

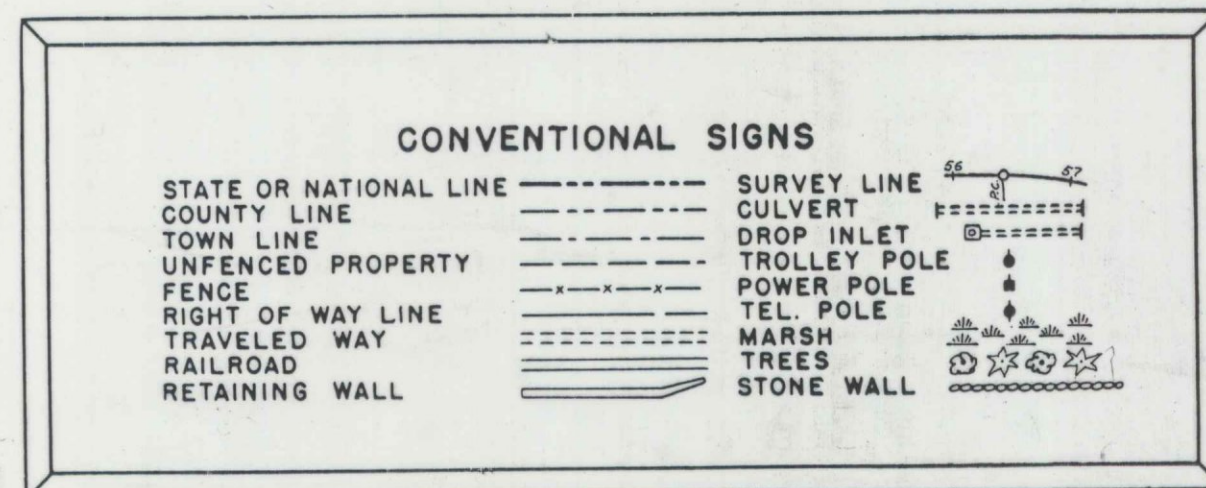
B. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)55	1	50

FALMOUTH

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY "295" FALMOUTH

CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. I-295-3(6) 55
INTERSTATE STA. 212+00 TO STA. 227+00 & RAMPS I, IA, 2&2A
GRADING, DRAINAGE & BASE
RELOCATED DEPOT ROAD GRADING, DRAINAGE & PAVING
INCLUDING DEPOT ROAD BRIDGE
TOTAL LENGTH 0.284 MILES



TRAFFIC DATA
1960 A.D.T. 7964
1980 A.D.T. 10,860
D.H.V. 1629
T. 15%
D. 65%
V. 60 M.P.H.

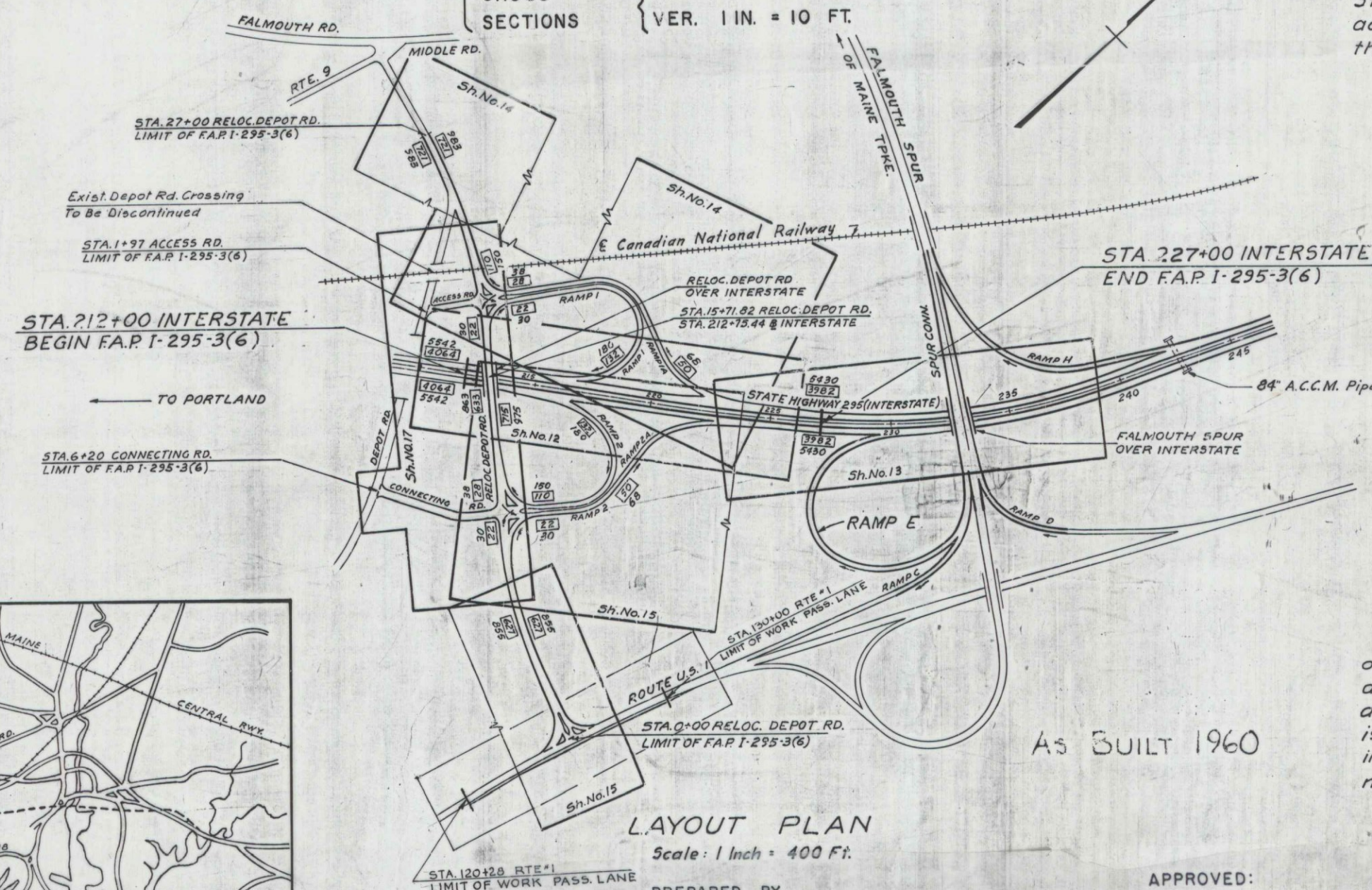
SCALES
PLAN 1 IN. = 50 FT. & 1 IN. = 20 FT.
PROFILE HOR. 1 IN. = 50 FT.
VER. 1 IN. = 5 FT.
CROSS HOR. 1 IN. = 10 FT.
SECTIONS VER. 1 IN. = 10 FT.

INDEX OF SHEETS

SHEET NO.	TITLE PAGE
SHEET NO. 1	TYPICAL SECTIONS
SHEET NO. 2 & 3	QUANTITIES
SHEET NO. 4 & 5	STANDARD DETAILS
SHEET NO. 6 - 10	PLAN AND PROFILE
SHEET NO. 12 - 20, 20A	CROSS SECTIONS
SHEET NO. 31 - 50, 50A & B	BRIDGE
SHEET NO. 22 - 29	SPECIAL DETAILS
SHEET NO. 11	HIGHWAY BORINGS
SHEET NO. 21	UTILITIES
SHEET NO. 30	

INTERSTATE	RELOC. DEPOT RD.
STATION	SHNO
212+00 - 227+00	0+00 - 27+00
11	263
11	11
11	11
11	12-16, 18, 19
11	31-43
11	14-17, 20, 44-50
212+00 - 227+00	0+00 - 27+00

Sheets 22-29 to be Maint.
All work contemplated under this contract to be governed by and in conformity with the Standard Specifications for Highways and Bridges adopted January 1956, except as modified on the plans and in the special provisions.



LAYOUT PLAN

Scale: 1 inch = 400 Ft.

PREPARED BY

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON-PORTLAND

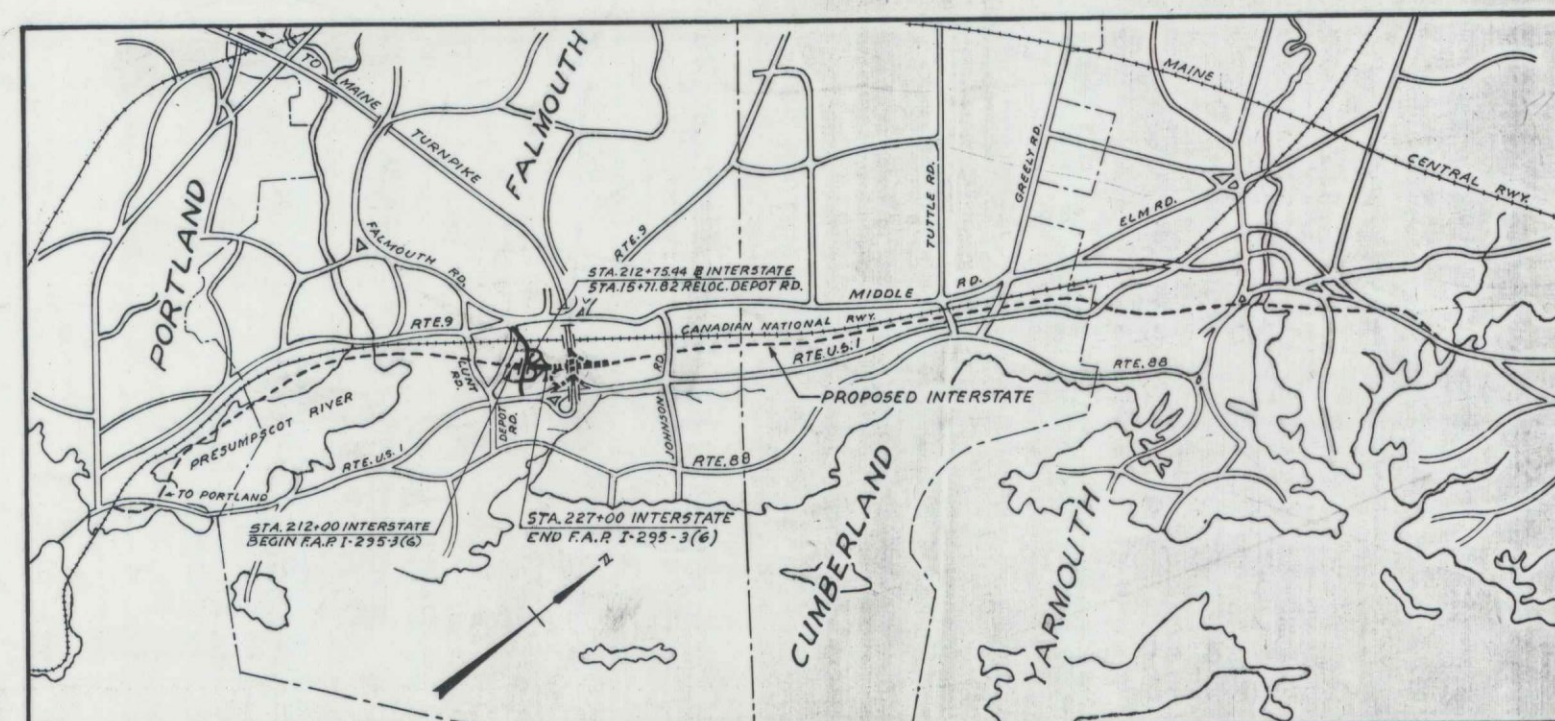
APPROVED:
MAINE STATE HIGHWAY COMMISSION

David B. Thurston
CHAIRMAN
Robert Thorndike
BOSTON-PORTLAND
Leon Williams
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I

APPROVED:

DIVISION ENGINEER DATE



A PORTION OF CUMBERLAND COUNTY
Approximate Scale: 1 inch = 1 mile

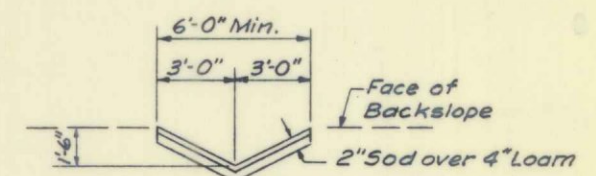
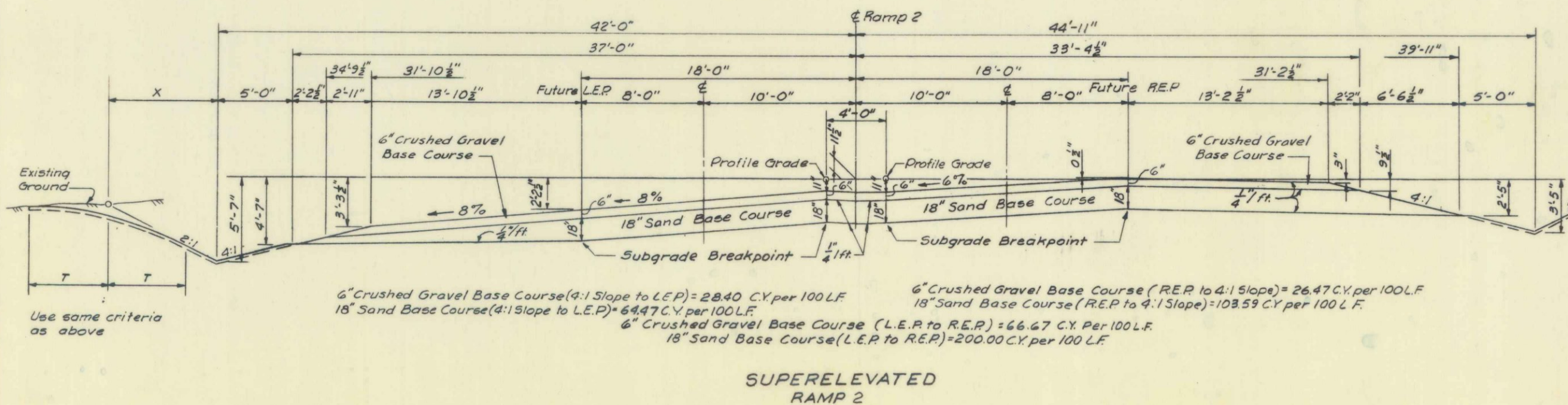
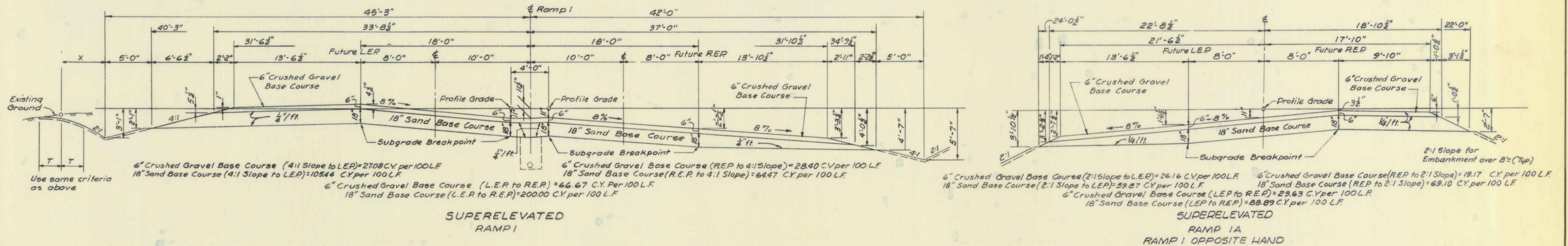
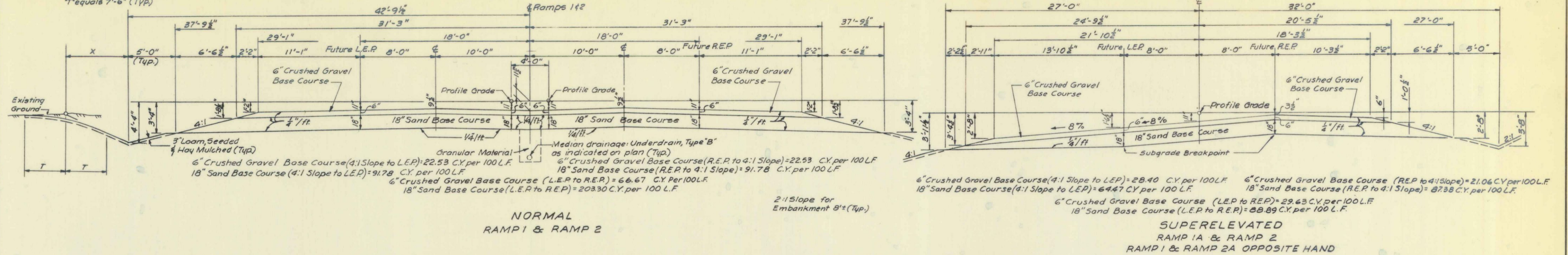
Qm-14
344

DES	J. J. S.
DR	J. J. S.
TR	J. J. S.
CHK	B. B.
APPD	

FALMOUTH

Grading Contract - Stage Construction:
Interstate #295 and Ramps #1, #1A, #2 & #2A to be constructed
to top of Crushed Gravel Base Course only, unless otherwise indicated
or specified.

Where X equals 10' or less
T equals X-2, otherwise
T equals 7'-6" (Typ.)



SODDED GUTTER OUTLET

For Ramps: Outlet to start below sand
base course on 2:1 back slope and
to be 200'± apart. See plan for location.
For Reloc. Depot Rd: Outlet to start on 2:1 back slope
from Bit. Conc. Curb. Use 10' open throat
with 10' length transition from curb to gutter.
Space 200' apart. See plan for location.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
TYPICAL CROSS SECTIONS RAMPS 1, 1A, 2 & 2A	
SHEET NO. 3 OF 50	SCALE: Hor. 1\" = 5' Vert. 1\" = 5'

FINAL

DRAINAGE

STATION	SIZE	A.C.C.M.P. LEFT	R.C.P. LEFT	A.C.C.M.P. RIGHT	METHOD	PIPE CONN.	METAL ENDWALLS	CONCRETE ENDWALLS				CATCH BASINS					REMARKS
								PORT. CONCRETE	PORTLAND CEMENT	REINFT. STEEL-LBS.	DEL'D PLACING	TYPE "A"	TYPE "E"	TYPE "F"	TYPE "G"	TYPE "I"	
INTERSTATE																	
213+10																	
215+00	24	28	120	22	A	1	1										
219+78	24	24	148	20	A	1	1										
RAMP 1																	
0+43	15	12	122	12	A	1	1										
2+25	15		28	16	A	1	1										
4+50	15		28	16	A	1	1										
7+00	15		28	16	A	1	1										
8+95	15		30	16	A	1	1										
11+35	24	16	64	14	A	1	1										
RAMP 1A																	
11+97	30	14	100*	14	B	1	1										
RAMP 2																	
0+43	15	12	88		A	1	1										
2+50	15	18	28		A	1	1										
4+65	15	14	32		A	1	1										
RAMP 2A																	
7+00	24	24	36	14	A	1	1										
ACCESS RD.																	
1+87	15	22		22	A												
CONNECTING RD.																	
6+12	15	29		35	A												
RELOC. DEPOT RD.																	
2+00	24	68			A												
20+52±	15		28*		A												
20+52±	15		28*		A												
0+40	24	20	108	20	A	1	1										
22+40.5	15	24			A												
23+52	15			24	A												
24+22	15			24	A												
25+07	15			24	A												
OLD DEPOT RD.																	
ROUTE 1																	
129+00	24	12	52	22	A	1	1										
123+50	15		12		A												
129+15	15			12	A	1	1										
Reloc. Depot Rd. 22+50	15			24	A												

* EXTRA STRENGTH REINFORCED CONCRETE PIPE

PRELIMINARY

CLEARING LIMITS

STATION	DIST. FROM E (FT.)		STATION	DIST. FROM E (FT.)	
	LT.	RT.		LT.	RT.
INTERSTATE			RELOC. DEPOT RD.		
220+00	250	-	8+00	56	57
+50	250	-	+50	51	65
221+00	250	-	+75	51	132
+50	250	-	9+00	50	-
222+00	250	-			
+50	-	-	21+00	260	260
			+50	223	165
RELOC. DEPOT RD.			22+00	165	107
			+50	86	74
1+75	72	76	23+00	60	50
2+00	70	73	+50	60	50
2+63	65	65	24+00	50	50
3+00	65	65	+50	50	50
+50	65	65	25+00	48	50
4+00	65	65	+50	44	50
+50	64	64	26+00	40	48
5+00	63	64	+50	52	52
+50	62	64	27+00	44	48
6+00	60	61			
7+00	61	61			
+50	60	60			

PRELIMINARY

BITUMINOUS CONCRETE CURB

STA. TO STA.	SIDE	LENGTH (L.F.)	REMARKS
RELOC. DEPOT RD.			
10+29± TO 12+87.5	RT.	260	TO "Limit of Paving" on Ramp 2

PRELIMINARY

TREES REMOVED

STATION	SIDE	DIST. FROM E (FT.)	DESCRIPTION
INTERSTATE			
212+70	RT.	30	12" Aspen
219+70	RT.	5	10" Aspen
214+41	LT.	20	20" Maple
CONNECTING RD.			
6+00	RT.	29	12" Aspen
6+00	LT.	35	9" Maple
6+00	LT.	63	18" Maple
UNLISTED LOCATIONS			
6	LT. or RT.		Over 24"

PRELIMINARY

REMOVAL OR RAZING OF BLDGS.

ITEM NO.	STATION	SIDE	DIST. FROM E OR E (FT.)
INTERSTATE			
926-7	210+20±	LT.	50±
926-8	211+20±	RT.	20±
RELOC. DEPOT RD.			
926-9	22+35±	RT.	55±

FINAL

GRANITE CURB TYPE "I"

STA. TO STA.	SIDE	LENGTH	REMARKS
RELOC. DEPOT ROAD			
13+99 TO 14+15	RT.	16'	Bridge Approach
14+10 TO 14+26	LT.	16'	Bridge Approach
17+06 TO 17+22	RT.	16'	Bridge Approach
17+17 TO 17+33	LT.	16'	Bridge Approach

FINAL

GRANITE EDGING

STA. TO STA.	SIDE	STRAIGHT LENGTH (FT.)	CIRCULAR LENGTH (FT.)	RADIUS (FT.)	REMARKS
RELOC. DEPOT RD.					
0+22.70	LT.		2.4	1	Island Nose - Rte. 1
0+22.70 TO 0+23.96	LT.	37.00			Island - Rte. 1
0+23.76	RT.		4.7	2	Island Nose - Rte. 1
0+23.76 TO 0+23.96	RT.	31.83			Island - Rte. 1
0+23.96	LT.		3.2	2	Island Nose - Rte. 1
0+23.96	RT.		3.2	2	Island Nose - Rte. 1
0+23.96 TO 0+59.30	LT.	35.00			Rt. Side of Island - Rte. 1
0+23.96 TO 0+67.95	RT.	42.50			Rt. Side of Island - Rte. 1
0+23.96 TO 0+67.95	RT.	50.58			Lt. Side of Island - Rte. 1
0+23.96 TO 0+59.30	LT.	47.92			Lt. Side of Island - Rte. 1
0+35					
0+35 TO 1+78	LT. & RT.	287.00	15.7	5	Island Nose - Rte. 1
0+59.30	LT.		4.7	2	Island Nose - Rte. 1
0+67.95	RT.		2.4	1	Island Nose - Rte. 1
1+78			6.3	2	Island Nose - Rte. 1
8+86.28	RT.		4.7	2	Island Nose - Ramp 2
8+86.28 TO 9+22.40	RT.	37.21			Island - Ramp 2
9+22.40	RT.		3.2	2	Island Nose - Ramp 2
9+60.94	RT.		3.2	2	Island Nose - Ramp 2
9+60.94 TO 10+03.08	RT.	42.75			Island - Ramp 2
10+03.08	RT.		2.4	1	Island Nose - Ramp 2
18+33.13	RT.		4.7	2	Island Nose - Ramp 1
18+33.13 TO 18+69.86	RT.	37.33			Island - Ramp 1
18+69.86	RT.		3.2	2	Island Nose - Ramp 1
19+07.74	RT.		3.2	2	Island Nose - Ramp 1
19+07.74 TO 19+48.45	RT.	40.88			Island - Ramp 1
19+48.45	RT.		2.4	1	Island Nose - Ramp 1

FINAL

R.O.W. MONUMENTS

STATION	LT.	RT.	NO.
INTERSTATE			
211+29.24	150'		1
212+07.28		110'	1
220+80.33		150'	1
224+20.11 T.S.	150'		1
224+20.11 T.S.		150'	1
225+91.23		149.49'	1
226+20.11 S.C.	150'		1
RELOC. DEPOT RD.			
1+11.51	75'	85'	2
2+63.09 P.C.	65'		1
2+63.09 P.C.		65'	1
8+50		65'	1
9+09.92	65'		1
9+74.71	60'		1
12+00	60'		1
12+00	100'		1
13+03.09 P.T.	100'		1
19+21.80	20'		1
19+21.80	60'		1
19+98.15		20'	1
20+13.93	60'		1
20+97.70		20'	1
22+42.16	60'		1
22+75		20'	1
22+75		30'	1
23+70.66 P.C.	50'		1
23+70.66 P.C.	60'		1
23+70.66 P.C.		50'	1
26+10.80 P.T.	50'		1
26+10.80 P.T.		50'	1
RAMP 1			
7+41.41	123'		1
RAMP 1A			
8+41.45	70'		1
10+94.95 P.C.	70'		1
RAMP 2			
1+00		70'	1
2+70.06 P.C.		70'	1
RAMP 2A			
4+10.36		60'	1
5+89.36		60'	1
CONNECTING RD.			
3+47.79 P.T.		33'	1
3+47.79 P.T.		33'	1
6+00		33'	1
6+00		33'	1
REMOVED AND RESET			
EXIST. ROUTE 1			
125+00	90'		1
RELOC. DEPOT RD.			
-23+08±			1
24+08±	17'±		1
CONNECTING RD.			
5+95±			1

PRELIMINARY

BITUMINOUS CONCRETE SURFACE COURSE TYPE "A"

STA. TO STA.	QUANTITY (TONS)	REMARKS
RELOCATED DEPOT ROAD BRIDGE	85	
RELOCATED DEPOT RD.		
0+12 TO 14+42	798	3" Depth
16+91 TO 27+00	458	3" Depth
CONNECTING ROAD		
0+00 TO 6+20	249	3" Depth
COMMERCIAL DRIVEWAY	37	2" Depth
TURNAROUND	35	3" Depth

S.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	MAINE	1-295-3(6)	4	50

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

PRELIMINARY

FALMOUTH

SODDING AND LOAM*

STA. TO STA.	SIDE	REMARKS
INTERSTATE		
212+00 TO 227+00	MEDIAN	
220+00	LT.	Sodded Gutter Type "A"
RAMP 1A		
10+55	LT.	Sodded Gutter Outlet
12+55	LT.	Sodded Gutter Outlet
14+21	LT.	Sodded Gutter Outlet
RAMP 2A		
7+20 TO 9+50	RT.	Sodded Gutter Type "A"
RELOC. DEPOT RD.		
10+24	RT.	Sodded Gutter Outlet
16+95 TO 18+00	RT.	Sodded Gutter Type "A"
* 2" Sod over 4" Loam		

PRELIMINARY

LOAM, SEED AND HAY MULCH*

STA. TO STA.	SIDE	REMARKS
INTERSTATE		
212+00 TO 216+50	LT. & RT.	On Slopes below Subgrade
215+00	LT.	On Ditch Slopes
216+50 TO 222+50	LT. & RT.	Area between Ramps & Inter.
222+50 TO 227+00	LT. & RT.	On Slopes below Subgrade
RAMP 1		
0+50 TO 8+95	LT. & RT.	On Slopes below Subgrade
8+95 TO 14+20	RT.	On Slopes below Subgrade
RAMP 1A		
8+95 TO 12+80	LT.	On Slopes below Subgrade
RAMP 2		
0+50 TO 4+64	LT. & RT.	On Slopes below Subgrade
4+64 TO 8+15	LT.	On Slopes below Subgrade
RAMP 2A		
4+64 TO 9+60	RT.	On slopes below Subgrade
RELOC. DEPOT RD.		
0+12 TO 1+78	LT, RT. & CTR.	Traffic Islands
0+12 TO 10+50	LT. & RT.	On Slopes below Subgrade
10+50 TO 18+45	LT. & RT.	6" loam on slopes below Subgrade
18+50 TO 18+50	LT. & RT.	6" loam on slopes below Subgrade
18+50 TO 27+00	LT. & RT.	On Slopes below Subgrade
CONNECTING RD.		
0+50 TO 6+20	LT. & RT.	On Slopes below Subgrade
ACCESS RD.		
0+50 TO 1+97	LT. & RT.	On Slopes below Subgrade
EXIST. DEPOT RD.		
4+80 TO 6+20		To be Scarified, Loamed seeded & Hay Mulched
7+25 TO 8+15		
9+15 TO 9+60		
ROUTE 1		
123+55 TO 125+05	LT.	To be Scarified, Loamed seeded & Hay Mulched
129+00	LT.	on Ditch Slopes

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON-PORTLAND

FALMOUTH

PRELIMINARY

~~SUMMARY OF CLASSIFIED EXCAVATION AND BORROW~~

Total Excavation from Cross Sections	57,270	C.Y.
Minus Rock Excavation	4,800	C.Y.
Minus Unsuitable Material	3,000	C.Y.
Sub-total Earth Excavation from Cross Sections	49,470	C.Y.
Plus Unlisted Locations of Miscellaneous Earth Excavation	1,530	C.Y.
Plus Excavation of Stored Material	9,200	C.Y.
Grand Total Usable Earth Excavation	60,200	C.Y.
Estimated Earth Shrinkage Factor = 15%	85%	
Available Embankment from Earth Excavation	51,200	C.Y.
Total Rock Excavation from Cross Sections	4,651	C.Y.
Plus Unlisted Locations of Miscellaneous Rock Excavation	149	C.Y.
Grand Total Estimated Rock Excavation	4,800	C.Y.
Estimated Rock Swellage Factor = 30%	130%	
Available Embankment From Rock Excavation	6,200	C.Y.
Plus Available Embankment from Earth Excavation	51,200	C.Y.
Estimated Grand Total Excavation Available from Embankment	57,400	C.Y.
Earth Embankment* Required from Cross Sections	77,688	C.Y.
Plus Unlisted Locations of Earth Embankment	1,312	C.Y.
Plus Rock Embankment Required from Cross Sections	5,027	C.Y.
Plus Unlisted Locations of Rock Embankment	173	C.Y.
Total Embankment Required from Cross Sections	84,200	C.Y.
Minus Available Embankment	26,800	C.Y.
Deficient Embankment Required	57,400	C.Y.
Estimated Borrow Shrinkage Factor = 10%	11%	
NET BORROW REQUIRED	29,500	C.Y.

* Includes 3113 C.Y. Miscellaneous Embankment For Counterweights

PRELIMINARY

For as built details see plan and profile sheets.

~~SAND BASE COURSE~~

STA. TO STA.	QUANTITY (C.Y.)	REMARKS
INTERSTATE		
212+50 TO 226+10	8,340	18" Depth
RAMP 1		
0+17 TO 14+43	4,770	18" Depth
RAMP 1A		
8+41 TO 15+09	1,490	18" Depth
RAMP 2		
0+15 TO 9+65	3,030	18" Depth
RAMP 2A		
4+10 TO 9+82	1,380	18" Depth
RELOC. DEPOT RD.		
0+12 TO 14+42	4,450	18" Depth
16+91 TO 27+00	2,530	18" Depth
CONNECTING RD.		
0+11 TO 6+20	1,440	18" Depth
UNLISTED LOCATIONS	2,070	

FINAL

RIGHT OF WAY FENCE

STA. TO STA.	SIDE	CHAIN LINK METAL POSTS
		L.F. L.F.
INTERSTATE		
210+00 TO 212+15	LT	230.10
210+00 TO 212+07.28	RT	208.75
220+80.33 TO 225+91.23	RT	518.60
224+20.11 TO 227+00	LT	273.80
RAMP 1 & 1A		
10+95 Ramp 1A - 224+20 Int.	LT	275.90
7+40 Ramp 1 - 10+95 Ramp 1A	LT	414.30
RAMP 2		
0+65 TO 4+10	RT	400.00
11+00 TO 4+10.36	RT	360
RAMP 2A		
4+10.36 TO 7+76.92	RT	328.50
RELOC. DEPOT RD.		
9+26.44 TO 12+00	LT	207
12+00	LT	40
12+00 TO 13+03.09	LT	106
13+03.09 TO 14+90	LT	788
9+75 TO 14+90	LT	565.00

FINAL

DRIVEWAYS AND ACCESS ROAD

STATION	SIDE	REMARKS
RELOC. DEPOT RD.		
18+88.80	LT	Access Road, 15" Gravel Base Course - 1" Gravel Surface Course
22+40.5	LT	Driveway, 12" Gravel Base Course - 1" Gravel Surface Course
23+52	RT	Driveway, 12" Gravel Base Course - 1" Gravel Surface Course
24+22	RT	Driveway, 12" Gravel Base Course - 1" Gravel Surface Course
25+07	RT	Driveway, 12" Gravel Base Course - 1" Gravel Surface Course
2+14	LT	Commercial Driveway, 15" Gravel Base Course Paved with 2" Bituminous Concrete Surface Course
ROUTE 1		
123+75	LT	Commercial Driveway, 15" Gravel Base Course Paved with 2" Bituminous Concrete Surface Course
RELOC. DEPOT RD.		
22+50	RT	Driveway, 12" Gravel Base Course - 1" Gravel Surface Crse. Bituminous Treated

FINAL

UNDERDRAIN

STA. TO STA.	SIDE	TYPE "B" 6" L.F.	TYPE "C" 15" L.F.	OUTLET L.F.	OUTLET MARKER (EA)	REMARKS
INTERSTATE						
212+00 TO 212+55		55				
213+12 TO 214+98			186			
216+02 TO 219+74		472				
219+80 TO 224+69		489				
224+70 TO 227+00		230				
212+10 TO 213+20	RT	138				
212+30 TO 212+70	LT	110				
RAMP 1						
0+33 TO 2+23		190				
2+28 TO 4+48		220				
4+58 TO 6+98		240				
7+13 TO 8+93		180				
RAMP 2						
0+58 TO 2+48		190				
Depot Rd. 26+00	LT & RT	80				
UNLISTED LOCATION		194				
Route #1 Sta. 128+90	RT	8	44	50	2	

PRELIMINARY

STONE CHIPS

STA. TO STA.	LOCATION	REMARKS
RELOC. DEPOT RD.		
0+12 TO 3+12.62	LT & RT Shoulder	Full Width - Coated With Road Tar
3+12.62 TO 9+32	LT Shoulder	2' Width - Coated With Road Tar
3+12.62 TO 8+11	RT Shoulder	2' Width - Coated With Road Tar
8+11 TO 8+73	RT Shoulder	Full Width - Coated With Road Tar
9+52 TO 14+26	LT Shoulder	2' Width - Coated With Road Tar
10+15 TO 12+87	RT Shoulder	Full Width - Coated With Road Tar
12+87 TO 14+15	RT Shoulder	2' Width - Coated With Road Tar
17+06 TO 17+62	RT Shoulder	2' Width - Coated With Road Tar
17+17 TO 18+76	LT Shoulder	2' Width - Coated With Road Tar
17+06 TO 17+62	RT Shoulder	2' Width - Coated With Road Tar
17+62 TO 18+15	RT Shoulder	Full Width - Coated With Road Tar
19+68 TO 20+16	RT Shoulder	2' Width - Coated With Road Tar
19+00 TO 27+00	LT Shoulder	2' Width - Coated With Road Tar
20+16 TO 27+00	RT Shoulder	2' Width - Coated With Road Tar
CONNECTING RD.		
0+55 TO 6+20	LT & RT Shoulder	2' Width - Coated With Road Tar
ACCESS RD	Pavement	Full Width - Coated With Road Tar

FINAL

GUARD RAIL TYPE "E"

STA. TO STA.	SIDE	LENGTH	END WINGS	REMARKS
RELOC. DEPOT RD.				
10+00	RT	63.10'	1	Connect. Rd
10+00	LT	438.10'	1	Conn. Rd - E. Abutm.
10+19	RT	414.50'	2	Ramp 2 " "
16+92	RT	126.30	2	W. Abutm. - Ramp 1
17+04	LT	151.60	2	" " Acc. Rd.
27+00	LT	13.75	2	
27+00	RT	13.75	2	
0+30	LT	150.60	2	
0+30	RT	200.60	2	
OLD DEPOT RD.				
at Turnaround		26.25	2	
at Legion Rd.	RT	25.00	2	
" " "	LT	37.50	2	
ROUTE 1				
126+80	LT	250.60		
126+68	LT	12.50		
128+50	RT	100.00	2	for Passing Lane

FINAL

ESTIMATED QUANTITIES

ITEM	DESCRIPTION	PRELIMINARY QUANTITY	UNIT	Final QUANTITY
201-5	Clearing	6	Acres	5,656
202-5	Removing Trees (9" to 24")	6	Each	0
202-6	Removing Trees (Over 24")	6	Each	0
203-9	Earth Excavation	54,000	C.Y.	61,713
203-10	Rock Excavation	4,800	C.Y.	25
203-13	Excavation of Stored Material	9,200	C.Y.	4,353
204-10	Structural Earth Excavation - Drainage	2,500	C.Y.	4,459
204-11	Structural Rock Excavation - Drainage	50	C.Y.	70.1
204-14	Structural Earth Excavation - Piers	380	C.Y.	257
204-18	Structural Rock Excavation - Fencing	8	C.Y.	35
205-8	Common Borrow	14,500	C.Y.	27,902
205-9	Grannular Borrow	15,000	C.Y.	15,000
210-6	Selective Thinning	1	Acre	0.428
301-7	Sand Base Course - In Place Measurement	29,500	C.Y.	30,137
302-7	Gravel Base Course - In Place Measurement	800	C.Y.	997
302-7	Gravel For Foundation	100	C.Y.	122.4
302-9	Crushed Gravel Base Course - In Place Measurement	8,300	C.Y.	8,602
307-8	Reinforced Portland Cement Concrete Approach Slabs	58	S.Y.	5,740
308-5	Overhaul (In Place Measure)	210,000	YH	230,843
309-5	Overhaul (Pit Measure)	8,000	C.Y.	79,500
309-5	Stripping Pits	310	Units	2,020
310-6	Sprinkling	7	Tons	1595
311-6	Calcium Chloride	14	C.Y.	21
401-11	Gravel Surface Course	1	Tons	151.94
402-16	Stone Chips	60	Tons	1,937.67
404-28	Bituminous Concrete Surface Course - Type "A"	1,700	Tons	273.5
404-30	Bituminous Concrete Curb	260	L.F.	4,595
501-7	Road Tar	2,800	L.F.	325
602-11	15-Inch Asphalt Coated Corrugated Metal Pipe	240	L.F.	30
602-14	24-Inch Asphalt Coated Corrugated Metal Pipe	28	L.F.	470
602-15	30-Inch Asphalt Coated Corrugated Metal Pipe	410	L.F.	570
603-11	15-Inch Reinforced Concrete Pipe	570	L.F.	108
603-13	24-Inch Reinforced Concrete Pipe	100	L.F.	3
603-23	30-Inch Extra Strength Reinforced Concrete Pipe	5	Each	7,875
605-14	Catch Basins - Type "A"	8	Each	1
605-18	Catch Basins - Type "E"	1	Each	2,625
605-25	Catch Basins - Type "F"	1	Each	3
605-26	Catch Basins - Type "G"	3	Each	2,614
605-28	Catch Basins - Type "I"	3	L.F.	186
606-10	Underdrain - Type "B"	2,400	L.F.	—
606-12	15-Inch Underdrain - Type "C"	300	L.F.	—
606-16	Underdrain Outlet	50	Each	6
607-10	Metal End Walls for 24-Inch Pipe	6	Each	1
607-11	Metal End Walls for 30-Inch Pipe	1	Each	194.66
701-33	Portland Cement Concrete Abutments and Retaining Walls	200	C.Y.	185.78
701-37	Portland Cement Concrete Substructure Columns, Column Bases, Bents, Collision Walls, Girders, Struts, Etc.	190	C.Y.	257.20
701-40	Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges	250	C.Y.	12.44
701-45	Portland Cement Concrete Culvert Endwalls	4	C.Y.	365
701-47	Portland Cement	365	Bbls.	972.1
701-50	Wrought Iron Scurpers	8	Each	8
702-103	Structural Steel, Fabricated and Delivered	178,000	Lbs.	187,970
702-104	Structural Steel, Erection	178,000	Lbs.	187,970
705-13	Reinforcing Steel, Delivered	90,100	Lbs.	87,955
705-14	Reinforcing Steel, Placing	90,100	Lbs.	87,955
708-16	Steel H-Beam Piles - 42 Lbs. per Ft.	8,400	L.F.	7,612.2
709-6	Membrane Waterproofing	716	S.Y.	717.9
710-6	Waterproofing Joints	29	L.F.	27.8
804-6	French Drains	36	C.Y.	41.8
806-7	Aluminum Rail, Delivered and Erected	515	L.F.	511.8
807-5	Cut-Slope Drains	1,000	L.F.	—
901-8	Granite Curb - Type "I"	64	L.F.	64
901-14	Granite Edging	700	L.F.	690
901-15	Granite Edging - Circular	70	L.F.	69.6
905-27	Guard Rail - Type "E"	1,250	L.F.	1,831.7
905-34	End Wings	14	Each	24
905-37	Temporary Wooden Guard Fence	150	L.F.	—
906-18	Fencing - Metal Posts	1,000	L.F.	1,264
907-10	Hand Laid Riprap	15	C.Y.	200.5
907-12	Slope Paving for Bridge	447	S.Y.	423.8
908-8	Lean Excavation	4,000	C.Y.	6,588
908-9	Lean Borrow	1,100	C.Y.	4,179
909-7	Sodding	2,800	S.Y.	4,669
910-10	Seeding - Parkway Mixture	500	Units	798.1
912-6	Hay Mulch	60	Tons	45.4
914-6	Project Markers	2	Each	—
915-6	Right of Way Monuments	36	Each	37
915-7	Right of Way Monuments, Removed and Reset	4	Each	3
916-6	Underdrain Outlet Markers	2	Each	35
926-7	Removal or Razing Buildings No. 1	1	Each	—
926-8	Removal or Razing Buildings No. 2	1	Each	—
926-9	Removal or Razing Buildings No. 3	1	Each	—
927-6	Electrical Conduit - 3 Inch	265	L.F.	337.75
928-14	Portable Barricades with Flashing Lights	1	Each	1
930-14	72-Inch Chain Link Fence	2,210	L.F.	2,251.1
931-10	Portable Barricades	3	Each	3
	Allowance for steel pile cut-off		Lbs.	3,801
E.W.O. * 7	15" R.C.P. Extra Strength		L.F.	56
E.W.O. * 9	Handholes		Each	2
E.W.O. * 10	Encasing Conduit		L.S.	1
E.W.O. * 11	Conduit Markers		Each	3
E.W.O. * 12	Guard Rail Type "E" curved		L.F.	201.2
E.W.O. * 14	Remove and Reset Granite Edging		L.F.	111.6
E.W.O. * 16	Bulldozer Grading		Hrs.	17.5

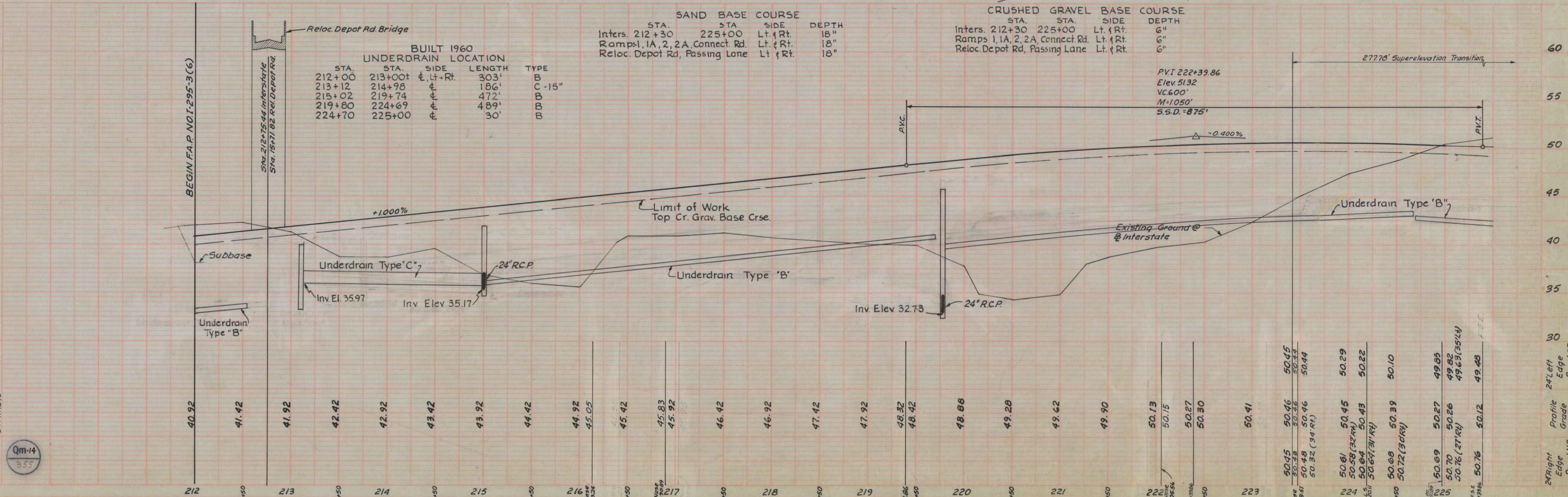
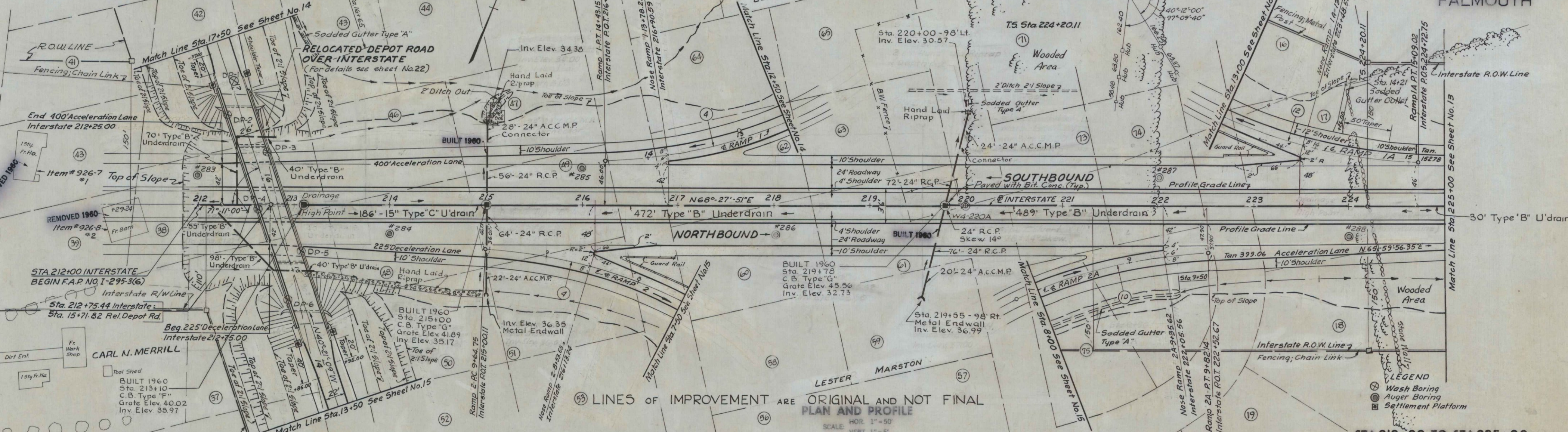
Qm-14
348

DIST. —
DR. F.S.
TR. F.S.
CHK. J.C.P.
APPD.

QUANTITIES

SETTLEMENT PLATFORMS

Relocated Depot Road
Sta. 13+20 20' Lt. & 20' Rt.
Sta. 14+25 20' Lt. & 20' Rt.
Sta. 17+10 20' Lt. & 20' Rt.
Sta. 17+60 20' Lt. & 26' Rt.



STA.	212+00	213+00	214+00	215+00	216+00	217+00	218+00	219+00	220+00	221+00	222+00	223+00	224+00	225+00
Profile Grade	40.92	41.42	41.92	42.42	42.92	43.42	43.92	44.42	44.92	45.42	45.92	46.42	46.92	47.42
Existing Ground	40.92	41.42	41.92	42.42	42.92	43.42	43.92	44.42	44.92	45.42	45.92	46.42	46.92	47.42

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON PORTLAND

FALMOUTH

INTERSTATE
CURVE DATA

P.I. = 233+09.92
Δ = 28° 21' 40"
ΔC = 24° 41' 40"
D = 1° 50' 00"
R = 3125.23'
Ts = 689.81'
Os = 1° 50' 00"
Ls = 200.00'
Lc = 1346.97'
Lt = 133.34'
St = 66.67'
P = 0.53'
K = 100.00'
E = 74.54'

CURVE 13

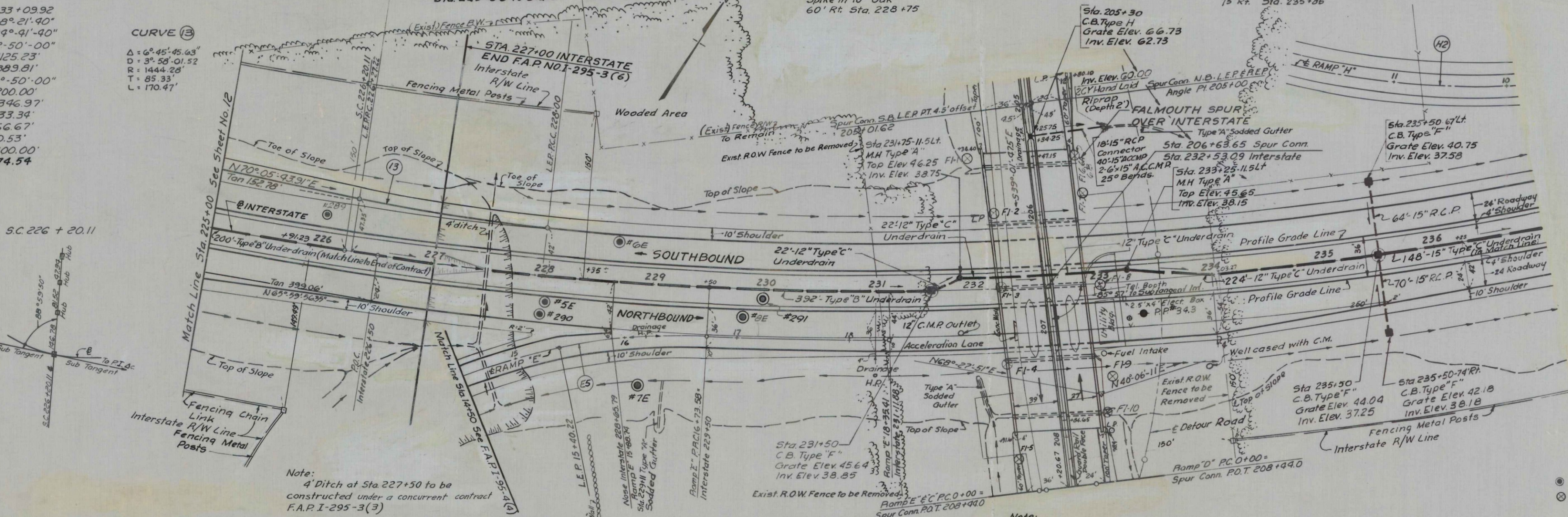
Δ = 6° 45' 45.63"
D = 3° 58' 01.52"
R = 1444.28'
Ts = 85.33'
Ls = 170.47'

S.C. 226 + 20.11

CLEARING
Sta. 225+00 to Sta. 227+00 L&R

B.M. #230 Elev. 100.72
Spike in 10" Oak
60' Rt. Sta. 228 + 75

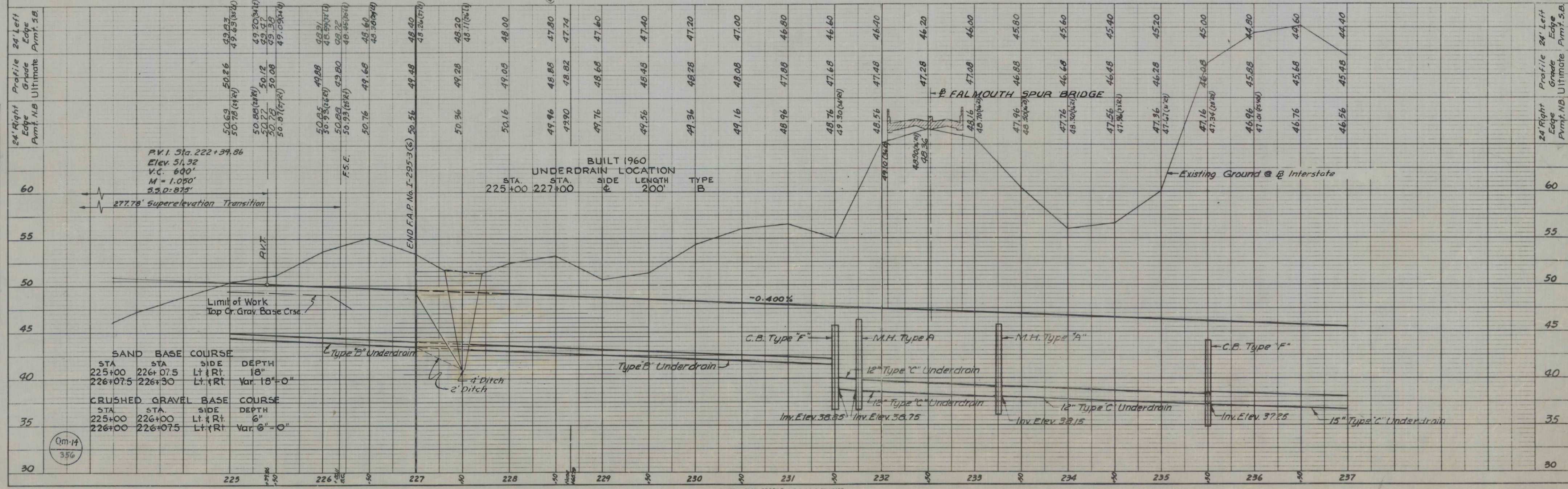
B.M. #240 Elev. 114.46
Spike in 18" Hemlock
75' Rt. Sta. 235 + 86



PLAN AND PROFILE
SCALE HOR. 1" = 50'
VERT. 1" = 5'

STA 225+00 TO STA 227+00

- LEGEND
● - Auger Boring
○ - Wash Boring

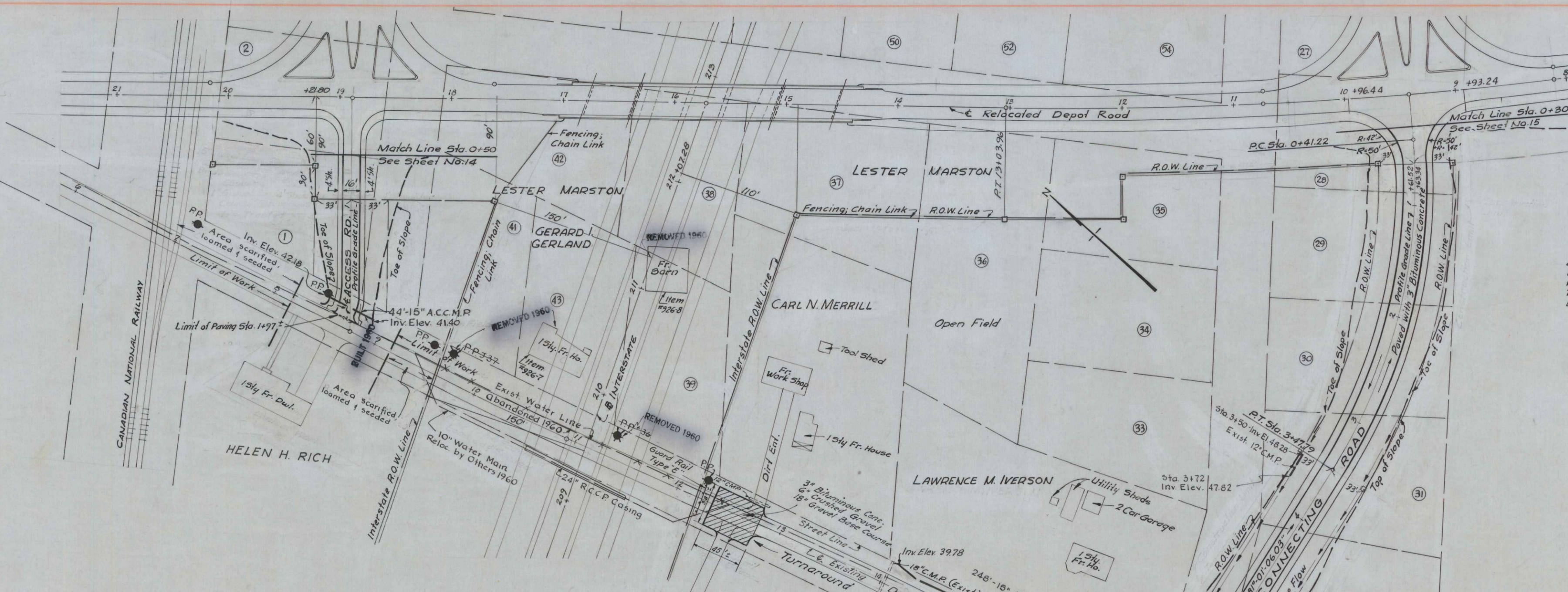




FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND
FALMOUTH

CONNECTING ROAD
CURVE DATA
 $\Delta = 36^\circ - 47' - 20.00''$
 $D = 12^\circ - 00' - 00.43''$
 $R = 477.46'$
 $T = 158.78'$
 $L = 306.57'$

Light Woods & Brush
15" White Pines & Alders



PAVEMENT WIDTH			
STA.	STA.	WIDTH	TYPE
0+36	1+97	16'	1" Gravel (treat. stone chips and road tar)
Reloc. Depot Rd end 25' Radius			

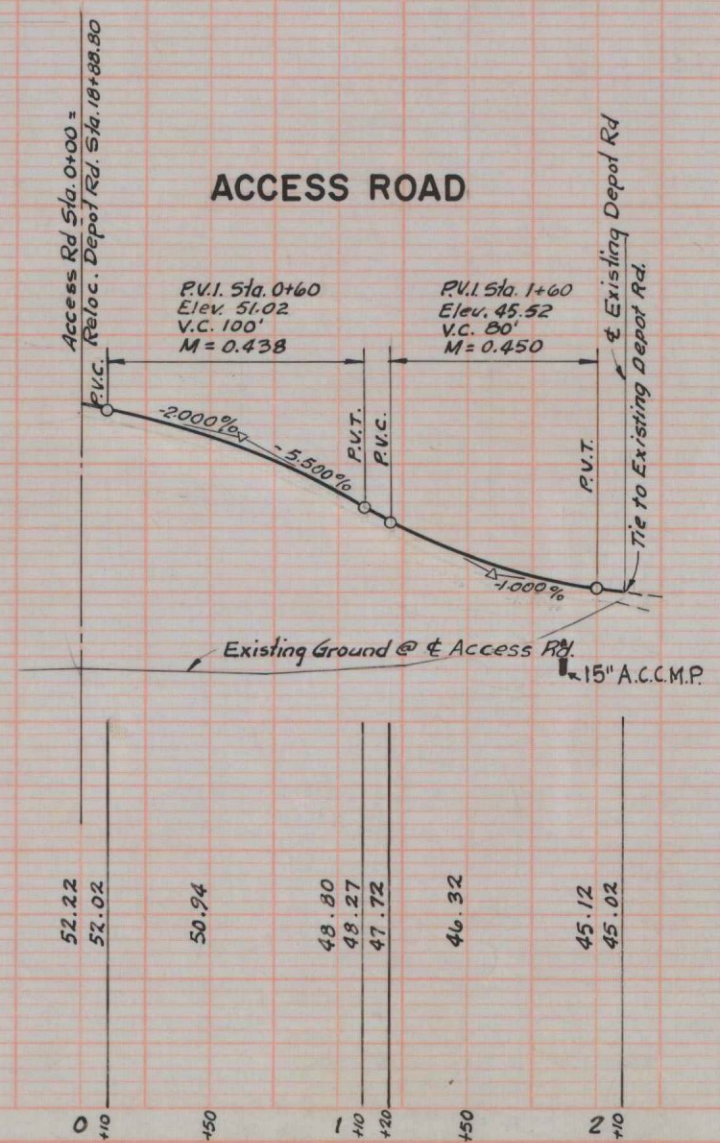
GRAVEL BASE COURSE
15' Lt. & Rt.

WIDTH of SHOULDERS			
STA.	STA.	SIDE	WIDTH
0+11	0+36	Rt.	var. 8' to 4'
0+11	0+36	Lt.	var. 10' to 4'
0+36	1+97	Lt. & Rt.	4'

WIDTH of PAVEMENT				
STA.	STA.	SIDE	WIDTH	TYPE
0+11	0+61	Lt. & Rt.	Var. 112' - 20'	3" Bit. Conc.
0+61	5+68	Lt. & Rt.	20'	
5+68	6+20	Rt.	Var. 10' - 36'	
5+68	6+18	Lt.	Var. 10' - 25'	3" Bit. Conc.

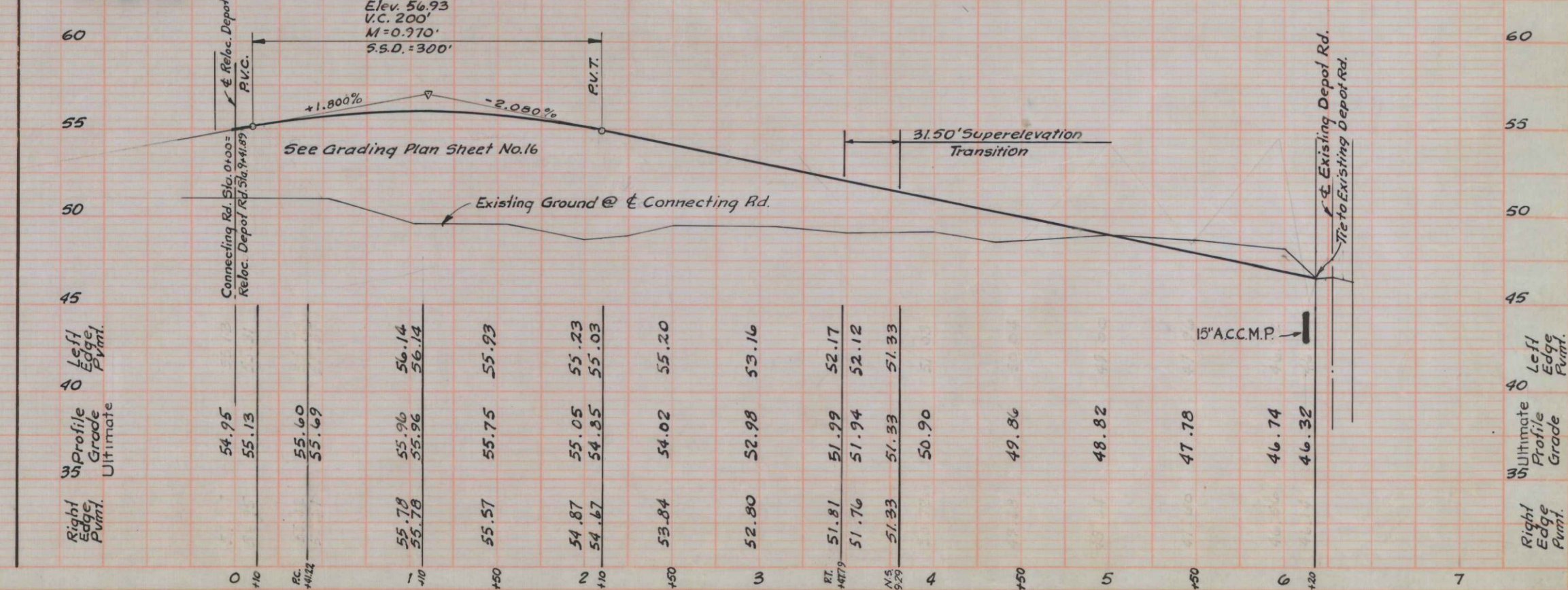
WIDTH of SHOULDERS				
STA.	STA.	SIDE	DEPTH	TYPE
0+11	0+61	Lt. & Rt.	Var. 8'-6" - 2'	Bit. Treat.
0+61	6+15	Rt.	6'	
0+61	6+18	Lt.	6'	

ACCESS ROAD



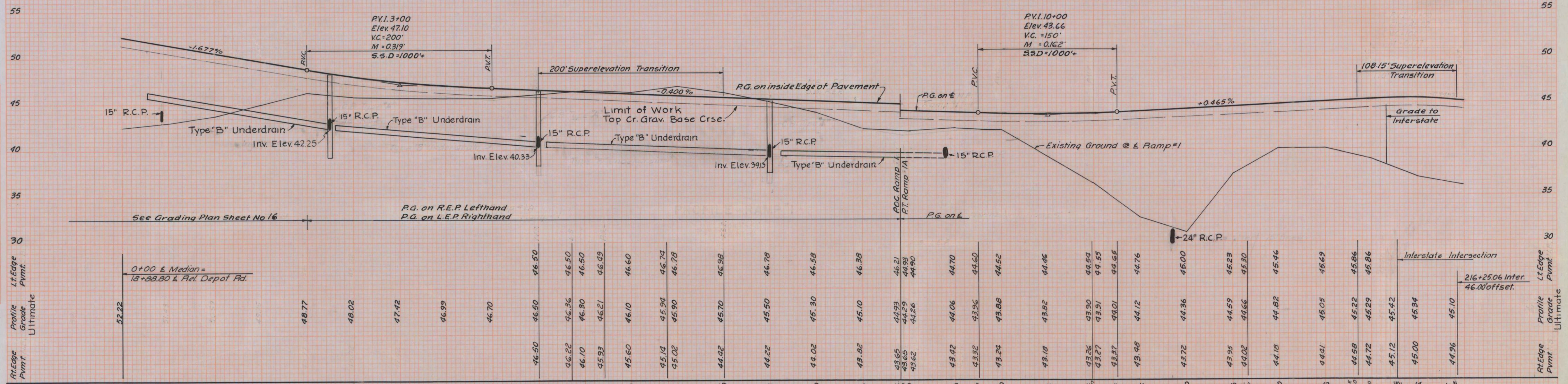
PLAN AND PROFILE

SCALE: HOR. 1"=50'
VERT. 1"=5'



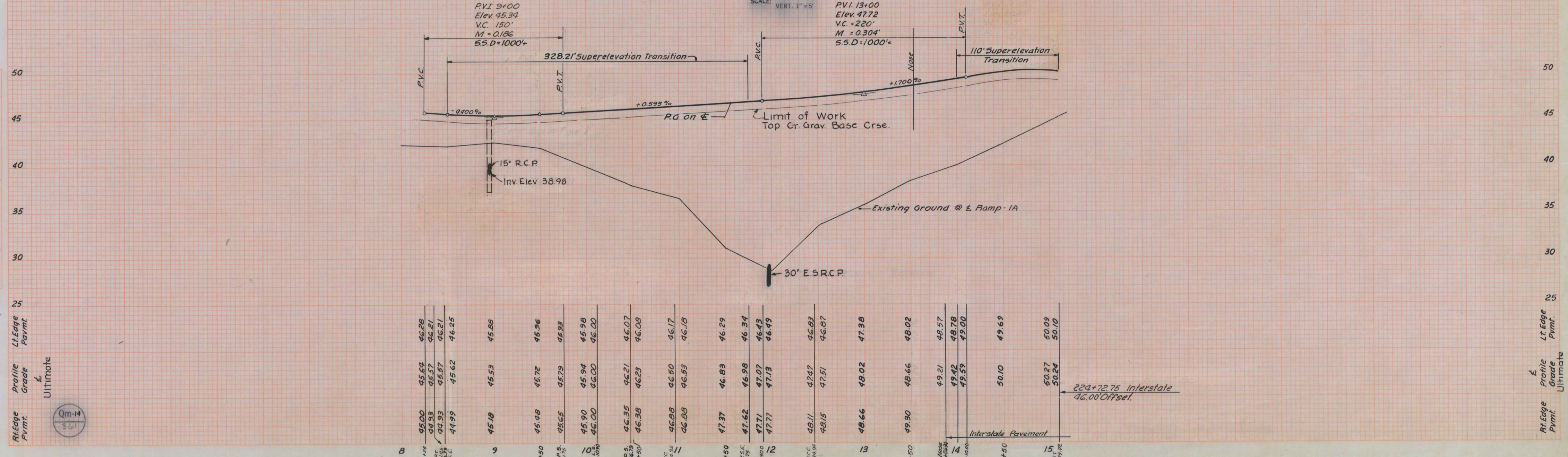
PROFILE - RAMP I

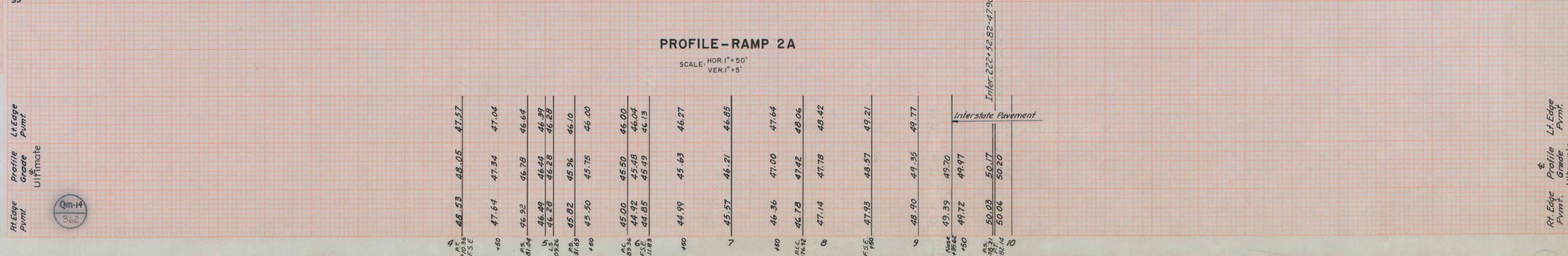
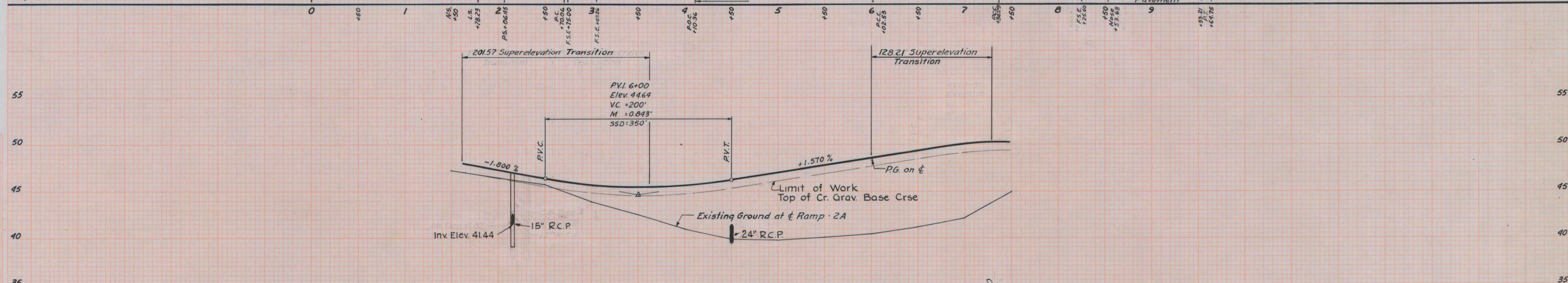
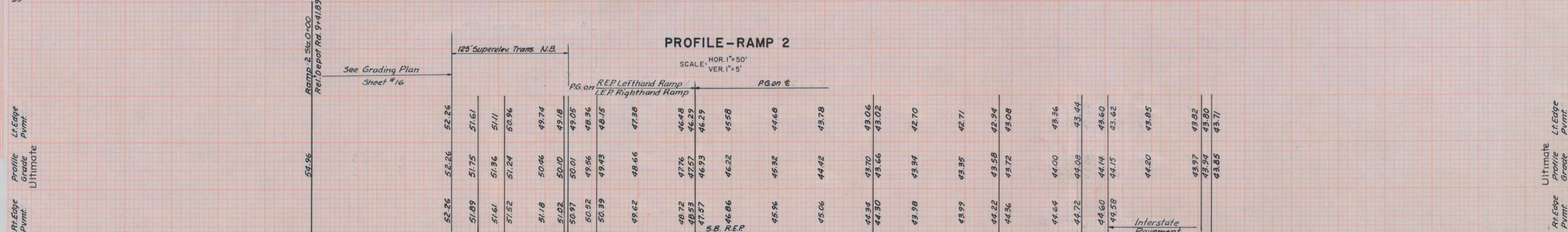
SCALE: HOR. 1"=50'
VERT. 1"=5'



PROFILE - RAMP 1A

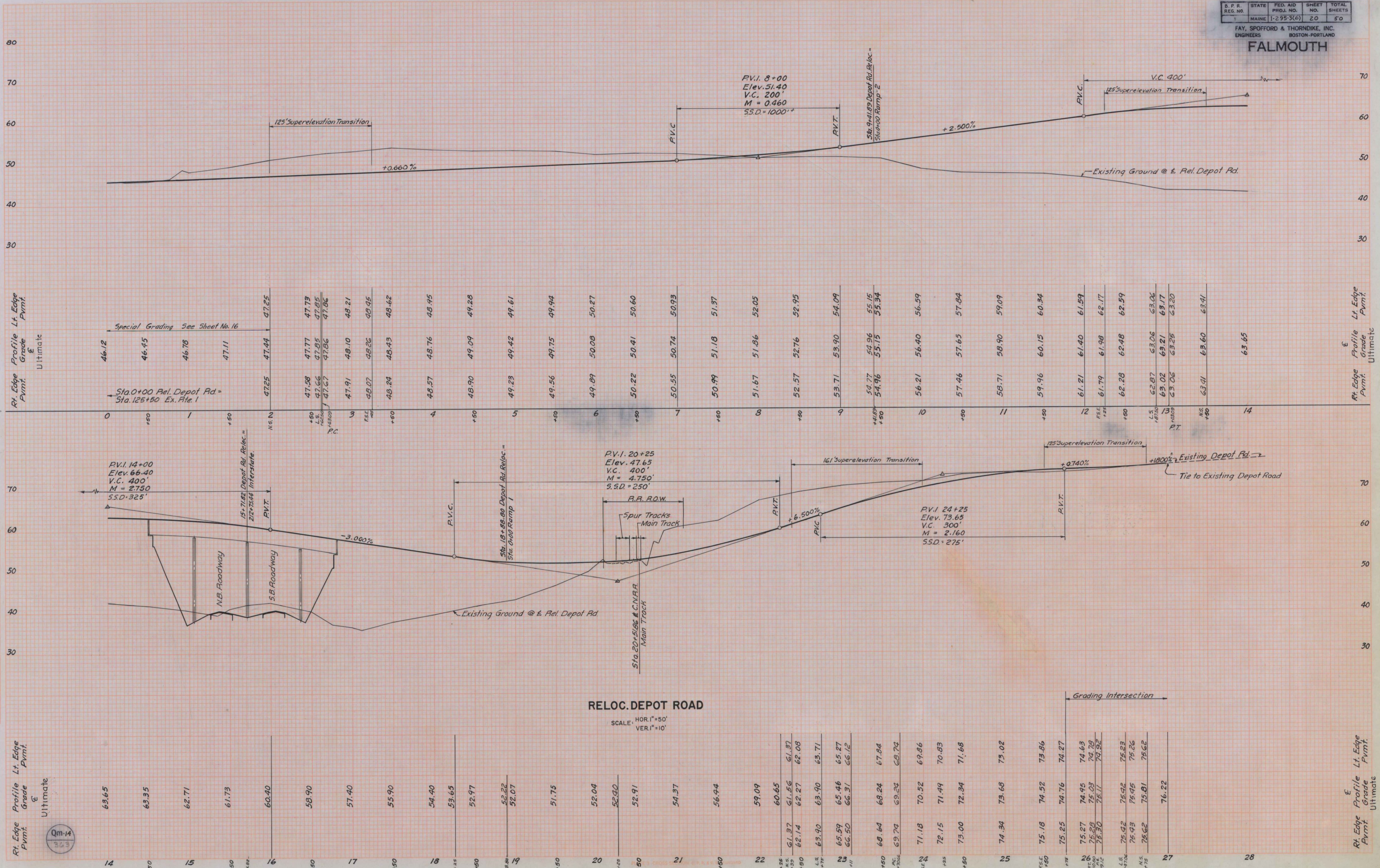
SCALE: HOR. 1"=50'
VERT. 1"=5'





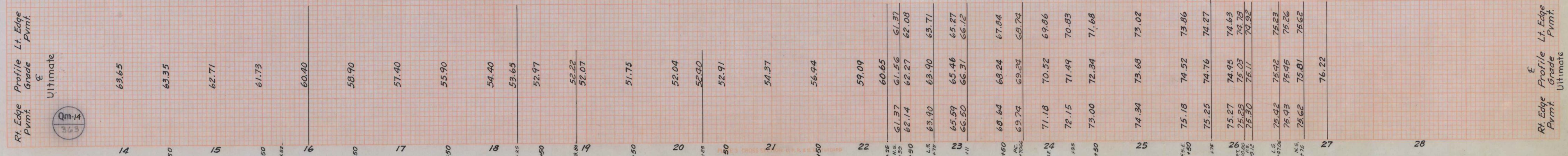
FINAL
SURVEY
PLANNED
NOTE BOOK
NO. 4-4-58
R.S.S.
DATE 4-4-58
REVISIONS

ORIGINAL
SURVEY
PLANNED
NOTE BOOK
NO. 4-4-58
R.S.S.
DATE 4-4-58
REVISIONS

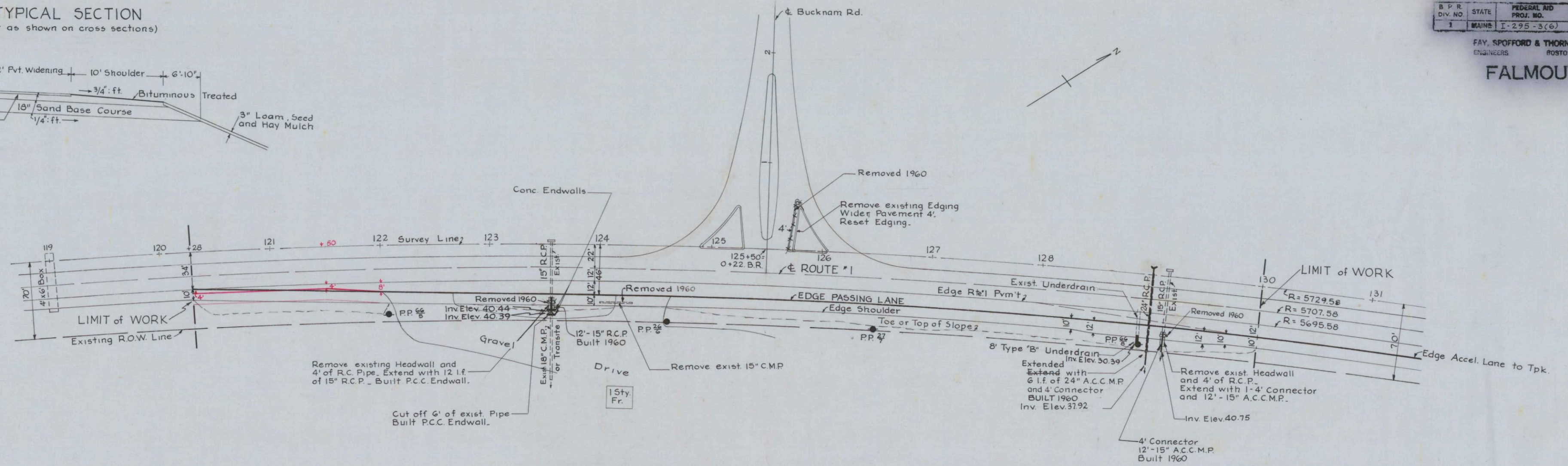
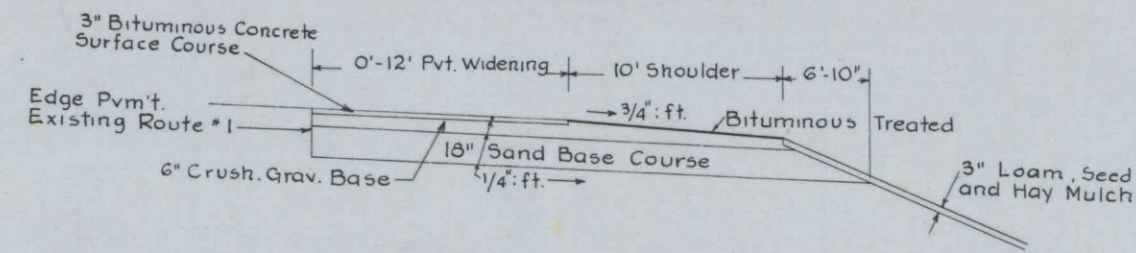


RELOC. DEPOT ROAD

SCALE: HOR. 1" = 50'
VER. 1" = 10'



TYPICAL SECTION
(or as shown on cross sections)



PLAN AND PROFILE

SCALE: HOR. 1"=50'
VERT. 1"=5'

Note: See Sheets 50A, 50B
for Cross Sections.

STA. 120+28 TO STA. 130+00

CRUSHED GRAVEL BASE COURSE		
STA.	STA.	DEPTH
120+28	130+00	6"

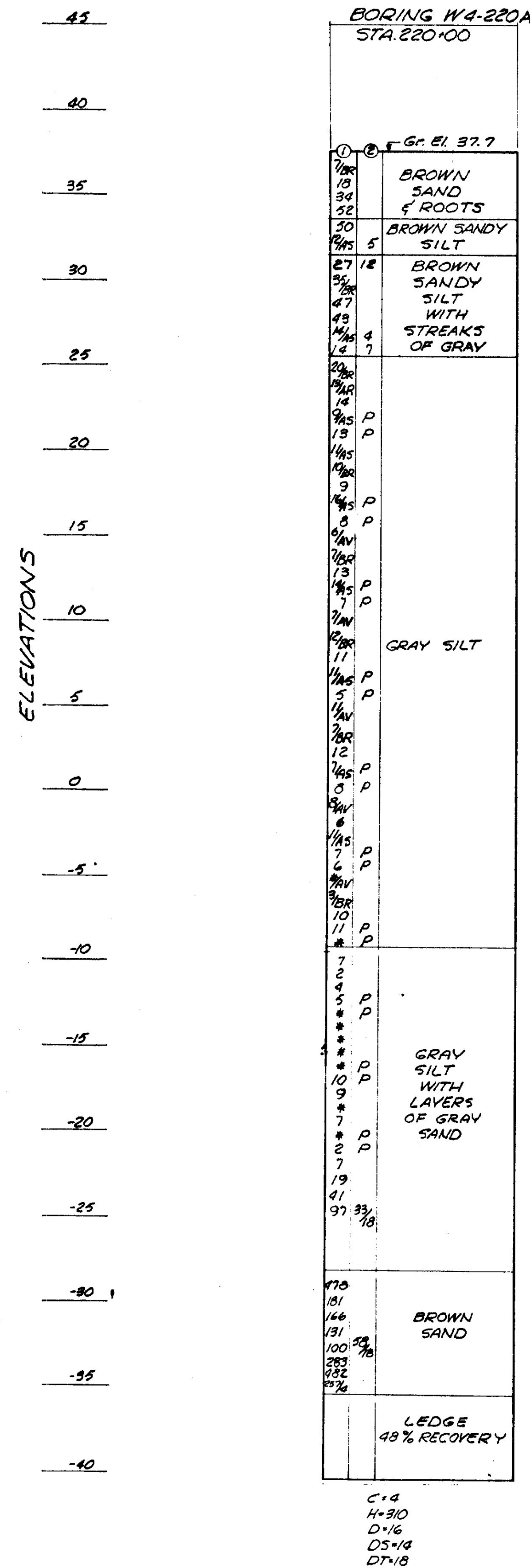
SAND BASE COURSE		
STA.	STA.	DEPTH
120+28	130+00	18"

BUILT 1960 UNDERDRAIN LOCATION			
STA.	SIDE	LENGTH	TYPE
128+90	Rt.	8'	B

WIDTH OF PAVEMENT			
STA.	STA.	WIDTH	TYPE
120+28	121+50	4'	3" Bit. Concrete
121+50	122+00	Var. 4'-8'	
122+00	124+00	Var. 8'-12'	
124+00	128+00	12'	
128+00	130+00	Var. 12'-1'	3" Bit. Concrete

WIDTH OF SHOULDER			
STA.	STA.	WIDTH	TYPE
120+28	128+30	10'	Bit. Treated
128+30	128+50	Var. 10'-12'	
128+50	129+50	12'	
129+50	129+70	Var. 12'-10'	
129+70	130+00	10'	Bit. Treated

FALMOUTH



LEGEND

A5=CASING WAS DRIVEN AFTER SAMPLING
 C=DIA.METER OF CASING IN INCHES
 H=WEIGHT OF HAMMER IN LBS.
 D=DROP ON CASING IN INCHES
 DS=DROP ON SAMPLER ROD IN INCHES
 DT=DROP ON TUBE IN INCHES
 AR=CASING WAS DRIVEN WASHING AHEAD OF CASING
 J= SAMPLER DRIVEN BY STATIC LOAD NOT EXCEEDING $\frac{1}{2}$ TON
 P=PISTON
 *-DRIVEN BY WEIGHT OF HAMMER
 BR=
 AV=

GENERAL NOTES

1. BORING WAS MADE BY THE MAINE STATE HIGHWAY COMMISSION, JULY, 1957
2. FIGURES IN COLUMN ① - BLOWS PER FOOT ON CASING, EXCEPT AS NOTED.
FIGURES IN COLUMN ② - BLOWS PER FOOT ON SAMPLER ROD EXCEPT AS NOTED.
3. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL.
4. ADDITIONAL SOIL INFORMATION OBTAINED FROM LABORATORY TESTS IS AVAILABLE FROM THE MAINE STATE HIGHWAY COMMISSION.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE		
PORTLAND-YARMOUTH INTERSTATE		
HIGHWAY BORING DATA		
SHEET NO. 21 OF 30	SCALE: AS NOTED	

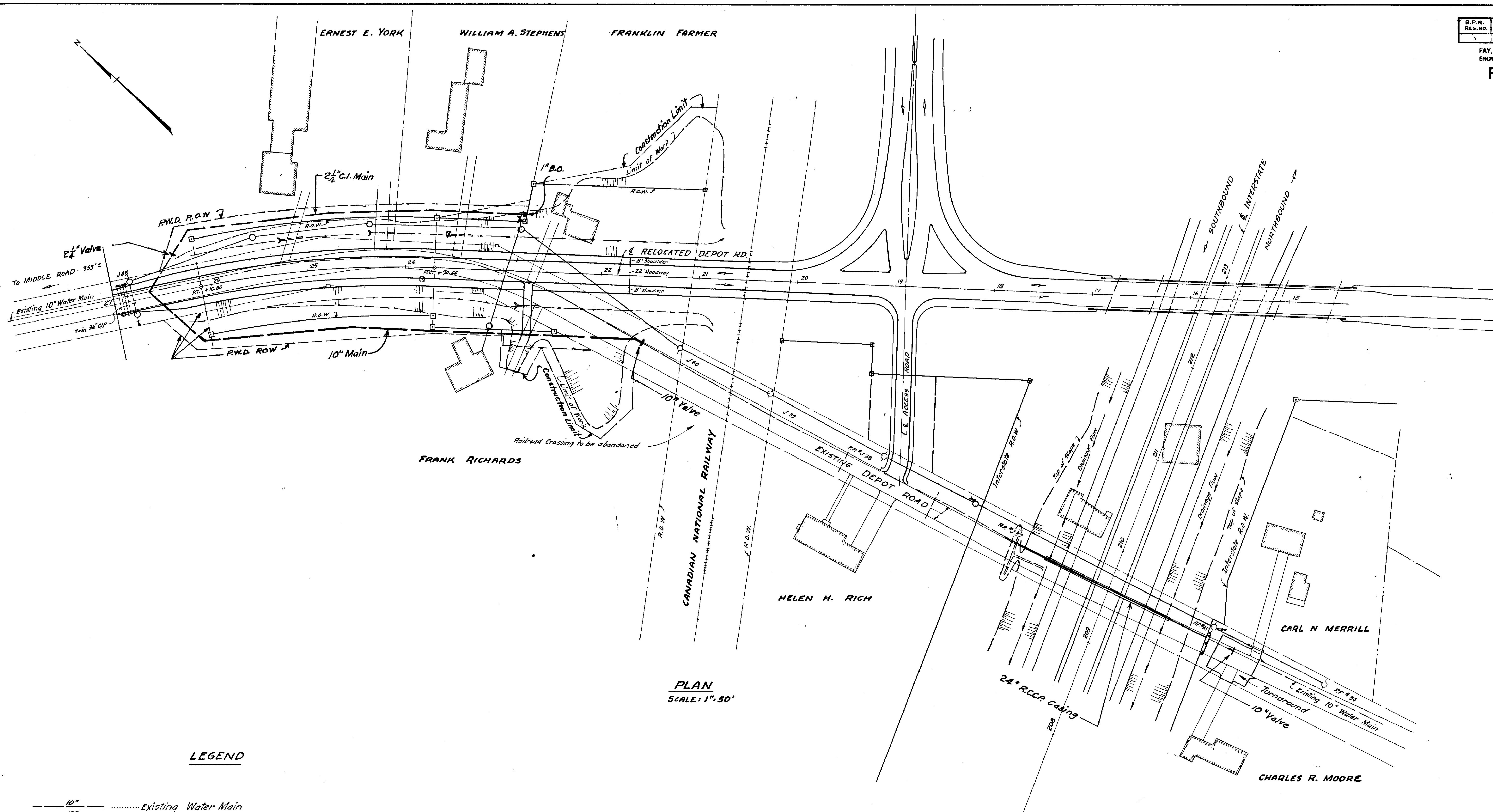
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON, MASS:

1m-14
364

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)	30	50

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

FALMOUTH



LEGEND

10"	Existing Water Main	
10"	Proposed Relocation Water Main	
⊙	Existing Pole to be replaced	NET & T - C.M.P.
⊙	Existing Pole to remain	" "
⊙	Existing Pole to be removed	" "
⊙	New Pole - Permanent location	" "
⊙	New Pole - Temporary location	" "
⊙	Anchor & Guy to be installed	" "
⊙	Pole to Pole Guy to be installed	" "
⊙	Temporary Lines	" "
⊙	Permanent Lines	" "
⊙	Permanent Lines	- C.M.P. only

Notes

Telephone line across Interstate location, not shown, is to be maintained temporarily until connections are made at Middle Road.
Water Main relocations, west of Canadian National Railway, will be done in connection with Project I-295-3(6)55.
Relocations at and near Interstate Right of Way will be done in connection with a future highway contract.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

UTILITIES

SHEET NO. 30 OF 50 SCALE: 1"=50'