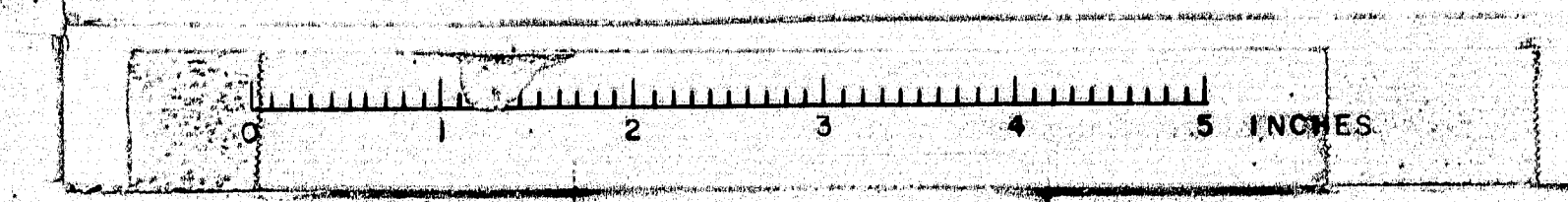
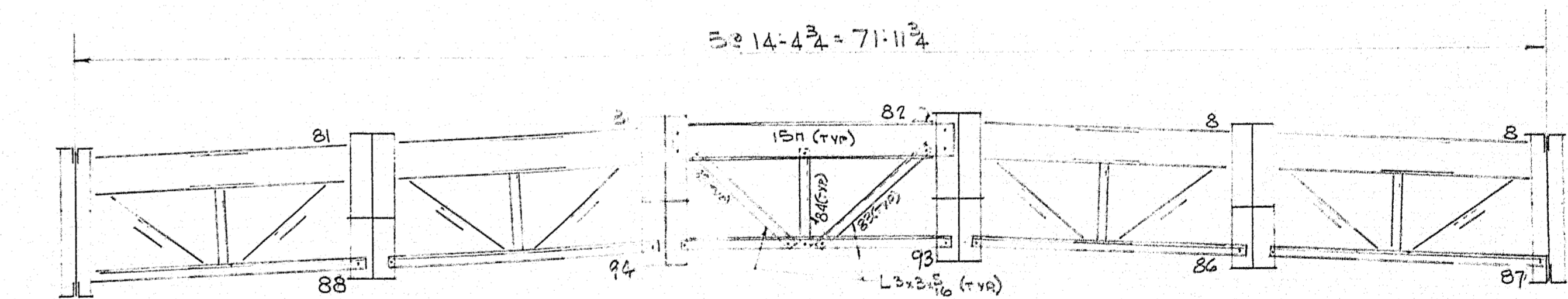
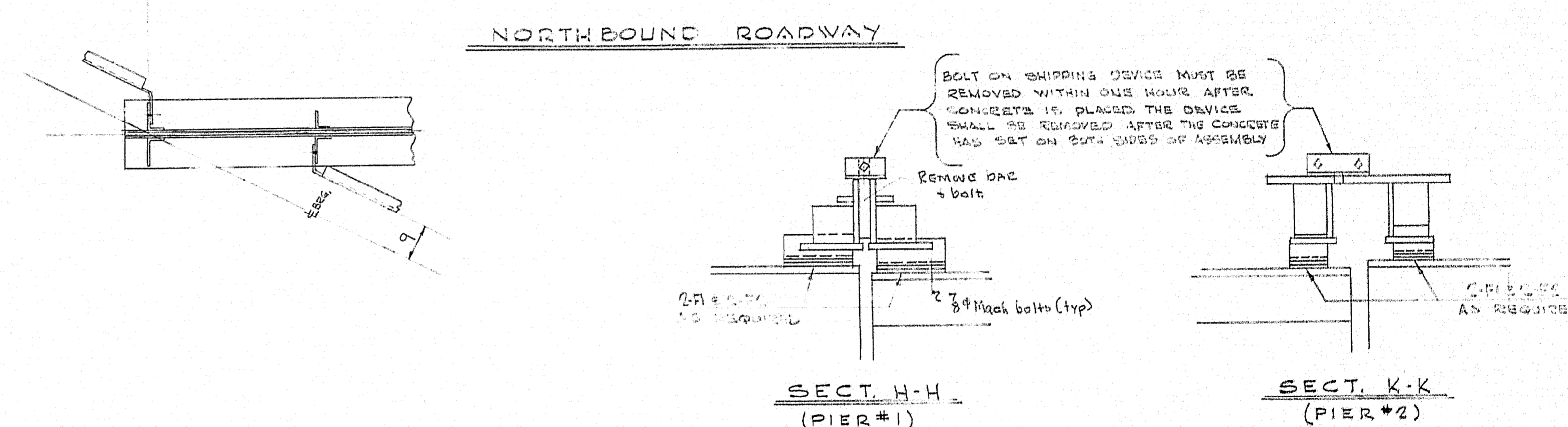
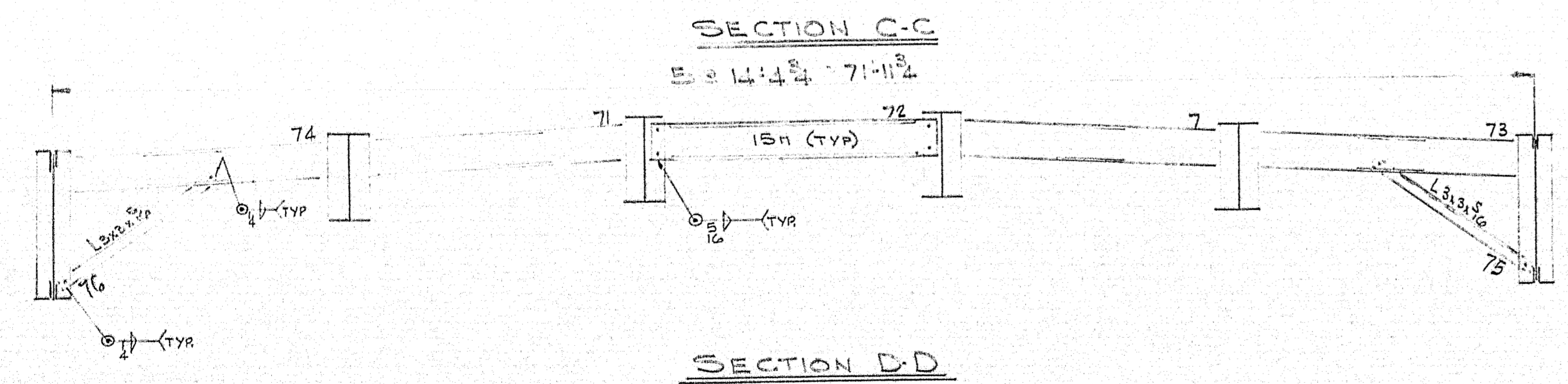
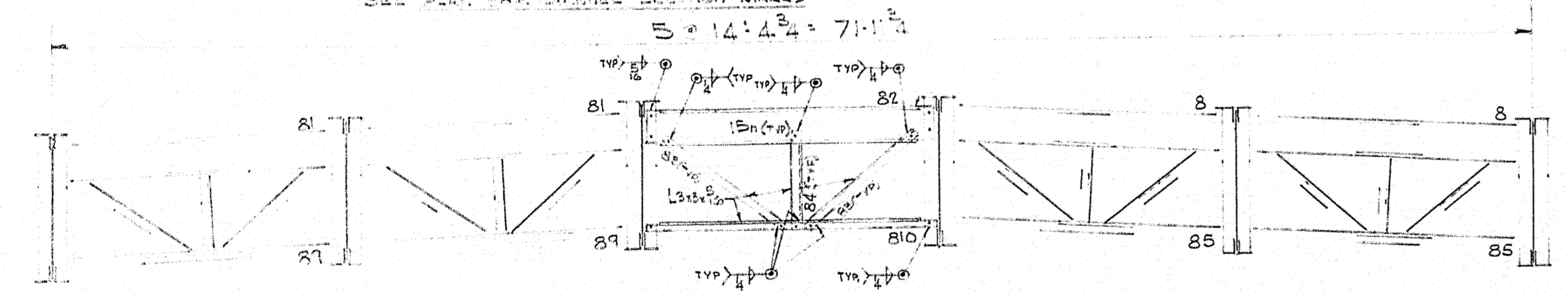
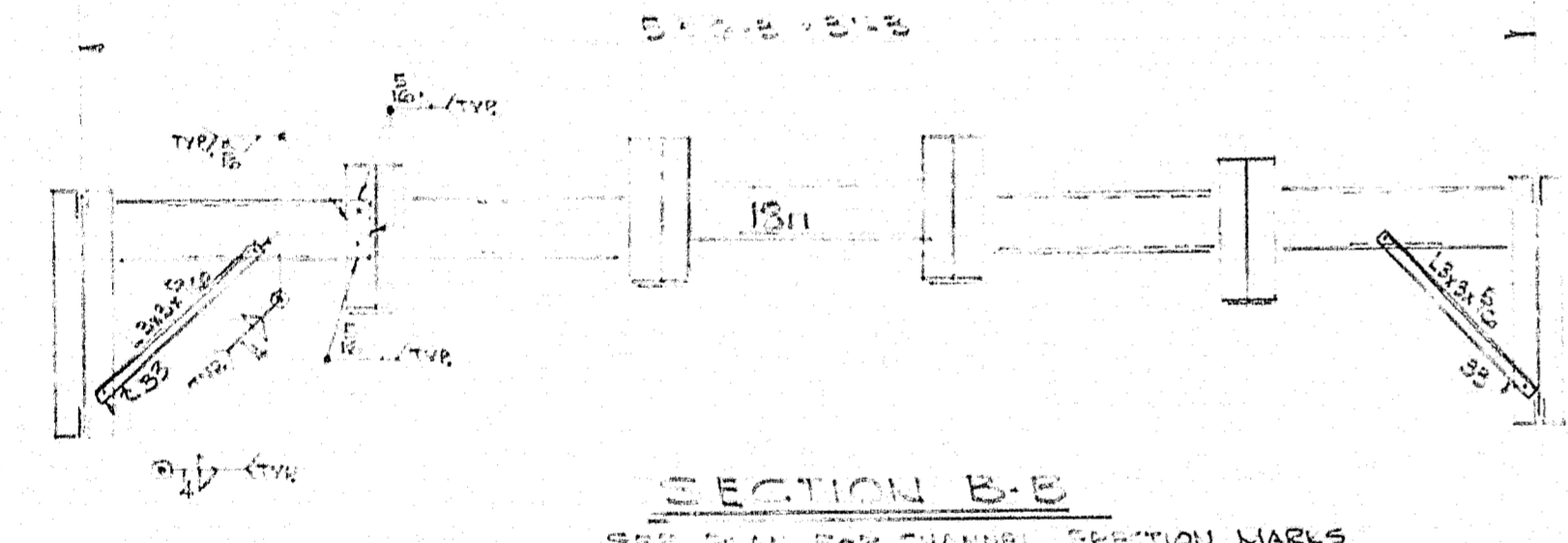
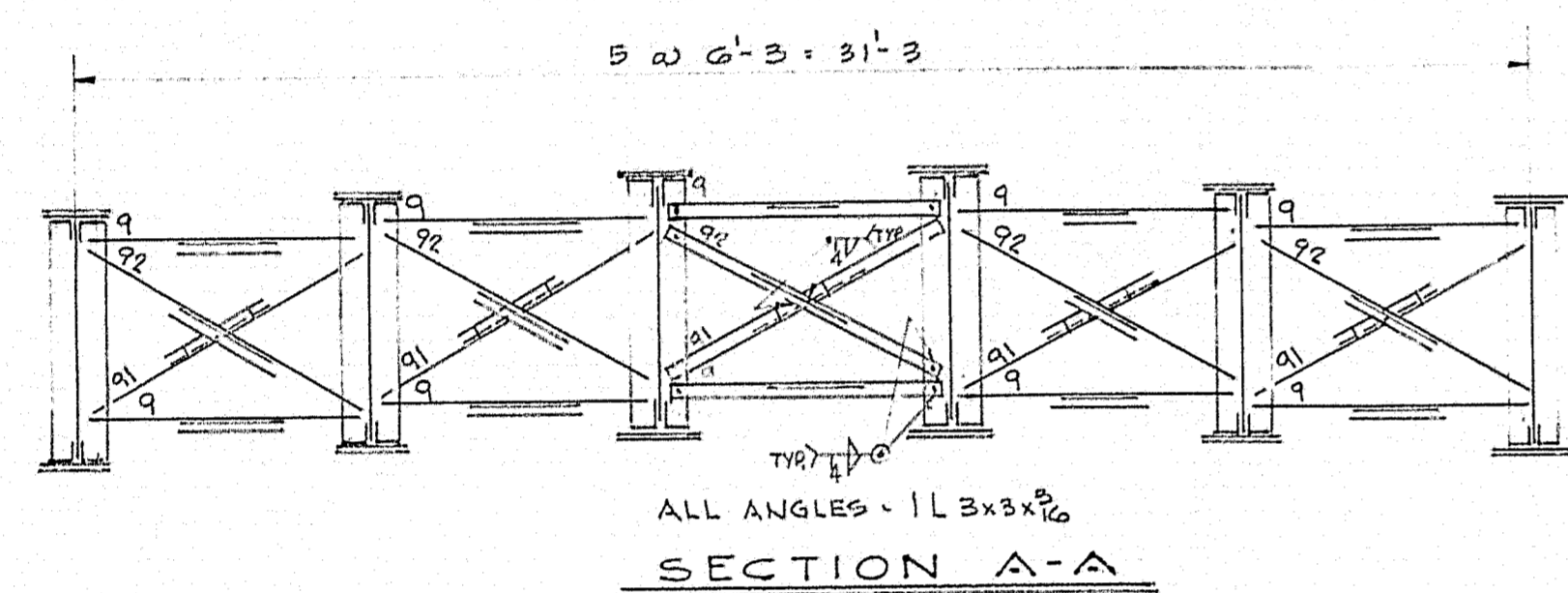
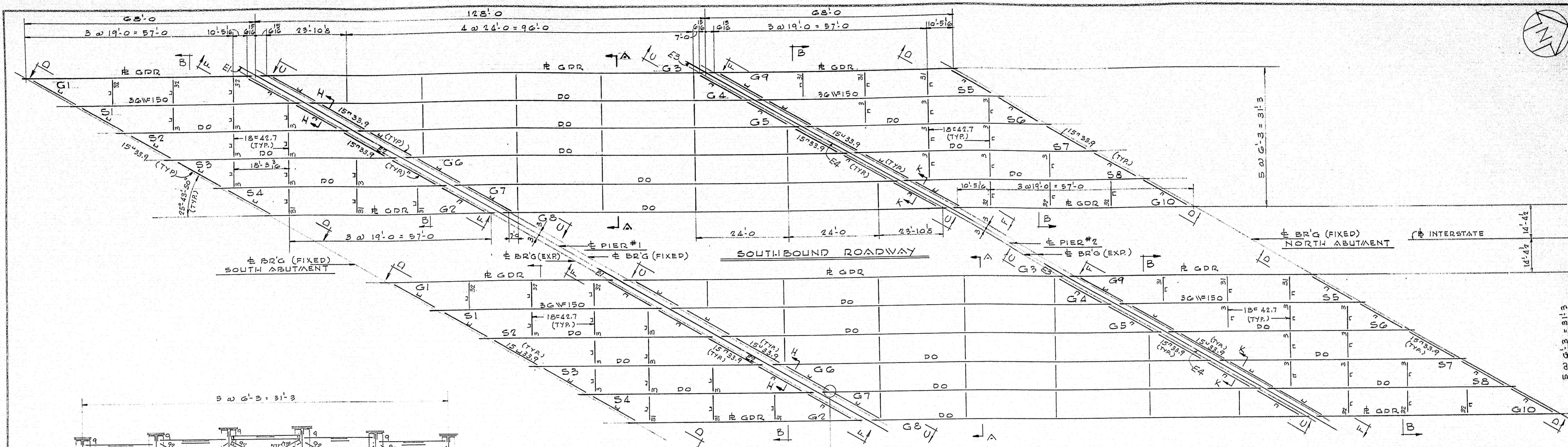


NOTES:

ANCHOR BOLT SETTING PLAN	
Bancroft & Martin Rolling Mills Company	
South Portland 7, Maine	
INTERSTATE 95 OVER ROUTE 1	
YARMOUTH MAINE	
CUSTOMER E.C. SNODGRASS INC.	
DESIGNER	
ORDER NO.	DWG. NO. 61-55-EI

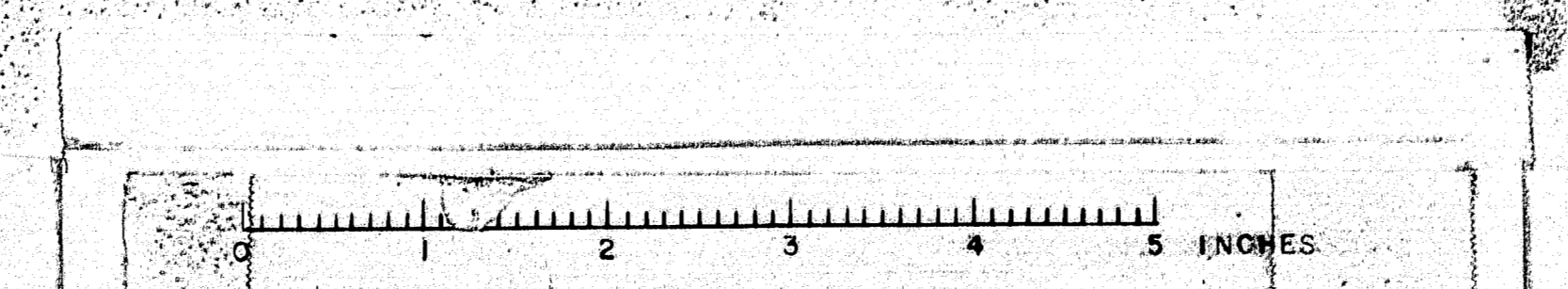
84-80

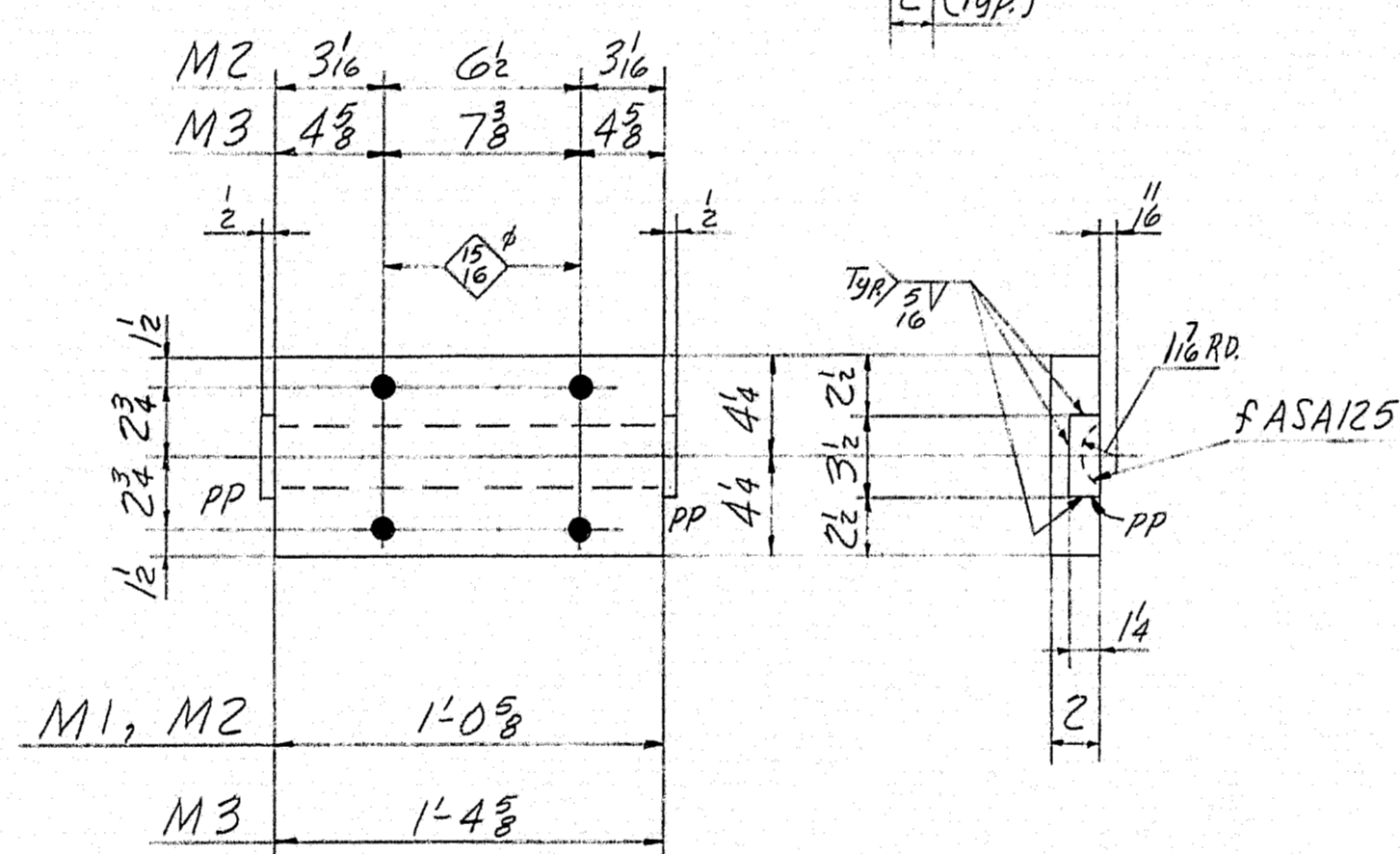
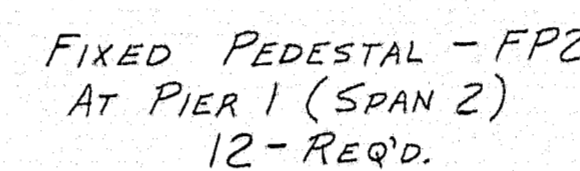
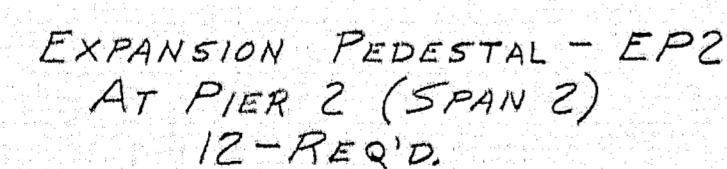
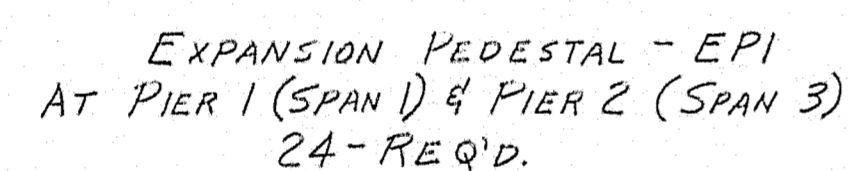
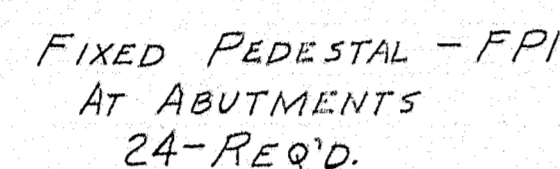




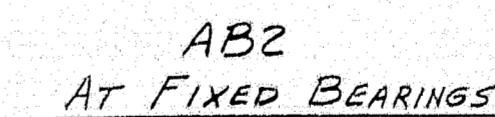
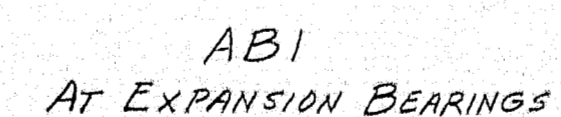
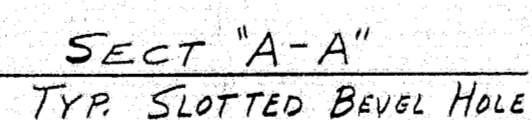
NOTES  
FIELD CONNECTIONS WELDED  
1/4" FIT UP BOLTS (WASHER HD NUT)  
LEFT IN PLACE - WELD

STEEL FRAMING PLAN	
Bancroft & Martin Rolling Mills Company South Portland, Maine	
INTERSTATE 95 OVER ROUTE 1 YARMOUTH, MAINE	
CUSTOMER: E.C. SNODGRASS INC.	
DESIGNER: FAY, SPOFFORD & THORNDIKE	
DRAWN	
REVISION	
REVISION	
REVISION	
ORDER NO.	DWG. NO. 61-55 E2





$M1, M2 \text{ \& } M3$



ALL OTHER PLATE FINISHES CONFORM TO  
STATE OF MAINE SPECS  
SHOP CONNECTIONS:  
FIELD CONNECTIONS:  
HOLES: AS NOTED  
PAINT: PER STATE OF MAINE SPECS  
COAT FINISHED SURFACES  
W/ WHITE LEAD & TALLOW

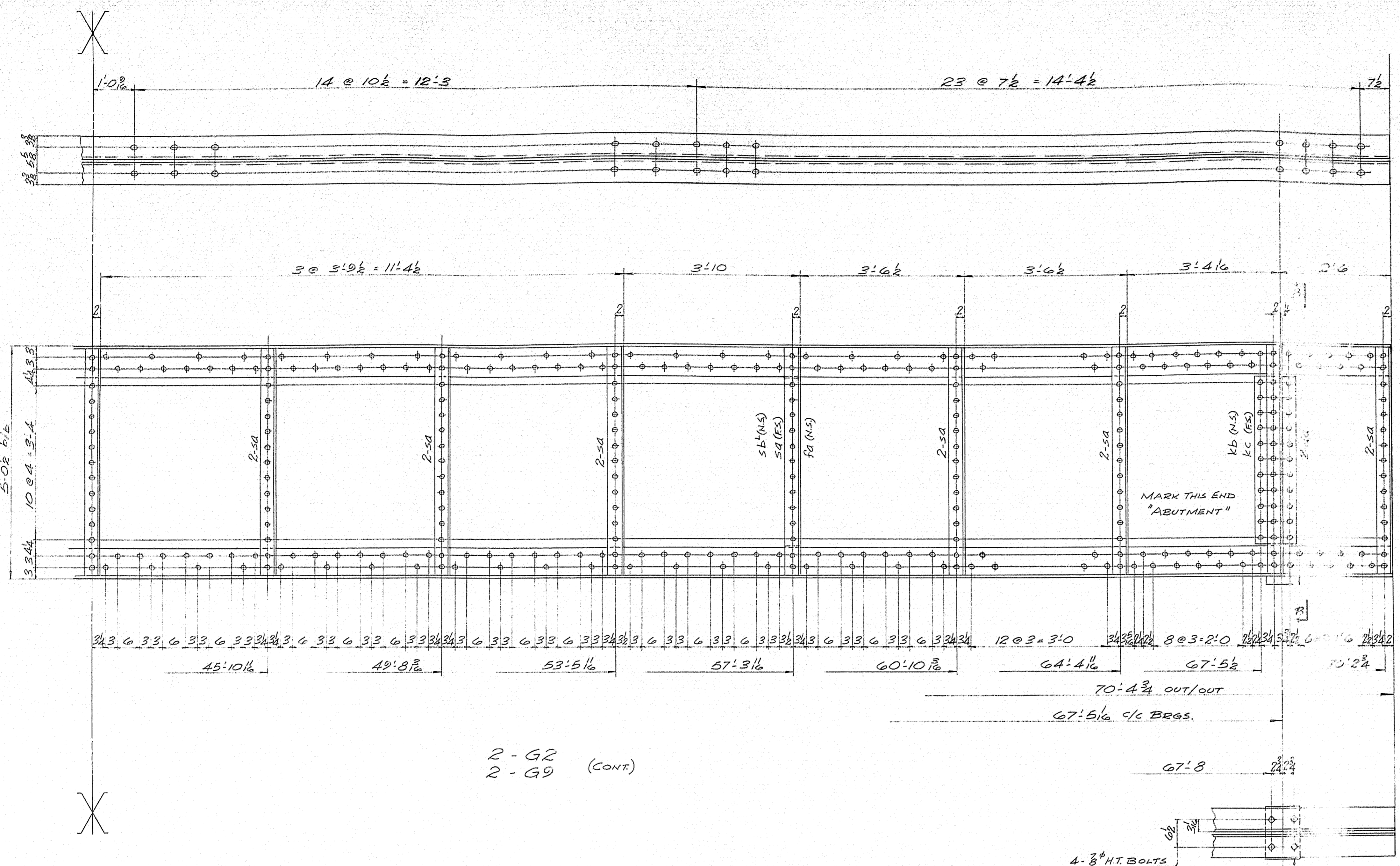
PEDESTAL DETAILS	
<i>Blanco &amp; Martin Potting Mills Company</i> <i>South Portland 7, Maine</i>	
INTERSTATE 95 OVER ROUTE 1 YARMOUTH, MAINE	
CUSTOMER	<u>E. C. SNODGRASS INC.</u>
DESIGNER	
ORDER NO. _____	DWG. NO. <u>61-55-51</u>

84-82

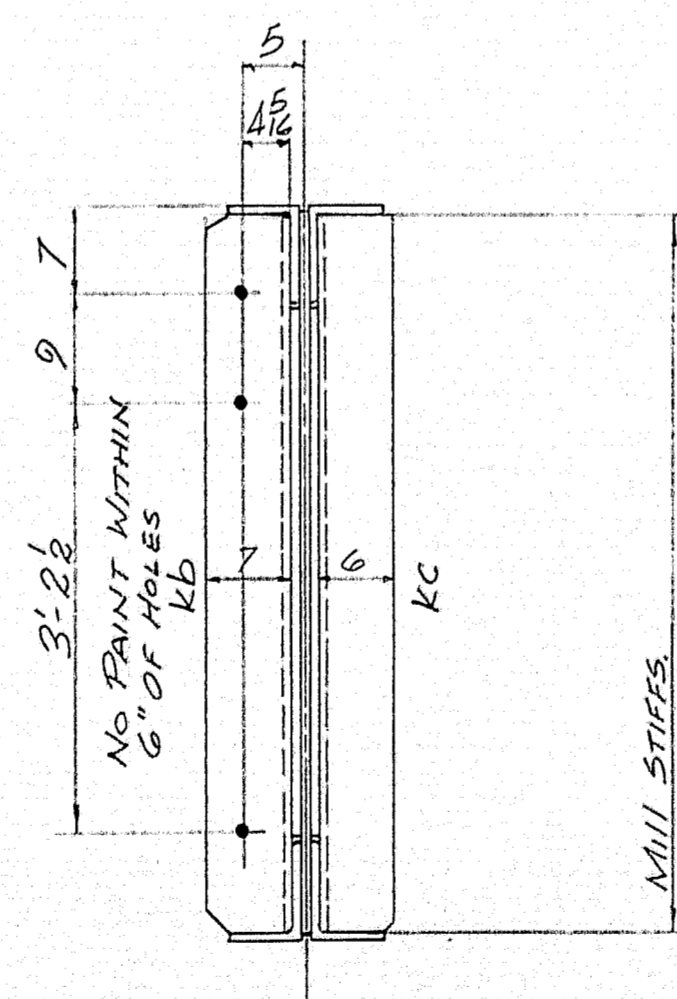








2 - G2  
2 - G9 (CONT.)



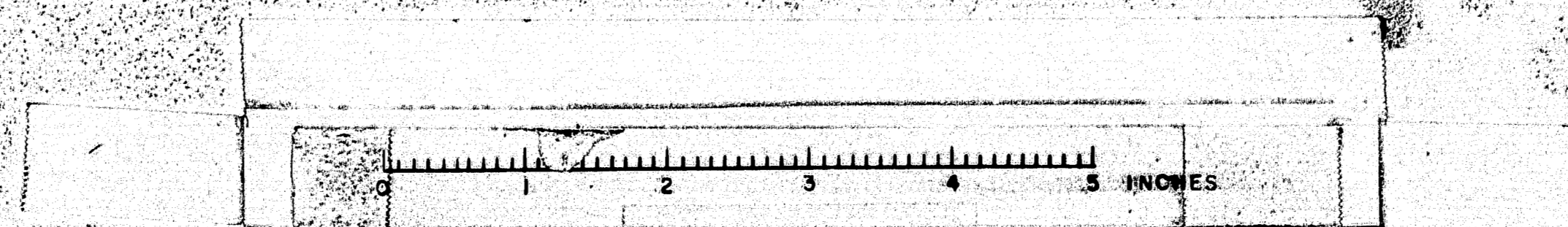
SECTION B-B  
AT BEARING

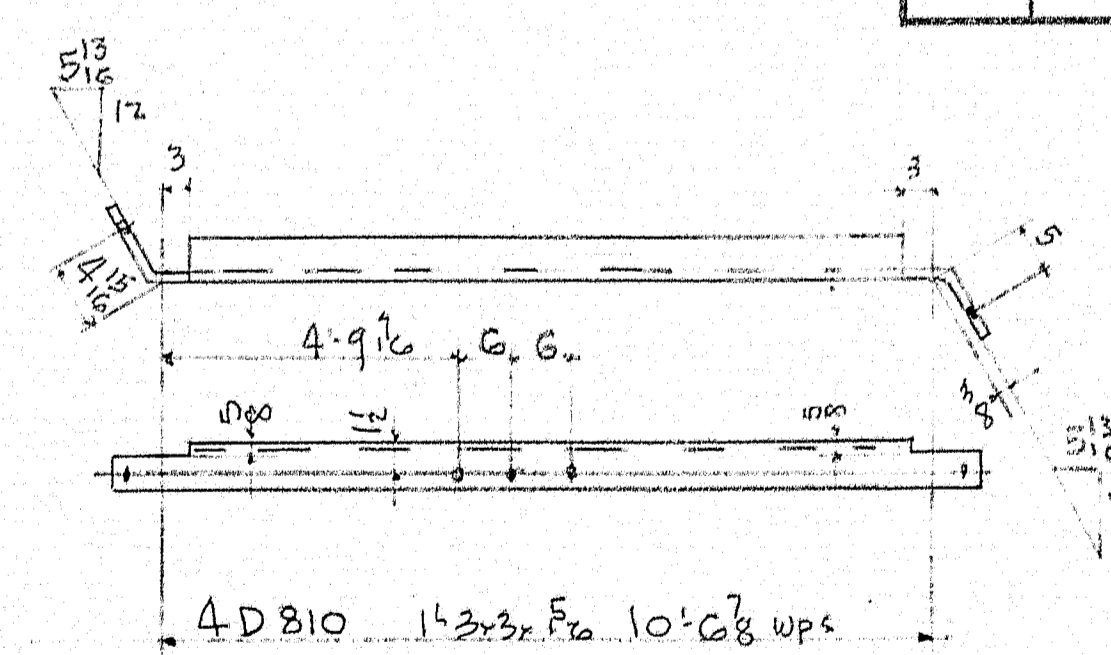
SHIP		BILL OF MATERIAL					DWG. NO. 61-55-55	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	MT. OUT	MT. OVER	REMARKS
G2	2		GIRDER					
G9	2		DO					
	4		12G0 x 3/8	70	4 1/2			+3% WEB PL
	16		18 x 6 x 1/2	70	4 3/4			FLG PL
	128	SA	14 x 3 1/2 x 3/8	5	0 1/2			CRIMP
	12	5B 4R	17 x 4 x 1/2	4	10 1/2	4	✓	FIE
	8	KA 1R	16 x 4 x 1/2	4	11 1/2			MGE
	4	KB	17 x 4 x 1/2	4	11 1/2	2	✓	MGE
	4	KC	16 x 4 x 1/2	4	11 1/2			DO
	4	SC	17 x 4 x 1/2	4	10 1/2			FIE
	16	DA	F1 12 x 1/2	3	8			+2%
	16	FA	F1 4 x 1/2	3	8			+2%
	652	17A	3/4" STUD	5				
	8	M2	SEE SH 51					
	312		3/8" RIVETS					36 LBS / 100 RIVETS (HARD)
	32		3/8" HT. BOLTS	4				

WORK THIS SHEET WITH SH. 54  
SHOP CONNECTIONS: 3/8" RIVETS  
FIELD CONNECTIONS: WELDED  
HOLES: 1/8"  
PAINT: SEE STATE OF MAINE SPEC  
EXC. AS NOTED

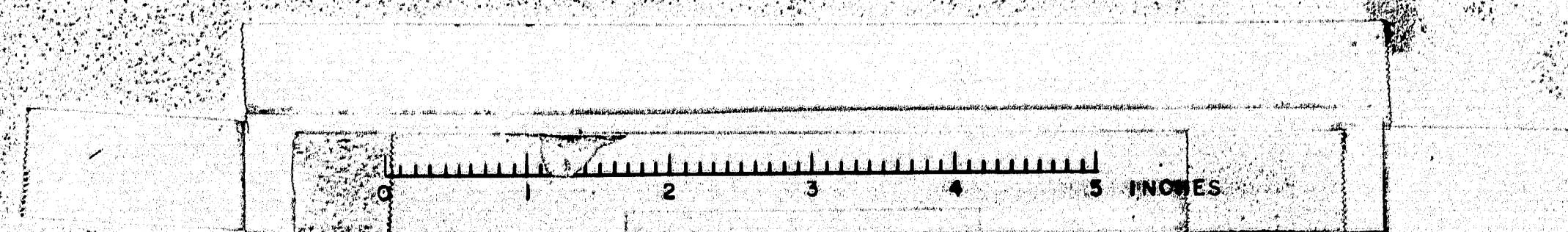
GIRDERS G2 & G9	
Bancroft & Martin Rolling Mills Company South Portland 7, Maine	
INTERSTATE OVER ROUTE 1 YARMOUTH MAINE	
CUSTOMER E.C. SNODGRASS INC. DESIGNER FAY SPOFFORD & THORNDIKE	
ORDER NO. _____	DWG. NO. 61-55-55

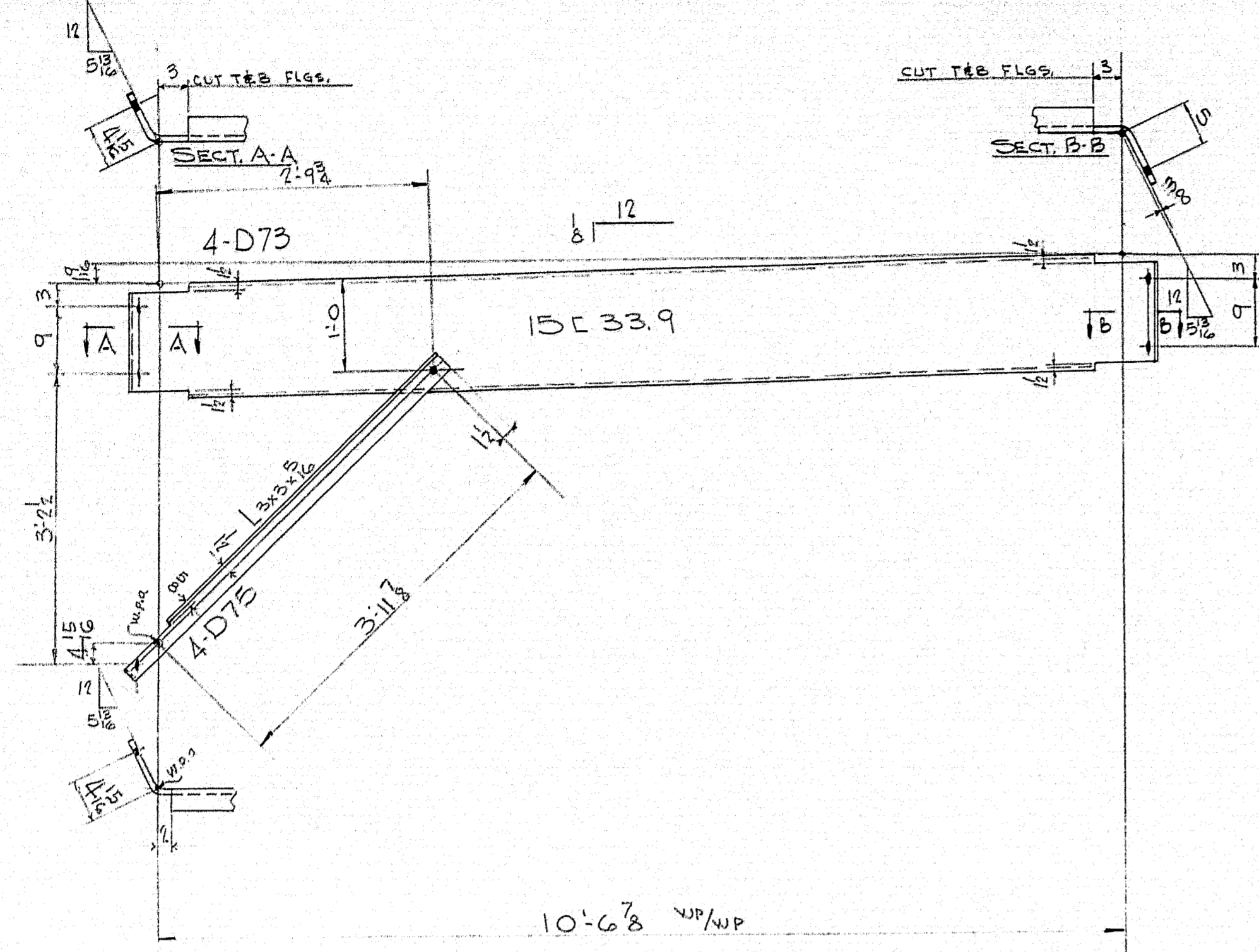
84-06

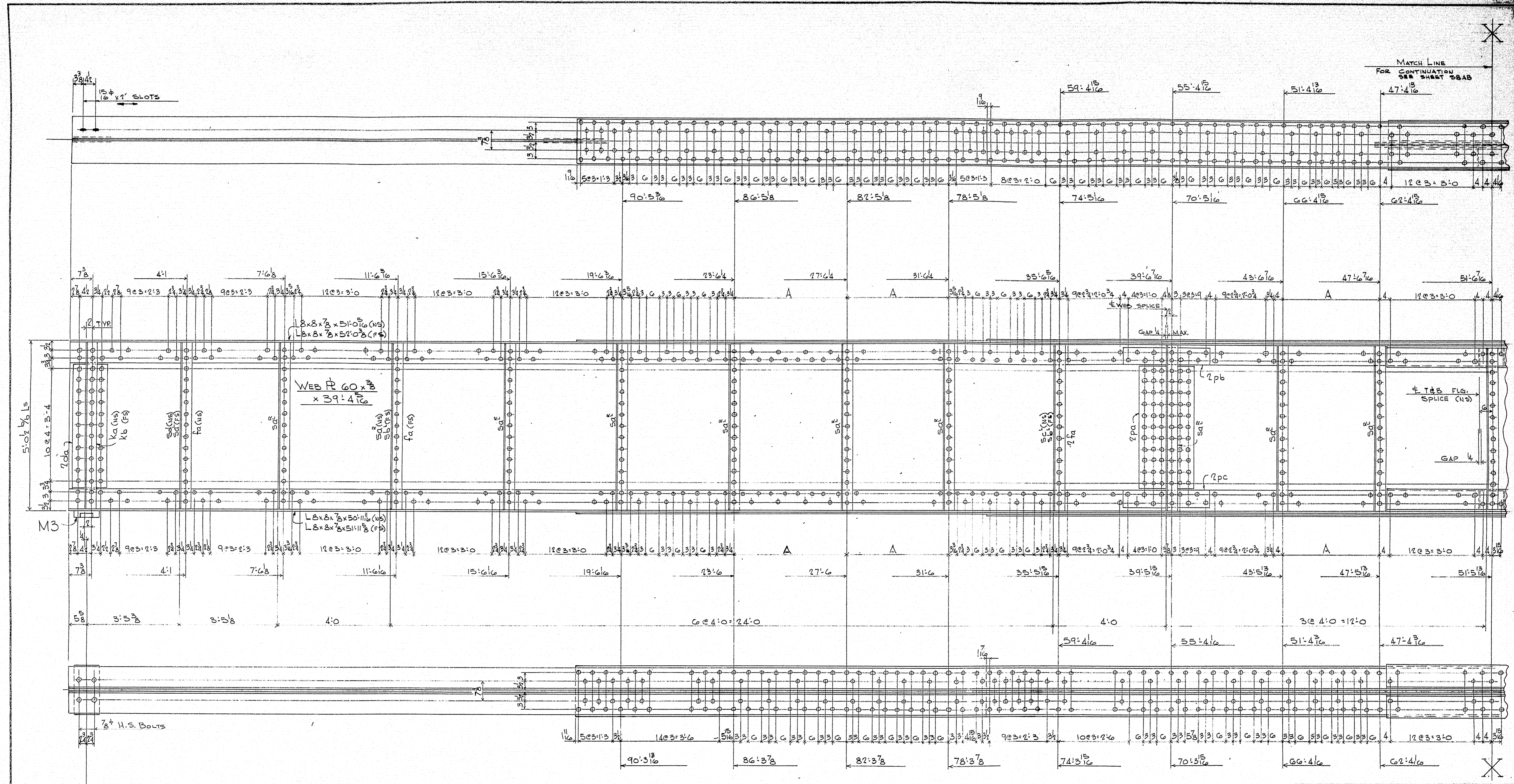




84-87







**NOTES:**  
 HOLES - 1 1/8" Ø  
 RIVETS - 7/8" Ø U.S.  
 PAINT - PER STATE OF MAINE SPEC.  
 WORK THIS SHEET WITH SHEET 58AB  
 FOR SECTIONS & STUD SPACING SEE SHEET 511

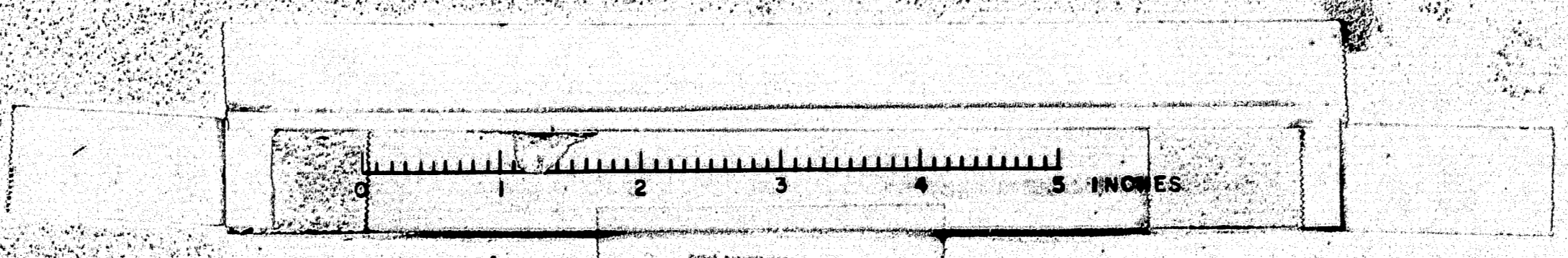
DRAWN	Lmc	6/2/61
REVISION		
REVISION		
REVISION		

**GIRDERS G4 & G7**  
*Ramond & Martin Rolling Mills Company*  
 South Portland, Maine

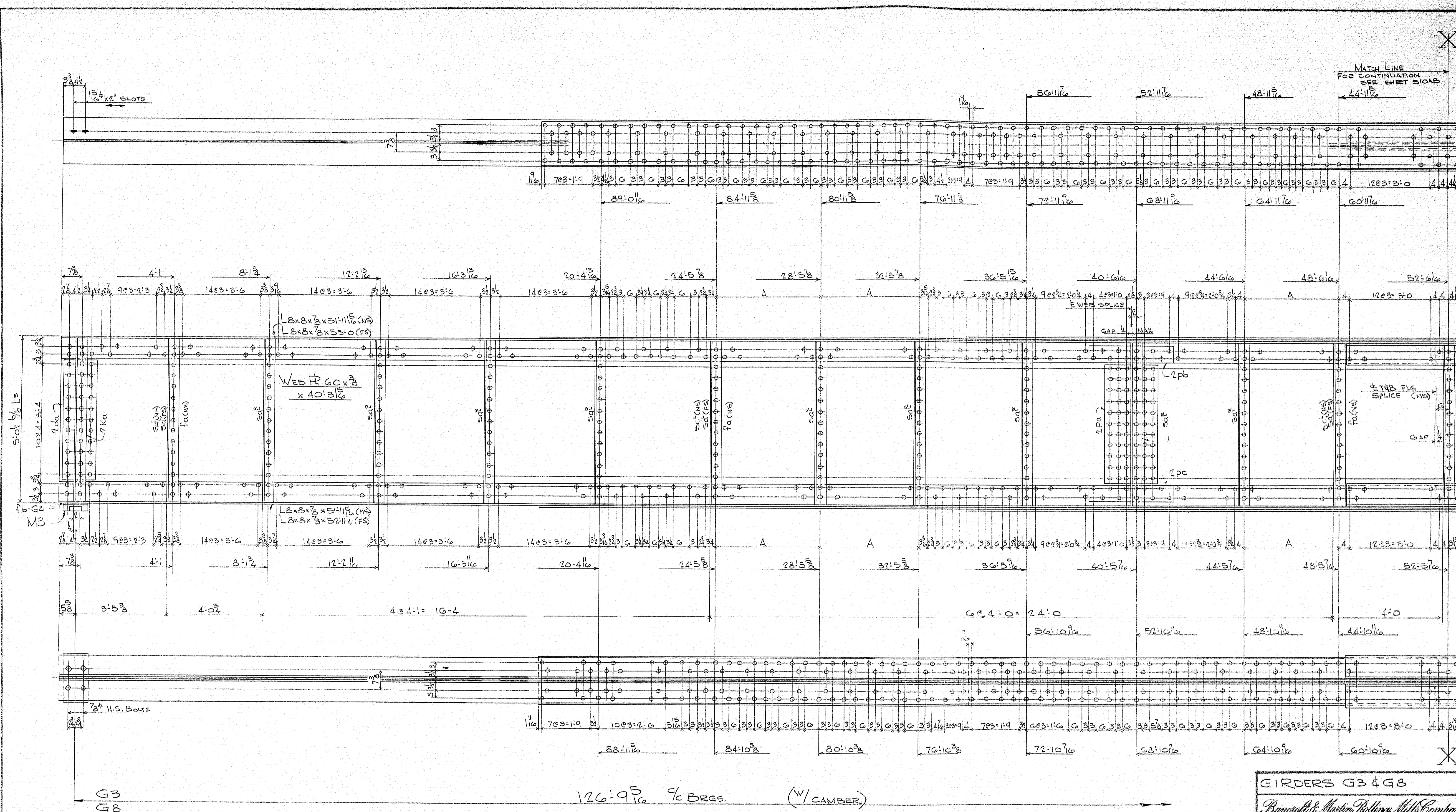
**INTERSTATE OVER ROUTE 1**  
 YARMOUTH MAINE

**CUSTOMER E.C. SNODGRASS INC.**  
**DESIGNER FAY SPOFFORD & THORNDIKE**

ORDER NO. \_\_\_\_\_ DWG. NO. 61-55-58B



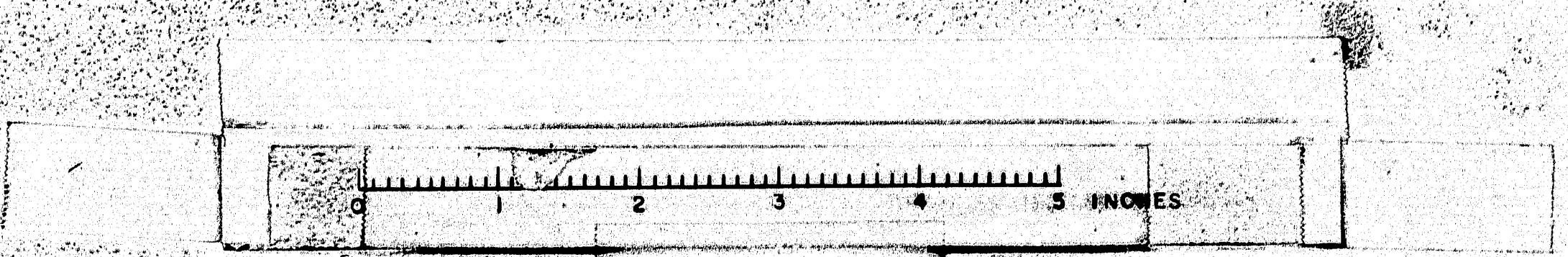


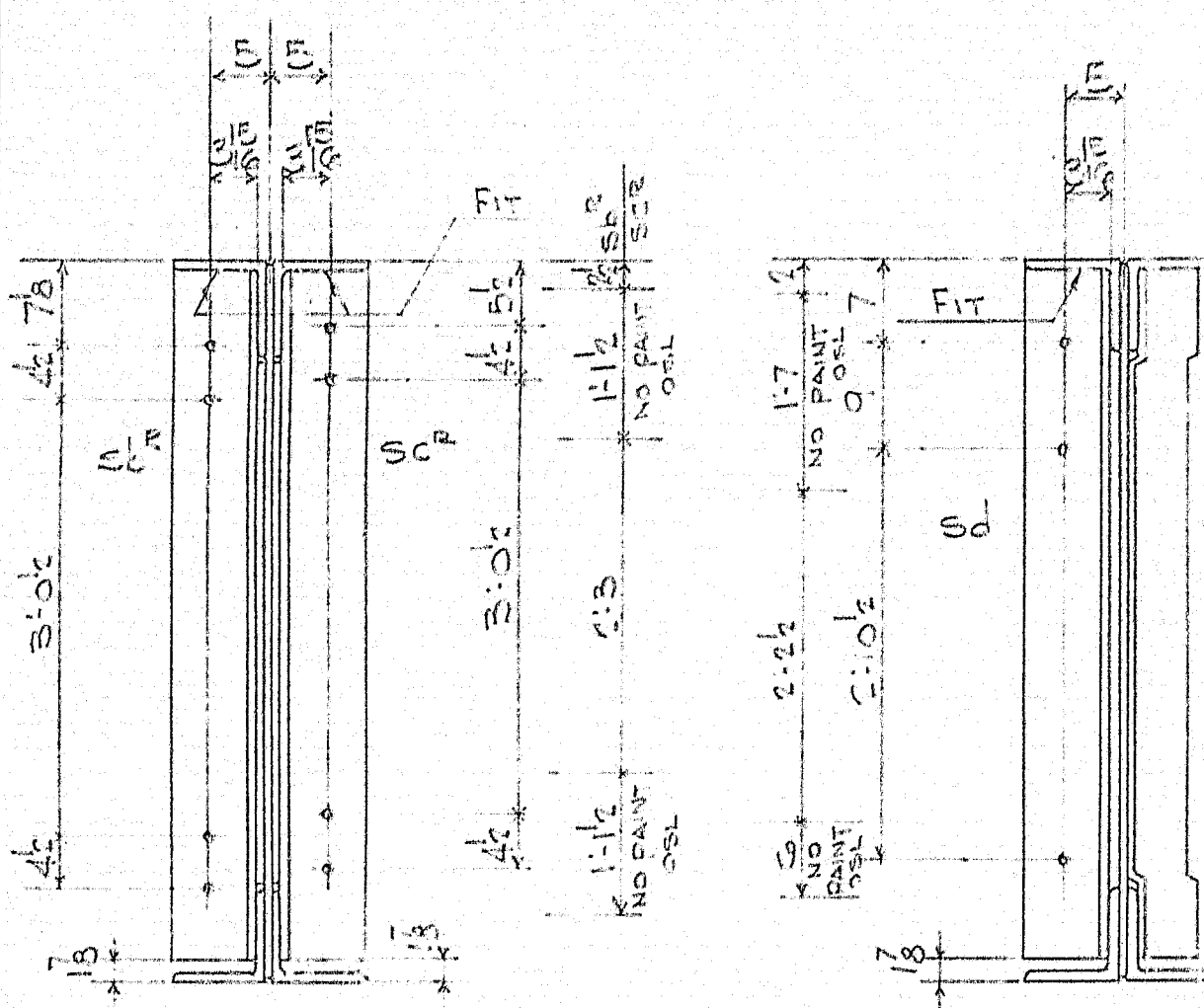
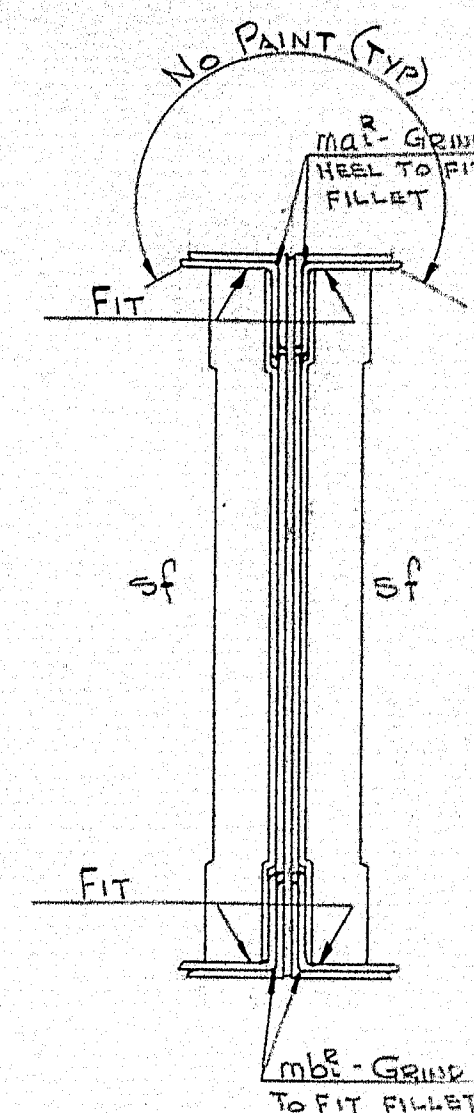


NOTES:  
 HOLES - 1 1/2"  
 RIVETS - 5/8"  
 PAINT - PER STATE OF MAINE SPECS  
 WORK THIS SHEET WITH SHEET 510A  
 FOR SECTIONS & STUD SPACING SEE SHEET 511

DRAWN	L.M.C.	G.C.T.
REVISION		
REVISION		
REVISION		

GIRDERS G3 & G8	
Bancroft & Martin Rollings Mills Company South Portland, Maine	
INTERSTATE OVER ROUTE 1 YARMOUTH MAINE	
CUSTOMER E.C. SNODGEASS INC. DESIGNER JAY, SPOFFORD & THORNDIKE	
ORDER NO.	DWG. NO. 6-55 510B





SHIP		BILL OF MATERIAL						
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. OUT	WT. OVER	REMARKS
G3	2		GIRDER					
G8	2		DO					
	4		W8x12 C60x3	39	516			+5% C.F. R61x3
	4		DO	48	0			+3% C.F. R62x3
	4		DO	40	316			+3% C.F. R61x3
	4		Cov. R18x7	91	1 1/2			+1.75%
	4		Cov. R18x5	59	0 1/2			+1.75%
	4		Cov. R16x1/2	91	1 1/4			+2.0%
	4		DO	59	1 1/2			+2.0%
	4		L8x8x7/8	74	9 1/2			
	4		DO	75	10			
	4		DO	74	9 1/2			
	4		DO	75	9			
	4		DO	51	11 1/2			
	4		DO	53	0			
	4		DO	51	11 1/2			
	4		DO	52	11 1/4			
16	da		R12x7/8	3	8			+1.75%
16	pa		R20x3/8	3	8			+1.75%
16	pb		R6x3/8	2	8			+2.25%
16	pc		DO	2	8			+2.25%
12	ka		L7x4x5/8	4	10 3/4			M2E
	4		DO	4	10 3/4			DO
8	ma <sup>8</sup>		L8x8x7/8	7	7 1/2			
8	mb <sup>8</sup>		DO	7	7 1/2			
216	sa <sup>8</sup>		L5x3x2x3/8	4	9 3/4			F1E
20	sc <sup>8</sup>		L7x4x1/2	4	9 3/4			DO 12 <sup>8</sup> 8
4	sd		DO	4	9 3/4			DO
8	sf		L5x3x2x3/8	4	9			F2E
32	fa		F4x7/8	3	8			
4	fb		R8x1	1	4 3/8			+1.75% 4 15/16 <sup>8</sup> Hole
8	M3		SEE SH. 51					
1352			3/4" WELSON STUDS	5				
16			7/8" H.S. BOLTS	4 1/2				
16			DO	5 1/2				(DWG. 61-55-311A)

127-10<sup>3</sup>/<sub>16</sub> % C Top FLG. (w/CAMBER)

[illegible]

(DWG. 61-53-511B)

SHIP		BILL OF MATERIAL				DWG. NO.	
MARK	NO.	MARK	SHAPE	LENGTH	WT.		REMARKS
G5	?		GIRDER				
GG	?		DO				
	4		WEAR PLATE	41	5 1/16		13% C.F. PL 61 x 3 3/8
	4		DO	48	0		13% C.F. PL 62 x 3 3/8
	4		DO	38	4 1/16		13% C.F. PL 61 x 3 3/8
	4		COR. PL 18 x 7/8	92	0		+1.75%
	4		COR. PL 18 x 7/8	62	0		+1.75%
	4		COR. PL 16 x 1	92	1 1/4		+1.0%
	4		DO	62	1		+1.0%
	4		1 8 x 3 x 7/8	76	9 3/16		
	4		DO	77	9 1/4		
	4		DO	76	8 1/16		
	4		DO	77	8 1/4		
	4		DO	50	0 1/16		
	4		DO	51	0 3/8		
	4		DO	50	0 1/16		
	4		DO	51	0		
	16		2a				+1.75%
	16		pa				+1.25%
	16		pb				+1.25%
	16		pc				+1.25%
	8		ka				
	8		kb				
	204		5a <sup>R</sup>				100 <sup>R</sup> 104 <sup>L</sup>
	16		5b <sup>R</sup>				
	20		5c <sup>R</sup>				12 <sup>R</sup> 8 <sup>L</sup>
	8		5d				
	8		5f				
	52		fa				
	8	M3	SEE SMT. 51				
	524		3/4" NELSON STUDS	5			
	32		3/4" U.S. BOLTS	4 1/2			
	3	m. 1.5					
	3	m. 0.8					

SHOP CONNECTIONS:  
FIELD CONNECTIONS:  
HOLES: 15/16"  
PAINT: PER STATE OF MAINE SPECS. L.I.N.

BILL OF MAT'L., SECTIONS & STUD SPACING

*Bancroft & Martin Rollings Mills Company*  
*South Portland 7, Maine*

INTERSTATE OVER ROUTE 1  
YARMOUTH MAINE

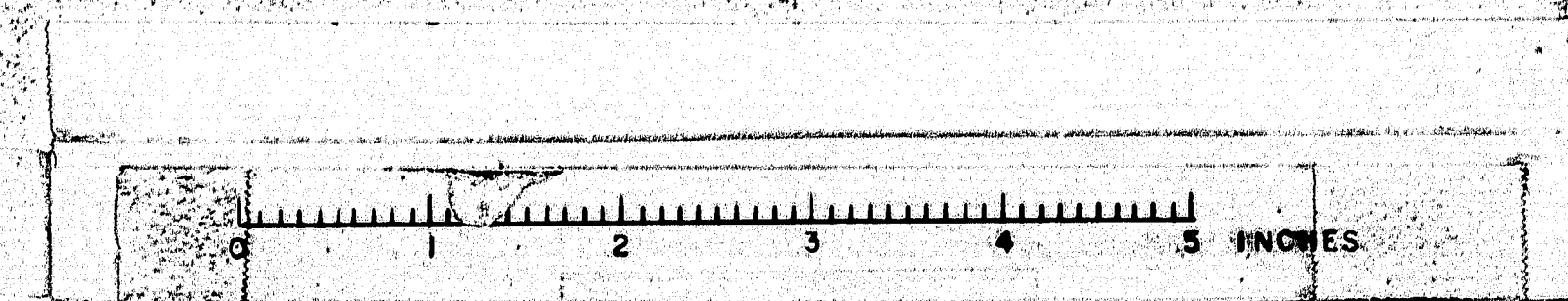
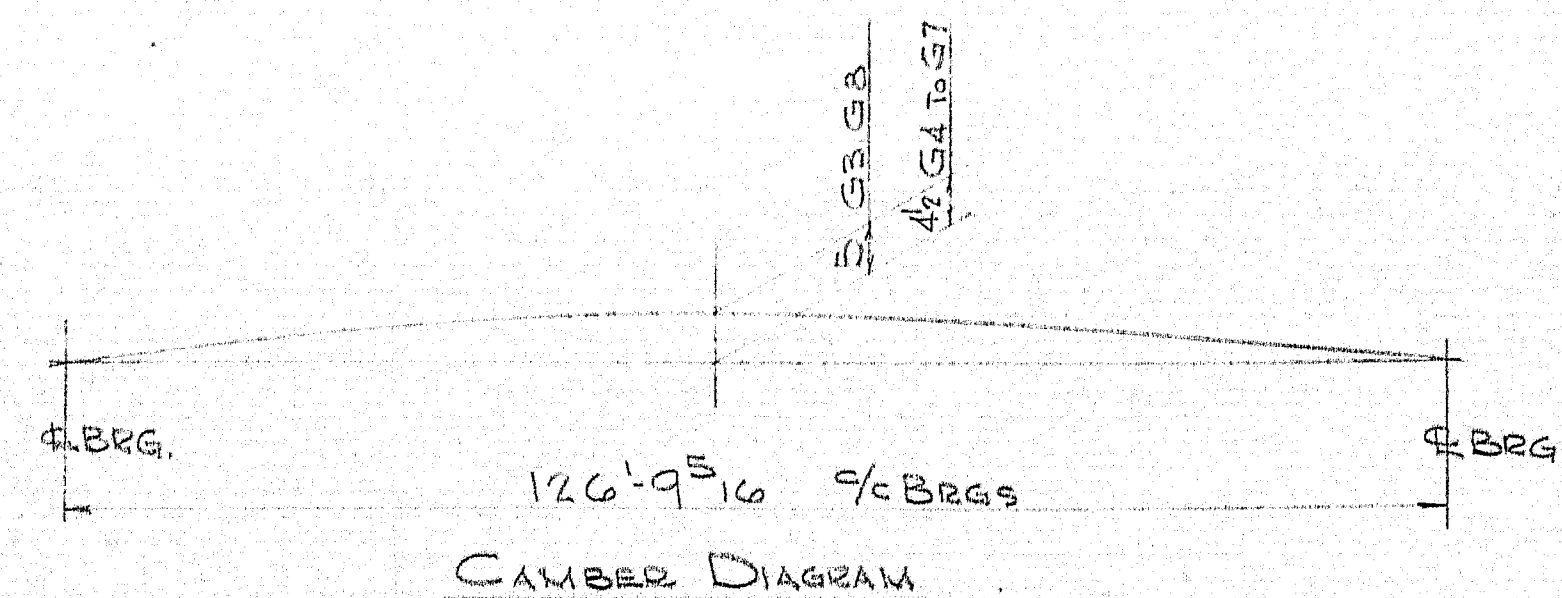
CUSTOMER E.C. SNODGRASS INC.  
DESIGNER FAY, SPOFFORD & THORNDIKE

ORDER NO. \_\_\_\_\_ DWG. NO. 61-55-511

DRAWN	L.M.C.	GC7/2
REVISION		
REVISION		
REVISION		

✓ 8-21-61

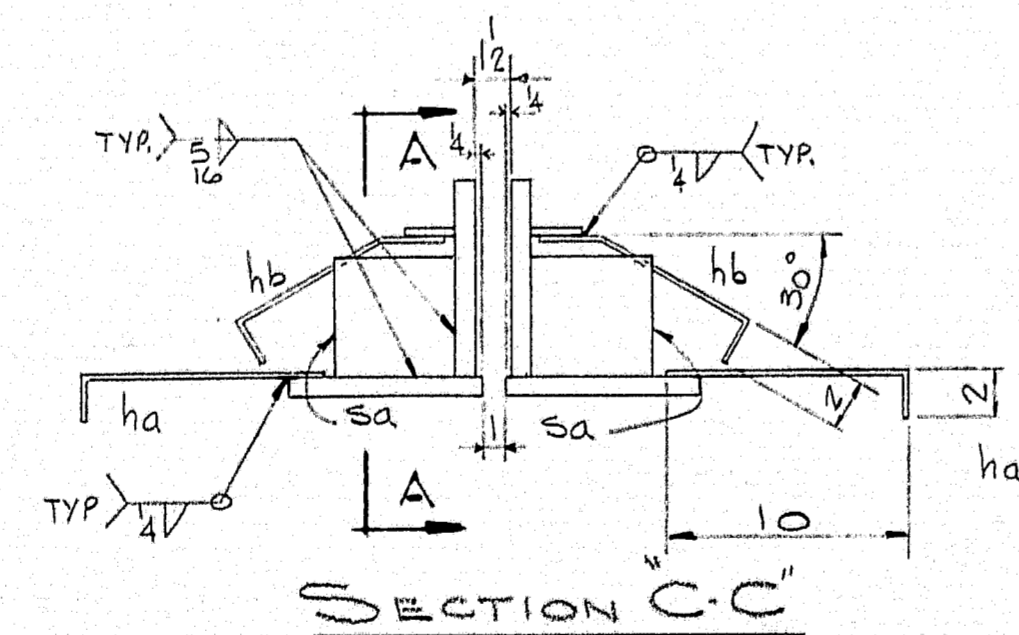
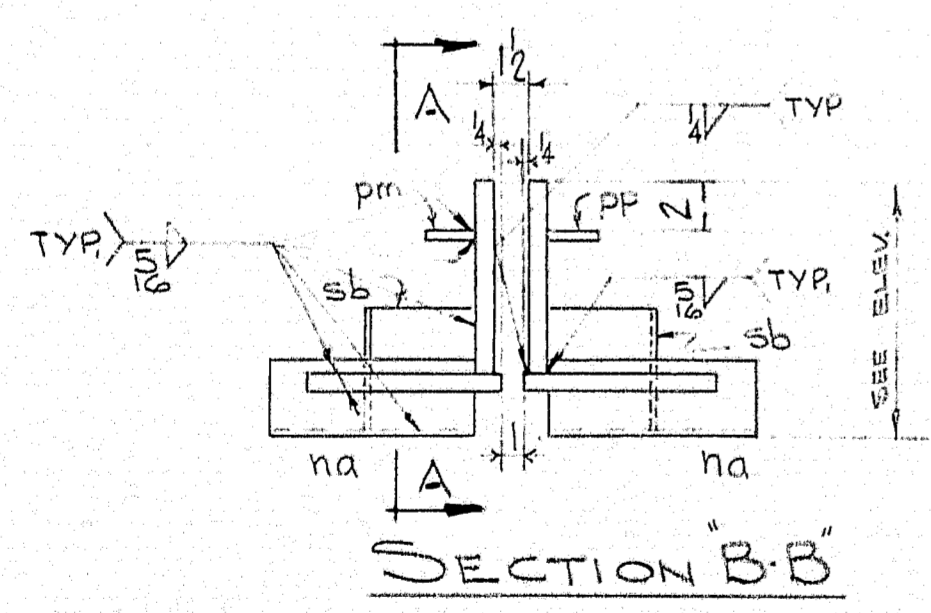
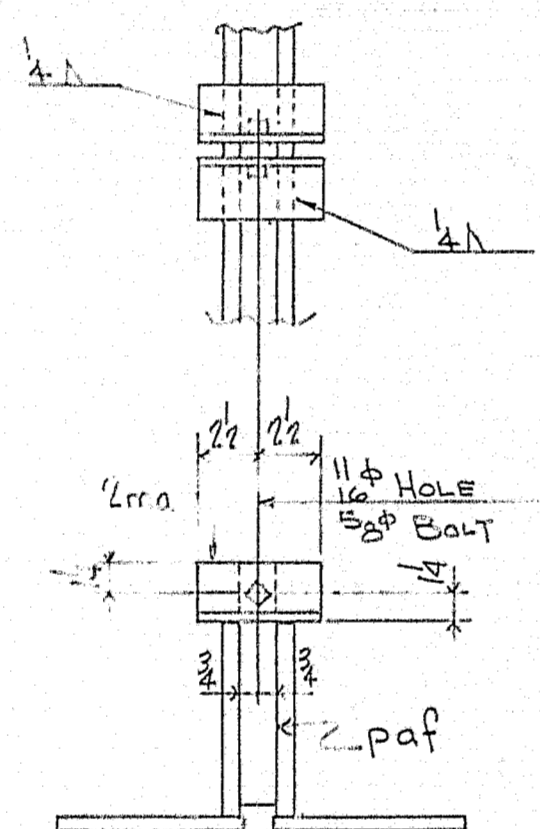
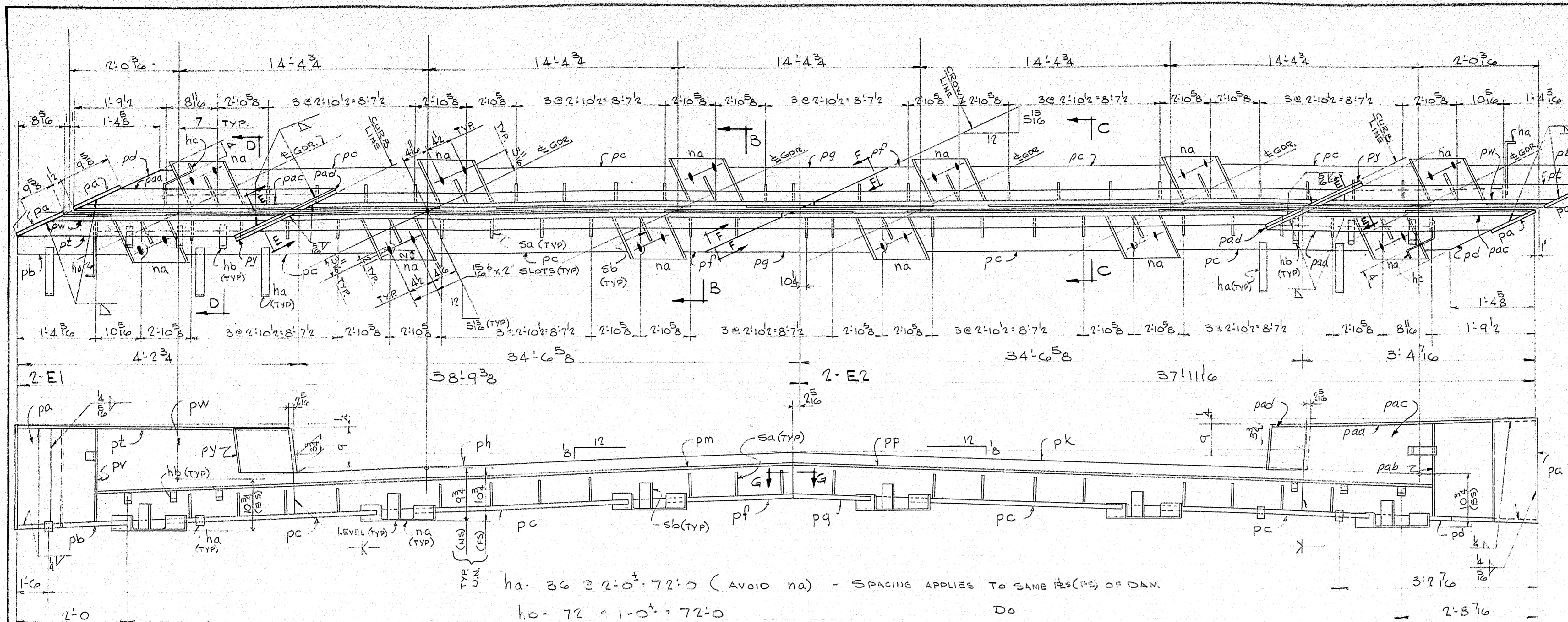
84-92



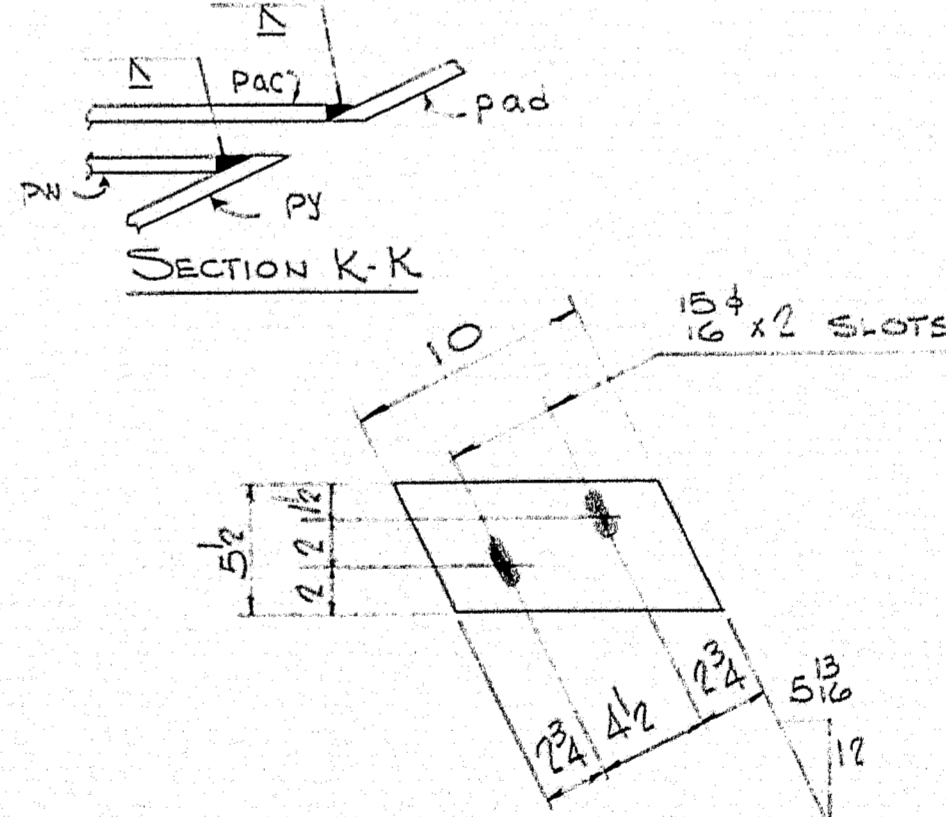
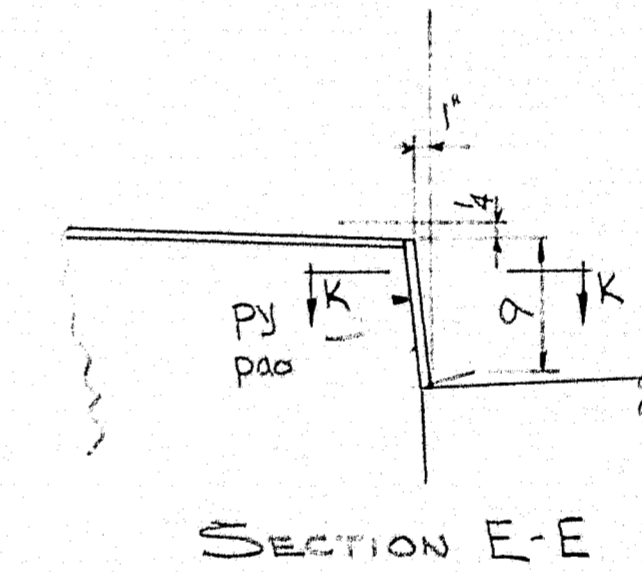
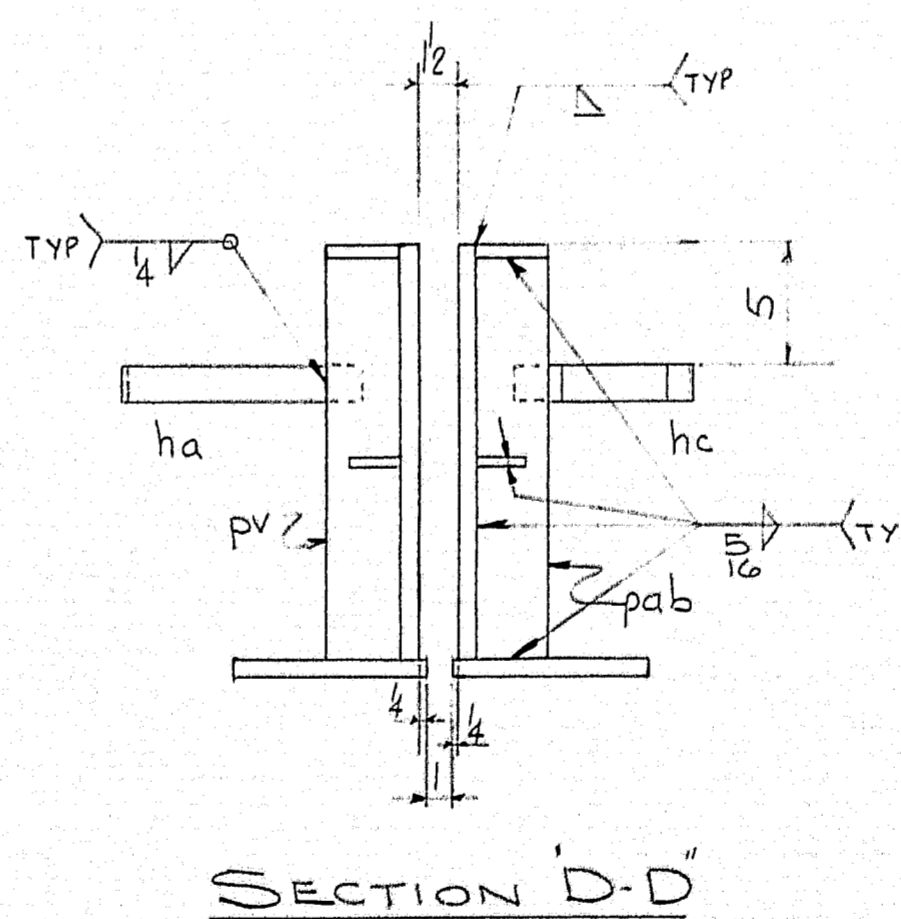
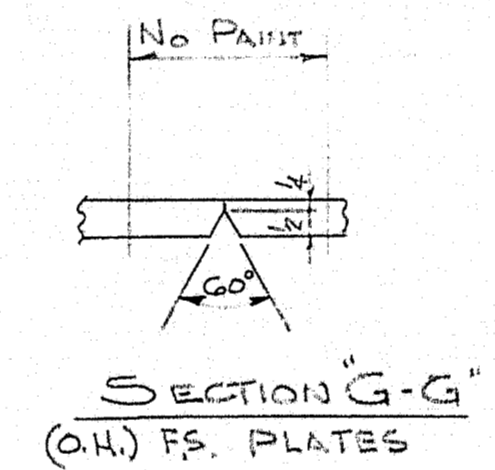
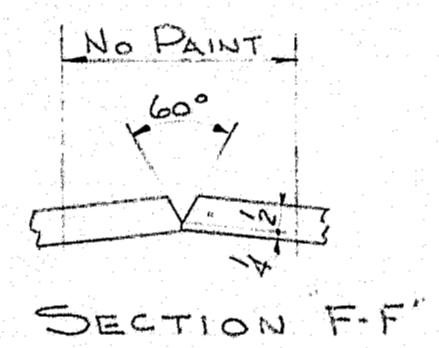








SECTION A-A



SHIP		BILL OF MATERIAL				DWG. NO.	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. OUT	REMARKS
E1	2						
	4	pb	E 8 x 3/4	2 0 1/2		28	1.75% BEVEL 2 ENDS
	8	pc	do	13 9 1/2		53	1.75% do
	4	pf	do	7 3/4		69	1.75% do
	4	ph	do	34 7 3/8			1.75% do
	4	pm	BAR 2 x 1/2	37 1 1/2			BEVEL 1 END
	4	pt	BAR 3 x 1/2	3 6 3/8		10	BEVEL 2 ENDS
	4	pv	do	1 6			
	4	pw	E 17 3/8 x 3/4	3 4 1/4		56	1.75% BEVEL ONE EDGE
	4	ry	E 9 x 3/4	1 0			1.75% do
	12	na	E 10 x 2 1/2	1 2	933		MATCH CUT
	40	sa	E 5 x 1/2	5			
	12	sb	do	5			BEVEL 1 EDGE
	76	ha	BAR 1 x 5/16	1 0			BEND
	146	hb	do	1 0			do
	4	pa	E 9 5/8 x 1/2	1 6 3/8			
E2	2						
	4	pa					
	8	pc				53	1.75%
	4	pd	E 8 x 3/4	2 1 3/8		17	1.75% BEVEL 2 ENDS
	4	pg	do	7 10 3/8		69	1.75% do
	4	pk	do	34 5 3/8			1.75%
	4	pp	BAR 2 x 1/2	36 8 1/8			BEVEL 1 END
	4	paa	BAR 3 x 1/2	3 6 3/8		10	BEVEL 2 ENDS
	4	pab	do	1 5 1/2			
	4	pac	E 17 3/8 x 3/4	3 4 1/4		56	1.75% BEVEL 1 EDGE
	4	pad	E 9 x 3/4	1 0		6	1.75% do
	12	na			933		MATCH CUT
	40	sa					
	12	sb					
	76	ha					
	146	hb					
	4	hc	BAR 1/2 x 5/16	1 0			BEND
	6	pat	FL 1/2 x 5/8	10			
	12	ma	L 1/2 x 1 x 5/16	5			
	6		3/4" BOLT	2 1/2			
	48	F1	E 10 x 1/4	11 20 1/2			MATCH CUT
	48	F2	E 10 x 1/4	11 10 1/2			do

SHOP CONNECTIONS: WELDED  
 FIELD CONNECTIONS:  
 HOLES: AS NOTED  
 PAINT: PER STATE OF MAINE SPECS.

EXPANSION DAM @ PIER I  
*Ramond & Martin Rollings Mills Company*  
 South Portland, Maine

INTERSTATE 95 OVER ROUTE I  
 YARMOUTH, MAINE

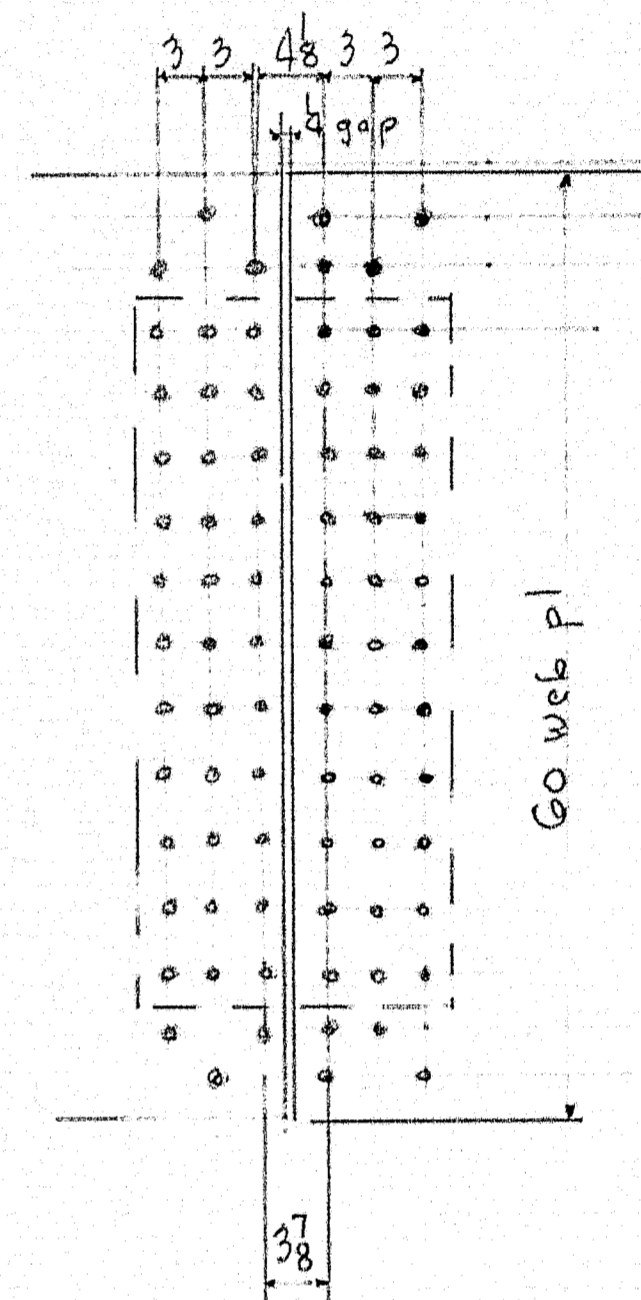
CUSTOMER E.C. SNODGRASS INC.  
 DESIGNER FAY, SPOFFORD & THORNDIKE

ORDER NO. \_\_\_\_\_ DWG. NO. 61-55-S15

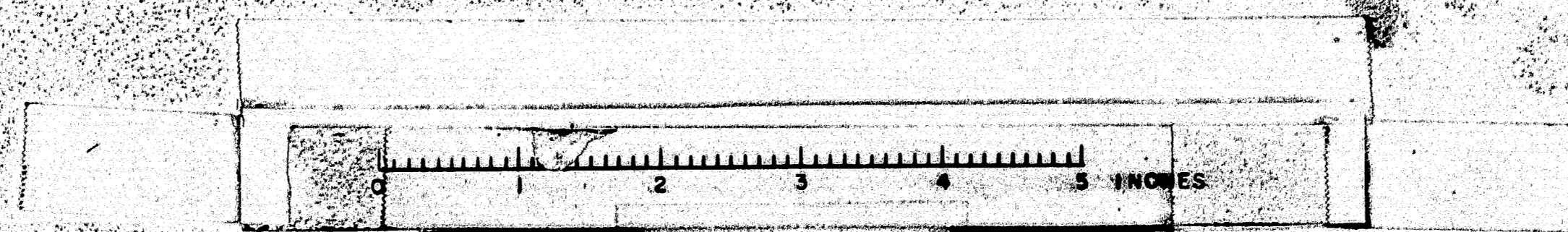
DRAWN	LMC	61-55-S15
REVISION	FLF	9-21-61
REVISION		
REVISION		



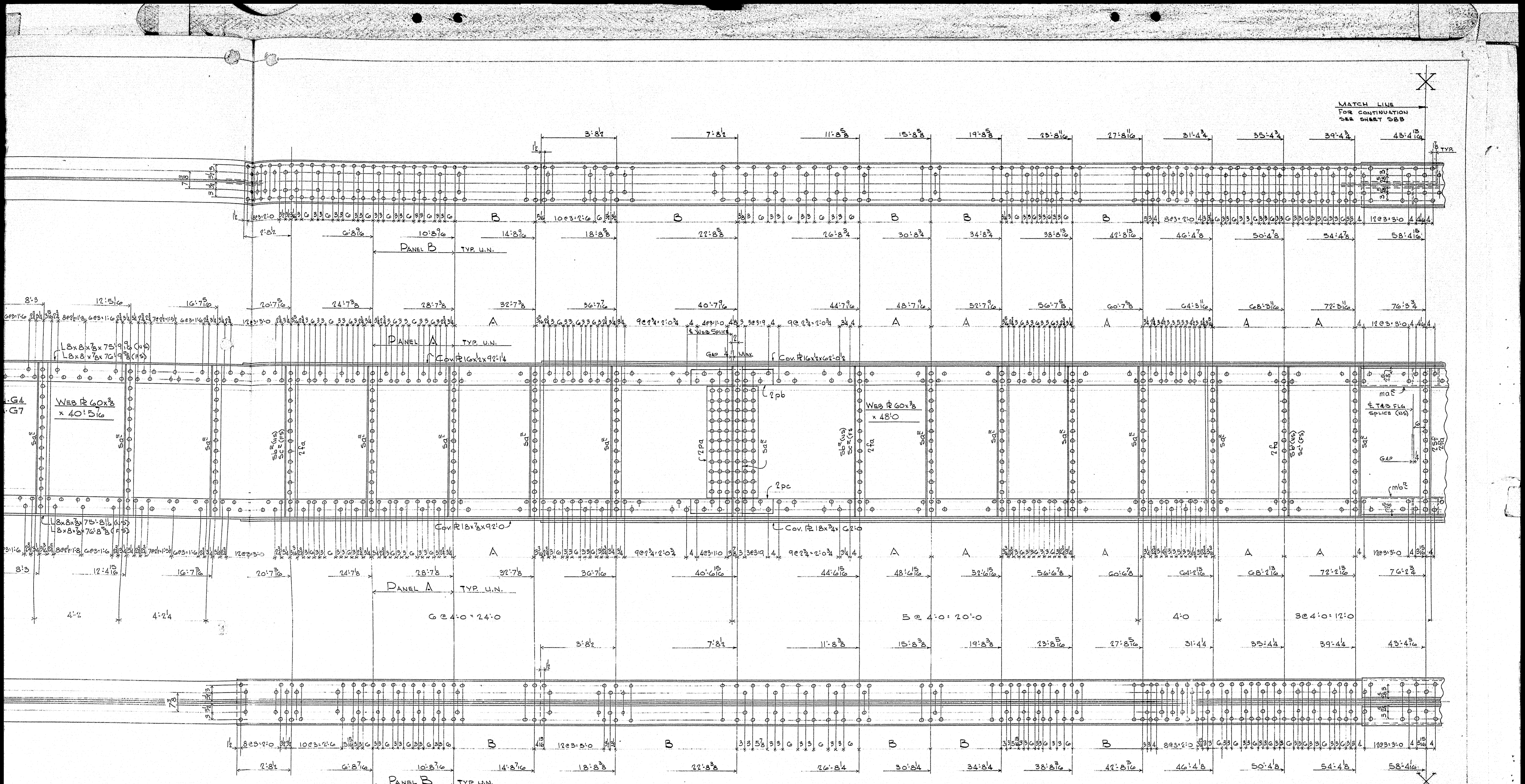




DRAWN	hec	CUSTOMER	EC SHADGLASS INC
REVISION		DESIGNER	
REVISION		ORDER NO.	DWG. NO. 01-55-518
REVISION			







126'9" c/c BESS. (W/CAUMBER)

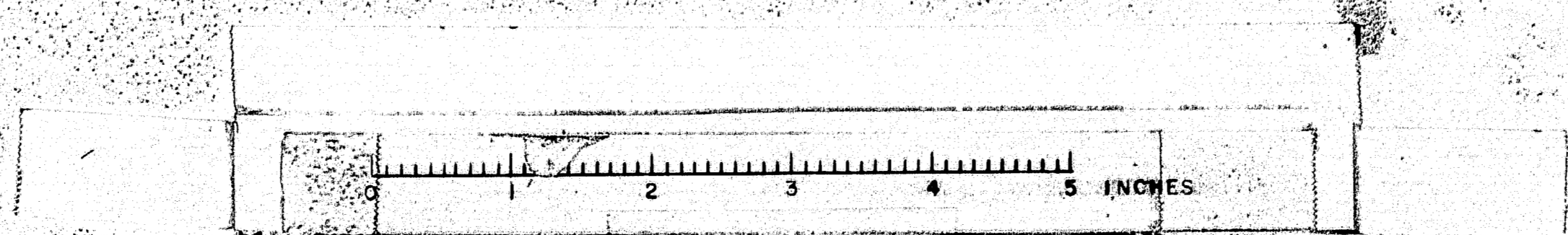
NOTES  
WORK THIS SHEET WITH SHEET 58B

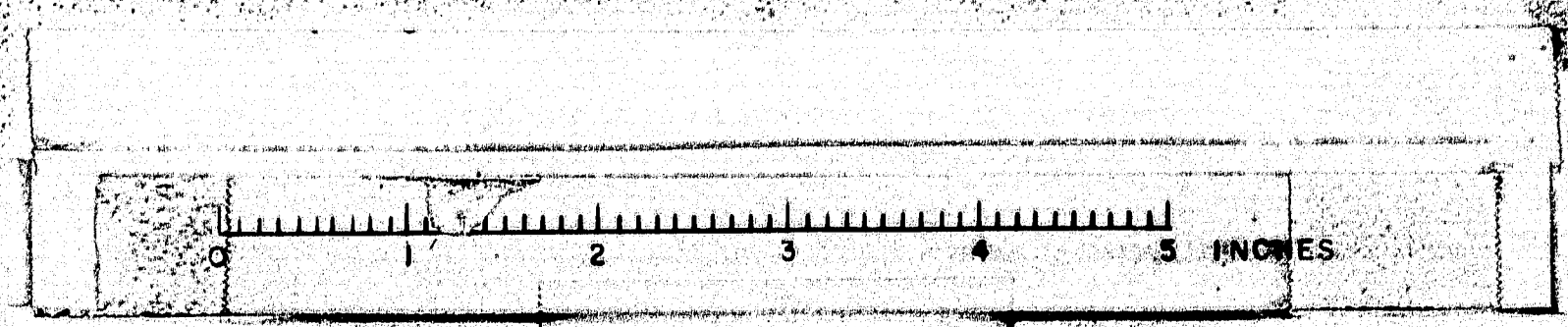
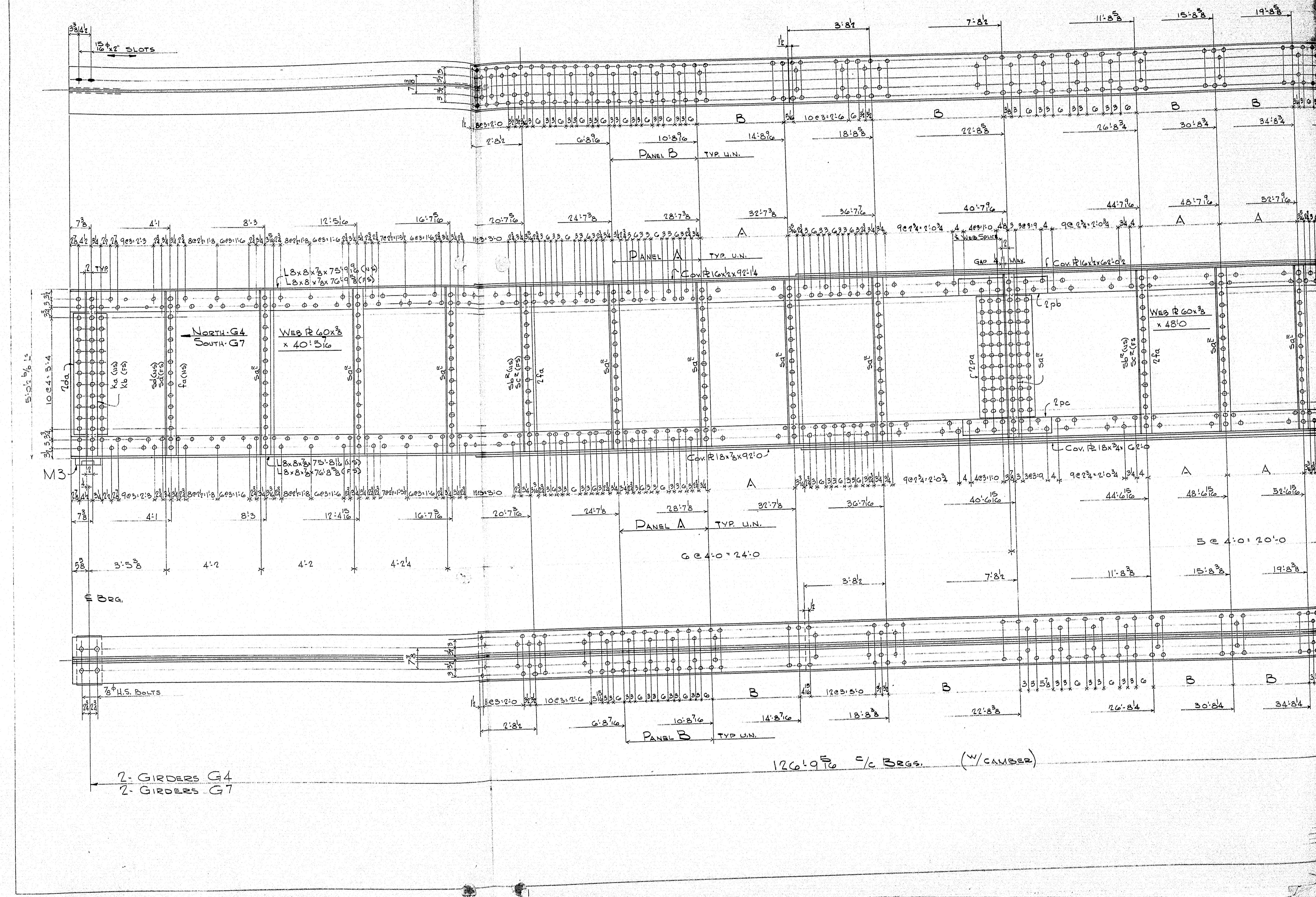
**Ramond & Martin Rolling Mills Company**  
South Portland, Maine

INTERSTATE OVER ROUTE 1  
YARMOUTH MAINE

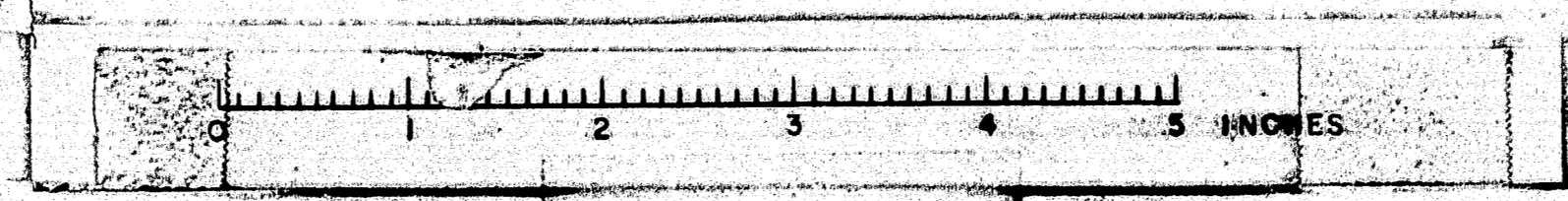
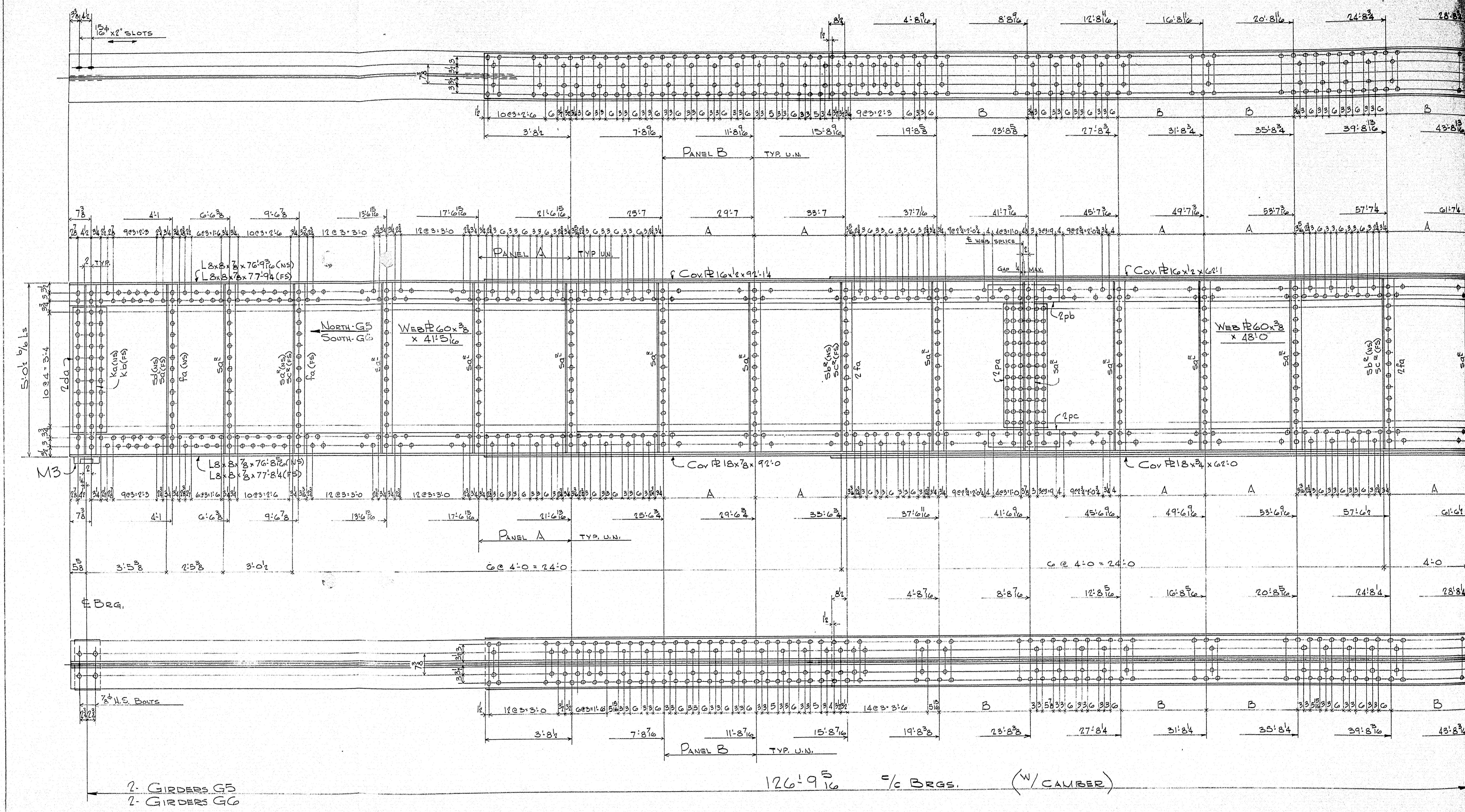
CUSTOMER E.C. SNOODGRASS, INC.  
DESIGNER FAY, SPOFFORD & THOMPSON

ORDER NO. 84-99B

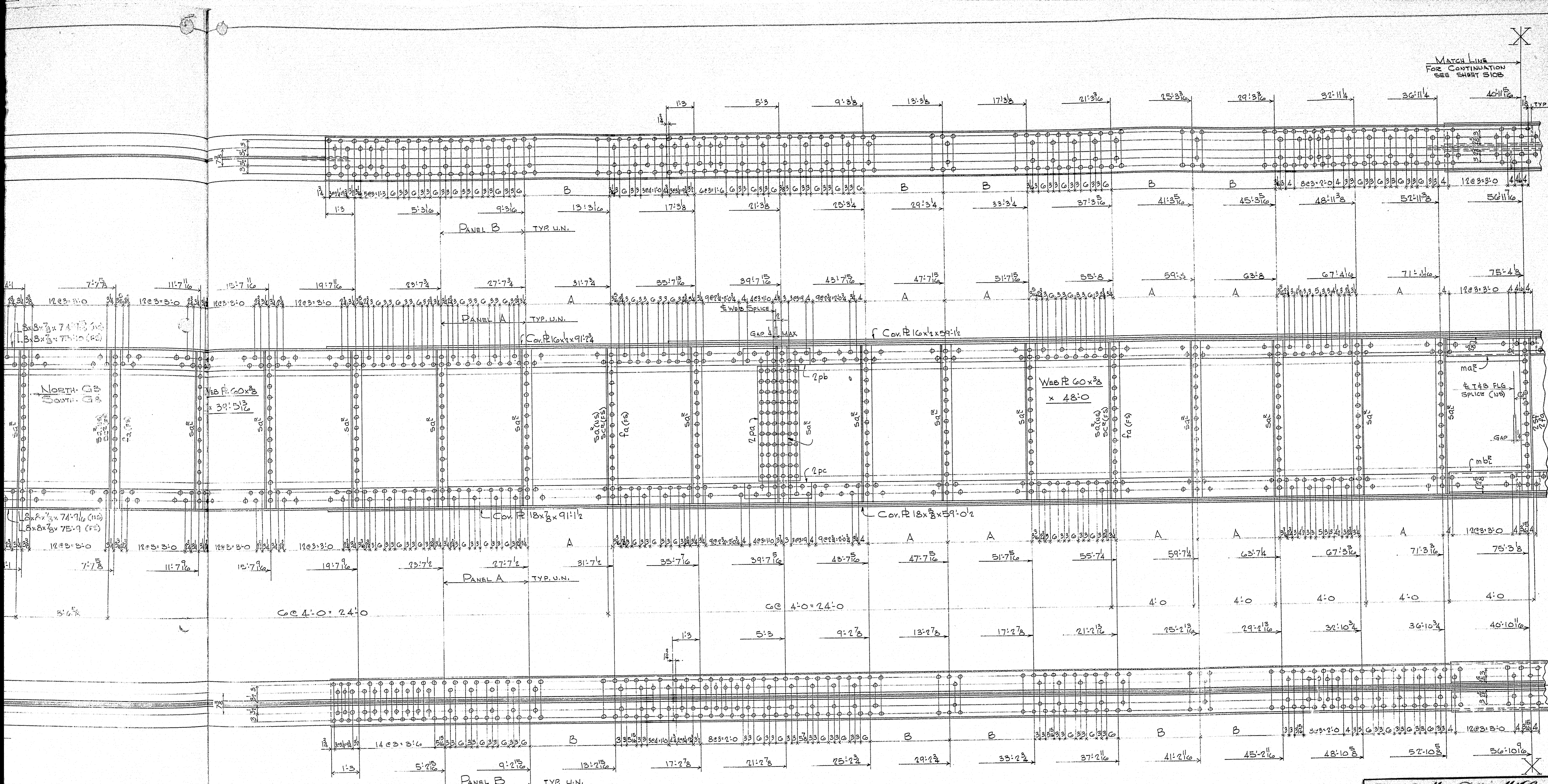








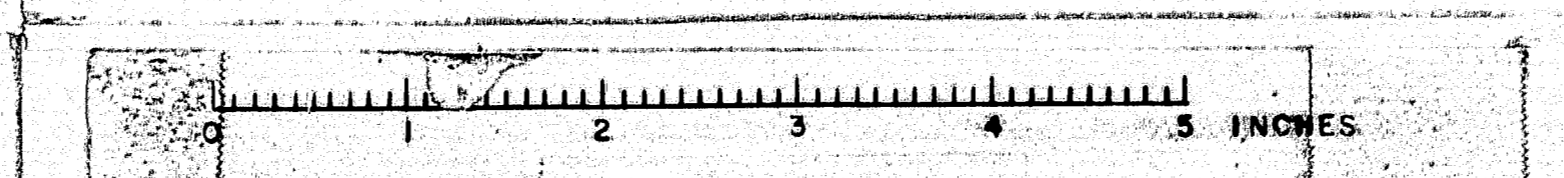
NOTES:  
WORK THIS



**Barnes & Martin Rolling Mills Company**  
 South Portland 1, Maine

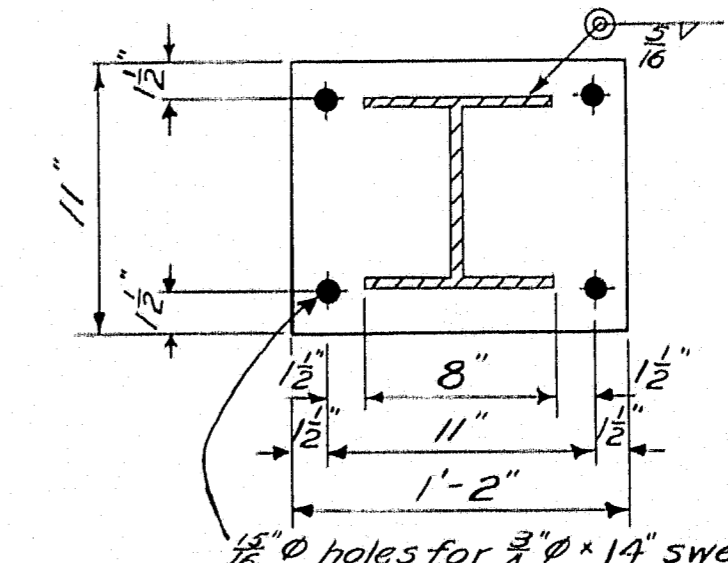
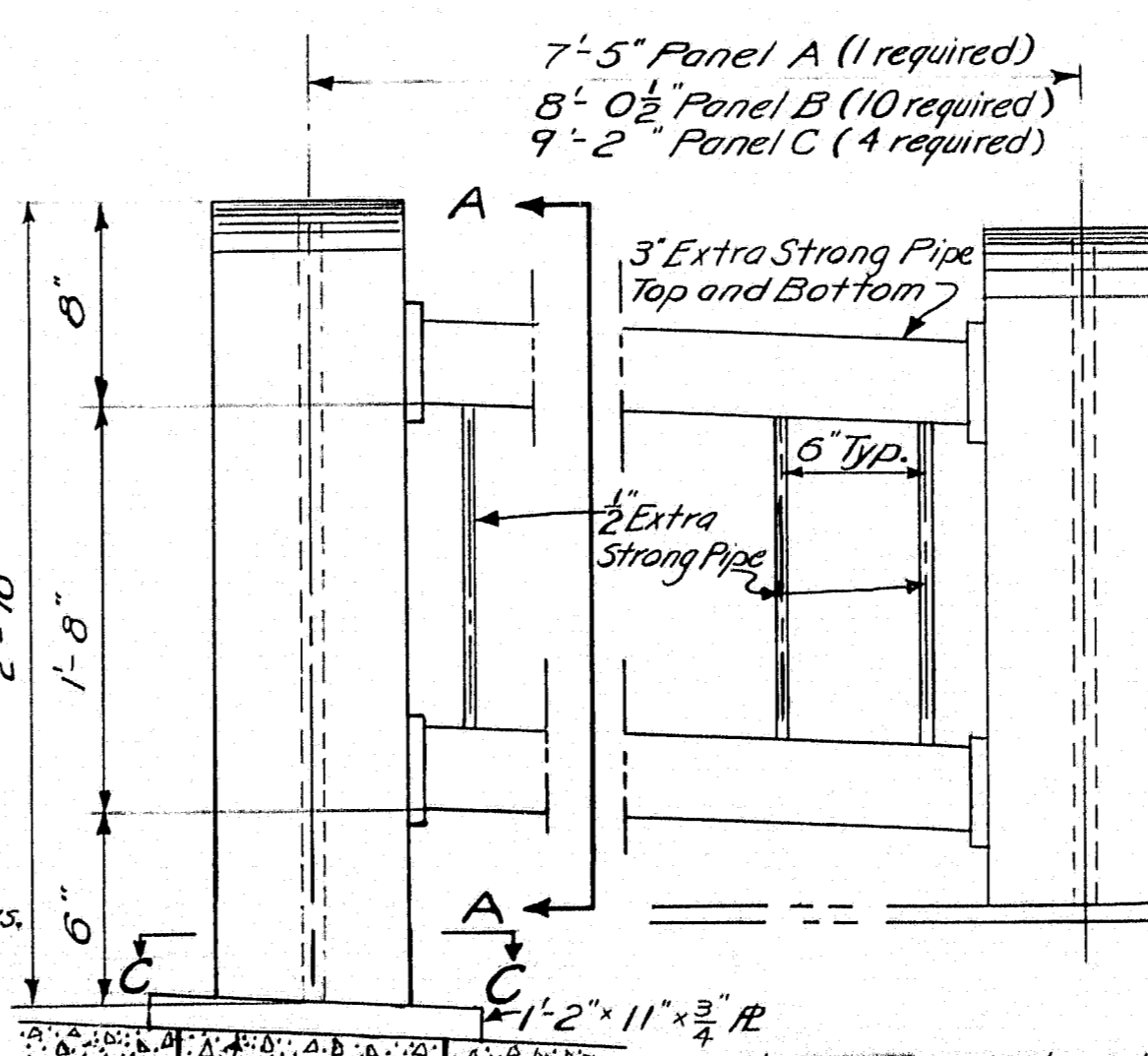
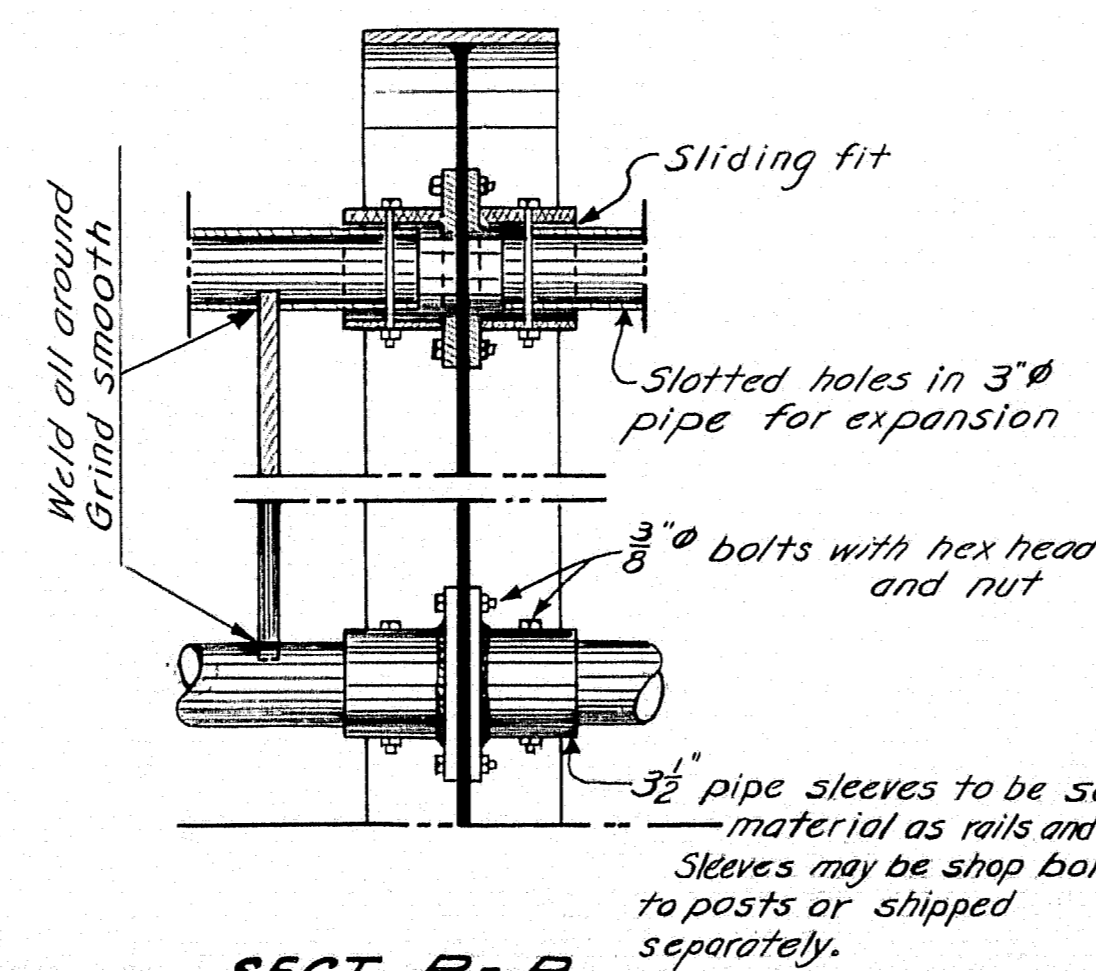
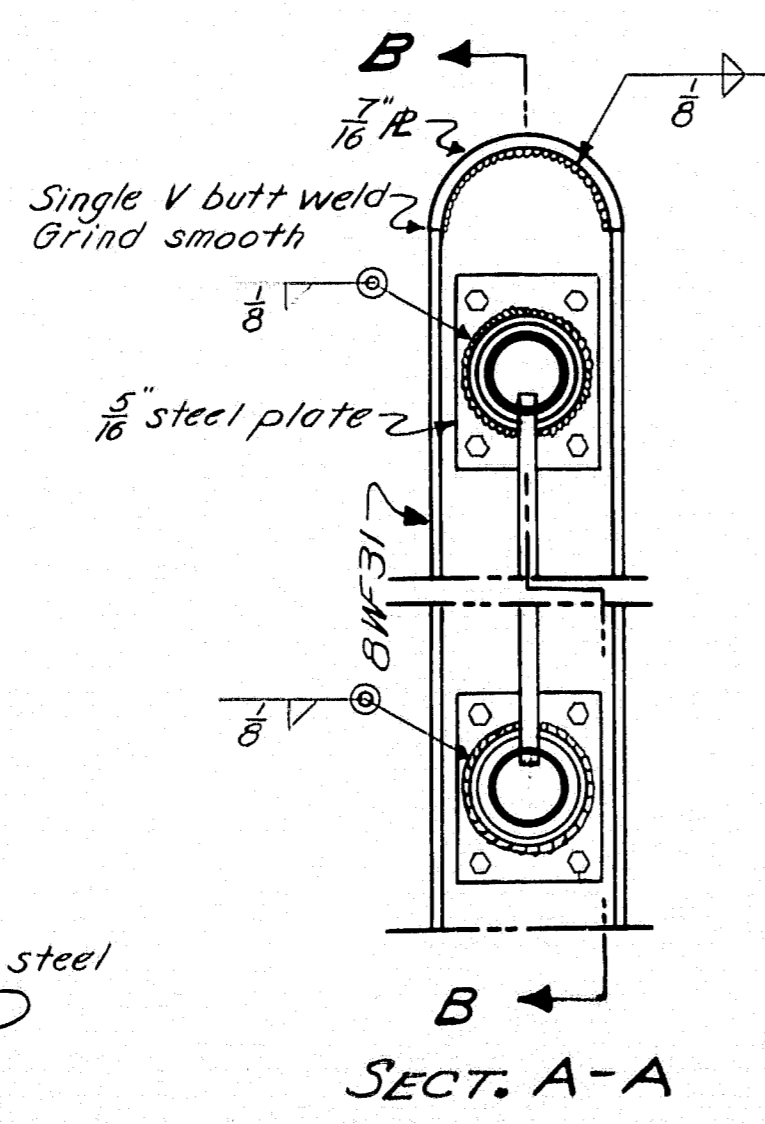
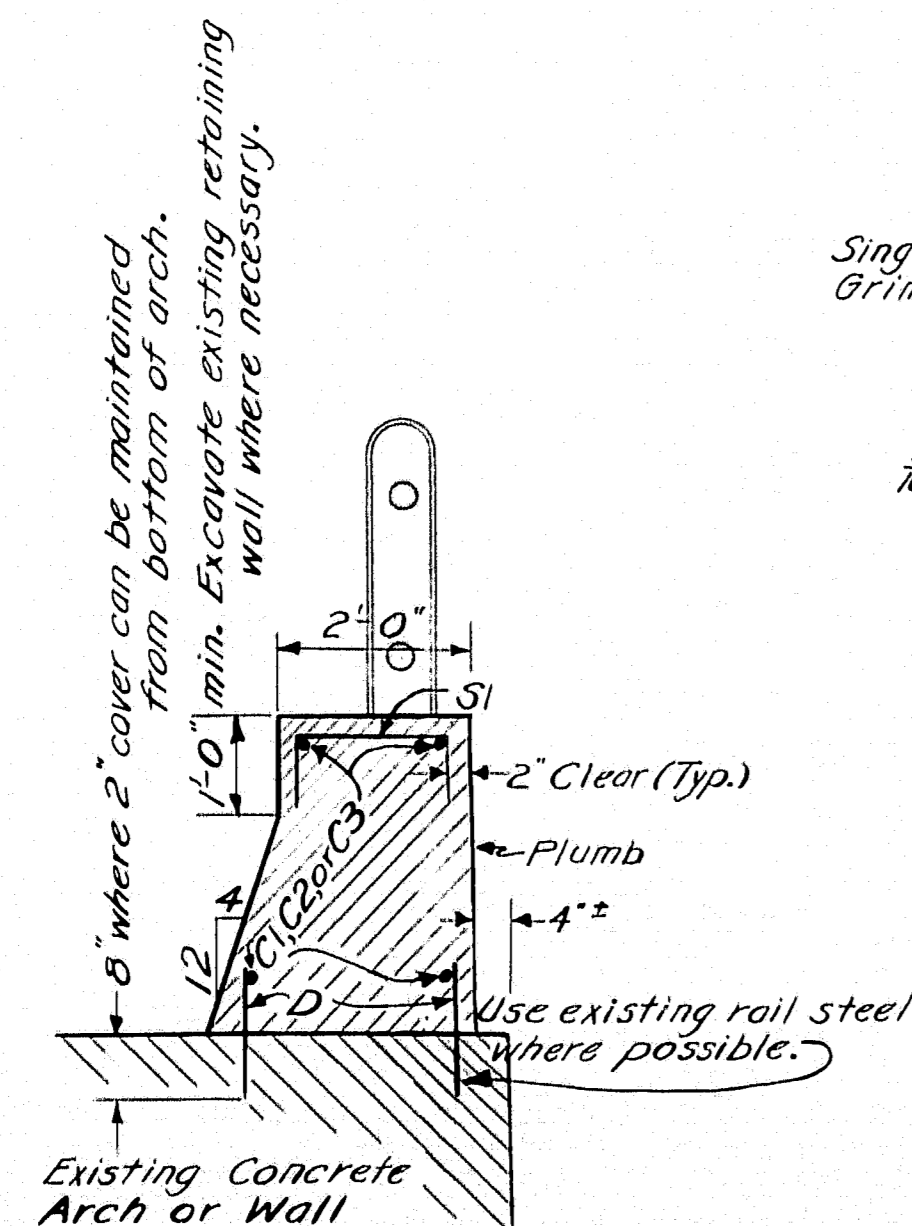
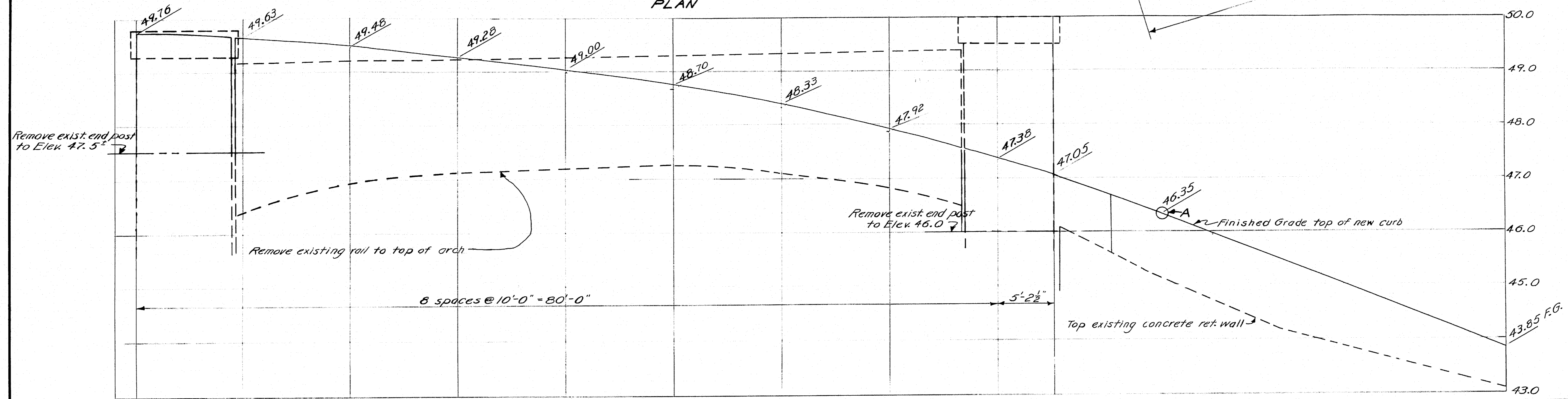
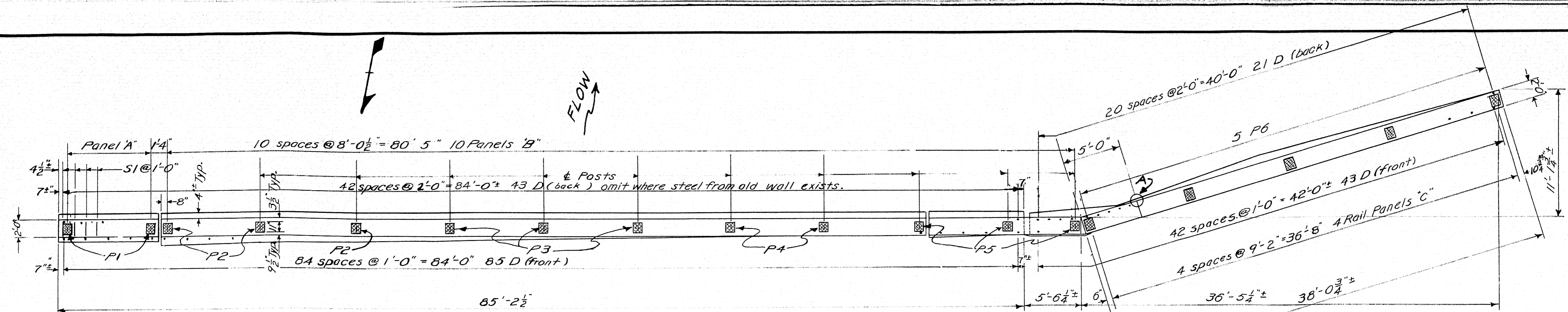
INTERSTATE OVER ROUTE 1  
 YARMOUTH MAINE

CUSTOMER: E.C. SPOONER, INC.  
 DESIGNER: JAY SPOONER, INC.



84-99 D





# REINFORCING STEEL SCHEDULE

MARK	SIZE	NO.	LENGTH	DESCRIPTION
BENT BARS				
SI	"4	129	3'-0"	Top of curb
STRAIGHT BARS				
D	"6	192	1'-4"	East portion
C1	"4	4	8'-6"	Spliced Ctr. portion
C2	"4	8	35'-0"	Spliced West portion
C3	"4	8	25'-10"	Bend in field

DESIGN - CUTTING  
TRACE - CHECK - *gnd*

BRIDGE NO. 2572  
SURVEY - PLOT -

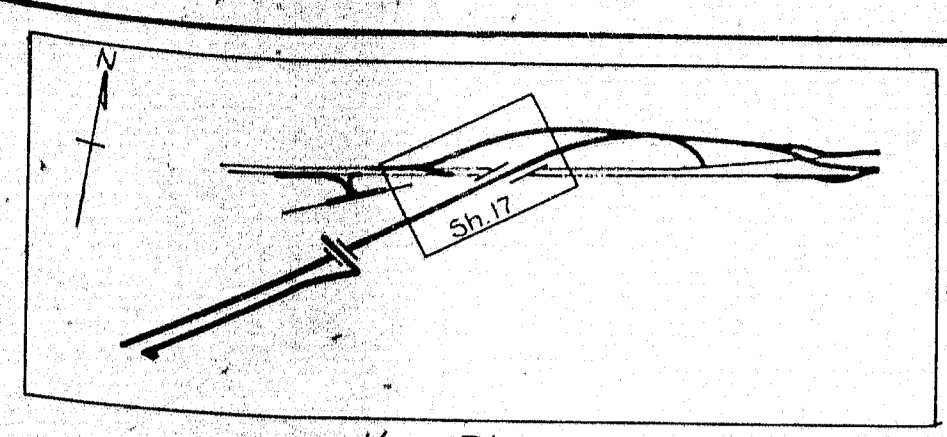
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**EAST BRIDGE**  
OVER THE  
**SEBEC RIVER**  
IN THE TOWN OF  
**MILO**  
**PISCATAQUIS COUNTY**  
DOWNSTREAM RAIL

SHEET 1 OF 1 AUGUSTA, MAINE JAN. 1960

84-100

**YARMOUTH**



**CURVE DATA RAMP 'B'**

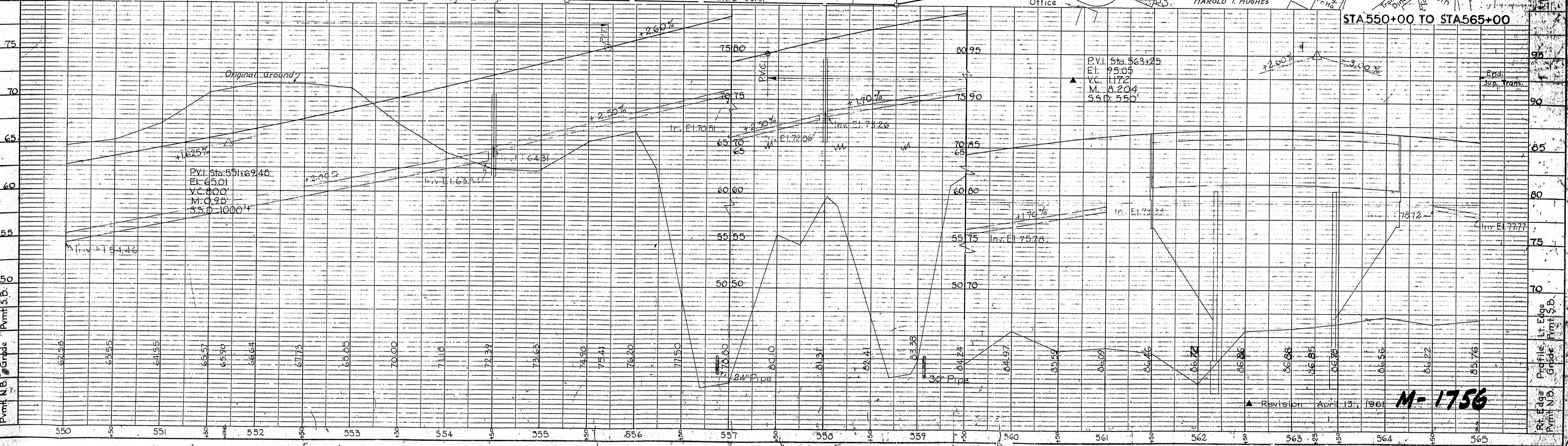
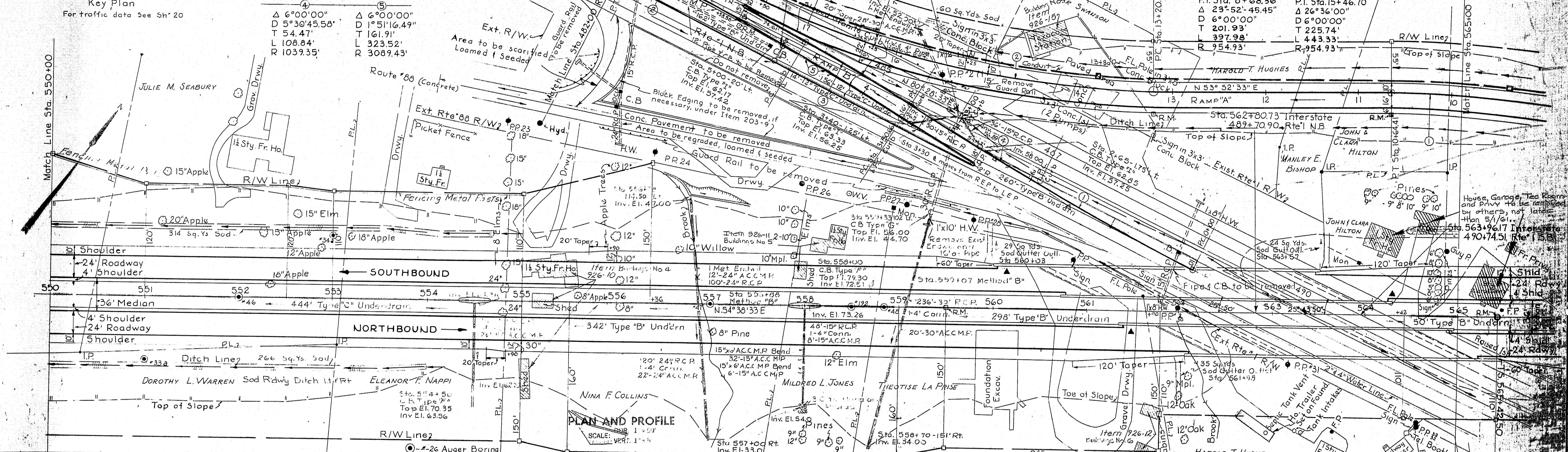
Station	Length	Radius	Delta	Angle
P.I. Sta. 1+50.14	Δ 6°00'00"	2864.79'	Δ 3°04'25.68"	T 65.55'
P.I. Sta. 5+50.84	Δ 6°00'00"	2864.79'	Δ 2°20'42.68"	L 131.07'
P.I. Sta. 5+50.84	Δ 6°00'00"	2864.79'	Δ 2°20'42.68"	R 2443.12'

**CLEARING**  
 Sta. 551+00 to Sta. 553+50 L.T.  
 " 554+50 " 555+50 R.T. L.T.  
 " 564+00 " 565+00 L.T.

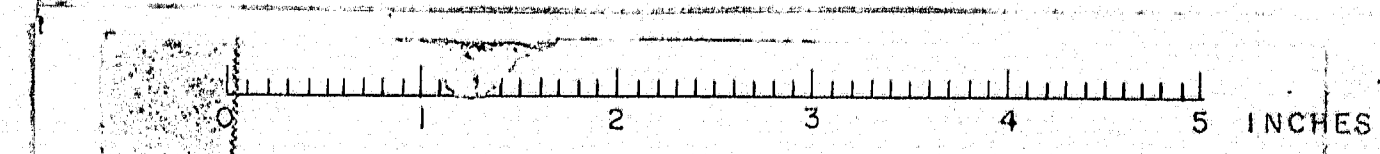
Note: for Profile Ramps A & B  
 See Sh. 23  
 For Utilities  
 See Sh. 47

**Ramp 'A' - Curve Data**

Station	Length	Radius	Delta	Angle
P.I. Sta. 8+68.36	Δ 23°52'45.45"	201.93'	Δ 26°36'00"	T 225.74'
P.I. Sta. 15+46.70	Δ 26°36'00"	201.93'	Δ 6°00'00"	L 443.33'



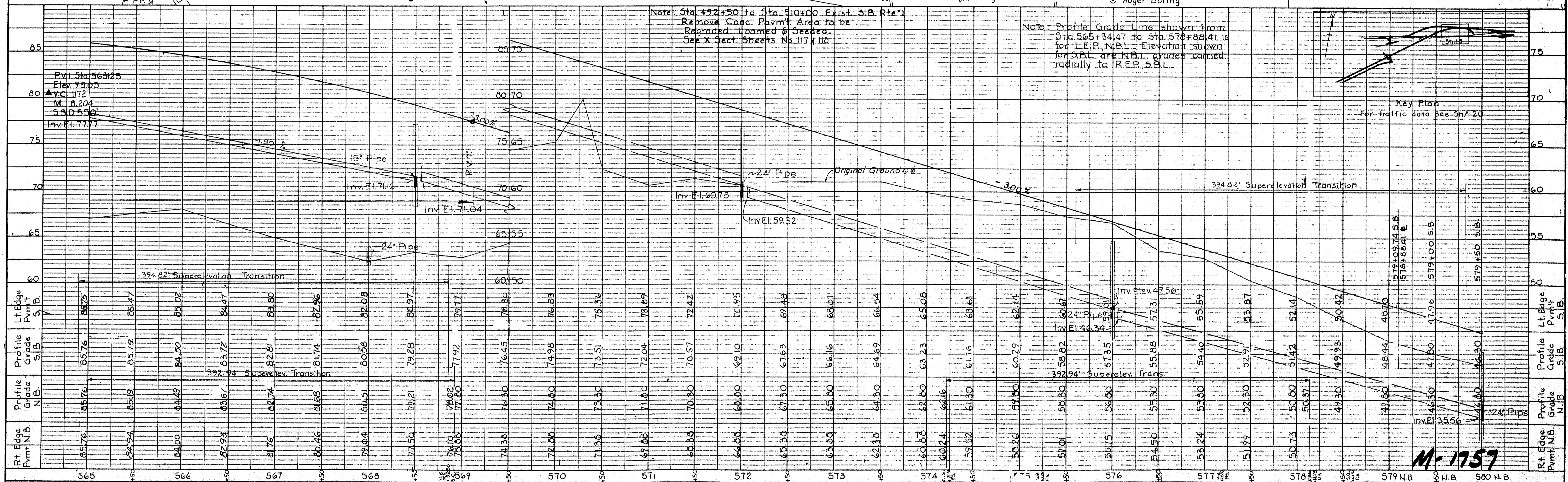
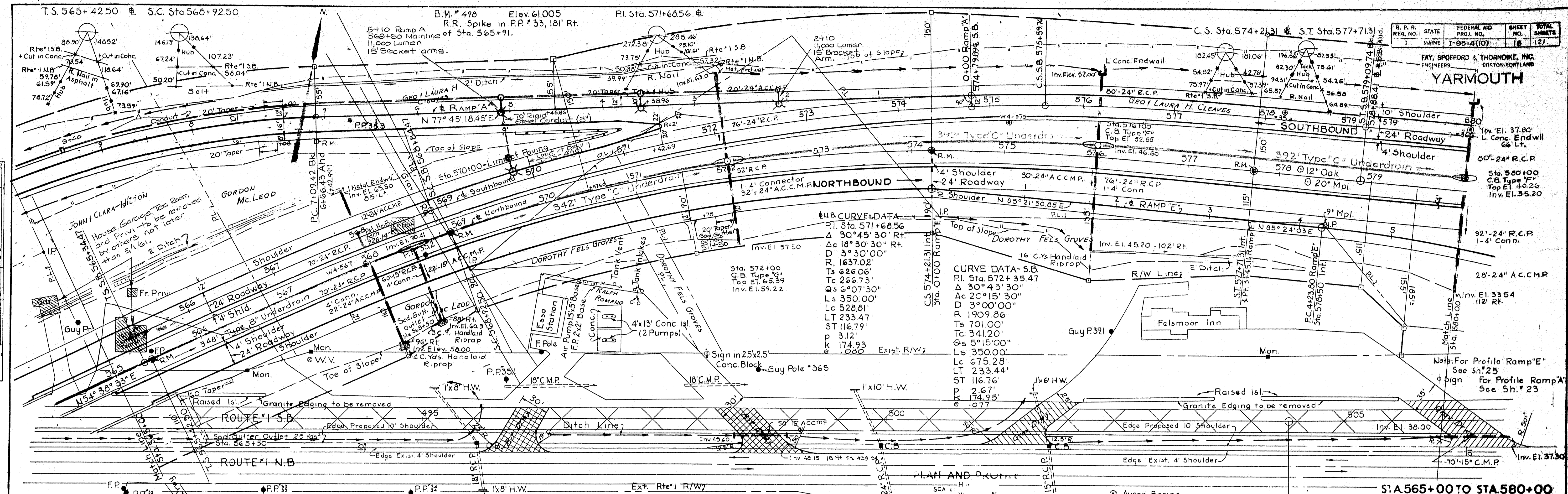
Revision April 13, 1961 **M-1756**



PLAN  
 SURVEYED BY G.Z.  
 PLOTTED BY G.Z.  
 NOTE BOOK ALIGNMENT CHECKED BY G.Z.  
 NO. 10

PROFILE  
 SURVEYED BY G.Z.  
 NOTE BOOK GRADES CHECKED BY G.Z.  
 NO. 10

186



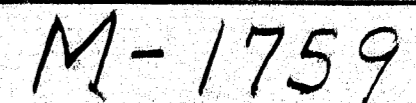
YARMOUTH  
 B. P. R. STATE FEDERAL AID SHEET TOTAL  
 REG. NO. PROJ. NO. NO. SHEETS  
 1 MAINE 1-95-2(10) 18 121

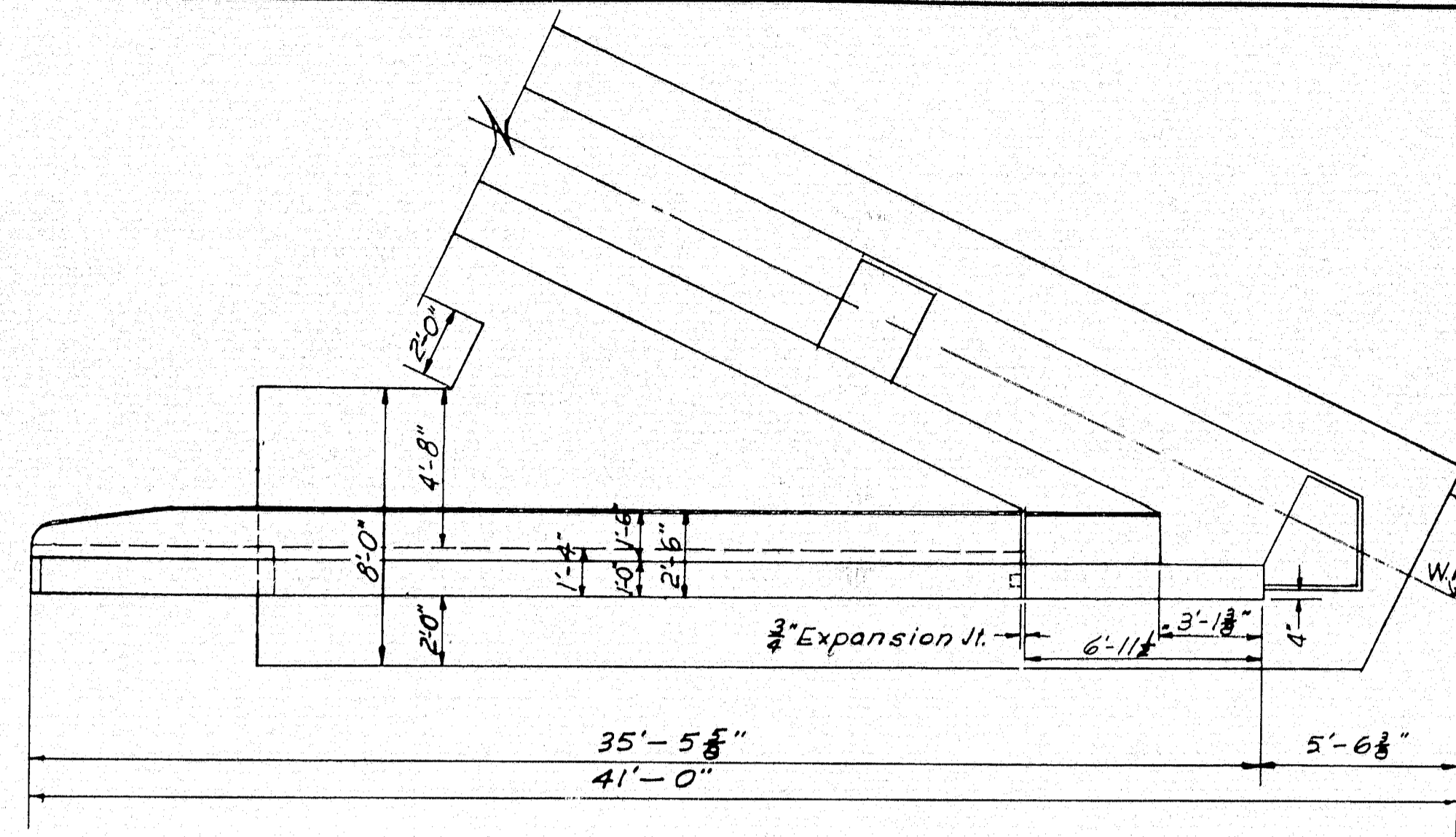
PLATE J - PLAN-PROFILE OF P. R. R. E. STANDARD

Revision April 13, 1961

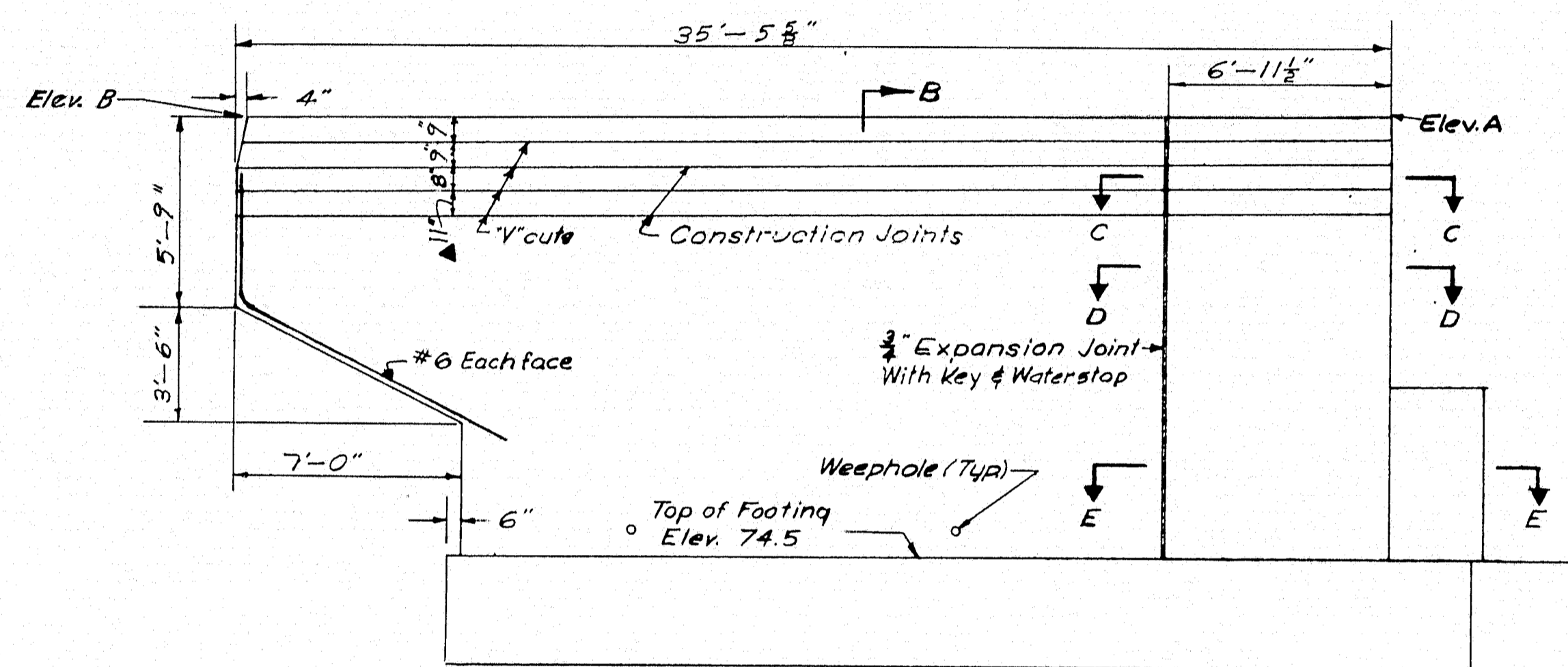
M-1757



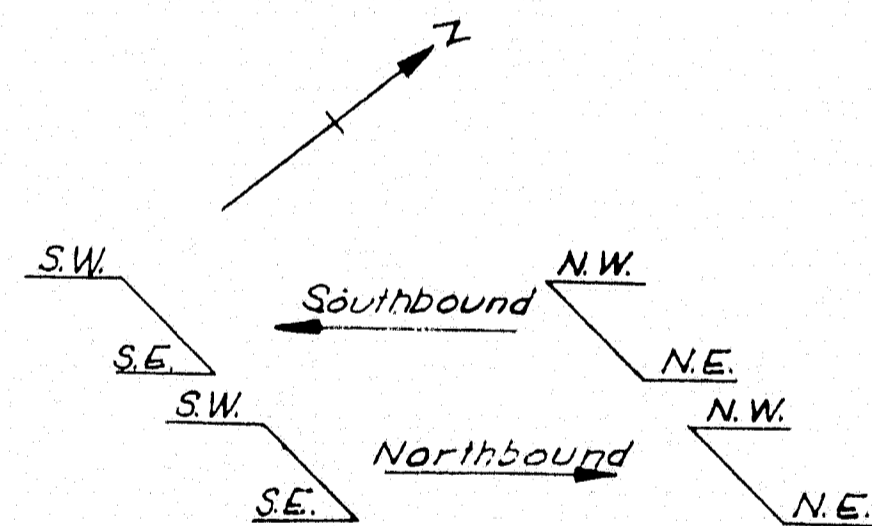




PLAN  
Scale 1/4" = 1'-0"

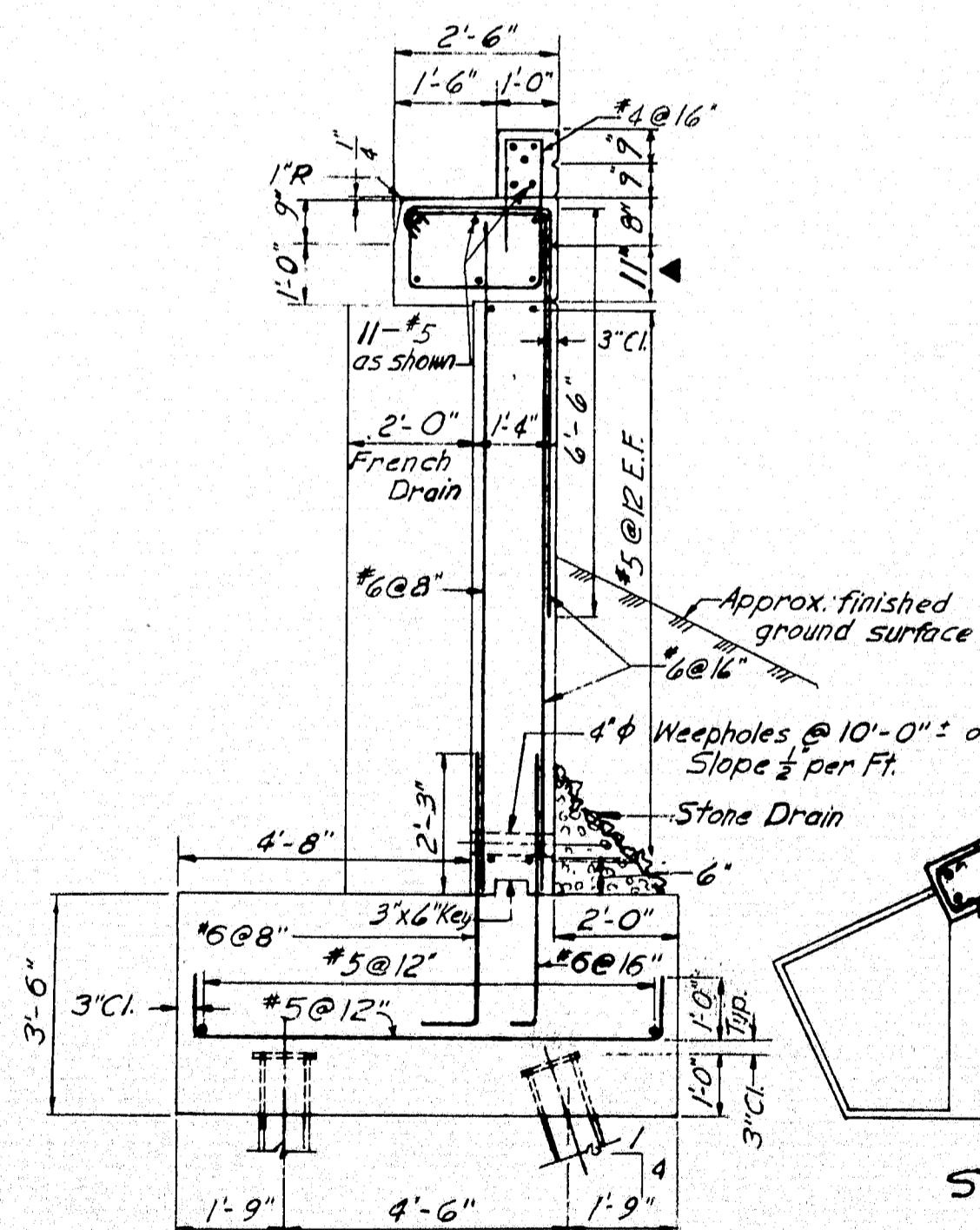


ELEVATION  
Scale 1/4" = 1'-0"

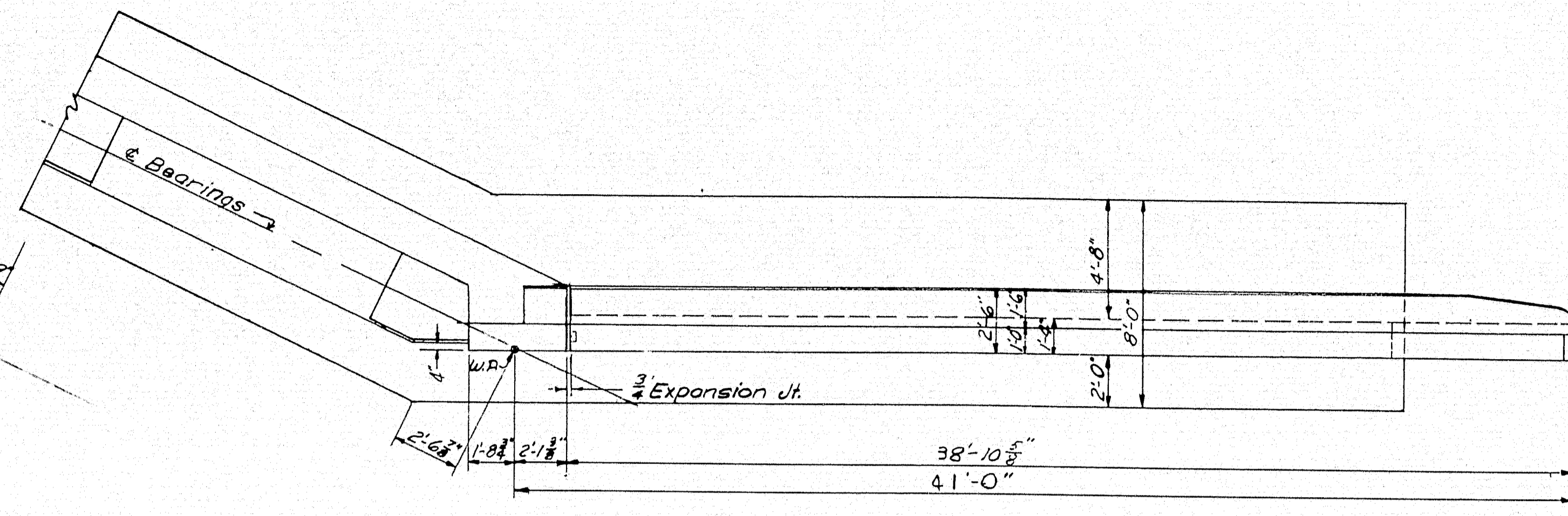


▲ WINGWALL ELEVATIONS								
NORTHBOUND				SOUTHBOUND				
POINT	N.W.	N.E.	S.W.	S.E.	N.W.	N.E.	S.W.	S.E.
A	88.48	87.86	88.83	87.06	87.06	88.85	87.82	88.44
B	88.17	87.34	88.56	86.96	86.97	88.58	87.29	88.14

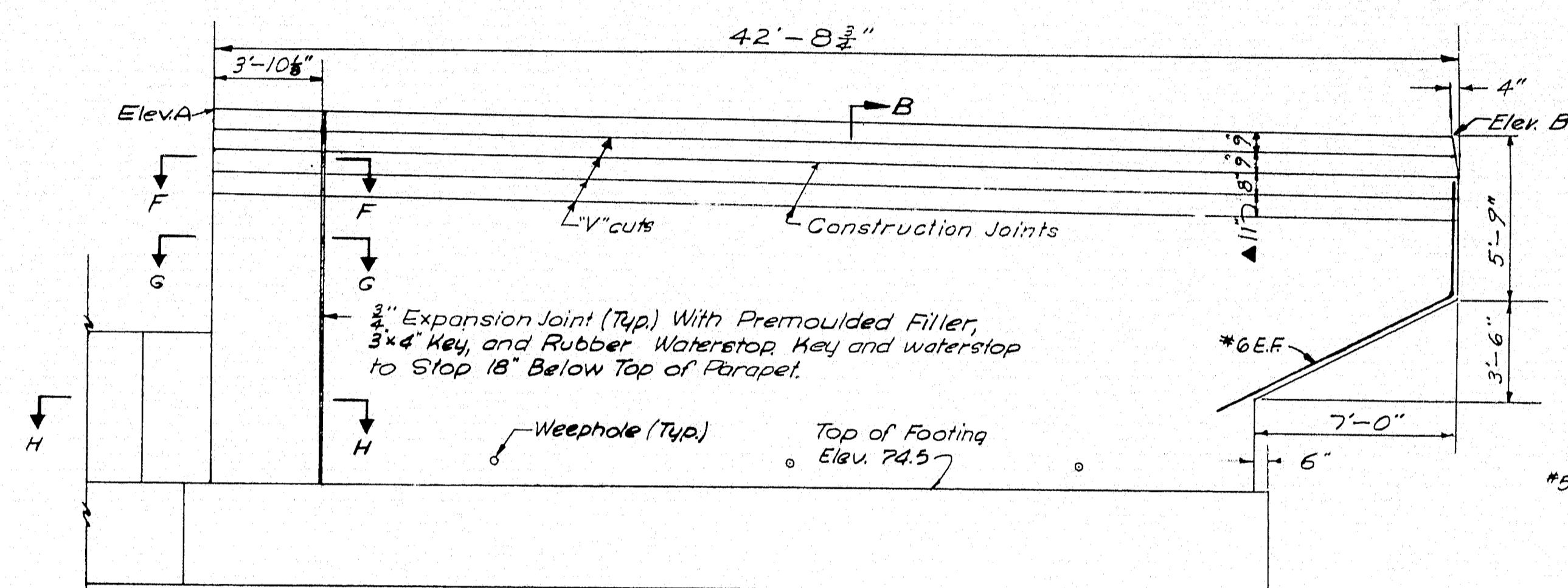
NOTE: For location of points see Elevations.



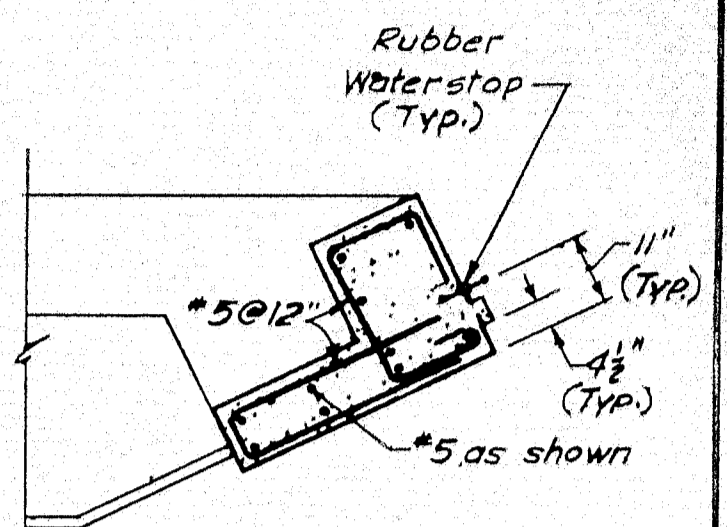
SECTION B-B  
Scale 3/8" = 1'-0"



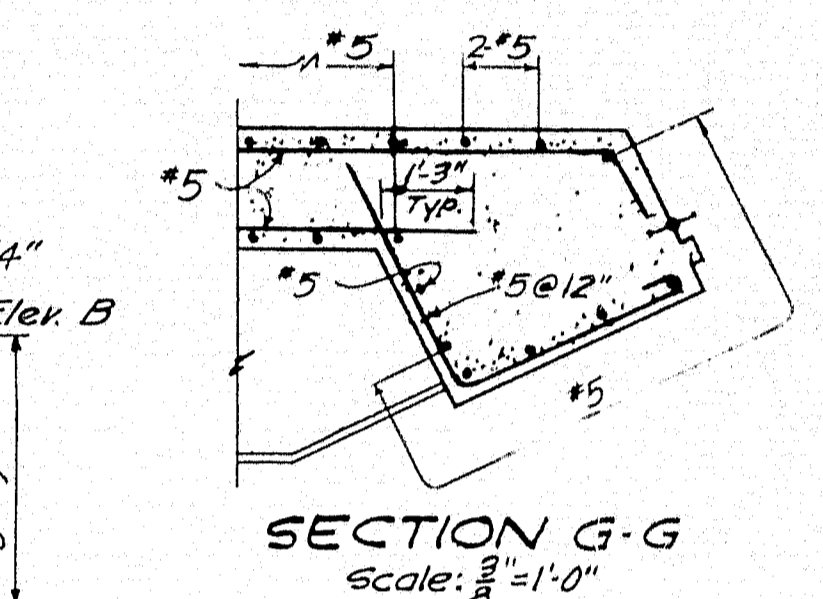
PLAN  
Scale 1/4" = 1'-0"



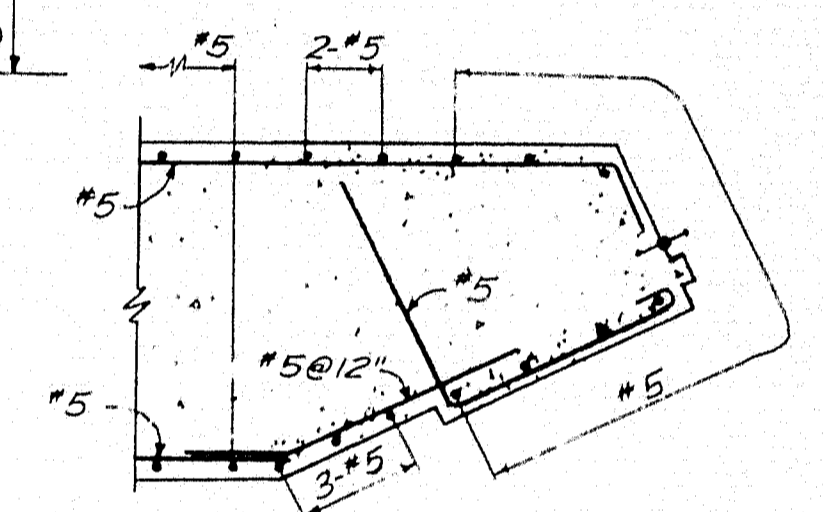
ELEVATION  
Scale 1/4" = 1'-0"



SECTION F-F  
Scale 3/8" = 1'-0"



SECTION G-G  
Scale 3/8" = 1'-0"



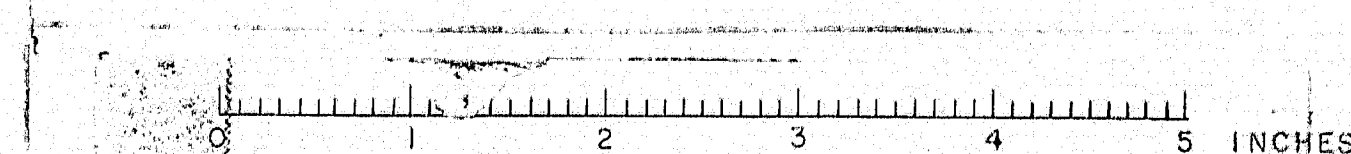
SECTION H-H  
Scale 3/8" = 1'-0"

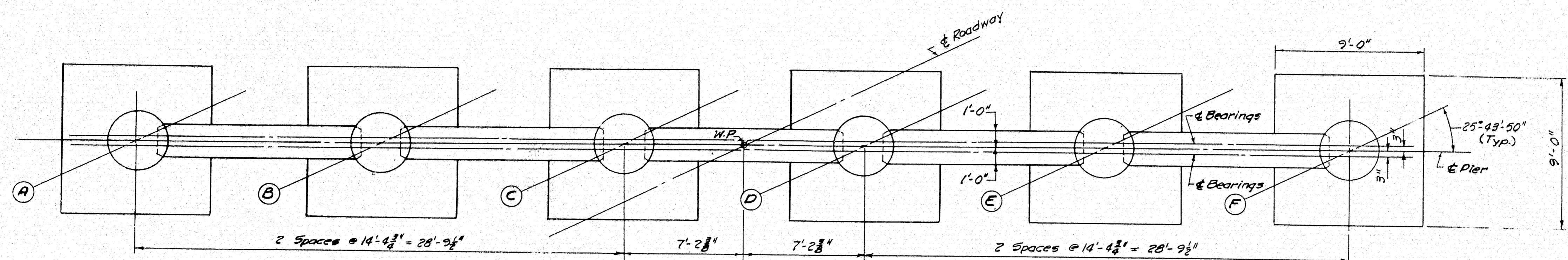
Notes: The stone drain in front of the Wingwall weepholes shall consist of 3 cubic feet of gravel per lined foot of wall. It shall be considered part of the French Drain for payment purposes. For Construction Notes and Typical Details, See Sheet No. 39.

▲ Revision April 13, 1961

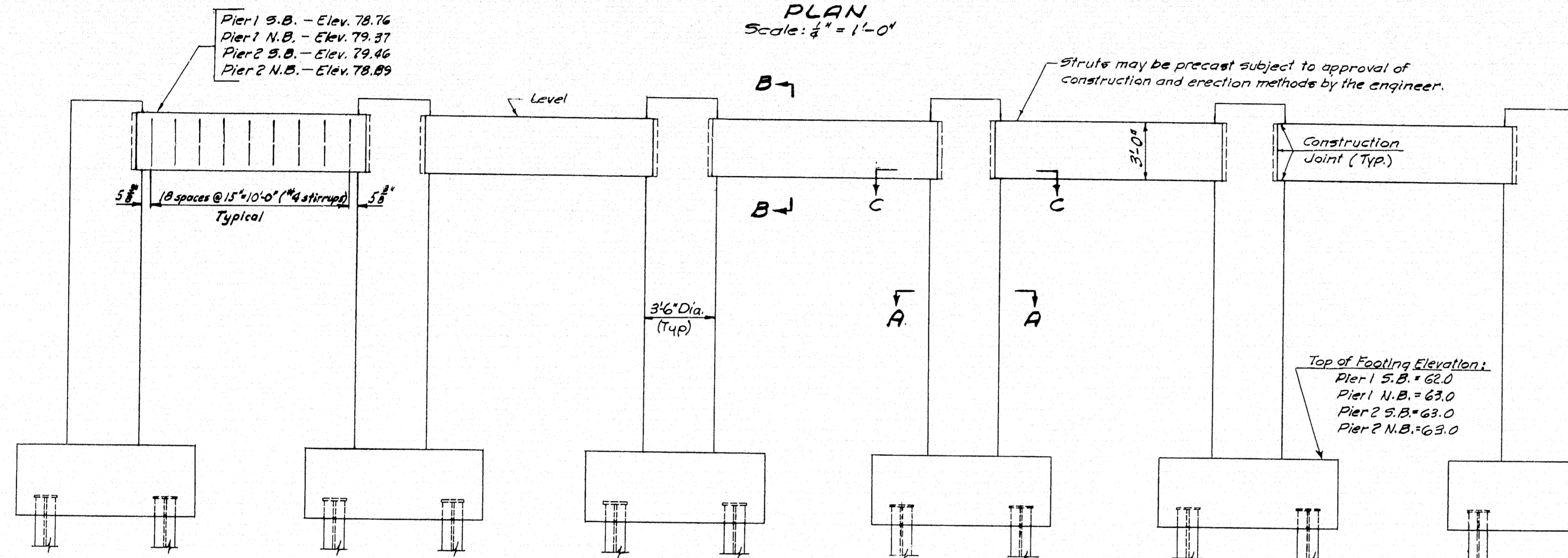
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
WINGWALLS	
SHEET NO. 38 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	Qm-14 760

M-1760

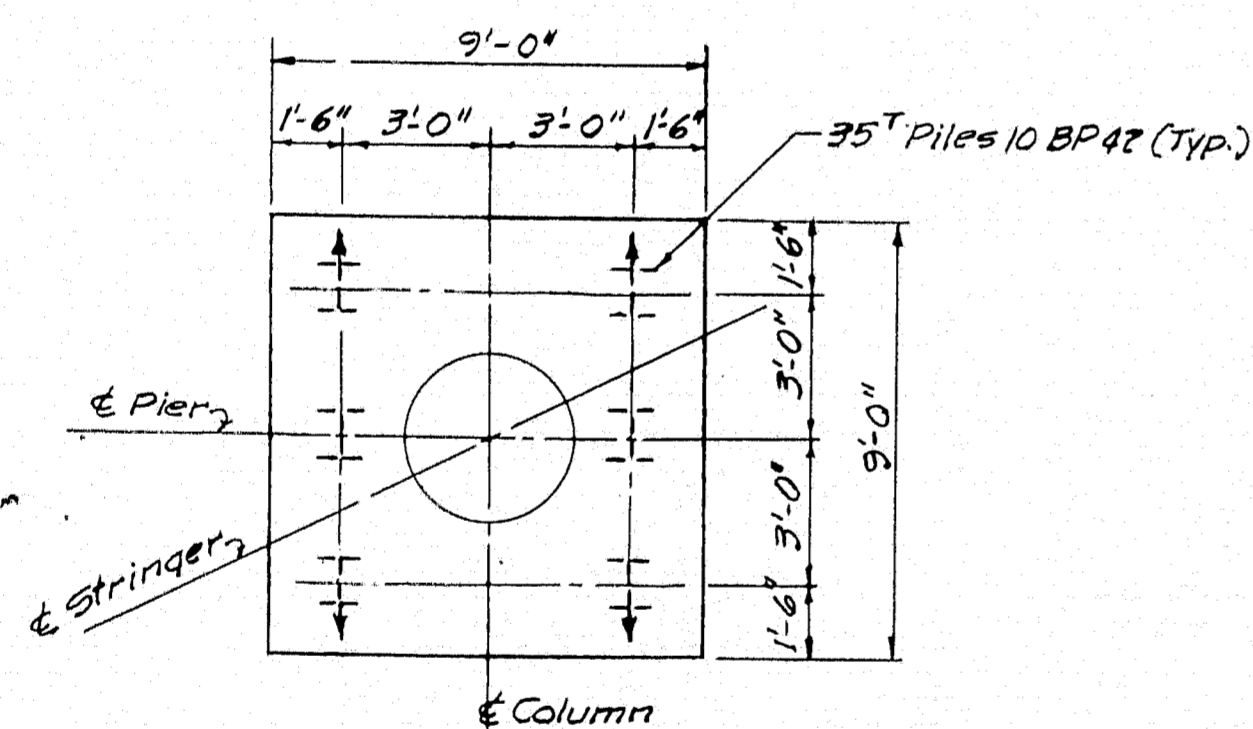




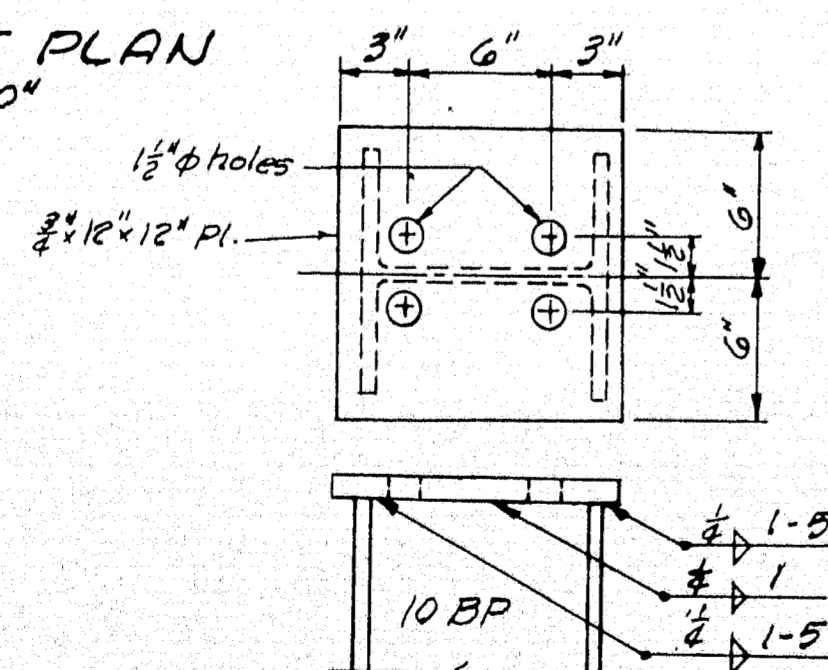
PLAN  
Scale: 1/4\"/>



ELEVATION  
Scale: 1/4\"/>



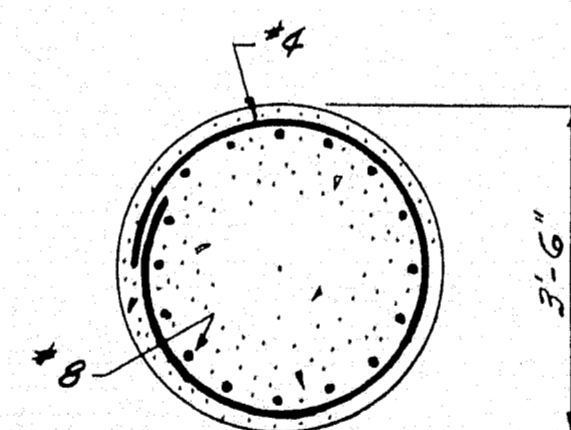
TYPICAL PILE PLAN  
Scale: 1/4\"/>



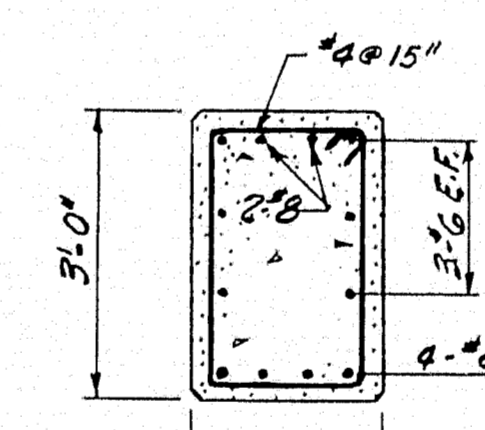
PILE BEARING PLATE  
Scale: 1/8\"/>

TOP OF COLUMN ELEVATIONS

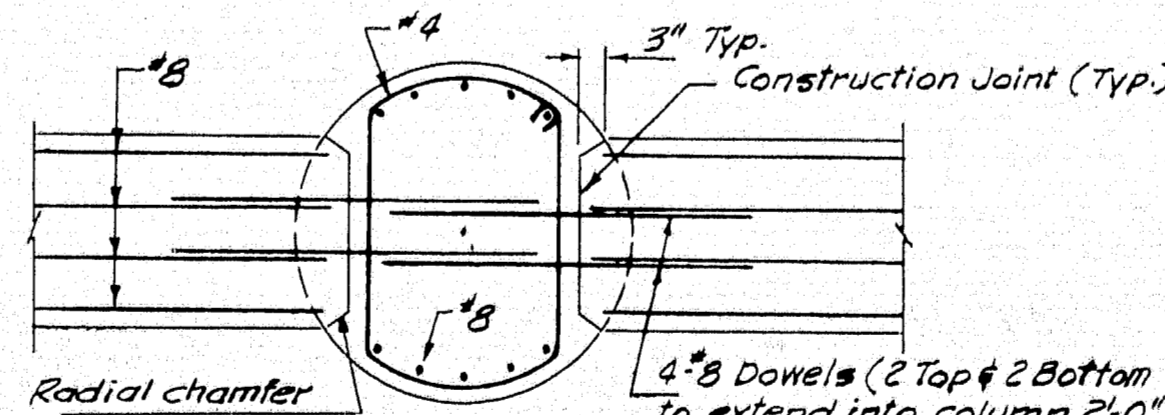
COLUMN	PIERS 1	PIERS 2
A	79.26	79.96
B	79.58	80.11
C	79.80	80.24
D	79.88	80.25
E	79.83	80.11
F	79.67	79.96
A	79.87	79.78
B	80.10	79.85
C	80.24	79.92
D	80.25	79.84
E	80.11	79.62
F	79.88	79.39



SECTION A-A  
Scale: 1/4\"/>

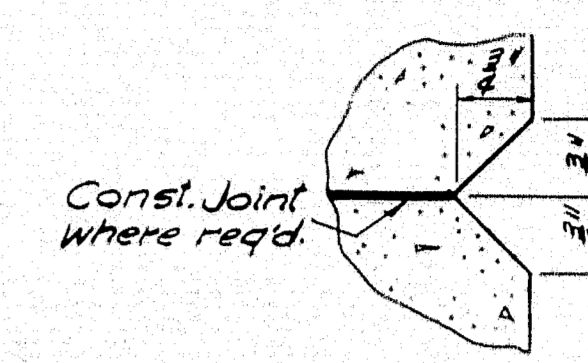


SECTION B-B  
Scale: 1/4\"/>

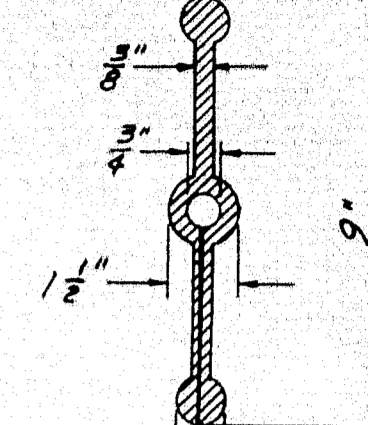


SECTION C-C  
Scale: 1/4\"/>

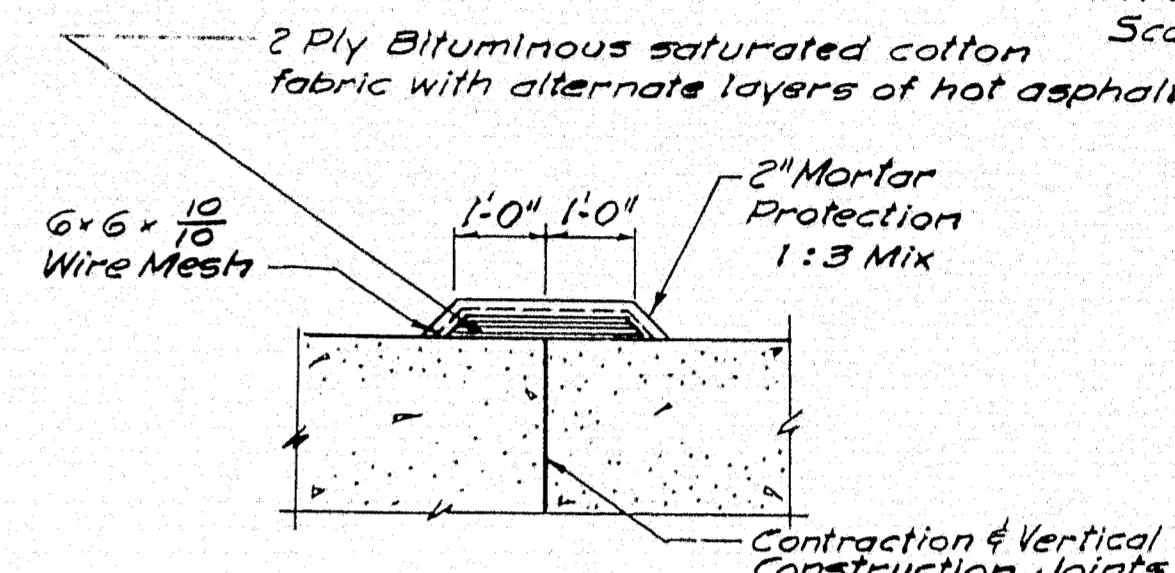
BEARING DISTRIBUTION STEEL  
TOP OF PIER COLUMN  
Scale: 1/4\"/>



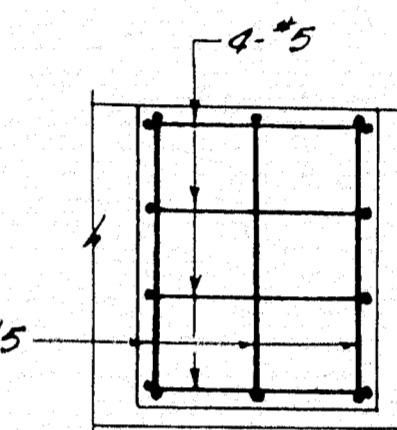
TYPICAL V-CUT DETAIL  
Half Size



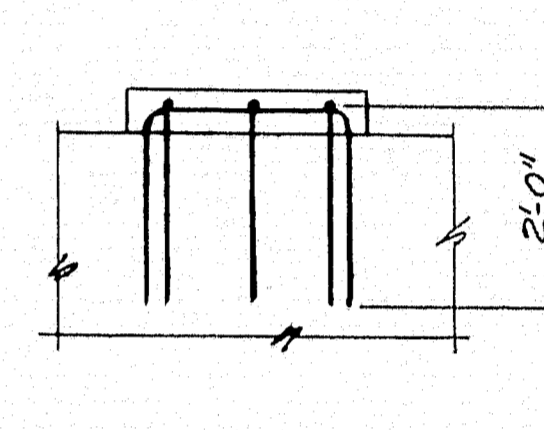
RUBBER WATERSTOP  
Scale: 3/4\"/>



WATERPROOFING DETAIL

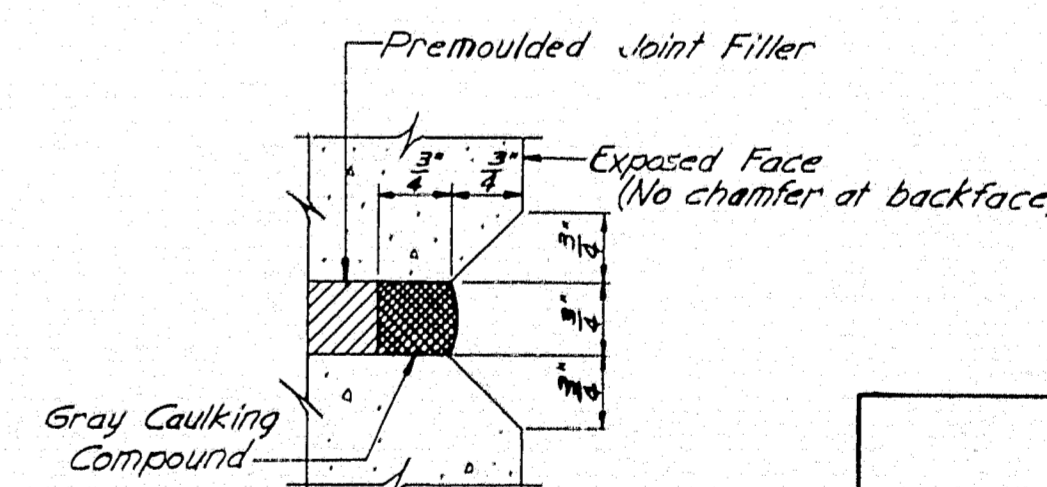


PLAN  
To be used where top of pad is 4' or more above Abutment Bridge Seat.



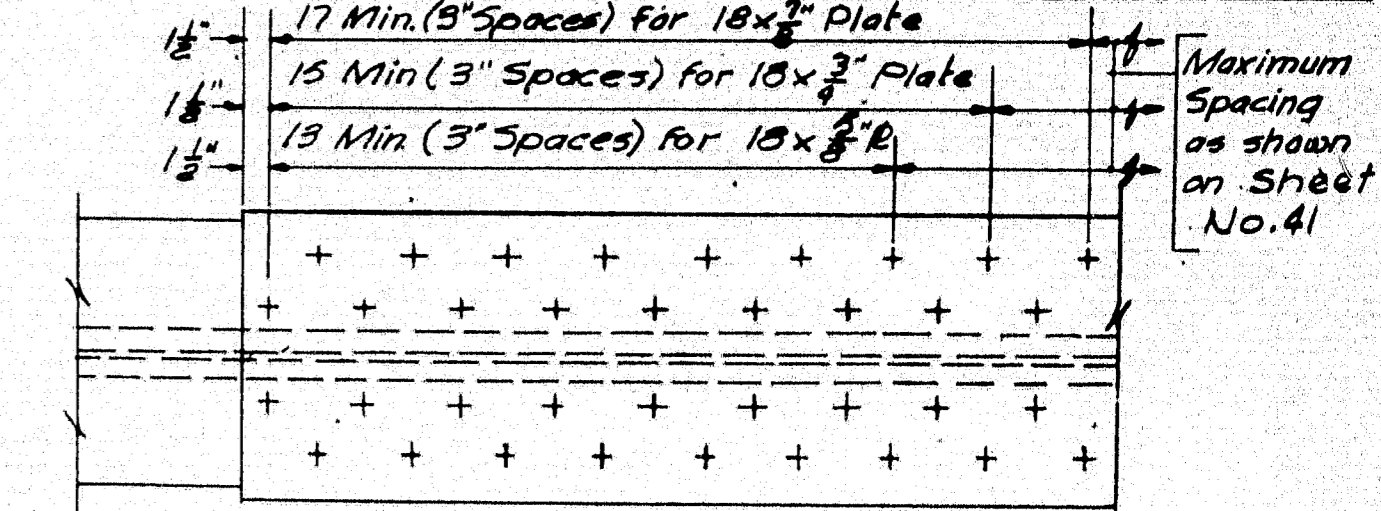
ELEVATION  
BEARING PAD DISTRIBUTION STEEL  
Scale: 1/4\"/>

- Construction Notes
1. Reinforcing steel to have 2" minimum 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 and tops of pier columns to be of sufficient height to permit bush hammering to the proper elevation.
  5. All bearing pads to be placed integrally with the abutments.
  6. All exposed corners except on bearing pads and tops of pier columns to have 3" chamfer. Bearing pads and tops of pier columns to have toolled edges.
  7. Reinforcing steel in or beneath bearing pads and in tops of pier columns to be positioned to clear swedge anchor bolts. For swedge anchor bolts, see Bearing Details on Sheet No. 44.

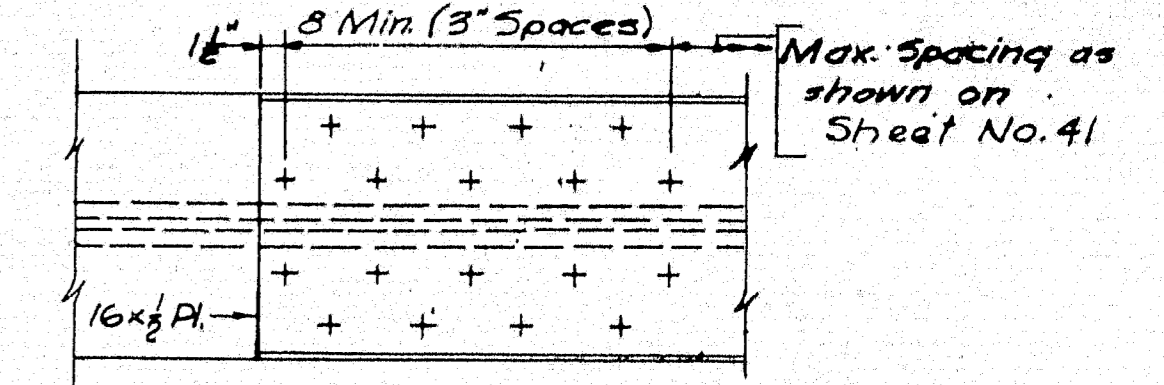


CAULKING DETAIL  
Half Size

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
INTERSTATE OVER ROUTE 1
PIER DETAILS
SHEET NO. 39 OF 121
SCALE: AS NOTED



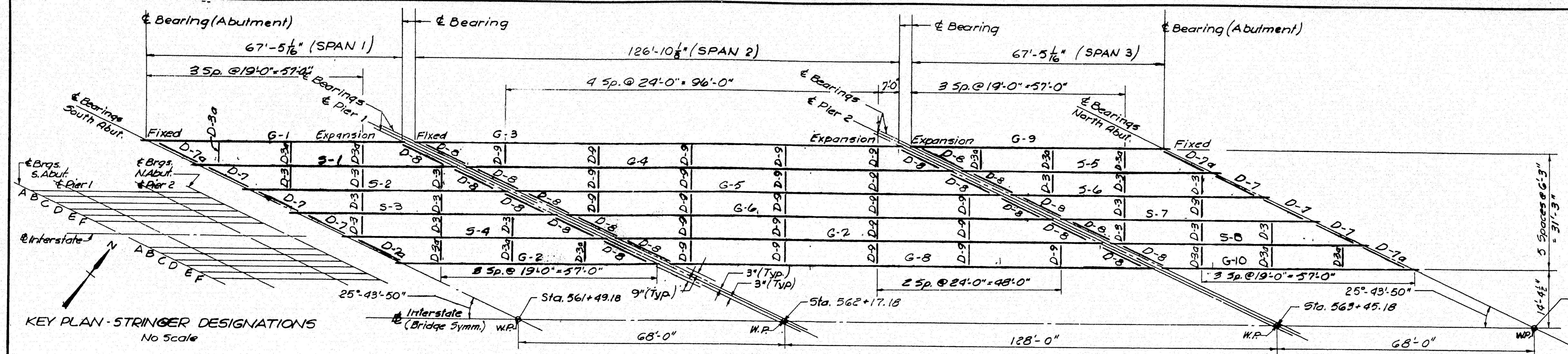
**BOTTOM COVER PLATES**



**TOP COVER PLATES**

**RIVET SPACING AT END OF COVER PLATES**

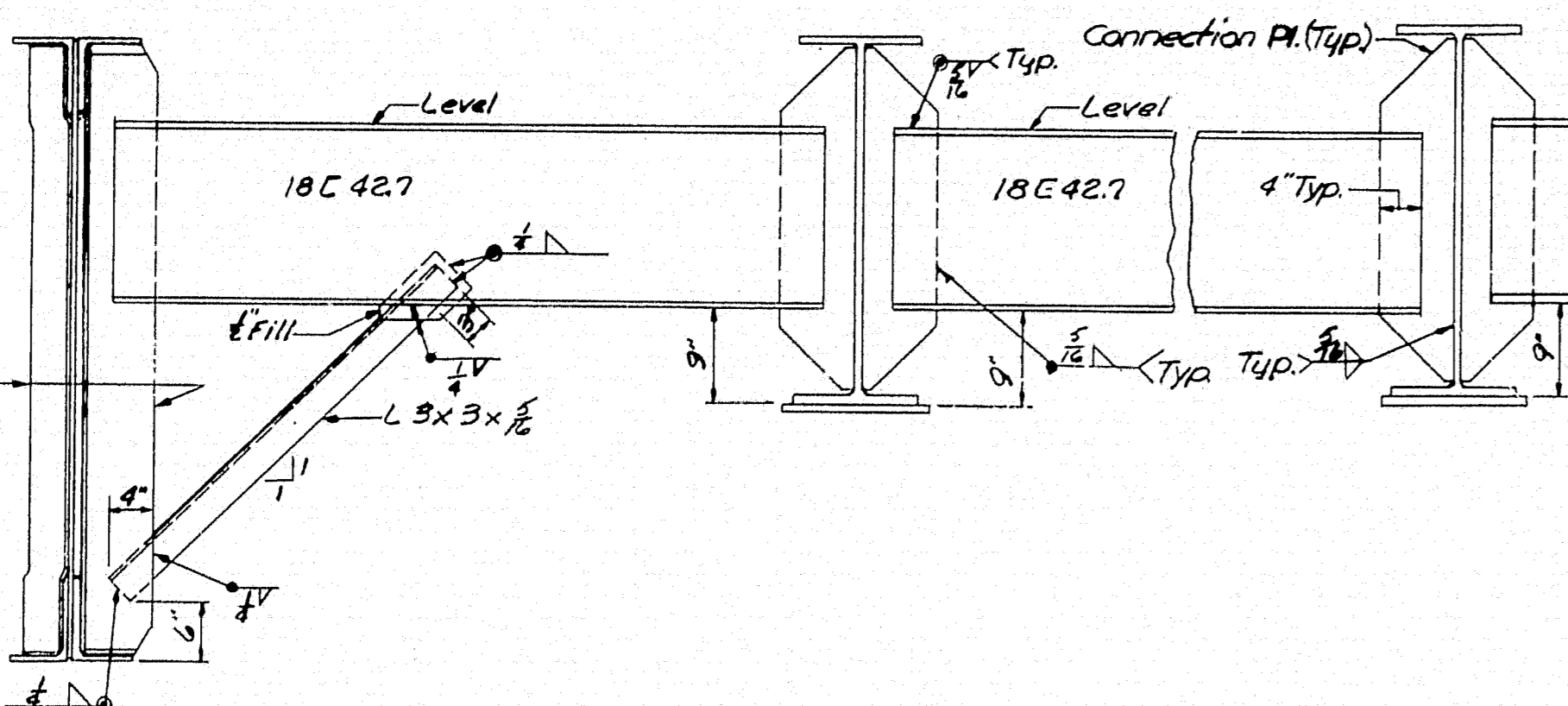
Scale: 1"=1'-0"



**FRAMING PLAN**

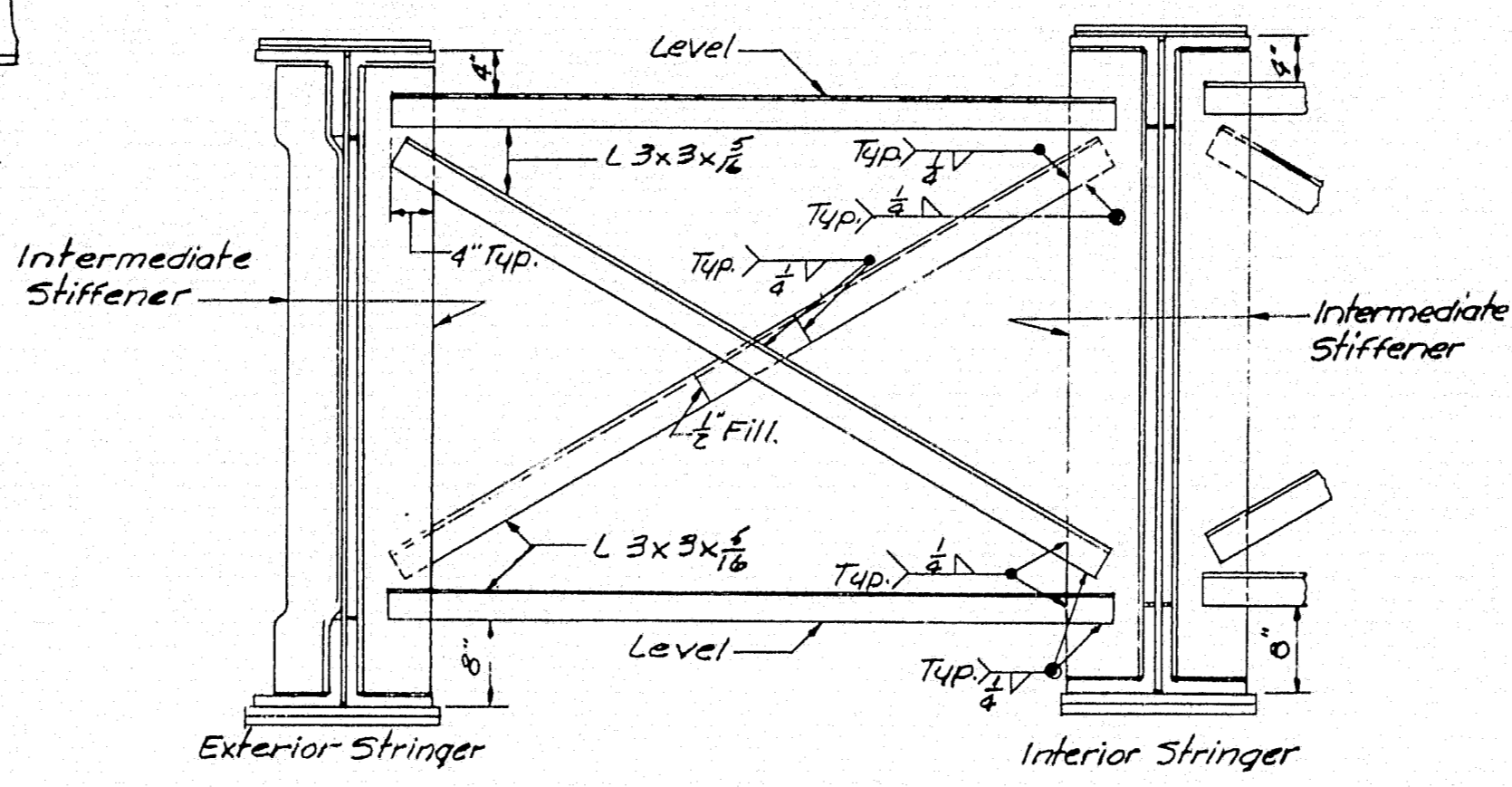
SOUTHBOUND SHOWN, NORTHBOUND SIMILAR  
Scale: 1/4"=1'-0"

**KEY PLAN - STRINGER DESIGNATIONS**

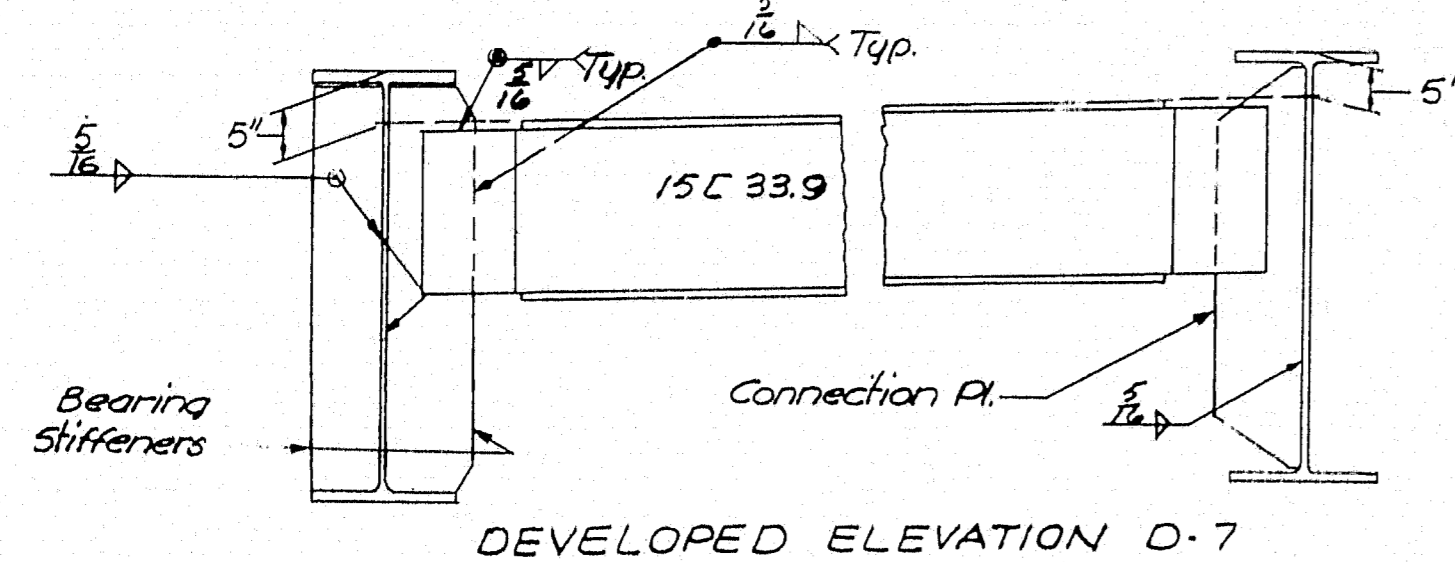


**ELEVATION D-3a**

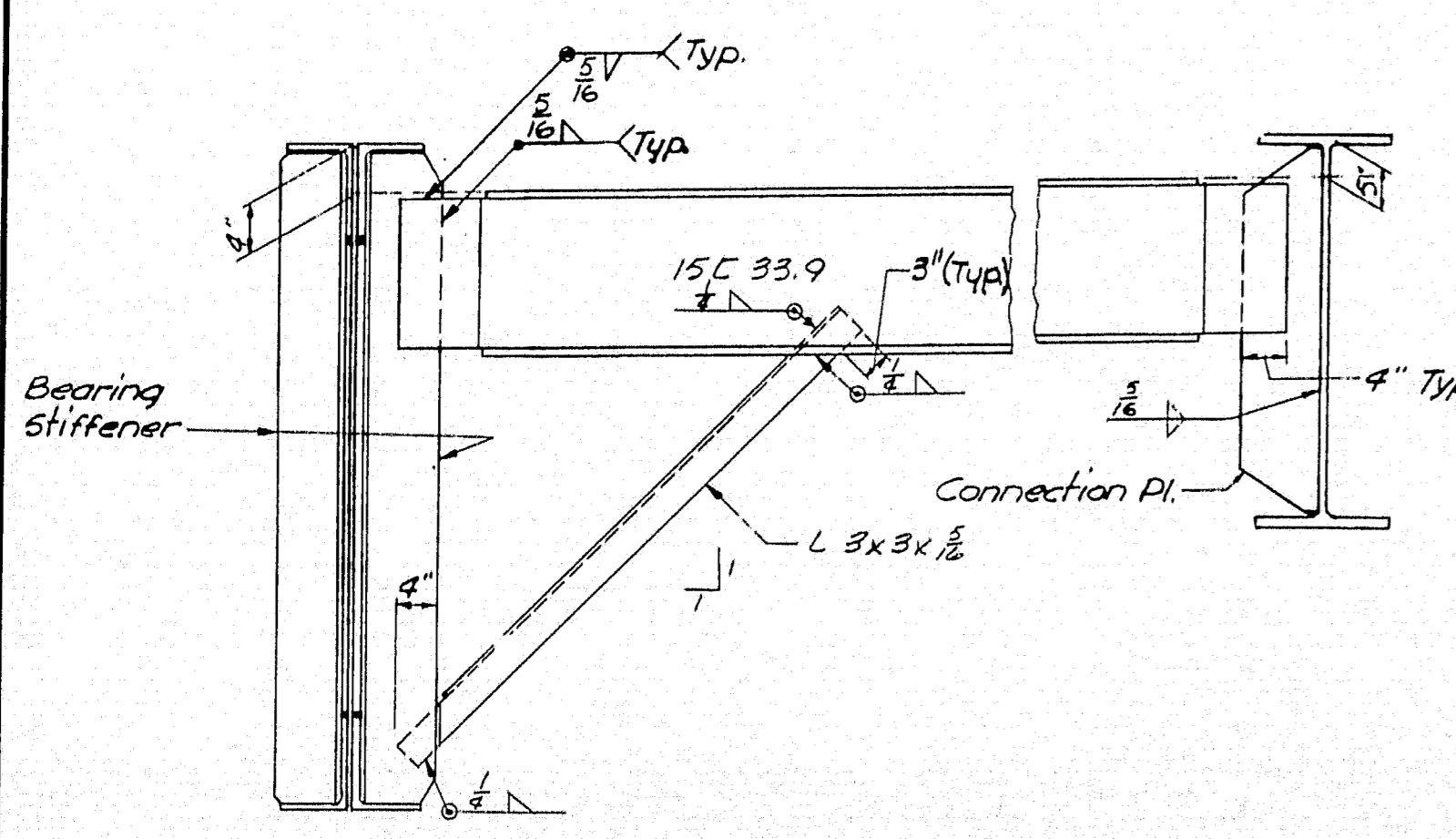
**ELEVATION D-3**



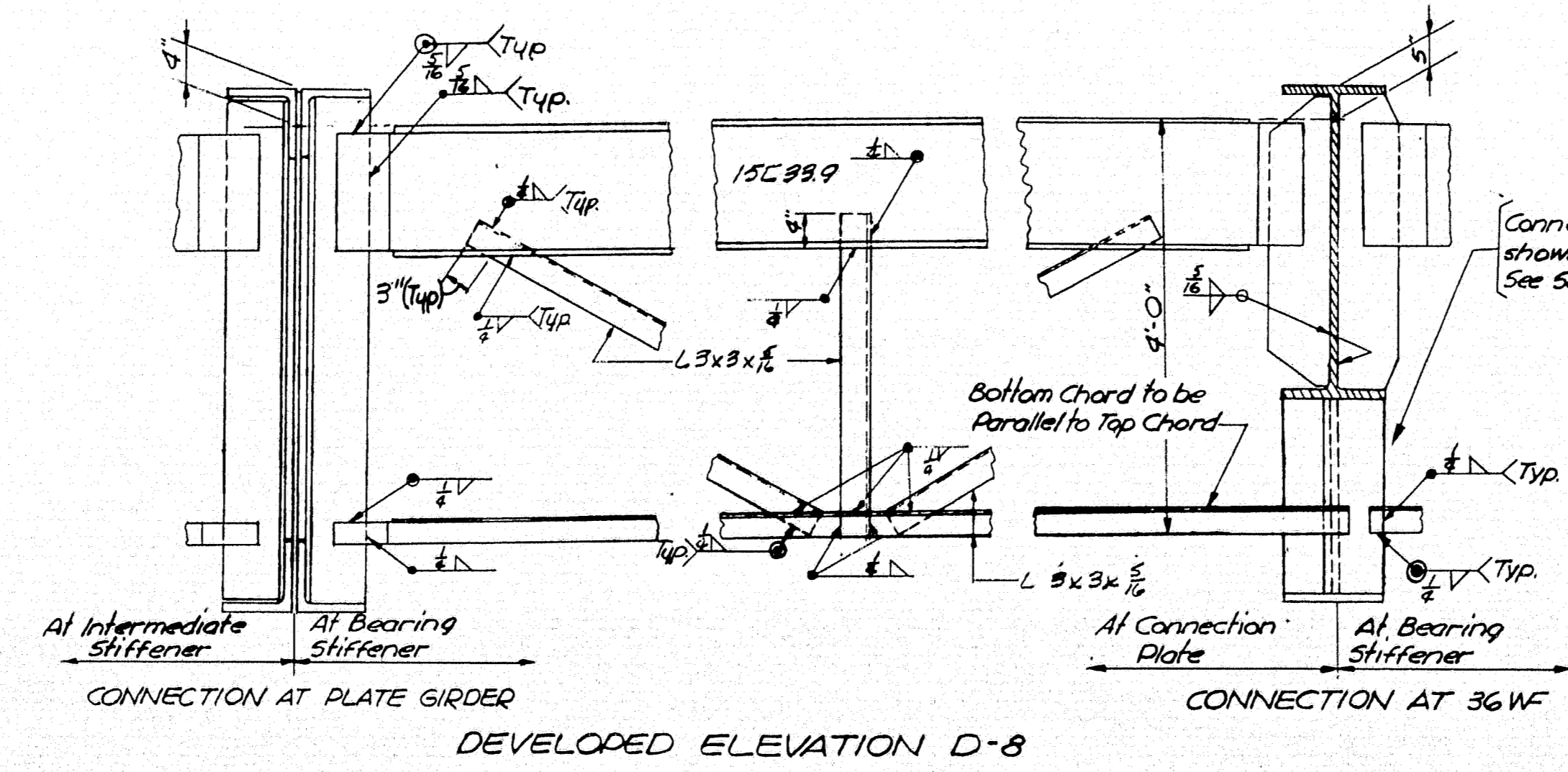
**ELEVATION D-9**



**DEVELOPED ELEVATION D-7**



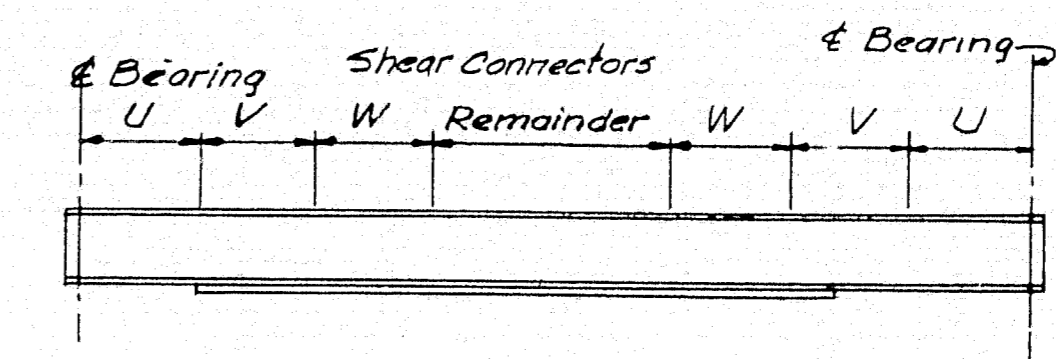
**DEVELOPED ELEVATION D-7a**



**DIAPHRAGM DETAILS**

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

Note: For Size of Stiffener and Connection Angles (or Plates) See Stiffener Schedule on Sheet No. 41



STRINGER	Δ	SPIRAL SHEAR CONNECTORS				STUD SHEAR CONNECTORS			
		SPIRAL "U"	SPIRAL "V"	SPIRAL "W"	REMAINDER	SPIRAL "U"	SPIRAL "V"	SPIRAL "W"	REMAINDER
		LENGTH	PITCH	LENGTH	PITCH	LENGTH	PITCH	LENGTH	PITCH
G1, G2, G3, G10	3/4"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"
G4, G5	3/4"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"
G6 thru G7	3/4"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"
G8 thru G9	3/4"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"
G11 thru G12	3/4"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"	12'-0"	20'-0"

\* Length = Distance & Bearing to end of first cover plate.  
Spiral Pitch: 2@X" denotes a 3/8" φ double spiral at X" pitch.  
All other designations refer to a 3/8" φ single spiral.  
Stud Pitch: 2@X" denotes 2-3/8" φ studs per pitch @X" pitch.  
3@X" denotes 3 studs per pitch @X" pitch.  
4@X" denotes 4 studs per pitch @X" pitch.  
Δ = Dead load deflection @ mid-span

**FRAMING NOTES**

1. All & bearings are parallel
2. All stringers are parallel to & Interstate.
3. All dimensions on Framing Plan are horizontal.
4. WF Stringers are not to be cambered but shall be erected with natural bow up.
5. Plate girders are to be cambered for dead load deflection plus vertical curve. Camber diagrams shall be submitted to the Engineer for approval.
6. For bearing, shear connector, and welded cover plate details see Sheet No. 44

Note: For stringers S-1 thru S-8, the steel for the WF sections and cover plates shall conform to A.S.T.M. A-373. All other structural steel shall conform to A.S.T.M. A-7 or A-373 unless specified otherwise.

Revision April 13, 1961

STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

INTERSTATE OVER ROUTE 1

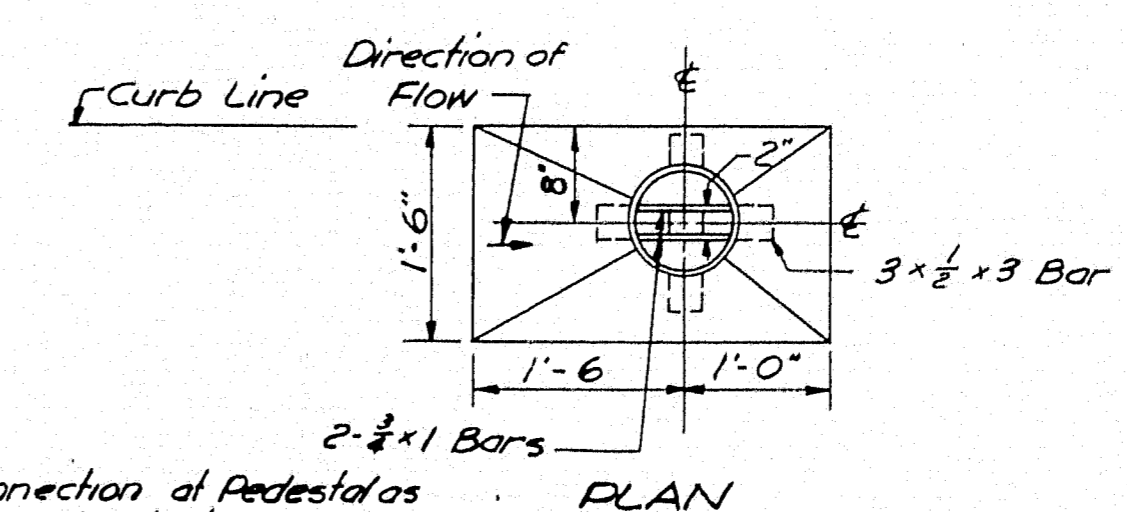
**FRAMING PLAN AND DETAILS**

SHEET NO. 40 OF 121 SCALE: AS NOTED

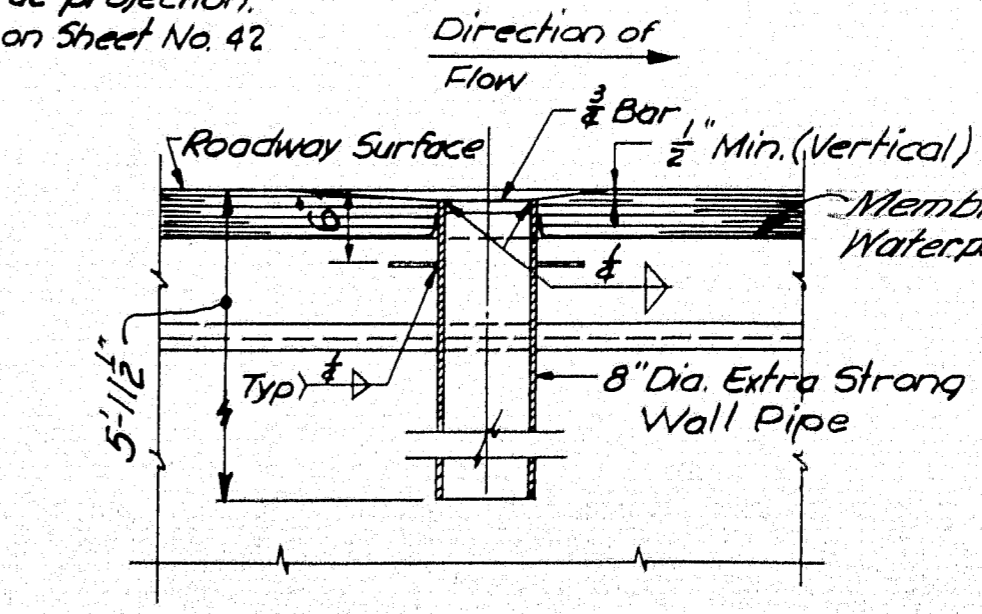
FAY, SPOFFORD & THORNDIKE, INC.  
ENGINEERS BOSTON, MASS.

Qm-14  
762

Note: For Location of Scuppers See Sheet No. 36



**PLAN**



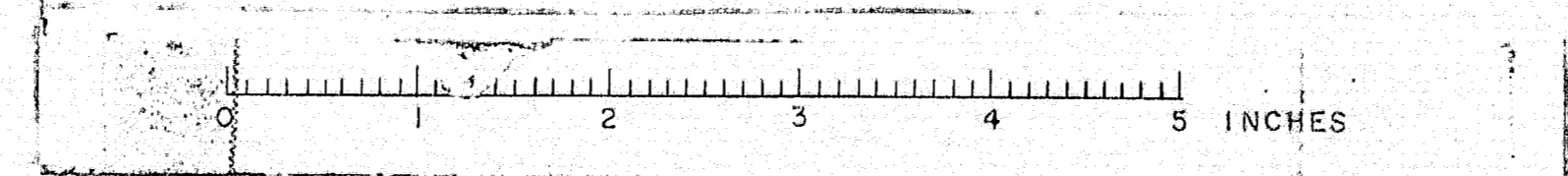
**SECTION THRU SCUPPER**

**SCUPPER DETAIL**

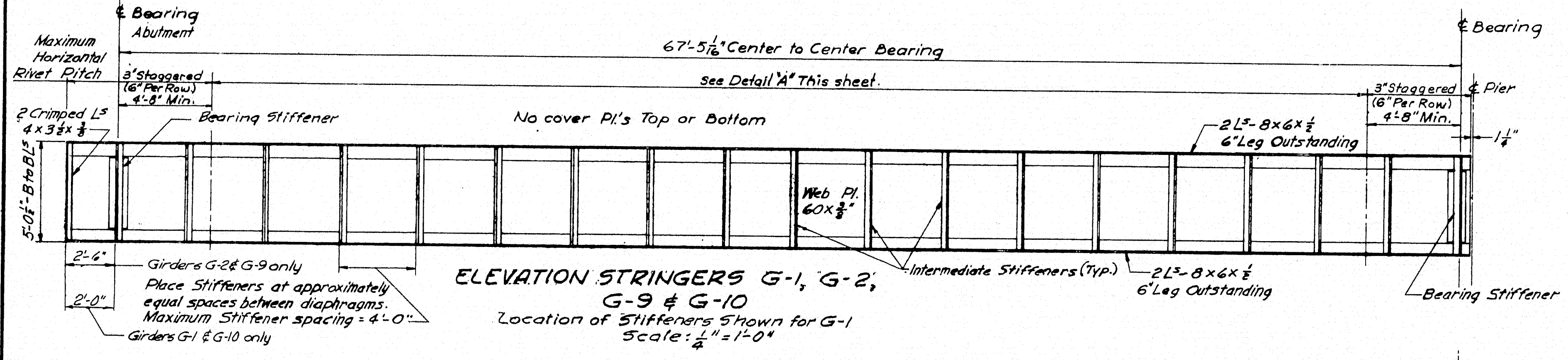
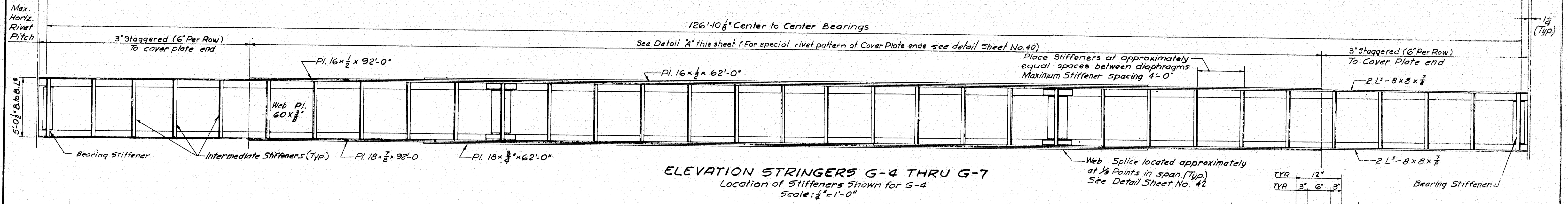
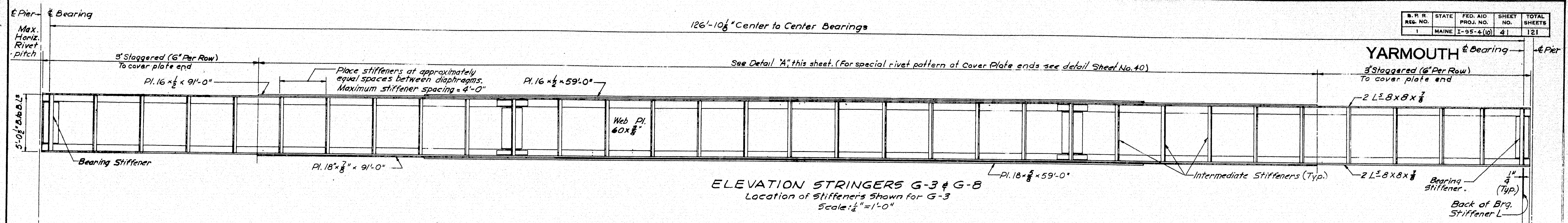
Scale: 3/8"=1'-0"

DES.	RW & RK
DR.	CEG
TR.	CEG
CHK.	RK
APP'D.	

Boston Blue Print-350-4-57

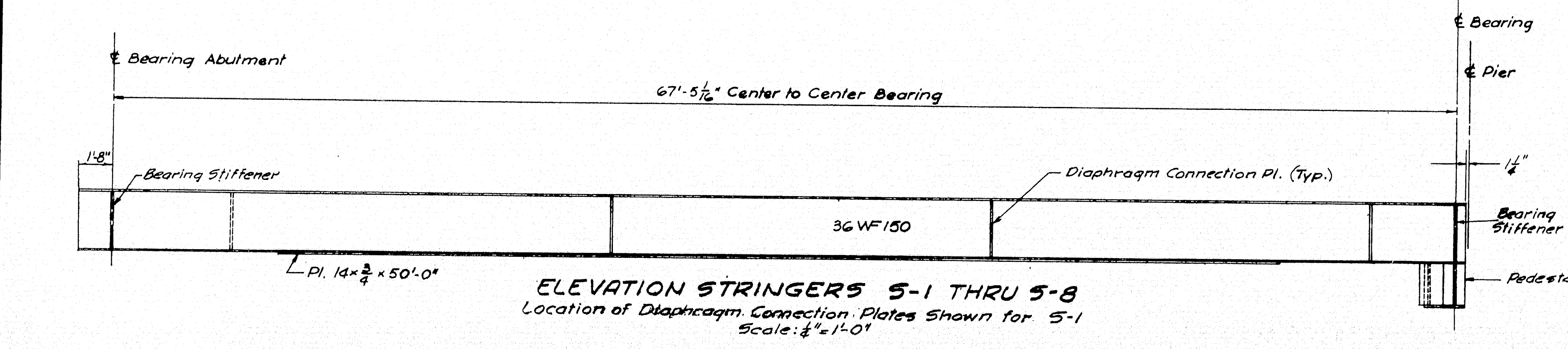
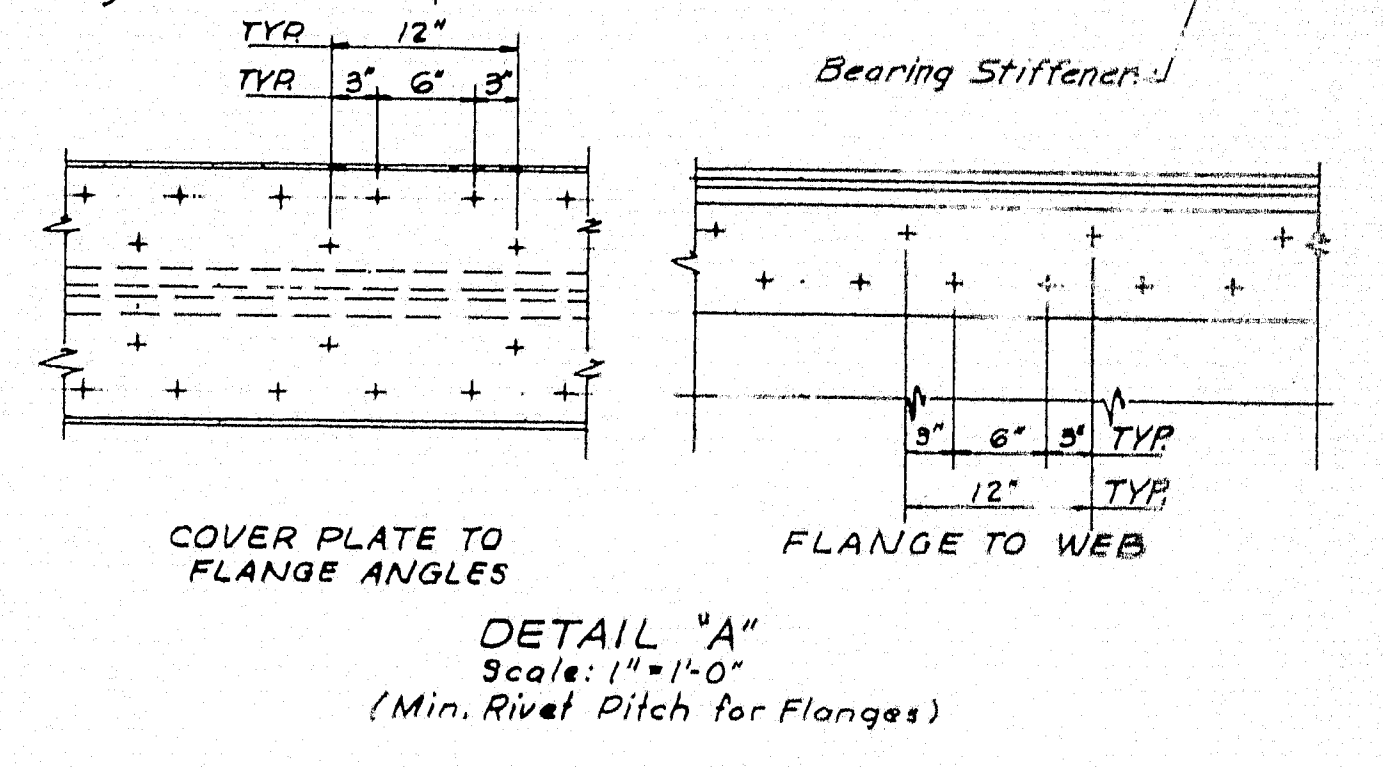


M-1762



Notes: All cover plates are symmetrical about & span.

Maximum Vertical Rivet pitch to be 4".  
For diaphragm location and connection details see Framing Plan & Diaphragm Details on Sheet No. 40.  
All dimensions centerline to centerline of Bearings are horizontal dimensions.



STIFFENER SCHEDULE				
STRINGER	BEARING STIFFENERS		INTERMEDIATE STIFFENERS	
	Side with Diaphragm Connection	Side without Diaphragm Connection	Side with Diaphragm Connection	Side without Diaphragm Connection
G1, G2, G9, G10	L7 x 4 x 3/8" With 12 x 3/8" Fill	L6 x 4 x 3/8" With 12 x 3/8" Fill	L7 x 4 x 3/8" With 4 x 3/8" Fill	L4 x 3 1/2 x 3/8" Crimped
G3 THRU G8	L7 x 4 x 3/8" With 12 x 3/8" Fill	L7 x 4 x 3/8" With 12 x 3/8" Fill	L7 x 4 x 3/8" With 4 x 3/8" Fill	L5 x 3 1/2 x 3/8" Crimped
5-1 THRU 5-8	Pl. 7 x 3/8"	Pl. 5 1/2 x 3/8"	Pl. 7 x 3/8"	None

\* Note: All Stringers to have a Bearing Stiffener on each side of the Web at each Bearing.

STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

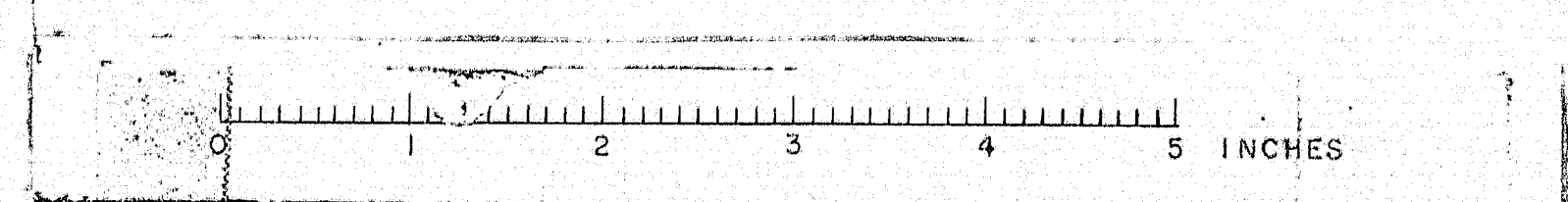
INTERSTATE OVER ROUTE 1  
FRAMING DETAILS PART 1

SHEET NO. 41 OF 121 SCALE: AS NOTED

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

Qm-14  
763

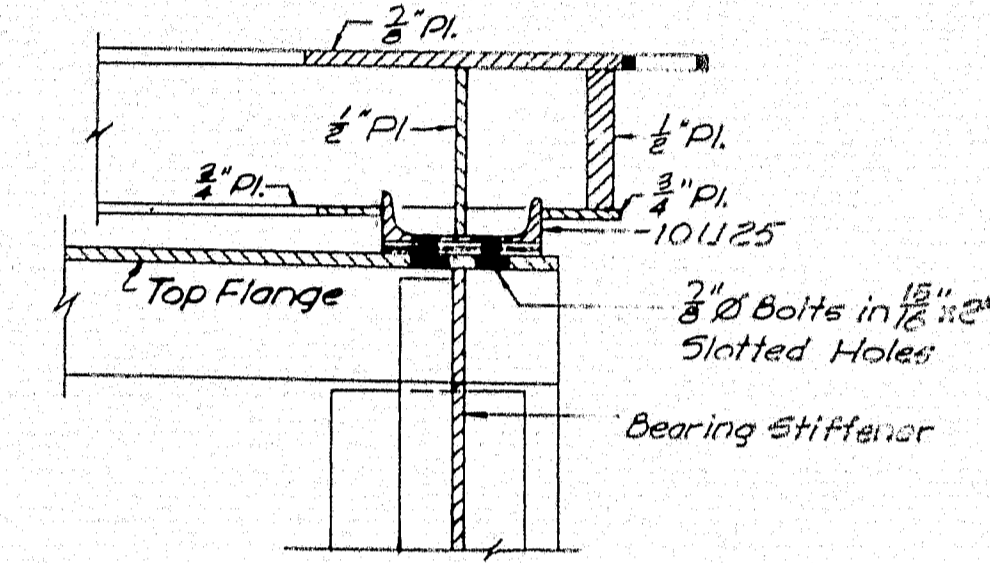
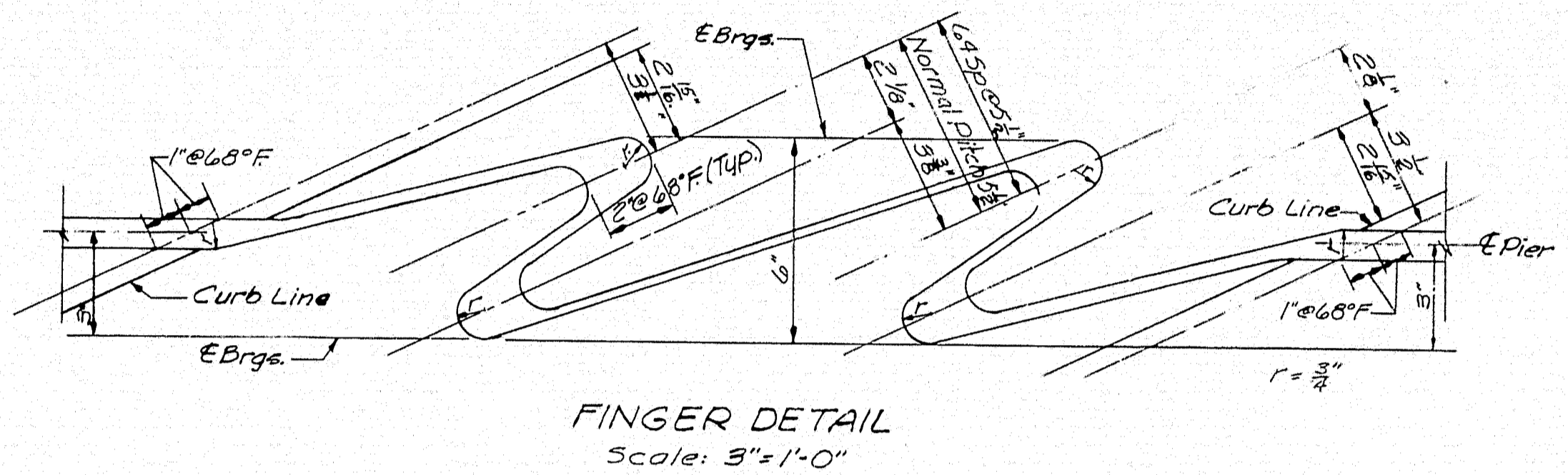
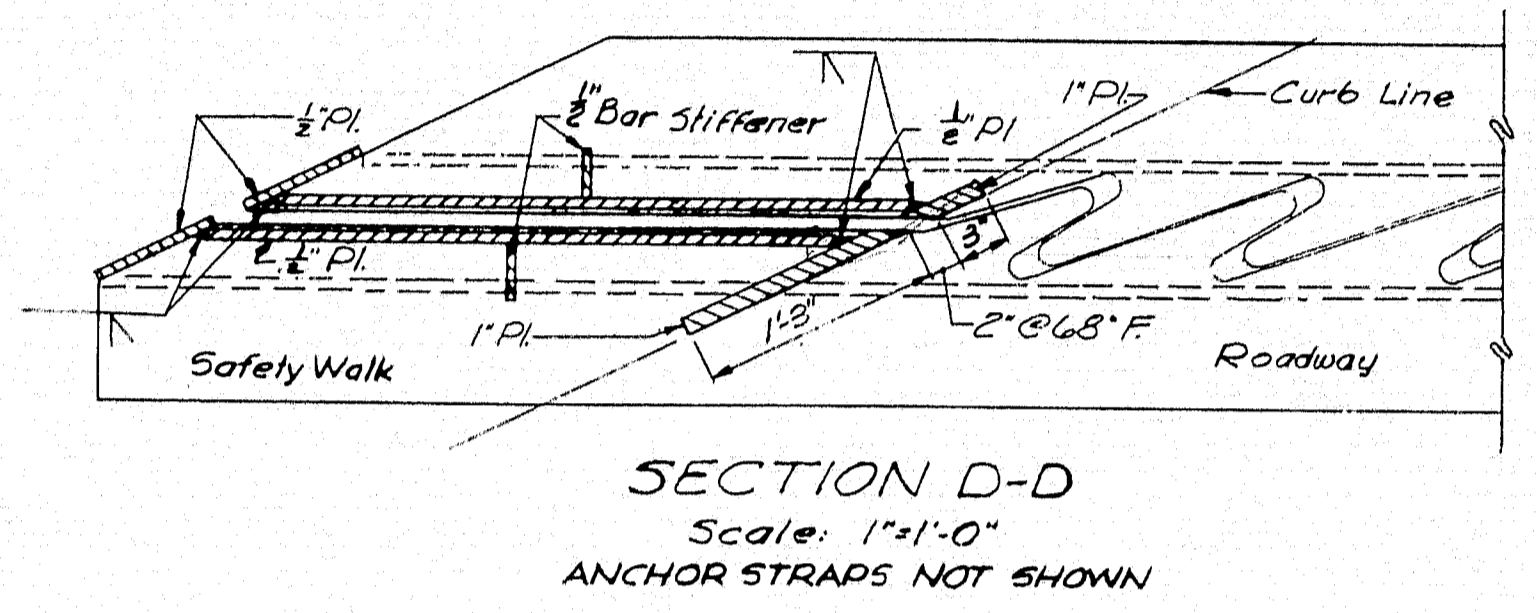
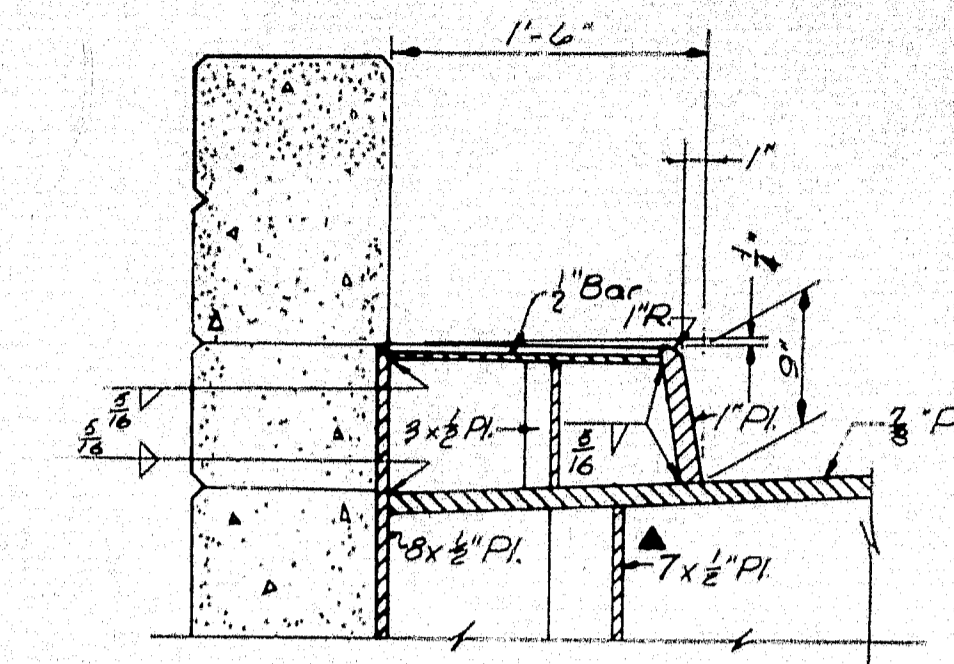
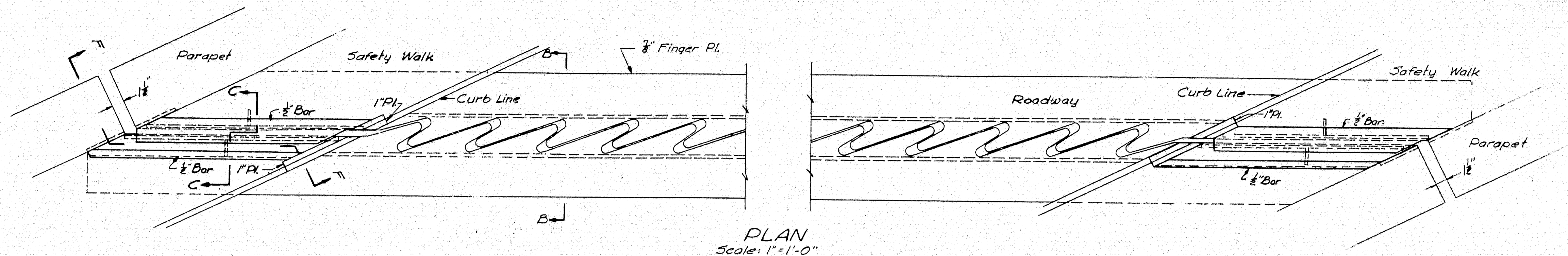
DES. R.K.R.A.  
DR. C.A.K.  
TR. R.K.  
CHK. R.K.  
APP. R.K.



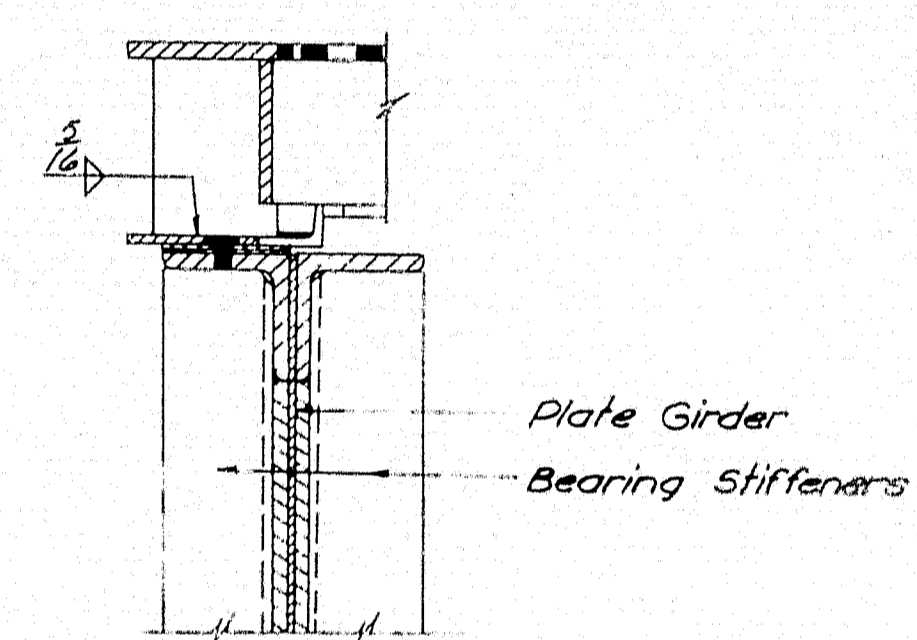
M-1763



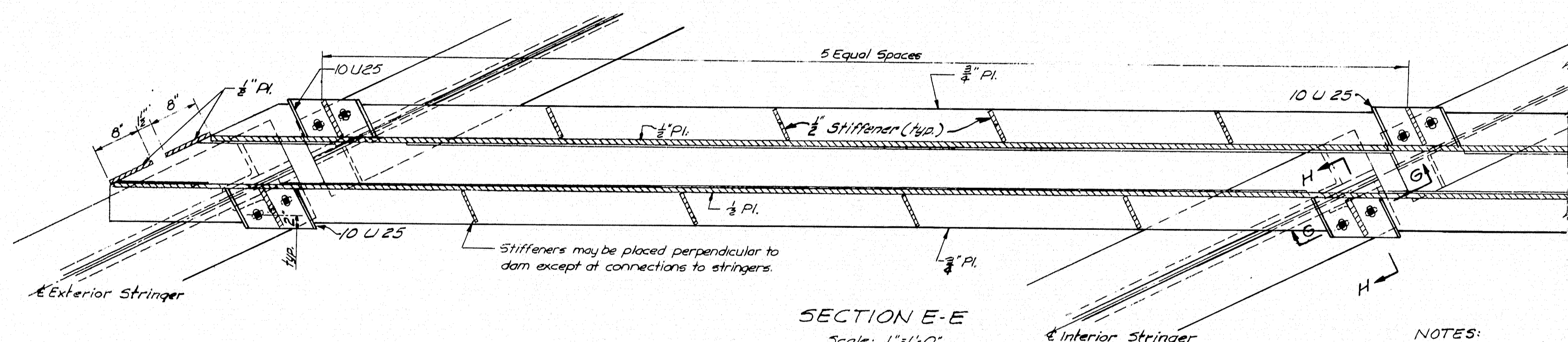
# YARMOUTH



SECTION G-G

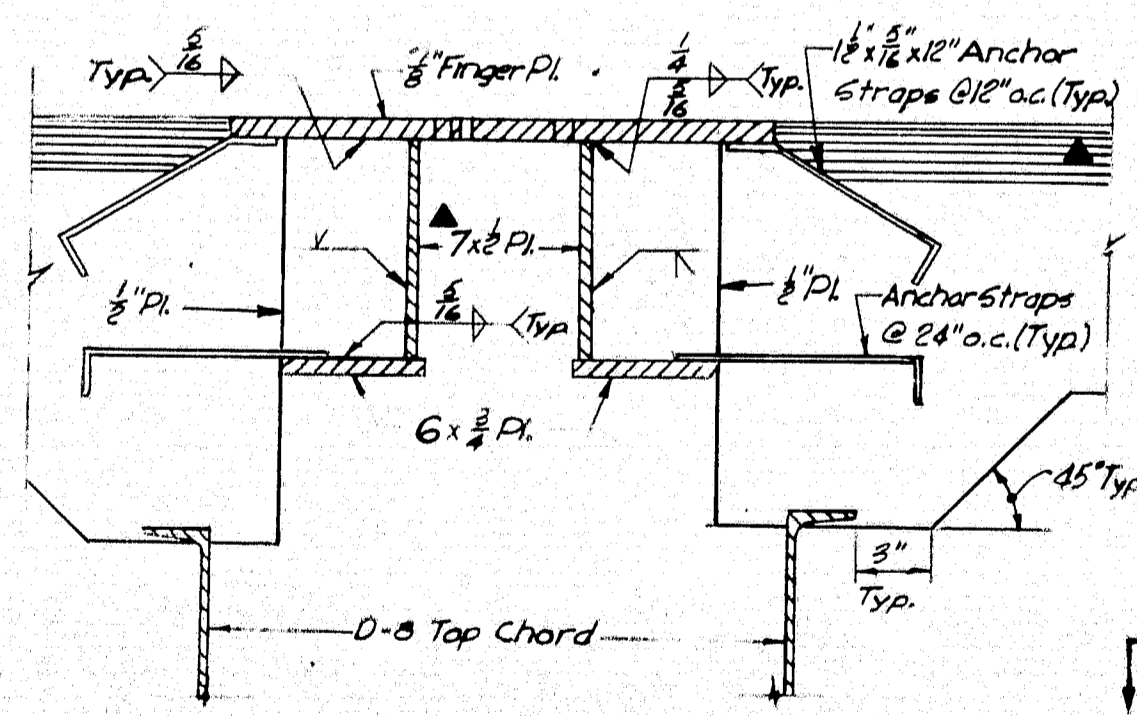
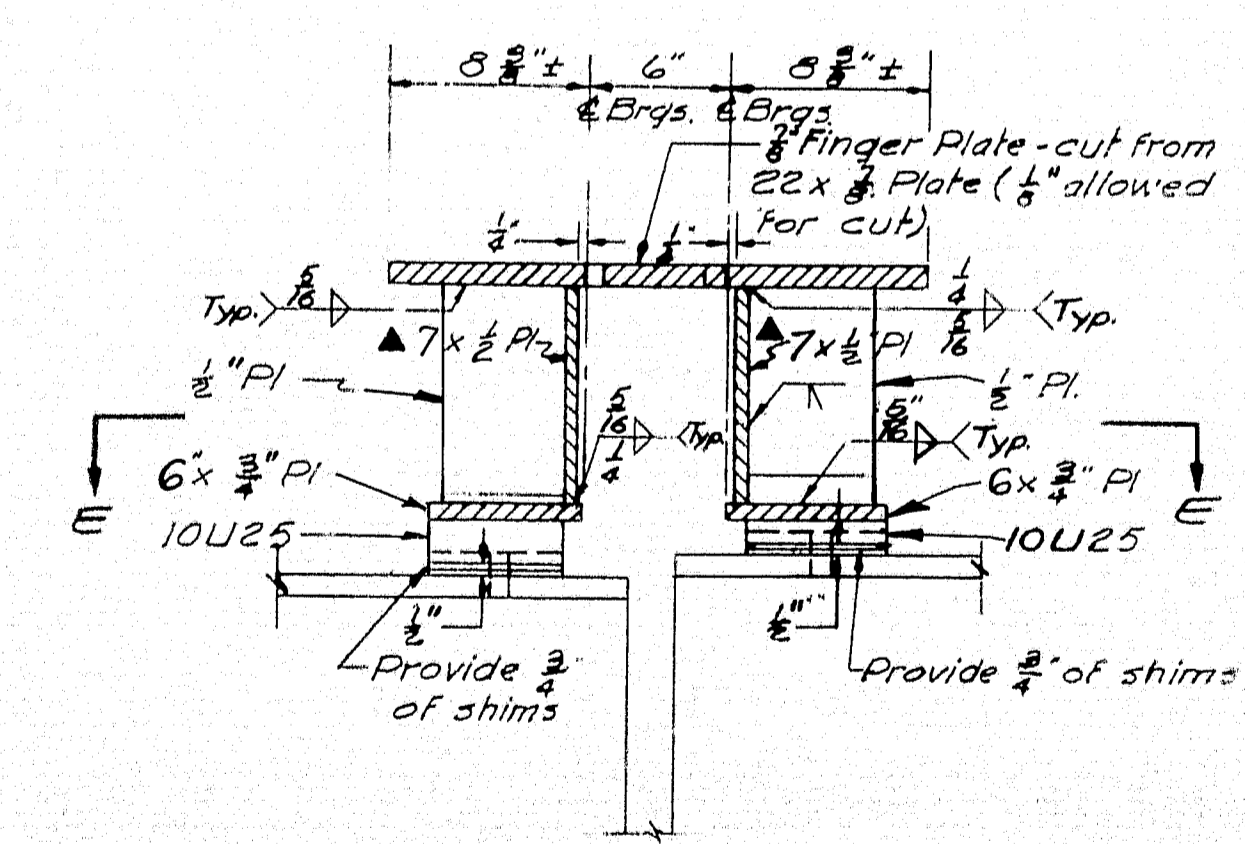


SECTION H-H

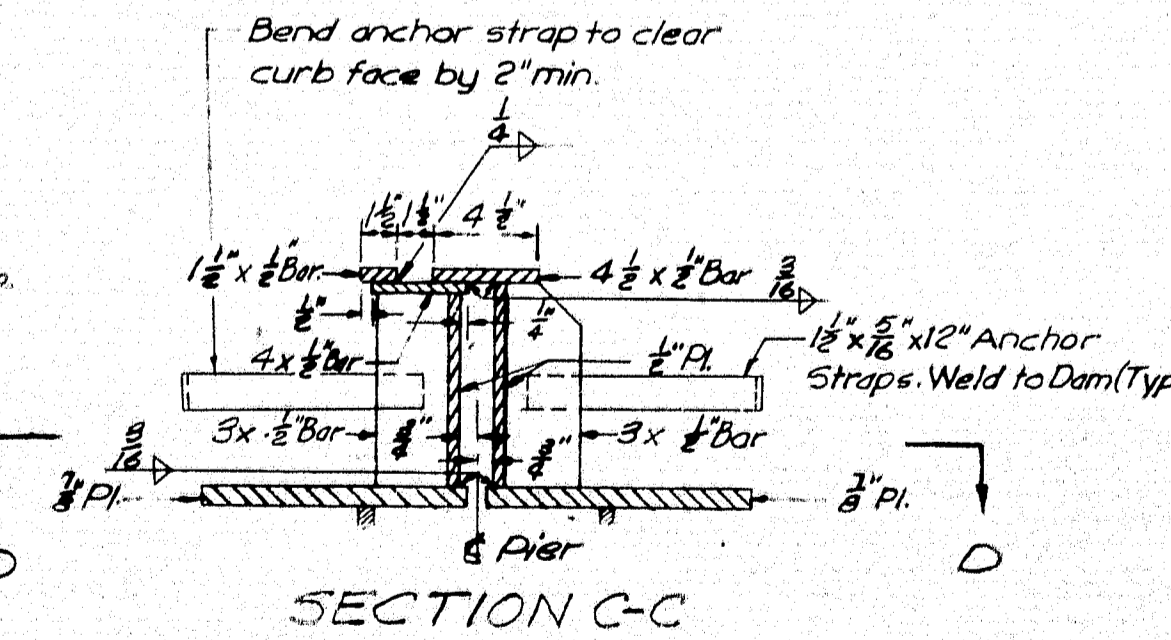


SECTION E-E

- NOTES:
1. Finger plates are to follow roadway grade.
  2. Anchor straps are to be perpendicular to dam.



SECTION B-B

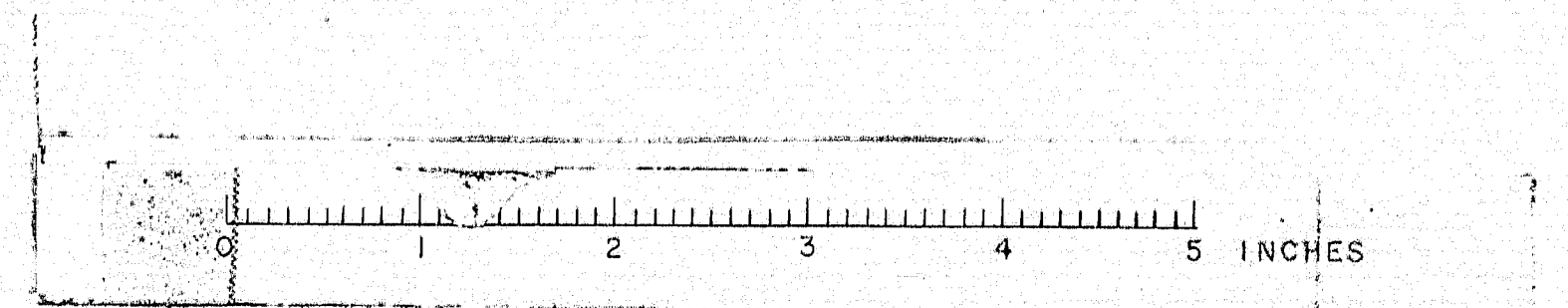


SECTION C-C

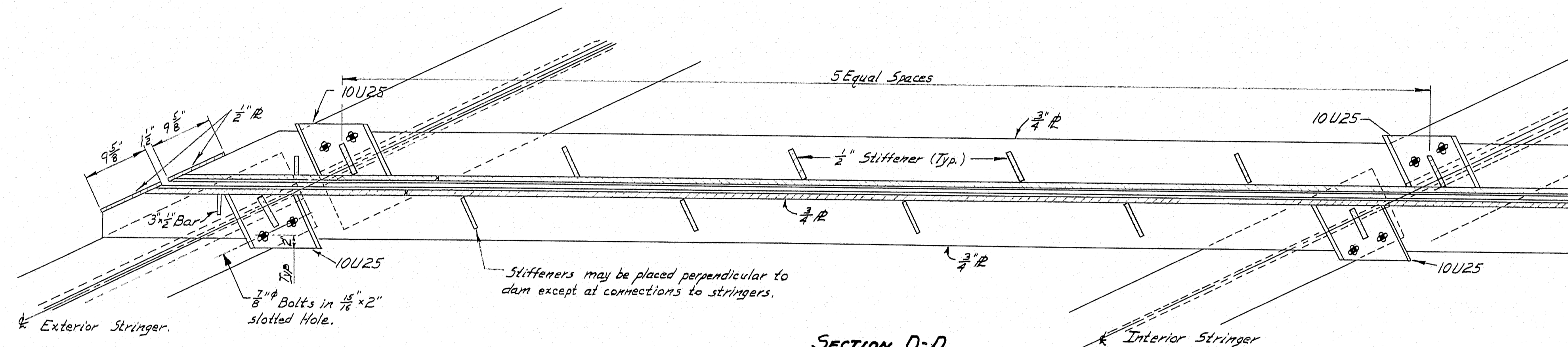
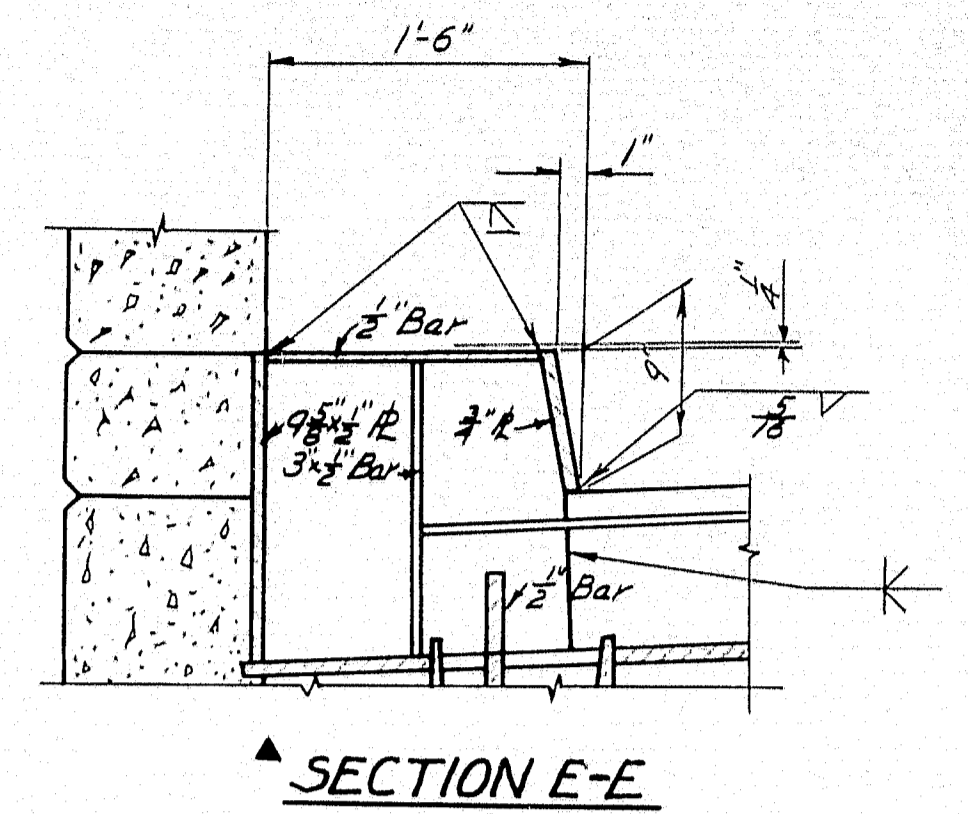
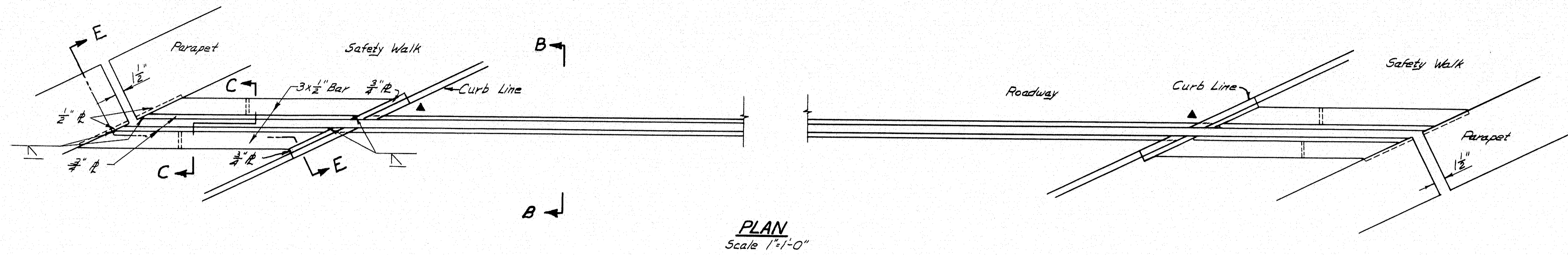
Revision April 13, 1961

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
EXPANSION DAM DETAILS	
AT PIER 2	
SHEET NO. 43 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

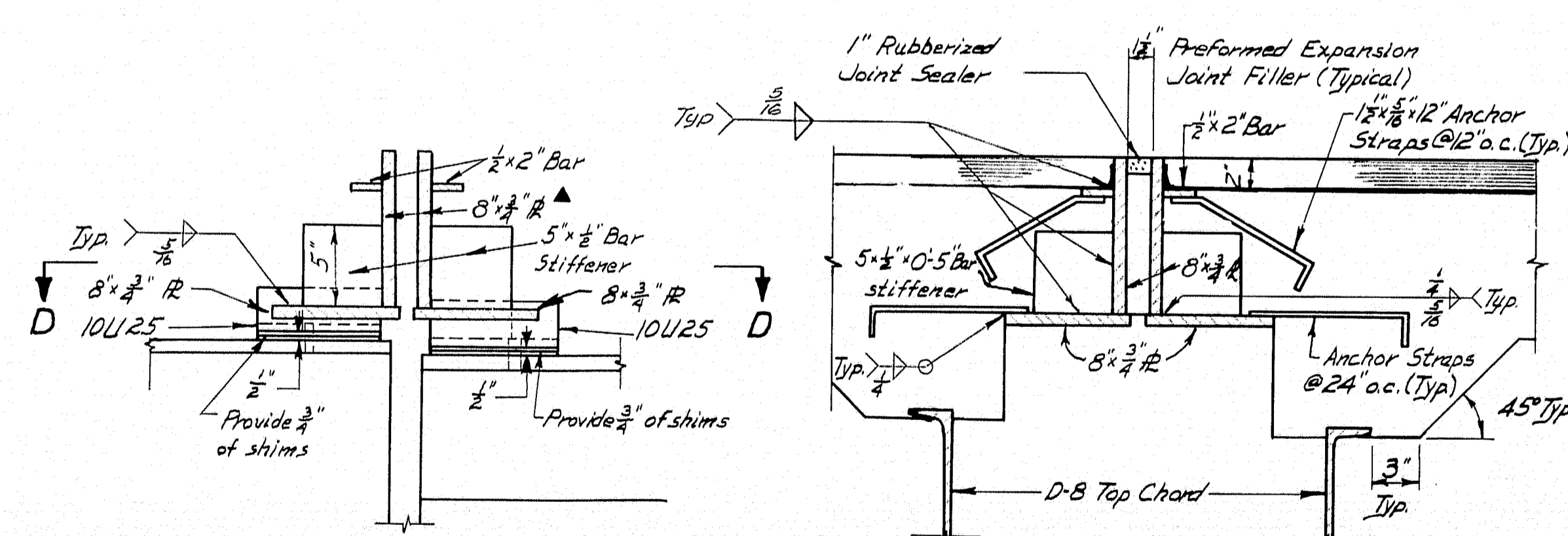
M-1765



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(10)	43A	121

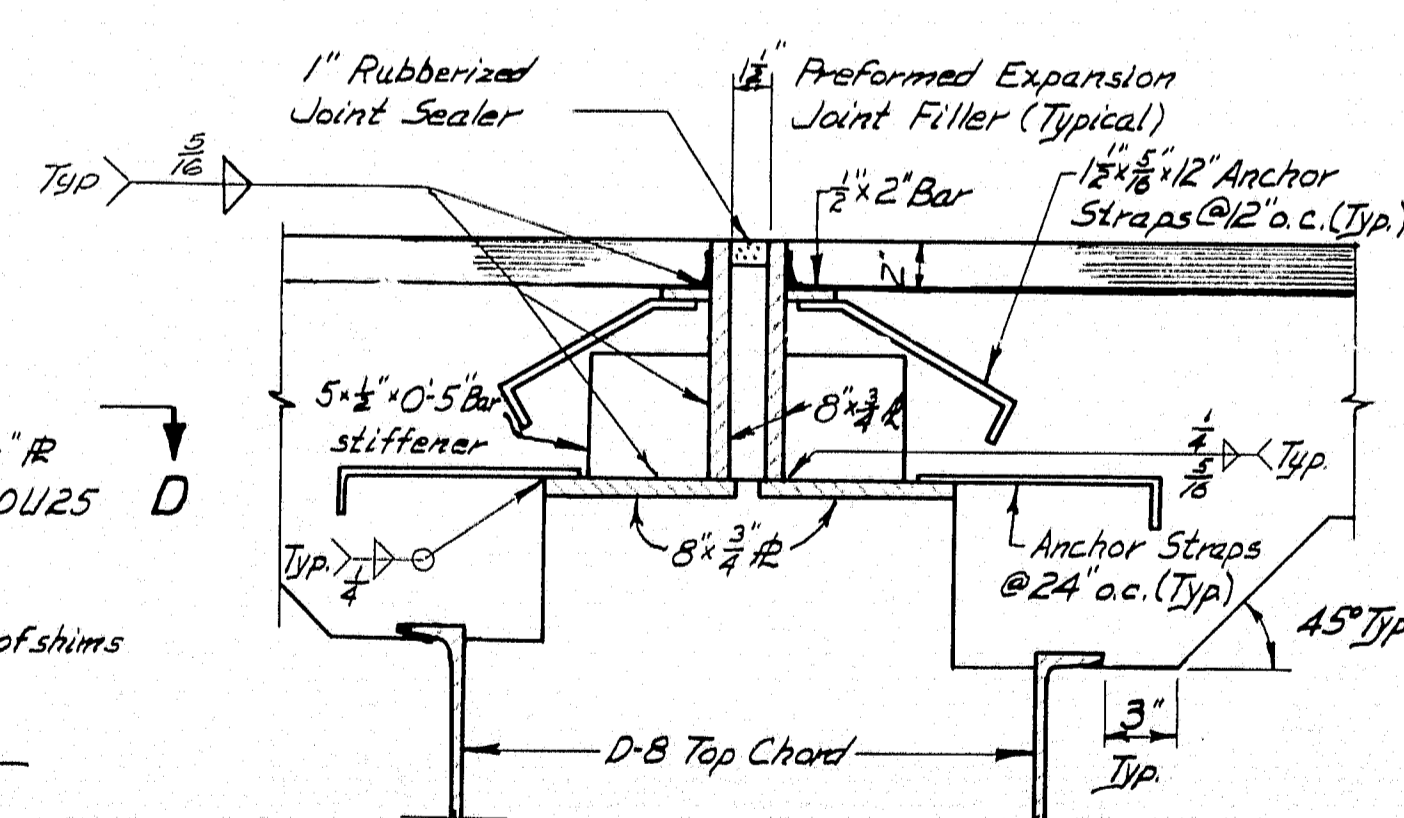


- NOTES:
1. Expansion dam to follow roadway grade.
  2. Anchor straps are to be perpendicular to dam.

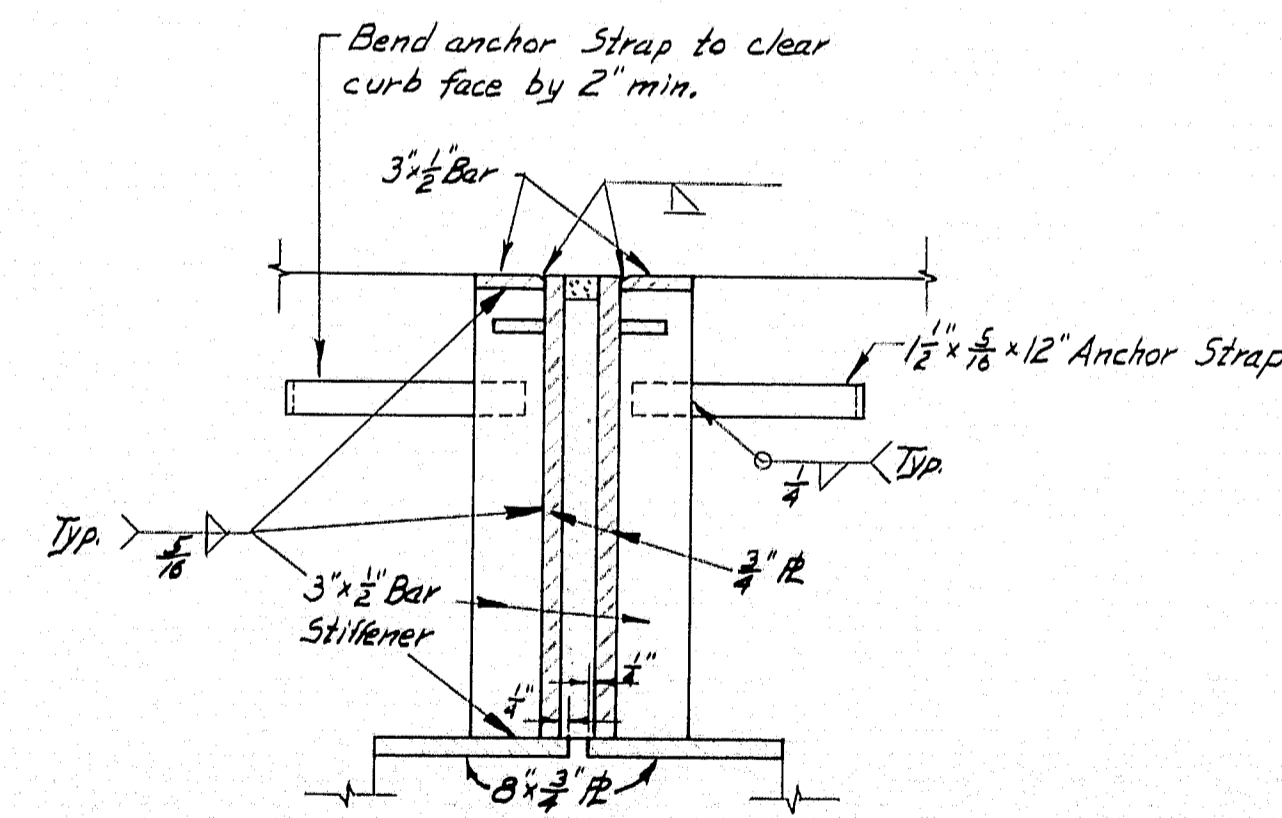


SECTION THRU EXPANSION DAM  
AT STRINGER SUPPORT

(Parts of section have been  
rotated for clarity.)



SECTION B-B

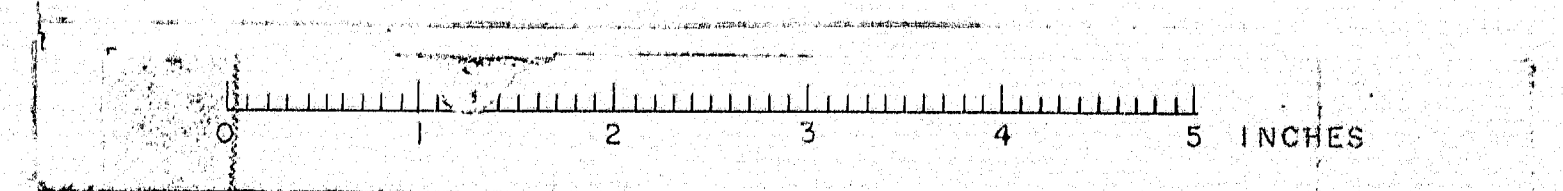


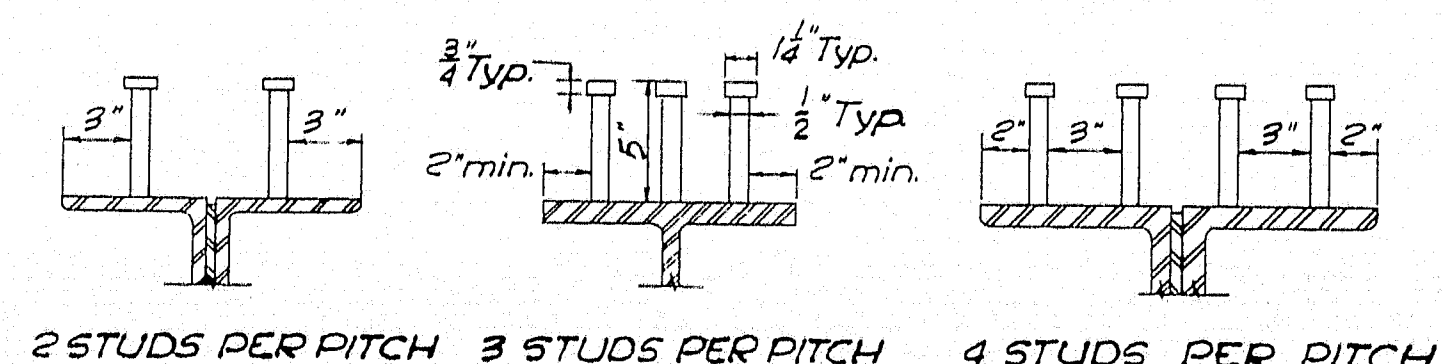
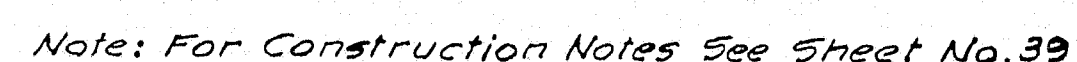
SECTION C-C

Revision April 13, 1961

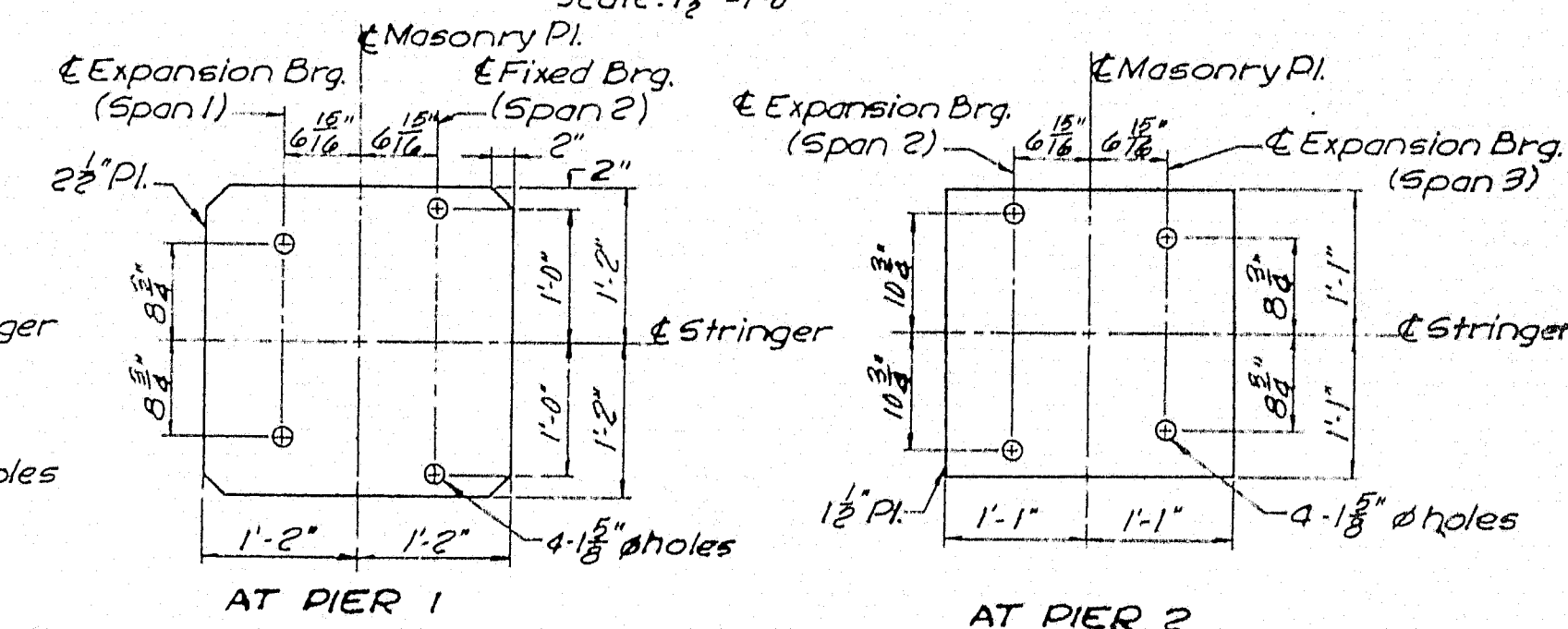
DESIGN - RISSEL TRACE - JHW CHECK - Harris	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE OVER ROUTE 1 IN THE TOWN OF YARMOUTH CUMBERLAND COUNTY	
EXPANSION DAM DETAILS PIER 1	
SHEET 43A OF 121	AUGUSTA, MAINE FEBRUARY, 1961

M-1766





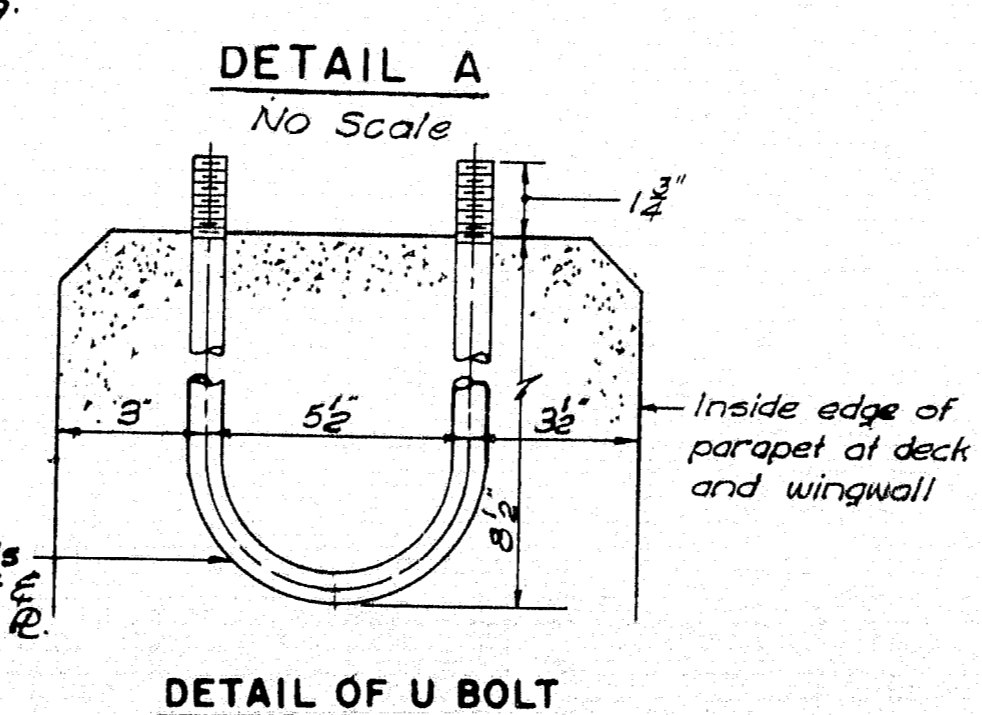
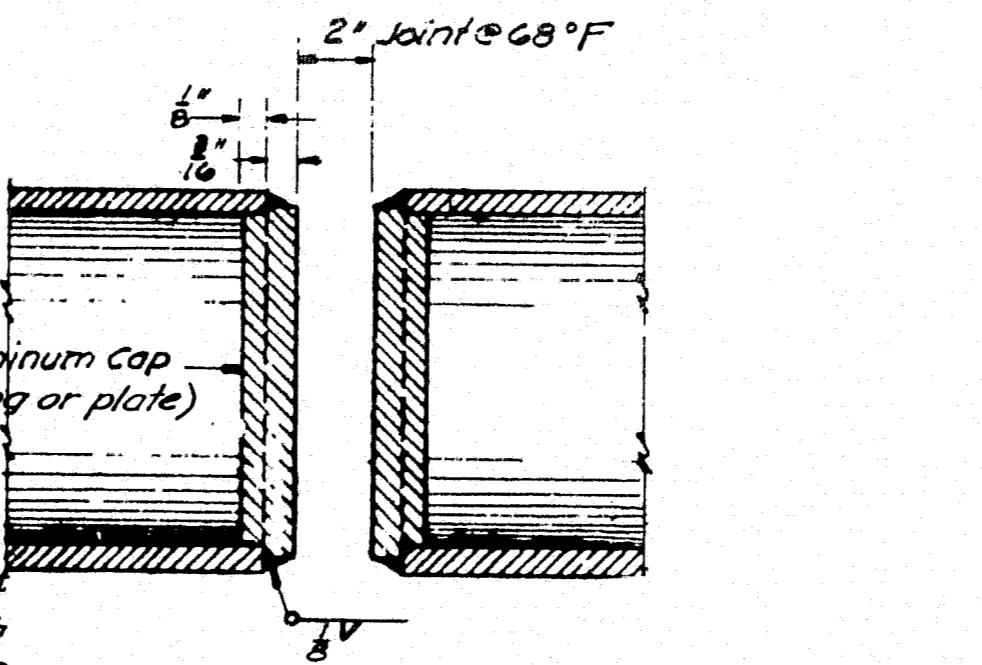
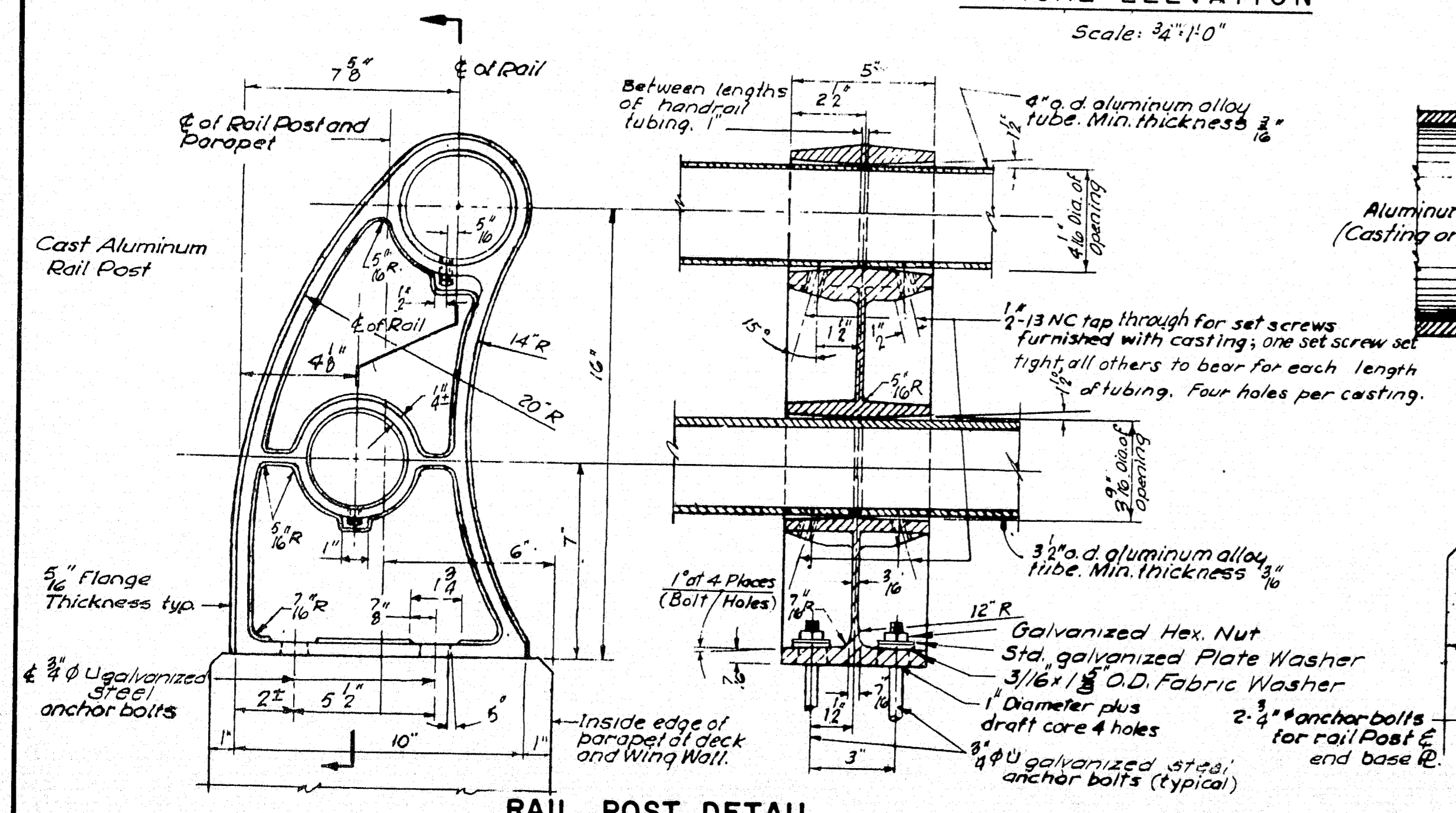
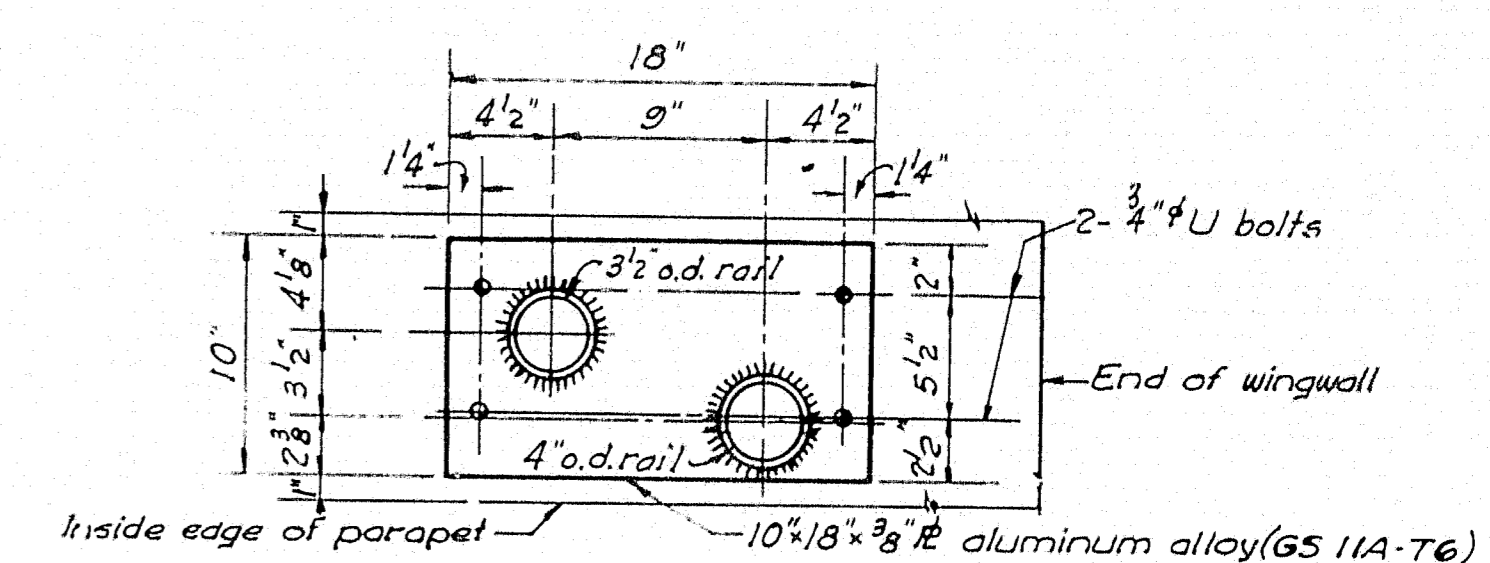
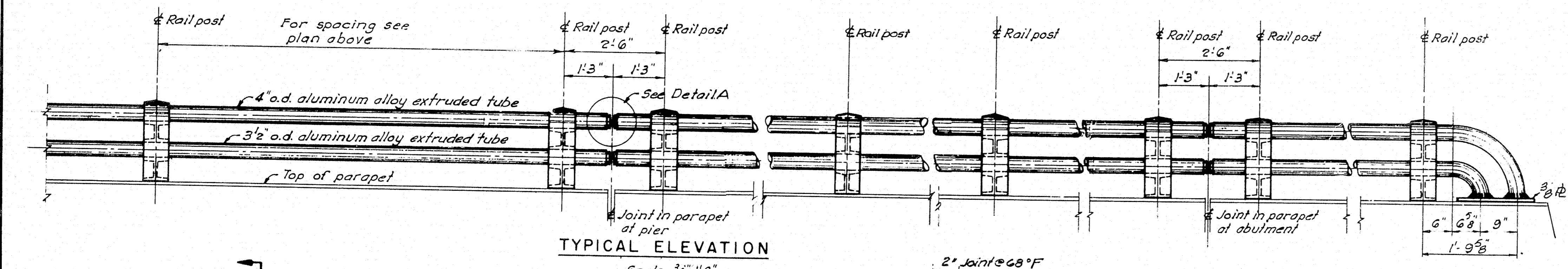
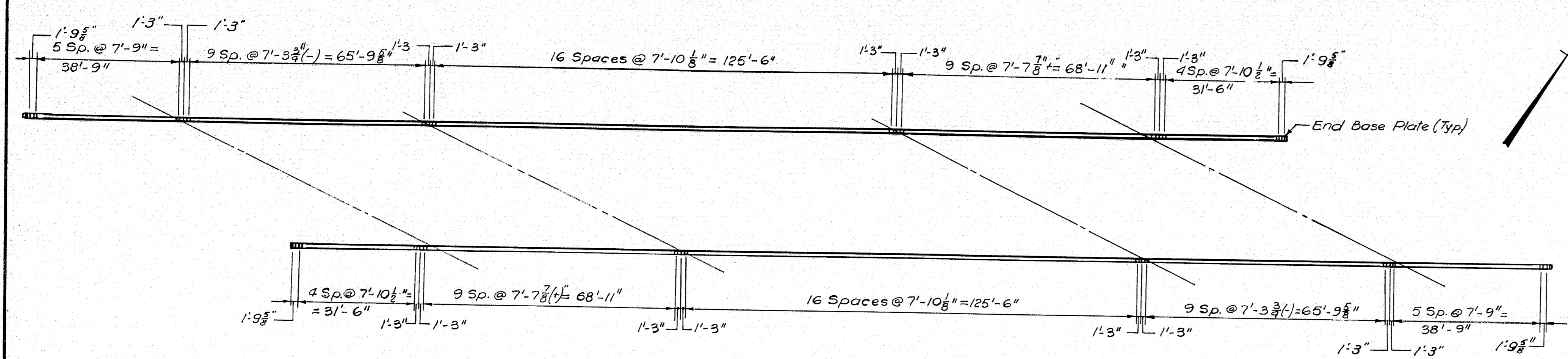
FAY, SPOFFORD & THORNDIKE, INC. Qm-14  
ENGINEERS BOSTON, MASS. 766



FAY, SPOFFORD & THORNDIKE, INC. Qm-14  
ENGINEERS BOSTON, MASS. 766

S. P. R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(10)	45	121

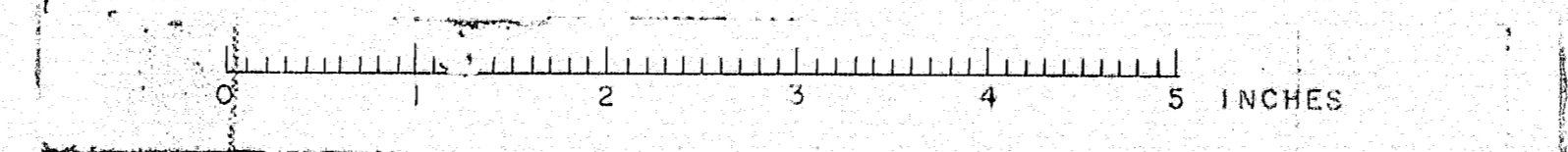
# YARMOUTH



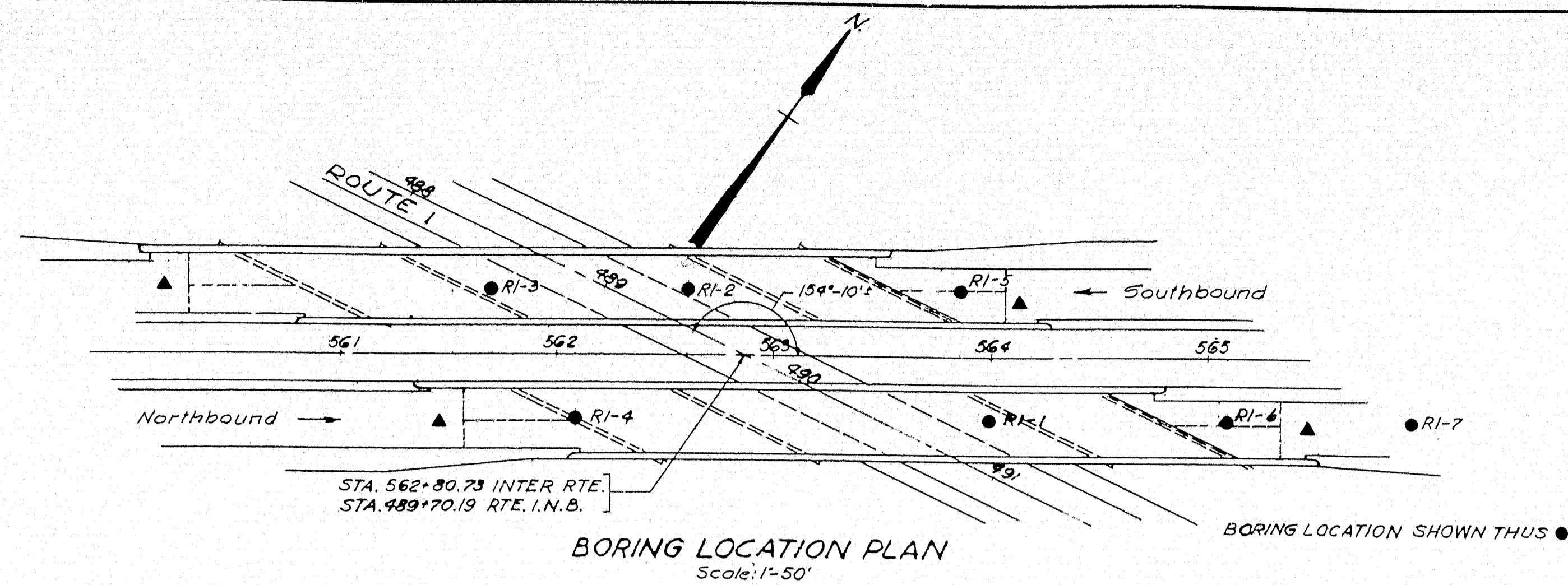
- NOTES:
- The bottom of each railing post shall be thoroughly coated with an aluminum impregnated caulking compound before installation.
  - Railing post to be set normal to parapet.
  - As far as practicable, rail bars shall have a minimum length of two panels and be continuous thru at least one rail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

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
RAILING DETAILS	
SHEET NO. 45 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	
Qm-14 767	

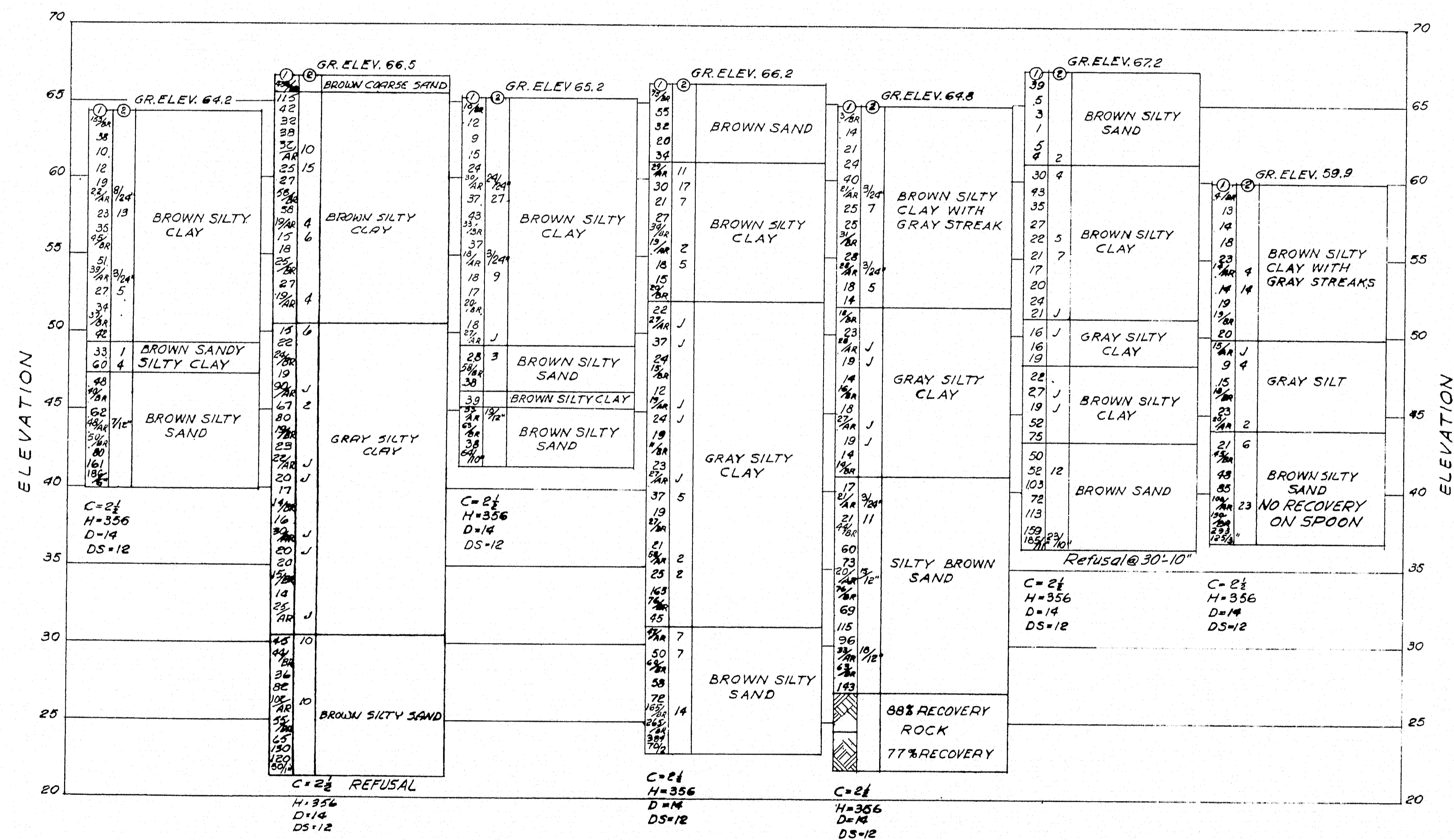
M-1768



# YARMOUTH



BORING RI-3 STA. 561+70.30'L   
 BORING RI-4 STA. 562+08.30'R   
 BORING RI-2 STA. 562+62.39'L   
 BORING RI-5 STA. 563+86.33'L   
 BORING RI-1 STA. 563+99.30'R   
 BORING RI-6 STA. 565+09.30'R   
 BORING RI-7 STA. 565+95.30'R



**GENERAL NOTES**  
 1. BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION DEC. 1956 AND JAN. 1957.  
 2. FIGURES IN COLUMN ① = BLOWS PER FOOT ON CASING EXCEPT AS NOTED.  
 FIGURES IN COLUMN ② = BLOWS PER FOOT ON SAMPLER ROD.  
 3. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL.  
 4. ADDITIONAL SOIL INFORMATION OBTAINED FROM LABORATORY TESTS IS AVAILABLE FROM THE MAINE STATE HIGHWAY COMMISSION.

SCALE: VERT. 1"=5'

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

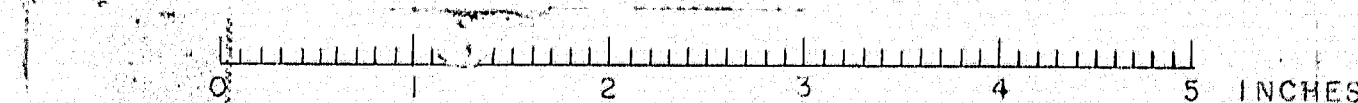
▲ Revision April 13, 1961

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1 BORING DATA	
SHEET NO. 46 OF 121	SCALE: AS NOTED

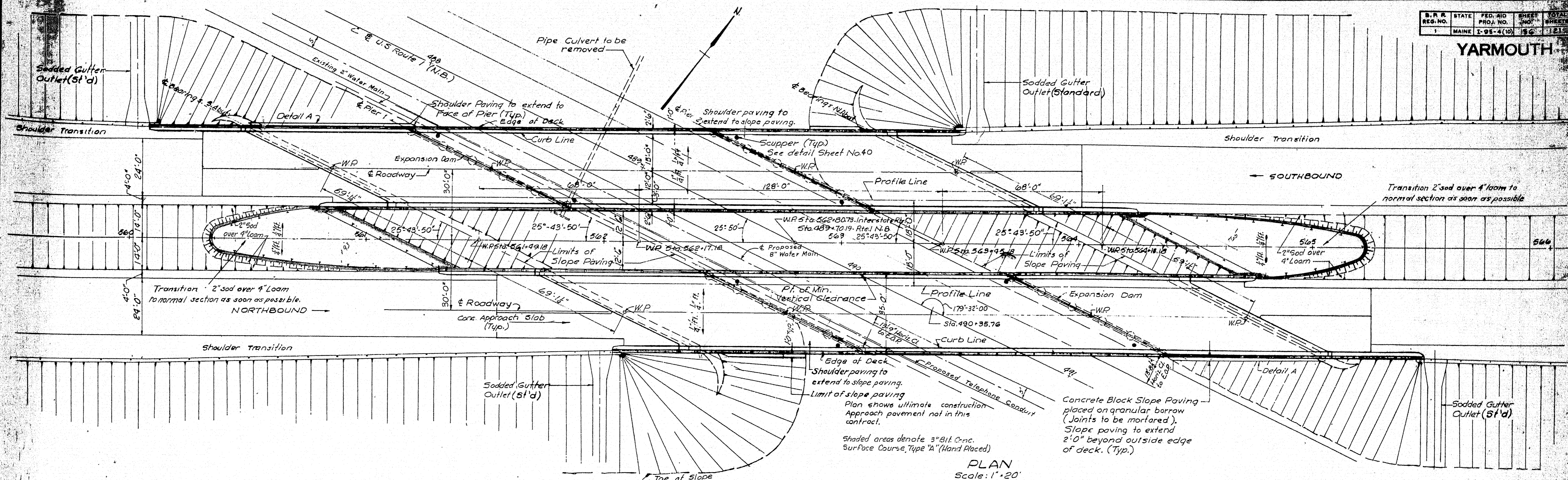
FAY, SPOFFORD & THORNDIKE, INC.  
ENGINEERS BOSTON, MASS.

Qm-14  
768

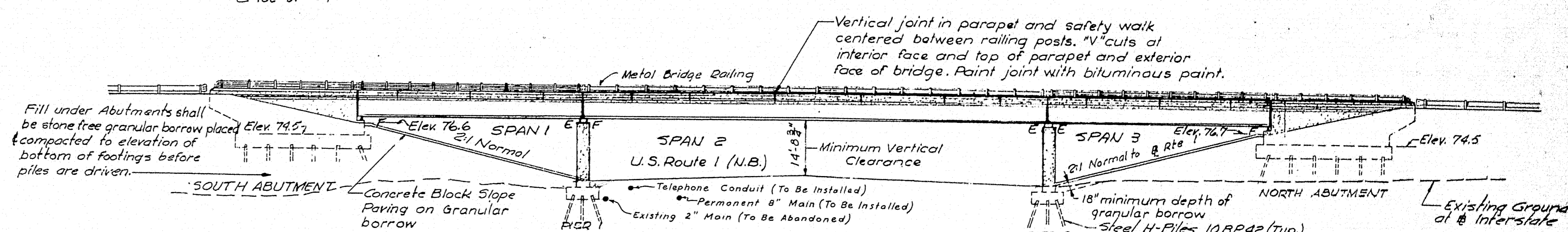
M-1769



YARMOUTH



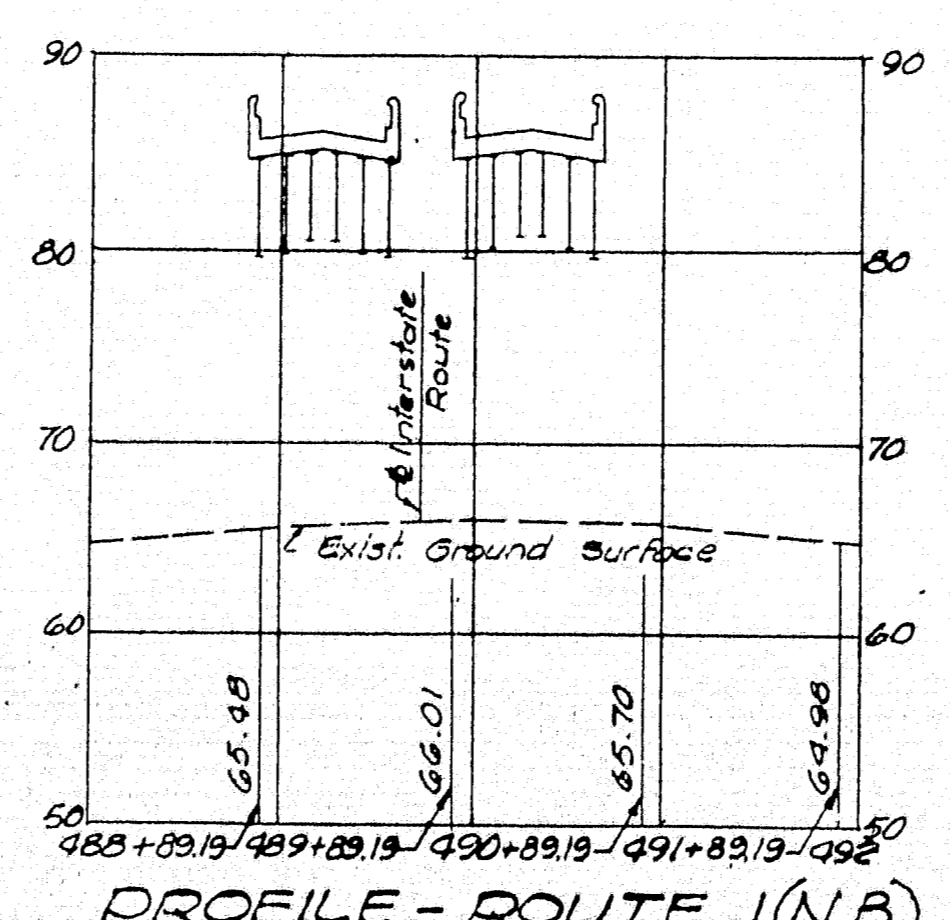
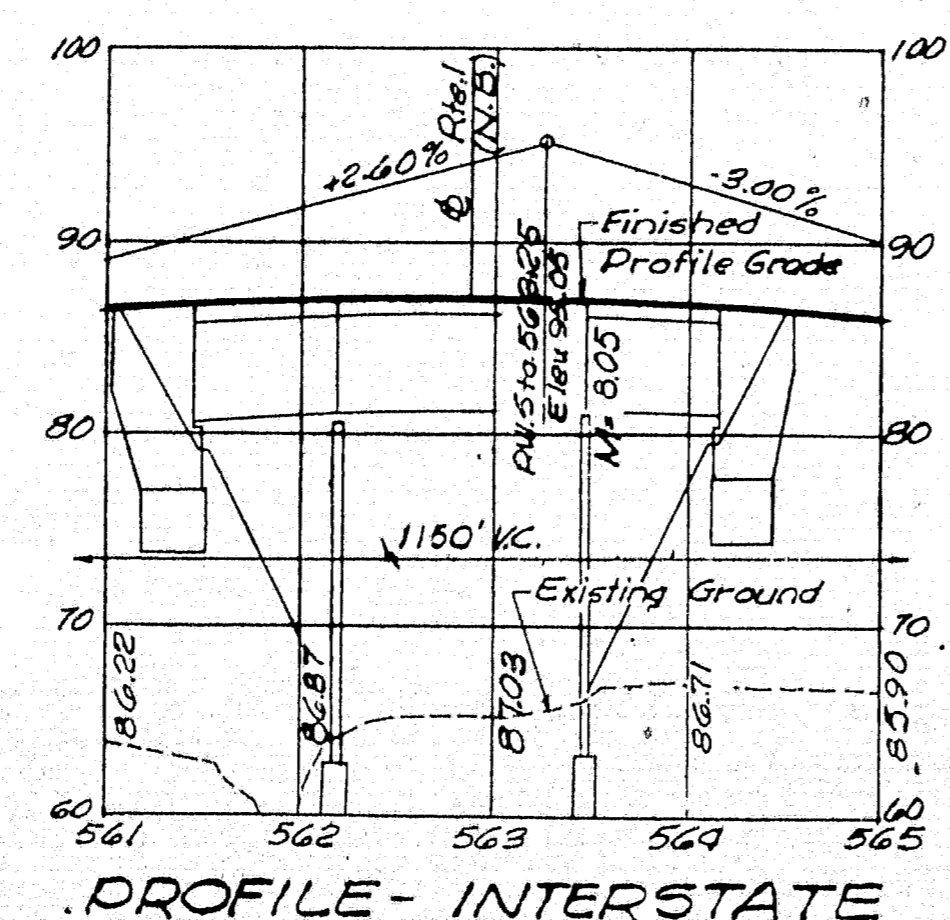
PLAN  
Scale: 1"=20'



ELEVATION  
Scale: 1"=20'

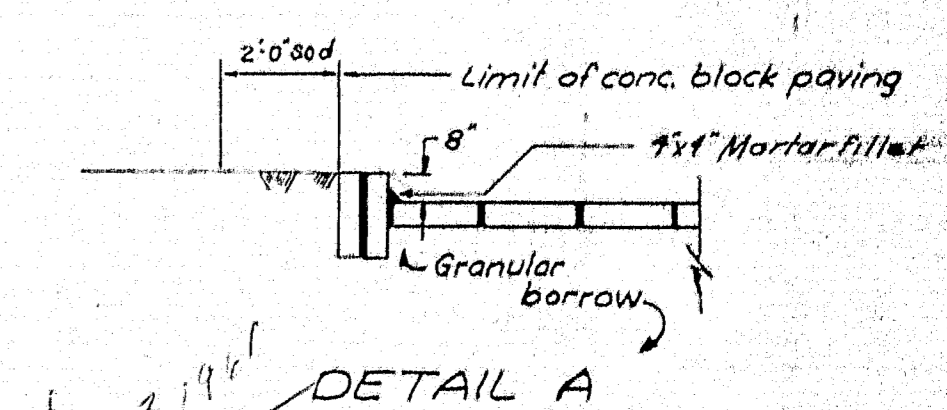
ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
208-19	Structural Earth Excavation - Piers	C.Y.	750
302-7	Gravel Base Course in Place Measurement	C.Y.	265
307-3	Reinforced Portland Cement Concrete Approach Slabs	S.Y.	450
701-35	Portland Cement Concrete, Abutments & Retaining Walls	C.Y.	1,195
701-37	Portland Cement Concrete, Substructure Columns, Column Bases, Bents, Collision Walls, Girders, Struts, etc.	C.Y.	450
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	670
701-44	Portland Cement Concrete, Wearing Surface on Bridges	C.Y.	200
701-47	Portland Cement	Bbl.	3,775
701-57	Metal Roadway Scuppers	Ea.	8
702-103	Structural Steel - Fabricated & Delivered	Lbs.	109,000
702-104	Structural Steel - Erection	Lbs.	109,000
702-105	Structural Steel - Field Painting	Lbs.	109,000
705-13	Reinforcing Steel - Delivered	Lbs.	242,700
705-14	Reinforcing Steel - Placing	Lbs.	242,700
705-17	Shear Connectors	L.S.	1
708-16	Steel H Beam Piles 42 lbs./ft.	L.F.	*13,700
710-6	Waterproofing Joints	L.F.	80
804-6	French Drains	C.Y.	400
806-7	Aluminum Rail Delivered & Etched	L.F.	1,380
808-6	Slope Paving For Bridges	S.Y.	1,650

\* Includes 924 L.F. Allowance for Pile Bearing Plates and 200 L.F. Allowance for Signages.



GENERAL NOTES

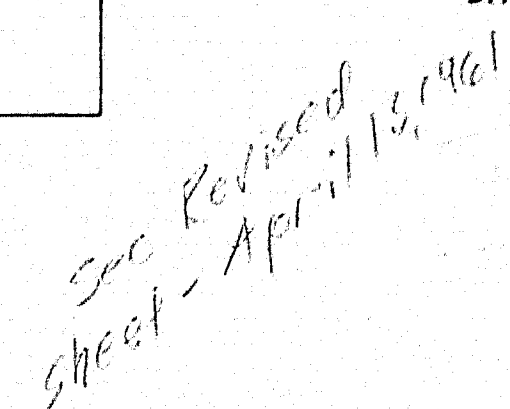
- SPECIFICATIONS:  
A.A.S.H.O. 1953  
Maine State Highway Commission, Standard Specifications and Special Provisions.
- LIVE LOAD  
H20-S16-44 Modified
- FOUNDATIONS:  
Steel H-Piles 10 BP 42  
Design Capacity of piles - 35 tons.
- ALLOWABLE STRESSES  
Structural Steel - 18,000 p.s.i.  
Reinforcing Steel - 18,000 p.s.i.  
Concrete - 1,200 p.s.i.
- CONCRETE  
Class A'. Footings, Piers, Abutments, Approach Slabs & Decks.
- ELEVATIONS:  
Elevations are based on Elev. 0.00 at Mean Sea Level.



STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
INTERSTATE OVER ROUTE 1
GENERAL PLAN AND ELEVATION
SHEET NO. 36 OF 121 SCALE: AS NOTED

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

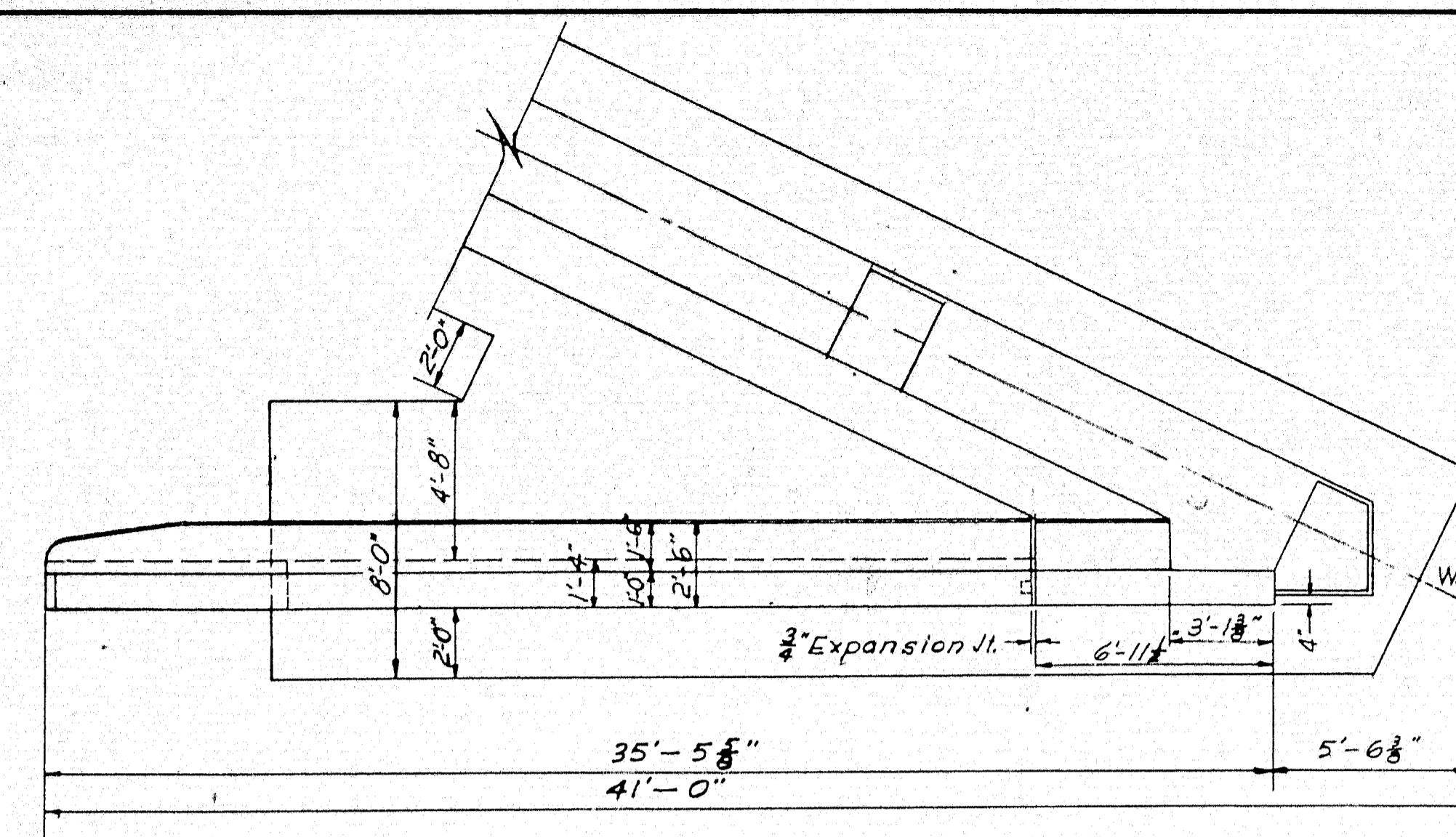
M-1770



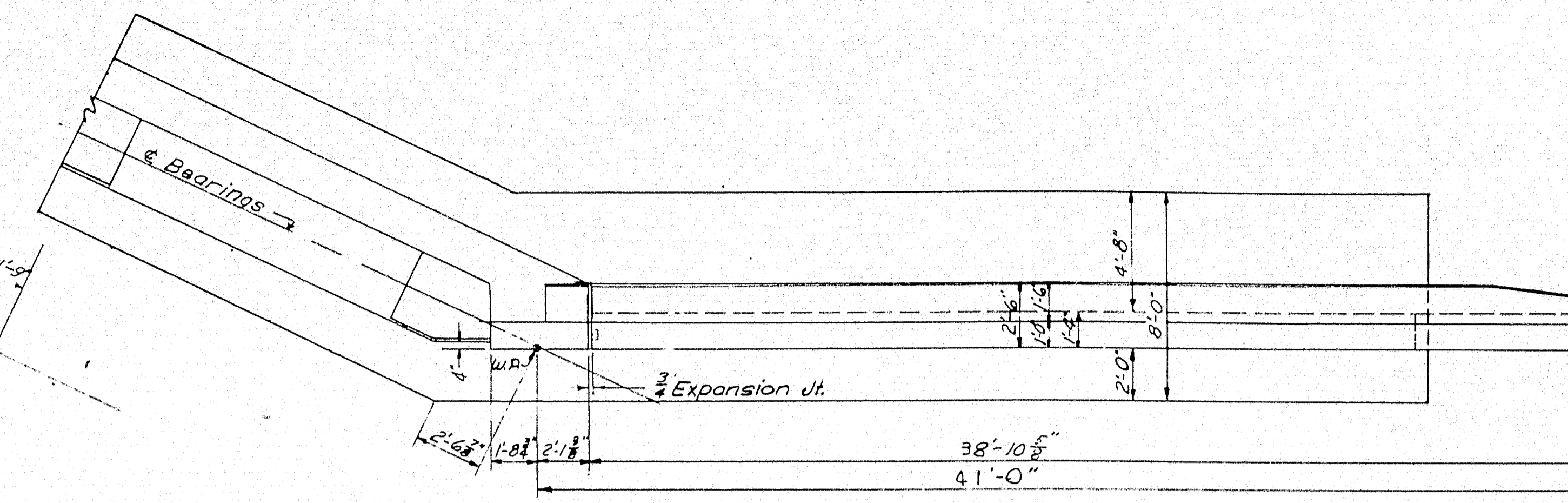
ELEVATION SCHEDULE				
NORTHBOUND			SOUTHBOUND	
	N.ABUTMENT	SABUTMENT	N.ABUTMENTS	ABUTMENT
A	79.37	79.70	79.96	78.70
B	81.53	82.04	82.19	81.11
C	81.54	82.22	82.28	81.37
D	81.42	82.27	82.28	81.49
E	81.16	82.20	82.06	81.48
F	78.77	79.91	79.75	79.33
U	84.99	85.60	85.61	84.95
V	85.03	85.82	85.84	84.98
W	84.40	85.36	85.39	84.34
X	79.20	79.74	79.79	79.16
Y	80.99	81.87	81.89	80.94
Z	78.60	79.53	79.58	78.53

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
ABUTMENT DETAILS	
SHEET NO. 37 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNOIKE, INC. ENGINEERS BOSTON, MASS.	Qm-14 759

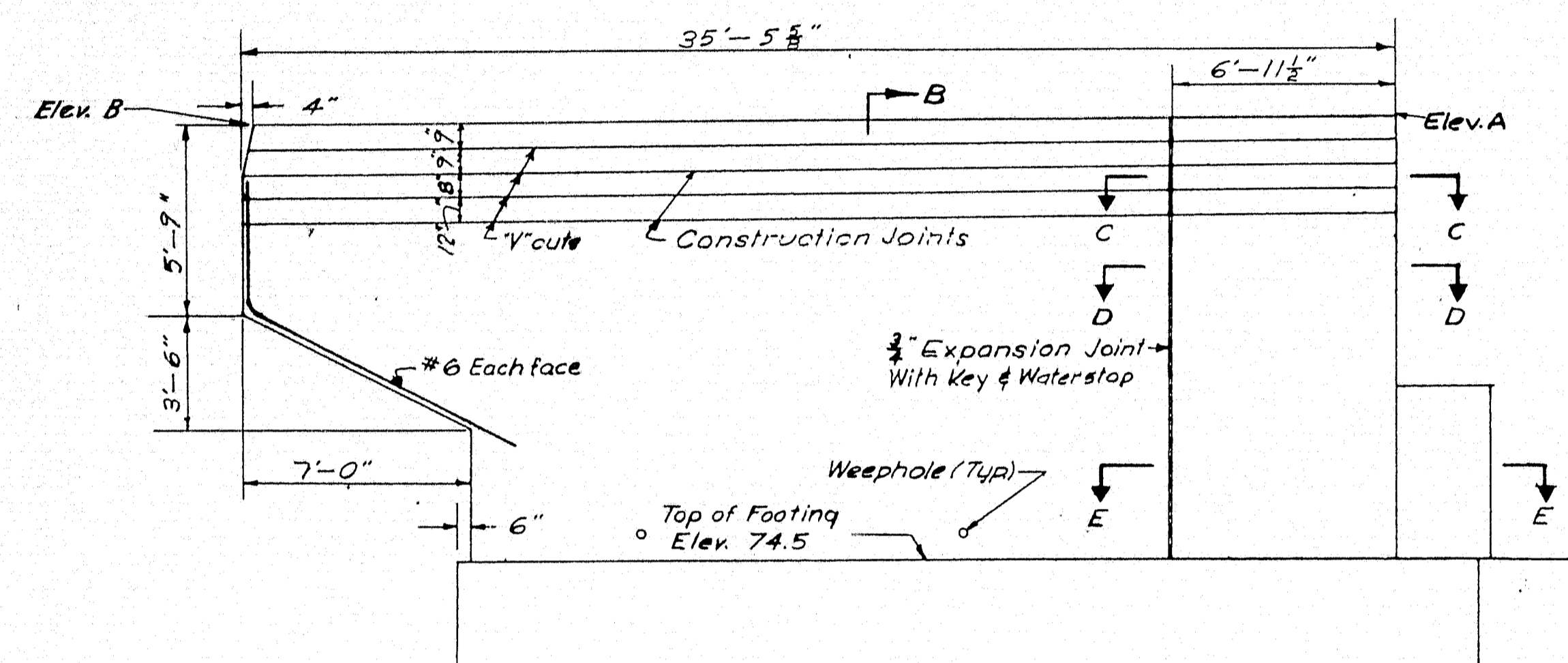
# YARMOUTH



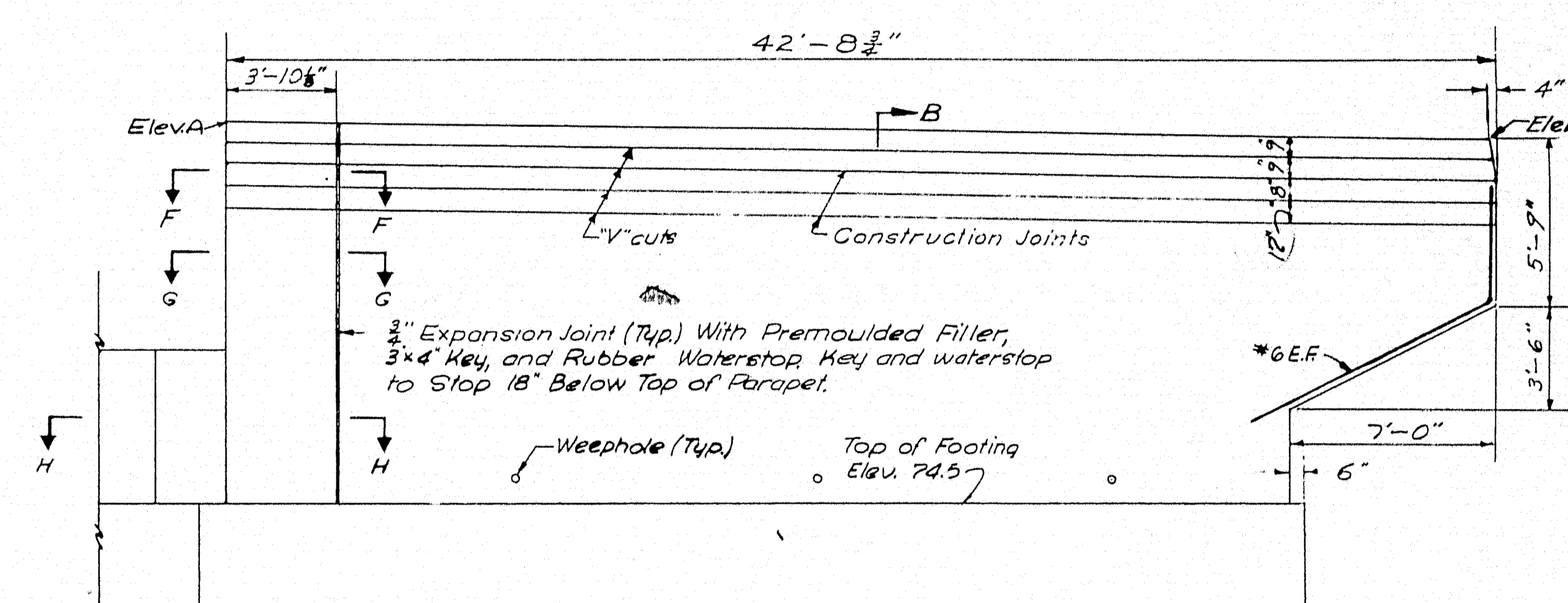
PLAN  
Scale 1/4" = 1'-0"



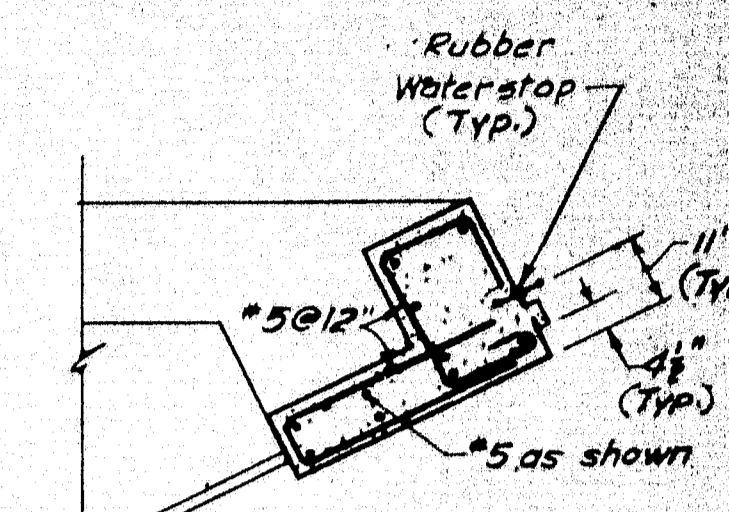
PLAN  
Scale 1/4" = 1'-0"



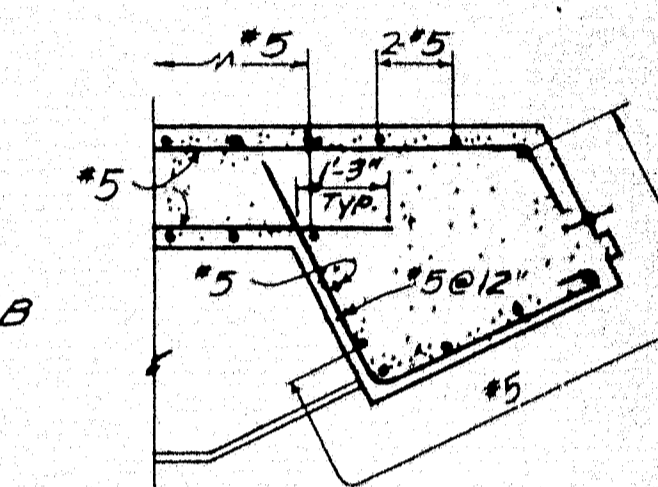
ELEVATION  
Scale 1/4" = 1'-0"



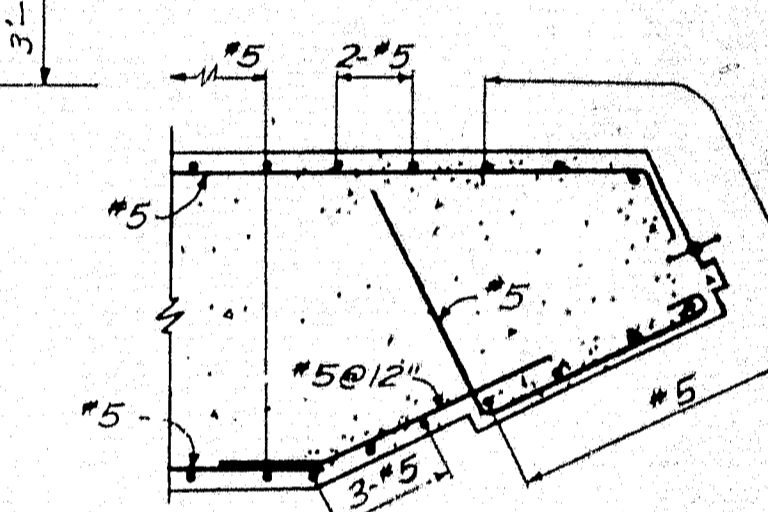
ELEVATION  
Scale 1/4" = 1'-0"



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

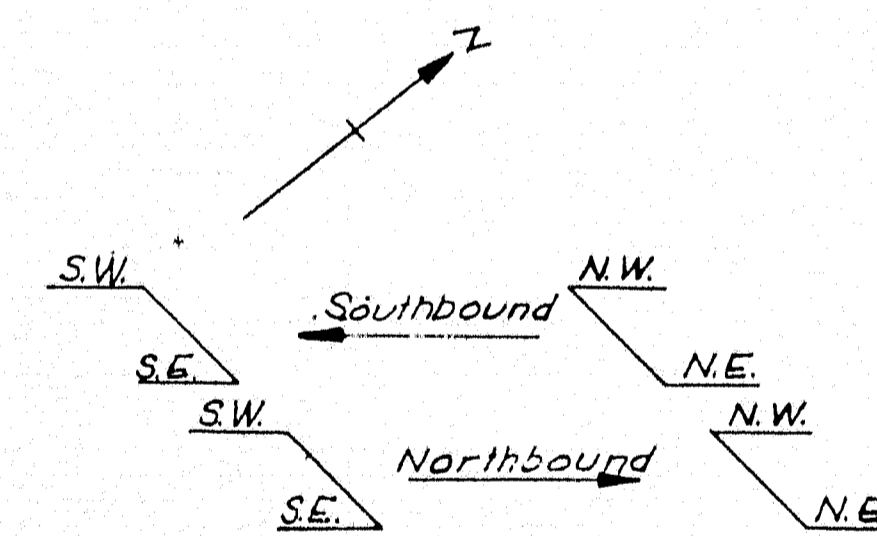


SECTION G-G  
Scale: 3/8" = 1'-0"



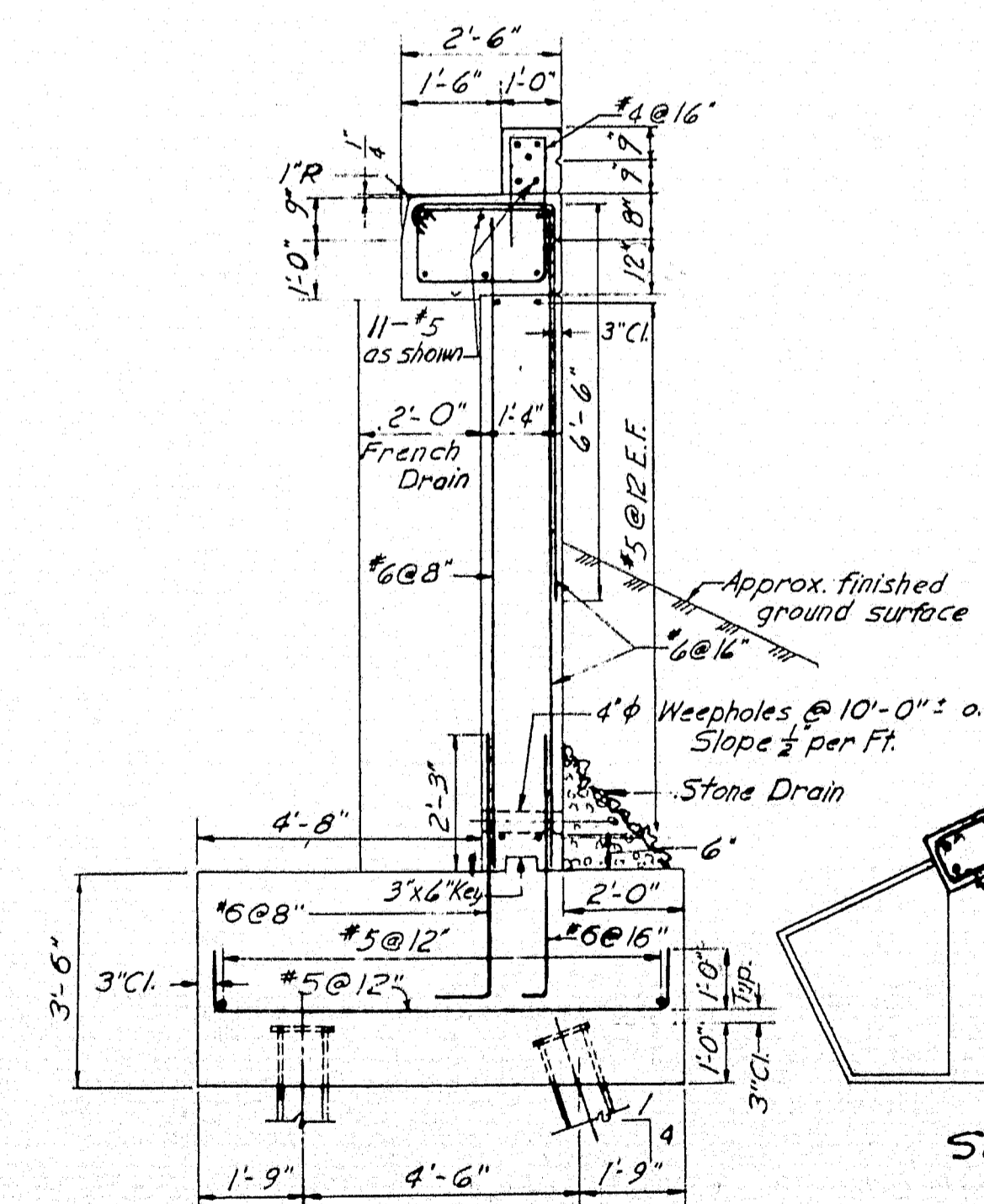
SECTION H-H  
Scale: 3/8" = 1'-0"

Notes: The stone drain in front of the Wingwall weepholes shall consist of 3 cubic feet of gravel per lined foot of wall. It shall be considered part of the French Drain for payment purposes. For Construction Notes and Typical Details, See Sheet No. 39.

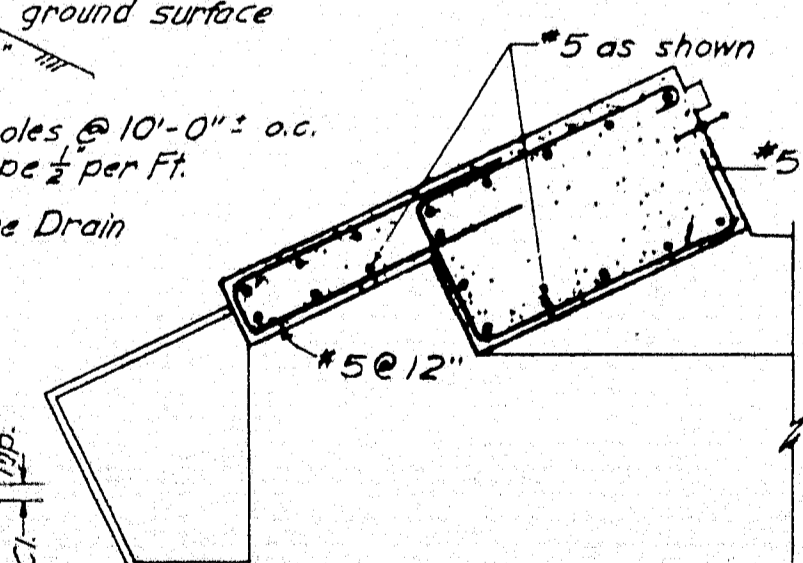


POINT	NORTHBOUND				SOUTHBOUND			
	N.W.	N.E.	S.W.	S.E.	N.W.	N.E.	S.W.	S.E.
A	88.62	88.00	88.77	87.21	87.22	87.00	87.94	88.58
B	88.34	87.49	88.70	87.10	87.12	86.74	87.42	88.26

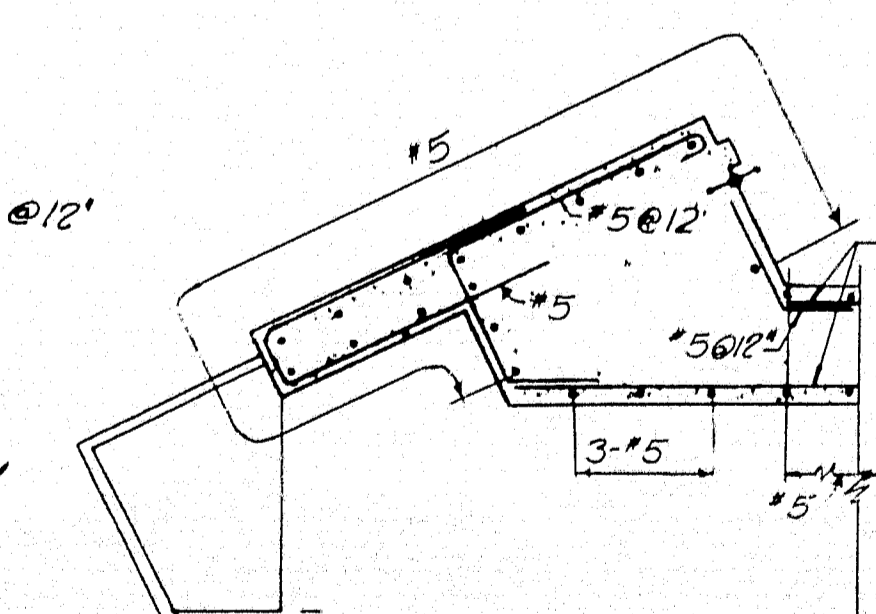
NOTE: For location of points see Elevations.



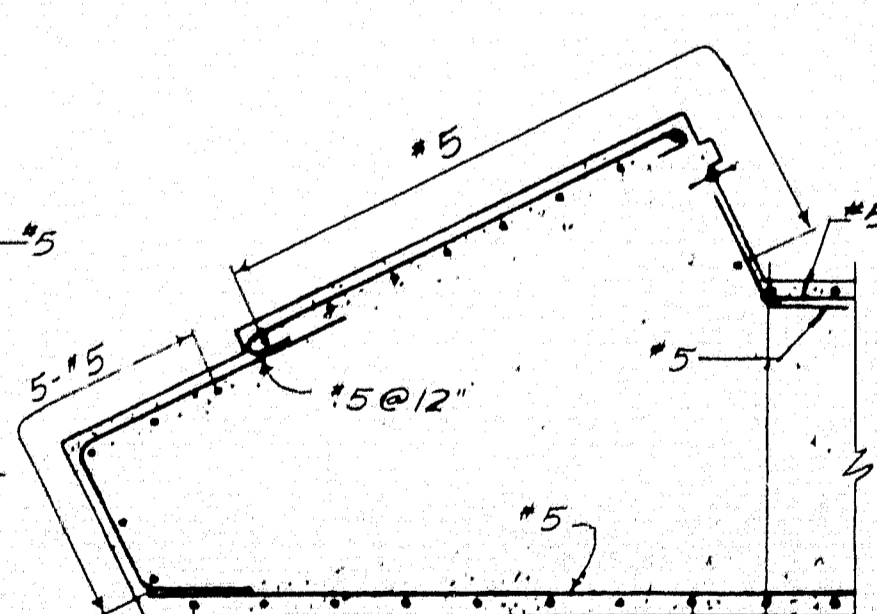
SECTION B-B  
Scale: 3/8" = 1'-0"



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



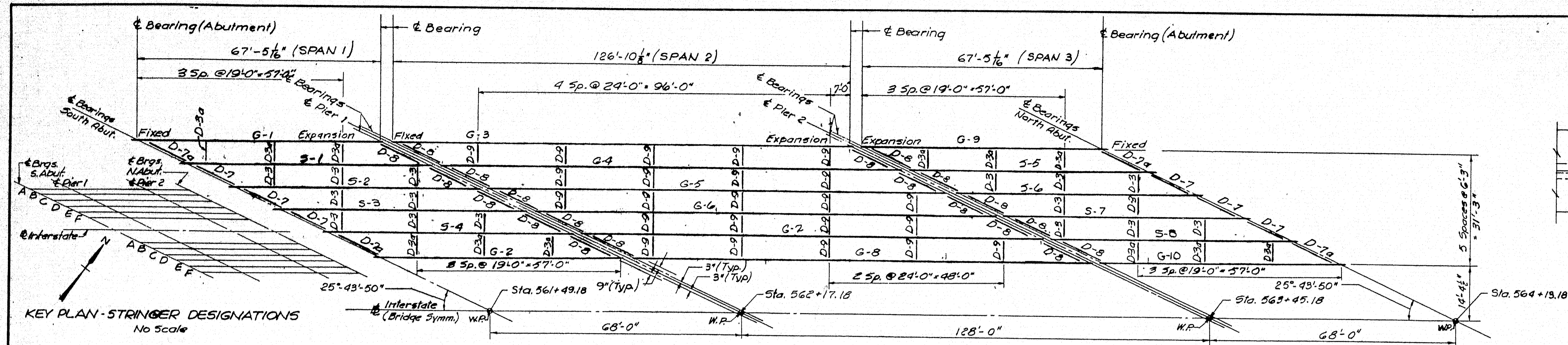
SECTION D-D  
Scale: 3/8" = 1'-0"



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

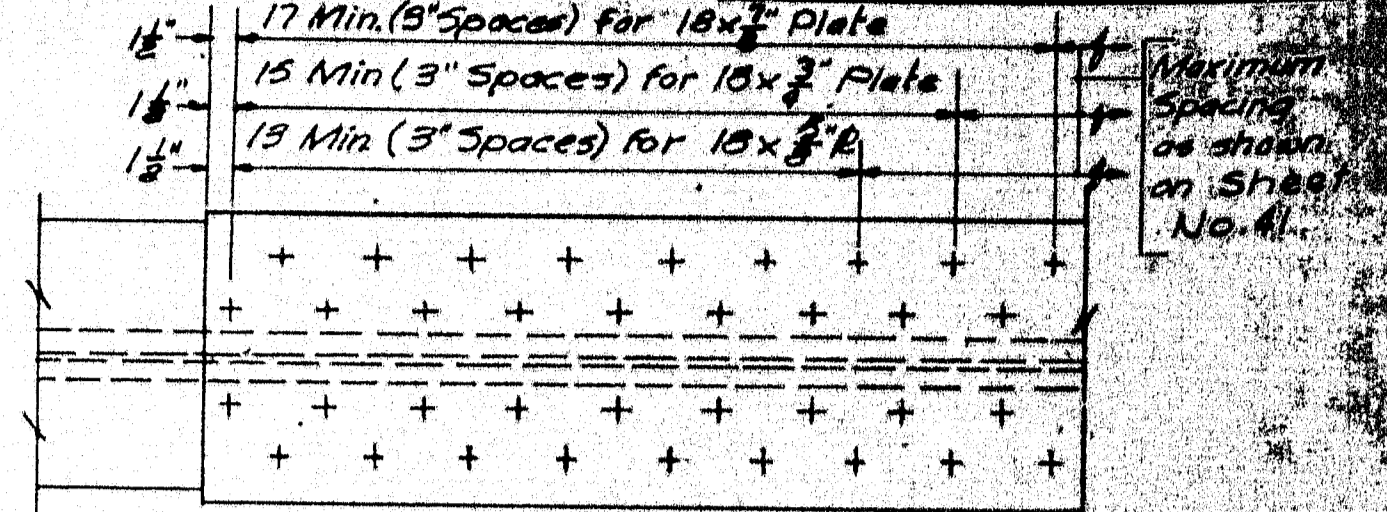
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
WINGWALLS	
SHEET NO. 38 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

See Revised Sheet -  
April 13, 1961

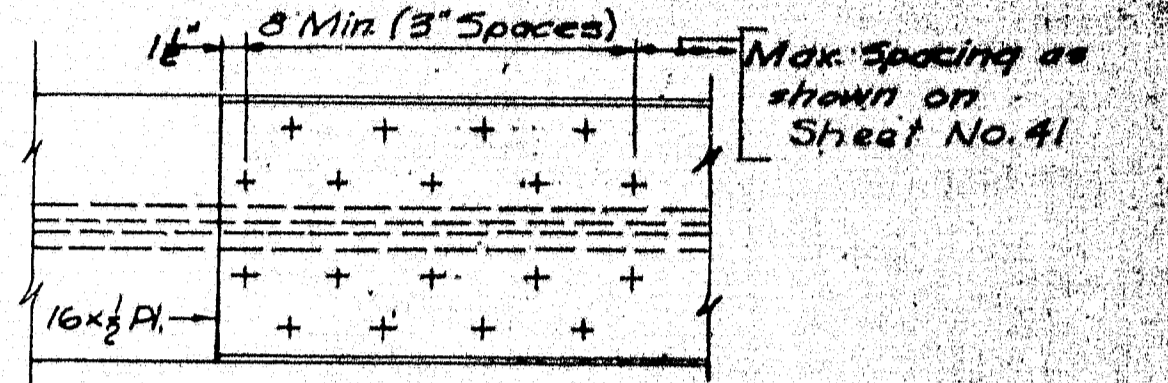


**YARMOUTH**

S.P.R.	STATE	FED. AID	SHEET	TOTAL
1	MAINE	1-55-4 (1)	40	121

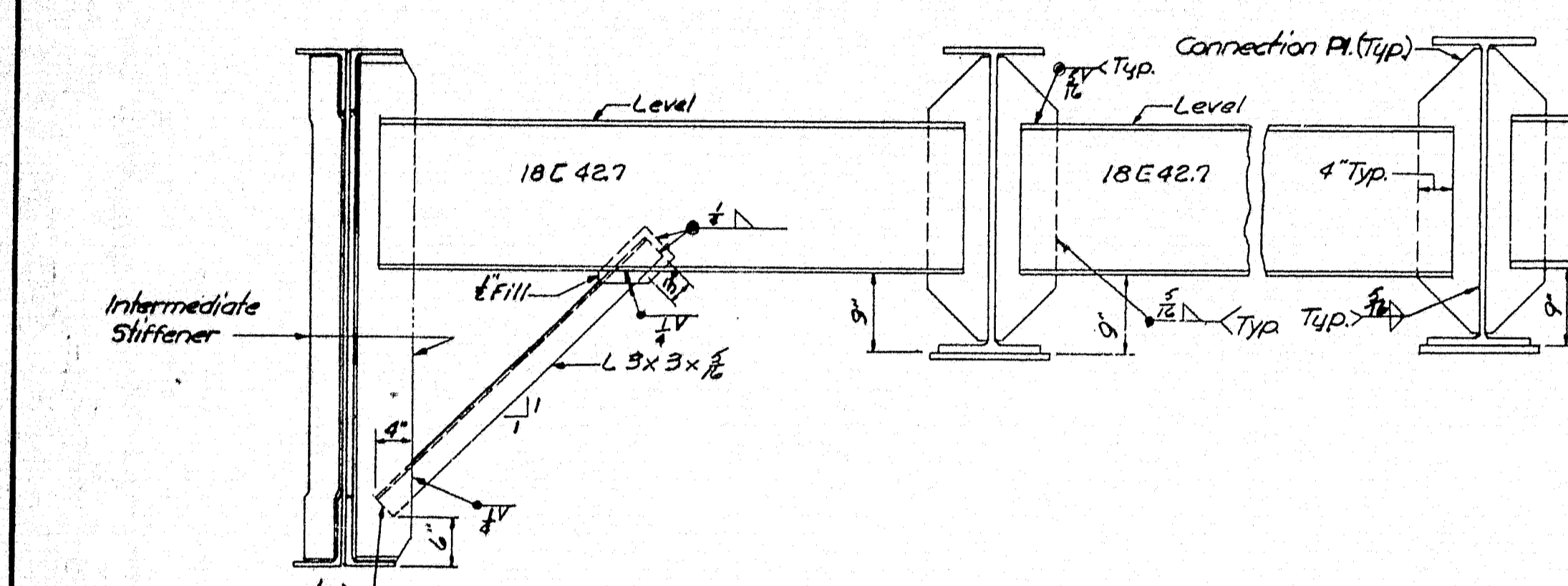


**BOTTOM COVER PLATES**



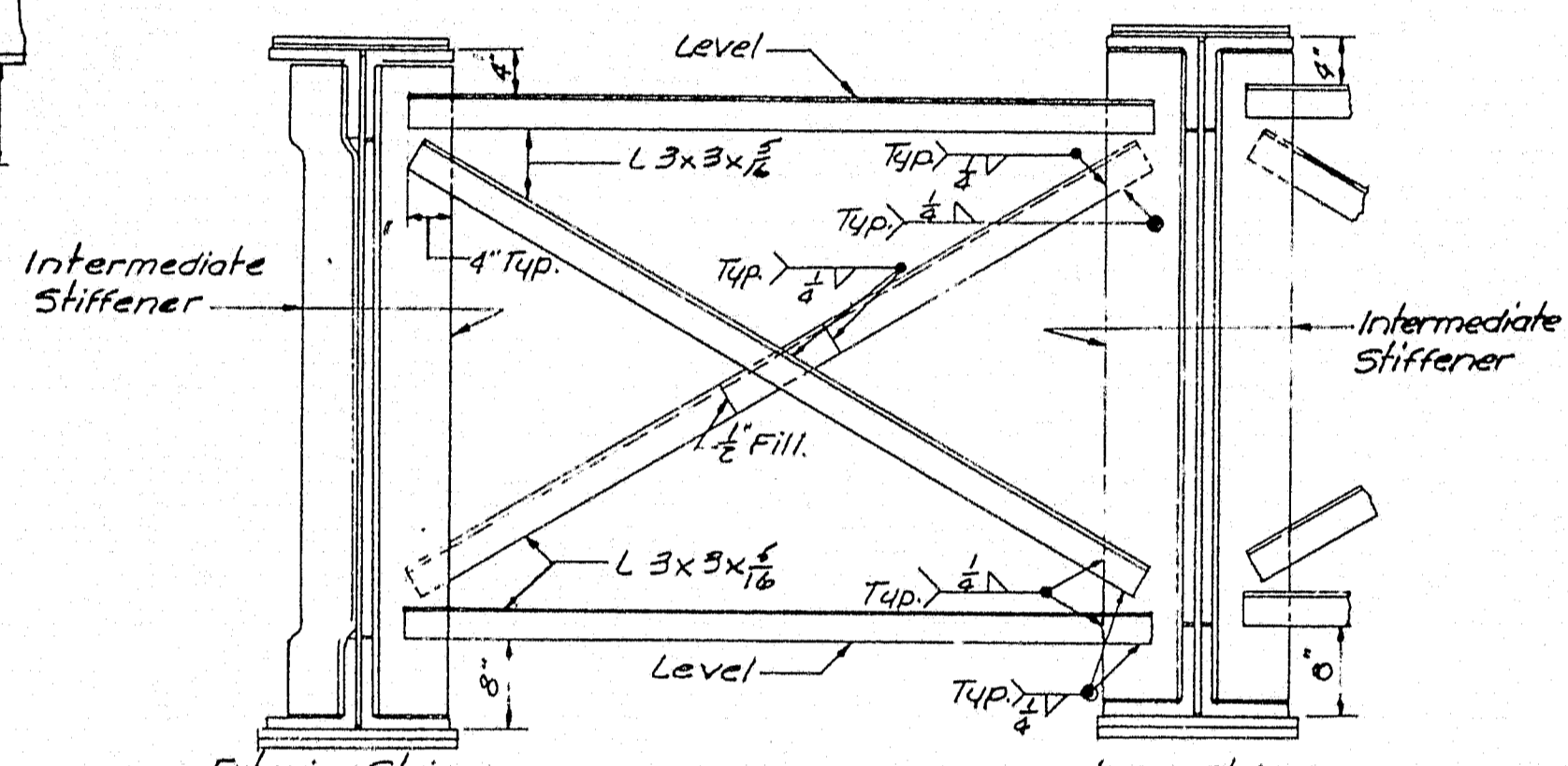
**TOP COVER PLATES**

**RIVET SPACING AT END OF COVER PLATES**  
Scale: 1"=1'-0"

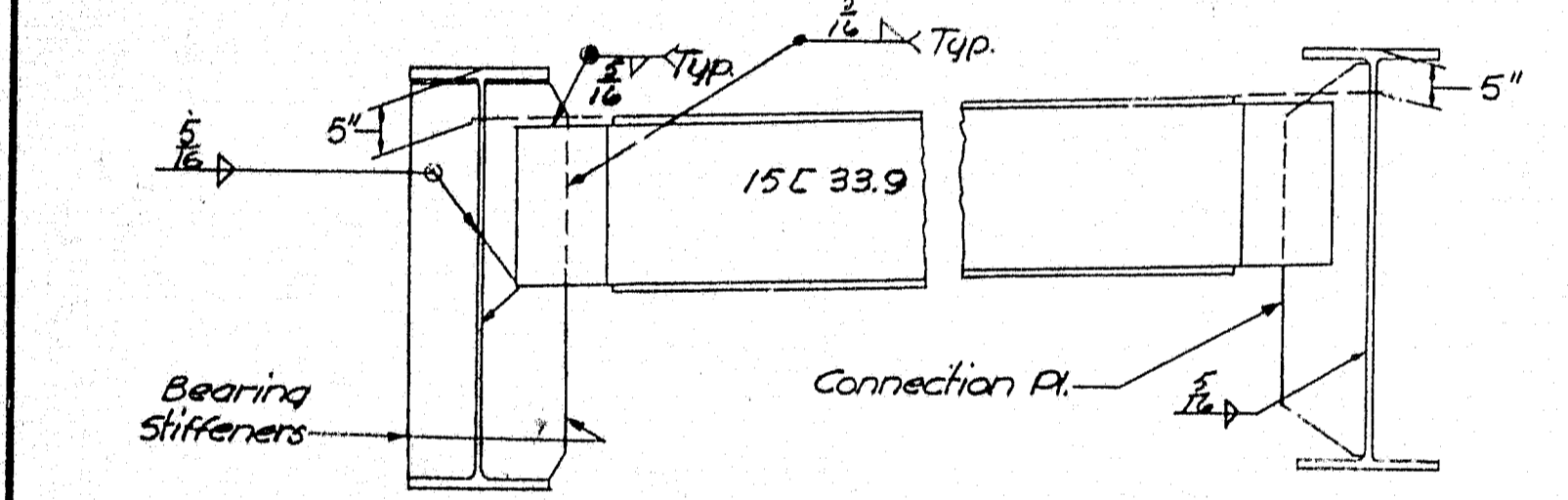


**ELEVATION D-3a**

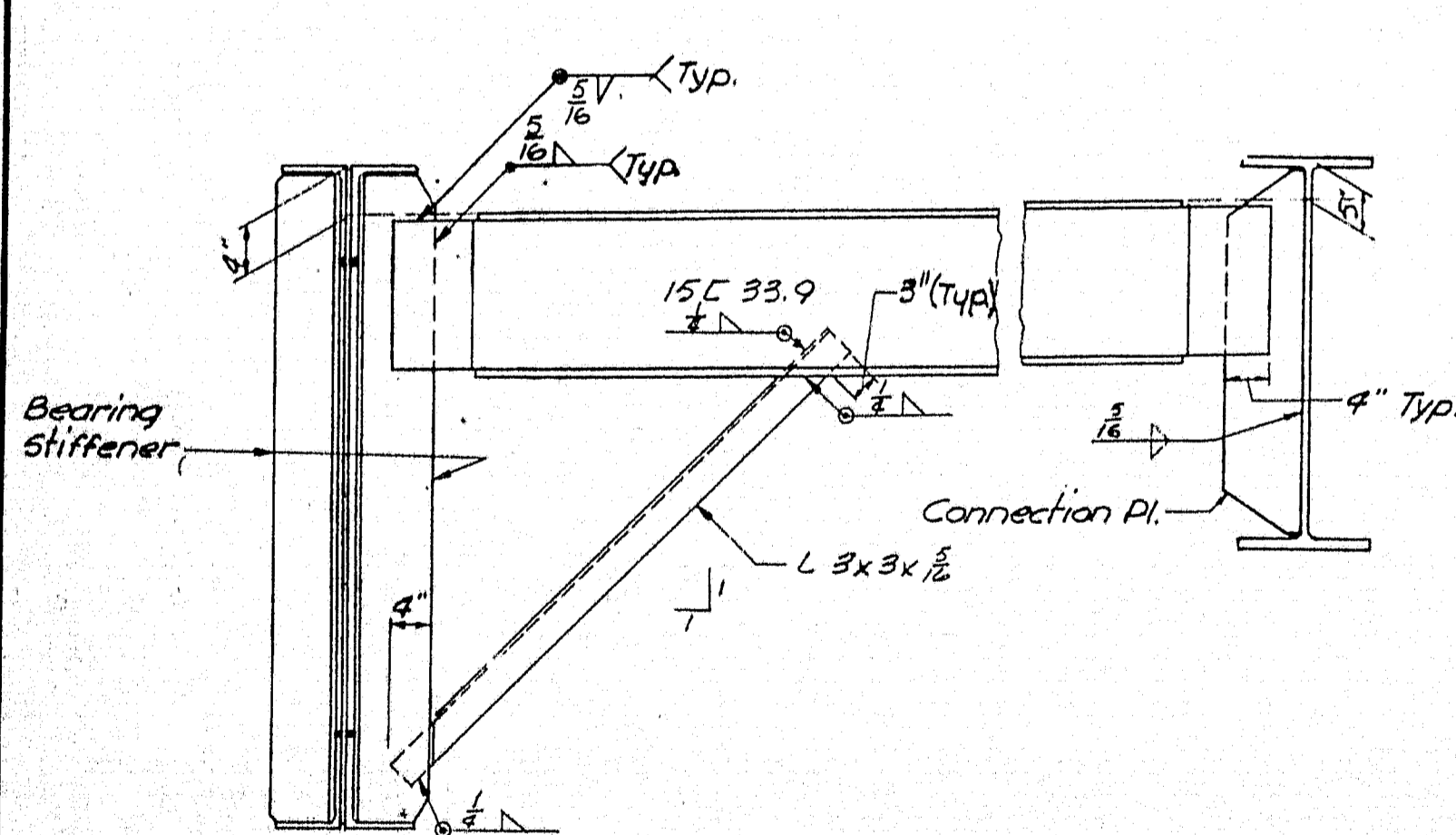
**ELEVATION D-3**



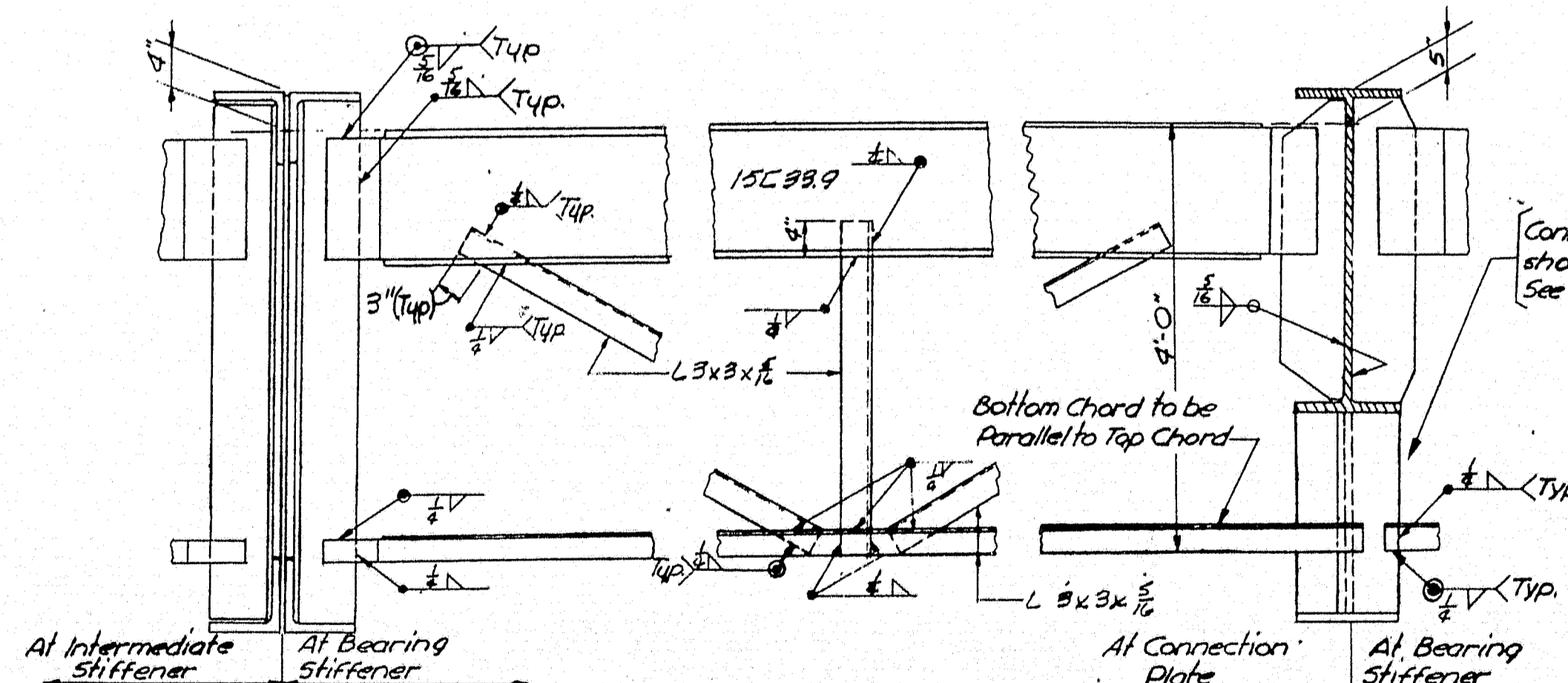
**ELEVATION D-9**



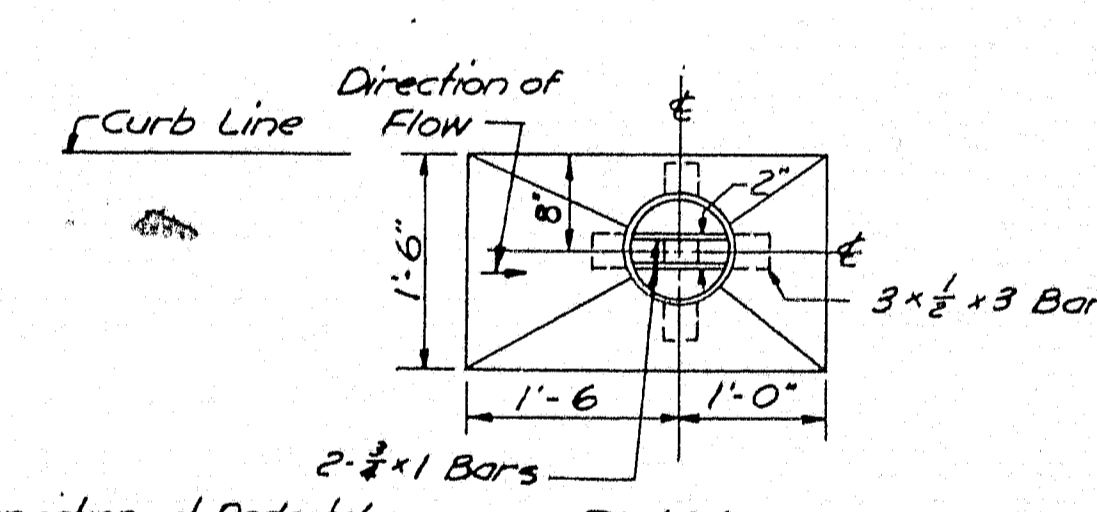
**DEVELOPED ELEVATION D-7**



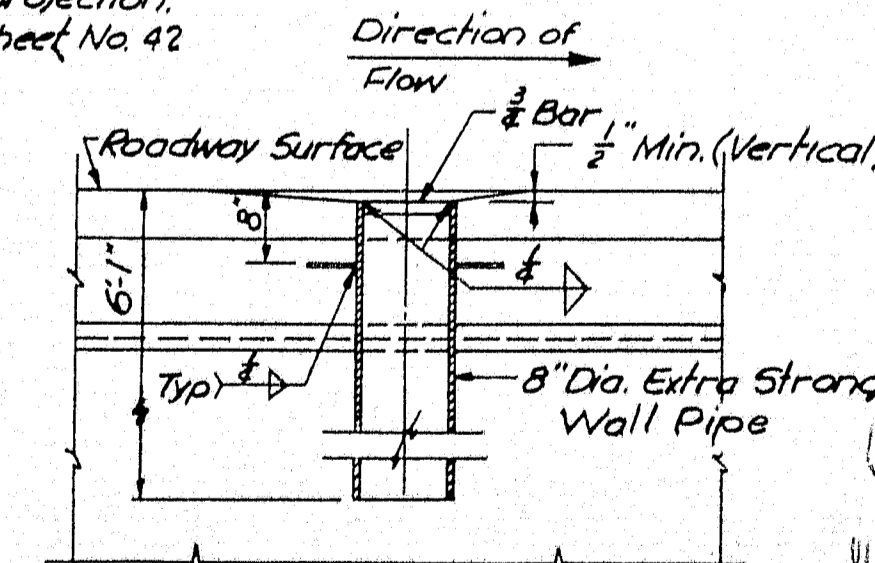
**DEVELOPED ELEVATION D-7a**



**DEVELOPED ELEVATION D-8**



**PLAN**



**SECTION THRU SCUPPER**

**SCUPPER DETAIL**

Note: For Location of Scuppers See Sheet No. 36

- FRAMING NOTES**
1. All bearings are parallel.
  2. All stringers are parallel to Interstate.
  3. All dimensions on Framing Plan are horizontal.
  4. WF Stringers are not to be cambered but shall be erected with natural bow up.
  5. Plate girders are to be cambered for dead load deflection plus vertical curve. Camber diagrams shall be submitted to the Engineer for approval.
  6. For bearing, shear connector, and welded cover plate details see Sheet No. 44.

Note: For stringers S-1 thru S-8, the steel for the WF sections and cover plates shall conform to A.S.T.M. A-373. All other structural steel shall conform to A.S.T.M. A-7 or A-373 unless specified otherwise.

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1	
FRAMING PLAN AND DETAILS	
SHEET NO. 40 OF 121	SCALE: AS NOTED

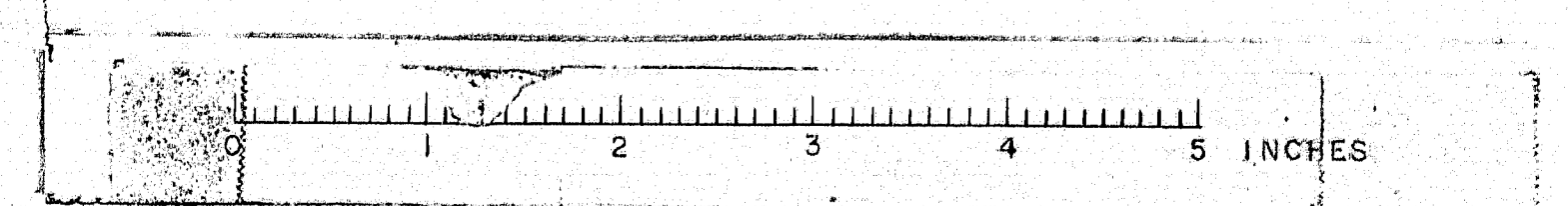
FAY, SPOFFORD & THORNDIKE, INC.  
ENGINEERS  
BOSTON, MASS.

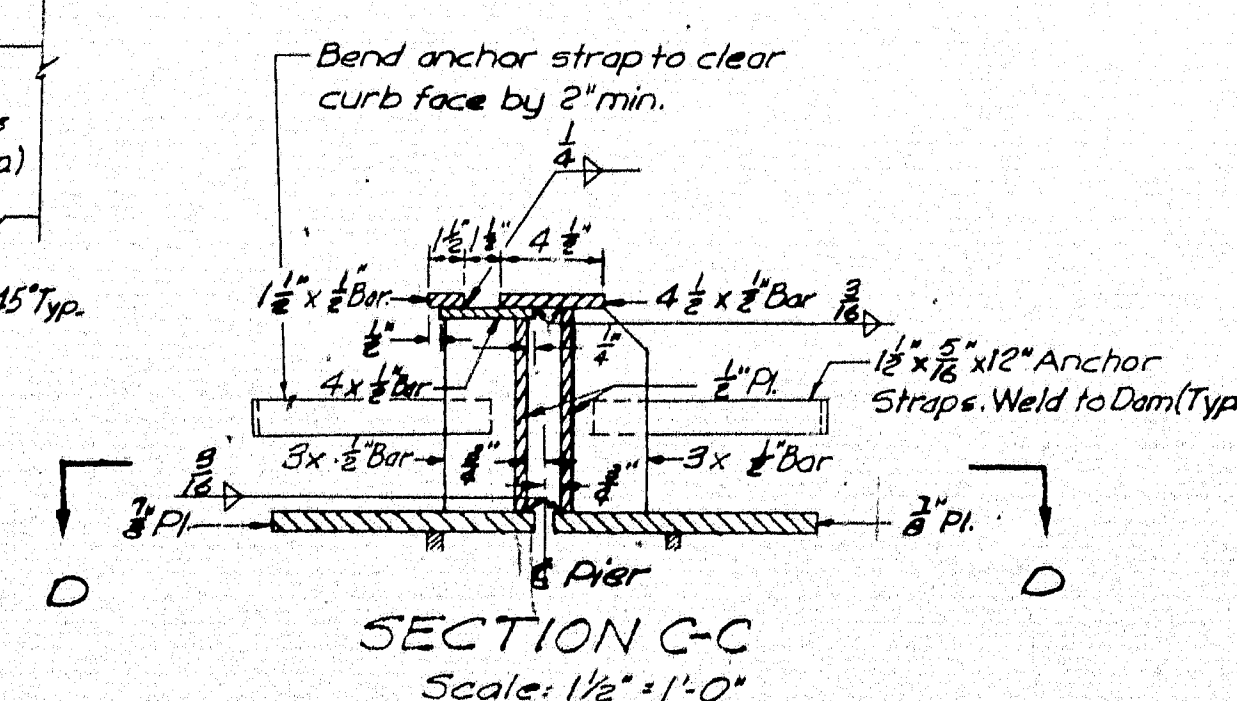
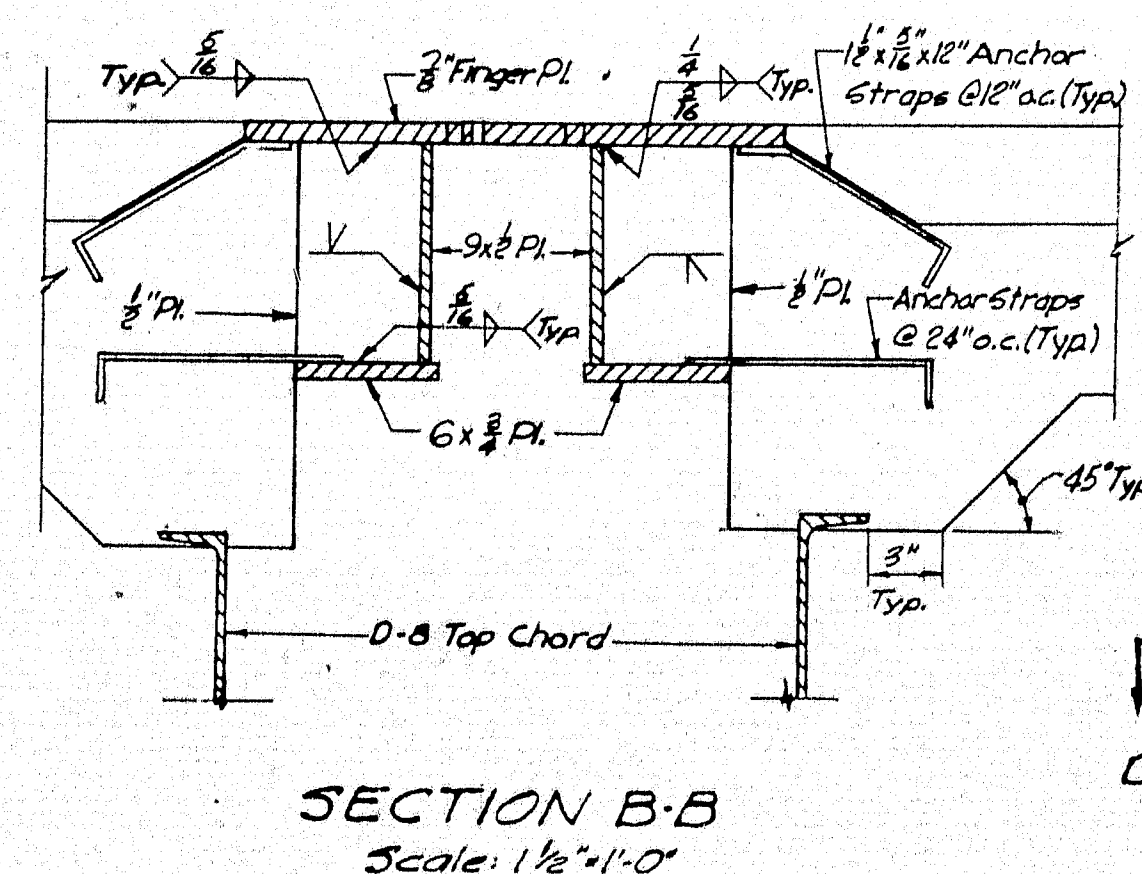
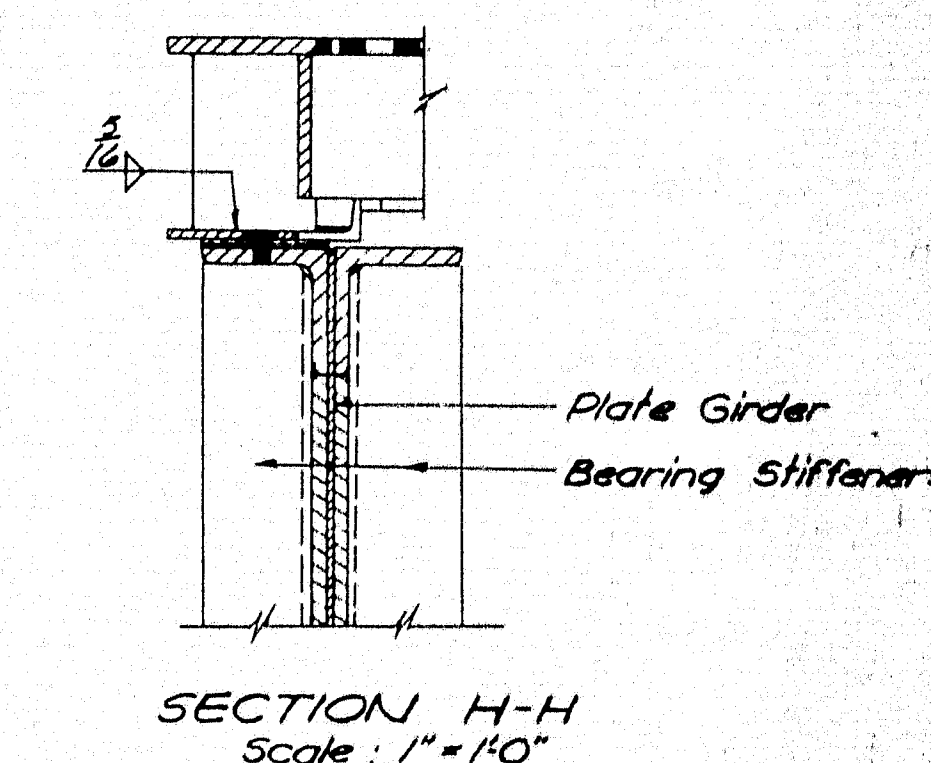
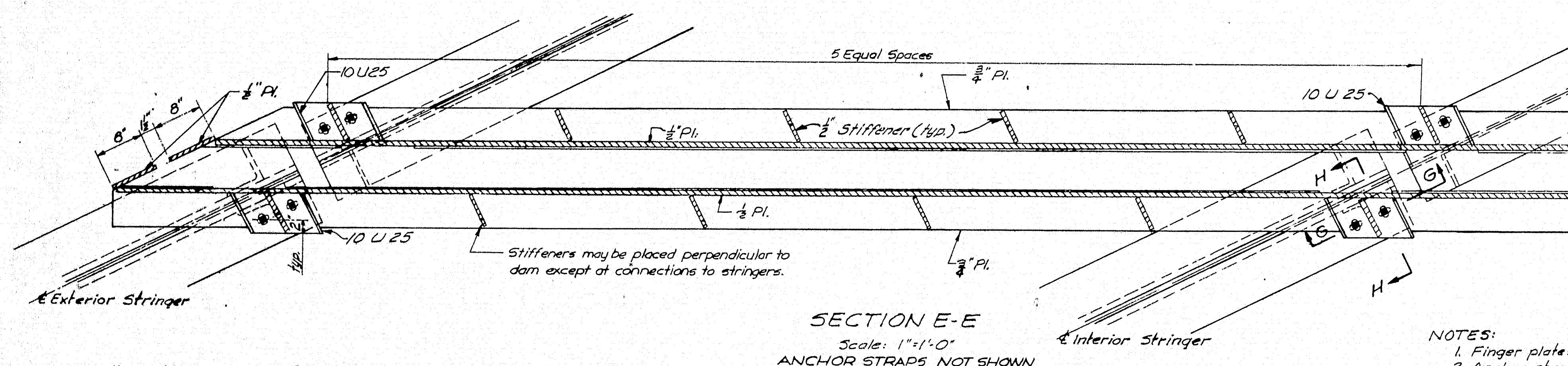
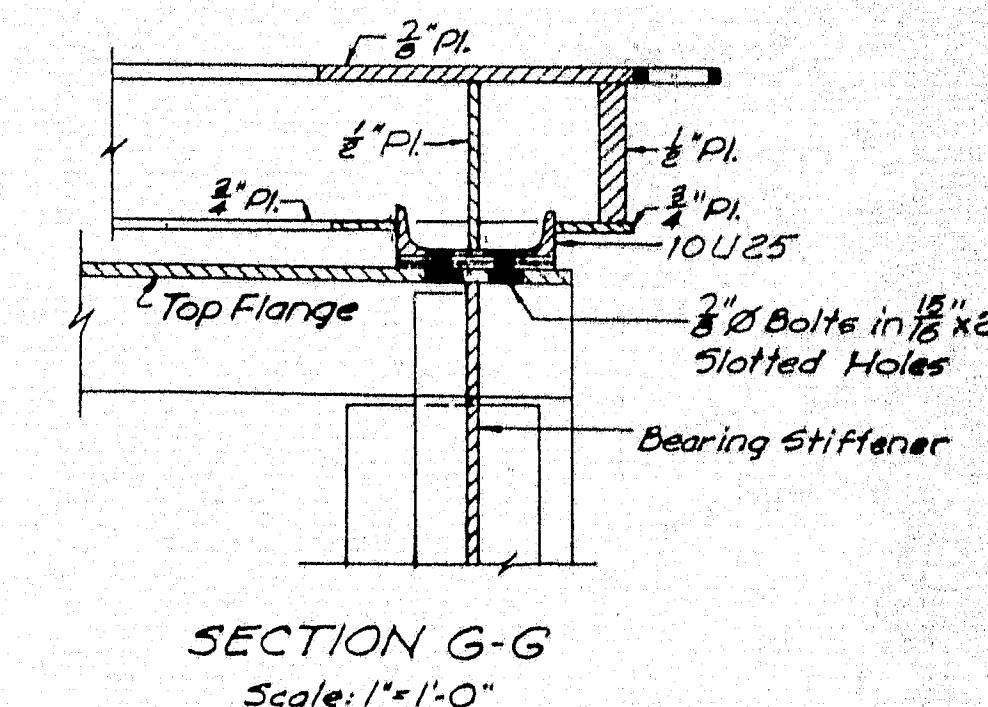
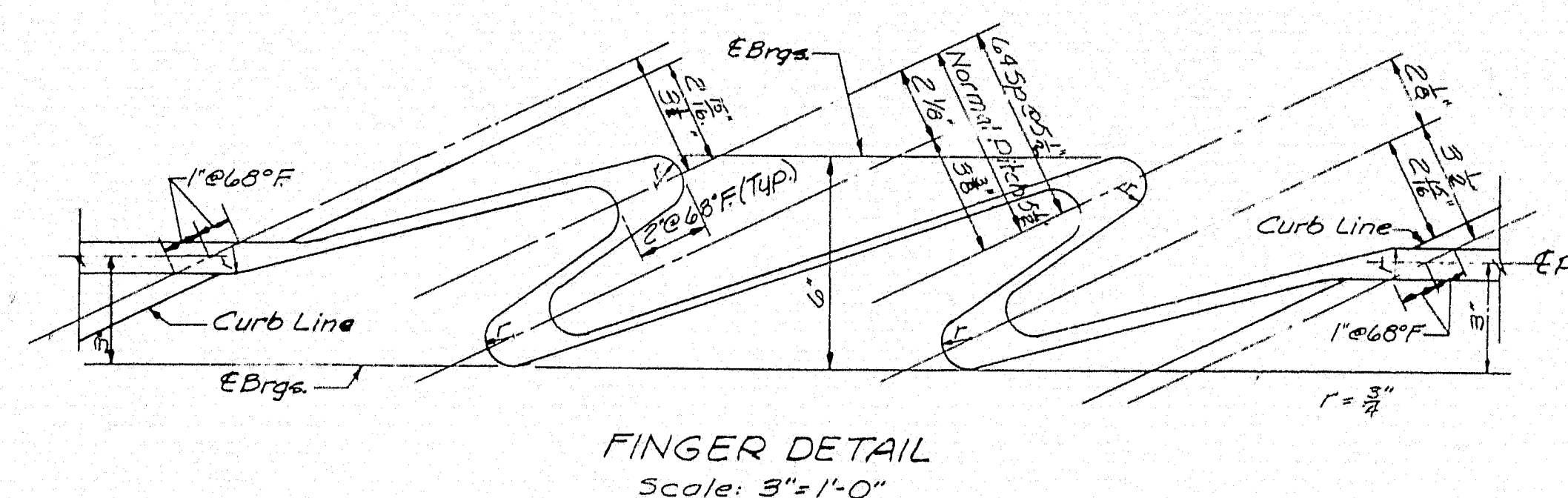
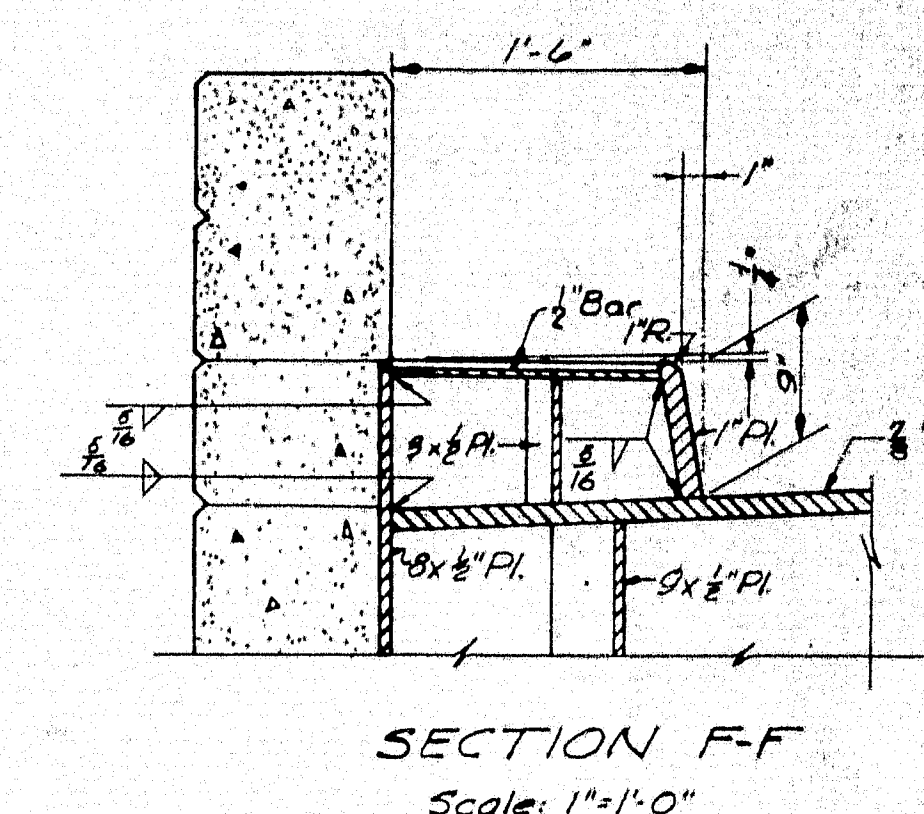
Q1-14  
762

M-1773

DES.	RW/ERK
DR.	CEG
TR.	CEG
CHK.	RK
APPD.	

**DIAPHRAGM DETAILS**  
Scale: 3/8"=1'-0"  
Note: For Size of Stiffener and Connection Angles (or Plates) See Stiffener Schedule on Sheet No. 41





NOTES:

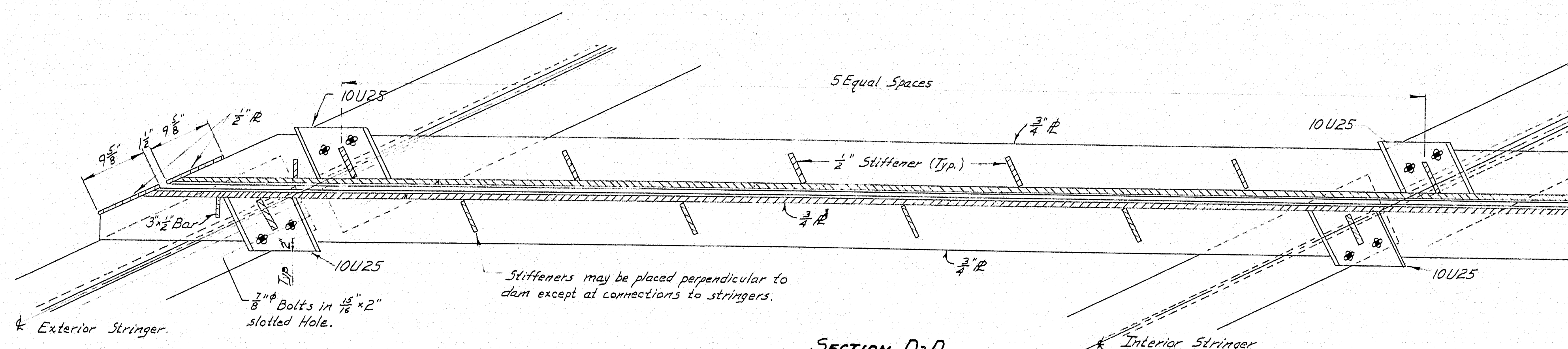
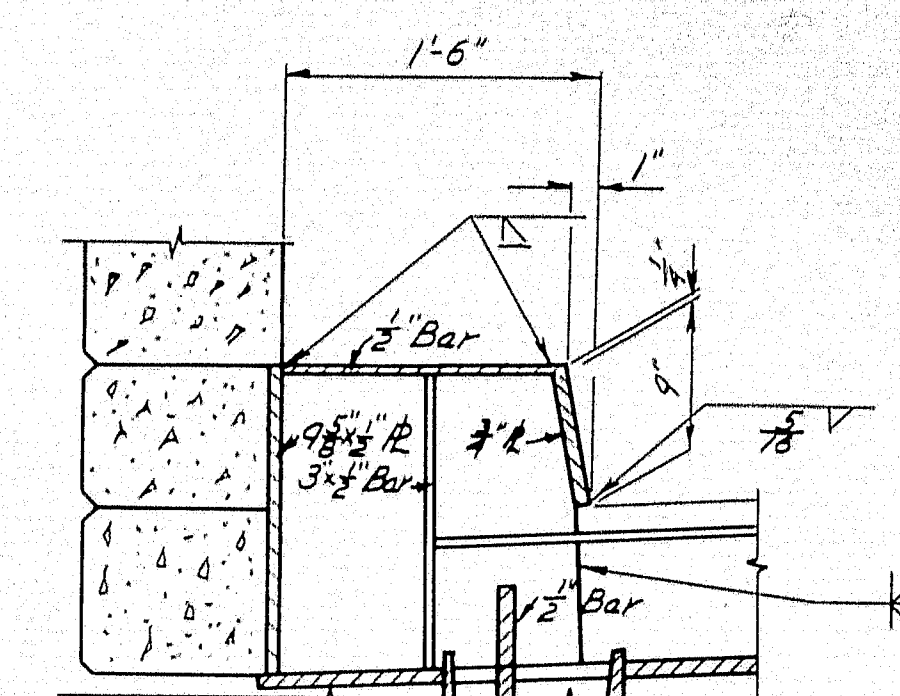
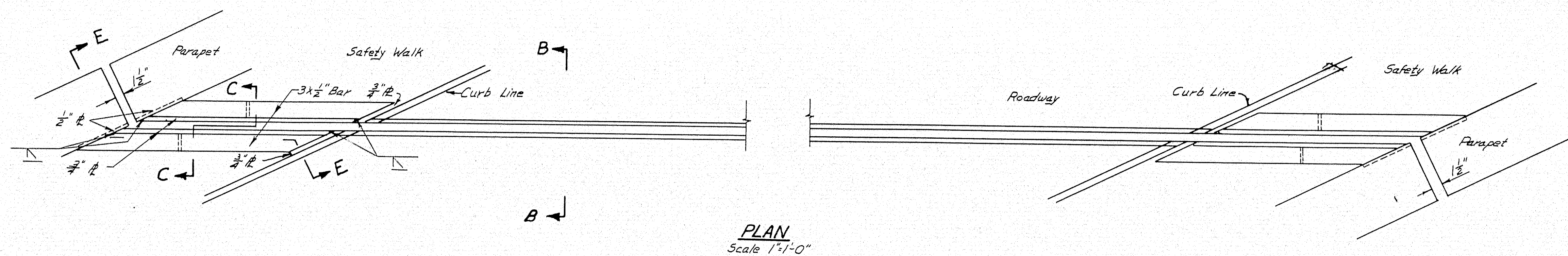
1. Finger plates are to follow roadway grade.
2. Anchor straps are to be perpendicular to dam.

See Revised  
sheet - April 18, 1968

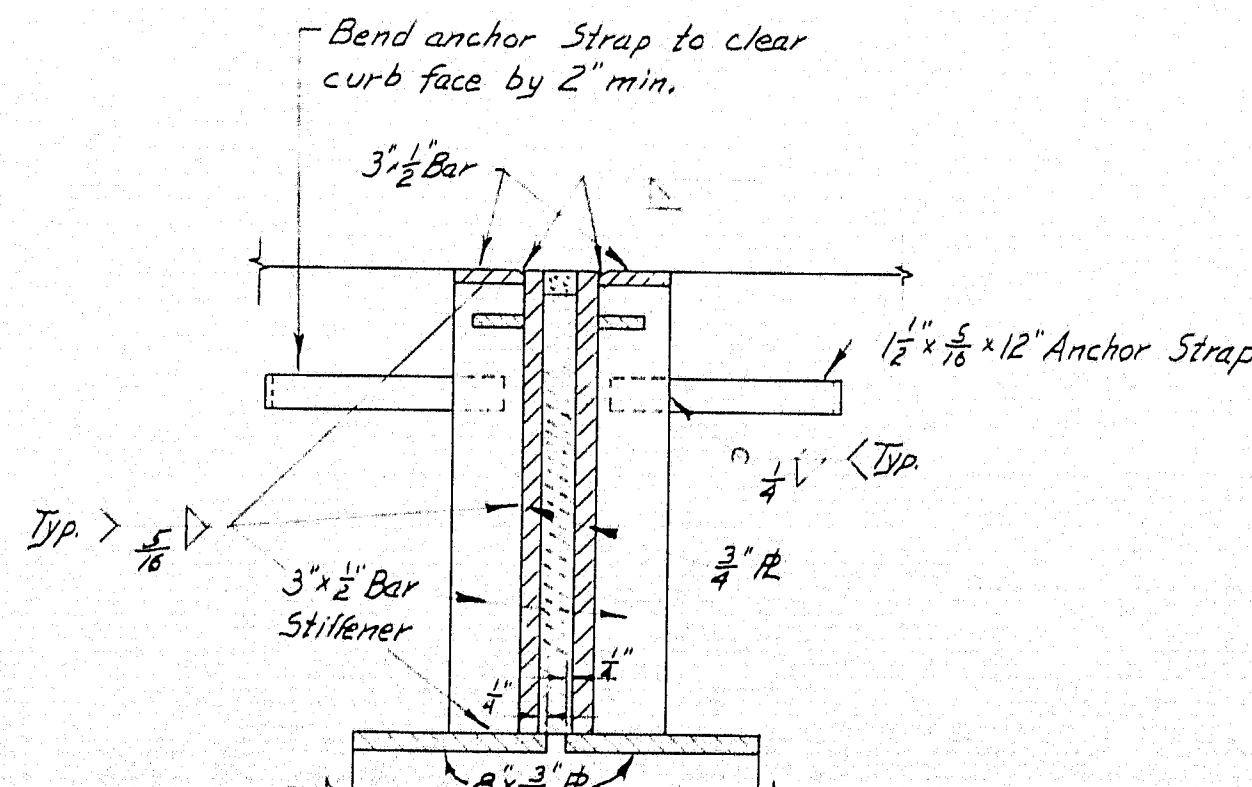
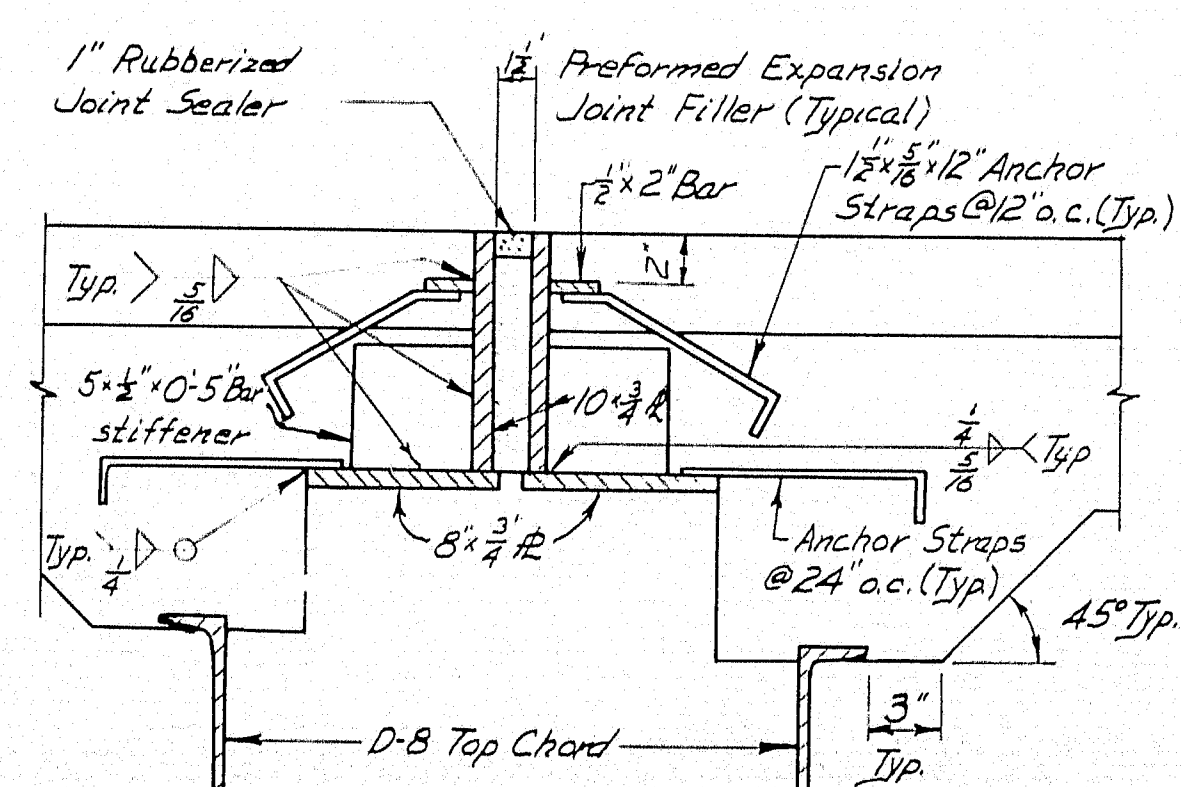
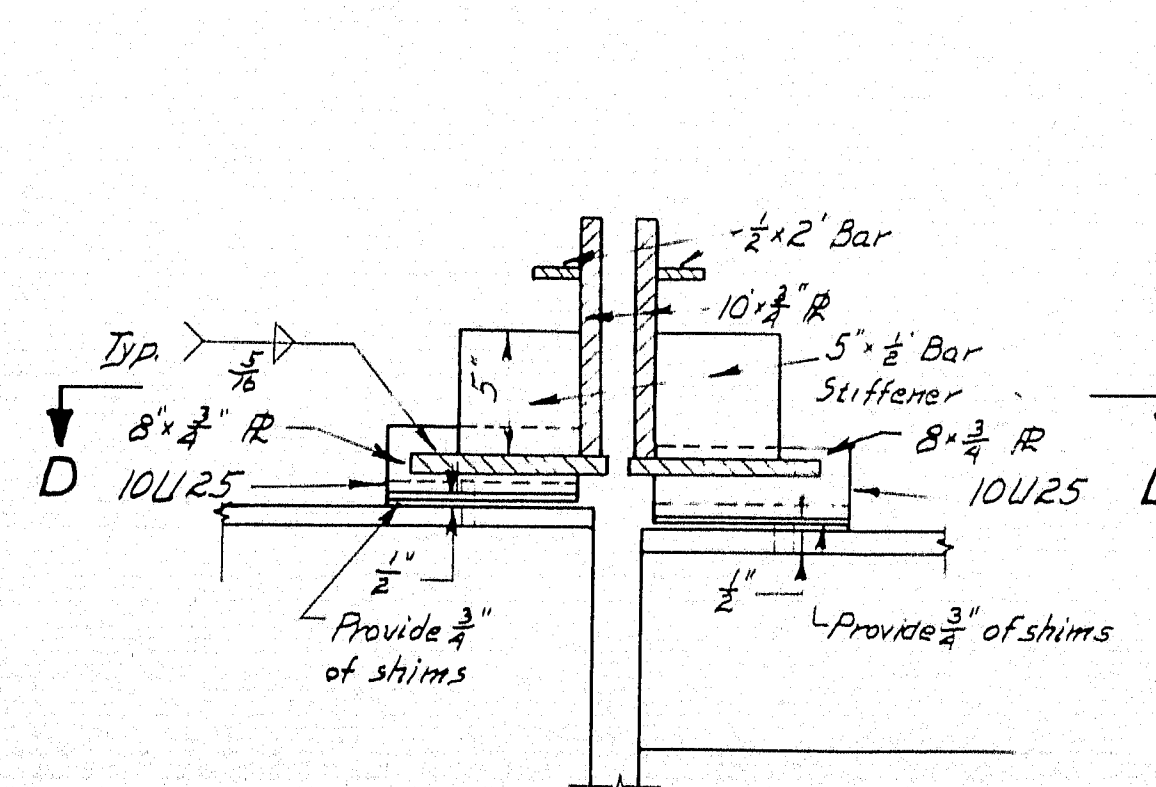
FAY, SPOFFORD & THORNDIKE, INC.  
ENGINEERS BOSTON, MASS.

M-1774

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(10)	43A	121



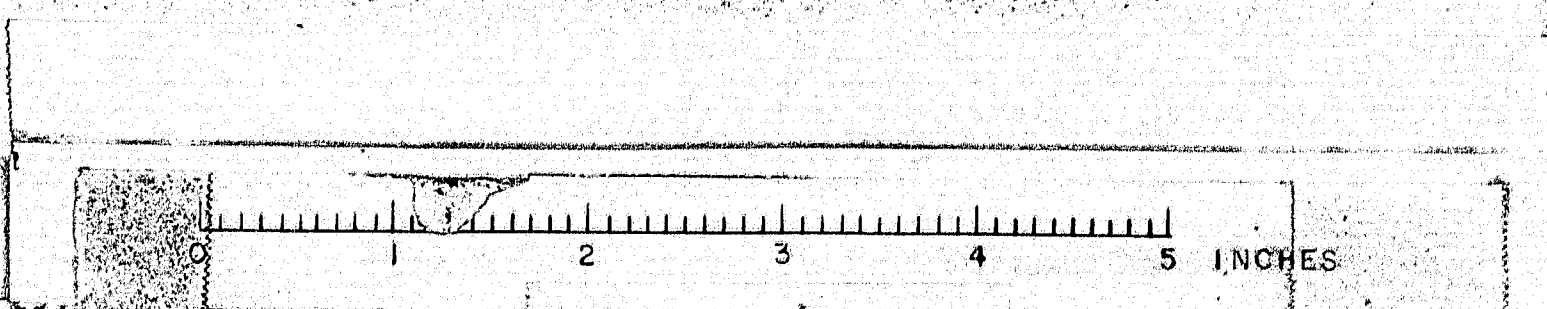
NOTES:  
1. Expansion dam to follow roadway grade.  
2. Anchor straps are to be perpendicular to dam.

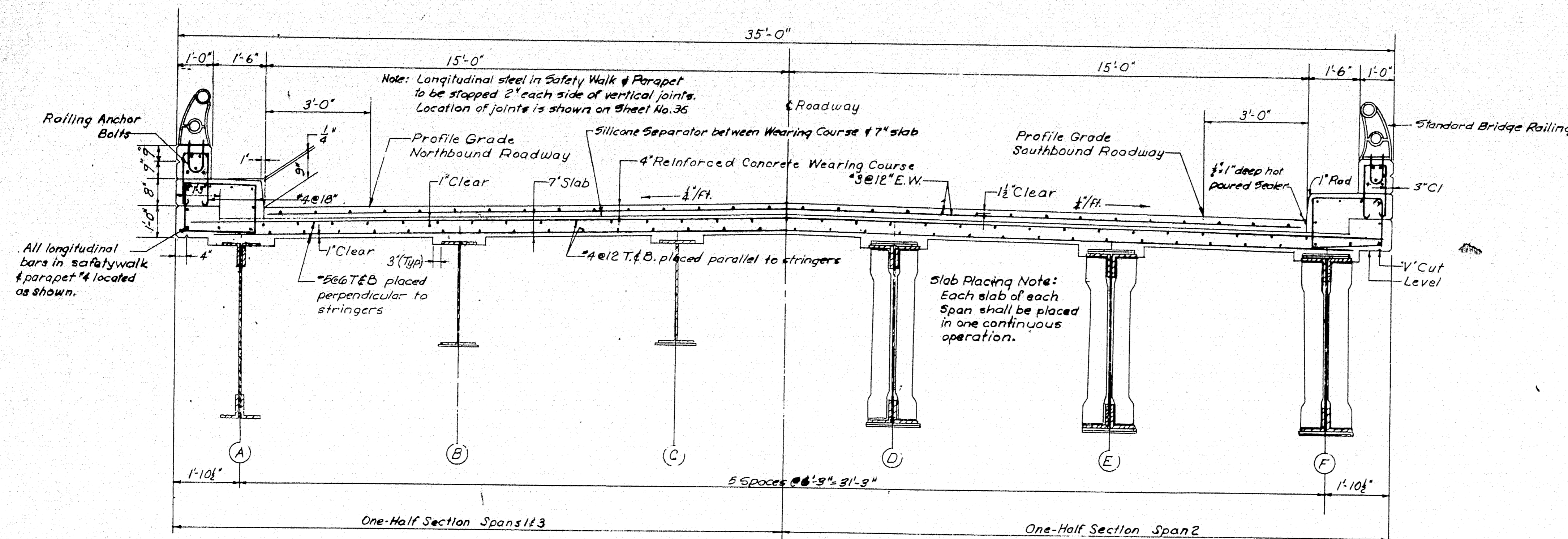


See Revised Sheet - April 13, 1961

DESIGN - RISSEL TRACE - JHW CHECK - Harris	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>INTERSTATE OVER ROUTE 1</b> IN THE TOWN OF <b>YARMOUTH</b> <b>CUMBERLAND COUNTY</b>	
EXPANSION DAM DETAILS SHEET 43A OF 121	PIER 1 AUGUSTA, MAINE FEBRUARY 1961

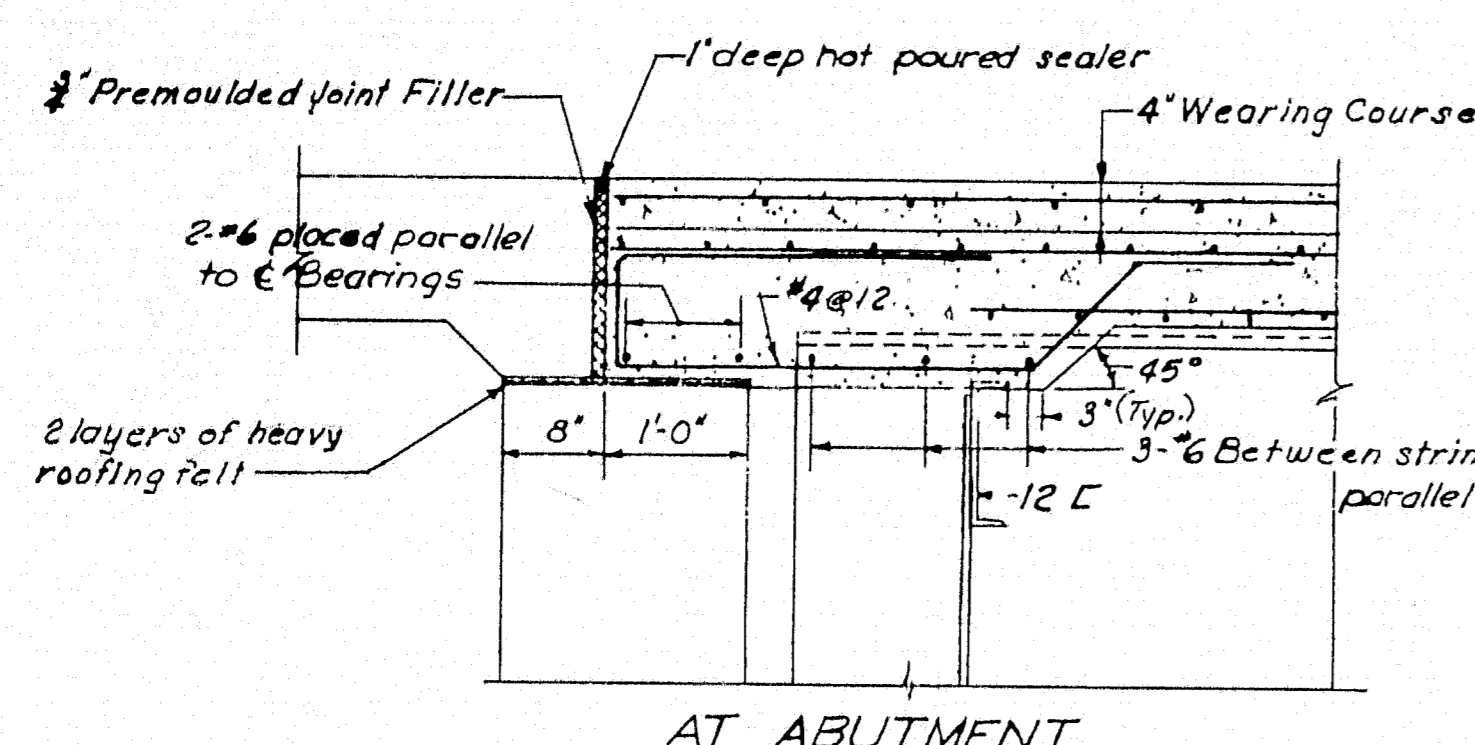
M-1775



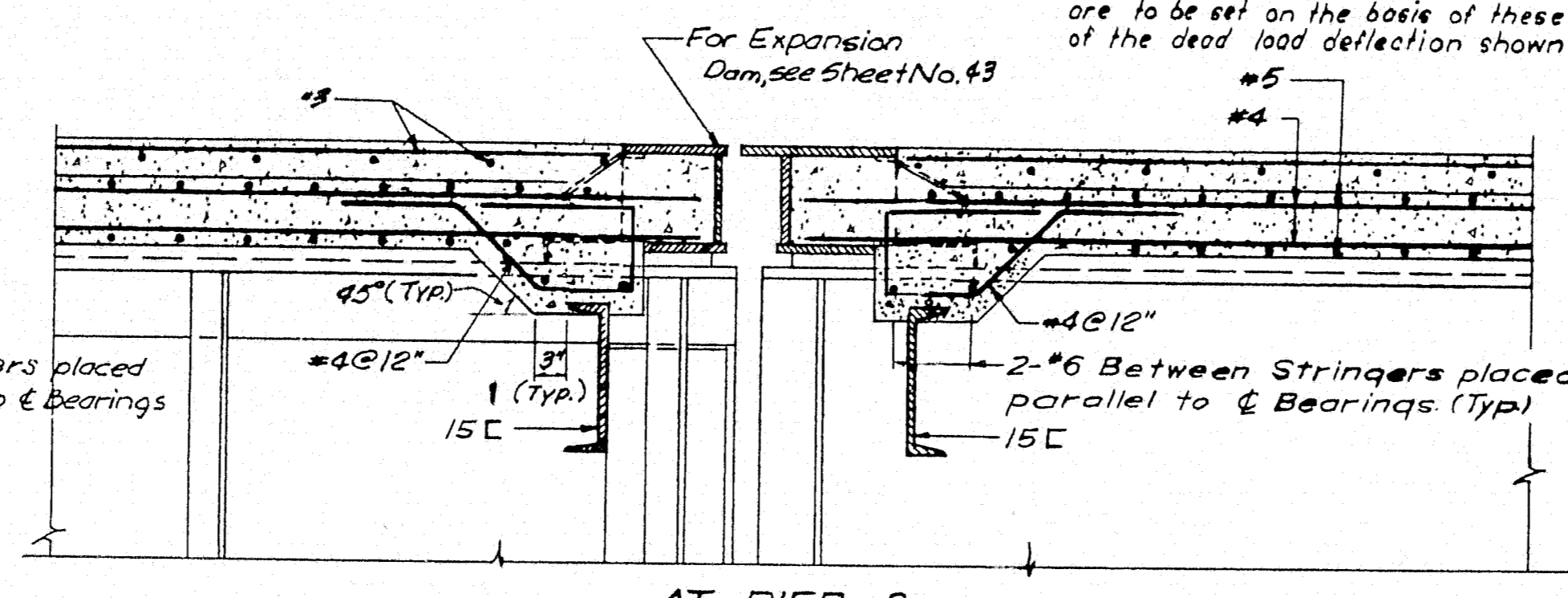


TYPICAL CROSS SECTION OF DECK  
Scale: 1/2"=1'-0"

Note: For Construction Notes See Sheet No. 39

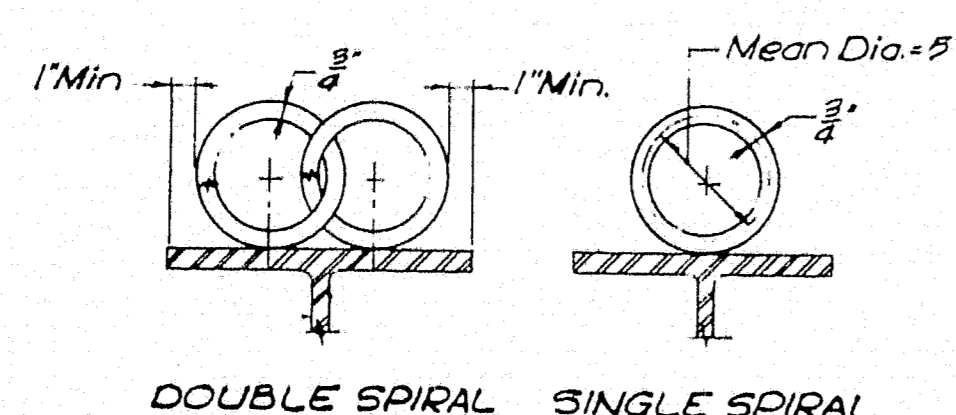


AT ABUTMENT

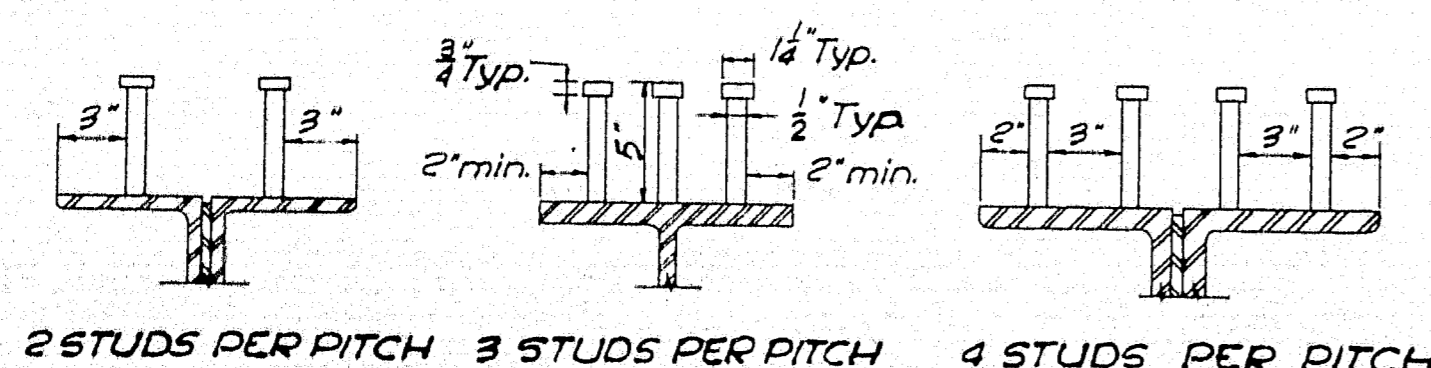


AT PIER 2

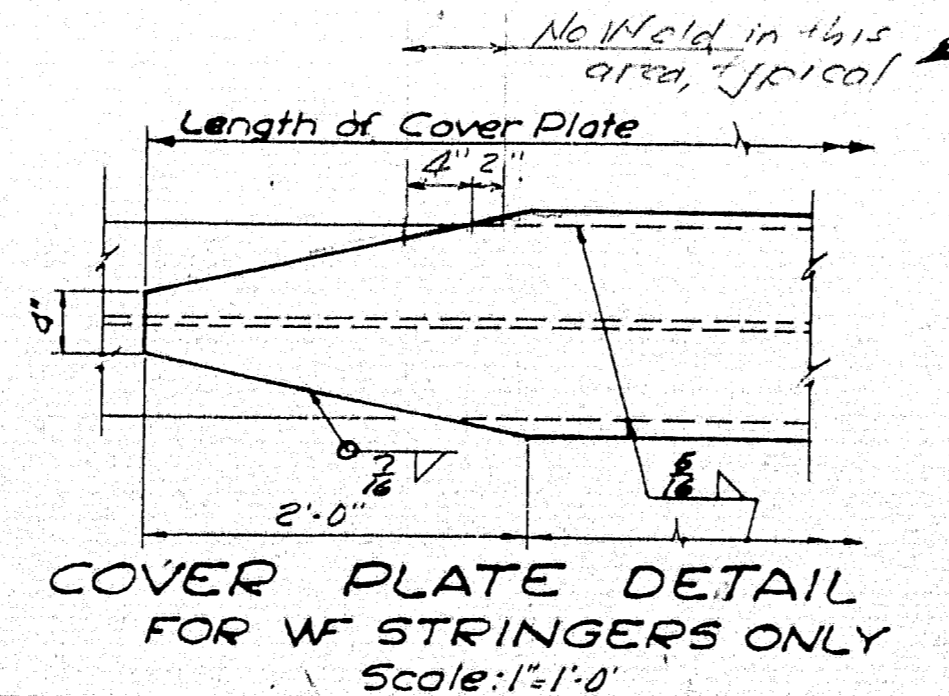
LONGITUDINAL SECTIONS  
Scale: 1/2"=1'-0"



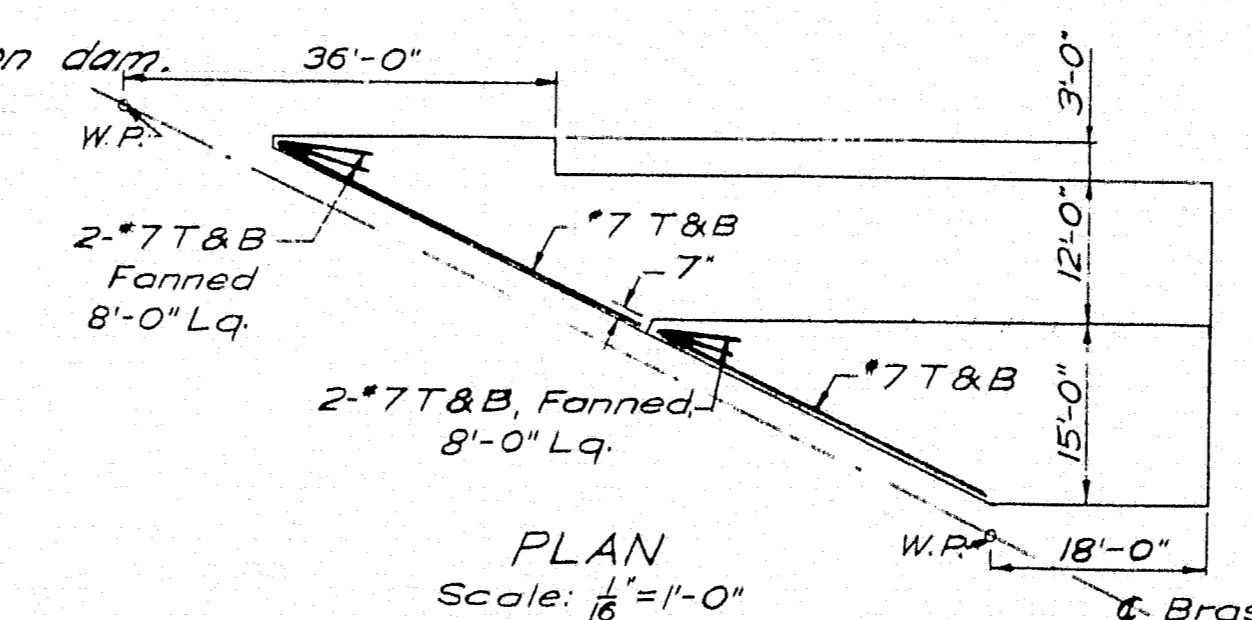
DOUBLE SPIRAL SINGLE SPIRAL



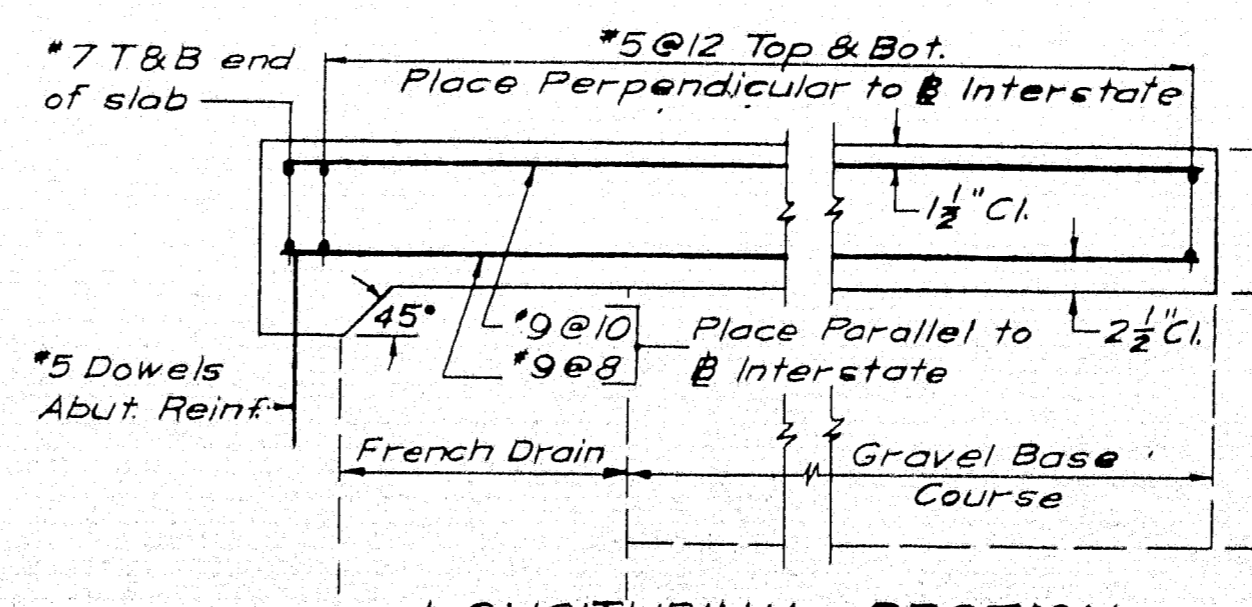
SHEAR CONNECTOR DETAILS  
Scale: 1/2"=1'-0"



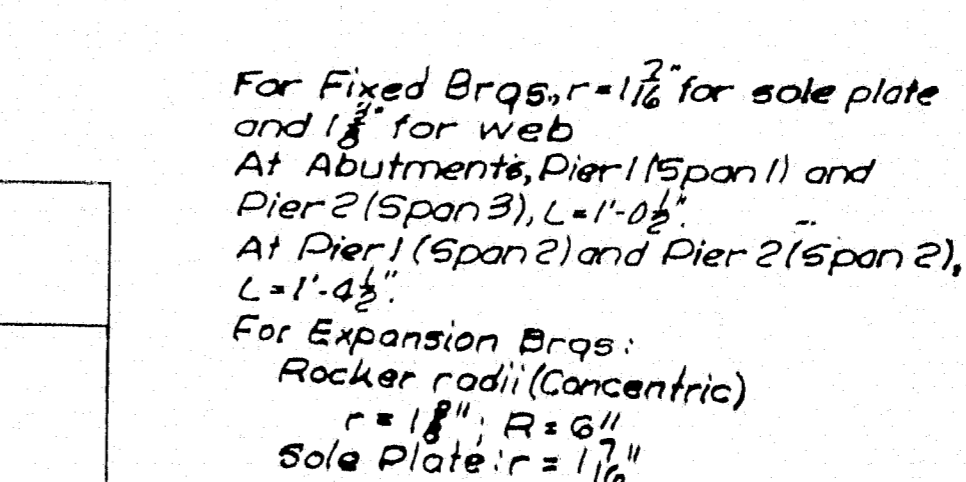
COVER PLATE DETAIL  
FOR WF STRINGERS ONLY  
Scale: 1/2"=1'-0"



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

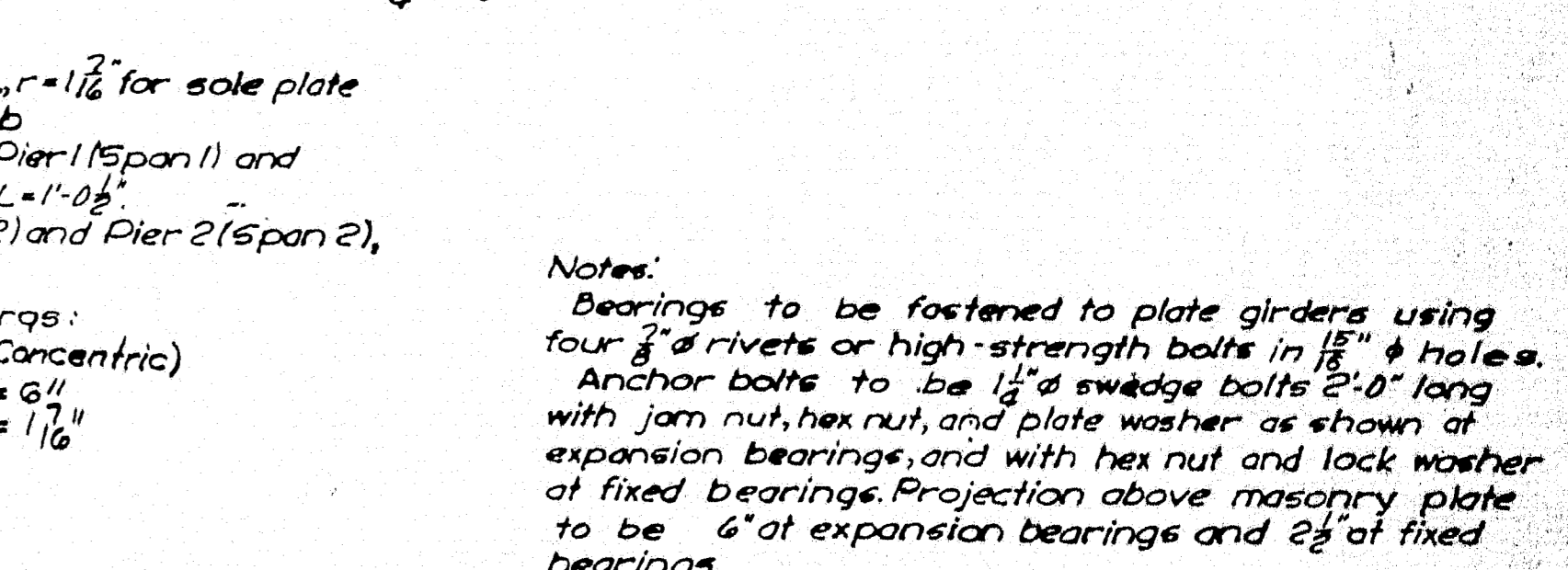


LONGITUDINAL SECTION  
Scale: 1/2"=1'-0"



AT ABUTMENTS

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



BEARING DETAILS  
Scale: As Noted

For Fixed Brqs,  $r=1\frac{1}{2}$ " for sole plate and  $1\frac{1}{8}$ " for web.  
At Abutments, Pier 1 (Span 1) and Pier 2 (Span 2),  $L=1'-0\frac{1}{2}$ ".  
At Pier 1 (Span 2) and Pier 2 (Span 2),  $L=1'-4\frac{1}{2}$ ".  
For Expansion Brqs:  
Rocker radii (Concentric)  
 $r=1\frac{1}{8}$ ",  $R=6\frac{1}{2}$ ".  
Sole Plate:  $r=1\frac{1}{8}$ ".

Notes:  
Bearings to be fastened to plate girders using four 3/4" rivets or high-strength bolts in 1/8" holes.  
Anchor bolts to be 1/2" diameter swedge bolts 2'-0" long with jam nut, hex nut, and plate washer as shown at expansion bearings, and with hex nut and lock washer at fixed bearings. Projection above masonry plate to be 6" at expansion bearings and 2 1/2" at fixed bearings.

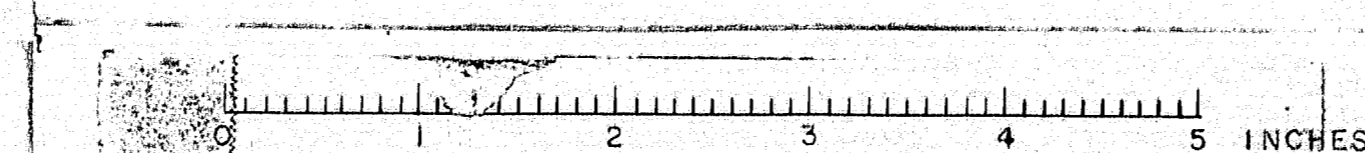
SECTION AT CURB  
Scale: 1/2"=1'-0"

APPROACH SLAB DETAILS

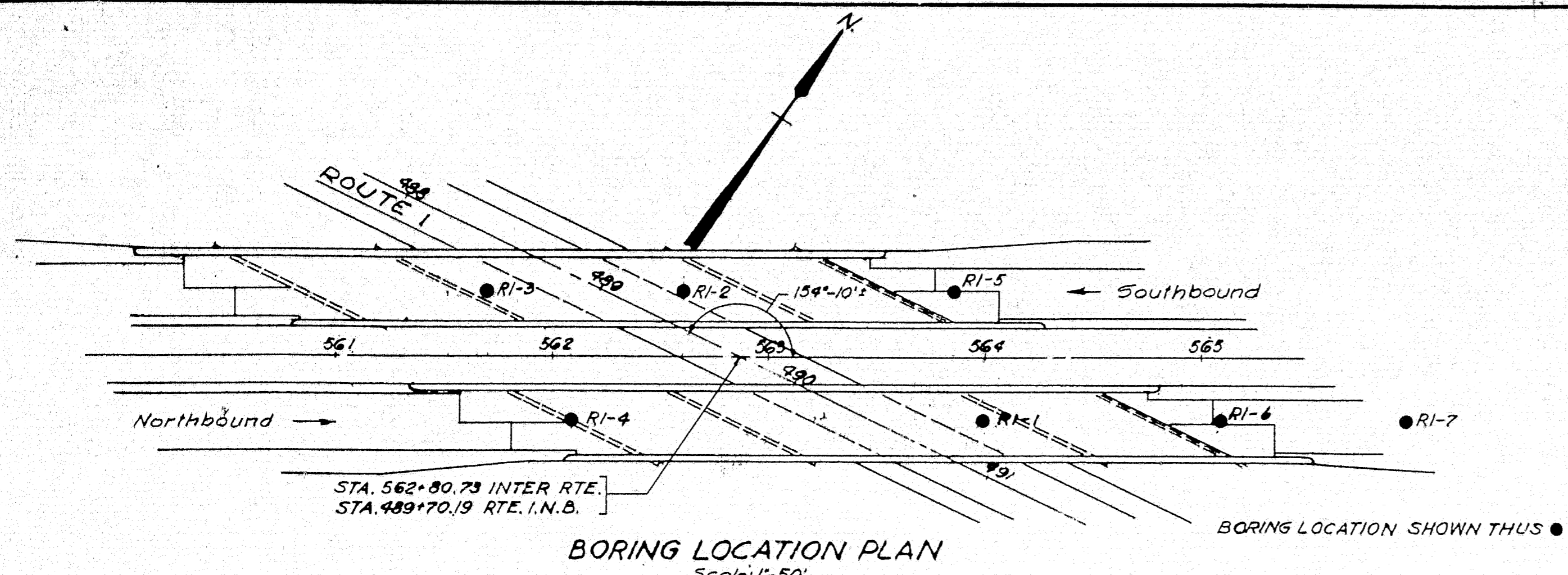
Field Change, March 31, 1961

DES.	RW
DR.	ZMM
IT.	
CHK.	RK
APPD.	

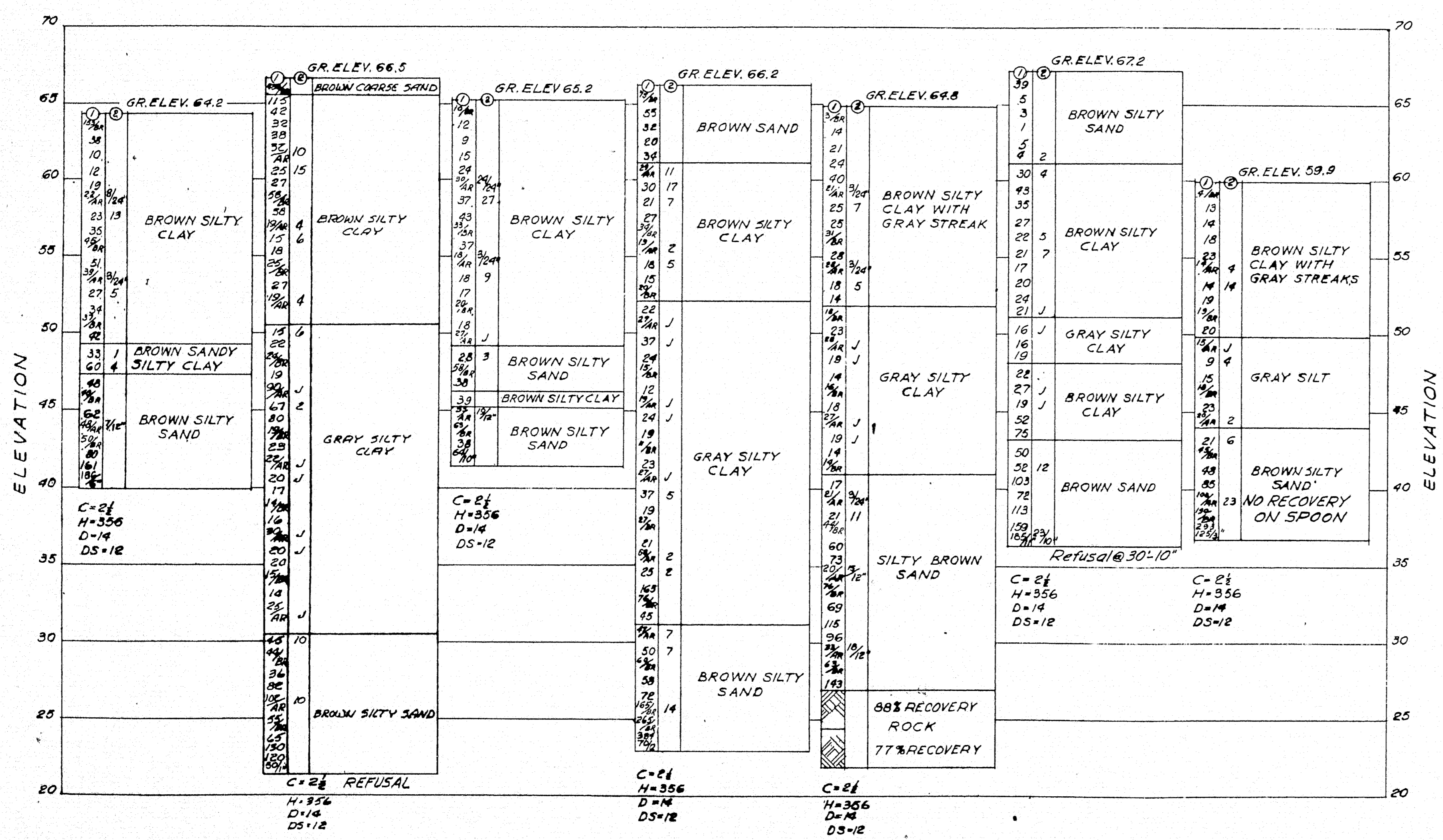
Revised Sheet



# YARMOUTH



BORING RI-3 STA. 561+70.30'L    BORING RI-4 STA. 562+08.30'R    BORING RI-2 STA. 562+62.33'L    BORING RI-5 STA. 563+36.33'L    BORING RI-1 STA. 563+99.30'R    BORING RI-6 STA. 563+09.30'R    BORING RI-7 STA. 565+95.30'R



**GENERAL NOTES**

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

**LEGEND**

C = DIAMETER OF CASING IN INCHES  
H = WEIGHT OF HAMMER IN POUNDS  
D = DROP ON CASING IN INCHES  
DS = DROP ON SAMPLER ROD IN INCHES  
J = SAMPLER DRIVEN BY STATIC LOAD NOT EXCEEDING 1/4 TON  
AR = CASING WAS DRIVEN WASHING AHEAD OF CASING  
BR =

see Revised sheet  
APR 15, 1961

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
INTERSTATE OVER ROUTE 1 BORING DATA	
SHEET NO. 44 OF 121	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

M-1777

