STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

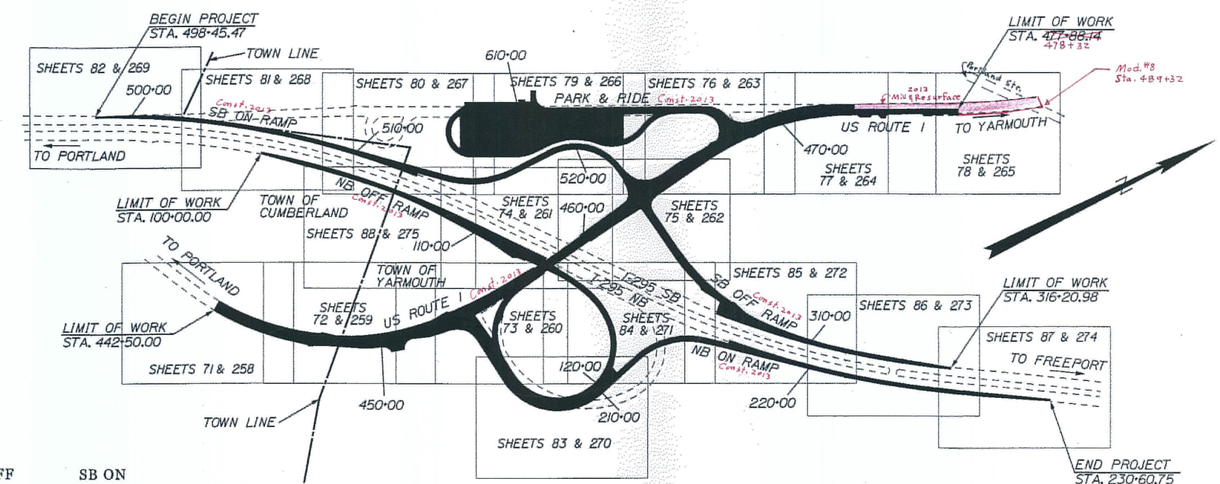
PLAN LEGEND

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

YARMOUTH

CUMBERLAND COUNTY
I-295 EXIT 15 (ROUTE 1)
IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT
WIN 11086.00 & 17490.00
PROJECT LENGTH: 0.670 MILES
INTERCHANGE IMPROVEMENTS AND PARK & RIDE

INDEX OF SHEETS



LAYOUT SCALE

0 300 600 900

Scale in Feet

TRAFFIC DATA

	NB OFF RAMP	NB ON RAMP	SB OFF RAMP	SB ON RAMP	US RT. 1
Current (2010) AADT	4000	1120	920	4040	14,870
Future (2030) AADT	4800	1340	1100	4850	17,840
DHV - % of AADT	16%	17%	8%	11%	11%
Design Hour Volume	774	223	89	553	2037
% Heavy Trucks (AADT)	3%	4%	4%	3%	4%
% Heavy Trucks (DHV)	3%	4%	4%	3%	4%
Directional Distribution (DHV)	100%	100%	100%	100%	64%
18 kip Equivalent P 2.0	149	51	38	180	372
18 kip Equivalent P 2.5	142	49	36	172	354
Design Speed (mph)	30	30-35	35	30-35	50
Functional Class:	PRINCIPAL ARTERIAL INERSTATE	PRINCIPAL ARTERIAL INERSTATE	PRINCIPAL ARTERIAL INERSTATE	PRINCIPAL ARTERIAL INERSTATE	MAJOR URBAN COLLECTOR

PROJECT LOCATION:	HIGHWAY CONSTRUCTION I-295 EXIT 15 TO UPGRADE SOUTHBOUND RAMPS, NORTHBOUND OFF RAMP AND CONSTRUCT A NEW NORTHBOUND ON RAMP. CONSTRUCTION OF A NEW PARK AND RIDE LOT IS ALSO INCLUDED IN THE SCOPE.
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	PAVEMENT RECONSTRUCTION, GRADING, DRAINAGE, LIGHTING, RAMP CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE
COMMISSIONER: 12/4/12
CHIEF ENGINEER: 12-14-12

STATE OF MAINE — WILLIAM J. PEARCE — No. 5949 — LICENSED PROFESSIONAL ENGINEER

WIN 11086.00
WIN 17490.00
WIN 20258.00 mod. #8

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

As-Builts by Tilton Dec. 2013

PROJECT INFORMATION

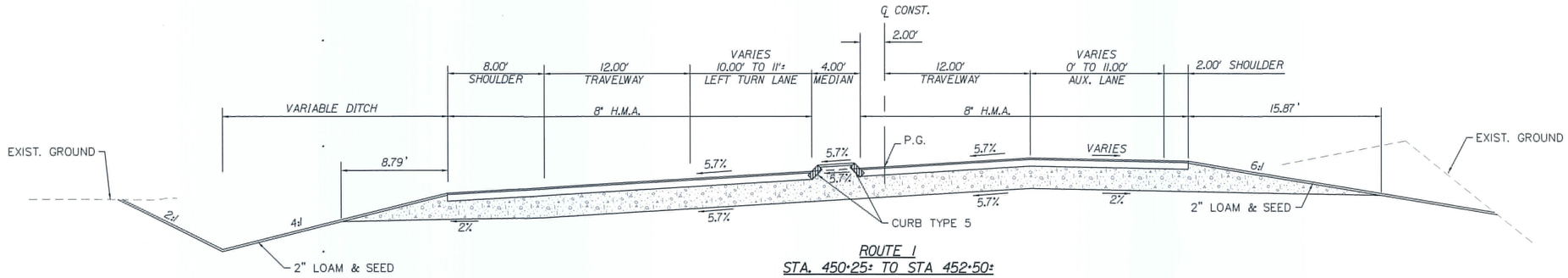
PROGRAM	HIGHWAY PROGRAM	
PROJECT MANAGER	ERNIE MARTIN	SIGNATURE
DESIGNER	MARK DEBOWSKI	5949
CONSULTANT	RYE, STOFFORD, THERIAULT	P.E. NUMBER
PROJECT RESIDENT	Beecher Watson	12-12-12
CONTRACTOR	Shaw Brothers	DATE
PROJECT COMPLETION DATE		

YARMOUTH
I-295 EXIT 15

TITLE SHEET

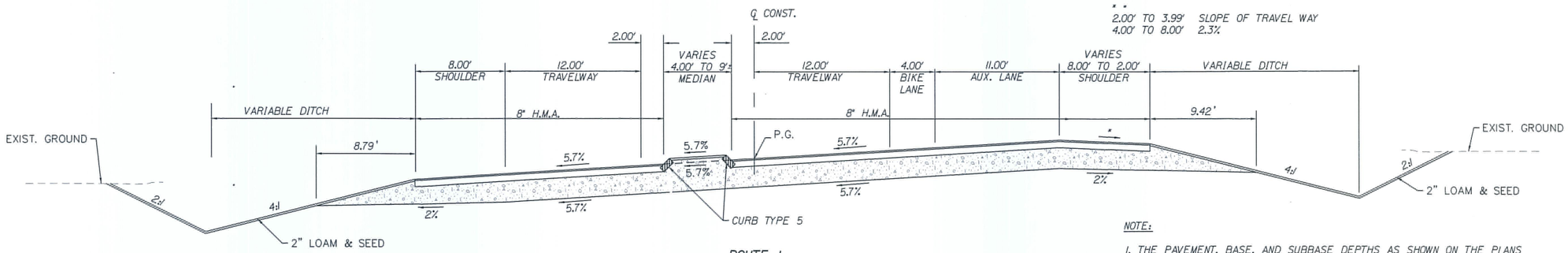
SHEET NUMBER
1
OF 283

Filename: ...\00\HIGHWAY\MSTA\001_TITLE.dgn Division: BRIDGE Username: common Date:12/12/2012



ROUTE I
STA. 450+25± TO STA 452+50±
NOT TO SCALE

A.S.C.G. = 530.09 C.Y./100 L.F.



2.00' TO 3.99' SLOPE OF TRAVEL WAY
4.00' TO 8.00' 2.3%

ROUTE I
STA. 448+25± TO STA 450+25±
NOT TO SCALE

A.S.C.G. = 492.47 C.Y./100 L.F.

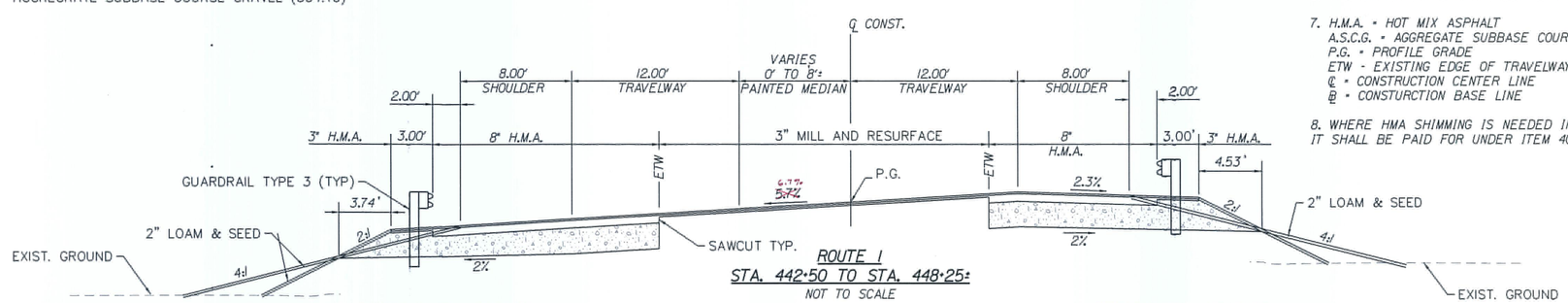
PAVEMENT NOTES – ROUTE 1

OVERLAY:
1.5" H.M.A. 12.5mm. SURFACE (403.208)
1.5" H.M.A. 12.5mm. BASE (403.213)
AFTER MILLING

FULL DEPTH PAVEMENT:
1.5" H.M.A. 12.5mm. SURFACE (403.208)
6.5" H.M.A. 12.5mm. BASE (403.213)
22.0" AGGREGRATE SUBBASE COURSE GRAVEL (304.10)

NOTE:

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 SHOULDER, THE LOW SIDE SHOULDERS PAVEMENTS SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2' LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPES 'ROLL-OVER' SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE
7. H.M.A. = HOT MIX ASPHALT
   A.S.C.G. = AGGREGATE SUBBASE COURSE GRAVEL
   P.G. = PROFILE GRADE
   ETW - EXISTING EDGE OF TRAVELWAY
   ℄ = CONSTRUCTION CENTER LINE
   ⊕ = CONSTURCTION BASE LINE
8. WHERE HMA SHIMMING IS NEEDED IN AREAS OF MILLING AND RESURFACING, IT SHALL BE PAID FOR UNDER ITEM 403.213, HOT MIX ASPHALT 12.5MM BASE



ROUTE I
STA. 442+50 TO STA. 448+25±
NOT TO SCALE

GUARDRAIL STA. 442+50 LT
TO STA. 447+40 LT

A.S.C.G. = 284.85 C.Y./100 L.F.
STA. 442+50 TO STA. 446+80

A.S.C.G. = 266.13 C.Y./100 L.F.
STA. 446+80 TO STA. 447+40

A.S.C.G. = 252.16 C.Y./100 L.F.
STA. 447+40 TO STA. 448+25

GUARDRAIL STA. 442+50 RT
TO STA. 446+80 RT

NOT TO SCALE

As-Builts by T.P.Dec. Dec.2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	W.JG	
CHECKED-REVIEWED	M.JD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

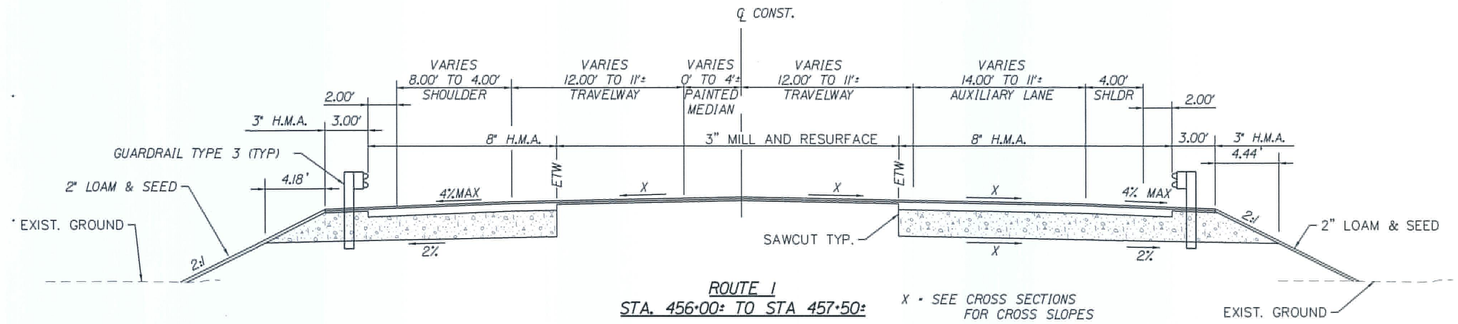
SIGNATURE
P.E. NUMBER
DATE

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

SHEET NUMBER
2
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011

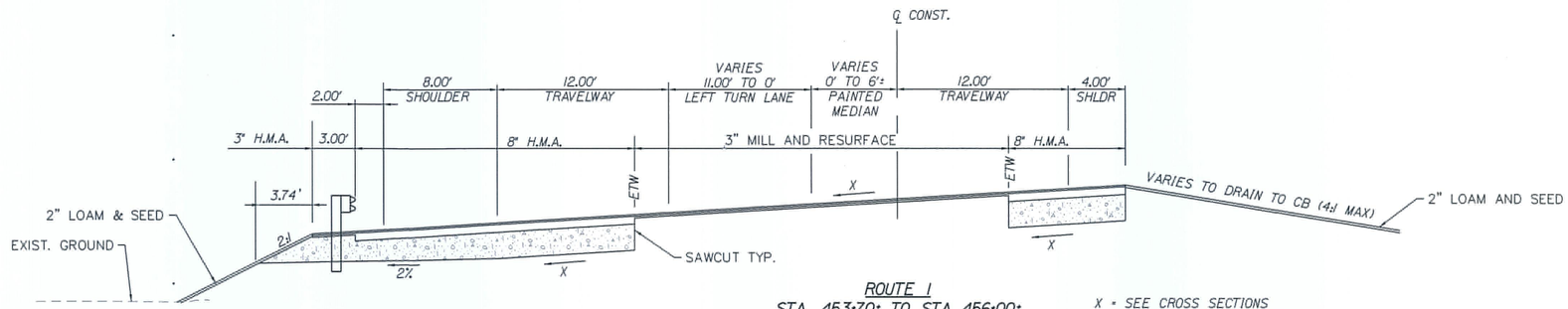


ROUTE I
STA. 456+00± TO STA 457+50±

NOT TO SCALE

A.S.C.G. = 312.46 C.Y./100 L.F.

X = SEE CROSS SECTIONS FOR CROSS SLOPES

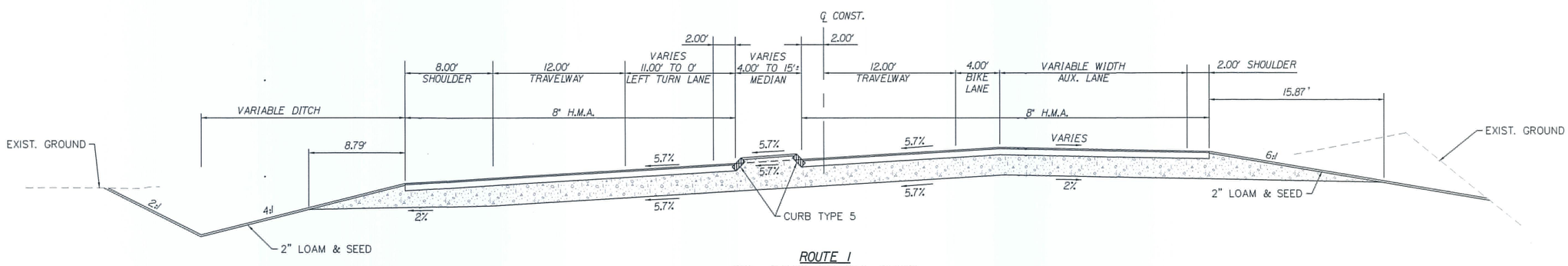


ROUTE I
STA. 453+70± TO STA 456+00±

NOT TO SCALE

A.S.C.G. = 232.75 C.Y./100 L.F.

X = SEE CROSS SECTIONS FOR CROSS SLOPES



ROUTE I
STA. 452+50± TO STA 453+70±

NOT TO SCALE

A.S.C.G. = 616.24 C.Y./100 L.F.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	W.JG	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

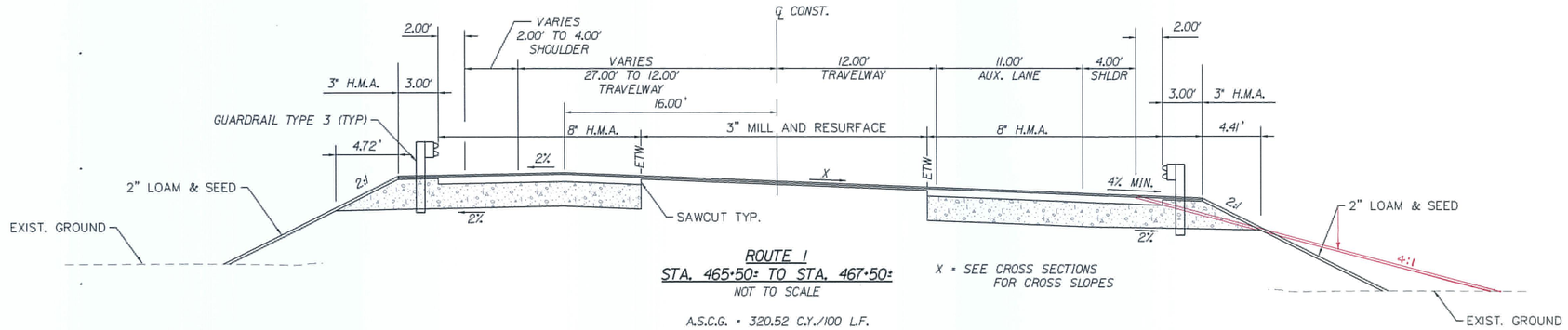
DATE

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

SHEET NUMBER
3
OF 283

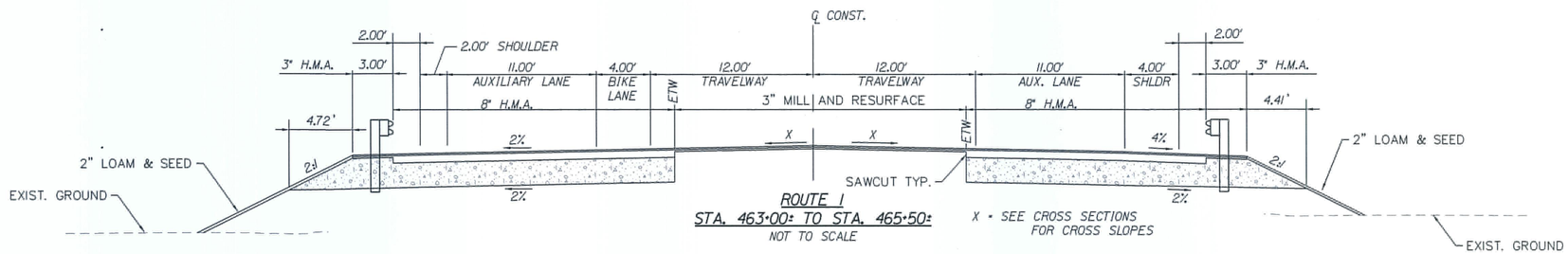
Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



ROUTE I
STA. 465+50± TO STA. 467+50±
NOT TO SCALE

X = SEE CROSS SECTIONS FOR CROSS SLOPES

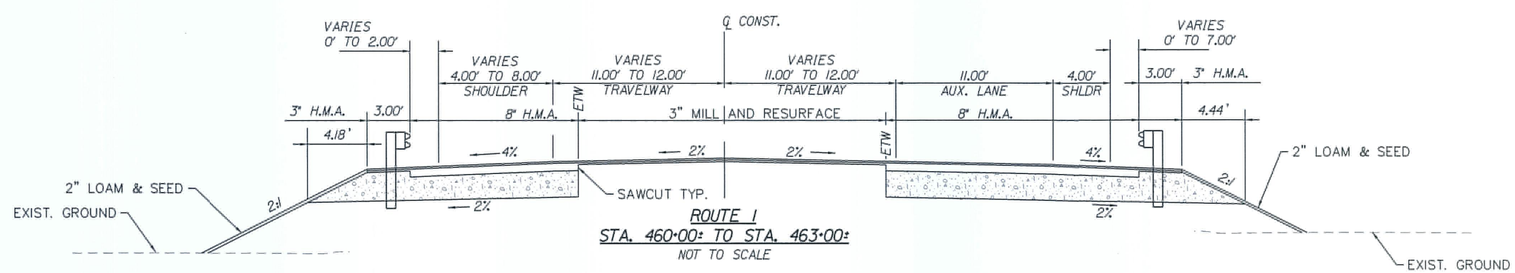
A.S.C.G. = 320.52 C.Y./100 L.F.



ROUTE I
STA. 463+00± TO STA. 465+50±
NOT TO SCALE

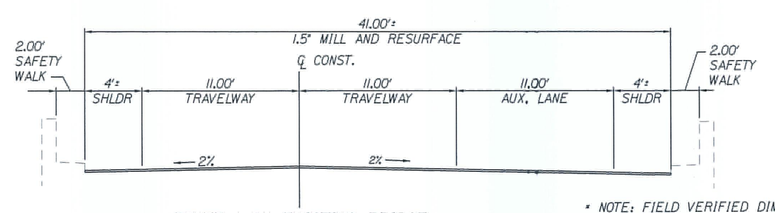
X = SEE CROSS SECTIONS FOR CROSS SLOPES

A.S.C.G. = 354.99 C.Y./100 L.F.



ROUTE I
STA. 460+00± TO STA. 463+00±
NOT TO SCALE

A.S.C.G. = 295.43 C.Y./100 L.F.



ROUTE I ON EXISTING BRIDGE
STA. 457+50± TO STA. 460+00±
NOT TO SCALE

* NOTE: FIELD VERIFIED DIMENSION

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER		BY	DATE
DESIGN-DETAILED		WJG	
CHECKED-REVIEWED		MJD	
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

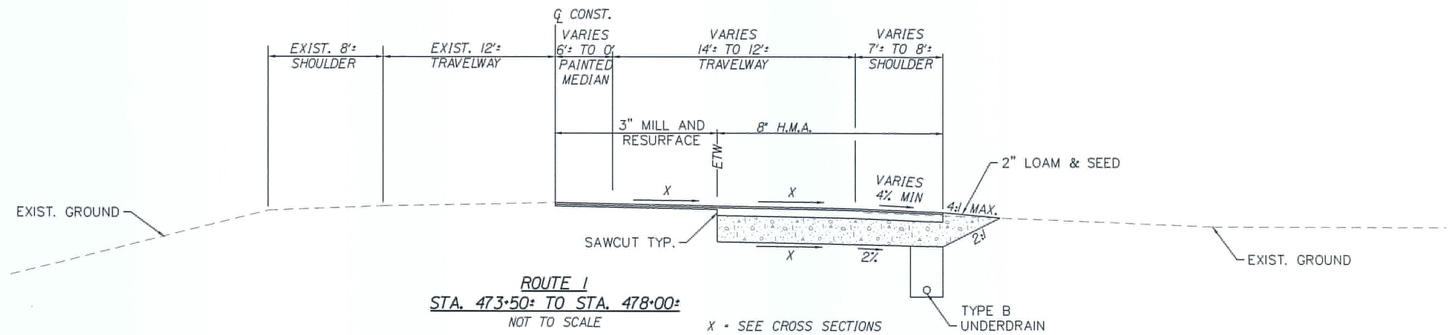
YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

As-Built by T.P.Dow Dec.2013

SHEET NUMBER
4
OF 283

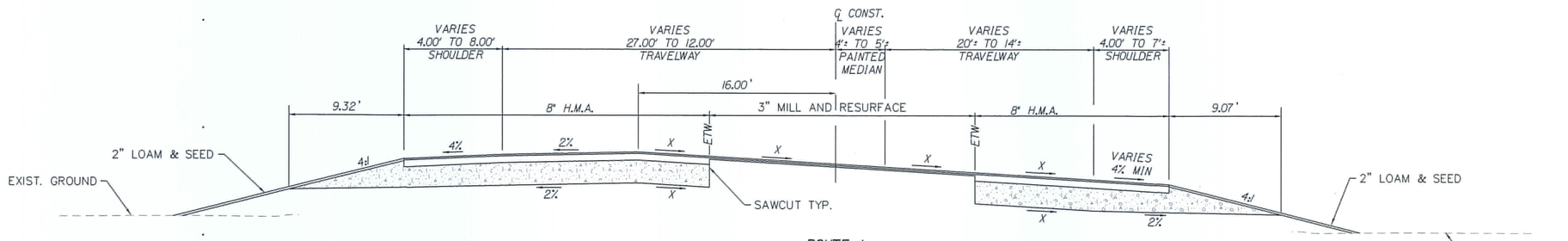
Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



ROUTE 1
STA. 473+50± TO STA. 478+00±
NOT TO SCALE

X = SEE CROSS SECTIONS FOR CROSS SLOPES

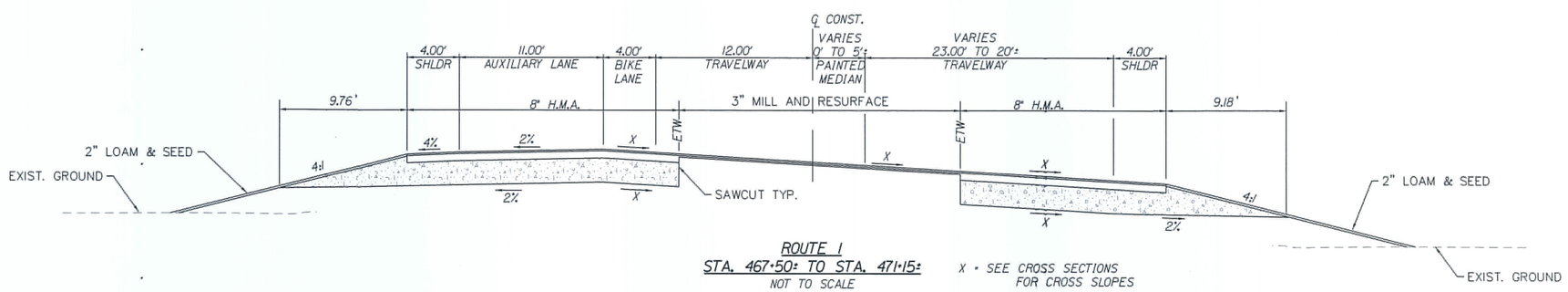
A.S.C.G. = 151.81 C.Y./100 L.F.



ROUTE 1
STA. 471+15± TO STA. 473+50±
NOT TO SCALE

X = SEE CROSS SECTIONS FOR CROSS SLOPES

A.S.C.G. = 359.56 C.Y./100 L.F.



ROUTE 1
STA. 467+50± TO STA. 471+15±
NOT TO SCALE

X = SEE CROSS SECTIONS FOR CROSS SLOPES

A.S.C.G. = 333.15 C.Y./100 L.F.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	WJG	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

SHEET NUMBER
5
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

ROUTE 1 - SUPERELEVATION TABLE

LT. SHOULDER	AUXILIARY	TRAVELWAY	STATION	TRAVELWAY	AUXILIARY	RT. SHOULDER
~~-5.7~~ -6.7	-	~~-5.7~~ -6.7	← width → ~~44+16.95~~ 447+37.6	~~5.7~~ 6.7	-	-2.3
			TO			
~~-5.7~~ -6.7	-	~~-5.7~~ -6.7	448·00	~~5.7~~ 6.7	-	-2.3
-5.7	-	-5.7	448·50	5.7	~~-2.0~~ 5.7	~~-2.0~~ 5.7
			TO			
-5.7	-	-5.7	453·50	5.7	-2.0	-2.0
-5.7	-	-5.7	454·00	5.7	-	-
-5.7	-5.7	-5.7	454·50	5.7	-	5.7
-4.2	-4.2	-4.2	455·00	4.2	-	4.2
-4.0	~~-2.6~~ -4.0	-2.6	455·50	2.6	-	2.6
-4.0	-	-2.0	456·00	1.1	~~-2.0~~ -	~~-4.0~~ -
-4.0	-	-2.0	456·50	-0.5	~~-2.0~~ -3.4	-4.0
-4.0	-	-2.0	457·00	-2.0	~~-2.0~~ -4.0	-4.0
			overpass TO			
-2.0	-2.0	-2.0	464·00	-2.0	-2.0	-4.0
-2.0	-2.0	-0.4	464·50	-2.0	-	-4.0
-2.0	-2.0	1.2	465·00	-2.0	-	-4.0
-2.0	-2.0	2.7	465·50	-2.7	-	-4.0
-2.0	-2.0	4.3	466·00	-4.3	-	-4.3
			TO			
-2.0	-	4.3	467·00	-4.3	-	-4.3
-	-	7.0 ~~5.7~~	467·50	~~-5.7~~ -7.0	-	~~-5.7~~ -7.0
			TO			
-4.0	-2.0	7.0 ~~5.7~~	468·50	~~-5.7~~ -7.0	-	~~-5.7~~ -7.0
			TO			
-4.0	-2.0	7.0 ~~5.7~~	472·00	~~-5.7~~ -7.0	-	~~-5.7~~ -7.0
-4.0	-2.0	3.6 ~~4.8~~	472·50	-4.8	-	-4.8
3.4 ~~-4.0~~	-	1.4 ~~4.8~~	473·00	-4.8	-	-4.8
-	-	-	473·50	-4.1	-	-4.1
-	-	-	474·00	-3.4	-	-4.0
-	-	-	474·50	-2.7	-	-4.0
-	-	-	475·00	-2.0	-	-4.0
			TO			
-	-	-	477·00	-2.0	-	-4.0

NOT TO SCALE

As-Built by T.R.Dyer Dec 2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	WJG	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

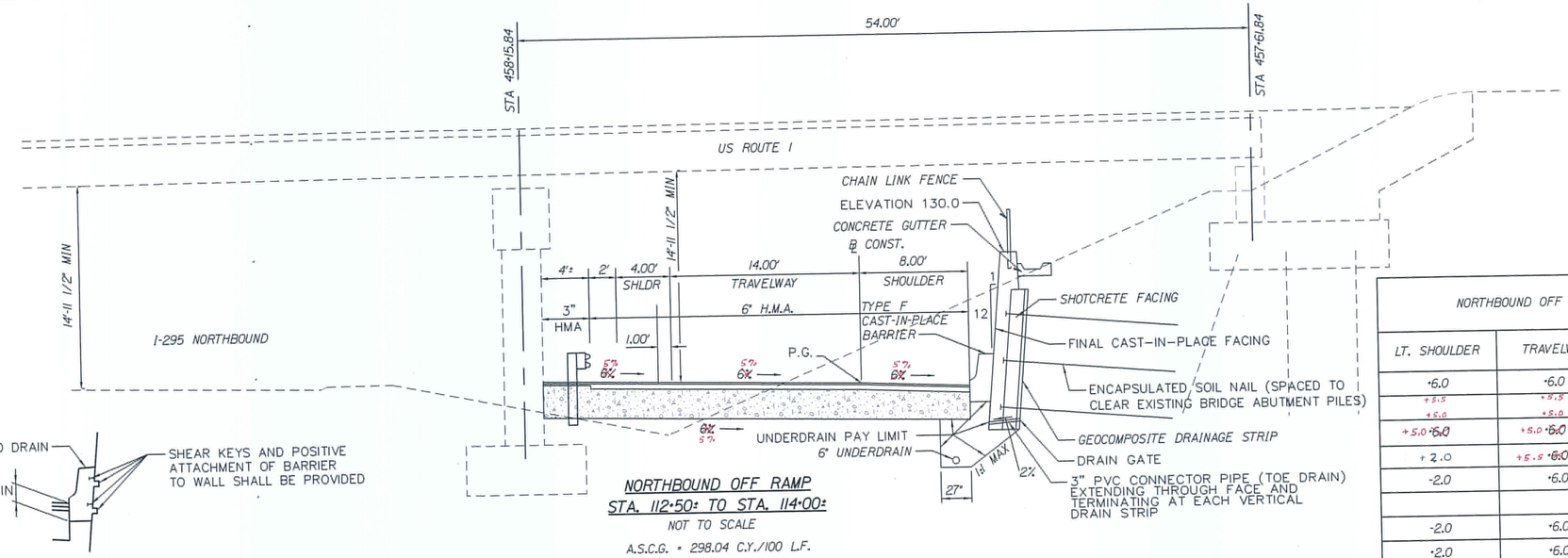
P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

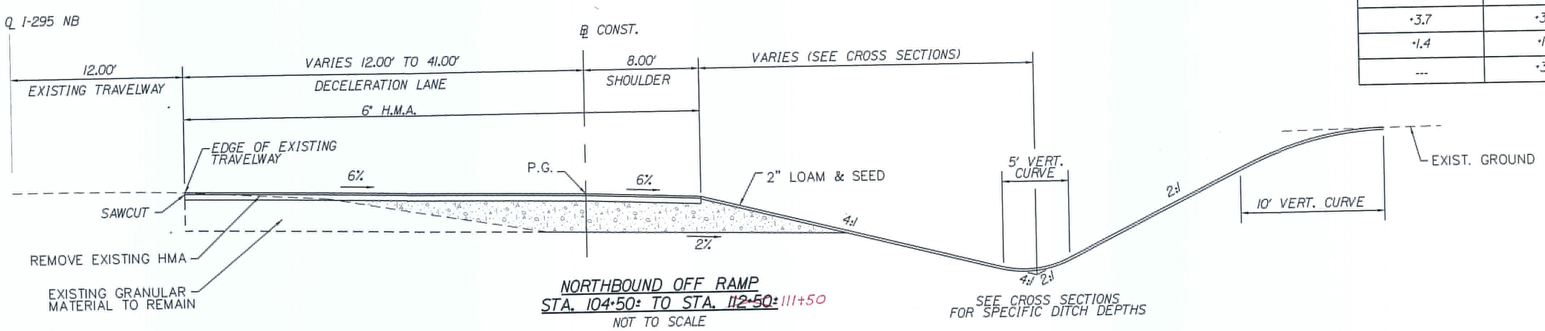
SHEET NUMBER
6
OF 283



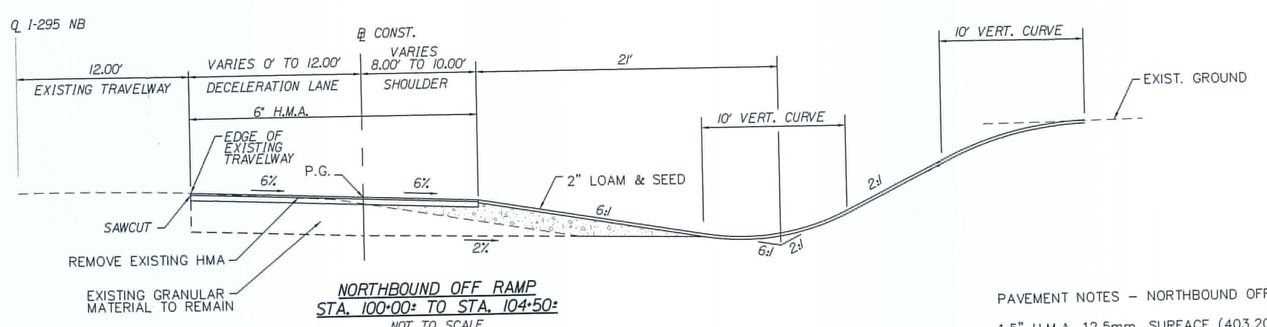
NORTHBOUND OFF RAMP
STA. 112+50± TO STA. 114+00±
NOT TO SCALE
A.S.C.G. = 298.04 C.Y./100 L.F.

BARRIER DETAIL

NORTHBOUND OFF RAMP - SUPERELEVATION TABLE			
LT. SHOULDER	TRAVELWAY	STATION	RT. SHOULDER
-6.0	-6.0	100+00	-6.0
+5.5	+5.5	112+50	-5.5
+5.0	+5.0	TO 113+50	-5.0
+5.0 ~~-6.0~~	+5.0 ~~-6.0~~	114+00	~~-6.0~~ -5.0
+2.0	+5.5 ~~-6.0~~	114+50	~~-6.0~~ -5.5
-2.0	-6.0	115+00	-6.0
		TO	
-2.0	-6.0	118+00	-6.0
-2.0	-6.0	118+50	-6.0
-6.0	-6.0	119+00	-6.0
		TO	
-6.0	-6.0	127+00	-6.0
-3.7	-3.7	127+50	-4.0
-1.4	-1.4	128+00	-4.0
---	-3.4	128+47.50	-4.0



NORTHBOUND OFF RAMP
STA. 104+50± TO STA. 112+50± 111+50
NOT TO SCALE
A.S.C.G. = 342.89 C.Y./100 L.F.



NORTHBOUND OFF RAMP
STA. 100+00± TO STA. 104+50±
NOT TO SCALE
A.S.C.G. = 222.48 C.Y./100 L.F.

PAVEMENT NOTES – NORTHBOUND OFF RAMP

1.5" H.M.A. 12.5mm. SURFACE (403.208)
4.5" H.M.A. 12.5mm. BASE (403.213)
24.0" AGGREGRATE SUBBASE COURSE GRAVEL (304.10)

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT
WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER		BY	DATE
DESIGN-DETAILED		WJG	
CHECKED-REVIEWED		MJD	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

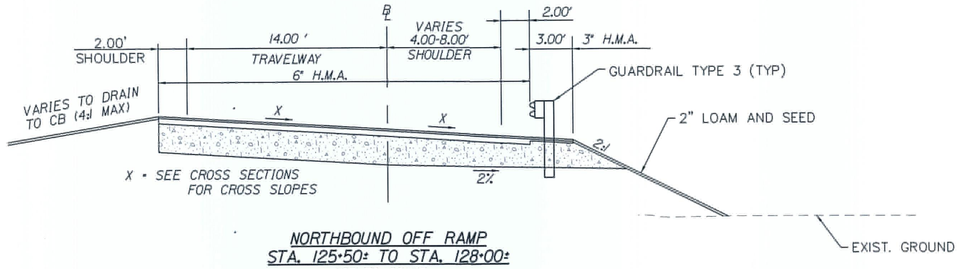
SIGNATURE
P.E. NUMBER
DATE

As-Built by T.P. Page Oct. 2013

YARMOUTH
I-295 EXIT 15
TYPICAL SECTIONS

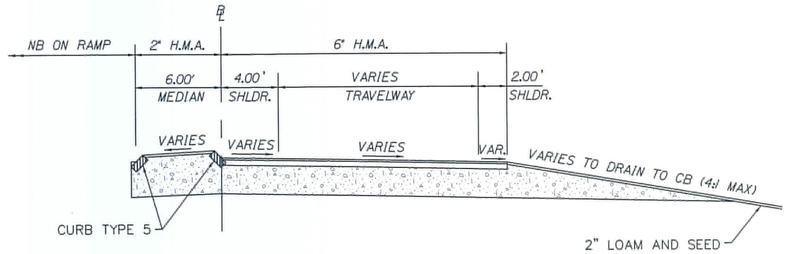
SHEET NUMBER
7
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



NORTHBOUND OFF RAMP
STA. 125+50± TO STA. 128+00±
NOT TO SCALE

A.S.C.G. = 208.81 C.Y./100 L.F.

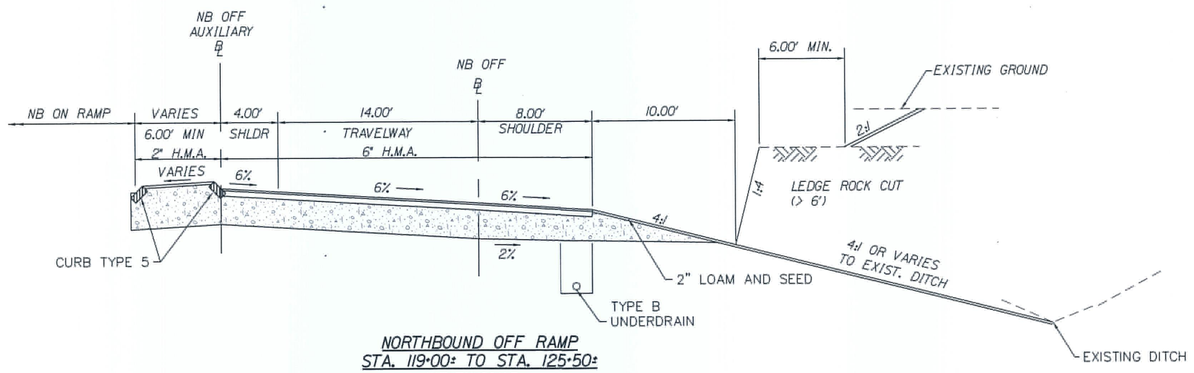


NORTHBOUND OFF AUXILIARY RAMP
STA. 150+00 TO STA. 152+35
NOT TO SCALE

A.S.C.G. = 271.89 C.Y./100 L.F.

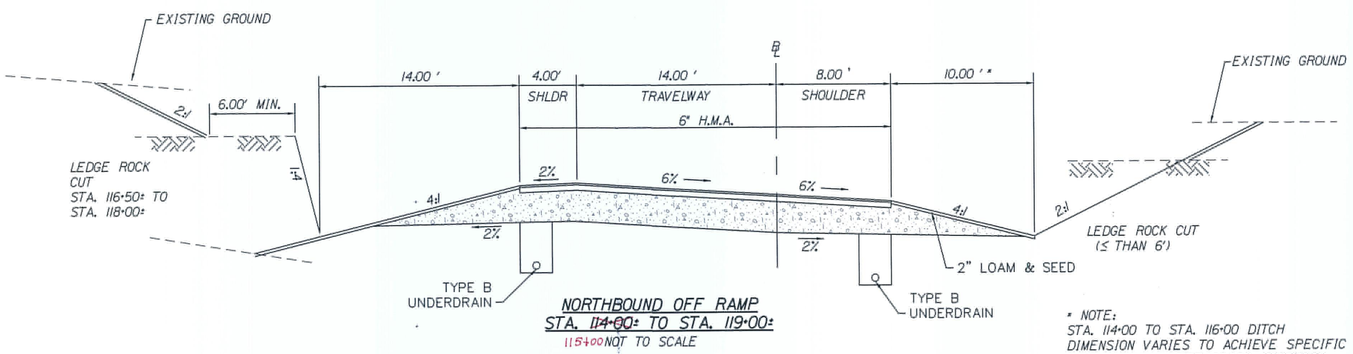
NORTHBOUND OFF AUXILIARY RAMP - SUPERELEVATION TABLE			
LT. SHOULDER	STATION	TRAVELWAY	RT. SHOULDER
-2.0	150+00	-2.0	-2.0
	TO		
-2.0	151+00	-2.0	-2.0
-1.0	151+50	-1.0	-1.0
0.0	152+00	0.0	0.0
+0.9 *	152+19.37 *	+0.9 *	+0.9 *

* MATCHES ROUTE 1 CROSS SECTION AND PROFILE



NORTHBOUND OFF RAMP
STA. 119+00± TO STA. 125+50±
NOT TO SCALE

A.S.C.G. = 217.74 C.Y./100 L.F.



NORTHBOUND OFF RAMP
STA. 114+00± TO STA. 119+00±
115+00 NOT TO SCALE

A.S.C.G. = 309.02 C.Y./100 L.F.

* NOTE:
STA. 114+00 TO STA. 116+00 DITCH DIMENSION VARIES TO ACHIEVE SPECIFIC DITCH DEPTHS (SEE CROSS SECTIONS)

NOTES:
1. STA. ~~113+50?~~ 114+00 TO STA 124+50?* ADD ~~ULTRA THIN BONDED WEARING~~ open Graded Friction COURSE TO TOP SURFACE

NOT TO SCALE

As-Built by T.P. Dyer Dec 2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	WJG	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

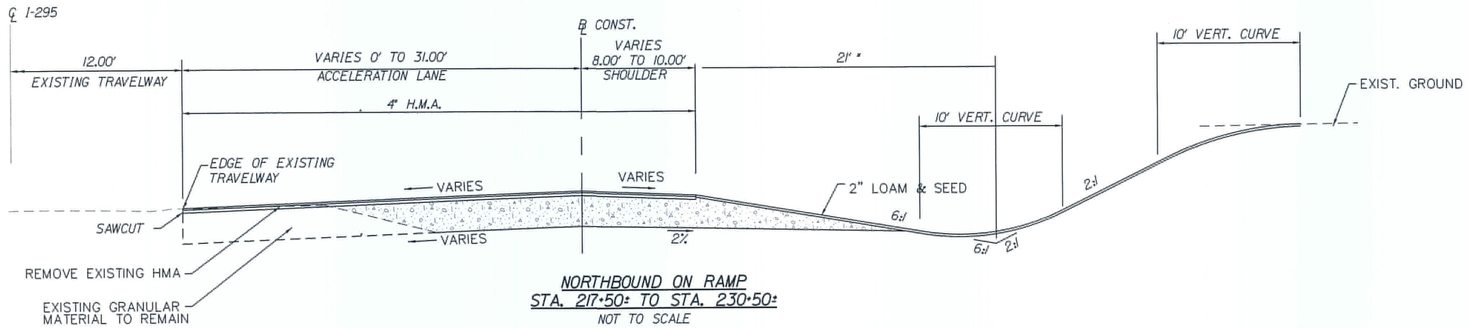
DATE

YARMOUTH
I-295 EXIT 15

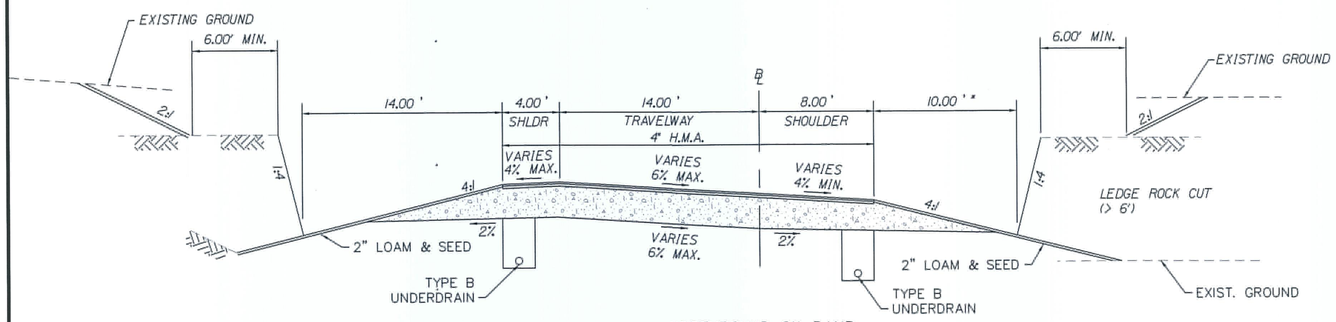
TYPICAL SECTIONS

SHEET NUMBER
8
OF 283

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

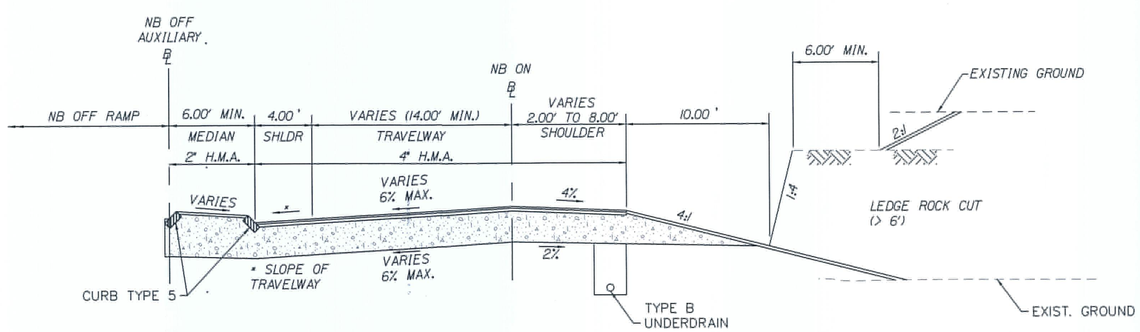


NORTHBOUND ON RAMP
STA. 217+50± TO STA. 230+50±
NOT TO SCALE
A.S.C.G. = 350.70 C.Y./100 L.F.



NORTHBOUND ON RAMP
STA. 210+50± TO STA. 217+50±
NOT TO SCALE
A.S.C.G. = 277.48 C.Y./100 L.F.

* NOTE:
STA. 212+50 TO STA. 214+00 DITCH DIMENSION VARIES TO ACHIEVE DITCH FLOW (SEE CROSS SECTIONS)



NORTHBOUND ON RAMP
STA. 203+00± TO STA. 210+50±
NOT TO SCALE
A.S.C.G. = 305.19 C.Y./100 L.F.

PAVEMENT NOTES - NORTHBOUND ON RAMP

1.5" H.M.A. 12.5mm. SURFACE (403.208)
2.5" H.M.A. 12.5mm. BASE (403.213)
26.0" AGGREGRATE SUBBASE COURSE GRAVEL (304.10)

NORTHBOUND ON RAMP - SUPERELEVATION TABLE

LT. SHOULDER	TRAVELWAY	STATION	RT. SHOULDER
		START	
-	+2.0	200+00	-2.0
-	+2.2	200+50	-2.0
-	+2.4	201+00	-2.0
-	+3.1	201+50	-2.0
-	+3.9	202+00	-3.9
-	+4.8	202+50	-4.8
+6.0	+6.0	203+00	-6.0
+3.6	+3.6	203+50	-4.0
1.2	1.2	204+00	-4.0
-1.2	-1.2	204+50	-4.0
-3.6	-3.6	205+00	-4.0
-6.0	-6.0	205+50	-2.0
		TO	
-6.0	-6.0	209+50	-2.0
-4.0	-4.0	210+00	-4.0
-4.0	-2.0	210+50	-4.0
-4.0	0	211+00	-4.0
-4.0	+2.0	211+50	-4.0
-4.0	+4.0	212+00	-4.0
-2.0	+6.0	212+50	-6.0
		TO	
-2.0	+6.0	214+50	-6.0
-4.0	+4.0	215+00	-4.0
-4.0	+2.0	215+50	-4.0
-4.0	0	216+00	-4.0
_	-1.6	216+50	-4.0
-	-1.8 ~~-2.0~~	217+00	-4.0
		TO	
-	-1.9 ~~-2.0~~	219+50	-4.0
-	-2.4	220+00	-4.0
-	-3.6 ~~-3.8~~	220+50	-3.4
-	-5.6	221+00	-2.0
-	-5.1 ~~-5.4~~	221+50	-2.0
-	-5.4	222+00	-2.0
-	-5.0 ~~-5.2~~	222+50	-2.0
-	-5.2	223+00	-2.0
-	-4.8 ~~-5.0~~	223+50	-2.0
-	-4.9 ~~-5.0~~	224+00	-2.0
-	-3.9 ~~-4.8~~	224+50	-2.0
-	-4.6 ~~-4.8~~	225+00	-2.0
-	-3.6 ~~-4.6~~	225+50	-3.6
-	-2.7 ~~-2.8~~	226+00	-4.0
-	-1.3 ~~-1.2~~	226+50	-4.0
-	-0.9 ~~+0.4~~	227+00	-4.0
-	+0.8 ~~+2.0~~	227+50	-4.0
		TO	
-	+4.5 ~~+2.0~~	230+00	-4.5 ~~-4.0~~
-	-	230+54.40	-4.5 ~~-4.0~~

NOT TO SCALE

As Built by T.P. Ryan Dec. 2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	W.JG	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

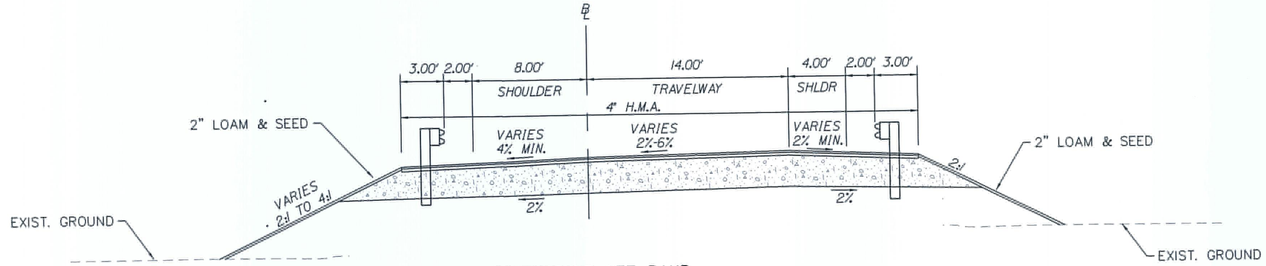
P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15
TYPICAL SECTIONS

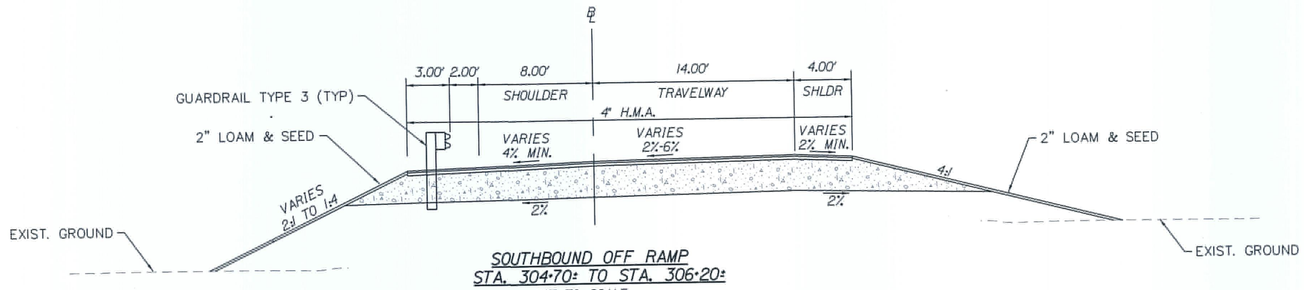
SHEET NUMBER
9
OF 283

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011



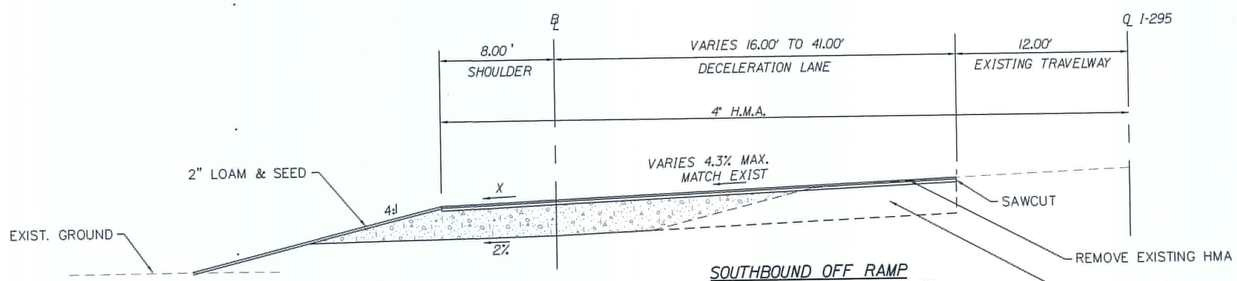
SOUTHBOUND OFF RAMP
STA. 300+50± TO STA. 304+70±
NOT TO SCALE

A.S.C.G. = 316.11 C.Y./100 L.F.



SOUTHBOUND OFF RAMP
STA. 304+70± TO STA. 306+20±
NOT TO SCALE

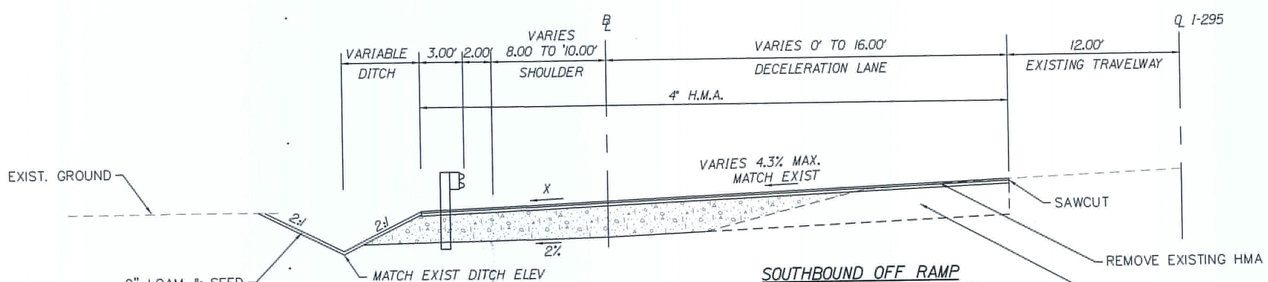
A.S.C.G. = 300.78 C.Y./100 L.F.



X = SEE CROSS SECTIONS FOR CROSS SLOPES

SOUTHBOUND OFF RAMP
STA. 307+00± TO STA. 309+50±
NOT TO SCALE

A.S.C.G. = 322.37 C.Y./100 L.F.



X = SEE CROSS SECTIONS FOR CROSS SLOPES

SOUTHBOUND OFF RAMP
STA. 309+50± TO STA. 316+21±
NOT TO SCALE

A.S.C.G. = 176.04 C.Y./100 L.F.

SOUTHBOUND OFF RAMP - SUPERELEVATION TABLE

LT. SHOULDER	STATION	TRAVELWAY	RT. SHOULDER
	START		
-	300+00	-	-
-4.0	300+50	+2.0	-4.0
	TO		
-4.0	302+00	+2.0	-4.0
-4.0	302+50	+3.2	-4.0
-4.3	303+00	+4.3	-3.7
	TO		
-4.3	305+50	+4.3	-3.7
-4.3	306+00	+4.3	-
-4.3	306+50	+4.3	-
-4.3	307+00	+4.3	-
-4.3	307+50	+4.3	-
-4.3	308+00	+4.3	-
-5.1 ~~-5.6~~	308+50	~~+5.6~~ +5.1	-
~~-5.6~~	~~309+00~~ TO	~~+5.6~~	
-5.6	~~311+00~~ 311+50	+5.6	-
-4.7	~~311+50~~ 312+00	+4.7	-
	TO		
~~-4.7~~ - 4 ~~-4.7~~	~~313+00~~ 314+00	~~+4.7~~ + 4 ~~+4.7~~	-
-4.0	314+50	+3.4	-
-4.0	315+00	+2.0	-
	TO		
-4.0	316+20.98	+2.0	-

PAVEMENT NOTES - SOUTHBOUND OFF RAMP

1.5" H.M.A. 12.5mm. SURFACE (403.208)
2.5" H.M.A. 12.5mm. BASE (403.213)
26.0" AGGREGATE SUBBASE COURSE GRAVEL (304.10)

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	W.JO	
CHECKED-REVIEWED	MJD	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

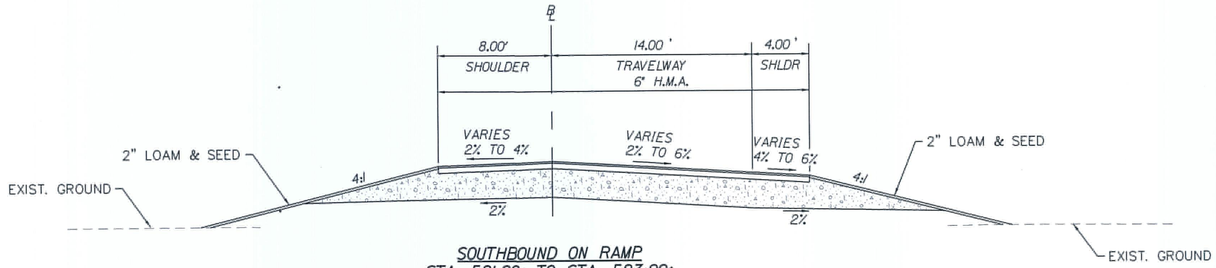
YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

As-Builts by T.P. Dyer Dec. 2013

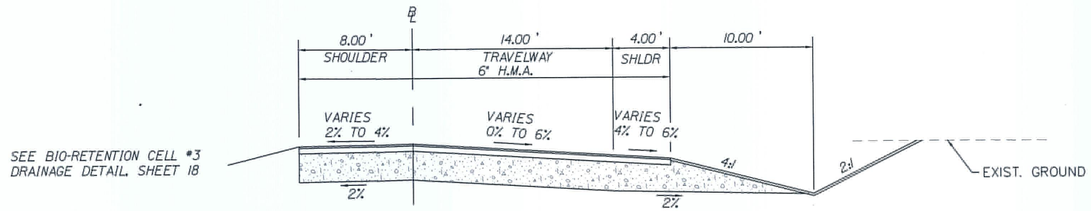
SHEET NUMBER
10
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



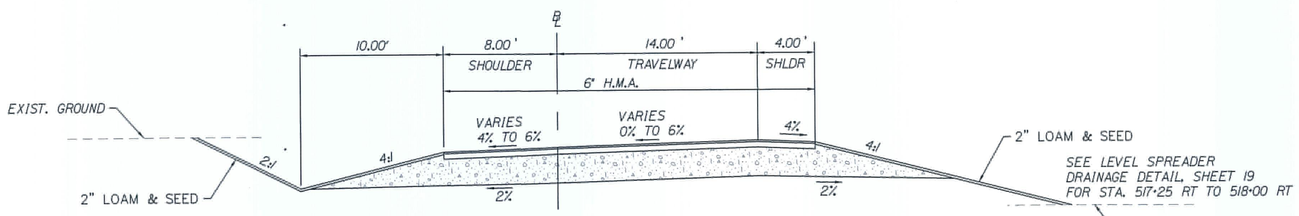
SOUTHBOUND ON RAMP
STA. 521+00± TO STA. 523+00±
NOT TO SCALE

A.S.C.G. = 271.89 C.Y./100 L.F.



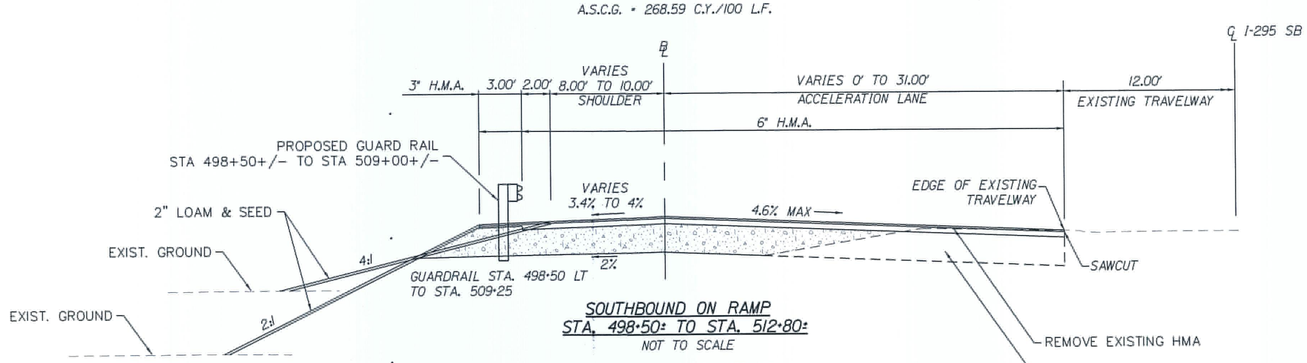
SOUTHBOUND ON RAMP
STA. 518+00± TO STA. 521+00±
NOT TO SCALE

A.S.C.G. = 236.11 C.Y./100 L.F.



SOUTHBOUND ON RAMP
STA. 512+80± TO STA. 518+00±
NOT TO SCALE

A.S.C.G. = 268.59 C.Y./100 L.F.



SOUTHBOUND ON RAMP
STA. 498+50± TO STA. 512+80±
NOT TO SCALE

A.S.C.G. = 324.26 C.Y./100 L.F.
STA. 498+50 TO STA. 509+25

A.S.C.G. = 307.07 C.Y./100 L.F.
STA. 509+25 TO STA. 512+80

SOUTHBOUND ON RAMP - SUPERELEVATION TABLE			
LT. SHOULDER	STATION	TRAVELWAY	RT. SHOULDER
	START		
-4.3	498+45.47	-	-
-4.3	499+00	+4.3	-
-4.0	499+50	+2.1	-
-4.0	500+00	0	-
-4.0	500+50	-1.5	-
-4.0	501+00	-2.3	-
-4.0	501+50	-3.4	-
-3.4	502+00	-4.6	-
	TO		
-3.4	508+50	-4.6	-
-4.0	509+00	-3.3	-
-4.0	509+50	-2.0	-
	TO		
-4.0	511+50	-1.6	-
-4.0	512+00	-1.3	-
-4.0	512+50	-1.4	-
-4.0	513+00	+0.9	-4.0
-4.0	513+50	+1.4	-4.0
-4.0	514+00	+3.7	-4.0
-6.0	514+50	+6.0	-2.0
	TO		
-6.0	516+50	+6.0	-2.0
-4.0	517+00	+4.0	-4.0
-4.0	517+50	+2.0	-4.0
-4.0	518+00	0	-4.0
-4.0	518+50	-2.0	-4.0
-4.0	519+00	-4.0	-4.0
-2.0	519+50	-6.0	-6.0
	TO		
-2.0	522+00	-6.0	-6.0
-3.9 ~~-4.0~~	522+50	-3.3	-4.0
-3.9 ~~-4.0~~	523+00	-0.7	-4.0
-2.3	523+50	+2.0	-2.3
-	524+00	-	-

PAVEMENT NOTES – SOUTHBOUND ON RAMP

1.5" H.M.A. 12.5mm. SURFACE (403.208)
4.5" H.M.A. 12.5mm. BASE (403.213)
24.0" AGGREGRATE SUBBASE COURSE GRAVEL (304.10)

NOT TO SCALE

As-Builts by T.P. Ryan Dec 2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

BY	DATE
W.JC	
M.JD	

SIGNATURE
P.E. NUMBER
DATE

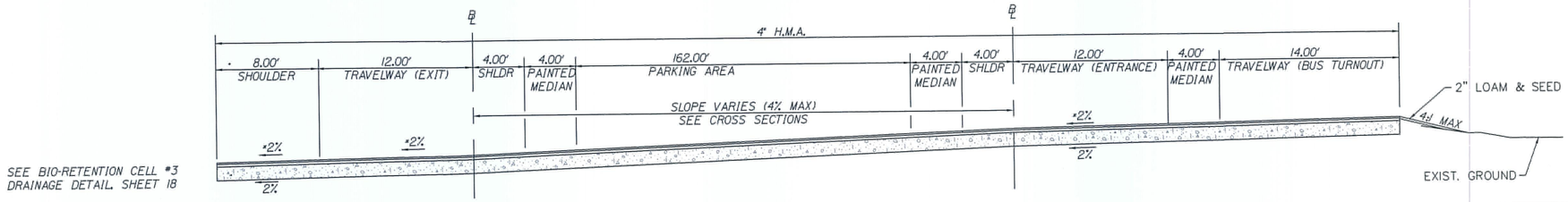
PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

SHEET NUMBER
11
OF 283

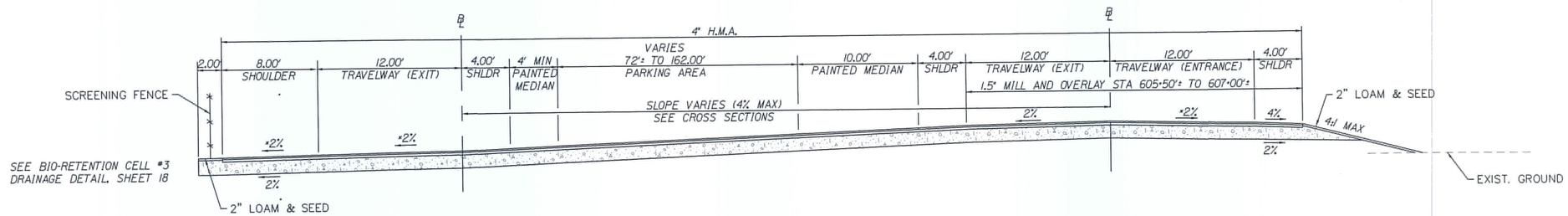
Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011



PARK AND RIDE
STA. 609+50± TO STA. 612+50±
NOT TO SCALE

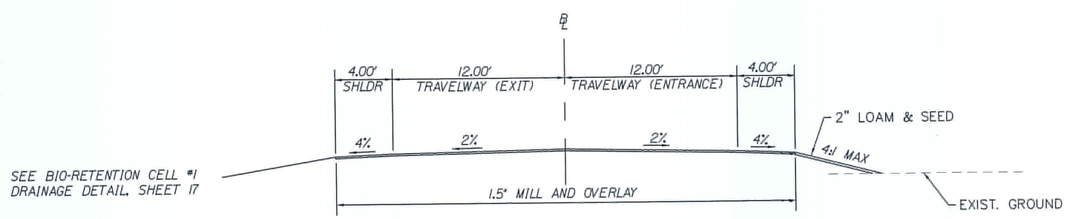
A.S.C.G. = 1,199.26 C.Y./100 L.F.

* TRAVELWAY AND SHOULDER CROSS SLOPE (RIGHT OF BASELINE IN DIRECTION OF TRAVEL)
601+00 TO 607+50: -2% 608+00: 0% 608+50 TO 613+75: +2% 614+25: 0% 614+75 TO 624+43: -2%



PARK AND RIDE
STA. 605+50± TO STA. 609+50±
NOT TO SCALE

A.S.C.G. = 613.89 C.Y./100 L.F.



PARK AND RIDE
STA. 602+00± TO STA. 607+00±
NOT TO SCALE

PAVEMENT NOTES - PARK AND RIDE LOT & ROAD

OVERLAY:
1.5" H.M.A. 12.5mm SURFACE (403.208)
AFTER MILLING

FULL DEPTH PAVEMENT:
1.5" H.M.A. 12.5mm. SURFACE (403.208)
2.5" H.M.A. 12.5mm. BASE (403.213)
17.0" AGGREGRATE SUBBASE COURSE GRAVEL (304.10)

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

BY	DATE
W.C.	
M.D.	

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER
DESIGN DETAILED
CHECKED REVIEWED
DESIGN2 DETAILED
REVISIONS 1 FIELD
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

YARMOUTH
I-295 EXIT 15

TYPICAL SECTIONS

SHEET NUMBER
12
OF 283

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

ESTIMATED QUANTITIES - WIN 11086.00 EXIT 15 & WIN 20258.00 *

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.110	CLEARING	5.0	AC
201.120	SELECTIVE CLEARING AND THINNING	0.54 ~~1.0~~	AC
202.150	REMOVING MANHOLE OR CATCH BASIN	5.0	EA
202.202	REMOVING PAVEMENT SURFACE	14,735.9 ~~7980.0~~	SY Incl. *
203.200	COMMON EXCAVATION	43,973 ~~45,300~~	CY
202.203	PAVEMENT BUTT JOINTS	15.7 ~~150.0~~	SY
203.210	ROCK EXCAVATION	38,127 ~~36,800~~	CY
203.212	SPECIAL PERIMETER CONTROL BLASTING	9,084.7 ~~37,050~~	LF
203.213	SHATTER SOLID ROCK SUBGRADE	5,880	SY
203.270	ROCK BORROW	500 ~~1,270~~	CY
206.061	STR EARTH EXCV-DRAIN & MINOR STRUC. BELOW GRAD	35.2 ~~1,104~~	CY
206.070	STRUCTURAL ROCK EXCV - DRAIN & MINOR STRUC. BELOW GRAD	582.2 ~~900~~	CY
304.100	AGGREGATE SUBBASE COURSE - GRAVEL	28,424.1 ~~28,300~~	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	4,944.42 ~~4,300~~	TON Incl *
403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	171.61 ~~22~~	TON
403.213	HOT MIX ASPHALT 12.5 MM BASE	11,695.13 ~~10,700~~	TON
409.150	BITUMINOUS TACK COAT - APPLIED	3,552 ~~2,640~~	G Incl *
462.3001	~~ULTRA THIN BONDED WEARING COURSE~~ Open Graded Friction Crse.	3,096.22 ~~3,180~~	SY (Mod 13) *
526.301	TEMPORARY CONCRETE BARRIER TYPE I	1	LS
527.305	QUADGUARD CRASH CUSHION	1	UN
527.340	WORKZONE TRAFFIC CUSHION	3 ~~2~~	UN
603.155	12" RCP CLASS III	119 ~~34~~	LF
603.159	12" CULVERT PIPE OPTION III	0 ~~78~~	LF
603.161	15" CORRUGATED METAL PIPE	10 ~~27~~	LF
603.169	15" CULVERT PIPE OPTION III	0 ~~69~~	LF
603.179	18" CULVERT PIPE OPTION III	128 ~~762~~	LF
603.191	24" CORRUGATED METAL PIPE	10 ~~2~~	LF
603.195	24" RCP CLASS III	390 ~~74~~	LF
603.199	24" CULVERT PIPE OPTION III	0 ~~215~~	LF
604.090	CATCH BASIN TYPE BI (Part of 615.25 - Bioretention Cells Park & Ride)	0 ~~3~~	EA
604.092	CATCH BASIN TYPE BI-C	7,125 ~~8~~	EA
604.150	MANHOLE	1	EA
604.182	CLEAN EXISTING CB AND MANHOLE	0 ~~12~~	EA
605.090	6 INCH UNDERDRAIN TYPE B	3,762 ~~3,727~~	LF
605.100	6 INCH UNDERDRAIN OUTLET	321 ~~298~~	LF
606.1721	BRIDGE TRANSITION - TYPE 1	5 ~~4~~	EA
606.230	GUARDRAIL TYPE 3C - SINGLE RAIL	5203.25 ~~5,252~~	LF
606.265	TERMINAL END - SGL RAIL - GALV STEEL	5 ~~4~~	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	30	EA
606.356	UNDERDRAIN DELINEATOR POST	12 ~~8~~	EA
606.790	GUARDRAIL 350 FLARED TERMINAL	11	EA
609.340	CURB TYPE 5	2,844.1 ~~2,820~~	LF
609.350	CURB TYPE 5 - CIRCULAR	59.8 ~~100~~	LF
610.080	PLAIN RIPRAP	208.1 ~~148~~	CY
613.319	EROSION CONTROL BLANKET	3248 ~~100~~	SY
615.070	LOAM	2089.34 ~~2,730~~	CY
618.1401	SEEDING, METHOD NUMBER 2 - PLAN QUANTITY	617.07 ~~265~~	UN
618.1411	SEEDING, METHOD NUMBER 3 - PLAN QUANTITY	0 ~~147~~	UN
619.1201	MULCH - PLAN QUANTITY	598.29 ~~742~~	UN
619.130	BARK MULCH	1.7 ~~2~~	UN
620.540	STABILIZATION GEOTEXTILE	4630.5 ~~7700~~	SY
621.025	EVERGREEN TREES (3 FOOT - 4 FOOT) GROUP A	20	EA
621.031	EVERGREEN TREES (4 FOOT - 5 FOOT) GROUP A	10	EA
621.037	EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP A	15	EA
621.044	EVERGREEN TREES (6 FOOT - 8 FOOT) GROUP B	10	EA
621.045	EVERGREEN TREES (6 FOOT - 8 FOOT) GROUP C	5	EA
621.180	MEDIUM DECIDUOUS TREES (6 FOOT - 8 FOOT) GROUP C	15	EA
621.202	MEDIUM DECIDUOUS TREES (2 IN - 2.50 IN CALIPER) GROUP B	8	EA
621.245	LG DECIDUOUS TREES (2 FOOT - 3 FOOT) GROUP A	20	EA
621.255	LG DECIDUOUS TREES (8 FOOT - 10 FOOT) GROUP A	10	EA
621.273	LG DECIDUOUS TREES (2 IN - 2.50 IN CALIPER) GROUP A	18 ~~16~~	EA
621.546	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP A	100	EA
621.552	DECIDUOUS SHRUBS (3 FOOT - 4 FOOT) GROUP A	40	EA
621.711	HERBACEOUS PERENNIALS GROUP B	650	EA
621.800	ESTABLISHMENT PERIOD	1	LS
626.110	PRECAST JUNCTION BOX	4 ~~53~~	EA *(Mod 5)
626.22	NON-METALLIC CONDUIT	8,155.5 ~~8,730~~	LF
626.31	18" FOUNDATION	0 ~~5~~	EA *(Mod 5)
626.33	30" FOUNDATION	2 ~~33~~	EA *(Mod 5)
627.180	12" SOLID WHITE PAVEMENT MARKING	2,785 ~~3,800~~	LF
627.733	4" WHITE OR YELLOW PAINTED PAVE MRK LINE	16,158.4 ~~17,400~~	LF Incl. *
627.744	6" WHITE OR YELLOW PAINTED PAVE MRK LINE	17,532 ~~32,000~~	LF
627.750	WHITE OR YELLOW PAVEMENT AND CURB MARKING	2,015.2 ~~500~~	SF Incl. *
627.760	TEMPORARY PVMT. MARK LINE, W OR YELLOW	1	LS
629.050	HAND LABOR - STRAIGHT TIME	30.25 ~~50~~	HR
631.120	ALL-PURPOSE EXC (INC OPERATOR)	25.25 ~~50~~	HR
631.172	TRUCK-LARGE (INC OPERATOR)	2.0 ~~100~~	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	0 ~~20~~	HR
634.180	RGS CONDUIT	0 ~~140~~	LF
634.2042	LED LUMINAIRES	38 ~~38~~	EA
634.2082	REMOVE EXISTING LIGHT STANDARD	11 ~~12~~	EA
634.2101	TYPE A LIGHT STANDARD	32 ~~33~~	EA
634.2102	TYPE B LIGHT STANDARD	6	EA
504.07	Concrete Pipe Ties	16	GP (Mod 4) *
603.165	15" RCP Class III	105.7	LF (Mod. 1) *
603.175	18" RCP Class III	488.6	LF (Mod. 1) *
626.32	24" Foundation	38	EA (Mod. 5) *

ESTIMATED QUANTITIES - WIN 11086.00 EXIT 15

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
634.25	SERVICE POLE COMPLETE WITH CABINET AND CONTROLS	2 ~~2~~	EA *(Mod 6)
634.313	#4 AWG COPPER WIRING	28,906 ~~26,380~~	LF
634.316	#10 AWG COPPER WIRING	0 ~~5,100~~	LF
636.400	SOIL NAIL WALL DESIGN	1	LS
636.411	SOIL NAIL WALL	1450 ~~1,590~~	SF
639.180	FIELD OFFICE TYPE A	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL EXIT 10 NB OFF RAMP	1	LS
643.72	TEMPORARY TRAFFIC SIGNAL EXIT 17 NB RAMP	1	LS
643.970	WOOD POLES WITH GUYS AND SPAN WIRE	1	EA
645.103	DEMOUNT GUIDE SIGN	14 ~~16~~	EA
645.106	DEMOUNT REG. WRNG. CONF & RTE MARKER ASSY SGN	71 ~~50~~	EA
645.113	REINSTALL GUIDE SIGNS	6 ~~2~~	EA
645.116	REINST. REG. WRNG. CONF & RTE MARKER ASSY SGN	29 ~~20~~	EA
645.251	ROADSIDE GUIDE SIGNS	320.25 ~~350~~	SF
645.292	REG. WRNG. CONF & RTE MARKER SGN TYPE II	596.37 ~~475~~	SF
645.511	FLASHING WARNING SIGN RIGHT CHEVRON SIGN	4 ~~3~~	EA
645.511	FLASHING WARNING SIGN WRONG WAY SIGN	3 ~~4~~	EA
652.300	FLASHING ARROW BOARD	1 ~~2~~	EA
652.310	TYPE I BARRICADE	0 ~~70~~	EA
652.312	TYPE III BARRICADE	7 ~~40~~	EA
652.330	DRUM	210 ~~240~~	EA
652.340	CONE	104 ~~200~~	EA
652.350	CONSTRUCTION SIGNS	1,374.7 ~~3,200~~	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.380	FLAGGER	543.8 ~~10,000~~	HR
652.381	TRAFFIC OFFICER	445.5 ~~300~~	HR
652.410	PORTABLE CHANGEABLE MESSAGE SIGN	2 ~~6~~	EA
656.750	TEMPORARY SOIL EROSION & W.P. CONTROL	1	LS
658.20	ACRYLIC LATEX COLOR FINISH, GREEN	874.5 ~~1,200~~	SY
659.100	MOBILIZATION	1	LS

ESTIMATED QUANTITIES - WIN 17490.00 PARK & RIDE LOT

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.110	CLEARING	~~3.0~~	AC
203.200	COMMON EXCAVATION	~~10,470~~	CY
206.061	STR EARTH EXCV-DRAIN & MINOR STRUC. BELOW GRAD	0 ~~1,850~~	CY
304.100	AGGREGATE SUBBASE COURSE - GRAVEL	8,210	CY
403.208	HOT MIX ASPHALT 12.5 MM HMA SURFACE	1,377.44 ~~1,580~~	TON
403.213	HOT MIX ASPHALT 12.5 MM BASE	2,048.21 ~~2,360~~	TON
409.150	BITUMINOUS TACK COAT - APPLIED	420 ~~1,021~~	G
603.179	18" CULVERT PIPE OPTION III	150.9 ~~158~~	LF
605.090	6 INCH UNDERDRAIN TYPE B	953 ~~952~~	LF
607.220	CEDAR RAIL FENCE	48 ~~50~~	LF
607.421	SCREENING FENCE	472 ~~475~~	LF
609.340	CURB TYPE 5	176.1 ~~180~~	LF
609.350	CURB TYPE 5 - CIRCULAR	34.4 ~~48~~	LF
610.080	PLAIN RIPRAP	4.1 ~~30~~	CY
615.070	LOAM	132.72 ~~213~~	CY
615.250	BIORETENTION CELL	1	LS
618.1401	SEEDING METHOD NUMBER 2 - PLAN QUANTITY	34.43 ~~35~~	UN
619.1201	MULCH - PLAN QUANTITY	33.60 ~~35~~	UN
626.11	PRECAST JUNCTION BOX	1 ~~15~~	EA *(Mod 5)
626.22	NON-METALLIC CONDUIT	2279 ~~2,615~~	LF
626.332	30" FOUNDATION 24"	15	EA *(Mod 5)
627.180	12" SOLID WHITE PAVEMENT MARKING	0 ~~80~~	LF
627.733	4" WHITE OR YELLOW PAINTED PAVE MRK LINE	14,223.7 ~~28,300~~	LF
627.750	WHITE OR YELLOW PAVEMENT AND CURB MARKING	348.6 ~~550~~	SF
634.2042	LED LUMINAIRES	15	EA
634.2082	REMOVE EXISTING LIGHT STANDARD	1	EA
634.2101	TYPE A LIGHT STANDARD	15	EA
634.313	#4 AWG COPPER WIRE	6,853 ~~7,550~~	LF
634.316	#10 AWG COPPER WIRE	0 ~~2,400~~	LF
645.292	REG. WRNG. CONF & RTE MARKER SGN TYPE II	147.84 ~~175~~	SF
652.312	TYPE III BARRICADE	0 ~~3~~	EA
652.330	DRUM	23 ~~20~~	EA
652.350	CONSTRUCTION SIGNS	128 ~~100~~	SF
656.750	TEMPORARY SOIL EROSION & W.P. CONTROL	1	LS
658.20	ACRYLIC LATEX COLOR FINISH, GREEN	91.5 ~~110~~	SY
659.10	MOBILIZATION	1	LS

Contract Mods

1	Change metal opt. III pipes to RCP Class III pipes 15"&18"	See *	
2	Swap traffic detection devices & to add preemption at Temporary signals	No charge	
3	Add GPS & RTS equipment and training for all layout & control.	1	UN
4	Add concrete pipe ties for RCP Class III pipes 18's & 24's	see *	
5	omit most of Jct. Boxes and change 18" & 30" foundations to 24" & add control cabinet	see *	
6	Change 4" pavement to 6" pavement NB OR & SB OFF Ramps (omitted change)		
7	Omitted guardrail going across CMP entrance to major power lines.		
8	Extended mill & recurface beyond Rte #1 to Portland Street intersection.	(WIN 20258.00)	see *
9	Eliminate 4 overpass bridge deck drains due to new NB OFF Ramp under bridge.	4	EA
10	606.611 Add wooden guardrail to extend beyond existing due to ledge drop off for NB ON Ramp	45	LF
11	603.2019 Extended crosspipe with 33" opt. III pipe SB OFF Ramp Sta. 3044 52.5 Lt.	1	LS
12	606.232 Add guardrail Type 3C - over 15' Radius	175	LF
13	462.31 Add mix design for open Graded Friction Crse pavement.	See *	
14	Maine Drilling & Blasting site conditions		
15	Extra work to open NB OFF & ON Ramps by the end of June 2013		

EARTHWORK SUMMARY - WIN 11086.00 EXIT 15

ALL QUANTITIES IN CUBIC YARDS (CY)

COMMON EXCAVATION FOR ESTIMATE		
COMMON EXCAVATION (FROM CROSS SECTIONS)	39,510	
GRUBBING IN FILL	4,560	
TRIANGULAR AREA FROM SHEET 84	87	
REMOVING EXISTING PAVEMENT	1,069	
TOTAL COMMON EXCAVATION		45,226
FILL FOR BORROW CALCULATIONS		
COMMON FILL (FROM CROSS SECTIONS)	12,428	
TOTAL FILL		12,428
ROCK EXCAVATION		
ROCK EXCAVATION (FROM CROSS SECTIONS)	36,782	
STRUCTURAL ROCK EXCAVATION (FOR DRAINAGE)	900	
TOTAL ROCK EXCAVATION		37,682
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS		
(1) TOTAL COMMON EXCAVATION		45,226
DEDUCTIONS:		
GRUBBING IN FILL	4,560	
REMOVING EXISTING PAVEMENT	1,069	
(2) TOTAL DEDUCTIONS		5,629
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		39,597
TOTAL AVAIABLE STRUCTURAL EXCAVATION (DRAINAGE)		1,104
TOTAL AVAILABLE NON-ROCK EXCAVATION		40,701
COMPUTATION OF WASTE MATERIAL		
GRUBBING IN FILL	4,560	
TOTAL WASTE MATERIAL		4,560
COMPUTATION OF COMMON BORROW FOR ESTIMATE		
(3) TOTAL FILL		12,428
TOTAL AVAILABLE NON-ROCK EXCAVATION	40,701 x 0.85 = 35,596	
TOTAL AVAILABLE ROCK EXCAVATION	37,682 x 1.33 = 50,117	
(4) TOTAL AVAILABLE EXACVATION		85,713
TOTAL SURPLUS MATERIAL = TOTAL AVAILABLE EXCAVATION MINUS TOTAL FILL PLUS TOTAL WASTE MATERIAL		77,845

EARTHWORK SUMMARY - WIN 17490.00 PARK & RIDE LOT

ALL QUANTITIES IN CUBIC YARDS (CY)

COMMON EXCAVATION FOR ESTIMATE		
COMMON EXCAVATION (FROM CROSS SECTIONS)	7,869	
GRUBBING IN FILL	2,596	
TOTAL COMMON EXCAVATION		10,465
FILL FOR BORROW CALCULATIONS		
COMMON FILL (FROM CROSS SECTIONS)	1,980	
TOTAL FILL		1,980
ROCK EXCAVATION		
ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
STRUCTURAL ROCK EXCAVATION (FOR DRAINAGE)	0	
TOTAL ROCK EXCAVATION		0
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS		
(1) TOTAL COMMON EXCAVATION		10,465
DEDUCTIONS:		
GRUBBING IN FILL	2,596	
REMOVING EXISTING PAVEMENT	0	
(2) TOTAL DEDUCTIONS		2,596
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		7,869
TOTAL AVAIABLE STRUCTURAL EXCAVATION (DRAINAGE)		1,848
TOTAL AVAILABLE NON-ROCK EXCAVATION		9,717
COMPUTATION OF WASTE MATERIAL		
GRUBBING IN FILL	2,596	
TOTAL WASTE MATERIAL		2,596
COMPUTATION OF COMMON BORROW FOR ESTIMATE		
(3) TOTAL FILL		1,980
TOTAL AVAILABLE NON-ROCK EXCAVATION	9,717 x 0.85 = 8,259	
TOTAL AVAILABLE ROCK EXCAVATION	0 x 1.33 = 0	
(4) TOTAL AVAILABLE EXACVATION		8,259
TOTAL SURPLUS MATERIAL = TOTAL AVAILABLE EXCAVATION MINUS TOTAL FILL PLUS TOTAL WASTE MATERIAL		8,875

As Built TP Dec 2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	$PROJMANAGER$	BY	DATE
DESIGN-DETAILED	$designer1$	$eteller1$	$prodate1$
CHECKED-REVIEWED	----------	----------	----------
DESIGN-DETAILED	$designer2$	$eteller2$	$prodate2$
DESIGN-DETAILED	$designer3$	$eteller3$	$prodate3$
REVISION 1	----------	----------	$revdate1$
REVISIONS 2	----------	----------	$revdate2$
REVISIONS 3	$revision3$	$eteller3$	$revdate3$
REVISIONS 4	$revision4$	$eteller4$	$revdate4$
FIELD CHANGES	$fieldchanges$	$fieldeteller$	$fieldchdate$

SIGNATURE

P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15

ESTIMATED QUANTITIES

SHEET NUMBER
13
OF 283

Filename: ...\MSTA\013_EST_QUANTITIES.dgn Division: HIGHWAY Username: common Date:12/13/2012

STATION	CULVERT PIPE: RCP SIZE	RCP LENGTH	RCP CLASS	CMP SIZE	CMP LENGTH	OPTION I SIZE	OPTION I LENGTH	OPTION III SMOOTHLINED SIZE	SMOOTHLINED LENGTH	CORRUGATED SIZE	CORRUGATED LENGTH	CATCH BASIN B1	B1-C	MH	E	F	PIPE ARCH SPAN	RISE	LENGTH	GAGE OR WALL THICKNESS	UNDERDRAIN TYPE B LENGTH	TYPE B OUTLET	OTHER SMOOTHLINED SIZE	SMOOTHLINED LENGTH	CORRUGATED SIZE	CORRUGATED LENGTH	ELBOWS, TEES, WYES AND INLET GRATE UNITS DESCRIPTIONS	REMARKS
ROADWAY CULVERTS	24"	TOTAL 96'																										Tie to existing pipe
Added STA. 202+71, 25' RT. To 203+15, 32' LT. Old Pipe 126+00, 18.2' RT. To 42.3' RT.																												
STA. 613~~96.20~~, 19.2 LT TO 614~75.00, 33.5 RT								18"	95'96.9'																			
STA. 614~75.0, 33.5 RT TO 515~00.0, 32.8 LT								18"	55'54'																			
STA. 515~00.0, ~~29.4~~, LT TO 515~00.0, 45.7 RT	24"	72'						24"	75'																			
STA. 467~31.0, 48.2 LT TO 468~54.07, 51.0 LT 49'								18"	128'																			
STA. 468~54.07, ~~51.0~~, LT TO 469~50.28, 44.5 RT .	18"	131.2'						18"	135'																		TIE TO EXISTING PIPE	
STA. 105~50.74, 16.2 RT TO 105~50.74, ~~33.5~~ RT 32.5'	15"	16'		15"	17'																						TIE TO EXISTING PIPE	
111+94.5, 31.5' STA. ~~112~00.00, 29.0~~ RT TO 112~55.82, 19.4 LT	24"	~~74~~ 80'	III																									
STA. 523~12.24, ~~77.5~~ LT TO 523~28.40, ~~68.2~~ RT	18"	136'						18"	139'																		TIE TO EXISTING PIPE	
STA. 450~09.65, ~~35.6~~ LT TO 450~09.65, 51.6 LT	12"	~~15~~ 19.5'	III																									
451+92.24, 0.8' LT. STA. ~~451~39.83, 0.6 LT TO 451~99.43, 0.6 LT~~	12"	54.8'						12"	56'																		TIE TO EXISTING PIPE	
451+71.14, 0.8' LT. STA. 451~98.46, ~~35.0~~ LT TO 451~98.46, 54.0 LT	12"	~~19~~ 22.5'	III																									
452+01, 0.8' LT. To 452+23.25, 0.8' LT. STA. ~~451~99.43, 0.6 LT TO 452~25.01, 0.6 LT~~	12"	22.2'						12"	22'																			
STA. 126~68.0, ~~47.3~~ LT TO 126~61.0, ~~52.5~~ RT 49.5'	18"	94.8'						18"	100'																			
STA. 204~50.0, 19.9 LT TO 124~87.69, 43.2 RT	15"	65.7'						15"	68'																			
STA. 116~00.0, 21.3 RT TO 116~15.45, 41.4 LT	24"	64'						24"	66'																			
STA. 213~69.74, ~~20.4~~ RT TO 213~69.21, ~~55.1~~ LT 56'	24"	78'						24"	75'																		INV. IN 116.39; TIE TO EX. PIPE	
STA. 213~80.48, 77.1 LT TO 213~84.17, ~~84.0~~ LT 84'				24"	8' 10'																						TIE TO EXISTING PIPE	
STA. 313~32.82, ~~13.9~~ LT TO 313~32.82, ~~23.3~~ LT 22.4'				15"	10'																							
STA. 121~93.92, ~~34.4~~ RT TO 208~36.51, ~~18.0~~ LT 16.9'	18"	72'						18"	74'																			
STA. 208~36.51, ~~18.0~~ LT TO 208~58.81, 24.0 RT .	18"	~~46.6~~ 46'						18"	46'																			
Added STA. 109+44, 41' LT To 109+44, 20' RT	18"	23'																									= Tie to existing pipe	
STA. 420+90, 39' To 43' RT	18"	8'																									Tie to existing pipe	
CATCH BASINS AND MANHOLES STA. 304+50.5, 18.2' Lt. To 304+52.5, 38.2' Lt. Added										33"	20'																	
91.0 CB 1, STA. 613~~96.20~~, 19.1 LT												1															BIO-CELL #2. USE BEEHIVE GR.	
CB 2, STA. 614~75.00, 33.5 RT												1															BIO-CELL #3. USE BEEHIVE GR.	
CB 3, STA. 622~22.25, 28.5 LT												1															BIO-CELL #1. USE BEEHIVE GR.	
CB 4, STA. 468~54.07, 51.0 LT													1															
CB 5, STA. 450~09.65, 0.8 LT													1															
CB 6, STA. 451~39.83, 0.8 LT 451+40.24, 0.8' Lt.													1															
DMH 1, STA. 451~99.43, 0.8 LT														1														
CB 7, STA. 452~25.01, 0.8 LT													1															
CB 8, STA. 126~68.00, 47.3 LT													1															
CB 9, STA. 204~50.00, ~~19.9~~ LT 18.9'													1															
CB 10, STA. 208~36.51, ~~18.0~~ LT 16.9'													1¼															
UNDERDRAIN																												
STA. 112~50 RT TO 116~13 LT																				354'	332'	57'55.5'						
STA. 614~25 RT TO 614~75 RT																							6" ~~14~~	118'	104'		BIO-RETENTION CELL #3	
STA. 614~75 RT TO 615~10 RT																							6" ~~14~~	40'			BIO-RETENTION CELL #3	
STA. 614~75 RT TO 622~22 LT																							6"	~~79~~ 90'	762.5'		BIO-RETENTION CELL #3	
STA. 613~50 LT																							4"	158'	105.7'		BIO-RETENTION CELL #2	
STA. 622~50 LT																							4"	260'	229.5'		BIO-RETENTION CELL #1	
STA. 116~00~~.0~~ RT TO 121~50~~.0~~ RT																				49.0'	519'	19'39'						
STA. 116~80~~.0~~ LT TO 119~00 LT																				28.7'	292'	30'34.9						
STA. 124~25 RT TO 122~00~~.0~~ RT																				20.0'	205'	35'37						
STA. 205~20 RT TO 208~50~~.0~~ RT																				32.3	323'	29'						
STA. 208~50~~.0~~ RT TO 213~75~~.0~~ RT																				48.6	495'	21'25'						
STA. 211~00 LT TO 213~50~~.0~~ LT																				25.5	260'	40'46'						
STA. 213~75 RT TO 216~00 RT																				21.0	215'	17'23'						
STA. 473~25 RT TO ~~417~88~~ RT 470+17 RT.																				49.2'	463'	60'32						
STA. 612~~75.0~~ LT TO 614~46 LT																				Into Cross Pipes	167' 170'							
STA. 614~10 RT TO 614~66 RT																					68' 65'							
STA. 614~~86.0~~ RT TO 621~73 RT																					717' 715							
STA. 515~00 LT TO 521~~69.0~~ LT																					673' 666'							

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT
WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

SIGNATURE
P.E. NUMBER
DATE

BY	DATE

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

YARMOUTH
I-295 EXIT 15

DRAINAGE SUMMARY

As-Built by T.R. Dyer Dec. 2013

SHEET NUMBER
14
OF 283

Filename: ...\HIGHWAY\MSTA\014_DRN_SUM.dgn Division: HIGHWAY Username: common Date:12/13/2012

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS: CENTRAL MAINE POWER

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

3. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

4. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.

5. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.

6. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER 'ITEM 202.203 PAVEMENT BUTT JOINTS. AS DIRECTED BY THE RESIDENT.

7. ALL ROADWAY CULVERT INLETS AND OUTLETS ARE TO RECEIVE SLOPE AND RIPRAP TREATMENT IN ACCORDANCE WITH MAINE DOT STANDARD DETAIL 802(105).

8. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. IN WETLAND AREAS AS DELINEATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT. THE CLEARING LIMIT SHALL BE THE TOE OF SLOPE.

9. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL BLANKET, STONE DITCH PROTECTION, AND RIPRAP SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.

10. SHOULDERS ARE TO BE WIDENED AT GUARDRAIL ENDS AS SHOWN IN MAINE DOT STANDARD DETAIL 606(18).

11. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

12. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.

13. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. 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. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

14. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.

15. WHERE NO DITCHING OR INSLOPE EXCAVATION IS NEEDED, THE GRADNG OF EXISTING MATERIAL OR THE ADDITION OF MATERIAL FOR 3 FEET BEYOND SHOULDER BREAK TO MATCH THE EXISTING SLOPE SHALL BE INCIDENTAL TO THE CONTRACT. ANY ADDITIONAL MATERIAL SHALL BE APPROVED BY THE RESIDENT.

16. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

17. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW.

18. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.

19. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.

20. EXTENDED USE EROSION CONTROL BLANKET, SEEDED DITCHES, RIPRAP DOWNSPOUTS, AND OTHER DITCHES LINED WITH STONE DITCH PROTECTION SHALL BE CONSTRUCTED AFTER PAVING AND SHOULDER WORK IS COMPLETED. WHERE IT IS APPARENT THAT RUNOFF WILL CAUSE CONTINUAL EROSION, PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

21. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

22. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

23. WHEN SUPER ELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.

24. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.

25. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

26. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE TABULATION.

27. 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 ITEM 604.

28. 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 ITEM 603 OR 605.

29. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE A FLOW LINE WITH ELEVATIONS SPECIFIED ON THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.

30. ALL CONNECTIONS FOR UNDERDRAIN (U.D.) TO ROADWAY CULVERTS WILL BE INCIDENTAL TO U.D. PIPE ITEMS.

31. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

32. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

33. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

34. ALL EXISTING GUARDRAIL SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

35. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

36. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

37. REMOVAL OF EXISTING DRAIANGE PIPE AS DIRECTED BY THE RESIDENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

38. LOAM HAS BEEN ESTIMATED FOR DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

39. 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 NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.

40. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.

41. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS.

42. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

43. 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.

44. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE:
- FEDERAL AID PROJECT NO. I-95-4(6)
- FEDERAL AID PROJECT NO. I-95-4(8)58
- FEDERAL AID PROJECT NO. I-95-4(9)

45. IF SOFT AND WET SOIL IS ENCOUNTERED AT THE SUBGRADE LEVEL, UTILIZE ITEM 620.54 STABILIZATION GEOTEXTILE PLACED ON SUBGRADE

46. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.

47. 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.

48. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

49. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.

50. STATIONS REFERENCED ARE APPROXIMATE.

51. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

52. ~~2" MINIMUM DEPTH~~ MULCH SHALL BE APPLIED TO ALL SEEDED AREAS.

53. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND ARE NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO THE VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.

54. ANY NECESSARY FINE GRADING OR COMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR SEPARATELY AND SHALL BE INCIDENTAL TO ITEM 304.10.

55. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN, AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO ITEM 403.

56. PAYMENT FOR PAVEMENT REMOVAL WHERE SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 203.20 COMMON EXCAVATION.

57. PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," U.S.D.O.T., F.H.W.A., LATEST EDITION.

58. FOLLOW STANDARD DETAIL 801(10) FOR PAVEMENT TRANSITION AT BRIDGE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15

GENERAL NOTES

As Built by T.R.Dyer Oct.2013

SHEET NUMBER
15
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DRIVEWAYS AND ENTRANCES

STATION	TYPE	OPENING
450+65 RT	PAVED	126'
473+80 RT	PAVED	78'
474+60 RT	PAVED	56'
476+52 RT	PAVED	60'
477+32 RT	PAVED include 20' Esl.	124'
465+80 RT	GRAVEL	30'

CLEARING - ITEM # 201.11

STATION TO STATION

ROUTE 1
- 442+50 - 442+85 RT
- 443+21 - 443+83 LT
- 446+80 - 447+15 RT
- 444+20 - 457+60 LT
- 459+90 - 464+85 LT
- 460+40 - 462+36 RT
- 463+75 - 465+60 RT
- 469+44 - 473+40 RT
- 474+80 - 476+20 RT

PARK AND RIDE
- 613+06 - 623+01 LT
- 613+06 - 623+01 RT

SB ON
- 512+82 - 523+40 LT
- 514+54 - 523+17 RT

SB OFF
- 304+65 - 305+00 LT
- 305+57 - 306+50 LT

NB OFF
- 100+58 - 112+90 RT
- 113+75 - 120+71 RT
- 115+34 - 120+15 LT

NB ON
- 201+96 - 208+49 RT
- 203+03 - 207+24 LT
- 210+28 - 212+83 LT
- 210+66 - 212+51 RT
- 214+00 - 214+85 LT
- 214+00 - 216+00 RT
- 217+21 - 219+45 RT

REMOVING MANHOLE OR CATCH BASIN - ITEM # 202.150

LOCATION	QUANTITY
ROUTE 1, 445+23.90, 21.27 LT	1 EA
ROUTE 1, 450+09.64, 8.01 RT	1 EA
ROUTE 1, 451+99.43, 8.41 RT	1 EA
ROUTE 1, 468+54.07, 50.32 LT	1 EA
NB OFF, 213+83.71, 83.16 LT	1 EA

GUARDRAIL TYPE 3C - SINGLE RAIL - ITEM # 606.23

STATION TO STATION	LENGTH
ROUTE 1	
~~442+5X LT - 446+90.5 LT~~	~~43.5X LF~~
453+X LT+55.5 - 457+X LT+18	362.5X LF
442+X RT+47 - 446+X RT+59.5	412.5X LF
463+X LT+64 - 466+X LT 51.5	287.5X LF
460+56.15 RT - 462+72 RT	215.75 LF
463+53 RT - 465+15.5 RT	162.5 LF
~~X / ROUTE 1~~	
~~[illegible]~~	~~X LF~~
460+23 LT. - 462+35.5 LT.	212.5
~~NB OFF/ROUTE 1~~	
~~[illegible] RT - 460+19 RT~~	~~[illegible] LF~~
~~306+18 LT - 308+68 RT~~	~~1112.5 LF~~
NB OFF/ROUTE 1	
~~[illegible] RT - [illegible] RT~~	~~X X~~
127+35.5 RT. - 457+46.5 RT	200 LF
SB ON 497+75 LT. - 508+87.5 LT.	1112.5 LF
~~[illegible] LT - 508+25 LT~~	~~[illegible] LF~~
~~522+97.5 - 523+22.5 RT~~	~~25 LF~~
523+15 LT. - 463+62 LT (Rte.#1)	25 LF
SB OFF 309+46.5 LT - 316+21.5 LT	675 LF
~~[illegible] LT - 316+[illegible] LT~~	~~X X~~
300+53 RT - 304+40.5 RT.	387.5 LF
300+80.5 LT. - 305+80.5 LT.	500 LF
NB OFF	
~~[illegible]+00 RT - 112+50 RT~~	~~[illegible] LF~~
~~112+70 LT - [illegible] LT~~	~~205 LF~~
~~[illegible] LT - 113+30 LT~~	~~[illegible] LF~~
112+75 LT. - 113+37.5 LT. (30' LT.)	62.5 LF
112+75 LT. - 114+00 LT. (40' LT.)	125 LF

TERMINAL END - SGL RAIL - GALV STEEL - ITEM # 606.265

LOCATION	QUANTITY
~~ROUTE 1, 463+52 LT~~	~~1 EA~~
NB OFF, 114+00 LT -	1 EA
SB ON, 522+97 RT -	1 EA
SB OFF, 309+X LT+46.5	1 EA
SB ON 497+75 LT.	1 EA.
SB ON 523+15 LT.	1 EA

GUARDRAIL 350 FLARED TERMINAL - ITEM # 606.790

LOCATION	QUANTITY
ROUTE 1	
446+X RT+97	1 EA
447+X LT+28	1 EA
453+X LT+18	1 EA
466+59 LT	1 EA
~~[illegible]~~	~~X~~
465+53 RT	1 EA
NB OFF 111+45 RT.	1 EA
~~[illegible]~~	~~X~~
126+98 RT	1 EA
SB ON	
509+25 LT	1 EA
SB OFF	
304+X RT+78	1 EA
306+18 LT	1 EA
316+59 LT	1 EA

CEDAR RAIL FENCE - ITEM # 601.33

STATION TO STATION	LENGTH
PARK AND RIDE	
612+X 44 - ~~X~~ 612+92 RT	X 48 LF

SCREENING FENCE - ITEM # 607.43

STATION TO STATION	LENGTH
PARK AND RIDE	
~~[illegible] RT~~	~~X~~
616+95 - 621+67	472 LF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

SIGNATURE

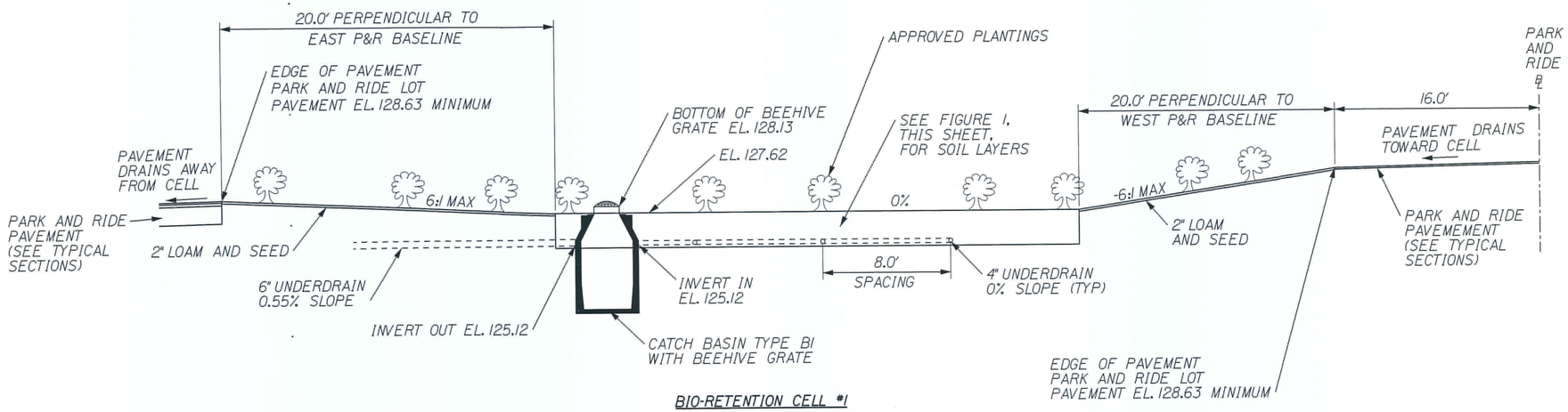
P.E. NUMBER

DATE

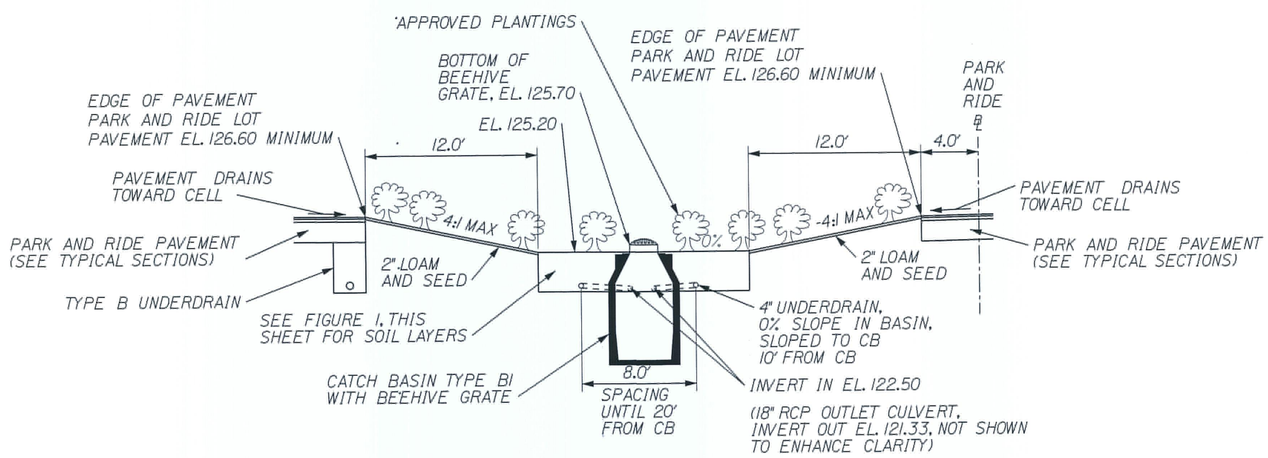
CONTRACTOR FOLDING

As-Builts by T.P. Cyr Dec. 2013

SHEET NUMBER
16
OF 283



BIO-RETENTION CELL #1
STA. 604+18.02 LT TO STA. 605+33.27 LT

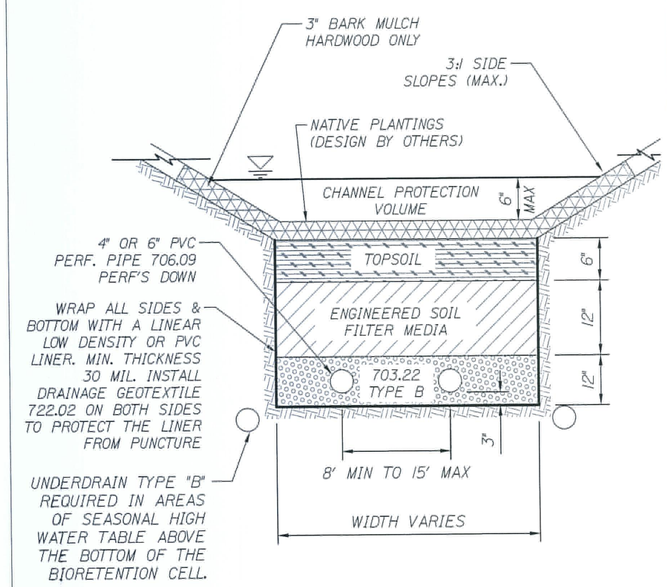


BIO-RETENTION CELL #2
STA. 612+71.09 LT TO STA. 614+31.50 LT

NOTE: IN EACH TREATMENT CELL PROVIDE CLEANOUTS FOR EACH 4" LINE AT THE FARTHEST POINT FROM THE CATCH BASIN

FIGURE 1

THE BIORETENTION CELL(S) LOCATION, LAYOUT, GRADING, DRAINAGE, EROSION CONTROL MEASURES AND PLANTING ARE INDICATED ON THE CONTRACT DRAWINGS



BIORETENTION CELL
TYPICAL SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

BY	DATE

SIGNATURE
P.E. NUMBER
DATE

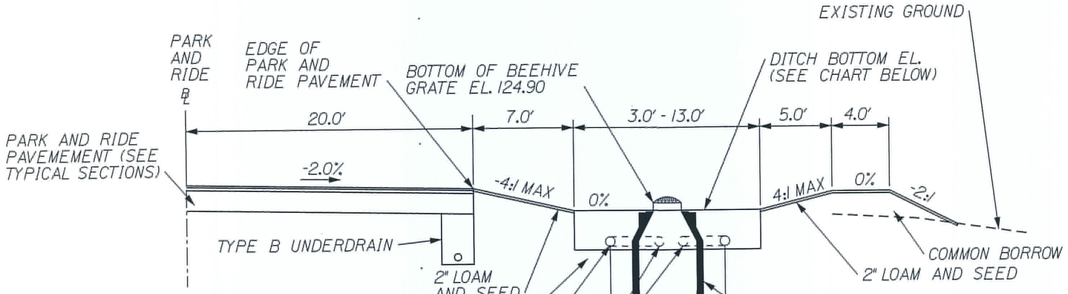
PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

YARMOUTH
I-295 EXIT 15

DRAINAGE DETAILS

SHEET NUMBER
17
OF 283

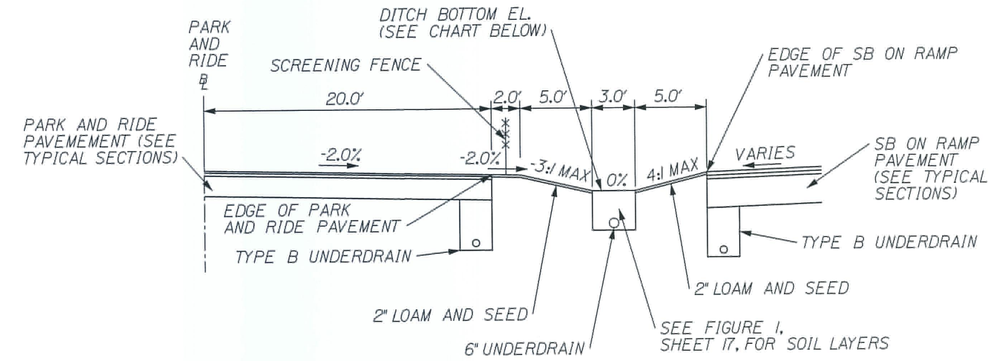
Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



*FOR DITCH WIDTHS OF 8' OR GREATER. FOR DITCH WIDTHS LESS THAN 8' USE ONE 6" UNDERDRAIN PLACED IN THE HORIZONTAL CENTER OF THE DITCH (SEE WATER QUALITY DITCH NORTH DETAIL)

(18" RCP INLET AND OUTLET CULVERTS, INVERTS 120.85, NOT SHOWN TO ENHANCE CLARITY)

BIO-RETENTION CELL #3
STA. 614+25 RT TO STA. 617+00 RT



BIO-RETENTION CELL #3
STA. 617+00 RT TO STA. 621+75 RT

WATER QUALITY DITCH BOTTOM ELEVATIONS

STATION, OFFSET	ELEVATION	SLOPE DOWNSTATION
621+75, 28.5 RT	127.64	-0.24%
621+25, 28.5 RT	127.51	-0.24%
620+75, 28.5 RT	127.37	-0.50%
620+25, 28.5 RT	127.13	-0.50%
619+75, 28.5 RT	126.90	-0.50%
619+25, 28.5 RT	126.68	-0.50%
618+75, 28.5 RT	126.45	-0.50%
618+25, 28.5 RT	126.23	-0.50%
617+75, 28.5 RT	125.98	-0.50%
617+25, 28.5 RT	125.69	-0.50%
616+75, 28.5 RT	125.41	-0.50%
616+25, 28.5 RT	125.16	-0.50%
615+75, 28.5 RT	124.91	-0.50%
615+25, 28.5 RT	124.66	-0.50%
614+75, 28.5 RT	124.39	+0.50%
614+25, 28.5 RT	124.72	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

HIGHWAY PLANS
WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

BY	DATE

SIGNATURE
P.E. NUMBER
DATE

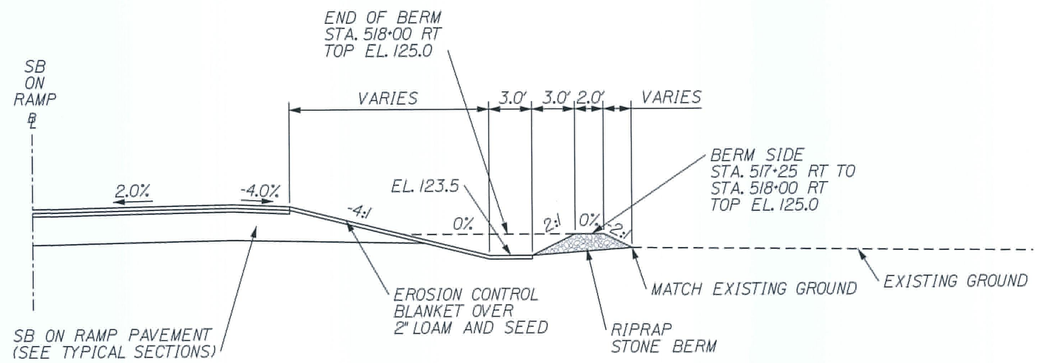
PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

YARMOUTH
I-295 EXIT 15

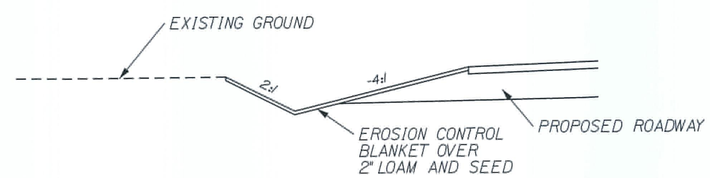
DRAINAGE DETAILS

SHEET NUMBER
18
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



LEVEL SPREADER
STA. 517+25 RT TO STA. 518+00 RT



VEGETATIVE DITCH TREATMENT
FOR DITCHES WITH SLOPES
GREATER THAN 5%

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

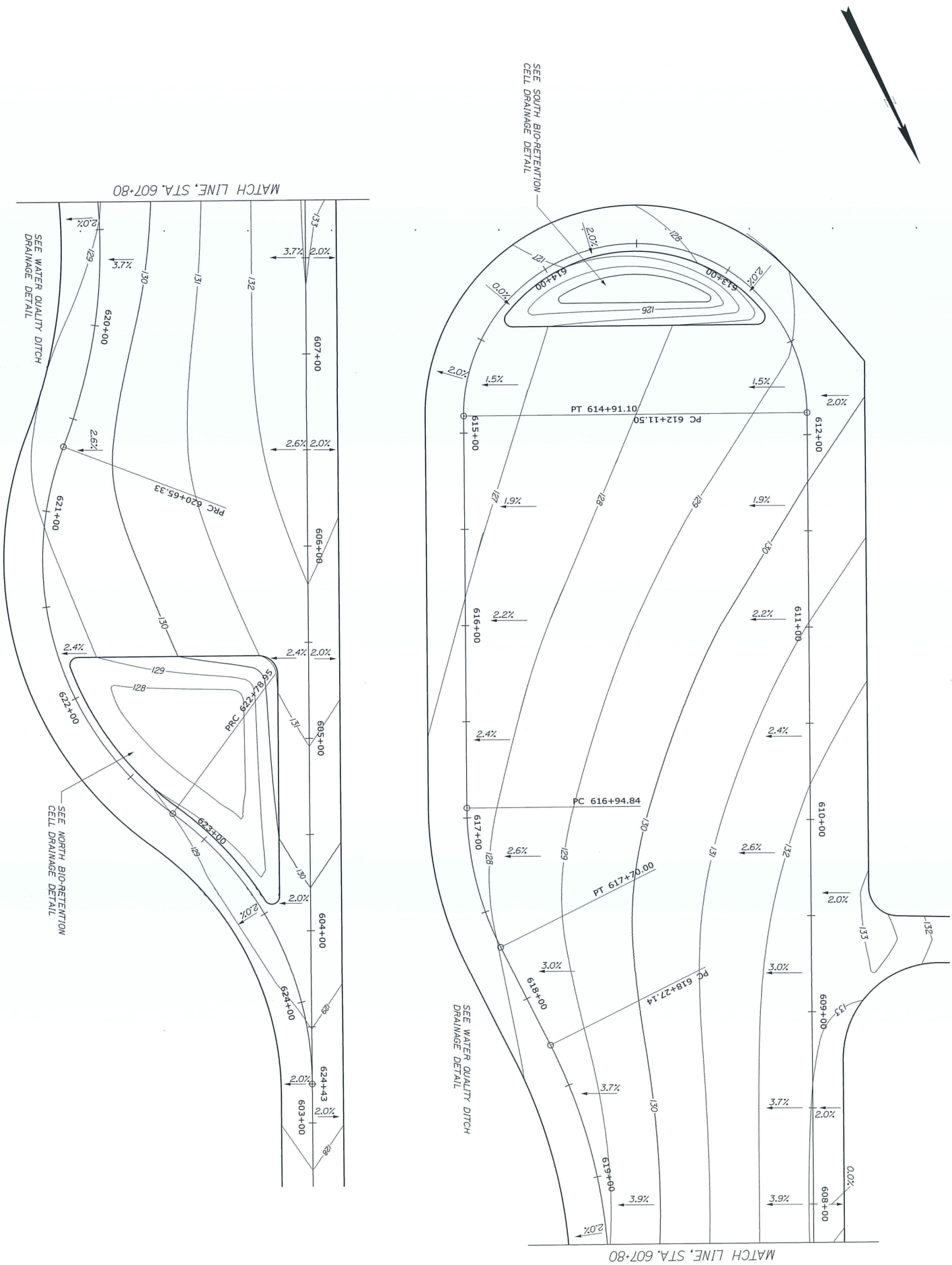
DATE

YARMOUTH
I-295 EXIT 15

DRAINAGE DETAILS

SHEET NUMBER
19
OF 283

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011



SHEET NUMBER 20 OF 283	YARMOUTH I-295 EXIT 15	PROJ. MANAGER / DESIGN-DETAILED / CHECKED-REVIEWED / DESIGN2-DETAILED2 / DESIGN3-DETAILED3 / REVISIONS 1 / REVISIONS 2 / REVISIONS 3 / REVISIONS 4 / FIELD CHANGES (BY, DATE)	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	PARK & RIDE GRADING PLAN	SIGNATURE / P.E. NUMBER / DATE	IM-1108(600) EXIT 15 CM-1749(000)X PARK & RIDE LOT
			WIN 11806.00 EXIT 15 WIN 17490.00 PARK & RIDE LOT — HIGHWAY PLANS

GENERAL NOTES:

1. THE CRITERIA ON THIS SHEET ARE MINIMUM CRITERIA. THE CONTRACTOR SHALL USE OTHER CRITERIA, AS NECESSARY, TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS. THE PERMANENT SOIL NAIL RETAINING WALL SHALL BE DESIGNED BY THE CONTRACTOR FOR A DESIGN LIFE OF 75 YEARS.
2. THE LIMITS OF THE PERMANENT SOIL NAIL RETAINING WALL ARE SHOWN ON THE DRAWINGS.
3. UNLESS MODIFIED BY THE CONTRACT DRAWINGS AND SPECIFICATIONS, THE STRUCTURAL DESIGN AND ALLOWABLE UNIT STRESSES SHALL BE GOVERNED BY THE CURRENT EDITIONS OF THE FOLLOWING MANUALS, CODES, OR SPECIFICATIONS, AND SHALL BE CONSIDERED PART OF THE SPECIFICATIONS.

GENERAL:
"GEOTECHNICAL ENGINEERING CIRCULAR NO. 7, SOIL NAIL WALLS," REPORT NO. FHWA-IF-03-017.

STEEL:
"SPECIFICATIONS FOR THE DESIGN, FABRICATION, AND ERECTIONS OF STRUCTURAL STEEL FOR BUILDINGS" AND "THE MANUAL OF STEEL CONSTRUCTION" (ASD EDITION), THE AMERICAN INSTITUTE FOR STEEL CONSTRUCTION.

WELDING:
"STRUCTURAL STEEL WELDING CODE STEEL," ANSI/AWS D1.1 OF THE AMERICAN WELDING SOCIETY, INC.

REINFORCED CONCRETE:
"BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE," ACI 318 OF THE AMERICAN CONCRETE INSTITUTE.

ANALYSIS AND DESIGN:

1. DESIGN OF THE PERMANENT SOIL NAIL RETAINING WALL SHALL BE COMPLETED IN ACCORDANCE WITH SPECIAL PROVISION 636 DESIGN OF SOIL NAIL WALL AND WILL BE PAID FOR UNDER ITEM NO. 636.40.
2. THE PERMANENT SOIL NAIL RETAINING WALL SHALL BE DESIGNED USING THE PROCEDURES CONTAINED IN THE FEDERAL HIGHWAY ADMINISTRATION "GEOTECHNICAL ENGINEERING CIRCULAR NO. 7, SOIL NAIL WALLS," REPORT NO. FHWA-IF-03-017, DATED MARCH 2003, AND THE RECOMMENDATIONS INCLUDED IN THE GEOTECHNICAL DESIGN REPORT PREPARED BY HALEY & ALDRICH, INC. ENTITLED "GEOTECHNICAL DESIGN REPORT, INTERSTATE 295/U.S. ROUTE 1 INTERCHANGE IMPROVEMENTS, MAINEDOT PIN 11086.00, YARMOUTH, MAINE."
3. THE DESIGN OF THE PERMANENT SOIL NAIL RETAINING WALL SYSTEM SHALL SATISFY THE MOST CRITICAL CONDITIONS ANTICIPATED DURING BOTH THE TEMPORARY CONSTRUCTION SEQUENCE AND PERMANENT OPERATION OF THE SYSTEM.
4. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING INFORMATION, STAMPED AND SIGNED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MAINE: WRITTEN DESCRIPTION OF THE INTENDED SEQUENCE OF CONSTRUCTION, PLAN LIMITS OF THE SYSTEM, CROSS SECTIONS OF EACH DESIGN SECTION, DETAILS OF SOIL NAILS AND ANCHOR HEADS, AND DESIGN CALCULATIONS FOR THE COMPLETE SYSTEM.
5. VARIOUS DESIGN CASES SHALL BE DETERMINED BY COMBINING TOGETHER THE LOADING CONDITIONS FOR SOIL, SURCHARGES, AND SEISMIC LOADINGS.
6. THE FOLLOWING ENGINEERING PROPERTIES SHALL BE ASSUMED FOR SOILS PRESENT AT THE SITE:

SOIL UNIT	TOTAL UNIT WEIGHT (PCF)	INTERNAL ANGLE OF FRICTION (DEGREES)	COHESION (LB/SQFT)
FILL	120	28	NA
MARINE SAND	115	30	NA
MARINE CLAY	115	NA	500

7. THE PERMANENT SOIL NAIL RETAINING WALL SHALL BE ANALYZED/DESIGNED FOR MINIMUM LATERAL PRESSURES DUE TO TRAFFIC AND CONSTRUCTION EQUIPMENT BASED ON AN ASSUMED SURFACE SURCHARGE EQUAL TO 250 POUNDS PER SQUARE FOOT (PSF) ACTING OVER A 20-FT WIDE INFLUENCE AREA. THE CONTRACTOR SHALL DETERMINE IF THE 250 PSF VERTICAL SURCHARGE LOAD IS SUFFICIENT. THE CONTRACTOR SHALL ALSO ACCOUNT FOR CRITICAL SURCHARGE LOADING CONDITIONS NOT DESCRIBED HEREIN, WHICH MAY INCLUDE POINT LOADS OR UNIFORM LINE OR STRIP LOADS RESULTING FROM CRANES OR MATERIAL STOCKPILES. IF ADDITIONAL CONSTRUCTION SURCHARGE LOADS ARE ANTICIPATED EITHER ON TOP OF THE SOIL NAIL RETAINING WALL AND/OR ON TOP OF THE ROUTE 1 EMBANKMENT, THESE SURCHARGE LOADS SHALL ALSO BE INCLUDED IN THE ANALYSIS/DESIGN.
8. THE DESIGN OF THE SOIL NAIL RETAINING WALL SYSTEM SHALL INCLUDE ACCOMMODATIONS FOR THE DESIGN PHREATIC SURFACE.
9. THE DESIGN OF ALL STRUCTURAL COMPONENTS OF THE PERMANENT SOIL NAIL RETAINING WALL SYSTEM SHALL INCLUDE THE SEISMIC LOADING CONDITION.
10. THE EXCAVATION DEPTH SHALL BE DEFINED AS A VERTICAL DISTANCE FROM THE LOWEST EXCAVATION TO THE HIGHEST GROUND SURFACE ELEVATION BEHIND THE PERMANENT SOIL NAIL RETAINING WALL.

SOIL NAILS:

1. NAIL BARS SHALL BE EPOXY COATED.
2. THE FOLLOWING TOLERANCES SHALL BE STRICTLY ADHERED TO:

ELEVATIONS: +/- 0.1 FT
WALL HEIGHT: +/- 0.1 FT

STRAIGHTNESS & FLATNESS (SHOTCRETE FACE)
EDGE BOW (ASTM C-550): 1/4 IN. MAXIMUM PER 96-IN. LENGTH
FACE BOW (ASTM C-550): 1/2 IN. MAXIMUM PER 96-IN. LENGTH
SAUCER (FP-201): 1/8 IN. MAXIMUM PER 24-IN. WIDTH

3. EXCAVATION TO THE FINAL WALL EXCAVATION FACE SHALL BE PERFORMED USING PROCEDURES THAT: (1) PREVENT GROUND LOSS, SWELLING, AIR SLAKING, OR LOOSENING; (2) MINIMIZE DEGRADATION OF SOIL BEARING SUPPORT BELOW THE OVERLYING PORTIONS OF THE SOIL NAIL WALL AND BELOW THE SOIL NAILS CURRENTLY BEING INSTALLED; (3) PREVENT PREMATURE LOSS OF SOIL MOISTURE AT THE FACE; (4) PREVENT GROUND FREEZING; (5) PREVENT POTENTIAL FOR SHOTCRETE OVERAGES; (6) MINIMIZE GROUNDWATER SEEPAGE FROM THE EXCAVATED FACE; AND (7) MAINTAIN SATISFACTORY MOISTURE CONTROL OF EXCAVATED FACE TO ALLOW PROPER PLACEMENT OF SHOTCRETE.
4. LOSS OF GROUND AS A RESULT OF SLOUGHING OR RAVELING OF THE EXCAVATED FACE SHALL NOT BE PERMITTED.
5. PROVIDE CONTRACTION AND EXPANSION JOINS IN ACCORDANCE WITH ACI 506.2-90 (SPECIFICATION OF SHOTCRETE) SECTION 3.6 AND ACI 506R-90 (GUIDE TO SHOTCRETE) SECTION 5.7.
6. PRIOR TO SHOTCRETING THE SOIL SURFACE, CLEAN ALL SURFACES OF LOOSE MATERIAL.
7. PROVIDE 3 IN. (MINIMUM) CLEAR COVER AROUND ALL REBAR.
8. SOIL NAILS SHALL BE INSTALLED USING ROTARY/ROTARY PERCUSSIVE DRILLING. AIR OR WATER SHALL BE USED TO FLUSH CUTTINGS FROM DRILL HOLES AS THE HOLE IS ADVANCE. CASING SHALL BE EMPLOYED FOR FULL SOIL NAIL LENGTH. THE DRILLHOLE DIAMETER SHALL BE SELECTED TO PROVIDE A MINIMUM OF 1.5 INCHES OF GROUT COVER OVER AN EPOXY-COATED SOIL NAIL BAR; AND TO DEVELOP THE REQUIRED SOIL-GROUT BOND STRENGTH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE FINAL DRILLHOLE DIAMETER REQUIRED TO PROVIDE THE ULTIMATE SOIL-GROUT BOND STRENGTH VALUE REQUIRED BY THE SOIL NAIL WALL DESIGN. THE DRILLHOLE SHALL BE DRILLED TO THE DEPTHS INDICATED ON THE CONTRACTOR'S PLANS TO ACCOMMODATE THE REQUIRED LENGTH OF SOIL NAIL. UPON REACHING THE DESIGN DEPTH, INSERT THE NAIL BAR AND TREMIE GROUT THE DRILLHOLE FROM THE BOTTOM. A FULL HEAD OF GROUT SHALL BE MAINTAINED DURING WITHDRAWAL OF CASING TO ENSURE COMPLETE FILLING OF THE DRILLHOLE. ALL HOLES DRILLED EACH DAY SHALL BE GROUTED THE SAME DAY.
9. THE EARTH FACE SHALL BE TRIMMED TO THE TOLERANCES SPECIFIED AND ROLLS OF GEOCOMPOSITE DRAIN STRIPS SUFFICIENT IN LENGTH TO BE CONTINUOUS FOR THE WALL HEIGHT AT EACH LOCATION SHALL BE INSTALLED. THE ROLL SHALL BE UNROLLED AND APPLIED TO THE SOIL FACE, AS NEEDED FOR EACH LIFT. THE REMAINDER OF THE ROLL SHALL BE COLLECTED NEATLY AT THE BASE OF THE WALL. A COVER SHALL BE PLACED OVER THE REMAINING ROLL TO PREVENT REBOUND FROM BONDING TO THE MEDIA DURING SHOTCRETE APPLICATION. "U"-SHAPED BENT PINS SHALL BE USED TO AFFIX THE BOARD TO THE SOIL SURFACE. THEY SHALL WRAP ALL EDGES AND RETURN 6 INCHES ON THE BACK OF THE STRIP OF DRAINAGE MEDIA.
10. SHOTCRETING SHALL BE PERFORMED THE SAME DAY AS THE EXCAVATION OF THE LIFT OR TEMPORARY BERM (IF USED). SHOTCRETING SHALL START FROM THE BASE OF THE EXCAVATION LIFT WORKING UPWARDS. WHENEVER POSSIBLE, THE FULL SECTION SHOULD BE GUNNED TO FULL DESIGN THICKNESS IN ONE LAYER. THE SHOTCRETE THICKNESS DURING GUNNING SHALL BE MONITORED AND APPLIED SUCH THAT SAGS AND SLOUGHS DO NOT FORM.
11. ALL EXTERIOR CORNERS AND EDGES SHALL HAVE A •-IN. CHAMFER AND ALL INTERIOR CORNERS HALL HAVE A •-IN. FILLET.
12. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING STABLE SLOPES ABOVE AND BELOW THE SOIL NAIL RETAINING WALL AT ALL TIMES.
13. NO OPEN CUTS STEEPER THAN 1H:1V SHALL BE MADE WITHIN 20 FEET IN FRONT OF THE SOIL NAIL RETAINING WALL WITHOUT APPROVAL OF THE GEOTECHNICAL ENGINEER.
14. THE FINAL CAST-IN-PLACE FACING SHALL HAVE CONTRACTION JOINTS AT MAXIMUM 30-FT SPACING.
15. AT A MINIMUM, THE FINAL CAST-IN-PLACE FACING SHALL CONTAIN TEMPERATURE REINFORCEMENT CONSISTING OF #5 EPOXY COATED REBAR IN A GRID PATTERN WITH AND 18 IN. SPACING.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT
WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT
HIGHWAY PLANS

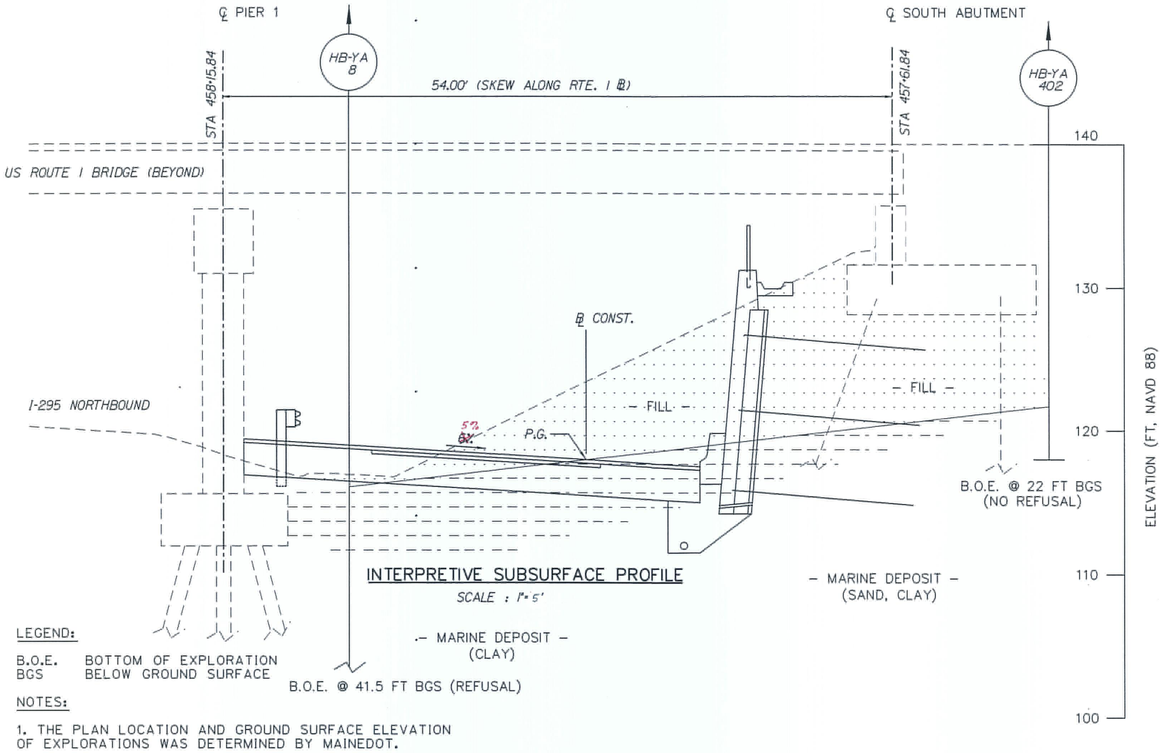
BY | DATE
SIGNATURE
P.E. NUMBER
DATE

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

YARMOUTH
I-295 EXIT 15

SOIL NAIL WALL GENERAL NOTES

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011



INTERPRETIVE SUBSURFACE PROFILE

SCALE : 1"= 5'

LEGEND:

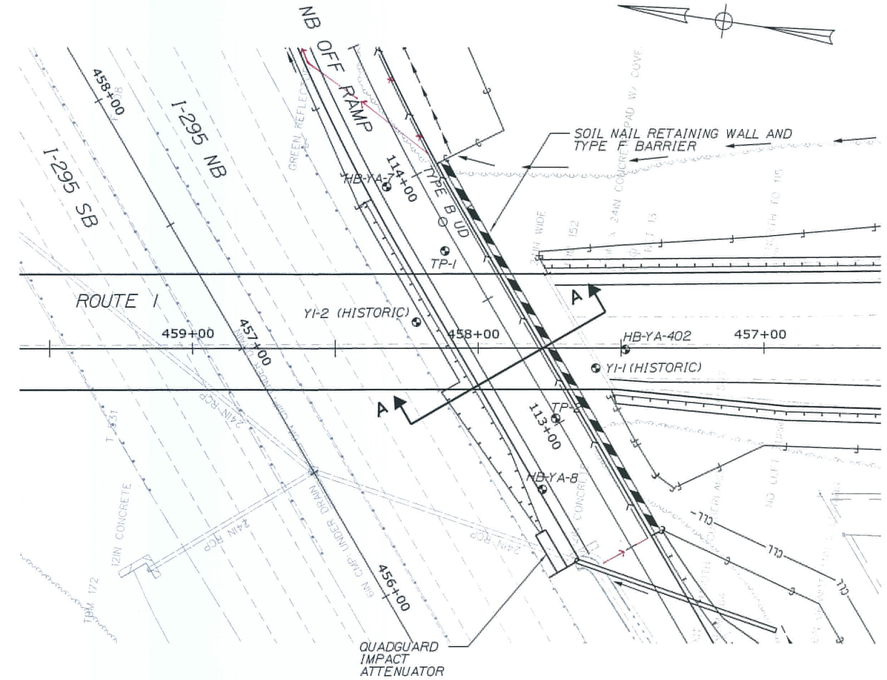
B.O.E. BOTTOM OF EXPLORATION
BGS BELOW GROUND SURFACE

NOTES:

1. THE PLAN LOCATION AND GROUND SURFACE ELEVATION OF EXPLORATIONS WAS DETERMINED BY MAINEDOT.

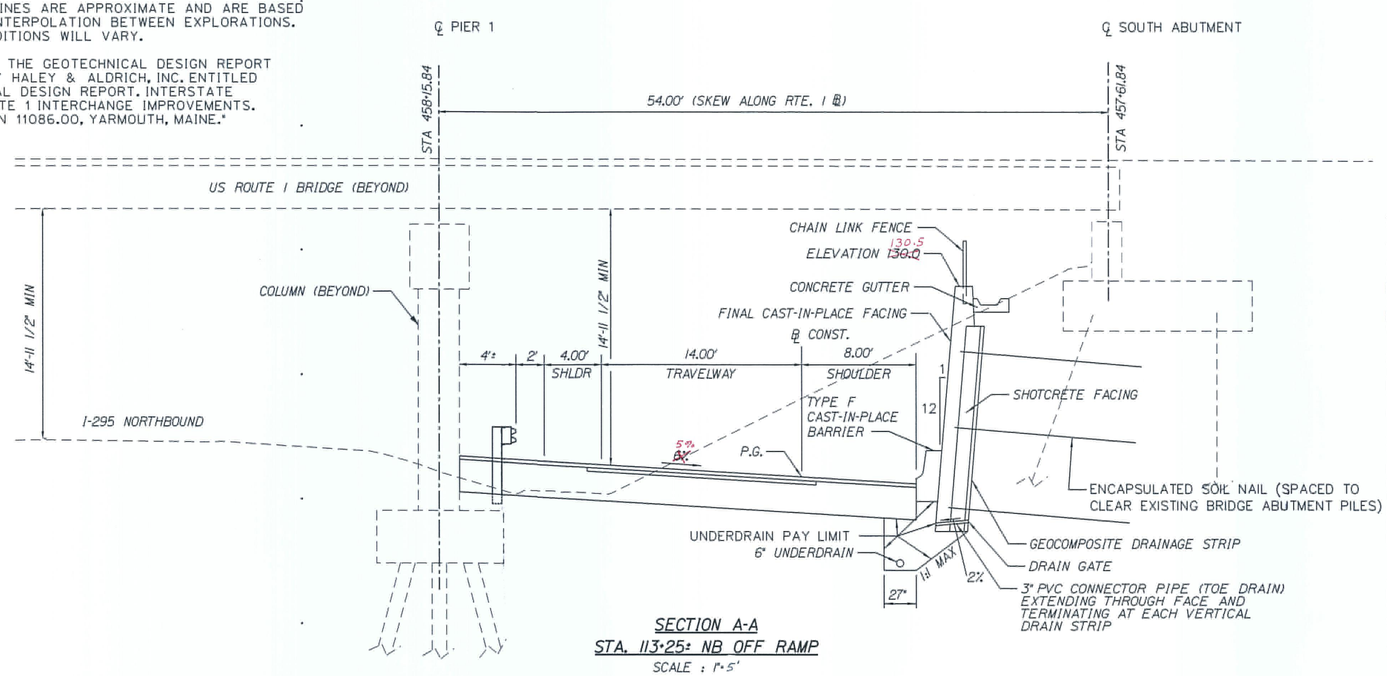
2. STRATA LINES ARE APPROXIMATE AND ARE BASED ON LINEAR INTERPOLATION BETWEEN EXPLORATIONS. ACTUAL CONDITIONS WILL VARY.

3. REFER TO THE GEOTECHNICAL DESIGN REPORT PREPARED BY HALEY & ALDRICH, INC. ENTITLED "GEOTECHNICAL DESIGN REPORT. INTERSTATE 295/U.S. ROUTE 1 INTERCHANGE IMPROVEMENTS. MAINEDOT WIN 11086.00, YARMOUTH, MAINE."



PLAN

SCALE : 1"= 25'



SECTION A-A
STA. 113+25± NB OFF RAMP

SCALE : 1"= 5'

SOIL NAIL RETAINING WALL NOTES:

1. DESIGN OF THE SOIL NAIL RETAINING WALL SHALL BE COMPLETED IN ACCORDANCE WITH SPECIAL PROVISION 636 - DESIGN OF SOIL NAIL WALL AND THE RECOMMENDATIONS OF THE GEOTECHNICAL DESIGN REPORT PREPARED BY HALEY & ALDRICH, INC. ENTITLED "GEOTECHNICAL DESIGN REPORT, INTERSTATE 295/U.S. ROUTE 1 INTERCHANGE IMPROVEMENTS, MAINEDOT PIN 11086.00, YARMOUTH, MAINE." DESIGN OF THE SOIL NAIL RETAINING WALL WILL BE PAID FOR UNDER ITEM NO. 636.400.

2. CONSTRUCTION OF THE SOIL NAIL RETAINING WALL SHALL BE COMPLETED IN ACCORDANCE WITH SPECIAL PROVISION 636 - SOIL NAIL WALL AND WILL BE PAID FOR UNDER ITEM NO. 636.411. ANY WALL PROJECTIONS BEYOND THE LIMITS SHOWN, TO ACCOMMODATE SPACING OF WALL FACING WILL BE CONSIDERED INCIDENTAL TO THIS ITEM.

3. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT THE EXISTING U.S. ROUTE 1 OVERPASS BRIDGE AND ANY EXISTING UTILITIES FROM DAMAGE THROUGH THE ENTIRE CONSTRUCTION OPERATION. THE CONTRACTOR SHALL COORDINATE THE SPACING OF SOIL NAILS TO AVOID INTERFERENCE WITH THE EXISTING BRIDGE ABUTMENT PILES. ANY AND ALL DAMAGE TO THE EXISTING U.S. ROUTE 1 OVERPASS BRIDGE STRUCTURE OR EXISTING UTILITIES CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT HIS/HER OWN EXPENSE, AT NO ADDITIONAL COST TO THE DEPARTMENT.

4. FOR PLAN LOCATION AND SPACING OF EXISTING U.S. ROUTE 1 OVERPASS BRIDGE ABUTMENT PILES, SEE BRIDGE PLAN, SHEET NO. 32 OF 103 ENTITLED "PORTLAND-YARMOUTH INTERSTATE, RELOCATED ROUTE 1 OVER INTERSTATE, SOUTH ABUTMENT."

5. CHAIN LINK FENCE INCIDENTAL TO SOIL WALL ITEM 636.411 SOIL NAIL WALL.

As Built by T.R. Dun Dec 2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

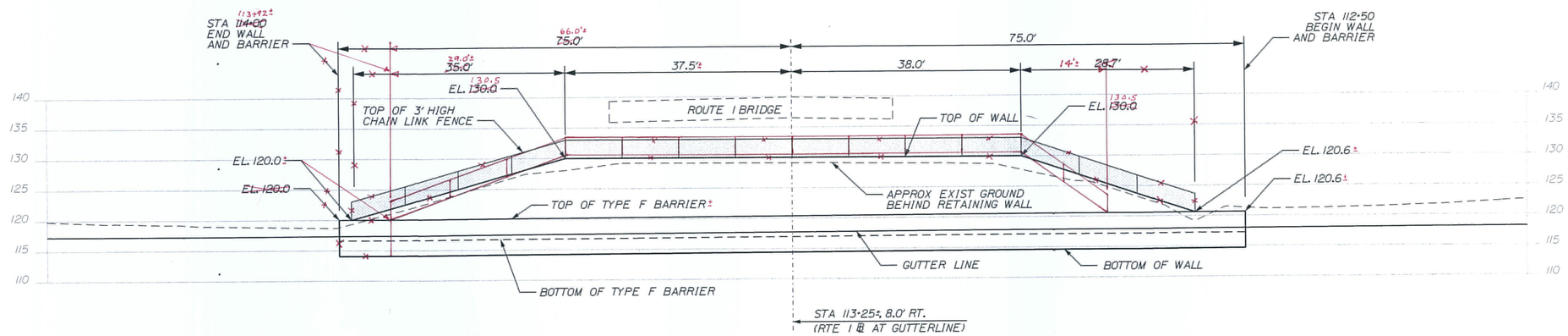
YARMOUTH
I-295 EXIT 15

SOIL NAIL WALL PLANS

SHEET NUMBER
22
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011

Filename: Division: HIGHWAY Username: COMMON Date-2/21/2011



SOIL NAIL WALL ELEVATION

SCALE: 1" =10'

		BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

SIGNATURE

P.E. NUMBER

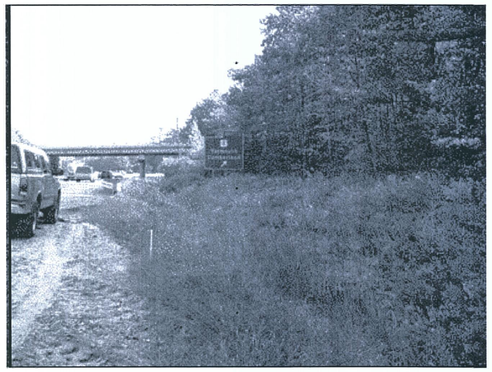
DATE

YARMOUTH
I-295 EXIT 15

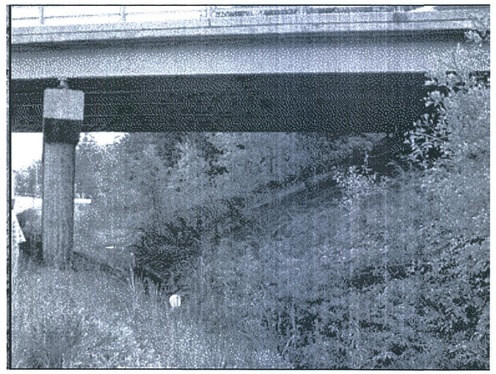
SOIL NAIL WALL PLANS

As-Built by T.P.O. Dec. 2013

SHEET NUMBER
23
OF 283



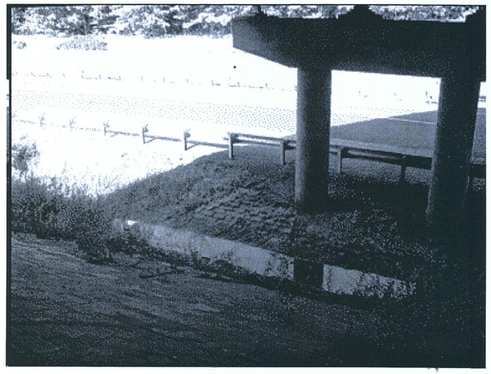
VIEW OF I-295 NB DECELERATION LANE BENEATH THE EXISTING ROUTE 1 OVERPASS BRIDGE WITH PIER NO. 1 (LEFT) VISIBLE, LOOKING NORTH.



VIEW OF I-295 NB DECELERATION LANE BENEATH THE EXISTING ROUTE 1 OVERPASS BRIDGE WITH PIER NO. 1 (LEFT) VISIBLE, LOOKING NORTH.

VIEW OF CONCRETE PAVER SLOPE PROTECTION BENEATH THE EXISTING ROUTE 1 OVER PASS BRIDGE WITH ABUTMENT A (RIGHT) VISIBLE, LOOKING NORTHEAST.

VIEW OF CONCRETE PAVER SLOPE PROTECTION BENEATH THE EXISTING ROUTE 1 OVERPASS BRIDGE WITH ABUTMENT A (LEFT) AND PIER NO. 1 (RIGHT) VISIBLE, LOOKING SOUTHEAST.



VIEW OF CONCRETE PAVER SLOPE PROTECTION BENEATH THE EXISTING ROUTE 1 OVERPASS BRIDGE WITH PIER NO. 1 VISIBLE, LOOKING SOUTHWEST.

PHOTOGRAPHS OF EXISTING SITE CONDITIONS IN THE VICNITY OF THE ROUTE 1 OVERPASS BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

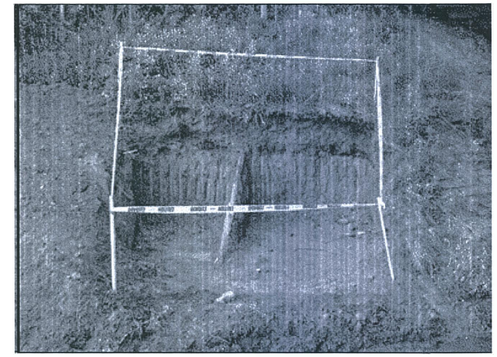
YARMOUTH
I-295 EXIT 15

SOIL NAIL WALL EXIST. CONDITIONS

SHEET NUMBER
24
OF 283

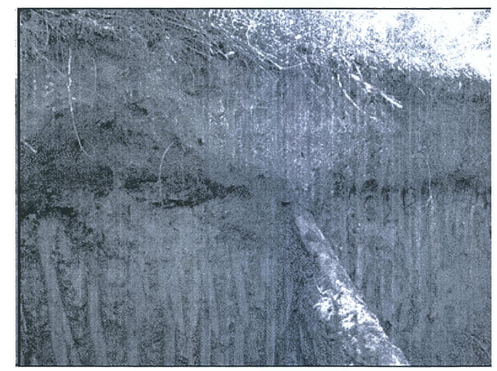
Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

VIEW OF I-295 NB DECELERATION LANE BENEATH THE EXISTING ROUTE 1 OVERPASS BRIDGE WITH PIER NO. 1 (LEFT) VISIBLE, LOOKING NORTH.

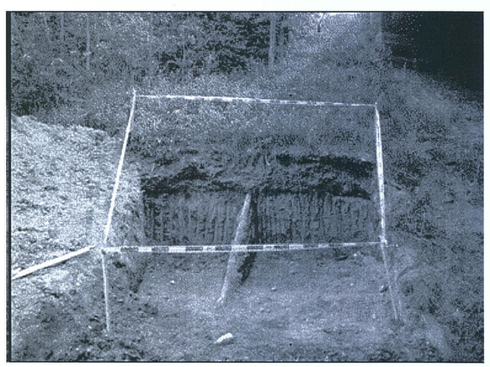


VIEW OF TEST PIT NO. 1 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE IMMEDIATELY AFTER EXCAVATION, LOOKING EAST, 20 JUNE 2011. THIN GRANULAR FILL OVERLYING FORMER TOPSOIL/ORGANIC LAYER AND UNDERLYING MARINE SILT/CLAY DEPOSIT.

VIEW OF TEST PIT NO. 1 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE IMMEDIATELY AFTER EXCAVATION, LOOKING EAST, 20 JUNE 2011. THIN GRANULAR FILL OVERLYING FORMER TOPSOIL/ORGANIC LAYER AND UNDERLYING MARINE SILT/CLAY DEPOSIT.



CLOSE-UP VIEW OF TEST PIT NO. 1 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE IMMEDIATELY AFTER EXCAVATION, LOOKING NORTHEAST, 20 JUNE 2011. THIN GRANULAR FILL OVERLYING FORMER TOPSOIL/ORGANIC LAYER AND UNDERLYING MARINE SILT/CLAY DEPOSIT.



VIEW OF TEST PIT NO. 1 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE APPROXIMATELY ONE WEEK AFTER EXCAVATION, LOOKING EAST, 30 JUNE 2011. THIN GRANULAR FILL OVERLYING FORMER TOPSOIL/ORGANIC LAYER AND UNDERLYING MARINE SILT/CLAY DEPOSIT.

TEST PIT NO. 1 DESCRIPTION:

SOIL DESCRIPTIONS PRESENTED IN ORDER OF INCREASING DEPTH BELOW GROUND SURFACE.

1. SURFICIAL LAYER OF TOPSOIL RANGED IN THICKNESS FROM APPROXIMATELY 0.1 TO 0.3 FT.
2. TOPSOIL UNDERLAIN BY VARIABLE THICKNESS OF GRAY, SILTY FINE SAND, TRACE MEDIUM TO COARSE SAND AND FINE TO COARSE GRAVEL. THE THICKNESS RANGED FROM APPROXIMATELY 0.8 TO 2.0 FT IN THE NORTHERN AND SOUTHERN PORTIONS OF THE EXPOSED FACE.
3. VARIABLE THICKNESS OF LIGHT BROWN, WELL-GRADED SAND WITH GRAVEL (NORTHERN HALF OF TEST PIT), TO ORANGE-BROWN POORLY-GRADED SAND, TRACE FINE AND COARSE SAND AND FINE GRAVEL (SOUTHERN HALF OF TEST PIT). THE THICKNESS IN THE NORTHERN HALF OF THE TEST PIT RANGED FROM APPROXIMATELY 0.2 TO 1.3 FT AND THE THICKNESS IN THE SOUTHERN HALF OF THE TEST PIT RANGED FROM APPROXIMATELY 0.1 TO 0.8 FT.
4. VARIABLE THICKNESS OF DARK BROWN SILTY FINE TO BLACK ORGANIC SOIL. THE THICKNESS RANGED FROM APPROXIMATELY 0.1 TO 0.5-FT THICK.
5. VARIABLE THICKNESS OF LIGHT GRAY, FINE SAND. THE THICKNESS RANGED FROM APPROXIMATELY 0.1 TO 0.8 FT.
6. GRAY, MOTTLED, SILTY CLAY EXTENDING TO BOTTOM OF TEST PIT.
7. ENCOUNTERED EXISTING UNKNOWN UTILITY PIPE WITHIN LIMITS OF TEST PIT. PIPE CONSISTS OF 3.5-IN. DIAMETER, BITUMEN COATED METAL PIPE SLOPING DOWN FROM EAST TO WEST, TOWARDS INTERSTATE 295, AT APPROXIMATELY 3H:1V.

PHOTOGRAPHS OF TEST PIT 1, NORTH OF THE ROUTE 1 OVERPASS BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-SETTALED2		
DESIGN-SETTALED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

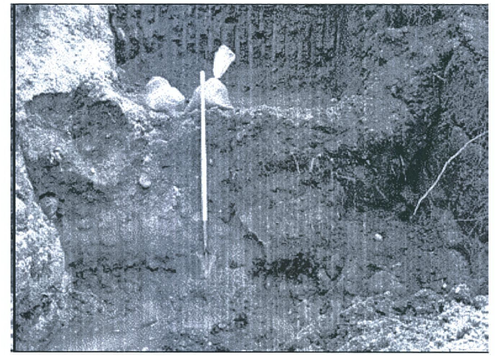
YARMOUTH
I-295 EXIT 15

SOIL NAIL WALL EXIST. CONDITIONS

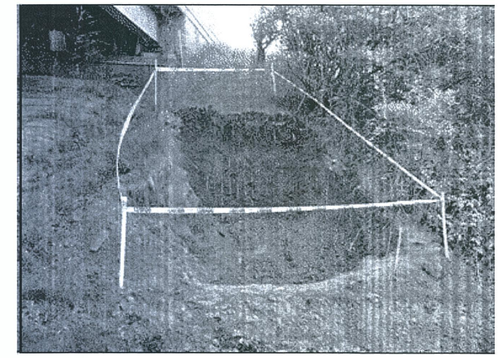
SHEET NUMBER
25
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date-2/21/2011

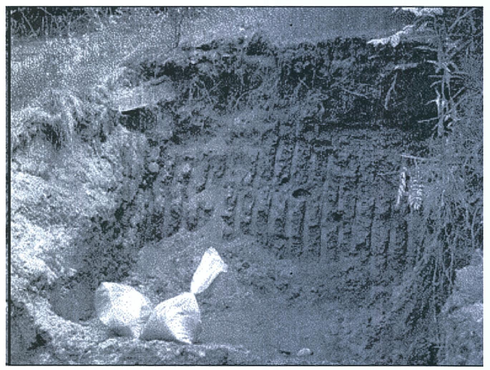
VIEW OF TEST PIT NO. 2 EXCAVATED ON THE SOUTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE IMMEDIATELY AFTER EXCAVATION, LOOKING EAST, 20 JUNE 2011.



CLOSE-UP VIEW OF THE LOWER PORTION OF TEST PIT NO. 2 IMMEDIATELY AFTER EXCAVATION WITH GRANULAR MATERIAL VISIBLE OVERLYING A FORMER TOPSOIL/ORGANIC LAYER AND MARINE SILT/CLAY DEPOSIT, LOOKING EAST, 20 JUNE 2011.



VIEW OF TEST PIT NO. 2 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE APPROXIMATELY ONE WEEK AFTER EXCAVATION, LOOKING EAST, 30 JUNE 2011.



CLOSE-UP VIEW OF THE UPPER PORTION OF TEST PIT NO. 2 IMMEDIATELY AFTER EXCAVATION WITH GRANULAR MATERIAL VISIBLE OVERLYING SILT/CLAY DEPOSIT, LOOKING EAST, 20 JUNE 2011.

CLOSE-UP VIEW OF TEST PIT NO. 2 EXCAVATED ON THE NORTH SIDE OF THE EXISTING ROUTE 1 OVERPASS BRIDGE APPROXIMATELY ONE WEEK AFTER EXCAVATION, LOOKING EAST, 30 JUNE 2011.

TEST PIT NO. 2 DESCRIPTION:

SOIL DESCRIPTIONS PRESENTED IN ORDER OF INCREASING DEPTH BELOW GROUND SURFACE.

UPPER PORTION OF TEST PIT (EAST):

1. SURFICIAL LAYER OF TOPSOIL RANGED IN THICKNESS FROM APPROXIMATELY 0.1 TO 0.3 FT.
2. TOPSOIL UNDERLAIN BY VARIABLE THICKNESS OF GRAY, SILTY FINE SAND, TRACE MEDIUM TO COARSE SAND AND FINE TO COARSE GRAVEL. THE THICKNESS RANGED FROM APPROXIMATELY 0.5 TO 1.2 FT IN THE NORTHERN AND SOUTHERN PORTIONS OF THE EXPOSED FACE.
3. VARIABLE THICKNESS OF GRAY AND BROWN, WELL-GRADED SAND WITH GRAVEL. CONTAINS SOME COBBLES AND SMALL BOULDERS. THE THICKNESS RANGED FROM APPROXIMATELY 0.7 TO 2.1 FT AND THE THICKNESS IN THE SOUTHERN HALF OF THE TEST PIT RANGED FROM APPROXIMATELY 0.1 TO 0.8 FT.
4. VARIABLE THICKNESS OF GRAY, SILTY FINE SAND, TRACE MEDIUM TO COARSE SAND AND FINE GRAVEL. VERY SILTY IN SOME AREAS AND CONTAINS LOCALIZED LENSES OF MEDIUM TO COARSE SAND AND FINE GRAVEL. THE THICKNESS RANGED FROM APPROXIMATELY 0.4 TO 1.2 FT AND TRANSITIONED INTO GRAY, MOTTLED, SILTY CLAY EXTENDING TO THE BOTTOM OF THE TEST PIT.
5. WATER OBSERVED SEEPING FROM EXPOSED FACE AT TOP OF GRAY, SILTY FINE SAND LAYER.

LOWER PORTION OF TEST PIT (WEST):

1. SAND AND GRAVEL ENCOUNTERED FROM GROUND SURFACE TO A DEPTH OF 6 FT AT THE NORTHERN FACE OF TEST PIT. THE TOP 1 TO 2 FT OF THIS MATERIAL CONSISTED OF GRAY, SILTY FINE SAND. THE MIDDLE 1 TO 2 FT CONSISTED OF SILTY FINE SAND WITH GRAVEL. THE LOWEST PORTION OF THIS LAYER CONSISTED OF WELL-GRADED SAND.
2. VARIABLE THICKNESS OF ORGANIC MATERAL MEASURING APPROXIMATELY 0.1 TO 0.4-FT THICK.
3. GRAY, SILTY FINE SAND AND MOTTLED, SILTY CLAY VISIBLE TO BOTTOM OF TEST PIT.
4. WATER OBSERVED ENTERING LOWER PORTION OF TEST PIT THROUGH ORAGANIC MATERIAL AND SILTY FINE SAND OVERLYING THE SILTY CLAY.

PHOTOGRAPHS OF TEST PIT 2, NORTH OF THE ROUTE 1 OVERPASS BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED2			P.E. NUMBER
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			

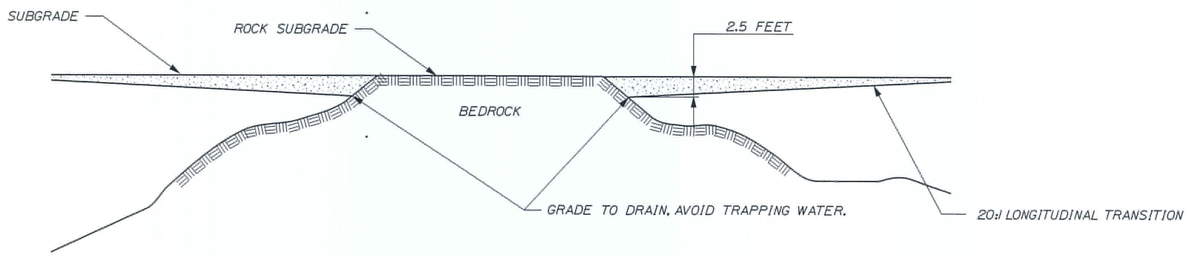
YARMOUTH
I-295 EXIT 15

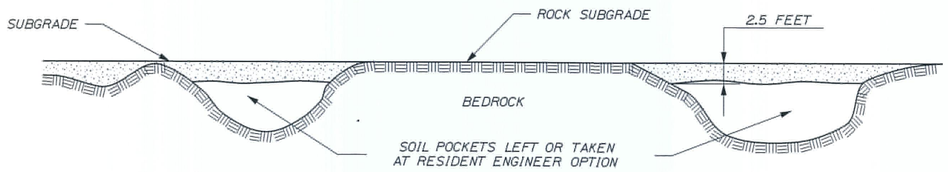
SOIL NAIL WALL EXIST. CONDITIONS

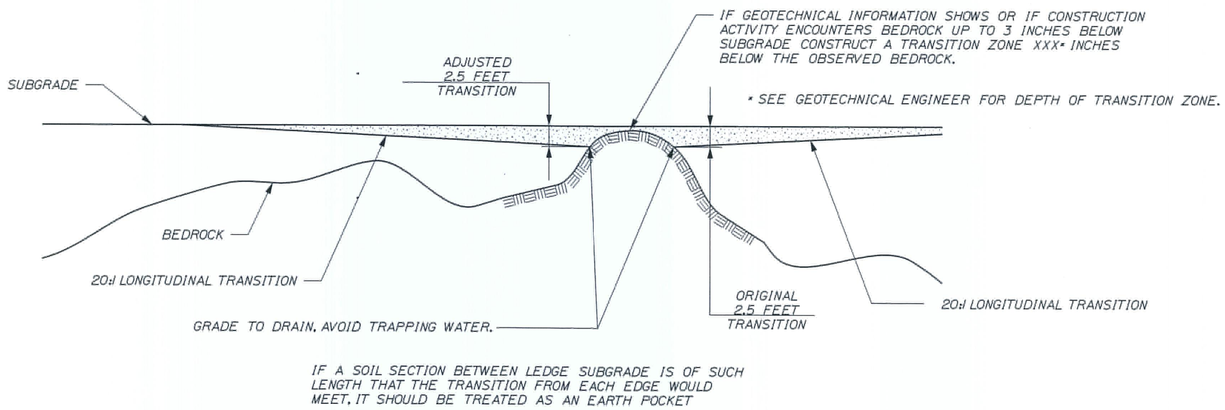
SHEET NUMBER
26
OF 283

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

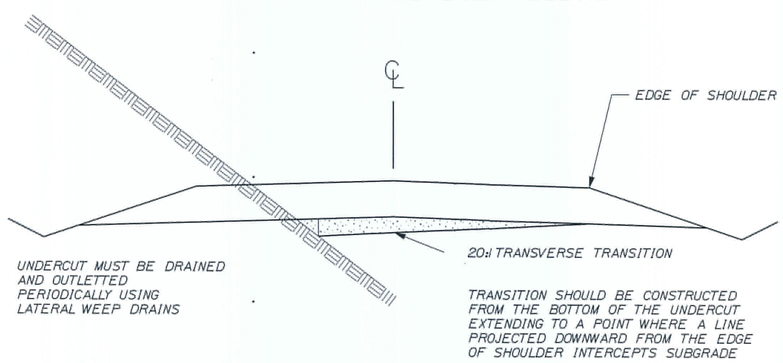
PROFILE OF UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE







TRANSVERSE UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE



SOLID BEDROCK

FROST SUSCEPTIBLE SOIL TO BE UNDERCUT AND REPLACED WITH NON FROST SUSCEPTIBLE MATERIAL

FROST SUSCEPTIBLE SOIL

NOTES:

1. EXCAVATION OF THE TRANSITION ZONES SHALL BE PAID FOR AS COMMON EXCAVATION. THE CONTRACTOR SHALL REPLACE THE FROST SUSCEPTIBLE SOILS WITH GRAVEL BORROW AND SHALL BE PAID FOR UNDER THE GRAVEL BORROW PAY ITEM.
2. FOR POTENTIAL BEDROCK LOCATIONS, REFER TO THE BORING LOG SHEETS AND CROSS SECTIONS. ACTUAL BEDROCK LOCATIONS WILL VARY. ADDITIONAL AREAS OF LEDGE MAY BE ENCOUNTERED AND THE NEED FOR UNDERCUT SHOULD BE VERIFIED BY THE RESIDENT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

HIGHWAY PLANS

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN DETAILED		
CHECKED/REVIEWED		
DESIGN DETAILED		
CHECKED/REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

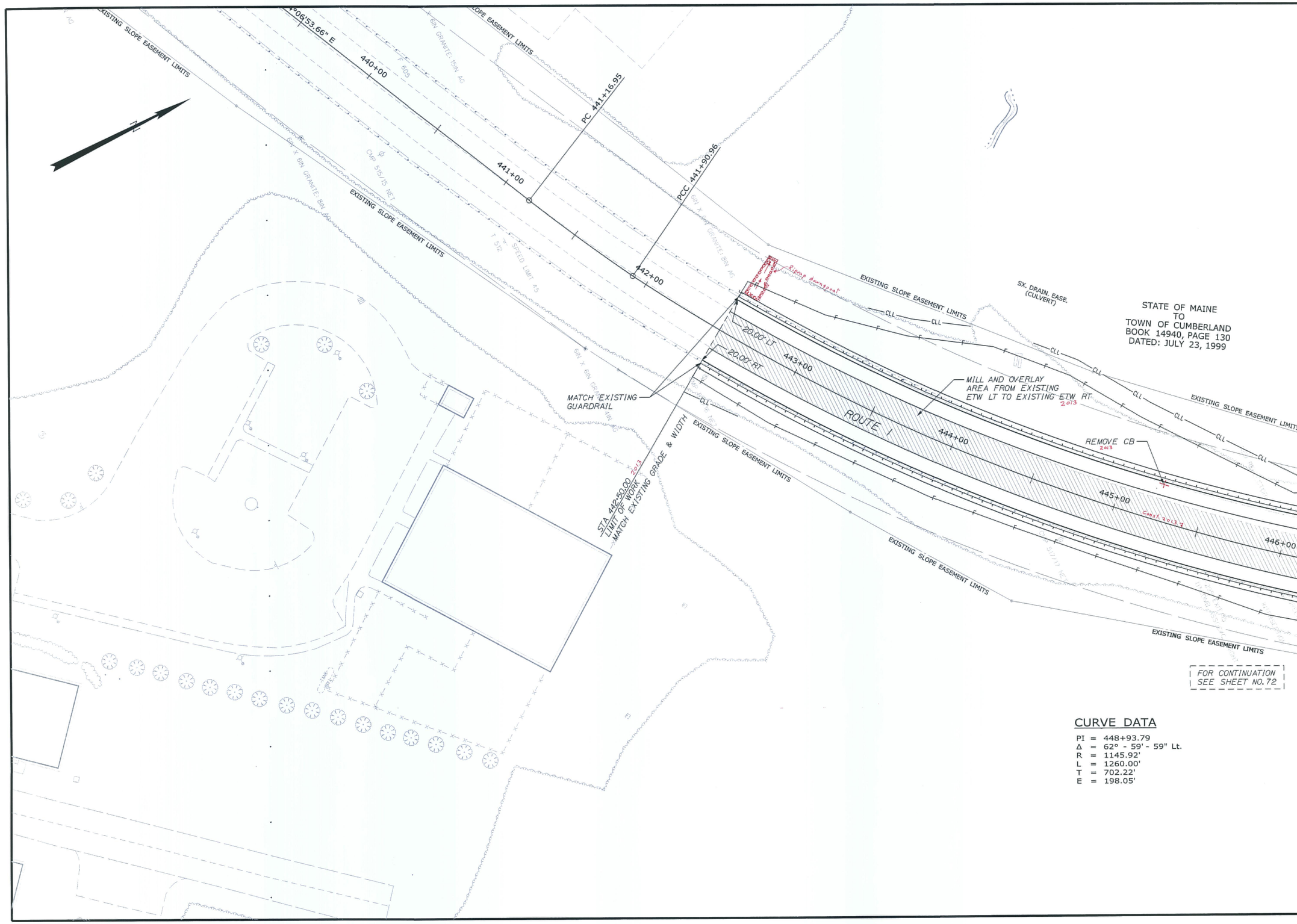
YARMOUTH
I-295 EXIT 15

UNDERCUT OF FROST SUSCEPTIBLE SOILS OVER LEDGE

SHEET NUMBER
27
OF 283

Filename: ...\MSTA\027_SUBGRADE_DETAIL.dgn Division: BRIDGE Username: common Date:12/12/2012

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



CURVE DATA

PI = 448+93.79
Δ = 62° - 59' - 59" Lt.
R = 1145.92'
L = 1260.00'
T = 702.22'
E = 198.05'

As-Built by T.R.G. Dec. 2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

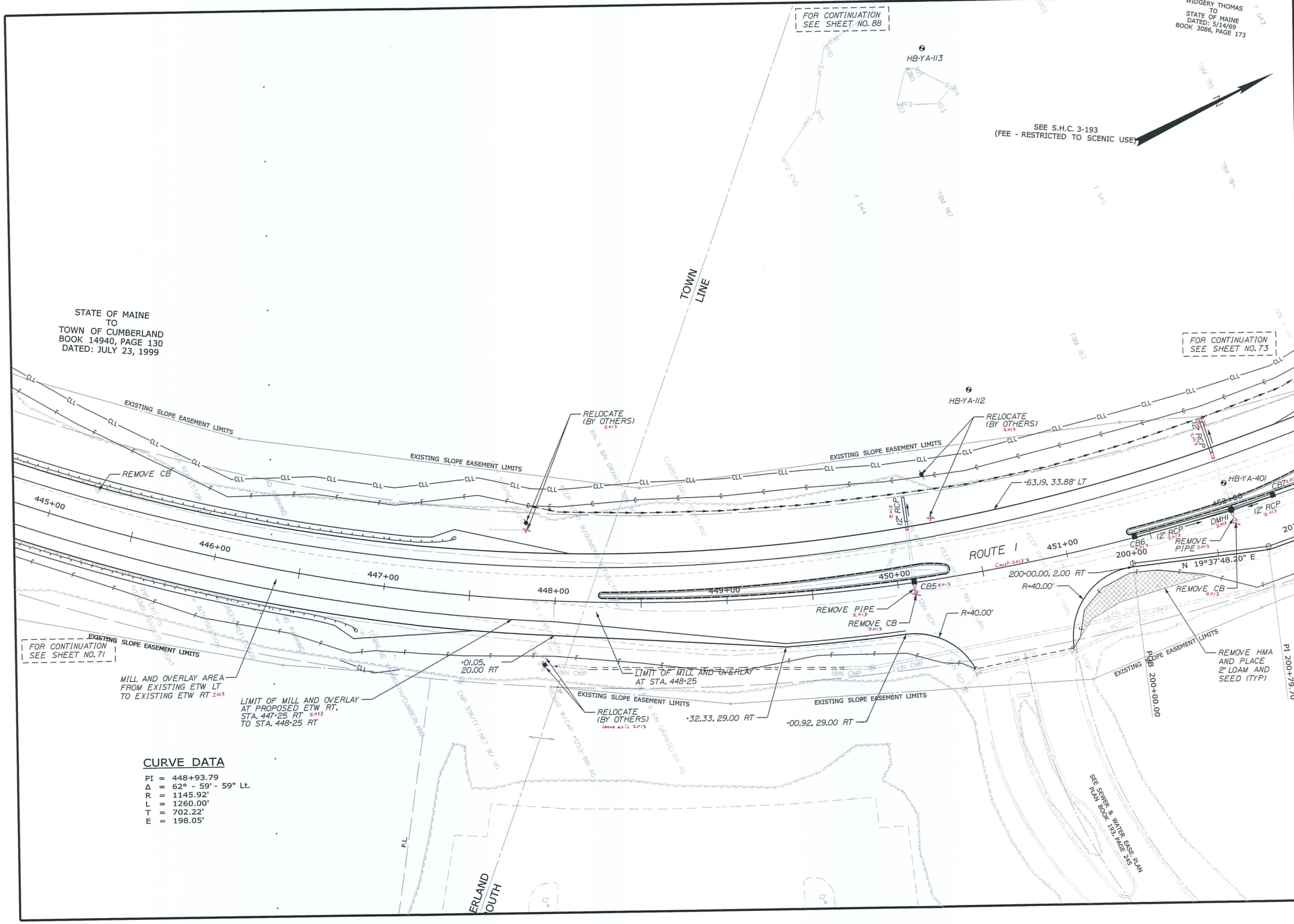
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
71
OF 283



CURVE DATA

PI = 448+93.79
Δ = 62° - 59' - 59" Lt.
R = 1145.92'
L = 1260.00'
T = 702.22'
E = 198.05'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER			
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY	DATE

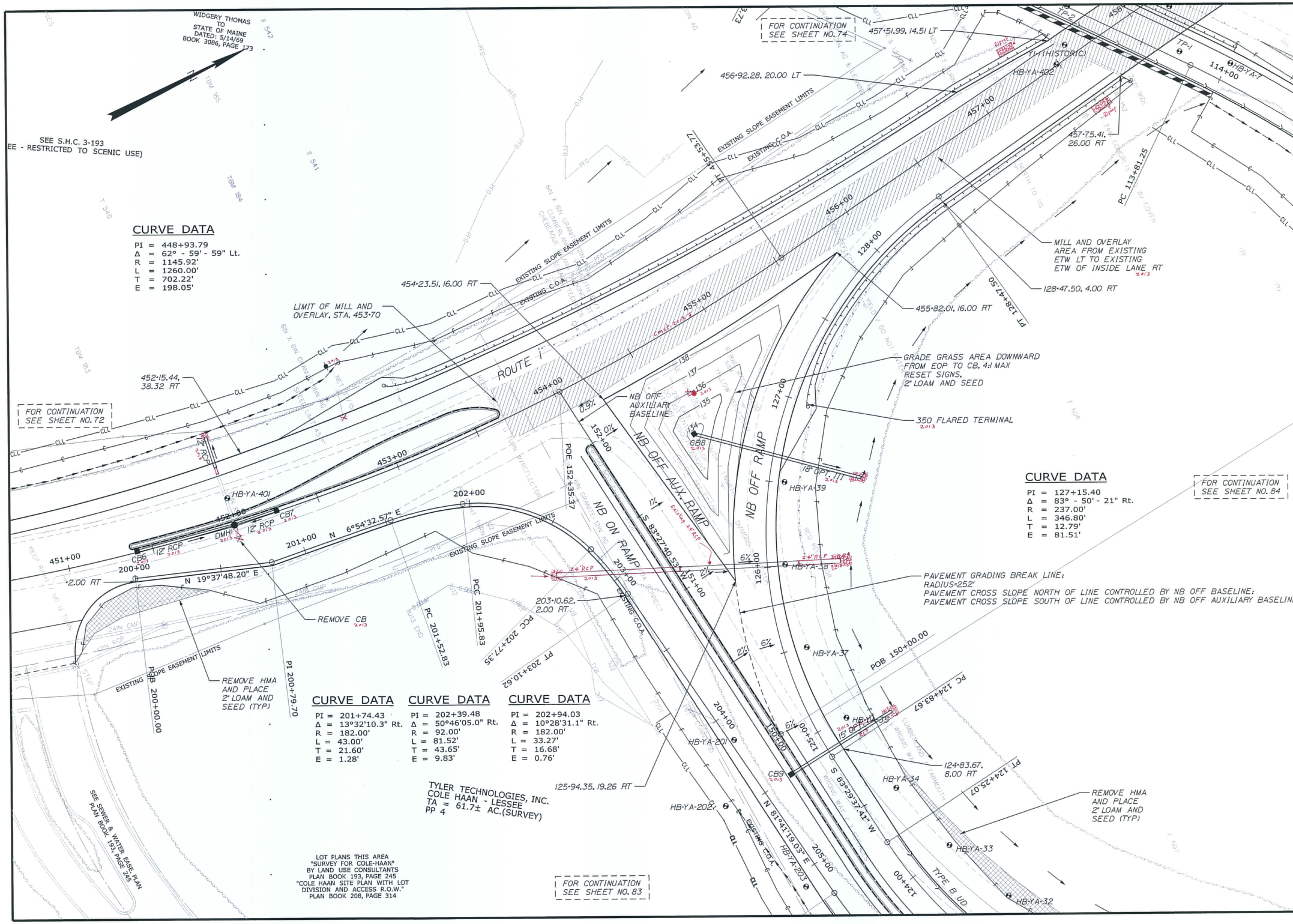
SIGNATURE
P.E. NUMBER
DATE

YARMOUTH I-295 EXIT 15

PLANS

SHEET NUMBER
72
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



CURVE DATA

PI = 448+93.79
Δ = 62° - 59' - 59" Lt.
R = 1145.92'
L = 1260.00'
T = 702.22'
E = 198.05'

CURVE DATA

PI = 127+15.40
Δ = 83° - 50' - 21" Rt.
R = 237.00'
L = 346.80'
T = 12.79'
E = 81.51'

CURVE DATA

PI = 201+74.43
Δ = 13°32'10.3" Rt.
R = 182.00'
L = 43.00'
T = 21.60'
E = 1.28'

CURVE DATA

PI = 202+39.48
Δ = 50°46'05.0" Rt.
R = 92.00'
L = 81.52'
T = 43.65'
E = 9.83'

CURVE DATA

PI = 202+94.03
Δ = 10°28'31.1" Rt.
R = 182.00'
L = 33.27'
T = 16.68'
E = 0.76'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

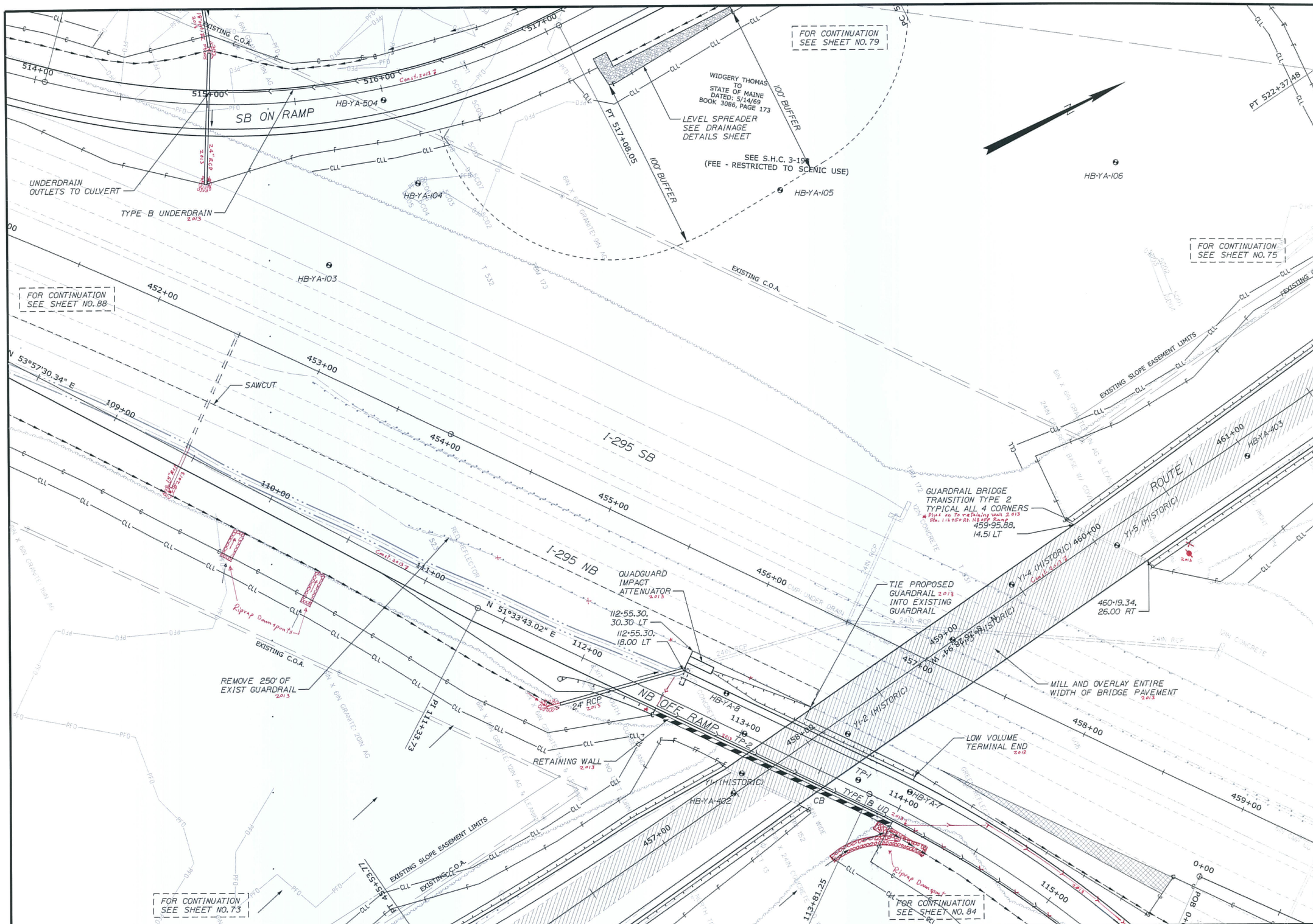
DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
73
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
74
OF 283

As Built by T.Nelson Dec 2013

Date:2/21/2011
Username: COMMON
Division: HIGHWAY
Filename:

Filename: Division: HIGHWAY Username: COMMON Date:2/21/2011

FOR CONTINUATION SEE SHEET NO. 79

FOR CONTINUATION SEE SHEET NO. 76

FOR CONTINUATION SEE SHEET NO. 74

FOR CONTINUATION SEE SHEET NO. 84

N 81°33'34.35" E

N81°33'34"E

N 8°26'25.64" W

N 81°33'34.35" E

N51°33'43"E

N 76°37'23" W

SB ON RAMP

SB OFF RAMP

ROUTE 1

I-295 NB

I-295 NB

PT 522+37.48

522+00

523+00

463+00

464+00

465+00

462+00

461+00

460+00

459+00

458+00

301+00

302+00

303+00

304+00

POE 523+87.48

POB 300+00.00

PI 463+04.97

PC 465+30.08

PC 302+69.46

TERMINAL END 2013

TERMINAL END 2013

EXISTING SLOPE EASEMENT LIMITS

EXISTING C.O.A.

EXISTING C.O.A.

EXISTING C.O.A.

LIMITS

LIMITS

LIMITS

EASE.

EX. SLOPE

SLOPE

EX.

R=180.00'

R=178.00'

R=90.00'

R=90.00'

R=45.00'

R=10.00'

R=50.00'

•25.35
8.00' LT

•41.77
29.01' LT

•97.48
18.00' RT

•35.43
20.02' LT

•72.03.
26.99' RT

•62.97
26.99' RT

•77.00
8.00' LT

•42.00
18.00' RT

HB-YA-511

HB-YA-508

HB-YA-404

HB-YA-107

HB-YA-506

HB-YA-106

HB-YA-403

HB-YA-301

HB-YA-304

YI-4 (HISTORIC)

YI-5 (HISTORIC)

YI-6 (HISTORIC)

18' OPT.

REMOVE EXIST GUARDRAIL 2013

MILL AND OVERLAY AREA FROM EXISTING ETW LT TO EXISTING ETW OF INSIDE LANE RT 2013

GUARDRAIL BRIDGE TRANSITION TYPE 2 TYPICAL ALL 4 CORNERS 2013

RELOCATE (BY OTHERS) 2013

RELOCATE (BY OTHERS) 2013

7' FROM EDGE OF SHOULDER TO FACE OF GUARDRAIL FOR INTERSECTION SIGHT DISTANCE

BEGIN TO TAPER GUARDRAIL TO ACCOMODATE OFF RAMP SIGHT LINE. STA. 461+34 RT

S.H.C. FILE NO. 3-124

HIGH VOLTAGE POWER LINES

350 Flared Terminal 2013

Gate

CMP Gate (Existing)

24IN RCP

12IN CONCRETE

24IN CMP

18IN CMP

6IN X 6IN HIGHWAY CONTROL MONUMENT

6IN CMP UD

6IN CMP

WRONG WAY / CUMBERLAND YARMOUTH

WRONG WAY / BUSINESS SERVICES

Ramp

CURVE DATA

PI = 305+55.97
Δ = 33° - 43' - 58" Lt.
R = 945.00'
L = 556.37'
T = 286.51'
E = 42.48'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

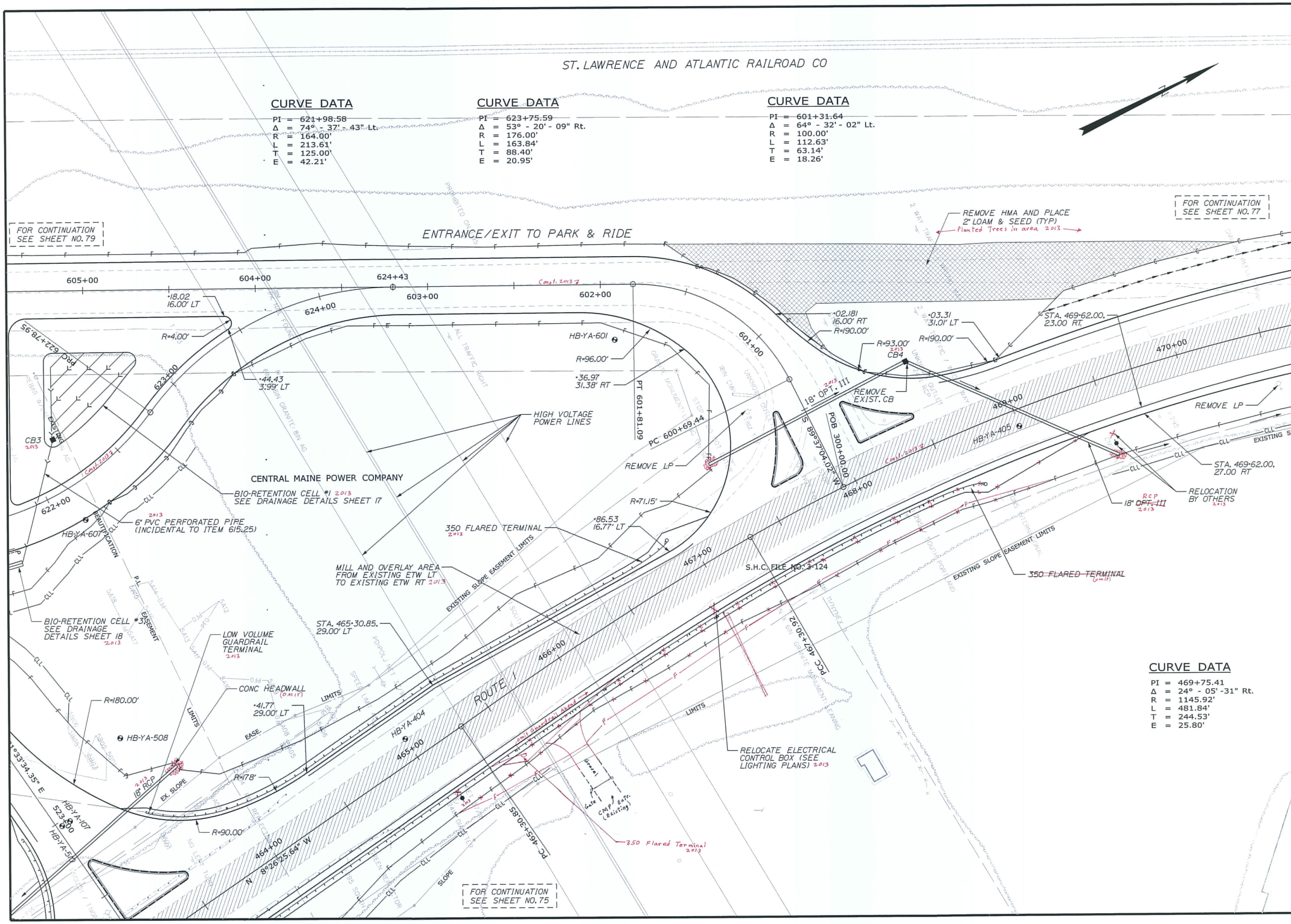
P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15
PLANS

As Built by T.Bigos Dec 2013

SHEET NUMBER
75
OF 283



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

SIGNATURE
P.E. NUMBER
DATE

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

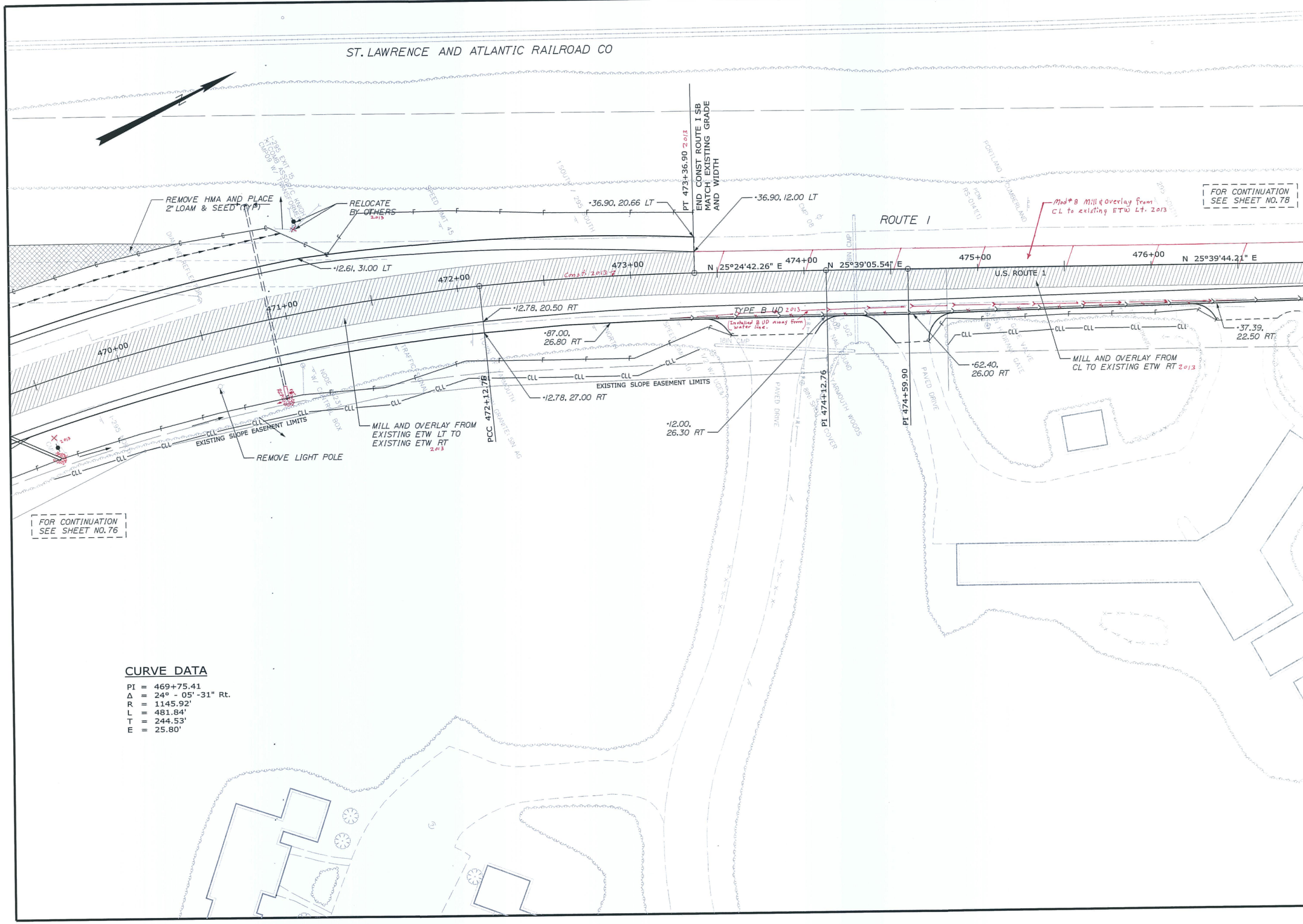
YARMOUTH
I-295 EXIT 15

PLANS

As-Built by TJ Agee Oct. 2013

SHEET NUMBER
76
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date: 2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

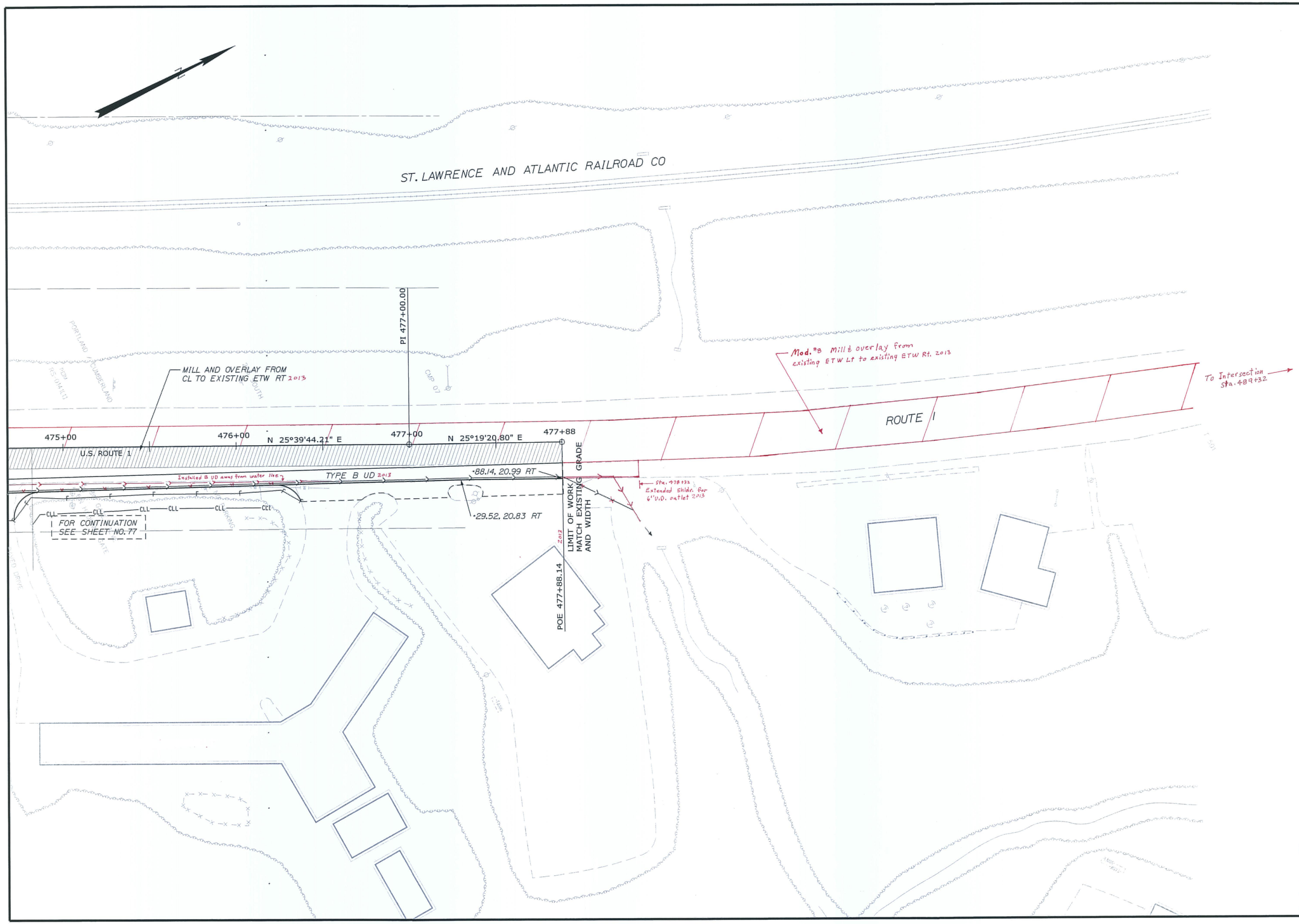
YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
77
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

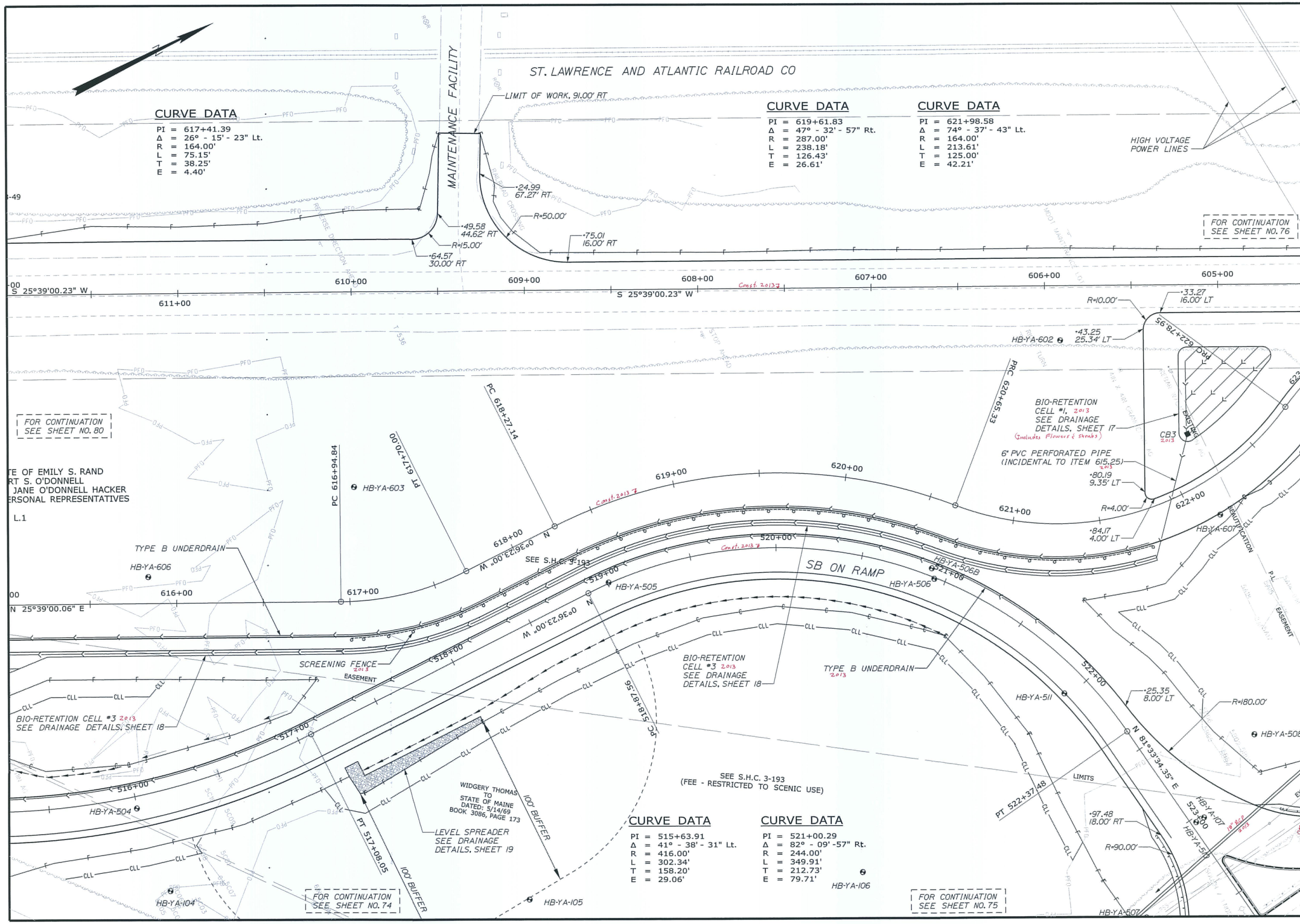
DATE

YARMOUTH
I-295 EXIT 15

PLANS

As-Built by TPBrs Dec 2013

SHEET NUMBER
78
OF 283



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

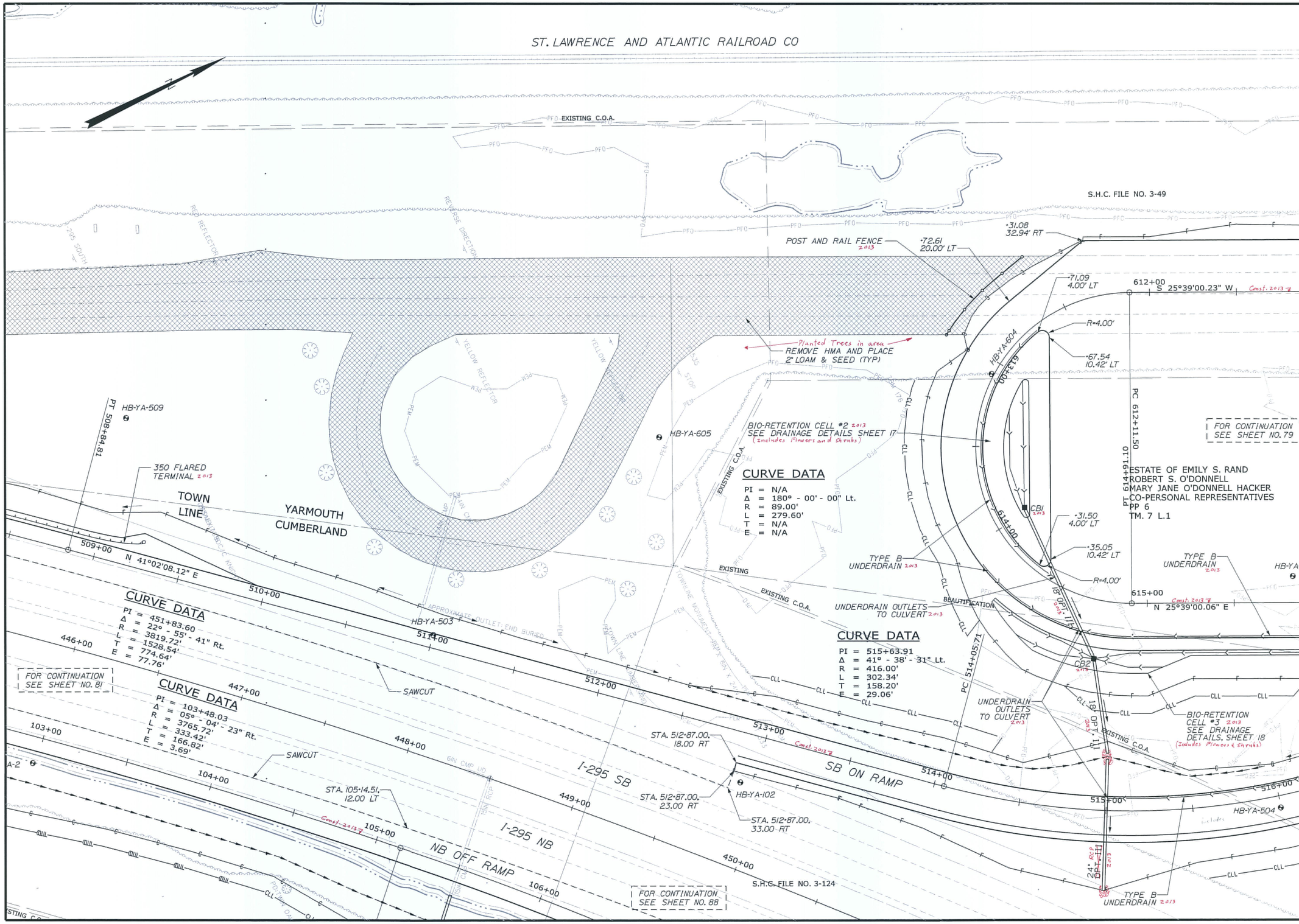
PROJ. MANAGER			
DESIGN-DETAILED		SIGNATURE	
CHECKED-REVIEWED		P.E. NUMBER	
DESIGN2-DETAILED2		DATE	
DESIGN3-DETAILED3			
REVISIONS 1	BY	DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
79
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

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

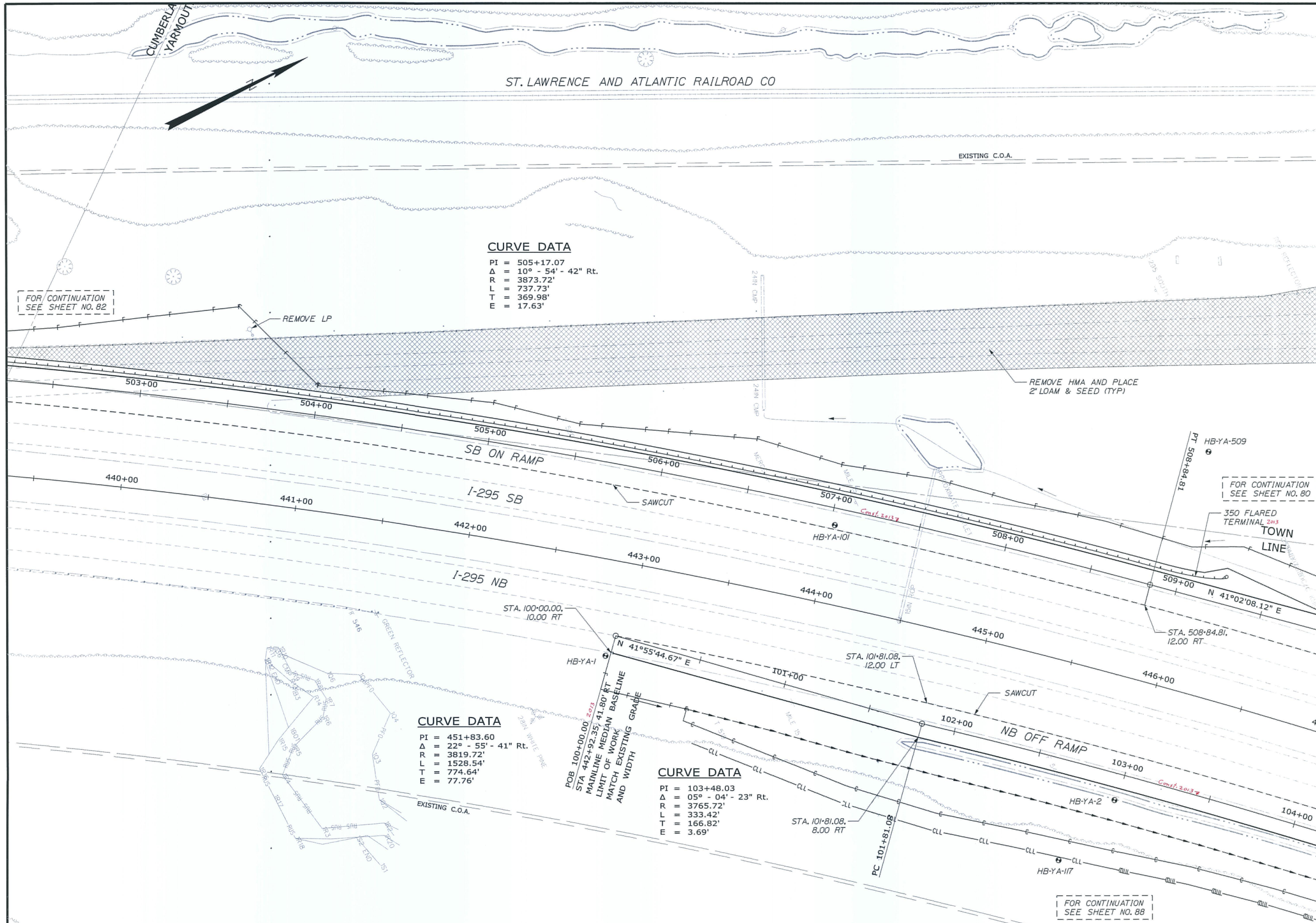
SIGNATURE
P.E. NUMBER
DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
80
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

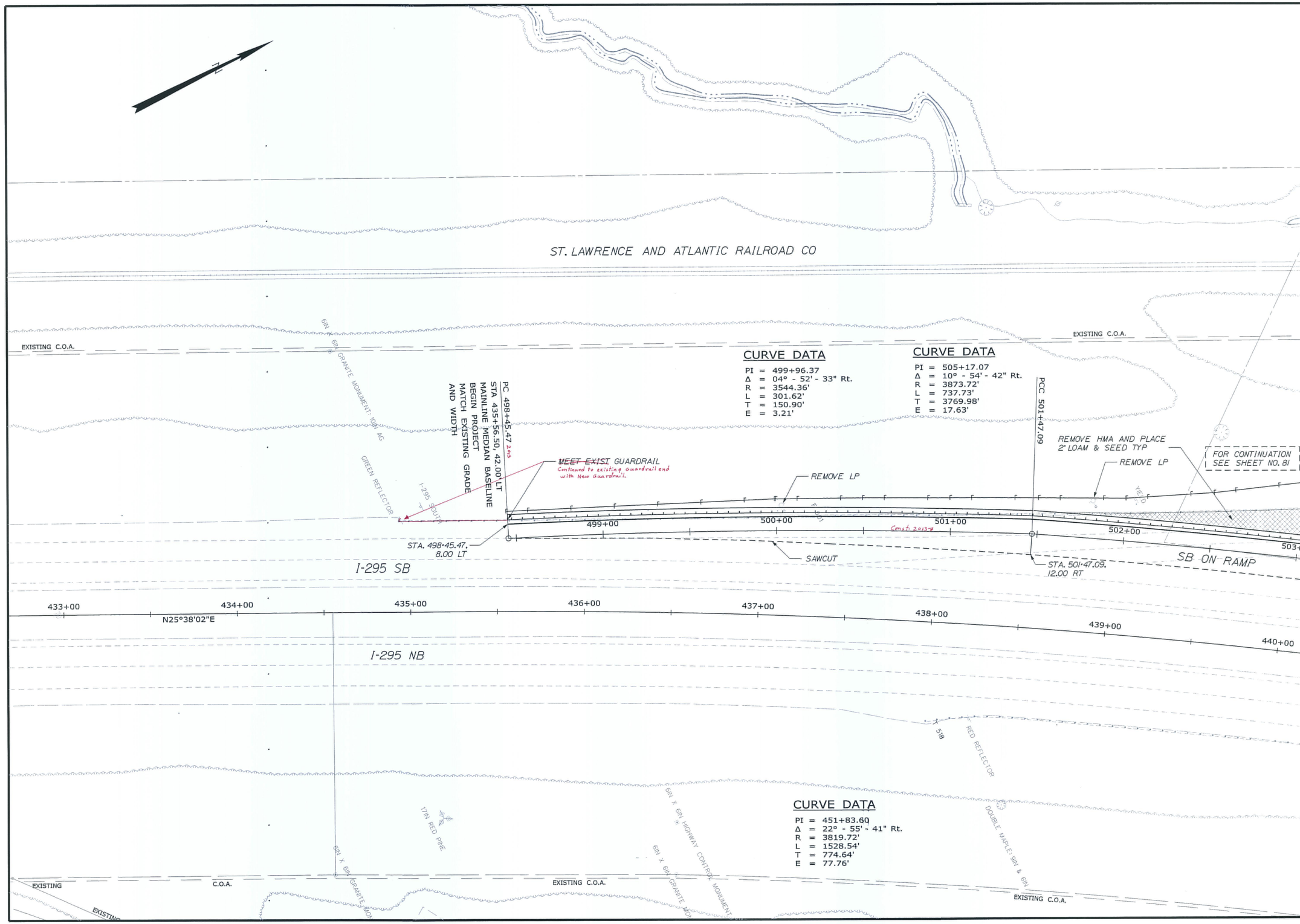
DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
81
OF 283

Date:2/21/2011
Username: COMMON
Division: HIGHWAY
Filename:



CURVE DATA

PI = 499+96.37
Δ = 04° - 52' - 33" Rt.
R = 3544.36'
L = 301.62'
T = 150.90'
E = 3.21'

CURVE DATA

PI = 505+17.07
Δ = 10° - 54' - 42" Rt.
R = 3873.72'
L = 737.73'
T = 3769.98'
E = 17.63'

CURVE DATA

PI = 451+83.60
Δ = 22° - 55' - 41" Rt.
R = 3819.72'
L = 1528.54'
T = 774.64'
E = 77.76'

As-Built by T.P.Co. Dec.2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15
WIN 17490.00 PARK & RIDE LOT

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

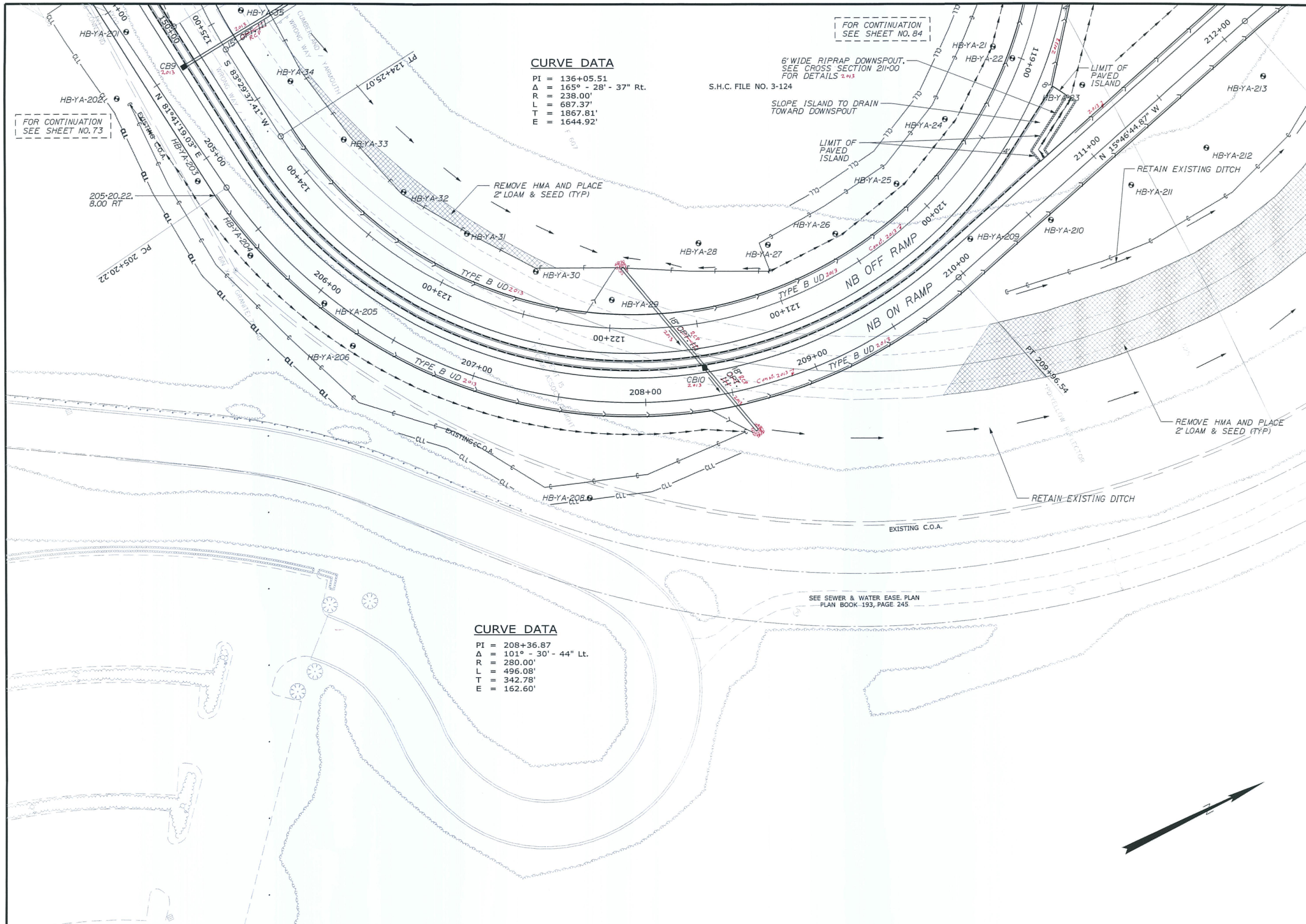
SIGNATURE
P.E. NUMBER
DATE

YARMOUTH
I-295 EXIT 15

PLANS

SHEET NUMBER
82
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-1108(600) EXIT 15
CM-1749(000)X PARK & RIDE LOT

WIN 11086.00 EXIT 15 HIGHWAY PLANS
WIN 17490.00 PARK & RIDE LOT

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN-DETAILED2		
CHECKED-DETAILED2		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

YARMOUTH
I-295 EXIT 15

PLANS

As-Builts by T.Ryan Dec 2013

SHEET NUMBER
83
OF 283

Filename:
Division: HIGHWAY
Username: COMMON
Date:2/21/2011