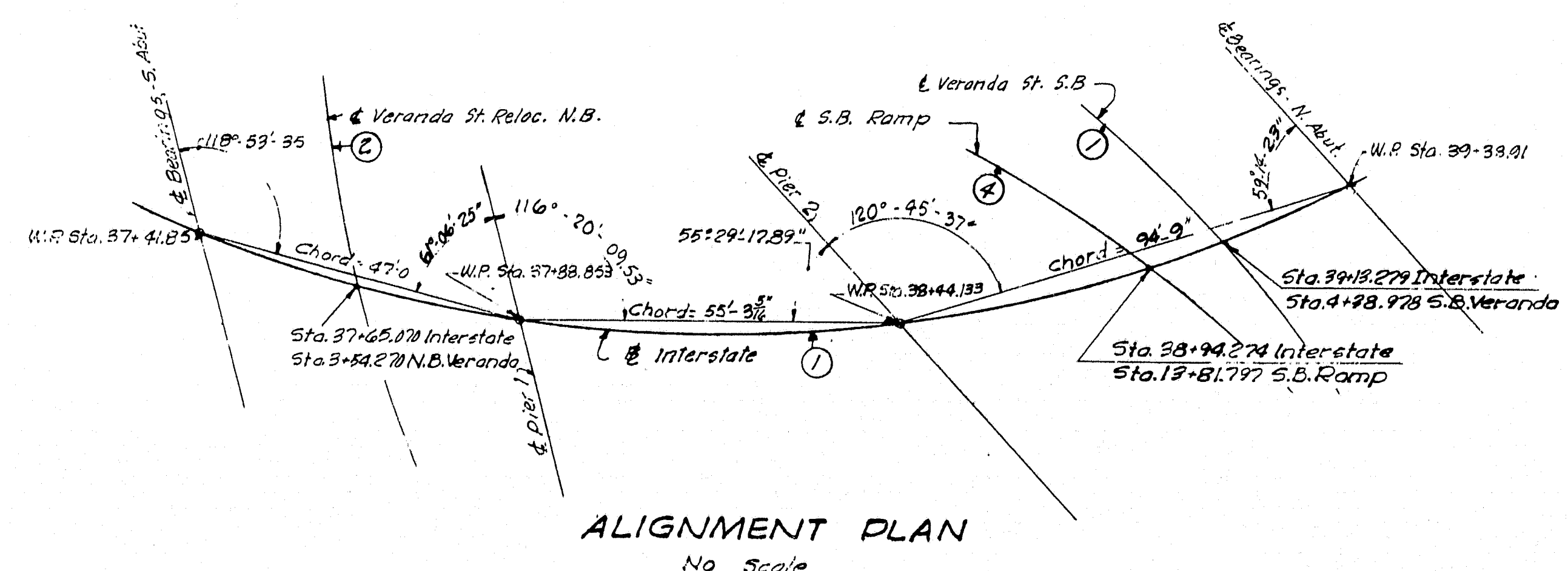
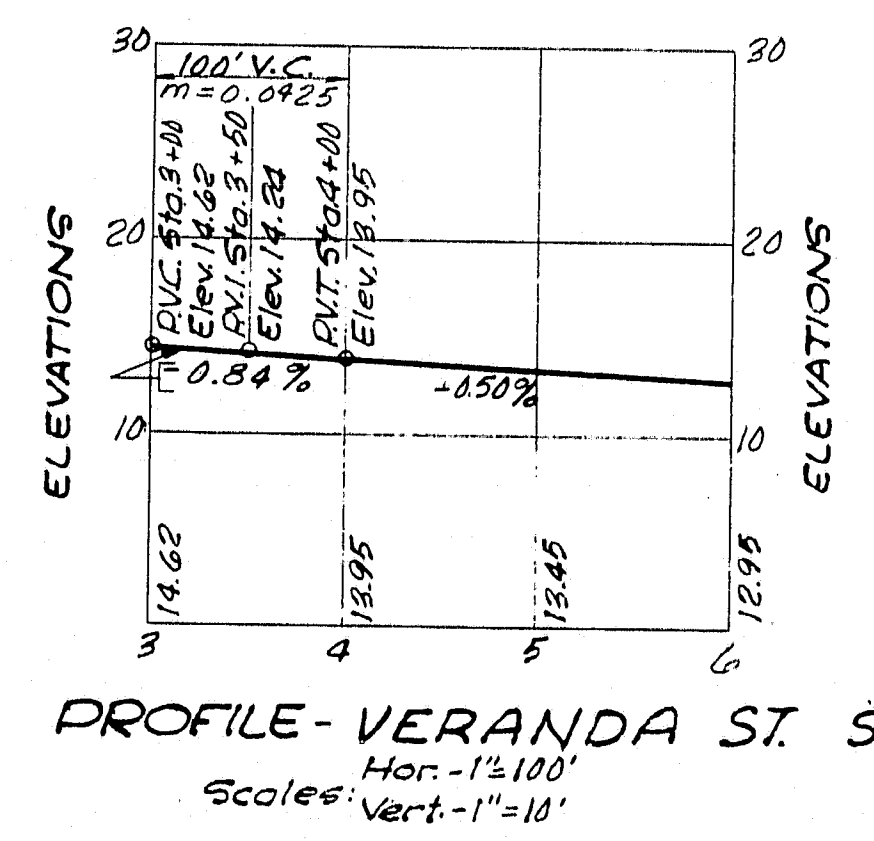
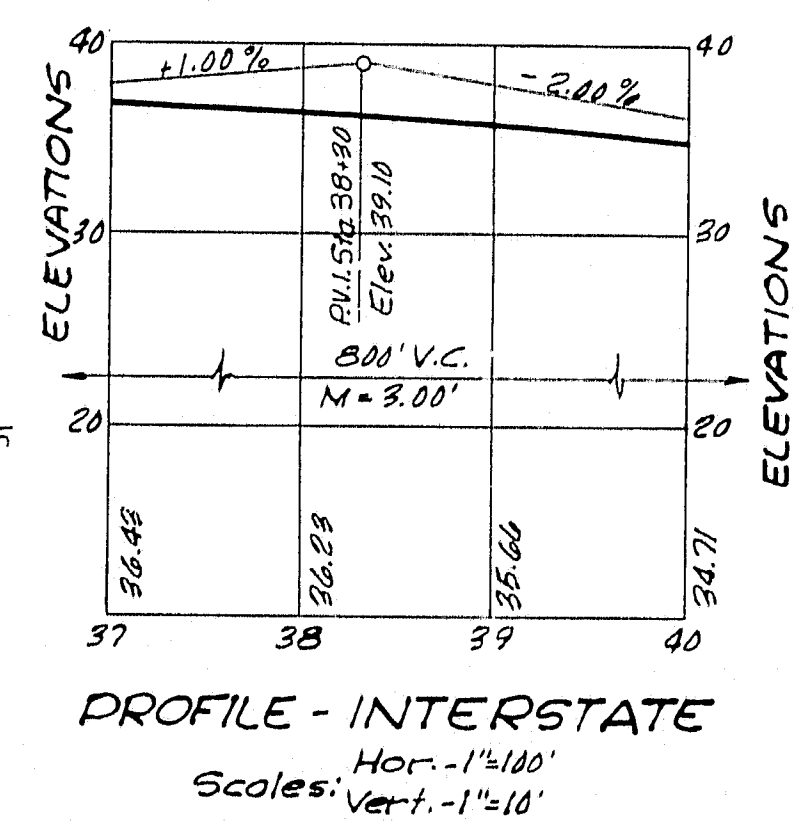
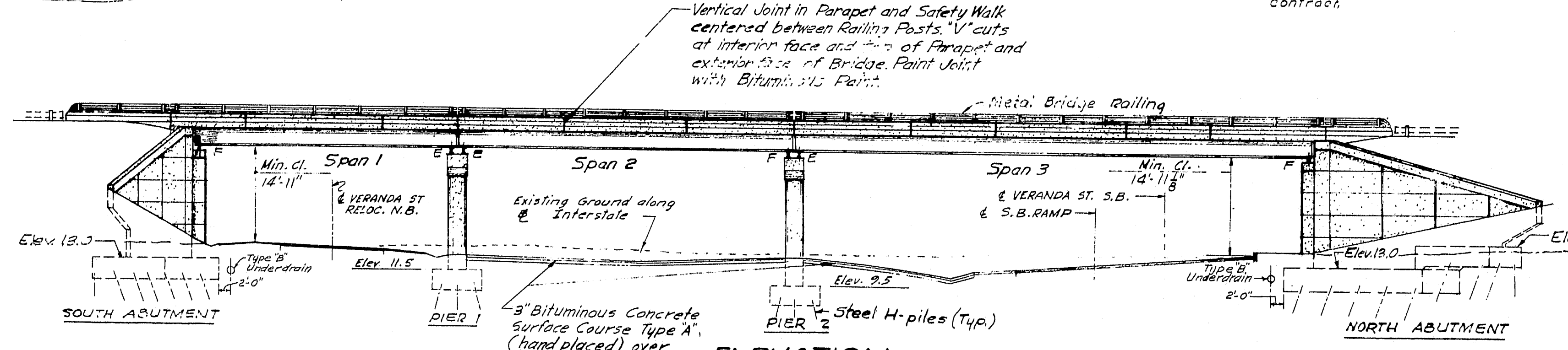
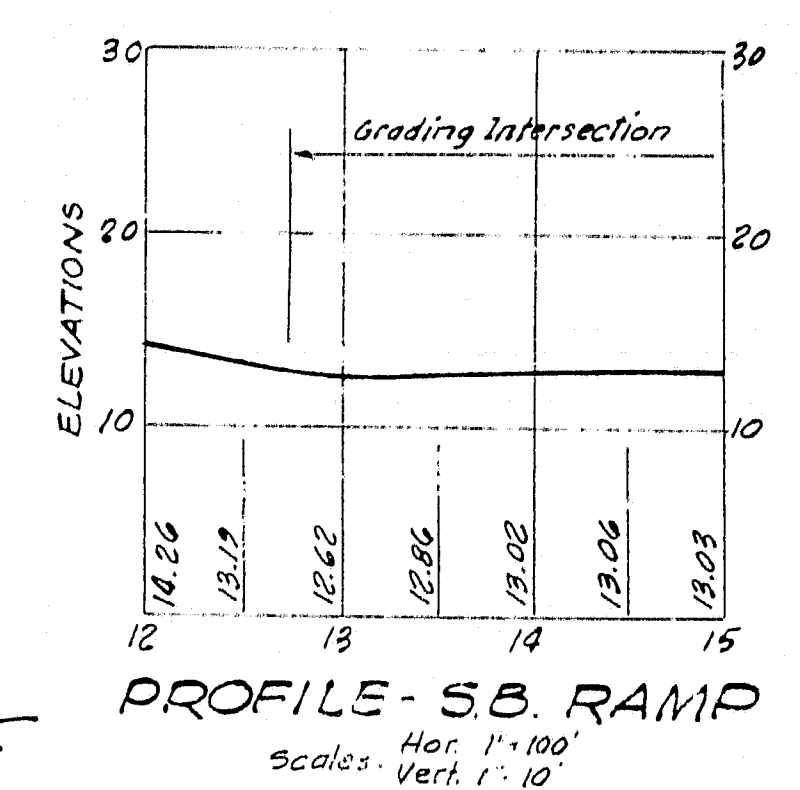
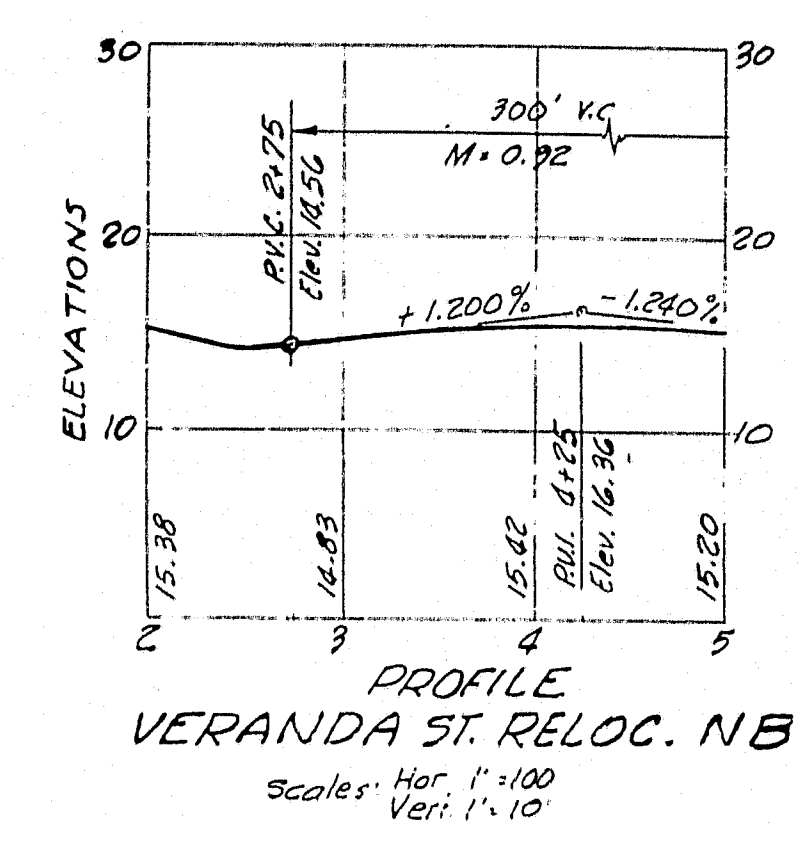
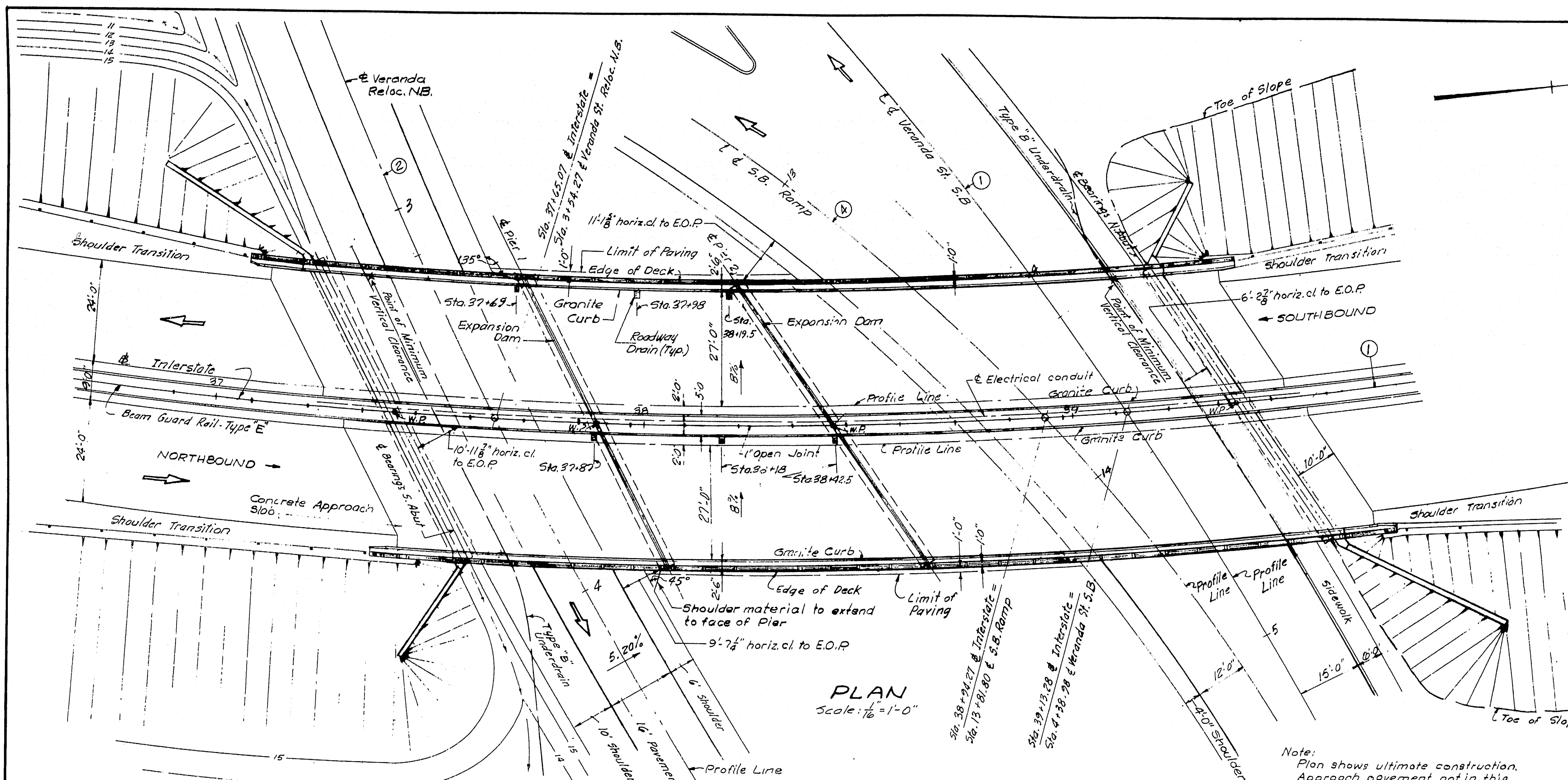


FINAL QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
204-12	Structural Earth Excavation-Abutments & Retaining Walls	C.Y.	1,031
204-14	Structural Earth Excavation-Piers	C.Y.	373
302-7	Gravel Base Course-In Place Measurement	C.Y.	88
307-8	Reinforced Portland Cement Concrete-Approach Slabs	S.Y.	147.26
307-9	Portland Cement Concrete, Abutments and Retaining Walls	C.Y.	1,217.08
307-37	Portland Cement Concrete, Substructure Columns, Column Bases & Collision Walls	C.Y.	260.08
307-40	Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges	C.Y.	443.16
701-47	Portland Cement	Bbl.	2,890
701-48	Cast Iron Roadway Drains	Each	6
702-103	Structural Steel, Fabricated and Delivered	Lb.	575,890
702-104	Structural Steel, Erection	Lb.	575,890
702-105	Structural Steel, Field Painting	Lb.	575,890
702-106	Reinforcing Steel, Delivered	Lb.	219,810
702-107	Reinforcing Steel, Placing	Lb.	219,810
702-108	Shear Connectors	Lb.	1,500
702-109	Steel H-Beam Piles 42 lbs./ft.	L.F.	5796.8
702-110	Steel H-Beam Piles 33 lbs./ft.	L.F.	16,894.5
702-111	Waterproofing Joints	L.F.	95.5
804-2	French Drains	C.Y.	426
804-7	Aluminum Rail, Delivered & Erected	L.F.	465.6
901-16	Vertical Granite Bridge Curb	L.F.	464
901-17	Sloped Granite Bridge Curb	L.F.	401.8
905-33	Guard Rail-Type "E" Double Face	L.F.	188
940-1	Rigid Steel Conduit-3"	L.F.	201



Station	Curve Data
Interstate	D = 5°-00'-00" Δc = 56°-01'-50" R = 1145.92' T = 609.69' L = 1120.61'
Veranda St. S.B.	D = 5°-52'-26.46" Δ = 18°-03'-18.50" R = 575.41' T = 154.97' L = 307.37' E = 12.33'
S.B. Ramp	D = 12°-08'-14.34" Δ = 51°-30'-00" R = 473.04' T = 227.70' L = 424.31' E = 52.04'
Veranda St. Reloc. N.B.	D = 5°-08'-00" Δ = 15°-45'-00" R = 1116.15' T = 154.38' L = 306.82' E = 10.63'

- GENERAL NOTES
- SPECIFICATIONS: A.A.S.H.O 1953 Maine State Highway Commission, Standard Specifications and Special Provisions
 - LIVE LOAD: H20-516-44 Modified
 - FOUNDATIONS: Design Capacity of Piles: 12BP53(ABUTMENT & WINGWALLS) - 45 Tons 10BP42 (PIERS) - 35 Tons
 - ALLOWABLE STRESSES: Structural Steel: 18,000 p.s.i. Reinforcing Steel: 18,000 p.s.i. Concrete: 1,200 p.s.i.
 - CONCRETE: Class "A" Footings, Piers, Abutments, Wingwalls, Approach Slabs & Decks
 - ELEVATIONS: Elevations are based on Elev. 0.00 at Mean Sea Level

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

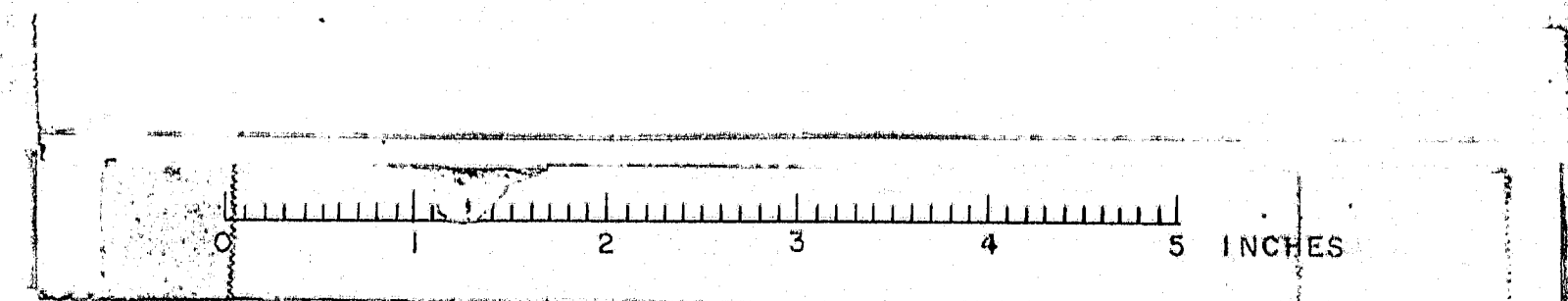
INTERSTATE OVER VERANDA STREET

GENERAL PLAN AND ELEVATION

SHEET NO. 30 OF 59 SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

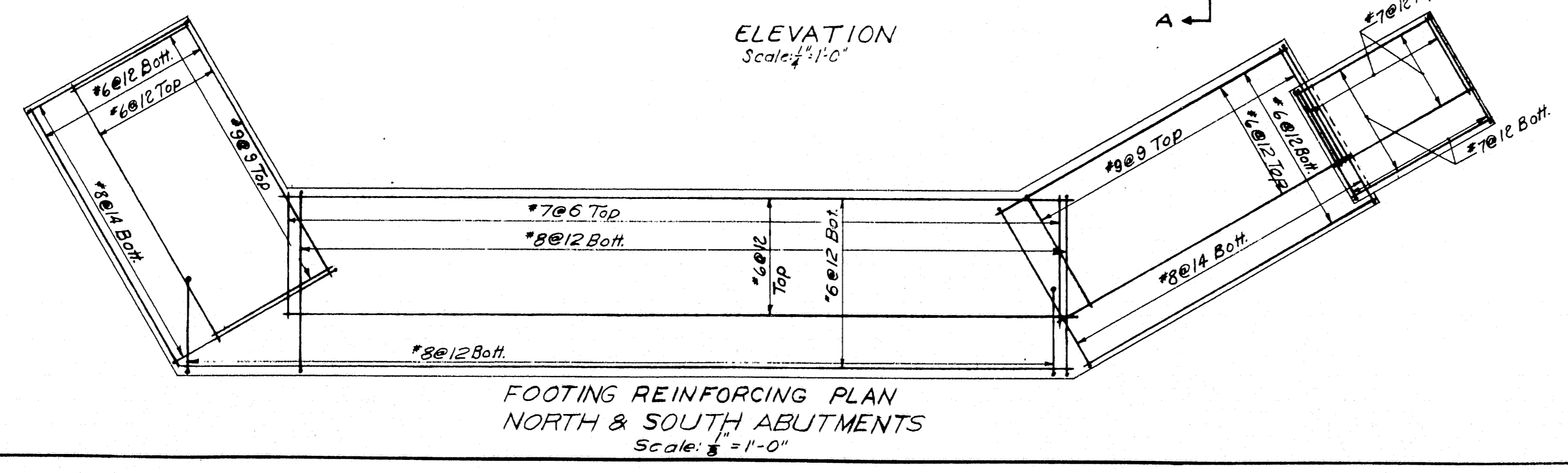
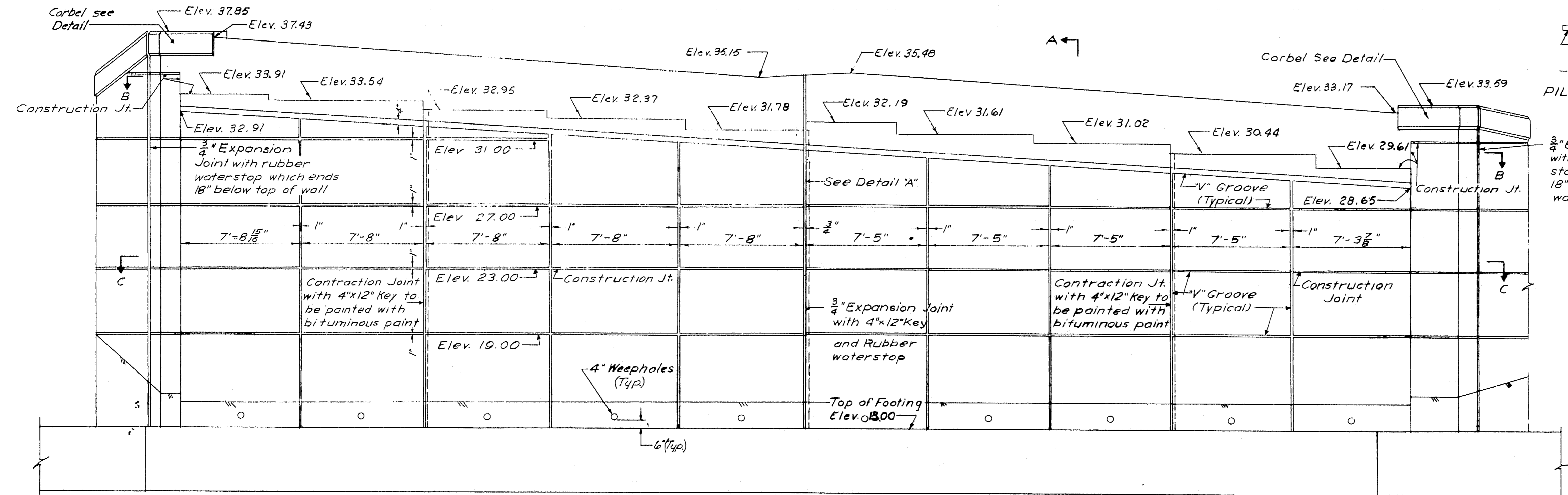
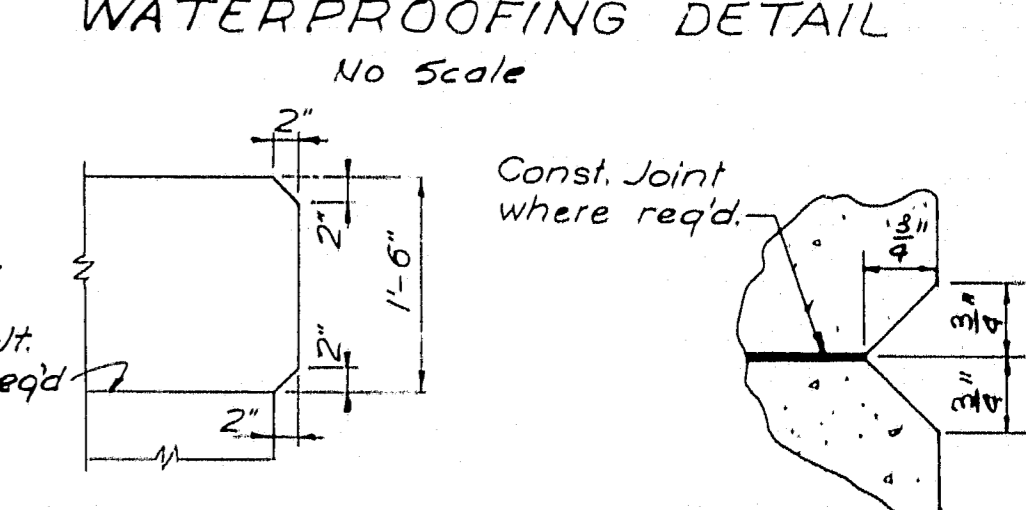
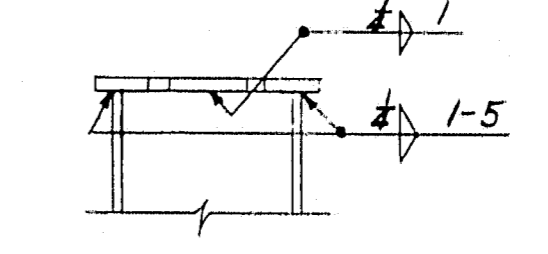
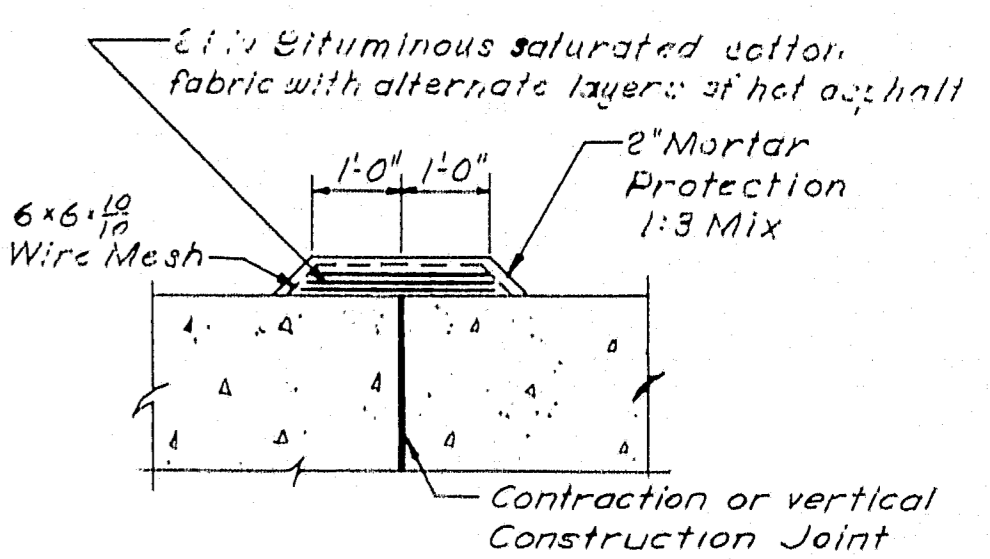
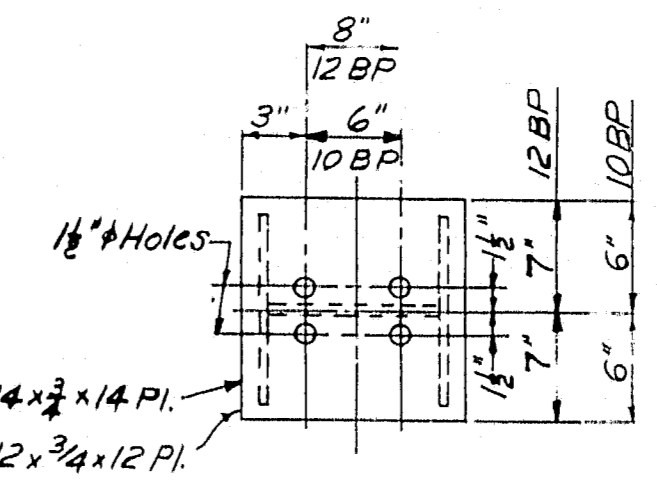
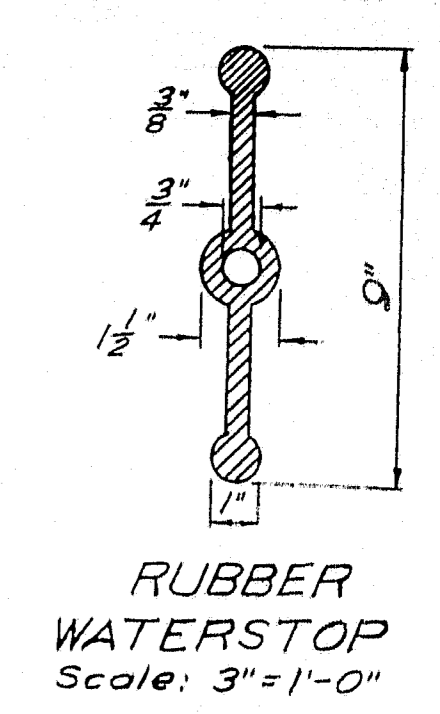
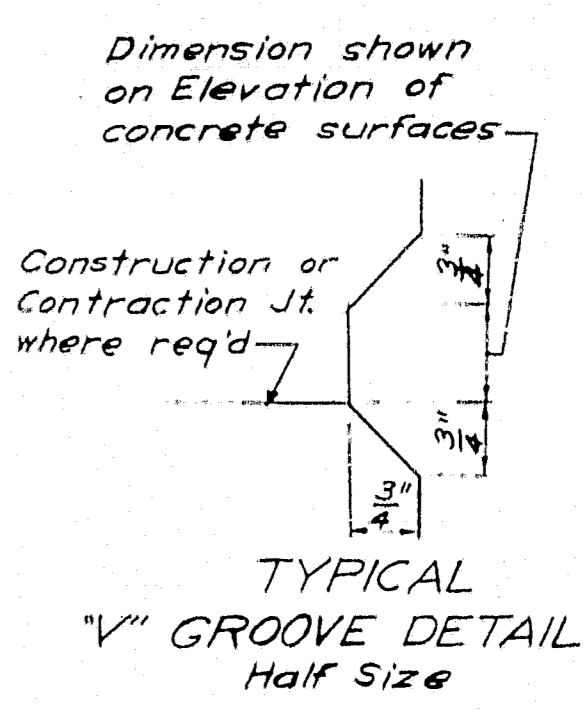
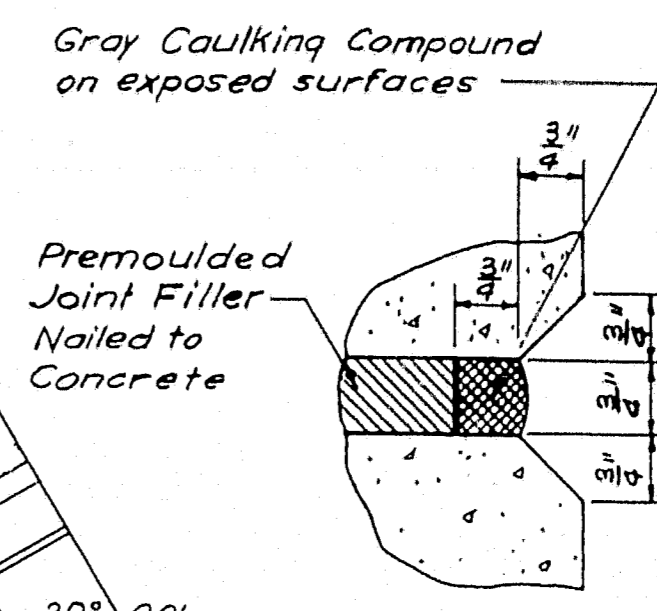
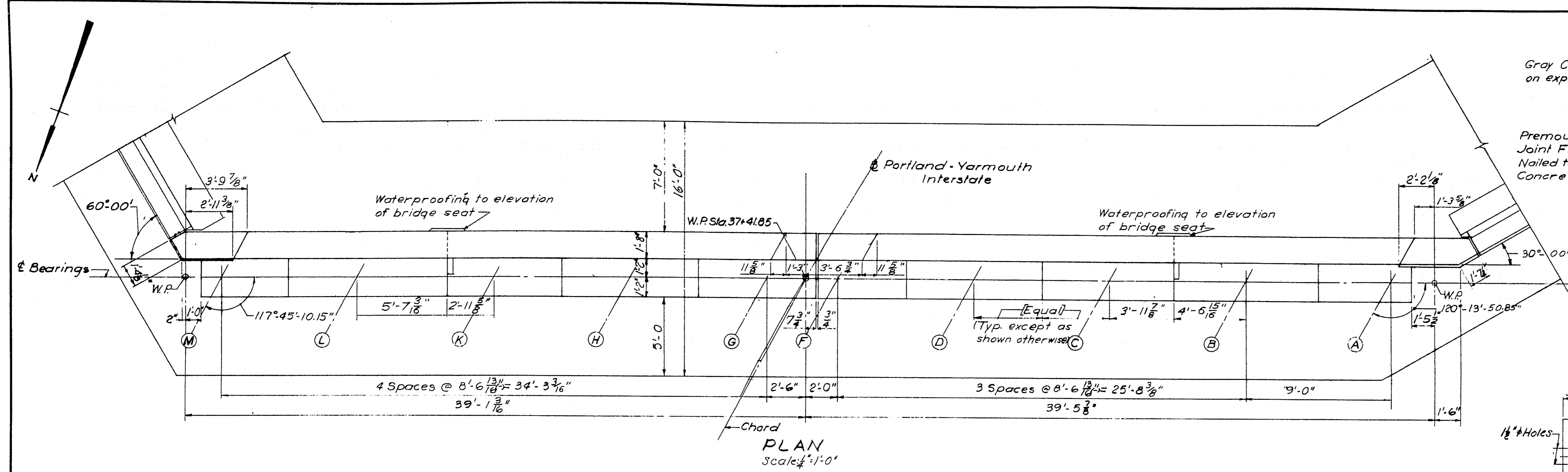
Qm-14
730



M-1349

B. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(2)	31	59

PORTLAND



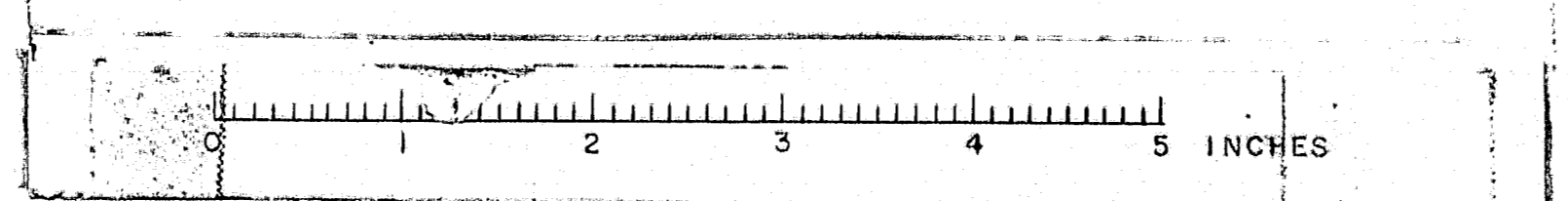
NOTES:
 For Sections A-A thru C-C see Sh. No. 33
 For Pile plan see Sh. No. 32
 For South Abut. Wingwalls see Sh. No. 32
 For Typical Bearing Seat Reinforcing Detail see Sh. No. 33

TYPICAL 'V' CUT DETAIL
 Half Size
 Scale as Noted

- CONSTRUCTION NOTES.**
1. Reinforcing steel to have 2" min. concrete cover unless otherwise noted.
 2. All bar splices to lap 20 diameters (12" min.) unless otherwise noted.
 3. All bar embedments to be 35 diameters unless otherwise noted.
 4. Bearing seats to be of sufficient height to permit bush hammering to the proper elevation.
 5. Bearing seats to be placed integrally with the piers and abutments.
 6. All exposed corners to have 3/4" chamfer.
 7. Reinforcing steel in or beneath bearing seats to be positioned to clear swedge anchor bolts. For swedge anchor bolts see Bearing Types on Sheet No. 38.

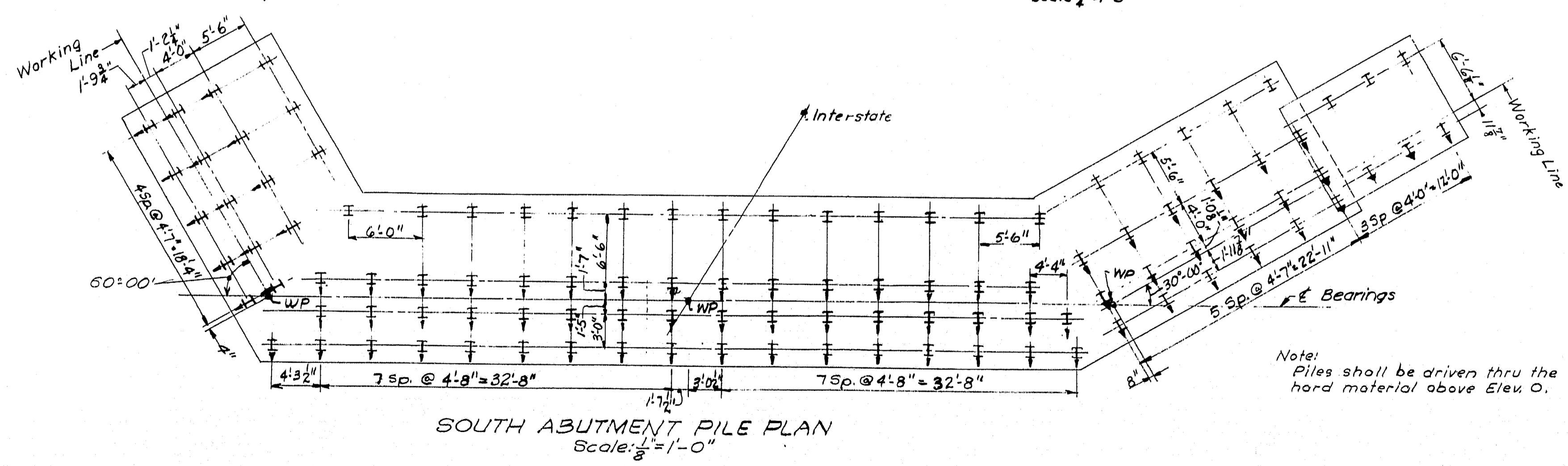
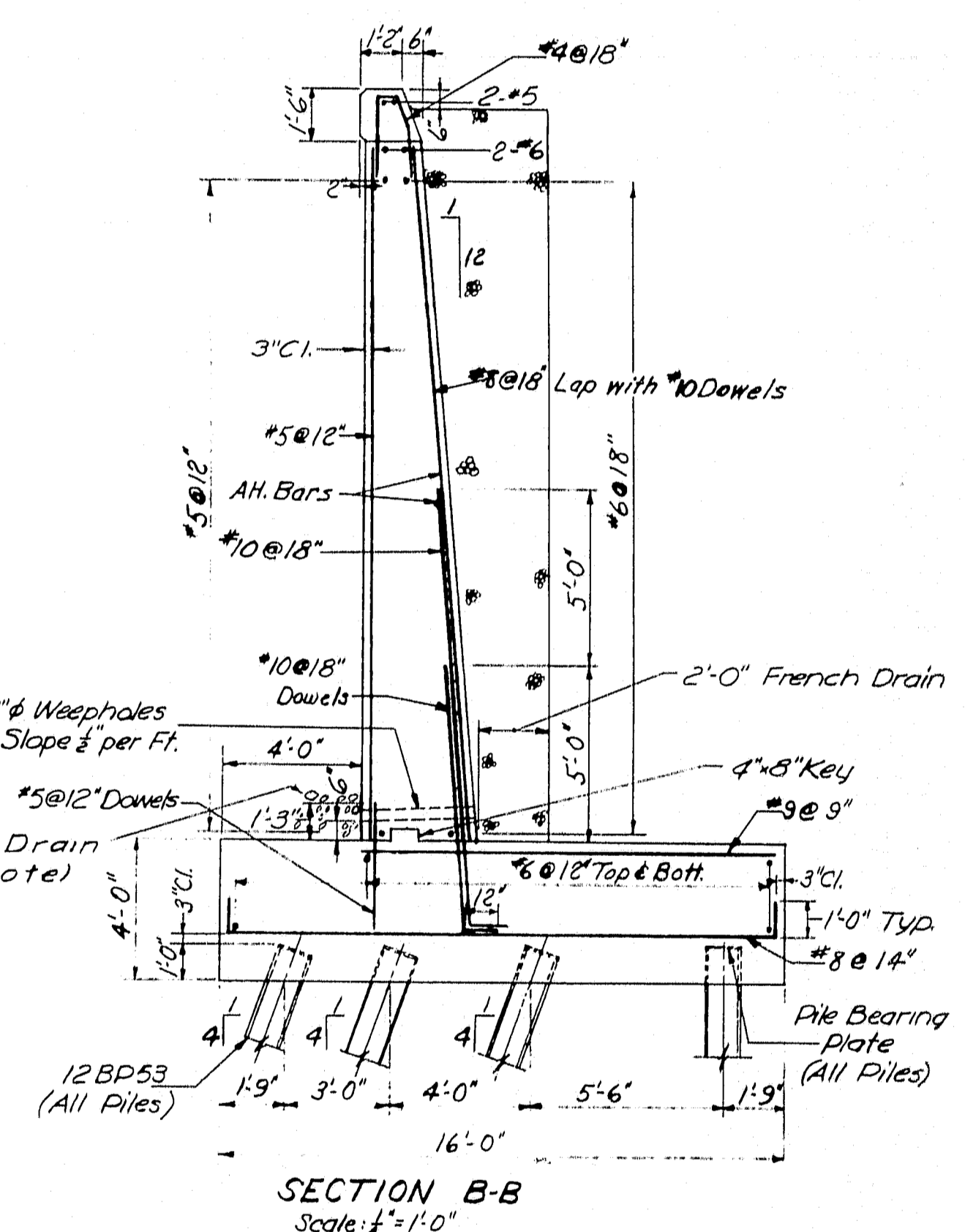
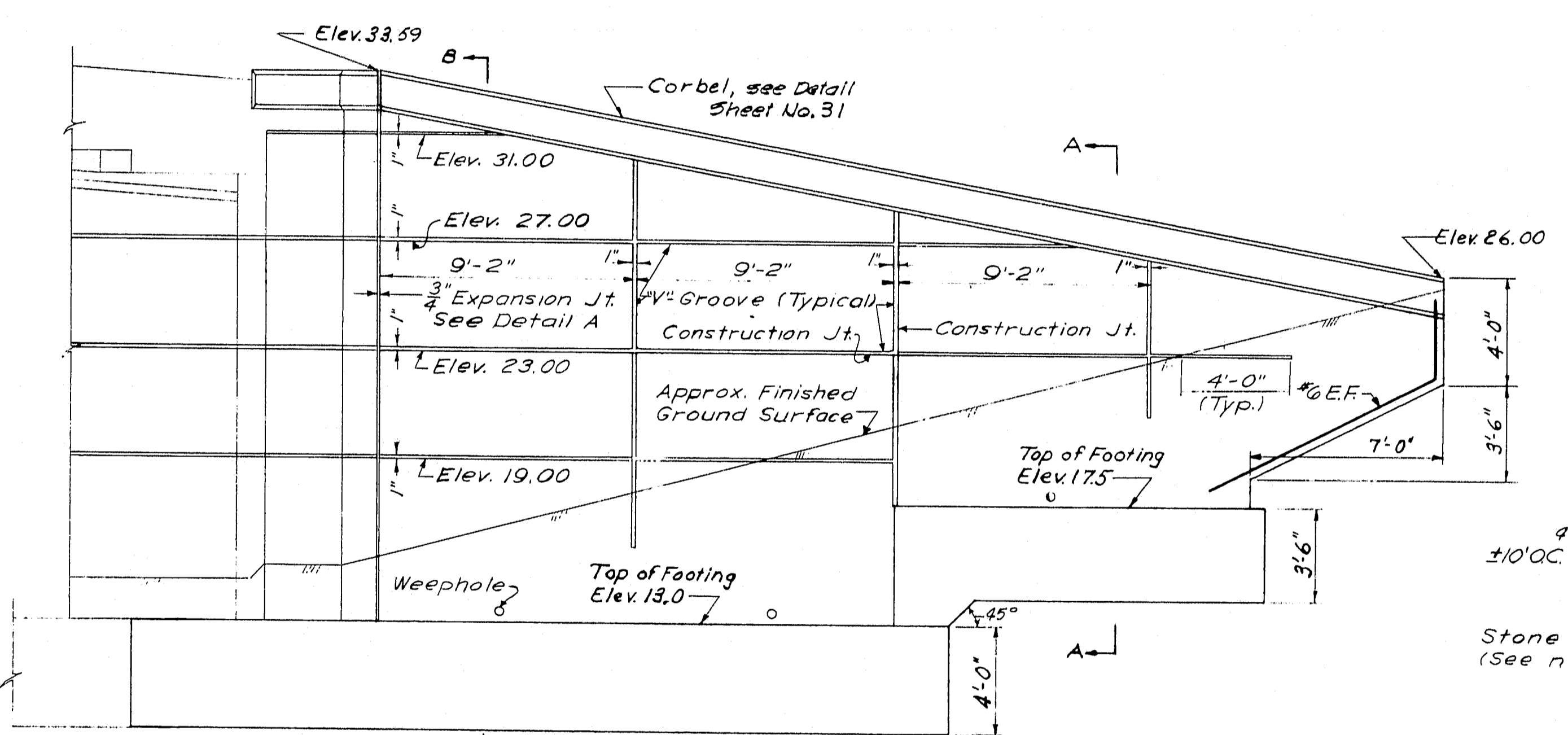
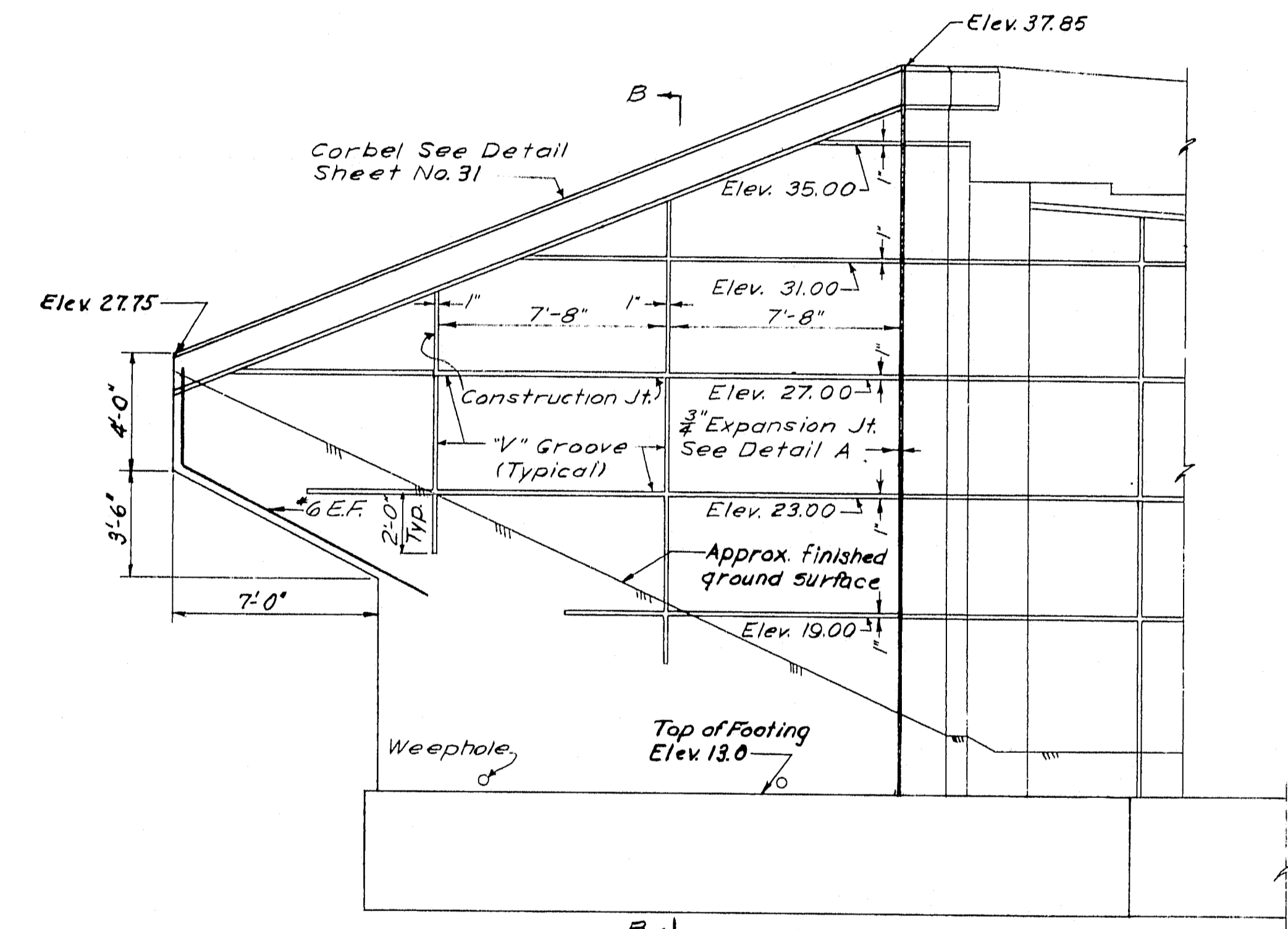
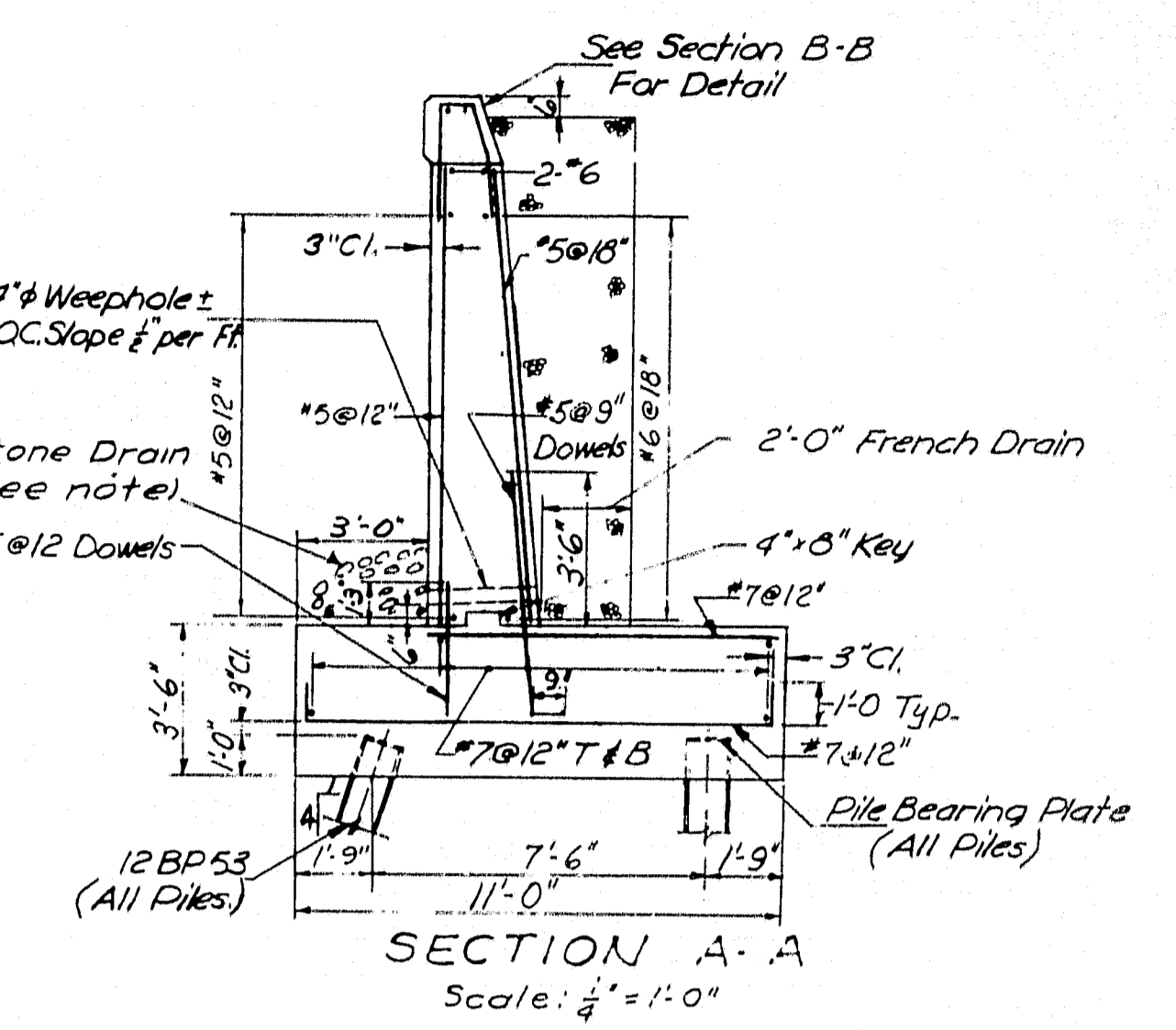
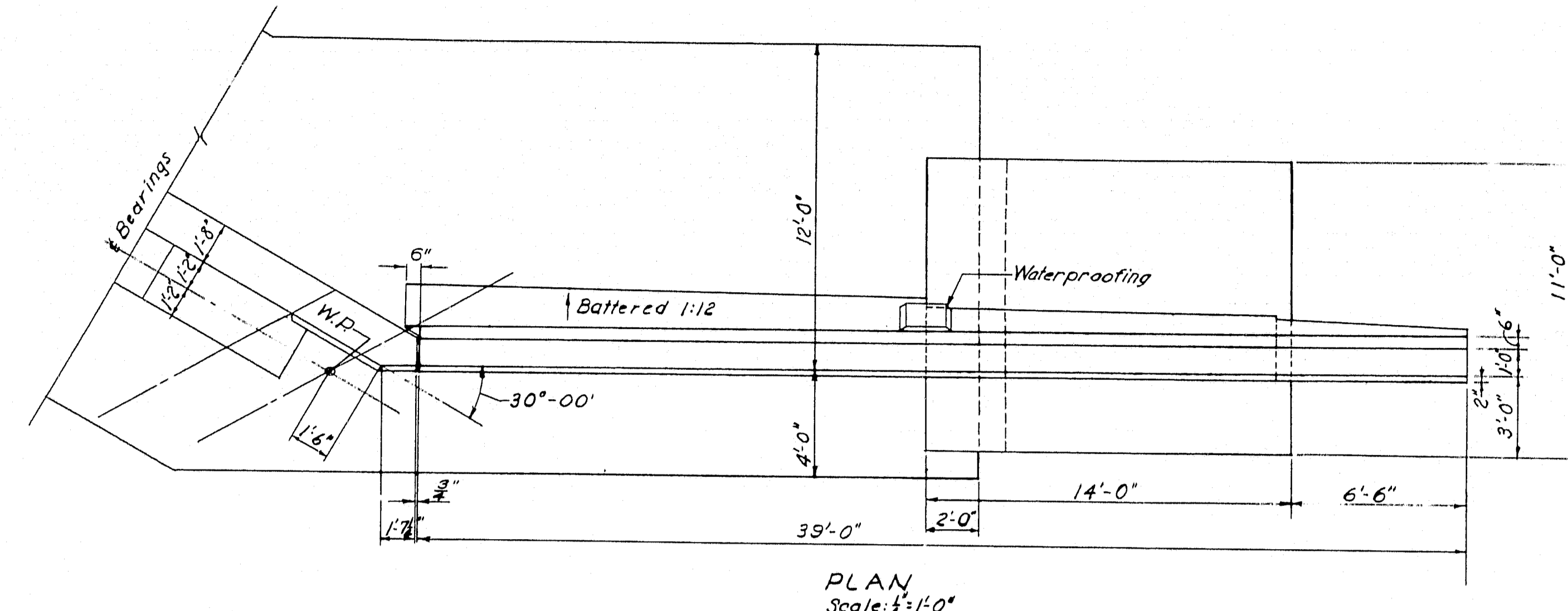
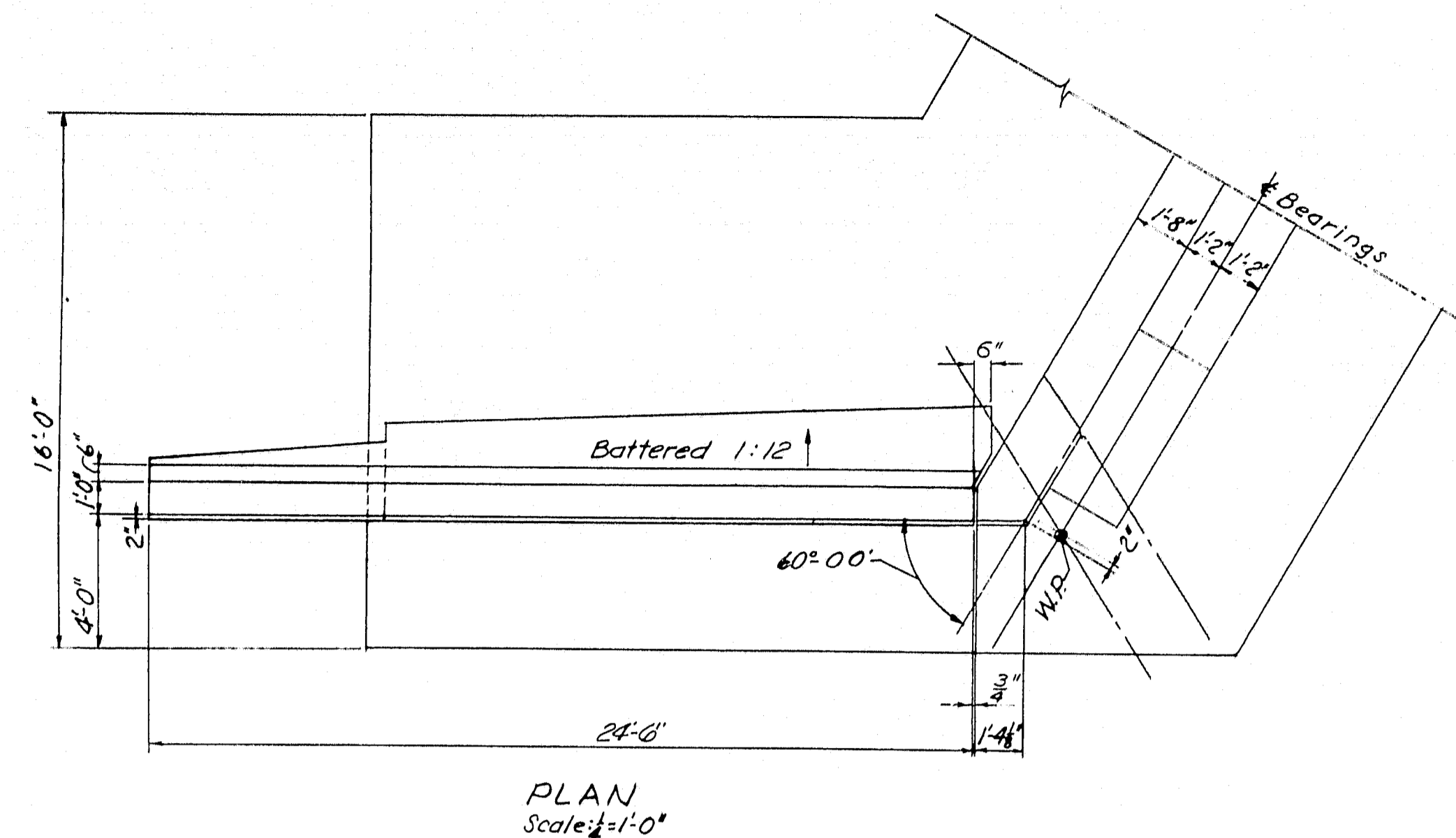
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
SOUTH ABUTMENT	
SHEET NO. 31 OF 59	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS	BOSTON, MASS. Qm-14 731

DES.	V. J. K.
DR.	R. E. M.
TR.	
CHK.	R. A. F.
APP'D.	



M-1350

PORTLAND



Notes: The stone drain in front of the Wingwall weepholes shall consist of 3 cubic feet of gravel per lineal foot of wall. It shall be considered part of the French Drain for payment purposes.
For Construction Notes and Typical Details see Sheet No. 31

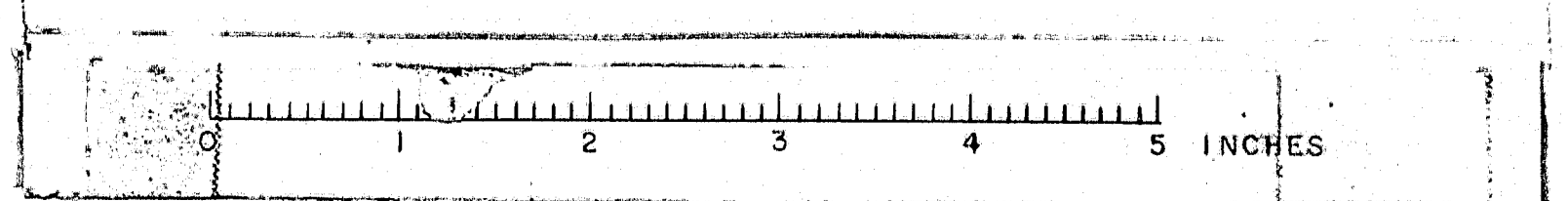
Note: Piles shall be driven thru the hard material above Elev. 0.

DES.	G.C.B.
DR.	R.E.M.
TR.	
CHK.	V.J.K.
APPR.	

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
SOUTH ABUTMENT WINGWALLS	
SHEET NO. 32 OF 59	SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS.

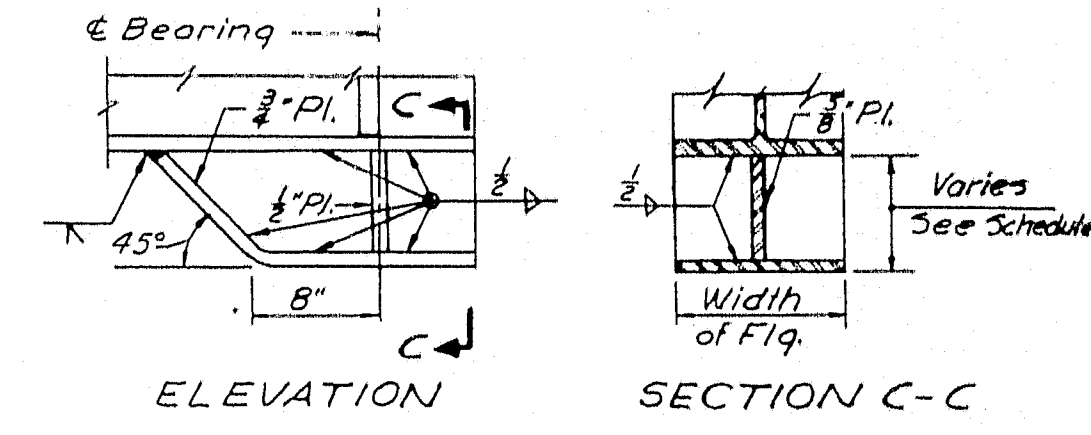
M-135



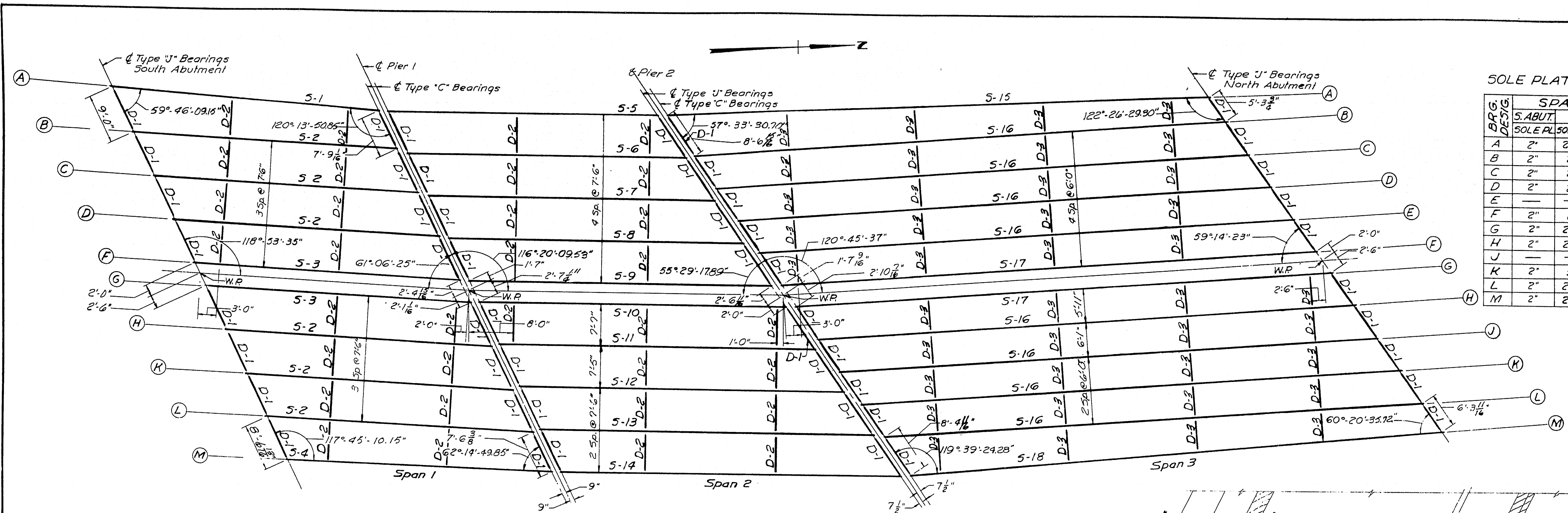
S.P.A. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-9(2)	36	59

SOLE PLATE THICKNESS AND PEDESTAL SCHEDULE

SPAN DESIGN.	SPAN 1		SPAN 2		SPAN 3	
	SOLE PL.	PIER 1	SOLE PL.	PIER 2	SOLE PL.	PIER 3
A	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
B	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
C	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
D	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
E	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
F	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
G	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
H	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
J	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
K	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
L	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"
M	2"	2 1/2"	2"	2 1/2"	2"	2 1/2"

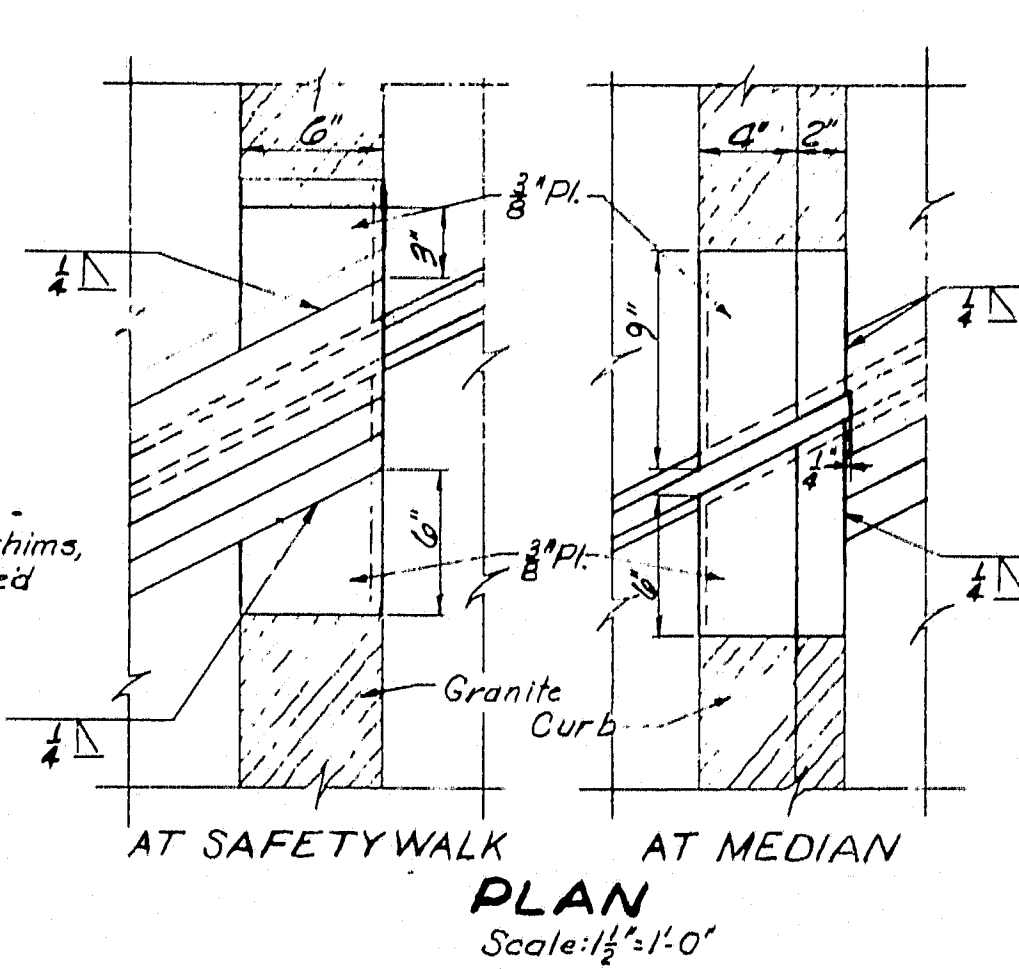
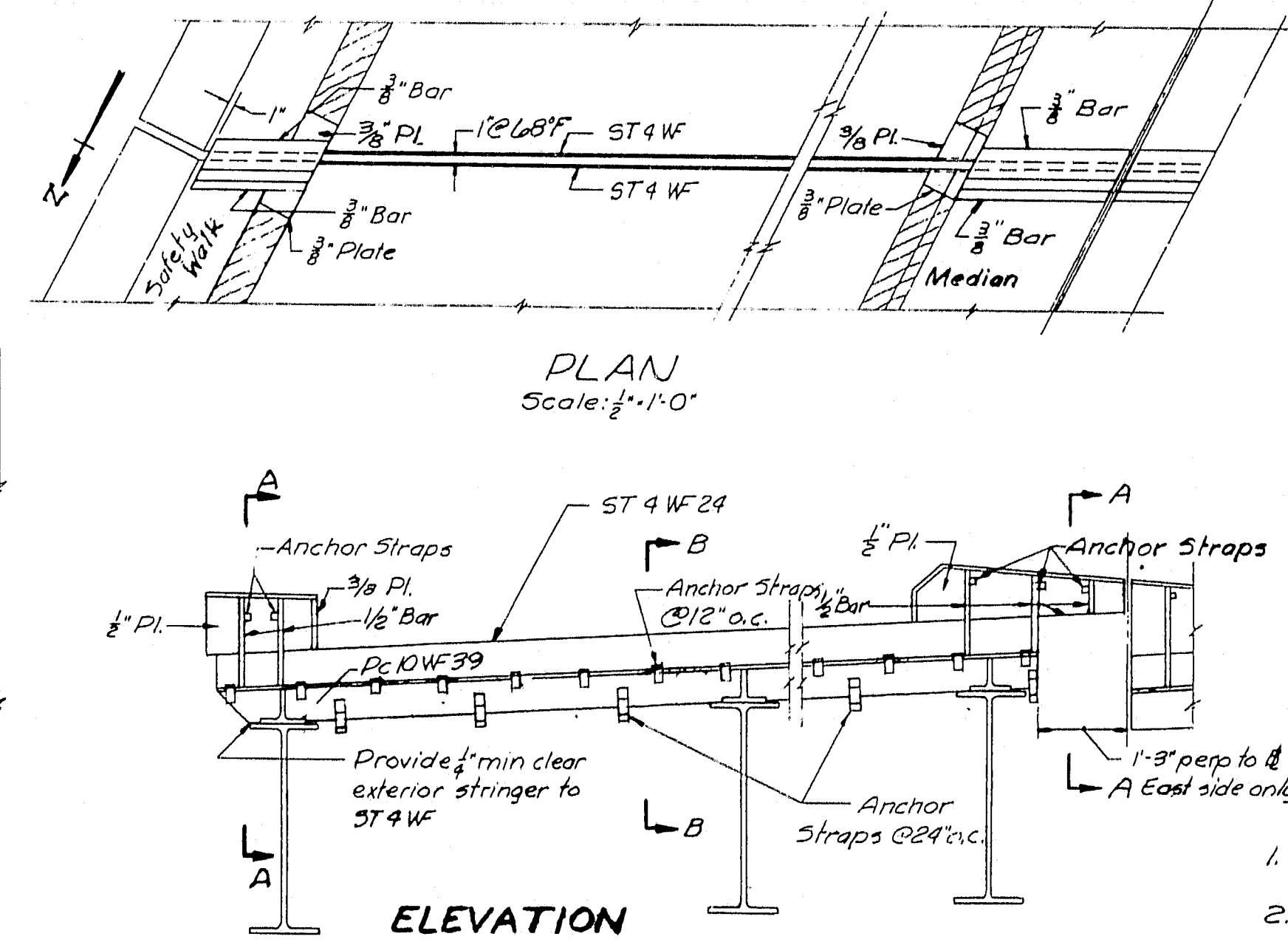
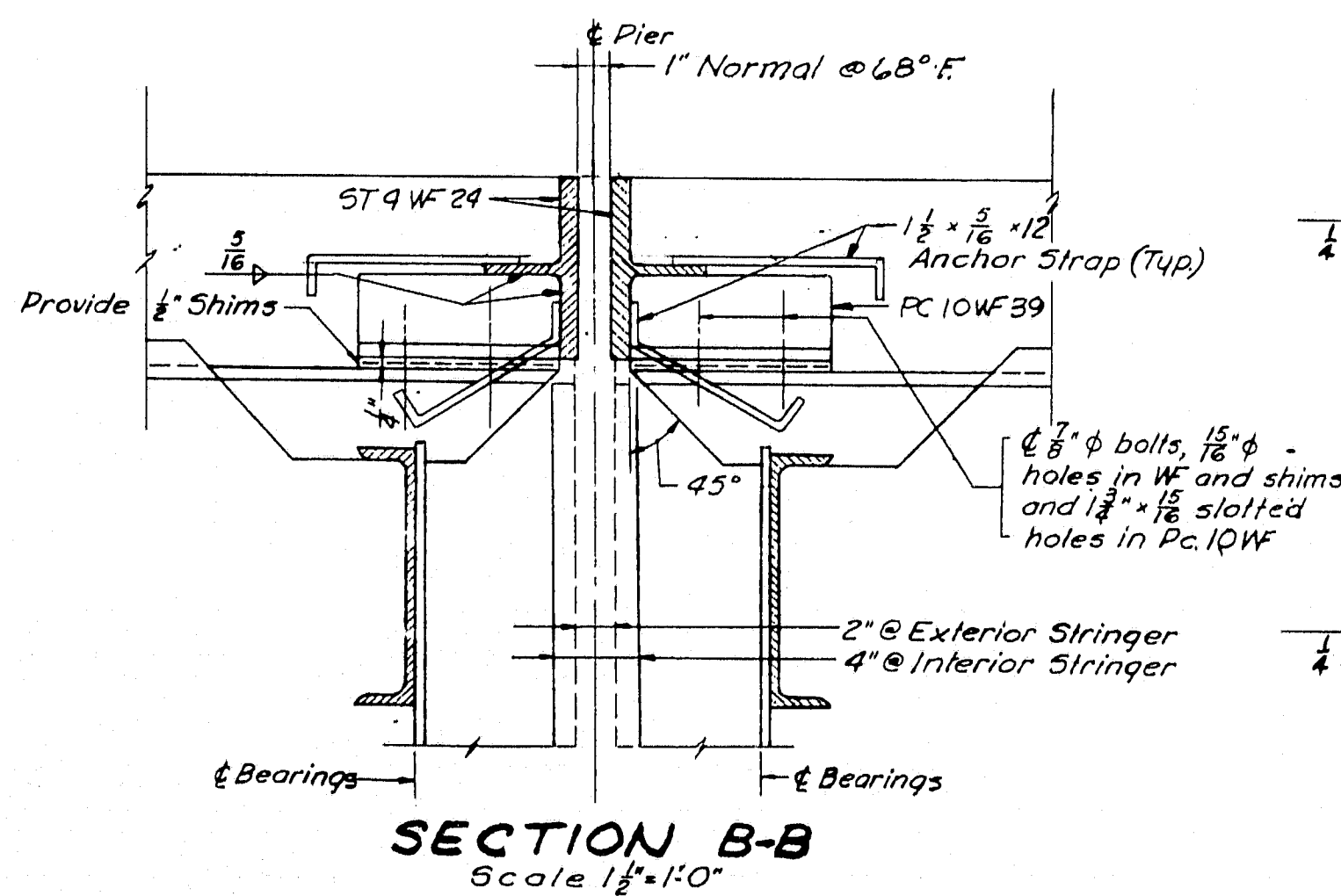
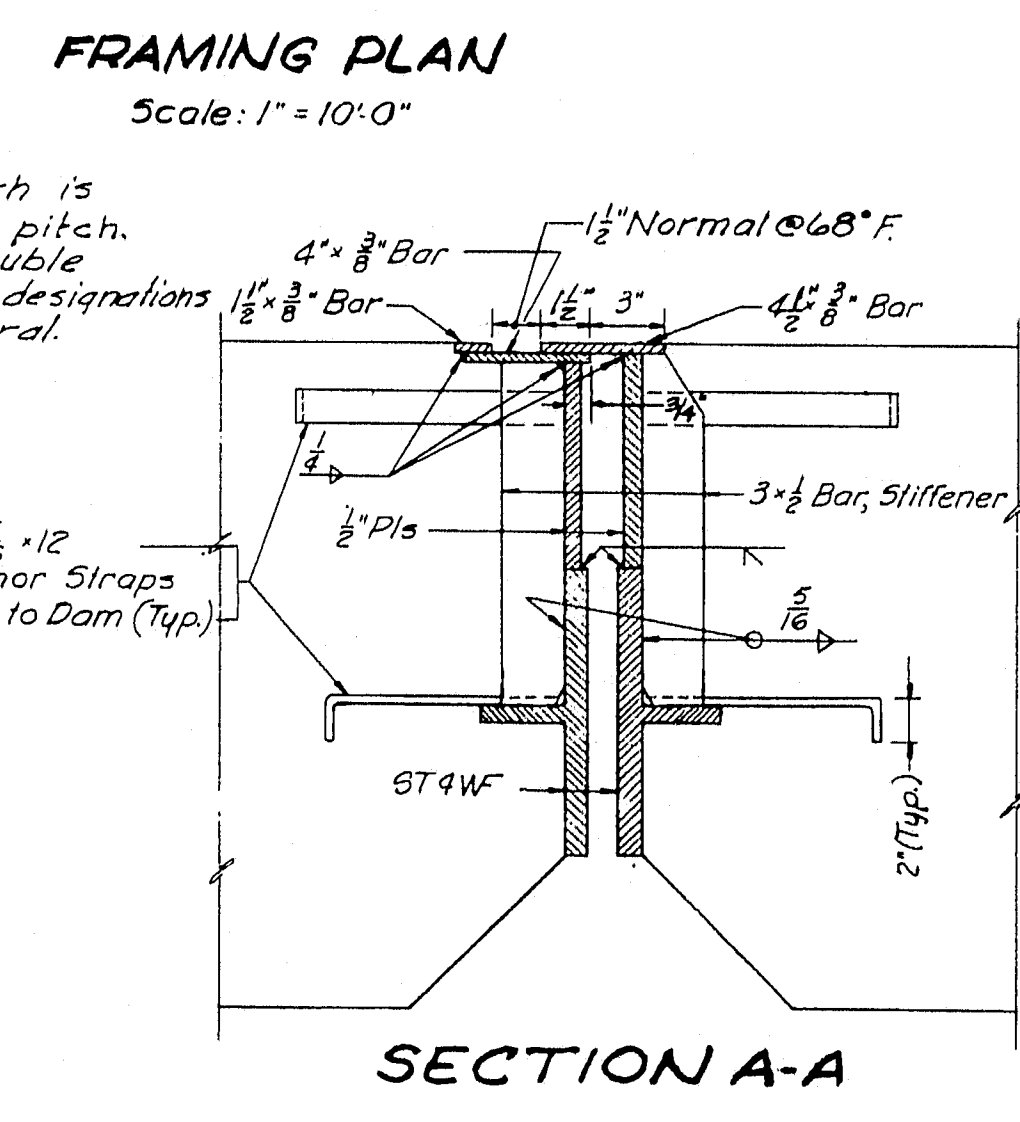


PEDESTAL DETAIL
Scale: 1"=1'-0"



SCHEDULE FOR STRINGERS, COVER PLATES AND SHEAR CONNECTORS

NO.	SECTION	COVER PLATE	LP	CL DEF. OF MIDSPAN	SPIRAL SHEAR CONNECTORS			EQUIVALENT STUD SHEAR CONNECTORS						
					LENGTH	PITCH	REMAINDER	LENGTH	PITCH	LENGTH	PITCH	REMAINDER		
5-1	36WF150	—	—	7/16"	8'-0"	1@5"	8'-0"	1@7"	1@11"	8'-0"	7 1/2"	8'-0"	10 1/2"	16"
5-2	33WF130	8'-1/2"	340"	1/4"	8'-0"	2@5 1/2"	8'-0"	2@7 1/2"	1@5 1/2"	8'-0"	4"	8'-0"	5 1/2"	8"
5-3	33WF130	—	—	2/16"	8'-0"	1@4 1/2"	8'-0"	1@6"	1@9 1/2"	8'-0"	6 1/2"	8'-0"	9"	14"
5-4	36WF150	—	—	7/16"	8'-0"	1@5"	8'-0"	1@7"	1@11"	8'-0"	7 1/2"	8'-0"	10 1/2"	16"
5-5	36WF150	—	—	3/16"	8'-0"	1@4 1/2"	8'-0"	1@6"	1@9 1/2"	8'-0"	6 1/2"	8'-0"	9"	13 1/2"
5-6	33WF130	9'-1/2"	370"	3/16"	8'-0"	2@5 1/2"	8'-0"	2@7 1/2"	1@5 1/2"	8'-0"	4"	8'-0"	5 1/2"	7 1/2"
5-7	33WF130	9'-3/8"	39'-0"	5/16"	8'-4"	2@5 1/2"	8'-4"	2@7 1/2"	1@5 1/2"	8'-4"	4"	8'-4"	5 1/2"	7 1/2"
5-8	33WF130	9'-3/8"	41'-0"	11/16"	8'-8"	2@5 1/2"	8'-8"	2@7 1/2"	1@5 1/2"	8'-9"	4"	8'-6"	5 1/2"	7 1/2"
5-9	33WF141	—	—	7/8"	9'-0"	1@4 1/2"	9'-0"	1@6 1/2"	1@9 1/2"	9'-0"	7"	9'-0"	9"	14"
5-10	33WF141	—	—	15/16"	9'-0"	1@4 1/2"	9'-0"	1@6 1/2"	1@9 1/2"	9'-0"	7"	9'-0"	9"	14"
5-11	33WF130	10'-1"	46'-0"	1/8"	9'-3"	2@5 1/2"	9'-3"	2@7 1/2"	1@5 1/2"	9'-3"	4"	9'-3"	5 1/2"	7 1/2"
5-12	33WF130	10'-1 1/8"	48'-0"	3/8"	9'-6"	2@5 1/2"	9'-6"	2@7 1/2"	1@5 1/2"	9'-6"	4"	9'-6"	5 1/2"	7 1/2"
5-13	33WF130	10'-1 1/8"	49'-0"	1"	9'-9"	2@5 1/2"	9'-9"	2@7 1/2"	1@5 1/2"	9'-9"	4"	9'-9"	5 1/2"	7 1/2"
5-14	36WF150	8'-1/2"	43'-0"	1 1/8"	10'-0"	1@4"	10'-0"	1@6"	1@9"	10'-0"	6"	10'-0"	8 1/2"	13 1/2"
5-15	36WF150	14'-1 1/8"	66'-0"	3 3/4"	16'-0"	1@4 1/2"	16'-0"	1@6 1/2"	1@10 1/2"	16'-0"	7"	16'-0"	9 1/2"	15 1/2"
5-16	36WF280	14'-1"	72'-0"	2 5/8"	16'-0"	1@4"	16'-0"	1@5 1/2"	1@8"	16'-0"	6"	16'-0"	8 1/2"	11 1/2"
5-17	36WF280	13'-1 1/8"	64'-0"	3 3/8"	16'-0"	1@6 1/2"	16'-0"	1@9"	1@13 1/2"	16'-0"	9"	16'-0"	19"	19 1/2"
5-18	36WF280	14'-1 1/8"	66'-0"	3 1/4"	16'-0"	1@4 1/2"	16'-0"	1@6 1/2"	1@10 1/2"	16'-0"	7"	16'-0"	9 1/2"	15 1/2"

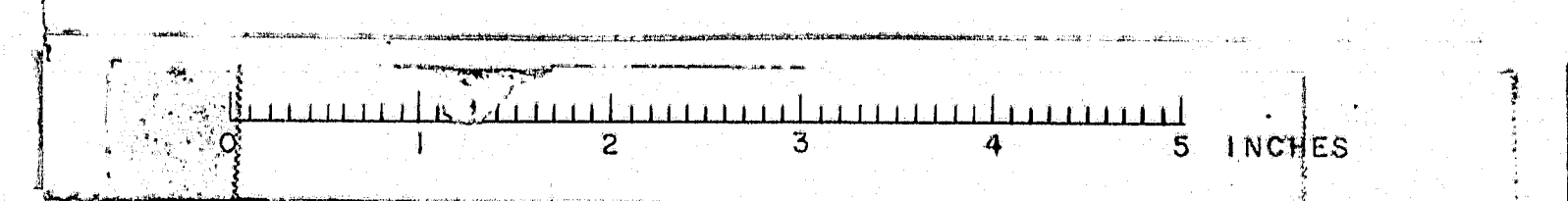


Note: Where rolled stringers have cover plates, the steel for both shall conform to ASTM A373. All other structural steel shall conform to ASTM A7 or A373 unless specified otherwise.

FRAMING NOTES

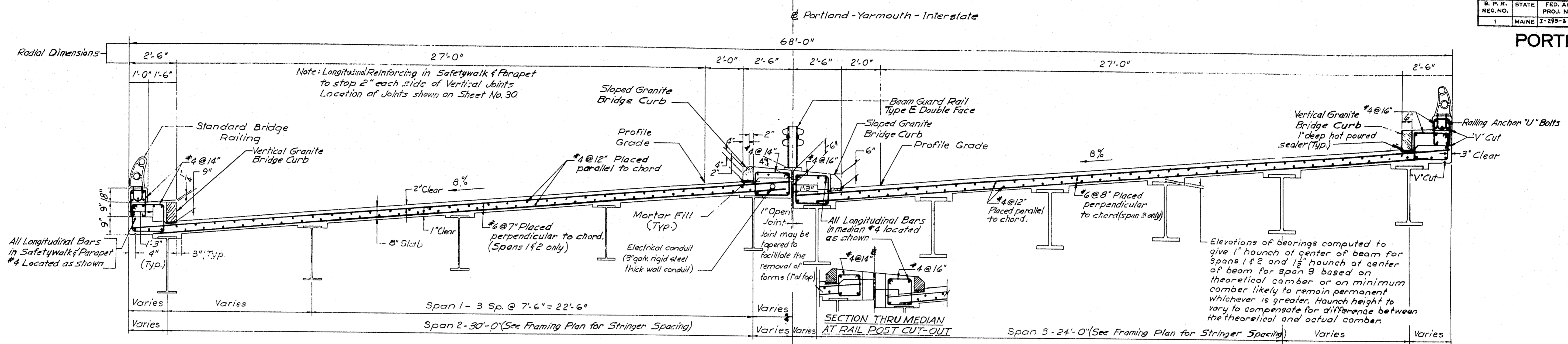
- For diaphragm, bearing, and shear connector details see Sheet No. 36.
- All dimensions shown on Framing Plan are horizontal.
- Stringers shall be cambered the minimum amount likely to remain permanent.

STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE
 PORTLAND-YARMOUTH INTERSTATE
 INTERSTATE OVER VERANDA STREET
 FRAMING PLAN AND DETAILS
 SHEET NO. 36 OF 59
 SCALE: AS NOTED
 FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS
 BOSTON, MASS.
 9m-14
 736



M-1355

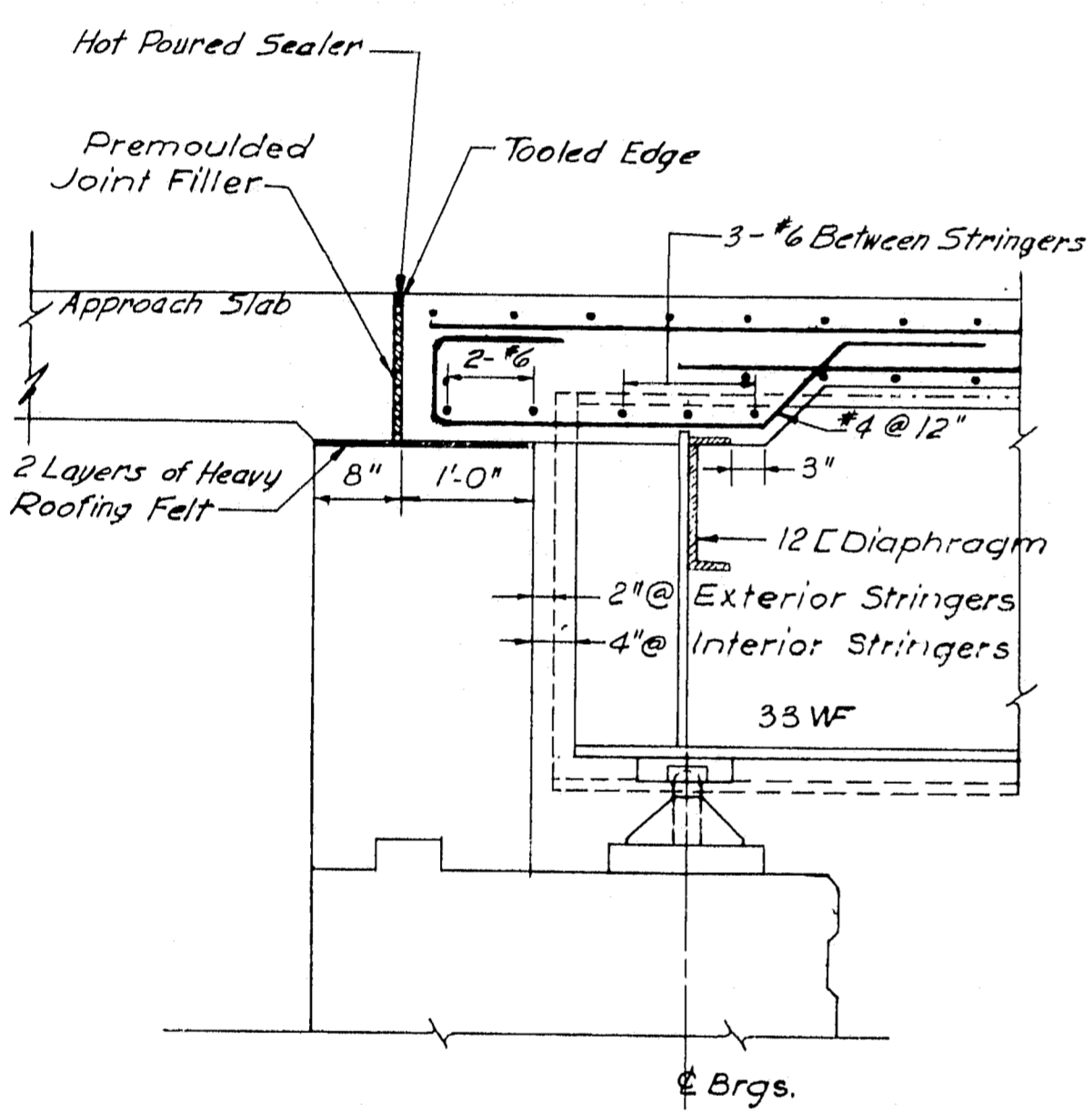
PORTLAND



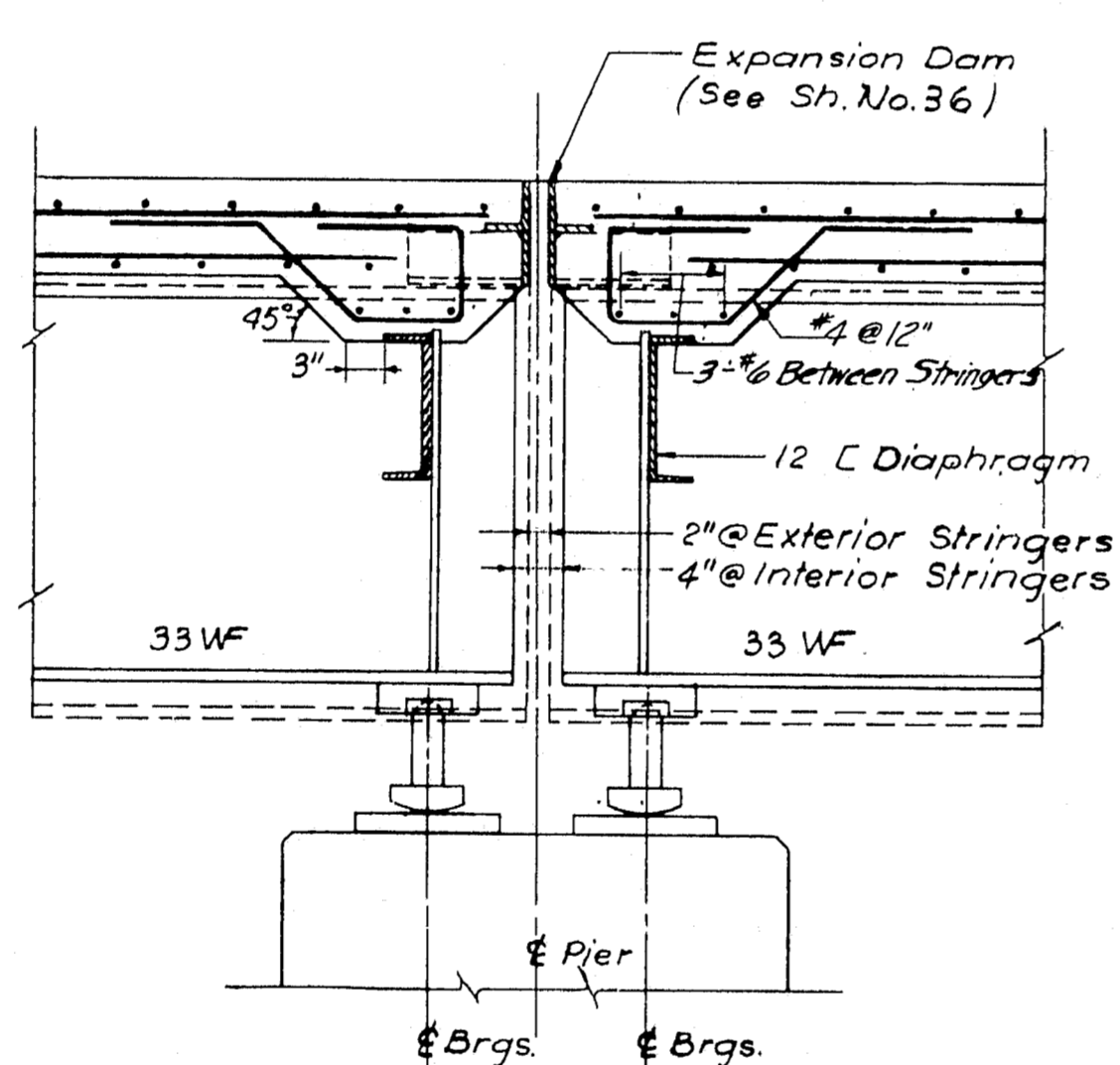
HALF SECTION SPANS 1 & 2

HALF SECTION SPAN 3

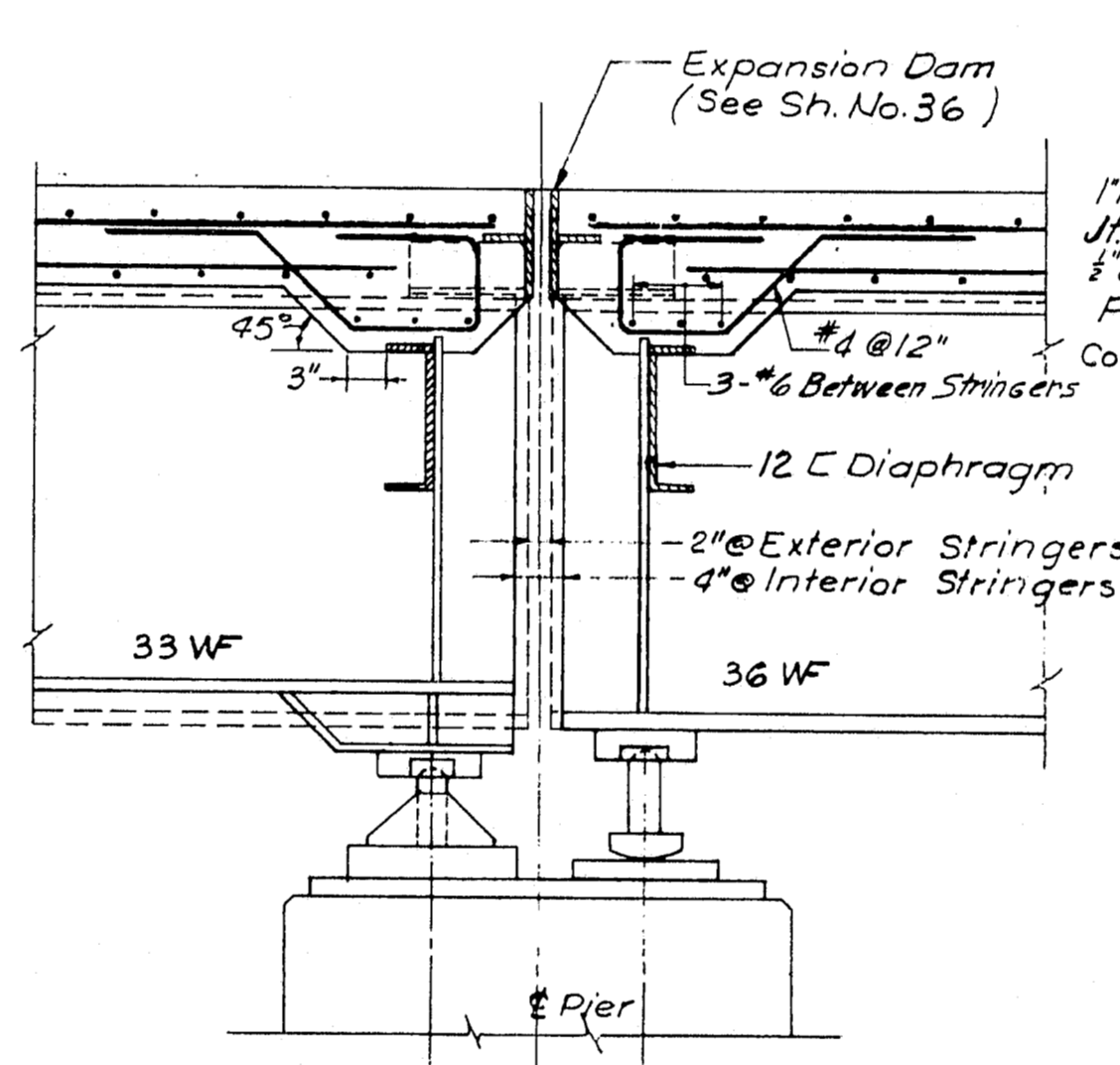
CROSS SECTION
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AT ABUTMENT

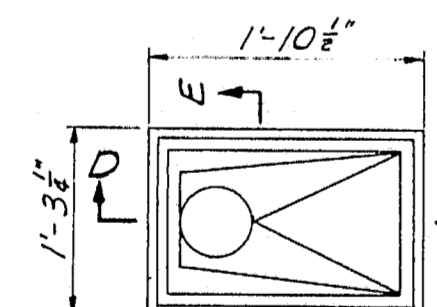


AT PIER 1

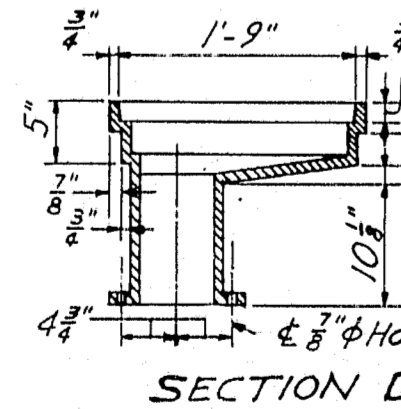


AT PIER 2

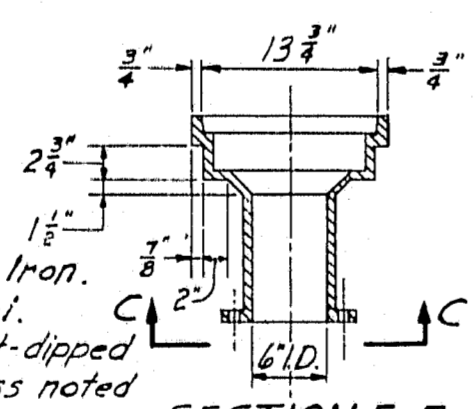
LONGITUDINAL SECTIONS
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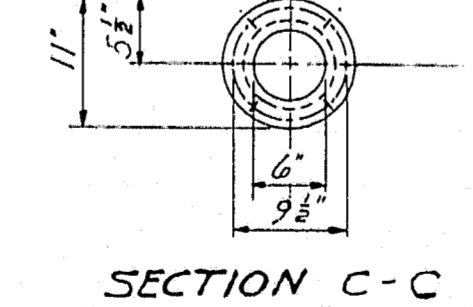
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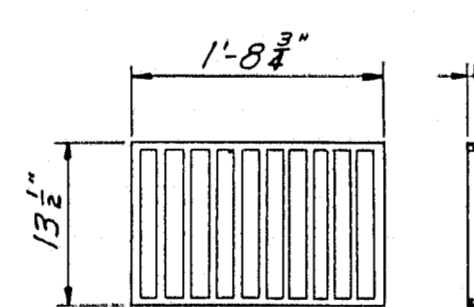
SECTION D-D



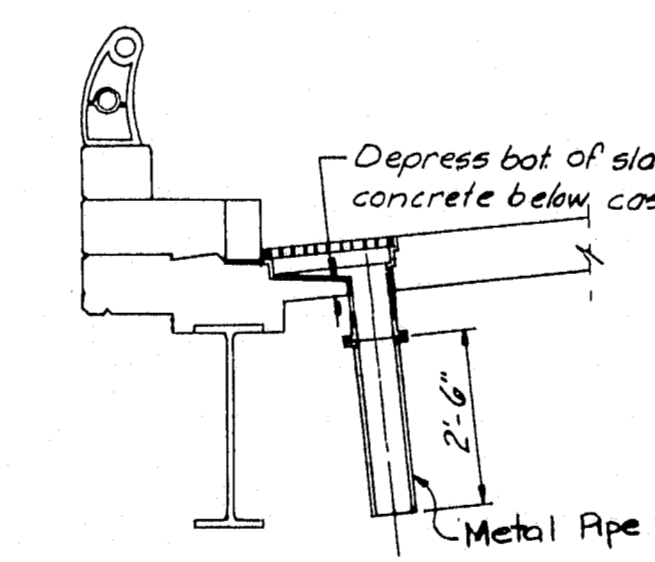
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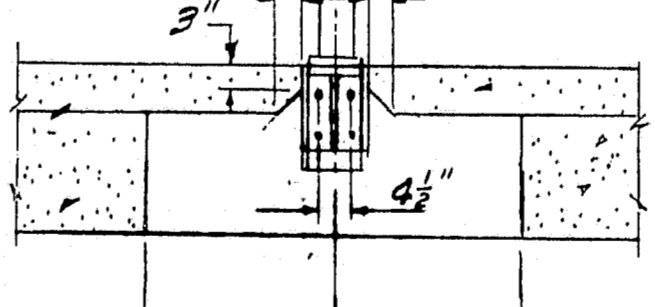
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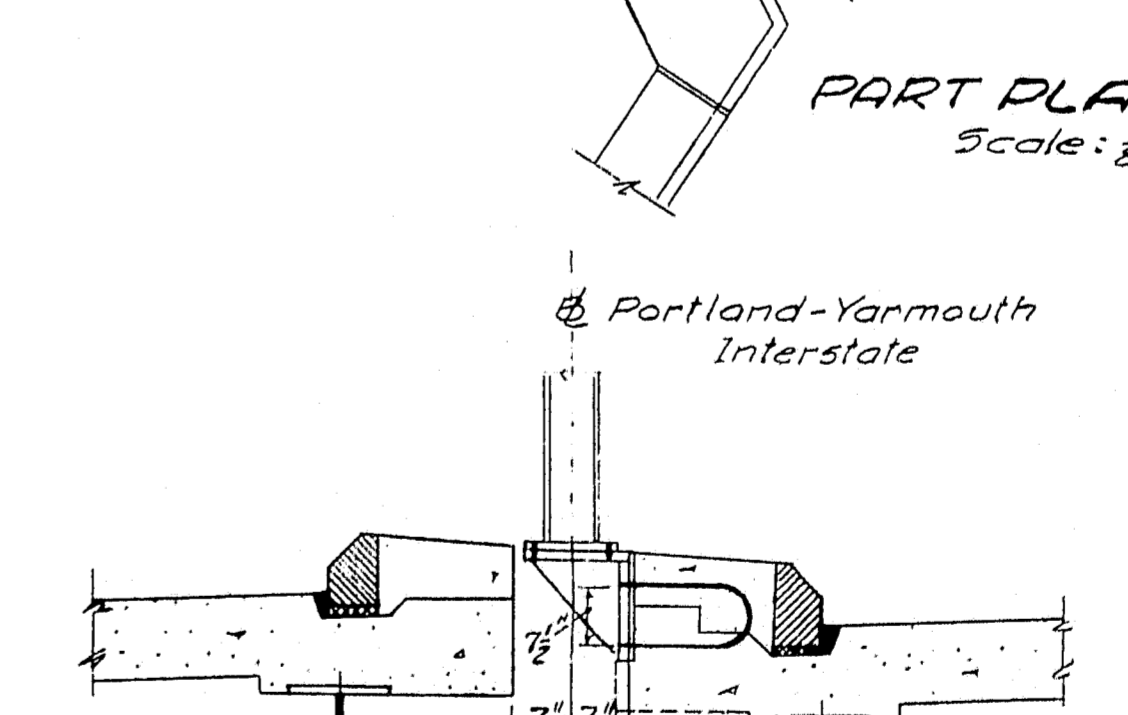
GRATE



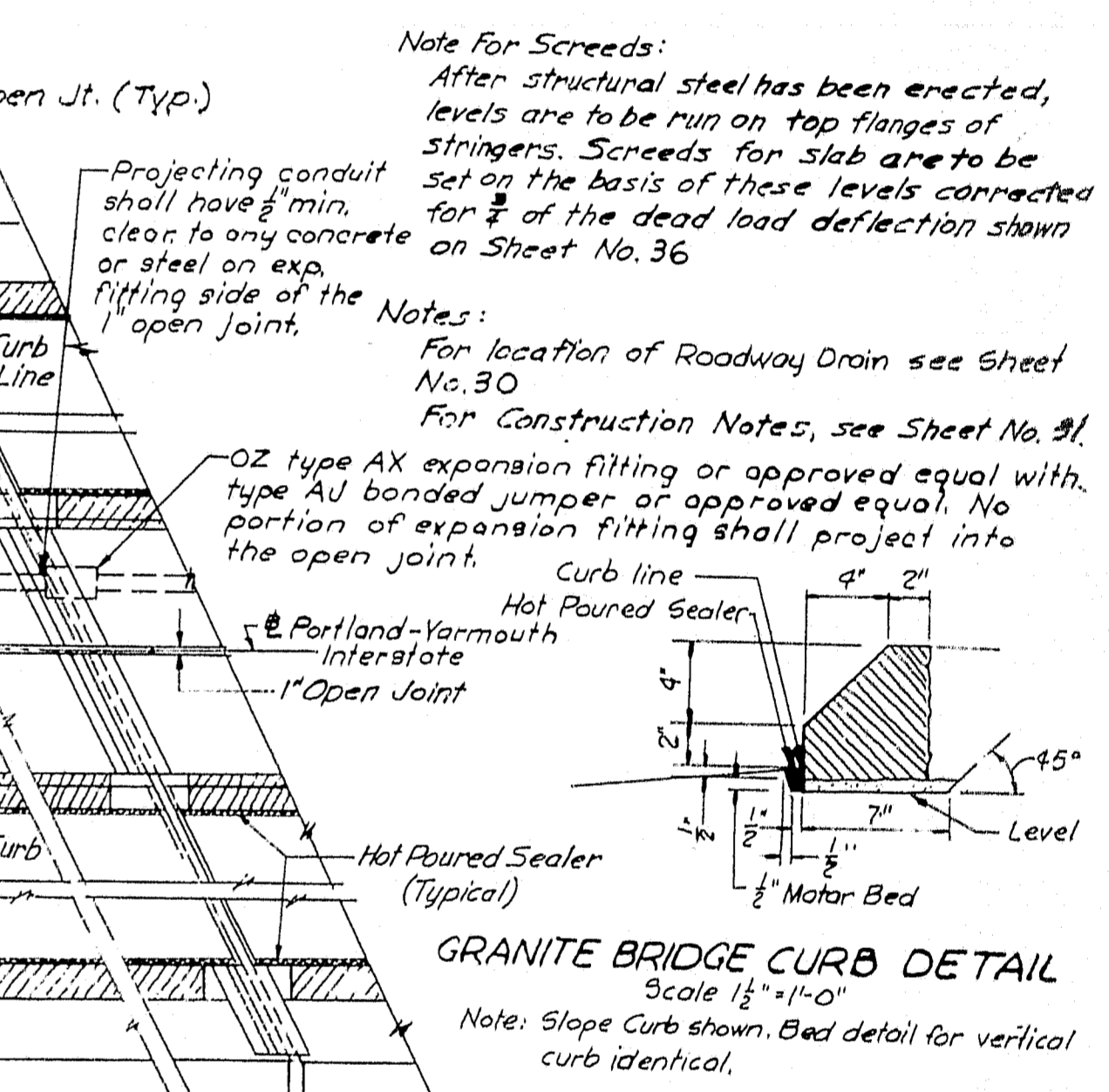
TYPICAL SECTIONS AT DRAIN
Scale: 3/8" = 1'-0"



SECTION A-A
Scale: 1/2" = 1'-0"



SECTION B-B
Scale: 1/2" = 1'-0"

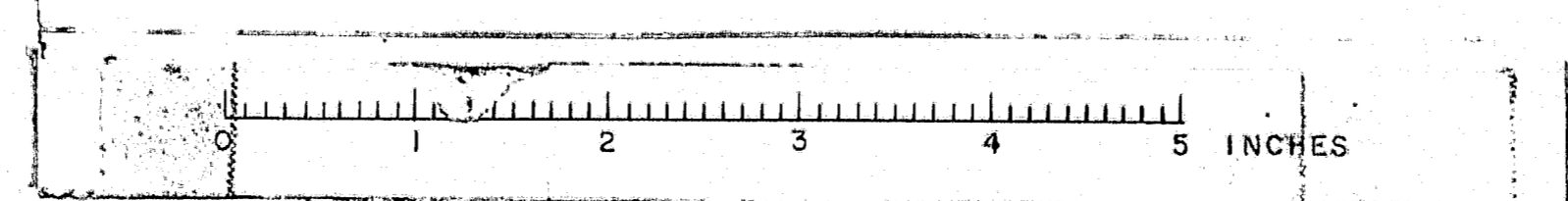


GRANITE BRIDGE CURB DETAIL
Scale: 1 1/2" = 1'-0"

CURB ANCHOR DETAIL
Scale: 3/8" = 1'-0"

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
CROSS SECTION AND DETAILS	
SHEET NO. 37 OF 59	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	Om-14 737

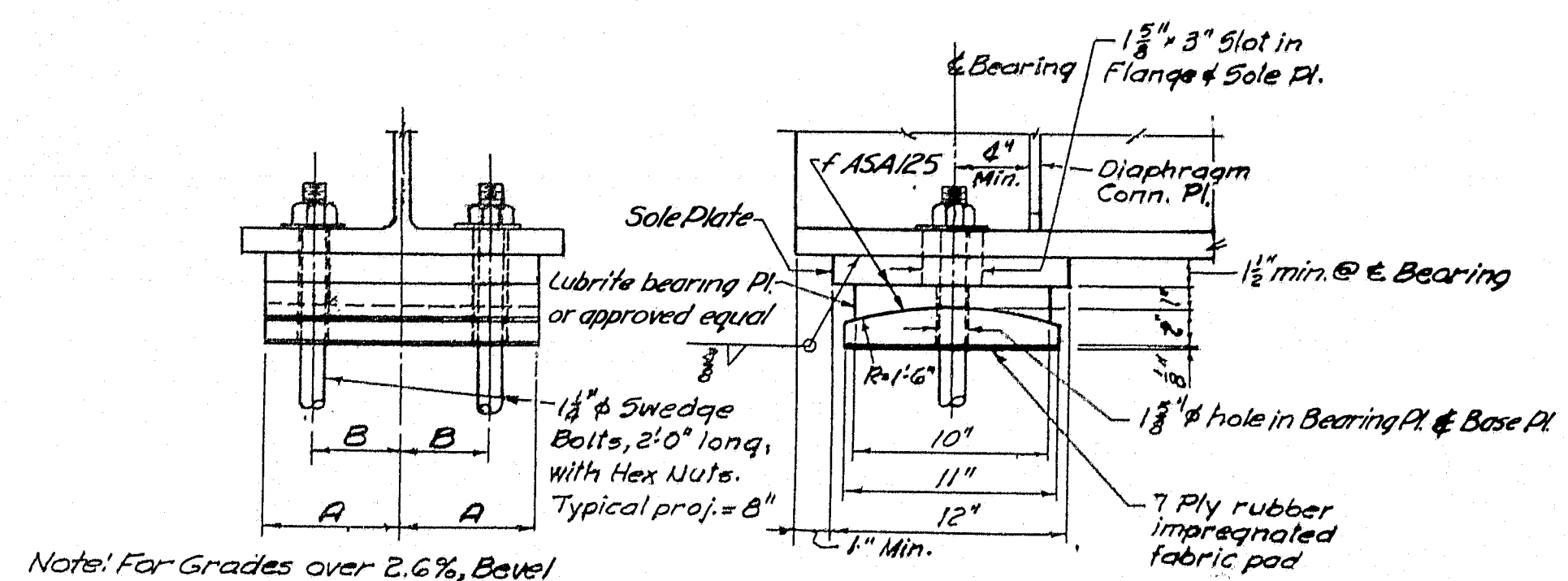
M-1356



DES.	R.N.W.
DR.	CAK-FW
TR.	
CHK.	R.P.R.
APPT.	

Boston Blue Print-200-4-57

PORTLAND

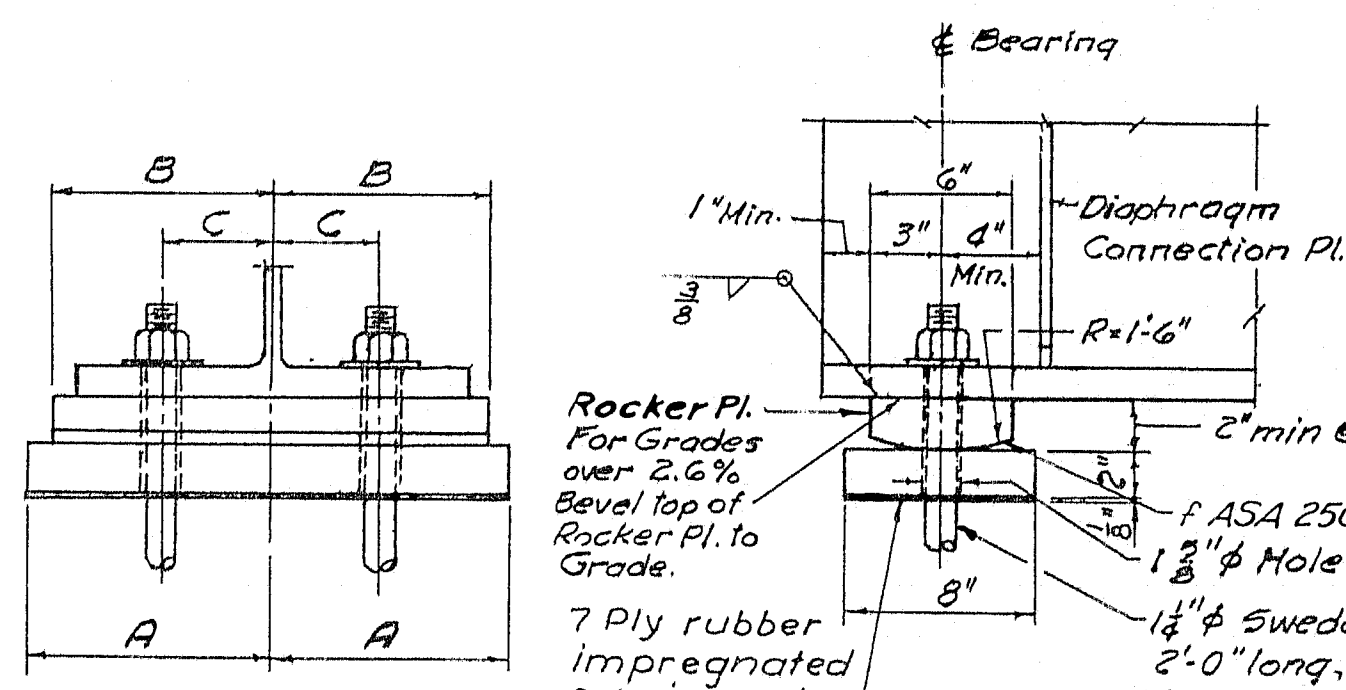


Note: For Grades over 2.6%, Bevel top of Sole Plate to Grade

TYPE A (EXPANSION BEARING)
Scale: 1/2" = 1'-0"

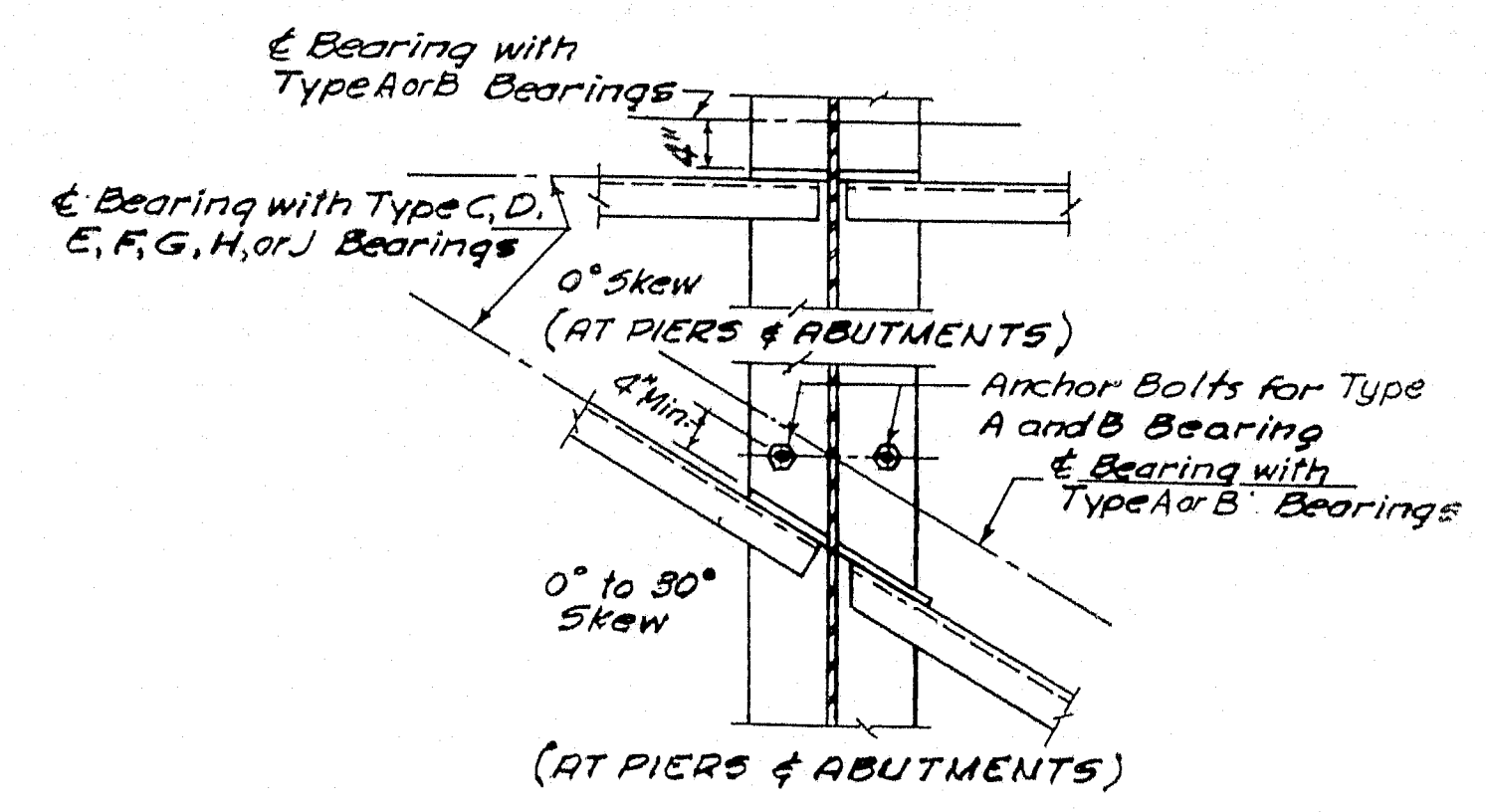
Note for Type "A" and "B" Bearings
All nuts to be drawn up finger tight, then backed off one turn and the threads of the bolts burred off at the face of the nuts with a pointed tool.

TYPE A (EXPANSION)		
FLANGE WIDTH	A	B
16 1/2"	7"	4 1/2"
12"	5"	2 3/4"
11 1/2"	5"	2 3/4"
10 1/2"	4 1/2"	2 3/4"
10"	4 1/2"	2 3/4"
9"	4"	2 3/4"

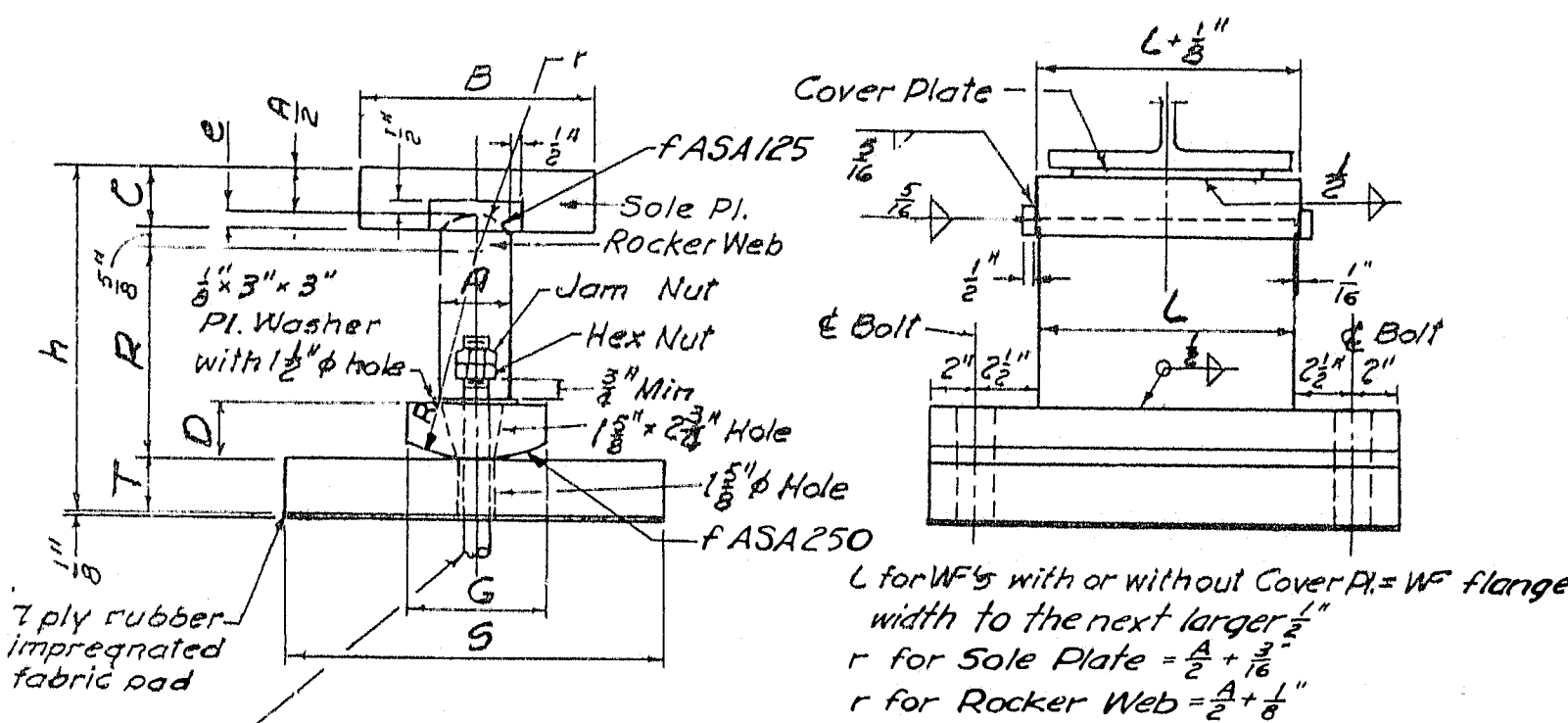
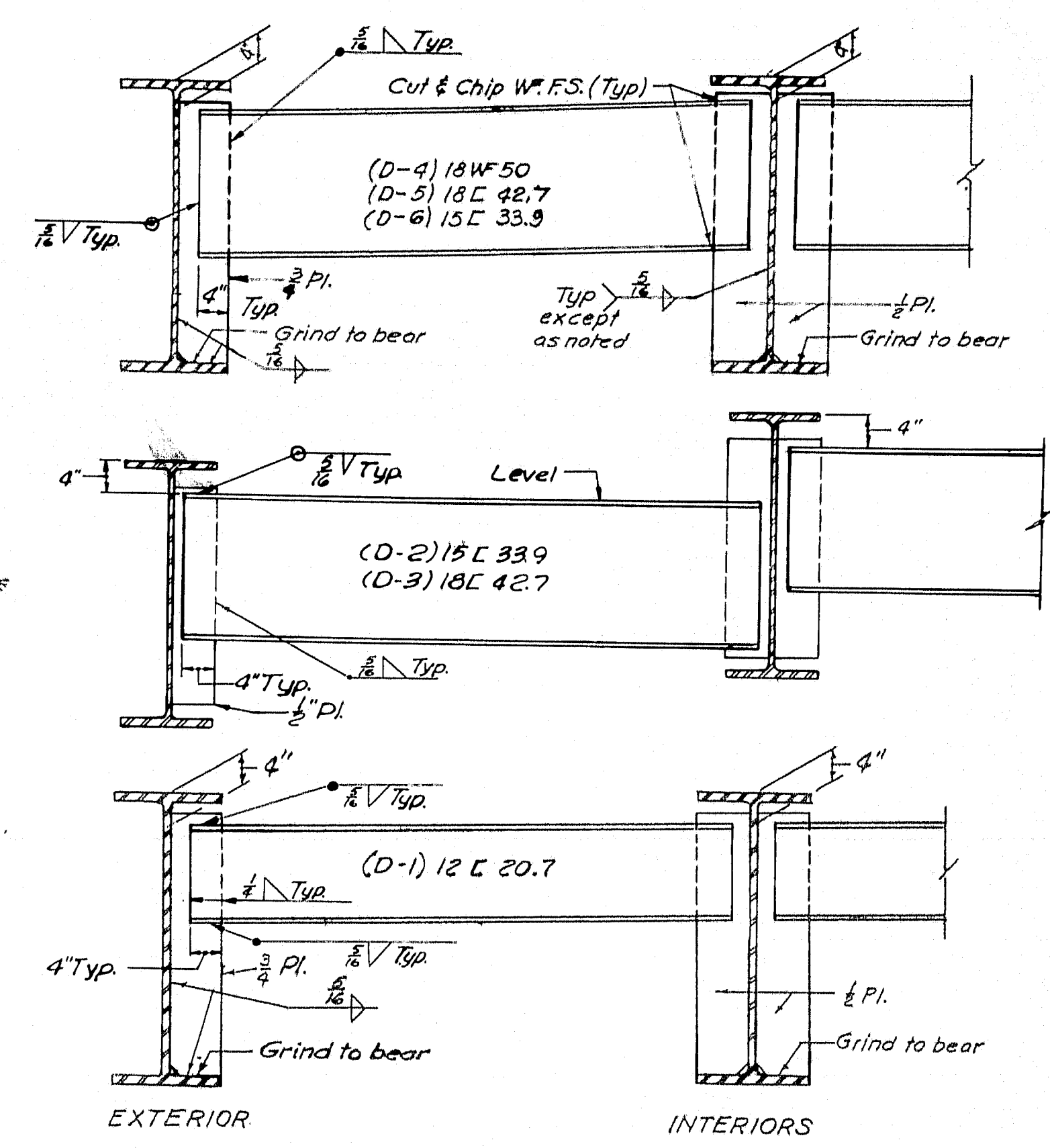


TYPE B (FIXED BEARING)
Scale: 1/2" = 1'-0"

TYPE B (FIXED)			
FLANGE WIDTH	A	B	C
16 1/2"	10"	9"	4 1/2"
12"	8"	7"	2 3/4"
11 1/2"	8"	7"	2 3/4"
10 1/2"	7"	6"	2 3/4"
10"	7"	6"	2 3/4"
9"	7"	6"	2 3/4"



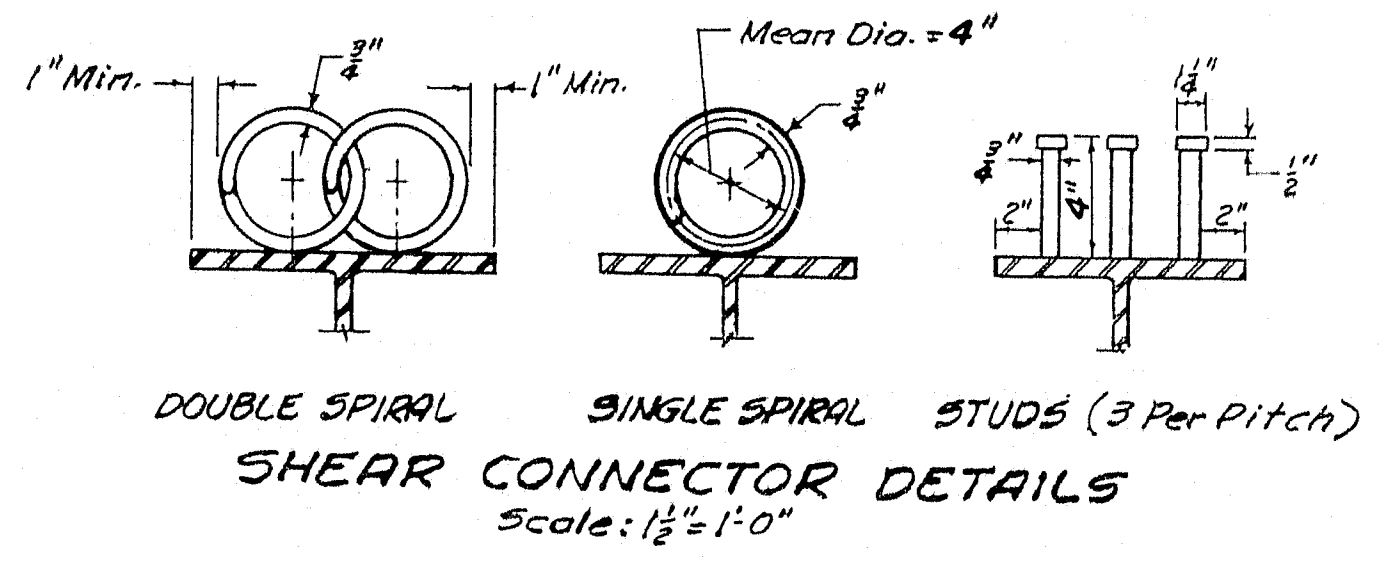
TYPICAL DIAPHRAGM DETAILS
Scale: 3/4" = 1'-0"



TYPE C, D, E, F, G, H (EXPANSION BEARING)
Scale: 1/2" = 1'-0"

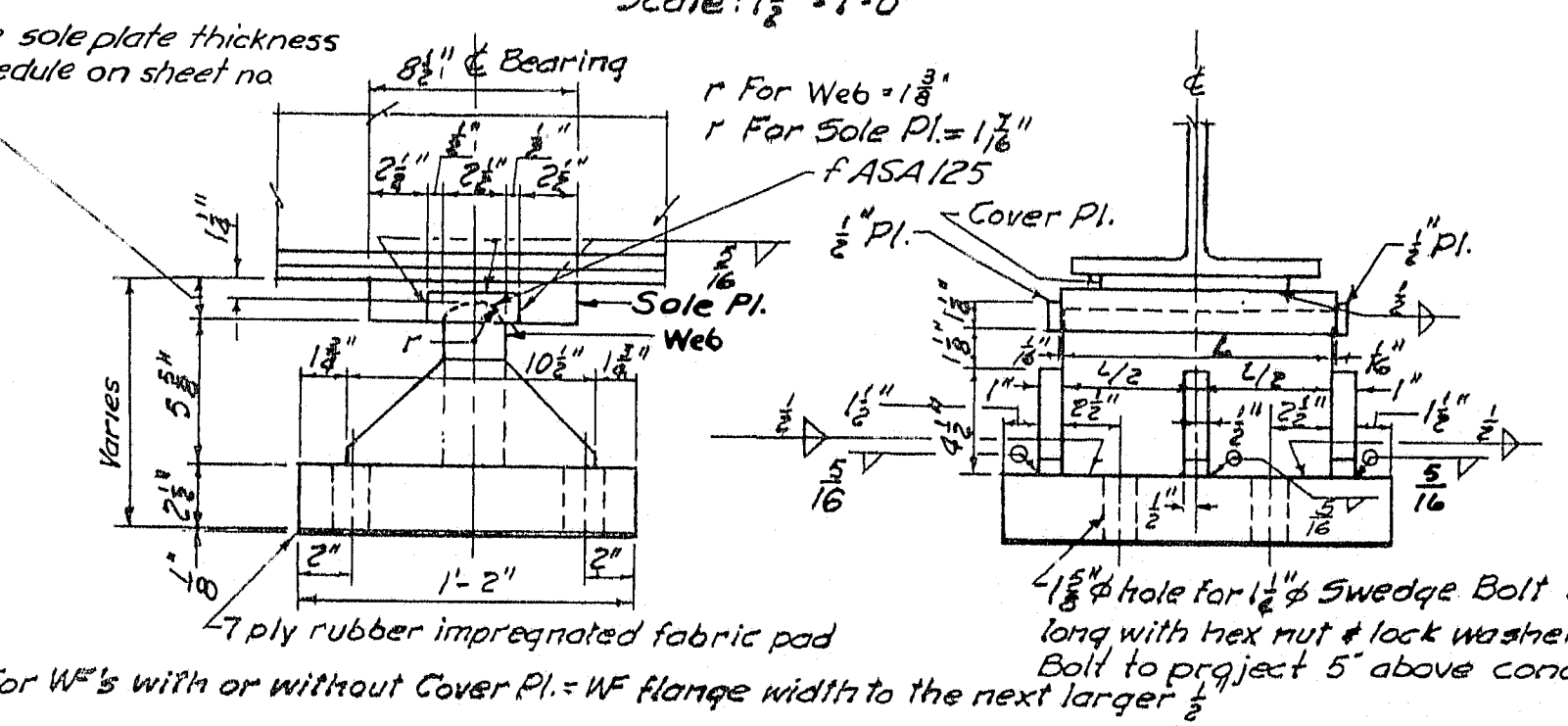
DIMENSIONS										
BEARING TYPE	A	B	C	D	e	G	h	R	S	T
C	2 1/2"	8 1/2"	See Note	2 1/4"	2"	6"	Varies	6"	12"	1 1/2"
D	2 1/2"	8 1/2"	2"	2 1/4"	2"	6"	11 3/8"	7"	14"	1 1/2"
E	3"	10"	2 1/2"	2 1/2"	1"	6"	12 3/8"	8"	14"	2"
F	3"	10"	2 1/2"	2 1/2"	1"	6"	14 3/8"	9"	16"	2 1/2"
G	3 1/2"	10"	3"	2 1/2"	1 1/2"	7"	16 3/8"	10"	16"	2 1/2"
H	3 1/2"	10"	3"	2 1/2"	1 1/2"	7"	17 3/8"	11"	18"	2 3/4"

Note: Sole plate thickness varies. See sole plate thickness schedule on sheet no. 36
* R is Rocker Radius and is concentric with r for Rocker Web.

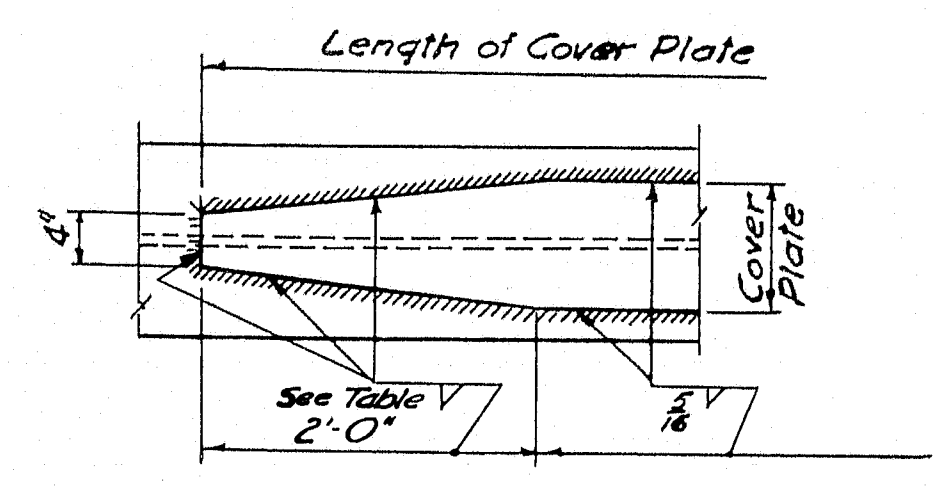


SHEAR CONNECTOR DETAILS
Scale: 1 1/2" = 1'-0"

- Spiral Notes**
- All spirals to be fabricated with 3/8" plain bars and to have a mean diameter of 4 inches.
 - Spirals to be welded to stringer flange with two 3/8" fillet welds, 2 1/4" long at each point of contact.
 - Spiral lengths given on framing plan are net lengths and do not include any allowance for laps.
 - Where spiral sections are joined, they shall be lapped for a distance of one-half the smaller pitch.



TYPE J (FIXED BEARING)
Scale: 1/2" = 1'-0"



TYPICAL COVER PLATE DETAIL
No Scale

PLATE THICKNESS	FILLET WELD
3/8" to 3/4"	3/16"
7/8" to 1"	7/16"
1 1/8" to 1 1/4"	1/2"

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

INTERSTATE OVER VERANDA STREET

FRAMING DETAILS

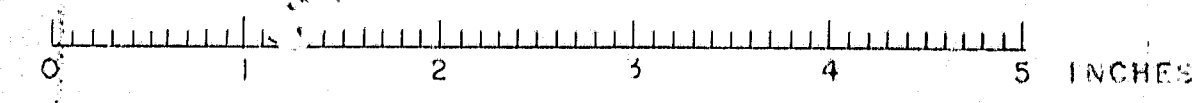
SHEET NO. 38 OF 59 SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS. Qm-14-738

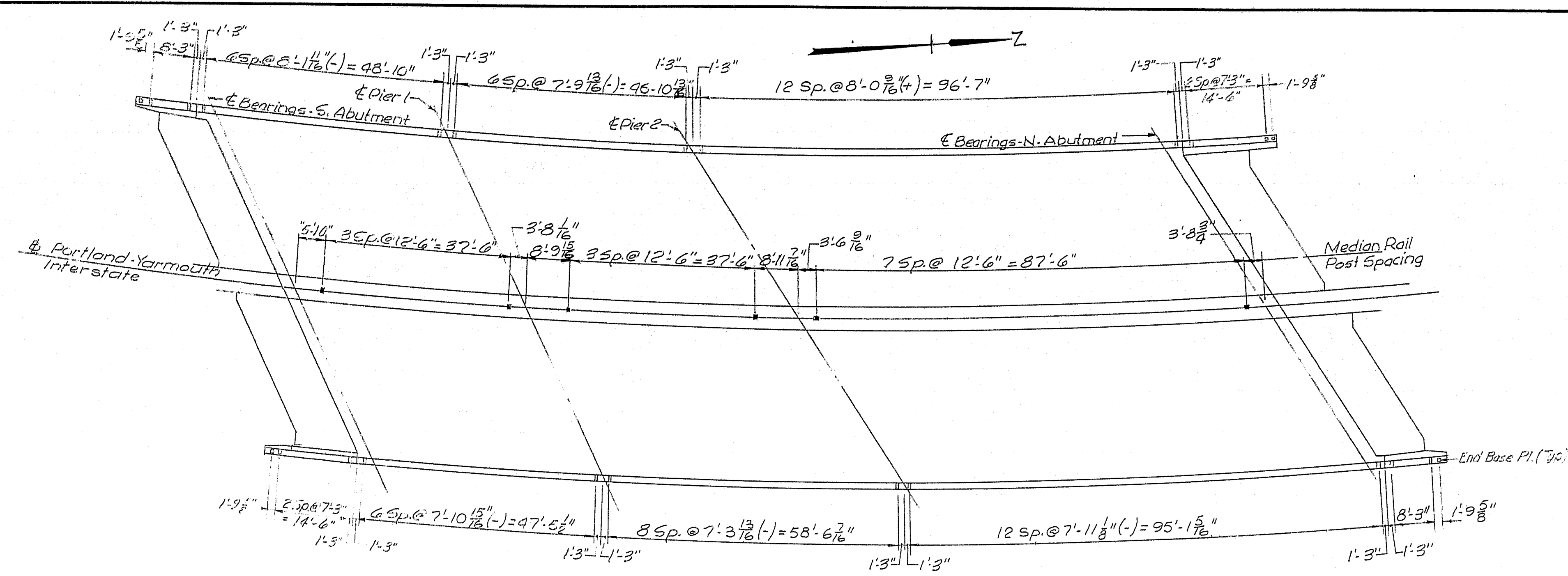
M-1357

DES. RWB/DBZ
DR. RB
TR.
CHK. R.K.
APPD.

Boston Blue Print 300-4-57

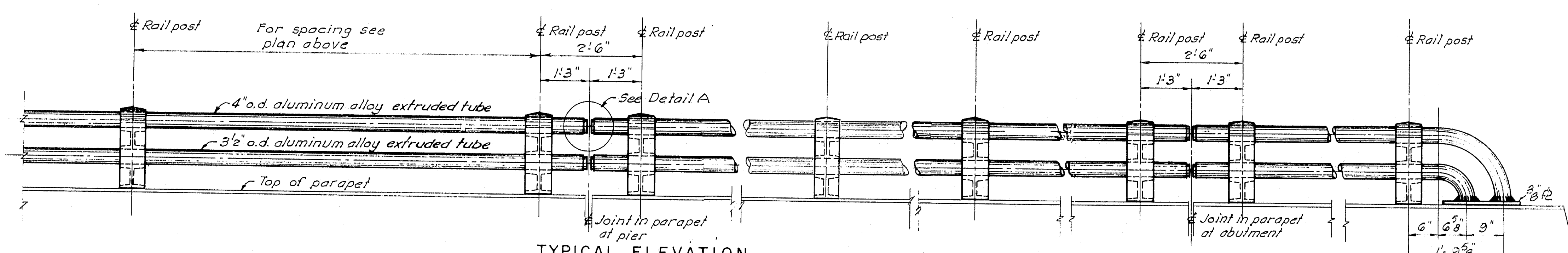


F.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	2-295-3(2)	39	59

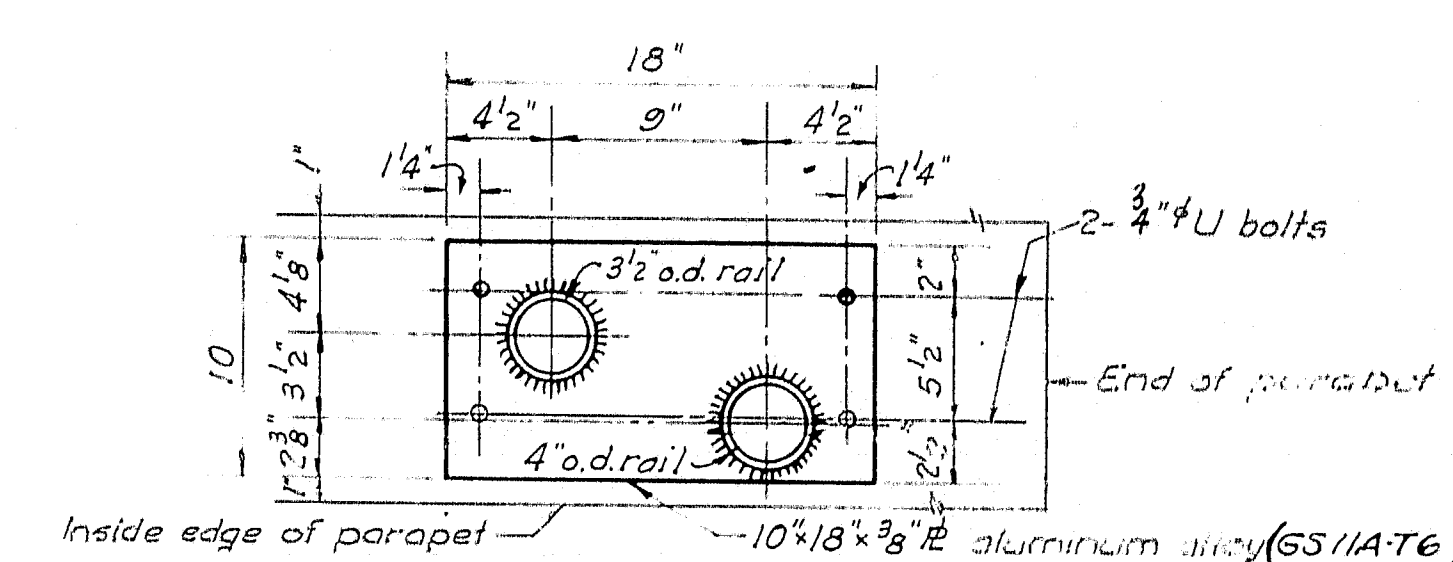


PLAN OF RAILING
Scale: 1/16" = 1'-0"

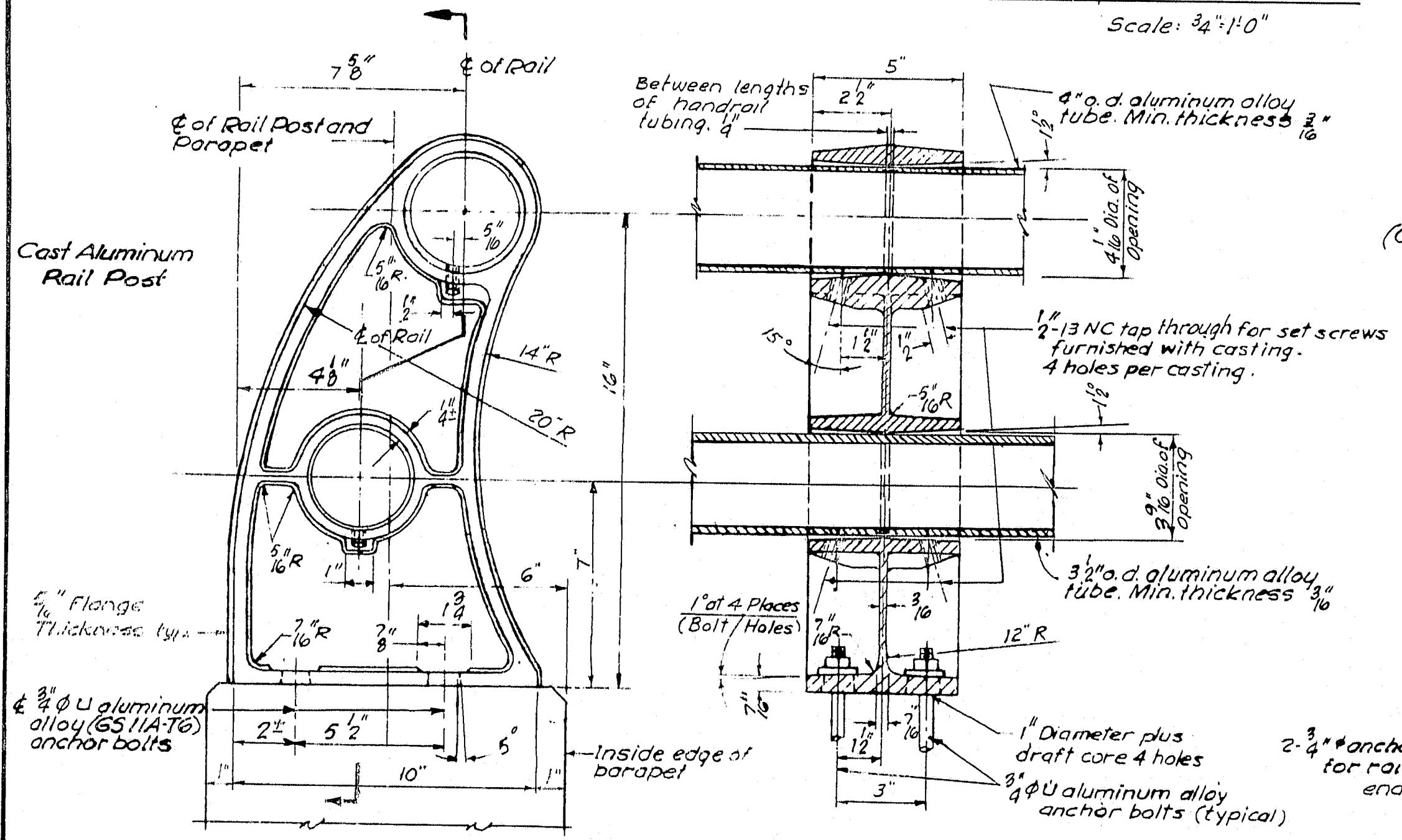
Note: All dimensions shown on plan are horizontal and are arc distances.



TYPICAL ELEVATION
Scale: 3/4" = 1'-0"

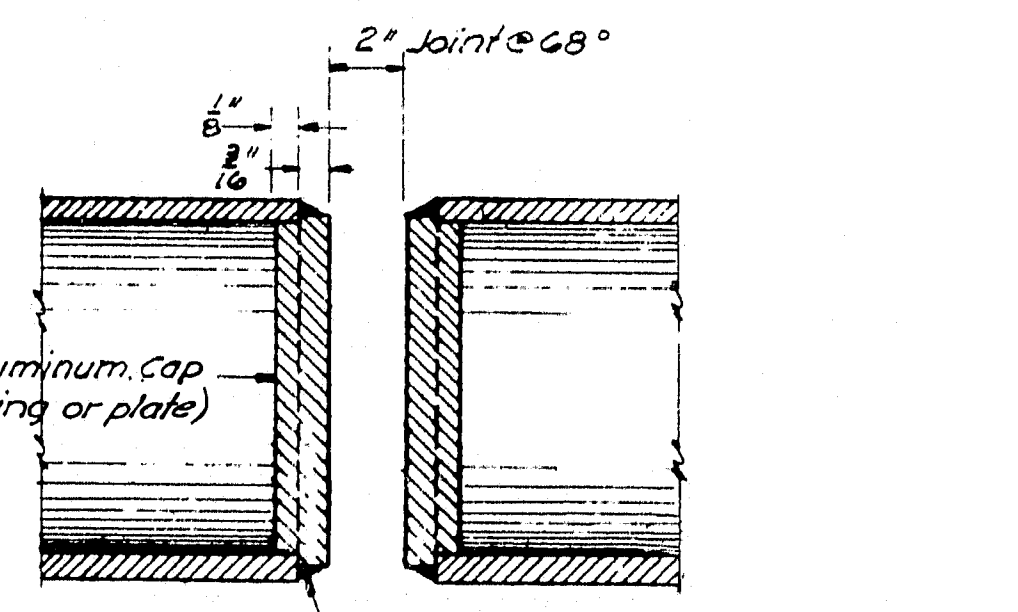


DETAIL OF END BASE PLATE
Scale: 1/2" = 1'-0"

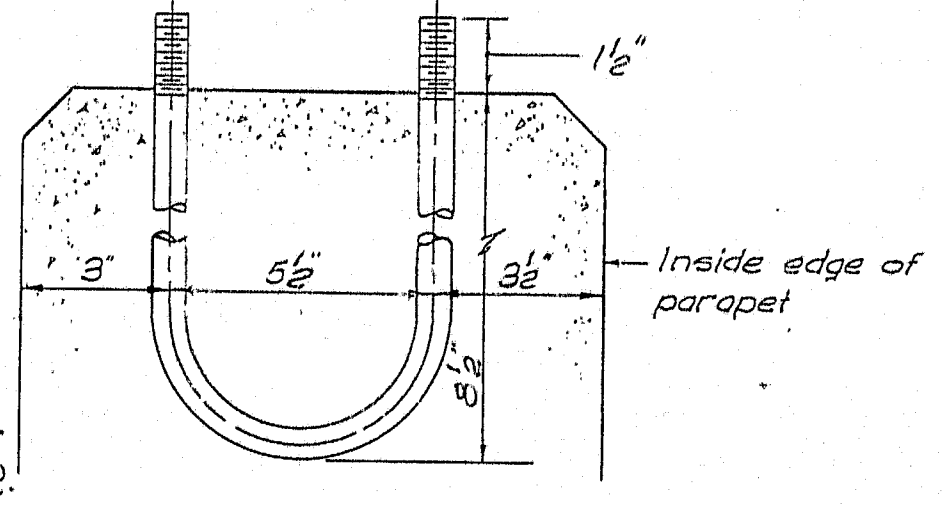


RAIL POST DETAIL
Scale: 3" = 1'-0"

NOTES:
1. The bottom of each railing post shall be thoroughly coated with an aluminum impregnated caulking compound before installation.
2. Railing post to be set normal to parapet.

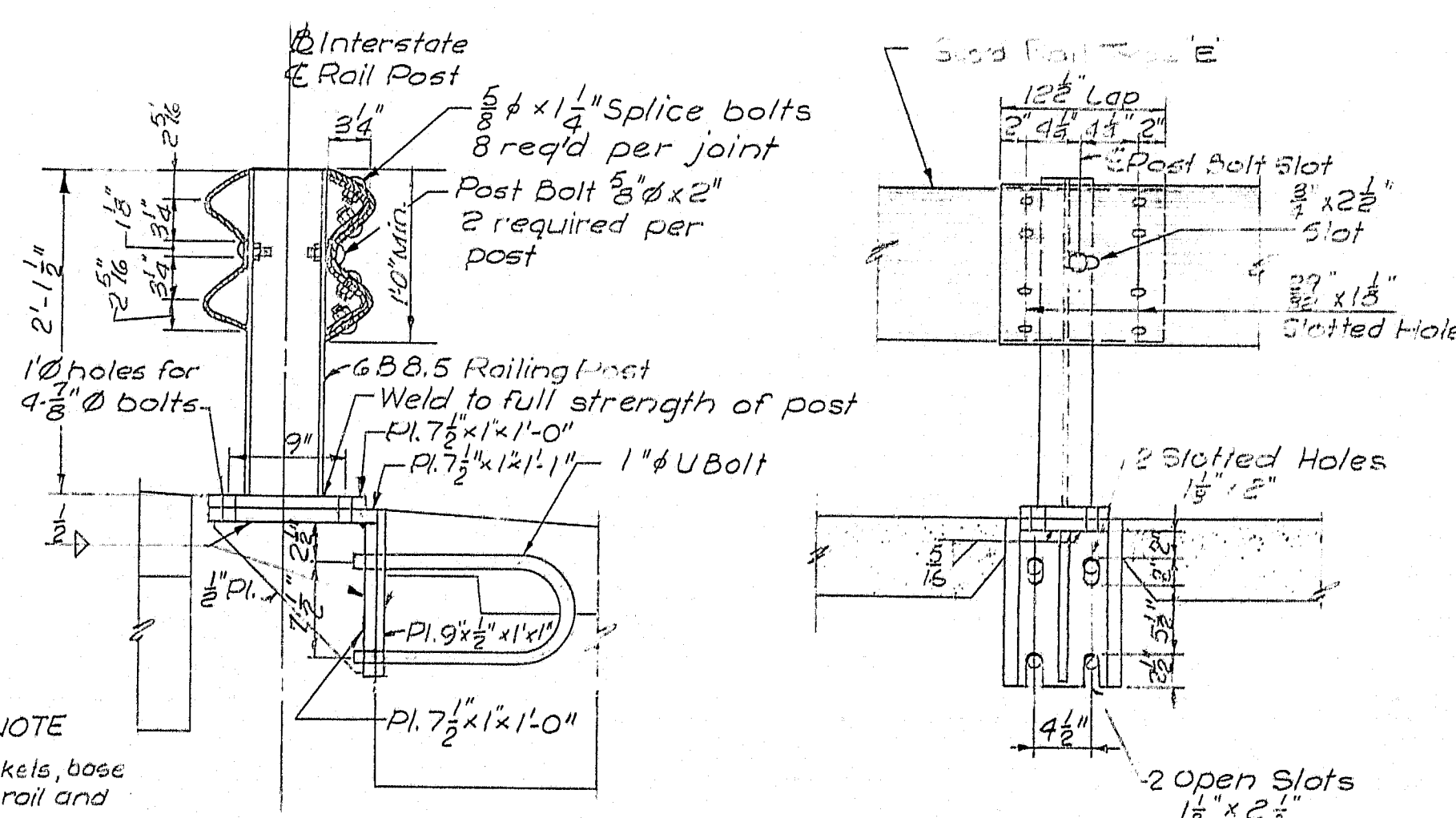


DETAIL A
No Scale



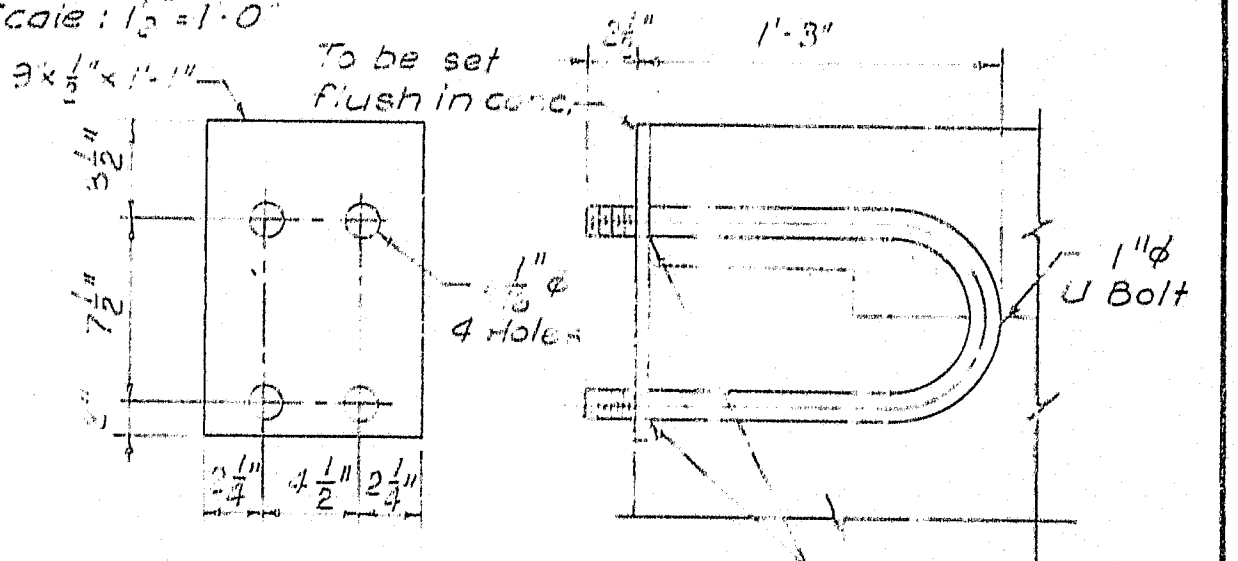
DETAIL OF U BOLT FOR RAIL POST
Scale: 3" = 1'-0"

MEDIAN RAIL POST NOTE
Anchor bolts, bolts, brackets, base plates, posts, beam guard rail and fittings to be galvanized.



MEDIAN RAIL POST DETAIL
Scale: 1" = 1'-0"

Note: Rail Post to be set Normal to Median.



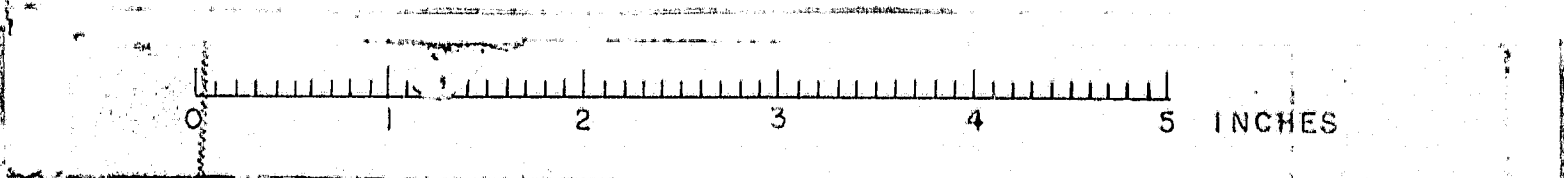
DETAIL OF U BOLT FOR MEDIAN RAIL POST
Scale: 1 1/2" = 1'-0"

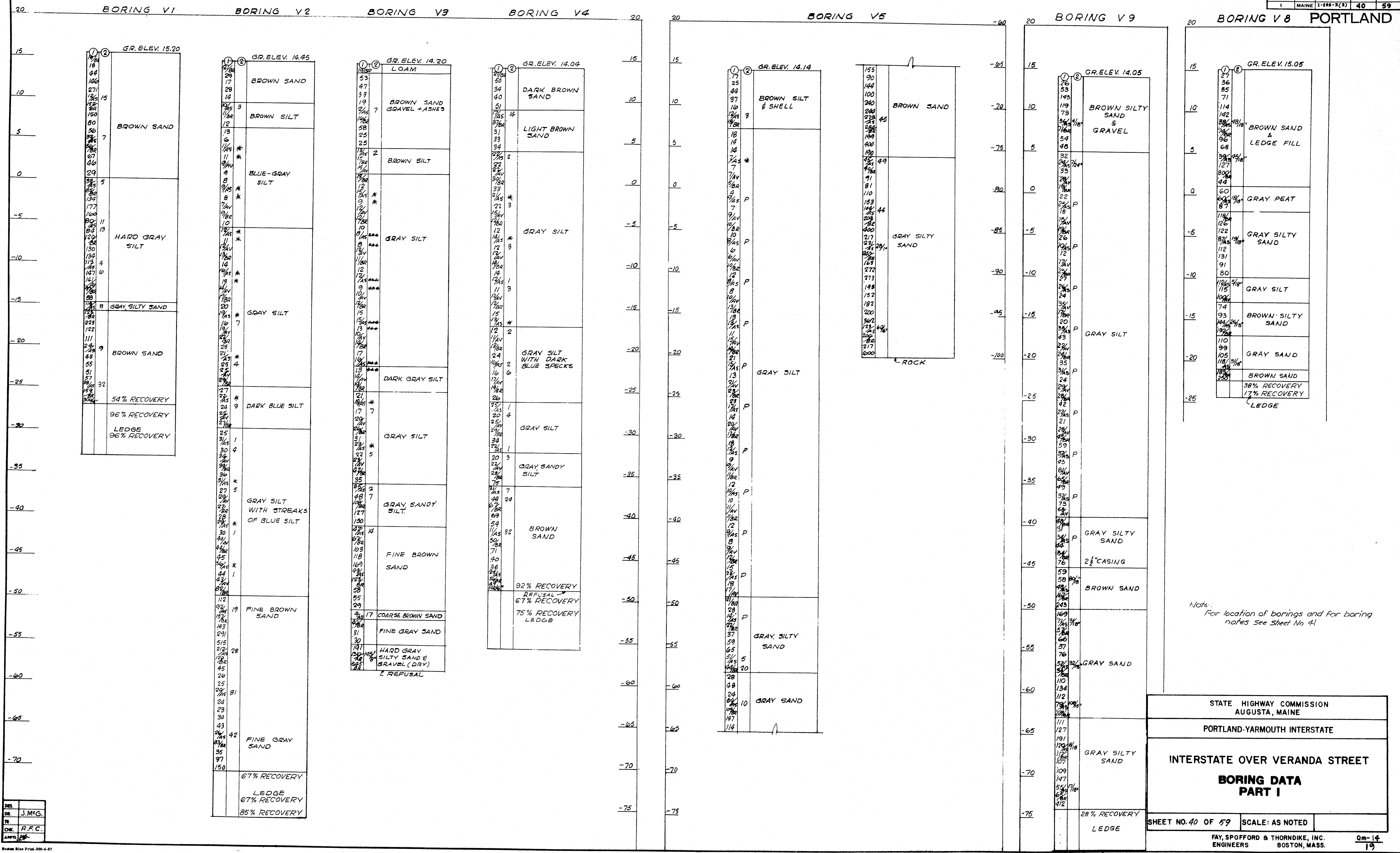
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
RAILING DETAILS	
SHEET NO. 39 OF 59	SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.

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M-1358

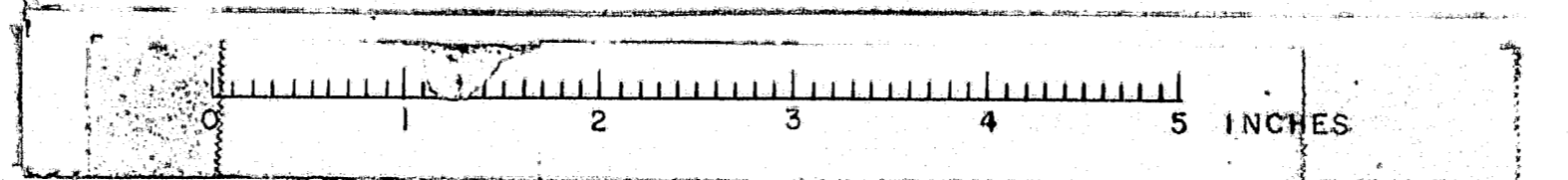




Note: For location of borings and for boring notes see sheet No. 41

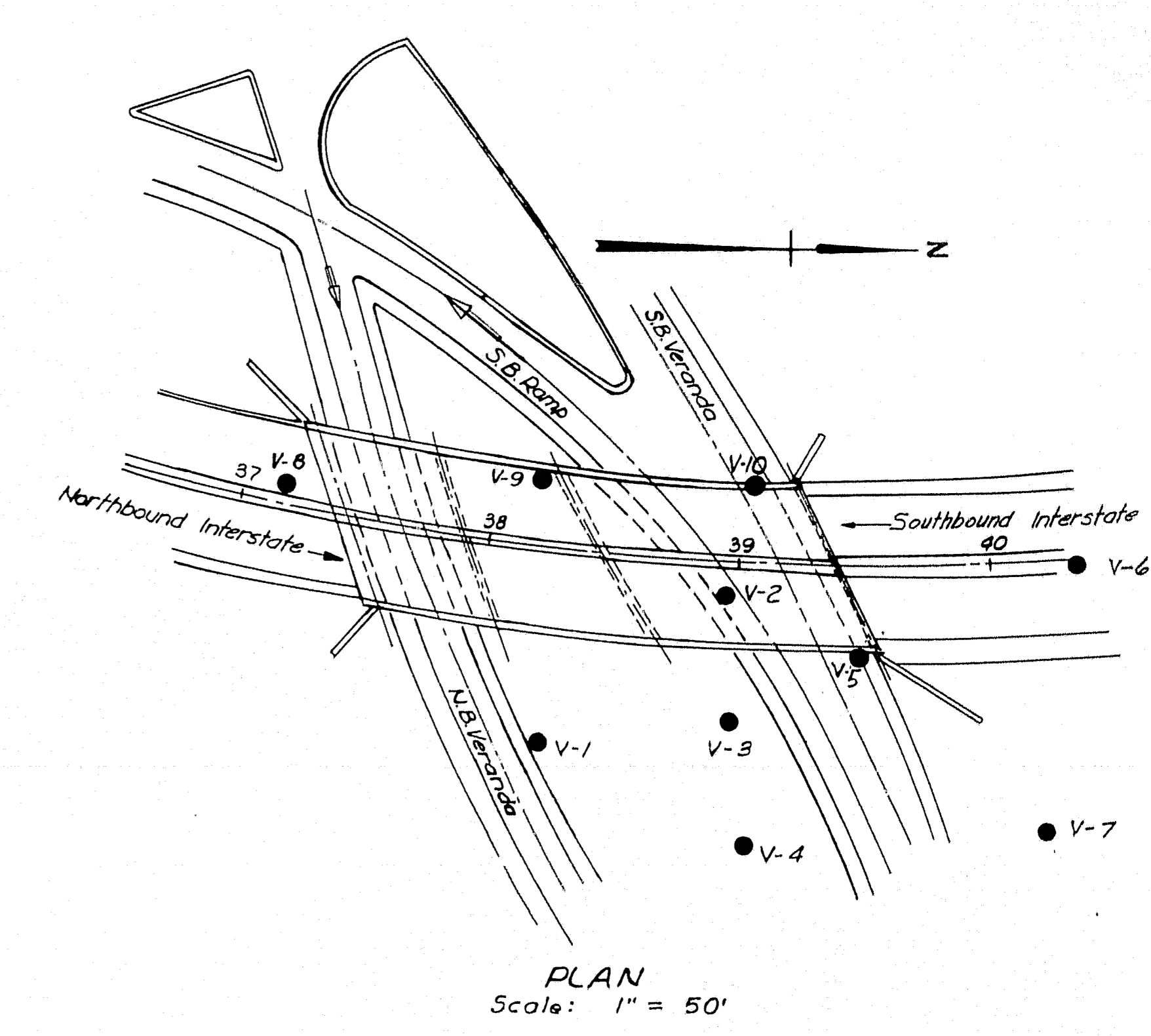
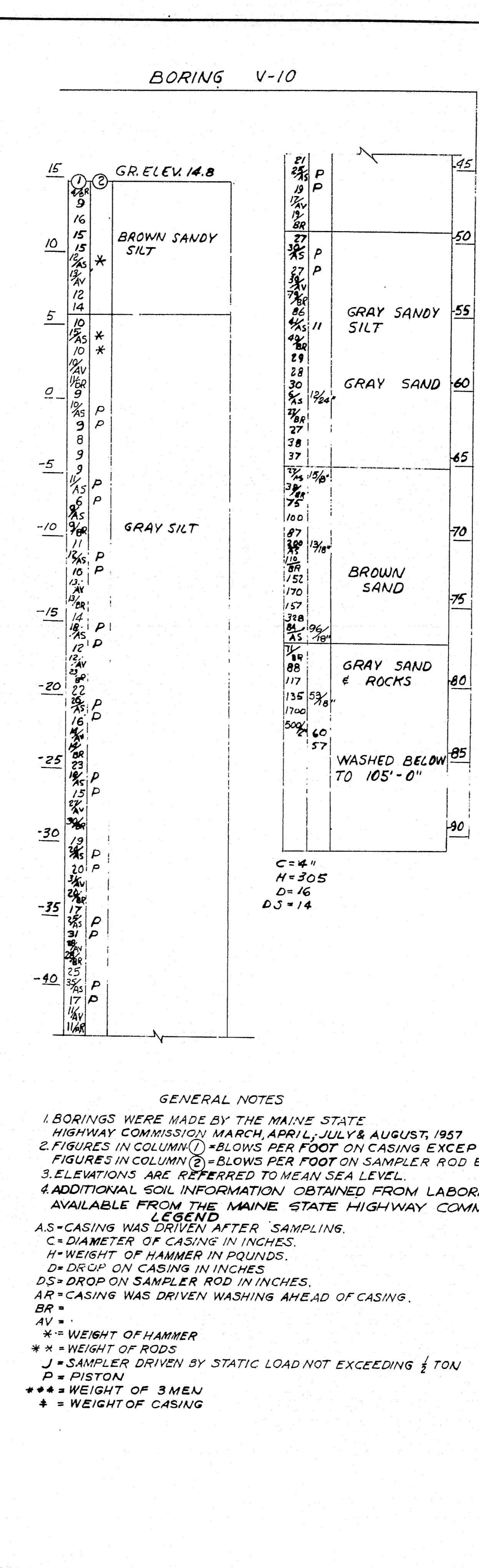
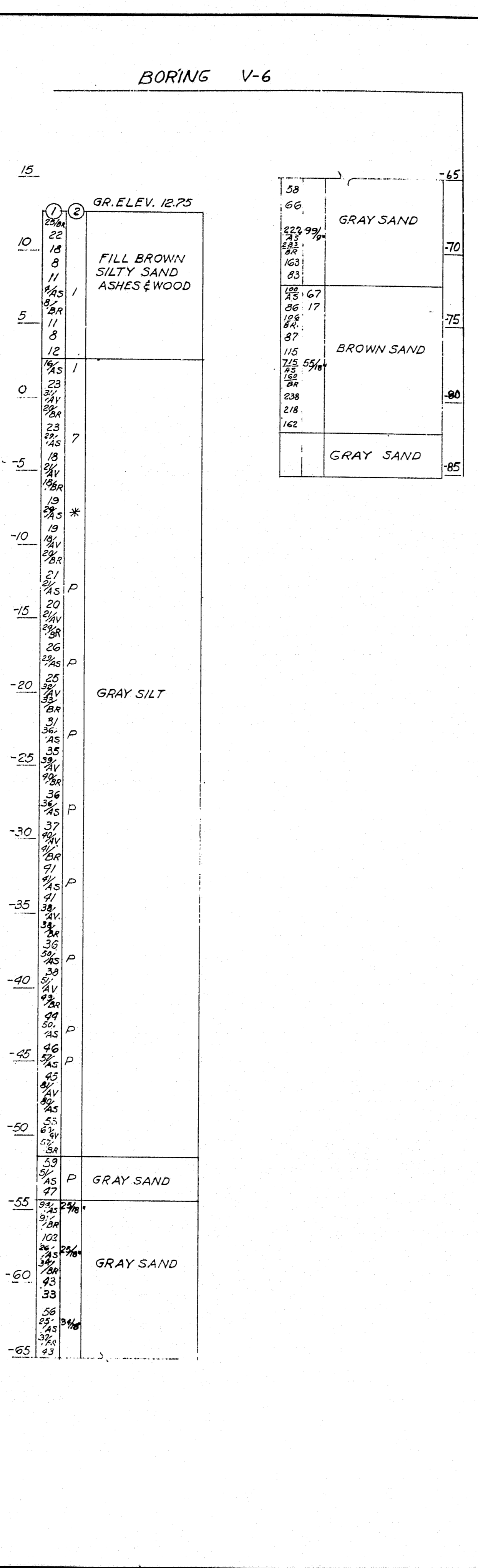
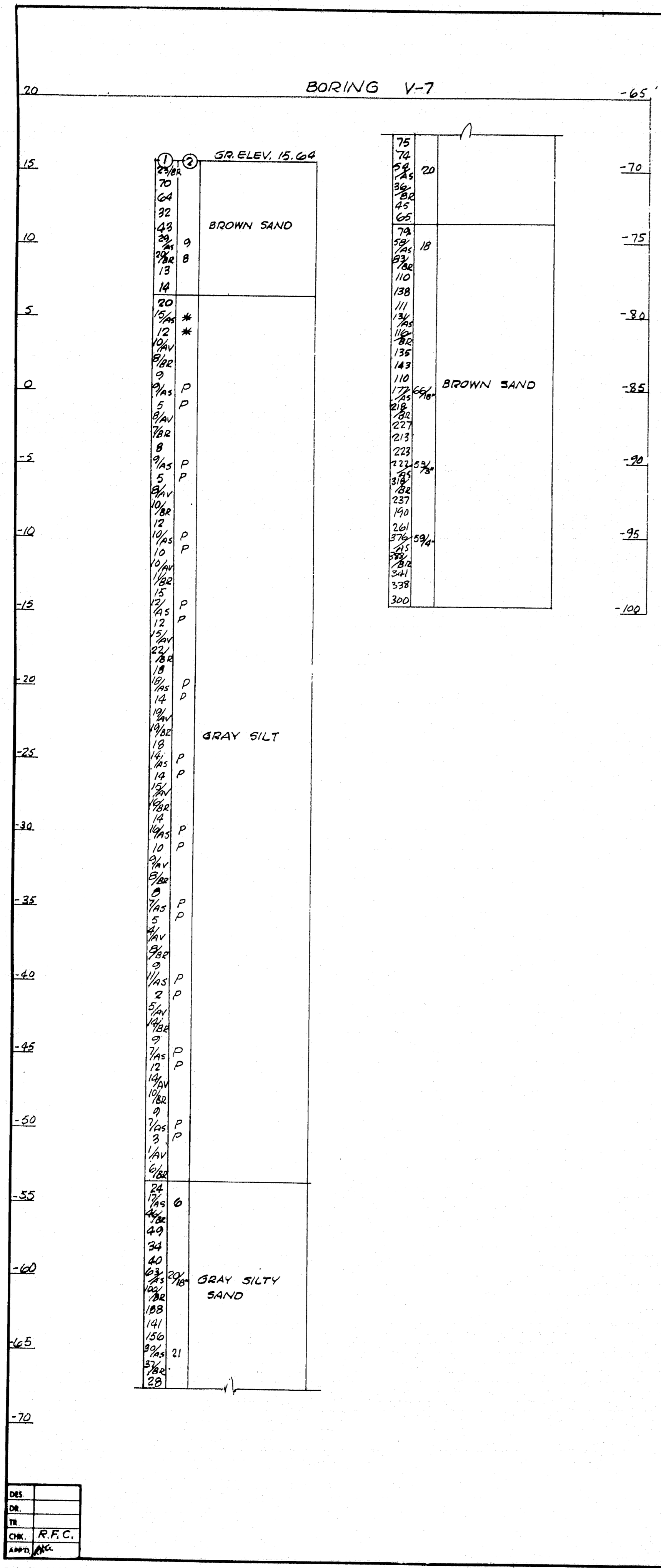
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
BORING DATA PART I	
SHEET NO. 40 OF 59	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

DES. J.M.G.
TR. R.F.C.
APPD. [Signature]



M-1359

PORTLAND



GENERAL NOTES

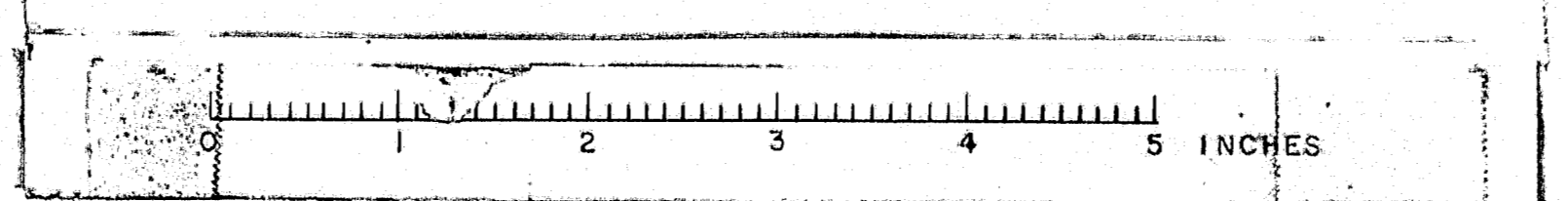
- BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION MARCH, APRIL, JULY & AUGUST, 1957.
- FIGURES IN COLUMN (1) = BLOWS PER FOOT ON CASING EXCEPT AS NOTED.
- FIGURES IN COLUMN (2) = BLOWS PER FOOT ON SAMPLER ROD EXCEPT AS NOTED.
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL.
- ADDITIONAL SOIL INFORMATION OBTAINED FROM LABORATORY TESTS IS AVAILABLE FROM THE MAINE STATE HIGHWAY COMMISSION.

LEGEND

AS = CASING WAS DRIVEN AFTER SAMPLING.
 C = DIAMETER OF CASING IN INCHES.
 H = WEIGHT OF HAMMER IN POUNDS.
 D = DROP ON CASING IN INCHES.
 DS = DROP ON SAMPLER ROD IN INCHES.
 AR = CASING WAS DRIVEN WASHING AHEAD OF CASING.
 BR =
 AV =
 * = WEIGHT OF HAMMER
 ** = WEIGHT OF RODS
 J = SAMPLER DRIVEN BY STATIC LOAD NOT EXCEEDING 1/2 TON
 P = PISTON
 *** = WEIGHT OF 3 MEN
 * = WEIGHT OF CASING

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER VERANDA STREET	
BORING DATA PART II	
SHEET NO. 41 OF 59	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

M-1360



DES.	
DR.	
TR.	
CHK.	R.F.C.
APP'D.	

Boston Blue Print-300-4-57