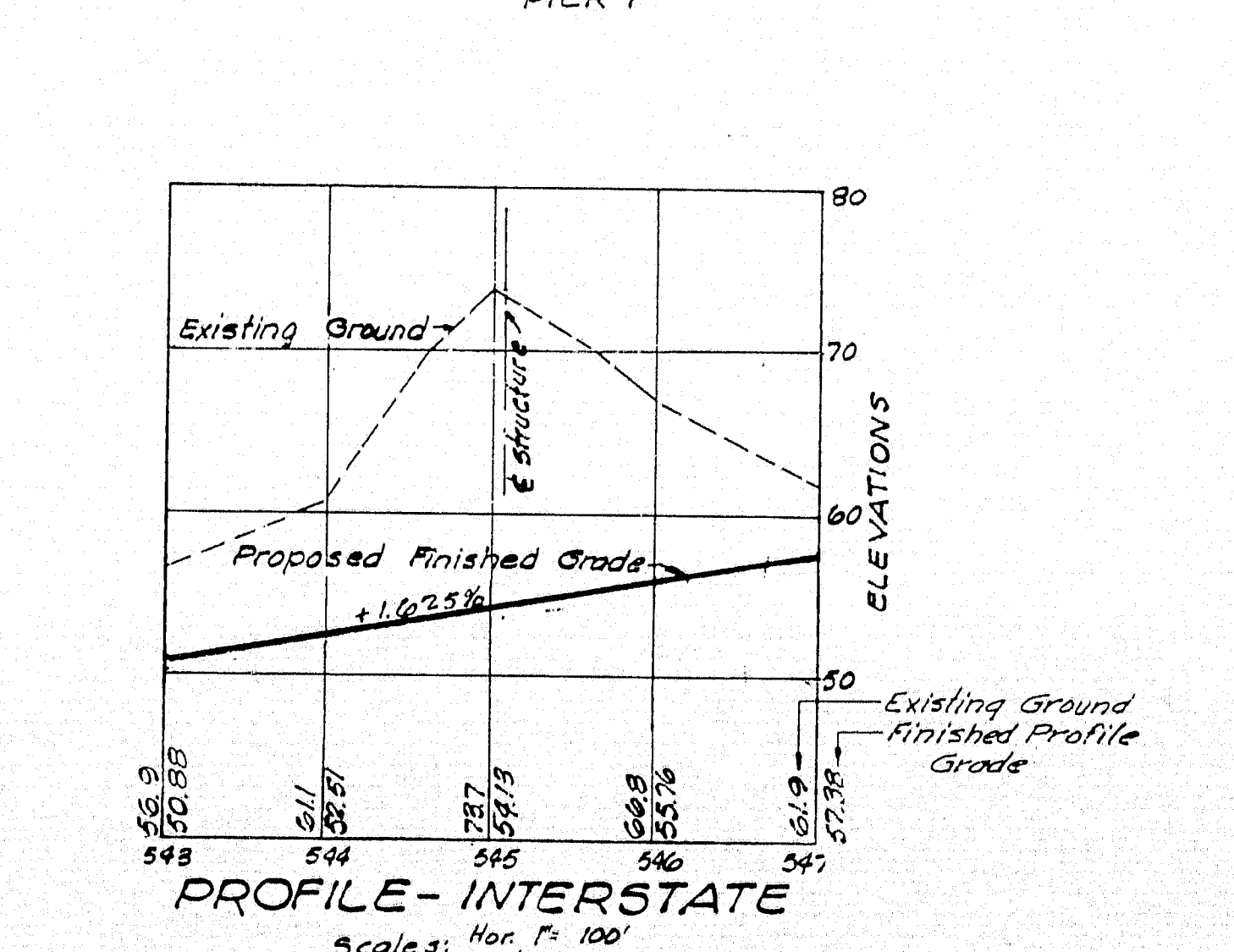
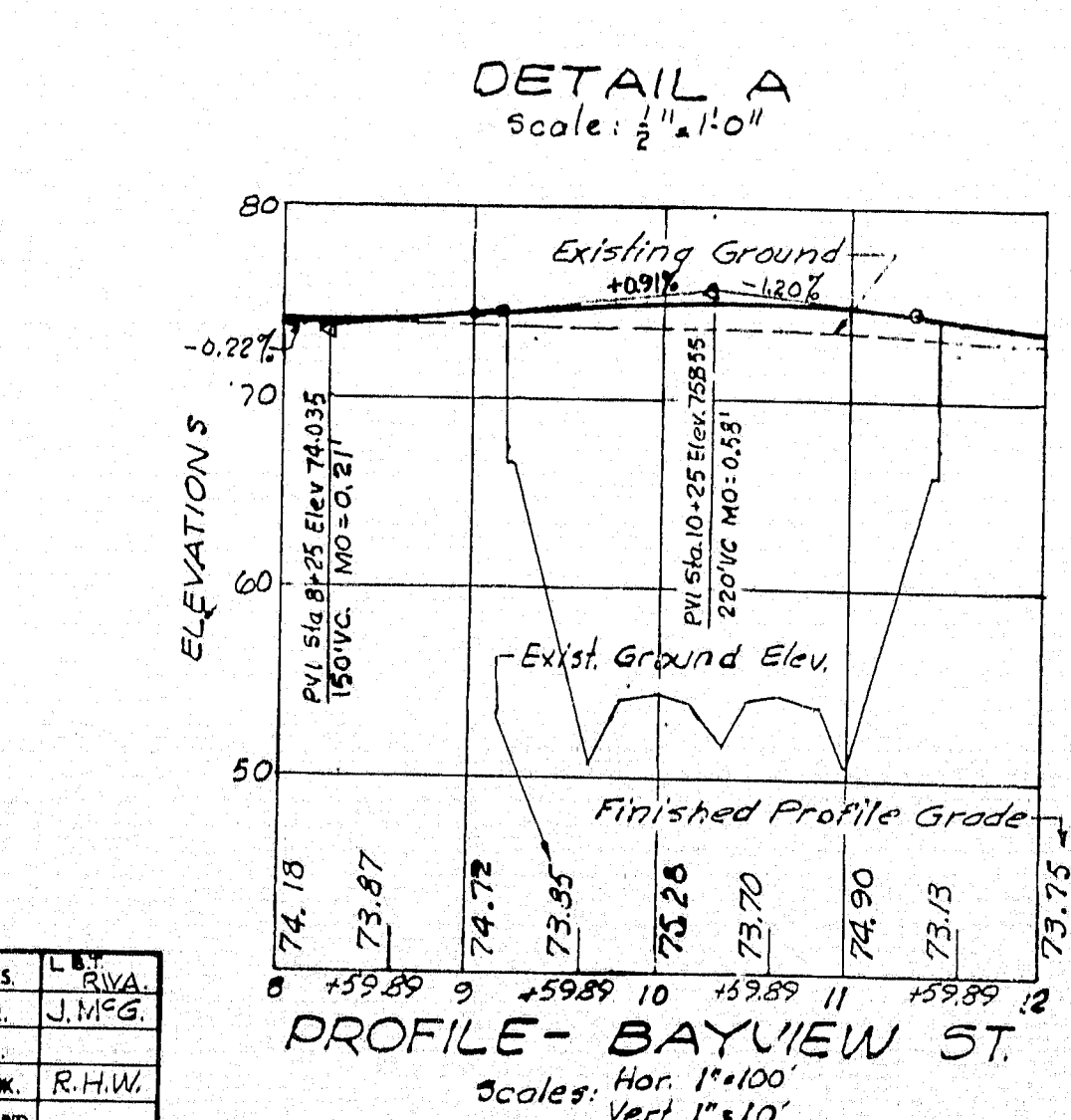
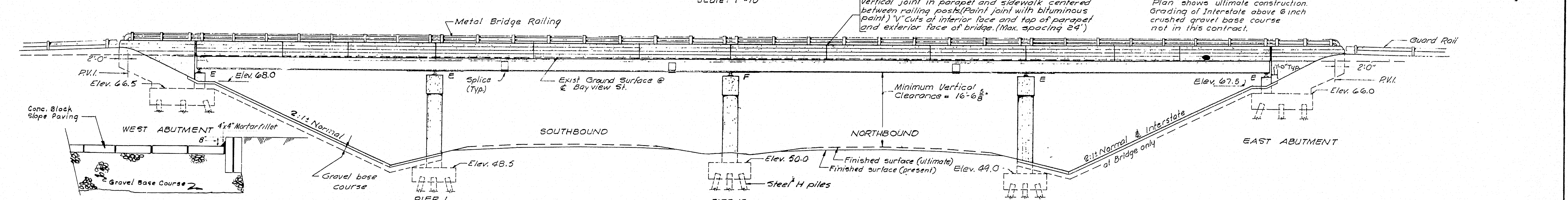
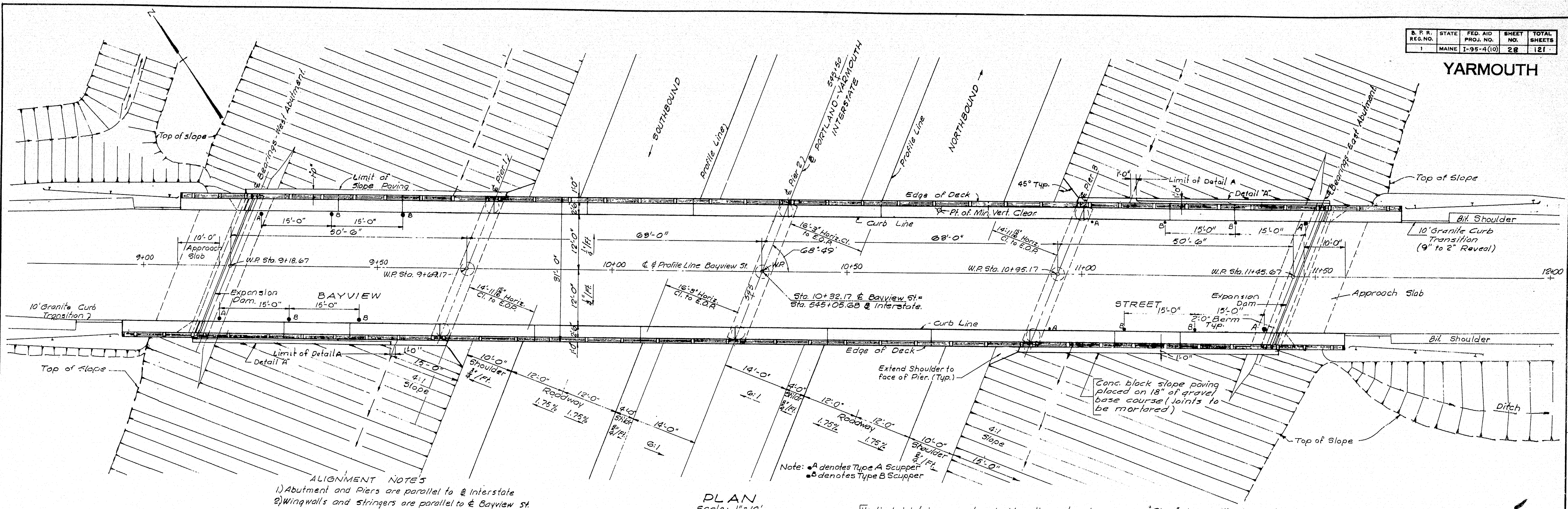


YARMOUTH



- ### GENERAL NOTES
- SPECIFICATIONS:**
 A.A.S.H.O. 1953
 Maine State Highway Commission, Standard Specifications and Special Provisions
 - LIVE LOAD:**
 H20-44
 - FOUNDATIONS:**
 Steel H piles driven to firm end bearing
 Design Capacity of piles - 357 tons
 - ALLOWABLE STRESSES:**
 Structural Steel - 18,000 p.s.i.
 Reinforcing Steel - 18,000 p.s.i.
 Concrete - 1,200 p.s.i.
 - CONCRETE:**
 Class 'A' - Footings, Piers, Abutments, Approach Slabs and Deck
 - ELEVATIONS:**
 Based on Elev. 0.00 at Mean Sea Level

ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
304-12	Structural Earth Excavation - Abuts. and Ret. Walls	C.Y.	320
304-14	Structural Earth Excavation - Piers	C.Y.	320
302-7	Gravel Base Course - In Place Measurement	C.Y.	225
307-5	Reinforced Portland Cement Concrete Approach Slabs	S.Y.	33
404-28	Bituminous Concrete Surface Course, Type A	Ton	80
701-33	Portland Cement Concrete, Abutments and Ret. Walls	C.Y.	218
701-37	Portland Cement Concrete, Substructure Columns, Col. Bases, Bents, Collision Walls, Girders, Struts, Etc.	C.Y.	190
701-40	Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges	C.Y.	255
701-47	Portland Cement	Bbl.	295
701-51	Metal Roadway Scaupers	Each	14
702-103	Structural Steel, Fabricated and Delivered	Lb.	165,000
702-104	Structural Steel, Erection	Lb.	165,000
702-105	Structural Steel, Field Painting	Lb.	165,000
705-13	Reinforcing Steel, Delivered	Lb.	85,000
705-14	Reinforcing Steel, Placing	Lb.	85,000
708-16	Steel H-beam Piles 42 lbs. per ft.	L.F.	6,777
807-9	Membrane Waterproofing	S.Y.	670
710-6	Waterproofing Joints	L.F.	30
804-6	French Drains	C.Y.	351
806-7	Minimum Rail, Delivered and Erected	L.F.	322
808-6	Slope Paving for Bridges	S.Y.	420

* Includes 270 L.F. allowance for Pile Bearing Plates and 70 L.F. allowance for Pile Splices.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

BAYVIEW STREET OVER INTERSTATE

GENERAL PLAN AND ELEVATION

SHEET NO. 28 OF 121

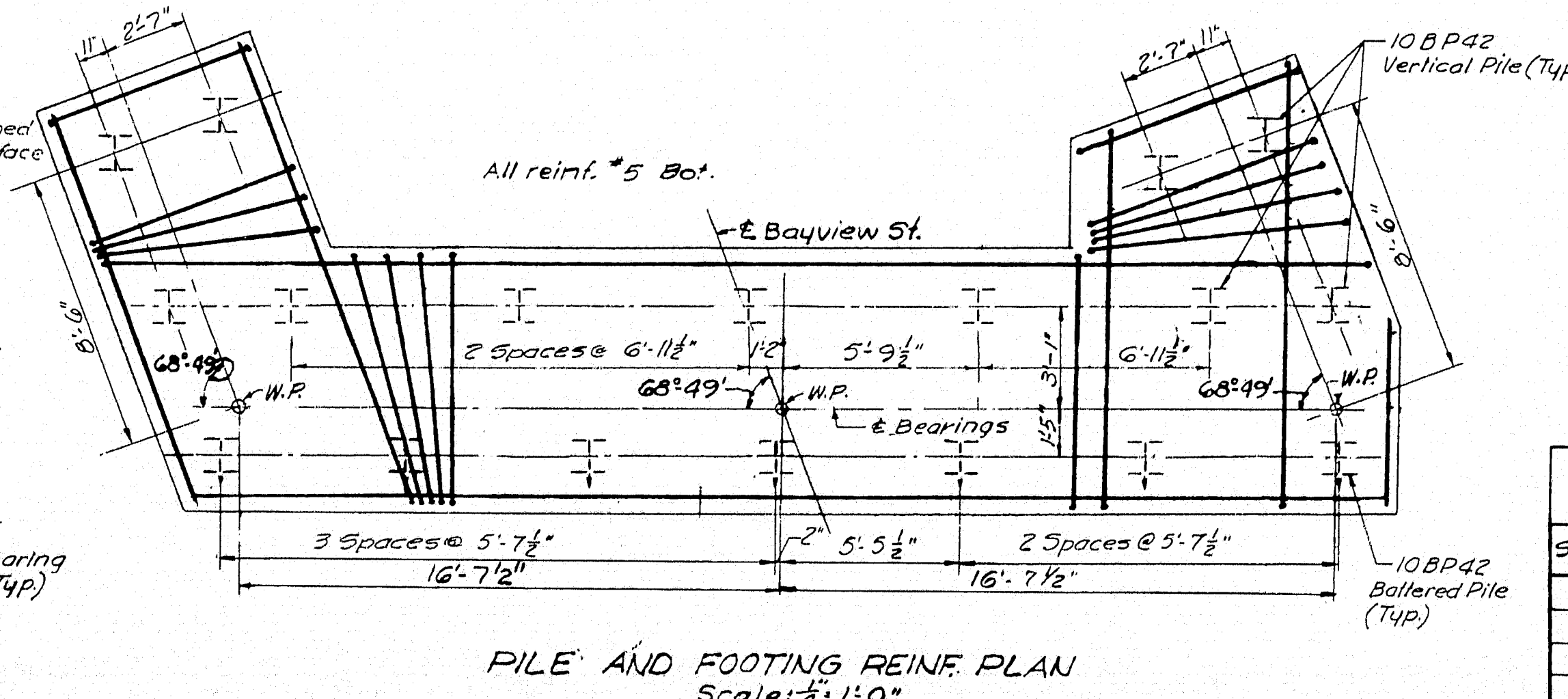
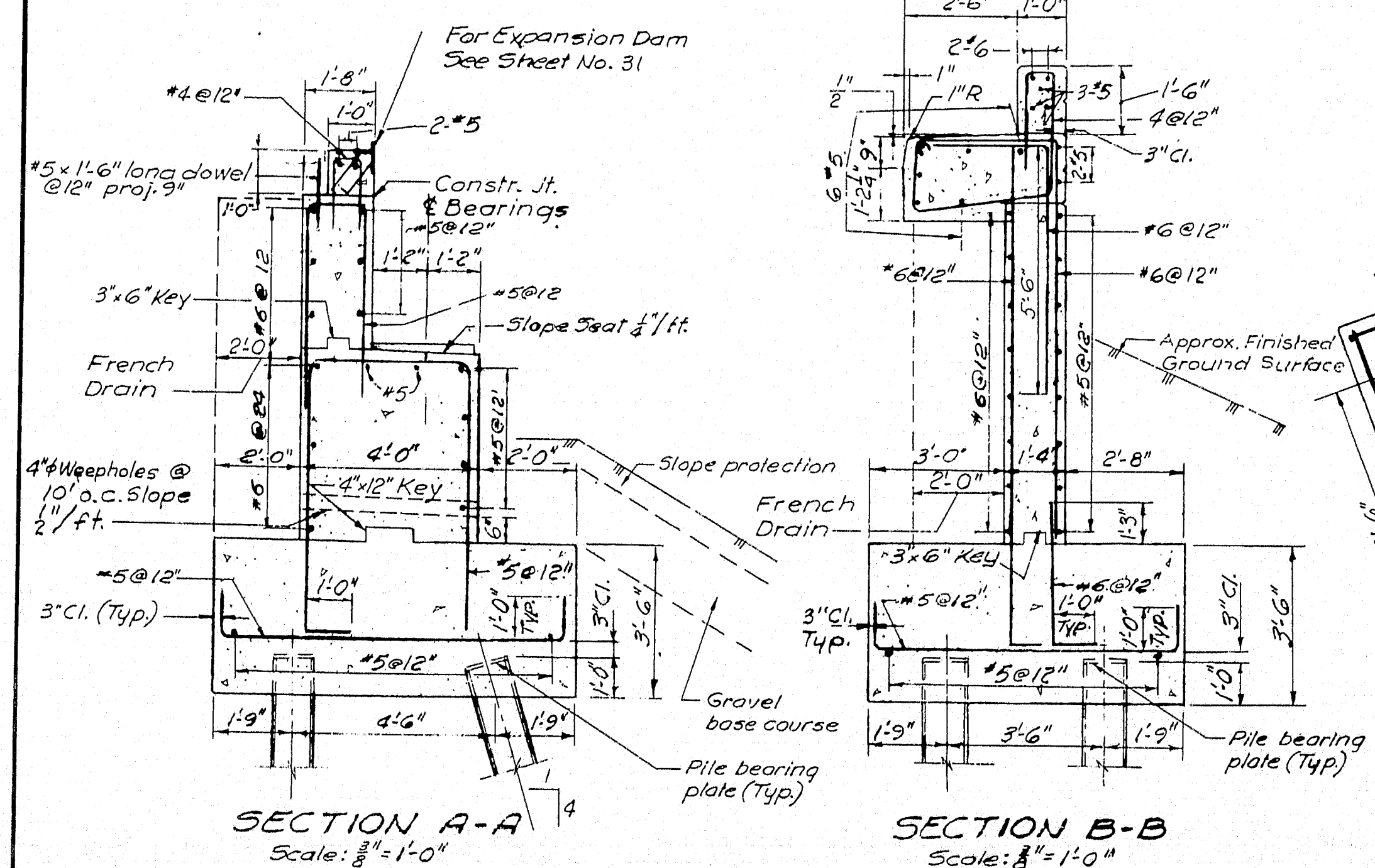
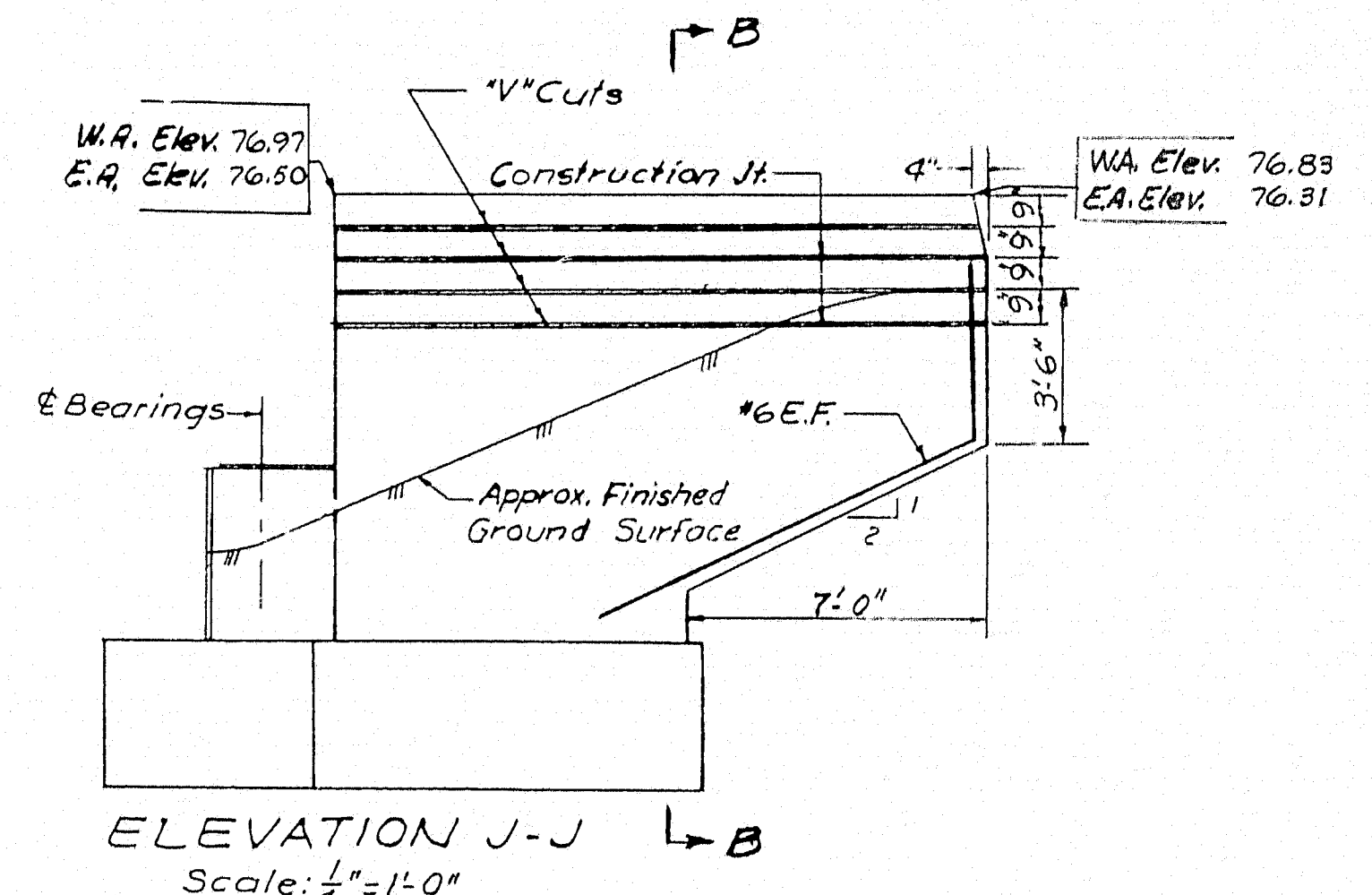
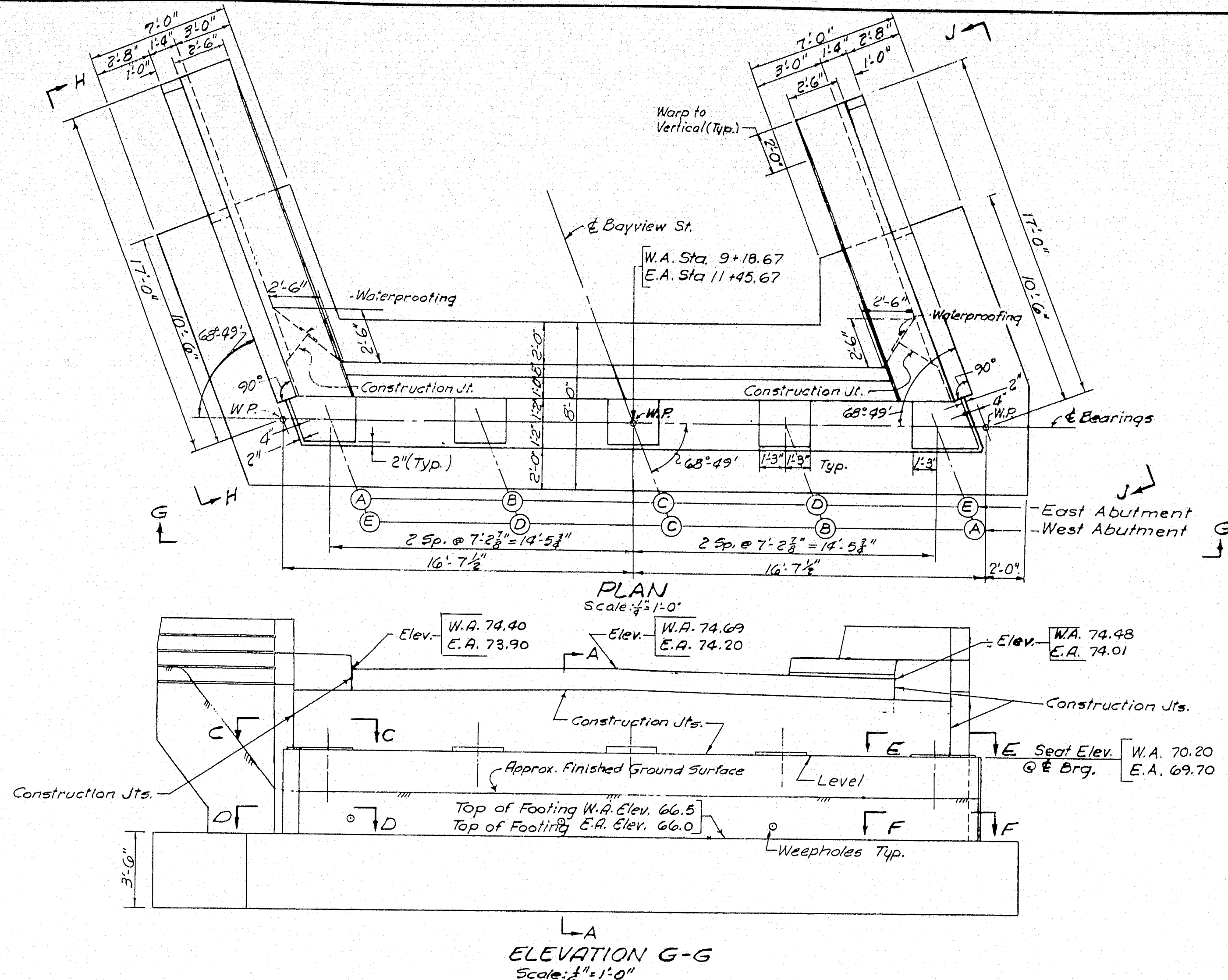
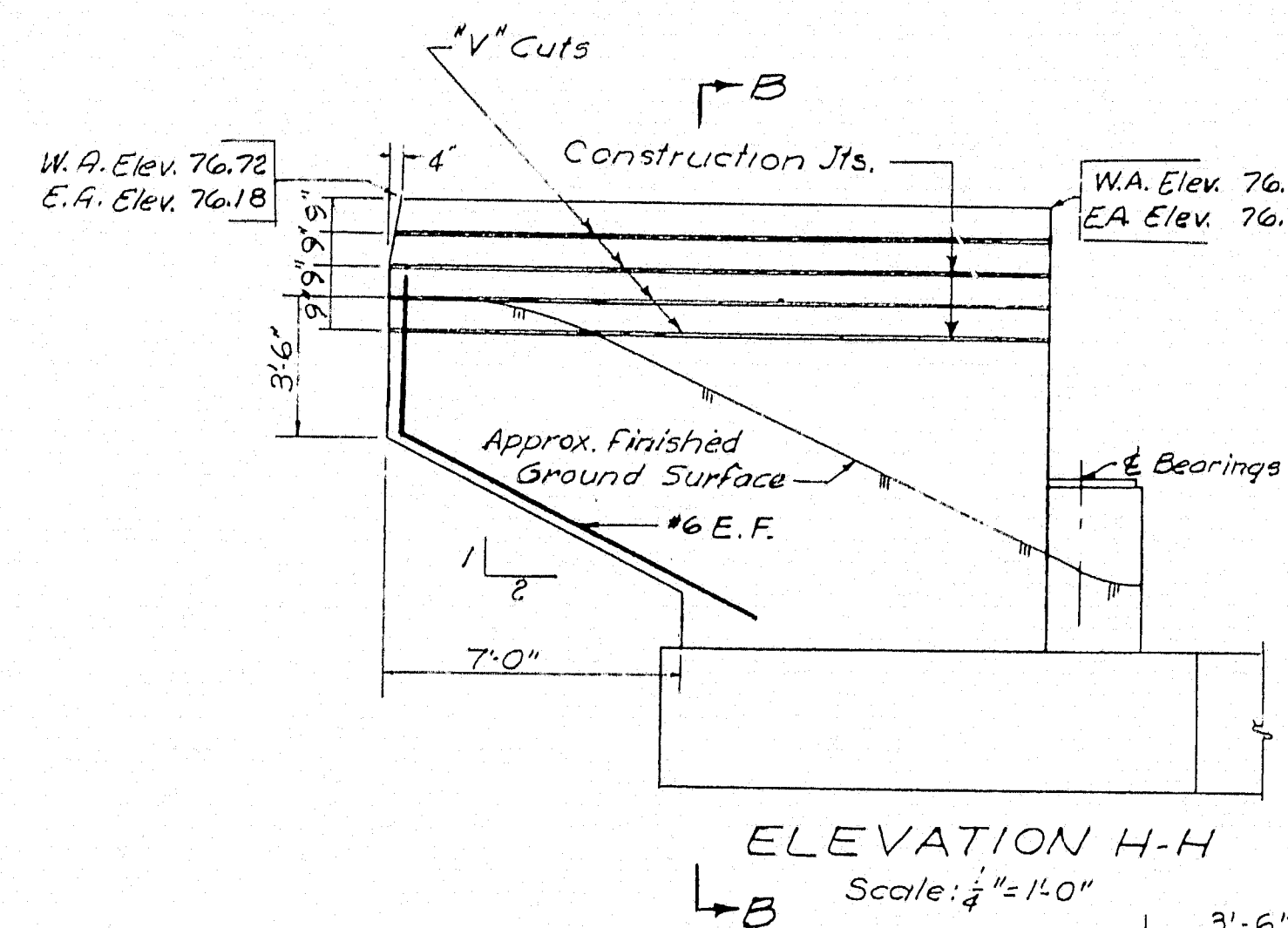
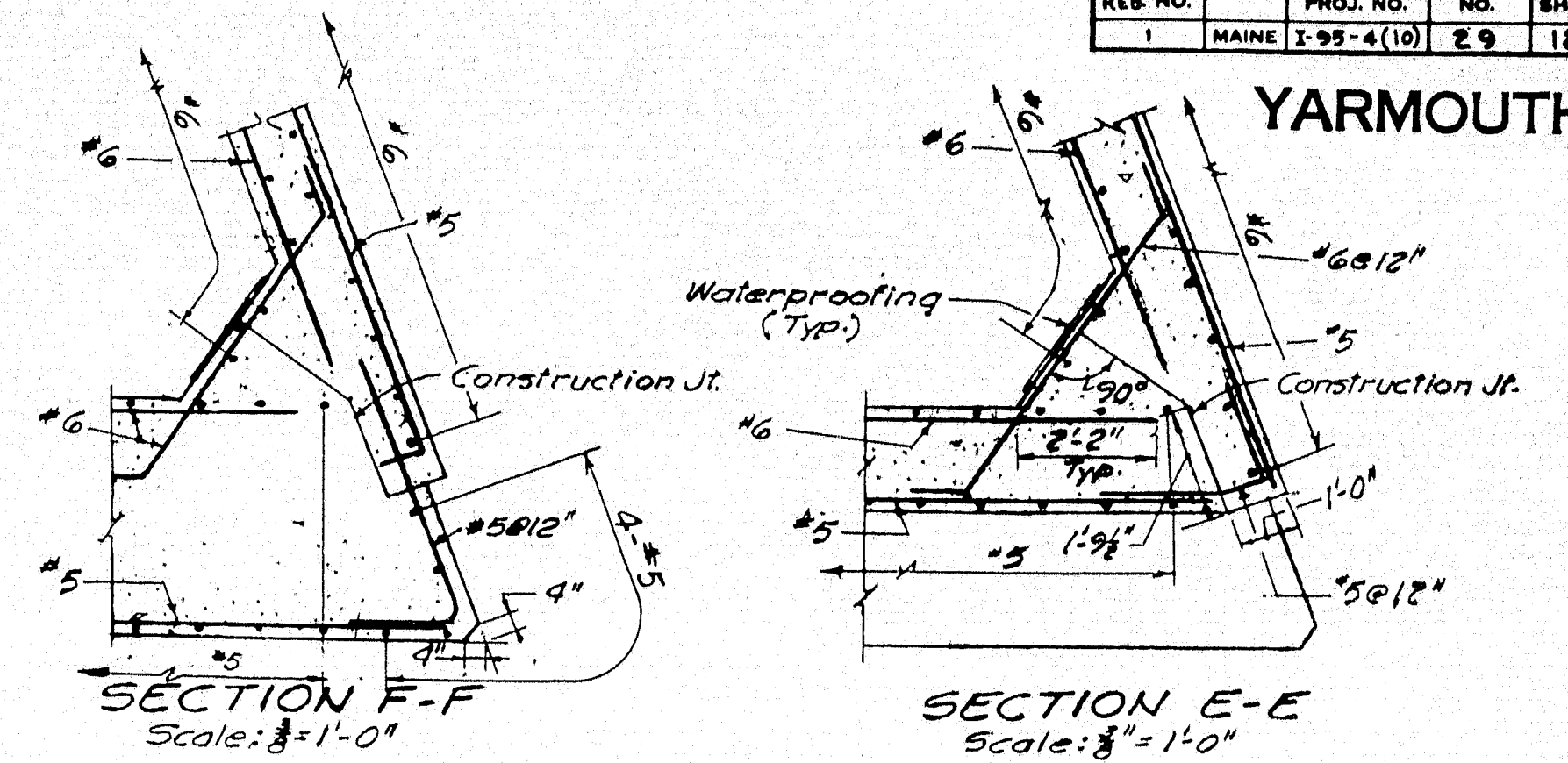
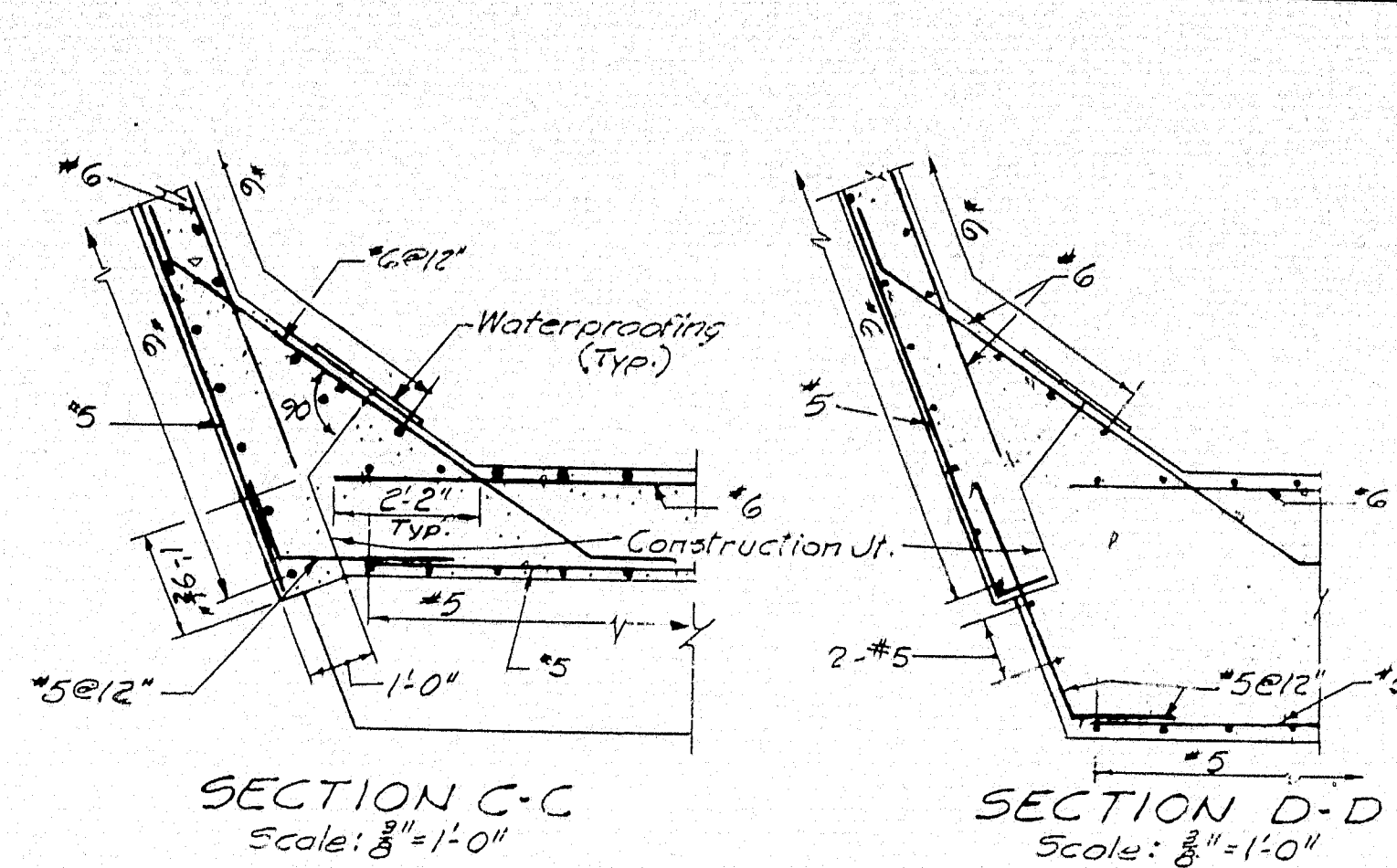
SCALE: AS NOTED

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

9m-14
53

M-1778

YARMOUTH



BEARING PAD ELEVATIONS		
STRINGER	WEST ABUTMENT	EAST ABUTMENT
A	70.46	69.87
B	70.56	70.03
C	70.68	70.20
D	70.52	70.09
E	70.37	70.00

NOTES:
For Typical details see Sheet No. 30
For construction notes see Sheet No. 30

LEGEND
W.A. - West Abutment
E.A. - East Abutment
W.P. - Working Point
E.F. - Each Face

STATE HIGHWAY COMMISSION AUGUSTA, MAINE		
PORTLAND-YARMOUTH INTERSTATE		
BAYVIEW STREET OVER INTERSTATE		
ABUTMENT DETAILS		
SHEET NO. 29 OF 121	SCALE: AS NOTED	

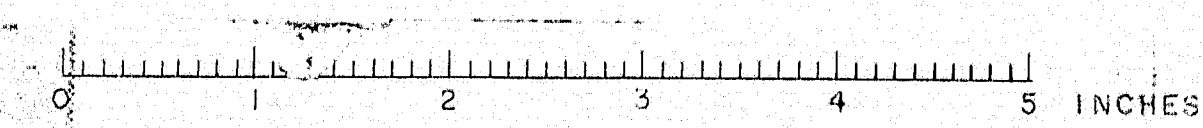
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.

0m-14
54

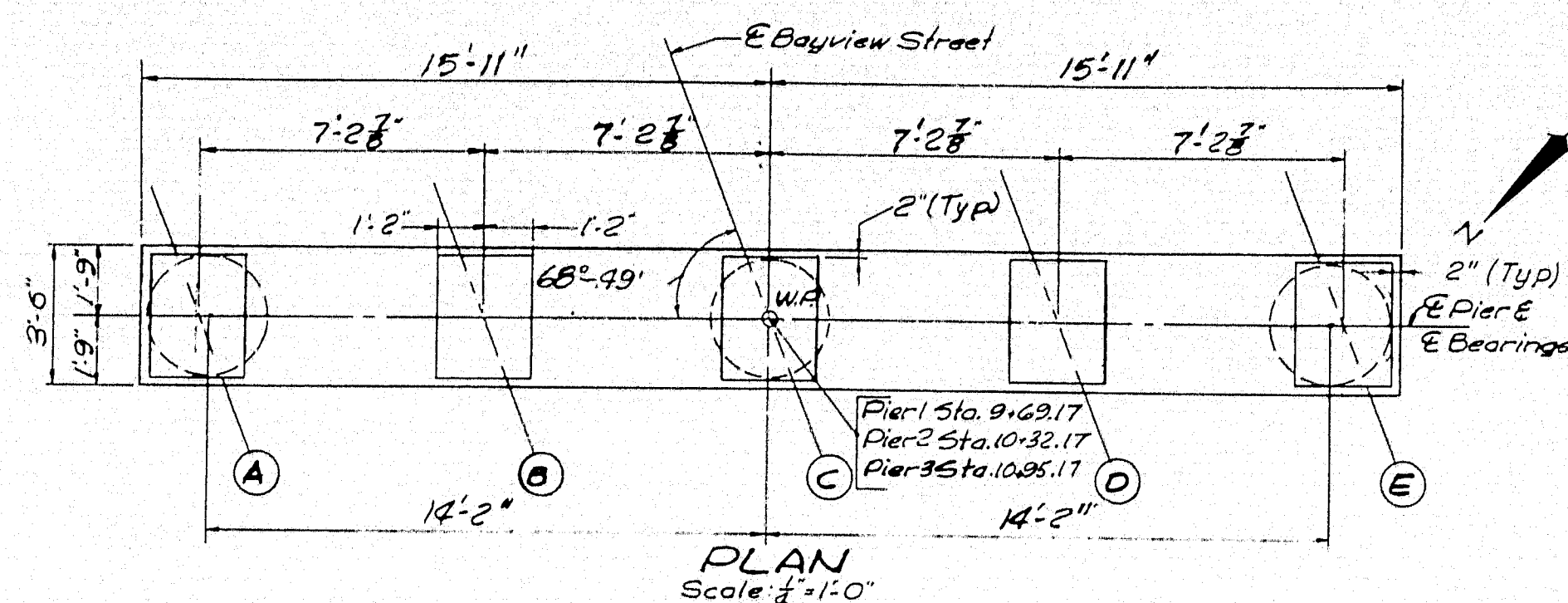
M-1779

DES. RHW
DR. RS
CHK. AHR
APP.

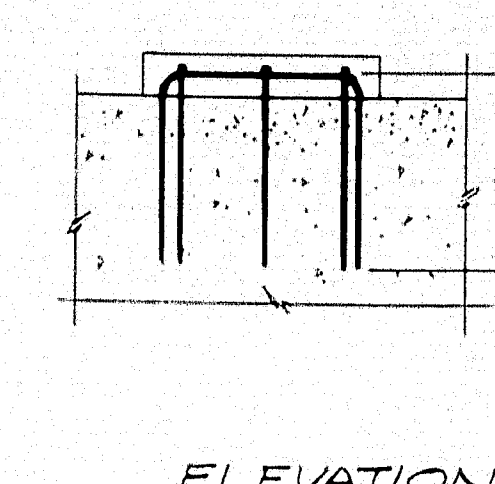
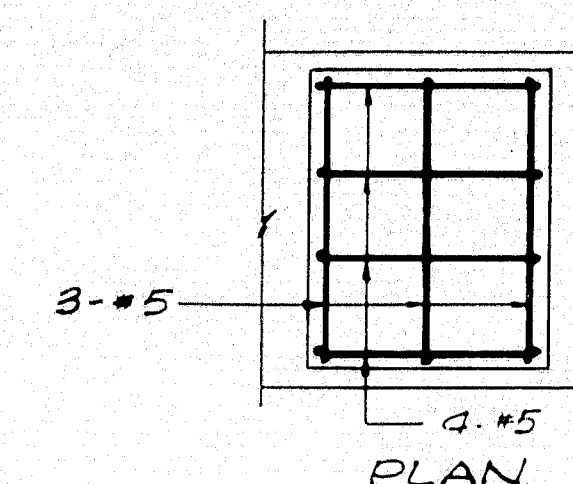
Boston Blue Print-300-4-57



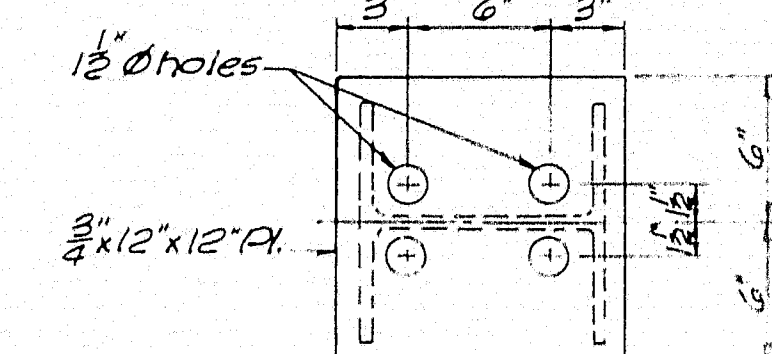
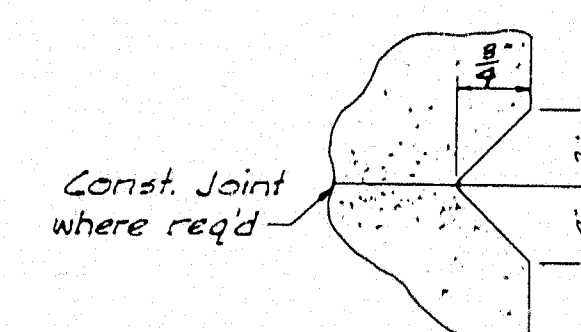
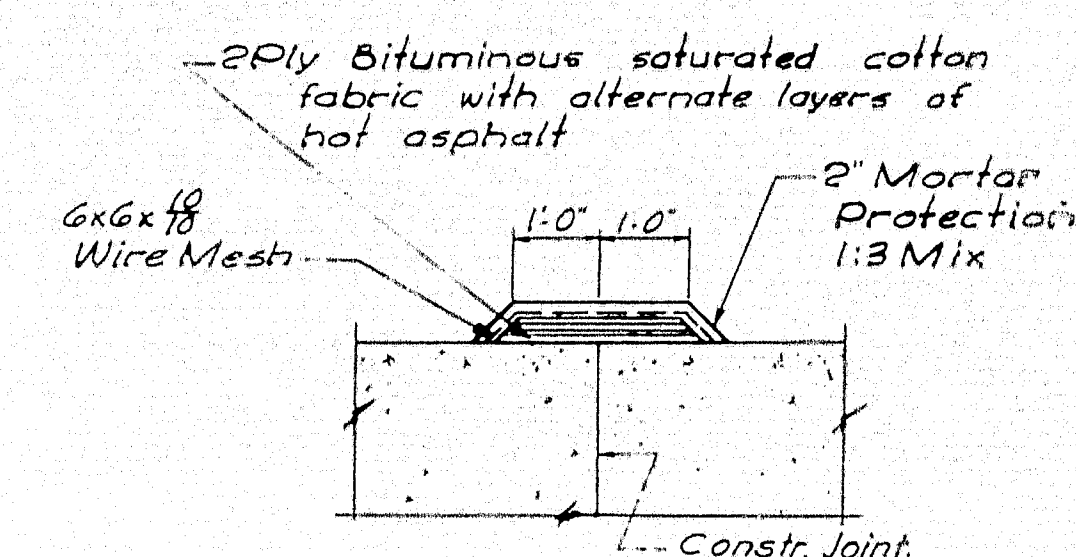
YARMOUTH



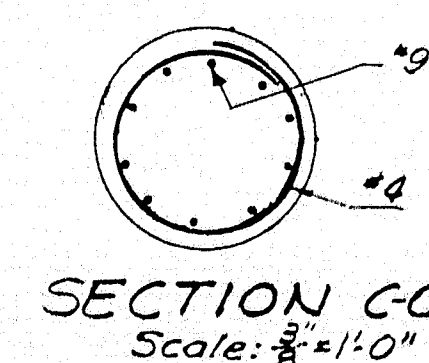
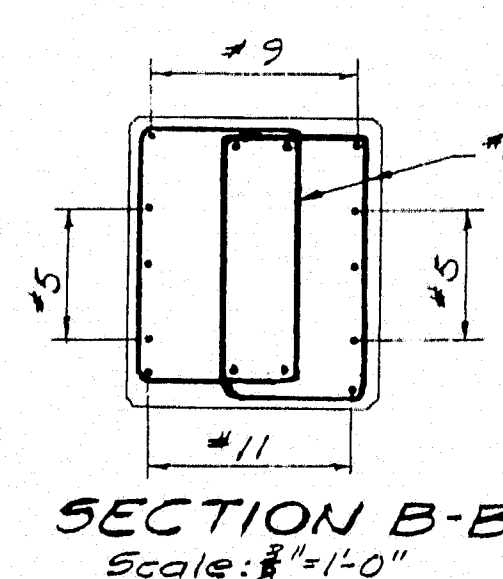
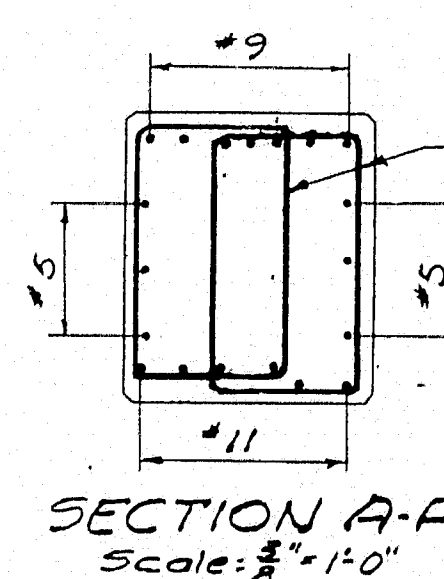
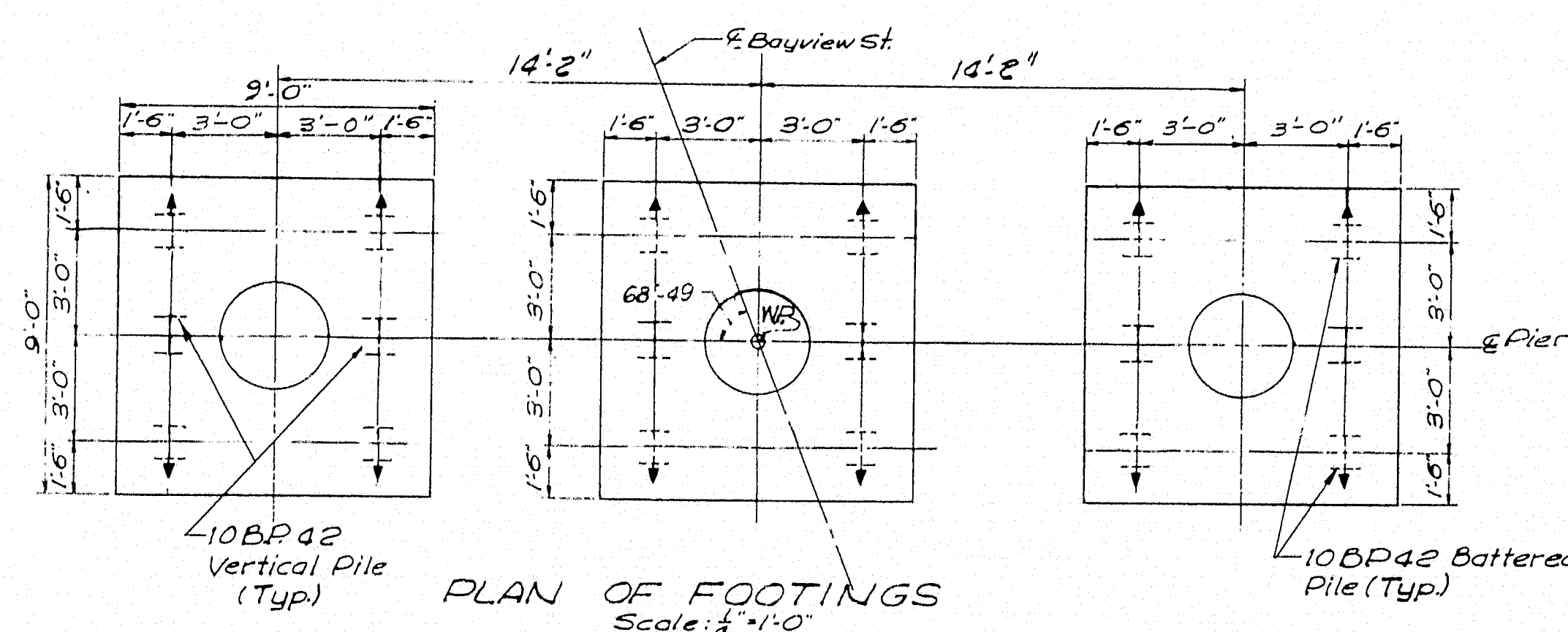
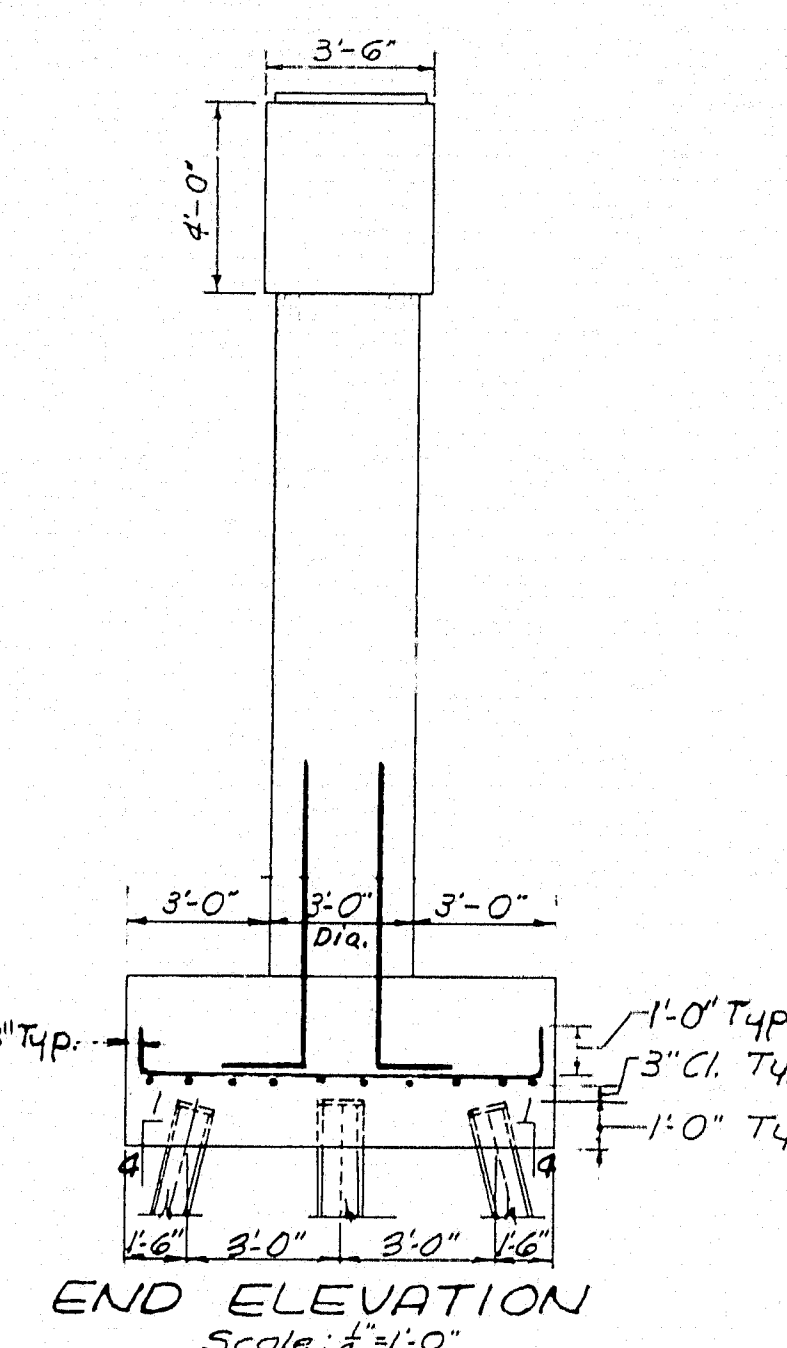
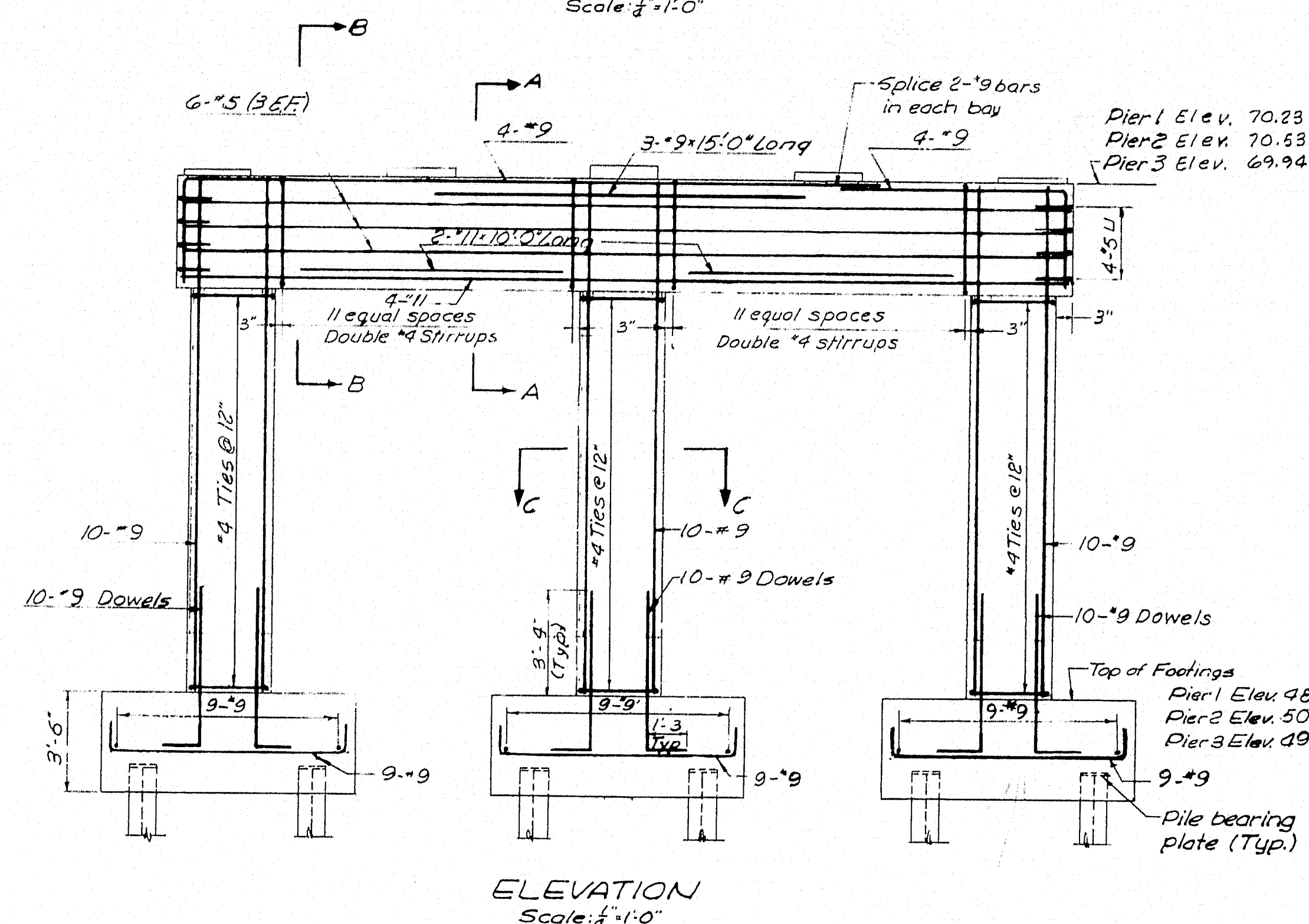
STRINGER	PIER 1	PIER 2	PIER 3
A	70.44	70.70	70.11
B	70.55	70.84	70.25
C	70.68	70.98	70.42
D	70.53	70.85	70.29
E	70.40	70.78	70.19



BEARING PAD DISTRIBUTION STEEL TO BE USED WHERE TOP OF PAD IS 4" OR MORE ABOVE ABUTMENT BRIDGE SEAT OR PIER CAP



TYPICAL DETAILS Scale: As Noted



- Construction Notes
1. Reinforcing steel to have 2" min. concrete cover unless otherwise noted.
 2. All bar splices to lap 20 diameters (12" min.) unless otherwise noted.
 3. All bar embedments to be 35 diameters unless otherwise noted.
 4. Bearing pads to be of sufficient height to permit bush hammering to the proper elevation.
 5. All bearing pads to be placed integrally with the piers and abutments.
 6. All exposed corners except on bearing pads to have a 3/4" chamfer. Bearing pads to have tooled edges.
 7. Reinforcing steel in or beneath bearing pads to be positioned to clear swedge anchor bolts. For swedge anchor bolts see bearing types on Sh. No. 33.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
BAYVIEW STREET OVER INTERSTATE
PIER DETAILS
SHEET NO. 30 OF 121 SCALE: AS NOTED

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

0m-14
55

M-1780

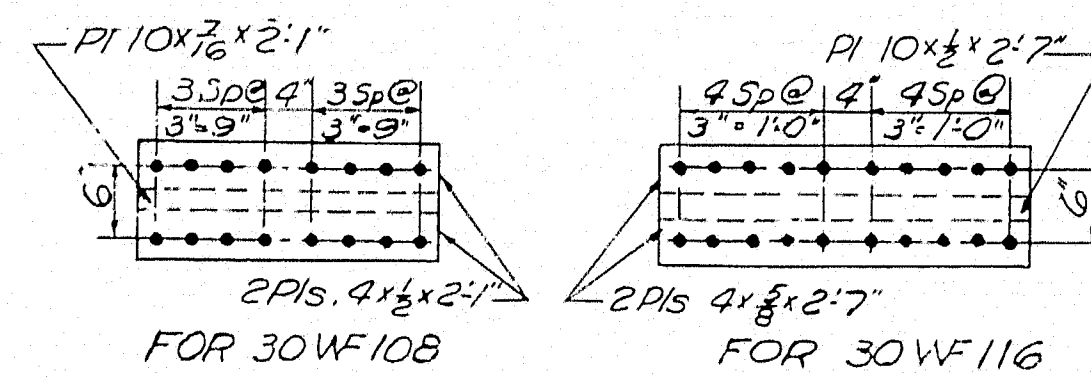
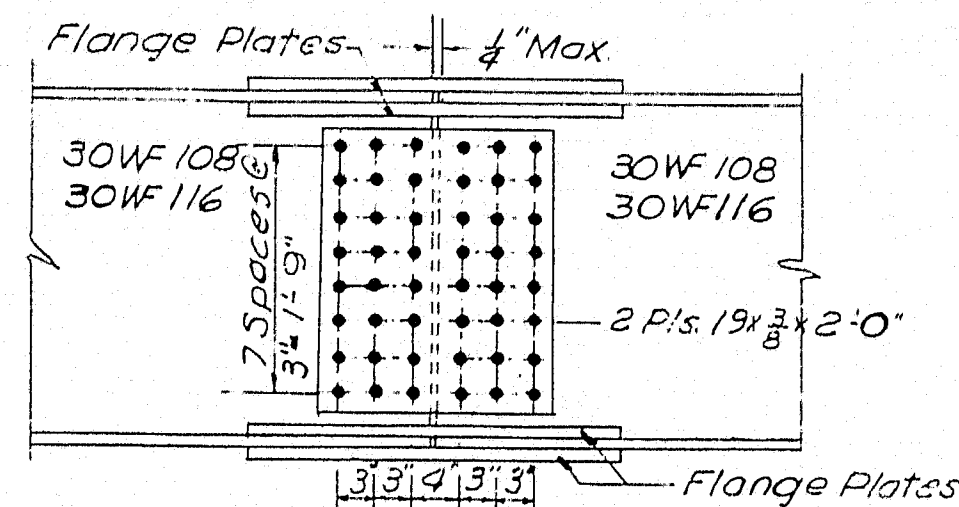
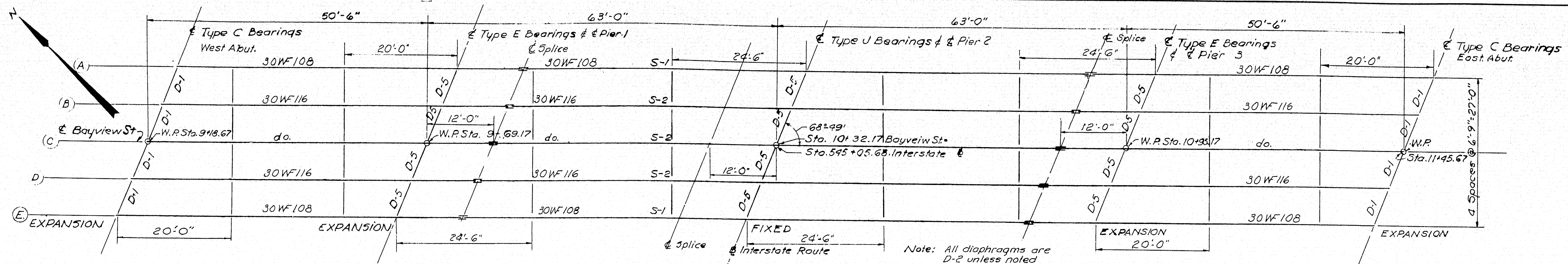
DES.	R.P.K.
DR.	R.M.V.
TR.	
CHEK.	G.C.B.
APPD.	

Revised Price 500-4-57

0 1 2 3 4 5 INCHES

YARMOUTH

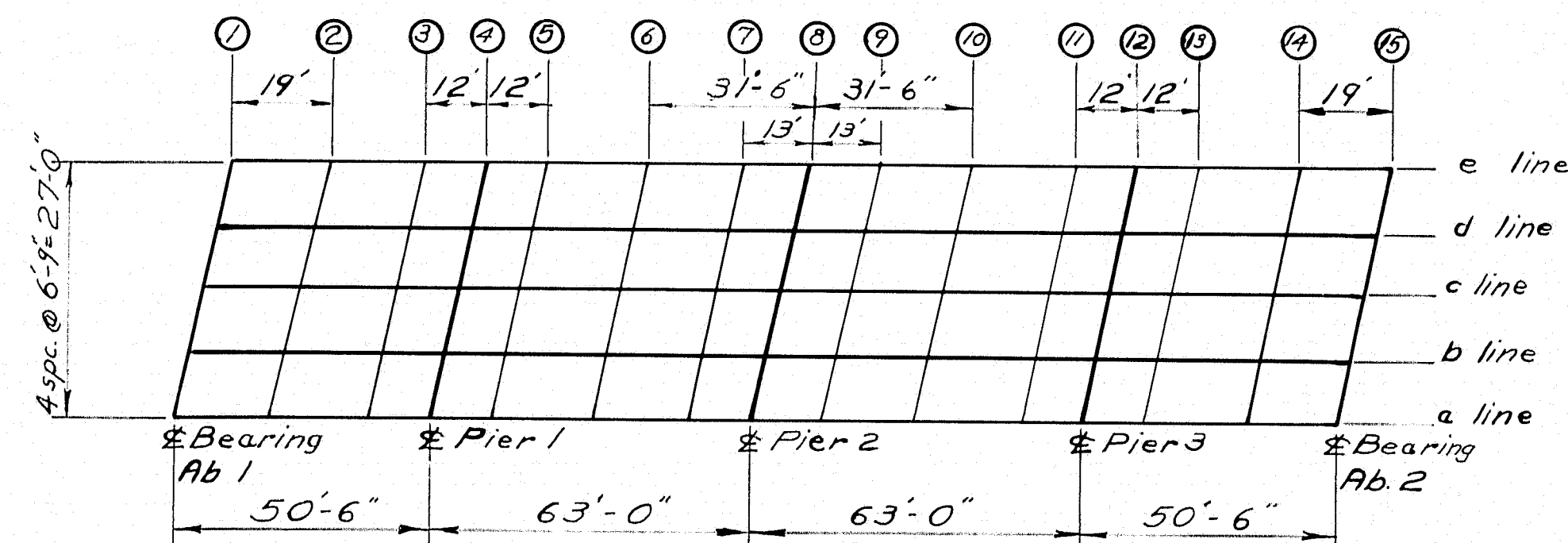
Note: Where rolled stringers have Cover Plates, the steel for both shall conform to A.S.T.M. A-373. All other structural steel shall conform to A.S.T.M. A-7 or A-373 unless specified otherwise.



Note: All splices to be made with $\frac{3}{8}$ " rivets or high strength bolts in $\frac{1}{2}$ " holes

STRINGER SPLICE DETAILS
(For 30WF108 to 30WF108)
(For 30WF116 to 30WF116)
Scale: $\frac{3}{4}$ "=1'-0"

BLOCKING PLAN



BLOCKING TABLE *

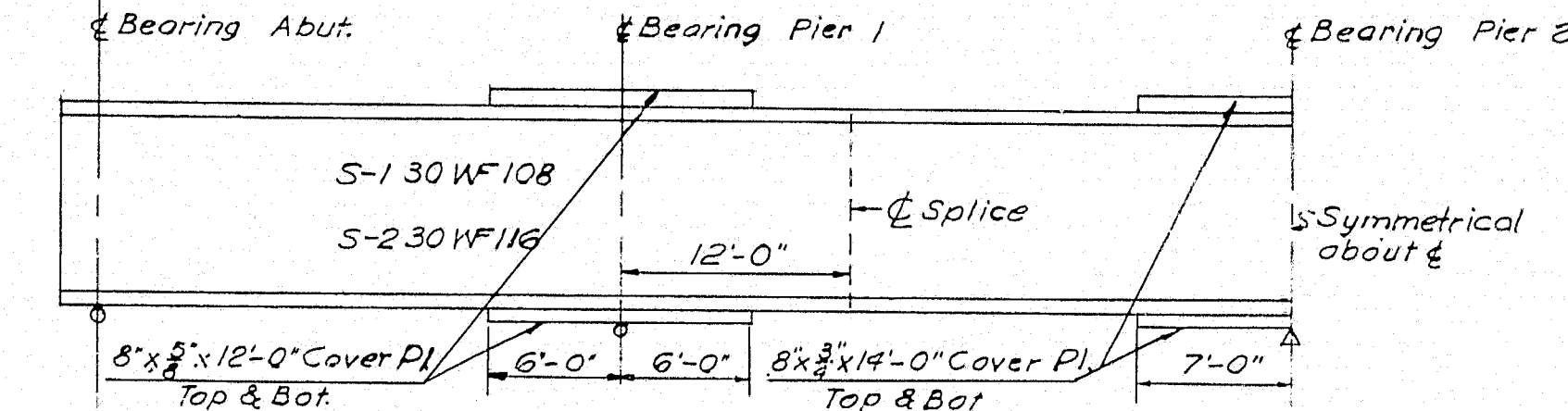
Point	Line a	Line b	Line c	Line d	Line e
① Bearing Abt	73.79	73.95	74.12	74.00	73.88
②	73.99	74.14	74.30	74.18	74.07
③	74.09	74.24	74.40	74.27	74.15
④ Pier 1	74.13	74.28	74.44	74.30	74.17
⑤	74.20	74.35	74.50	74.36	74.23
⑥	74.29	74.42	74.56	74.42	74.30
⑦	74.26	74.39	74.53	74.39	74.25
⑧ Pier 2	74.22	74.36	74.49	74.34	74.20
⑨	74.22	74.34	74.48	74.33	74.18
⑩	74.18	74.30	74.42	74.27	74.13
⑪	74.04	74.16	74.28	74.12	73.96
⑫ Pier 3	73.93	74.05	74.17	74.00	73.84
⑬	73.85	73.96	74.08	73.91	73.75
⑭	73.68	73.78	73.90	73.73	73.57
⑮ Bearing Abt	73.42	73.53	73.64	73.46	73.29

* Bottom of slab elevations.

Added: 9/14/61

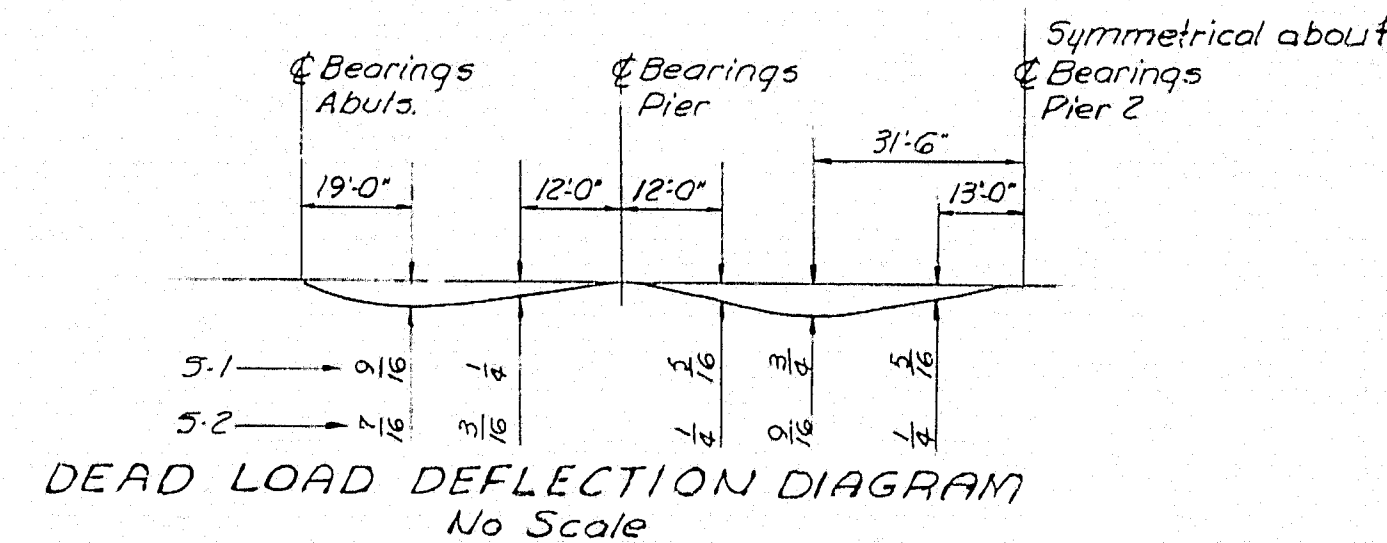
FRAMING PLAN

Scale: 1"=10'



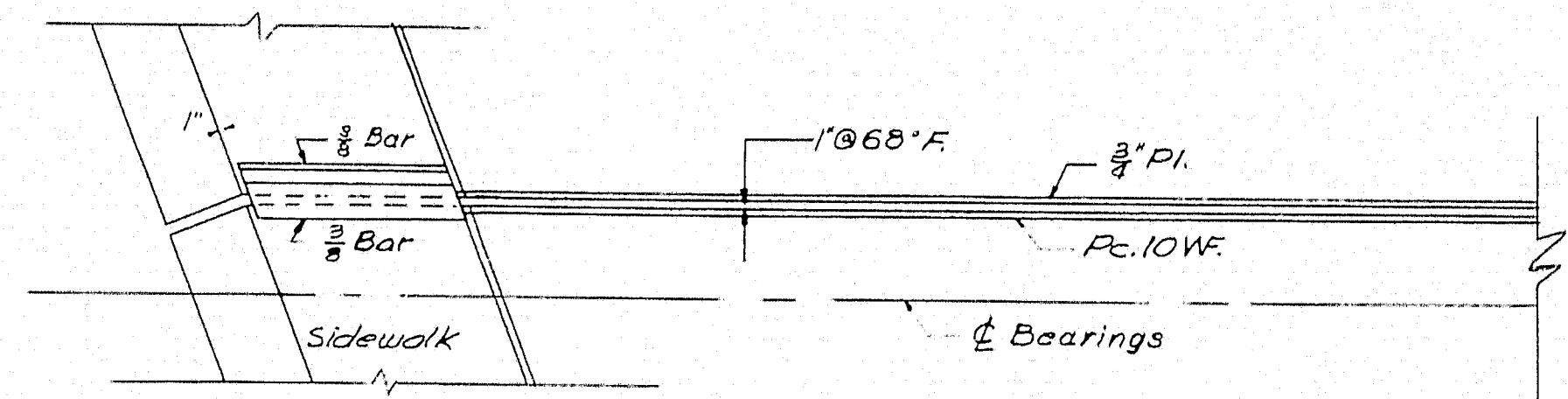
STRINGER ELEVATION

No Scale

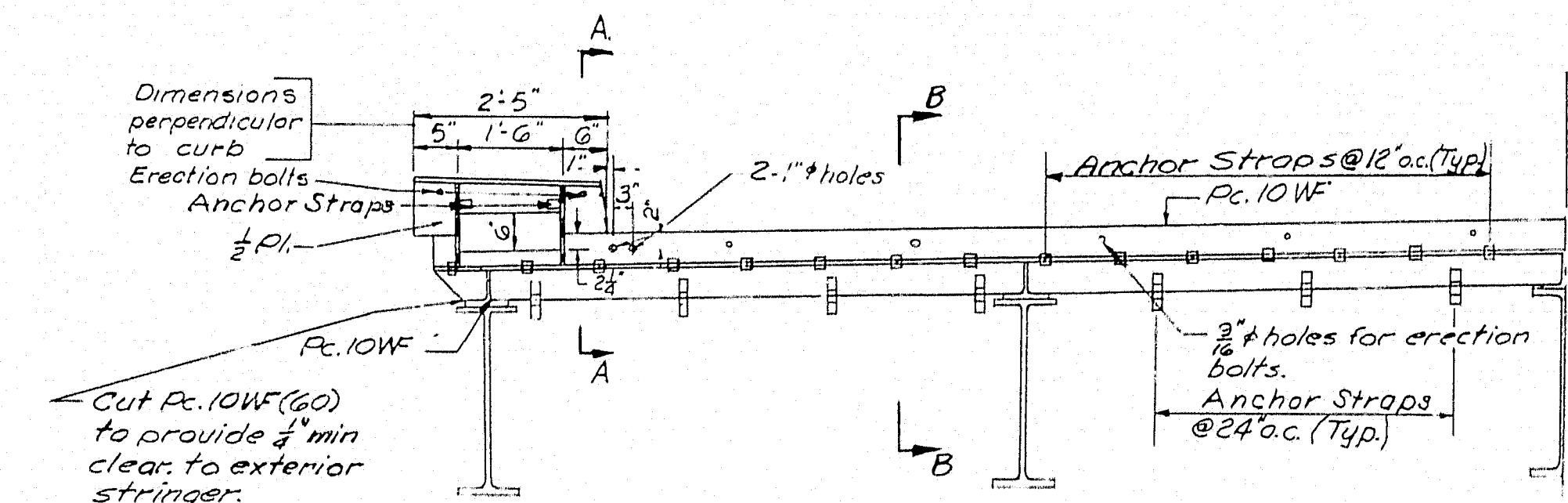


DEAD LOAD DEFLECTION DIAGRAM

No Scale



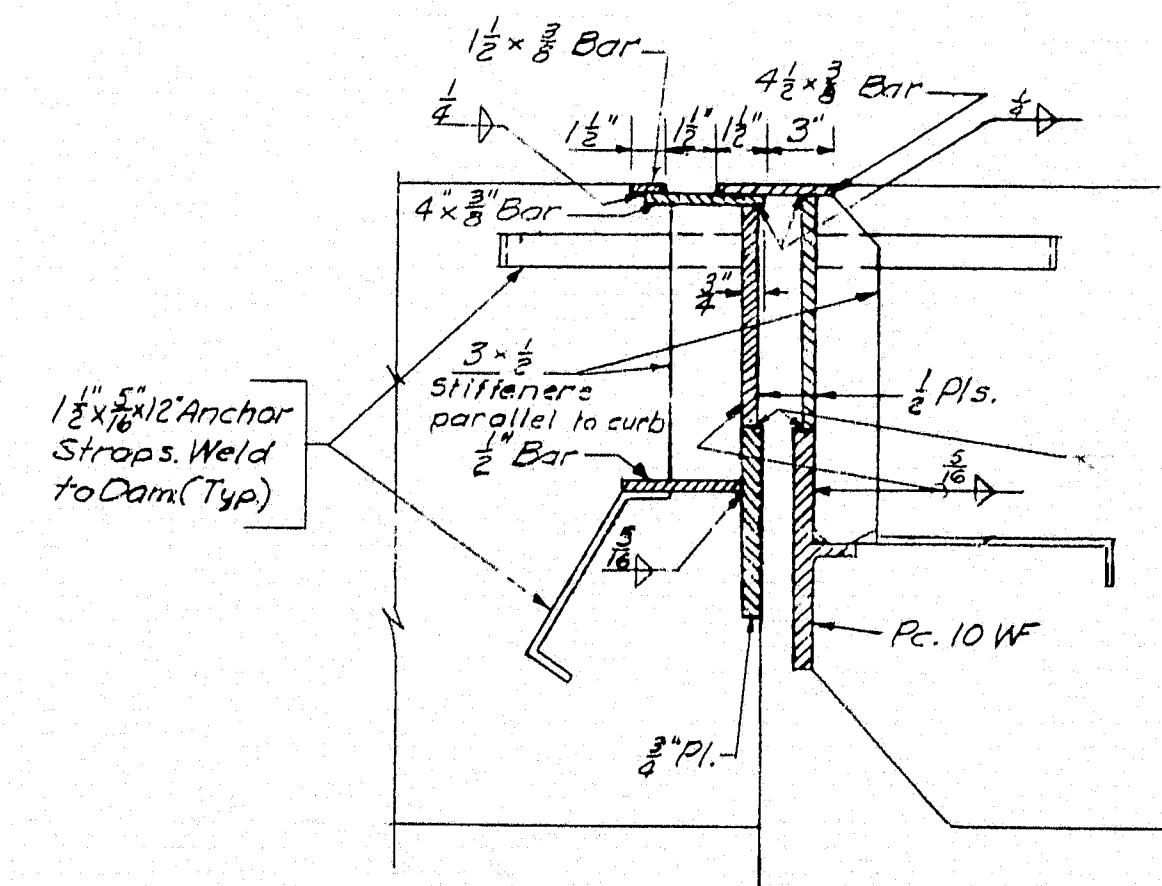
Scale: $\frac{1}{2}$ "=1'-0"



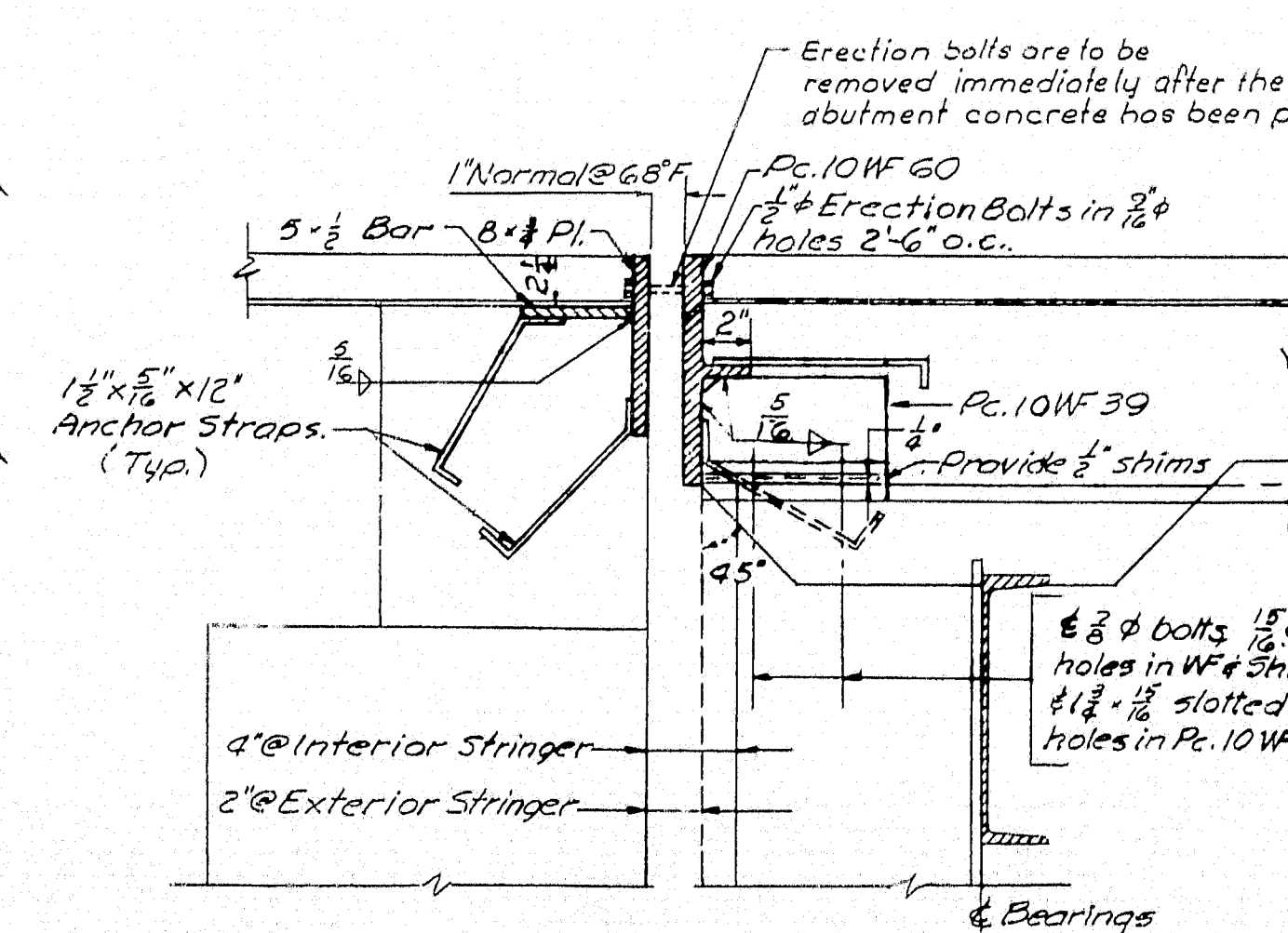
Scale: $\frac{1}{2}$ "=1'-0"

FRAMING NOTES

- For diaphragm and bearing details see Sheet No. 33
- All dimensions shown on framing plan are horizontal
- Stringers not to be cambered but shall be erected with natural bow up. Camber to follow road profile to be obtained by angular adjustment at splices.



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



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

EXPANSION DAM DETAILS

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
BAYVIEW STREET OVER INTERSTATE
FRAMING PLAN AND DETAILS

SHEET NO. 31 OF 121

SCALE: AS NOTED

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS

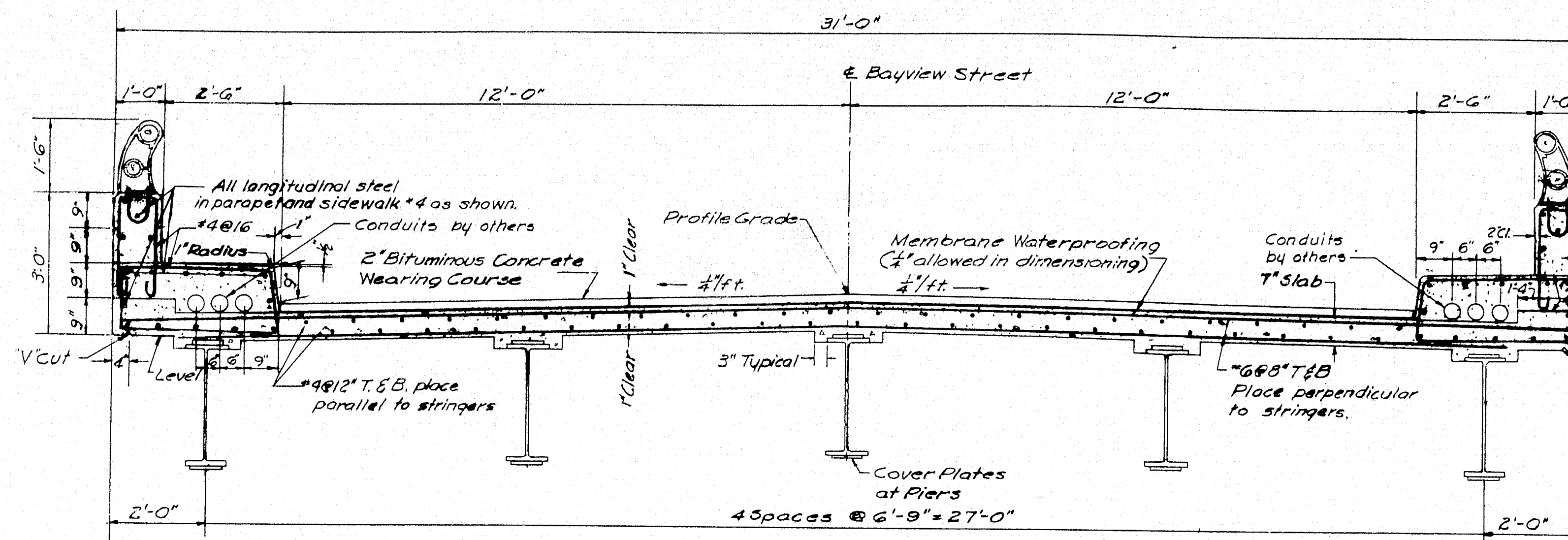
Qm-14
56

M-1781

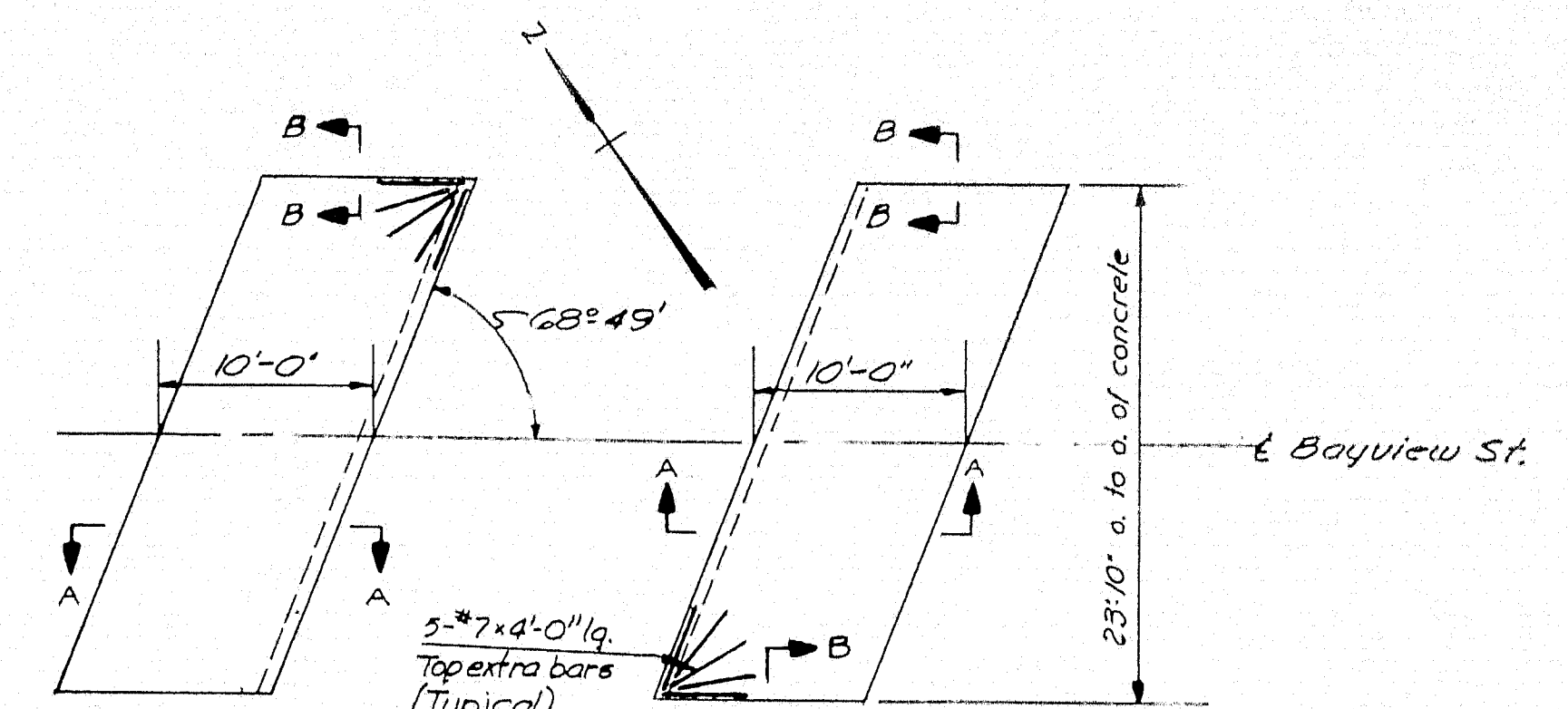
DES. R.H.W.
CHK. R.H.W.
APPD. G.G.B.

BRIDGE BLUE PRINT-200-4-51

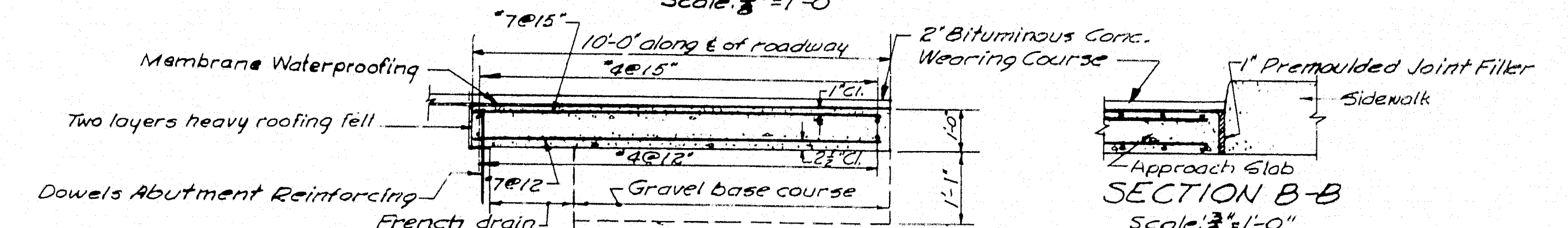
YARMOUTH



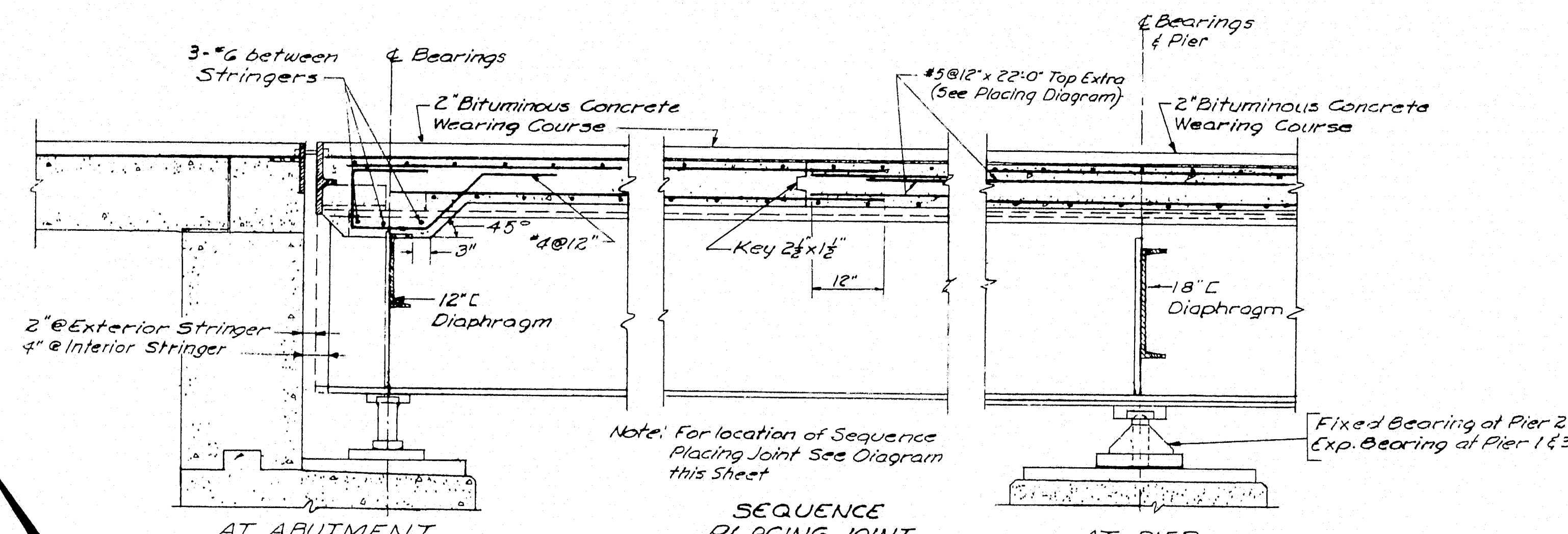
TYPICAL CROSS SECTION OF DECK
Scale: $\frac{1}{2}$ " = 1'-0"



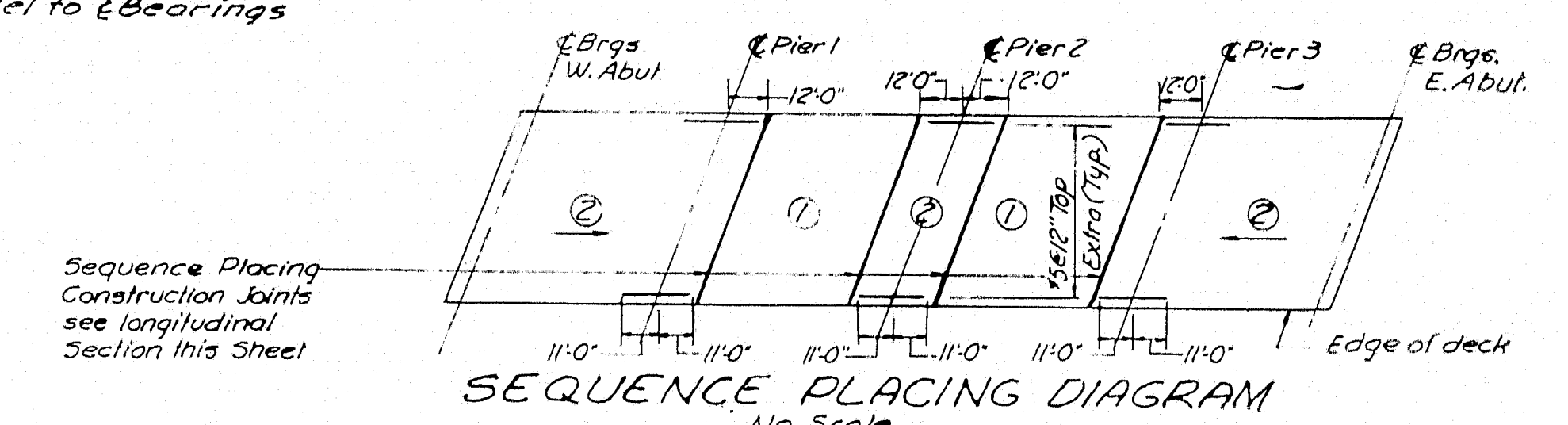
PLAN OF APPROACH SLABS
Scale: $\frac{1}{8}$ " = 1'-0"



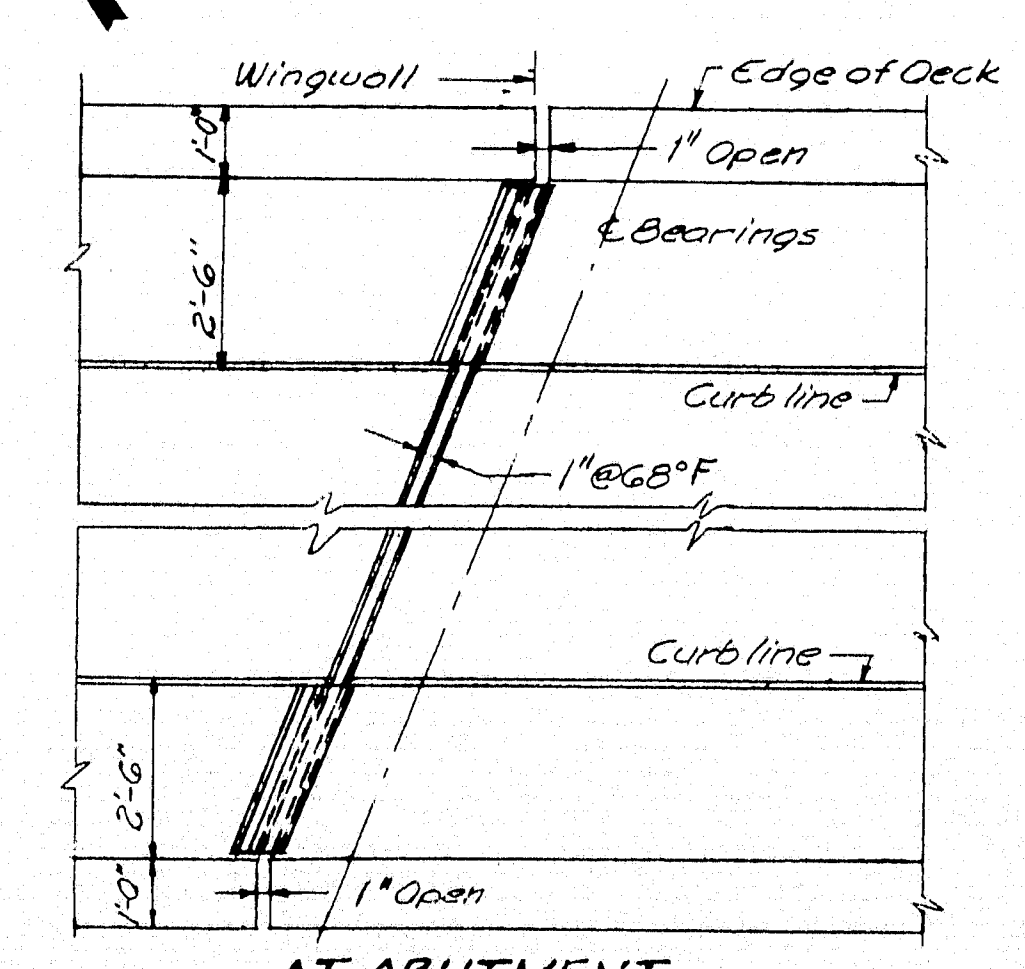
SECTION A-A
Scale: $\frac{1}{8}$ " = 1'-0"



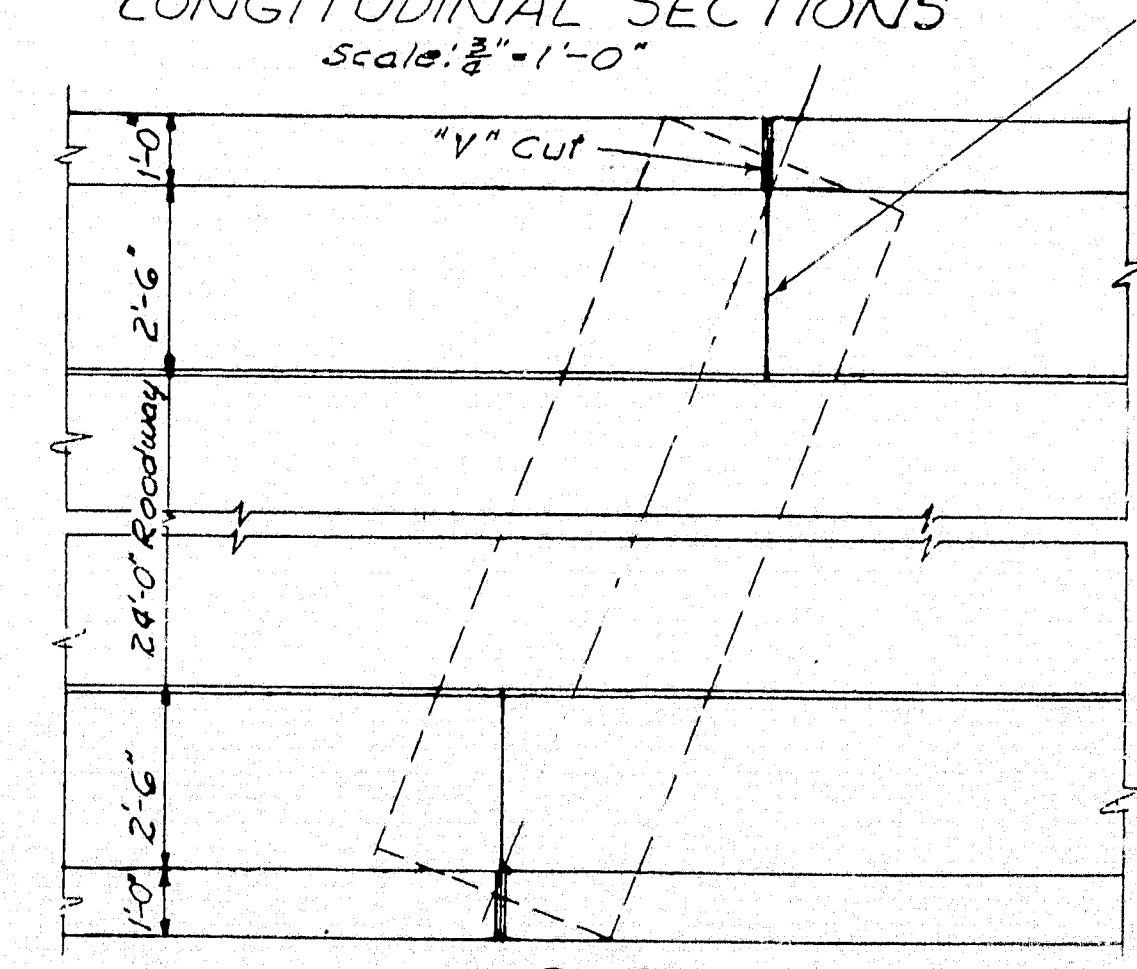
SEQUENCE PLACING LONGITUDINAL SECTIONS
Scale: $\frac{3}{8}$ " = 1'-0"



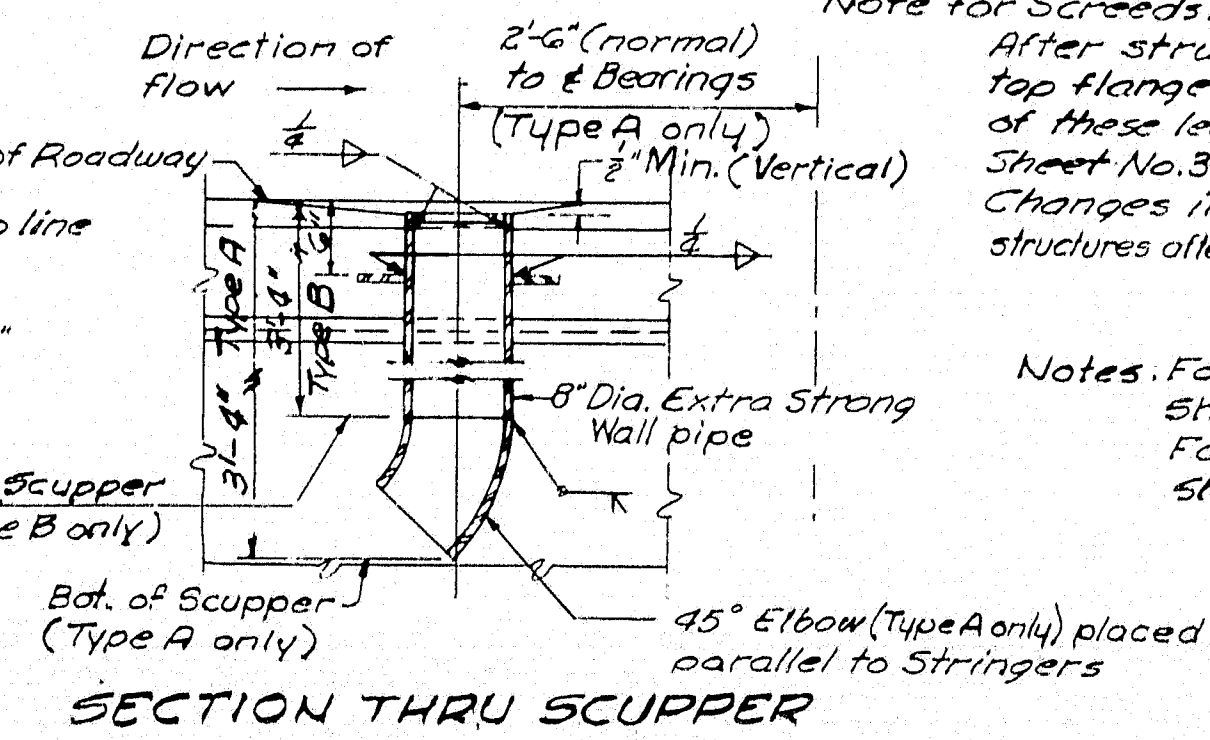
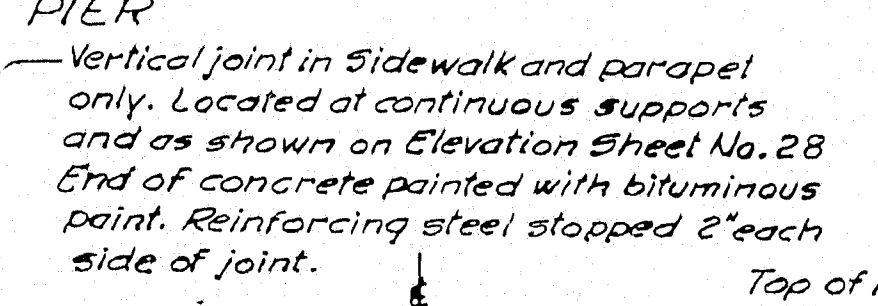
SEQUENCE PLACING DIAGRAM
No Scale



PART PLAN OF DECK
Scale: $\frac{3}{8}$ " = 1'-0"



PLAN
TYPE A & B SCUPPER DETAILS
Scale: $\frac{3}{8}$ " = 1'-0"



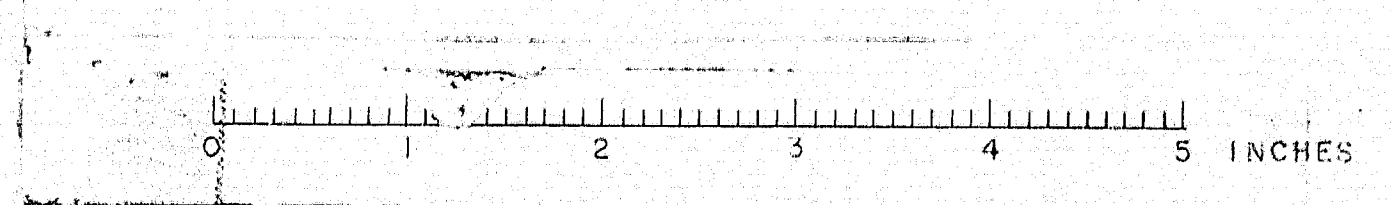
Notes for Placing:
Slabs designated by (1) shall be placed before those marked (2). Slabs of the same number may be placed simultaneously or in sequence. Slabs may be placed starting from either end unless the direction of placing concrete is shown with an arrow. Once the placing of a slab has been started, it shall be completed without interruption.

Note for Screeds:
After structural steel has been erected, levels are to be run on top flanges of stringers. Screeds for slab are to be set on the basis of these levels corrected for $\frac{3}{8}$ of the dead load deflection shown on Sheet No. 31. Changes in screed elevations will not be allowed on continuous structures after any portion of the deck slab has been placed.

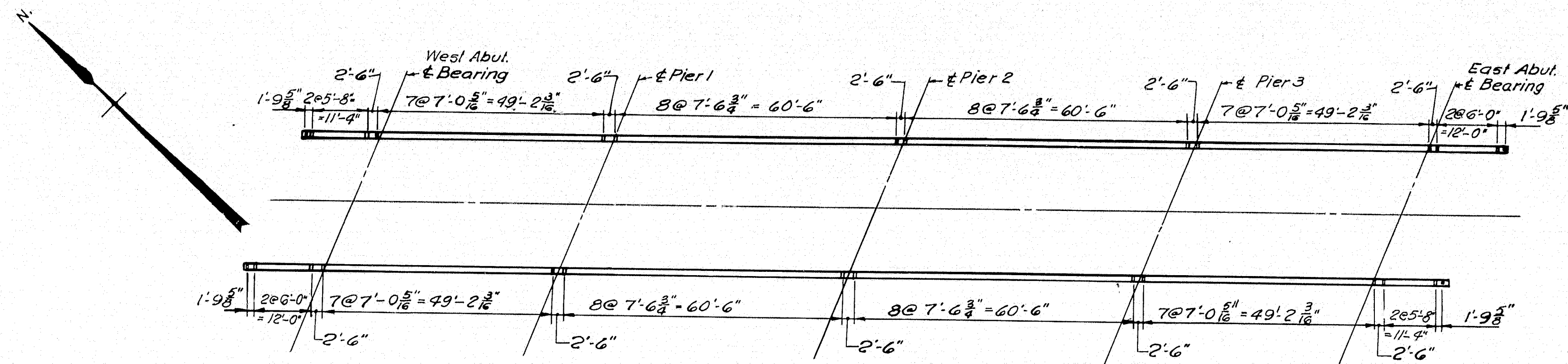
Notes for location of scuppers see Sheet No. 28. For construction notes, see Sheet No. 30.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
BAYVIEW STREET OVER INTERSTATE	
CROSS SECTION AND DETAILS	
SHEET NO. 32 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	Qm-14 57

M-1782

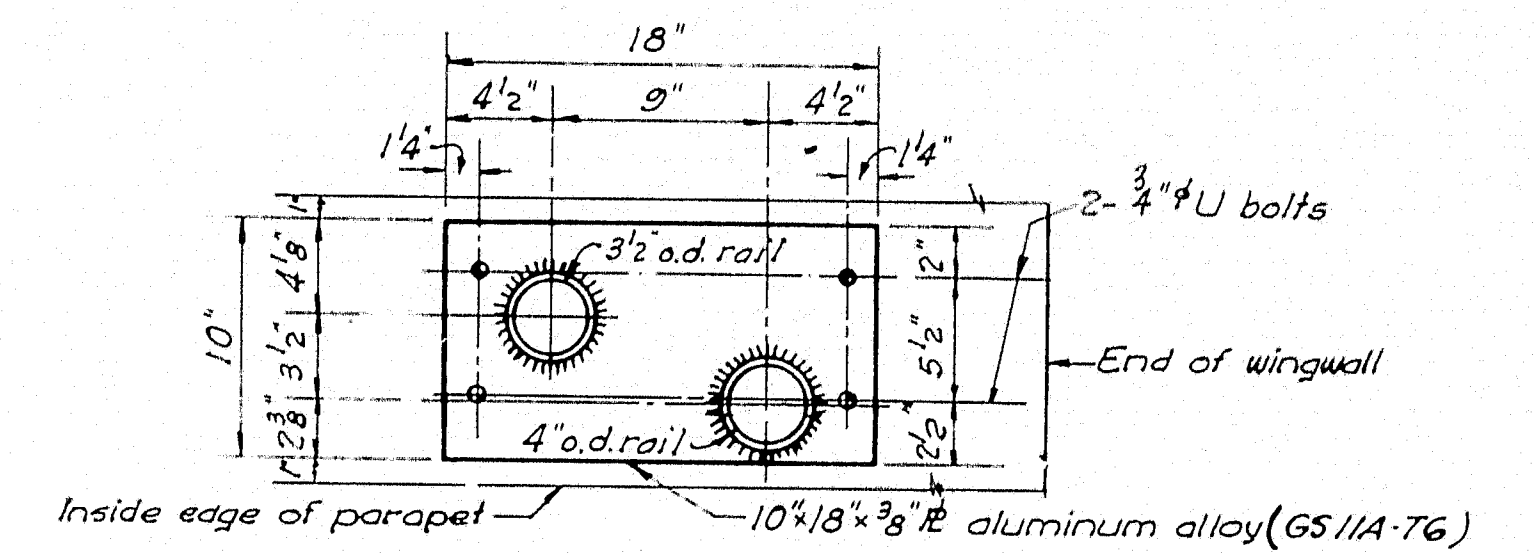
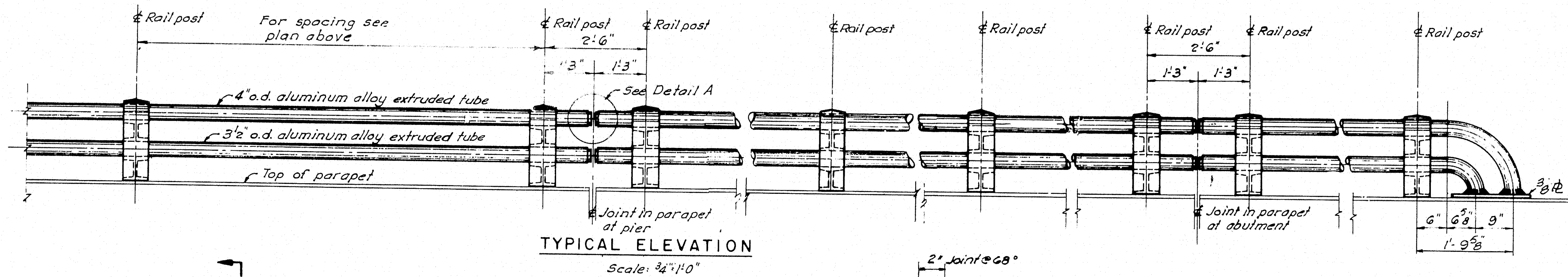


YARMOUTH

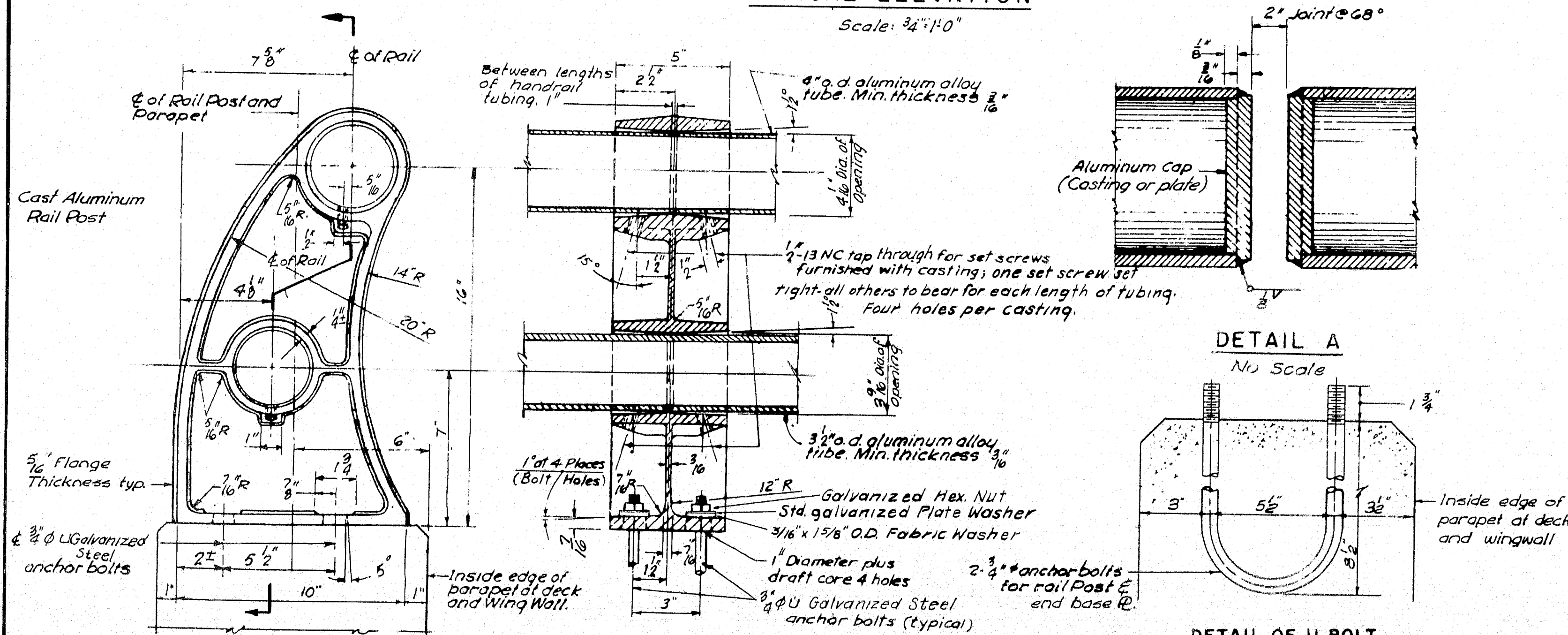


Note:
All Dimensions shown in plan
are horizontal.

PLAN OF RAILING



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



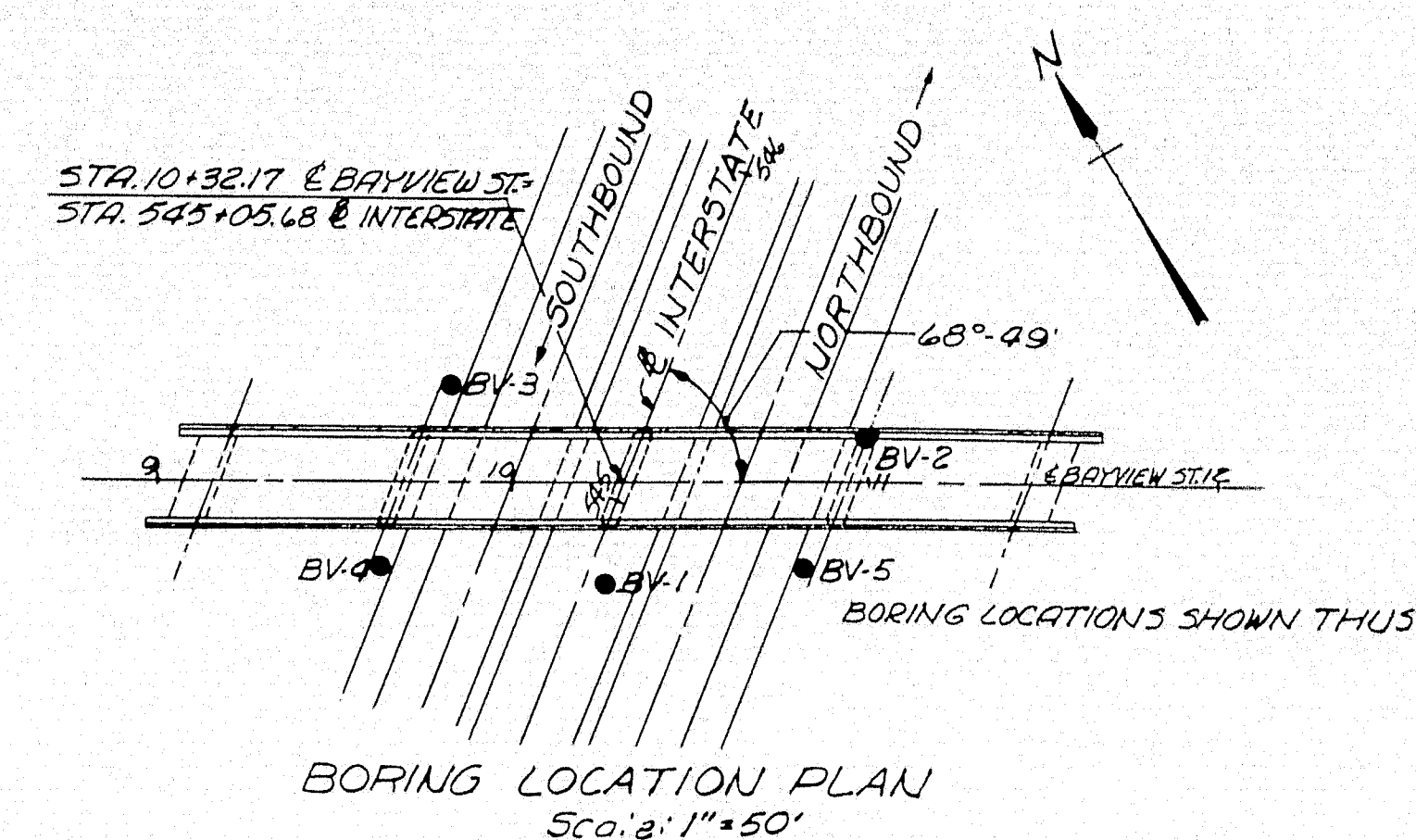
DETAIL A
No Scale

DETAIL OF U BOLT
FOR RAIL POST
Scale: 3/4"=1'-0"

- NOTES:
- The bottom of each railing post shall be thoroughly coated with an aluminum impregnated caulking compound before installation.
 - Railing post to be set normal to parapet.
 - As far as practicable, rail bars shall have a minimum length of two panels and be continuous thru at least one rail post. There shall be only one rail bar splice per post.
 - Aluminum alloy shims in number equal to 50% of rail posts, shall be provided for erection of posts.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE		
PORTLAND-YARMOUTH INTERSTATE		
BAYVIEW STREET OVER INTERSTATE		
RAILING DETAILS		
SHEET NO. 34 OF 121	SCALE: AS NOTED	
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.		Om-14 58

M-1784



	BORING BV-4 STA. 544+59.545 L	BORING BV-3 STA. 545+12.5, 5575 L	BORING BV-1 STA. 544+77.75, 45R GR ELEV 78.19	BORING BV-5 STA. 544+99.5, 56R	BORING BV-2 STA. 545+40.5, 5121R
80	GR ELEV 71.9	GR ELEV 72.71	GR ELEV 72.2	GR ELEV 72.8	GR ELEV 70.71
75					
70	BROWN SAND	SAND + FILL ECT.	FINE BROWN SAND	BROWN SAND	
65	BROWN SILTY SAND	BROWN SILTY SAND	BROWN SANDY SILT	BROWN SILTY SAND	BROWN SANDY SILT
60	GRAY SILT		BROWN SILT	GRAY SILT	
55		GRAY SILT		BLUE SILT + BLACK SPECKS	BLUE SILT
50			BLUE SILT		
45		BLUE SILT + BLACK SPECKS			BLUE SILT WITH BLACK SPECKS
40		BLUE SANDY SILT	BLUE SILT WITH TRACES OF BLACK SILT		
35	BLUE SILT WITH BLACK SPECKS		BLUE SANDY SILT	GRAY SILT + BLACK SPECKS	BLUE SANDY SILT IN LAYERS
30		BLUE SILT + BLACK SPECKS			
25			BLUE SILT		BLUE SILT WITH BLACK SPECKS WITH SMALL PIECES OF SEA SHELLS
20		BLUE SILT SILTY SAND			
15	LAYERS OF GRAY SAND WITH LAYERS OF GRAY SILT		BLUE SILTY SAND		
10	GRAY SAND	BLUE SANDY SILT	GRAY SILTY SAND		GRAY SILTY SAND
5			GRAY SILTY SAND		
0	BROWN SAND	BROWN SAND	BROWN SANDY SILT	BROWN SAND	BROWN SAND
-5					
-10			BROWN SAND		
-15	GRAY SAND + GRAVEL	GRAY SAND	GRAY SANDY SILT		
	C: 2 1/2 H: 3.32 D: 10 DS: 12 18 (ON TUBES)	C: 2 1/2 H: 3.32 D: 10 DS: 12 18 (ON TUBES)	C: 2 1/2 H: 3.32 D: 10 DS: 12 18 (ON TUBES)	C: 2 1/2 H: 3.32 D: 10 DS: 12 18 (ON TUBES)	C: 2 1/2 H: 3.32 D: 10 DS: 12 18 (ON TUBES)

GENERAL NOTES

- BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION DECEMBER 1954 AND FEBRUARY 1957.
- FIGURES IN COLUMN ① = BLOWS PER FOOT ON CASING. FIGURES IN COLUMN ② = BLOWS PER FOOT ON SAMPLER ROD.
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL.
- ADDITIONAL SOIL INFORMATION OBTAINED FROM LABORATORY TESTS IS AVAILABLE FROM MAINE STATE HIGHWAY COMMISSION.

LEGEND

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

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
BAYVIEW STREET OVER INTERSTATE	
BORING DATA	
SHEET NO. 35 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

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