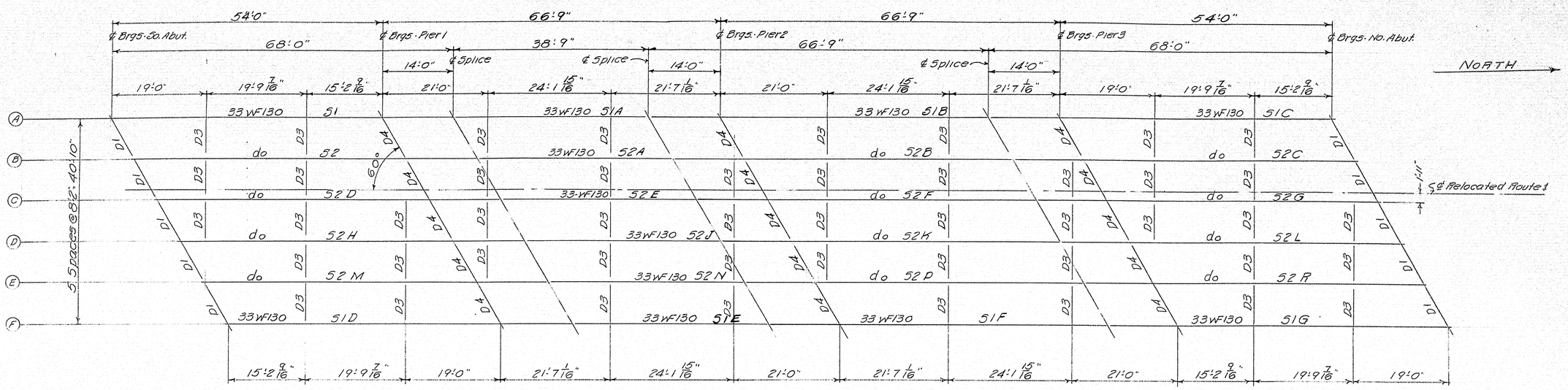
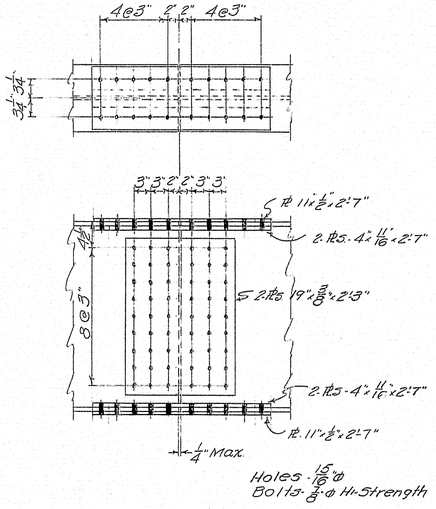
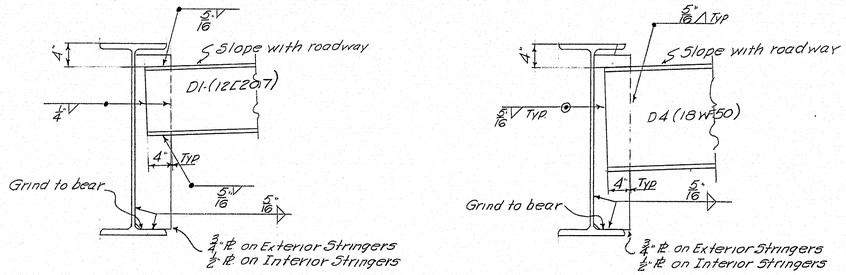


FRAMING PLAN



STRINGER SPLICE DETAIL



TYPICAL DIAPHRAGM CONNECTION DETAILS

NOTES:

FRAMING PLAN

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

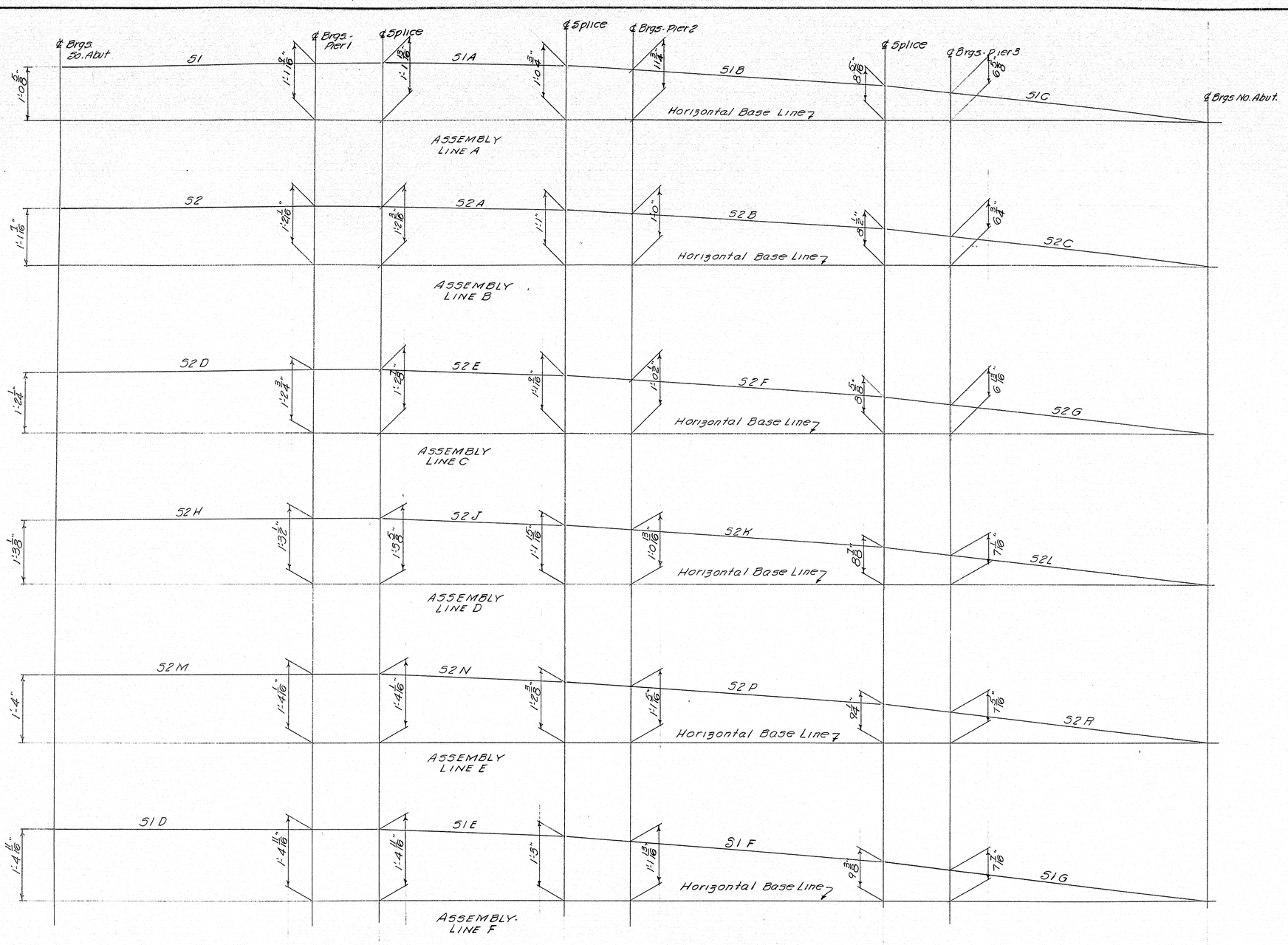
ORDER NO. _____ DWG. NO. 8-45-E2

DRAWN	4-21-58	P.L.F.
REVISION		
REVISION		
REVISION		

APP 5-22-58

73-81

PRINTED BY SMALLMAN-HOBE CO., BOSTON, MASS., BLUEBACK NO. D-3720



NOTE:-
All Stringers to be shop assembled while set up as above
All dimensions are to bottom of flange
Holes for splices to be sub-punched or sub-drilled 1/8"ø and reamed to 15/16" while assembled.
No camber in beams, any natural camber to be up.
Holes at splices are for Hi-Strength Bolts:- remove all burrs and omit all paint within 3" of such open holes

SHIP MARK	NO.	MARK	BILL OF MATERIAL SHAPE	LENGTH	WT.	WT. DEDUCTION	REMARKS
51	1		33WF130	69 1 11/16		5	
52	1		do	68 11 7/16		5	
52D	1		do	68 11 7/16		5	
52H	1		do	68 11 7/16		5	
52M	1		do	68 11 7/16		5	
51D	1		do	69 1 11/16		5	ASTM DESIG. A573
51A	1		do	38 8 3/8		1	
52A	1		do	38 8 3/8		1	
52E	1		do	38 8 3/8		1	
52J	1		do	38 8 3/8		1	
52N	1		do	38 8 3/8		1	ASTM A573
51E	1		do	38 8 3/8		1	
51B	1		do	66 8 15/16		2	
52B	1		do	66 8 15/16		2	
52F	1		do	66 8 15/16		2	
52K	1		do	66 8 15/16		2	
52P	1		do	66 8 15/16		2	
51F	1		do	66 8 15/16		2	
51C	1		do	69 2 5/8		10	
52C	1		do	68 11 3/8		10	
52G	1		do	68 11 3/8		10	
52L	1		do	68 11 3/8		10	
52R	1		do	68 11 3/8		10	
51G	1		33WF130	69 2 5/8		10	ASTM DESIGNATION A573
	16	p1	PL 10 x 1/2	31 0		326	
	16	p2	do	33 9		326	
	12	p3	do	12 0		245	
	16	p4	PL 10 x 3/4	17 0		490	
	8	p5	PL 10 x 7/8	19 0		286	
	10	pa	PL 6 x 3/4	2 6			
	40	pb	PL 6 x 1/2	2 6			
	96	pc	do	2 5		167	
	36	pd	PL 11 x 1/2	2 7			
	72	pe	PL 4 x 15/16	2 7			
	36	pf	PL 19 x 3/4	2 3			
D1	10		12LC20.7	9 0 3/8	Diam.	7	
D3	48		18LC42.7	7 9 3/8	Diam.		
D4	15		18WF50	9 0 3/8	Diam.	189	
	1		5/16" Fillet Weld	3942 0			.166"/Ft
	1		5/16" Fillet Weld	70 0			.325"/Ft.
Field	972		7/8ø Hi-Strength Bolt	0 3			36"/100
Field	720		do	0 3 3/4			36"/100
	3384		1" Hardened Washer		—		
	1		1/2" Fillet Weld	53 0			.425"/Ft.

Shapes & Plates-A.S.T.M Designation A-7 unless noted
Bill of Mat'l covers 8-45-517 to 521 inc.

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: 7/8ø Hi-Strength Bolts
HOLES: 1 1/16"ø
PAINT: Red Lead per M.S.H.C. Specs. unless noted

SHOP ASSEMBLY OF STRINGERS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

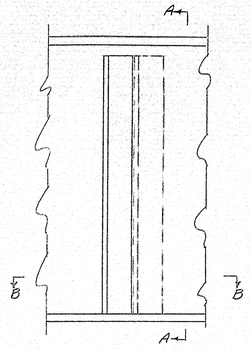
ORDER NO. _____ DWG. NO. 8-45-516

APP 5-22-58

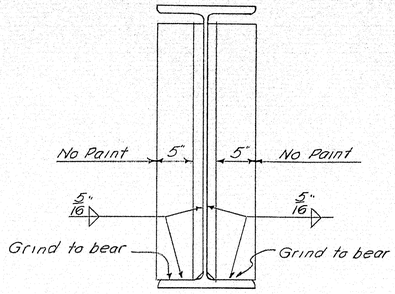
DRAWN	4-21-58	P.L.F.
REVISION		
REVISION		
REVISION		

chkd

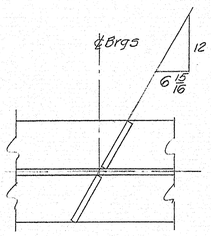
73-82



ELEVATION

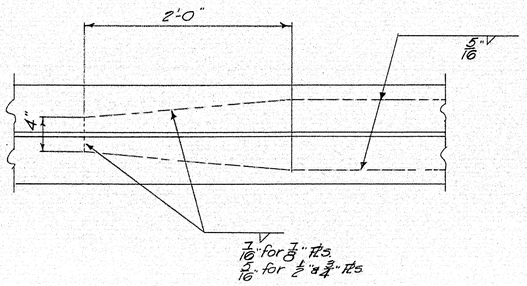


SECTION A-A

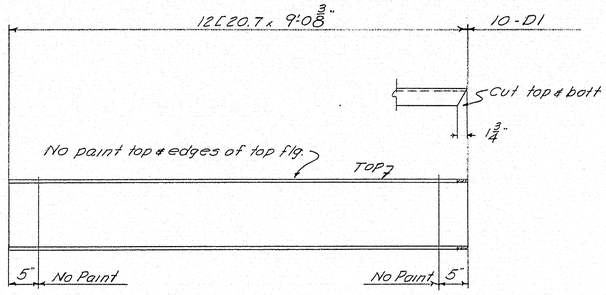


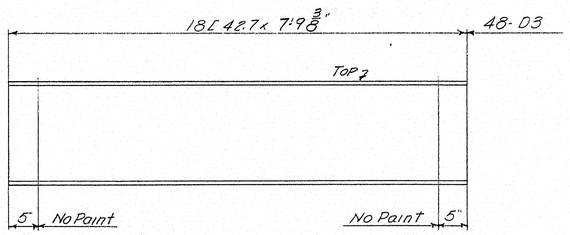
SECTION B-B

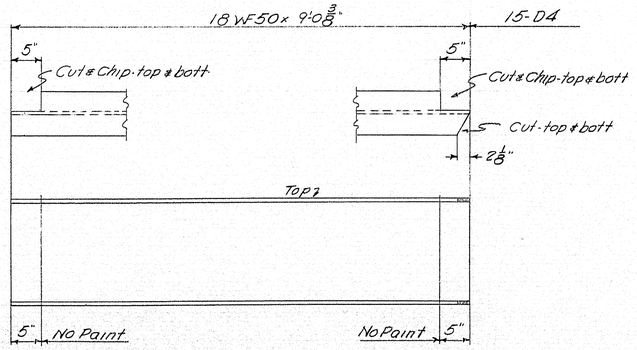
TYPICAL DETAILS AT pa's & pb's

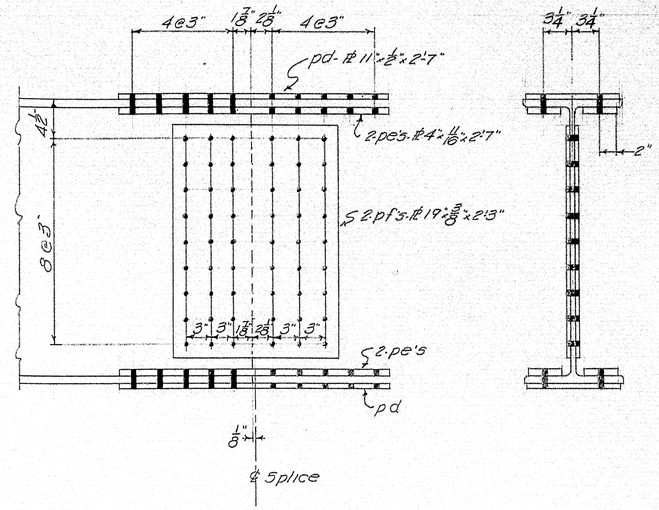


TYPICAL COVER PLATE DETAIL

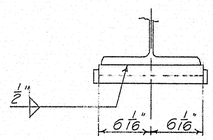




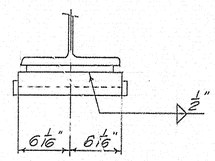




TYPICAL DETAIL AT SPLICE



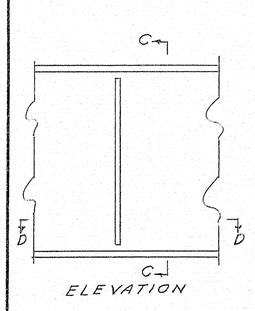
No Cover Plate



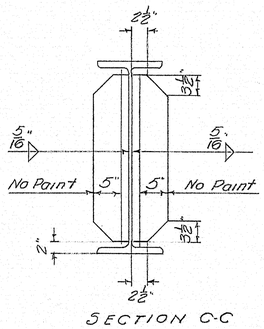
With cover plate

TYPICAL SECTIONS AT SP1 & SP2

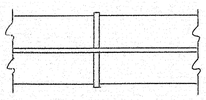
NOTES:
Shop Conn's - Welded
Field Conn's: 7/8" ø Hi-Strength Bolts
Holes - 15/16" ø
Paint - Red Lead per M.S.H.C. Specs unless noted



ELEVATION



SECTION C-C



SECTION D-D

TYPICAL DETAIL AT pc's

DRAWN	42258	P.L.F.
REVISION		
REVISION		
REVISION		

APP. 5-22-58

DIAPHRAGMS AND TYPICAL DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

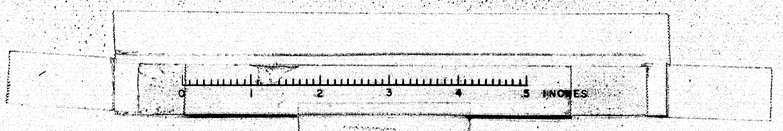
CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

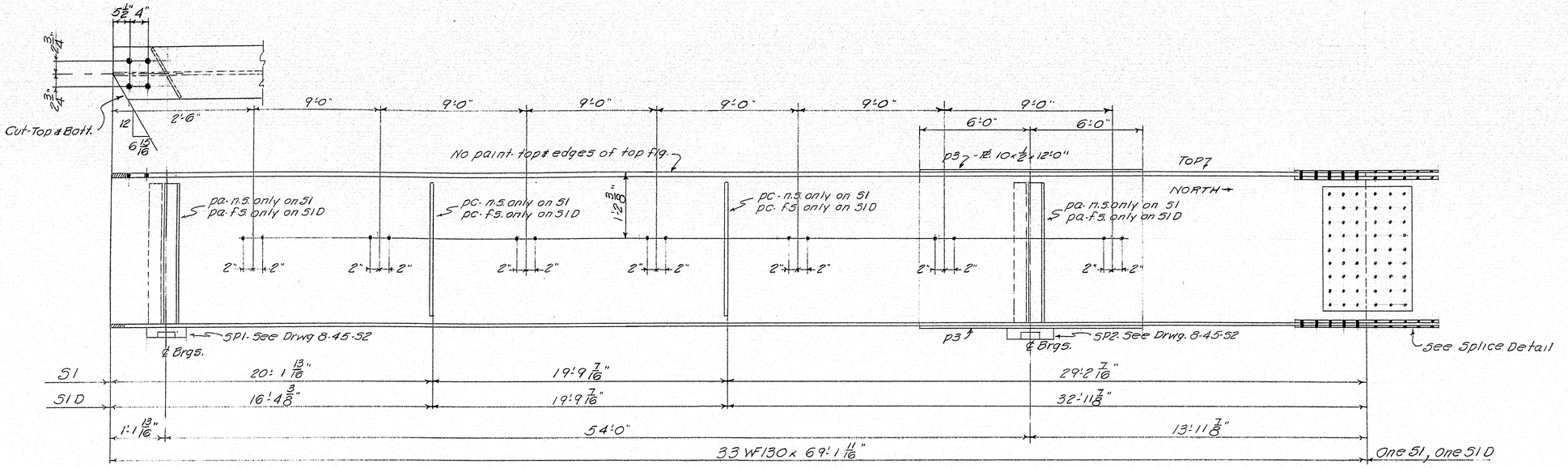
ORDER NO. _____ DWG. NO. 8-45-517

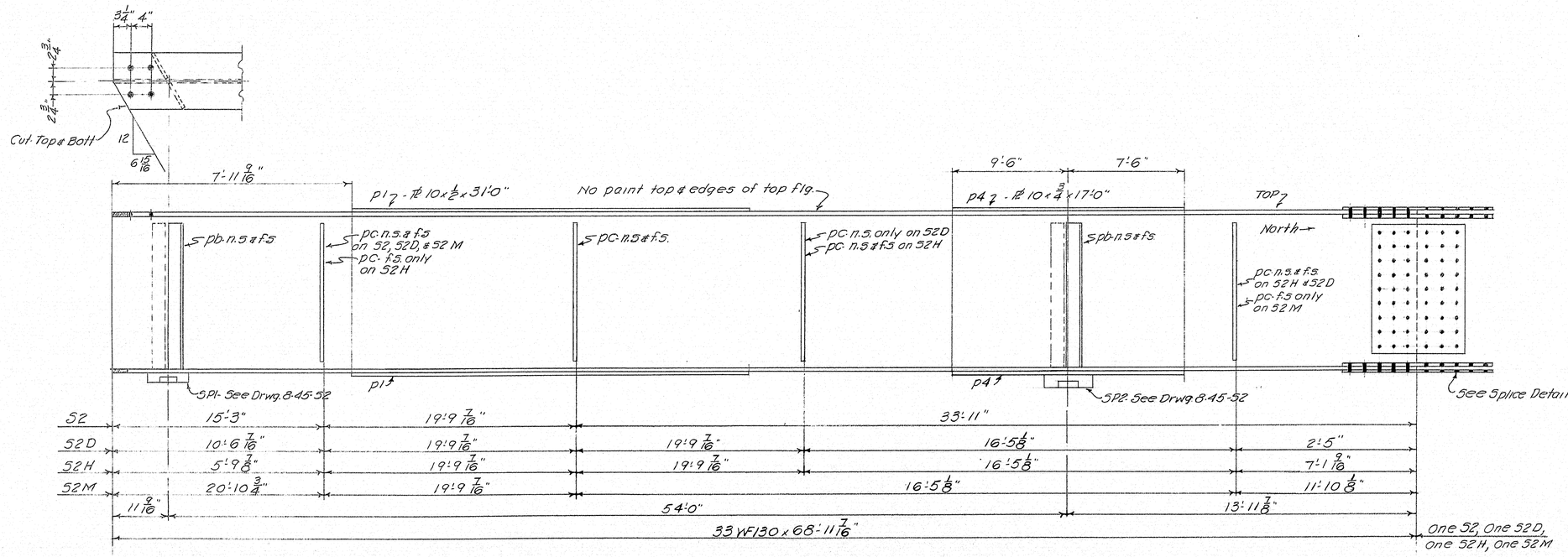
chkd

73-83

PRINTED BY DIAZOPRINT CO., BOSTON, MASS. PLANOGRAPH NO. D-3934







NOTES:
See Drwgs 8-45-516 & 517 for additional details & notes.
Web holes in 51 & 51D are for form brackets per request of contractor.

STRINGER DETAILS-SPAN 1

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERCHANGE
YARMOUTH, ME.

CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C

ORDER NO. _____ DWG. NO. 8-45-518

APP. 5-22-58

DRAWN	4-23-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

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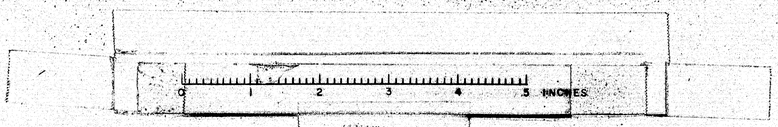
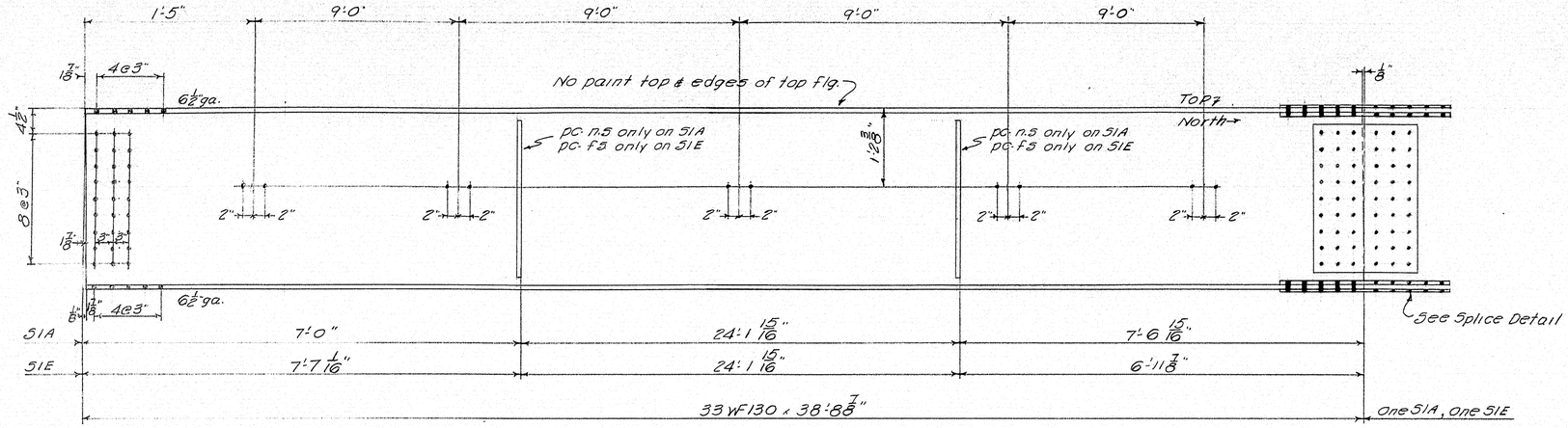
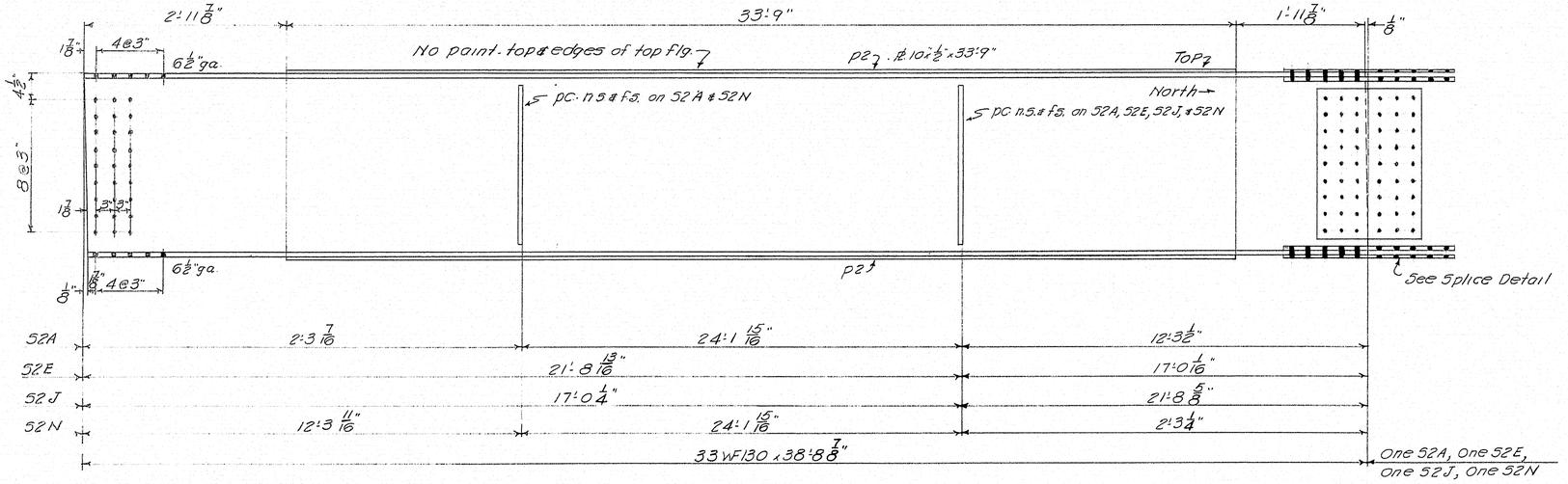
73:84







NOTES:
See Drwgs 8.45-516 & 517 for additional details and notes.
Web holes in S1A & S1E are for form brackets per request of contractor

STRINGER DETAILS - SPAN 2

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERCHANGE
YARMOUTH, ME.

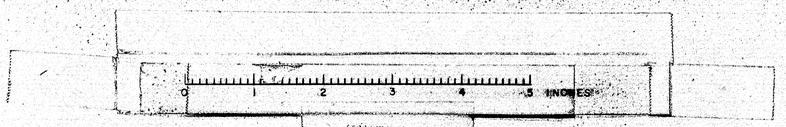
CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

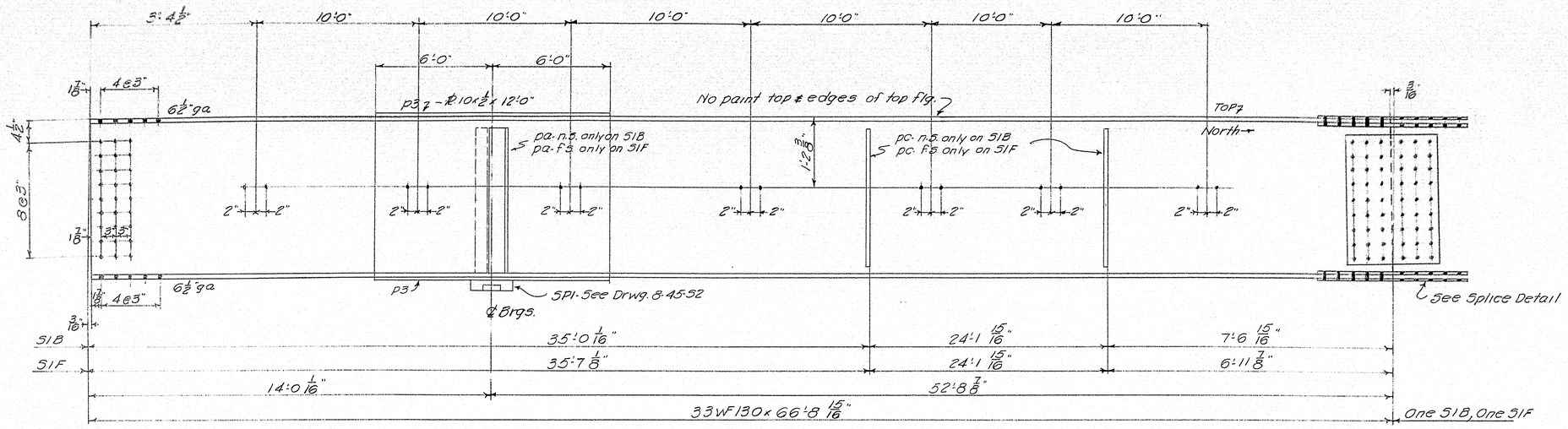
DRAWN	4-24-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

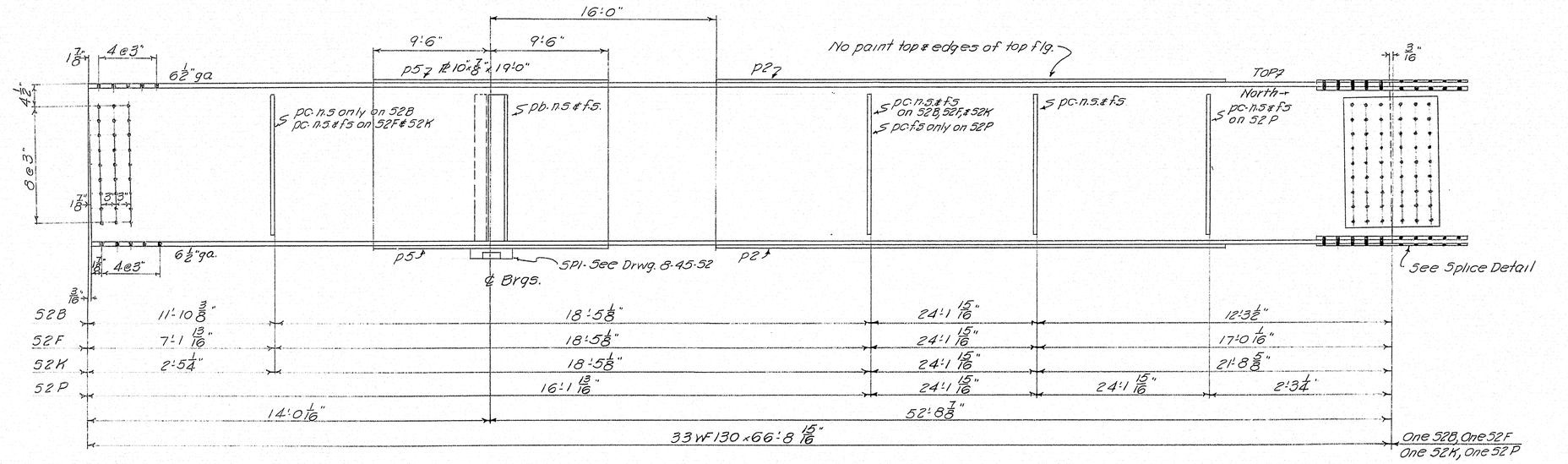
APP. 5-22-58

ORDER NO: _____ DWG. NO. 8-45-519

75-85







NOTES:
See Drwgs 8-45-516 & 517 for additional details and notes.
Web holes in 51B & 51F are for form brackets per request of contractor

STRINGER DETAILS - SPAN 3

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

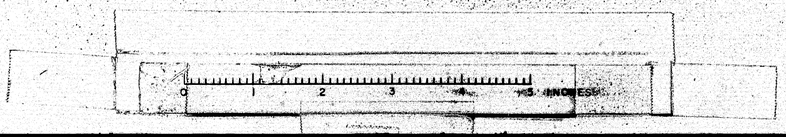
CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S. H.C.

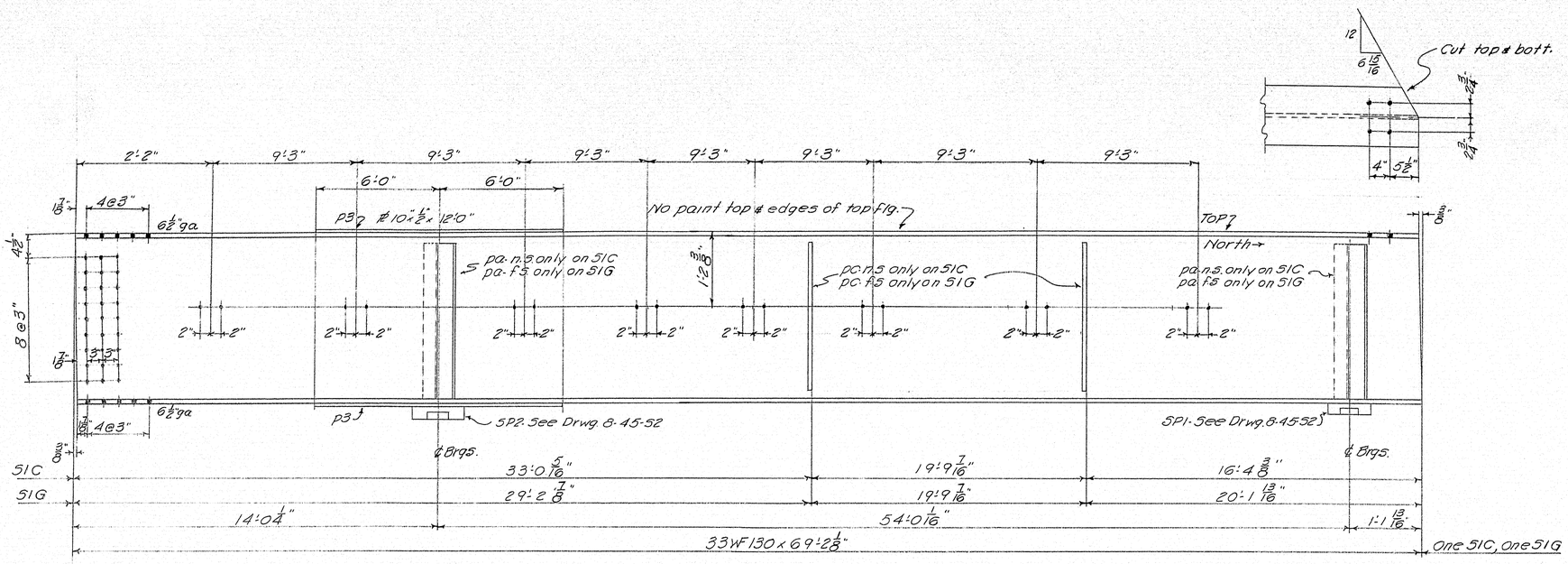
ORDER NO. _____ DWG. NO. 8-45-520

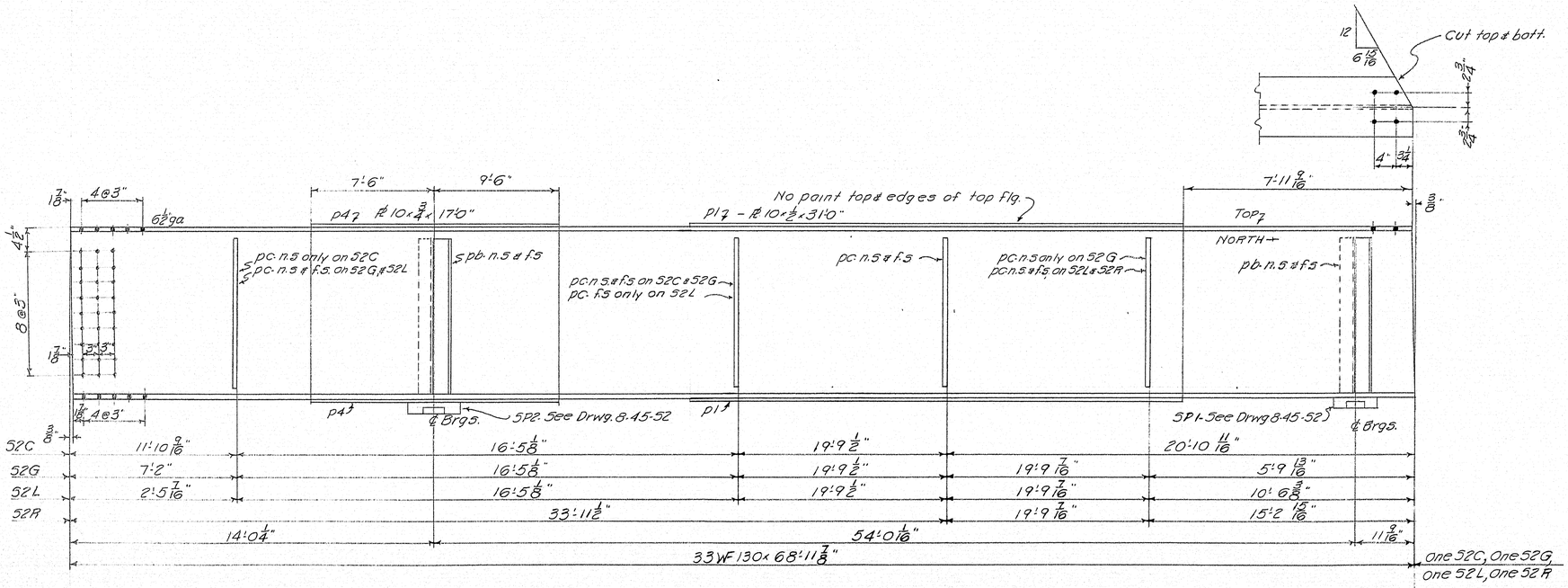
APP. 5-22-58

DRAWN	4-24-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

73-86







NOTES:
See Drwgs 8-45-516 & 517 for additional details & notes.
Web holes in 51C & 51G are for form brackets per request of contractor.

STRINGER DETAILS - SPAN 4

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

APP 5-22-58

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

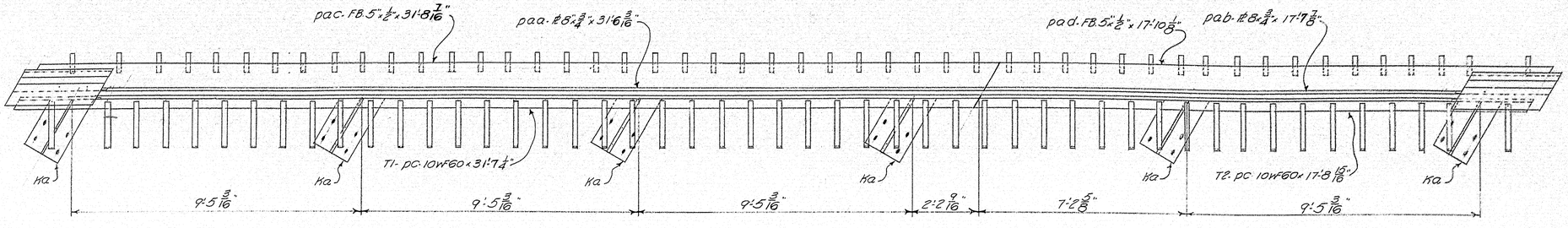
CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

DRAWN	4-25-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

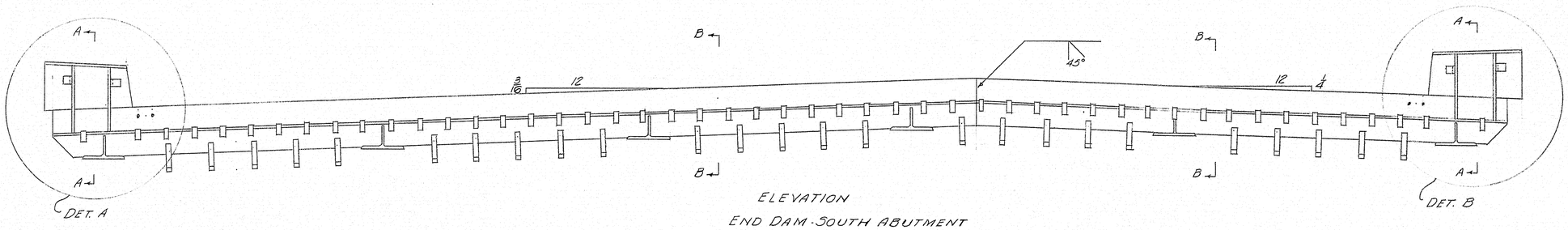
ORDER NO. _____ DWG. NO. 8-45-521

73-87

PRINTED BY BRUNING-HASS CO., BOSTON, MASS., FLORISS NO. D-3733

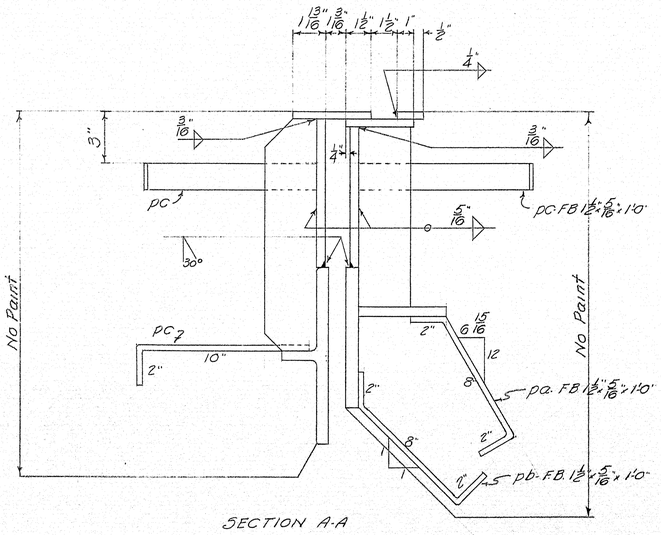


PLAN

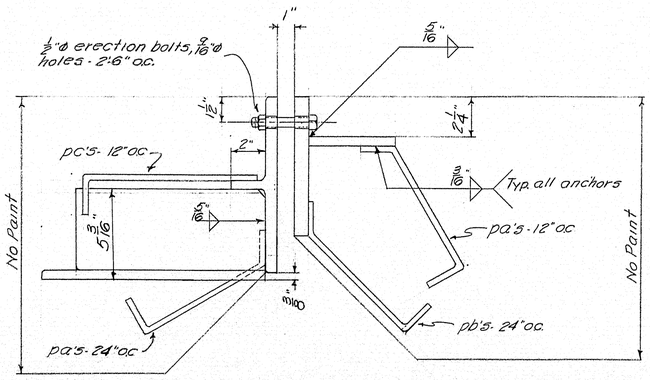


ELEVATION

END DAM - SOUTH ABUTMENT



SECTION A-A



SECTION B-B

NOTES:
Flange of ℄'s to be horizontal
All dimensions taken on slope
See Drwg. 8-45-524 for Det. A & Det. B

END DAM

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.

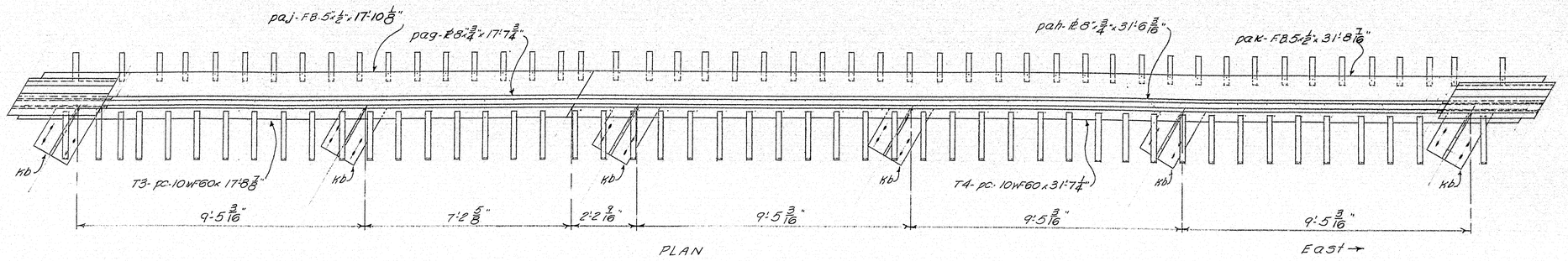
ORDER NO. ____ DWG. NO. 8-45-522

APP 5-22-58

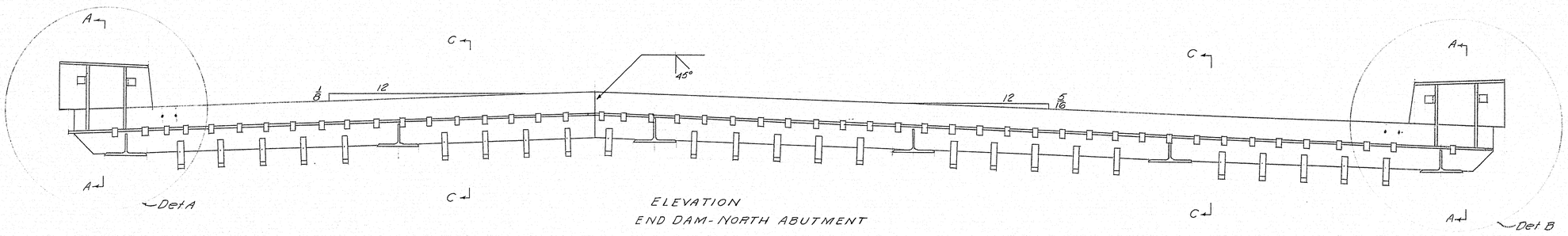
DRAWN	4-28-58	P.L.F.
REVISION		
REVISION		
REVISION		

73-88

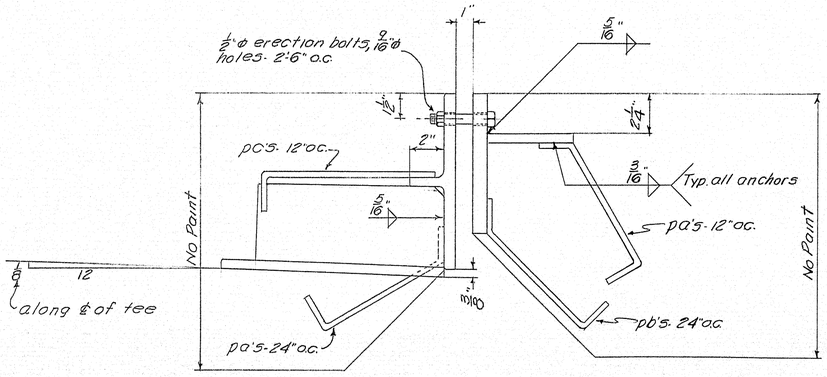
PRINTED BY SMALLEY-MOSHER CO., BOSTON, MASS., DRAWER NO. G-3920



PLAN



ELEVATION
END DAM - NORTH ABUTMENT



SECTION C-C

NOTES:
Flange of Kb's to be horizontal
All dimensions taken on slope
See Drwg 8-45-532 for Section A-A
See Drwg 8-45-534 for Det's A & Det B

END DAM

Bancroft & Martin Rollings Mills Company
South Portland 7, Maine

RELOCATED ROUTE 1 OVER INTERCHANGE
YARMOUTH, ME.

APP 5-22-58

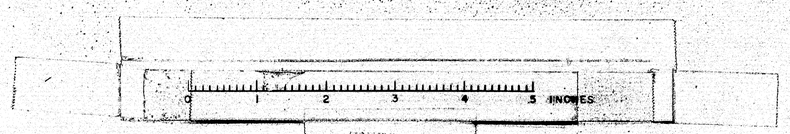
DRAWN	5-1-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

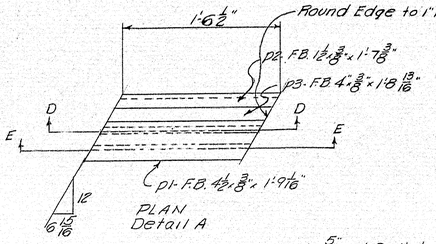
CUSTOMER HERBERT E. CALLAHAN INC.
DESIGNER M.S.H.C.
ORDER NO. _____ DWG. NO. 8-45-523

4 Kd

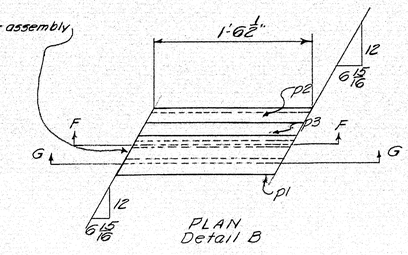
79-89

PRINTED BY BRADFORD-MORE CO., BOSTON, MASS., PLANOGRAPH NO. D-3934

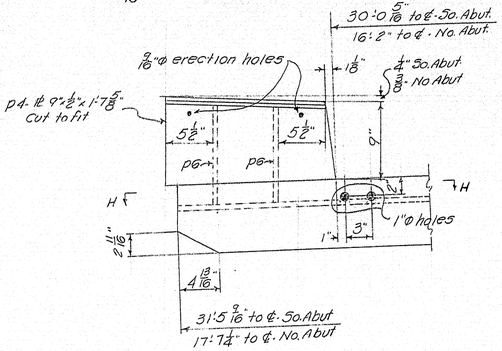




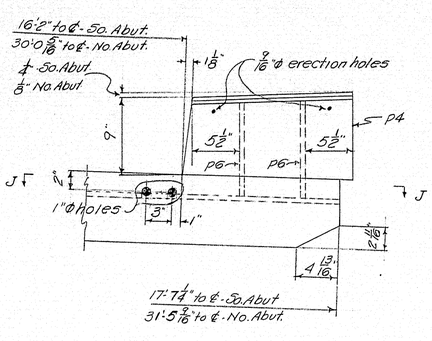
PLAN
Detail A



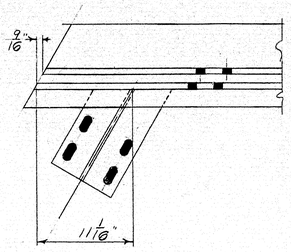
PLAN
Detail B



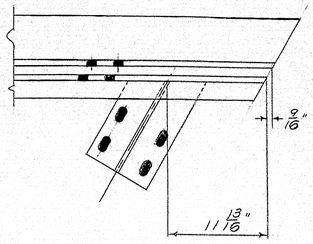
SECTION D-D



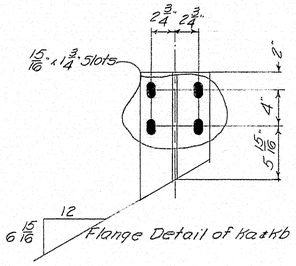
SECTION F-F



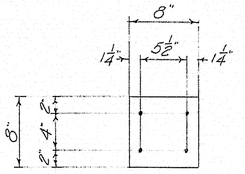
SECTION H-H



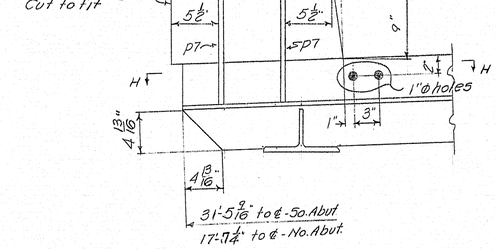
SECTION J-J



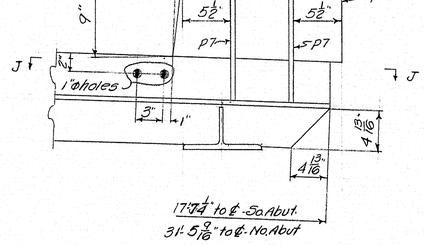
Flange Detail of Ka & Kb



SHIMS
Shim A-(¼" thick)- 12 Req'd
Shim B-(⅜" thick)- 12 Req'd
Shim C-(1/16" thick)- 24 Req'd



SECTION E-E



SECTION G-G

NOTES:-
Drill ⅞"ø erection holes while dams are set up with proper offset.
Center line referred to is center line of crown, and not center line of assembly.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
END DAM So. ABUT.	1		Shop Assembly		—	
END DAM No. ABUT.	1		do		—	
	1	T1	pc. 10WF60	31	7¼"	
	1	T2	do	17	8 15/16	
	1	T3	do	17	8⅝	
	1	T4	do	31	7¼	
	1	paa	℔ 8"x⅜	31	6 13/16	
	1	pab	do	17	7⅞	
	1	pag	do	17	7¾	
	1	pah	do	31	6 13/16	
	1	pac	F.B. 5"x½	31	8 7/16	
	1	pad	do	17	10⅜	
	1	paj	do	17	10⅛	
	1	pak	do	31	8 7/16	
	4	p1	F.B. 4½"x⅜	1	9 1/16	
	4	p3	F.B. 4"x⅜	1	8 13/16	
	4	p2	F.B. 1½"x⅜	1	7⅜	
	4	p4	℔ 9"x½	1	7⅝	
	4	p5	℔ 9½"x½	1	7⅝	
	8	p6	F.B. 3"x½	0	11¼	
	8	p7	do	1	2¾	
	148	pa	F.B. 1½"x 5/16	1	0	
	58	pb	do	1	0	
	114	pc	do	1	0	
	6	Ka	pc. 10WF39	1	8¾	
	6	Kb	do	1	2¾	
Shim A	12		F.B. 8"x ¼	0	8	
Shim B	12		F.B. 8"x ⅜	0	8	
Shim C	24		F.B. 8"x 1/16	0	8	
	48	Shop	⅞ø M. Bolt	0	3½	
Field	50		⅞ø M. Bolt	0	3½	
do	50		⅞" Washer			

Scale Weigh All Material

SHOP CONNECTIONS: Welded & bolted
FIELD CONNECTIONS: ⅞ø M. Bolts
HOLES: 15/16"ø unless noted
PAINT: Red Lead per M.S.H.C. Specs. unless noted

DRAWN	5-2-58	P.L.F.
REVISION	5-27-58	P.L.F.
REVISION		
REVISION		

END DAMS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

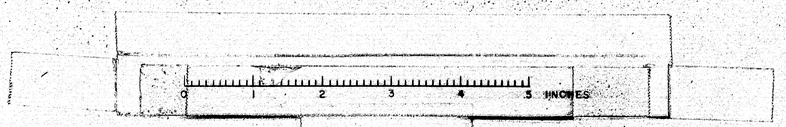
RELOCATED ROUTE 1 OVER INTERSTATE
YARMOUTH, ME.

CUSTOMER Herbert E. Callahan Inc.
DESIGNER M.S.H.C.

ORDER NO. _____ DWG. NO. 8-45-524

APP'D 5-22-58

PRINTED BY BALLENGER-MOSS CO., BOSTON, MASS. RE ORDER NO. B-3926



B. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)58	1	60

CUMBERLAND-YARMOUTH

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY "95"
CUMBERLAND - YARMOUTH
CUMBERLAND COUNTY

FEDERAL AID PROJECT NO. I-95-4(8)58

INTERSTATE STA. 370+00 TO STA. 460+00

GRADING, DRAINAGE & BASE

TOTAL LENGTH 1.701 MILES

SCALES
- PLAN — 1 IN. = 50 FT.
- PROFILE — HOR. 1 IN. = 50 FT.; VER. 1 IN. = 5 FT.
- CROSS SECTIONS — HOR. 1 IN. = 10 FT.; VER. 1 IN. = 10 FT.

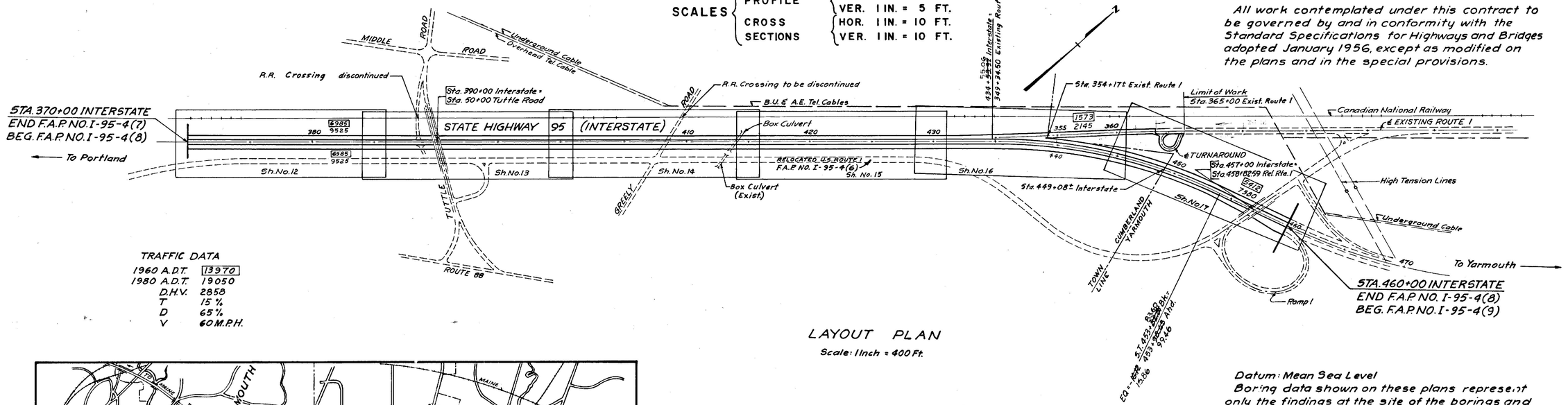
CONVENTIONAL SIGNS

STATE OR NATIONAL LINE	SURVEY LINE
COUNTY LINE	CULVERT
TOWN LINE	DROP INLET
UNFENCED PROPERTY	TROLLEY POLE
FENCE	POWER POLE
RIGHT OF WAY LINE	TEL. POLE
TRAVELED WAY	MARSH
RAILROAD	TREES
RETAINING WALL	STONE WALL

INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE
SHEET NO. 2	TYPICAL SECTIONS
SHEET NO. 3 & 4	QUANTITIES
SHEET NO. 5 - 9	STANDARD DETAILS
SHEET NO. 12 - 18	PLAN AND PROFILE
SHEET NO. 21 - 60	CROSS SECTIONS
SHEET NO. 19	CULVERT
SHEET NO. 10 & 11	SPECIAL DETAILS
SHEET NO. 20	HIGHWAY BORINGS

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.

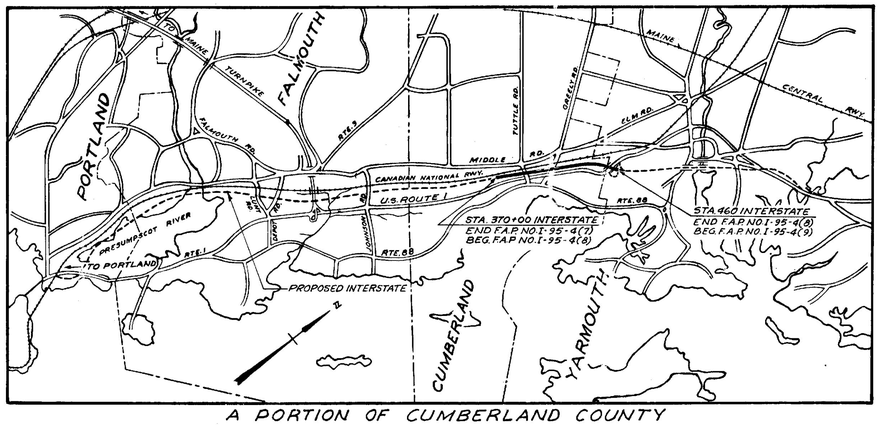


TRAFFIC DATA

1960 A.D.T.	13970
1980 A.D.T.	19050
D.H.V.	2858
T	15 %
D	65 %
V	60 M.P.H.

LAYOUT PLAN

Scale: 1 Inch = 400 Ft.



A PORTION OF CUMBERLAND COUNTY

Approximate Scale: 1 Inch = 1 Mile

As Built 1960

Datum: Mean Sea Level

Boring data shown on these plans represent only the findings at the site of the borings and are not in themselves representations of actual sub-surface conditions. The Contractor is to form his own opinion and make his own interpretation of the borings. The Engineer does not warrant the finding to be accurate or complete.

PREPARED BY

FAY, SPOFFORD & THORNDIKE, INC.

ENGINEERS . BOSTON-PORTLAND

APPROVED:
MAINE STATE HIGHWAY COMMISSION

CHAIRMAN

CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DIVISION ENGINEER — DATE

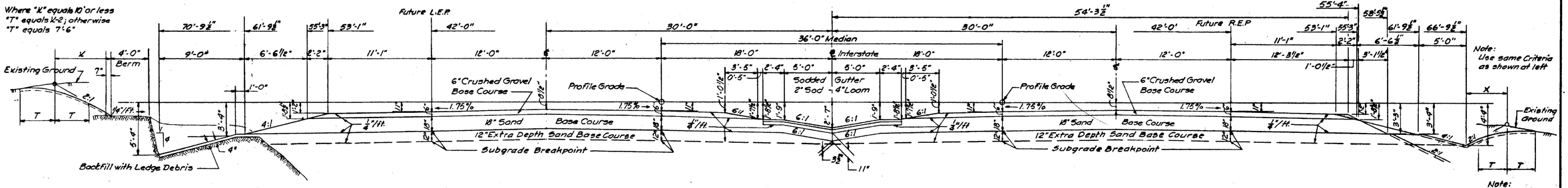
Qm-14
219

DES	
DR	J.J.S.
TR	V.B.
CHK	B.B.
APP'D	H.J.W

B. R. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	2	60

CUMBERLAND-YARMOUTH

Grading Contract - Stage Construction:
Interstate 95, Route 1 and Turnaround to be constructed to top of Crushed Gravel Base Course only, unless otherwise indicated or specified.

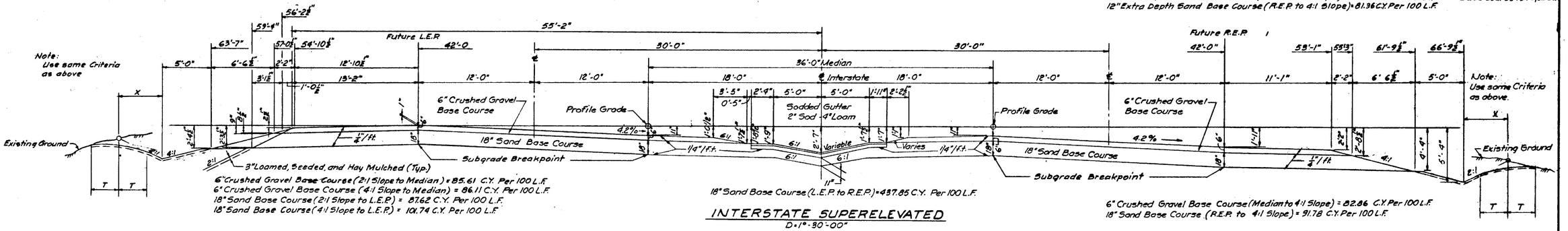


6" Crushed Gravel Base Course (4:1 Slope to Median) = 82.79 C.Y. Per 100 L.F.
18" Sand Base Course (4:1 Slope to L.E.P.) = 91.78 C.Y. Per 100 L.F.
12" Extra Depth Sand Base Course (4:1 Slope to L.E.P.) = 81.36 C.Y. Per 100 L.F.

18" Sand Base Course (L.E.P. to R.E.P.) = 434.85 C.Y. Per 100 L.F.
12" Extra Depth Sand Base Course (L.E.P. to R.E.P.) = 297.96 C.Y. Per 100 L.F.

INTERSTATE NORMAL

6" Crushed Gravel Base Course (Median to 2:1 Slope) = 83.99 C.Y. Per 100 L.F.
6" Crushed Gravel Base Course (Median to 4:1 Slope) = 82.79 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 2:1 Slope) = 82.75 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 C.Y. Per 100 L.F.
12" Extra Depth Sand Base Course (R.E.P. to 2:1 Slope) = 64.83 C.Y. Per 100 L.F.
12" Extra Depth Sand Base Course (R.E.P. to 4:1 Slope) = 81.36 C.Y. Per 100 L.F.



6" Crushed Gravel Base Course (2:1 Slope to Median) = 85.61 C.Y. Per 100 L.F.
6" Crushed Gravel Base Course (4:1 Slope to Median) = 86.11 C.Y. Per 100 L.F.
18" Sand Base Course (2:1 Slope to L.E.P.) = 87.62 C.Y. Per 100 L.F.
18" Sand Base Course (4:1 Slope to L.E.P.) = 101.74 C.Y. Per 100 L.F.

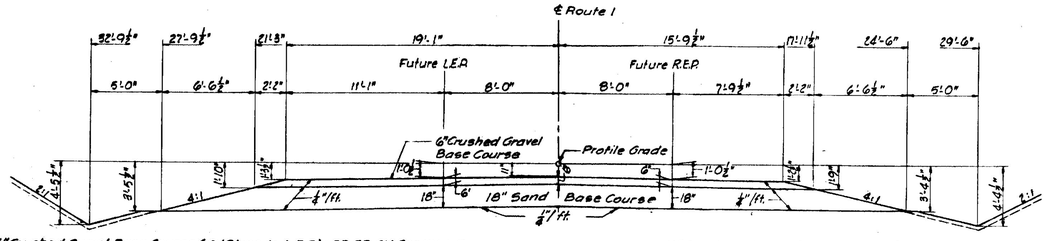
18" Sand Base Course (L.E.P. to R.E.P.) = 457.85 C.Y. Per 100 L.F.

INTERSTATE SUPERELEVATED

D = 1°-30'-00"

6" Crushed Gravel Base Course (Median to 4:1 Slope) = 82.86 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 C.Y. Per 100 L.F.

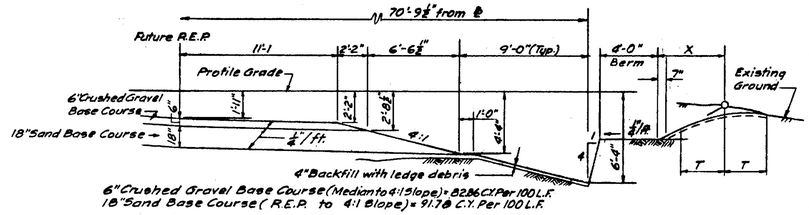
Note: For Rock Cut Section see below



6" Crushed Gravel Base Course (4:1 Slope to L.E.P.) = 22.53 C.Y. Per 100 L.F.
18" Sand Base Course (4:1 Slope to L.E.P.) = 91.78 C.Y. Per 100 L.F.
6" Crushed Gravel Base Course (L.E.P. to R.E.P.) = 29.63 C.Y. Per 100 L.F.
18" Sand Base Course (L.E.P. to R.E.P.) = 89.72 C.Y. Per 100 L.F.

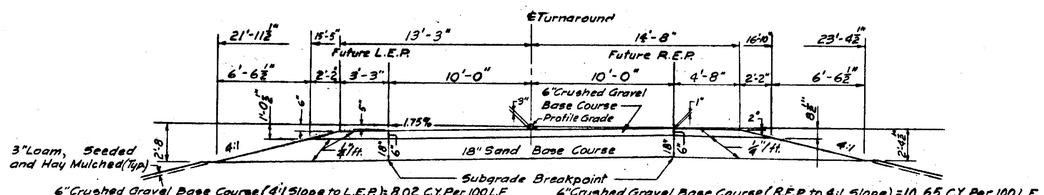
6" Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 16.44 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 73.50 C.Y. Per 100 L.F.

ROUTE 1 NORMAL



6" Crushed Gravel Base Course (Median to 4:1 Slope) = 82.86 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 C.Y. Per 100 L.F.

SUPERELEVATED SECTION THRU ROCK CUT



6" Crushed Gravel Base Course (4:1 Slope to L.E.P.) = 8.02 C.Y. Per 100 L.F.
18" Sand Base Course (4:1 Slope to L.E.P.) = 48.26 C.Y. Per 100 L.F.

6" Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 10.65 C.Y. Per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 56.13 C.Y. Per 100 L.F.

6" Crushed Gravel Base Course (L.E.P. to R.E.P.) = 37.04 C.Y. Per 100 L.F.
18" Sand Base Course (L.E.P. to R.E.P.) = 111.11 C.Y. Per 100 L.F.

TURNAROUND SUPERELEVATED

STA. 0+50 TO STA. 2+85.92

DES.	
DR.	F.S.
TR.	U.B.
CHK.	J.C.P.
APP'D	

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

TYPICAL CROSS SECTIONS INTERSTATE, ROUTE 1 & TURNAROUND

SHEET NO. 2 OF 60 | SCALE: HOR. 1"=5'-0" VERT. 1"=5'-0"

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

Qm-14
580

Boston Blue Print-300-4-57

S.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	3	60

CUMBERLAND - YARMOUTH

DRAINAGE

Final / Preliminary / Final

STATION	SIZE IN.	A.C.C.M.P. LEFT L.F.	R.C.P. L.F.	A.C.C.M.P. RIGHT L.F.	METHOD	PIPE CONN. EA.	METAL ENDWALL EA.	CULVERT OR ENDWALL P.C.C. C.Y.	CULVERT OR ENDWALL PORT.CEM. BBL'S.	CULVERT OR ENDWALL REINF.STEEL - LBS. DEL'D.	CULVERT OR ENDWALL REINF.STEEL - LBS. PLACING	CATCH BASINS TYPE "F" EA.	CATCH BASINS TYPE "G" EA.	HANDLAID RIPRAP C.Y.	REMARKS
INTERSTATE															
370+50	15	16	48		A	1						1			
374+57	24	26			A								2		
378+51	15	12	56		A	1						1⅛			
382+50	24	24			A								2		
389+46												1			
393+00	15		48	26	A	1						1		1	
397+50	15		52	34	A	1						1		1	
401+19 TO 402+04	36		76	36	A	1	1						1¼		Extra Strength R.C.P. Metal Endwall Rt.
406+36	24	12	108	28	A	1	1						1		Metal Endwall Lt.
409+50	15		46	24	A	1						1			
413+38 TO 414+20								260	363	22,000	22,000			17	9' x 6' Box Culvert - 135' Long.
413+74	15	26	60		A	1						1⅛		1	
418+00	24	24	102	12	A	1	1						1		Metal Endwall Rt.
422+00	15	24	50		A	1						1⅛			
426+00	24		28										2		
429+45												1			
432+97	15	24	52		A	1						1⅛			
440+50	15		52	14	A	1						1			
441+00	36	16	180	16	A	1	1							4	Extra Strength R.C.P. - Metal Endwall Rt.
444+50	15	24	60		A	1						1⅛			
448+50	15		48	18	A	1						1			
452+50	15		48	18	A	1						1			
455+78 TO 456+51	24		104		A			10.6	14	42.0	42.0			4	"L" Concrete Endwall Rt.
456+51	24		66		A			2.8	4	8.0	8.0		1	2	"L" Concrete Endwall Lt.
456+51 TO 458+50	24		200		A										Concrete Endwall Lt.
459+50	24	12	124	16	A	1	1						1		Metal Endwall Rt.
ROUTE 1															
358+49	24	20	36	10	A	1	1								Metal Endwall Rt.
TURNAROUND															
2+00	15	28		36	A										

EXISTING DRAINAGE STRUCTURES TO BE REMOVED

Preliminary

STATION	SIDE	SIZE IN.	TYPE OF CULVERT	CONCRETE HEAD WALL	REMARKS
INTERSTATE					
377+45±	Lt.	12	C.M.P.	2	
377+50±	Rt.	12	C.M.P.		
378+00±	Lt.& Rt.	18	R.C.P.	2	
379+70±	Lt.& Rt.	18	R.C.P.	2	
380+50±	Lt.& Rt.	24	R.C.P.	2	
386+35±	Lt.& Rt.	15	R.C.P	2	
387+85±	Lt.& Rt.	18	R.C.P.	2	
392+00±	Rt.	15	C.M.P.	2	
402+00±	Rt.	36		1	
422+60±	Lt.	15	C.M.P.		
425+10±	Lt.	24	R.C.P.		
439+50±	Lt.	30	C.M.P.		

RIGHT OF WAY FENCE

Final

STA. TO STA.	SIDE	METAL POSTS L.F.
INTERSTATE		
370+00 TO 381+00	Rt.	1,098.4
381+00 TO 382+00	Rt.	98.4
382+00 TO 389+00	Rt.	701.0
389+00 TO 390+00	Rt.	110.2
390+00 TO 395+00	Rt.	500.5
395+00 TO 397+00	Rt.	202.0
397+00 TO 407+00	Rt.	999.1
407+00 TO 408+00	Rt.	100.9
408+00 TO 415+00	Rt.	699.1
415+00 TO 416+00	Rt.	98.9
416+00 TO 419+00	Rt.	300.0
419+00 TO 420+00	Rt.	99.5
420+00 TO 430+00	Rt.	1,000.5
430+00 TO 431+00	Rt.	100.0
431+00 TO 432+18	Rt	120.2
366+41 TO 370+00 Across Rte 1 Ramp STA. 357+50	Rt.	363.6 39.7

RIGHT OF WAY MONUMENTS

Final

STATION	DIST. FROM ℄ (L.F.) LEFT	DIST. FROM ℄ (L.F.) RIGHT	NO.
INTERSTATE			
T.S. 434+55.06	150	150	2
S.C. 436+55.06		150	1
C.S. 451+83.60	150	150	2
S.T. 453+83.60 BK= 453+99.46 AHD	150	150	2
455+55.66		150	1
457+28.86	150		1

CLEARING LIMITS

Preliminary

STATION	DIST. FROM ℄ (FT.) LT.	DIST. FROM ℄ (FT.) RT.	STATION	DIST. FROM ℄ (FT.) LT.	DIST. FROM ℄ (FT.) RT.
INTERSTATE					
431+00	-	-	445+00	96	96
+50	5	96	+50	100	96
432+00	5	98	446+00	96	88
+50	5	96	+50	150	84
433+00	100-104	100	447+00	150	87
+50	0-5	103	+50	150	87
	104-117		448+00	150	95
434+00	0-5	96	+50	150	104
	104-118		449+00	150	104
+50	0-5	94	+50	94	104
	104-121		450+00	94	-98
435+00	5	96	+50	97	104
+50	5	99	451+00	97	104
436+00	6	104	+50	98	103
+50	6	105	452+00	104	105
437+00	0-13	99	+50	105	105
	101-109		453+00	102	104
+50	17	108	+50	105	104
438+00	18	109	454+00	105	105
+50	21	109	+50	103	103
439+00	38	114	455+00	103	103
+50	42	122	+50	104	103
440+00	52	129	456+00	104	40
+50	53	126	+50	42-102	-
441+00	63	113	457+00	-	-
+50	72	94	+50	-	52-99
442+00	75	80	458+00	30	111
+50	73	80	+50	110	115
443+00	85	80	459+00	118	121
+50	100	87	+50	118	128
444+00	85	93	460+00	-	-
+50	100	95			
ROUTE 1 *					
350+00	-	-	358+00	46-56	-
+50	-	-	+50	45-75	-
351+00	-	-	359+00	42-50	30-60
+50	-	-	+50	36-50	35-70
352+00	63-71	-	360+00	39-54	41-50
+50	64-73	-	+50	42-50	40-50
353+00	64-73	-	361+00	36-54	42-50
+50	56-78	-	+50	41-50	45-65
354+00	59-83	-	362+00	-	45-85
+50	60-82	-	+50	-	46-101
355+00	68-76	-	363+00	-	47-116
+50	58-74	-	+50	-	46-129
356+00	54-69	-	364+00	-	46-146
+50	-	-	+20	-	45-155
357+00	-	-	+50	-	45-50
+50	46-73	-	365+00	-	-

* Distances on Route 1 from ℄

UNDERDRAIN

Final (for as built details see plan and profile Sheets)

STA. TO STA.	SIDE	UNDERDRAIN TYPE "B"-6" L.F.	UNDERDRAIN TYPE "C"-12" L.F.	OUTLET L.F.	OUTLET MARKERS (EA.)	REMARKS
INTERSTATE						
370+00 TO 370+44	℄		44			
370+52 TO 374+52	℄	400				
374+59 TO 378+39	℄	380				
378+53 TO 382+43	℄	390				
382+52 TO 385+32	℄	280				
385+36 TO 389+44	℄	406				
389+90 TO 389+98	Lt.	40	350			
393+08 TO 397+48	℄	440				
397+60 TO 402+02	℄	442				
402+13 TO 405+34	℄	421				
406+38 TO 409+47	℄	309				
409+52 TO 413+70	℄	418				
413+76 TO 417+93	℄	417				
418+02 TO 421+92	℄	390				
422+02 TO 425+92	℄	390				
426+02 TO 429+43	℄		341			
429+47 TO 432+90	℄	343				
432+99 TO 436+75	℄	376				
436+80 TO 440+48	℄	368				
440+53 TO 444+48	℄	395				
444+56 TO 448+48	℄	392				
448+56 TO 452+48	℄	392				
452+54 TO 456+49	℄	379				Equation
456+53 TO 457+32	℄	80				
457+32 TO 459+48	℄	216				Wye Connection
459+52 TO 460+00	℄	48				Tee "
456+50 TO 457+90	Rt.	155				in bridge area. 1-45° Bend
457+10 TO 457+75	Lt.	69				in bridge area..1-45° Bend
459+73	Rt.	75				

LOAM, SEED & HAY MULCH*

Preliminary

STA. TO STA.	SIDE	REMARKS
INTERSTATE		
370+00 TO 460+00	Lt.& Rt.	On Slopes Below Subgrade
370+30 TO 376+00	Rt.	To be Excavated, Regraded, Loamed, Seeded & Hay Mulched Between Interstate & Relac. Route 1
370+50	Lt.	On Ditch Slopes
388+30	Lt.	Exist. Tuttle Rd. to be Excavated, Regraded, Loamed, Seeded & Hay Mulched
409+25	Lt.	Exist. Greely Rd. to be Excavated, Regraded, Loamed, Seeded & Hay Mulched
409+50	Rt.	On Ditch Slopes
418+00	Rt.	On Ditch Slopes
420+95 TO 422+05	Lt.	On Ditch Slopes
432+00 TO 433+10	Lt.	On Ditch Slopes
436+60 TO 438+05	Lt.	On Ditch Slopes
441+00	Rt.	On Ditch Slopes
UNLISTED LOCATIONS		All Areas Where the Limits of Exist. Rte. 1 are Outside the Top or Toe of Slope of Interstate shall be Excavated, Regraded, Loamed, Seeded & Hay Mulched
ROUTE 1*		
349+34 TO 356+00	Lt.	On Slopes Below Subgrade
356+00 TO 362+00	Lt.& Rt.	On Slopes Below Subgrade
358+50	Lt.	On Ditch Slopes
362+00 TO 365+00	Rt.	On Slopes Below Subgrade
TURNAROUND		
0+50 TO 4+00	Lt.& Rt.	On Slopes Below Subgrade

*3" Loam & 2 lbs. Hay Mulch per Sq. Yd.

GUARD RAIL-REMOVED & STACKED

Preliminary

STA. TO STA.	SIDE	LENGTH(L.F.)	REMARKS
INTERSTATE			
411+75 TO 415+20	Lt.	345	Right Shoulder of Existing Route 1*
413+62 TO 416+05	Lt.	243	Left Shoulder of Existing Route 1*
438+55 TO 443+50	Lt.	500	Left Shoulder of Existing Route 1*
439+00 TO 441+25	Lt.	230	Right Shoulder of Existing Route 1*

LOAM EXCAVATION

Preliminary

STA. TO STA.	QUANTITY(C.Y.)	REMARKS
UNLISTED LOCATIONS	1,000	

DES	
DR	B.K.
TR	B.K.
CHK	J.G.P.
APPD	

Qm-14 581

QUANTITIES

B.P.R. REG. NO	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	4	60

CUMBERLAND - YARMOUTH

Preliminary

SUMMARY OF CLASSIFIED EXCAVATION & BORROW

Total Excavation from Cross Sections*	93,111 C.Y.
Minus Rock Excavation	-10,000 C.Y.
Minus Unsuitable Material**	-15,607 C.Y.
Sub-total Earth Excavation from Cross Sections	67,504 C.Y.
Plus Unlisted Locations of Miscellaneous Earth Excavation	+1,496 C.Y.
Grand Total Usable Earth Excavation	69,000 C.Y.
Estimated Earth Shrinkage Factor - 15%	x0.85
Available Embankment from Earth Excavation	58,650 C.Y.
Total Rock Excavation from Cross Sections	9,381 C.Y.
Plus Unlisted Locations of Miscellaneous Rock Excavation	+619 C.Y.
Grand Total Estimated Rock Excavation	10,000 C.Y.
Estimated Rock Swellage Factor - 30%	x1.30
Available Embankment from Rock Excavation	13,000 C.Y.
Plus Available Embankment from Earth Excavation	+58,650 C.Y.
Estimated Grand Total Excavation Available for Embankment	71,650 C.Y.
Earth Embankment Required from Cross Sections***	89,290 C.Y.
Plus Unlisted Locations of Earth Embankment	+1,710 C.Y.
Total Embankment Required from Cross Section	91,000 C.Y.
Minus Available Embankment	-71,650 C.Y.
Deficient Embankment Required	19,350 C.Y.
Estimated Borrow Shrinkage Factor - 10%	x1.10
Net Borrow Required	21,300 C.Y.
Minus Granular Borrow Required	-15,600 C.Y.
Total Common Borrow Required	5,700 C.Y.

* Includes Interstate Route 1 & Turnaround
** Includes Removal of 9,000 C.Y. of 6" Forest Mat. in Excavation Areas
*** Includes 6,607 C.Y. Backfill of Excavation Under Low Embankments

Preliminary

SODDING & LOAM*

STA. TO STA.	SIDE	REMARKS
INTERSTATE		
369+40 TO 461+00	Median	
379+25 TO 383+08	Rt.	Sodded Gutter - Type "A"
392+65 TO 393+89	Rt.	Sodded Gutter - Type "A"
393+10 TO 397+49	Rt.	Sodded Gutter - Type "A"
406+50	Rt.	Sodded Gutter - Type "A"
409+51 TO 409+78	Rt.	Sodded Gutter - Type "A"
413+00 TO 413+25	Rt.	Sodded Gutter - Type "A"
413+50 TO 414+75	Rt.	Sodded Gutter - Type "A"
413+54 TO 413+74	Lt.	Sodded Gutter - Type "A"
422+05 TO 422+30	Lt.	Sodded Gutter - Type "A"
425+20 TO 425+75	Lt.	Sodded Gutter - Type "A"
436+86 TO 441+20	Rt.	Sodded Gutter - Type "A"
441+50 TO 443+50	Lt.	Sodded Gutter - Type "B"
455+75	Rt.	Sodded Gutter - Type "A"
456+62 TO 456+80	Lt.	Sodded Gutter - Type "A"
457+05 TO 457+47	Rt.	Sodded Gutter - Type "A"

* 2" Sod Over 4" Loam

Preliminary (for as built depths see plan and profile sheets)

SAND BASE COURSE

STA. TO STA.	QUANTITY (C.Y.)	REMARKS
INTERSTATE		
369+50 TO 461+00	55,869	18" Depth
ROUTE 1		
349+35 TO 365+00	2,774	18" Depth
TURNAROUND		
0+83 TO 3+56	589	18" Depth
EXTRA DEPTH - (INTERSTATE)		
410+75 TO 412+75	909	12" Depth
UNLISTED LOCATIONS	4,607	

Preliminary (for as built depths see plan and profile sheets)

CRUSHED GRAVEL BASE COURSE

STA. TO STA.	QUANTITY (C.Y.)	REMARKS
INTERSTATE		
369+50 TO 461+00	15,104	6" Depth
ROUTE 1		
349+35 TO 365+00	772	6" Depth
TURNAROUND		
0+83 TO 3+56	173	6" Depth

Preliminary

COMPUTATION FOR GRANULAR BORROW

Total Embankment Required from Cross Sections	91,000 C.Y.
Minus Available Embankment from Rock Excavation	-13,000 C.Y.
Total Earth Embankment To be Stabilized	78,000 C.Y.
Percentage of Embankment to be Granular Material - 20%	x0.20
Total Granular Borrow Required	15,600 C.Y.

ESTIMATED QUANTITIES

ITEM NOS.	DESCRIPTION	Prel. QUANTITIES	UNIT	Final QUANTITIES
201-5	Clearing	12	Acres	11.555
201-6	Selective Clearing and Thinning	7	Acres	7.924
202-5	Removing Trees (9"-24")	10	Each	0
202-6	Removing Trees (over 24")	10	Each	0
203-9	Earth Excavation	85,000	C.Y.	82,559
203-10	Rock Excavation	10,000	C.Y.	11,460
204-10	Struct. Earth Exc.- Drainage	5,800	C.Y.	6,307
204-11	Struct. Rock Exc.- Drainage	500	C.Y.	621.4
204-18	Struct. Rock Exc.- Fencing	200	L.F.	178
205-8	Common Borrow	6,000	C.Y.	21,876
205-9	Granular Borrow	16,000	C.Y.	11,132
207-10	Machine Aerating	300	Hrs.	0
301-7	Sand Base Course - In Place Measurement	65,000	C.Y.	61,531
302-9	Crushed Gr. Base Course - In Place Measurement	16,500	C.Y.	15,863
302-13	Gravel for Foundations	250	C.Y.	403
308-5	Overhaul - In Place Measure	304,000	Y.M.	99,330
308-6	Overhaul (Pit Measure)	59,000	Y.M.	4,453
309-5	Stripping Pits	15,000	C.Y.	100
310-6	Sprinkling	150	Units	0
311-6	Calcium Chloride	50	Tons	0
602-11	15" Asphalt Ctd. C.M.Pipe	340	L.F.	343
602-14	24" Asphalt Ctd. C.M.Pipe	200	L.F.	197
602-16	36" Asphalt Ctd. C.M.Pipe	80	L.F.	73
603-11	15" Reinforced Concrete Pipe	720	L.F.	716
603-13	24" Reinforced Concrete Pipe	790	L.F.	800
603-24	36" E.S. Reinforced Concrete Pipe	280	L.F.	272
605-25	Catch Basins - Type F	14	Each	14.625
605-26	Catch Basins - Type G	11	Each	11.25
606-10	Underdrain, Type B	9,000	L.F.	8,423
606-11	12" Underdrain, Type C	800	L.F.	735
606-16	Underdrain Outlets	200	L.F.	32
607-10	Metal End Walls for 24" Pipe	4	Each	4
607-12	Metal End Walls for 36" Pipe	2	Each	2
701-38	Portland Cement Concrete Floor Slab	90	C.Y.	123.09
701-39	Portland Cement Concrete Superstructure Slabs	60	C.Y.	58.31
701-45	Portland Cement Concrete Culv. Endwalls	14	C.Y.	13.70
701-47	Portland Cement	381	Bbls.	438.5
701-52	Portland Cement Concrete Box Culv., Sidewalls and Wing Walls	110	C.Y.	119.38
705-13	Reinforcing Steel, Delivered	22,100	Lbs.	24,718
705-14	Reinforcing Steel, Placing	22,100	Lbs.	24,718
807-5	Cut Slope Drains	2,300	L.F.	0
905-41	Guard Rail, Removed & Stacked	1,320	L.F.	1,301
906-18	Fencing, Metal Posts	6,300	L.F.	6,632
907-10	Hand Laid Riprap	30	C.Y.	39.6
908-8	Loam, Excavation	1,000	C.Y.	1,483
908-9	Loam Borrow	5,000	C.Y.	6,342
909-7	Sodding	18,000	Sq.Y.	15,173
910-10	Seeding - Parkway Mixture	400	Units	609.7
912-6	Hay Mulch	50	Tons	45.48
914-6	Project Markers	2	Each	0
915-6	Right of Way Monuments	9	Each	9
916-6	Underdrain Outlet Markers	4	Each	1
928-14	Portable Barricades with Flashing Lights	1	Each	0
931-10	Portable Barricades	2	Each	1
E.W.O.#8	Bituminous Concrete for Paving Around Catch Basins	—	Ton	45.28

Qm-14
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DES	
DR	B.K.
TR	B.K.
CHK	J.C.R
APP'D	

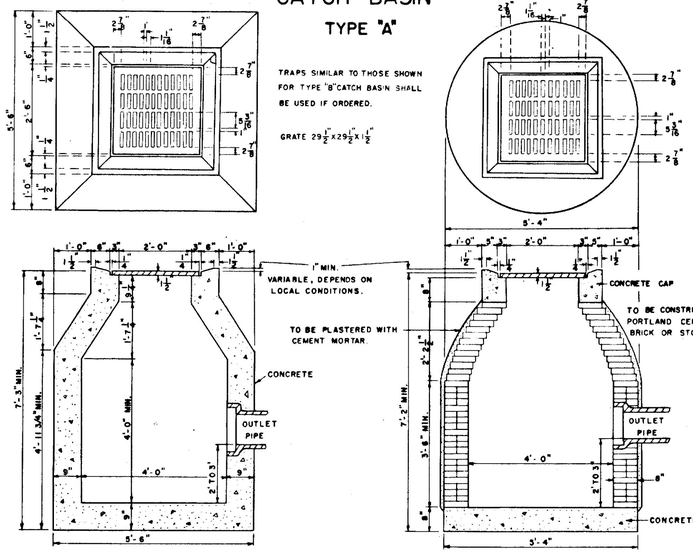
QUANTITIES

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	5	60

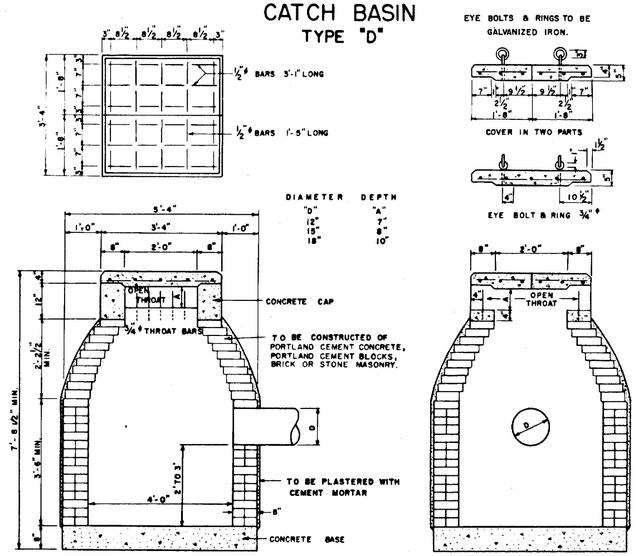
CATCH BASIN
TYPE "A"

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED IF ORDERED.

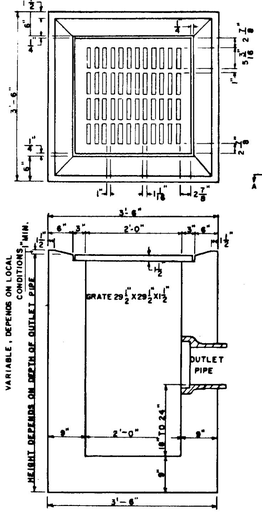
GRATE 29½" X 29½" X 1½"



CATCH BASIN
TYPE "D"



DROP INLET
TYPE A



TYPE B

TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE

DIAMETER "D"	DEPTH "A"
12"	7"
15"	8"
18"	10"

½" ϕ BARS 3'-9" LONG

½" ϕ BARS 2'-9" LONG

COVER IN TWO PARTS

EYE BOLT & RING ¾" ϕ

OPEN THROAT

¾" ϕ THROAT BARS

OUTLET PIPE

SECT. A-A

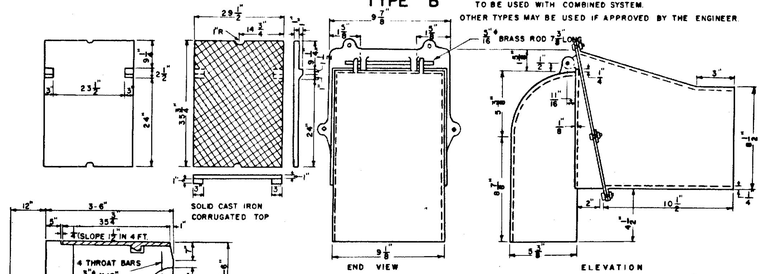
SECT. B-B

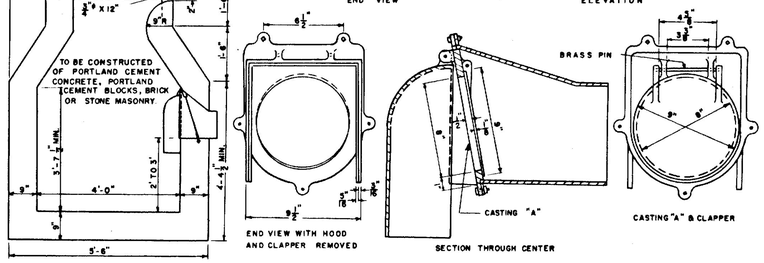
CUMBERLAND - YARMOUTH

CATCH BASIN
TYPE "B"

DETAIL OF TRAP

TO BE USED WITH COMBINED SYSTEM. OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER



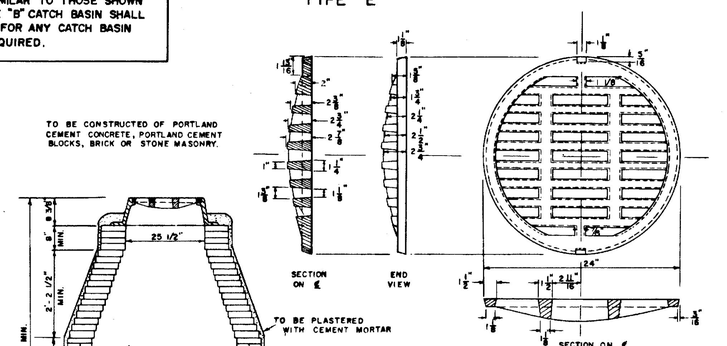


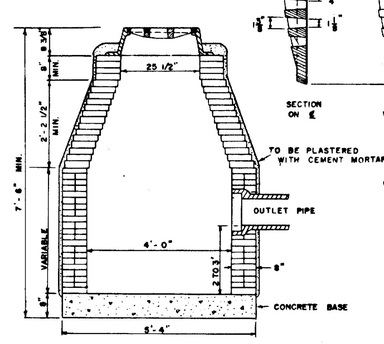
NOTE

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED FOR ANY CATCH BASIN WHEN REQUIRED.

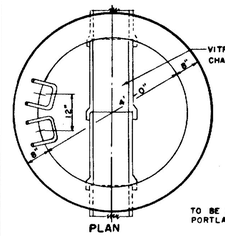
CATCH BASIN
TYPE "E"

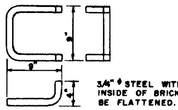
TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE, PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY.



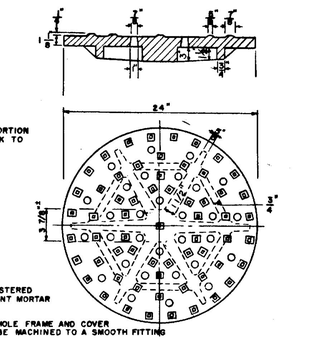


MANHOLES

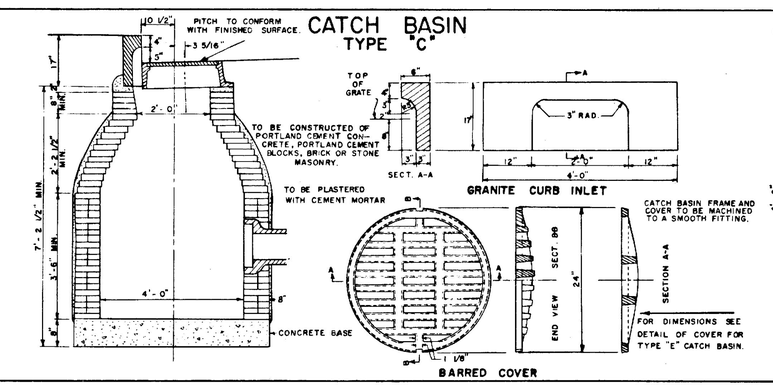


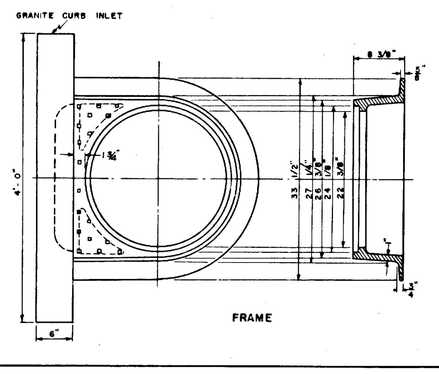


TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE, PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY.

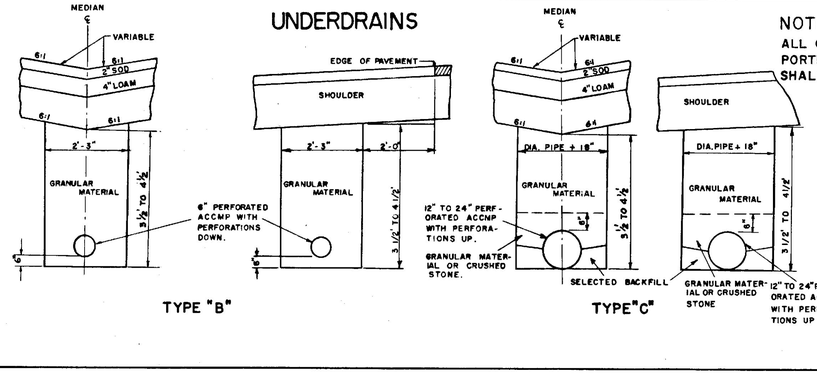


CATCH BASIN
TYPE "C"





UNDERDRAINS



NOTE:

ALL CATCH BASINS AND MANHOLES CONSTRUCTED OF PORTLAND CEMENT BLOCKS, BRICK OR STONE MASONRY SHALL BE CYLINDRICAL IN SHAPE.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

CATCH BASINS, MANHOLES, DROP INLETS AND UNDERDRAINS

9M-14
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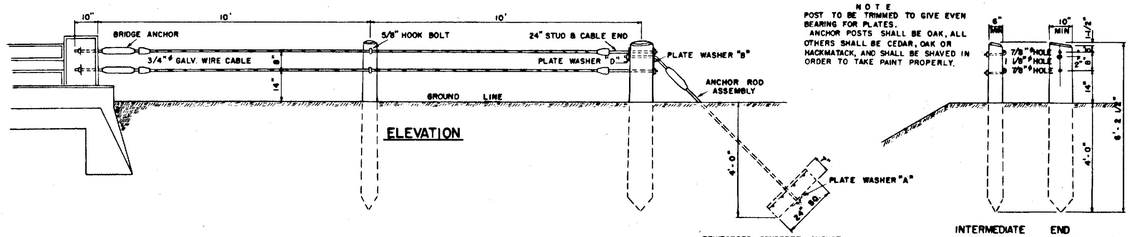
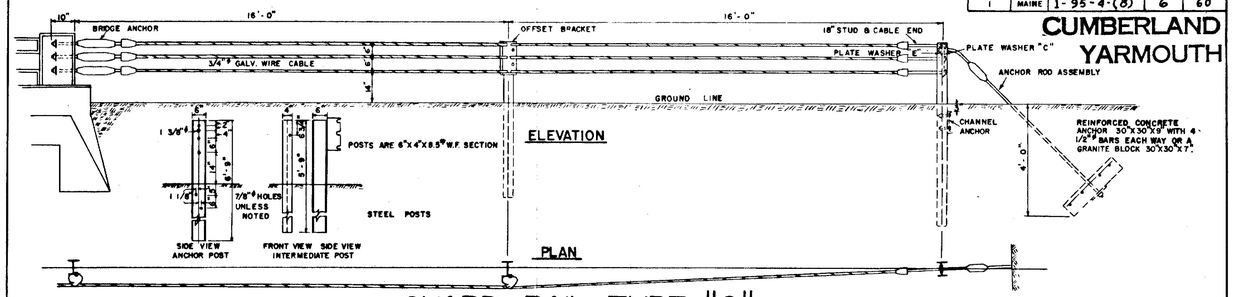
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4-(8)	6	60

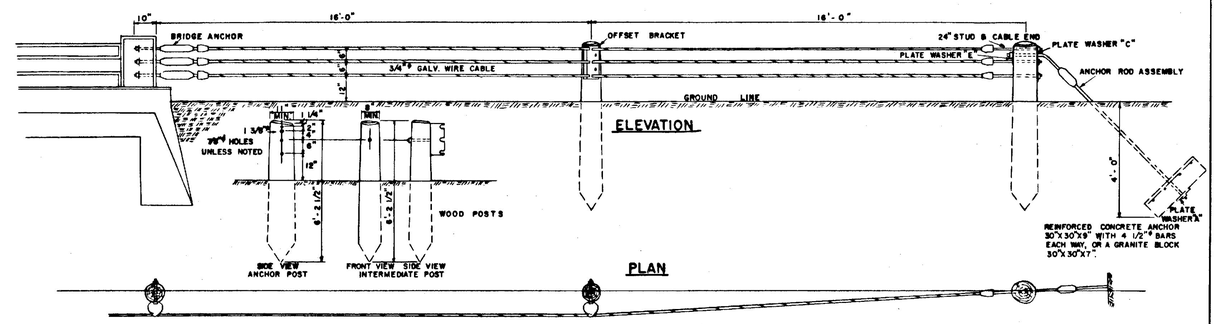
CUMBERLAND
YARMOUTH



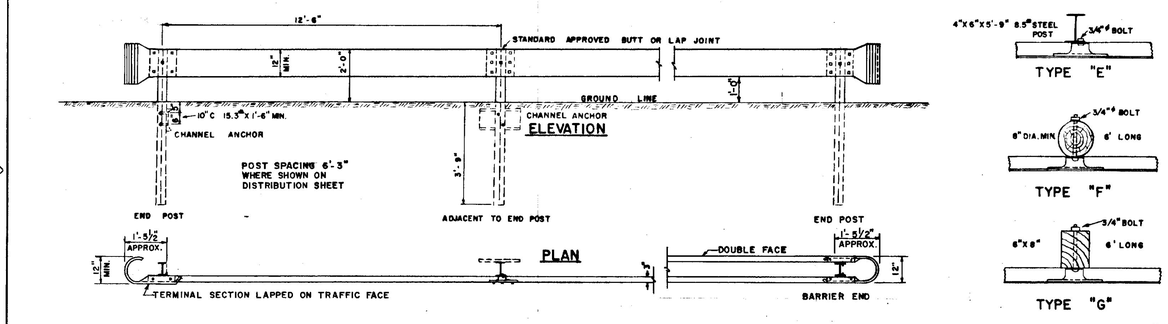
GUARD RAIL TYPE "A" & "B"



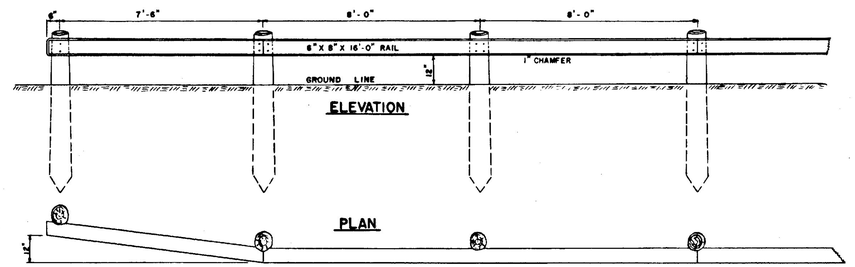
GUARD RAIL TYPE "C"



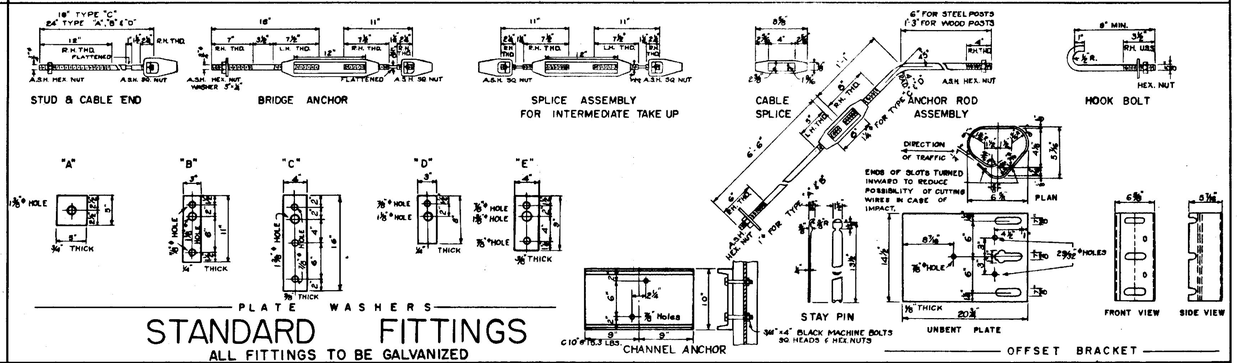
GUARD RAIL TYPE "D"



GUARD RAIL TYPE "E", "F" & "G"

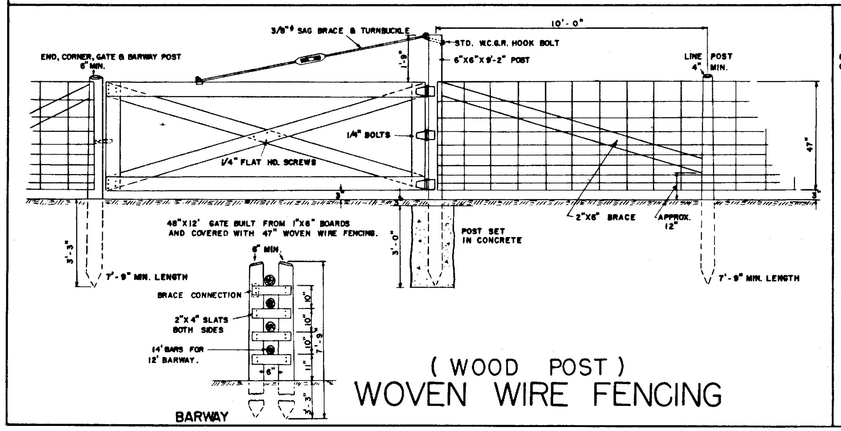


GUARD RAIL TYPE "H"

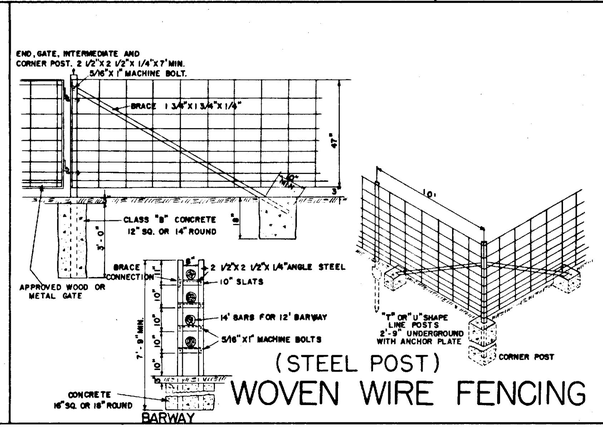


STANDARD FITTINGS

ALL FITTINGS TO BE GALVANIZED

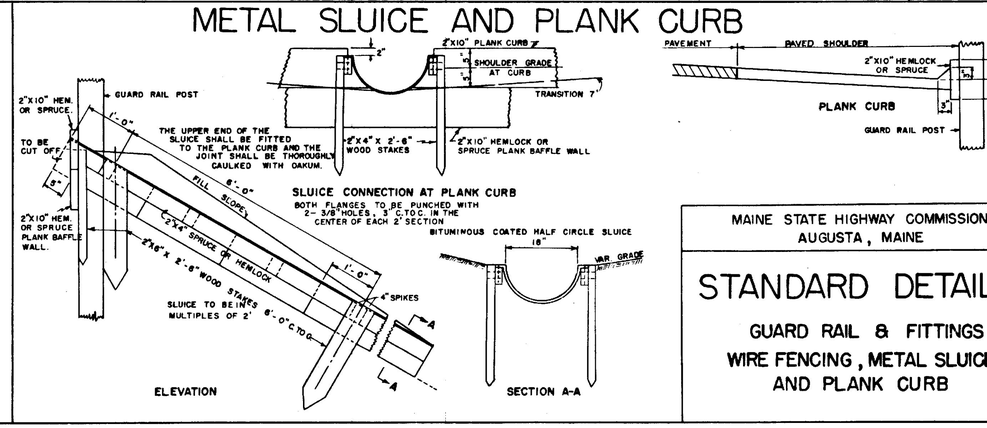


(WOOD POST)
WOVEN WIRE FENCING



(STEEL POST)
WOVEN WIRE FENCING

METAL SLUICE AND PLANK CURB



MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

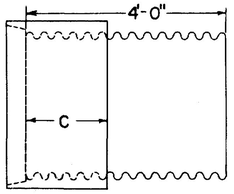
STANDARD DETAILS

GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE AND PLANK CURB

Qm-14
584

B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4-(8)	7	60

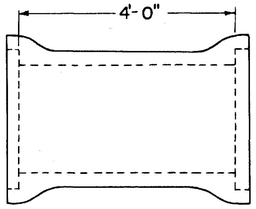
PIPE CONNECTIONS



GROOVE END COMBINATION
For 30" to 72", inclusive, diameter connection between concrete and metal pipe

"C" = 17" min. for sizes 30" to 48" incl.
"C" = 23" min. for sizes over 48"

Asphalt coated corrugated metal pipe shall conform to the latest standard specifications

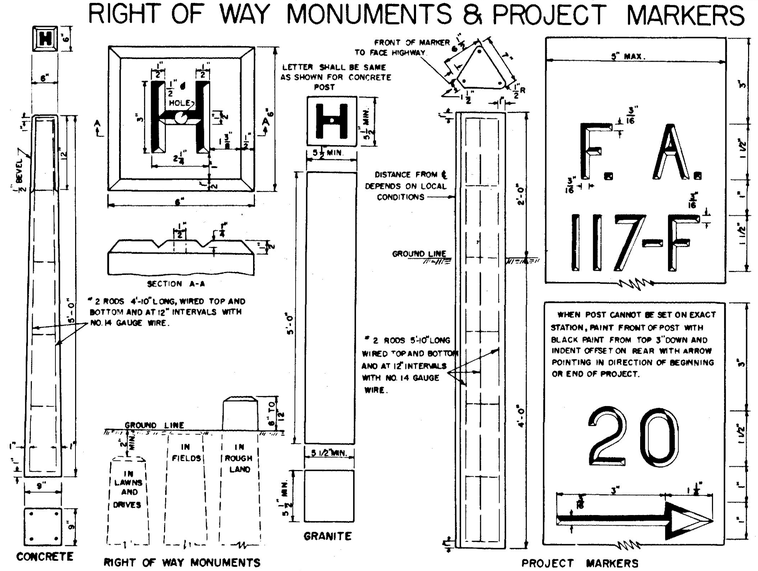


REINFORCED CONCRETE PIPE CONNECTOR DOUBLE BELL

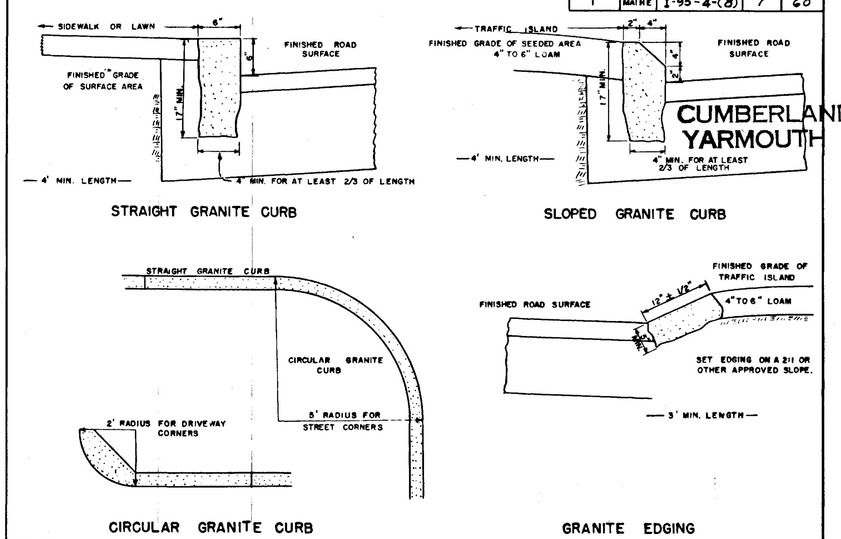
For 12" to 24", inclusive, diameter connection between concrete and metal pipe

Reinforced concrete pipe shall conform to the latest standard specifications

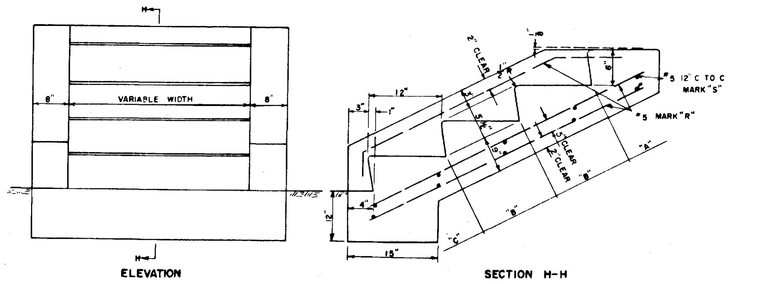
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



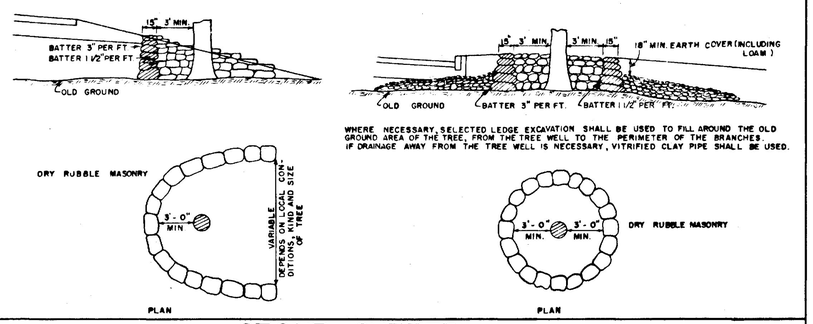
CONCRETE STEPS



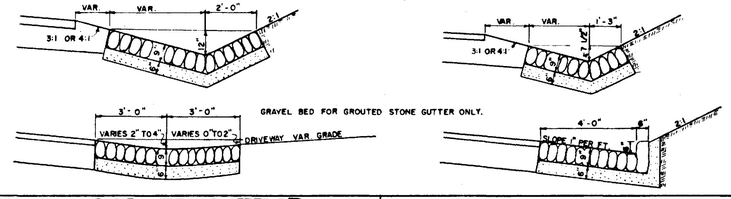
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.032 CU. YDS.	0.12 CU. YDS.
"B" EA. INTER ST.	040 CU. YDS.	040 CU. YDS.
"C" FOOTER	071 CU. YDS.	065 CU. YDS.

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5 1.043 LBS. PER FT.	3 EACH PARAPET 2 EACH FT. OF WIDTH	8" FOR "A" +13" FOR EACH "B" +16" FOR "C"
S	#5 1.043 LBS. PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	6" EACH PARAPET +12" PER FT. OF WIDTH

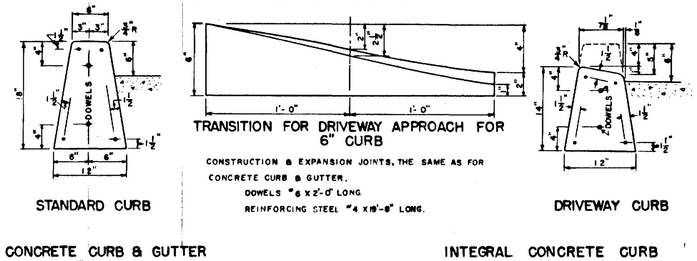
TREE WELLS



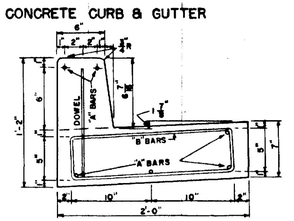
STONE GUTTER



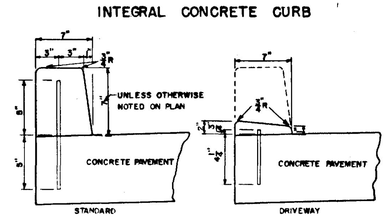
CONCRETE CURB



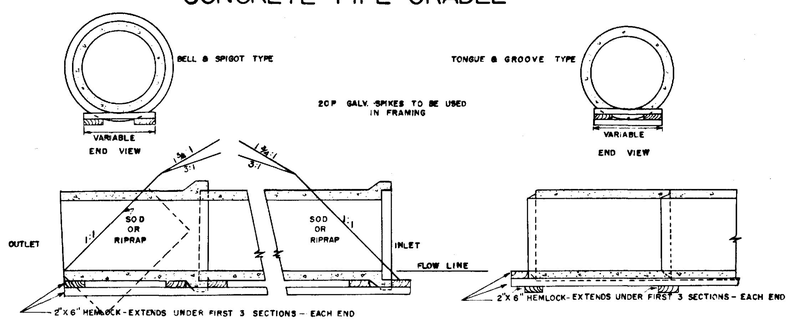
CONCRETE CURB & GUTTER



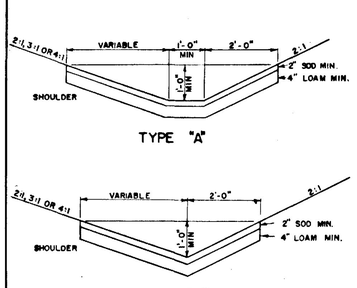
INTEGRAL CONCRETE CURB



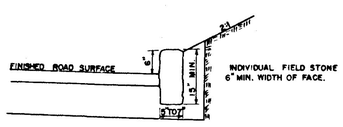
CONCRETE PIPE CRADLE



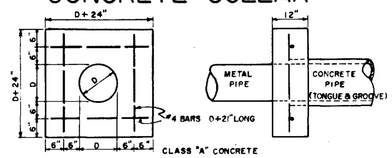
SODDED GUTTER



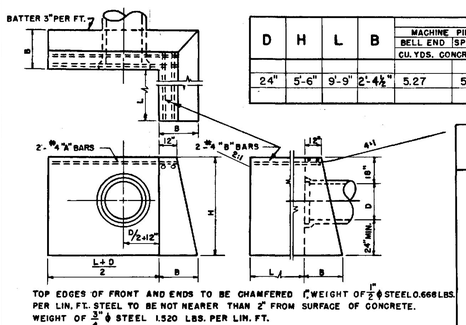
FIELD STONE CURB



CONCRETE COLLAR



"L" CONCRETE END WALLS FOR REINFORCED CONCRETE PIPE CULVERTS



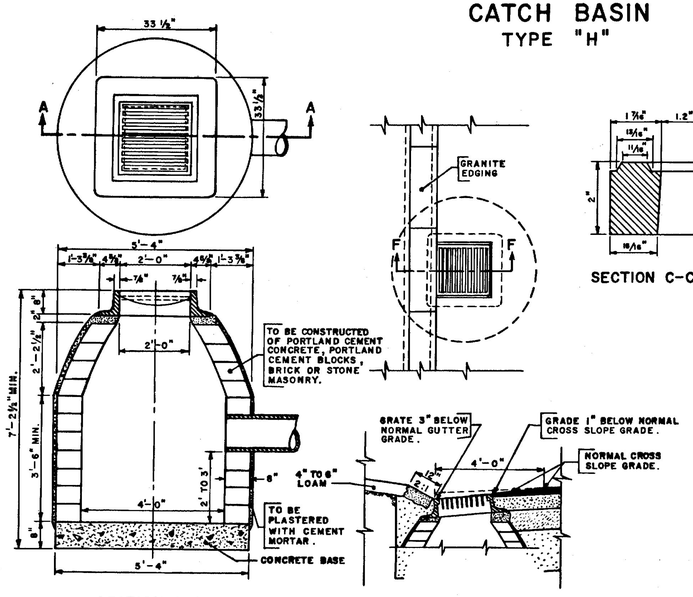
D	H	L	B	ONE END WALL			
				MACHINE PIPE BELL END SPIGOT END CU. YDS. CONCRETE		"A" BARS NUMBER LENGTH	"B" BARS NUMBER LENGTH
24"	5'-6"	9'-9"	2'-4½"	5.27	5.31	2-½"ϕ 5'-6"	2-½"ϕ 10'-3"

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

CATCH BASIN
TYPE "H"

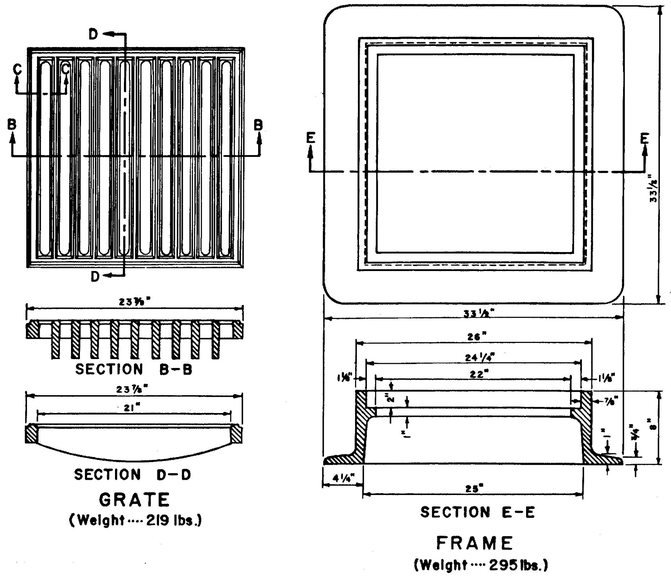


SECTION A-A

SECTION F-F

SECTION C-C

DETAIL OF CATCH BASIN IN GRANITE EDGING AREA



SECTION B-B

SECTION D-D

GRATE
(Weight···· 219 lbs.)

SECTION E-E

FRAME
(Weight···· 295 lbs.)

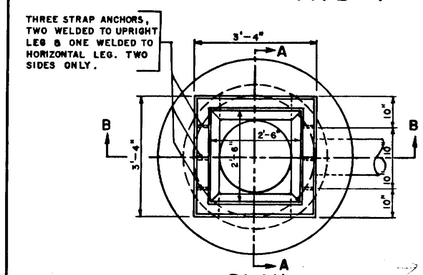
Note:

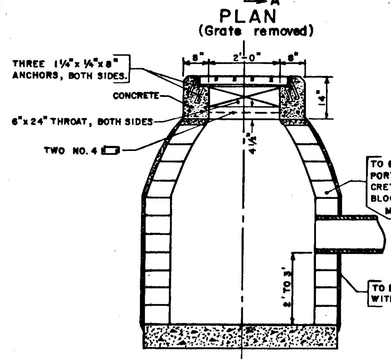
TYPE "H" CATCH BASIN IS TO BE USED IN GRANITE EDGING AREA. (When this type of catch basin is used with sloped or straight curb, the curb on gutter line shall be cut to fit flange.

CATCH BASIN
TYPE "F"

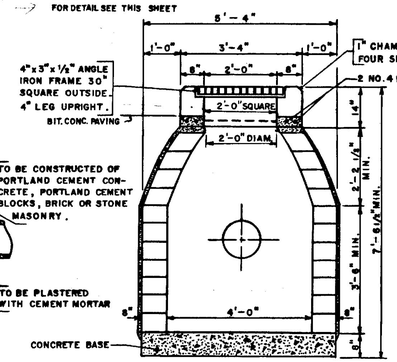
B.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	8	60

CUMBERLAND - YARMOUTH



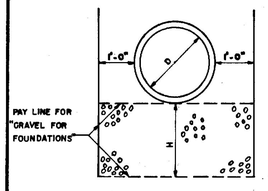


SECTION B-B

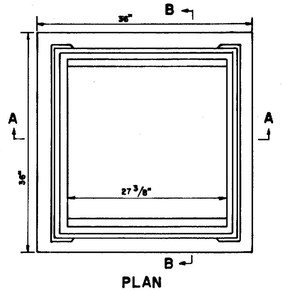


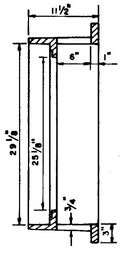
SECTION A-A

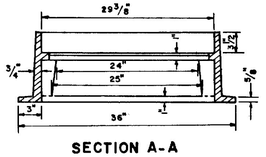
BEDDING FOUNDATION FOR PIPES



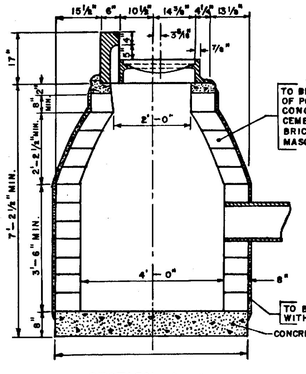
CAST IRON FRAME
ALTERNATE FOR REINFORCED CONCRETE FRAME- TYPE "F" AND "G" CATCH BASINS



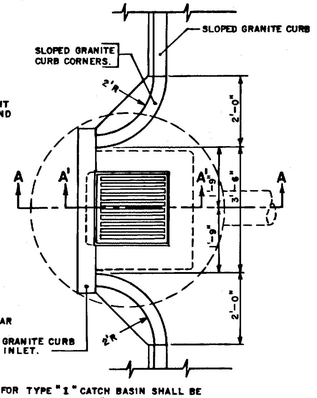




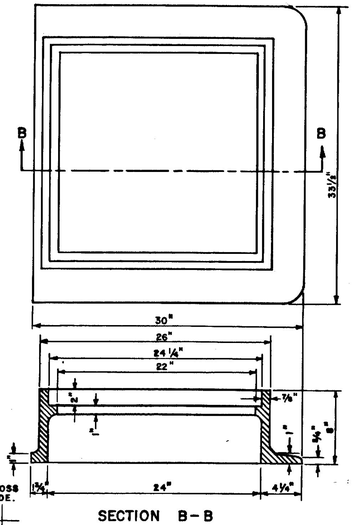
CATCH BASIN
TYPE "I"



SECTION A-A



GRATE FOR TYPE "I" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "H" CATCH BASIN.

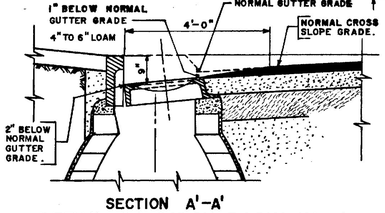


SECTION B-B

FRAME
(Weight···· 264 lbs.)

SECTION C-C

GRANITE CURB INLET



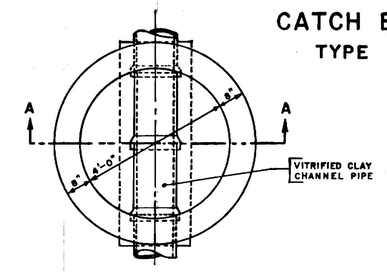
SECTION A'-A'

DETAIL OF CATCH BASIN IN SLOPED CURB AREA

Note:

TYPE "I" CATCH BASIN IS TO BE USED IN SLOPED CURB AREA. (This type may also be used in straight curb areas.)

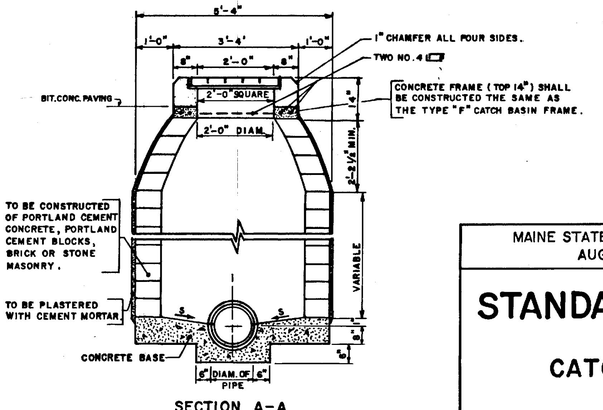
CATCH BASIN
TYPE "G"



PLAN
(Grate and frame removed)

GRATE FOR TYPE "G" CATCH BASIN SHALL BE THE SAME AS THAT USED FOR TYPE "F" CATCH BASIN.

GRATE WITH CAST IRON FRAME MAY BE USED IN LIEU OF CONCRETE AS SHOWN.
FOR DETAIL SEE THIS SHEET



SECTION A-A

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

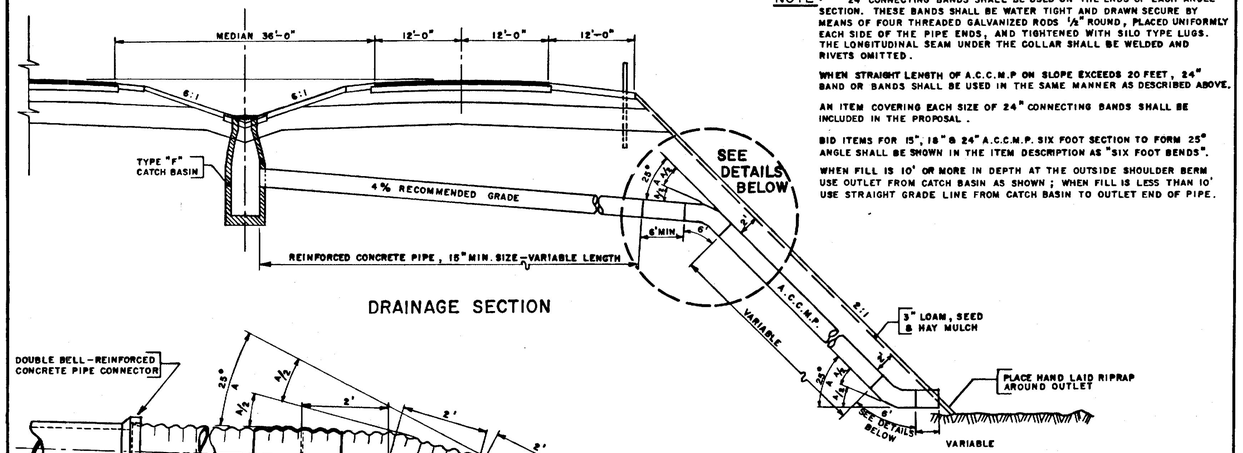
STANDARD DETAILS

CATCH BASINS

Qm-14
586

C. S. CO. NO. 3788

BENDS AND BANDS for A.C.C.M.P. MEDIAN DRAINAGE



DRAINAGE SECTION

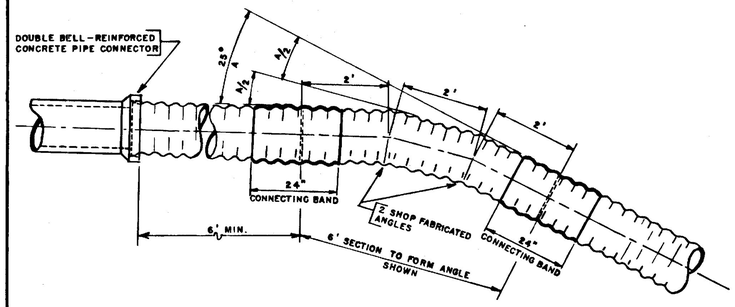
NOTE: 24" CONNECTING BANDS SHALL BE USED ON THE ENDS OF EACH ANGLE SECTION. THESE BANDS SHALL BE WATER TIGHT AND DRAWN SECURE BY MEANS OF FOUR THREADED GALVANIZED RODS 1/2" ROUND, PLACED UNIFORMLY EACH SIDE OF THE PIPE ENDS, AND TIGHTENED WITH SILO TYPE LUGS. THE LONGITUDINAL SEAM UNDER THE COLLAR SHALL BE WELDED AND RIVETS OMITTED.

WHEN STRAIGHT LENGTH OF A.C.C.M.P ON SLOPE EXCEEDS 20 FEET, 24" BAND OR BANDS SHALL BE USED IN THE SAME MANNER AS DESCRIBED ABOVE.

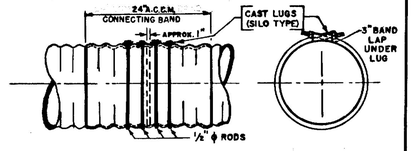
AN ITEM COVERING EACH SIZE OF 24" CONNECTING BANDS SHALL BE INCLUDED IN THE PROPOSAL.

BID ITEMS FOR 15", 18" & 24" A.C.C.M.P. SIX FOOT SECTION TO FORM 25° ANGLE SHALL BE SHOWN IN THE ITEM DESCRIPTION AS "SIX FOOT BENDS".

WHEN FILL IS 10' OR MORE IN DEPTH AT THE OUTSIDE SHOULDER BERM USE OUTLET FROM CATCH BASIN AS SHOWN; WHEN FILL IS LESS THAN 10' USE STRAIGHT GRADE LINE FROM CATCH BASIN TO OUTLET END OF PIPE.

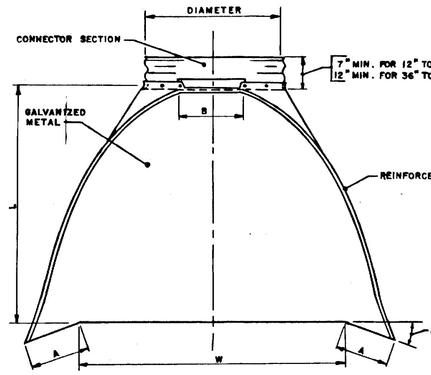


DETAIL OF SIX-FOOT BENDS



DETAIL OF 24" CONNECTING BANDS

METAL ENDWALLS



PLAN

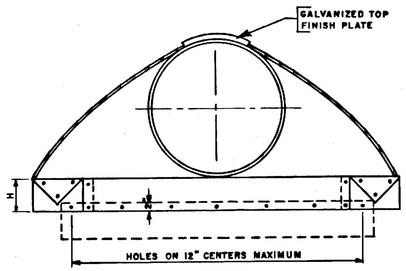
PIPE DIAM.	GAUGE	DIMENSIONS A 1" TOL.	B MAX.	H 1" TOL.	L (1½" TOL.)	W 2" TOL.
12"	16	4¾"	6"	6"	21"	24"
15"	16	6"	8"	6"	26"	30"
18"	16	7"	9"	6"	31"	36"
21"	16	8¼"	11"	6"	36"	42"
24"	14	9½"	12"	6"	42"	48"
30"	14	12"	15"	7½"	52½"	60"
36"	12	14"	18"	9"	63"	72"
42"	12	16"	21"	10½"	73½"	84"

TOE PLATE TO BE PUNCHED TO MATCH HOLES IN SKIRT LIP. LENGTH OF TOE PLATE IS W+10" FOR 12" TO 30" DIAMETER PIPE, INCLUSIVE, AND W+22" FOR 36" TO 42" DIAMETER PIPE INCLUSIVE.

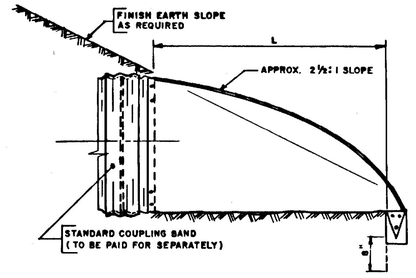
SKIRT SECTION FOR 12" TO 24" DIAMETER PIPE, INCLUSIVE, TO BE MADE IN ONE PIECE. SKIRT SECTION FOR 30" TO 48" DIAMETER PIPE MAY BE MADE FROM TWO SHEETS JOINED BY RIVETING OR BOLTING ON CENTERLINE.

CONNECTOR SECTION, CORNER PLATE AND TOE PLATE TO BE SAME GAUGE AS SKIRT AND EACH TO BE GALVANIZED.

TOE PLATE TO BE INCLUDED IN UNIT COST.



ELEVATION

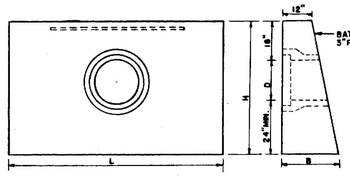


SIDE ELEVATION

S.P.R. REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	9	60

CUMBERLAND - YARMOUTH

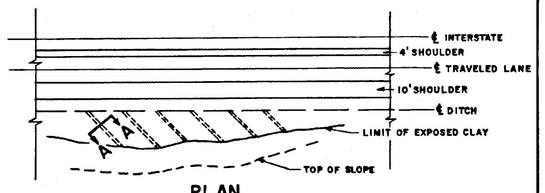
CONCRETE END WALL FOR REINFORCED CONCRETE PIPE CULVERT



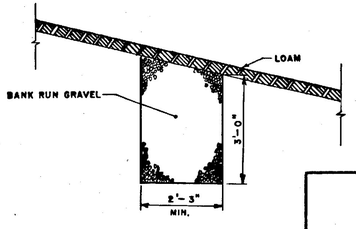
D	H	L	B	MINIMUM ONE END WALL CAST PIPE BELL END CU.YDS. CONCRETE	CAST PIPE SPIGOT END CU.YDS. CONCRETE	MACHINE PIPE BELL END CU.YDS. CONCRETE	MACHINE PIPE SPIGOT END CU.YDS. CONCRETE	NUMBER OF BARS	LENGTH OF BARS
24"	5'-6"	9'-9"	2'-4½"	2.82	2.87	2.84	2.89	2-1/2"ϕ	6'-0"

TOP EDGES OF FRONT AND ENDS TO BE CHAMFERED. WEIGHT OF 1/2"ϕ STEEL 0.668 LBS. PER LIN. FT. STEEL TO BE NOT NEARER THAN 2" FROM SURFACE OF CONCRETE. WEIGHT OF 3/4"ϕ STEEL 1.502 LBS. PER LIN. FT.

CUT SLOPE DRAIN

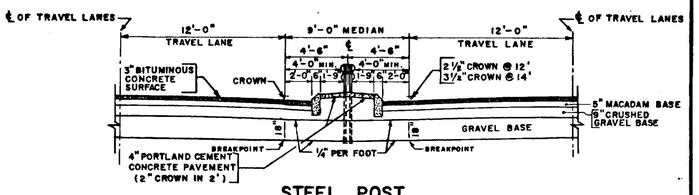


PLAN

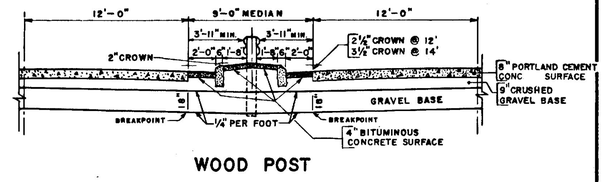


SECTION A-A

9-FOOT MEDIAN

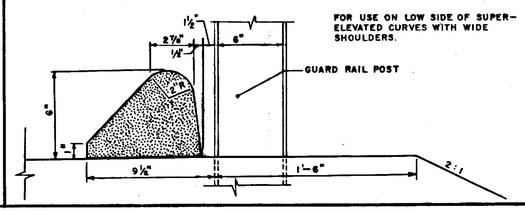


STEEL POST



WOOD POST

BITUMINOUS CONCRETE CURB



FOR USE ON LOW SIDE OF SUPER-ELEVATED CURVES WITH WIDE SHOULDERS.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

BENDS & BANDS, METAL ENDWALLS, GUARD RAIL ON RAMPS, CUT SLOPE DRAIN, 9-FOOT MEDIAN & BITUMINOUS CONCRETE CURB

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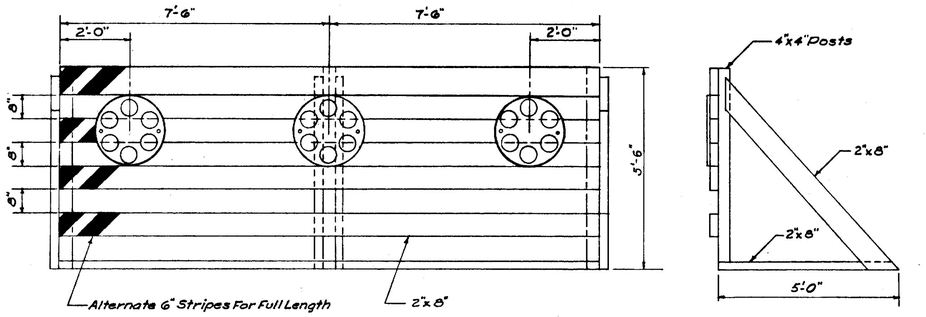
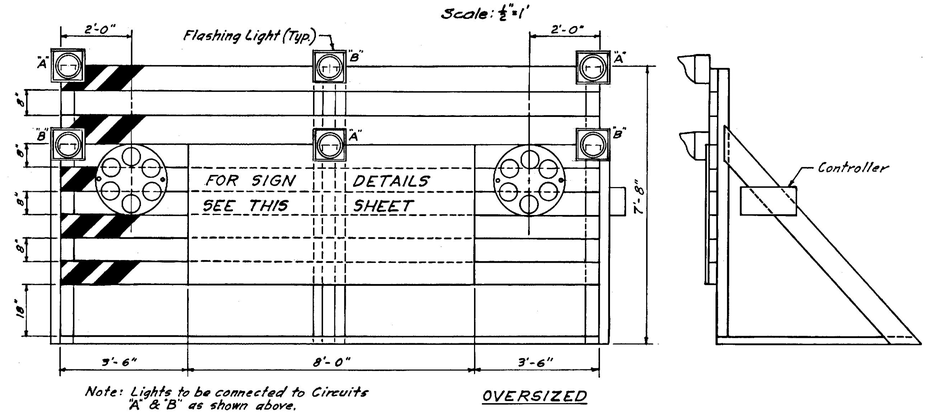
587

B. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(8)	10	60

CUMBERLAND - YARMOUTH

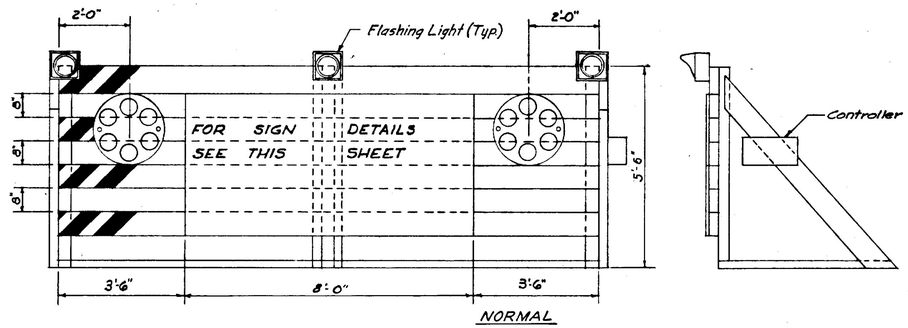


PORTABLE BARRICADE
Scale: $\frac{1}{2}$"=1'



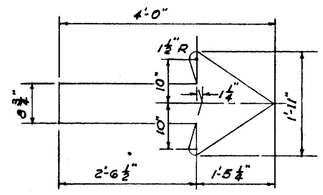
Note: Lights to be connected to Circuits "A" & "B" as shown above.

OVERSIZED

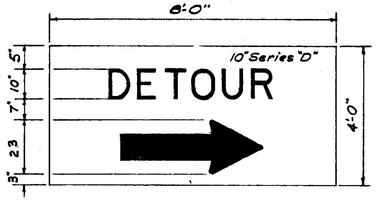


NORMAL

PORTABLE BARRICADES WITH FLASHING LIGHTS AND DETOUR SIGN
Scale: $\frac{1}{2}$"=1'



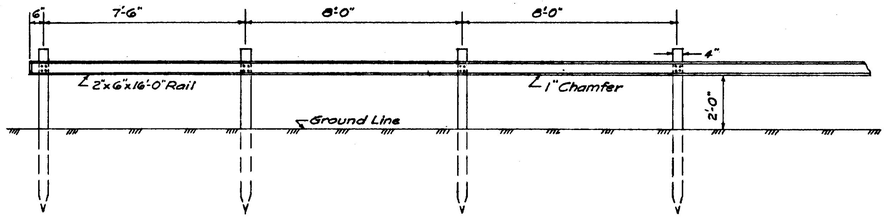
Scale $\frac{3}{4}$"=1'



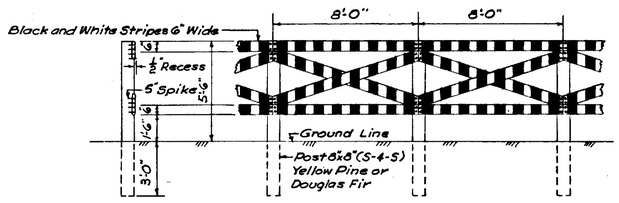
DETOUR SIGN FOR PORTABLE BARRICADE
Scale: $\frac{1}{2}$"=1'

GENERAL NOTES

1. Lumber sizes for use on Barricades shall be 2"x8" except for Posts which shall be 4"x4".
2. Detour Sign shall be $\frac{5}{8}$" thick plywood.
3. Alternate 6" stripes shall be painted or screened in black on a background of silver reflective sheeting.
4. The word "DETOUR" and Arrow shall be painted or screened in black on a background of yellow reflective sheeting.
5. Flashing Lights shall be Mounted to permit rotation to face oncoming traffic.
6. Reflector clusters shall consist of a red background with red Reflectors similar to A G A Designation #1816-A1 (PDON).
7. The Barricades shall be securely anchored in place by means of Sandbags, weights, or large stones.
8. Location of Service and Meter to be determined after Power Source has been decided.



TEMPORARY WOODEN GUARD FENCE
Scale: $\frac{3}{8}$"=1'



BARRIER FENCE
Scale: $\frac{1}{4}$"=1'-0"

Rails and Braces 2"x6" (S-4-S) for materials see Spec.
All joints to be butt joints and at posts only as shown.
Rails and Braces to be spiked to posts with 5" spikes.
All lumber dimensions are nominal dimensions.
All wood surfaces to be painted as per Specifications.

Note:
All wood surfaces above ground to be painted below ground creosoted.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

SPECIAL DETAILS

PORTABLE BARRICADES

SHEET NO. 10 OF 60	SCALE: AS NOTED	

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

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DES.	-
DR.	-
TR.	A.V.T.
CHK.	M.C.
APP'D.	

Boston Blue Print-300-4-57