

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY "95" FALMOUTH

CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. I-95-4(4)55
INTERSTATE STA. 227+00 TO STA. 247+00 & RAMPS E & H
GRADING, DRAINAGE & BASE
RAMPS C, D & SPUR CONNECTION GRADING, DRAINAGE & PAVING
INCLUDING FALMOUTH SPUR BRIDGE
TOTAL LENGTH 0.379 MILES

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

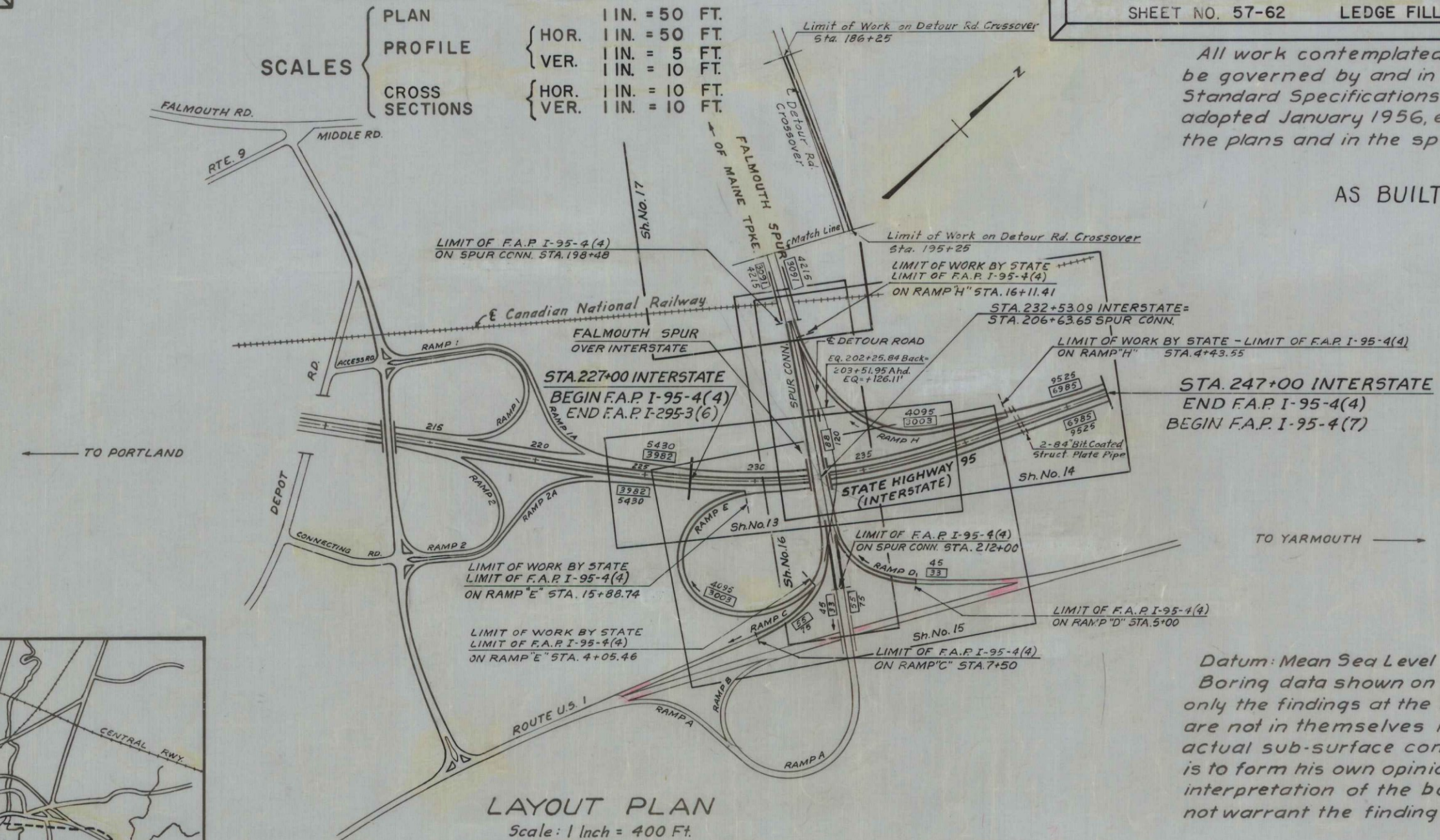
TRAFFIC DATA
1960 A.D.T. 7964
1980 A.D.T. 10,860
D.H.V. 1629
T. 15%
D. 65%
V. 60 M.P.H.

INDEX OF SHEETS

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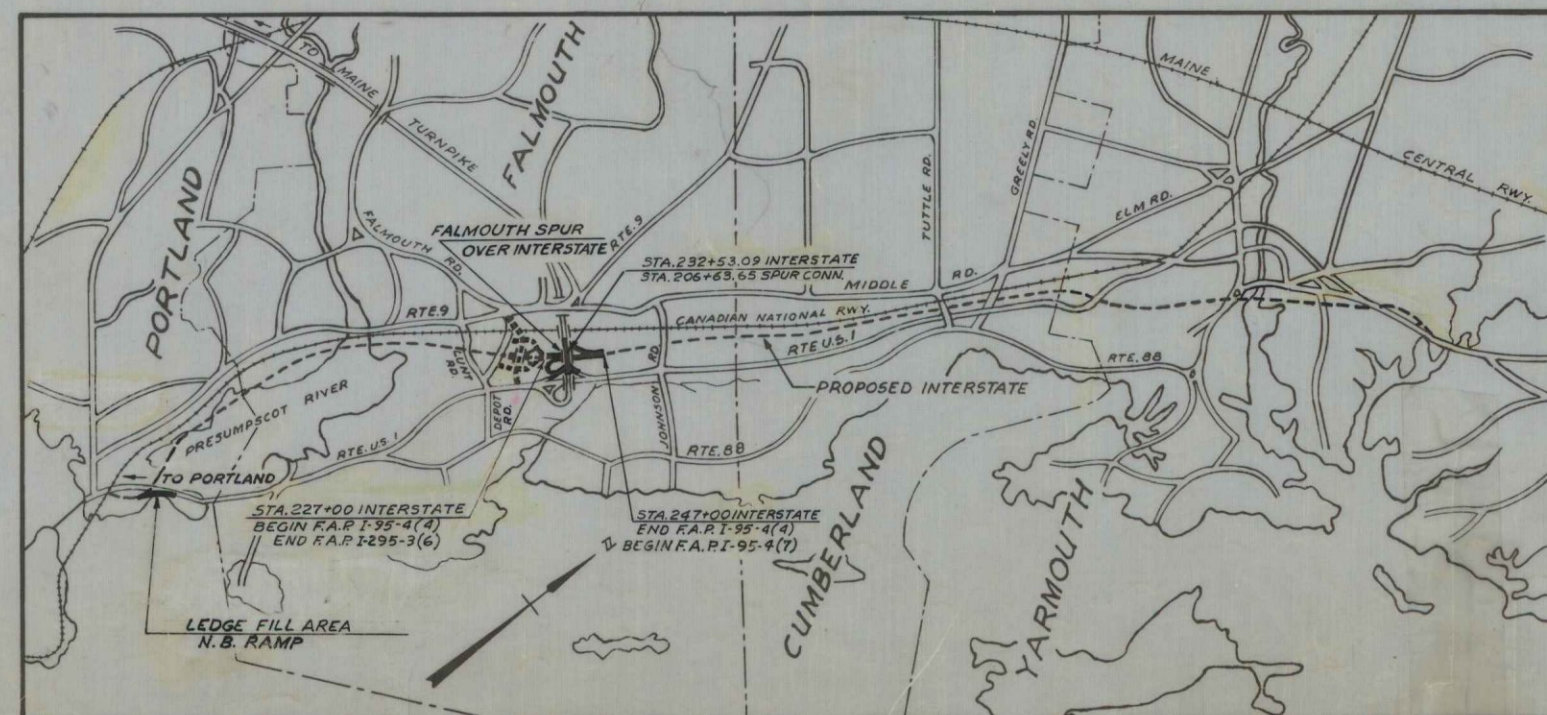
All work contemplated under this contract to be governed by and in conformity with the Standard Specifications for Highways and Bridges adopted January 1956, except as modified on the plans and in the special provisions.

AS BUILT 1961



LAYOUT PLAN
Scale: 1 inch = 400 Ft.

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



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

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

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Stevens
CHAIRMAN
George H. Thibault
R. Leon Wilbur
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DIVISION ENGINEER DATE

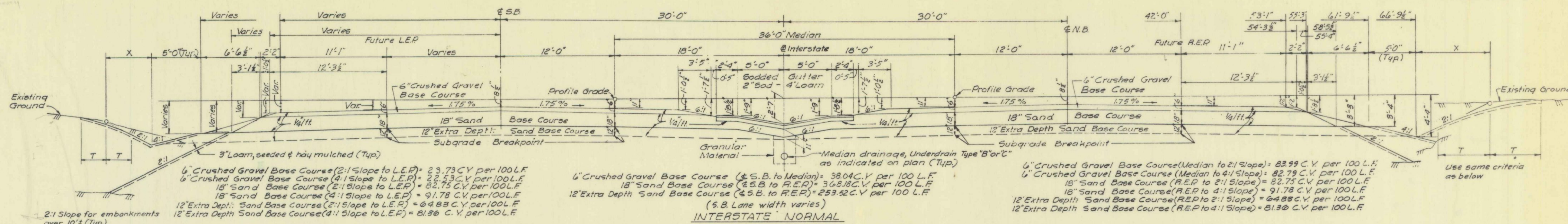
B. R. R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	PROJ. NO.	NO.	SHEETS	
1	MAINE	I-95-4(4)	2	62

FALMOUTH

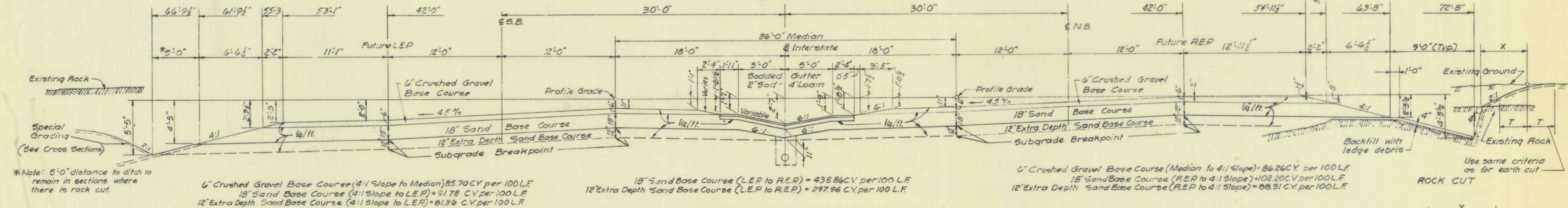
Where "X" equals 10' or less
 "T" equals X-2' otherwise
 "T" equals 7'-6"

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

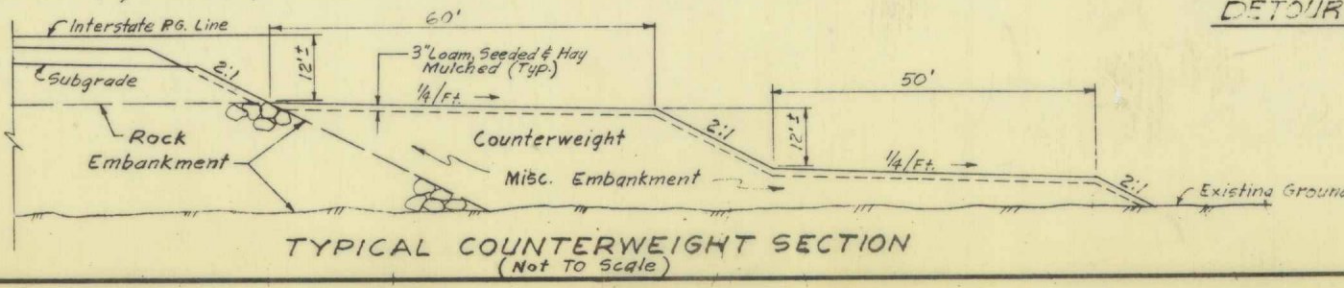
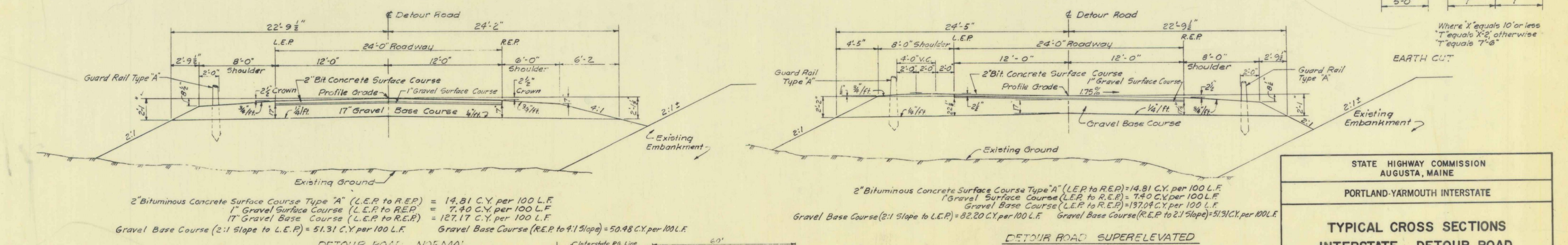
Note: For Interstate sections that
 require the use of Counterweights
 See Typ. Counterweight Section
 this sheet.



Note:
 Ditch to be an extra
 foot deep when required
 by soil conditions or when
 12" Extra Depth Sand Base
 Course is added.



2" BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"



STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
TYPICAL CROSS SECTIONS INTERSTATE, DETOUR ROAD & COUNTERWEIGHT	
SHEET NO. 2 OF 62	SCALE: HOR. 1"=5'-0" VERT. 1"=5'-0"
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	Om-14 640

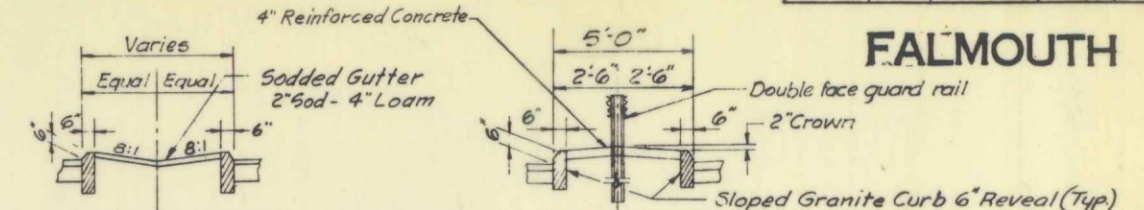
DES.	M.A.L.
DR.	E.T.W.
CHK.	J.C.P.-B.B.
APPD.	

Grading Contract - Stage Construction:
Interstate 95 and Ramps E & H to be constructed to the top
of the Crushed Gravel Base Course only, unless otherwise indicated or specified.

Paving - 3" Bituminous Concrete Surface Course Type "A"
Spur Connection & Ramps C & D

B. R. R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	MAINE	1-95-464	3	62

FALMOUTH



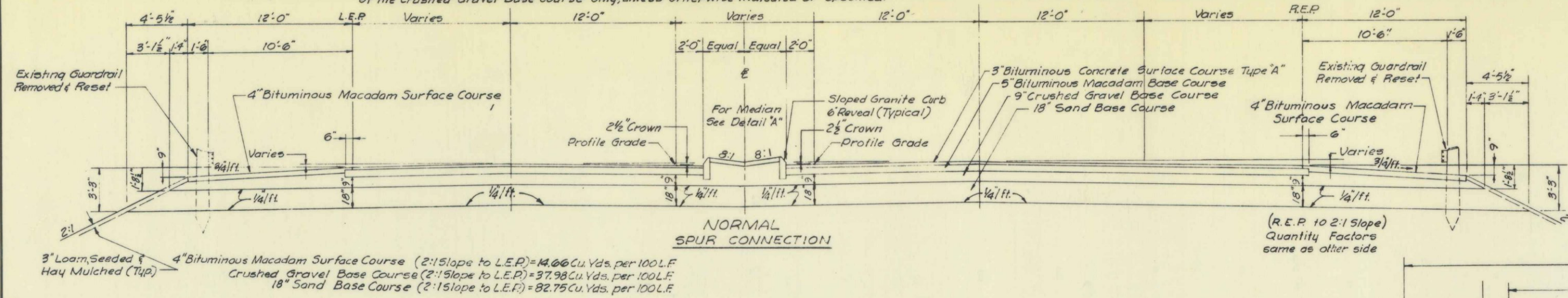
TYPICAL MEDIAN
STA 199+ to STA 204

TYPICAL MEDIAN
STA 205 to STA 208+44
(Excluding Bridge)

Transition from depressed median to crowned median, Sta 204 to Sta 205

DETAIL "A"

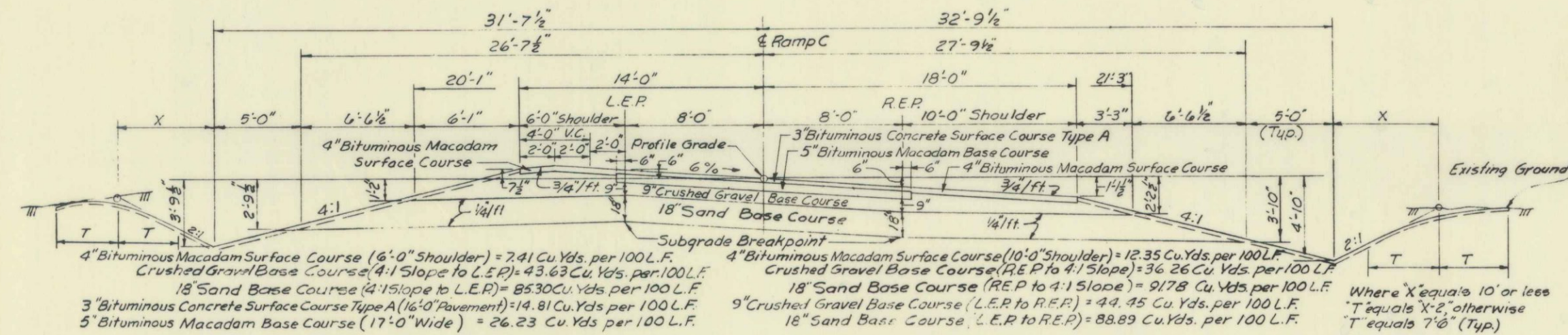
Note: Transition from 5' raised median to 4' raised median, to start at Sta 208+44 & end at Sta 210+09.21



NORMAL
SPUR CONNECTION

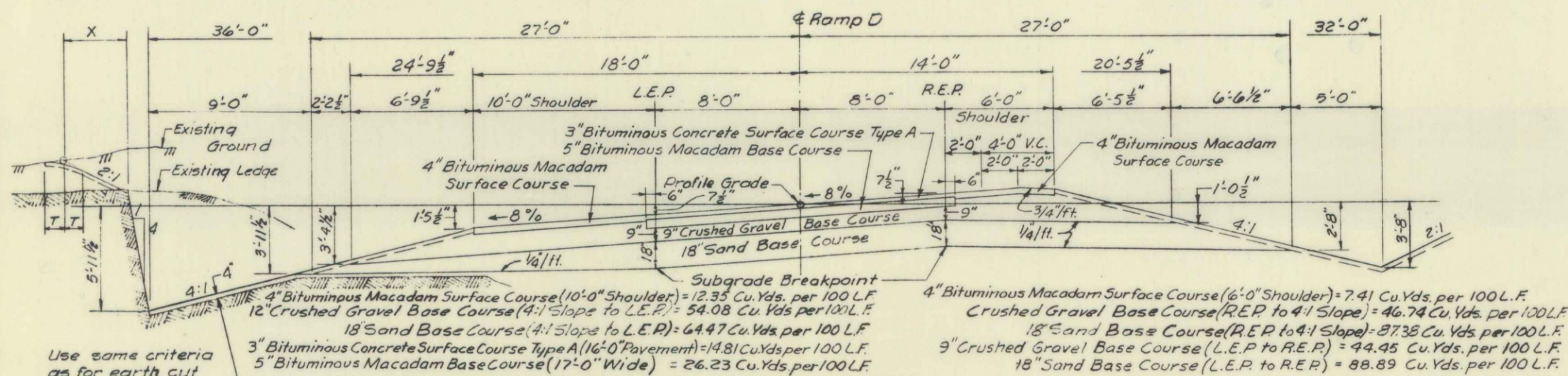
(R.E.P. to 2:1 Slope)
Quantity Factors
same as other side

3" Loom Seeded & Hay Mulched (Typ)
4" Bituminous Macadam Surface Course (2:1 Slope to L.E.P.) = 14.06 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (2:1 Slope to L.E.P.) = 37.98 Cu Yds. per 100 L.F.
18" Sand Base Course (2:1 Slope to L.E.P.) = 82.75 Cu Yds. per 100 L.F.



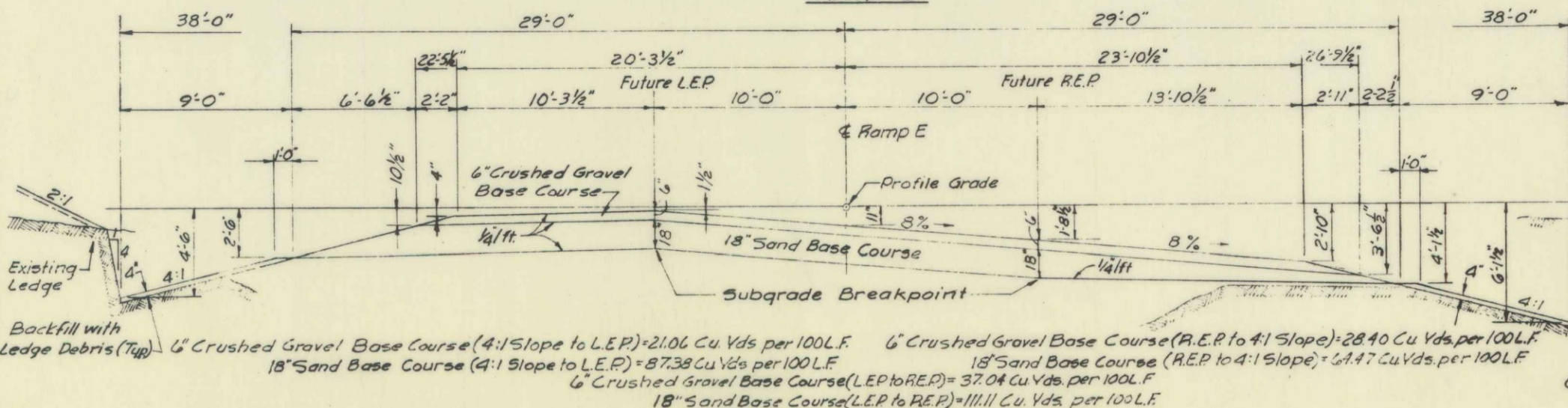
SUPERELEVATED
RAMP C

4" Bituminous Macadam Surface Course (6'-0" Shoulder) = 7.41 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (4:1 Slope to L.E.P.) = 43.63 Cu Yds. per 100 L.F.
18" Sand Base Course (4:1 Slope to L.E.P.) = 83.30 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



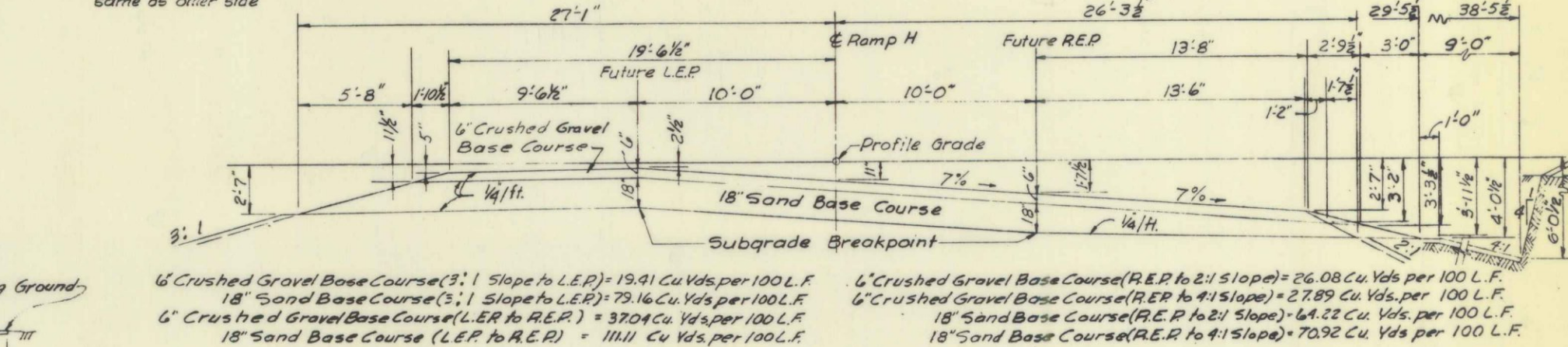
SUPERELEVATED
RAMP D

4" Bituminous Macadam Surface Course (10'-0" Shoulder) = 12.35 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 36.26 Cu Yds. per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



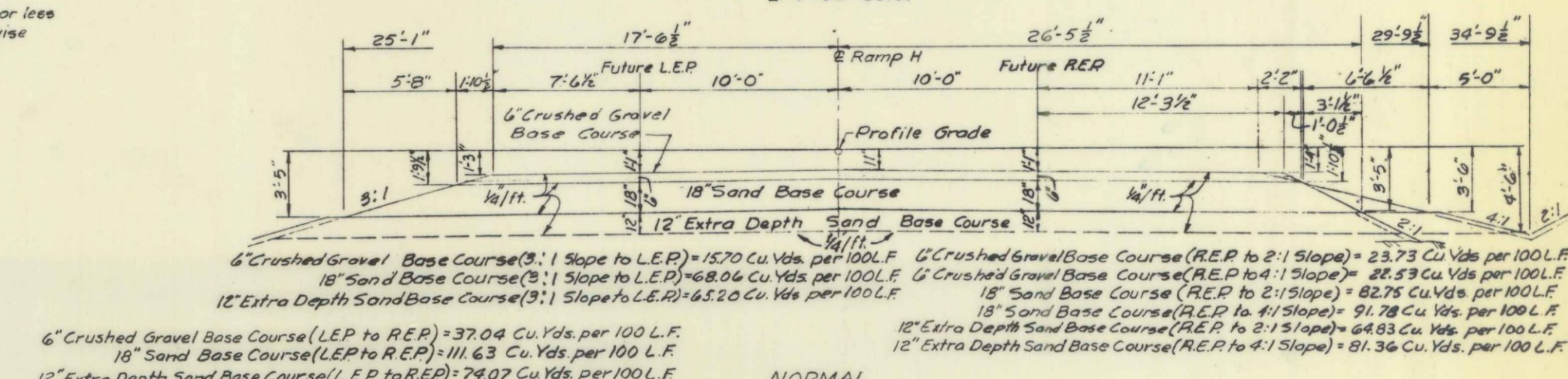
SUPERELEVATED
RAMP E

4" Bituminous Macadam Surface Course (10'-0" Shoulder) = 12.35 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 36.26 Cu Yds. per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



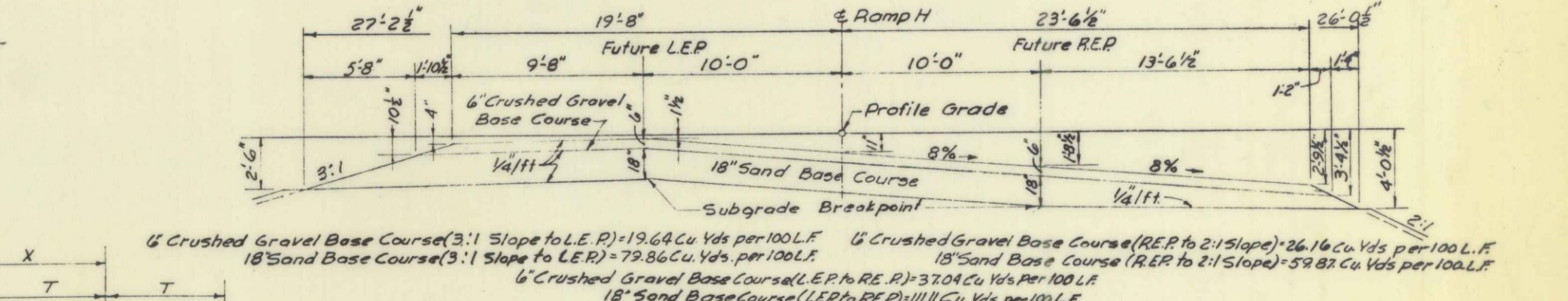
SUPERELEVATED
RAMP H

4" Bituminous Macadam Surface Course (10'-0" Shoulder) = 12.35 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 36.26 Cu Yds. per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



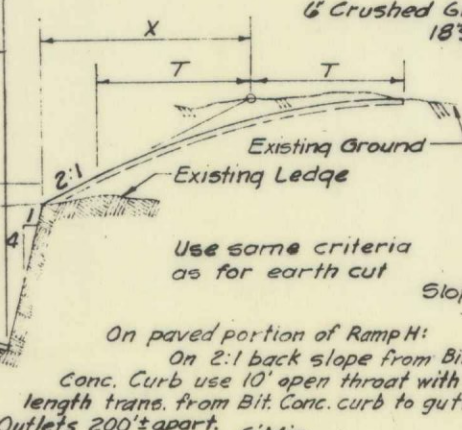
NORMAL
RAMP H

4" Bituminous Macadam Surface Course (10'-0" Shoulder) = 12.35 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 36.26 Cu Yds. per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



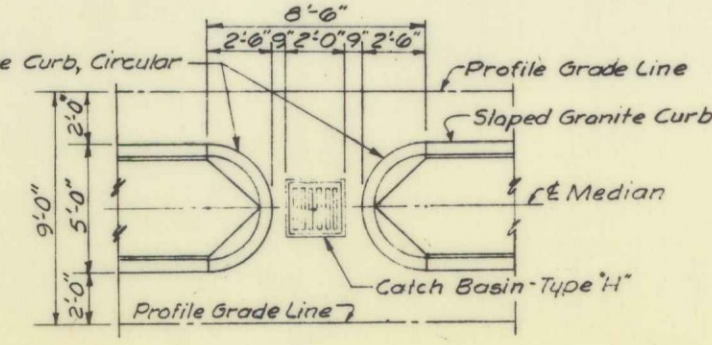
SUPERELEVATED
RAMP H

4" Bituminous Macadam Surface Course (10'-0" Shoulder) = 12.35 Cu Yds. per 100 L.F.
Crushed Gravel Base Course (R.E.P. to 4:1 Slope) = 36.26 Cu Yds. per 100 L.F.
18" Sand Base Course (R.E.P. to 4:1 Slope) = 91.78 Cu Yds. per 100 L.F.
3" Bituminous Concrete Surface Course Type A (16'-0" Pavement) = 14.81 Cu Yds. per 100 L.F.
5" Bituminous Macadam Base Course (17'-0" Wide) = 26.23 Cu Yds. per 100 L.F.



SODDED GUTTER OUTLET

Note: On Ramp H, outlets to start below sand base course on 2:1 back slope. Outlets 200' apart.



CATCH BASIN
AT MEDIAN

Note: Paving around Catch Basin to provide smooth transition to grade elevation.

Note:
A portion of Ramps E & H to be paved, see plan for limits.
The depth of materials to be the same as Ramp D.
On paved portion of Ramp H construct Bituminous Concrete Curb on low side of Super-elevated Section when Guard Rail is required.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

TYPICAL CROSS SECTIONS RAMPS C, D, E, H & SPUR CONNECTION

SHEET NO. 3 OF 62

SCALE: HOR. 1"=5'-0"
VERT. 1"=5'-0"

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

Qm-14
641

DES.	M.R.L.
DR.	E.T.W.
CHE.	B.B.
APP'D.	

FINAL																			
DRAINAGE																			
STATION	SIZE	A.C.C.M.P.	R.C.P.	A.C.C.M.P.	METHOD	PIPE CONN.	METAL ENDWALLS	CONCRETE ENDWALLS				A.C.C.M.		CATCH BASINS				HANDLAID RIFRAP	REMARKS
		LEFT		RIGHT				PORT CEMENT	REINF. STEEL-LBS.	6" BENDS	2" CONN. BANDS	TYPE "F"	TYPE "G"	TYPE "H"	TYPE "I"				
		L.F.		L.F.												P.C.C.	DEL'D.		
INTERSTATE																			
227+00 to 227+50	24			48	A		I												
227+50	24	30	104		A	I								2			1-8		
231+50													I						
234+00													I						
235+50	15	14	52		A	I							I						
239+50	15	16	52		A	I							I						
242+42 to 242+56	84				B Mod.			12.0	15	1029	1029						42.2	2-84" 386' long Bituminous Coated Struct. Plate Pipes (7 Gage) 2 Concrete Endwalls 659 C.Y. Gravel for Foundations	
243+50	15	18	76		A	I							I				1-9		
SPUR CONNECTION																			
201+00	15	14' between CBS	40	18	A	I										2	2		
205+30	15	50	28		A	I					2	4			I		2		
203+90	15	20	28		A	I													
RAMP E																			
14+70	24		32	26	A		I												
RAMP H																			
7+45	24	8	44	18	A	I	I												
LEDGE FILL AREA																			
N.B. RAMP																			
14+25	18		48	12	A	I													
15+94	24																25.6	58'-24" Cast Iron Pipe	

FINAL							
UNDERDRAIN							
STA. TO STA.	SIDE	UNDERDRAIN					REMARKS
		TYPE "B"-6" L.F.	TYPE "C"-12" L.F.	TYPE "C"-15" L.F.	OUTLETS L.F.	OUTLET (E.A.) MARKERS	
INTERSTATE							
227+00 to 227+48	Lt	48					On Rt. Under Ditch. Bend Around Pier.
227+58 to 231+48	Lt	390					
231+50 to 234+00	Rt	213.5					
231+52 to 233+98	Lt		247.5				
234+02 to 235+48	Lt		146				
235+56 to 239+48	Lt	392					On Lt. Under Ditch
239+545 to 243+48	Lt	393.5					
243+58 to 246+98	Lt	340					
232+ to 232+ Lt.	Lt.	85			110	1	
3+45 Rte to 5+50 Lt.	Ramp E	281					

SLOPED GRANITE CURB					
STA. TO STA.	SIDE	STRAIGHT	CIRCULAR		REMARKS
		LENGTH (L.F.)	LENGTH (L.F.)	RADIUS (FT.)	
SPUR CONNECTION					
199+85 to 200+96.25	Lt.	110.93			
199+85 to 200+96.25	Rt.	111.45			
200+96.25	Lt. & Rt.		6.25	2.0'	Curb Corners at Catch Basin
201+03.75	Lt. & Rt.		6.25	2.0'	Curb Corners at Catch Basin
201+03.75 to 202+25.84	Lt.	123.08			
201+03.75 to 202+25.84	Rt.	122.40			
203+51.95 to 205+25.75	Lt.	173.58			
203+51.95 to 205+25.75	Rt.	173.70			
205+25.75	Lt. & Rt.		8.0	2.5'	End Median at Catch Basin
205+34.25	Lt. & Rt.		8.0	2.5'	End Median at Catch Basin
205+34.25 to 205+52	Lt.	17.63			
205+34.25 to 205+52	Rt.	17.50			
207+82 to 210+09.21	Lt.	227.17			
207+82 to 210+09.21	Rt.	227.10			
210+09.21	Lt. & Rt.		6.25	2.0'	End Median - Spur Connection

FINAL			
BITUMINOUS CONCRETE CURB			
STA. TO STA.	SIDE	LENGTH	REMARKS
14+65 to 14+92	Rt.	27	None Placed
15+02 to 17+00	Rt.	203	

PRELIMINARY			
TREES REMOVED			
STATION	SIDE	DISTANCE	DESCRIPTION
UNLISTED LOCATIONS 10 - 9" to 24"			
UNLISTED LOCATIONS 10 - OVER 24"			

PRELIMINARY		
SAND BASE COURSE		
STA. TO STA.	QUANTITY (C.Y.)	REMARKS
INTERSTATE		
226+00 to 247+50	13,027	18" Depth
SPUR CONNECTION		
198+48 to 205+42	2,820	18" Depth
207+92 to 212+00	1,485	18" Depth
RAMP C		
1+13 to 7+50	1,378	18" Depth
RAMP D		
0+00 to 5+00	1,036	18" Depth
RAMP E		
0+00 to 16+74	3,918	18" Depth
RAMP H		
0+00 to 17+95	3,294	18" Depth
EXTRA DEPTH SAND BASE COURSE		
INTERSTATE		
238+50 to 240+50	885	12" Depth
243+25 to 245+25	993	12" Depth
RAMP H		
6+50 to 8+50	441	12" Depth
UNLISTED LOCATIONS		
	1,278	

PRELIMINARY		
GRAVEL BASE COURSE		
STA. TO STA.	QUANTITY (C.Y.)	REMARKS
DETOUR RD.		
BRIDGE	2,771	17" Depth
	585	

PRELIMINARY					
CLEARING LIMITS					
STATION	DIST. FROM (FT.)		STATION	DIST. FROM (FT.)	
	LT.	RT.		LT.	RT.
INTERSTATE					
227+00	94	30			
+50	88	115	238+00	190	113
228+00	85	150	+50	201	107
+50	96	136	239+00	201	101
229+00	80	133	+50	200	94
+50	86	132	240+00	214	94
230+00	95	131	+50	176	98
+50	102	122	241+00	221	99
231+00	93	124	+50	229	106
+15	94	124	242+00	288	180
+50	95	20	+50	281	233
+60	95	-	243+00	272	244
234+05	75	126	+50	118	229
+50	170	102	244+00	132	126
235+00	245	98	+50	102	95
+50	220	98	245+00	116	105
236+00	193	118	+50	116	106
+50	186	134	246+00	107	83
237+00	184	129	+60	104	89
+50	185	107	247+00	198	-
RAMP E					
3+20	-	45-67	5+50	70	70
+50	-	45-69	6+00	30	75
4+00	-	40-65	+50	40	75
+50	-	25-65	7+00	65	80
5+00	-	5-70	+50	65	80
+25	I	70			

PRELIMINARY		
RIGHT-OF-WAY FENCE		
STA. TO STA.	SIDE	METAL POSTS (L.F.)
INTERSTATE		
227+00 to 228+40	Lt.	140
234+05 to 241+67	Rt.	800
241+67 to 242+17	Rt.	112
242+17 to 247+00	Rt.	485
236+43 to 243+35	Lt.	655
243+35 to 244+00	Lt.	146
244+00 to 247+00	Lt.	300
RAMP E		
6+99 to 13+20	Lt.	770

PRELIMINARY		
CRUSHED GRAVEL BASE COURSE		
STA. TO STA.	QUANTITY (C.Y.)	REMARKS
INTERSTATE		
226+00 to 247+50	3,517	6" Depth
SPUR CONNECTION		
198+48 to 205+42	1,449	9" Depth
207+92 to 212+00	769	9" Depth
RAMP C		
1+13 to 7+50	702	9" Depth
RAMP D		
0+00 to 5+00	616	9" Depth
RAMP E		
0+00 to 16+74	1,408	6" Depth *
RAMP H		
0+00 to 17+95	1,104	6" Depth *

PRELIMINARY		
GRAVEL SURFACE COURSE		
STA. TO STA.	QUANTITY (C.Y.)	REMARKS
DETOUR RD.		
	150	1" Depth

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(4)	4	62

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

FALMOUTH

PRELIMINARY		
LOAM, SEED, & HAY MULCH*		
STA. TO STA.	SIDE	REMARKS
INTERSTATE		
227+00 to 247+00	Lt. & Rt.	On Slopes Below Subgrade (Including Counterweight)
SPUR CONNECTION		
198+48 to 201+50	Lt. & Rt.	On Slopes to Shoulder
201+50 to 205+50	Lt. & Rt.	6" Loam On Slopes to Shoulder
207+80 to 210+80	Lt. & Rt.	6" Loam On Slopes to Shoulder
210+80 to 212+00	Lt. & Rt.	On Slopes to Shoulder
RAMP C		
4+00 to 7+50	Lt. & Rt.	On Slopes to Shoulder
RAMP D		
0+00 to 5+00	Lt. & Rt.	On Slopes to Shoulder
RAMP E		
0+00 to 4+70	Lt. & Rt.	On Slopes to Shoulder
4+70 to 16+74	Lt. & Rt.	On Slopes Below Subgrade
RAMP H		
0+00 to 14+65	Lt. & Rt.	On Slopes Below Subgrade
14+65 to 17+95	Rt.	On Slopes to Shoulder

*3" Loam - 2 Lb. Hay Mulch Per S.Y., Except Where Noted.

PRELIMINARY		
LOAM EXCAVATION		
STA. TO STA.	QUANTITY (C.Y.)	REMARKS
UNLISTED LOCATIONS		
	1,100	

PRELIMINARY		
SODDING AND LOAM*		
STA. TO STA.	SIDE	REMARKS

FALMOUTH

ESTIMATED QUANTITIES

ITEM NOS.	DESCRIPTION	Preliminary		Final	
		QUANTITIES	UNIT	QUANTITIES	UNIT
905-42	Guard Rail, Removed & Reset	1,130	L.F.	2,114	L.F.
906-18	Fencing, Metal Posts	3,500	L.F.	3,566	L.F.
907-10	Hand Laid Riprap	70	C.Y.	83.2	C.Y.
907-12	Slope Paving for Bridge	985	S.Y.	1,019.5	S.Y.
908-8	Loam Excavation	1,100	C.Y.	-	C.Y.
908-9	Loam Borrow	3,000	C.Y.	6,267	C.Y.
909-7	Sodding	5,500	S.Y.	4,685	S.Y.
910-11	Seeding - Method No. 1	10	Acres	11.013	Acres
912-6	Hay Mulch	40	Tons	31.80	Tons
915-6	Right-of-Way Monuments	11	Each	11	Each
916-6	Underdrain Outlet Markers	2	Each	2	Each
917-6	Traffic Officers	400	Hrs.	104	Hrs.
919-7	Metal Sluice	50	L.F.	-	L.F.
927-6	Rigid Steel Conduit 3"	700	L.F.	928.7	L.F.
927-7	Bituminous Fiber or Cement Asbestos Conduit 3"-Type II	1,135	L.F.	1,035.7	L.F.
931-10	Portable Barricades	3	Each	3	Each
933-21	Temporary Electrical Work, Including Construction Signs with Warning Lights	Lump Sum	L.S.	1	L.S.
933-22	Light Standards Removed and Reset	5	Ea.	5	Ea.
933-23	Furnishing & Installing 15 Foot Bracket Arm on Light Standard Removed & Reset	1	Ea.	1	Ea.
933-24	Light Standards (New) with Transformer Base and 10 Foot Duplex Bracket Arm	4	Ea.	4	Ea.
933-25	Light Standards (New) with Transformer Base and 15 Foot Duplex Bracket Arm	1	Ea.	1	Ea.
933-26	Light Standard Foundations	5	Ea.	10	Ea.
933-27	Electrical Handholes	6	Ea.	7	Ea.
934-13	Oversized Portable Barricades with Flashing Lights	3	Ea.	3	Ea.
935-6	4 Inch Reinforced Concrete Paved Medians and Islands	120	S.Y.	112.4	S.Y.
* 503-11	Asphalt Mulch Binder	3000	Gals.	2,079	Gals.
* 702-105	Structural Steel, Field Painting	460,000	Lbs.	461,748	Lbs.
E.W.D.*1	Furnish, Install, Maintain and Remove Temporary Lights Operating Charges	Lump Sum	L.S.	1	L.S.
E.W.D.*2	Guard Rail, Type E (Steel Posts, Aluminum Beam & Fittings)	-	L.F.	350.0	L.F.
	Guard Rail, Type E, Terminal Sections (Aluminum)	-	Each	5	Each
	Guard Rail, Type E, Double Face (Steel Posts, Aluminum Beam & Fittings)	-	L.F.	775.0	L.F.
	Guard Rail, Type E, Double Face, Barrier Ends (Aluminum)	-	Each	14	Each
E.W.D.*3	Purchase, Maintain and Remove - 2 Poles	-	L.S.	1	L.S.
E.W.D.*4	Provide, Install and Remove - 12 Gugs and Anchors	-	L.S.	1	L.S.
E.W.D.*5	Temporary Connection to Two Street Lights	-	L.S.	1	L.S.
E.W.D.*8	Silicone Treatment on Bridge	-	S.Y.	383.8	S.Y.
E.W.D.*9	Replace Detour Crossover	-	L.S.	1	L.S.
	Structural Earth Excavation, Abutments - Below Grade	-	C.Y.	259	C.Y.
	Structural Earth Excavation, Piers - Below Grade	-	C.Y.	242	C.Y.
	Structural Rock Excavation, Abutments - Below Grade	-	C.Y.	139.1	C.Y.
	Steel Pile Cut-offs Received by State	-	Lbs.	19,372	Lbs.

PRELIMINARY

COMPUTATION FOR GRANULAR BORROW

Total Earth and Rock Embankment Required from Cross Sections *	120,000 C.Y.
Minus Available Embankment from Rock Excavation	- 66,300 C.Y.
Minus Embankment Required for Counterweights	- 19,000 C.Y.
Total Earth Embankment to be Stabilized	34,700 C.Y.
Stabilization Factor - 20%	x 0.20
Total Granular Borrow Required	6,940 C.Y.

* Includes 19,000 C.Y. of Embankment for Counterweight & 5,810 C.Y. of Embankment for Detour Rd.

QUANTITIES

ESTIMATED QUANTITIES

ITEM NOS.	DESCRIPTION	Preliminary		Final	
		QUANTITIES	UNIT	QUANTITIES	UNIT
201-5	Clearing	11	Acres	12.530	Acres
201-6	Selective Clearing & Thinning	4	Acres	6.993	Acres
202-5	Removing Trees (9"-24")	10	Each	4.5	Each
202-6	Removing Trees (over 24")	10	Each	3.5	Each
203-9	Earth Excavation	124,000	C.Y.	178,444	C.Y.
203-10	Rock Excavation	51,000	C.Y.	-	C.Y.
203-12	Muck Excavation	500	C.Y.	92	C.Y.
204-10	Structural Earth Excavation - Drainage	9,000	C.Y.	6,465	C.Y.
204-11	Structural Rock Excavation - Drainage	300	C.Y.	239.1	C.Y.
204-12	Structural Earth Excavation, Abutments & Retaining Walls	650	C.Y.	541	C.Y.
204-13	Structural Rock Excavation, Abutments & Retaining Walls	15	C.Y.	-	C.Y.
204-14	Structural Earth Excavation - Piers	1,300	C.Y.	600	C.Y.
204-15	Structural Rock Excavation - Piers	20	C.Y.	117	C.Y.
204-18	Structural Rock Excavation, Fencing	200	L.F.	124.0	L.F.
205-8	Common Borrow	1,000	C.Y.	-	C.Y.
205-9	Granular Borrow	7,000	C.Y.	1,164	C.Y.
207-10	Machine Aerating	200	Hrs.	-	Hrs.
301-7	Sand Base Course - In Place Measurement	31,000	C.Y.	31,856	C.Y.
302-7	Gravel Base Course - In Place Measurement	3,500	C.Y.	2,472	C.Y.
	Gravel for Foundations	700	C.Y.	859	C.Y.
302-9	Crushed Gravel Base Course - In Place Measurement	10,000	C.Y.	9,949	C.Y.
302-14	Gravel Backfill for Culverts	3,500	C.Y.	2,872.2	C.Y.
303-8	Bituminous Macadam Base Course	2,200	Tons	2,340.56	Tons
307-8	Reinforced Portland Cement Concrete Approach Slabs	160	S.Y.	155.15	S.Y.
308-5	Overhaul - In Place Measure	258,000	Y.W.	356,093	Y.W.
308-6	Overhaul - Pit Measure	39,000	Y.W.	7,275	Y.W.
309-5	Stripping Pits	9,000	C.Y.	2,880	C.Y.
310-6	Sprinkling	250	Units	-	Units
311-6	Calcium Chloride	20	Tons	19.5	Tons
401-11	Gravel Surface Course	150	C.Y.	56	C.Y.
403-13	Bituminous Macadam Surface Course	900	Tons	842.26	Tons
404-28	Bituminous Concrete Surface Course (Type A)	2,200	Tons	2,037.95	Tons
404-30	Bituminous Concrete Curb	235	L.F.	-	L.F.
502-7	Asphalt Cement	17,000	Gals.	18,358	Gals.
503-8	Emulsified Asphalt (Quick Setting Grade)	13,000	Gals.	13,455	Gals.
602-11	15 Inch Asphalt Coated Corrugated Metal Pipe	110	L.F.	152	L.F.
602-12	18 Inch Asphalt Coated Corrugated Metal Pipe	20	L.F.	12	L.F.
602-14	24 Inch Asphalt Coated Corrugated Metal Pipe	140	L.F.	139	L.F.
602-22	84 Inch Bituminous Coated Structural Plate Pipe (7 Gage)	780	L.F.	772	L.F.
602-23	15 Inch x 6 Feet Asphalt Coated Corrugated Metal Bends	4	Each	2	Each
602-24	15 Inch x 2 Feet Asphalt Coated Corrugated Metal Connecting Bands	8	Each	4	Each
603-11	15 Inch Reinforced Concrete Pipe	300	L.F.	324	L.F.
603-12	18 Inch Reinforced Concrete Pipe	60	L.F.	56	L.F.
603-13	24 Inch Reinforced Concrete Pipe	210	L.F.	196	L.F.
605-25	Catch Basins - Type F	5	Each	6	Each
605-26	Catch Basins - Type G	2	Each	2	Each
605-27	Catch Basins - Type H	1	Each	1	Each
605-28	Catch Basins - Type I	2	Each	2	Each
606-10	Underdrain, Type B	2,100	L.F.	2,203	L.F.
606-11	12 Inch Underdrain, Type C	450	L.F.	393.5	L.F.
606-16	Underdrain Outlets	50	L.F.	110	L.F.
607-10	Metal End Walls for 24 Inch Pipe	3	Each	3	Each
608-6	24 Inch Cast Iron Pipe	60	L.F.	65.5	L.F.
701-33	Portland Cement Concrete Abutments & Retaining Walls	370	C.Y.	359.24	C.Y.
701-37	Portland Cement Concrete, Substructure, Columns, Column Bases, Bents, Collision Walls, Girders, Struts, Etc.	520	C.Y.	492.78	C.Y.
701-40	Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges	475	C.Y.	505.88	C.Y.
701-45	Portland Cement Concrete, Culvert End Walls	10	C.Y.	12.00	C.Y.
701-47	Portland Cement	2,240	Bbls.	2,354.1	Bbls.
701-50	Wrought Iron Scuppers	25	Each	25	Each
701-53	Portland Cement Concrete Fill (Class B)	140	C.Y.	241.78	C.Y.
702-103	Structural Steel - Fabricated and Delivered	460,000	Lbs.	461,748	Lbs.
702-104	Structural Steel - Erection	460,000	Lbs.	461,748	Lbs.
705-13	Reinforcing Steel, Delivered	239,000	Lbs.	230,724	Lbs.
705-14	Reinforcing Steel, Placing	239,000	Lbs.	230,724	Lbs.
708-16	Steel H-Beam Piles - 42 Lbs. /Ft.	2,150	L.F.	1,813.0	L.F.
708-20	Pile Loading Test	1	Each	-	Each
709-6	Membrane Waterproofing	1,920	S.Y.	1,929.9	S.Y.
710-6	Waterproofing Joints	55	L.F.	39.0	L.F.
804-6	French Drains	105	C.Y.	91.6	C.Y.
806-7	Aluminum Rail, Delivered & Erected	515	L.F.	512.55	L.F.
807-5	Cut Slope Drains	500	L.F.	329	L.F.
901-12	Sloped Granite Curb	1,320	L.F.	1,304.5	L.F.
901-13	Sloped Granite Curb, Circular	40	L.F.	34.75	L.F.
905-23A	Temporary Guard Rail, Type A	1,150	L.F.	1,150.0	L.F.
905-27	Guard Rail, Type E	300	L.F.	-	L.F.
905-31A	Anchorage for Temporary Guard Rail	4	Each	4	Each
905-37	Guard Rail Type E - Terminal Sections	5	Each	-	Each
905-38	Guard Rail Type E - Double Face	800	L.F.	-	L.F.
905-39	Guard Rail Type E - Double Face - Barrier Ends (Standard Section)	10	Each	-	Each
905-41	Guard Rail, Removed & Stacked	236	L.F.	330	L.F.

FINAL

R.O.W. MONUMENTS			
STATION	LT.	RT.	NO.
INTERSTATE			
228+35	150		1
234+03.27		150	1
236+43.2	272		1
239+67.08		150	1
241+67.08	280	150 & 250	3
244+00	150 & 280		2
RAMP E			
7+00	70'		1
9+20.09	70'		1

PRELIMINARY

GUARD RAIL TO BE REMOVED, RESET OR STACKED			
STA. TO STA.	SIDE	LENGTH (L.F.)	REMARKS
REMOVED			
SPUR CONNECTION			
198+67 to 206+95	Rt.	700	TYPE "D"
198+67 to 205+45	Lt.	560	TYPE "D"
205+88 to 206+38	Lt.	50	TYPE "D"
207+55 to 208+05	Rt.	50	TYPE "D"
RESET			
SPUR CONNECTION			
198+67 to 205+35	Rt.	542	TYPE "D"
201+45 to 205+40	Lt.	269	TYPE "D"
RAMP H			
14+65 to 17+80	Rt.	313	TYPE "D"
STACKED			
		236'	

FINAL

GUARD RAIL TYPE "A" (TEMPORARY)				
STA. TO STA.	SIDE	LENGTH	ANCHORS	REMARKS
		L.F.	EA.	
DETOUR RD.				
0+00 to 8+50	Lt.	850	2	
5+50 to 8+50	Rt.	300	2	

PRELIMINARY

SUMMARY OF CLASSIFIED EXCAVATION & BORROW	
Total Excavation from Cross Sections *	172,612 C.Y.
Minus Rock Excavation	- 51,000 C.Y.
Minus Unsuitable Material	- 30,000 C.Y.
Sub-total Earth Excavation from Cross Sections	92,612 C.Y.
Plus Unlisted Locations of Miscellaneous Earth Excavation	+ 1,388 C.Y.
Grand Total Usable Earth Excavation	94,000 C.Y.
Estimated Earth Shrinkage Factor - 15%	x 0.85
Available Embankment from Earth Excavation	79,900 C.Y.
Total Rock Excavation from Cross Sections	50,240 C.Y.
Plus Unlisted Locations of Miscellaneous Rock Excavation	+ 760 C.Y.
Grand Total Estimated Rock Excavation	51,000 C.Y.
Estimated Rock Swellage Factor - 30%	x 1.30
Available Embankment from Rock Excavation	66,300 C.Y.
Plus Available Embankment from Earth Excavation	+ 79,900 C.Y.
Estimated Grand Total Excavation Available for Embankment	146,200 C.Y.
Earth Embankment Required from Cross Sections **	58,321 C.Y.
Plus Unlisted Earth Embankment	+ 679 C.Y.
Plus Rock Embankment Required from Cross Sections (In Counterweight Area)	+ 38,022 C.Y.
Plus Rock Embankment Required for Veranda St. Ledge Fill Area	+ 22,000 C.Y.
Plus Unlisted Rock Embankment	+ 978 C.Y.
Total Embankment Required	120,000 C.Y.
Minus Available Embankment	- 146,200 C.Y.
Surplus Embankment Available	26,200 C.Y.

* Includes 637 C.Y. of Excavation for Detour Rd. & 4,244 C.Y. of Removal of Detour Rd.
** Includes 19,000 C.Y. of Embankment for Counterweight & 5,810 C.Y. of Embankment for Detour Rd.

FINAL

GUARD RAIL TYPE "E"				
STA. TO STA.	SIDE	LENGTH (L.F.)	TERMINAL SECTIONS (EACH)	REMARKS
SPUR CONNECTION				
208+00 to 208+75	Lt.	75	2	
209+82.5 to 210+31.5	Rt.	50	1	Nose - Ramp "C"
RAMP C				
1+32.5 to 2+32.5	Lt.	100		Nose - Spur Conn.
4+28.5 to 5+00	Rt.	50	1	Nose - Ramp E
RAMP E				
4+13 to 4+63	Lt.	50		Nose - Ramp C
GUARD RAIL TYPE "E" DOUBLE FACE				
SPUR CONNECTION				
200+09.0 to 200+46.5	Med.	37.5	2	
200+52.5 to 202+15	Med.	162.5	2	
202+21 to 204+09.61	Med.	62.5	2	
204+16.5 to 205+41.15	Med.	125	2	
205+47.15	Med.		1	
BRIDGE				
207+84.65 to 207+97.15	Med.	10	1	
208+02.5 to 209+40	Med.	137.5	2	

Note: Between Ramp C and Spur
Note: Between Ramp C and Ramp E

PRELIMINARY

PAVING QUANTITIES				
STA. TO STA.	3" BITUMINOUS CONC. SURF. COURSE - TYPE "A"	4" BITUMINOUS * MAC. SURFACE COURSE	5" BITUMINOUS ** MAC. BASE COURSE	2" BITUMINOUS CONC. SURF. COURSE - TYPE "A"
	QUANTITY (TONS)	QUANTITY (TONS)	QUANTITY (TONS)	QUANTITY (TONS)
SPUR CONNECTION				
198+48 to 205+42	683	288	905	227
BRIDGE				
207+92 to 212+00	327	51	492	
RAMP C				
1+13 to 7+50	192	185	289	
RAMP D				
0+00 to 5+00	132	161	199	
RAMP E				
0+00 to 4+70	140	104	211	
RAMP H				
14+65 to 17+95	57	52	86	
DETOUR RD.				428

* Use 15.5 Gals. of Emulsified Asphalt per ton of 4", Bituminous Macadam Surface Course

** Use 7.4 Gals. of Asphalt Cement per ton at 5", Bituminous Macadam Base Course

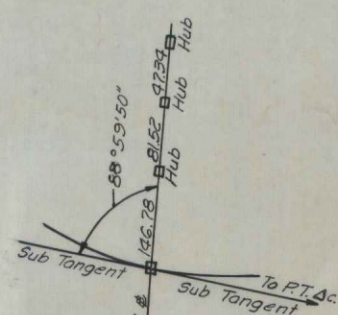
INTERSTATE

$R_1 = 233 + 09.92$
 $\Delta = 28^\circ 21' 40''$
 $\Delta c = 29^\circ 41' 40''$
 $D = 1^\circ 50' 00''$
 $R = 3125.23'$
 $T_s = 689.81'$
 $\theta_s = 1^\circ 50' 00''$
 $L_s = 200.00'$
 $L_c = 1346.97'$
 $L_t = 133.34'$
 $S_t = 66.67'$
 $P = 0.53'$
 $M = 100.00'$
 $E = 74.54'$

CURVE 13

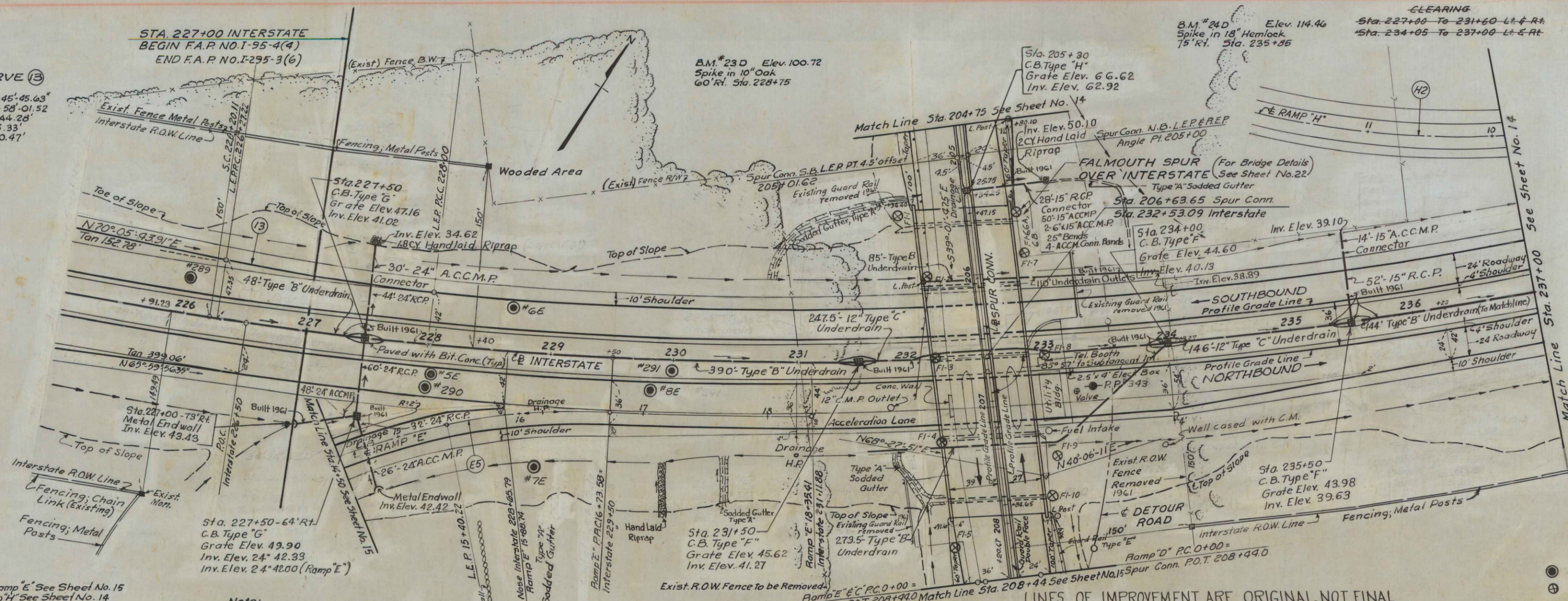
$\Delta = 6^\circ 45' 45.63''$
 $D = 3^\circ 58' 01.52''$
 $R = 1444.28'$
 $T = 85.33'$
 $L = 170.47'$

S.C. 226 + 20.11



Note:
 Curve Data for Ramp "E" See Sheet No. 15
 Curve Data for Ramp "H" See Sheet No. 14

STA. 227+00 INTERSTATE
 BEGIN F.A.P. NO. I-95-4(4)
 END F.A.P. NO. I-295-3(6)



PLAN AND PROFILE

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

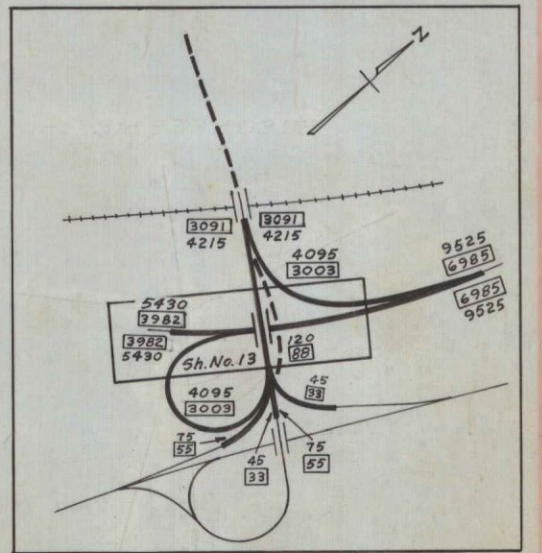
LINES OF IMPROVEMENT ARE ORIGINAL, NOT FINAL

Final Note: All things pertaining to the former Toll Plaza, namely: Conc. Islands, Toll Booths, Gas Tank, Well, Guard Fence, Poles, etc. were Removed 1961.

B.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	PROJ. NO.	NO.	NO.	SHEETS
1	MAINE	I-95-4(4)	13	62

FAY, SPOFFORD & THORNDIKE, INC.
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FALMOUTH



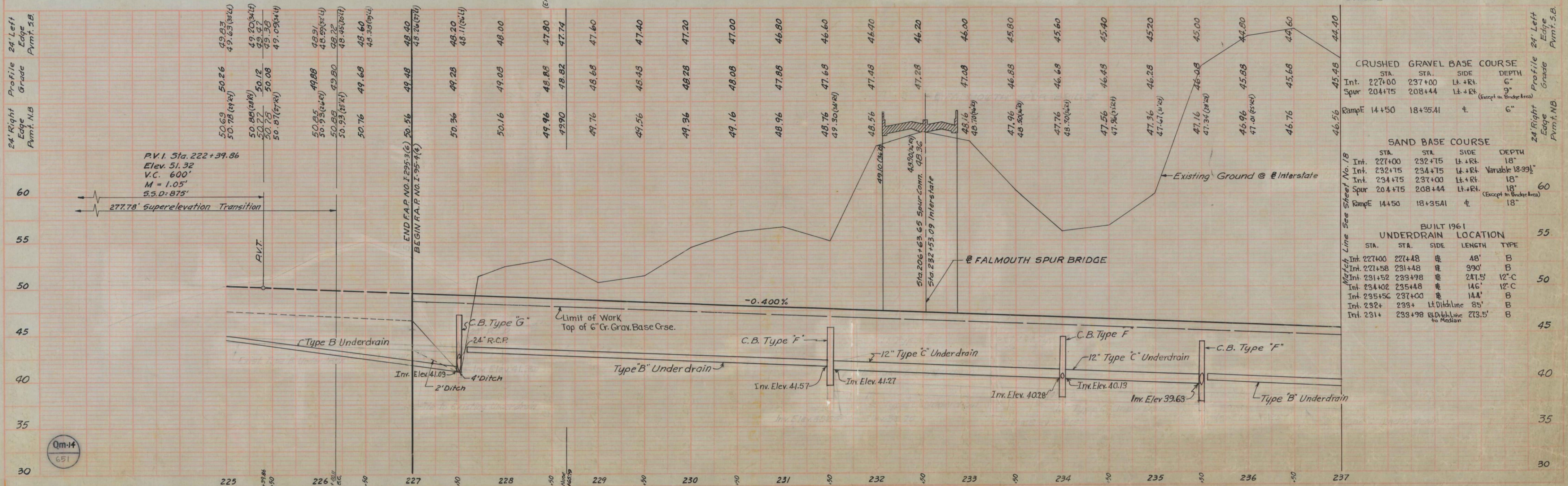
KEY PLAN

P.I. Sta. 233+09.92

LEGEND

- Auger Boring
- Wash Boring

STA. 227+00 TO STA. 237+00



CRUSHED GRAVEL BASE COURSE

STA.	STA.	SIDE	DEPTH
Int. 227+00	237+00	Lt. + Rt.	6"
Spur 204+75	208+44	Lt. + Rt.	9"
Ramp E 14+50	18+35.41	±	6"

SAND BASE COURSE

STA.	STA.	SIDE	DEPTH
Int. 227+00	232+75	Lt. + Rt.	18"
Int. 232+75	234+75	Lt. + Rt.	Variable 18-39"
Int. 234+75	237+00	Lt. + Rt.	18"
Spur 204+75	208+44	Lt. + Rt.	18"
Ramp E 14+50	18+35.41	±	18"

BUILT 1961 UNDERDRAIN LOCATION

STA.	STA.	SIDE	LENGTH	TYPE
Int. 227+00	227+48	±	48'	B
Int. 227+58	231+48	±	390'	B
Int. 231+52	233+98	±	247.5'	12" C
Int. 234+02	235+48	±	146'	12" C
Int. 235+56	237+00	±	144'	B
Int. 232+	233+	Lt. Ditch Line	85'	B
Int. 231+	233+98	Lt. Ditch Line to Median	273.5'	B

PLAN	DATE	BY	DATE
REVISION			
1. PLOTTED	5-25-58	R.S.S.	
2. CHECKED			
3. APPROVED			

PROFILE	DATE	BY	DATE
REVISION			
1. PLOTTED	5-25-58	R.S.S.	
2. CHECKED			
3. APPROVED			

INTERSTATE CURVE DATA

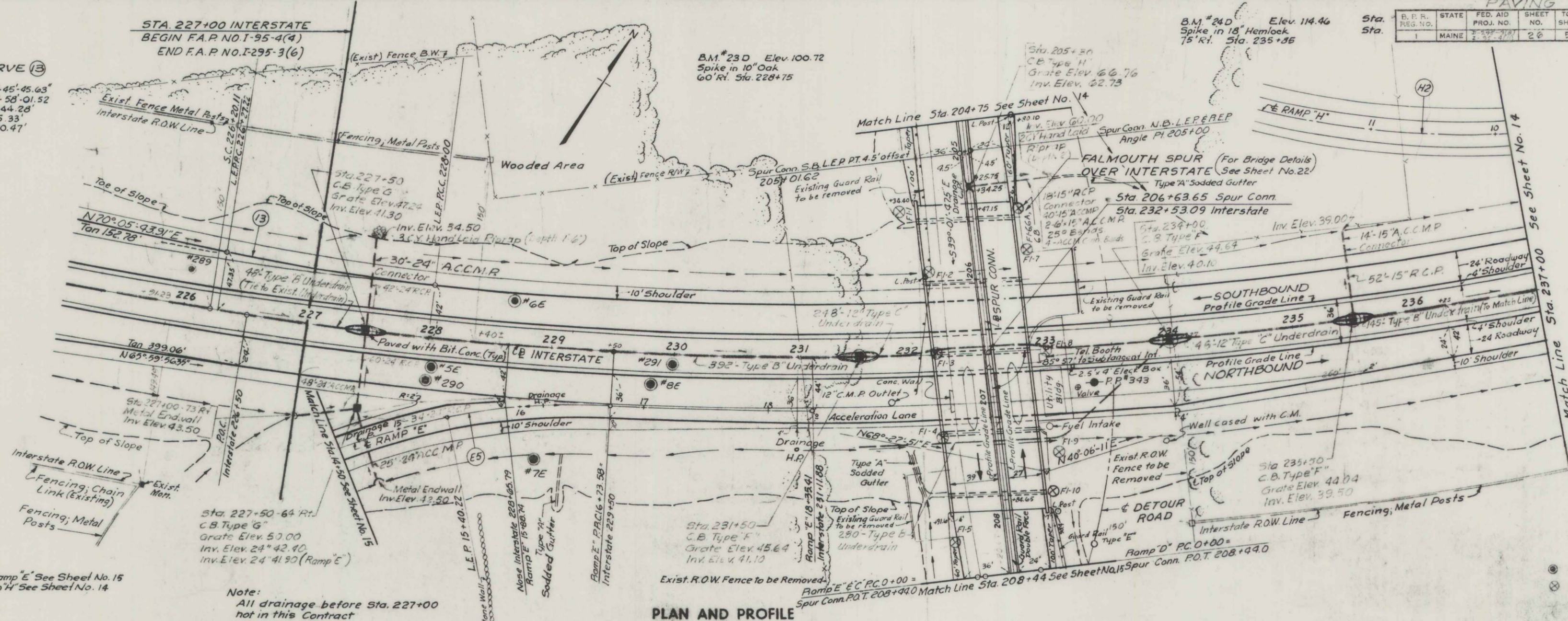
$P.I. = 233+09.92$
 $\Delta = 28^{\circ}21'40''$
 $\Delta C = 29^{\circ}41'40''$
 $D = 1^{\circ}50'00''$
 $R = 3125.23'$
 $T_s = 699.81'$
 $\theta_s = 1^{\circ}50'00''$
 $L_s = 200.00'$
 $L_c = 1346.97'$
 $L_t = 133.34'$
 $S_t = 66.67'$
 $P = 0.53'$
 $K = 100.00'$
 $E = 74.54'$

CURVE 13
 $\Delta = 6^{\circ}45'45.03''$
 $D = 3^{\circ}58'01.52''$
 $R = 1444.28'$
 $T = 85.33'$
 $L = 170.47'$

S.C. 226 + 20.11

Note:
 Curve Data for Ramp "E" See Sheet No. 15
 Curve Data for Ramp "H" See Sheet No. 14

STA. 227+00 INTERSTATE
 BEGIN F.A.P. NO. I-95-4(4)
 END F.A.P. NO. I-295-3(6)



PLAN AND PROFILE

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

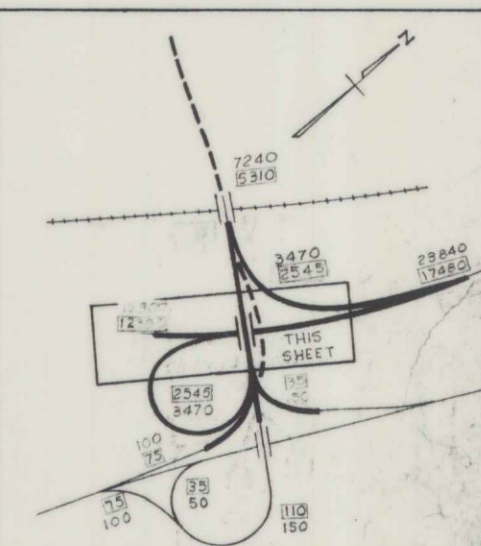
STA. 227+00 TO STA. 237+00

LEGEND
 - Auger Boring
 - Wash Boring

B. P. R.	STATE	FED. AID	SHEET	TOTAL
NO.	NO.	NO.	NO.	SHEETS
1	MAINE	1-95-4(4)	13	62

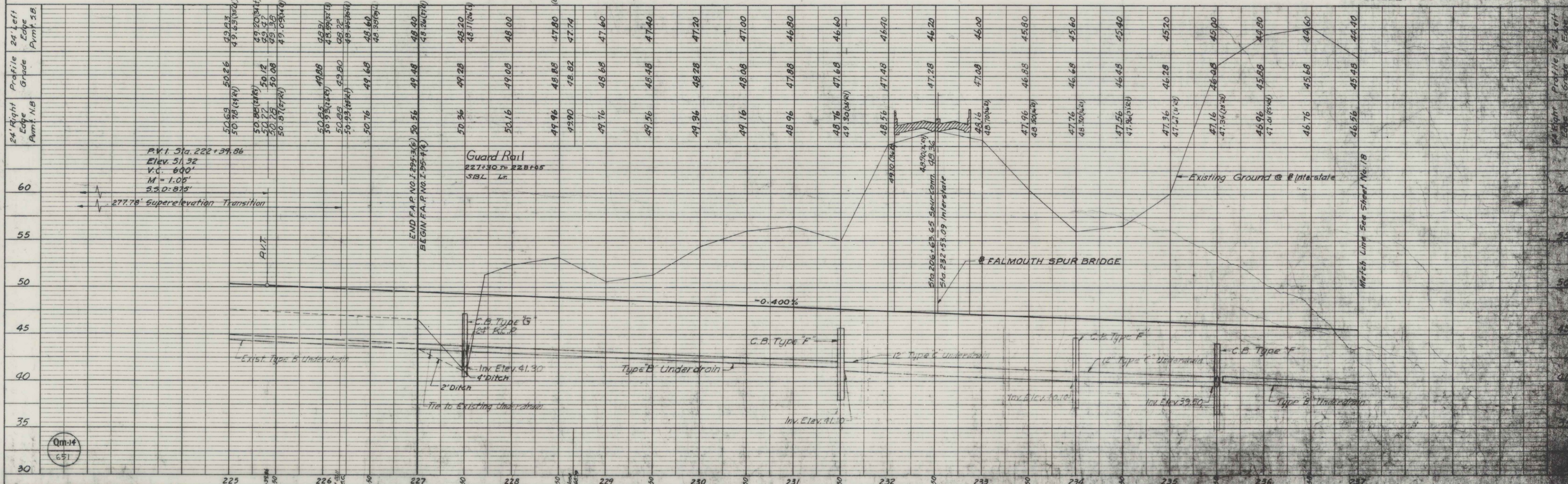
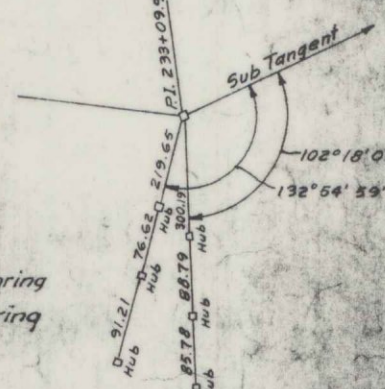
FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS
 BOSTON PORTLAND

FALMOUTH



KEY PLAN

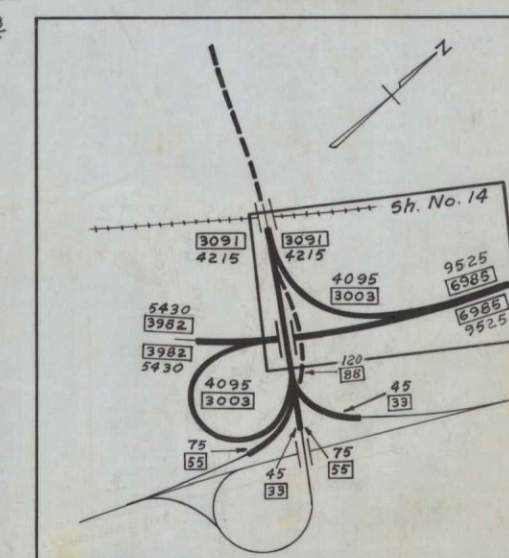
P.I. Sta. 233+09.92



B.P.R. REG. No.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOT. SHEETS
1	MAINE	I-95-4(4)	14	63

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Curve No	Δ	D	R	T	L
S1	45°-19'-40"	1° 00'-00"	5729.58'	2392.49'	4532.78'
S2	3°15'-30.24"	1°00'-00"	5729.58'	162.96'	325.84'
S3	3°15'-30.24"	1°37'-27"	3527.71'	100.34'	200.62'
S4	3°11'-58.90"	4° 00'-00"	1432.40'	40.01'	79.99'

Note:

Existing Guard Rail Removed, reset
at following locations :

SPUR CONNECTION

STA. 198+72.5 to STA. 205+32.5 Rt.

STA. 201+45 to STA. 205+41.9 - Lt.

RAMP "H"

STA. 14+65 to STA. 17+80 - RT.

RAMP "I

STA. 1+80 to STA. ~~6+27~~ - RT.

RAMP "C"

~~STA. 2+32.5 to STA. 6+96 - LT.~~

Curve No.	Δ	D	R	T	L
H 1	8°-00'-00"	1°54'-34.96"	2874.79'	201.02'	401.40'
H 2	23°-09'-27.0"	7°53'-23.31"	726.20'	148.79'	293.51'
H 3	43°-00'-22.0"	22°02'-12.62"	260.00'	102.43'	195.16'
H 4	15°-14'-38.28"	9°-49'-42.35"	582.96'	78.01'	155.10'
H 5	7°-41'-12.46"	3°-04'-19.18"	1865.10'	125.30'	250.22'

~~CLEARING~~
~~Sta. 237+00 to Sta. 246+60 Rt.~~
~~Sta. 237+00 to Sta. 247+00 Lt.~~

Interstate Curve Data

P.I. 233 + 09.92

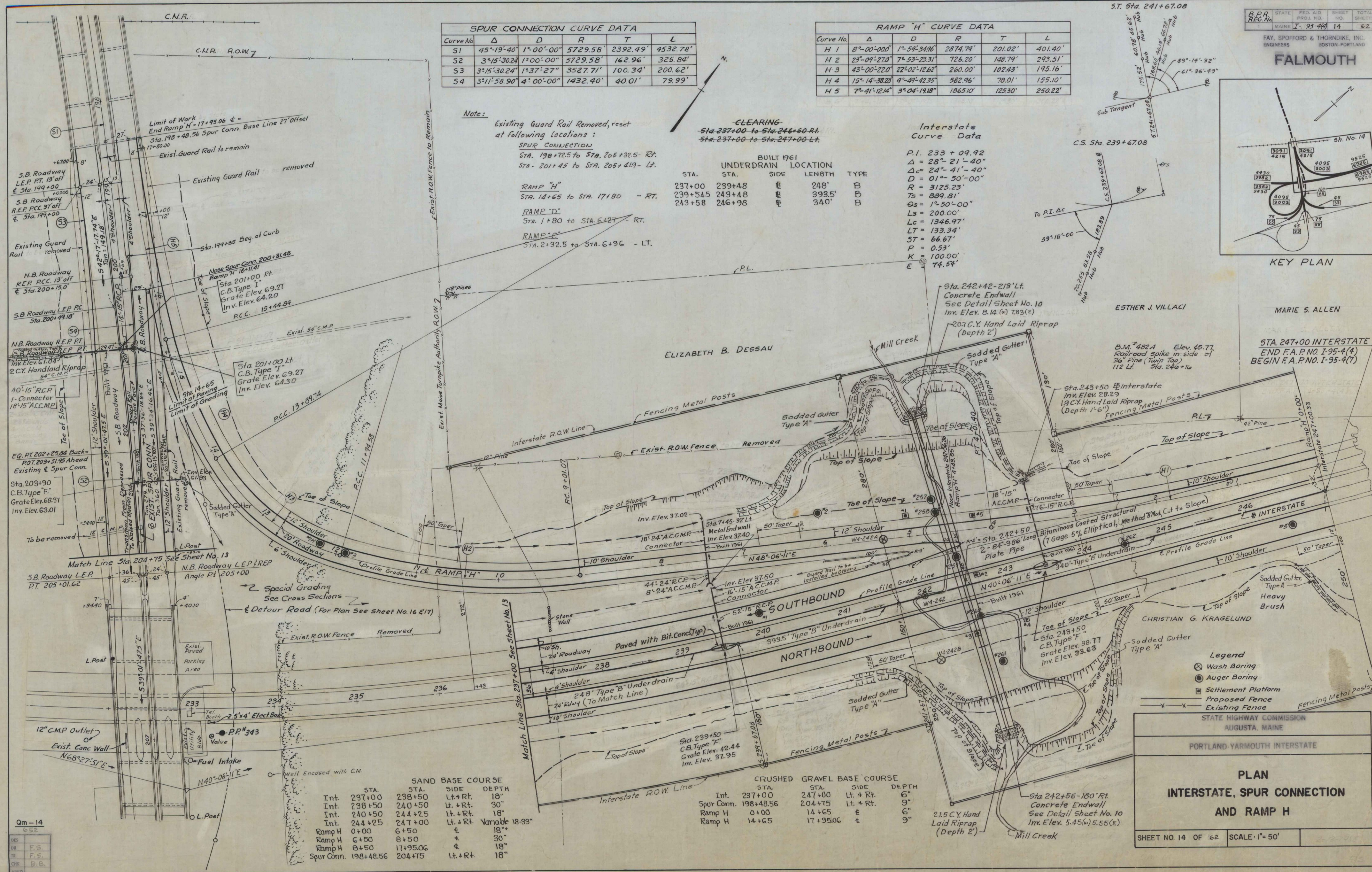
$$\Delta = 28^{\circ} - 21' - 40''$$
$$\Delta_c = 24^\circ - 41' - 40''$$
$$D = 01^{\circ} - 50' - 00''$$
$$R = 3125.23'$$
$$T_s = 889.81'$$
$$\theta_s = 1^\circ - 50' - 00''$$
$$L_s = 200.00'$$
$$L_c = 1346.97'$$

ST = 66.67'

$$P = 0.53'$$
$$K = 100.00'$$

F 74.54'

2



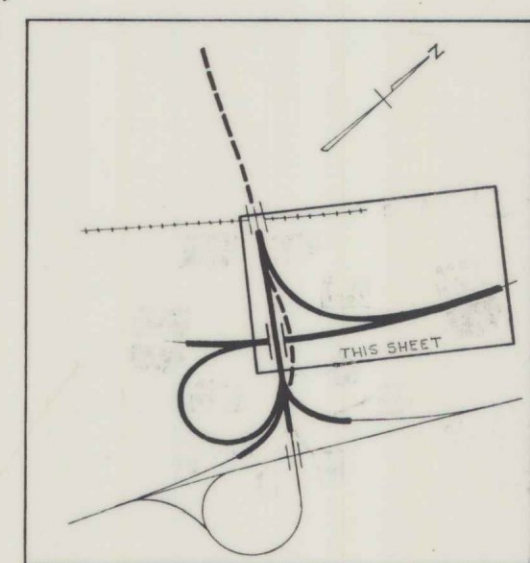
SHEET NO. 14 OF 62	SCALE: 1" = 50'
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SCALE: 1" = 50'

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(14)	27	50

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(14)	27	50

FALMOUTH



KEY PLAN

Curve No.	Δ	D	R	T	L
S1	45°-19'-40"	1°-00'-00"	5729.58'	2392.49'	4532.78'
S2	3°-15'-30.24"	1°-00'-00"	5729.58'	162.96'	325.84'
S3	3°-15'-30.24"	1°-37'-27"	3527.71'	100.34'	200.62'
S4	3°-11'-58.90"	4°-00'-00"	1432.40'	40.01'	79.99'

Curve No.	Δ	D	R	T	L
H 1	6°-00'-00"	1°-54'-34.96"	2874.79'	201.02'	401.40'
H 2	23°-09'-27.0"	7°-53'-23.31"	726.20'	148.79'	293.51'
H 3	43°-00'-22.0"	22°-02'-12.62"	260.00'	102.43'	195.16'
H 4	15°-14'-38.28"	4°-49'-42.35"	562.96'	78.01'	155.10'
H 5	7°-41'-12.14"	3°-04'-19.18"	1865.10'	125.30'	250.22'

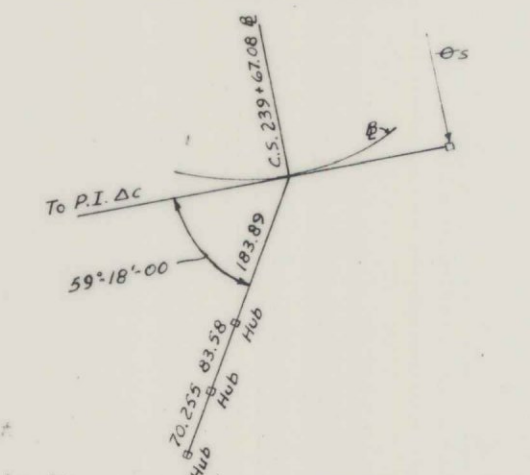
Note:
Existing Guard Rail to be reset at following locations:
SPUR CONNECTION
Sta. 198+67 to Sta. 205+35 - Rt.
Sta. 201+45 to Sta. 205+40 - Lt.
RAMP "H"
Sta. 14+65 to Sta. 17+80 - Rt.

CLEARING
Sta. 237+00 to Sta. 246+60 Rt.
Sta. 237+00 to Sta. 247+00 Lt.

Interstate Curve Data

P.I. 233 + 09.92
Δ = 28°-21'-40"
Δc = 24°-41'-40"
D = 01°-50'-00"
R = 3125.23'
Ts = 889.81'
Qs = 1°-50'-00"
Ls = 200.00'
Lc = 1346.97'
LT = 133.34'
ST = 66.67'
P = 0.53'
K = 100.00'
E = 74.54'

C.S. Sta. 239+67.08



ESTHER J. VILLACI

MARIE S. ALLEN

STA. 247+00 INTERSTATE
END F.A.P. NO. I-95-4(14)
BEGIN F.A.P. NO. I-95-4(17)

B.M. #482A Elev. 45.77
Railroad spike in side of 36" Pine (Twin Top)
112 Lt. Sta. 246+16

Sta. 243+50 Interstate
Inv. Elev. 27.60
20' Hand Laid Riprap
Depth 1'-6"

Sta. 244+25 Stop
Sodded Gutter
Type A

Top of Slope

10' Shoulder

50' Taper

10' Shoulder

50' Taper

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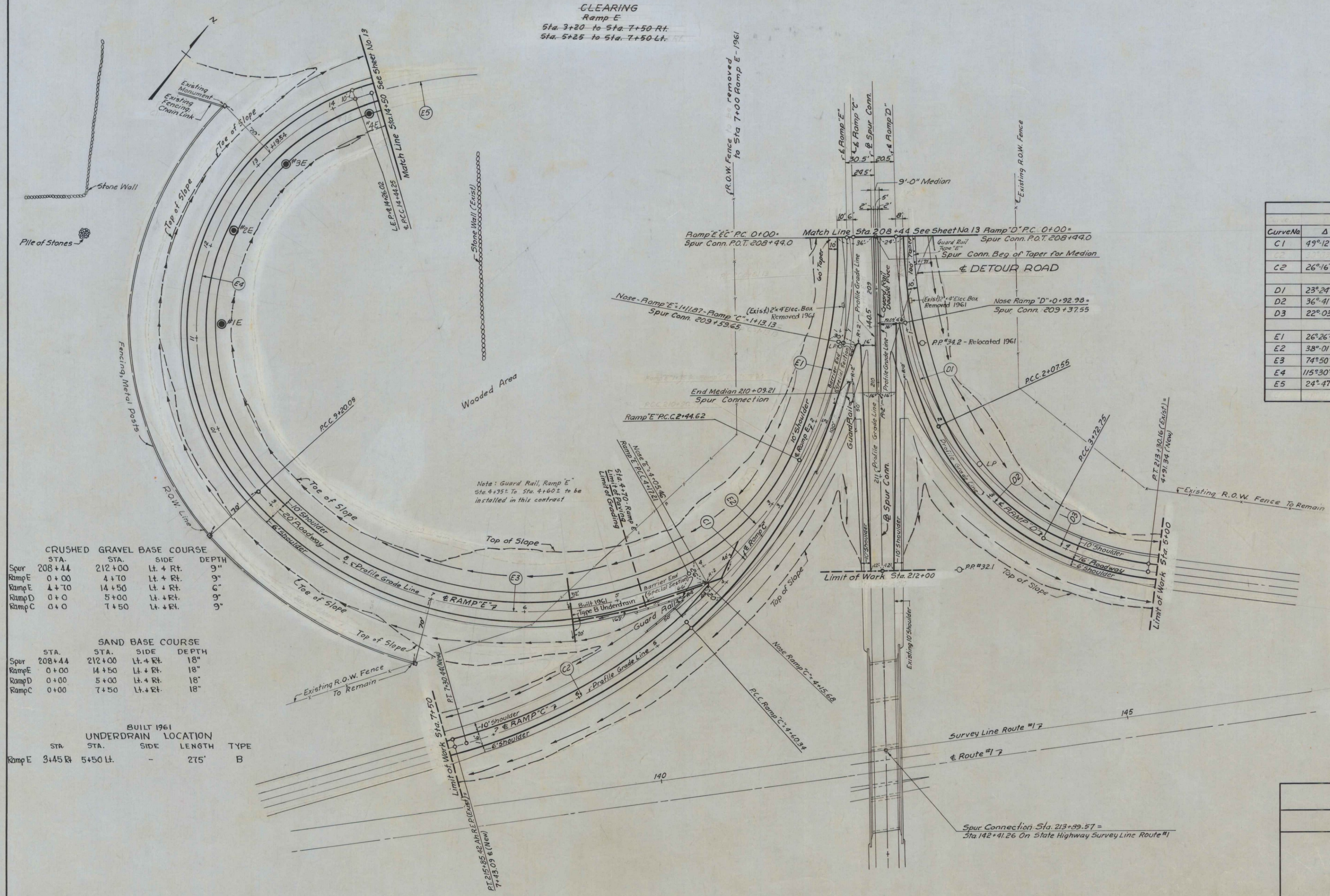
50' Taper

10' Shoulder

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50' Taper

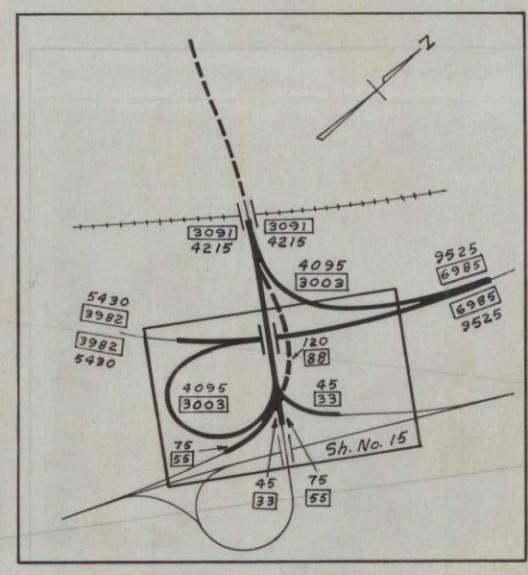


CURVE DATA					
RAMP "C"					
Curve No.	Δ	D	R	T	L
C1	49°-12'-29.5"	10°-41'-22.24"	536.00'	245.45'	460.34'
C2	26°-16'-34.6"	9°-43'-42.24"	588.95'	137.47'	270.10'
RAMP "D"					
D1	23°-24'-33.9"	11°-16'-43.31"	508.00'	105.25'	207.55'
D2	36°-41'-16.2"	22°-12'-27.60"	258.00'	85.54'	165.20'
D3	22°-03'-40.8"	18°-36'-09.08"	308.00'	60.04'	118.59'
RAMP "E"					
E1	26°-26'-39.4"	10°-48'-37.8"	530.00'	124.53'	244.62'
E2	38°-01'-56.8"	22°-02'-12.59"	260.00'	89.61'	172.59'
E3	74°-50'-17.2"	14°-52'-55.27"	385.00'	294.56'	502.88'
E4	115°-30'-27.0"	22°-02'-12.59"	260.00'	412.14'	524.16'
E5	24°-47'-29.2"	10°-48'-37.80"	530.00'	116.49'	229.33'

CRUSHED GRAVEL BASE COURSE				
STA.	STA.	SIDE	DEPTH	
Spur 208+44	212+00	Lt. + Rt.	9"	
Ramp E 0+00	4+70	Lt. + Rt.	9"	
Ramp E 4+70	14+50	Lt. + Rt.	9"	
Ramp D 0+00	5+00	Lt. + Rt.	9"	
Ramp C 0+00	7+50	Lt. + Rt.	9"	

SAND BASE COURSE				
STA.	STA.	SIDE	DEPTH	
Spur 208+44	212+00	Lt. + Rt.	18"	
Ramp E 0+00	4+70	Lt. + Rt.	18"	
Ramp D 0+00	5+00	Lt. + Rt.	18"	
Ramp C 0+00	7+50	Lt. + Rt.	18"	

BUILT 1961 UNDERDRAIN LOCATION				
STA.	STA.	SIDE	LENGTH	TYPE
Ramp E 3+45 Rt.	5+50 Lt.	-	275'	B



LEGEND

Auger Boring

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

PLAN
SPUR CONNECTION
AND
RAMPS C, D & E

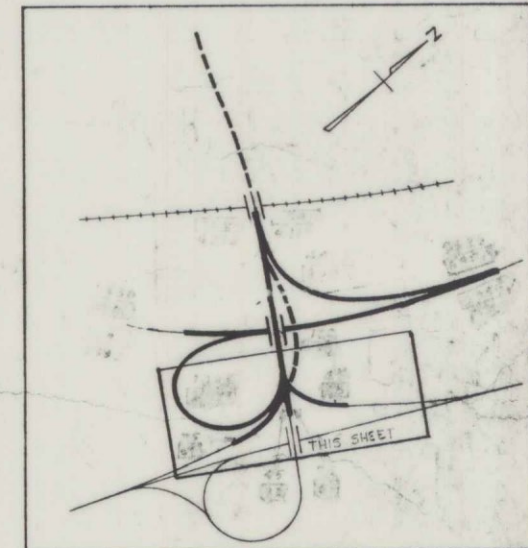
SHEET NO. 15 OF 62 SCALE: 1" = 50'

PAVING					GRADING				
S.P.R.	STATE	FED. AID	SHEET	TOTAL	S.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.		PROJ. NO.	NO.	SHEETS	REG. NO.		PROJ. NO.	NO.	SHEETS
1	MAINE	2-15-107	28	50	1	MAINE	I-95-4(4)	15	62

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

CLEARING
Ramp E
Sta. 3+20 to Sta. 7+50 Rt.
Sta. 5+25 to Sta. 7+50 Lt.

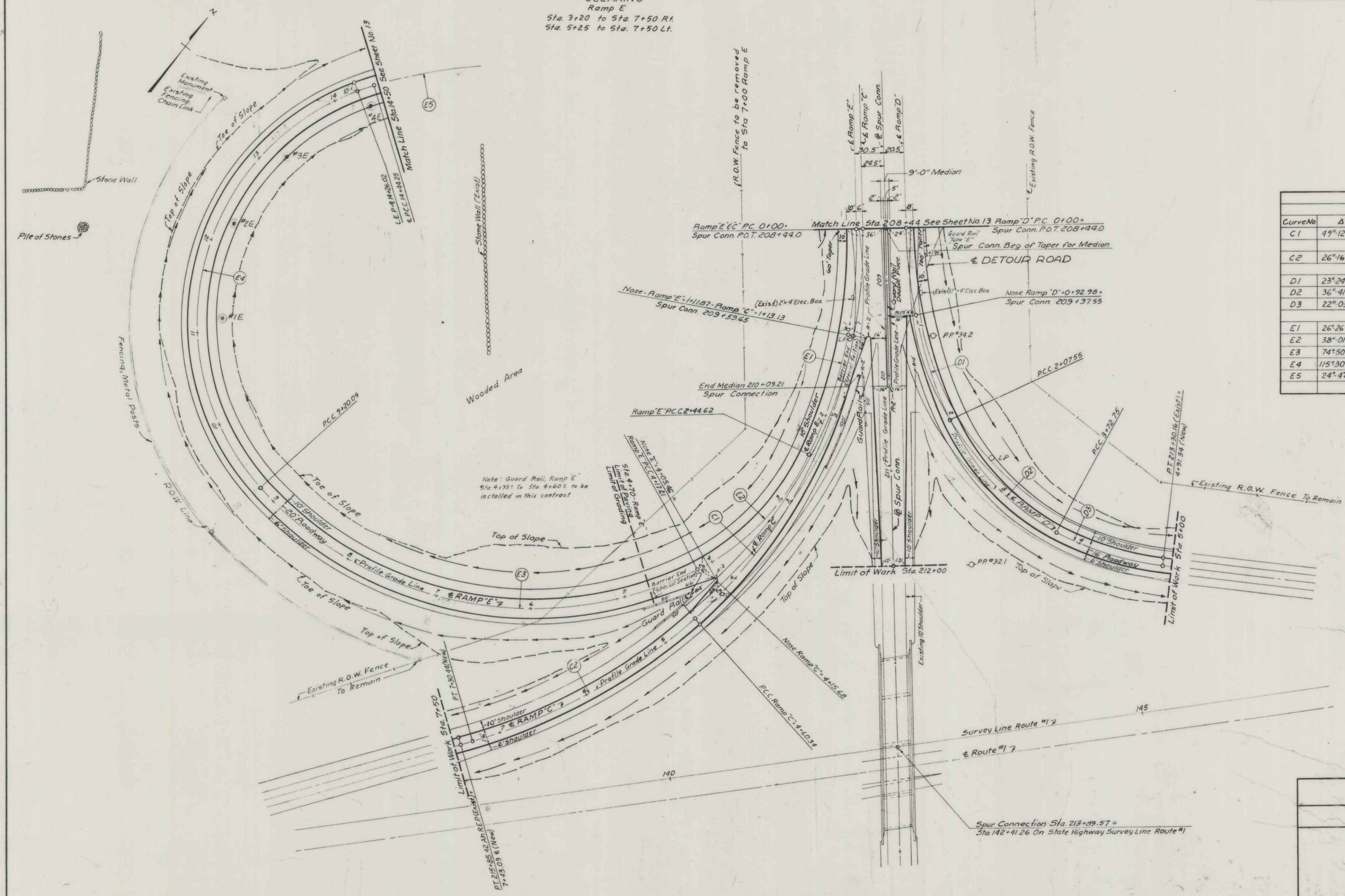
CURVE DATA					
RAMP "C"					
Curve No.	Δ	D	R	T	L
C1	49°-12'-29.5"	10°-41'-22.2"	536.00'	245.45'	460.34'
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RAMP "E"					
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E2	38°-01'-56.8"	22°-02'-12.59"	260.00'	89.61'	172.59'
E3	74°-50'-17.2"	14°-52'-55.27"	385.00'	294.56'	502.88'
E4	115°-30'-27.0"	22°-02'-12.59"	260.00'	412.14'	524.16'
E5	24°-47'-29.2"	10°-48'-37.80"	530.00'	116.49'	229.33'



KEY PLAN

LEGEND
Auger Boring

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
PLAN SPUR CONNECTION AND RAMPS C, D & E
SHEET NO. 19 OF 62 SCALE: 1"=50'



Qm 14
453

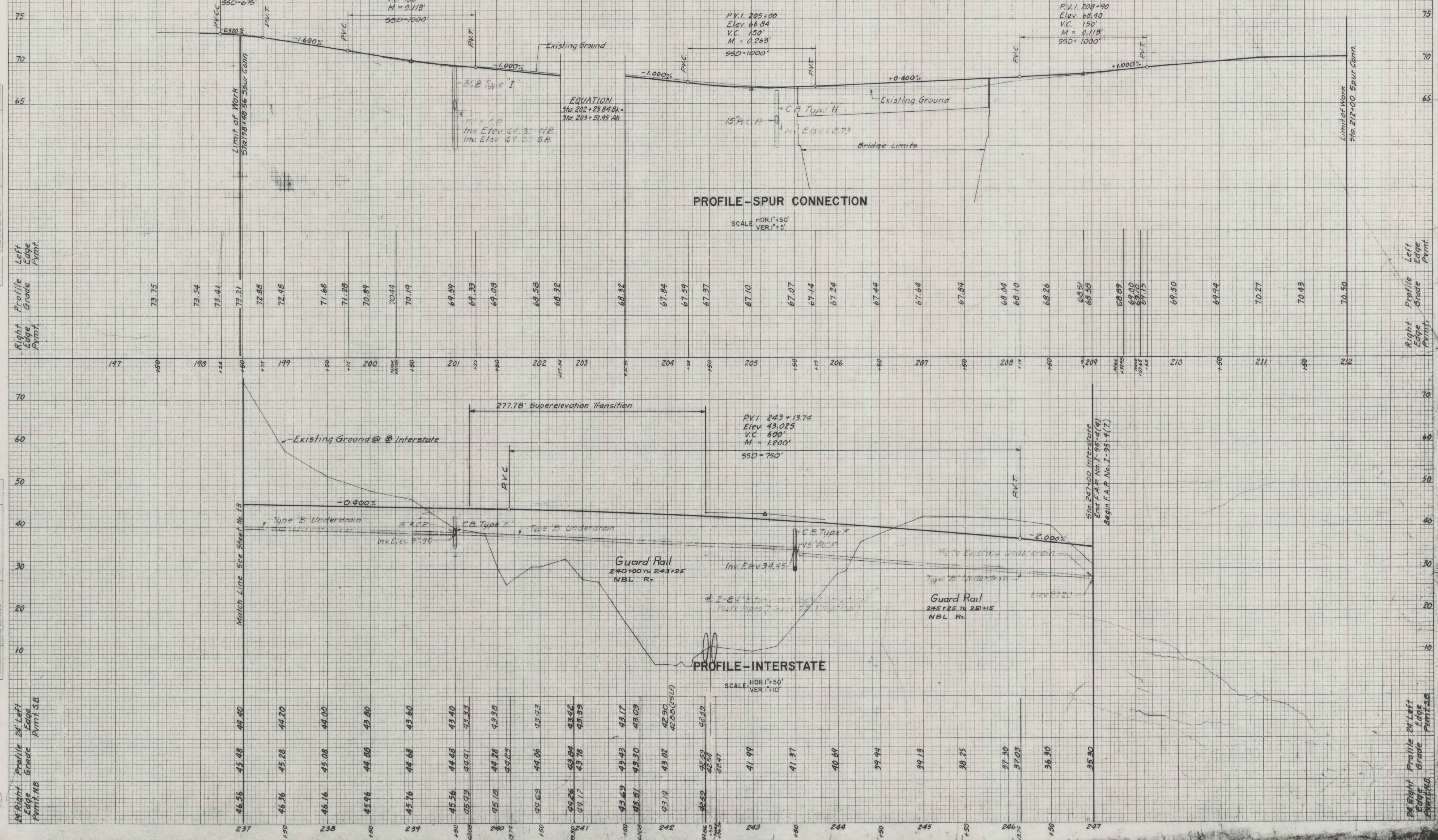
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F.S.
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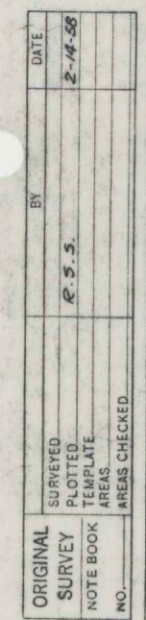
FALMOUTH

DATE 3-2-58
BY
655
FINAL SURVEY
SHEETED
TEMPLATE
NOTE BOOK
AREAS CHECKED
NO

DATE 3-16-58
BY
R.S.S.
ORIGINAL SURVEY
SHEETED
TEMPLATE
NOTE BOOK
AREAS CHECKED
NO

Qm-14
655

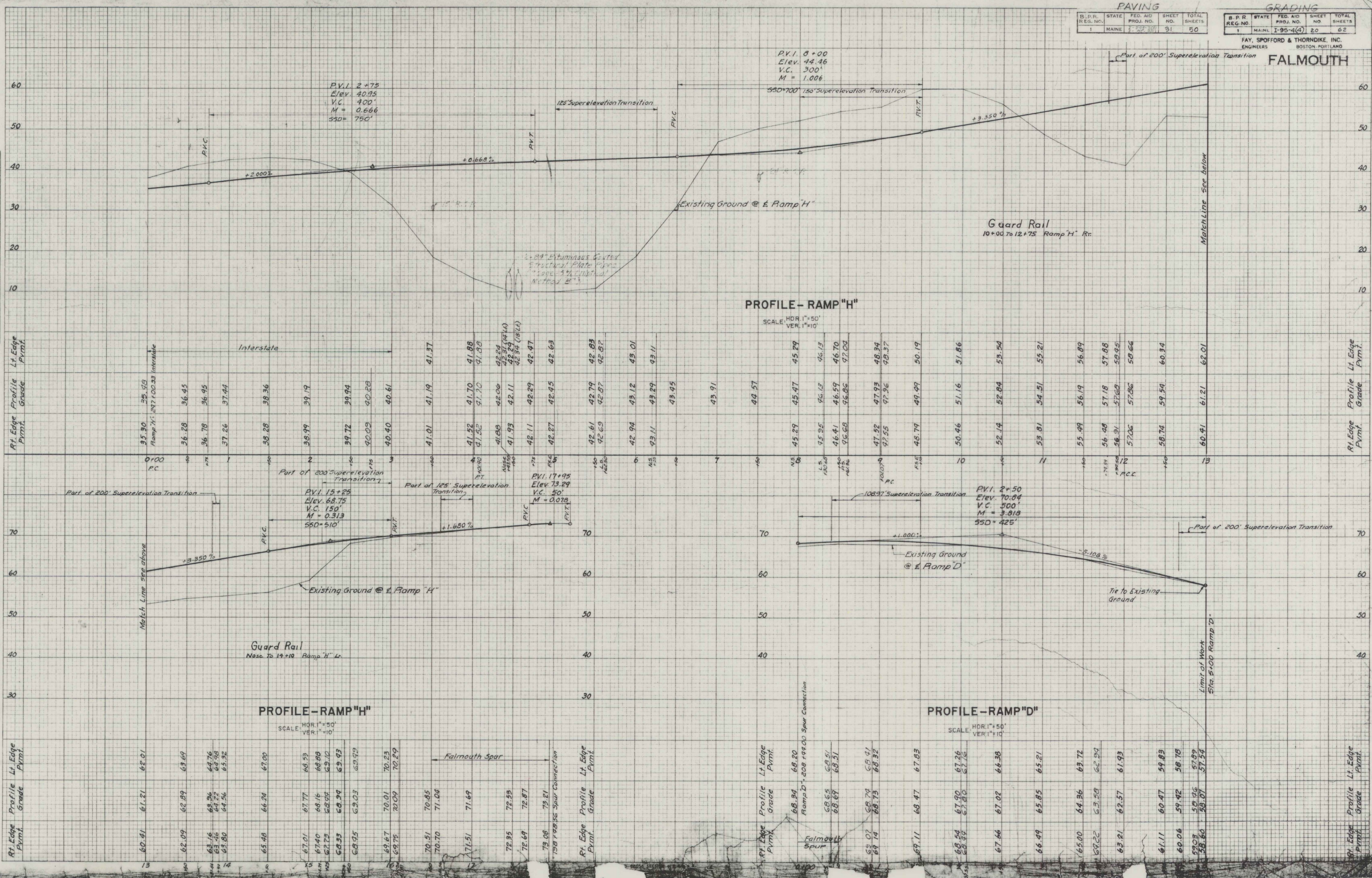




Qm-14
657

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

FALMOUTH



FINAL SURVEY PLOTTED TEMPLATE NO. 1
DATE BY
NO. AREAS CHECKED

ORIGINAL SURVEY PLOTTED TEMPLATE NO. 1
DATE BY
NO. AREAS CHECKED

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658