PLANS PREPARED BY:
vhb
600 Southborough Drive, Suite 100
South Portland, Maine 04106

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State		Catch Basins	Existing ■ Proposed
Property Lines		Manholes	Existing ● Proposed
R/W Lines-Existing		Proposed Underdrain	
R/W Lines-Proposed		Proposed Ditch	
Culvert-Existing		Existing Ditch	
Culvert Proposed		Utility Poles	Existing ◆ Proposed
Curbing	Existing / Proposed	Fire Hydrants	Existing ◉ Proposed
Type 1		Existing Water Line	
Type 3		Existing San. Sewer	
Type 5		Existing San. Sewer Manhole	
Outline of Bodies of Water		Guardrail-Existing	
Exposed Bedrock		Guardrail-Proposed	
Buildings		Guardrail-Cable, Other	
Trees	Conifer, Deciduous	Centerline-Existing	
Tree Line		Centerline-Proposed	10+00
Clearing Limit Line		Travelway-Existing	
Railroad		Travelway-Proposed	

Boring HB-XXX-###
Pavement Core PC-#
Test Pit TP-XXX-###
Probe P-#.#X
#.# = Depth
X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)

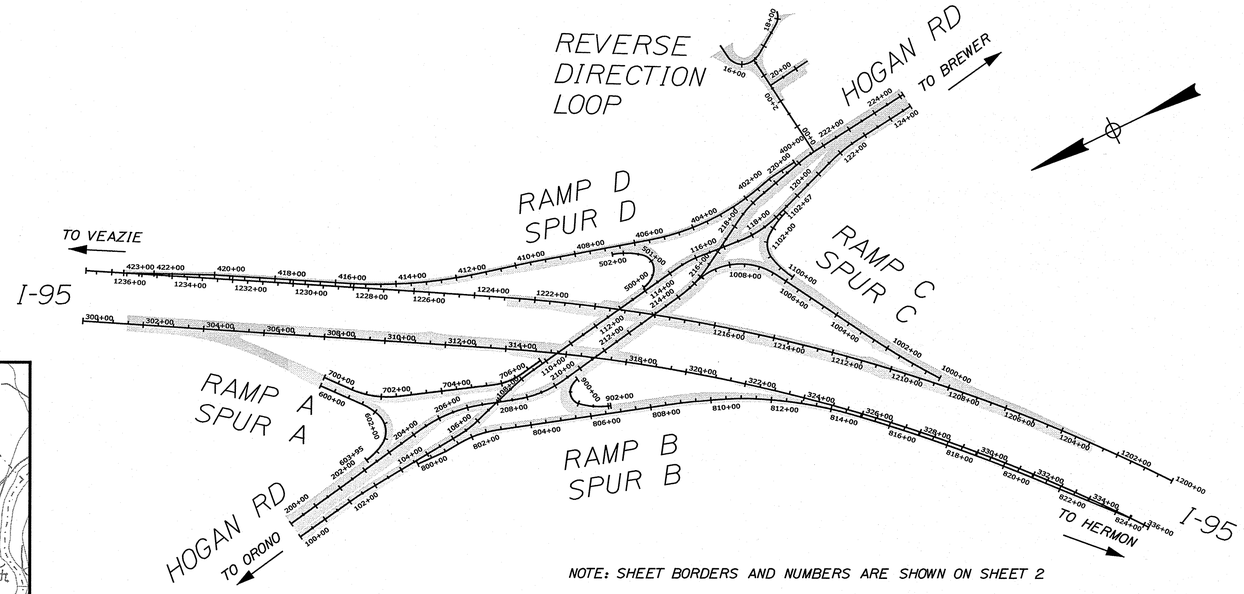
BANGOR

PENOBSCOT COUNTY

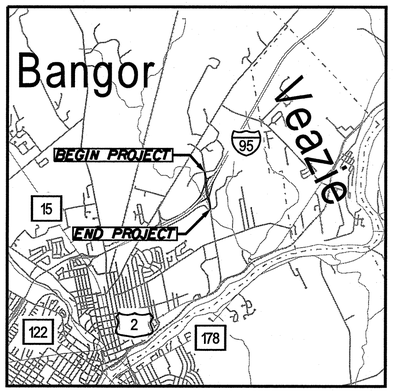
US I-95 EXIT 187 / HOGAN ROAD INTERCHANGE

FEDERAL PROJECT NO. 1859511

PROJECT LENGTH
0.48 MILES



NOTE: SHEET BORDERS AND NUMBERS ARE SHOWN ON SHEET 2



LOCATION MAP

PROJECT LOCATION:	DIVERGING DIAMOND INTERCHANGE ON HOGAN ROAD / INTERSTATE 95 EXIT 187 AND HOGAN ROAD / I-95 BRIDGE (#5823) OVER INTERSTATE 95. LOCATED 0.26 OF A MILE NORTH OF HASKELL ROAD.
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	HIGHWAY IMPROVEMENTS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE 12-8-25
CHIEF ENGINEER
ACTING COMMISSIONER
DEPUTY CHIEF ENGINEER: — 12/9/2025

STATE OF MAINE — ETHAN C. FLYNN 13436 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE	Ethan C. Flynn
P.E. NUMBER	13436
DATE	11/20/2025

PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	L. ROWE
DESIGNER	E. FLYNN
CONSULTANT	VHB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BANGOR
I-95 EXIT 187

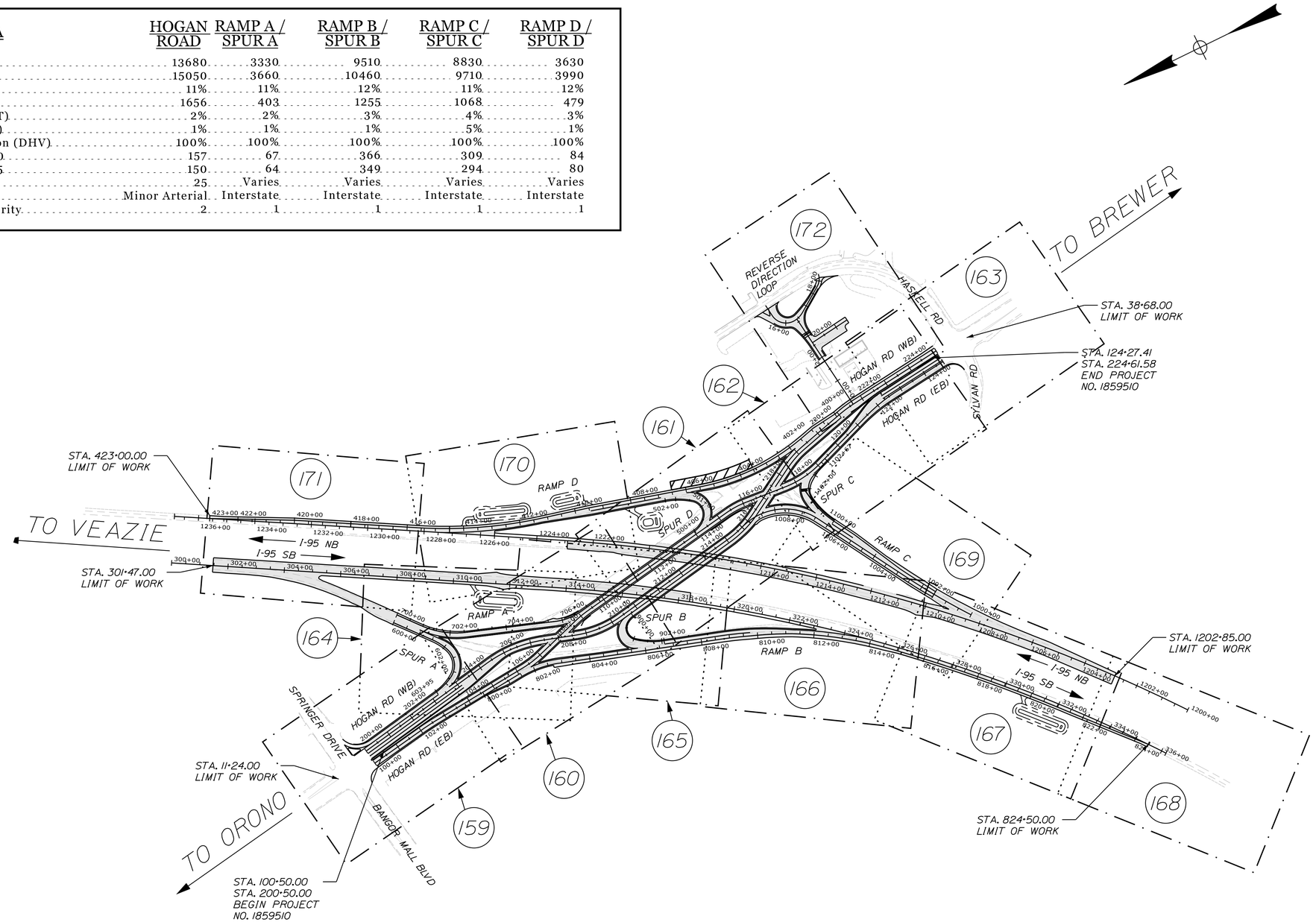
TITLE SHEET

WIN 018595.11

SHEET NUMBER
G-1
1
OF 485

Filename: ...\MSTA\Planset\G_001_Title.dgn Division: HIGHWAY Username: jamesdavis Date:11/20/2025

TRAFFIC DATA	HOGAN ROAD	RAMP A / SPUR A	RAMP B / SPUR B	RAMP C / SPUR C	RAMP D / SPUR D
Current (2026) AADT	13680	3330	9510	8830	3630
Future (2046) AADT	15050	3660	10460	9710	3990
DHV - % of AADT	11%	11%	12%	11%	12%
Design Hour Volume	1656	403	1255	1068	479
% Heavy Trucks (AADT)	2%	2%	3%	4%	3%
% Heavy Trucks (DHV)	1%	1%	1%	5%	1%
Directional Distribution (DHV)	100%	100%	100%	100%	100%
18 kip Equivalent P 2.0	157	67	366	309	84
18 kip Equivalent P 2.5	150	64	349	294	80
Design Speed (mph)	25	Varies	Varies	Varies	Varies
Functional Class	Minor Arterial	Interstate	Interstate	Interstate	Interstate
Highway Corridor Priority	2	1	1	1	1



LAYOUT SCALE

200 0 200 400

Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

SHEETS LAYOUT & TRAFFIC DATA

SHEET NUMBER
G-2
2
OF 485

Filename: ...\Planset\G_002_SheetLayouts.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

ESTIMATED QUANTITIES

Item No.	Item Description	Unit	Highway	BMPs	Traffic	Lighting	Bridge (Hogan EB)	Bridge (Hogan WB)	Total Quantity
107.51	PROSECUTION OF WORK - INITIAL SCHEDULE	LS	1	-	-	-	-	-	1
107.531	PROSECUTION OF WORK - BIWEEKLY UPDATES	LS	1	-	-	-	-	-	1
201.11	CLEARING	AC	3	-	-	-	-	-	3
201.23	REMOVING SINGLE TREE TOP ONLY	EA	5	-	-	-	-	-	5
201.24	REMOVING STUMP	EA	5	-	-	-	-	-	5
202.12	REMOVE EXISTING STRUCTURAL CONCRETE	CY	-	-	-	-	179	-	179
202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	EA	10	-	-	-	-	-	10
202.19	REMOVING EXISTING BRIDGE (959 CY)	LS	-	-	-	-	1	-	1
202.202	REMOVING PAVEMENT SURFACE	SY	21,000	-	-	-	-	3,010	24,010
202.21	REMOVING EXISTING SUBSTRUCTURE	CY	-	-	-	-	265	-	265
202.30	REMOVING OF EXISTING CONCRETE WEARING SURFACE (BRIDGE 5823) (1,540 SY)	LS	-	-	-	-	1	-	1
203.20	COMMON EXCAVATION	CY	27,400	-	-	-	-	-	27,400
203.24	COMMON BORROW	CY	29,900	-	-	-	-	-	29,900
203.25	GRANULAR BORROW	CY	18,600	-	-	-	930	1,300	20,830
203.4338	LIGHTWEIGHT FILL FOAMED GLASS AGGREGATE	CY	19,600	-	-	-	-	-	19,600
203.4340	ELASTIC INCLUSION	SY	-	-	-	-	54	82	136
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	CY	-	-	-	-	940	1,550	2,490
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	26,600	-	-	-	-	-	26,600
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	T	5,100	-	-	-	150	250	5,500
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	T	420	-	-	-	-	-	420
403.2111	9.5 MM POLYMER MODIFIED HMA (SHIM)	T	720	-	-	-	-	-	720
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	T	9,800	-	-	-	150	420	10,370
409.15	BITUMINOUS TACK COAT - APPLIED	G	4,600	-	-	-	110	250	4,960
461.131	TEMPORARY PAVEMENT	T	2,500	-	-	-	-	-	2,500
501.231	DYNAMIC LOADING TEST	EA	-	-	-	-	4	6	10
501.50	STEEL H-BEAM PILES 89 LBS/FT, DELIVERED	LF	-	-	-	-	1,200	3,750	4,950
501.501	DRIVEN STEEL H-BEAM PILES 89 LBS/FT, IN PLACE	LF	-	-	-	-	770	2,150	2,920
501.502	ROCK SOCKETED STEEL H-BEAM PILES 89 LB/FT, IN PLACE	LF	-	-	-	-	260	1,200	1,460
501.804	DRILLING EQUIPMENT MOBILIZATION, ROCK-SOCKETED H-PILE (BRIDGE 5823)	LS	-	-	-	-	1	-	1
501.804	DRILLING EQUIPMENT MOBILIZATION, ROCK-SOCKETED H-PILE (BRIDGE 6787)	LS	-	-	-	-	-	1	1
501.90	PILE TIPS	EA	-	-	-	-	20	66	86
501.91	PILE SPLICES	EA	-	-	-	-	5	5	10
501.92	PILE DRIVING EQUIPMENT MOBILIZATION (BRIDGE 5823)	LS	-	-	-	-	1	-	1
501.92	PILE DRIVING EQUIPMENT MOBILIZATION (BRIDGE 6787)	LS	-	-	-	-	-	1	1
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (BRIDGE 5823) (554 CY)	LS	-	-	-	-	1	-	1
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (BRIDGE 6787) (528 CY)	LS	-	-	-	-	-	1	1
502.239	STRUCTURAL CONCRETE PIERS (BRIDGE 5823) (92 CY)	LS	-	-	-	-	1	-	1
502.239	STRUCTURAL CONCRETE PIERS (BRIDGE 6787) (1,028 CY)	LS	-	-	-	-	-	1	1
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES (BRIDGE 5823) (146 CY)	LS	-	-	-	-	1	-	1
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES (BRIDGE 6787) (761 CY)	LS	-	-	-	-	-	1	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB (BRIDGE 5823) (77 CY)	LS	-	-	-	-	1	-	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB (BRIDGE 6787) (134 CY)	LS	-	-	-	-	-	1	1
502.453	STRUCTURAL CONCRETE MOMENT SLAB (70 CY)	LS	-	-	-	-	-	1	1
502.454	STRUCTURAL CONCRETE, SLEEPER SLAB (BRIDGE 5823) (58 CY)	LS	-	-	-	-	1	-	1
502.454	STRUCTURAL CONCRETE, SLEEPER SLAB (BRIDGE 6787) (100 CY)	LS	-	-	-	-	-	1	1
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (BRIDGE 5823) (69 CY)	LS	-	-	-	-	1	-	1
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (BRIDGE 6787) (71 CY)	LS	-	-	-	-	-	1	1
502.77	FRP BRIDGE DRAIN - TYPE A MODIFIED	EA	-	-	-	-	-	4	4
502.77	FRP BRIDGE DRAIN - TYPE E	EA	-	-	-	-	5	-	5
502.77	FRP BRIDGE DRAIN - TYPE F	EA	-	-	-	-	-	8	8
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB	-	-	-	-	132,400	117,900	250,300
503.13	REINFORCING STEEL, PLACING	LB	-	-	-	-	132,400	117,900	250,300
503.19	LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATION & DELIVERED	LB	-	-	-	-	-	331,800	331,800
503.20	LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING	LB	-	-	-	-	-	331,800	331,800
504.70	STRUCTURAL STEEL FABRICATED AND DELIVERED (10,500 LB)	LS	-	-	-	-	1	-	1
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (990,100 LB)	LS	-	-	-	-	-	1	1
504.71	STRUCTURAL STEEL ERECTION (990,100 LB)	LS	-	-	-	-	-	1	1
504.73	REMOVING, MODIFYING, AND RESETTING EXISTING STRUCTURAL STEEL	LS	-	-	-	-	1	-	1
505.08	SHEAR CONNECTORS (10,570 EA)	LS	-	-	-	-	-	1	1
506.144	FIELD PAINTING OF EXISTING AND NEW STRUCTURAL STEEL	LS	-	-	-	-	1	-	1
506.17	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	LS	-	-	-	-	1	-	1
506.18	CONTAINMENT AND POLLUTION CONTROL MEASURES	LS	-	-	-	-	1	-	1
506.191	DISPOSAL OF SPECIAL WASTE OR HAZARDOUS WASTE	LS	-	-	-	-	1	-	1
506.9104	THERMAL SPRAY COATING - SHOP APPLIED	LS	-	-	-	-	-	1	1
507.0821	STEEL BRIDGE RAILING, 3 BAR (BRIDGE 5823) (980 LF)	LS	-	-	-	-	1	-	1
507.0821	STEEL BRIDGE RAILING, 3 BAR (BRIDGE 6787) (995 LF)	LS	-	-	-	-	-	1	1
507.0822	STEEL APPROACH RAILING, 3-BAR	EA	-	-	-	-	1	-	1
507.0822	STEEL APPROACH RAILING, 3-BAR (MODIFIED)	EA	-	-	-	-	3	4	7
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (BRIDGE 5823) (1,780 SY)	LS	-	-	-	-	1	-	1
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (BRIDGE 6787) (3,010 SY)	LS	-	-	-	-	-	1	1
512.081	FRENCH DRAINS (BRIDGE 5823) (190 LF)	LS	-	-	-	-	1	-	1
512.081	FRENCH DRAINS (BRIDGE 6787) (250 LF)	LS	-	-	-	-	-	1	1
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (BRIDGE 5823) (1,750 SY)	LS	-	-	-	-	1	-	1
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (BRIDGE 6787) (3,350 SY)	LS	-	-	-	-	-	1	1
518.50	REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL < 8 IN.	SF	-	-	-	-	670	-	670
518.70	REPAIR OF OVERHEAD SURFACES < 8 IN.	SF	-	-	-	-	220	-	220
522.06	MODULAR EXPANSION DEVICE	EA	-	-	-	-	2	2	4
523.52	BEARING INSTALLATION	EA	-	-	-	-	42	42	84
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	EA	-	-	-	-	42	42	84
524.301	TEMPORARY STRUCTURAL SUPPORT - APPROACHES	LS	-	-	-	-	-	1	1
524.301	TEMPORARY STRUCTURAL SUPPORT - SUPERSTRUCTURE	LS	-	-	-	-	1	-	1
524.40	PROTECTIVE SHIELD (BRIDGE 5823) (780 SY)	LS	-	-	-	-	1	-	1
524.40	PROTECTIVE SHIELD (BRIDGE 6787) (1,600 SY)	LS	-	-	-	-	-	1	1

ESTIMATED QUANTITIES

Item No.	Item Description	Unit	Highway	BMPs	Traffic	Lighting	Bridge (Hogan EB)	Bridge (Hogan WB)	Total Quantity
526.302	PORTABLE CONCRETE BARRIER	LF	2,800	-	-	-	-	-	2,800
526.322	PERMANENT CONCRETE BARRIER TYPE III (MODIFIED) (756 LF)	LS	-	-	-	-	-	1	1
526.502	PRECAST CONCRETE MEDIAN BARRIER (420 LF)	LS	1	-	-	-	-	-	1
527.305	QUADGUARD CRASH CUSHION	UN	1	-	-	-	-	-	1
527.34	WORK ZONE CRASH CUSHIONS	UN	10	-	-	-	-	-	10
530.30	GFRP, REINFORCEMENT BARS, FABRICATED & DELIVERED	LF	-	-	-	-	-	187,400	187,400
530.31	GFRP, REINFORCEMENT BARS, PLACING	LF	-	-	-	-	-	187,400	187,400
602.30	FLOWABLE CONCRETE FILL	CY	63	-	-	-	-	-	63
603.04	4" PVC DRAIN SERVICE	LF	4	-	-	-	-	-	4
603.155	12 INCH REINFORCED CONCRETE PIPE CLASS III	LF	430	-	-	-	-	-	430
603.159	12 INCH CULVERT PIPE OPTION III	LF	680	-	-	-	-	-	680
603.165	15 INCH REINFORCED CONCRETE PIPE CLASS III	LF	120	-	-	-	-	-	120
603.169	15 INCH CULVERT PIPE OPTION III	LF	20	-	-	-	-	-	20
603.175	18 INCH REINFORCED CONCRETE PIPE CLASS III	LF	230	-	-	-	-	-	230
603.179	18 INCH CULVERT PIPE OPTION III	LF	400	-	-	-	-	-	400
603.195	24 INCH REINFORCED CONCRETE PIPE CLASS III	LF	420.000	-	-	-	-	-	420
603.55	CONCRETE PIPE TIES	GP	9.000	-	-	-	-	-	9
603.93	DIRECTIONAL BORE: STA. 1005+35	LF	170.000	-	-	-	-	-	170
604.072	CATCH BASIN TYPE A1-C	EA	11	-	-	-	-	-	11
604.09	CATCH BASIN TYPE B1	EA	3	-	-	-	-	-	3
604.092	CATCH BASIN TYPE B1-C	EA	35	-	-	-	-	-	35
604.247	CATCH BASIN TYPE F5-C	EA	10	-	-	-	-	-	10
604.249	CATCH BASIN TYPE F6-C	EA	1	-	-	-	-	-	1
605.09	6 INCH UNDERDRAIN TYPE B	LF	2,000	-	-	-	-	-	2,000
605.11	12 INCH UNDERDRAIN TYPE C	LF	2,100	-	-	-	-	-	2,100
605.12	15 INCH UNDERDRAIN TYPE C	LF	350	-	-	-	-	-	350
605.13	18 INCH UNDERDRAIN TYPE C	LF	78	-	-	-	-	-	78
606.1301	31" W-BM GR, MID-WAY SPLICE-SGL FACED	LF	5,100	-	-	-	-	-	5,100
606.1304	31" W-BM GR, MID-WAY SPLICE-OVER 15' RAD	LF	190	-	-	-	-	-	190
606.1305	31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	EA	4	-	-	-	-	-	4
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1A	EA	8	-	-	-	-	-	8
606.1721	BRIDGE TRANSITION - TYPE 1	EA	-	-	-	-	4	4	8
606.259	ANCHORAGE ASSEMBLY	EA	4	-	-	-	-	-	4
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	EA	12	-	-	-	-	-	12
606.356	UNDERDRAIN DELINEATOR POST	EA	19	-	-	-	-	-	19
607.09	WOVEN WIRE FENCE - METAL POSTS	LF	180	-	-	-	-	-	180
607.16	CHAIN LINK FENCE - 4 FOOT	LF	1,900	-	-	-	-	-	1,900
607.183	CHAIN LINK SNOW FENCE 33 INCH (BRIDGE 5823) (416 LF)	LS	-	-	-	-	1	-	1
607.183	CHAIN LINK SNOW FENCE 33 INCH (BRIDGE 6787) (498 LF)	LS	-	-	-	-	-	1	1
607.33	BRACING ASSEMBLY TYPE II - METAL POSTS	EA	2	-	-	-	-	-	2
608.07	PLAIN CONCRETE SIDEWALK	SY	44	-	-	-	-	-	44
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	420	-	-	-	-	-	420
609.11	VERTICAL CURB TYPE 1	LF	2,500	-	-	-	-	-	2,500
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	120	-	-	-	-	-	120
609.221	TERMINAL CURB TYPE 1	LF	160	-	-	-	-	-	160
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	LF	88	-	-	-	-	-	88
609.312	SPECIAL CURB - WHEEL STOP	LF	77	-	-	-	-	-	77
609.34	CURB TYPE 5	LF	5,400	-	-	-	-	-	5,400
609.35	CURB TYPE 5 - CIRCULAR	LF	150	-	-	-	-	-	150
610.08	PLAIN RIPRAP	CY	140	-	-	-	731	731	1,602
610.16	HEAVY RIPRAP	CY	440	-	-	-	-	-	440
613.319	EROSION CONTROL BLANKET	SY	1,200	990	-	-	-	-	2,190
615.07	LOAM	CY	6,400	-	-	-	-	-	6,400
615.081	COMPOST BLANKET	CY	-	110	-	-	-	-	110
615.27	UNDERDRAIN SOIL FILTER (5 TOTAL)	LS	-	1	-	-	-	-	1
617.35	COMPOST	CY	40	-	-	-	-	-	40
618.13	SEEDING METHOD NUMBER 1	UN	58	-	-	-	-	-	58
618.14	SEEDING METHOD NUMBER 2	UN	370	-	-	-	-	-	370
618.143	SPECIAL SEED MIX: LOW GROW MEADOW GRASS	UN	85	-	-	-	-	-	85
618.146	SPECIAL SEED MIX - HMG	UN	-	21	-	-	-	-	21
619.12	MULCH	UN	520	-	-	-	-	-	520
619.13	BARK MULCH	CY	40	-	-	-	-	-	40
620.58	EROSION CONTROL GEOTEXTILE	SY	750	-	-	-	1,100	1,100	2,950
621.031	EVERGREEN TREES 4'- 5' B&B GROUP A	EA	40	-	-	-	-	-	40
621.401	EVERGREEN SHRUBS 2'- 2 ½' CONT. GROUP A	EA	30	-	-	-	-	-	30
621.54	DECID SHRUBS 18"- 24" CONT. GROUP A	EA	80	-	-	-	-	-	80
621.546	DECID SHRUBS 2'- 3' CONT. GROUP A	EA	50	-	-	-	-	-	50
621.552	DECID SHRUBS 3'- 4' CONT. GROUP A	EA	60	-	-	-	-	-	60
626.11	PRECAST CONCRETE JUNCTION BOX	EA	-	-	46	75	-	-	121
626.21	METALLIC CONDUIT (2-INCH, LIGHTING)	LF	-	-	-	1,000	-	-	1,000
626.22	NON-METALLIC CONDUIT (3-INCH)	LF	-	-	3,400	-	-	-	3,400
626.22	NON-METALLIC CONDUIT (2-INCH, LIGHTING)	LF	-	-	-	11,000	-	-	11,000
626.221	NON-METALLIC CONDUIT, CONCRETE ENCASED	LF	-	-	375	80	-	-	455
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING)	LF	-	-	1,500	-	-	-	1,500
626.35	CONTROLLER CABINET FOUNDATION	EA	-	-	4	-	-	-	4
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	EA	-	-	18	10	-	-	28
626.421	24-INCH DIAMETER FOUNDATION	LF	-	-	168	406	-	-	574
626.46	48-INCH DIAMETER FOUNDATION	LF	-	-	158	-	-	-	158
626.48	60-INCH DIAMETER FOUNDATION	LF	-	-	45	-	-	-	45
626.49	GREATER THAN 60-INCH DIAMETER FOUNDATION	LF	-	-	20	-	-	-	20
627.311	8 INCH WHITE PAVEMENT MARKING LINE	LF	-	-	2,300	-	-	-	2,300
627.407	REFLECTORIZED PLASTIC, WHITE OR YELLOW PAVEMENT MARKING	SF	-	-	60	-	-	-	60
627.511	TEMPORARY PAVEMENT LINE TAPE, YELLOW OR WHITE	SF	-	-	1,775	-	-	-	1,775
627.512	REMOVABLE BLACK LINE MASKING TAPE	SF	-	-	2,500	-	-	-	2,500

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	1/15/2026
CHECKED-REVIEWED	ECF	AG	1/15/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	ADDENDUM NO. 1		12/22/25
REVISIONS 2	ADDENDUM NO. 3		1/15/26
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

ESTIMATED QUNATITIES
(1 OF 2)

SHEET NUMBER
G-3
3
OF 485

Filename: ...\G_003_EstimatedQuantities.dgn Username: jomesdavis Division: HIGHWAY Date:1/15/2026

Filename: ...\G_003_EstimatedQuantities.dgn Division: HIGHWAY Username: jamesdavis Date:1/15/2026

ESTIMATED QUANTITIES

Item No.	Item Description	Unit	Highway	BMPs	Traffic	Lighting	Bridge (Hogan EB)	Bridge (Hogan WB)	Total Quantity
627.55	12" TEMPORARY PAVEMENT TAPE, WHITE	LF	-	-	250	-	-	-	250
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	-	-	28,000	-	-	-	28,000
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	-	-	15,500	-	-	-	15,500
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	-	-	5,600	-	-	-	5,600
627.752	TEMPORARY W OR Y PAVEMENT & CURB MARKING	SF	-	-	1,125	-	-	-	1,125
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	-	-	5,200	-	-	-	5,200
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	-	-	96,000	-	-	-	96,000
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	-	-	39,000	-	-	-	39,000
629.05	HAND LABOR, STRAIGHT TIME	HR	50	-	-	-	-	-	50
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	100	-	-	-	-	-	100
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	200	-	-	-	-	-	200
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	HR	10	-	-	-	-	-	10
634.16	HIGHWAY LIGHTING	LS	-	-	-	1	-	-	1
3. 634.2042	LED LUMINAIRES	EA	-	-	-	65	-	-	65
634.206	LIGHT STANDARD POST TOP LUMINAIRE	EA	-	-	-	58	-	-	58
634.25	SERVICE POLE COMPLETE WITH CABINET AND CONTROLS	EA	-	-	-	2	-	-	2
639.18	FIELD OFFICE TYPE A	EA	1	-	-	-	-	-	1
643.21	NON-INVASIVE DETECTION - STOP BAR: HOGAN RD & SPRINGER DR / BANGOR MALL BLVD	LS	-	-	1	-	-	-	1
643.21	NON-INVASIVE DETECTION - STOP BAR: HOGAN RD & I-95 SOUTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.21	NON-INVASIVE DETECTION - STOP BAR: HOGAN RD & I-95 NORTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.21	NON-INVASIVE DETECTION - STOP BAR: HOGAN RD & HASKELL RD / SYLVAN RD	LS	-	-	1	-	-	-	1
643.22	NON-INVASIVE DETECTION - ADVANCE: HOGAN RD & SPRINGER DR / BANGOR MALL BLVD	LS	-	-	1	-	-	-	1
643.22	NON-INVASIVE DETECTION - ADVANCE: HOGAN RD & I-95 SOUTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.22	NON-INVASIVE DETECTION - ADVANCE: HOGAN RD & I-95 NORTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.22	NON-INVASIVE DETECTION - ADVANCE: HOGAN RD & HASKELL RD / SYLVAN RD	LS	-	-	1	-	-	-	1
643.621	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY	EA	-	-	2	-	-	-	2
643.71	TRAFFIC SIGNAL MODIFICATION: HOGAN RD & SPRINGER DR / BANGOR MALL BLVD	LS	-	-	1	-	-	-	1
643.71	TRAFFIC SIGNAL MODIFICATION: HOGAN RD & HASKELL RD / SYLVAN RD	LS	-	-	1	-	-	-	1
643.71	TRAFFIC SIGNAL MODIFICATION: HOGAN RD & EMCC / DRIVEWAY	LS	-	-	1	-	-	-	1
643.71	TRAFFIC SIGNAL MODIFICATION: HOGAN RD & MT HOPE AVE	LS	-	-	1	-	-	-	1
643.711	TRAFFIC SIGNAL MODIFICATION (TEMPORARY)	LS	-	-	1	-	-	-	1
643.72	TEMPORARY TRAFFIC SIGNAL: HOGAN RD & I-95 SOUTHBOUND ON-RAMP	LS	-	-	1	-	-	-	1
643.72	TEMPORARY TRAFFIC SIGNAL: HOGAN RD & I-95 NORTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.80	TRAFFIC SIGNALS AT HOGAN RD & I-95 SOUTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.80	TRAFFIC SIGNALS AT HOGAN RD & I-95 NORTHBOUND RAMPS	LS	-	-	1	-	-	-	1
643.81	TRAFFIC SIGNAL CONTROL SYSTEM	LS	-	-	1	-	-	-	1
643.90	INTERCONNECT WIRE. 12-STRAND (4,000 LF)	LS	-	-	1	-	-	-	1
643.91	MAST ARM POLE W/15' ARM	EA	-	-	2	-	-	-	2
643.91	MAST ARM POLE W/35' ARM	EA	-	-	1	-	-	-	1
643.91	MAST ARM POLE W/40' ARM	EA	-	-	1	-	-	-	1
643.91	MAST ARM POLE W/55' ARM	EA	-	-	1	-	-	-	1
643.92	PEDESTAL POLE	EA	-	-	20	-	-	-	20
643.93	STRAIN POLE	EA	-	-	4	-	-	-	4
643.94	DUAL PURPOSE POLE W/30' ARM	EA	-	-	1	-	-	-	1
643.94	DUAL PURPOSE POLE W/45' ARM	EA	-	-	1	-	-	-	1
643.94	DUAL PURPOSE POLE W/50' ARM	EA	-	-	1	-	-	-	1
643.94	DUAL PURPOSE POLE W/55' ARM	EA	-	-	1	-	-	-	1
643.94	DUAL PURPOSE POLE W/60' ARM	EA	-	-	3	-	-	-	3
645.103	DEMOUNT GUIDE SIGN	EA	-	-	5	-	-	-	5
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION, RTE ASSEMBLY SIGNS	EA	-	-	79	-	-	-	79
645.109	REMOVE AND SALVAGE HIGHWAY SIGN	EA	-	-	5	-	-	-	5
645.1095	REMOVE OVERHEAD SPAN WIRE SYSTEM WITH SIGNS: (STA 220+10)	LS	-	-	1	-	-	-	1
645.1095	REMOVE OVERHEAD SPAN WIRE SYSTEM WITH SIGNS: (STA 14+60)	LS	-	-	1	-	-	-	1
645.1096	REMOVE MAST ARM POLE WITH SIGNS: (STA 21+05)	LS	-	-	1	-	-	-	1
645.1096	REMOVE MAST ARM POLE WITH SIGNS: (STA 27+15)	LS	-	-	1	-	-	-	1
645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION, RTE ASSEMBLY SIGN	EA	-	-	6	-	-	-	6
645.12	OVERHEAD GUIDE SIGN: (STA 219+25)	LS	-	-	1	-	-	-	1
645.121	OVERHEAD LANE USE SIGN ASSEMBLY	EA	-	-	2	-	-	-	2
645.15	CANTILEVER GUIDE SIGN: (STA 17+40)	LS	-	-	1	-	-	-	1
645.15	CANTILEVER GUIDE SIGN (STA 900+15)	LS	-	-	1	-	-	-	1
645.251	ROADSIDE GUIDE SIGNS, TYPE 1	SF	-	-	815	-	-	-	815
645.271	REGULATORY, WARNING, CONFIRMATION, AND ROUTE ASSEMBLY SIGN, TYPE I	SF	-	-	400	-	-	-	400
652.35	CONSTRUCTION SIGNS	SF	-	-	1,730	-	-	-	1,730
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (1400 CD)	LS	-	-	1	-	-	-	1
652.38	FLAGGERS	HR	-	-	9,750	-	-	-	9,750
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	EA	-	-	8	-	-	-	8
652.61	STAGED CONSTRUCTION AND TRAFFIC CONTROL	LS	-	-	1	-	-	-	1
654.351	CONNECTED ROADSIDE UNIT	EA	-	-	4	-	-	-	4
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1	-	-	-	-	-	1
658.20	ACRYLIC LATEX COLOR FINISH, GREEN	SY	560	-	-	-	-	-	560
659.10	MOBILIZATION	LS	1	-	-	-	-	-	1
660.21	ON-THE-JOB TRAINING (BID)	HR	3,000	-	-	-	-	-	3,000

ESTIMATED QUANTITY NOTE:

QUANTITIES INCLUDED FOR PAY ITEMS MEASURED AND PAID FOR BY LUMP SUM ARE ESTIMATED QUANTITIES AND ARE PROVIDED BY MAINEDOT FOR INFORMATIONAL PURPOSES ONLY. LUMP SUM PAY ITEMS WILL BE PAID FOR AT THE CONTRACT BID AMOUNT. WITH NO ADDITION OR REDUCTION IN PAYMENT TO THE CONTRACTOR IF THE ACTUAL FINAL QUANTITIES ARE DIFFERENT FROM THE MAINEDOT PROVIDED ESTIMATED QUANTITIES. EXCEPT AS FOLLOWS:

A. IF A LUMP SUM PAY ITEM IS ELIMINATED, THE REQUIREMENTS OF STANDARD SPECIFICATIONS SECTION 109.2, ELIMINATION OF ITEMS, WILL TAKE PRECEDENCE.

B. IF OTHER CONTRACT DOCUMENTS SPECIFICALLY ALLOW A CHANGE IN PAYMENT FOR A LUMP SUM PAY ITEM, THOSE REQUIREMENTS WILL BE FOLLOWED.

C. IF A DESIGN CHANGE RESULTS IN CHANGES TO ESTIMATED QUANTITIES FOR LUMP SUM PAY ITEMS, PRICE ADJUSTMENTS WILL BE MADE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 109.7, EQUITABLE ADJUSTMENTS TO COMPENSATION AND TIME.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	BY	DATE
CHECKED-REVIEWED	ECF	JBD	1/15/2026
DESIGN2-DETAILED2		AG	1/15/2026
DESIGN3-DETAILED3		ADDENDUM NO. 3	1/15/26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

ESTIMATED QUNATITIES
(2 OF 2)

SHEET NUMBER
G-4

Username: jamesdavis Date:12/22/2025
Division: HIGHWAY
Filename: ...\G_004_EarthworkSchedule.dgn

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	20,339	
DRIVES	69	
BMP (Incidental to 615.27)	5,600	
EXCAVATION FOR UL-FGA	1,300	
REMOVE PAVEMENT (IN FILL)	1,192	
GRUBBING IN FILL	4,410	
TOTAL COMMON EXCAVATION		32,910

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	52,695	
DRIVES	0	
BMP (Incidental to 615.27)	770	
REMOVE PAVEMENT (IN FILL)	1,192	
GRUBBING IN FILL	4,410	
TOTAL FILL		59,067

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT	2,447	
GRUBBING IN FILL	4,410	
TOTAL DEDUCTIONS		6,857
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	26,053	
TOTAL AVAILABLE STRUCTURAL EXCAVATION	2,340	
TOTAL AVAILABLE NON-ROCK EXCAVATION		28,393

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	0	
GRUBBING IN CUT	2,447	
GRUBBING IN FILL	4,410	
TOTAL WASTE MATERIAL	6,857	
TOTAL WASTE MATERIAL TO BE UTILIZED		0
TOTAL WASTE MATERIAL TO BE WASTED		6,857

COMPUTATION FOR GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW FOR TRAFFIC MAINTAINANCE CONTROL	700	
GRANULAR BORROW FOR BRIDGE	2,230	
GRANULAR BORROW FOR UL-FGA	9,600	
GRANULAR BORROW FOR PRELOAD	8,300	
TOTAL GRANULAR BORROW		20,830

COMPUTATION FOR LIGHT WEIGHT FILL FOR ESTIMATE

TOTAL LIGHT WEIGHT FILL	19,600

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	28,393	x 0.90	=	25,554
TOTAL AVAILABLE ROCK EXCAVATION	0	x 1.30	=	0
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	0	x 1.30	=	0
TOTAL WASTE MATERIAL TO BE UTILIZED	0	x 1.00	=	0

TOTAL AVAILABLE EXCAVATION		25,554
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION		33,513
GRANULAR BORROW FOR BRIDGE	2,230	
GRANULAR BORROW TO MAINTAIN TRAFFIC	700	
BMP FILL (Incidental to 615.27)	770	
BORROW NEEDED (-) REQUIRED GRANULAR BORROW WITHIN FILL	29,813	
COMMON BORROW		**29,813**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	2/22/2023
CHECKED-REVIEWED	ECF	AG	2/22/2023
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	ADDENDUM NO.1		
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

EARTHWORK SCHEDULE

SHEET NUMBER
G-5
5
OF 485

STRUCTURE NUMBER	STATION		CULVERT PIPE													CATCH BASIN										PIPE ARCH			MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
			RCP				CMP		OPTION I		OPTION III																				TYPE B		TYPE C					
											SMOOTHLINED		CORRUGATED																		OUTLET	SMOOTHLINED		CORRUGATED			DESCRIPTIONS	
				SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1	B1-C	B5-C	E	F4-C	F5-C	F6-C	SPAN	RISE	LENGTH	GAGE OR WALL THICKNES		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CB 1	15+25.00 (Reverse Loop)	45.82 RT																				1														
CB 2	15+25.00 (Reverse Loop)	40.65 LT																				1														
CB 3	17+75.00 (Reverse Loop)	17.00 LT																1																		
CB 4	17+75.00 (Reverse Loop)	17.00 RT																1																		
CB 5	18+08.19 (Reverse Loop)	66.20 RT																1.625																		
CB 6	101+50.00	15.00 RT													1																				
CB 7	101+50.00	13.00 LT																1																		
CB 8	101+90.00	15.00 RT													1.625																				
CB 9	101+90.00	13.00 LT																1																		
CB 10	101+96.40	55.48 RT															1.625																			
CB 11	102+50.00	14.42 LT																1																		
CB 12	103+50.00	15.00 LT																1																		
CB 13	103+50.00	23.00 LT																				1														
CB 14	105+00.00	15.00 LT																1																		
CB 15	105+00.00	24.00 LT																				1														
CB 16	105+50.00	26.25 RT													1																				
CB 17	106+90.00	16.00 RT																1																		
CB 18	107+25.00	16.00 RT																1																		
CB 19	107+81.72	16.46 RT																1																		
CB 20	116+50.00	16.00 LT																1																		
CB 21	117+66.02	17.98 LT																1																		
CB 22	118+00.00	15.41 RT																1																		
CB 23	119+50.00	14.00 RT													1																				
CB 24	119+50.00	24.17 LT																				1														
CB 25	121+25.00	14.00 RT													1																				
CB 26	121+25.00	32.00 LT																				1														
CB 27	124+50.00	14.00 RT													1																				
CB 28	201+50.00	26.00 LT													1																				
CB 29	201+50.00	34.00 RT																1																		
CB 30	201+90.00	34.00 RT																1																		
CB 31	201+90.00	26.00 LT													1																				
CB 32	202+50.00	34.00 RT																1																		
CB 33	204+25.00	14.00 LT																1																		
CB 34	204+25.00	34.00 RT																1																		
CB 35	206+00.00	15.24 LT																1																		
CB 36	208+35.00	16.00 RT																1																		
CB 37	208+80.00	15.50 LT																1																		
CB 38	209+00.00	16.27 RT																1																		
CB 39	209+25.00	15.63 LT																1																		
CB 40	215+50.00	15.00 LT																1																		
CB 41	216+00.00	15.67 LT																1																		
CB 42	117+09.15	19.14 RT																1																		
CB 43	220+50.00	24.50 LT																					1													
CB 44	220+50.00	31.00 LT															1																			SOLID COVER
CB 45	222+48.11	19.00 LT																1																		
CB 46	224+02.00	19.00 LT													1																				
CB 47	224+83.55	19.70 LT													1																				
CB 48	403+50.00	27.00 LT																1																		
CB 49	404+50.00	25.43 LT																				1														
CB 50	411+14.00	40.55 LT																1																		FLAT TOP
CB 51	702+00.00	26.00 RT																				1														
CB 52	703+50.00	26.00 RT																				1														
CB 53	802+75.00	27.14 LT																1																		
CB 54	805+18.00	24.00 LT																				1														
CB 55	1101+45.00	33.50 LT																1																		
CB 56	1304+60.30	31.56 LT																1.25																		
CB 57	1303+96.96	32.61 LT																1																		

Filename: ...\G_005_DrainageSchedule.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

DRAINAGE SCHEDULE
(1 OF 2)

SHEET NUMBER
G-6
6
OF 485

STRUCTURE NUMBER	STATION		CULVERT PIPE												CATCH BASIN										PIPE ARCH			MH	UNDERDRAIN				ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
			RCP			CMP		OPTION I		OPTION III																				TYPE B		TYPE C			
										SMOOTHLINED		CORRUGATED																	TYPE B OUTLET		SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
				SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1	B1-C	B5-C	E	F4-C	F5-C	F6-C	SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
UD 1	100+00.00 TO CB-6																												148		6					
UD 2	CB-6 TO CB-8																														12	36				
UD 3	CB-7 TO CB-9																														12	36				
UD 4	CB-11 TO CB-9																														12	57				
UD 5	CB-12 TO CB-11																														12	97				
UD 6	CB-14 TO CB-12																														12	146				
UD 7	CB-16 TO CB-8																														12	356				
UD 8	107+33.13 TO CB-14																												228		6					
UD 9	CB-17 TO CB-18																														12	32				
UD 10	CB-19 TO CB-18																														12	53				
UD 11	115+00.00 TO CB-20																												152		6					
UD 12	CB-42 TO CB-22																														12	90				
UD 13	118+25.00 TO CB-23																												127		6					
UD 14	CB-23 TO CB-25																														12	168				
UD 15	CB-25 TO CB-27																														12	323				
UD 16	200+00.00 TO CB-28																												177		6					
UD 17	200+00.00 TO CB-29																												148		6					
UD 18	CB-29 TO CB-30																														12	36				
UD 19	CB-28 TO CB-31																														12	36				
UD 20	202+50.00 TO CB-31																												58		6					
UD 21	CB-32 TO CB-30																														12	56				
UD 22	CB-34 TO CB-32																														12	171				
UD 23	CB-35 TO CB-33																														12	173				
UD 24	207+44.00 TO CB-34																												308		6					
UD 25	207+92.64 TO CB-35																												195		6					
UD 26	CB-36 TO CB-19																														12	28				
UD 27	CB-38 TO CB-36																														12	63				
UD 28	CB-39 TO CB-37																														12	39				
UD 31	CB-40 TO CB-41																														12	44				
UD 32	CB-44 TO CB-45																														15	198				
UD 33	CB-45 TO CB-46																														15	150				
UD 34	CB-46 TO CB-47																														18	78				
UD 35	403+00.00 TO CB-43																												256		6					
UD 36	802+50.00 TO CB-16																												154		6					
PIPE 1	CB-1 TO CB-2			12	85	III																													
PIPE 2	CB-2 TO CB-3										12	135																								
PIPE 3	CB-3 TO CB-4										18	30																								
PIPE 4	CB-4 TO CB-5										18	70																								
PIPE 5	CB-9 TO CB-8			18	24	III																														
PIPE 6	CB-8 TO CB-10										18	36																								
PIPE 7	CB-10 TO 101+96.90	61.7 RT									18	4																								
PIPE 8	CB-13 TO CB-12										12	5																								
PIPE 9	CB-15 TO CB-14										12	6																								
PIPE 10	CB-18 TO CB-53										12	18																								
PIPE 11	CB-20 TO CB-48										12	60																								
PIPE 12	CB-24 TO CB-23			12	36	III																														
PIPE 13	CB-21 TO CB-24										12	171																								
PIPE 14	CB 26 TO CB 25			12	44	II																														
PIPE 15	CB-47 TO CB-27			18	82	II																														
PIPE 16	CB-27 TO 124+50.00	40.0 RT									18	24																								
PIPE 17	CB-31 TO CB-30			15	56	II																														
PIPE 18	CB-30 TO CB-9										18	4																								
PIPE 19	202+71.86 TO 202+78.42	62.4 LT/46.5 LT									18	21																								
PIPE 20	CB-33 TO CB-34			12	44	II																														
PIPE 21	CB-37 TO CB-36			12	52	II																														
PIPE 22	CB-41 TO 216+00.00	42.1 RT		15	56	II																														
PIPE 23	CB-43 TO CB-44										12	4																								
PIPE 24	400+45.46 TO CB-44	33.5 RT									15	17																								
PIPE 25	CB-48 TO 403+50.00	45.6 RT		12	71	II																														
PIPE 26	CB-49 TO CB-48										12	101																								
PIPE 27	CB-50 TO 411+10.94	49.0 RT		24	88	II																														
PIPE 28	603+29.98 TO 602+75.71	23.7 RT/27.5 RT									18	37																								
PIPE 29	CB-52 TO CB-51										12	153																								
PIPE 30	CB-51 TO 702+00.00	22.6 LT		12	48	II																														
PIPE 31	CB-53 TO 802+75.00	27.5 RT		18	56	II																														
PIPE 32	CB-54 TO 805+18.00	19.5 RT		12	43	II																														
PIPE 33	807+75.00 TO 807+75.00	113.6 LT/59.0 RT		24	167	II																														
PIPE 34	1005+26.02 TO 1005+24.29	70.7 LT/90.9 RT		24	162	II																														
PIPE 35	CB-22 TO 1101+57.63	24.0 RT		18	63	II																														
PIPE 36	CB-55 TO CB-22										12	19																								
PIPE 37	CB-5 TO CB-56										18	63																								
PIPE 38	CB-56 TO CB-57	32.2 LT									18	52																								
PIPE 39	222+50.00 TO CB-45	21.5 LT									4	4																								
PIPE 40	CB-57 TO 1303+36.53	36.41 LT									18	50																								

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
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DRAINAGE SCHEDULE
(2 OF 2)

SHEET NUMBER
G-7
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Username: jomesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\G_005_DrainageSchedule.dgn

Filename: ...\Planset\G_006_GeneralNotes.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

GENERAL NOTES:

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
3. THE CLEARING, SELECTIVE CLEARING, AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT. CLEARING FOR WOVEN WIRE FENCE IS NOT SHOWN AND IS CONSIDERED INCIDENTAL TO THE APPROPRIATE 607 ITEM IF REQUIRED. WHEN INSTALLING FENCE IN WETLAND AREAS, THE CONTRACTOR WILL TAKE CARE TO KEEP CLEARING AND WORK IMPACTS TO A MINIMUM.
4. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
6. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
9. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
10. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
11. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
12. ALL FILL IN WETLAND AREAS SHALL BE PLACED PRIOR TO OCTOBER 15, 2026. FINAL FINISH GRADE IN THESE AREAS DOES NOT NEED TO BE ACHIEVED PRIOR TO THIS DATE
13. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
14. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
15. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING OR MILLING SHALL BE INCIDENTAL TO THE RELATED PAVING OR MILLING ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
16. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
17. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
18. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
19. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
20. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH-LINED PIPES.
21. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
22. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
23. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
24. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
25. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
26. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
27. GUARDRAIL END TREATMENTS ON ACTIVE ROADWAYS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
28. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
29. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
30. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
31. DIRTY BORROW HAS BEEN ESTIMATED FOR ALL DISTURBED SLOPE AREAS OTHER THAN LAWN AREAS. ACTUAL PLACEMENT OF THE DIRTY BORROW SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
32. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
33. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
34. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
35. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL PAVED ISLANDS.
36. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
37. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
38. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
39. THE PROJECT GEOTECHNICAL REPORT CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTPS://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES/
40. FOR GEOTECHNICAL INFORMATION, REFERENCE THE PROJECT GEOTECHNICAL REPORTS WHICH MAY BE ACCESSED AT THE MAINEDOT WEB ADDRESS: 1. WIN 018595.11 HOGAN ROAD DIVERGING DIAMOND INTERCHANGE HIGHWAY GDR DATED DECEMBER 2025 AND 2. WIN 018595.11 HOGAN ROAD DIVERGING DIAMOND INTERCHANGE BRIDGE GDR DATED DECEMBER 2025.
41. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
42. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE, APPROVED BORROW SITES OR EQUIPMENT RENTAL AREAS.
43. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
44. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
45. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
46. THE CONTRACTOR WILL PLACE APPROPRIATELY MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.

STATE OF MAINE
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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
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GENERAL NOTES

SHEET NUMBER
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OF 485

Filename: ...\G_007_ConstructionNotes.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

CONSTRUCT THE FOLLOWING DRIVES AND ENTRANCES

STATION	OFFSET	TYPE	OPENING WIDTH (LF)
HOGAN RD (WB)			
221+50.00	LT	PAVED	42.0
222+75.00	LT	PAVED	58.0

REMOVE THE FOLLOWING DRIVES AND ENTRANCES

STATION	OFFSET	TYPE	OPENING WIDTH (LF)
HOGAN RD (EB)			
122+00.00	RT	FIELD	37.0

ITEM 201.11 - CLEARING

STATION	OFFSET	QUANTITY (AC)
RAMP B	RT	1.03
RAMP C	LT & RT	0.83
RAMP D	RT	0.05
HOGAN RD	LT & RT	0.48

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

STATION	OFFSET		QUANTITY (EA)
HOGAN RD (EB)			
119+29.03	3.92	LT	1.0
119+51.50	5.41	LT	1.0
123+23.00	40.34	RT	1.0
HOGAN RD (WB)			
215+38.85	0.89	RT	1.0
RAMP B			
806+78.35	20.67	RT	1.0

ITEM 201.24 - REMOVING STUMP

STATION	OFFSET	QUANTITY (EA)
ALL 201.23 ITEMS (SEE ABOVE)		5.0

ITEM 202.15 - REMOVE MANHOLE OR CB

STATION	OFFSET		QUANTITY (EA)
HOGAN RD (EB)			
101+97.00	55.0	RT	1
101+97.00	12.0	LT	1
117+42.56	9.0	RT	1
HOGAN RD (WB)			
201+97.00	34.0	RT	1
204+33.27	8.0	LT	1
204+88.48	49.0	LT	1
217+87.52	1.2	RT	1
222+48.17	10.0	LT	1
222+48.17	18.0	LT	1
223+02.33	17.0	LT	1

ITEM 202.202 - REMOVE PAVEMENT SURFACE

I-95 (SB) & RAMP A (2" MILL & OVERLAY)
STA. 301+45 TO 323+00

I-95 (NB) & RAMP C (2" MILL & OVERLAY)
STA. 1202+85 TO 1225+50

ITEM 202.203 - PAVEMENT BUTT JOINT

STATION TO STATION	OFFSET	QUANTITY (SY)
TBD	(APPROACH)	XXX.XX

ITEM 403.2111 - 9.5 MM POLYMER MODIFIED HMA (SHIM)

STATION	QUANTITY (T)
I-95 (SB) & RAMP A (2" MILL & OVERLAY)	
STA. 301+45 TO 323+00	342.0
I-95 (NB) & RAMP C (2" MILL & OVERLAY)	378.0
STA. 1202+85 TO 1225+50	

ITEM 527.305 - QUADGUARD CRASH CUSHION

STATION	OFFSET	QUANTITY (EA)
RAMP C		
1000+78.71	LT	1

ITEM 603.93 - DIRECTIONAL BORE

STATION	OFFSET	QUANTITY (LF)
RAMP C		
1005+37.00	LT & RT	162.0

ITEM 606.1721 - BRIDGE TRANSITION - TYPE I

STATION TO STATION	OFFSET	QUANTITY (EA)
HOGAN RD (EB)		
109+13.00 TO 109+41.61	RT	1
113+99.68 TO 114+26.50	LT	1
114+38.67 TO 114+65.71	RT	1
HOGAN RD (WB)		
209+57.97 TO 209+87.33	LT	1
215+03.42 TO 215+32.35	LT	1
215+56.29 TO 215+80.91	RT	1
RAMP A		
706+37.74 TO 706+67.53	LT	1
SPUR B		
900+18.34 TO 900+49.17	LT	1

ITEM 606.1301 - 31" W-BEAM GUARDRAIL, SINGLE FACED

STATION TO STATION	OFFSET	QUANTITY (LF)
HOGAN RD (EB)		
100+78.28 TO 106+06.45	RT	528.2
114+65.71 TO 115+53.70	RT	88.6
118+70.43 TO 124+87.64	RT	617.2
RAMP A		
706+07.91 TO 706+37.47	LT	28.9
RAMP B		
801+50.72 TO 814+50	RT	1299.3
SPUR C		
1100+00.00 TO 1101+14.49	RT	113.0
RAMP C		
1001+18.64 TO 1008+53.15	LT	716.9
1001+49.87 TO 1005+88.80	RT	438.9
I-95 (NB)		
1209+40.02 TO 1211+11.11	RT	171.1
1217+05.00 TO 1218+46.00	RT	325.1
1217+71.00 TO 1218+46.00	LT	74.9
1220+24.00 TO 1220+74.00	LT	50.0
I-95 (SB)		
313+63.00 TO 314.37	RT	75.0
316+13.00 TO 318+40.00	RT	225.0
314+25.00 TO 315+00.00	LT	75.0
316+74.00 TO 318+37.00	LT	163.0

ITEM 606.1304 - 31" W-BEAM GUARDRAIL, OVER 15' RADIUS

STATION TO STATION	OFFSET	RADIUS (LF)	QUANT. (LF)
HOGAN RD (EB)			
124+87.08 TO 125+24.00	RT	36.36	57.3
SPUR C			
1101+14.49 TO 1101+51.47	RT	63.24	34.2
1101+51.47 TO 1102+12.90	RT	55.24	49.1
RAMP C			
1008+53.15 TO 1008+86.30	LT	66.00	30.4

ITEM 606.1305 - 31" W-BEAM GUARDRAIL, FLARED TERMINAL

STATION TO STATION	OFFSET	QUANTITY (EA)
HOGAN RD (EB)		
100+39.79 TO 100+78.28	RT	1
108+74.47 TO 109+13.56	RT	1
115+53.70 TO 115+94.81	RT	1
RAMP A		
705+69.70 TO 706+07.91	LT	1

ITEM 606.1307 - BRIDGE TRANSITION (ASYMMETRICAL) - TYPE IA

STATION TO STATION	OFFSET	QUANTITY (EA)
RAMP C		
1001+00.00 TO 1001+18.64	LT	1
I-95 (NB)		
1210+41.04 TO 1210+60.47	LT	1
1218+46.00 TO 1218+64.00	LT	1
1220+06.00 TO 1220+24.00	LT	1
I-95 (SB)		
314+37.00 TO 314+55.00	RT	1
315+00.00 TO 315+18.00	LT	1
315+95.00 TO 316+13.00	RT	1
316+57.00 TO 316+75.00	LT	1

ITEM 606.259 - ANCHORAGE ASSEMBLY

STATION	OFFSET	QUANTITY (EA)
RAMP B		
814+50.00	RT	1
I-95 (NB)		
1220+31.00	RT	1
1220+74.00	LT	1
I-95 (SB)		
318+40.00	RT	1

ITEM 606.353 - REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS

STATION	OFFSET	QUANTITY (EA)
HOGAN RD (EB)		
100+39.79	29.22 RT	2
108+72.88	20.62 RT	2
115+94.68	20.10 RT	2
RAMP A		
705+68.05	6.71 LT	2
SPUR C		
1101+51.47	4.64 RT	2
1101+52.48	12.80 RT	2

ITEM 607.09 - WOVEN WIRE FENCE - METAL POSTS

STATION	OFFSET	LENGTH (FT)
RAMP B		
807+64.55 TO 809+43.38	RT	176.0

ITEM 607.16 - CHAIN LINK FENCE - 4'

STATION TO STATION	OFFSET	QUANTITY (LF)
HOGAN RD (EB)		
100+00.00 TO 106+00.00	RT	714.6
118+75.00 TO 124+77.00	RT	603.8
HOGAN RD (WB)		
209+15.00 TO 209+55.00	LT	45.0
215+15.00 TO 216+05.00	LT	69.5
RAMP C		
103+75.00 TO 105+85.00	RT	219.9
SPUR C		
1100+00.00 TO 1102+13.00	RT	190.4

ITEM 607.243 - REMOVE CHAIN LINK FENCE

STATION TO STATION	OFFSET	LENGTH (LF)
HOGAN RD (EB)		
100+00.00 TO 104+50.00	RT	472.00
RAMP B		
800+00.00 TO 802+00.00	RT	205.00

ITEM 607.33 - BRACING ASSEMBLY TYPE II - METAL POSTS

STATION	CORNER (EA)	INTERM PTS. (EA)
RAMP B		
807+65.00		1
809+45.00		1

STATE OF MAINE
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	BY	DATE
L. ROWE	JBD	11/25/2025
	AG	11/25/2025

PROJ. MANAGER	
DESIGN-DETAILED	ECF
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
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CONSTRUCTION NOTES

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ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD

STATION	OFFSET	QUANTITY (SF)
HOGAN RD		
11+27.82	LT	12.00
11+38.19	LT	12.00
11+38.19	RT	12.00
11+43.32	LT	12.00
11+46.66	RT	12.00
12+18.56	LT	12.00
12+21.88	RT	12.00
12+39.56	RT	12.00
12+39.56	LT	12.00
12+40.71	LT	12.00
12+51.55	LT	12.00
HOGAN RD (EB)		
108+10.67	LT	16.00
108+55.79	RT	16.00
116+15.48	RT	16.00
116+65.60	LT	16.00
124+69.17	RT	12.00
HOGAN RD (WB)		
208+19.88	RT	16.00
208+68.60	LT	16.00
216+40.66	LT	16.00
217+01.97	RT	16.00
225+03.28	LT	12.00
RAMP D		
403+13.06	RT	16.00
403+13.06	LT	16.00
SPUR A		
602+91.84	RT	16.00
602+91.84	LT	16.00
RAMP B		
802+66.04	RT	16.00
802+66.04	LT	16.00
SPUR C		
1101+55.62	LT	16.00
1101+55.62	RT	16.00

ITEM 610.08 - PLAIN RIPRAP

STATION TO STATION	OFFSET	INLET (LxW)	OUTLET (LxW)	QUANTITY (CY)
HOGAN RD (EB)				
109+30.12 TO 109+34.12	RT	-	4'X15'	3.30
114+46.13 TO 114+50.13	RT	-	4'X18'	3.97
HOGAN RD (WB)				
202+67.49 TO 202+75.82	RT	4'x8.5'	-	1.84
202+81.01 TO 202+89.33	RT	-	4'x8.5'	1.84
209+72.99 TO 209+80.48	LT	-	4'X18'	4.08
215+10.61 TO 215+14.61	LT	-	4'X18'	3.92
215+98.15 TO 216+02.16	RT	-	4'x53.5'	11.84
220+47.25 TO 220+52.75	LT	-	5.5'X12'	3.62
RAMP D				
403+47.10 TO 403+52.60	RT	-	5.5'x13.5'	4.09
411+08.54 TO 411+14.04	RT	-	5.5'x16'	4.88
SPUR A				
602+70.09 TO 602+74.00	RT	-	4'x8.5'	1.84
603+33.77 TO 60325.20	RT	4'x8.5'	-	1.84
RAMP A				
701+96.82 TO 702+02.82	LT	-	6'x14'	4.67
SPUR B				
900+30.00 TO 900+34.00	LT	-	-	26.15
RAMP B				
802+72.07 TO 802+77.57	RT	-	5.5'x24'	7.32
805+15.28 TO 805+20.78	RT	-	5.5'x24'	10.11
807+72.28 TO 807+77.58	RT	-	5.5'x17'	5.20
807+72.28 TO 807+77.58	LT	5'x11.5'	-	3.53
SPUR C				
1101+54.29 TO 1102+13.00	RT	-	5.5'X49'	14.93
I-95 (SB)				
316+02.40 TO 316+06.41	RT	-	-	3.79
316+63.48 TO 316+67.45	LT	-	-	5.01
SPUR C				
1101+54.29 TO 1102+13.00	LT	-	-	5.44

ITEM 610.16 - HEAVY RIPRAP

STATION TO STATION	OFFSET	INLET (LxW)	OUTLET (LxW)	QUANTITY (CY)
HOGAN RD (EB)				
124+00.00 TO 124+77.41	RT	-	-	276.37
RAMP B				
813+09.92 TO 813+47.30	RT	-	-	33.21
RAMP C				
1005+00.00 TO 1005+50.00	LT	-	-	73.11
1005+00.00 TO 1005+50.00	RT	-	-	51.69

ITEM 620.58 - EROSION CONTROL GEOTEXTILE

STATION	OFFSET	QUANTITY (SY)
HOGAN RD		
22+46.22 TO 23+04.15	LT	25.72
26+66.51 TO 26+96.14	RT	18.19
27+52.19 TO 27+56.19	RT	7.83
HOGAN RD (EB)		
109+30.12 TO 109+34.12	RT	6.61
114+46.13 TO 114+50.13	RT	7.94
124+00.00 TO 124+77.41	RT	276.37
HOGAN RD (WB)		
202+67.49 TO 202+75.82	RT	3.68
202+81.01 TO 202+89.33	RT	3.68
209+72.99 TO 209+80.48	LT	8.15
210+44.23 TO 211+48.53	RT	52.30
215+98.15 TO 216+02.16	RT	23.68
220+47.25 TO 220+52.75	LT	7.25
RAMP D		
403+47.10 TO 403+52.60	RT	8.18
408+21.59 TO 408+27.59	LT	2.00
411+08.54 TO 411+14.04	RT	9.77
SPUR A		
602+70.09 TO 602+74.00	RT	3.68
603+33.77 TO 60325.20	RT	3.68
RAMP A		
701+96.82 TO 702+02.82	LT	9.34
706+56.15 TO 706+65.28	LT	2.00
RAMP B		
802+72.07 TO 802+77.57	RT	14.65
805+15.28 TO 805+20.78	RT	20.22
807+72.28 TO 807+77.58	RT	10.40
807+72.28 TO 807+77.58	LT	7.06
813+09.92 TO 813+47.30	RT	33.21
818+40.30 TO 818+45.38	RT	2.00
RAMP C		
1005+00.00 TO 1005+50.00	RT	87.11
1005+00.00 TO 1005+50.00	LT	57.50
SPUR C		
1101+54.29 TO 1102+13.00	RT	29.86

ITEM 658.20 - ACRYLIC LATEX COLOR FINISH, GREEN

STATION TO STATION	OFFSET	QUANTITY (SY)
HOGAN RD (EB)		
114+80.00	LT	12.26
117+75.00	LT	10.86
HOGAN RD (WB)		
204+25.00	LT	10.59
207+40.00	RT	11.18
210+10.00	RT	11.60
218+50.00	LT	9.21
RAMP A		
701+75.00	RT	8.83
RAMP B		
802+40.00	LT	9.95
805+30.00	LT	11.40
RAMP C		
1007+00.00	RT	11.06
RAMP D		
405+50.00	LT	11.25
MEDIAN ISLAND		
12+62.00 TO 37.28.00	LT&RT	198.51
34+16.00 TO 37.28.00	LT&RT	152.65
SMALL ISLAND		
12+17.50 TO 12+51.80	LT	46.73
REVERSE LOOP		
15+15.00 TO 15+40.00	RT	36.72

Filename: ...\G_007_ConstructionNotes.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: JBD, AG

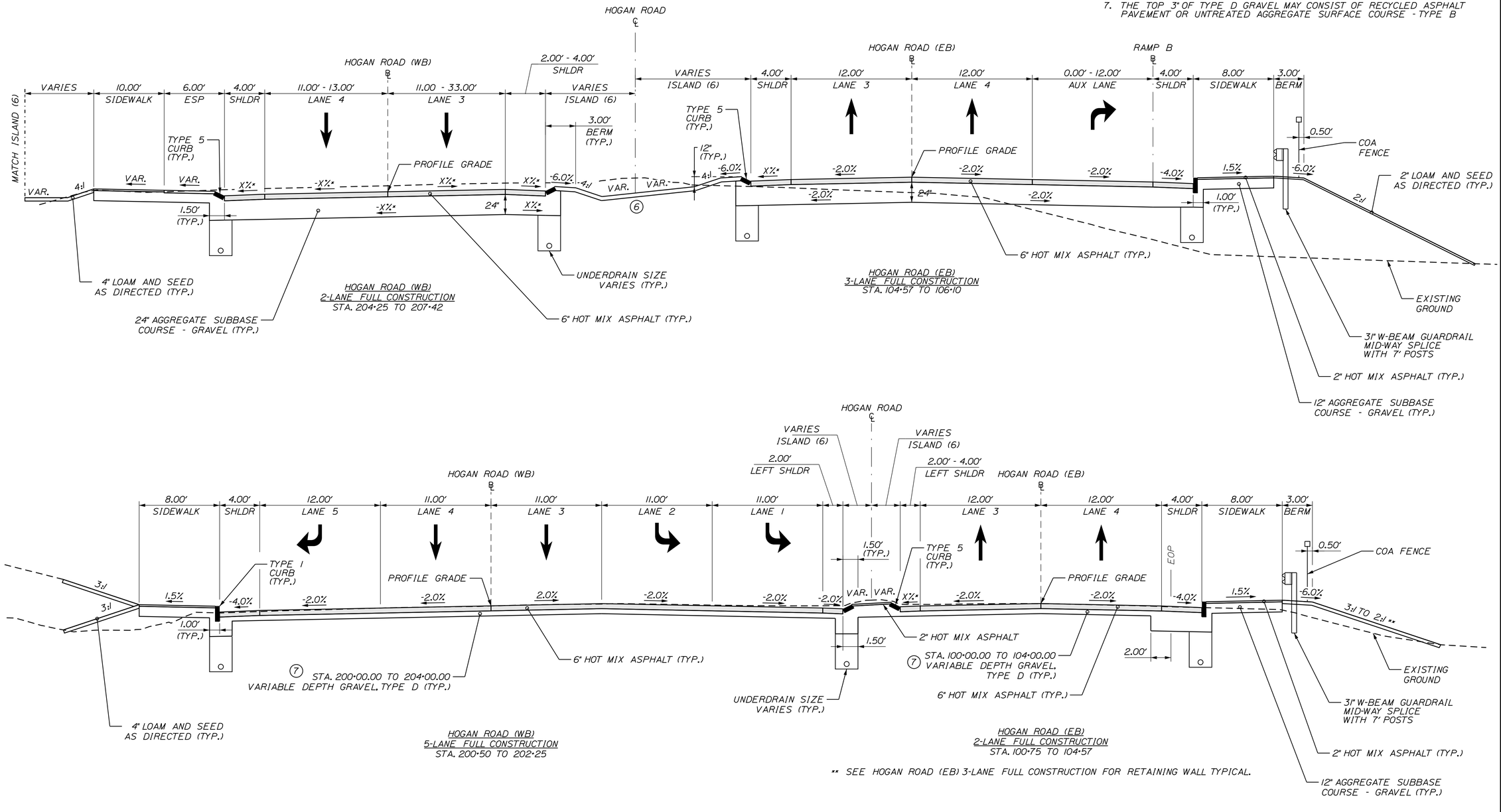
BANGOR
I-95 EXIT 187

CONSTRUCTION NOTES

SHEET NUMBER
G-10
10
OF 485

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE GRADING PLAN FOR ISLAND AREAS.
7. THE TOP 3" OF TYPE D GRAVEL MAY CONSIST OF RECYCLED ASPHALT PAVEMENT OR UNTREATED AGGREGATE SURFACE COURSE - TYPE B



** SEE HOGAN ROAD (EB) 3-LANE FULL CONSTRUCTION FOR RETAINING WALL TYPICAL.

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB & EB)

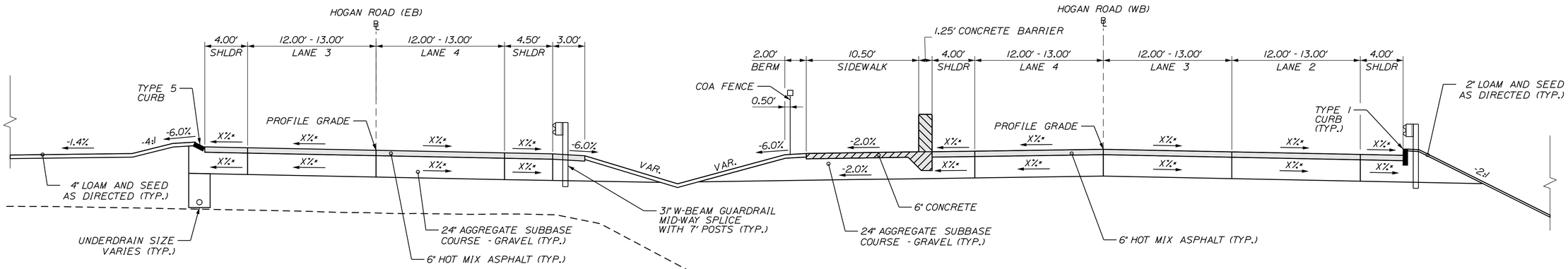
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SHEET NUMBER
G-11
11
OF 485

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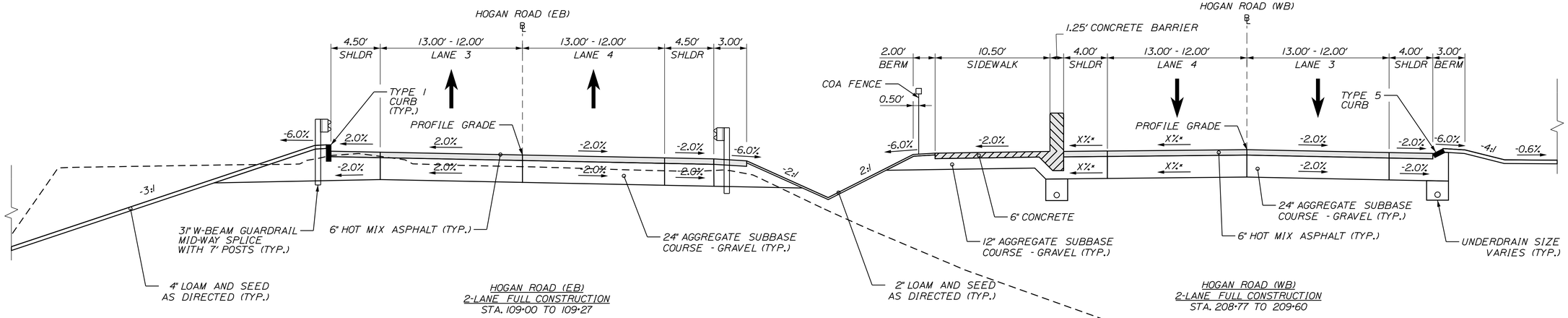
NOTES:

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HOGAN ROAD (EB)
2-LANE FULL CONSTRUCTION
STA. 114+78 TO 115+95

HOGAN ROAD (WB)
3-LANE FULL CONSTRUCTION
STA. 215+56 TO 216+09



HOGAN ROAD (EB)
2-LANE FULL CONSTRUCTION
STA. 109+00 TO 109+27

HOGAN ROAD (WB)
2-LANE FULL CONSTRUCTION
STA. 208+77 TO 209+60

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB & EB)

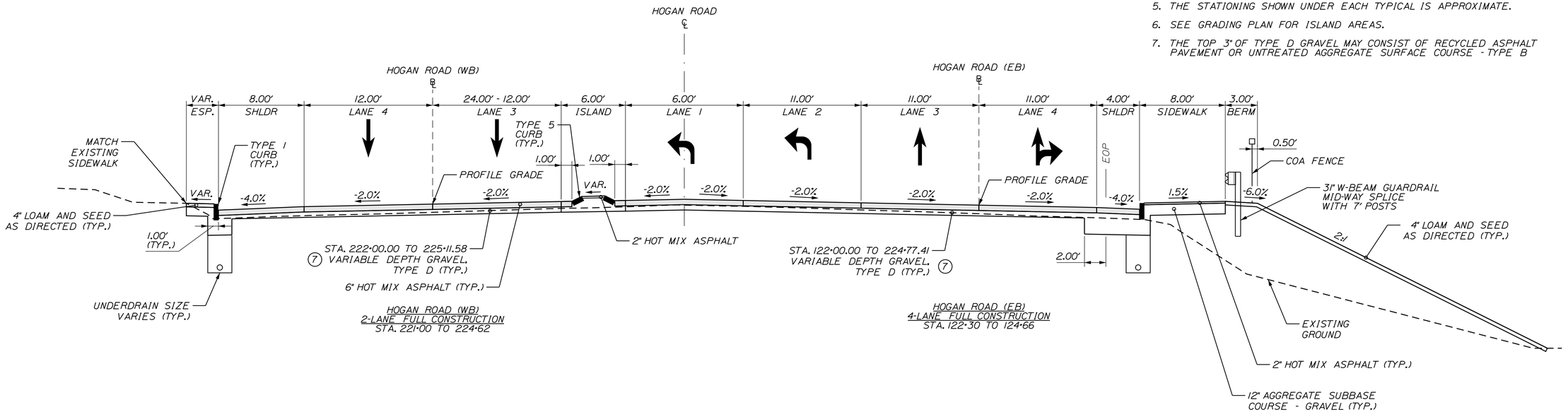
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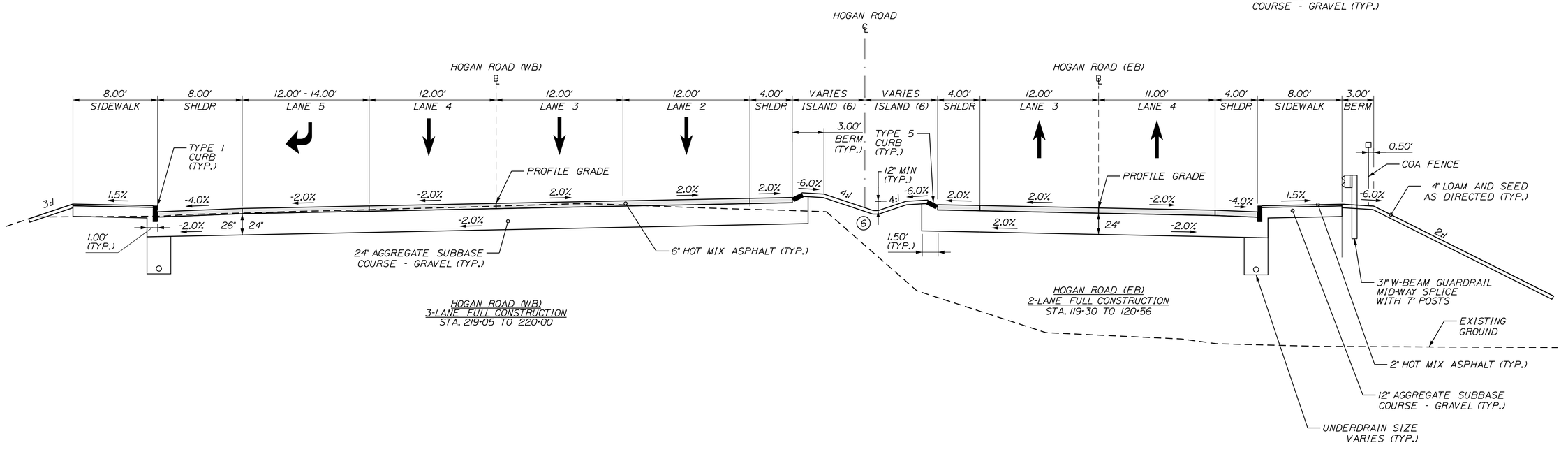
SHEET NUMBER
G-12
12
OF 485

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NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
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7. THE TOP 3" OF TYPE D GRAVEL MAY CONSIST OF RECYCLED ASPHALT PAVEMENT OR UNTREATED AGGREGATE SURFACE COURSE - TYPE B





* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	
CHECKED-REVIEWED	ECF	
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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

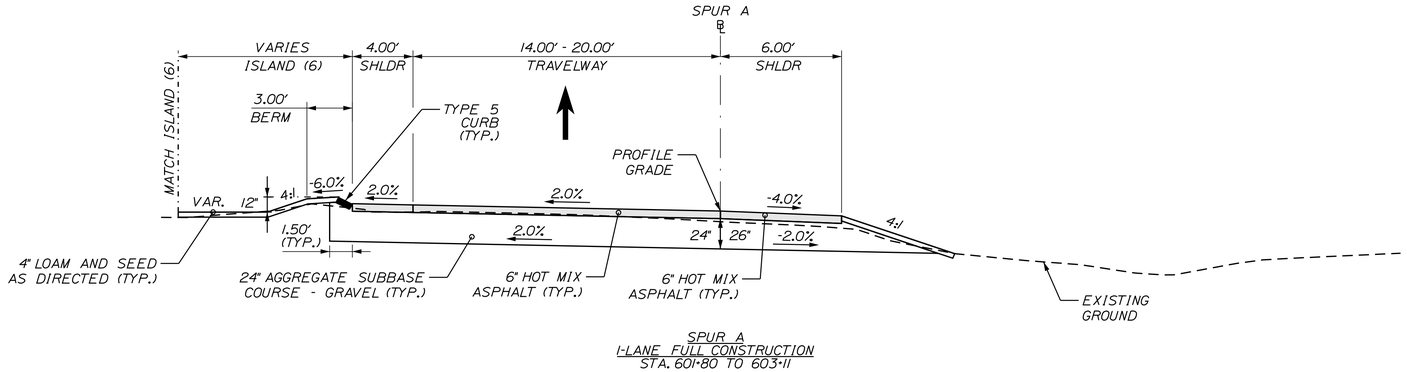
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APPROVED2		
APPROVED3		

BANGOR
HOGAN RD (WB & EB)

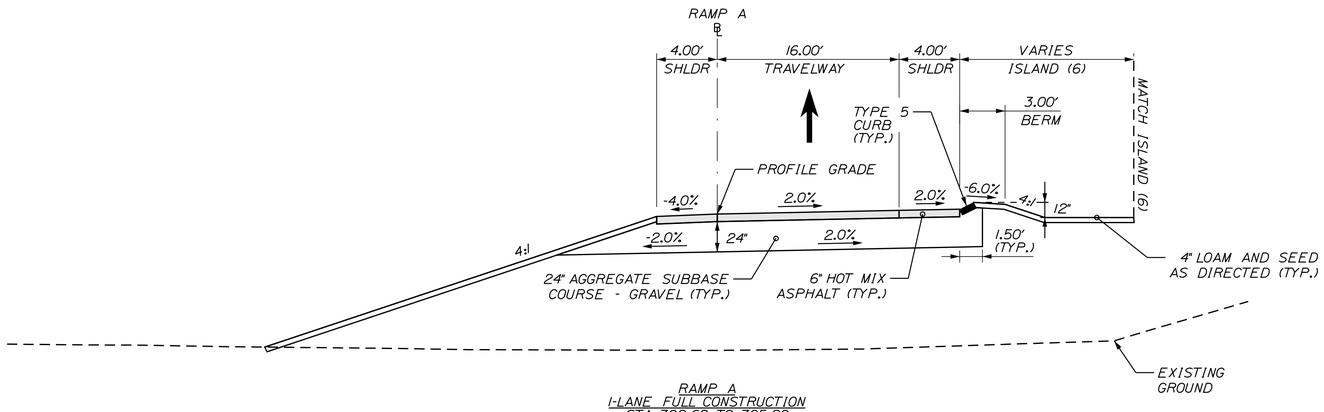
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OF 485

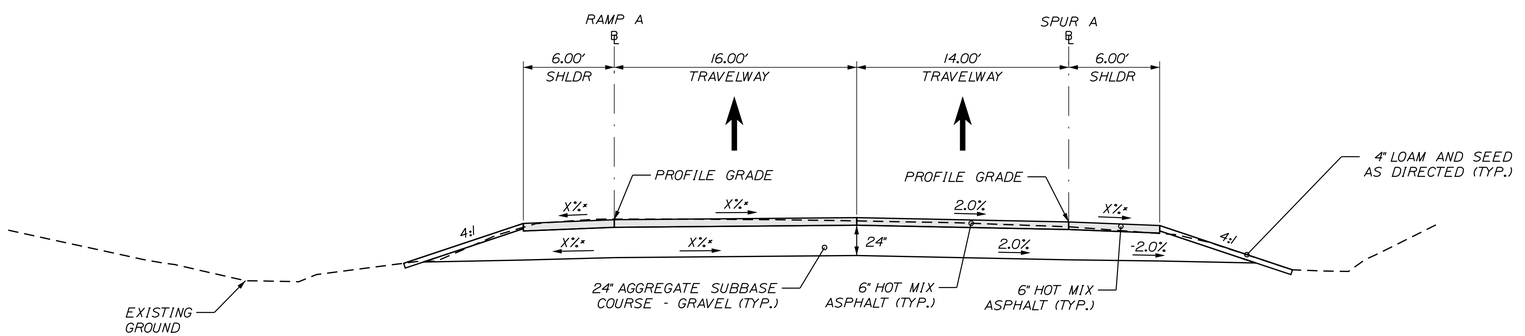
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SPUR A
I-LANE FULL CONSTRUCTION
STA. 601+80 TO 603+11



RAMP A
I-LANE FULL CONSTRUCTION
STA. 702+68 TO 705+90



RAMP A
I-LANE FULL CONSTRUCTION
STA. 700+50 TO 700+95

SPUR A
I-LANE FULL CONSTRUCTION
STA. 600+50 TO 600+95

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

NOTES:

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6. SEE GRADING PLAN FOR ISLAND AREAS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS

vhb

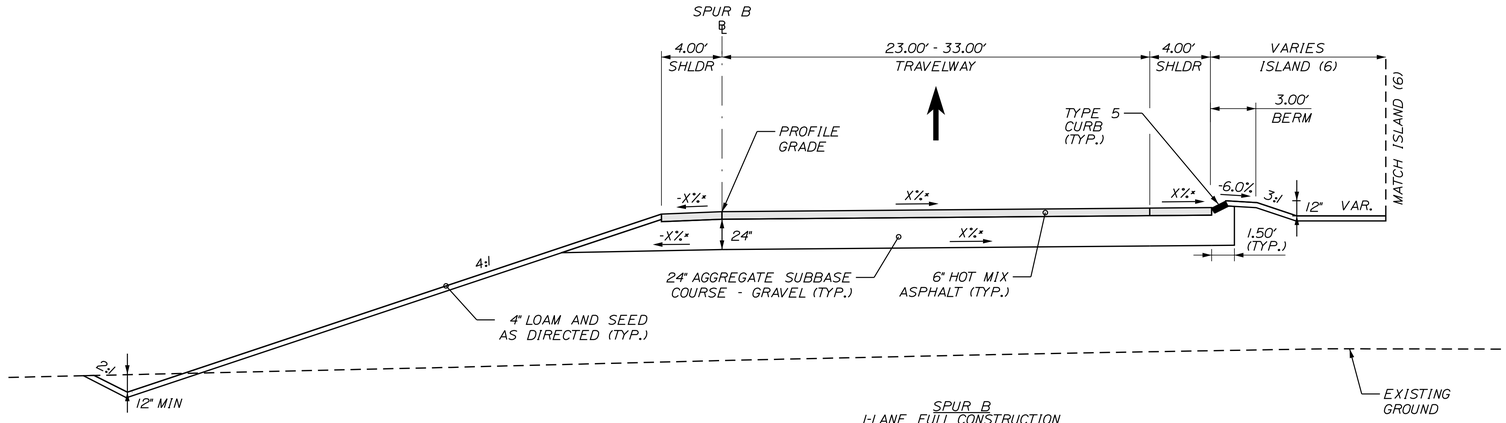
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP A & SPUR A

TYPICALS

SHEET NUMBER
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OF 485

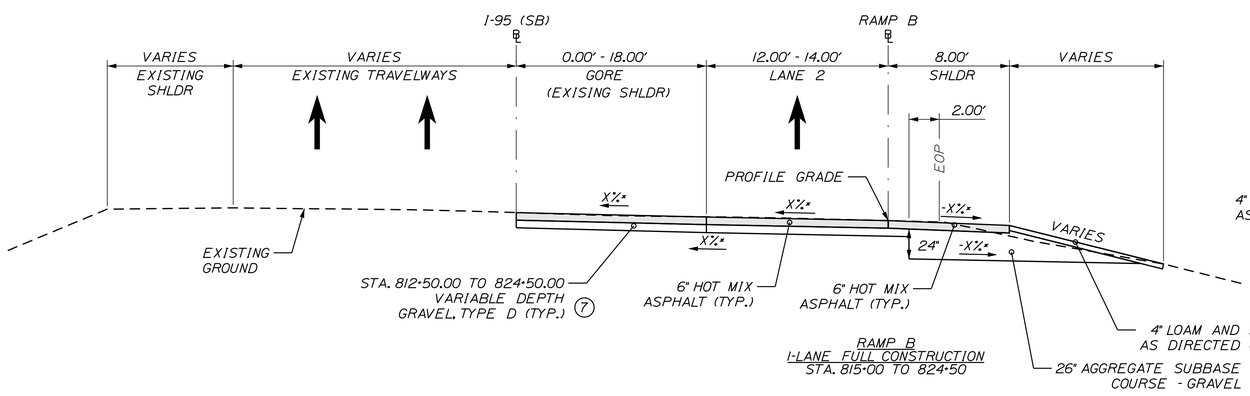
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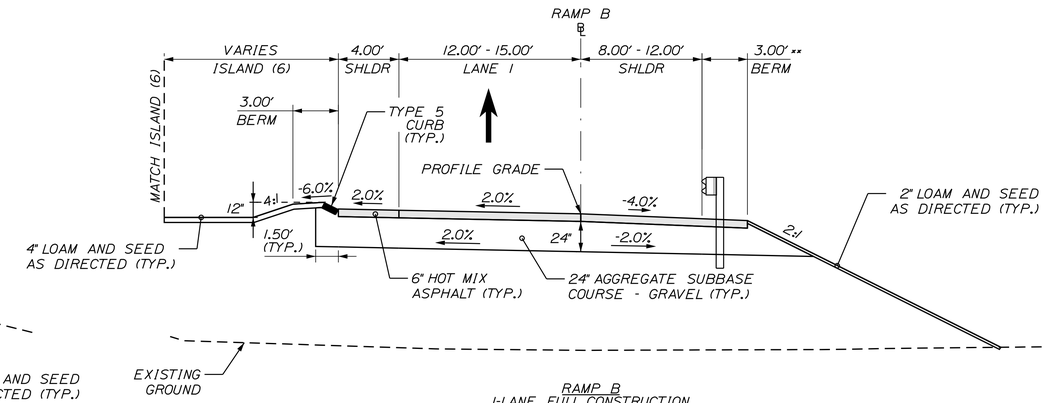
SPUR B
1-LANE FULL CONSTRUCTION
STA. 900+40 TO 900+95

NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
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7. THE TOP 3" OF TYPE D GRAVEL MAY CONSIST OF RECYCLED ASPHALT PAVEMENT OR UNTREATED AGGREGATE SURFACE COURSE - TYPE B

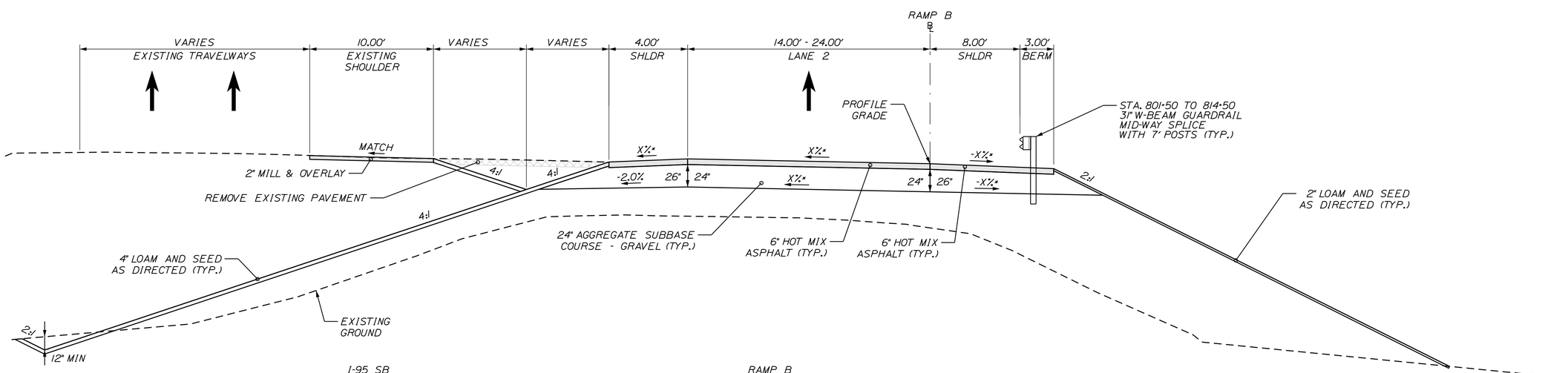


RAMP B
1-LANE FULL CONSTRUCTION
STA. 815+00 TO 824+50



RAMP B
1-LANE FULL CONSTRUCTION
STA. 802+70 TO 805+36

** STA. 802+70 TO 803+50 PAVEMENT BEHIND GUARDRAIL TAPERS FROM 0' TO 3'.



I-95 SB
SHOULDER RECONSTRUCTION
STA. 811+60 TO 812+69

RAMP B
2-LANE FULL CONSTRUCTION
STA. 806+70 TO 812+05

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	1	
CHECKED-REVIEWED	ECF	2	
DESIGN2-DETAILED2		3	
DESIGN3-DETAILED3		4	
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REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

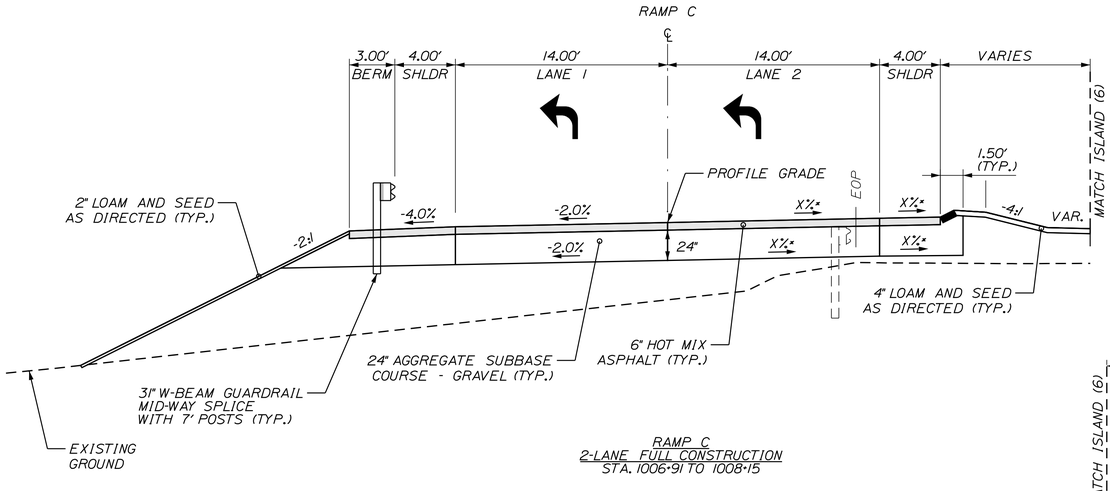
	BY	DATE
	JBD	11/25/2025
	AG	11/25/2025

BANGOR
RAMP B & SPUR B

TYPICALS

SHEET NUMBER
G-15
15
OF 485

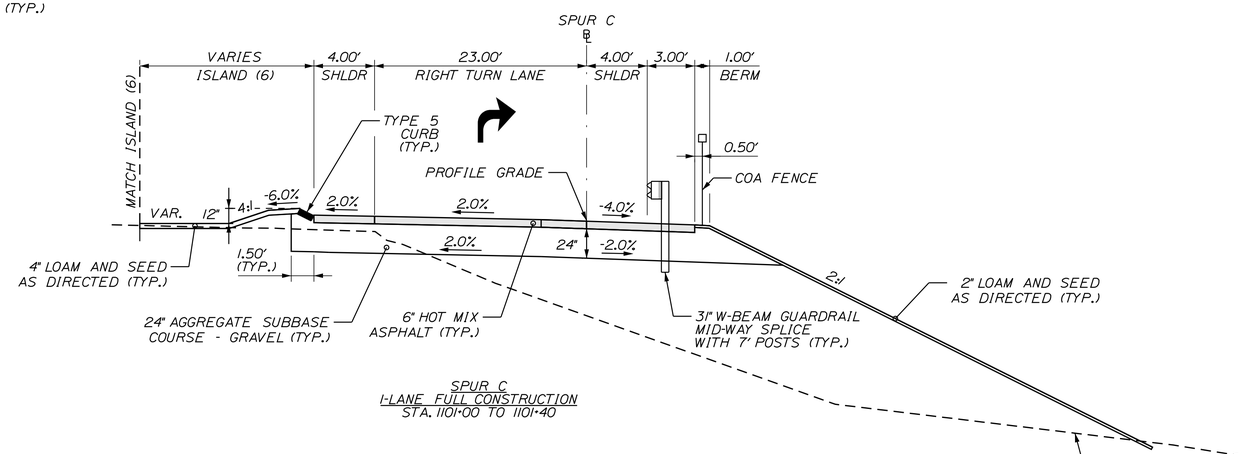
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Division: HIGHWAY
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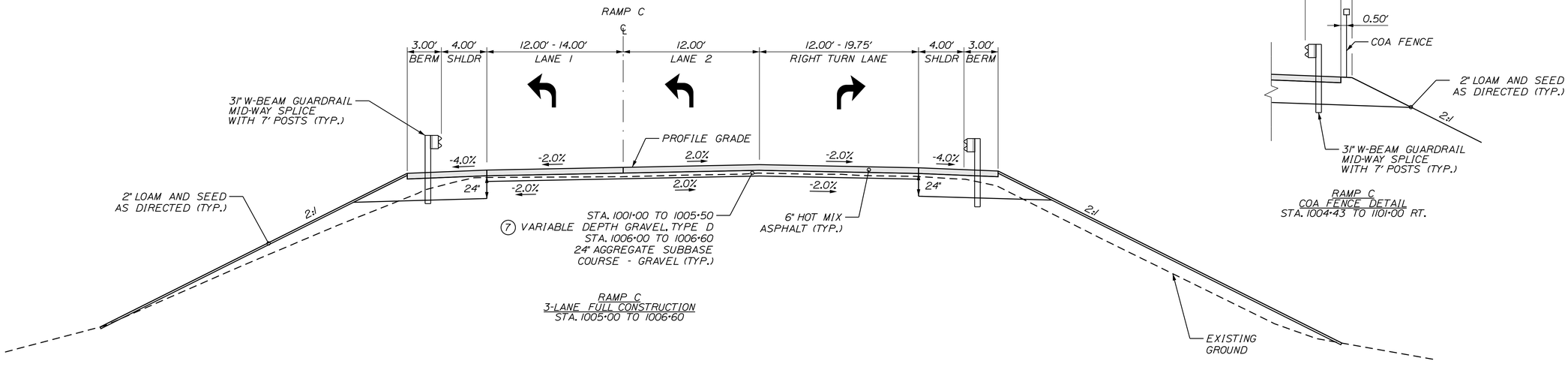
RAMP C
2-LANE FULL CONSTRUCTION
STA. 1006+91 TO 1008+15

NOTES:

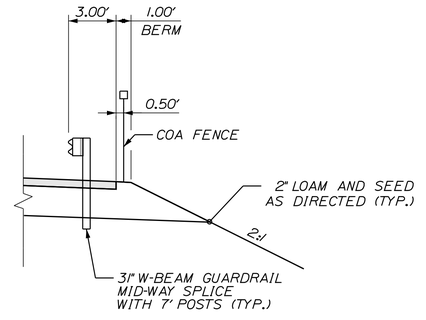
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
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6. SEE GRADING PLAN FOR ISLAND AREAS.
7. THE TOP 3" OF TYPE D GRAVEL MAY CONSIST OF RECYCLED ASPHALT PAVEMENT OR UNTREATED AGGREGATE SURFACE COURSE - TYPE B



SPUR C
1-LANE FULL CONSTRUCTION
STA. 1101+00 TO 1101+40



RAMP C
3-LANE FULL CONSTRUCTION
STA. 1005+00 TO 1006+60



RAMP C
COA FENCE DETAIL
STA. 1004+43 TO 1101+00 RT.

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

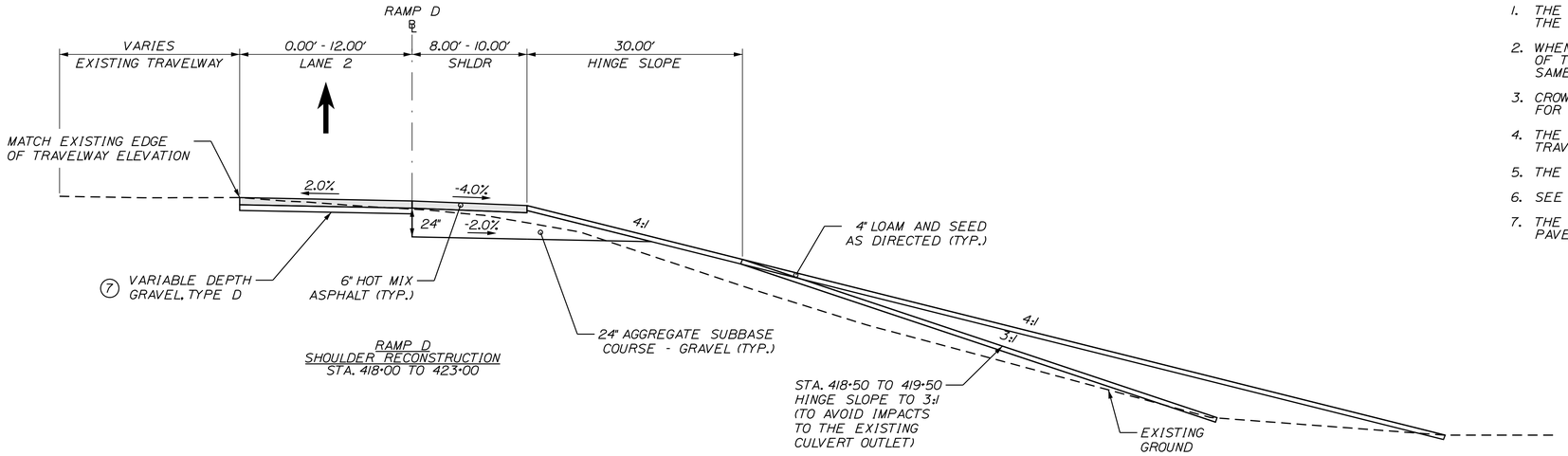
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PROJ. MANAGER	L. ROWE		
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP C & SPUR C

TYPICALS

SHEET NUMBER
G-16
16
OF 485

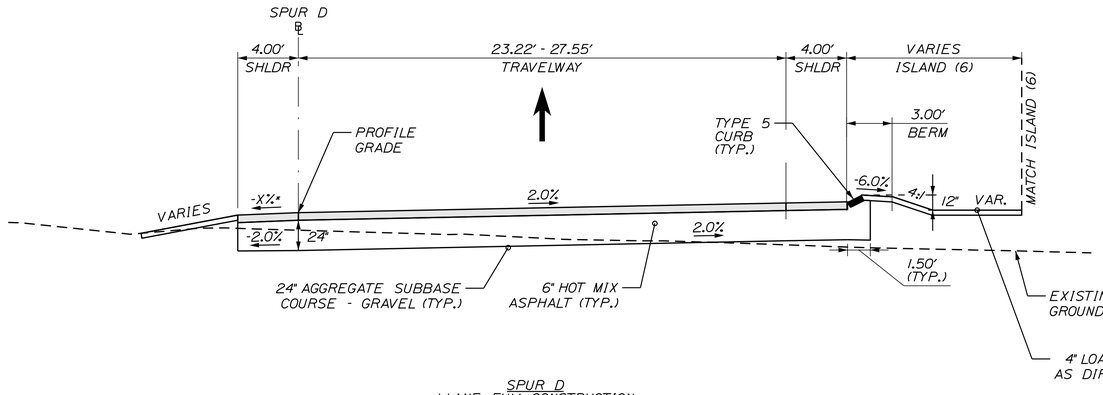
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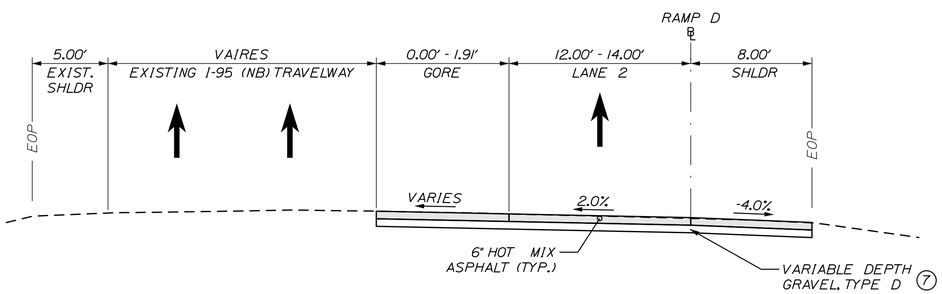
RAMP D
SHOULDER RECONSTRUCTION
STA. 418+00 TO 423+00

NOTES:

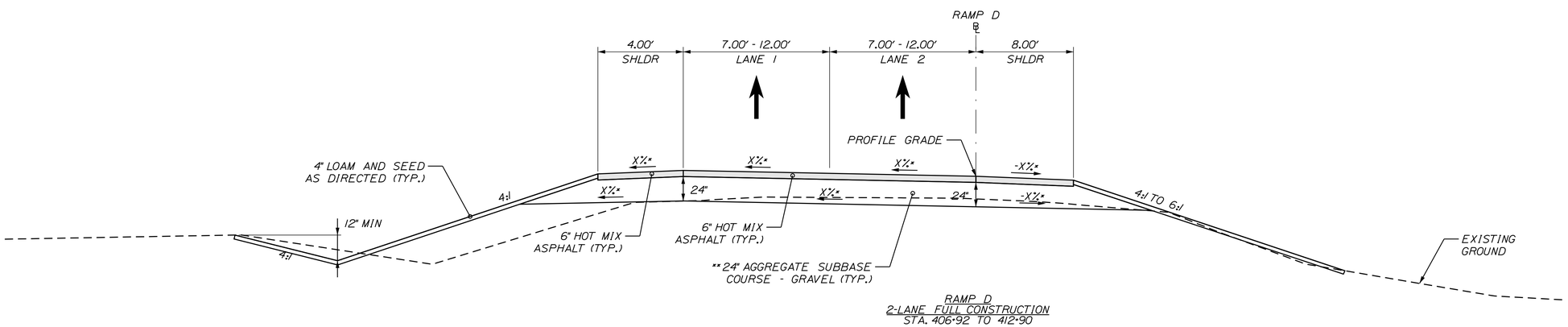
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE OF THE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWN FOR BOTH THE NORMAL AND SUPERELEVATED SECTIONS FOR ALL COARSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. SEE GRADING PLAN FOR ISLAND AREAS.
7. THE TOP 3" OF TYPE D GRAVEL MAY CONSIST OF RECYCLED ASPHALT PAVEMENT OR UNTREATED AGGREGATE SURFACE COURSE - TYPE B



SPUR D
1-LANE FULL CONSTRUCTION
STA. 500+65 TO 501+32



RAMP D
VARIABLE DEPTH GRAVEL
STA. 411+00 TO 418+00



RAMP D
2-LANE FULL CONSTRUCTION
STA. 406+92 TO 412+90

**NOTE: STA. 411+00.00 TO 412+90.00 VARIABLE DEPTH GRAVEL

* SEE SUPERELEVATION TABLE FOR CROSS SLOPES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

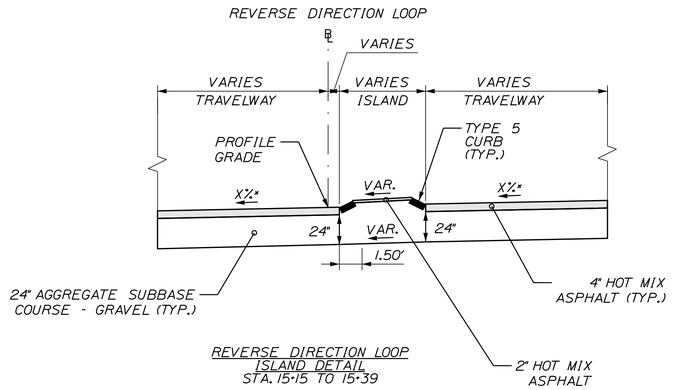
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D & SPUR D

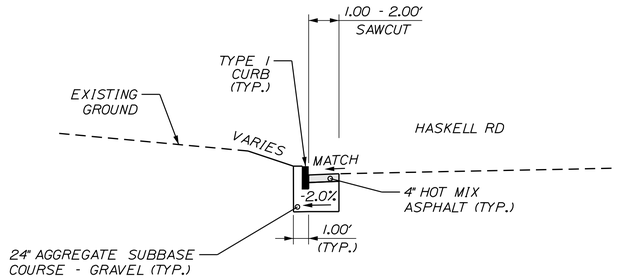
TYPICALS

SHEET NUMBER
G-17
17
OF 485

Filename: ...\Plonset\G_008_Typicals.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



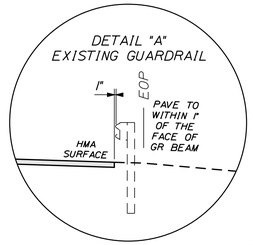
REVERSE DIRECTION LOOP
ISLAND DETAIL
STA. 15+15 TO 15+39

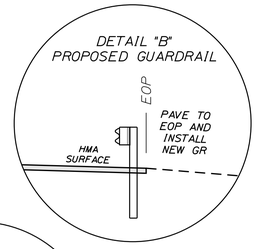


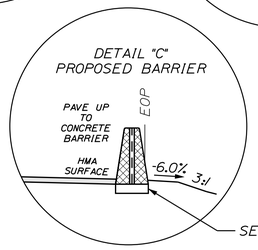
HASKELL ROAD
CURB DETAIL
STA. 1305+30 LT.
STA. 1306+25 LT.
STA. 1307+72 LT.
STA. 1308+75 LT.

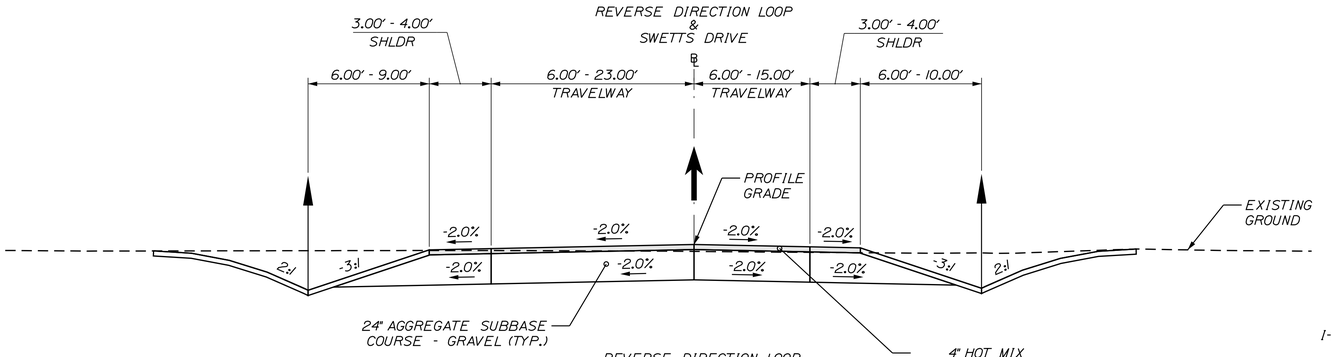
NOTES:

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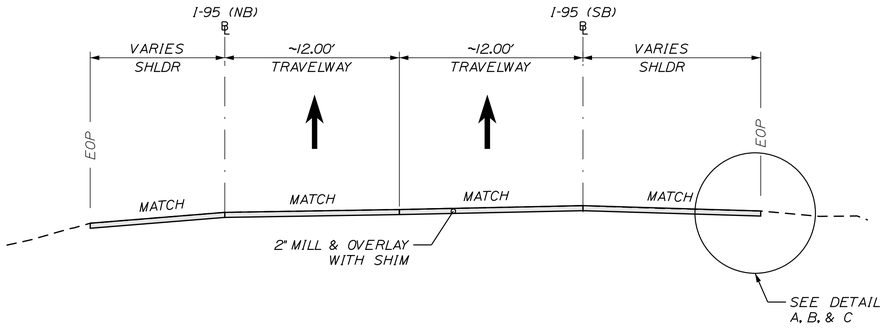




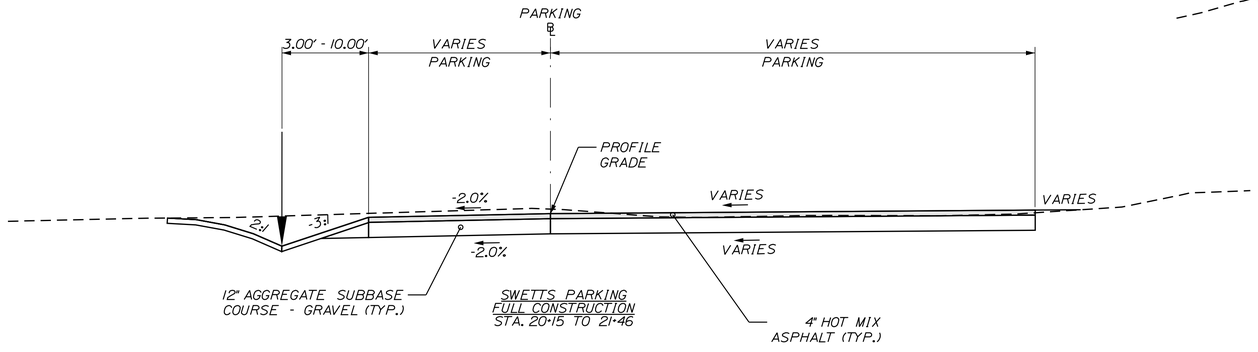


REVERSE DIRECTION LOOP
FULL CONSTRUCTION
STA. 15+25 TO 17+75

SWETTS DRIVE
FULL CONSTRUCTION
STA. 1+95 TO 3+47



I-95 (NB & SB)
MILL & OVERLAY
STA. 1202+85 TO 1222+90
STA. 301+47 TO 319+61



SWETTS PARKING
FULL CONSTRUCTION
STA. 20+15 TO 21+46

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

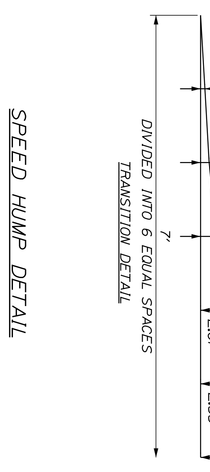
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 2	AG	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
REVERSE LOOP

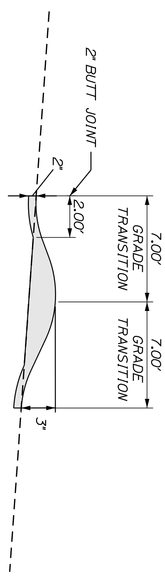
TYPICALS

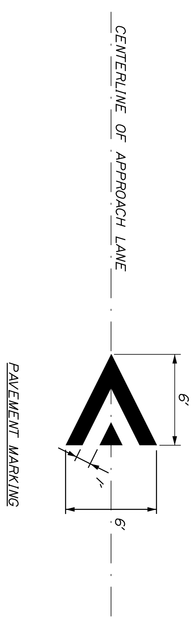
SHEET NUMBER
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18
OF 485

Filename: ...\Planset\G_008_Typicals.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025



SPEED HUMP DETAIL



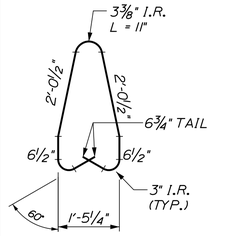


PAVEMENT MARKING

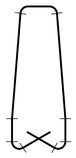
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CONCRETE BARRIER REINFORCING SCHEDULE

DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE
LONGITUDINAL	#4	11	9'-7"	—
STIRRUPS	#4	8	8'-6"	
STIRRUPS	#4	8	9'-7"	
STIRRUPS	#4	5	VARIES	
LOOP BAR	#6	2	VARIES	

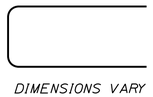


#4 STIRRUP BAR



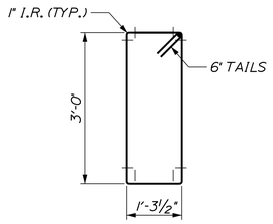
DIMENSIONS VARY

#4 STIRRUP BAR



DIMENSIONS VARY

#6 LOOP BAR (TOP VIEW)

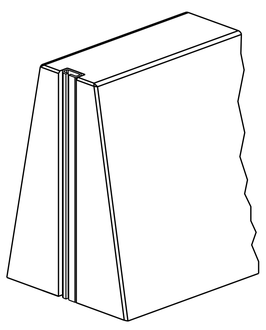


#4 STIRRUP BAR

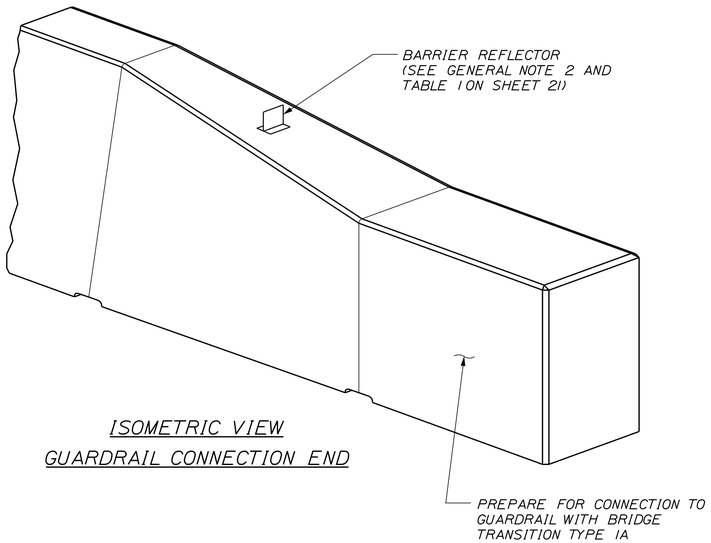
NOTES:

1. FOR BARRIER CONNECTION, SEE BRIDGE TRANSITION (ASYMETRICAL) - TYPE IA DETAIL

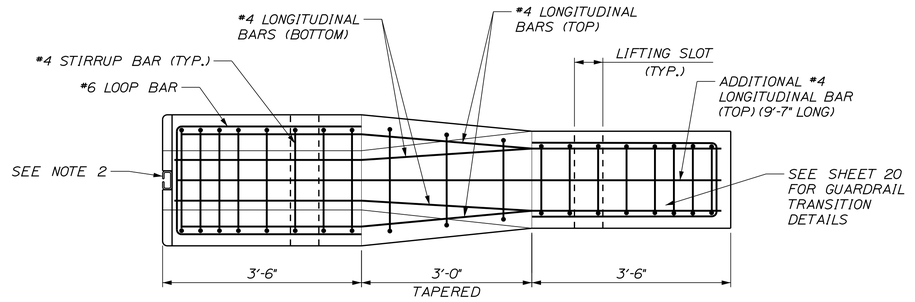
2. INSTALLATION OF MEDIAN GUARDRAIL TRANSITION, GUARDRAIL CONNECTION HARDWARE, AND SETTING OF THE TRANSITION BARRIER SHALL BE COORDINATED TO ENSURE PROPER VERTICAL ALIGNMENT OF THE BARRIER AND GUARDRAIL.



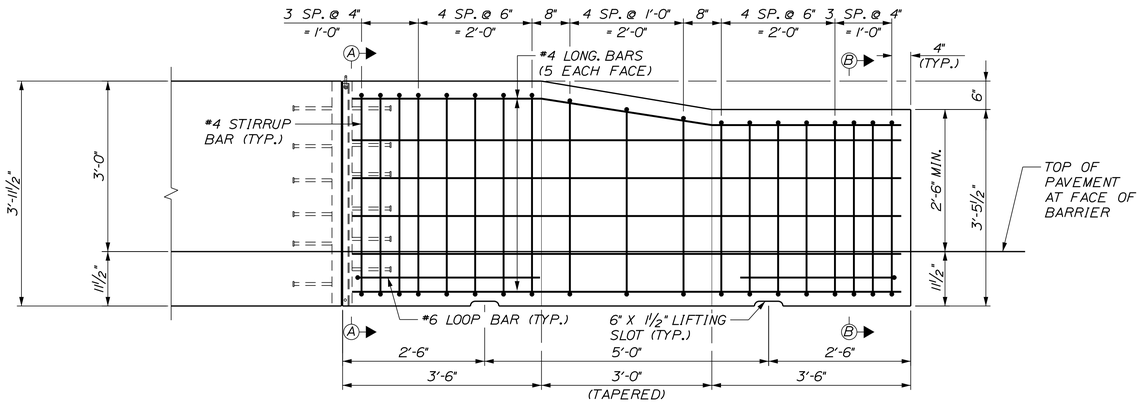
ISOMETRIC VIEW
MEDIAN BARRIER END



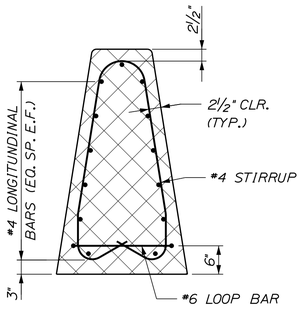
ISOMETRIC VIEW
GUARDRAIL CONNECTION END



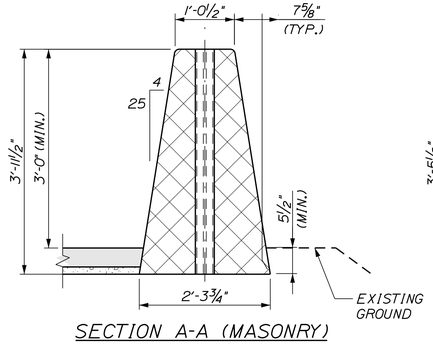
PLAN



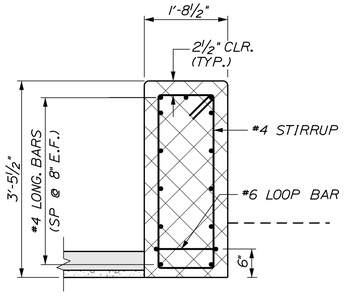
ELEVATION



SECTION A-A (REINFORCEMENT)



SECTION A-A (MASONRY)



SECTION B-B
(MASONRY &
REINFORCEMENT)

BARRIER NOTES

INSTALLATION OF BARRIER REFLECTORS WILL BE CONSIDERED INCIDENTAL TO PAY ITEM 526.502, PRECAST CONCRETE MEDIAN BARRIER.

THE CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY FIELD SURVEY AND THE LAYOUT OF THE CONSTRUCTION BASELINE AS NECESSARY TO COMPLETE THE WORK. ALL BASELINE LAYOUT INFORMATION SHALL BE CHECKED AND APPROVED BY THE RESIDENT PRIOR TO STARTING BARRIER INSTALLATION WORK. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL PROVIDE MASH COMPLIANT END TREATMENTS.

CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO ALL CONCRETE SURFACES EXPOSED IN THE FINAL CONDITION IN ACCORDANCE WITH STANDARD SPECIFICATION 515. THE APPLICATION OF CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES WILL NOT BE MEASURED FOR PAYMENT SEPARATELY, BUT SHALL BE INCIDENTAL TO THE MEDIAN BARRIER PAY ITEM.

STRUCTURAL NOTES

PRIOR TO FABRICATING THE PRECAST CONCRETE BARRIER AND REINFORCING THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS OF THE PROPOSED MEDIAN BARRIER LAYOUT AND ITS COMPONENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 526.

REINFORCING SCHEDULES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH DEVELOPING REINFORCING SCHEDULES WILL BE CONSIDERED INCIDENTAL TO PAY ITEM 526.502, PRECAST CONCRETE MEDIAN BARRIER.

ALL CONCRETE REINFORCING SHALL HAVE A 2.5 INCH MINIMUM COVER UNLESS OTHERWISE NOTED.

PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS OF NEW PRECAST OR CAST-IN-PLACE CONCRETE: ALL EXPOSED SURFACES OF CONCRETE MEDIAN BARRIERS AND TRANSITION BARRIERS.

ALL PROPOSED BARRIER CONNECTION COMPONENTS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE		
PROJ. MANAGER	JBD	11/25/2025
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

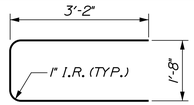
INTERSTATE BARRIER DETAILS

SHEET NUMBER
G-20
20
OF 485

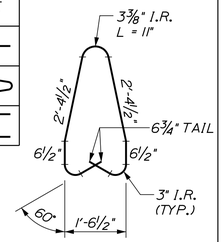
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CONCRETE BARRIER REINFORCING SCHEDULE

DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE
LONGITUDINAL	#4	12	19'-6"	
STIRRUPS	#4	29	8'-6"	
LOOP BAR	#6	2	8'-0"	



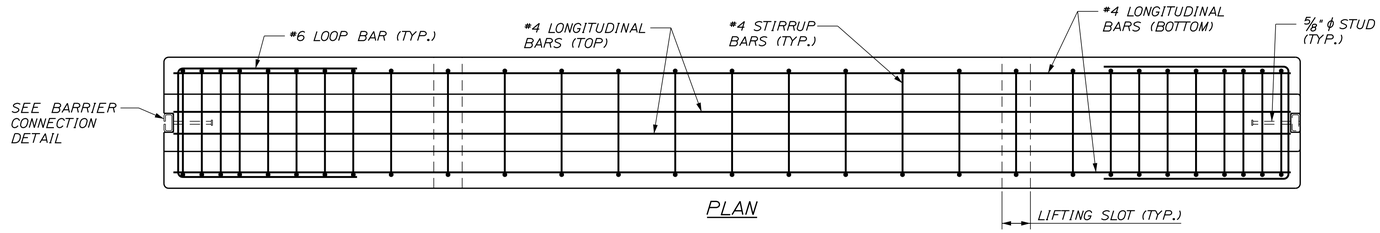
#6 LOOP BAR (TOP VIEW)



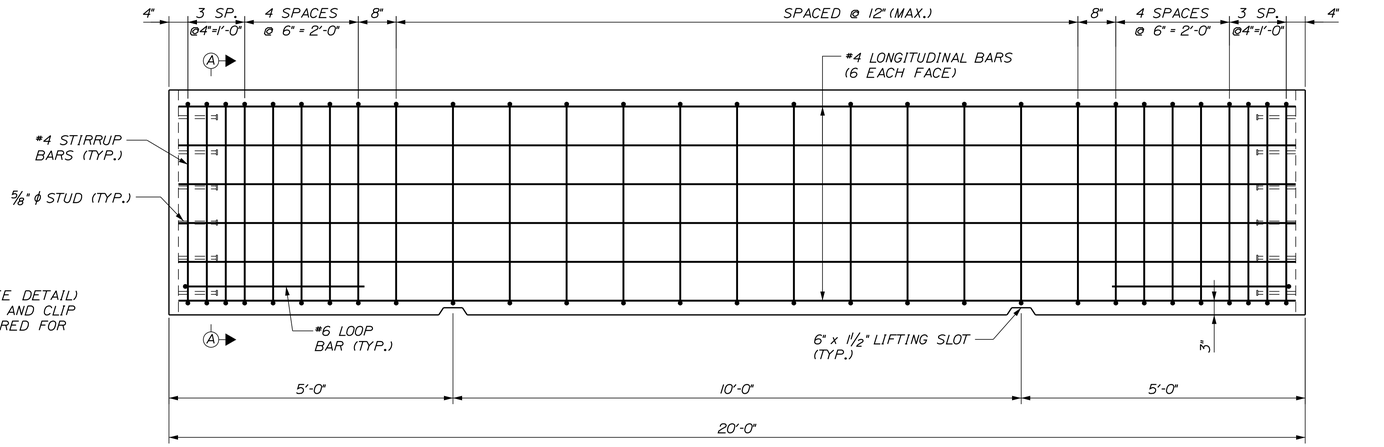
#4 STIRRUP BAR

NOTES:

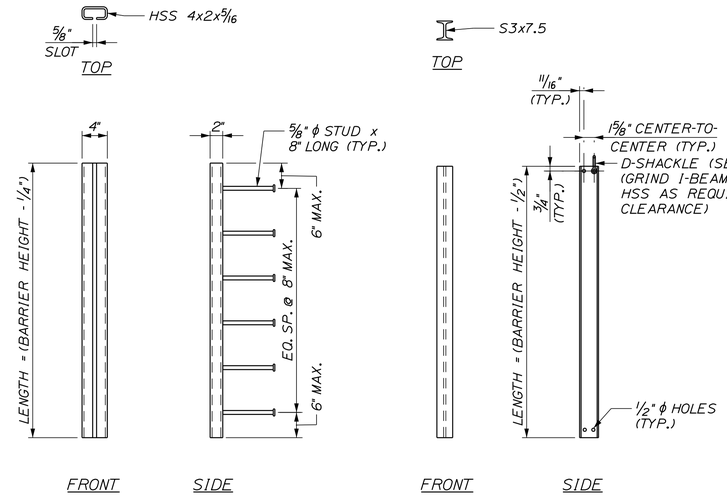
1. FOR BARRIER NOTES, SEE GENERAL NOTES ON SHEET 8.



PLAN



ELEVATION

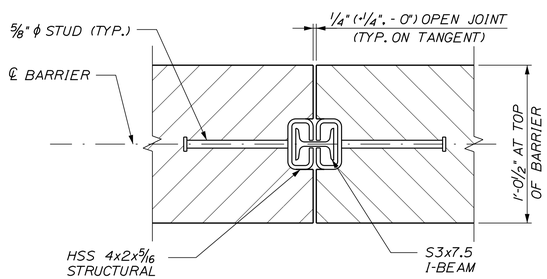


STRUCTURAL TUBE DETAILS

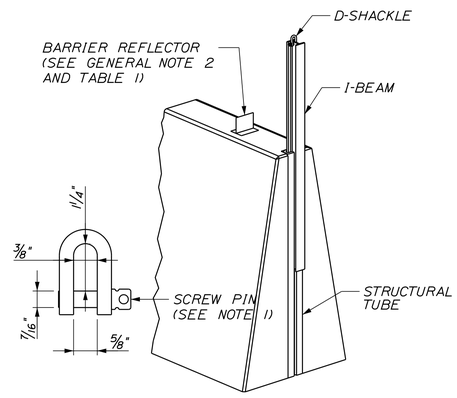
I-BEAM DETAILS

SPACING OF BARRIER REFLECTORS	
RADIUS OF HORIZONTAL CURVE	℄ TO ℄ DISTANCE BETWEEN REFLECTORS
LESS THAN 2000'	LESS THAN 2000'
2000' TO 3000'	2000' TO 3000'
3000' TO 5000'	3000' TO 5000'
OVER 5000'	OVER 5000'
TANGENT AREA	TANGENT AREA

TABLE 1

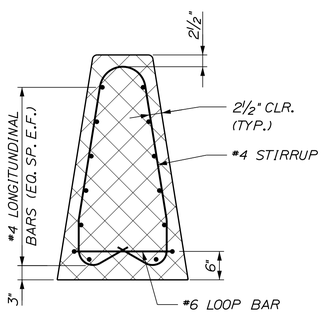


BARRIER CONNECTION DETAIL

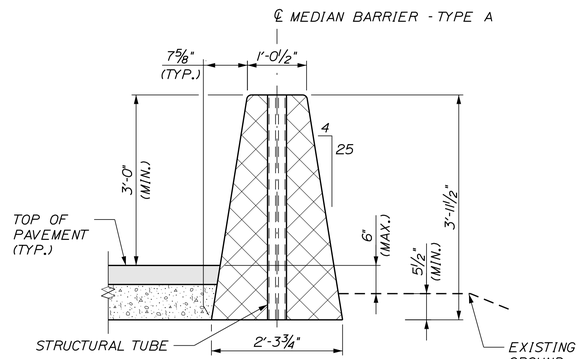


D-SHACKLE DETAIL (ONE PER I-BEAM)

PERSPECTIVE VIEW



SECTION A-A (REINFORCEMENT)



SECTION A-A (MASONRY)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

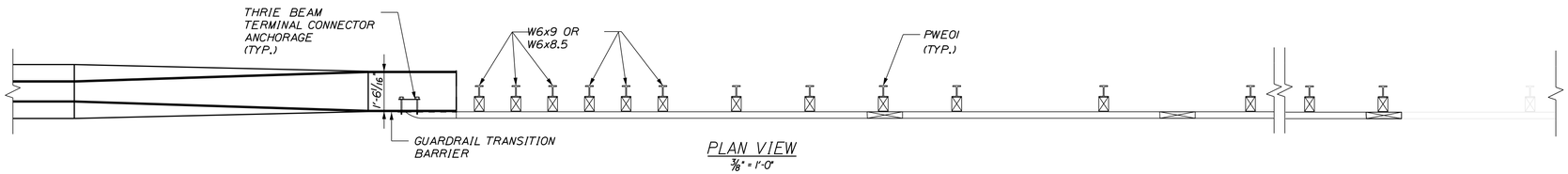
vhb

PROJ. MANAGER	L. ROWE		
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

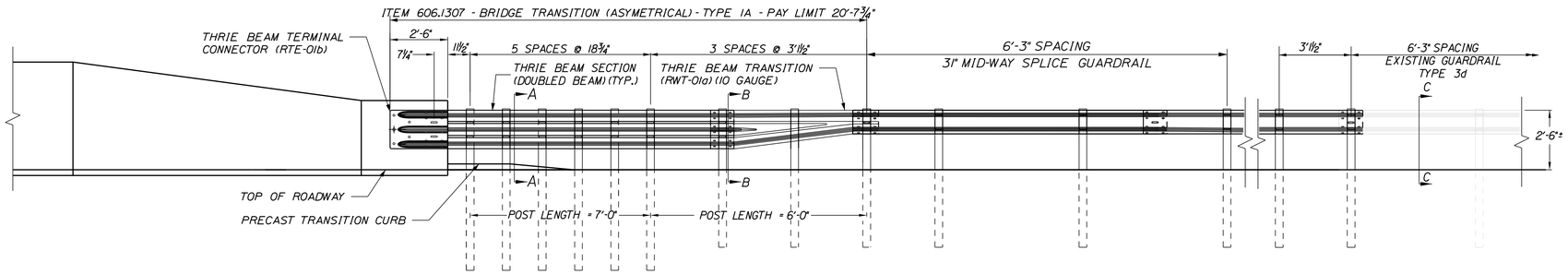
BANGOR
I-95 EXIT 187

INTERSTATE BARRIER DETAILS

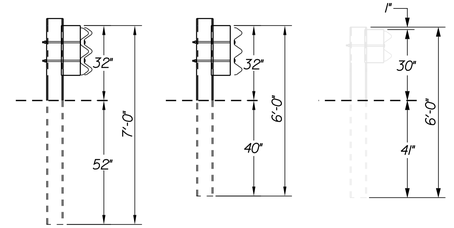
SHEET NUMBER
G-21



PLAN VIEW
3/8" = 1'-0"



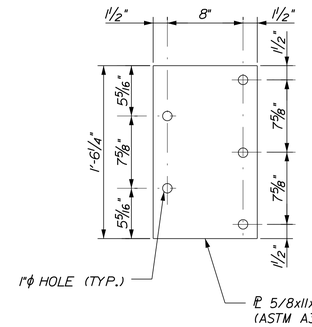
GUARDRAIL ATTACHMENT TO MEDIAN BARRIER (AT PROJECT TERMINI)
3/8" = 1'-0"

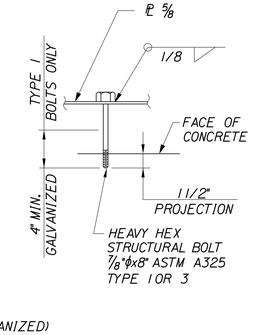


SECTION A-A SECTION B-B SECTION C-C

GENERAL NOTES:

1. ADDITIONAL HOLES MAY BE MADE IN THE THRIE-BEAM PANELS BY DRILLING, PUNCHING, OR OTHER MEANS THAT PRODUCE A NEAT, CLEAN HOLE. BURNING HOLES WILL NOT BE ALLOWED.
2. STANDARD BARRIER HARDWARE HAS BEEN USED TO DEVELOP THESE GUARDRAIL ATTACHMENTS. DESIGNATIONS PROVIDED IN PARENTHESIS RELATE TO STANDARD ELEMENTS DETAILED IN "A GUIDE TO STANDARDIZED BARRIER RAIL HARDWARE." 1979. AASHTO-AGC-ARTBA JOINT COOPERATE COMMITTEE.
3. AFTER INSTALLATION IS COMPLETE, UPSET THE THREAD ON THE ANCHOR BOLTS IN THREE PLACES AROUND EACH BOLT, AT THE JUNCTION OF THE NUT AND THE EXPOSED THREAD, WITH A CENTER PUNCH OR SIMILAR TOOL.
4. ANY ADDITIONAL POSTS, GUARDRAIL, AND HARDWARE, REQUIRED TO ATTACH TO EXISTING GUARDRAIL SHALL BE CONSIDERED INCIDENTAL TO THE MEDIAN BARRIER GUARDRAIL ATTACHMENT.





TERMINAL CONNECTOR ANCHORAGE
1 1/2" = 1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER L. ROWE		
DESIGN-DETAILED	JBD	11/25/2025
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2	AG	11/25/2025
DESIGN3-DETAILED3	ECF	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

INTERSTATE BARRIER DETAILS

SHEET NUMBER
G-22
22
OF 485

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\Plansets\G_008_Typicals.dgn

HOGAN ROAD (WB)							
SUPERELEVATION TABLE							
LT SHLDR %	LT TW %	LT TW %		RT TW %	RT TW %	RT TW %	RT SHLDR %
SHOULDER	LANE 5	LANE 4	STATION	LANE 3	LANE 2	LANE 1	SHOULDER
			START				
MATCH	MATCH	MATCH	200+00.00	MATCH	MATCH	MATCH	MATCH
-4.0%	-2.0%	-2.0%	200+50.00	2.0%	-2.0%	-2.0%	-2.0%
			TO				
-4.0%	-2.0%	-2.0%	202+50.00	2.0%	-2.0%	-2.0%	-2.0%
-4.0%	-2.0%	-2.0%	203+00.00	2.0%	-2.0%	-2.0%	-2.0%
-	-	-2.0%	203+50.00	2.0%	-2.0%	-2.0%	-2.0%
			TO				
-2.0%	-	-2.0%	204+10.00	2.0%	-2.0%	-2.0%	-2.0%
-2.0%	-	-2.0%	204+25.00	2.0%	-2.0%	-2.0%	-2.5%
-2.0%	-	-2.0%	204+50.00	2.0%	-2.0%	-2.0%	-3.5%
-2.0%	-	-2.0%	204+60.00	2.0%	-2.0%	-2.0%	-4.0%
			TO				
-2.0%	-	-2.0%	206+31.00	2.0%	-2.0%	-2.0%	-4.0%
-2.0%	-	-2.0%	206+50.00	2.0%	-	-	-4.0%
-0.4%	-	-0.4%	207+00.00	0.4%	-	-	-2.4%
1.0%	-	1.0%	207+44.01	-1.0%	-	-	-1.0%
			TO				
1.0%	-	1.0%	208+51.92	-1.0%	-	-	-1.0%
0.0%	-	0.0%	209+00.00	-2.0%	-	-	-2.0%
-1.0%		-1.0%	209+50.00	-2.0%			-2.0%
-2.0%	-	-2.0%	210+00.00	-2.0%	-	-	-2.0%
-2.0%	-	-2.0%	210+50.00	-2.0%	-	-	-2.0%
			BRIDGE				
-2.0%	-	-2.0%	215+00.00	-2.0%	-2.0%	-	-2.0%
-2.0%	-	-2.0%	215+25.00	-2.0%	-2.0%	-	-2.0%
-1.4%	-	-1.4%	215+50.00	-2.0%	-2.0%	-	-2.0%
-0.3%	-	-0.3%	216+00.00	-2.0%	-2.0%	-	-2.0%
0.9%		0.9%	216+50.00	-1.2%	-1.2%		-1.2%
1.1%	-	1.1%	216+59.74	-1.1%	-1.1%	-	-1.1%
			TO				
1.1%	-	1.1%	217+86.16	-1.1%	-1.1%	-	-1.1%
0.8%		0.8%	218+00.00	-0.8%	-0.8%		-0.8%
-0.1%	-	-0.1%	218+50.00	0.1%	0.1%	-	0.1%
-1.1%	-	-1.1%	219+00.00	1.1%	1.1%	-	1.1%
-	-	-2.0%	219+50.00	2.0%	2.0%	-	2.0%
			TO				
-4.0%	-	-2.0%	220+50.00	2.0%	2.0%	-	2.0%
-4.0%	-	-2.0%	223+00.00	2.0%	-	-	2.0%
			TO				
-4.0%	-	-2.0%	224+61.58	2.0%	-	-	2.0%
-3.2%	-	-3.2%	225+00.00	3.2%	-	-	3.2%
MATCH	-	MATCH	225+11.58	MATCH	-	-	MATCH
			END				

HOGAN ROAD (EB)							
SUPERELEVATION TABLE							
LT SHLDR %	LT TW %	LT TW %	LT TW %		RT TW %	RT TW %	RT SHLDR %
SHOULDER	LANE 1	LANE 2	LANE 3	STATION	LANE 4	LANE 5	SHOULDER
				START			
MATCH	-	-	MATCH	100+00.00	MATCH		MATCH
-2.0%	-	-	-2.0%	100+50.00	-2.0%		-4.0%
				TO			
-2.0%	-	-	-2.0%	102+50.00	-2.0%		-4.0%
-4.0%	-	-	-2.0%	103+00.00	-2.0%		-4.0%
				TO			
-4.0%	-	-	-2.0%	105+75.00	-2.0%	-2.0%	-4.0%
-3.0%	-	-	-2.0%	106+00.00	-2.0%	-2.0%	-4.0%
-1.4%	-	-	-1.4%	106+50.00	-2.0%		-
-0.8%	-	-	-0.8%	106+75.00	-2.0%		-2.0%
-0.3%	-	-	-0.3%	107+00.00	-1.4%		-1.4%
0.5%	-	-	0.5%	107+33.17	-0.5%		-0.5%
				TO			
-	-	-	0.5%	108+41.01	-0.5%		-0.5%
-	-	-	0.7%	108+50.00	-0.7%		-0.7%
-	-	-	2.0%	109+00.00	-2.0%		-2.0%
				TO			
2.0%	-	-	2.0%	115+00.00	-2.0%		-2.0%
0.5%	-	-	0.5%	115+50.00	-0.5%		-0.5%
-1.0%	-	-	-1.0%	116+00.00	1.0%		1.0%
				TO			
-1.0%	-	-	-1.0%	117+62.64	1.0%		1.0%
-0.2%	-	-	-0.2%	118+00.00	0.2%		0.2%
0.9%	-	-	0.9%	118+50.00	-0.9%		-
2.0%	-	-	2.0%	119+00.00	-2.0%		-4.0%
				TO			
2.0%	-	-	2.0%	120+43.19	-2.0%		-4.0%
2.0%	-	-	2.0%	120+50.00	-2.0%		-4.0%
2.0%	-	2.0%	2.0%	121+00.00	-2.0%		-4.0%
2.0%	2.0%	2.0%	2.0%	121+50.00	-2.0%		-4.0%
2.0%	2.0%	2.0%	2.0%	122+00.00	-2.0%		-4.0%
				TO			
2.0%	2.0%	2.0%	2.0%	123+25.00	-2.0%		-4.0%
1.0%	2.0%*	2.0%	2.0%	123+50.00	-2.0%		-4.0%
-1.0%	2.0%*	2.0%	2.0%	124+00.00	-2.0%		-4.0%
-2.0%	2.0%*	2.0%	2.0%	124+27.41	-2.0%		-4.0%
-2.0%	2.7%*	2.7%	2.7%	124+50.00	-2.7%		-4.0%
MATCH	MATCH	MATCH	MATCH	124+77.41	MATCH		-4.0%
				END			

* NOTE: CROWN OF ROADWAY IS IN THE MIDDLE OF LANE 1, THEREFORE HALF OF LANES CROSS SLOPES ARE SAME AS SHOULDER.

RAMP A			
SUPERELEVATION TABLE			
LT SHLDR %		RT TW %	RT SHLDR %
SHOULDER	STATION	TRAVELWAY	SHOULDER
	START		
MATCH	700+00.00	MATCH	-
-5.5%	700+50.00	0.7%	-
-4.0%	701+00.00	2.0%	-
-4.0%	701+50.00	2.0%	2.0%
	TO		
-4.0%	704+50.00	2.0%	2.0%
-2.0%	705+00.00	2.0%	2.0%
-0.8%	705+50.00	0.8%	0.8%
0.5%	706+00.00	-0.5%	-0.5%
1.4%	706+50.00	-1.4%	-
2.0%	706+82.48	-2.0%	-
MATCH HOGAN RD (EB)			

SPUR A			
SUPERELEVATION TABLE			
LT SHLDR %	LT TW %		RT SHLDR %
SHOULDER	TRAVELWAY	STATION	SHOULDER
		START	
-	MATCH	600+00.00	MATCH
-	2.0%	600+50.00	-5.6%
-	2.0%	601+00.00	-4.0%
2.0%	2.0%	601+50.00	-4.0%
		TO	
2.0%	2.0%	603+00.00	-4.0%
-	2.0%	603+50.00	-4.0%
-	2.0%	603+94.77	-4.0%
	MATCH HOGAN RD (WB)		

STATE OF MAINE
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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

SUPERELEVATION TABLES (1 OF 2)

SHEET NUMBER
G-23
23
OF 485

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\Planset\VC_008_Typicals.dgn

RAMP B				
SUPERELEVATION TABLE				
LT SHLDR %	LT TW %	LT TW %		RT SHLDR %
SHOULDER	LANE 1	LANE 2	STATION	SHOULDER
MATCH HOGAN RD (EB)				
-	-	2.0%	801+50.72	-4.0%
2.0%	-	2.0%	802+00.00	-4.0%
			TO	
2.0%	-	2.0%	805+50.00	-4.0%
-	-	2.0%	806+00.00	-4.0%
-	-	2.0%	806+50.00	-4.0%
-4.0%	2.0%	2.0%	807+00.00	-4.0%
			TO	
-4.0%	2.0%	2.0%	808+00.00	-4.0%
-4.0%	3.1%	3.1%	808+50.00	-4.0%
-2.0%	4.2%	4.2%	809+00.00	-4.2%
			TO	
-2.0%	4.2%	4.2%	811+00.00	-4.2%
-2.0%	-	4.2%	811+50.00	-4.2%
			TO	
	-	4.2%	814+50.00	-4.2%
-	-	3.1%	815+00.00	-4.0%
-	-	2.0%	815+50.00	-4.0%
-	-		TO	
-	-	2.0%	824+00.00	-4.0%
-	-	2.0%	824+50.00	-4.0%
MATCH I-95 (SB)				

SPUR B			
SUPERELEVATION TABLE			
LT SHLDR %		RT TW %	RT SHLDR %
SHOULDER	STATION	TRAVELWAY	SHOULDER
MATCH HOGAN RD (WB)			
-2.0%	900+00.00	2.0%	-
-3.0%	900+50.00	2.0%	2.0%
-4.0%	901+00.00	2.0%	2.0%
-4.0%	901+50.00	0.0%	-
-4.0%	902+00.00	-2.0%	-
-4.0%	902+10.87	-2.0%	-
MATCH RAMP B			

REVERSE DIRECTION LOOP				
SUPERELEVATION TABLE				
LT SHLDR %	LT TW %		RT TW %	RT SHLDR %
SHOULDER	TRAVELWAY	STATION	TRAVELWAY	SHOULDER
MATCH HASKELL ROAD				
3.0%	MATCH	15+14.80	MATCH	MATCH
-2.0%	-2.0%	15+25.00	-2.0%	-2.0%
		TO		
2.0%	-2.0%	18+00.00	-2.0%	-2.0%
MATCH	MATCH	18+11.17	MATCH	MATCH
MATCH HASKELL ROAD				

RAMP C					
SUPERELEVATION TABLE					
LT SHLDR %	LT TW %		RT TW %	RT TW %	RT SHLDR %
SHOULDER	LANE 1	STATION	LANE 2	RIGHT TURN	SHOULDER
		START			
MATCH	MATCH	1001+50.00	MATCH	-	MATCH
-4.0%	2.0%	1002+00.00	-2.0%	-	-4.0%
		TO			
-4.0%	2.0%	1005+00.00	-2.0%	-2.0%	-4.0%
-4.0%	-0.3%	1005+50.00	0.3%	-2.0%	-4.0%
-4.0%	-2.0%	1005+88.80	2.0%	-2.0%	-4.0%
		TO	MATCH SPUR C		
-4.0%	-2.0%	1007+25.00	2.0%	-	2.0%
-4.0%	-2.0%	1007+50.00	1.1%	-	1.1%
-2.0%	-2.0%	1008+00.00	-0.6%	-	-0.6%
-2.0%	-1.3%	1008+23.29	-1.4%	-	-1.4%
-2.0%	-0.8%	1008+40.72	MATCH HOGAN RD (WB)		
MATCH HOGAN RD (WB)		END			

SPUR C			
SUPERELEVATION TABLE			
LT SHLDR %	LT TW %		RT SHLDR %
SHOULDER	RIGHT TURN	STATION	SHOULDER
MATCH RAMP C			
-	2.0%	1100+00.00	-4.0%
-	2.0%	1100+50.00	-4.0%
3.7%	2.0%	1100+93.34	-4.0%
3.3%	2.0%	1101+00.00	-4.0%
2.0%	2.0%	1101+25.00	-4.0%
2.0%	2.0%	1101+50.00	-4.0%
-	2.0%	1102+00.00	-4.0%
-	-	1102+12.90	-4.0%
MATCH HOGAN RD (EB)			

SWETT'S DRIVE				
SUPERELEVATION TABLE				
LT SHLDR %	LT TW %		RT TW %	RT SHLDR %
SHOULDER	TRAVELWAY	STATION	TRAVELWAY	SHOULDER
MATCH SWETT'S DRIVE				
MATCH	MATCH	1+95.21	MATCH	MATCH
3.4%	3.4%	2+00.00	-3.4%	-3.4%
1.6%	1.6%	2+25.00	-2.0%	-2.0%
-0.2%	-0.2%	2+25.00	-2.0%	-2.0%
-2.0%	-2.0%	2+75.00	-2.0%	-2.0%
		TO		
2.0%	-2.0%	3+25.00	-2.0%	-2.0%
MATCH	MATCH	3+47.07	MATCH	MATCH
MATCH REVERSE DIRECTION LOOP				

RAMP D				
SUPERELEVATION TABLE				
LT SHLDR %	LT TW %	LT TW %		RT SHLDR %
SHOULDER	LANE 1	LANE 2	STATION	SHOULDER
MATCH HOGAN RD (WB)				
-	-	2.0%	400+91.46	-4.0%
			TO	
2.0%	-	2.0%	402+00.00	-4.0%
2.0%	-	2.0%	402+50.00	-4.0%
			TO	
2.0%	-	2.0%	405+50.00	-4.0%
-	-	2.0%	406+00.00	-4.0%
-	-	2.0%	406+50.00	-4.0%
-2.0%	2.0%	2.0%	407+00.00	-4.0%
			TO	
-2.0%	2.0%	2.0%	410+50.00	-4.0%
-2.0%	2.9%	2.9%	411+00.00	-4.0%
-2.0%	-	3.8%	411+50.00	-4.0%
			TO	
-	-	3.8%	415+00.00	-4.0%
-	-	2.9%	415+50.00	-4.0%
-	-	2.0%	416+00.00	-4.0%
			TO	
-	-	2.0%	422+50.00	-4.0%
-	-	-	423+00.00	MATCH
MATCH I-95 (NB)				

SPUR D			
SUPERELEVATION TABLE			
LT SHLDR %		LT TW %	RT SHLDR %
SHOULDER	STATION	TRAVELWAY	SHOULDER
MATCH HOGAN RD (EB)			
2.0%	500+00.00	-	-
-0.4%	500+50.00	0.4%	-
-1.0%	500+61.91	1.0%	1.0%
-4.0%	501+00.00	1.0%	1.0%
-4.0%	501+50.00	1.0%	1.0%
-4.0%	502+00.00	-0.5%	-
-4.0%	502+50.00	-2.0%	-
MATCH RAMP D			

SWETT'S PARKING LOT		
SUPERELEVATION TABLE		
LT TW %		RT TW %
TRAVELWAY	STATION	TRAVELWAY
MATCH SWETT'S DRIVE		
-0.8%	20+15.00	0.8%
-2.0%	20+50.00	1.0%
-2.0%	21+00.00	7.0%
-2.0%	21+46.25	1.0%
	END	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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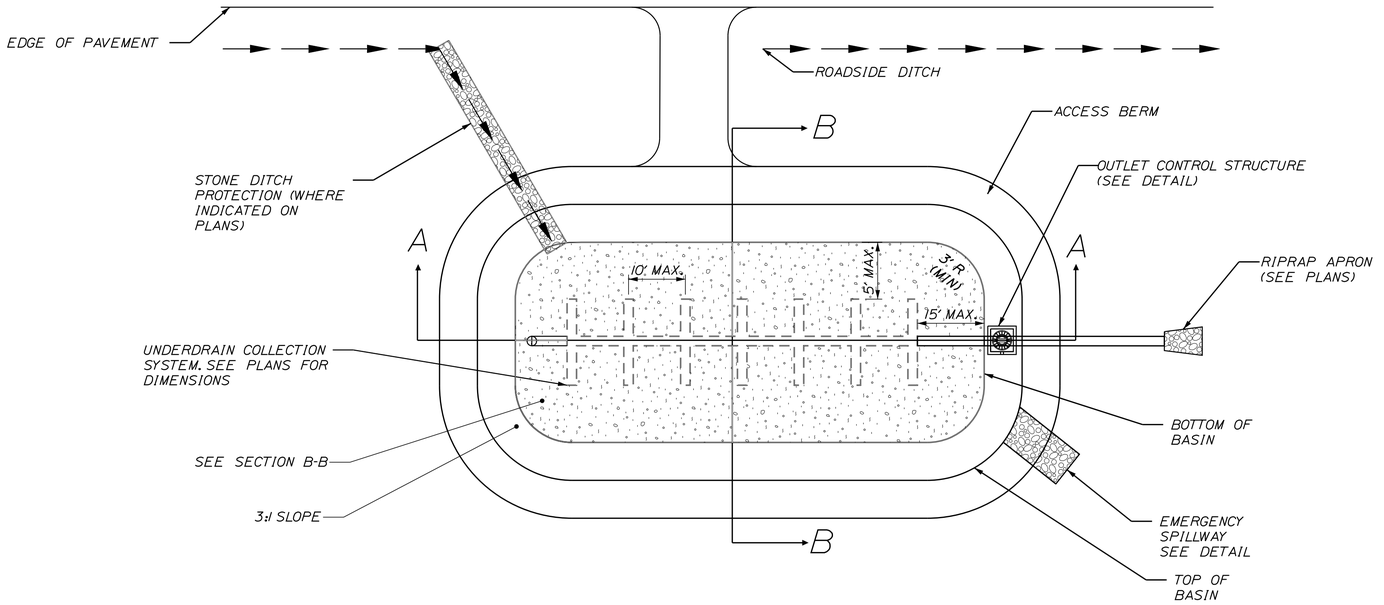
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

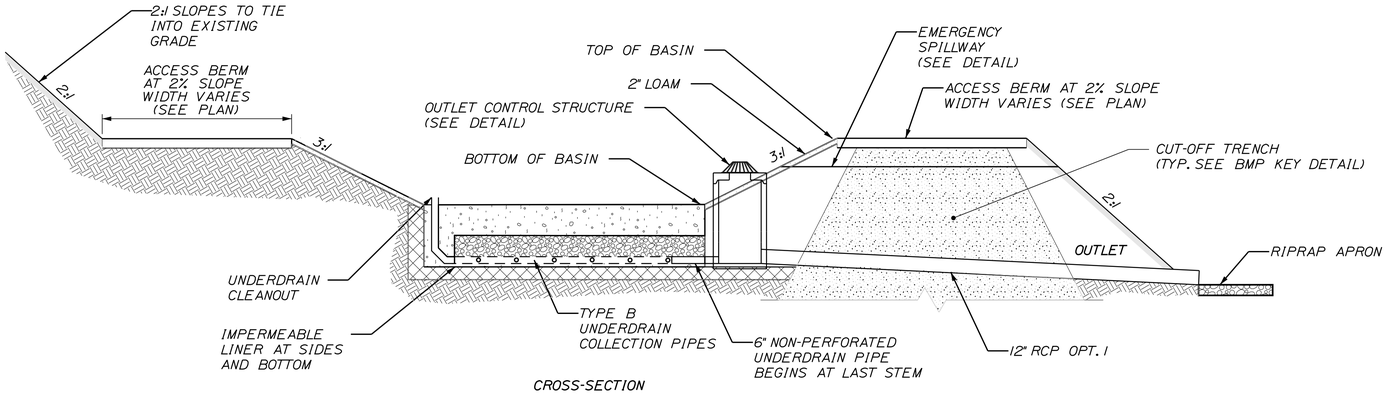
SUPERELEVATION
TABLES (2 OF 2)

SHEET NUMBER
G-24
24
OF 485

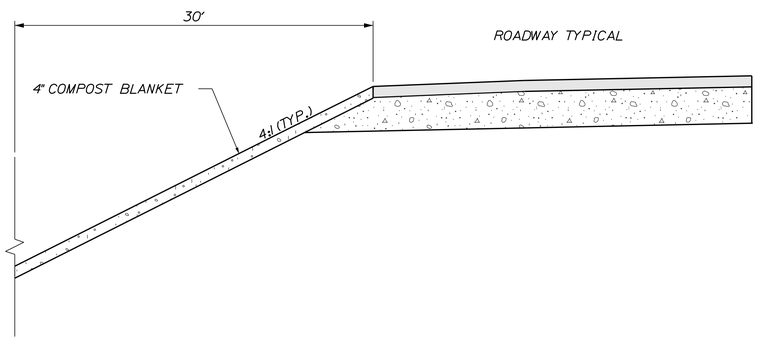
Filename: ...\Planset\G_008_Typicals.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025



PLAN VIEW

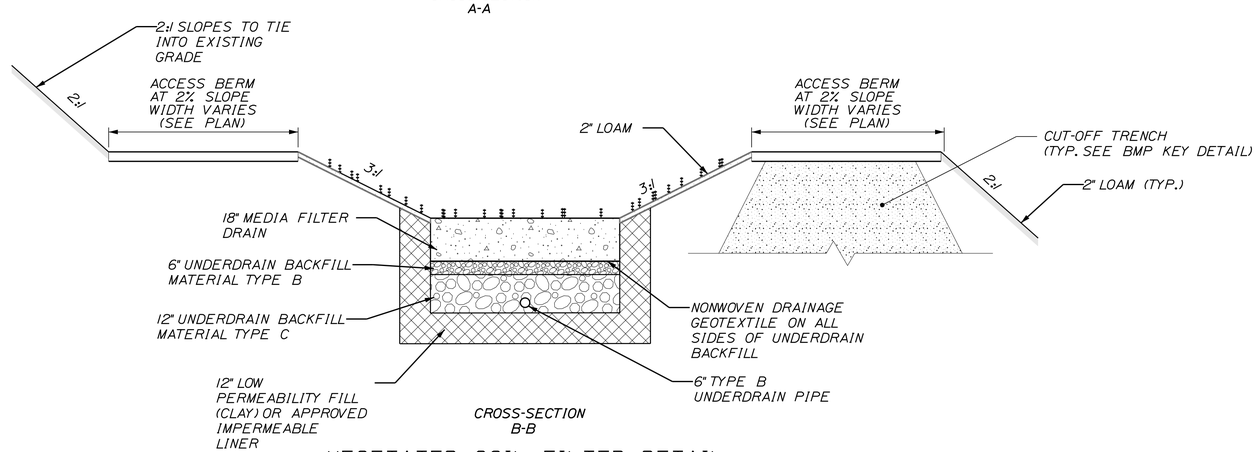


CROSS-SECTION A-A



COMPOST FILTER SLOPE DETAIL

NOT TO SCALE



CROSS-SECTION B-B

VEGETATED SOIL FILTER DETAIL

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 18595.11

HIGHWAY PLANS

vhb

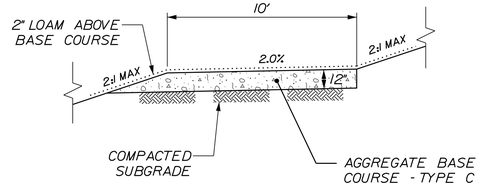
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PROJ. MANAGER		
DESIGN-DETAILED	11/25/2025	L. ROWE
CHECKED-REVIEWED	11/25/2025	BJM
DESIGN2-DETAILED2		SH
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

BMP DETAILS

SHEET NUMBER
S-1
25
OF 485

Filename: ...\W1_01_Typicals_Details.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



MAINTENANCE ACCESS ROAD APPROACH TYPICAL SECTION

NOT TO SCALE

NOTE:

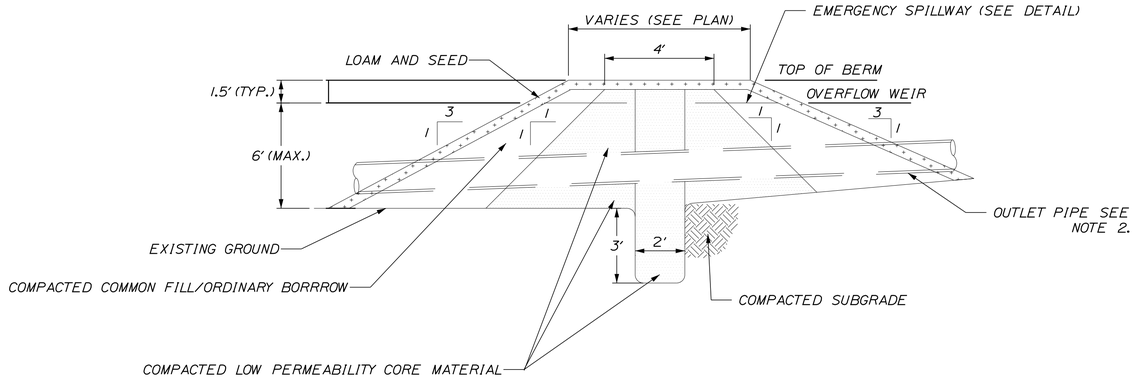
1. SHOULDER GRADES SHALL BE EXTENDED 6' BEYOND EDGE OF SHOULDER BEFORE GRADE BREAK FOR ACCESS ROADS.

2. GRADES OF ACCESS ROADS SHALL NOT EXCEED 20%.

3. THE ALGEBRAIC DIFFERENCE BETWEEN TWO ADJACENT GRADES SHALL NOT EXCEED 9%.

BMP MAINTENANCE ACCESS ROAD

NOT TO SCALE



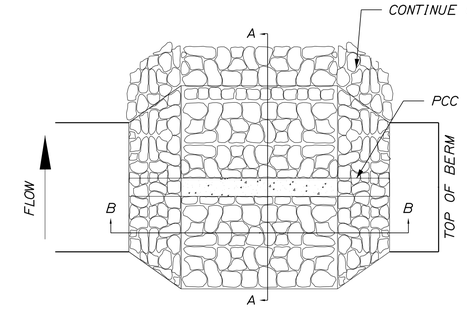
NOTES

1. LOW PERMEABILITY CORE MATERIAL IS CONTINUOUS FOR THE FULL LENGTH OF THE EMBANKMENT.

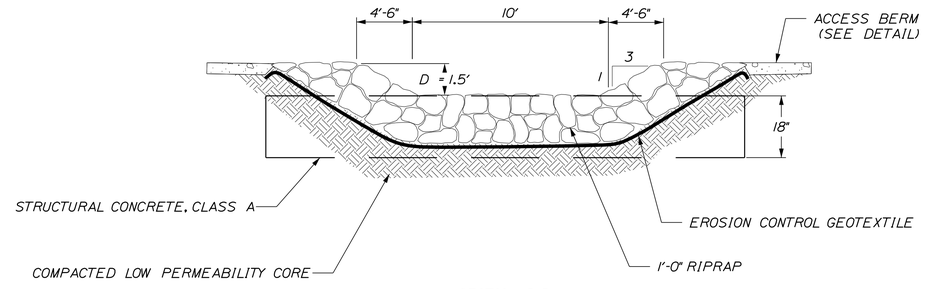
2. WHERE PIPES PENETRATE THE LOW PERMEABIITY CORE, PIPE SHALL BE BEDDED IN THE LOW PERMEABILITY CORE MATERIAL.

LOW PERMEABILITY CORE

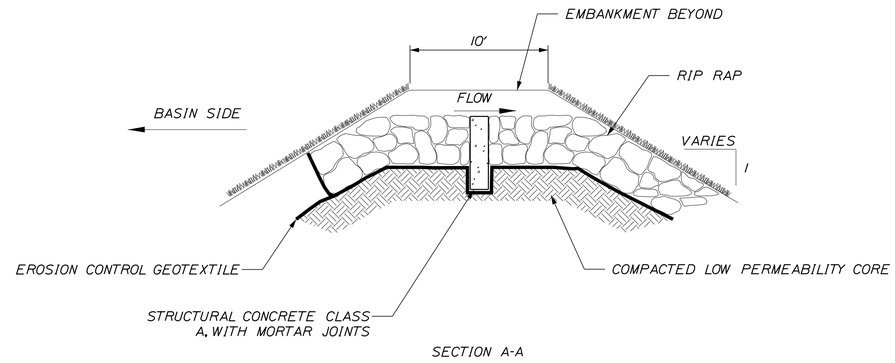
NOT TO SCALE



PLAN VIEW



SECTION B-B



SECTION A-A

EMERGENCY SPILLWAY

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
DESIGN-DETAILED	L. ROWE	11/25/2025
CHECKED-REVIEWED	BJM	11/25/2025
DESIGN2-DETAILED2	SH	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

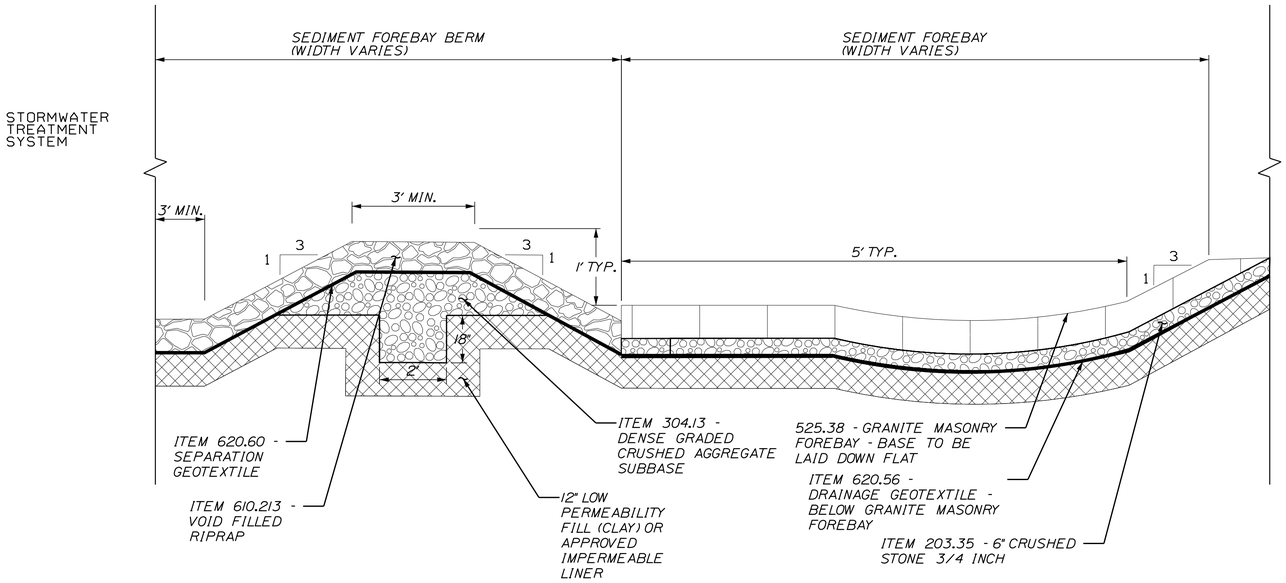
PROJ. MANAGER

BANGOR
I-95 EXIT 187

BMP DETAILS

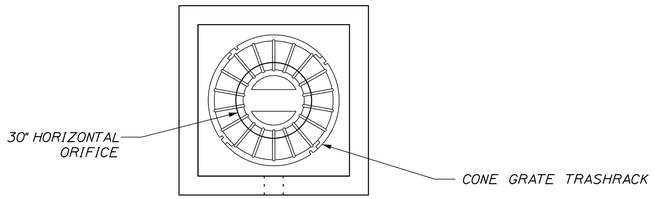
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S-2
26
OF 485

Filename: ...\W1_01_Typicals_Details.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

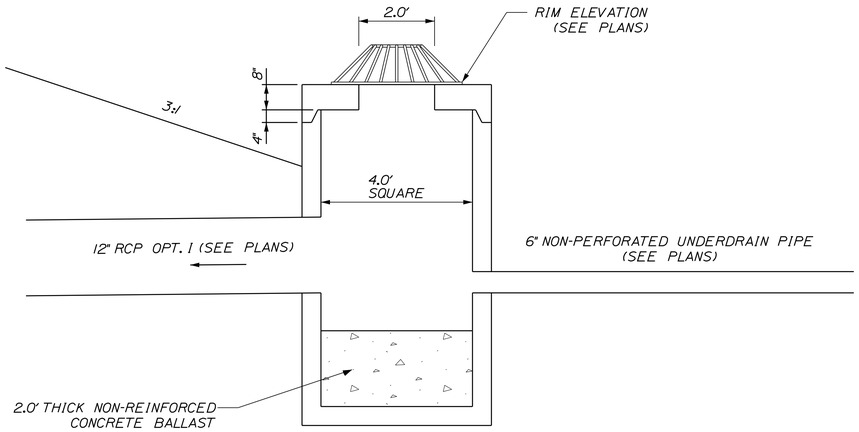


GRANITE FOREBAY/BERM

NOT TO SCALE



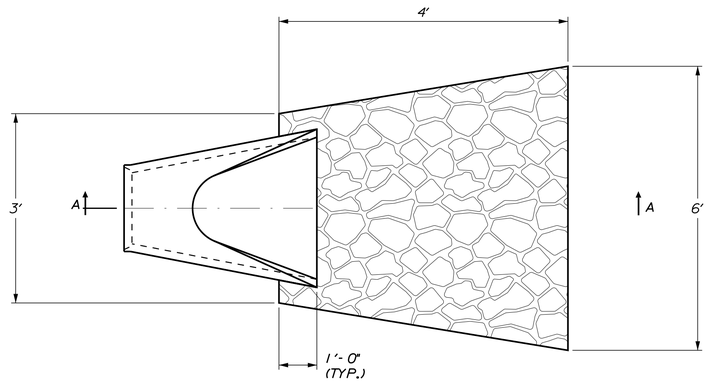
PLAN



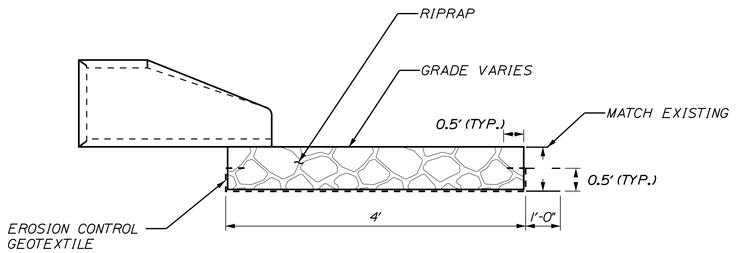
ELEVATION

OUTLET CONTROL STRUCTURE

NOT TO SCALE



PLAN



SECITON A-A

DRAINAGE PIPE OUTLET PROTECTION

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
18595.11

HIGHWAY PLANS

vhb

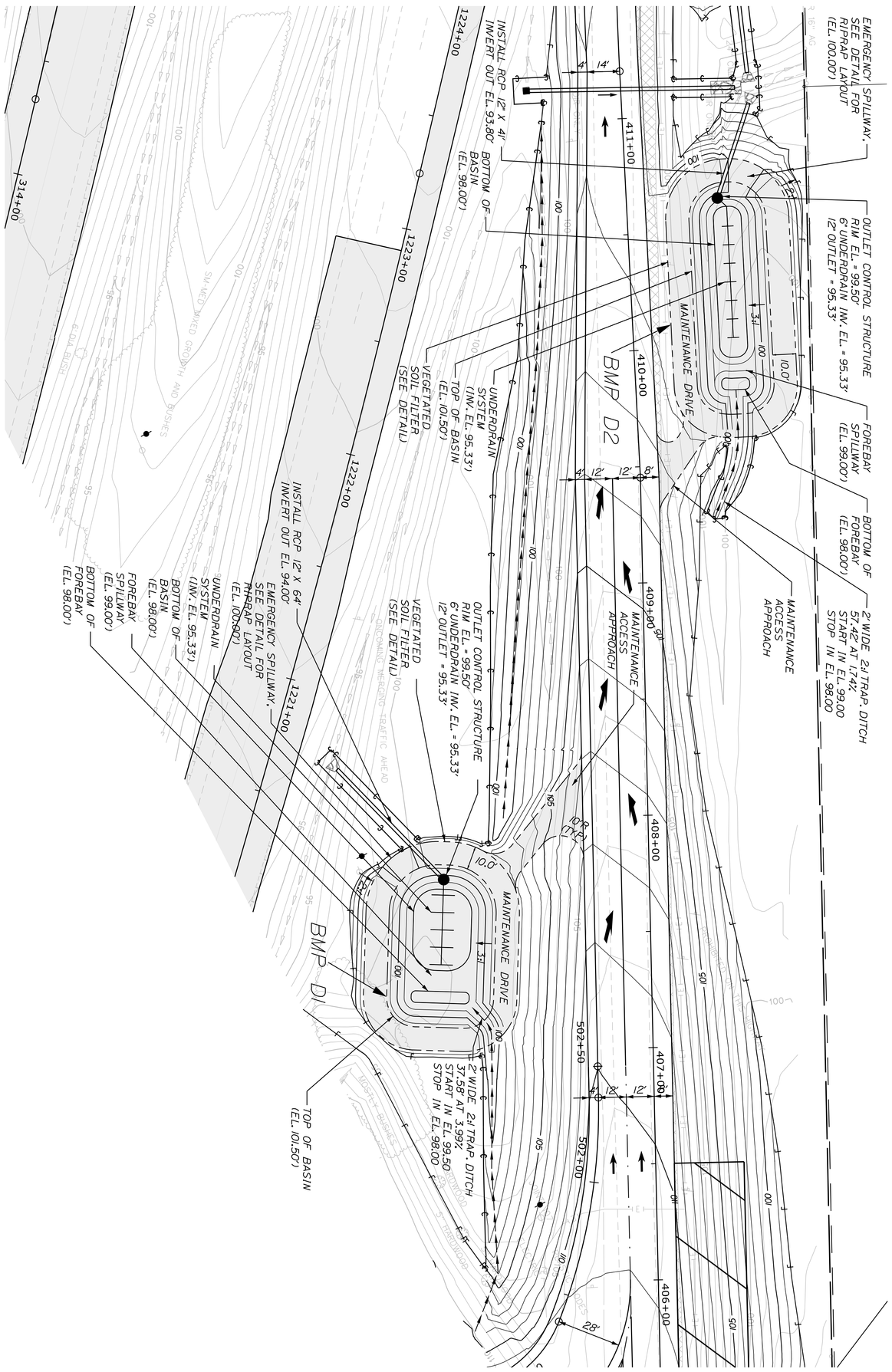
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	BJM	11/25/2025
CHECKED-REVIEWED	SH	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

BMP DETAILS

SHEET NUMBER
S-3
27
OF 485

Filename: ...\W1_01_Typicals_Details.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

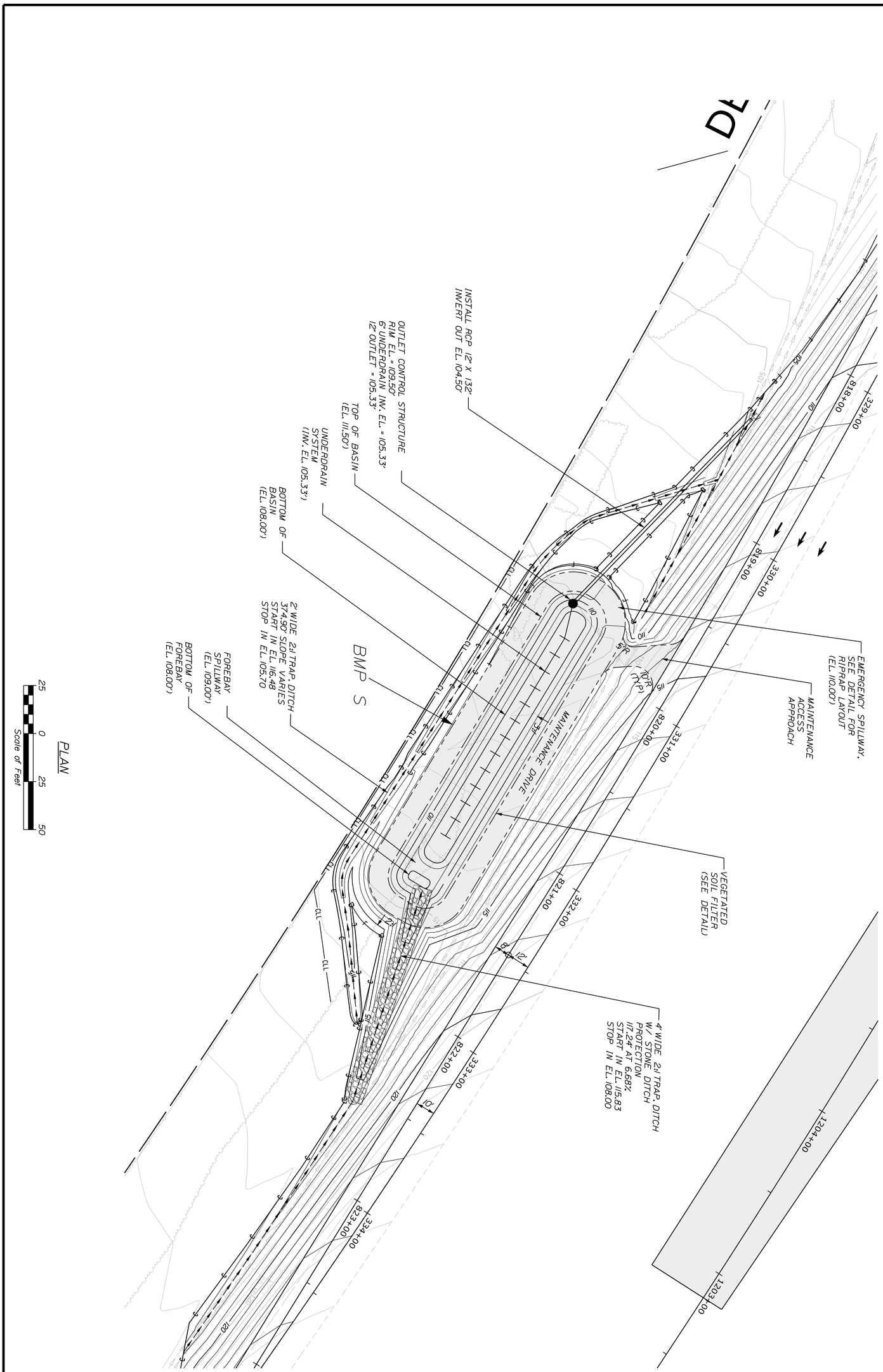


BANGOR I-95 EXIT 187	PROJ. MANAGER L. ROWE	BY	DATE
	DESIGN-DETAILED ECF	JBD	11/25/2025
	CHECKED-REVIEWED ECF	AG	11/25/2025
	DESIGN2-DETAILED2		
	DESIGN3-DETAILED3		
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11
WIN 18595.11 HIGHWAY PLANS

BMP GRADING

SHEET NUMBER S-4
28 OF 485



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER S-5 29 OF 485

BANGOR
I-95 EXIT 187

BMP GRADING

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

Filename: ...\Planset\W2_02_BMP_Plans.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

BMP N

2' WIDE 2:1 TRAP. DITCH
471.11' SLOPE VARIES
START IN EL. 102.00
STOP IN EL. 97.00

BOTTOM OF FOREBAY (EL. 97.00')

FOREBAY SPILLWAY (EL. 98.00')

BOTTOM OF BASIN (EL. 97.00')

UNDERDRAIN SYSTEM (INV. EL. 94.33')

OUTLET CONTROL STRUCTURE
RIM EL. = 98.50'
6" UNDERDRAIN INV. EL. = 94.33'
12" OUTLET = 94.33'

EMERGENCY SPILLWAY, SEE DETAIL FOR RIPRAP LAYOUT (EL. 99.00')

BMP D2

MAINTENANCE ACCESS APPROACH

MAINTENANCE DRIVE

VEGETATED SOIL FILTER (SEE DETAIL)

TOP OF BASIN (EL. 100.50')

INSTALL RCP 12" X 58'
INVERT OUT EL. 93.20'

1228+00 1227+00 1226+00 1225+00 1224+00 1223+00 1222+00
415+00 414+00 413+00 412+00 411+00 410+00 409+

309+00 310+00 311+00 312+00 313+00 314+00 315+00

MAINTENANCE ACCESS APPROACH

VEGETATED SOIL FILTER (SEE DETAIL)

EMERGENCY SPILLWAY, SEE DETAIL FOR RIPRAP LAYOUT (EL. 102.00')

OUTLET CONTROL STRUCTURE
RIM EL. = 101.50'
6" UNDERDRAIN INV. EL. = 97.33'
12" OUTLET = 97.33'

2' WIDE 2:1 TRAP. DITCH
86.07' AT 1.93%
START IN EL. 101.66
STOP IN EL. 100.00

MAINTENANCE DRIVE

BOTTOM OF FOREBAY (EL. 100.00')

FOREBAY SPILLWAY (EL. 101.00')

BOTTOM OF BASIN (EL. 100.00')

UNDERDRAIN SYSTEM (INV. EL. 97.33')

TOP OF BASIN (EL. 103.50')

2' WIDE 2:1 TRAP. DITCH
100.00' SLOPE VARIES
START IN EL. 107.38
STOP IN EL. 105.98

INSTALL RCP 12" X 167'
INVERT OUT EL. 96.00'

BMP A

702+00 703+00

SM-MED MIXED GROWTH

SM-MED MIXED GROWTH AND BUSHES

6' DIA BUSH

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

BMP GRADING

SHEET NUMBER
S-6
30
OF 485

Filename: ...\MSTA\01 sp_embank_plan_01.dgn Division: BRIDGE Username: Date:11/7/2025

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN, ROAD/I95
BRIDGE #5823

HOGAN
BRIDGE

RAMP B

SE5

SE6

SE7

10' ft

13' ft

11 ft

LEGEND

Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment

xx ft — Minimum Thickness of ULFGA LWF

Transition Area from ULFGA LWF Emabnkment to Conventional Weight Fill Embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER E. BURGE No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER

11/07/2025

DATE

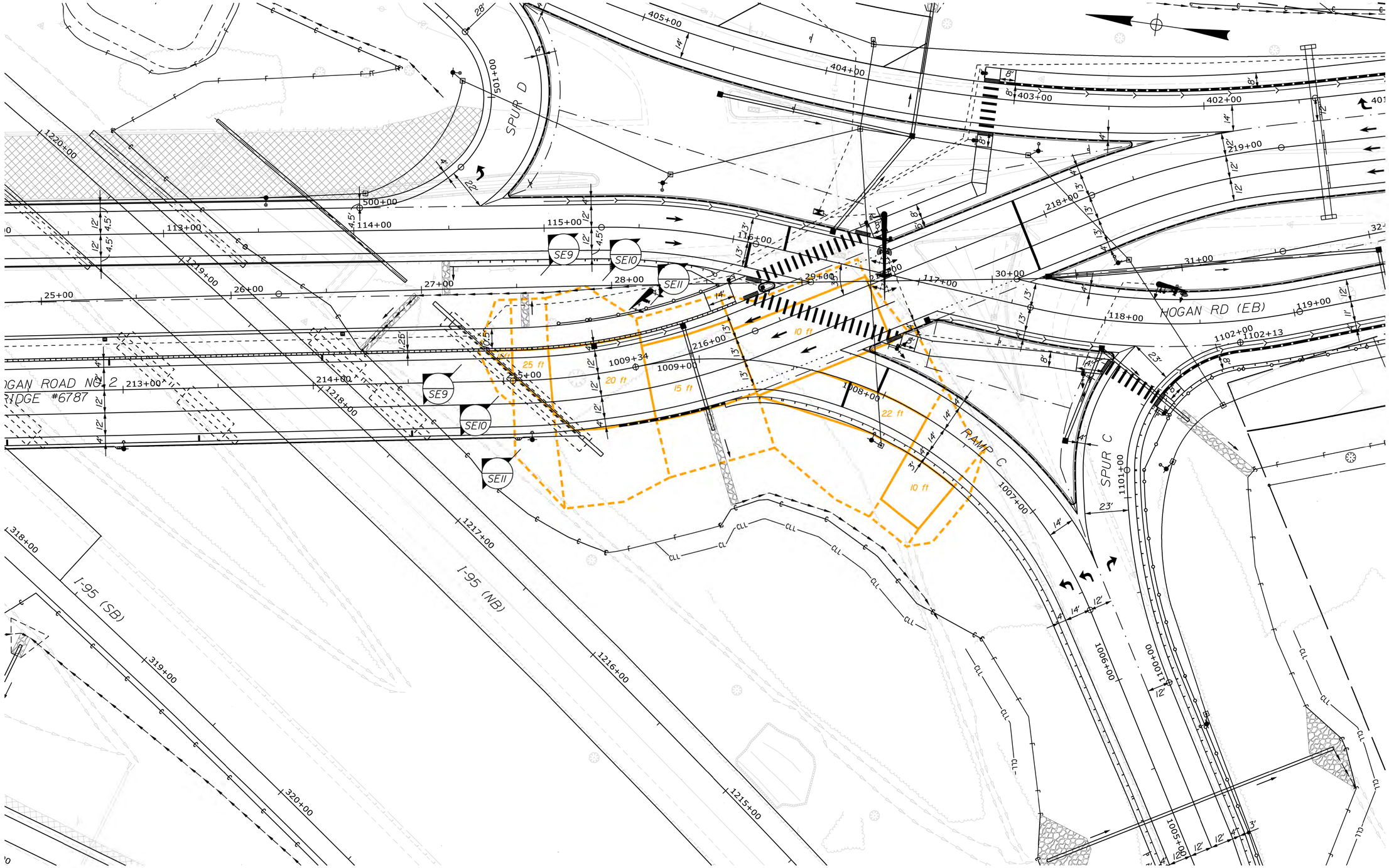
		BY	DATE
PROJ. MANAGER	M. LANDON		
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CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PLAN - (1 OF 3)

SHEET NUMBER
SE-1
31
OF 485

Filename: ...\MSTA\02 sp_embank_plan_02.dgn Division: BRIDGE Username: Date:11/7/2025



LEGEND

- Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment
- xx ft — Minimum Thickness of ULFGA LWF
- Transition Area from ULFGA LWF Emabnkment to Conventional Weight Fill Embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE — CHRISTOPHER C. BURNS No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER

11/07/2025
DATE

PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	DEB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PLAN - (2 OF 3)

SHEET NUMBER
SE-2
32
OF 485

Filename: ...\MSTA\03 sp_embank_plan_03.dgn Division: BRIDGE Username: Date:11/7/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE
CHRISTOPHER C. BENOA
No. 15164
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	DEB	11/2025
DESIGN2-DETAILED2	-	-	-
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REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT *5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PLAN - (3 OF 3)

SHEET NUMBER
SE-3
33
OF 485

HOGAN RD (WB)

HOGAN RD (EB)

SPUR D

SPUR C

RAMP C

I-95 (NB)

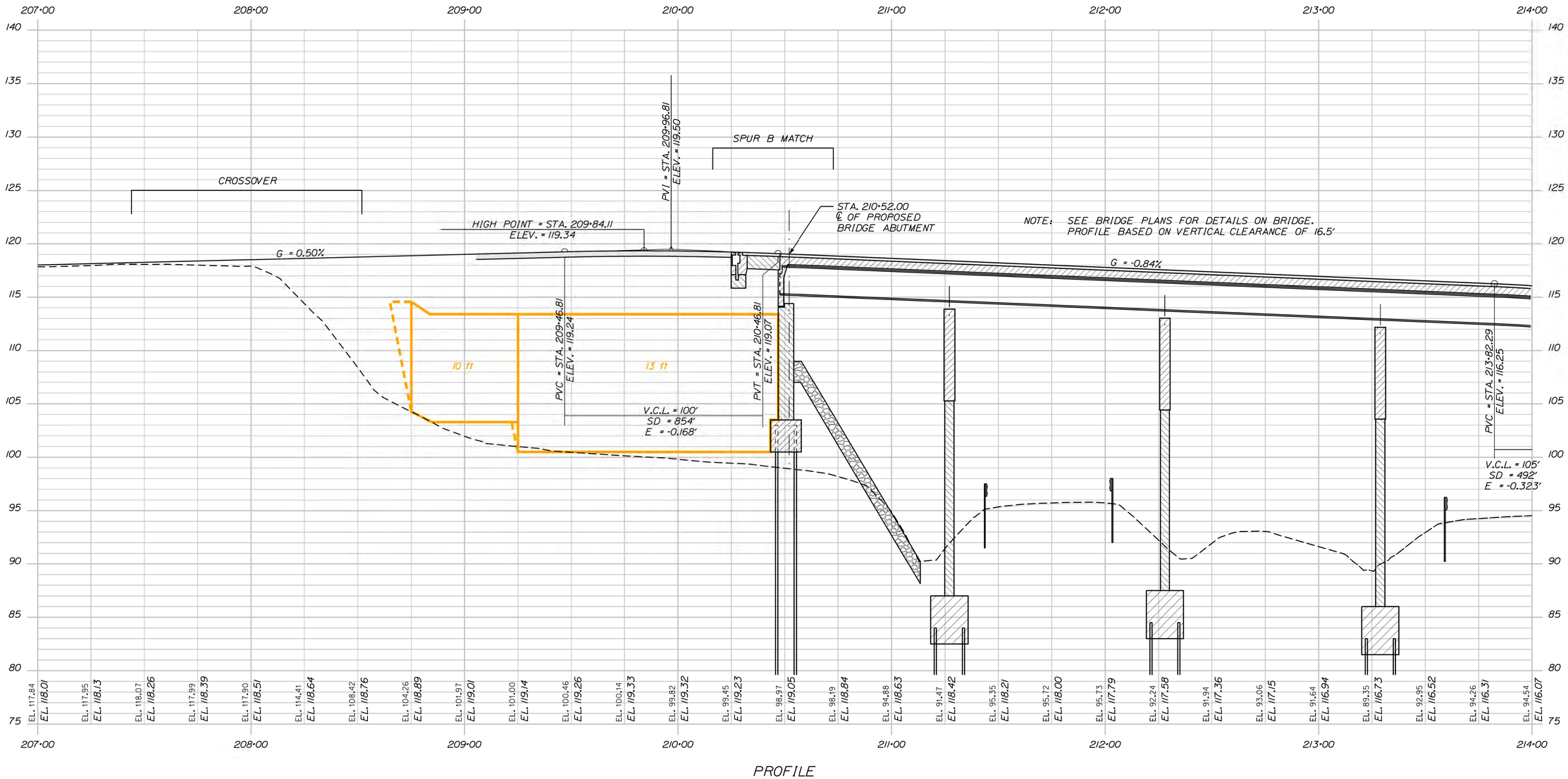
See Note 11 on Sheet SE-31

NOTE:
HIGHW
WROU

LEGEND

Plan Limits for Conventional Weight Fill Embankment Preloading

Filename: ...\MSTA\04 sp_embank_pro_01.dgn Division: BRIDGE Username: Date:11/7/2025



PROFILE

LEGEND

Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment

xx ft — Minimum Thickness of ULFGA LWF

Transition Area from ULFGA LWF Embankment to Conventional Weight Fill Embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER C. BIBBER No. 15164 · PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

DATE

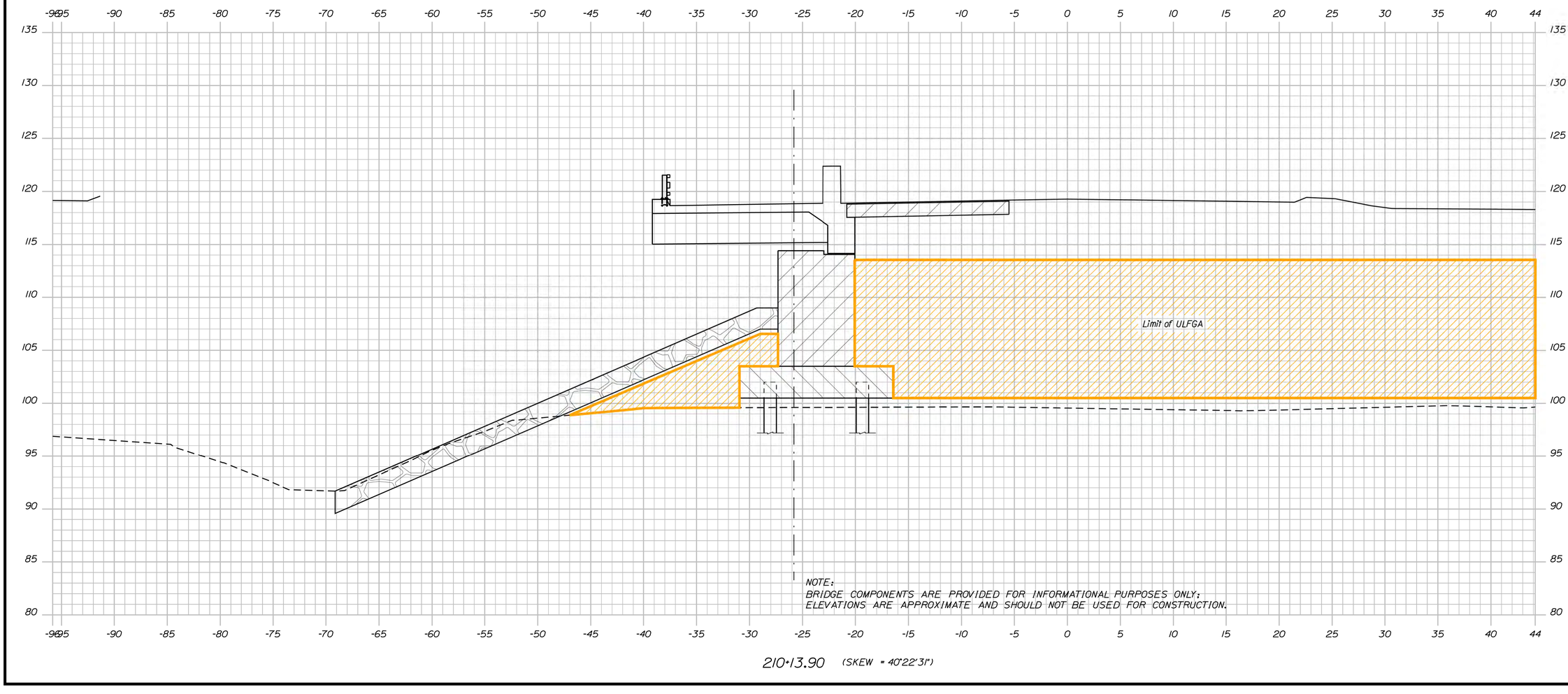
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DESIGN3-DETAILED3	-	-	-	-
REVISIONS 1	-	-	-	-
REVISIONS 2	-	-	-	-
REVISIONS 3	-	-	-	-
REVISIONS 4	-	-	-	-
FIELD CHANGES	-	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PROFILE - (1 OF 4)

SHEET NUMBER
SE-4
34
OF 485

Filename: ...\MSTA\05 sp_embank_sec_1A.dgn Username: Division: BRIDGE Date:11/7/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE
CHRISTOPHER C. BENDA
No. 15164
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER

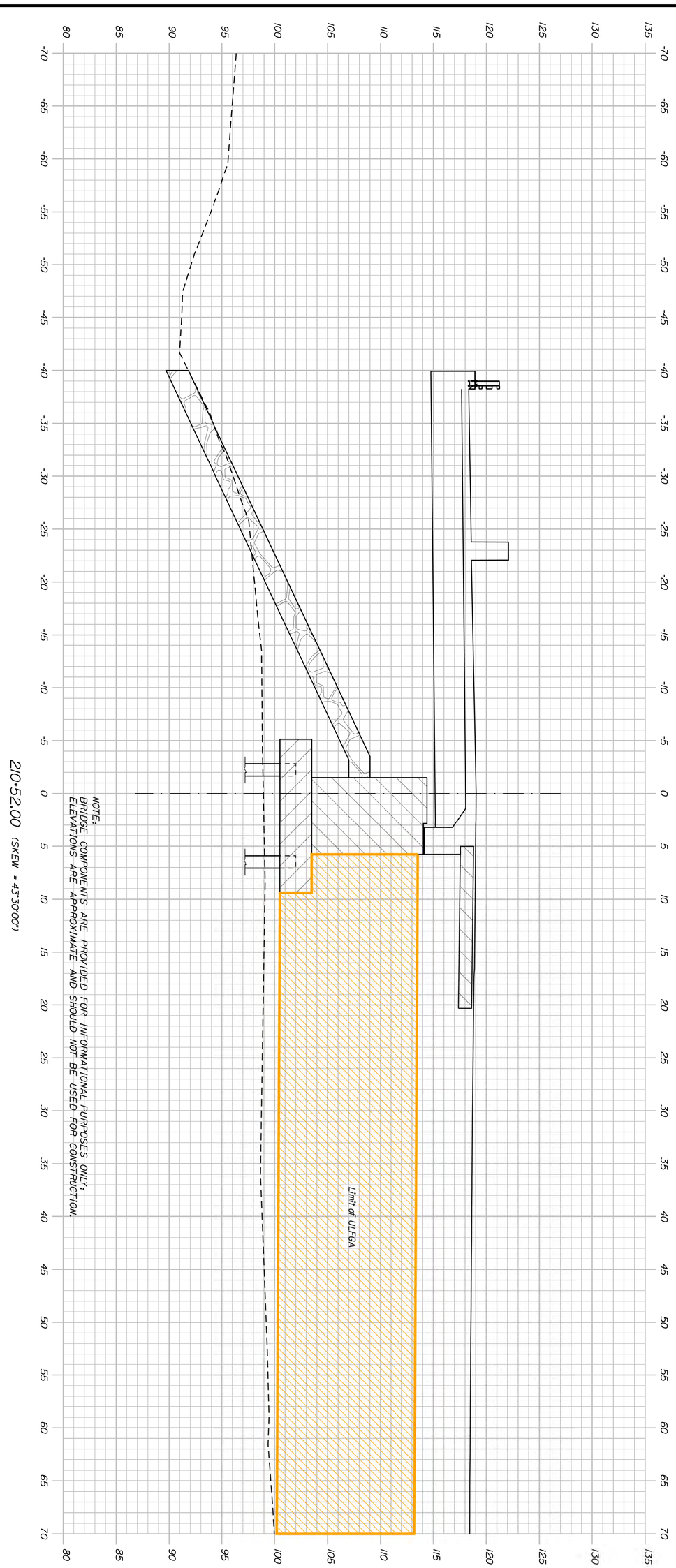
11/07/2025
DATE

	M. LANDON	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 1
CONSTRUCTION SECTIONS - (1 OF 3)

SHEET NUMBER
SE-5
35
OF 485



2:0-52.00 (SKEW = 43°30'00")

NOTE:
BRIDGE COMPONENTS ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
ELEVATIONS ARE APPROXIMATE AND SHOULD NOT BE USED FOR CONSTRUCTION.

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 1
CONSTRUCTION SECTIONS - (2 OF 3)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
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REVISIONS 2	-		-
REVISIONS 3	-		-
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FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

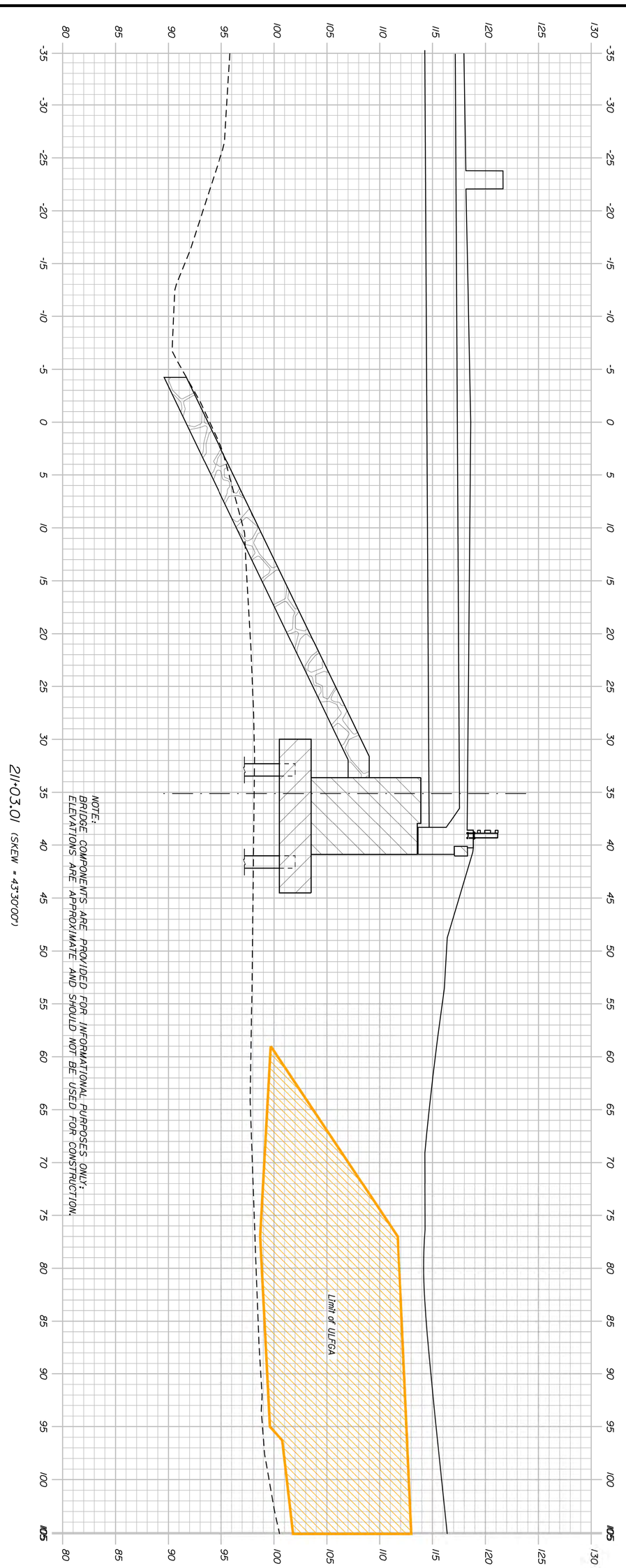
CHRISTOPHER C. BENDA No. 15164 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS

SHEET NUMBER SE-6 36 OF 485



211-03.01 (SKEW = 43°30'00")

NOTE:
BRIDGE COMPONENTS ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY;
ELEVATIONS ARE APPROXIMATE AND SHOULD NOT BE USED FOR CONSTRUCTION.

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 1
CONSTRUCTION SECTIONS - (3 OF 3)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

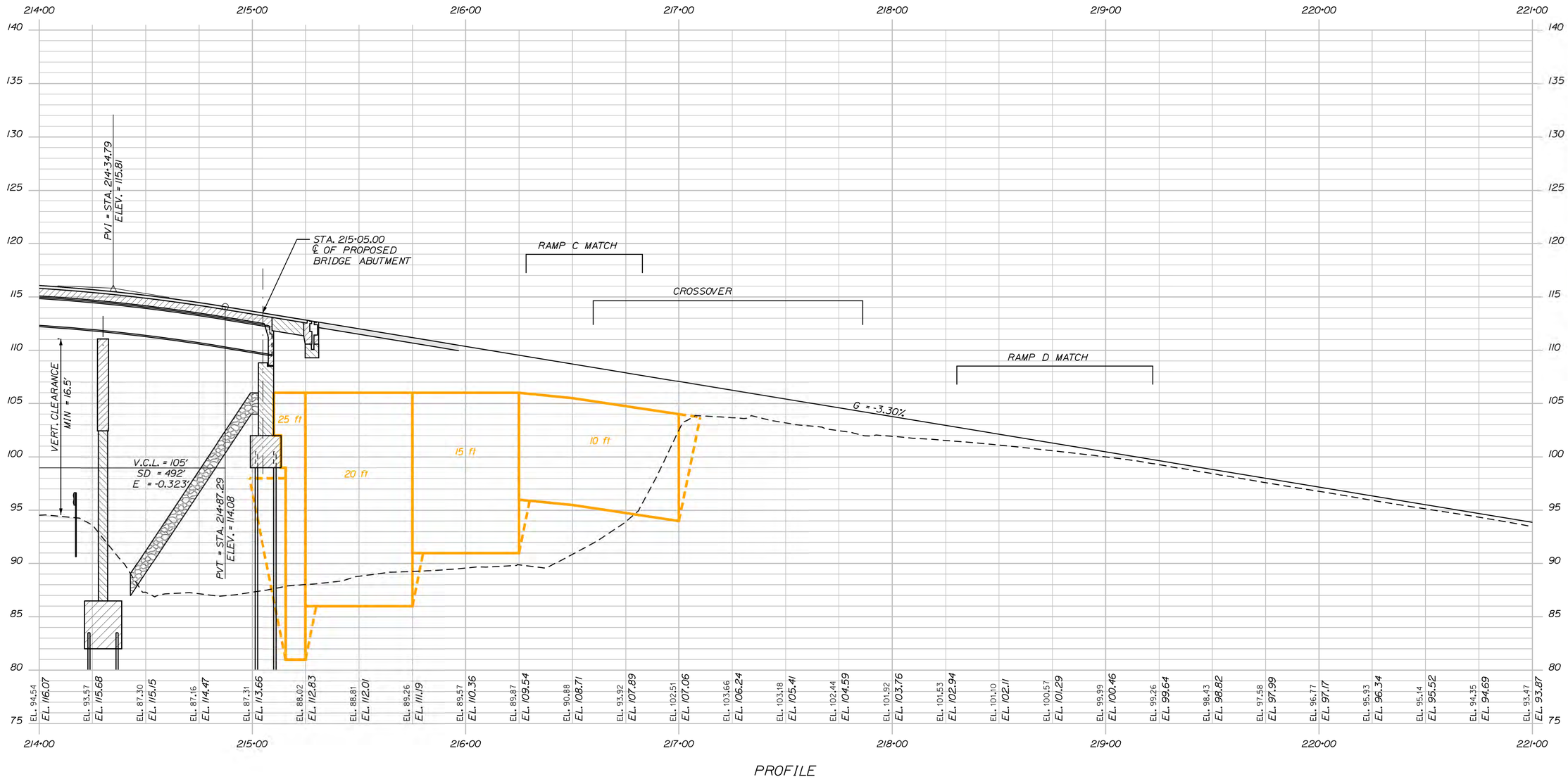
CHRISTOPHER C. BENDA No. 15164 STATE OF MAINE LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS

SHEET NUMBER SE-7
37
OF 485



PROFILE

LEGEND

Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment

xx ft — Minimum Thickness of ULFGA LWF

Transition Area from ULFGA LWF Emabnkment to Conventional Weight Fill Embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER C. BENDA No. 15164 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

DATE

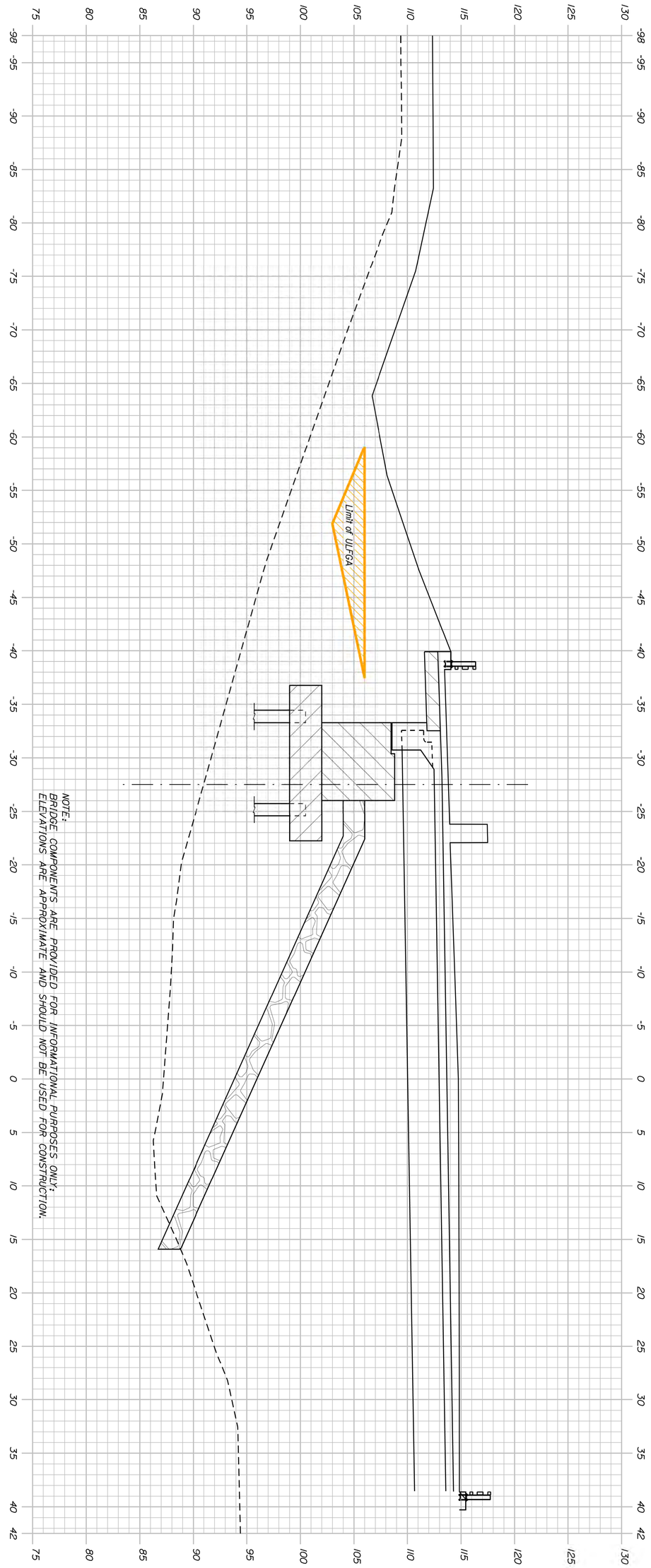
PROJ. MANAGER	M. LANDON	BY	DATE
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CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PROFILE - (2 OF 4)

SHEET NUMBER
SE-8
38
OF 485

Filename: ...\MSTA\08 sp_embank_pro_02.dgn Division: BRIDGE Username: Date:11/7/2025



214+65.02 (SKEW = 43°30'00")

NOTE:
BRIDGE COMPONENTS ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY;
ELEVATIONS ARE APPROXIMATE AND SHOULD NOT BE USED FOR CONSTRUCTION.

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 2
CONSTRUCTION SECTIONS - (1 OF 3)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

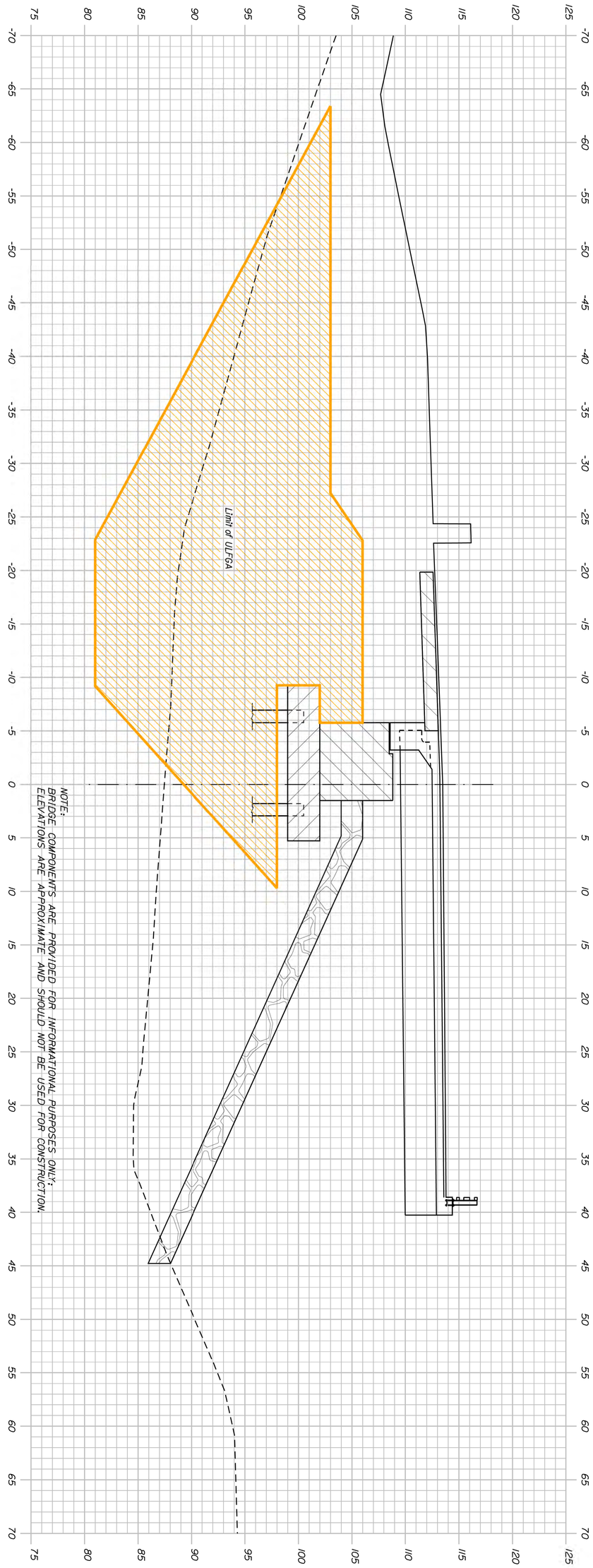
STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS

SHEET NUMBER SE-9 39 OF 485



SHEET NUMBER SE-10 40 OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 2
CONSTRUCTION SECTIONS - (2 OF 3)

		BY	DATE
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

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P.E. NUMBER

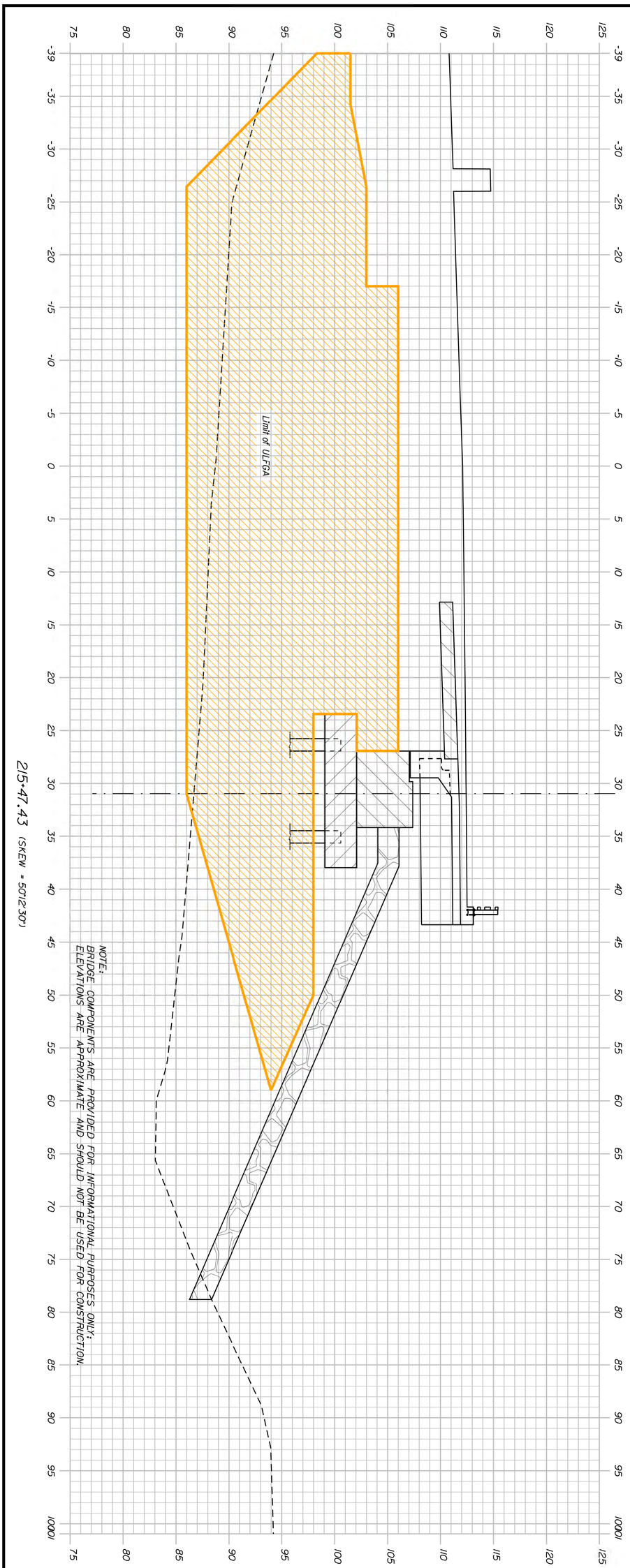
11/07/2025
DATE

STATE OF MAINE · CHRISTOPHER C. BENDA No. 15164 · LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



SHEET NUMBER SE-11
41
OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT ABUTMENT 2
CONSTRUCTION SECTIONS - (3 OF 3)

		BY	DATE
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

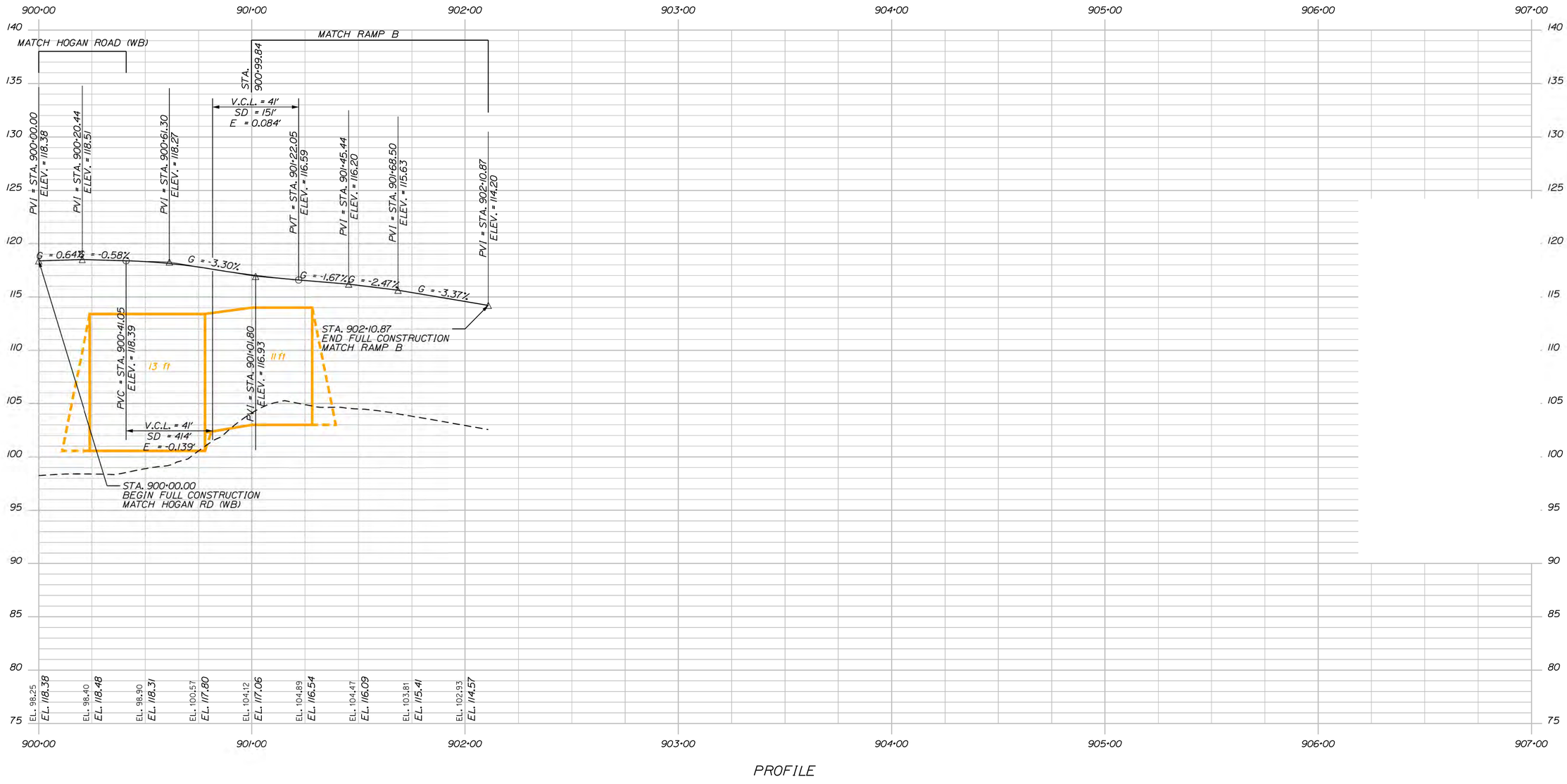
11/07/2025
DATE

STATE OF MAINE · CHRISTOPHER C. BENDA No. 15164 · LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



PROFILE

LEGEND

- Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment
- xx ft — Minimum Thickness of ULFGA LWF
- Transition Area from ULFGA LWF Emabnkment to Conventional Weight Fill Embankment

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER E. ERICKSON · No. 15164 · PROFESSIONAL ENGINEER

SIGNATURE	15164
P.E. NUMBER	
DATE	11/07/2025

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT CONSTRUCTION PROFILE - (3 OF 4)

SHEET NUMBER
SE-12
42
OF 485

Filename: ...\MSTA\12 sp_embank_pro_03.dgn Division: BRIDGE Username: Date:11/7/2025

PROFILE

LEGEND

Plan Limits of Ultra-light Foamed Glass Aggregate (ULFGA) Embankment

xx ft — Minimum Thickness of ULFGA LWF

Transition Area from ULFGA LWF Emabnkment to Conventional Weight Fill Embankment

Filename: ...\MSTA\13 sp_embank_pro_04.dgn Username: Division: BRIDGE Date:11/7/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE
CHRISTOPHER C. BENDA
No. 15164
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER

11/07/2025

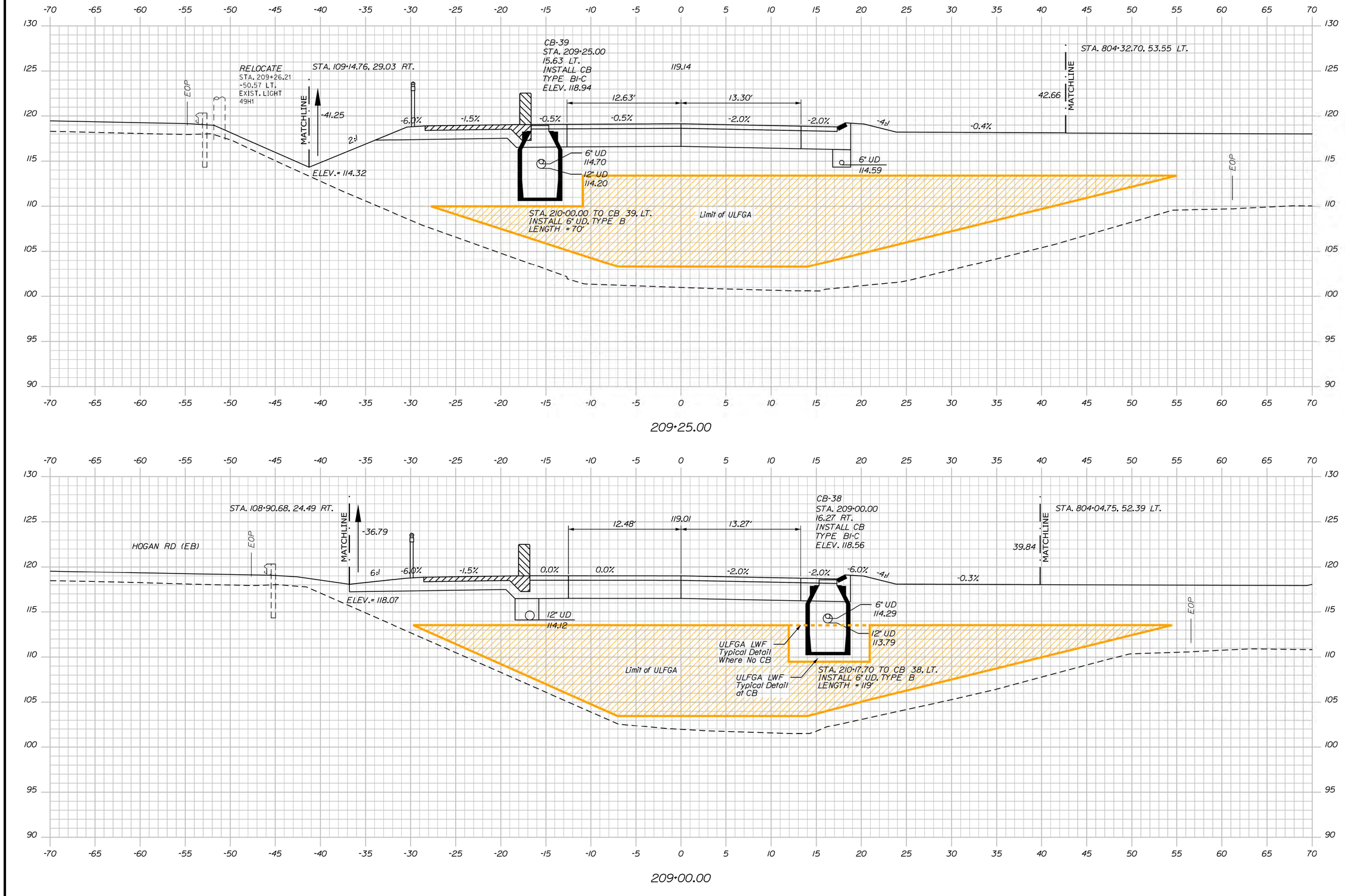
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PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT *5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION PROFILE - (4 OF 4)

SHEET NUMBER
SE-13
43
OF 485



Date:11/7/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\14 sp_embank_sec_01.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE
CHRISTOPHER E. BENDA
No. 15164
REGISTERED
PROFESSIONAL ENGINEER

SIGNATURE	15164
P.E. NUMBER	11/07/2025
DATE	

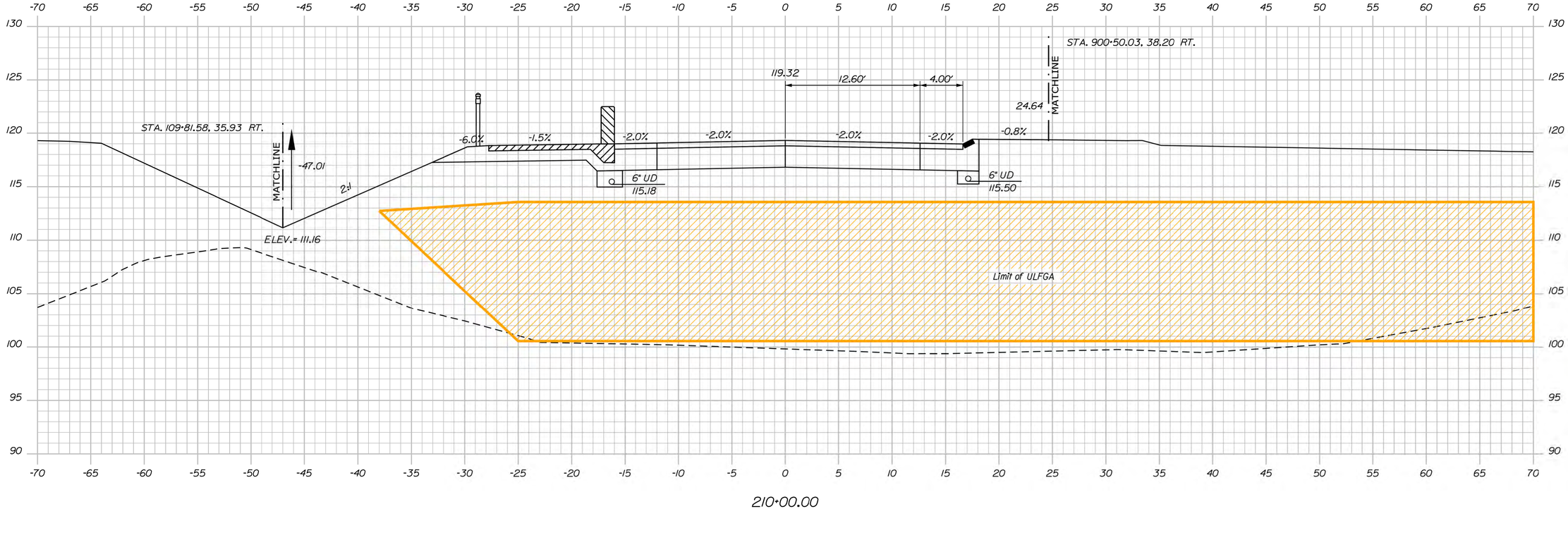
PROJ. MANAGER: M. LANDON

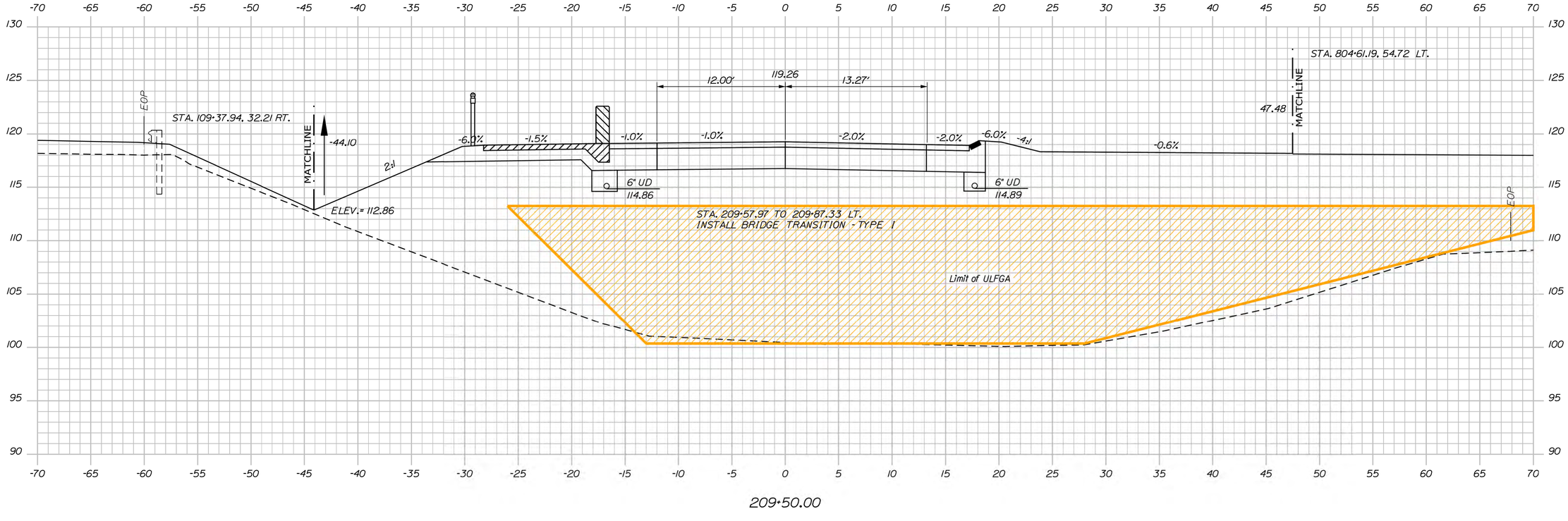
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CHECKED-REVIEWED	DEB	11/2025
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DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (1 OF 17)

SHEET NUMBER
SE-14
44
OF 485





Date:11/7/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\15 sp_embank_sec_02.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER E. RENK No. 15164 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

DATE

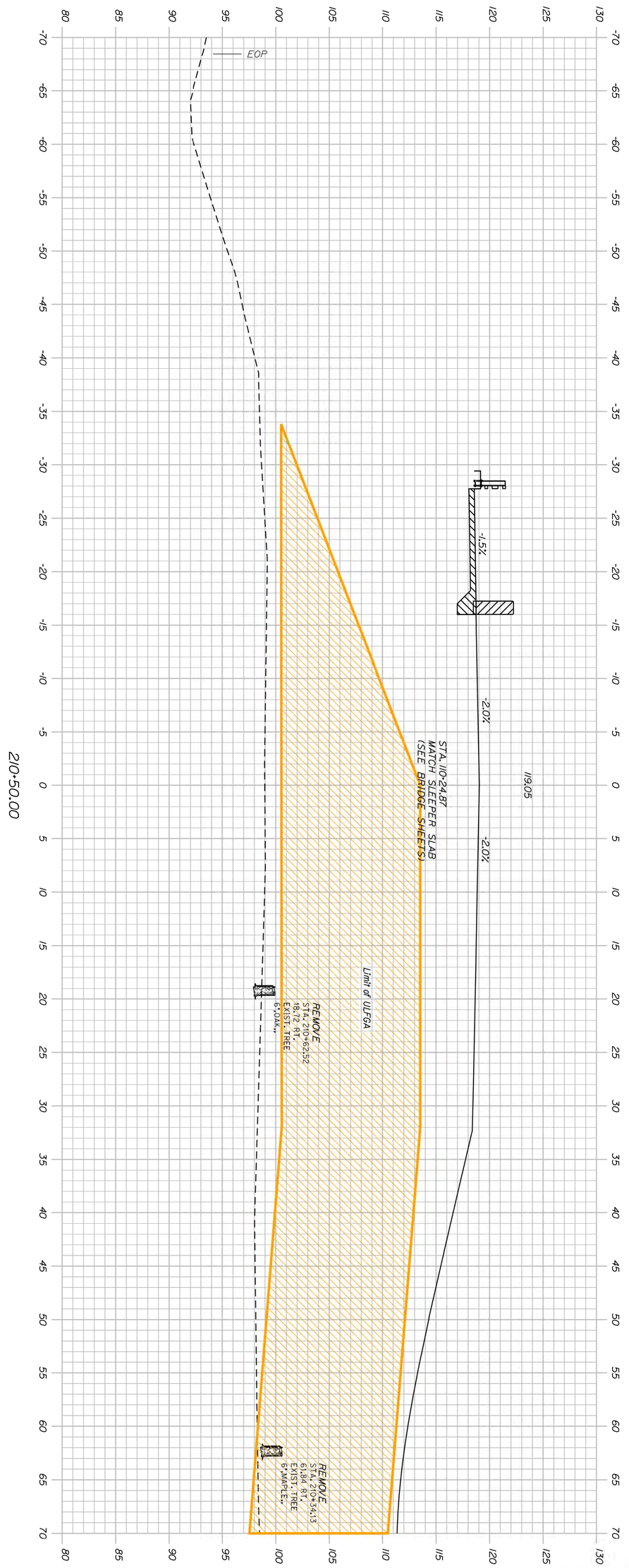
		BY	DATE
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (2 OF 17)

SHEET NUMBER
SE-15

45
OF 485



PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SHEET NUMBER SE-16
46 OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (3 OF 17)

SIGNATURE

15164
P.E. NUMBER

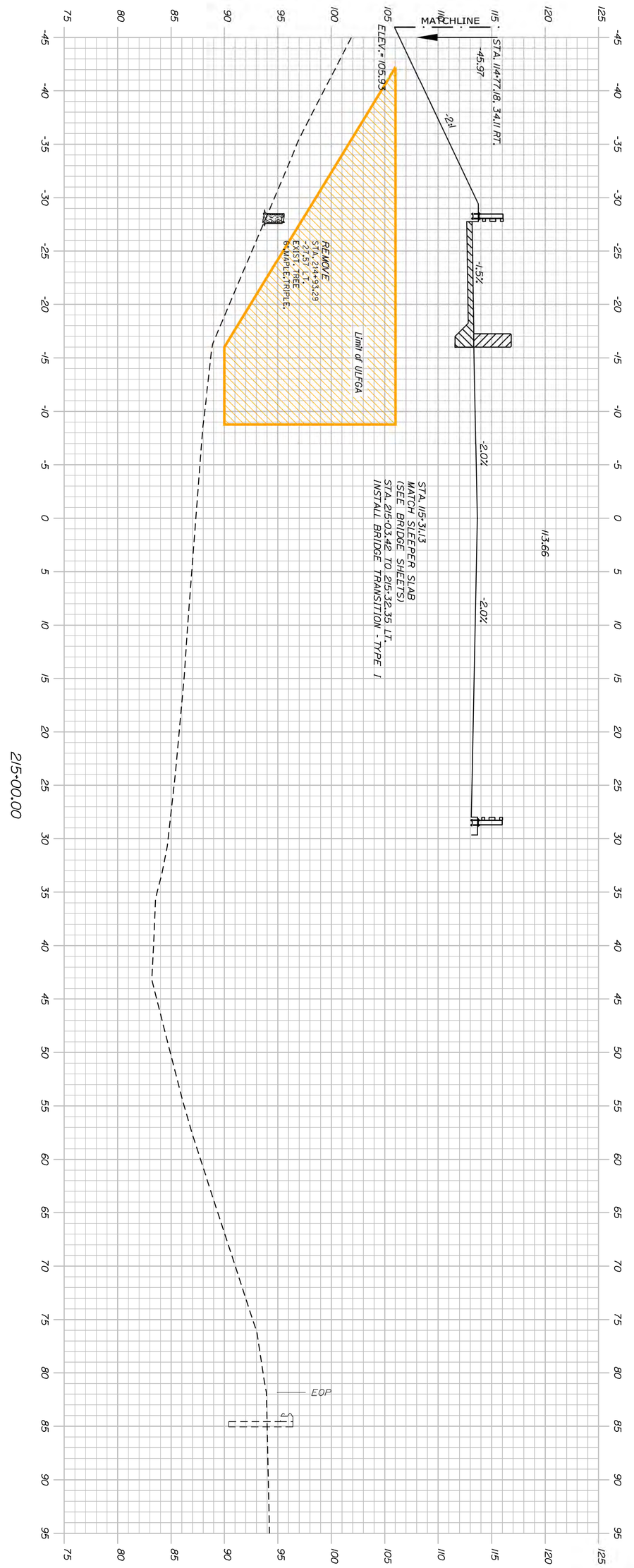
11/07/2025
DATE

STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SHEET NUMBER SE-17
47
OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (4 OF 17)

SIGNATURE

15164
P.E. NUMBER

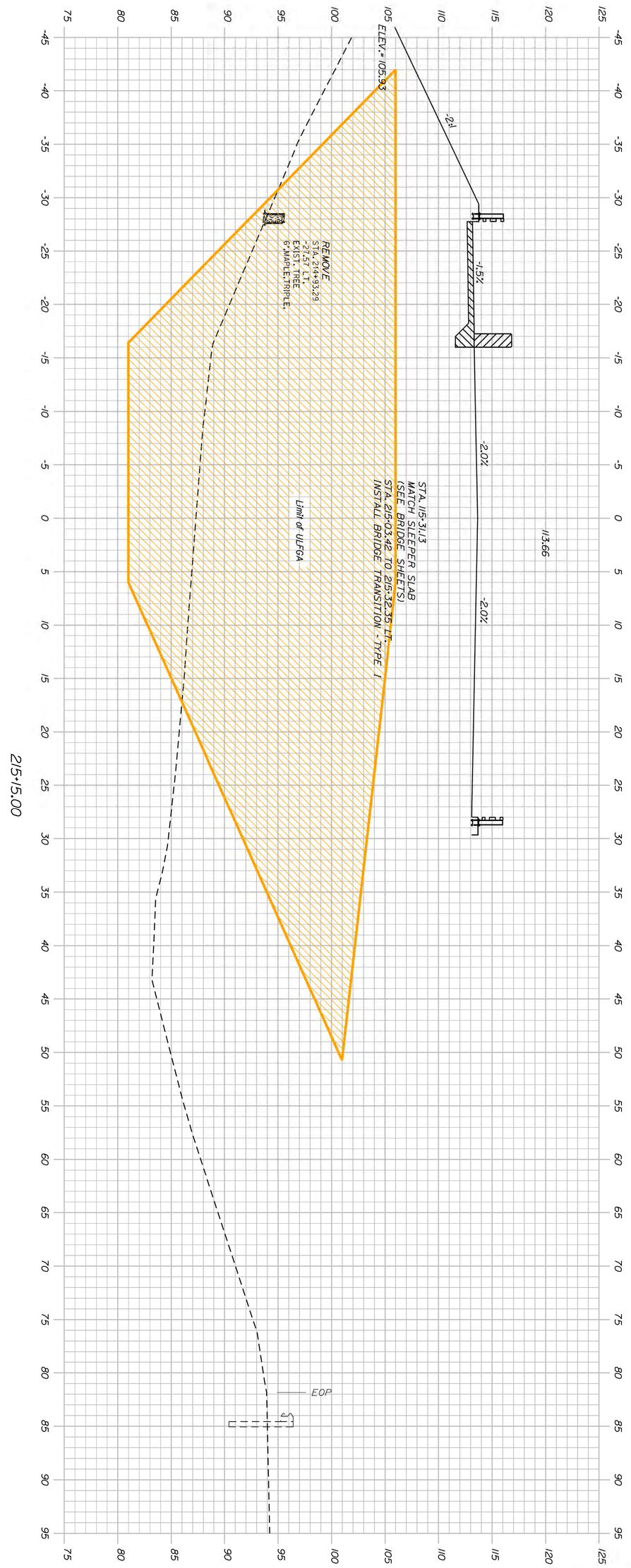
11/07/2025
DATE

STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



SHEET NUMBER SE-18 48 OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (5 OF 17)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

STATE OF MAINE ★ CHRISTOPHER C. BENDA No. 15164 ★ LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS

Filename: ...\MSTA\19 sp_embank_sec_06.dgn Username: Division: BRIDGE Date:11/7/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER E. MEEL · No. 15164 · PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

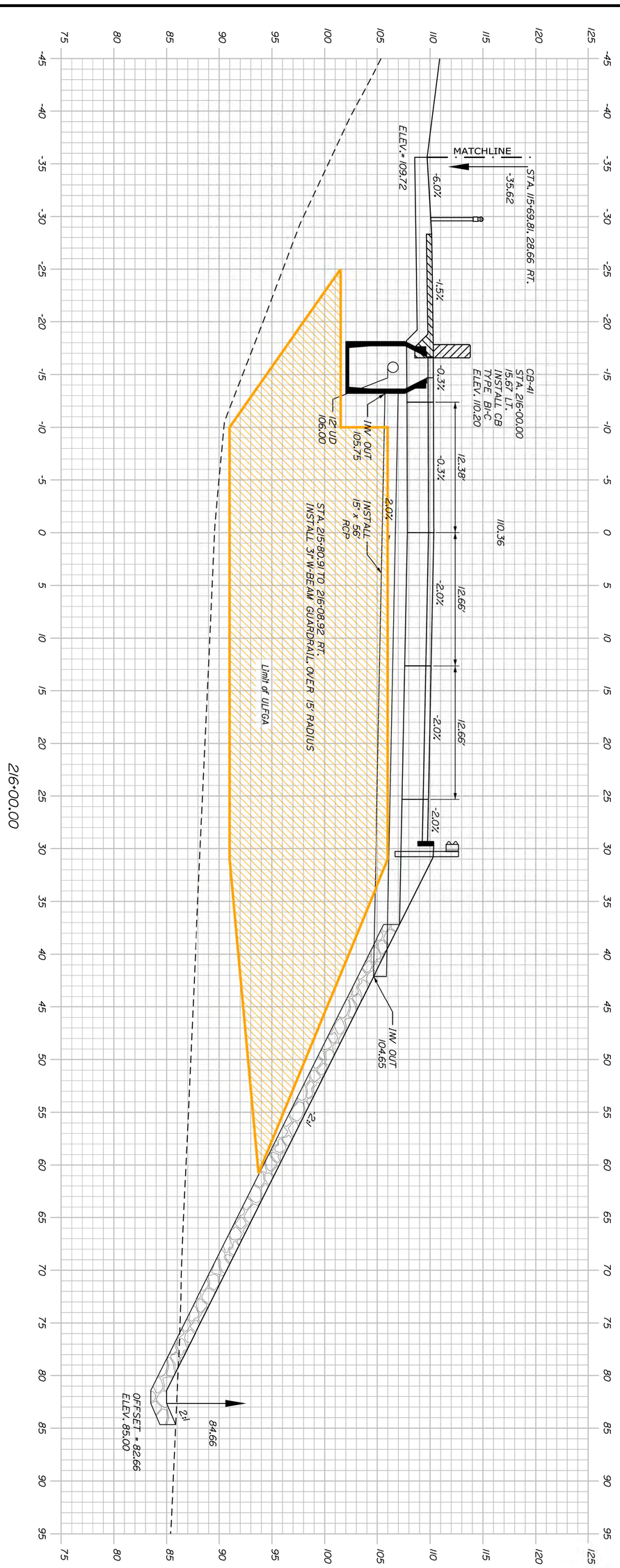
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PROJ. MANAGER	M. LANDON	BY	DATE
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CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (6 OF 17)

SHEET NUMBER
SE-19



SHEET NUMBER SE-20 50 OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (7 OF 17)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
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REVISIONS 2	-		-
REVISIONS 3	-		-
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FIELD CHANGES	-		-

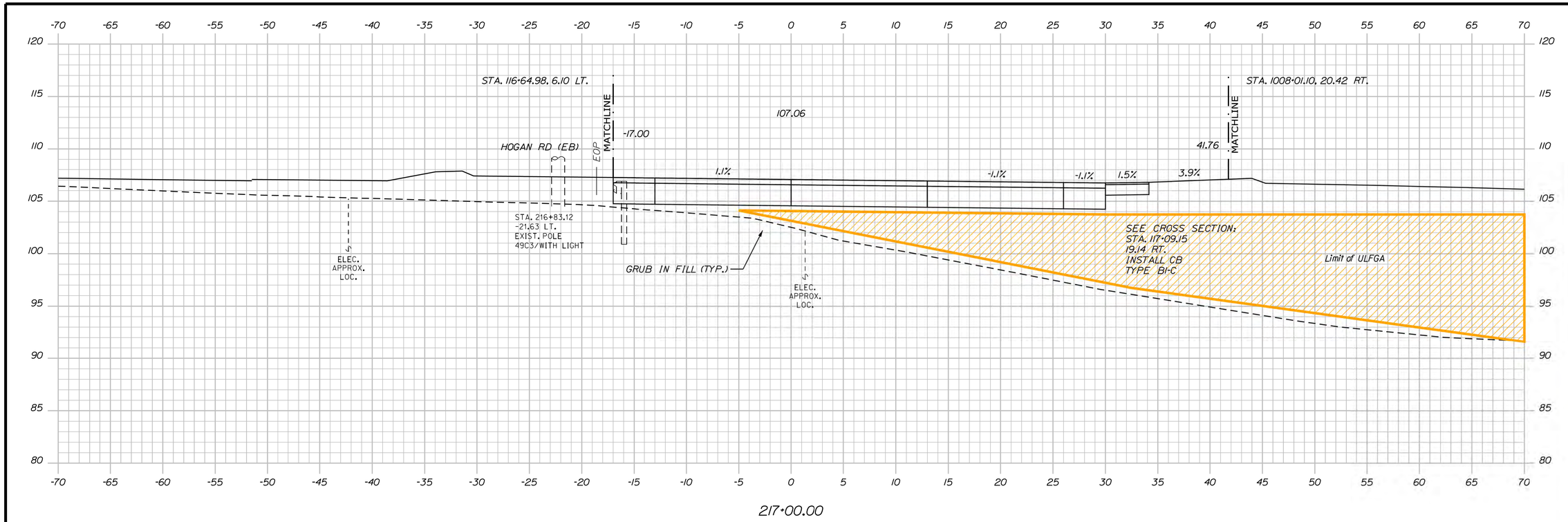
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P.E. NUMBER
11/07/2025
DATE

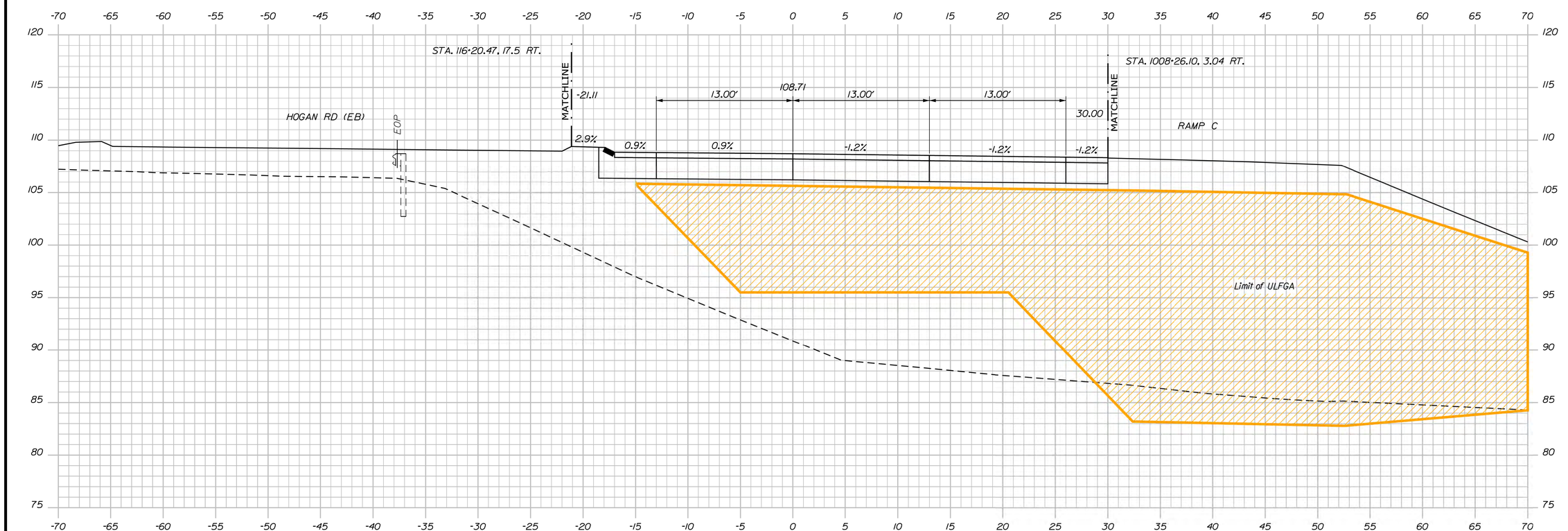
CHRISTOPHER C. BENDA No. 15164 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE
CHRISTOPHER C. BENOA
No. 15164
REGISTERED PROFESSIONAL ENGINEER

	SIGNATURE	15164
	P.E. NUMBER	11/07/2025
	DATE	

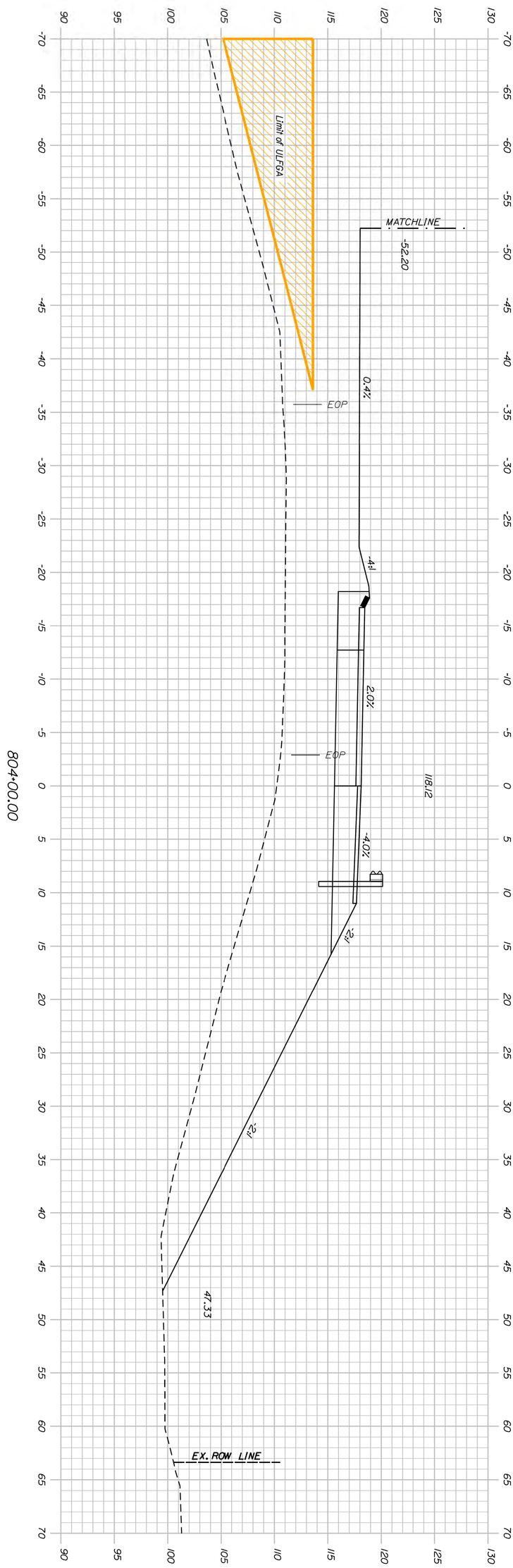
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
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DESIGN3-DETAILED3	-	-	-
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REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

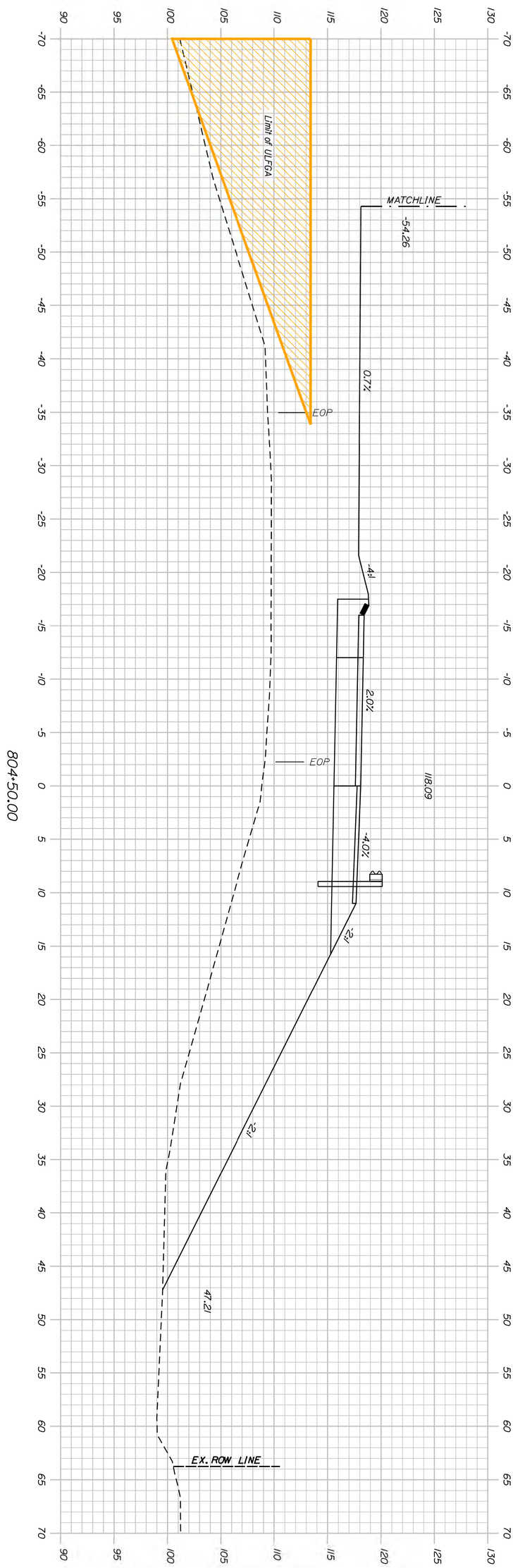
I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (8 OF 17)

SHEET NUMBER
SE-21
51
OF 485

Date:11/7/2025 Username: Division: BRIDGE Filename: ...\MSTA\21 sp_embank_sec_08.dgn





SHEET NUMBER SE-22 52 OF 485

I-95 HOGAN ROAD BRIDGE
REPLACEMENT *5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (9 OF 17)

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

15164
P.E. NUMBER

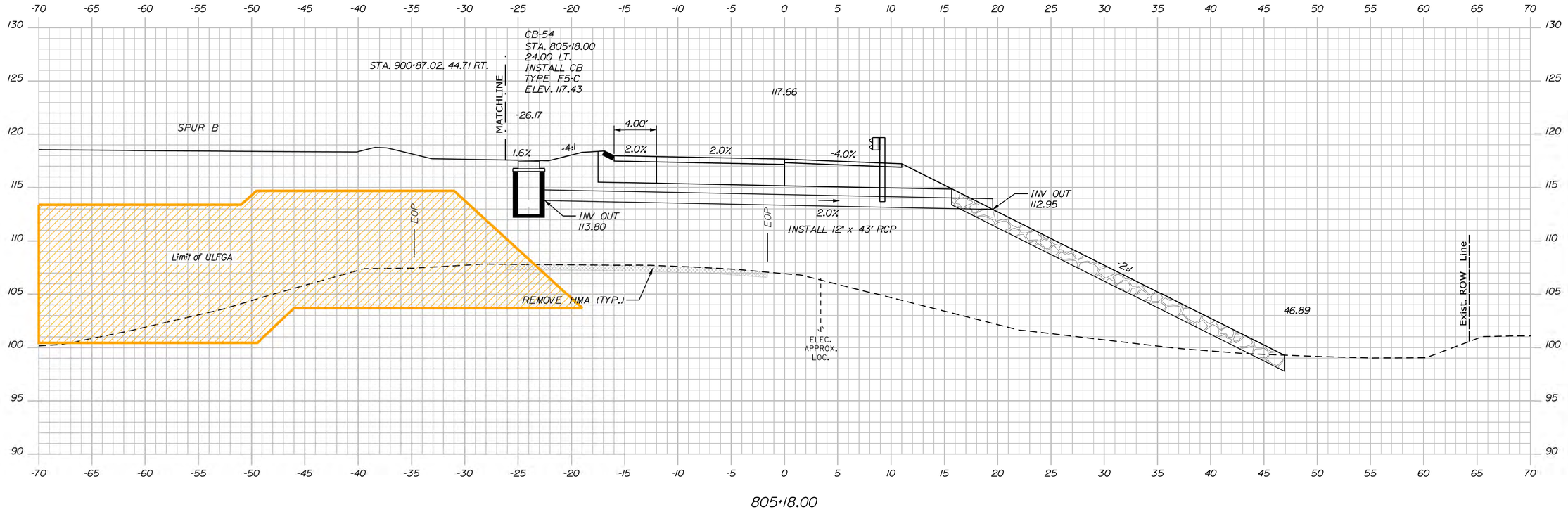
11/07/2025
DATE

STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



Date:11/7/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\23 sp_embank_sec_10.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE
CHRISTOPHER E. ROSSA
No. 15164
LICENSED PROFESSIONAL ENGINEER

SIGNATURE

15164
P.E. NUMBER

11/07/2025
DATE

		BY	DATE
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (10 OF 17)

SHEET NUMBER
SE-23

53
OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE ★ CHRISTOPHER E. BENDA No. 15164 ★ LICENSED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

DATE

		BY	DATE
PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	DJH	11/2025
CHECKED-REVIEWED	DEB	CCB	11/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
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REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

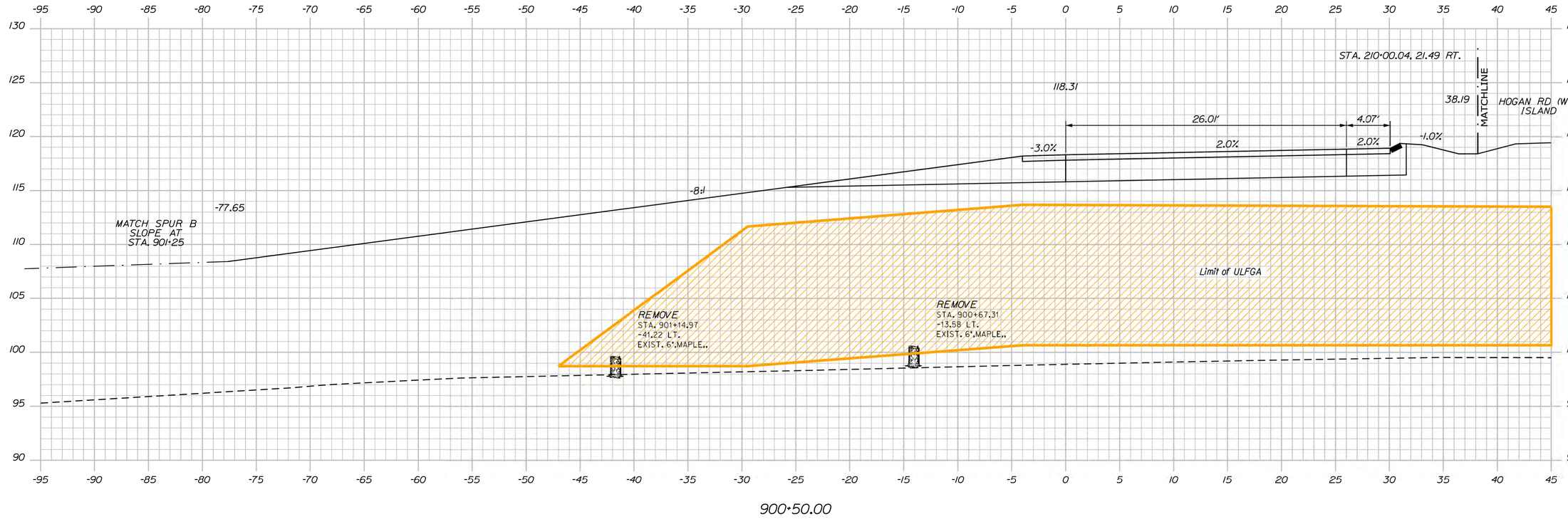
I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (11 OF 17)

SHEET NUMBER
SE-24

54
OF 485

Date:11/7/2025
Username:
Division: BRIDGE
Filename: ...\MSTA\24 sp_embank_sec_11.dgn



Date:11/7/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\25 sp_embank_sec_12.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE ★ CHRISTOPHER M. REMICK No. 15164 ★ PROFESSIONAL ENGINEER

SIGNATURE	15164	
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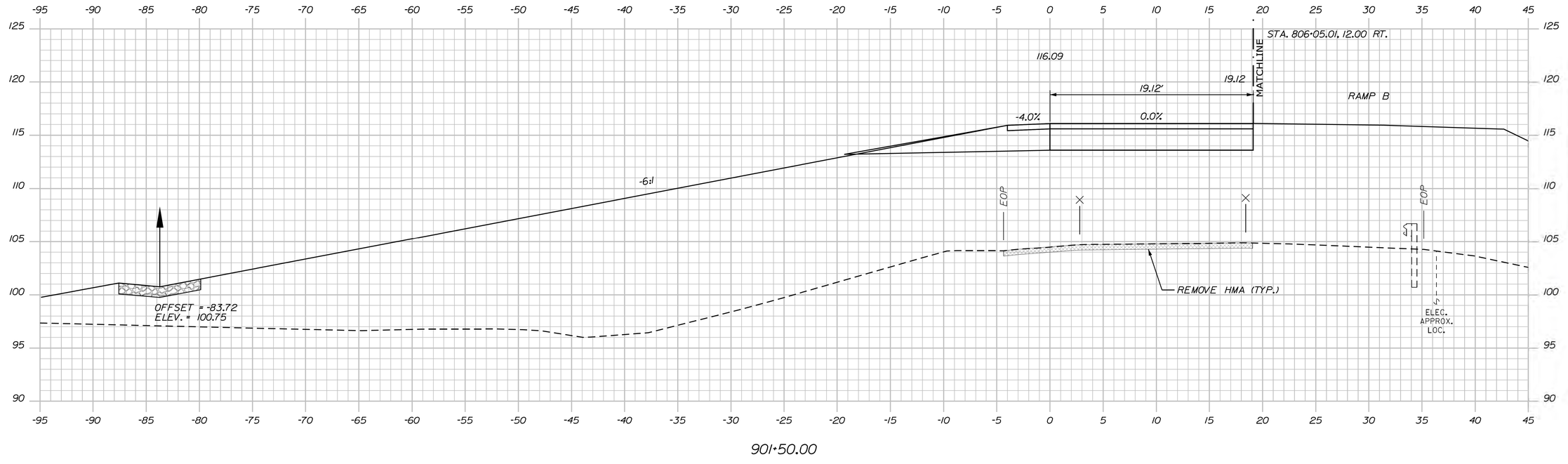
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I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

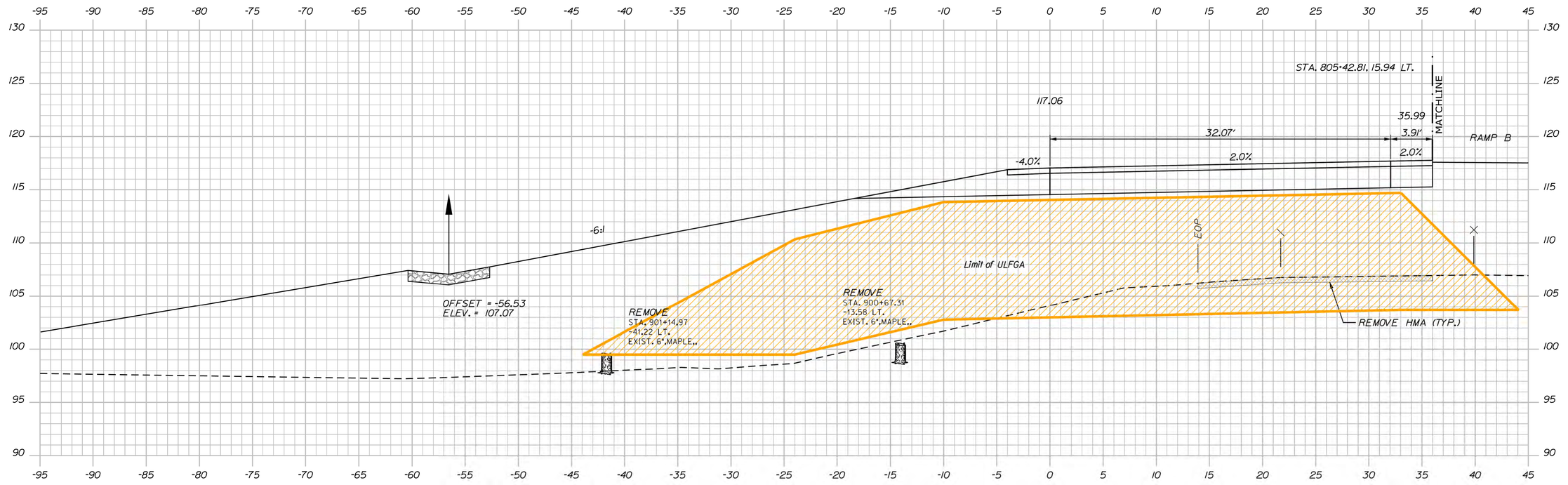
SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (12 OF 17)

SHEET NUMBER
SE-25

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OF 485



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE · CHRISTOPHER M. LANDON No. 15164 · PROFESSIONAL ENGINEER

SIGNATURE 15164

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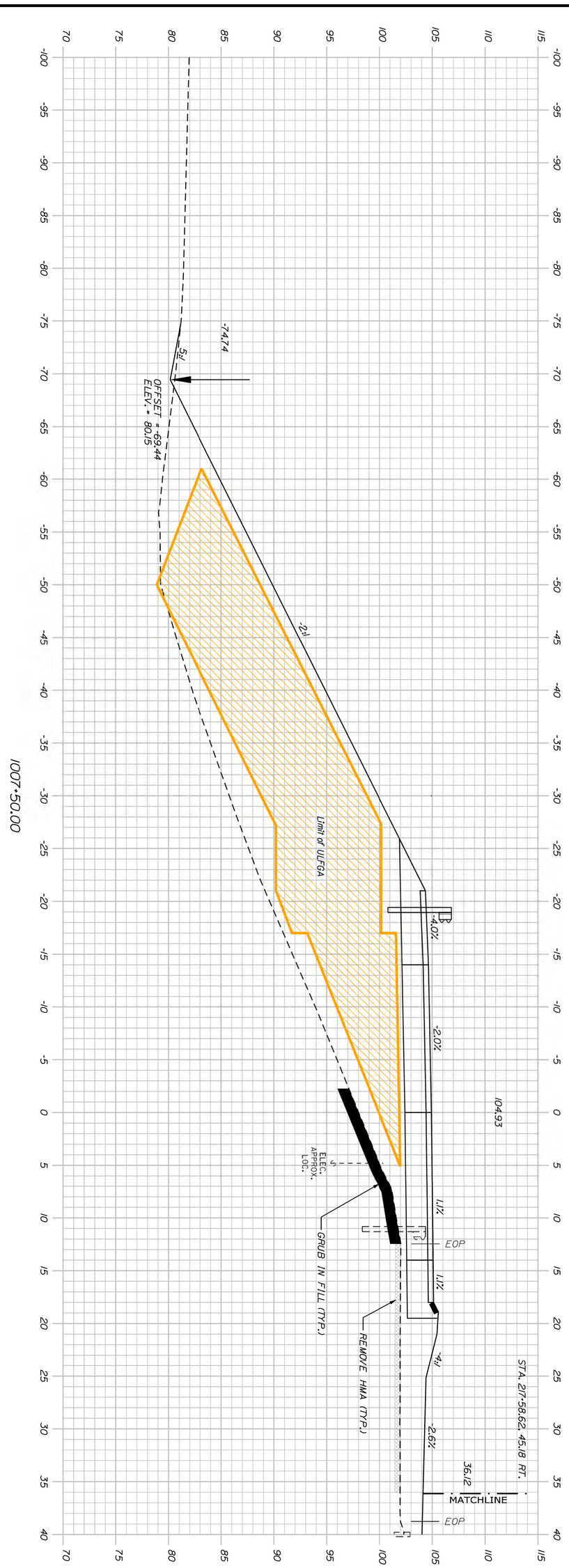
I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
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I-95 HOGAN ROAD BRIDGE REPLACEMENT #5823 (EXIT 187) BANGOR MAINE

SPECIAL EMBANKMENT CONSTRUCTION SECTIONS - (14 OF 17)

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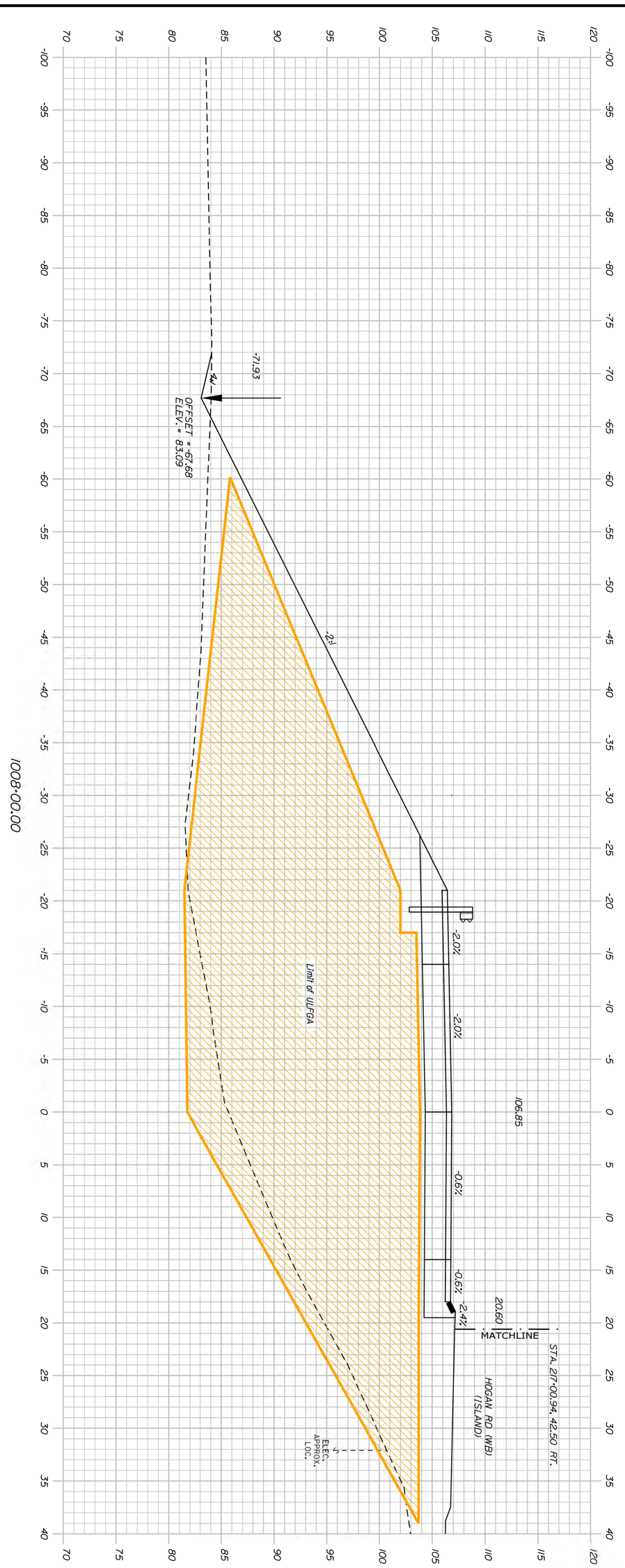
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STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



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I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (15 OF 17)

PROJ. MANAGER	M. LANDON	BY	DATE
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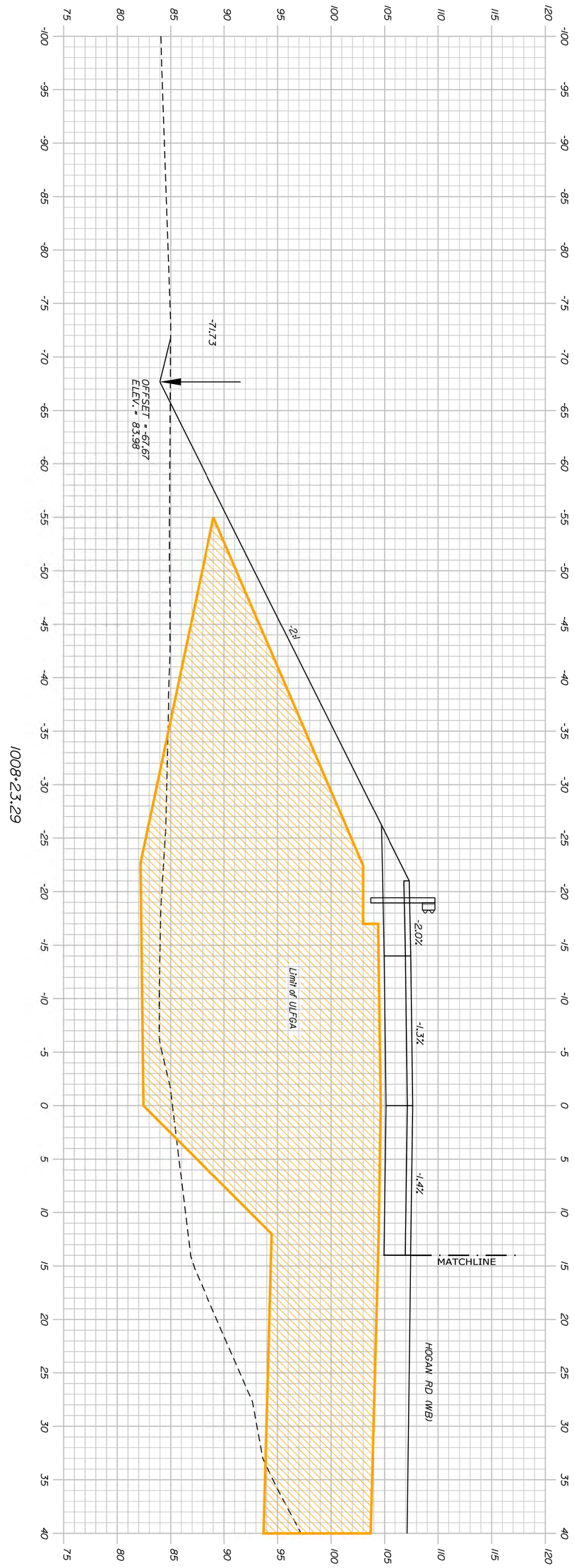
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CHRISTOPHER C. BENDA No. 15164 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE NO. 5823 WIN 018595.11 BRIDGE PLANS



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STATE OF MAINE
CHRISTOPHER C. BENDA No. 15164
LICENSED PROFESSIONAL ENGINEER

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I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT
CONSTRUCTION SECTIONS - (16 OF 17)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

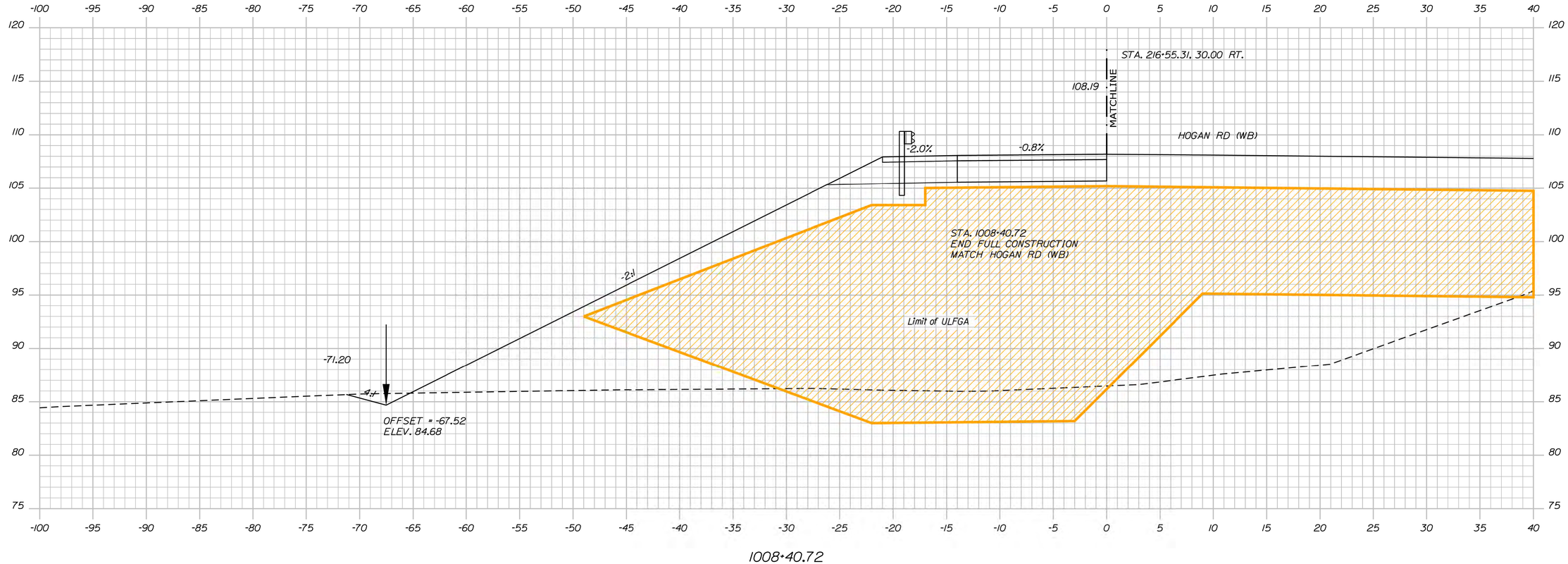
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BRIDGE PLANS

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STATE OF MAINE
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BRIDGE NO. 5823

BRIDGE PLANS

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CHRISTOPHER
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No. 15164
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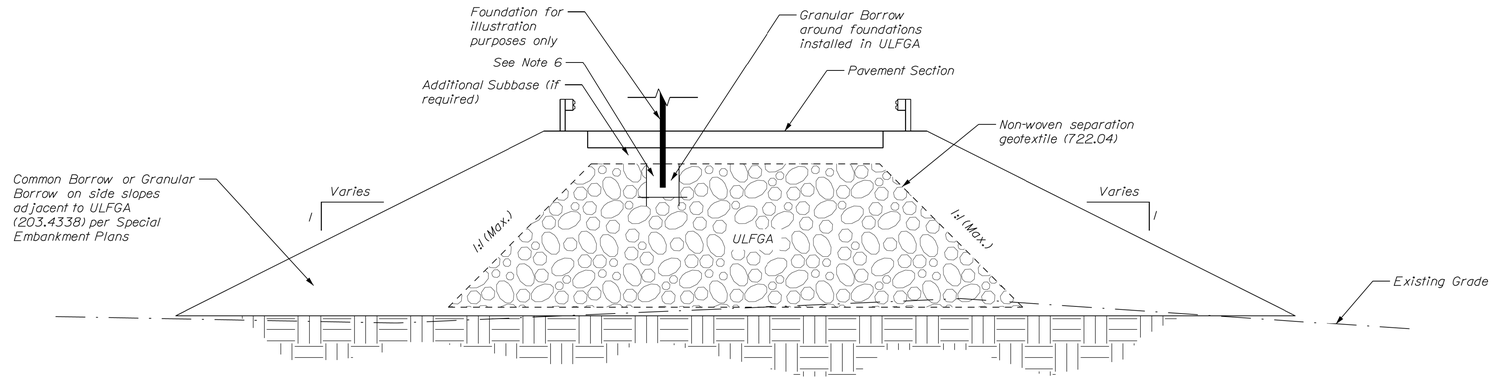
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I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT CONSTRUCTION SECTIONS - (17 OF 17)

SHEET NUMBER
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TYPICAL SECTION SPECIAL EMBANKMENT AREAS

NOTES:

1. Special embankment construction identified on the plans shall be completed using the following general sequence unless otherwise approved by the resident
   a. Clear and stabilize the site. grubbing is required. see note 9
   b. Place ULFGA per Special Provision 203 for Ultra-lightweight Foamed Glass Aggregate. and the minimum thickness indicated on the Special Embankment Plans. A non-woven geotextile shall completely encapsulate the placed ULFGA and separate it from adjacent prepared subgrades below, fill on embankment slopes, and granular fills on top.
2. Embankment fill (Common Borrow; 703.18 or Granular Borrow 703.19) shall be compacted to a minimum density as stated in Section 203 of the Standard Specifications.
3. Compaction equipment and compaction of ULFGA shall meet the requirements of Special Provision 203 for Ultra-lightweight Foamed Glass Aggregate.
4. Where new embankment fills and ULFGA are placed on existing slopes steeper than 2h:1v, the existing slopes shall be continuously benched per Standard Specification 203.09.
5. Non-woven separation geotextile shall meet the minimum requirements of Special Provision 203 for Ultra-light Foamed Glass Aggregate.
6. Where drilled shaft foundations and guiderail are installed in areas where ULFGA is planned, the foundations shall have 2 feet of Granular Borrow around the perimeter and 1 foot of Granular Borrow below the base, as shown in Typical Section.
7. Construction equipment traffic and traffic, other than that used to install and compact ULFGA, is prohibited from travelling directly on ULFGA. the contractor shall place and compact a minimum of a 12-in. thick layer of aggregate subbase material to protect ULFGA from damage.
8. If rutting of the ULFGA surface occurs due to excessive construction traffic during embankment construction, the contractor shall excavate and replace damaged ULFGA material to the satisfaction of the resident at no additional cost to the department.
9. The special embankment construction areas shown on the plans shall be cleared per the requirements of Standard Specification Section 201 (201.01 and 201.04) and grubbed per the requirements of Standard Specification Section 203 (203.01 and 203.09).
10. A minimum of 6-inches of compacted materials shall be placed above ULFGA in areas where concrete structures or roadway materials are to be installed, unless additional thickness is required for the contract plans.
11. The contractor shall construct the conventional weight fill embankment preload area shown on sheet SE-3 with Granular Borrow up to proposed final subgrade elevations early in construction phasing. The embankment preload duration to eliminate post-construction settlement begins when fill is placed and compacted at the proposed final subgrade elevations and ends 8 months after the completion of fill placement. The contractor shall consider these requirements in their bid and in sequencing/scheduling the work.
12. Where temporary support poles for lighting, traffic signals, or sign supports are to be installed in ULFGA, a minimum 30-in. inside diameter, 10 foot length of corrugated plastic pipe shall be installed. The corrugated plastic pipe shall be installed over the depth of ULFGA shown on the plan during ULFGA placement and the top of the corrugated plastic pipe shall be even with the top of temporary grade. ULFGA shall be compacted around the perimeter of the corrugated plastic pipe. The temporary support poles shall be installed within the corrugated plastic pipe such that the annular space can be backfilled with Backfill Type C (703.22) and compacted by rodding. Where back-guys and anchors are required for temporary support poles, back-guy anchors shall not be installed through or founded in ULFGA.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE · CHRISTOPHER E. ERICA No. 15164 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE 15164 P.E. NUMBER

11/07/2025 DATE

PROJ. MANAGER	M. LANDON		
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FIELD CHANGES	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT *5823 (EXIT 187)
BANGOR MAINE

SPECIAL EMBANKMENT DETAILS

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SIGNAL PLAN NOTES:

1. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, MAINEDOT STANDARD DETAILS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS FOR THIS CONTRACT. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRICAL CODE AND ANY REQUIREMENTS OF THE POWER COMPANY.

2. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN INSTALLING EQUIPMENT ON THEIR POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO DETERMINE THEIR REQUIREMENTS.

3. THE COST OF POLE RISERS AND OVERHEAD SIGNS ON THE MAST ARMS SHALL BE INCIDENTAL TO ITEM 643.

4. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL AND/OR RELOCATION OF EXISTING POWER METERS AND PEDESTALS IF REQUIRED. THIS WORK WILL BE INCIDENTAL TO ITEM 643.71 AS APPLICABLE TO THE LOCATION OF THE WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY OPENING PERMITS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STRUCTURAL DESIGN OF THE MAST ARMS AND THE CONNECTION OF THE MAST ARMS TO THEIR FOUNDATIONS. ALL DESIGNS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. DESIGN COMPUTATIONS, INCLUDING DESIGN LOADS (OVERTURNING MOMENT, TORSION, SHEAR FORCE AND AXIAL LOAD) AT THE TOP OF THE FOUNDATIONS AND SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BY THE DEPARTMENT. NO MATERIALS SHALL BE ORDERED OR FABRICATED UNTIL THE DESIGN HAS BEEN APPROVED.

7. WHERE NOTED ON THE PLANS, ALL NEW VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH NEW LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING 3-INCH RETRO REFLECTIVITY.

8. ALL NEW SIGNAL HEADS SHALL BE FIX MOUNTED TO MAST ARMS WITH ASTROBRACKETS, MOUNTED TO MAST ARM POLE WITH BRACKET ARMS OR MOUNTED TO TOP OF POLES WITH BRACKETS.

9. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. FOR POLE MOUNTED SIGNAL HEADS, THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NOT MORE THAN 19 FEET ABOVE THE SIDEWALK. OR IF THERE IS NO SIDEWALK. ABOVE THE PAVEMENT GRADE AT THE HIGH POING OF THE ROAD.

10. TWO COPIES OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN EACH OF THE CONTROLLER CABINETS.

11. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.

12. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

13. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED UNLESS OTHERWISE DIRECTED BY THE OWNER. ALL PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR. COSTS FOR REPAIR OF DISTURBED AREAS SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.

14. CONTRACTOR FURNISHED EQUIPMENT

    CONTRACTOR FURNISHED EQUIPMENT INCLUDING THE TRAFFIC SIGNAL CONTROLLERS, CABINETS, AND VARIOUS OTHER EQUIPMENT ITEMS SHOWN ON THE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE TRAFFIC SIGNAL CONTROLLERS SUPPLIED UNDER THIS CONTRACT SHALL BE ETHERNET EQUIPPED ECONOLITE EOS ADVANCED TRANSPORTATION CONTROLLERS. ALL CONTROL CABINETS SUPPLIED UNDER THIS CONTRACT SHALL BE ADVANCED TRANSPORTATION CONTROL CABINETS AS DESCRIBED IN MAINEDOT STANDARD SPECIFICATION 718.08.

    THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH WORKING AND FULLY CONFIGURED TRAFFIC SIGNAL CONTROLLERS FOR EACH INTERSECTION. INTEGRATION INTO THE EXISTING CLOUD-BASED CENTRAL MANAGEMENT SYSTEM, AND INSTALLATION OF THE LOCAL INTERSECTION COMMUNICATIONS INTERFACE. THE CONTRACTOR IS FURTHER RESPONSIBLE FOR SYSTEM LOADING AND ACCEPTANCE TESTING.

    THE CONTRACTOR SHALL BE AWARE OF AND CONFORM TO ALL DETAILS FOR THE MATERIAL SPECIFICATIONS IN SPECIAL PROVISION 718.

15. ALL TRAFFIC SIGNAL CONTROLLER TIMING PARAMETERS SHALL BE PROGRAMMED TO PROVIDE OPTIMIZED FREE AND COORDINATED OPERATIONS.

16. VEHICLE DETECTION

    THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE AND ADVANCE VEHICLE DETECTION AS SHOWN IN THE PLANS. AS PAYMENT FOR THIS WORK, THE CONTRACTOR SHALL SUBMIT A LUMP SUM BID PER INTERSECTION FOR NON-INVASIVE STOP LINE AND NON-INVASIVE ADVANCE (WHERE APPLICABLE) DETECTION. STOP LINE DETECTION SHALL BE MIOVISION DETECTION PLUS • STREAMING. THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE INTERSECTION TRAFFIC CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY CONNECTED TO THE MAINEDOT TRAFFIC MANAGEMENT CENTER TO ALLOW VISUAL CONFIRMATION AND ADJUSTMENT OF THE DETECTION ZONES AS SHOWN IN THE PLANS. WORK SHALL BE CONSTRUCTED AND PAID FOR AS OUTLINED IN SPECIAL PROVISION 643.

    THE NON-INVASIVE DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE LOCATED IN THE FIELD AND APPROVED BY MAINEDOT AND THE ENGINEER.

    THE LOCATION OF THE DETECTION DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE ASSUMING ONE TYPE (ADVANCE, IF APPLICABLE, AND/OR STOP LINE) DEVICE PER APPROACH. THE ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PER MANUFACTURES RECOMMENDATION, NOTING FOR USE OF 360 DEGREE CAMERA'S THAT MAINEDOT REQUIRES THE INSTALLATION OF 2 MINIMUM.

    THE RESIDENT ENGINEER RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE VIDEO DETECTOR MOUNTING HEIGHT FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION. NO ADDITIONAL COST WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING AS NECESSARY. THIS WORK WILL BE INCIDENTAL TO THE 643.21 AND/OR 643.22 ITEMS.

    THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE ANY VEHICLE DETECTION THAT IS NOT FUNCTIONING AT ANY SIGNALIZED INTERSECTION IN THE PROJECT PRIOR TO SYSTEM START-UP AND LOADING. THE CONTRACTOR SHALL ALSO RE-INSPECT EACH SIGNALIZED INTERSECTION DURING THE ACCEPTANCE TESTING PERIOD AND CERTIFY DETECTORS ARE FUNCTIONING PROPERLY BEFORE FINAL ACCEPTANCE IS GRANTED.

17. COMMUNICATIONS

    THE SYSTEM SHALL SUPPORT COMMUNICATIONS TO ADVANCED TRANSPORTATION CONTROLLER, ASSOCIATED EQUIPMENT AND VEHICLE DETECTION AS SHOWN IN THE PLANS. INTERSECTION CONTROLLERS SHALL BE CAPABLE OF COMMUNICATING WITH THE SYSTEM, AT A RATE OF ONCE-PER SECOND. COMMUNICATIONS FROM THE CLOUD-BASED SYSTEM TO THE ON-STREET TRAFFIC SIGNAL CONTROLLERS SHALL BE MADE THROUGH THE FIELD MONITORING UNIT.

    CONTRACTOR SHALL ESTABLISH FIBER OPTIC CONNECTIONS AS SHOWN ON THE PLANS.

18. FOUNDATIONS

    NEW TRAFFIC SIGNAL CONTROL CABINET, MAST ARM POLE, STRAIN POLE, OR PEDESTAL POLE FOUNDATIONS SHALL BE CONSTRUCTED IN LOCATIONS SHOWN ON THE PLANS. THE PROPOSED FOUNDATIONS AS SHOWN ARE TO BE WITHIN EXISTING RIGHT-OF-WAY OR PROPOSED EASEMENTS TO AVOID UNDERGROUND CONFLICTS BASED ON AVAILABLE INFORMATION PROVIDED DURING DESIGN: HOWEVER, THE CONTRACTOR MAY UPON CONSULTATION AND APPROVAL FROM THE RESIDENT ENGINEER, RELOCATE CABINET AND TRAFFIC SIGNALS POLE FOUNDATIONS AS NEEDED TO AVOID UNANTICIPATED CONFLICTS AS LONG AS THE FINAL LOCATION MEETS THE GUIDELINES IN SECTION 4E.08 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) DOES NOT VIOLATE ADA, AND THE STRUCTURE IS INSTALLED COMPLETELY WITHIN THE EXISTING ROW OR AVAILABLE EASEMENTS.

    WHERE NEW CONTROL CABINET FOUNDATIONS ARE CALLED FOR IN THE PLANS, EACH FOUNDATION SHALL PROVIDE SUFFICIENT CONDUIT SWEEPS TO SERVICE THE SIGNALIZED INTERSECTION WHILE MEETING THE NATIONAL ELECTRICAL CODE CHAPTER 9 TABLE 1 REQUIREMENTS FOR CONDUIT FILL.

19. TEMPORARY TRAFFIC SIGNALS

    SEE TRAFFIC CONTROL PLAN NOTES FOR ADDITIONAL DETAILS REGARDING TEMPORARY TRAFFIC SIGNALS AND TEMPORARY TRAFFIC SIGNAL MODIFICATIONS.

20. START-UP AND SYSTEM LOADING

    THE SYSTEM OPERATION SHALL INCLUDE ATC, ATCC, STOP LINE VEHICLE DETECTION SYSTEMS, ADVANCED VEHICLE DETECTION SYSTEMS, INTEGRATION INTO THE CLOUD-BASED EXISTING SYSTEM, FMU, THE COMMUNICATION SYSTEM AND REMOTE MONITORING AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE ENGINEER. AFTER THE SUPPLIER HAS INITIATED SYSTEM OPERATIONS, THE SYSTEMS SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL OPERATIONAL TESTING PERIOD. IF ANY MAJOR FUNCTION OF THE SYSTEM FAIL TO OPERATE DURING THIS TESTING PERIOD, AS DETERMINED BY MAINEDOT AND/OR THE ENGINEER, THE SUPPLIER SHALL CORRECT OR REPAIR THE SYSTEM AND THE CONTINUOUS 7-DAY TESTING PERIOD SHALL BE RESTARTED. AT THE COMPLETION OF A SUCCESSFUL 7-DAY TESTING PERIOD, THE SUPPLIER SHALL ADVISE MAINEDOT AND/OR THE ENGINEER THAT THE SYSTEM IS READY FOR THE START-UP PHASE. ANY MAJOR SYSTEM MALFUNCTIONS ENCOUNTERED DURING THIS TESTING PERIOD SHALL BE CORRECTED BY THE SUPPLIER, AND THE TEST RESTARTED. DURING THIS PERIOD, MAINEDOT AND/OR ENGINEER MAY MAKE MODIFICATIONS TO THE SYSTEM TIMING PARAMETERS, BUT THIS WILL NOT CAUSE RESTARTING OF THE TESTING PERIOD. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING AS DESCRIBED IN ACCEPTANCE TESTING.

21. ACCEPTANCE TESTING

    UPON COMPLETION OF THE 7-DAY TESTING PERIOD, MAINEDOT AND/OR THE ENGINEER SHALL EVALUATE SYSTEM OPERATIONS. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE FULLY FUNCTION FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTION. MINOR MALFUNCTION OR INOPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY MAINEDOT AND/OR THE ENGINEER, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT ITS COST AND A NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATE FOR A CONSECUTIVE 30-DAY PERIOD.

    ACCEPTANCE TESTING MUST DEMONSTRATE TO MAINEDOT AND/OR THE ENGINEER S REASONABLE SATISFACTION THAT THE HARDWARE AND LICENSED SOFTWARE FUNCTION IN ACCORDANCE WITH THE SPECIFICATIONS, REQUIREMENTS, FUNCTIONALITIES, PERFORMANCE CRITERIA OR OTHER BENEFITS STATED IN DOCUMENTATION, PROPOSALS, AND/OR DEMONSTRATIONS GIVEN TO MAINEDOT.

22. SALVAGE RIGHTS

    MAINEDOT SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT (CONTACT BROOKE GLIDDEN AT 207-441-7541). BANGOR SHALL HAVE SECOND SALVAGE RIGHTS TO ALL EQUIPMENT NOT CLAIMED BY MAINEDOT. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE ALL EQUIPMENT CLAIMED BY EITHER MAINEDOT OR BANGOR AT A CENTRAL LOCATION ON SITE FOR RETRIEVAL BY MAINEDOT OR BANGOR. THE STORAGE AREA SHALL BE SECURE AND ALL CONTROL EQUIPMENT REMOVED THAT HAS COMPUTER CHIP TECHNOLOGY SHALL BE STORED IN AN INTERIOR HEATED ENVIRONMENT.

23. THE ENGINEER AND MAINEDOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

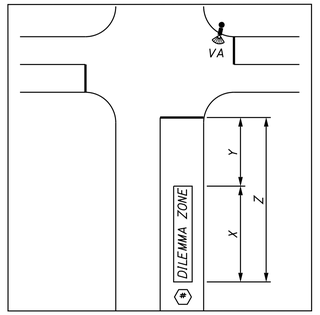
24. THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE ENGINEER. THOSE DRAWINGS SHALL BE ON A CLEAN SET OF PLANS SHOWING ALL CHANGES OR MODIFICATIONS TO THE BID PLANS.

26. THE CONTRACTOR IS DIRECTED TO PROJECT SPECIAL PROVISION 718 FOR ADDITIONAL INFORMATION RELATED TO THE FOLLOWING:

    - 718.13 TRAFFIC SIGNAL CONTROL SYSTEM
    - 718.14 FIELD MONITORING UNIT
    - 718.15 EMERGENCY VEHICLE PREEMPTION SYSTEM
    - 718.16 SINGLE MODE FIBER OPTIC CABLE
    - 718.17 TWELVE (12) POSITION FIBER OPTIC PATCH PANEL
    - 718.18 ETHERNET SWITCH WITH FIBER OPTIC INTERFACES
    - 718.19 PEDESTRIAN CROSSING SYSTEM

    SPECIAL PROVISION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE SIGNAL NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND SPECIAL PROVISION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.



SPEED MILES PER HOUR	X (DISTANCE)	Y (DISTANCE)	Z (DISTANCE)
35	152'	102'	254'
40	162'	122'	284'
45	175'	152'	327'
50	181'	172'	353'
55	152'	234'	386'

ADVANCE DILEMMA ZONE SETUP

SOURCE: TRAFFIC DETECTOR HANDBOOK: THIRD EDITION - VOLUME 1

WEEK PROG JAN-DEC	DAY OF WEEK SUN	MON	TUE	WED	THU	FRI	SAT
	1	1	1	1	1	1	1

EVENT	TIME HR	MIN	SEC	ACTION
DAY PLAN 1				
1	00	00	00	54
2	06	30	00	2
3	22	00	00	54
DAY PLAN 2				
1	00	00	00	54
2	09	00	00	1
3	08	00	00	54

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
EXIT 187

TRAFFIC SIGNAL NOTES

SHEET NUMBER
T-1
62
OF 485

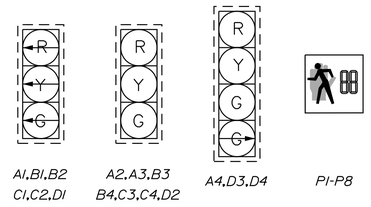
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO EXISTING MAINEDOT CENTRACS MOBILITY MANAGEMENT SYSTEM	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	13
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	2
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH TOP MOUNTED ON TRAFFIC SIGNAL POST	1
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	3
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	5
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON(S) WITH 9"X15" R10-3e INFORMATIONAL SIGN(S)	8
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
FURNISH AND INSTALL 19-INCH 1 RU FIBER OPTIC 12-POSITION PATCH PANEL WITH PIGTAILS	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	19
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PROPOSED INDICATIONS



A1,B1,B2 C1,C2,D1 | A2,A3,B3 B4,C3,C4,D2 | A4,D3,D4 | P1-P8

NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

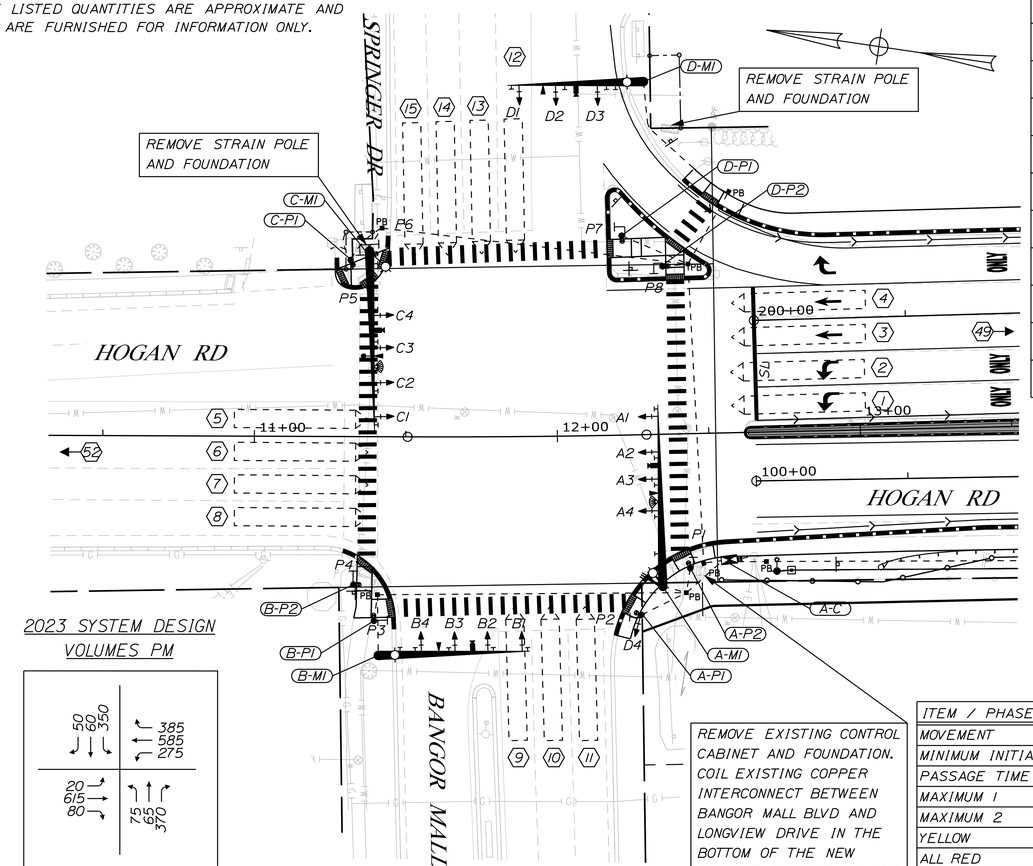
DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
⟨1⟩	HOGAN RD NB LEFT	2	2	B	-	-
⟨2⟩	HOGAN RD NB LEFT	2	2	B	-	-
⟨3⟩	HOGAN RD NB THROUGH	2	2	B	-	-
⟨4⟩	HOGAN RD NB THROUGH	2	2	B	-	-
⟨5⟩	HOGAN RD SB LEFT	1	1	B	-	-
⟨6⟩	HOGAN RD SB THROUGH	1	1	B	-	-
⟨7⟩	HOGAN RD SB THROUGH	1	1	B	-	-
⟨8⟩	HOGAN RD SB RIGHT	1	1	B	5	-
⟨9⟩	BANGOR MALL RD EB LEFT	3	3	B	-	-
⟨10⟩	BANGOR MALL RD EB THROUGH	3	3	B	-	-
⟨11⟩	BANGOR MALL RD EB RIGHT	3	3	B	5	-
⟨12⟩	SPRINGER RD WB LEFT	4	4	B	-	-
⟨13⟩	SPRINGER RD WB LEFT	4	4	B	-	-
⟨14⟩	SPRINGER RD WB THROUGH	4	4	B	-	-
⟨15⟩	SPRINGER RD WB THROUGH-RIGHT	4	4	B	-	-
⟨49⟩*	HOGAN RD NB THROUGH	2	2	A	-	-
⟨52⟩*	HOGAN RD SB THROUGH	1	1	A	-	-

* SEE ADVANCE DILEMMA ZONE DETAIL (35 MPH)

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-MI	60' MAST ARM	4' DIA. x 10'
A-PI	10' PEDESTAL POLE	24" DIAMETER
A-P2	8' PEDESTAL POLE	24" DIAMETER
B-MI	50' MAST ARM	4' DIA. x 12'-6"
B-PI	8' PEDESTAL POLE	24" DIAMETER
B-P2	8' PEDESTAL POLE	24" DIAMETER
C-MI	60' MAST ARM	4' DIA. x 7'-6"
C-PI	4' PEDESTAL POLE	24" DIAMETER
D-MI	45' MAST ARM	4' DIA. x 7'-6"
D-PI	8' PEDESTAL POLE	24" DIAMETER
D-P2	8' PEDESTAL POLE	24" DIAMETER



REMOVE EXISTING CONTROL CABINET AND FOUNDATION. COIL EXISTING COPPER INTERCONNECT BETWEEN BANGOR MALL BLVD AND LONGVIEW DRIVE IN THE BOTTOM OF THE NEW CABINET FOR FUTURE USE. EXISTING COPPER INTERCONNECT BETWEEN BANGOR MALL BLVD AND HASKELL RD TO BE SALVAGED.

2023 SYSTEM DESIGN VOLUMES PM

SIGNAL TIMING SCHEDULE

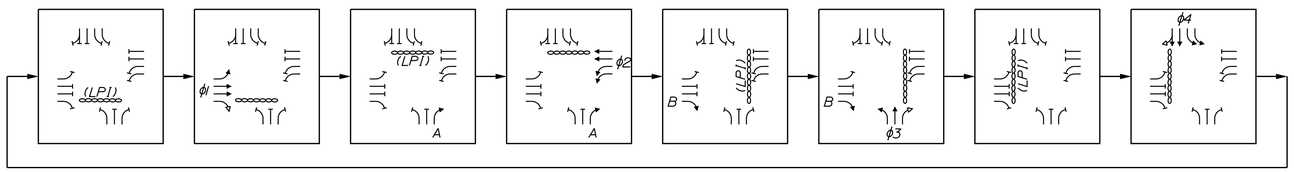
ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
MOVEMENT	A	C	D	B	-	-	-	-
MINIMUM INITIAL	10	10	7	7	-	-	-	-
PASSAGE TIME	3.0	3.0	3.0	3.0	-	-	-	-
MAXIMUM 1	35	35	35	35	-	-	-	-
MAXIMUM 2	40	45	40	40	-	-	-	-
YELLOW	4.0	4.0	4.0	4.0	-	-	-	-
ALL RED	3.0	3.0	3.0	3.0	-	-	-	-
PED WALK	7	7	7	7	-	-	-	-
PED CLEAR	16	16	21	21	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	S	OFF	OFF	-	-	-	-
DETECTOR	PR	PR	PR	PR	-	-	-	-
PRE-EMPT PRIORITY	3	4	5	6	-	-	-	-
FLASH	R	R	R	R	-	-	-	-
DUAL ENTRY	OFF	OFF	OFF	OFF	-	-	-	-

NOTES: S = SOFT RECALLY = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

1 2 || 3 4



OVERLAP PHASING:
OVL A = 1
OVL B = 3

PHASING NOTES:
1. EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
2. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	JAR 11/25/2025
CHECKED-REVIEWED	CMB	AG 11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD/BANGOR MALL BLVD

TRAFFIC SIGNAL PLAN

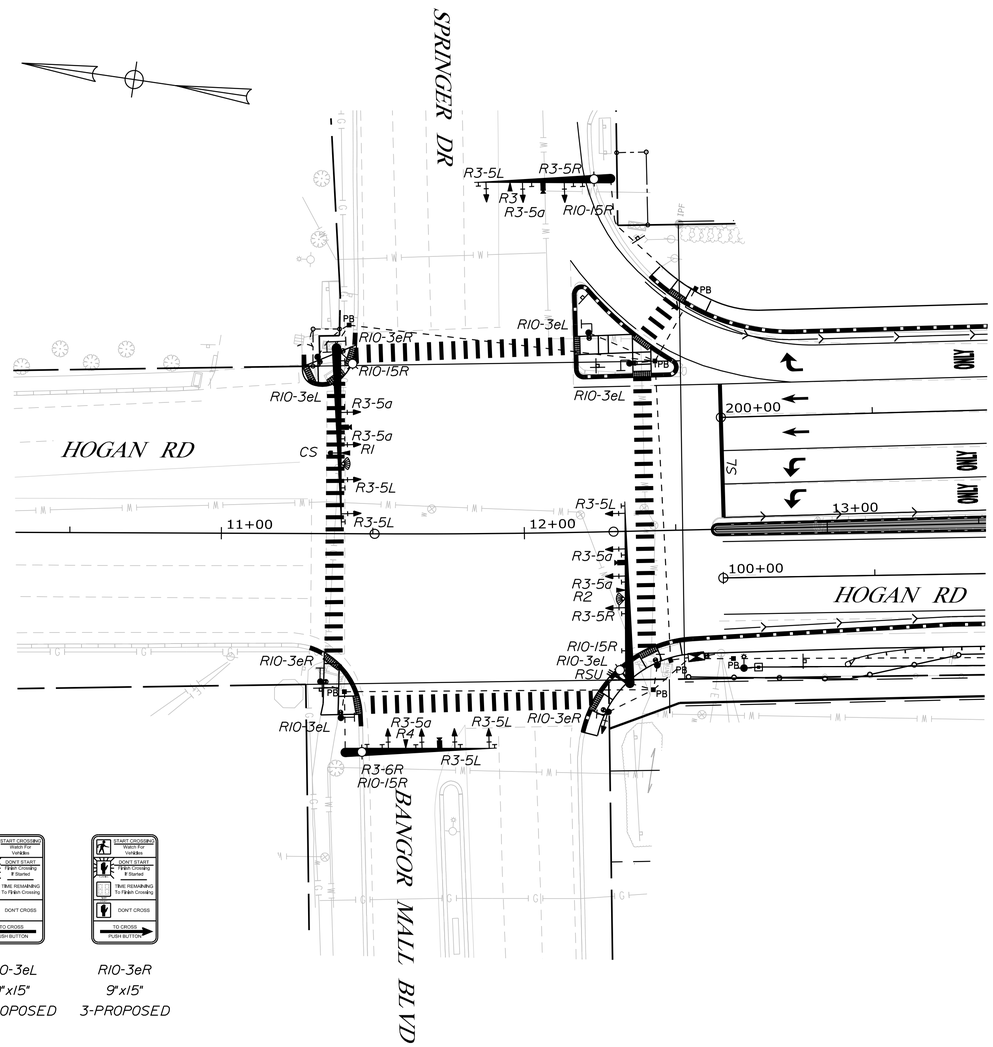
SHEET NUMBER
T-2
63
OF 485

Filename: ...\Planset\TI_002_Signal_01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	6 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	225 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	10 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	335 LF
FURNISH AND INSTALL GROUND MOUNTED CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
REMOVE OR MODIFY CONCRETE FOUNDATION (ITEM 626.36)	3 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	49 LF
FURNISH AND INSTALL 48-IN DIAMETER FOUNDATIONS (ITEM 626.46)	37.5 LF
FURNISH AND INSTALL 4-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	5 EA
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/45' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/50' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/60' ARM W/LUMINAIRE (ITEM 643.94)	2 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.



PROPOSED SIGNS



R3-5L	R3-5a	R3-5R	R3-6R	RIO-15R	RIO-3eL	RIO-3eR
30"x36"	30"x36"	30"x36"	30"x36"	30"x30"	9"x15"	9"x15"
6-PROPOSED	6-PROPOSED	2-PROPOSED	1-PROPOSED	4-PROPOSED	5-PROPOSED	3-PROPOSED

EXISTING SIGNS



R3-5L	R3-5a	R3-5R	R3-6R
6-REMOVED	6-REMOVED	2-REMOVED	1-REMOVED

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
RI	3	1	ϕ2
R2	4	2	ϕ1
R3	5	3	ϕ3
R4	6	4	ϕ4

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4.0 SECONDS YELLOW AND 3.0 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	130	140	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	4	16	
COORDINATED ϕ	ϕ2	ϕ2	
SPLIT TIME ϕ1	30	30	
SPLIT TIME ϕ2	30	40	
SPLIT TIME ϕ3	35	35	
SPLIT TIME ϕ4	35	35	
SPLIT TIME ϕ5	0	0	
SPLIT TIME ϕ6	0	0	
SPLIT TIME ϕ7	0	0	
SPLIT TIME ϕ8	0	0	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: JAR, AG

BANGOR
HOGAN RD/BANGOR MALL BLVD

TRAFFIC SIGNAL PLAN

SHEET NUMBER
T-3
64
OF 485

Filename: ...\Planset\T_003_Signal_01a.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO EXISTING MAINEDOT CENTRACS MOBILITY MANAGEMENT SYSTEM	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	4
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	4
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON(S) WITH 9"X15" R10-3e INFORMATIONAL SIGN(S)	4
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	2
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
FURNISH AND INSTALL 19-INCH 1RU FIBER OPTIC 12-POSITION PATCH PANEL WITH PIGTAILS	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	4
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

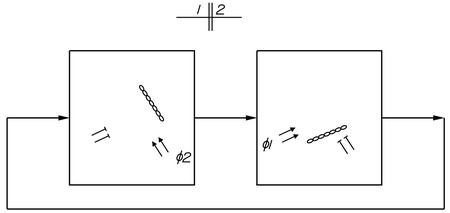
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-PI	8' PEDESTAL POLE	24" DIAMETER
C-MI	35' MAST ARM	4' DIA. x 10'
C-PI	8' PEDESTAL POLE	24" DIAMETER
D-PI	8' PEDESTAL POLE	24" DIAMETER

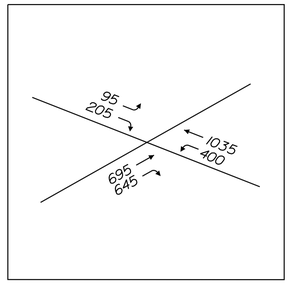
PREFERENTIAL PHASE SEQUENCE

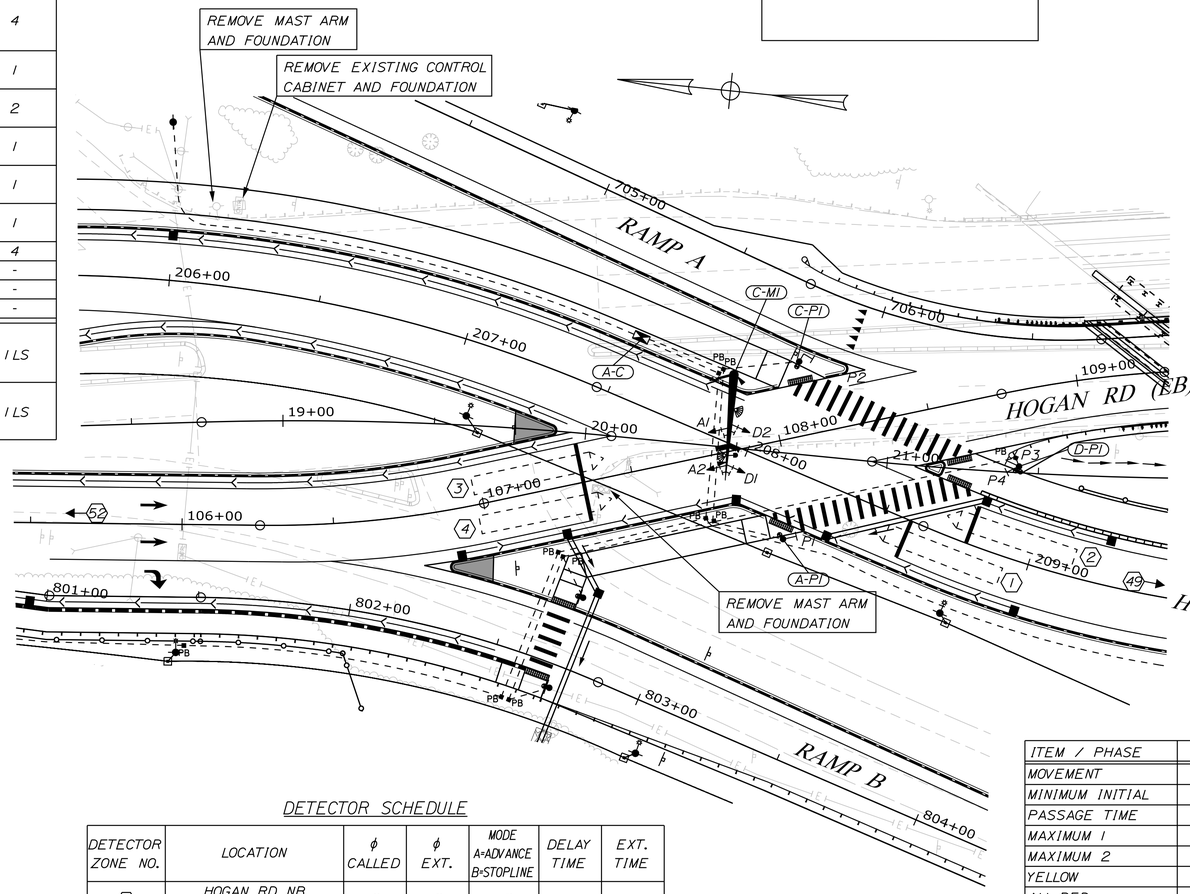
NEMA RING AND BARRIER DIAGRAM



PHASING NOTES:
1. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY

2023 SYSTEM DESIGN VOLUMES PM



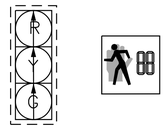


DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	ϕ CALLED	ϕ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	HOGAN RD NB THROUGH	2	2	B	-	-
2	HOGAN RD NB THROUGH	2	2	B	-	-
3	HOGAN RD SB THROUGH	1	1	B	-	-
4	HOGAN RD SB THROUGH	1	1	B	-	-
49*	HOGAN RD NB THROUGH	2	2	A	-	-
52*	HOGAN RD SB THROUGH	1	1	A	-	-

* SEE ADVANCE DILEMMA ZONE DETAIL (35 MPH)

PROPOSED INDICATIONS



A1, A2, D1, D2 P1-P4

NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
MOVEMENT	A	D	-	-	-	-	-	-
MINIMUM INITIAL	7	7	-	-	-	-	-	-
PASSAGE TIME	3.0	3.0	-	-	-	-	-	-
MAXIMUM 1	30	35	-	-	-	-	-	-
MAXIMUM 2	30	45	-	-	-	-	-	-
YELLOW	4.0	4.0	-	-	-	-	-	-
ALL RED	2.0	2.0	-	-	-	-	-	-
PED WALK	7	7	-	-	-	-	-	-
PED CLEAR	12	12	-	-	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	S	-	-	-	-	-	-
DETECTOR	PR	PR	-	-	-	-	-	-
PRE-EMPT PRIORITY	3	4	-	-	-	-	-	-
FLASH	Y	R	-	-	-	-	-	-
DUAL ENTRY	OFF	OFF	-	-	-	-	-	-

NOTES: S = SOFT RECALL Y = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)/HOGAN RD (WB)

TRAFFIC SIGNAL PLAN

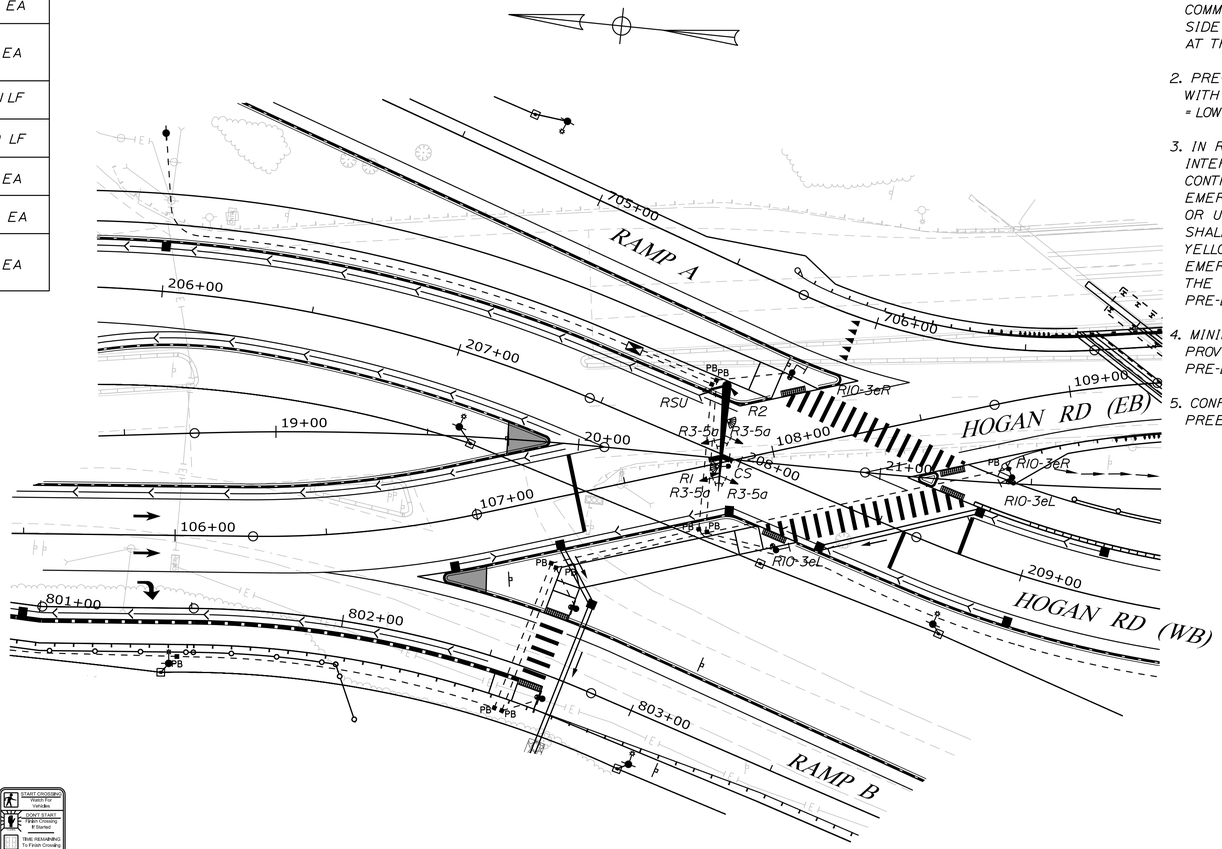
SHEET NUMBER
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Filename: ...\Planset\T_004_Signal_02.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	3 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	70 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	188 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	155 LF
REMOVE OR MODIFY CONCRETE FOUNDATION (ITEM 626.36)	3 EA
FURNISH AND INSTALL GROUND MOUNTED CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	21 LF
FURNISH AND INSTALL 48-IN DIAMETER FOUNDATIONS (ITEM 626.46)	10 LF
FURNISH AND INSTALL 35' MAST ARM POLE (ITEM 643.91)	1 EA
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	3 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.



PROPOSED SIGNS



R3-5a
30"x36"
4-PROPOSED

R10-3eL
9"x15"
2-PROPOSED

R10-3eR
9"x15"
2-PROPOSED

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ1
R2	4	2	ϕ2

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 2 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4.0 SECONDS YELLOW AND 2.0 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	65	70	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	52	64	
COORDINATED ϕ	ϕ1	ϕ1	
SPLIT TIME ϕ1	30	25	
SPLIT TIME ϕ2	35	45	
SPLIT TIME ϕ3	0	0	
SPLIT TIME ϕ4	0	0	
SPLIT TIME ϕ5	0	0	
SPLIT TIME ϕ6	0	0	
SPLIT TIME ϕ7	0	0	
SPLIT TIME ϕ8	0	0	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)/HOGAN RD (WB)

TRAFFIC SIGNAL PLAN

SHEET NUMBER
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OF 485

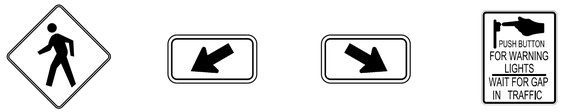
Filename: ...\Planset\T_005_Signal_02a.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL PRECAST 14-INCH CONCRETE JUNCTION BOX (ITEM 626.11)	2 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	85 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	45 LF
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	14 LF
FURNISH AND INSTALL RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (ITEM 643.621)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

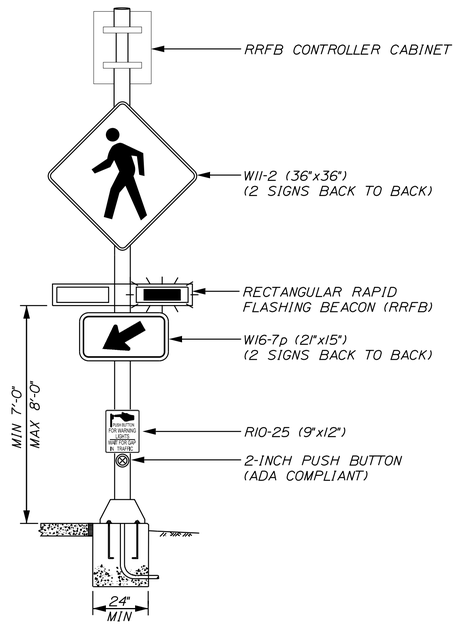
PROPOSED SIGNS

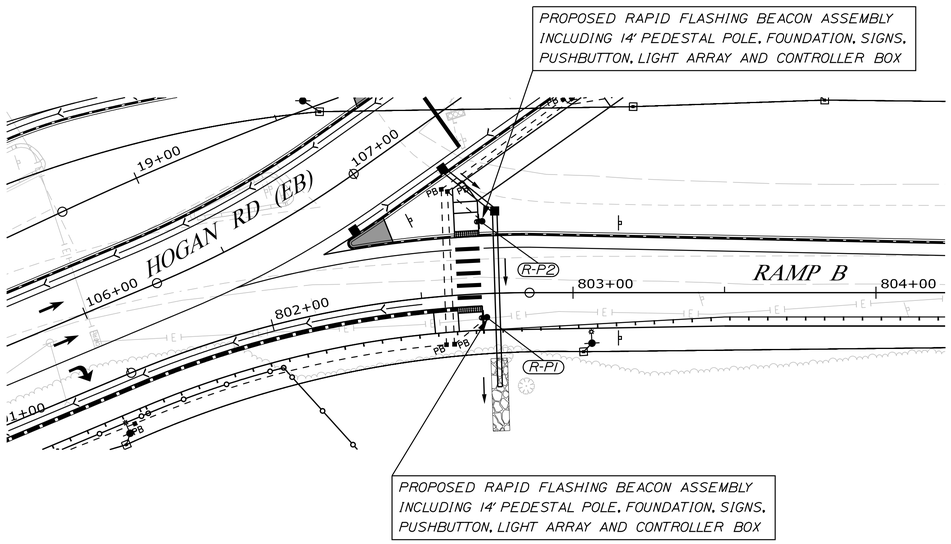


W11-2 36x36 2-PROPOSED | W16-7pL 21x15 1-PROPOSED | W16-7pR 21x15 1-PROPOSED | R10-25 9x12 2-PROPOSED

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
(R-P1)	14' PEDESTAL POLE	24" DIAMETER
(R-P2)	14' PEDESTAL POLE	24" DIAMETER





NOTES:

1. POST SHALL BE TRAFFIC SIGN POST 14-FOOT MINIMUM WITH TRANSFORMER BASE.
2. FOUNDATION SHALL BE 24-INCH (MIN) DIA. CONCRETE FOUNDATION
3. SIGN ASSEMBLY SHALL SIMULTANEOUSLY RAPID FLASH FOR 15 SECONDS WITH PUSH BUTTON ACTUATION.
4. ALL SIGN AND PUSH BUTTON MOUNTING HEIGHTS SHALL CONFORM TO THE 2023 FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 11TH EDITION.
5. PEDESTRIAN PUSH BUTTON SHALL BE MOUNTED ON THE POST FACING THE CROSSWALK IN ACCORDANCE WITH MUTCD SECTION 4E.08.
6. ALL W11-2 AND W16-7p SIGNS SHALL BE FLUORESCENT YELLOW.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
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CHECKED-REVIEWED	CWB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)/RAMP B

TRAFFIC SIGNAL PLAN

SHEET NUMBER
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67
OF 485

Filename: ...\Planset\T_006_Signal_03.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

LIST OF WORK ITEMS

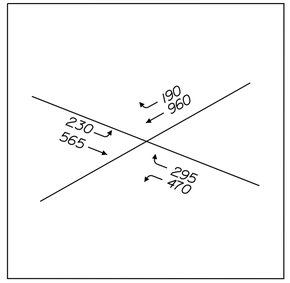
EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO EXISTING MAINEDOT CENTRACS MOBILITY MANAGEMENT SYSTEM	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	6
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY SIDE MOUNTED ON MAST ARM UPRIGHT	2
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY TOP MOUNTED ON TRAFFIC SIGNAL POLE	3
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	3
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	3
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON(S) WITH 9"X15" R10-3e INFORMATIONAL SIGN(S)	6
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	3
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	2
FURNISH AND INSTALL 19-INCH 1RU FIBER OPTIC 12-POSITION PATCH PANEL WITH PIGTAILS	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	7
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

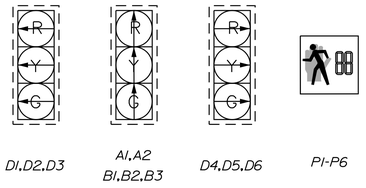
STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-M1	40' MAST ARM	4' DIA. x 10'
A-P1	8' PEDESTAL POLE	24" DIAMETER
D-M1	15' MAST ARM	4' DIA. x 10'
D-M2	15' MAST ARM	4' DIA. x 10'
D-P1	8' PEDESTAL POLE	24" DIAMETER
D-P2	8' PEDESTAL POLE	24" DIAMETER
D-P3	10' PEDESTAL POLE	24" DIAMETER
D-P4	10' PEDESTAL POLE	24" DIAMETER
D-P5	8' PEDESTAL POLE	24" DIAMETER

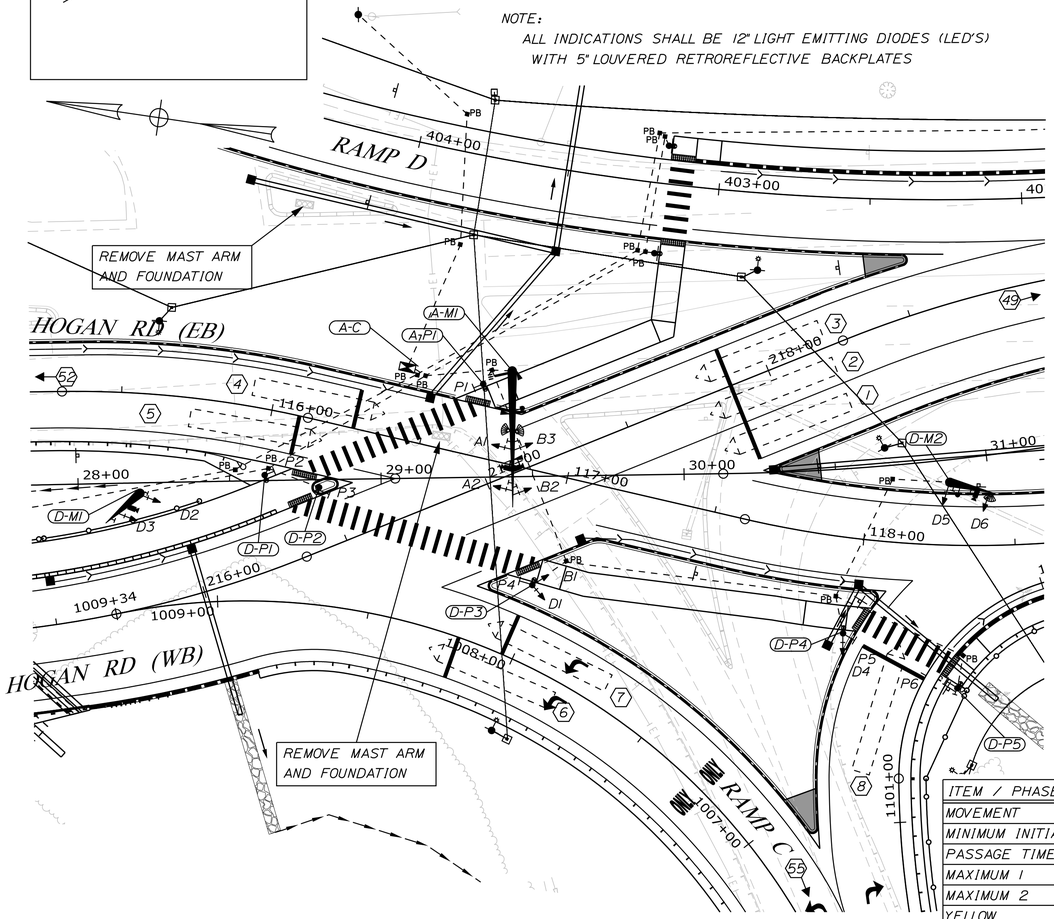
SYSTEM DESIGN VOLUMES PM



PROPOSED INDICATIONS



NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES



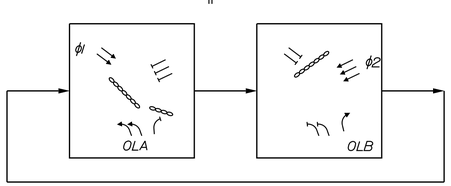
DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	HOGAN RD NB THROUGH	2	2	B	-	-
2	HOGAN RD NB THROUGH	2	2	B	-	-
3	HOGAN RD NB THROUGH	2	2	B	-	-
4	HOGAN RD SB THROUGH	1	1	B	-	-
5	HOGAN RD SB THROUGH	1	1	B	-	-
6	RAMP C EB LEFT	1	1	B	-	-
7	RAMP C EB LEFT	1	1	B	-	-
8	RAMP C EB RIGHT	2	2	B	-	-
49*	HOGAN RD NB THROUGH	2	2	A	-	-
52*	HOGAN RD SB THROUGH	1	1	A	-	-
55**	RAMP C EB LEFT & RIGHT	2	2	A	-	-

* SEE ADVANCE DILEMMA ZONE DETAIL (35 MPH)
** SEE ADVANCE DILEMMA ZONE DETAIL (45 MPH)

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



PHASING NOTES:
1. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY
2. OLA = PHASE 1
3. OLB = PHASE 2

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
MOVEMENT	A	B	-	-	-	-	-	-
MINIMUM INITIAL	7	7	-	-	-	-	-	-
PASSAGE TIME	3.0	3.0	-	-	-	-	-	-
MAXIMUM 1	35	30	-	-	-	-	-	-
MAXIMUM 2	35	40	-	-	-	-	-	-
YELLOW	4.0	4.0	-	-	-	-	-	-
ALL RED	4.0	3.0	-	-	-	-	-	-
PED WALK	7	7	-	-	-	-	-	-
PED CLEAR	17	12	-	-	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	S	OFF	-	-	-	-	-	-
DETECTOR	PR	PR	-	-	-	-	-	-
PRE-EMPT PRIORITY	3	4	-	-	-	-	-	-
FLASH	R	Y	-	-	-	-	-	-
DUAL ENTRY	OFF	OFF	-	-	-	-	-	-

NOTES: S = SOFT RECALLY = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION
OVERLAP B SHALL BE SET TO FLASH

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)/HOGAN RD (WB)

TRAFFIC SIGNAL PLAN

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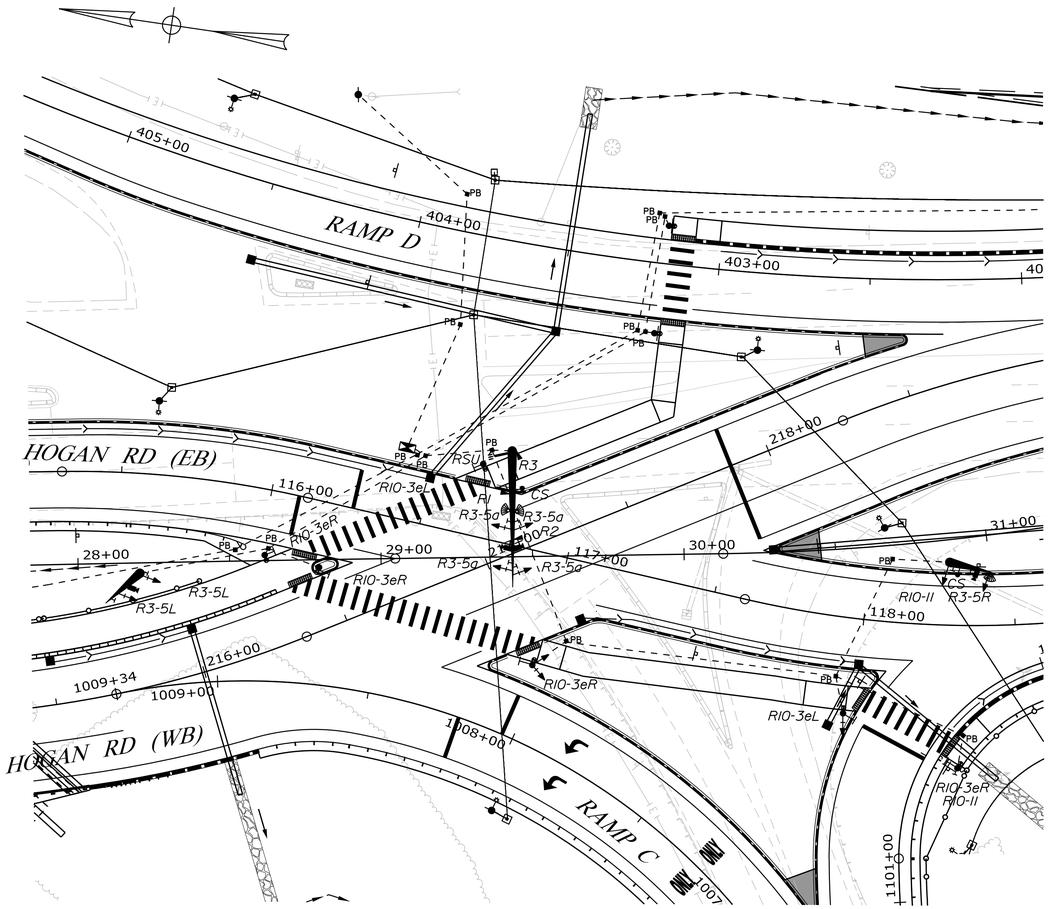
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LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	9 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	250 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	270 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	250 LF
FURNISH AND INSTALL GROUND MOUNTED CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
REMOVE AND MODIFY CONCRETE FOUNDATION (ITEM 626.36)	2 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	42 LF
FURNISH AND INSTALL 48-IN DIAMETER FOUNDATIONS (ITEM 626.46)	30 LF
FURNISH AND INSTALL 15' MAST ARM POLE (ITEM 643.91)	2 EA
FURNISH AND INSTALL 40' MAST ARM POLE (ITEM 643.91)	1 EA
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	4 EA
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	2 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.



PROPOSED SIGNS



R3-5L 30"x36" 2-PROPOSED

R3-5a 30"x36" 4-PROPOSED

R3-5R 30"x36" 1-PROPOSED

RIO-3eL 9"x15" 2-PROPOSED

RIO-3eR 9"x15" 4-PROPOSED



RIO-II 24"x30" 2-PROPOSED

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ1 & OLA
R2	4	2	ϕ2 & OLB
R3	5	3	OLA & OLB

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4.0 SECONDS YELLOW AND 4.0 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	65	70	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	20	33	
COORDINATED ϕ	ϕ1	ϕ1	
SPLIT TIME ϕ1	36	34	
SPLIT TIME ϕ2	29	36	
SPLIT TIME ϕ3	0	0	
SPLIT TIME ϕ4	0	0	
SPLIT TIME ϕ5	0	0	
SPLIT TIME ϕ6	0	0	
SPLIT TIME ϕ7	0	0	
SPLIT TIME ϕ8	0	0	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)/HOGAN RD (WB)

TRAFFIC SIGNAL PLAN

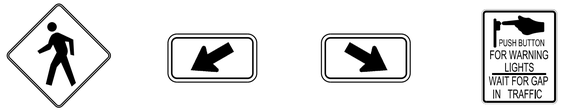
SHEET NUMBER
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LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL 14-INCH PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	2 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	100 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	40 LF
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	14 LF
FURNISH AND INSTALL RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (ITEM 643.621)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

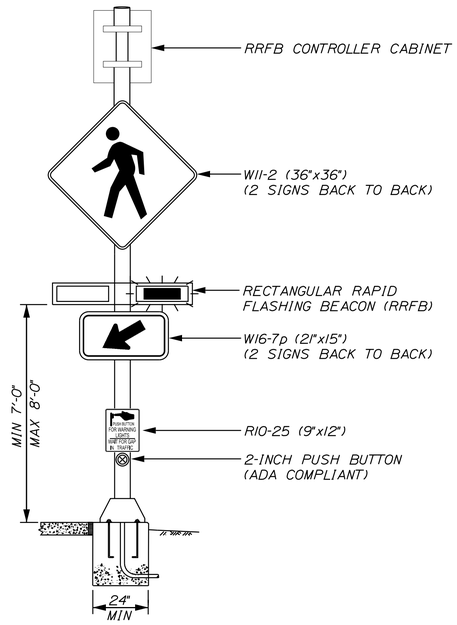
PROPOSED SIGNS

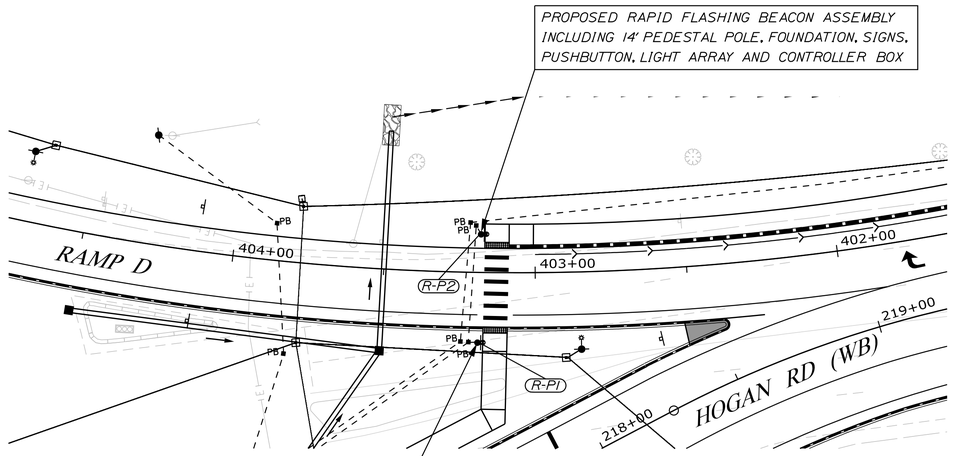


W11-2 36x36 2-PROPOSED | W16-7pL 21x15 1-PROPOSED | W16-7pR 21x15 1-PROPOSED | R10-25 9x12 2-PROPOSED

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
(R-P1)	14' PEDESTAL POLE	24" DIAMETER
(R-P2)	14' PEDESTAL POLE	24" DIAMETER





NOTES:

1. POST SHALL BE TRAFFIC SIGN POST 14-FOOT MINIMUM WITH TRANSFORMER BASE.
2. FOUNDATION SHALL BE 24-INCH (MIN) DIA. CONCRETE FOUNDATION
3. SIGN ASSEMBLY SHALL SIMULTANEOUSLY RAPID FLASH FOR 15 SECONDS WITH PUSH BUTTON ACTUATION.
4. ALL SIGN AND PUSH BUTTON MOUNTING HEIGHTS SHALL CONFORM TO THE 2023 FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 11TH EDITION.
5. PEDESTRIAN PUSH BUTTON SHALL BE MOUNTED ON THE POST FACING THE CROSSWALK IN ACCORDANCE WITH MUTCD SECTION 4E.08.
6. ALL W11-2 AND W16-7p SIGNS SHALL BE FLUORESCENT YELLOW.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	JAR
CHECKED-REVIEWED	CMB	AG
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE
11/25/2025
11/25/2025

BANGOR
HOGAN RD (WB)/RAMP D

TRAFFIC SIGNAL PLAN

SHEET NUMBER
T-9
70
OF 485

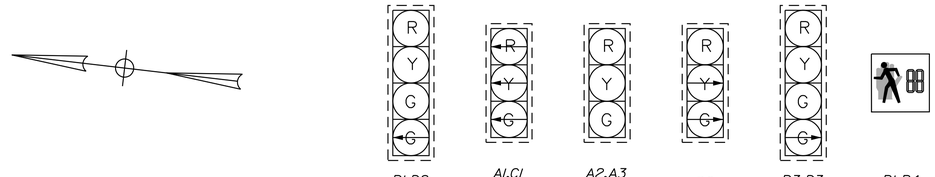
Filename: ...\Plonset\T_009_Signal_05.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO EXISTING MAINEDOT CENTRACS MOBILITY MANAGEMENT SYSTEM	1
FURNISH AND INSTALL ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	9
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS	3
FURNISH AND INSTALL ONE-WAY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEAD(S), WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATE(S) WITH 3-INCH RETROREFLECTIVITY TOP MOUNTED ON TRAFFIC SIGNAL POST	1
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	1
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S)	3
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON(S) WITH 9"X15" R10-3e INFORMATIONAL SIGN(S)	4
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
FURNISH AND INSTALL 19-INCH 1RU FIBER OPTIC 12-POSITION PATCH PANEL WITH PIGTAILS	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	14
FURNISH AND INSTALL NEW SIGNAL CABLE	-
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PROPOSED INDICATIONS

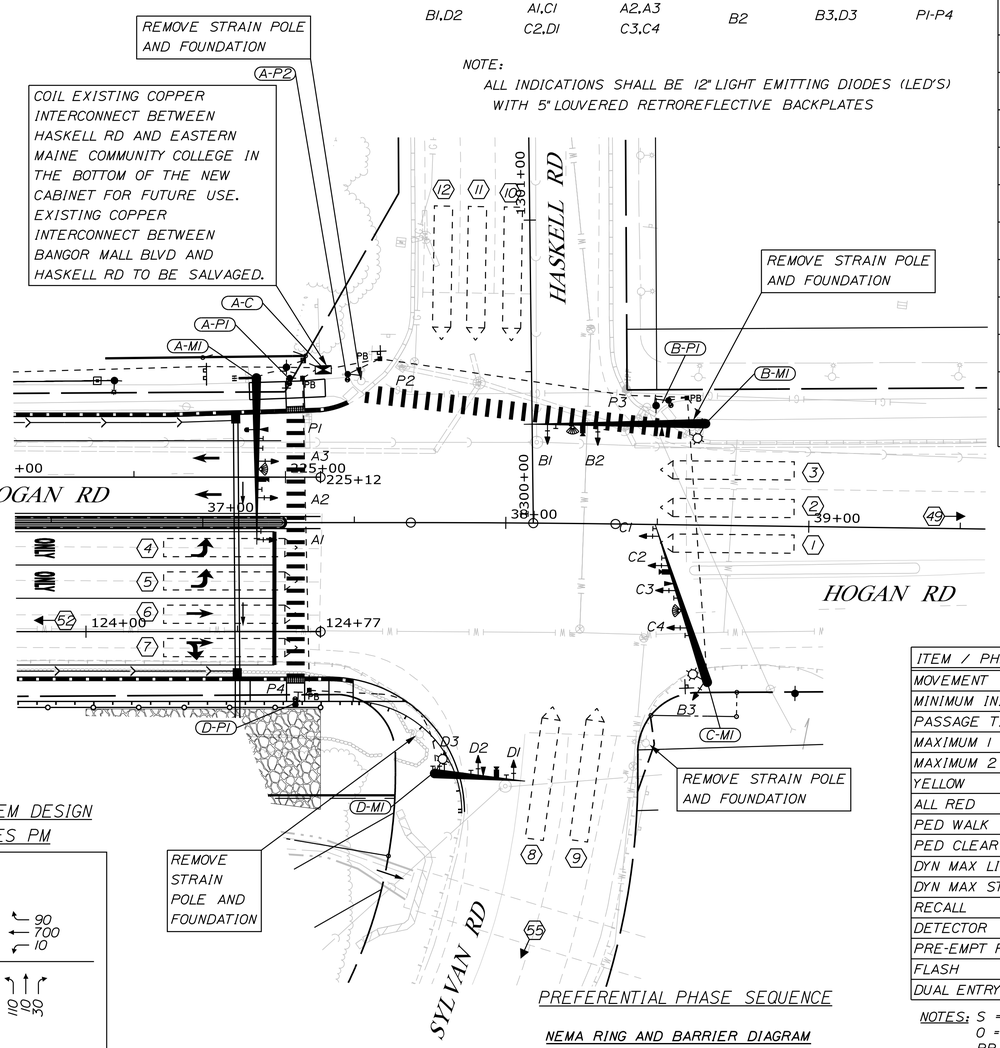


NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	ϕ CALLED	ϕ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	HOGAN RD NB LEFT	5	5	B	-	-
2	HOGAN RD NB THROUGH	2	2	B	-	-
3	HOGAN RD NB THROUGH-RIGHT	2	2	B	-	-
4*	HOGAN RD SB LEFT	1	1	B	-	-
5*	HOGAN RD SB LEFT	1	1	B	-	-
6	HOGAN RD SB THROUGH	6	6	B	-	-
7	HOGAN RD SB X THROUGH-RIGHT	6	6	B	-	-
8	SYLVAN RD EB LEFT-THROUGH	3	3	B	-	-
9	SYLVAN RD EB RIGHT	3	3	B	5	-
10	HASKELL RD WB LEFT	4	4	B	-	-
11	HASKELL RD WB LEFT-THROUGH	4	4	B	-	-
12	HASKELL RD WB RIGHT	4	4	B	5	-
49*	HOGAN RD NB THROUGH	2	2	A	-	-
52*	HOGAN RD SB THROUGH	6	6	A	-	-
55*	SYLVAN RD EB THROUGH	3	3	A	-	-

* SEE ADVANCE DILEMMA ZONE DETAIL (35 MPH)

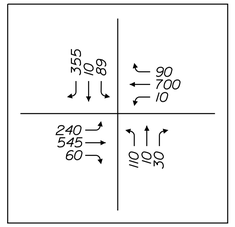


SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
MOVEMENT	C (LT)	A	B	D	A (LT)	C	-	-
MINIMUM INITIAL	5	10	7	7	5	10	-	-
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	-	-
MAXIMUM 1	15	40	35	40	15	40	-	-
MAXIMUM 2	20	45	44	45	15	45	-	-
YELLOW	3.5	4.0	4.0	4.0	3.5	4.0	-	-
ALL RED	3.5	2.0	3.0	3.0	3.5	2.0	-	-
PED WALK	-	7	-	7	-	-	-	-
PED CLEAR	-	27	-	21	-	-	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	S	OFF	OFF	OFF	S	-	-
DETECTOR	PR	PR	PR	PR	PR	PR	-	-
PRE-EMPT PRIORITY	3	4	5	6	4	3	-	-
FLASH	R	Y	R	R	R	Y	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON	-	-

NOTES: S = SOFT RECALL Y = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

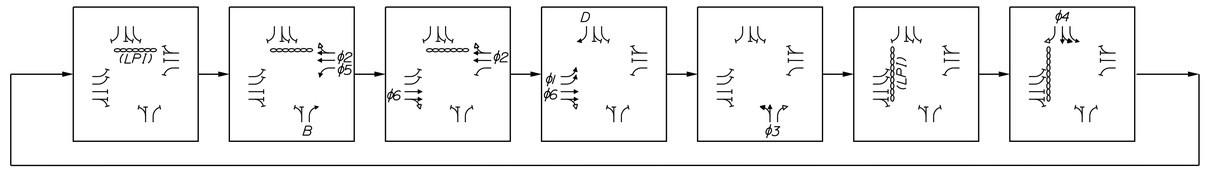
2023 SYSTEM DESIGN VOLUMES PM



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

2 1 3 4
5 6



OVERLAP PHASING:
OVL B = 5
OVL D = 1

PHASING NOTES:
1. EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
2. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-M1	55' MAST ARM	4' DIA. x 10'
A-P1	8' PEDESTAL POLE	24" DIAMETER
A-P2	8' PEDESTAL POLE	24" DIAMETER
B-M1	60' MAST ARM	4' DIA. x 10'
B-P1	8' PEDESTAL POLE	24" DIAMETER
C-M1	55' MAST ARM	4' DIA. x 10'
D-M1	30' MAST ARM	4' DIA. x 10'
D-P1	8' PEDESTAL POLE	24" DIAMETER

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	DATE
BY	11/25/2025
JAR	11/25/2025
AG	
PROJ. MANAGER: L. ROWE	
DESIGN-DETAILED: MLG	
CHECKED-REVIEWED: CMB	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BANGOR
HOGAN RD/SYLVAN RD
TRAFFIC SIGNAL PLAN

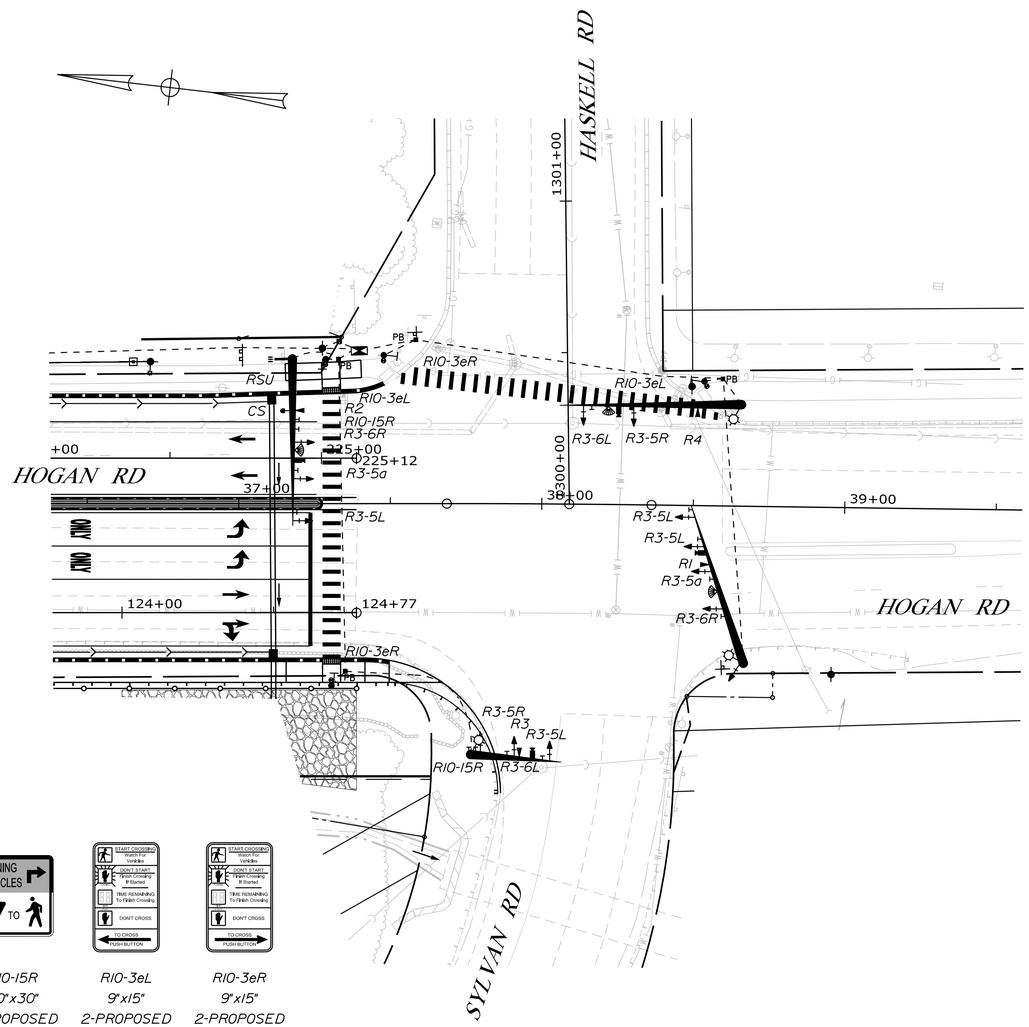
SHEET NUMBER
T-10
71
OF 485

Filename: ...\Planset\T_010_Signal_06.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

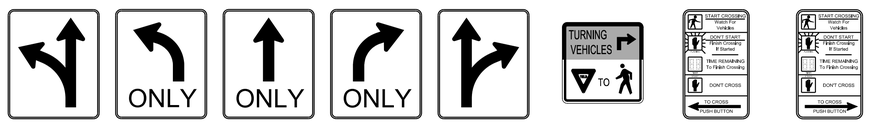
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL PRECAST 14-INCH CONCRETE JUNCTION BOX (ITEM 626.11)	4 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	160 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	10 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	300 LF
FURNISH AND INSTALL GROUND MOUNTED CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
REMOVE OR MODIFY CONCRETE FOUNDATION (ITEM 626.36)	4 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	28 LF
FURNISH AND INSTALL 48-IN DIAMETER FOUNDATIONS (ITEM 626.46)	40 LF
FURNISH AND INSTALL 55' MAST ARM POLE (ITEM 643.91)	1 EA
FUNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	4 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/30' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/55' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL DUAL PURPOSE POLE W/60' ARM W/LUMINAIRE (ITEM 643.94)	1 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.



PROPOSED SIGNS



R3-6L	R3-5L	R3-5a	R3-5R	R3-6R	RIO-15R	RIO-3eL	RIO-3eR
30"x36"	30"x36"	30"x36"	30"x36"	30"x36"	30"x30"	9"x15"	9"x15"
2-PROPOSED	4-PROPOSED	2-PROPOSED	2-PROPOSED	2-PROPOSED	2-PROPOSED	2-PROPOSED	2-PROPOSED

EXISTING SIGNS



R3-6L	R3-5L	R3-5a	R3-5R	R3-6R
1-REMOVED	4-REMOVED	2-REMOVED	1-REMOVED	2-REMOVED

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	NOT USE/RESERVED	
	2	NOT USE/RESERVED	
R1	3	1	ϕ1&ϕ6
R2	4	2	ϕ2&ϕ5
R3	5	3	ϕ3
R4	6	4	ϕ4

PRE-EMPTION NOTES:

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4.0 SECONDS YELLOW AND 3.0 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	130	140	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	4	12	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	20	30	
SPLIT TIME ϕ2	51	50	
SPLIT TIME ϕ3	25	25	
SPLIT TIME ϕ4	35	35	
SPLIT TIME ϕ5	20	20	
SPLIT TIME ϕ6	50	60	
SPLIT TIME ϕ7	0	0	
SPLIT TIME ϕ8	0	0	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLC	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD/SYLVAN RD

TRAFFIC SIGNAL PLAN

SHEET NUMBER
T-11
72
OF 485

Filename: ...\Planset\T_011_Signal_06a.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\Planset\T_012_Signal_07.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIST OF WORK ITEMS - HOGAN RD AT EASTERN MAINE COMMUNITY COLLEGE

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL FMU	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
IMPLEMENT CELLULAR CONNECTION TO MAINEDOT CLOUD HOSTED SYSTEM	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MINIMUM INITIAL	-	5	-	5	-	5	-	5
PASSAGE TIME	-	3	-	3	-	3	-	3
MAXIMUM 1	-	35	-	35	-	35	-	35
MAXIMUM 2	-	40	-	40	-	40	-	40
YELLOW	-	4	-	4	-	4	-	4
ALL RED	-	1.5	-	1	-	1.5	-	1
PED WALK	-	10	-	10	-	7	-	7
PED CLEAR	-	16	-	16	-	12	-	20
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	-	S	-	OFF	-	S	-	OFF
DETECTOR	-	PR	-	PR	-	-	-	-
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	-	Y	-	R	-	Y	-	R
DUAL ENTRY	-	ON	-	OFF	-	ON	-	OFF

NOTES: S = SOFT RECALLY = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	130	140	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	55	55	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	-	-	
SPLIT TIME ϕ2	95	100	
SPLIT TIME ϕ3	-	-	
SPLIT TIME ϕ4	35	40	
SPLIT TIME ϕ5	-	-	
SPLIT TIME ϕ6	95	100	
SPLIT TIME ϕ7	-	-	
SPLIT TIME ϕ8	35	40	

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

LIST OF WORK ITEMS - HOGAN RD AT MOUNT HOPE RD

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY
FURNISH AND INSTALL FMU	1
FURNISH AND INSTALL ENVIRONMENTALLY HARDENED FIBER OPTIC ETHERNET SWITCH WITH FIBER OPTIC INTERFACES	1
IMPLEMENT CELLULAR CONNECTION TO MAINEDOT CLOUD HOSTED SYSTEM	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MINIMUM INITIAL	8	20	8	12	8	5	-	12
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	-	3.0
MAXIMUM 1	10	40	25	40	10	40	-	25
MAXIMUM 2	12	26	11	31	11	27	-	42
MAXIMUM 3	12	64	15	34	15	61	-	49
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	-	4.0
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	-	2.0
PED WALK	-	-	-	7	-	7	-	-
PED CLEAR	-	-	-	25	-	25	-	-
DYN MAX LIMIT	-	-	-	-	-	-	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-
RECALL	OFF	S	OFF	OFF	OFF	S	-	OFF
DETECTOR	PR	PR	PR	PR	PR	PR	-	PR
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	R	Y	R	R	R	Y	-	R
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON		OFF

NOTES: S = SOFT RECALLY = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	
CYCLE LENGTH	130	140	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	92	102	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	12	12	
SPLIT TIME ϕ2	69	79	
SPLIT TIME ϕ3	15	15	
SPLIT TIME ϕ4	34	34	
SPLIT TIME ϕ5	15	15	
SPLIT TIME ϕ6	66	76	
SPLIT TIME ϕ7	0	0	
SPLIT TIME ϕ8	49	49	

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED PHASE GREEN (SEE TABLE ABOVE).
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE) UNLESS PEER-TO-PEER PROGRAMMING IS ACTIVE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

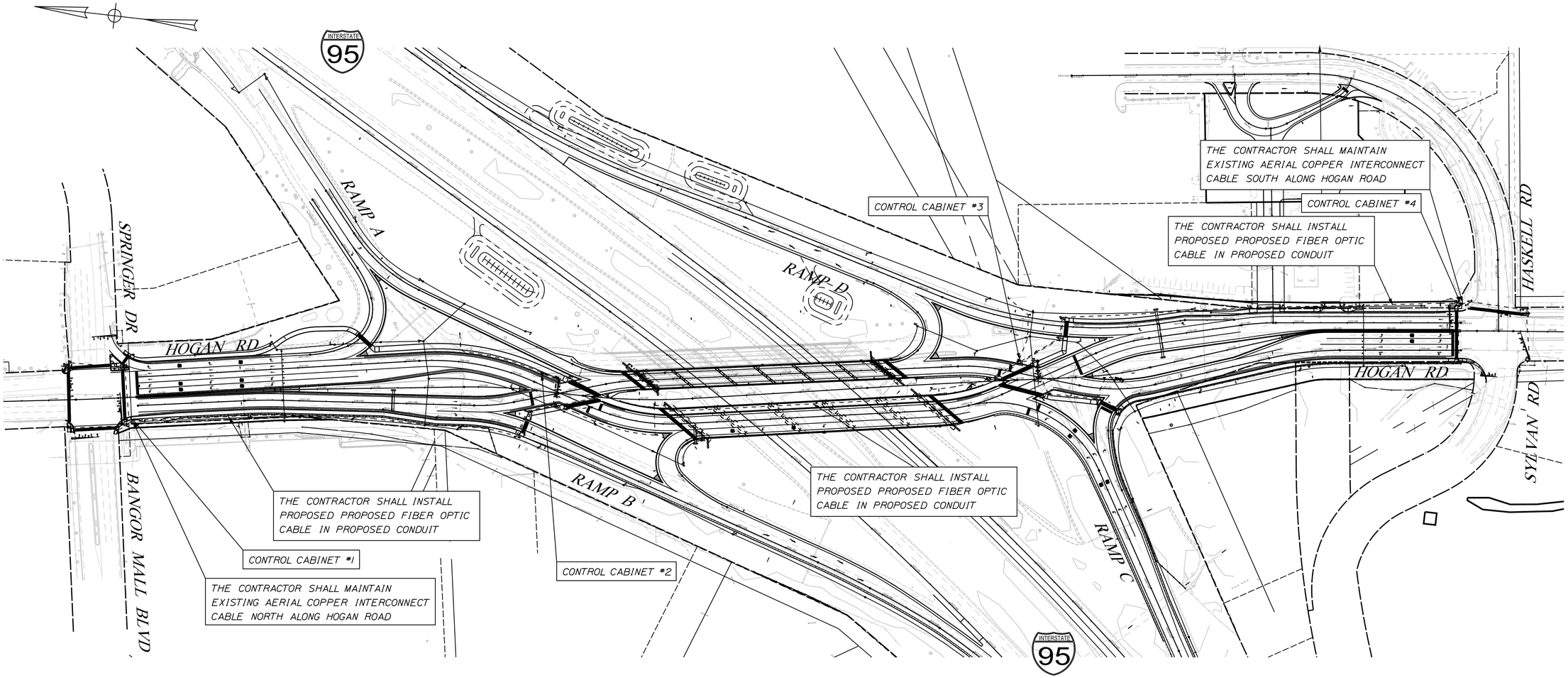
		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD

TRAFFIC SIGNAL PLAN

SHEET NUMBER
T-12
73
OF 485

Filename: ...\Planset\T_013_Signal_08.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



LEGEND

- —PFO— PROPOSED FIBER OPTIC CABLE
- PROPOSED CONTROLLER CABINET
- EXISTING CONTROLLER CABINET

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY	EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	20 EA	FURNISH AND INSTALL APPROXIMATELY 1125 LINEAR FEET OF 12-STRAND FIBER OPTIC INTERCONNECT CABLE FROM CONTROLLER CABINET 2 TO CONTROLLER CABINET 3 (ITEM 643.90)	1 LS
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	2400 LF		
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER) (ITEM 626.221)	375 LF	FURNISH AND INSTALL APPROXIMATELY 1000 LINEAR FEET OF 12-STRAND FIBER OPTIC INTERCONNECT CABLE FROM CONTROLLER CABINET 3 TO CONTROLLER CABINET 4 (ITEM 643.90)	1 LS
FURNISH AND INSTALL APPROXIMATELY 950 LINEAR FEET OF 12-STRAND FIBER OPTIC INTERCONNECT CABLE FROM CONTROLLER CABINET 1 TO CONTROLLER CABINET 2 (ITEM 643.90)	1 LS		

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PLAN

150 0 150 300

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

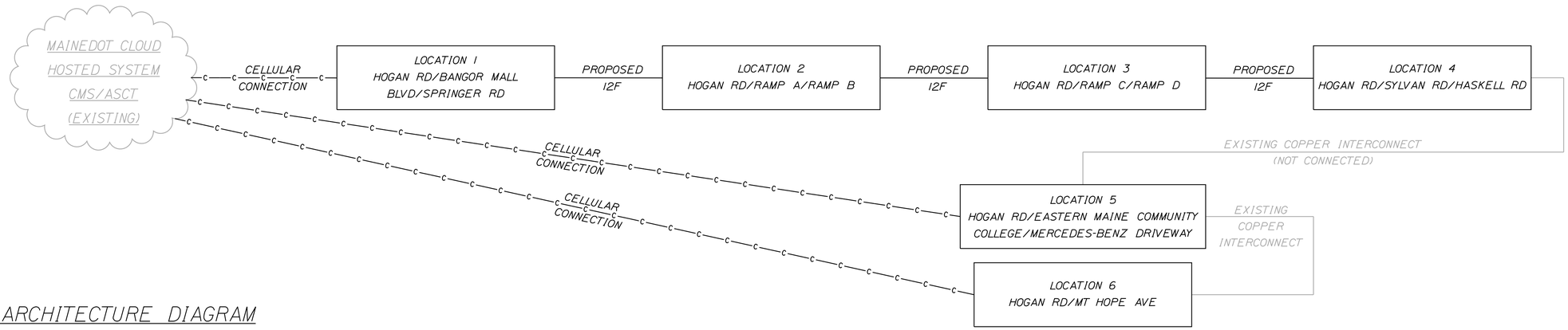
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	JAR 11/25/2025
CHECKED-REVIEWED	CMB	AG 11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

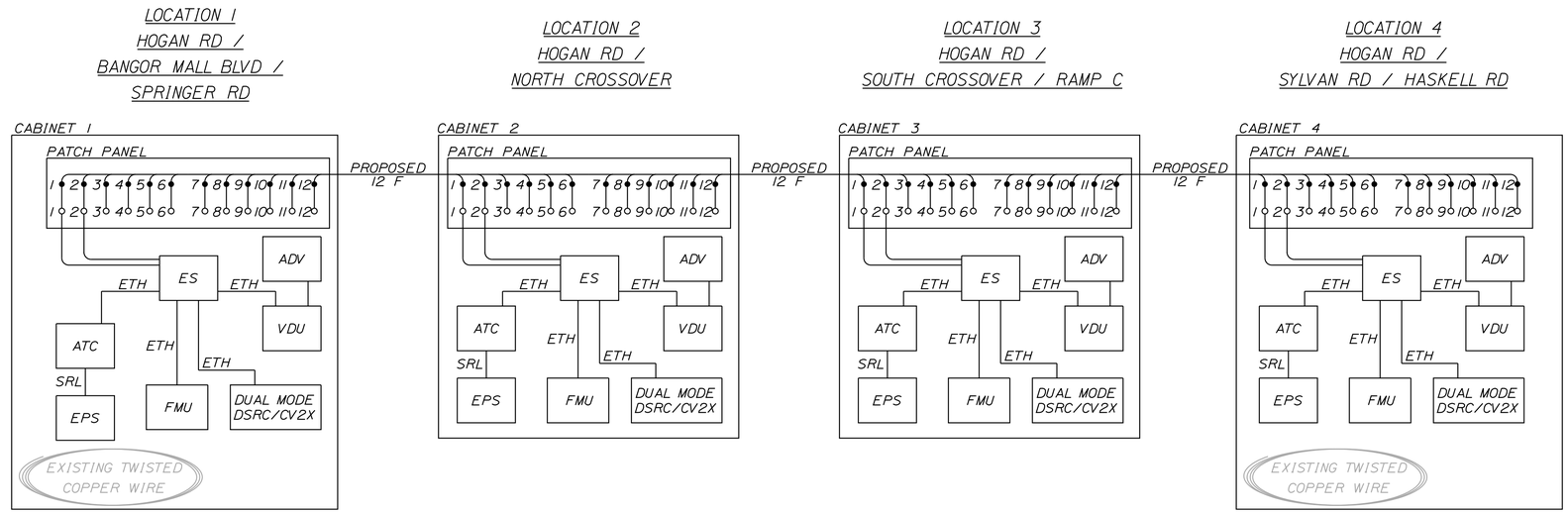
TRAFFIC NETWORK PLAN

SHEET NUMBER
T-13
74
OF 485

NETWORK DIAGRAM



SYSTEM ARCHITECTURE DIAGRAM



FIBER OPTIC CABLE CONSTRUCTION NOTES:

1. MANUFACTURED PIGTAILS SHALL BE TERMINATED ON PATCH PANELS.
2. FIBER OPTIC CABLE BENDS SHALL NOT EXCEED THE MINIMUM BENDING RADIUS FOR THE CABLE AT ALL TIMES DURING INSTALLATION, MODIFICATION, REPAIR, SPLICING, OR IN THE PERMANENT CONDITION.
3. FIBER OPTIC CABLE SHALL NOT BE SPLICED EXCEPT AS SHOWN ON THE PLANS. FIBERS NOT TERMINATED IN A SPLICE ENCLOSURE OR SHOWN AS THROUGH FIBERS SHALL NOT BE CUT.
4. DETAILS ON FIBER NUMBERS TO TIE INTO SANFORD'S EXISTING BACKBONE WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO INITIATING WORK.

LEGEND

●—○	FIBER OPTIC PIGTAIL
●—●	FIBER OPTIC SPLICE
ADV -	ADVANCE VEHICLE DETECTION
ATC -	ADVANCED TRANSPORTATION CONTROLLER
DSRC -	DEDICATED SHORT RANGE COMMUNICATIONS
ES -	FIBER ETHERNET SWITCH
ETH -	ETHERNET CABLE
SRL-	SERIAL TWISTED PAIR CONNECTION
EPS -	EMERGENCY PREEMPTION SYSTEM
FMU -	FIELD MONITORING UNIT
RU -	RADIO UNIT
VDU -	NON-INVASIVE VIDEO DETECTION UNIT
TSC -	TRAFFIC SIGNAL CONTROLLER
▭	EXISTING EQUIPMENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

L. ROWE
MLC
CMB

BANGOR
I-95 EXIT 187

TRAFFIC COMMUNICATION PLAN

SHEET NUMBER
T-14
75
OF 485

Filename: ...\Planset\T_014_Signal_09.dgn Username: jomesdavis Division: HIGHWAY Date:11/25/2025

FIBER OPTIC SPLICE TABLES

HOGAN RD / BANGOR MALL RD / SPRINGER RD - FIBER OPTIC SPLICE TABLE

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET 1 (HOGAN RD / SPRINGER RD)	12F TO NORTH CROSS OVER	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F TO NORTH CROSS OVER	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F TO NORTH CROSS OVER	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F TO NORTH CROSS OVER	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F TO NORTH CROSS OVER	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F TO NORTH CROSS OVER	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6
	12F TO NORTH CROSS OVER	7	SPLICE	PIGTAIL	-	SPARE. PP POSITION 7
	12F TO NORTH CROSS OVER	8	SPLICE	PIGTAIL	-	SPARE. PP POSITION 8
	12F TO NORTH CROSS OVER	9	SPLICE	PIGTAIL	-	SPARE. PP POSITION 9
	12F TO NORTH CROSS OVER	10	SPLICE	PIGTAIL	-	SPARE. PP POSITION 10
	12F TO NORTH CROSS OVER	11	SPLICE	PIGTAIL	-	SPARE. PP POSITION 11
	12F TO NORTH CROSS OVER	12	SPLICE	PIGTAIL	-	SPARE. PP POSITION 12

HOGAN RD / NORTH CROSS OVER - FIBER OPTIC SPLICE TABLE

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET 2 (HOGAN RD / NORTH CROSS OVER)	12F FROM BANGOR MALL RD / SPRINGER RD	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F FROM BANGOR MALL RD / SPRINGER RD	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F FROM BANGOR MALL RD / SPRINGER RD	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F FROM BANGOR MALL RD / SPRINGER RD	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F FROM BANGOR MALL RD / SPRINGER RD	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F FROM BANGOR MALL RD / SPRINGER RD	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6
	12F FROM BANGOR MALL RD / SPRINGER RD	7-12	THROUGH	12 F TO SOUTH CROSS OVER / RAMP C	-	-
	12F TO SOUTH CROSS OVER / RAMP C	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F TO SOUTH CROSS OVER / RAMP C	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F TO SOUTH CROSS OVER / RAMP C	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F TO SOUTH CROSS OVER / RAMP C	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F TO SOUTH CROSS OVER / RAMP C	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F TO SOUTH CROSS OVER / RAMP C	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6

HOGAN RD / SOUTH CROSS OVER / RAMP C - FIBER OPTIC SPLICE TABLE

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET 3 (HOGAN RD / SOUTH CROSS OVER / RAMP C)	12F FROM NORTH CROSS OVER	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F FROM NORTH CROSS OVER	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F FROM NORTH CROSS OVER	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F FROM NORTH CROSS OVER	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F FROM NORTH CROSS OVER	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F FROM NORTH CROSS OVER	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6
	12F FROM NORTH CROSS OVER	7-12	THROUGH	12 F TO HASKELL RD	-	-
	12F TO SYLVAN RD / HASKELL RD	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F TO SYLVAN RD / HASKELL RD	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F TO SYLVAN RD / HASKELL RD	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F TO SYLVAN RD / HASKELL RD	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F TO SYLVAN RD / HASKELL RD	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F TO SYLVAN RD / HASKELL RD	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6

HOGAN RD / SYLVAN RD / HASKELL RD - FIBER OPTIC SPLICE TABLE

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET 4 (HOGAN RD / HASKELL RD)	12F FROM SOUTH CROSS OVER /RAMP C	1	SPLICE	PIGTAIL	-	ES. PP POSITION 1
	12F FROM SOUTH CROSS OVER /RAMP C	2	SPLICE	PIGTAIL	-	ES. PP POSITION 2
	12F FROM SOUTH CROSS OVER /RAMP C	3	SPLICE	PIGTAIL	-	SPARE. PP POSITION 3
	12F FROM SOUTH CROSS OVER /RAMP C	4	SPLICE	PIGTAIL	-	SPARE. PP POSITION 4
	12F FROM SOUTH CROSS OVER /RAMP C	5	SPLICE	PIGTAIL	-	SPARE. PP POSITION 5
	12F FROM SOUTH CROSS OVER /RAMP C	6	SPLICE	PIGTAIL	-	SPARE. PP POSITION 6
	12F FROM SOUTH CROSS OVER /RAMP C	7	SPLICE	PIGTAIL	-	SPARE. PP POSITION 7
	12F FROM SOUTH CROSS OVER /RAMP C	8	SPLICE	PIGTAIL	-	SPARE. PP POSITION 8
	12F FROM SOUTH CROSS OVER /RAMP C	9	SPLICE	PIGTAIL	-	SPARE. PP POSITION 9
	12F FROM SOUTH CROSS OVER /RAMP C	10	SPLICE	PIGTAIL	-	SPARE. PP POSITION 10
	12F FROM SOUTH CROSS OVER /RAMP C	11	SPLICE	PIGTAIL	-	SPARE. PP POSITION 11
	12F FROM SOUTH CROSS OVER /RAMP C	12	SPLICE	PIGTAIL	-	SPARE. PP POSITION 12

FIBER OPTIC SPLICE TABLE NOTES:

1. ALL FIBER OPTIC PIGTAILS SHALL BE TERMINATED ON PATCH PANELS (PP).
2. FIBER OPTIC CABLE BENDS SHALL EXCEED THE MINIMUM BENDING RADIUS FOR THE CABLE AT ALL TIMES DURING THE INSTALLATION, MODIFICATION, REPAIR, SPLICING OR IN THE PERMANENT CONDITION.
3. FIBER OPTIC CABLE SHALL NOT BE SPLICED EXCEPT AS SHOWN ON THE PLANS. FIBERS NOT TERMINATED IN A SPLICE ENCLOSURE, PATCH PANEL, OR SHOWN AS THROUGH FIBERS SHALL NOT BE CUT.

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\Planset\T_015_Signal_10.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11
WIN 18595.11
HIGHWAY PLANS
vhb
PROJ. MANAGER L. ROWE
DESIGN-DETAILED MLG JAR 11/25/2025
CHECKED-REVIEWED CMB AG 11/25/2025
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES
BANGOR
I-95 EXIT 187
FIBER OPTIC SPLICE TABLES
SHEET NUMBER
T-15
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OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

RETAIN
STOP
RETAIN PLAZA SIGN
RETAIN
STOP
REMOVE
TURNING VEHICLES
TO
REMOVE SPAN POLE
REMOVE
YIELD
YIELD
RI-2
SPRINGER DR
RETAIN IRVING SIGN
REMOVE SPAN POLE
RETAIN
DO NOT ENTER
Hogan Rd
Springer Dr
D3-1a
D3-1c
R3-5L R3-5L R3-5a R3-5a R3-5R
ONLY ONLY ONLY ONLY ONLY
SPAN WIRE SYSTEM FOR NB SIGNAL APPROACH LANE USE SIGNS
REMOVE
SPEED LIMIT 35
REMOVE EXISTING OVERHEAD SPAN WIRE, SUPPORTS AND SIGNS
REMOVE
YIELD
DO NOT ENTER
BACK TO BACK
RI-2
YIELD
SPUR A
HOGAN RD (WB)
HOGAN RD (EB)
HOGAN RD
SWL
SYL
BWL
DWL
DWRL(8")
SWL(8")
PB
20'
12'
11'
2'
4'
7'
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
100+00
101+00
102+00
103+00
104+00
200+00
201+00
202+00
203+00
204+00
602+20
603+00
603+95
REMOVE
BANGOR MALL BLVD
HOGAN RD
D3-1a
D3-1b
Hogan Rd
Bangor Mall Blvd
RETAIN
SPEED ENFORCED BY RADAR
NO PARKING THIS SIDE OF STREET
BANGOR MALL BLVD
JCT
INTERSTATE MAINE
95
M2-1
M1-1a(95)
REMOVE
HOGAN RD
BANGOR MALL BLVD
RETAIN BANGOR MALL SIGN
REMOVE
JCT
INTERSTATE
95
DI-2a(ON)
Orono 7
Newport 31
REMOVE
Orono 7
Newport 31
REMOVE
NORTH
SOUTH
INTERSTATE MAINE 95
LEFT LANE

PLAN

25 0 25 50
Scale of Feet

SIGNING AND PAVEMENT MARKING LEGEND

SWL - SINGLE WHITE SOLID LINE
BWL - SINGLE WHITE BROKEN LINE (10' LINE 30' SPACE)
BYL - SINGLE YELLOW BROKEN LINE (10' LINE 30' SPACE)
SYL - SINGLE YELLOW SOLID LINE
2SLY - DOUBLE YELLOW SOLID LINE
SL - SINGLE SOLID LINE - STOPLINE (24")
DWL - DOTTED WHITE LANE LINE WITH TAPE (3' LINE 9' SPACE)
DWRL - DOTTED WHITE RECESSED THERMOPLASTIC LINE (2' LINE 6' SPACE)
- WHITE PAVEMENT MARKING SYMBOLS
DYL - DOTTED YELLOW LINE
YCH - YELLOW CROSS HATCHING (SEE DETAIL)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

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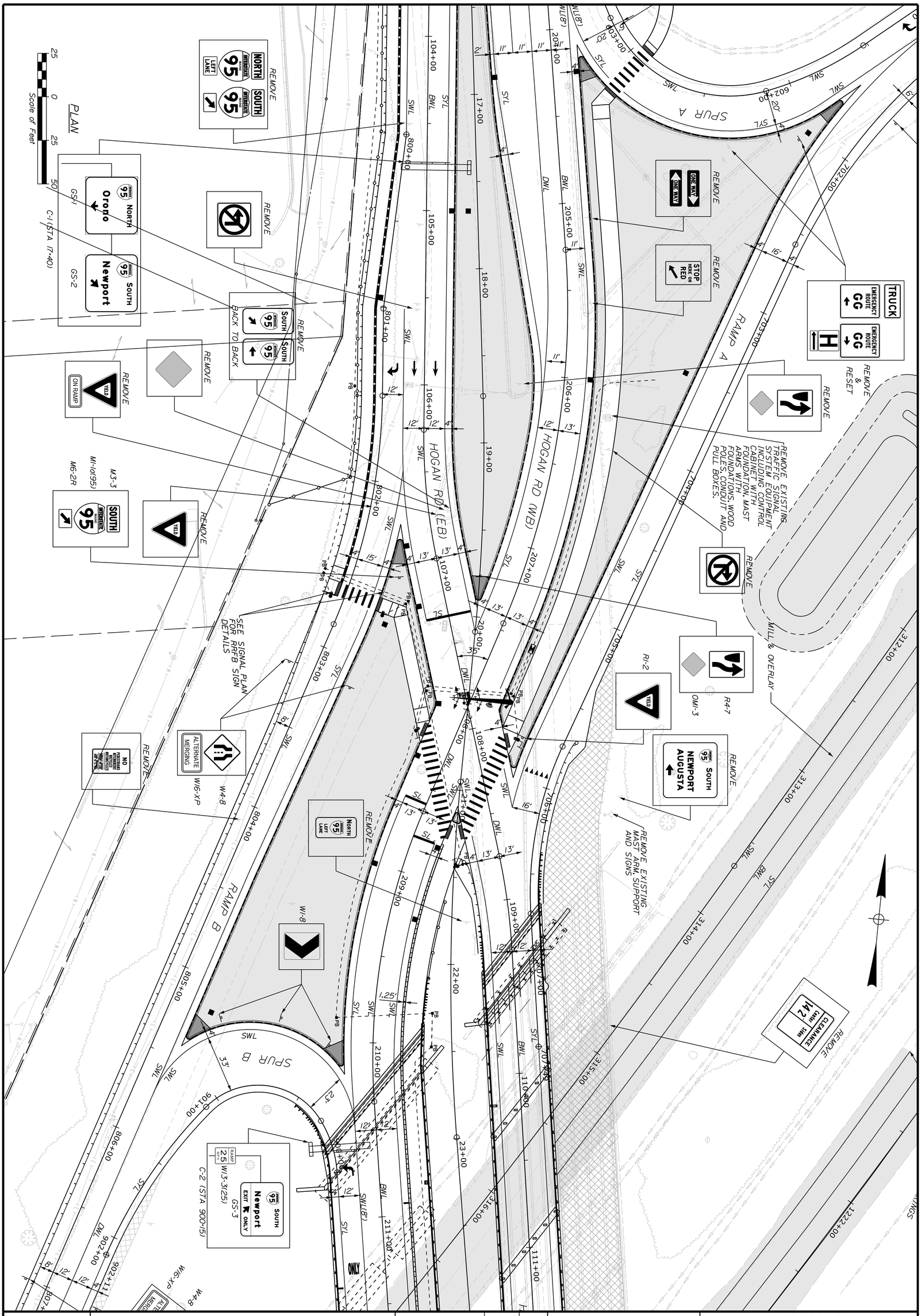
	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2	JBD	
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

SIGNING AND STRIPING PLANS (1 OF 14)

SHEET NUMBER
T-16
77
OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



BANGOR
HOGAN ROAD

SIGNING AND STRIPING PLANS (2 OF 14)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
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HIGHWAY PLANS

SHEET NUMBER
T-17
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OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2	JBD	
DESIGN3-DETAILED3	AG	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

SIGNING AND STRIPING
PLANS (3 OF 14)

SHEET NUMBER
T-18
79
OF 485

PLAN

25 0 25 50
Scale of Feet

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

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REMOVE
BACK TO BACK
YIELD
DO NOT ENTER

NORTH INTERSTATE MAINE 95
M3-1
M1-1a(95)
M6-2R

SOUTH INTERSTATE MAINE 95
Newport
EXIT ONLY
GS-4

Hogan Rd
GS-5

NORTH INTERSTATE MAINE 95
Orono
GS-6

OH-1 (STA 219+50)

REMOVE EXISTING OVERHEAD SPAN WIRE, SUPPORTS AND SIGNS

RETAIN CITGO SIGN

SPAN WIRE SYSTEM FOR SB SIGNAL APPROACH LANE USE SIGNS

REMOVE
NO PARKING THIS SIDE OF STREET

REMOVE
SOUTH INTERSTATE MAINE 95
LEFT LANE
NORTH INTERSTATE MAINE 95

RETAIN EXISTING PLAZA SIGN

REMOVE
↑ Newport 31
Orono 7 ↗

↑ Newport 31
Orono 7 ↗
DI-2d(NO)

HOGAN RD (WB)

HOGAN RD (EB)

RAMP C

SPUR C

ONE WAY R6-1R
R4-7
OM1-3
ONE WAY R6-1L
DO NOT ENTER R5-1
ONE WAY R6-1R
DO NOT ENTER R5-1

REMOVE
SPEED LIMIT 35

R3-5L R3-5L R3-5a R3-6R
ONLY ONLY ONLY

RELOCATE
REMOVE
REMOVE
PREPARE TO STOP WHEN FLASHING
WRONG WAY

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

SIGNING AND STRIPING PLANS (4 OF 14)

SHEET NUMBER
T-19
80
OF 485

REMOVE

NO PARKING THIS SIDE OF STREET

REMOVE

SOUTH INTERSTATE MAINE 95 LEFT LANE

NORTH INTERSTATE MAINE 95

RETAIN EXISTING PLAZA SIGN

REMOVE

Newport 31
Orono 7

Newport 31
Orono 7

DI-2o(NO)

RETAIN

SPEED LIMIT 25

Hogan Rd
Haskell Rd

D3-1a
D3-1d

REMOVE

HOGAN RD
HASKELL RD

HASKELL RD

1302+00
1301+00
1300+00

HOGAN RD (WB)

223+00
224+00
225+00
225+12
35+00
36+00
37+00
38+00
39+00
40+00
41+00
41+50

SWL
BWL
SYL

HOGAN RD (EB)

123+00
124+00 SWL
124+77

HOGAN RD

RETAIN

E M C C

Hogan Rd
Sylvan Rd

D3-1a
D3-1e

RETAIN EXISTING BUSINESS PARK SIGN

SYLVAN RD

PB

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

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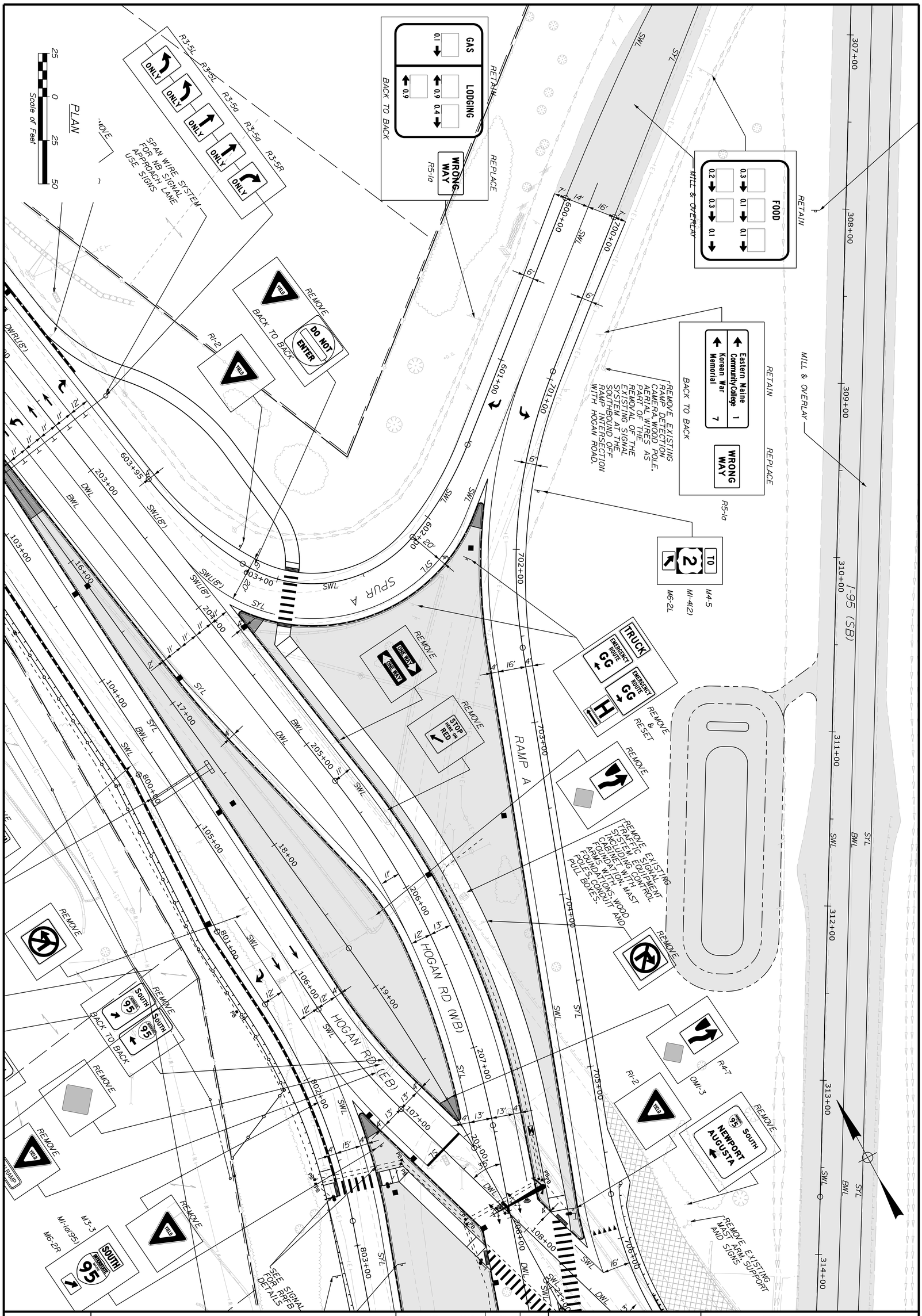
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

SIGNING AND STRIPING PLANS (5 OF 14)

SHEET NUMBER
T-20
81
OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



BANGOR
HOGAN ROAD
SIGNING AND STRIPING PLANS (6 OF 14)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

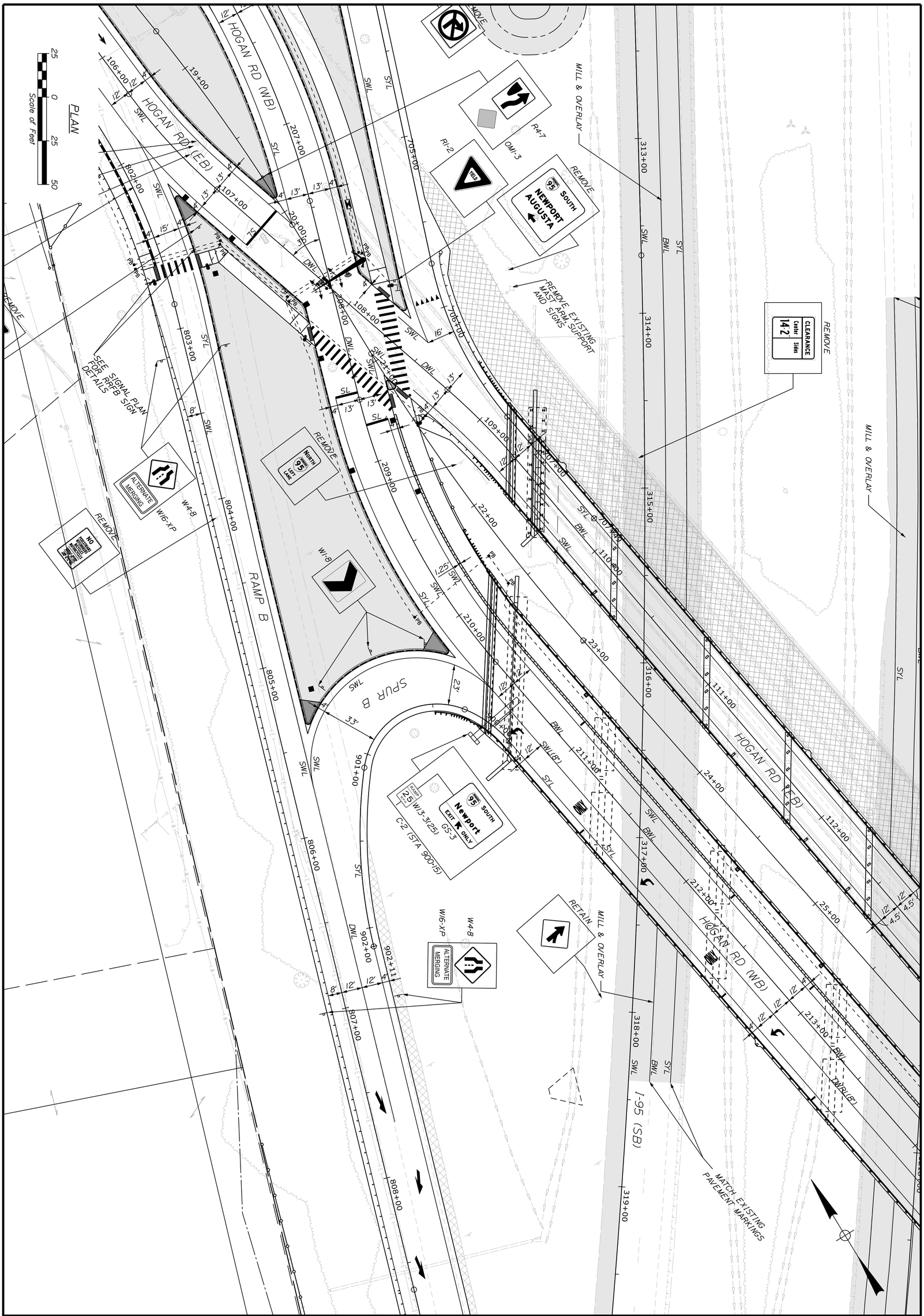
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

SHEET NUMBER T-21 82 OF 485



SHEET NUMBER T-22 83 OF 485	BANGOR HOGAN ROAD SIGNING AND STRIPING PLANS (7 OF 14)	PROJ. MANAGER L. ROWE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS

		BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Usernname: jomesdavis Date:11/25/2025

I-95 (NB)

1216+00 SWL 1215+00 BWL 1214+00 SWL 1213+00 BWL 1212+00 SYL 1211+00

MILL & OVERLAY

1002+00

12'

ING
ARKINGS

I-95 (SB)

320+00 SWL 321+00 322+00 323+00 SWL(8") SWL(8") 324+00 DWL 325+00 326+00

10'

4'

12'

SYL

SWL

14'

RAMP B

809+00 810+00 811+00 812+00 813+00 814+00 815+00

3' 8' 3' 8'

12'

RI-2

YIELD

REMOVE

YIELD

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

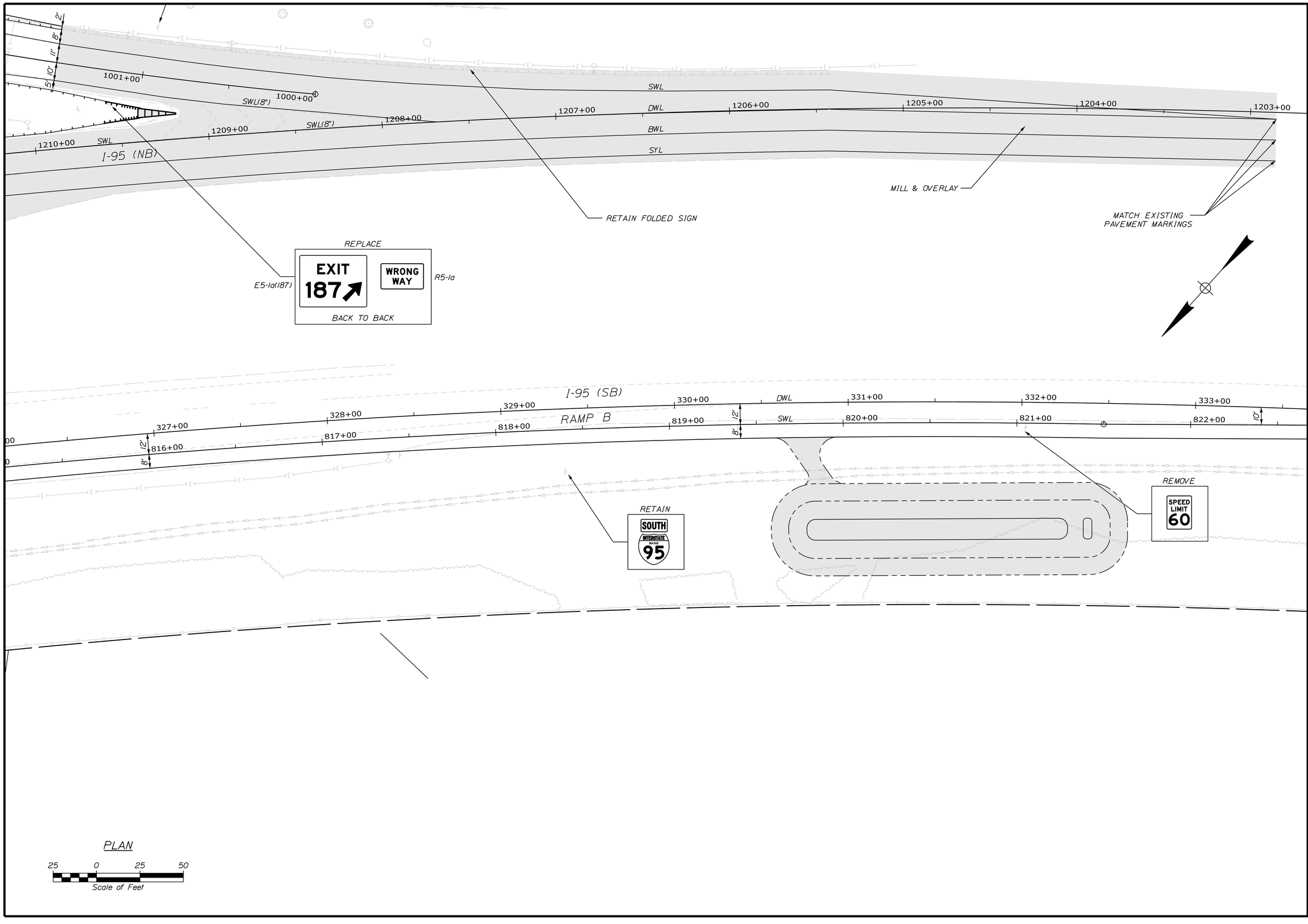
	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	EOF	JBD	11/25/2025
CHECKED-REVIEWED	EOF	AG	11/25/2025
DESIGN2-DETAILED2	EOF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 (SB)/RAMP B

SIGNING AND STRIPING
PLANS (8 OF 14)

SHEET NUMBER
T-23
84
OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95

SIGNING AND STRIPING
PLANS (9 OF 14)

SHEET NUMBER
T-24
85
OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

1203+00 1202+00 1201+00 1200+00

333+00 334+00 335+00 336+00 336+17

822+00 823+00 824+50

10' DWL SWL

MATCH EXISTING PAVEMENT MARKINGS

I-95 SB

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

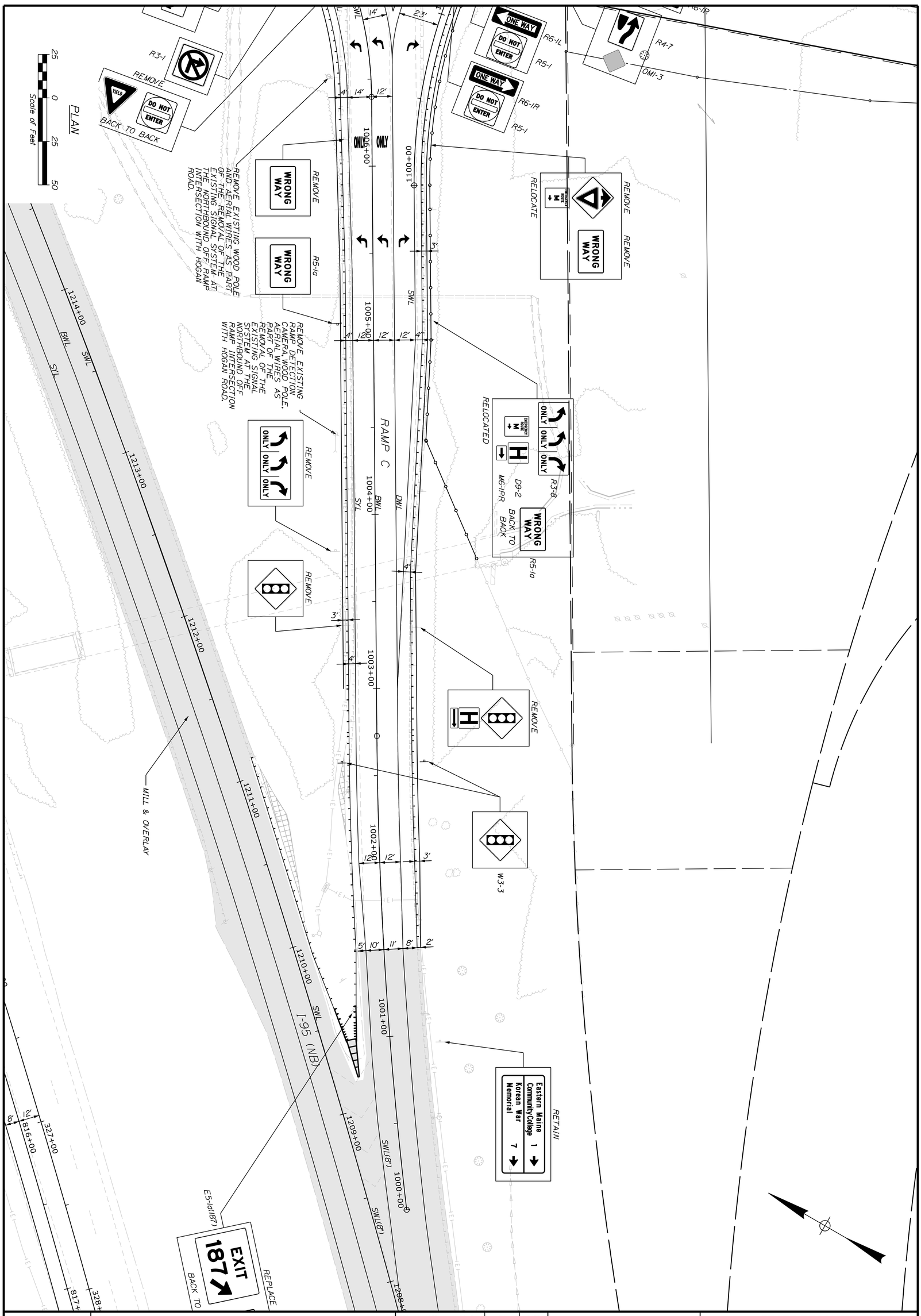
vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 (SB)

SIGNING AND STRIPING
PLANS (10 OF 14)

SHEET NUMBER
T-25
86
OF 485



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 (NB)/RAMP C

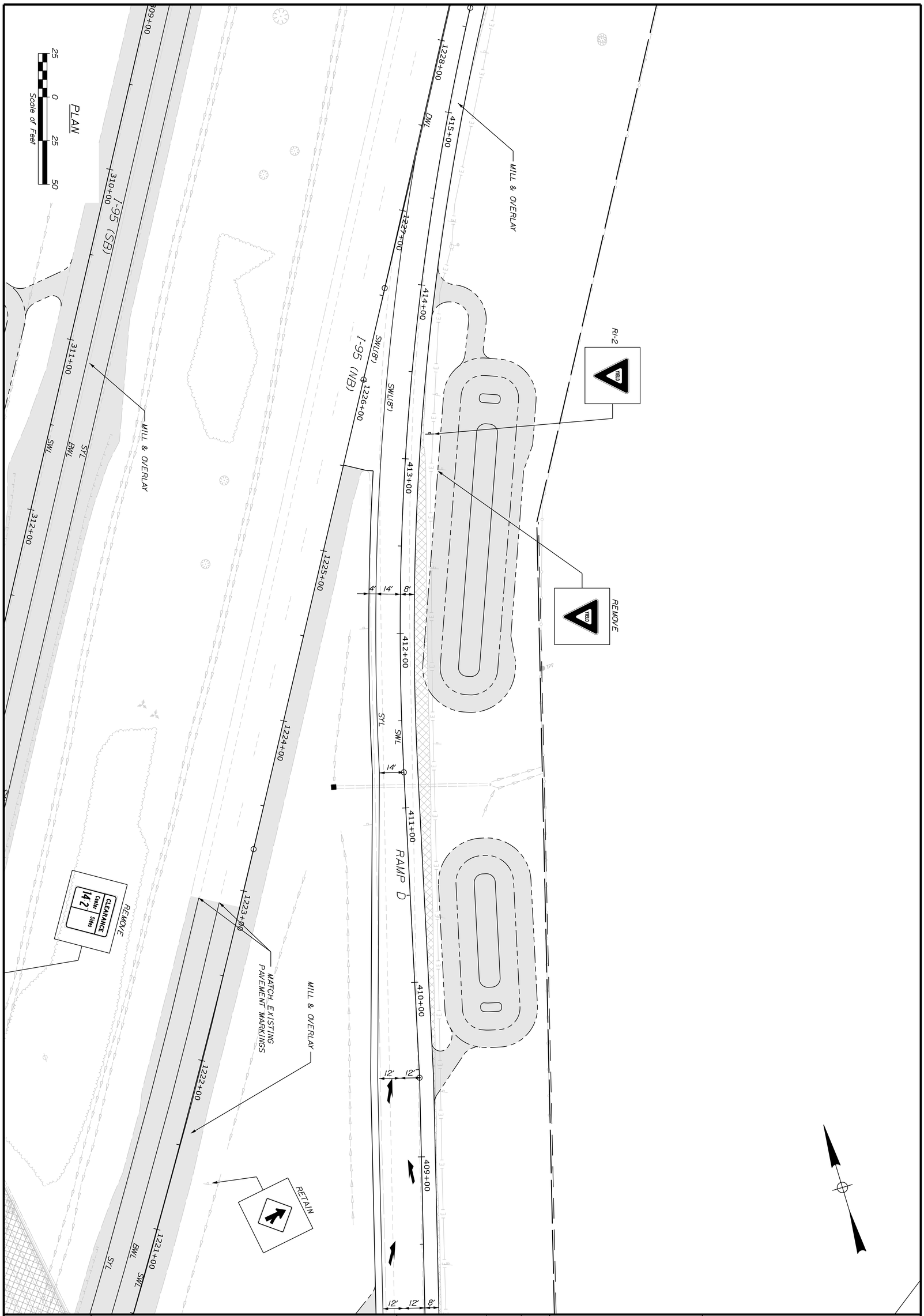
SIGNING AND STRIPING PLANS (11 OF 14)

SHEET NUMBER T-26 87 OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



BANGOR
I-95/RAMP D

SIGNING AND STRIPING PLANS (12 OF 14)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

SHEET NUMBER
T-27
88
OF 485

Filename: ...\T_016_SignStripePlans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF		
CHECKED-REVIEWED	ECF		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95/RAMP D

SIGNING AND STRIPING
PLANS (13 OF 14)

SHEET NUMBER
T-28
89
OF 485

PLAN

25 0 25 50
Scale of Feet

RAMP D
I-95 (NB)

423+00 1235+00 422+00 421+00 1234+00 420+00 1233+00 419+00 1232+00 418+00 1231+00 417+00 1230+00 416+00 1229+00

4:1 3:1 4:1 3:1 4:1 4:1

SWL
DWL

I-95 (SB)

+00 DWL 302+00 303+00 304+00 305+00 306+00 307+00 308+00

SYL
BWL
SWL
SWL(8")
SWL(8")
SYL
SYL

MATCH EXISTING PAVEMENT MARKINGS

MILL & OVERLAY

REPLACE REMOVE

W13-2(30)

EXIT 30 M.P.H.

WRONG WAY

BACK TO BACK

REPLACE

E5-1a

EXIT 187

WRONG WAY

R5-1a

BACK TO BACK

RELOCATE

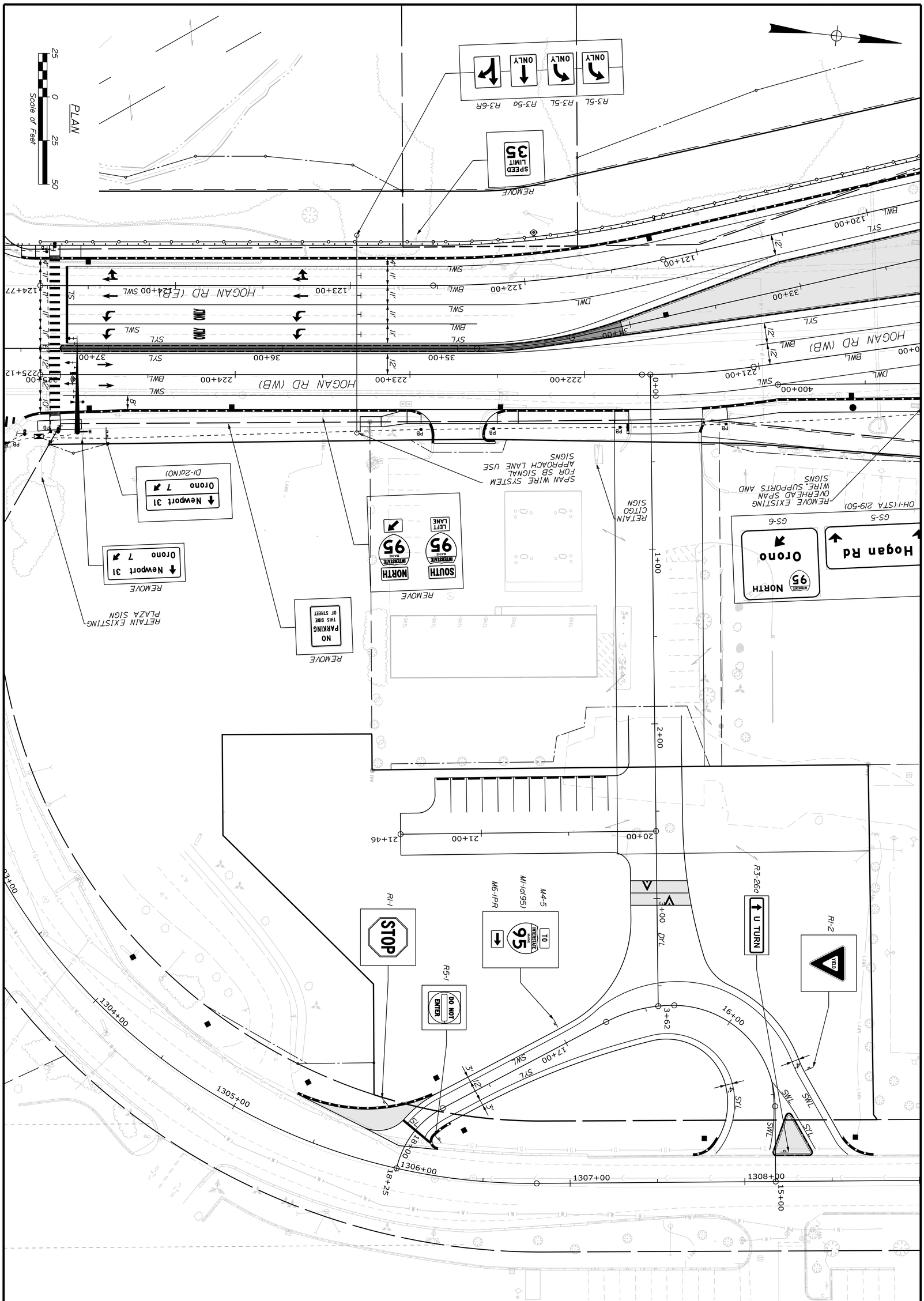
STATE LAW
MOVE OVER FOR EMERGENCY VEHICLES

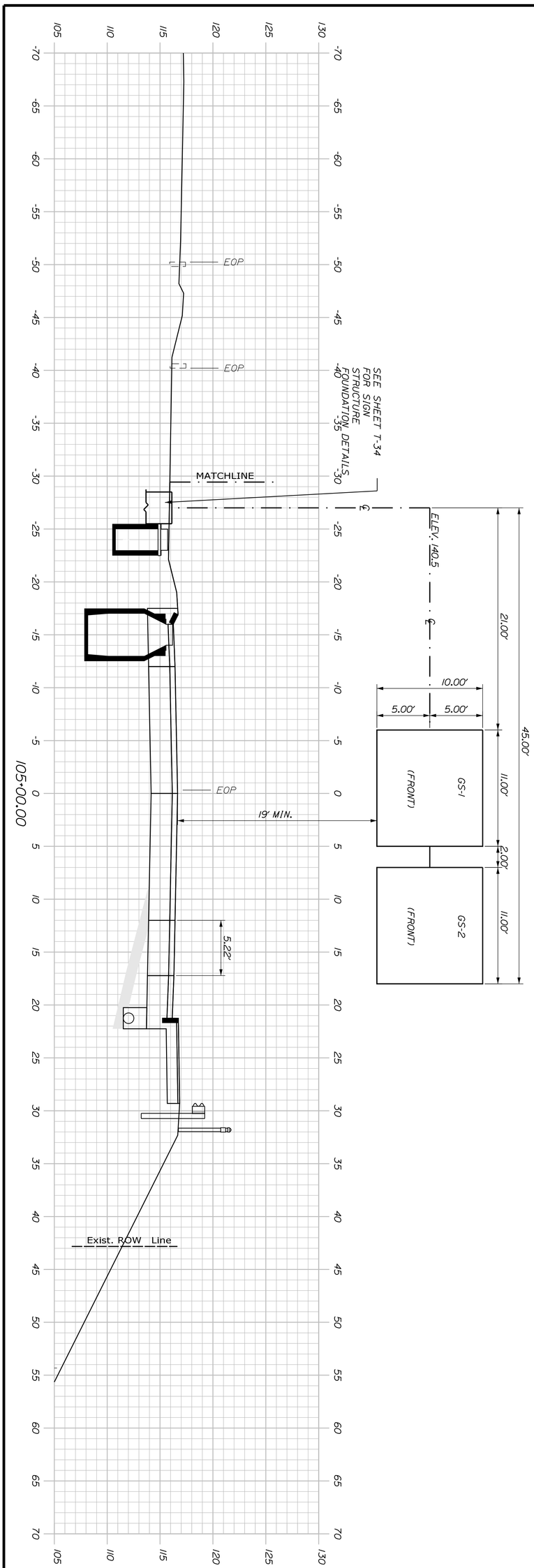
RETAIN

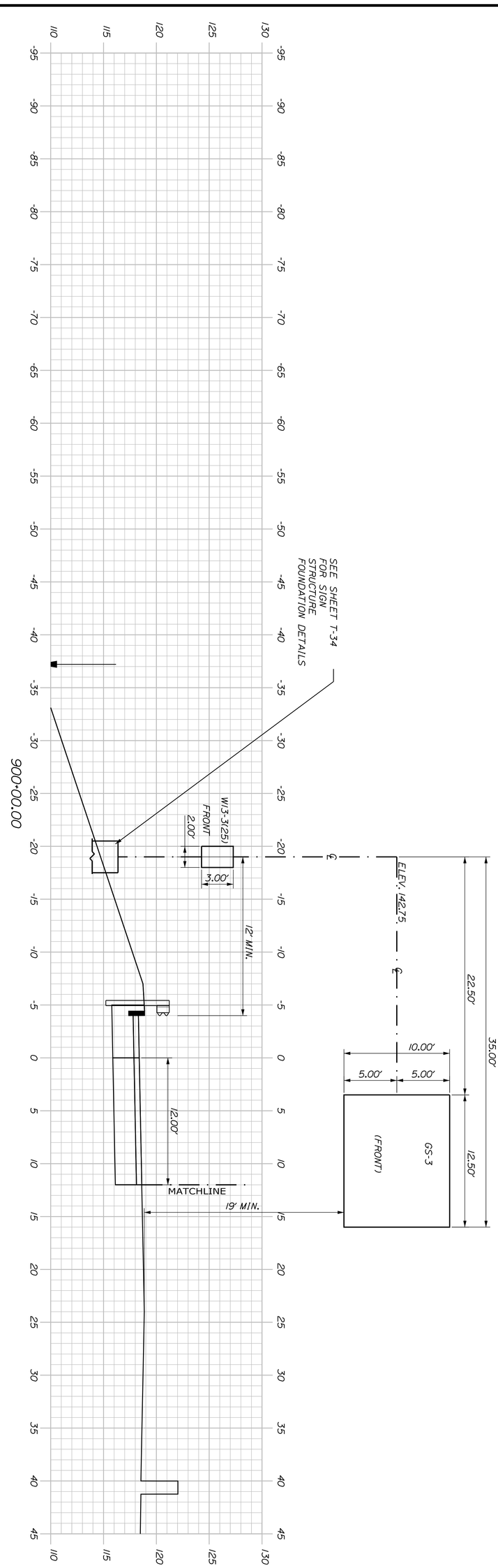
FOOD

0.3 0.1 0.1

0.2 0.3 0.1


PLAN
Scale of Feet
25 0 25 50
HOGAN RD (EB)
HOGAN RD (WB)
ONLY
R3-5L
R3-5R
SPEED LIMIT 35
REMOVE
Newport 31
Orono 7
D1-2d(NO)
RETAIN EXISTING PLAZA SIGN
NO PARKING THIS SIDE OF STREET
SPAN WIRE SYSTEM FOR SB SIGNAL APPROACH LANE USE SIGNS
RETAIN CITGO SIGN
REMOVE EXISTING OVERHEAD SPAN WIRE SUPPORTS AND SIGNS
OH-1(STA 219+50)
NORTH
SOUTH
INTERSTATE ROUTE 95
LEFT LANE
Orono
Hogan Rd
GS-5
GS-6
R1-1
STOP
M6-1PR
M4-5
M1-1(I95)
TO INTERSTATE 95
R5-1
DO NOT ENTER
R3-26a
U TURN
R1-2
YIELD
DYL
SWL
SYL
BWL
DWL
1304+00
1305+00
1306+00
1307+00
1308+00
1315+00
1318+25
1321+46
1322+00
1323+00
1324+00
1324+77
1325+12
1325+00
1326+00
1327+00
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1357+00
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1361+00
1362+00
1363+00
1364+00





PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

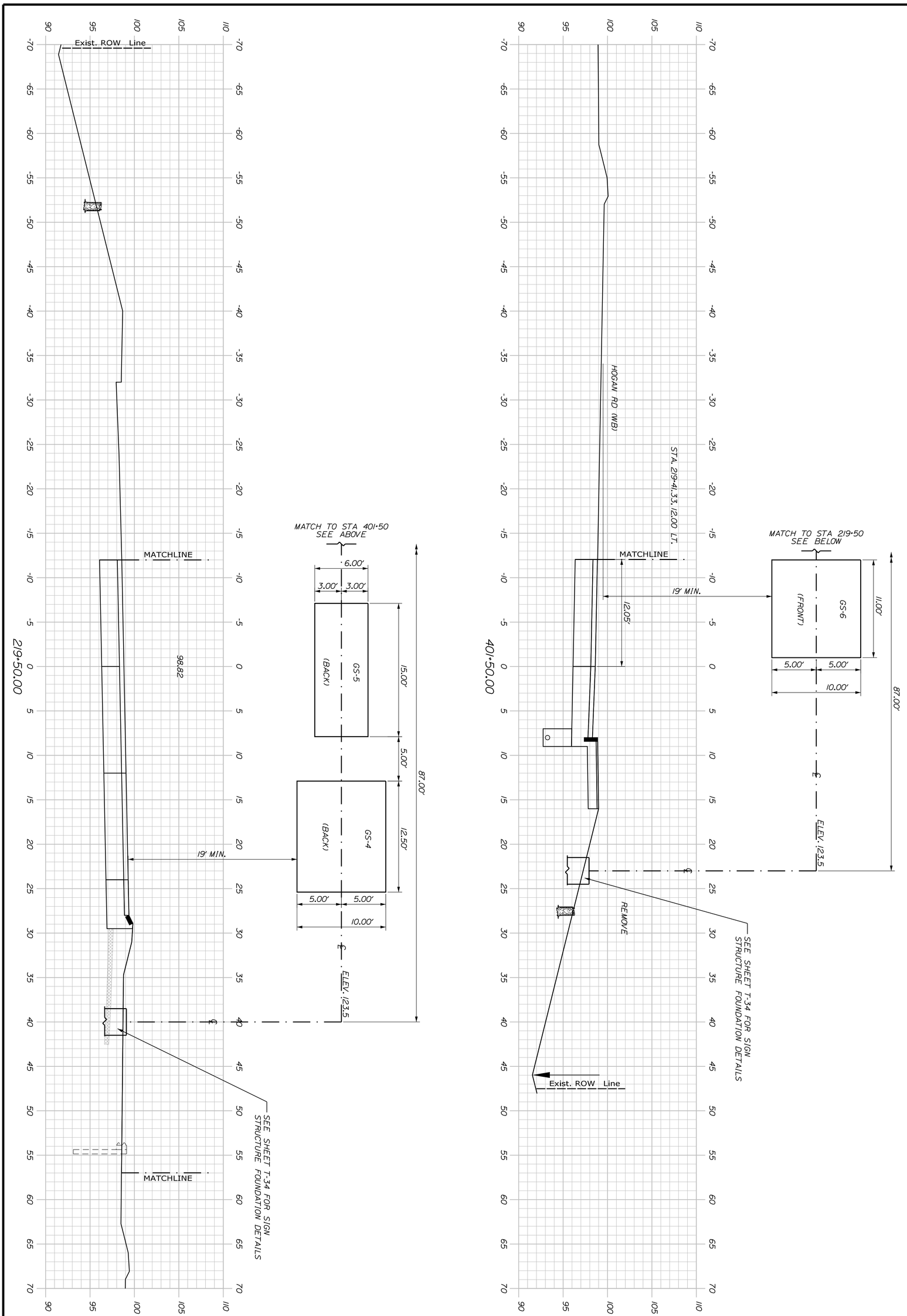
SHEET NUMBER T-30 91 OF 485

BANGOR
HOGAN RD (EB)/SPUR B
OHSS CROSS SECTIONS
(01 OF 03)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER T-31
92 OF 485

BANGOR
HOGAN RD (WB)/RAMP D
OHSS CROSS SECTIONS (02 OF 03)

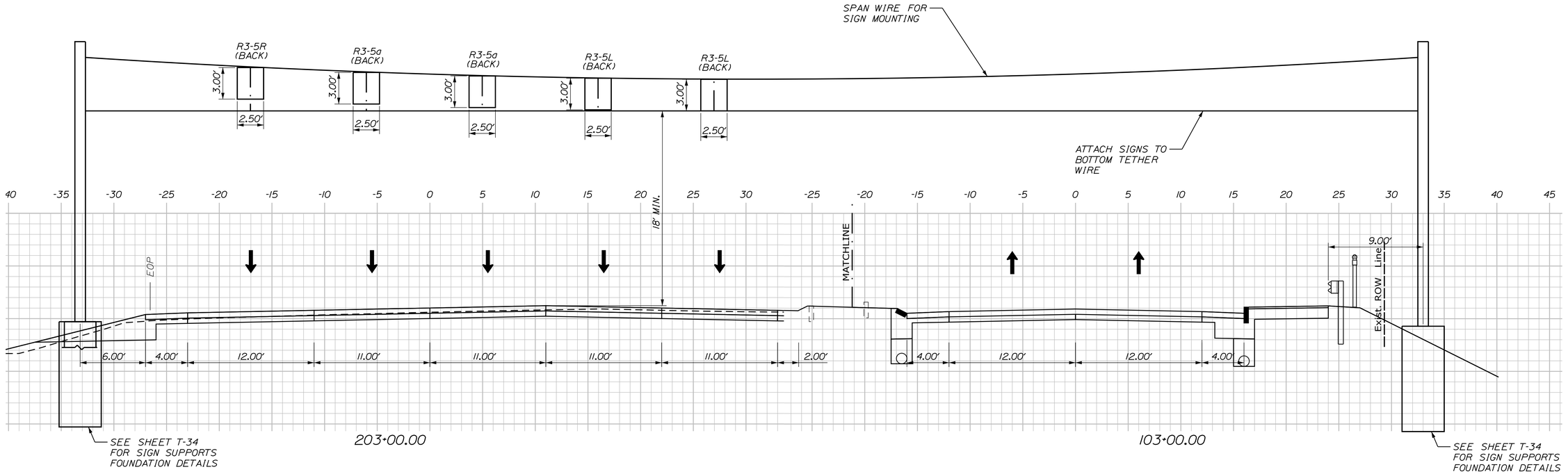
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

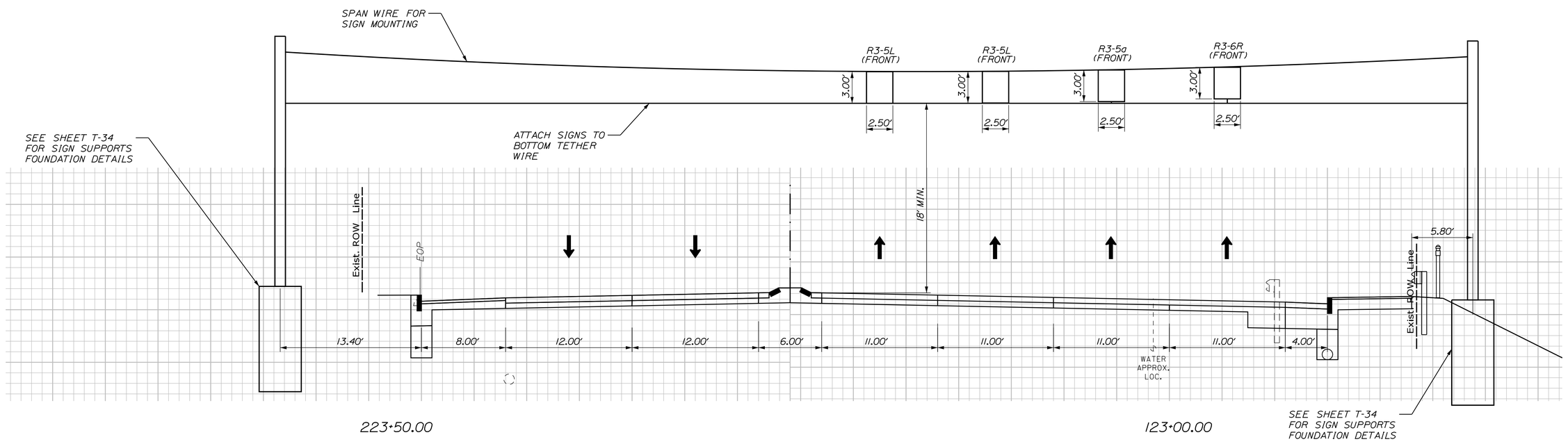
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HHOGAN ROAD

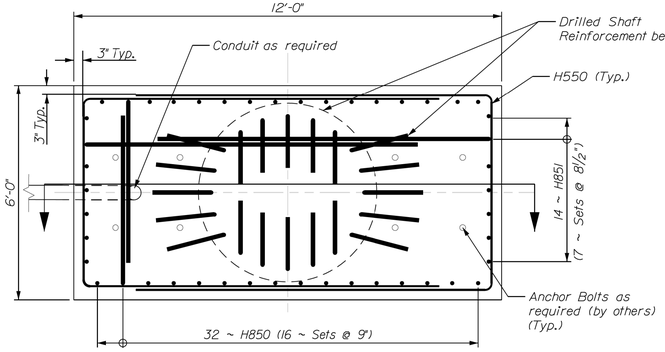
OHSS CROSS SECTIONS
(03 OF 03)

SHEET NUMBER
T-32
93
OF 485

Filename: ...\T_017_OHSSCrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

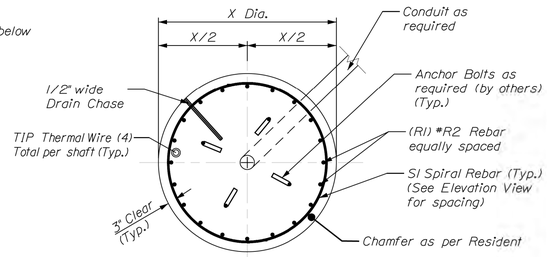
DRILLED SHAFT FOUNDATIONS

		X Diameter (feet)	L Length (feet)	R1 Longitudinal Rebar Quantity	R2 Longitudinal Rebar Size	S1 Sprial Rebar Size	D1 Spiral Bar Spacing (inches)
OHSS	C-1	6	20	27	#11	#5	8
	C-2	5	15	20	#11	#5	8
	C-1 (Right)	5	15	See Rebar Table		#5	8
	C-1 (Left)	5	15	See Rebar Table		#5	8
Spanwire Poles	Pole A (24)	4	10	21	#8	#5	12
	Pole B (24)	4	10	21	#8	#5	12
	Pole A (27)	4	10	21	#8	#5	12
	Pole B (27)	4	10	21	#8	#5	12
Mast Arms	A-M1 (12)	4	10	21	#8	#5	12
	B-M1 (12)	4	12.5	21	#8	#5	12
	C-M1 (12)	4	7.5	21	#8	#5	12
	D-M1 (12)	4	7.5	21	#8	#5	12
	C-M1 (14)	4	10	21	#8	#5	12
	A-M1 (17)	4	10	21	#8	#5	12
	D-M1 (17)	4	10	21	#8	#5	12
	D-M2 (17)	4	10	21	#8	#5	12
	A-M1 (20)	4	10	21	#8	#5	12
	B-M1 (20)	4	10	21	#8	#5	12
	C-M1 (20)	4	10	21	#8	#5	12
	D-M1 (20)	4	10	21	#8	#5	12



HAMMERHEAD PLAN VIEW

Not to Scale (Hammerhead Required for OHSS C-1 (Right) and C-1 (Left) Only)

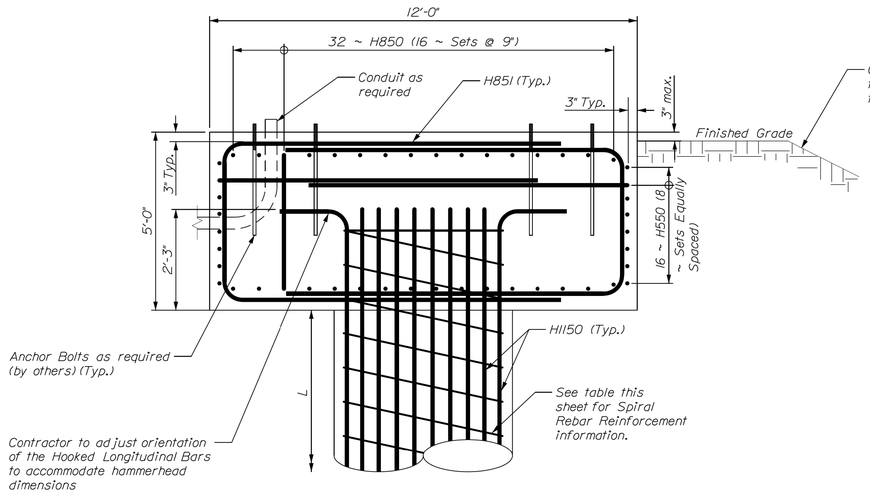


DRILLED SHAFT PLAN VIEW

Not to Scale, See Table for Drilled Shaft Dimensions and Reinforcement Information.

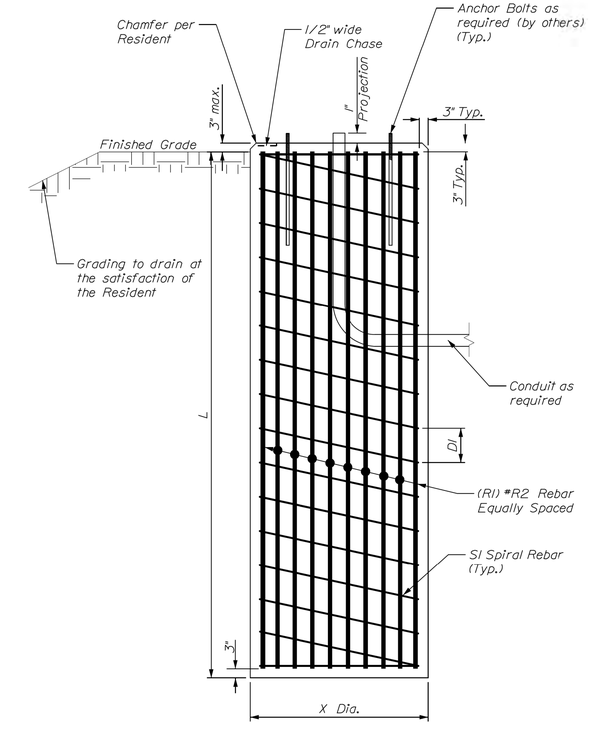
NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with f'c = 5,000 PSI.
6. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.
7. The vertical alignment of the drilled shaft excavation shall not vary from the plan alignment by more than 1/4 inch per foot of depth.
8. The length of the drilled shaft shall have a tolerance of plus 3 inches from the plan dimensions of the shaft.
9. Lap splices of the vertical drilled shaft reinforcement shall not be allowed.
10. Lap splices in the spiral reinforcement shall not be allowed in the shaft located within bedrock and for a distance of 4 ft above bedrock.
11. Mast arm foundations A-M1 (12), C-M1 (12), and D-M1 (12) are located in areas with shallow bedrock. Up to 4 feet of rock drilling may be required to achieve the drilled shaft foundation lengths.
12. Refer to Special Provision 626 Foundations, Conduit, and Junction Boxes For Highway Signing, Lighting, and Signals for overhead sign structures (OHSS).
13. The hammerhead section of overhead sign structures (OHSS) C-1 (Right) and C-1 (Left) shall be incidental to related pay items in Standard Specification Section 626 Foundations, Conduit, and Junction Boxes For Highway Signing, Lighting, and Signals.
14. The top 24" may be permanently cased at contractor's option.



HAMMERHEAD SECTION

Not to Scale (Hammerhead Required for OHSS C-1 (Right) and C-1 (Left) Only)



DRILLED SHAFT ELEVATION VIEW

Not to Scale, See Table for Drilled Shaft Dimensions and Reinforcement Information.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE — CHRISTOPHER R. BOWEN No. 15164 — REGISTERED PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE
		15164	11/25/2025

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	TRL	TRL	9/4/2025
CHECKED-REVIEWED	BLP	CCB	9/12/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

BANGOR
I-95 EXIT 187 DDI

DRILLED SHAFT DETAILS

SHEET NUMBER
T-33
94
OF 485

Date:11/24/2025 Username: Division: BRIDGE Filename: ...\MSTA\Bridge_Drilled_Shaft.dgn

Filename: ...\Bridge_Drilled_Shaft_Rebar_Table.dgn Division: BRIDGE Username: Date:11/7/2025

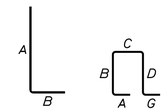
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
H850	64	13'-3"	S	0'-0"	4'-6"	4'-3"	4'-6"			0'-0"				End Vertical Bars
H851	28	24'-6"	S	0'-0"	10'-0"	4'-6"	10'-0"			0'-0"				End Vertical Bars
H550	32	25'-6"	S	0'-0"	10'-0"	5'-6"	10'-0"			0'-0"				End C-Bars
H1150	40	18'-2"	L	16'-9"	1'-5"									Drilled Shaft Bent Bar, 20 per Shaft

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Plain Reinforcing Steel: ASTM A 615, Grade 60
Stainless Steel Reinforcing: ASTM A955, Grade 75
Glass Fiber Reinforced Polymer: ASTM D7957
Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

1. The first digit(s) following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6
   Mark "P1404" = bar size #14

2. All bars shall be Plain Reinforcing Steel unless the bar number is followed by a lower case letter. The lower case letter following the bar number indicates the material of the bar.

   "S500p", p = Glass Fiber Reinforced Polymer
   "P510c", c = Low-Carbon Chromium Steel

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE ★ CHRISTOPHER E. BROWN No. 15164 ★ REGISTERED PROFESSIONAL ENGINEER

	SIGNATURE	P.E. NUMBER	DATE
		15164	11/07/2025

	PROJ. MANAGER	M. LANDON	
	DESIGN-DETAILED	TRL	9/15/2025
	CHECKED-REVIEWED	BLP	9/15/2025
	DESIGN2-DETAILED2	-	-
	DESIGN3-DETAILED3	-	-
	REVISIONS 1	-	-
	REVISIONS 2	-	-
	REVISIONS 3	-	-
	REVISIONS 4	-	-
	FIELD CHANGES	-	-

BANGOR
I-95 EXIT 187 DDI

REINFORCING SCHEDULE

SHEET NUMBER
T-34
95
OF 485

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
MI-1a(95)	24"	24"	INTERSTATE MAINE 95	SHSB	SHSB	SHSB	1 3	BLUE	WHITE	SHSB	4.00 (16.00)	MOUNT ON U-CHANNEL MOUNT TO 4x4 WOOD POST
MI-4(2)	24"	24"	2				1	WHITE	BLACK		4.00 (4.00)	MOUNT TO 4x4 WOOD POST
M2-1	21"	15"	JCT				1	WHITE	BLACK		2.19 (2.19)	MOUNT ABOVE MI-1a(95)
M3-1	24"	12"	NORTH				1	BLUE	WHITE		2.00 (2.00)	MOUNT ABOVE MI-1a(95)
M3-3	24"	12"	SOUTH				1	BLUE	WHITE		2.00 (2.00)	MOUNT ABOVE MI-1a(95)
M4-4P	24"	12"	TRUCK				1	WHITE	BLACK		2.00 (2.00)	MOUNT ABOVE M4-11
M4-5	24"	12"	TO				1 1	WHITE BLUE	BLACK WHITE		2.00 (2.00) 2.00 (2.00)	MOUNT ABOVE MI-4(2) MOUNT ABOVE MI-1a(95)
M4-11	30"	30"	EMERGENCY ROUTE GG↑				1	GREEN	WHITE		6.25 (6.25)	MOUNT TO 4x4 WOOD POST
M6-1PR	21"	15"	→				2	BLUE	WHITE		2.19 (4.38)	MOUNT BELOW MI-1a(95) AND D9-2
M6-2R	21"	15"	↗				2	BLUE	WHITE		2.19 (4.38)	MOUNT BELOW MI-1a(95)
M6-2L	21"	15"	↖				1	WHITE	BLACK		2.19 (2.19)	MOUNT BELOW MI-4(2)
RI-1	36"	36"	STOP				1	RED	WHITE		9.00 (9.00)	MOUNT ON U-CHANNEL POST
RI-2	36" x 36" x 36"		YIELD				5	RED	WHITE		3.90 (19.50)	MOUNT ON U-CHANNEL POST
	48" x 48" x 48"						2	RED	WHITE		6.93 (13.86)	MOUNT ON 4x4 WOOD POST
R3-1	24"	24"	⊘				1	WHITE	BLACK /RED		4.00 (4.00)	MOUNT TO U-CHANNEL
R3-5(L)	30"	36"	↰ ONLY				4	WHITE	BLACK		7.50 (30.00)	MOUNT ON SPAN WIRE SIGN SYSTEM
R3-5(R)	30"	36"	↱ ONLY				1	WHITE	BLACK		7.50 (7.50)	MOUNT ON SPAN WIRE SIGN SYSTEM
R3-5a	30"	36"	↑ ONLY				3	WHITE	BLACK		7.50 (22.50)	MOUNT ON SPAN WIRE SIGN SYSTEM

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2024 Edition.
BW - Breakaway

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
R3-6R	30"	36"	↱	SHSB	SHSB	SHSB	1	WHITE	BLACK	SHSB	7.50 (7.50)	MOUNT ON SPAN WIRE SIGN SYSTEM
R3-8	48"	30"	↰ ONLY | ↑ ONLY | ↱ ONLY				1	WHITE	BLACK		10.00 (10.00)	MOUNT ON 2-4x4 WOOD POSTS
R3-26a	72"	18"	↑ U TURN				1	WHITE	BLACK		9.00 (9.00)	MOUNT ON 2 U-CHANNELS
R4-7	24"	30"	↱				2	WHITE	BLACK		5.00 (10.00)	MOUNT ON 4x4 WOOD POST
R5-1	36"	36"	DO NOT ENTER				3	WHITE	RED/ BLACK		9.00 (27.00)	MOUNT BELOW R6-1
R5-1a	36"	24"	WRONG WAY				2 1 3	RED	WHITE		6.00 (36.00)	MOUNT ON BACK OF E5-1a(187) MOUNT ON BACK OF EX COMMUNITY COLLEGE/WAR MEMORIAL SIGN MOUNT ON U-CHANNEL
R6-1L	48"	18"	← ONE WAY				1	WHITE	BLACK		6.00 (6.00)	MOUNT ON U-CHANNEL
R6-1R	48"	18"	ONE WAY →				2	WHITE	BLACK		6.00 (12.00)	MOUNT TO 4x6 WOOD POST
DI-2a(ON)	72"	30"	↑ Orono 7 Newport 31 ↗	6D 6D	4.75" 3.875" 0.75" 3.875" 4.75"	6"x7" 6"x9"	1	GREEN	WHITE	2.25"	15.00 (15.00)	MOUNT ON 2-4x6 WOOD POSTS
DI-2a(NO)	72"	30"	↑ Newport 31 Orono 7 ↗	6D 6D	4.75" 3.875" 0.75" 3.875" 4.75"	6"x7" 6"x9"	1	GREEN	WHITE	2.25"	15.00 (15.00)	MOUNT ON 2-4x6 WOOD POSTS
D3-1a	42"	12"	Hogan Rd	6D	3" 3"		4	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ABOVE D3-1B, D3-1C, D3-1D, D3-1E
D3-1b	48"	12"	Bangor Mall Blvd	6C	3" 3"		1	GREEN	WHITE	1.5"	4.00 (4.00)	MOUNT ON 2-4x4 WOOD POSTS
D3-1c	42"	12"	Springer Dr	6C	3" 3"		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ON 4X4 WOOD POST
D3-1d	42"	12"	Haskell Rd	6D	3" 3"		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ON 4X4 WOOD POST
D3-1e	42"	12"	Sylvan Rd	6D	3" 3"		1	GREEN	WHITE	1.5"	3.50 (3.50)	MOUNT ON 4X4 WOOD POST
D9-2	24"	24"	H	SHSB	SHSB	SHSB	1	BLUE	WHITE	SHSB	4.00 (4.00)	MOUNT BELOW R3-8

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2024 Edition.
BW - Breakaway

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

SIGN SUMMARY SHEET
(1 OF 2)

SHEET NUMBER
T-35
96
OF 485

Filename: ...\Plonset\T_018_SignSummary.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
E5-1a(187)	96"	60"	EXIT 187 ↗	SHSB	SHSB	SHSB	2	GREEN	WHITE	SHSB	40.00 (80.00)	MOUNT TO EXISTING BREAKAWAY STEEL BEAM
OM1-1	18"	18"					2	YELLOW			2.25 (4.50)	MOUNT BELOW R4-7
W1-8	18	24"					3	YELLOW	BLACK		3.00 (9.00)	MOUNT ON U-CHANNEL
W3-3	48"	48"					2	YELLOW	BLACK		16.00 (32.00)	MOUNT ON 6x6 WOOD POST
W13-3(25)	24"	30"	RAMP 25 MPH				1	YELLOW	BLACK		5.00 (5.00)	MOUNT ON CANTILEVER SIGN SUPPORT
W4-8	36"	36"					4	YELLOW	BLACK		9.00 (36.00)	MOUNT ON 4x6 WOOD POST
W13-2	36"	48"	EXIT 30 M.P.H.				1	YELLOW	BLACK		12.00 (12.00)	MOUNT ON 4x6 WOOD POST
W16-XP (MODa)	24"	18"	ALTERNATE MERGING				4	YELLOW	BLACK		3.00 (12.00)	MOUNT BELOW W4-8

Identification Number	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Background	Legend Border			
GS-1	132"	120"	95 NORTH Orono ↓	12.10E 16/12EM	13" 15.5" 12" 11.5"	36"x36" 24"x16"	1	GREEN	WHITE	12.00"	110.00 (110.00)	MOUNT ON CANTILEVER SIGN STRUCTURE
GS-2	132"	120"	95 SOUTH Newport ↗	12.10E 16/12EM	13" 15.5" 12" 11.5"	36"x36" 24"x16"	1	GREEN	WHITE	12.00"	110.00 (110.00)	MOUNT ON CANTILEVER SIGN STRUCTURE
GS-3	150"	120"	95 SOUTH Newport EXIT ↖ ONLY	12.10E 16/12EM 10E	12" 15" 21.5" 9.5"	36"x36" 20"x22.5"	1	GREEN/ YELLOW	WHITE/ BLACK	12.00"	125.00 (125.00)	MOUNT ON CANTILEVER SIGN STRUCTURE
GS-4	150"	120"	95 SOUTH Newport EXIT ↓ ONLY	12.10E 16/12EM 10E	12" 15" 21.5" 9.5"	36"x36" 16"x11"	1	GREEN	WHITE	12.00"	125.00 (125.00)	MOUNT TO OVERHEAD SIGN STRUCTURE
GS-5	180"	72"	↓ Hogan Rd ↓	16/12EM	16" 12" 12"	24"x16"	1	GREEN	WHITE	12.00"	90.00 (90.00)	MOUNT TO OVERHEAD SIGN STRUCTURE
GS-6	132"	120"	95 NORTH Orono ↗	12. 10E 16/12EM	12" 14" 12" 12"	36"x36" 18"x18"	1	GREEN	WHITE	12.00"	110.00 (110.00)	MOUNT TO OVERHEAD SIGN STRUCTURE
GM-1	36"	72"	95 NORTH ↖	8.6D	9" 6" 9"	24"x24" 9"x13.5"	1	GREEN	WHITE	6.00"	18.00 (18.00)	MOUNT TO 6x6 WOOD POST

STATE OF MAINE
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HIGHWAY PLANS

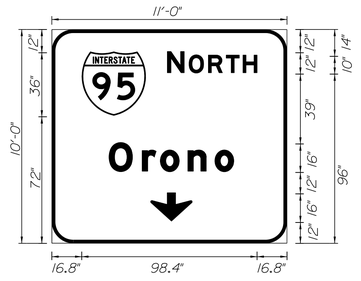
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			DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

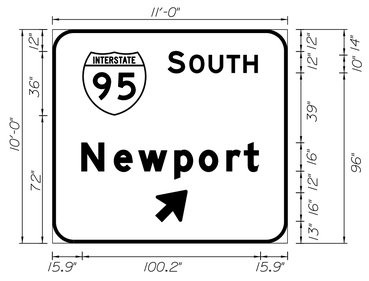
BANGOR
I-95 EXIT 187
SIGN SUMMARY SHEET
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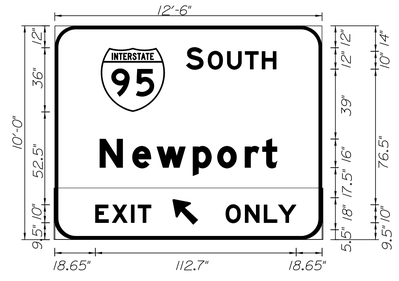
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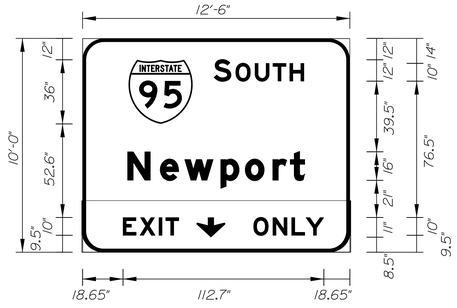
GUIDE SIGN GS-1
HOGAN ROAD SOUTHBOUND
NEW SUPPORT STRUCTURE
STA 17+40
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 110.0 SF



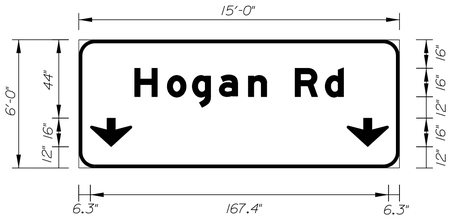
GUIDE SIGN GS-2
HOGAN ROAD SOUTHBOUND
NEW SUPPORT STRUCTURE
STA 17+40
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 110 SF



GUIDE SIGN GS-3
HOGAN ROAD NORTHBOUND
NEW SUPPORT STRUCTURE
STA 900+15
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 125.00 SF



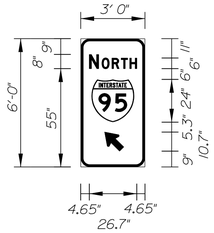
GUIDE SIGN GS-4
HOGAN ROAD NORTHBOUND
NEW SUPPORT STRUCTURE
STA 219+40
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 125.00 SF



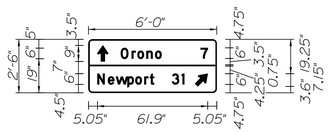
GUIDE SIGN GS-5
HOGAN ROAD NORTHBOUND
NEW SUPPORT STRUCTURE
STA 219+40
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 90.00 SF



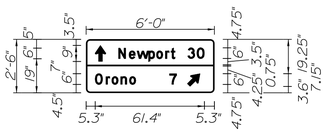
GUIDE SIGN GS-6
HOGAN ROAD NORTHBOUND
NEW SUPPORT STRUCTURE
STA 219+40
OVERHEAD TRUSS MOUNTED
TYPE I SIGN
ALUMINUM PLANK
AREA = 110.00 SF



GUIDE SIGN GM-1
HOGAN ROAD SOUTHBOUND
STA 114+95
SINGLE 6x6 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 18.00 SF



GUIDE SIGN D1-2a(ON)
HOGAN ROAD SOUTHBOUND
STA 102+08
DOUBLE 4x6 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 15.00 SF



GUIDE SIGN D1-2a(NO)
HOGAN ROAD NORTHBOUND
STA 37+00
DOUBLE 4x6 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 15.00 SF

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HIGHWAY PLANS

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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
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GUIDE SIGN DETAILS
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GUIDE SIGN D3-1a
HOGAN ROAD SOUTHBOUND
MOUNT ABOVE D3-1b, D3-1c, D3-1d, D3-1e ON SAME POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 3.50 SF

GUIDE SIGN D3-1b
HOGAN ROAD SOUTHBOUND
STA 11+32
DOUBLE 4x4 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 5.00 SF

GUIDE SIGN D3-1d
HOGAN ROAD SOUTHBOUND
STA 37+59
SINGLE 4x4 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 3.50 SF

GUIDE SIGN D3-1b
HOGAN ROAD SOUTHBOUND
STA 11+32
DOUBLE 4x4 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 5.00 SF

GUIDE SIGN D3-1e
HOGAN ROAD SOUTHBOUND
STA 38+60
SINGLE 4x4 WOOD POST
TYPE 2 SIGN
SHEET ALUMINUM
AREA = 3.50 SF

STA 100+27
TYPE II SIGN ASSEMBLY
SINGLE
U-CHANNEL POST
AREA = 6.19 SF

STA 218+35
TYPE II SIGN ASSEMBLY
SINGLE 4x4
WOOD POST
AREA = 8.19 SF

STA 107+06
TYPE II SIGN ASSEMBLY
SINGLE 4x4
WOOD POST
AREA = 8.19 SF

STA 28+00
TYPE II SIGN ASSEMBLY
SINGLE 4x4
WOOD POST
AREA = 8.25 SF

STA 701+60
TYPE II SIGN ASSEMBLY
SINGLE 4X4
WOOD POST
AREA = 8.19 SF

STA 17+00
TYPE II SIGN ASSEMBLY
SINGLE 4X4
WOOD POST
AREA = 8.19 SF

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
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DESIGN2-DETAILED2			
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REVISIONS 3			
REVISIONS 4			
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BANGOR
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MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TRAFFIC CONTROL PHASING AND DETAILS INCLUDED IN THIS CONTRACT ARE CONCEPTUAL ONLY TO INDICATE A REASONABLE PHASING SCHEME TO CONSTRUCT THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING, SUBMITTING, AND MAINTAINING A FULL TRAFFIC CONTROL PLAN IN ACCORDANCE WITH SECTION 652.
2. ALL TRAFFIC CONTROL EQUIPMENT AND DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, THE CONTRACT SPECIFICATIONS, AND APPLICABLE TRAFFIC CONTROL STANDARDS AND PRACTICES.
3. ALL TRAFFIC CONTROL EQUIPMENT AND LAYOUTS SHALL CONFORM TO THE 11TH EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CHAPTER 6.
4. ALL TRAFFIC CONTROL SIGNS, SIGN SUPPORT STRUCTURES, CHANNELIZING DEVICES, FLASHING ARROW BOARDS, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AND OTHER TRAFFIC CONTROL EQUIPMENT ALONG THE ROADSIDE SHALL MEET OR EXCEED MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) TEST LEVEL 3 (TL-3) REQUIREMENTS, REGARDLESS OF WHERE IMPLEMENTED ON THE PROJECT.
5. ALL ORANGE CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE WITH TYPE IX SHEETING.
6. PLACEMENT OF CONSTRUCTION SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO ENSURE PROPER SIGHT LINES TO THE CONSTRUCTION SIGNS AS DETERMINED BY THE RESIDENT.
7. ANY SIGNS, EQUIPMENT OR DEVICES FOUND TO BE DAMAGED OR UNSERVICEABLE SHALL BE REPLACED A THE CONTRACTOR'S EXPENSE, UNLESS DAMAGED BEYOND FUNCTIONABILITY BY A COLISION.
8. THE CONTRACTOR SHALL MAINTAIN POSITIVE PROTECTION FOR ALL ROADSIDE AND ROADWAY HAZARDS, INCLUDING AT LOCATIONS WHERE EXISTING GUARDRAIL OR TRAFFIC BARRIER IS REMOVED.
9. THERE IS CURRENTLY NO ACCESSIBLE PEDESTRIAN PATH TO CROSS I-95 ALONG HOGAN ROAD; THEREFORE, THE CONTRACTOR WILL NOT BE REQUIRED TO MAINTAIN A PEDESTRIAN PATH THROUGH THE WORK AREA DURING CONSTRUCTION.
10. DURING NIGHT OPERATIONS, TEMPORARY WORK LIGHTING SHALL BE DIRECTED AWAY FROM APPROACHING LANES OF TRAFFIC.
11. I-95 NORTHBOUND LANE CLOSURES WILL NOT BE PERMITTED FROM JULY 1ST TO SEPTEMBER 7TH IN ANY YEAR.
12. I-95 TRAFFIC WILL NOT BE PERMITTED TO RUN ON GRAVEL SURFACES AT ANY TIME.
13. I-95 RAMP TRAFFIC, ONCE BEYOND THE INTERSECTION WITH HOGAN ROAD, WILL NOT BE PERMITTED TO RUN ON GRAVEL SURFACES AT ANY TIME.
14. HOGAN ROAD TRAFFIC WILL NOT BE PERMITTED TO RUN ON GRAVEL SURFACES FOR MORE THAN TWO CALENDAR WEEKS. WITHIN TWO CALENDAR WEEKS, ALL TRAFFIC-BEARING GRAVEL SURFACES SHALL BE PAVED.

TCP PHASE 1

CONSTRUCTION WORK IN TCP PHASE 1 GENERALLY INCLUDES:
- CONSTRUCT THE PROPOSED BRIDGE, HOGAN ROAD NO. 2 WITH APPROACH WORK.
- CONSTRUCT AND PLACE INTO SERVICE THE TEMPORARY RAMP B (SOUTHBOUND ON RAMP).
- CONSTRUCT SPUR B (SOUTHBOUND ON RAMP) INCLUDING THE INSTALLATION OF ULTRA-LIGHTWEIGHT FOAMED GLASS AGGREGATE.
- CONSTRUCT SPUR C (NORTHBOUND OFF RAMP); CONSTRUCTION OF THIS EMBANKMENT SHALL BE AN INITIAL TASK TO ALLOW FOR SETTLEMENT.
- CONSTRUCT THE REVERSE DIRECTION JUGHANDLE; MAKE OPERATIONAL AS SOON AS FEASIBLE.
- PLACE TEMPORARY PAVEMENT AT TRANSITION AREAS.

NOTE: STEP 1, STEP 2, AND STEP 3 WORK MAY BE CONDUCTED IN ANY ORDER OR CONCURRENTLY.

STEP 1: CONSTRUCT THE TEMPORARY SOUTHBOUND ON RAMP.

1A: ESTABLISH I-95 SB LANE CLOSURE NORTH OF EXIT 187.
1B: SHIFT THE I-95 SB TRAVEL LANE TO THE LEFT SOUTH OF THE HOGAN ROAD OVERPASS.
- OVER THE LENGTH OF THE SHIFT, THE TRAVEL LANE WIDTH CAN BE REDUCED TO 11-FOOT (MINIMUM).
- THE LANE SHIFT SHALL MAINTAIN A MINIMUM LEFT SHOULDER OF 2 FEET.
- THE LANE SHIFT SHALL BE BASED ON A SPEED 65 MPH.

1C: SHIFT THE EXISTING RAMP B ACCELERATION LANE INTO THE GORE AREA AND USE THE MAINLINE RIGHT LANE AS THE ACCELERATION LANE.
- OVER THE LENGTH OF THE SHIFT, THE TRAVEL LANE WIDTH CAN BE REDUCED TO 11-FOOT (MINIMUM).
- PLACE TEMPORARY CONCRETE BARRIER BETWEEN THE REVISED ACCELERATION LANE AND THE PROPOSED SHOULDER RECONSTRUCTION. MAINTAIN A MINIMUM OF A 1-FOOT SHOULDER.

1D: MAINTAIN THE TWO LANES IN THE OFFSET CONDITION THROUGH THE WORK ZONE, THEN SHIFT THE LANES BACK TO EXISTING.
1E: BEHIND THE BARRIER, CONSTRUCT THE SOUTHERN PORTION (STATION 812+50 +/- TO THE PROJECT LIMITS) OF THE PROPOSED SOUTHBOUND ACCELERATION LANE TO ITS FINAL CONDITION :
- SAWCUT AND FULL DEPTH PAVEMENT REMOVAL AND GRADING FOR BASE PAVEMENT.
- FULL DEPTH EXCAVATION FROM THE EDGE OF EXISTING PAVEMENT TO DAYLIGHT.
- PAVE THE PROPOSED ACCELERATION LANE.
- INSTALL TEMPORARY LIGHTING AND REMOVE EXISTING LIGHT POLES FROM STATION 812+50 TO STATION 821+00.
- INSTALL CONDUIT FOR LIGHTING FROM STATION 812+50 TO STATION 821+00.
- INSTALL LIGHT POLE FOUNDATIONS FROM STATION 812+50 TO STATION 821+00.
- INSTALL BMP S.
- CLEAR AS NECESSARY AND INSTALL RIPRAP AT THE BOX CULVERT AT STATION 813+50.
- LOAM AND SEED SLOPES TO FINAL CONDITION FROM STATION 812+50 +/- TO PROJECT LIMITS.
- INSTALL GUARDRAIL FROM STATION 812+00 TO THE PROJECT LIMITS. TEMPORARILY ATTACH GUARDRAIL TO JERSEY BARRIER AT STATION 812+00. AT THE CONTRACTOR'S OPTION. TEMPORARY CONCRETE BARRIER MAY BE UTILIZED . THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE CONDITION OF ANY FINAL PAVEMENT.

1F: COMPLETE THE REQUIRED CLEARING ADJACENT TO THE SOUTHBOUND ON RAMP.
1G: AT STATION 807+75, INSTALL THE PROPOSED RCP AND RIPRAP.

NOTE: THE CONTRACTOR IS RESPONSIBLE TO ENSURE SURFACE WATER CONTINUES TO FLOW FROM THE EAST TO WEST SIDES OF THE SB ON RAMP. INSTALLATION OF THE PROPOSED RCP (STA 807+75 +/-) AND THE ABANDONING OF THE EXISTING CMP (STA 808+50 +/-) SHALL BE COORDINATED BY THE CONTRACTOR. AS PER SPECIAL PROVISION 105, SELECT CLOSURES OF THE RAMP ARE PERMITTED.

1H: BUILD THE EMBANKMENT FOR THE TEMPORARY RAMP B FROM HOGAN ROAD TO STATION 811+00 +/-.
1I: INSTALL THE DOWNSTREAM PORTION OF THE RCP AT STATION 802+75 RT AND THE RIPRAP DOWNSPOUT. BLOCK THE CULVERT'S INLET TO BE COMPLETED IN A FUTURE PHASE.
1J: WITH THE USE OF FLAGGERS AT NIGHT, REMOVE THE EASTERN HALF OF THE ISLAND AT STATION 106+75 AND PAVE FLUSH. RELOCATE THE EXISTING SIGNS TO THE WEST SIDE OF THAT ISLAND.
1K: DURING AN EXTENDED WEEKEND CLOSURE UNDER THE CONDITIONS SPECIFIED IN SPECIAL PROVISION 105, CONSTRUCT AND PAVE THE TEMPORARY RAMP FROM HOGAN ROAD TO STATION 812+50 +/-.
1L: WITH THE USE OF FLAGGERS AT NIGHT, CONSTRUCT AND PAVE THE TEMPORARY SPUR FOR LEFT TURNING TRAFFIC ONTO THE TEMPORARY RAMP B.
1M: PLACE TRAFFIC ON THE TEMPORARY RAMP B, AND THE PROPOSED ACCELERATION LANE.
1N: WHEN TRAFFIC HAS BEEN SHIFTED TO THE TEMPORARY RAMP B, BUILD AND PAVE RAMP B TO FINAL CONDITIONS TO THE LEFT OF THE 800 SERIES ALIGNMENT.

STEP 2: REDUCE THE NORTHBOUND OFF RAMP TO A SINGLE LANE.

2A: TEMPORARILY CLOSE THE I-95 NB RIGHT LANE AS PER MUTCD TYPICAL APPLICATION 42B SUCH THAT THE EXISTING GORE AREA IS CONTAINED IN THE WORK ZONE.
2B: LENGTHEN THE EXISTING THEORETICAL GORE WITH TEMPORARY STRIPING SUCH THAT THE EXISTING OFF RAMP IS REDUCED TO A SINGLE LANE.
2C: INSTALL A MASH COMPLIANT BARRIER TERMINAL AND TEMPORARY CONCRETE BARRIER ALONG THE LEFT SIDE OF THE OFF RAMP BEGINNING IN THE GORE AREA AND ENDING BY TYING INTO THE EXISTING GUARDRAIL AT STATION 1007+50 +/-.
2D: AT THE RAMP'S INTERSECTION WITH HOGAN ROAD, RIGHT TURNING TRAFFIC WILL DIVERGE AS PER EXISTING CONDITIONS. LEFT TURNING TRAFFIC WILL REMAIN IN A SINGLE LANE TO STATION 1007+50 WHERE EXISTING CONDITIONS WILL RESUME.
2E: WITH WORK AREAS ESTABLISHED ON EACH SIDE OF THE NORTHBOUND OFF RAMP (RAMP C), THE FOLLOWING TASKS SHALL BE COMPLETED:
- AT STATION 220+00 RT, EXTEND 24-INCH CULVERT AN ADDITIONAL 60+/- FEET TO THE PROPOSED TOE OF SLOPE. THIS CULVERT WILL BE ABANDONED IN A FUTURE PHASE.
- FIND THE CB OUTLET NEAR STATION 1102+00 LT. ADD AN ELBOW AND INSTALL A TEMPORARY EXTENSION 90+/- FEET TO THE PROPOSED TOE OF SLOPE. THIS CULVERT WILL BE ABANDONED IN A FUTURE PHASE.
- FIND THE CB OUTLET NEAR STATION 225+00 LT AND EXTEND ITS OUTLET IF NECESSARY.
- COORDINATION WITH THE UTILITY COMPANY TO RELOCATE POLES AND TRANSFER WIRES IS THE CONTRACTOR'S RESPONSIBILITY, BUT THE OLD POLES SHALL BE REMOVED PRIOR TO THE INSTALLATION OF THE GRAVEL COURSE.

THE EMBANKMENT SHALL BE BUILT ON THE EAST SIDE OF THE NB OFF RAMP EARLY SO THAT SETTLEMENT OVER TIME CAN BE ESTABLISHED.

STEP 3: CONSTRUCT NEW HOGAN ROAD NO. 2 BRIDGE
3A: COORDINATE WITH STILLWATER AVENUE BRIDGES DESIGN BUILD PROJECT (26095.00 AND 27176.00) TO ESTABLISH A I-95 NORTHBOUND LANE CLOSURE AND LANE SHIFT TO PROVIDE ACCESS TO A MEDIAN WORK AREA AND RIGHT SHOULDER WORK AREA FOR THE PIER CONSTRUCTION AND ABUTMENT CONSTRUCTION, RESPECTIVELY.
3B: ESTABLISH A I-95 SOUTHBOUND LANE CLOSURE AND LANE SHIFT TO PROVIDE ACCESS TO A MEDIAN WORK AREA AND RIGHT SHOULDER WORK AREA FOR THE PIER CONSTRUCTION AND ABUTMENT CONSTRUCTION, RESPECTIVELY.
3C: SEE BRIDGE CONSTRUCTION PHASING PLANS FOR ADDITIONAL DETAILS.

TCP PHASE 2

CONSTRUCTION WORK IN TCP PHASE 2 GENERALLY INCLUDES:
- TRANSITION HOGAN ROAD TRAFFIC TO THE NEW HOGAN ROAD NO. 2 BRIDGE
- PREPARE THE EXISTING HOGAN ROAD BRIDGE CARRYING EASTBOUND TRAFFIC FOR MODIFICATION IN TCP PHASE 3

STEP 1: SHIFT TWO LANES OF EASTBOUND TRAFFIC ONTO THE NEW BRIDGE
1A: DISALLOW LEFT TURNING TRAFFIC ONTO THE NORTHBOUND ON RAMP. DETOUR EASTBOUND-TO-NORTHBOUND TRAFFIC UTILIZING THE JUGHANDLE TO REVERSE DIRECTION.
1B: DISALLOW LEFT TURNING TRAFFIC FROM THE SOUTHBOUND OFF RAMP. DETOUR SOUTHBOUND-TO-EASTBOUND TRAFFIC TO STILLWATER AVENUE.
1C: THE NORTHBOUND OFF RAMP MAY BE CLOSED IN ACCORDANCE TO SPECIAL PROVISION 105 TO BUILD AND PAVE RAMP C AND SPUR C FROM STATION 1005+50 TO MATCH THE NEW BRIDGE APPROACH. CONSTRUCT THE TEMPORARY TRAFFIC SIGNAL AT THE NORTHBOUND OFF RAMP INTERSECTION WITH HOGAN ROAD BEFORE RE-OPENING THE RAMP.
1D: USING FLAGGERS FOR TRAFFIC CONTROL ALONG HOGAN ROAD, COMPLETE AND PAVE THE EAST AND WEST APPROACHES TO THE NEW BRIDGE.
1E: TRANSITION THE TWO EASTBOUND THROUGH LANES ONTO THE NEW BRIDGE.

STEP 2: SHIFT TWO LANES OF WESTBOUND TRAFFIC ONTO THE NEW BRIDGE
2A: USING FLAGGERS FOR TRAFFIC CONTROL ALONG HOGAN ROAD, COMPLETE THE TRANSITION FROM HOGAN ROAD ONTO THE SB ON RAMP.
2B: CONSTRUCT AND ACTIVATE THE TEMPORARY TRAFFIC SIGNAL AT THE SOUTHBOUND ON RAMP INTERSECTION WITH HOGAN ROAD ON THE WEST SIDE OF THE NEW BRIDGE.
2C: SHIFT TRAFFIC FROM THE TEMPORARY SOUTHBOUND ON RAMP AND ACTIVATE THE PROPOSED SOUTHBOUND ON RAMP WITH THE RIGHT SHOULDER CLOSED.
2D: TRANSITION THE TWO WESTBOUND THROUGH LANES ONTO THE NEW BRIDGE.
2E: GRADE AND CONSTRUCT A TEMPORARY LEFT TURN SPUR ONTO THE NORTHBOUND ON RAMP.

TCP PHASE 3

CONSTRUCTION WORK IN TCP PHASE 3 GENERALLY INCLUDES:
- REHABILITATE THE EXISTING HOGAN ROAD BRIDGE
- CONSTRUCT NEW APPROACHES TO THE EXISTING BRIDGE
- COMPLETE GRADING AND CONSTRUCTION OF RAMP B

STEP 1: REHABILITATE THE EXISTING HOGAN ROAD BRIDGE
1A: COORDINATE WITH THE STILLWATER AVENUE BRIDGES DESIGN BUILD PROJECT (26095.00 AND 27176.00) TO ESTABLISH A I-95 NORTHBOUND LANE CLOSURE AND LANE SHIFT SOUTH OF THE EXIT 187 NORTHBOUND OFF RAMP. CREATE A 14-FOOT WIDE TRAVEL LANE WITH MAXIMUM OFFSETS TO THE RIGHT SIDE AND MEDIAN SIDE PIERS.
1B: ESTABLISH A I-95 SOUTHBOUND LANE CLOSURE AND LANE SHIFT NORTH OF THE EXIT 187 SOUTHBOUND OFF RAMP. CREATE A 14-FOOT WIDE TRAVEL LANE WITH MAXIMUM OFFSETS TO THE RIGHT SIDE AND MEDIAN SIDE PIERS.
1C: REHABILITATE THE EXISTING HOGAN ROAD BRIDGE.
- CONTINUE TO DISALLOW LEFT TURNS FROM THE SOUTHBOUND OFF RAMP.
- PERMIT LEFT TURNS FROM HOGAN ROAD TO THE NORTHBOUND ON RAMP VIA THE TEMPORARY TRAFFIC SIGNAL.
- SET THE CATCH BASIN AT STATION 117+62.64, 17' LT TO TEMPORARY GRADE AND ADJUST LATER.
- FINALIZE EAST AND WEST APPROACHES TO THE EXISTING BRIDGE.

TCP PHASE 4

CONSTRUCTION WORK IN TCP PHASE 4 GENERALLY INCLUDES:
- TRANSITION HOGAN ROAD EASTBOUND AND WESTBOUND LANES TO FINAL CONFIGURATION.
- CONSTRUCT NEW APPROACHES TO THE EXISTING BRIDGE.
- CONSTRUCT ISLAND BETWEEN RAMP B AND HOGAN ROAD.
- CONSTRUCT ISLAND BETWEEN RAMP C AND HOGAN ROAD.
- CONSTRUCT ALL OTHER GRANITE CURBING AND ISLANDS.
- MILL AND FILL I-95 NORTHBOUND AND SOUTHBOUND.
- REMOVE TEMPORARY PAVEMENT.
- COMPLETE ALL REMAINING WORK (SIGNS, SIGNALS, LANDSCAPING, PAVEMENT, STRIPING).

STEP 1: TRANSITION HOGAN ROAD TRAVEL LANES TO FINAL CONDITION.
1A: INSTALL AND ENERGIZE FINAL TRAFFIC SIGNAL EQUIPMENT AT THE CROSS-OVER INTERSECTIONS. REMOVE TEMPORARY TRAFFIC SIGNAL EQUIPMENT.
1B: TRANSITION HOGAN ROAD EASTBOUND TRAFFIC TO REHABILITATED BRIDGE.
1C: INSTALL TEMPORARY CONCRETE BARRIER ALONG HOGAN ROAD NO. 2 BRIDGE.

STEP 2: CONSTRUCT THE PEDESTRIAN PATH ON THE HOGAN ROAD NO. 2 BRIDGE.
2A: CONSTRUCT THE PEDESTRIAN PATH BRIDGE BARRIER IN THE SHOULDER CLOSURE DEPICTED ON THE BRIDGE PLANS.
2B: INSTALL FINAL PAVING ALONG HOGAN ROAD

STEP 3: DEMOLISH EXISTING 1960 BRIDGE.

STEP 4: FINALIZE WORK ALONG I-95
4A: REMOVE ALL LANE CLOSURES ALONG I-95 NORTHBOUND AND SOUTHBOUND.
4B: COORDINATE WITH THE STILLWATER AVENUE BRIDGES DESIGN BUILD PROJECT (26095.00 AND 27176.00) TO MILL, PAVE, AND PLACE STRIPING ALONG I-95 NORTHBOUND AND SOUTHBOUND.

STEP 5: COMPLETE ALL REMAINING WORK ITEMS:
- PLACE REMAINING CURB.
- INSTALL TRAFFIC SIGNS AND SIGNALS.
- INSTALL REMAINING LIGHTING.
- INSTALL ALL LANDSCAPING.
- INSTALL ALL FINAL STRIPING.

STATE OF MAINE
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HIGHWAY PLANS

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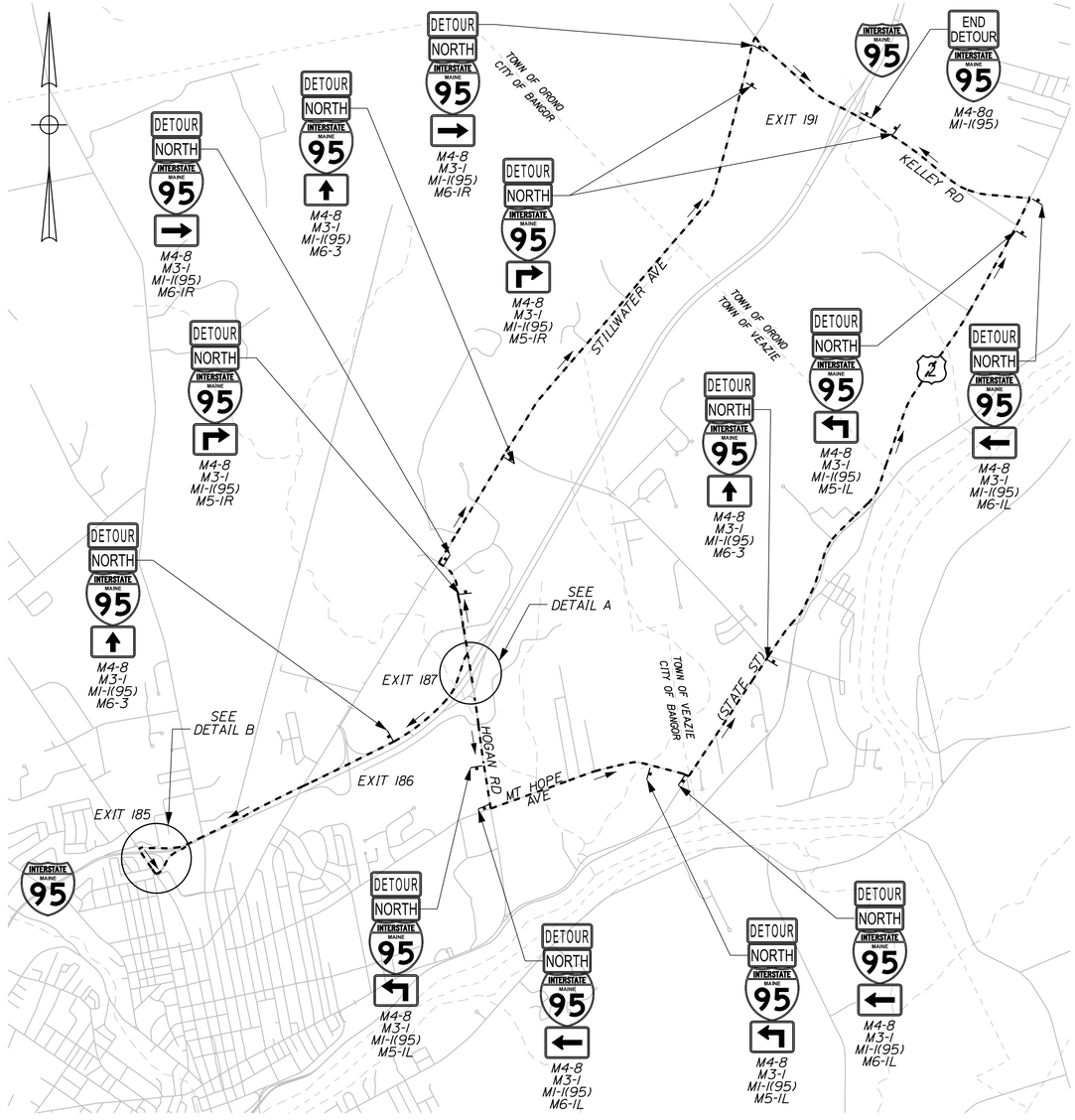
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CHECKED-REVIEWED	ECF	BY	JBD
DESIGN2-DETAILED2		DATE	11/25/2025
DESIGN3-DETAILED3		BY	AG
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
EXIT 187

MAINTENANCE OF TRAFFIC & SEQUENCING NOTES

SHEET NUMBER
P-1
100
OF 485

Filename: ...\Planset\P_000_workzone_01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



PLAN

2000 0 2000 4000

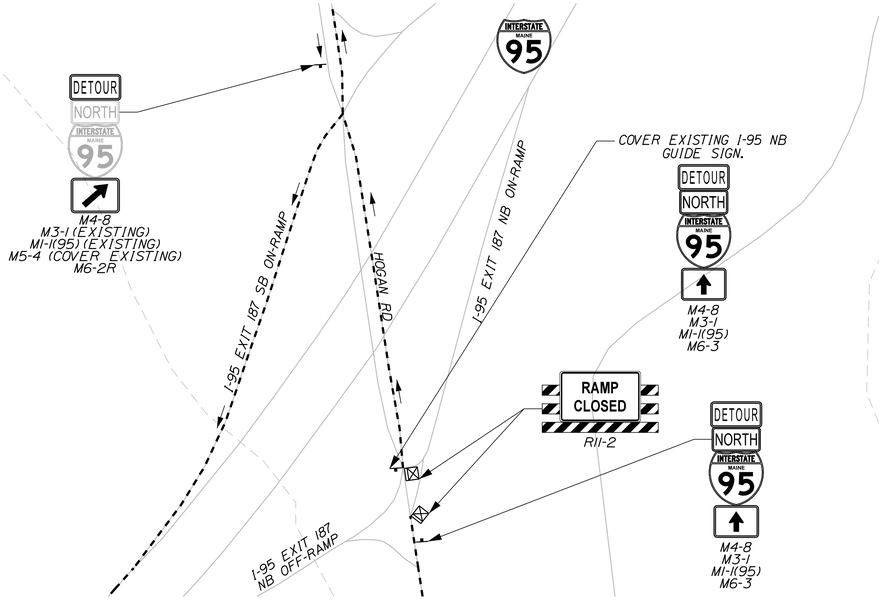
Scale of Feet

NOTES:

1. RAMP D (I-95 NB ON-RAMP) DETOUR MAP SHOWS THREE ALTERNATIVE ROUTES.
2. ALTERNATIVE 1: HOGAN ROAD WB TO STILLWATER AVENUE, TO KELLEY ROAD, TO EXIT 191 NB ON-RAMP.
3. ALTERNATIVE 2: HOGAN ROAD EB TO MT HOPE AVENUE, TO ROUTE 2 (STATE STREET) NB TO KELLEY ROAD, TO EXIT 191 NB ON-RAMP.
4. ALTERNATIVE 3: I-95 SB ON-RAMP TO EXIT 185 SB OFF-RAMP TO ROUTE 15B (BROADWAY) EB TO EXIT 185 NB ON-RAMP.

LEGEND

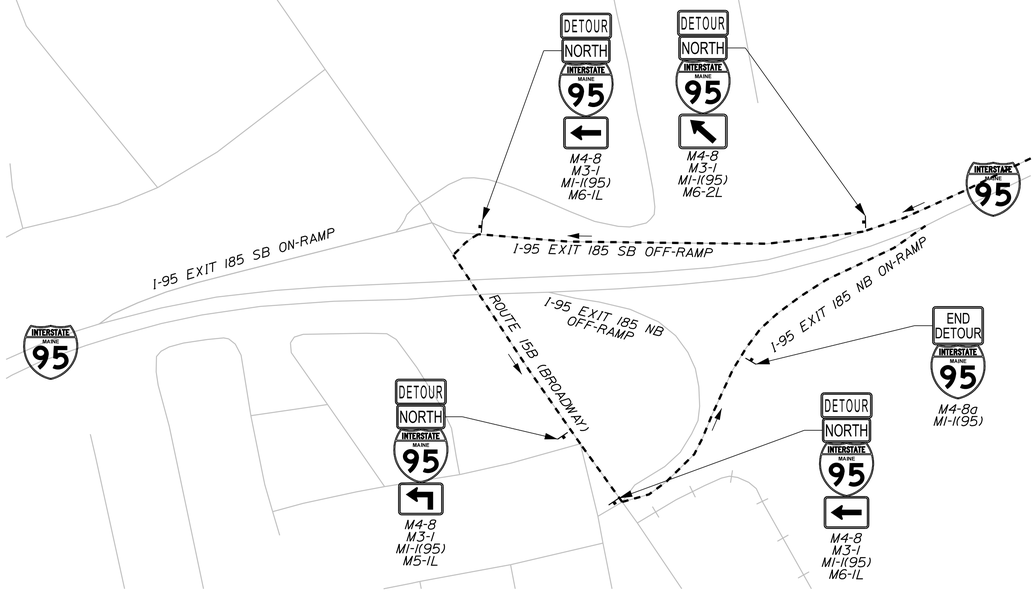
PCMS	Portable Changeable Message Sign
	Type 3 Barricade with Detour Sign
	Detour Route



DETAIL A

200 0 200 400

Scale of Feet



DETAIL B

200 0 200 400

Scale of Feet

STATE OF MAINE
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HIGHWAY PLANS

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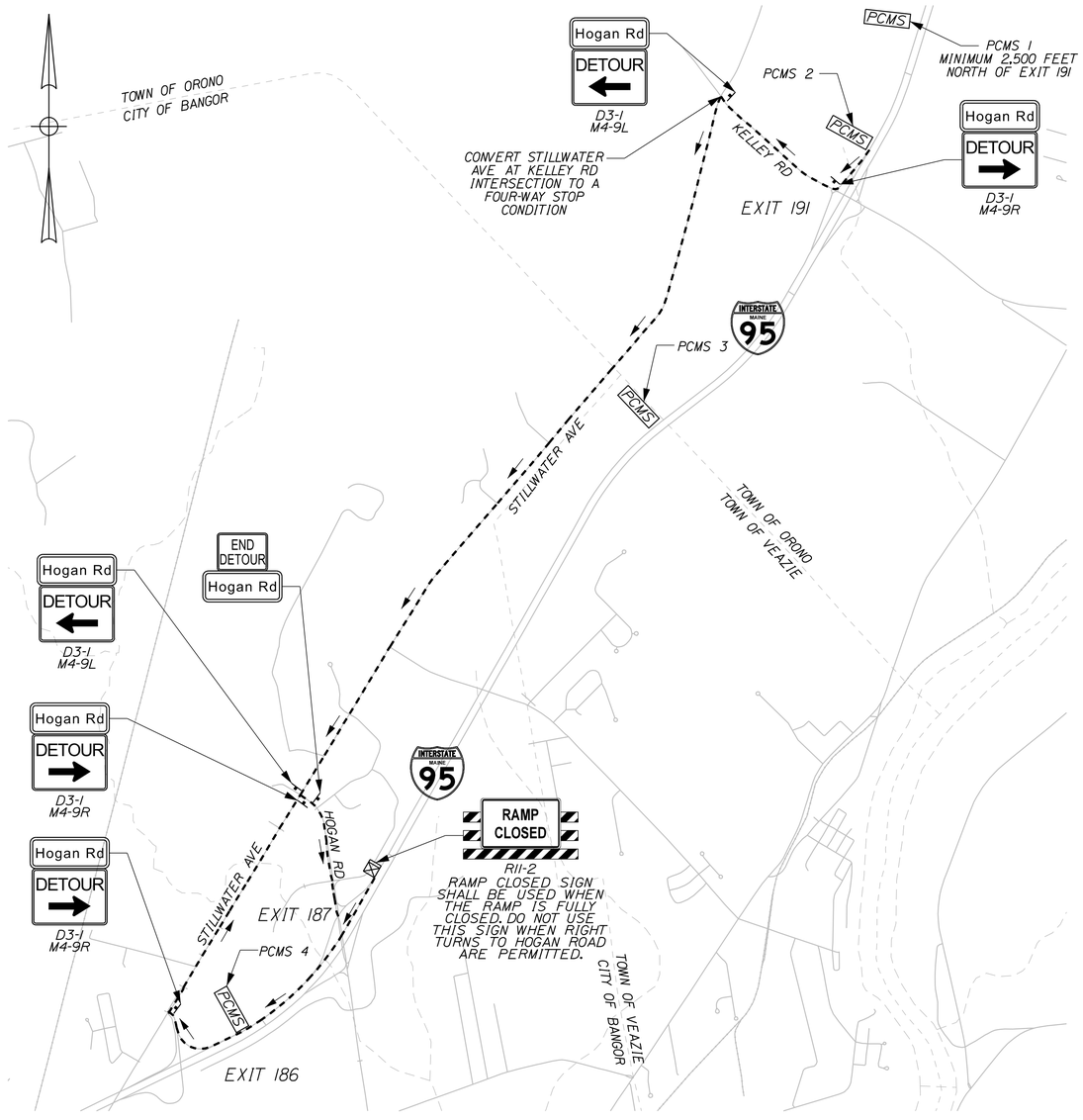
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DESIGN3-DETAILED3	AG	11/25/2025
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

DETOUR PLAN RAMP CLOSURES
(1 OF 4)

SHEET NUMBER
P-2
101
OF 485

Filename: ...\Plonset\T2_001_Detour_01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



PLAN

1500 0 1500 3000

Scale of Feet

NOTES:

1. RAMP C (I-95 SB OFF-RAMP) DETOUR MAP SHOWS TWO ALTERNATIVE ROUTES.
2. ALTERNATIVE 1: EXIT I-95 AT EXIT 191 TO KELLEY ROAD TO STILLWATER AVENUE TO HOGAN ROAD.
3. ALTERNATIVE 2: CONTINUE SOUTH OF THE EXIT 187 OFF-RAMP TO THE EXIT 186 SB OFF-RAMP TO STILL WATER AVENUE TO HOGAN ROAD.

LEGEND

PCMS	Portable Changeable Message Sign
⊠	Type 3 Barricade with Detour Sign
	Detour Route

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

ALL PCMS (1 WEEK PRIOR TO CLOSURE)

EXIT 187 SB RAMP TO CLOSE	SCREEN 1
XX/XX TO XX/XX	SCREEN 2

PCMS 1

EXIT 187 RAMP CLOSED	SCREEN 1
USE EXIT 191	SCREEN 2

PCMS 2

EXIT 187 RAMP CLOSED	SCREEN 1
FOLLOW DETOUR EXIT 191	SCREEN 2

PCMS 3

EXIT 187 RAMP CLOSED	SCREEN 1
USE EXIT 186	SCREEN 2

PCMS 4

EXIT 187 RAMP CLOSED	SCREEN 1
FOLLOW DETOUR EXIT 186	SCREEN 2

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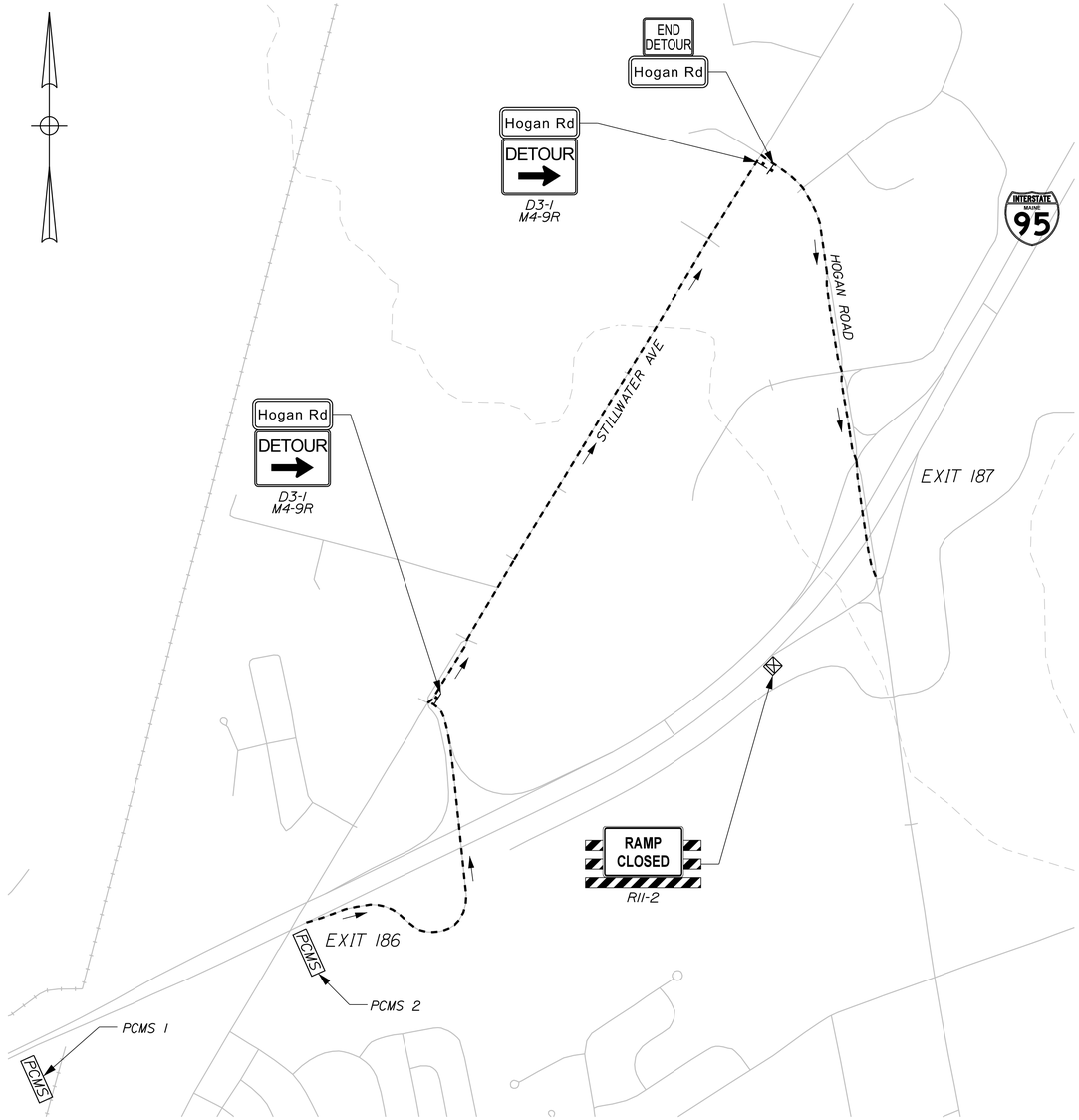
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REVISIONS 1		
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FIELD CHANGES		

BANGOR
I-95 EXIT 187

DETOUR PLAN RAMP CLOSURES
(2 OF 4)

SHEET NUMBER
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102
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Filename: ...\Planset\T2_002_Detour_02.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



PLAN

600 0 600 1200

Scale of Feet

NOTES:

1. RAMP A (I-95 NB OFF-RAMP) DETOUR MAP SHOWS ONE ALTERNATIVE ROUTE.
2. ALTERNATIVE 1: EXIT I-95 AT EXIT 186 STILLWATER AVENUE TO HOGAN ROAD.

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

ALL PCMS (1 WEEK PRIOR TO CLOSURE)		PCMS 1		PCMS 2	
EXIT 187 NB RAMP TO CLOSE	SCREEN 1	EXIT 187 RAMP CLOSED	SCREEN 1	EXIT 187 RAMP CLOSED	SCREEN 1
XX/XX TO XX/XX	SCREEN 2	USE EXIT 186	SCREEN 2	FOLLOW DETOUR EXIT 186	SCREEN 2

LEGEND

PCMS	Portable Changeable Message Sign
	Type 3 Barricade with Detour Sign
	Detour Route

STATE OF MAINE
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HIGHWAY PLANS

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		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187

DETOUR PLAN RAMP CLOSURES
(3 OF 4)

SHEET NUMBER
P-4
103
OF 485

Filename: ...\Planset\T2_003_Detour_03.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LEGEND

PCMS	Portable Changeable Message Sign
⊠	Type 3 Barricade with Detour Sign
	Detour Route

PLAN

100 0 100 200

Scale of Feet

NOTES:

1. RAMP D SPUR (I-95 NB ON-RAMP FROM HOGAN ROAD EB) DETOUR MAP SHOWS ONE ALTERNATIVE ROUTE.
2. ALTERNATIVE 1: CONTINUE EB ALONG HOGAN ROAD TO HASKELL ROAD TO REVERSE DIRECTION AT THE JUGHANDLE. RETURN TO HOGAN ROAD TO RAMP C (I-95 NB ON-RAMP)

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HIGHWAY PLANS

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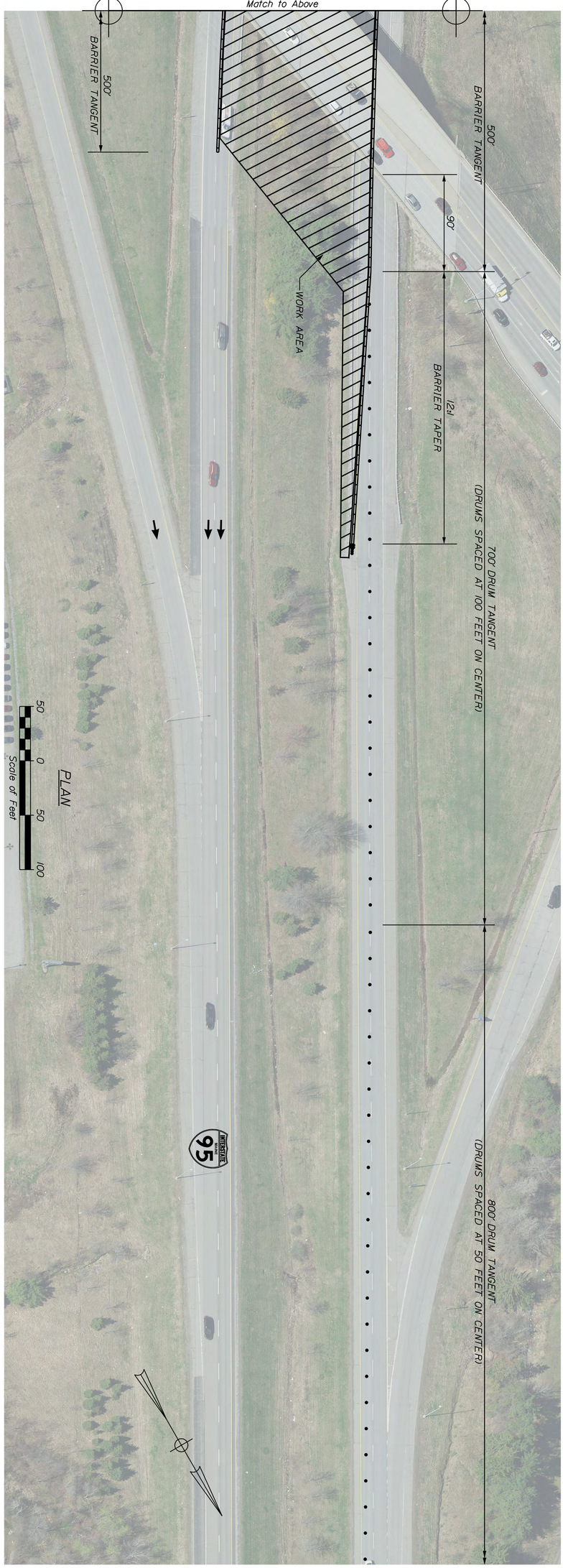
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FIELD CHANGES			

BANGOR
I-95 EXIT 187

DETOUR PLAN RAMP CLOSURES
(4 OF 4)

SHEET NUMBER
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104
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Filename: ...\Planset\T2_004_Detour_04.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





BANGOR
I-95 EXIT 187

TCP PHASE 1
I-95 LEFT LANE CLOSURE

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

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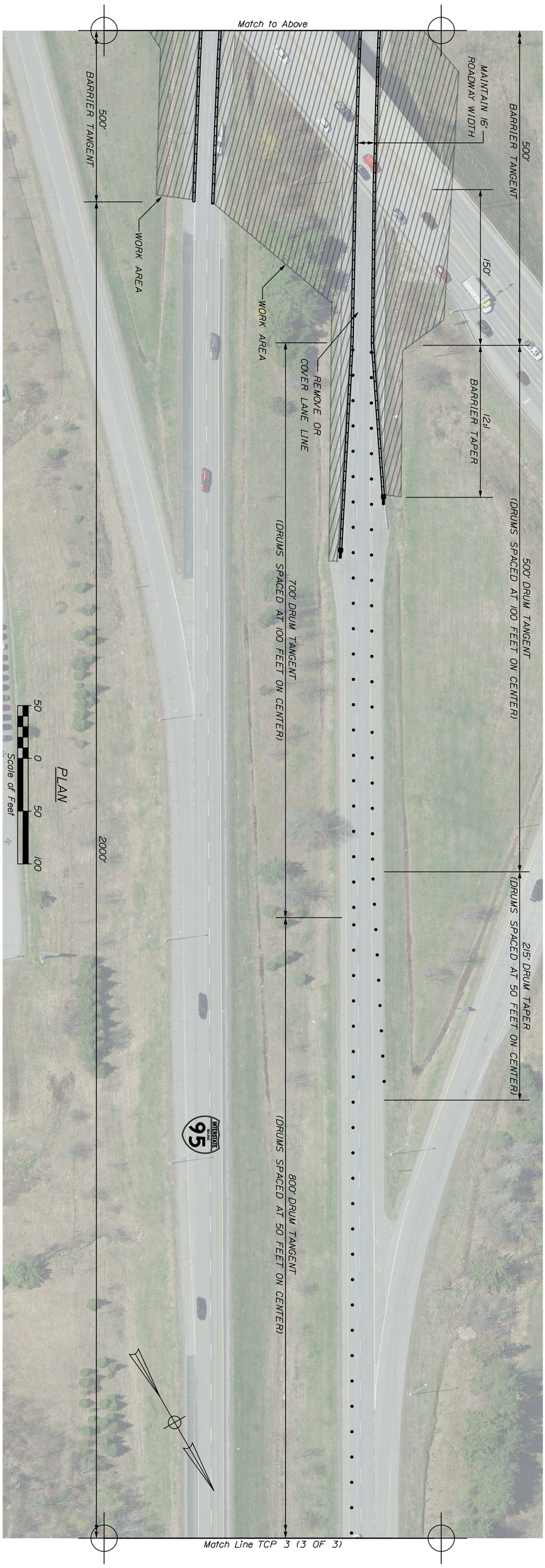
STATE OF MAINE
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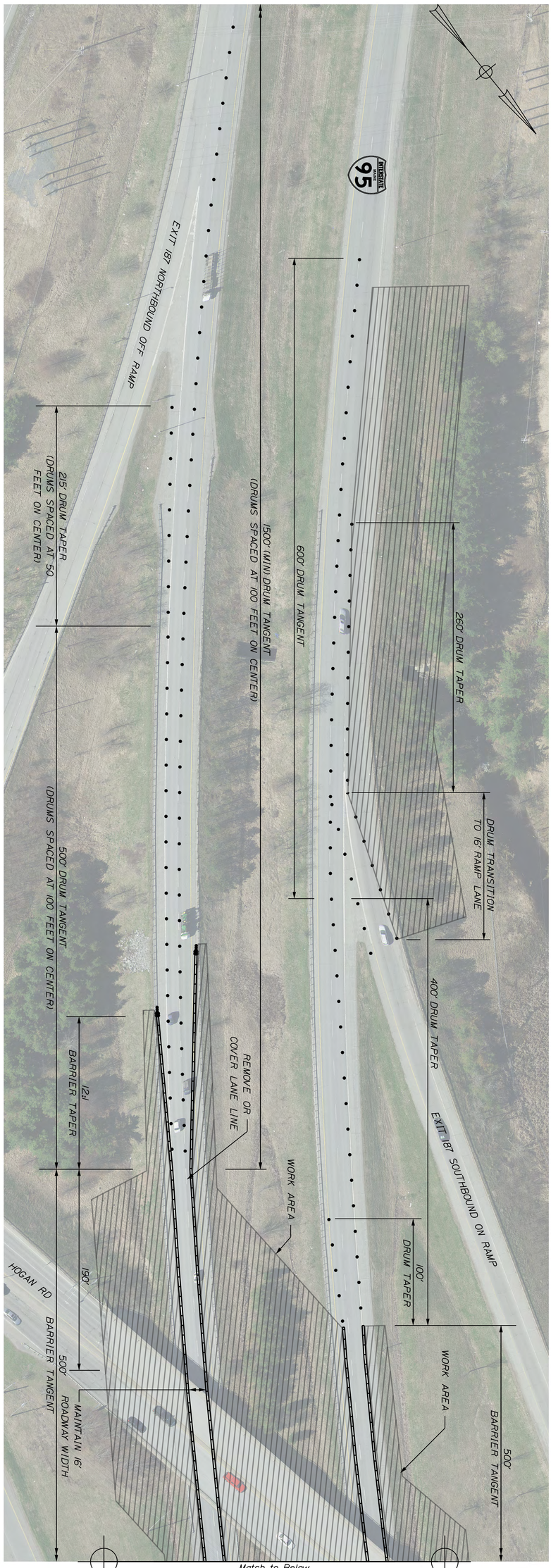
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HIGHWAY PLANS

SHEET NUMBER
P-6
105
OF 485





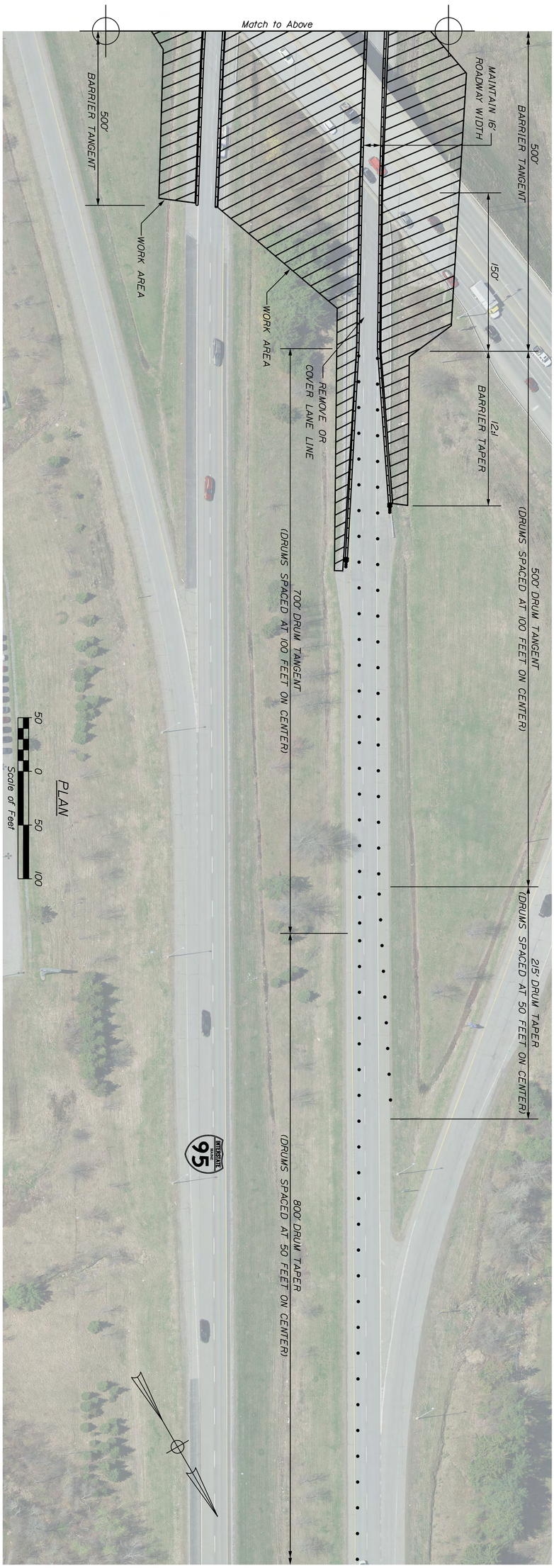
BANGOR
I-95 EXIT 187
TCP PHASE 1A
RAMP A WORK ZONE

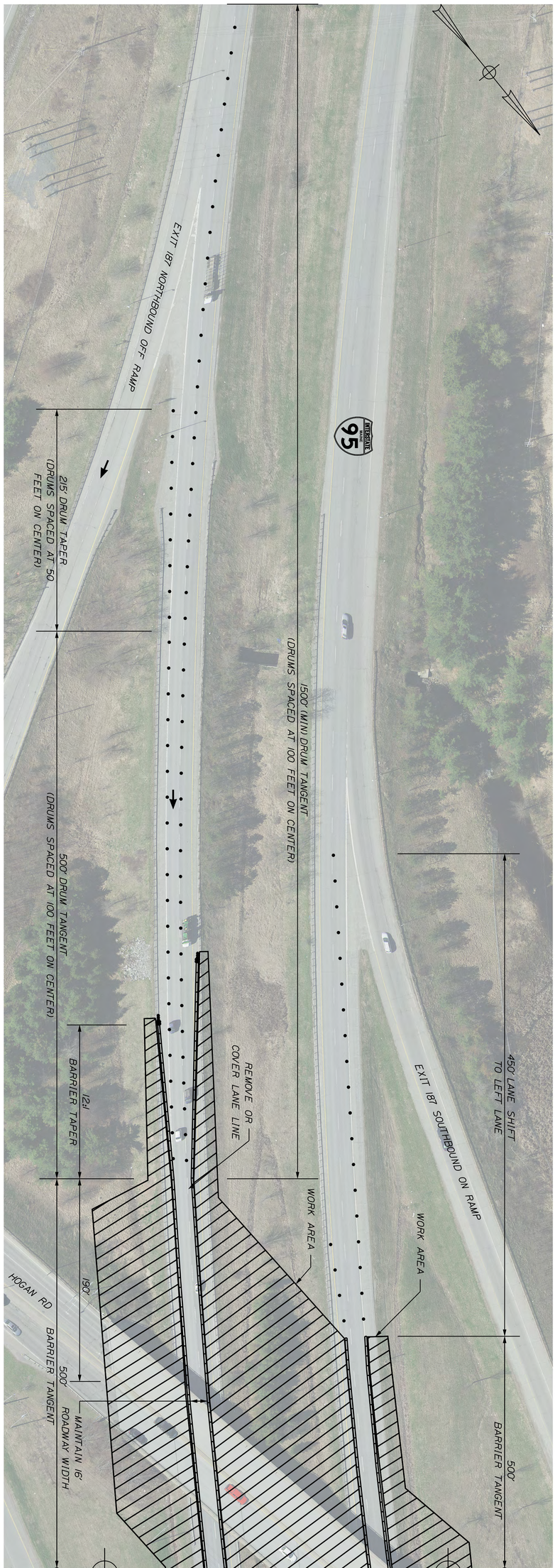
SHEET NUMBER P-7 106 OF 485

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CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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18595.11
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BANGOR
I-95 EXIT 187
TCP PHASE 2
I-95 LANE CLOSURE

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

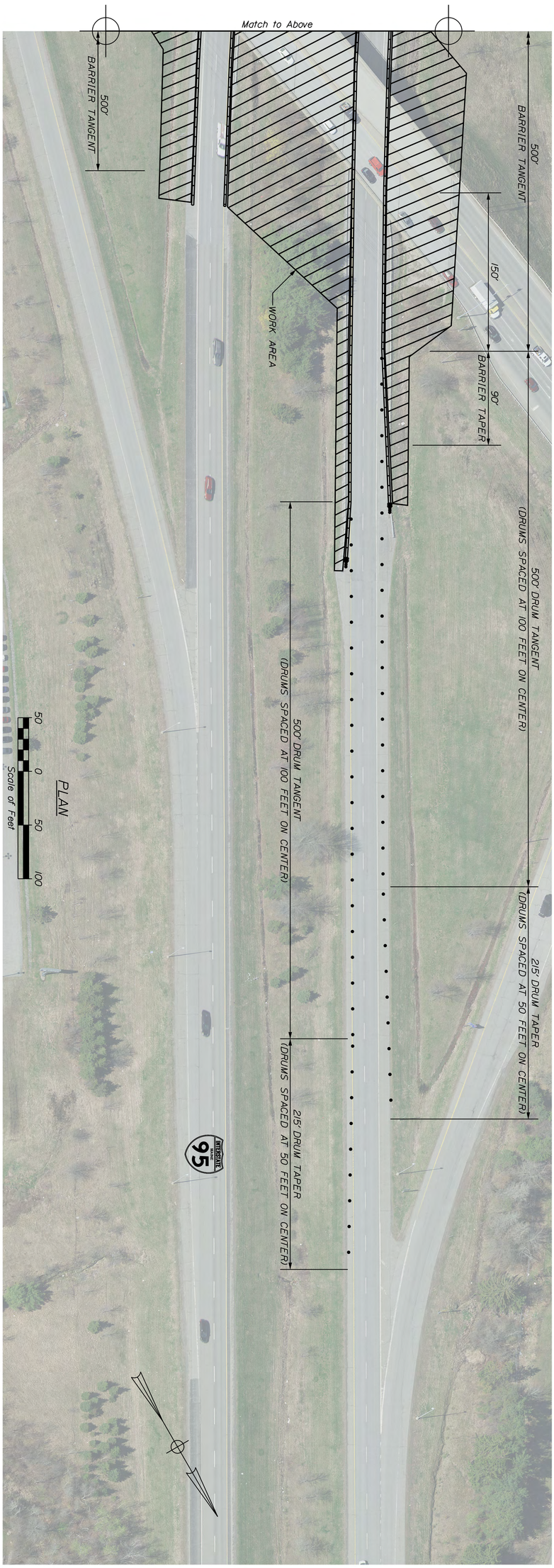
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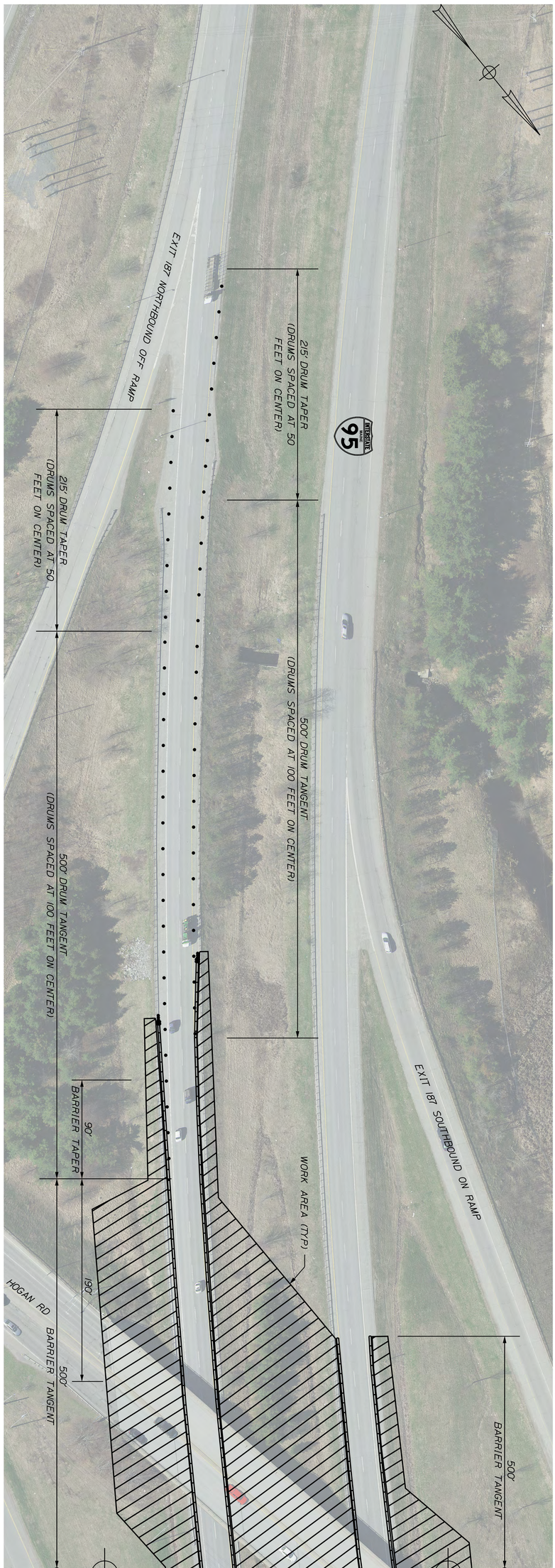
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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SHEET NUMBER P-8
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BANGOR
I-95 EXIT 187
TCP PHASE 3
SHOULDER CLOSURES

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

SHEET NUMBER P-9 108 OF 485

LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL TEMPORARY POLE MOUNTED CABINET AND NEMA COMPLIANT CONTROLLER WITH ALL ANCILLARY EQUIPMENT AND WIRING	1
FURNISH AND INSTALL TEMPORARY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISIORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE	5
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	1
FURNISH AND INSTALL POST MOUNTED SIGNS	2
FURNISH AND INSTALL SPAN AND TETHER WIRE	230 LF
FURNISH AND INSTALL TEMPORARY WOOD POLES WITH GUY WIRES	2
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 2 APPROACHES, COMPLETE	1
FURNISH AND INSTALL TEMPORARY SIGNAL CABLE	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

PROPOSED SIGNS

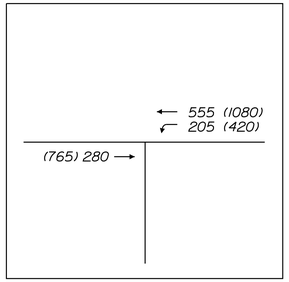


R3-6L 30"x36" 1-PROPOSED SPAN WIRE MOUNTED

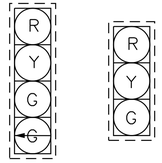
R3-5a 30"x36" 1-PROPOSED SPAN WIRE MOUNTED

R10-6 24"x30" 2-PROPOSED POST MOUNTED

2028 CONSTRUCTION VOLUMES AM (PM)



PROPOSED INDICATIONS

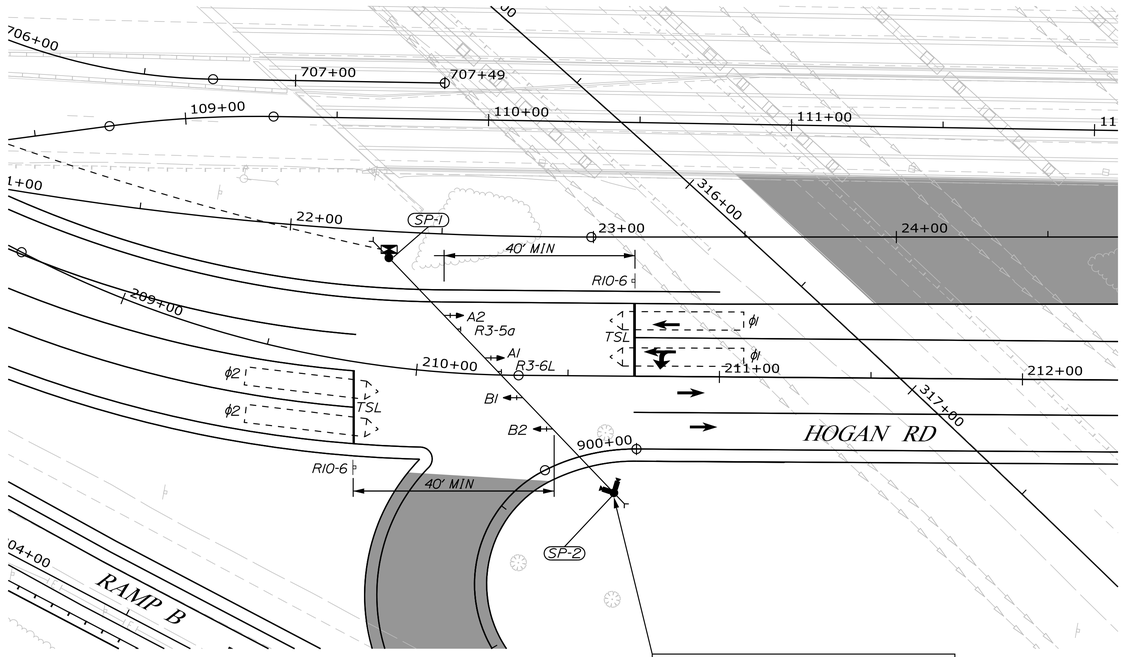


A1 A2,B1,B2

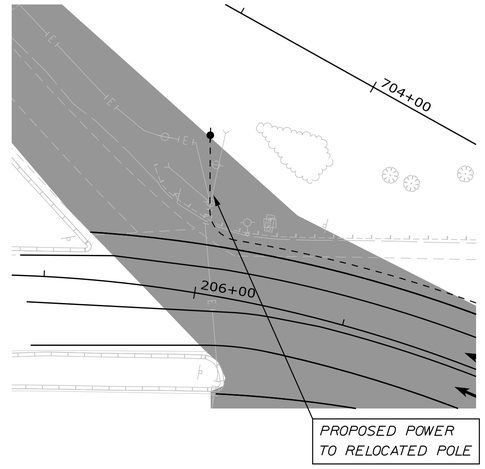
NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
SP-1	TEMPORARY WOOD POLE STA 209+85, LT 36'	N/A
SP-2	TEMPORARY WOOD POLE STA 210+66, RT 39'	N/A

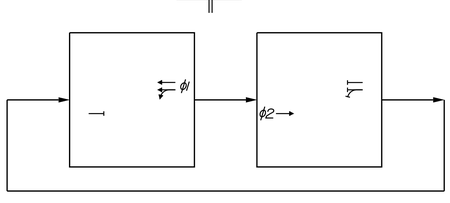


POWER CONNECTION DETAIL



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 5	PATTERN 6
CYCLE LENGTH	60	60
OFFSET	4	16
COORDINATED ϕ	ϕ2	ϕ2
SPLIT TIME ϕ1	21	19
SPLIT TIME ϕ2	39	41
SPLIT TIME ϕ3	0	0
SPLIT TIME ϕ4	0	0
SPLIT TIME ϕ5	0	0
SPLIT TIME ϕ6	60	60
SPLIT TIME ϕ7	--	--
SPLIT TIME ϕ8	--	--
SPLIT TIME ϕ9	--	--
SPLIT TIME ϕ10	--	--

COORDINATION MODE SET TO FIXED FORCE-OFF

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES FOR PATTERN 5 AND 6.
3. PATTERN 5 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
5. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
6. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MINIMUM INITIAL	10	10	-	-	-	-	-	-
PASSAGE TIME	3	3	-	-	-	-	-	-
MAXIMUM 1	55	55	-	-	-	-	-	-
MAXIMUM 2	55	55	-	-	-	-	-	-
YELLOW	4.0	4.0	-	-	-	-	-	-
ALL RED	2.0	2.0	-	-	-	-	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	OFF	S	-	-	-	-	-	-
DETECTOR	PR	PR	-	-	-	-	-	-
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	R	Y	-	-	-	-	-	-
DUAL ENTRY	OFF	ON	-	-	-	-	-	-

NOTES: S = SOFT RECALLY = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD

TEMPORARY TRAFFIC SIGNAL PLAN PHASE 2

SHEET NUMBER
P-10
109
OF 485

Filename: ...\Planset\P_013_TempSig_01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

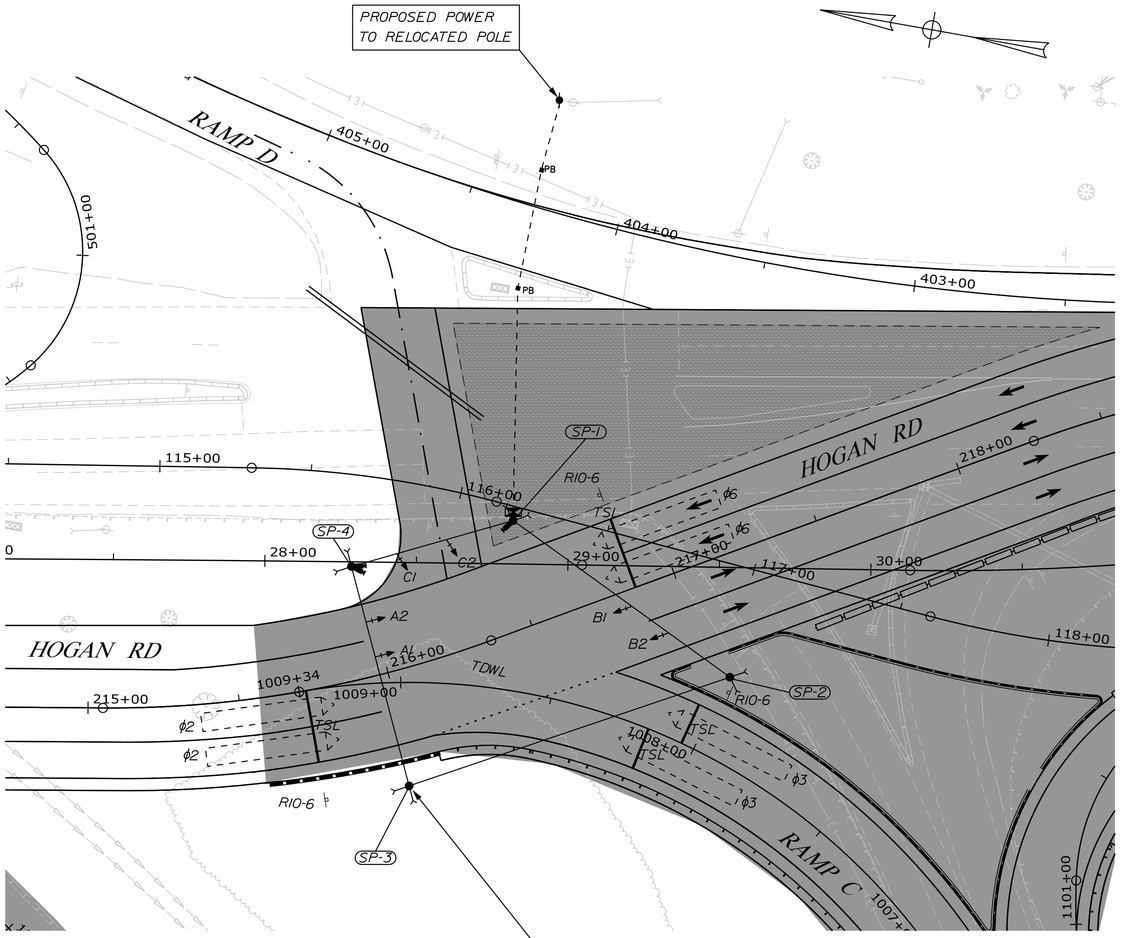
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL TEMPORARY POLE MOUNTED CABINET AND NEMA COMPLIANT CONTROLLER WITH ALL ANCILLARY EQUIPMENT AND WIRING	1
FURNISH AND INSTALL TEMPORARY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISIORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN AND TETHER WIRE	6
FURNISH AND INSTALL POST MOUNTED SIGNS	3
FURNISH AND INSTALL SPAN AND TETHER WIRE	720 LF
FURNISH AND INSTALL TEMPORARY WOOD POLES WITH GUY WIRES	4
FURNISH AND INSTALL NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE	1
FURNISH AND INSTALL TEMPORARY SIGNAL CABLE	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

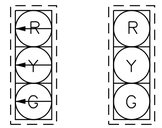
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
SP-1	TEMPORARY WOOD POLE STA 216+57, LT 35'	N/A
SP-2	TEMPORARY WOOD POLE STA 217+06, RT 39'	N/A
SP-3	TEMPORARY WOOD POLE STA 215+98, RT 38'	N/A
SP-4	TEMPORARY WOOD POLE STA 215+97, LT 37'	N/A



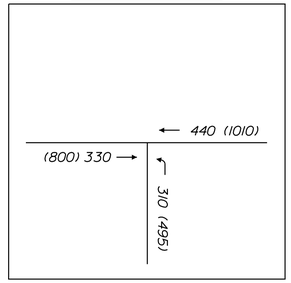
PROPOSED INDICATIONS



C1,C2 A1,A2,B1,B2

NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

2028 CONSTRUCTION VOLUMES AM (PM)



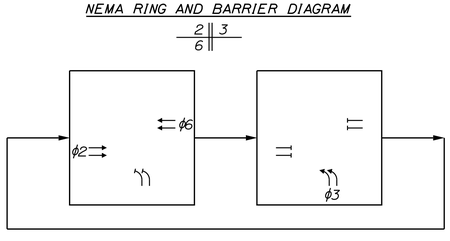
PROPOSED SIGNS



RI0-6
24"x30"
3-PROPOSED
POST
MOUNTED

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	50	--	60	
OFFSET	49	--	27	
COORDINATED ϕ	ϕ2 & ϕ6	--	ϕ2 & ϕ6	
SPLIT TIME ϕ1	0	--	0	
SPLIT TIME ϕ2	26	--	32	
SPLIT TIME ϕ3	24	--	28	
SPLIT TIME ϕ4	0	--	0	
SPLIT TIME ϕ5	0	--	0	
SPLIT TIME ϕ6	26	--	32	
SPLIT TIME ϕ7	0	--	--	
SPLIT TIME ϕ8	0	--	--	
SPLIT TIME ϕ9	0	--	--	
SPLIT TIME ϕ10	0	--	--	

COORDINATION MODE SET TO FIXED FORCE-OFF

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PATTERNS 4 THROUGH 6.
3. PATTERN 4 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 5 IS FOR WHEN THE SB OFF RAMP IS CLOSED. SEE ALTERNATIVE TEMPORARY SIGNAL PLAN.
5. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MINIMUM INITIAL	-	10	10	-	-	10	-	-
PASSAGE TIME	-	3	3	-	-	3	-	-
MAXIMUM 1	-	45	30	-	-	45	-	-
MAXIMUM 2	-	45	30	-	-	45	-	-
YELLOW	-	4.0	4.5	-	-	4.0	-	-
ALL RED	-	1.5	1.5	-	-	1.5	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	-	S	O	-	-	S	-	-
DETECTOR	-	PR	PR	-	-	PR	-	-
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	-	Y	R	-	-	Y	-	-
DUAL ENTRY	-	ON	OFF	-	-	ON	-	-

NOTES: S = SOFT RECALL Y = YELLOW
O = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	L. ROWE	DATE
PROJ. MANAGER		
DESIGN-DETAILED	MLG	11/25/2025
CHECKED-REVIEWED	CMB	11/25/2025
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD

TEMPORARY TRAFFIC SIGNAL PLAN PHASE 2

SHEET NUMBER
P-11
110
OF 485

Filename: ...\Planset\P_014_TempSig_02.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

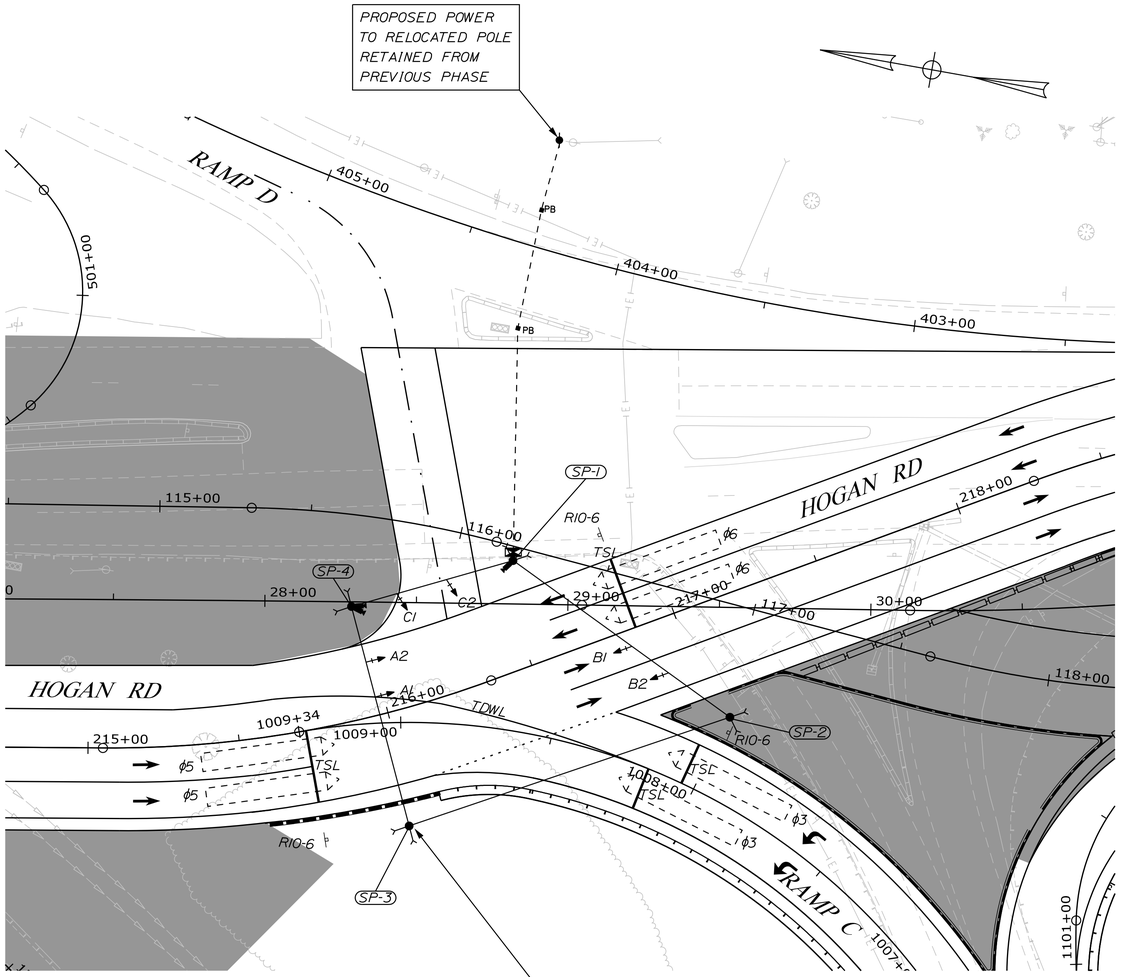
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS 643.72	QUANTITY
FURNISH AND INSTALL TEMPORARY 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISIORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH	1
UPDATE NON-INVASIVE STOP BAR VEHICLE DETECTION SYSTEM FOR 3 APPROACHES, COMPLETE. INSTALLED IN PREVIOUS TCP PHASE	1
FURNISH AND INSTALL TEMPORARY SIGNAL CABLE	-
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

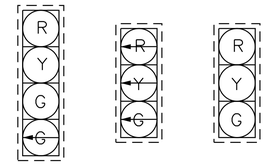
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
SP-1	TEMPORARY WOOD POLE STA 216+57, LT 35'	N/A
SP-2	TEMPORARY WOOD POLE STA 217+06, RT 39'	N/A
SP-3	TEMPORARY WOOD POLE STA 215+98, RT 38'	N/A
SP-4	TEMPORARY WOOD POLE STA 215+97, LT 37'	N/A



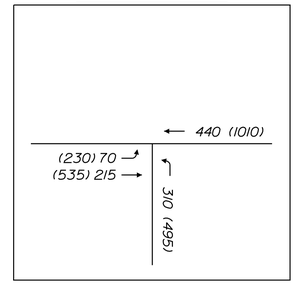
PROPOSED INDICATIONS



(RETAINED FROM PREVIOUS PHASE)

NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

2028 CONSTRUCTION VOLUMES AM (PM)



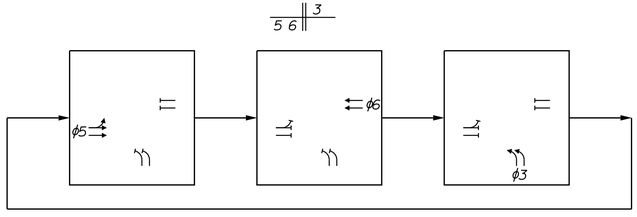
PROPOSED SIGNS



RIO-6
24"x30"
3-PROPOSED
POST
MOUNTED

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	--	120	--	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	--	0	--	
COORDINATED ϕ	--	ϕ6	--	
SPLIT TIME ϕ1	--	0	--	
SPLIT TIME ϕ2	--	0	--	
SPLIT TIME ϕ3	--	30	--	
SPLIT TIME ϕ4	--	0	--	
SPLIT TIME ϕ5	--	40	--	
SPLIT TIME ϕ6	--	50	--	
SPLIT TIME ϕ7	--	0	--	
SPLIT TIME ϕ8	--	0	--	
SPLIT TIME ϕ9	--	0	--	
SPLIT TIME ϕ10	--	0	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PATTERNS 4 THROUGH 6.
3. PATTERN 4 IS FOR WHEN THE NB ON RAMP IS CLOSED. SEE ALTERNATIVE TEMPORARY SIGNAL PLAN.
4. PATTERN 5 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED. SEE ALTERNATIVE TEMPORARY SIGNAL PLAN.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MINIMUM INITIAL	-	-	10	-	10	10	-	-
PASSAGE TIME	-	-	3	-	3	3	-	-
MAXIMUM 1	-	-	30	-	35	45	-	-
MAXIMUM 2	-	-	30	-	35	45	-	-
YELLOW	-	-	4.5	-	4.0	4.0	-	-
ALL RED	-	-	1.5	-	1.5	1.5	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	-	-	0	-	S	OFF	-	-
DETECTOR	-	-	PR	-	PR	PR	-	-
PRE-EMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	-	-	R	-	Y	Y	-	-
DUAL ENTRY	-	-	OFF	-	OFF	OFF	-	-

NOTES: S = SOFT RECALL Y = YELLOW
0 = RECALL OFF R = RED
PR = PRESENCE D = DARK
MAX 2 UNDER COORDINATION

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD

TEMPORARY TRAFFIC SIGNAL PLAN PHASE 3

SHEET NUMBER
P-12
111
OF 485

Filename: ...\Planset\P_015_TempSig_03.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

INTERSECTION NO. 5 - STILLWATER AVE AT KOHLS/I-95

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	SBL	NB	WB	EB	NBL	SB	-	-
STREET	STILLWATER	STILLWATER	RAMPS	KOHLS	STILLWATER	STILLWATER	-	-
MINIMUM INITIAL	5	10	7	7	5	10	-	-
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	-	-
MAXIMUM 1	21	57	26	32	12	63	-	-
MAXIMUM 2	30	65	35	40	25	65	-	-
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	-	-
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	-	-
PED WALK	--	7	--	7	--	7	-	-
PED CLEAR	--	48	--	23	--	48	-	-
FLASH	--	--	--	--	--	--	-	-
RECALL	OFF	SOFT	OFF	OFF	OFF	SOFT	-	-
DETECTOR	--	--	--	--	--	--	-	-
PREEMPT PRIORITY	--	--	--	--	--	--	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	145	135	160	160	150	160	160	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	135	0	0	0	0	0	0	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	30	20	17	17	29	27	26	
SPLIT TIME ϕ2	53	57	42	42	56	61	62	
SPLIT TIME ϕ3	30	26	16	16	31	35	35	
SPLIT TIME ϕ4	32	32	25	25	34	37	37	
SPLIT TIME ϕ5	21	14	17	17	25	25	24	
SPLIT TIME ϕ6	62	63	42	42	60	63	64	
SPLIT TIME ϕ7	0	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 2 THROUGH 4. USE MAX 2 PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 6 - STILLWATER AVE AT SOUTH MALL

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	SBL	NB	WB	EB	NBL	SB	-	-
STREET	STILLWATER	STILLWATER	MALL	PLAZA	STILLWATER	STILLWATER	-	-
MINIMUM INITIAL	5	10	5	5	5	10	-	-
PASSAGE TIME	3.0	4.0	3.0	3.0	3.0	3.0	-	-
MAXIMUM 1	12	45	30	18	9	45	-	-
MAXIMUM 2	12	50	30	15	12	50	-	-
MAXIMUM 3	20	75	35	20	75	55	-	-
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	-	-
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	-	-
PED WALK	--	8	--	7	--	--	-	-
PED CLEAR	--	24	--	22	--	--	-	-
FLASH	--	--	--	--	--	--	-	-
RECALL	OFF	MAX	OFF	OFF	OFF	MAX	-	-
DETECTOR	--	--	--	--	--	--	-	-
PREEMPT PRIORITY	--	--	--	--	--	--	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON		

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	100	110	145	160	150	160	160	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	75	84	0	0	71	48	67	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	11	12	12	11	16	18	18	
SPLIT TIME ϕ2	38	44	66	50	64	75	75	
SPLIT TIME ϕ3	20	23	36	14	35	32	32	
SPLIT TIME ϕ4	31	31	31	25	35	35	35	
SPLIT TIME ϕ5	13	15	16	10	16	18	18	
SPLIT TIME ϕ6	36	41	62	51	64	75	75	
SPLIT TIME ϕ7	0	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 2 THROUGH 4. USE MAX 3 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 7 - STILLWATER AVE AT HOME DEPOT

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	NBL	SB	-	EB	-	NB	-	-
STREET	STILLWATER	STILLWATER	-	HOME DEPOT	-	STILLWATER	-	-
MINIMUM INITIAL	5	10	-	5	-	10	-	-
PASSAGE TIME	3.0	3.0	-	3.0	-	3.0	-	-
MAXIMUM 1	20	35	-	35	-	35	-	-
MAXIMUM 2	40	40	-	40	-	40	-	-
YELLOW	4.0	4.0	-	4.0	-	4.0	-	-
ALL RED	2.0	2.0	-	2.0	-	2.0	-	-
PED WALK	--	--	-	7	-	--	-	-
PED CLEAR	--	--	-	22	-	--	-	-
FLASH	--	--	-	--	-	--	-	-
RECALL	OFF	MAX	-	OFF	-	MAX	-	-
DETECTOR	--	--	-	--	-	--	-	-
PREEMPT PRIORITY	--	--	-	--	-	--	-	-
DUAL ENTRY	OFF	ON	-	OFF	-	ON	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	100	125	145	160	75	80	80	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	0	77	4	0	58	71	10	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	16	16	28	22	16	16	16	
SPLIT TIME ϕ2	49	62	81	46	25	29	29	
SPLIT TIME ϕ3	0	0	0	0	0	0	0	
SPLIT TIME ϕ4	35	32	36	32	35	35	35	
SPLIT TIME ϕ5	0	0	0	0	0	0	0	
SPLIT TIME ϕ6	65	78	109	68	40	45	45	
SPLIT TIME ϕ7	0	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 2 THROUGH 4. USE MAX 2 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD

TEMPORARY TRAFFIC
TIMING PLANS

SHEET NUMBER
P-13
112
OF 485

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\Planset\P_016_TempSig_04.dgn

INTERSECTION NO. 8 - STILLWATER AVE AT NORTH MALL

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9
MOVEMENT	SBL	NB	-	WB	-	SB	-	-	-
STREET	STILLWATER	STILLWATER	-	MALL	-	STILLWATER	-	-	-
MINIMUM INITIAL	5	10	-	5	-	10	-	-	-
PASSAGE TIME	3.0	3.0	-	3.0	-	3.0	-	-	-
MAXIMUM 1	25	50	-	25	-	60	-	-	-
MAXIMUM 2	--	--	-	--	-	--	-	-	-
YELLOW	4.0	4.0	-	4.0	-	4.0	-	-	-
ALL RED	2.0	2.0	-	2.0	-	2.0	-	-	-
PED WALK	--	7	-	--	-	--	-	-	-
PED CLEAR	--	21	-	--	-	--	-	-	-
FLASH	--	--	-	--	-	--	-	-	-
RECALL	OFF	MAX	-	OFF	-	MAX	-	-	-
DETECTOR	--	--	-	--	-	--	-	-	-
PREEMPT PRIORITY	--	--	-	--	-	--	-	-	-
DUAL ENTRY	OFF	ON	-	OFF	-	ON	-	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	--	--	--	--	75	80	80	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	--	--	--	--	66	22	22	
COORDINATED ϕ	--	--	--	--	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	--	--	--	--	17	18	18	
SPLIT TIME ϕ2	--	--	--	--	41	44	44	
SPLIT TIME ϕ3	--	--	--	--	0	0	0	
SPLIT TIME ϕ4	--	--	--	--	17	18	18	
SPLIT TIME ϕ5	--	--	--	--	0	0	0	
SPLIT TIME ϕ6	--	--	--	--	58	62	62	
SPLIT TIME ϕ7	--	--	--	--	0	0	0	
SPLIT TIME ϕ8	--	--	--	--	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 9 - STILLWATER AVE AT PENN PLAZA

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	SBL	NB	-	EB	NBL	SB	-	WB
STREET	STILLWATER	STILLWATER	-	PENN PLAZA	STILLWATER	STILLWATER	-	MALL
MINIMUM INITIAL	5	10	-	5	5	10	-	5
PASSAGE TIME	3.0	3.0	-	3.0	3.0	3.0	-	3.0
MAXIMUM 1	25	50	-	25	25	50	-	25
MAXIMUM 2	--	--	-	--	--	--	-	--
YELLOW	4.0	4.0	-	4.0	4.0	4.0	-	4.0
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0
PED WALK	--	7	-	--	--	--	-	--
PED CLEAR	--	16	-	--	--	--	-	--
FLASH	--	--	-	--	--	--	-	--
RECALL	OFF	MAX	-	OFF	OFF	MAX	-	OFF
DETECTOR	--	--	-	--	--	--	-	--
PREEMPT PRIORITY	--	--	-	--	--	--	-	--
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	--	--	--	--	75	80	80	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	--	--	--	--	31	31	49	
COORDINATED ϕ	--	--	--	--	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	--	--	--	--	16	16	16	
SPLIT TIME ϕ2	--	--	--	--	43	46	46	
SPLIT TIME ϕ3	--	--	--	--	0	0	0	
SPLIT TIME ϕ4	--	--	--	--	17	18	18	
SPLIT TIME ϕ5	--	--	--	--	15	16	16	
SPLIT TIME ϕ6	--	--	--	--	43	46	46	
SPLIT TIME ϕ7	--	--	--	--	0	0	0	
SPLIT TIME ϕ8	--	--	--	--	17	18	18	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 10 - STILLWATER AVE AT WALMART

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9
MOVEMENT	SBL	NB	-	WB	NBL	SB	-	EB	-
STREET	STILLWATER	STILLWATER	-	DRIVE	STILLWATER	STILLWATER	-	WALMART	-
MINIMUM INITIAL	5	10	-	5	5	10	-	5	-
PASSAGE TIME	3	3	-	3	3	3	-	3	-
MAXIMUM 1	20	40	-	30	30	40	-	30	-
MAXIMUM 2	--	--	-	--	--	--	-	--	-
YELLOW	4.0	4.0	-	4.0	4.0	4.0	-	4.0	-
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0	-
PED WALK	--	--	-	--	--	--	-	7	-
PED CLEAR	--	--	-	--	--	--	-	12	-
FLASH	--	--	-	--	--	--	-	--	-
RECALL	OFF	MAX	-	OFF	OFF	MAX	-	OFF	-
DETECTOR	--	--	-	--	--	--	-	--	-
PREEMPT PRIORITY	--	--	-	--	--	--	-	--	-
DUAL ENTRY	OFF	ON	-	OFF	OFF	ON	-	OFF	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	100	110	145	90	75	80	80	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	93	100	46	4	65	63	9	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	12	12	12	12	16	16	16	
SPLIT TIME ϕ2	54	65	97	54	34	39	39	
SPLIT TIME ϕ3	0	0	0	0	0	0	0	
SPLIT TIME ϕ4	34	33	36	34	25	25	25	
SPLIT TIME ϕ5	31	35	55	31	25	26	27	
SPLIT TIME ϕ6	35	42	54	35	25	29	28	
SPLIT TIME ϕ7	0	0	0	0	0	0	0	
SPLIT TIME ϕ8	34	33	36	34	25	25	25	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD

TEMPORARY TRAFFIC
TIMING PLANS

SHEET NUMBER
P-14
113
OF 485

Filename: ...\Plonset\P_016_TempSig_04.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

INTERSECTION NO. 11 - STILLWATER AVE AT HOGAN RD

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	SBL	NB	-	WB	NBL	SB	WBL	EB
STREET	STILLWATER	STILLWATER	-	HOGAN	STILLWATER	STILLWATER	HOGAN	HOGAN
MINIMUM INITIAL	5	10	-	5	5	10	5	5
PASSAGE TIME	3.0	3.0	-	3.0	3.0	3.0	3.0	3.0
MAXIMUM 1	25	60	-	80	25	65	25	60
MAXIMUM 2	--	--	-	--	--	--	--	--
YELLOW	4.0	4.0	-	4.0	4.0	4.0	4.0	4.0
ALL RED	2.0	2.0	-	2.0	2.0	2.0	2.0	2.0
PED WALK	--	7	-	7	--	--	--	--
PED CLEAR	--	30	-	21	--	--	--	--
FLASH	--	--	-	--	--	--	--	--
RECALL	OFF	MAX	-	OFF	OFF	MAX	OFF	OFF
DETECTOR	--	--	-	--	--	--	--	--
PREEMPT PRIORITY	--	--	-	--	--	--	--	--
DUAL ENTRY	OFF	ON	-	OFF	OFF	ON	OFF	OFF

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	100	110	145	90	150	160	160	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	64	74	30	0	129	153	9	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	--	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	12	12	16	20	16	27	27	
SPLIT TIME ϕ2	43	45	59	30	63	62	62	
SPLIT TIME ϕ3	0	0	0	0	0	0	0	
SPLIT TIME ϕ4	45	53	70	20	71	71	71	
SPLIT TIME ϕ5	12	12	12	20	16	16	16	
SPLIT TIME ϕ6	43	45	63	30	63	73	73	
SPLIT TIME ϕ7	24	30	39	30	30	27	27	
SPLIT TIME ϕ8	21	23	31	20	41	44	44	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 5 THROUGH 7.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 12 - HOGAN RD AT LONGVIEW DR

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	-	NBT	WBT	EBT	NBL	SBT	-	-
STREET	-	HOGAN	LONGVIEW	INN	HOGAN	HOGAN	-	-
MINIMUM INITIAL	-	510	5	5	5	10	-	-
PASSAGE TIME	-	3.0	3.0	3.0	3.0	3.0	-	-
MAXIMUM 1	-	35	15	35	35	35	-	-
MAXIMUM 2	-	--	--	--	--	--	-	-
YELLOW	-	4.0	4.0	4.0	4.0	4.0	-	-
ALL RED	-	2.0	2.0	2.0	2.0	2.0	-	-
PED WALK	-	--	--	7	--	7	-	-
PED CLEAR	-	--	--	19	--	19	-	-
FLASH	-	--	--	--	--	--	-	-
RECALL	-	SOFT	OFF	OFF	OFF	SOFT	-	-
DETECTOR	-	--	--	--	--	--	-	-
PREEMPT PRIORITY	-	--	--	--	--	--	-	-
DUAL ENTRY	-	--	--	--	--	--	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	PATTERN 7	
CYCLE LENGTH	100	110	145	90	150	160	160	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	69	77	69	0	53	51	133	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	0	0	0	0	0	0	0	
SPLIT TIME ϕ2	53	64	92	55	91	98	98	
SPLIT TIME ϕ3	13	12	17	15	18	18	18	
SPLIT TIME ϕ4	34	34	36	15	41	44	44	
SPLIT TIME ϕ5	14	16	20	15	20	22	22	
SPLIT TIME ϕ6	39	48	72	55	71	76	76	
SPLIT TIME ϕ7	0	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION FOR PHASES 2/6 FOR PATTERN 1 AND 5 THROUGH 7.
   MAX RECALL UNDERCOORDINATION FOR PHASE 2 FOR PATTERN 2 & 3.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. COORDINATION AND TIMING TO BE RETURNED TO EXISTING CONDITIONS UPON COMPLETION OF CONSTRUCTION.

INTERSECTION NO. 9 - HOGAN RD AT MT HOPE AVE

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9
MOVEMENT	HOGAN	HOGAN	MT HOPE	MT HOPE	HOGAN	HOGAN	--	MT HOPE	--
STREET	NBL	SB	EBL	WB	SBL	NB	--	EB	--
MINIMUM INITIAL	8	20	8	12	8	5	0	12	5
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0
MAXIMUM 1	10	40	25	40	10	40	0	25	35
MAXIMUM 2	12	26	11	31	11	27	--	42	--
MAXIMUM 3	12	64	15	34	15	61	--	49	--
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	--
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	--
PED WALK	--	--	--	7	--	7	--	--	--
PED CLEAR	--	7	--	25	--	25	--	7	--
DYN MAX LIMIT	--	--	--	--	--	--	--	--	--
DYN MAX STEP	--	--	--	--	--	--	--	--	--
FLASH	--	--	--	--	--	--	--	--	--
RECALL	OFF	SOFT	OFF	OFF	OFF	SOFT	OFF	OFF	--
DETECTOR	--	--	--	--	--	--	--	--	--
PREEMPT PRIORITY	--	--	--	--	--	--	--	--	--
DUAL ENTRY	--	--	--	--	--	--	--	--	--

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	100	125	125	100	120	120	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	87	87	87	57	111	81	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	12	12	12	15	15	15	
SPLIT TIME ϕ2	36	64	64	37	49	51	
SPLIT TIME ϕ3	11	15	15	15	19	18	
SPLIT TIME ϕ4	41	34	34	33	37	36	
SPLIT TIME ϕ5	11	15	15	15	19	19	
SPLIT TIME ϕ6	27	61	61	37	45	47	
SPLIT TIME ϕ7	0	0	0	0	0	0	
SPLIT TIME ϕ8	42	49	49	48	56	54	
SPLIT TIME ϕ9	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERN 1 PHASE 2 FOR PATTERN 2 & 3, 2&6 FOR PATTERNS 4-6.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.
8. USE PERMANENT SIGNAL TIMINGS UPON COMPLETION OF CONSTRUCTION..

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	MLG	JAR	11/25/2025
CHECKED-REVIEWED	CMB	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD

TEMPORARY TRAFFIC
TIMING PLANS

SHEET NUMBER
P-15
114
OF 485

Filename: ...\Planset\P_016_TempSig_04.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

INTERSECTION NO. 3 - HOGAN RD AT BANGOR MALL BLVD/SPRINGER

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	NB	SBT	WB	EB	-	-	-	-
STREET	HOGAN	HOGAN	BMB	SPRINGER	-	-	-	-
MINIMUM INITIAL	5	5	5	5	-	-	-	-
PASSAGE TIME	3.0	3.0	3.0	3.0	-	-	-	-
MAXIMUM 1	40	40	40	40	-	-	-	-
MAXIMUM 2	--	--	--	--	-	-	-	-
YELLOW	4.0	4.0	4.0	4.0	-	-	-	-
ALL RED	2.0	2.0	2.0	2.0	-	-	-	-
PED WALK	--	2	--	7	-	-	-	-
PED CLEAR	--	5	--	26	-	-	-	-
DYN MAX LIMIT	--	--	--	--	-	-	-	-
DYN MAX STEP	--	--	--	--	-	-	-	-
FLASH	--	--	--	--	-	-	-	-
RECALL	ON	ON	ON	ON	-	-	-	-
DETECTOR	--	--	--	--	-	-	-	-
PREEMPT PRIORITY	--	--	--	--	-	-	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	-	-	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	100	125	125	100	120	120	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	0	0	0	0	0	0	
COORDINATED ϕ	ϕ2	ϕ2	ϕ2	ϕ2	ϕ2	ϕ2	
SPLIT TIME ϕ1	23	23	23	23	23	23	
SPLIT TIME ϕ2	23	23	23	23	23	23	
SPLIT TIME ϕ3	18	18	18	18	18	18	
SPLIT TIME ϕ4	36	36	36	36	36	36	
SPLIT TIME ϕ5	0	0	0	0	0	0	
SPLIT TIME ϕ6	0	0	0	0	0	0	
SPLIT TIME ϕ7	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	
SPLIT TIME ϕ9	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASE PATTERNS 2 AND 4 THROUGH 6.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.

INTERSECTION NO. 6 - HOGAN RD AT HASKELL

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
MOVEMENT	NBL	SBT	WB	EB	SBL	NBT	-	-
STREET	HOGAN	HOGAN	HASKELL	SYLVAN	HOGAN	HOGAN	-	-
MINIMUM INITIAL	12	15	12	12	8	19	-	-
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	-	-
MAXIMUM 1	35	60	18	18	15	60	-	-
MAXIMUM 2	25	30	10	25	15	30	-	-
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	-	-
ALL RED	2.0	2.0	2.0	2.0	2.0	2.0	-	-
PED WALK	--	7	--	--	--	--	-	-
PED CLEAR	--	33	--	--	--	--	-	-
DYN MAX LIMIT	--	--	--	--	--	--	-	-
DYN MAX STEP	--	--	--	--	--	--	-	-
FLASH	--	--	--	--	--	--	-	-
RECALL	--	--	--	--	--	--	-	-
DETECTOR	--	--	--	--	--	--	-	-
PREEMPT PRIORITY	--	--	--	--	--	--	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON	-	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	100	125	125	100	120	120	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	86	26	26	0	12	61	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	18	22	22	18	21	26	
SPLIT TIME ϕ2	45	61	61	43	48	39	
SPLIT TIME ϕ3	20	23	23	18	22	19	
SPLIT TIME ϕ4	17	19	19	21	29	36	
SPLIT TIME ϕ5	12	12	12	15	15	16	
SPLIT TIME ϕ6	51	71	71	46	54	49	
SPLIT TIME ϕ7	0	0	0	0	0	0	
SPLIT TIME ϕ8	0	0	0	0	0	0	
SPLIT TIME ϕ9	0	0	0	0	0	0	
SPLIT TIME ϕ10	0	0	0	0	0	0	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION FOR PHASES 2/6 FOR PATTERNS 1&2 AND 4 THROUGH 6.
   MAX RECALL UNDER COORDINATION FOR PHASE 2 FOR PATTERN 3.
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.

INTERSECTION NO. 7 - HOGAN RD AT COMMUNITY COLLEGE

SIGNAL TIMING SCHEDULE

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9
MOVEMENT	-	NB	-	EB	-	SB	-	WB	-
STREET	-	HOGAN	-	COLLEGE	-	HOGAN	-	DRIVE	-
MINIMUM INITIAL	-	5	-	5	-	5	-	5	-
PASSAGE TIME	-	3.0	-	3.0	-	3.0	-	3.0	-
MAXIMUM 1	-	35	-	35	-	35	-	35	-
MAXIMUM 2	-	40	-	40	-	40	-	40	-
YELLOW	-	4.0	-	4.0	-	4.0	-	4.0	-
ALL RED	-	1.5	-	1.0	-	1.5	-	1.0	-
PED WALK	-	10	-	10	-	7	-	7	-
PED CLEAR	-	16	-	16	-	12	-	20	-
DYN MAX LIMIT	-	--	-	--	-	--	-	--	-
DYN MAX STEP	-	--	-	--	-	--	-	--	-
FLASH	-	Y	-	R	-	Y	-	R	-
RECALL	-	SOFT	-	OFF	-	SOFT	-	OFF	-
DETECTOR	-	--	-	--	-	--	-	--	-
PREEMPT PRIORITY	-	--	-	--	-	--	-	--	-
DUAL ENTRY	-	--	-	--	-	--	-	--	-

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTRIES IN SECONDS

	PATTERN 1	PATTERN 2	PATTERN 3	PATTERN 4	PATTERN 5	PATTERN 6	
CYCLE LENGTH	100	125	--	100	60	60	COORDINATION MODE SET TO FIXED FORCE-OFF
OFFSET	91	53	--	24	0	12	
COORDINATED ϕ	ϕ2 & ϕ6	ϕ2 & ϕ6	--	ϕ2 & ϕ6	ϕ2 & ϕ6	ϕ2 & ϕ6	
SPLIT TIME ϕ1	--	--	--	--	--	--	
SPLIT TIME ϕ2	66	93	--	61	28	28	
SPLIT TIME ϕ3	--	--	--	--	--	--	
SPLIT TIME ϕ4	34	32	--	39	32	32	
SPLIT TIME ϕ5	--	--	--	--	--	--	
SPLIT TIME ϕ6	66	93	--	61	28	28	
SPLIT TIME ϕ7	--	--	--	--	--	--	
SPLIT TIME ϕ8	34	32	--	39	32	32	
SPLIT TIME ϕ9	--	--	--	--	--	--	
SPLIT TIME ϕ10	--	--	--	--	--	--	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE END OF THE COORDINATED (ϕ2 & ϕ6) PHASE GREEN.
2. MAX RECALL UNDER COORDINATION PHASES 2/6 FOR PATTERNS 4-6
3. PATTERN 5 IS FOR WHEN THE NB ON RAMP IS CLOSED.
4. PATTERN 6 IS FOR WHEN THE SB OFF RAMP IS CLOSED.
5. PATTERN 7 IS FOR WHEN THE SB OFF RAMP IS CLOSED AND THE EB ACCESS TO THE NB ON RAMP IS CLOSED.
6. WHEN PATTERN 4, 5 OR 6 IS REQUIRED IT WILL BE PROGRAMMED AS 211 IN BOTH THE MASTER AND LOCAL CONTROLLER. ONCE THE MASTER CONTROLLER HAS BEEN DISCONNECTED FROM THE SYSTEM, TIME BASED COORDINATION SHALL BE MAINTAINED AT THE LOCAL CONTROLLER LEVEL.
7. TO MAINTAIN TIMEBASED COORDINATION CONTRACTOR SHALL SET LOCAL CONTROLLER TIME CLOCKS AT LEAST ONCE A MONTH TO MAINTIAN COORDINATION.
8. USE PERMANENT SIGNAL TIMINGS UPON COMPLETION OF CONSTRUCTION..

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11
WIN 18595.11
HIGHWAY PLANS

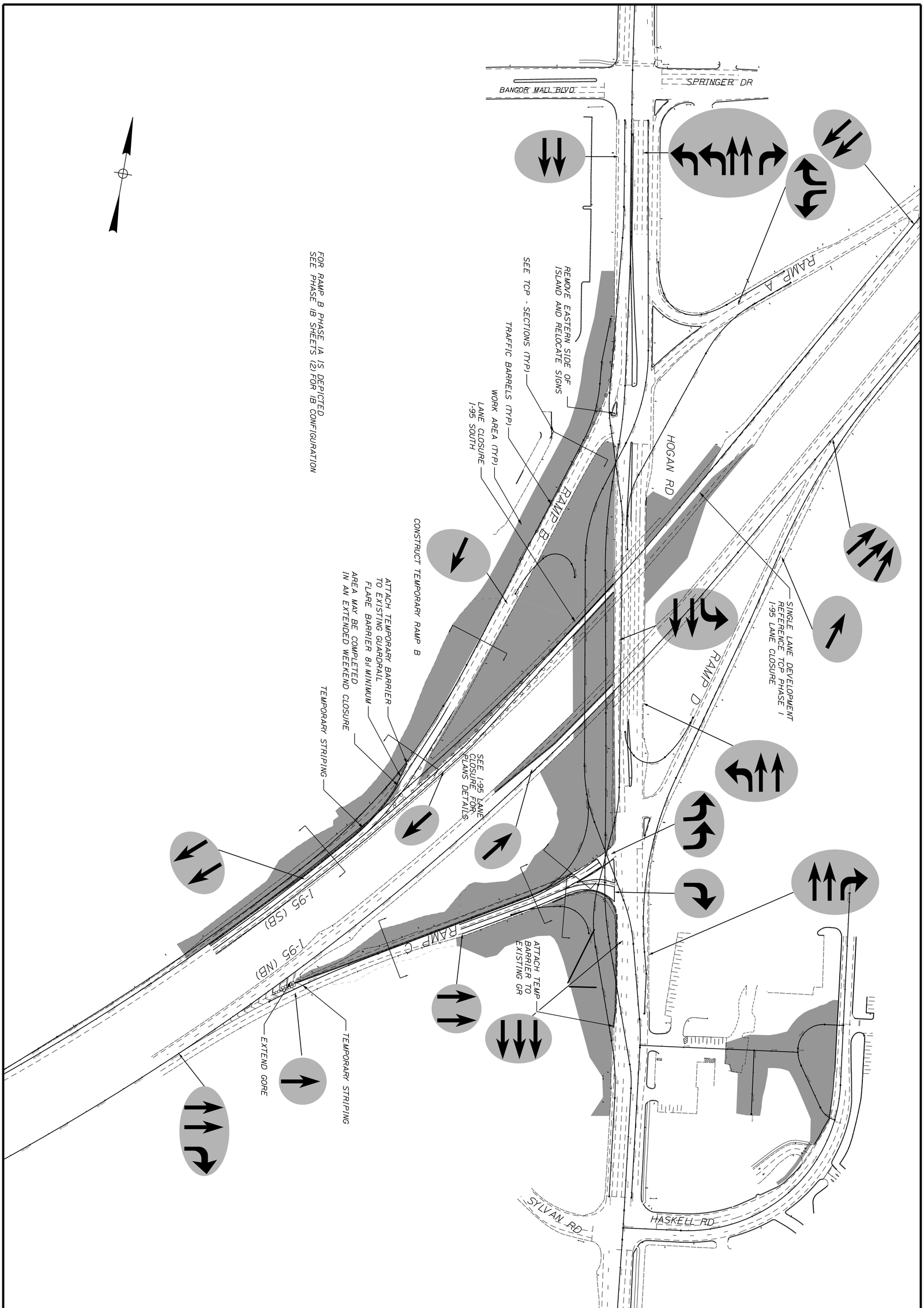
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PROJ. MANAGER L. ROWE
DESIGN-DETAILED MLG 11/25/2025 BY
CHECKED-REVIEWED CMB JAR 11/25/2025 DATE
DESIGN2-DETAILED2 AG 11/25/2025
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BANGOR
HOGAN RD
TEMPORARY TRAFFIC
TIMING PLANS

SHEET NUMBER
P-16
115
OF 485

Filename: ...\Planset\P_016_TempSig_04.dgn Division: HIGHWAY Date:11/25/2025 Username: jamesdavis



SHEET NUMBER P-17 116 OF 485

BANGOR
I-95 EXIT 187

PHASE 1 OVERVIEW

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

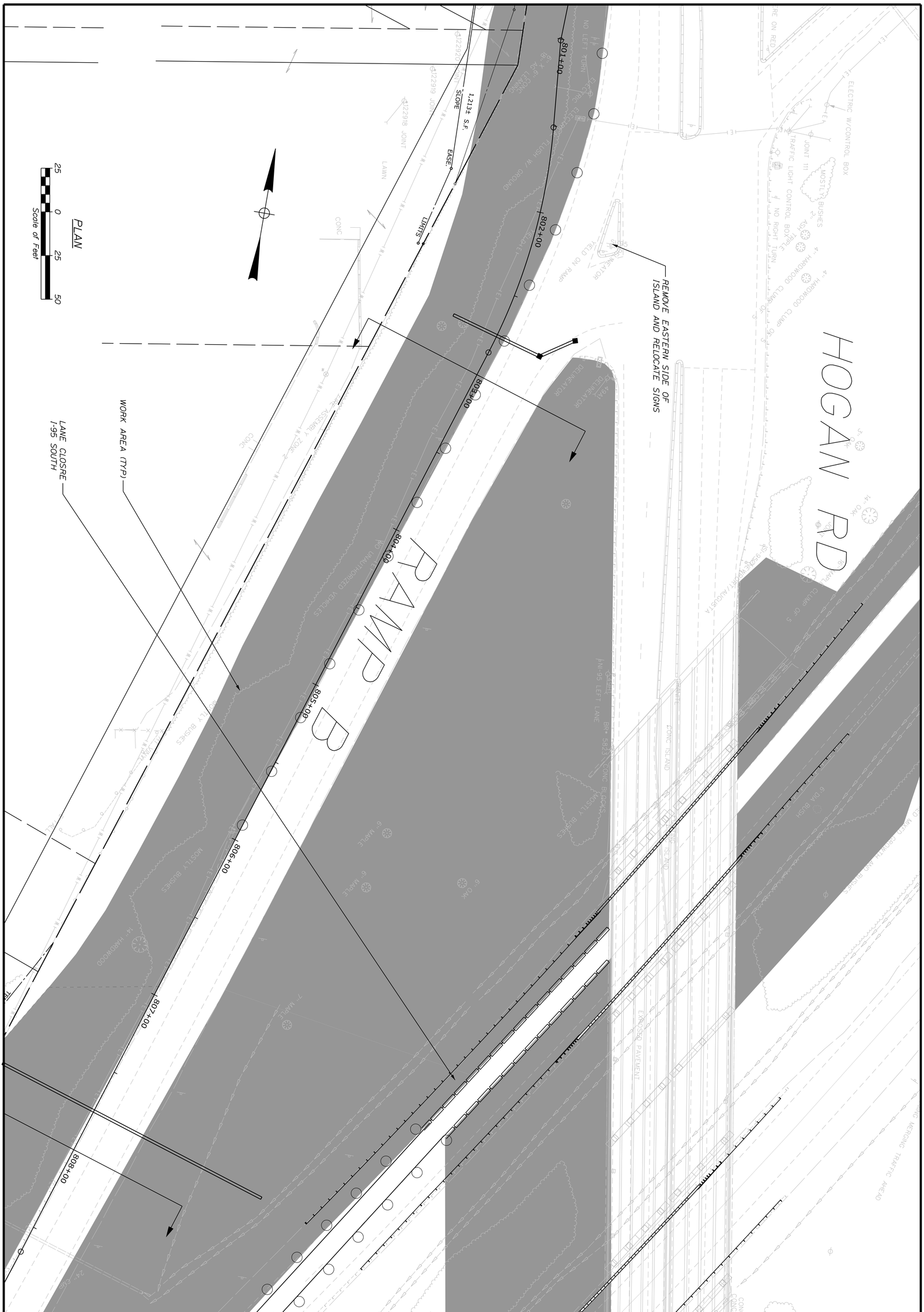
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS

Filename: ...\003_Phase_1A_Ramp_B.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



SHEET NUMBER P-18
117 OF 485

BANGOR
I-95 EXIT 187

PHASE 1A RAMP B
(1 OF 2)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
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FIELD CHANGES			

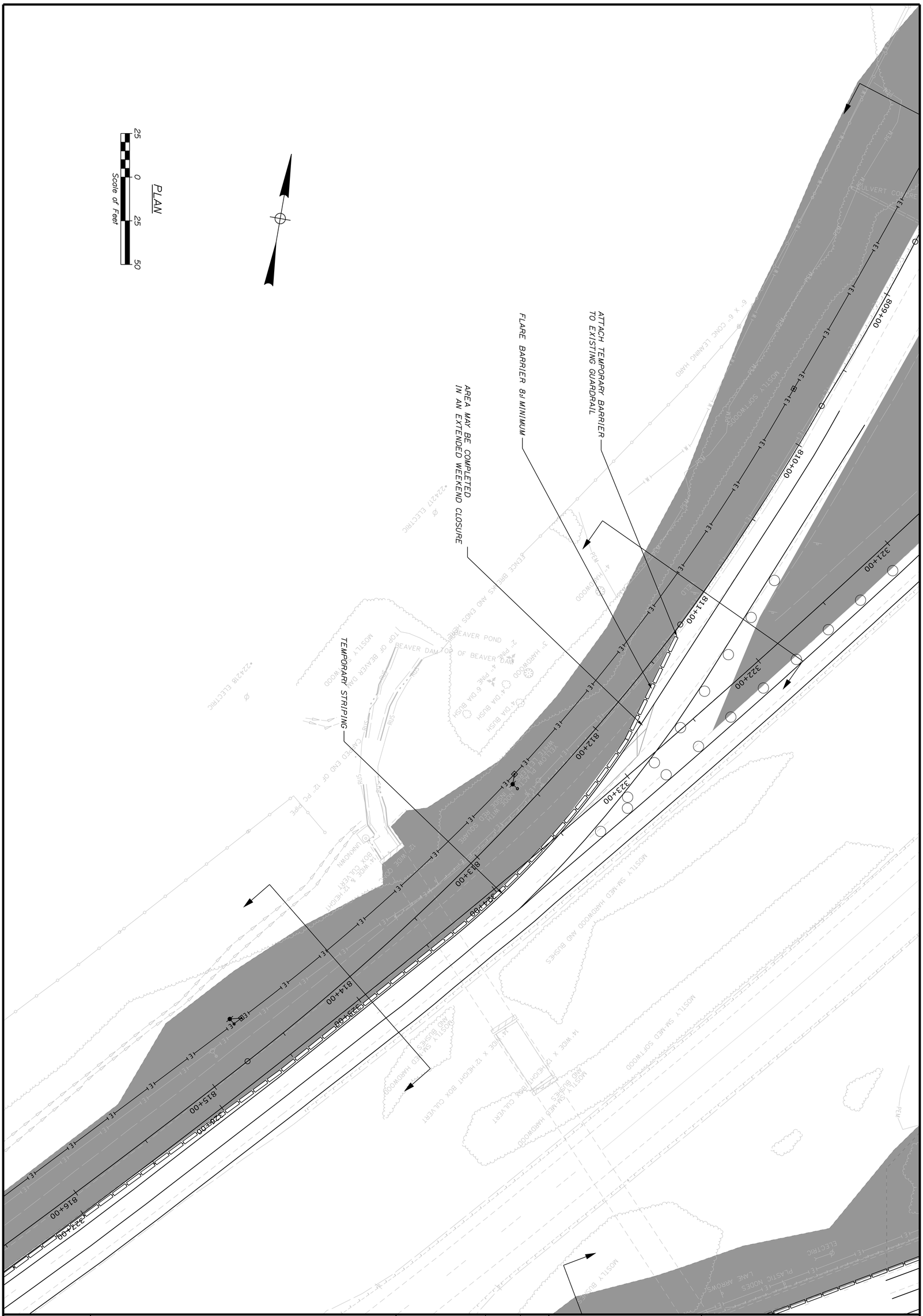
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DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS



SHEET NUMBER P-19 118 OF 485

BANGOR
I-95 EXIT 187

PHASE 1A RAMP B
(2 OF 2)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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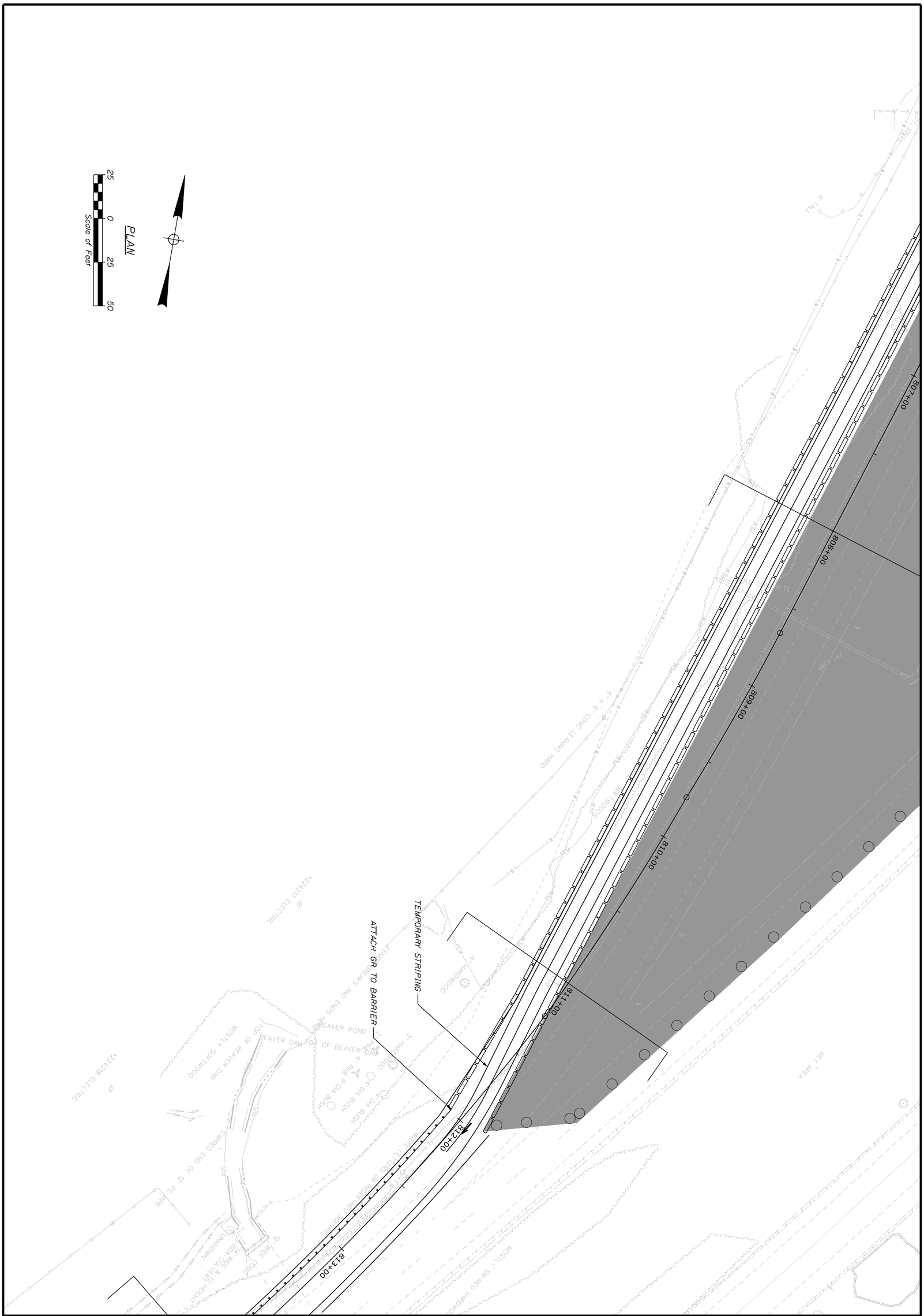


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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187
PHASE 1B RAMP B
(1 OF 2)

SHEET NUMBER
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WIN
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HIGHWAY PLANS



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OF 485

BANGOR
I-95 EXIT 187
PHASE 1B RAMP B
(2 OF 2)

PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

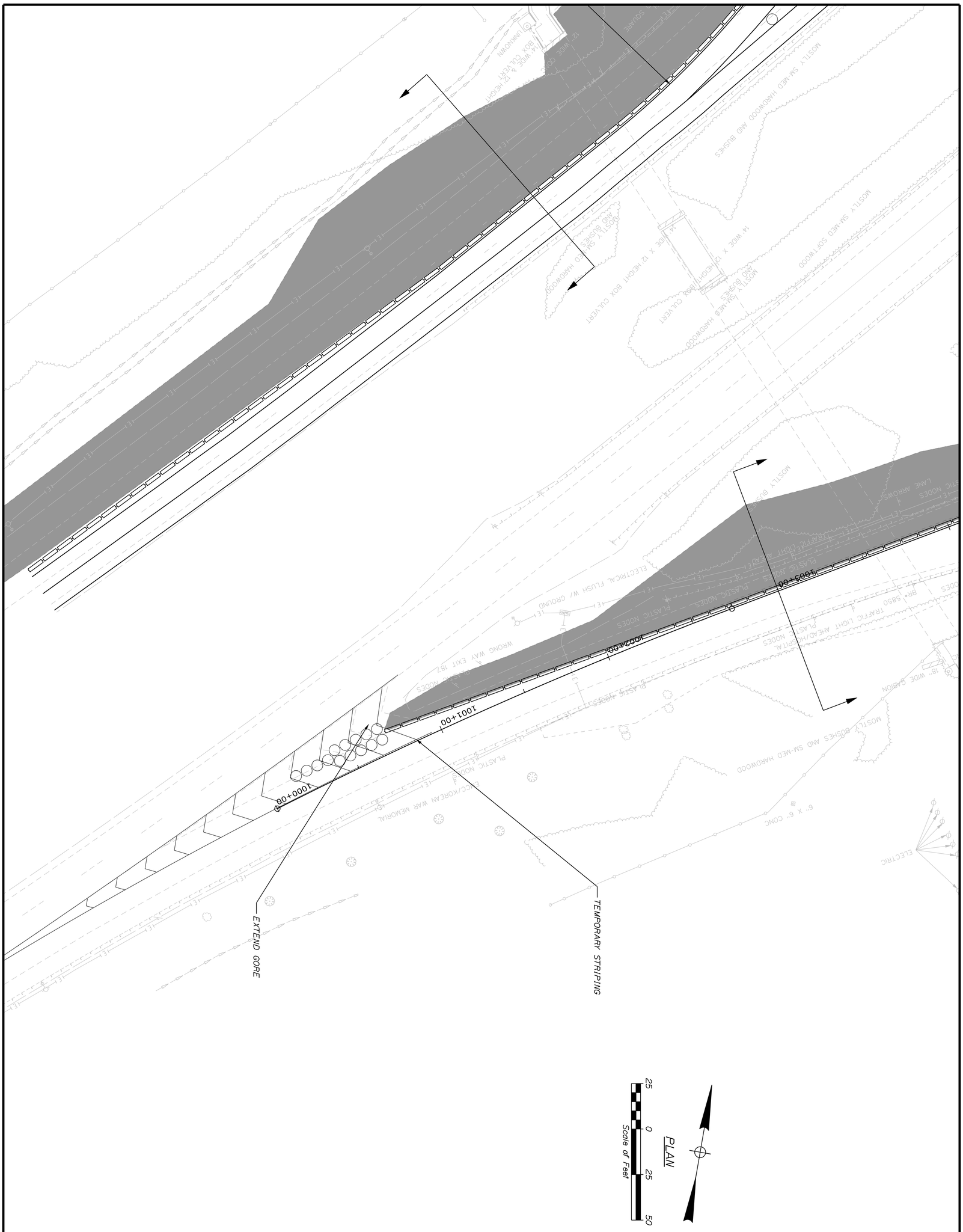
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS



SHEET NUMBER P-22 121 OF 485

BANGOR
I-95 EXIT 187

PHASE 1 RAMP C
(1 OF 2)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



SHEET NUMBER P-23 122 OF 485	BANGOR I-95 EXIT 187 PHASE 1 RAMP C (2 OF 2)	PROJ. MANAGER L. ROWE	BY / DATE
		DESIGN-DETAILED	ECF / JBD / 11/25/2025
		CHECKED-REVIEWED	ECF / AG / 11/25/2025
		DESIGN2-DETAILED2	
		DESIGN3-DETAILED3	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

Filename: ...\009_Phase_2_Overview.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

RAMP A

SPRINGER DR

BANGOR MALL BLVD

RAMP D

FIELD FIT CULVERT

HOGAN RD

WORK AREA (TYP)

RAMP B

TEMPORARY PAVEMENT MARKINGS

TEMPORARY TRAFFIC SIGNAL

DISALLOW LEFT TURNS WHILE TEMPORARY RAMP CONNECTION IS BEING CONSTRUCTED

TEMPORARY TRAFFIC SIGNAL

REMOVE PAVEMENT

HASKELL RD

SYLVAN RD

TEMPORARY PAVEMENT

SEE I-95 LANE CLOSURE FOR PLANS DETAILS

RAMP C

I-95 (SB)

I-95 (NB)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

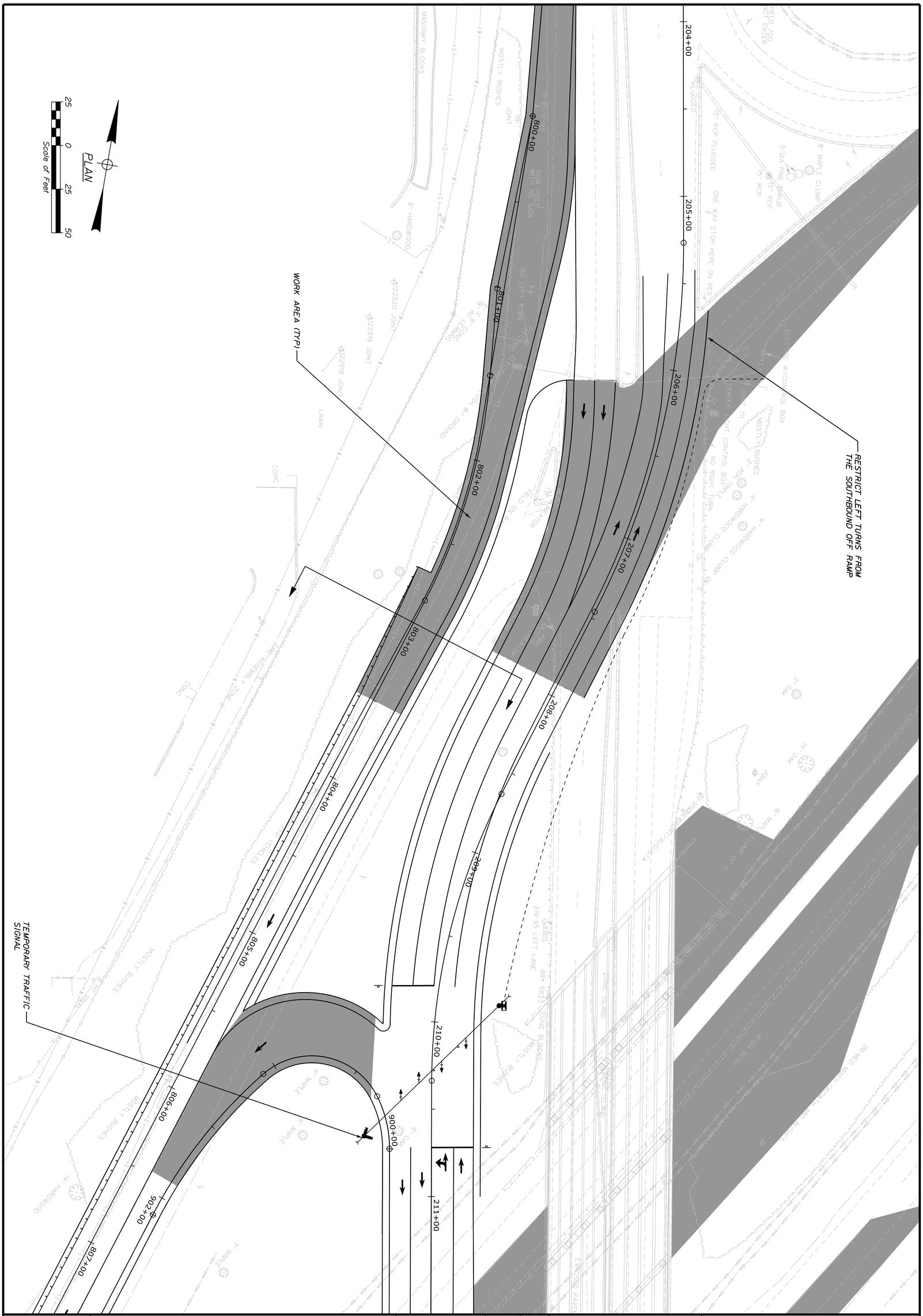
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187

PHASE 2 OVERVIEW

SHEET NUMBER
P-24



BANGOR I-95 EXIT 187 PHASE 2 RAMP B	PROJ. MANAGER L. ROWE	BY	DATE
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	CHECKED-REVIEWED ECF	AG	11/25/2025
	DESIGN2-DETAILED2		
	DESIGN3-DETAILED3		
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

SHEET NUMBER
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OF 485

TEMPORARY TRAFFIC SIGNAL

REMOVE PAVEMENT

TEMPORARY PAVEMENT

DISALLOW LEFT TURNS WHILE TEMPORARY RAMP CONNECTION IS BEING CONSTRUCTED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

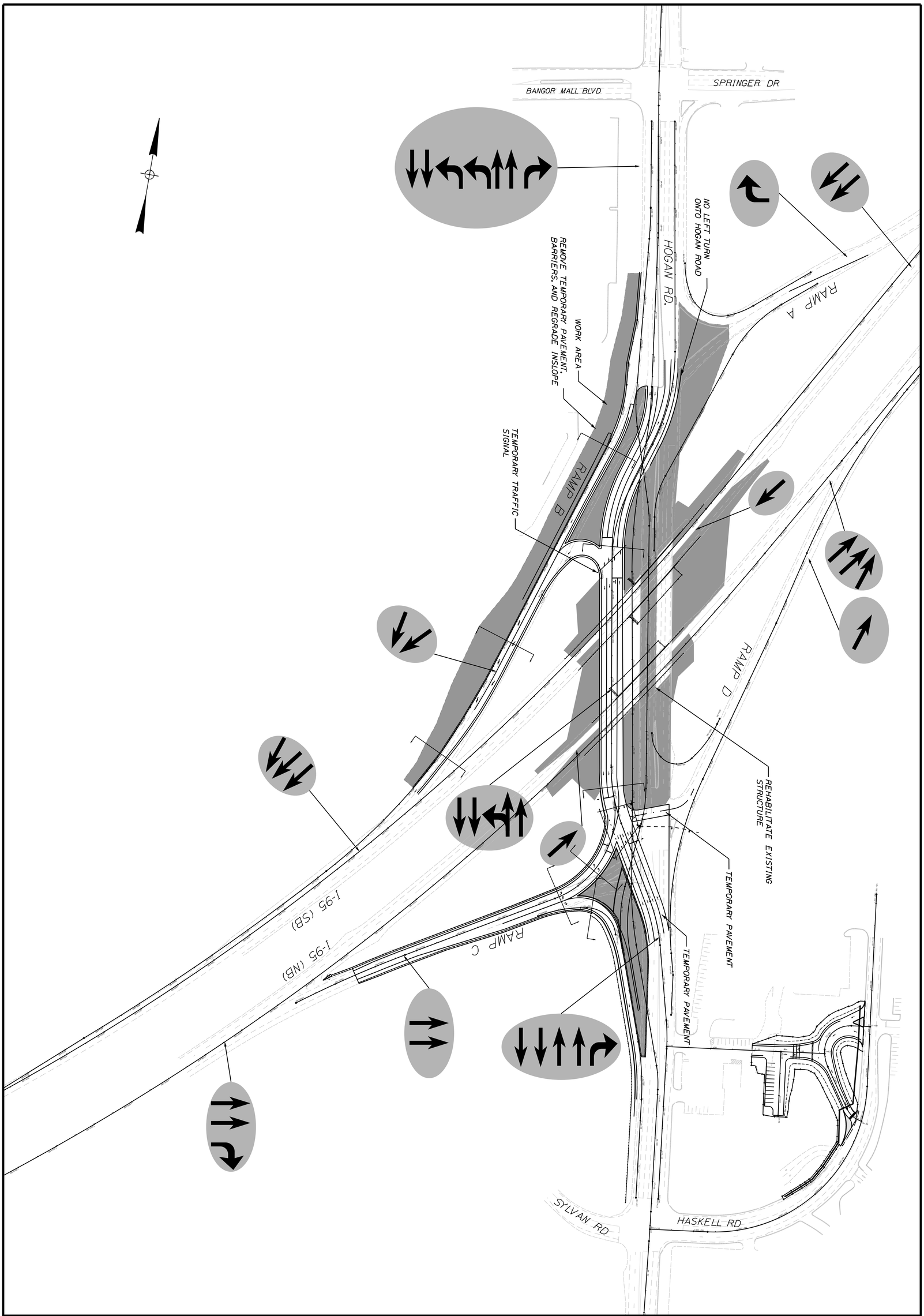
BANGOR
I-95 EXIT 187

PHASE 2 RAMP C

SHEET NUMBER
P-26
125
OF 485

Filename: ...\Phasing\012_Phase_2_Ramp_C.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\013_Phase_3_Overiview.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



SHEET NUMBER P-27 126 OF 485

BANGOR
I-95 EXIT 187

PHASE 3 OVERVIEW

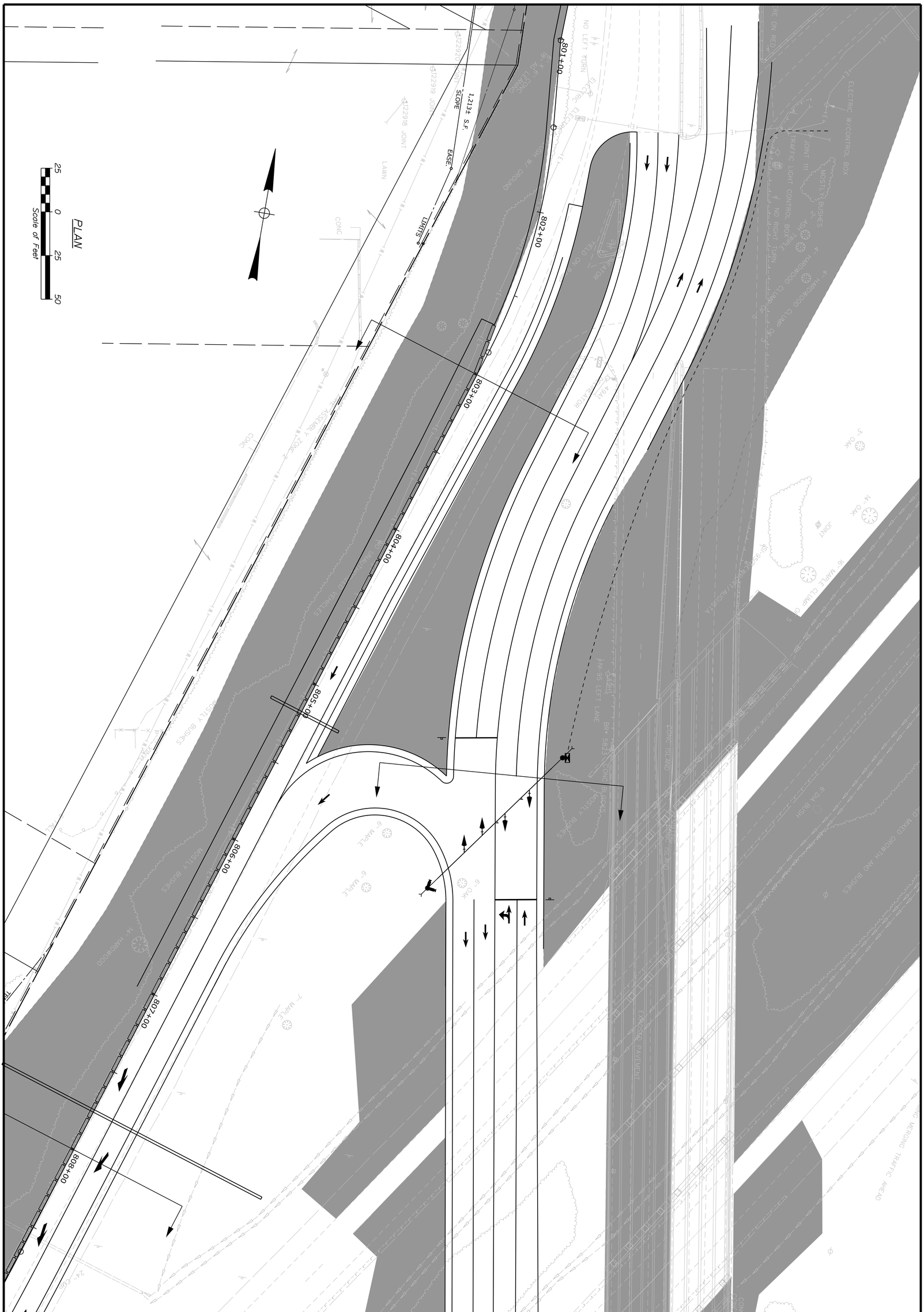
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER P-28
127 OF 485

BANGOR
I-95 EXIT 187

PHASE 3 RAMP B
(1 OF 2)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

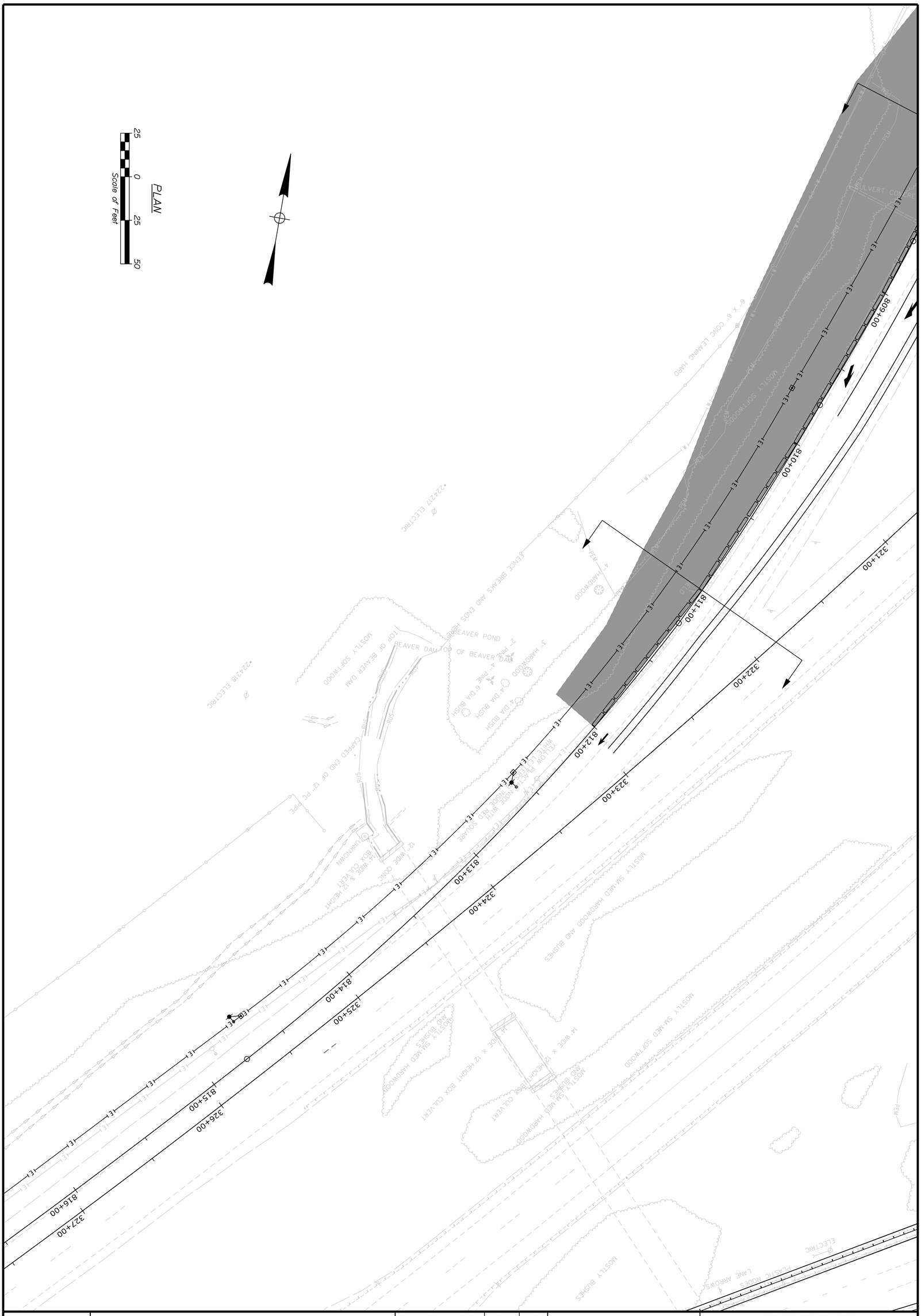
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

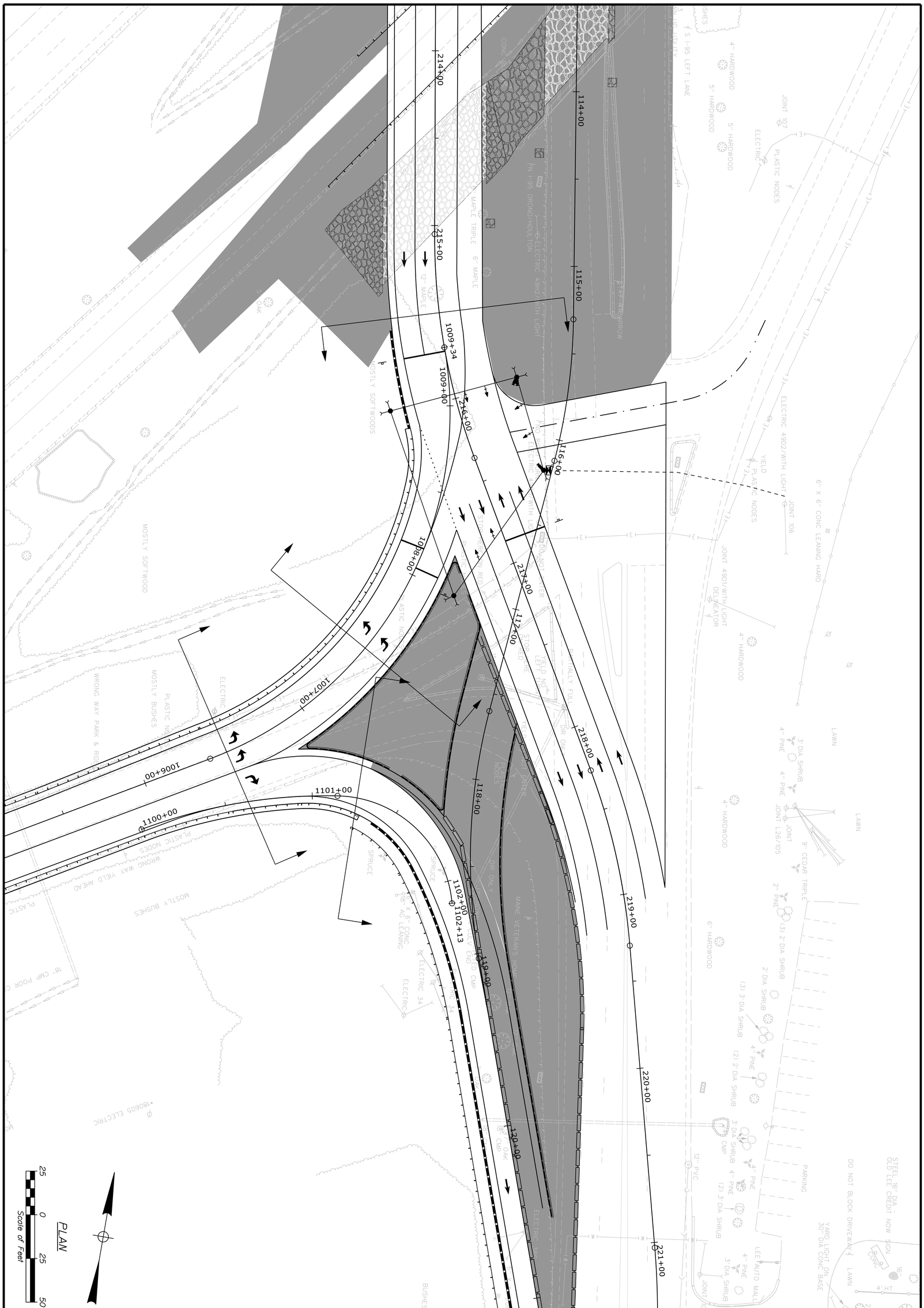
WIN
18595.11

HIGHWAY PLANS



SHEET NUMBER P-29 128 OF 485	BANGOR I-95 EXIT 187 PHASE 3 RAMP B (2 OF 2)	PROJ. MANAGER L. ROWE / BY / DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS

DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



SHEET NUMBER P-30 129 OF 485

BANGOR
I-95 EXIT 187

PHASE 3 RAMP C

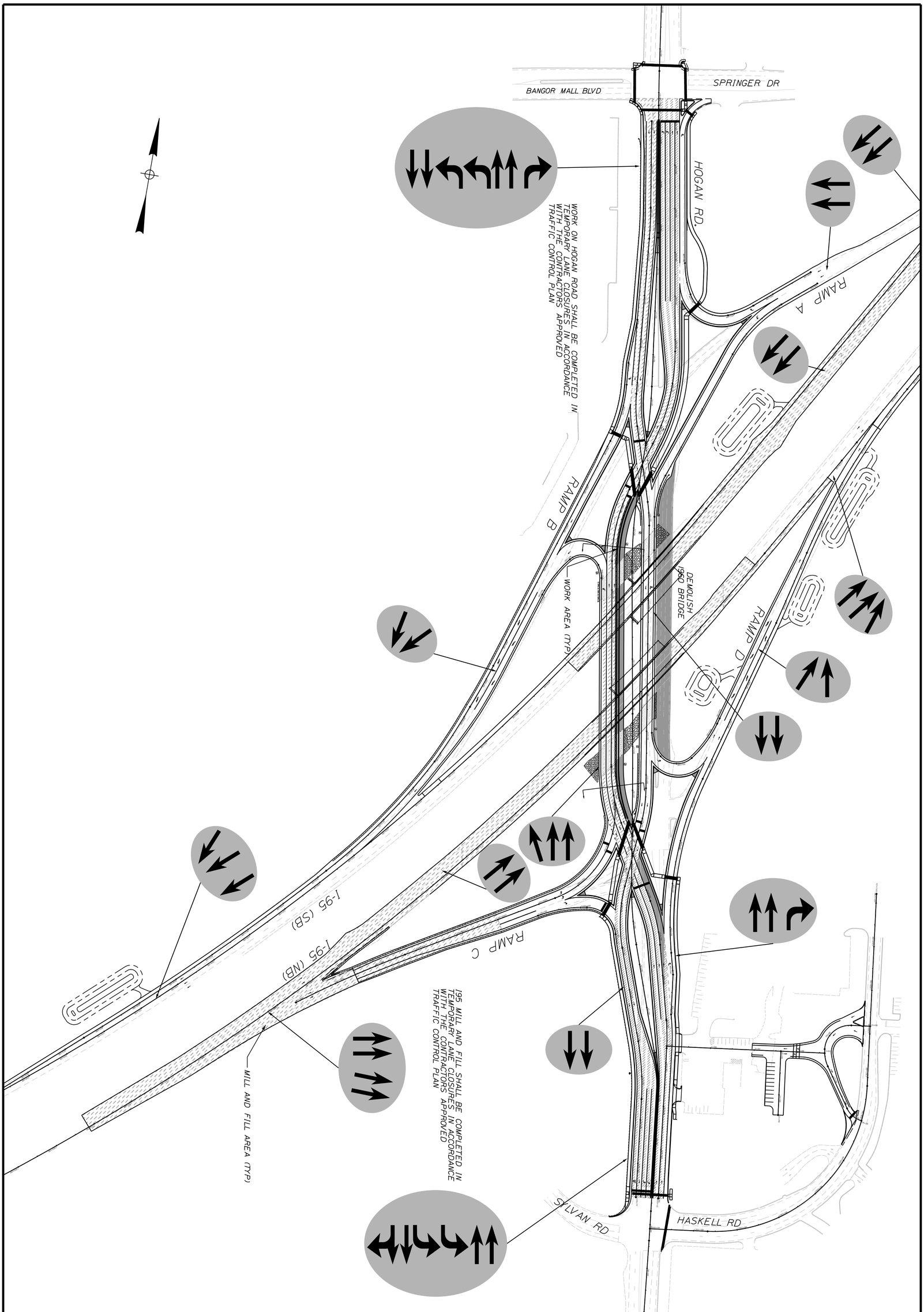
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER P-31 130 OF 485

BANGOR
I-95 EXIT 187

PHASE 4 OVERVIEW

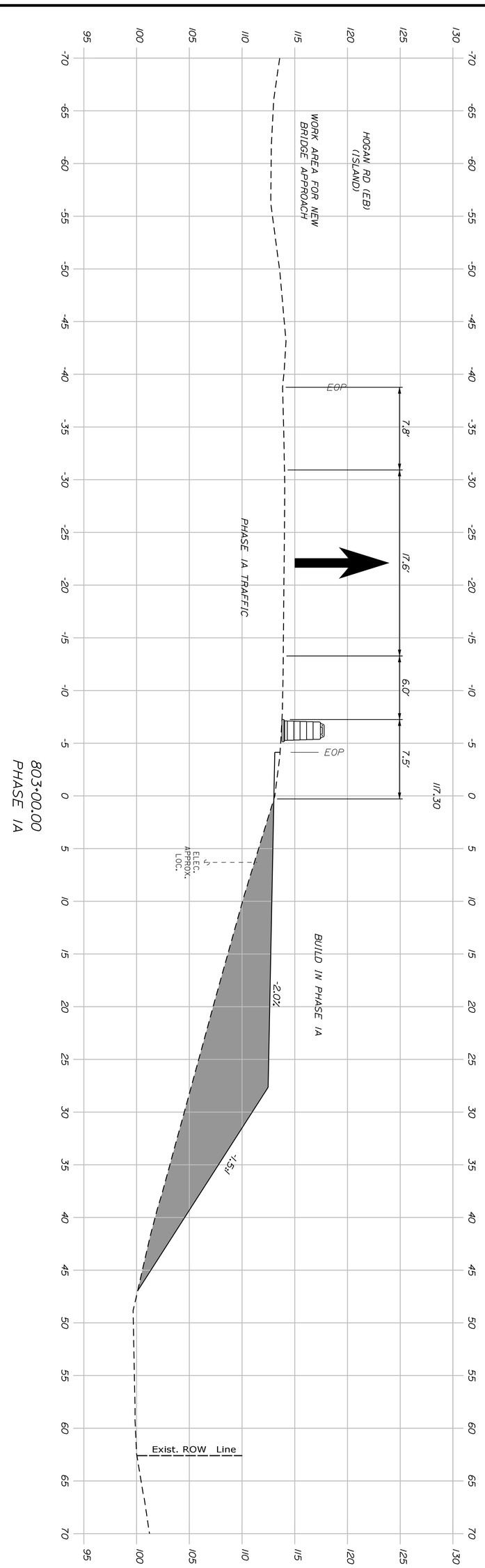
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

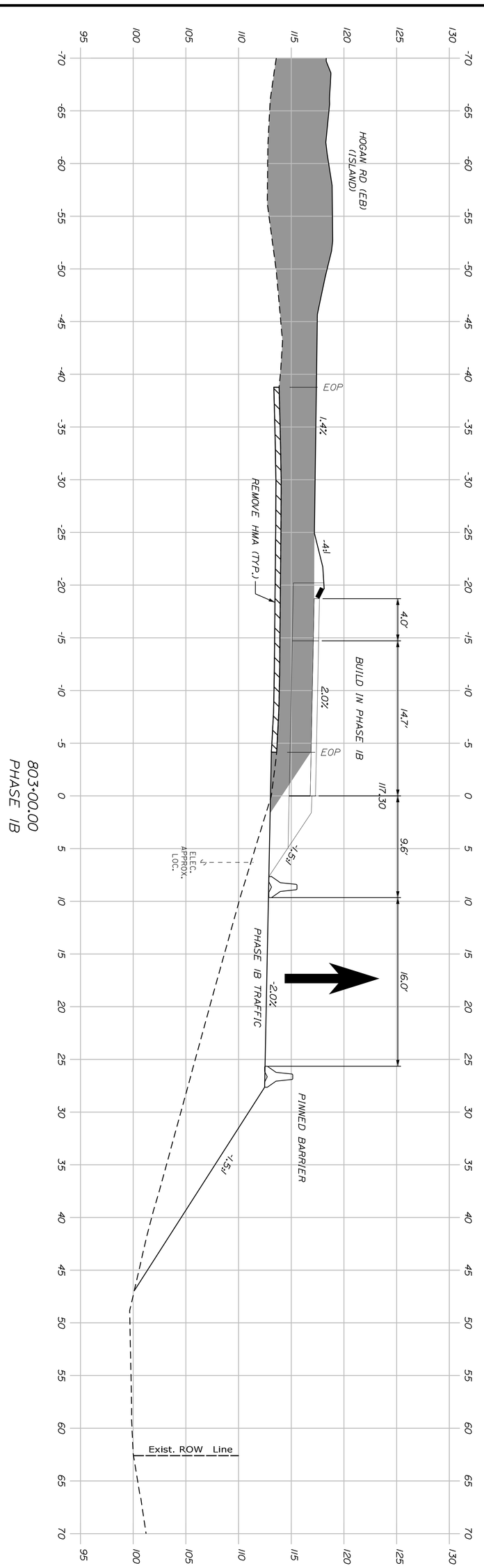
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

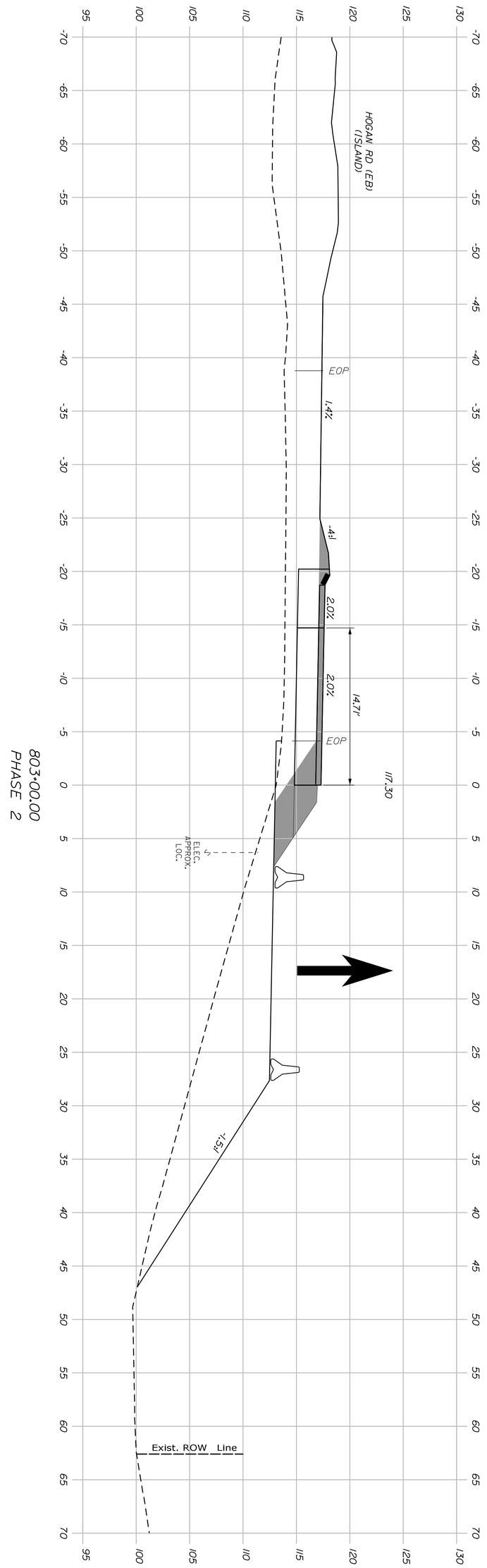
18595.11

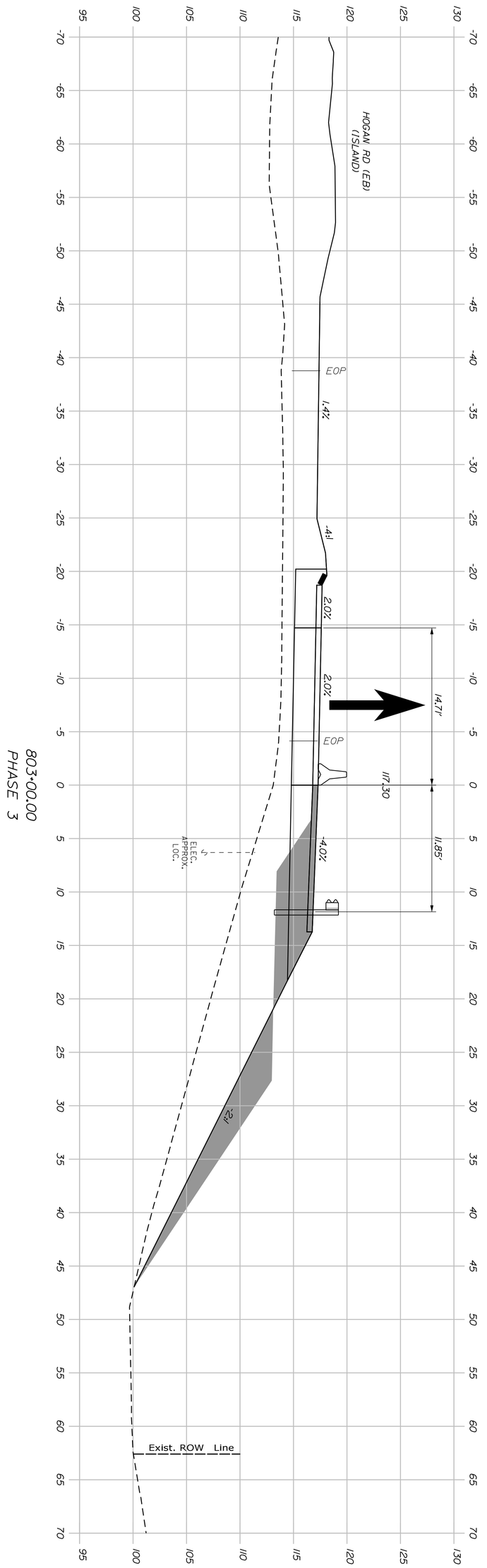
WIN 18595.11 HIGHWAY PLANS





SHEET NUMBER 131 OF 485	BANGOR I-95 EXIT 187 DDI TCP - SECTIONS RAMP B PHASE 1A AND 1B	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED ECF JBD 11/25/2025 CHECKED-REVIEWED ECF AG 11/25/2025 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	vhb STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS





SHEET NUMBER 132 OF 485

BANGOR
I-95 EXIT 187 DDI

RAMP B PHASE 3

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

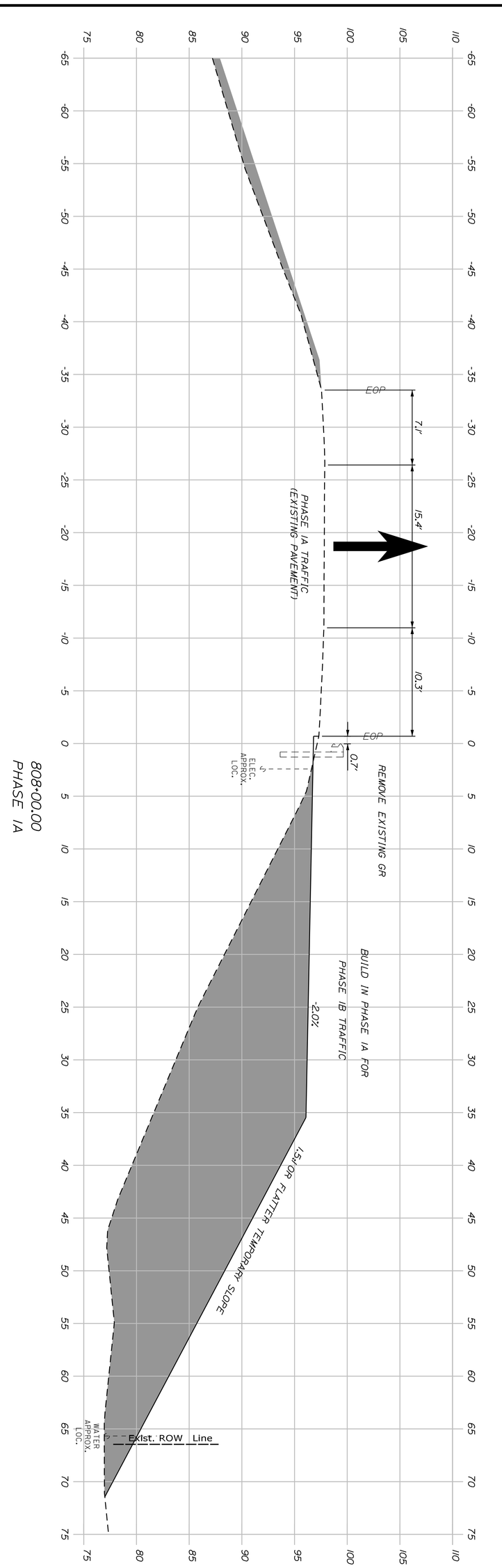
vhb

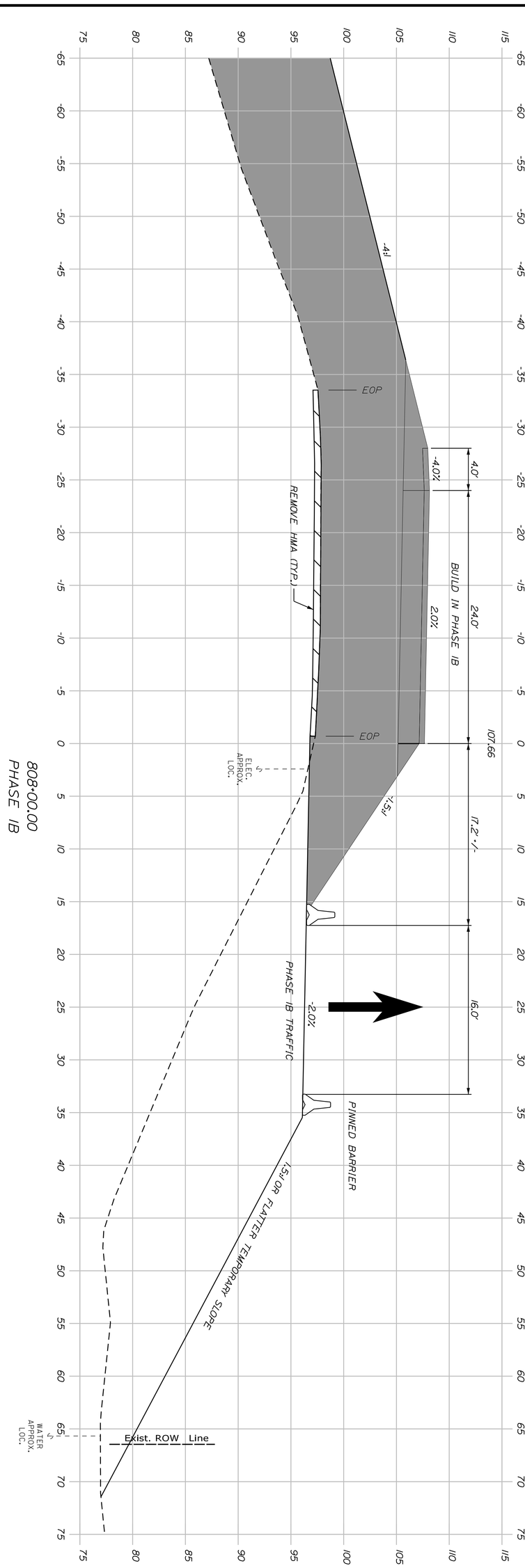
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





SHEET NUMBER 133 OF 485

BANGOR
I-95 EXIT 187 DDI

RAMP B PHASE 1A AND 1B

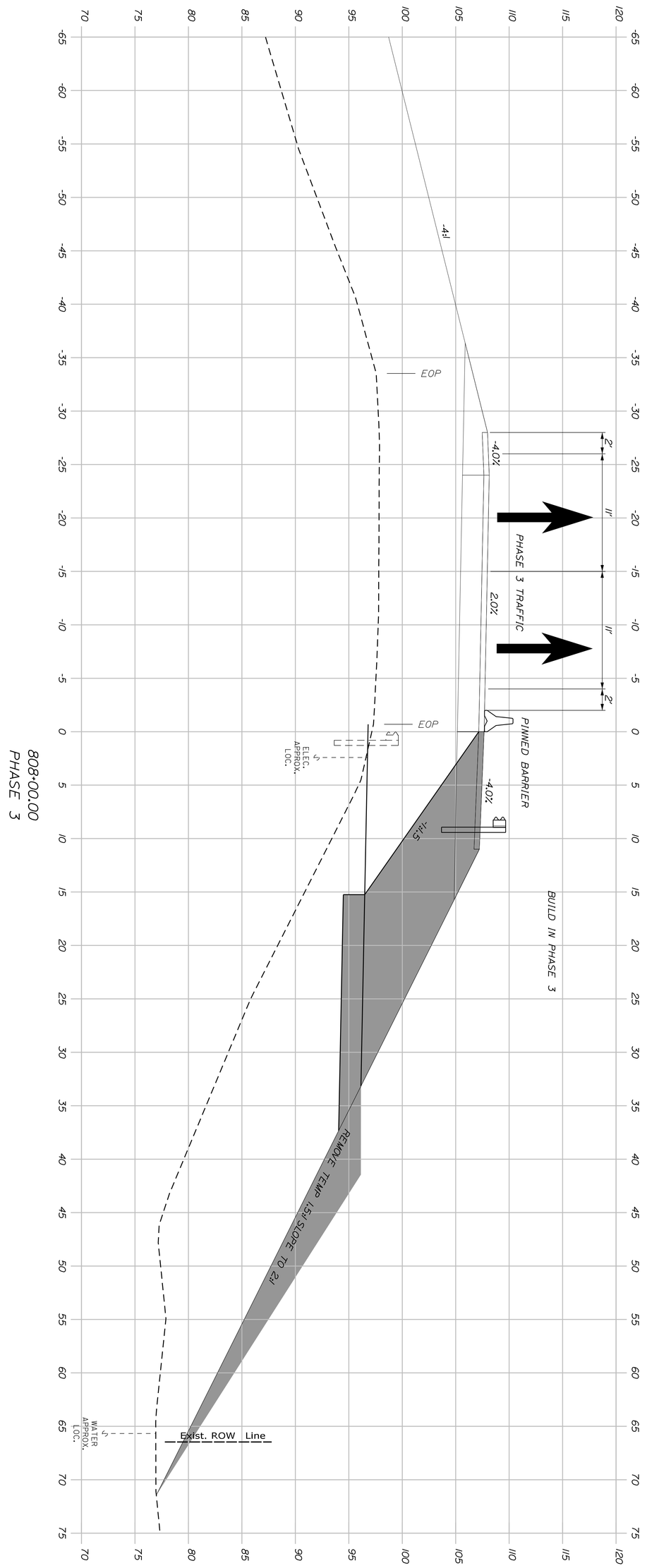
		BY	DATE
PROJ. MANAGER	R. MOULTON		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

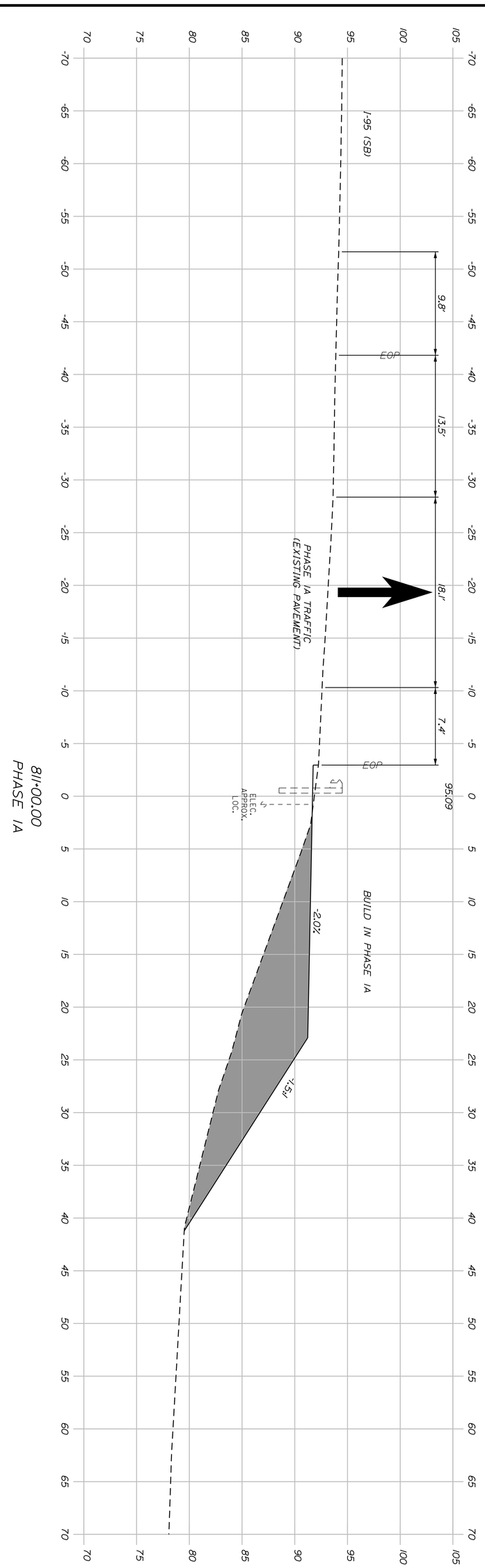
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

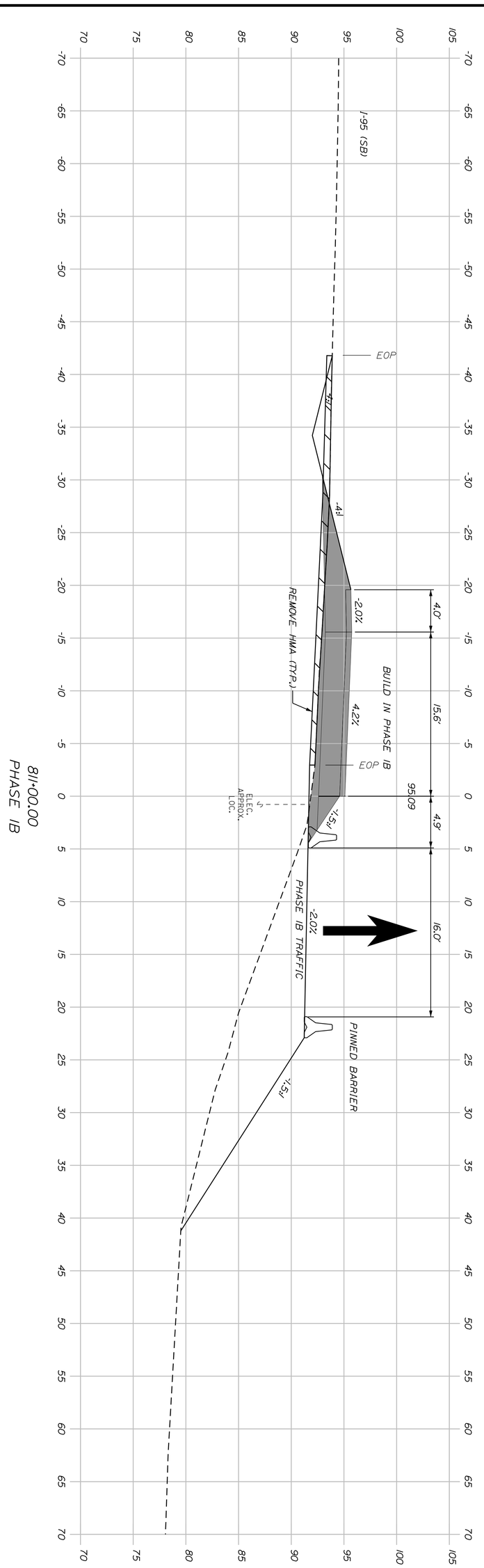
18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER 134 OF 485	BANGOR I-95 EXIT 187 DDI RAMP B PHASE 3	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED ECF JBD 11/25/2025 CHECKED-REVIEWED ECF AG 11/25/2025 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	vhb
			STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS





PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187 DDI

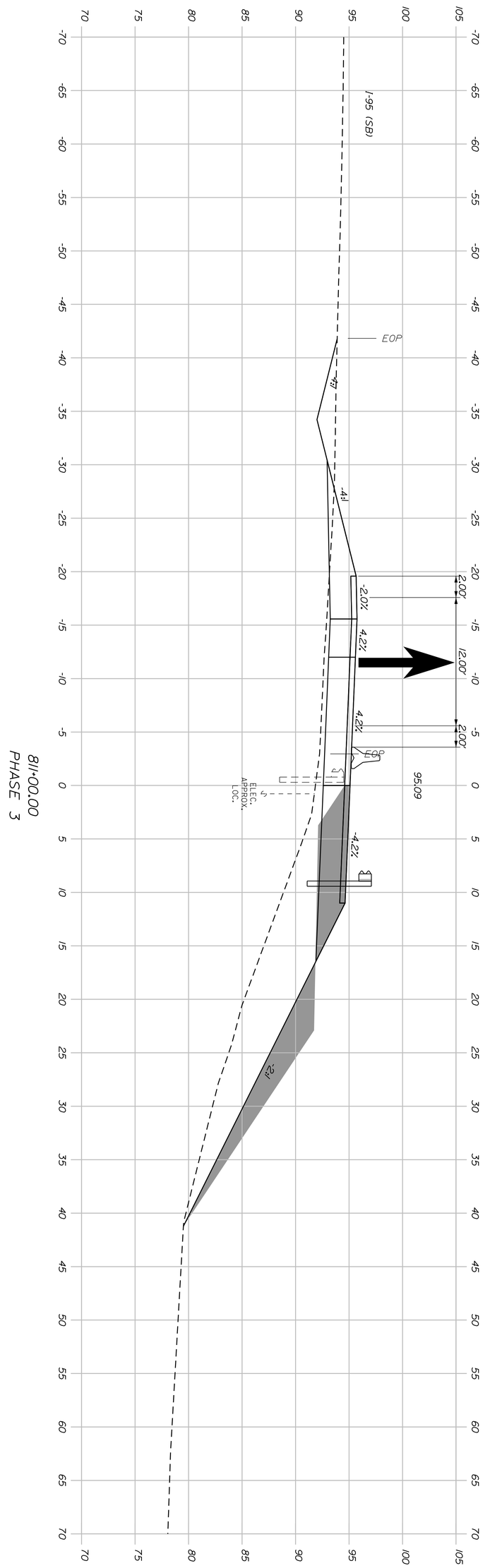
RAMP B PHASE 1A AND 1B

SHEET NUMBER 135 OF 485

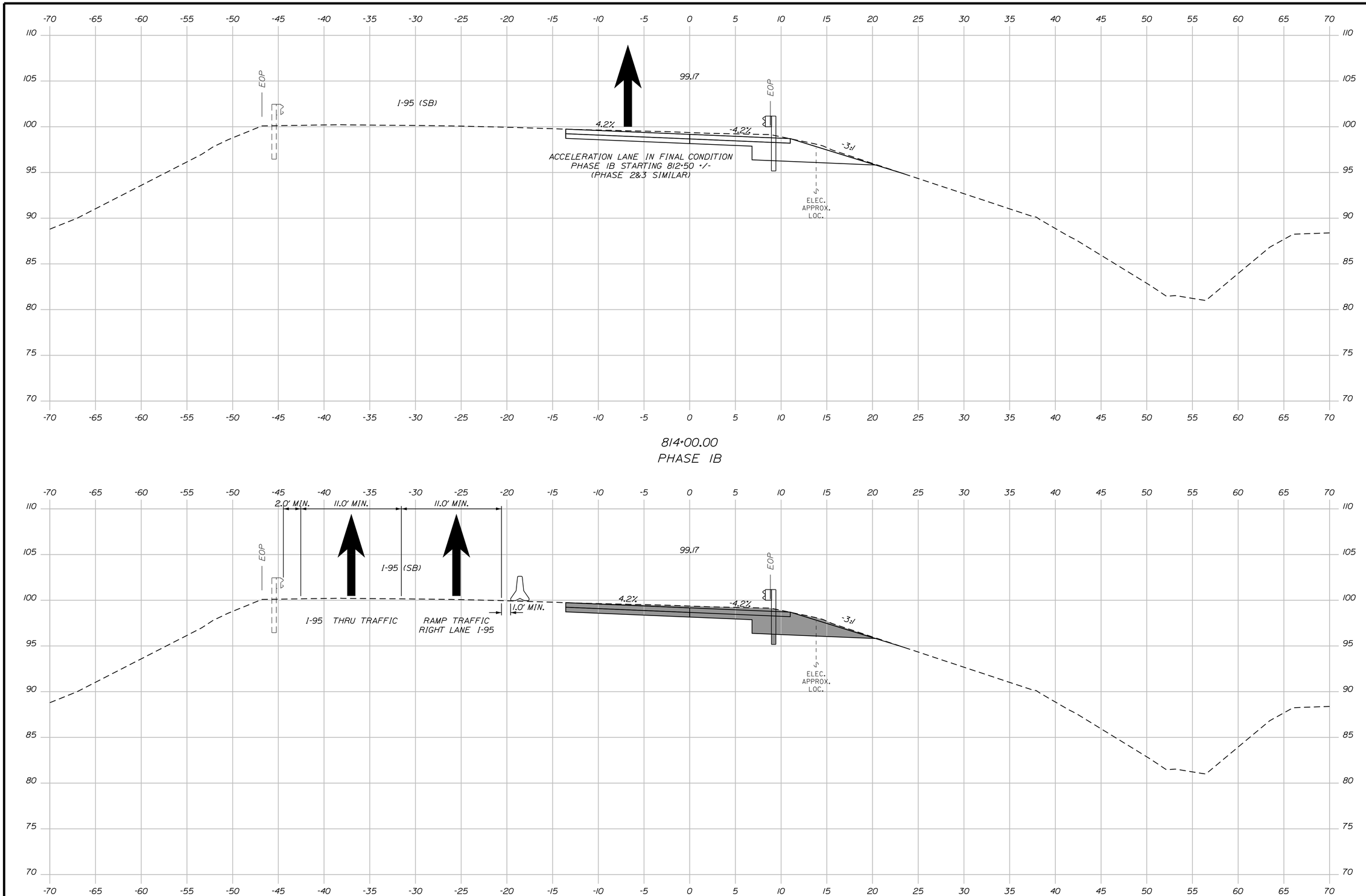
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER 136 OF 485	BANGOR I-95 EXIT 187 DDI RAMP B PHASE 3	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED ECF JBD 11/25/2025 CHECKED-REVIEWED ECF AG 11/25/2025 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

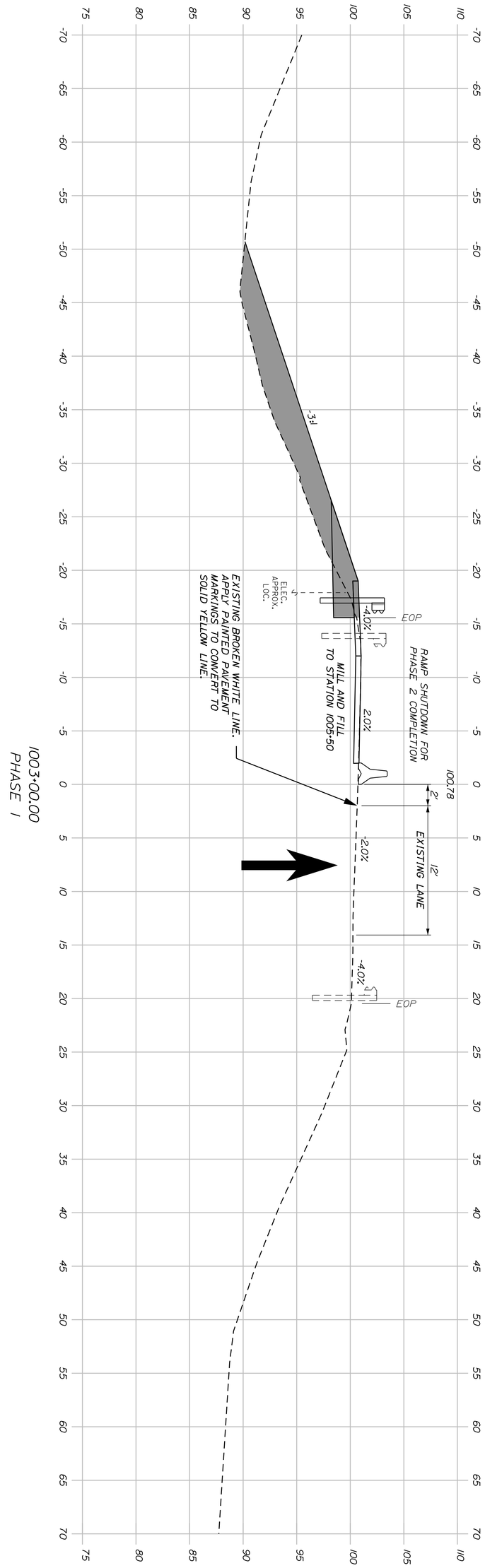
	BY	DATE
L. ROWE	JBD	11/25/2025
PROJ. MANAGER	ECF	
DESIGN-DETAILED	ECF	
CHECKED-REVIEWED	AG	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

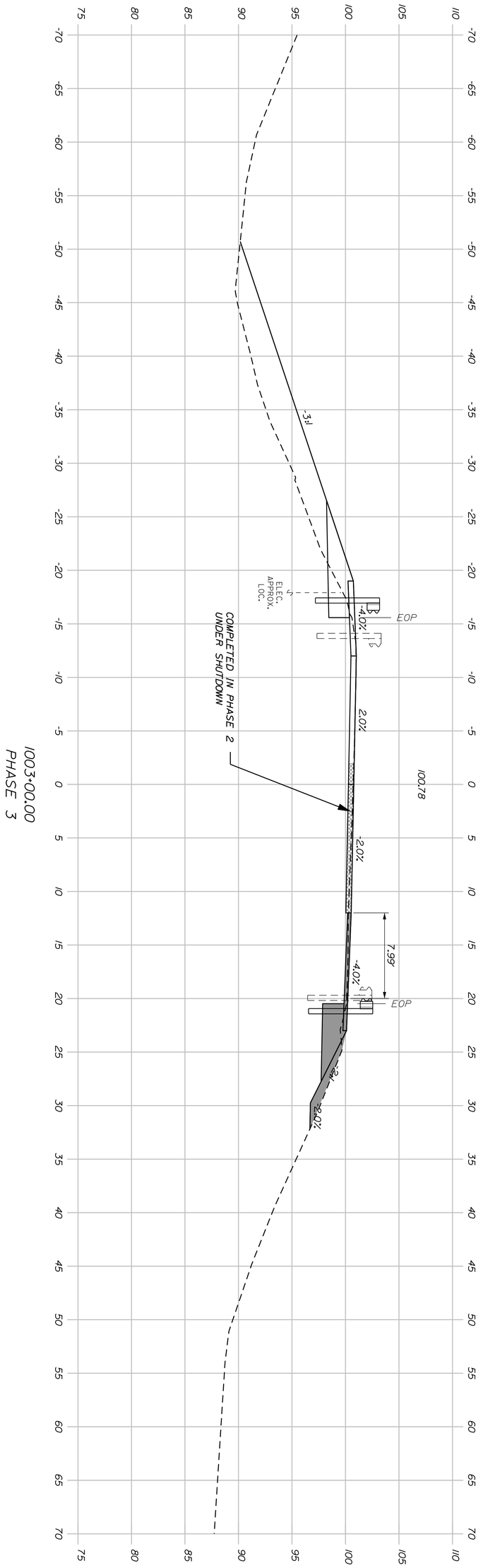
BANGOR
I-95 EXIT 187 DDI

RAMP B PHASE 1A AND 1B

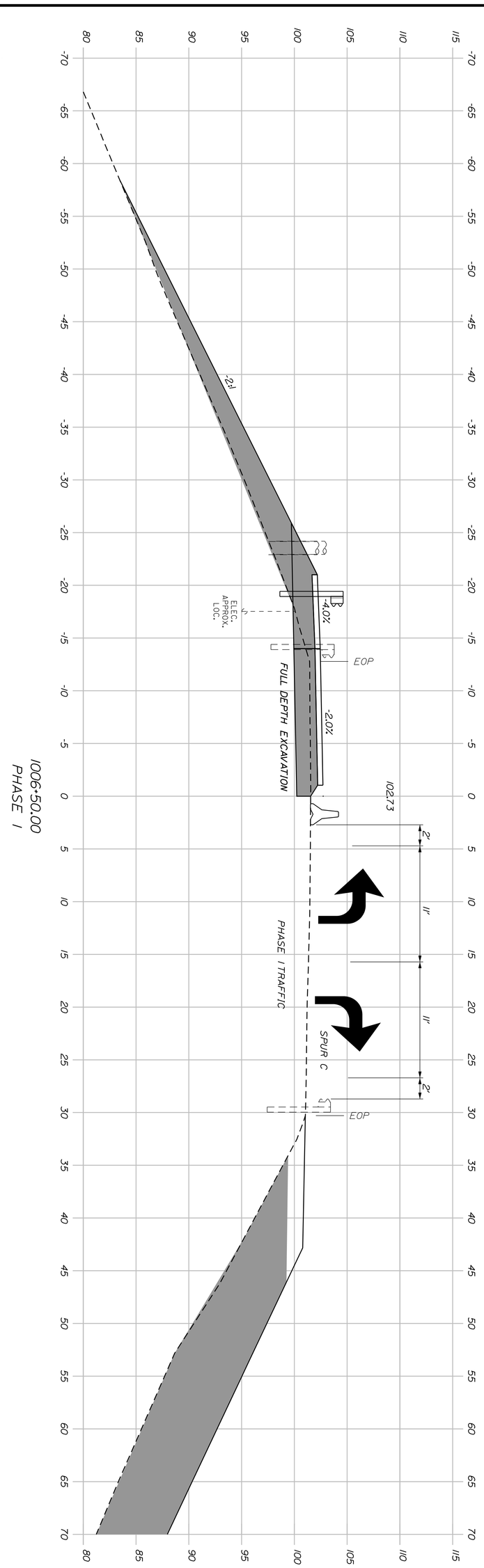
SHEET NUMBER
137
OF 485

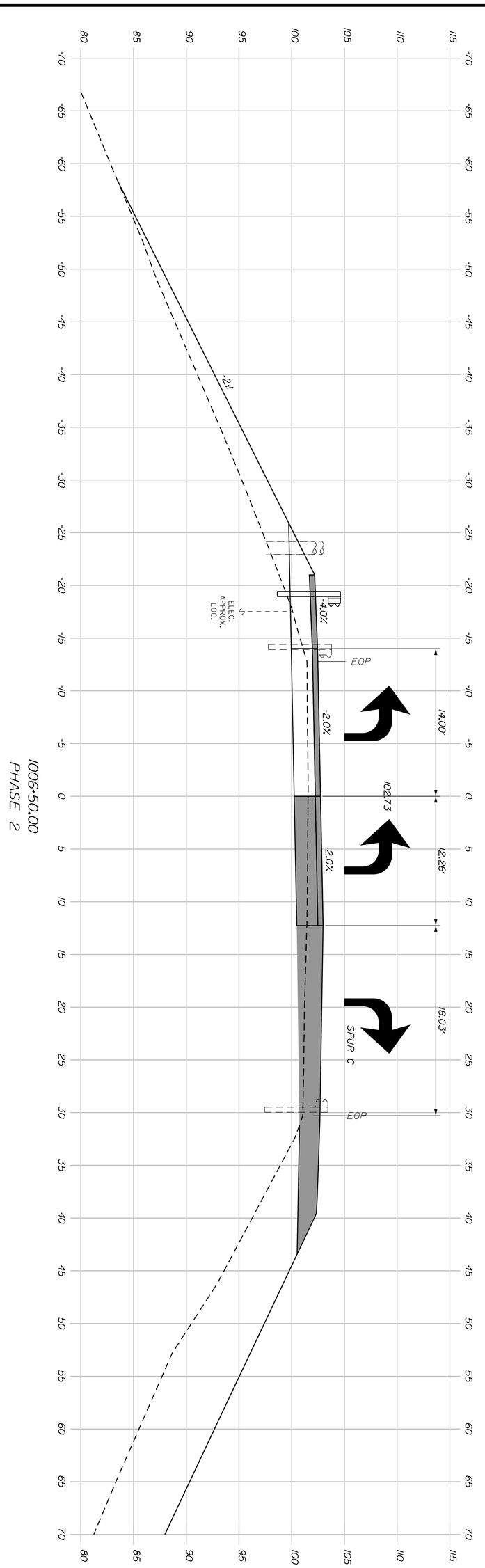
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SHEET NUMBER 138 OF 485	BANGOR I-95 EXIT 187 DDI	PROJ. MANAGER L. ROWE	BY / DATE
		DESIGN-DETAILED	ECF / JBD / 11/25/2025
		CHECKED-REVIEWED	ECF / AG / 11/25/2025
		DESIGN2-DETAILED2	
		DESIGN3-DETAILED3	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
	RAMP C PHASE 1 AND 3	vhb	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS





PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
I-95 EXIT 187 DDI

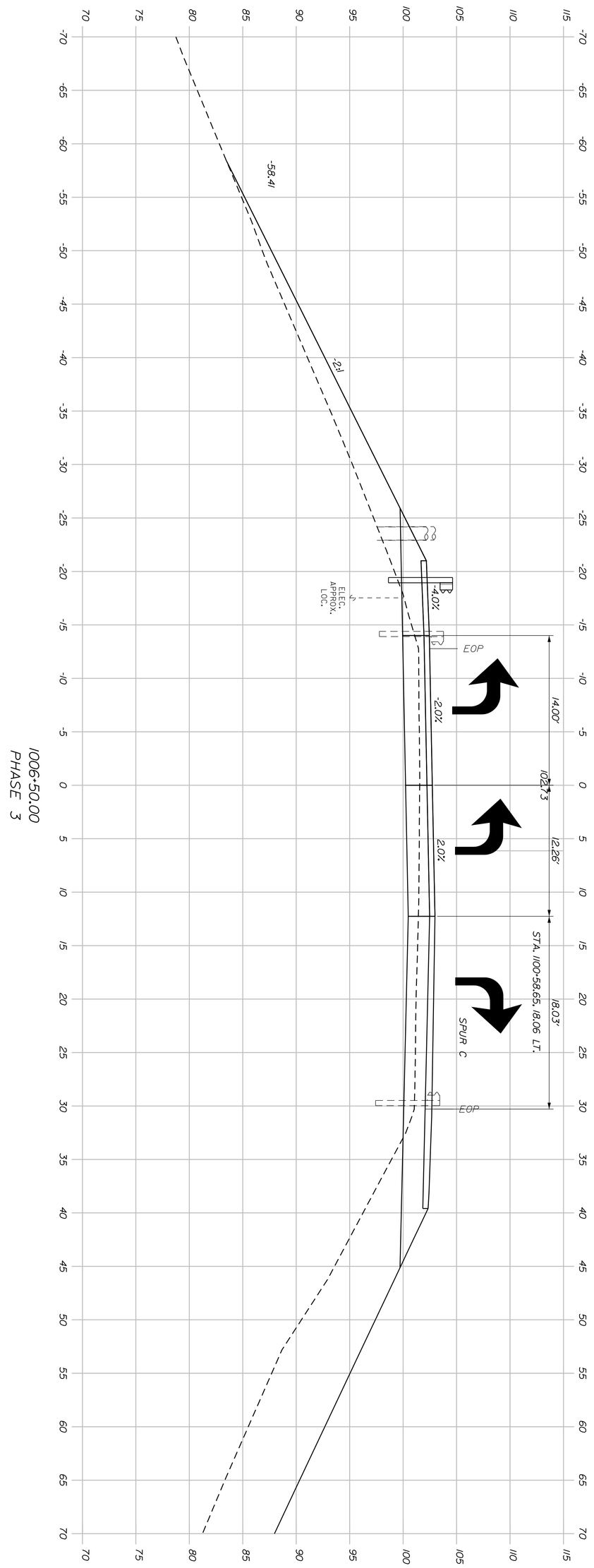
RAMP C PHASE 1 AND 2

SHEET NUMBER 139 OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER 140 OF 485

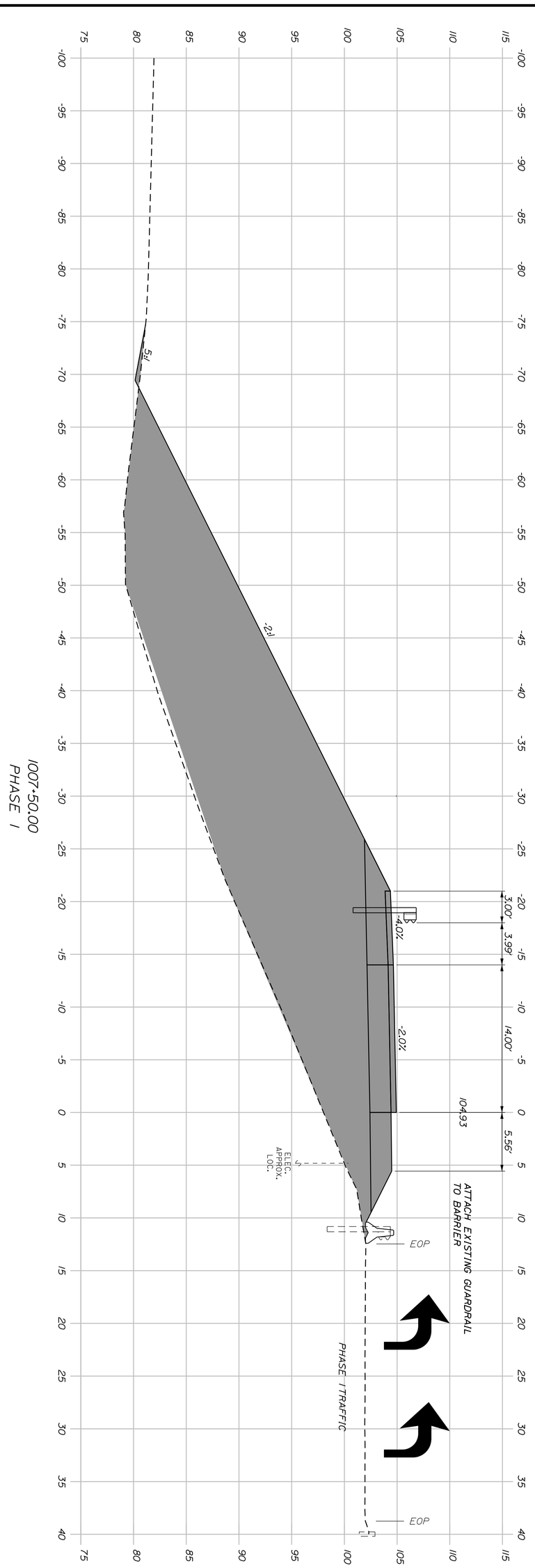
BANGOR
I-95 EXIT 187 DDI

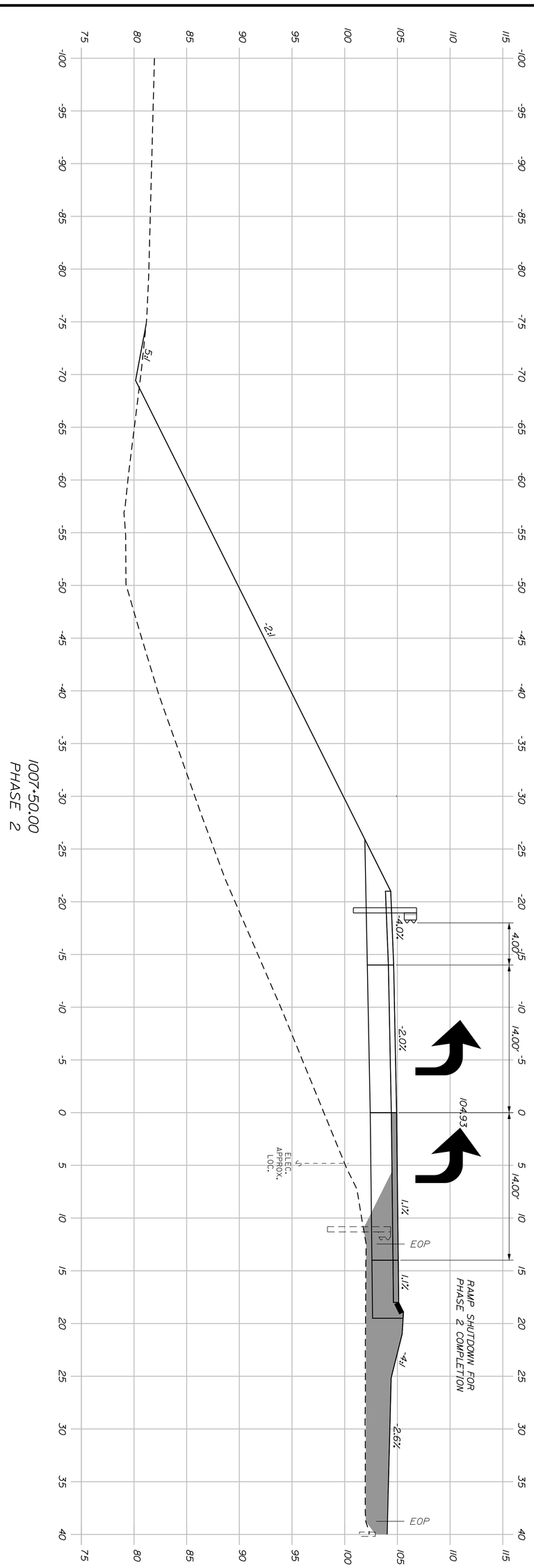
RAMP C PHASE 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER 141 OF 485

BANGOR
I-95 EXIT 187 DDI

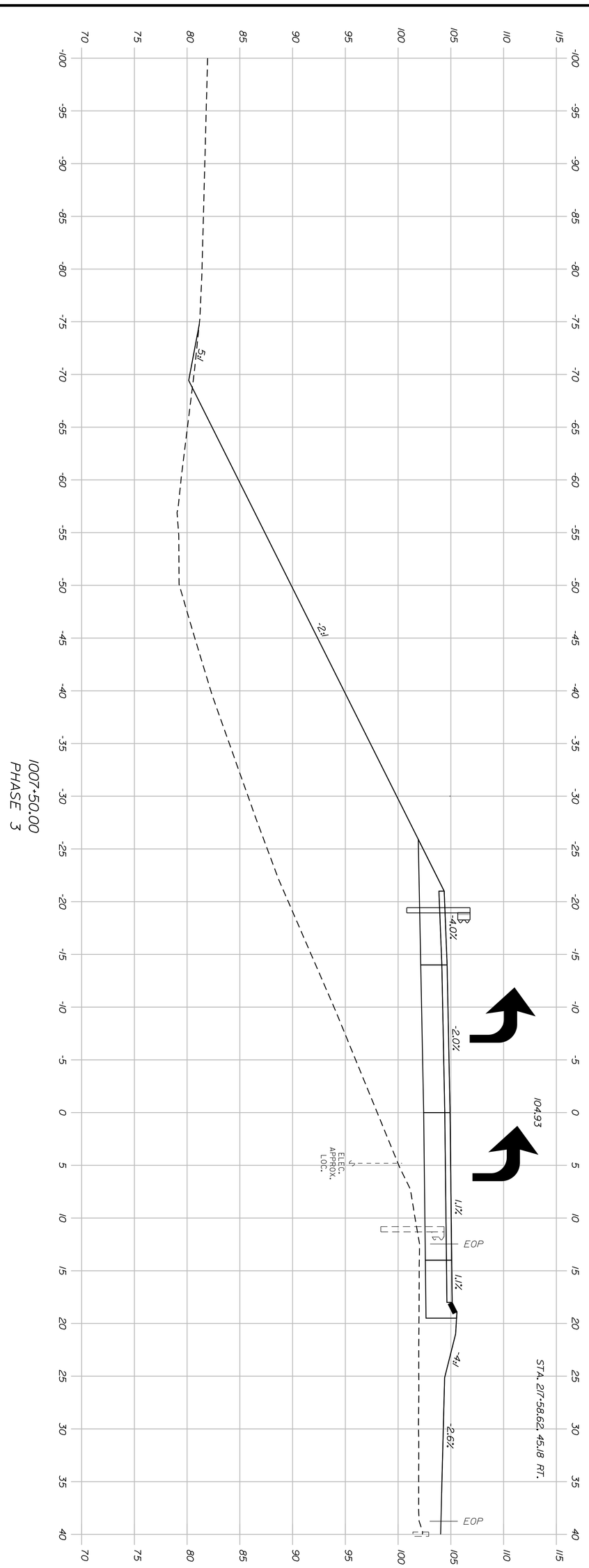
RAMP C PHASE 1 AND 2

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

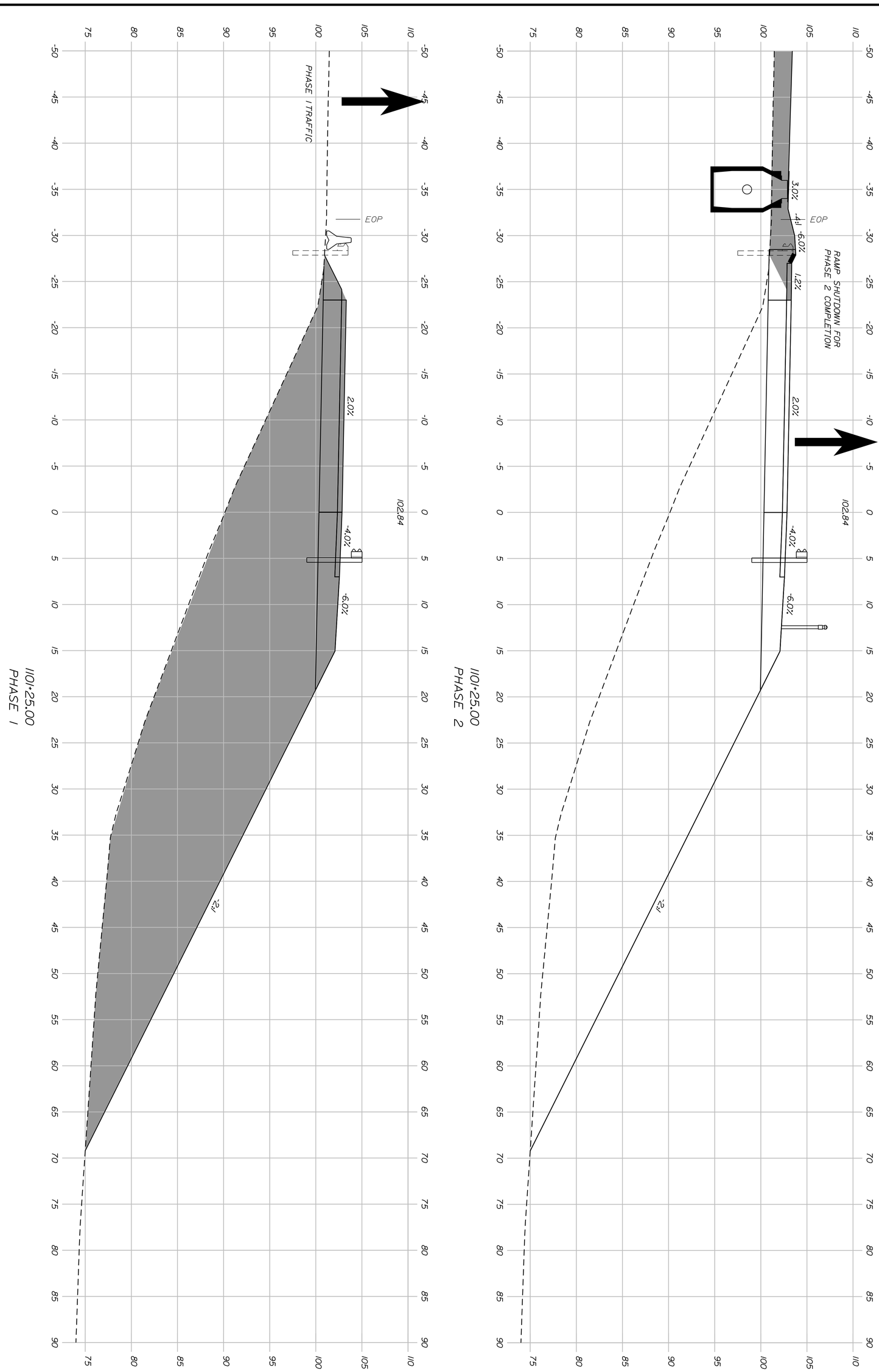
18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER 142 OF 485	BANGOR I-95 EXIT 187 DDI RAMP C PHASE 3	PROJ. MANAGER L. ROWE / BY / DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS

DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



BANGOR
I-95 EXIT 187 DDI

SPUR C PHASE 1 AND 2

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

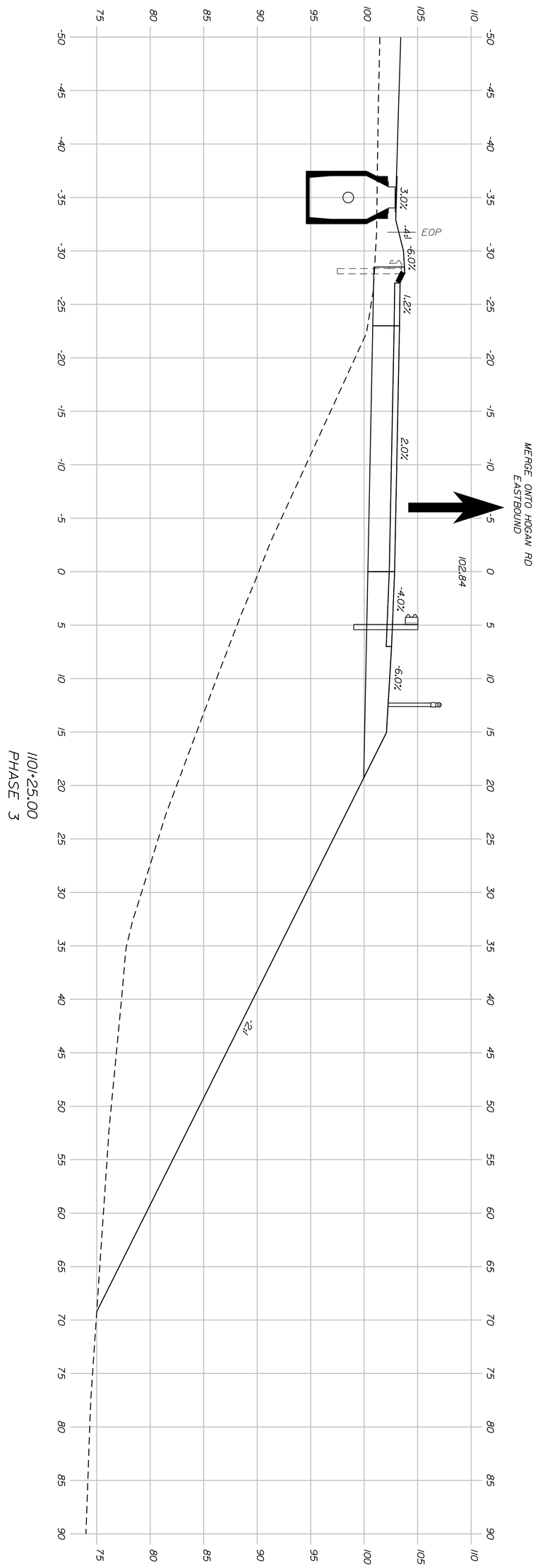
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

SHEET NUMBER
143
OF 485



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER 144 OF 485

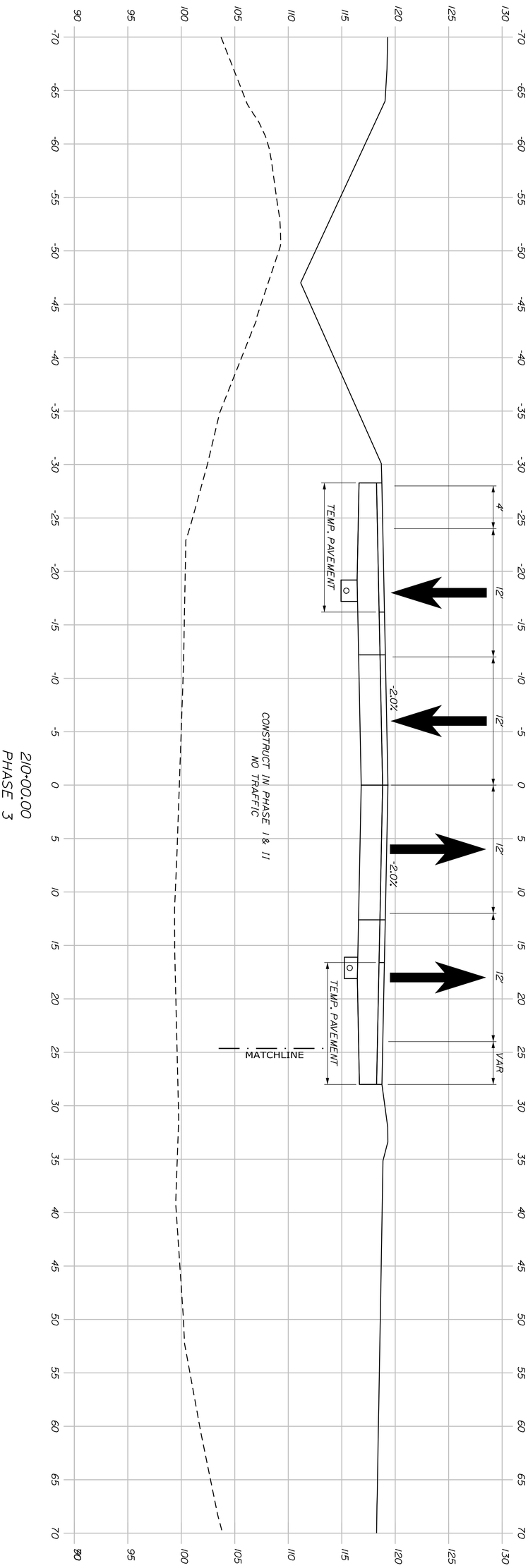
BANGOR
I-95 EXIT 187 DDI

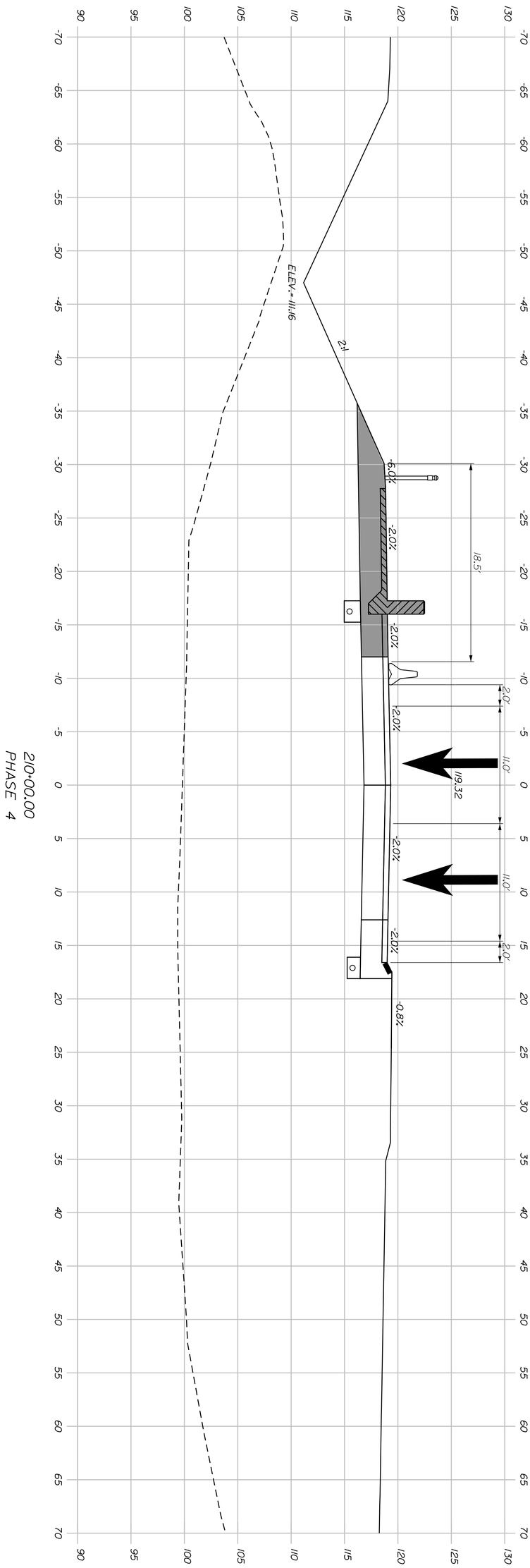
SPUR C PHASE 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





SHEET NUMBER 145 OF 485

BANGOR
I-95 EXIT 187 DDI

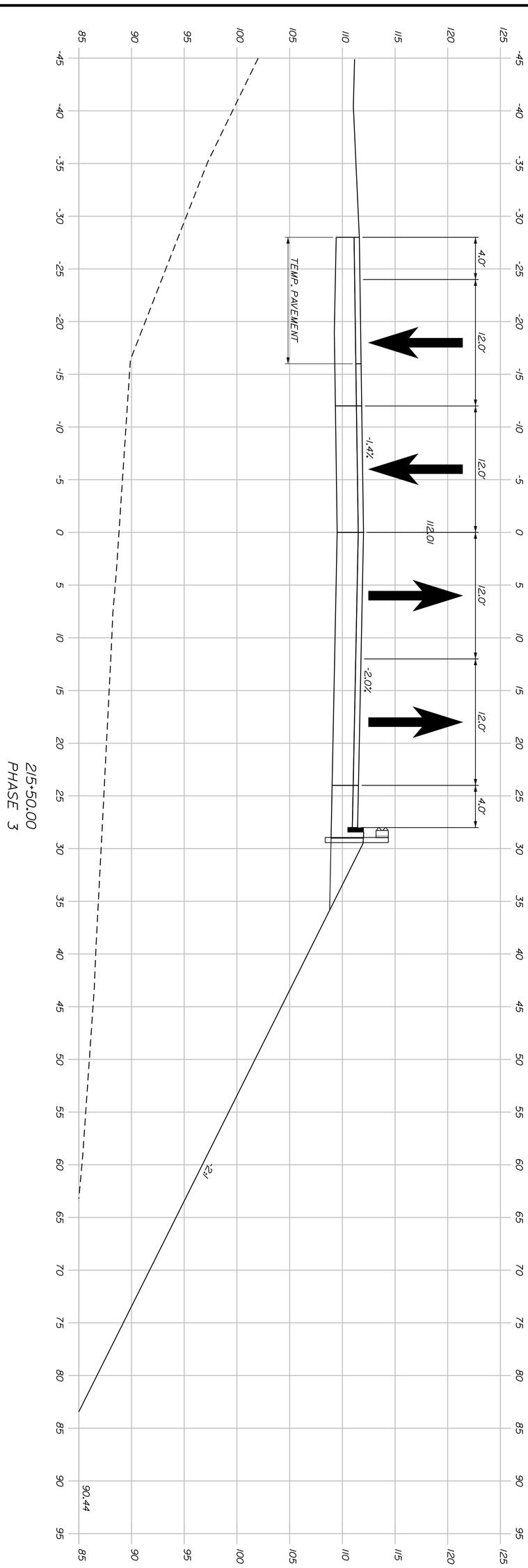
HOGAN RD PHASE 3 AND 4

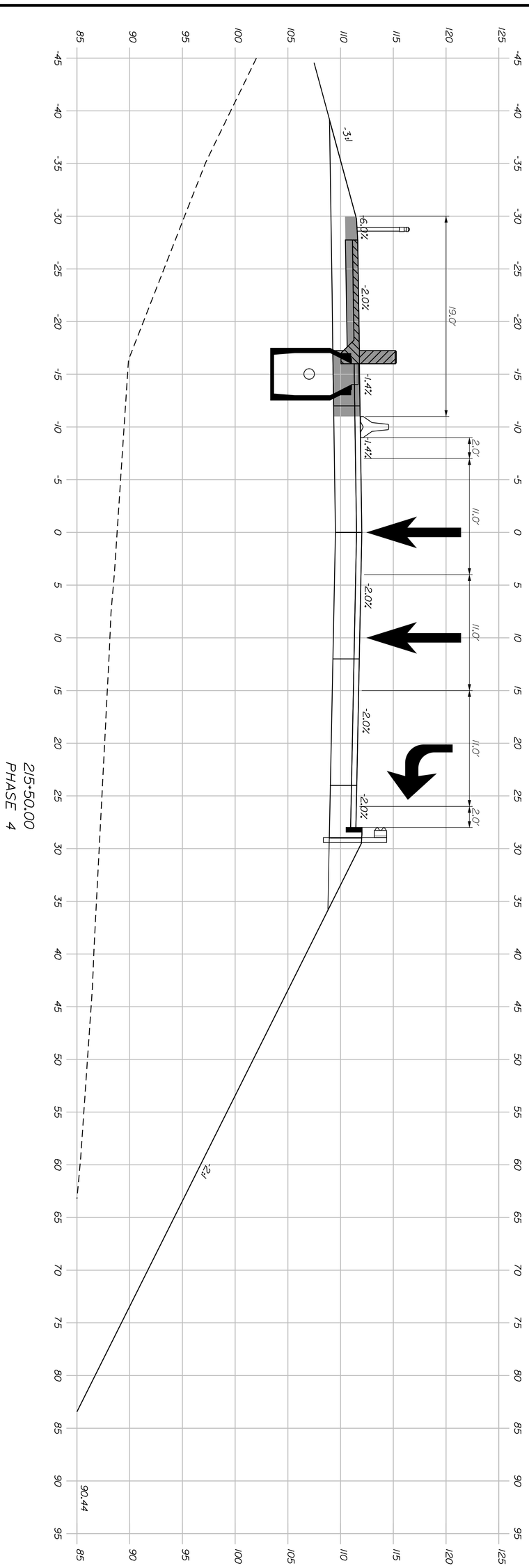
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





SHEET NUMBER 146 OF 485

BANGOR
I-95 EXIT 187 DDI

HOGAN RD PHASE 3 AND 4

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

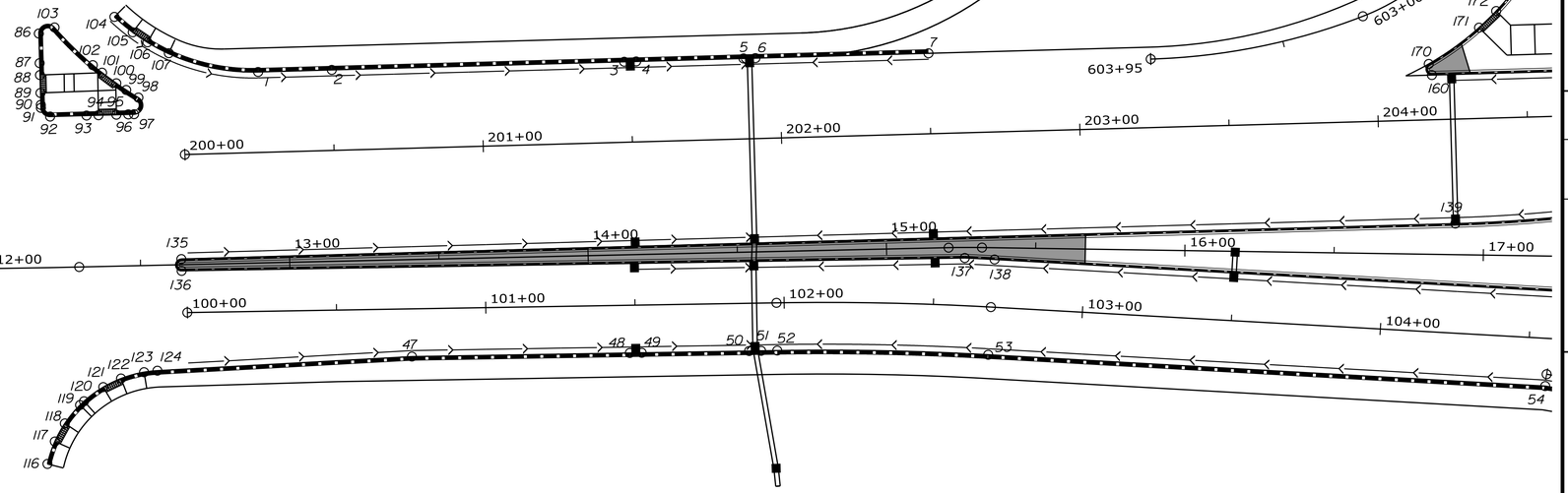
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
1	200+25.31	27.00 LT.	1739749.97	487050.26
2	200+50.00	27.00 LT.	1739754.24	487025.94
3	201+48.00	27.00 LT.	1739771.15	486929.41
4	201+52.01	27.00 LT.	1739771.85	486925.46
5	201+88.00	27.00 LT.	1739778.06	486890.01
6	201+92.00	27.00 LT.	1739778.75	486886.07
7	202+50.01	27.00 LT.	1739788.76	486828.93
47	100+75.00	16.00 RT.	1739663.03	486985.42
48	101+48.00	16.00 RT.	1739674.81	486913.38
49	101+52.00	16.00 RT.	1739675.46	486909.43
50	101+88.00	16.00 RT.	1739681.27	486873.90
51	101+92.00	16.00 RT.	1739681.91	486869.96
52	101+97.42	16.00 RT.	1739682.79	486864.60
53	102+69.29	16.00 RT.	1739691.65	486794.48
54	800+00.24	4.00 RT.	1739708.34	486608.27
79	11+26.43	59.01 LT.	1739719.43	487210.24
80	11+26.53	55.01 LT.	1739715.48	487209.58
81	11+28.17	50.28 LT.	1739711.04	487207.29
82	11+30.04	49.14 LT.	1739709.99	487203.49
83	11+35.77	49.04 LT.	1739710.87	487199.59
84	11+44.35	62.32 LT.	1739725.23	487192.98
85	11+44.51	66.31 LT.	1739729.20	487193.37
86	12+17.34	78.54 LT.	1739752.06	487124.84
87	12+17.44	68.62 LT.	1739742.29	487123.12
88	12+17.48	64.62 LT.	1739738.34	487122.43
89	12+17.54	58.62 LT.	1739732.43	487121.40
90	12+17.58	54.62 LT.	1739728.49	487120.71
91	12+17.59	53.61 LT.	1739727.51	487120.53
92	12+20.67	50.64 LT.	1739725.07	487117.06
93	12+33.02	50.72 LT.	1739727.18	487105.04
94	12+37.02	50.75 LT.	1739727.87	487101.10
95	12+43.02	50.78 LT.	1739728.90	487095.19
96	12+47.02	50.80 LT.	1739729.59	487091.25
97	12+48.95	50.81 LT.	1739729.93	487089.34
98	12+50.53	56.36 LT.	1739735.65	487088.72
99	12+46.51	58.99 LT.	1739737.58	487093.12
100	12+43.25	61.31 LT.	1739739.32	487096.72
101	12+38.55	64.98 LT.	1739742.15	487101.97
102	12+35.50	67.57 LT.	1739744.20	487105.41
103	12+22.79	80.49 LT.	1739754.85	487119.92
104	12+43.10	83.59 LT.	1739761.26	487100.59
105	12+49.11	78.29 LT.	1739757.04	487093.78
106	12+53.99	74.81 LT.	1739754.43	487088.38
107	12+61.06	71.01 LT.	1739751.86	487080.78
108	11+29.51	37.11 RT.	1739624.71	487193.63
109	11+34.18	39.18 RT.	1739623.32	487188.72
110	11+39.10	42.88 RT.	1739620.35	487183.32
111	11+41.75	45.87 RT.	1739617.75	487180.28
112	11+44.16	49.80 RT.	1739614.21	487177.34
113	11+45.63	53.51 RT.	1739610.75	487175.36
114	11+46.70	59.49 RT.	1739604.97	487173.46
115	11+46.98	63.48 RT.	1739601.06	487172.62
116	12+17.60	65.82 RT.	1739609.68	487101.03
117	12+20.16	58.34 RT.	1739617.48	487099.68
118	12+23.57	52.34 RT.	1739623.97	487097.25
119	12+28.71	46.28 RT.	1739630.82	487093.10
120	12+30.06	45.04 RT.	1739632.26	487091.96
121	12+36.61	40.45 RT.	1739637.88	487086.27
122	12+42.62	37.70 RT.	1739641.60	487080.80
123	12+50.38	35.75 RT.	1739644.81	487073.48
124	12+54.86	35.35 RT.	1739645.96	487069.13
135	12+63.71	1.90 LT.	1739684.16	487066.62
136	12+63.71	2.06 RT.	1739680.26	487065.96
137	15+26.24	3.52 RT.	1739722.62	486806.94
138	15+36.30	3.94 RT.	1739723.56	486796.98
139	16+90.49	10.44 LT.	1739757.88	486645.98



ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
79 TO 80	-	4.0'
84 TO 85	-	4.0'
87 TO 88	-	4.0'
89 TO 90	-	4.0'
93 TO 94	-	4.0'
95 TO 96	-	4.0'
99 TO 100	-	4.0'
101 TO 102	-	4.0'
104 TO 105	67.2'	8.0'
106 TO 107	67.2'	8.0'
114 TO 115	-	4.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
81 TO 82	9.1'	4.0'
82 TO 83	9.1'	4.0'
108 TO 109	25.0'	5.1'
110 TO 111	25.0'	4.0'
112 TO 113	25.0'	4.0'
116 TO 117	40.0'	7.9'
118 TO 119	40.0'	8.0'
120 TO 121	40.0'	8.0'
122 TO 123	40.0'	8.0'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
3 TO 4	-	4.0'
5 TO 6	-	4.0'
48 TO 49	-	4.0'
50 TO 51	-	4.0'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
135 TO 139	-	427.0'
136 TO 137	-	262.4'
137 TO 138	-	10.0'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
135 TO 136	2.0'	6.3'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
91 TO 92	3.0'	4.7'
97 TO 98	3.0'	7.7'
86 TO 103	3.0'	7.4'
111 TO 112	25.0'	4.6'
123 TO 124	40.0'	4.5'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
1 TO 2	-	24.7'
2 TO 3	-	98.0'
4 TO 5	-	36.0'
6 TO 7	-	58.0'
47 TO 48	-	73.0'
49 TO 50	-	36.0'
51 TO 52	-	5.4'
53 TO 54	-	187.0'
86 TO 87	-	9.9'
90 TO 91	-	1.0'
92 TO 93	-	12.2'
96 TO 97	-	1.9'
99 TO 98	-	4.8'
107 TO 1	67.2'	30.9'
102 TO 103	115.0'	18.0'
119 TO 120	40.0'	1.8'
124 TO 47	-	85.4'
52 TO 53	986.9'	70.7'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

CURB GEOMETRIC PLANS
(1 OF 6)

SHEET NUMBER
H-1
147
OF 485

Filename: ...\H_001_CurbGeometricPlans.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
55	800+92.67	4.00 RT.	1739705.56	486515.88
56	800+96.67	4.00 RT.	1739705.44	486511.88
57	801+00.72	4.00 RT.	1739705.31	486507.60
58	801+50.72	4.00 RT.	1739709.79	486457.56
59	802+53.45	4.00 RT.	1739703.55	486356.61
60	802+61.63	4.00 RT.	1739701.75	486348.73
139	16+90.49	10.44 LT.	1739757.88	486645.98
140	17+35.48	14.41 LT.	1739767.68	486601.88
141	18+39.48	28.36 LT.	1739795.05	486500.59
142	18+87.69	18.32 RT.	1739754.92	486446.94
143	18+90.78	27.00 LT.	1739800.29	486449.08
144	19+58.88	10.17 RT.	1739768.90	486377.64
145	19+89.13	1.74 RT.	1739778.42	486347.89
146	19+89.17	2.08 LT.	1739782.24	486347.93
140	17+35.48	14.41 LT.	1739767.68	486601.88
160	204+18.42	15.00 LT.	1739806.02	486660.98
161	205+36.22	15.10 LT.	1739826.41	486544.64
162	207+44.37	17.00 LT.	1739812.76	486331.50
163	207+89.48	17.00 LT.	1739799.35	486288.36
164	207+95.22	18.81 LT.	1739799.38	486282.35
166	208+01.21	23.00 LT.	1739801.60	486275.39
167	208+14.42	32.25 LT.	1739806.51	486260.02
169	208+19.28	35.66 LT.	1739808.32	486254.37
170	603+10.64	24.00 LT.	1739809.56	486662.56
171	602+94.87	24.00 LT.	1739824.04	486647.66
172	602+88.81	24.00 LT.	1739830.39	486642.79
174	601+79.51	20.09 LT.	1739956.85	486652.76
174A	601+86.14	21.25 LT.	1739951.16	486647.98
175	701+77.32	20.00 RT.	1739959.77	486650.09
176	702+56.61	20.00 RT.	1739921.93	486574.73
177	705+74.15	20.00 RT.	1739818.08	486274.65
178	705+93.24	20.00 RT.	1739812.17	486254.51
179	106+87.58	16.91 RT.	1739734.22	486375.58
180	107+01.84	17.00 RT.	1739738.43	486361.30
181	107+78.57	17.00 RT.	1739761.80	486288.21
182	208+06.51	17.00 RT.	1739761.83	486282.20
184	208+13.65	17.00 RT.	1739759.71	486275.38
185	208+27.60	17.00 RT.	1739755.57	486262.06
187	208+67.00	17.02 RT.	1739743.82	486224.27
188	210+11.36	16.39 RT.	1739730.66	486074.83
189	802+30.74	19.00 LT.	1739730.31	486375.35
191	802+62.28	19.00 LT.	1739723.95	486342.67
192	802+69.83	19.00 LT.	1739721.98	486334.95
194	802+85.67	19.00 LT.	1739717.29	486318.90
195	805+35.51	16.00 LT.	1739638.80	486081.69
196	900+44.91	28.46 RT.	1739727.23	486073.18
197	900+96.17	36.44 RT.	1739641.89	486079.48
198	21+13.70	1.02 LT.	1739782.01	486223.38
199	21+17.33	2.10 LT.	1739783.16	486219.78
200	21+13.65	1.84 RT.	1739779.15	486223.37
201	21+16.58	2.82 RT.	1739778.23	486220.41
202	21+18.48	1.90 RT.	1739779.20	486218.54
203	21+19.18	0.18 LT.	1739781.29	486217.89

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
140 TO 141	-	104.9'
144 TO 145	-	31.2'
141 TO 143	160.0'	52.0'
143 TO 146	446.0'	103.0'
142 TO 144	321.0'	70.8'
160 TO 161	-	118.1'
161 TO 162	454.0'	215.6'
162 TO 163	-	45.2'
164 TO 166	-	7.3'
167 TO 19	-	5.9'
170 TO 171	99.0'	20.8'
172 TO 174A	99.0'	130.0'
174 A TO 174	-	7.4'
169 TO 177	-	317.5'
175 TO 176	320.0'	84.6'
177 TO178	220.0'	21.0'
179 TO 180	329.0'	14.9'
180 TO 181	-	78.4'
182 TO 184	-	7.1'
185 TO 187	-	39.6'
187 TO 188	354.0'	151.2'
189 TO 191	359.0'	33.3'
192 TO 194	359.0'	17.0'
194 TO 195	-	249.9'
196 TO 197	64.4'	93.6'
198 TO 199	-	3.8'
200 TO 201	-	3.1'
199 TO 203	-	2.2'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
54 TO 55	-	92.7'
56 TO 57	-	4.3'
57 TO 58	-	50.5'
58 TO 59	336.0'	101.3'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
59 TO 60	336.0'	8.2'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
55 TO 56	-	4.0'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
145 TO 146	2.0'	5.1'
163 TO 164	10.0'	6.1'
169 TO 178	2.0'	5.2'
160 TO 170	2.0'	5.3'
174 TO 175	2.0'	5.7'
181 TO 182	10.0'	6.1'
195 TO 197	2.0'	5.1'
188 TO 196	2.0'	5.0'
198 TO 200	1.5'	3.8'
201 TO 202	1.5'	2.4'
199 TO 203	1.5'	3.3'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			1
REVISIONS 2			2
REVISIONS 3			3
REVISIONS 4			4
FIELD CHANGES			

BANGOR
HOGAN ROAD

CURB GEOMETRIC PLANS
(2 OF 6)

SHEET NUMBER
H-2
148
OF 485

Usermame: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_001_CurbGeometricPlans.dgn

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
8	215+56.30	28.17 RT.	1739814.34	485531.44
9	216+08.92	29.57 RT.	1739834.22	485478.26
45	403+00.55	8.00 RT.	1740021.03	485351.57
46	403+08.63	8.01 RT.	1740020.67	485359.57
147	30+32.43	2.97 LT.	1739926.72	485316.94
148	30+32.50	0.83 RT.	1739923.01	485316.17
149	30+63.42	13.28 LT.	1739943.04	485289.01
204	114+83.35	16.00 LT.	1739923.96	485604.34
205	115+37.18	16.07 LT.	1739932.58	485550.88
207	116+13.12	17.00 LT.	1739935.66	485471.49
209	116+57.93	17.00 LT.	1739931.99	485426.83
210	116+71.84	17.00 LT.	1739930.85	485412.97
211	116+77.40	17.00 LT.	1739930.39	485407.42
212	217+22.12	17.00 LT.	1739931.70	485401.60
213	218+25.04	17.00 LT.	1739983.61	485312.73
215	500+65.07	27.23 RT.	1739927.08	485606.29
216	501+30.35	31.56 RT.	1740023.38	485612.78
219	403+09.15	17.99 LT.	1739994.67	485359.02
220	403+16.97	17.99 LT.	1739994.38	485367.02
221	404+75.00	17.99 LT.	1740005.73	485528.00
222	405+09.14	17.08 LT.	1740013.31	485562.08
223	405+50.00	15.99 LT.	1740024.33	485602.34
225	405+58.70	15.99 LT.	1740026.64	485610.75
226	28+78.52	0.42 RT.	1739898.57	485468.22
227	28+81.22	0.62 LT.	1739900.03	485465.72
228	28+83.03	0.73 LT.	1739900.43	485463.95
229	28+84.41	0.38 LT.	1739900.31	485462.54
230	28+84.65	3.42 RT.	1739896.59	485461.69
231	28+81.28	4.72 RT.	1739894.77	485464.81
232	28+78.66	4.81 RT.	1739894.26	485467.37
233	216+89.44	30.00 RT.	1739874.63	485406.11
235	216+94.69	30.00 RT.	1739877.28	485401.58
236	217+07.68	30.00 RT.	1739883.83	485390.36
238	217+23.75	30.00 RT.	1739891.94	485376.48
239	117+17.10	17.00 RT.	1739893.25	485370.65
240	117+55.51	17.00 RT.	1739890.09	485332.37
241	118+04.07	16.36 RT.	1739889.57	485281.68
242	1100+98.49	27.16 LT.	1739809.50	485287.58
243	1101+14.49	27.00 LT.	1739825.28	485290.37
244	1101+52.54	27.00 LT.	1739877.45	485283.43
244A	1101+57.45	27.00 LT.	1739883.64	485280.43
245	1101+59.15	27.00 LT.	1739885.71	485279.30
246	1006+91.90	18.00 RT.	1739807.72	485290.97
247	1008+14.22	18.00 RT.	1739870.95	485405.55

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
204 TO 205	-	54.2'
205 TO 207	329.0'	79.6'
207 TO 209	-	44.8'
210 TO 211	-	5.5'
212 TO 213	-	102.8'
215 TO 216	77.0'	104.3'
220 TO 221	801.1'	161.7'
221 TO 222	364.7'	34.9'
222 TO 223	-	41.7'
223 TO 225	-	7.7'
226 TO 227	-	2.9'
228 TO 229	-	1.4'
230 TO 231	-	3.6'
233 TO 235	-	5.2'
236 TO 238	-	16.0'
239 TO 240	-	38.4'
240 TO 241	353.0'	50.7'
242 TO 243	327.0'	16.0'
243 TO 244	94.2'	53.3'
244A TO 245	-	2.4'
246 TO 247	230.0'	132.7'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
147 TO 148	2.0'	5.1'
211 TO 212	10.0'	6.1'
216 TO 225	2.0'	5.2'
204 TO 215	2.0'	4.7'
227 TO 228	3.0'	2.0'
229 TO 230	2.0'	5.1'
231 TO 232	4.0'	2.7'
226 TO 232	2.3'	5.8'
238 TO 239	10.0'	6.1'
241 TO 245	2.6'	5.6'
233 TO 247	2.0'	4.8'
224 TO 246	2.0'	5.1'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
8 TO 9	394.8'	56.8'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
45 TO 46	775.1'	8.0'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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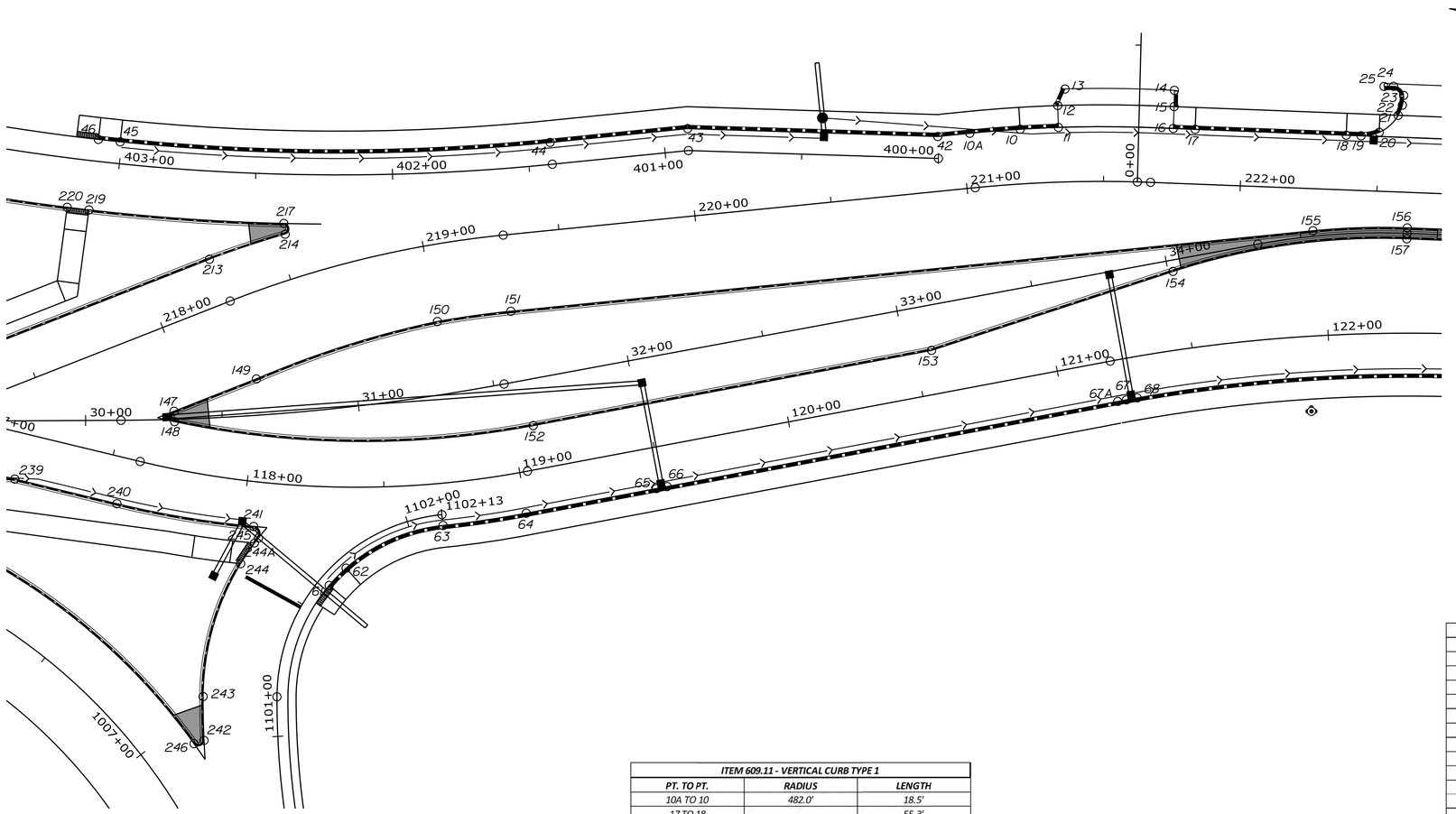
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	JBD	11/25/2025
REVISIONS 2	AG	11/25/2025
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

CURB GEOMETRIC PLANS
(3 OF 6)

SHEET NUMBER
H-3
149
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Filename: ...\H_001_CurbGeometricPlans.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Usermame: jomesdavis Date:11/25/2025

Division: HIGHWAY

Filename: ...\H_001_CurbGeometricPlans.dgn

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
10A TO 10	482.0'	18.5'
17 TO 18	-	55.3'
24 TO 25	-	3.5'
10A TO 42	-	11.8'
42 TO 43	-	91.5'
43 TO 44	-	50.5'
62 TO 63	63.2'	39.4'
63 TO 64	353.0'	30.8'
66 TO 67A	-	167.7'
67A TO 67	574.0'	3.2'
68 TO 69	574.0'	122.2'
44 TO 45	775.1'	157.5'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
22 TO 23	15.0'	3.2'
23 TO 24	3.6'	5.9'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
10 TO 11	482.0'	14.0'
12 TO 13	-	6.6'
14 TO 15	-	6.0'
16 TO 17	-	8.0'
18 TO 19	-	5.4'
45 TO 46	775.1'	8.0'
61 TO 62	63.2'	8.9'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
19 TO 20	15.0'	6.8'
21 TO 22	15.0'	4.0'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
213 TO 214	450.2'	29.2'
217 TO 219	801.1'	71.4'
151 TO 155	-	294.7'
152 TO 153	-	148.2'
153 TO 154	-	92.9'
150 TO 151	348.0'	27.1'
148 TO 152	333.7'	131.9'
154 TO 157	244.5'	86.7'
147 TO 149	-	32.4'
148 TO 152	333.7'	131.9'
155 TO 156	248.5'	34.5'
149 TO 150	349.3'	69.5'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
214 TO 217	2.0'	5.7'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
65 TO 66	-	4.0'
67 TO 68	574.0'	4.0'

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
10	221+20.72	20.00 LT.	1740076.26	485027.17
10A	221+03.00	20.00 LT.	1740071.95	485045.13
11	221+34.14	20.00 LT.	1740079.07	485013.45
12	221+34.14	28.00 LT.	1740086.93	485014.94
13	221+36.80	33.97 LT.	1740093.31	485013.24
14	221+74.58	33.94 LT.	1740098.98	484973.64
15	221+74.71	28.00 LT.	1740093.09	484972.83
16	221+74.71	20.00 LT.	1740085.14	484971.90
17	221+82.71	20.00 LT.	1740086.06	484963.96
18	222+38.00	20.00 LT.	1740092.45	484909.03
19	222+43.42	20.00 LT.	1740093.08	484903.65
20	222+50.00	21.52 LT.	1740095.35	484897.29
21	222+56.69	28.00 LT.	1740102.56	484891.39
22	222+58.07	31.76 LT.	1740106.45	484890.46
23	222+58.40	35.36 LT.	1740110.07	484890.55
24	222+54.62	38.53 LT.	1740112.78	484894.67
25	222+51.12	38.34 LT.	1740112.19	484898.12
42	400+00.49	8.01 RT.	1740068.98	485056.52
43	400+91.46	8.02 RT.	1740057.75	485147.32
44	401+41.46	8.00 RT.	1740045.01	485196.22
61	118+30.96	36.04 RT.	1739872.52	485251.10
62	118+36.49	29.61 RT.	1739879.72	485245.95
63	118+70.28	15.42 RT.	1739900.59	485213.33
64	118+99.71	15.01 RT.	1739909.72	485183.97
65	119+48.00	15.00 RT.	1739925.93	485138.33
66	119+52.00	15.00 RT.	1739927.27	485134.57
67A	121+19.66	15.00 RT.	1739983.39	484976.57
67	121+22.95	15.00 RT.	1739984.45	484973.55
68	121+27.05	15.00 RT.	1739985.76	484969.77
150	31+33.32	26.63 LT.	1739973.94	485226.85
151	31+61.10	25.68 LT.	1739981.79	485200.90
152	31+61.52	16.90 RT.	1739941.76	485186.38
153	33+09.72	16.42 RT.	1739991.37	485046.73
154	34+01.78	4.15 RT.	1740033.48	484963.95
155	34+54.65	2.00 LT.	1740056.05	484915.69
156	34+88.88	2.00 LT.	1740062.40	484881.80
157	34+88.88	2.00 RT.	1740058.43	484881.34
213	218+25.04	17.00 LT.	1739983.61	485312.73
214	218+53.06	16.39 LT.	1739996.95	485286.76
217	402+39.32	17.99 LT.	1740000.74	485287.88
219	403+09.15	17.99 LT.	1739994.67	485359.02
220	403+16.97	17.99 LT.	1739994.38	485367.02
221	404+75.00	17.99 LT.	1740005.73	485528.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

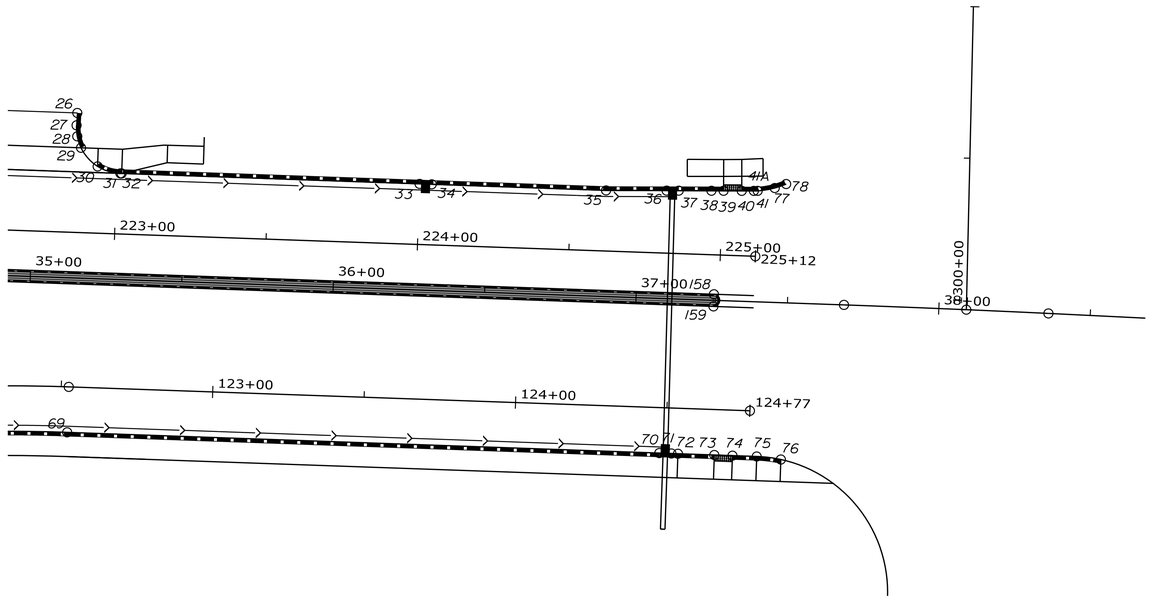
vhb

PROJ. MANAGER	L. ROWE		
DESIGN- DETAILED	ECF	JBD	11/25/2025
CHECKED- REVIEWED	ECF	AG	11/25/2025
DESIGN2- DETAILED2			
DESIGN3- DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

CURB GEOMETRIC PLANS
(4 OF 6)

SHEET NUMBER
H-4
150
OF 485



CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
26	222+86.30	39.44 LT.	1740117.34	484863.30
27	222+86.19	35.35 LT.	1740113.27	484862.94
28	222+86.55	31.73 LT.	1740109.72	484862.17
29	222+87.92	28.00 LT.	1740106.17	484860.37
30	222+93.61	22.05 LT.	1740100.92	484854.03
31	223+01.19	20.00 LT.	1740099.76	484846.27
32	223+01.61	20.00 LT.	1740099.81	484845.84
33	224+00.00	20.00 LT.	1740111.18	484748.12
34	224+04.00	20.00 LT.	1740111.64	484744.14
35	224+61.58	20.00 LT.	1740118.29	484686.95
36	224+81.55	20.64 LT.	1740121.24	484667.18
37	224+85.55	20.77 LT.	1740121.83	484663.23
38	224+96.34	21.11 LT.	1740123.42	484652.55
39	225+00.33	21.24 LT.	1740124.00	484648.60
40	225+06.33	21.43 LT.	1740124.89	484642.66
41	225+10.33	21.56 LT.	1740125.48	484638.70
41A	225+11.58	21.60 LT.	1740125.66	484637.47
69	122+52.47	15.00 RT.	1740012.65	484850.78
70	124+48.00	15.00 RT.	1740035.25	484656.56
71	124+52.00	15.00 RT.	1740035.71	484652.59
72	124+54.17	15.00 RT.	1740035.96	484650.44
73	124+66.17	15.00 RT.	1740037.35	484638.52
74	124+72.17	15.00 RT.	1740038.04	484632.56
75	37+41.64	51.00 RT.	1740038.97	484624.61
76	37+49.64	51.72 RT.	1740039.18	484616.58
77	37+44.48	37.75 LT.	1740127.44	484632.04
78	37+48.21	39.19 LT.	1740129.31	484628.51
158	37+25.66	2.00 LT.	1740089.76	484646.61
159	37+25.64	2.00 RT.	1740085.79	484646.17

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
156 TO 158	-	236.8'
157 TO 159	-	236.8'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
158 TO 159	2.0'	6.3'

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
26 TO 27	-	4.0'
32 TO 33	-	98.4'
34 TO 35	-	57.6'
35 TO 36	-	20.0'
37 TO 38	-	10.8'
41 TO 41A	-	1.3'
68 TO 69	574.0'	122.2'
69 TO 70	-	195.5'
71 TO 72	-	2.2'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
27 TO 28	15.0'	3.7'
41A TO 77	28.9'	5.7'

ITEM 609.221 - TERMINAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
31 TO 32	-	0.5'
38 TO 39	-	4.0'
40 TO 41	-	4.0'
72 TO 73	-	12.0'
74 TO 75	-	8.0'

ITEM 609.222 - TERMINAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
28 TO 29	15.0'	4.0'
30 TO 31	15.0'	8.1'
77 TO 78	28.9'	3.8'
75 TO 76	44.7'	8.1'

CURB INLET		
PT. TO PT.	RADIUS	LENGTH
33 TO 34	-	4.0'
36 TO 37	-	4.0'
70 TO 71	-	4.0'

STATE OF MAINE
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HIGHWAY PLANS

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	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	EOF	JBD 11/25/2025
CHECKED-REVIEWED	EOF	AG 11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

CURB GEOMETRIC PLANS
(5 OF 6)

SHEET NUMBER
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Filename: ...\H_001_CurbGeometricPlans.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

CONTROL POINTS				
POINT	STATION	OFFSET	X CORD.	Y CORD.
125	15+14.50	56.12 RT.	1740493.10	485160.41
126	15+25.46	37.56 RT.	1740484.52	485140.64
126A	15+17.58	21.03 RT.	1740494.38	485125.21
126B	15+14.60	19.27 RT.	1740497.55	485123.83
126C	15+14.65	0.43 RT.	1740499.83	485105.13
126D	15+17.33	1.43 LT.	1740497.40	485102.96
126E	15+37.81	6.00 RT.	1740476.17	485107.80
126F	15+38.11	9.64 RT.	1740475.42	485111.37
127	15+15.15	47.28 LT.	1740505.23	485057.72
128	15+21.30	35.06 LT.	1740497.62	485069.09
129	15+25.00	32.65 LT.	1740493.65	485071.03
130	17+79.90	9.00 LT.	1740502.17	484917.41
131	17+94.78	9.00 LT.	1740510.47	484908.40
132	18+00.48	17.00 LT.	1740518.63	484912.35
133	17+81.30	9.25 RT.	1740488.07	484905.74
134	18+12.06	68.37 RT.	1740496.32	484828.69

ITEM 609.11 - VERTICAL CURB TYPE 1		
PT. TO PT.	RADIUS	LENGTH
133 TO 134	93.8'	79.9'

ITEM 609.12 - VERTICAL CURB TYPE 1 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
125 TO 126	21.3'	22.6'
127 TO 128	15.0'	14.2'
128 TO 129	41.3'	4.4'
130 TO 131	42.9'	12.3'
131 TO 132	5.0'	11.3'

ITEM 609.34 - CURB TYPE 5		
PT. TO PT.	RADIUS	LENGTH
126B TO 126C	-	18.8'
126D TO 126E	-	21.8'
126F TO 126A	-	23.5'

ITEM 609.35 - CURB TYPE 5 - CIRCULAR		
PT. TO PT.	RADIUS	LENGTH
126A TO 126B	2.0'	4.2'
126C TO 126D	2.0'	3.8'
126E TO 126F	2.0'	4.6'

ITEM 609.312 - SPECIAL CURB - WHEEL STOP		
DESCRIPTION		LENGTH
STA. 20+25 TO 21+25 RT	(11 TOTAL)	77'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

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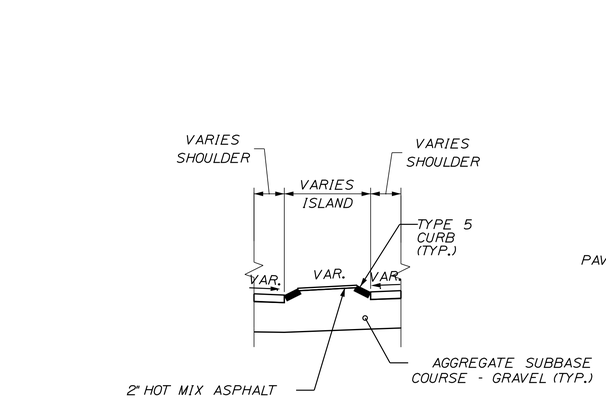
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HASKELL ROAD

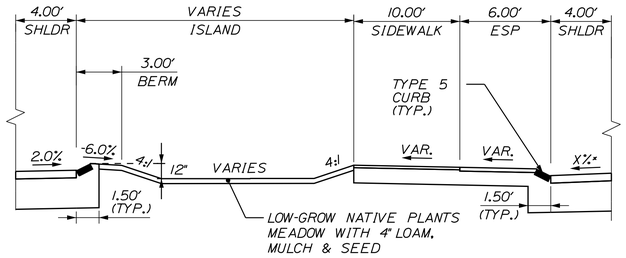
CURB GEOMETRIC PLANS
(6 OF 6)

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OF 485

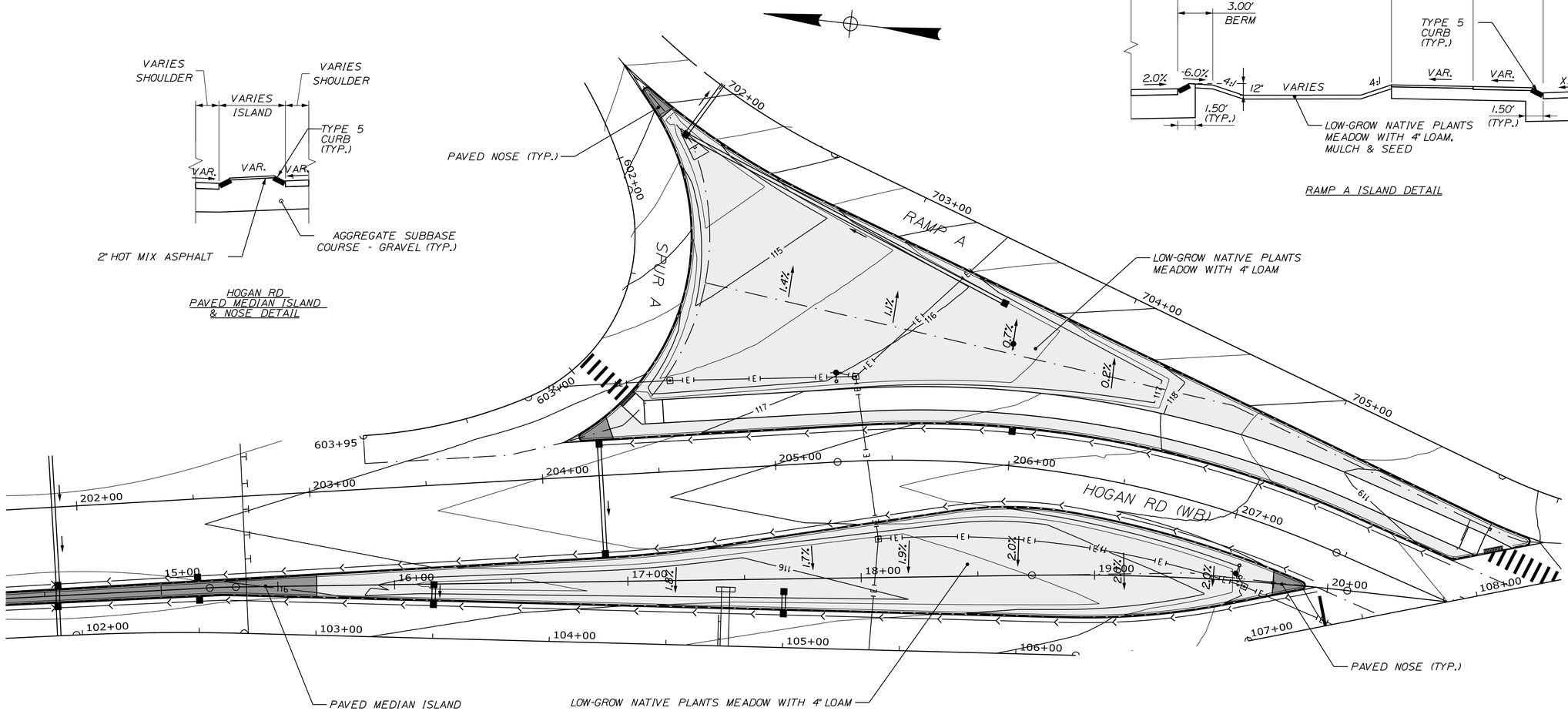
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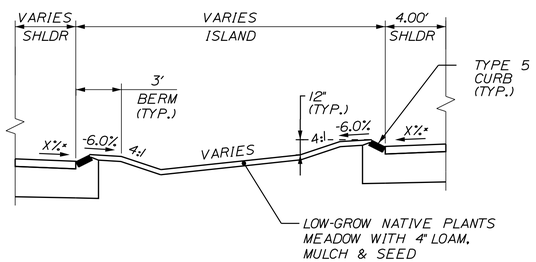


HOGAN RD
PAVED MEDIAN ISLAND
& NOSE DETAIL



RAMP A ISLAND DETAIL





HOGAN ROAD LOW-GROW MEDIAN
ISLAND DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	ECF
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

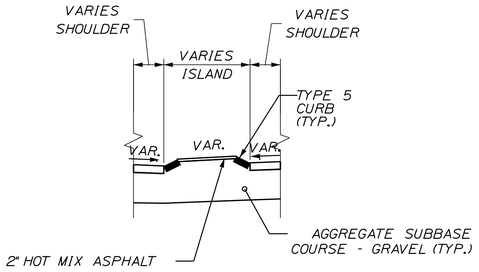
DATE	BY
11/25/2025	JBD
11/25/2025	AG

BANGOR
ISLAND GRADING

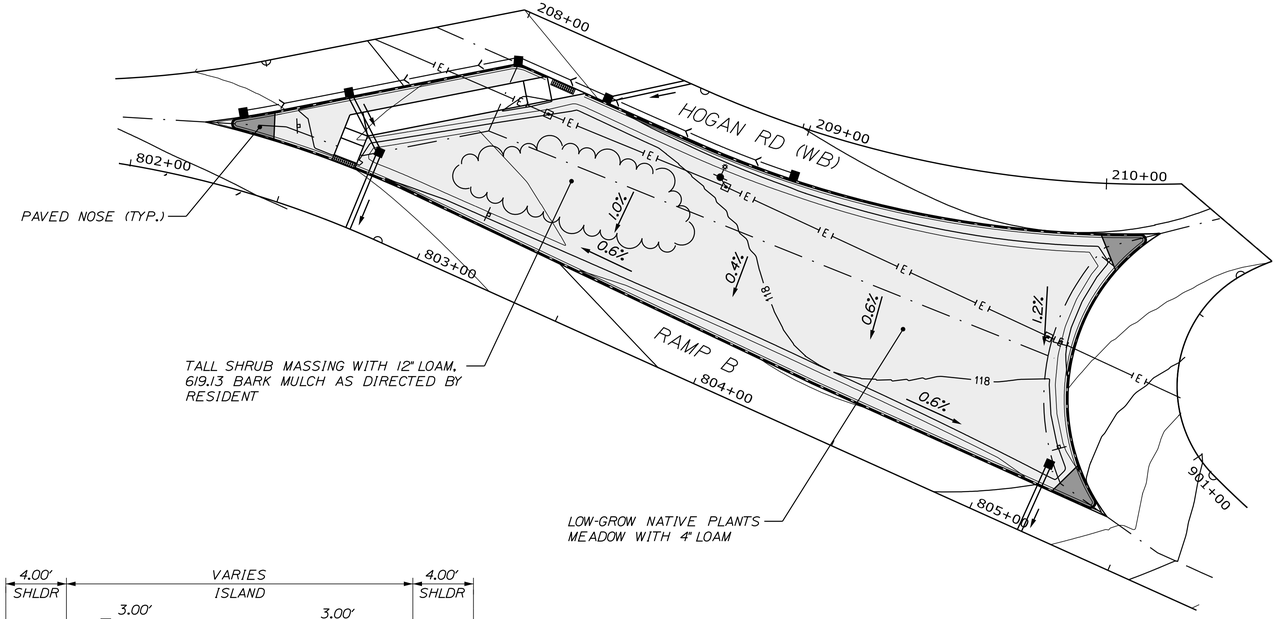
PLAN (1 OF 4)

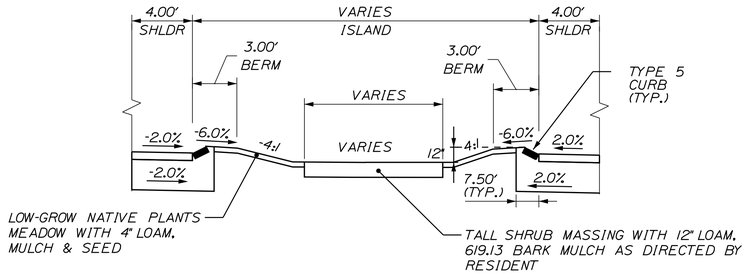
SHEET NUMBER
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OF 485

Filename: ...\H_002_Island_Gradind_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



PAVED NOSE DETAIL





RAMP B ISLAND DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

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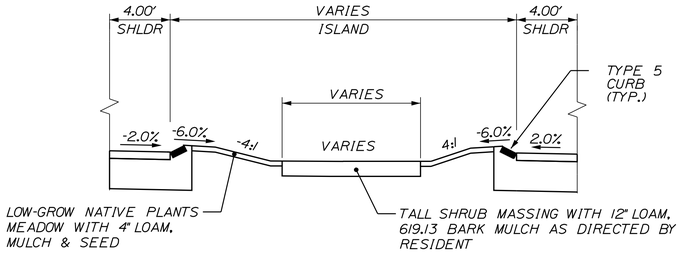
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
ISLAND GRADING

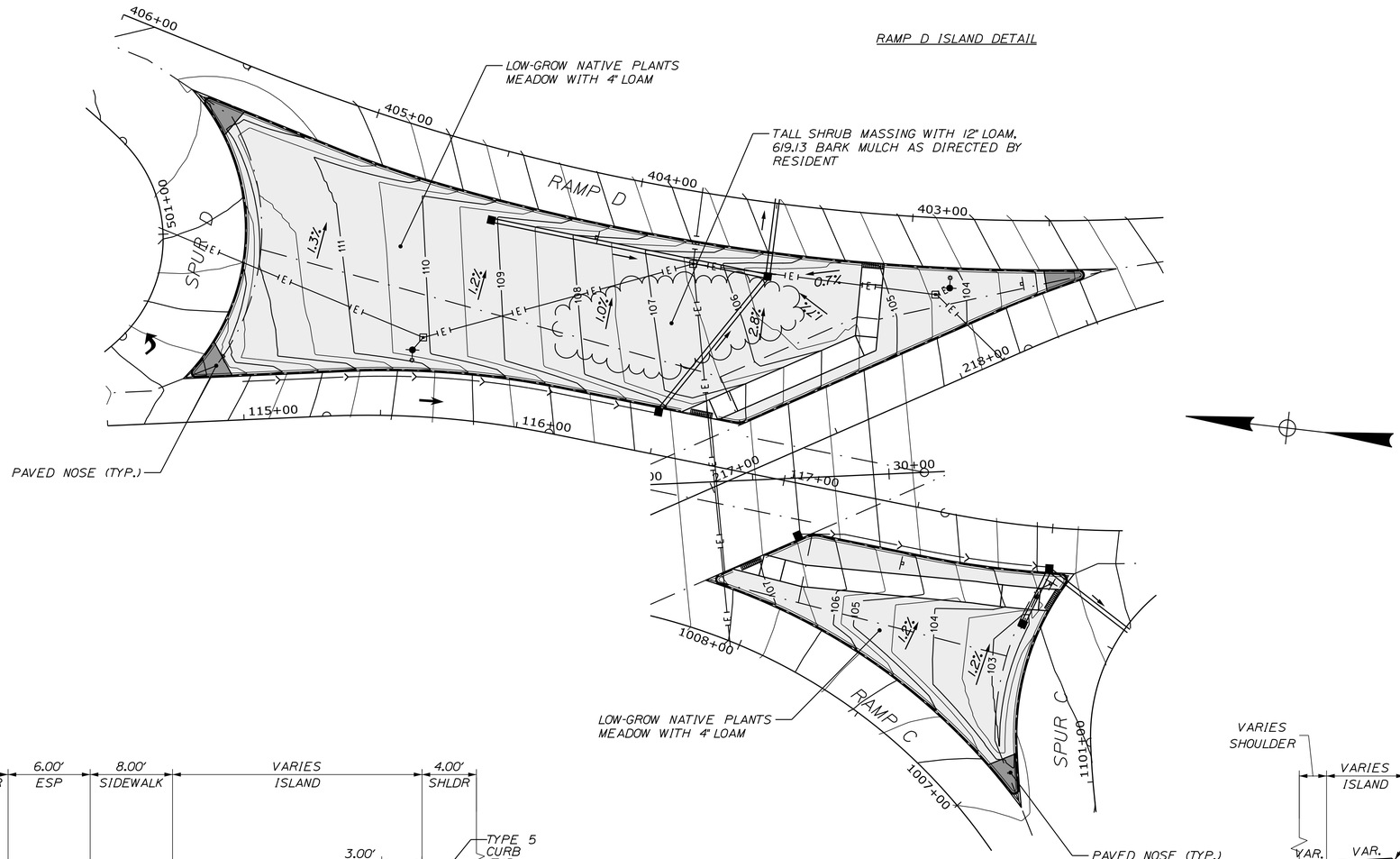
PLAN (2 OF 4)

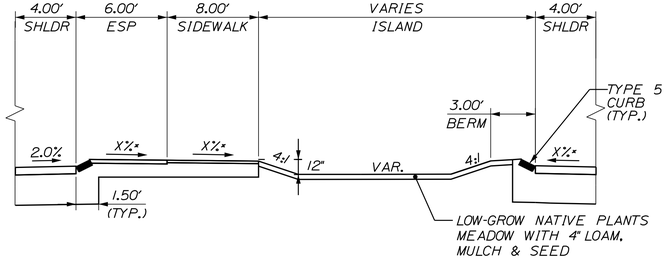
SHEET NUMBER
H-8
154
OF 485

Filename: ...\H_002_Island_Gradind_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

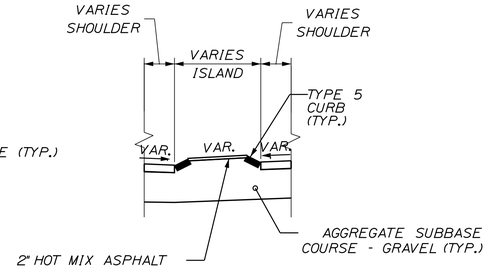


RAMP D ISLAND DETAIL





RAMP C ISLAND DETAIL



PAVED NOSE DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

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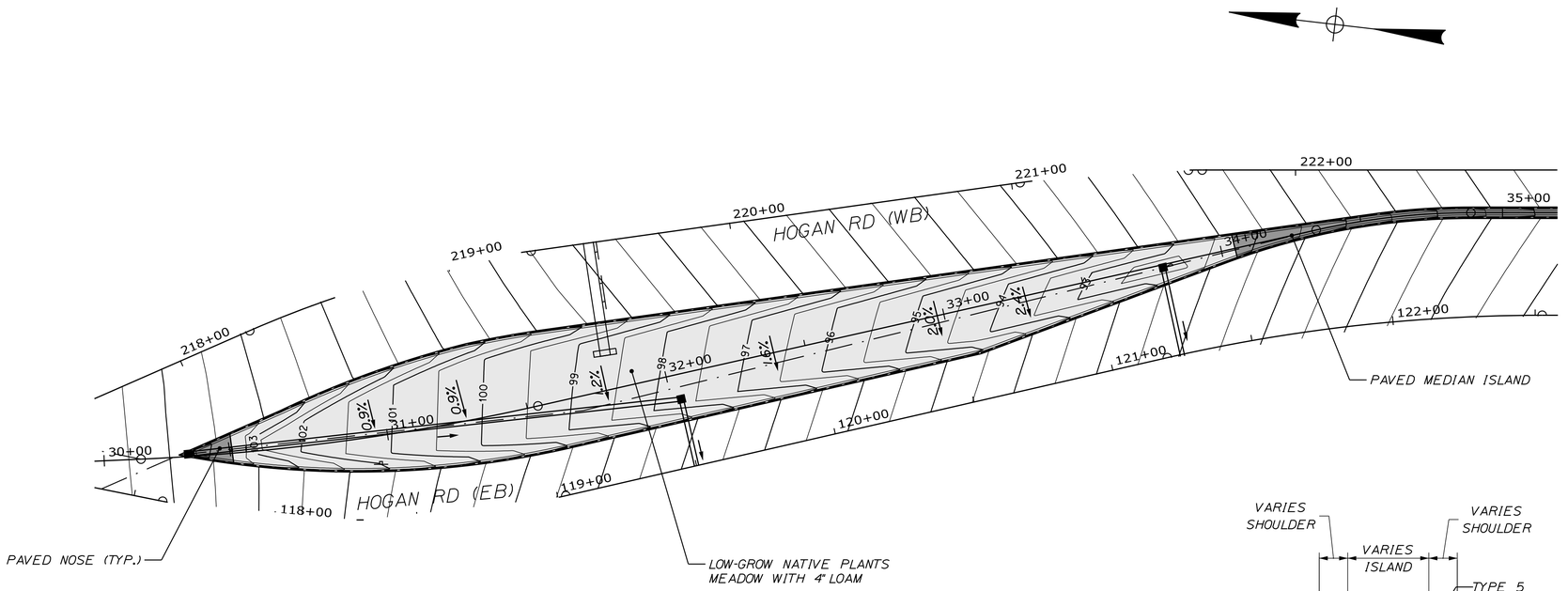
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

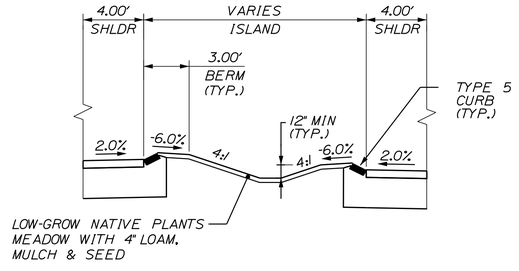
BANGOR
ISLAND GRADING

PLAN (3 OF 4)

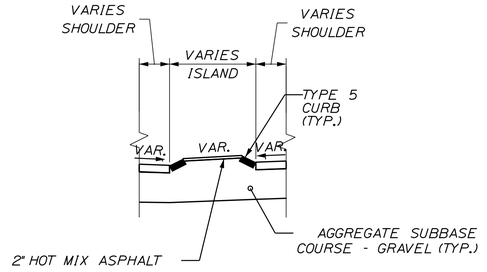
SHEET NUMBER
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OF 485

Filename: ...\VH_002_Island_Grading_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





HOGAN ROAD LOW-GROW MEDIAN ISLAND DETAIL



HOGAN RD
PAVED MEDIAN ISLAND
& NOSE DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

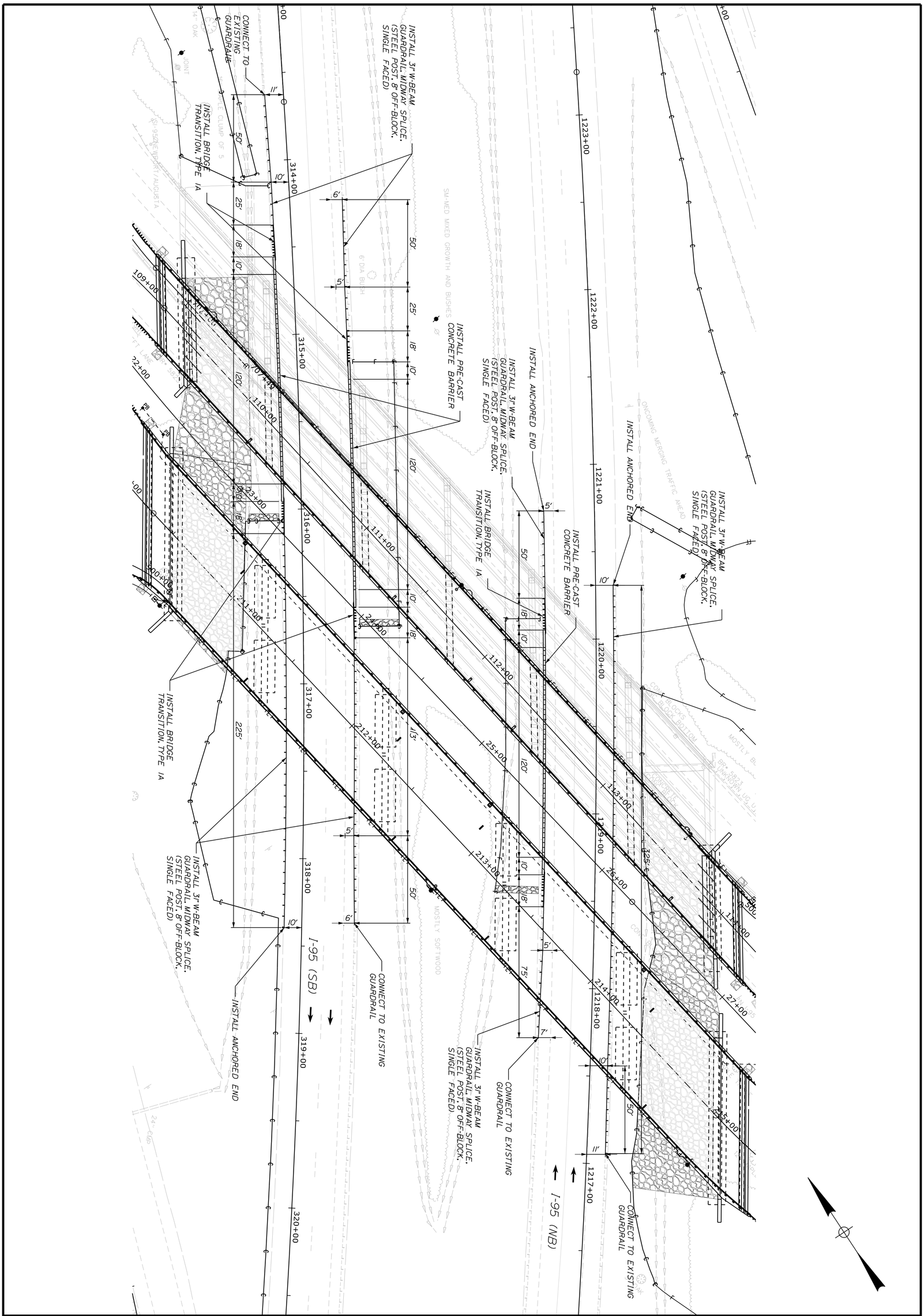
		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
ISLAND GRADING

PLAN (4 OF 4)

SHEET NUMBER
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OF 485

Filename: ...\H_002_Island_Grading_Plan.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



SHEET NUMBER H-11 157 OF 485	BANGOR I-95 EXIT 187	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	BARRIER PLANS	18595.11	
		WIN 18595.11	HIGHWAY PLANS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HOGAN RD (CL)

CURVE DATA #1
PI = 11+90.02
D = 1°54'35.5"
Δ = 1°30'22.3" Lt.
R = 3000.00'
L = 78.86'
T = 39.43'
E = 0.26'

CURVE DATA #2
PI = 15+26.42
D = 19°05'54.9"
Δ = 2°08'13.7" Rt.
R = 300.00'
L = 11.19'
T = 5.60'
E = 0.05'

CURVE DATA #3
PI = 19+40.93
D = 5°21'11.8"
Δ = 7°14'51.3" Rt.
R = 1070.30'
L = 135.39'
T = 67.78'
E = 2.14'

CURVE DATA #4
PI = 21+97.42
D = 4°50'02.6"
Δ = 9°52'34.8" Lt.
R = 1185.25'
L = 204.31'
T = 102.41'
E = 4.42'

CURVE DATA #5
PI = 27+64.84
D = 0°19'50.5"
Δ = 0°55'29.5" Rt.
R = 17325.31'
L = 279.66'
T = 139.83'
E = 0.56'

CURVE DATA #6
PI = 30+83.57
D = 7°13'50.7"
Δ = 10°11'11.5" Lt.
R = 792.39'
L = 140.88'
T = 70.63'
E = 3.14'

CURVE DATA #7
PI = 34+61.60
D = 23°14'42.8"
Δ = 12°44'01.8" Rt.
R = 246.48'
L = 54.78'
T = 27.50'
E = 1.53'

CURVE DATA #8
PI = 38+02.44
D = 1°08'45.3"
Δ = 0°46'26.2" Rt.
R = 5000.00'
L = 67.54'
T = 33.77'
E = 0.11'

HOGAN RD (EB)

CURVE DATA #1
PI = 102+33.37
D = 5°47'57.0"
Δ = 4°10'02.9" Rt.
R = 988.00'
L = 71.86'
T = 35.95'
E = 0.65'

CURVE DATA #2
PI = 106+63.09
D = 16°57'05.1"
Δ = 12°36'43.6" Lt.
R = 338.00'
L = 74.40'
T = 37.35'
E = 2.06'

CURVE DATA #3
PI = 109+01.94
D = 15°47'02.3"
Δ = 8°34'13.7" Rt.
R = 363.00'
L = 54.30'
T = 27.20'
E = 1.02'

CURVE DATA #4
PI = 115+71.40
D = 16°57'05.1"
Δ = 13°52'07.8" Rt.
R = 338.00'
L = 81.82'
T = 41.11'
E = 2.49'

CURVE DATA #5
PI = 118+32.60
D = 17°00'06.2"
Δ = 24°15'44.9" Lt.
R = 337.00'
L = 142.71'
T = 72.44'
E = 7.70'

CURVE DATA #6
PI = 121+86.35
D = 9°43'39.5"
Δ = 12°55'08.1" Rt.
R = 589.00'
L = 132.81'
T = 66.69'
E = 3.76'

HOGAN RD (WB)

CURVE DATA #1
PI = 206+38.40
D = 12°24'06.1"
Δ = 27°12'30.6" Rt.
R = 462.00'
L = 219.39'
T = 111.81'
E = 13.34'

CURVE DATA #2
PI = 209+50.03
D = 15°47'02.3"
Δ = 26°55'01.4" Lt.
R = 363.00'
L = 170.53'
T = 86.87'
E = 10.25'

CURVE DATA #3
PI = 215+71.04
D = 15°47'02.3"
Δ = 20°38'37.2" Lt.
R = 363.00'
L = 130.79'
T = 66.11'
E = 5.97'

CURVE DATA #4
PI = 218+78.36
D = 15°14'17.7"
Δ = 15°41'58.2" Rt.
R = 376.00'
L = 103.03'
T = 51.84'
E = 3.56'

CURVE DATA #5
PI = 221+35.13
D = 12°24'06.1"
Δ = 7°57'25.0" Rt.
R = 462.00'
L = 64.16'
T = 32.13'
E = 1.12'

I-95 (SB)

CURVE DATA #1
PI = 325+07.57
D = 1°01'31.4"
Δ = 23°04'35.9" Rt.
R = 5587.78'
L = 2250.55'
T = 1140.74'
E = 115.25'

RAMP D

CURVE DATA #1
PI = 400+91.46
Δ = 7°32'20.1" Lt.

CURVE DATA #2
PI = 403+51.05
D = 7°19'00.7"
Δ = 29°58'06.0" Rt.
R = 783.06'
L = 409.58'
T = 209.59'
E = 27.56'

CURVE DATA #3
PI = 409+45.33
Δ = 1°38'11.7" Lt.

CURVE DATA #4
PI = 413+42.19
D = 3°35'14.7"
Δ = 15°48'41.3" Rt.
R = 1597.13'
L = 440.75'
T = 221.78'
E = 15.33'

CURVE DATA #5
PI = 420+00.00
Δ = 2°17'32.8" Lt.

SPUR D

CURVE DATA #1
PI = 500+30.76
D = 71°37'11.0"
Δ = 42°03'47.6" Lt.
R = 80.00'
L = 58.73'
T = 30.76'
E = 5.71'

CURVE DATA #2
PI = 501+09.44
D =114°35'29.6"
Δ = 90°48'35.2" Lt.
R = 50.00'
L = 79.25'
T = 50.71'
E = 21.22'

CURVE DATA #3
PI = 501+87.91
D = 22°55'05.9"
Δ = 22°35'25.2" Lt.
R = 250.00'
L = 98.57'
T = 49.93'
E = 4.94'

SPUR A

CURVE DATA #1
PI = 601+83.59
D = 29°33'25.8"
Δ = 18°17'01.1" Rt.
R = 193.85'
L = 61.86'
T = 31.19'
E = 2.49'

CURVE DATA #2
PI = 602+79.72
D = 76°23'39.7"
Δ = 82°14'15.7" Rt.
R = 75.00'
L = 107.65'
T = 65.47'
E = 24.56'

CURVE DATA #3
PI = 603+58.69
D = 26°54'55.6"
Δ = 19°36'50.3" Rt.
R = 212.87'
L = 72.87'
T = 36.80'
E = 3.16'

RAMP A

CURVE DATA #1
PI = 701+77.89
D = 19°05'54.9"
Δ = 30°50'05.6" Lt.
R = 300.00'
L = 161.45'
T = 82.73'
E = 11.20'

CURVE DATA #2
PI = 706+24.48
D = 28°38'52.4"
Δ = 28°15'03.0" Lt.
R = 200.00'
L = 98.61'
T = 50.33'
E = 6.24'

RAMP B

CURVE DATA #1
PI = 801+00.72
Δ = 6°50'34.0" Lt.

CURVE DATA #2
PI = 802+19.09
D = 16°51'06.1"
Δ = 22°44'28.1" Rt.
R = 340.00'
L = 134.95'
T = 68.37'
E = 6.81'

CURVE DATA #3
PI = 809+19.87
D = 4°01'23.7"
Δ = 4°21'15.3" Rt.
R = 1424.12'
L = 108.23'
T = 54.14'
E = 1.03'

CURVE DATA #4
PI = 810+48.60
D = 4°01'15.4"
Δ = 5°59'49.6" Rt.
R = 1424.93'
L = 149.15'
T = 74.64'
E = 1.95'

CURVE DATA #5
PI = 813+00.54
D = 4°05'55.7"
Δ = 14°28'06.8" Rt.
R = 1397.87'
L = 353.00'
T = 177.44'
E = 11.22'

CURVE DATA #6
PI = 818+13.46
D = 1°01'39.3"
Δ = 6°55'29.7" Rt.
R = 5575.78'
L = 673.90'
T = 337.36'
E = 10.20'

SPUR B

CURVE DATA #1
PI = 900+15.94
D = 86°12'27.4"
Δ = 26°58'22.5" Lt.
R = 66.46'
L = 31.29'
T = 15.94'
E = 1.88'

CURVE DATA #2
PI = 900+85.49
D =136°25'06.7"
Δ =104°27'24.4" Lt.
R = 42.00'
L = 76.57'
T = 54.20'
E = 26.57'

CURVE DATA #3
PI = 901+59.97
D = 20°40'37.8"
Δ = 21°18'00.1" Lt.
R = 277.10'
L = 103.01'
T = 52.11'
E = 4.86'

RAMP C

CURVE DATA #1
PI = 1001+36.52
D = 2°17'30.6"
Δ = 6°15'04.4" Rt.
R = 2500.00'
L = 272.76'
T = 136.52'
E = 3.72'

CURVE DATA #2
PI = 1008+15.89
D = 27°01'34.7"
Δ = 79°25'08.5" Lt.
R = 212.00'
L = 293.86'
T = 176.07'
E = 63.58'

SPUR C

CURVE DATA #1
PI = 1100+57.95
D = 19°05'54.9"
Δ = 21°51'58.3" Rt.
R = 300.00'
L = 114.49'
T = 57.95'
E = 5.55'

CURVE DATA #2
PI = 1101+74.88
D = 85°12'30.7"
Δ = 83°51'18.8" Rt.
R = 67.24'
L = 98.41'
T = 60.39'
E = 23.14'

I-95 (NB)

CURVE DATA #1
PI = 1211+77.66
D = 0°58'26.9"
Δ = 22°38'39.7" Lt.
R = 5881.76'
L = 2324.58'
T = 1177.66'
E = 116.74'

CURVE DATA #2
PI = 1226+27.57
D = 0°34'22.6"
Δ = 0°18'29.1" Lt.
R = 10000.00'
L = 53.77'
T = 26.89'
E = 0.04'

REVERSE LOOP

CURVE DATA #1
PI = 16+00.29
D = 98°21'05.0"
Δ = 88°59'23.4" Lt.
R = 58.26'
L = 90.48'
T = 57.24'
E = 23.41'

CURVE DATA #2
PI = 16+54.24
D = 69°56'58.6"
Δ = 28°22'25.6" Lt.
R = 81.91'
L = 40.56'
T = 20.71'
E = 2.58'

CURVE DATA #3
PI = 18+03.78
D =110°20'37.0"
Δ = 49°24'05.5" Lt.
R = 51.92'
L = 44.77'
T = 23.88'
E = 5.23'

HASKELL RD

CURVE DATA #1
PI = 1304+81.07
D = 16°22'12.8"
Δ = 89°47'28.0" Lt.
R = 350.00'
L = 548.50'
T = 348.73'
E = 144.07'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11
WIN 18595.11
HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

ALIGNMENT CURVE DATA

SHEET NUMBER
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OF 485

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

Filename: ...\MSTA\Planset\H_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:1/8/2026

SPRINGER DR

SIGNAL SYSTEM EASE. LIMITS (MAST ARM POLE & BURIED ELEC. LINE)

STA 12+14.00
116.50 LT.
LIMIT OF WORK

REMOVE EXISTING SPAN POLE

SIGNAL SYSTEM EASE. LIMITS (PEDESTRIAN POST AND BURIED ELEC. LINE)
41± S.F.

STA 11+24.00
56.00 LT.
LIMIT OF WORK

TEMP. CONST. LIMITS
79± S.F.

237± S.F.

INSTALL
18" x 21' OPT III

STA. 603+94.77
END SPUR A

CB-33
INSTALL CB
TYPE BI-C

INSTALL
18" x 37' OPT III

CB-28
INSTALL CB
TYPE AI-C

CB-31
INSTALL CB
TYPE AI-C

SPUR A

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD

MATCHLINE

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

HOGAN RD (EB)
CONSTRUCTION ℄

INSTALL CB
TYPE BI-C

INSTALL
15" x 56' RCP

INSTALL
18" x 4' OPT-III

REMOVE
12" UD

INSTALL CB
TYPE F5-C

INSTALL
12" x 5' OPT-III

INSTALL
12" x 44'
RCP

CB-34

CB-29 CB-30 CB-32 CB-13 CB-7 CB-9 CB-11 CB-12

INSTALL CB
TYPE BI-C 12" UD

INSTALL
18" x 24' RCP

REMOVE
12" UD

INSTALL CB
TYPE BI-C

INSTALL
18" x 36' OPT-III

1,743± S.F.
TEMP. CONST. LIMITS

99± S.F.

462± S.F.
DRAIN EASE

CB-6
INSTALL CB
TYPE AI-C

CB-8
INSTALL CB
TYPE AI-C, I-5/8 EA.

CB-10
INSTALL CB
TYPE BI, I-5/8 EA.

INSTALL
18" x 4' OPT-III

REMOVE EXISTING FENCE

SLOPE EASEMENT LIMITS
0.07± AC.

SLOPE EASE. LIMITS

STA. 100+00.00
STA. 200+00.00
BEGIN VARIABLE DEPTH GRAVEL
MATCH EXISTING

REPLACE TRAFFIC SIGNAL
EQUIPMENT AND CABINET

STA 12+13.00
69.00 RT.
LIMIT OF WORK

OUTLET DRAINAGE STRUCTURES
STA. 14+50 TO STA. 14+70 RT.

SIGNAL SYSTEM
EASE. LIMITS
(SPAN POLE)
15± S.F.

STA. 104+00.00
STA. 204+00.00
END VARIABLE DEPTH GRAVEL
BEGIN TRANSITION

STA. 104+50.00
STA. 204+50.00
END TRANSITION
BEGIN FULL CONSTRUCTION

BANGOR MALL BLVD

NO PARKING /SPEED ENFORCED BY RADAR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	1/8/2026
CHECKED-REVIEWED	ECF	1/8/2026
DESIGN2-DETAILED2	AG	
DESIGN3-DETAILED3		
REVISIONS 1	ADDENDUM NO. 2	1/8/26
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (1 OF 13)

SHEET NUMBER
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

BANGOR
HOGAN ROAD

PLAN (2 OF 13)

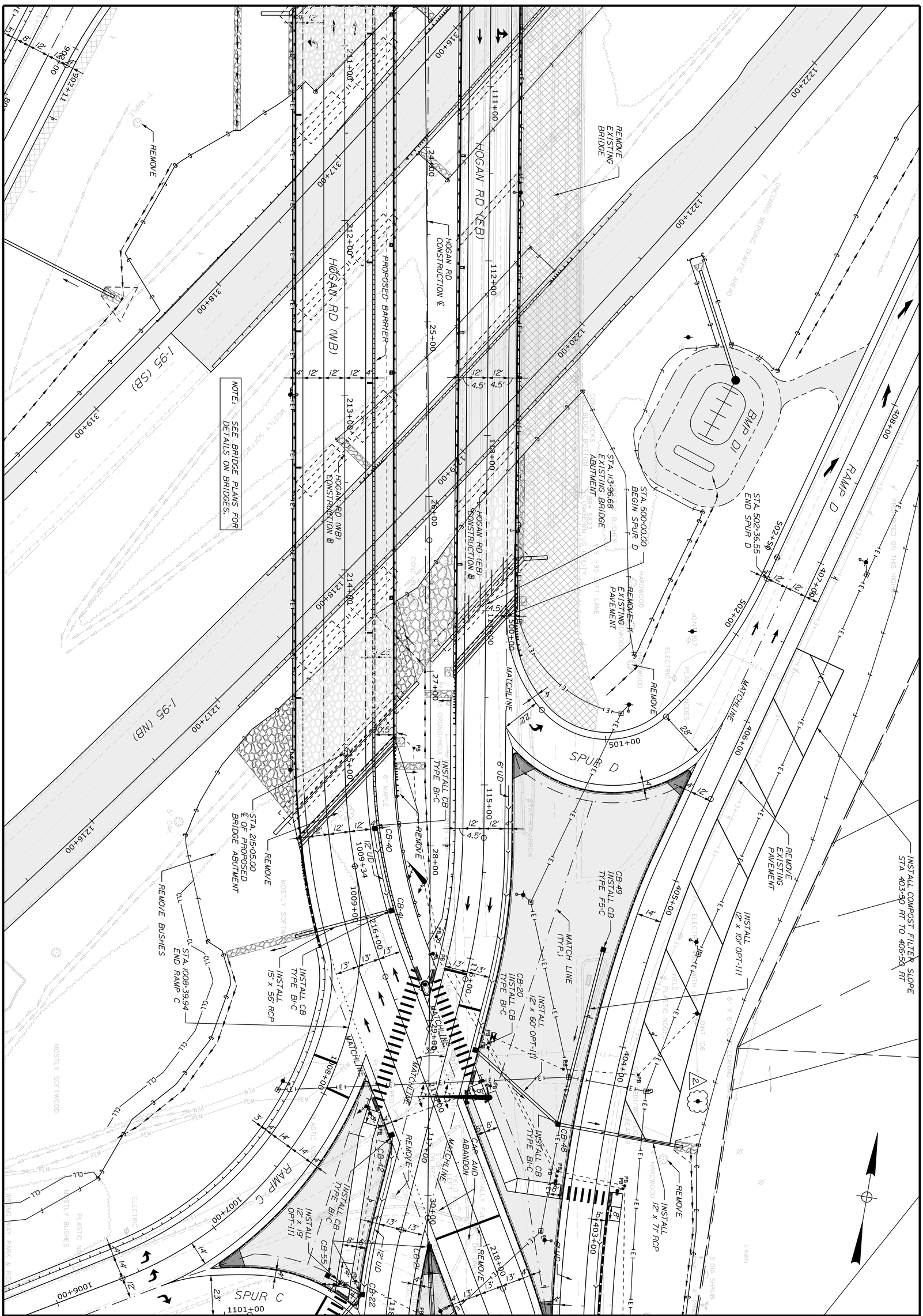
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		

	BY	DATE
REVISIONS 1	JBD	11/25/2025
REVISIONS 2	AG	11/25/2025
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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NOTE: SEE BRIDGE PLANS FOR DETAILS ON BRIDGES.

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	1/8/2026
CHECKED-REVIEWED	ECF	AG	1/8/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	ADDENDUM NO. 2		1/8/26
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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BANGOR
HOGAN ROAD

PLAN (3 OF 13)

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	JBD
CHECKED-REVIEWED	ECF	AG
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE	BY
11/25/2025	JBD
11/25/2025	AG

BANGOR
HOGAN ROAD

PLAN (4 OF 13)

SHEET NUMBER
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Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

REPLACE TRAFFIC SIGNAL EQUIPMENT AND CABINET

STA. 124+77.41
STA. 225+11.58
END VARIABLE DEPTH GRAVEL
MATCH EXISTING

STA 38+66.00
42.00 LT.
LIMIT OF WORK

CB-46
INSTALL CB
TYPE AI-C

INSTALL CB
TYPE AI-C

REMOVE
(2) CBs

348± S.F.

86± S.F.

INSTALL
18" x 80' RCP

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD (EB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

12" UD

15" UD

18" UD

5" REVEAL

REMOVE

HEAVY
RIPRAP

0.08± AC.

EASEMENT

DRAINAGE OUTLET
STA. 37+11± RT.

INSTALL CB
TYPE AI-C

INSTALL
18" x 24' OPT-III

STA 38+68.00
44.00 RT.
LIMIT OF WORK

184± S.F.

SIG. SYSTEM EASE. LIMITS
(SIGN & MAST ARM POLE)

SIGNAL SYSTEM
EASE. LIMITS

HASKELL RD

SYLVAN RD

SYLVAN RD BUSINESS PARK

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD

223+00
224+00
225+00
225+12
35+00
36+00
37+00
123+00
124+00
124+77
1302+00
1301+00
3300+00
38+00
39+00
40+00
41+00
41+50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

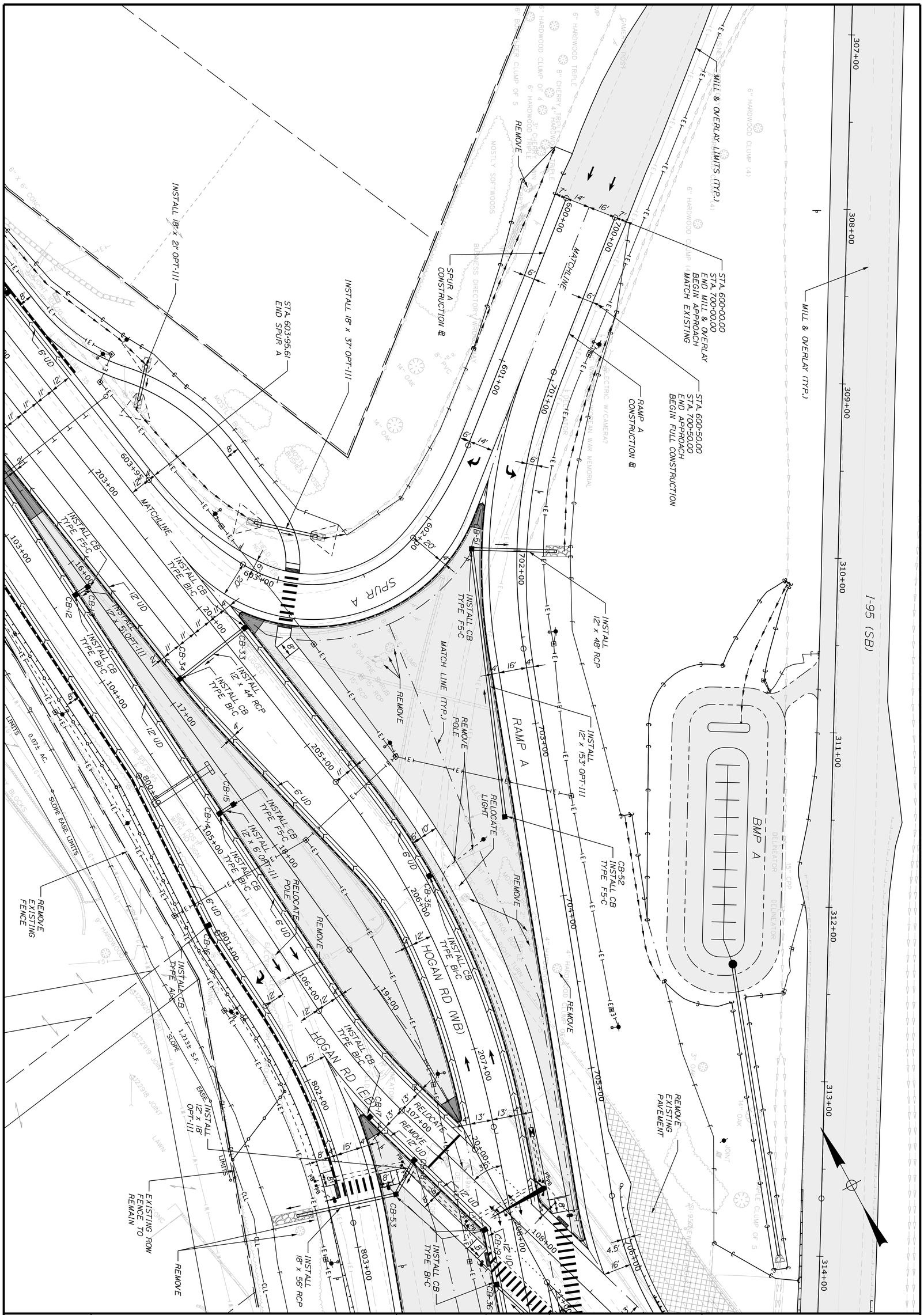
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

PLAN (5 OF 13)

SHEET NUMBER
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OF 485

Filename: ...\MSTA\Planset\H_002_Plans.dgn Username: jomesdavis Division: HIGHWAY Date:11/25/2025



SHEET NUMBER	H-18
	164 OF 485

BANGOR
RAMP A / SPUR A

PLAN (6 OF 13)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

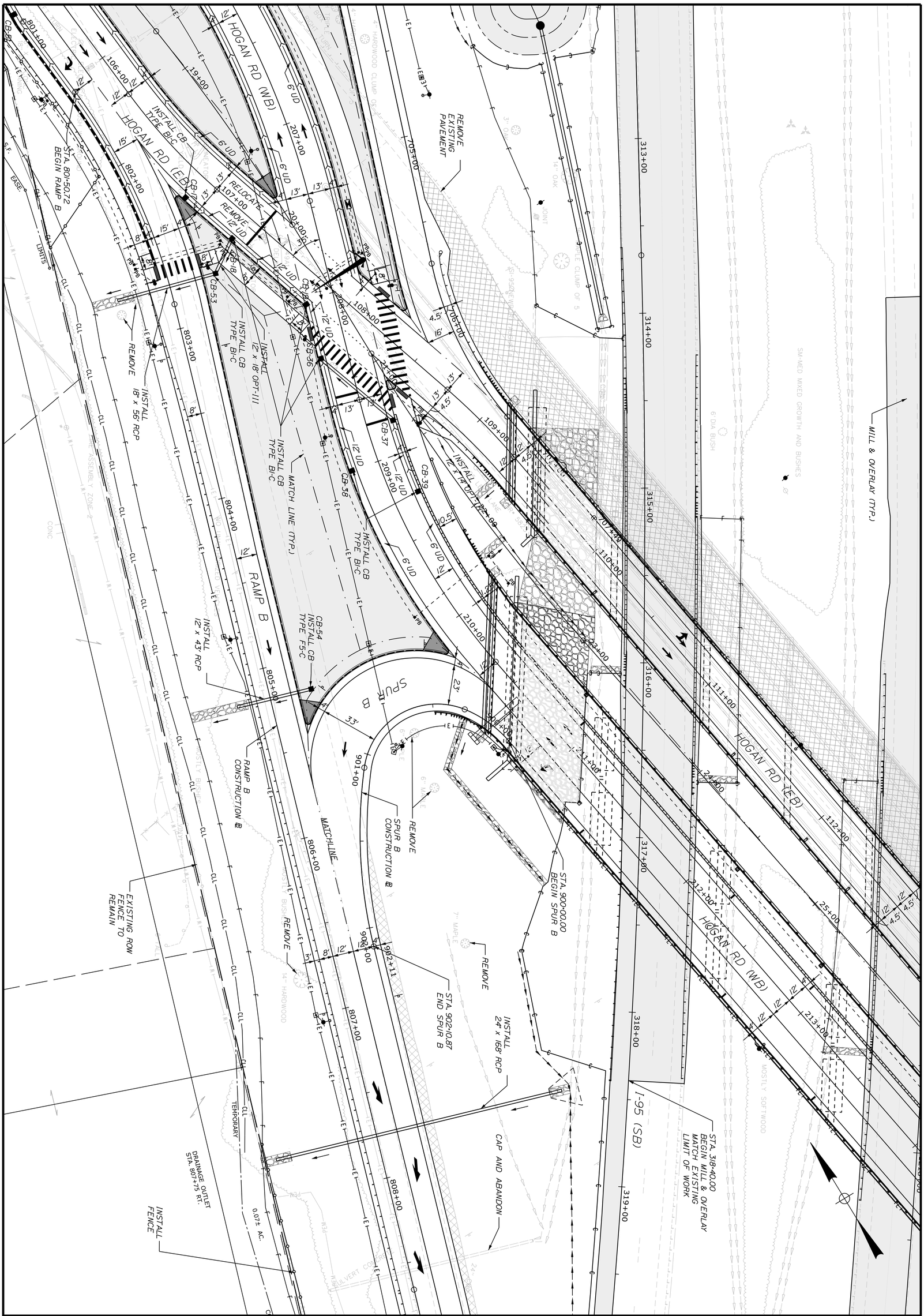
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



SHEET NUMBER H-19 165 OF 485	BANGOR RAMP B / SPUR B PLAN (7 OF 13)	PROJ. MANAGER L. ROWE / BY / DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS

DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



BANGOR
RAMP B / SPUR B

PLAN (8 OF 13)

SHEET NUMBER H-20
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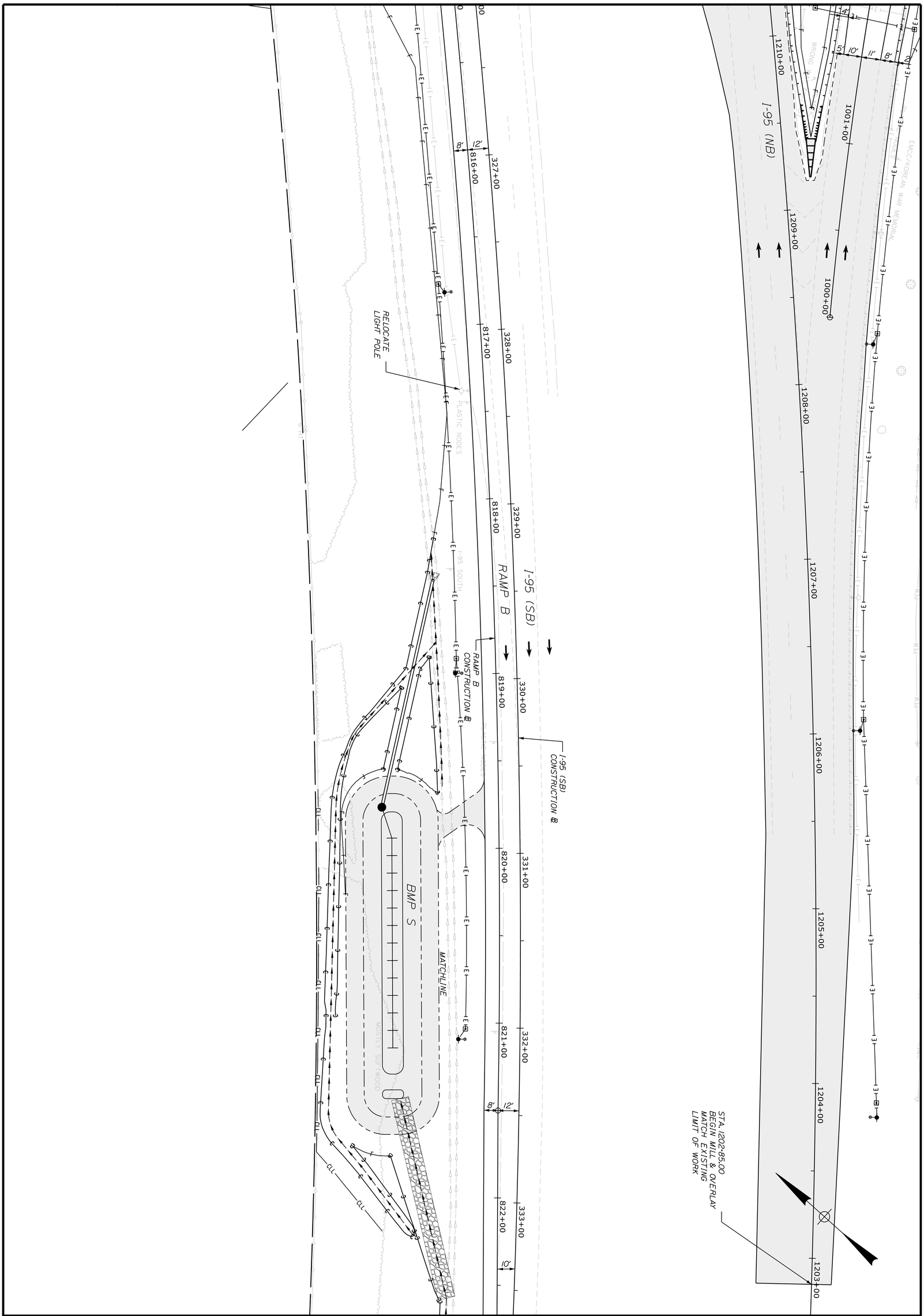
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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BANGOR
RAMP B / SPUR B

PLAN (9 OF 13)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

STA. 1202+85.00
BEGIN MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

1203+00 1202+00 1201+00 1200+00

I-95 (NB)

I-95 (SB)
CONSTRUCTION ℄

333+00 334+00 335+00 336+00 336+17

822+00 823+00 824+00

I-95 SB

10' 8' 10'

PLASTIC NODES
MILE 187

60 MPH

PLASTIC NODES

STA. 824+50.00
END VARIABLE DEPTH GRAVEL
MATCH EXISTING
LIMIT OF WORK

NORTH/SOUTH 15 - EXIT 185/182A

MOSTLY SOFTWOOD

6" X 6" CONC. 18" AG

3 3 3 3 3 3 3 3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B / SPUR B

PLAN (10 OF 13)

SHEET NUMBER
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OF 485

Filename: ...\MSTA\Plonset\H_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025

Filename: ...\MSTA\Planset\H_002_Plans.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
	JBD	11/25/2025
	AG	11/25/2025

PROJ. MANAGER	L. ROWE
DESIGN-DETAILED	ECF
CHECKED-REVIEWED	ECF
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BANGOR
RAMP C / SPUR C

PLAN (11 OF 13)

SHEET NUMBER
H-23
169
OF 485

INSTALL 24" x 162' DIRECTIONAL BORE PIPE

HEAVY RIPRAP (TYP.)

STA. 1005+50.00
END VARIABLE DEPTH GRAVEL
BEGIN TRANSITION

STA. 1100+00.00
STA. 1005+88.80
END TRANSITION
BEGIN SPUR C
BEGIN FULL CONSTRUCTION

STA. 1001+50.00
END MILL & OVERLAY
BEGIN VARIABLE DEPTH GRAVEL
MATCH EXISTING

MILL & OVERLAY (TYP.)

INSTALL QUADGUARD CRASH CUSHION

INSTALL (2) BRIDGE TRANSITION (ASYMMETRIC) - TYPE IA

MATCHLINE

RAMP C CONSTRUCTION

RAMP C

I-95 (NB)

0.16± AC. EASEMENT

SLOPE

18" CMP POOR COND

5' DIA ALDER

18" WIDE GABION

14' WIDE X 12' HEIGHT BOX CULVERT

MOSTLY BUSHES

MOSTLY BUSHES AND SM-MED HARDWOOD

MOSTLY SM-MED HARDWOOD AND BUSHES

MOSTLY SM-MED SOFTWOOD

MOSTLY SOFTWOOD

EMCC/KOREAN WAR MEMORIAL

00+0011

1000+00

1001+00

1002+00

1003+00

1004+00

1005+00

1006+00

1208+

1209+00

1210+00

1211+00

1212+00

1213+00

1214+00

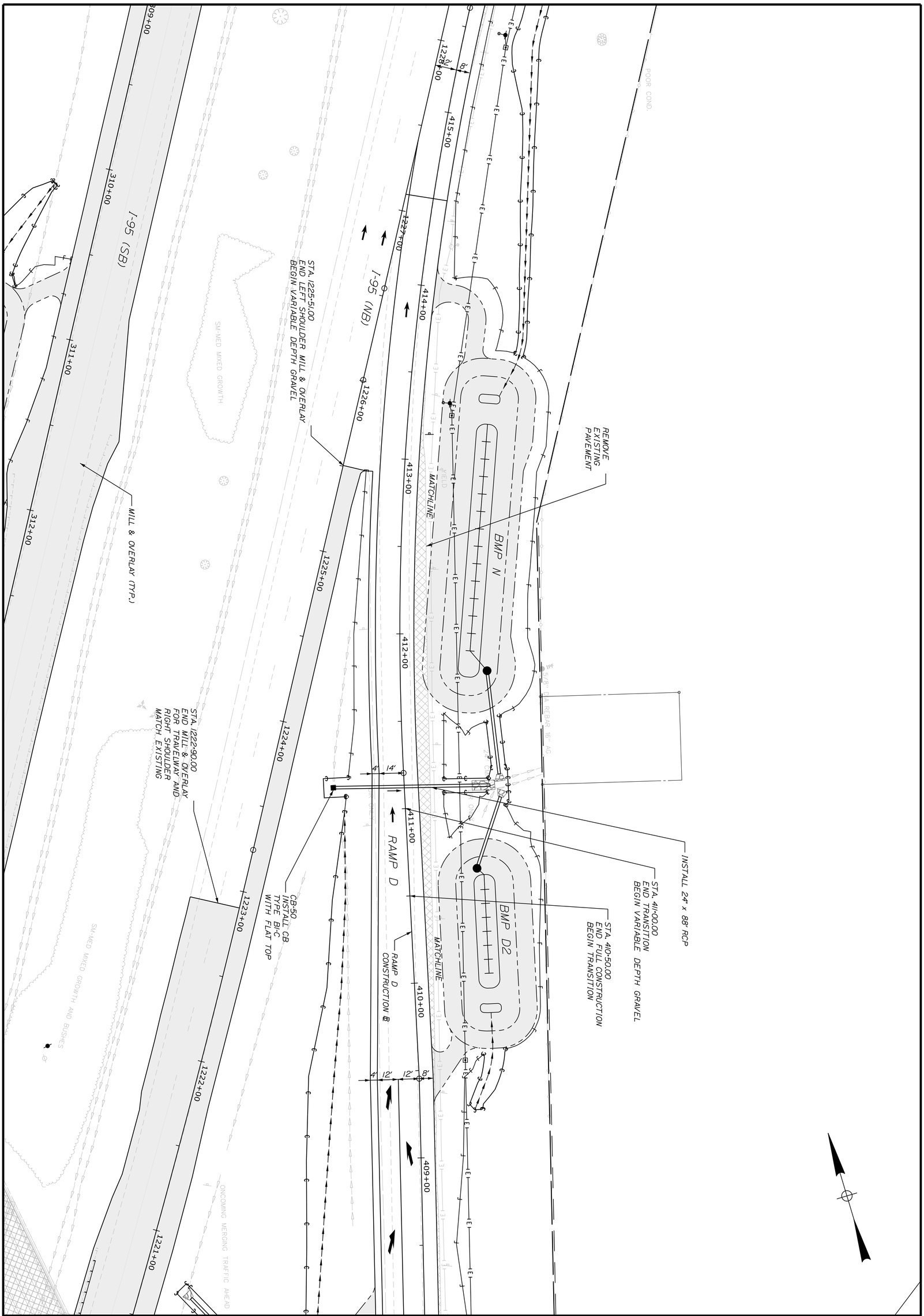
1215+00

327+00

328+

816+00

817+



BANGOR
RAMP D / SPUR D

PLAN (12 OF 13)

SHEET NUMBER
H-24
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OF 485

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

STA. 423+00.00
END APPROACH
END VARIABLE DEPTH GRAVEL
MATCH EXISTING
LIMIT OF WORK

STA. 422+50.00
END SHOULDER RECONSTRUCTION
BEGIN APPROACH

STA. 418+00.00
BEGIN SHOULDER RECONSTRUCTION

5/8" DIA REBAR 6" AG PERRY LS1058

6" X 6" CONC 24" AG LEANING

5/8" DIA REBAR 8" AG PERRY LS1058

POOR COND.

MIXED GROWTH

MOSTLY BUSHES

MOSTLY SOFTWOOD

DIR ONLY

36" CMP POOR COND.

AREA ERODING

4:1

3:1

RAMP D
CONSTRUCTION B

10'

8'

12'

423+00

422+00

421+00

420+00

419+00

418+00

417+00

416+00

1235+00

1234+00

1233+00

1232+00

1231+00

1230+00

1229+00

RAMP D

I-95 (NB)

STA. 301+47.00
BEGIN MILL & OVERLAY
MATCH EXISTING
LIMIT OF WORK

I-95 (SB)

+00

302+00

303+00

304+00

305+00

306+00

307+00

308+00

SM-MED MIXED GROWTH

EXIT 187

CLEARANCE 14'2"

WRONG WAY EXIT/30 MPH

DIR ONLY

36" RCP

6" HARDWOOD CLUMP (4)

6" HARDWOOD CLUMP (4)

6" HARDWOOD CLUMP (4)

BUSINESS DIRECTORY

STONE DITCH

PARK & RIDE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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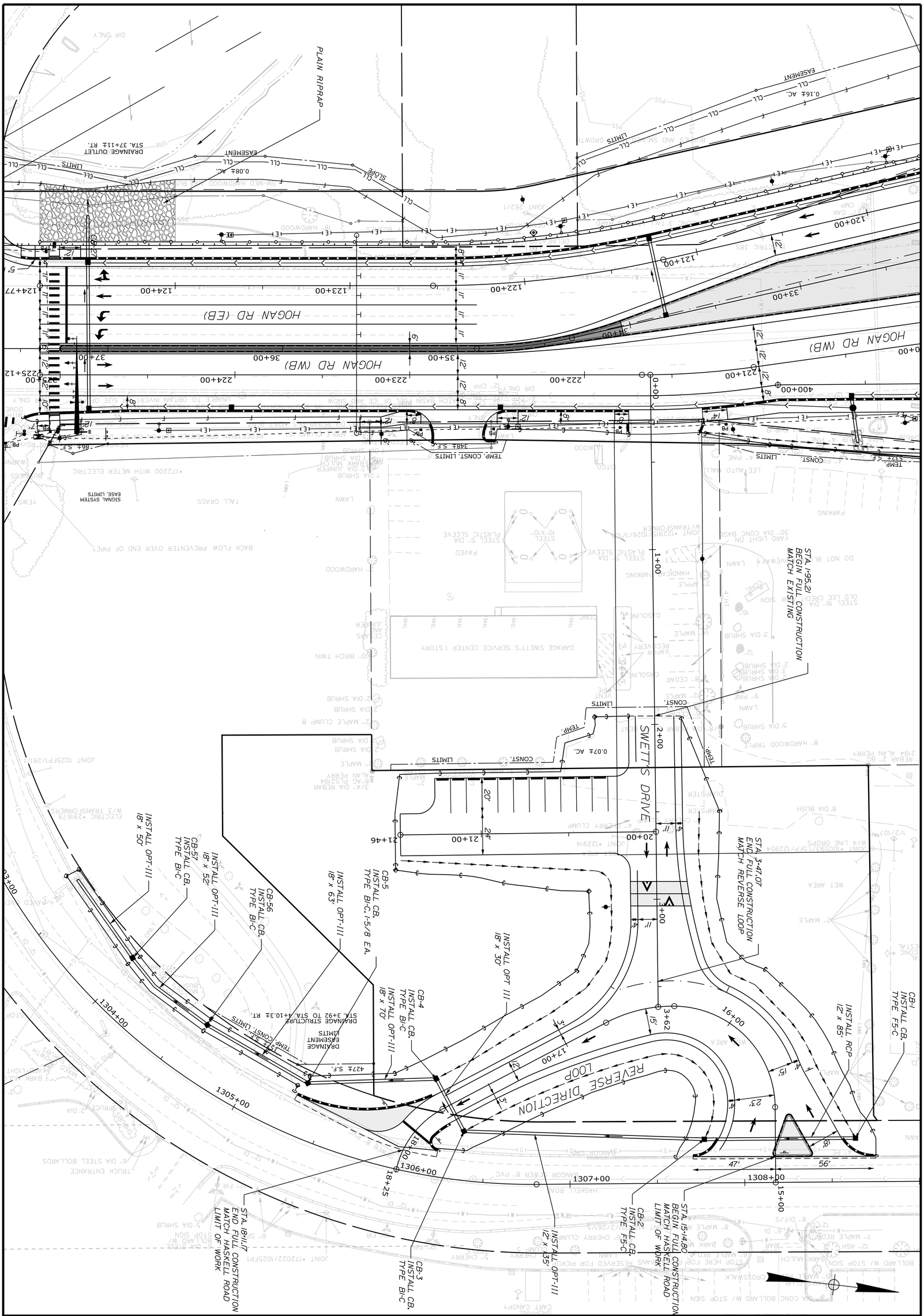
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BANGOR
RAMP D / SPUR D

PLAN (13 OF 13)

SHEET NUMBER
H-25
171
OF 485

Filename: ...\MSTA\Planset\VH_002_Plans.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER H-26 172 OF 485

BANGOR
HASKELL ROAD

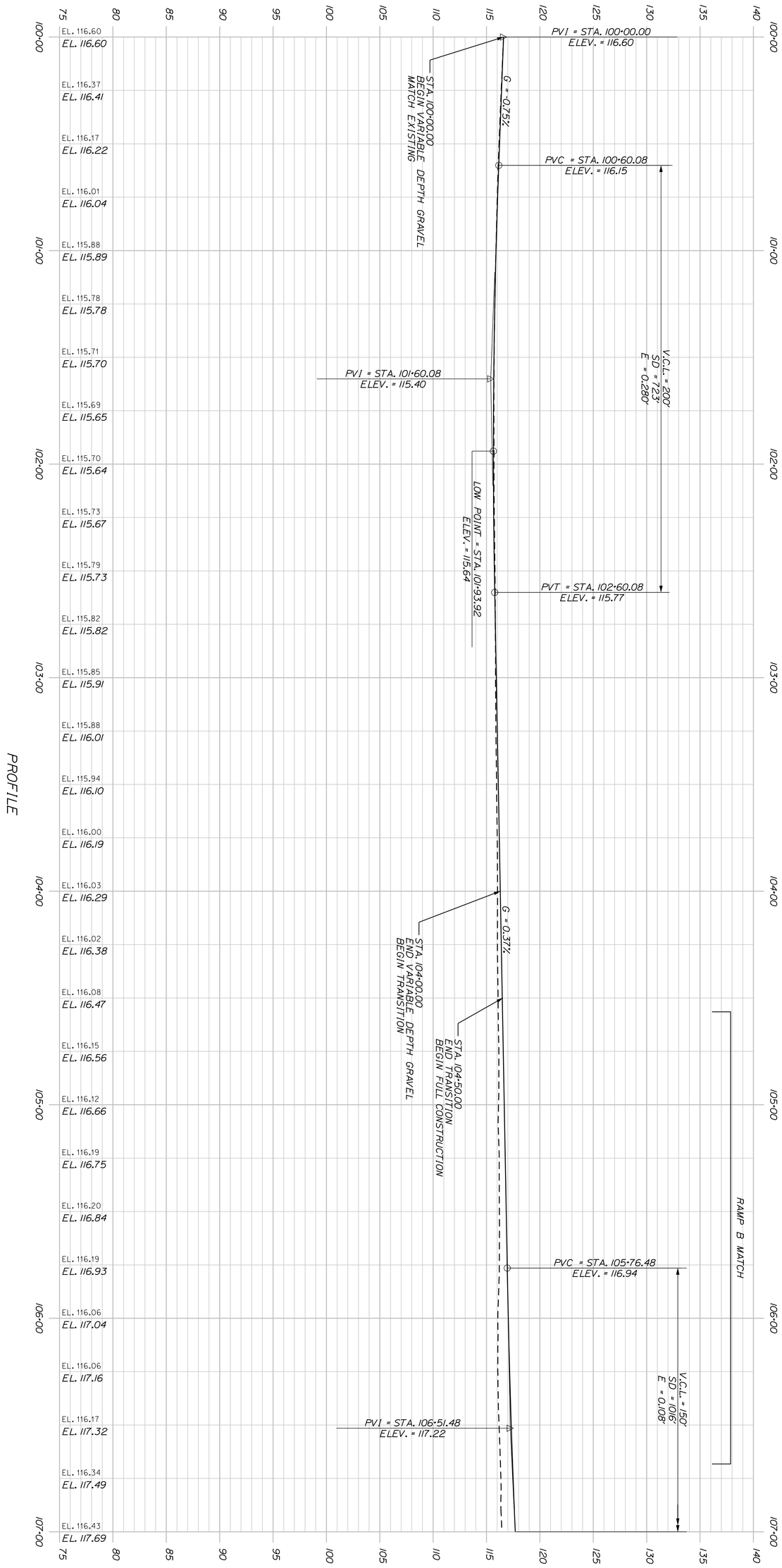
REVERSE DIRECTION LOOP

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-27 173 OF 485

BANGOR
HOGAN ROAD (EB)

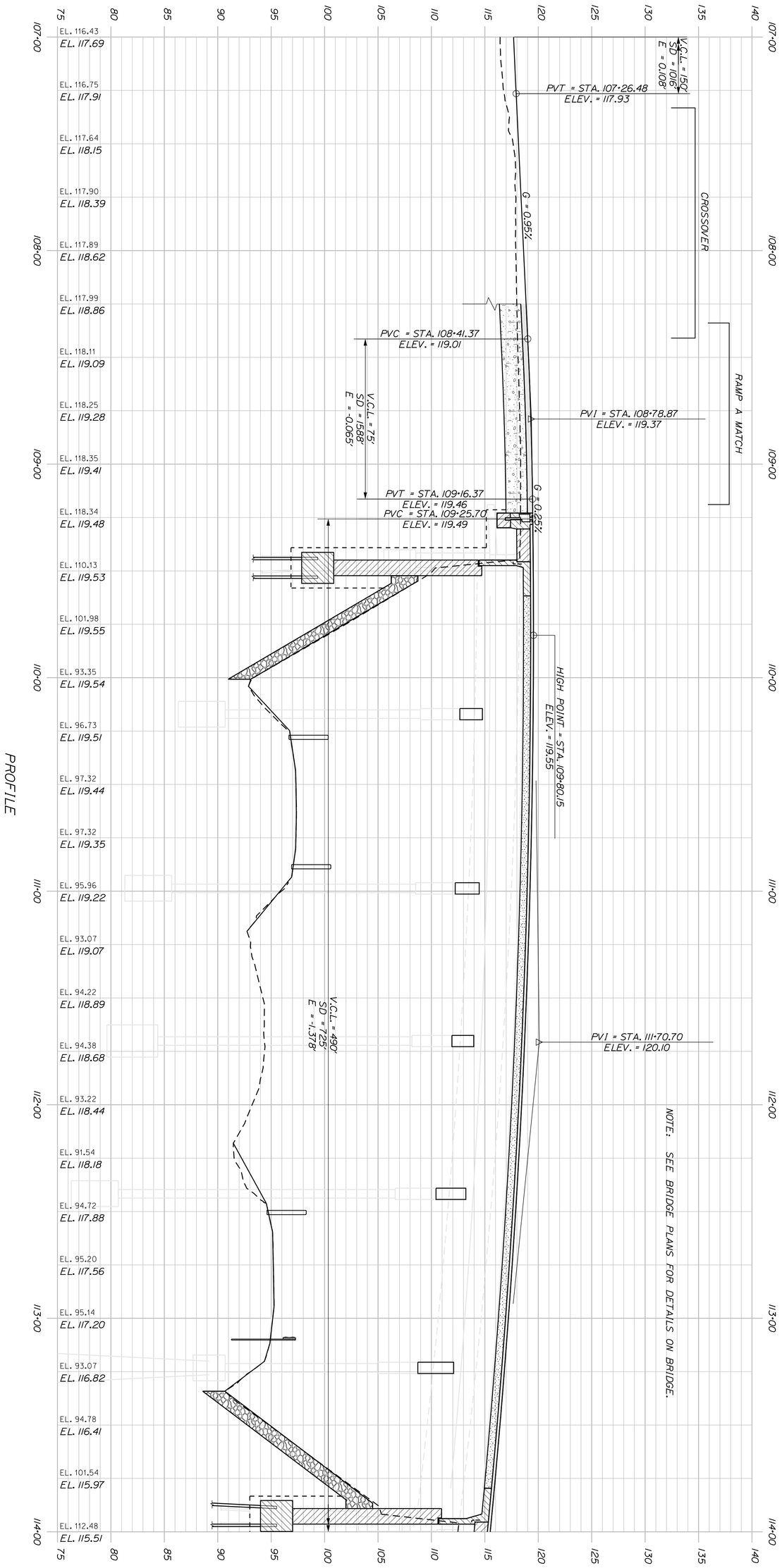
PROFILE (1 OF 4)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-28 174 OF 485

BANGOR
HOGAN ROAD (EB)

PROFILE (2 OF 4)

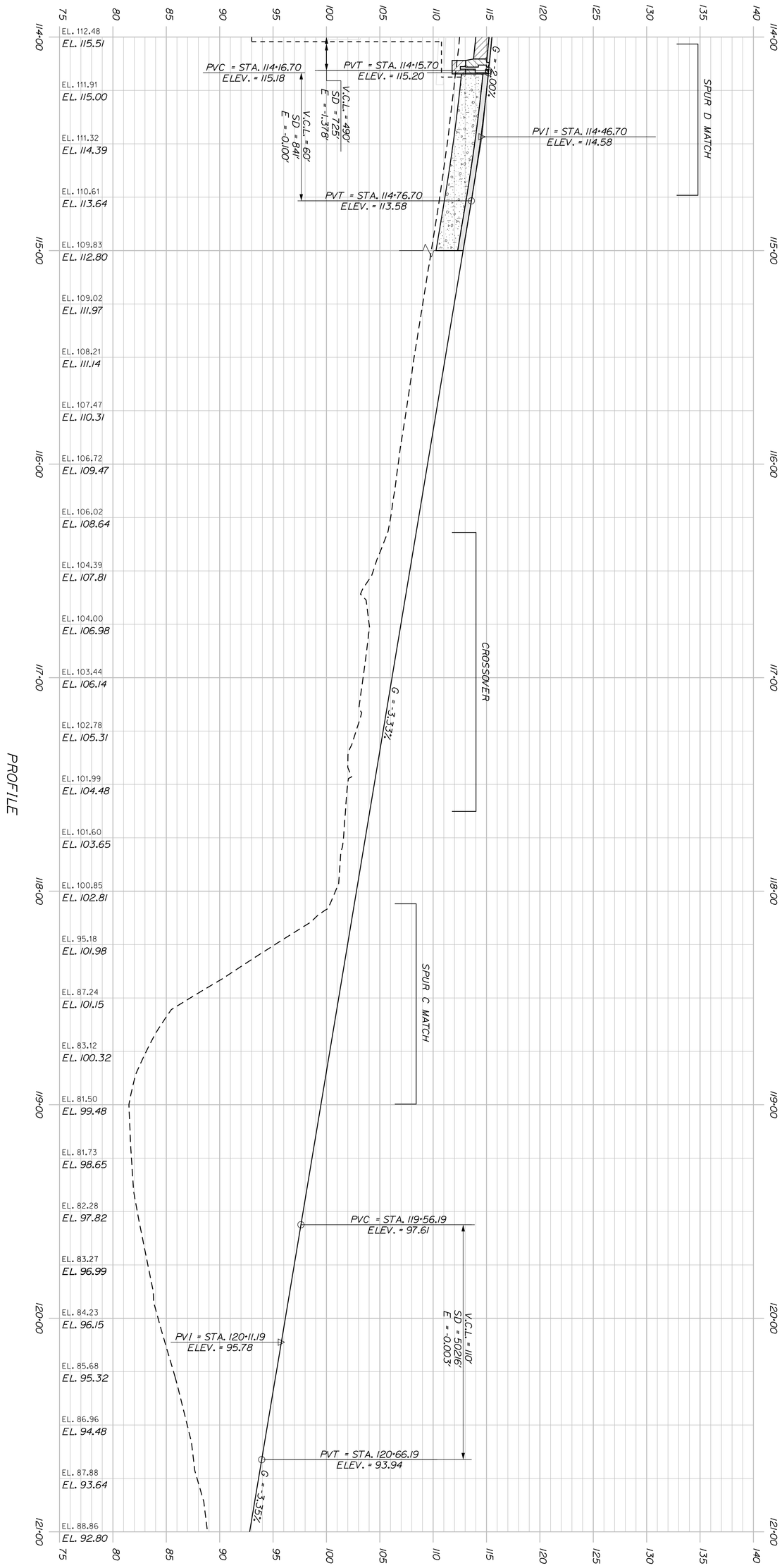
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

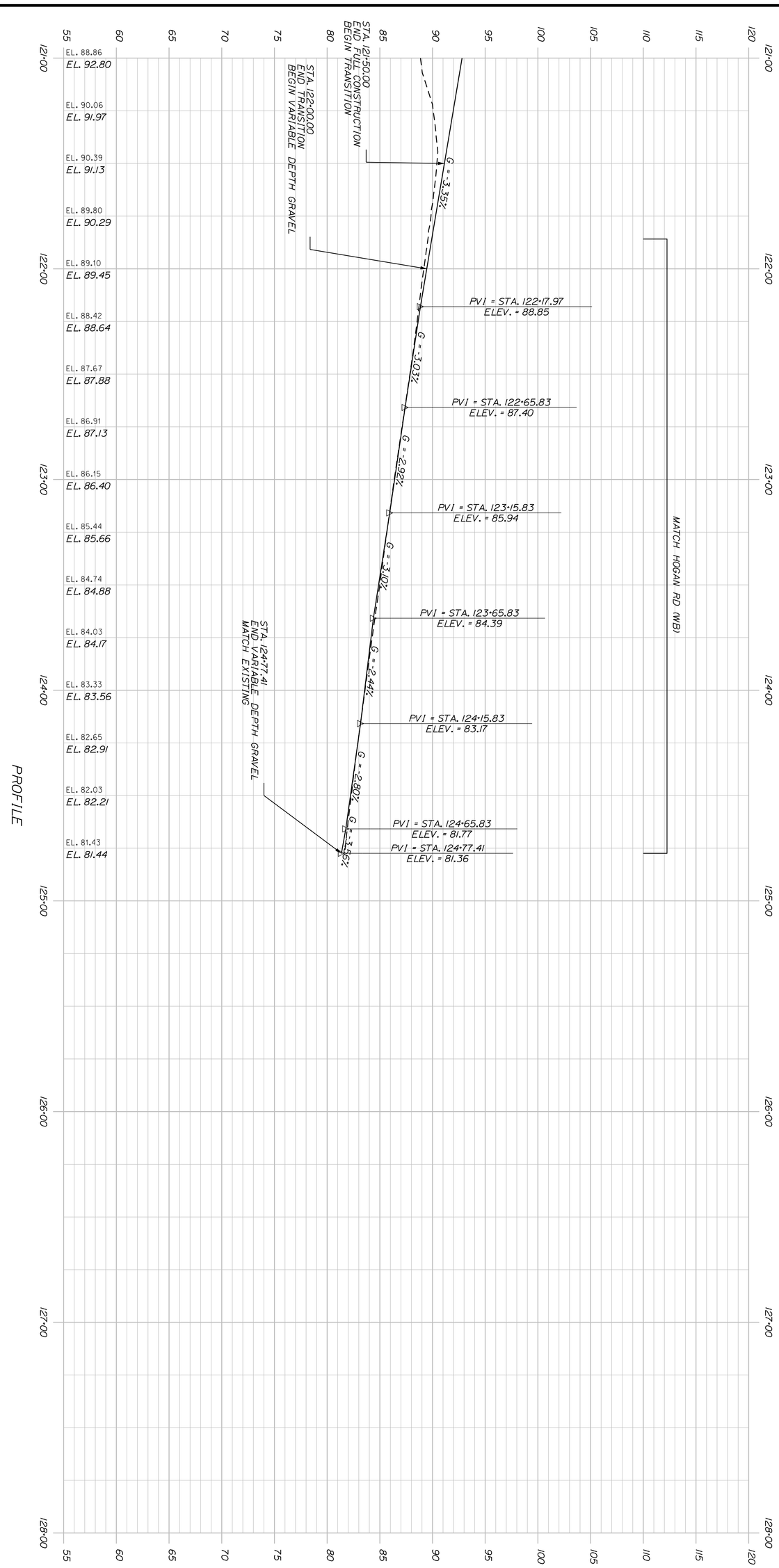
18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-29 175 OF 485	BANGOR HOGAN ROAD (EB) PROFILE (3 OF 4)	PROJ. MANAGER L. ROWE / BY / DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS

DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



SHEET NUMBER H-30 176 OF 485

BANGOR
HOGAN ROAD (EB)

PROFILE (4 OF 4)

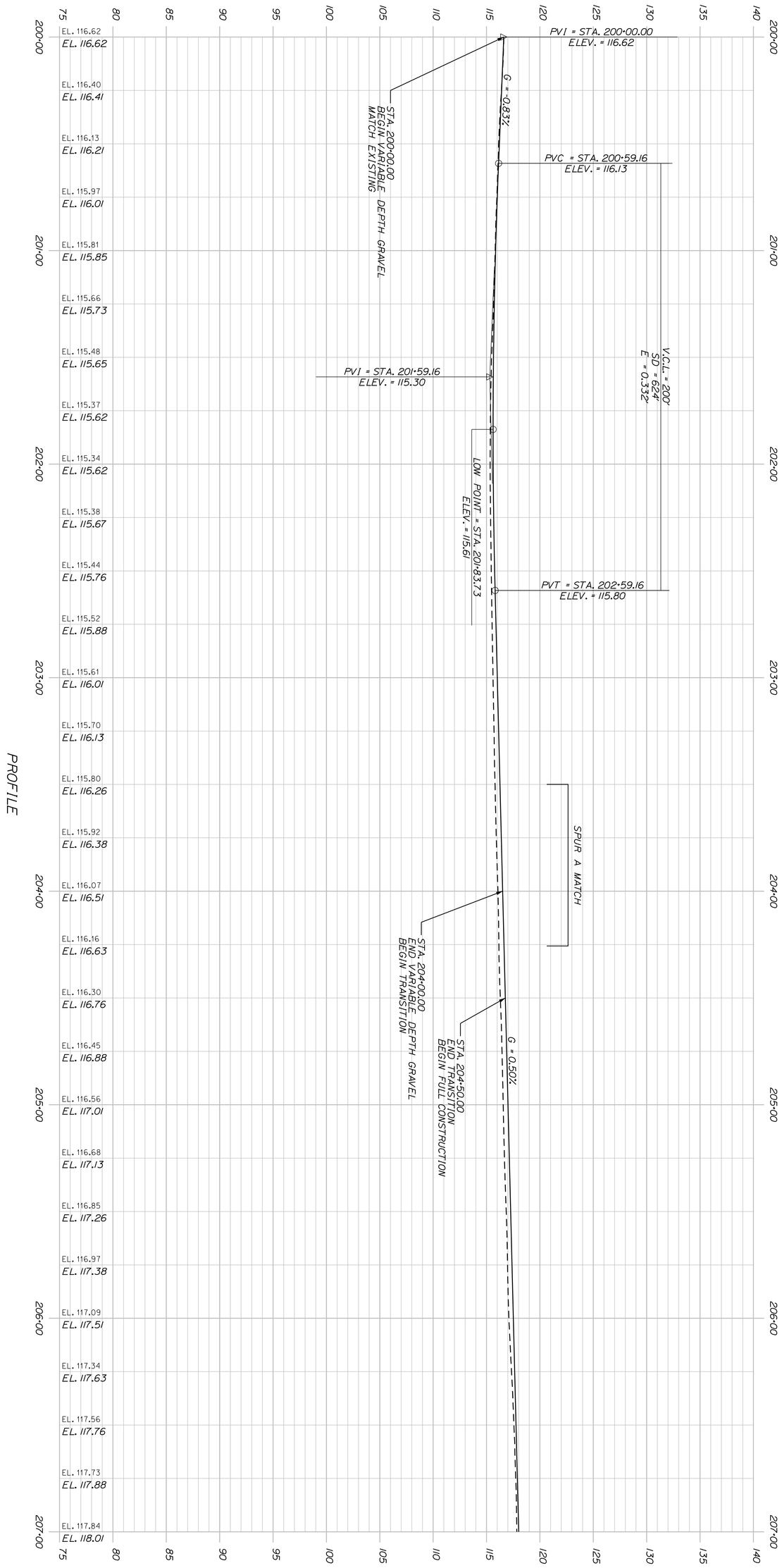
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



BANGOR
HOGAN ROAD (WB)

PROFILE (1 OF 4)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

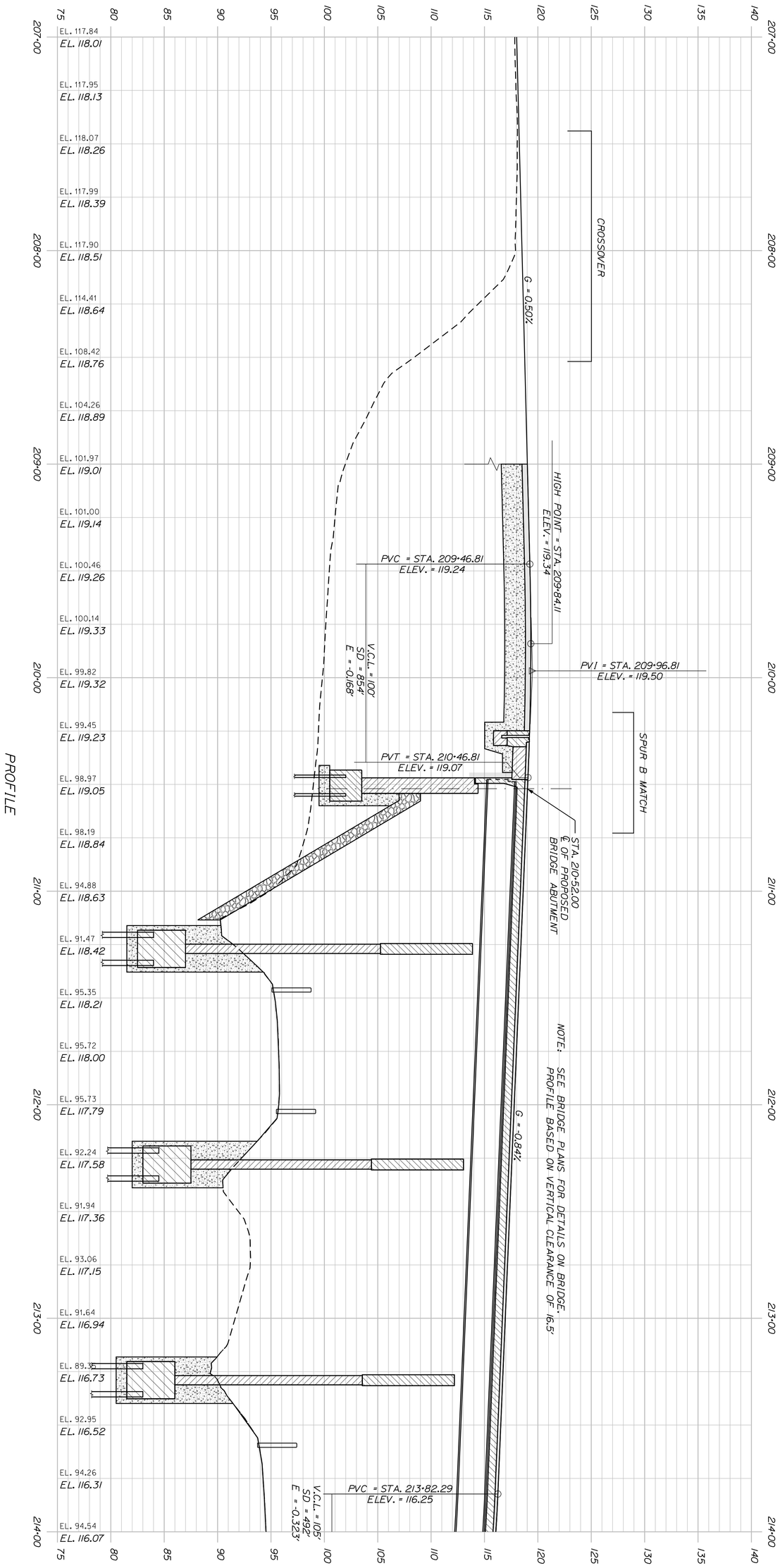
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS

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OF 485



SHEET NUMBER
H-32
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OF 485

BANGOR
HOGAN ROAD (WB)

PROFILE (2 OF 4)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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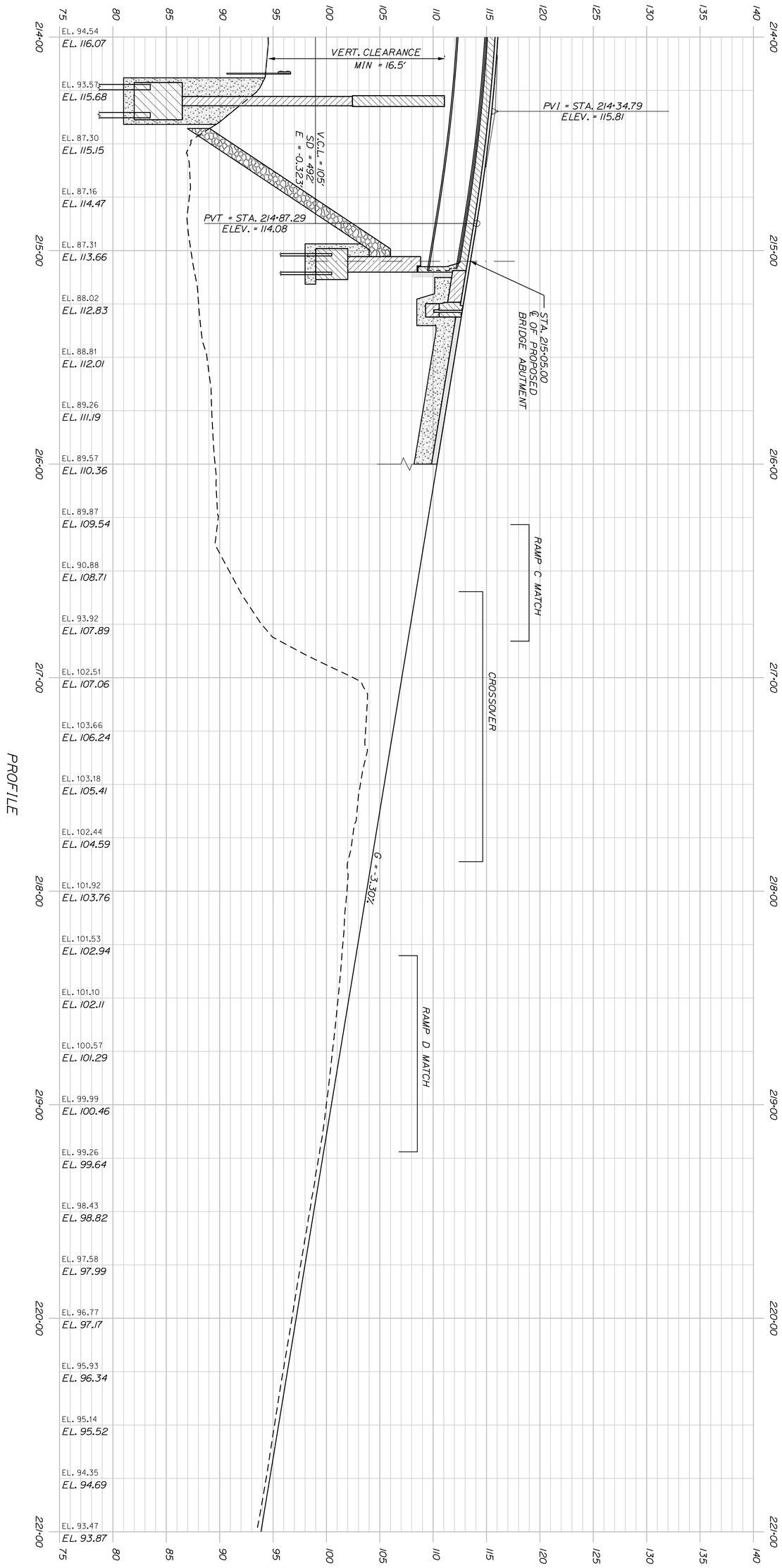
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



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BANGOR
HOGAN ROAD (WB)

PROFILE (3 OF 4)

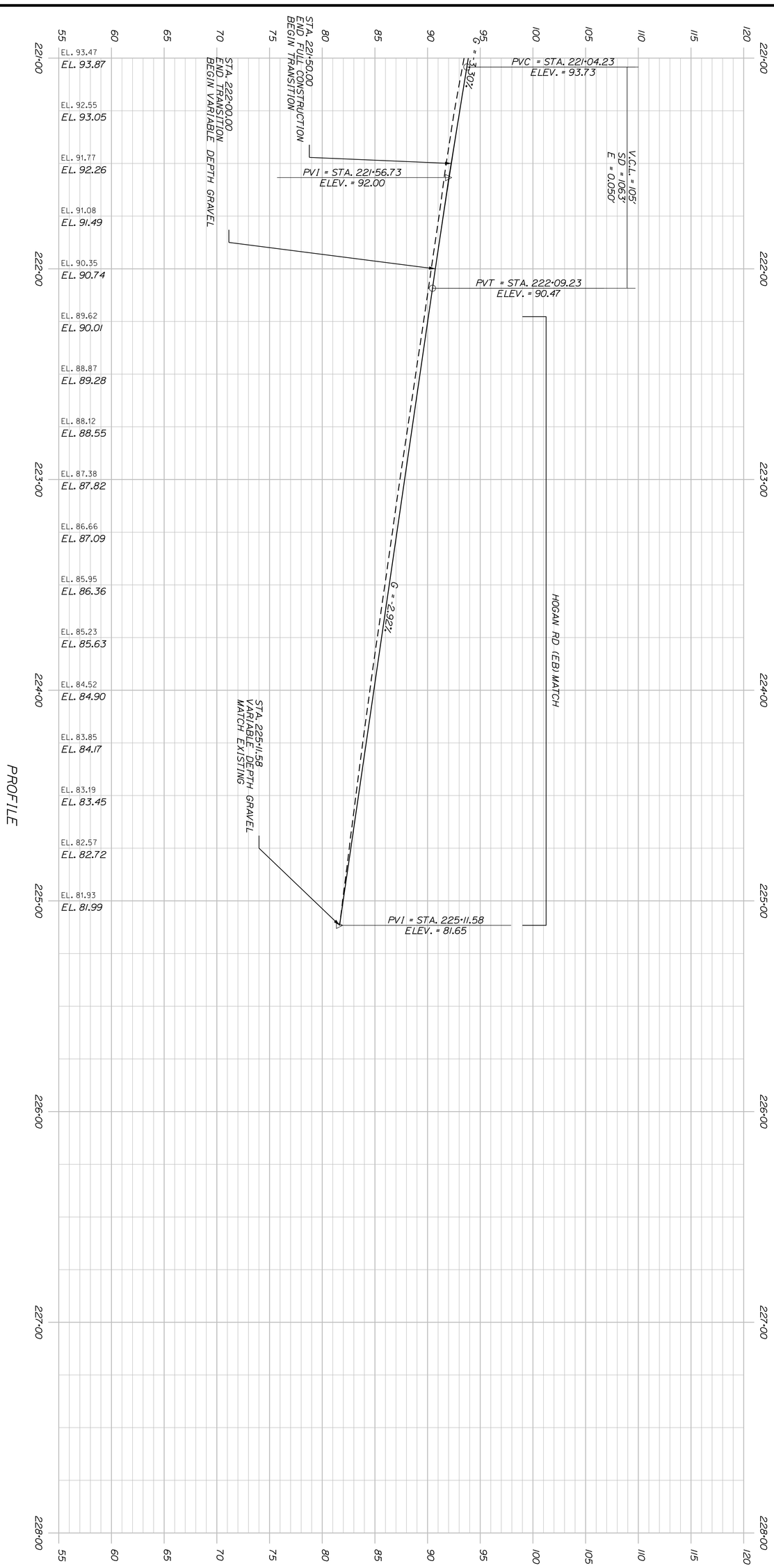
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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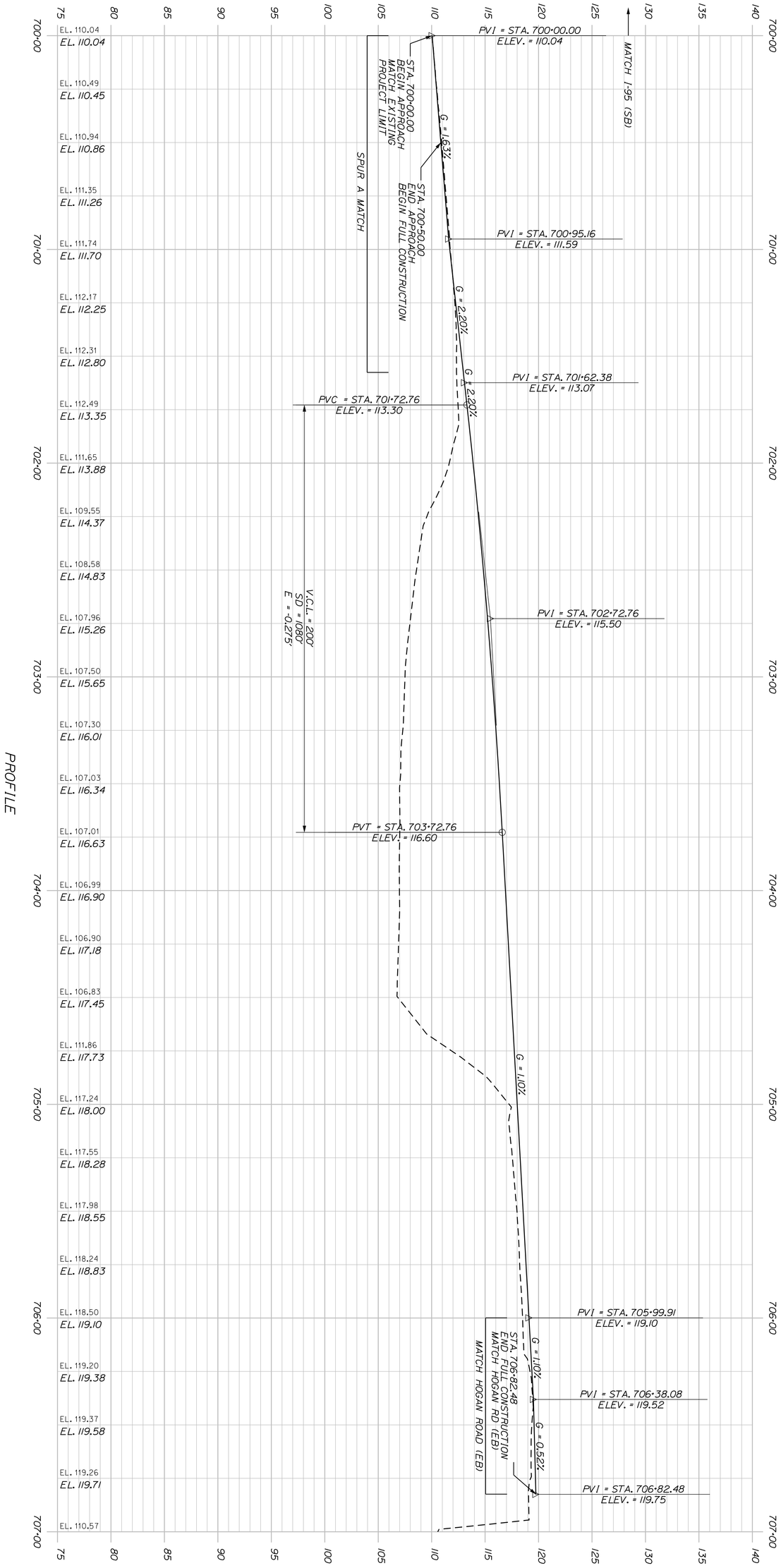
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-34 180 OF 485	BANGOR HOGAN ROAD (WB) PROFILE (4 OF 4)	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED ECF JBD 11/25/2025 CHECKED-REVIEWED ECF AG 11/25/2025 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS



BANGOR
RAMP A

PROFILE (1 OF 1)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

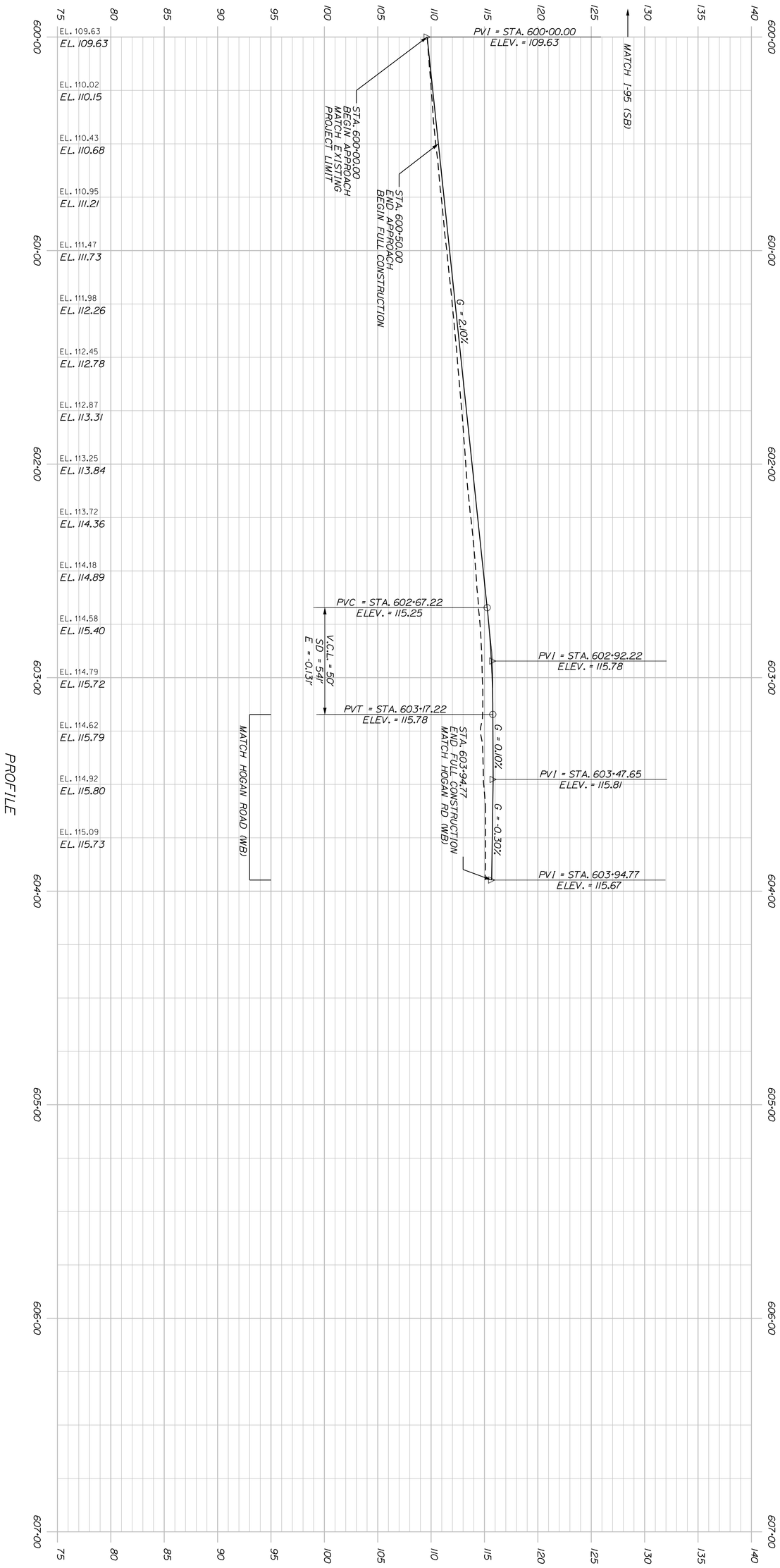
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS

SHEET NUMBER
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181
OF 485



SHEET NUMBER H-36 182 OF 485

BANGOR
SPUR A

PROFILE (1 OF 1)

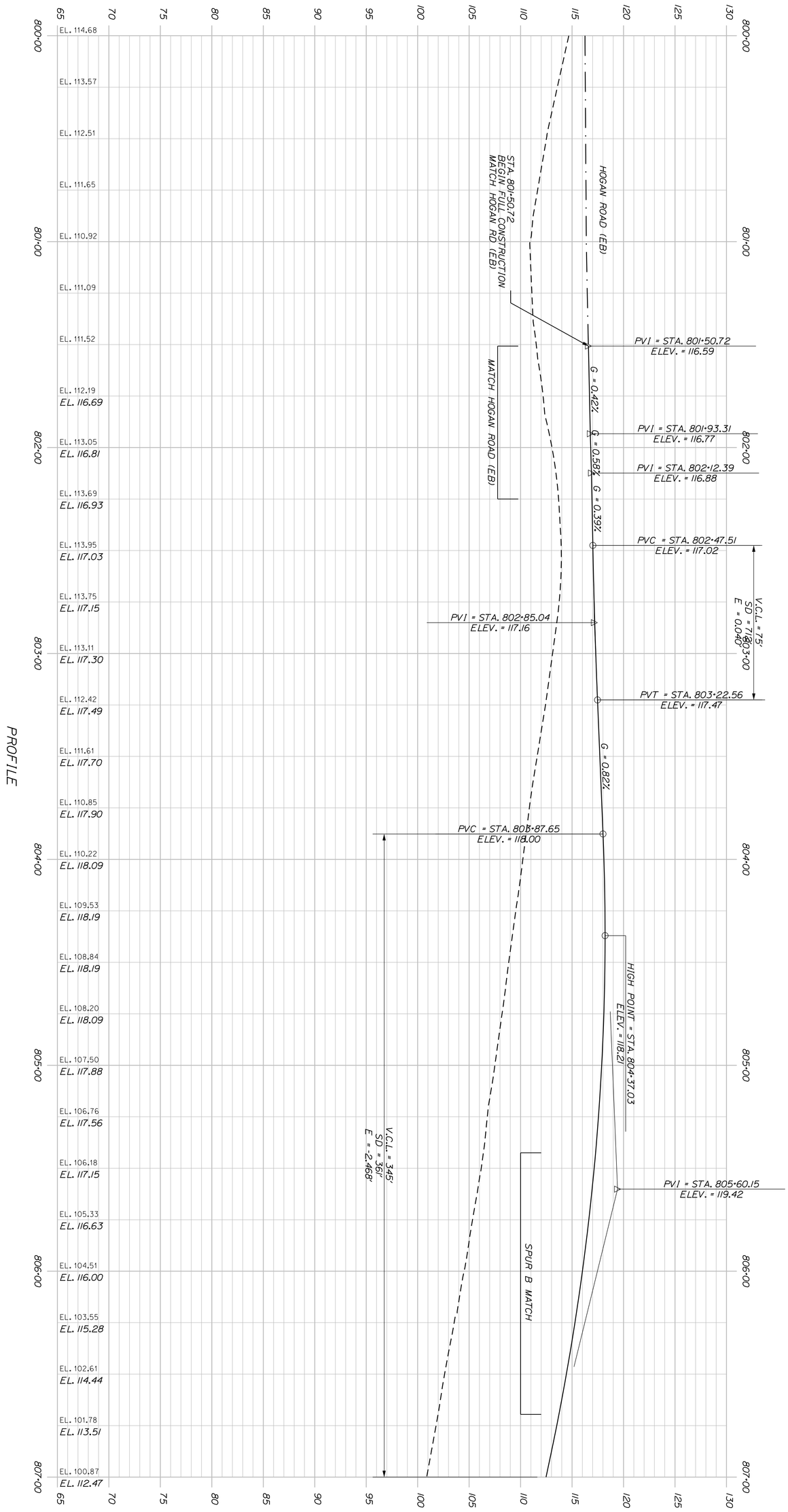
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



SHEET NUMBER H-37 183 OF 485

BANGOR
RAMP B

PROFILE (1 OF 4)

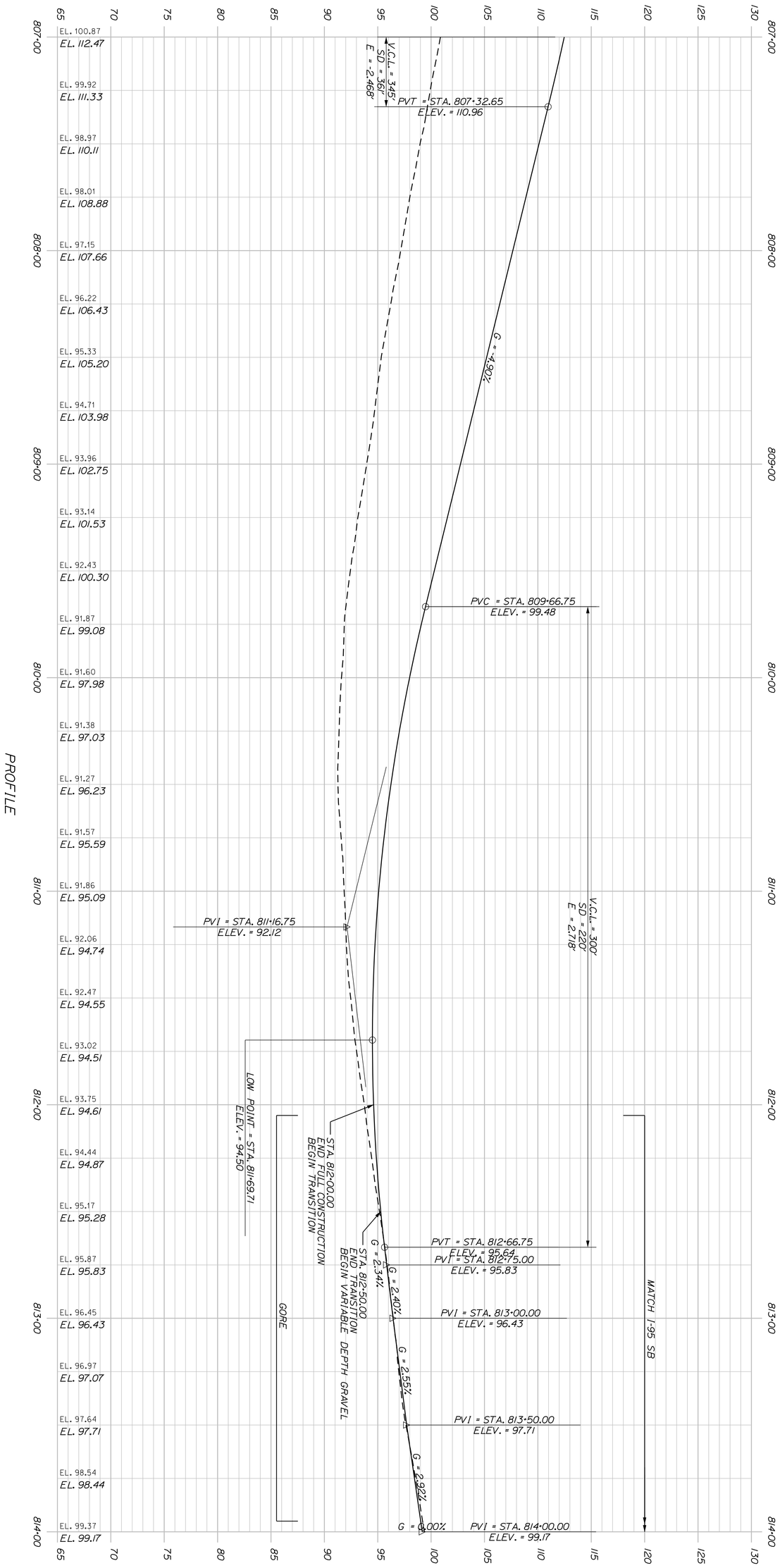
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



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BANGOR
RAMP B

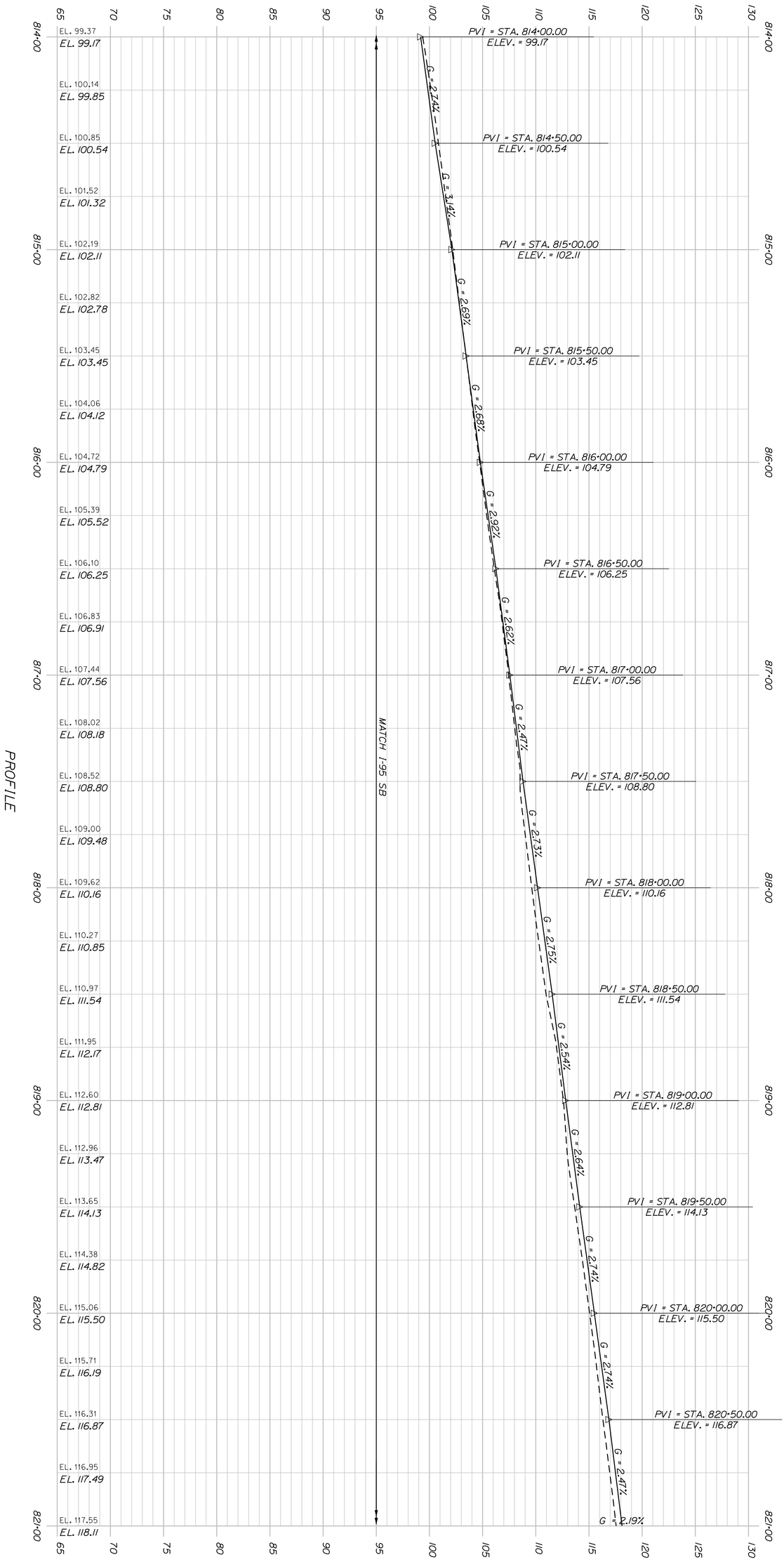
PROFILE (2 OF 4)

PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



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BANGOR
RAMP B

PROFILE (3 OF 4)

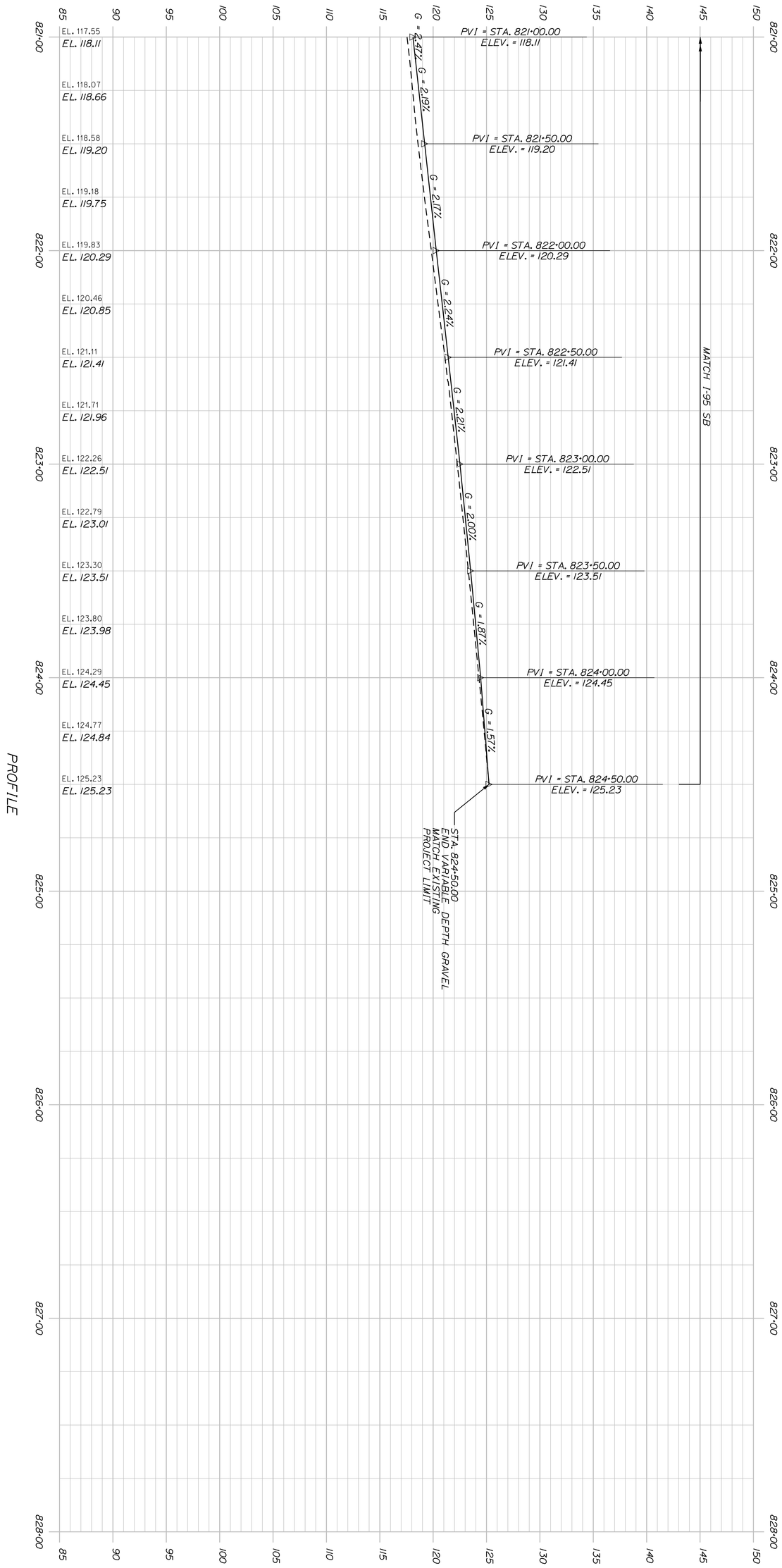
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-40 186 OF 485

BANGOR
RAMP B

PROFILE (4 OF 4)

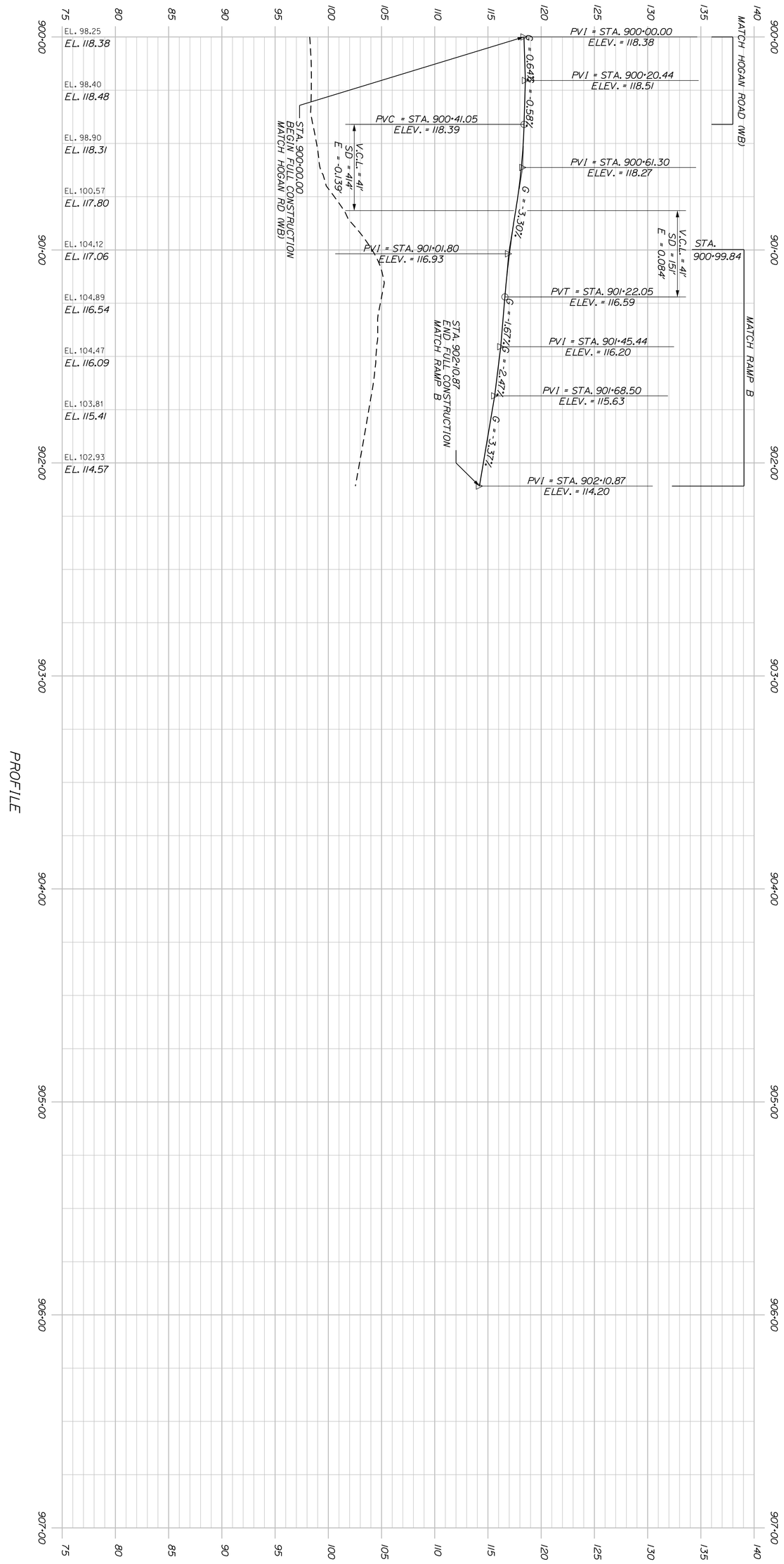
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS



BANGOR
SPUR B

PROFILE (1 OF 1)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
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FIELD CHANGES			

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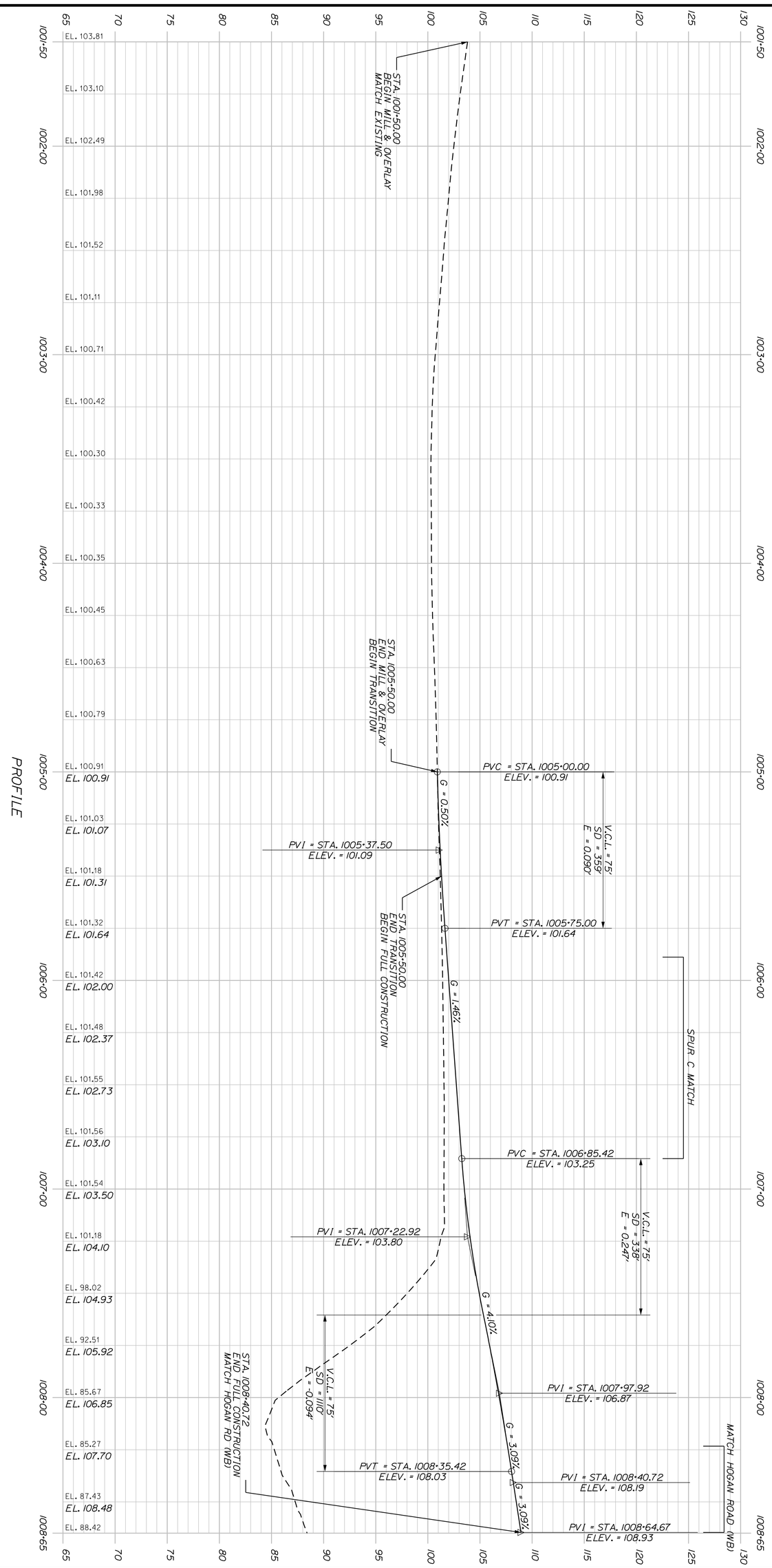
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS

SHEET NUMBER
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187
OF 485



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
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FIELD CHANGES			

SHEET NUMBER H-42
188
OF 485

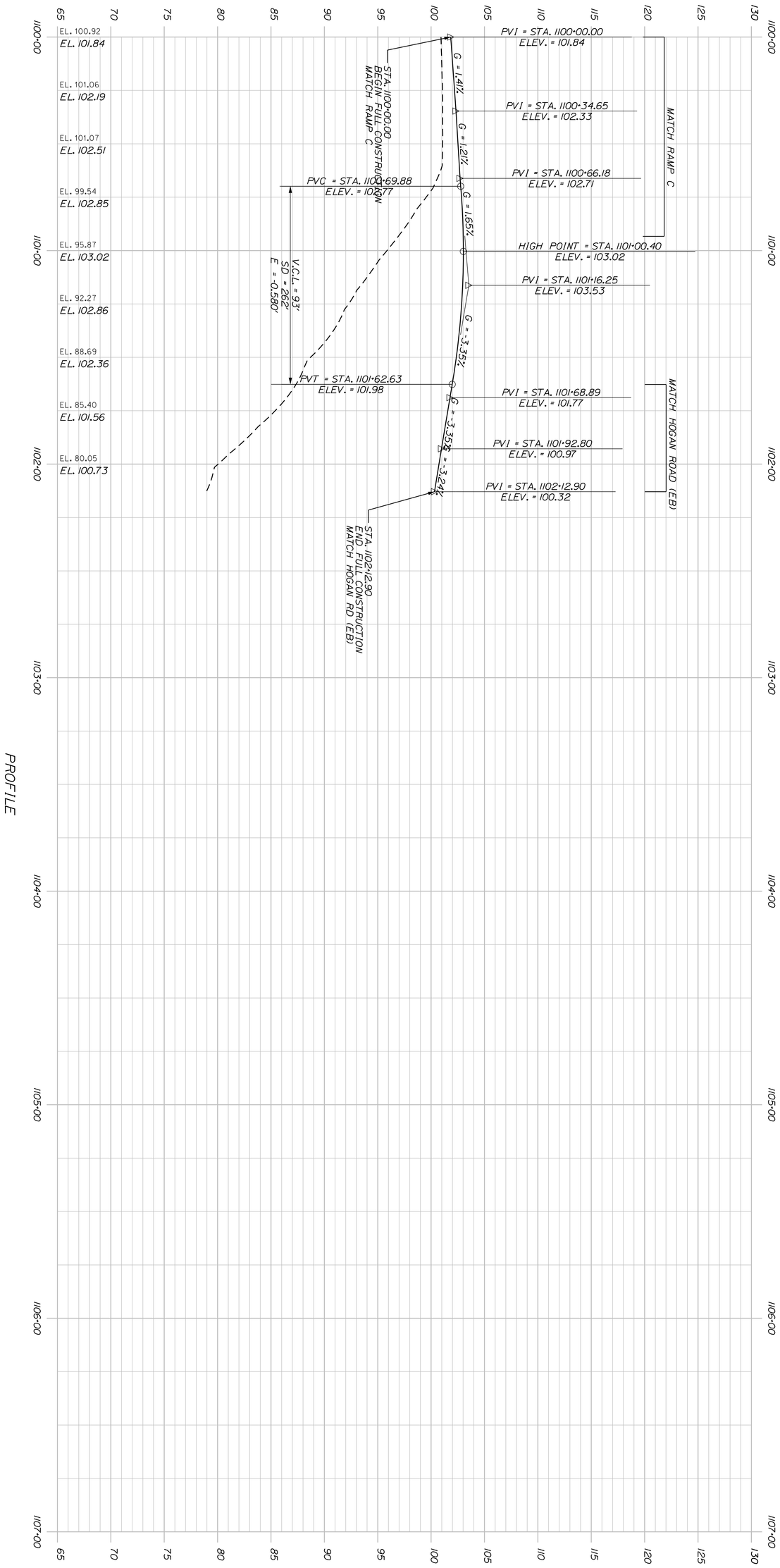
BANGOR
RAMP C

PROFILE (1 OF 1)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



SHEET NUMBER H-43 189 OF 485

BANGOR
SPUR C

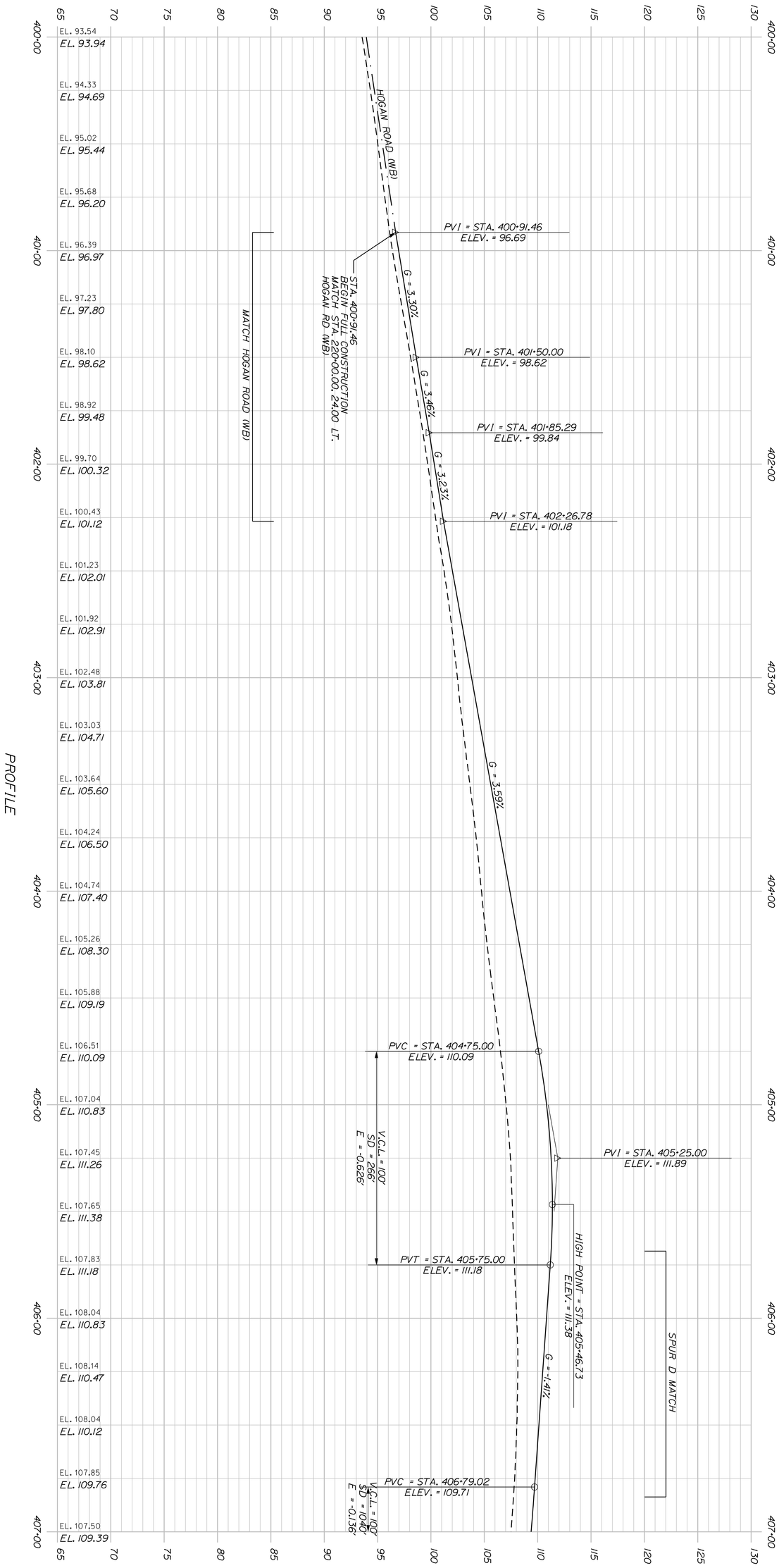
PROFILE (1 OF 1)

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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

SHEET NUMBER H-44
190
OF 485

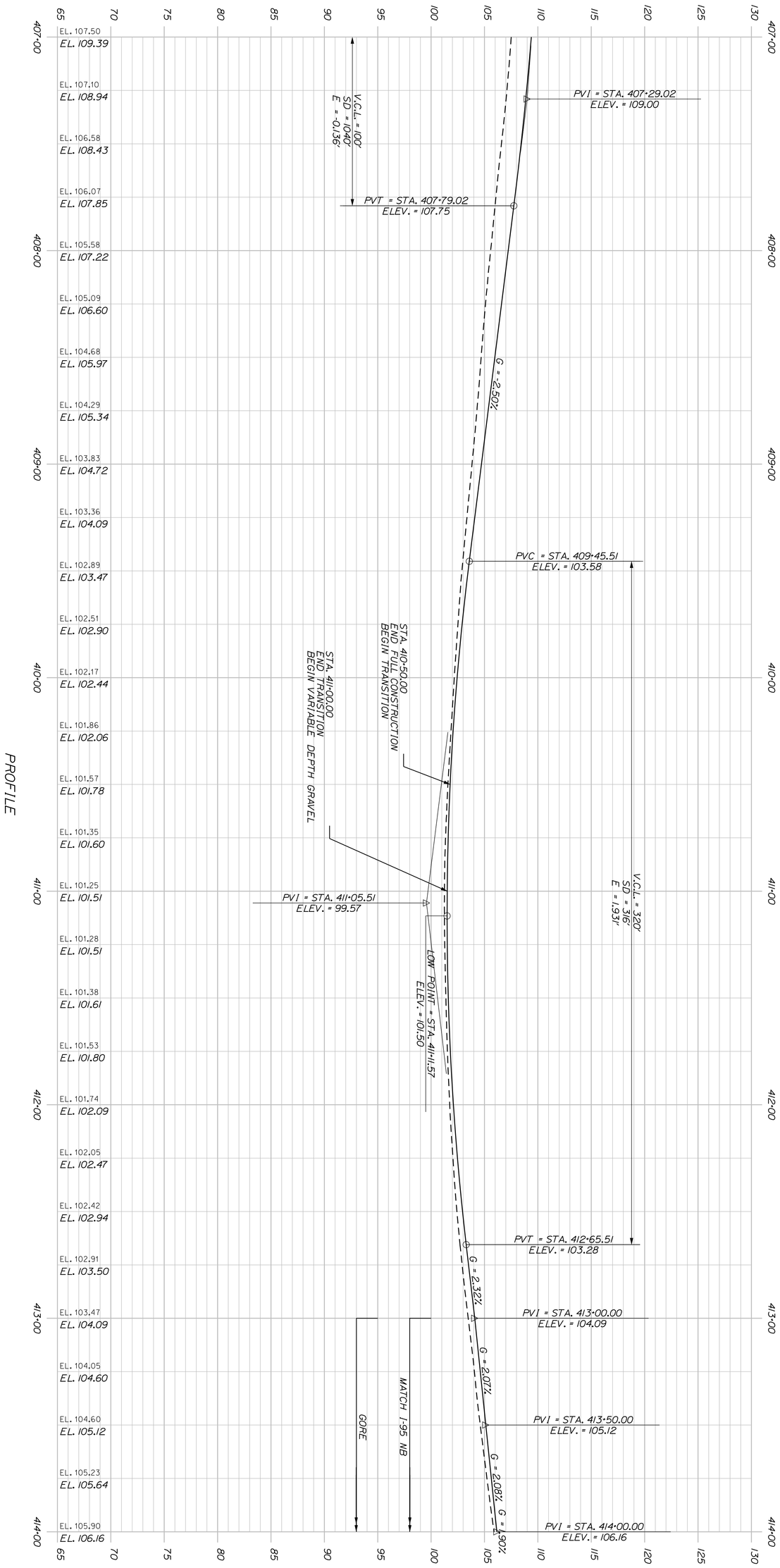
BANGOR
RAMP D

PROFILE (1 OF 4)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



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BANGOR RAMP D

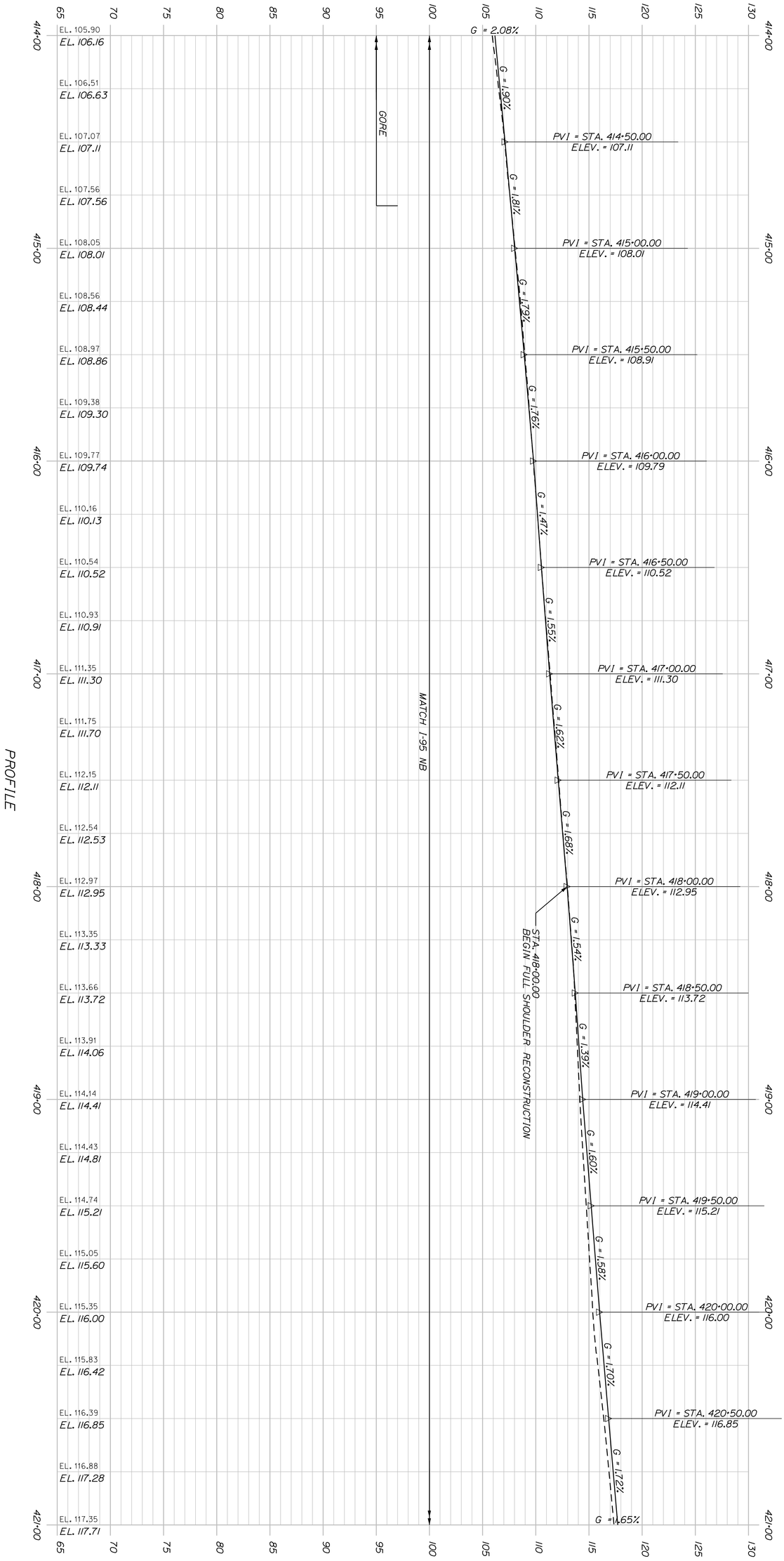
PROFILE (2 OF 4)

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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



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BANGOR
RAMP D

PROFILE (3 OF 4)

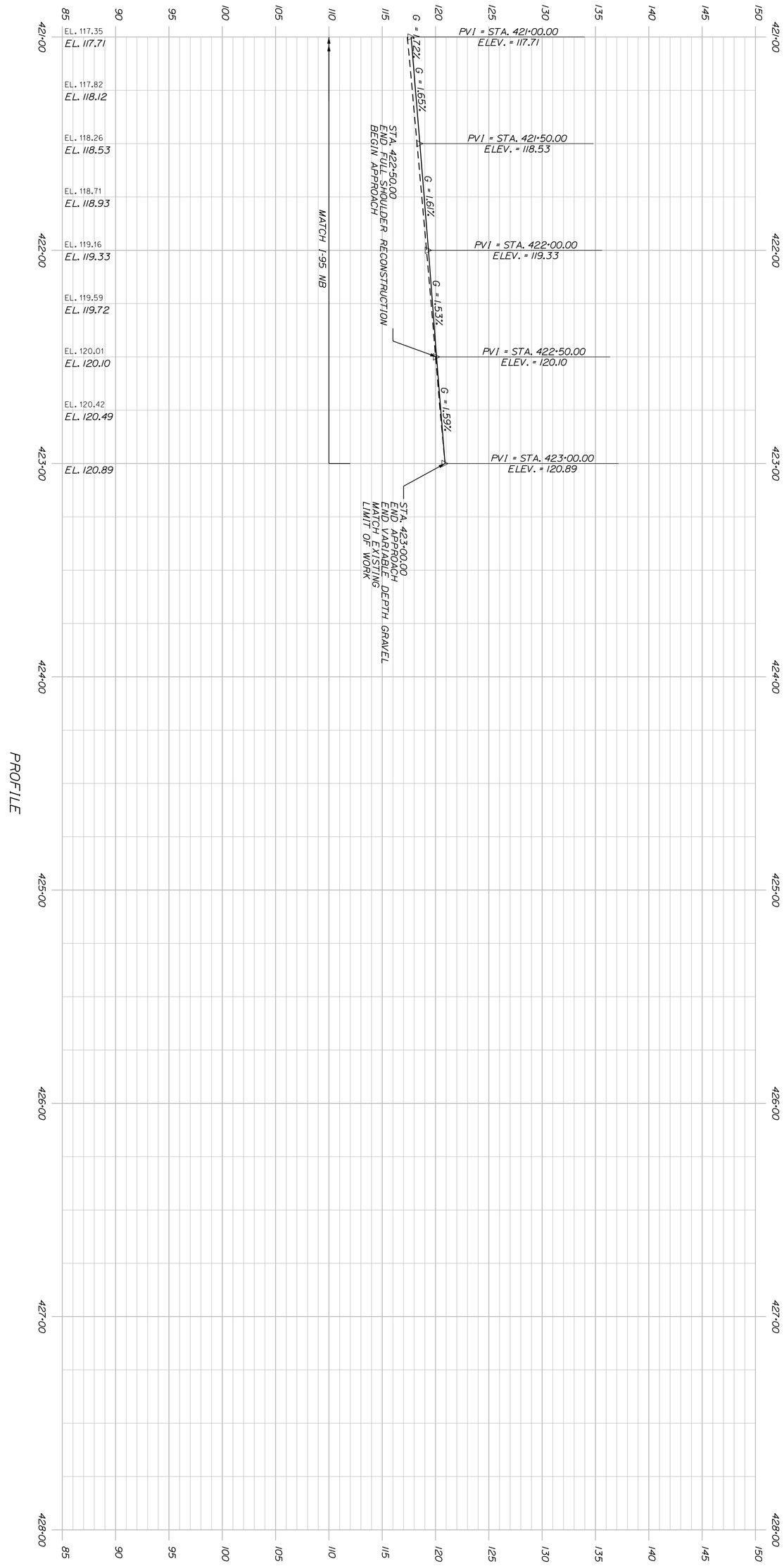
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



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RAMP D

PROFILE (4 OF 4)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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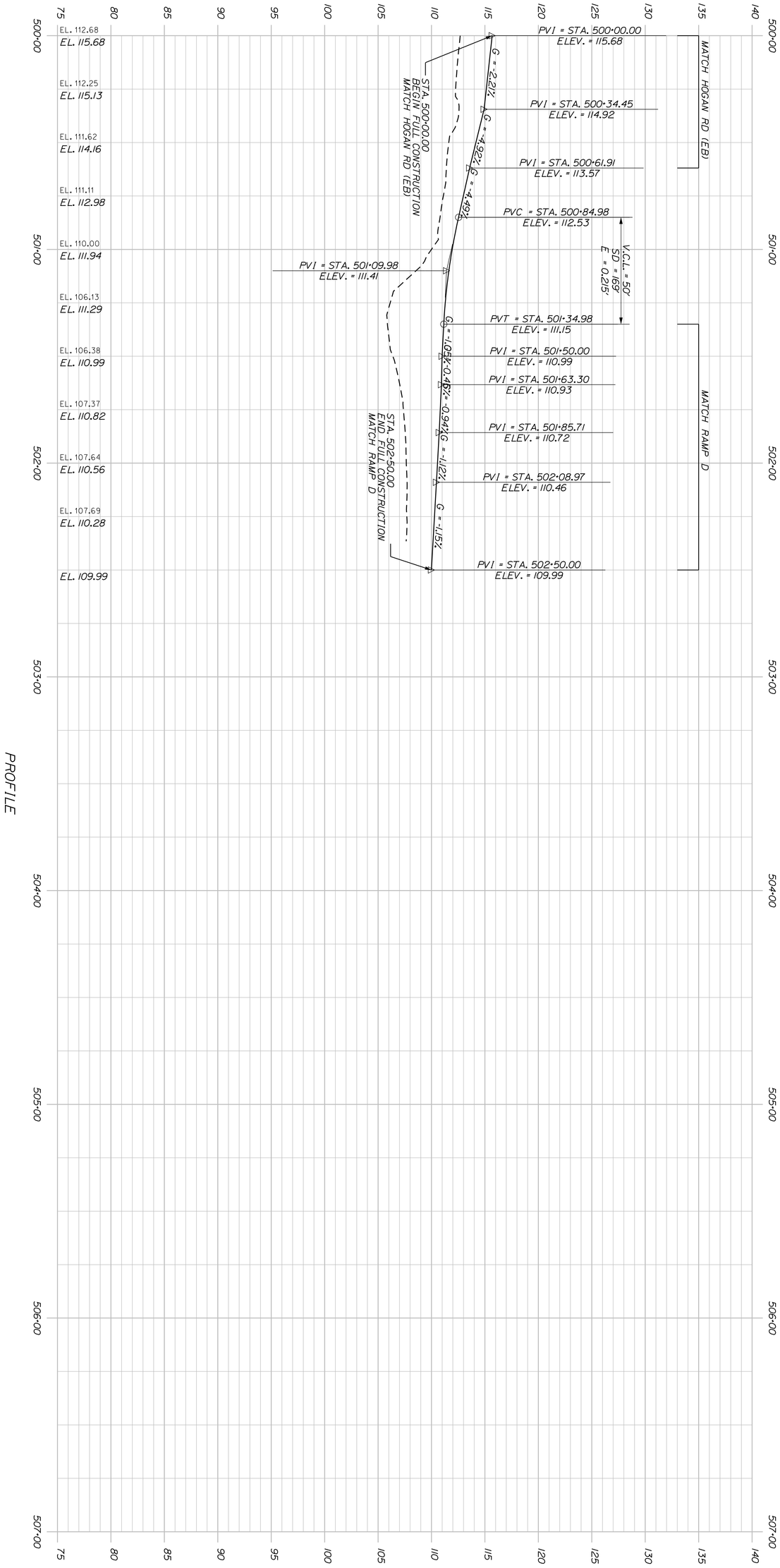
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



BANGOR
SPUR D

PROFILE (1 OF 1)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

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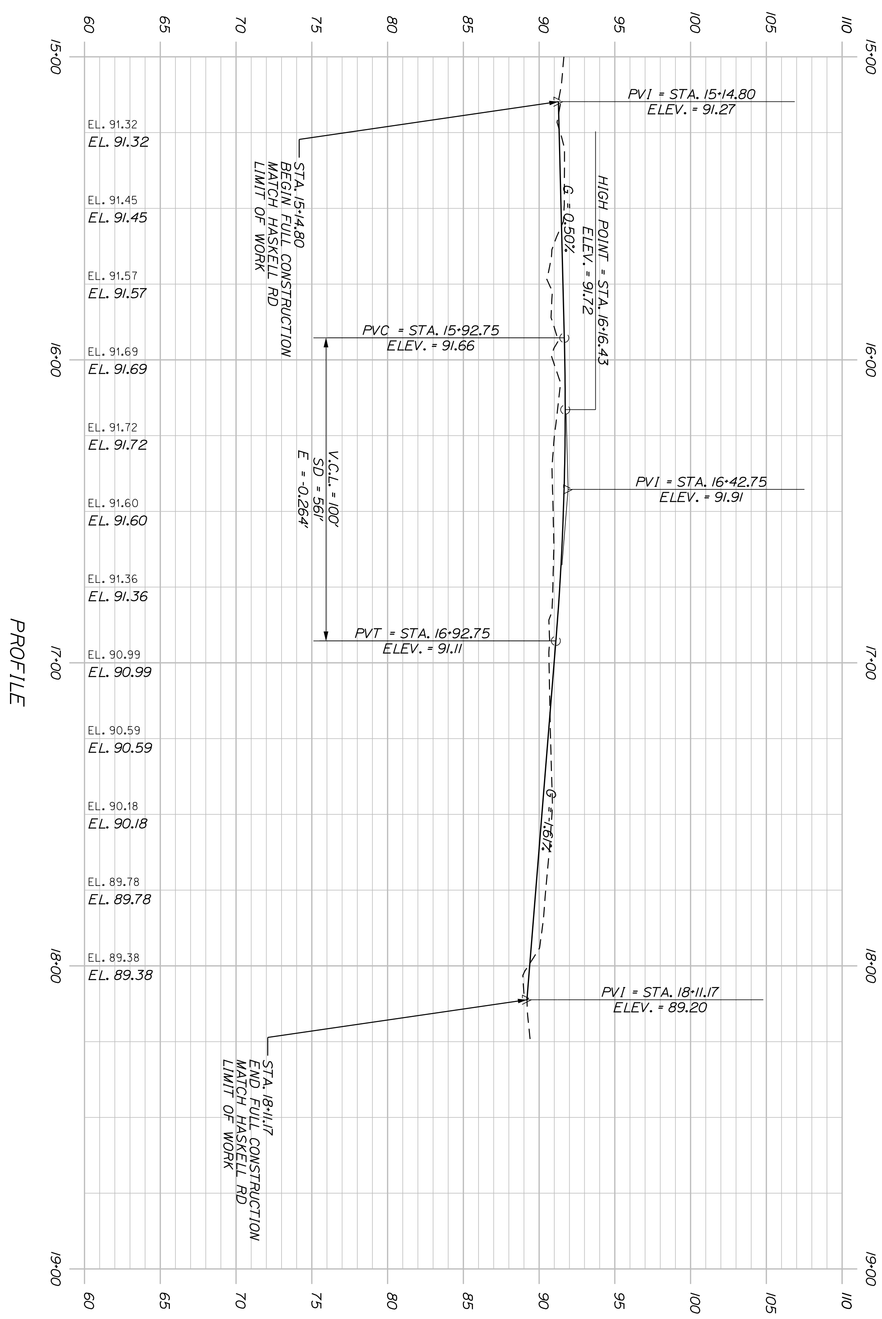
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS

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194
OF 485



SHEET NUMBER H-49 195 OF 485

BANGOR
REVERSE LOOP DIRECTION

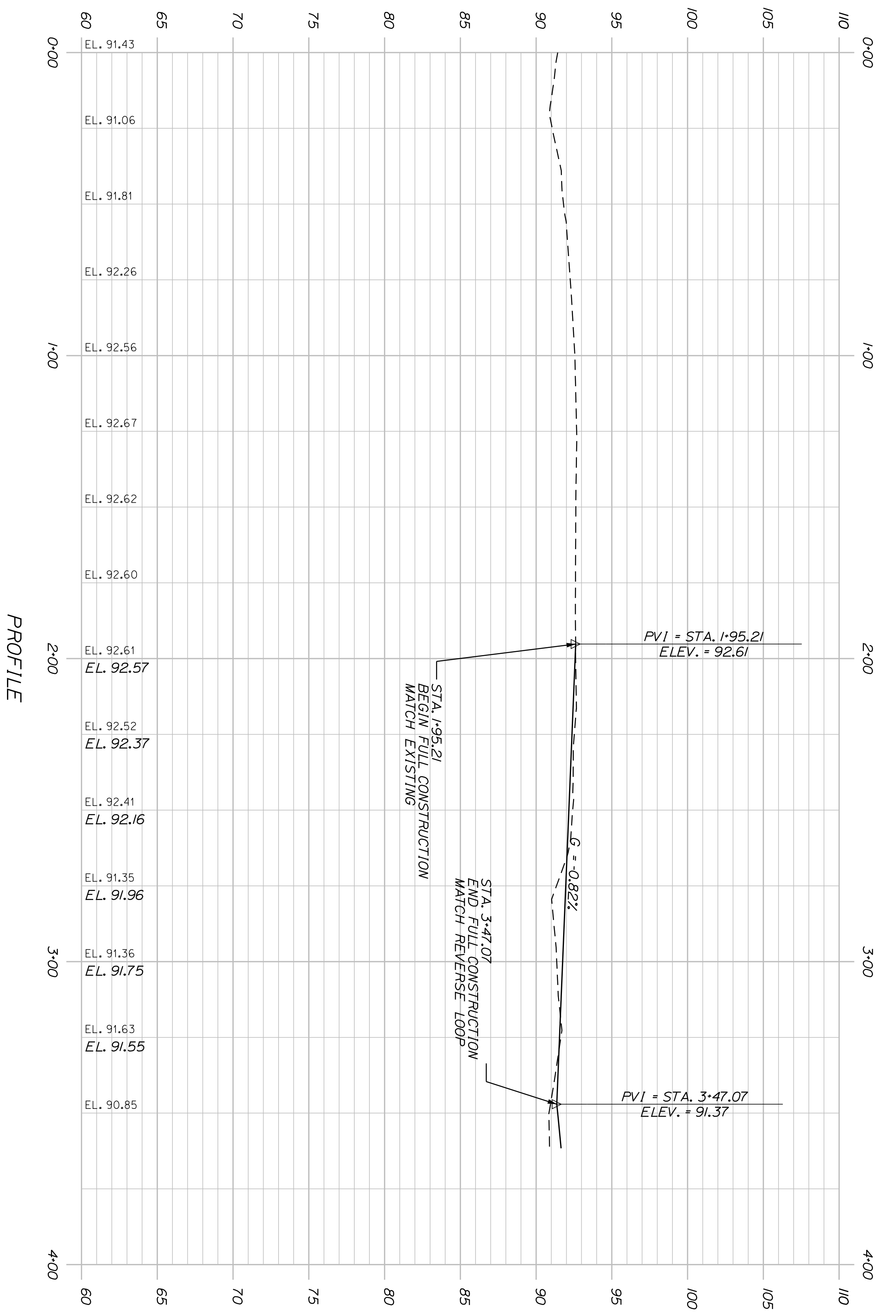
PROFILE (1 OF 1)

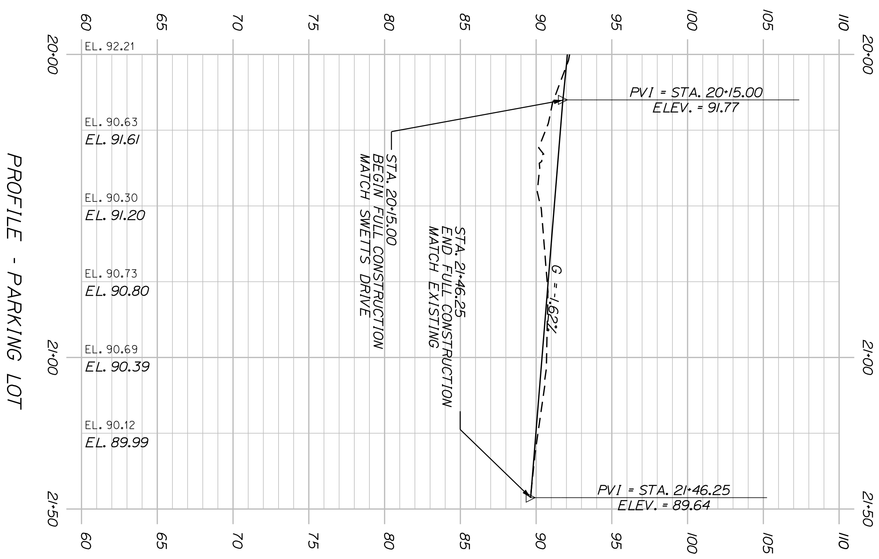
PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





BANGOR
SWETT'S DR

PROFILE (1 OF 1)

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

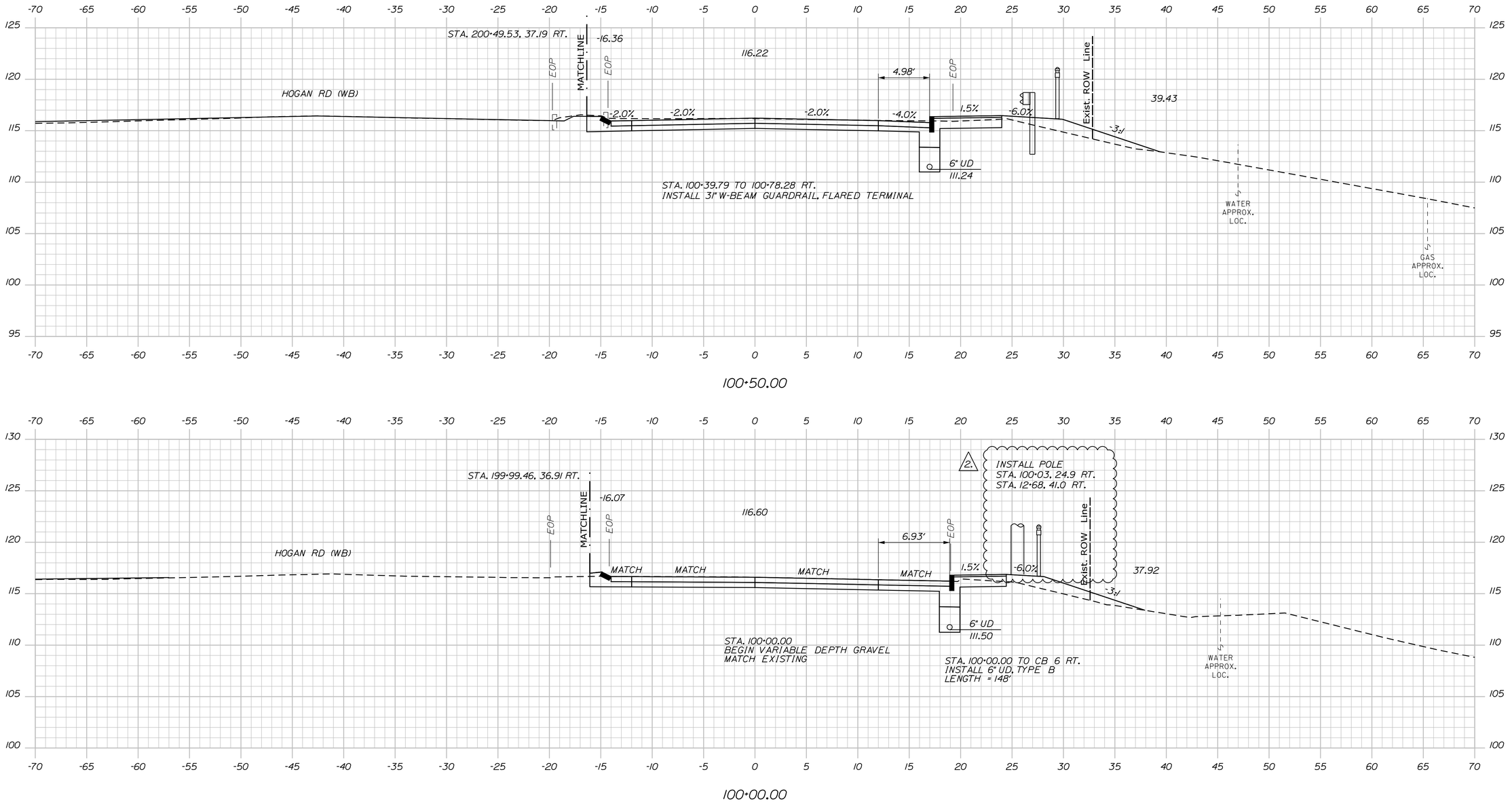
SHEET NUMBER
H-50
196
OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	1/8/2026
CHECKED-REVIEWED	ECF	AG	1/8/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1	ADDENDUM NO. 2		1/8/26
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-51
197
OF 485

Sta. 100+00.00 to Sta. 100+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:1/8/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

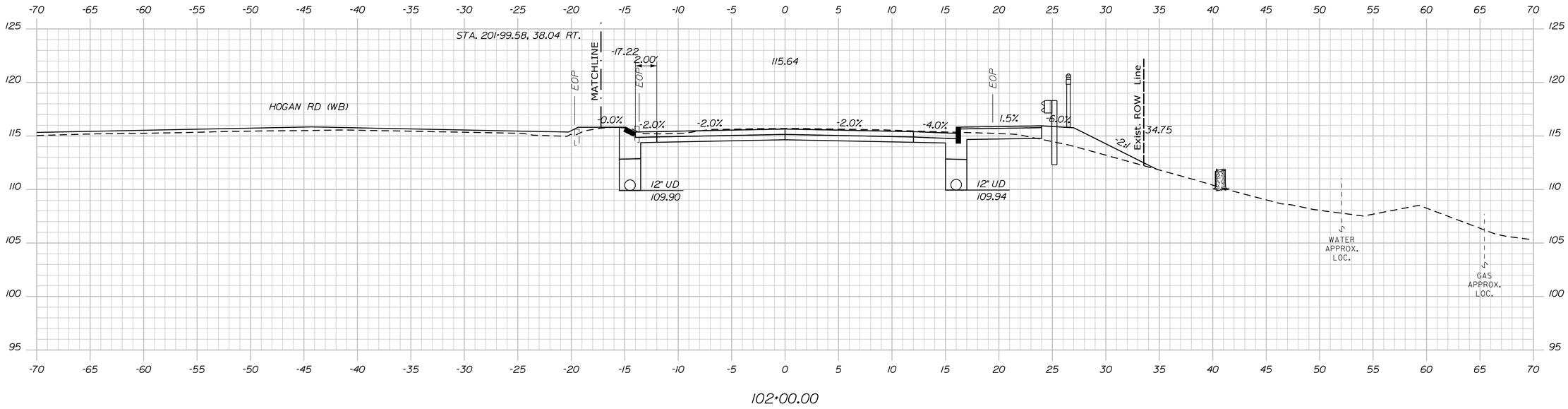
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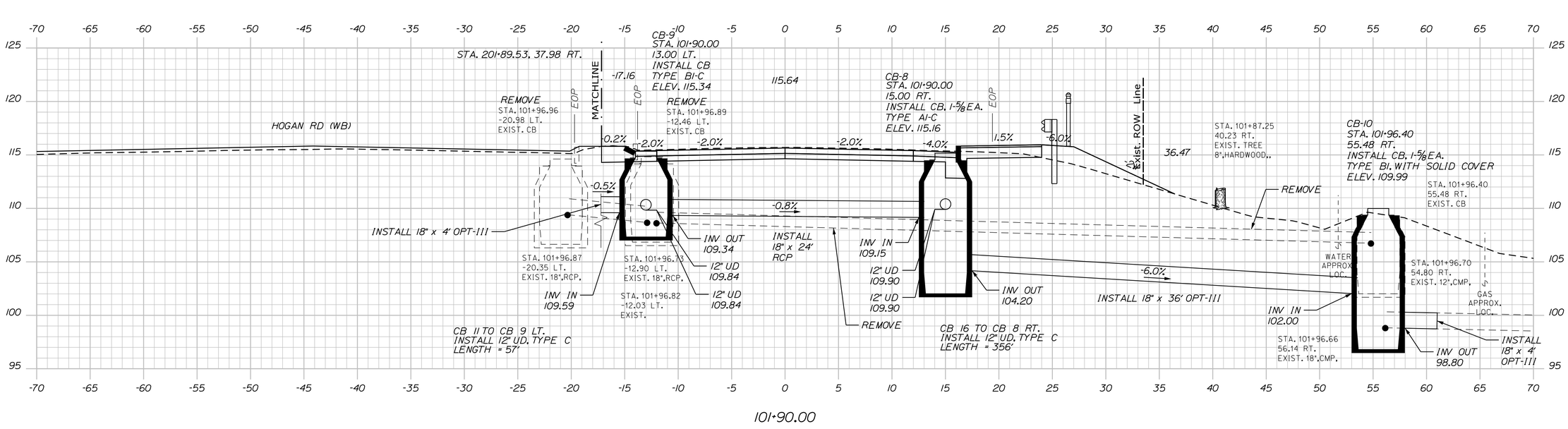
SHEET NUMBER
H-52
198
OF 485

Sta. 101+00.00 to Sta. 101+50.00

Division: HIGHWAY
Username: jomesdavis
Date:11/25/2025
Filename: ...\VH_004_CrossSections.dgn

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

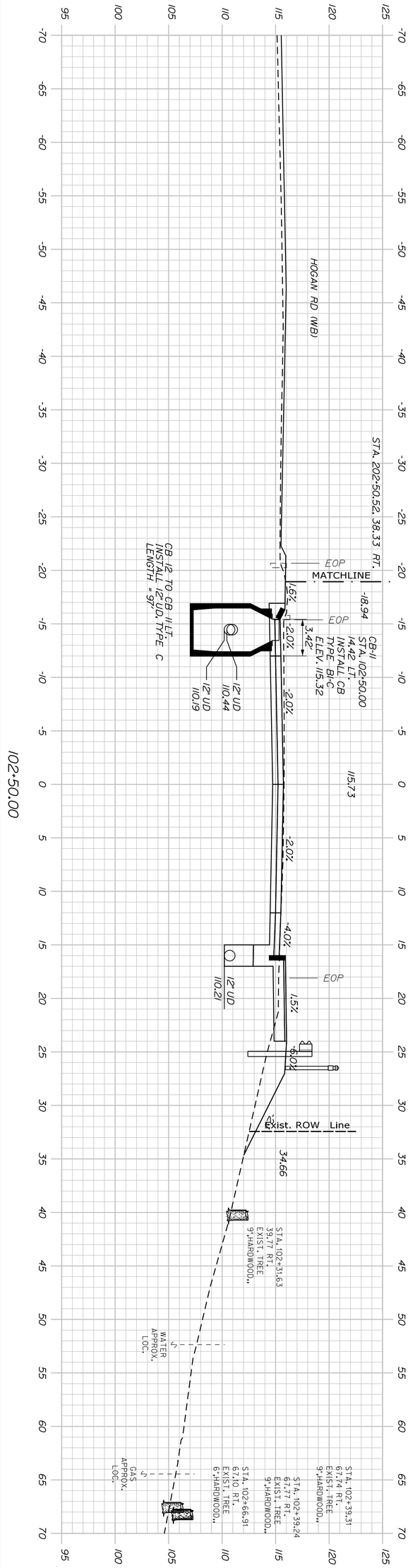
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DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-53
199
OF 485

Sta. 101+90.00 to Sta. 102+00.00



Sta. 102+15.00 to Sta. 102+50.00

SHEET NUMBER
H-54
200
OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

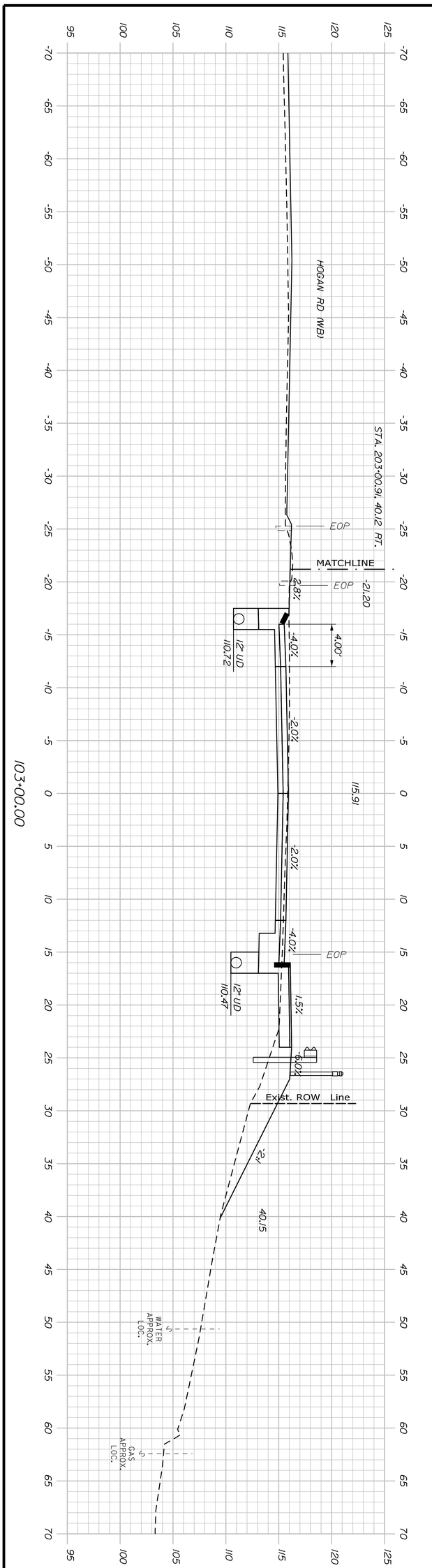
vhb

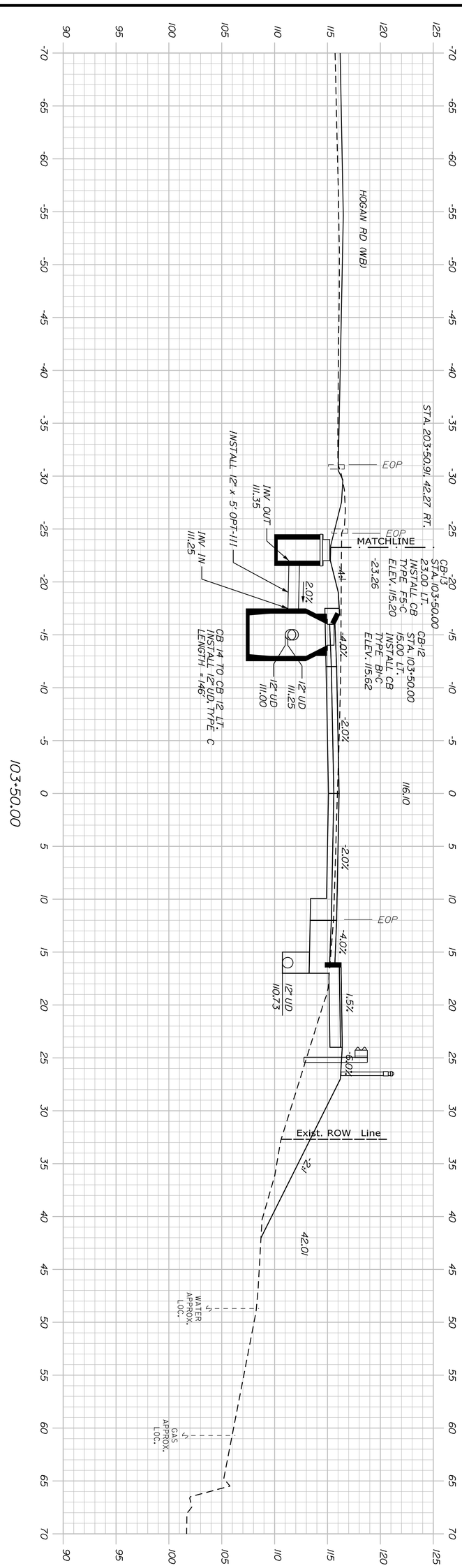
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





Sta. 103+00.00 to Sta. 103+50.00

SHEET NUMBER
H-55
201
OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

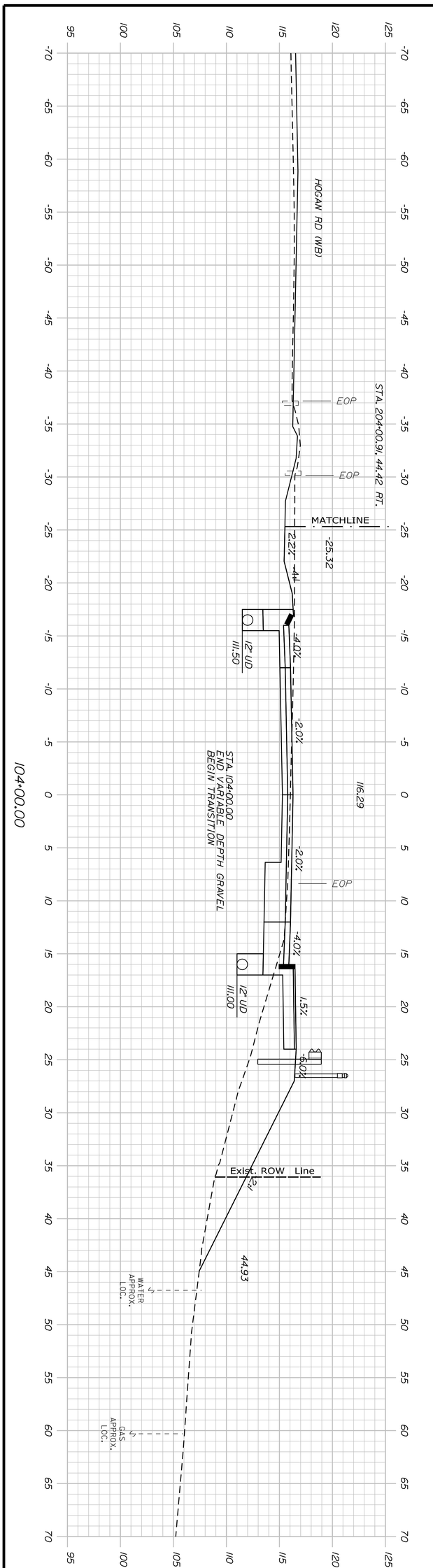
vhb

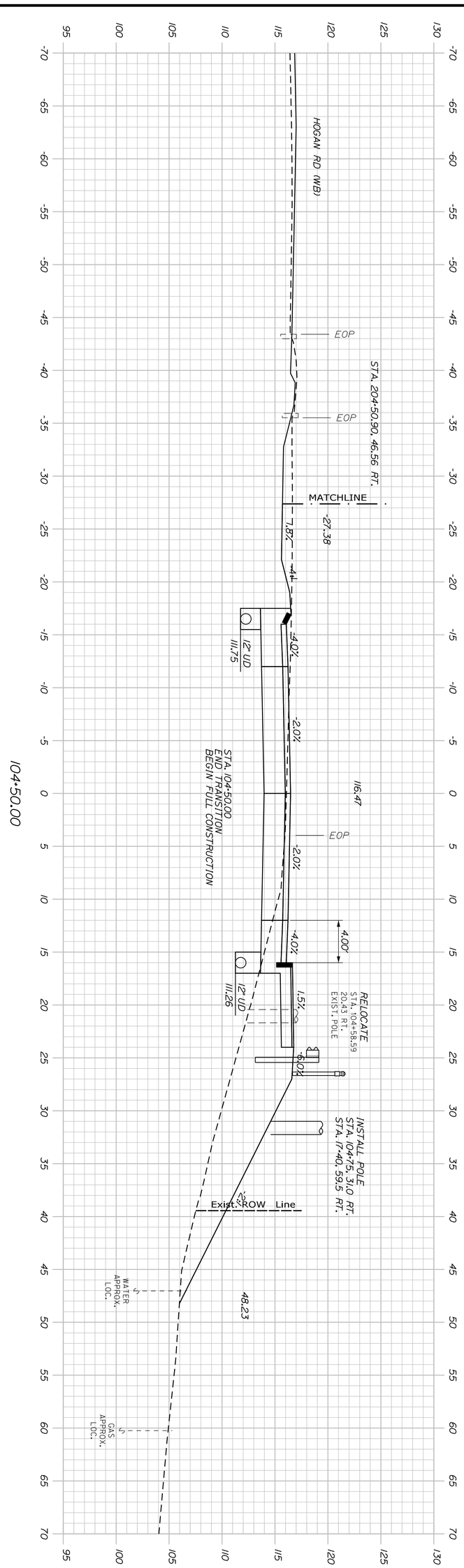
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





Sta. 104+00.00 to Sta. 104+50.00

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

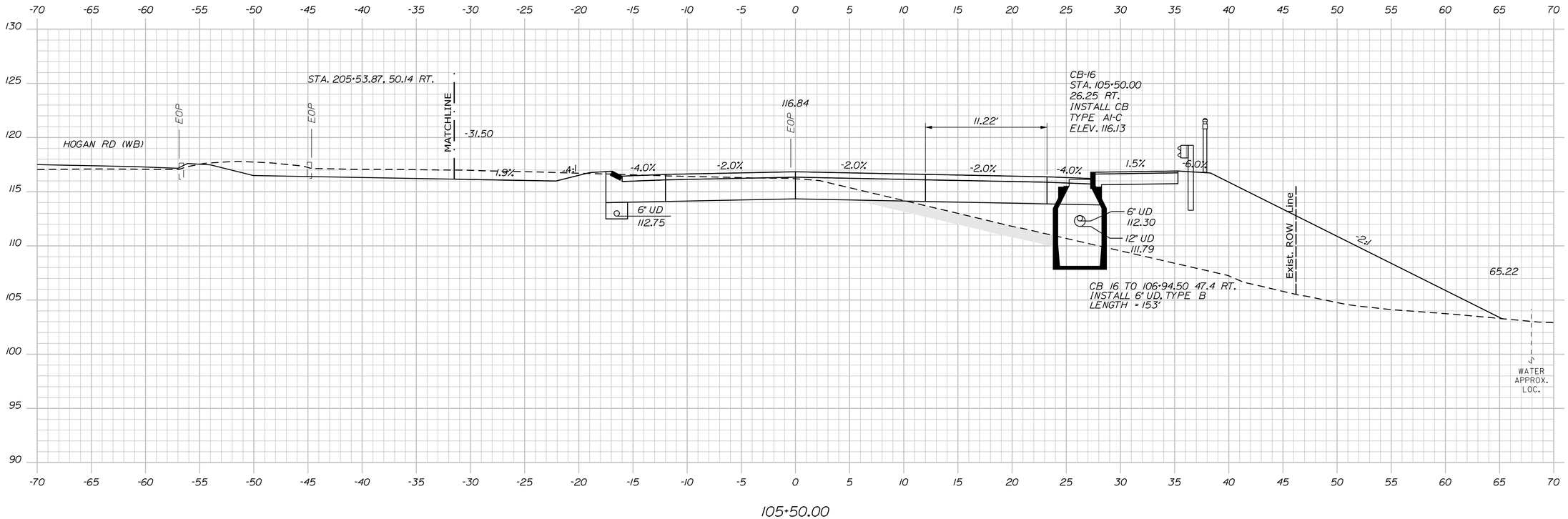
SHEET NUMBER
H-56
202
OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



Sta. 105+00.00 to Sta. 105+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

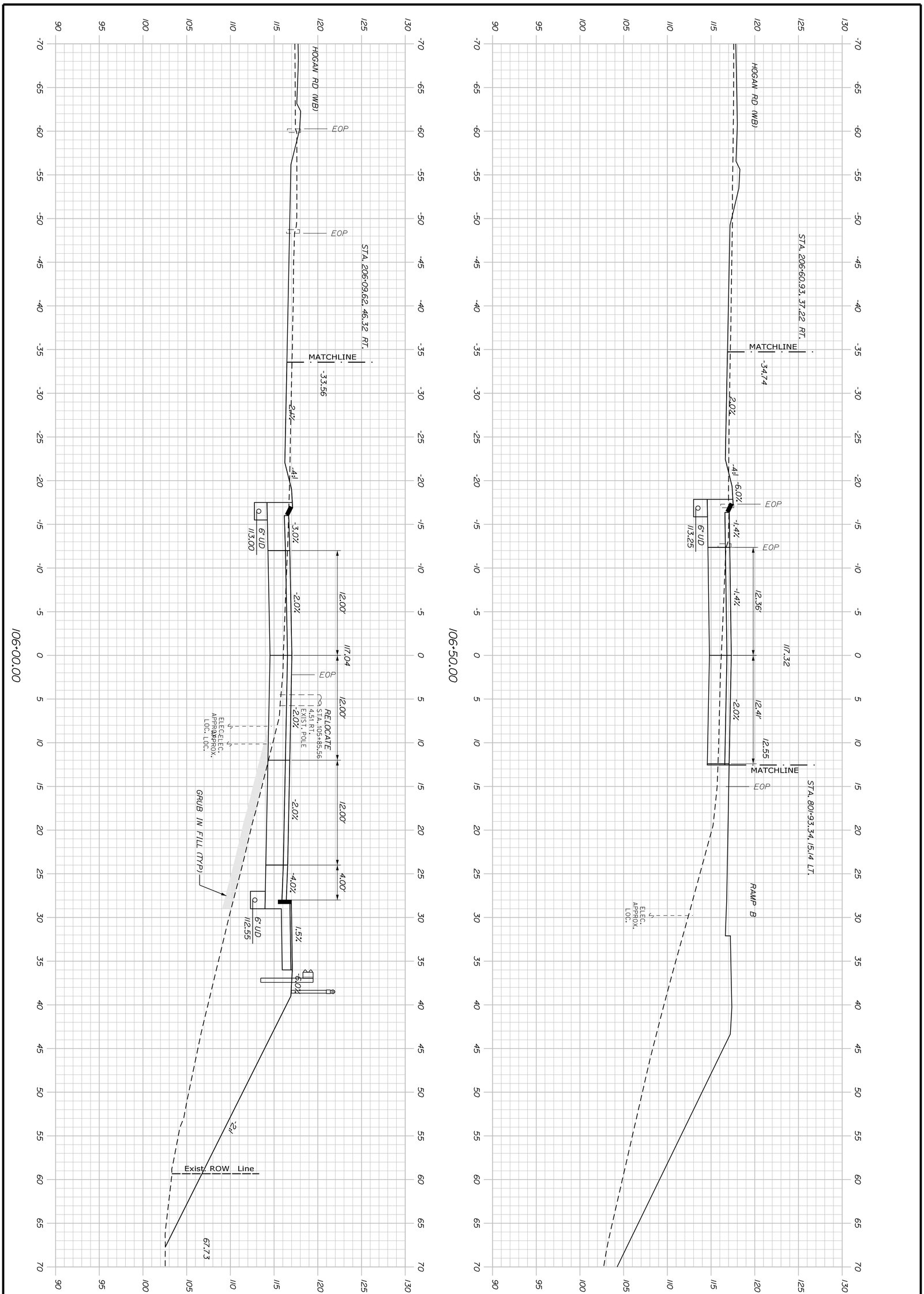
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-57
203
OF 485

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



Sta. 106+00.00 to Sta. 106+50.00

SHEET NUMBER H-58 204 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

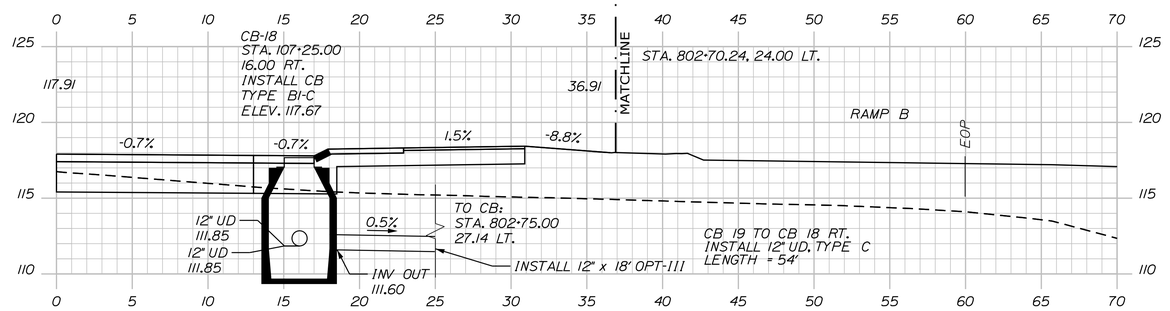
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

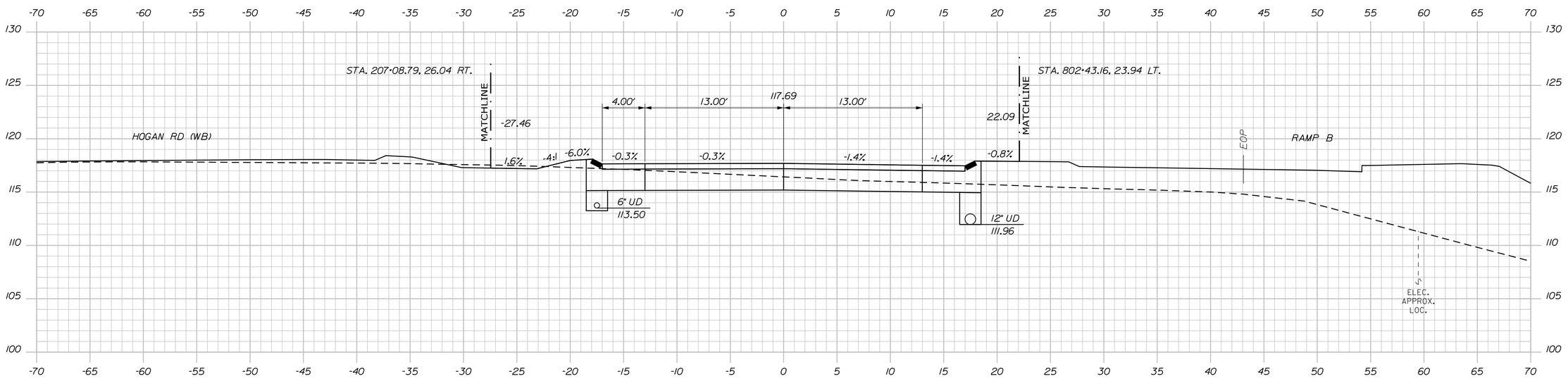
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

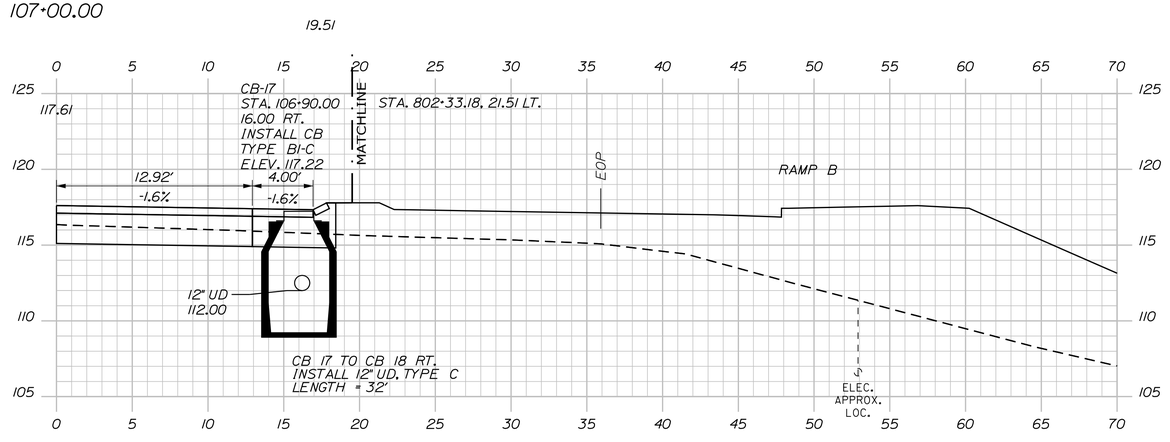
WIN 18595.11 HIGHWAY PLANS



107+25.00



107+00.00



106+90.00

Sta. 106+90.00 to Sta. 107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

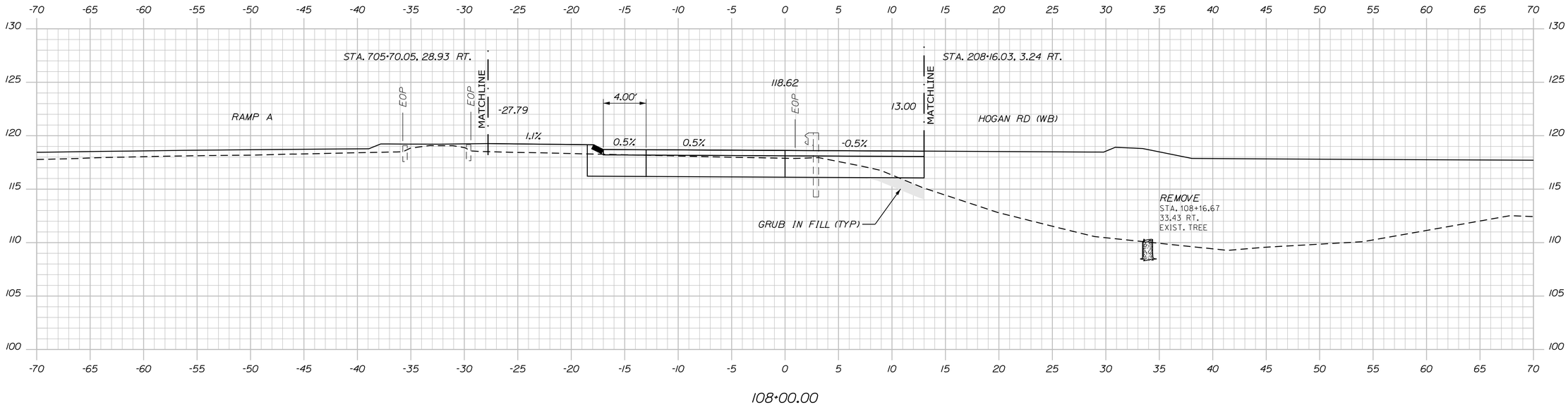
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

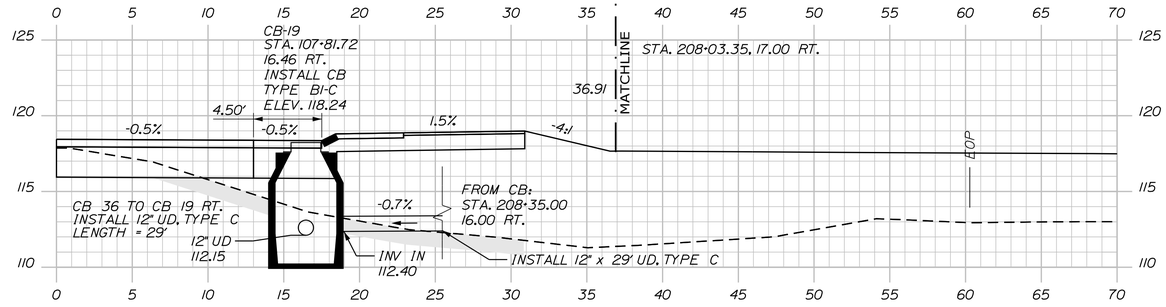
SHEET NUMBER
H-59
205
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

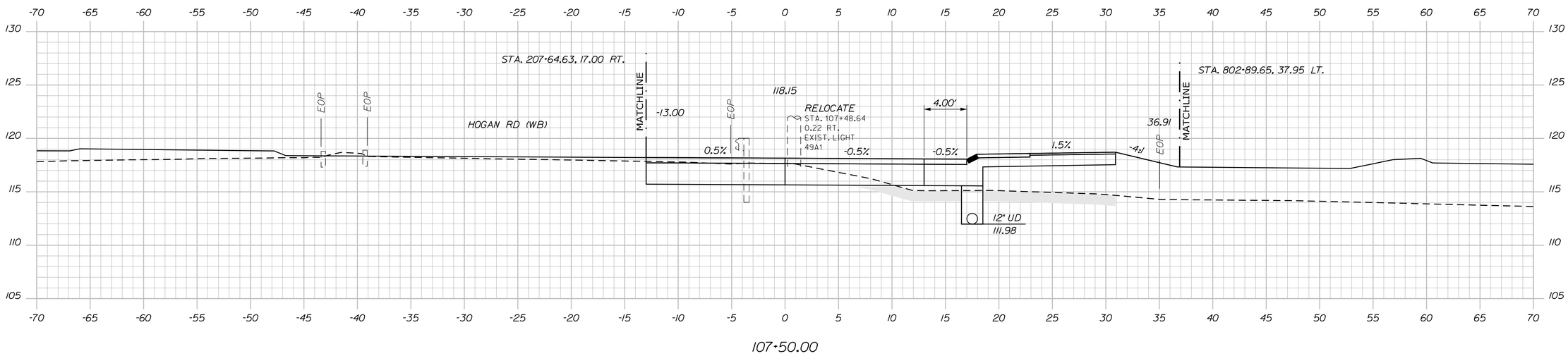
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108+00.00



107+81.72



107+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	18595.11	WIN 18595.11	HIGHWAY PLANS

vhb

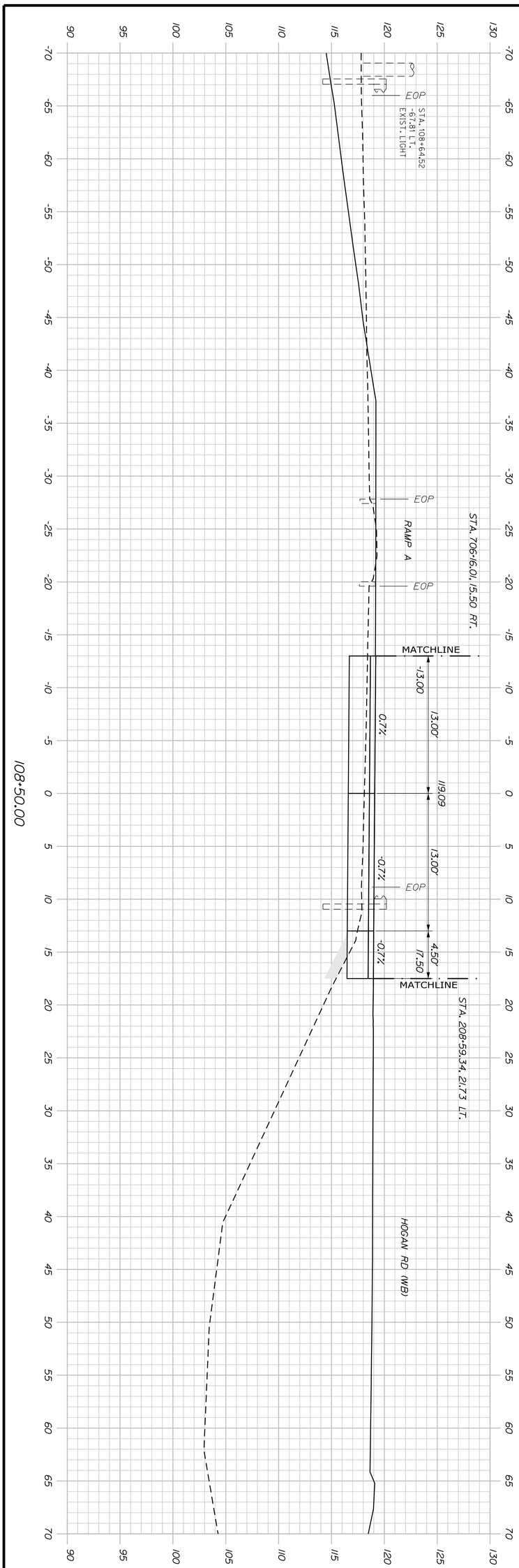
PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	ECF	JBD 11/25/2025
CHECKED-REVIEWED	ECF	AG 11/25/2025
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3	ECF	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-60
206
OF 485

Sta. 107+50.00 to Sta. 108+00.00



Sta. 108+50.00 to Sta. 108+65.00

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

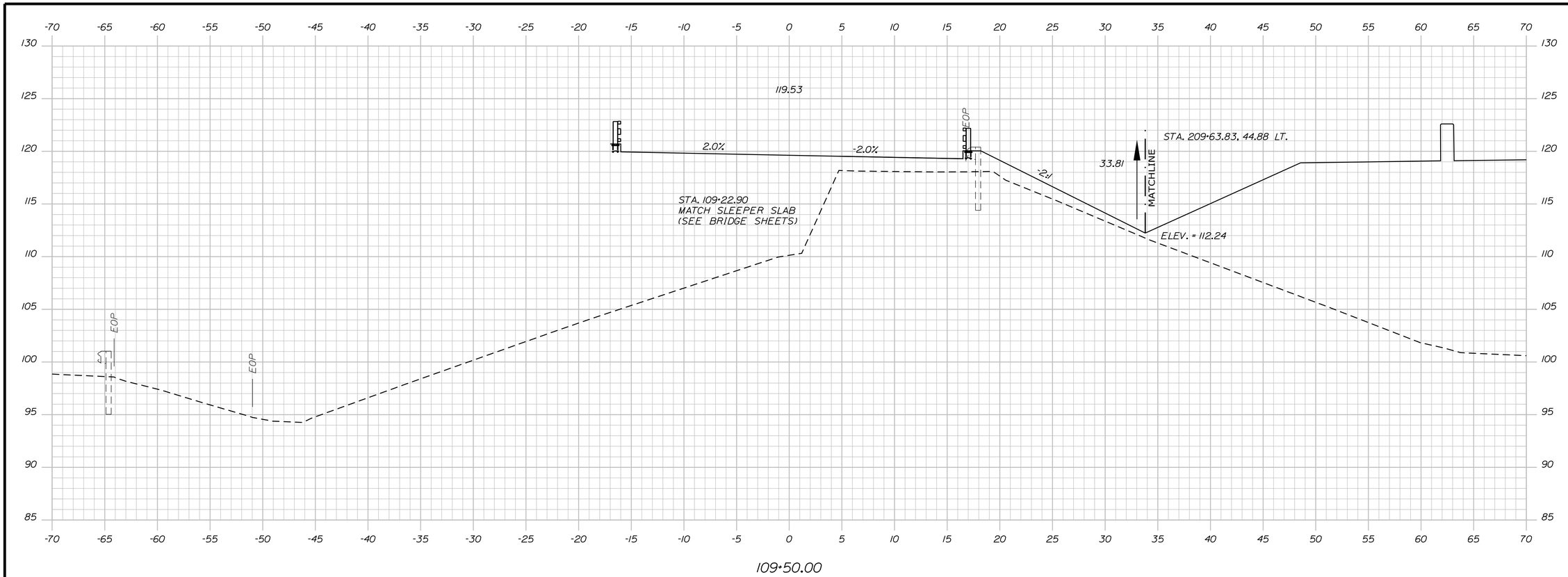
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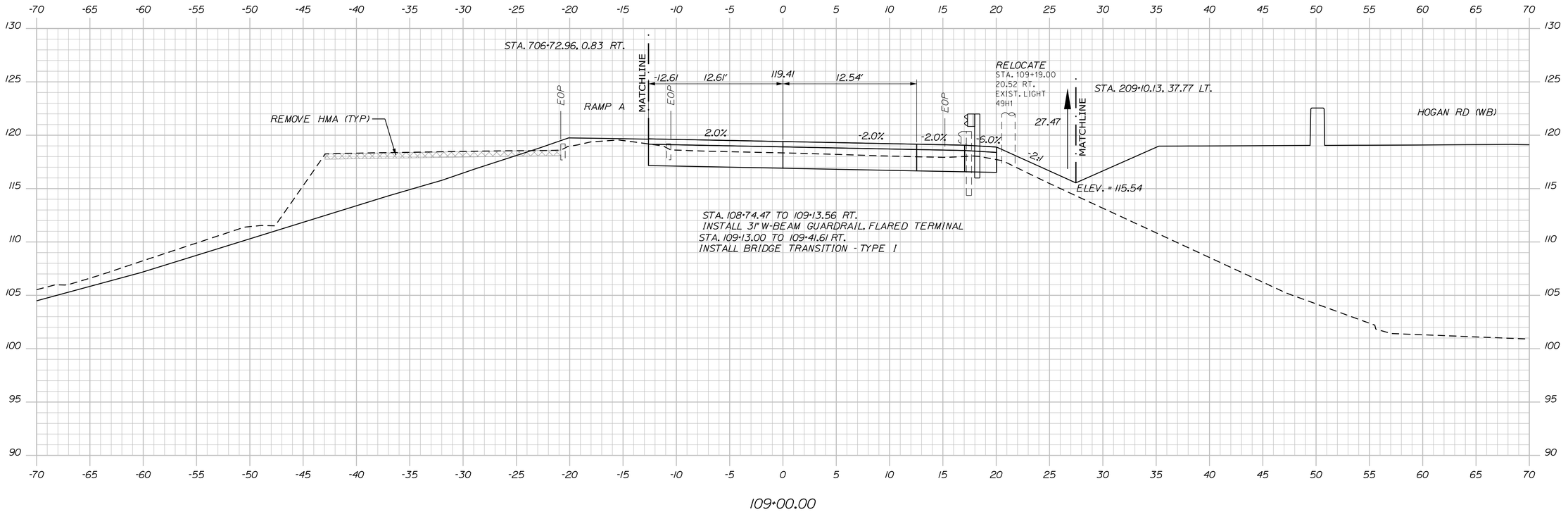
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

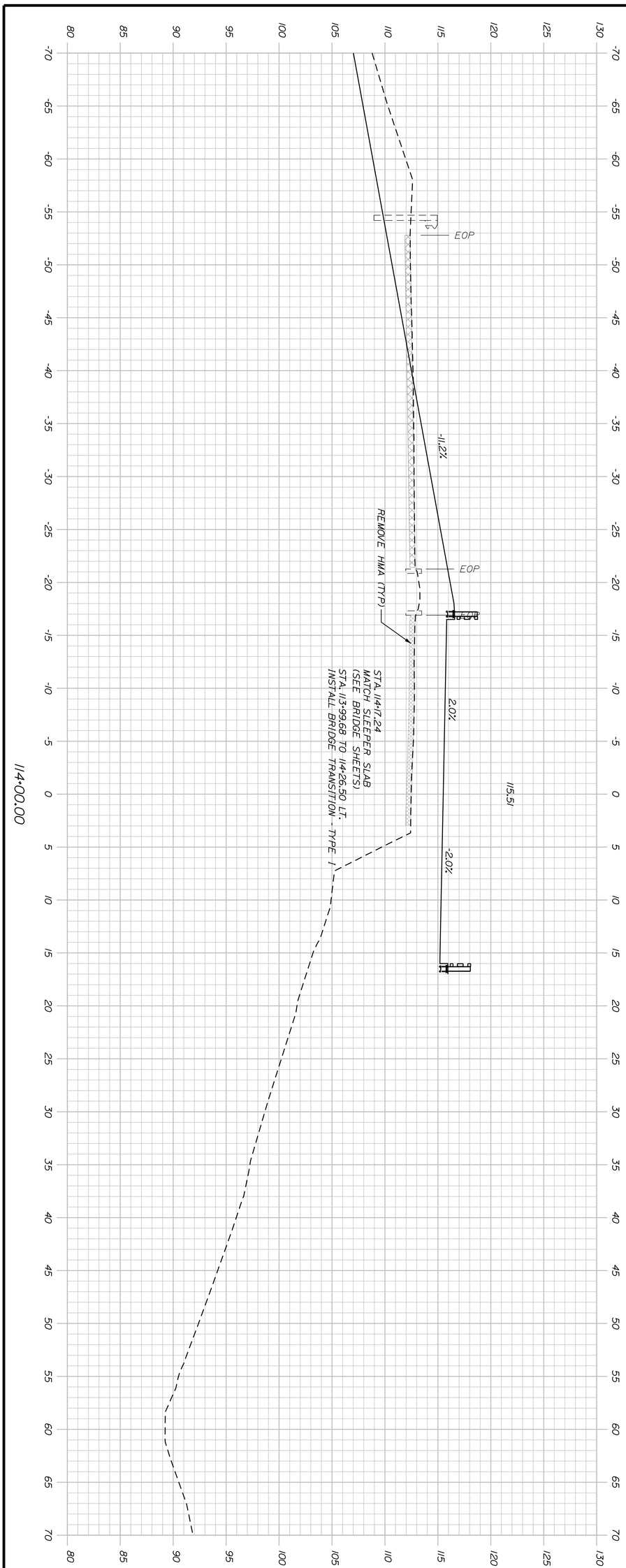
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-62
208
OF 485

Sta. 109+00.00 to Sta. 109+50.00

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



Sta. 114+00.00 to Sta. 114+00.00

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

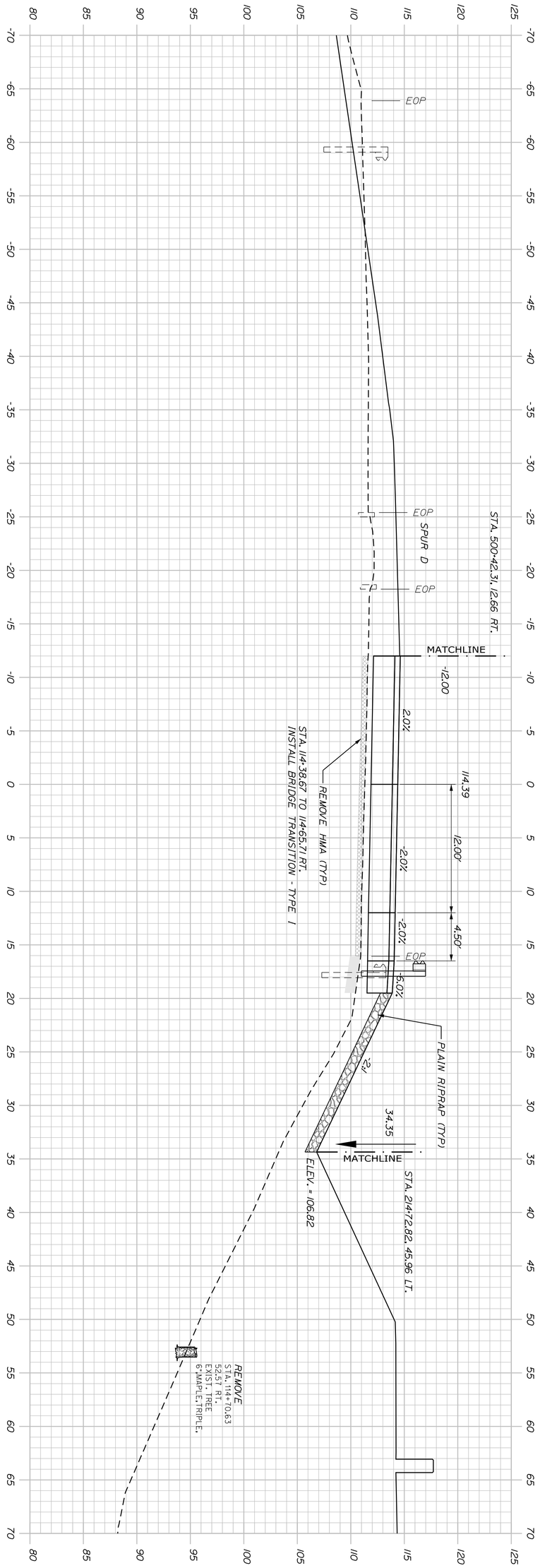
PROJ. MANAGER	L. ROWE	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER H-63
209 OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS



Sta. 114+50.00 to Sta. 114+50.00

SHEET NUMBER H-64
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BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

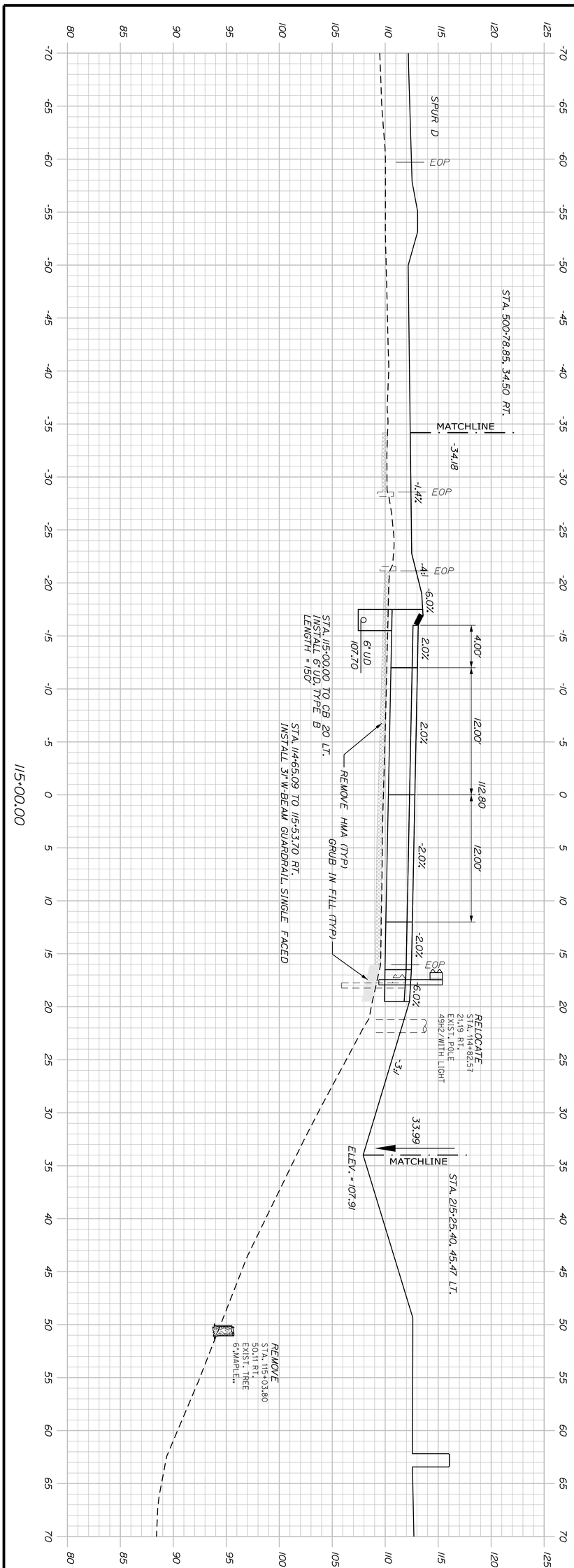
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



Sta. 115+00.00 to Sta. 115+00.00

SHEET NUMBER H-65
211 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

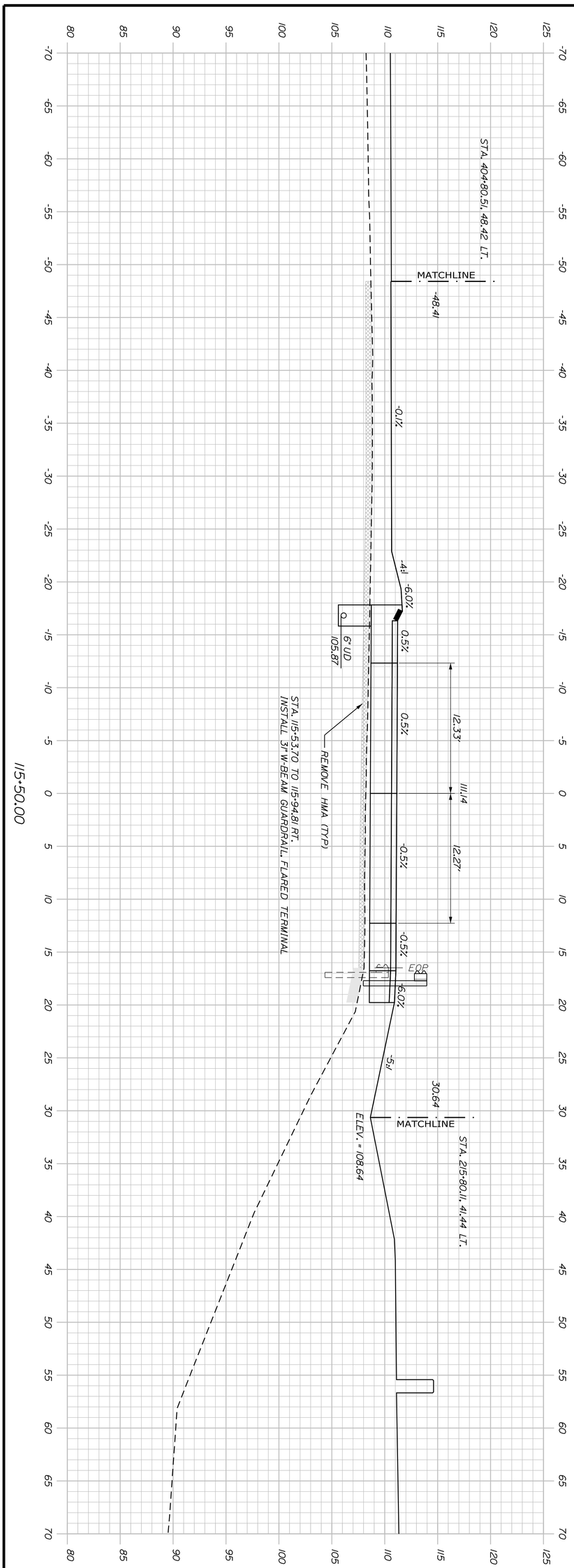
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS



Sta. 115+50.00 to Sta. 115+50.00

SHEET NUMBER H-66 212 OF 485

BANGOR
HOGAN RD (EB)

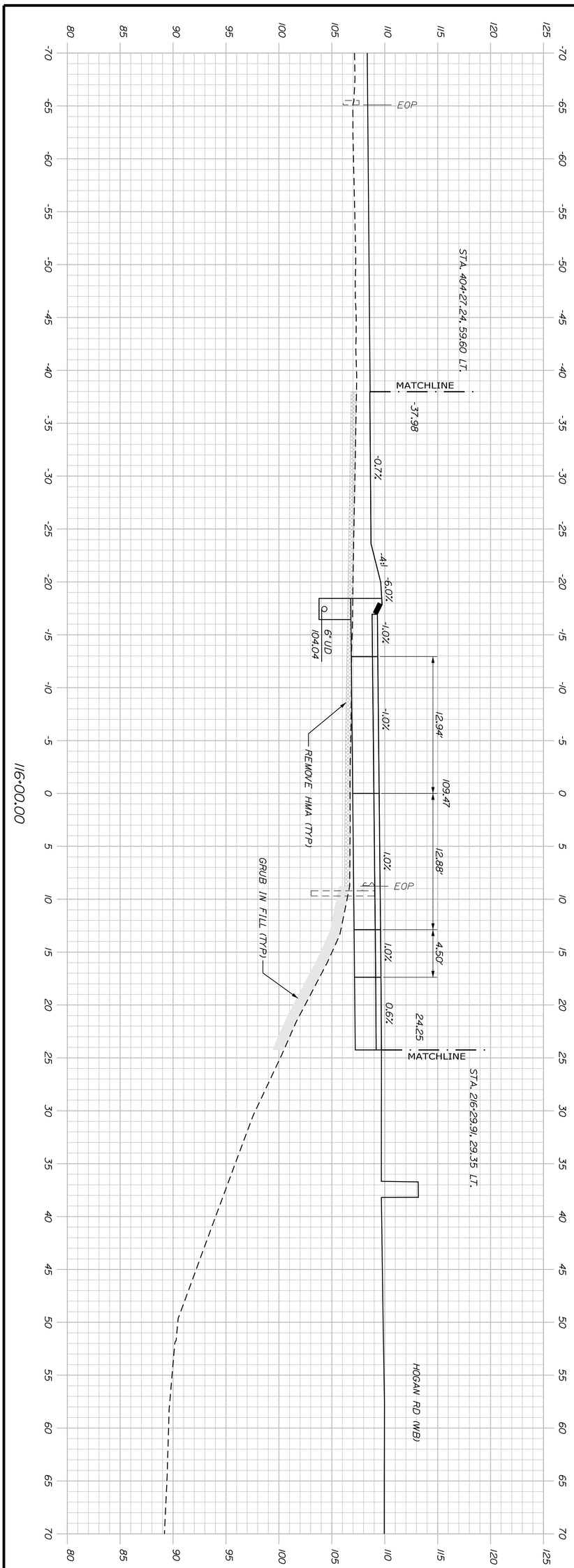
CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



Sta. 116+00.00 to Sta. 116+00.00

SHEET NUMBER H-67 213 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

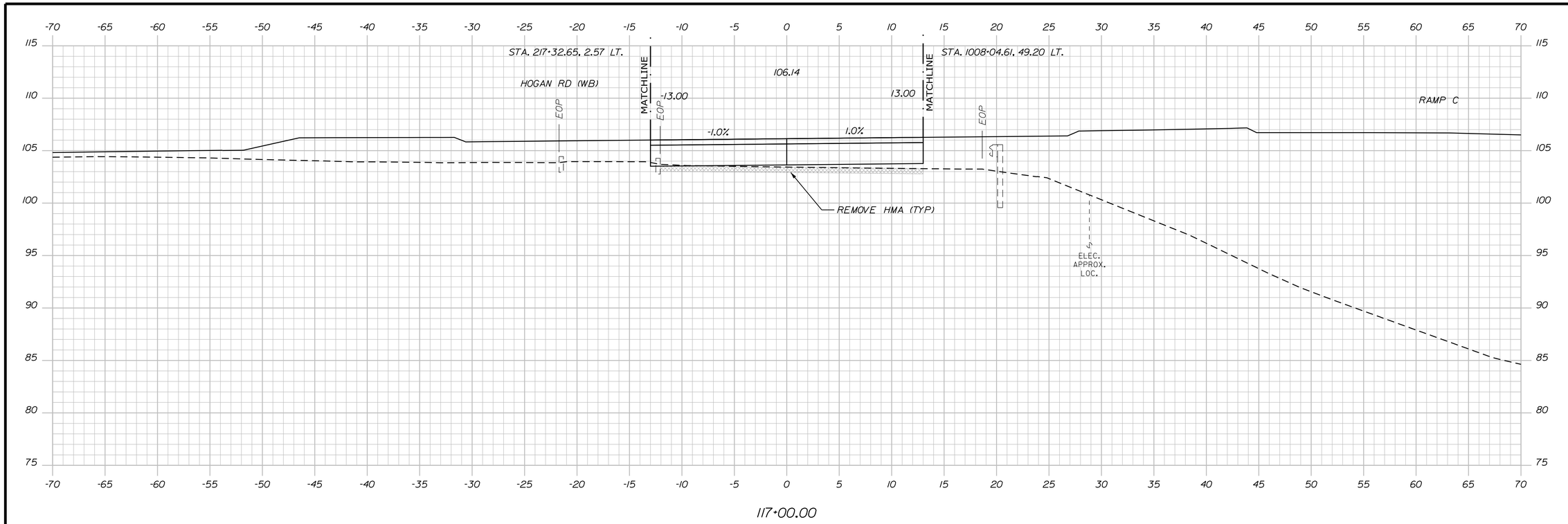
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

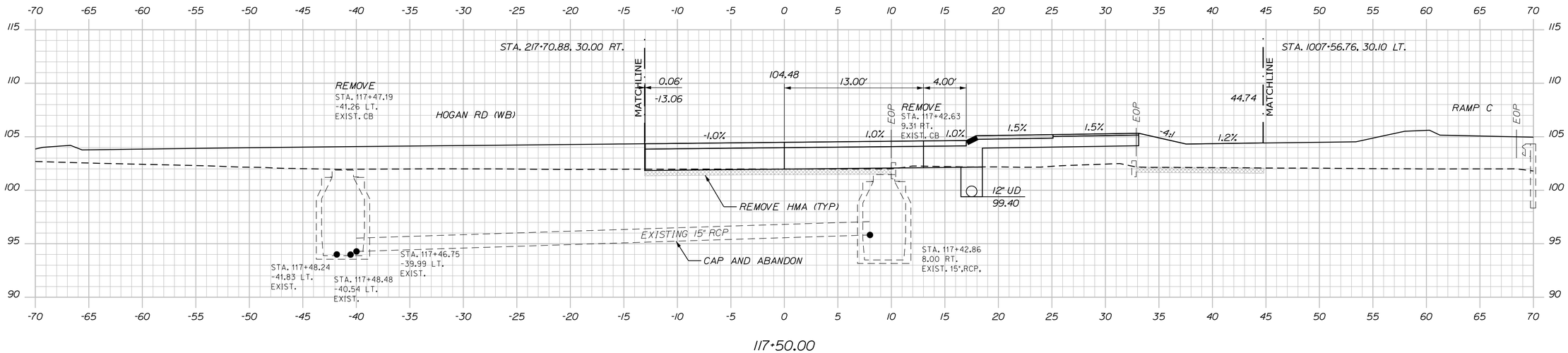
CROSS SECTIONS

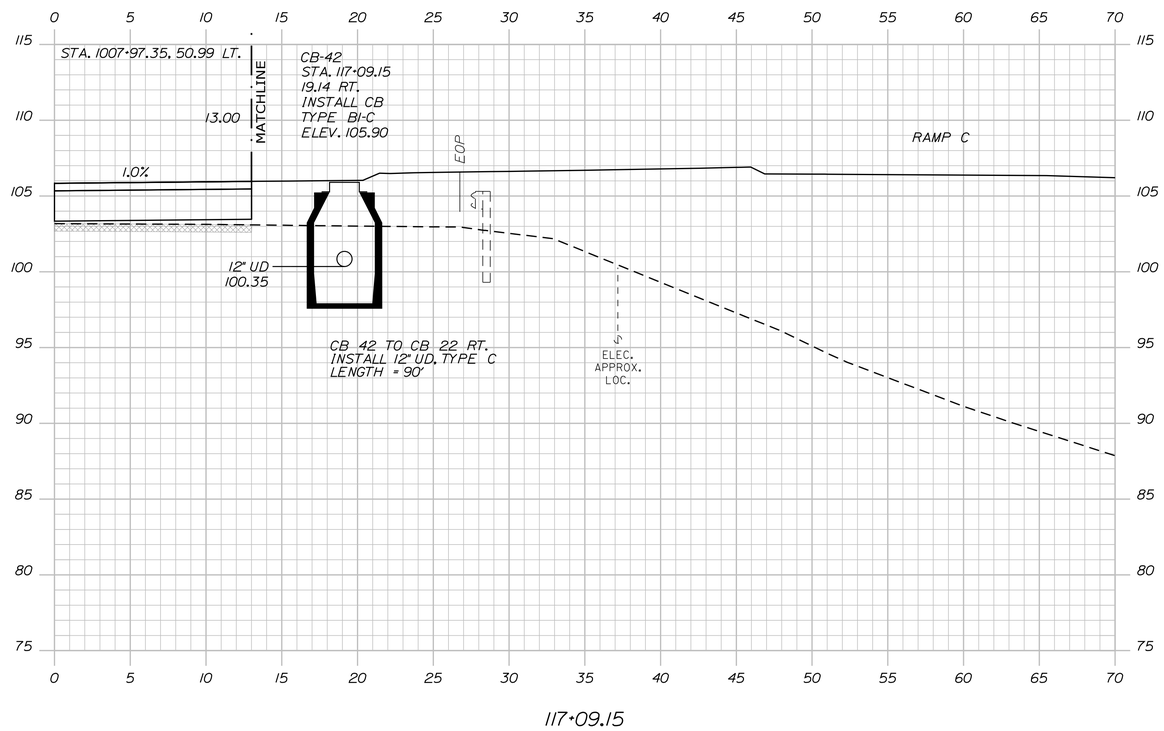
SHEET NUMBER
H-68
214
OF 485

Sta. 116+50.00 to Sta. 117+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

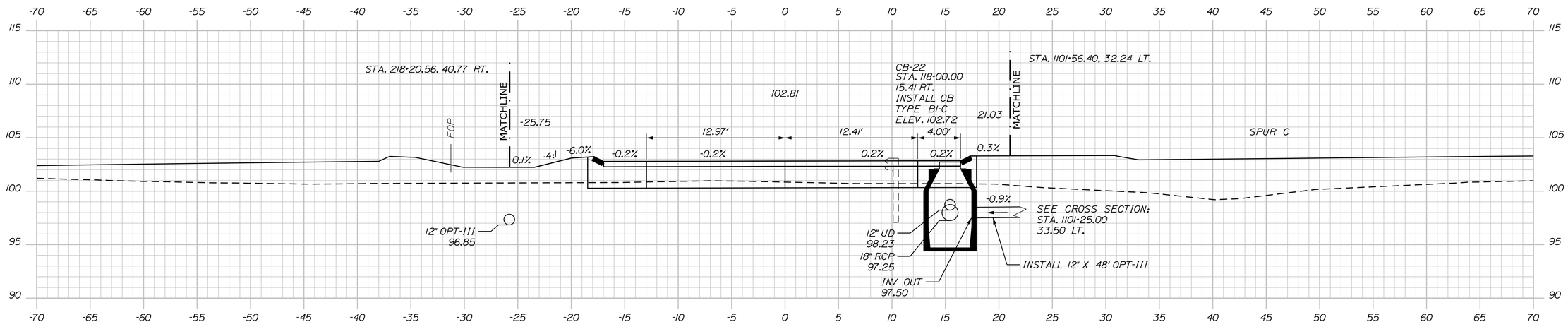
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

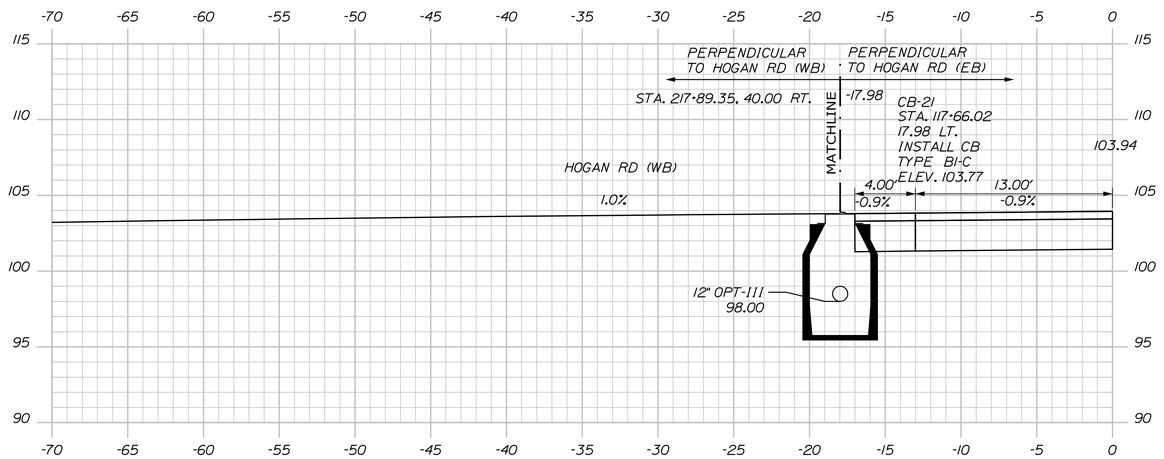
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-69
215
OF 485

Sta. 117+09.15 to Sta. 117+50.00





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

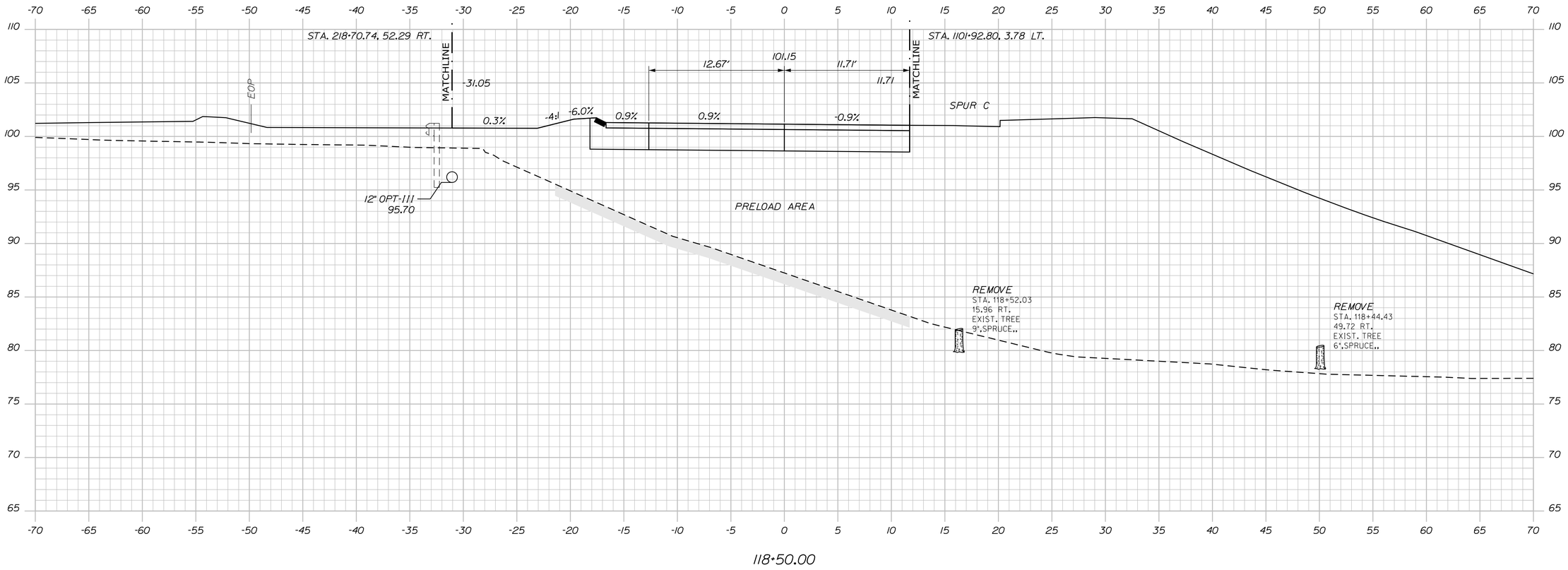
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-70
216
OF 485

Sta. 117+66.02 to Sta. 118+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



118+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

			BY	DATE
PROJ. MANAGER	L. ROWE			
DESIGN-DETAILED	ECF		JBD	11/25/2025
CHECKED-REVIEWED	ECF		AG	11/25/2025
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DESIGN3-DETAILED3				
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REVISIONS 4				
FIELD CHANGES				

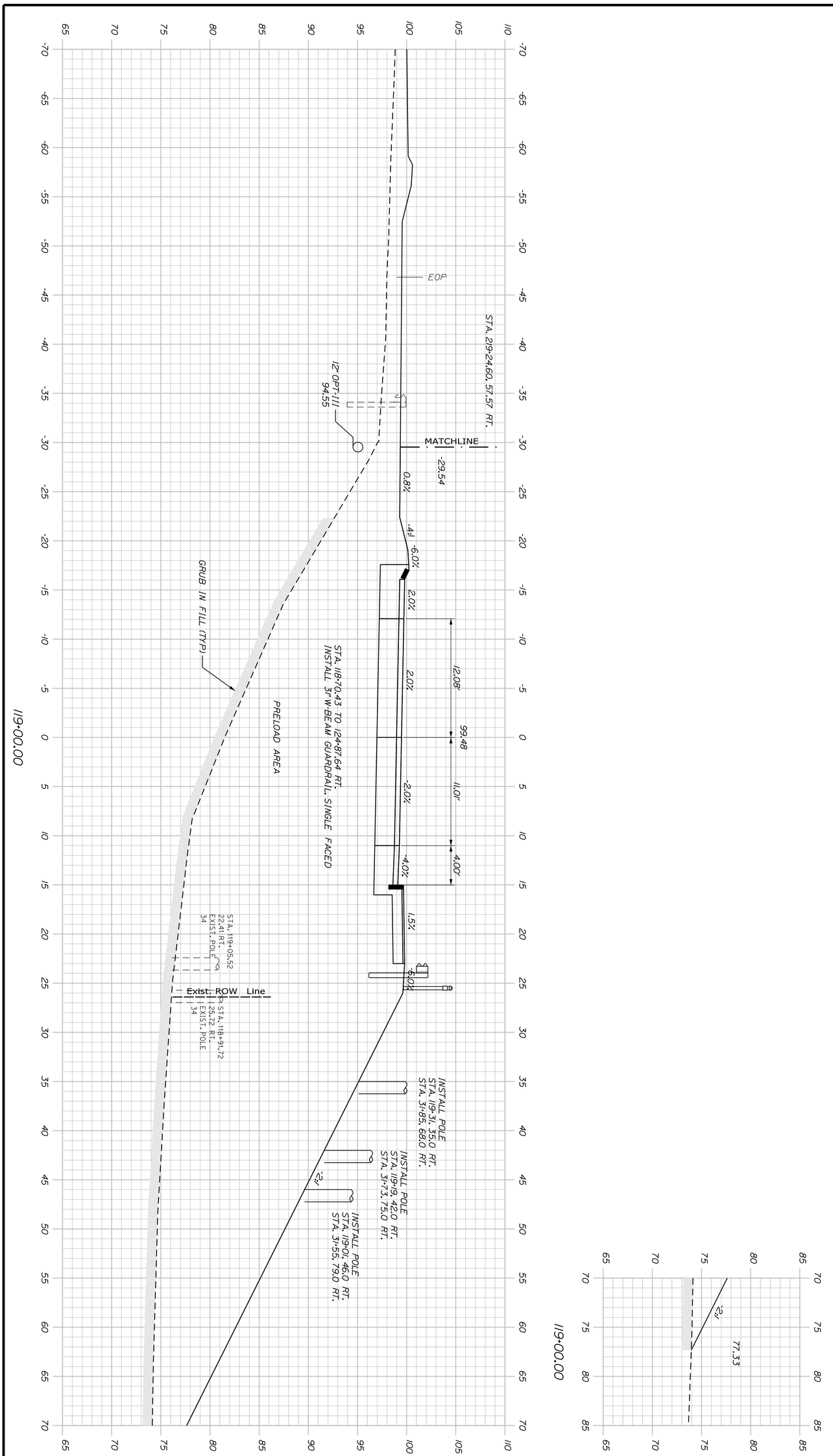
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-71
217
OF 485

Sta. 118+10.00 to Sta. 118+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 119+00.00 to Sta. 119+00.00

SHEET NUMBER H-72 218 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
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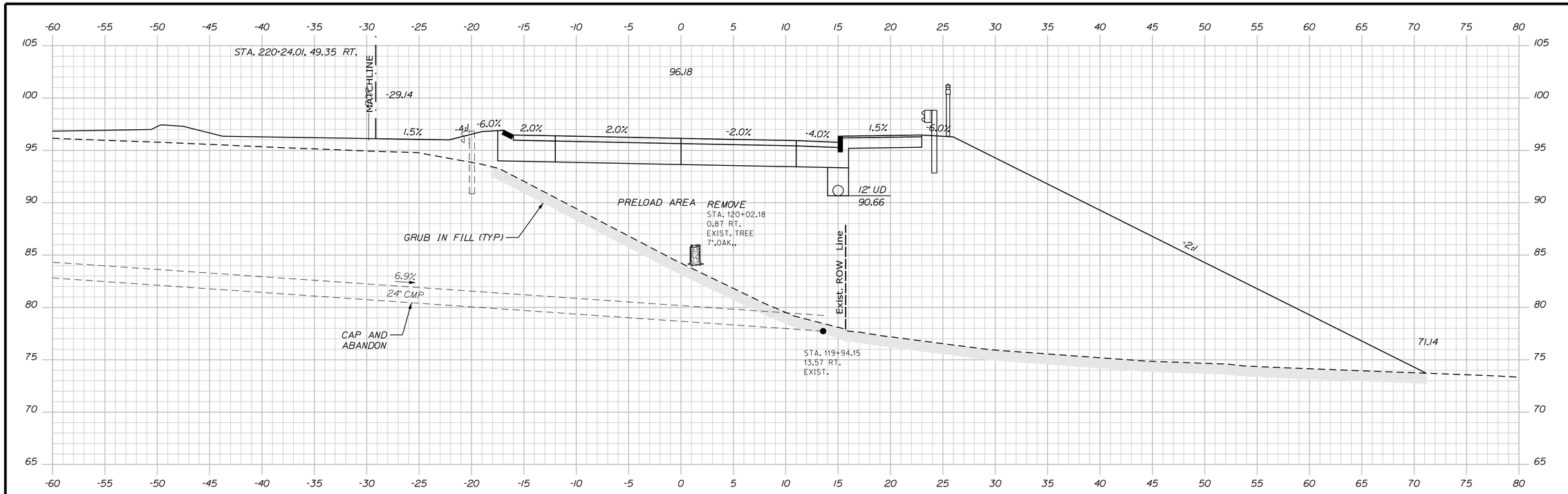
vhb

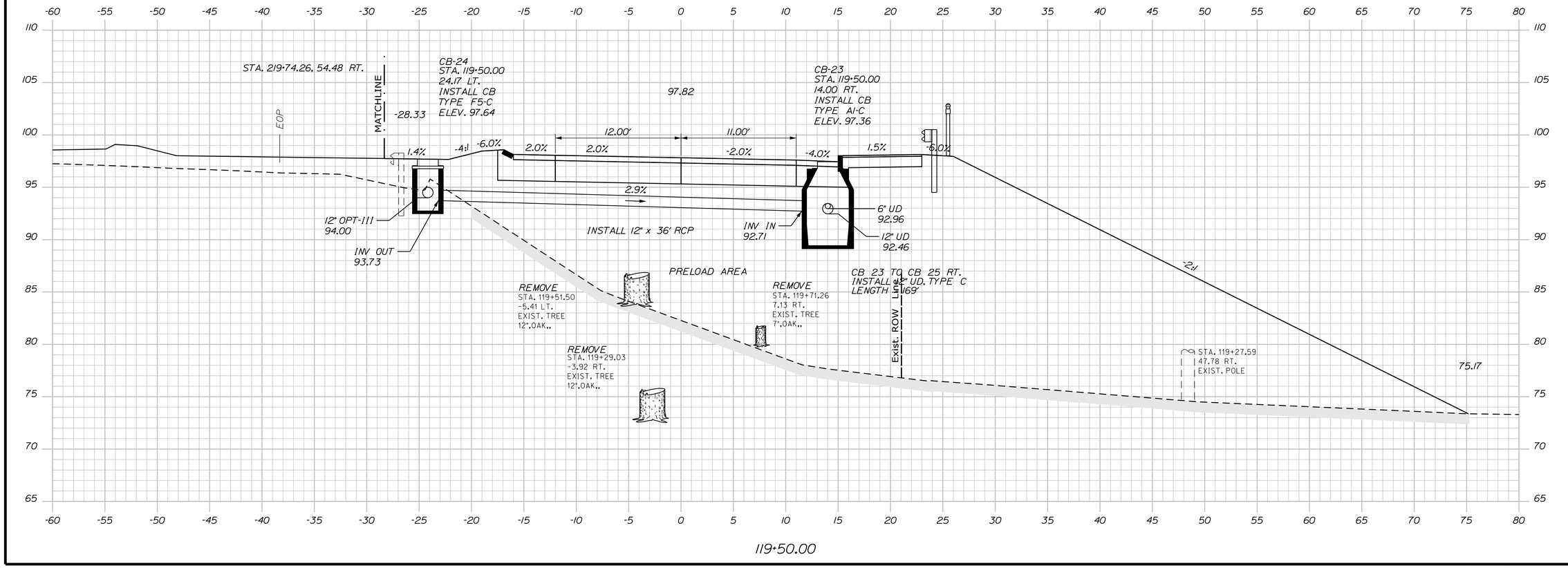
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

Date:11/25/2025
Username: jamesdavis
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





Sta. 119+50.00 to Sta. 120+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

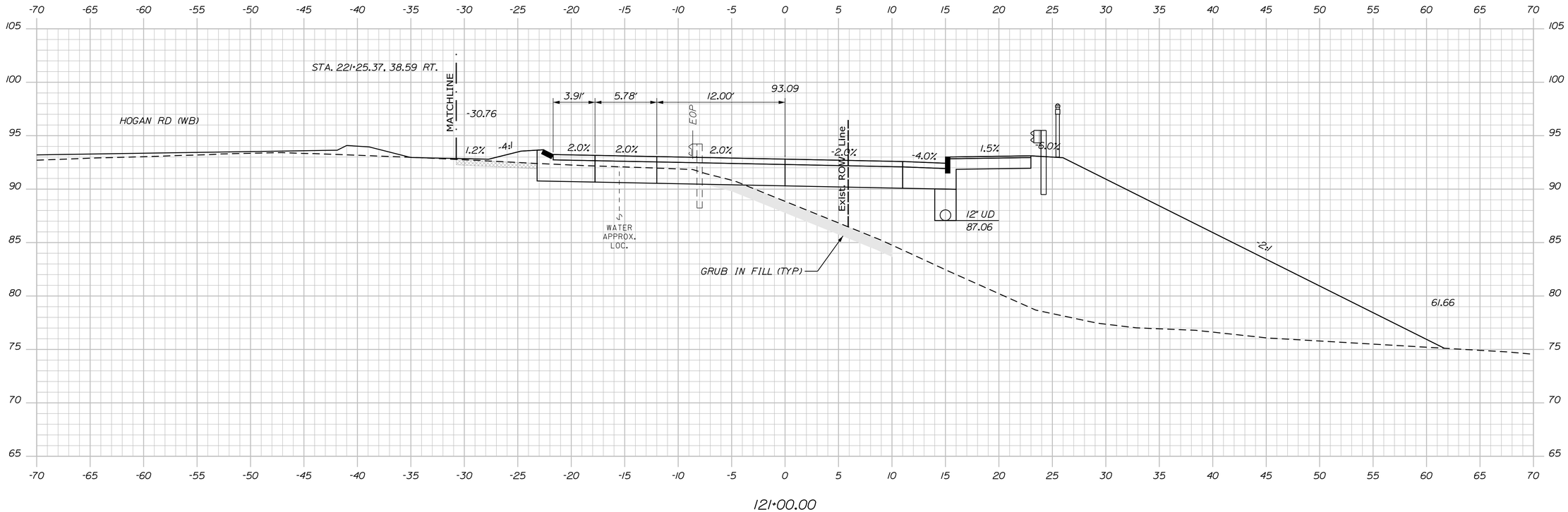
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

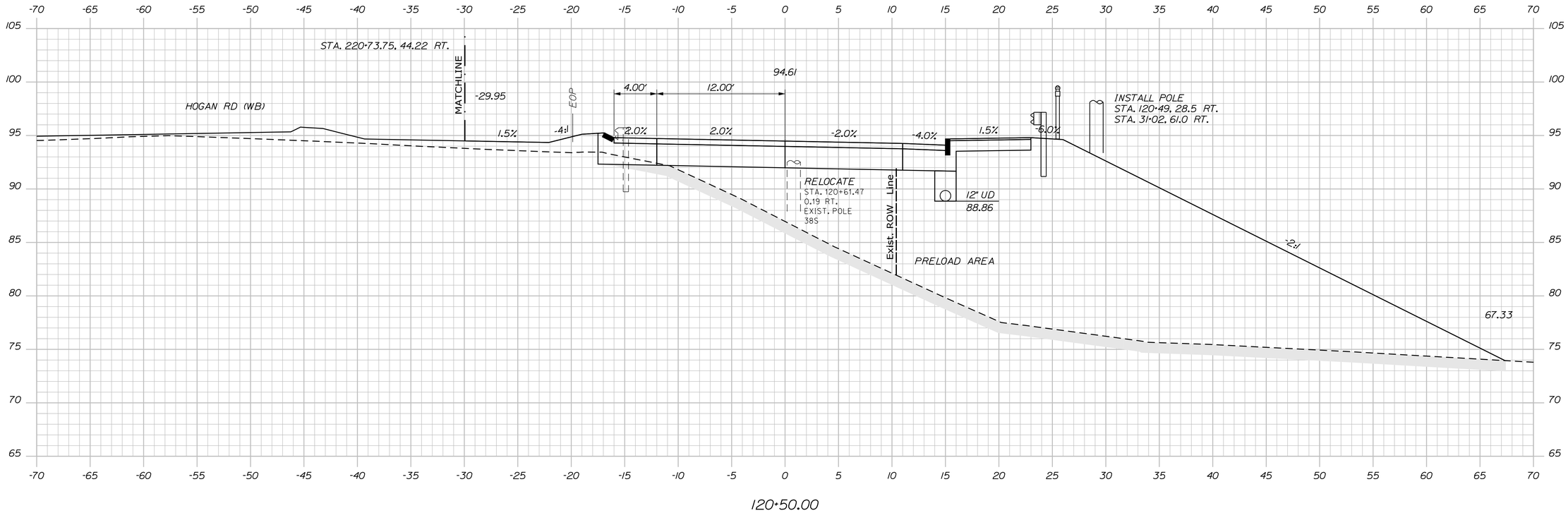
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-73
219
OF 485

Usernname: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

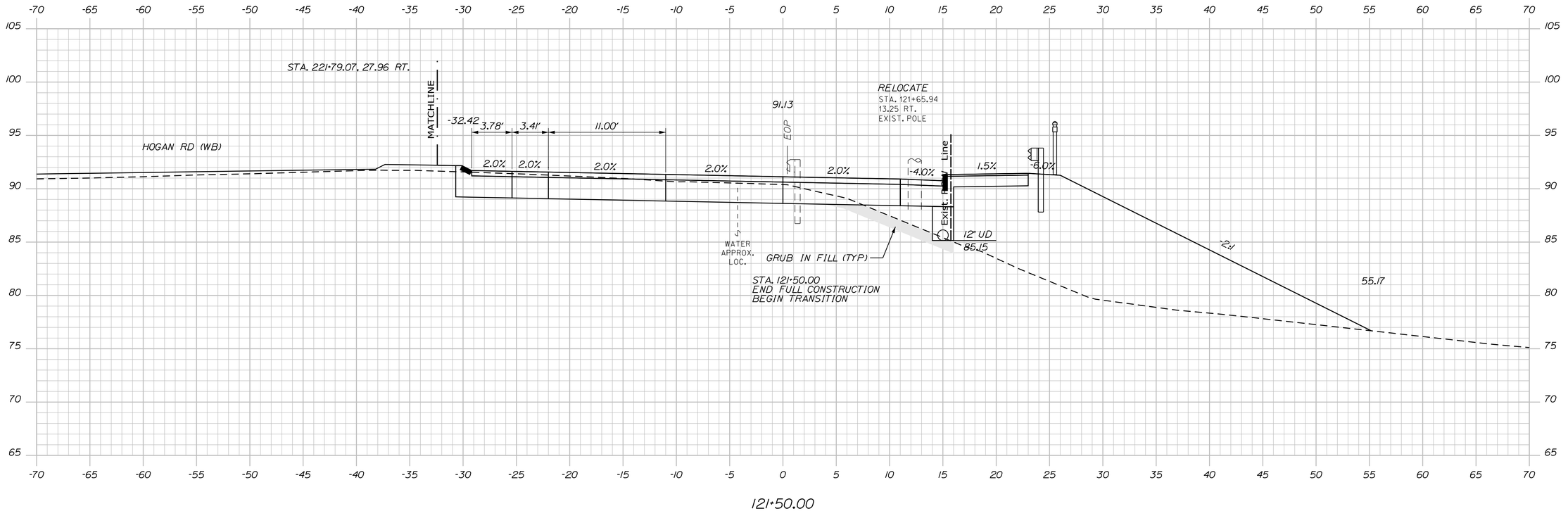
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			1
REVISIONS 2			2
REVISIONS 3			3
REVISIONS 4			4
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-74
220
OF 485

Sta. 120+50.00 to Sta. 121+00.00



Sta. 121+25.00 to Sta. 121+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

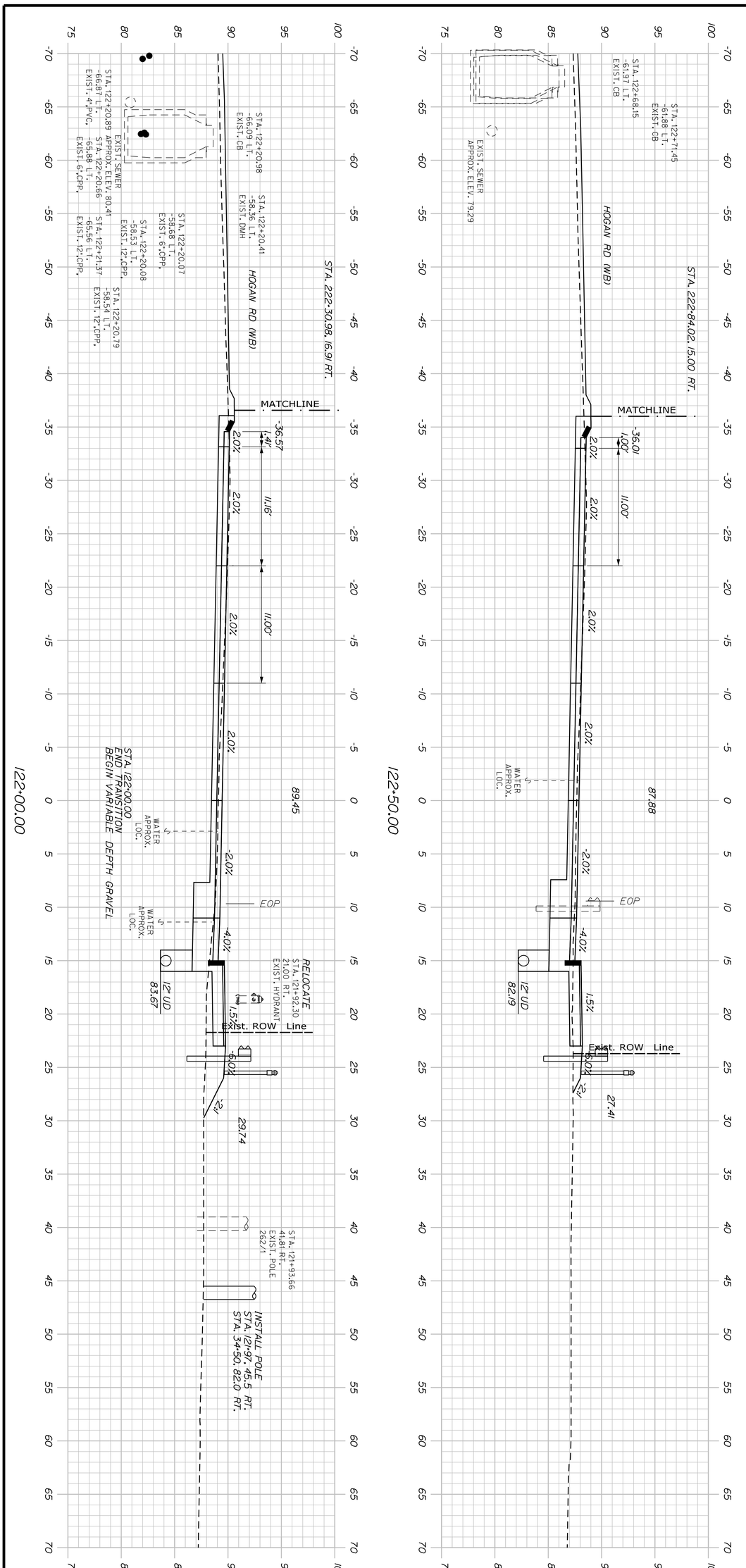
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-75
221
OF 485

Username: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



Sta. 122+00.00 to Sta. 122+50.00

SHEET NUMBER H-76 222 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

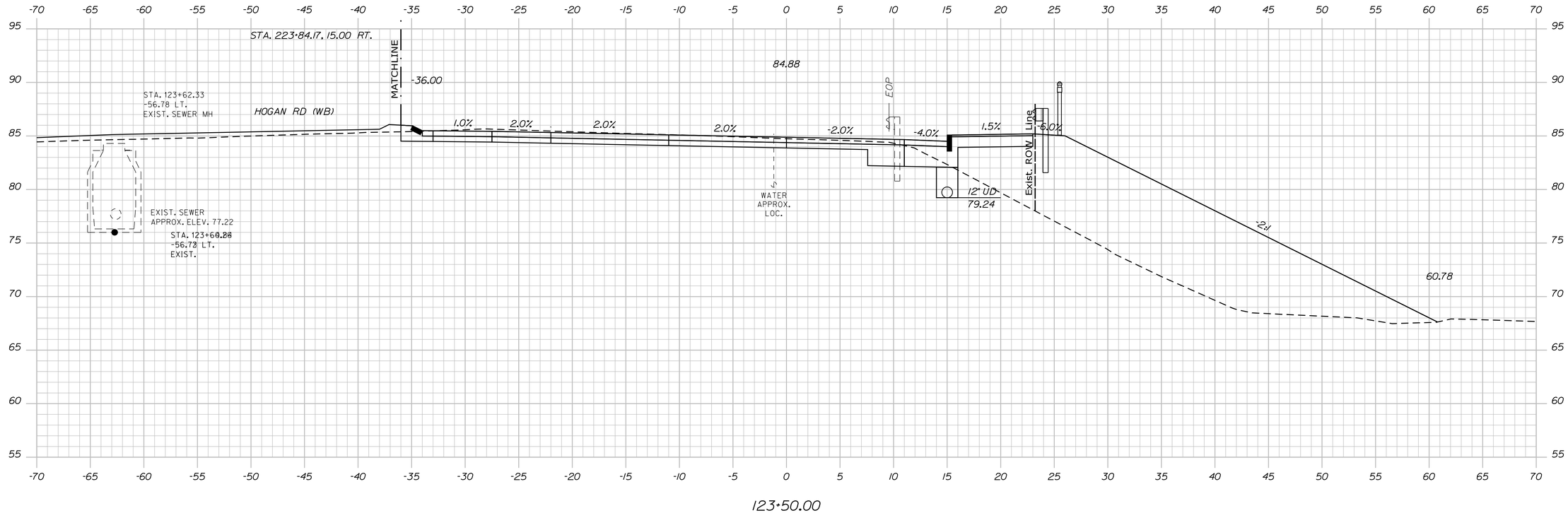
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

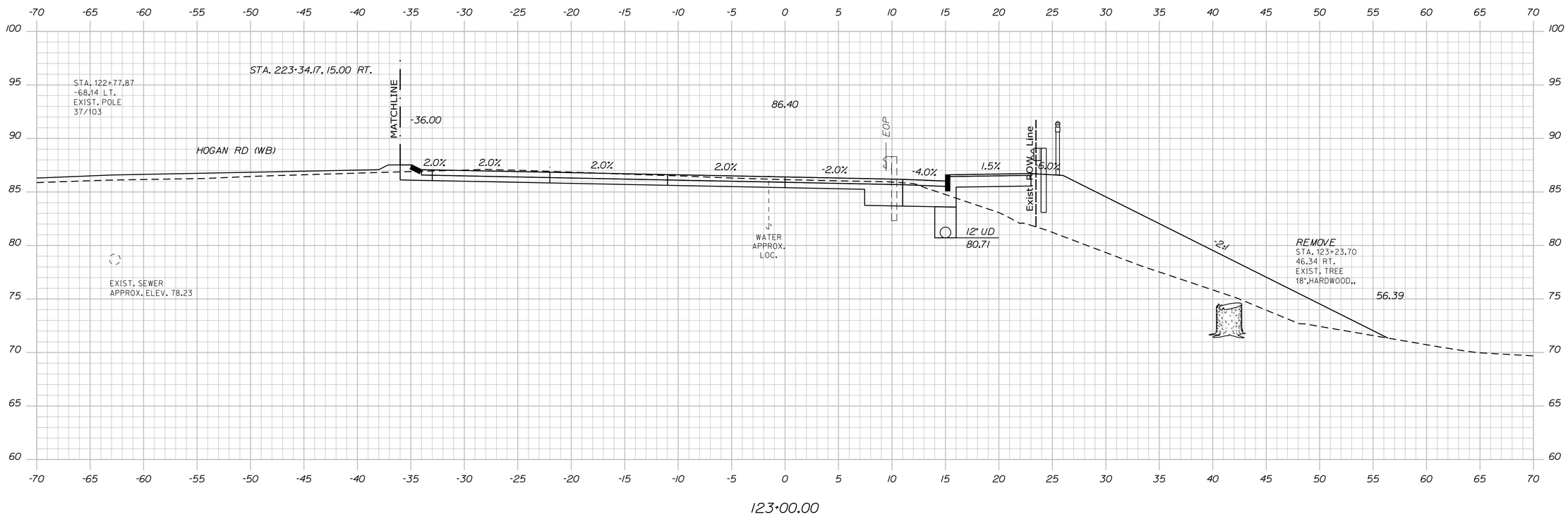
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
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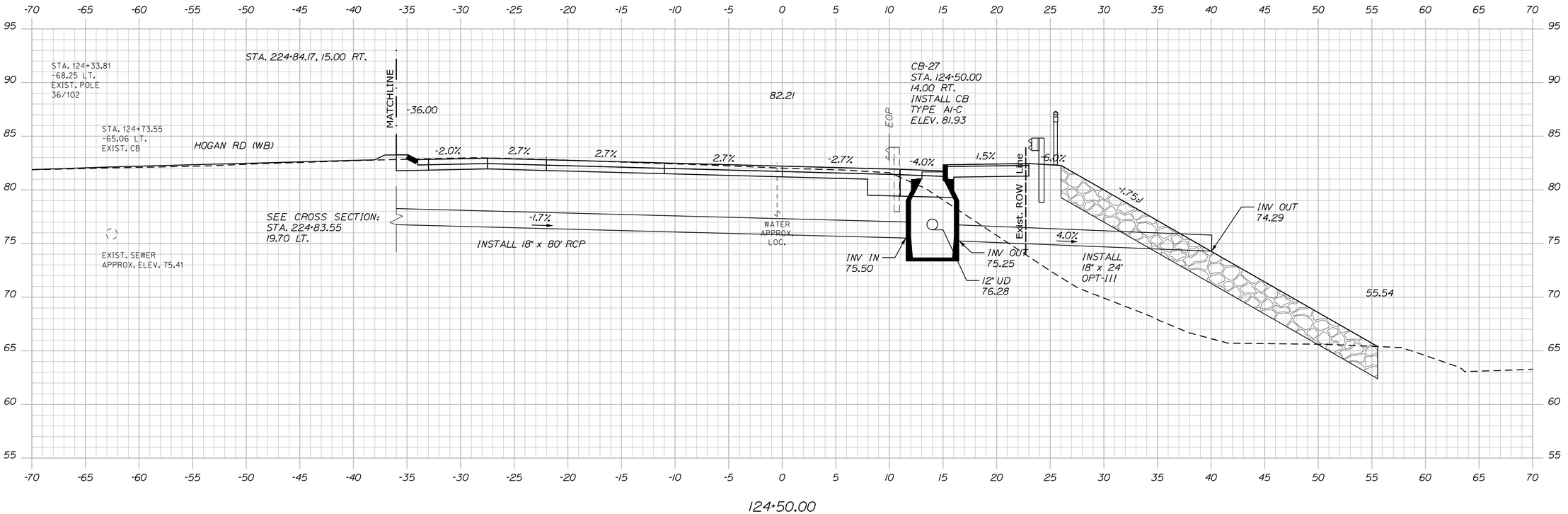
BANGOR
HOGAN RD (EB)

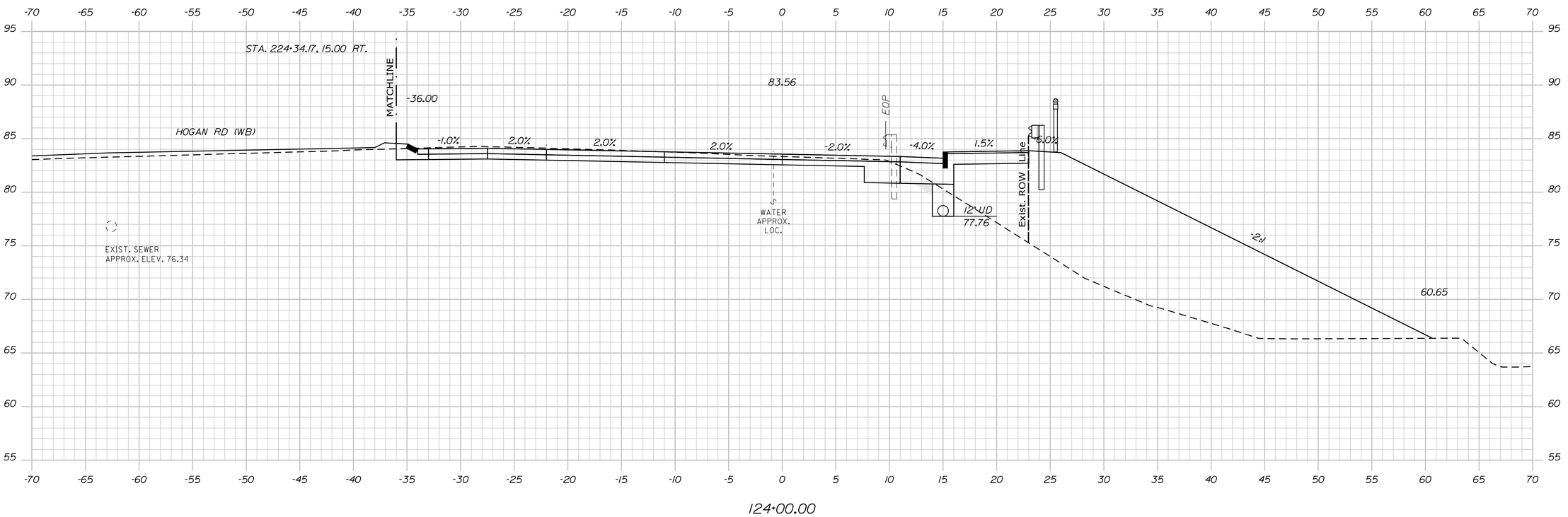
CROSS SECTIONS

SHEET NUMBER
H-77
223
OF 485

Sta. 123+00.00 to Sta. 123+50.00

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
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FIELD CHANGES			

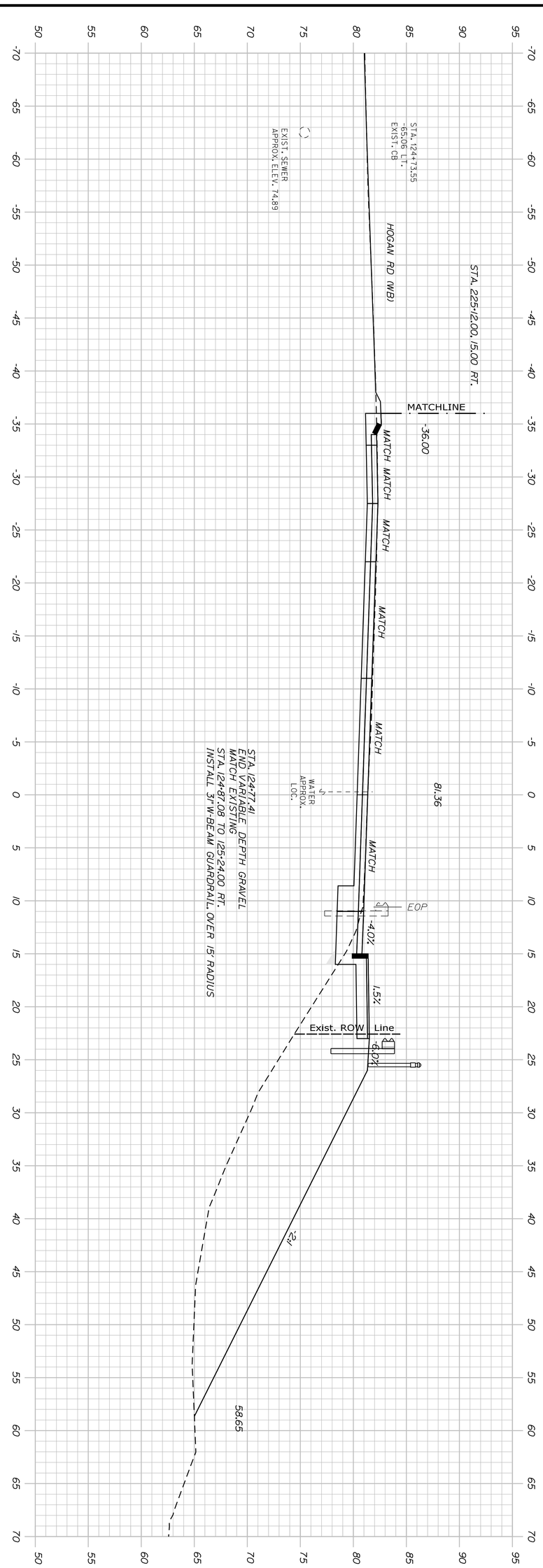
BANGOR
HOGAN RD (EB)

CROSS SECTIONS

SHEET NUMBER
H-78
224
OF 485

Sta. 124+00.00 to Sta. 124+50.00

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



Sta. 124+77.41 to Sta. 124+77.41

SHEET NUMBER H-79 225 OF 485

BANGOR
HOGAN RD (EB)

CROSS SECTIONS

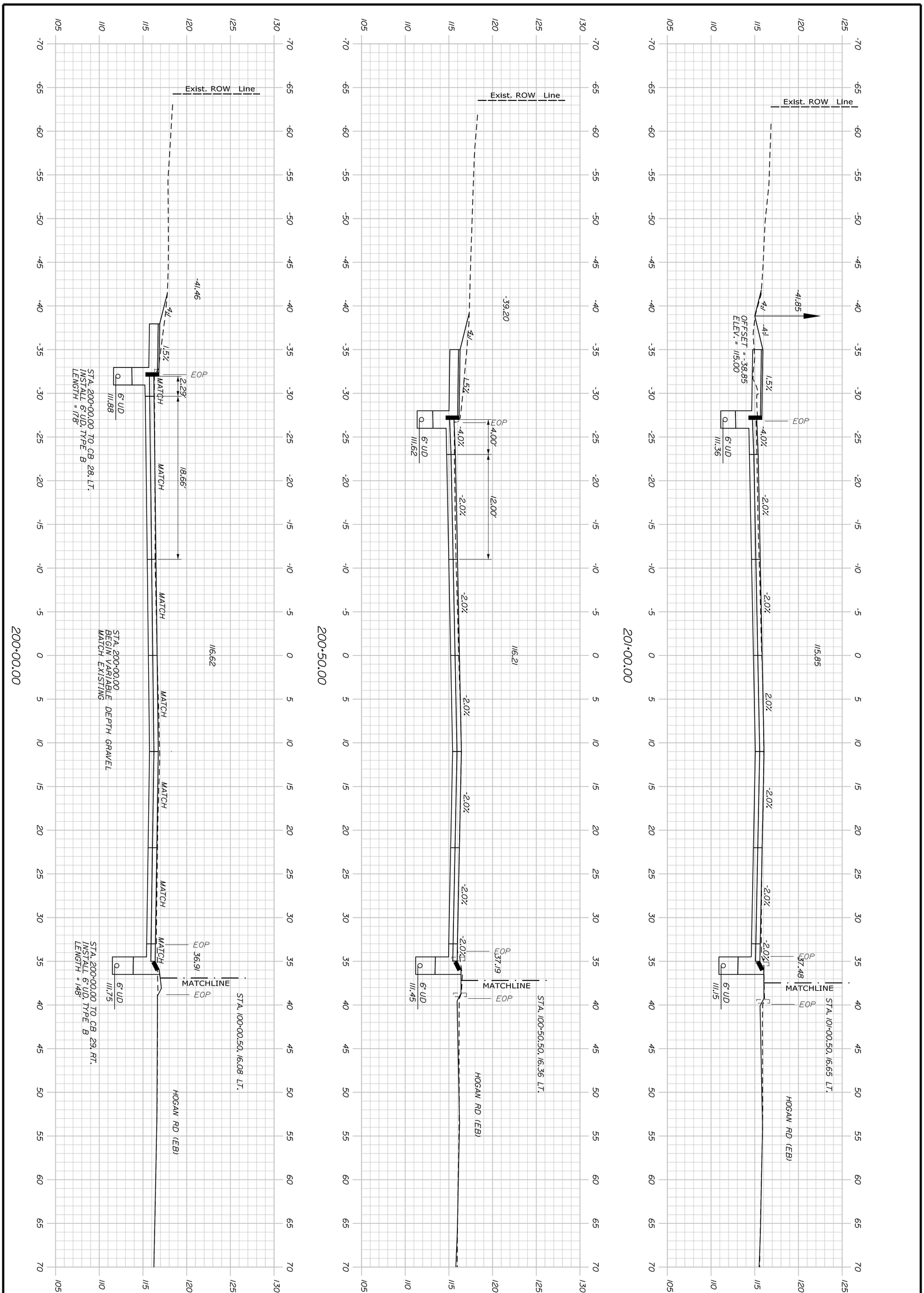
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS



Sta. 200+00.00 to Sta. 201+00.00

SHEET NUMBER H-80 226 OF 485

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
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FIELD CHANGES			

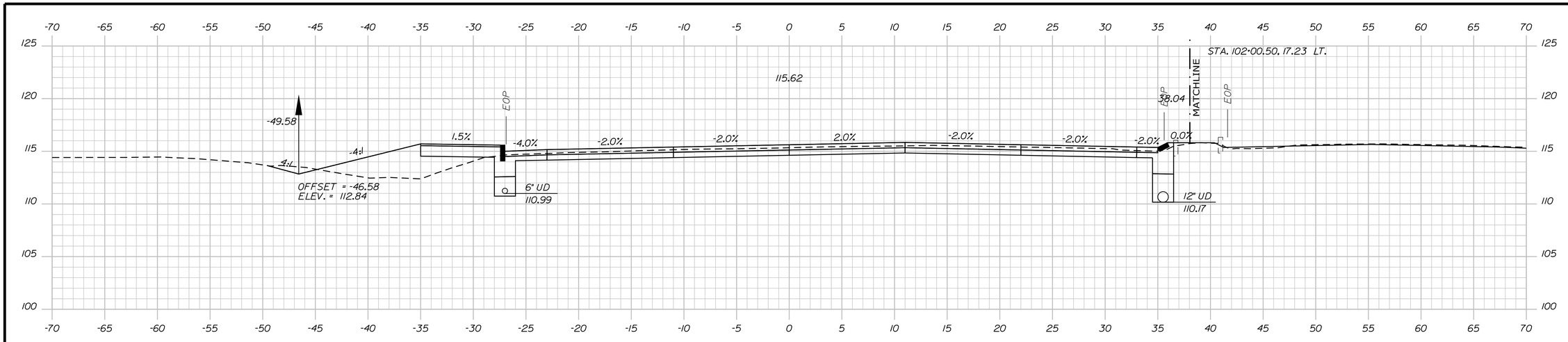
vhb

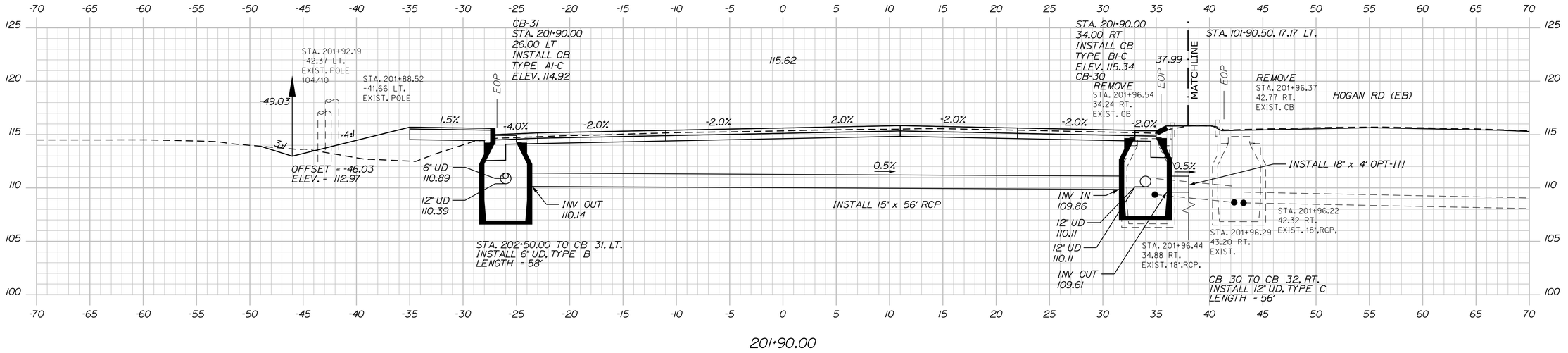
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

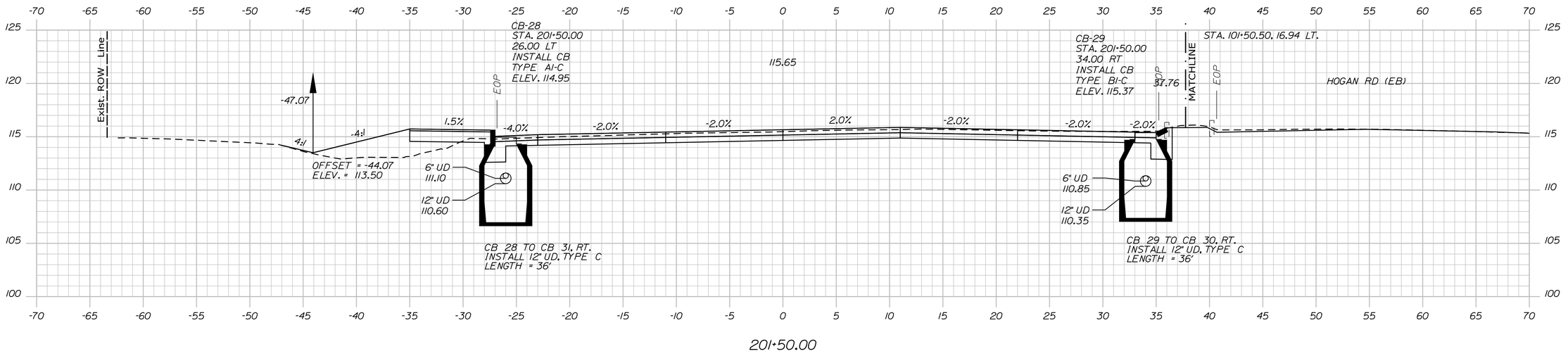
18595.11

WIN 18595.11 HIGHWAY PLANS

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		DATE
		11/25/2025
		11/25/2025

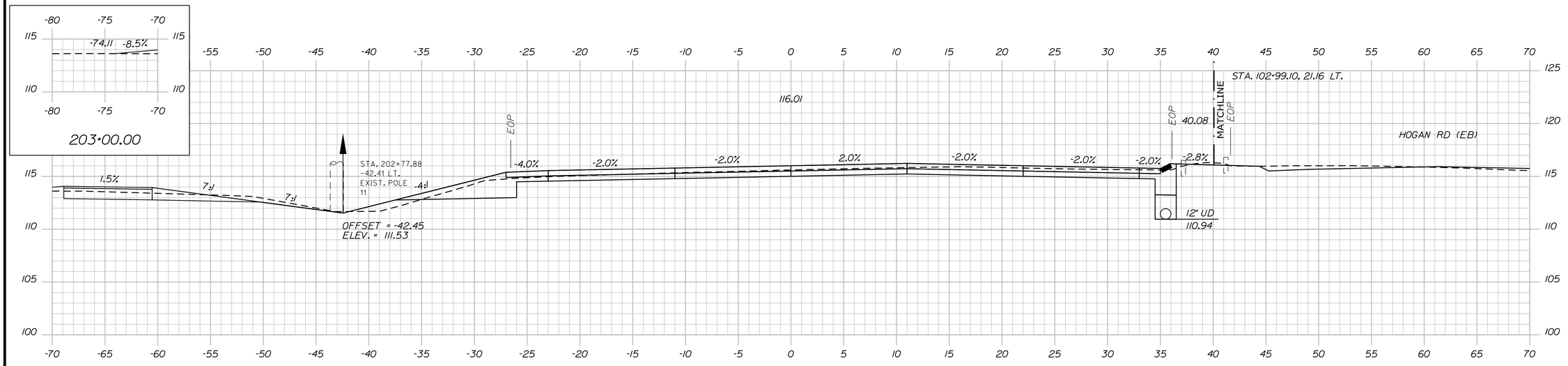
		BY
L. ROWE		
PROJ. MANAGER	ECF	JBD
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CHECKED-REVIEWED	ECF	
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DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

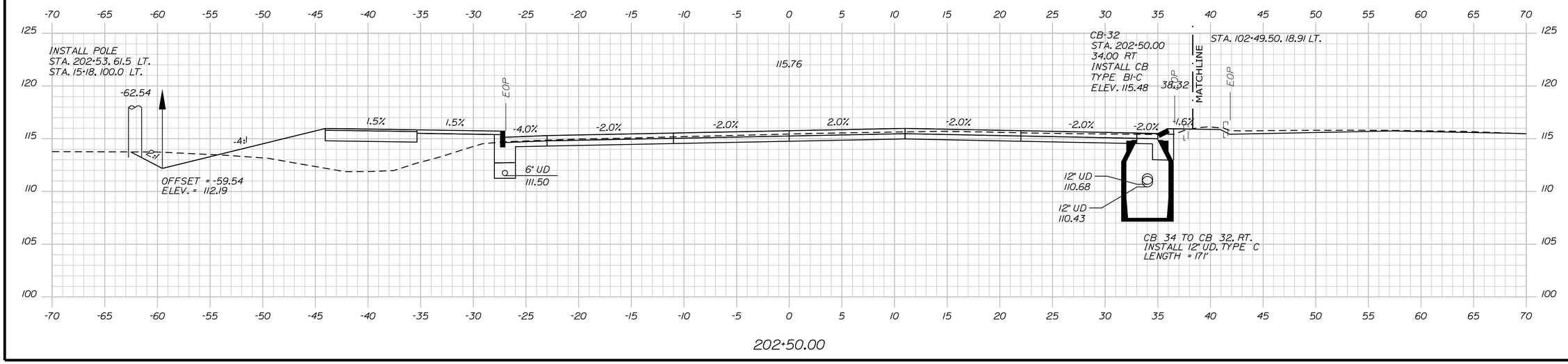
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-81
227
OF 485

Sta. 201+50.00 to Sta. 202+00.00





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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FIELD CHANGES			

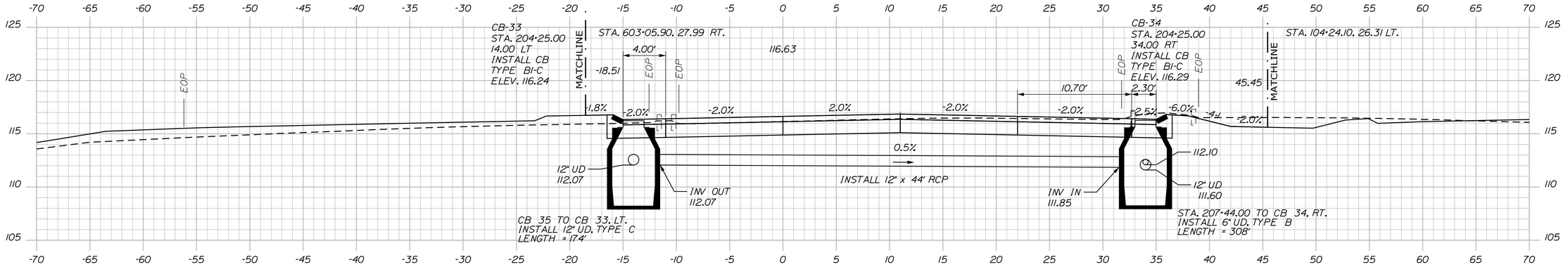
BANGOR
HOGAN RD (WB)

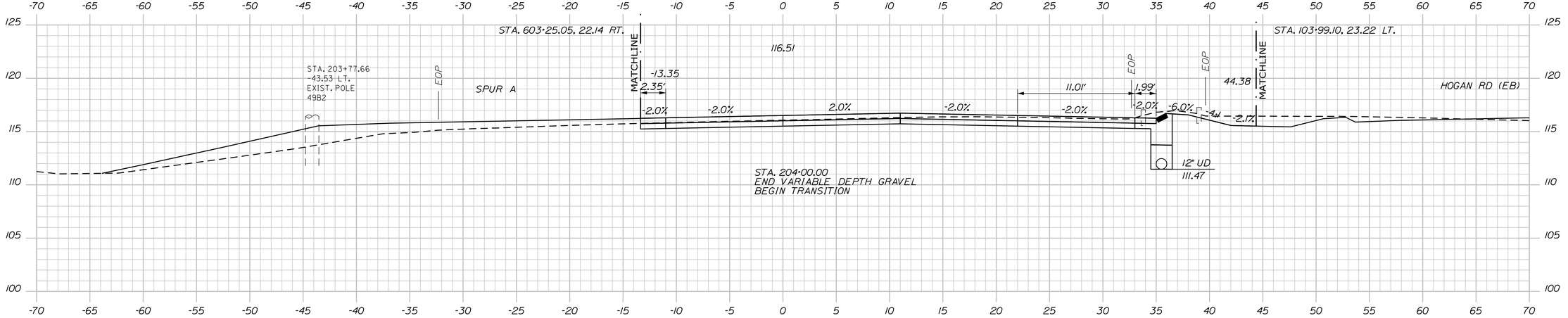
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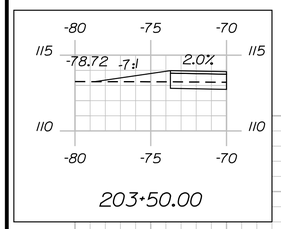
SHEET NUMBER
H-82
228
OF 485

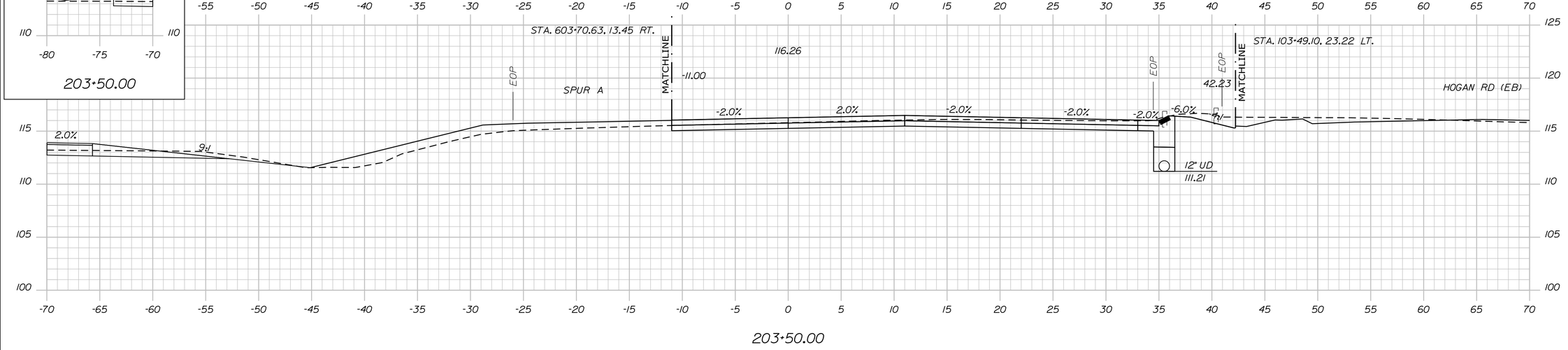
Sta. 202+50.00 to Sta. 203+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025









STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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FIELD CHANGES			

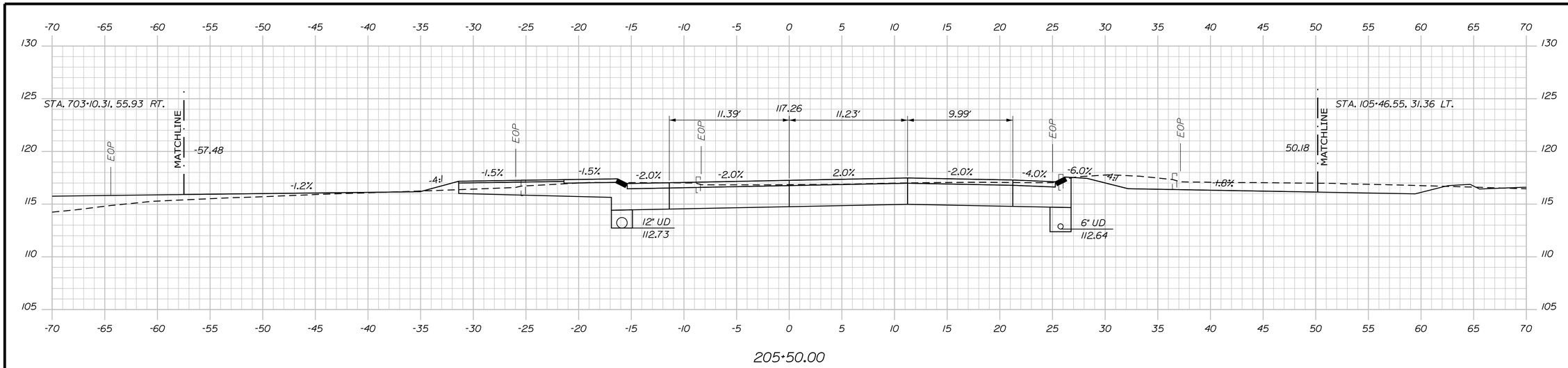
BANGOR
HOGAN RD (WB)

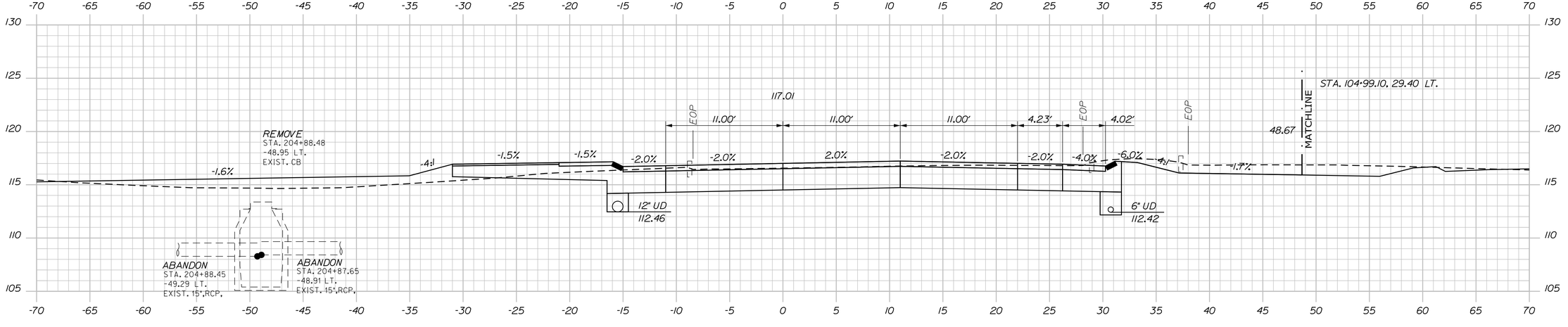
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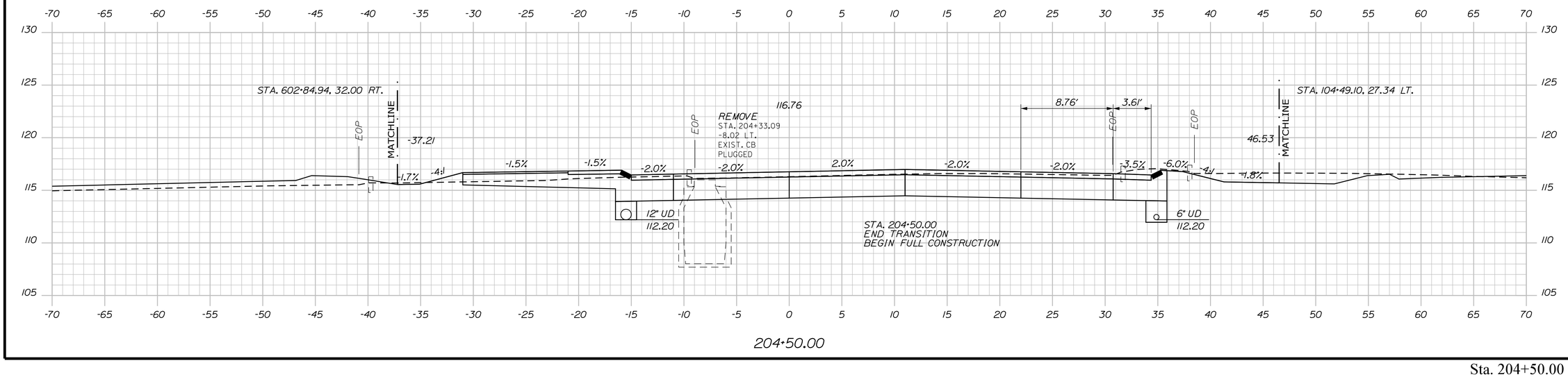
SHEET NUMBER
H-83
229
OF 485

Sta. 203+50.00 to Sta. 204+25.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-84
230
OF 485

Sta. 204+50.00 to Sta. 205+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

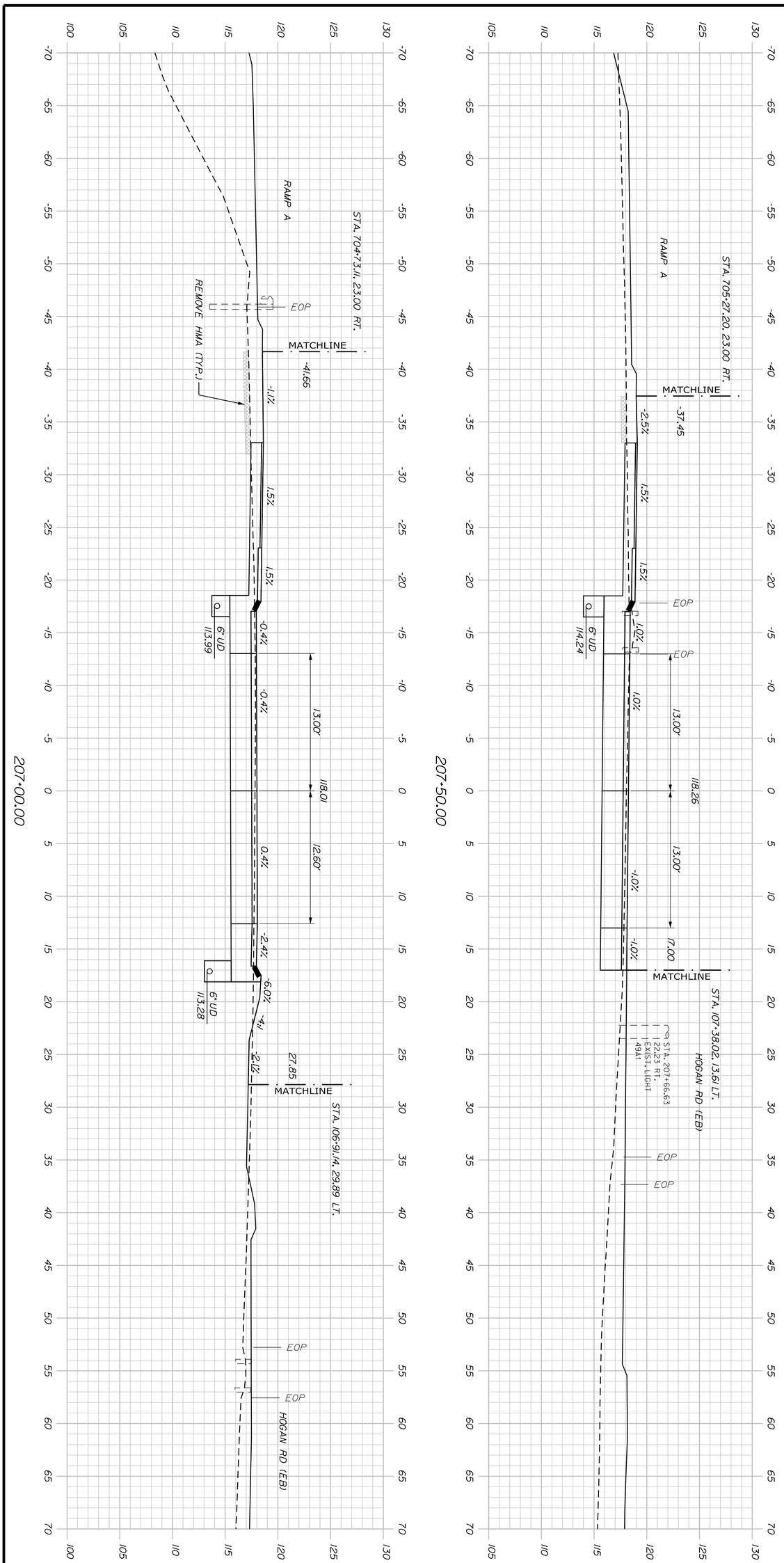
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-85
231
OF 485

Sta. 206+00.00 to Sta. 206+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 207+00.00 to Sta. 207+50.00

SHEET NUMBER H-86 232 OF 485

BANGOR
HOGAN RD (WB)

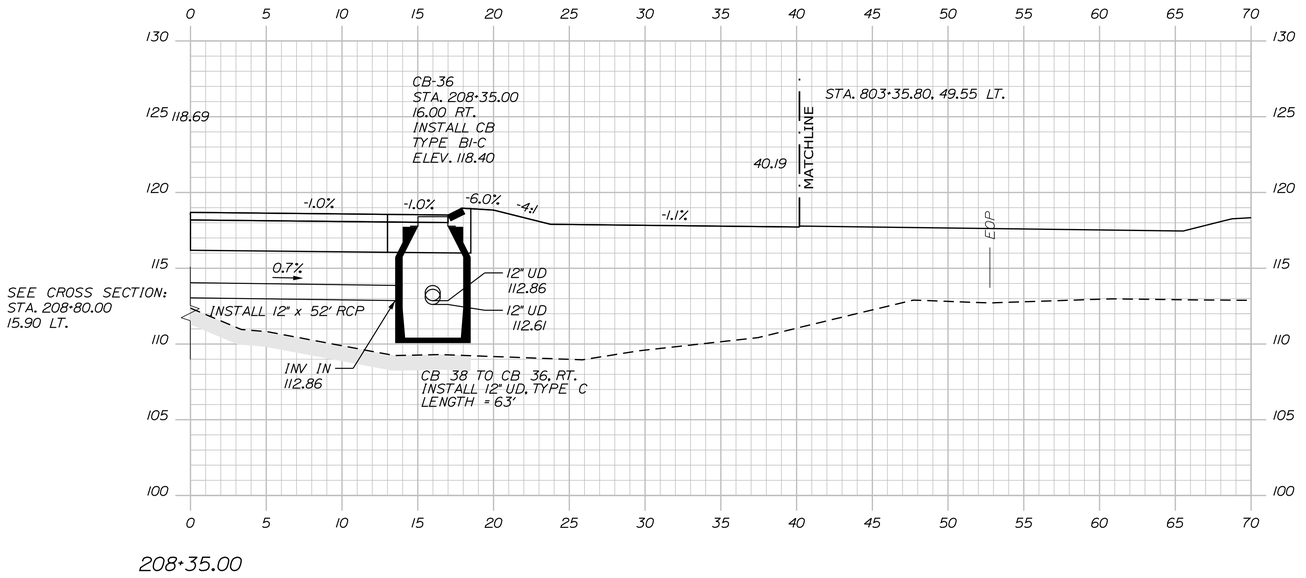
CROSS SECTIONS

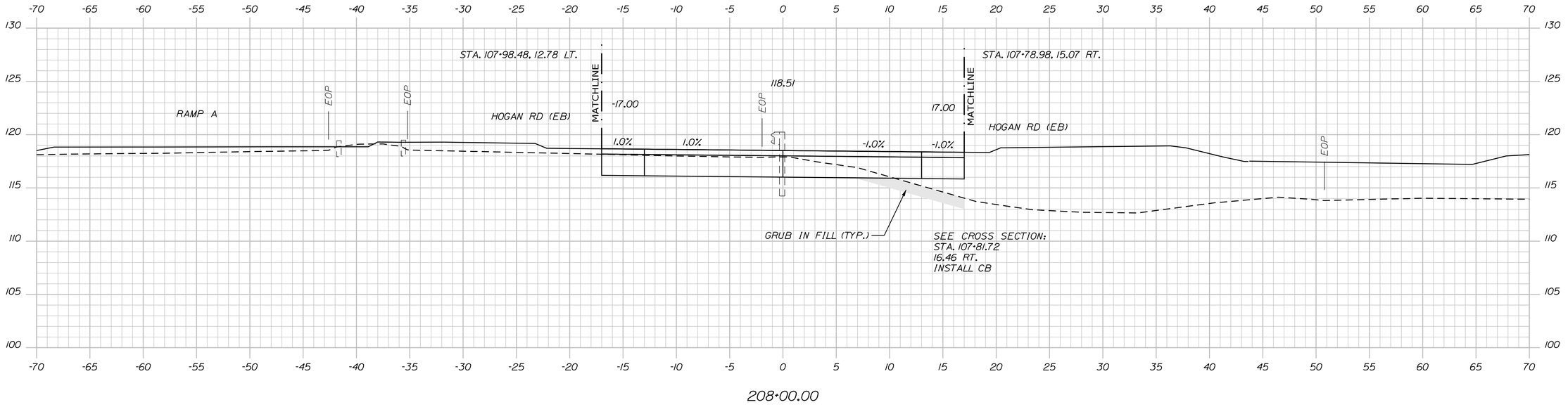
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

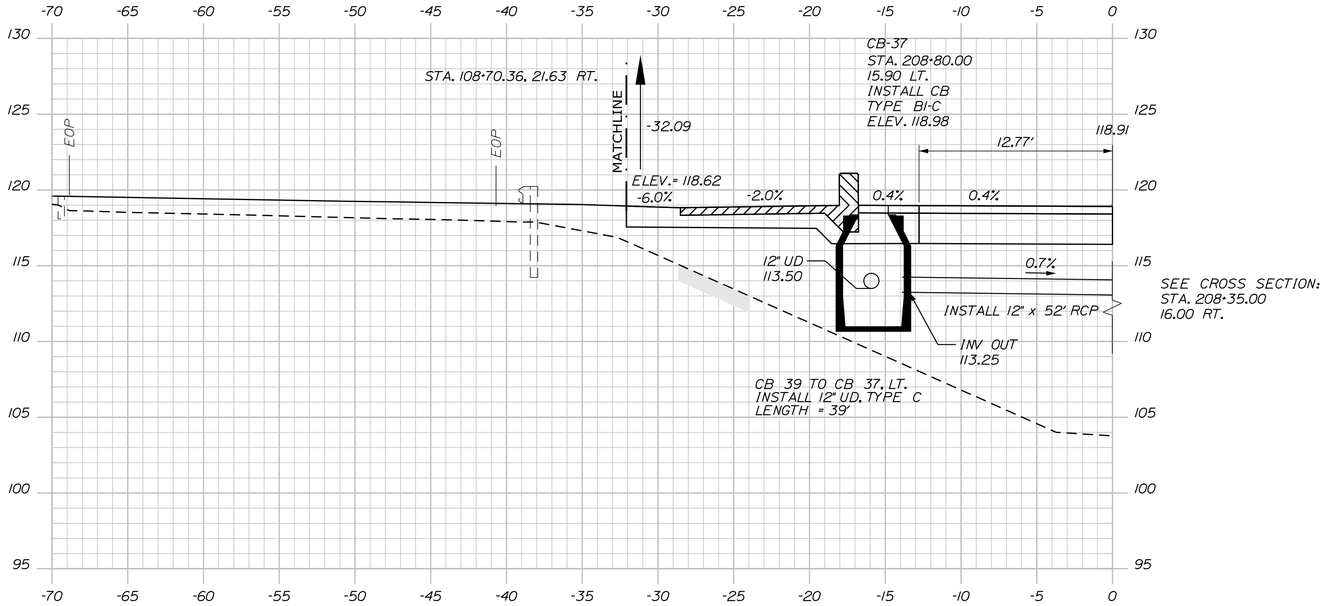
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

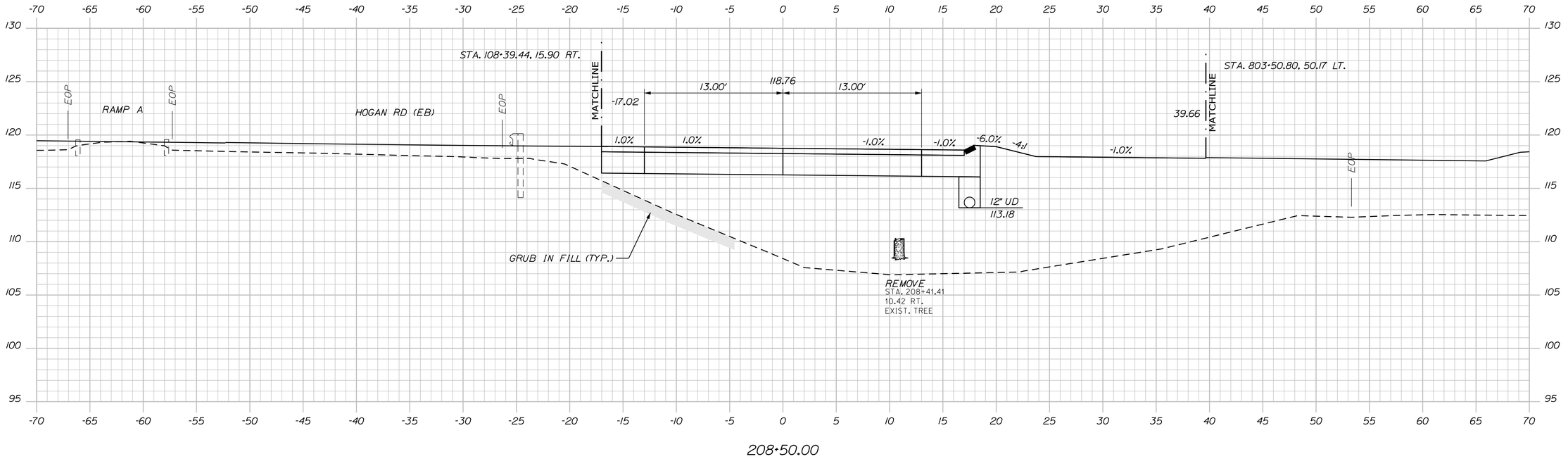
SHEET NUMBER
H-87
233
OF 485

Sta. 208+00.00 to Sta. 208+35.00

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



208+80.00



208+50.00

Sta. 208+50.00 to Sta. 208+80.00

STATE OF MAINE
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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 4			
FIELD CHANGES			

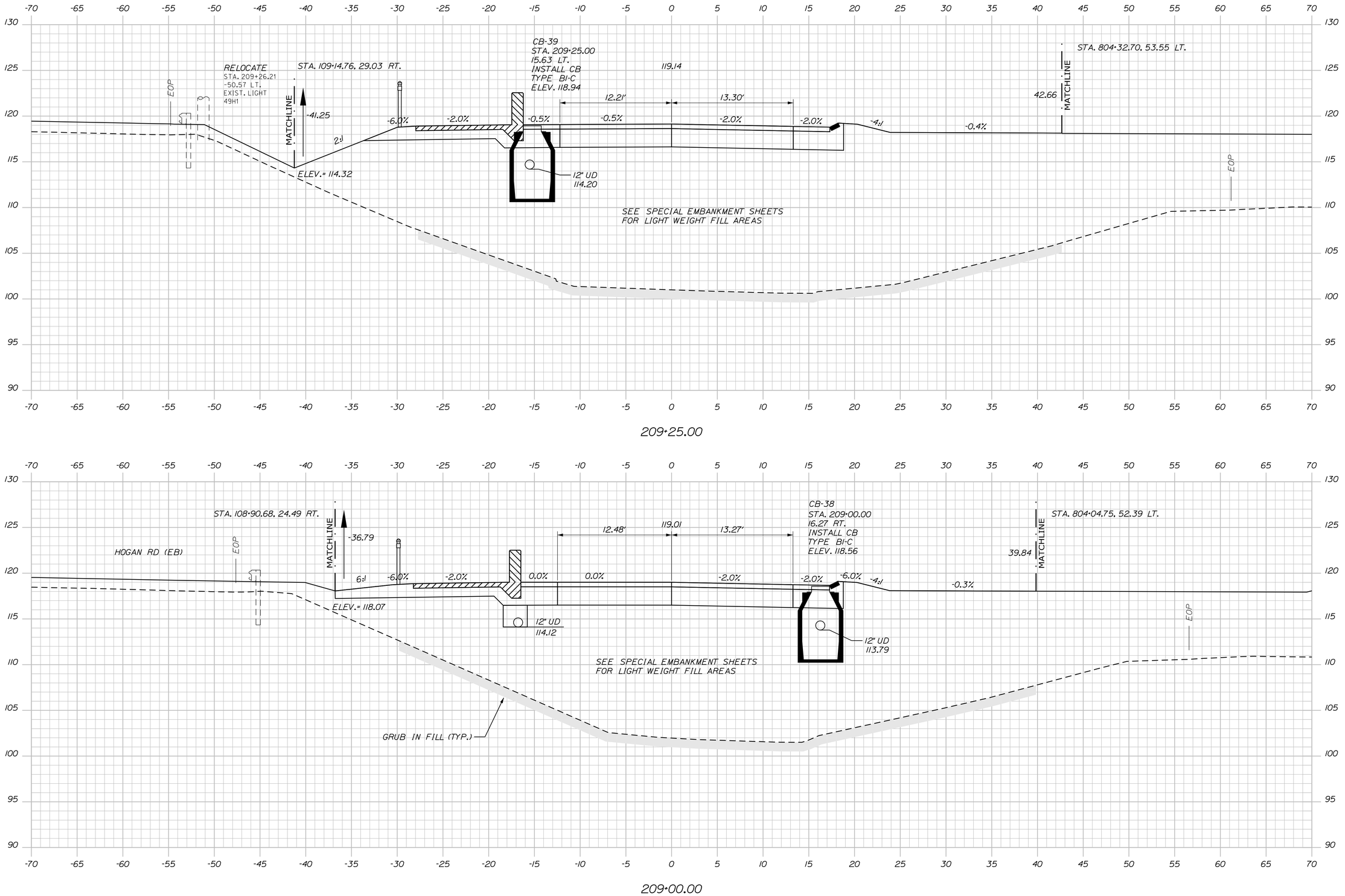
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-88
234
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Usernname: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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REVISIONS 1			1
REVISIONS 2			2
REVISIONS 3			3
REVISIONS 4			4
FIELD CHANGES			5

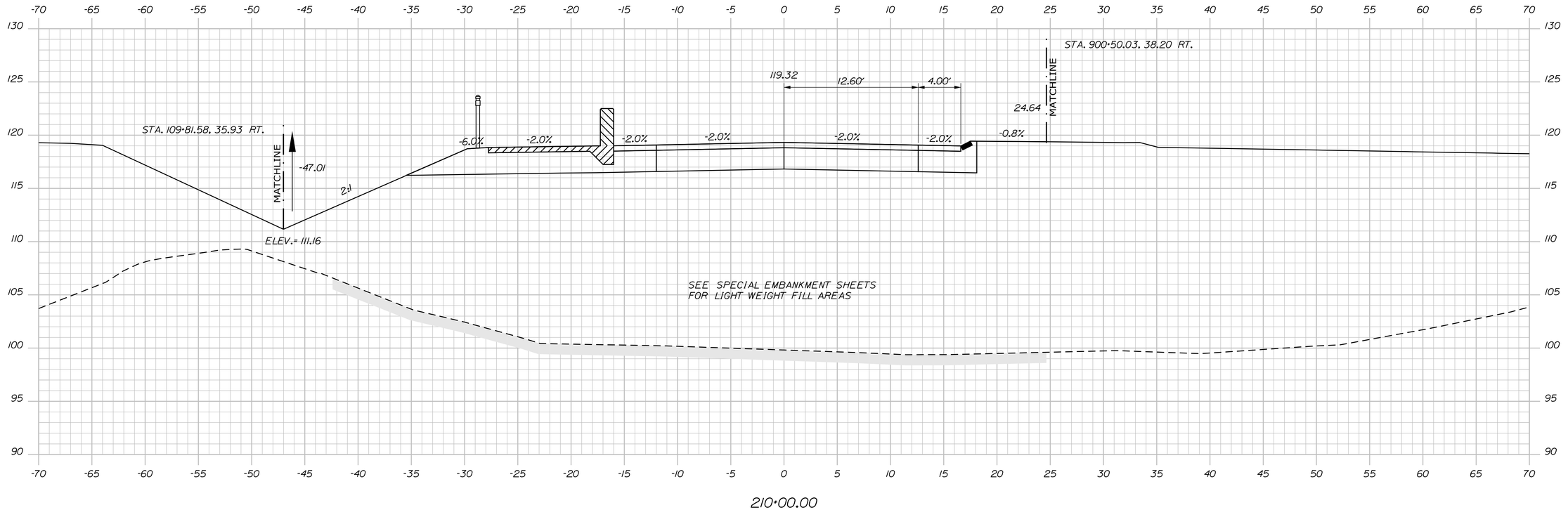
BANGOR
HOGAN RD (WB)

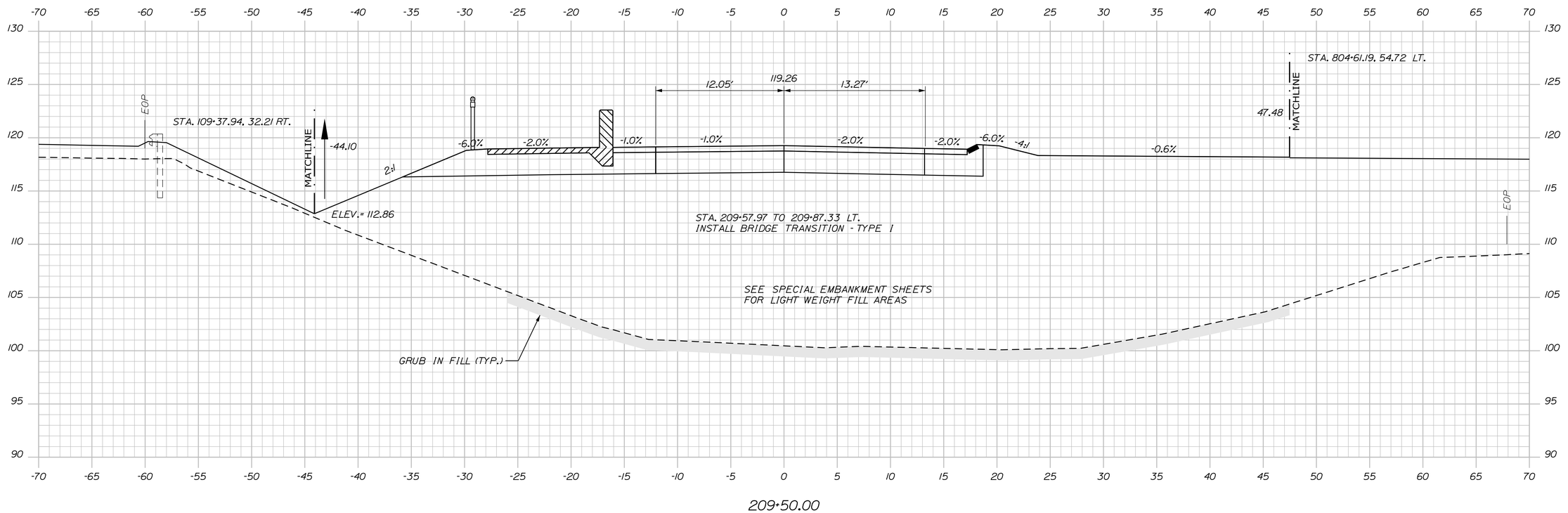
CROSS SECTIONS

SHEET NUMBER
H-89
235
OF 485

Sta. 209+00.00 to Sta. 209+25.00

Username: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
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HIGHWAY PLANS

vhb

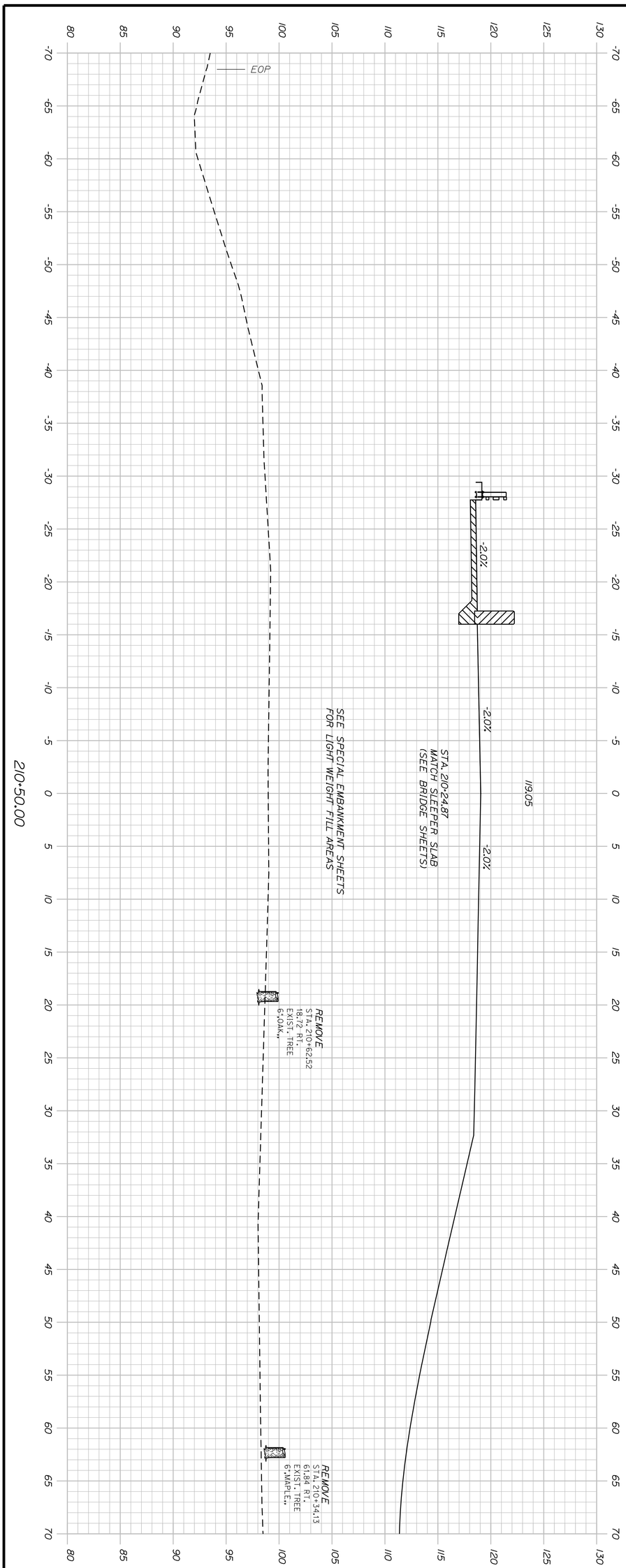
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-90
236
OF 485

Sta. 209+50.00 to Sta. 210+00.00



Sta. 210+50.00 to Sta. 210+50.00

SHEET NUMBER H-91
237 OF 485

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

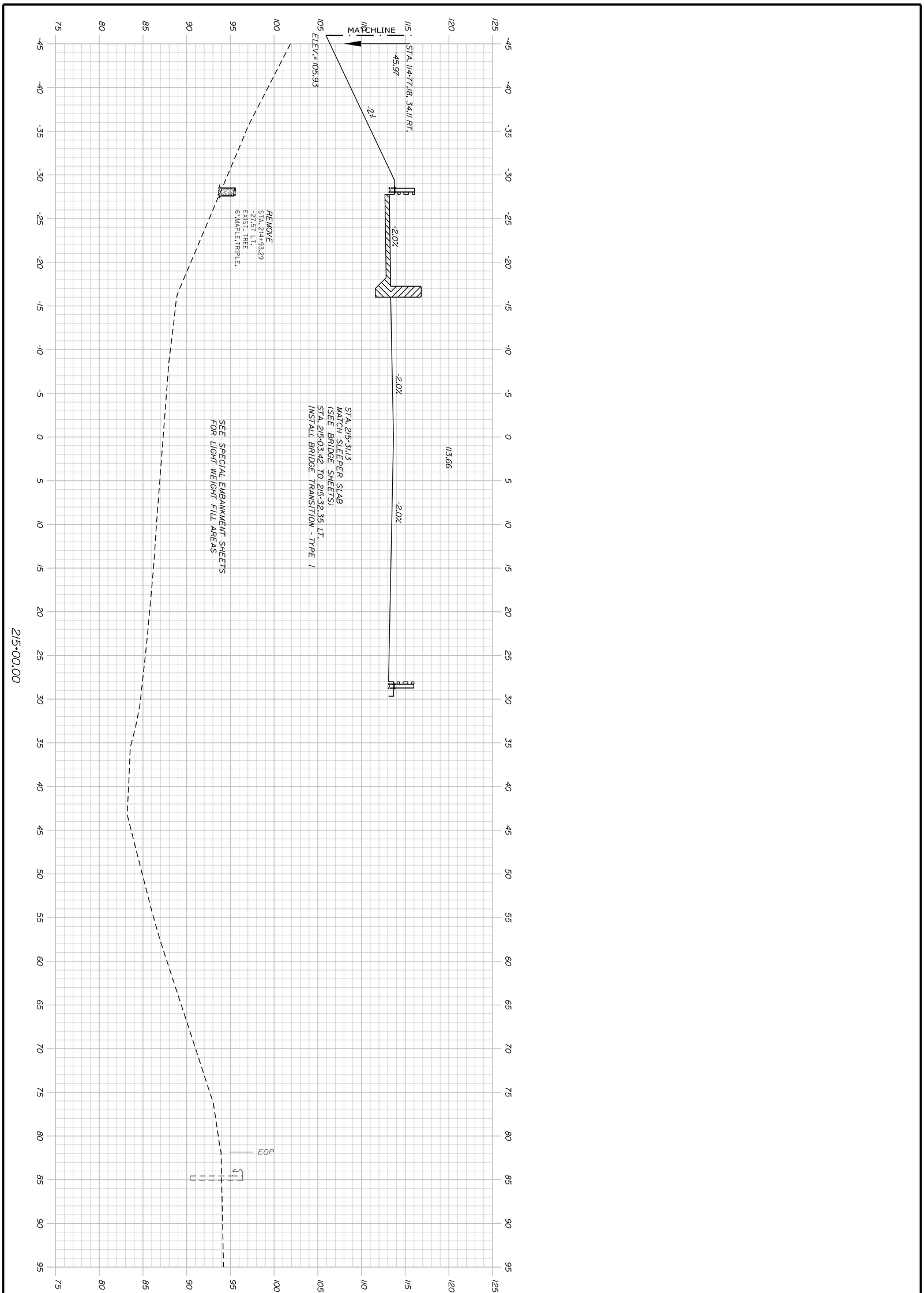
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
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WIN 18595.11 HIGHWAY PLANS



Sta. 215+00.00 to Sta. 215+00.00

SHEET NUMBER H-92 238 OF 485

BANGOR
HOGAN RD (WB)

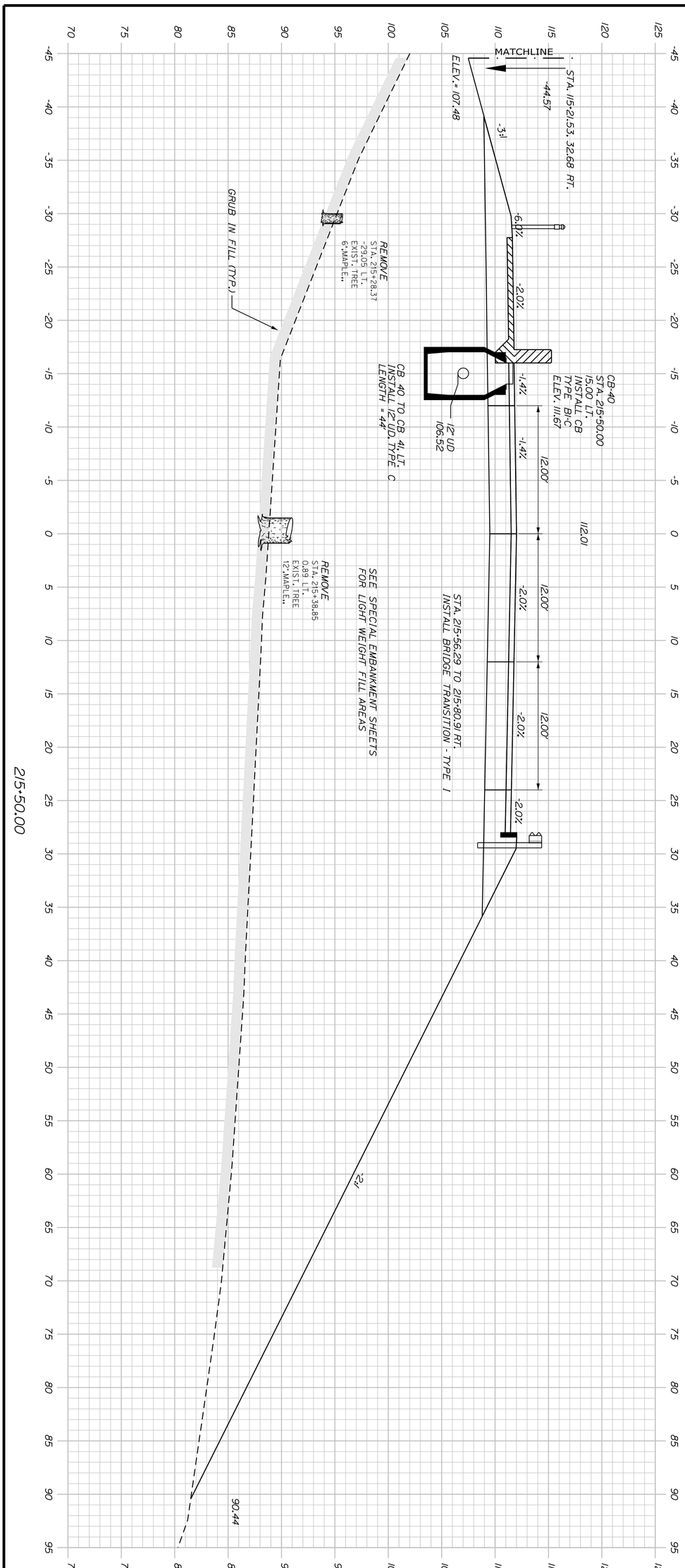
CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
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WIN 18595.11 HIGHWAY PLANS



Sta. 215+50.00 to Sta. 215+50.00

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 3			
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FIELD CHANGES			

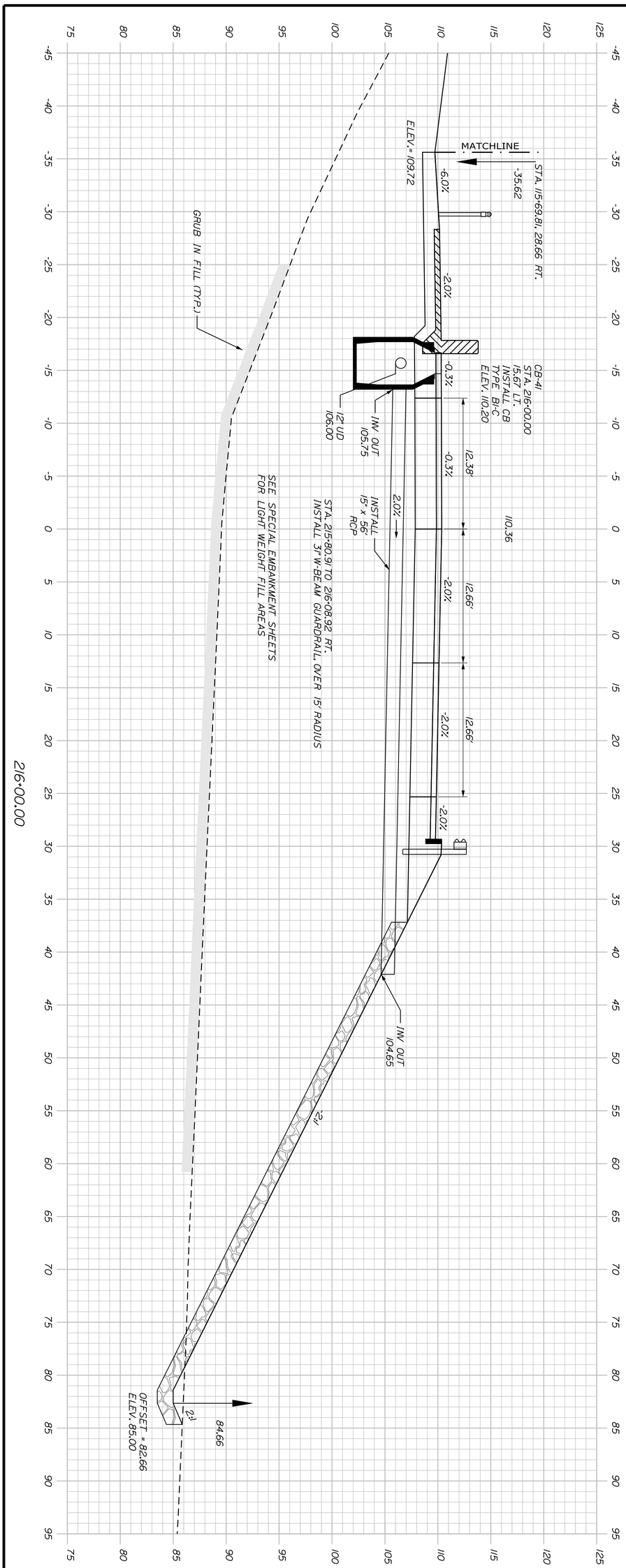
SHEET NUMBER
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239
OF 485

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HIGHWAY PLANS



Sta. 216+00.00 to Sta. 216+00.00

SHEET NUMBER H-94
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BANGOR
HOGAN RD (WB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

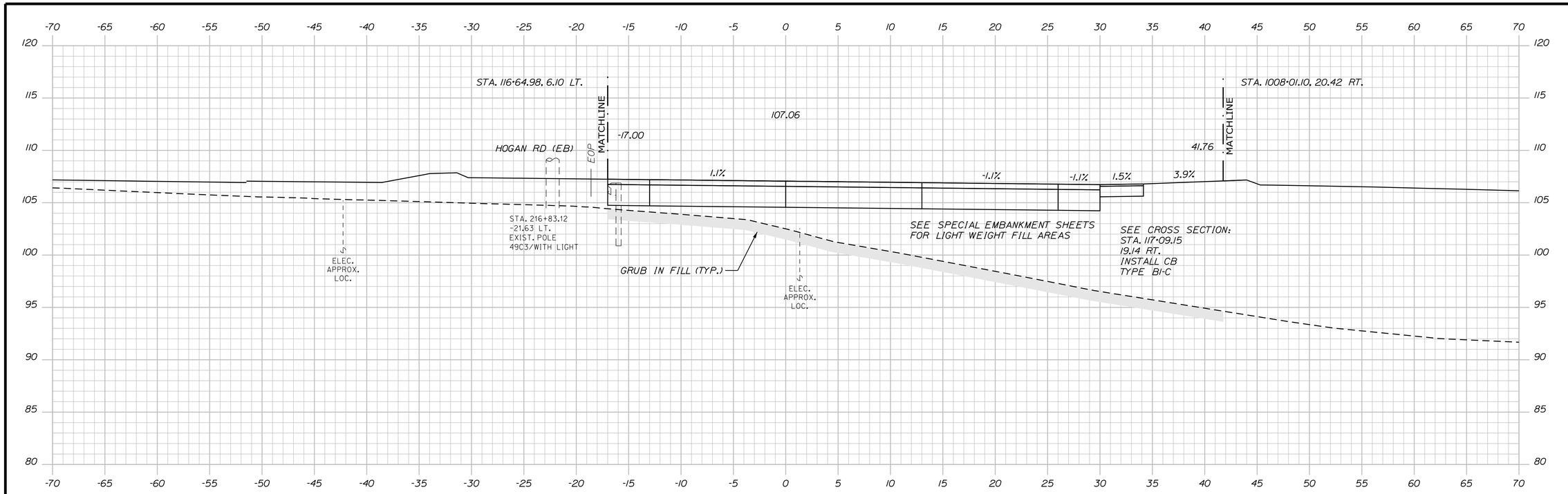
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

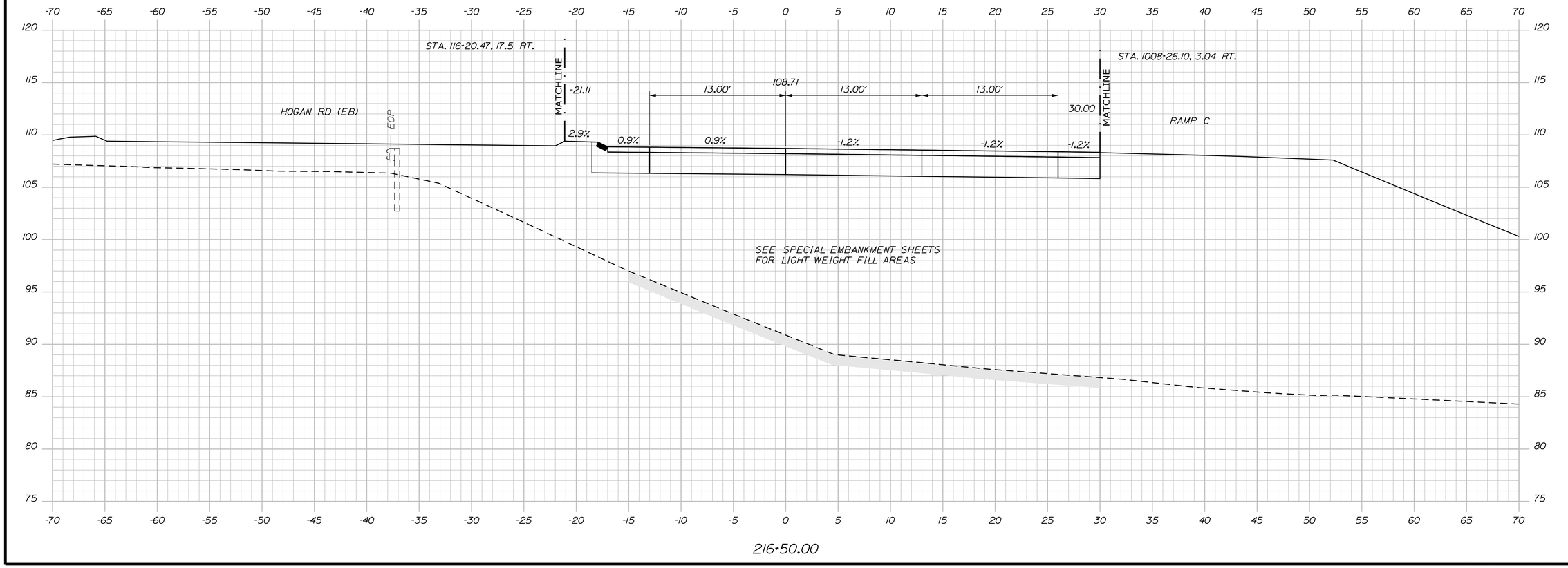
18595.11

WIN
18595.11

HIGHWAY PLANS

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

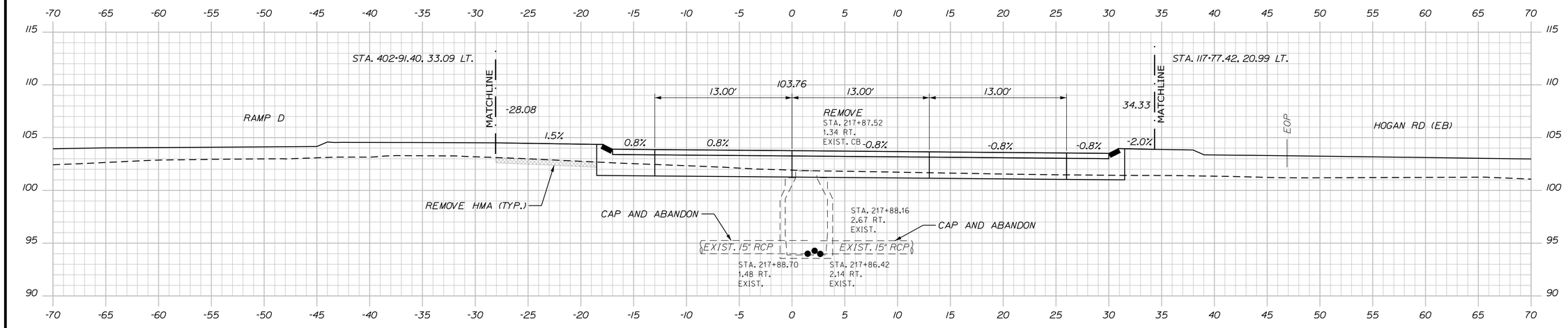
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB)

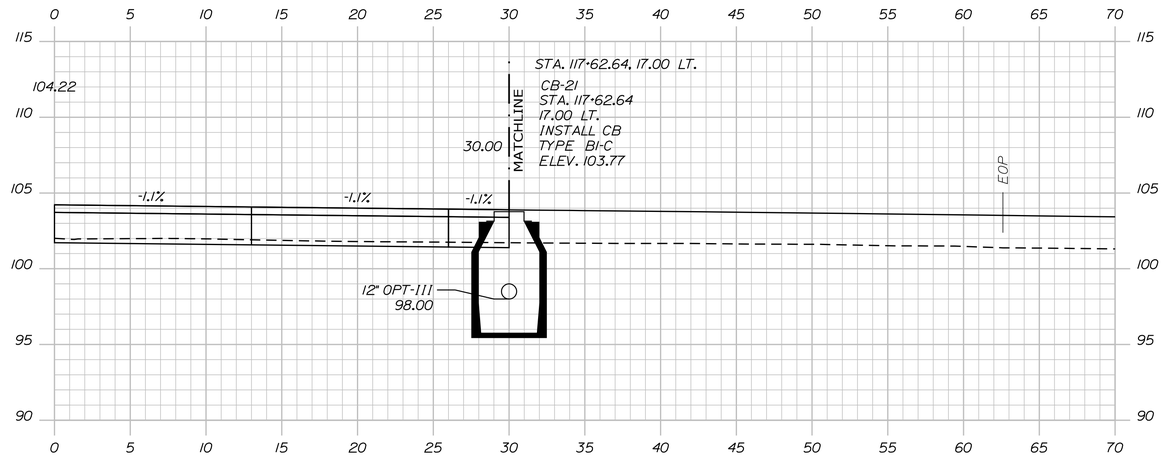
CROSS SECTIONS

SHEET NUMBER
H-95
241
OF 485

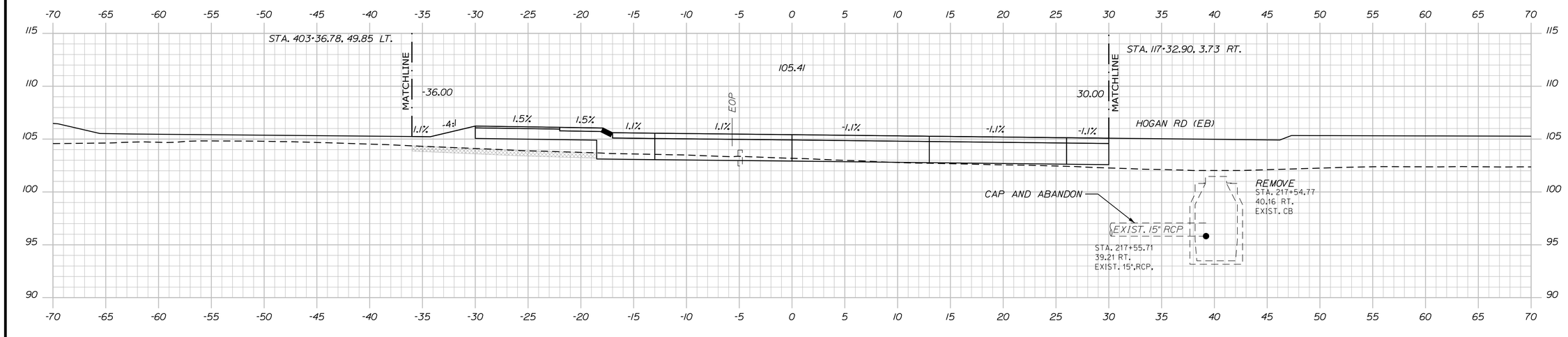
Sta. 216+50.00 to Sta. 217+00.00



218+00.00



217+86.16



217+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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FIELD CHANGES		

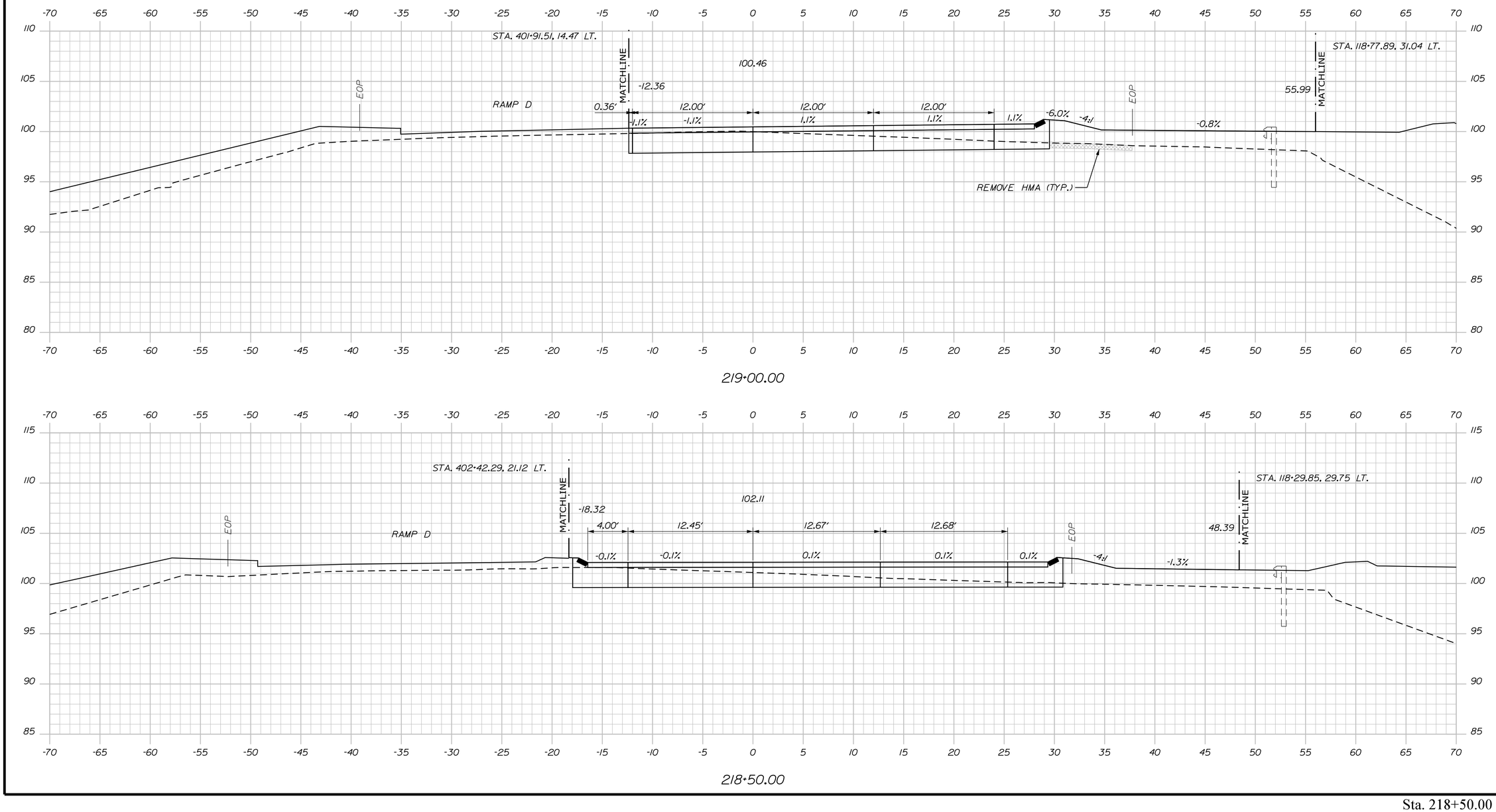
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-96
242
OF 485

Sta. 217+50.00 to Sta. 218+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

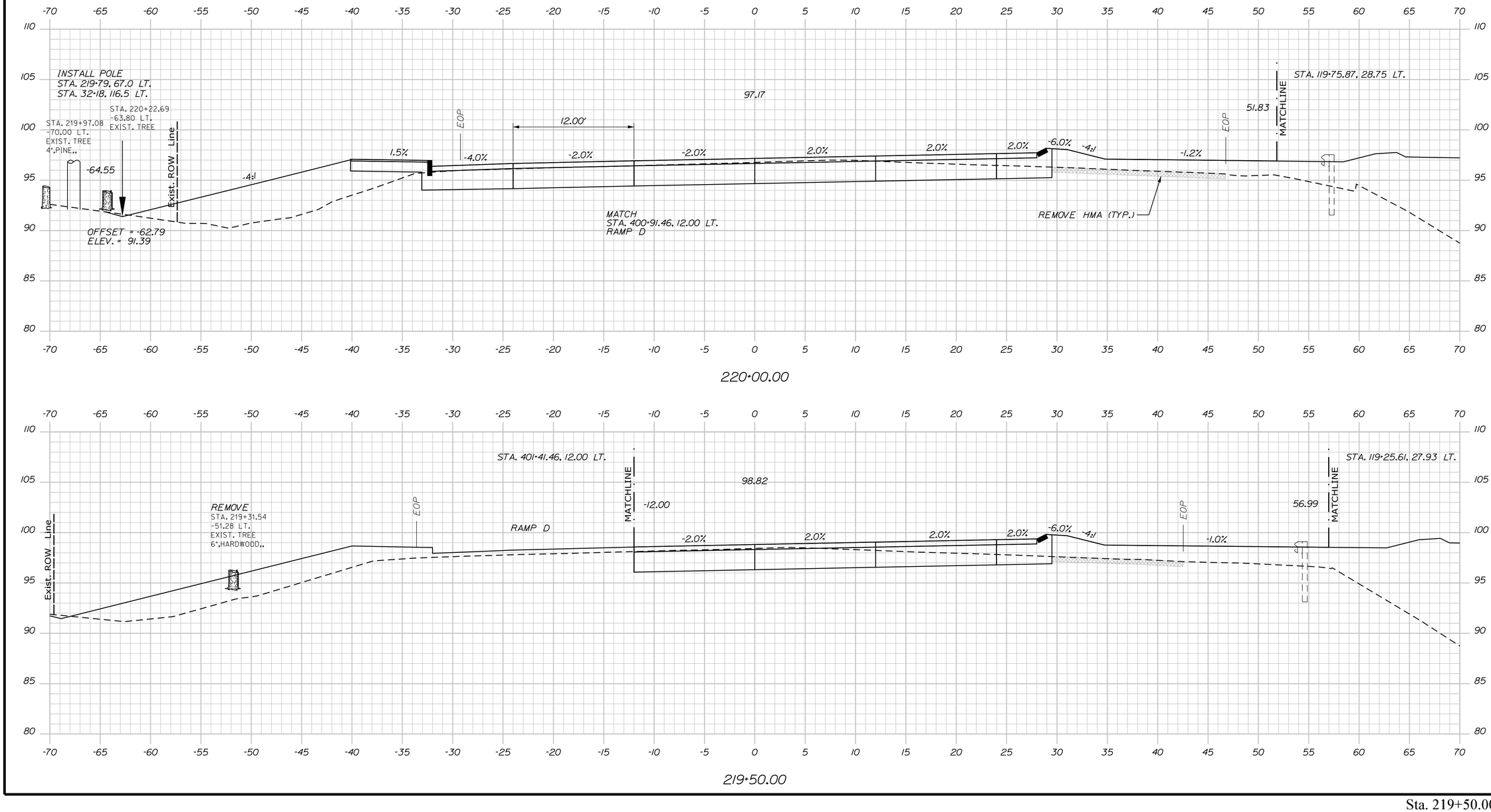
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-97
243
OF 485

Sta. 218+50.00 to Sta. 219+00.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

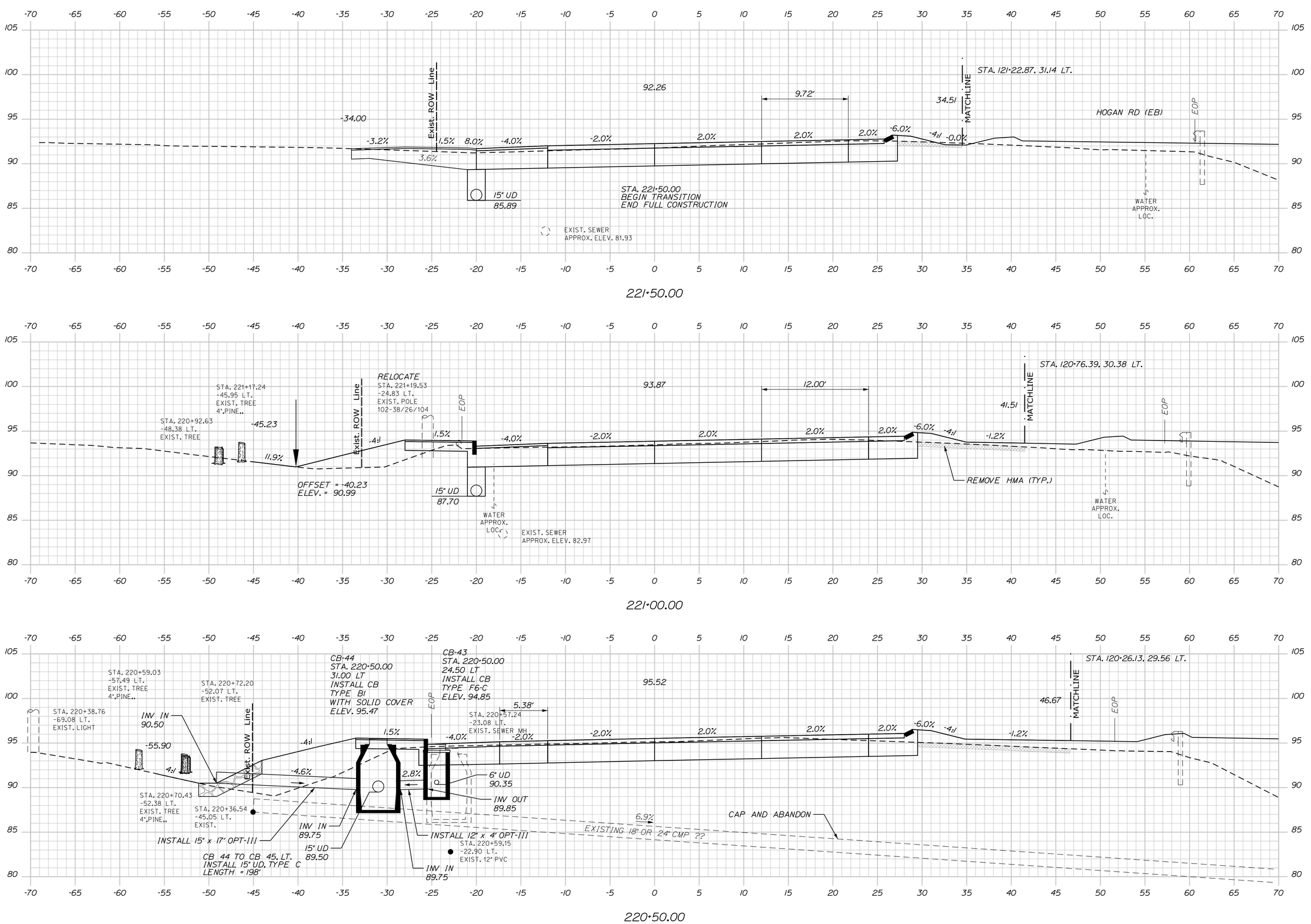
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-98
244
OF 485

Sta. 219+50.00 to Sta. 220+00.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 220+50.00 to Sta. 221+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-99
245
OF 485

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
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REVISIONS 4		
FIELD CHANGES		

BY: JBD, AG

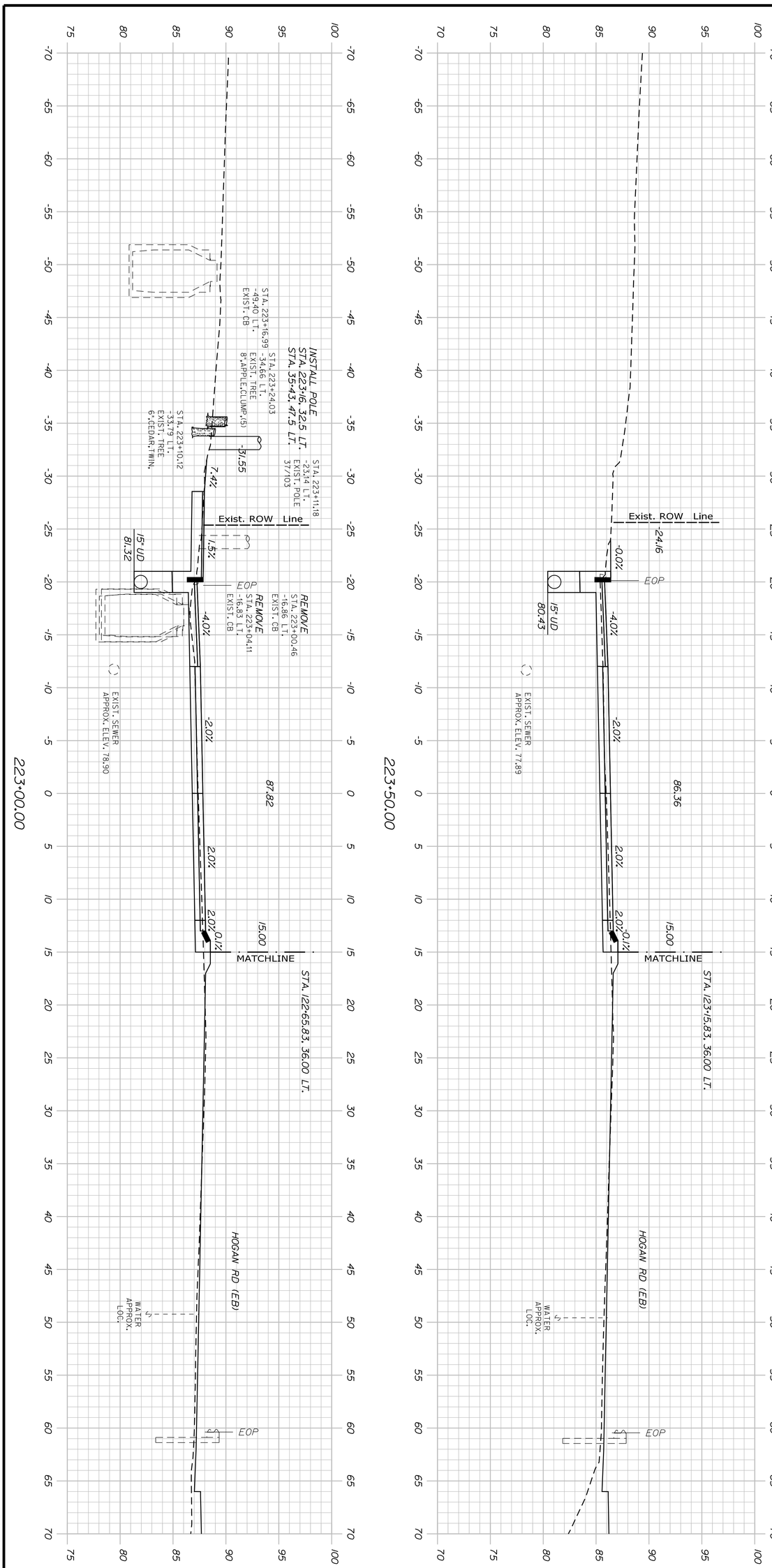
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-100
246
OF 485

Sta. 222+00.00 to Sta. 222+75.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 223+00.00 to Sta. 223+50.00

SHEET NUMBER
H-101
247
OF 485

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

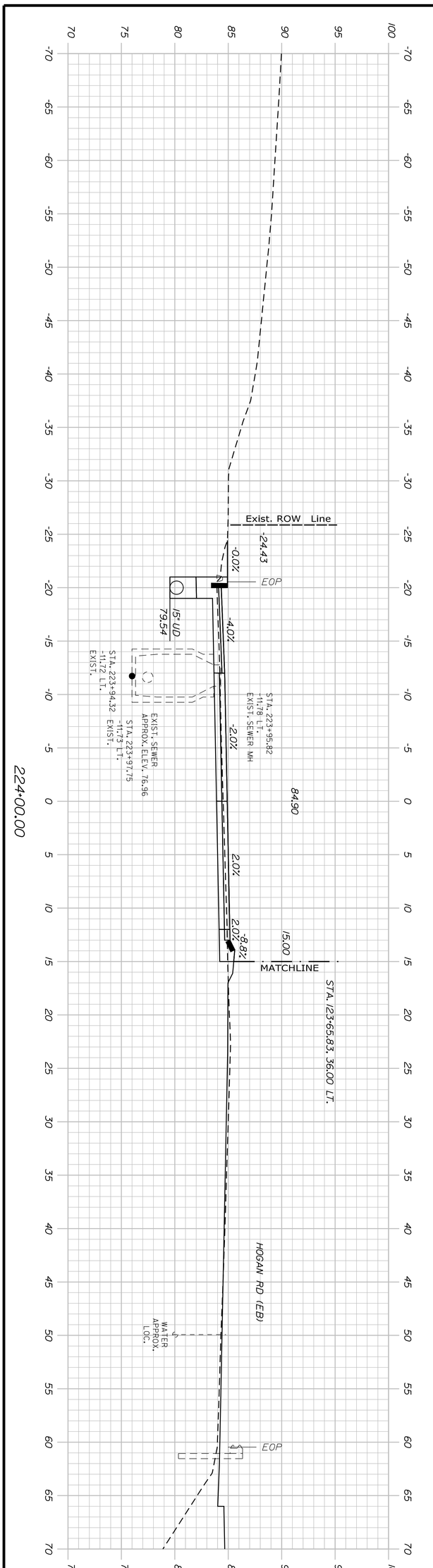
vhb

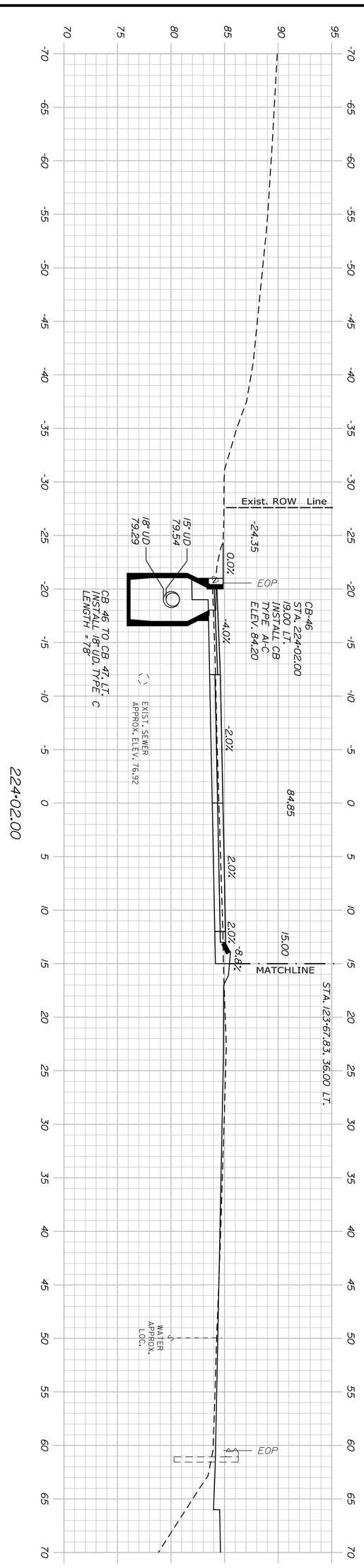
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS





Sta. 224+00.00 to Sta. 224+02.00

SHEET NUMBER H-102
248 OF 485

BANGOR
HOGAN RD (WB)

CROSS SECTIONS

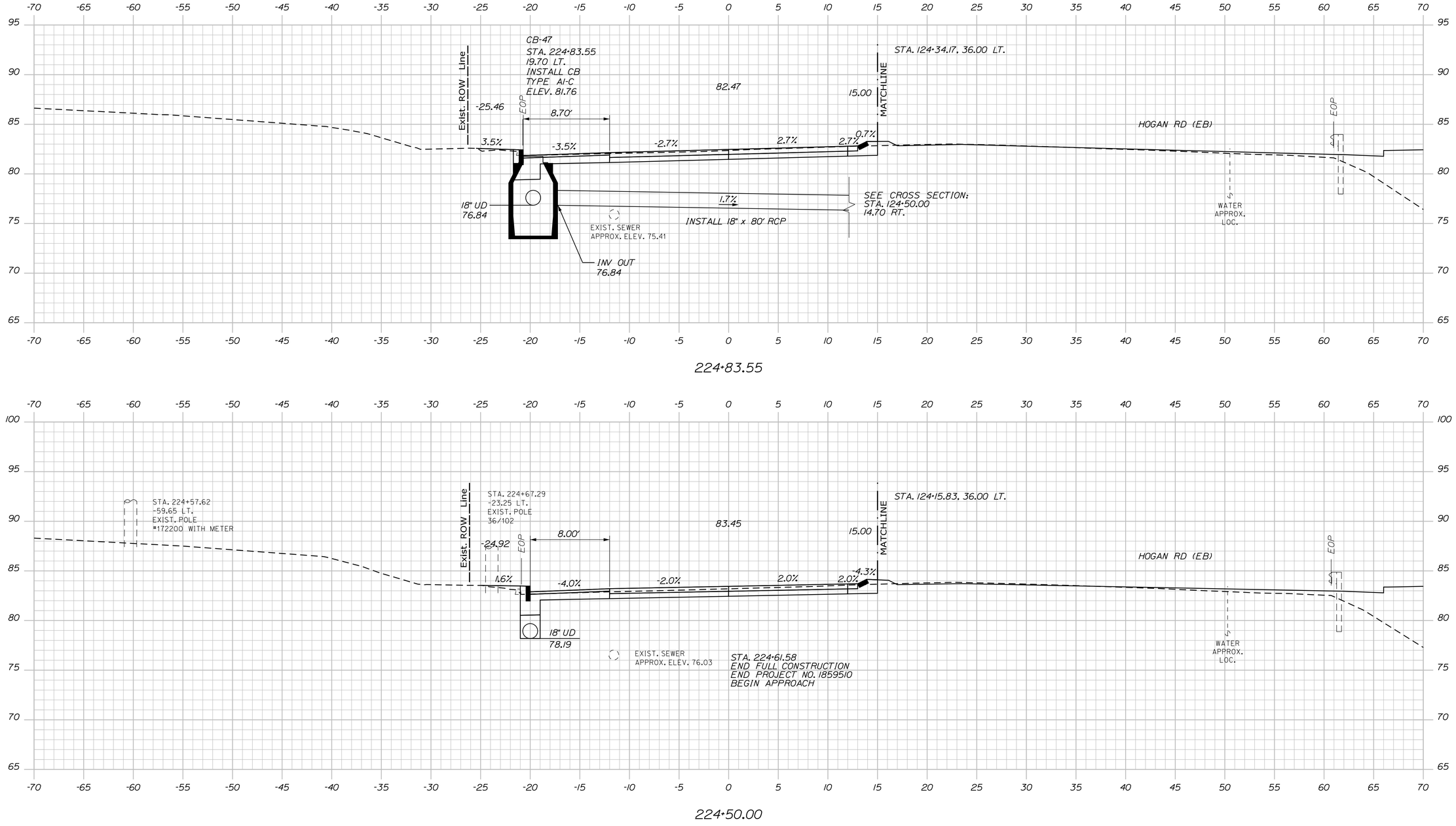
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
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18595.11

HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

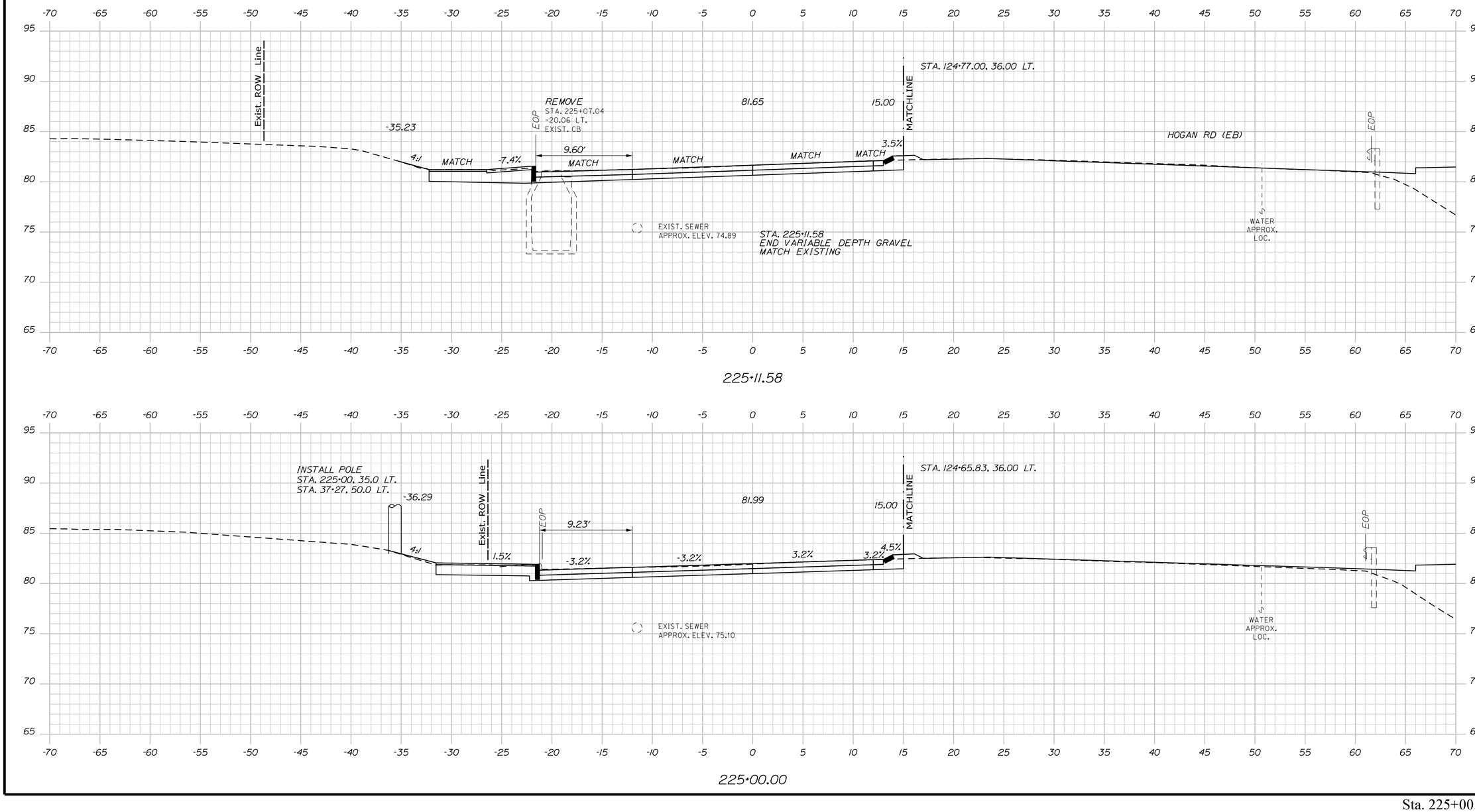
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

SHEET NUMBER
H-103
249
OF 485

Sta. 224+50.00 to Sta. 224+83.55

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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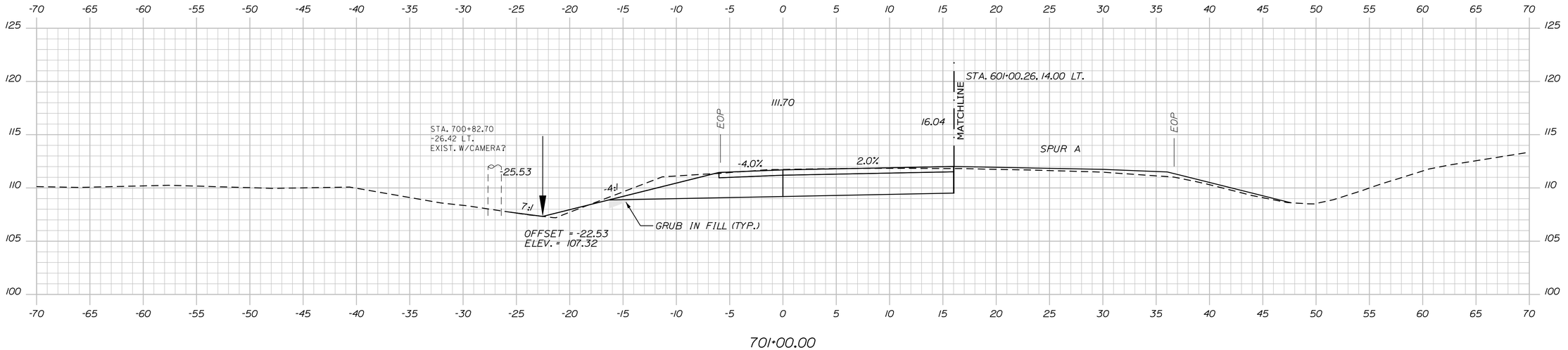
BANGOR
HOGAN RD (WB)

CROSS SECTIONS

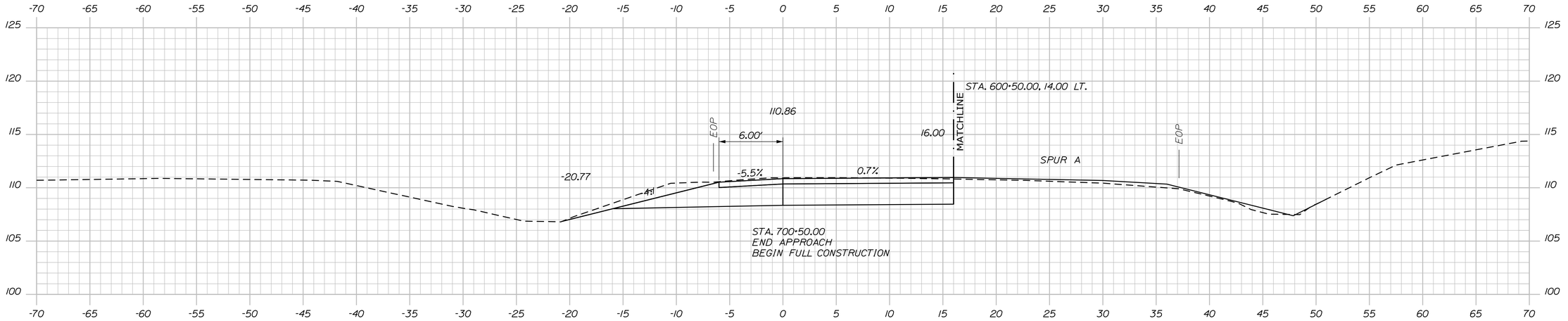
SHEET NUMBER
H-104
250
OF 485

Sta. 225+00.00 to Sta. 225+11.58

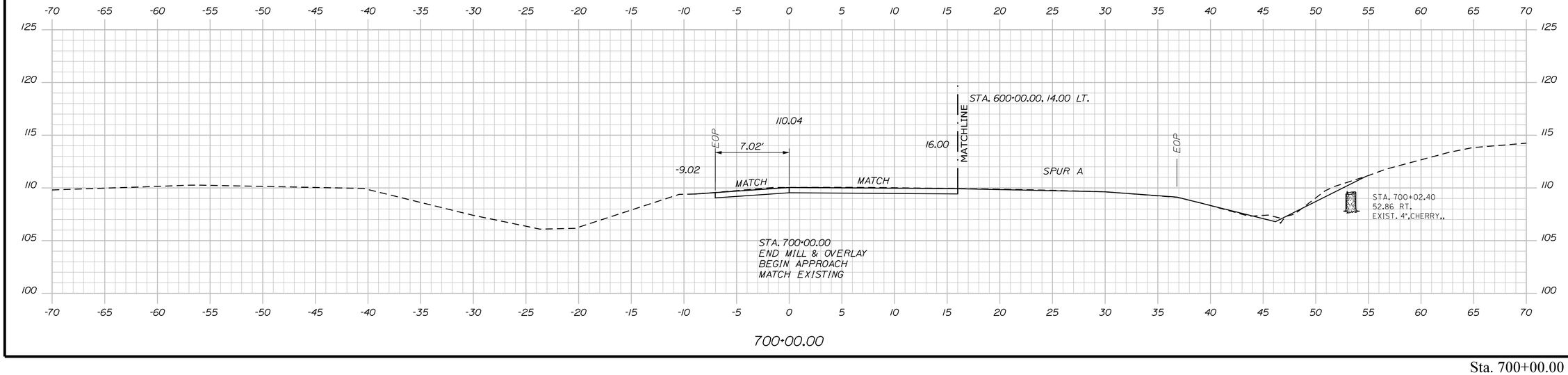
Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



701+00.00



700+50.00



700+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	JBD 11/25/2025
CHECKED-REVIEWED	ECF	AG 11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

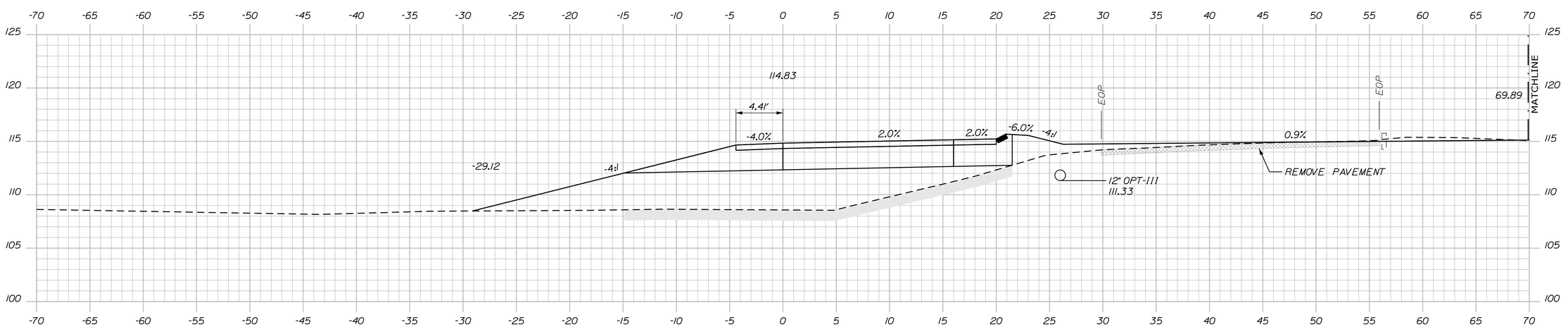
BANGOR
RAMP A

CROSS SECTIONS

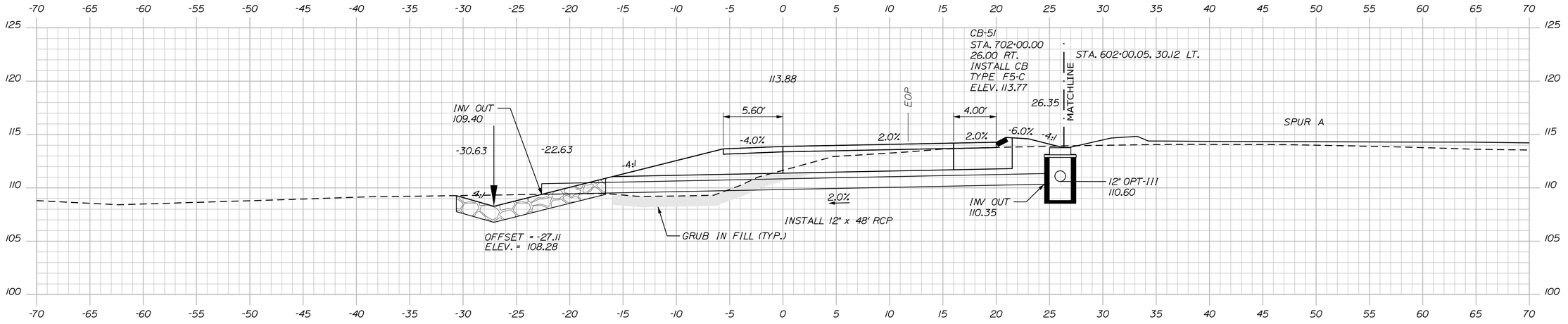
SHEET NUMBER
H-105
251
OF 485

Sta. 700+00.00 to Sta. 701+00.00

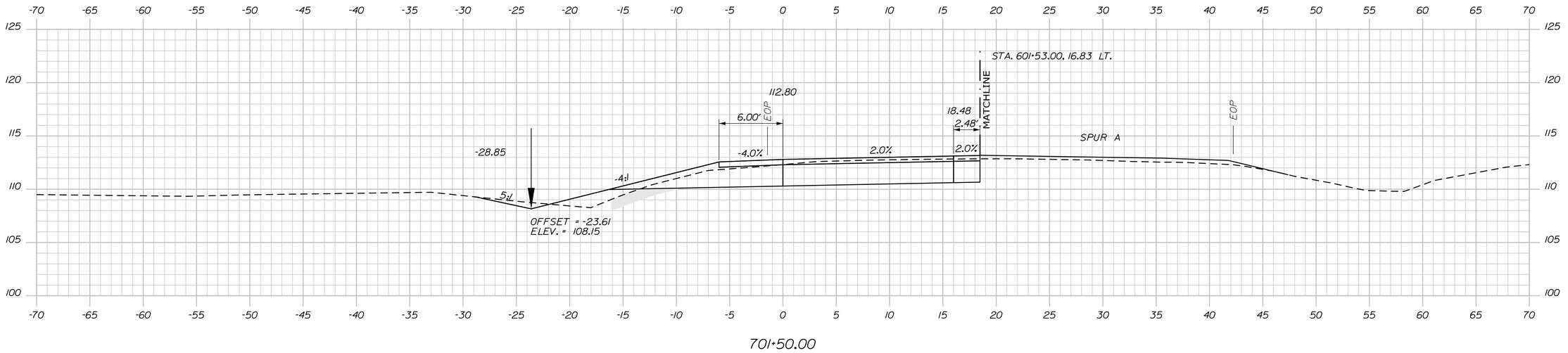
Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



702+50.00



702+00.00



701+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2	ECF	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: JBD, AG

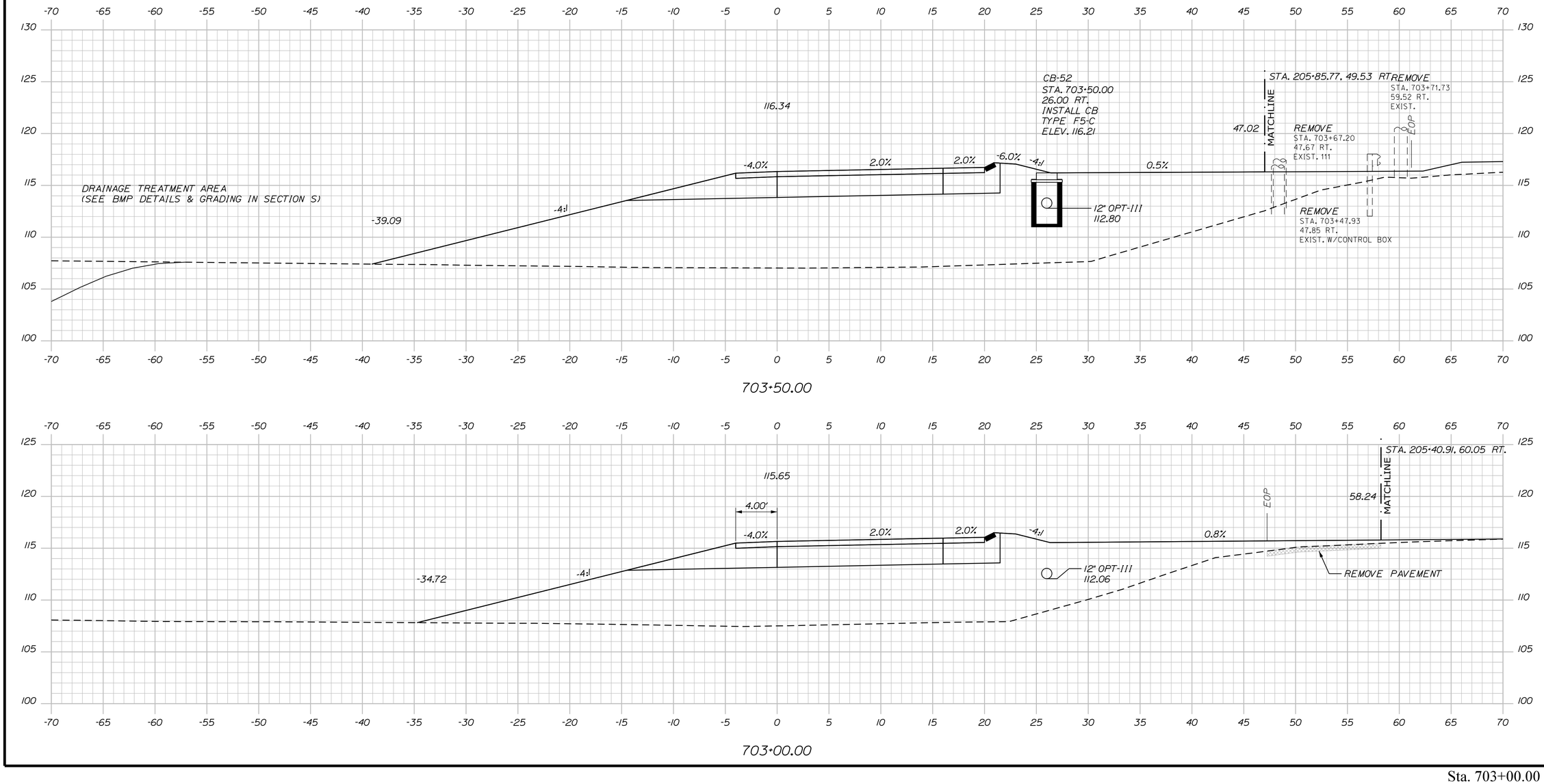
BANGOR
RAMP A

CROSS SECTIONS

SHEET NUMBER
H-106
252
OF 485

Sta. 701+50.00 to Sta. 702+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



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DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP A

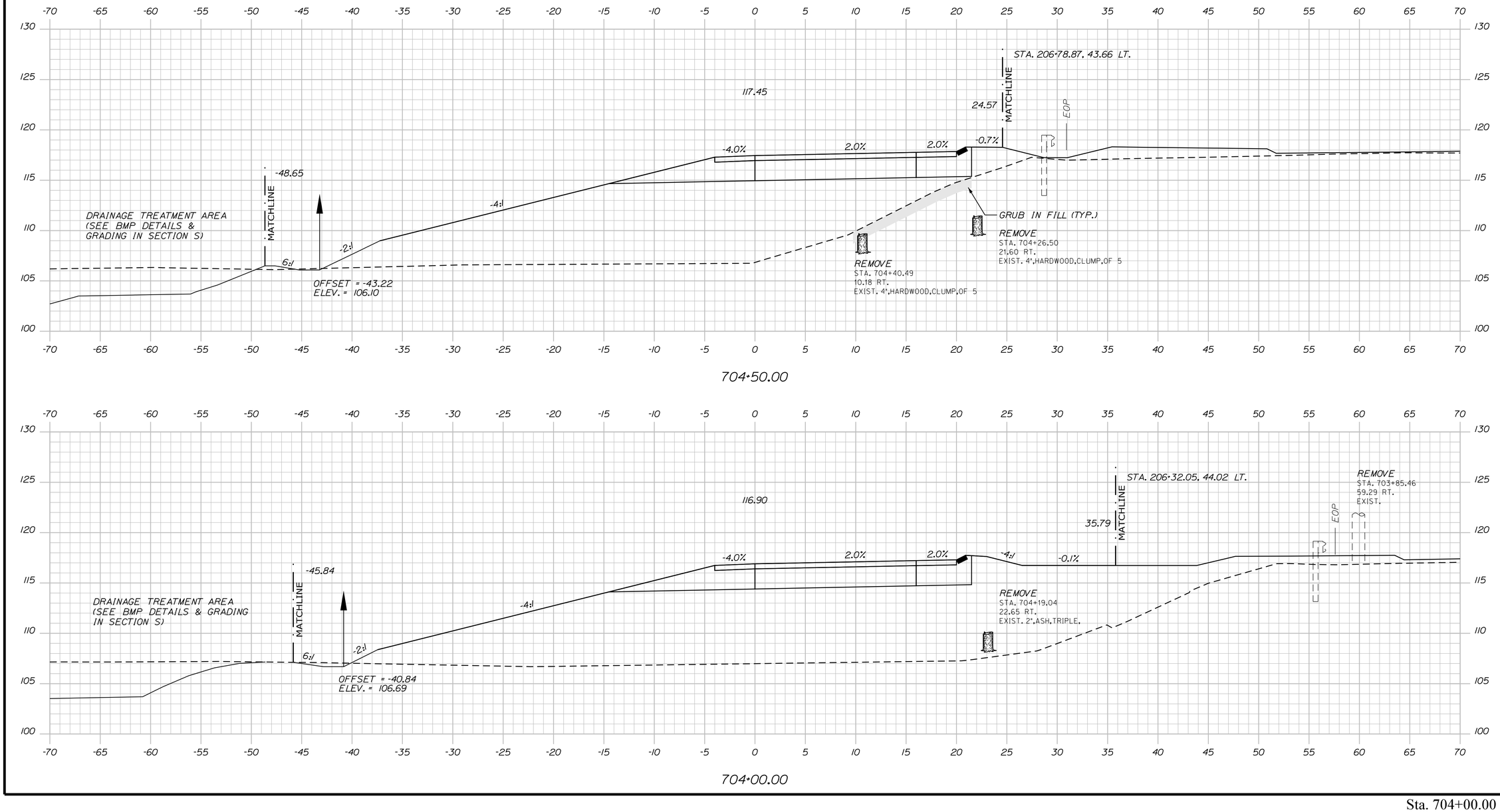
CROSS SECTIONS

SHEET NUMBER
H-107
253
OF 485

Sta. 703+00.00 to Sta. 703+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

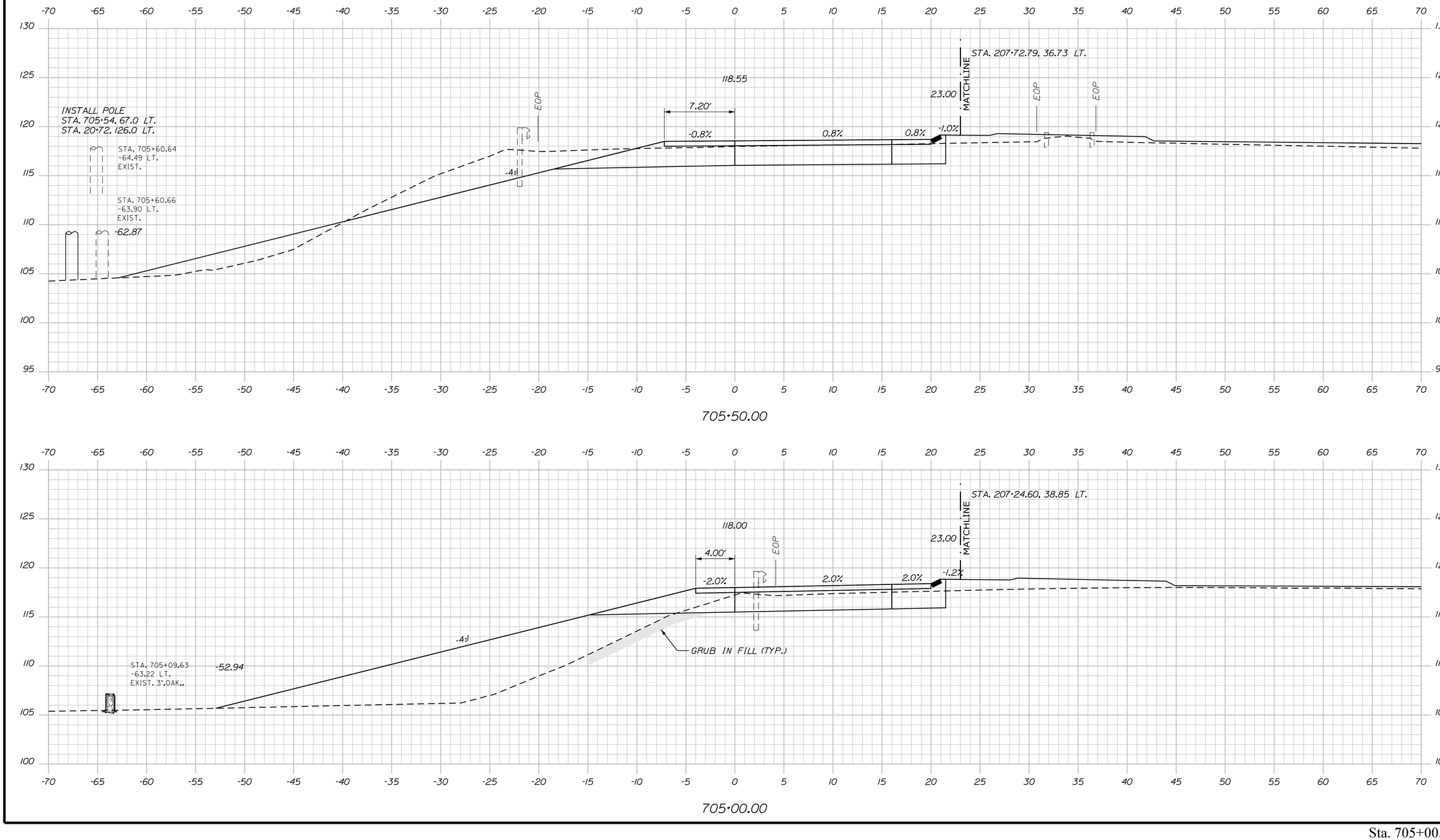
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP A

CROSS SECTIONS

SHEET NUMBER
H-108
254
OF 485

Sta. 704+00.00 to Sta. 704+50.00



STATE OF MAINE
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WIN
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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
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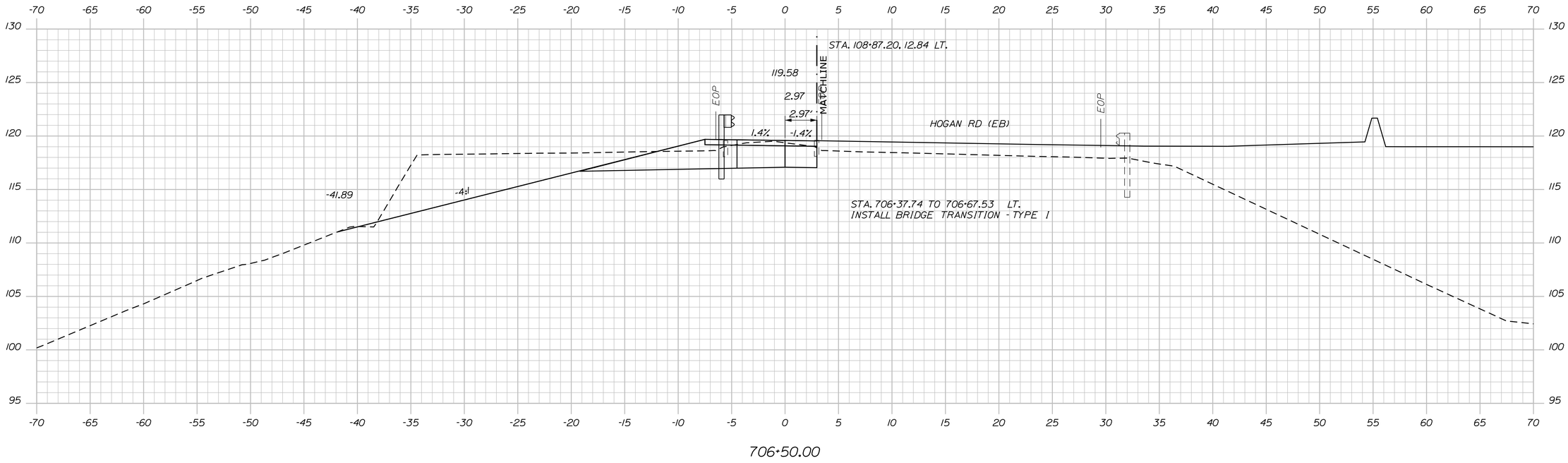
BANGOR
RAMP A

CROSS SECTIONS

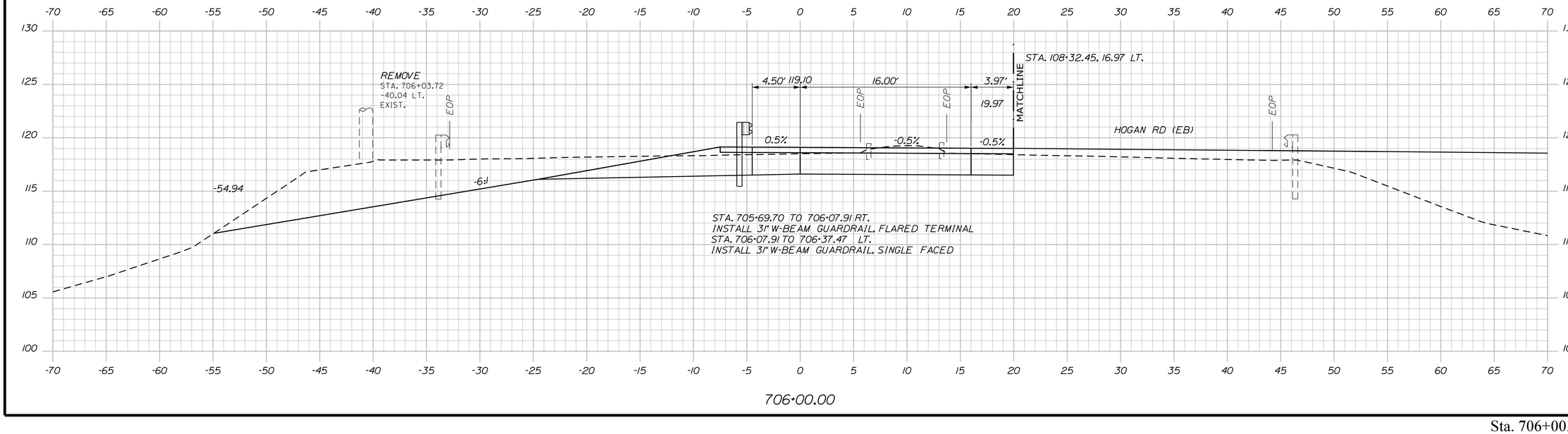
SHEET NUMBER
H-109
255
OF 485

Sta. 705+00.00 to Sta. 705+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



706+50.00



706+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

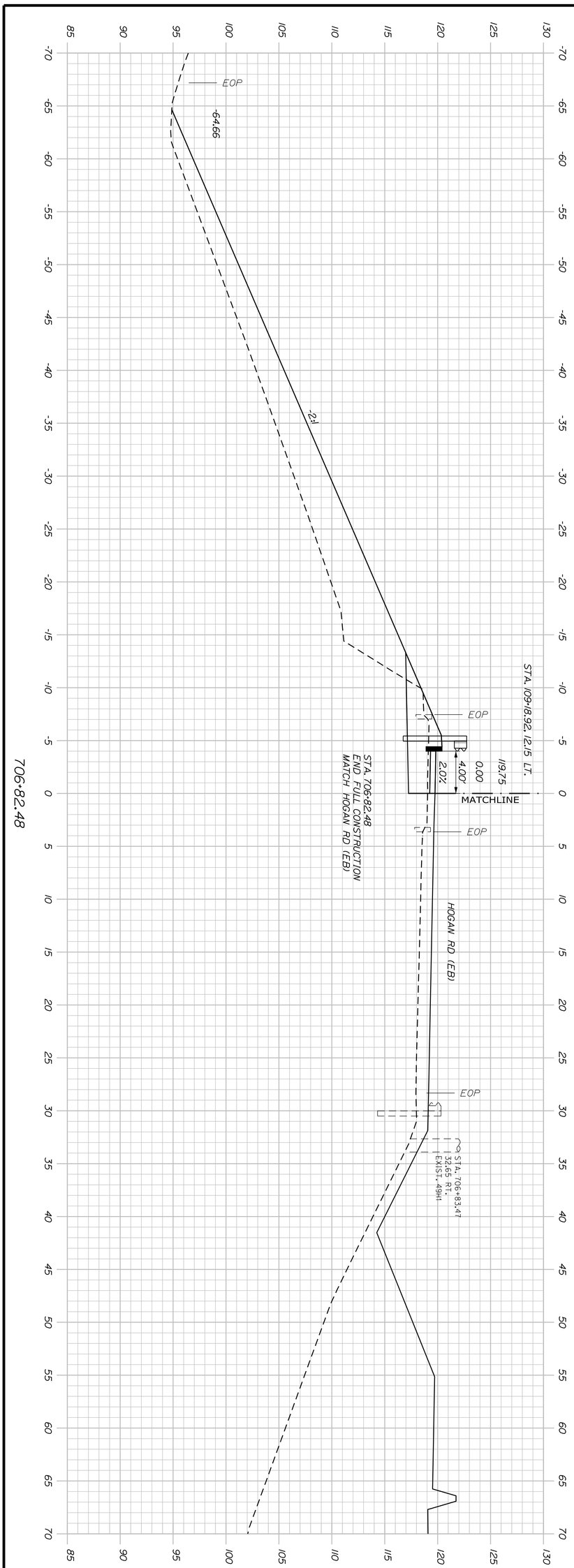
BANGOR
RAMP A

CROSS SECTIONS

SHEET NUMBER
H-110
256
OF 485

Sta. 706+00.00 to Sta. 706+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 706+82.48 to Sta. 706+82.48

BANGOR
RAMP A

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

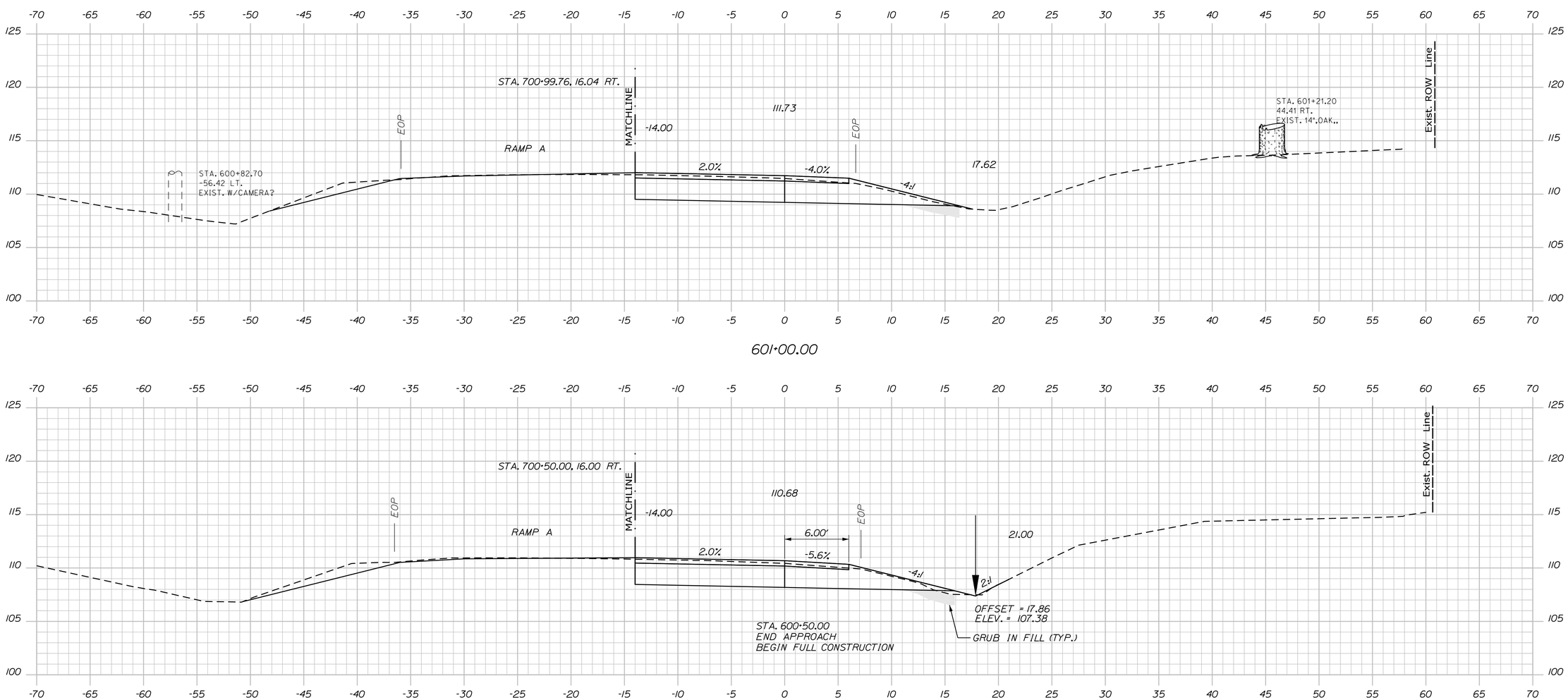
SHEET NUMBER
H-111
257
OF 485

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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18595.11

HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	11/25/2025
CHECKED-REVIEWED	ECF	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: JBD, AG

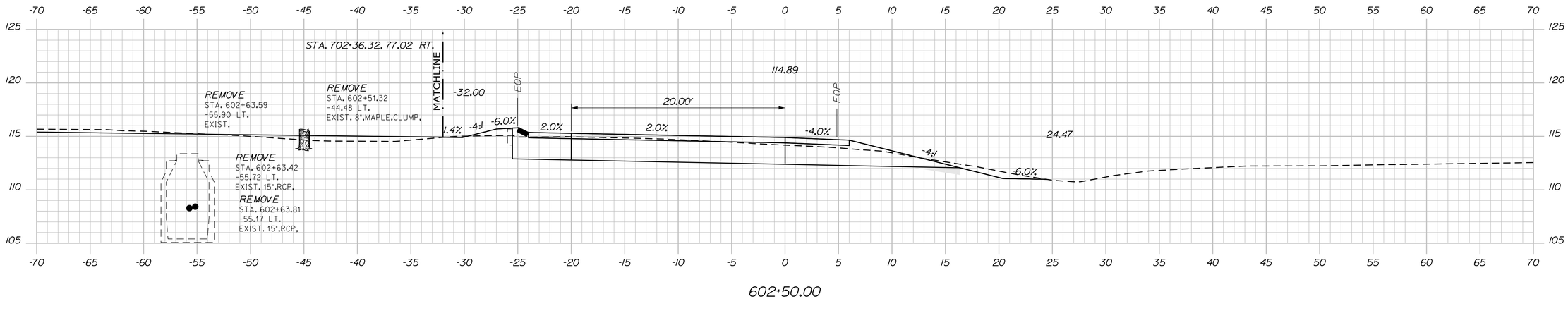
BANGOR
SPUR A

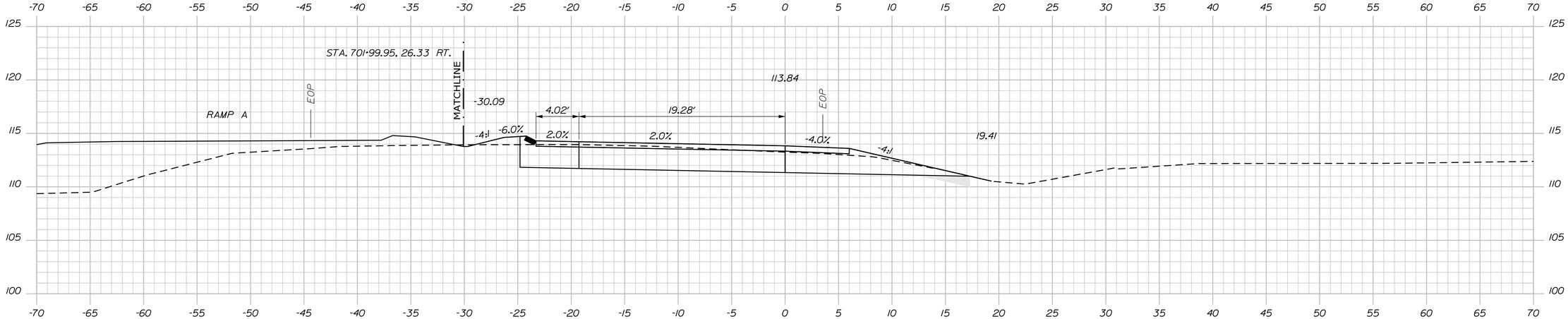
CROSS SECTIONS

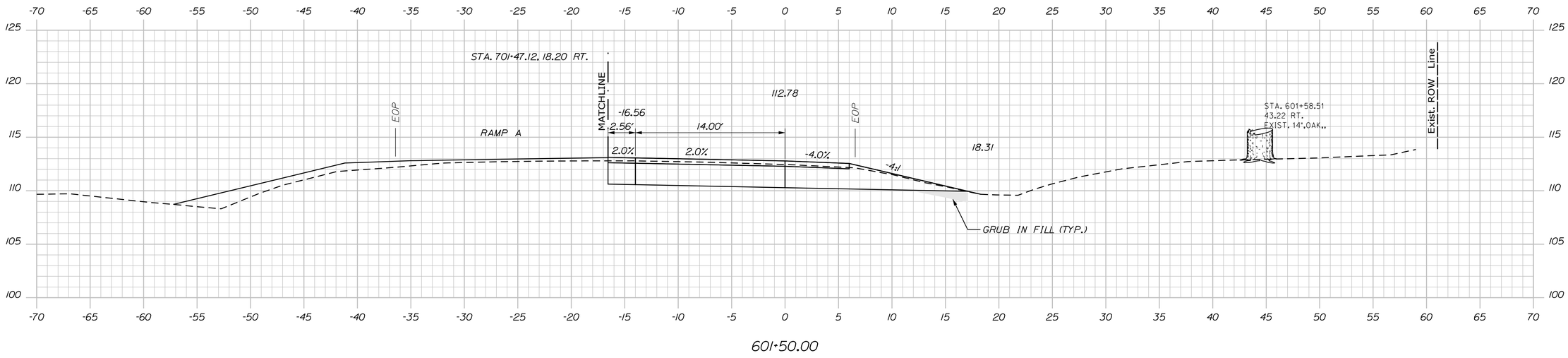
SHEET NUMBER
H-112
258
OF 485

Sta. 600+00.00 to Sta. 601+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

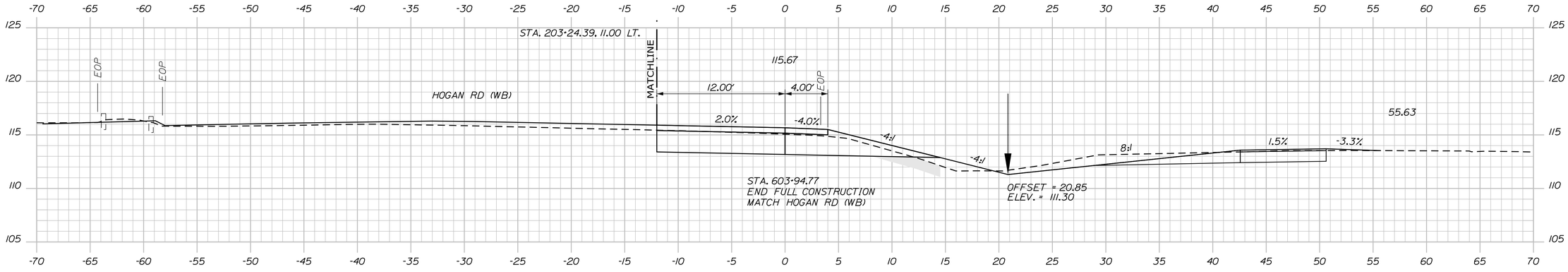
BANGOR
SPUR A

CROSS SECTIONS

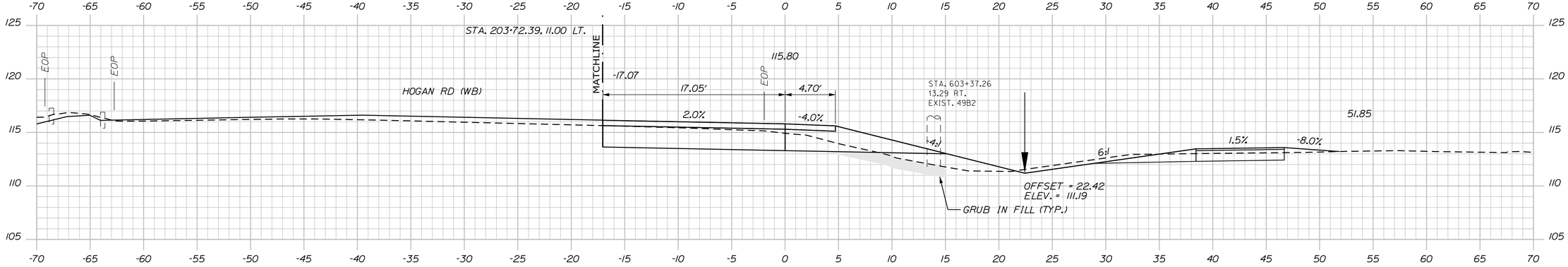
SHEET NUMBER
H-113
259
OF 485

Sta. 601+50.00 to Sta. 602+50.00

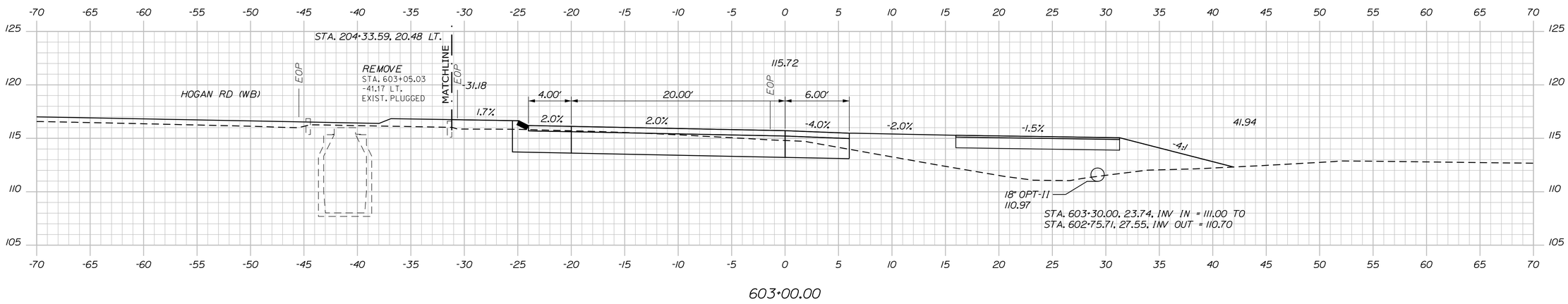
Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



603+94.77



603+50.00



603+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE		
PROJ. MANAGER	JBD	11/25/2025
DESIGN-DETAILED	AG	11/25/2025
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

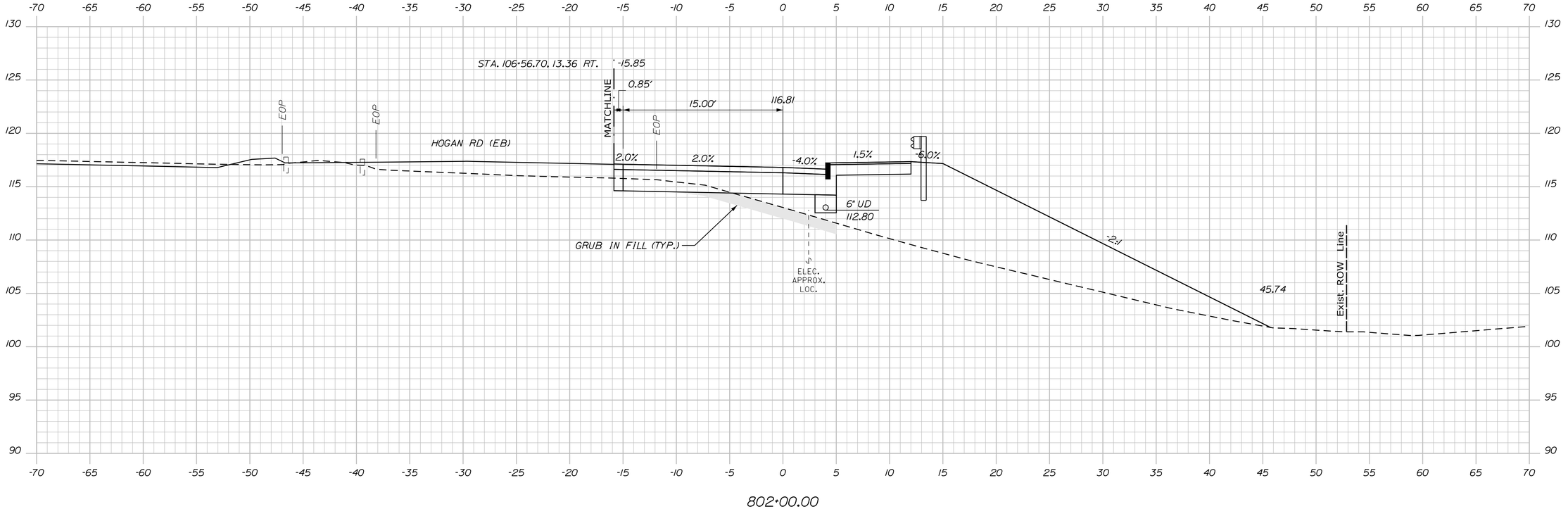
BANGOR
SPUR A

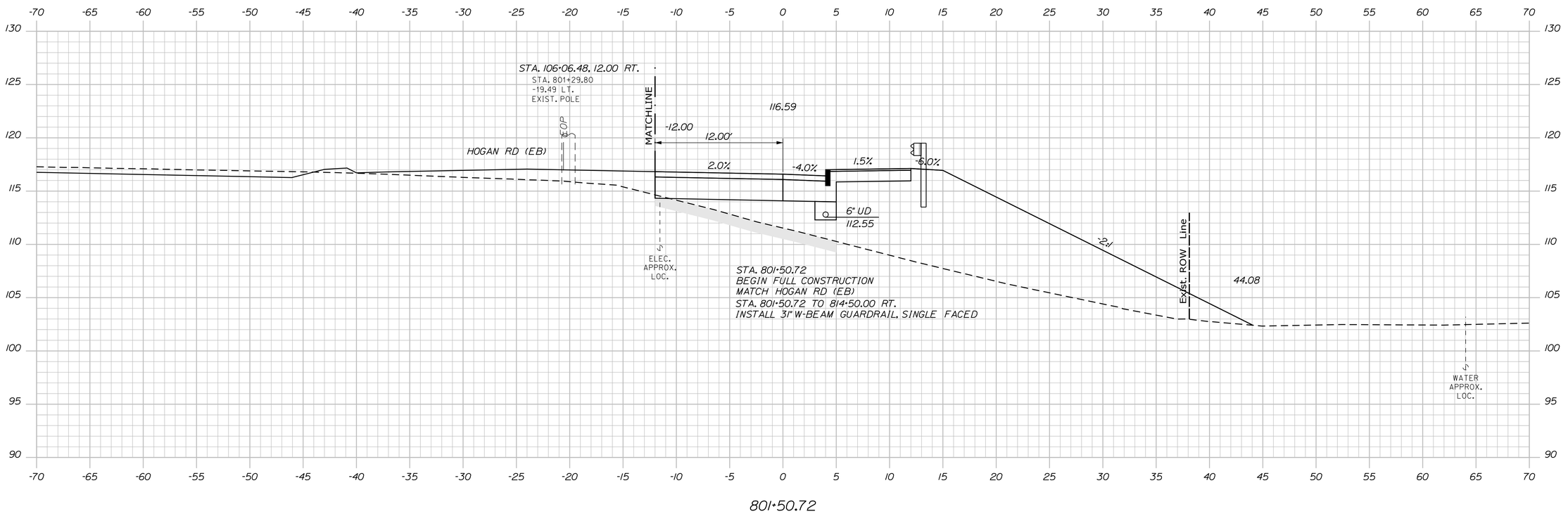
CROSS SECTIONS

SHEET NUMBER
H-114
260
OF 485

Sta. 603+00.00 to Sta. 603+94.77

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

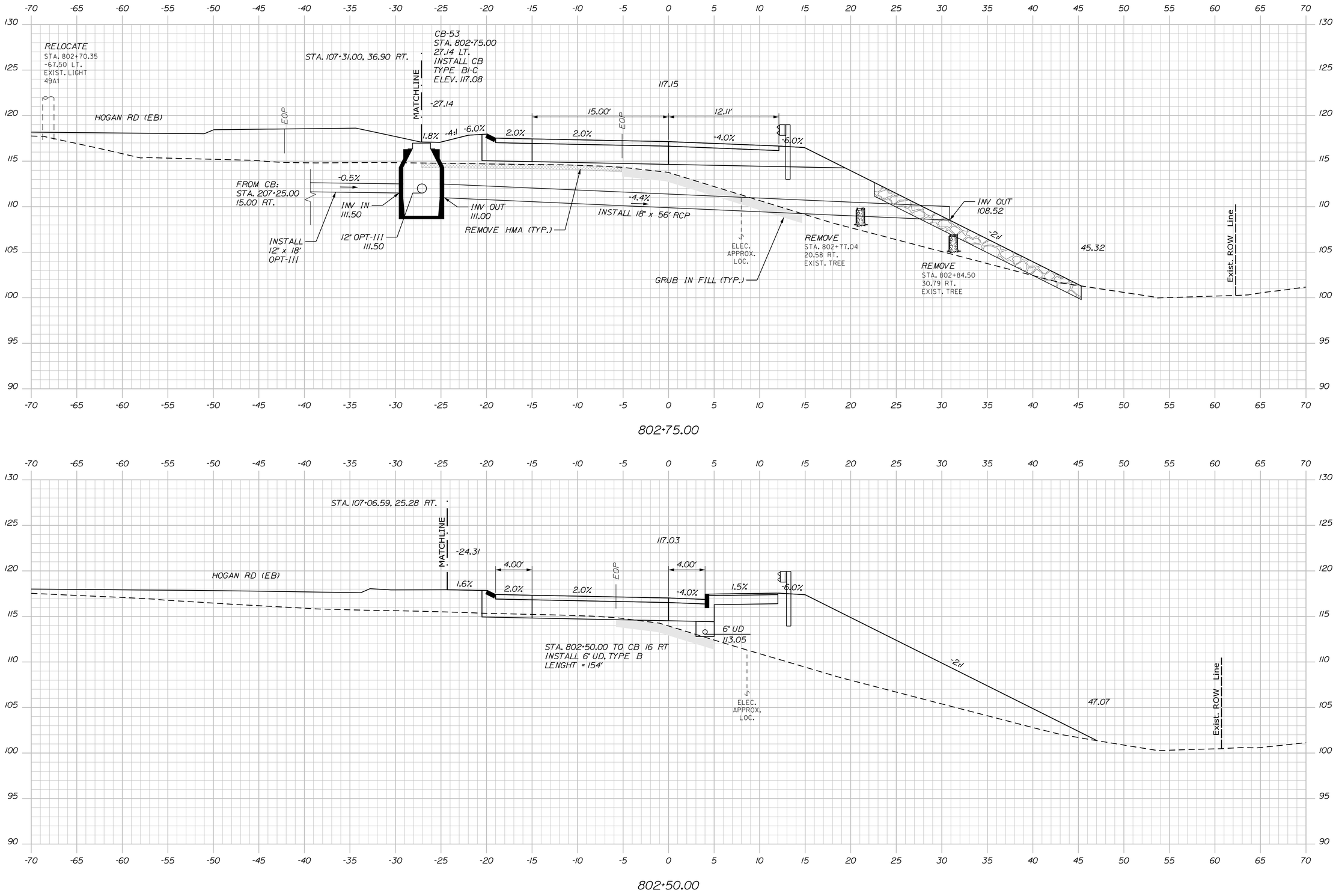
CROSS SECTIONS

SHEET NUMBER
H-115
261
OF 485

Sta. 801+50.72 to Sta. 802+00.00

Username: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn

Usernname: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
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HIGHWAY PLANS

vhb

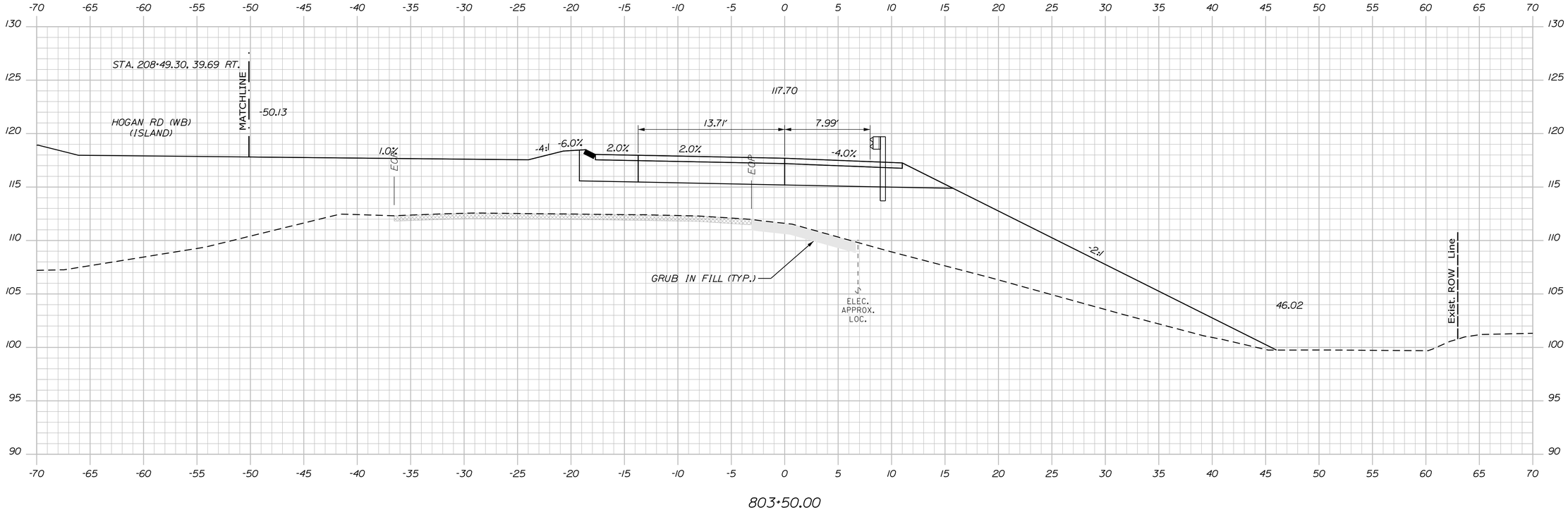
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

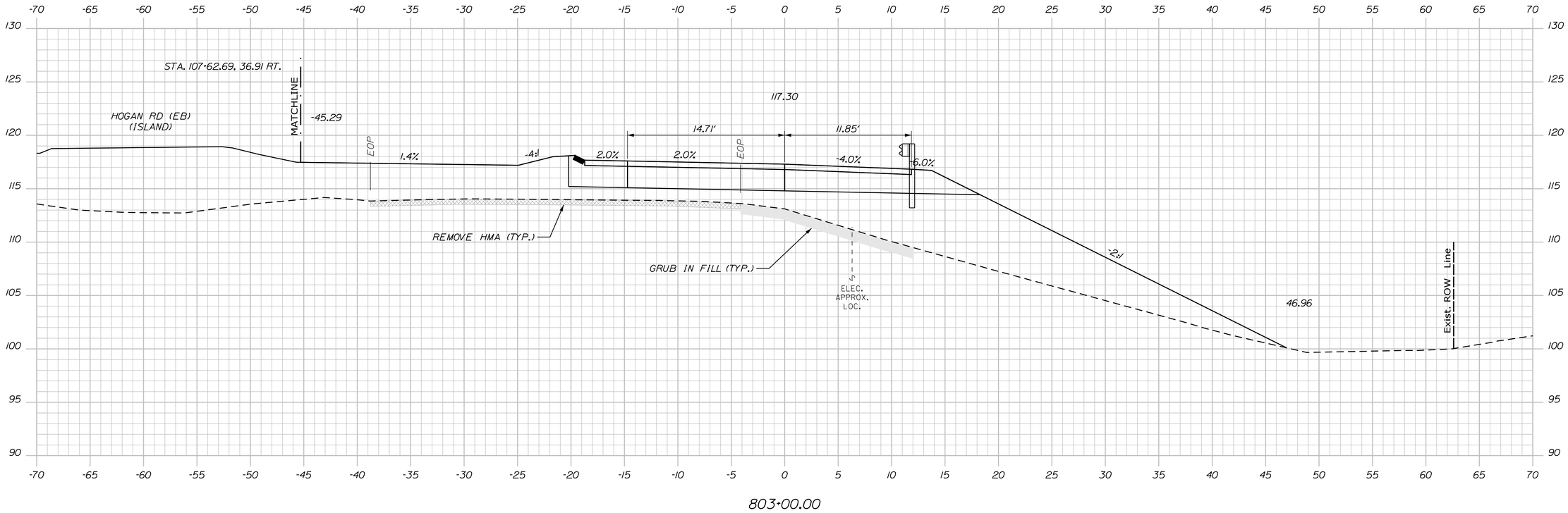
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-116
262
OF 485

Sta. 802+50.00 to Sta. 802+75.00





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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

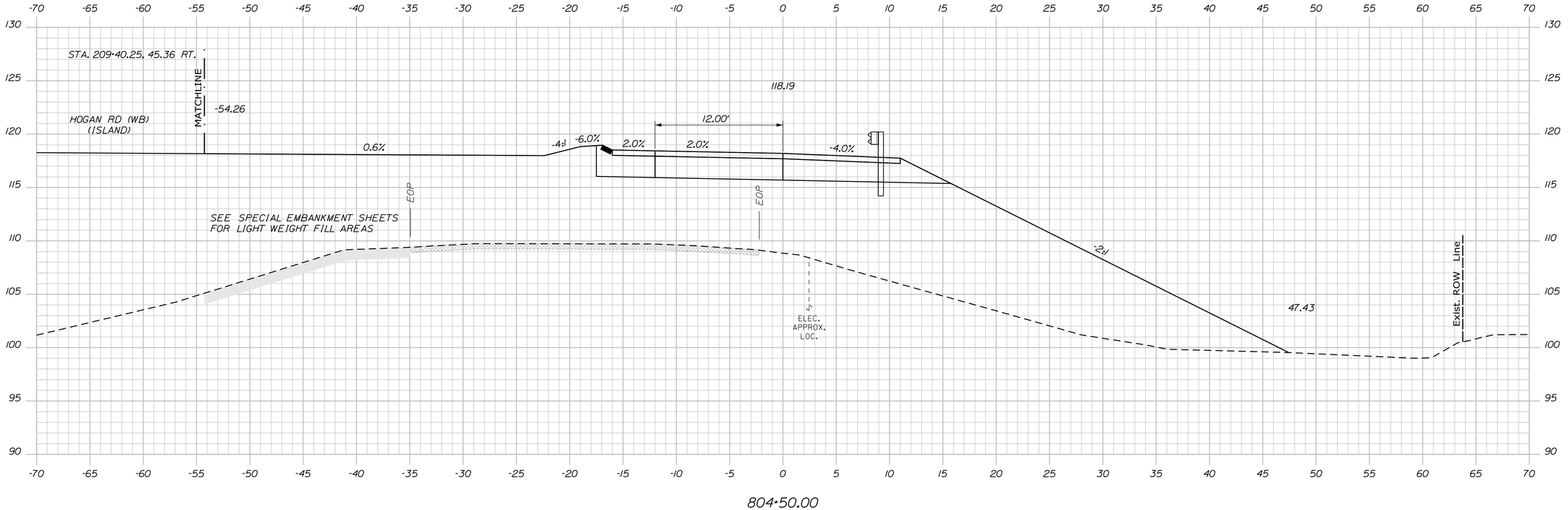
BANGOR
RAMP B

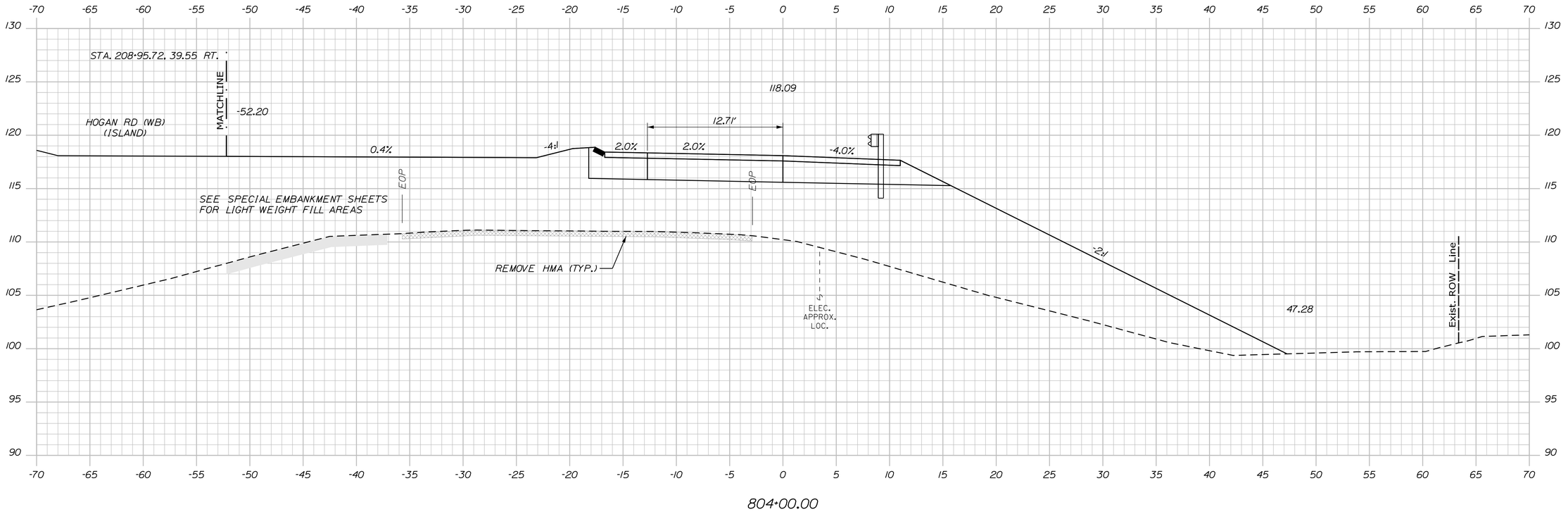
CROSS SECTIONS

SHEET NUMBER
H-117
263
OF 485

Sta. 803+00.00 to Sta. 803+50.00

Username: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

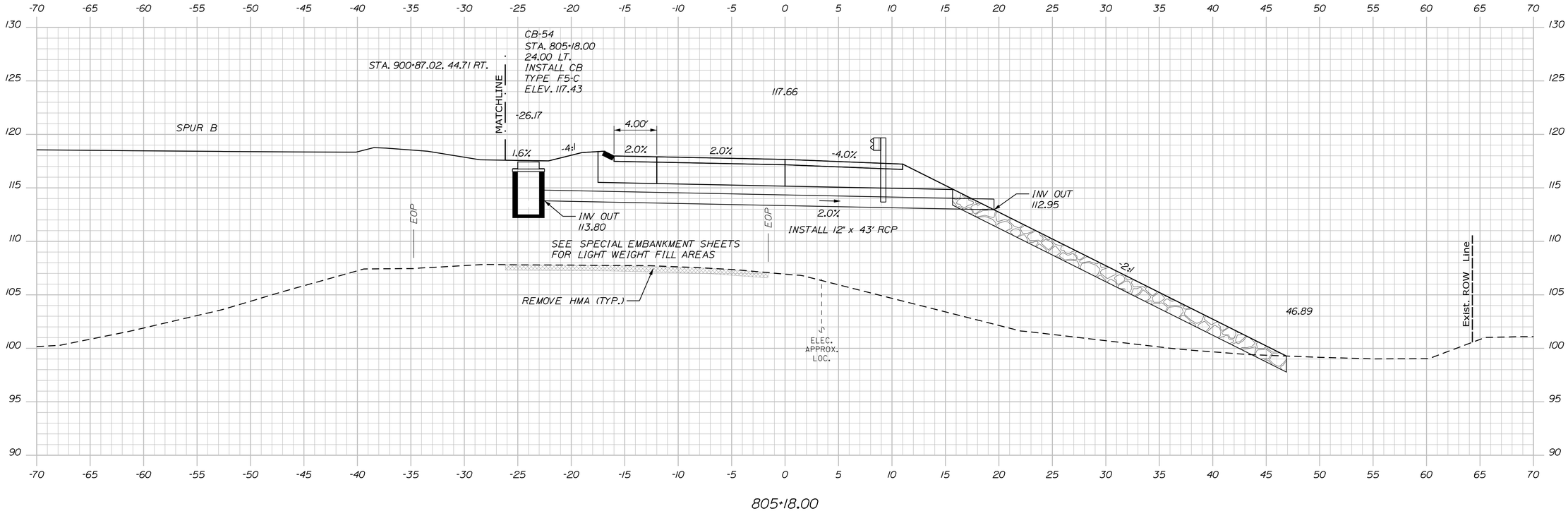
CROSS SECTIONS

SHEET NUMBER
H-118
264
OF 485

Sta. 804+00.00 to Sta. 804+50.00

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

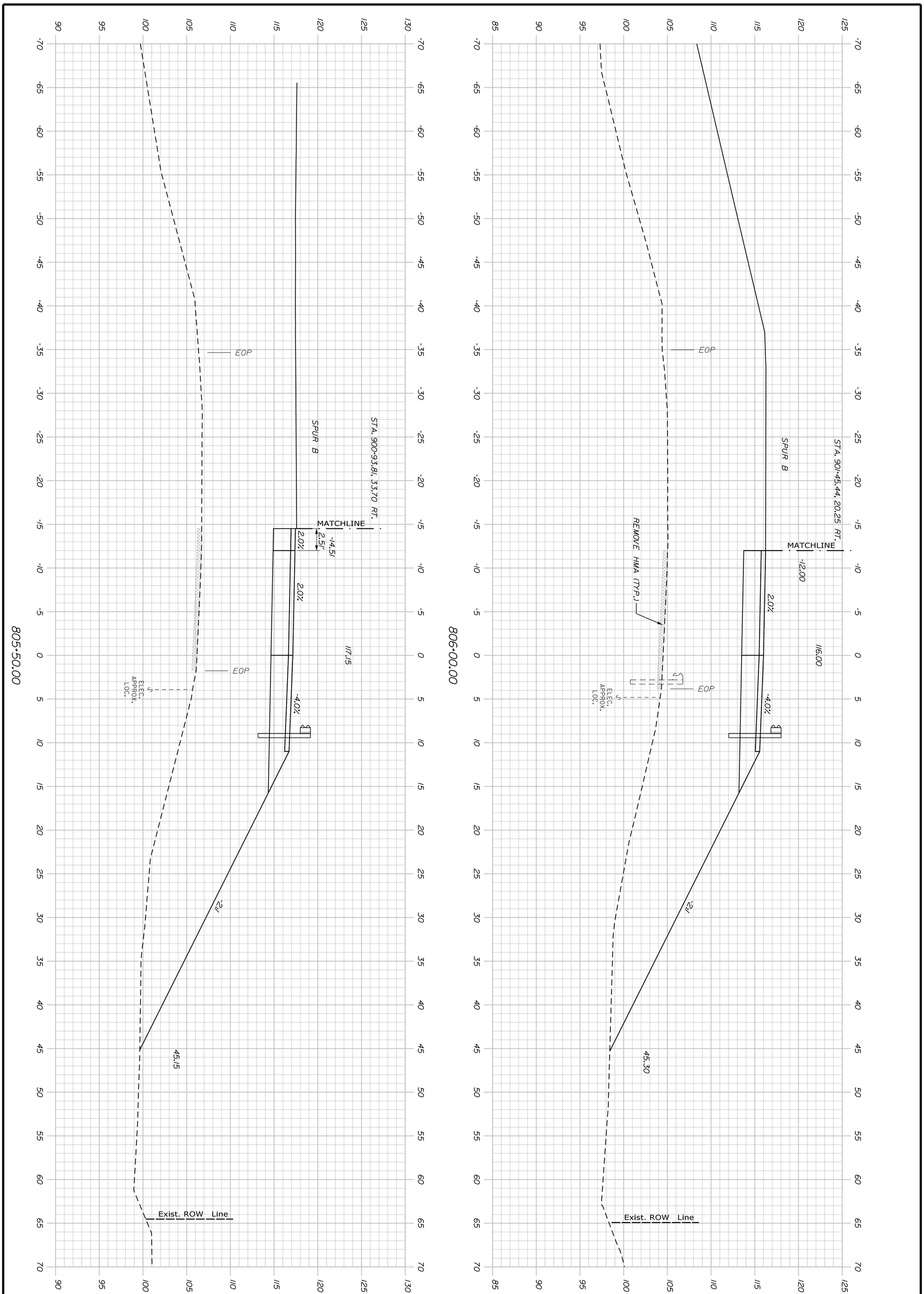
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-119
265
OF 485

Sta. 805+00.00 to Sta. 805+18.00



Sta. 805+50.00 to Sta. 806+00.00

SHEET NUMBER H-120
266 OF 485

BANGOR
RAMP B

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

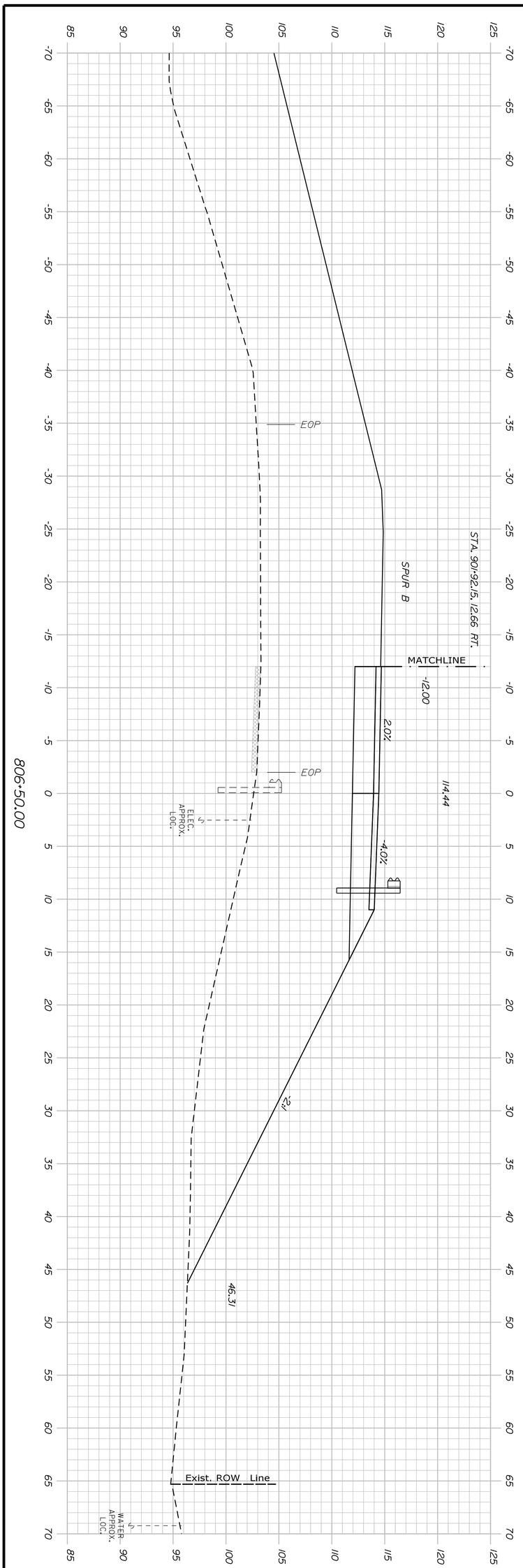
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS



Sta. 806+50.00 to Sta. 807+00.00

SHEET NUMBER H-121 267 OF 485

BANGOR
RAMP B

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

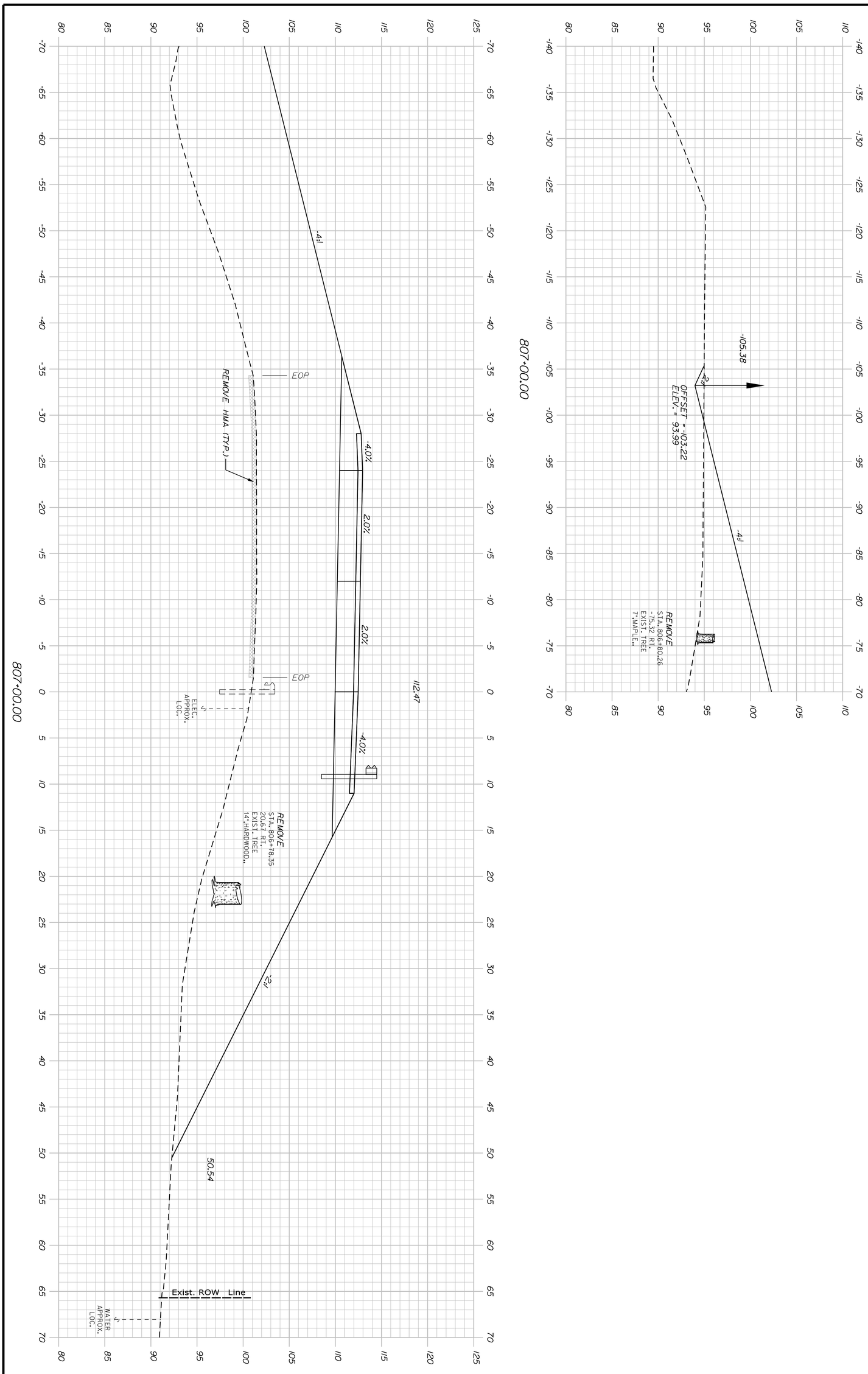
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

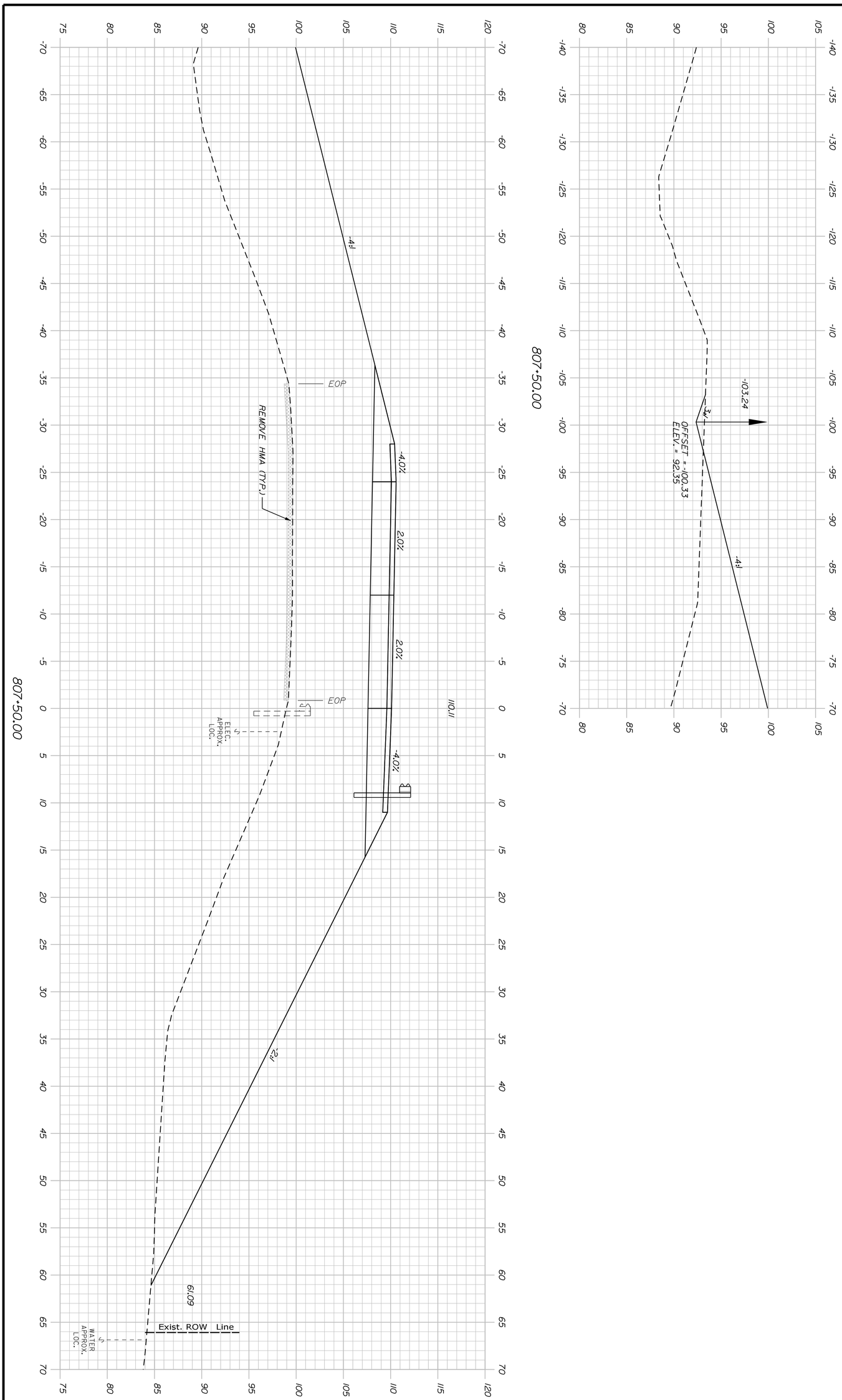
18595.11

WIN
18595.11

HIGHWAY PLANS



SHEET NUMBER H-122 268 OF 485	BANGOR RAMP B CROSS SECTIONS	PROJ. MANAGER L. ROWE / BY / DATE DESIGN-DETAILED ECF / JBD / 11/25/2025 CHECKED-REVIEWED ECF / AG / 11/25/2025 DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 18595.11 WIN 18595.11 HIGHWAY PLANS



Sta. 807+50.00 to Sta. 807+50.00

BANGOR
RAMP B

CROSS SECTIONS

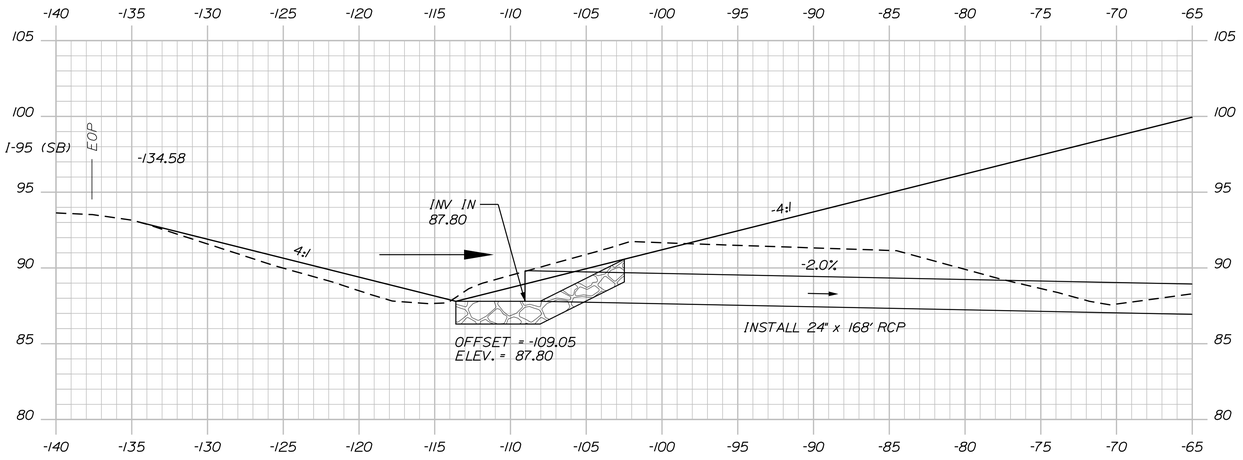
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER H-123
269 OF 485

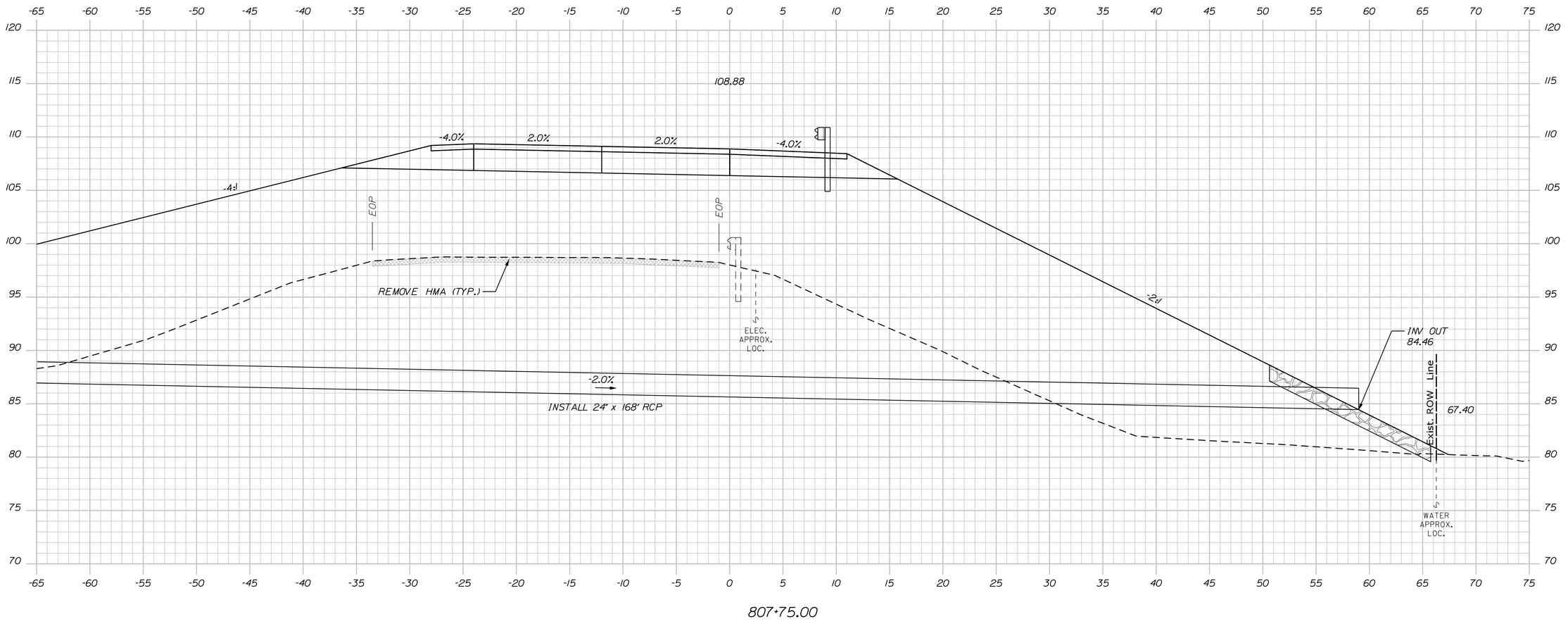
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



807+75.00



807+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

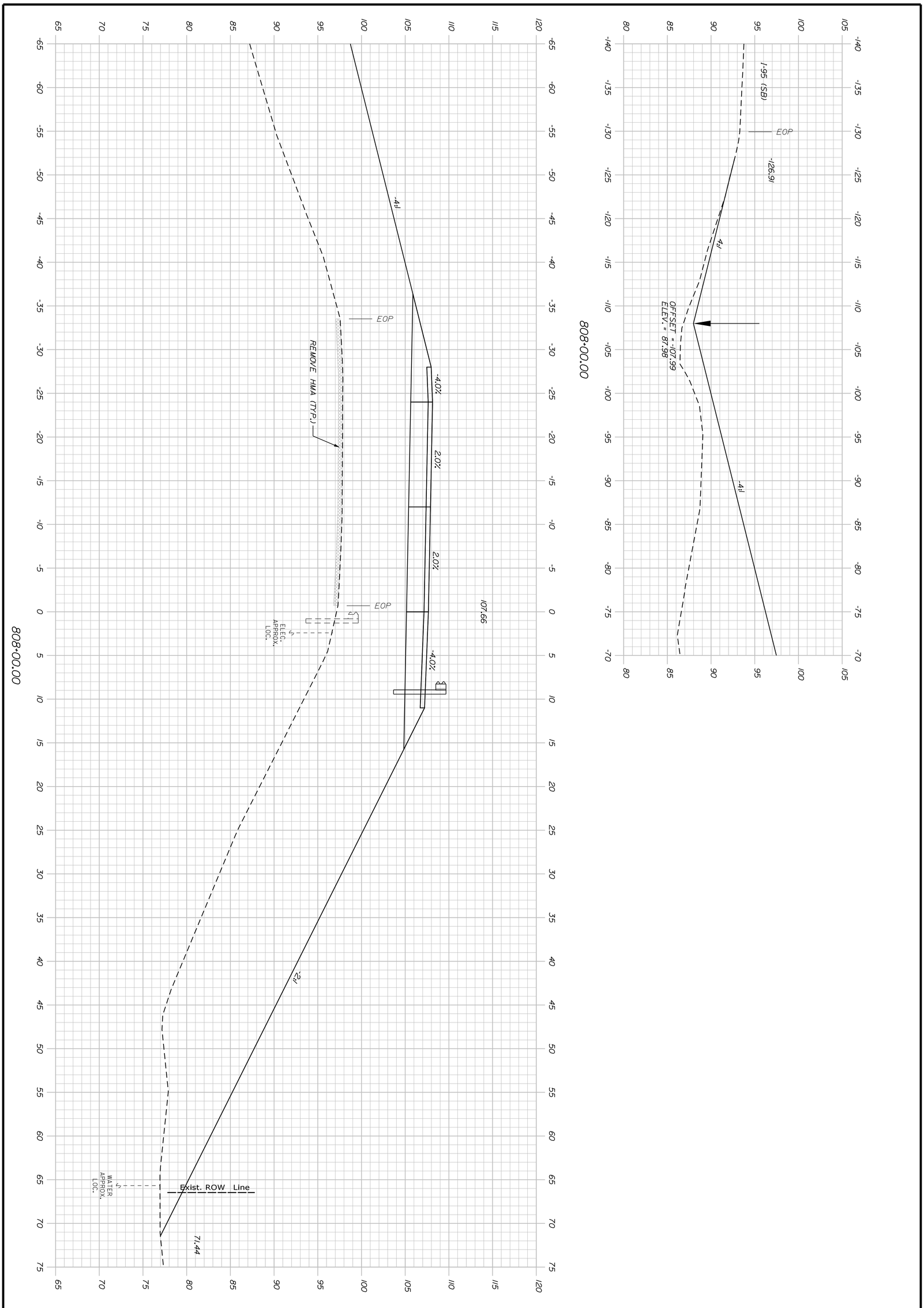
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-124
270
OF 485

Sta. 807+75.00 to Sta. 807+75.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 808+00.00 to Sta. 808+00.00

SHEET NUMBER H-125 271 OF 485

BANGOR
RAMP B

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

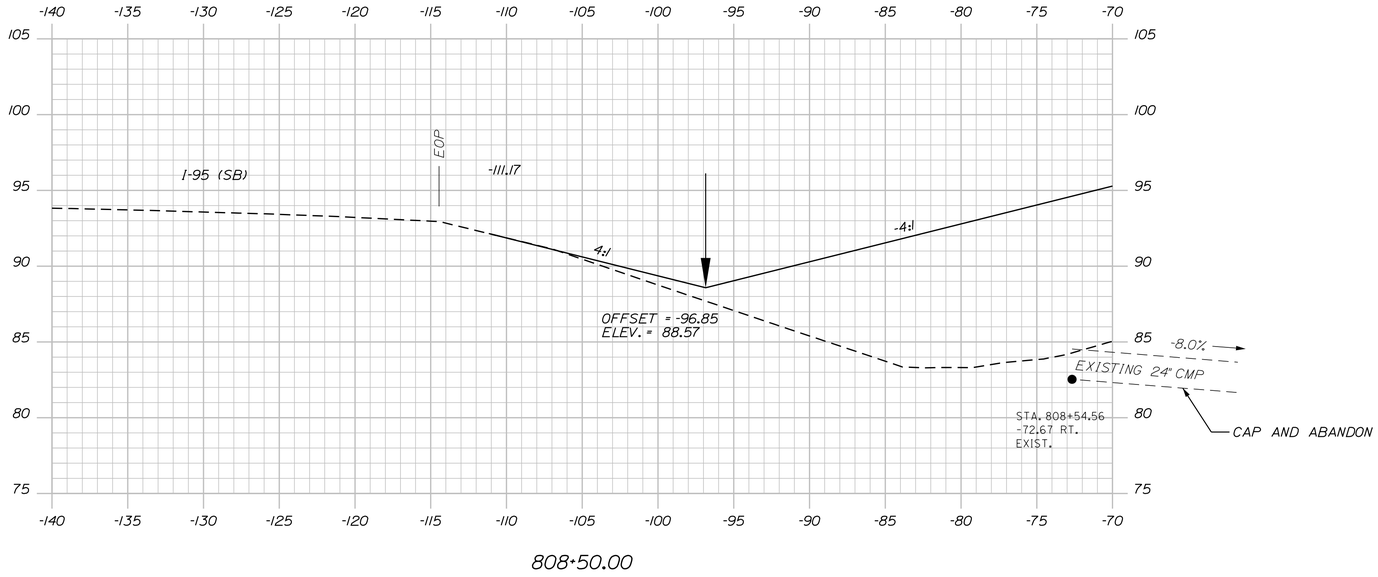
vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

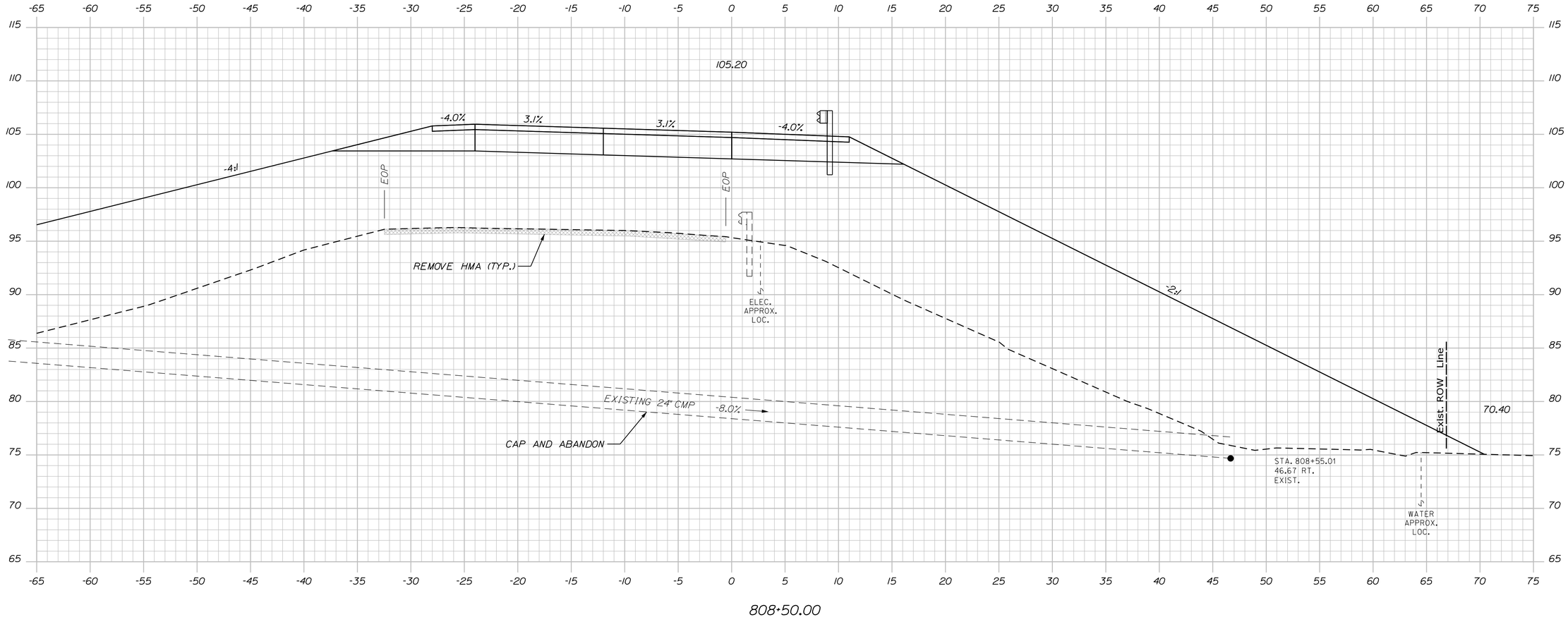
18595.11

WIN
18595.11

HIGHWAY PLANS



808+50.00



808+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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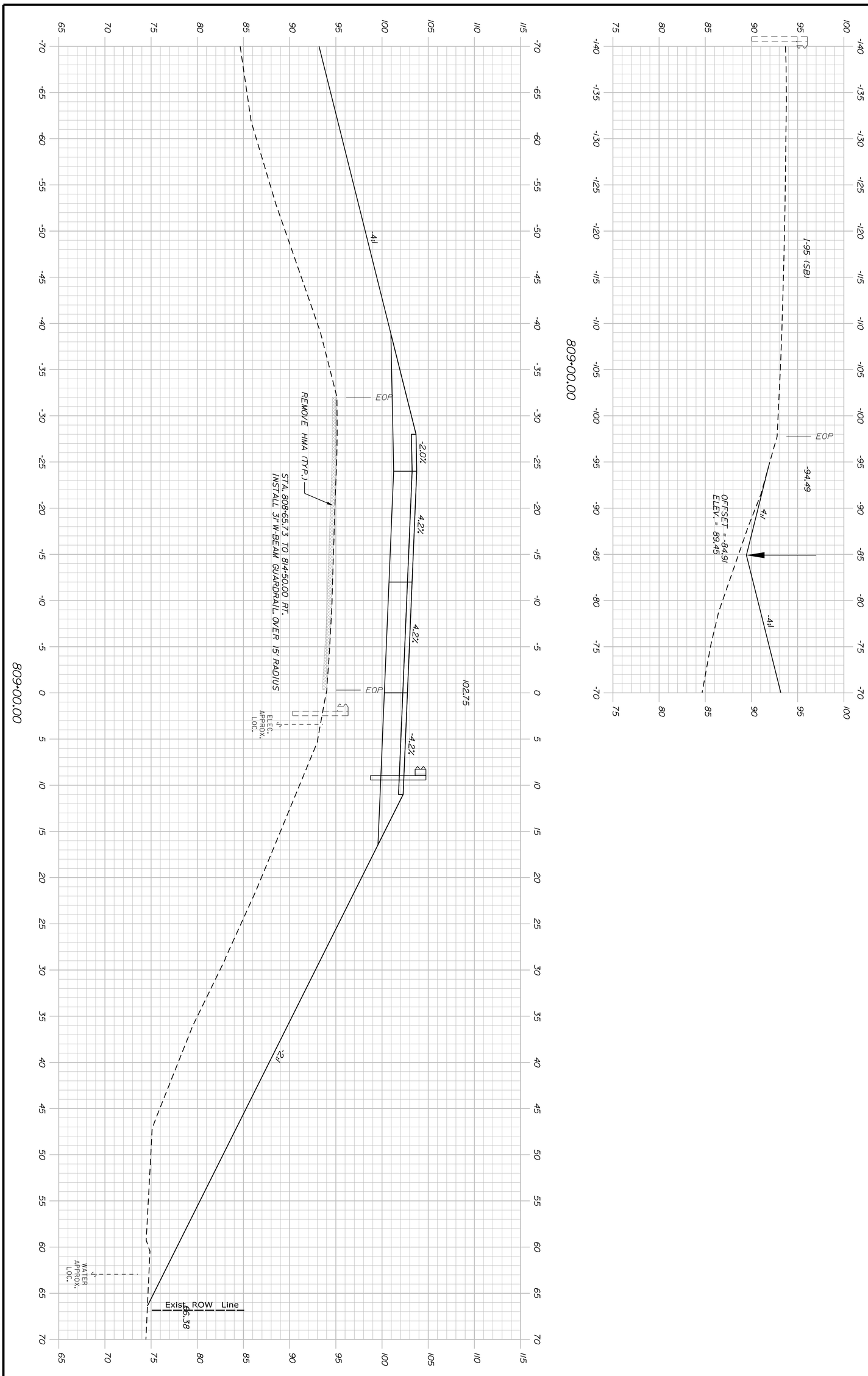
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-126
272
OF 485

Sta. 808+50.00 to Sta. 808+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 809+00.00 to Sta. 809+00.00

SHEET NUMBER H-127 273 OF 485

BANGOR
RAMP B

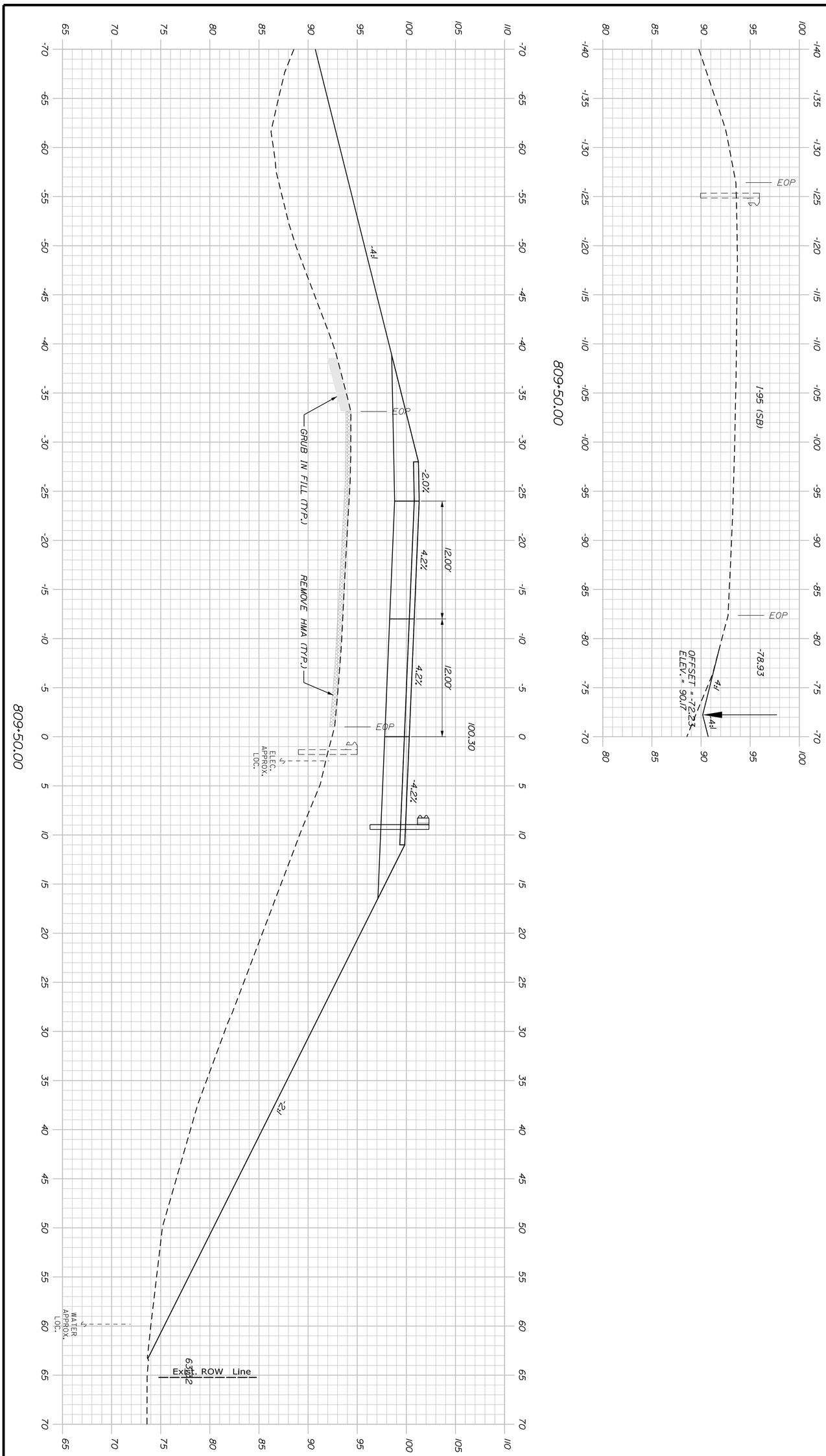
CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



Sta. 809+50.00 to Sta. 809+50.00

SHEET NUMBER H-128 274 OF 485

BANGOR RAMP B

CROSS SECTIONS

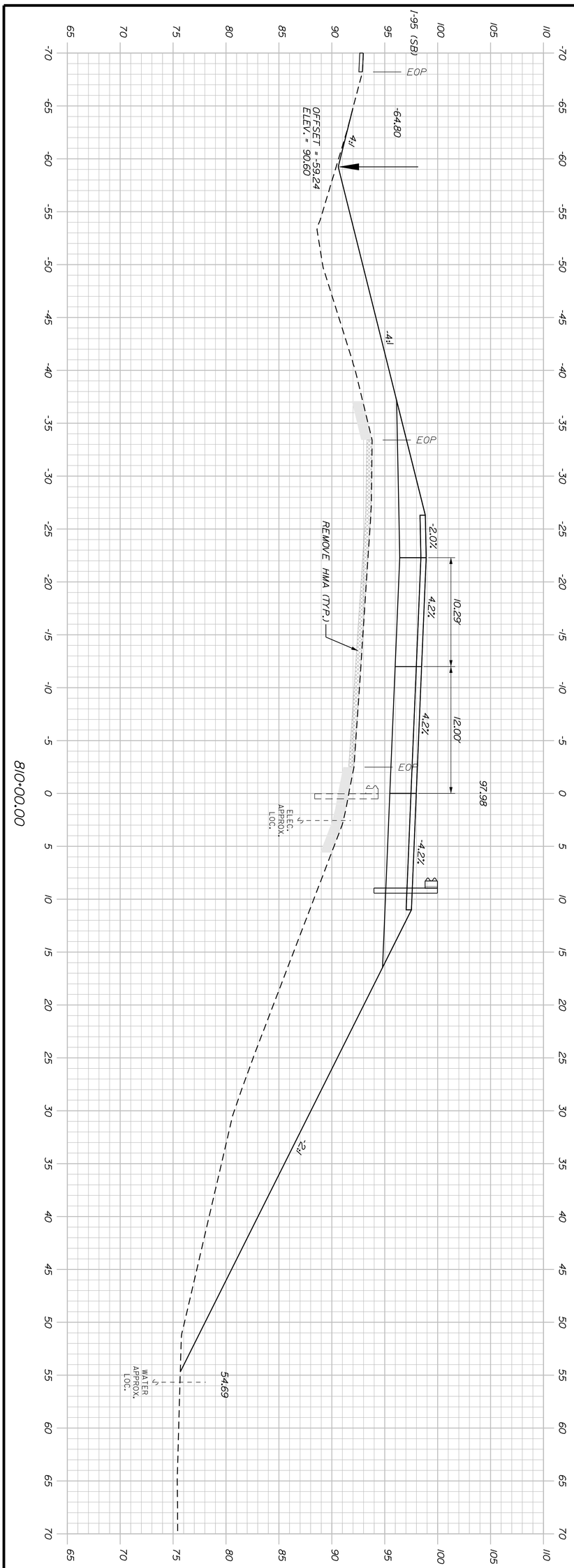
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



Sta. 810+00.00 to Sta. 810+00.00

SHEET NUMBER H-129 275 OF 485

BANGOR
RAMP B

CROSS SECTIONS

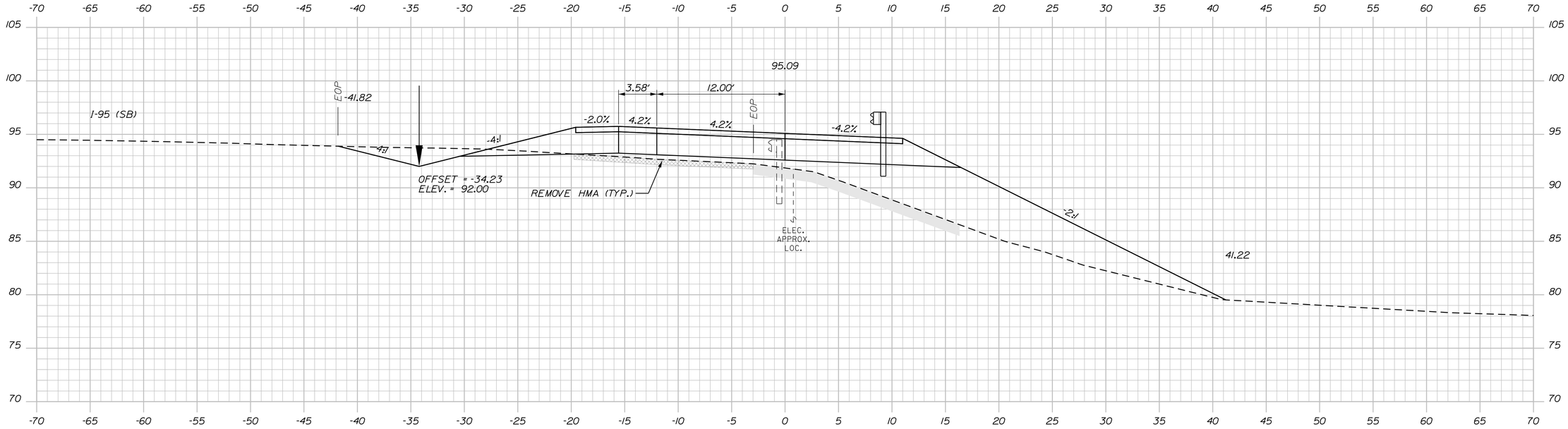
PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
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FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

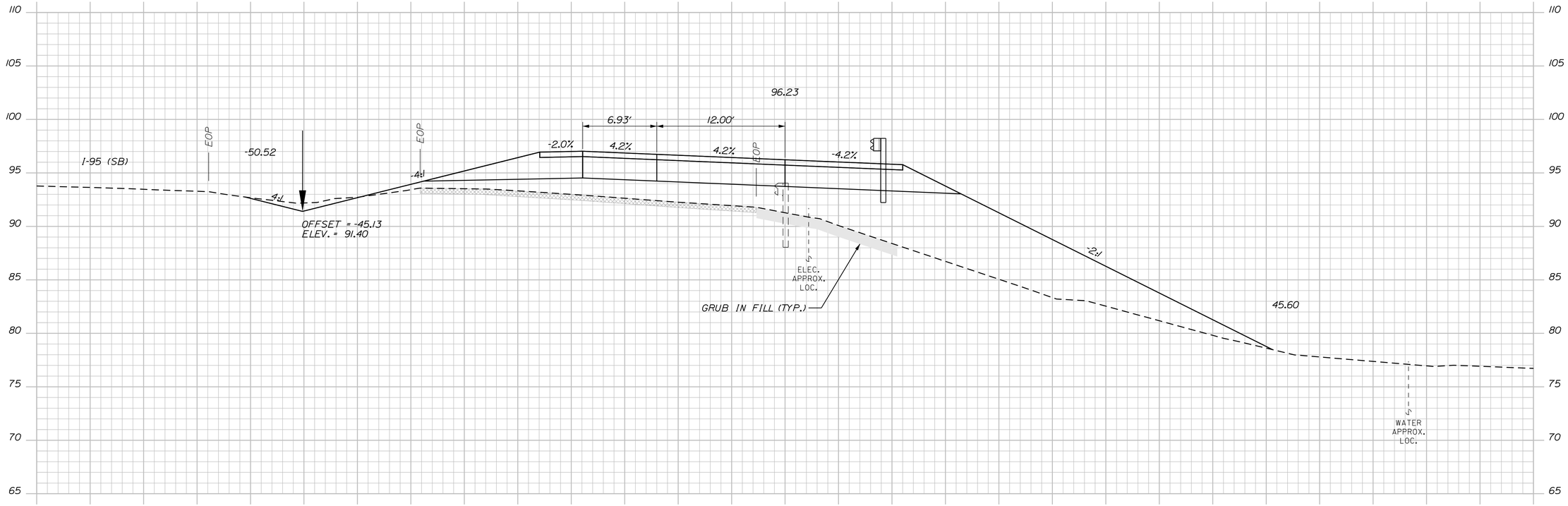
18595.11

WIN
18595.11

HIGHWAY PLANS



811+00.00



810+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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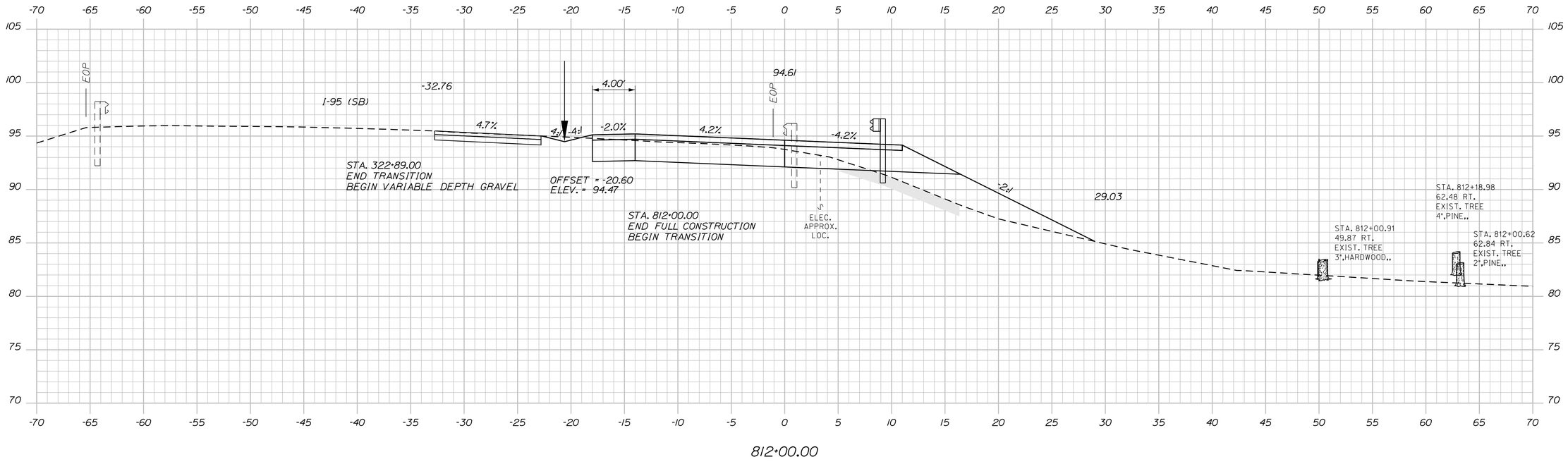
BANGOR
RAMP B

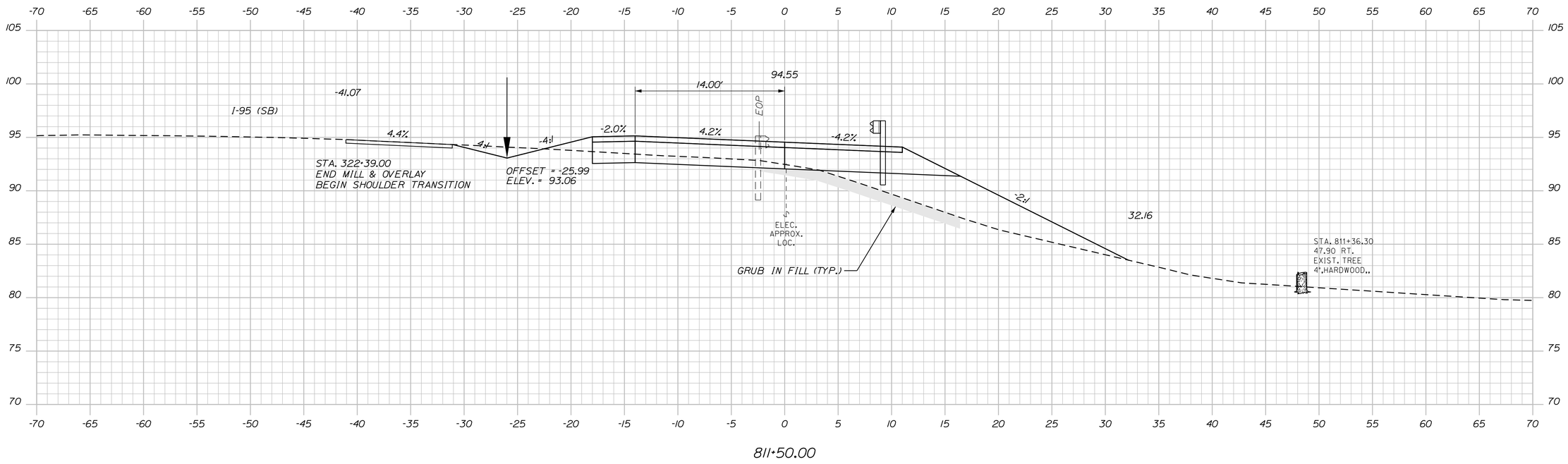
CROSS SECTIONS

SHEET NUMBER
H-130
276
OF 485

Sta. 810+50.00 to Sta. 811+00.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	JBD 11/25/2025
CHECKED-REVIEWED	ECF	AG 11/25/2025
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DESIGN3-DETAILED3		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

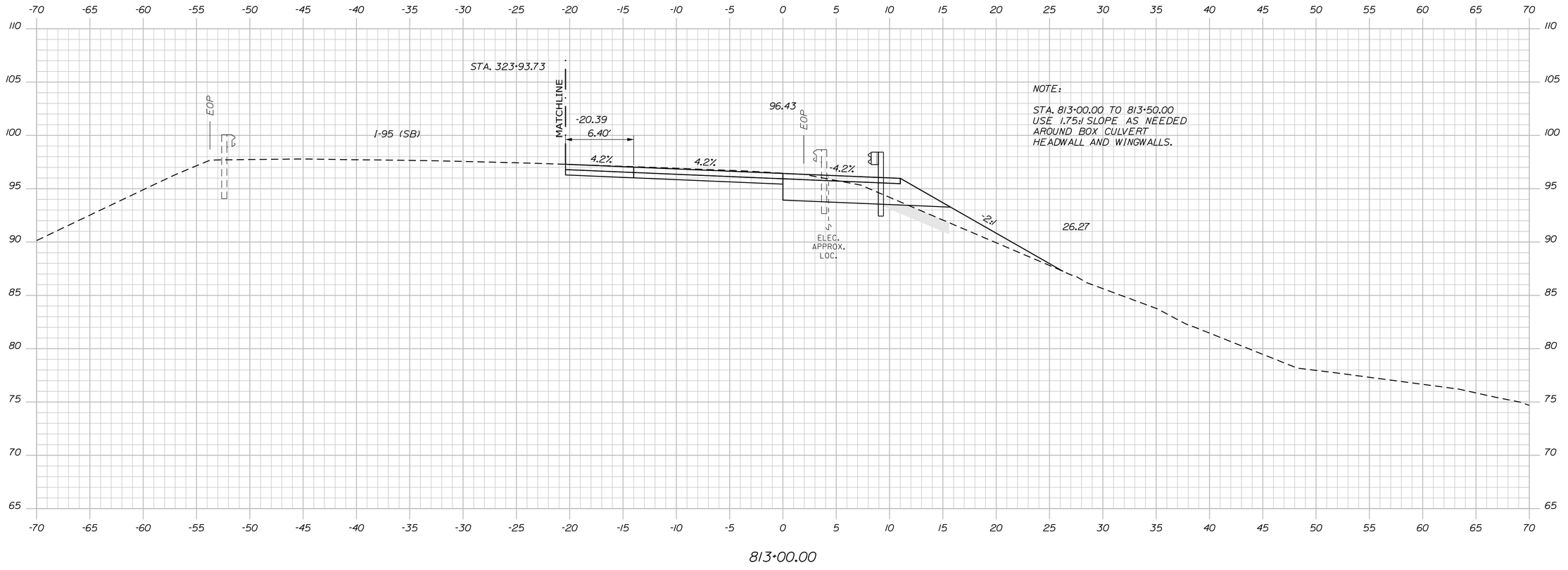
BANGOR
RAMP B

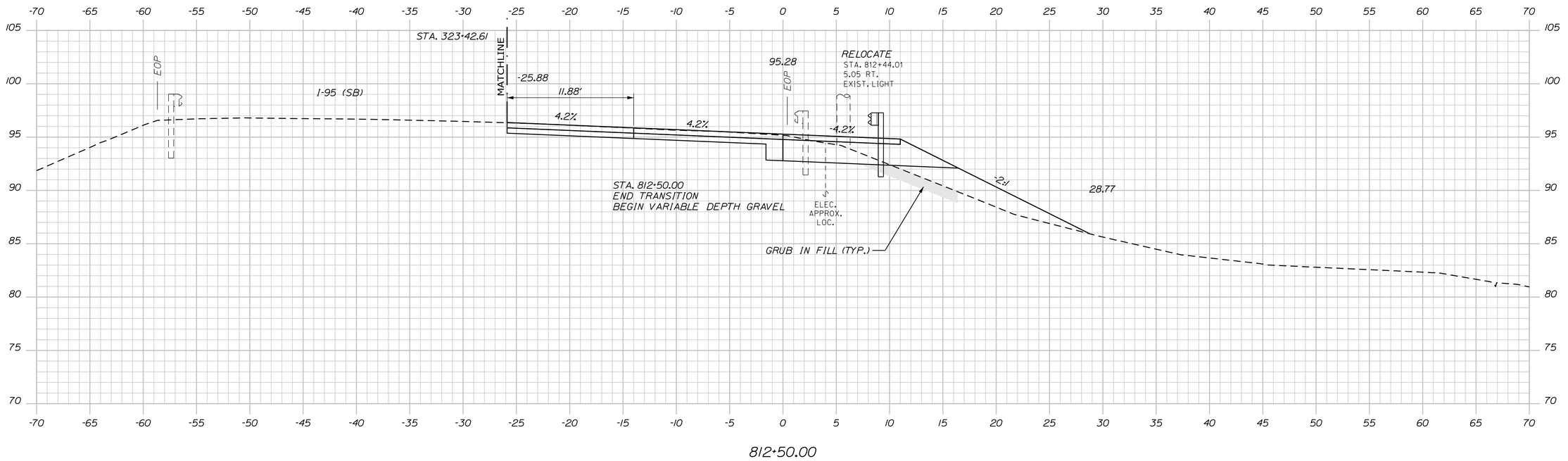
CROSS SECTIONS

SHEET NUMBER
H-131
277
OF 485

Sta. 811+50.00 to Sta. 812+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
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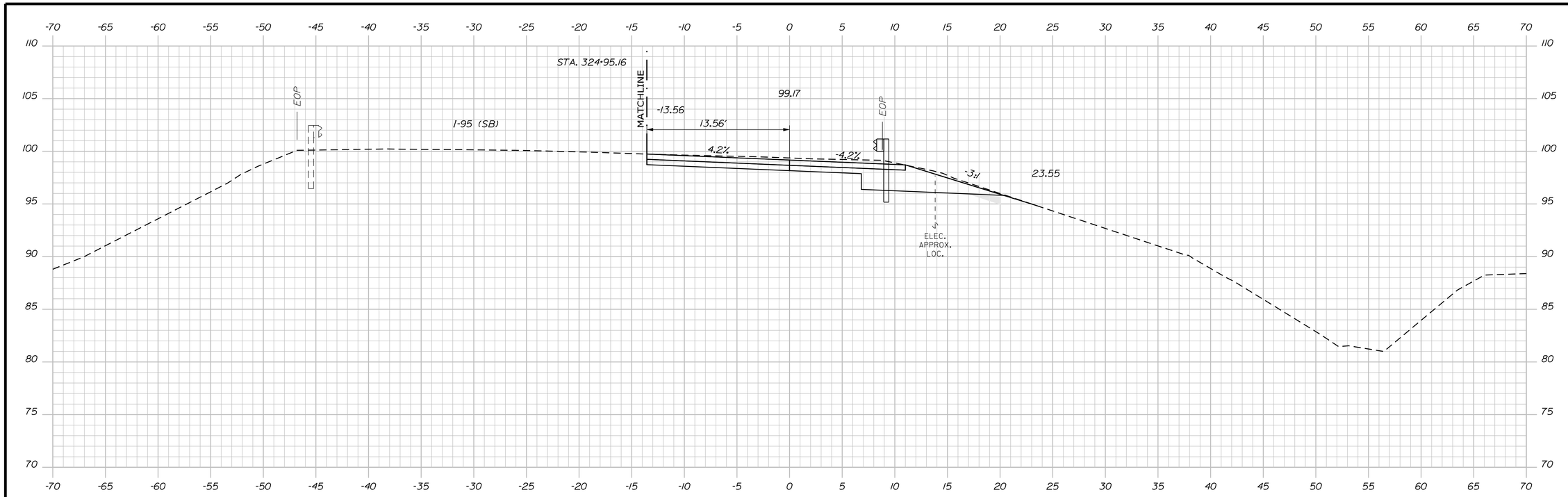
BANGOR
RAMP B

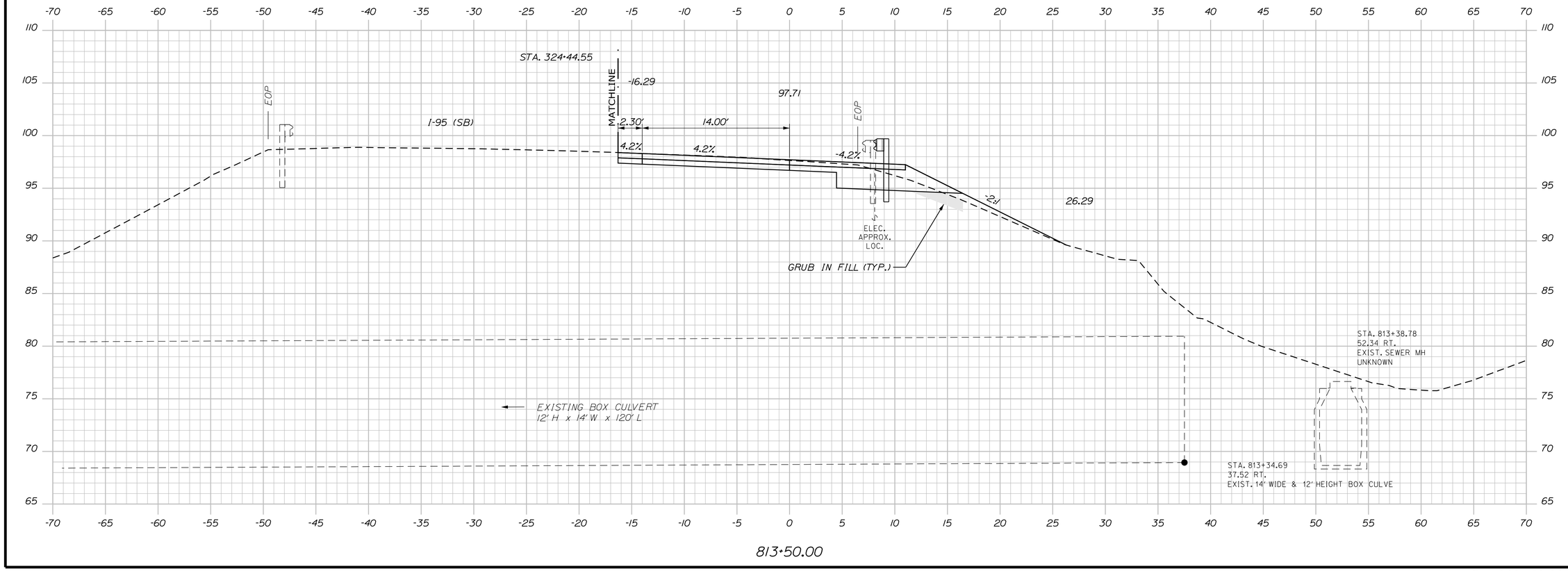
CROSS SECTIONS

SHEET NUMBER
H-132
278
OF 485

Sta. 812+50.00 to Sta. 813+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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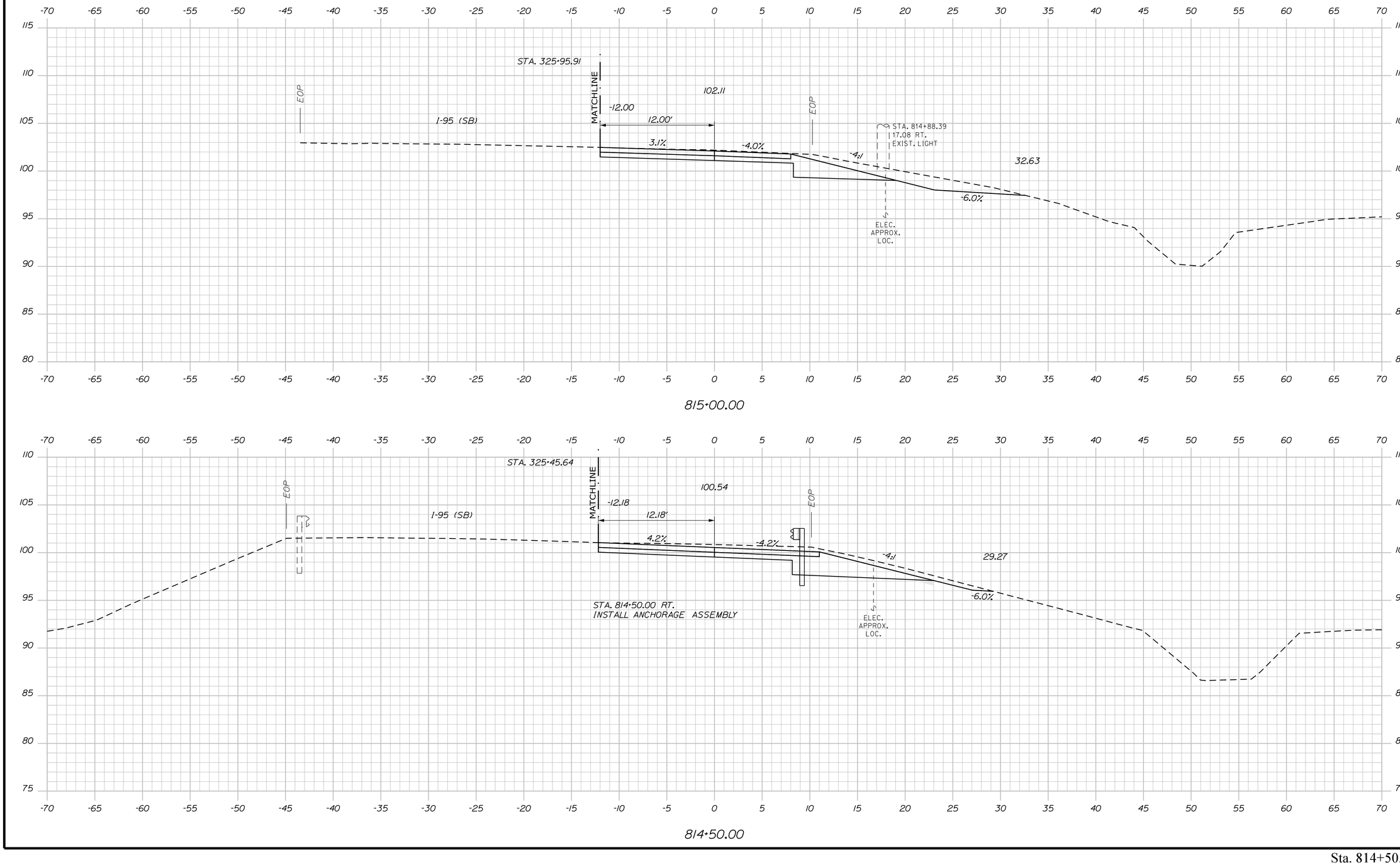
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-133
279
OF 485

Sta. 813+50.00 to Sta. 814+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

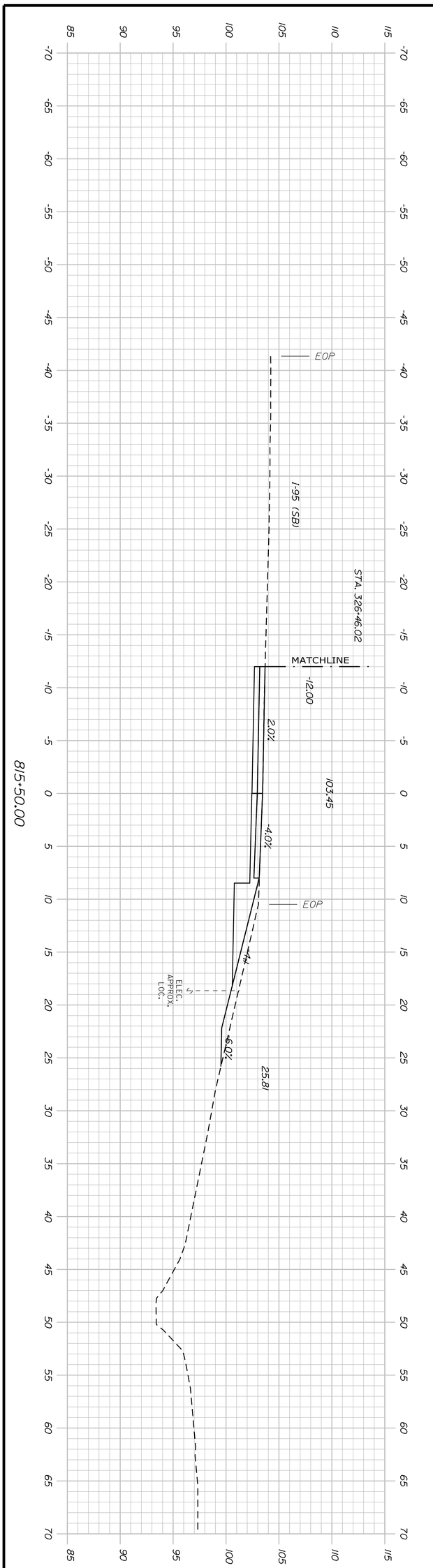
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PROJ. MANAGER	L. ROWE		
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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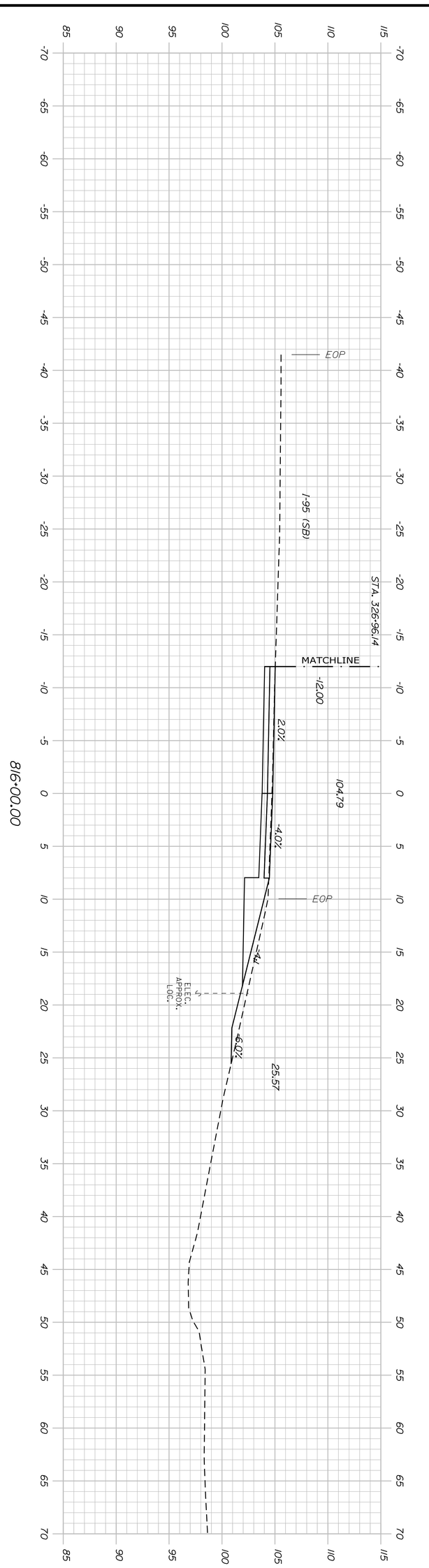
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-134
280
OF 485

Sta. 814+50.00 to Sta. 815+00.00





Sta. 815+50.00 to Sta. 816+00.00

SHEET NUMBER H-135 281 OF 485

BANGOR RAMP B

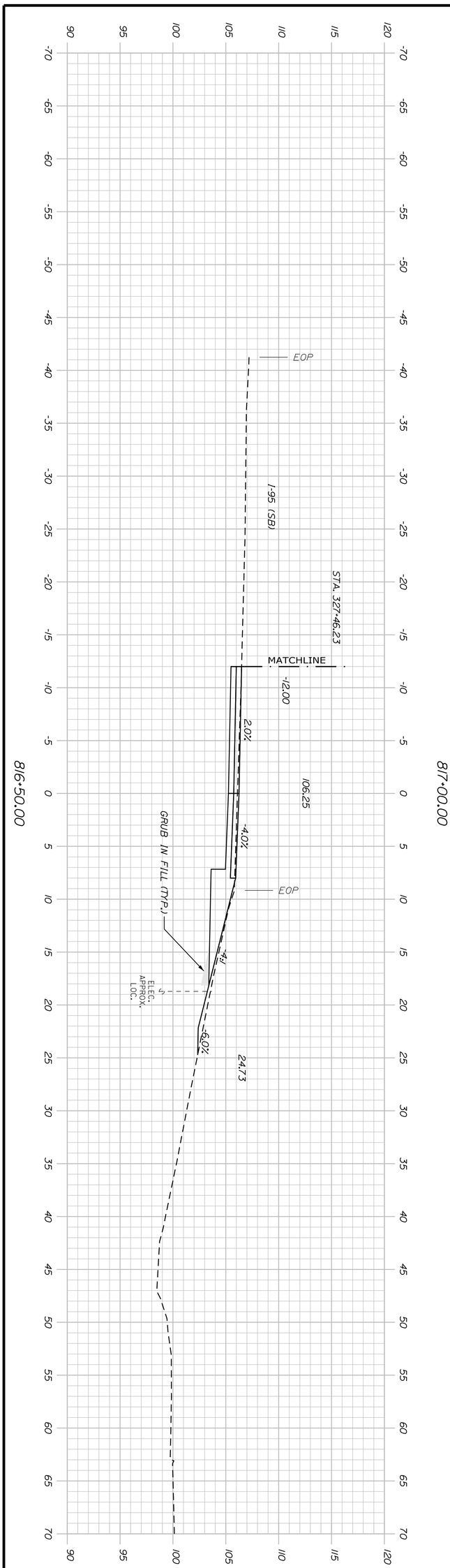
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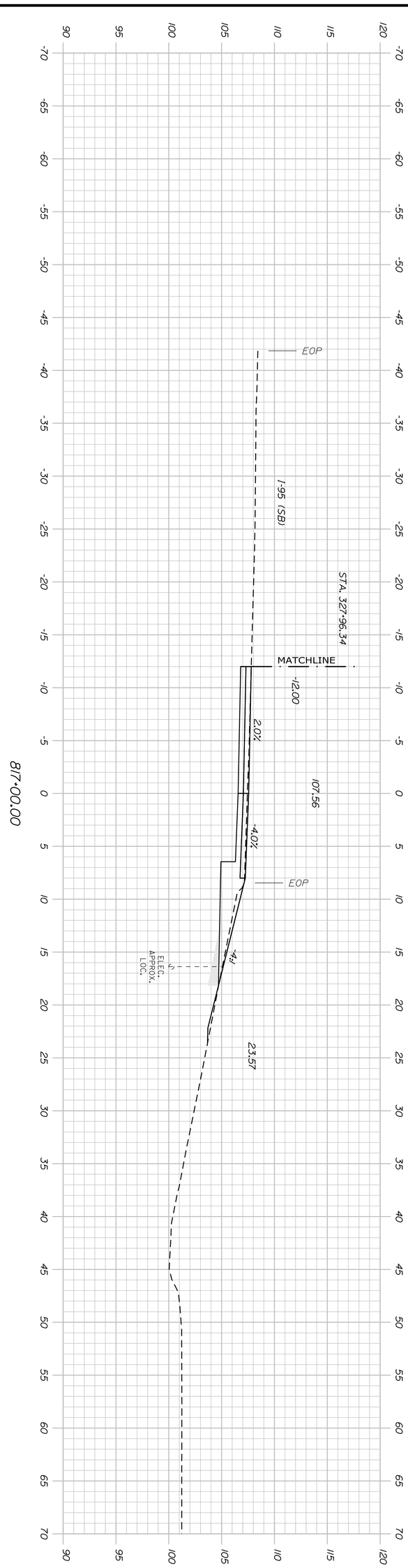
PROJ. MANAGER	L. ROWE	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS





Sta. 816+50.00 to Sta. 817+00.00

SHEET NUMBER H-136
282 OF 485

BANGOR RAMP B

CROSS SECTIONS

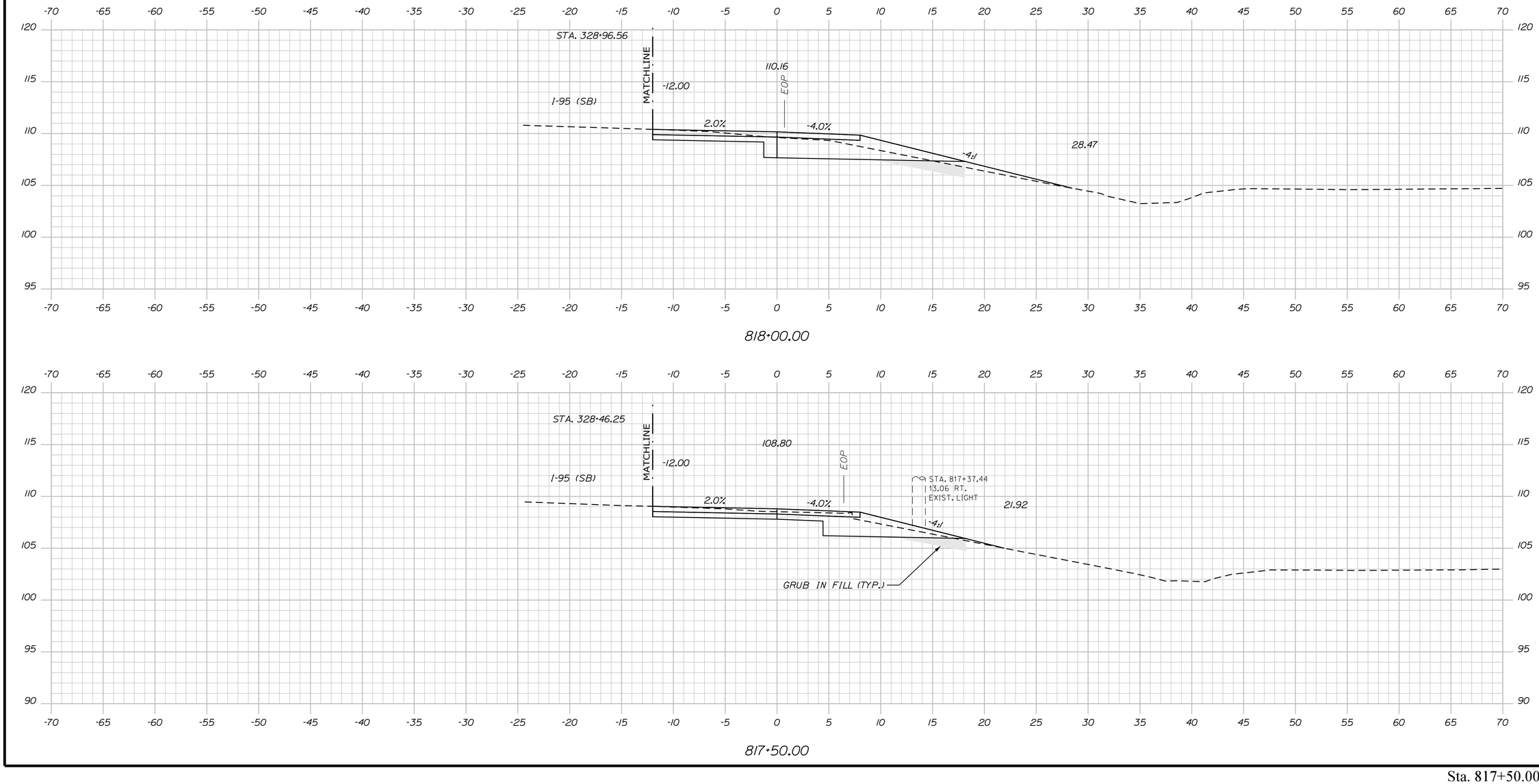
PROJ. MANAGER	L. ROWE	BY	DATE
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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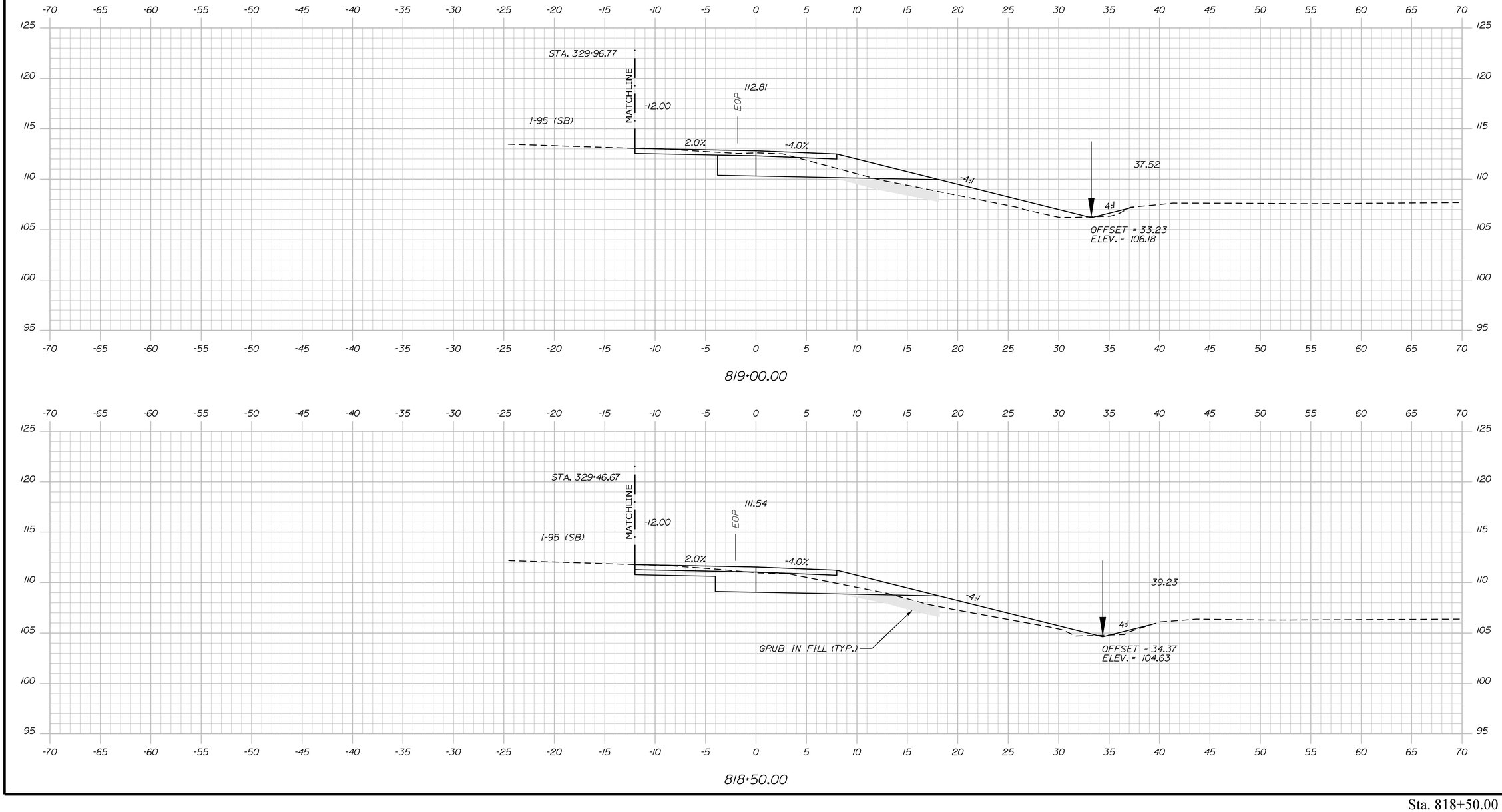
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-137
283
OF 485

Sta. 817+50.00 to Sta. 818+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 818+50.00 to Sta. 819+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

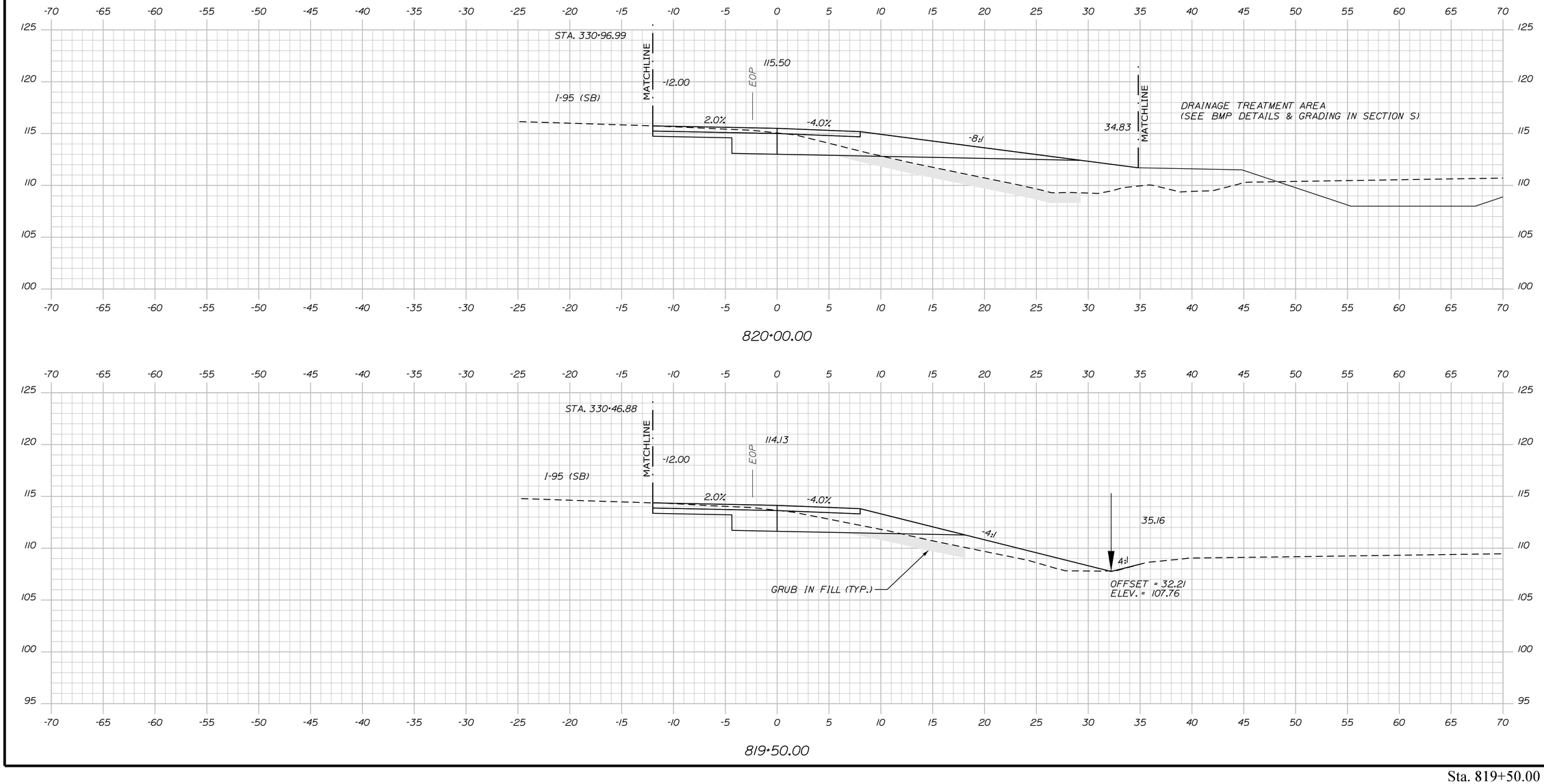
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-138
284
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 819+50.00 to Sta. 820+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

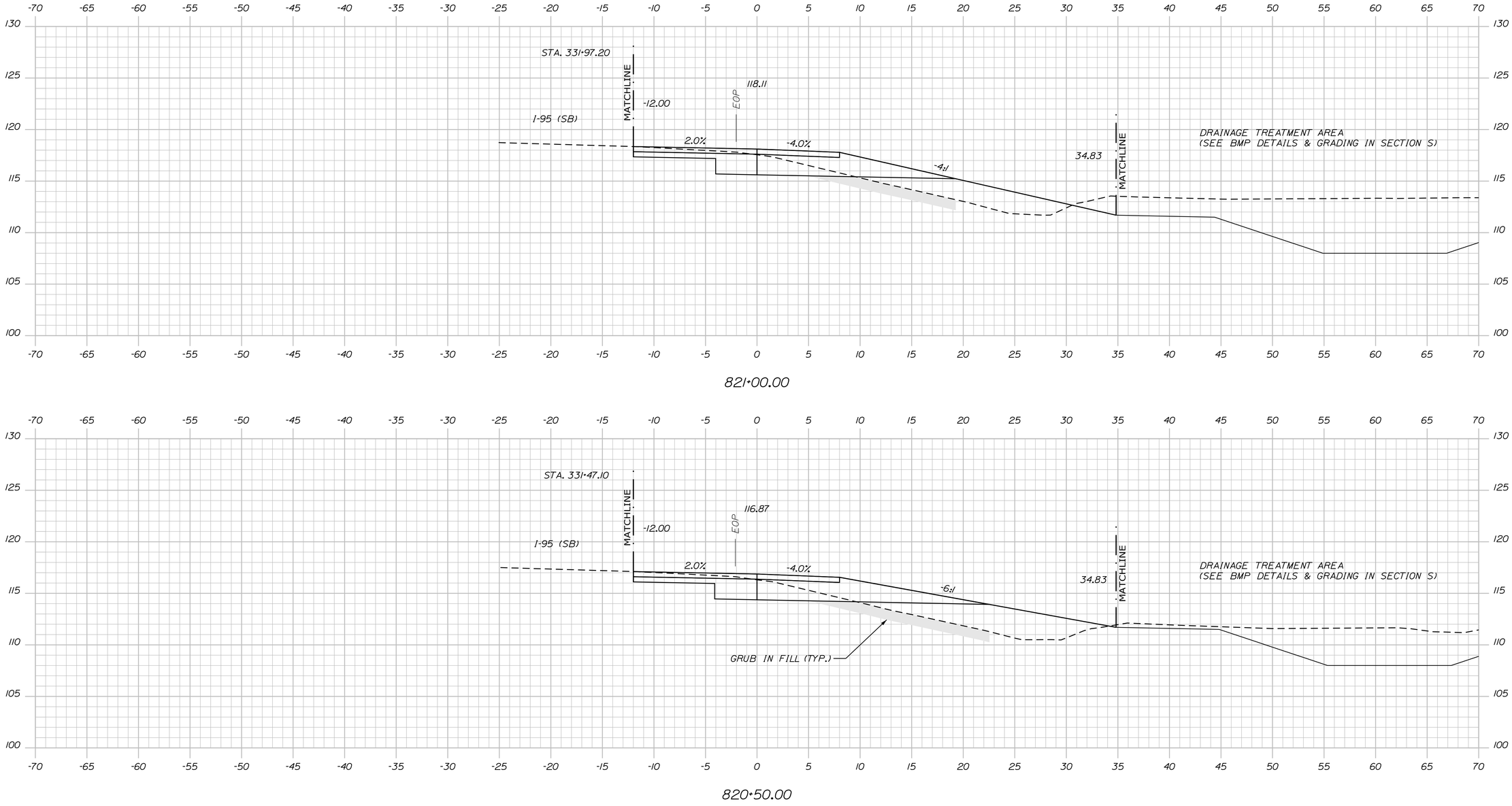
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-139
285
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-140
286
OF 485

Sta. 820+50.00 to Sta. 821+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

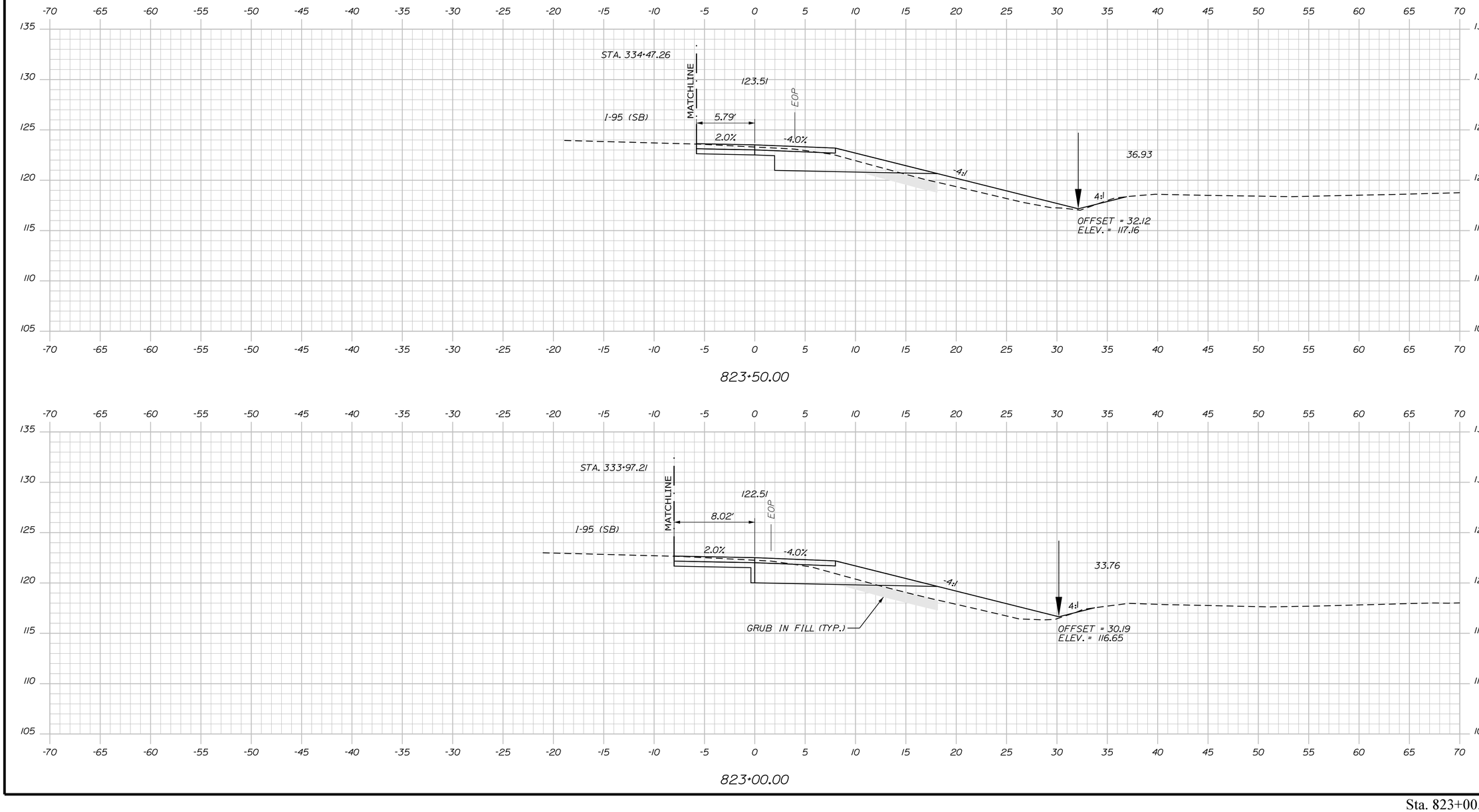
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-141
287
OF 485

Sta. 821+50.00 to Sta. 822+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

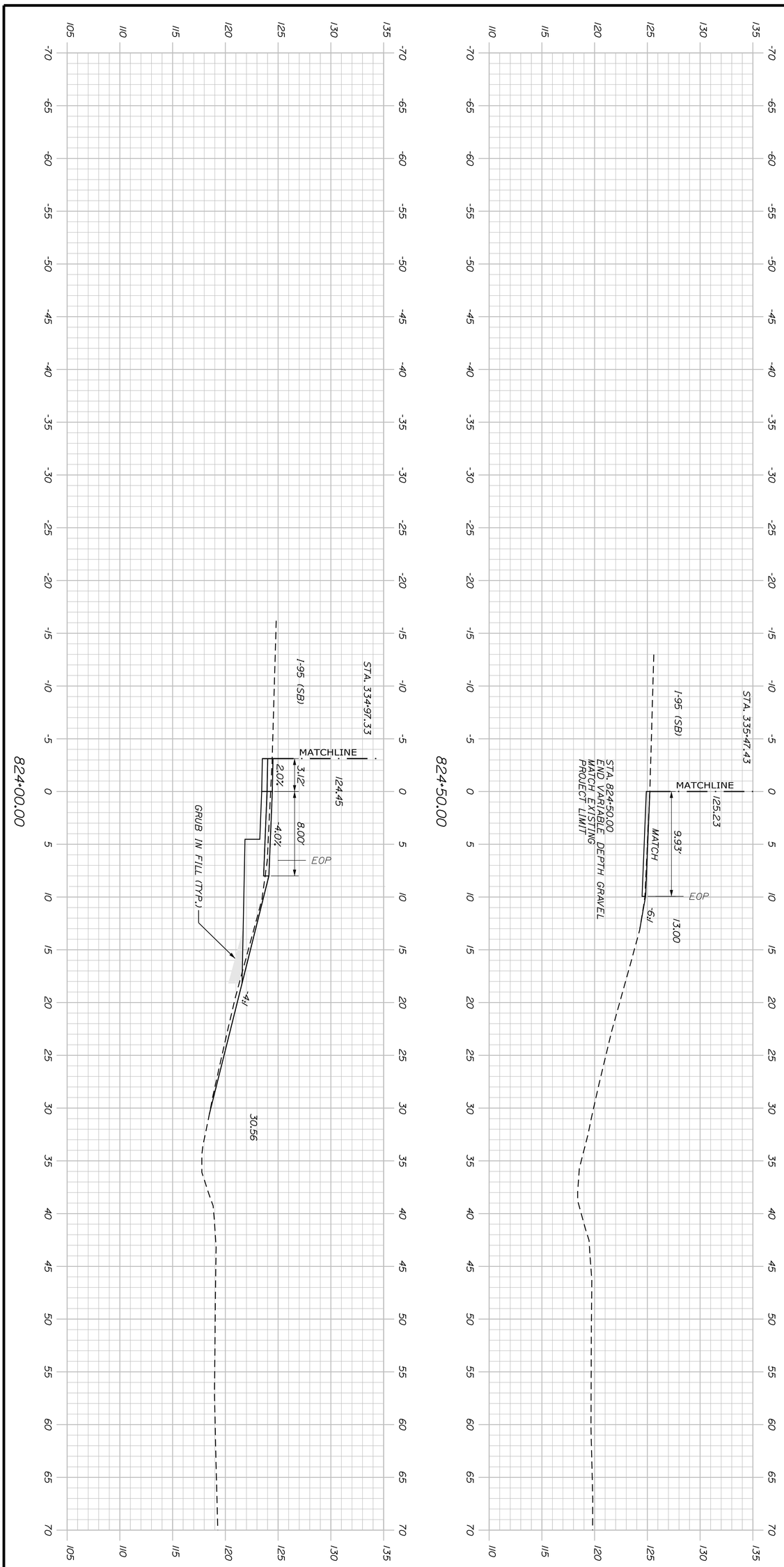
BANGOR
RAMP B

CROSS SECTIONS

SHEET NUMBER
H-142
288
OF 485

Sta. 823+00.00 to Sta. 823+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 824+00.00 to Sta. 824+50.00

BANGOR
RAMP B

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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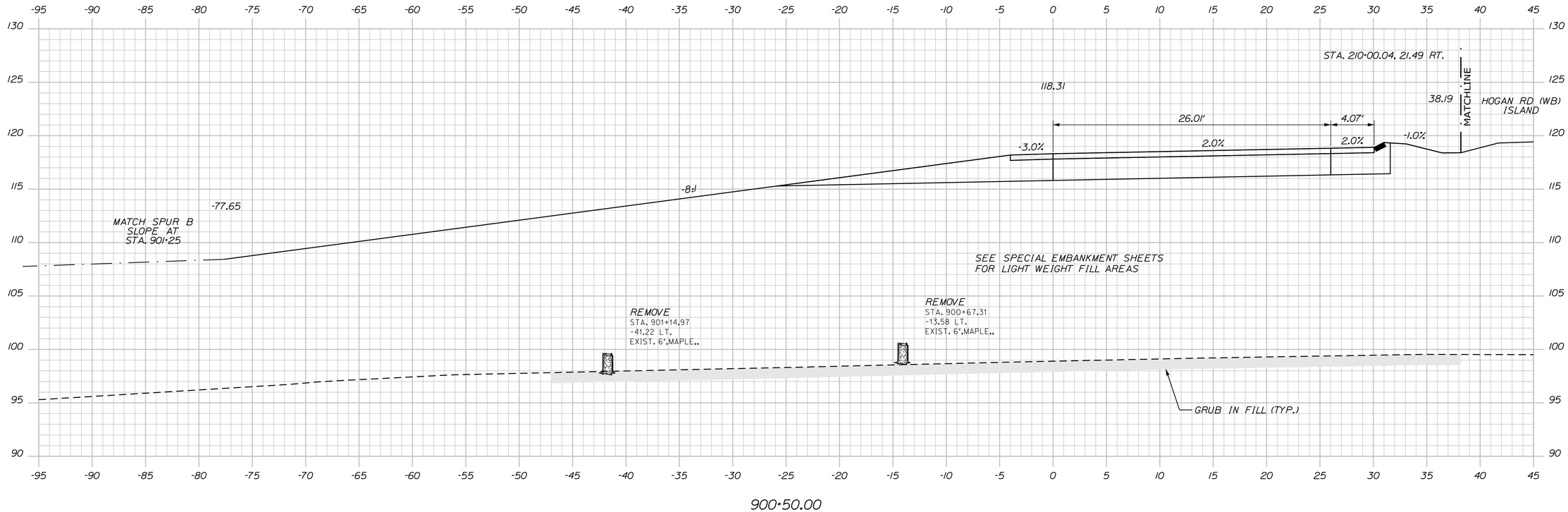
SHEET NUMBER H-143
289 OF 485

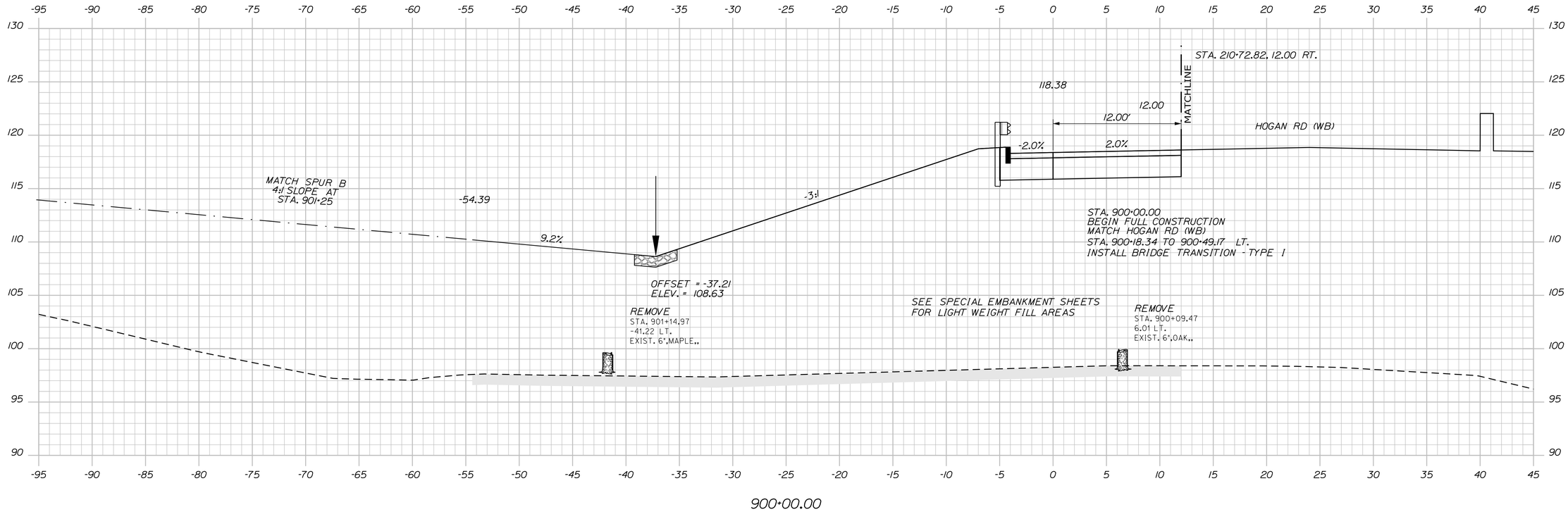
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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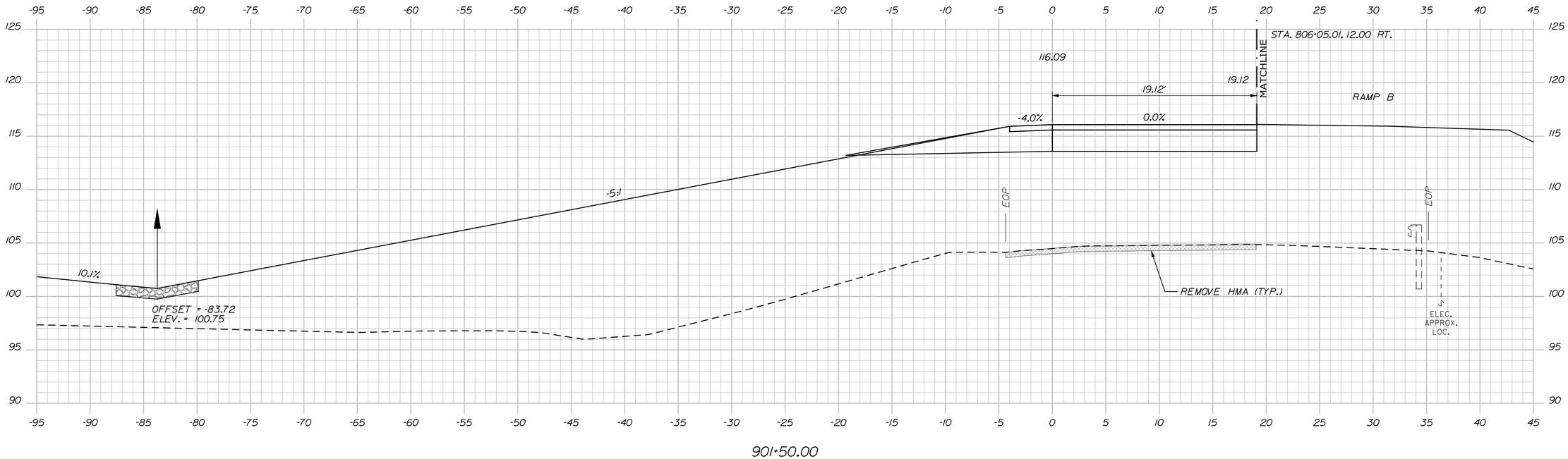
BANGOR
SPUR B

CROSS SECTIONS

SHEET NUMBER
H-144
290
OF 485

Sta. 900+00.00 to Sta. 900+50.00

Username: jamesdavis
Date:11/25/2025
Division: HIGHWAY
Filename: ...\H_004_CrossSections.dgn



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DEPARTMENT OF TRANSPORTATION

18595.11

WIN
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HIGHWAY PLANS

vhb

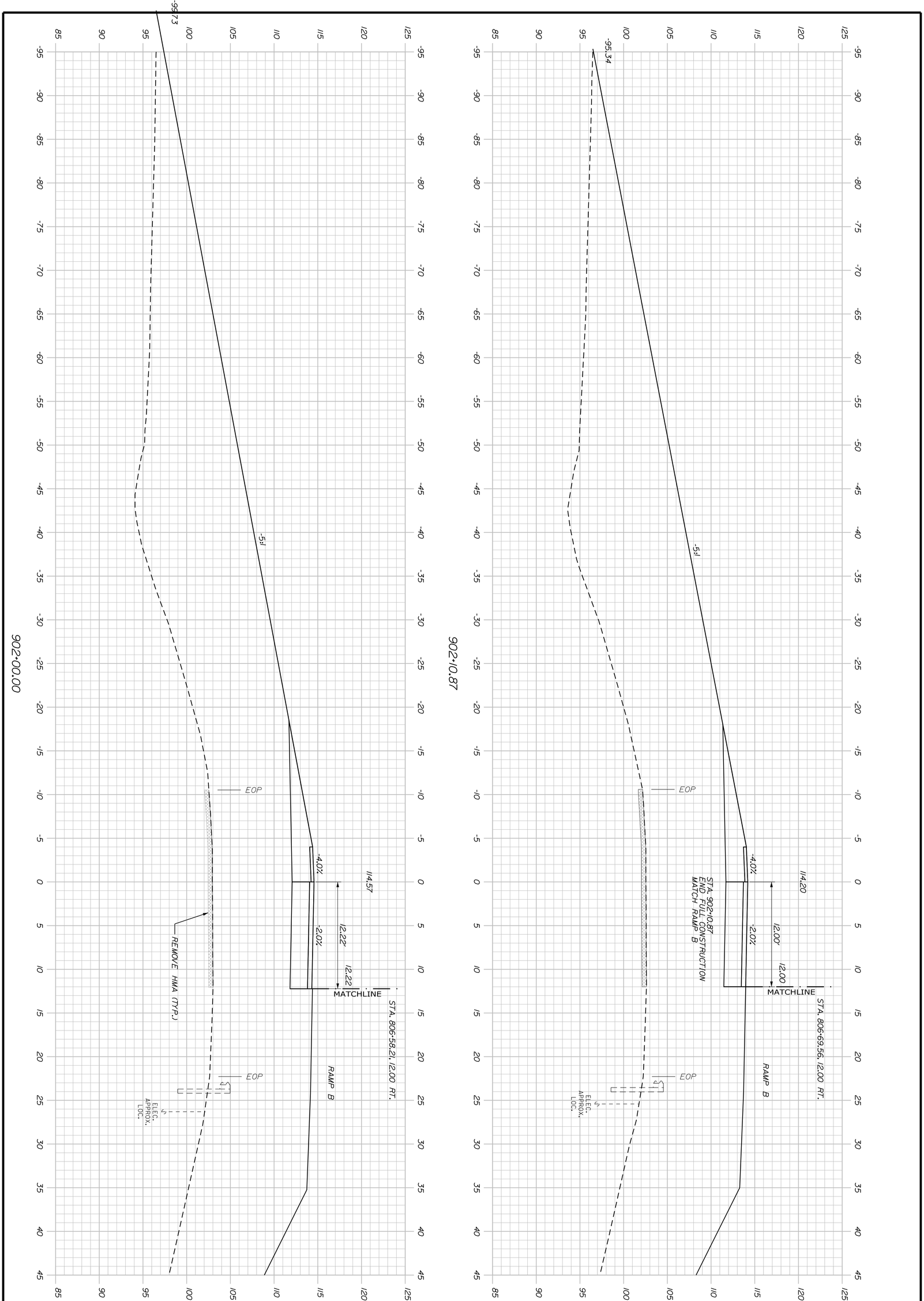
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
SPUR B

CROSS SECTIONS

SHEET NUMBER
H-145
291
OF 485

Sta. 901+00.00 to Sta. 901+50.00



Sta. 902+00.00 to Sta. 902+10.87

BANGOR
SPUR B

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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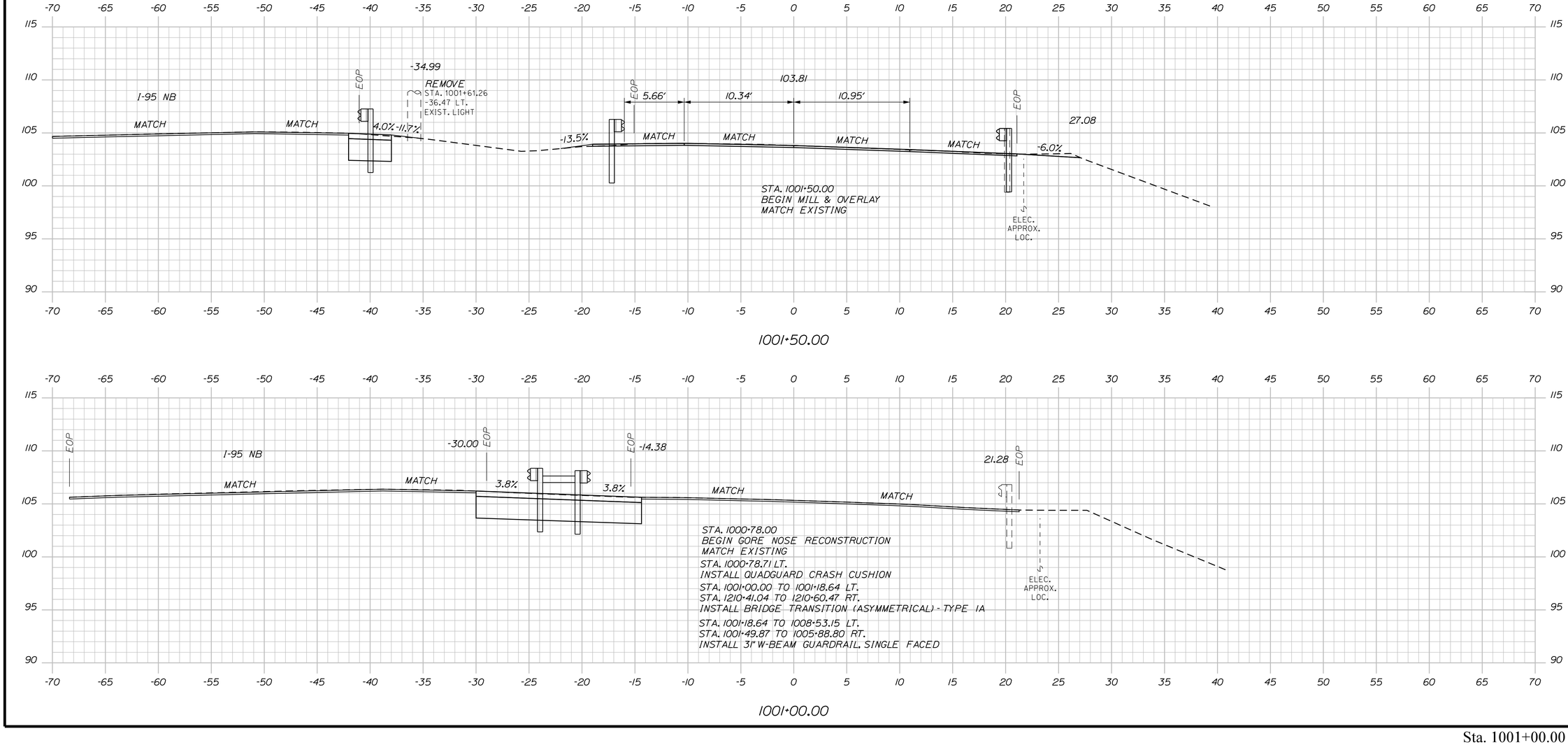
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

SHEET NUMBER
H-146
292
OF 485



Division: HIGHWAY

Username: jamesdavis

Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

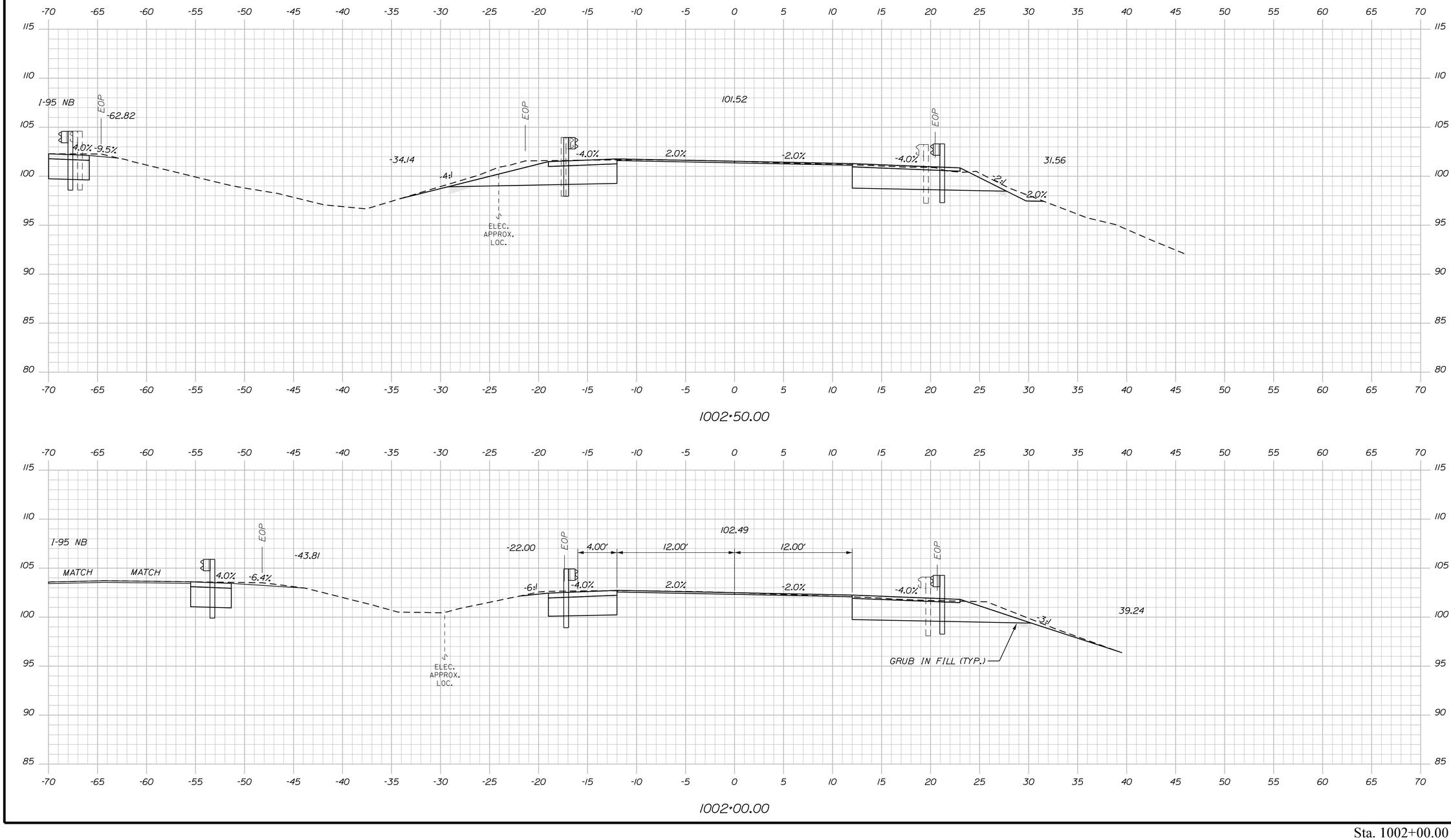
BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-147
293
OF 485

Sta. 1001+00.00 to Sta. 1001+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

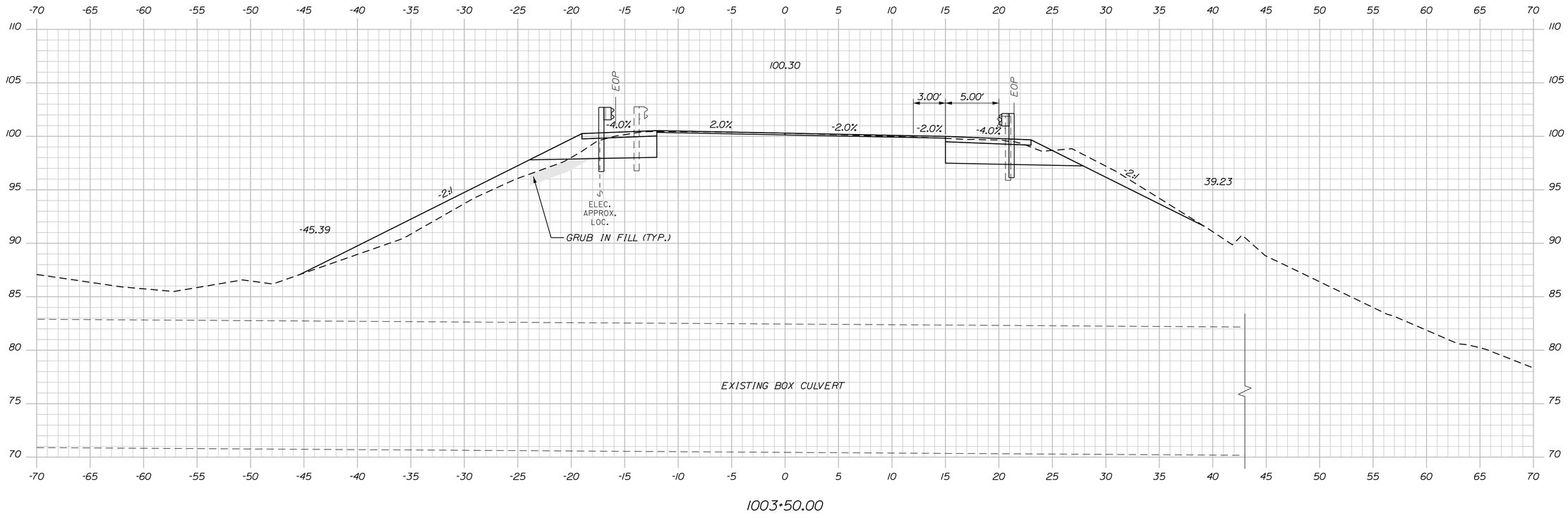
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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FIELD CHANGES			

BANGOR
RAMP C

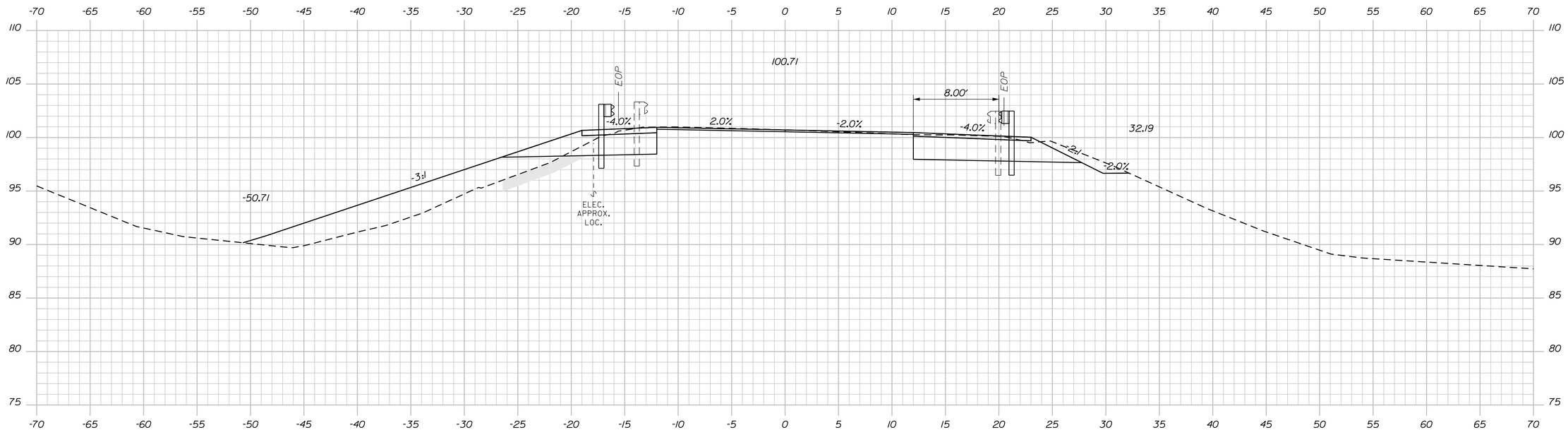
CROSS SECTIONS

SHEET NUMBER
H-148
294
OF 485

Sta. 1002+00.00 to Sta. 1002+50.00



1003+50.00



1003+00.00

STATE OF MAINE
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HIGHWAY PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

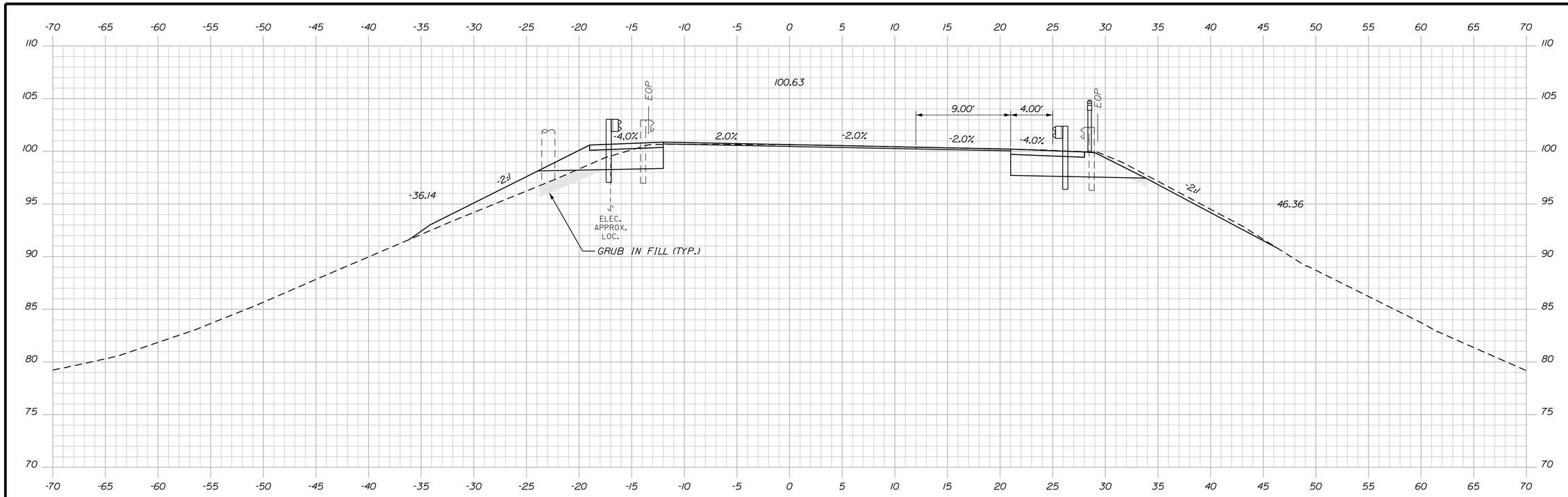
BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-149
295
OF 485

Sta. 1003+00.00 to Sta. 1003+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



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DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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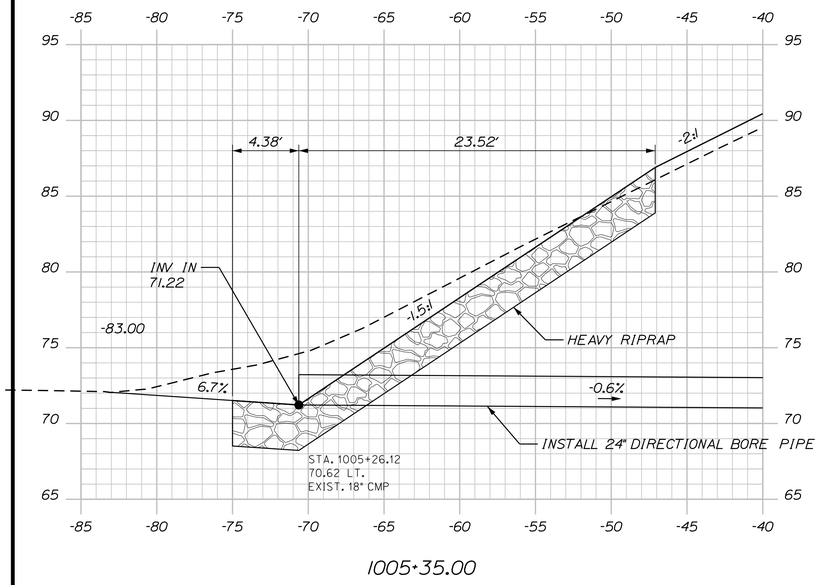
BANGOR
RAMP C

CROSS SECTIONS

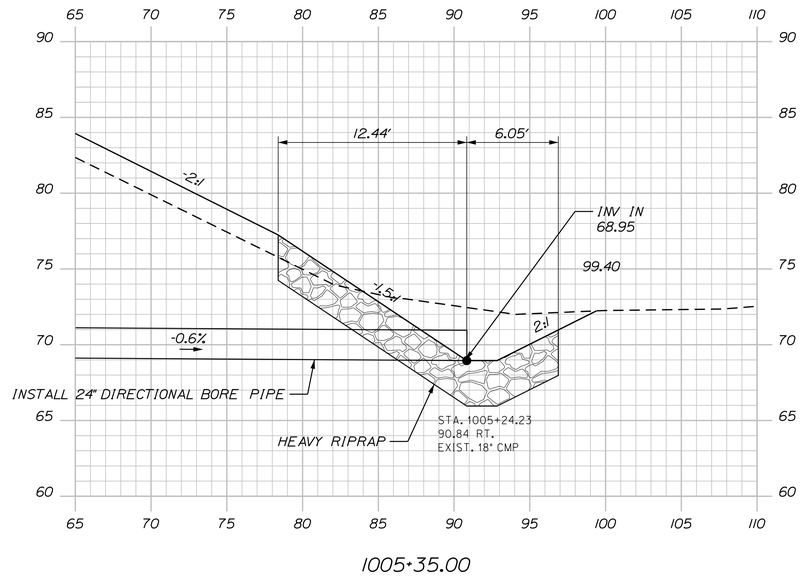
SHEET NUMBER
H-150
296
OF 485

Sta. 1004+00.00 to Sta. 1004+50.00

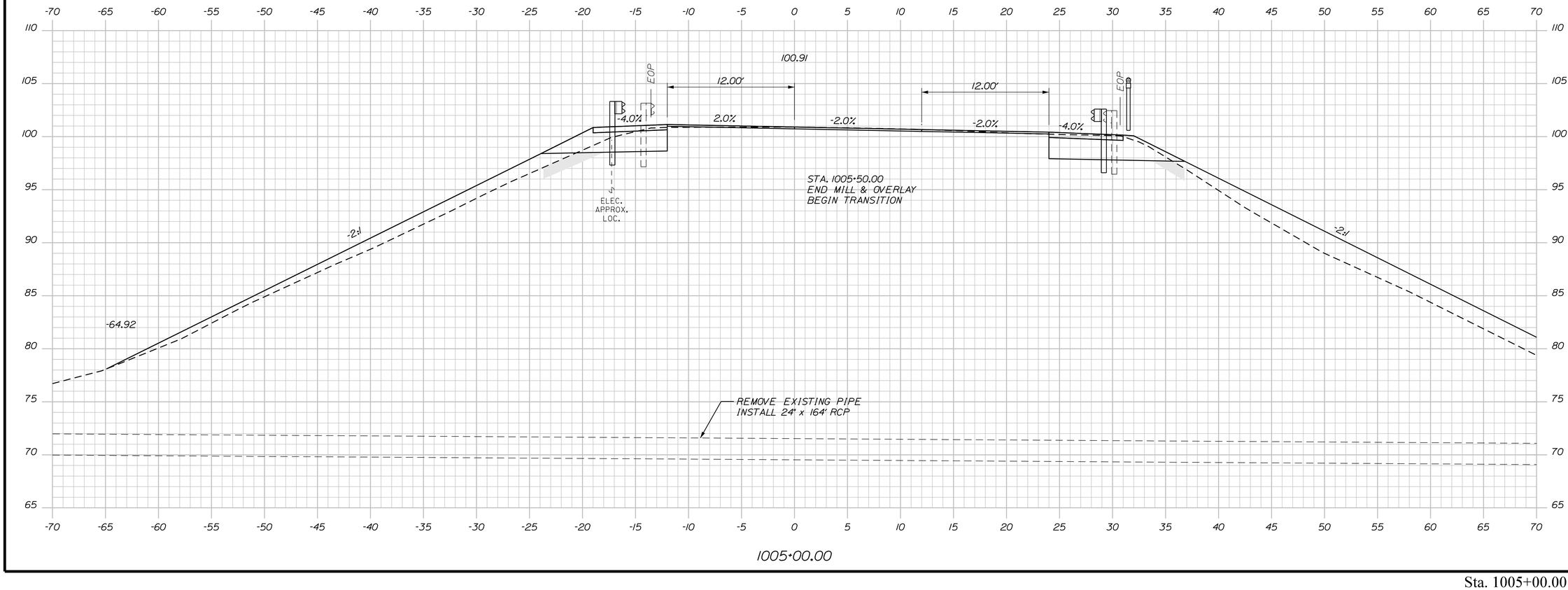
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1005+35.00



1005+35.00



1005+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

			DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

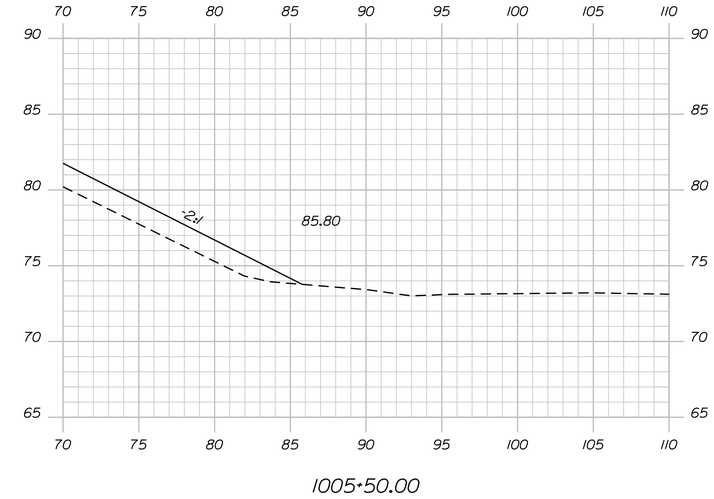
BANGOR
RAMP C

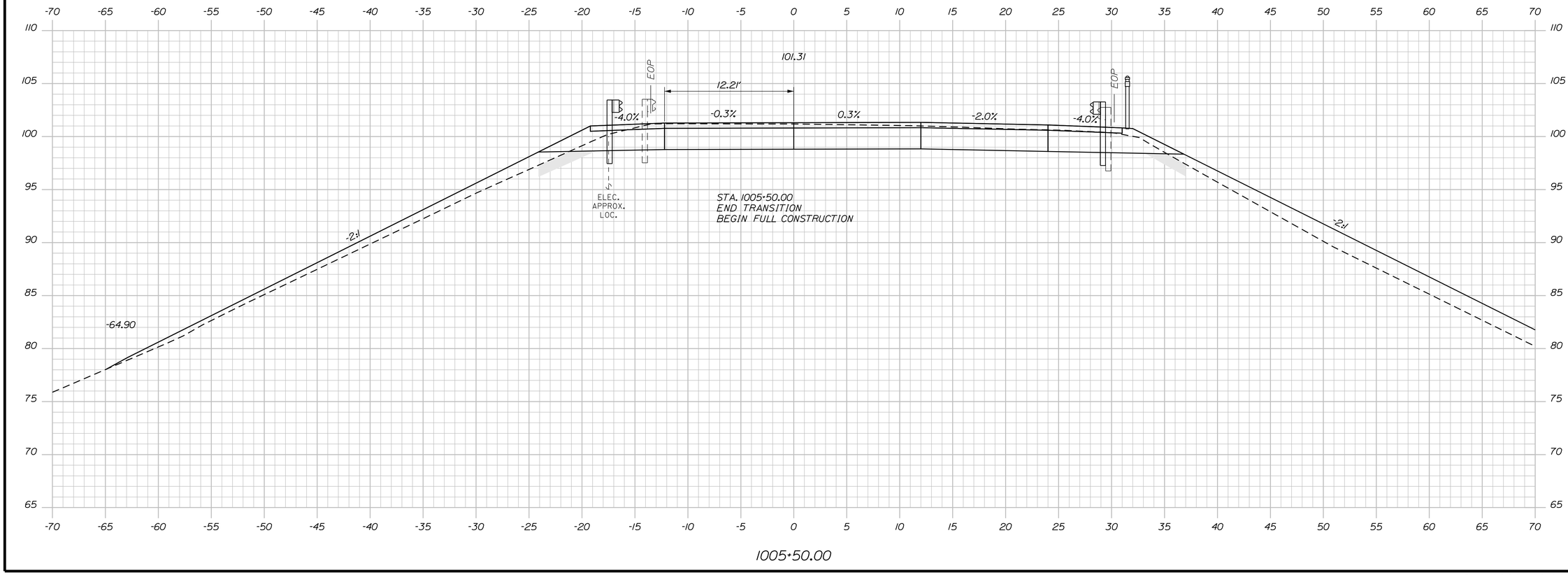
CROSS SECTIONS

SHEET NUMBER
H-151
297
OF 485

Sta. 1005+00.00 to Sta. 1005+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP C

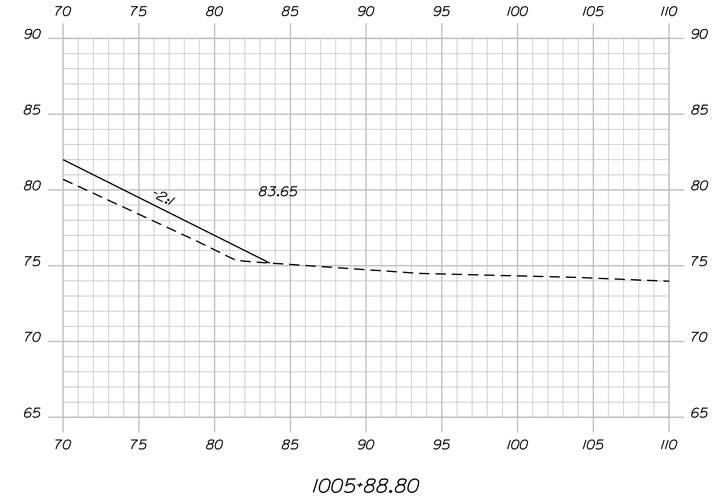
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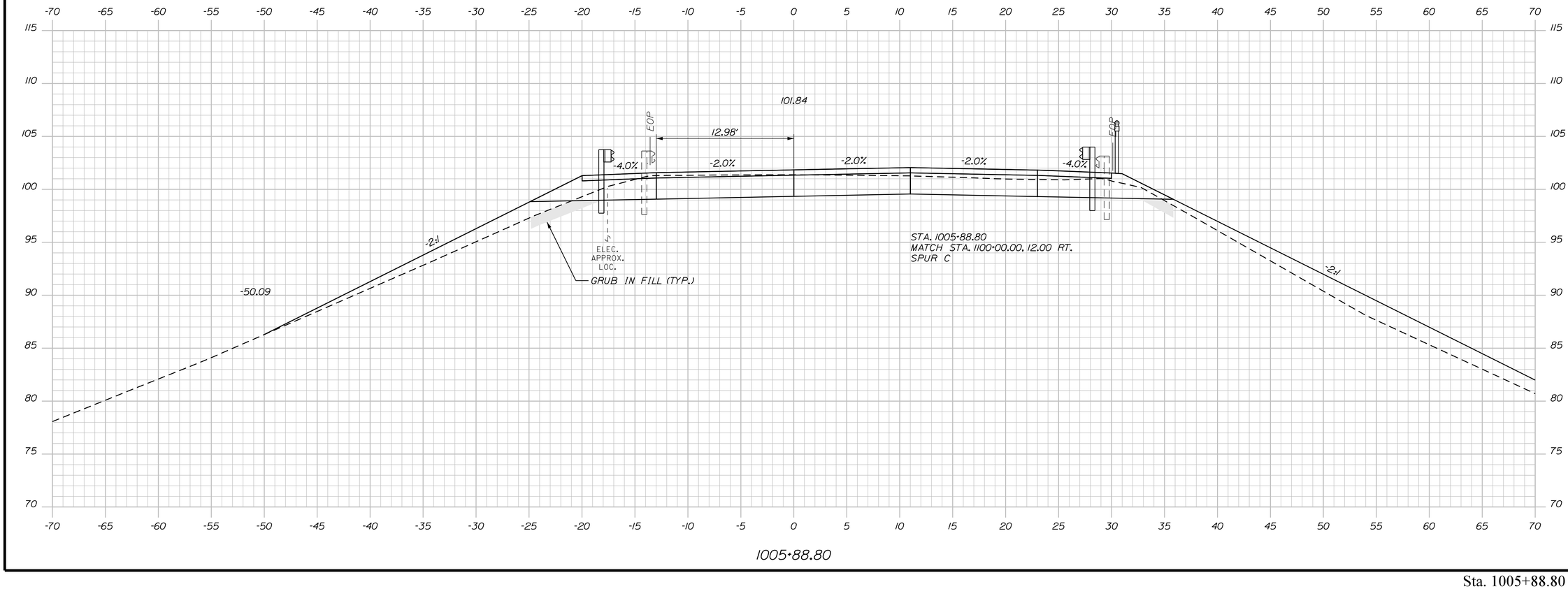
SHEET NUMBER
H-152
298
OF 485

Sta. 1005+50.00 to Sta. 1005+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





Sta. 1005+88.80 to Sta. 1005+88.80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

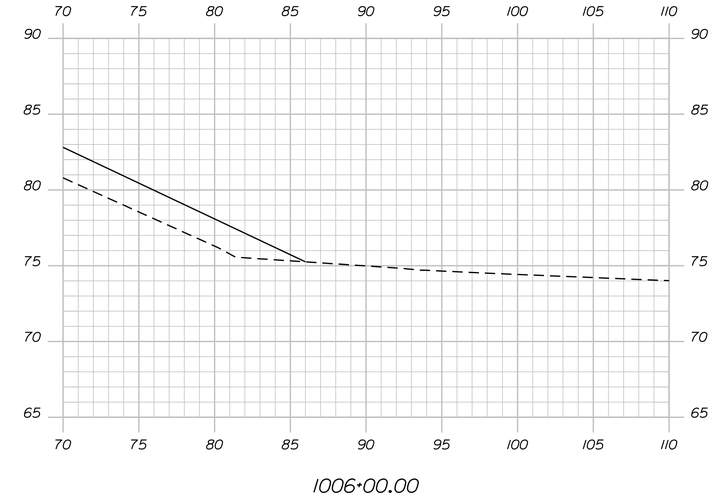
vhb

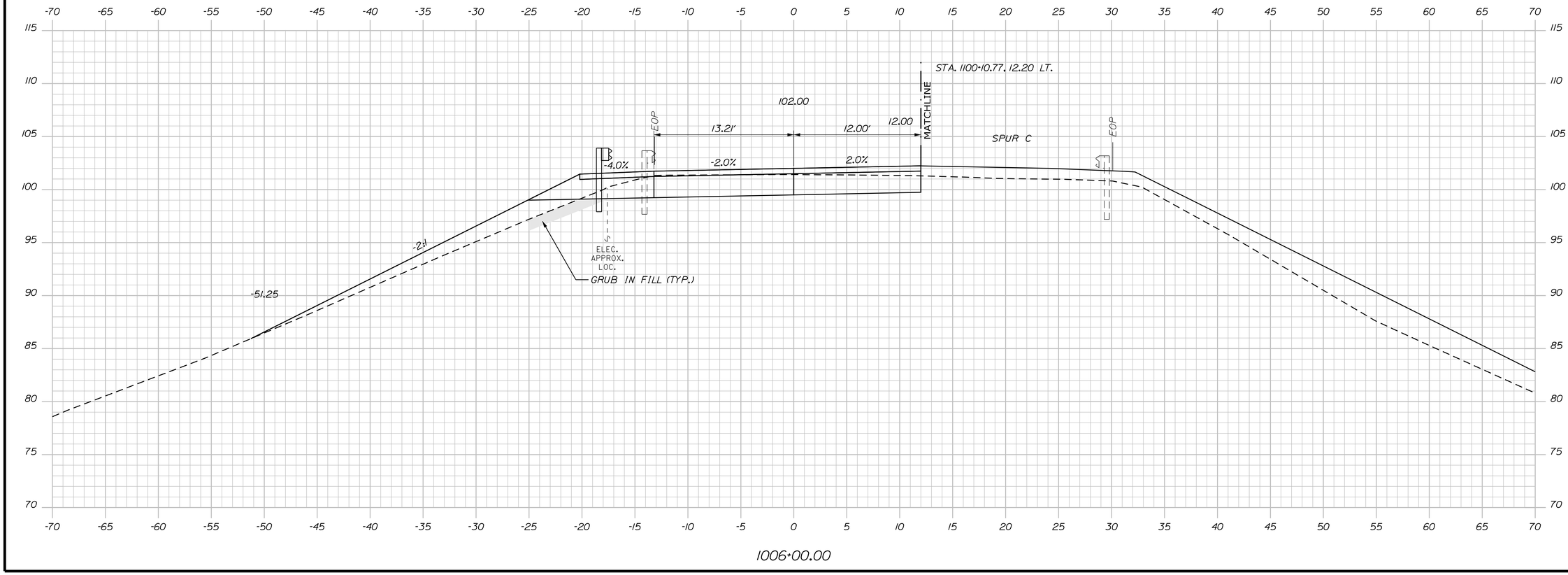
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-153
299
OF 485





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
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HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 3			
REVISIONS 4			
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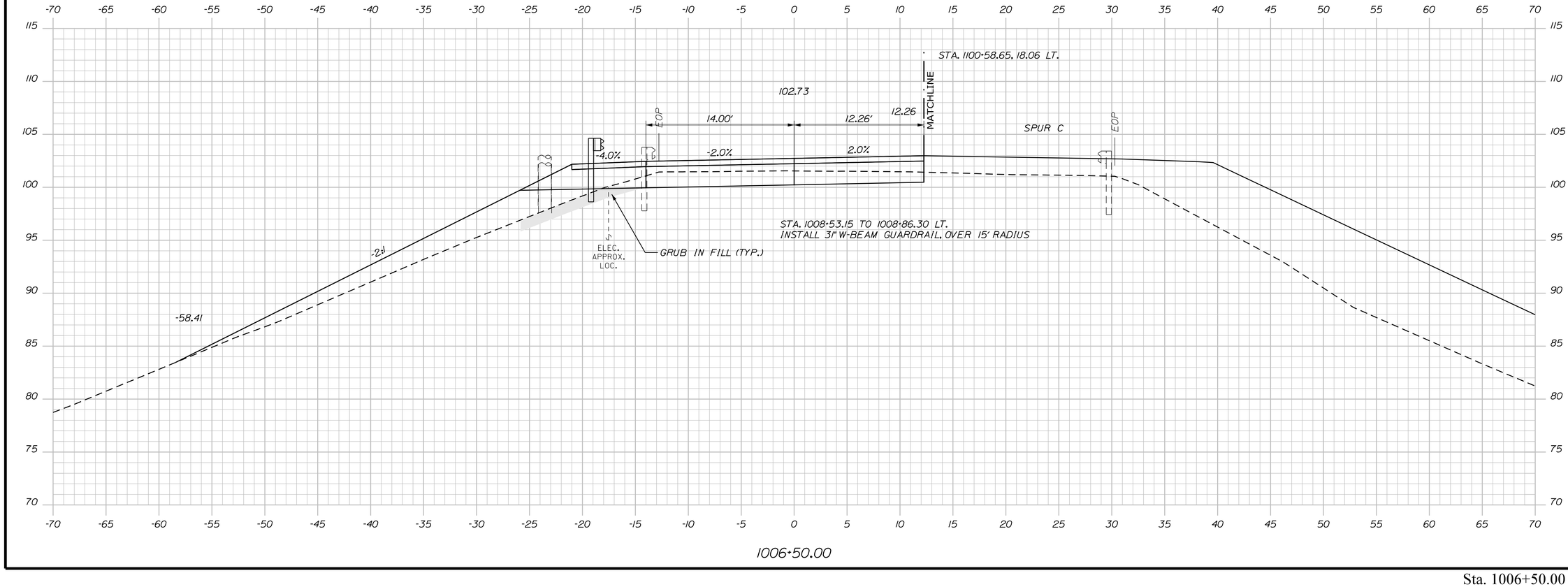
BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-154
300
OF 485

Sta. 1006+00.00 to Sta. 1006+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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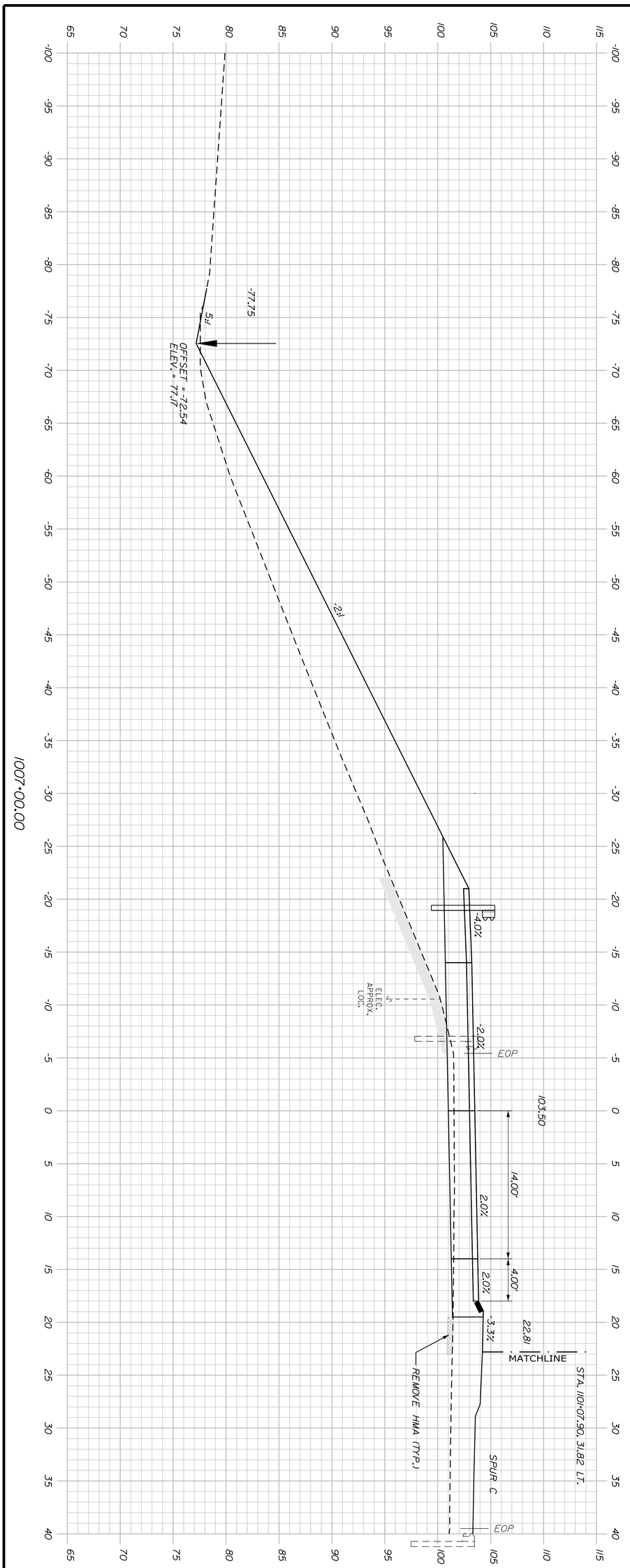
BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-155
301
OF 485

Sta. 1006+50.00 to Sta. 1006+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 1007+00.00 to Sta. 1007+00.00

BANGOR
RAMP C

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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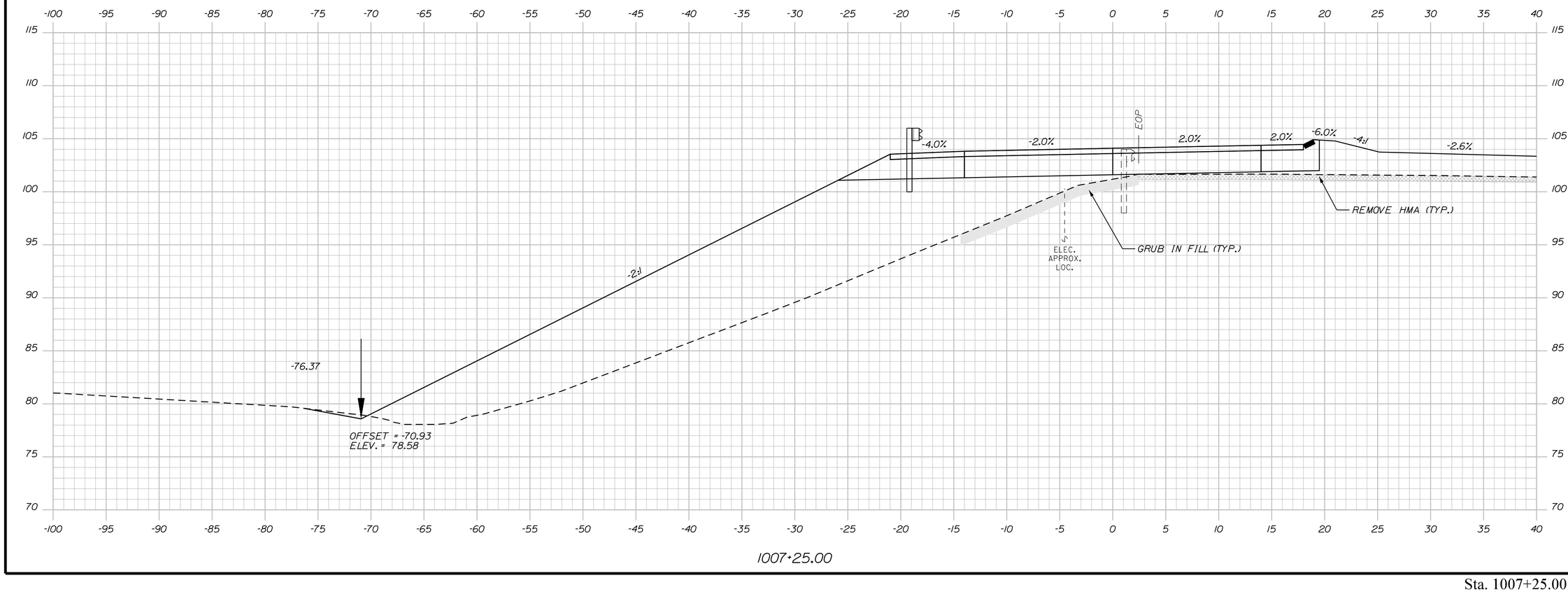
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

SHEET NUMBER
H-156
302
OF 485



Sta. 1007+25.00 to Sta. 1007+25.00

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

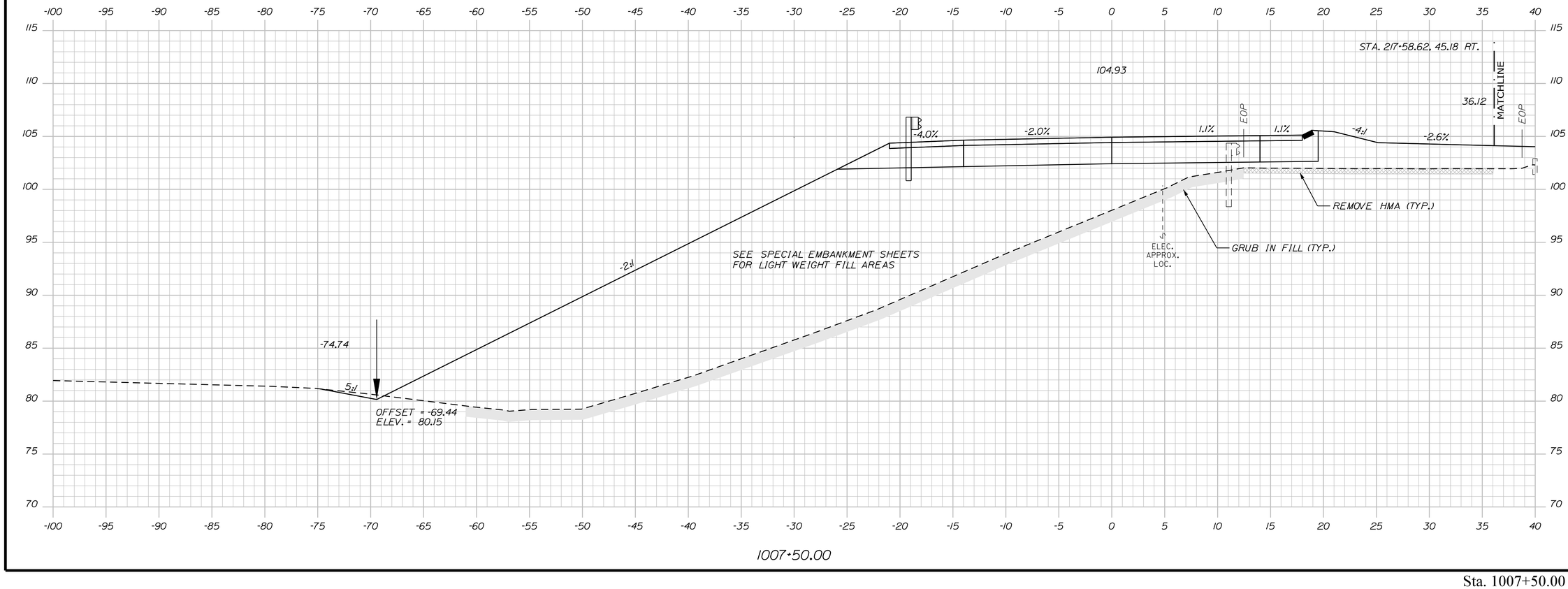
HIGHWAY PLANS

BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-157
303
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP C

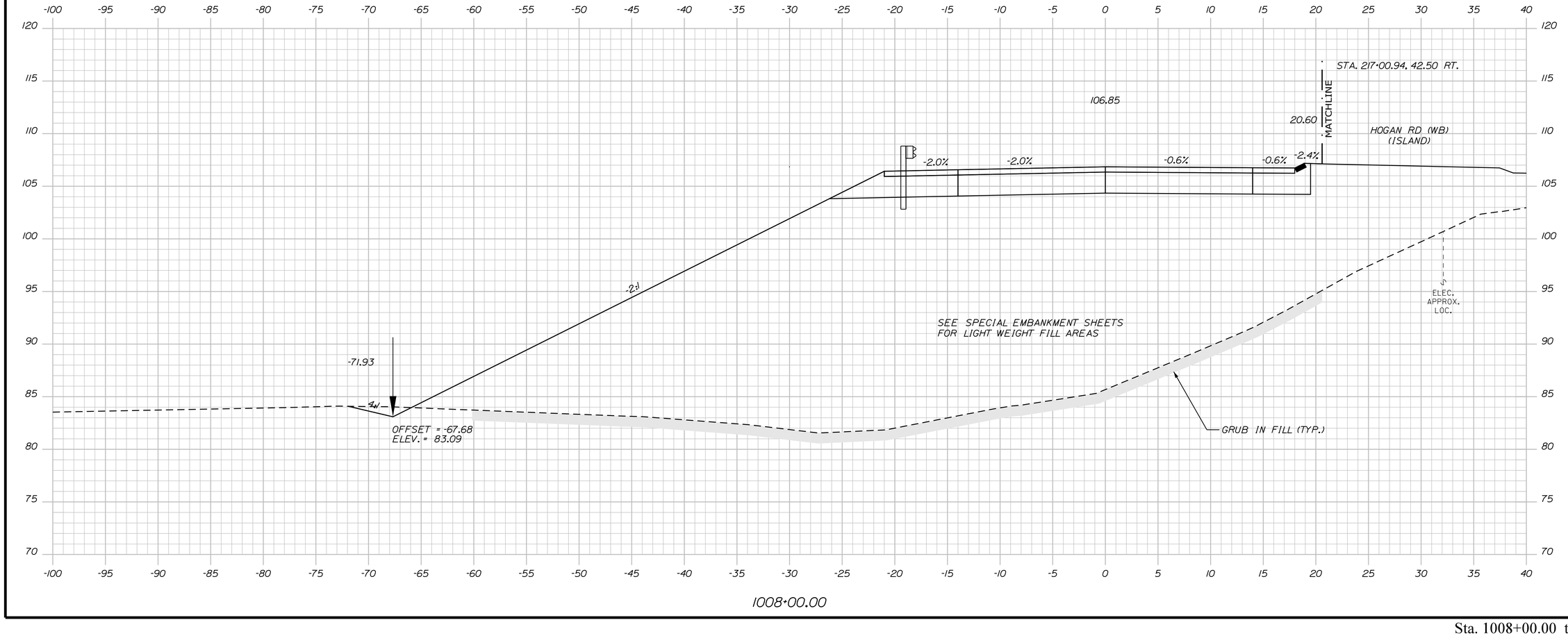
CROSS SECTIONS

SHEET NUMBER
H-158
304
OF 485

Sta. 1007+50.00 to Sta. 1007+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

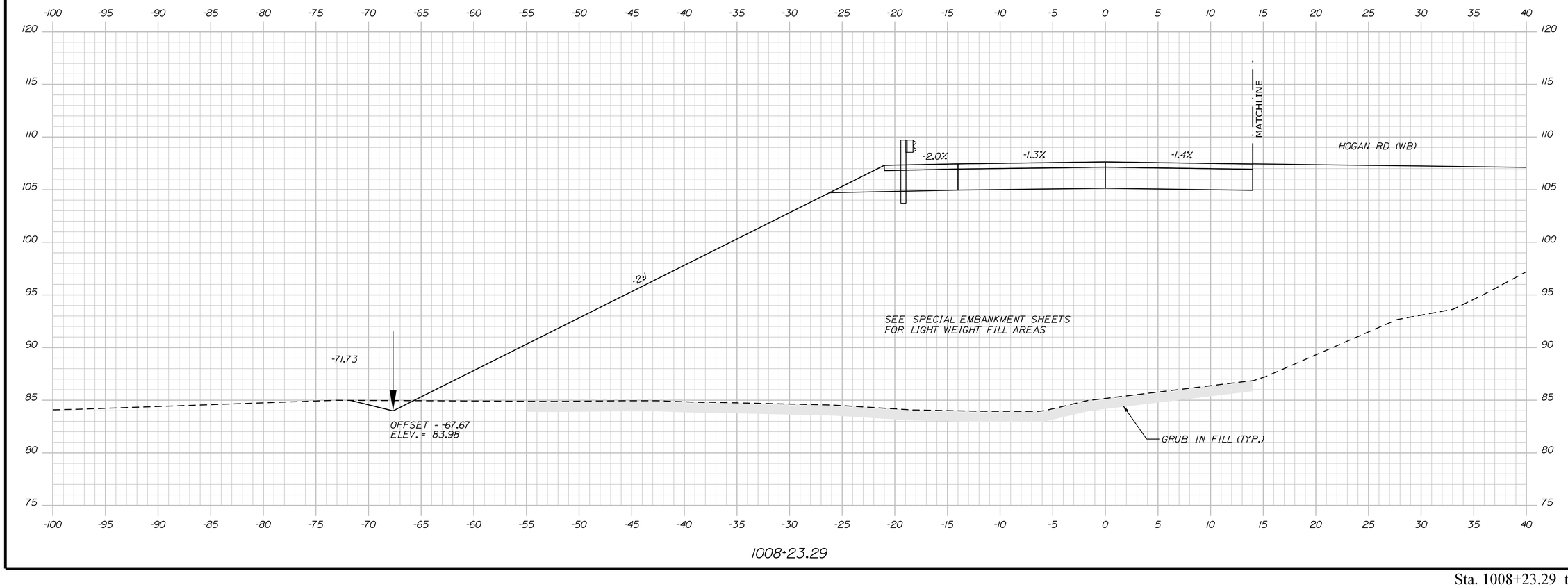
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DESIGN-DETAILED	ECF	JBD	11/25/2025	
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DESIGN2-DETAILED2				
DESIGN3-DETAILED3				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-159
305
OF 485

Sta. 1008+00.00 to Sta. 1008+00.00



Sta. 1008+23.29 to Sta. 1008+23.29

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

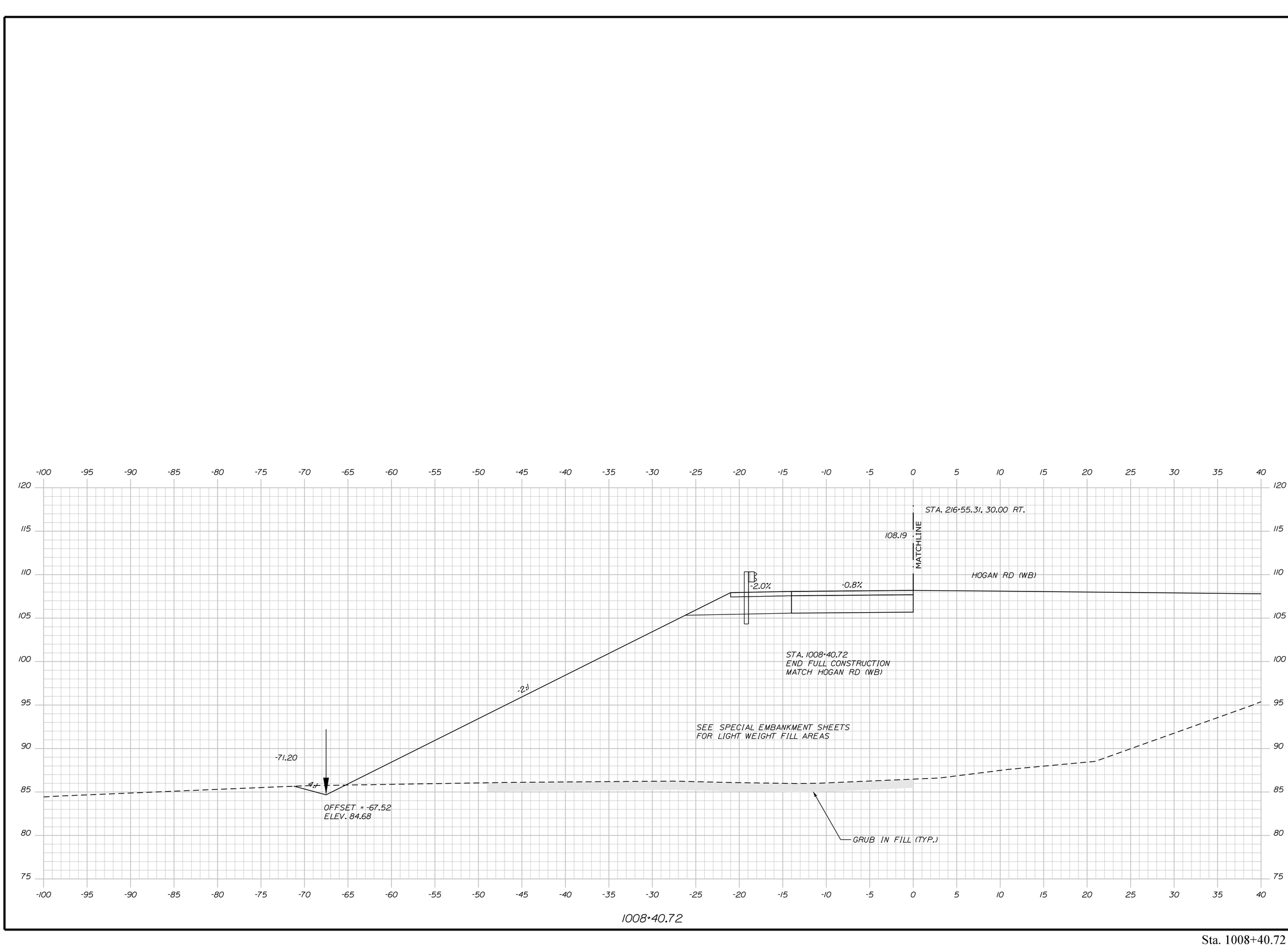
BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-160
306
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

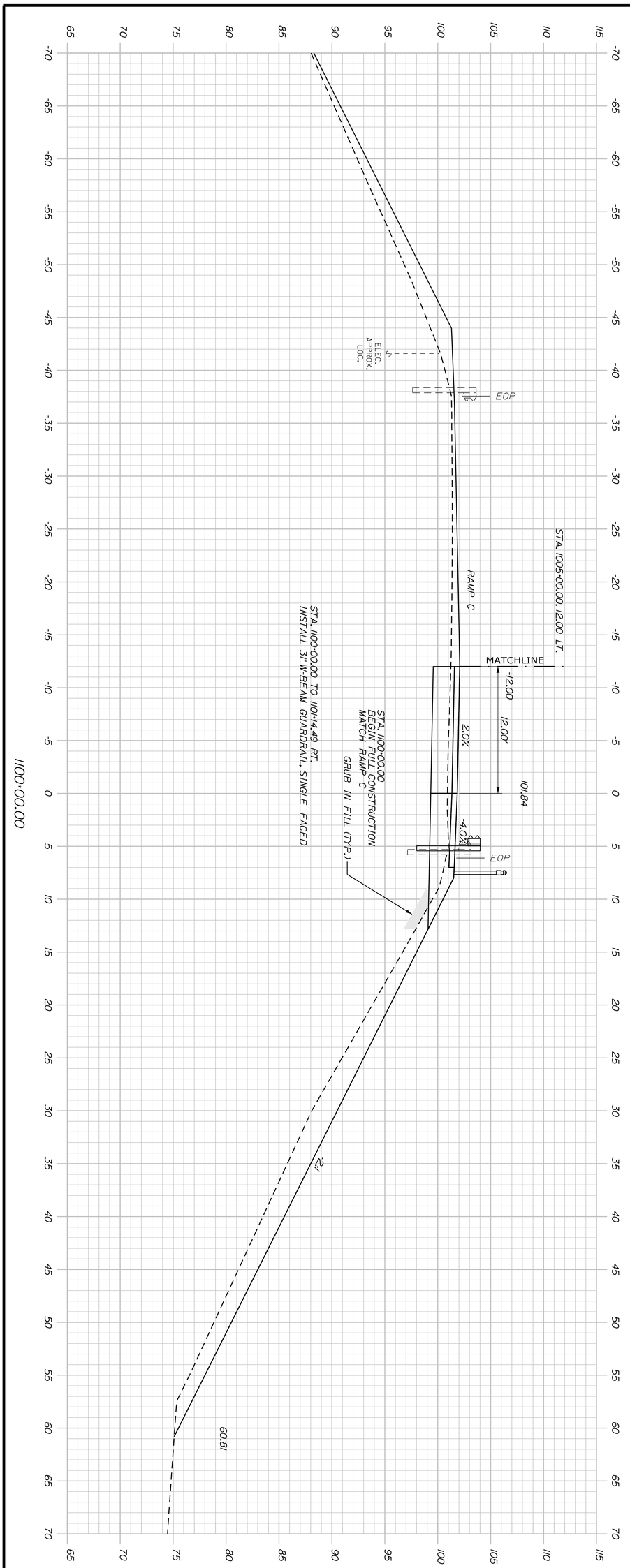
WIN
18595.11
HIGHWAY PLANS

BANGOR
RAMP C

CROSS SECTIONS

SHEET NUMBER
H-161
307
OF 485

Sta. 1008+40.72 to Sta. 1008+40.72



Sta. 1100+00.00 to Sta. 1100+00.00

SHEET NUMBER H-162
308 OF 485

BANGOR
SPUR C

CROSS SECTIONS

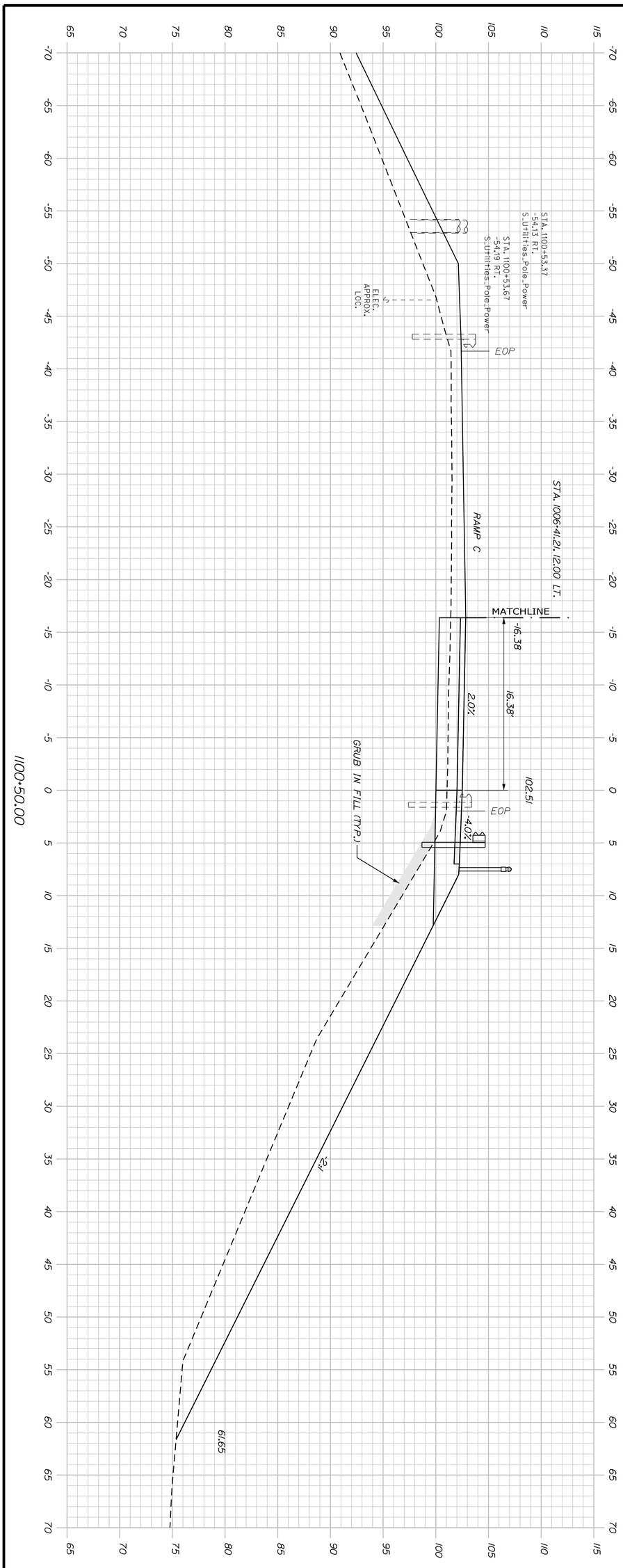
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS



Sta. 1100+50.00 to Sta. 1100+50.00

SHEET NUMBER H-163
309 OF 485

BANGOR
SPUR C

CROSS SECTIONS

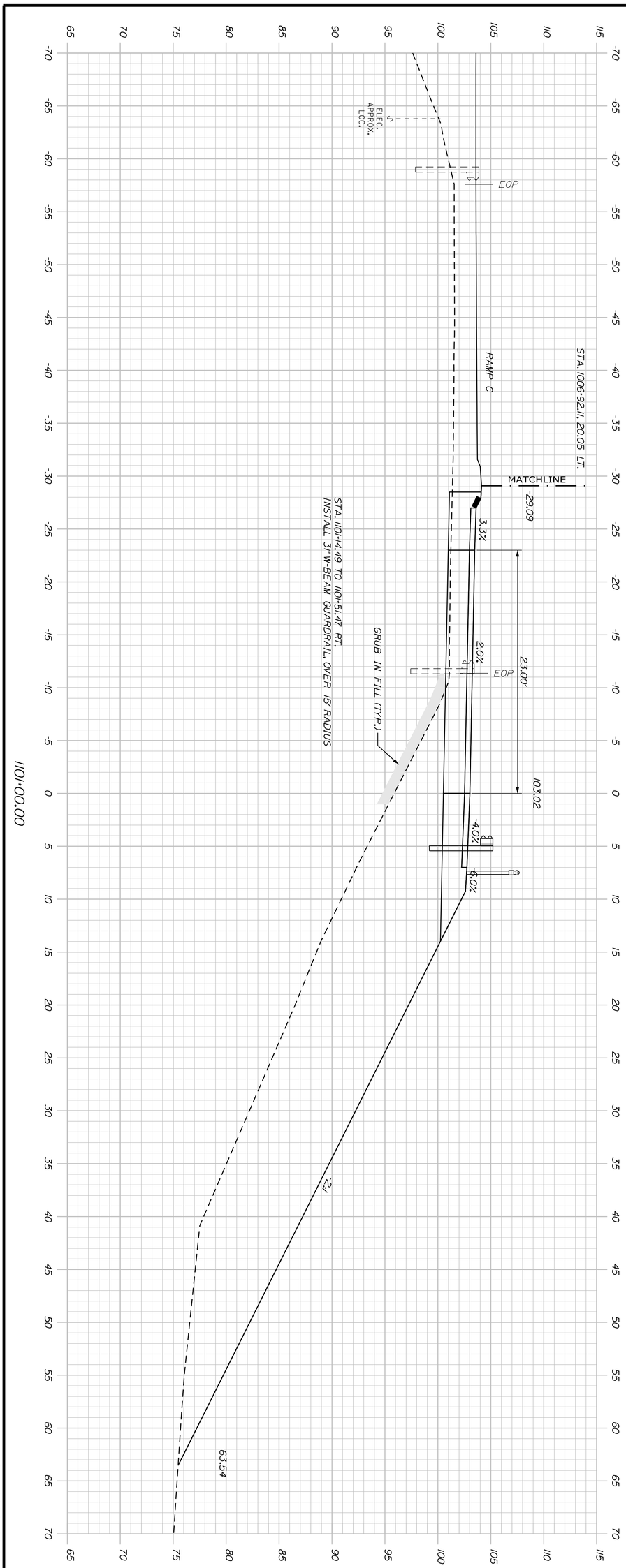
PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS



Sta. 1101+00.00 to Sta. 1101+00.00

SHEET NUMBER H-164 310 OF 485

BANGOR
SPUR C

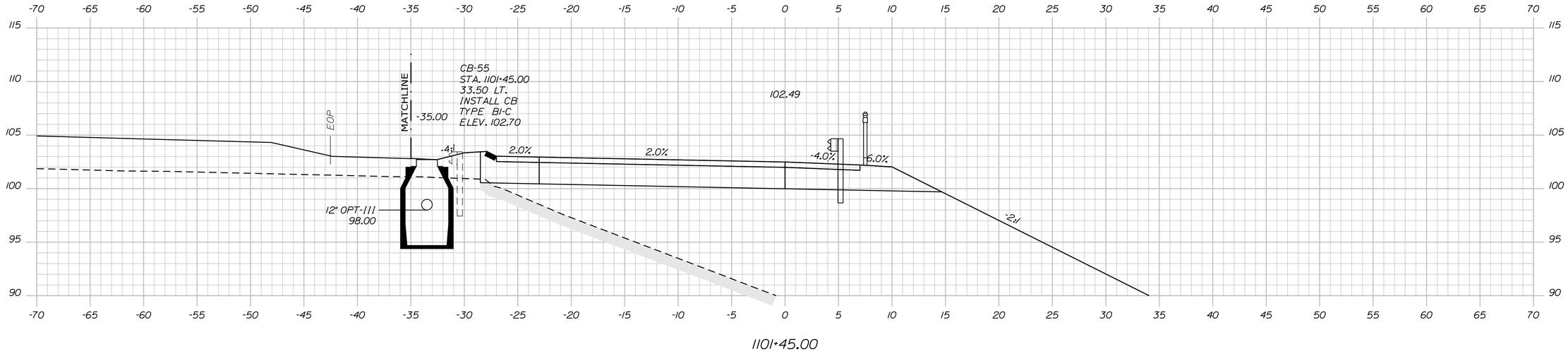
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PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

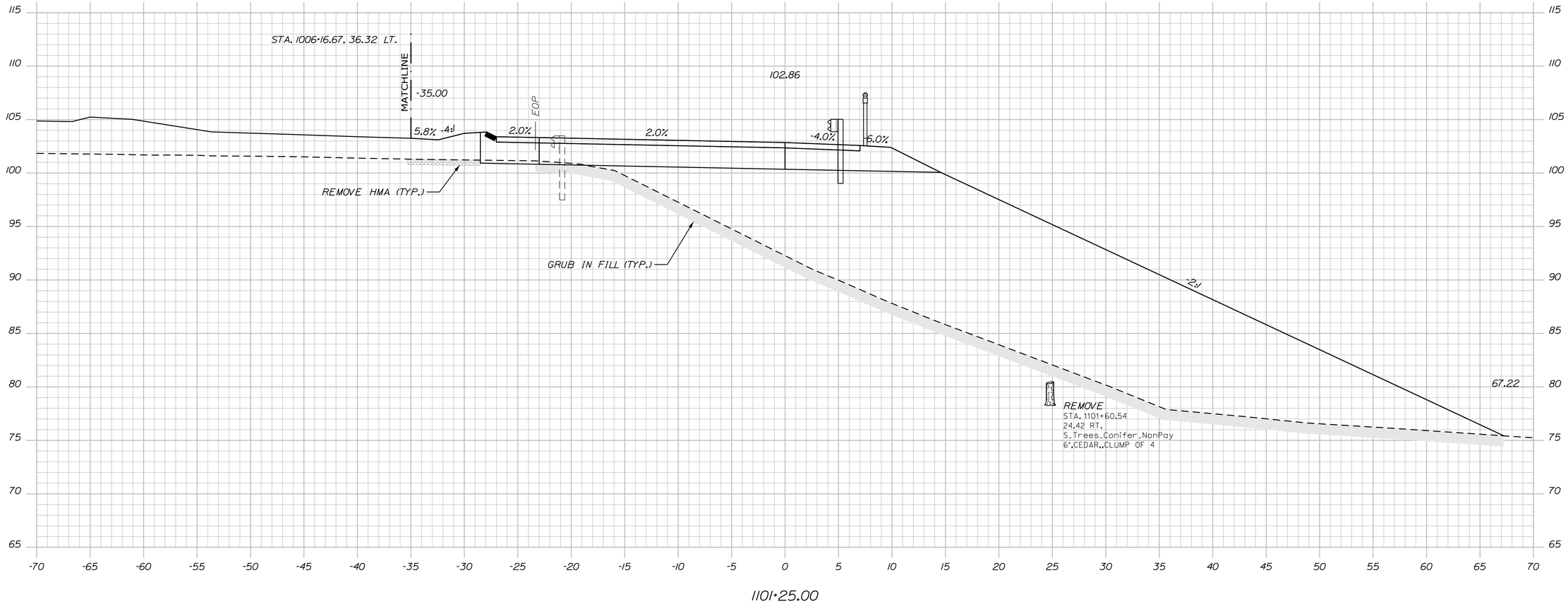
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS



1101+45.00



1101+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

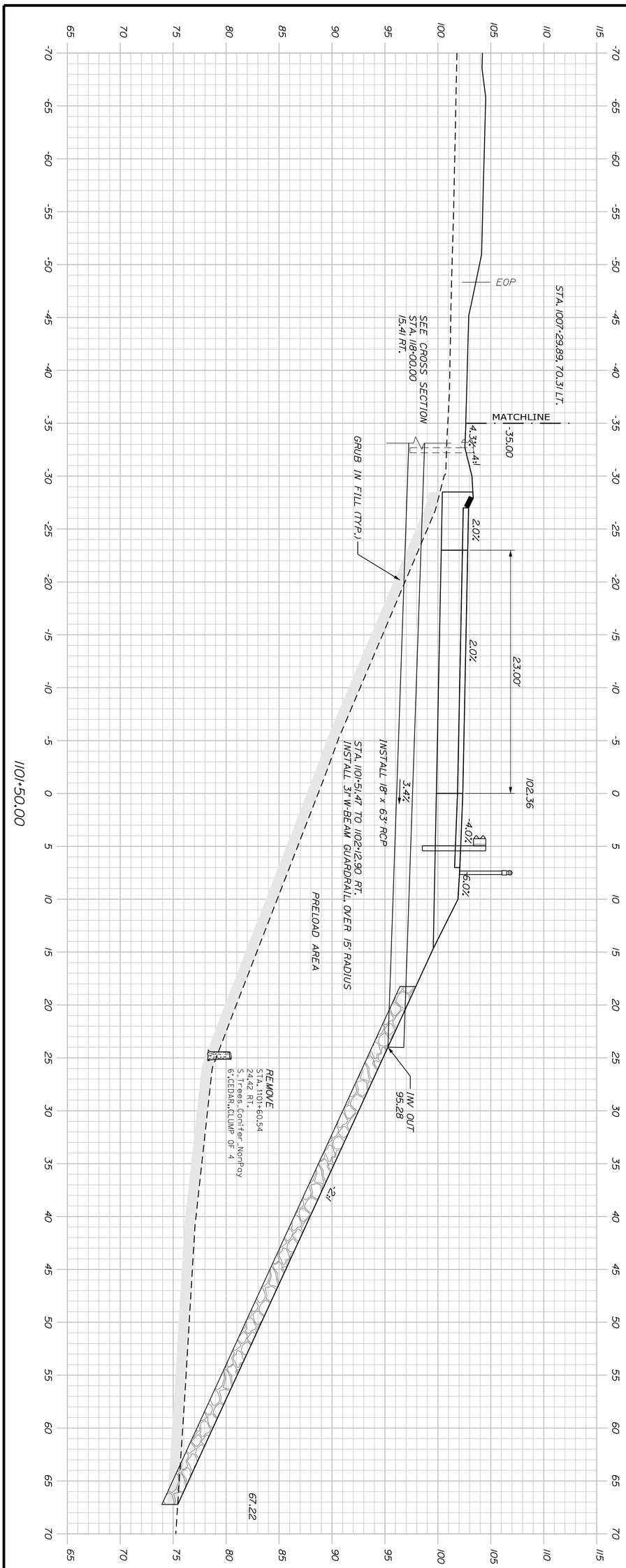
BANGOR
SPUR C

CROSS SECTIONS

SHEET NUMBER
H-165
311
OF 485

Sta. 1101+25.00 to Sta. 1101+25.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 1101+50.00 to Sta. 1101+50.00

SHEET NUMBER H-166
312 OF 485

BANGOR
SPUR C

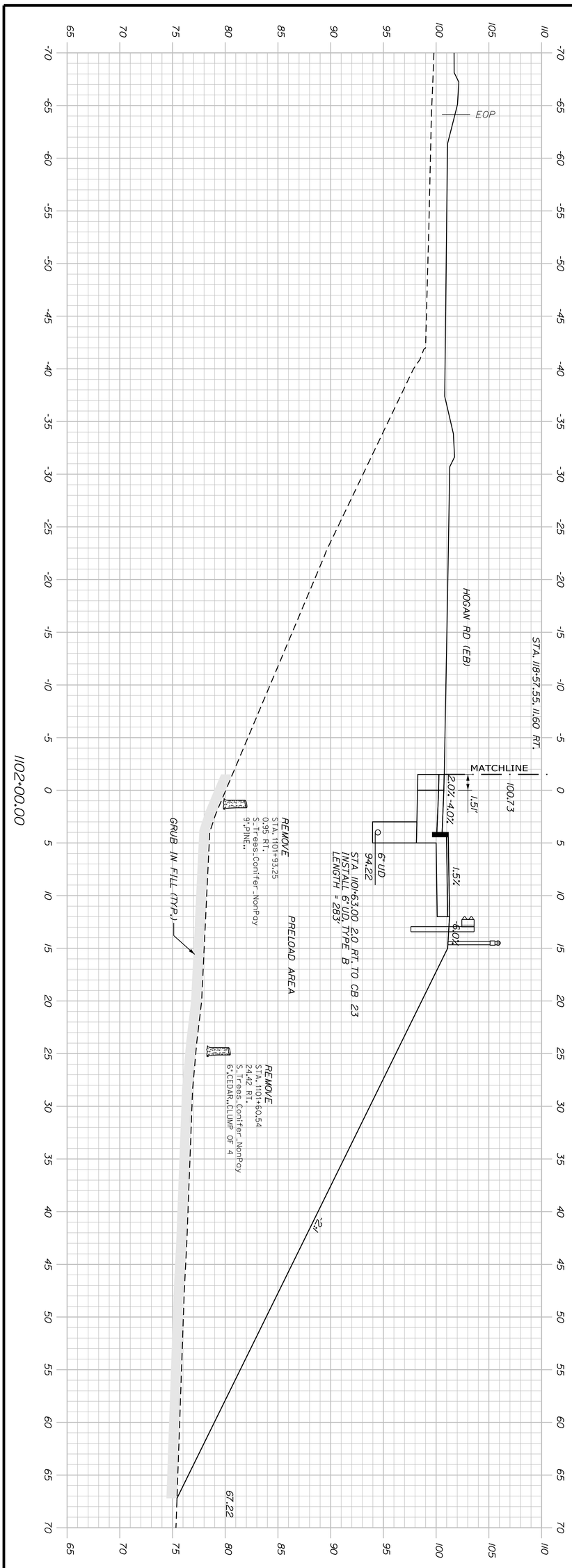
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PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 18595.11 HIGHWAY PLANS



Sta. 1102+00.00 to Sta. 1102+00.00

SHEET NUMBER H-167
313 OF 485

BANGOR
SPUR C

CROSS SECTIONS

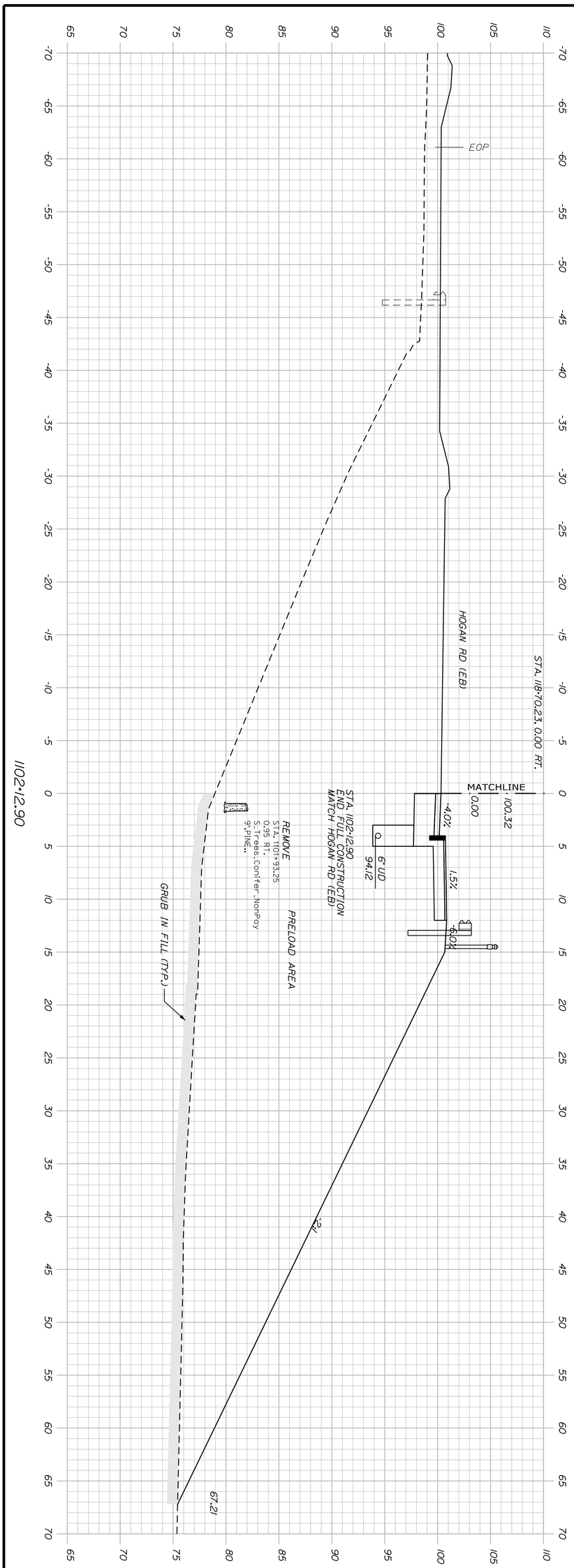
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS



Sta. 1102+12.90 to Sta. 1102+12.90

SHEET NUMBER H-168 314 OF 485

BANGOR
SPUR C

CROSS SECTIONS

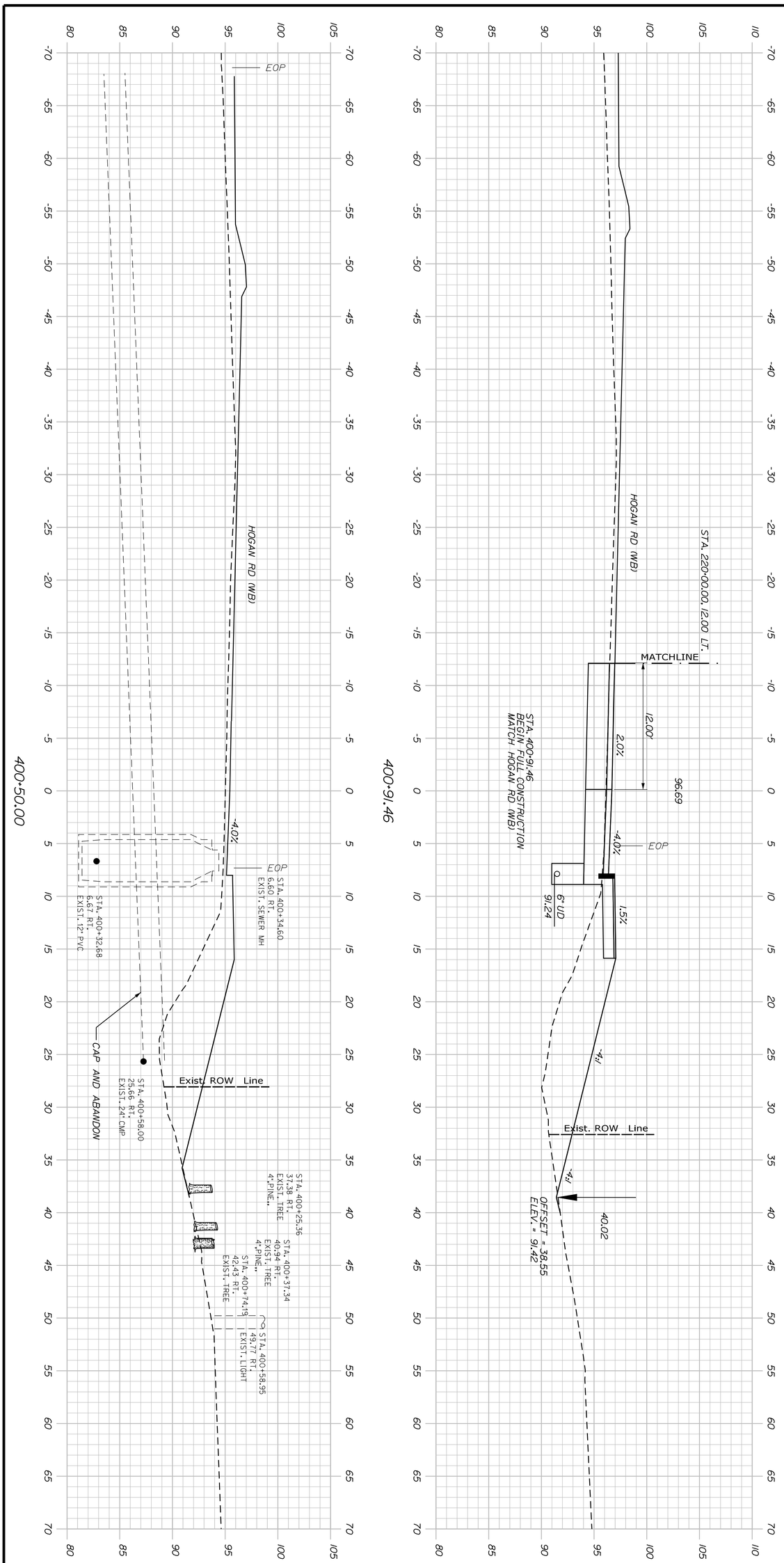
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
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HIGHWAY PLANS



Sta. 400+00.00 to Sta. 400+50.00

SHEET NUMBER H-169 315 OF 485

BANGOR RAMP D

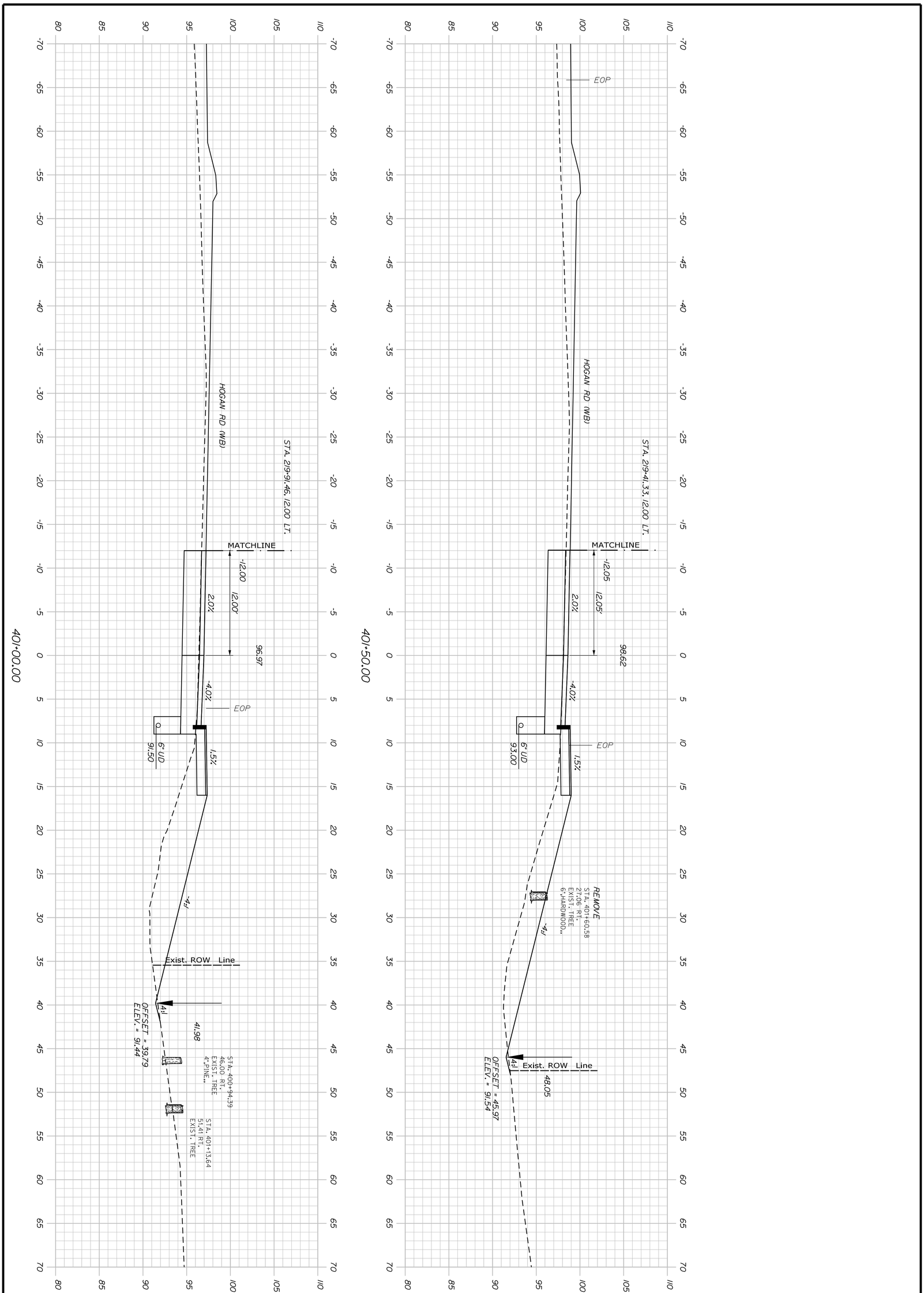
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PROJ. MANAGER	L. ROWE	BY	DATE
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CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
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WIN 18595.11 HIGHWAY PLANS



Sta. 401+00.00 to Sta. 401+50.00

SHEET NUMBER H-170 316 OF 485

BANGOR
RAMP D

CROSS SECTIONS

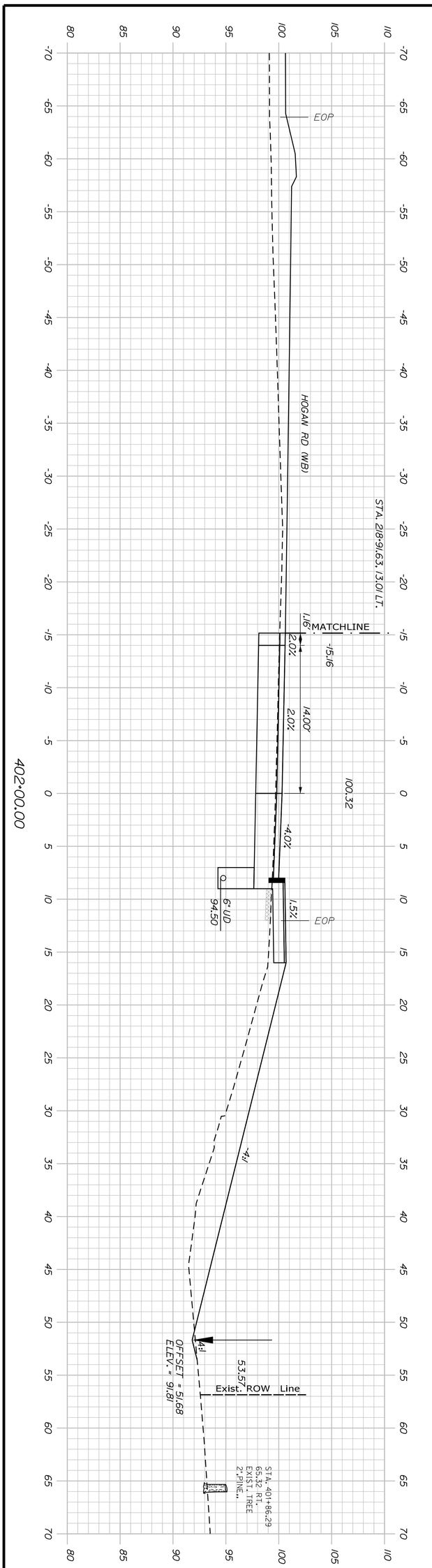
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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REVISIONS 2			
REVISIONS 3			
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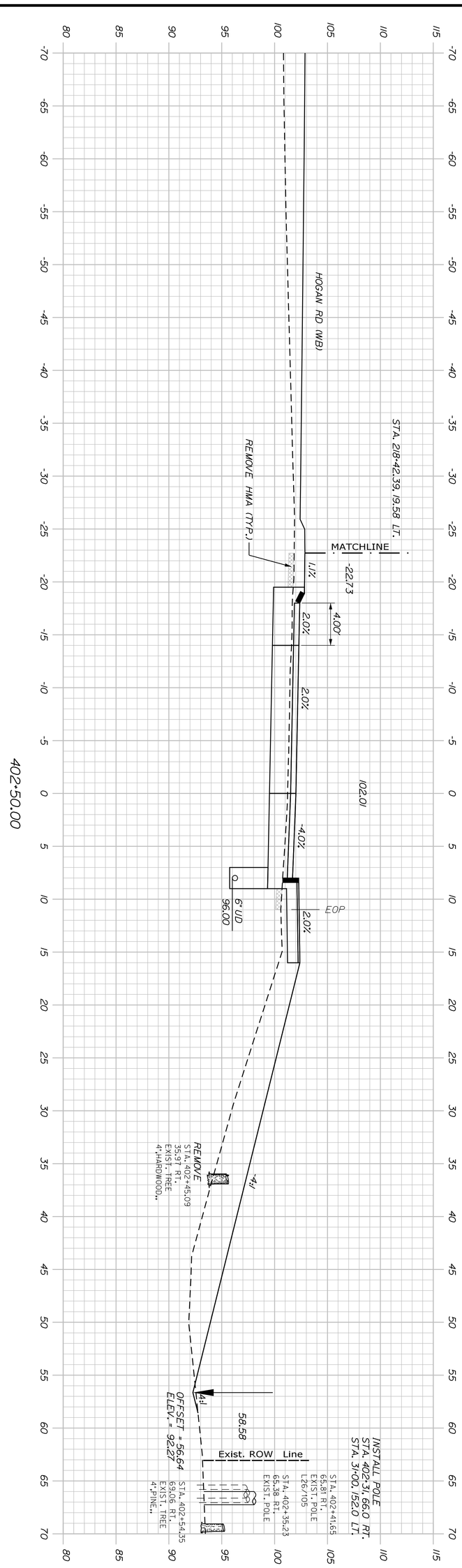
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





Sta. 402+00.00 to Sta. 402+50.00

SHEET NUMBER H-171
317
OF 485

BANGOR
RAMP D

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

vhb

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HIGHWAY PLANS

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

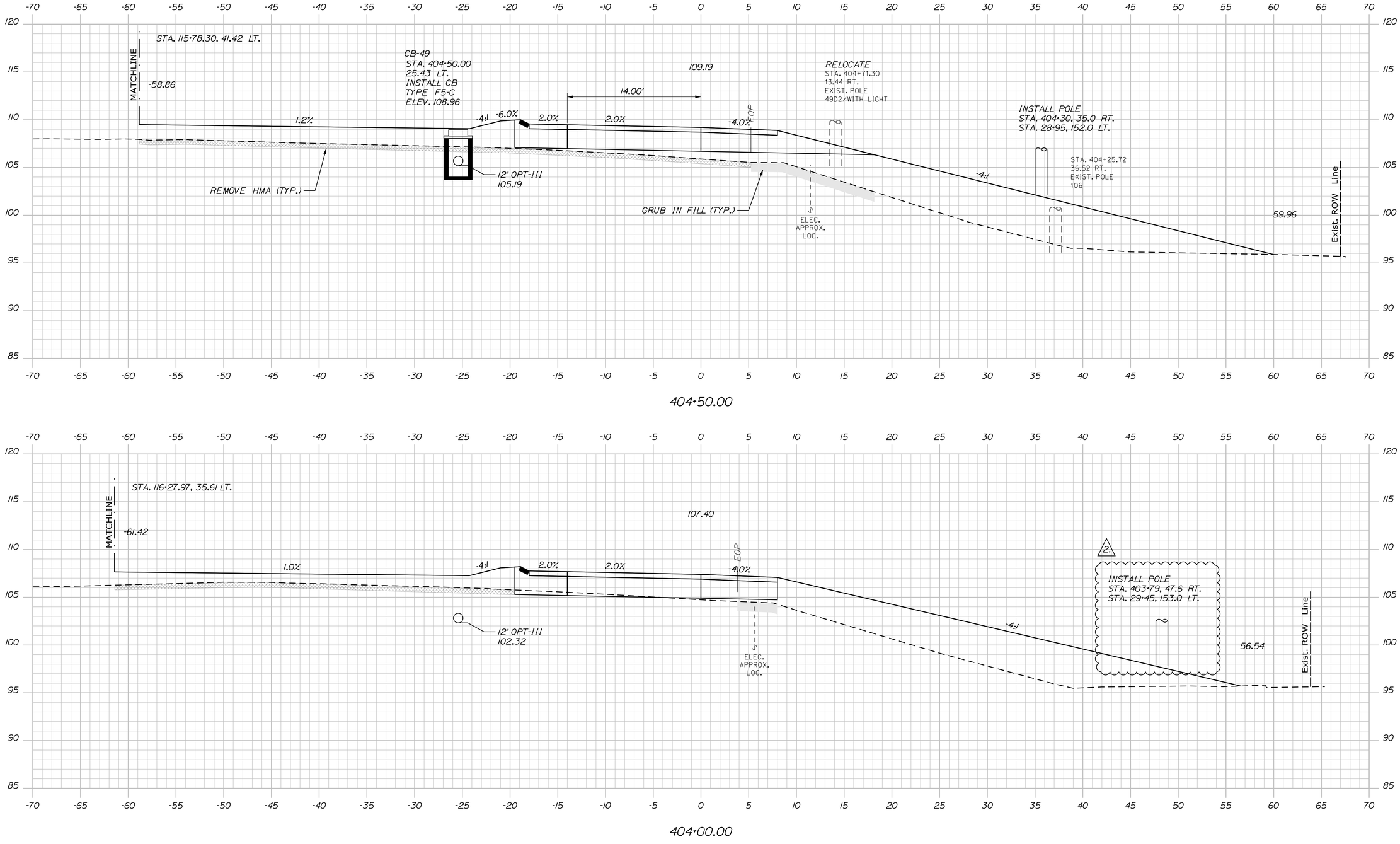
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-172
318
OF 485

Sta. 403+00.00 to Sta. 403+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	1/8/2026
CHECKED-REVIEWED	ECF	AG	1/8/2026
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
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REVISIONS 3			
REVISIONS 4			
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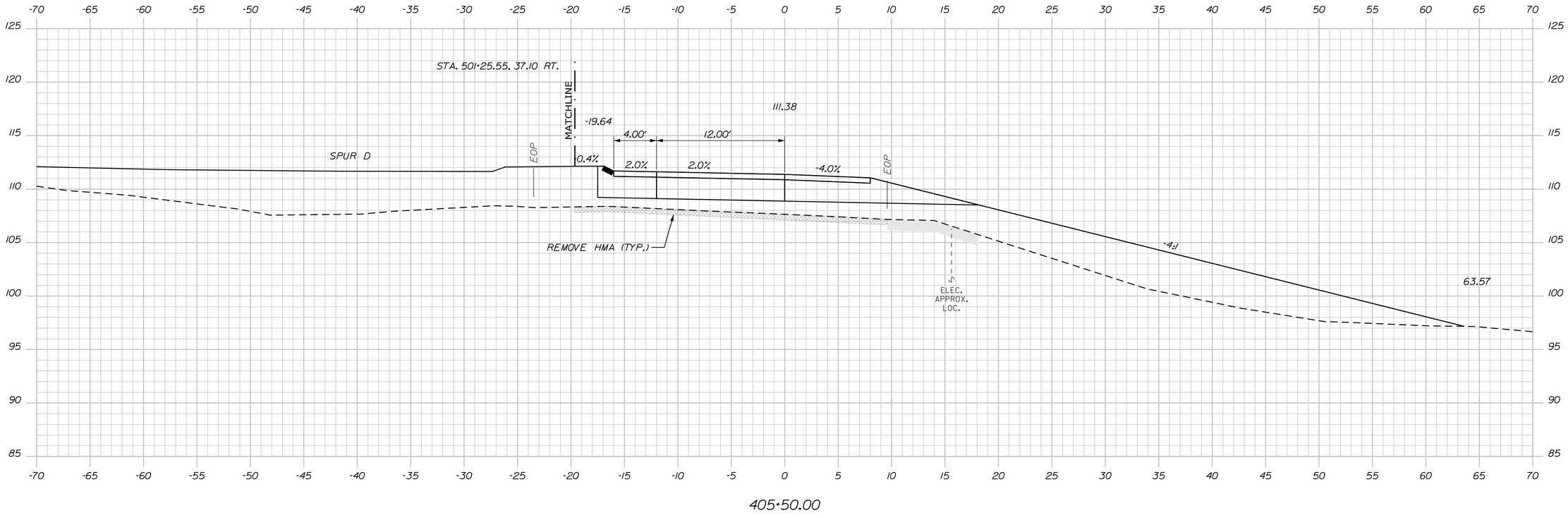
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RAMP D

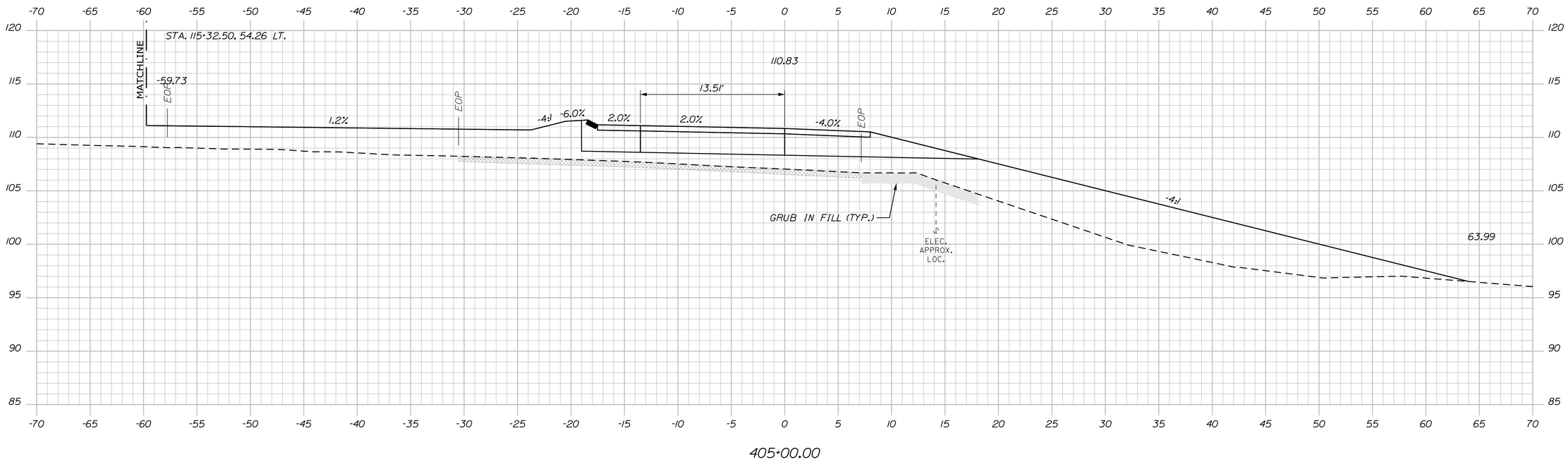
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SHEET NUMBER
H-173
319
OF 485

Sta. 404+00.00 to Sta. 404+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:1/8/2026





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

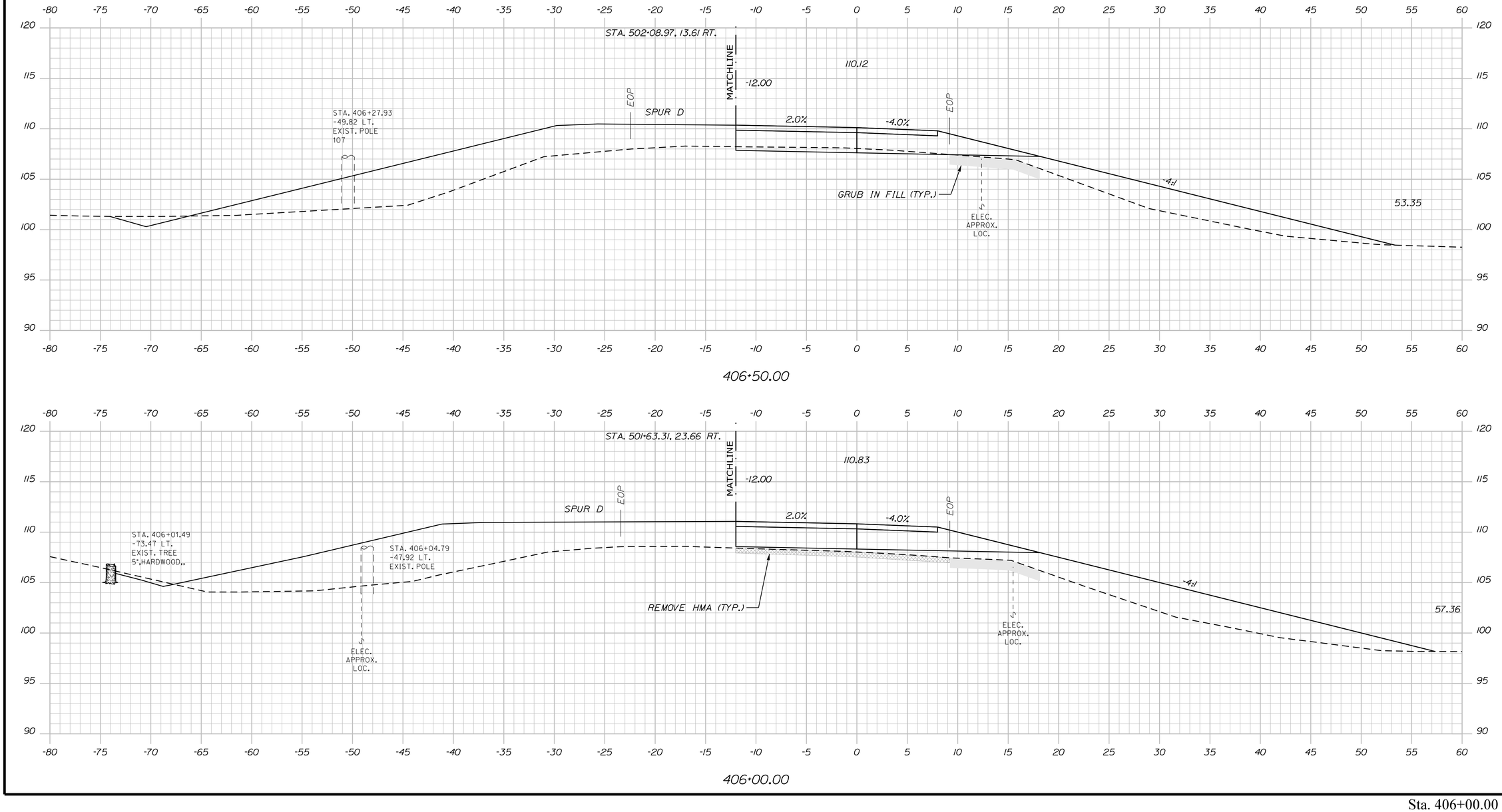
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-174
320
OF 485

Sta. 405+00.00 to Sta. 405+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 406+00.00 to Sta. 406+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

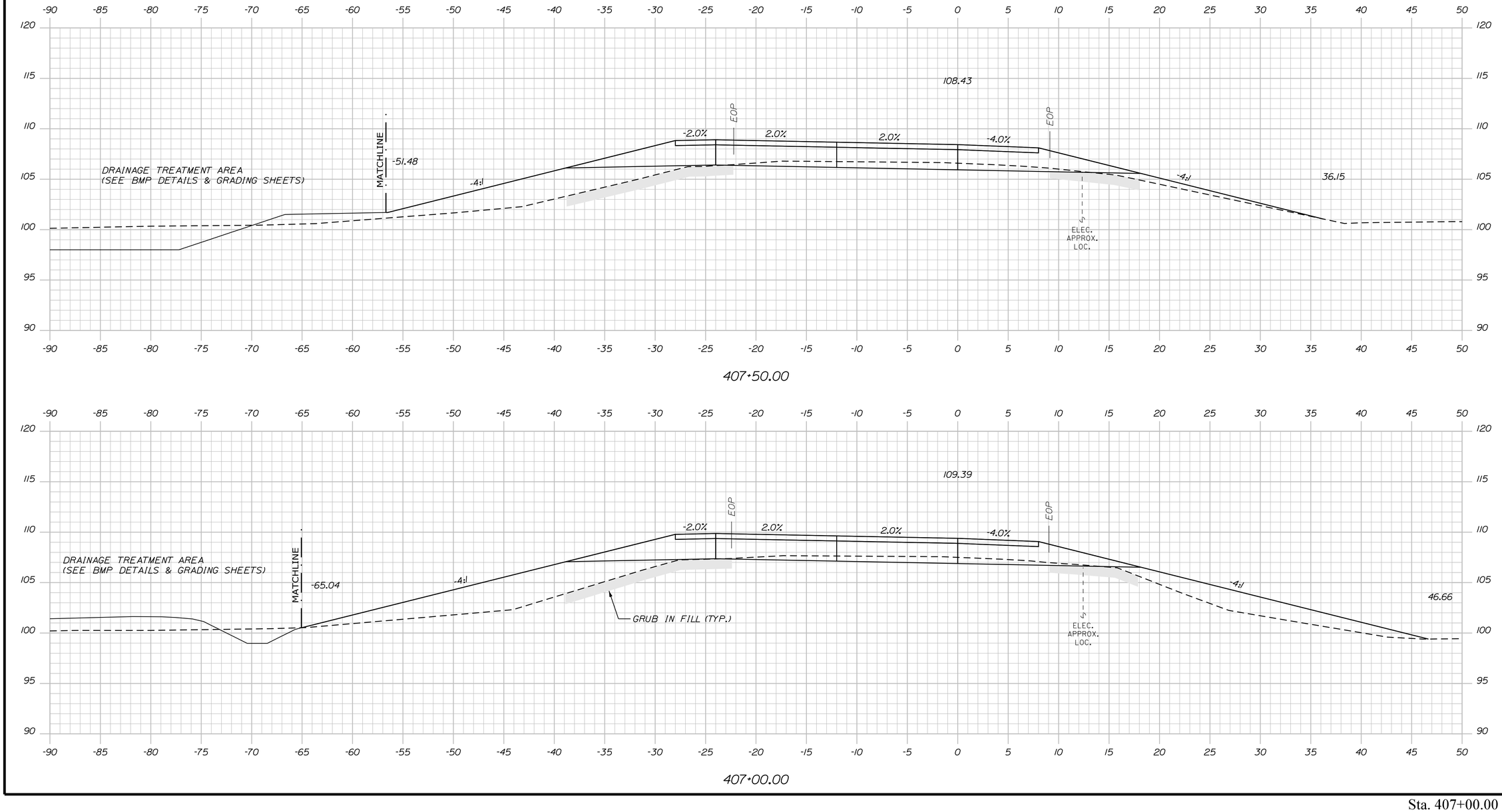
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-175
321
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 407+00.00 to Sta. 407+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

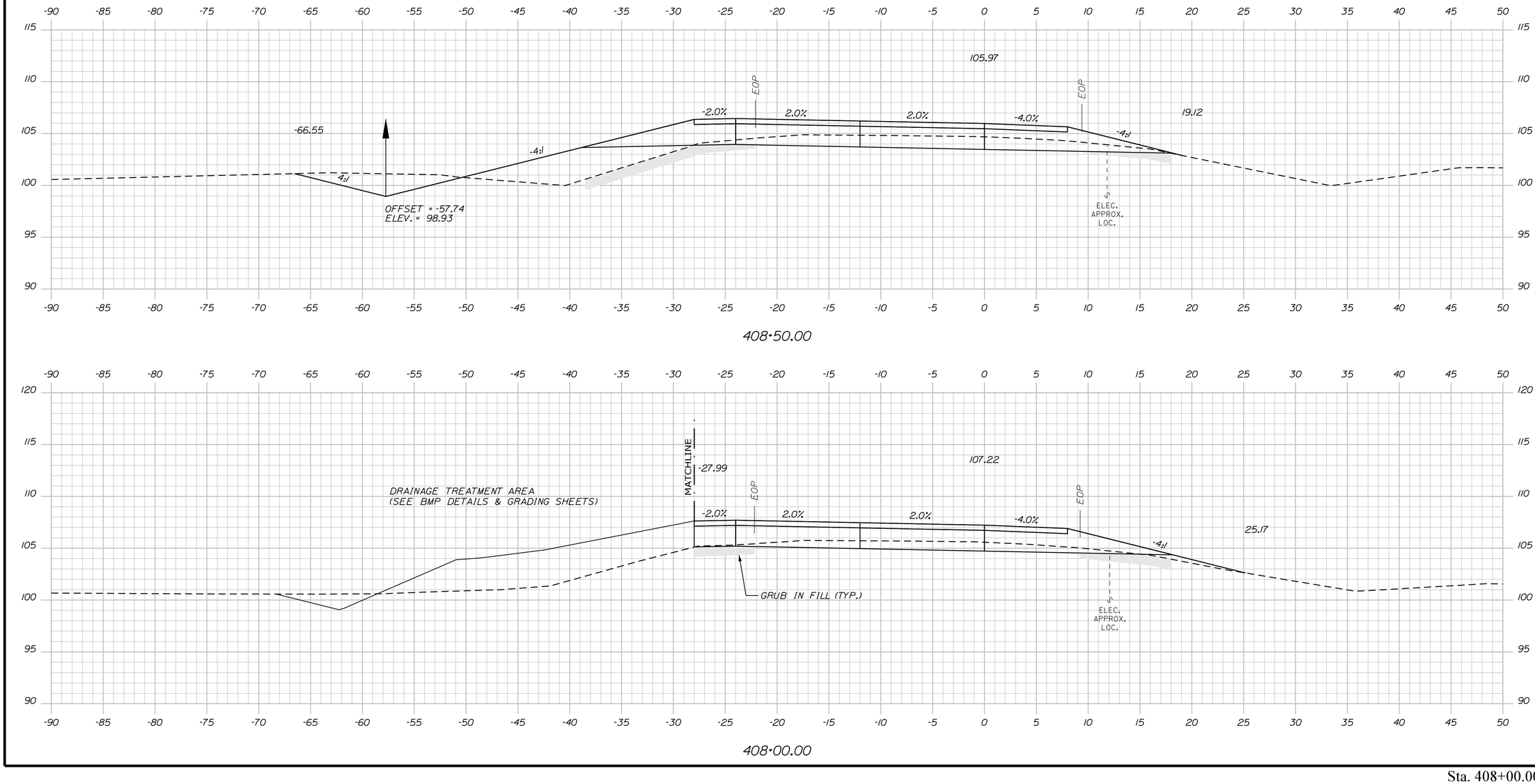
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DESIGN-DETAILED	ECF	JBD	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-176
322
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

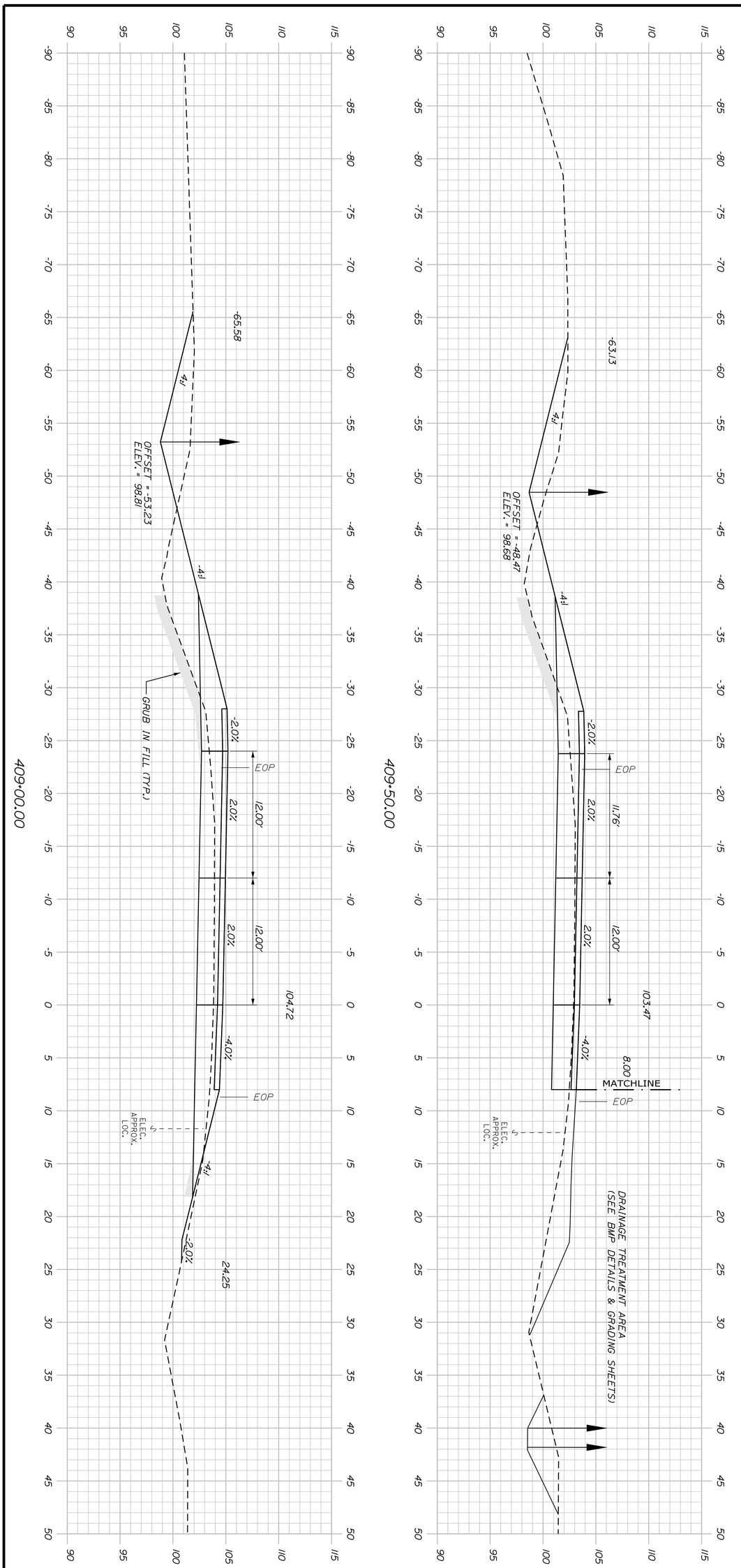
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-177
323
OF 485

Sta. 408+00.00 to Sta. 408+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



Sta. 409+00.00 to Sta. 409+50.00

BANGOR
RAMP D

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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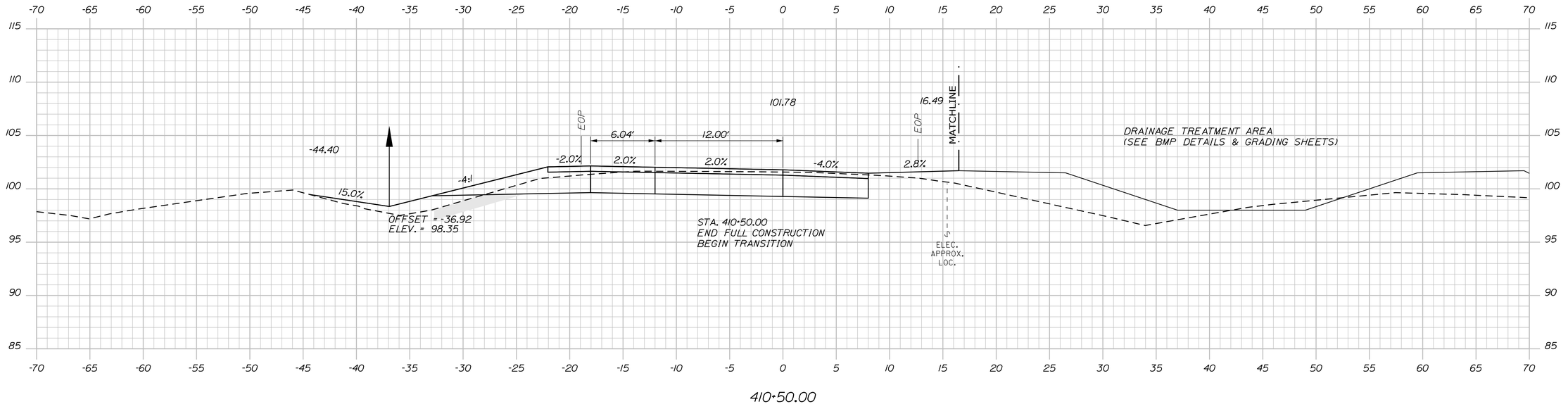
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H-178
324
OF 485

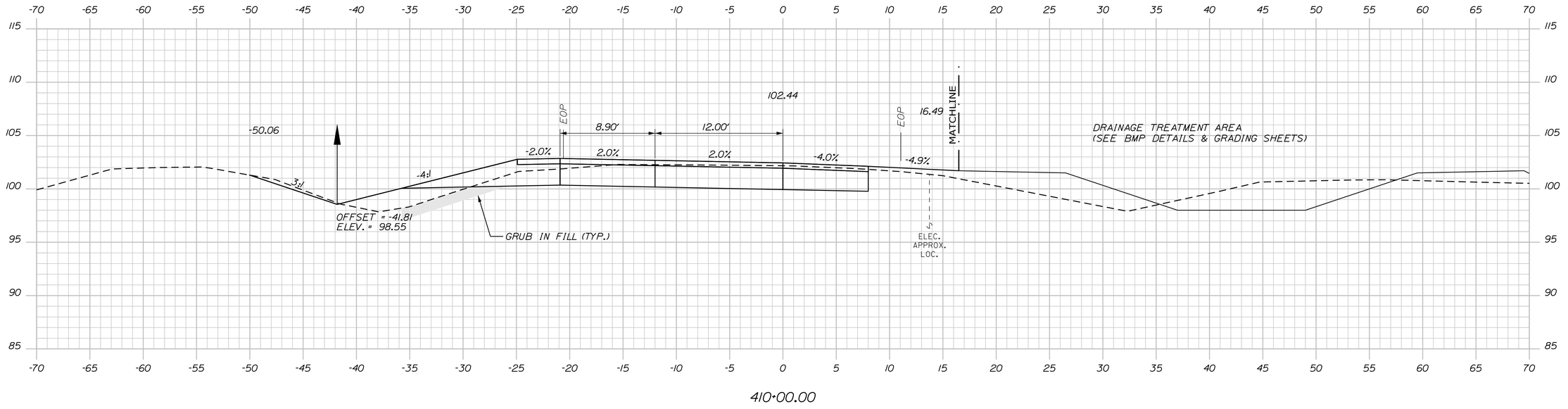
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

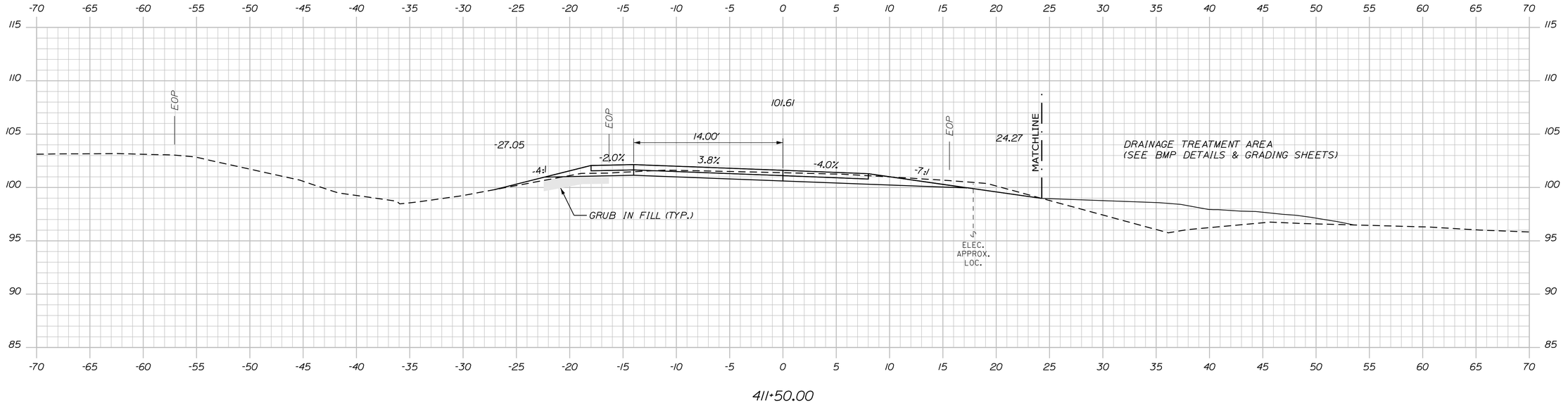
BANGOR
RAMP D

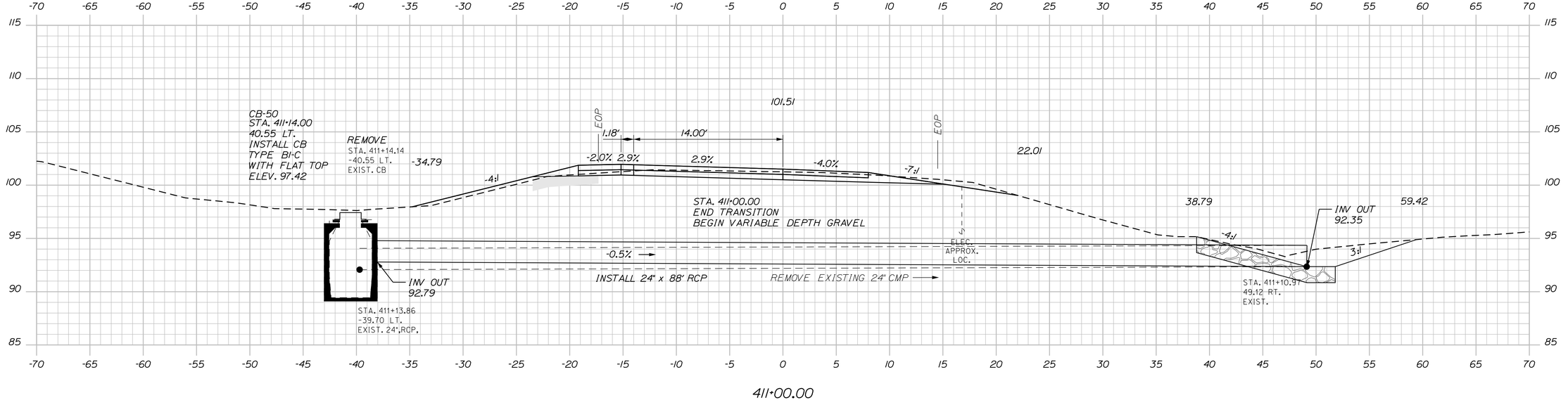
CROSS SECTIONS

SHEET NUMBER
H-179
325
OF 485

Sta. 410+00.00 to Sta. 410+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

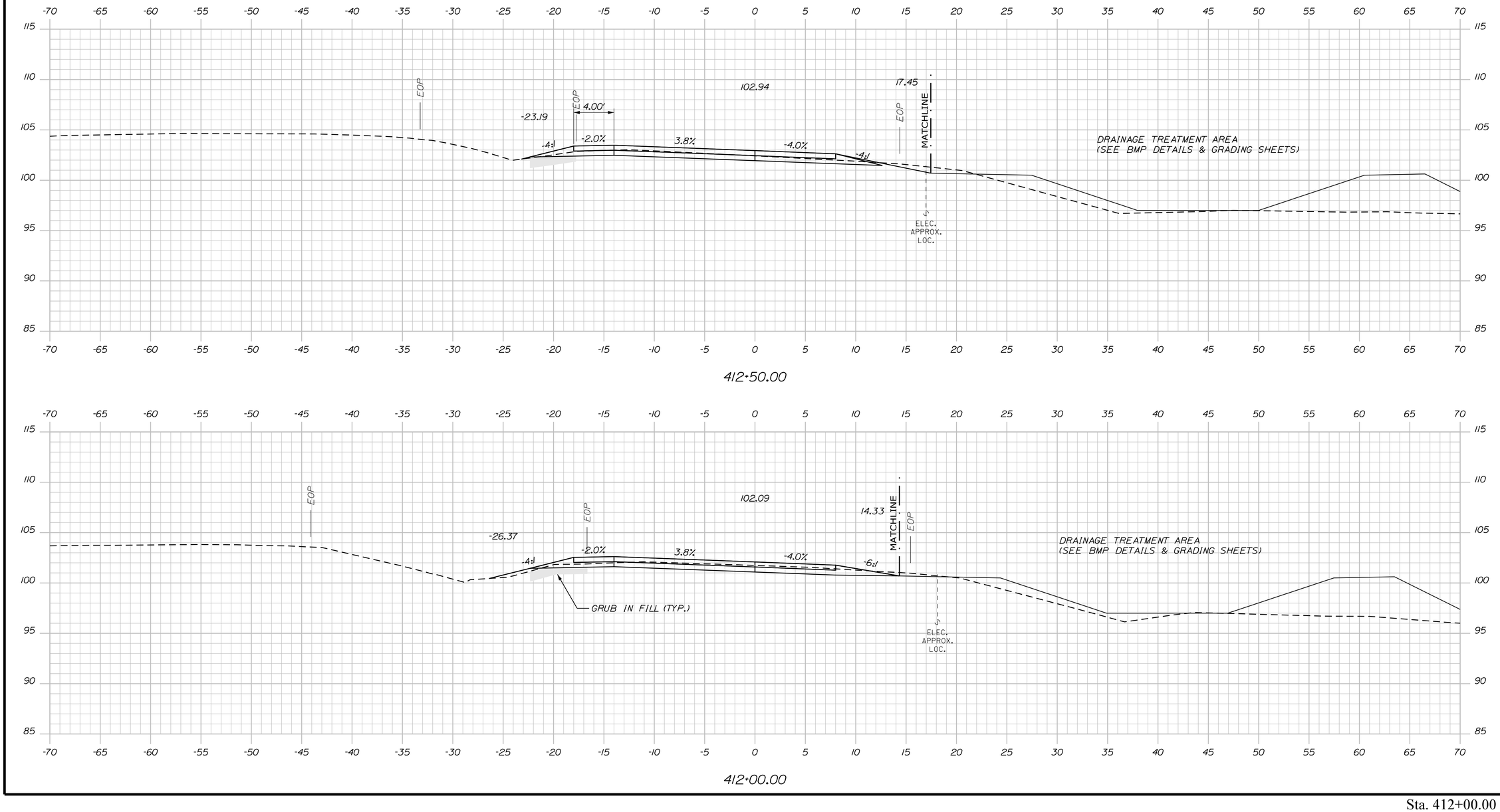
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-180
326
OF 485

Sta. 411+00.00 to Sta. 411+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



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18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

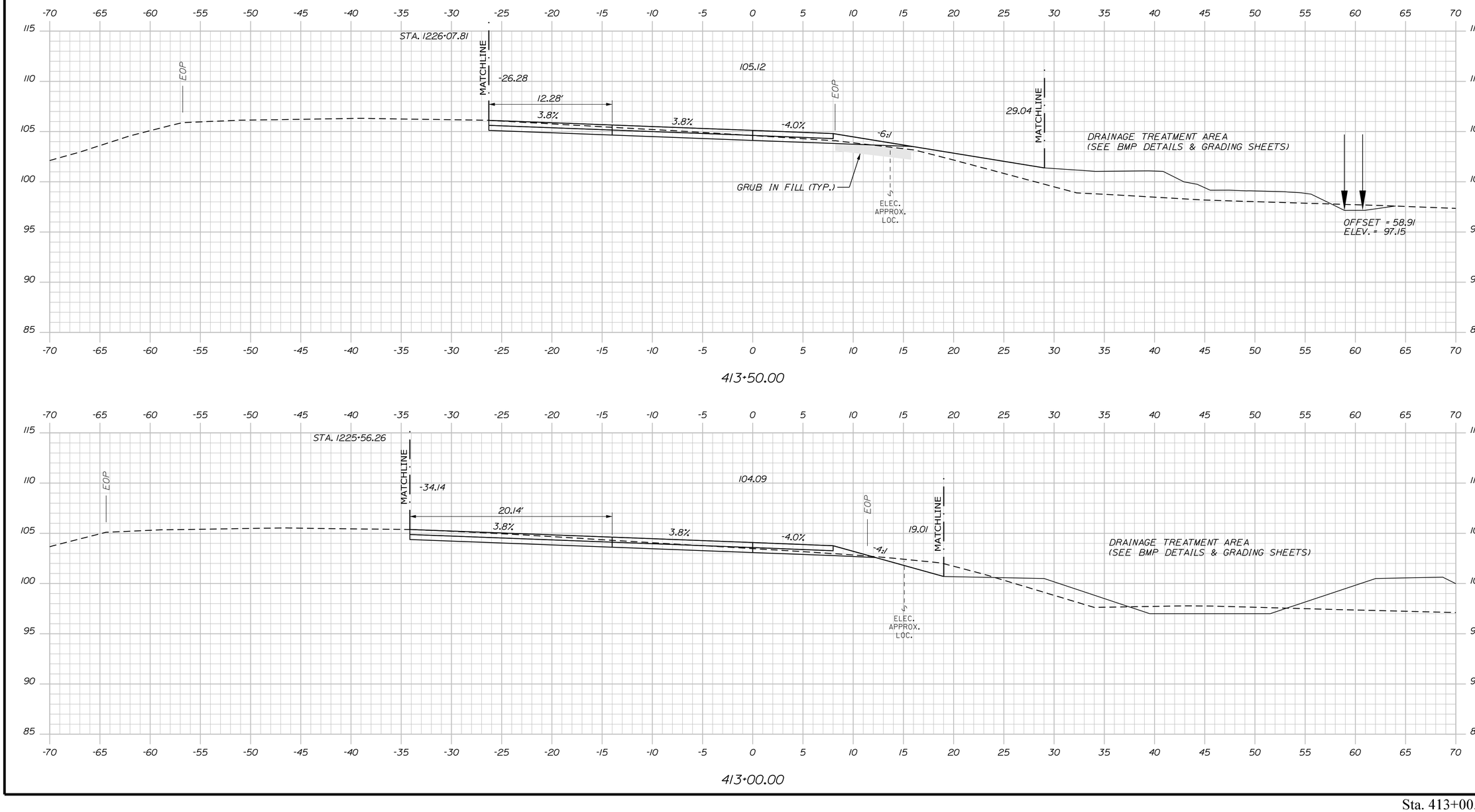
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-181
327
OF 485

Sta. 412+00.00 to Sta. 412+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-182
328
OF 485

Sta. 413+00.00 to Sta. 413+50.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

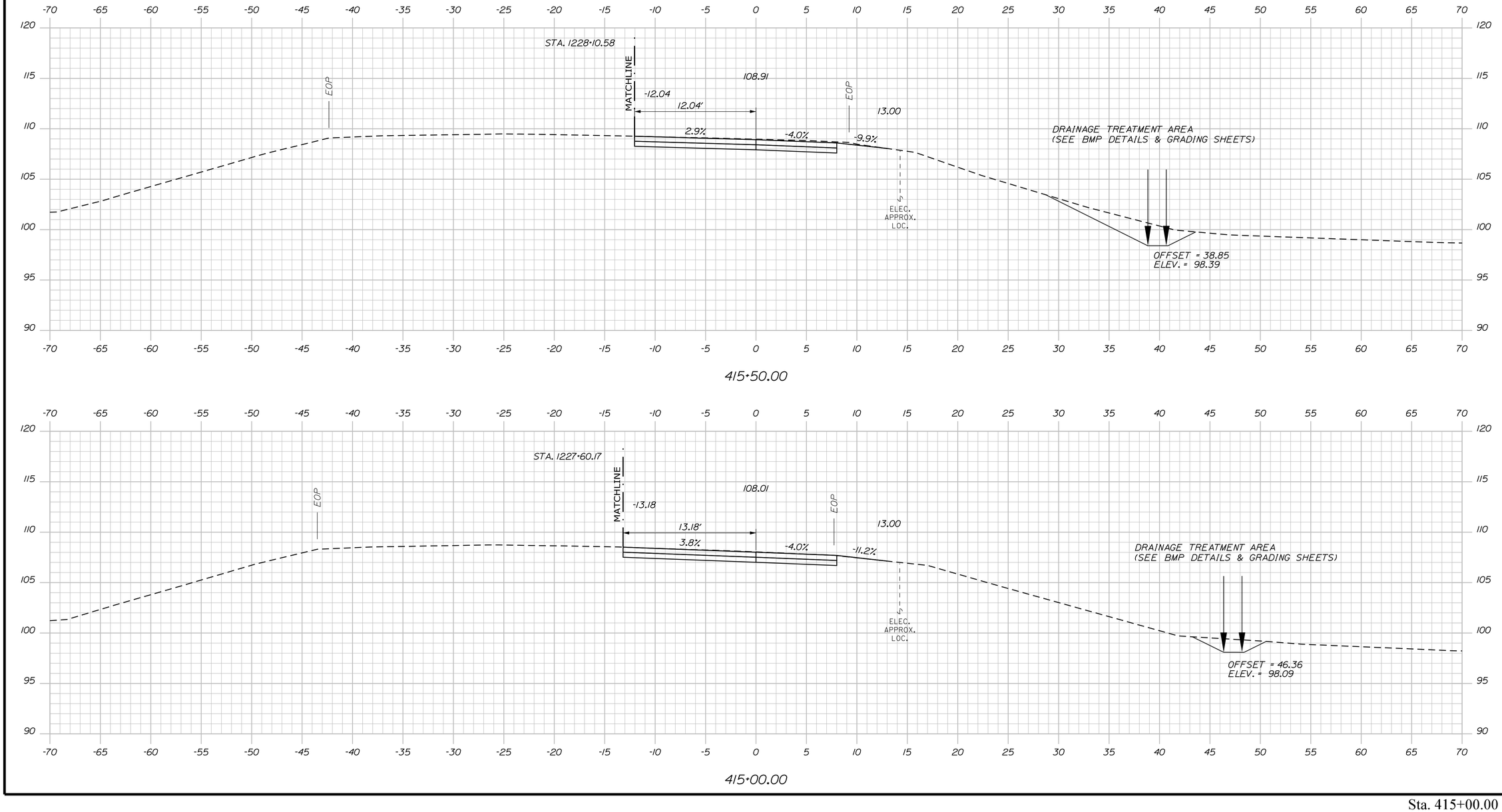
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-183
329
OF 485

Sta. 414+00.00 to Sta. 414+50.00



Sta. 415+00.00 to Sta. 415+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

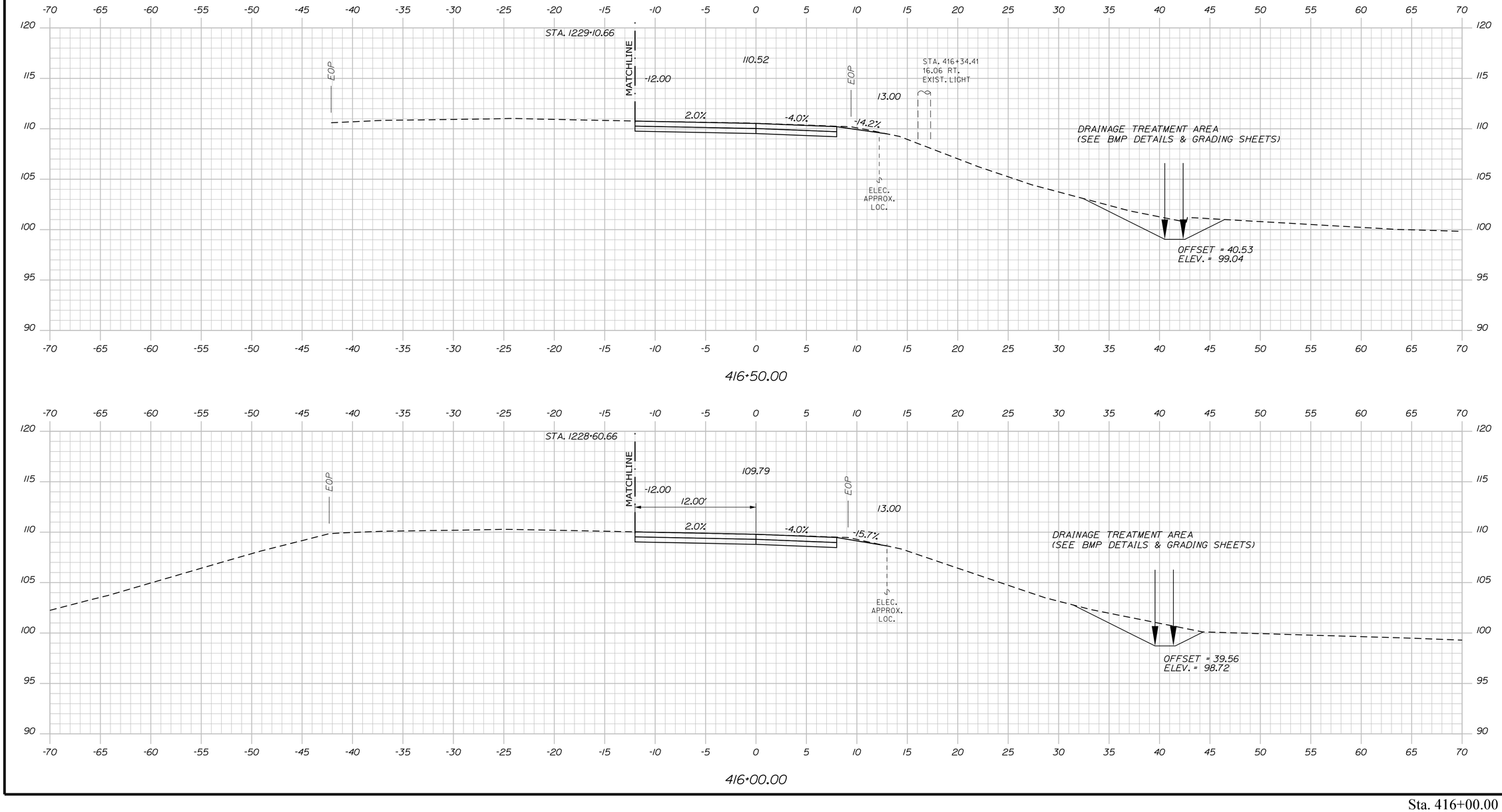
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-184
330
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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REVISIONS 4			
FIELD CHANGES			

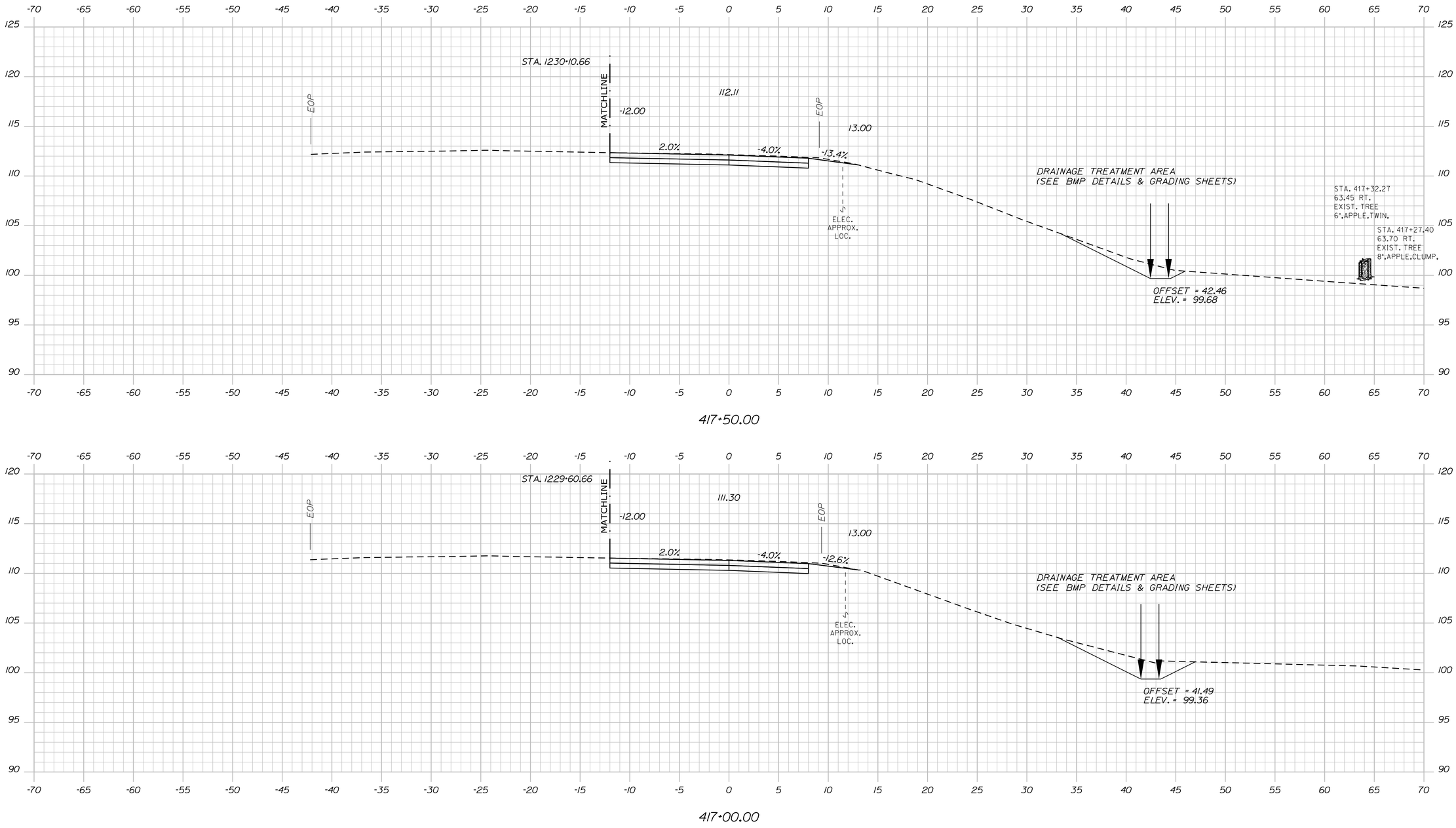
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-185
331
OF 485

Sta. 416+00.00 to Sta. 416+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



Sta. 417+00.00 to Sta. 417+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

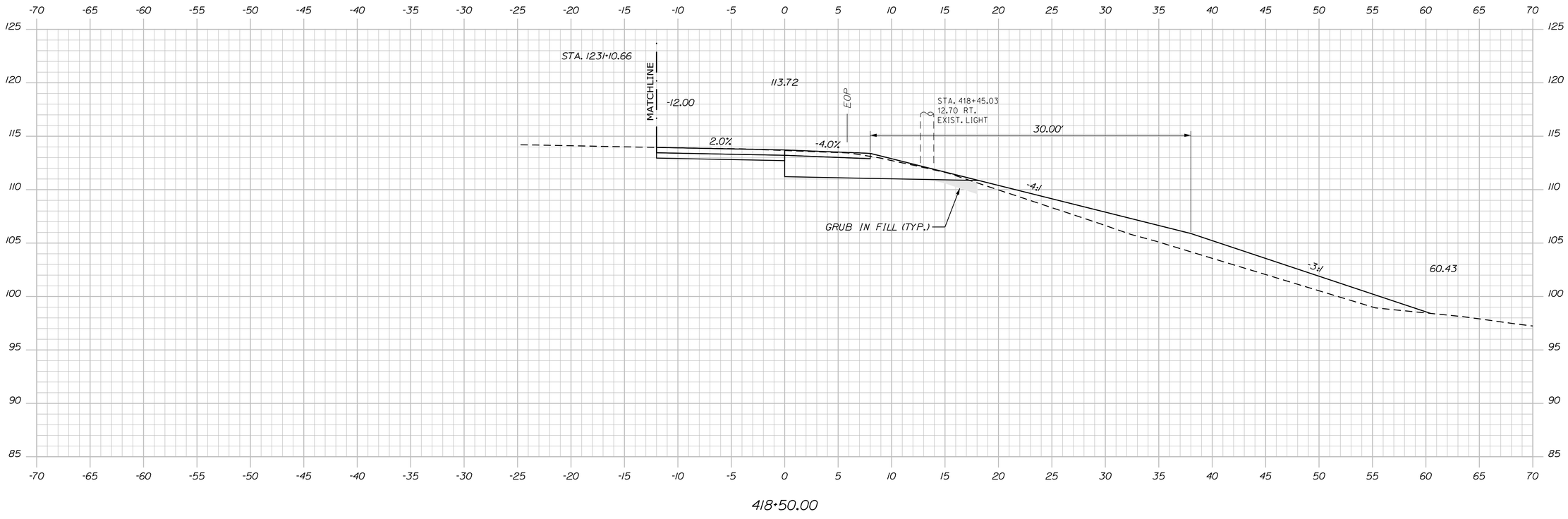
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

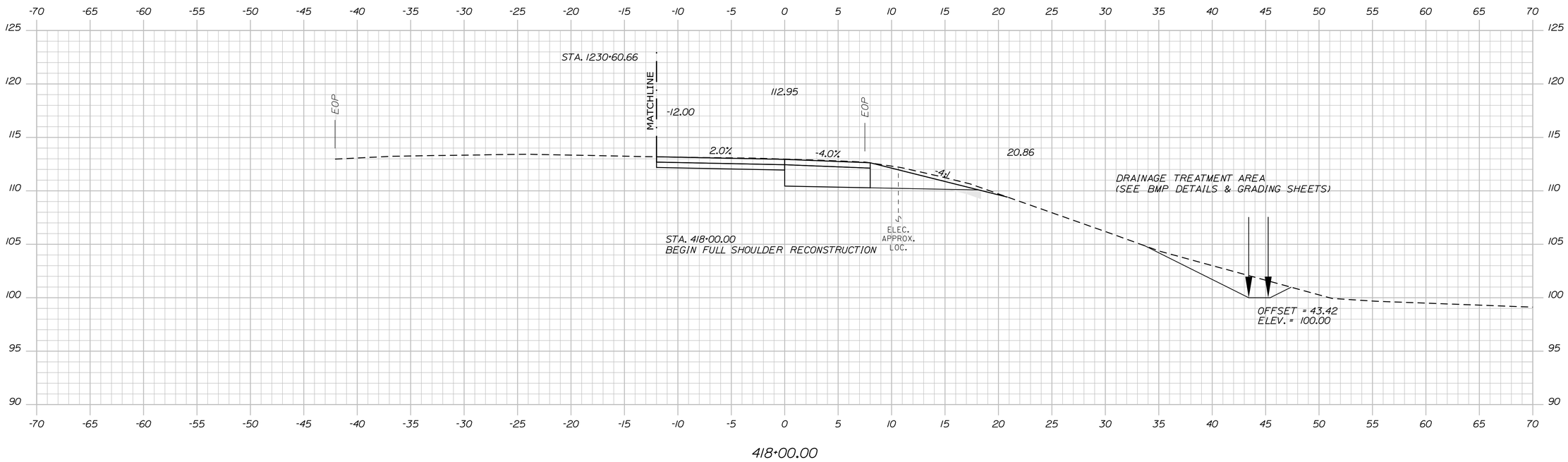
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-186
332
OF 485

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

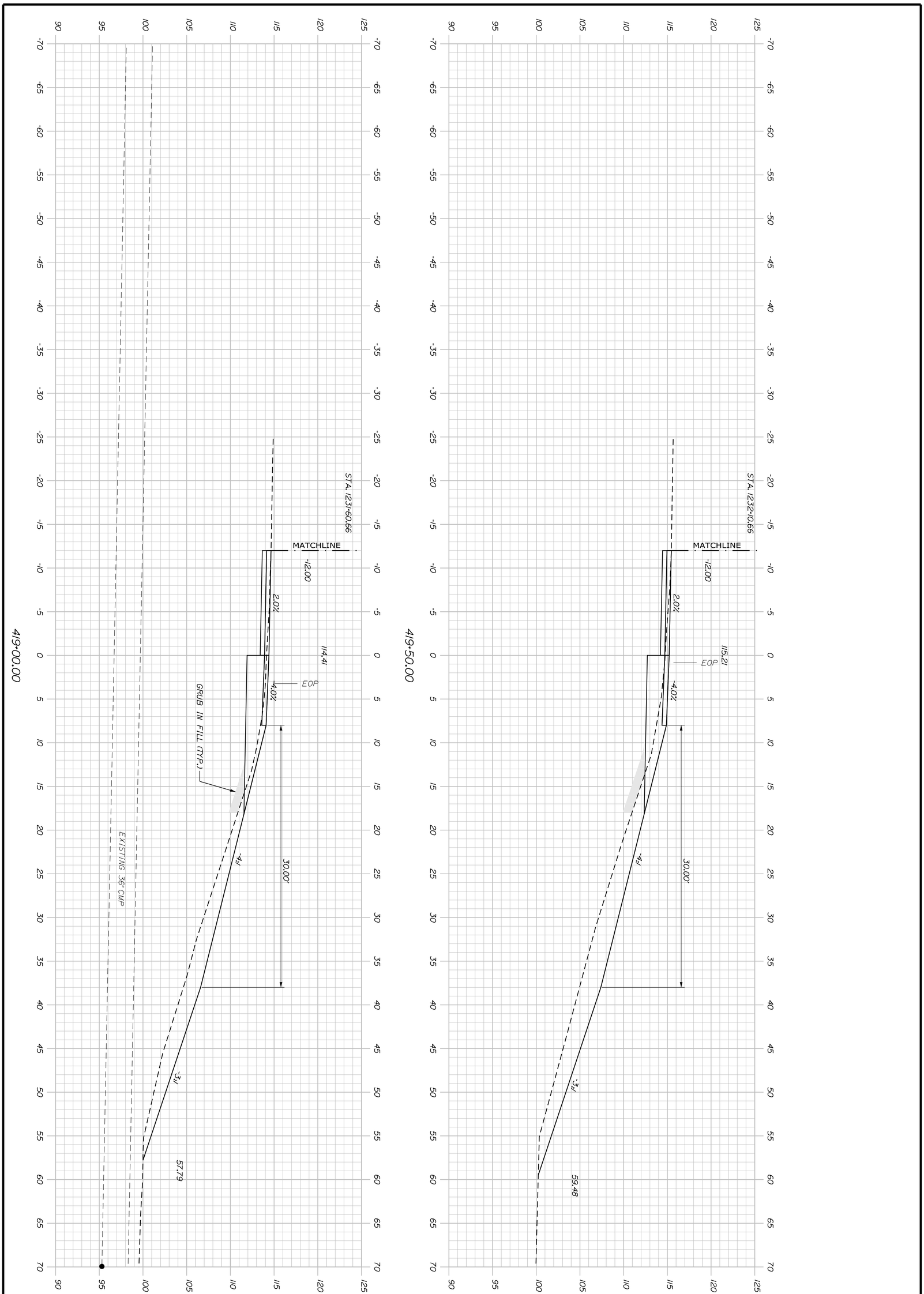
BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-187
333
OF 485

Sta. 418+00.00 to Sta. 418+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 419+00.00 to Sta. 419+50.00

STA. 419+13.14
69.44 RT
EXIT 1

SHEET NUMBER
H-188
334
OF 485

BANGOR
RAMP D

CROSS SECTIONS

PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

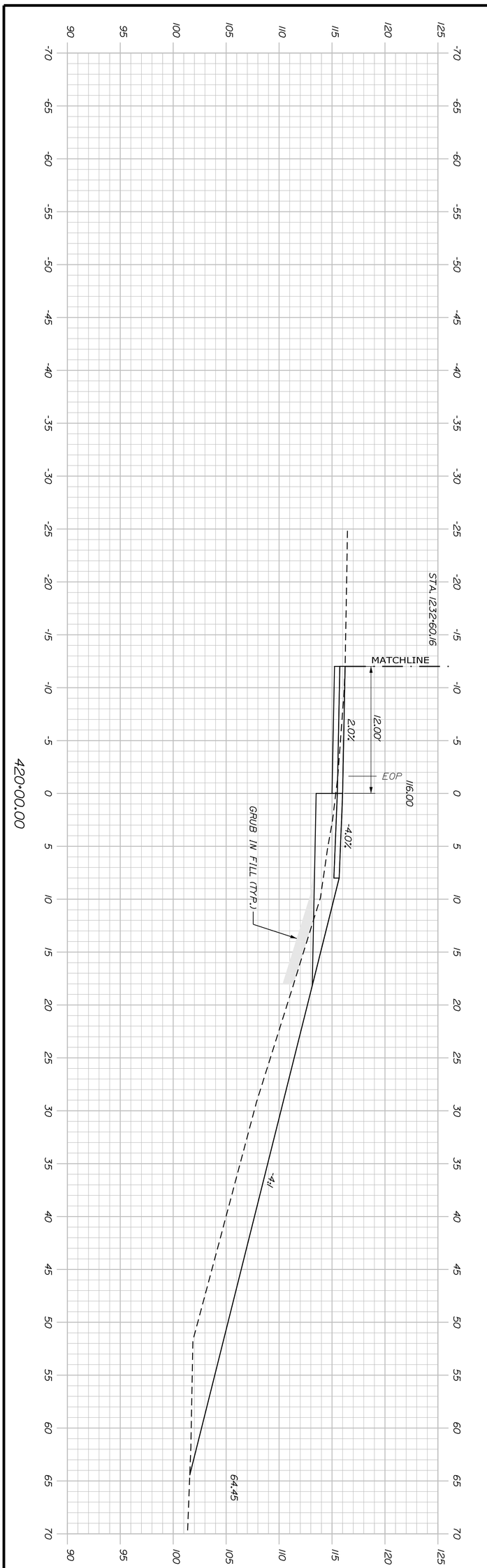
vhb

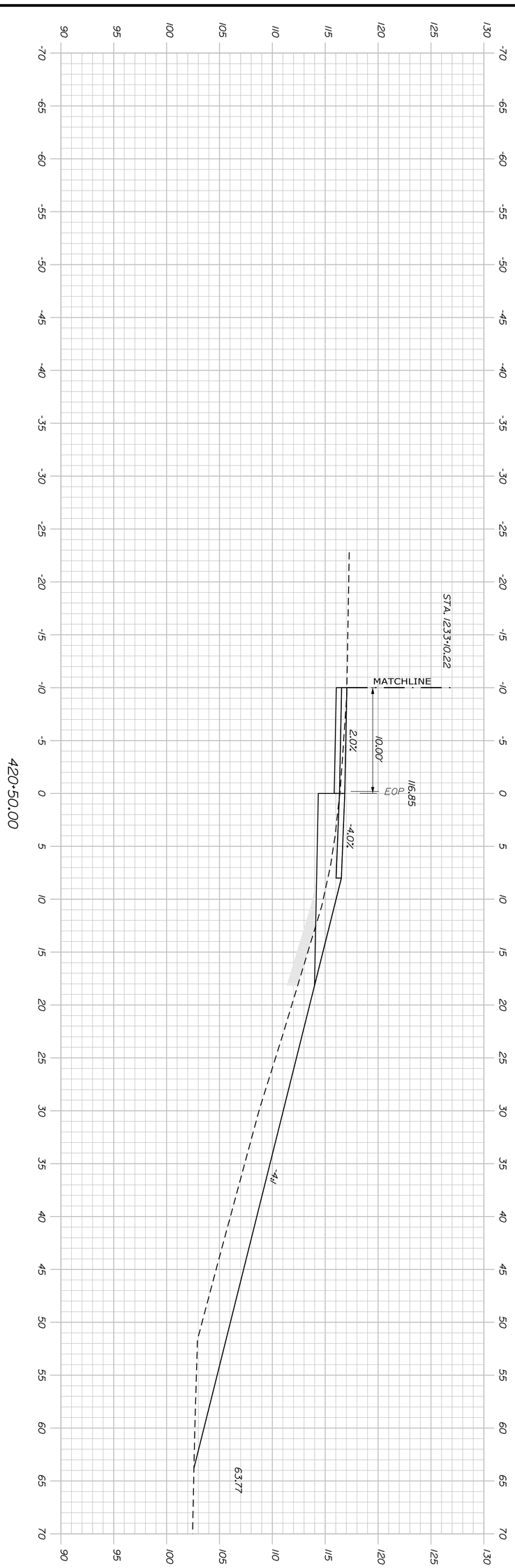
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





Sta. 420+00.00 to Sta. 420+50.00

SHEET NUMBER H-189 335 OF 485

BANGOR
RAMP D

CROSS SECTIONS

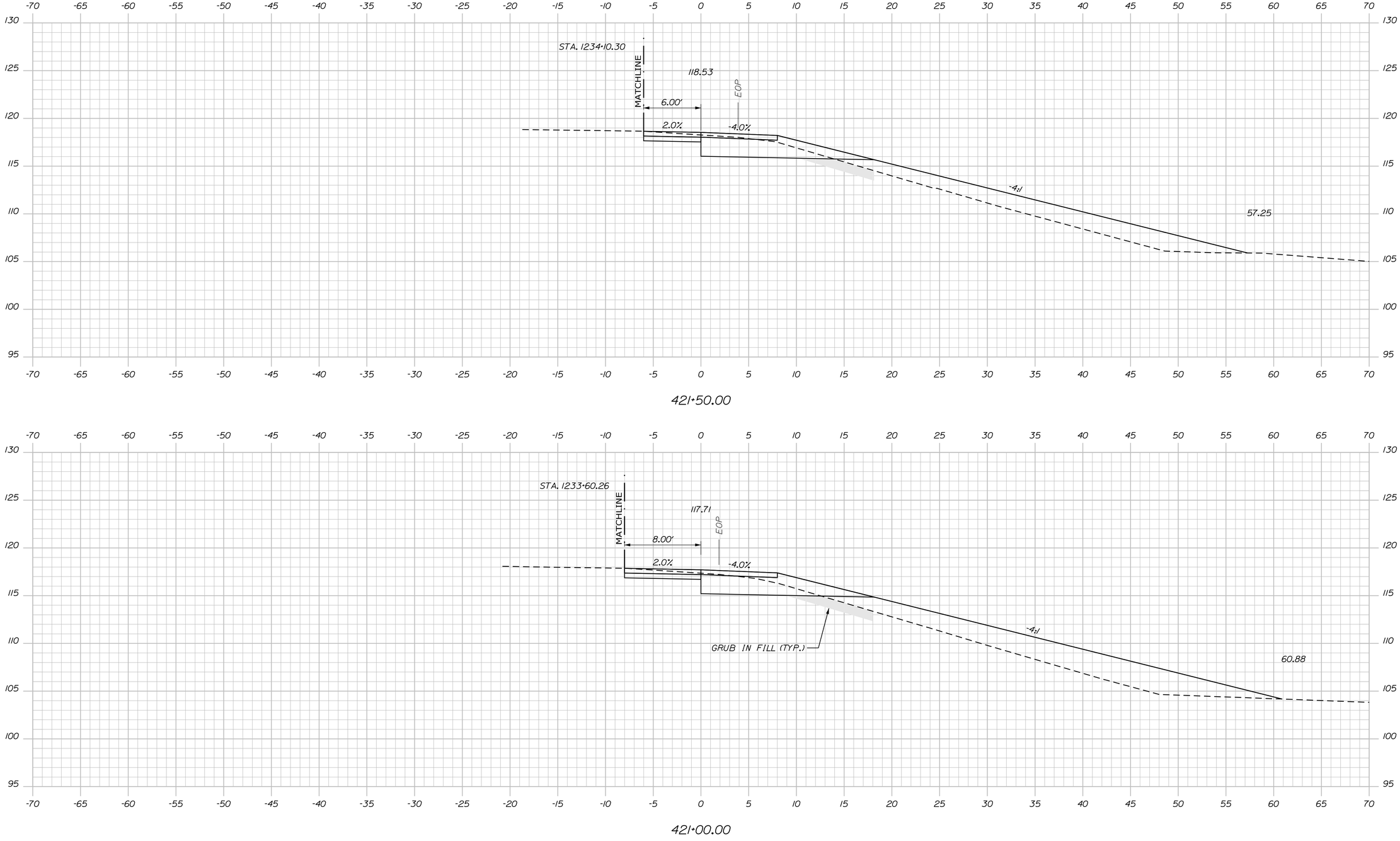
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11 HIGHWAY PLANS

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

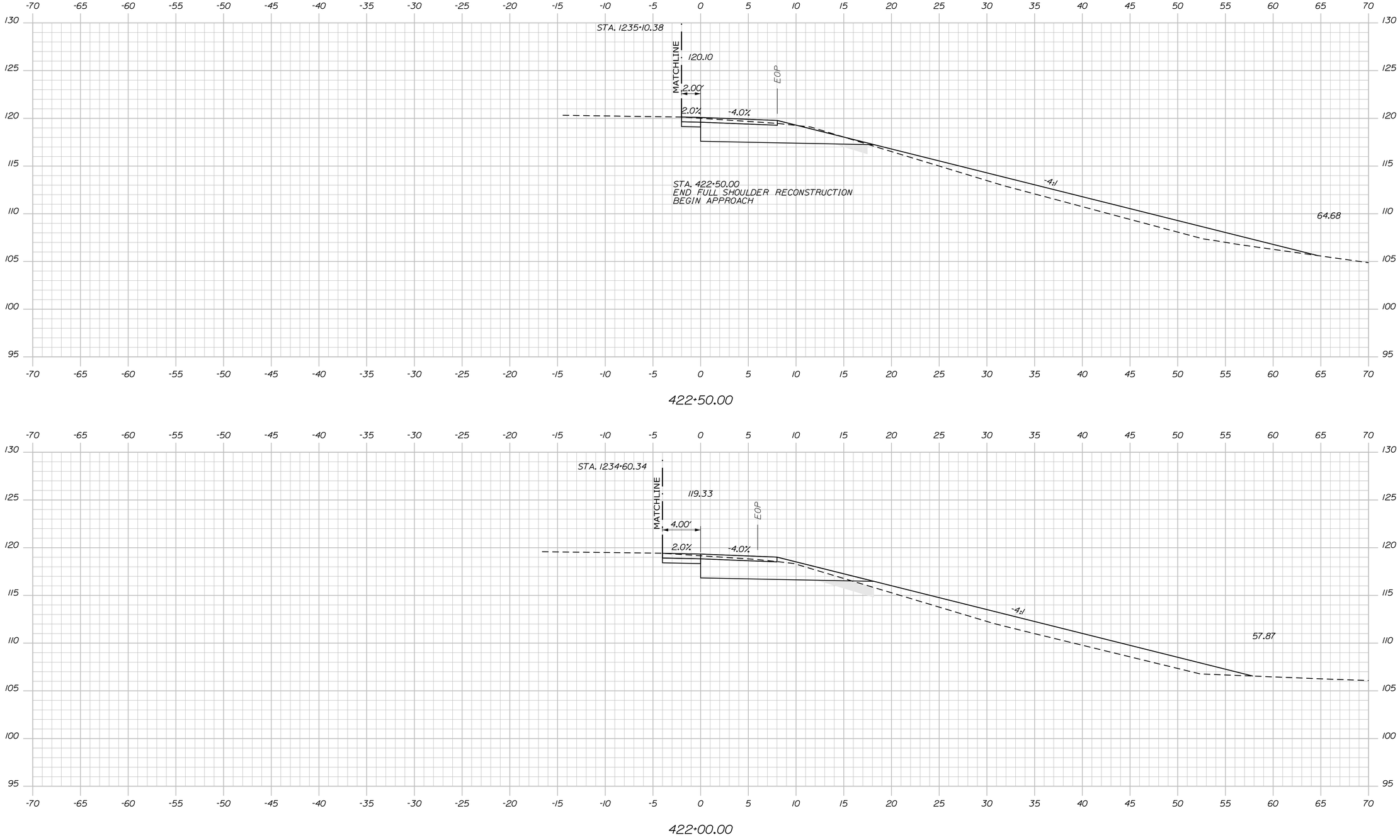
		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-190
336
OF 485

Sta. 421+00.00 to Sta. 421+50.00



Sta. 422+00.00 to Sta. 422+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

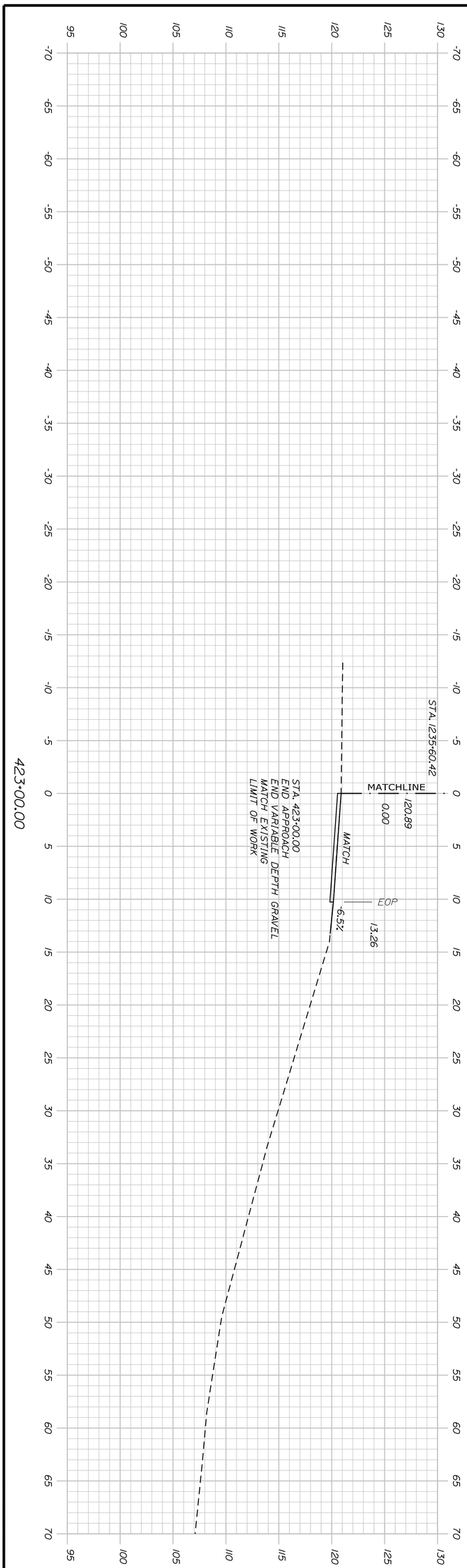
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D

CROSS SECTIONS

SHEET NUMBER
H-191
337
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 423+00.00 to Sta. 423+00.00

SHEET NUMBER H-192 338 OF 485

BANGOR
RAMP D

CROSS SECTIONS

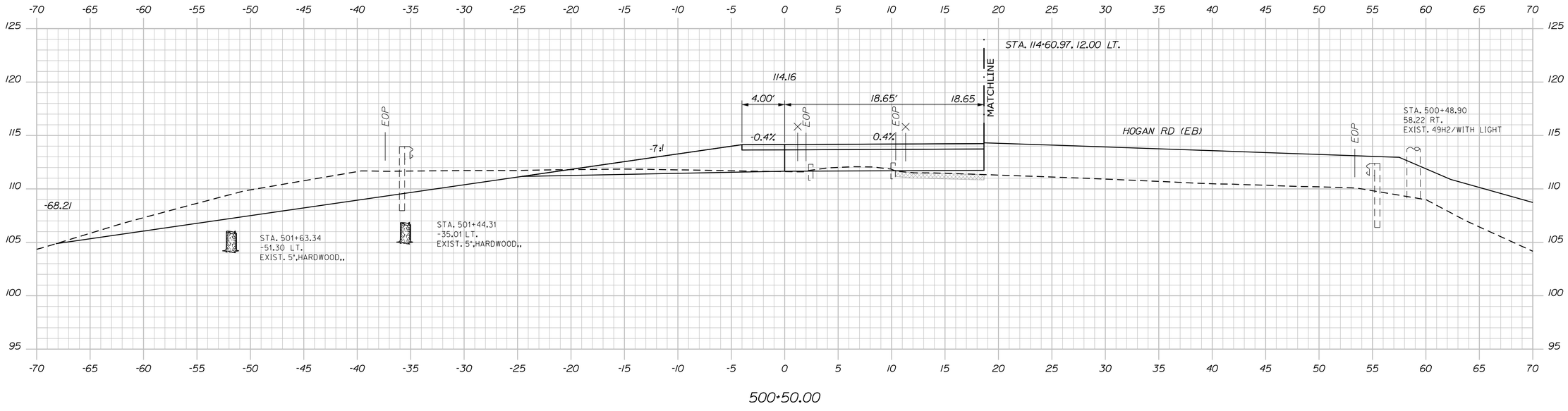
PROJ. MANAGER	L. ROWE	BY	DATE
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

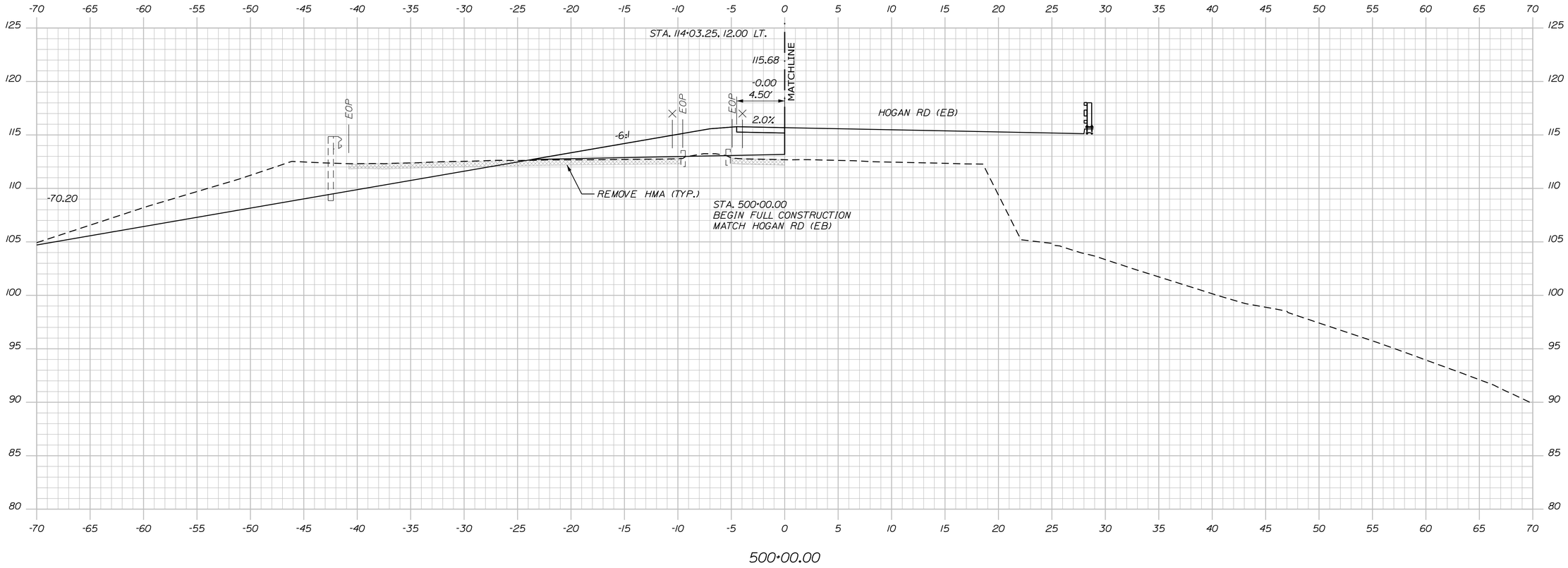
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
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REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

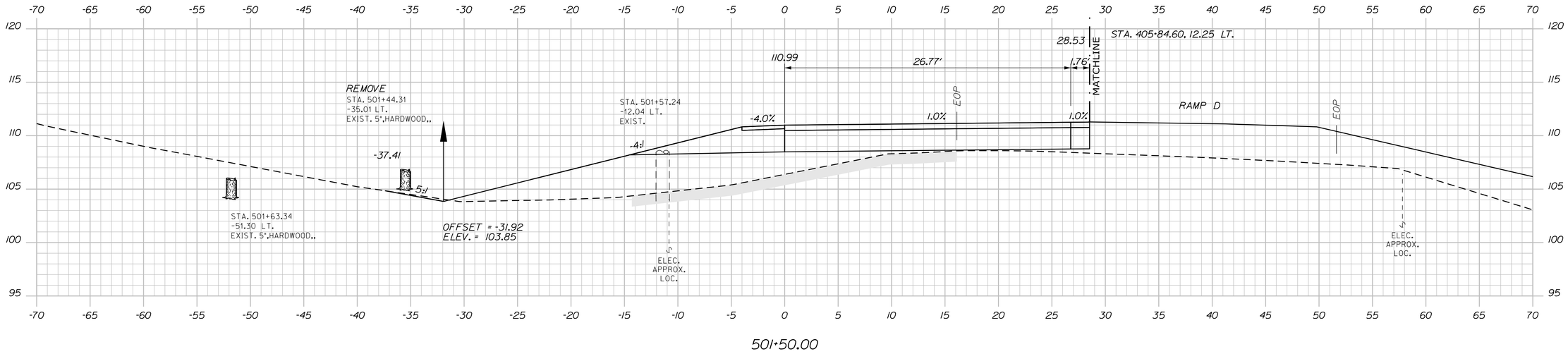
BANGOR
SPUR D

CROSS SECTIONS

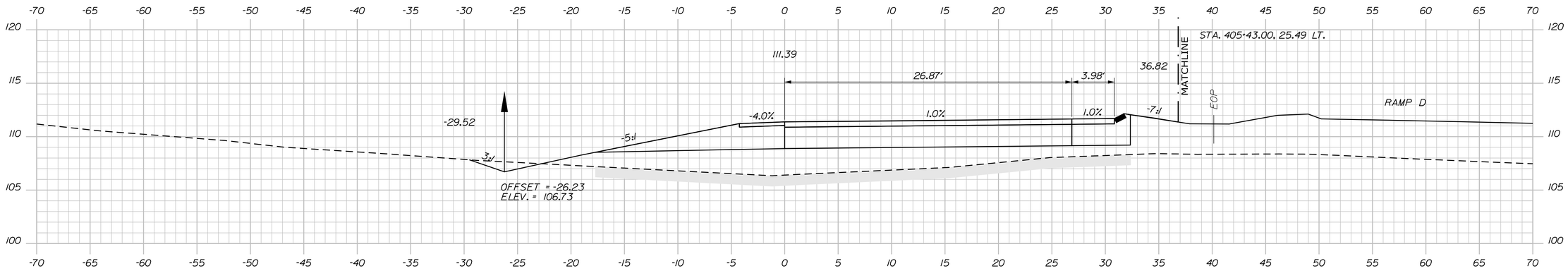
SHEET NUMBER
H-193
339
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

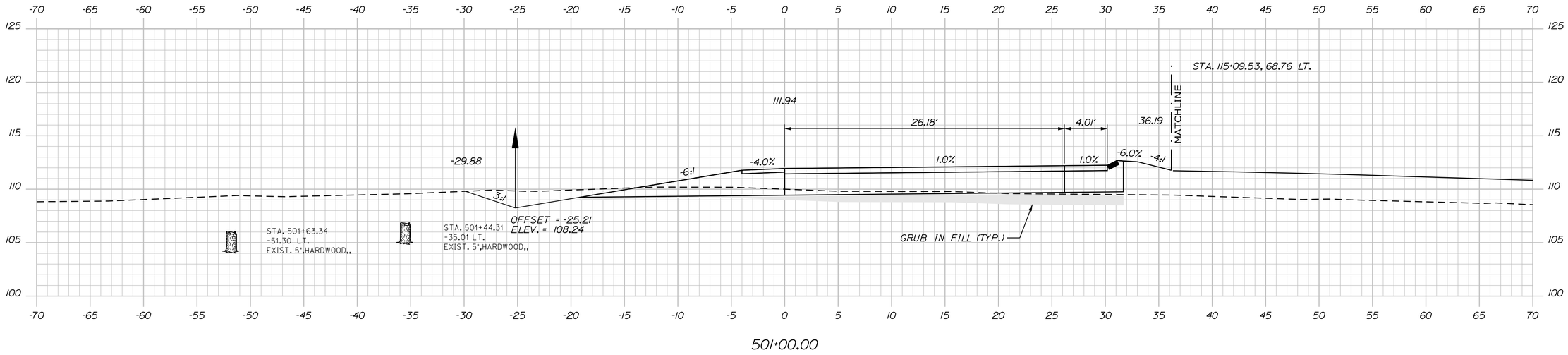
Sta. 500+00.00 to Sta. 500+50.00



501+50.00



501+20.22



501+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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FIELD CHANGES			

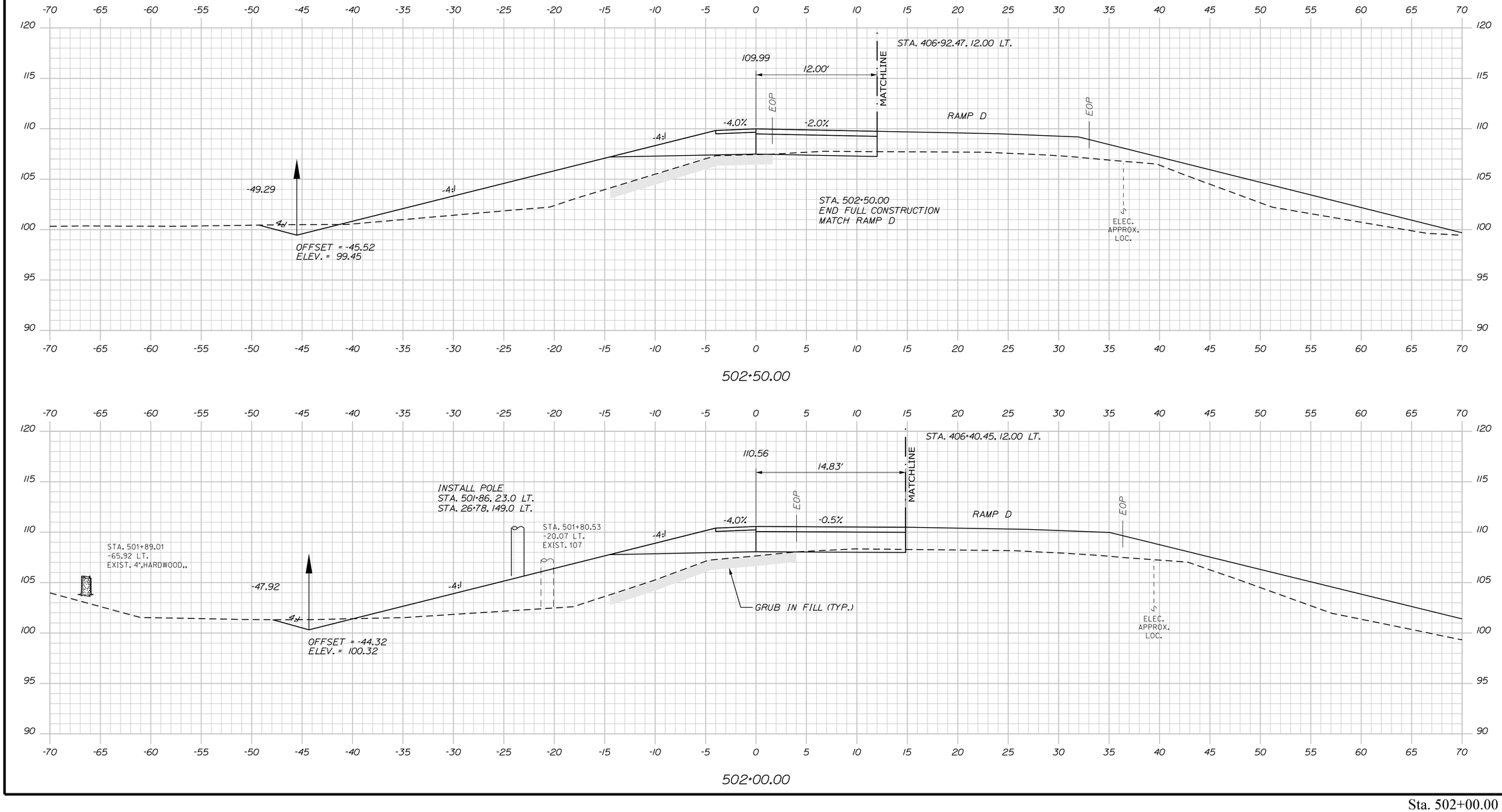
BANGOR
SPUR D

CROSS SECTIONS

SHEET NUMBER
H-194
340
OF 485

Sta. 501+00.00 to Sta. 501+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

vhb

		BY	DATE
PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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FIELD CHANGES			

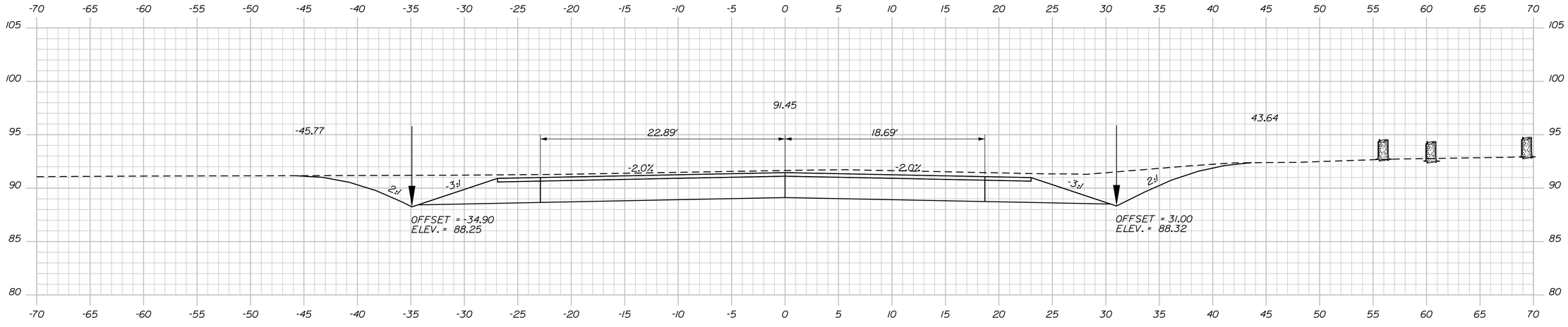
BANGOR
SPUR D

CROSS SECTIONS

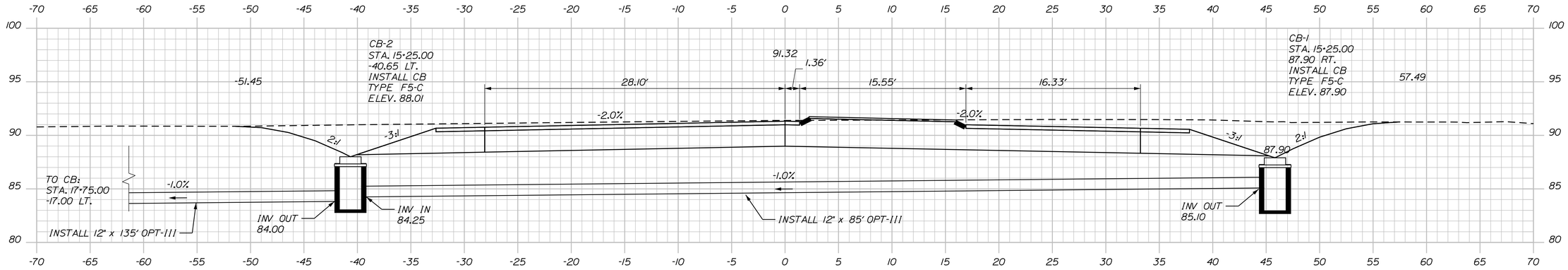
SHEET NUMBER
H-195
341
OF 485

Sta. 502+00.00 to Sta. 502+50.00

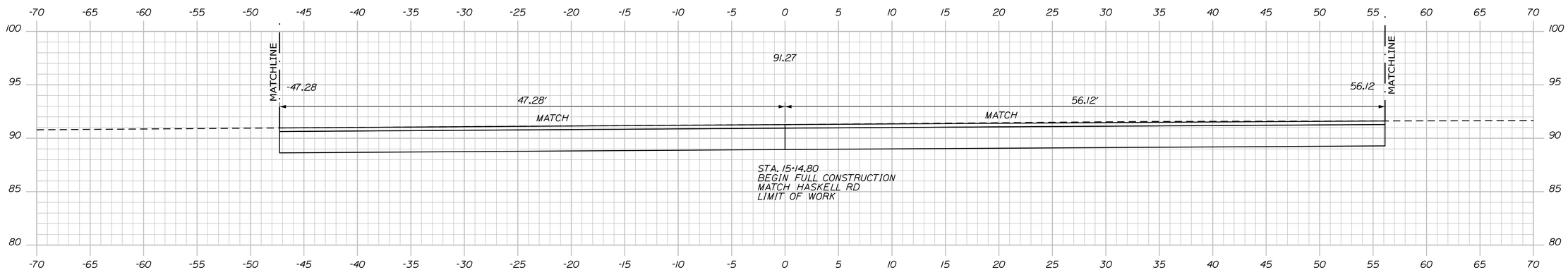
Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025



15+50.00



15+25.00



15+14.80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE	JBD	11/25/2025
	AG	11/25/2025
PROJ. MANAGER		
DESIGN-DETAILED	ECF	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
REVERSE LOOP DIRECTION

CROSS SECTIONS

SHEET NUMBER
H-196
342
OF 485

Sta. 15+00.00 to Sta. 15+50.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

16+25.00

16+00.00

15+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

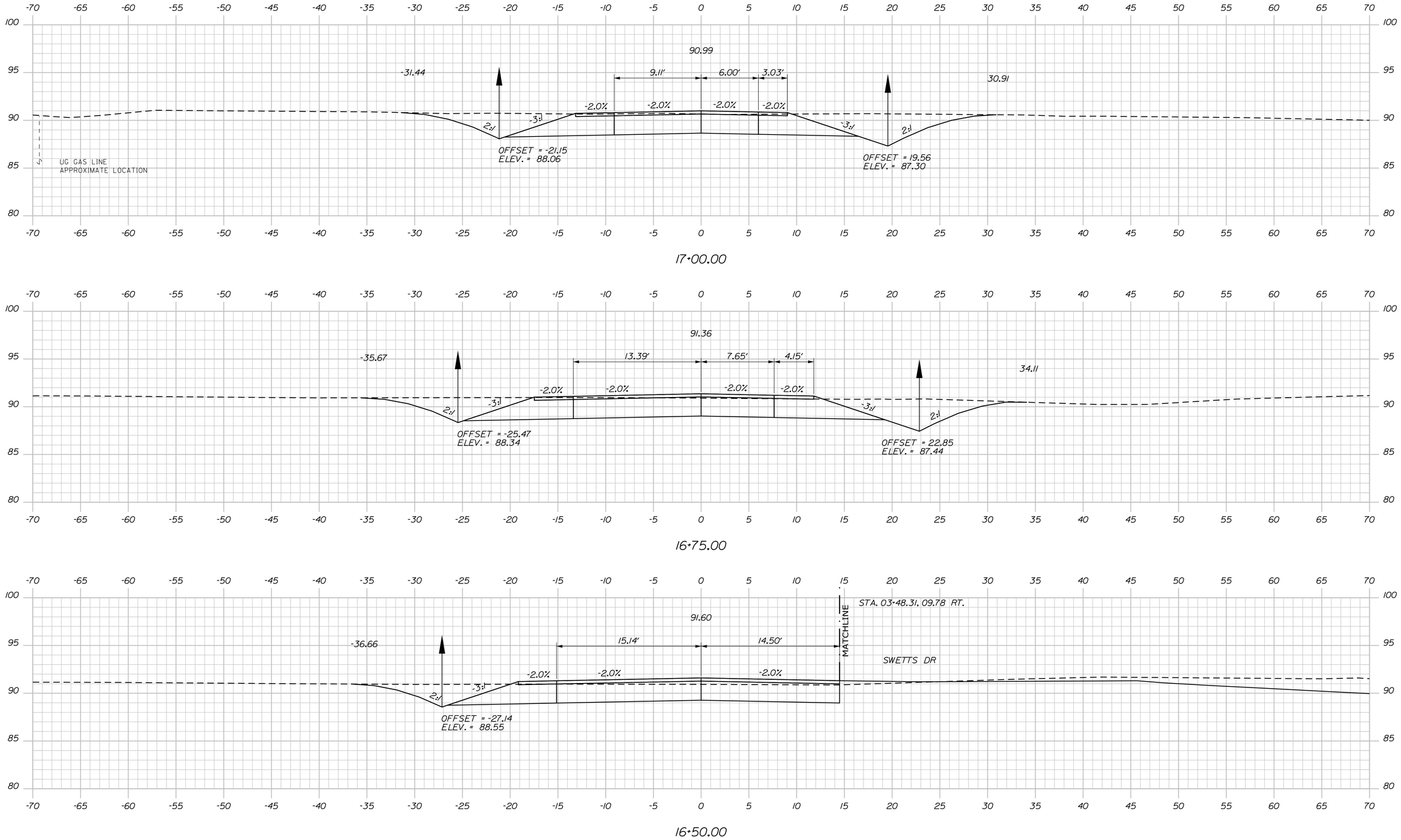
BANGOR
REVERSE LOOP DIRECTION

CROSS SECTIONS

SHEET NUMBER
H-197
343
OF 485

Sta. 15+75.00 to Sta. 16+25.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 16+50.00 to Sta. 17+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN 18595.11

HIGHWAY PLANS

vhb

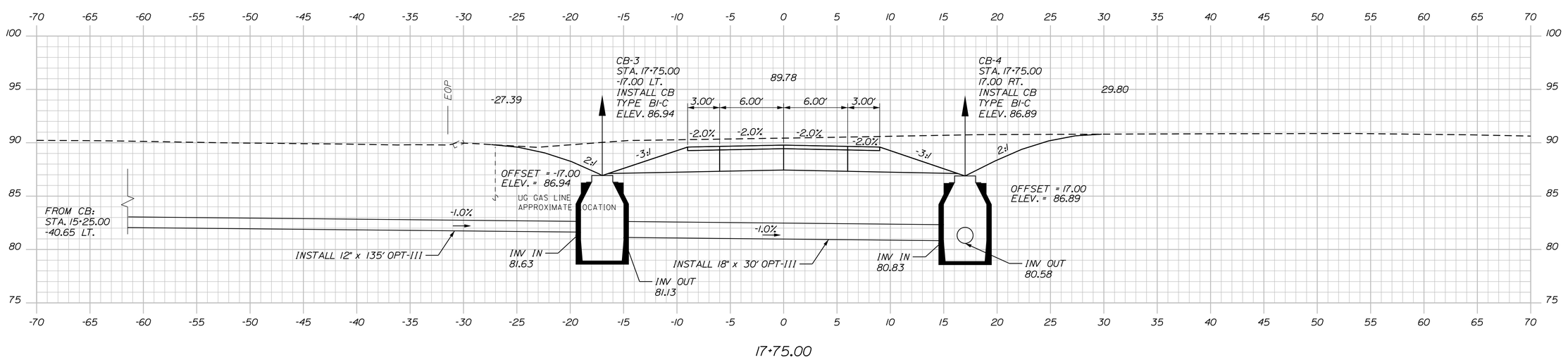
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

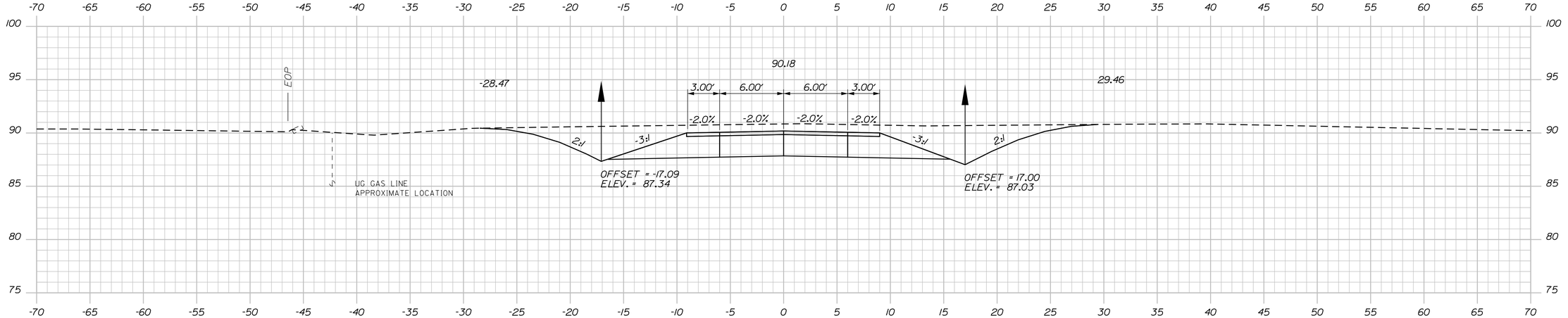
BANGOR
REVERSE LOOP DIRECTION

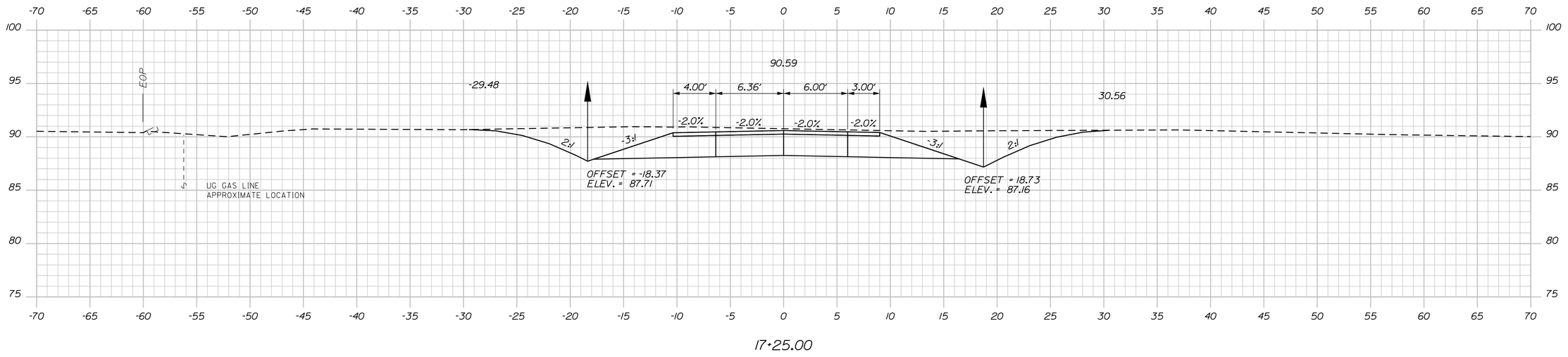
CROSS SECTIONS

SHEET NUMBER
H-198
344
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025







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vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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REVISIONS 2			
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FIELD CHANGES			

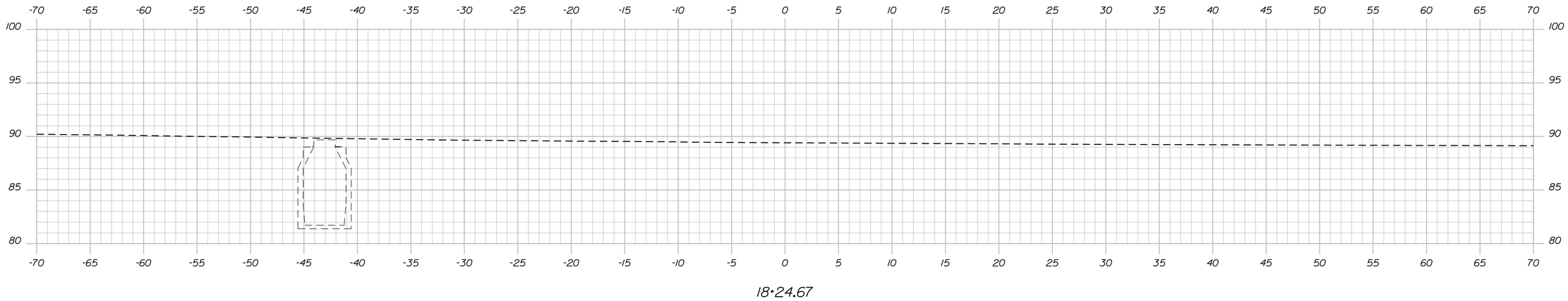
BANGOR
REVERSE LOOP DIRECTION

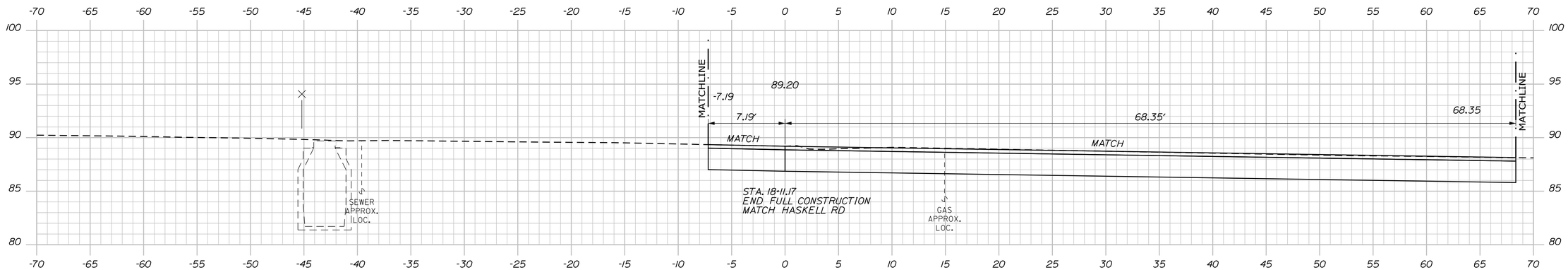
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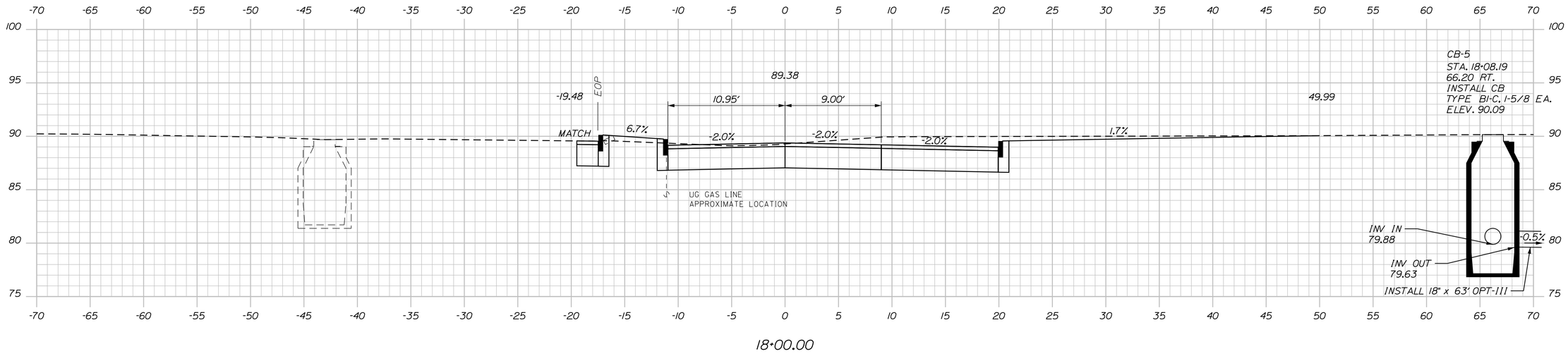
SHEET NUMBER
H-199
345
OF 485

Sta. 17+25.00 to Sta. 17+75.00

Filename: ...\VH_004_CrossSections.dgn Division: HIGHWAY Username: jomesdavis Date:11/25/2025







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2	ECF		
DESIGN3-DETAILED3	ECF		
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

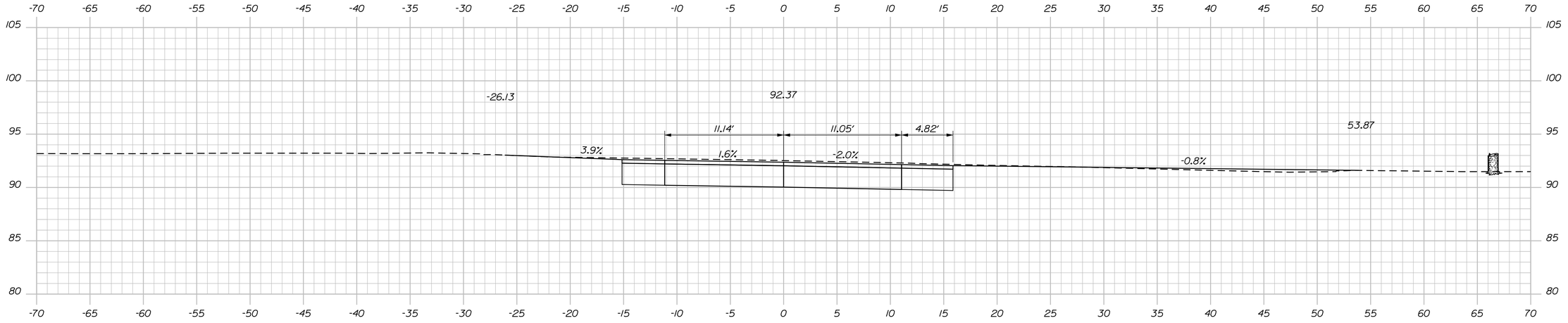
BANGOR
REVERSE LOOP DIRECTION

CROSS SECTIONS

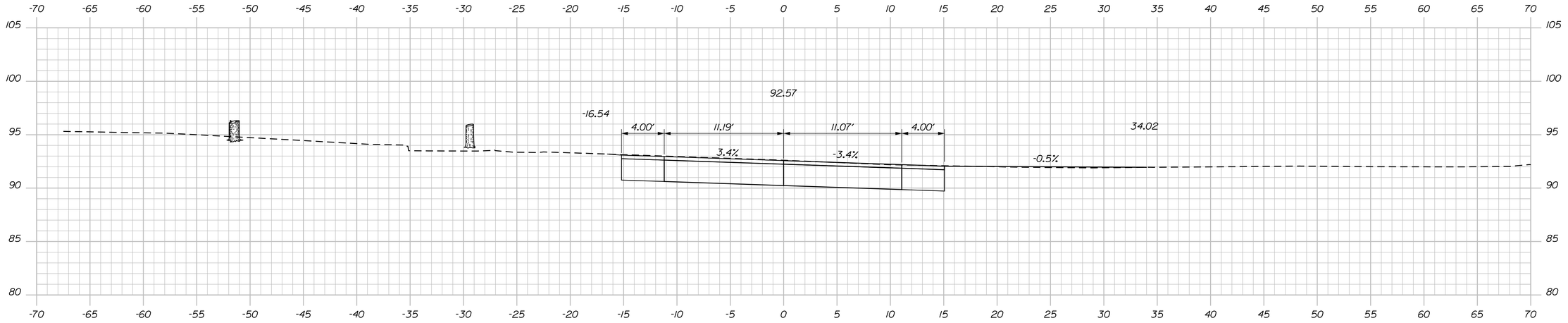
SHEET NUMBER
H-200
346
OF 485

Sta. 18+00.00 to Sta. 18+24.67

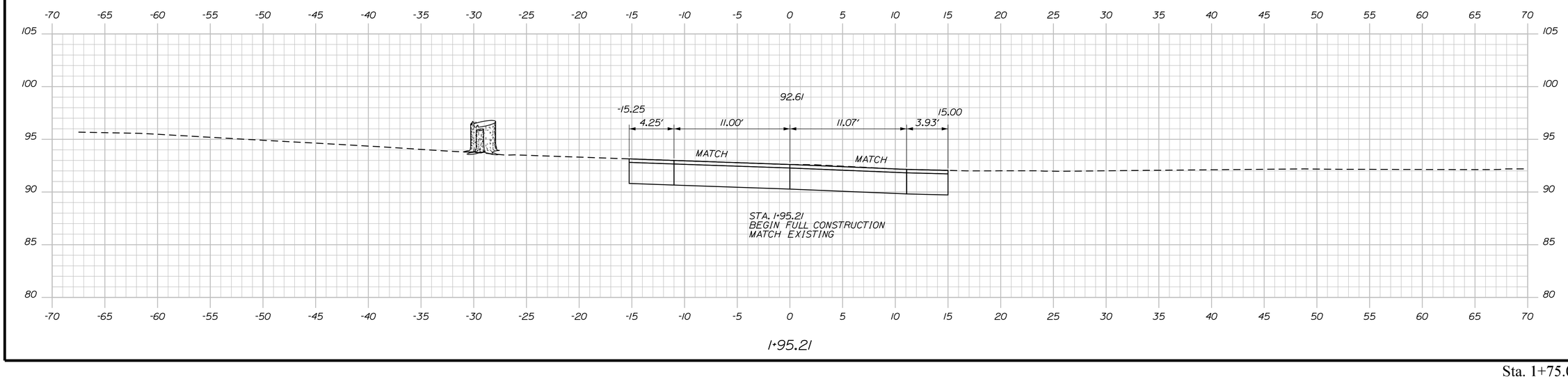
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2+25.00



2+00.00



1+95.21

Sta. 1+75.00 to Sta. 2+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

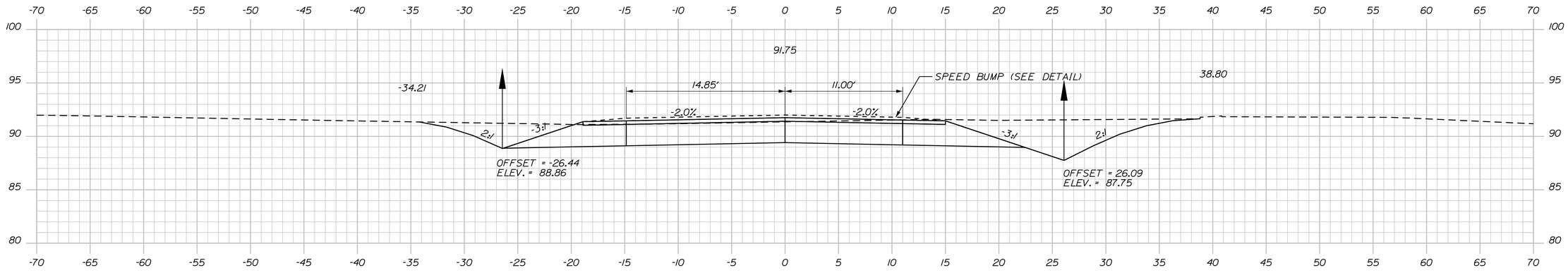
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
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FIELD CHANGES			

BANGOR
SWETTS DRIVE

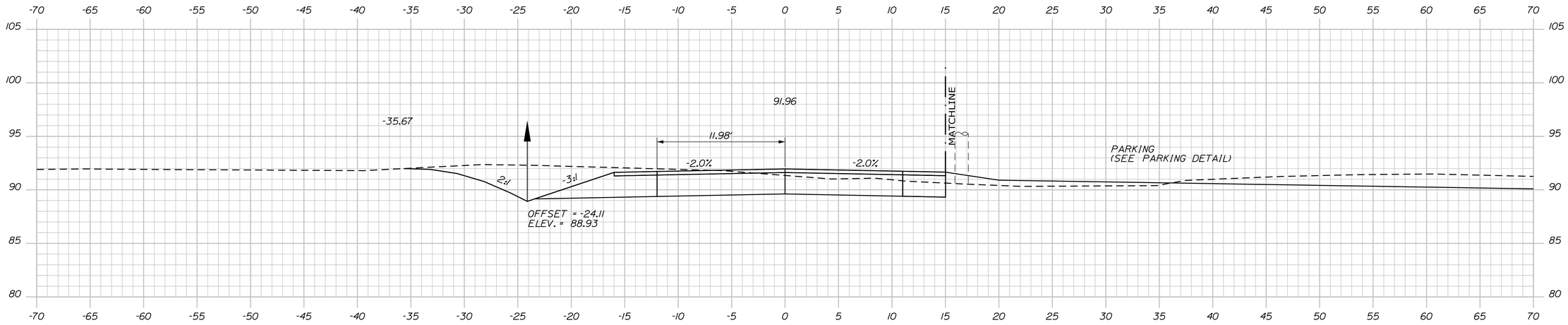
CROSS SECTIONS

SHEET NUMBER
H-201
347
OF 485

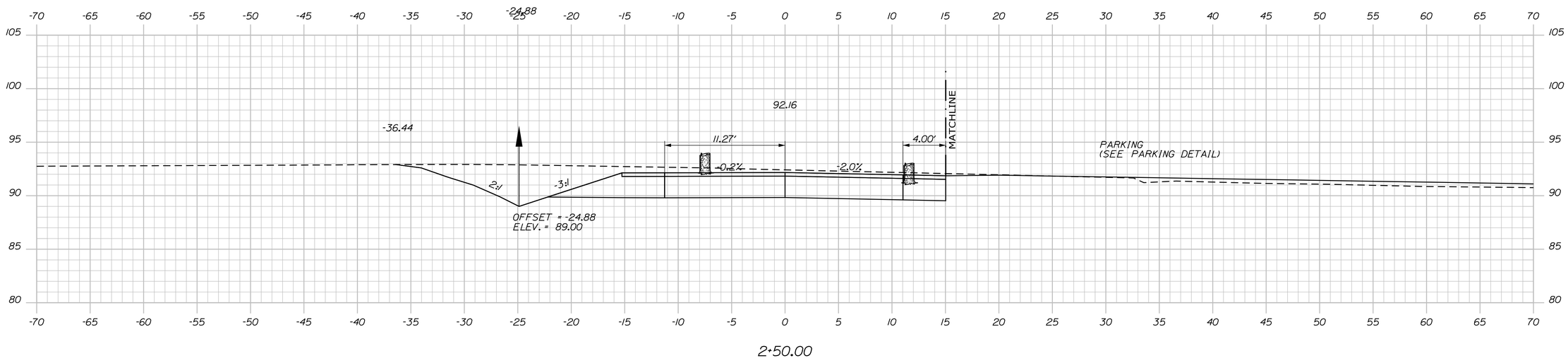
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3+00.00



2+75.00



2+50.00

Sta. 2+50.00 to Sta. 3+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
SWETTS DRIVE

CROSS SECTIONS

SHEET NUMBER
H-202
348
OF 485

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

Sta. 3+25.00 to Sta. 3+61.61

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

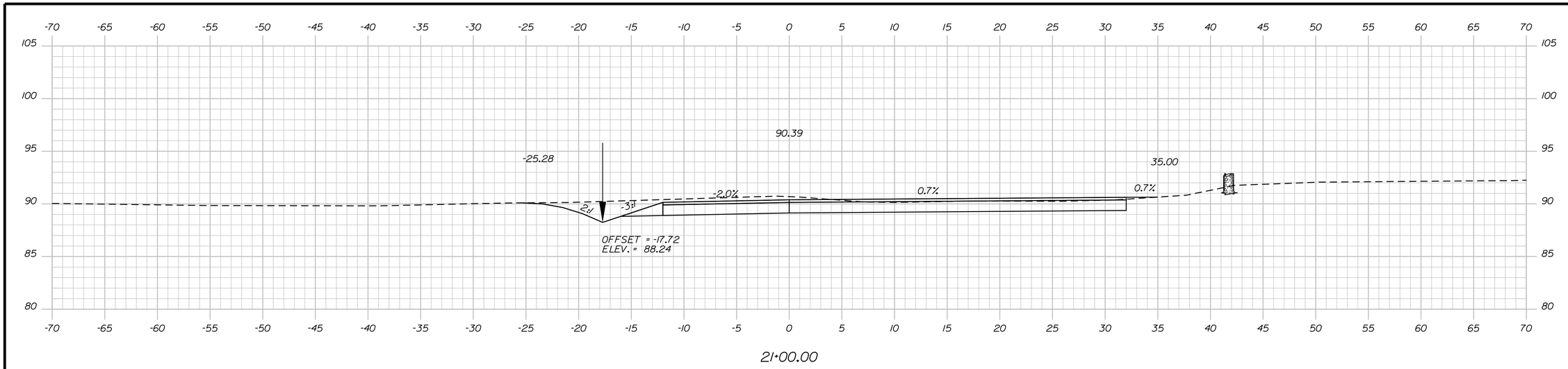
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PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
SWETTS DRIVE

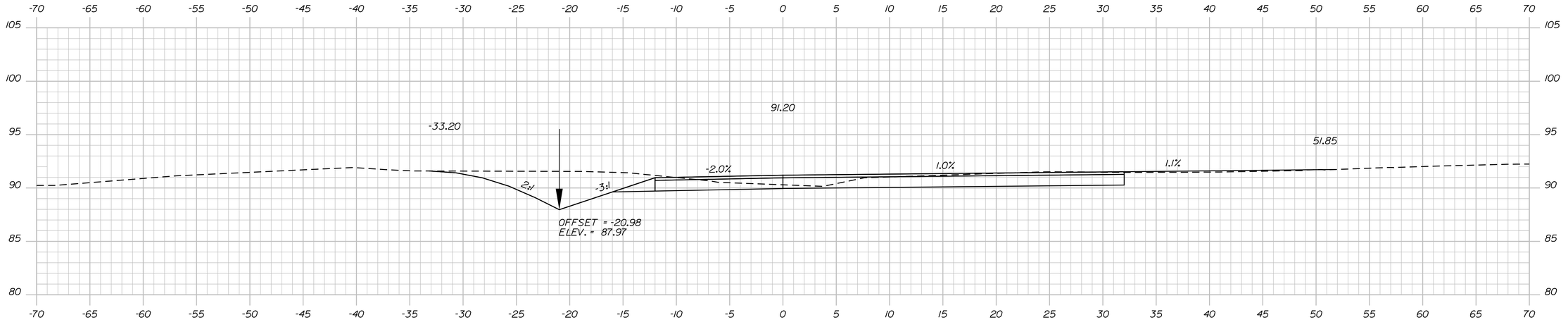
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SHEET NUMBER
H-203
349
OF 485

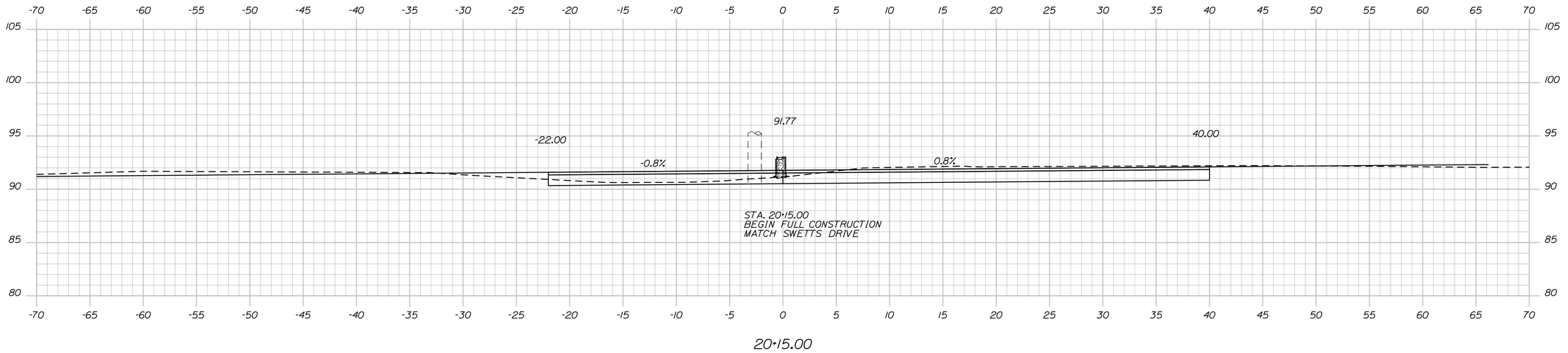
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21+00.00



20+50.00



20+15.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	ECF	JBD	11/25/2025
CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
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FIELD CHANGES			

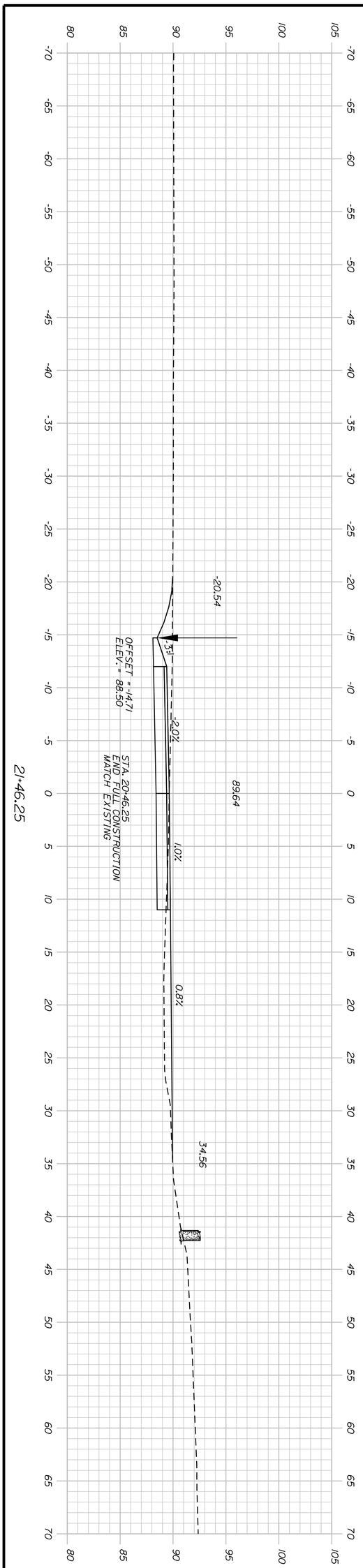
BANGOR
SWETTS PARKING

CROSS SECTIONS

SHEET NUMBER
H-204
350
OF 485

Sta. 20+15.00 to Sta. 21+00.00

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



Sta. 21+46.25 to Sta. 21+46.25

SHEET NUMBER H-205
351
OF 485

BANGOR
SWETTS PARKING

CROSS SECTIONS

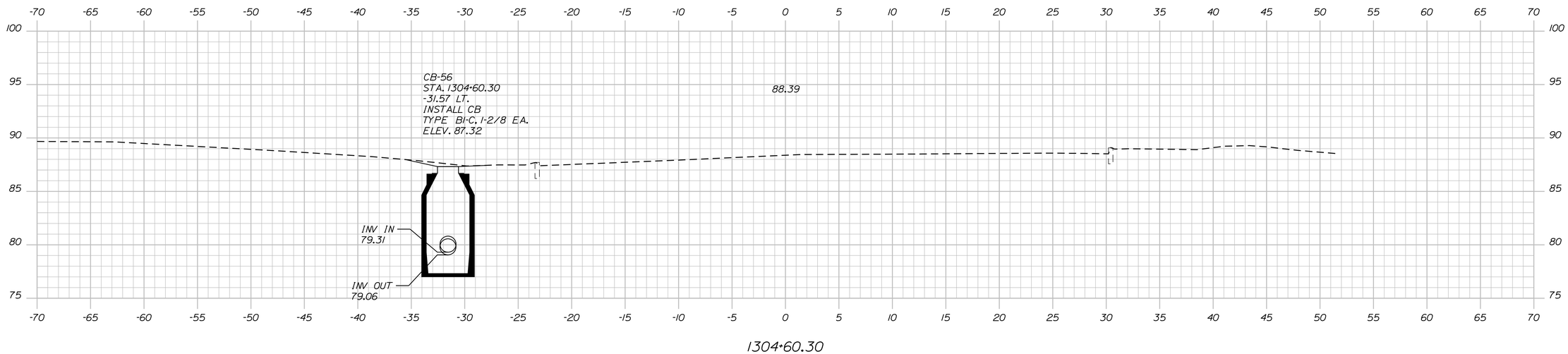
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CHECKED-REVIEWED	ECF	AG	11/25/2025
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

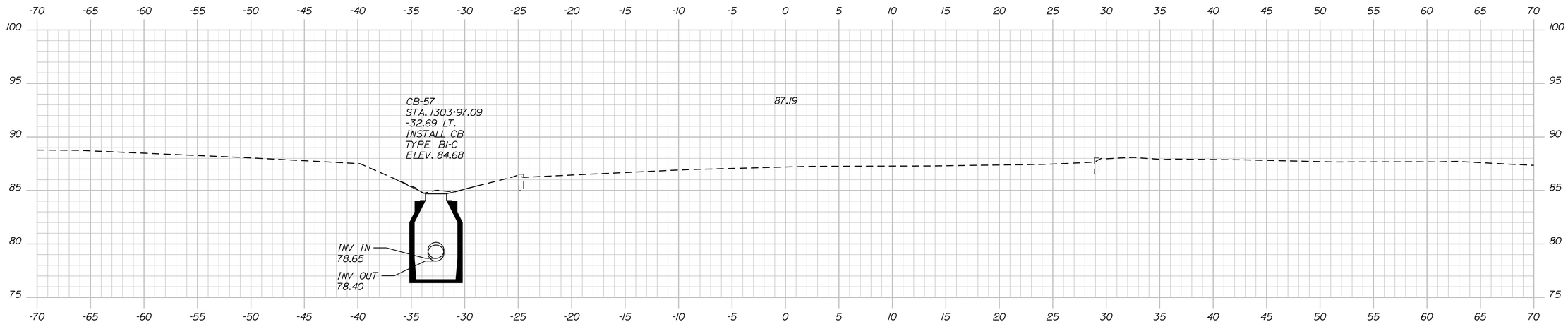
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

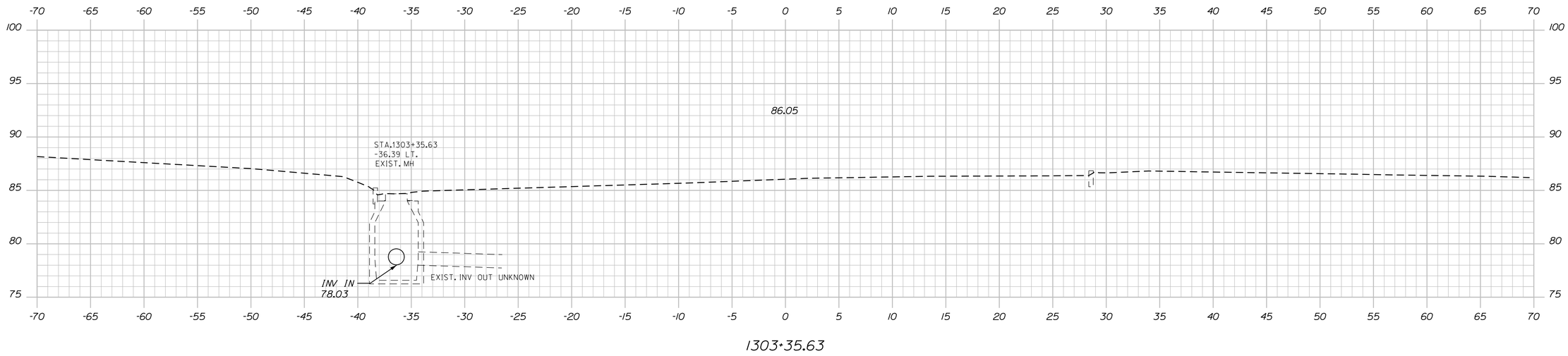
18595.11

WIN
18595.11

HIGHWAY PLANS







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	ECF	
CHECKED-REVIEWED	ECF	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

	BY	DATE
	JBD	11/25/2025
	AG	11/25/2025

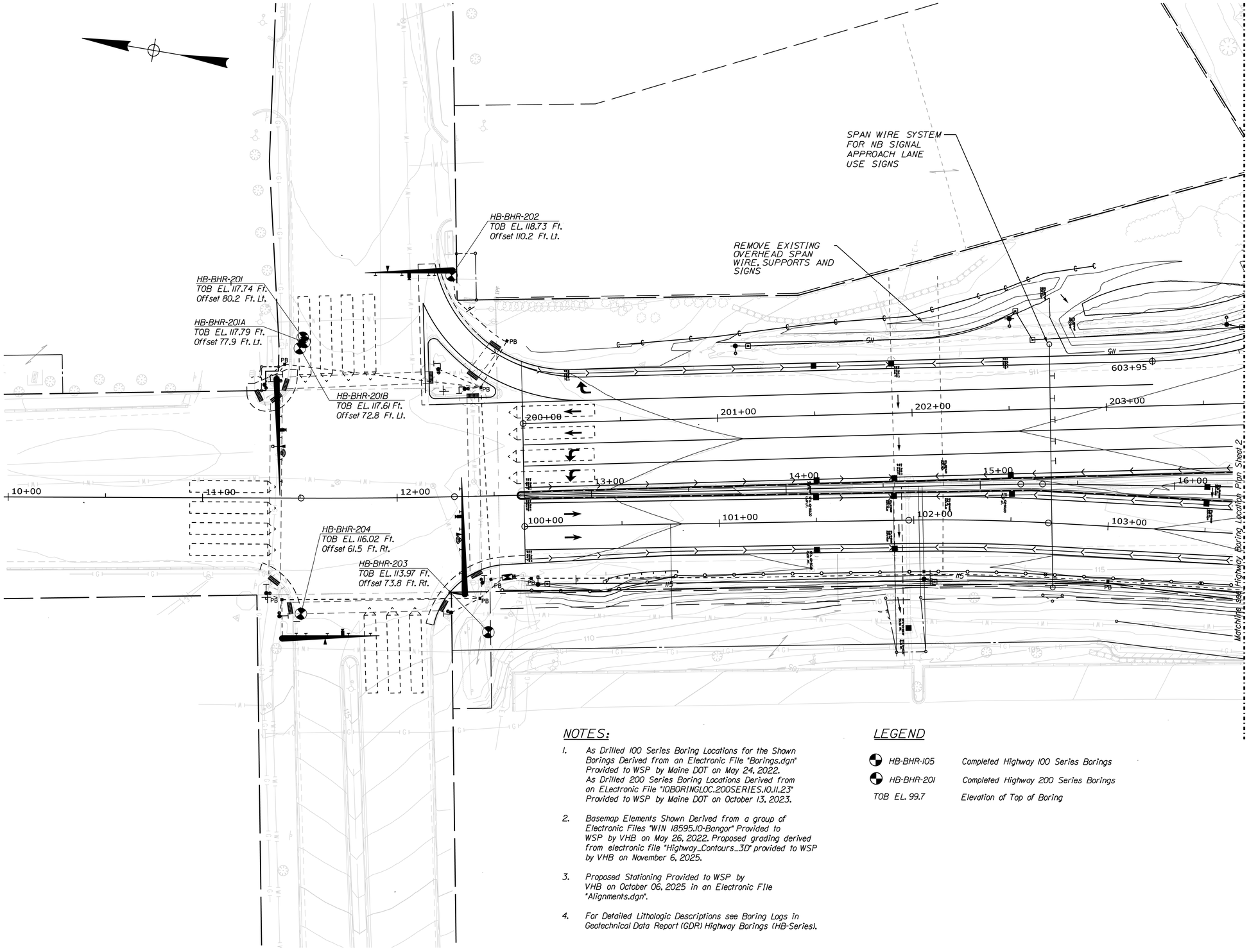
BANGOR
HAKSELL ROAD

CROSS SECTIONS

SHEET NUMBER
H-206
352
OF 485

Sta. 1303+35.63 to Sta. 1304+60.30

Filename: ...\H_004_CrossSections.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025



NOTES:

1. As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022. As Drilled 200 Series Boring Locations Derived from an ELectronic File "10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.
2. Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.
3. Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".
4. For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER E. HOWES No. 15164 — PROFESSIONAL ENGINEER

	SIGNATURE	15164
	P.E. NUMBER	11/07/2025
	DATE	

PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	MEL	WEG	10/2023
CHECKED-REVIEWED	DEB	COB	10/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

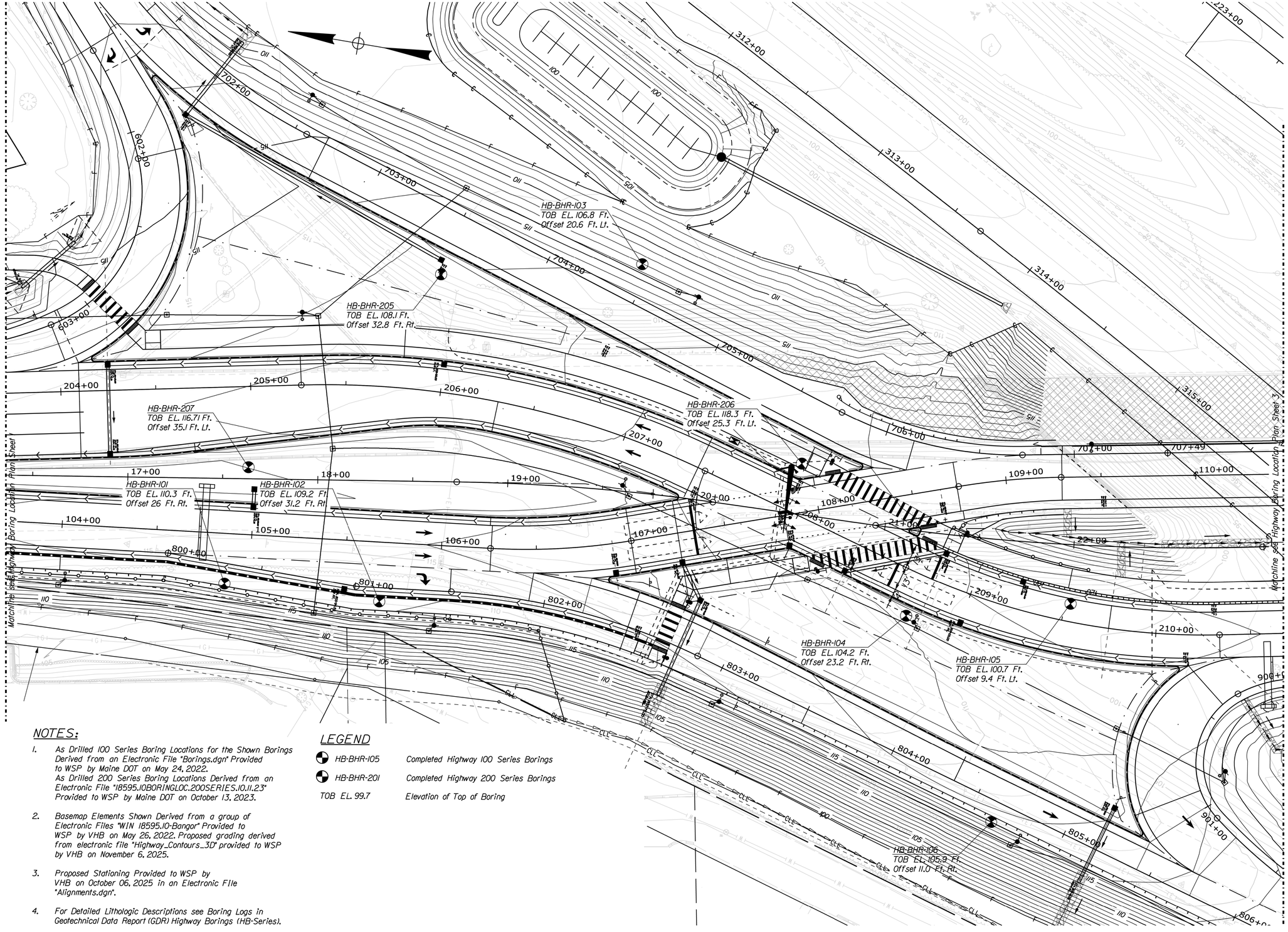
I-95 HOGAN ROAD BRIDGE
REPLACEMENT *5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 1

SHEET NUMBER
H-207
353
OF 485

Filename: ...\BRIDGE\MSTA\hw_borplan_01.dgn Division: BRIDGE Username: Date:11/7/2025

Filename: ...\BRIDGE\MSTA\hw_borplan_02.dgn Division: BRIDGE Username: Date:11/7/2025



NOTES:

1. As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022.
   As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.
2. Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.
3. Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".
4. For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER E. MACEK · No. 15164 · REGISTERED PROFESSIONAL ENGINEER

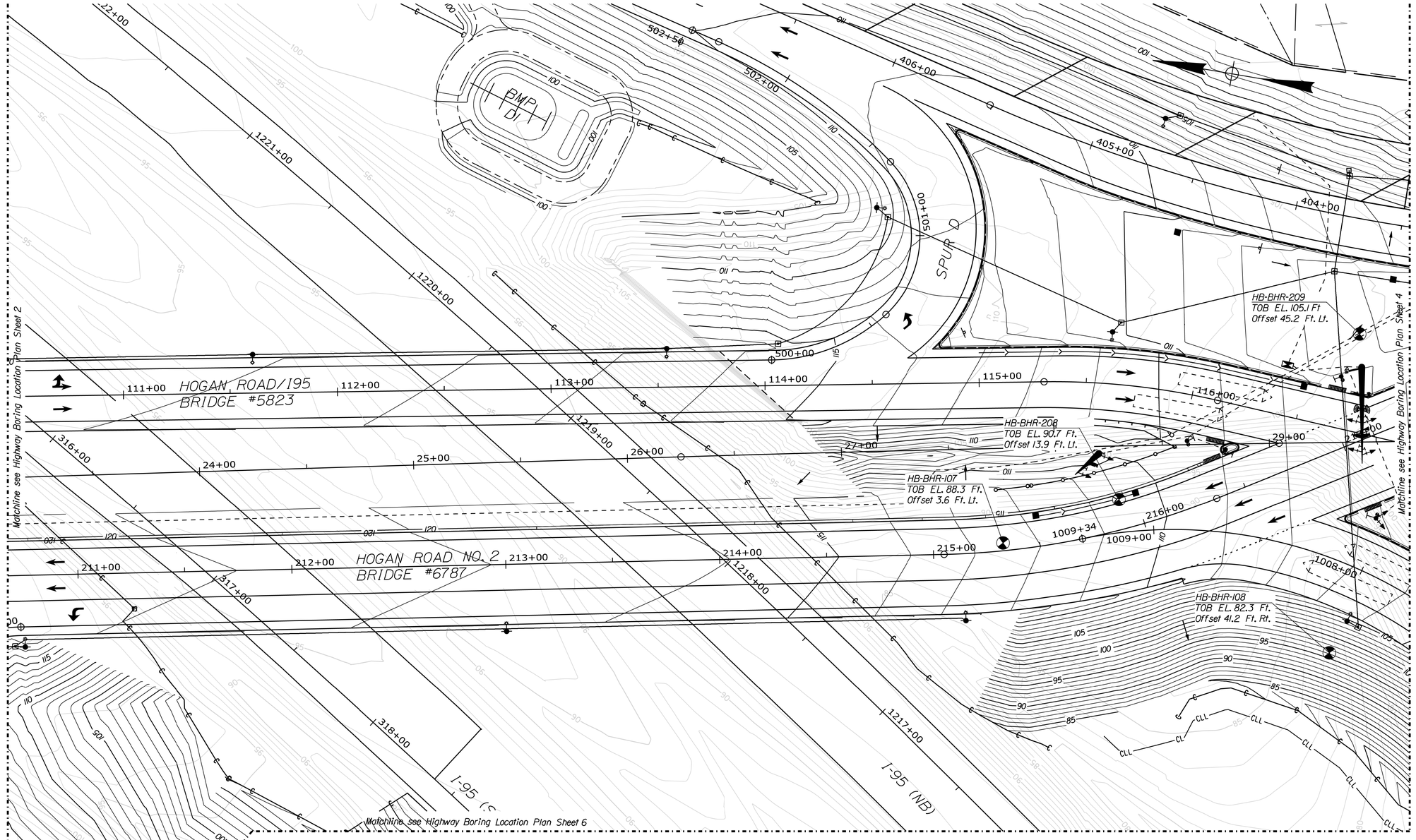
SIGNATURE		15164	
P.E. NUMBER			
DATE	11/07/2025		

			BY	DATE
PROJ. MANAGER	M. LANDON			
DESIGN-DETAILED	MEL		WEG	10/2023
CHECKED-REVIEWED	DEB		COB	10/2025
DESIGN2-DETAILED2	-		-	-
DESIGN3-DETAILED3	-		-	-
REVISIONS 1	-		-	-
REVISIONS 2	-		-	-
REVISIONS 3	-		-	-
REVISIONS 4	-		-	-
FIELD CHANGES	-		-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 2

SHEET NUMBER
H-208
354
OF 485



NOTES:

1. *As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022. As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.*
2. *Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.*
3. *Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".*
4. *For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).*

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER E. LANDON No. 15164 — REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	MEG	10/2023
CHECKED-REVIEWED	DEB	DEB	10/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
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REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE 15164

P.E. NUMBER 11/07/2025

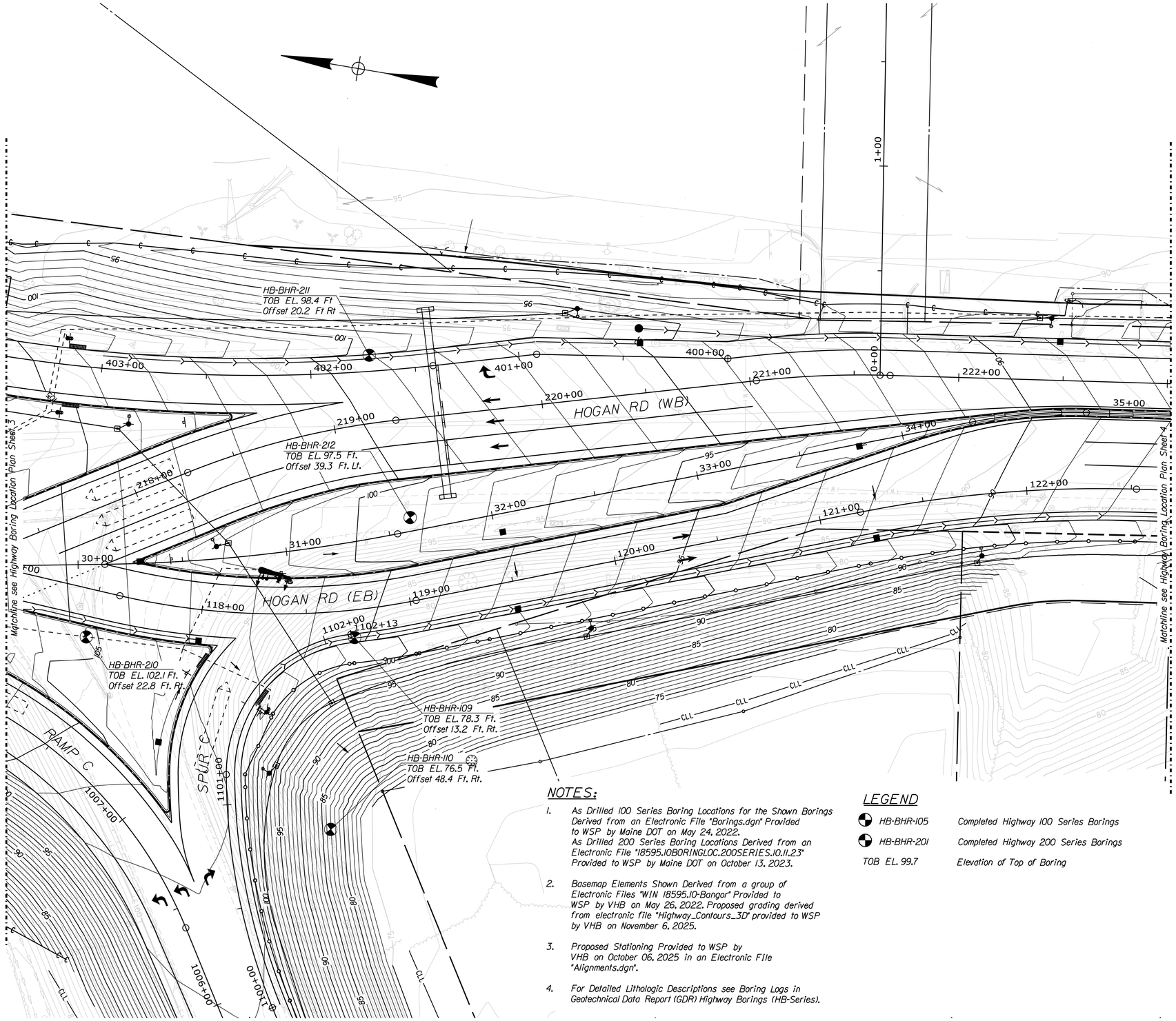
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I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 3

SHEET NUMBER
H-209
355
OF 485

Filename: ...\BRIDGE\MSTA\hw_borplan_03.dgn Division: BRIDGE Username: Date:11/7/2025



NOTES:

1. As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022.
   As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.
2. Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.
3. Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".
4. For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE
CHRISTOPHER M. HUNTER
No. 15164
PROFESSIONAL ENGINEER

	SIGNATURE	15164
	P.E. NUMBER	
	DATE	11/07/2025

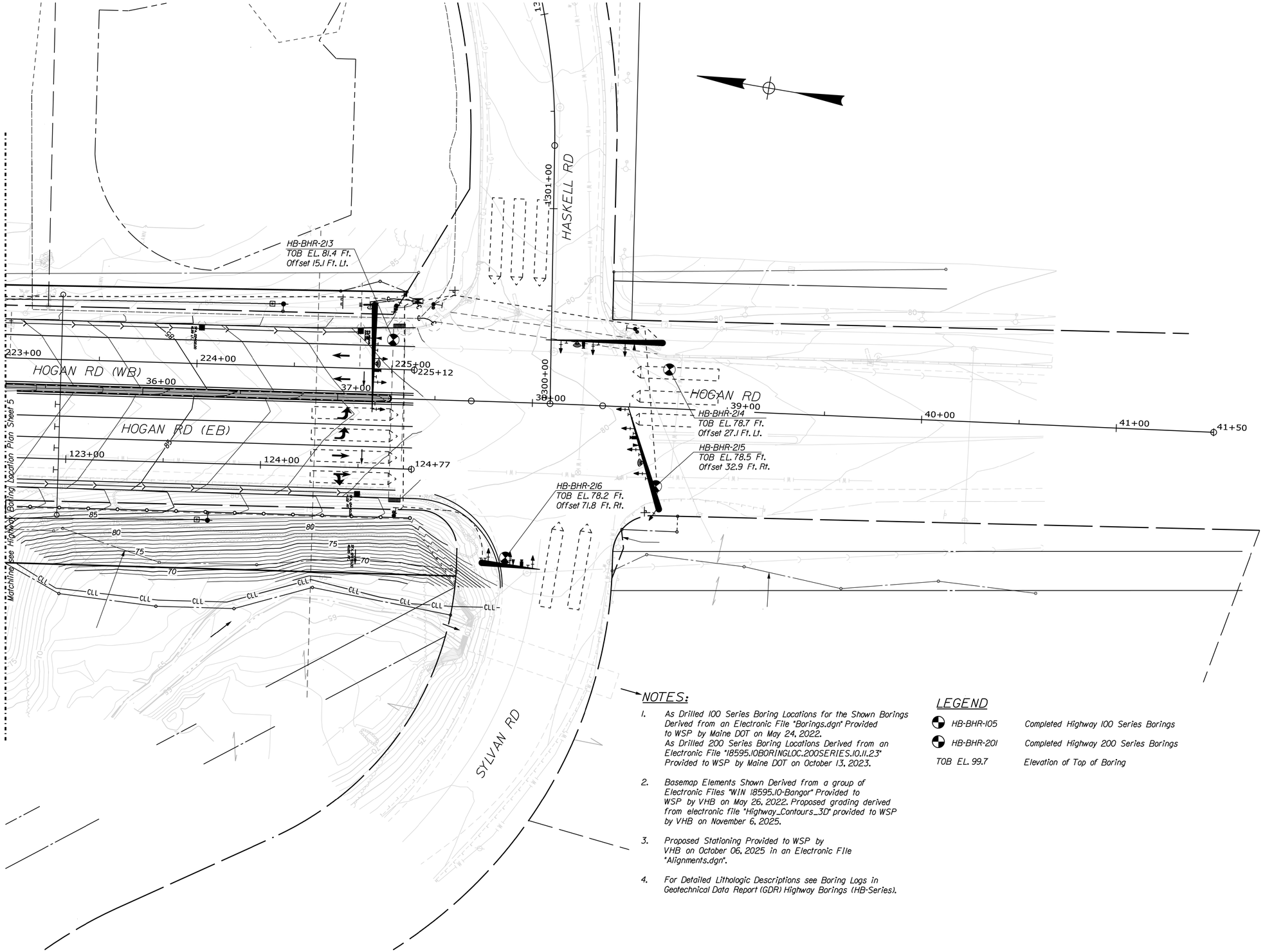
	BY	DATE
PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	MEL	10/2023
CHECKED-REVIEWED	DEB	10/2025
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DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 4

SHEET NUMBER
H-210
356
OF 485

Filename: ...\BRIDGE\MSTA\hw_borplan_04.dgn Division: BRIDGE Username: Date:11/7/2025



NOTES:

1. As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022.
   As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.
2. Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.
3. Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".
4. For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN
018595.11

BRIDGE NO. 5823

BRIDGE PLANS

STATE OF MAINE · CHRISTOPHER E. GORDON No. 15164 · PROFESSIONAL ENGINEER

SIGNATURE 15164 P.E. NUMBER

11/07/2025 DATE

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	MEL	MEG	10/2023
CHECKED-REVIEWED	DEB	COB	10/2025
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

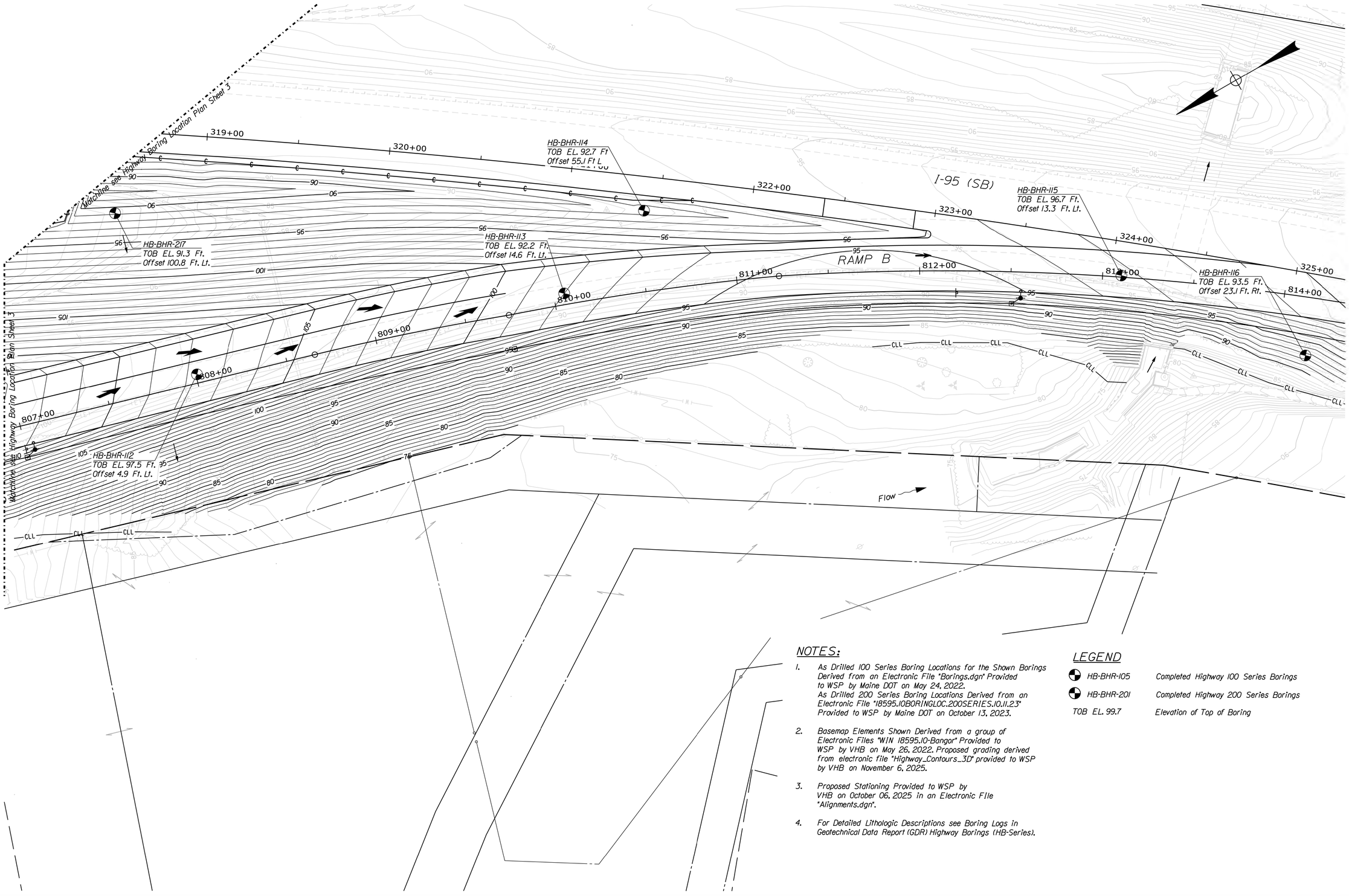
I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 5

SHEET NUMBER
H-211
357
OF 485

Filename: ...\BRIDGE\MSTA\hw_borplan_05.dgn Division: BRIDGE Username: Date:11/7/2025

Filename: ...\BRIDGE\MSTA\hw_borplan_06.dgn Username: Division: BRIDGE Date:11/7/2025



NOTES:

1. *As Drilled 100 Series Boring Locations for the Shown Borings Derived from an Electronic File "Borings.dgn" Provided to WSP by Maine DOT on May 24, 2022.*
   As Drilled 200 Series Boring Locations Derived from an Electronic File "18595.10BORINGLOC.200SERIES.10.11.23" Provided to WSP by Maine DOT on October 13, 2023.
2. *Basemap Elements Shown Derived from a group of Electronic Files "WIN 18595.10-Bangor" Provided to WSP by VHB on May 26, 2022. Proposed grading derived from electronic file "Highway_Contours_3D" provided to WSP by VHB on November 6, 2025.*
3. *Proposed Stationing Provided to WSP by VHB on October 06, 2025 in an Electronic File "Alignments.dgn".*
4. *For Detailed Lithologic Descriptions see Boring Logs in Geotechnical Data Report (GDR) Highway Borings (HB-Series).*

LEGEND

HB-BHR-105	Completed Highway 100 Series Borings
HB-BHR-201	Completed Highway 200 Series Borings
TOB EL. 99.7	Elevation of Top of Boring

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE — CHRISTOPHER E. LANDON No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164

P.E. NUMBER 11/07/2025

DATE

PROJ. MANAGER	M. LANDON			
DESIGN-DETAILED	MEL	10/2023	-	-
CHECKED-REVIEWED	DEB	10/2025	-	-
DESIGN2-DETAILED2	-	-	-	-
DESIGN3-DETAILED3	-	-	-	-
REVISIONS 1	-	-	-	-
REVISIONS 2	-	-	-	-
REVISIONS 3	-	-	-	-
REVISIONS 4	-	-	-	-
FIELD CHANGES	-	-	-	-

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HIGHWAY BORING LOCATION PLAN SHEET 6

SHEET NUMBER
H-212

Filename: ...\Highway_Boring_Log_Plan_01.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Boring No.: HB-BHR-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) — Location: Bangor, Maine — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	110.3	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/6/22 (08:55) to 5/6/22	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 486576.621, E: 1739700.751	Casing ID/OD:	4.0/4.5 in	Water Level*:	4.0 ft on 5/6/22 at 10:35
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Catheod ☐		

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Unconfined Compressive Strength (ksf); N_{60} = SPT Hammer Efficiency Factor/60%Hammer Efficiency; N_{60} = SPT Unconfined Corrected for Hammer Efficiency; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (ST)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/10.8	0.00 – 2.00	1-2-2-3	4	6	OPEN	109.9		Brown, moist, medium stiff, Sandy SILT, some gravel-, trace grass roots in top 0.4 ft (FILL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	0.4
5											
	20	21/12	5.00 – 6.75	1-1-2-5	3	5	26			Grey, moist, soft, Sandy SILT, some gravel (FILL).	
							34				
							40	102.3			8.0
10							59			Grey-brown, silt and clay present in wash water starting at 8 feet bgs.	
							78				
	1U	24/24	10.00 – 12.00	Piston sampler			28			Olive, moist, CLAY, moderately plastic (CLAY).	WC = 28% LL = 36 PL = 21 PI = 15 LI = 0.5 CL
							37				
	30	24/24	12.00 – 14.00	2-2-2-4	4	6	49			Brown, wet, medium stiff, CLAY (CLAY). q_p = 1 ksf (Pocket Penetrometer). T_v = 716 psf	WC = 27.9% Fines = 99.2% A-4 (0)
							71				
15							93	95.8			14.5
	40	24/14.4	15.00 – 17.00	21-20-22-17	42	64	OPEN			Grey-brown, wet, hard, Sandy SILT, little gravel (GLACIAL TILL).	
20	50	24/7.2	20.00 – 22.00	22-19-12-13	31	47				Grey-brown, wet, hard, Sandy SILT, little gravel (GLACIAL TILL).	
25	60	24/9.6	25.00 – 27.00	11-13-13-15	26	39				Grey-brown, wet, hard, Sandy SILT, little gravel, non-plastic (GLACIAL TILL).	WC = 9.0%
30	70	3.6/3.6	30.00 – 30.30	100/4"	R			80.0		Grey-brown, wet, very dense, GRAVEL, some fine to coarse sand, trace silt (GLACIAL TILL).	30.3
								77.3		Top of Probable Bedrock Elev. 80.0 ft Advanced with roller bit through probable bedrock from 30.3 to 33 ft bgs.	
35										Bottom of Exploration at 33.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	33.0
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 15 ft bgs

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-101

Maine Department of Transportation — Boring No.: HB-BHR-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) — Location: Bangor, Maine — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	109.2	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/8/22 (11:10) to 5/9/22 (08:35)	Drilling Methods:	Cased Wash	Core Barrel:	1.98 in I.D. – NQ2
Boring Location:	N: 486494.684, E: 1739703.212	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.7 ft on 5/9/22 at 14:20
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Catheod ☐		

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Unconfined Compressive Strength (ksf); N_{60} = SPT Hammer Efficiency Factor/60%Hammer Efficiency; N_{60} = SPT Unconfined Corrected for Hammer Efficiency; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (ST)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										NO RECOVERY	
	10	24/0	0.00 – 2.00	3-2-3-3	5	8	OPEN	108.2		Advanced with solid stem augers from 0 ft to 5 ft bgs.	1.0
5											
	20	24/6	5.00 – 7.00	2-10-13-3	13	20	15			Grey, wet, medium dense, fine to coarse Gravelly SAND, some silt (FILL).	
							19				
							31	101.2			8.0
10							53			Silt and clay present in wash water starting at 8 feet bgs.	
							72				
	1U	24/24	10.50 – 12.50	Would Not Push			WH			Olive, moist, CLAY, moderately plastic (CLAY).	WC = 26% LL = 39 PL = 17 LI = 0.2 CL
				Piston Sampler			OPEN				
	30	24/24	12.50 – 14.50	4-4-7-7	11	17				Grey-brown, wet, very stiff, CLAY, moderately plastic (CLAY). q_p = 4.1 tsf (pocket penetrometer). T_v = 716 psf	WC = 27.6% Fines = 99.4% LL = 39 PL = 22 PI = 17 LI = 0.3 A-6 (18), CL
15											
	40	24/24	15.00 – 17.00	2-5-29-25	34	51	32	93.2		40A. Top 12 inj Grey-brown, wet, hard, CLAY (CLAY). q_p = 3.6 tsf. T_v = 633 psf	16.0
							34			40B. Bottom 12 inj Brown, wet, hard, Sandy SILT, little gravel (GLACIAL TILL) Advanced with roller bit ahead of casing from 15 ft to 20 ft bgs.	
20							40				
							49				
	50	24/15.6	20.00 – 22.00	8-9-22-16	31	47	34			Grey-brown, wet, hard, fine to coarse Silty SAND, little gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 20 ft to 25 ft bgs.	WC = 12.7% Fines = 63.2% A-4 (0)
							41				
							52	86.2			23.0
25							66	85.2		Drilled past cobbles from 23 ft to 24 ft bgs.	24.0
							74				
	60	24/1.2	25.00 – 27.00	9-8-8-8	16	24	19			Grey, wet, medium dense, GRAVEL, some fine to coarse sand, little silt (GLACIAL TILL).	
							27			Advanced with roller bit ahead of casing from 25 ft to 30 ft bgs.	
30							27				
							30				
	70	24/1.2	30.00 – 32.00	4-6-7-15	13	20	26			Grey, wet, medium dense, fine to coarse SAND, some silt, little fine to coarse gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 30 ft to 35 ft bgs.	
							28				
35							31				
							32				
							36				
	80	24/12	35.00 – 37.00	9-14-9-13	23	35	OPEN			Grey, wet, dense, fine to coarse Silty- Clayey SAND, little gravel (GLACIAL TILL).	WC = 9.4% Fines = 47.2% LL = 18 PL = 13 PI = 5 LI = -0.7 A-4 (0), SM-SC
										Advanced with roller bit ahead of casing from 35 ft to 40 ft bgs.	
40							NQ2				
								69.2		Cored through boulder from 40 ft to 43 ft bgs.	40.0
								66.2		Grey sand & gravel present in drill cuttings from 43 to 45.5 ft bgs.	43.0
45								63.7		Top of Bedrock Elev. 63.7 ft. Advanced with roller bit through bedrock from 45.5 to 46.8 ft bgs. Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities horizontal to steeply dipping, very closely to moderately spaced, open, milky quartz and calcite vein (0.1 in thick) present at 48.6 ft bgs. average 2.2 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION].	45.5
	R1	60/49.2	46.80 – 51.80	RQD = 40%							
50								57.4		Rock Mass Quality = Poor 82% Recovery Rock Core Rate (min:sec) 46.8-47.8 ft (2:58) 47.8-48.8 ft (2:54) 48.8-49.8 ft (2:41) 49.8-50.8 ft (2:12) 50.8-51.8 ft (2:21)	
55										Bottom of Exploration at 51.8 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	51.8

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 15 ft bgs

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-102

Maine Department of Transportation — Boring No.: HB-BHR-103

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) — Location: Bangor, Maine — WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	106.8	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/27/22 (14:35) to 4/27/22 (15:25)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 486383.449, E: 1739898.782	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.2 ft on 4/27/22 at 15:30
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Catheod ☐		

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Unconfined Compressive Strength (ksf); N_{60} = SPT Hammer Efficiency Factor/60%Hammer Efficiency; N_{60} = SPT Unconfined Corrected for Hammer Efficiency; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (ST)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										Grey-brown, moist, medium stiff, SILT, some fine to coarse sand, trace gravel, trace grass roots (TOPSOIL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
	10	24/20.4	0.00 – 2.00	WOH/6"-1-3-3	4	6	OPEN	104.8			2.0
5											
	20	24/24	5.00 – 7.00	3-5-6-8	11	17	27			Grey-brown, wet, very stiff, CLAY (CLAY).	WC = 25.4% Fines = 99.4% A-4 (0)
							28				
							30				
10							52				
							85				
	30	24/24	10.00 – 12.00	1-4-17-16	21	32	OPEN			30A. Top 16.8 inj Grey-brown, wet, hard, CLAY, slightly plastic (CLAY). q_p = 1.6 ksf (Pocket Penetrometer. T_v = 531 psf	WC = 24.0% Fines = 97.0% LL = 28 PL = 17 PI = 11 LI = 0.6 A-6 (9), CL
										30B. Bottom 7.2 inj Grey-brown, wet, hard, CLAY (CLAY).	
15								91.8			15.0
	40	24/24	15.00 – 17.00	13-18-27-15	45	68				Grey-brown, wet, hard, SILT, some fine to medium sand, trace gravel (GLACIAL TILL).	
20	50	24/24	20.00 – 22.00	6-7-7-8	14	21				Grey, wet, very stiff, sandy SILT, trace gravel (GLACIAL TILL).	
25	60	22.8/16.8	25.00 – 26.90	9-9-58-100/5"	67	101		79.3			27.5
								78.8		Top of Probable Bedrock Elev. 79.3 ft. Casing refusal at 27.5 feet bgs rock chips present in drill cuttings from 27.5 to 28 feet bgs.	28.0
30										Bottom of Exploration at 28.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 10 ft bgs.

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-103

Maine Department of Transportation — Boring No.: HB-BHR-104

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) — Location: Bangor, Maine — WIN: 018595.10

Driller:	S. W. Cole	Elevation (ft.):	104.2	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/2/22 (07:45) to 5/2/22 (09:05)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 486219.248, E: 1739736.001	Casing ID/OD:	4.0/4.5 in	Water Level*:	8.8 ft on 5/2/22 at 09:10
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Catheod ☐		

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; q_u = Unconfined Compressive Strength (ksf); N_{60} = SPT Hammer Efficiency Factor/60%Hammer Efficiency; N_{60} = SPT Unconfined Corrected for Hammer Efficiency; MC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (ST)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										Brown, moist, medium stiff, Sandy SILT, trace gravel, trace grass roots (TOPSOIL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
	10	24/7.2	0.00 – 2.00	1-2-3-4	5	8	OPEN	103.6			0.6
5										Sand, silt, and gravel mixture in drill cuttings from 0.6 to 4.0 ft bgs (FILL).	4.0
	20	24/14.4	5.00 – 7.00	5-6-10-10	16	24	20	100.2			
							25			Grey-brown, wet, very stiff, CLAY, moderately plastic (CLAY).	WC = 25.5% LL = 45 PL = 23 PI = 22 LI = 0.1 CL
							54				
10							61			Switched to cased wash drilling at 7 ft bgs.	
							64			Water level taken after installing casing to 10 ft bgs and before drilling with water was started.	
	30	24/24	10.00 – 12.00	3-3-4-4	7	11	72			Grey-brown, wet, stiff, CLAY (CLAY). q_p = 2.4 ksf (Pocket Penetrometer). T_v = 716 psf	
							78				
							104				
15							51	89.2			15.0
	40	24/24	15.00 – 17.00	2-1-1-2	2	3	34			40A. Top 22.8 inj Grey, wet, soft, CLAY (CLAY). q_p = 0.4 ksf (Pocket Penetrometer). T_v = 315 psf	WC = 31.6% Fines = 99.7% A-4 (0)
							38				
							51	85.1		40B. Bottom 1.2 inj Grey-brown, wet, soft, Clayey SILT (CLAY).	18.5
20							54				
	50	24/8.4	20.00 – 22.00	15-18-31-36	49	74	OPEN			50A. Top 3.6 inj Brown, wet, hard, SILT, little fine sand, trace gravel (GLACIAL TILL).	
							62			50B. Bottom 8.8 inj Grey-brown, wet, very dense, fine to coarse Gravelly SAND, some silt (GLACIAL TILL).	
25								79.7			24.5
								79.2		Top of Probable Bedrock at Elev. 79.7 ft. Advanced with roller bit through probable bedrock from 24.5 to 25 ft bgs.	
										Bottom of Exploration at 25.0 feet below ground surface.	25.0
30										Bottom of Exploration at 25.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading taken on 5/2/22 at 09:10 was made 5 minutes after completion of drilling with bottom of casing at 20 ft bgs

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE NO. 5823

STATE OF MAINE — CHRISTOPHER M. LANDON — No. 15164 — REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	DEB	DJH	8/2025
CHECKED-REVIEWED	DEB	CCB	10/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 15164

P.E. NUMBER

11/07/2025

DATE

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 1 OF 9

SHEET NUMBER
H-213
359
OF 485

Filename: ...\Highway_Boring_Log_Plan_02.dgn Division: BRIDGE
Username: Date:11/7/2025

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-105
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	100.7	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/25/22 (1T1)0011 4/29/22 (12150)	Drilling Methods:	Cased Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location:	N: 486134.486, E: 1739754.808	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.8 ft on 4/29/22 at 12155
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: S = Split Spoon Sample; WD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Encountered Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Encountered; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) (SPT) (ksf)	Unconfined	%N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/19.2	0.00 – 2.00	1-1-3-6	4	6	OPEN	100.3		Grey-brown, moist, medium stiff, SILT, some fine to medium sand, trace grass roots in top 0.4 ft (FILL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
								99.8			
								97.2			
5	20	24/24	5.00 – 7.00	4-5-6-8	11	17	34			Grey-brown, moist, very stiff, CLAY, trace fine sand, moderately plastic (CLAY) q_p = 8.2 ksf (pocket penetrometer). T_v = 921 psf	WC = 25.2% LL = 38 PL = 22 PI = 16 LI = 0.2 CL
							35				
							38				
							40				
							45				
10	30	24/24	10.00 – 12.00	1-2-3-3	5	8	40	90.7		Grey-brown, wet, medium stiff, CLAY (CLAY). q_p = 2.5 ksf (Pocket Penetrometer). T_v = 716 psf	
							45				
							49				
							55				
							51				
15	40	24/24	15.00 – 17.00	WOH/12"-1-1	--		OPEN			Grey, wet, stiff, CLAY, moderately plastic (CLAY).	WC = 29.8% Fines = 99.6% LL = 32 PL = 19 PI = 13 LI = 0.8 A-6 (13), CL
	V1			S_u=1161/357 psf						55x100 mm vane raw torque readings: V1: 26/8 ft-lbs V2: 25/5 ft-lbs	
	V2			S_u=1116/223 psf				82.2			
								82.2		Grey, wet, very dense, fine to coarse GRAVEL, some fine to coarse sand, some silt (GLACIAL TILL).	WC = 9.3% Fines = 30.6% A-2-4 (0)
20	50	24/10.8	20.00 – 22.00	10-18-19-14	37	56	52				
							54				
							55				
							57				
	R1	36/26.4	24.00 – 27.00	RQD = 52%			58 NQ2				
								76.7		Top of Bedrock at Elev. 76.7 ft.	
	R2	24/24	27.00 – 29.00	RQD = 20%						Rt1 Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresht discontinuities moderately to steeply dipping, very closely to moderately spaced, open, milky quartz and calcite veins (0.1 in to 1.0 in thick) present from 24.0 ft to 25.6 ft bgs average 1.1 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Fair 73% Recovery Rock Core Rate (minsec) 24-25 ft (1:32) 25-26 ft (1:41) 26-27 ft (1:28) Rz1 Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresht discontinuities moderately to steeply dipping, very closely to moderately spaced, open, milky quartz and calcite veins (0.2 in to 0.5 in thick) present from 28.0 ft to 29.0 ft bgs average 3.5 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minsec) 27-28 ft (2:51) 28-29 ft (2:48)	
25								71.7			
										Bottom of Exploration at 29.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
30											
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. "-" Sample interval disturbed by vane shear test before sampling; blow counts not representative of undisturbed material. 4. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 24 ft bgs.

Stratification lines represent approximate boundaries between soil typesr transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-105

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-106
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	105.9	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/26/22 (1T2)0011 4/26/22 (1410)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485563.443, E: 1739838.257	Casing ID/OD:	4.0/4.5 in	Water Level*:	2.6 ft on 5/6/22 at 8:30
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: S = Split Spoon Sample; WD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Encountered Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Encountered; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) (SPT) (ksf)	Unconfined	%N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0											
	10	24/16.8	0.00 – 2.00	1-1-1-2	2	3	OPEN	105.2		Brown, moist, soft, Sandy SILT, trace gravel, trace grass roots in top 0.7 ft (TOPSOIL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
								105.0			
								105.0			
5	20	24/16.8	5.00 – 7.00	7-3-4-3	7	11	21			Grey, moist, loose, Sandy SILT, trace gravel (FILL).	
							33				
							48				
							72				
							87				
10	30	24/24	10.00 – 12.00	4-7-10-10	17	26	81			Grey-brown, wet, very stiff, CLAY, trace sand, moderately plastic (CLAY). q_p = 5.1 tsf (Pocket Penetrometer). T_v = 858 psf	WC = 25.6% LL = 35 PL = 21 PI = 14 LI = 0.3 CL
							101				
							125				
							166				
15							OPEN	98.9			
								91.4		Top of Probable Bedrock Elev. 91.4 ft. Refusal at 14.5 feet bgs. Advanced with roller bit through probable bedrock from 14.5 to 18.5 feet bgs.	
								87.4			
20										Bottom of Exploration at 18.5 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
25											
30											
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level was taken during drilling with bottom of casing at 15 ft bgs.

Stratification lines represent approximate boundaries between soil typesr transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-107

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-107
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	88.3	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/27/22 (1T1)0011 4/27/22 (1010)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485405.013, E: 1739809.715	Casing ID/OD:	4.0/4.5 in	Water Level*:	5.4 ft on 4/28/22 at 08:35
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: S = Split Spoon Sample; WD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Encountered Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Encountered; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) (SPT) (ksf)	Unconfined	%N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/14.4	0.00 – 2.00	1-2-2-4	4	6	OPEN	87.8		Grey-brown, moist, medium stiff, SILT, little fine to medium sand, little gravel, trace grass roots in top 0.5 ft (SILT). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
								87.3			
								84.8			
5	20	24/24	5.00 – 7.00	4-5-6-7	13	20	34			Grey-brown, moist, very stiff, CLAY, trace fine to medium sand, trace gravel (CLAY).	
							33				
							54				
							51				
							56				
10	30	24/24	10.00 – 12.00	2-2-3-4	5	8	29	78.3		Grey-brown, wet, medium stiff, CLAY, moderately plastic (CLAY). q_p = 3 ksf (Pocket Penetrometer). T_v = 737 psf	WC = 30.0% LL = 42 PL = 23 PI = 19 LI = 0.4 CL
							41				
							49				
							58				
							66				
15	40	24/24	15.00 – 17.00	WOR/24"	--		48			40A. Top 20.4 ini Grey, wet, medium stiff, CLAY (CLAY). 55x100 mm vane raw torque readings V1: 20/4.5 ft-lbs V1 Failed vane, would not push to 17 ft bgs.	WC = 29.1% Fines = 99.7% A-4 (0)
	V1			S_u=893/201 psf				71.6			
								71.6		40B. Bottom 3.6 ini Brown, wet, Sandy SILT (GLACIAL TILL).	
20	50	24/20.4	20.00 – 22.00	10-7-9-44	16	24	OPEN			Grey, wet, medium dense, fine to coarse Gravelly SAND, little silt (apparent fractured rock in tip of spoon) (GLACIAL TILL).	
								64.8		NO RECOVERY. Split spoon bounced for 50 blows and no penetration at 23.5 ft bgs. Top of Probable Bedrock at Elev. 64.8 ft.	
25	60	0/0	23.50 – 23.50	50/0"	R					Bottom of Exploration at 23.5 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
30											
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. "-" Sample interval disturbed by vane shear test before sampling; blow counts not representative of undisturbed material. 4. Water level reading was made during drilling with bottom of casing at 15 ft bgs.

Stratification lines represent approximate boundaries between soil typesr transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-107

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-108
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	82.3	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/27/22 (1T1)0011 4/27/22 (1010)	Drilling Methods:	Cased Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location:	N: 485405.013, E: 1739809.715	Casing ID/OD:	4.0/4.5 in	Water Level*:	2.6 ft on 4/27/22 at 08:35
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: S = Split Spoon Sample; WD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; WU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; WV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Encountered Corrected for Hammer Efficiency; N_{60} = (Hammer Efficiency Factor/60%)•Encountered; T_v = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) (SPT) (ksf)	Unconfined	%N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0											
	10	24/7.2	0.00 – 2.00	2-2-3-3	5	8	OPEN	81.7		Brown, wet, loose, Silty fine SAND, trace roots (FILL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
								81.2			
								78.8			
5	20	24/24	5.00 – 7.00	4-5-6-8	13	20	23			Grey-brown, moist, very stiff, CLAY, trace fine sand, moderately plastic (CLAY). q_p = 7.2 ksf (pocket penetrometer). T_v = 1022 psf	WC = 25.5% LL = 37 PL = 22 PI = 15 LI = 0.2 CL
							24				
							26				
	1U	24/18	8.00 – 10.00	Piston Sampler			OPEN			Olive, moist, CLAY, moderately plastic (CLAY).	WC = 28% LL = 35 PL = 20 PI = 15 LI = 0.6 CL
10	30	24/24	10.00 – 12.00	2-1-8-24	9	14	49				
							54	70.7		30A. Top 19.2 ini Grey-brown, wet, stiff, CLAY, moderately plastic (CLAY). q_p = 5.1 ksf (pocket penetrometer). T_v = 716 psf	WC = 26.5% LL = 32 PL = 21 PI = 11 LI = 0.5 CL
							65	69.6		30B. Bottom 4.8 ini Grey, wet, medium dense, Sandy GRAVEL, some silt (SAND and GRAVEL).	
							112				
15	40	24/15.6	15.00 – 17.00	13-23-15-9	38	58	OPEN			Grey, wet, very dense, fine GRAVEL, some sand, little silt (SAND and GRAVEL).	WC = 6.0% Fines = 12.6% A-1-a (0)
							116				
								63.8			
								63.8		Grey, wet, dense, fine to coarse SAND, some silt, some gravel, little clay (GLACIAL TILL).	
20	50	24/8.4	20.00 – 22.00	4-4-18-8	22	33	50				
							53				
							140				
							149				
							150				
25	60	24/12	25.00 – 27.00	9-9-6-6	15	23	38			Grey, wet, medium dense, fine to coarse SAND, some silt, some gravel, little clay (GLACIAL TILL).	WC = 11.6% Fines = 39.9% A-4 (0)
							54				
							73				
							103	53.1			
	R1	27.6/25.2	29.00 – 31.30	RQD = 26%			NQ2			Casing refusal encountered at 28.6 feet bgs.	
								53.7		Top of Bedrock Elev. at 53.7 ft.	
	R2	32.4/32.4	31.30 – 34.00	RQD = 48%						Rt1 Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresht discontinuities moderately to steeply dipping, very closely to moderately spaced, open, milky quartz and calcite veins (0.1 in to 0.2 in thick) from 29 ft to 30.5 ft bgs average 2.6 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 91% Recovery Rock Core Rate (minsec) 29-30 ft (2:24) 30-31 ft (2:36) 31-31.3 ft (2:16) Rz1 Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresht discontinuities low angle to steeply dipping, very closely to closely spaced, open, milky quartz and calcite veins 10.1 in thick present from 32 ft to 32.5 ft bgs and 33.3 ft bgs : average 2.2 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Poor 100% Recovery Rock Core Rate (minsec) 31-32 ft (2:38) 32-33 ft (2:31) 33-34 ft (2:24)	
35								48.3			
										Bottom of Exploration at 34.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level was taken during drilling with casing at 15 ft bgs. prior to obtaing sample 4D. with a stabilization time of 20 minutes.

Stratification lines represent approximate boundaries between soil typesr transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-108

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11
WIN 018595.11
BRIDGE No. 5823
BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER M. BLEIKIS No. 15164 — REGISTERED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DEB	8/2025
CHECKED-REVIEWED	DEB	10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER 15164
DATE 11/07/2025

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 2 OF 9

SHEET NUMBER
H-214
360
OF 485

Filename: ...\Highway_Boring_Log_Plan_03.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Boring No.: HB-BHR-109

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Locations Bangor, Maine
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	78.3	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/9/22 (1h15o1i 5/9/22 (11t20)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485212.362, E: 1739903.181	Casing ID/OD:	4.0/4.5 in	Water Level*:	9.3 ft on 5/9/22 at 11:25
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
$q_{u(qp)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
Wunconfined = Raw Field SPT Envelope
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Wunconfined Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%Wunconfined
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/9.6	0.00 – 2.00	1-1-2-4	3	5	OPEN	77.5		Brown, moist, soft, SILT, some fine to medium sand, trace grass roots (FILL). Advanced with solid stem augers from 0 ft to 5 ft bgs.	
								74.8			
5	20	24/24	5.00 – 7.00	5-6-6-9	12	18	24			Grey-brown, moist, very stiff, CLAY, moderately plastic (CLAY). q_p = 7.7 tsf. T_v = 409 psf	WC = 27.5% Fines = 88.3% LL = 37 PL = 18 PI = 19 LI = 0.5 A-6 (16), CL
							30				
							42	70.8		Drilled past cobbles from 7.5 to 9.5 feet bgs.	
							56	68.8		Advanced with a roller bit past a boulder from 9.5 ft to 10.2 ft bgs.	
10	30	24/10.8	10.20 – 12.20	5-5-5-7	10	15	109 OPEN	68.1		Grey, wet, medium dense, fine GRAVEL, some fine to coarse sand, little silt, little clay (GLACIAL TILL).	
15	40	24/6	15.00 – 17.00	4-7-7-11	14	21				Grey, wet, medium dense, fine GRAVEL, some fine to coarse sand, little silt, little clay (GLACIAL TILL).	WC = 11.9% Fines = 44.8% A-4 (0)
20	50	24/7.2	20.00 – 22.00	10-9-21-20	30	45				Grey, wet, dense, fine GRAVEL, some fine to coarse sand, little silt, little clay (GLACIAL TILL).	
25	60	24/19.2	27.00 – 29.00	35-43-51-68	94	142		53.3		Advanced with a roller bit past a boulder from 25 ft to 27 ft bgs.	
								51.3		Grey-brown, wet, very dense, fine to coarse SAND, some silt, little fine gravel, trace clay (GLACIAL TILL).	WC = 9.1% Fines = 25.5% A-2-4 (0)
30											
								44.3		Advanced with a roller bit past cobbles from 34 ft to 37 ft bgs. NO RECOVERY. Split spoon bounced on cobbles.	
35	70	2.4/0	35.00 – 35.20	100/2"	R			41.3		Top of Probable Bedrock Elev. 41.3 ft. Advanced with roller bit through probable bedrock from 37 ft to 40 ft bgs.	
								38.3		Bottom of Exploration at 40.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc.. dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 9.5 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-109

Maine Department of Transportation — Boring No.: HB-BHR-110

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Locations Bangor, Maine
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	76.5	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/9/22 (11t15o3i 5/9/22 (12t14)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485210.377, E: 1739810.637	Casing ID/OD:	4.0/4.5 in	Water Level*:	5.7 ft on 5/9/22 at 12:50
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
$q_{u(qp)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
Wunconfined = Raw Field SPT Envelope
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Wunconfined Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%Wunconfined
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/16.8	0.00 – 2.00	1-1-3-4	4	6	OPEN	76.1		Grey-brown, moist, medium stiff, SILT, some fine to medium sand, little gravel, trace grass roots in top 0.4 ft (FILL).	
								73.0			
5	20	24/24	5.00 – 7.00	1-2-6-7	8	12	22			20A. Top 22.8 in) Grey, moist, stiff, CLAY, trace fine to medium sand, trace gravel, highly plastic (CLAY). q_p = 4.5 ksf. T_v = 511 psf	WC = 44.6% LL = 69 PL = 28 PI = 41 LI = 0.4 CH
							26				
							44	69.4		20B. bottom 1.2 in) Grey, moist, medium stiff, Gravelly SILT, little fine to medium sand (GLACIAL TILL).	
							50				
10	30	24/13.2	10.00 – 12.00	11-16-28-21	44	67	OPEN			Grey, wet, very dense, GRAVEL, some fine to coarse sand, trace silt (GLACIAL TILL).	
							65				
15								64.5		Top of Bedrock Elev. 64.5 ft. Advanced with roller bit through bedrock from 12 ft bgs to 22 ft bgs.	
20											
								54.5		Bottom of Exploration at 22.0 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
25											
30											
35											
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc.. dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 10 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-110

Maine Department of Transportation — Boring No.: HB-BHR-111

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Locations Bangor, Maine
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	97.8	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/5/22 (10t25i1 5/5/22 (15t40)	Drilling Methods:	Cased Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location:	N: 485973.041, E: 1739565.218	Casing ID/OD:	4.0/4.5 in	Water Level*:	9.7 ft on 5/6/22 at 7:00
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
$q_{u(qp)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
Wunconfined = Raw Field SPT Envelope
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Wunconfined Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%Wunconfined
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL)	
	10	24/16.8	0.00 – 2.00	1-1-2-2	3	5	OPEN	97.0		Brown, moist, soft, SILT, some fine to medium sand, trace gravel, trace grass roots in top 0.8 ft (FILL).	
								94.3			
5	20	24/22.8	5.00 – 7.00	4-5-8-10	13	20	41			Grey-brown, moist, very stiff, CLAY, trace gravel, trace fine to coarse sand, moderately plastic (CLAY). q_p = 5.6 ksf. T_v = 1063 psf	WC = 25.0% LL = 39 PL = 18 PI = 21 LI = 0.3 CL
							54				
							79				
							88				
10	30	24/24	10.00 – 12.00	3-5-5-7	10	15	94			Grey-brown, wet, stiff, CLAY, trace fine to medium sand (CLAY). Failed 55 x 110 mm vane, would not push to 11 ft bgs.	
	WV			Would Not Push			64				
							84				
							99				
15							119				
	40	24/18	15.00 – 17.00	20-23-27-26	50	76	131	82.8		Brown, wet, hard, Sandy CLAY, trace gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 15 to 20 ft bgs.	WC = 12.5% Fines = 54.2% A-4 (0)
							71				
							94				
							104				
							141				
20							150				
	50	24/16.8	20.00 – 22.00	5-11-13-10	24	36	68			Grey, wet, medium dense, fine to coarse Clayey SAND, little gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 20 to 25 ft bgs.	WC = 9.9% Fines = 46.4% A-4 (0)
							89				
							105				
							118				
25							120				
	60	24/13.2	25.00 – 27.00	7-9-13-20	22	33	62			Grey, wet, dense, fine to coarse Clayey SAND, little gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 25 to 30 ft bgs.	
							83				
							88				
							91				
30							131				
	70			11-42-39-89	81	123	133			Grey, wet, very dense, fine to coarse Clayey SAND, little gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 30 to 33 ft bgs.	
							148				
							162				
							OPEN			Casing crimped at 33 ft bgs preventing further advancement of the boring. Boring offset 3 feet to the south and blind drilled to 33 ft bgs.	
35								63.3		Top of Bedrock Elev. 63.3 ft.	
		2.4/0	36.00 – 36.20	100/2"	R					Fracture or soft zone of bedrock from 35.5 to 36.2 ft bgs. NO RECOVERY. Split spoon bouncing on rock	
	R1	60/57.6	36.20 – 41.20	RQD = 55%			NQ2			R1: Grey, fine grained to very fine grained, METAMACKE (metasandstone), strong, fresh discontinuities low angle to moderately dipping, very closely to moderately spaced, open, milky quartz and calcite veins (0.1 in thick) present at 36.5 ft and 39.8 ft bgs; average 1.2 fractures per foot [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION]. Rock Mass Quality = Fair 96% Recovery Rock Core Rate (min/sec) 36.2 – 37.2 ft (2:11) 37.2 – 38.2 ft (2:24) 38.2 – 39.2 ft (2:39) 39.2 – 40.2 ft (3:16) 40.2 – 41.2 ft (3:08)	
40								56.6			
										Bottom of Exploration at 41.2 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc.. dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 15.5 hours after completion of drilling with bottom of casing at 34.5 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-111

Maine Department of Transportation — Boring No.: HB-BHR-112

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Locations Bangor, Maine
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	97.5	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/28/22 (7t45i 4/28/22 (10t00)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485832.419, E: 1739547.816	Casing ID/OD:	4.0/4.5 in	Water Level*:	5.0 ft on 4/28/22 at 10:05
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WO = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
$q_{u(qp)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
Wunconfined = Raw Field SPT Envelope
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Wunconfined Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor/60%Wunconfined
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. Sheer Strength (psf) (SPT-N60) (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										ASPHALT	
	10	24/15.6	0.70 – 2.70	8-10-15-11	25	38	OPEN	96.8		Grey-brown, moist, dense, fine to coarse SAND, some silt, little gravel (FILL).	
5	20	24/22.8	5.00 – 7.00	12-10-14-12	24	36	28			Grey-brown, moist, very hard, CLAY, some fine to coarse sand, little gravel, slightly plastic (FILL).	WC = 15.9% LL = 21 PL = 12 PI = 9 LI = 0.4 CL
							42				
							48			Drilled past cobbles from 8.5 ft to 9.5 ft bgs.	
							98				
10							134				
	30	24/2.4	10.00 – 12.00	10-6-3-6	9	14	25			Brown, wet, loose, GRAVEL, some fine to coarse sand, trace silt (FILL). Gravel lodged in tip of split spoon. Advanced with roller bit ahead of casing from 10 to 15 ft bgs.	
							31				
							34				
							41				
15							45				
	40	24/12	15.00 – 17.00	3-5-4-3	9	14	30	82.5		Brown, wet, stiff, CLAY, some fine to coarse sand, some gravel (CLAY).	WC = 16.5% Fines = 52.2% A-4 (0)
							44				
							56				
							55				
20							62				
	50	24/24	20.00 – 22.00	2-4-5-7	9	14	OPEN			Grey, wet, stiff, CLAY, trace fine sand (CLAY). q_p = 4.6 ksf. T_v = 409 psf	WC = 21.9% Fines = 97.3% A-4 (0)
								74.5		Advanced past cobbles from 23 ft to 24 ft bgs.	
25	60	24/16.8	25.00 – 27.00	16-12-6-9	18	27		73.5		Grey-brown, wet, very stiff, Sandy SILT, little gravel (GLACIAL TILL).	
30											
	70	24/14.4	30.00 – 32.00	4-5-30-18	35	53				Grey, wet, hard, Sandy SILT, little gravel (GLACIAL TILL).	
35	80	4.8/4.8	35.00 – 35.40	100/5"	R			62.1		Top of Probable Bedrock Elev. 62.1 ft. Advanced with roller bit through probable bedrock from 35.4 ft to 36 ft bgs.	
								61.5		Bottom of Exploration at 36.0 feet below ground surface. Boring backfilled with bentonite chips to 1.7 ft bgs. clean gravel from 1.7 ft to 0.7 ft bgs. and cold patch from 0.7 ft bgs to ground surface.	
40											
45											
50											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc.. dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 20 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
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Page 1 of 1
Boring No.: HB-BHR-112

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11
WIN 018595.11
BRIDGE No. 5823
BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER D. RUSSELL No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 15164
P.E. NUMBER
DATE 11/07/2025

PROJ. MANAGER	BY	DATE
M. LANDON		
DESIGN-DETAILED	DJH	8/2025
CHECKED-REVIEWED	DEB	10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 3 OF 9

SHEET NUMBER
H-215
361
OF 485

Filename: ...\Highway_Boring_Log_Plan_04.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-113
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	92.2	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	4/28/22 (10:30)11/ 4/28/22 (13:15)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485638.994, E: 1739481.375	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.5 ft on 4/28/22 at 13:15
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
q_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(pp)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N=uncorrected, N60=Field SPT Energy Corrected
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N=uncorrected Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N=uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheer Strength (psf) $S_{u(pp)}$ (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/9.6	0.50 – 2.50	5-7-7-6	14	21	OPEN	91.7		ASPHALT 0.5	
										Brown, moist, medium dense, Silty fine to coarse SAND, little gravel (FILL).	
5	20	24/21.6	5.00 – 7.00	2-2-5-5	7	11				Grey-brown, moist, stiff, CLAY, little fine to coarse sand, trace gravel, moderately plastic (FILL).	WC = 15.6% Fines = 80.1% LL = 33 PL = 17 PI = 16 LI = -0.1 A-6 (11), CL
10	30	24/7.2	10.00 – 12.00	4-3-2-2	5	8				Brown, wet, loose, Clayey-Silty SAND, some gravel (FILL).	WC = 12.6% Fines = 43.7% A-4 (0)
15	40	24/1.2	15.00 – 17.00	2-3-5-7	8	12				Grey-brown, wet, medium dense, Clayey-Silty SAND (FILL).	
	50	24/8.4	17.00 – 19.00	4-5-4-4	9	14				Grey-brown, wet, medium dense, fine to coarse Clayey-Silty SAND, little gravel (FILL). 19.5	WC = 17.8% Fines = 36.5% A-4 (0)
20	60	24/14.4	20.00 – 22.00	3-3-3-5	6	9		72.7		Grey, wet, stiff, CLAY, little gravel, trace sand, slightly plastic (CLAY). q_p = 1.6 ksf, T_v = 817 psf	WC = 18.1% Fines = 77.7% LL = 22 PL = 14 PI = 8 LI = 0.5 A-4 (3), CL
	MV			Would Not Push						Failed 55 x 110 mm vane, would not push to 23 ft bgs.	
25	70	24/0	25.00 – 27.00	4-3-6-5	9	14				NO RECOVERY	
	80	24/9.6	27.00 – 29.00	2-2-3-4	5	8		65.2		Grey, wet, medium stiff, SILT, some gravel, trace sand, non-plastic (GLACIAL TILL). 27.0 q_p = 4.9 ksf, T_v = 531 psf	WC = 14.1%
30	90	24/7.2	30.00 – 32.00	9-10-10-11	20	30				Grey, wet, medium dense, fine to coarse SAND, some gravel, some silty clay (GLACIAL TILL).	WC = 8.9% Fines = 32.1% A-2-4 (0)
35	100	24/16.8	35.00 – 37.00	14-13-15-17	28	42	30			Grey, wet, dense, Silty-Clayey SAND, little gravel (GLACIAL TILL).	
40	110	24/12	40.00 – 42.00	40-11-13-28	24	36	OPEN			Grey, wet, dense, Silty-Clayey SAND, some gravel (GLACIAL TILL).	WC = 11.3% Fines = 49.8% A-4 (0)
45										Drilled through boulder from 45 ft to 46.6 ft bgs.	
	120	9.6/9.6	47.00 – 47.80	20-100/4"	R			44.4		Grey, wet, dense, Silty-Clayey SAND, little gravel (GLACIAL TILL). 47.8	
50								43.7		Top of Probable Bedrock at Elev. 44.4 ft. Advanced with a roller bit through probable bedrock from 47.8 ft to 48.5 ft bgs. 48.5	
										Bottom of Exploration at 48.5 feet below ground surface. Boring backfilled with bentonite chips to 1.5 ft bgs. clean gravel from 1.5 ft to 0.5 ft bgs. and cold patch from 0.5ft gs to ground surface.	
55											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made at the completion of drilling with bottom of casing at 40 ft bgs.

Stratification lines represent approximate boundaries between soil typesst transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-113

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-114
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	92.7	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/4/22 (12:20)11 5/5/22 (9:00)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485577.276, E: 1739497.406	Casing ID/OD:	4.0/4.5 in	Water Level*:	9.5 ft on 5/5/22 at 9:05
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions/Abbreviations: same as HB-BHR-113

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheer Strength (psf) $S_{u(pp)}$ (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/14.4	0.00 – 2.00	4-9-15-12	24	36	OPEN	92.1		Brown, moist, medium dense, fine to coarse SAND, some silt, some gravel (TOPSOIL). 0.6	
5	20	24/12	5.00 – 7.00	1-2-2-3	4	6	21			Grey, wet, medium stiff, Clayey SILT, some fine to coarse sand, trace gravel (FILL). q_p = 2.9 ksf Torvane not completed due to amount of gravel in the sample. Failed 55 x 110 mm vane, would not push to 8 ft bgs.	WC = 16.5% Fines = 67.1% A-4 (0)
	MV			Would Not Push			36				
10	30	24/7.2	10.00 – 12.00	4-8-11-8	19	29	21			Grey-brown, wet, very stiff, Clayey SILT, some fine to coarse sand, little gravel (FILL). q_p = 7.8 ksf, T_v = 368 psf	
15	40	24/2.4	15.00 – 17.00	5-6-7-8	13	20	28			Grey, wet, very stiff, SILT, little gravel, little fine to coarse sand (FILL). Advanced with roller bit ahead of casing from 15 ft to 20 ft bgs. Significant water loss occurred while drilling from 15 ft to 20 ft bgs. 18.0	
20	50	24/8.4	20.00 – 22.00	7-2-2-2	9	14	OPEN	74.7		Grey, wet, medium stiff, Clayey SILT, little fine to coarse sand, trace fine gravel, trace wood (0.5-inch diameter root) (SILT). q_p = 2.6 ksf Torvane not completed due to amount of gravel in the sample.	WC = 28.3% Fines = 71.8% A-4 (0)
25	60	24/24	25.00 – 27.00	4-4-4-5	8	12				Grey-brown, wet, stiff, Clayey SILT, some fine to coarse sand, trace gravel (SILT). q_p = 6.5 ksf, T_v = 429 psf	
30	70	24/6	30.00 – 32.00	6-10-9-10	19	29		62.7		Grey, wet, medium dense, Clayey-Silty SAND, little gravel, slightly plastic (SAND and GRAVEL). 30.0 q_p = 8.0 ksf, T_v = 593 psf	WC = 9.2% Fines = 35.1% LL = 18 PL = 12 PI = 6 LI = -0.5 A-4 (0), SC-SM
35	80	10.8/7.2	35.00 – 35.90	12-100/5"	R			59.2		Grey, wet, hard, SILT, some fine to coarse sand, little gravel (GLACIAL TILL). 33.5 Advanced with roller bit through a boulder from 35.9 ft to 38.2 ft bgs.	
40	90	24/19.2	40.00 – 42.00	22-18-17-20	35	53				Grey, wet, hard, SILT, some fine to coarse sand, little gravel (GLACIAL TILL).	
45	100	24/19.2	45.00 – 47.00	5-6-14-13	20	30				Grey, wet, very stiff, Clayey SILT, some gravel, some fine to coarse sand (GLACIAL TILL).	WC = 10.3% Fines = 51.1% A-4 (0)
50	110	24/21.6	50.00 – 52.00	20-22-45-52	67	101				Grey-brown, wet, hard, Gravelly-Clayey SILT, some fine to coarse sand (GLACIAL TILL). 55.0	
55	120	24/20.4	55.00 – 57.00	63-62-74-82	141	213		37.7		Brown, wet, very dense, fine to coarse SAND, some clayey silt, little gravel (GLACIOFLUVIAL).	WC = 12.2% Fines = 31.4% A-2-4 (0)
60	130	3.6/3.6	60.00 – 60.30	100/4"	R					Grey, wet, very dense, Silty GRAVEL, some fine to coarse sand (GLACIOFLUVIAL).	
65								28.2		Top of Probable Bedrock at Elev. 28.2 ft. Advanced with a roller bit through probable bedrock from 64.5 ft to 67.5 ft bgs. 64.5	
70										Bottom of Exploration at 67.5 feet below ground surface. Boring backfilled with bentonite chips to ground surface.	
75											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 20 ft bgs.

Stratification lines represent approximate boundaries between soil typesst transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BHR-114

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Locations Bangor, Maine
Boring No.: HB-BHR-115
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.):	96.7	Auger ID/OD:	4.25 in
Operator:	Kevin Hanscom	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	Andrew Martin	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs/30 in
Date Start/Finish:	5/2/22 (9:37)11 5/2/22 (13:37)	Drilling Methods:	Cased Wash	Core Barrel:	N/A
Boring Location:	N: 485372.826, E: 1739331.654	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.8 ft on 5/2/22 at 13:42
Hammer Efficiency Factor: 0.908		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions/Abbreviations: same as HB-BHR-113

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows/6 in. Sheer Strength (psf) $S_{u(pp)}$ (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/13.2	0.70 – 2.70	6-9-8-9	17	26	OPEN	96.0		ASPHALT 0.7	
										Brown, moist, medium dense, fine to coarse SAND, some fine gravel, little silt (FILL).	WC = 5.2% Fines = 12.9% A-1-b (0)
										Drilled past cobbles from 3.5 ft to 4.0 ft bgs.	
5	20	24/21.6	5.00 – 7.00	4-3-4-5	7	11	21			Brown, moist, stiff, CLAY, some fine to medium sand, trace gravel, slightly plastic (FILL).	WC = 12.6% Fines = 61.0% LL = 21 PL = 12 PI = 9 LI = 0.1 A-4 (2), CL
	30	24/8.4	10.00 – 12.00	3-2-2-3	4	6	24				
10							33			Grey, wet, medium stiff, Gravelly CLAY, some fine to medium sand (FILL). 12.5	
							33	84.2			
15	40	24/24	15.00 – 17.00	4-5-8-9	13	20	43			Grey-brown, wet, very stiff, CLAY, slightly plastic (CLAY). q_p = 5.9 ksf, T_v = 491 psf	WC = 25.8% Fines = 98.4% LL = 36 PL = 21 PI = 15 LI = 0.3 A-6 (16), CL
							44				
							95				
20	50	24/24	20.00 – 22.00	4-4-5-6	9	14	64			Grey-brown, wet, stiff, CLAY (CLAY). q_p = 3.9 ksf, T_v = 838 psf	
							101				
							114				
							347	73.7			
25							184			23.0	
	60	24/12	25.00 – 27.00	9-13-17-16	30	45	69			Grey, wet, hard, SILT, some gravel, little fine to coarse sand (GLACIAL TILL).	
							82				
							90				
30							96				
							114				
	70	24/15.6	30.00 – 32.00	7-10-13-13	23	35	38			Grey, wet, hard, SILT, some fine to coarse sand, little gravel (GLACIAL TILL). Advanced with roller bit ahead of casing from 30ft to 35 ft bgs.	WC = 12.3% Fines = 58.9% A-4 (0)
							41				
							56				
35							81				
							103				
	80	24/8.4	35.00 – 37.00	26-19-27-20	46	70	46			Grey, wet, hard, SILT, some fine to coarse sand, some gravel (GLACIAL TILL). Advanced with a roller bit ahead of casing from 35 ft to 40 ft bgs.	
							58				
40							83				
							109				
	90	24/21.6	40.00 – 42.00	12-20-25-18	45	68	124			Grey, wet, hard, SILT, some fine to coarse sand, trace gravel (GLACIAL TILL). Advanced with a roller bit ahead of casing from 40 ft to 45 ft bgs.	WC = 12.6% Fines = 68.7% A-4 (0)
							58				
							102				
45							123				
							138				
	100	24/20.4	45.00 – 47.00	5-6-9-10	15	23	141			Grey, wet, very stiff, SILT, little gravel, little fine to coarse sand (GLACIAL TILL). Advanced with a roller bit ahead of casing from 45 ft to 50 ft bgs.	
							81				
							102				
50							118				
							127				
							181				
	110	24/19.2	50.00 – 52.00	33-34-36-36	70	106	OPEN			Grey, wet, hard, SILT, some fine to coarse sand, little fine gravel (GLACIAL TILL).	WC = 13.7% Fines = 65.1% A-4 (0)
								43.2		Top of Probable Bedrock Elev. 43.7 ft. Advanced with a roller bit through probable bedrock from 53 ft to 53.5 ft bgs. 53.5	
55										Bottom of Exploration at 53.5 feet below ground surface. Boring backfilled with bentonite chips to 1.7 ft bgs. clean gravel from 1.7 ft to 0.7 ft bgs. and cold patch from 0.7 ft bgs to ground surface.	
60											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 5 minutes after completion of drilling with bottom of casing at 50 ft bgs.

Stratification lines represent approximate boundaries between soil typesst transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

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Boring No.: HB-BHR-115

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11
BRIDGE No. 5823

BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER M. LANDON — No. 15164 — REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	M. LANDON	BY	DATE
DESIGN-DETAILED	DEB	DJH	8/2025
CHECKED-REVIEWED	DEB	CCB	10/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 15164
P.E. NUMBER
11/07/2025
DATE

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 4 OF 9

SHEET NUMBER
H-216
362
OF 485

Filename: ...\Highway_Boring_Log_Plan_05.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — BHR-116

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-116
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.): 93.5	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	Andrew Martin	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	5/2/22 (15:00:11 5/4/22 (10:00)	Drilling Methods: Cased Wash	Core Barrel: 1.98 in I.D. - NQ2
Boring Location:	N: 485309.571, E: 1739242.201	Casing ID/OD: 4.0/4.5 in and 3.0/3.5 in	Water Level*: 72.7 FT on 5/4/22 @ 10:35

Hammer Efficiency Factor: 0.908 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/10.8	0.00 – 2.00	1-4-5-3	9	14	OPEN	92.8		Brown, moist, stiff, SILT, some fine to coarse sand, little gravel, trace grass roots in top 0.7 ft (TOPSOIL).	
5	20	24/19.2	5.00 – 7.00	5-6-7-7	13	20	56			Grey-brown, moist, very stiff, Silty CLAY, trace fine to coarse sand, trace fine gravel (FILL).	WC = 21.9% Fines = 99.4% A-4 (0)
							84				
							118				
							113	85.0			
10	30	24/24	10.00 – 12.00	4-4-6-7	10	15	48			Grey-brown, wet, stiff, Silty CLAY (CLAY). q_p = 4.6 ksf, T_v = 511 psf	
							68				
							102	81.0			
							121				
15	40	24/9.6	15.00 – 17.00	16-15-16-12	31	47	56			Grey-brown, wet, dense, fine to coarse SAND, some silt, little fine gravel (SAND and GRAVEL).	WC = 10.3% Fines = 33.1% A-2-4 (0)
							68				
							89				
							102	75.0			
20	50	24/13.2	20.00 – 22.00	6-6-12-11	18	27	OPEN			Grey, wet, very stiff, Clayey SILT, some fine to coarse sand, little gravel (GLACIAL TILL). Advanced with a roller bit ahead of casing from 20 ft to 25 ft bgs.	
							108				
							118				
							124				
25	60	24/16.8	25.00 – 27.00	15-11-15-17	26	39	65			Grey, wet, hard, Clayey SILT, some fine to coarse sand, little gravel (GLACIAL TILL). Advanced with a roller bit ahead of casing from 25 ft to 30 ft bgs.	
							71				
							79				
							88				
30	70	24/14.4	30.00 – 32.00	7-12-17-14	29	44	54			Grey, wet, hard, Clayey SILT, some fine to medium sand, trace fine gravel (GLACIAL TILL). Advanced with a roller bit ahead of casing from 30 ft to 35 ft bgs.	WC = 12.2% Fines = 68.0% A-4 (0)
							69				
							84				
							96				
35	80	24/19.2	35.00 – 37.00	14-15-17-28	32	48				Grey, wet, hard, Clayey SILT, little gravel, little fine to coarse sand (GLACIAL TILL). Advanced with a roller bit ahead of casing from 35 ft to 40 ft bgs.	
40	90	4.8/4.8	40.00 – 40.40	100/5"	R		77			Grey, wet, hard, Clayey SILT, some gravel, little fine to coarse sand (GLACIAL TILL). Advanced with a roller bit ahead of casing from 40 ft to 45 ft bgs. Drilled past cobbles from 40.4 to 41 ft bgs.	
							92				
							85				
							89	50.0			
45	100	24/21.6	45.00 – 47.00	17-19-22-22	41	62	110			Brown, wet, very dense, fine to medium SAND, little silt, silt lens from 46.4 ft to 46.5 ft bgs (GLACIOFLUVIAL).	
							106				
							113				
							114				
50							121				

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 35 minutes after completion of drilling with bottom of casing at 70 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 2

Boring No.: HB-BHR-116

Maine Department of Transportation — BHR-116

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-116
WIN: 018595.10

Driller:	S.W. Cole	Elevation (ft.): 93.5	Auger ID/OD: 4.25 in
Operator:	Kevin Hanscom	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	Andrew Martin	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs/30 in
Date Start/Finish:	5/2/22 (15:00:11 5/4/22 (10:00)	Drilling Methods: Cased Wash	Core Barrel: 1.98 in I.D. - NQ2
Boring Location:	N: 485309.571, E: 1739242.201	Casing ID/OD: 4.0/4.5 in and 3.0/3.5 in	Water Level*: 72.7 FT on 5/4/22 @ 10:35

Hammer Efficiency Factor: 0.908 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
50	110	24/19.2	50.00 – 52.00	17-39-55-79	94	142	101			Brown, wet, very dense, fine to medium SAND, some silt and clay, some fine gravel (GLACIOFLUVIAL).	WC = 9.4% Fines = 33.6% A-2-4 (0)
							150				
55							121				
							127				
	120	14.4/ 14.4	55.00 – 56.20	37-71-100/2"	R		137			Brown, wet, very dense, fine to medium SAND, some fine gravel, little silt and clay (GLACIOFLUVIAL).	
							151				
60							NQ2	37.0		Advanced with a roller bit through a boulder from 56.2 ft to 56.5 ft bgs.	
										56.5	
							OPEN	34.9		Used NQ2 barrel to core through a boulder from 56.5 ft to 58.6 ft bgs.	
65										58.6	
										Core barrel advanced to 61 ft bgs after breaking through boulder. Telescoped 3 inch diameter casing through the boulder to 61 ft bgs.	
	130	9.6/9.6	65.00 – 65.80	55-100/4"	R					Brown, wet, very dense, Gravelly fine to coarse SAND, little silt (GLACIOFLUVIAL).	
70											
							NQ2	24.0		Advanced with a roller bit past a boulder from 69.5 ft to 71.5 ft bgs.	
							OPEN	22.0			
75										Brown, wet, very dense, Gravelly fine to coarse SAND, little silt (GLACIOFLUVIAL).	WC = 9.0% Fines = 15.4% A+1-b (0)
	140	24/13.2	72.00 – 74.00	23-46-57-81	103	156					
80							NQ2	15.5		Advanced with a roller bit past cobbles from 78 ft to 79 ft bgs.	
								14.5			
								13.5		Used NQ2 core barrel to core through a boulder from 80 ft to 82.6 ft bgs.	
85											
								10.5		Bottom of Exploration at 83.0 feet below ground surface. Bottom of casing crimped at 83 ft bgs preventing further advancement of the boring. Boring backfilled with bentonite chips to ground surface.	
90											
95											
100											

Remarks:
1. Hammer Efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Energy Measurement Calibrations R-2- Diedrich Drill D-50 with Automatic Hammer (S/N13671)" by Geoscience Testing and Research Inc., dated 9/23/2021. 2. As-drilled boring locations and ground surface elevations were provided by MaineDOT. 3. Water level reading was made 35 minutes after completion of drilling with bottom of casing at 70 ft bgs.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 2 of 2

Boring No.: HB-BHR-116

Maine Department of Transportation — BHR-201

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-201
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 117.7	Auger ID/OD: N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs / 30 in
Date Start/Finish:	9127 PM 9/27/23 - 10147 PM 9/ 21/23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel: 1.98 in I.D. - NQ2
Boring Location:	N: 487189.137, E: 1739746.201	Casing ID/OD: 4.0/4.5 in	Water Level*: -

Hammer Efficiency Factor: 0.918 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	117.7		ASPHALT 0.5	
	10	24/12	1.00 – 3.00	13-16-17-50/4"	33	50				Brown, dry, very dense, fine to coarse Gravelly SAND, trace to little silt, well-graded (FILL).	
								113.1		4.0	
5							NQ2	112.3		(WEATHERED BEDROCK) 5.4	
	R1	12/3.6	5.40 – 6.40	ROD = 0%						Auger refusal. Top of Bedrock at Elev. 112.3 feet. R1: Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh to slightly weathered discontinuities low to high to steep angle dipping, wide spacing, open, extremely fractured [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 33% Recovery Rock Core Rate (minsec) 0.0-5.4 ft (1:42) R2: Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh discontinuities low angle to vertical dipping, close spacing, tight [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 96% Recovery Rock Core Rate (minsec) 5.4-10.4 ft (2:11) 10.4-11.4 ft (2:56) 11.4-12.4 ft (1:53) 12.4-12.8 ft (1:22) R4: Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh discontinuities low to steep angle dipping, close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Fair 100% Recovery Rock Core Rate (minsec) 12.8-13.4 ft (1:49) 13.4-14.4 ft (2:29) 14.4-15.4 ft (3:06)	
10	R2	32.4/ 31.2	6.40 – 9.10	ROD = 12%							
	R3	44.4/ 44.4	9.10 – 12.80	ROD = 54%							
15	R4	31.2/ 31.2	12.80 – 15.40	ROD = 46%							
								102.3		15.4	
20										Bottom of Exploration at 15.4 feet below ground surface. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
25											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibrations Track Rig-Diedrich D-50 with automatic Hammer (S/N – 3671)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 10+23.3, Offset 80.3 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: HB-BHR-201

Maine Department of Transportation — BHR-201A

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-201A
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 117.8	Auger ID/OD: N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs / 30 in
Date Start/Finish:	8126 PM 9/27/23 - 9127 PM 9/21/ 23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel: NX/NQ
Boring Location:	N: 487188.016, E: 1739744.060	Casing ID/OD: 4.0/4.5 in	Water Level*: -

Hammer Efficiency Factor: 0.918 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	117.3		ASPHALT 0.5	
										Brown, dry, very dense, fine to coarse Gravelly SAND, trace to little silt, well-graded (FILL).	
5	R1	16.8/ 16.5	5.10 – 6.50	ROD = 48%			NQ2	112.7		5.1 Top of Bedrock at Elev. 112.7 feet. Auger refusal. R1: Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh discontinuities steep angle dipping, close, tight [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Poor 98% recovery Rock Core Rate (minsec) 5.1-6.1 ft (1:12) 6.1-6.4 ft (21:18)	
								111.3		6.5 Bottom of Exploration at 6.5 feet below ground surface. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
10											
15											
20											
25											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibrations Track Rig-Diedrich D-50 with automatic Hammer (S/N – 3671)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 10+24.65, Offset 77.9 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: HB-BHR-201A

Maine Department of Transportation — BHR-201B

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-201B
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 117.6	Auger ID/OD: N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs / 30 in
Date Start/Finish:	8108 PM 9/27/23 - 8126 PM 9/27/ 23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel: NX/NQ
Boring Location:	N: 487189.874, E: 1739740.560	Casing ID/OD: 4.0/4.5 in	Water Level*: -

Hammer Efficiency Factor: 0.918 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	117.1		ASPHALT 0.5	
										Brown, dry, very dense, fine to coarse Gravelly SAND, trace to little silt, well-graded (FILL).	
5								113.4		4.0 Bottom of Exploration at 4.0 feet below ground surface. Top of Bedrock at Elev. 113.6 feet. Auger refusal. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
10											
15											
20											
25											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibrations Track Rig-Diedrich D-50 with automatic Hammer (S/N – 3671)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 11+22.26, Offset 72.8 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

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Boring No.: HB-BHR-201B

Maine Department of Transportation — BHR-202

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine

Boring No.: HB-BHR-202
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.): 118.7	Auger ID/OD: N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum: NAVD 88	Sampler: Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall: 140 lbs / 30 in
Date Start/Finish:	2150 AM 9/22/23 - 3135 AM 9/22/ 23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel: NQ/NX
Boring Location:	N: 487118.074, E: 1739789.126	Casing ID/OD: 4.0/4.5 in	Water Level*: -

Hammer Efficiency Factor: 0.918 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
D = Split Spoon Sample; R = Rock Core Sample; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf)
ST = Shelby Tube Sample; SSA = Solid Stem Auger; $S_{u(lab)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent
WO = Unsuccessful Split Spoon Sample Attempt; HSA = Hollow Stem Auger; q_u = Unconfined Compressive Strength (tsf); LL = Liquid Limit
U = Thin Wall Tube Sample; RC = Roller Cone; Unconfined = Raw Field SPT Envelope; PL = Plastic Limit
WO = Unsuccessful Thin Wall Tube Sample Attempt; WOH = Weight of 140lb. Hammer; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; PI = Plasticity Index
V = Field Vane Shear Test; PP = Pocket Penetrometer; WOR/C = Weight of Rods or Casing; N_{60} = SPT Unconfirmed Corrected for Hammer Efficiency; G = Grain Size Analysis
WH = Unsuccessful Field Vane Shear Test Attempt; WOP = Weight of One Person; N_{60} = Hammer Efficiency Factor/60%=Unconfirmed; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u(lab) (tsf)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								118.2		(TOPSOIL) 0.5	
	10	24/12	0.00 – 2.00	1-7-10-9	17	26	SSA			Brown, dry, medium dense- fine to medium SAND, some silt, little fine gravel (FILL).	
5	R1	28.8/ 28.8	4.30 – 6.70	ROD = 28%			NQ2	114.4		4.3 Auger refusal. Top of Bedrock at Elev. 114.7 feet. R1:Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh discontinuities steep dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Fair 91% Recovery Rock Core Rate (minsec) 4.3-5.3 ft (2:31) 5.3-6.3 ft (2:00) 6.3-6.7 ft (1:02) R2: Grey, fine grained to very fine grained, METAWACKE (metasandstone), strong, fresh discontinuities steep dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Fair 91% Recovery Rock Core Rate (minsec) 6.7-7.3 ft (2:45) 7.3-8.3 ft (11:26) 8.3-9.3 ft (11:37)	
10	R2	31.2/ 28.8	6.70 – 9.30	ROD = 64%							
								109.4		9.3 Bottom of Exploration at 9.3 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	
15											
20											
25											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibrations Track Rig-Diedrich D-50 with automatic Hammer (S/N – 3671)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 11+01.4, Offset 110.2 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

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Boring No.: HB-BHR-202

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11
WIN 018595.11
BRIDGE No. 5823
BRIDGE PLANS

STATE OF MAINE — CHRISTOPHER J. MILLER — No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE		15164	
P.E. NUMBER		11/07/2025	
DATE			

PROJ. MANAGER	M. LANDON		
DESIGN-DETAILED	DEB	8/2025	DJH
CHECKED-REVIEWED	DEB	10/2025	CCB
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 5 OF 9

SHEET NUMBER
H-217
363
OF 485

Filename: ...\Highway_Boring_Log_Plan_06.dgn Division: BRIDGE Username:

Date:11/7/2025

Maine Department of Transportation — Boring No.: HB-BHR-203

Soil/Rock Exploration Log (US CUSTOMARY UNITS) | Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) | Location: Bangor, Maine | WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 114	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish: 11:40 AM 9/22/23 - 2:39 AM 9/27/23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel:	NQ/HX
Boring Location: N: 487072.610, E: 1739610.188	Casing ID/OD: 4.0/4.5 in and 3.0/3.5 in	Water Level*:	-
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hammer-Uncorrected; S_r = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0									(TOPSOIL)	
	10	24/8	0.00 - 2.00	1-1-2-2	3	5	SSA		Brown, moist, loose, Silty fine to medium SAND (FILL).	
							113.8			0.3
5										
	20	24/24	5.00 - 7.00	5-8-10-10	18	28			Olive, moist, very stiff, CLAY, moderately plastic (CLAY).	5.0
							109.0		q_p = 6.0 ksf (pocket penetrometer)	WC = 23.8% Fines = 99.0% LL = 31 PL = 19 PI = 12 LI = 0.4 A-6 (12). CL
						NQ2	106.2		Auger refusal. (WEATHERED BEDROCK)	7.8
	R1	48/46.8	8.50 - 12.50	RQD = 11%			105.5		Top of Bedrock at Elev. 105.5 feet.	8.5
10									R1: Grey, fine grained to very grained, METAMACKE [metasandstone], strong, freshi discontinuities steep angle dipping, very close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 98% Recovery Rock Core Rate (minisec) 8.5-9.5 ft (3:16) 9.5-10.5 ft (2:50) 10.5-11.5 ft (2:46) 11.5-12.5 ft (3:07) R2: Grey, fine grained to very grained, METAMACKE [metasandstone], strong, freshi discontinuities horizontal to low angle dipping, close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Fair 100% Recovery Rock Core Rate (minisec) 8.5-9.5 ft (3:21)	
15										
	R2	12/12	12.50 - 13.50	RQD = 70%			100.5			
20										
25									Bottom of Exploration at 13.5 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	13.5

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
3. Station 10+19.3, Offset 73.8 feet R.

Stratification lines represent approximate boundaries between soil typesl transitions may be gradual. Page 1 of 1

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made. Boring No.: HB-BHR-203

Maine Department of Transportation — Boring No.: HB-BHR-204

Soil/Rock Exploration Log (US CUSTOMARY UNITS) | Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) | Location: Bangor, Maine | WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 116	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish: 10:56 PM 9/21/23 - 11:33 AM 9/22/23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location: N: 487169.516, E: 1739605.640	Casing ID/OD: 4.0/4.5 in and 3.0/3.5 in	Water Level*:	-
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hammer-Uncorrected; S_r = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0									ASPHALT	0.6
	10	24/8	1.00 - 3.00	11-11-7-5	18	28			Brown, dry, medium dense, fine to coarse SAND, little silt, little fine gravel (FILL).	
							115.4			
5										
	20	24/23	5.00 - 7.00	4-6-7-7	13	20			Olive with brown mottled, moist, very stiff, CLAY, moderately plastic (CLAY).	5.0
									q_p = 7.0 to 4.5 ksf (pocket penetrometer)	WC = 24.0% LL = 37 PL = 23 PI = 14 LI = 0.1 A-6 (15). CL
							111.0			
10										
	30	14.4/6	10.00 - 11.20	20-41-50/2"	R				Brown, wet, hard, Sandy CLAY, little fine gravel, rock fragments in the tip of spoon (GLACIAL TILL).	WC = 12.4% Fines = 52.4% A-4 (0)
	R1	60/22.8	11.20 - 16.20				11.2		Roller cone refusal. R1: 3-foot boulder	2
										53
							104.8			28/3"
15										OPEN
	40	14/6	16.20 - 17.37	18-19-50/2"	R				Brown, wet, very dense, fine to coarse SAND, some silt, some fine gravel, strong perpalumerlike odor, weathered rock fragments in tip of spoon (GLACIAL TILL).	16.2
							99.4			17.4
						NQ2	98.6		Auger refusal. Top of Bedrock at Elev. 98.6 feet. (WEATHERED BEDROCK)	
20										19.5
	R2	32.4/ 31.2	19.50 - 22.20	RQD = 25%			96.5		R2: Grey, fine grained to very fine grained, METAMACKE [metasandstone], strong, freshi discontinuities steep to vertical dipping, close spacing, tight to open, extremely fractured, calcite intrusions, extremely fractured 20.5-22.2 ft bgs [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 96% Recovery Rock Core Rate (minisec) 19.5-20.5 ft (2:19) 20.5-21.5 ft (2:51) 21.5-22.2 ft (3:14) R3: Grey, fine grained to very fine grained, METAMACKE [metasandstone], strong, freshi discontinuities low to steep angle dipping, very close to close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 100% Recovery Rock Core Rate (minisec) 22.2-22.5 ft (1:12) 22.5-23.5 ft (2:24) 23.5-24.5 ft (3:08)	
	R3	27.6/ 27.6	22.20 - 24.50	RQD = 17%			91.5			
25										
30										
35										
40										
45										
50									Bottom of Exploration at 24.5 feet below ground surface. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	24.5

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
3. Station 10+19.0, Offset 61.6 feet R.

Stratification lines represent approximate boundaries between soil typesl transitions may be gradual. Page 1 of 1

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made. Boring No.: HB-BHR-204

Maine Department of Transportation — Boring No.: HB-BHR-205

Soil/Rock Exploration Log (US CUSTOMARY UNITS) | Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) | Location: Bangor, Maine | WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 108.1	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish: 8:43 AM 9/25/23 - 10:46 AM 9/25/23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location: N: 486487.458, E: 1739878.180	Casing ID/OD: 4.0/4.5 in	Water Level*:	9.4' ft on 9/25/23 at 10:45
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hammer-Uncorrected; S_r = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0									(TOPSOIL)	
	10	24/11	0.00 - 2.00	1-1-4-2	5	8	SSA		Olive, moist, medium stiff, Silt, trace fine sand, trace fine gravel, slightly plastic (FILL).	0.5
							107.6			
5										
	20	24/23	5.00 - 7.00	4-6-7-8	13	20			Olive with grey mottled, moist, very stiff, CLAY (CLAY).	5.0
									q_p = 5.0 ksf to 7.0 ksf (pocket penetrometer).	WC = 27.7% Fines = 99.5% A-4 (0)
							103.1			
10										
	30	24/24	10.00 - 12.00	2-3-3-3	6	9			Olive, moist to wet, stiff, CLAY, moderately plastic (CLAY).	WC = 24.8% LL = 30 PL = 18 PI = 12 LI = 0.6 CL
									q_p = 2.5 ksf (pocket penetrometer).	
										13
										50
										112
15										56
	40	24/12	15.00 - 17.00	15-19-17-21	36	55	24		Brown, wet, very dense, fine to coarse SAND, some silt, little fine gravel (SAND with GRAVEL).	15.0
							93.1			
										50
										60
20										60
										43
	50	24/12	20.00 - 22.00	13-13-12-14	25	38	32		Olive to Brown, wet, hard, SILT, some fine to medium sand, some fine to coarse gravel, slightly plastic (GLACIAL TILL).	20.0
							88.1			
										32
25										51
										55
	60	24/13	25.00 - 27.00	7-10-6-10	16	24	41		Grey, wet, very stiff, SILT, some fine to medium SAND, some fine to coarse gravel, slighty plastic (GLACIAL TILL).	40
										38
	R1	45.6/36	27.80 - 31.60	RQD = 16%			50/1" NQ2			
30							80.4		Top of Bedrock at Elev. 80.31 feet.	27.8
									Roller cone refusal encountered at 27.8 feet bgs. R1: Grey, fine grained to very fine grained, METAMACKE [metasandstone], strong, freshi discontinuities moderate to steep dipping, close spacing, tight, frequent calcite intrusions, chemical weathering in bottom foot of the run [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 79% Recovery Rock Core Rate (minisec) 27.8-28.8 ft (2:05) 28.8-29.8 ft (3:33) 29.8-30.8 ft (2:53) 30.8-31.6 ft (2:28) R2: Grey, fine grained to very fine grained, METAMACKE [metasandstone], strong, freshi discontinuities low angle to steep dipping, close spacing, open to tight [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 92% Recovery Rock Core Rate (minisec) 31.6-31.8 ft (0:25) 31.8-32.8 ft (3:25)	
	R2	14.4/ 13.2	31.60 - 32.80	RQD = 0%			75.3			
35										
40										
45										
50									Bottom of Exploration at 32.8 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	32.8

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
3. Station 10+03+51.4, Offset 32.8 feet R.

Stratification lines represent approximate boundaries between soil typesl transitions may be gradual. Page 1 of 1

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made. Boring No.: HB-BHR-205

Maine Department of Transportation — Boring No.: HB-BHR-206

Soil/Rock Exploration Log (US CUSTOMARY UNITS) | Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) | Location: Bangor, Maine | WIN: 18595.10

Driller: S.W. Cole Explorations LLC	Elevation (ft.): 118.4	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator: Kevin Hanscom	Datum: NAVD 88	Sampler:	Standard Split Spoon
Logged By: Daniel Burgess	Rig Type: Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish: 10:48 PM 9/20/23 - 11:47 PM 9/20/23	Drilling Methods: Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location: N: 486285.194, E: 1739807.189	Casing ID/OD: 4.0/4.5 in	Water Level*:	2.8 ft on 9/20/23 at 23:45
Hammer Efficiency Factor: 0.918	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample Attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample Attempt; V = Field Vane Shear Test; PP = Pocket Penetrometer; MV = Unsuccessful Field Vane Shear Test Attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOR = Weight of 140lb. Hammer; WOH = Weight of Rods or Casing; WOP = Weight of One Person; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); Unconfined = Raw Field SPT Envelope; Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Corrected for Hammer Efficiency; N_{60} = Hammer Efficiency Factor/60%Hammer-Uncorrected; S_r = Pocket Torvane Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows / 6 in. or Shear Strength (psf) or RQD (%)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0									ASPHALT	0.5
	10	24/15	1.00 - 3.00	19-20-20-17	40	61	SSA		Brown, dry, very dense, fine to coarse Gravelly SAND, little silt (FILL).	
							117.9			
5										
	20	24/12	5.00 - 7.00	3-3-7-4	10	15			Olive, moist, stiff, SILT, little fine gravel (FILL).	
10										
	30	24/14	10.00 - 12.00	3-3-4-4	7	11				
										11
							107.4		Grey, moist to wet, stiff, CLAY, moderately plastic (CLAY).	11.0 WC = 22.7% LL = 35 PL = 23 PI = 12 LI = 0 CL
15										16
	40	24/18	15.00 - 17.00	5-6-12-15	18	28				20
										27
									Olive to grey mottled, wet, very stiff, CLAY (CLAY). q_p @ 10 ksf (pocket penetrometer).	21
20										37
										63
										81
										88
	50	24/10	20.00 - 22.00	15-36-16-21	52	80	OPEN		Olive to grey, wet, hard, CLAY, some fine to coarse sand, some fine to coarse gravel, fractured rock at 20.5 feet bgs (CLAY).	45 WC = 14.6% Fines = 35.7% A-4 (0)
							92.1			
25										
	60	16/8	25.00 - 26.33	23-23-52/4"	R				Olive, wet, hard, CLAY, fractured rock in the tip of spoon (CLAY).	
									Bottom of Exploration at 26.3 feet below ground surface. Possible weathered bedrock. Boring backfilled with bentonite chips, and cold patch to top of pavement.	26.3
30										
35										
40										
45										
50										

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT, and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
3. Station 207+89, Offset 25.3 feet L.

Stratification lines represent approximate boundaries between soil typesl transitions may be gradual. Page 1 of 1

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made. Boring No.: HB-BHR-206

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 5823

STATE OF MAINE — CHRISTOPHER R. BERUBE No. 15164 — REGISTERED PROFESSIONAL ENGINEER

PROJ. MANAGER	M. LANDON	BY
DESIGN-DETAILED	DEB	DJH
CHECKED-REVIEWED	DEB	CCB
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

DATE: 8/2025 / 10/2025

SIGNATURE

P.E. NUMBER 15164

DATE 11/07/2025

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 6 OF 9

SHEET NUMBER
H-218
364
OF 485

Filename: ...\Highway_Boring_Log_Plan_07.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — Boring No.: HB-BHR-207 — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	116.7	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	9:06 PM 9/20/23 - 10:36 PM 9/20/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 486572.986, E: 1739763.072	Casing ID/OD:	4.0/4.5 in	Water Level*:	5.5 ft on 9/20/23 at 22:18
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; R = Rock Core Sample; q_u = Unconfined Compressive Strength (ksf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%-Hammer Efficiency; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on Sheet Strength (psf) or RQD (%)	Uncorrected N	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	116.0		ASPHALT 0.7	
	10	24/14	1.00 - 3.00	21-25-70-46	95	145				Brown, dry, very dense, fine to coarse SAND, some fine to coarse gravel, little silt, asphalt fragments (FILL).	
5											
	20	24/19	5.00 - 7.00	41-23-15-11	38	58				Olive, dry, hard, SILT, some fine to coarse sand, trace fine gravel, non-plastic (FILL).	Fines = 70.8% A-4 (0)
10								106.7		10.0	
	30	24/22	10.00 - 12.00	3-4-5-6	9	14	11			Olive to grey, moist, stiff, CLAY, trace organics (roots) (CLAY).	
							23				
							53				
15							54				
							36				
	40	24/22	15.00 - 17.00	3-5-5-7	10	15	32			Olive, wet, stiff, CLAY, moderately plastic (CLAY). q_p = 6.0 ksf to 6.5 ksf (pocket penetrometer)	WC = 27.8% LL = 44 PL = 21 PI = 23 LI = 0.3 CL
							39				
							52				
							68				
20							42				
	50	24/24	20.00 - 22.00	2-2-3-6	5	8	66	96.7		Olive, wet, medium stiff, Silty CLAY (CLAY). q_p = 2.5 ksf to 3.5 ksf (pocket penetrometer) 20.0	
							55				
							100/9				
							OPEN	93.0		23.75 feet bgs possible weathered rock. 23.8	
25								91.7		Bottom of Exploration at 25.0 feet below ground surface. Boring backfilled with bentonite chips, and cold patch to top of pavement. 25.0	
30											
35											
40											
45											
50											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. . dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 1064+96, Offset 35.1 feet L.

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-207

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — Boring No.: HB-BHR-208 — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	90.8	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	8:13 AM 10/02/23 - 9:14 AM 10/02/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 485512.735, E: 1739866.267	Casing ID/OD:	4.0/4.5 in	Water Level*:	-
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; R = Rock Core Sample; q_u = Unconfined Compressive Strength (ksf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%-Hammer Efficiency; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on Sheet Strength (psf) or RQD (%)	Uncorrected N	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								90.6		(TOPSOIL) 0.1	
	10	24/5	0.00 - 2.00	1-3-4-6	7	11	SSA			Olive, dry, stiff, SILT, little fine to medium sand, trace fine gravel, trace organics (roots), non-plastic (FILL).	
5											
	20	24/24	5.00 - 7.00	5-7-7-7	14	21				Olive with brown, moist, very stiff, CLAY, moderately plastic (CLAY). 5.0 q_p = 5.0 ksf to 5.5 ksf (pocket penetrometer)	WC = 24.5% LL = 37 PL = 20 PI = 17 LI = 0.3 CL
10								85.8			
	30	24/24	10.00 - 12.00	2-2-3-4	5	8	9			Olive, wet, medium stiff, Silty CLAY, moderately plastic (CLAY). 10.0 q_p = 2.5 to 3.5 ksf (pocket penetrometer)	
							14				
							22				
15							24				
							24				
	40	24/24	15.00 - 17.00	1-2-1-3	3	5	17			Grey, wet, soft, Silty CLAY, slightly plastic (CLAY). q_p = 2.0 ksf (pocket penetrometer)	WC = 28.2% LL = 23 PL = 16 PI = 7 LI = 1.7 CL-ML
							16				
							35				
20							50				
							28				
	50	24/12	20.00 - 22.00	6-5-7-8	12	18	30	70.8		Grey, wet, medium dense, fine to medium SAND, some silt, some fine gravel (GLACIAL TILL). 20.0	
							49				
							51				
							71				
							35				
	60		25.00 - 27.00	11-14-11-22	25	38	OPEN	63.8		Grey, wet, dense, fine to medium SAND, some silt, some fine gravel (GLACIAL TILL). 27.0	
25										Bottom of Exploration at 27.0 feet below ground surface. Not refusal encounter. Boring backfilled with bentonite chips to match existing surface.	
30											
35											
40											
45											
50											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc.. dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 215+93, Offset 13.9 feet L.

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-208

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — Boring No.: HB-BHR-209 — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	105.1	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	12:11AM 9/27/23 - 11:35AM 9/27/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 485412.629, E: 1739959.139	Casing ID/OD:	4.0/4.5 in	Water Level*:	10.8 ft on 9/12/23 at 01:23
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; R = Rock Core Sample; q_u = Unconfined Compressive Strength (ksf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%-Hammer Efficiency; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on Sheet Strength (psf) or RQD (%)	Uncorrected N	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	104.1		CONCRETE 1.0	
	10	24/15	1.00 - 3.00	17-14-14-15	28	43				Brown, dry, dense, fine to coarse SAND, some fine to coarse gravel, little silt (FILL).	
5											
	20	24/20	5.00 - 7.00	15-15-14-17	29	44				Olive, dry, hard, SILT, some fine to coarse sand, trace fine gravel (FILL).	WC = 10.1% Fines = 68.0% A-4 (0)
10											
	30	24/13	10.00 - 12.00	9-11-11-14	22	34	22			Olive with grey, dry, hard, SILT, little fine gravel (FILL).	
							42				
							98				
15							106				
							42				
	40	24/14	15.00 - 17.00	3-7-30-57	37	57	25			Grey, wet, very dense, fine to coarse SAND, some silt, some fine to coarse gravel (FILL).	WC = 32.0% Fines = 10.2% A-2-4 (0)
							62				
							92				
20							44				
							34				
	50	24/22	20.00 - 22.00	6-8-11-11	19	29	12	85.1		Olive to grey mottled, wet, very stiff, Clayey SILT (SILT). 20.0 q_p = 7.0 to 8.0 ksf (pocket penetrometer)	
							40				
							57				
							70				
							67				
	60	24/17	25.00 - 27.00	10-22-25-22	47	72	OPEN	80.1		Brown, wet, very dense, silty fine to medium SAND, little fine gravel (SAND with GRAVEL). 25.0	
25								78.1		Bottom of Exploration at 27.0 feet below ground surface. Not refusal encounter. Boring backfilled with bentonite chips up to bottom of concrete, and cold patch to top of pavement. 27.0	
30											
35											
40											
45											
50											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc.. dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 116+70, Offset 45.2 feet L.

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-209

Maine Department of Transportation — Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — Boring No.: HB-BHR-210 — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	102.1	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	9:00 PM 9/17/23 - 8:40 AM 9/18/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	1.98 in I.D. - N02
Boring Location:	N: 485339.432, E: 1739884.834	Casing ID/OD:	4.0/4.5 in	Water Level*:	3.6 ft on 9/18/23 at 03:45
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = Weight of 140lb. Hammer; WOR/C = Weight of Rods or Casing; WOP = Weight of One Person; R = Rock Core Sample; q_u = Unconfined Compressive Strength (ksf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%-Hammer Efficiency; S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) on Sheet Strength (psf) or RQD (%)	Uncorrected N	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								101.9		ASPHALT 0.2	
	10	24/16	0.20 - 2.20	12-10-10-12	20	31	SSA			Brown, dry, dense, fine to medium SAND, some fine to coarse gravel, little silt (FILL).	
5											
	20	24/15	5.00 - 7.00	10-11-17-17	28	43				Brown to grey, moist, dense, fine to medium SAND, some silt, trace fine gravel (FILL).	WC = 10.5%
10								92.1		10.0	
	30	24/20	10.00 - 12.00	8-9-15-16	24	37				Olive to brown with orange, dry to moist, hard, Clayey SILT, trace fine sand, trace fine gravel (SILT).	
15											
	40	24/17	15.00 - 17.00	15-13-9-11	22	34	69			Olive to brown, dry to moist, hard, Clayey SILT, trace fine sand, trace fine gravel (SILT).	WC = 12.0%
							75				
							78				
20							96				
							99				
	50	24/22	20.00 - 22.00	7-8-10-12	18	28	97	82.1		Olive, dry to moist, very stiff, CLAY, trace fine sand (CLAY). 20.0	
							135				
							147				
							153				
							75				
25										Olive to grey, wet, very stiff, CLAY, moderately plastic (CLAY). q_p = 8.0 ksf, 8.0 ksf, and 8.5 ksf (pocket penetrometer)	WC = 23.6% LL = 36 PL = 20 PI = 16 LI = 0.2 CL
	60	24/13	25.00 - 27.00	16-35-36-35	71	109	152				
							137				
							131				
30							118				
							85	72.1		Grey, wet, very dense, fine to coarse Gravelly SAND, little silt, trace clay (GLACIAL TILL). 30.0	
35	80	24/16	35.00 - 37.00	4-5-4-6	9	14	125			Grey, wet, medium dense, fine to medium SAND, trace silt (GLACIAL TILL).	
							116				
							99				
							101				
40							90				
	90		40.00 - 42.00	6-11-12-35	23	35	140			Grey, wet, dense, fine to coarse GRAVEL, some fine to coarse sand, some silt (GLACIAL TILL).	WC = 6.8% Fines = 23.4% A-1-b (0)
							129				
							125				
							132				
45							141				
	100	24/16	45.00 - 47.00	18-16-16-16	32	49	133			Grey, wet, dense, fine to coarse SAND, little silt (GLACIAL TILL).	
							137				
							145				
							149				
50							163				
	110	24/22	50.00 - 52.00	10-22-23-37	45	69	171			Grey, moist to wet, hard, SILT, trace fine gravel (GLACIAL TILL).	
							173				
							188				
							182				
55							143				
	120	24/13	55.00 - 57.00	42-63-50/2"	R		275			Grey to brown, wet, very dense, fine to coarse Gravelly SAND, little silt (GLACIAL TILL).	
							100/1	45.1		57.0	
	R1	15.6/8.4	57.00 - 58.30	RQD = 0%			N02			Top of Bedrock at Elev. 45.1 feet. Roller cone refusal at 57 feet bgs. R1: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh to slightly weathered discontinuities low angle to steep dipping, wide spacing, open, extremely fractured [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 54% Recovery Rock Core Rate (minsec) 57-58 ft (3:23) 58-58.3 ft (1:28) R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steep dipping, wide spacing, open, extremely fractured [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 36% Recovery Rock Core Rate (minsec) 58.3-59 ft (2:28) 59-59.8 ft (3:54) R3: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, fresh discontinuities low angle to steep dipping, wide spacing, open, extremely fractured [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER, BANGOR FORMATION] Rock Mass Quality = Very Poor 42% Recovery Rock Core Rate (minsec) 59.8-60 ft (0:24) 60-61 ft (3:15) 61-62 ft (3:20) 62-63 ft (2:57) 63-64 ft (3:13) 64-65 ft (2:42)
	R2	18/6	58.30 - 59.80	RQD = 0%							
	R3	62.4/ 26.4	59.80 - 65.00	RQD = 0%							
60											
65								37.1			
70											
75										65.0 Bottom of Exploration at 65.0 feet below ground surface. Backfilled with bentonite chips to match existing ground surface.	

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. . dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 117+48.5, Offset 22.8 feet R.

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-210

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 5823

STATE OF MAINE — CHRISTOPHER D. BISHOP No. 15164 — REGISTERED PROFESSIONAL ENGINEER

SIGNATURE		15164
P.E. NUMBER		11/07/2025
DATE		

PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DEB	8/2025
CHECKED-REVIEWED	DJH	10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 7 OF 9

SHEET NUMBER
H-219
365
OF 485

Filename: ...\Highway_Boring_Log_Plan_08.dgn Division: BRIDGE Username: Date:11/7/2025

Maine Department of Transportation — Boring No.: HB-BHR-211

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	98.5	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	2:34 AM 9/20/23 - 3:15S AM 9/20/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 485225.093, E: 1740031.784	Casing ID/OD:	4.0/4.5 in	Water Level*:	12.3 ft on 9/20/23 at 03:48
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected Corrected for Hammer Efficiency
T_v = Pocket Torvane Shear Strength (tsf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u (psf) $S_{u(LAB)}$ (psf) q_p (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	97.8		ASPHALT 0.7	
	10	24/14	1.00 - 3.00	10-14-10-10	24	37				Brown, dry, dense, fine to coarse Gravelly SAND., little silt (FILL).	
5								93.5		5.0	
	20	24/12	5.00 - 7.00	9-7-6-7	13	20				Olive, moist, very stiff, SILT, little fine to coarse sand, trace fine gravel, metal fragment at 6.5 feet bgs (SILT). q_p = 8.0 ksf to 9.0 ksf (pocket penetrometer)	WC = 22.1% Fines = 81.0% A-4 (0)
10											
	30	24/22	10.00 - 12.00	2-3-7-7	10	15	4			Grey to olive mottled, wet, stiff, SILT (SILT).	
							17				
							28				
							39				
15							26				
	40	24/24	15.00 - 17.00	2-3-3-4	6	9	15	83.5		15.0 Olive with grey, wet, stiff, CLAY, moderately plastic (CLAY). q_p = 3.0 ksf (pocket penetrometer)	WC = 30.1% LL = 34 PL = 21 PI = 13 LI = 0.7 CL
							29				
							40				
							42				
20							63				
	50	24/12	20.00 - 22.00	15-13-11-20	24	37	12				
							49				
							66				
							98				
							77				
25	60	24/16	25.00 - 27.00	14-14-15-15	29	44	OPEN	71.5		20.0 Olive, to brown, wet, dense, fine to medium Silty SAND., little fine to coarse gravel (SAND with GRAVEL).	WC = 11.8% Fines = 38.1% A-4 (0)
										Brown to olive, wet, dense, Silty SAND, little fine gravel (SAND with GRAVEL).	
30											
35											
40											
45											
50										27.0 Bottom of Exploration at 27.0 feet below ground surface. No refusal encounter. Boring backfilled with bentonite chips, and cold patch to top of pavement.	

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc., , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 401+70, Offset 20.2 feet R.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-211

Maine Department of Transportation — Boring No.: HB-BHR-212

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	97.5	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	11:48 AM 9/21/23 - 3:12O AM 9/22/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 485194.455, E: 1739963.729	Casing ID/OD:	4.0/4.5 in	Water Level*:	11.6 ft on 9/21/23 at 02:59
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected Corrected for Hammer Efficiency
T_v = Pocket Torvane Shear Strength (tsf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u (psf) $S_{u(LAB)}$ (psf) q_p (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0										(TOPSOIL) 0.2	
	10	24/15	0.00 - 2.00	4-9-8-8	17	26	SSA	97.3		Brown, dry, medium dense, fine to coarse Gravelly SAND., some silt (FILL).	
5											
	20	24/12	5.00 - 7.00	6-12-9-8	21	32				Brown, moist to wet, dense, fine to coarse SAND., some fine to coarse gravel, little silt (FILL).	Fines = 17.7% A-1-b (0)
10								87.5		10.0	
	30	24/14	10.00 - 12.00	1-1-4-8	5	8	5			Grey, wet, medium stiff, CLAY, slightly plastic (CLAY).	WC = 21.4% LL = 27 PL = 18 PI = 9 LI = 0.4 CL
							14				
							40				
							47				
15							46				
	40	24/16	15.00 - 17.00	9-8-11-14	19	29	48	82.5		15.0 Olive and grey mottled, wet, very stiff, CLAY, trace sand, moderately plastic (CLAY). q_p = 5.5 ksf (pocket penetrometer)	WC = 24.7% Fines = 97.1% LL = 38 PL = 20 PI = 18 LI = 0.3 A-6 (19). CL
							46				
							61				
20							75				
	50	24/16	20.00 - 22.00	6-18-25-21	43	66	71				
							99				
							127				
							143				
25	60	24/14	25.00 - 27.00	20-21-15-12	36	55	88	70.5		20.0 Brown, wet, very dense, fine to medium Silty SAND. some fine to coarse gravel (SAND with GRAVEL).	WC = 11.5% Fines = 42.4% A-4 (0)
							OPEN			Brown, wet, very dense, fine to coarse Silty SAND. some fine to coarse gravel (SAND with GRAVEL).	
30											
35											
40											
45											
50										27.0 Bottom of Exploration at 27.0 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc.., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 113+06, Offset 39.3 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-212

Maine Department of Transportation — Boring No.: HB-BHR-213

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	81.5	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	10:00PM 9/19/23 - 11:25AM 9/19/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 484647.909, E: 1740117.969	Casing ID/OD:	4.0/4.5 in	Water Level*:	7.6 ft on 9/19/23 at 22:21
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected Corrected for Hammer Efficiency
T_v = Pocket Torvane Shear Strength (tsf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u (psf) $S_{u(LAB)}$ (psf) q_p (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	81.0		ASPHALT 0.5	
	10	24/14	1.00 - 3.00	15-14-21-19	35	54				Brown, dry, very dense, fine to coarse Gravelly SAND., little silt (FILL).	
5											
	20	24/8	5.00 - 7.00	9-9-6-5	15	23				Brown, dry, medium dense, fine to coarse Gravelly SAND., little silt (FILL).	Fines = 16.4% A-1-b (0)
10								71.5		10.0	
	30	24/14	10.00 - 12.00	9-13-17-21	30	46	29			Olive, wet, hard, Clayey SILT, trace fine sand, trace fine gravel (SILT).	
							35				
							70				
							74				
15							49				
	40	24/9	15.00 - 17.00	11-6-5-6	11	17	15			Grey, wet, very stiff, Clayey SILT, trace fine to coarse sand, trace fine gravel, slightly plastic (SILT). q_p = 7.0 ksf (pocket penetrometer)	WC = 13.9% LL = 18 PL = 13 PI = 5 LI = 0.2 CL-ML
							41				
							28				
20							37				
	50	24/6	20.00 - 22.00	8-6-6-7	12	18	26				
							30				
							51				
							89				
25	60		25.00 - 27.00	9-16-30-31	46	70	42/8"	54.5		Grey, wet, hard, Clayey SILT, trace fine to coarse sand, trace fine gravel, slightly plastic (SILT).	
							OPEN			27.0 Bottom of Exploration at 27.0 feet below ground surface. No refusal encountered. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
30											
35											
40											
45											
50											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc.., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 223+00.3, Offset 15.1 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-213

Maine Department of Transportation — Boring No.: HB-BHR-214

Soil/Rock Exploration Log (US CUSTOMARY UNITS)

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187) Location: Bangor, Maine — WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	78.8	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	8:40PM 9/19/23 - 9:52PM 9/19/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 484505.412, E: 1740123.448	Casing ID/OD:	4.0/4.5 in	Water Level*:	8.2 ft on 9/19/23 at 21:39
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test; PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf); $S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); Hammer Efficiency Factor = Rig Specific Annual Calibration Value; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected; N_{60} = SPT Hammer Efficiency Factor-60%Hm-uncorrected Corrected for Hammer Efficiency
T_v = Pocket Torvane Shear Strength (tsf); WC = Water Content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#/6 in.) Shear Strength (psf) S_u (psf) $S_{u(LAB)}$ (psf) q_p (tsf)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	78.4		ASPHALT 0.4	
	10	24/10	1.00 - 3.00	6-12-8-8	20	31				Brown, dry, dense, fine to medium SAND., little silt, fine gravel (FILL).	
5											
	20	24/22	5.00 - 7.00	8-6-9-13	15	23				Olive, moist, very stiff, SILT (FILL).	
10								68.4		10.0	
	30	24/20	10.00 - 12.00	9-11-11-13	22	34	24			Brown, wet, dense, fine to medium Silty SAND., trace gravel (SAND with GRAVEL).	Fines = 43.0% A-4 (0)
							30				
							56				
15							60				
	40	24/14	15.00 - 17.00	5-12-11-10	23	35	20	63.4		15.0 Olive to grey, wet, hard, Clayey SILT (GLACIAL TILL).	
							28				
							45				
20							101				
	50	24/7	20.00 - 22.00	10-13-14-26	27	41	OPEN			Grey, wet, hard, Clayey SILT, fine to medium sand, fine gravel (GLACIAL TILL).	
25	60			17-21-38-60	59	90		51.8		Grey, wet, hard, Clayey SILT, some fine to medium sand, little fine gravel, rock fragments at bottom of sample (GLACIAL TILL).	WC = 12.8% Fines = 58.7% A-4 (0)
										27.0 Bottom of Exploration at 27.0 feet below ground surface. No refusal encountered. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
30											
35											
40											
45											
50											

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc.., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13, 2023.
4. Station 384+37.9, Offset 27.1 feet L.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-BHR-214

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE PLANS

BRIDGE No. 5823

STATE OF MAINE — CHRISTOPHER M. BURGESS No. 15164 — REGISTERED PROFESSIONAL ENGINEER

	SIGNATURE	15164
	P.E. NUMBER	
	DATE	11/07/2025

PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DEB	DJH 8/2025
CHECKED-REVIEWED	DEB	CCB 10/2025
DESIGN2-DETAILED2	DEB	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 8 OF 9

SHEET NUMBER
H-220
366
OF 485

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Location: Bangor, Maine

Boring No.: HB-BHR-215
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	78.6	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	11:05AM 9/20/23 - 2:20AM 9/20/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	N/A
Boring Location:	N: 484553.667, E: 1740063.128	Casing ID/OD:	4.0/4.5 in	Water Level*:	10.6 ft on 9/20/23 at 02:04
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of Dre Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
Uncorrected = Raw Field SPT Envalue
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Envalue Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*Uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Sheer Strength (psf) or q_p (tsf)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	78.0		ASPHALT 0.6	
	10	24/8	1.00 - 3.00	19-15-14-10	29	44			Brown, dry, dense, fine to coarse SAND, little silt, rounded to sub angular gravel (FILL).	
5	20	24/14	5.00 - 7.00	6-6-6-7	12	18	73.6		Olive with grey, dry, very stiff, SILT, trace sand, trace fine gravel, slightly plastic (SILT). 5.0 q_p = 7.0 to 8.0 ksf (pocket penetrometer)	WC = 17.9% Fines = 91.8% A-4 (0)
10	30	24/18	10.00 - 12.00	19-15-18-13	33	50			Olive with grey and orange, moist, hard, SILT, little fine to medium sand, little fine to coarse gravel (SILT).	
15	40	24/15	15.00 - 17.00	12-10-11-12	21	32			Olive and grey, wet, hard, SILT, little fine rounded gravel (SILT). q_p = 7.0 to 8.0 ksf (pocket penetrometer)	
20	50		20.00 - 22.00	7-7-7-8	14	21	58.6		Grey, wet, very stiff, clayey SILT, little fine to coarse rounded gravel, slightly plastic (GLACIAL TILL). 20.0	WC = 9.9% LL = 17 PL = 12 PI = 5 LI = -0.4 CL-ML
25	60	24/10	25.00 - 27.00	25-24-30-32	54	83			Brown with grey, wet, very dense, fine to coarse SAND, some fine to coarse gravel, little silt (GLACIAL TILL).	
30							51.6		Bottom of Exploration at 27.0 feet below ground surface. No refusal encountered. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement. 27.0	
35										
40										
45										
50										

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13. 2023.
4. Station 31+33.7, Offset 30.9 feet R.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: HB-BHR-215

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Location: Bangor, Maine

Boring No.: HB-BHR-216
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	78.2	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	11:33PM 9/19/23 - 12:52AM 9/20/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location:	N: 484574.735, E: 1740015.232	Casing ID/OD:	4.0/4.5 in	Water Level*:	10.4 ft on 9/20/23 at 00:39
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of Dre Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
Uncorrected = Raw Field SPT Envalue
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Envalue Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*Uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Sheer Strength (psf) or q_p (tsf)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA	77.7		ASPHALT 0.5	
	10	24/12	1.00 - 3.00	10-10-7-6	17	26			Brown, dry, medium dense, fine to coarse SAND, little fine to coarse gravel, little silt (FILL).	
5	20		5.00 - 7.00	4-6-10-8	16	24			Olive, moist, very stiff, SILT, little fine gravel, non-plastic (FILL).	
10	30	24/12	10.00 - 12.00	3-3-3-6	6	9	68.2		Grey, moist, stiff, CLAY, trace fine gravel, non-plastic, wood fragments at 11 ft bgs (CLAY). 10.0	WC = 15.6% LL = 25 PL = 17 PI = 8 LI = -0.2 CL
15	40	24/8	15.00 - 17.00	6-29-25-9	54	83	63.2		Grey, wet, very dense, fine to coarse Gravelly SAND, trace silt (SAND with GRAVEL). 15.0	
20	50	24/4	20.00 - 22.00	53-19-10-9	29	44			Grey, wet, dense, fine to coarse Gravelly SAND, trace silt (poor recovery: same as above) (SAND with GRAVEL).	
25	60		25.00 - 27.00	10-12-10-10	22	34	51.2		Brown, wet, dense, fine to medium SAND, some fine gravel, some silt (SAND with GRAVEL). 27.0	WC = 9.7% Fines = 30.1% A-2-4 (0)
30									Bottom of Exploration at 27.0 feet below ground surface. No refusal encountered. Boring backfilled with bentonite chips to bottom of pavement then cold patch to top of pavement.	
35										
40										
45										
50										

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc., dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13. 2023.
4. Station 36+51.6, Offset 78.2 feet R.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: HB-BHR-216

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: I-95 Hogan Road Diverging Diamond Interchange (Exit 187)
Location: Bangor, Maine

Boring No.: HB-BHR-217
WIN: 18595.10

Driller:	S.W. Cole Explorations LLC	Elevation (ft.):	91.4	Auger ID/OD:	N/A (ID) 4.5-in (OD)
Operator:	Kevin Hanscom	Datum:	NAVD 88	Sampler:	Standard Split Spoon
Logged By:	Daniel Burgess	Rig Type:	Diedrich D-50	Hammer Wt./Fall:	140 lbs / 30 in
Date Start/Finish:	7:15AM 9/26/23 - 10:17 AM 9/26/23	Drilling Methods:	Solid Stem Auger / Drive and Wash	Core Barrel:	1.98 in I.D. - NQ2
Boring Location:	N: 485824.994, E: 1739646.308	Casing ID/OD:	4.0/4.5 in	Water Level*:	7.6 ft on 9/26/23 at 8:05
Hammer Efficiency Factor: 0.918		Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of Dre Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
Uncorrected = Raw Field SPT Envalue
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT Envalue Corrected for Hammer Efficiency
N_{60} = (Hammer Efficiency Factor/60%)*Uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) in Sheer Strength (psf) or q_p (tsf)	Uncorrected N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/8	0.00 - 2.00	3-3-3-5	6	9	90.7		(TOPSOIL) 0.7	
						SSA			Brown, dry, stiff, SILT, some fine to medium sand, trace organics (roots) (SILT).	
5	20	24/24	5.00 - 7.00	4-5-6-6	11	17			Olive, moist, very stiff, Clayey SILT, slightly plastic (SILT). q_p = 4.0 ksf to 6.0 ksf (pocket penetrometer)	
10	30	24/2	10.00 - 12.00	16-28-28-17	56	86	81.4		Brown, wet, very dense, fine to coarse SAND, little silt, trace fine gravel, poorly graded (SAND with GRAVEL). 10.0	
15	40	24/15	15.00 - 17.00	35-23-11-20	34	52	(51) OPEN		Brown, wet, hard, fine to coarse SAND, little silt, weathered rock fragments (SAND with GRAVEL).	
	R1	33.6/ 28.8	17.90 - 20.70	ROD = 50%		N02	73.5		17.9	
20	R2	26.4/ 25.2	20.70 - 22.90	ROD = 55%			68.5		Roller cone refusal. Top of Bedrock at Elev. 73.5 feet. R1 Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities low angle to steep dipping, very close to close spacing, tight, frequent calcite intrusions [MEDIUM BEDDED FACIES, PENOBSCOT RIVER MEMBER BANGOR FORMATION] Rock Mass Quality = Poor 86% Recovery Rock Core Rate (minisec) 17.9-18.9 ft (2151) 18.9-19.9 ft (2156) 19.9-20.7 ft (2132) R2: Grey, fine grained to very fine grained, METAWACKE [metasandstone], strong, freshi discontinuities low angle to steep dipping, wide spacing, open, extremely fractured frequent calcite veins [MEDIUM BEDDED FACIES, PENOBSCOT RIVER] Mass Quality = Fair 95% Recovery Rock Core Rate (minisec) 20.7-20.9 ft (0124) 20.9-21.9 ft (2145) 20.9-21.9 ft (2145) 21.9-22.9 ft (2218)	
25									22.9 Bottom of Exploration at 22.9 feet below ground surface. Boring backfilled with bentonite chips to match existing surface.	
30										
35										
40										
45										
50										

Remarks:
1. Hammer efficiency factor provided by S.W. Cole and taken from "Standard Penetration Test Measurement Calibration: Track Rig-Diedrich D-50 with automatic Hammer (S/N - 367)" by Geoscience Testing and Research Inc. , dated 11/04/2022.
2. As-drilled locations and elevations were provided by MaineDOT. and are derived from electronic file "18595.10.BORINGLOC.2005ERIES.10.11.2csv" received by WSP on October 13. 2023.
4. Station 80+47.6, Offset 100.8 feet L.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: HB-BHR-217

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

018595.11

WIN 018595.11

BRIDGE No. 5823

BRIDGE PLANS

STATE OF MAINE
CHRISTOPHER D. BLISS
No. 15164
REGISTERED PROFESSIONAL ENGINEER

SIGNATURE	15164	
P.E. NUMBER		
DATE	11/07/2025	

PROJ. MANAGER	M. LANDON	
DESIGN-DETAILED	DEB	DJH 8/2025
CHECKED-REVIEWED	DEB	CCB 10/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-95 HOGAN ROAD BRIDGE
REPLACEMENT #5823 (EXIT 187)
BANGOR MAINE

HWY BORING LOGS 9 OF 9

SHEET NUMBER
H-221
367
OF 485

Filename: ...\Highway_Boring_Log_Plan_09.dgn Division: BRIDGE Username: Date:11/7/2025

GENERAL NOTES: LIGHTING

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO APPLICABLE PROVISIONS OF THE CURRENT EDITIONS OF THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRIC CODE (NEC) AND ANY REQUIREMENTS OF THE POWER COMPANY.
2. FIELD-VERIFY POLE LOCATIONS TO AVOID NATURAL AND BUILT SITE FEATURES THAT WOULD CONFLICT WITH PROPER INSTALLATION OF POLE FOUNDATIONS.
3. HIGHWAY LIGHTING FIXTURE VOLTAGE SHALL BE 240 VOLTS. INTERSECTION LIGHTING VOLTAGE SHALL BE 120 VOLTS.
4. LIGHTING FIXTURES SHALL BE IES FULL CUTOFF, LIGHT EMITTING DIODE (LED) FIXTURES
5. ALL FIXTURES SHALL BE GASKETED AND HAVE SURGE PROTECTION AND A DOUBLE FUSE KIT. ALL FIXTURES SHALL BE GRAY. IF DIFFERENT FIXTURES ARE PROPOSED, THEY SHALL BE IES FULL CUTOFF, TYPE 3 IES DISTRIBUTION TYPE AS NOTED IN THE LUMINAIRE SCHEDULE, LED LUMINAIRES. B.U.G. RATINGS SHALL BE EQUAL TO OR BETTER THAN THE DESIGNED FIXTURES. THE CONTRACTOR MUST DEMONSTRATE THAT THE PROPOSED FIXTURES WILL REASONABLY EQUAL THE LIGHT LEVELS AND DISTRIBUTIONS SHOWN ON THE PLANS, IN THE OPINION OF MAINEDOT.
6. CONDUIT SHALL BE 2" MINIMUM. MINIMUM BURIAL DEPTH FOR CONDUIT SHALL BE 36" TO THE TOP OF PIPE. ALL CONDUIT ENDS SHALL BE FITTED WITH PULLING BELL ENDS.
7. A JUNCTION BOX/HANDHOLE SHALL BE INSTALLED AT EACH POLE. THE WIRING IN CONDUITS SHALL BE CONTINUOUS BETWEEN JUNCTION BOXES/HANDHOLES WITHOUT RUNNING SPLICES IN CONDUITS.
8. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL FURNISH TO MAINEDOT A SET OF AS-BUILT PLANS FOR FUTURE REFERENCE AND SYSTEM MAINTENANCE.
9. ALL LIGHT BASES SHALL HAVE A GROUND ROD LOCATED ADJACENT TO THE POLE THAT IS BONDED TO THE GROUNDING CONDUCTOR.
10. LOAD CENTER SHALL BE MARKED WITH ARC FLASH HAZARD TYPE 1, 2, 3 OR 4 AND THE APPROPRIATE PPE REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING AN ARC FLASH STUDY.
11. EACH LOAD CENTER SHALL HAVE A PHOTOCELL TO CONTROL ALL LIGHTS ON THAT SERVICE. INDIVIDUAL PHOTOCELLS ON LIGHTS WILL NOT BE ACCEPTED.
12. BREAKAWAY DEVICES FOR LIGHT POLES SHALL CONFORM TO THE LATEST VERSION OF "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND NCHRP REPORT 350. THE BREAKAWAY DEVICE SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS WILL NOT BEND WHEN A VEHICLE HITS THE POLE. A FRANGIBLE COUPLING SUCH AS TRANSPO POLE-SAFE 5000 SERIES (WITH A FEMALE ANCHOR), THE MANITOBA SAFETY BASE WITH REACTION PLATE, OR APPROVED EQUAL SHALL BE USED. BREAKAWAY DEVICES SHALL BE INSTALLED ON ALL POLES.
13. WIRE SHALL BE STRANDED COPPER XHHW-2, SIZE AS NOTED ON THE PLANS.
14. FOUNDATIONS SHALL BE 24 INCH DIAMETER BY 7' HEIGHT FOUNDATIONS. PRECAST FOUNDATIONS MAY BE USED, AND IF USED SHALL INCLUDE CAST CONDUIT INSERTS AT EACH POLE. CONTRACTOR SHALL PROVIDE 18" OF EXTRA WIRE SLACK.
15. FOR ALL CONDUIT RUNS FROM HANDHOLE TO POLE, THE CONTRACTOR SHALL INSTALL 3"C WITH 2#10 AND 1#10 GND.

ROADWAY LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	CATALOG NUMBER	DESCRIPTION	LUMENS	VOLTAGE	MAXIMUM WATTS
	1	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 35'	27079	EXISTING	175
	58	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 40'	27079	240	175
	7	ATB2 P601MVOLT R3	AUTOBAHN LED ROADWAY P601TYPE III 4000K MOUNTED AT 40'	27079	120	175

LOAD CENTER A

MAIN CIRCUIT BREAKER: 100 — PROJECT NAME: BANGOR I-95 EXIT 187
MAIN BUS: 100 — FED FROM: OVERHEAD SERVICE
VOLTAGE: 120/240V-1P-3W — LOCATION: HOGAN ROAD

DESCRIPTION	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	BREAKER POLE	BREAKER AMP	BREAKER CKT	BUS	BREAKER CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	DESCRIPTION
A-1	1050	1050	2	15	1		2	15	2	525	525	A-2
A-3	1050	1050	2	15	3		4	15	2	-	-	A-4
	2100	2100								525	525	

	ΦA	ΦB		CALCULATED LOAD VALUES	
PANEL PHASE TOTALS	2625	2625	SINGLE THROW DOUBLE POLE CIRCUITS, SIZED TO LOAD	TOTAL CONNECTED KW	5.25
				TOTAL CONNECTED AMP	21.88

LOAD CENTER B

MAIN CIRCUIT BREAKER: 100 — PROJECT NAME: BANGOR I-95 EXIT 187
MAIN BUS: 100 — FED FROM: OVERHEAD SERVICE
VOLTAGE: 120/240V-1P-3W — LOCATION: HOGAN ROAD

DESCRIPTION	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	BREAKER POLE	BREAKER AMP	BREAKER CKT	BUS	BREAKER CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ΦA	PHASE WATTAGE ΦB	DESCRIPTION
B-1	875	875	2	15	1		2	15	2	438	438	B-2
B-3	1050	1050	2	15	3		4	15	2	-	-	B-4
	1925	1925								438	438	

	ΦA	ΦB		CALCULATED LOAD VALUES	
PANEL PHASE TOTALS	2363	2363	SINGLE THROW DOUBLE POLE CIRCUITS, SIZED TO LOAD	TOTAL CONNECTED KW	4.73
				TOTAL CONNECTED AMP	19.69

CONDUIT SUMMARY - CIRCUITS A-1

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-1, 1-#2 GND
LOAD CENTER A	PULL BOX NO. 1	185'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 1	PULL BOX NO. 2	175'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 2	PULL BOX NO. 3	100'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 3	POLE NO. 7	160'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 7	POLE NO. 8	205'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 8	POLE NO. 9	235'	2-#2 CKT A-1, 1-#2 GND
PULL BOX NO. 3	POLE NO. 10	100'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 10	POLE NO. 11	165'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 11	POLE NO. 12	205'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 12	POLE NO. 13	250'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 13	POLE NO. 14	540'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 14	POLE NO. 15	235'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 15	POLE NO. 16	180'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 16	POLE NO. 17	245'	2-#2 CKT A-1, 1-#2 GND
POLE NO. 17	POLE NO. 18	230'	2-#2 CKT A-1, 1-#2 GND

CONDUIT SUMMARY - CIRCUITS A-2

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-2, 1-#2 GND
LOAD CENTER A	POLE NO. 1	195'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 1	POLE NO. 2	210'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 2	POLE NO. 3	225'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 3	POLE NO. 4	90'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 4	POLE NO. 5	255'	2-#6 CKT A-2, 1-#6 GND
POLE NO. 5	POLE NO. 6	240'	2-#6 CKT A-2, 1-#6 GND

CONDUIT SUMMARY - CIRCUITS A-3

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER A	65'	2-#2 CKT A-3, 1-#2 GND
LOAD CENTER A	PULL BOX NO. 1	185'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 1	PULL BOX NO. 2	175'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 2	POLE NO. 19	95'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 19	POLE NO. 20	205'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 20	POLE NO. 21	125'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 20	POLE NO. 22	170'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 22	POLE NO. 23	200'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 19	PULL BOX NO. 3	120'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 24	185'	2-#4 CKT A-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 25	115'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 25	POLE NO. 26	195'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 26	POLE NO. 27	350'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 27	POLE NO. 28	85'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 28	POLE NO. 29	230'	2-#4 CKT A-3, 1-#4 GND
POLE NO. 29	POLE NO. 30	230'	2-#4 CKT A-3, 1-#4 GND

CONDUIT SUMMARY - CIRCUITS B-1

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-1, 1-#4 GND
LOAD CENTER B	PULL BOX NO. 1	65'	2-#4 CKT B-1, 1-#4 GND
PULL BOX NO. 1	POLE NO. 31	325'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 31	POLE NO. 32	220'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 32	POLE NO. 33	225'	2-#4 CKT B-1, 1-#4 GND
LOAD CENTER B	POLE NO. 34	60'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 34	POLE NO. 35	265'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 35	POLE NO. 36	660'	2-#4 CKT B-1, 1-#4 GND
PULL BOX NO. 36	POLE NO. 37	240'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 37	POLE NO. 38	245'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 38	POLE NO. 39	255'	2-#4 CKT B-1, 1-#4 GND
POLE NO. 39	POLE NO. 40	245'	2-#4 CKT B-1, 1-#4 GND

CONDUIT SUMMARY - CIRCUITS B-2

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-2, 1-#4 GND
LOAD CENTER B	POLE NO. 41	255'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 41	POLE NO. 42	145'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 42	POLE NO. 43	180'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 43	POLE NO. 44	210'	2-#6 CKT B-2, 1-#6 GND
POLE NO. 44	POLE NO. 45	240'	2-#6 CKT B-2, 1-#6 GND

CONDUIT SUMMARY - CIRCUITS B-3

LINK FROM	LINK TO	DISTANCE	REMARKS
SERVICE POINT	LOAD CENTER B	65'	2-#4 CKT B-3, 1-#4 GND
LOAD CENTER B	PULL BOX NO. 1	125'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 1	POLE NO. 46	190'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 1	POLE NO. 47	120'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 47	PULL BOX NO. 2	90'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 2	POLE NO. 48	50'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 2	PULL BOX NO. 3	115'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 49	65'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 49	POLE NO. 50	160'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 50	PULL BOX NO. 4	425'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 4	POLE NO. 51	85'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 4	POLE NO. 52	200'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 52	POLE NO. 53	245'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 53	POLE NO. 54	245'	2-#4 CKT B-3, 1-#4 GND
PULL BOX NO. 3	POLE NO. 55	150'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 55	POLE NO. 56	220'	2-#4 CKT B-3, 1-#4 GND
POLE NO. 56	POLE NO. 57	220'	2-#4 CKT B-3, 1-#4 GND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11
WIN 18595.11
HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

GENERAL NOTES

SHEET NUMBER
L-1
465
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

SPRINGER DR

LUMINAIRE A5
STA. 12+28.5,
114.5' LT
SIGNAL CKT

POLE 23
STA. 200+72.5,
35.4' LT
CKT A-3

POLE 22
STA. 202+44.4,
51.6' LT
CKT A-3

POLE 20
STA. 603+28.4,
14.0' LT
CKT A-3

POLE 21
STA. 602+24.6,
07.4' RT
CKT A-3

SPUR A

LUMINAIRE A4
STA. 11+37.8,
59.1' LT
SIGNAL CKT

HOGAN RD (WB)

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD

HOGAN RD
CONSTRUCTION ℄

LUMINAIRE A1
STA. 12+34.8,
52.2' RT
SIGNAL CKT

POLE 9
STA. 100+06.8,
31.6' RT
CKT A-1

HOGAN RD (EB)

HOGAN RD (EB)
CONSTRUCTION ℄

LUMINAIRE A3
STA. 11+40.8,
74.3' RT
SIGNAL CKT

SIGNAL LOAD CENTER
STA. 12+62.5,
46.8' RT
120 V

POLE 8
STA. 102+05.0,
30.3' RT
CKT A-1

POLE 7
STA. 104+03.0,
29.4' RT
CKT A-1

BANGOR MALL BLVD

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE		
PROJ. MANAGER		
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (1 OF 13)

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POLE 25
STA. 702+49.3,
19.7' LT
CKT A-3

POLE 21
STA. 602+24.6,
07.4' RT
CKT A-3

POLE 19
STA. 205+27.7,
32.5' LT
CKT A-3

LOAD CENTER A
STA. 206+02.8,
50.3' LT
240 V

POLE 24
STA. 704+91.7,
19.3' LT
CKT A-3

REMOVE
EXISTING
LIGHT POLE

POLE 45
STA. 109+14.9,
06.9' LT
CKT B-2

POLE 1
STA. 207+08.1,
24.2' RT
CKT A-2

POLE 7
STA. 104+03.0,
29.4' RT
CKT A-1

POLE 10
STA. 801+59.3,
19.0' RT
CKT A-1

POLE 11
STA. 803+06.3,
16.7' RT
CKT A-1

POLE 2
STA. 208+78.4,
24.6' RT
CKT A-2

POLE 12
STA. 804+79.7,
14.3' RT
CKT A-1

POLE 4
STA. 210+74.7,
33.4' RT
CKT A-2

POLE 3
STA. 900+82.7,
14.6' LT
CKT A-2

POLE 13
STA. 807+04.9,
14.3' RT
CKT A-1

BMP A

SPUR A

SPUR B

RAMP A

RAMP B

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

HOGAN RD (EB)
CONSTRUCTION ℄

RAMP B
CONSTRUCTION ℄

HOGAN RD (WB)

HOGAN RD (EB)

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE		
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN ROAD

PLAN (2 OF 13)

SHEET NUMBER
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POLE 35
STA. 407+11.1,
23.4' LT
CKT B-1

POLE 34
STA. 404+00.0
04.2' RT
CKT B-1

LOAD CENTER B
STA. 404+34.3,
28.1' RT
240 V

POLE 42
STA. 501+21.6,
17.8' LT
CKT B-2

POLE 44
STA. 111+67.0,
18.9' LT
CKT B-2

POLE 43
STA. 113+51.0,
18.9' LT
CKT B-2

POLE 41
STA. 115+60.6,
24.3' LT
CKT B-2

POLE 47
STA. 402+85.2
25.3' LT
CKT B-3

POLE 48
STA. 218+06.8,
17.3' RT
CKT B-3

POLE 5
STA. 212+97.0,
30.4' RT
CKT A-2

POLE 6
STA. 215+07.0,
30.4' RT
CKT A-2

POLE 46
STA. 1007+95.9,
24.2' LT
CKT B-3

RAMP D
BMP D1
SPUR D
HOGAN RD (EB)
HOGAN RD (WB)
HOGAN RD CONSTRUCTION ℄
℄ HOGAN RD (EB) CONSTRUCTION ℄
HOGAN RD (WB) CONSTRUCTION ℄
RAMP C
SPUR C
I-95 (SB)
I-95 (NB)

LIGHTING LEGEND:
- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
L. ROWE		
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
PROJ. MANAGER		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (3 OF 13)

SHEET NUMBER
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POLE 31
STA. 400+73.3,
20.7' RT
CKT B-1

LUMINAIRE 32
STA. 222+36.4,
21.8' LT
CKT B-1

SIGNAL LOAD CENTER
STA. 224+62.5,
36.7' LT
120 V

LUMINAIRE 33
STA. 224+61.9,
22.0' LT
CKT B-1

POLE 47
STA. 402+14.8,
25.3' LT
CKT B-3

POLE 48
STA. 218+06.8,
17.3' RT
CKT B-3

POLE 49
STA. 119+27.7,
29.2' RT
CKT B-3

POLE 50
STA. 121+69.5,
28.8' RT
CKT B-3

POLE 51
STA. 123+73.6,
29.2' RT
CKT B-3

POLE 52
STA. 1101+15.1,
20.7' RT
CKT B-3

POLE 53
STA. 1005+61.2,
34.2' RT
CKT B-3

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD (WB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

HOGAN RD (EB)
CONSTRUCTION ℄

RAMP C

SPUR C

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (4 OF 13)

SHEET NUMBER
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LUMINAIRE B2
STA. 1300+96.8,
44.5' LT
SIGNAL CKT

SIGNAL LOAD CENTER
STA. 224+62.5,
36.7' LT
120 V

LUMINAIRE 33
STA. 224+61.9,
22.0' LT
CKT B-1

LUMINAIRE B4
STA. 38+56.4,
33.5' LT
SIGNAL CKT

LUMINAIRE B5
STA. 38+58.1,
51.8' LT
SIGNAL CKT

POLE 51
STA. 123+73.6,
29.2' RT
CKT B-3

LUMINAIRE B3
STA. 37+76.6,
82.8' LT
SIGNAL CKT

HASKELL RD

HOGAN RD (WB)

HOGAN RD (EB)

HOGAN RD

HOGAN RD (EB)
CONSTRUCTION ℄

HOGAN RD
CONSTRUCTION ℄

SYLVAN RD

1302+00
1301+00
1300+00
223+00
224+00
225+00
225+12
35+00
36+00
37+00
38+00
39+00
40+00
41+00
41+50
123+00
124+00
124+77

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

PROJ. MANAGER	L. ROWE	DATE
DESIGN-DETAILED	CL	11/25/2025
CHECKED-REVIEWED	AV	11/25/2025
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD

PLAN (5 OF 13)

SHEET NUMBER
L-6
470
OF 485

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

I-95 (SB)

310+00 311+00 312+00 313+00 314+00

BMP A

REMOVE EXISTING LIGHT POLE

POLE A26
STA. 700+70.8,
18.5' LT
CKT A-3

RAMP A
CONSTRUCTION ℄

POLE 25
STA. 702+49.3,
19.7' LT
CKT A-3

POLE 24
STA. 704+91.7,
19.3' LT
CKT A-3

LOAD CENTER A
STA. 206+02.8,
50.3' LT
240 V

RAMP A

700+00 701+00 702+00 703+00 704+00 705+00 706+00

600+00 601+00

SPUR A
CONSTRUCTION ℄

602+00 603+00 603+95

POLE 21
STA. 602+24.6,
07.4' RT
CKT A-3

POLE 20
STA. 603+28.4,
14.0' LT
CKT A-3

POLE 22
STA. 202+44.4,
51.6' LT
CKT A-3

POLE 19
STA. 205+27.7,
32.5' LT
CKT A-3

POLE 1
STA. 207+08.1,
24.2' RT
CKT A-2

HOGAN RD (WB)

HOGAN RD (EB)

205+00 206+00 207+00

204+00 203+00

POLE 11
STA. 803+06.3,
16.7' RT
CKT A-1

POLE 10
STA. 801+59.3,
19.0' RT
CKT A-1

POLE 7
STA. 104+03.0,
29.4' RT
CKT A-1

801+00 802+00 803+00

800+00

105+00 106+00 107+00

104+00 103+00

17+00 18+00 19+00 20+00 21+00

16+00

108+00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

WIN
18595.11

HIGHWAY PLANS

vhb

L. ROWE		BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP A / SPUR A

PLAN (6 OF 13)

SHEET NUMBER
L-7
471
OF 485

Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 44
STA. 111+67.0,
18.9' LT
CKT B-2

POLE 5
STA. 212+97.0,
30.4' RT
CKT A-2

POLE 45
STA. 109+14.9,
06.9' LT
CKT B-2

REMOVE
EXISTING
LIGHT POLE

POLE 4
STA. 210+74.7,
33.4' RT
CKT A-2

POLE 24
STA. 704+91.7,
19.3' LT
CKT A-3

POLE 3
STA. 900+82.7,
14.6' LT
CKT A-2

SPUR B
CONSTRUCTION ℄

POLE 2
STA. 208+78.4,
24.6' RT
CKT A-2

POLE 13
STA. 807+04.9,
14.3' RT
CKT A-1

RAMP B
CONSTRUCTION ℄

POLE 1
STA. 207+08.1,
24.2' RT
CKT A-2

POLE 12
STA. 804+79.7,
14.3' RT
CKT A-1

POLE 11
STA. 803+06.3,
16.7' RT
CKT A-1

POLE 10
STA. 801+59.3,
19.0' RT
CKT A-1

HOGAN RD (EB)

HOGAN RD (WB)

I-95 (SB)

RAMP B

SPUR B

313+00 314+00 315+00 316+00 317+00 318+00 319+00

111+00 112+00 25+00 213+00 24+00 212+00 23+00 211+00 22+00 210+00 21+00 209+00 20+00 208+00 19+00 207+00 107+00 108+00 109+00 110+00 901+00 902+00 902+11 807+00 808+00 806+00 805+00 804+00 803+00 802+00 801+00 106+00 705+00 706+00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

18595.11

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HIGHWAY PLANS

vhb

	L. ROWE	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	CL	CL	11/25/2025
CHECKED-REVIEWED	AV	AV	11/25/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP B / SPUR B

PLAN (7 OF 13)

SHEET NUMBER
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Filename: ...\te\eng\lighting\PLANLT01.dgn Division: HIGHWAY Username: jamesdavis Date:11/25/2025

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I-95 (NB)

1216+00 1215+00 1214+00 1213+00 1212+00 1211+00 1002+00

CLL

POLE 54
STA. 1210+17.3,
22.8' RT
CKT B-3

320+00 321+00 322+00 323+00 324+00 325+00 326+00

I-95 (SB)

I-95 (SB)
CONSTRUCTION Ⓔ

RAMP B

RAMP B
CONSTRUCTION Ⓔ

809+00 810+00 811+00 812+00 813+00 814+00 815+00

REMOVE
EXISTING
LIGHT POLE

POLE 14
STA. 812+55.6,
14.3' RT
CKT A-1

POLE 15
STA. 814+69.1,
25.3' RT
CKT A-1

REMOVE
EXISTING
LIGHT POLE

E

F

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

vhb

	BY	DATE
PROJ. MANAGER	L. ROWE	
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DESIGN2-DETAILED2	AV	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
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FIELD CHANGES		

BANGOR
RAMP B / SPUR B

PLAN (8 OF 13)

SHEET NUMBER
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REMOVE EXISTING LIGHT POLE

POLE 55
STA. 1208+20.3,
43.8' RT
CKT B-3

REMOVE EXISTING LIGHT POLE

POLE 56
STA. 1206+01.2,
26.9' RT
CKT B-3

POLE 57
STA. 1203+81.0,
35.3' RT
CKT B-3

REMOVE EXISTING LIGHT POLE

1001+00
1000+00
1209+00
1210+00
1208+00
1207+00
1206+00
1205+00
1204+00
1203+00

I-95 (NB)

I-95 (SB)
CONSTRUCTION ℄

RAMP B

327+00
328+00
329+00
330+00
331+00
332+00
333+00
816+00
817+00
818+00
819+00
820+00
821+00
822+00

RAMP B
CONSTRUCTION ℄

POLE 16
STA. 816+80.4,
19.2' RT
CKT A-1

REMOVE EXISTING LIGHT POLE

POLE 17
STA. 818+99.3,
23.2' RT
CKT A-1

BMP S

POLE 18
STA. 821+09.4,
23.2' RT
CKT A-1

CLL

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

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HIGHWAY PLANS

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	BY	DATE
L. ROWE	CL	11/25/2025
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DESIGN-DETAILED		
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 3		
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FIELD CHANGES		

BANGOR
RAMP B / SPUR B

PLAN (9 OF 13)

SHEET NUMBER
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LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 53
STA. 1005+61.2
34.2' RT
CKT B-3

POLE 54
STA. 1210+17.3
22.8' RT
CKT B-3

POLE 55
STA. 1208+20.3
43.8' RT
CKT B-3

POLE 16
STA. 816+80.4
19.2' RT
CKT A-1

REMOVE EXISTING LIGHT POLE

REMOVE EXISTING LIGHT POLE

RAMP C

RAMP C CONSTRUCTION B

I-95 (NB)

1000+00 1001+00 1002+00 1003+00 1004+00 1005+00 1006+00 1100+00 1208+ 1209+00 1210+00 1211+00 1212+00 1213+00 1214+00 1215+00 328+ 817+ 327+00 816+00

STATE OF MAINE
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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE	DATE
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FIELD CHANGES		

BANGOR
RAMP C / SPUR C

PLAN (11 OF 13)

SHEET NUMBER
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LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 37
STA. 415+50.3
23.2' RT
CKT B-1

REMOVE EXISTING LIGHT POLE

POLE 36
STA. 413+34.3
21.2' RT
CKT B-1

BMP N

BMP D2

RAMP D

RAMP D CONSTRUCTION ℄

I-95 (NB)

I-95 (SB)

1228+00 1227+00 1226+00 1225+00 1224+00 1223+00 1222+00 1221+00

415+00 414+00 413+00 412+00 411+00 410+00 409+00

309+00 310+00 311+00 312+00

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HIGHWAY PLANS

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FIELD CHANGES		

BANGOR
RAMP D / SPUR D

PLAN (12 OF 13)

SHEET NUMBER
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Username: jamesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\te\eng\lighting\PLANLT01.dgn

Usernam: jomesdavis Date:11/25/2025
Division: HIGHWAY
Filename: ...\te\eng\lighting\PLANLT01.dgn

LIGHTING LEGEND:

- NEW LIGHTING CONDUIT
- PROPOSED PULL BOX
- PROPOSED POLE-MOUNTED 120/240V LOAD CENTER AND METER DISCONNECT
- PROPOSED POLE/LUMINAIRE
- PROPOSED LUMINAIRE

POLE 40
STA. 422+09.2.
29.2' RT
CKT B-1

POLE 39
STA. 419+93.1.
29.2' RT
CKT B-1

POLE 38
STA. 417+71.6.
23.3' RT
CKT B-1

REMOVE EXISTING LIGHT POLE

REMOVE EXISTING LIGHT POLE

RAMP D, CONSTRUCTION #2

3:1

3:1

4:1

423+00 1235+00 422+00 421+00 1234+00 420+00 1233+00 419+00 1232+00 418+00 1231+00 417+00 1230+00 416+00 1229+00

RAMP D

I-95 (NB)

I-95 (SB)

+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00

REMOVE EXISTING LIGHT POLE

POLE 30
STA. 301+59.2.
43.4' RT
CKT A-3

REMOVE EXISTING LIGHT POLE

POLE 29
STA. 303+63.2.
43.9' RT
CKT A-3

REMOVE EXISTING LIGHT POLE

POLE 27
STA. 305+95.5.
31.9' RT
CKT A-3

POLE 28
STA. 305+54.5.
83.9' RT
CKT A-3

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

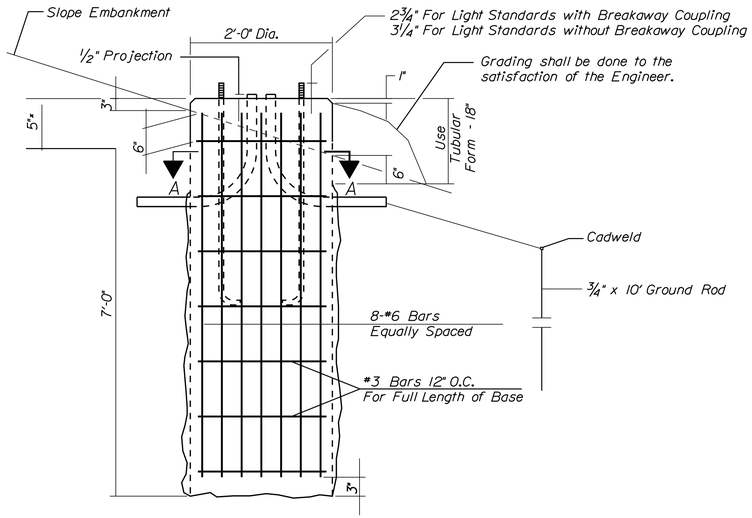
vhb

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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
RAMP D / SPUR D

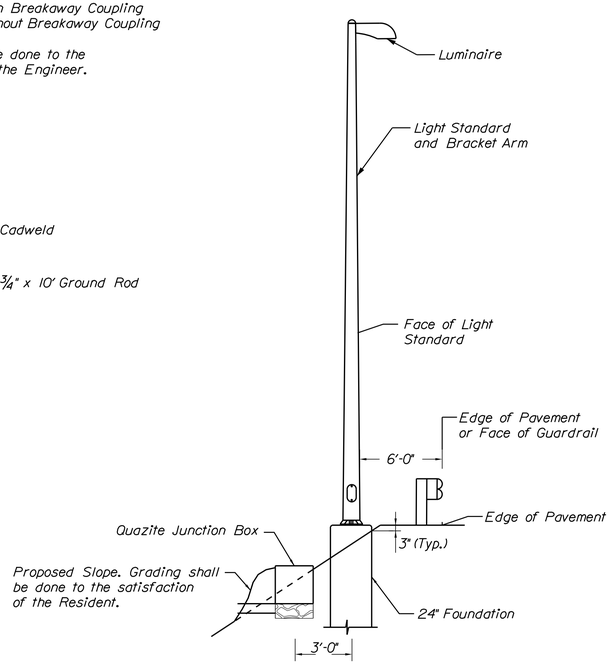
PLAN (13 OF 13)

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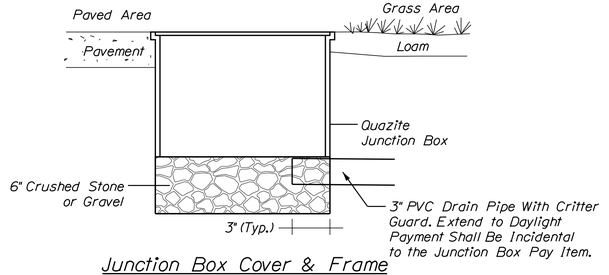


24 Inch Foundation

Note:
Where solid rock is encountered at less than the required distance below ground level, reinforcing steel shall be doweled into ledge as shown on MaineDOT Standard Detail 626(06). Payment shall be incidental to the foundation pay item.

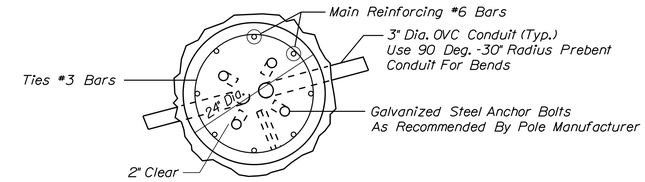


Placement of Light Standard

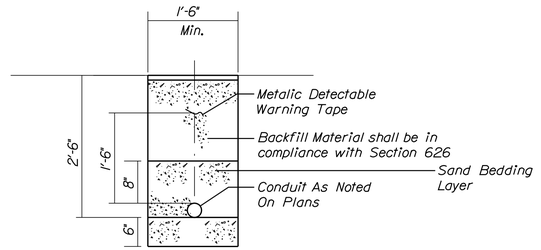


Junction Box Cover & Frame

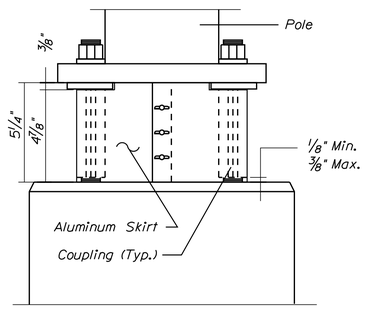
Note: Install junction boxes on grade



Section A-A



Trench Cross Section



Breakaway Couplings and Skirt Detail

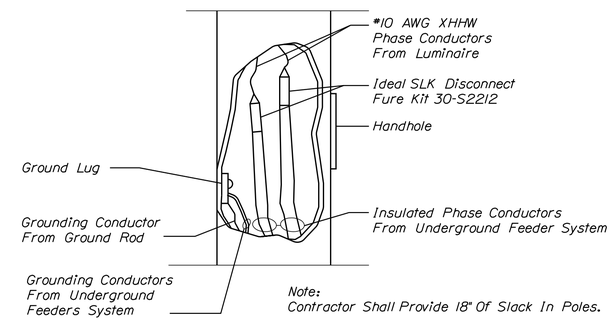
NOTES:

1. Junctions Boxes For Highway Shall Be Quazite® Or Approved Equal And In Accordance With Special Provision 626.

2. Splices In Box Shall Be Made With ILSCO USPA-350SS-DB Dual Rated Insulated, In-line, Waterproof Splice, UL Listed For Direct Burial (Wire Range From 350KCMIL - 10AWG Stranded) Only. Provide Enough Slack In Wire To Allow Removal Of Splices And Neatly Arrange Wire In Box.

3. The Cover Shall Be Labeled With Function Designation In 1" Min Text As Follows:
"Lighting For Lighting Conduit"
"Communication For Communication Conduits"
"Signal" For Singal Conduits

4. Cover Shall Be Heavy Duty Type Tier 22 With (2) 1/2" Stainless Steal Penta-Head Bolts.



Typical Pole Wiring Detail

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HIGHWAY PLANS

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PROJ. MANAGER	L. ROWE	DATE
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DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

CONSTRUCTION DETAILS

SHEET NUMBER
L-14
478
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Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025

GENERAL NOTES:

1. TEMPORARY LIGHTING CRITERIA:
   0.8 FOOT CANDLES AVERAGE INITIAL INTENSITY
   4:1 OR LESS AVERAGE/MINIMUM UNIFORMITY RATIO
   10:1 OR LESS MAXIMUM/MINIMUM UNIFORMITY RATIO

2. BARRIER-MOUNTED 100 W LED FLOODLIGHT (RAB-FX100 OR EQUIVALENT) SPACED:
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 1 LANE OF TRAFFIC;
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 2 LANES OF TRAFFIC;
   XX' ON CENTERS AT 20' M.H. (XX°TILT) FOR 3 LANES OF TRAFFIC.

3. MAINTAIN LIGHTING THROUGHOUT ALL PHASES OF CONSTRUCTION EITHER BY MAINTAINING THE EXISTING LIGHTING SYSTEM, PROVIDING TEMPORARY LIGHTING, OR ACTIVATING THE PROPOSED LIGHTING SYSTEM. THE TEMPORARY LIGHTING SYSTEM SHOULD BE OPERATIONAL BEFORE REMOVAL OF THE EXISTING LIGHTING SYSTEM. TEMPORARY LIGHTING SHALL BE PROVIDED FOR MAINLINE, RAMPS, MERGING, AND DIVERGING AREAS DURING ALL PHASES OF CONSTRUCTION. EITHER BY USING THE EXISTING LIGHTING WHERE PRACTICAL OR BY PROVIDING NEW TEMPORARY LIGHTING WHEN THE ROADWAY RECONSTRUCTION AFFECTS THE EXISTING LIGHTING. EXISTING ILLUMINATION LEVELS SHALL BE MAINTAINED BY THE ELECTRICAL CONTRACTOR DURING ALL PHASES OF CONSTRUCTION. PORTABLE-GENERATOR-OPERATED LIGHTS ARE NOT ACCEPTABLE FOR USE AS TEMPORARY LIGHTING. THE COST FOR MAINTAINING HIGHWAY LIGHTING (INCLUDING ELECTRIC SERVICE) IS INCLUDED IN THE COST FOR LUMP SUM MAINTENANCE OF TRAFFIC.

4. FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE THE TEMPORARY LIGHTING SYSTEM IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND NATIONAL ELECTRIC SAFETY CODE REQUIREMENTS.

5. PROVIDE OVERHEAD WIRING WHEREVER POSSIBLE AT A MINIMUM HEIGHT OF $15\frac{5}{32}$ ABOVE THE HIGHEST CONSTRUCTION GRADE LEVEL DURING ALL PHASES OF CONSTRUCTION. UNDERGROUND CONDUIT AND CONDUCTORS SHALL BE PROVIDED WHERE OVERHEAD WIRING WOULD INTERFERE WITH CONSTRUCTION.

6. WHEREVER POSSIBLE, UTILIZE EXISTING CIRCUITS FROM THE EXISTING SERVICE POINTS TO POWER THE TEMPORARY LIGHTING SYSTEM.

7. INSTALL TEMPORARY OR PROPOSED FIXTURES AND MODIFICATIONS TO EXISTING SYSTEMS DURING DAYLIGHT HOURS. THESE POLES SHALL BE OPERATIONAL AT NIGHT. THE CONTRACTOR MAY ELECT TO REMOVE/INSTALL POLES AT NIGHT, BUT SHALL PROVIDE SUFFICIENT LIGHTING PER TEMPORARY LIGHTING CRITERIA (PROVIDED ABOVE) TO COMPENSATE FOR THE DOWN POLES.

8. ALL COMPONENTS OF THE TEMPORARY LIGHTING SYSTEMS THAT ARE NOT PART OF THE PROPOSED LIGHTING SYSTEM SHALL BE REMOVED WHEN NO LONGER NEEDED.

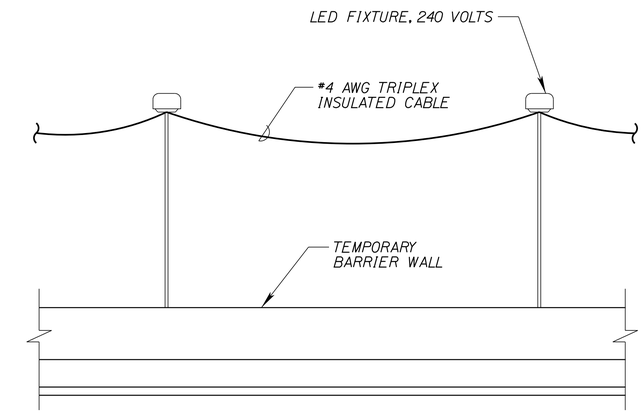
9. PRIOR TO ANY EQUIPMENT ORDER, SUBMIT FOR APPROVAL EQUIPMENT SPECIFICATION OR DESIGN DATA FOR ALL MATERIAL PROPOSED FOR THE TEMPORARY LIGHTING DESIGN, SPECIFICALLY INCLUDING:

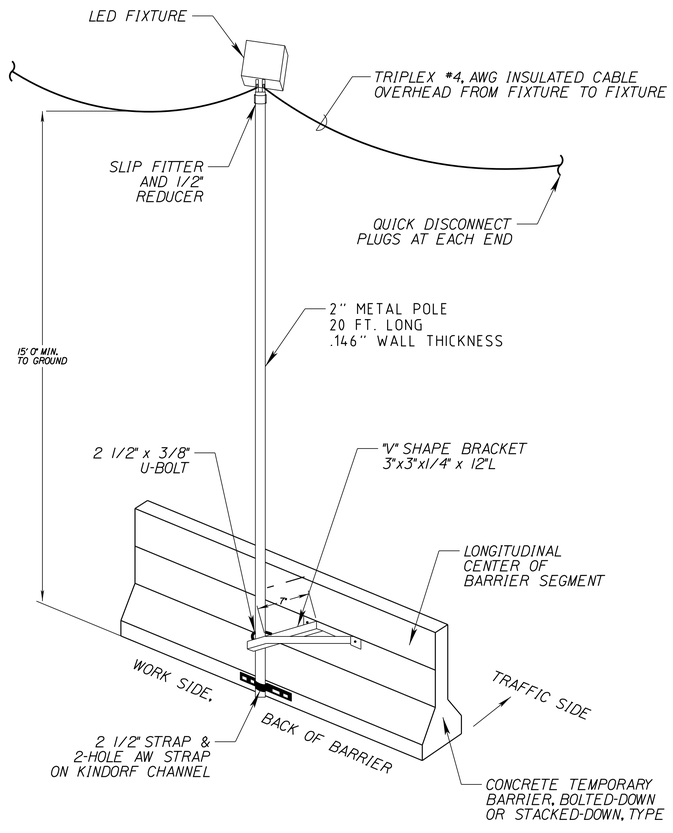
   A. LUMINAIRE PHOTOMETRICS, INCLUDING ELECTRONIC IES PHOTOMETRIC FILES
   B. POLE STRENGTH CALCULATIONS
   C. POLE FRANGIBILITY TEST (IF APPLICABLE)
   D. TEMPORARY SERVICE POINTS (IF REQUIRED, INCLUDING WIRING DIAGRAMS)
   E. CALCULATIONS AND DRAWINGS FOR TEMPORARY BARRIER WALL AND/OR DIRECT BURIAL LIGHT POLES AND MOUNTING
   F. LOAD CENTER ELECTRICAL EQUIPMENT, INCLUDING WIRING SCHEMATICS
   G. DESIGN CALCULATIONS, INCLUDING VOLTAGE DROP CALCULATIONS AND LOAD ANALYSIS

10. TEMPORARY LIGHT POLES NOT BEHIND BARRIER MUST BE BREAKAWAY.

11. ALL STRUCTURE CALCULATIONS AND DRAWINGS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA.

12. THE NOMINAL HEIGHT OF THE TEMPORARY LIGHT POLES SHALL NOT EXCEED THE NOMINAL HEIGHT OF THE EXISTING LIGHT POLES.





NOT TO SCALE

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DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

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	L. ROWE	DATE
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FIELD CHANGES		

BANGOR
I-95 EXIT 187 DDI

TEMPORARY LIGHTING NOTES AND DETAILS

SHEET NUMBER
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Filename: ...\te\eng\lighting\PLANLT01.dgn Username: jamesdavis Division: HIGHWAY Date:11/25/2025