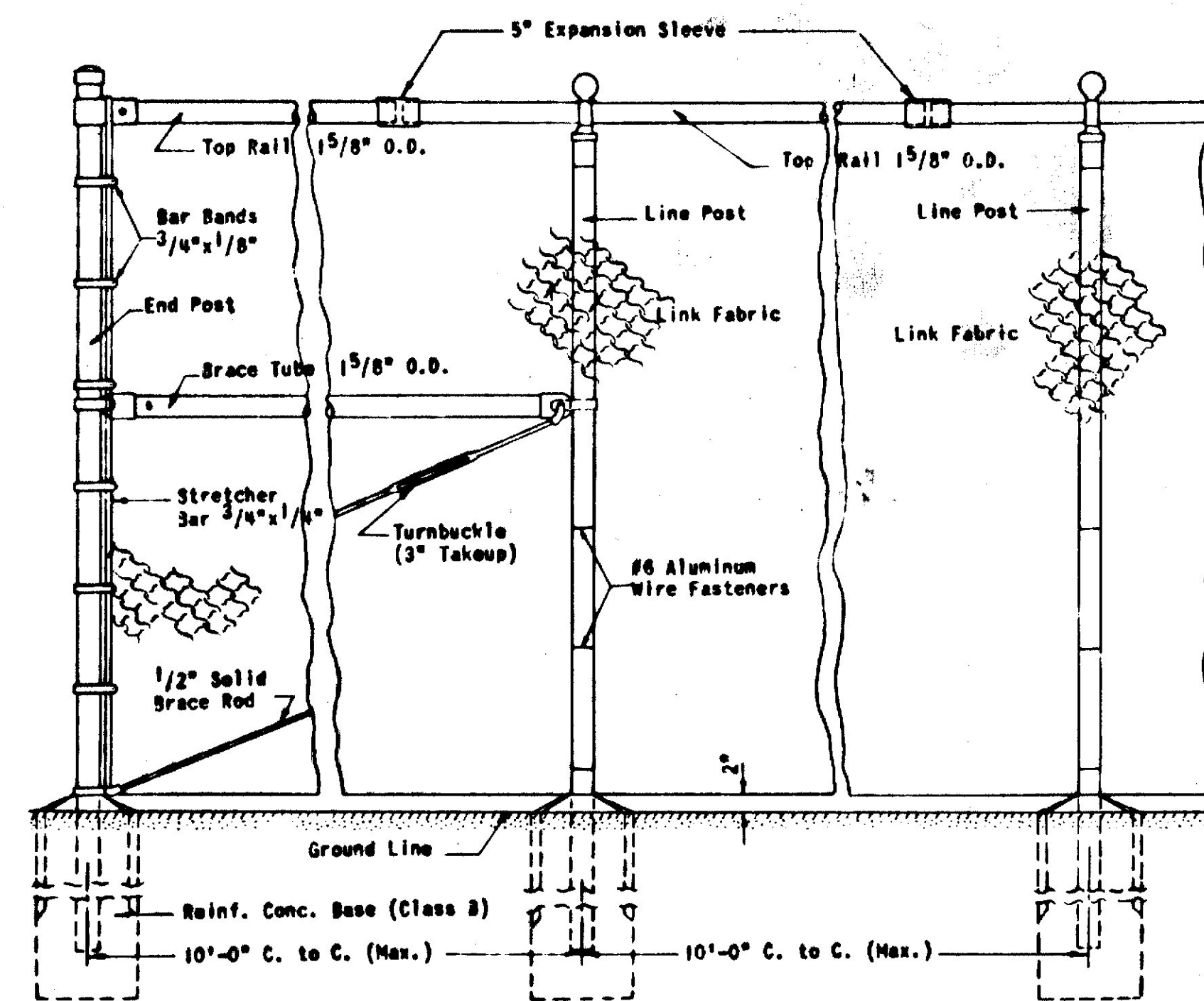
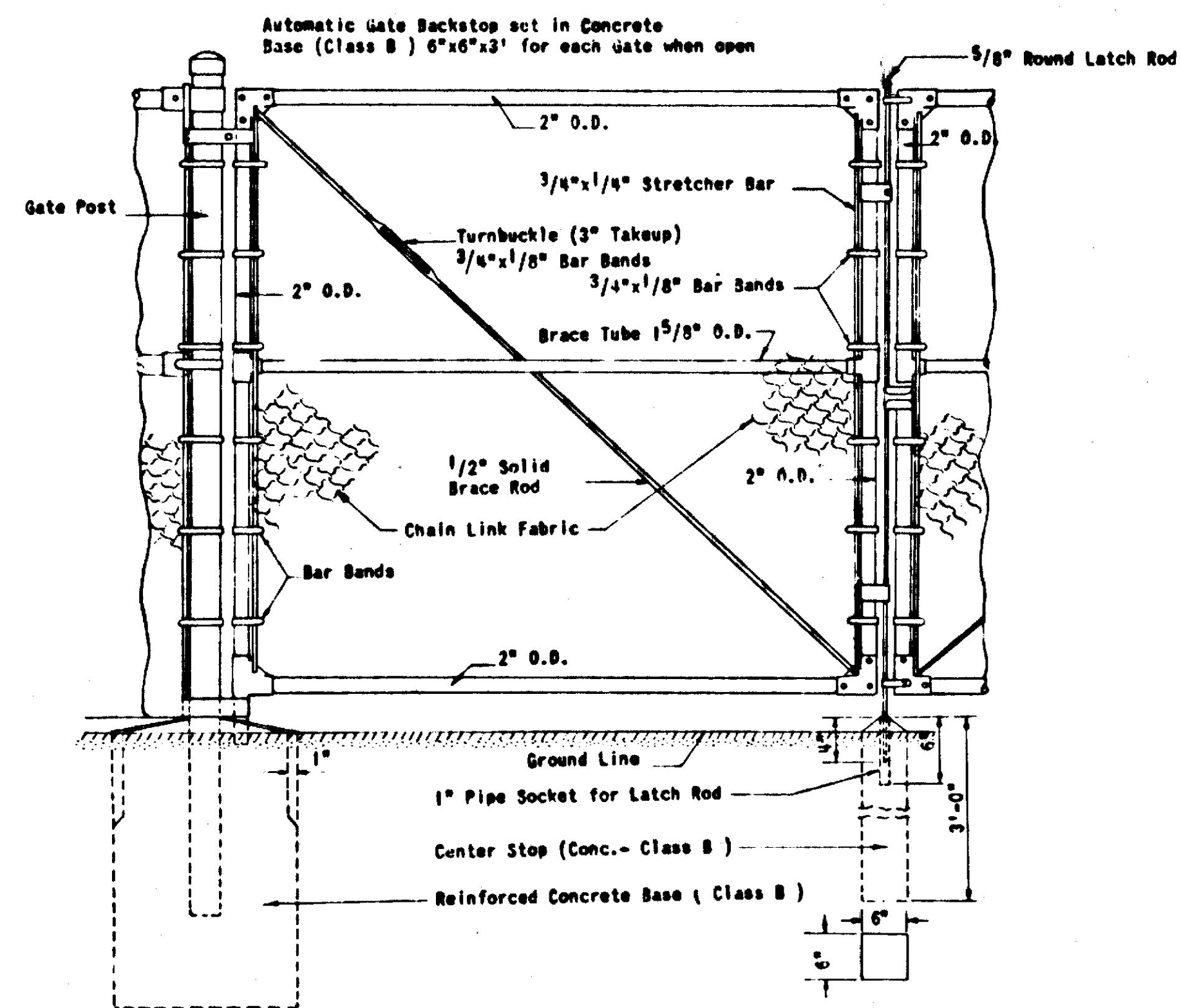
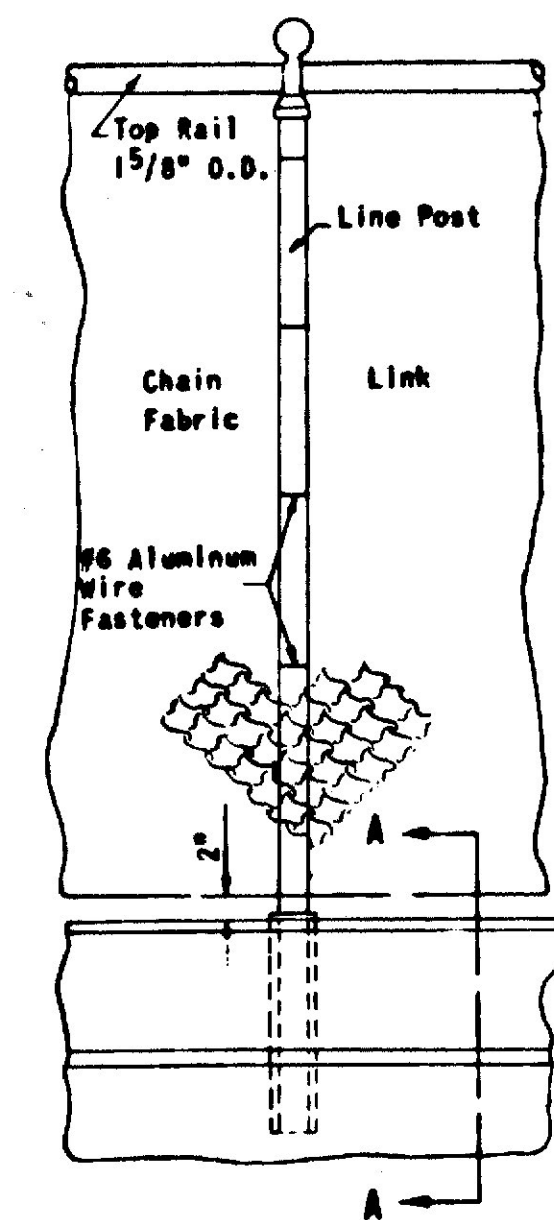




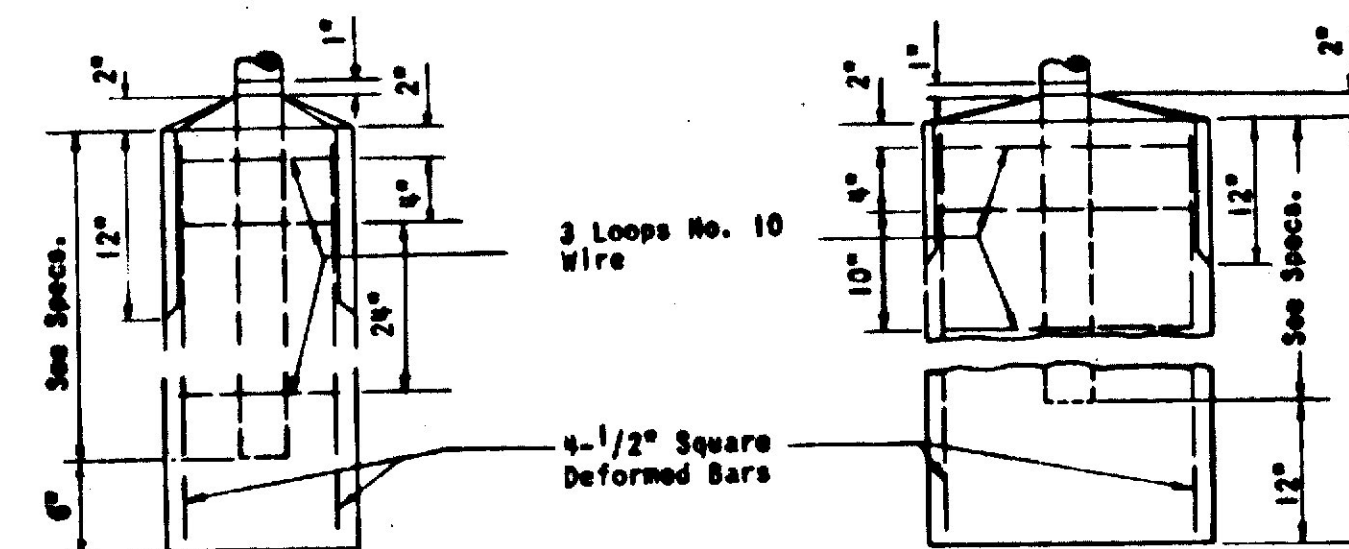
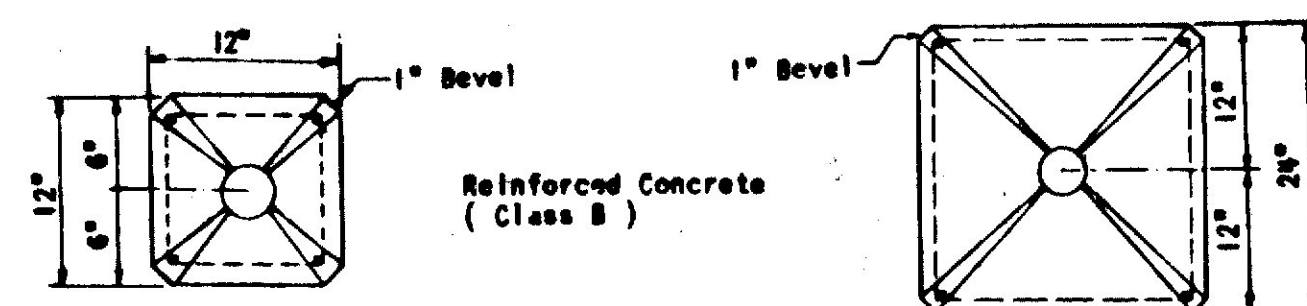
CHAIN LINK FENCE



DOUBLE GATES

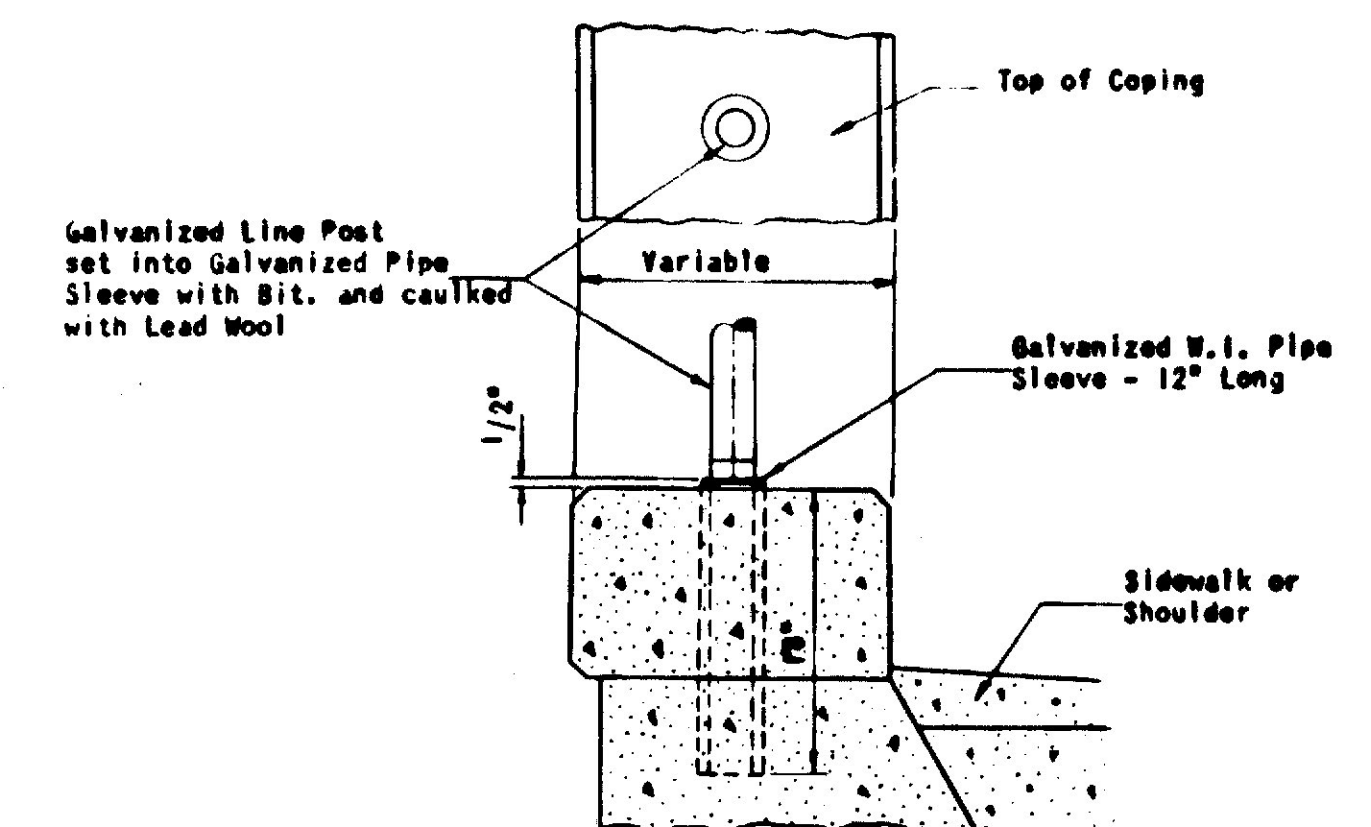


FENCE ON WALL



LINE POST BASE

GATE POST BASE



SECTION A - A

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

SPECIAL DETAILS

FENCING

This sheet not necessary
to be used

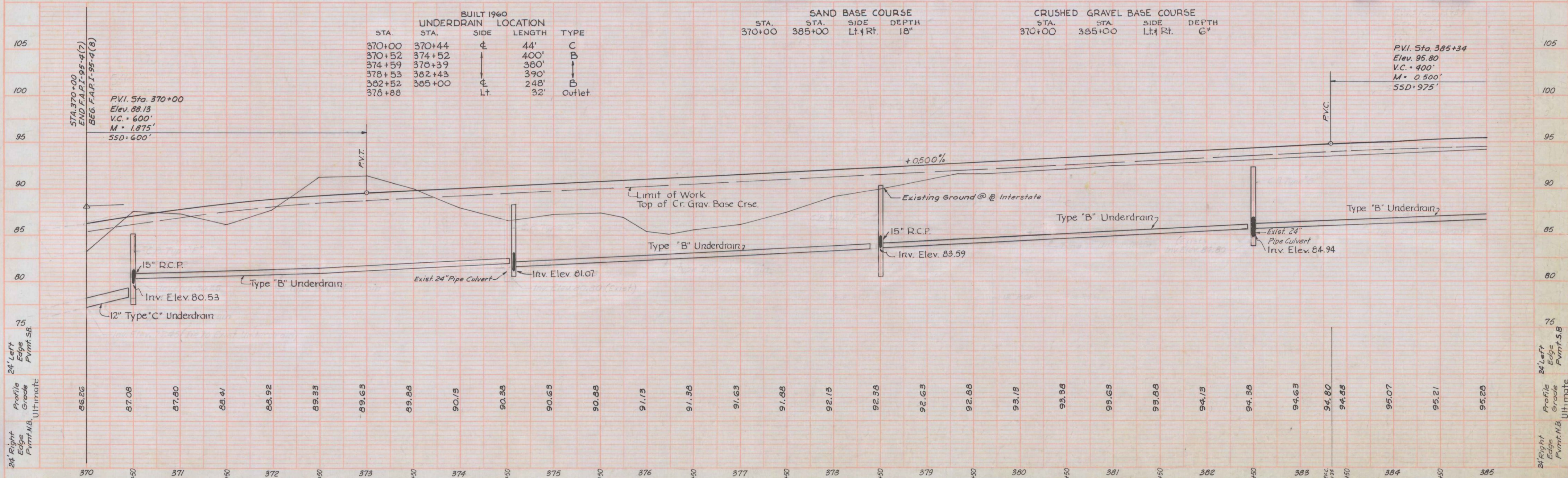
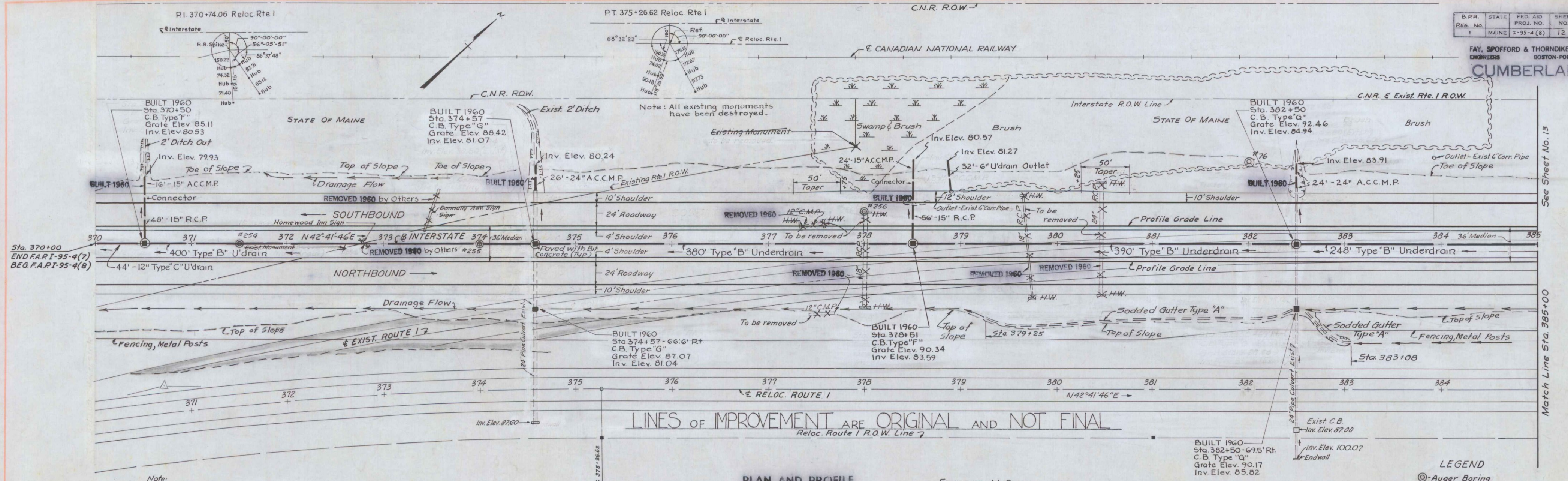
DATE: 9/23/84
BY: A.T.-J.M.M.
CHECKED: J.M.M.
NOTES: 1. SEE SHEET 12 FOR PLAN AND PROFILE.
2. SEE SHEET 13 FOR PLAN AND PROFILE.

DATE: 9/23/84
BY: A.T.-J.M.M.
CHECKED: J.M.M.
NOTES: 1. SEE SHEET 12 FOR PLAN AND PROFILE.
2. SEE SHEET 13 FOR PLAN AND PROFILE.

Qm-14
590

B.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	NO.	PROJ. NO.	NO.	SHEETS
1	MAINE	I-95-4(8)	12	60

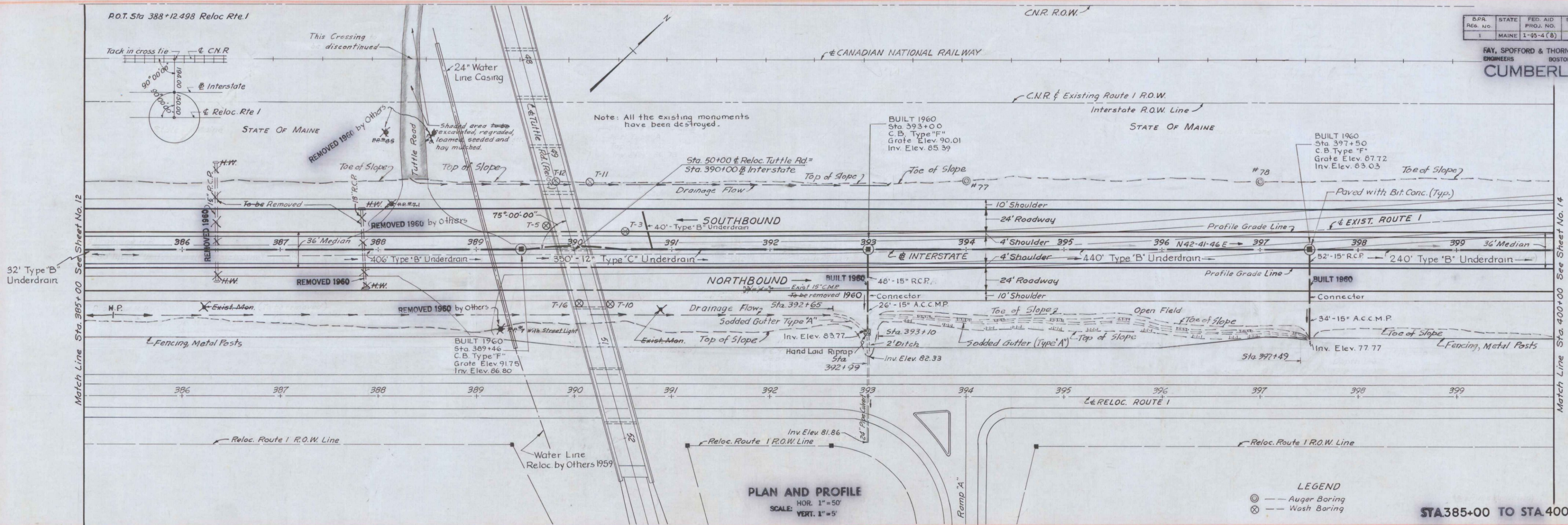
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND
CUMBERLAND



R.O.T. Sta 388+12.498 Reloc Rte.1

S.P.A.	STATE	FED. AID	SHEET	TOTAL
NO.	NO.	NO.	NO.	SHEETS
1	MAINE	1-95-4 (8)	13	60

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



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

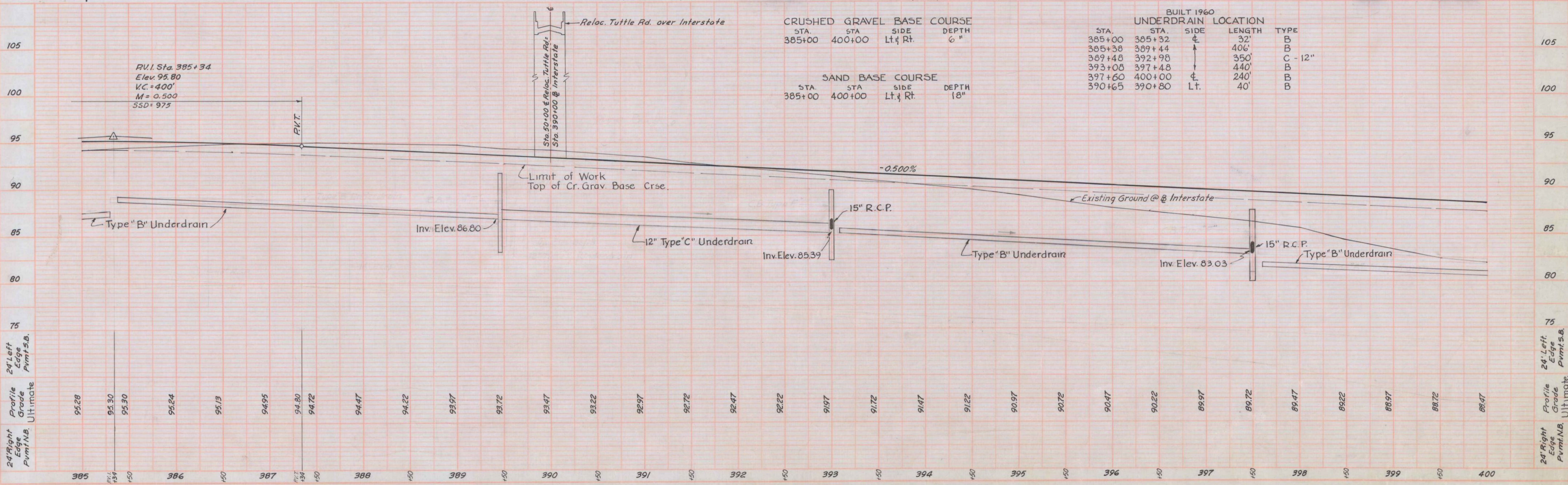
LEGEND
⊙ — Auger Boring
⊗ — Wash Boring

STA 385+00 TO STA 400+00

CRUSHED GRAVEL BASE COURSE
STA. STA. SIDE DEPTH
385+00 400+00 Lt. & Rt. 6"

SAND BASE COURSE
STA. STA. SIDE DEPTH
385+00 400+00 Lt. & Rt. 18"

BUILT 1960 UNDERDRAIN LOCATION				
STA.	STA.	SIDE	LENGTH	TYPE
385+00	385+32	℄	32'	B
385+38	389+44	℄	406'	B
389+48	392+98	℄	350'	C - 12"
393+08	397+48	℄	440'	B
397+60	400+00	℄	240'	B
390+65	390+80	Lt.	40'	B



PLAN
DATE: 10.7.58
BY: P.I.R. F.S.
CHECKED: NO.
NOTE: BOOK, ALGEBRA, CHECKED, NO. OF ANY CHANGES.

PROFILE
DATE: 10.2.58
BY: P.I.R. F.S.
CHECKED: NO.
NOTE: BOOK, ALGEBRA, CHECKED, NO. OF ANY CHANGES.

Qm-14
591

R.O.T. Sta 400+40.118 Reloc. Rte 1

R.O.T. Sta 407+74.515 Reloc. Rte 1

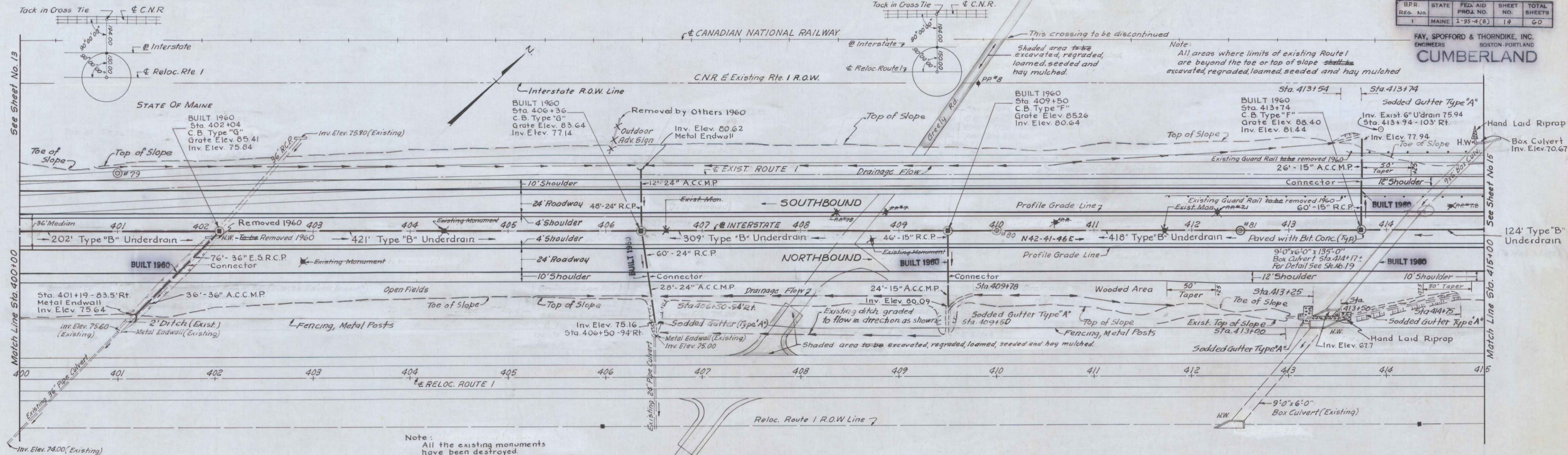
C.N.R. ROW

B.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	MAINE	1-95-4(8)	14	60

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

Note:

All areas where limits of existing Route 1 are beyond the toe or top of slope ~~shall be~~ excavated, regraded, loamed, seeded and hay mulched.



PLAN AND PROFILE

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

LEGEND
Auger Boring

STA. 400+00 TO STA. 415+00

SAND BASE COURSE

STA.	STA.	SIDE	DEPTH
400+00	405+00	Lt. & Rt.	18"
405+00	410+50	Rt.	18"
405+00	405+50	Lt.	Var. 18" - 30"
405+50	407+50	Lt.	30"
407+50	407+75	Lt.	Var. 30" - 18"
407+75	410+50	Lt.	18"
410+50	410+75	Lt. & Rt.	Var. 18" - 30"
410+75	412+75	Lt. & Rt.	30"
412+75	413+00	Lt. & Rt.	Var. 30" - 18"
413+00	415+00	Lt. & Rt.	18"

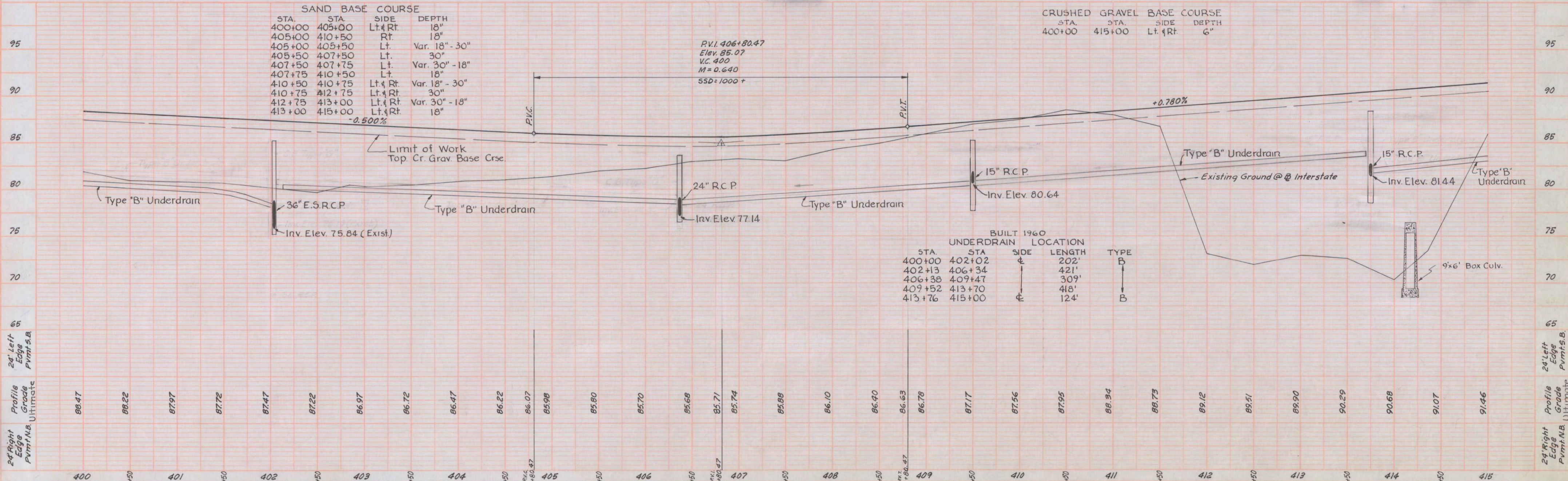
-0.500%

Limit of Work
Top Cr. Grav. Base Crse

P.V.I. 406+80.47
Elev. 85.07
V.C. 400
M=0.640
SSD=1000 +

CRUSHED GRAVEL BASE COURSE

STA.	STA.	SIDE	DEPTH
400+00	415+00	Lt. & Rt.	6"



STA.	STA.	SIDE	LENGTH	TYPE
400+00	402+02	¢	202'	B
402+13	406+34	¢	421'	B
406+38	409+47	¢	309'	B
409+52	413+70	¢	418'	B
413+76	415+00	¢	124'	B

PLAN
DATE: 10-2-58
BY: A.L.T.-J.M.M.
CHECKED: J.M.M.
NOTES: SEE SHEET 13 FOR PLAN OF ROUTE 1
10-2-58

PROFILE
DATE: 10-2-58
BY: A.L.T.-J.M.M.
CHECKED: J.M.M.
NOTES: SEE SHEET 13 FOR PLAN OF ROUTE 1
10-2-58

Qm-14
592

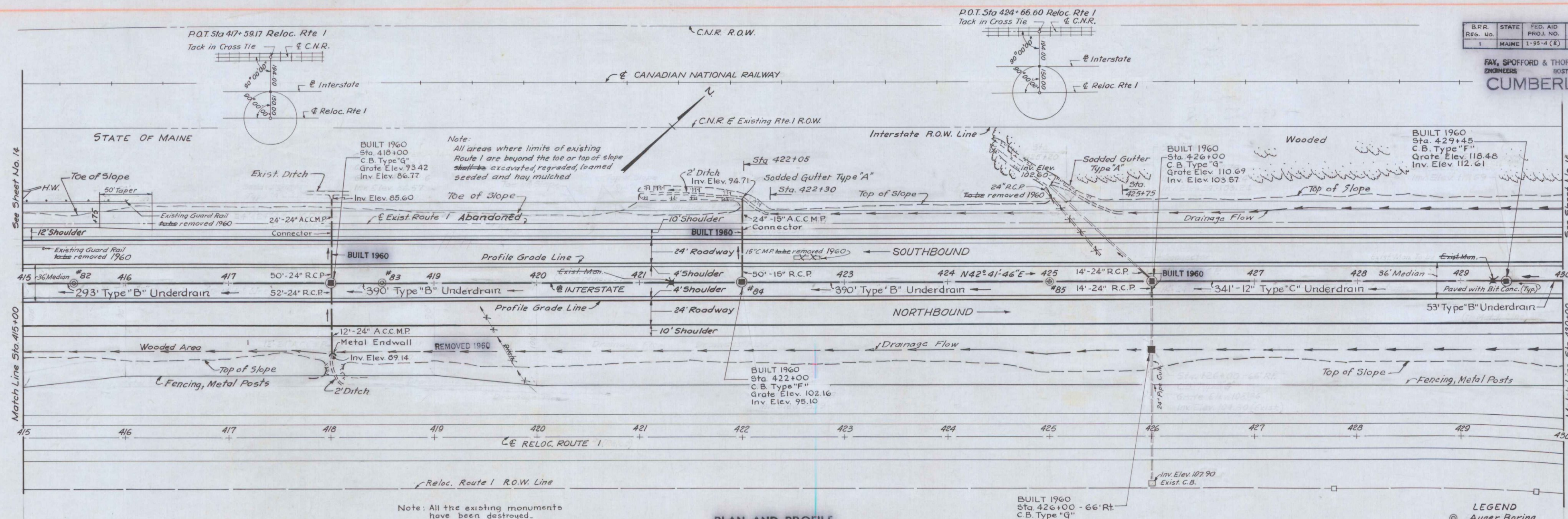
DATE 9-16-58
BY J.M.M.
PP - J.M.M.
NOTES: 1. ALL MONUMENTS CHECKED
2. ALL MONUMENTS CHECKED
3. ALL MONUMENTS CHECKED

DATE 9-16-58
BY J.M.M.
PP - J.M.M.
NOTES: 1. ALL MONUMENTS CHECKED
2. ALL MONUMENTS CHECKED
3. ALL MONUMENTS CHECKED

Qm-14
593

B.P.R.	STATE	FED. AID	SHEET	TOTAL
1	MAINE	1-95-4 (8)	15	60

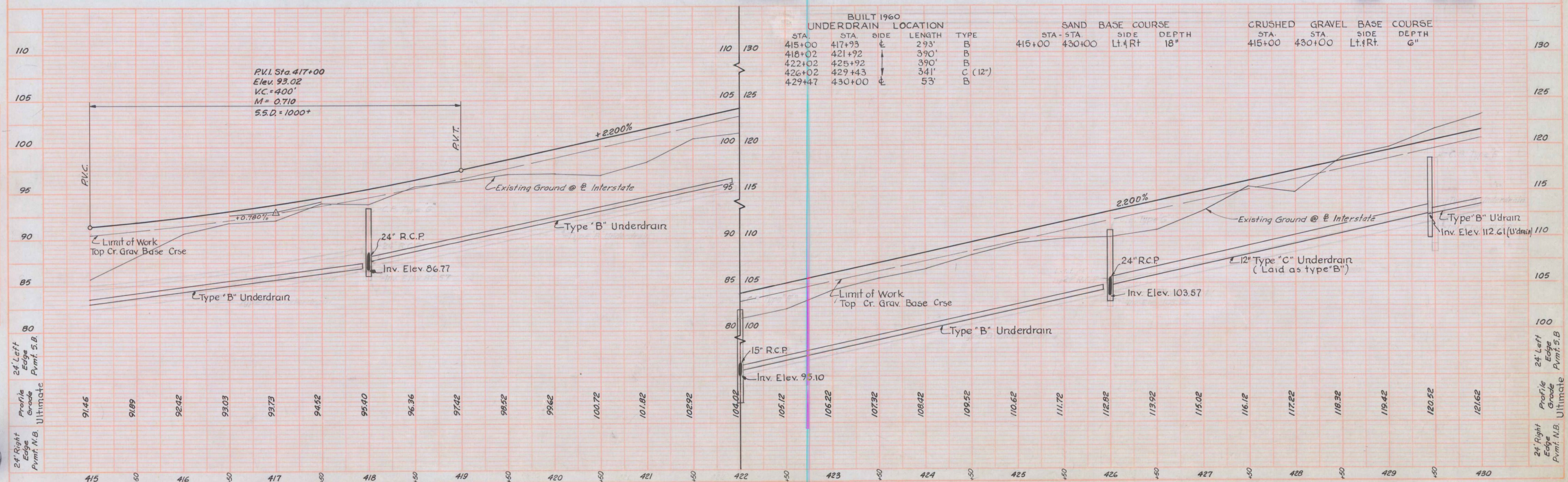
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND
CUMBERLAND



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

STA. 415+00 TO STA. 430+00

BUILT 1960 UNDERDRAIN LOCATION				SAND BASE COURSE				CRUSHED GRAVEL BASE COURSE			
STA.	STA.	SIDE	LENGTH	TYPE	STA. - STA.	SIDE	DEPTH	STA.	STA.	SIDE	DEPTH
415+00	417+93	E	293'	B	415+00	430+00	Lt. & Rt.	18"	415+00	430+00	Lt. & Rt.
418+02	421+92	E	390'	B							
422+02	425+92	E	390'	B							
426+02	429+43	E	341'	C (12")							
429+47	430+00	E	53'	B							



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

STA. 415+00 TO STA. 430+00

PLAN
 DATE: 5/16/58
 F.S. J.J.S.
 NOTE: BOOK ALIGNED CHECKED BY: W.J. CHANDLER

PROFILE
 DATE: 5/16/58
 F.S. J.J.S.
 NOTE: BOOK ALIGNED CHECKED BY: W.J. CHANDLER

Note:
 All areas where limits of existing Route 1 are beyond the toe or top of slope shall be excavated, regraded, loamed, seeded and hay mulched

CLEARING
 INTERSTATE
 431+50 TO 445+00 L&R
 EXIST. ROUTE 1
 352+00 TO 360+00

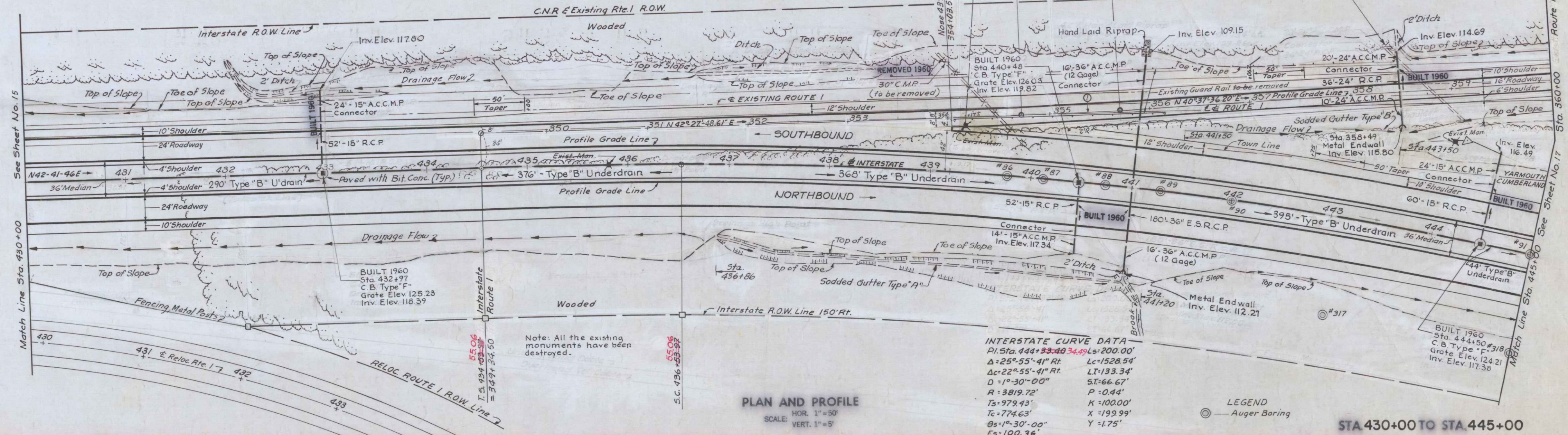
ROUTE 1 CURVE DATA
 Δ = 1° 50' 12.41"
 D = 1° 54' 12.65"
 R = 3010.00'
 T = 48.25' 41.81"
 L = 96.50' 83.62'

Note:
 For Profile of Route 1 See Sheet No. 18

S. P. R.	STATE	FED. AID	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4	(8)	16	60

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

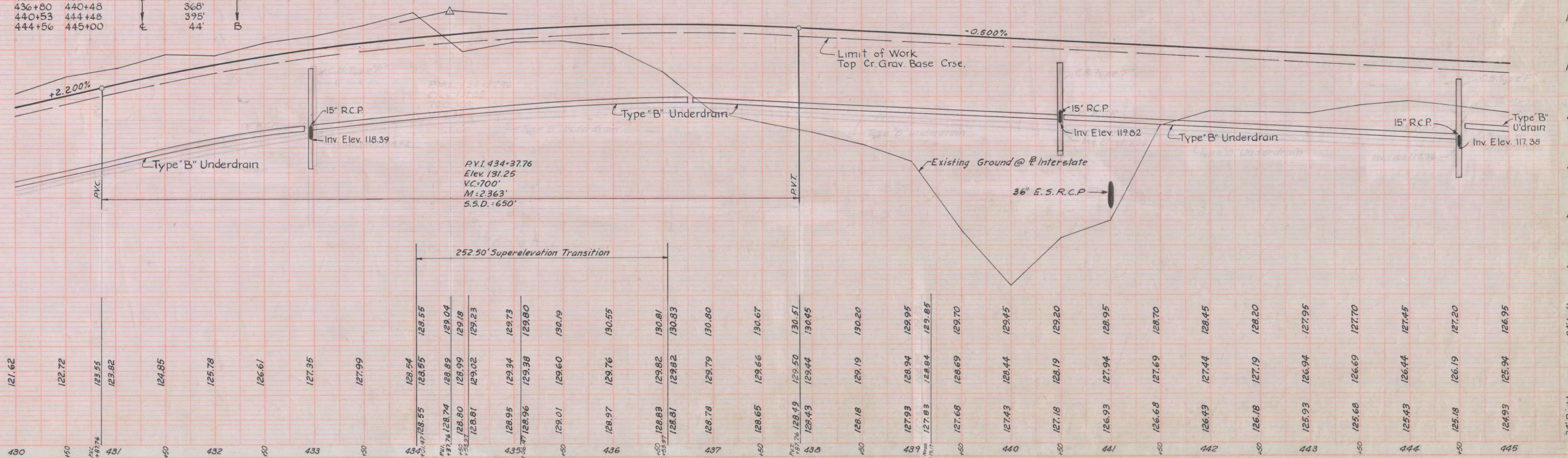
CUMBERLAND-YARMOUTH



STA.	UNDERDRAIN	LOCATION
430+00	432+90	290'
432+99	436+75	376'
436+80	440+48	368'
440+53	444+48	395'
444+56	445+00	44'

STA.	BASE COURSE	SIDE	DEPTH
Interstate 430+00	445+00	Lt. Rt.	18"
Route 1 354+00	360+00	Lt. Rt.	18"

STA.	CRUSHED GRAVEL BASE COURSE	SIDE	DEPTH
Interstate 430+00	445+00	Lt. Rt.	6"
Route 1 354+00	360+00	Lt. Rt.	6"



24' Right Edge Pmnt NB	Profile Grade Ultimate	24' Left Edge Pmnt SB
430	121.62	
431	122.72	
432	123.55	
433	123.82	
434	124.85	
435	125.78	
436	126.61	
437	127.35	
438	127.99	
439	128.54	
440	128.55	
441	128.55	
442	128.55	
443	128.55	
444	128.55	
445	128.55	

ROUTE 1 CURVE DATA

$\Delta = 8^\circ 05' 21.80''$
 $D = 1^\circ 54' 12.65''$
 $R = 3010.00'$
 $T = 54.89' 49.91'$
 $L = 109.77' 99.82'$

INTERSTATE CURVE DATA

$P.I. Sta. 444+33.40$
 $\Delta = 25^\circ 55' 41''$
 $D = 22^\circ 55' 41''$
 $R = 1^\circ 30' 00''$
 $T = 3819.72'$
 $L = 774.63'$
 $E_s = 100.36'$

TURNAROUND CURVE DATA

$\Delta = 247^\circ 38' 14.79''$
 $D = 81^\circ 51' 04''$
 $R = 70.00'$
 $T = 104.49'$
 $L = 302.55'$

Note
 For Profile of Turnaround
 see Sheet No. 18

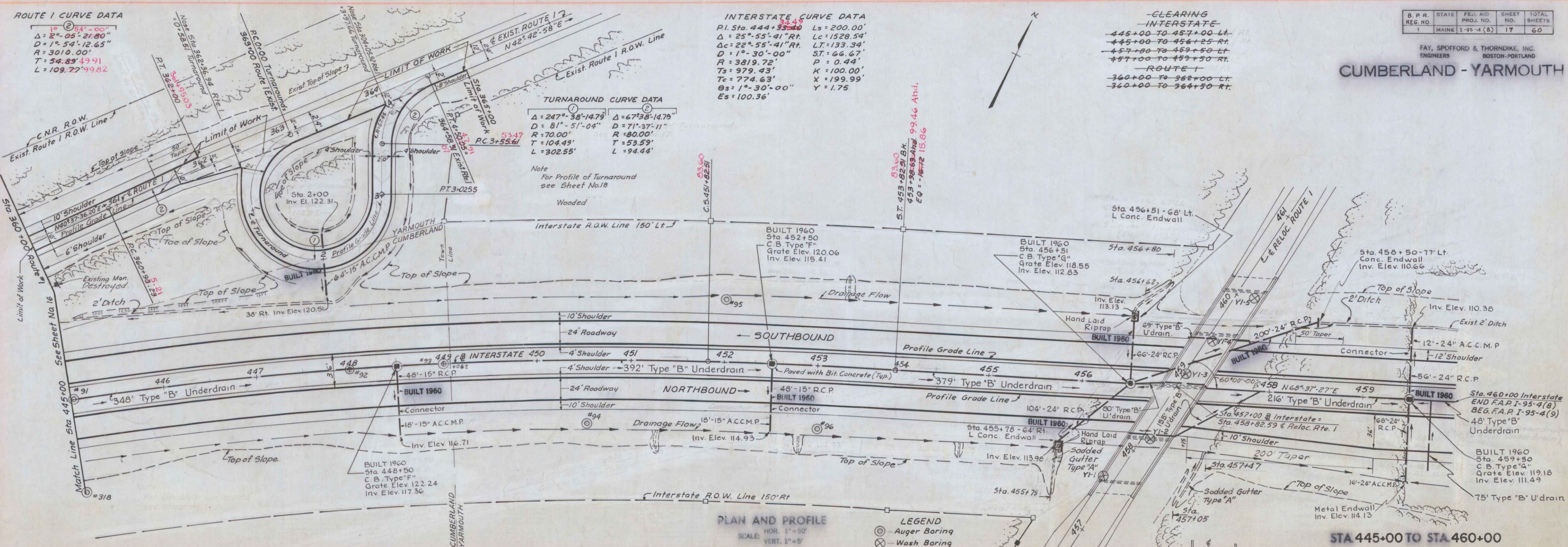
CLEARING

INTERSTATE
 445+00 TO 457+00 LT.
 445+00 TO 456+25 RT.
 457+00 TO 459+50 LT.
 457+00 TO 459+50 RT.
 ROUTE 1
 360+00 TO 362+00 LT.
 360+00 TO 364+50 RT.

B.P.R.	STATE	FED. AID	PROJ. NO.	SHEET	TOTAL
1	MAINE	1-95-4(8)	17	60	60

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

CUMBERLAND - YARMOUTH



PLAN AND PROFILE

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

- Auger Boring
- Wash Boring

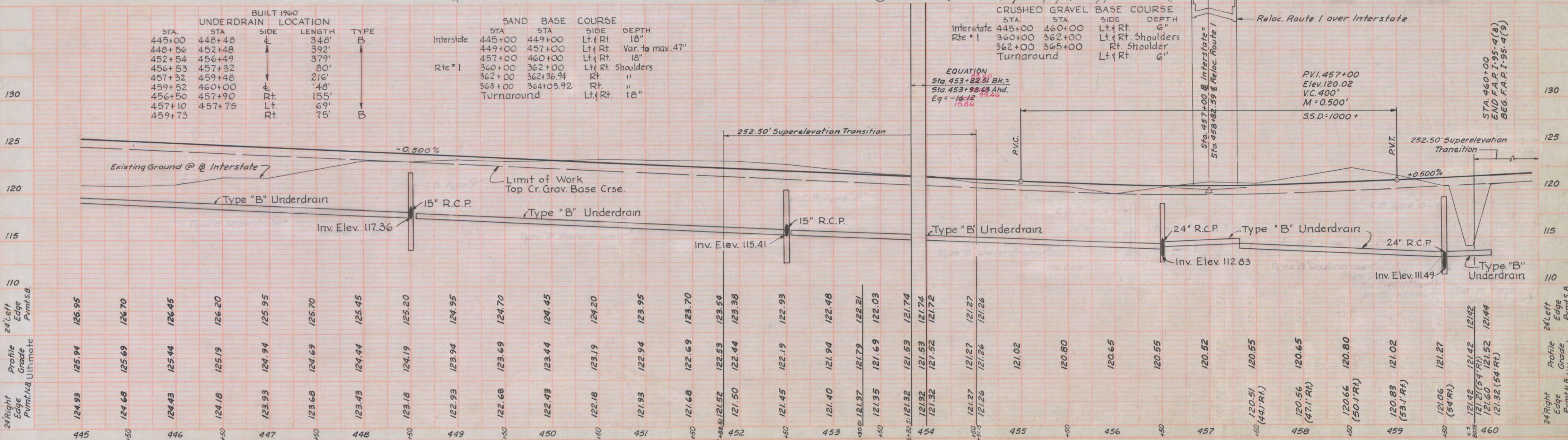
STA.	UNDERDRAIN	LOCATION	TYPE
445+00	448+48	348'	B
448+50	452+48	392'	B
452+54	456+49	379'	B
456+53	457+32	80'	B
457+32	459+48	216'	B
459+52	460+00	48'	B
456+50	457+90	155'	B
457+10	457+75	69'	B
459+73		75'	B

STA.	SAND	BASE	COURSE	DEPTH
445+00	449+00	449+00	LT. & RT.	18"
449+00	457+00	457+00	LT. & RT.	Var. to max. 47"
457+00	460+00	460+00	LT. & RT.	18"
360+00	362+00	362+00	LT. & RT.	Shoulders
362+00	362+36.94	362+36.94	RT.	"
363+00	364+05.92	364+05.92	LT. & RT.	18"

STA.	CRUSHED GRAVEL	BASE COURSE	SIDE	DEPTH
445+00	460+00	460+00	LT. & RT.	6"
360+00	362+00	362+00	LT. & RT.	Shoulders
362+00	365+00	365+00	RT.	Shoulder
Turnaround			LT. & RT.	6"

EQUATION
 $Sta. 453+82.51 Bk. =$
 $Sta. 453+98.43 Ahd.$
 $Eg = -16.12$
 15.86

P.V.I. 457+00
 Elev. 120.02
 V.C. 400'
 M = 0.500'



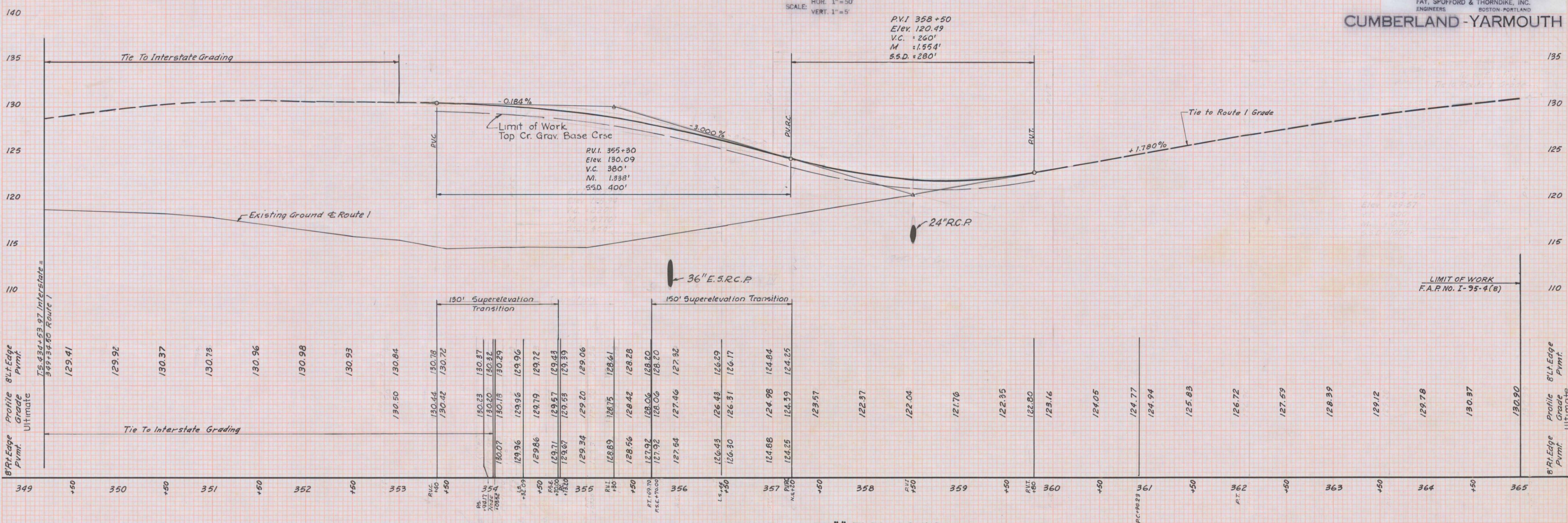
PLAN
 3/1/54
 J. J. S.

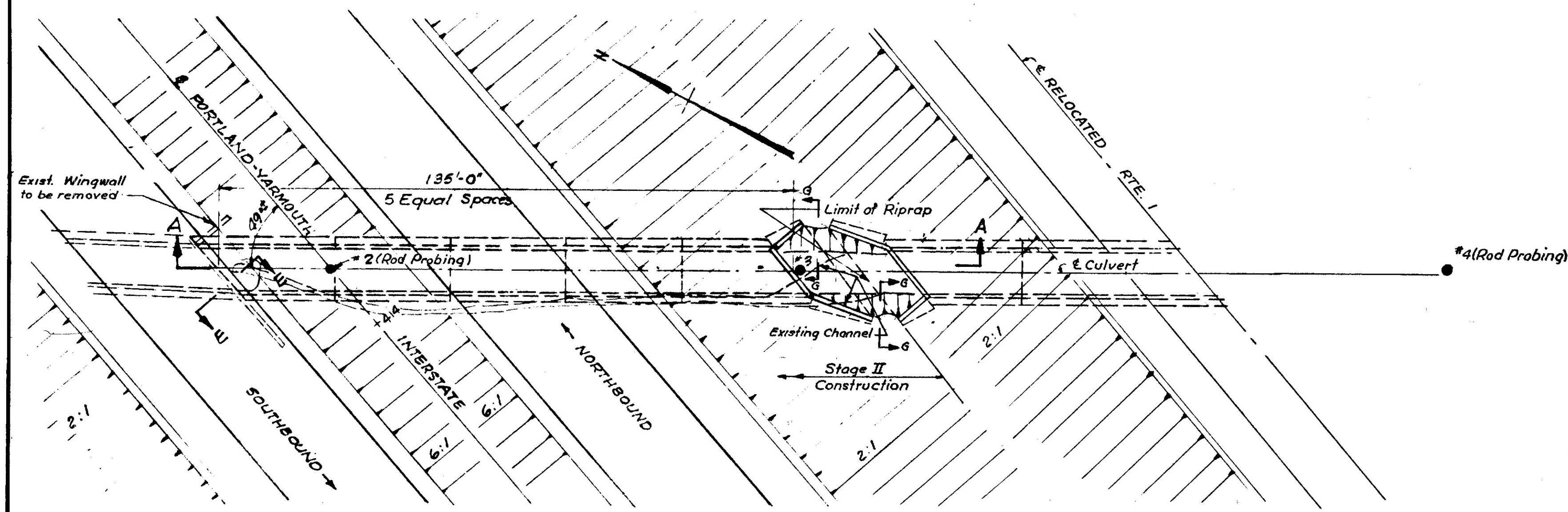
PROFILE
 3/1/54
 J. J. S.

PROFILE-ROUTE "I"

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

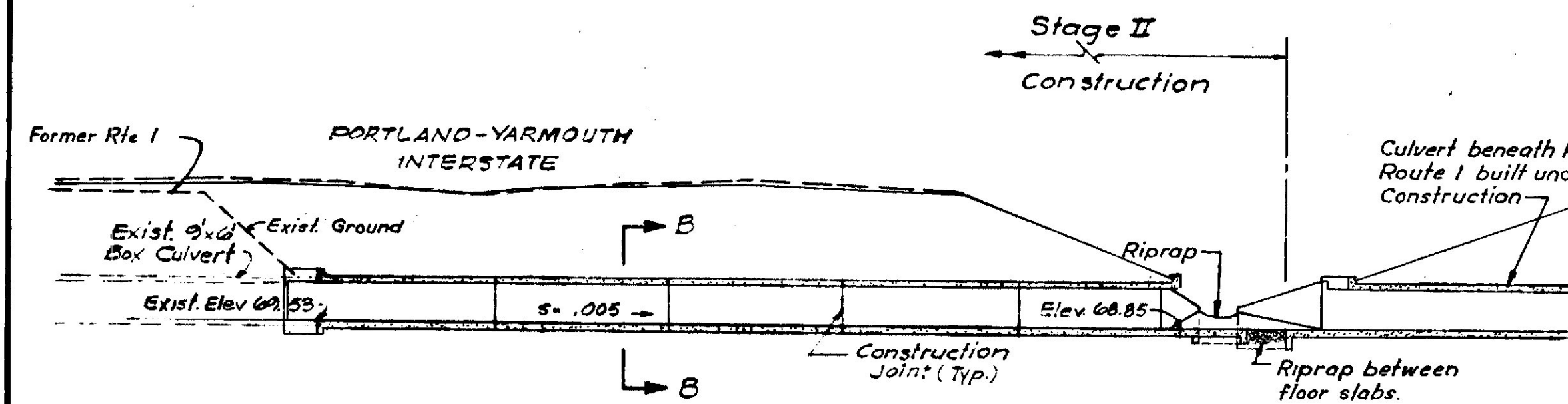
P.V.I. 358+50
Elev. 120.49
V.C. = 260'
M. = 1.554'
S.S.D. = 280'





Notes: The E of Exist. Culverts intersects the E of New Culvert at Exist. headwalls. Plan shows ultimate construction. Grading of Interstate above top of 6" crushed gravel base course not in this contract.

PLAN
Scale: 1"=20'



SECTION A-A
Scale: 1"=20'

#2	#3	#4
By Hand	By Hand	By Hand
5	13	13
10	27	13
15	28	12
17	37	9
29	40	16
	55	15
	48	11
	50	9
		7
		8
		7
		7
		Refusal

- CONSTRUCTION NOTES**
- CONSTRUCTION JOINTS:**
Cover the construction joints in the side walls on the back side, and the top of the joint in the roof slab with two layers of heavy roofing felt, 10' wide. Coat the surface of the concrete and backs of layers as applied with a suitable grade of roofing cement. Break the band of construction joints with a coat of asphalt paint. Cut longitudinal bars in roof slab at construction joints. Run longitudinal bars in floor slab through construction joints. Construction joints in floor slab are optional.
 - SPLICES:**
Splice bars with a 35 diameter lap.
 - CHAMFER:**
Chamfer all exposed corners of concrete $\frac{1}{4}$ ".

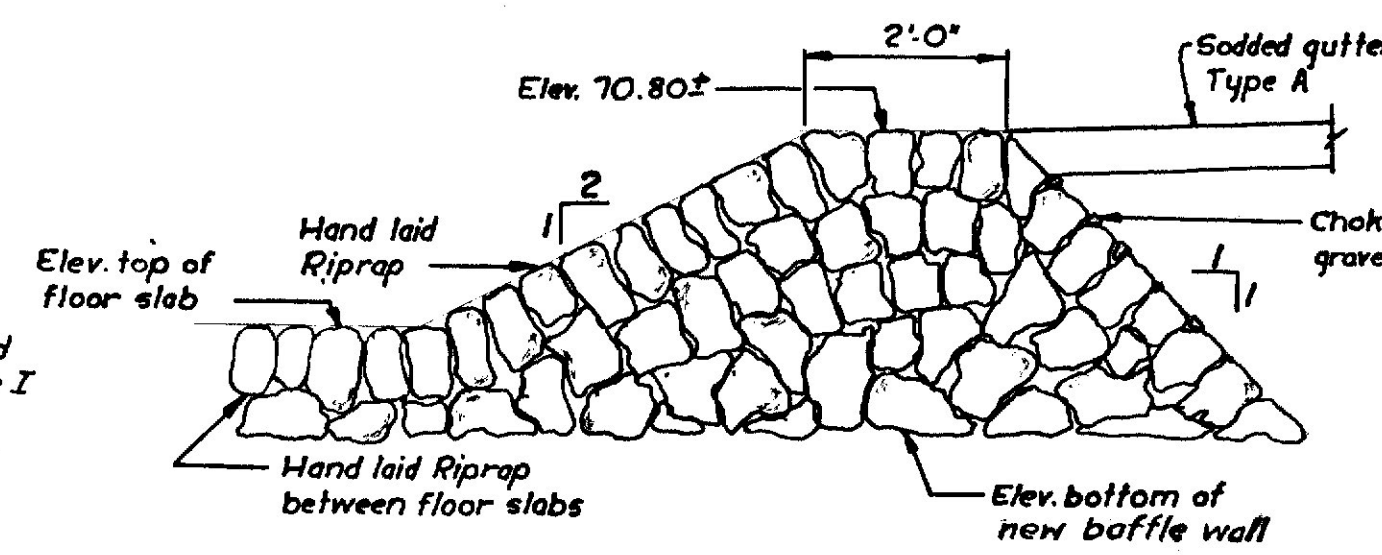
GENERAL NOTES

- SPECIFICATIONS:**
AASHTO, 1953
Maine State Highway Commission, Standard Specifications and Special Provisions
- LIVE LOAD:**
H-20-S16 Modified
- ALLOWABLE STRESSES:**
Reinforcing Steel - 18,000 p.s.i.
Concrete - 1,200 p.s.i.
- CONCRETE:**
Class 'A' - Slabs, baffle walls, and curbs.
Class 'B' - Side walls and wing walls.
- ELEVATIONS:**
Elevations are based on Elev. 0.00 at Mean Sea Level.
- FOUNDATIONS:**
Material below Culvert & Wingwall floor slab deemed unsuitable by the Engineer (after the culvert site has been uncovered) is to be replaced with Gravel for Foundations.

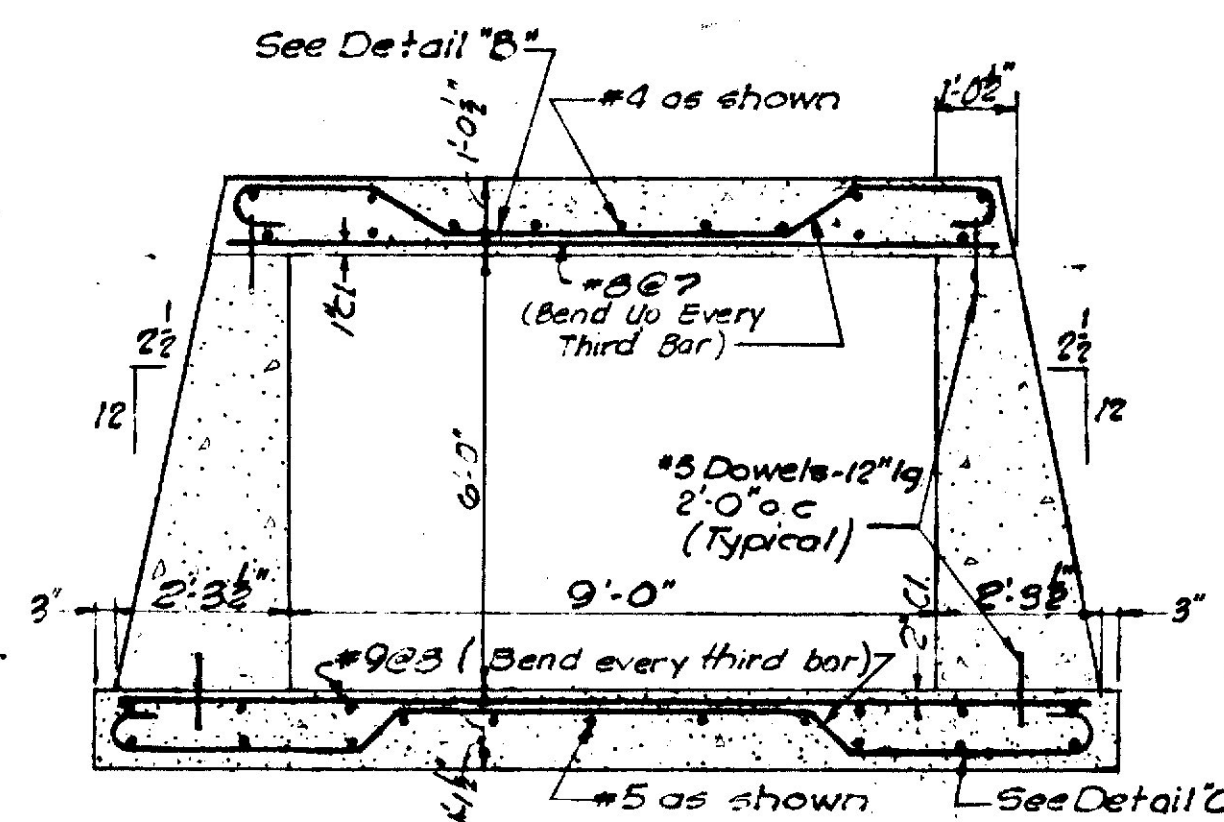
ROD PROBINGS
Probing taken prior to Stage I Construction
Scale: 1"=4'

DES. W.G.
DR. J.M.C.G.
IN. -
CHK. G.C.B.
APPD. -

Source: Blue Print 300-4-97

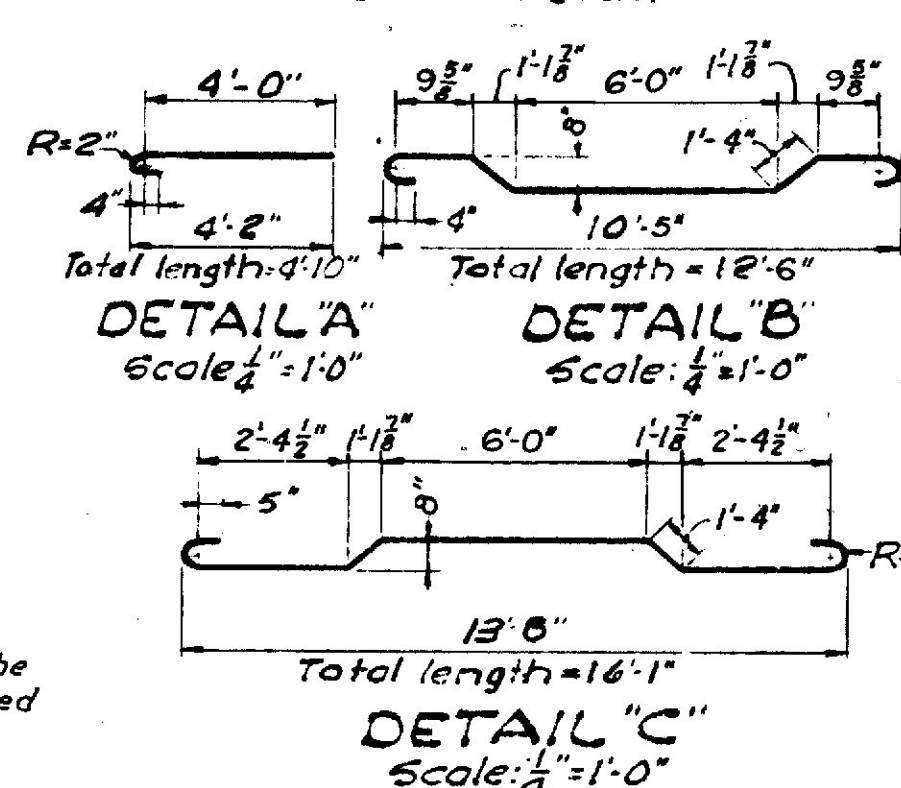


SECTION G-G
Scale: $\frac{1}{2}$ "=1'-0"

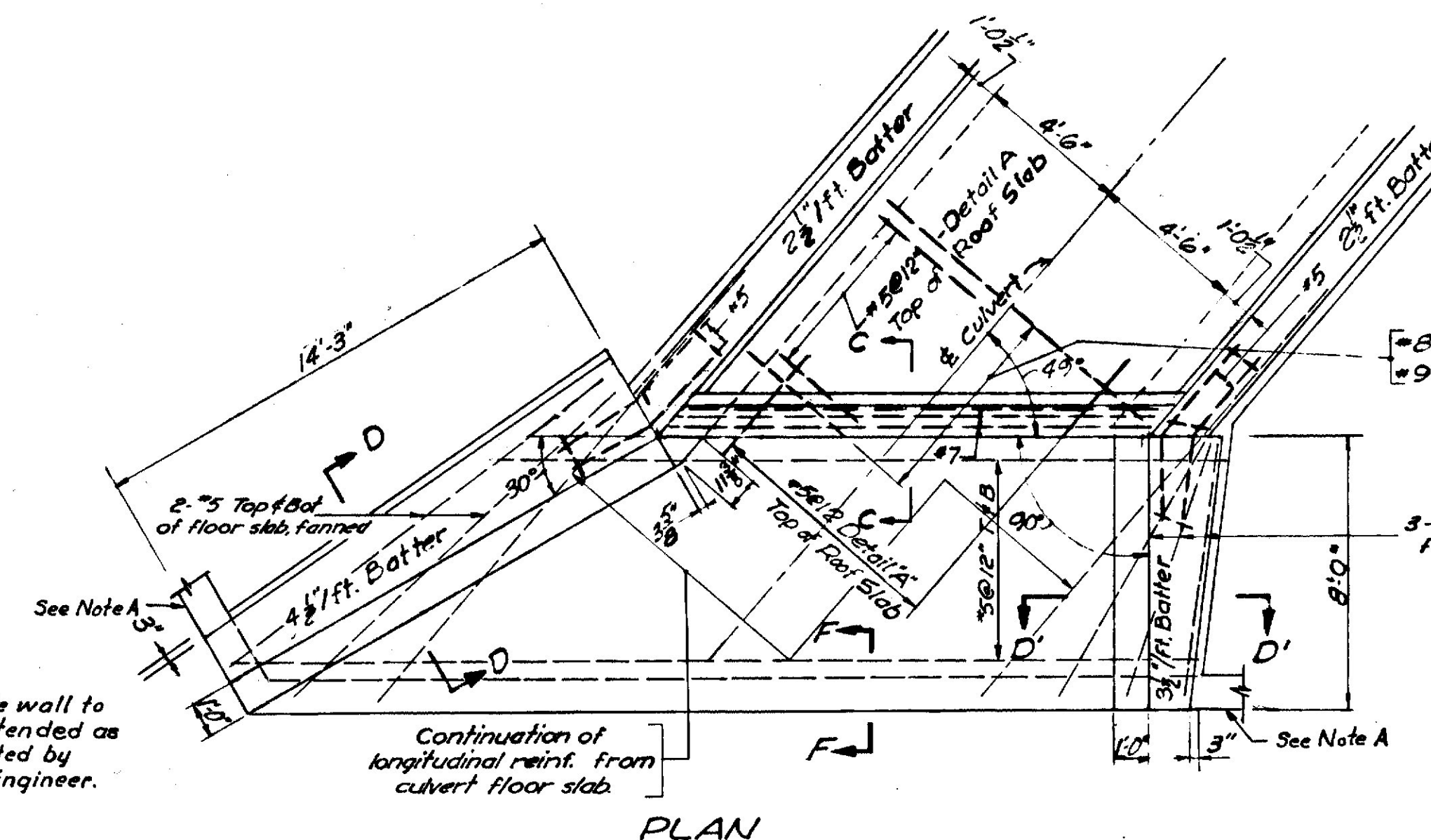


SECTION B-B
Scale: $\frac{3}{8}$ "=1'-0"

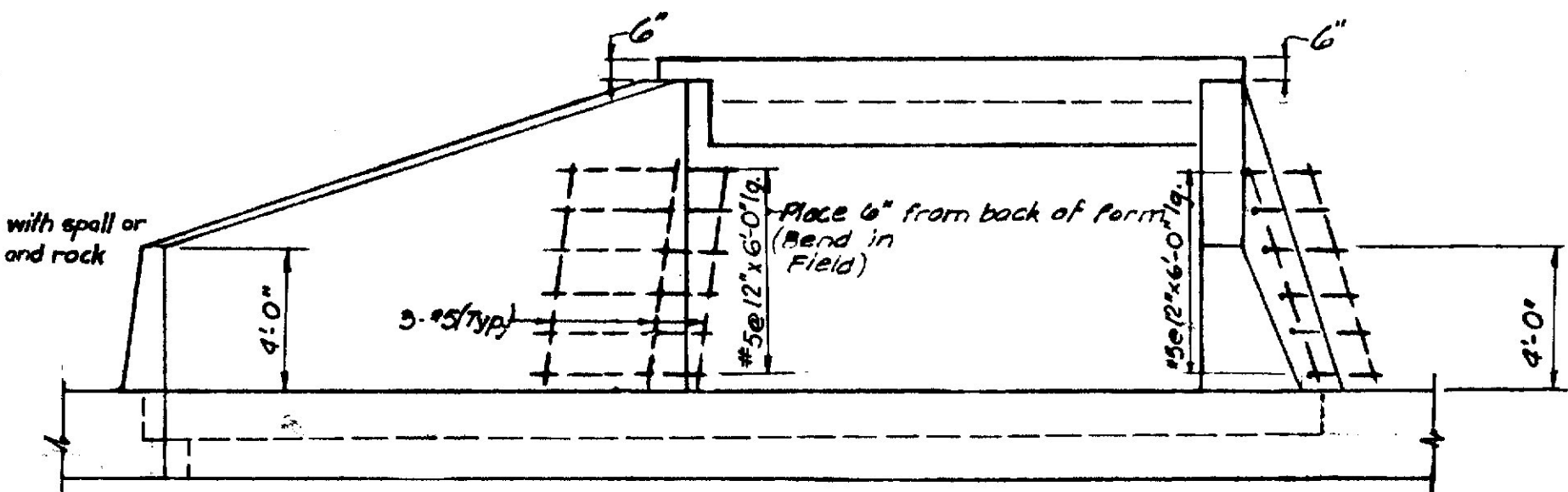
BAR DETAILS
Note: Dimensions to E bars.



CONSTRUCTION JOINT
Scale: $\frac{3}{8}$ "=1'-0"



Note A: Baffle wall to be extended as directed by the Engineer.



ELEVATION
EAST HEADWALL DETAILS
Scale: $\frac{1}{4}$ "=1'-0"

SECTION F-F
Scale: 1"=1'-0"

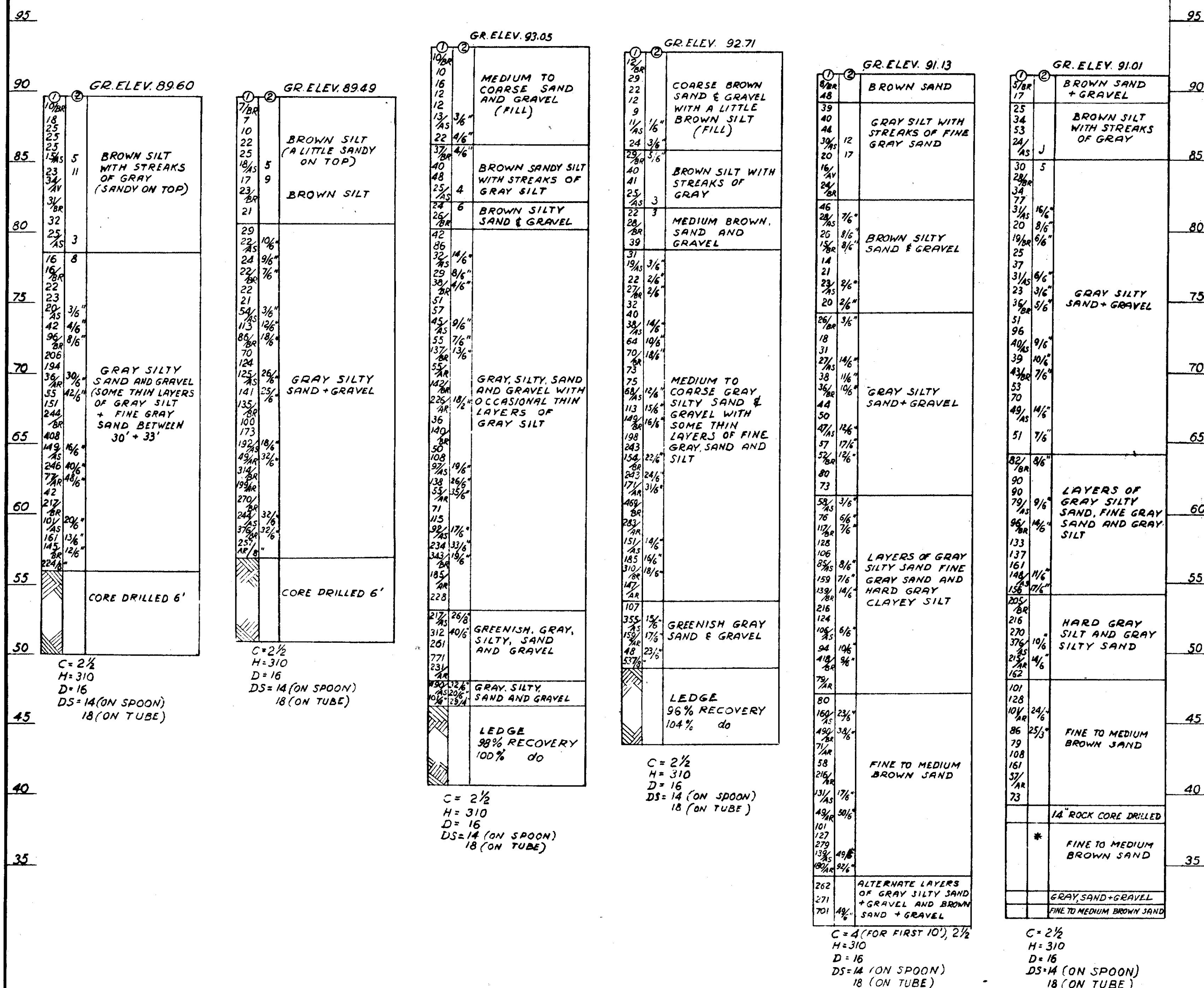
Note B: Where Gravel for Foundations is used in the vicinity of the baffle wall, the baffle wall is to be extended 10' below the bottom of the gravel.

ITEM	DESCRIPTION	UNIT	QUANTITY
204-10	Structural Earth	C.Y.	380
	Excavation-Drainage	C.Y.	160
	Gravel for Foundations	C.Y.	160
701-38	Portland Cement Concrete, Floor Slabs	C.Y.	90
701-39	Portland Cement Concrete, Superstructure Slabs	C.Y.	60
701-47	Portland Cement	Bbl.	363
701-52	Portland Cement Concrete, Box Culvert Side Walls and Wing Walls	C.Y.	110
705-13	Reinforcing Steel, Delivered	Lb.	22,000
705-14	Reinforcing Steel, Placing	Lb.	22,000

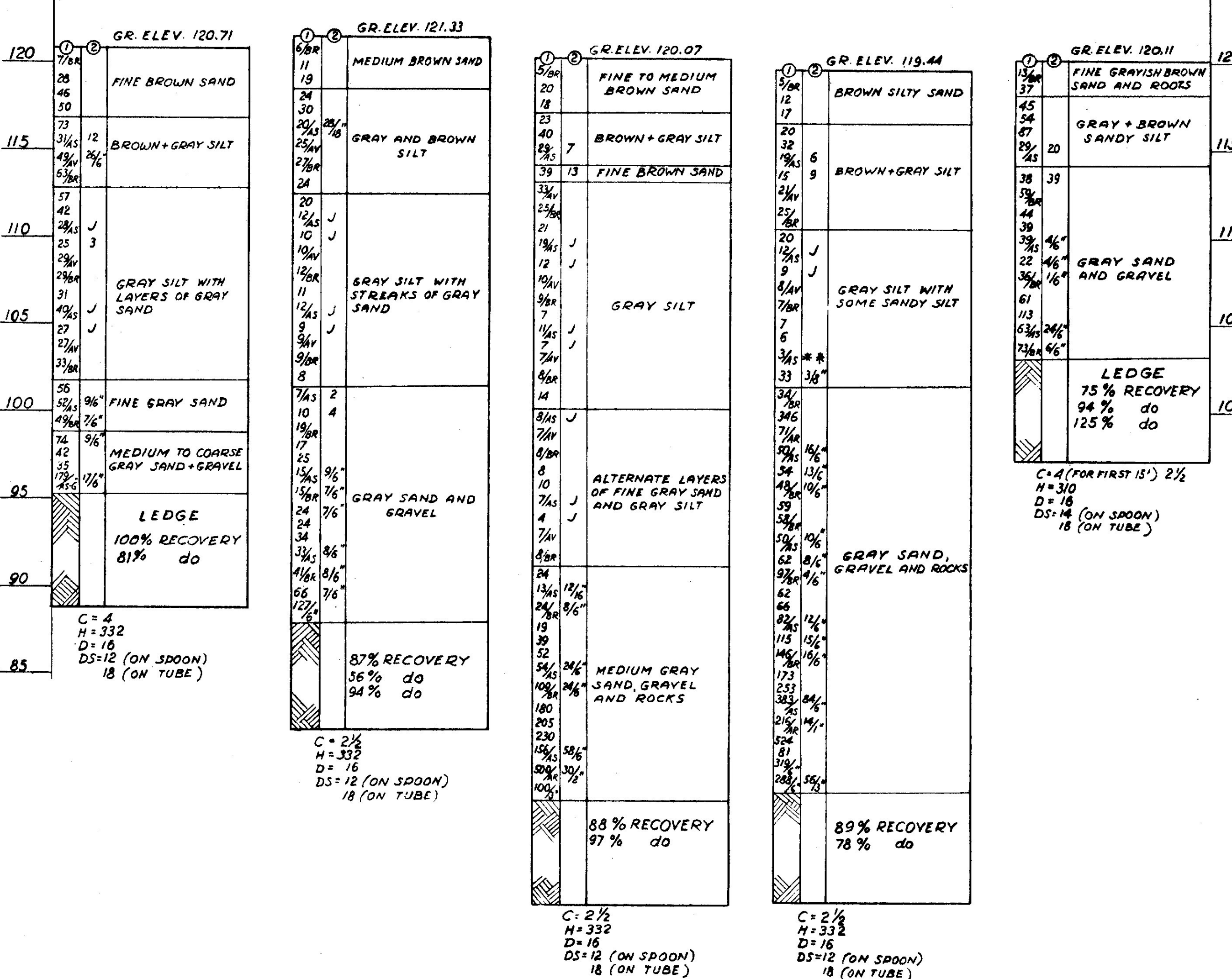
STAGE II CONSTRUCTION ONLY UNDER THIS CONTRACT

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
BOX CULVERT 9' x 6' x 135'
STA. 414+17±
41°± SKEW AHEAD ON LEFT
SHEET NO. 19 OF 60
SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.
Qm-14 597

100 BORING T-12 STA 389+83; 70'L BORING T-11 STA 390+17; 70'L BORING T-5 STA 389+75.5; 20.5'L BORING T-3 STA 390+49.5; 19.5'L BORING T-16 STA 389+99; 56'R BORING T-10 STA 390+30 56'R 100



BORING YI-1 STA 456+32; 103.7'R BORING YI-2 STA 456+72.5; 57.4'R BORING YI-3 STA 457+09; 16.5'L BORING YI-4 STA 457+26; 53.5'L BORING YI-5 STA 457+71; 105.5'L 125



SCALE: VERT. 1" = 5'

GENERAL NOTES

- BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION APRIL AND MAY 1957
- FIGURES IN COLUMN ② = BLOWS PER FOOT ON CASING FIGURES IN COLUMN ③ = BLOWS PER FOOT ON SAMPLER ROD EXCEPT AS NOTED
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL

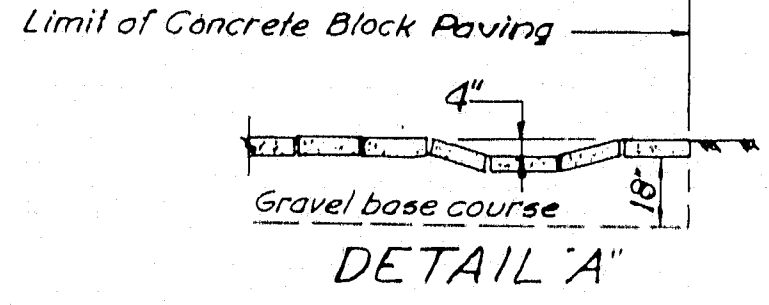
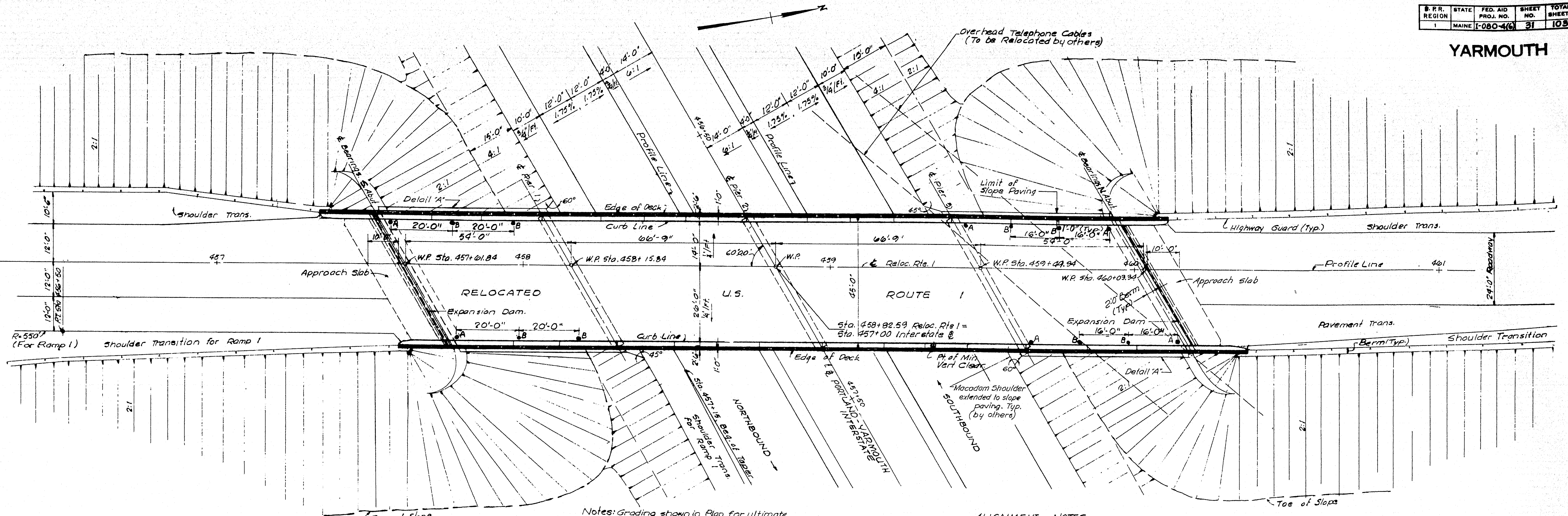
LEGEND

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

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
HIGHWAY BORING DATA	
SHEET NO. 20 OF 60	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

DES. C.E.G.
DR. L.M.
CHK. H.K.F.
APPD.

YARMOUTH



Notes: Grading shown in Plan for ultimate construction. Construction of Interstate not in this contract.
 • A denotes Type A Scupper
 • B denotes Type B Scupper

PLAN
Scale: 1" = 10'

ALIGNMENT NOTES
 1. All Piers and Abutments are parallel to Portland-Yarmouth Interstate.
 2. All Stringers and Wingwalls are parallel to Reloc. Rte. 1.

GENERAL NOTES

- SPECIFICATIONS:**
A.A.S.H.O. 1953
Maine State Highway Commission
Standard Specifications and Special Provisions
- LIVE LOAD**
H20-S16-44 Modified
- FOUNDATIONS**
Steel H piles driven to firm end bearing
Design Capacity of Piles - 35 Tons.
- ALLOWABLE STRESSES**
Structural Steel, 18,000 p.s.i.
Reinforcing Steel, 18,000 p.s.i.
Concrete, 1,200 p.s.i.
- CONCRETE:**
Class A. Footings, Piers, Abutments, Approach Slabs and Deck
- ELEVATIONS:**
Elevations are based on Elev. 0.00 at Mean Sea Level

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

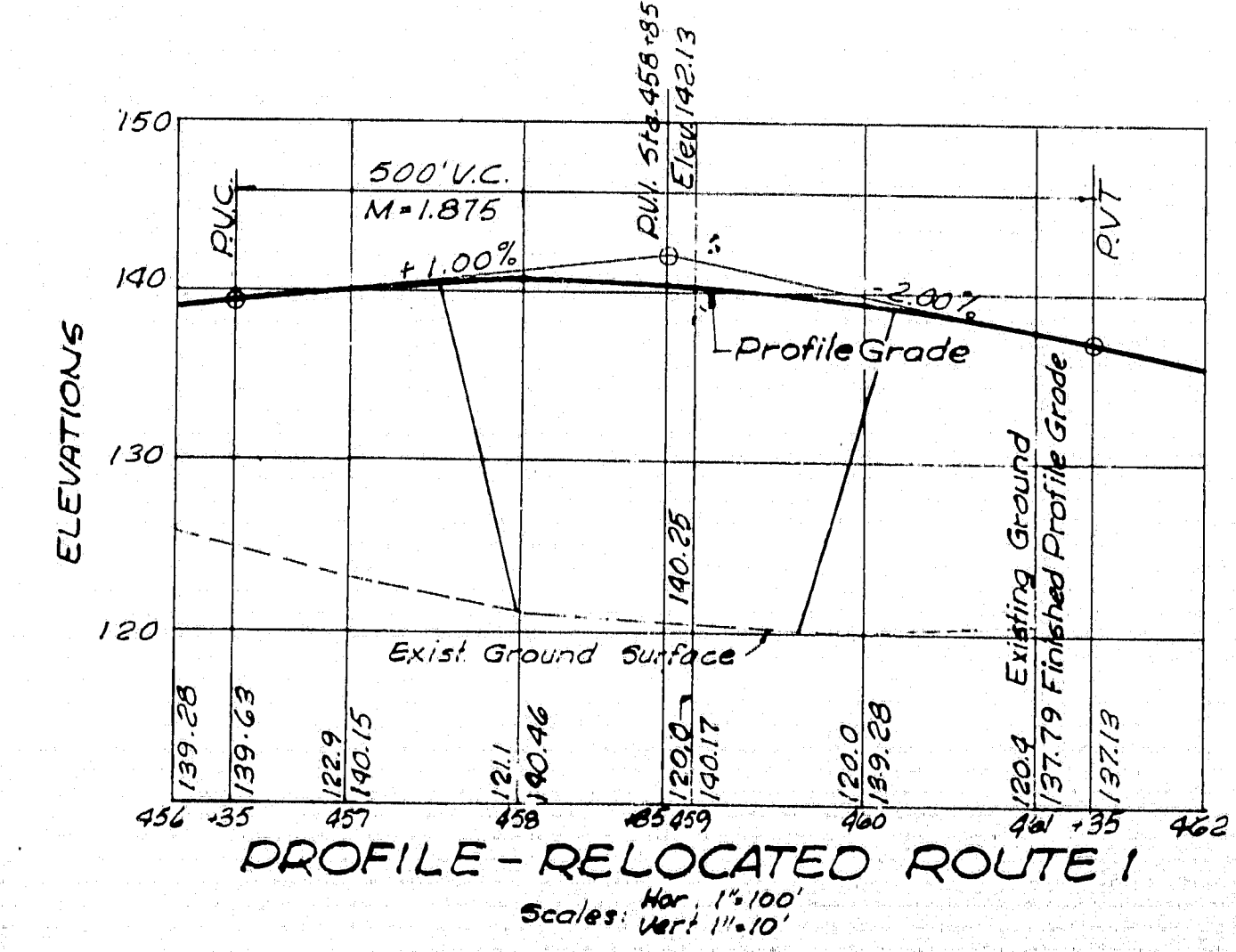
RELOCATED ROUTE 1 OVER INTERSTATE

GENERAL PLAN AND ELEVATION

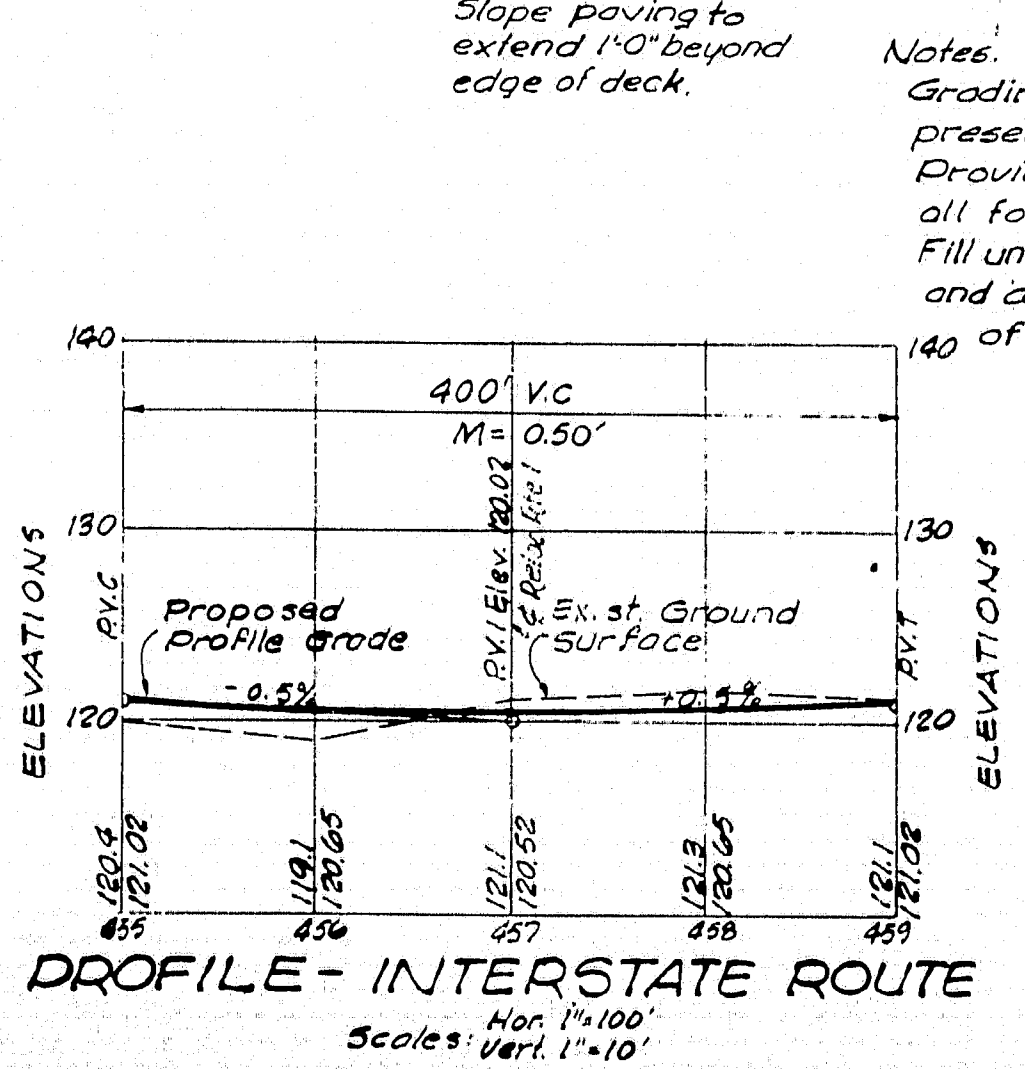
SHEET NO. 31 OF 103 SCALE: AS NOTED

AS BUILT - NO REVISION
 FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS BOSTON, MASS.

29



PROFILE - RELOCATED ROUTE 1
Scale: Hor. 1" = 100' Vert. 1" = 10'

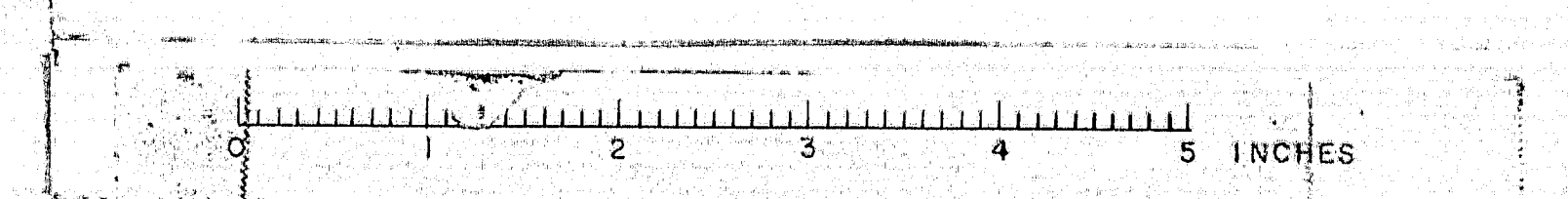


PROFILE - INTERSTATE ROUTE
Scale: Hor. 1" = 100' Vert. 1" = 10'

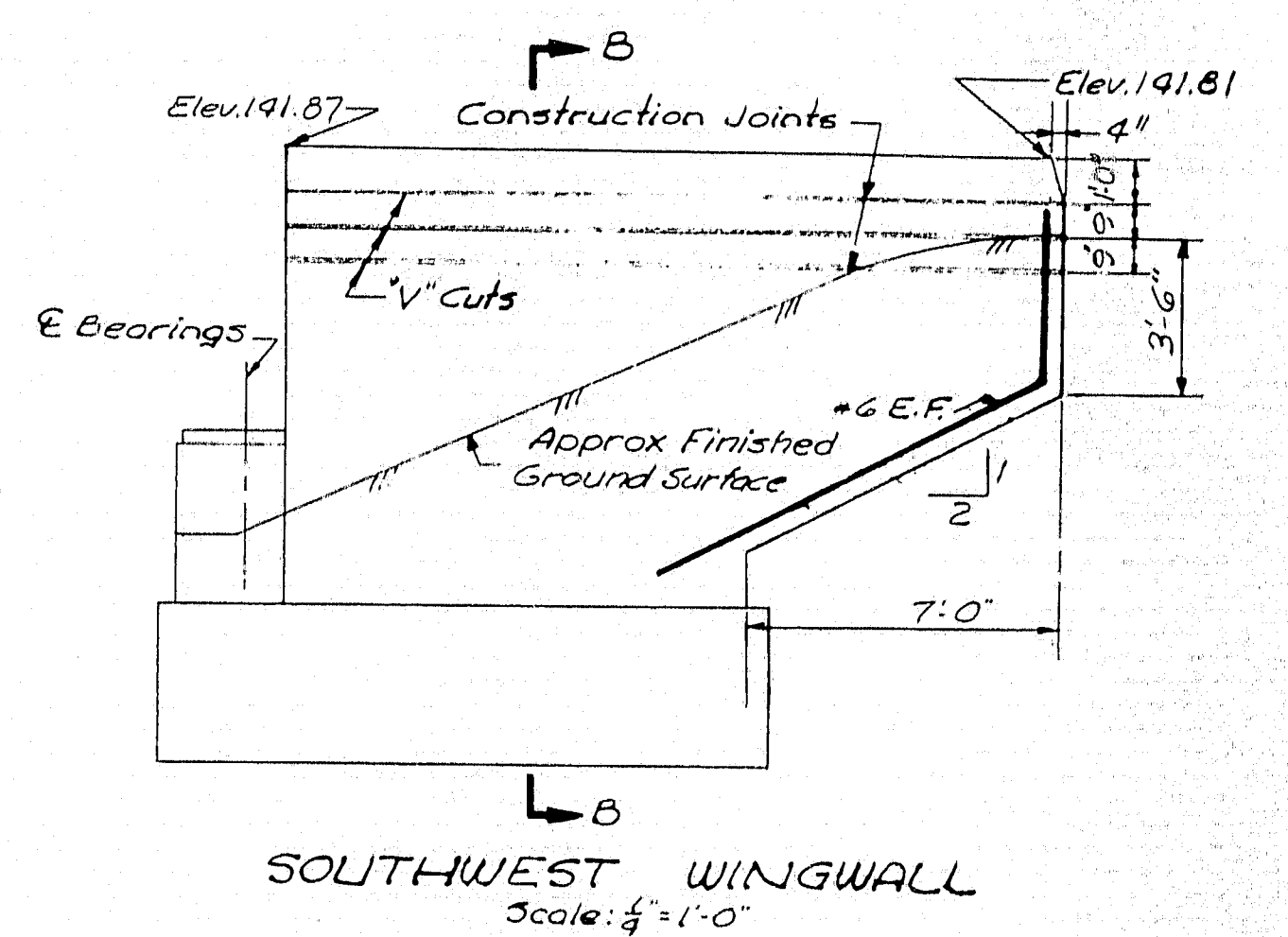
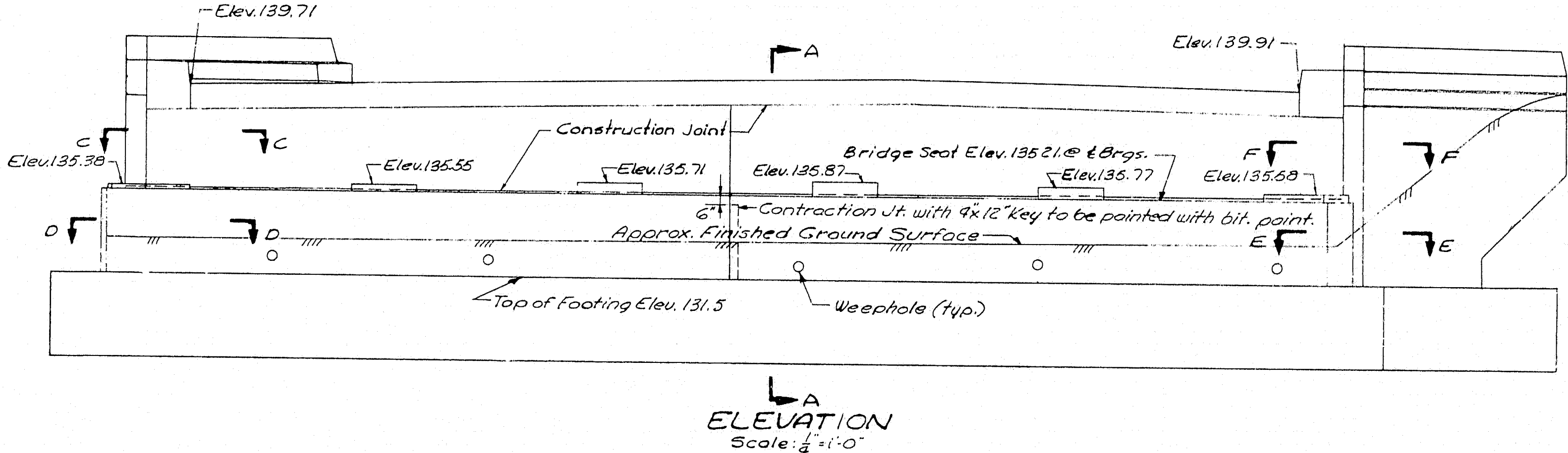
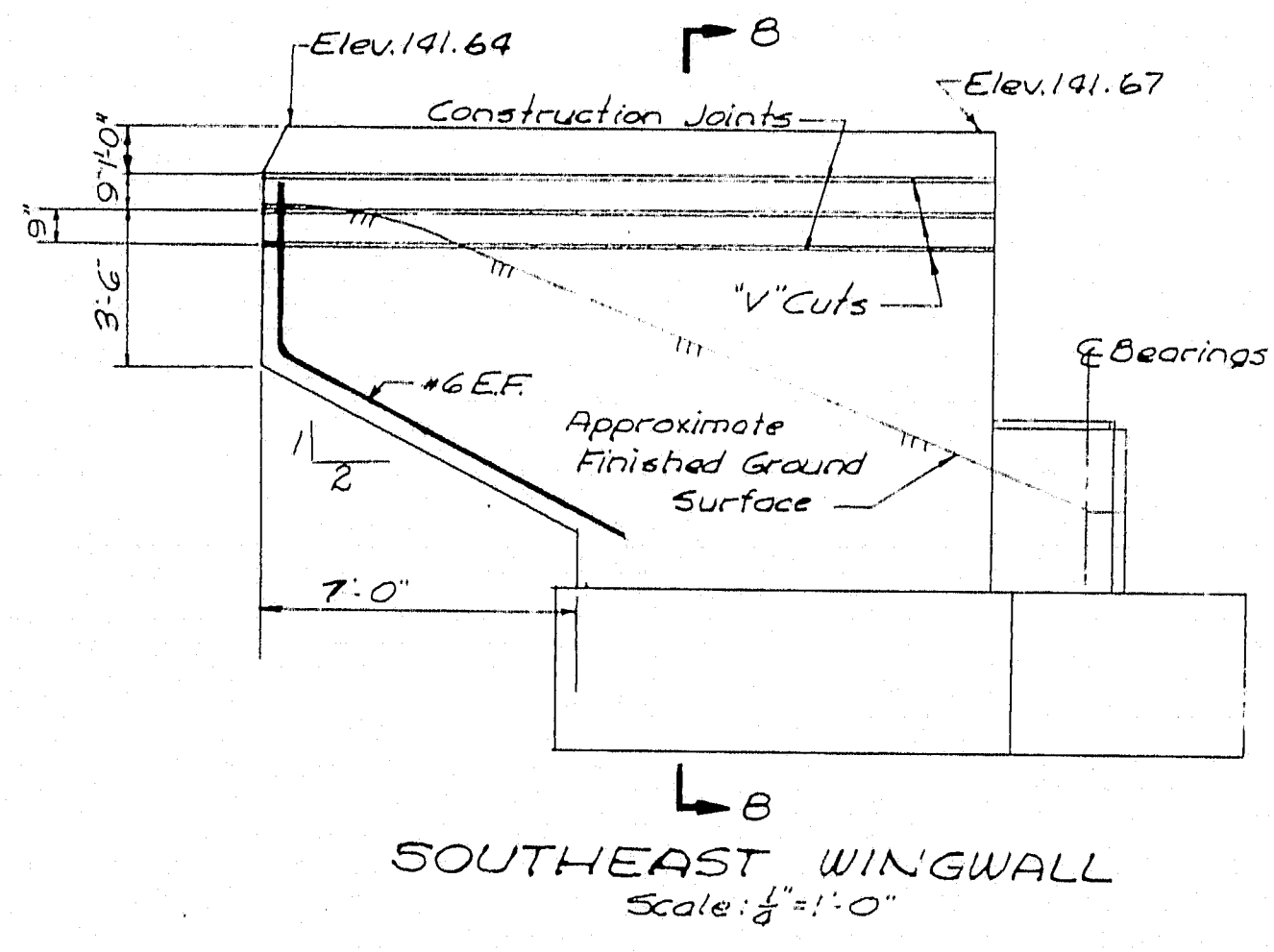
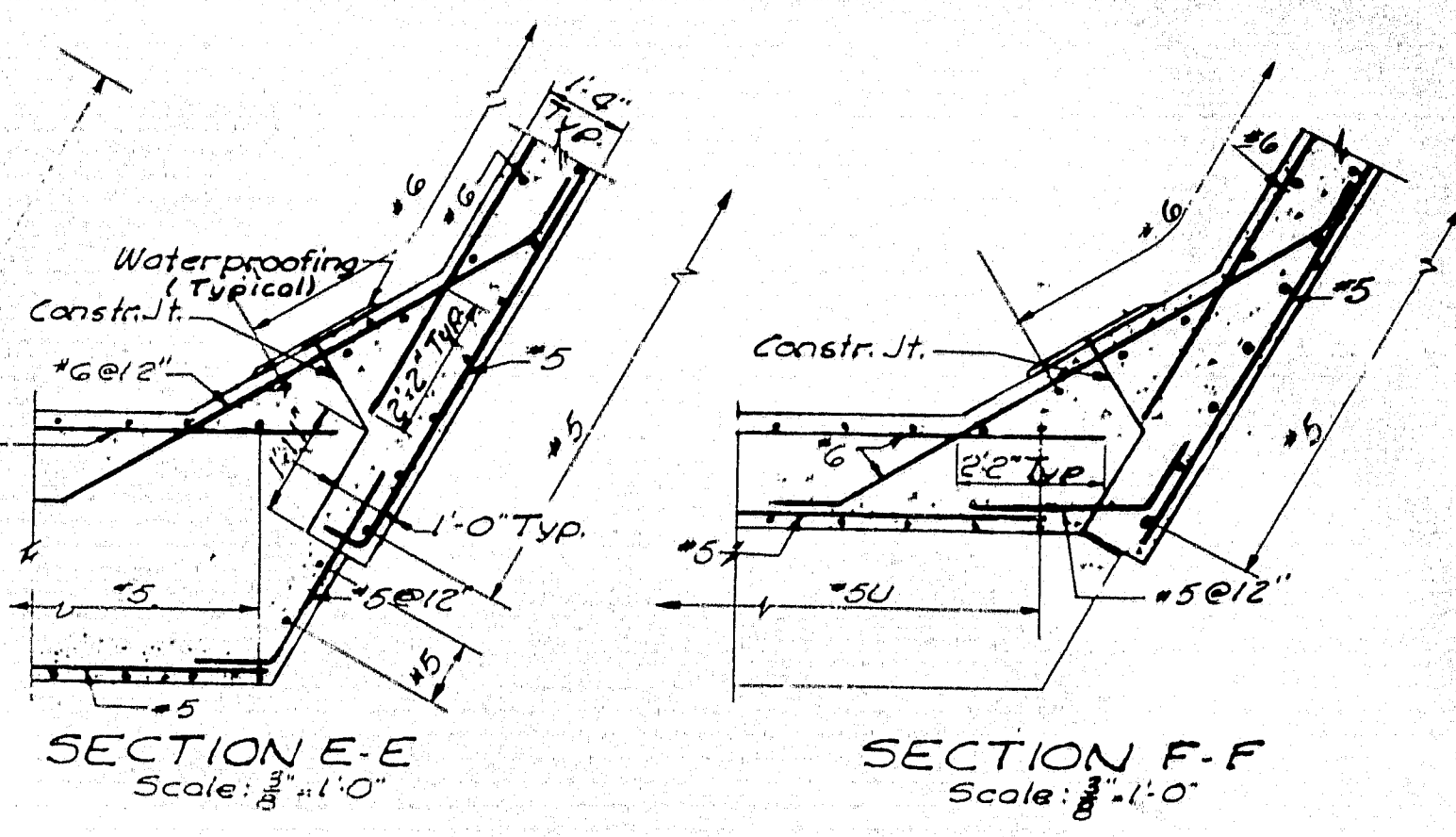
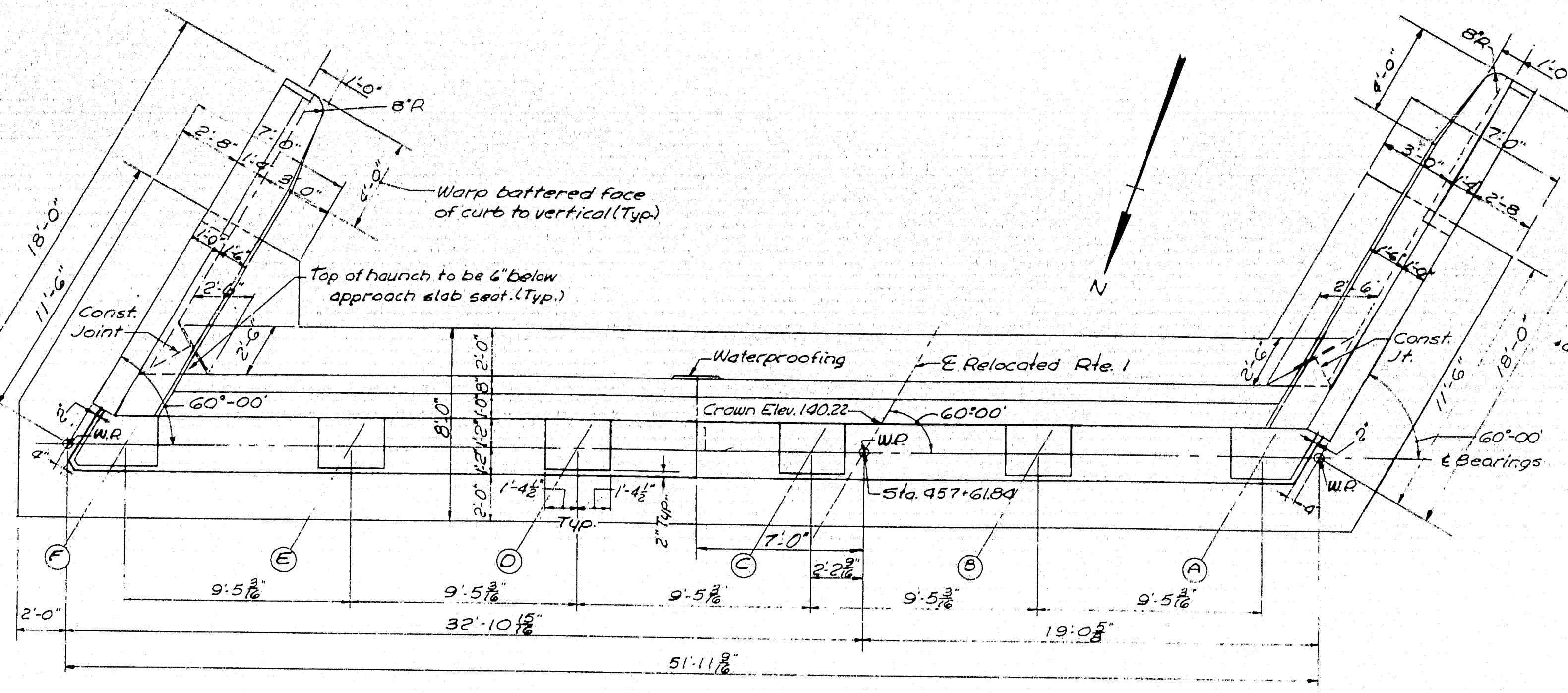
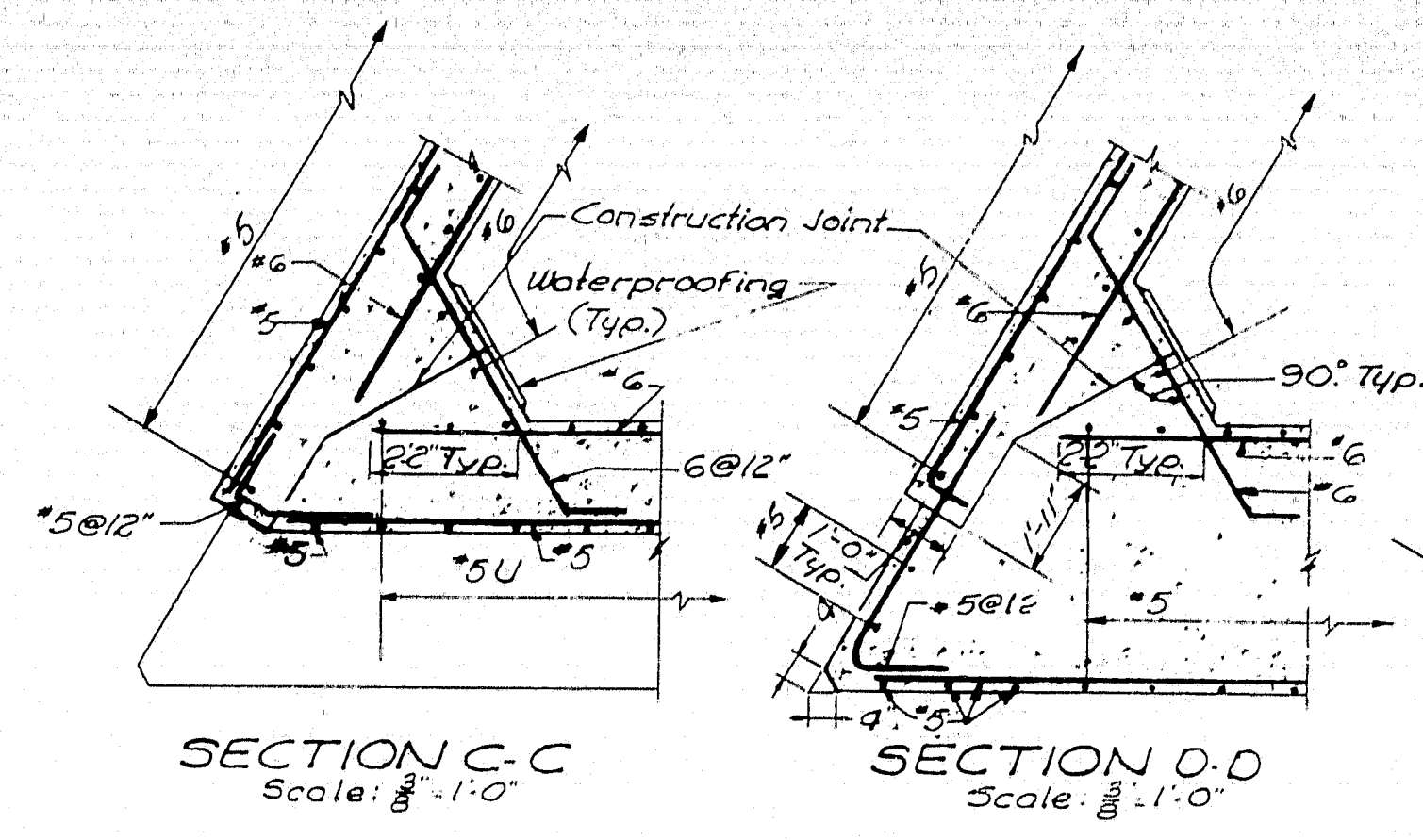
Notes:
 Grading shown in Elevation for present construction.
 Provide 1'-6" minimum cover over all footings.
 Fill under abutments shall be placed and compacted to elevation of bottom of footings before piles are driven.

ELEVATION
Scale: 1" = 10'

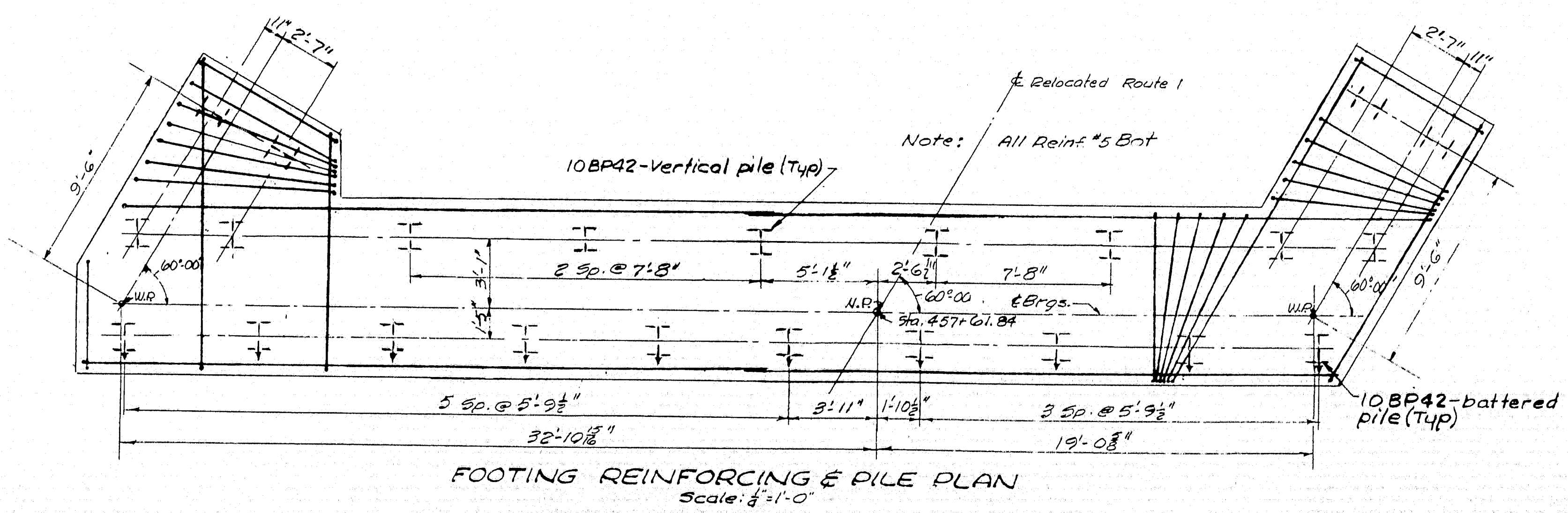
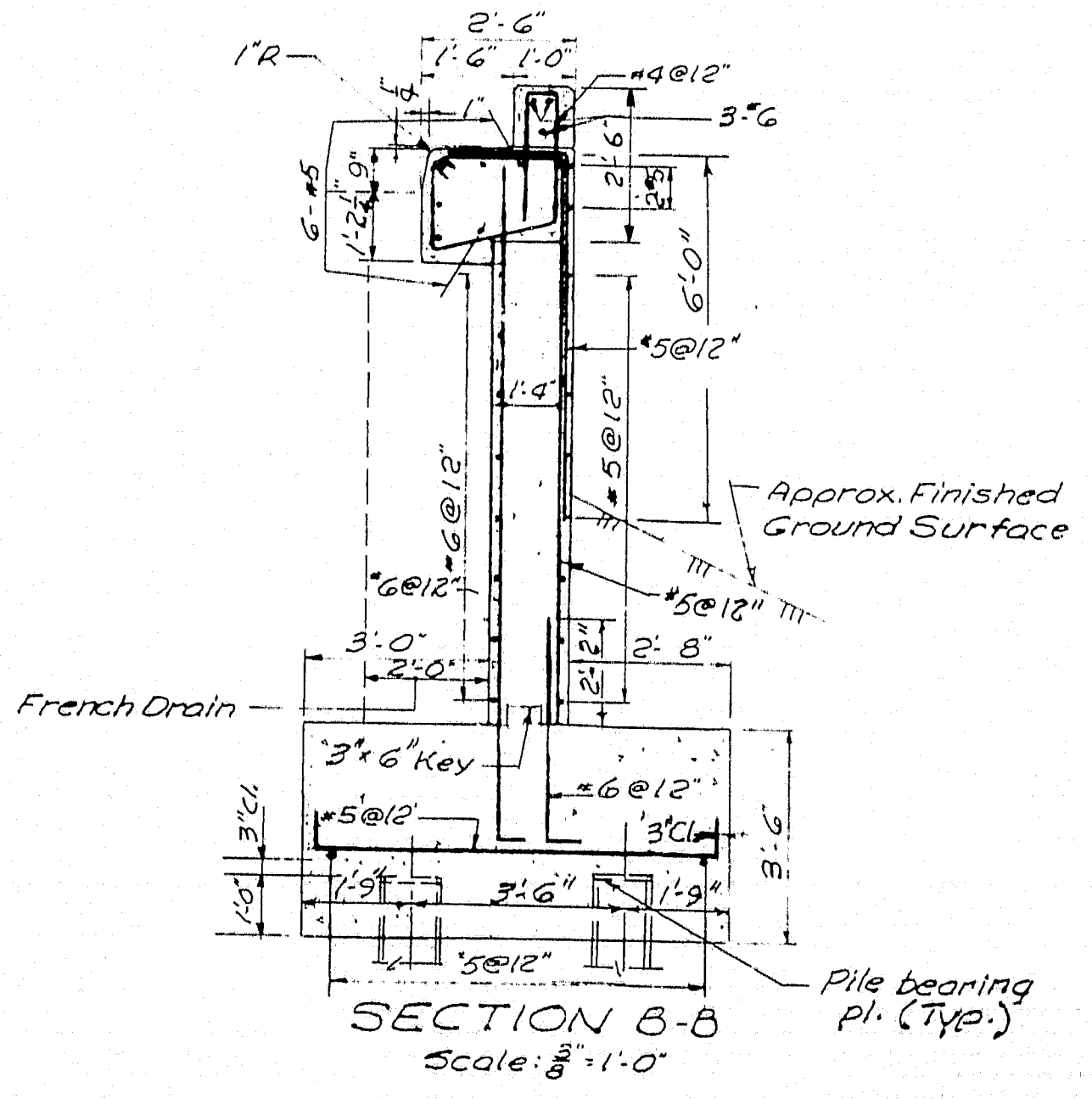
ITEM	DESCRIPTION	UNIT	QUANTITY
204-14	Structural Earth Excavation - Piers	C.Y.	385
302-7	Gravel Base Course - In Place Measurement	C.Y.	360
807-8	Reinforced Portland Cement Concrete Approach Slabs	S.Y.	90
404-28	Bituminous Concrete Surface Course, Type A	Ton	141
701-23	Portland Cement Concrete, Abutments and Retaining Walls	C.Y.	290
701-37	Portland Cement Concrete, Substructure Columns, Column Bases, Bents, Collar Walls, Girders, Struts, etc.	C.Y.	260
701-40	Portland Cement Concrete Roadway and Sidewalk Slabs on Steel Bridges	C.Y.	315
701-47	Portland Cement	Bbl.	1293
701-50	Wrought Iron Scuppers	Each	14
702-103	Structural Steel, Fabricated and Delivered	Lb.	280,000
702-104	Structural Steel, Erection	Lb.	230,000
705-13	Reinforcing Steel, Delivered	Lb.	150,000
705-14	Reinforcing Steel, Placing	Lb.	150,000
708-16	Steel H-beam Piles 42 lbs/foot	L.F.	4,600
709-6	Membrane Waterproofing	S.Y.	1190
710-6	Waterproofing Joints	L.F.	45
804-6	French Drains	C.Y.	80
806-7	Aluminum Rail, Delivered and Erected	L.F.	555
907-12	Slope Paving for Bridge	S.Y.	650



YARMOUTH



LEGEND
E.F. = Each Face
W.P. = Working Point



Note: For typical details see Sheet No. 34
For Construction notes see Sheet No. 34
For Section A-A see Sheet No. 33

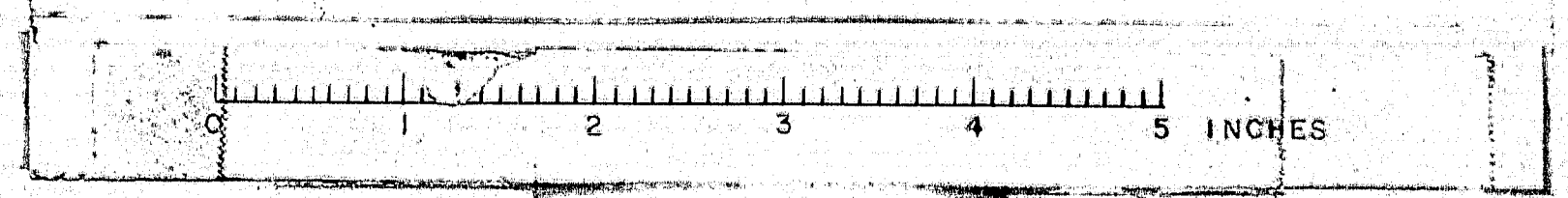
AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
RELOCATED ROUTE 1 OVER INTERSTATE	
SOUTH ABUTMENT	
SHEET NO. 32 OF 103	SCALE: AS NOTED

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

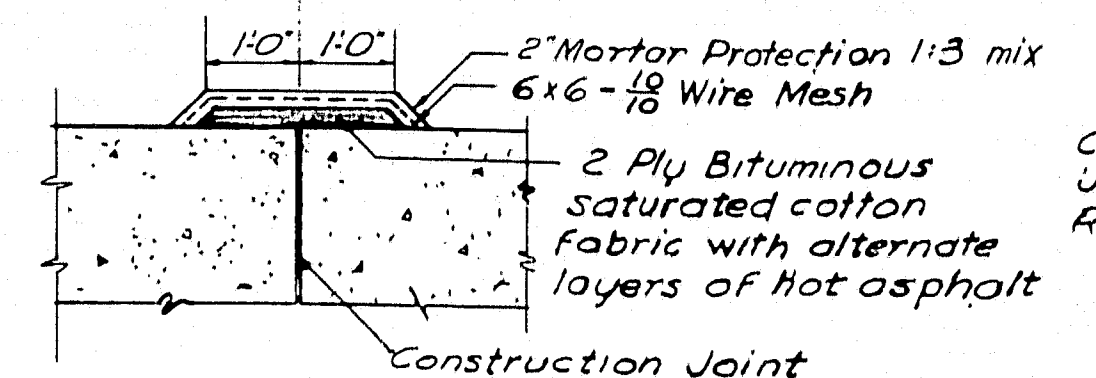
30

M-1086



YARMOUTH

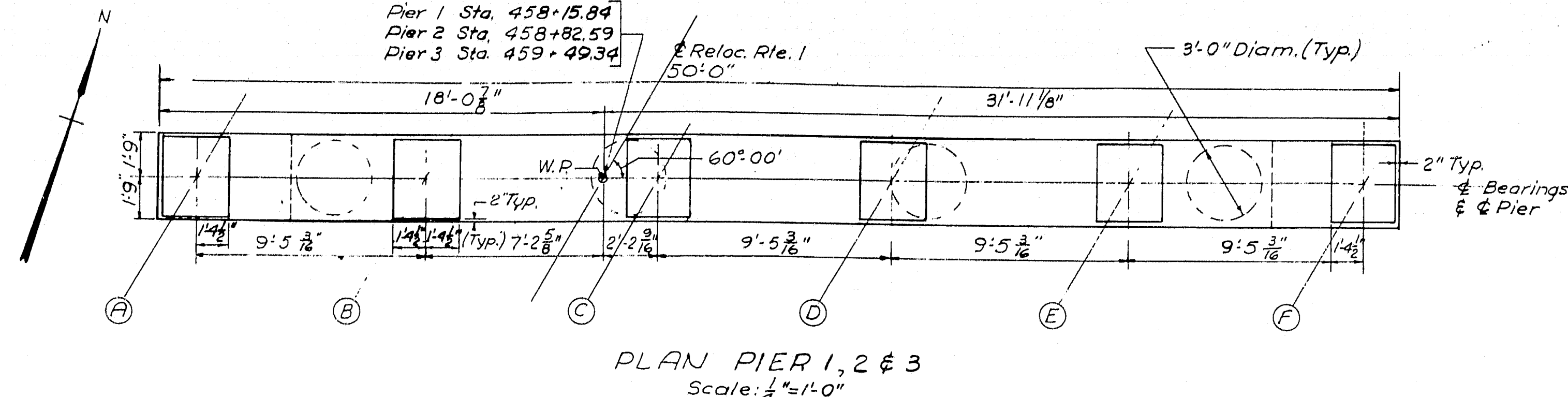
Dimensions given to this line



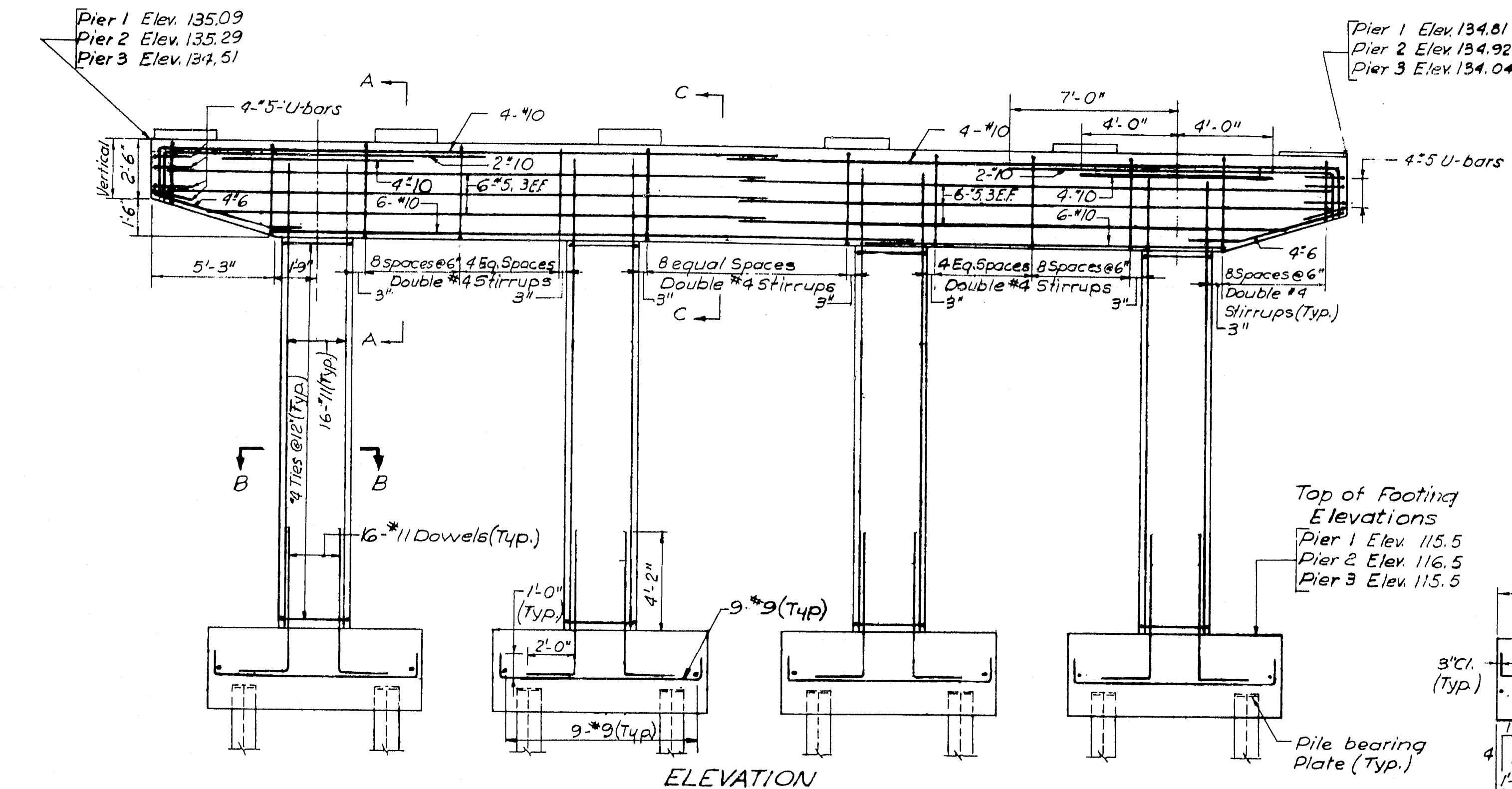
WATERPROOFING DETAIL
Scale: 1/2"=1'-0"

TYPICAL V-CUT DETAIL
Half Size

BEARING PAD ELEVATIONS				
STRINGER	PIER 1	PIER 2	PIER 3	
A	135.26	135.46	134.68	
B	135.40	135.57	134.79	
C	135.49	135.64	134.83	
D	135.32	135.44	134.62	
E	135.14	135.25	134.41	
F	134.98	135.09	134.21	

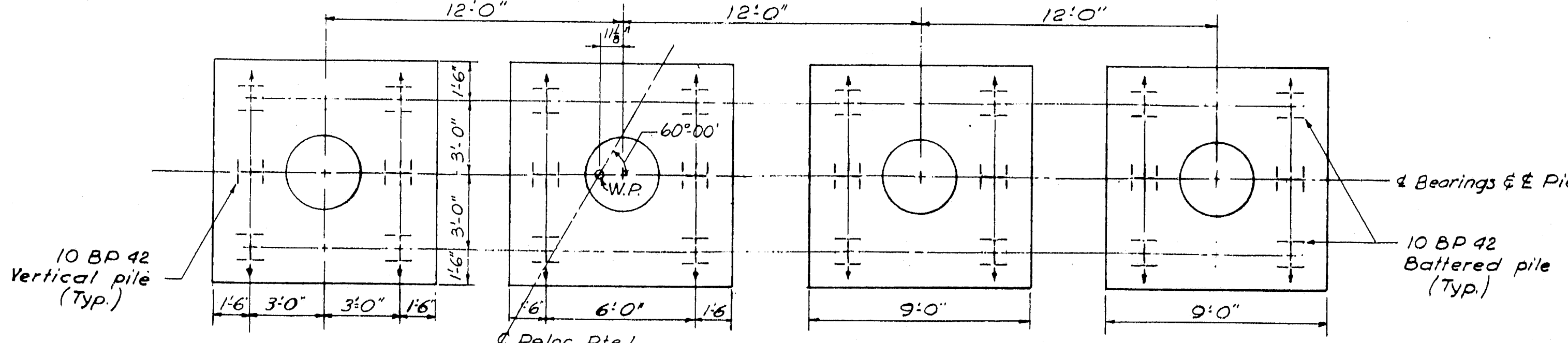


PLAN PIER 1, 2 & 3
Scale: 1/4"=1'-0"

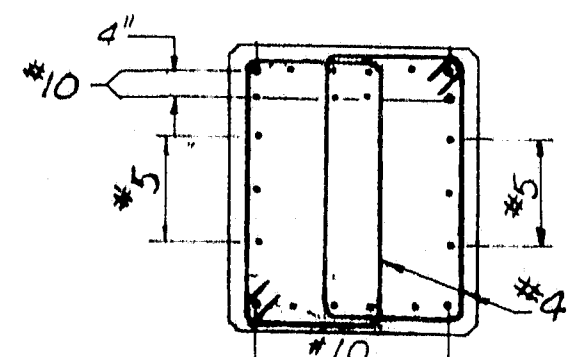


ELEVATION
Scale: 1/4"=1'-0"

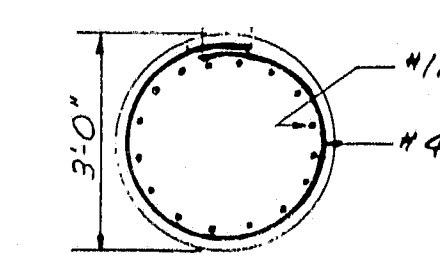
END ELEVATION
Scale: 1/4"=1'-0"



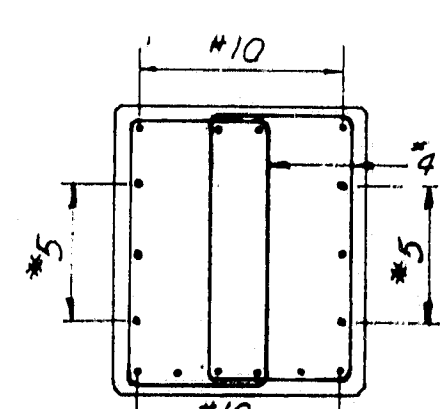
PLAN OF FOOTINGS
Scale: 1/4"=1'-0"



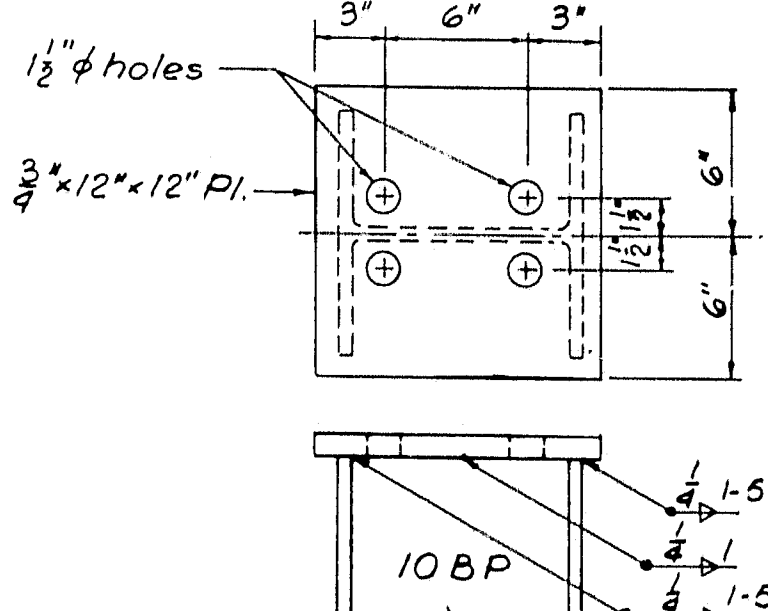
SECTION A-A
Scale: 3/8"=1'-0"



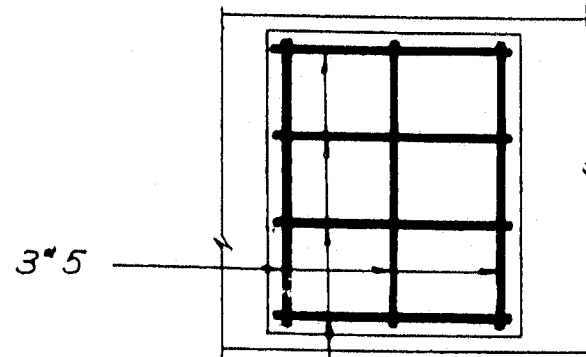
SECTION B-B
Scale: 3/8"=1'-0"



SECTION C-C
Scale: 3/8"=1'-0"



PILE BEARING PLATE
Scale: 1/2"=1'-0"



BEARING PAD DISTRIBUTION STEEL
Scale: 1/2"=1'-0"

ELEVATION

TO BE USED WHERE PAD ELEVATION IS 4" OR MORE ABOVE ABUTMENT BRIDGE SEAT OR PIER CAP.

TYPICAL DETAILS
Scales 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 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 3/4" chamfer. Bearing pads to have tool 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 Sheet No. 39.

AS BUILT - NO REVISION

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE
RELOCATED ROUTE 1 OVER INTERSTATE

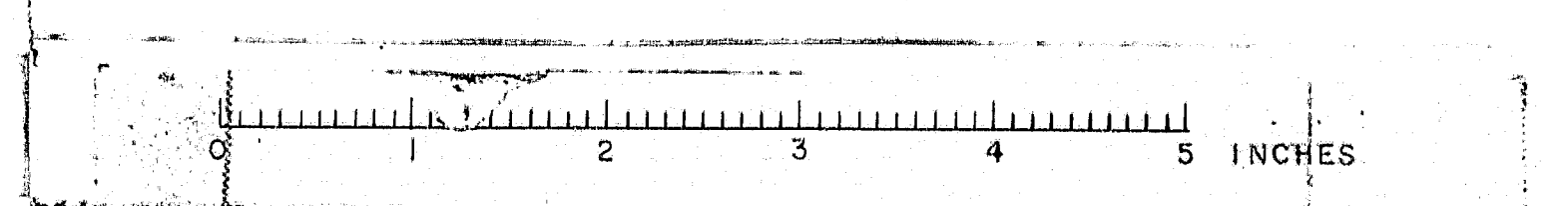
PIER DETAILS

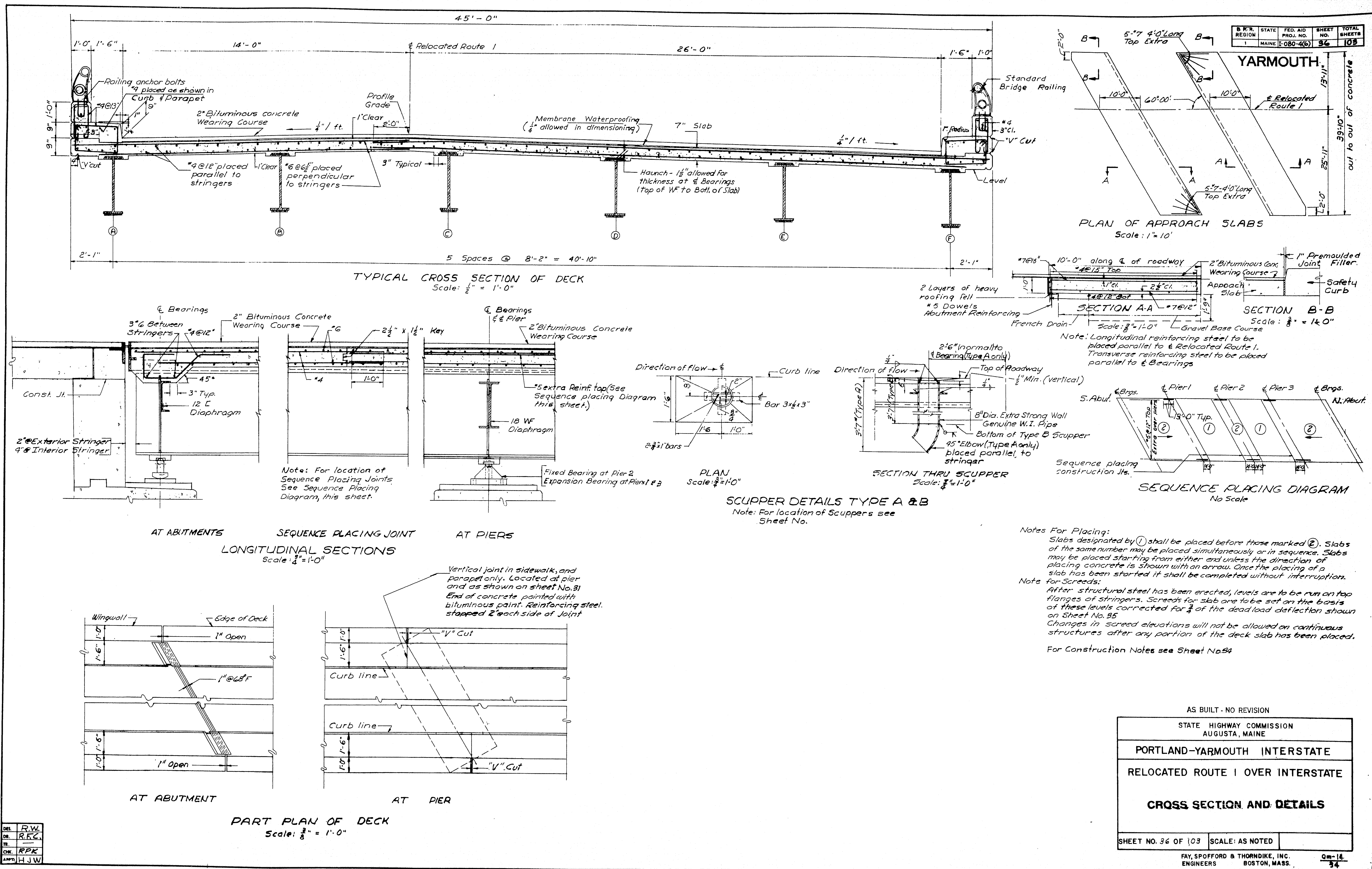
SHEET NO. 34 OF 103 SCALE: AS NOTED

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

92

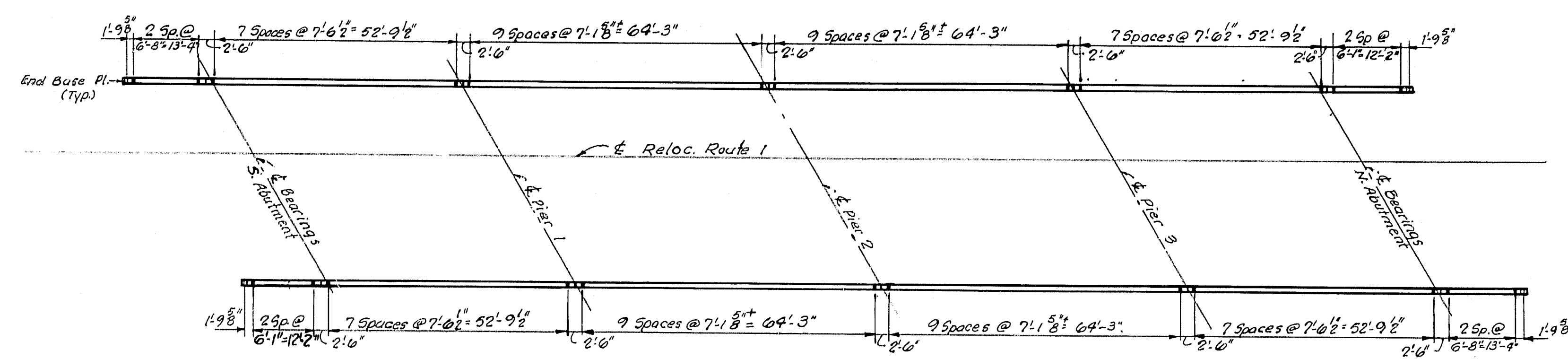
M-1088





M-1090

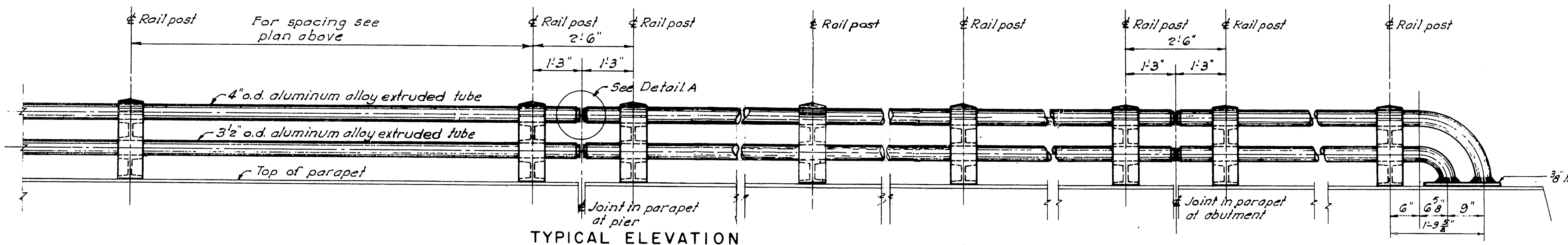
YARMOUTH



PLAN OF RAILING

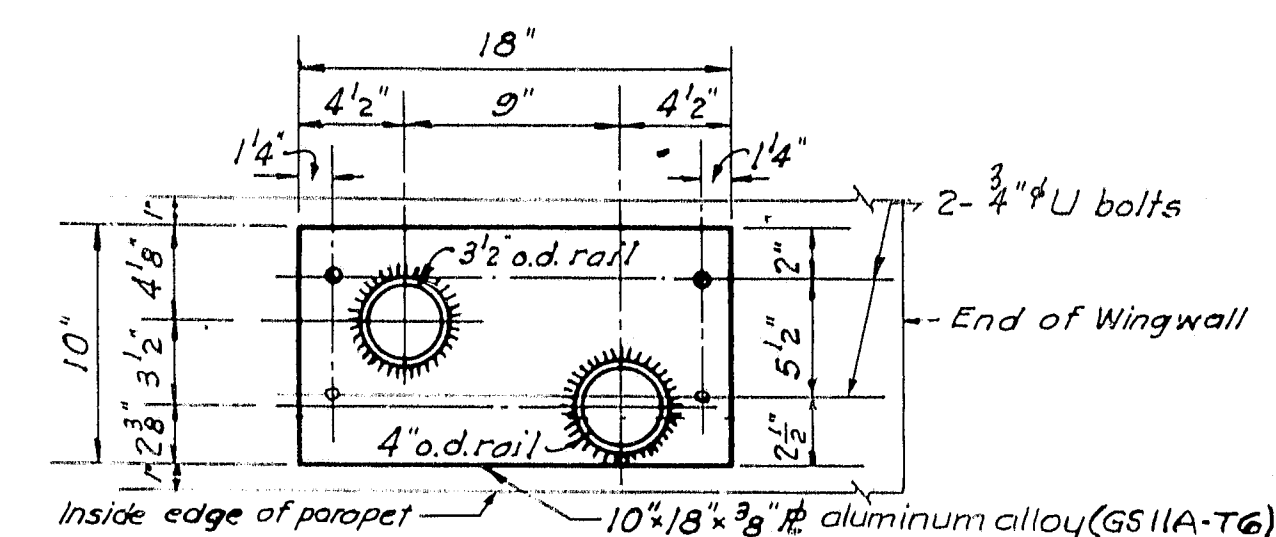
Scale: 1"=20'

All dimensions are horizontal



TYPICAL ELEVATION

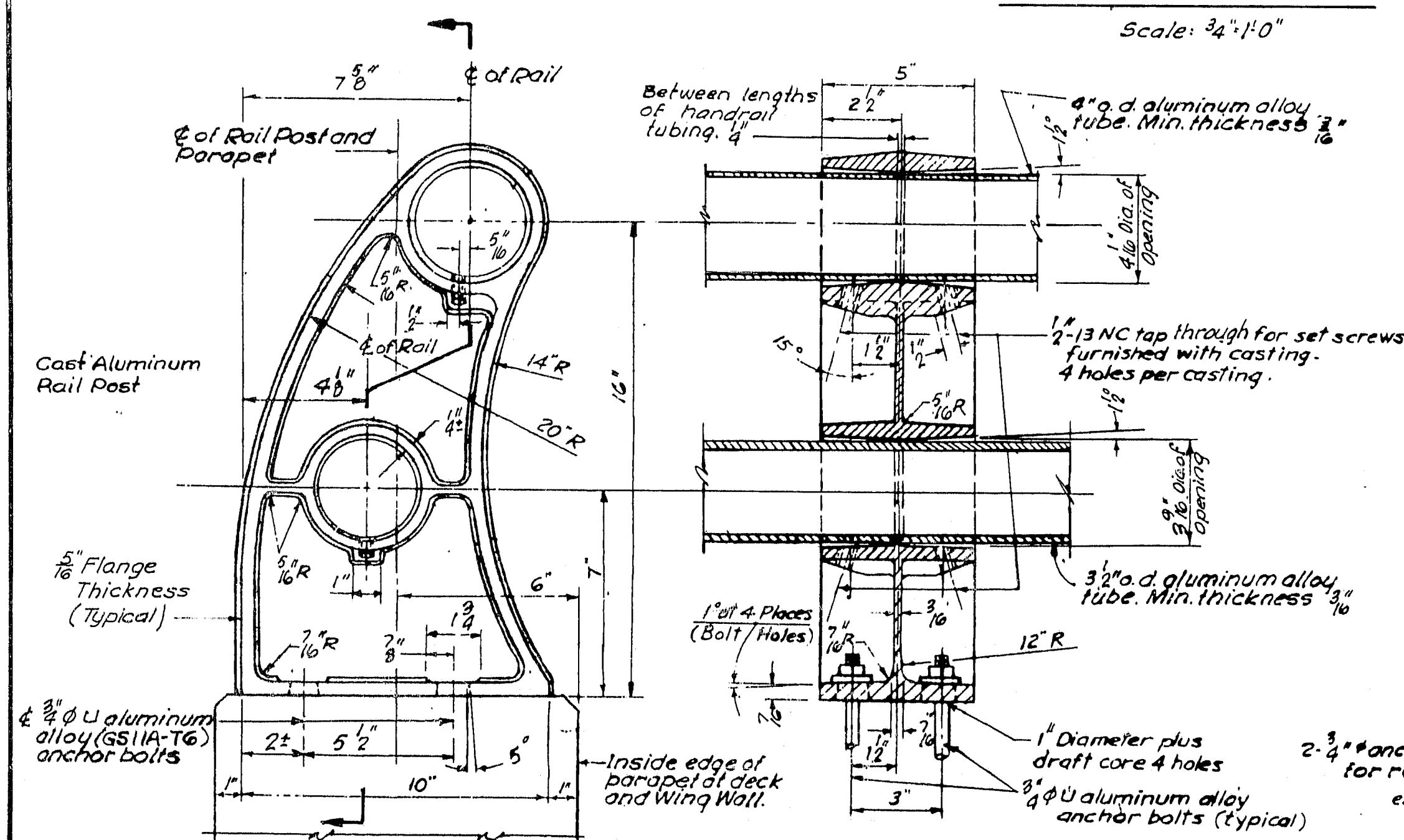
Scale: 3/4"=1'-0"



DETAIL OF END

BASE PLATE

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

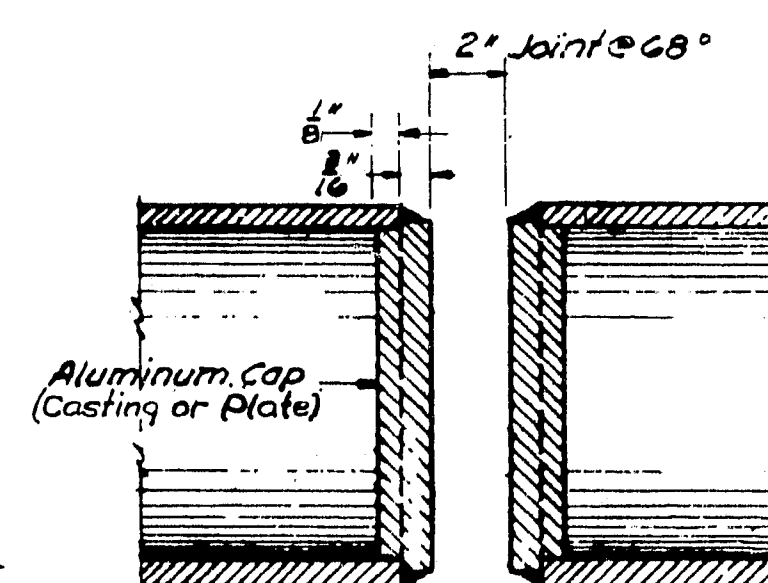


RAIL POST DETAIL

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

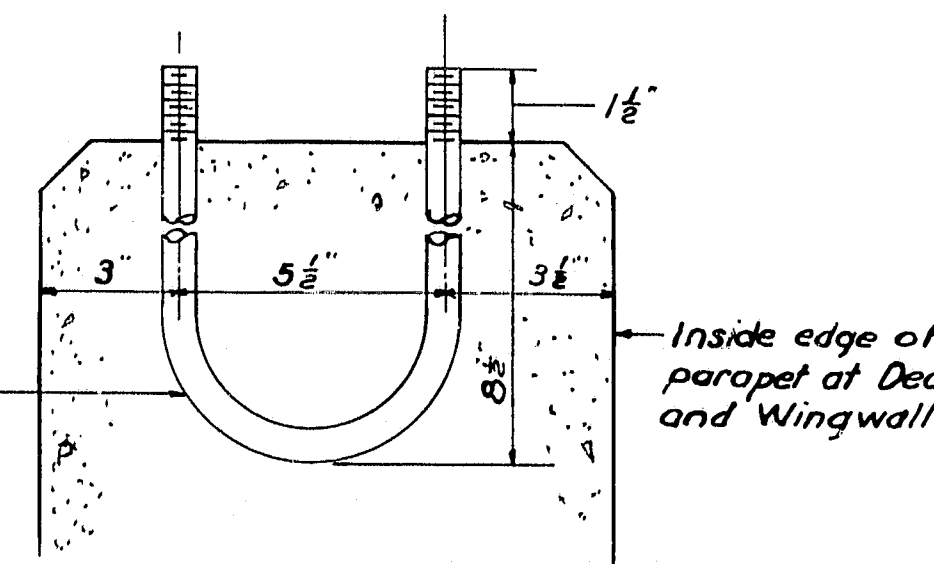
NOTES:

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



DETAIL A

No Scale



DETAIL OF U BOLT FOR RAIL POST

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

DES.	J.M.C.
DR.	J.M.C.
CHK.	R.B.K.
APPR.	H.J.W.

Revised Sheet 100-4-37

AS BUILT - NEW BRIDGE

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

RELOCATED ROUTE 1 OVER INTERSTATE

RAILING DETAILS

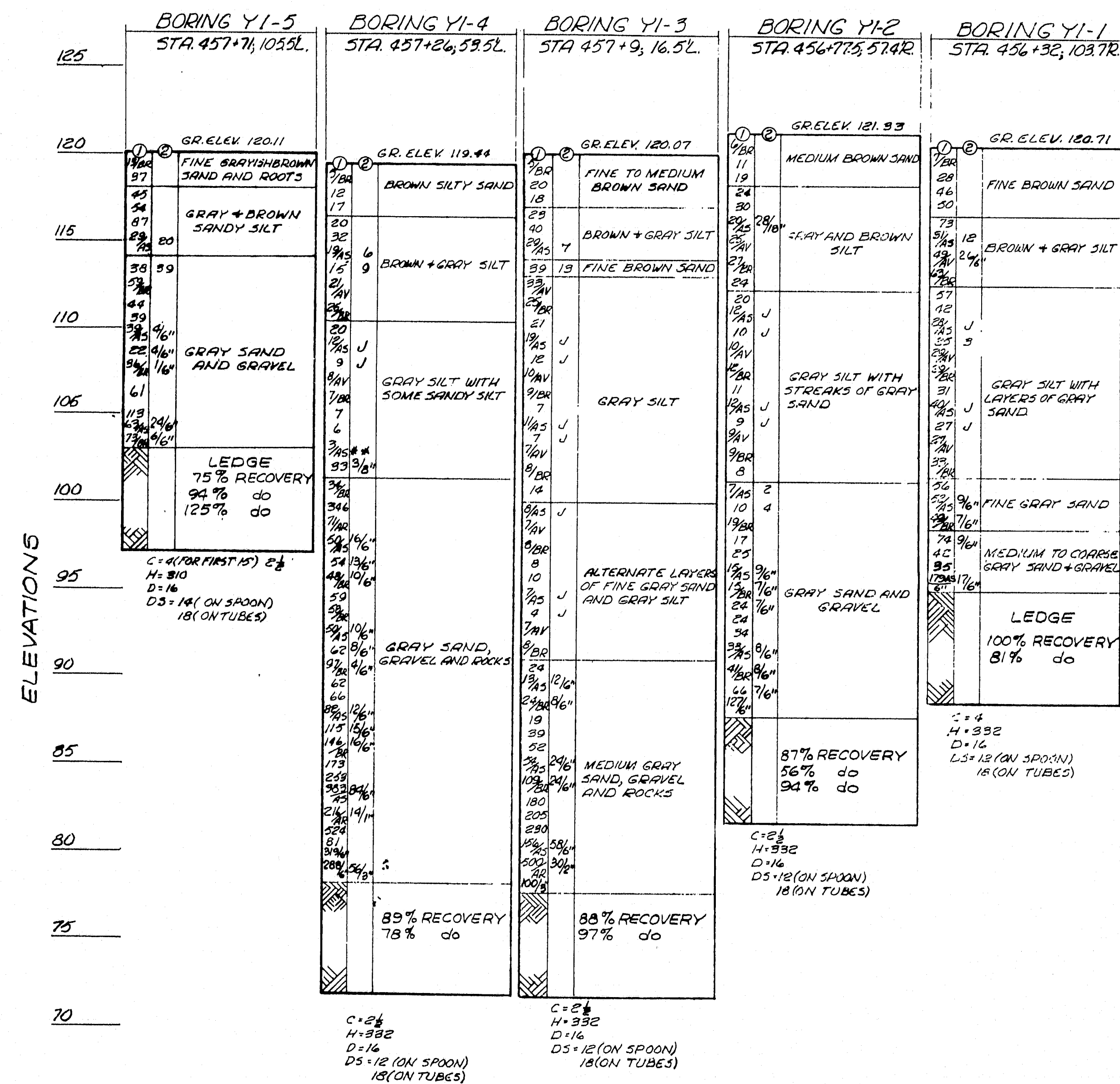
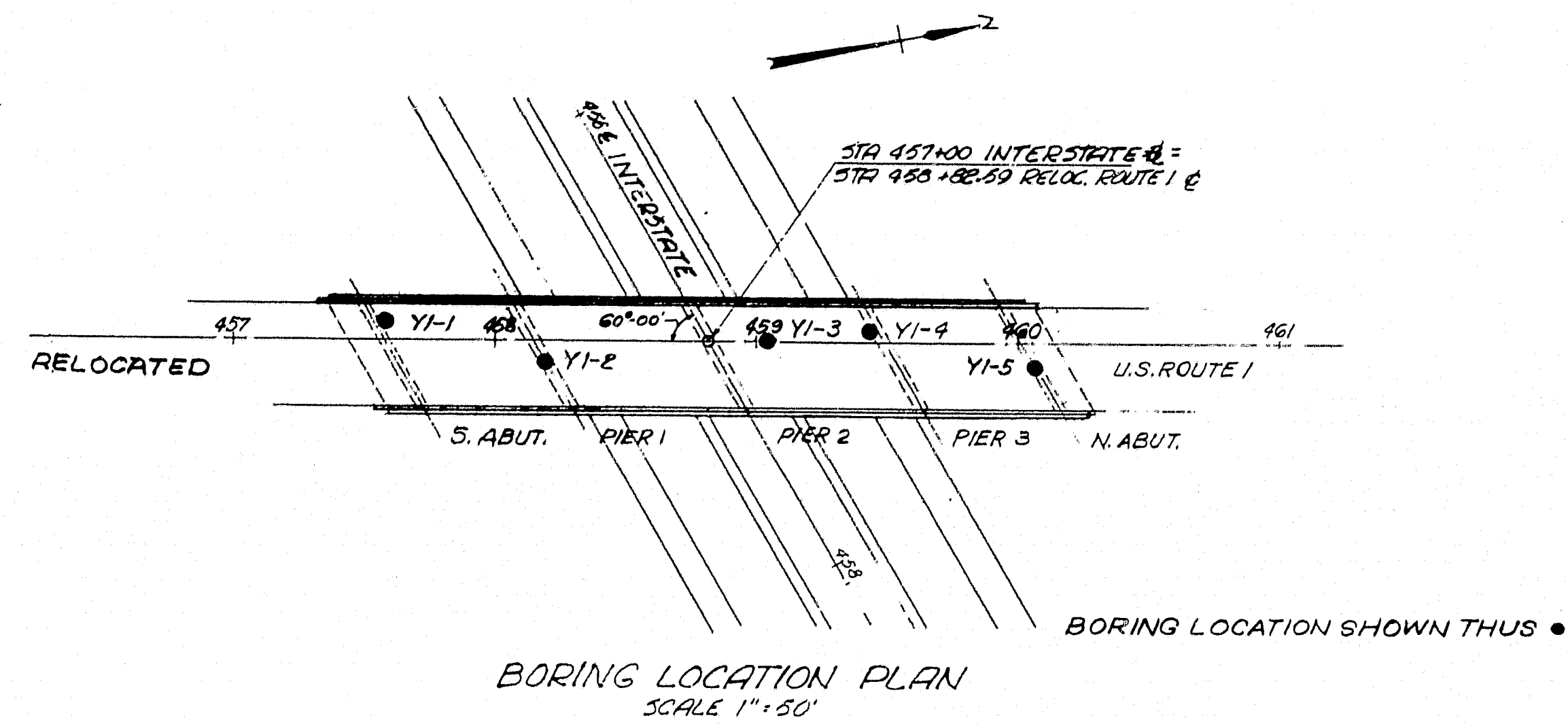
SHEET NO. 37 OF 103 SCALE: AS NOTED

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

Om-14
35

M-1091

0 1 2 3 4 5 INCHES



GENERAL NOTES

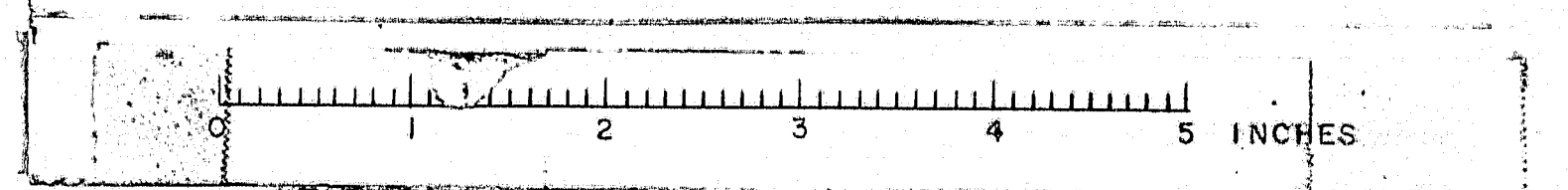
- BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION APRIL 1957.
- FIGURES IN COLUMN (1) - BLOWS PER FOOT ON CASING.
- FIGURES IN COLUMN (2) - BLOWS PER FOOT ON SAMPLER ROD EXCEPT AS NOTED.
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL.

LEGEND

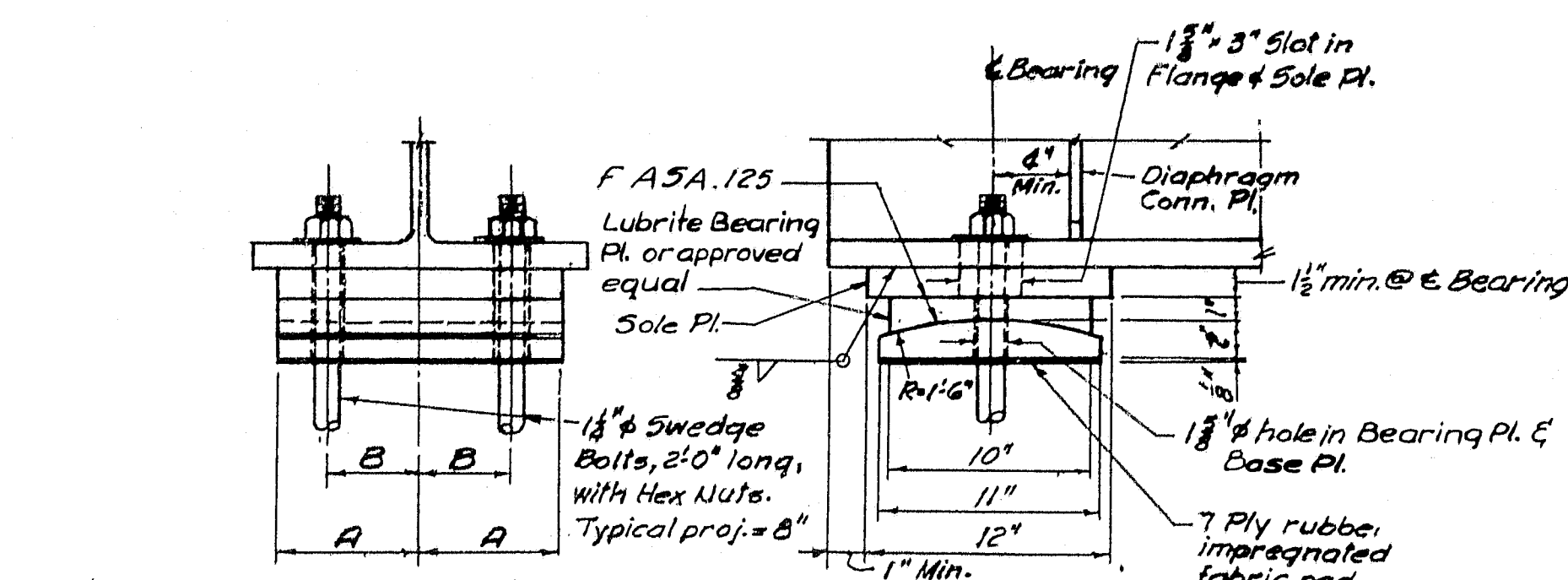
* = WEIGHT OF RODS
 AS = CASING WAS DRIVEN AFTER SAMPLING
 C = DIAMETER OF CASING IN INCHES
 H = WEIGHT OF HAMMER IN POUNDS
 D = DROP ON CASING IN INCHES
 AR = CASING WAS DRIVEN WASHING AHEAD OF CASING
 BR =
 AV =
 DS = DROP ON SAMPLER ROD IN INCHES
 J = SAMPLER DRIVEN BY STATIC LOAD NOT EXCEEDING 1/2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

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
RELOCATED ROUTE 1 OVER INTERSTATE	
BORING DATA	
SHEET NO. 38 OF 103	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

M-1092



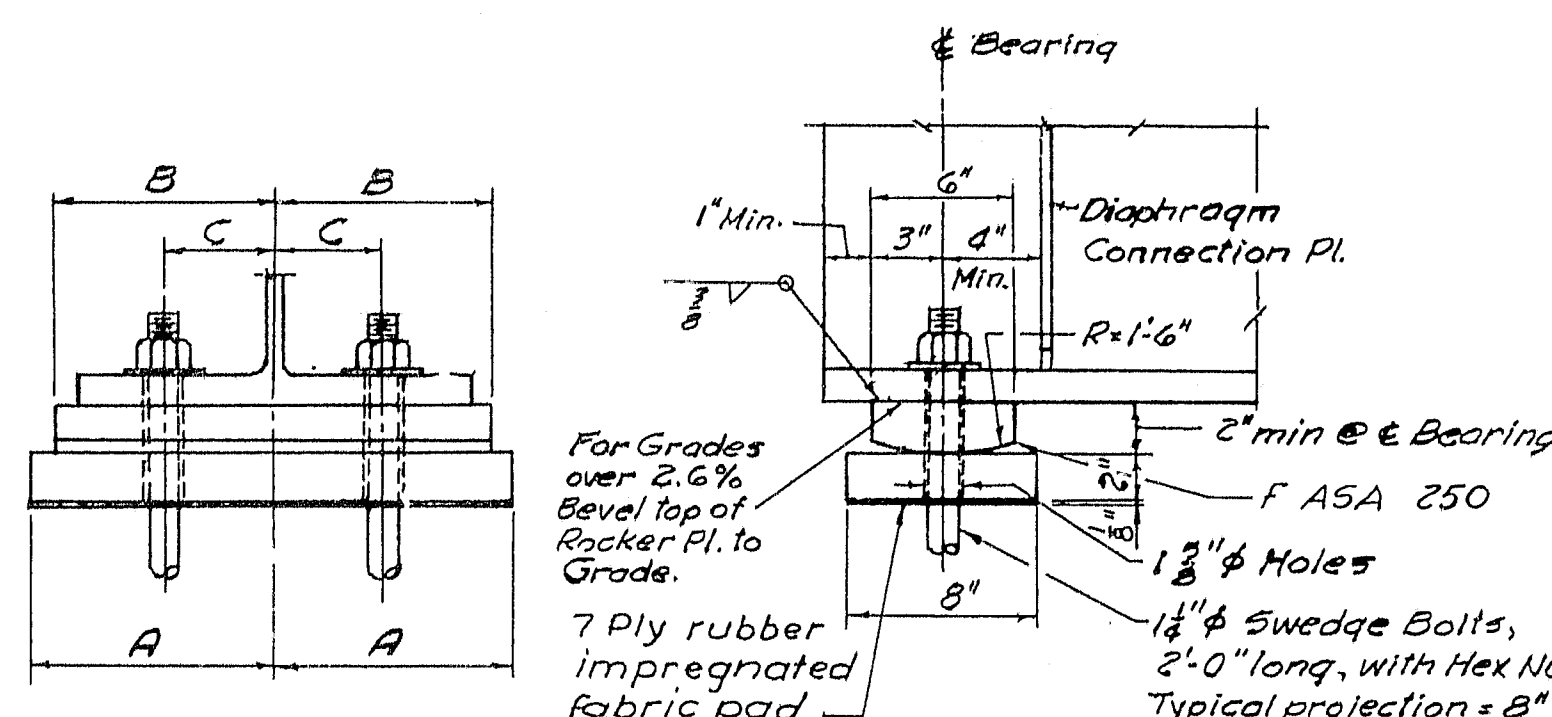
YARMOUTH



Note: For Grades over 2.6%, Bavel top of Sole Plate to Grade
TYPE A
(EXPANSION BEARING)
Scale: 1 1/2" = 1'-0"

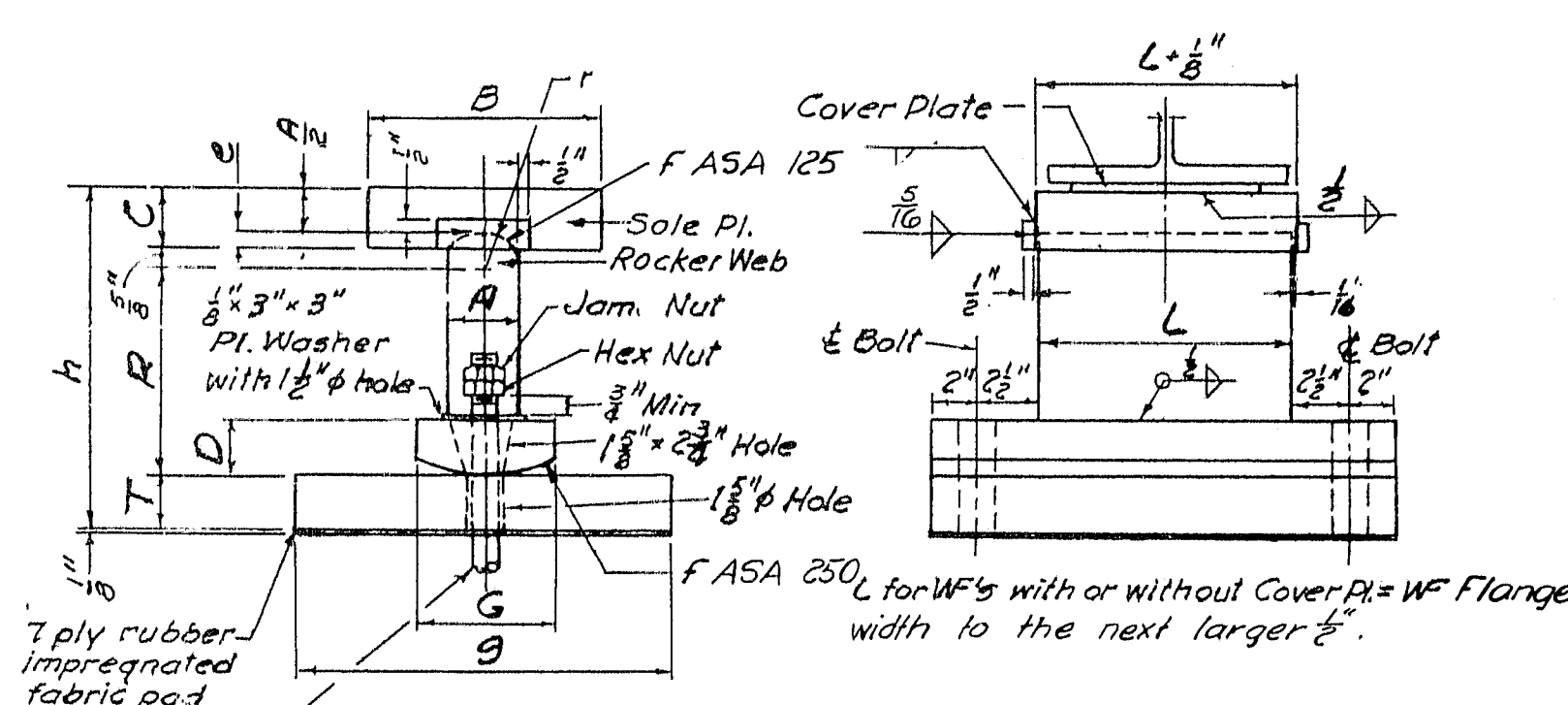
Note for Type "A" and "B" Bearings
All nuts to be drawn up finger tight, then backed off one turn and the threads of the bolts burr off the face of the nuts with a pointed tool.

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

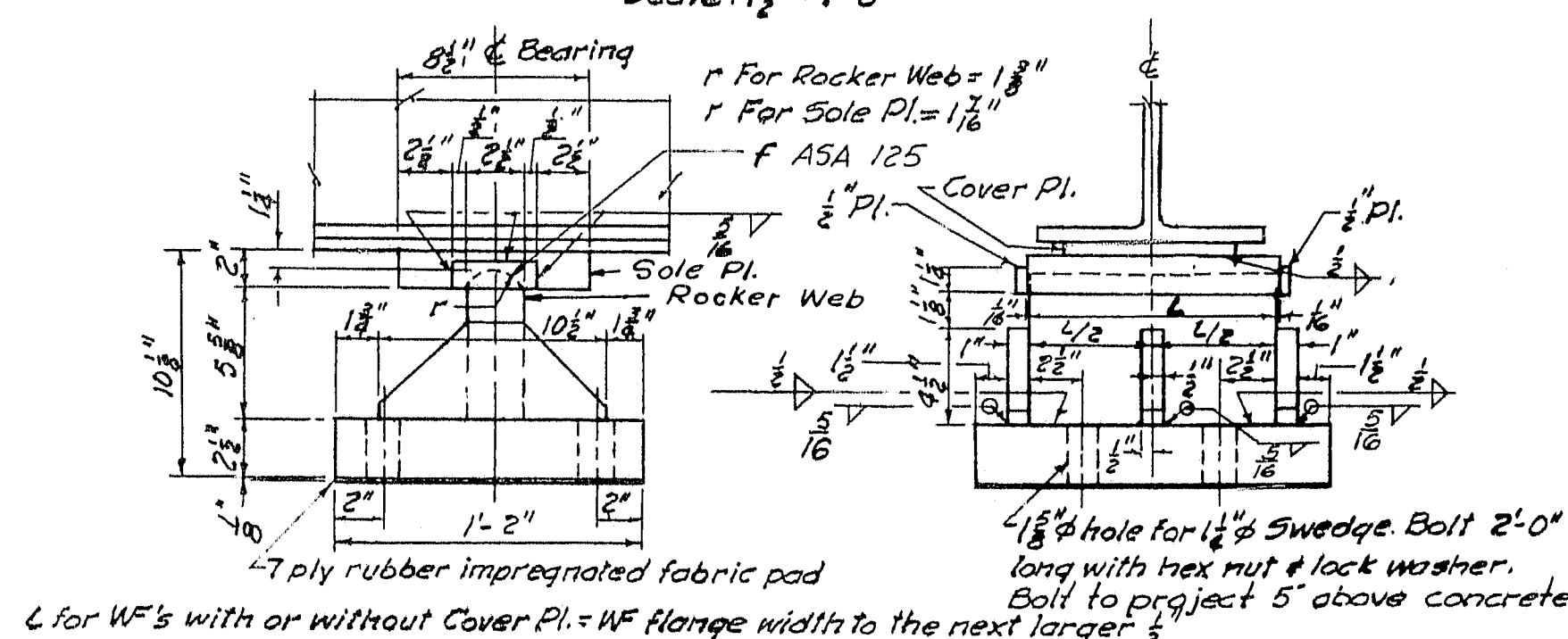


TYPE B
(FIXED BEARING)
Scale: 1 1/2" = 1'-0"

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



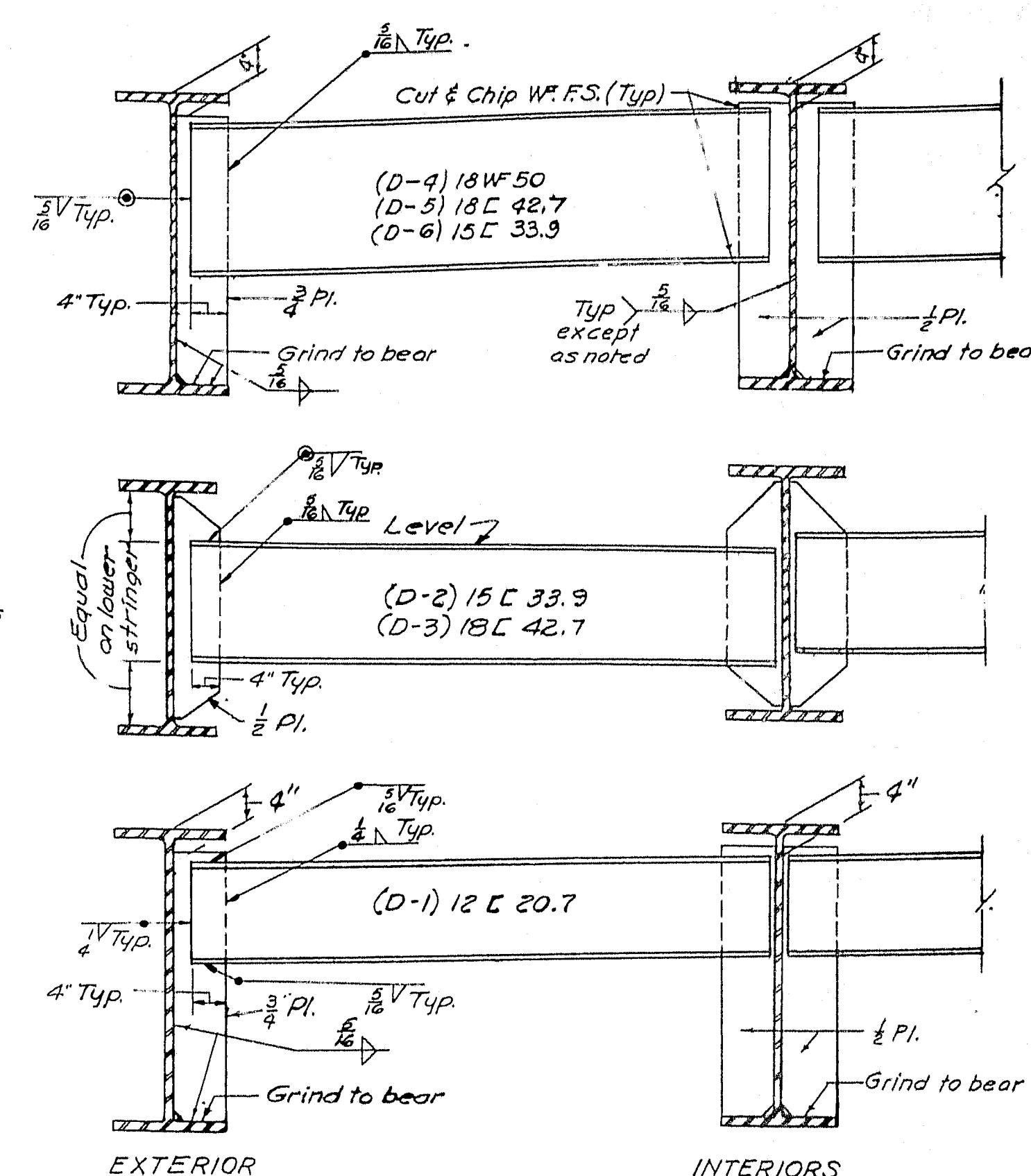
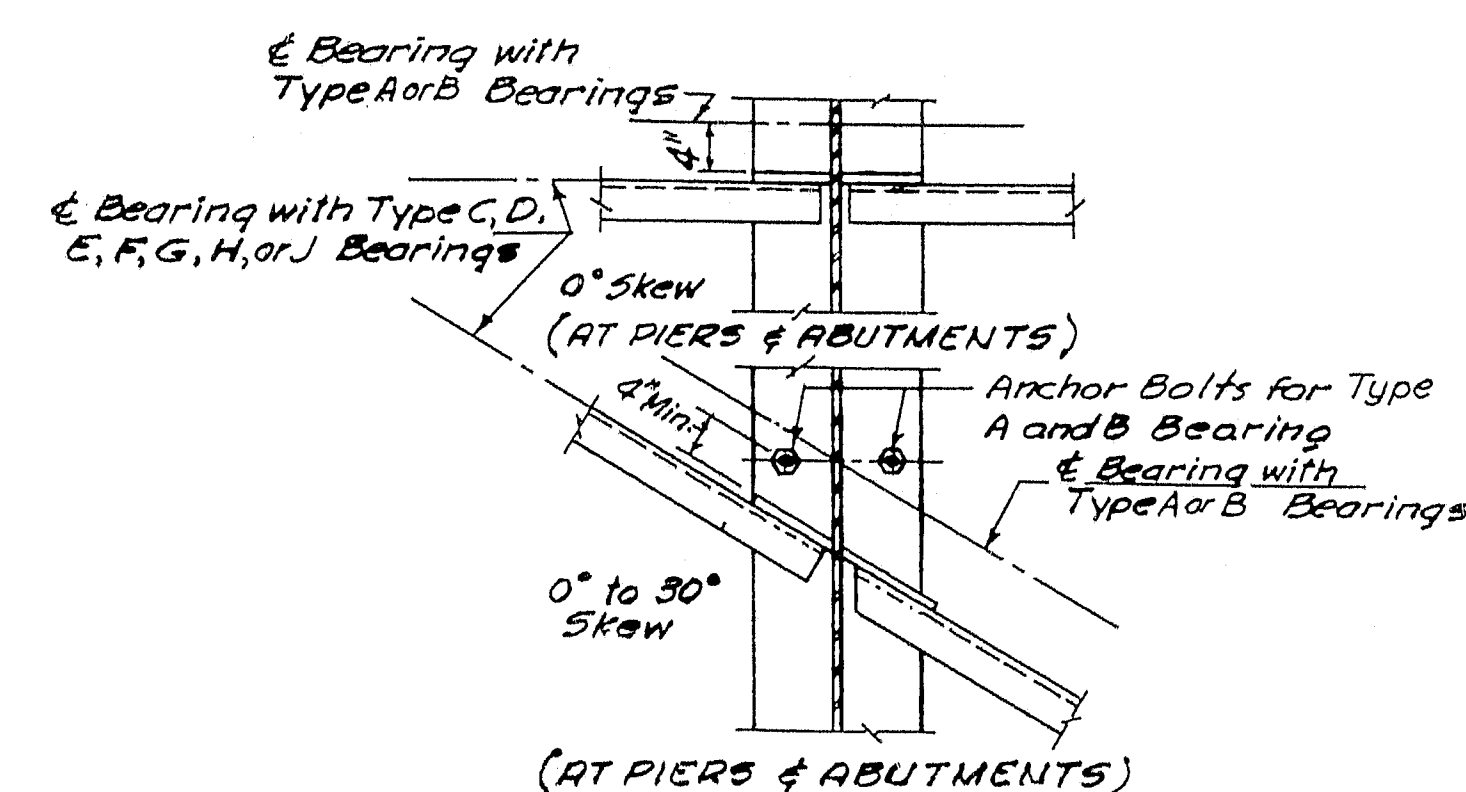
TYPE C, D, E, F, G, H
(EXPANSION BEARING)
Scale: 1 1/2" = 1'-0"



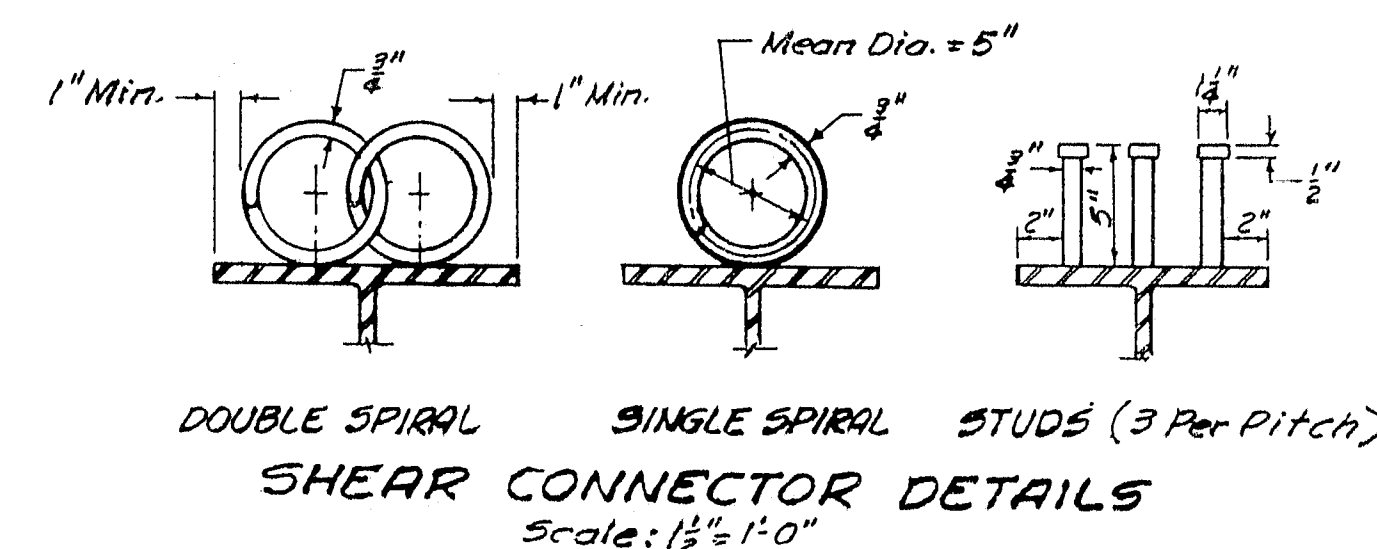
TYPE J
(FIXED BEARING)
Scale: 1 1/2" = 1'-0"

DIMENSIONS										
BEARING TYPE	A	B	C	D	E	G	H	R	S	T
C	2 1/2"	8 1/2"	2"	2 1/2"	3"	6"	10 1/2"	6"	12"	1 1/2"
D	2 1/2"	8 1/2"	2"	2 1/2"	3"	6"	11 1/2"	7"	14"	1 3/4"
E	3"	10"	2 1/2"	2 1/2"	1"	6"	13 1/2"	8"	14"	2"
F	3"	10"	2 1/2"	2 1/2"	1"	6"	14 1/2"	9"	16"	2 1/4"
G	3 1/2"	10"	3"	2 1/2"	1 1/2"	7"	16 1/2"	10"	16"	2 1/2"
H	3 1/2"	10"	3"	2 1/2"	1 1/2"	7"	17 1/2"	11"	18"	2 3/4"

r for Sole Plate = $\frac{A}{2} + \frac{3}{16}$
r for Rocker Web = $\frac{B}{2} + \frac{1}{8}$



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



- Spiral Notes**
1. All spirals to be fabricated with 3/8" plain bars and to have a mean diameter of 5 inches.
 2. Spirals to be welded to stringer flange with two 3/8" fillet welds, 2 1/2" long at each point of contact.
 3. Spiral lengths given on framing plan are net lengths and do not include any allowance for laps.
 4. Where spiral sections are joined, they shall be lapped for a distance of one-half the smaller pitch.

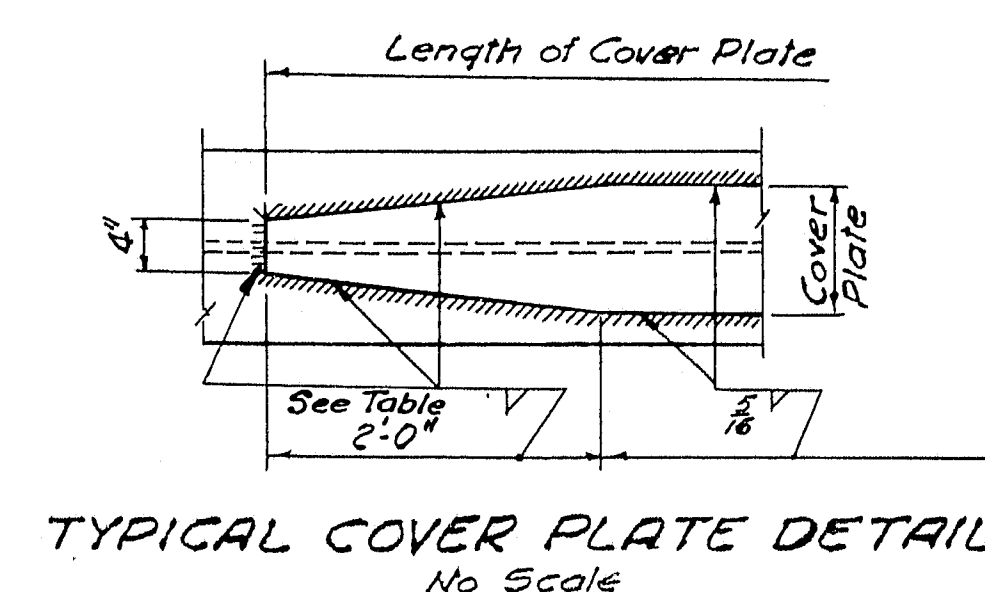


Plate Thickness	Fillet Weld
3/8" to 1/2"	3/16"
5/8" to 1"	1/4"
1 1/8" to 1 1/2"	1/2"

AS NOTED REVISION

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

STANDARD FRAMING DETAILS

SHEET NO. 39 OF 103 SCALE: AS NOTED

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

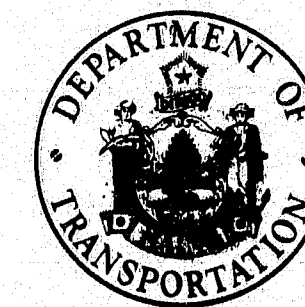
Qm-14
44

M-1093

DES. RWB/MB
DR. RB
TR.
CHK. R.K.
APP. HJV

Boston Blue Print-300-4-51

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PLANS

CUMBERLAND-YARMOUTH CUMBERLAND COUNTY MAINE FEDERAL AID SECONDARY PROJECT NO. RS-RSG-0141(5) PROJECT LENGTH 2.030 MILES A RESURFACING AND SAFETY PROJECT PROJECT NO. RS-0141(6) PROJECT LENGTH 0.048 MILES A BRIDGE REHABILITATION PROJECT

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-RSG-0141(5)	1	28

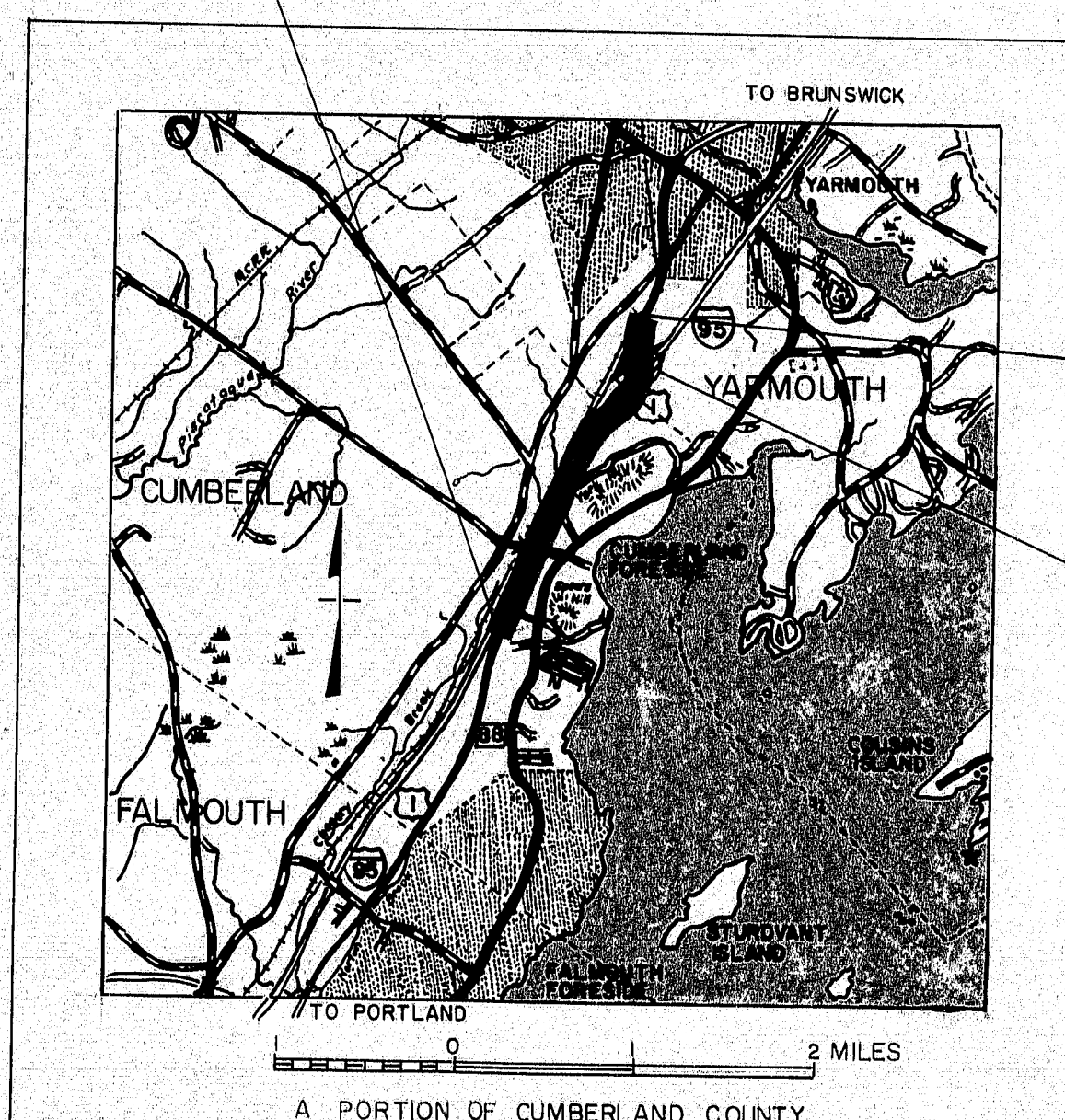
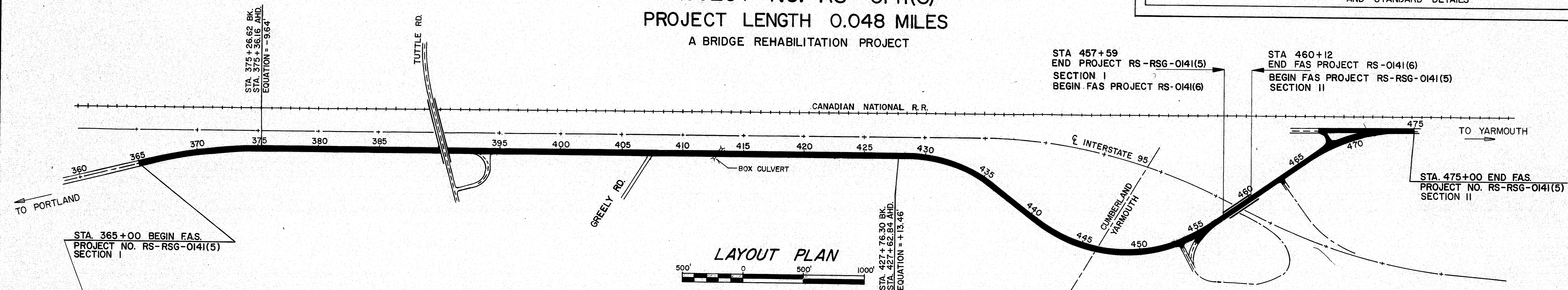
CONVENTIONAL SIGNS

COUNTY LINES	---	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	----	UNDERGROUND UTILITIES - EXISTING	----
PROPERTY LINES	-----	UNDERGROUND UTILITIES - PROPOSED	-----
R/W LINES - EXISTING	=====	RAILROAD - SINGLE TRACK	=====
R/W LINES - NEW - ACCESS CONTROL	=====	RAILROAD - DOUBLE TRACK	=====
R/W LINES - NEW - NO ACCESS CONTROL	=====	UTILITY POLE - EXISTING	+
CULVERT - EXISTING	=====	UTILITY POLE - JOINT OCCUPANCY	+
CULVERT - PROPOSED	=====	PROPOSED UTILITY POLE - TEMPORARY	+
CURBING - EXISTING	=====	PROPOSED UTILITY POLE - PERMANENT	+
CURBING - PROPOSED	=====	TREES	+
TRAVELLED WAY - EXISTING	=====	WOODS	=====

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	ESTIMATED QUANTITIES AND SUMMARY OF EXCAVATION AND BORROW
4	CONSTRUCTION NOTES, GENERAL NOTES AND SPECIAL PLAN DETAILS
5-10	STANDARD DETAILS (1,2,3,4,5,6)
11-13	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES (10,11,12)
14	STANDARD PAVEMENT MARKINGS (13)
15-20	CROSS SECTIONS
21-22	SPECIAL GUARDRAIL DETAILS
23-28	BRIDGE PLAN, ESTIMATED QUANTITIES, AND STANDARD DETAILS

G20



STA 475+00 END FAS
PROJECT NO. RS-RSG-0141(5)
SECTION II

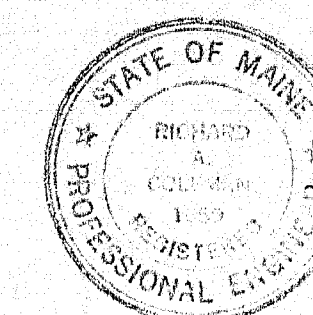
FAS PROJECT
RS-0141(6)

TRAFFIC DATA

A.D.T. (1988)	5900
A.D.T. (2008)	9440
D.H.V.	1038
T. (%)	5
D. (%)	80
V.	NA
P.S.D. (%)	NA
18 KIPS	86

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of July 1988) and supplements thereto, except as modified on the plans and in the special provisions.



APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER

Richard A. Coleman
CHIEF ENGINEER

DATE

11-3-88

11-2-88

104-102

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

REVISED AS-BUILT 3/91