STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HOYLE TANNER
106 Lafayette Street, Unit 2D • Yarmouth, ME 04096
(207) 844-8102 • www.hoyletanner.com

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020.

DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength I

TRAFFIC DATA

	Route 1	I-295 NB	I-295 SB
Current (2023) AADT	10,240	23,770	25,040
Future (2043) AADT	11,260	26,150	27,540
DHV - % of AADT	13	13	13
Design Hour Volume	1464	3400	3580
Heavy Trucks (% of AADT)	3	12	11
Heavy Trucks (% of DHV)	1	4	6
Directional Distribution (% of DHV)	77	100	100
18 kip Equivalent P 2.0	73	2810	2796
18 kip Equivalent P 2.5	70	2677	2664
Design Speed (mph)	45	65	65

MATERIALS

Concrete:
- Fill ..... "Fill"
- Deck ..... Class "A1"
- All Other ..... Class "A"

Reinforcing:
- Plain Reinforcing Steel ..... ASTM A615, Grade 60
- Low-Carbon Chromium Reinforcing ..... ASTM A1035, Type CS Grade 100

Structural Steel:
- All Material (except as noted) ..... ASTM A 709, Grade 50 (metalized)
- High Strength Bolts ..... ASTM F 3125, Grade A 325, Type 1 (galvanized)

BASIC DESIGN STRESSES

Concrete
- Class "A1" ..... f 'c = 4,000 psi
- Class "A" ..... f 'c = 4,000 psi

Reinforcing:
- Plain Reinforcing Steel ..... f y = 60,000 psi
- Low-Carbon Chromium Reinforcing ..... fy = 100,000 psi

Structural Steel:
- ASTM A 709, Grade 50 ..... fy = 50,000 psi
- ASTM F 3125, Grade A 325 Type 1 ..... F μ = 120,000 psi

CUMBERLAND-YARMOUTH
CUMBERLAND COUNTY
RELOCATED US 1 BRIDGE
OVER
INTERSTATE 295
US ROUTE 1
FEDERAL AID PROJECT NO. 2238200
PROJECT LENGTH 0.42 mi.
BRIDGE NO. 5804

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UTILITIES

Central Maine Power Co.
Firstlight
MaineDOT
Charter/Spectrum Cable
Consolidated Communications

MAINTENANCE OF TRAFFIC

Traffic maintained on existing bridge during construction.

PROJECT LOCATION	Route 1 in Yarmouth at Exit 15 of Interstate 295 Lat./Long. 43°47'04.79" N 70°11'25.52" W
OUTLINE OF WORK	Bridge Replacement

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE
COMMISSIONER:
CHIEF ENGINEER:

STATE OF MAINE · OWEN G. ROUSS · No. 13434 · REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 13434
MAY 21, 2025
DATE

PROJECT INFORMATION

PROGRAM	Bridge Program	
PROJECT MANAGER	Julie Brosk	
DESIGNER	Sean James	
CONSULTANT	Hoyle, Tanner & Assoc., Inc.	
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		

CUMBERLAND-YARMOUTH
RELOCATED US 1 BRIDGE

TITLE SHEET

WIN 22382.00
2238200

SHEET NUMBER
1
OF 121

Filename:\00\BRIDGE\MSTA\001_Title.dgn Username: Division: BRIDGE Date:5/21/2025

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	CLEARING	2.10	AC
202.15	REMOVE EXISTING MANHOLE OR CATCH BASIN	2	EA
202.19	REMOVING EXISTING BRIDGE	1	LS
202.202	REMOVING PAVEMENT SURFACE	1,150	SY
202.205	RUMBLE STRIPS - SHOULDER	1,500	LF
202.207	RUMBLE STRIPS, FILL	1,500	LF
203.20	COMMON EXCAVATION	11,300	CY
203.24	COMMON BORROW	41,500	CY
203.25	GRANULAR BORROW	380	CY
203.4338	LIGHTWEIGHT FILL FOAMED GLASS AGGREGATE	1,300	CY
206.082	STRUCTURAL EARTH EXCAVATION-MAJOR STRUCTURES	196	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	11,000	CY
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	1,430	T
403.209	HOT MIX ASPHALT - 9.5 MM (SIDEWALKS, DRIVES, & INCIDENTALS)	330	T
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE COURSE POLYMER MOD.)	4,850	T
409.15	BITUMINOUS TACK COAT - APPLIED	885	G
461.131	TEMPORARY PAVEMENT	600	T
501.239	DYNAMIC LOADING TEST - PROVIDING FOR	3	EA
501.50	STEEL H-BEAM PILES 89 LBS/FT, DELIVERED	1,750	LF
501.501	STEEL H-BEAM PILES 89 LBS/FT, IN PLACE	1,600	LF
501.90	PILE TIPS	35	EA
501.91	PILE SPLICES	14	EA
501.92	PILE DRIVING EQUIPMENT MOBILIZATION	1	LS
502.219	STRUCTURAL CONCRETE, ABUTMENT & RETAINING WALLS (125 CY)	1	LS
502.239	STRUCTURAL CONCRETE PIERS (230 CY)	1	LS
502.26	STRUCTURAL CONCRETE ROAD & SIDEWALK SLABS ON STEEL BRIDGE (540 CY)	1	LS
502.31	STRUCTURAL CONCRETE APPROACH SLABS (40 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	5,400	LB
503.13	REINFORCING STEEL, PLACING	5,400	LB
503.19	LOW-CARBON CHROMIUM REINFORCEMENT - FABRICATED AND DELIVERED	189,600	LB
503.20	LOW-CARBON CHROMIUM REINFORCEMENT - PLACING	189,600	LB
504.702	STRUCTURAL STEEL FABRICATED & DELIVERED, WELDED (791,000 LB)	1	LS
504.71	STRUCTURAL STEEL ERECTION (791,000 LB)	1	LS
505.08	SHEAR CONNECTORS (4431 EA)	1	LS
506.9104	THERMAL SPRAY COATING - SHOP APPLIED	1	LS
507.0833	BARRIER MOUNTED BRIDGE RAIL, BICYCLE (273 LF)	1	LS
507.0848	BARRIER-MOUNTED STEEL BRIDGE RAIL, 2 BAR (546 LF)	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (1700 SY)	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (1200 SY)	1	LS
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	110	LF
523.52	BEARING INSTALLATION	7	EA
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	7	EA
524.301	TEMPORARY STRUCTURAL SUPPORT - PIER	1	LS
524.40	PROTECTIVE SHIELD	1	LS
526.301	PORTABLE CONCRETE BARRIER TYPE 1 (2800 LF)	1	LS
526.341	PERMANENT CONCRETE BARRIER, SPECIAL (820 LF)	1	LS
527.33	TRUCK MOUNTED ATTENUATOR	2	EA
527.34	WORK ZONE CRASH CUSHIONS	4	UN
603.169	15" CULVERT PIPE OPTION III	160	LF
603.175	18" RCP CLASS III	192	LF
603.179	18" CULVERT PIPE OPTION III	286	LF
604.092	CATCH BASIN TYPE B1-C	3	EA
604.16	ALTER CATCH BASIN TO MANHOLE	1	EA
604.262	CATCH BASIN TYPE B5-C	14	EA
605.11	12" UNDERDRAIN TYPE C	614	LF
605.13	18" UNDERDRAIN TYPE C	306	LF
606.1301	31" W-BEAM GUARDRAIL, MID-WAY SPLICE - SINGLE FACED	1,275	LF
606.1305	31" W-BEAM GUARDRAIL, MID-WAY SPLICE FLARED TERMINAL	4	EA
606.1306	31" W-BEAM GUARDRAIL, MID-WAY SPLICE TANGENT TERMINAL	2	EA
606.1307	BRIDGE TRANSITION TYPE 1A - ASYMMETRICAL	4	EA
606.23	GUARDRAIL TYPE 3C - SINGLE RAIL	25	LF
606.232	GUARDRAIL TYPE 3C - OVER 15' RADIUS	75	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED	4	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	14	EA
607.16	CHAIN LINK FENCE - 4'	850	LF
607.1811	CHAIN LINK FENCE - 3'	180	LF
607.421	SCREENING FENCE	184	LF
608.26	CURB RAMP DETECTABLE WARNING FIELD	150	SF
609.11	VERTICAL CURB TYPE 1	475	LF
609.12	VERTICAL CURB TYPE 1- CIRCULAR	105	LF
609.221	TERMINAL CURB TYPE 1	16	LF
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	16	LF
609.31	CURB TYPE 3	1,025	LF
609.34	CURB TYPE 5	2,775	LF
609.35	CURB TYPE 5 - CIRCULAR	95	LF
610.08	PLAIN RIPRAP	35	CY
610.18	STONE DITCH PROTECTION	20	CY
613.319	EROSION CONTROL BLANKET	4,750	SY
615.07	LOAM	1,480	CY
618.14	SEEDING METHOD NUMBER 2	120	UN
619.12	MULCH	120	UN

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
619.14	EROSION CONTROL MIX	2,960	CY
620.58	EROSION CONTROL GEOTEXTILE	40	SY
626.22	NON-METALLIC CONDUIT	2,280	LF
626.35	CONTROLLER CABINET FOUNDATION	3	EA
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	9	EA
626.421	24 INCH DIAMETER FOUNDATION	115	LF
627.18	12" SOLID WHITE PAVEMENT MARKING	300	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	10,700	LF
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	2,150	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	825	SF
627.77	REMOVING PAVEMENT MARKINGS	500	SF
627.78	TEMPORARY 4" PAINT PAVEMENT MARK LINE, WHITE OR YELLOW	2,000	LF
627.781	TEMPORARY 6" PAINT PAVEMENT MARK LINE, WHITE OR YELLOW	10,500	LF
629.05	HAND LABOR, STRAIGHT TIME	100	HR
631.10	AIR COMPRESSOR (INC OPERATOR)	50	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	50	HR
631.12	ALL PURPOSE EXCAVATOR (INC OPERATOR)	50	HR
631.13	BULLDOZER (INCLUDING OPERATOR)	10	HR
631.14	GRADER (INCLUDING OPERATOR)	50	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	50	HR
631.21	ROAD BROOM (INCLUDING OPERATORS AND HAULER)	50	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	50	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	10	HR
634.160	HIGHWAY LIGHTING	1	LS
634.2042	LED LUMINARIES	7	EA
634.210	CONVENTIONAL LIGHT STANDARD	7	EA
634.2223	REMOVE AND RESET LIGHT STANDARD WITH LUMINAIRE	9	EA
639.18	FIELD OFFICE TYPE A	1	EA
643.62	RECTANGULAR RAPID FLASHING BEACON	1	EA
643.65	PEDESTRIAN HYBRID BEACON	1	LS
643.97	WOOD POLES WITH GUYS AND SPAN WIRE	1	EA
645.103	DEMOUNT GUIDE SIGN	65	EA
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER SIGN	43	EA
645.108	DEMOUNT POLE	1	EA
645.113	REINSTALL GUIDE SIGN	65	EA
645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION, & ROUTE MARKER SIGN	43	EA
645.118	REINSTALL POLE	1	EA
645.271	REGULATORY, WARNING, CONFIRMATION & ROUTE SIGNS TYPE 1	95	SF
652.312	TYPE III BARRICADE	10	EA
652.33	DRUM	250	EA
652.34	CONE	250	EA
652.35	CONSTRUCTION SIGNS	660	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	3,000	HR
652.381	TRAFFIC OFFICER	240	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	4	EA
656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX FINISH, GREEN	1,130	SY
659.10	MOBILIZATION	1	LS
677.20	MECHANICALLY STABILIZED EARTH RETAINING WALL	6,900	SF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	J.Brook		
PROJ. MANAGER			
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 121

Filename: ...\BRIDGE\MSTA\002_Estimate.dgn Division: BRIDGE Username: Date:5/28/2025

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.

2. The clearing limits as shown on the plans are approximate. The actual clearing limits for payment will be established in the field by the Resident.

3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

4. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

5. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

6. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

7. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

8. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

9. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

10. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.

11. All clearing outside the final slope limits shall not include grubbing.

12. Protective Coating for Concrete Surfaces shall be applied to the following areas:

    All exposed surfaces of concrete barriers.
    Fascias down to the drip notch.
    All exposed surfaces of Concrete Transition Barriers.
    All exposed faces of the abutments, wingwalls, MSE walls, and pier to one foot below the ground.

13. Project information referred to below may be accessed at the following MaineDOT web address: http://www.maine.gov/mdot/contractors/

14. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

15. The project geotechnical report titled: Geotechnical Design Report US Route 1 Bridge No. 5804 Over Interstate 295 Yarmouth, Maine, Dated November 2024, may be accessed at the MaineDOT web address.

16. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

17. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

    c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

18. The Contractor shall submit a Bridge Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge and retaining wall. No work related to the removal of the bridge shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting, and finalizing the Demolition Plan will be considered incidental to the bridge removal pay item.

19. The existing bridge shall be removed by and become the property of the Contractor. The steel portions of the existing bridge may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

STATION	CULVERT PIPE											CATCH BASIN					PIPE ARCH				MH	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III														TYPE B		TYPE C				DESCRIPTIONS	
								SMOOTHLINED		CORRUGATED										GAGE OR WALL THICKNES		OUTLET		SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	B1-C	B5-C	E	F	SPAN	RISE	LENGTH			LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
CATCH BASINS AND MANHOLES																													
CB-1 STA. 107+90.00, 26.50' LT														*1*															
CB-2 STA. 106+85.00, 26.20' LT														*1*															
CB-3 STA. 106+85.00, 5.50' RT														*1*															
CB-4 STA. 106+85.00, 47.50' RT													*1*																
CB-5 STA. 108+00.00, 5.50' RT														*1*															
CB-6 STA. 80+50.00, 25.80' LT														*1*															
CB-7 STA. 80+50.00, 16.00' RT														*1*															
CB-8 STA. 108+50.00, 26.50' LT														*1*															
CB-9 STA. 110+00.00, 26.50' LT														*1*															
CB-10 STA. 112+00.00, 21.50' LT														*1*															
CB-11 STA. 249+26.00, 28.50' RT													*1*																
CB-12 STA. 111+20.00, 20.50' RT														*1*															
CB-13 STA. 249+20.00, 22.00' RT														*1*															
MH-1 STA. 81+18, 23' RT																													***ALTER CATCH BASIN TO MANHOLE***
CB-14 STA. 81+26.4, 40.00' RT													*1*																
CB-15 STA. 119+50.00, 20.50' LT														*2*															
CB-16 STA. 117+00.00, 15.00' LT														*1*															
PIPES AND UNDERDRAIN																													
STA. 107+90.00, 60.00' LT TO CB-1								*18*	*32*																				
CB-1 TO CB-2																								*18*	*100*				
CB-2 TO CB-3								*18*	*28*																				
CB-3 TO CB-4								*18*	*38*																				
CB-1 TO CB-5								*18*	*30*																				
CB-5 TO CB-6								*18*	*43*																				
CB-6 TO CB-7								*15*	*38*																				
CB-1 TO CB-8																								*18*	*58*				
CB-8 TO CB-9																								*18*	*148*				
CB-9 TO CB-10																								*12*	*198*				
CB-10 TO STA. 113+25.00, 16.00' LT																								*12*	*124*				
CB-9 TO STA. 110+00.00, 56.25' RT	*18*	*84*	*III*																										
STA. 248+20, 55' RT TO CB-11								*18*	*110*																				***CONNECT TO EXISTING CB***
CB-11 TO CB-12								*15*	*48*																				
CB-11 TO CB-13								*15*	*5*																				
MH-1 TO CB-14								*15*	*15*																				***CONNECT TO EXISTING CB***
STA. 119+35.00, 68.00' LT TO CB-15								*15*	*50*																				
CB-15 TO CB-16																								*12*	*250*				
CB-16 TO STA. 116+60.00, 15.00' LT																								*12*	*40*				
STA. 49+18.00, 50.00' RT TO STA. 49+15.00, 58.00' LT	*18*	*108*	*III*																										

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	DATE
CHECKED-REVIEWED	GGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

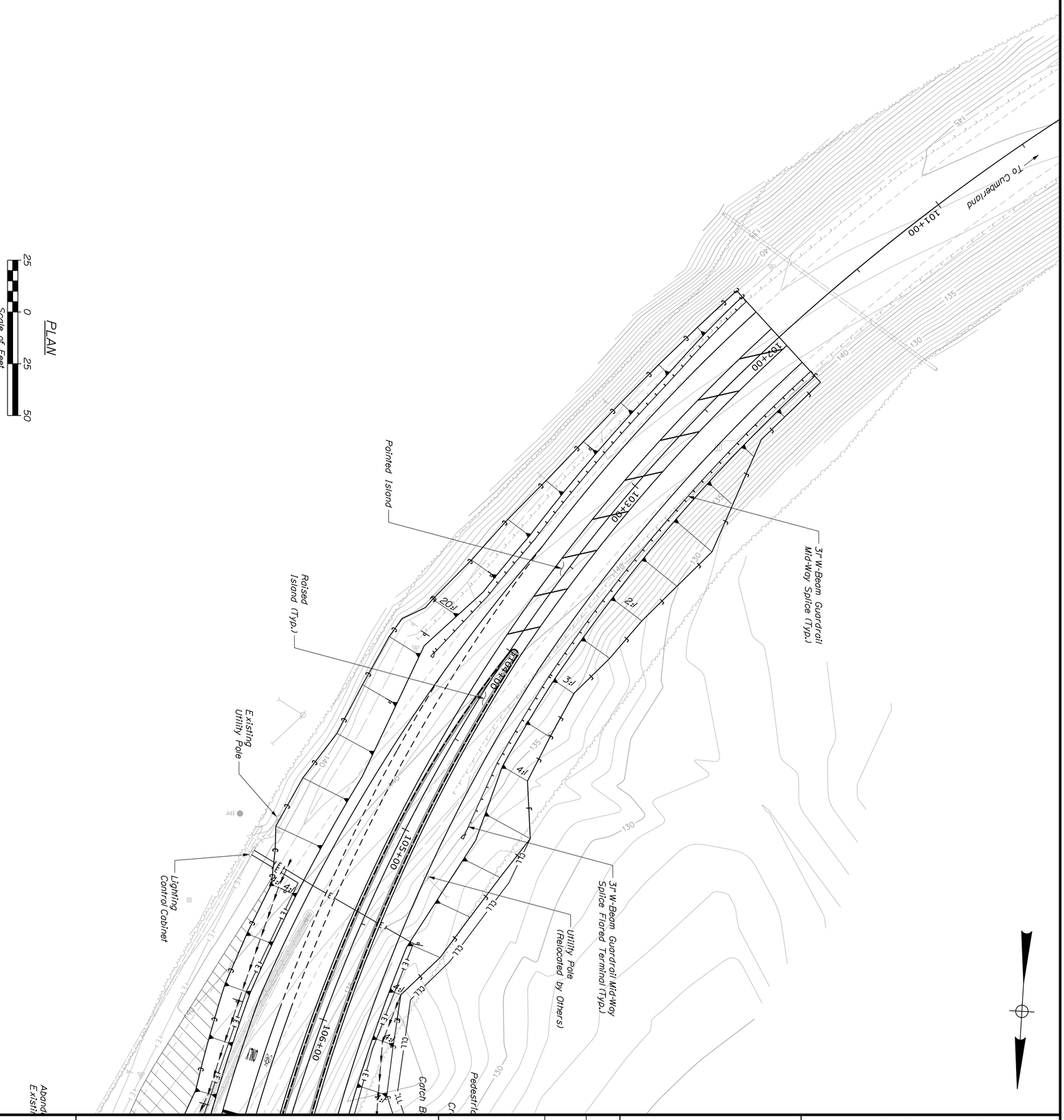
DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

GENERAL CONSTRUCTION NOTES & DRAINAGE SUMMARY

SHEET NUMBER
3
OF 121

Filename: ...\MSTA\003_GeneralNotes.dgn Username: Division: BRIDGE Date:5/2/2025



RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

GENERAL PLAN (1 OF 4)

PROJ. MANAGER	J.Brask	BY	DATE
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5804 WIN 22382.00 BRIDGE PLANS

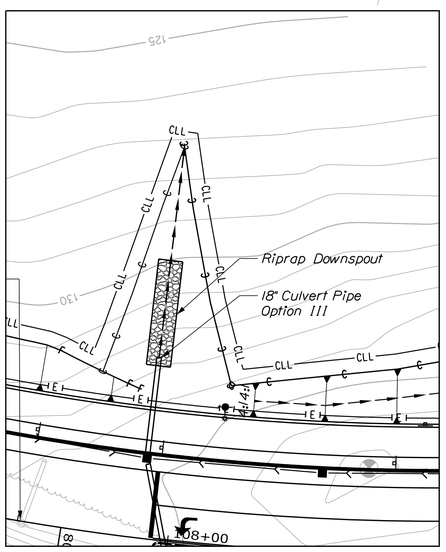
SHEET NUMBER 4 OF 121

Filename: ...\00\BRIDGE\MSTA\005_BOPlan2.dgn Division: BRIDGE Username: Date:5/2/2025

Pedestrian Hybrid Beacon
Crosswalk (Typ.)
Catch Basin (Typ.)
Existing Utility Pole (Relocated by Others)
Riprap Downspout
18" Culvert Pipe Option III
Multi-Use Path
18" Uderdrain Type C
Fence (48" Min. Height) (Typ.)
Raised Island (Typ.)
Laydown Curb in Front of Guardrail Terminal, See Cross Sections for More Detail
31' W-Beam Guardrail Mid-Way Splice Tangent Terminal
MSE Retaining Wall
12" Underdrain Type C
106+00
107+00
108+00
109+00
110+00
111+00
112+00
250+00
249+00
248+00
247+00
80+00
81+00
82+00
83+00
83+80
US Route 1
Abandon/Plug Existing U.D.
Tyler Drive
Paved Drive
Existing Sign to be Relocated
Abandon & Plug/Fill Existing CB and U.D.
Existing Utility Pole (Relocated by Others)
18" RCP
Existing Signs to be Removed and Replaced (Typ.)
Proposed Utility Pole (Installed by Others)
Existing Lighting to be Removed and Relocated (Typ.)
Remove Existing Pavement, Loam & Seed (Typ.)
I-295 Northbound On Ramp
I-295 Northbound Off Ramp
Existing Utility Pole
31' W-Beam Guardrail Splice Flare
Remove Existing Guardrail
18" Culvert Pipe Option III
Remove Existing Pavement, Loam & Seed (Typ.)

PLAN

25 0 25 50
Scale of Feet



107+90 LT OUTLET INSET

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00
BRIDGE NO. 5804
BRIDGE PLANS

P.E. NUMBER

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

GENERAL PLAN
(2 OF 4)

SHEET NUMBER
5
OF 121

Filename: ...\00\BRIDGE\MSTA\006_BDPlan3.dgn Username: Division: BRIDGE Date:5/2/2025

I-295 Southbound

I-295 Northbound

℄ Brg., Abut. No. 1
Sta. 113+61.00

℄ Brg., Pier
Sta. 115+21.00

℄ Brg., Abut. No. 2
Sta. 116+41.00

Laydown Curb in Front of Guardrail Terminal, See Cross Sections for More Detail

31" W-Beam Guardrail Mid-Way Splice Tangent Terminal

12" Underdrain Type C

MSE Retaining Wall

Remove Existing Pavement, Loam & Seed (Typ.)

Bridge Transition Type 1A Typ. Ea. Corner

Remove 12 LF of RCP (Incidental to Common Ex.)

Terminal End Single Rail (Typ.)

Remove Existing Guardrail & Install 31" W-Beam Guardrail Mid-Way Splice

31" W-Beam Guardrail Mid-Way Splice Extended 50' Beyond Bridge Pier

31" W-Beam Guardrail Mid-Way Splice Tangent Terminal (Typ.)

35°0'0" Skew (Typ.)

Fence (48" Min. Height) (Typ.)

Catch Basin (Typ.)

Multi-Use Path (Typ.)

12" Underdrain Type C

US Route 1

112+00 113+00 114+00 115+00 116+00 117+00 118+00

Existing Utility Pole

31" W-Beam Guardrail Mid-Way Splice Flared Terminal

Existing Signs to be Removed and Replaced (Typ.)

Existing Lighting to be Removed and Relocated (Typ.)

Remove Existing Guardrail

18" Culvert Pipe Option III

Remove Existing Pavement, Loam & Seed (Typ.)

Existing Utility Pole

Remove Existing Bridge and Retaining Wall to 2' Below Finished Grade

Remove Existing Guardrail and Fill Holes in Pavement. Incidental to Related Contract Items.

Terminal End Single Rail (Typ.)

Tie Proposed Guardrail back into Existing Guardrail

Remove Existing Pier to Top of Footing (Typ.)

Remove Slope Paving, loam & seed. Removal incidental to Bridge Removal.

Existing Utility Pole

31" W-Beam Guardrail Mid-Way Splice Flared Terminal

Remove Existing Pavement, Loam & Seed (Typ.)

Remove Existing Guardrail

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00
BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OCK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

GENERAL PLAN
(3 OF 4)

SHEET NUMBER
6
OF 121

Remove Fence Starting at Station 47+25

Install 10' x 10' Multi-Use Path Landing

Remove and Reset Sign at Multi-Use Path Landing

SB QN RAMP

48+00

49+00

Screening Fence Matching Existing Along Park and Ride

Fence (48" Min. Height) (Typ.)

18" RCP

Raised Crosswalk

Multi-Use Path (Typ.)

15" Culvert Pipe Option III

12" Underdrain Type C

US Route 1

118+00

119+00

120+00

121+00

122+00

123+00

124+00

125+00

50+00

To Yarmouth

Proposed Pole and Overhead Sign Wire

Existing Utility Pole

Paved Drive

Existing Lighting to be Removed and Relocated (Typ.)

Approximate Location of Existing Utility Pole Not Shown

Remove Existing Guardrail

Terminal End Single Rail (Typ.)

Existing Utility Pole

R 22'-6"

Guardrail Typ 3C Single Rail over 15' Radius (Typ.)

Remove Existing Pavement, Loam & Seed (Typ.)

Remove Existing Guardrail

Guardrail Typ 3C Single Rail (Typ.)

I-295 Southbound Off Ramp

51+00

52+00

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosh		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

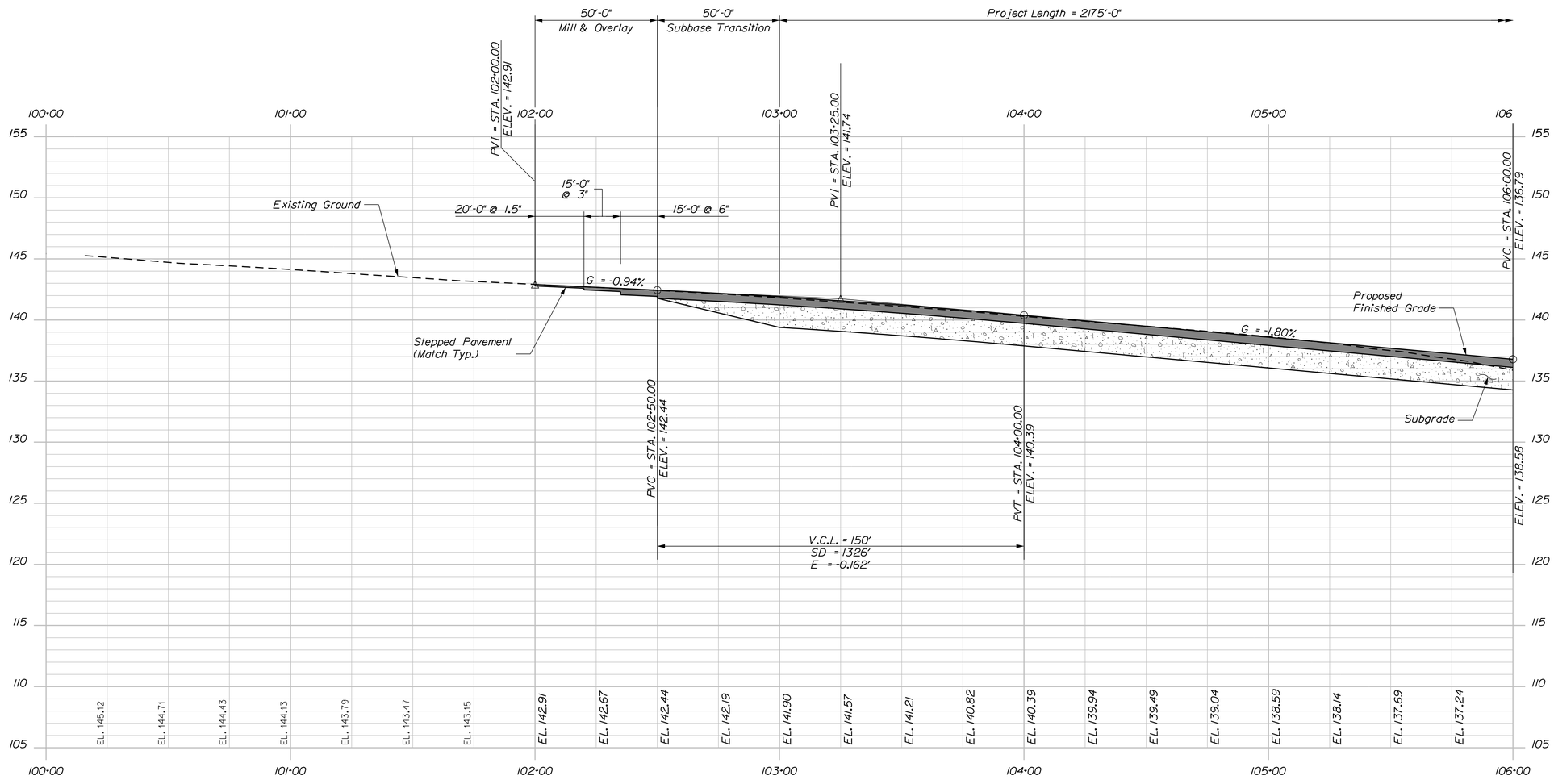
GENERAL PLAN
(4 OF 4)

SHEET NUMBER

7

OF 121

Filename: ...\00\BRIDGE\MSTA\007_BOPlan4.dgn Division: BRIDGE Username: Date:5/2/2025



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Username:

Date:5/2/2025

Division: BRIDGE

Filename: ...\BRIDGE\MSTA\008_Profile1.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

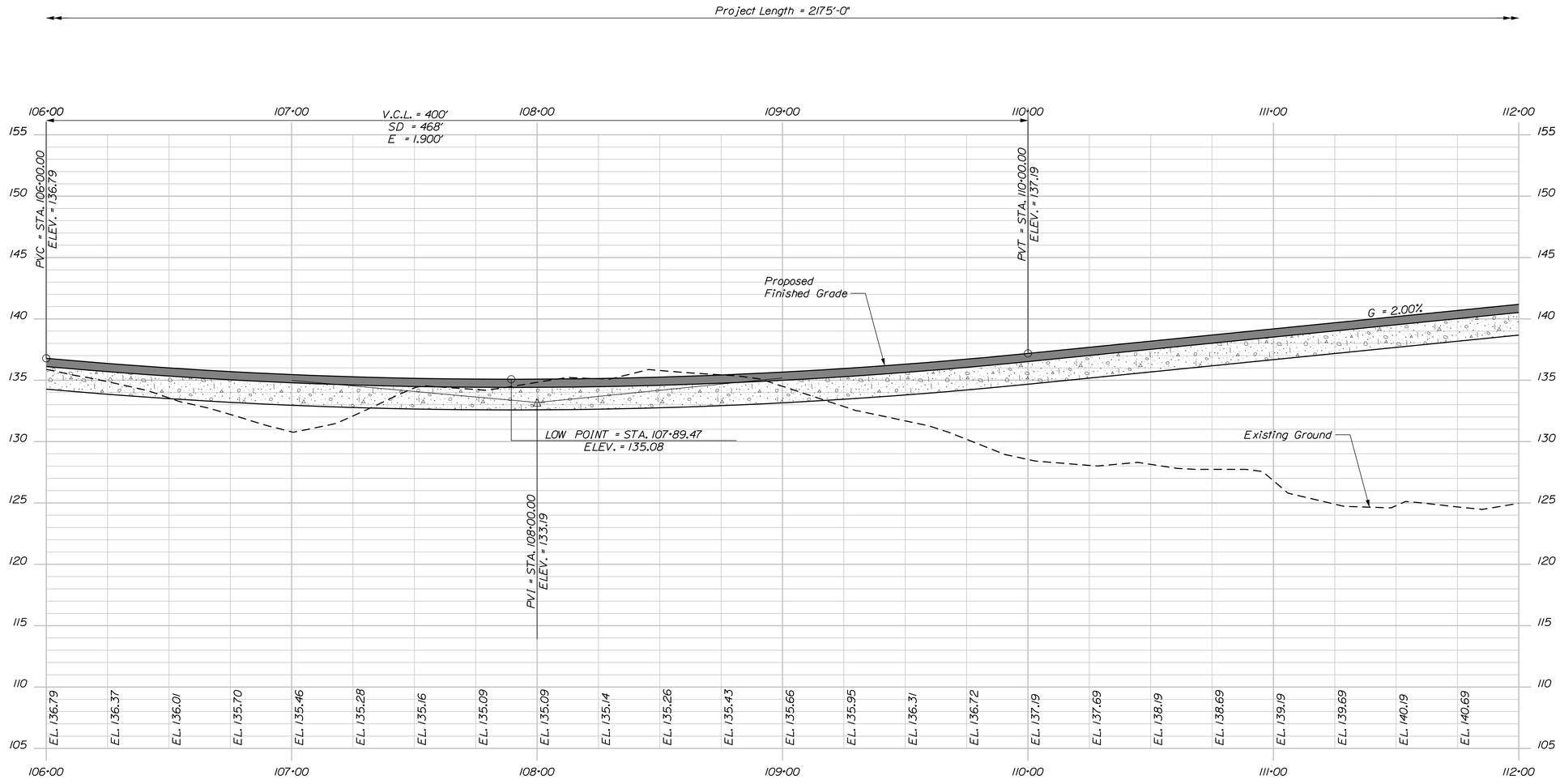
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

PROFILE (1 OF 5)

SHEET NUMBER

8

OF 121



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Filename: ...\BRIDGE\MSTA\009_Profile2.dgn Division: BRIDGE Username: Date:5/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5804

WIN 22382.00

BRIDGE PLANS

	BY	DATE
J.Brosk		
PROJ. MANAGER	JCC	OCT 2024
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

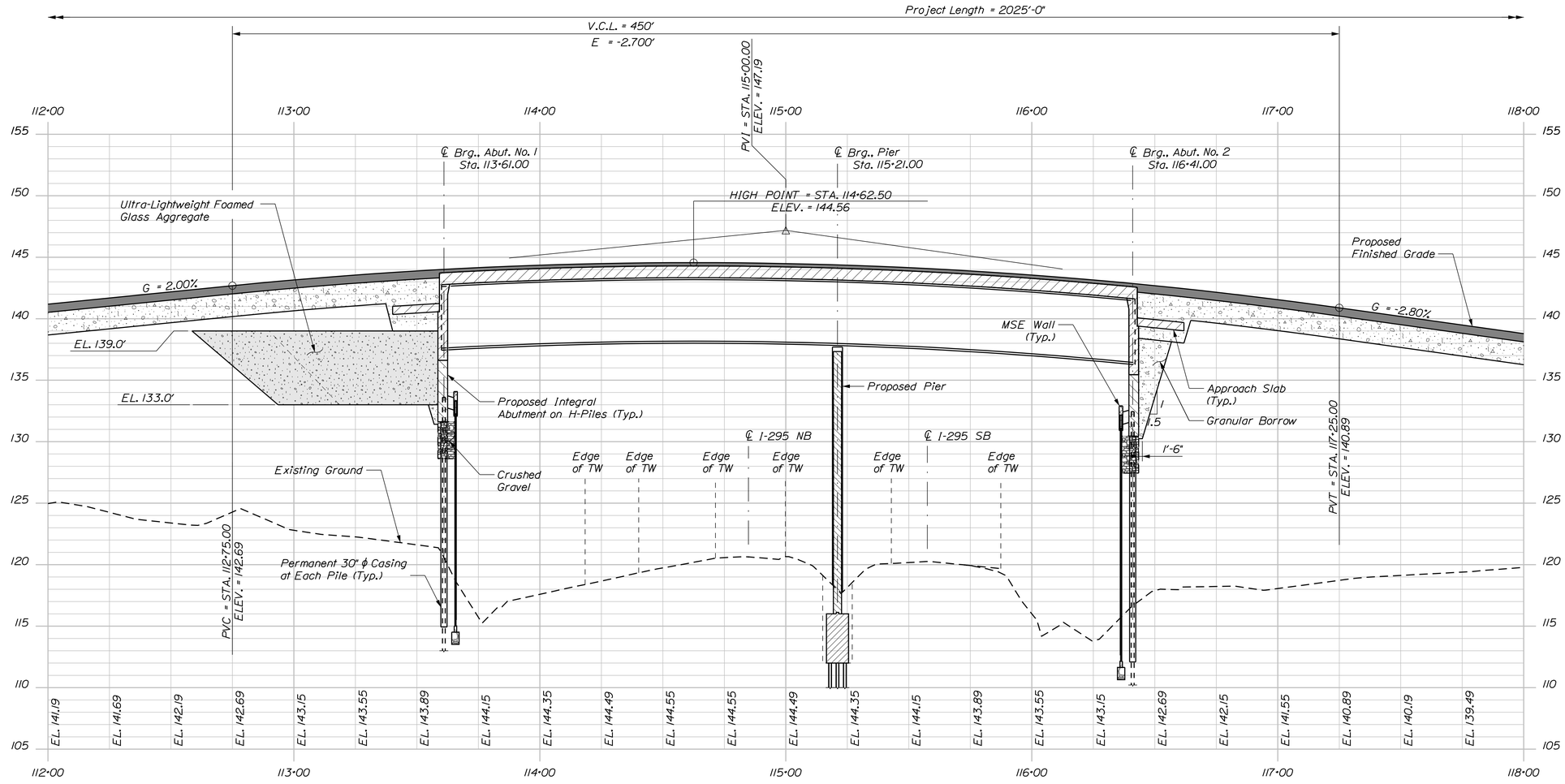
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

PROFILE (2 OF 5)

SHEET NUMBER

9

OF 121



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brook	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

PROFILE (3 OF 5)

SHEET NUMBER

10

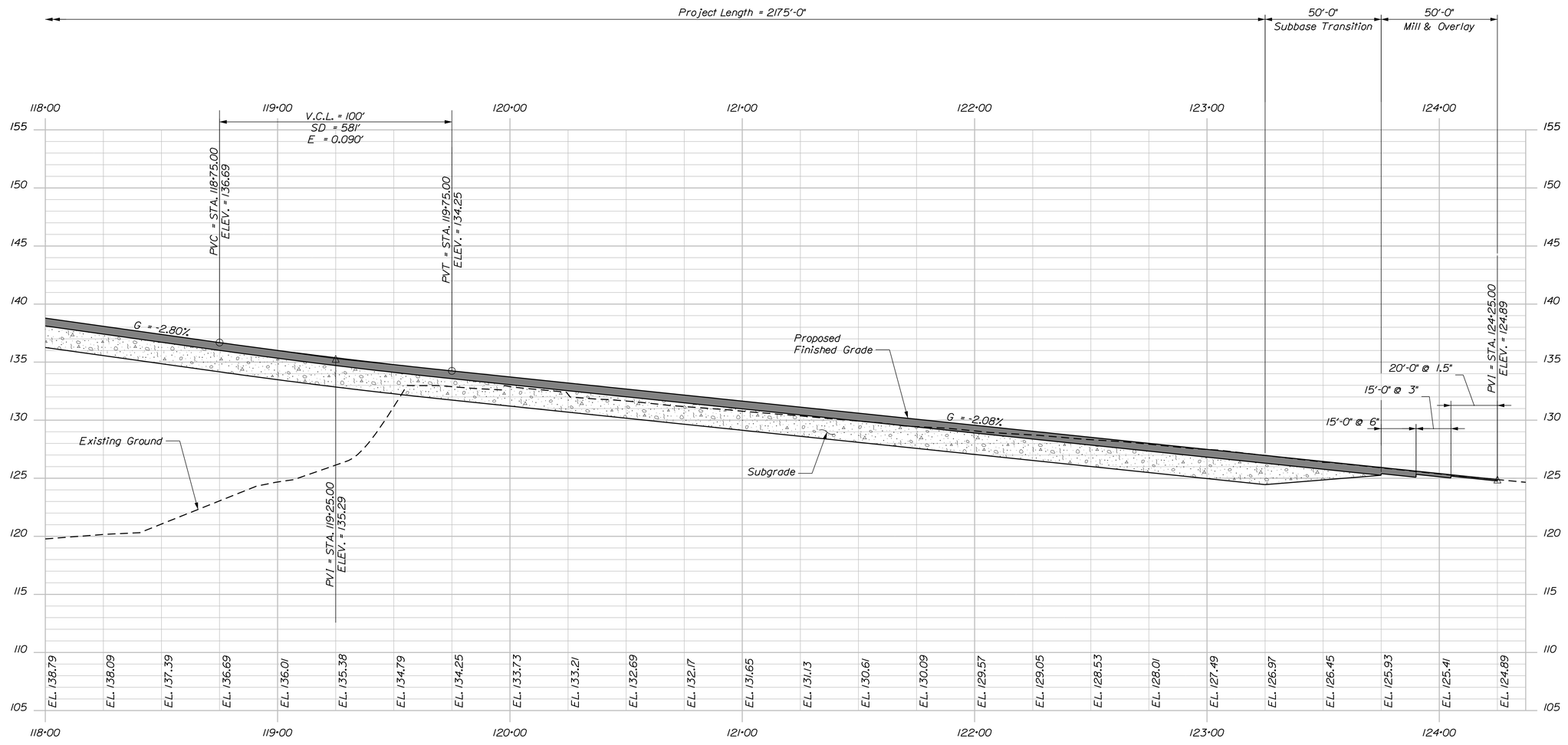
OF 121

Username:

Date:5/2/2025

Division: BRIDGE

Filename: ...\BRIDGE\MSTA\010_Profile3.dgn



PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

Filename: ...\BRIDGE\MSTA\011_Profile4.dgn Division: BRIDGE Username: Date:5/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

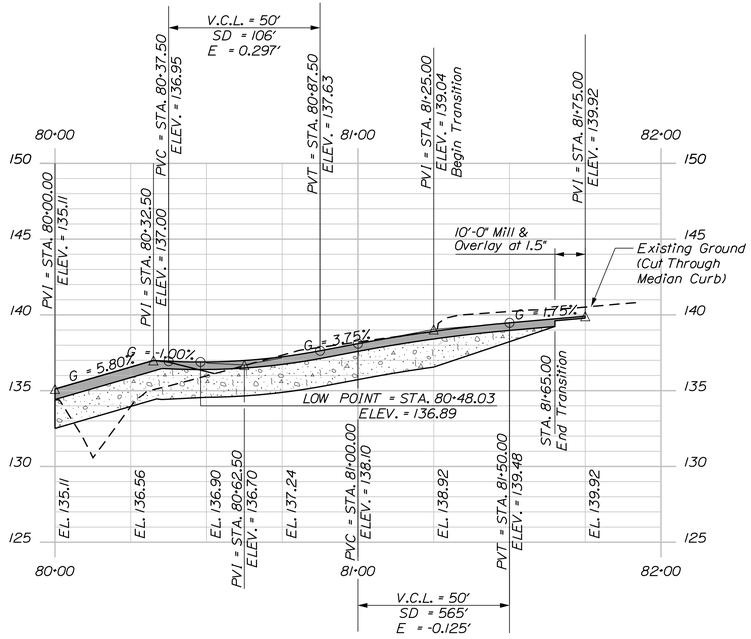
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

PROFILE (4 OF 5)

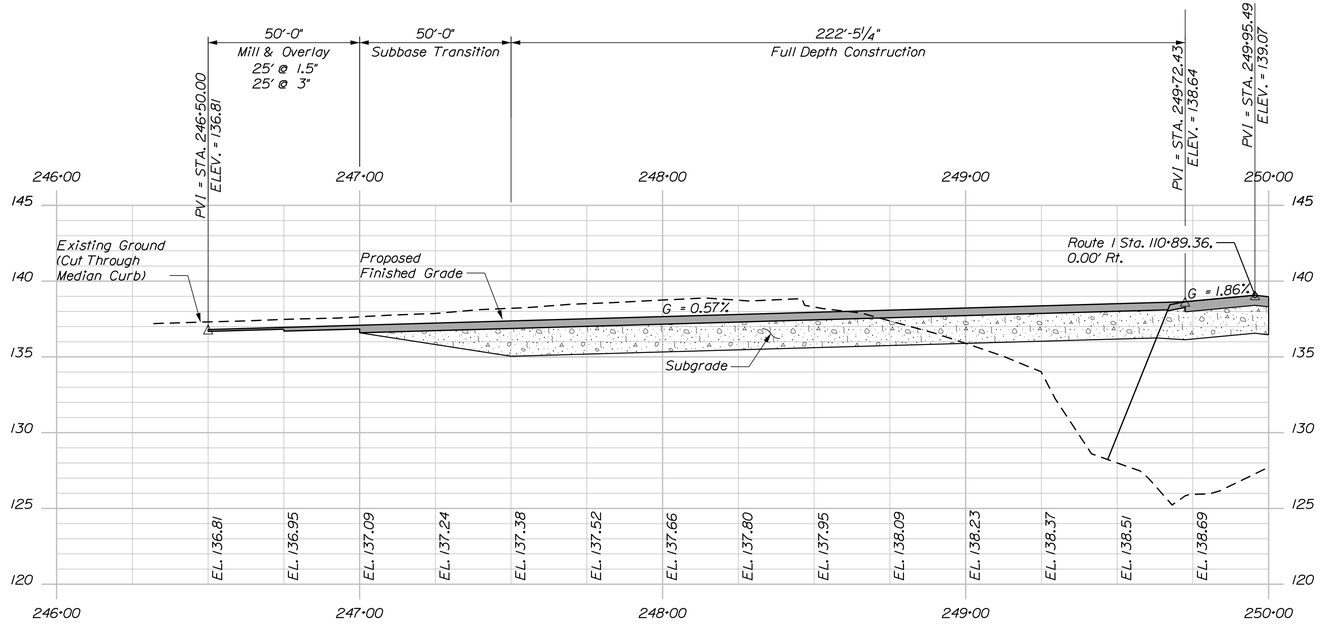
SHEET NUMBER

11

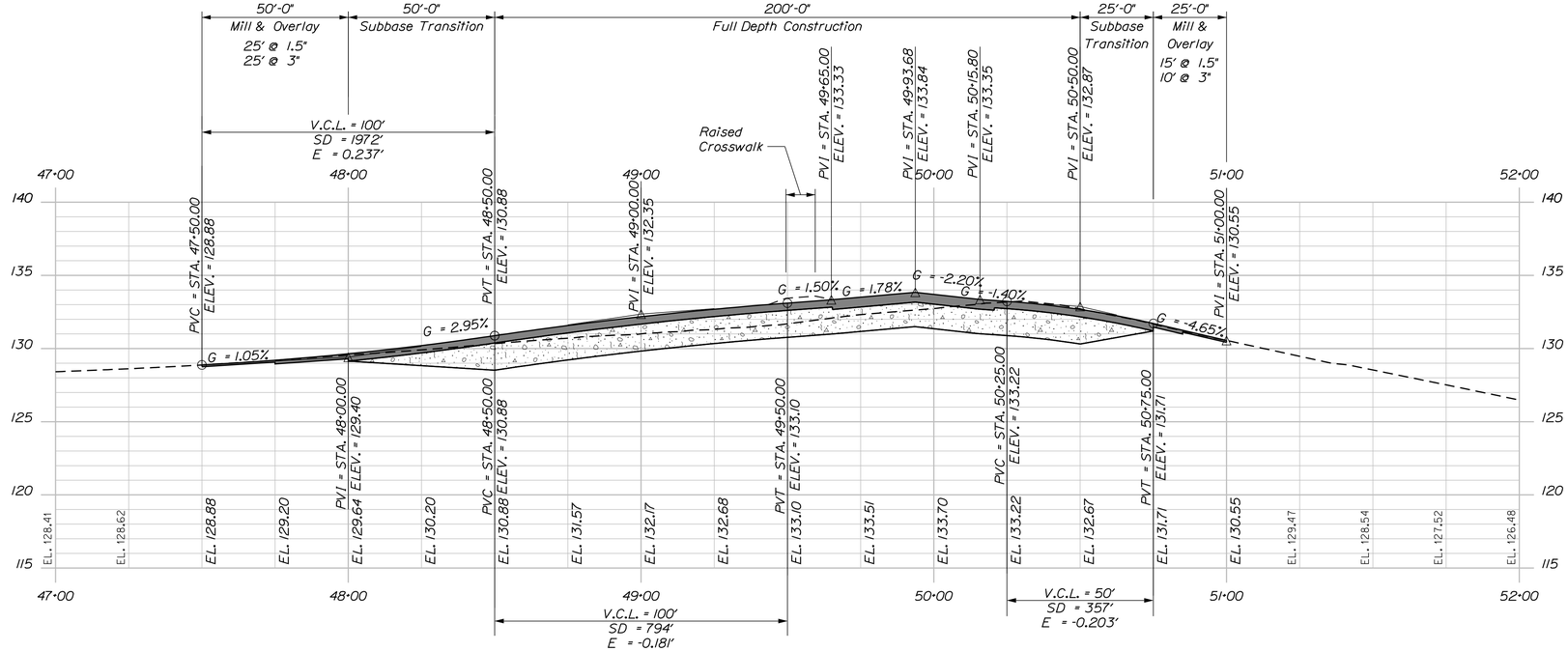
OF 121



TYLER DRIVE PROFILE



I-295 NB RAMPS PROFILE



I-295 SB RAMPS PROFILE

Filename: ...\BRIDGE\MSTA\012_Profile5.dgn Division: BRIDGE Username: Date:5/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00
BRIDGE NO. 5804
BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

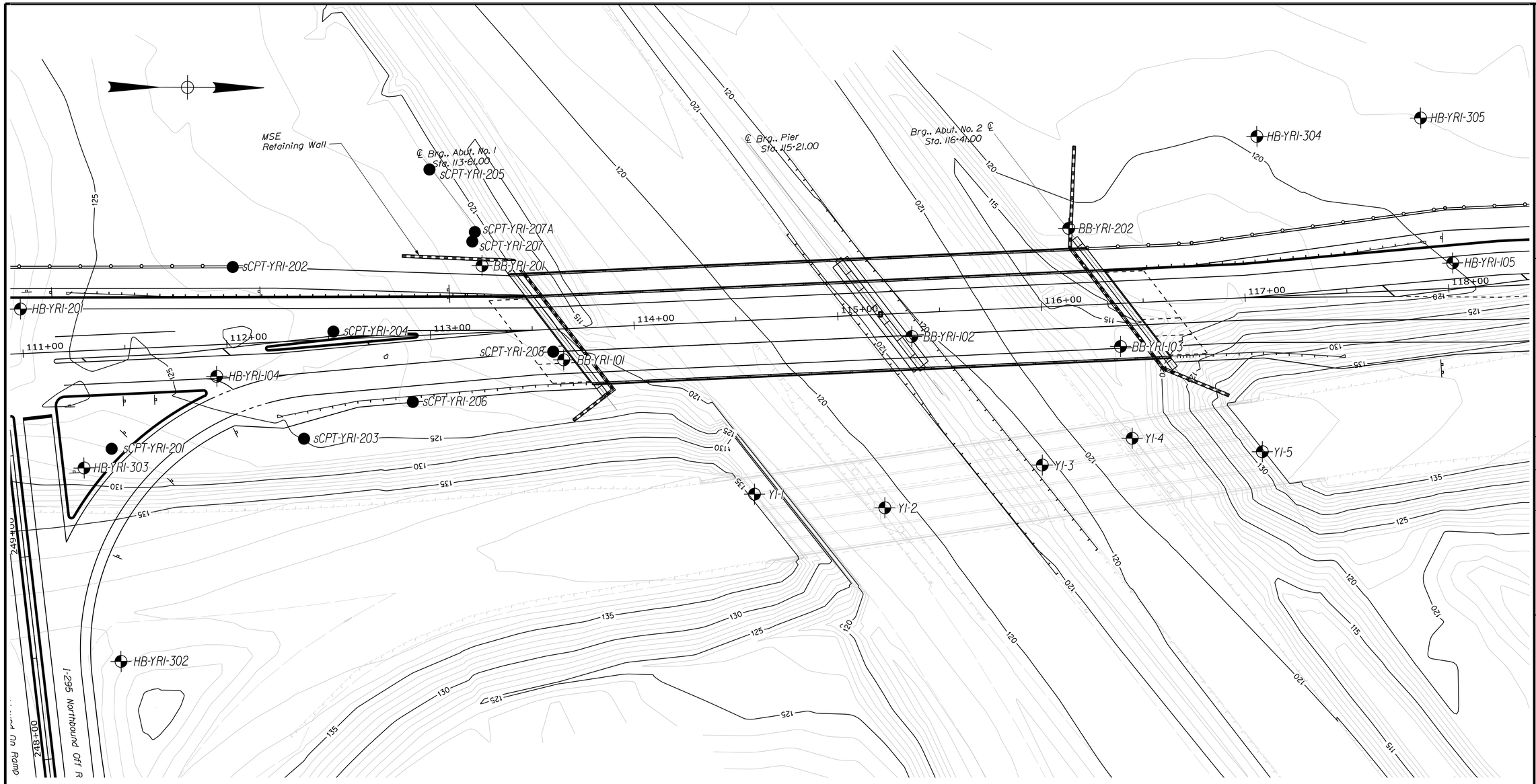
DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

PROFILE (5 OF 5)

SHEET NUMBER
12
OF 121

Filename: ...\1 - BLP\BLP - 09.23.24.dgn Division: HIGHWAY Username: common Date:5/2/2025



NOTES

1) Base map developed from electronic files (Alignments.dgn, Bridge.dgn, 3DTopo_071222.dgn, and Contours.dgn) provided by Hoyle, Tanner & Associates on June 17, 2024.

2) The as-drilled locations of the BB-YRI-100 and -200 bridge borings, HB-YRI-100, -200 and -300 series highway borings, and sCPT-YRI-200 series Seismic Cone Penetration Tests were surveyed and provided by MaineDOT in an electronic file (Borings_090324.dgn).

BORING LOCATION PLAN LEGEND

- BB-YRI-103, HB-YRI-105 — Locations and designations of BB- and HB-YRI-100 series borings performed by New England Boring Contractors of Hermon, Maine between February 21 and April 11, 2022.
- BB-YRI-202, HB-YRI-201 — Locations and designations of BB- and HB-YRI-200 series borings performed by Seaboard Drilling, LLC of Bangor, Maine between April 26 and 30, 2024.
- sCPT-YRI-208 — Locations and designations of sCPT-YRI-200 series seismic cone penetration tests performed by Seaboard Drilling, LLC of Bangor, Maine on April 25 and 29, 2024.
- HB-YRI-305 — Locations and designations of HB-YRI-300 series borings performed by Seaboard Drilling, LLC of Bangor, Maine between August, 22 and 26, 2024.
- YI-5 — Approximate locations and designations of YI series borings performed by the Maine State Highway Commission in April, 1957.

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00
BRIDGE NO. 5804
BRIDGE PLANS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN-DETAILED	E. TOME	B. CARDALI	09/2024
CHECKED-REVIEWED	A. BLASDELL	------	09/2024
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

RELOCATED, US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

BORING LOCATION PLAN

SHEET NUMBER
13
OF 121

NOTES

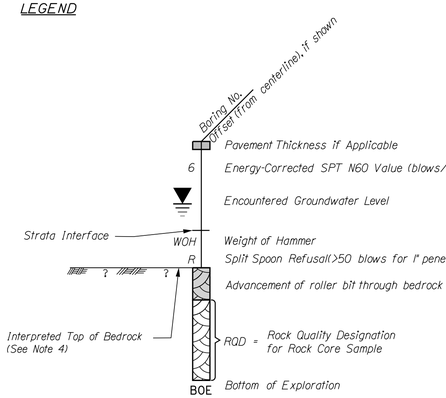
1) Base map developed from electronic files provided by HTA on June 17, 2024 (Profile.dgn)

2) The as-drilled boring locations were surveyed by a MaineDOT survey crew and provided to GZA in an electronic file (Borings.dgn).

3) BB, HB and CPT-YRI-200 series bridge borings were performed by Seaboard Drilling of Bangor Maine, and observed by GZA personnel between April 26 and April 30, 2024

4) This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and rock transitions may vary and are probably more erratic. Boring data are shown for borings drilled off alignment, but interpreted strata are based on the borings drilled closest to the project baseline. For more specific information refer to the exploration logs.

LEGEND



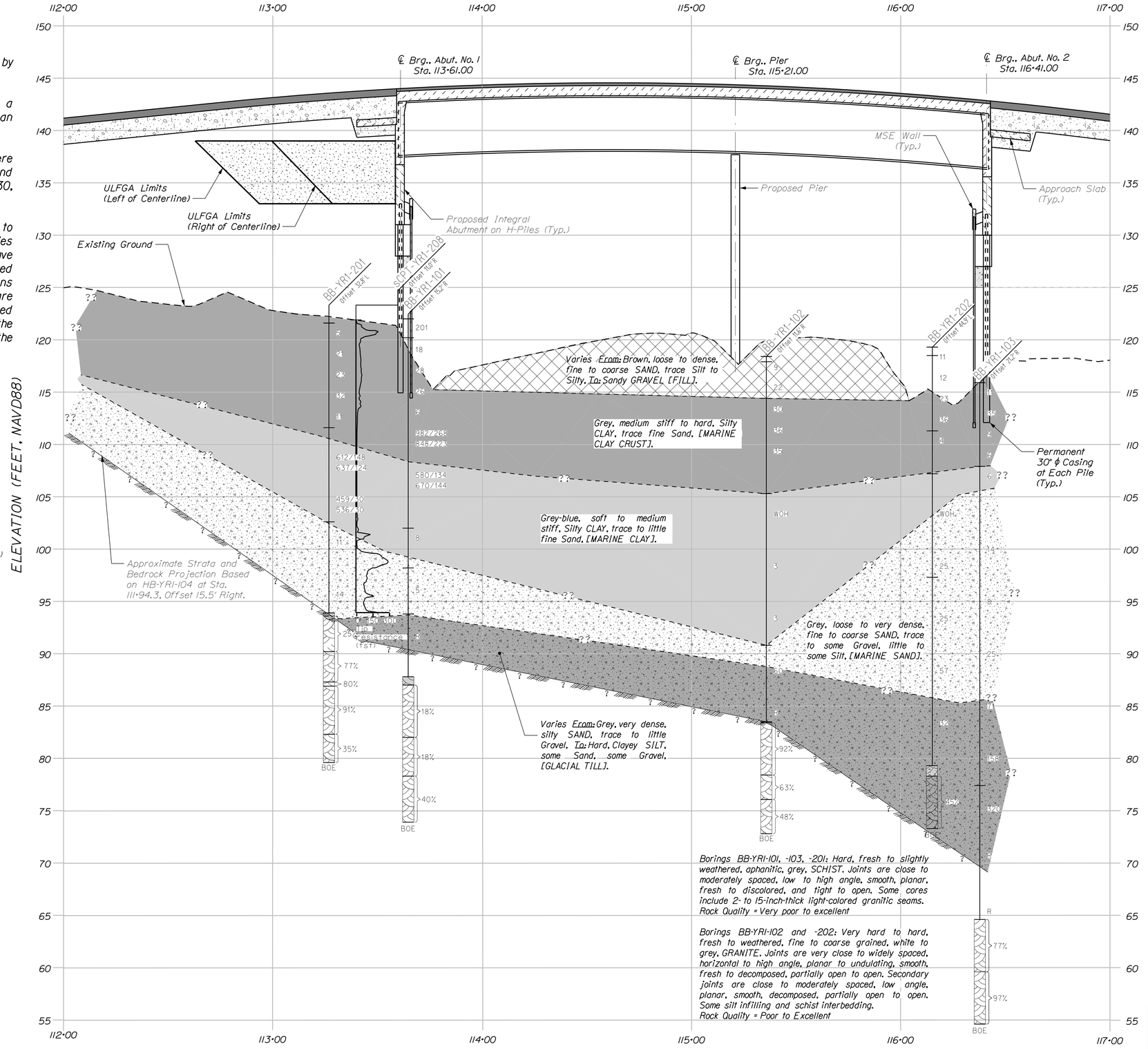


SCALE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale in Feet



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	M. WIGHT	BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	E. TOME	B. CARDALI	09/2024
CHECKED-REVIEWED	A. BLASDELL	A. BLASDELL	09/2024
DESIGN2-DETAILED2	-----	-----	SIGNATURE
DESIGN3-DETAILED3	-----	-----	-----
REVISIONS 1	-----	-----	P.E. NUMBER
REVISIONS 2	-----	-----	-----
REVISIONS 3	-----	-----	-----
REVISIONS 4	-----	-----	DATE
FIELD CHANGES	-----	-----	-----

RELOCATED. US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

INTERPRETIVE SUBSURFACE PROFILE

PREPARED BY:

GZA

SHEET NUMBER

14

OF 121

Filename: ...\2 - ISP\ISP - 09.19.24.dgn Division: HIGHWAY Username: common Date:5/2/2025

Filename: ...\Boring Logs Border.dgn Division: HIGHWAY Username: common Date:5/2/2025

Maine Department of Transportation — BB-YR1-201

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Yarmouth Route 1 Bridge No. 5804 over I-295
Location: Yarmouth, Maine
Boring No.: BB-YR1-201
WIN: 22382.00

Driller: Seaboard Drilling	Elevation (ft.): 121.6	Auger ID/OD: 4" / 4.5"	
Operator: K. Hanscom	Datum: NAVD88	Sampler: Standard Split-spoon	
Logged By: J. Cozens	Rig Type: Mobile B-50	Hammer Wt./Fall: 140# / 30"	
Date Start/Finish: 4-26-24 / 4-26-24	Drilling Method: SSA, Drive & Wash	Core Barrel: NQ	
Boring Location: Sta. 113+26.8, 32.8' Lt	Casing ID/OD: 4.25" / 4.5"	Water Level *: 1.8'	
Hammer Efficiency Factor: 1.066	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D - Split Spoon Sample; SSA - Solid Stem Auger; WO - Wash Out; WC - Water Content, percent
U - Thin Wall Tube Sample; HSA - Hollow Stem Auger; qu - Unconfined Compressive Strength (tsf); LL - Liquid Limit
V - Vane Shear Test; RC - Roller Cone; N-uncorrected - Raw Field SPT N-value; PL - Plastic Limit
WS - Unsuccessful Thin Wall Tube Sample Attempt; WOH - Weight of 140lb. Hammer; Hammer Efficiency Factor - Rig Specific Annual Calibration Value; PI - Plasticity Index
W - Field Vane Shear Test; PP - Pocket Penetrometer; WOR/C - Weight of Rods or Casing; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G - Grain Size Analysis
WH - Unsuccessful Test Hole Attempt; WOH - Weight of Hammer; Hammer Efficiency Factor=Hammer Efficiency; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (tsf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results: AASHTO and Unified Class.
0	10	24/18	0.0 - 2.0	1-1-2-1	3	5	SSA			Grey, wet, Clayey SILT, with fine to coarse sand seams, (Marine Clay Crust). PP = 1.0, 1.5 tsf	
	20	24/18	2.0 - 4.0	3-4-8-12	12	21				Grey to brown, wet, very stiff, Silty CLAY, with occasional sand seams and marbling, (Marine Clay Crust). PP = 2.5, 2.75, 2.5 tsf	G*24-S-1968 LL=43 PL=21 PI=22 WC=24.3
	30	24/21	4.0 - 6.0	3-5-8-10	13	23				Grey, wet, very stiff, Silty CLAY, with marbling, (Marine Clay Crust). PP=3.5, 3.5, 3.5 tsf	
	40	24/19	6.0 - 8.0	8-9-9-1	18	32				Grey-grey/blue, wet, very stiff, Silty CLAY, (Marine Clay Crust). PP=2.5, 1.5, 0.25 tsf	
	50	24/19	8.0 - 10.0	5-4-2-2	6	11				Grey, wet, stiff, CLAY & SILT, (Marine Clay Crust).	G*24-S-1969 LL=28 PL=15 PI=13 WC=23.0
10	U1	24/21	10.0 - 12.0					111.6		Grey-blue, wet, medium stiff, Silty CLAY, trace fine sand, (Marine Clay).	
	V1		12.6 - 13.2	S_u=612/148 psf						65x130 mm vane row torque readings: V1: 22.3/5.4 ft-lbs V2: 23.2/4.5 ft-lbs	
	V2		13.6 - 14.2	S_u=637/124 psf							
	U2	24/21	14.0 - 16.0					PUSH		Grey-blue, wet, medium stiff, Silty CLAY, trace fine sand, (Marine Clay).	
	V3		16.6 - 17.2	S_u=459/30 psf						V3: 16.7/1.1 ft-lbs V4: 19.5/1.1 ft-lbs	
	V4		17.6 - 18.2	S_u=536/30 psf							
	G1									G1 Grey, wet, soft to medium stiff, SILT, little sand, trace clay, (Marine Clay).	
20	60	24/12	20.0 - 22.0	2-3-3-4	6	11		102.6		Grey, wet, medium dense, fine to medium SAND, little fine gravel, little silt, (Marine Sand).	G*24-S-1970 A-2-4(0), SP-SM
	70	24/13	25.0 - 27.0	2-2-6-6	8	14				Grey, wet, medium dense, fine to medium SAND, little silt, trace gravel, (Marine Sand).	
	R1	44/35	28.0 - 31.7	RQD = 25%						Casing refusal at 27.7', probable top of rock. Advanced to 28.0' and set up to core. R1: Very hard, slightly weathered, fine grained to aphanitic, grey, SCHIST. Primary joints are close, horizontal to low angle, planar, smooth, fresh to discolored, tight. Secondary joints are randomly vertical, stepped, rough, discolored, tight to open, with silt pit infilling. Rock Quality: Very Poor Recovery: 79% Rock Core Times (min-sec): 28.0-29.0' (5:34), 29.0-30.0' (3:34), 30.0-31.0' (2:43), 31.0-31.7' (2:22) R2: Very hard, slightly weathered, fine grained to aphanitic, grey, SCHIST. Joints are close to moderately spaced, low angle, undulating to stepped, smooth to rough, fresh, tight, with sand, silt, clay and gravel, filled cavity foam from 31.7' 32.7', and silt infilling. Rock Quality: Good Recovery: 94% Rock Core Times (min-sec): 31.7-32.7' (1:37), 32.7-33.7' (2:07), 33.7-34.8' (2:04) R3: Very hard, slightly weathered, fine grained to aphanitic, grey, SCHIST. Joints are close, horizontal, planar, smooth, fresh, open, with silt infilling. Rock Quality: Good Recovery: 80% Rock Core Times (min-sec): 34.7-35.0' (1:01) R4: Very hard, fresh, fine grained to aphanitic, grey, SCHIST. Joints are moderately spaced, low angle, planar, smooth, fresh, tight, with pit silt and sand infilling. Rock Quality: Excellent Recovery: 96% Rock Core Times (min-sec): 35.0-36.0' (1:54), 36.0-37.0' (2:05), 37.0-38.0' (2:35), 38.0-39.0' (2:25), 39.0-39.8' (1:45) R5: Very hard, slightly weathered, fine grained to aphanitic, grey, SCHIST. Joints are very close to close, low to high angle, planar to undulating, smooth, fresh to discolored, tight to open, with silt infilling. Rock Quality: Poor Recovery: 100% Rock Core Times (min-sec): 39.8-40.8' (1:53), 40.8-42.0' (3:41)	
	R2	35/33	31.7 - 34.6	RQD = 77%							
	R3	5/4	34.7 - 35.1	RQD = 80%							
	R4	56/54	35.0 - 39.7	RQD = 91%							
	R5	28/28	39.8 - 42.1	RQD = 35%							
40								79.6		Bottom of Exploration at 42.0 feet below ground surface.	
45											
50											

Remarks:
1. Fine grained soil descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
2. Automatic hammer Seaboard SN 367 with an energy transfer ratio = 1.066.
3. Water level measured immediately after removal of casing.
4. As-drilled boring locations were surveyed by MaineDOT in the field (346593.6N, 1032902.7E).
5. "PP=" indicates pocket penetrometer readings were taken, which correspond to approximate unconfined compressive strength in tons per square foot. These values are equivalent to undrained shear strength in kips per square foot.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-YR1-201

Maine Department of Transportation — BB-YR1-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Yarmouth Route 1 Bridge No. 5804 over I-295
Location: Yarmouth, Maine
Boring No.: BB-YR1-101
WIN: 22382.00

Driller: New England Boring Contractors	Elevation (ft.): 122.0	Auger ID/OD: 4.25" OD	
Operator: Mike Porter	Datum: NAVD88	Sampler: Standard Split-spoon	
Logged By: E. Tombaugh	Rig Type: B-53 Track	Hammer Wt./Fall: 140# / 30"	
Date Start/Finish: 2/21/22-2/22/22	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 113+64.7, 15.2' Rt	Casing ID/OD: 4.25" / 4.5"	Water Level *: 2.7'	
Hammer Efficiency Factor: 0.92	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D - Split Spoon Sample; SSA - Solid Stem Auger; WO - Wash Out; WC - Water Content, percent
U - Thin Wall Tube Sample; HSA - Hollow Stem Auger; qu - Unconfined Compressive Strength (tsf); LL - Liquid Limit
V - Vane Shear Test; RC - Roller Cone; N-uncorrected - Raw Field SPT N-value; PL - Plastic Limit
WS - Unsuccessful Thin Wall Tube Sample Attempt; WOH - Weight of 140lb. Hammer; Hammer Efficiency Factor - Rig Specific Annual Calibration Value; PI - Plasticity Index
W - Field Vane Shear Test; PP - Pocket Penetrometer; WOR/C - Weight of Rods or Casing; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G - Grain Size Analysis
WH - Unsuccessful Test Hole Attempt; WOH - Weight of Hammer; Hammer Efficiency Factor=Hammer Efficiency; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (tsf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results: AASHTO and Unified Class.
0	10	22/18	0.0 - 1.8	9-50-81-50/2"	131	201	SSA			Brown, dry, fine to coarse SAND, little gravel, (Fill). Bottom 8": is white rock - probable cobble.	
							4in	120.2			
	20	24/14	2.0 - 4.0	12-5-7-10	12	18				Grey, moist, very stiff, CLAY, trace fine sand, (Marine Clay Crust). PP(tsf) = 3.5, 3.0, 3.0	
	30	24/24	4.0 - 6.0	7-8-10-12	18	28				Grey, dry, hard, CLAY, (Marine Clay Crust). PP(tsf) = 3.5, 4.0, 4.5	
	40	24/24	6.0 - 8.0	10-8-9-7	17	26				Grey, moist, very stiff, Silty CLAY, (Marine Clay Crust). PP(tsf) = 4.0, 2.5, 3.0	A-7-6, CL LL=47 PL=22 PI=25 WC=29.2
	50	24/24	8.0 - 10.0	2-2-2-2	4	6				Grey, moist, medium stiff to stiff, CLAY, (Marine Clay Crust). Approximately 1"-2" thick sand seam at 9.0'. PP(tsf) = 0.75, 1.0	
10	60 VT	24/24	10.0 - 12.0	Push thru vane S_u=882/268 psf	--			112.0		Grey, wet, medium stiff, Silty CLAY, (Marine Clay). 55x70mm vane row torque readings: V1: 22/6 in-lbs V2: 19/5 in-lbs	A-6, CL LL=36 PL=20 PI=16 WC=26.7
	V2		12.0 - 12.6	S_u=848/223 psf							
	1U	24/21	12.0 - 14.0	--	--					Grey, wet, Silty CLAY, trace fine Sand, (Marine Clay).	
	70 V3	24/24	14.0 - 16.0	Push thru vane S_u=580/134 psf	--					Grey, wet, medium stiff, Silty CLAY, (Marine Clay). 55x70mm vane row torque readings: V3: 13/3 ft-lbs V4: 15/3 ft lbs	G*S-842 A-4(0)
	V4		15.0 - 15.6 / 16.0	S_u=670/144 psf							
20	80 MV1	24/18	20.0 - 22.0 / 20.6	WOR-2-3-2	5	8				Grey, wet, medium stiff to stiff, Silty CLAY, little fine sand, (Marine Clay). Advanced vane to 20.6'; could not shear. Drove split-spoon through vane interval.	
								98.2		Roller bit advancement and wash return indicate coarse sand at 23.8', probable top of marine sand.	
	90	24/16	25.0 - 27.0	4-2-1-1	3	5				Grey, wet, loose, fine to medium SAND, little silt, little gravel, (Marine Sand). Increased roller cone resistance and gravel in wash at 28.2'.	
								93.8		Grey, wet, very hard, Clayey SILT, some sand, some gravel, (Glacial Till).	G*S-843 A-4(2), ML
30	100	8/4	30.0 - 30.7	20-52/2"	R			87.8		Increased roller bit resistance at 34.2', probable top of rock. Advanced roller bit to 35.0' and set up to core. R1: Hard, slightly weathered, aphanitic, grey, SCHIST, with 5" white granite seam. Primary joints are moderately spaced, high angle, planar, smooth, fresh, tight. Secondary joints are close to moderately spaced, low angle, planar, smooth, discolored to fresh, tight to open. Rock Quality = Very Poor Recovery = 50% Rock Core Times (min-sec): 35.0-36.0' (1:55), 36.0-37.0' (1:32), 37.0-38.0' (1:51), 38.0-39.0' (1:23), 39.0-40.0' (1:29) R2: Hard, slightly weathered, aphanitic, grey, SCHIST. Primary joints are closely spaced, low angle, planar, smooth, discolored, partially open to open. Secondary joints are closely spaced, high angle to vertical, planar, smooth, discolored, partially open. Rock Quality = Very Poor Recovery = 61% Rock Core Times (min-sec): 40.0-41.0' (1:51), 41.0-42.0' (1:22), 42.0-43.0' (1:42), 43.0-43.7' (2:44) R3: Hard, fresh, aphanitic, grey, SCHIST. Primary joints are close to moderately spaced, low angle, planar, smooth, fresh, tight. Secondary joints are moderately spaced, high angle to vertical, planar, smooth, discolored, tight to partially open. Rock Quality = Poor Recovery = 100% Rock Core Times (min-sec): 43.7-44.0' (0:39), 44.0-45.0' (2:01), 45.0-46.0' (1:54), 46.0-47.0' (2:09), 47.0-48.1' (1:44)	
	R1	60/30	35.0 - 40.0	RQD = 18%			NX				
	R2	44/27	40.0 - 43.7	RQD = 18%							
	R3	53/38	43.7 - 48.1	RQD = 40%							
40								73.9		Bottom of Exploration at 48.1 feet below ground surface.	
45											
50											

Remarks:
1. Automatic hammer NEBC #28 Energy Transfer Ratio = 0.92.
2. Fine-Grained Soil Descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
3. As-drilled boring locations were surveyed by MaineDOT in the field (346633.6N, 1032949.0E).
4. Fine-Grained Soil Descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
5. "PP=" indicates pocket penetrometer readings were taken, which corresponds to approximate unconfined compressive strength in tons per square foot. These values are equivalent to undrained shear strength in kips per square foot.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: BB-YR1-101

Maine Department of Transportation — BB-YR1-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Yarmouth Route 1 Bridge No. 5804 over I-295
Location: Yarmouth, Maine
Boring No.: BB-YR1-102
WIN: 22382.00

Driller: New England Boring Contractors	Elevation (ft.): 118.4	Auger ID/OD: 4.25" OD	
Operator: Brad Enos	Datum: NAVD88	Sampler: Standard Split-spoon	
Logged By: E. Tombaugh	Rig Type: B-53 Track	Hammer Wt./Fall: 140# / 30"	
Date Start/Finish: 4/11/22-4/11/22	Drilling Method: Drive & Wash	Core Barrel: NX	
Boring Location: Sta. 115+35.8, 11.6' Rt	Casing ID/OD: 4.25" / 4.5"	Water Level *: 7.9'	
Hammer Efficiency Factor: 0.863	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D - Split Spoon Sample; SSA - Solid Stem Auger; WO - Wash Out; WC - Water Content, percent
U - Thin Wall Tube Sample; HSA - Hollow Stem Auger; qu - Unconfined Compressive Strength (tsf); LL - Liquid Limit
V - Vane Shear Test; RC - Roller Cone; N-uncorrected - Raw Field SPT N-value; PL - Plastic Limit
WS - Unsuccessful Thin Wall Tube Sample Attempt; WOH - Weight of 140lb. Hammer; Hammer Efficiency Factor - Rig Specific Annual Calibration Value; PI - Plasticity Index
W - Field Vane Shear Test; PP - Pocket Penetrometer; WOR/C - Weight of Rods or Casing; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G - Grain Size Analysis
WH - Unsuccessful Test Hole Attempt; WOH - Weight of Hammer; Hammer Efficiency Factor=Hammer Efficiency; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (tsf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results: AASHTO and Unified Class.
0	10	24/10	0.0 - 2.0	3-3-3-4	6	9	SSA	118.0		Top 5": Topsoil. Bottom 5": Brown, dry, loose, fine to coarse SAND, (Fill).	
								114.4		Brown, dry, medium dense, fine to coarse SAND, (Fill).	
	20	24/3	2.0 - 4.0	4-7-8-10	15	22				Grey, moist, very stiff, Silty CLAY, (Marine Clay Crust).	
	30	24/24	4.0 - 6.0	10-10-11-10	21	30				Grey, moist, hard, Silty CLAY, 2" sand seam at 7.2', (Marine Clay Crust).	LL=28 PL=16 PI=12 WC=23.1
	40	24/24	6.0 - 8.0	9-13-12-11	25	36				Grey, moist, hard, Silty CLAY, (Marine Clay Crust).	
	50	24/24	8.0 - 10.0	6-11-13-10	24	35					
10	60	24/24	14.0 - 16.0	WOH-WOH-WOH-WOH	--		RC	105.4		Grey, wet, Silty CLAY, trace fine sand, (Marine Clay).	LL=28 PL=16 PI=12 WC=27.5
	MV1 70	24/15	19.0 - 21.0	1-1-1-1	2	3				MV1: Could not advance vane at 19.0'. Grey, wet, Silty CLAY, trace fine sand, (Marine Clay).	
	MV2 80	24/24	24.0 - 26.0	1-1-1-WOH	2	3				MV2: Could not advance vane at 24.0'. Grey, wet, Silty CLAY, fine sand in top 4", (Marine Clay).	
	90	24/16	29.0 - 31.0	16-22-20-19	42	60		90.9		Probable transition between Marine Clay and Marine Sand at 27.5' bgs based on increased rotarbit resistance and wash return. Grey, wet, very dense, fine to medium SAND, some silt, trace gravel, (Marine Sand).	G*22-S-1265
20	100	11/5	34.0 - 34.9	24-57/5"	--		NX	83.5		Grey, wet, very dense, fine SAND and weathered rock. Top 3" is black rock, then 1.5" fine white sand, then 0.5" white weathered rock. Probable top of bedrock at 34.9'.	
	R1	60/60	35.0 - 40.0	RQD = 92%						Advanced roller bit to 35.0' and set up to core. R1: Hard, fresh to weathered, coarse to very coarse grained, white and grey, GRANITE. Joints are close to widely spaced, high angle, planar, smooth, fresh to decomposed, partially open, bottom 15" is weathered. Recovery = 100% Rock Quality = Excellent Rock Core Times (min-sec): 35.0-36.0' (1:36), 36.0-37.0' (2:56), 37.0-38.0' (2:42), 38.0-39.0' (3:05), 39.0-40.0' (2:27) R2: Hard, weathered, coarse grained to very coarse grained, grey and white, GRANITE. Primary joints are close to moderately spaced, high angle, planar, smooth, decomposed, partially open to open. Secondary joints are close to moderately spaced, low angle, planar, smooth, decomposed, partially open to open. Recovery = 100% Rock Quality = Fair Rock Core Times (min-sec): 40.0-41.0' (1:40), 41.0-42.0' (1:23), 42.0-43.0' (1:11) R3: Top 13": Hard, weathered, coarse grained to very coarse grained, grey and white, GRANITE. Joints are closely spaced, high angle, planar, smooth, decomposed, open. R3: Bottom 13": Hard, fresh, aphanitic, grey, SCHIST. One joint is moderately dipping, planar, smooth, fresh, partially open. Recovery = 80% Rock Quality = Poor Rock Core Times (min-sec): 42.3-43.0' (1:50), 43.0-44.0' (3:26), 44.0-45.0' (3:08), 45.0-45.6' (0:50)	
	R2	28/28	40.0 - 42.3	RQD = 63%							
	R3	40/32	42.3 - 45.6	RQD = 48%							
40								72.8		Bottom of Exploration at 45.6 feet below ground surface.	
45											
50											

Remarks:
1. Automatic hammer NEBC #28 Energy Transfer Ratio = 0.863.
2. Fine-Grained Soil Descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
3. As-drilled boring locations were surveyed by MaineDOT in the field (346804.4N, 1032937.5E).
4. Fine-Grained Soil Descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
5. "PP=" indicates pocket penetrometer readings were taken, which corresponds to approximate unconfined compressive strength in tons per square foot. These values are equivalent to undrained shear strength in kips per square foot.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
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Page 1 of 1 — Boring No.: BB-YR1-102

Maine Department of Transportation — BB-YR1-202

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Yarmouth Route 1 Bridge No. 5804 over I-295
Location: Yarmouth, Maine
Boring No.: BB-YR1-202
WIN: 22382.00

Driller: Seaboard Drilling	Elevation (ft.): 119.3	Auger ID/OD: 4" / 4.5"	
Operator: K. Hanscom	Datum: NAVD88	Sampler: Standard Split-spoon	
Logged By: J. Cozens	Rig Type: Mobile B-50	Hammer Wt./Fall: 140# / 30"	
Date Start/Finish: 4-29-24 / 4-30-24	Drilling Method: SSA, Drive & Wash	Core Barrel: NQ	
Boring Location: Sta. 116+15.1, 38.0' Lt	Casing ID/OD: 4.25" / 4.5"	Water Level *: 7.4'	
Hammer Efficiency Factor: 1.066	Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐		

Definitions:
D - Split Spoon Sample; SSA - Solid Stem Auger; WO - Wash Out; WC - Water Content, percent
U - Thin Wall Tube Sample; HSA - Hollow Stem Auger; qu - Unconfined Compressive Strength (tsf); LL - Liquid Limit
V - Vane Shear Test; RC - Roller Cone; N-uncorrected - Raw Field SPT N-value; PL - Plastic Limit
WS - Unsuccessful Thin Wall Tube Sample Attempt; WOH - Weight of 140lb. Hammer; Hammer Efficiency Factor - Rig Specific Annual Calibration Value; PI - Plasticity Index
W - Field Vane Shear Test; PP - Pocket Penetrometer; WOR/C - Weight of Rods or Casing; N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency; G - Grain Size Analysis
WH - Unsuccessful Test Hole Attempt; WOH - Weight of Hammer; Hammer Efficiency Factor=Hammer Efficiency; C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Strength (tsf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results: AASHTO and Unified Class.
0	10	24/17	0.0 - 2.0	1-1-5-6	6	11	SSA	118.5		10 (0'-0.8'): Brown to black, moist, loose, silty fine to medium SAND, with roots and organic silt, (Forest Mat).	
								118.1		10 (0.8'-1.4'): Grey, moist, loose, silty fine to medium SAND, (Marine Clay Crust).	
	20	24/22	2.0 - 4.0	5-3-4-6	7	12				20 (2.0'-2.8'): Grey, moist, loose, silty fine to medium SAND, (Marine Clay Crust). 20 (2.8'-3.9'): Grey, moist, stiff, CLAY & SILT, with marbling, (Marine Clay). PP = 1.5, 1.5, 2.2 tsf	G*24-S-1971 LL=32 PL=17 PI=15 WC=25.3
	30	24/24	4.0 - 6.0	4-4-9-10	13	23				Grey, moist, very stiff, Silty CLAY, with marbling, (Marine Clay Crust). PP=1.5, 2.5, 3.0, 3.5 tsf	
	40	24/10	6.0 - 8.0	7-9-11-9	20	36				Grey to olive, moist, very stiff to hard, CLAY & SILT, with decreasing marbling, (Marine Clay Crust). PP=2.0, 2.0, 2.0 tsf	G*24-S-1972 LL=36 PL=17 PI=19 WC=22.4
	50	24/24	8.0 - 10.0	2-1-1-2	2	4				Grey, wet, medium stiff, Silty CLAY, (Marine Clay). PP=0.5, 0.5, 0.5 tsf	G*24-S-1973 LL=39 PL=18 PI=21 WC=32.2
10	U1	24/18	10.0 - 12.0					109.3			
	MV1 60	24/24	12.0 - 12.1 / 14.1	Push Thru Vane	--			107.2		MV1: Unable to penetrate, probable sand seams. 60: Grey, wet, Sandy SILT, trace clay, with sand seams, (Marine Sand).	
	70	24/23	15.0 - 17.0	WOH-WOH-WOH-2	R					70 (15.0'-16.7'): Grey, wet, very soft, SILT & CLAY, some fine sand, (Marine Sand). 70 (16.7'-16.9'): Grey, wet, fine to coarse SAND, (Marine Sand).	G*24-S-1974 A-4(0), ML
	80	24/14	20.0 - 22.0	10-7-7-8	14	25				Grey, wet, medium dense, gravely fine to coarse SAND, little silt, (Marine Sand).	
								97.3			
	90	24/15	25.0 - 27.0	7-8-6-8	14	25				Grey, wet, medium dense, Silty fine to medium SAND, trace gravel, (Glacial Till).	
	100	24/14	30.0 - 32.0	21-16-16-13	32	57				Grey, wet, very dense, fine to medium SAND, some clayey silt, little gravel, (Glacial Till).	G*24-S-1975 A-2-4(0), SM
	110	24/20	35.0 - 37.0	6-6-12-25	18	32		79.8		Grey, wet, very dense, Silty fine to coarse SAND, some gravel, (Glacial Till).	
	120	0/0	40.0 - 40.0	25/0"	R		ND	73.3		Casing refusal at 39.5', probable top of rock; advanced roller cone to 40.0'; Splitspoon refusal at 40.0'. Advanced roller cone to 41.0' and set up to core. R1: Very hard, slightly weathered, fine to medium grained, white, GRANITE. Joints are very close to close, horizontal to low angle, undulating, smooth, fresh to discolored, open, with silt infilling and schist interbedding. Rock Quality: Poor Recovery: 93% Rock Core Times (min-sec): 41.0-42.0' (3:26), 42.0-43.0' (3:18), 43.0-44.0' (3:30), 44.0-45.0' (2:44) Boring terminated at 46.0', core barrel broke.	
	R1	60/56	41.0 - 46.0	RQD = 45%							
40								73.3		Bottom of Exploration at 46.0 feet below ground surface.	
45											
50											

Remarks:
1. Fine grained soil descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
2. Automatic hammer Seaboard SN 367 with an energy transfer ratio = 1.066.
3. Water level measured immediately after removal of casing.
4. As-drilled boring locations were surveyed by MaineDOT in the field (346881.4N, 1032884.4E).
5. "PP=" indicates pocket penetrometer readings were taken, which correspond to approximate unconfined compressive strength in tons per square foot. These values are equivalent to undrained shear strength in kips per square foot.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 23822.00

BRIDGE PLANS

Bridge No. 5804

	M. WRIGHT	B. CARROLL	09/2024	SIGNATURE
PROJ. MANAGER				
DESIGN-DETAILED	E. TOME	B. CARROLL	09/2024	
CHECKED-REVIEWED	E. TOME	A. BLASDELL		
DESIGN2-DETAILED2				P.E. NUMBER
DESIGN3-DETAILED3				
REVISIONS 1				DATE
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH

CUMBERLAND COUNTY

BORING LOGS 1

PREPARED BY:

SHEET NUMBER
15
OF 121

Maine Department of Transportation

Soil/Rock Exploration Log

US CUSTOMARY UNITS

Project: Yarmouth Route 1
Bridge No. 5804 over I-295
Location: Yarmouth, Maine

Boring No.: BB-YR1-103

WIN: 22382.00

Driller:	New England Boring Contractors	Elevation (ft.):	115.9	Auger ID/OD:	4.25" OD
Operator:	Mike Porter	Datum:	NAVD88	Sampler:	Standard Splitspoon
Logged By:	E. Tombough	Rig Type:	B-53 Track	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	2/23/22-2/24/22	Drilling Method:	Drive & Wash	Core Barrel:	NX
Boring Location:	Sta. 116+37.8, 21.2' Rt	Casing ID/OD:	4.25"/4.5"	Water Level *:	3.7'
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulc ☐ Rope & Cathead ☐		

Definitions:
D = Split Spoon Sample
WD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
WU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WL = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of the Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
No. = Hammer Efficiency Factor Within Uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows (#lb. in.) (Pen. Resist. or RQD (2))	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	10	24/19	0.0 - 2.0	1-2-5-6	7	11	SSA	115.5		Grey, wet, medium stiff, CLAY, (Topsoil). Organics in top 5".	
										0.4	
	20	24/24	2.0 - 4.0	8-10-13-12	23	35				Grey, wet, very stiff, Silty CLAY, trace fine sand (Marine Clay Crust). PP(tsf) = 2.5, 2.25	A-6, CL LL=38 PL=20 PI=18 WC=23.8
5	30	24/24	4.0 - 6.0	2-2-4-3	6	9				Grey, wet, very stiff to stiff, Silty CLAY, (Marine Clay Crust). PP(tsf) = 2.0, 2.25	A-6, CL LL=30 PL=17 PI=13 WC=20.7
	40	24/24	6.0 - 8.0	3-2-2-2	4	6				Grey, wet, stiff to medium stiff, Sandy CLAY, (Marine Clay Crust). PP(tsf) = 0.25	
	50	24/10	8.0 - 10.0	WOH-1-3-3	4	6		107.9		8.0 — Grey, wet, loose, fine to medium SAND, little silt, trace gravel, (Marine Sand). MV1: Could not advance vane at 8.0'.	
10											
15	60	24/8	15.0 - 17.0	3-5-4-5	9	14	22			Grey, wet, medium dense, fine to coarse SAND, trace silt, (Marine Sand):	
							15			Coarse sand and gravel in wash return.	
							16				
							10				
							13				
20	70	24/8	20.0 - 22.0	4-4-1-1	5	8	15			Grey, wet, loose, fine to medium SAND, little silt, little gravel, (Marine Sand):	GS-846 A-2-4(0), SM WC=10.2
							16			Coarse sand and gravel in wash return.	
							36				
							55				
							32				
25	80	24/8	25.0 - 27.0	10-9-7-12	16	25	55			Grey, wet, medium dense, fine to coarse SAND, little gravel, trace silt, (Marine Sand).	
							43				
							49				
							51				
							27				
30	90	24/16	30.0 - 32.0	5-18-28-32	46	71	44			Grey, wet, very dense, fine to coarse SAND, some gravel, trace silt, (Marine Sand).	
							75			Casing resistance at 33.8': advanced roller cone to 35.0', probable cobble.	
							148				
							495				
							RC				
35	100	24/22	35.0 - 37.0	31-58-45-81	103	158	162			Grey, wet, very dense, fine to coarse SAND, some gravel, some silt, (Marine Sand).	GS-847 A-1-b, SM WC=7.5
							264				
							272				
							291	77.4		38.5 —	
							267				
40	110	19/15	40.0 - 41.6	27-73-136-53/1"	209	320	RC			Grey, wet, very dense, fine to medium Silty SAND, (Glacial Till).	
45	120	6/6	45.0 - 45.5	83/6"	--					Grey, wet, very dense, fine to coarse Silty SAND, trace gravel, (Glacial Till).	
50	130	14/14	50.0 - 51.2	34-147-36/2"						Grey, wet, very dense, Silty SAND, trace gravel, (Glacial Till).	GS-848 A-4(0), SM
	R1	60/52	51.3 - 56.3	RQD = 77%			NX	64.6		Increased roller cone resistance at 51.3', probable bedrock. Set up to core at 51.3'. 51.3 — R1: Hard, fresh, aphanitic, grey, SCHIST with 7"-15"- thick white granite seams. Joints are close to moderately spaced, low angle, planar, smooth, fresh, tight to open. One high angle joint, planar, smooth, fresh, tight. Rock Quality = Good Recovery = 87% Rock Core Times (min/sec): 51.3-52.3' (2:31), 52.3-53.3' (1:57), 53.3-54.3' (2:01), 54.3-55.3' (2:08), 55.3-56.3' (2:42)	
55	R2	60/60	56.3 - 61.3	RQD = 97%						R2: Hard, fresh, aphanitic, grey, SCHIST, with 2.0"-2.5"-thick, white granite seams. Joints are close to moderately spaced, low angle, planar, smooth, fresh, tight to partially open. Rock Quality = Excellent Recovery = 100% Rock Core Times (min/sec): 56.3-57.3' (2:16), 57.3-58.3' (1:52), 58.3-59.3' (1:53), 59.3-60.3' (1:42), 60.3-61.3' (1:26)	
60								54.6		61.3 — Bottom of Exploration at 61.3 feet below ground surface.	
65											
70											
75											

Remarks:

1. Automatic hammer NEBC #28 Energy Transfer Ratio = 0.92.
2. Water level measured immediately after removal of casing.
3. As-drilled boring locations were surveyed by MaineDOT in the field (1346906.8N, 1032942.4E).
4. Fine-Grained Soil Descriptions on this log are based on plasticity estimated using visual-manual classification techniques or laboratory Atterberg Limit tests if available, rather than the MaineDOT Standard based on percentages passing specific grain sizes.
5. "PP" indicates pocket penetrometer readings were taken, which correspond to approximate unconfined compressive strength in tons per square foot. These values are equivalent to undrained shear strength in kips per square foot.

Stratification lines represent approximate boundaries between soil types: transitions may be gradual.
The water level at the time shown may not be representative of all subsurface conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 23822.00

Bridge No. 5804

BRIDGE PLANS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN-DETAILED	E. TOMB	B. CARDALI	09/2024
CHECKED-REVIEWED	A. BLASDELL		09/2024
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED. US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

BORING LOGS 2

PREPARED BY:

GZA

SHEET NUMBER

16

OF 121

Username: common Date:5/2/2025

Division: HIGHWAY

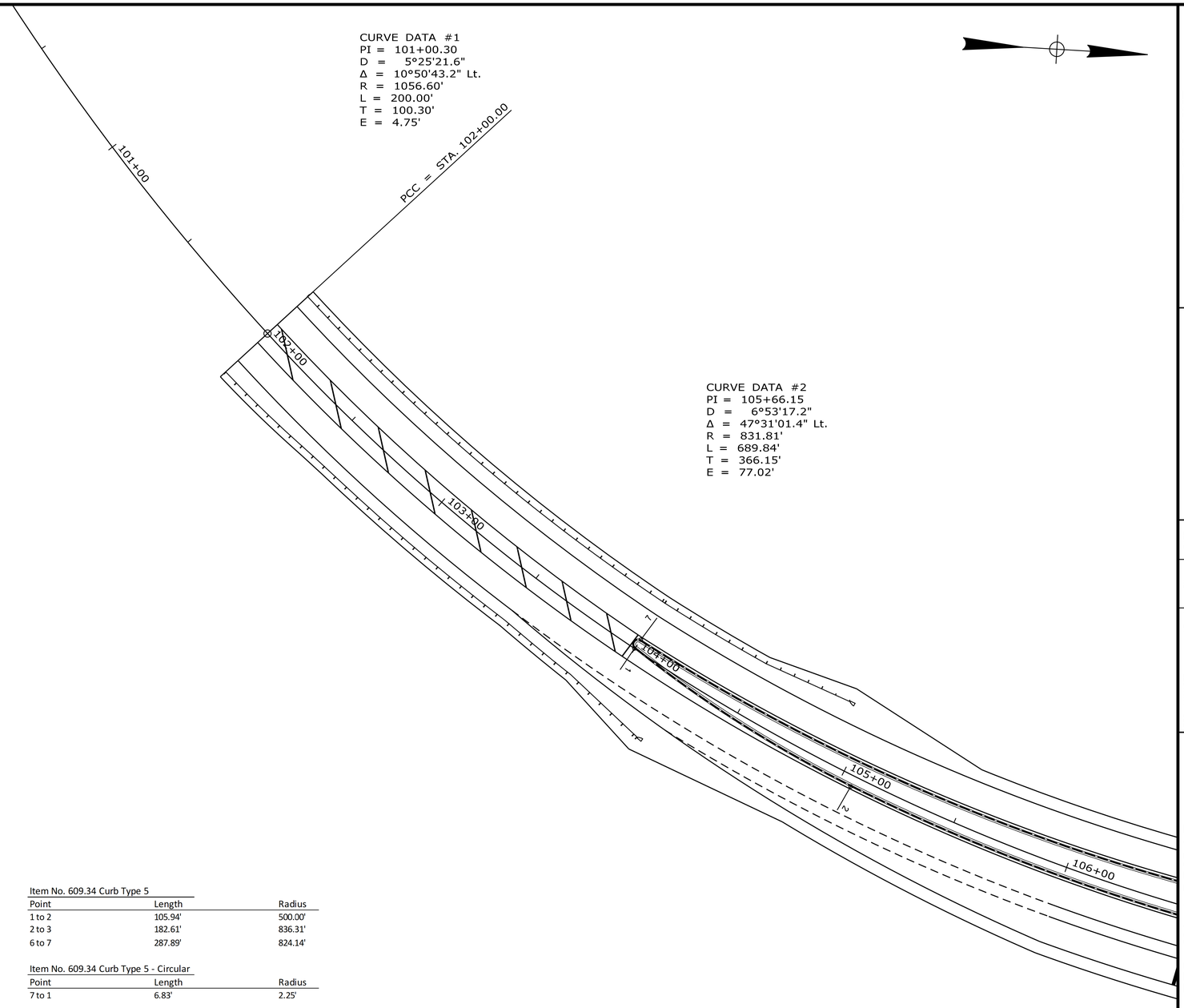
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Filename: ...\BRIDGE\MSTA\017_GeomPlan1.dgn Username: Division: BRIDGE Date:5/2/2025

Control Points for Curbing					
Point	Reveal	Station	Offset	Easting	Northing
1	5.5"	104+00.00	0.00 LT	345690.4860	1032836.5150
2	5.5"	105+05.00	4.50 RT	345782.1120	1032889.2900
3	5.5"	106+86.89	4.50 RT	345955.8100	1032944.4450
4	5.5"	106+88.79	3.12 RT	345957.9480	1032943.4650
5	5.5"	106+92.36	7.65 LT	345963.5220	1032933.5510
6	5.5"	106+90.40	10.31 LT	345963.5220	1032933.5510
7	5.5"	104+00.00	4.50 LT	345962.1250	1032930.6010
8	5.5"	107+03.14	4.50 RT	345971.9020	1032947.5150
9	5.5"	107+33.01	4.50 RT	346001.4940	1032952.3140
10	5.5"	107+34.31	0.95 RT	346003.2830	1032949.0170
11	5.5"	107+07.04	10.34 LT	346003.2830	1032949.0170
12	5.5"	107+04.95	9.00 RT	345976.0270	1032934.5450
13	5.5"	107+01.30	1.85 RT	345970.5050	1032944.5830
14	0"	106+99.83	37.50 RT	345962.5550	1032979.3540
15	7"	107+07.40	38.33 RT	345970.2280	1032981.5830
16	7"	80+75.36	30.00 RT	345995.0270	1033023.2260
17	7"	81+25.00	30.00 RT	345989.3945	1033072.5410
18	0"	81+33.00	30.00 RT	345988.4867	1033080.4893
19	0"	81+39.00	30.00 RT	345987.8058	1033086.4505
19A	7"	81+47.00	30.00 RT	345986.8980	1033094.3989
20	7"	81+75.04	30.00 RT	345983.7170	1033122.2490
21	7"	81+75.02	15.00 RT	345998.6210	1033123.9430
22	7"	80+55.62	15.00 RT	346012.1706	1033005.3104
22A	7"	80+25.48	1.30 RT	346029.2039	1032976.9202
23	7"	80+27.00	2.00 LT	346032.3082	1032978.8062
24	7"	81+75.01	2.00 LT	346015.5120	1033125.8630
25	7"	81+75.00	26.00 LT	346039.3590	1033128.5730
26	7"	80+57.42	26.00 LT	346052.7019	1033011.7476
27	7"	80+49.00	27.03 LT	346054.6770	1033003.5030
27A	0"	80+41.52	29.82 LT	346058.2981	1032996.3890
28	5.5"	107+96.99	4.50 RT	346065.4620	1032959.0160
29	5.5"	108+89.84	4.50 RT	346158.7600	1032959.9600
30	5.5"	110+52.98	4.50 RT	346321.7460	1032952.5070
31	5.5"	110+54.06	0.81 RT	346322.6320	1032948.7640
32	5.5"	110+14.46	10.50 LT	346282.5660	1032939.2830
33	5.5"	110+00.00	10.50 LT	346268.1170	1032939.9440
34	5.5"	109+00.00	0.50 RT	346168.7230	1032955.5000
35	5.5"	108+89.84	0.50 RT	346158.5770	1032955.9640
36	5.5"	107+96.99	0.50 RT	346065.7250	1032955.0250
37	5.5"	246+31.95	3.00 RT	346397.2490	1033312.3050
38	5.5"	249+39.93	3.00 RT	346361.8020	1033006.3680
39	5.5"	249+68.28	0.98 LT	346360.5450	1032977.9690
40	5.5"	249+68.00	3.00 RT	346364.5310	1032977.7930
41	5.5"	246+31.95	3.00 LT	346403.2090	1033311.6140
42	5.5"	249+17.68	23.00 RT	346390.1920	1033025.4950
43	5.5"	249+16.46	26.60 RT	346393.9040	1033026.2760
44	5.5"	111+88.33	25.35 RT	346457.9120	1032967.1400
45	5.5"	111+87.54	21.50 RT	346456.9210	1032963.3440
46	5.5"	111+19.28	21.50 RT	346388.7360	1032966.4620
47	5.5"	249+71.48	23.00 RT	346383.9970	1032972.0320
48	5.5"	112+20.06	4.50 RT	346488.6550	1032944.8750
49	5.5"	112+24.98	4.50 RT	346493.5450	1032944.6510
50	5.5"	112+92.80	1.52 RT	346561.1600	1032938.5720
51	5.5"	112+92.80	1.48 LT	346561.0230	1032935.5780
52	5.5"	112+89.50	1.62 LT	346557.7200	1032935.5860
53	5.5"	112+62.14	1.31 LT	346530.4040	1032937.1520
54	5.5"	112+19.98	1.50 RT	346488.4190	1032941.8860
55	0"	49+26.20	8.92 LT	347261.0359	1032836.9405
55A	5.5"	49+33.90	11.06 LT	347264.2880	1032844.2404
56	5.5"	49+40.28	13.93 LT	347268.0570	1032850.1323
56A	0"	49+47.00	18.25 LT	347273.3210	1032856.1450
57	0"	120+22.25	37.70 LT	347287.8380	1032866.0784
58	5.5"	120+29.68	34.73 LT	347295.6100	1032868.7005
59	5.5"	120+36.49	33.14 LT	347302.4859	1032869.9823
59A	5.5"	120+44.45	32.50 LT	347310.4478	1032870.2331
60	5.5"	120+11.95	4.50 RT	347279.7160	1032908.7010
61	5.5"	122+00.00	4.50 RT	347467.5490	1032900.1120
62	5.5"	122+56.80	2.00 RT	347524.1730	1032895.0200
63	5.5"	122+56.80	2.00 RT	347523.9880	1032891.0250
64	5.5"	122+00.00	4.50 LT	347467.0940	1032891.1230
65	5.5"	120+11.97	4.50 LT	347279.3050	1032899.7110

CURVE DATA #1
PI = 101+00.30
D = 5°25'21.6"
Δ = 10°50'43.2" Lt.
R = 1056.60'
L = 200.00'
T = 100.30'
E = 4.75'

CURVE DATA #2
PI = 105+66.15
D = 6°53'17.2"
Δ = 47°31'01.4" Lt.
R = 831.81'
L = 689.84'
T = 366.15'
E = 77.02'



Item No. 609.34 Curb Type 5

Point	Length	Radius
1 to 2	105.94'	500.00'
2 to 3	182.61'	836.31'
6 to 7	287.89'	824.14'

Item No. 609.34 Curb Type 5 - Circular

Point	Length	Radius
7 to 1	6.83'	2.25'

PLAN

25 0 25 50

Scale of Feet

NOTES:

1. For lengths and station/offset locations of curb type 3, refer to cross sections.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	GGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

CURBING AND GEOMETRIC PLAN (1 OF 4)

SHEET NUMBER

17

OF 121

Filename: ...\BRIDGE\MSTA\018_GeomPlan2.dgn Division: BRIDGE Username: Date:5/2/2025

CURVE DATA #2
PI = 105+66.15
D = 6°53'17.2"
Δ = 47°31'01.4" Lt.
R = 831.81'
L = 689.84'
T = 366.15'
E = 77.02'

STA. 107+64.50
= STA. 80+00.00

STA. 110+89.37
= STA. 250+00.00

PT = STA. 108+89.84

N2°37'05.42"W

S83°29'03.55"E 81.00'

S83°23'27.96"W

R=40'

R=35'

R=50'

R=120'

PC = STA. 81+82.31

PT = STA. 83+79.72

CURVE DATA #4
PI = 82+84.64
D = 18°50'50.3"
Δ = 37°12'26.1" Lt.
R = 304.00'
L = 197.41'
T = 102.33'
E = 16.76'

106+00 107+00 108+00 109+00 110+00 111+00 112+00 80+00 82+00 83+00 83+80 248+00 249+00 250+00

Item No. 609.11 Vertical Curb Type 1

Point	Length	Radius
16 to 17	49.63'	
19A to 20	28.03'	
21 to 22	119.38'	
23 to 24	148.00'	
25 to 26	117.58'	

Item No. 609.12 Vertical Curb Type 1 - Circular

Point	Length	Radius
15 to 16	52.07'	40.00'
22 to 22A	34.13'	40.00'
22A to 23	4.55'	2.00'
26 to 27	8.50'	35.00'

Item No. 609.221 Terminal Curb Type 1

Point	Length	Radius
17 to 18	8.00'	
19 to 19A	8.00'	

Item No. 609.222 Terminal Curb Type 1 - Circular

Point	Length	Radius
14 to 15	8.00'	40.00'
27 to 27A	8.00'	35.00'

Item No. 609.35 Curb Type 5 - Circular

Point	Length	Radius
3 to 4	2.51'	2.00'
5 to 6	3.82'	2.00'
9 to 10	4.87'	2.00'
11 to 12	2.65'	2.00'
13 to 8	3.79'	2.00'
30 to 31	5.17'	2.00'
36 to 28	6.28'	2.00'
39 to 40	6.00'	2.00'
42 to 43	5.00'	2.00'
44 to 45	5.50'	2.00'
46 to 47	8.20'	5.00'

Item No. 609.34 Curb Type 5

Point	Length	Radius
2 to 3	182.61'	836.31'
4 to 5	11.37'	
6 to 7	287.89'	824.14'
8 to 9	29.98'	836.31'
10 to 11	29.83'	50.00'
12 to 13	11.45'	
28 to 29	93.35'	836.31'
29 to 30	163.16'	
31 to 32	41.71'	75.00'
32 to 33	14.46'	
33 to 34	100.60'	
34 to 35	10.16'	
35 to 36	92.91'	832.31'
37 to 38	307.98'	
38 to 39	28.45'	200.00'
40 to 41	336.06'	
43 to 44	88.42'	150.00'
45 to 46	68.26'	
47 to 42	53.82'	

PLAN

25 0 25 50
Scale of Feet

NOTES:
1. For lengths and station/offset locations of curb type 3, refer to cross sections.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
WIN 22382.00
BRIDGE NO. 5804

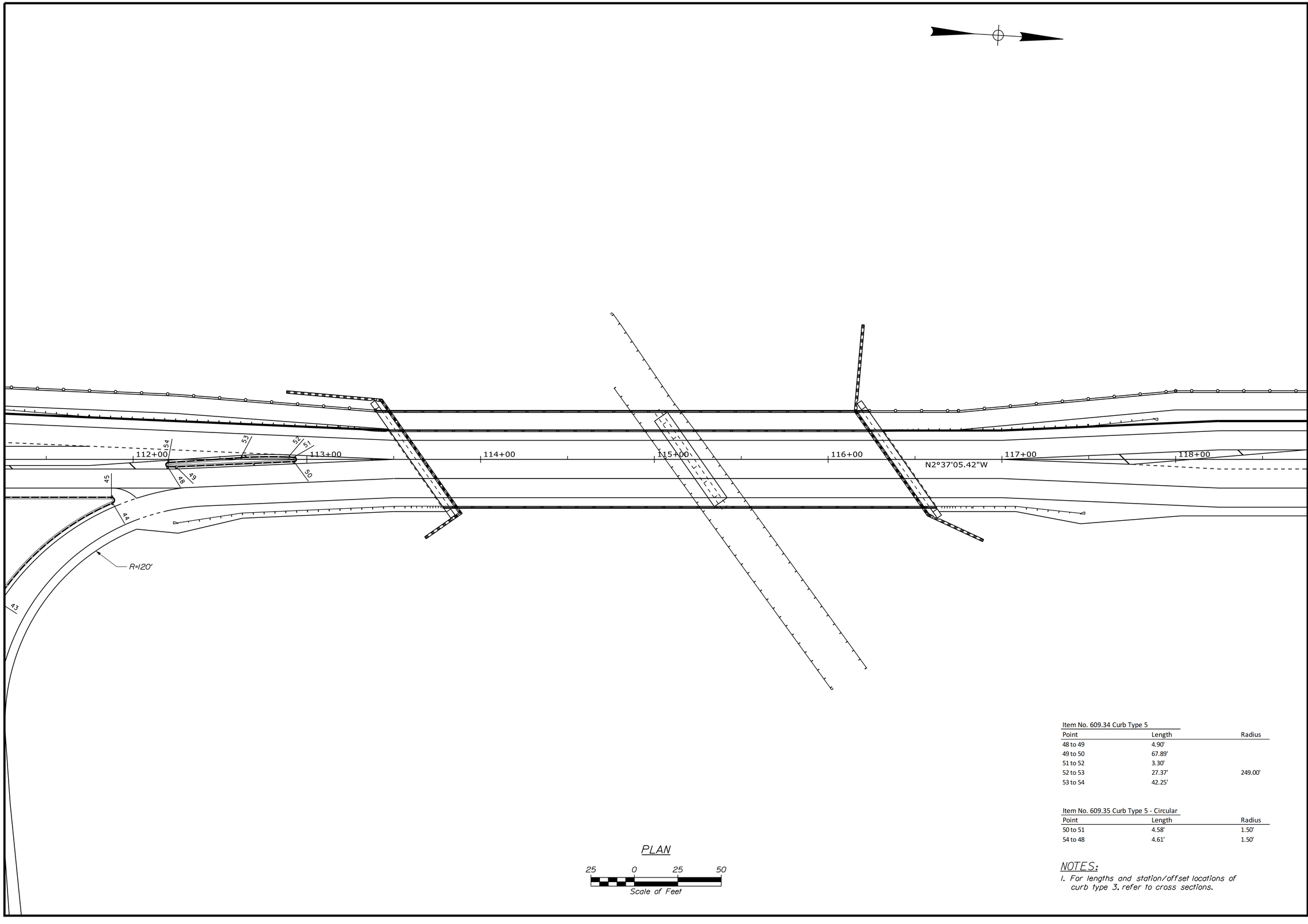
P.E. NUMBER
DATE

	BY	DATE
PROJ. MANAGER	J.Brodsk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	LDC	OCT 2024
DESIGN2-DETAILED2	OGK	OCT 2024
DESIGN3-DETAILED3	RPM	
REVISIONS 1	SMA	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

CURBING AND GEOMETRIC PLAN (2 OF 4)

SHEET NUMBER
18
OF 121



PLAN

25 0 25 50

Scale of Feet

Item No. 609.34 Curb Type 5

Point	Length	Radius
48 to 49	4.90'	
49 to 50	67.89'	
51 to 52	3.30'	
52 to 53	27.37'	249.00'
53 to 54	42.25'	

Item No. 609.35 Curb Type 5 - Circular

Point	Length	Radius
50 to 51	4.58'	1.50'
54 to 48	4.61'	1.50'

NOTES:

1. For lengths and station/offset locations of curb type 3, refer to cross sections.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	J.Brosk	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

CURBING AND GEOMETRIC PLAN (3 OF 4)

SHEET NUMBER

19

OF 121

Filename: ...\BRIDGE\MSTA\019_GeomPlan3.dgn Division: BRIDGE Username: Date:5/2/2025

Filename: ...\BRIDGE\MSTA\020_GeomPlan4.dgn Username: Division: BRIDGE Date:5/2/2025

CURVE DATA #5
PI = 47+43.07
D = 23°28'54.8"
Δ = 82°09'57.4" Rt.
R = 244.00'
L = 349.91'
T = 212.73'
E = 79.71'

PT = STA. 48+80.25

48+00
49+00
50+00
51+00
52+00
118+00
119+00
120+00
121+00
122+00
123+00
124+00
125+00

55
55A
56
56A
57
58
59
59A
60
61
62
63
64
65

R=50′
R=20′
R=60′
R=10′
R=40′

N2°37'05.42"W

STA. 119+94.56
= STA. 49+93.68

N81°33'34.35"E

PC = STA. 124+48.90

CURVE DATA #3
PI = 126+82.01
D = 5°00'01.7"
Δ = 22°59'54.7" Rt.
R = 1145.81'
L = 459.93'
T = 233.10'
E = 23.47'

PLAN

25 0 25 50
Scale of Feet

Item No. 609.34 Curb Type 5

Point	Length	Radius
55 to 55A	8.00'	50.00'
55A to 56	7.00'	50.00'
56 to 56A	8.00'	50.00'
57 to 58	8.00'	50.00'
58 to 59	7.00'	50.00'
59 to 59A	8.00'	50.00'
60 to 61	188.03'	
61 to 62	56.90'	
63 to 64	56.89'	
64 to 65	188.03'	

Item No. 609.35 Curb Type 5 - Circular

Point	Length	Radius
62 to 63	6.28'	2.00'
65 to 60	14.13'	4.50'

NOTES:
1. For lengths and station/offset locations of curb type 3, refer to cross sections.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5804
WIN 22382.00
BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	QGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

J.Brosk

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

CURBING AND GEOMETRIC PLAN (4 OF 4)

SHEET NUMBER
20
OF 121

NOTES:
1. ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND STANDARD DETAILS.

2. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD), AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.

3. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER SIGNING ITEMS. SIGNS BEING RESET TO BE PAID UNDER DEMOUNT AND REINSTALL ITEMS 645.1**.

4. SIGNS INSTALLED ON ISLANDS SHALL BE INSTALLED ON 4 LB/FT U-CHANNEL POSTS AND BREAKAWAY DEVICE. THE BREAKAWAY DEVICE SHALL BE MARION STEEL LAP SPLICE U-CHANNEL BREAKWAY SYSTEM. "THE RIB-BAK," BREAKAWAY DEVICE IS INCIDENTAL TO SIGN INSTALLATION ITEMS 645.113 AND 645.116.

5. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS (INCIDENTAL TO 627 ITEMS).

6. THE CONTRACTOR SHALL PAINT ALL HOT MIX ASPHALT MEDIAN ISLANDS. PAID AS ITEM 658.20.

7. CROSSWALK MARKINGS TO BE PAID AS ITEM 627.75. MARKINGS SHALL BE IN CONFORMANCE WITH THE 11TH EDITION OF THE MUTCD FIGURE 3C-1. LONGITUDINAL BAR MARKINGS. CONTRACTOR SHALL LAYOUT THE CROSSWALK MARKINGS AND OBTAIN APPROVAL FROM THE RESIDENT PRIOR TO PAINTING.

8. YELLOW TRANSERVE LINES (YTL) TO BE PAID AS ITEM 627.75. CONTRACTOR SHALL MATCH EXISTING YTL LAYOUT AT 102+00 AND ON CENTER (O.C.) SPACING FROM 102+00 TO 104+00 SHALL BE CONSISTENT WITH EXISTING YTL O.C. SPACING FROM 100+50 TO 102+00.

LEGEND

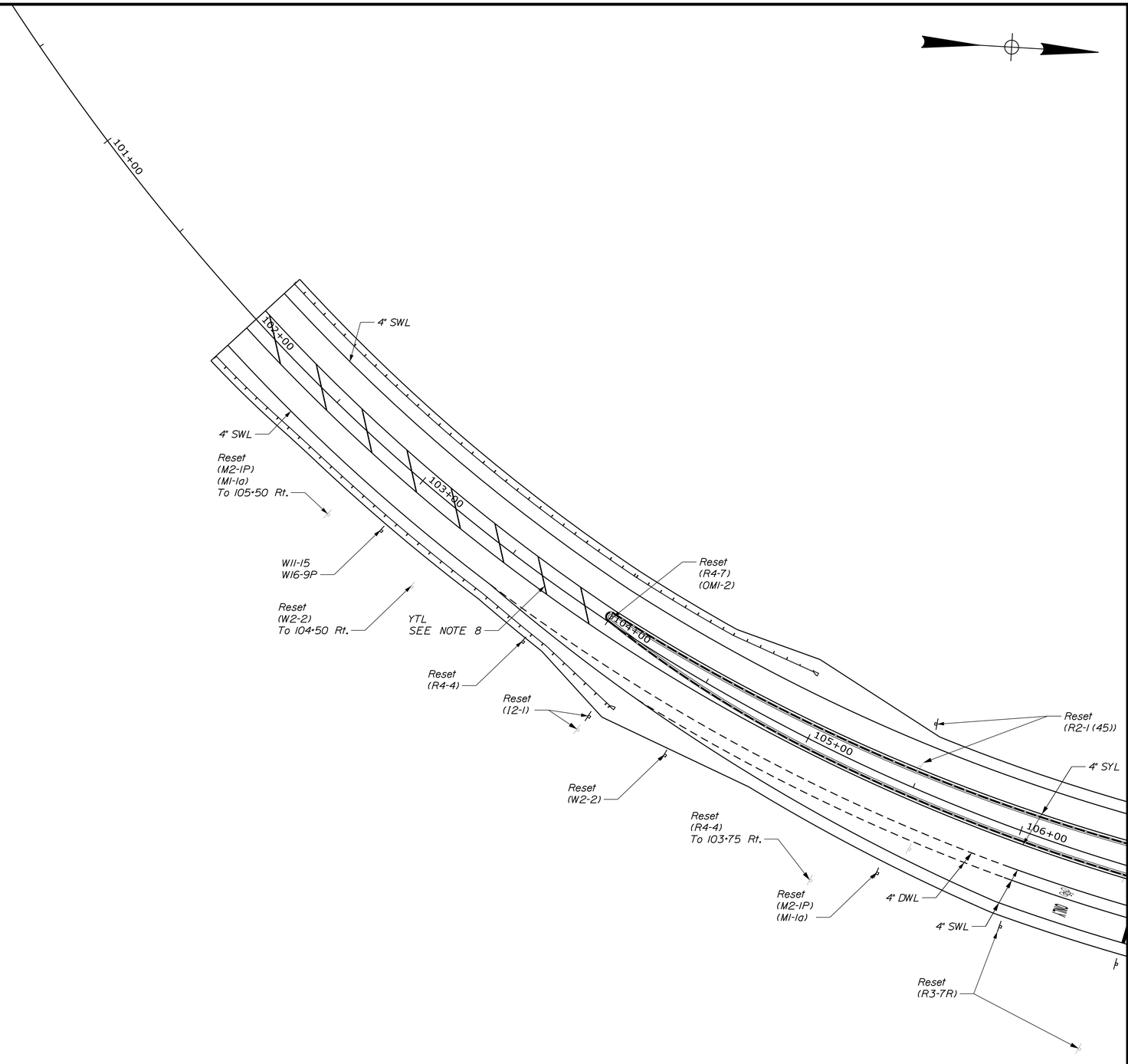
SWL	SOLID WHITE LINE
SYL	SOLID YELLOW LINE
DYL	DOUBLE YELLOW LINE
BWL	BROKEN WHITE LINE
DWL	DOTTED WHITE LINE (2' LINE & 6' GAP)
WGL	WHITE GORE LINES (12' @ 45° TO TRAFFIC)
CWL	CHANNELIZING WHITE LINE
YTL	YELLOW TRANSVERSE LINES (12" LINE @ 45° TO TRAFFIC - 10' O.C.)
SL	STOP LINE
	SINGLE SIGN POST
	DOUBLE SIGN POST

DIRECTIONAL FLOW ARROW

LEFT ARROW PAVEMENT MARKING

RIGHT ARROW PAVEMENT MARKING

"ONLY" PAVEMENT MARKING



PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

PROJ. MANAGER	J.Brosk
DESIGN-DETAILED	JCC
CHECKED-REVIEWED	OGK
DESIGN2-DETAILED2	RPM
DESIGN3-DETAILED3	

BY	DATE
LDC	OCT 2024
STJ	OCT 2024
SMA	OCT 2024

REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

SIGNING & STRIPING PLAN (1 OF 4)

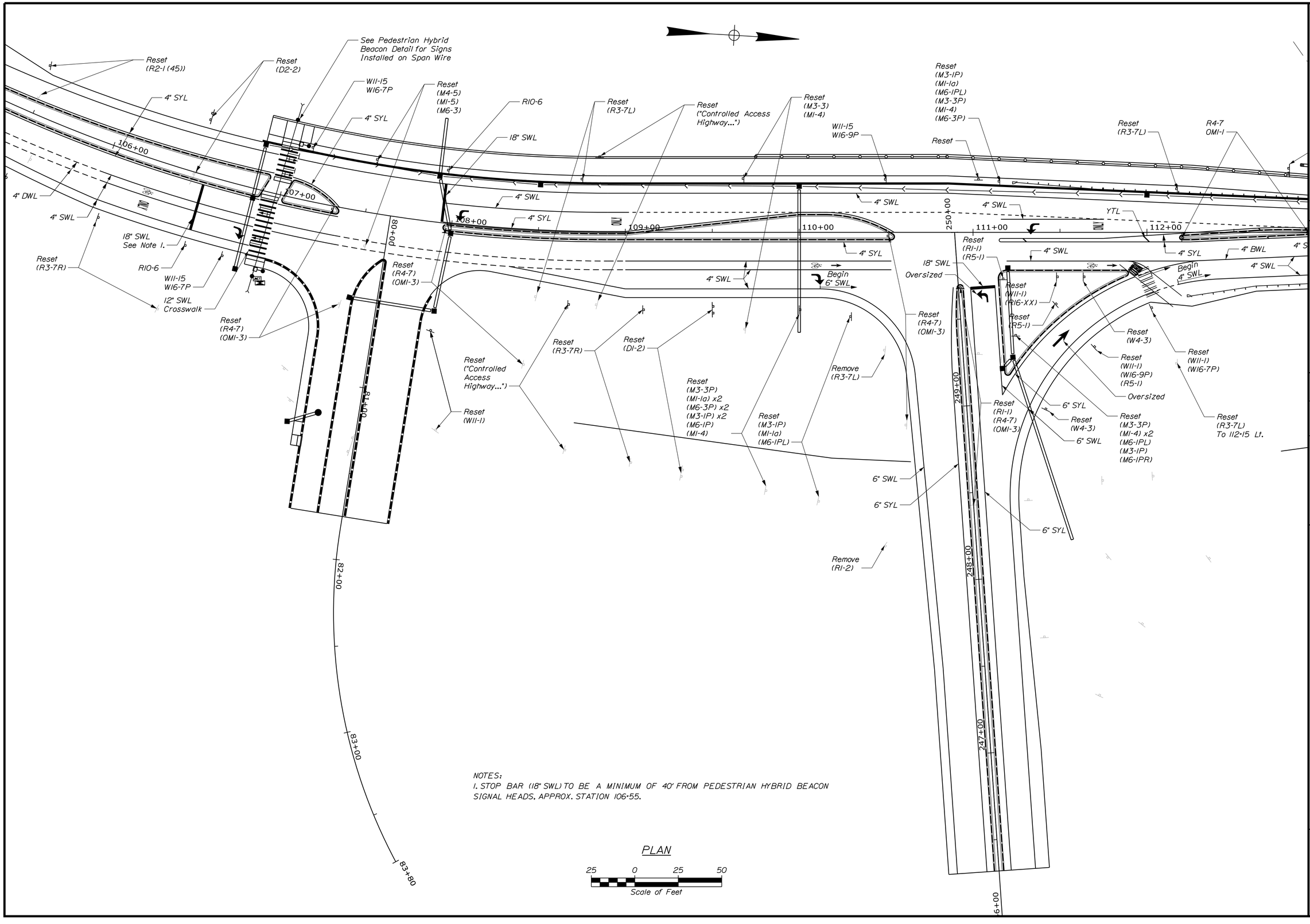
SHEET NUMBER

21

OF 121

Filename: ...\021_Signing_StripingPlan1.dgn Division: BRIDGE Username: Date:5/2/2025

Filename: ...\022_Signing_StripingPlan2.dgn Division: BRIDGE Username: Date:5/2/2025



NOTES:
1. STOP BAR (18" SWL) TO BE A MINIMUM OF 40' FROM PEDESTRIAN HYBRID BEACON SIGNAL HEADS, APPROX. STATION 106+55.

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

WIN 22382.00

BRIDGE NO. 5804

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	LDC	OCT 2024
DESIGN2-DETAILED2	OGK	OCT 2024
DESIGN3-DETAILED3	STJ	
REVISIONS 1	RPM	
REVISIONS 2	SMA	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

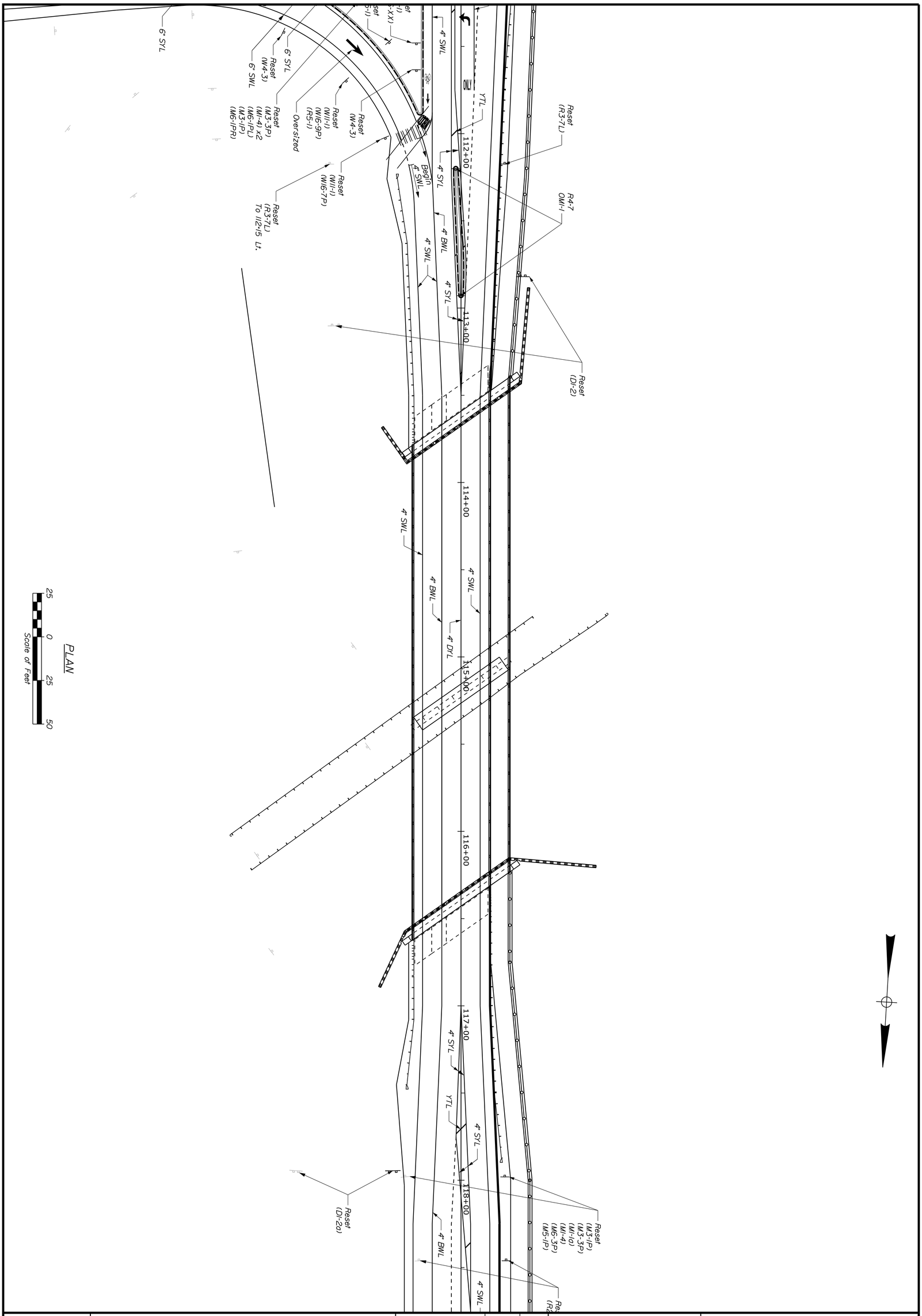
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

SIGNING & STRIPING PLAN (2 OF 4)

SHEET NUMBER

22

OF 121



PROJ. MANAGER	J.Brask	BY	DATE
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 23 OF 121

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

SIGNING & STRIPING PLAN (3 OF 4)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5804 WIN 22382.00 BRIDGE PLANS

Filename: ...\024_Signing_StripingPlan4.dgn Division: BRIDGE Username: Date:5/2/2025

Reset (R5-10 ("Prohibited on this highway...")) 48+00 6" SYL Reset (WI-1) (WI3-IP (35)) CW Marking Install RRFB Install (RI-1) Multi-Use Path 6" SWL Install RRFB Install (RI-1) Multi-Use Path Install RRFB Electical Control Panel Install Advanced RRFB DII-II M6-2 49+00 Reset (M3-1P) (M3-3P) (MI-1a) (MI-4) (M6-3P) (M5-1P) Reset (R2-1 (45)) Install (R4-7) (OMI-3) Reset (M3-1P) (M3-3P) x2 (MI-1a) x2 (M6-3P) x2 (M6-1P) (MI-4) Reset (R3-7R) Install (R4-7) (OMI-3) Reset (DI-2a) Remove (R30-20R) Reset (M2-1P) (MI-1a)

4" SWL 4" DSYL 4" SWL 4" SWL 4" SYL 4" DWL 4" SWL 4" DYL 4" BWL 4" SWL 4" BWL 4" SYL 4" SWL 18" SWL 4" DWL 4" SWL

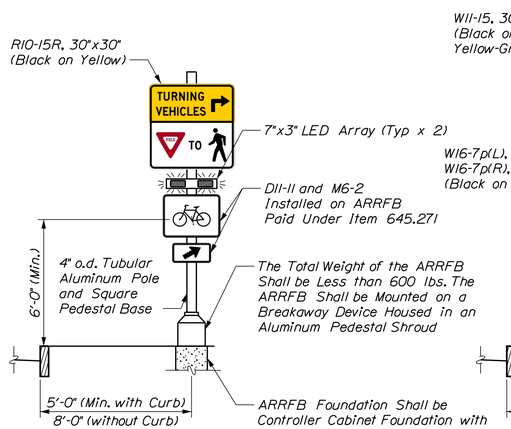
118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 50+00 51+00 52+00

Reset (DI-2a) Reset (M3-1) (M3-3) (MI-1a) (MI-4) (M6-1PL) (M6-3P) Reset (RI-1) (R5-1) (R6-1) Reset (RI-1) (R5-1) (R6-1) x2 6" SWL 6" SYL Reset (R2-1(45)) ("Controlled Access Highway....")

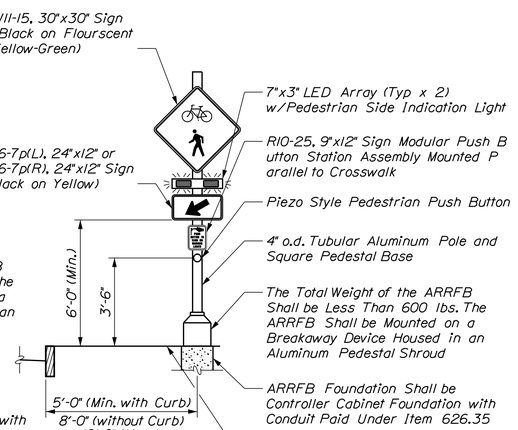
PLAN

25 0 25 50

Scale of Feet



ADVANCED RRFB DETAIL



RRFB DETAIL

RECTANGULAR RAPID FLASHING BEACON (RRFB)

Not to Scale

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

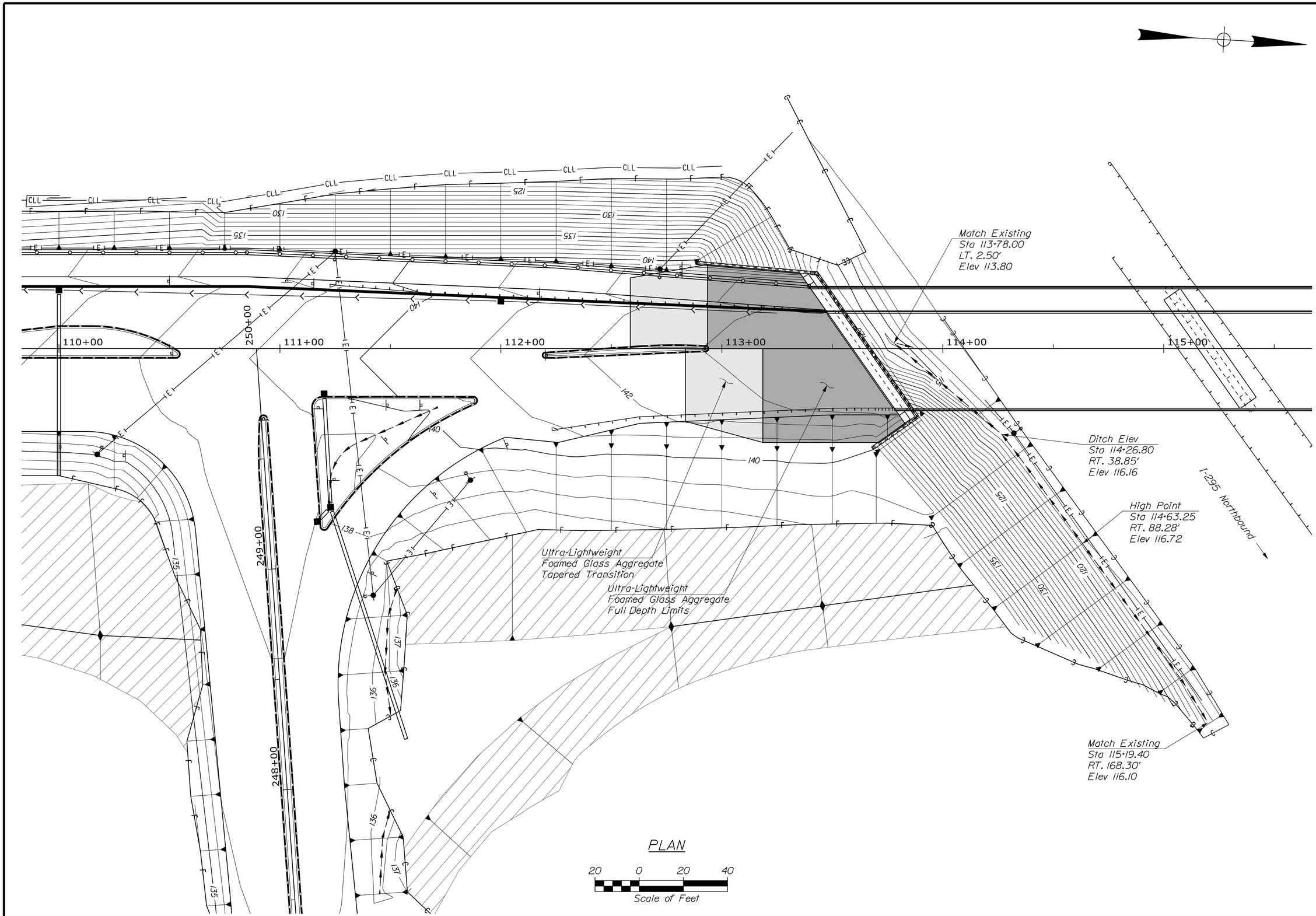
SIGNING & STRIPING PLAN (4 OF 4)

SHEET NUMBER

24

OF 121

Filename: ...\MSTA\025_GradingPlan1.dgn Username: Division: BRIDGE Date:5/2/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5804

WIN
22382.00

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
J.Breski		
PROJ. MANAGER	JCC	OCT 2024
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

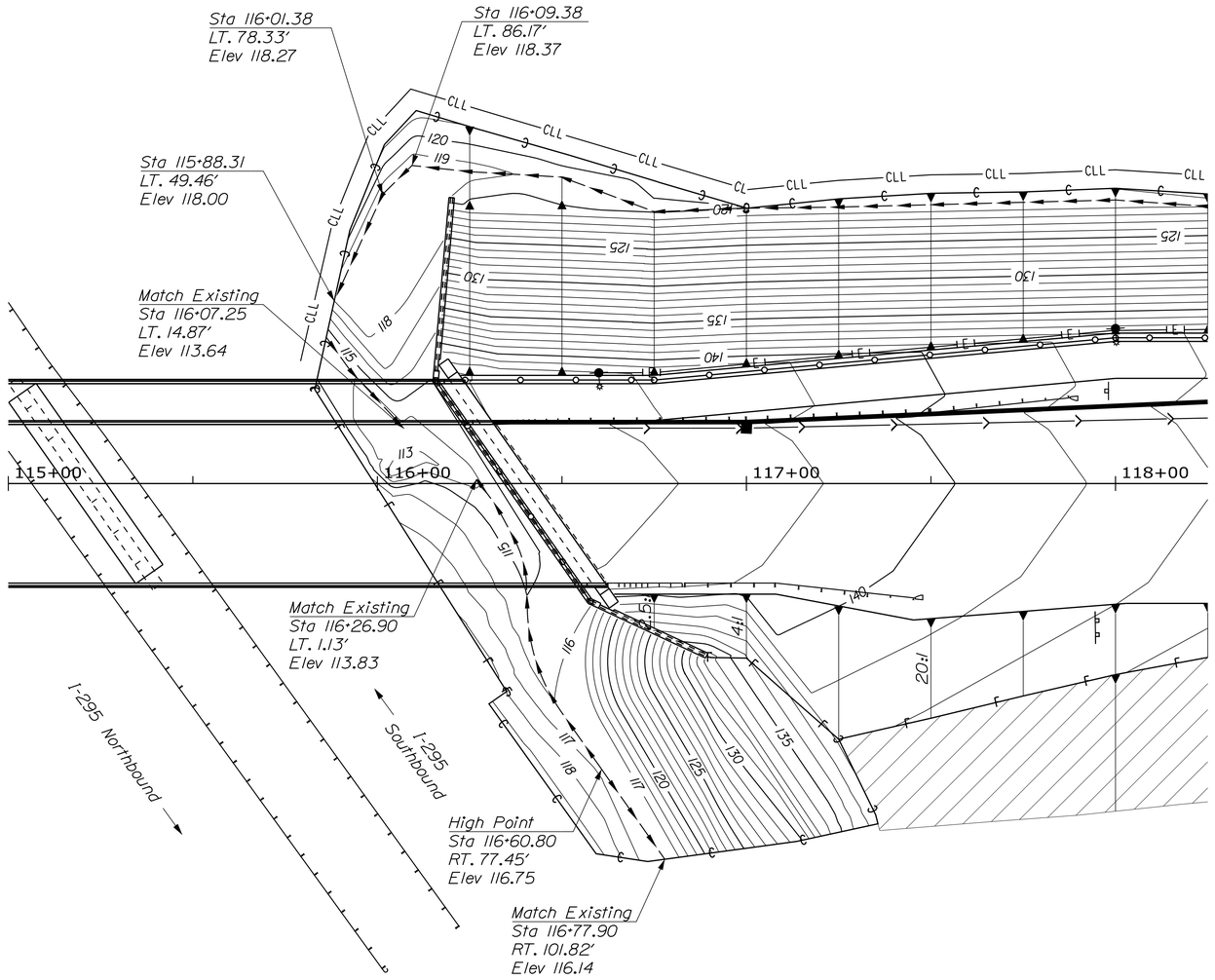
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

GRADING PLAN
(1 OF 2)

SHEET NUMBER

25

OF 121



PLAN

20 0 20 40

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
PROJ. MANAGER	J.Brosh	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

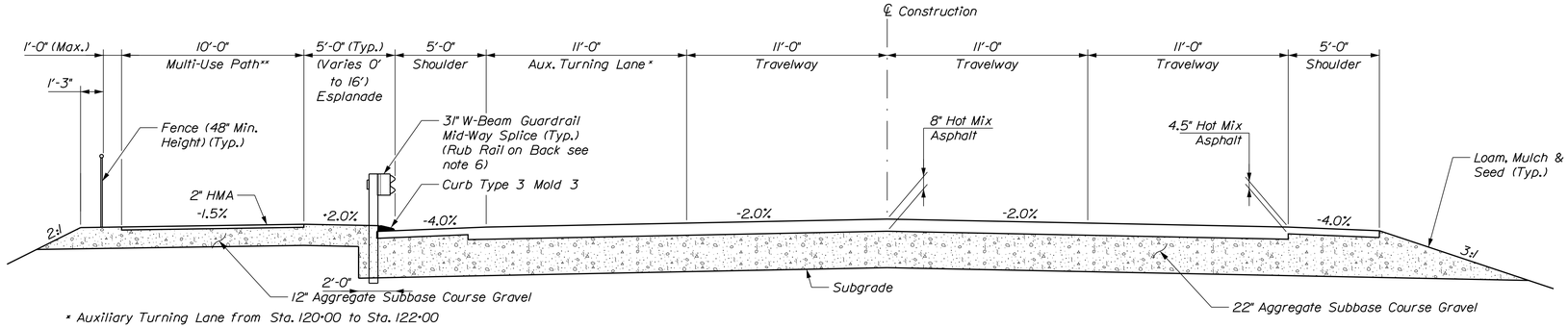
GRADING PLAN (1 OF 2)

SHEET NUMBER

26

OF 121

Filename: ...\MSTA\026_GradingPlan2.dgn Division: BRIDGE Username: Date:5/2/2025

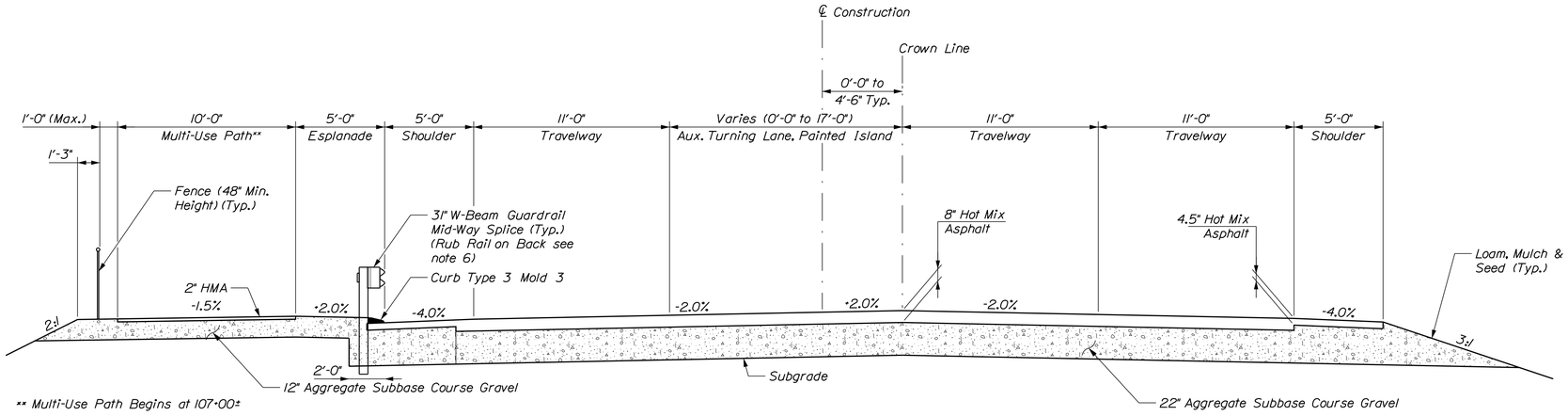


* Auxiliary Turning Lane from Sta. 120+00 to Sta. 122+00

** Multi-Use Path from Bridge to Sta. 119+75

TYPICAL APPROACH SECTION - NORTHERLY APPROACH

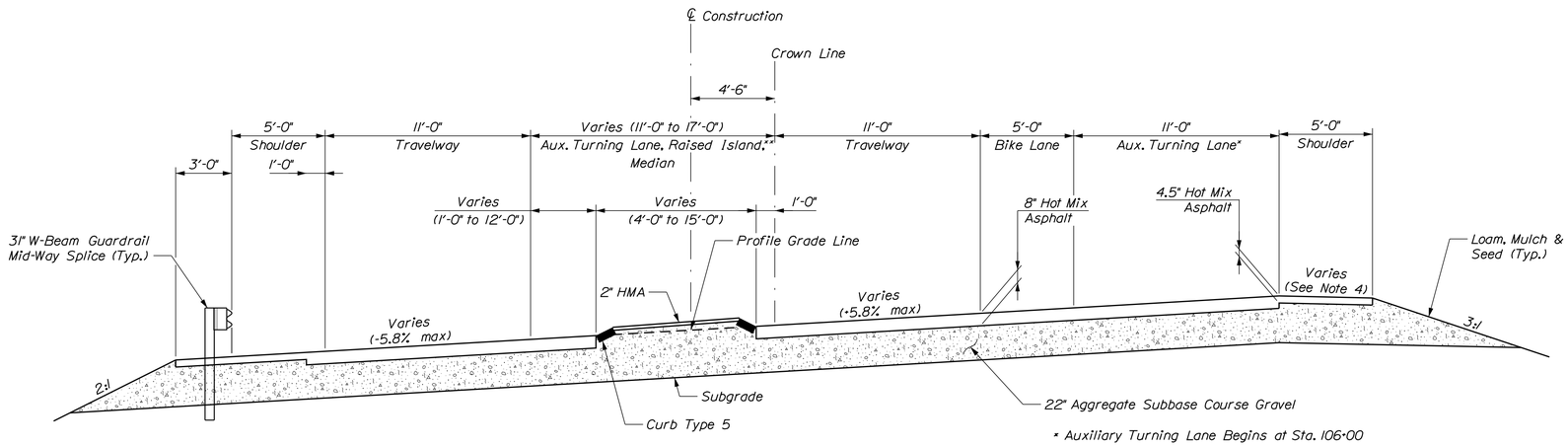
Bridge to Sta. 124+25



** Multi-Use Path Begins at 107+00±

TYPICAL APPROACH SECTION - SOUTHERLY APPROACH

Sta. 110+50 to Bridge



* Auxiliary Turning Lane Begins at Sta. 106+00

** Raised Median Begins at Sta. 104+00

TYPICAL APPROACH SECTION - SOUTHERLY APPROACH

Sta. 102+00 to Sta. 110+50

NOTES:

1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder shall have the same slope as the travelway.
3. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight.
4. The algebraic difference between shoulder and travel lane cross slopes "rollover' shall not exceed 8%. See cross sections for shoulder slopes.
5. The station ranges referenced are approximate.
6. Rub rail components and hardware shall be incidental to the Guardrail 31" W-Beam, Mid-Way Splice. See detail on Typical Section - Tyler Drive sheet.

US ROUTE 1 SUPERELEVATION TABLE

LT Shoulder	LT Travelway	Station	RT Travelway	RT Shoulder
		Start		
-6.4	-6.4	102+00	+6.0	-2.0
-5.8	-5.8	102+25	+5.8	-2.0
-5.8	-5.8	108+75	+5.8	-2.0
-4.0	-2.0	109+75	+2.0	-4.0
-4.0	-2.0	110+75	-2.0	-4.0
		To		
-4.0	-2.0	122+25	-2.0	-4.0
-4.0	xx	123+25	-2.0	-4.0
-4.0	+4.8	124+00	-4.8	-4.8
-4.0	+4.8	124+25	-5.7	-5.7
		End		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00
BRIDGE NO. 5804
BRIDGE PLANS

PROJ. MANAGER			P.E. NUMBER
DESIGN-DETAILED	JCC	OCT 2024	
CHECKED-REVIEWED	OGK	OCT 2024	SIGNATURE
DESIGN2-DETAILED2	RPM	OCT 2024	
DESIGN3-DETAILED3			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYPICAL APPROACH SECTIONS

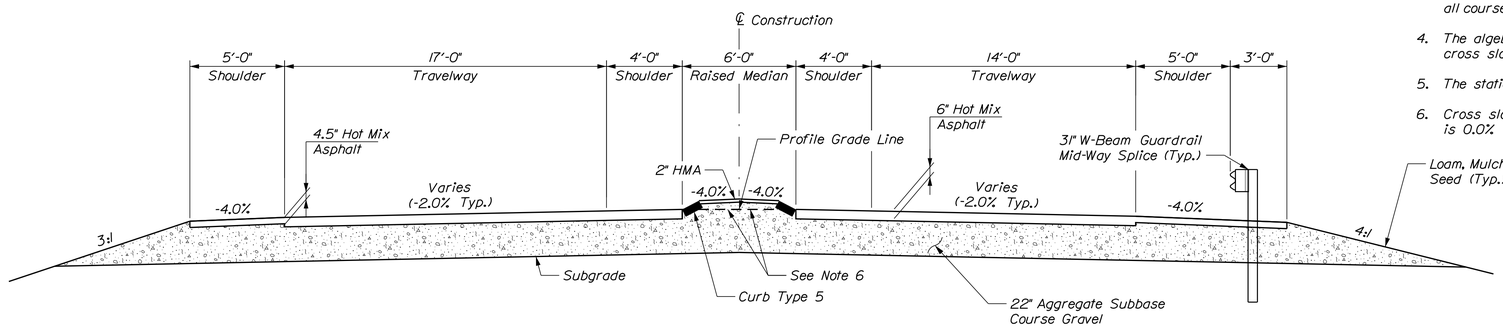
SHEET NUMBER
27
OF 121

Filename: ...\BRIDGE\MSTA\027_Btypical.dgn Division: BRIDGE Username: Date:5/2/2025

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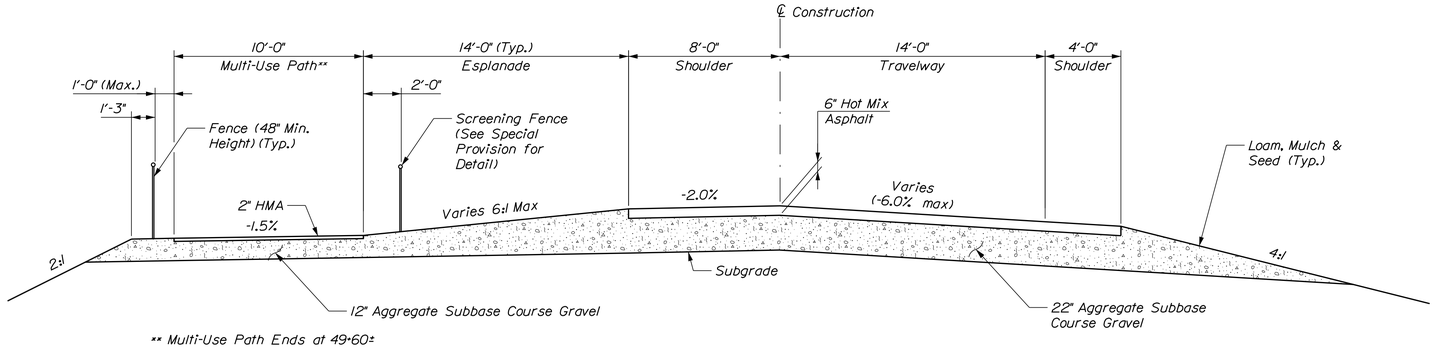
NOTES:

1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder shall have the same slope as the travelway.
3. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight.
4. The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.
5. The station ranges referenced are approximate.
6. Cross slope from profile grade line to edge of pavement is 0.0% unless elevations are labeled on cross sections.



TYPICAL RAMP SECTION - I-295 NB RAMPS

Sta. 246+30 to Sta. 249+50



** Multi-Use Path Ends at 49+60±

TYPICAL RAMP SECTION - I-295 SB ON RAMP

Sta. 48+00 to Sta. 51+00

SB ON RAMP SUPERELEVATION TABLE

LT Shoulder	Station	Travelway	RT Shoulder
	Start		
Match Exist.	47+00	Match Exist.	Match Exist.
Match Exist.	48+00	Match Exist.	Match Exist.
-2.0	48+50	-5.0	-5.0
-2.0	49+60	+2.2	+2.2
Match US 1	49+75	Match US 1	Match US 1
	End		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
J.Brosk		
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
PROJ. MANAGER		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

P.E. NUMBER

SIGNATURE

DATE

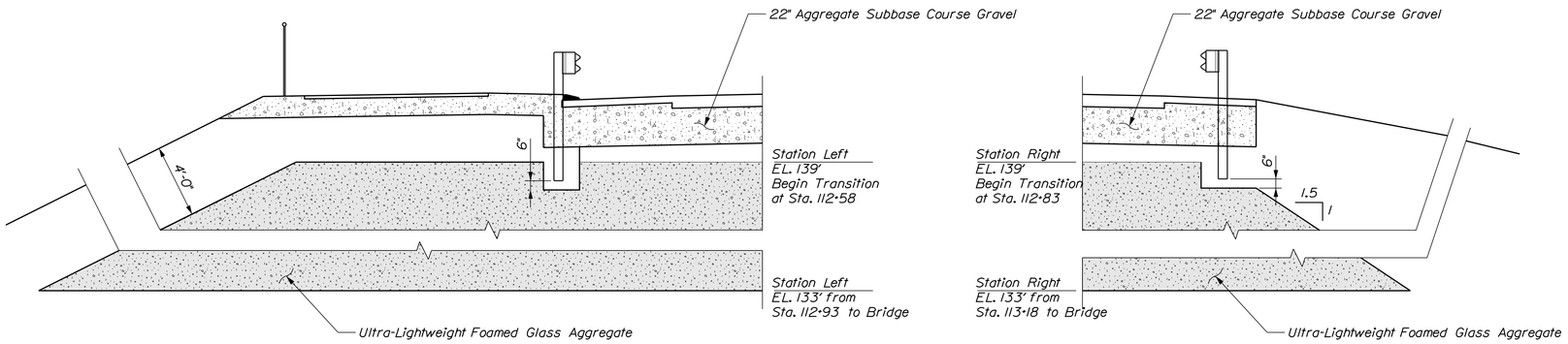
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYPICAL RAMP SECTIONS

SHEET NUMBER

28

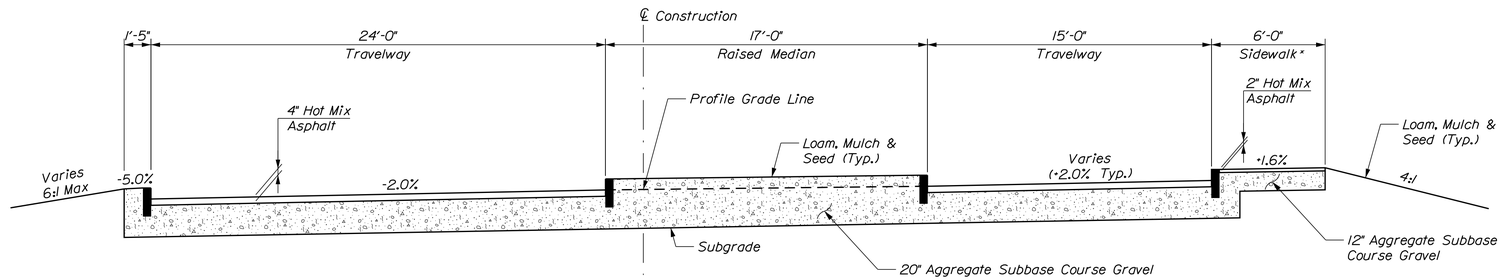
OF 121



NOTES:

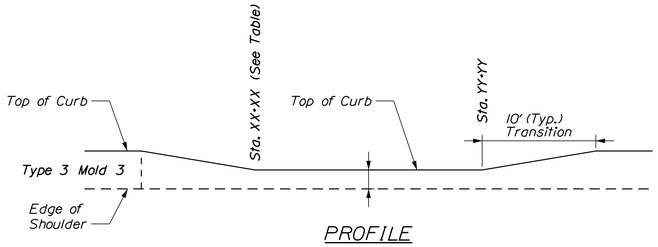
1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder shall have the same slope as the travelway.
3. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight.
4. The algebraic difference between shoulder and travel lane cross slopes 'rollover' shall not exceed 8%.
5. The station ranges referenced are approximate.

TYPICAL ULTRA-LIGHTWEIGHT FOAMED GLASS AGGREGATE LIMITS

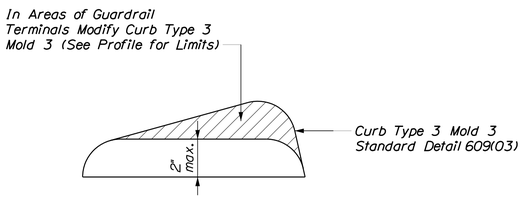


TYPICAL SECTION - TYLER DRIVE

Sta. 80+37 to Sta. 81+75



PROFILE



SECTION

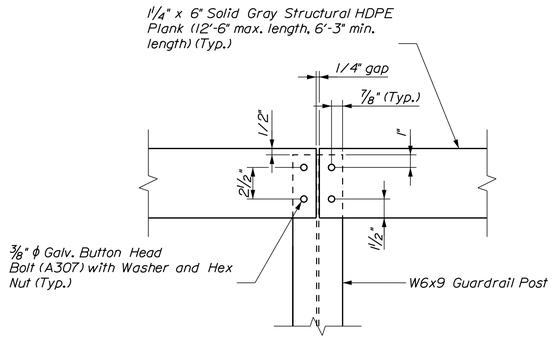
MODIFIED MOLD 3 FOR GUARDRAIL TERMINALS

Sta. XX+XX	Sta. YY+YY
110+75	111+90
117+10	118+50

GUARDRAIL/CURB NOTES:

A. Contractor shall reduce curb height to a maximum of 2 inches in the area of guardrail terminals. Modifications to Curb Type 3 Mold 3 incidental to Item 609.31.

B. The 2 inch height to start approximately 50 feet in advance of the terminal. For flared terminals, the 2 inch height should go 37 feet beyond the upstream end. For tangent terminals, the 2 inch height should go 12 feet beyond the upstream end and the terminal should be offset 1 foot.



RUB RAIL ELEVATION DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00
BRIDGE NO. 5804
BRIDGE PLANS

P.E. NUMBER
DATE
SIGNATURE

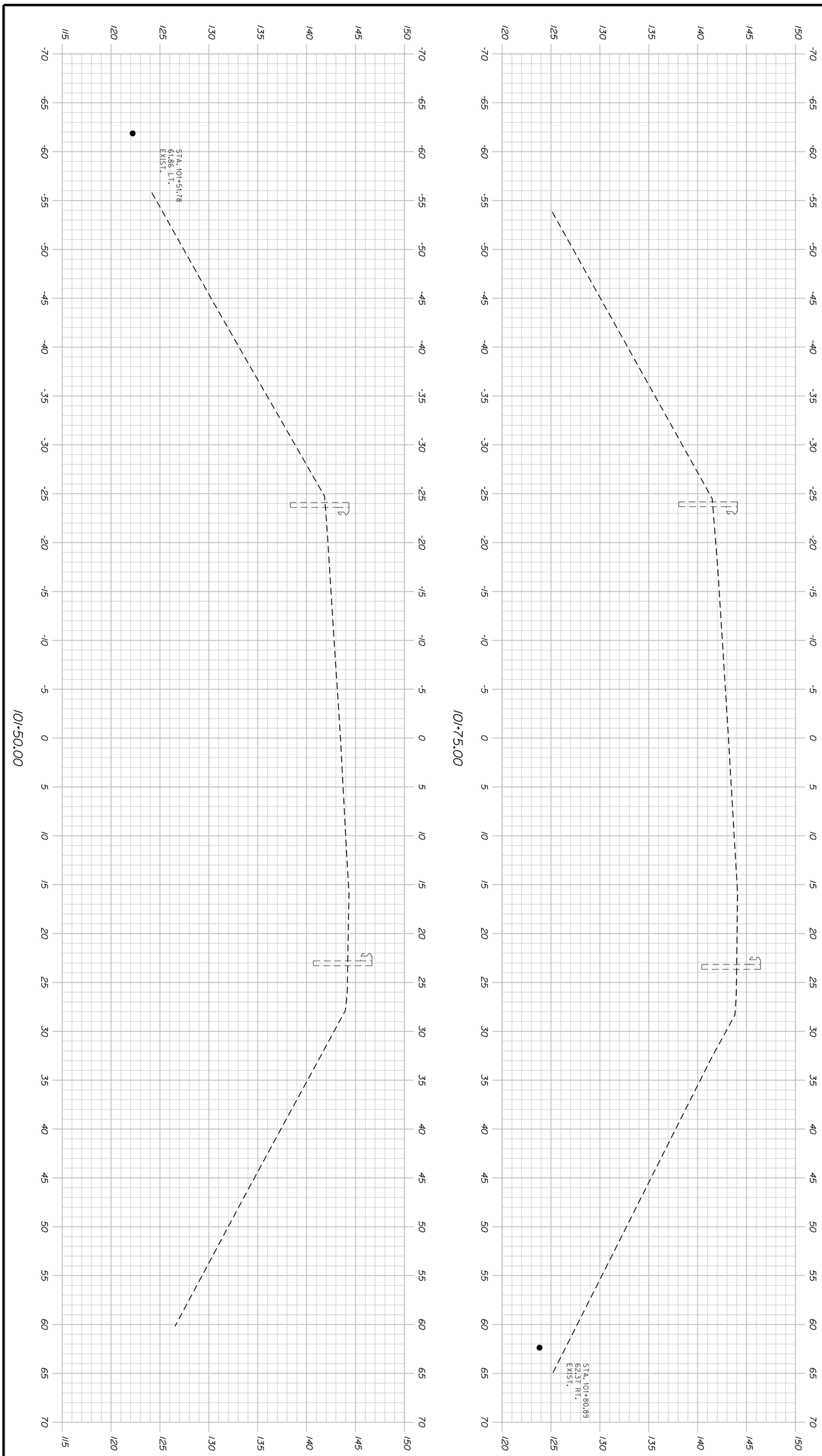
	BY	DATE
J.Brosk		
PROJ. MANAGER	JCC	OCT 2024
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3	SMA	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYPICAL SECTION - TYLER DRIVE

SHEET NUMBER
29
OF 121

Filename: ...\BRIDGE\MSTA\029_BtypicaL_3.dgn Division: BRIDGE Username: Date:5/2/2025



RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

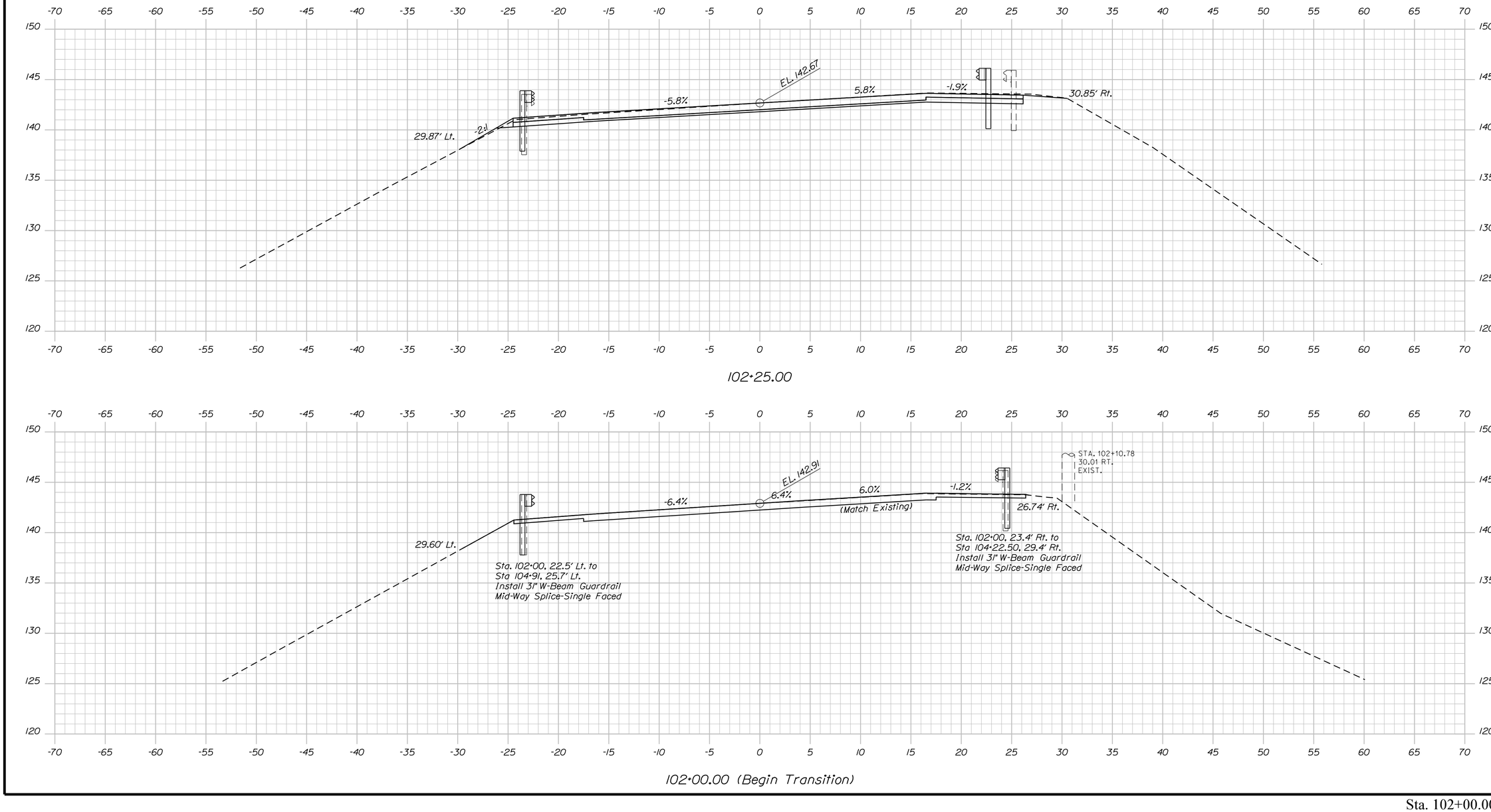
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

BRIDGE NO. 5804 WIN 22382.00 BRIDGE PLANS

SHEET NUMBER 30 OF 121

Sta. 101+50.00 to Sta. 101+75.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

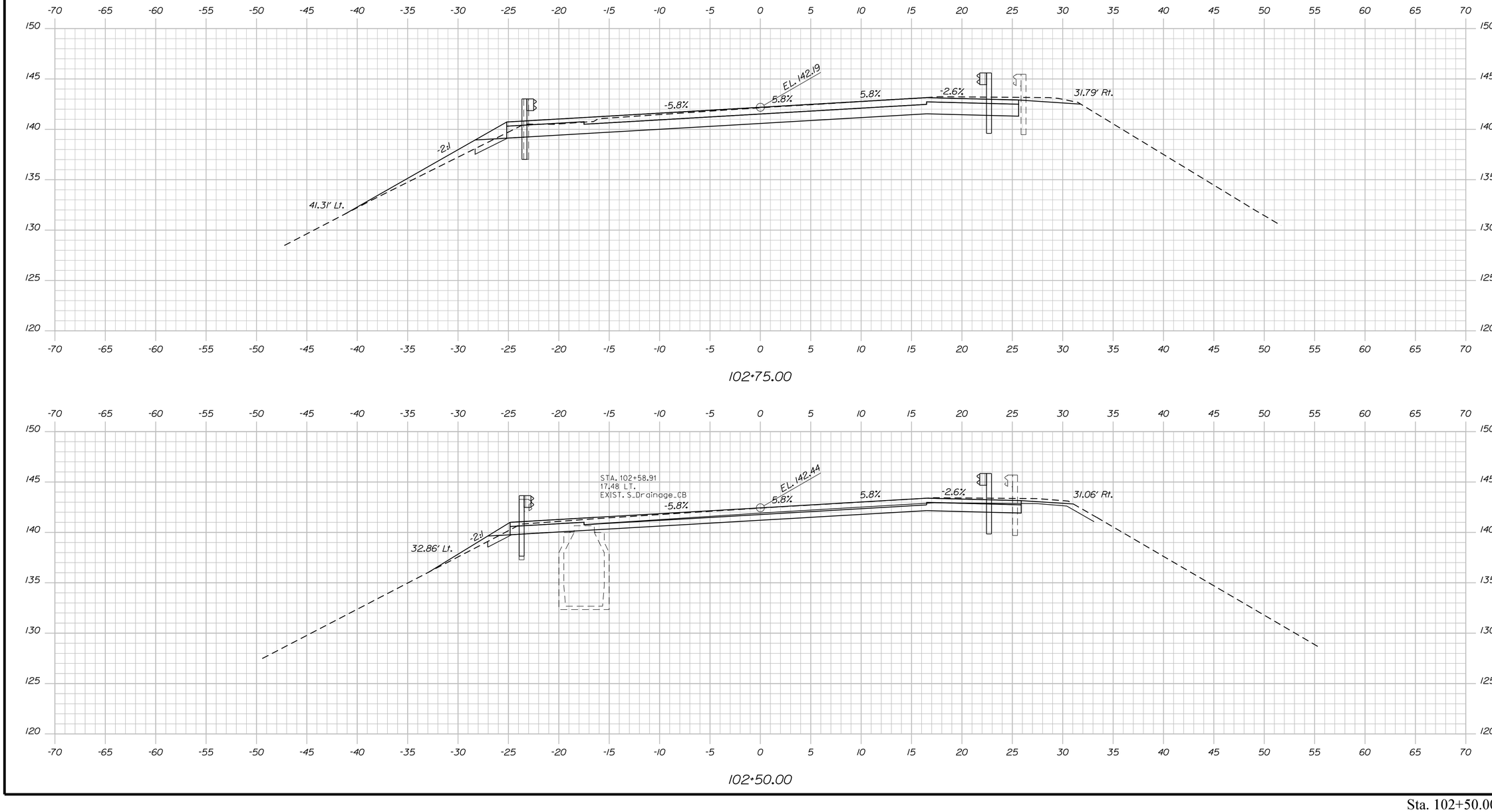
31

OF 121

Sta. 102+00.00 to Sta. 102+25.00

Date:5/2/2025 Username: Division: BRIDGE

Filename: ...\MSTA\031_XSECT_102+00_002.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

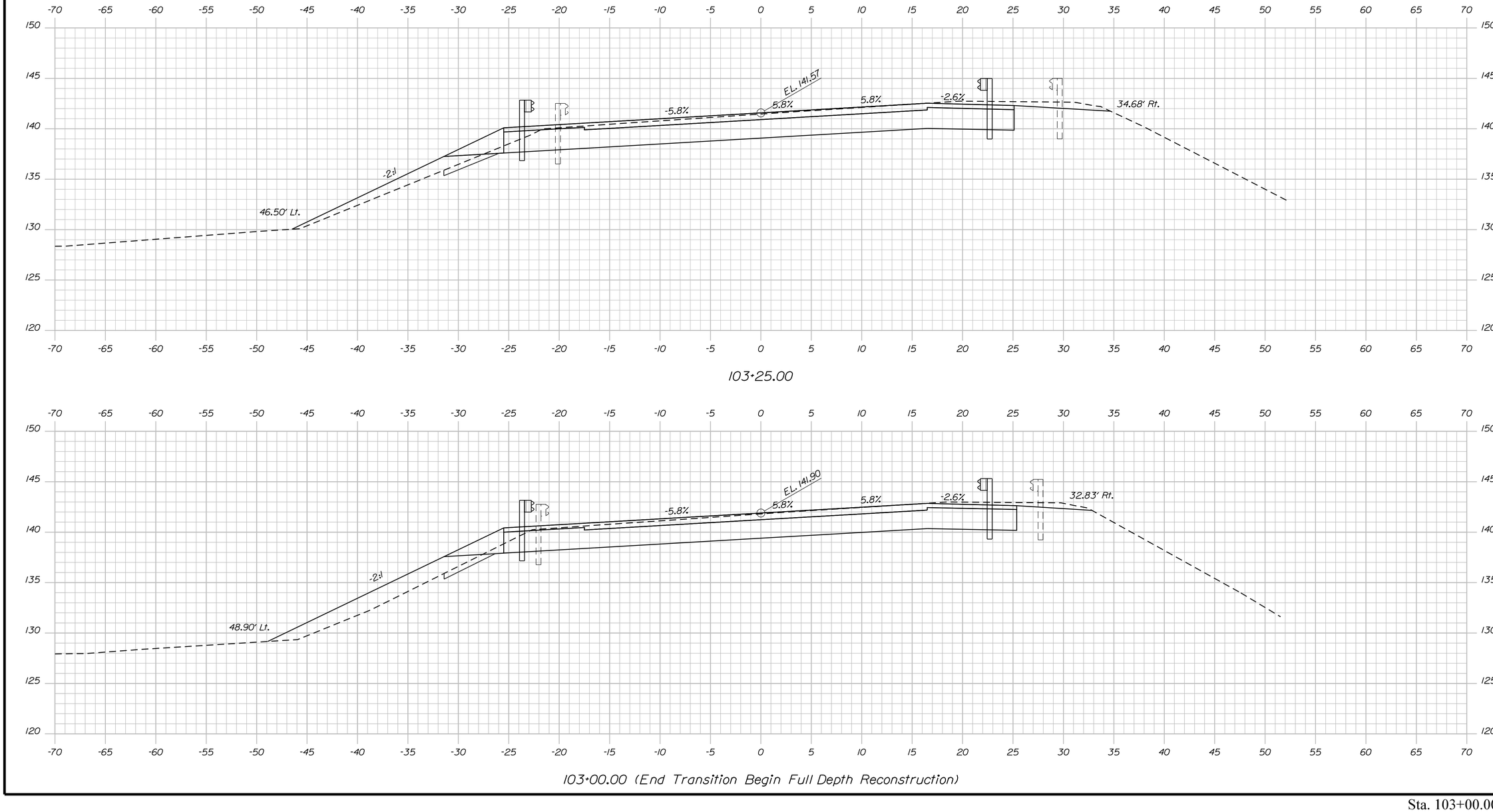
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER
32
OF 121

Sta. 102+50.00 to Sta. 102+75.00

Filename: ...\MSTA\032_XSECT_102+50_003.dgn Division: BRIDGE Username: Date:5/2/2025



103+25.00

103+00.00 (End Transition Begin Full Depth Reconstruction)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

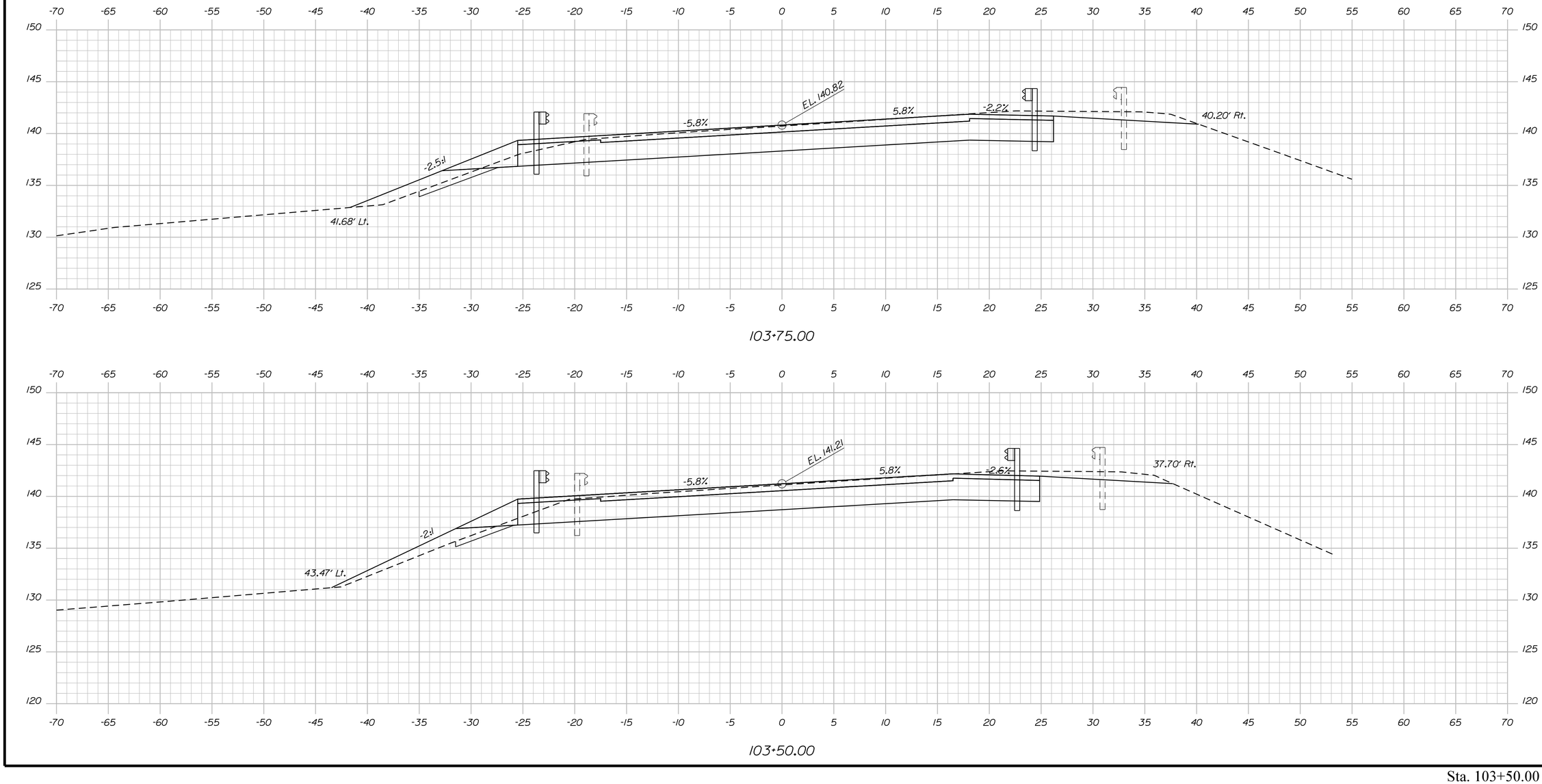
SHEET NUMBER

33

OF 121

Sta. 103+00.00 to Sta. 103+25.00

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Sta. 103+50.00 to Sta. 103+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

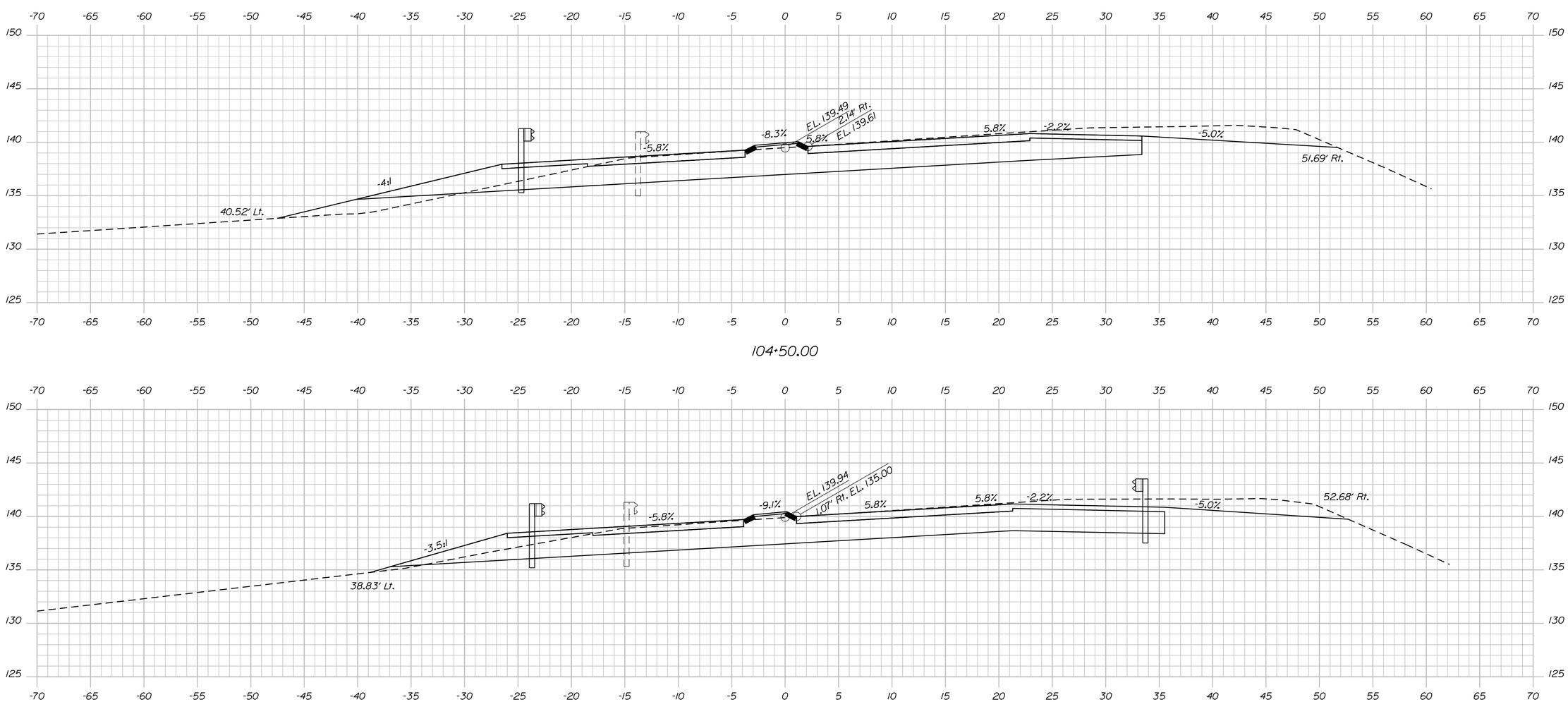
DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

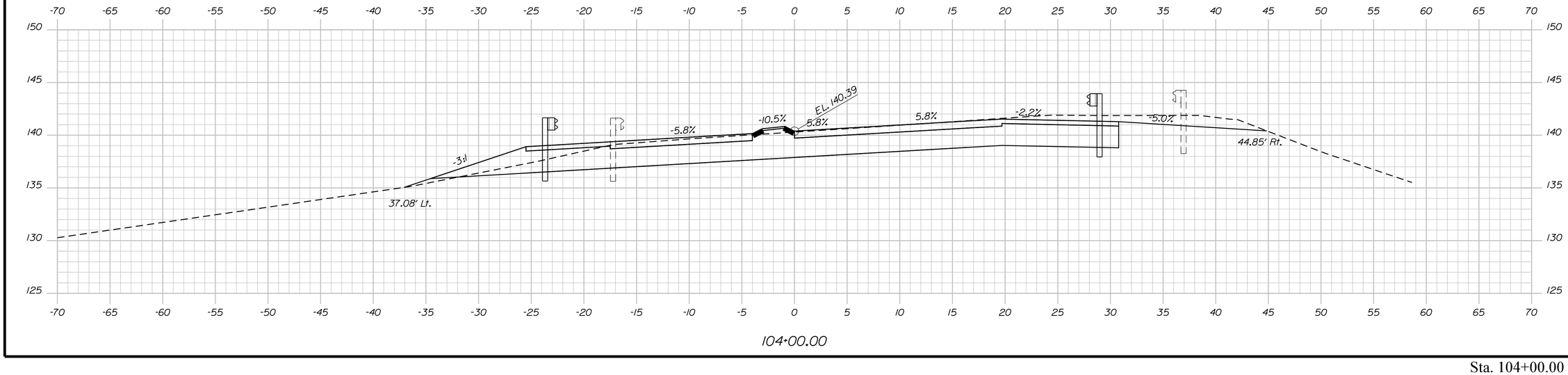
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34
OF 121

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104+50.00

104+25.00



104+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosh		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

35

OF 121

Sta. 104+00.00 to Sta. 104+50.00

Filename: ...\MSTA\035_XSECT_104+00_006.dgn Division: BRIDGE Username: Date:5/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	J.Brosk	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

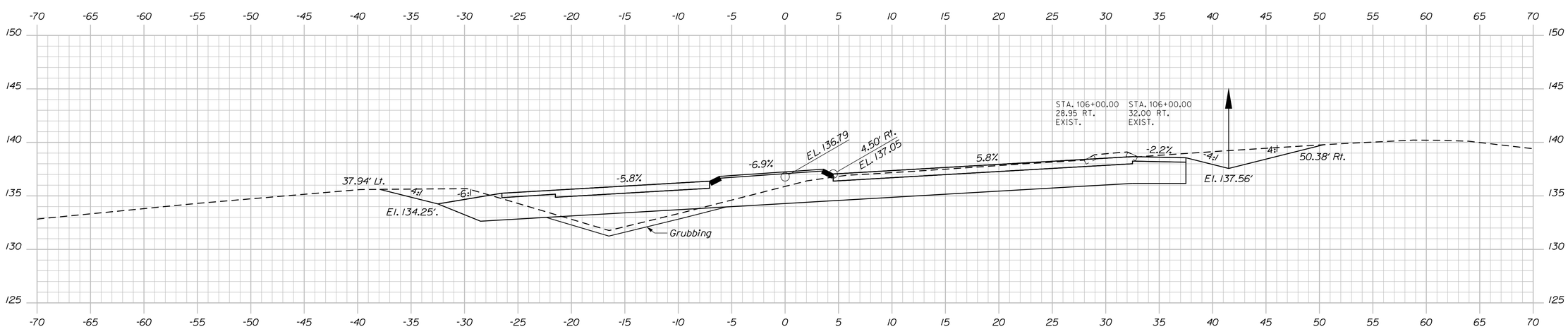
SHEET NUMBER

36

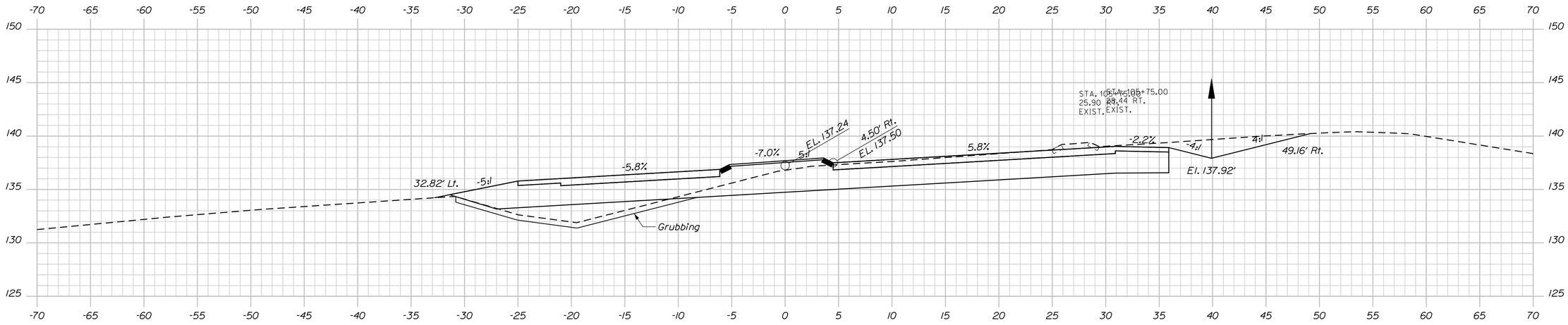
OF 121

Sta. 104+75.00 to Sta. 105+25.00

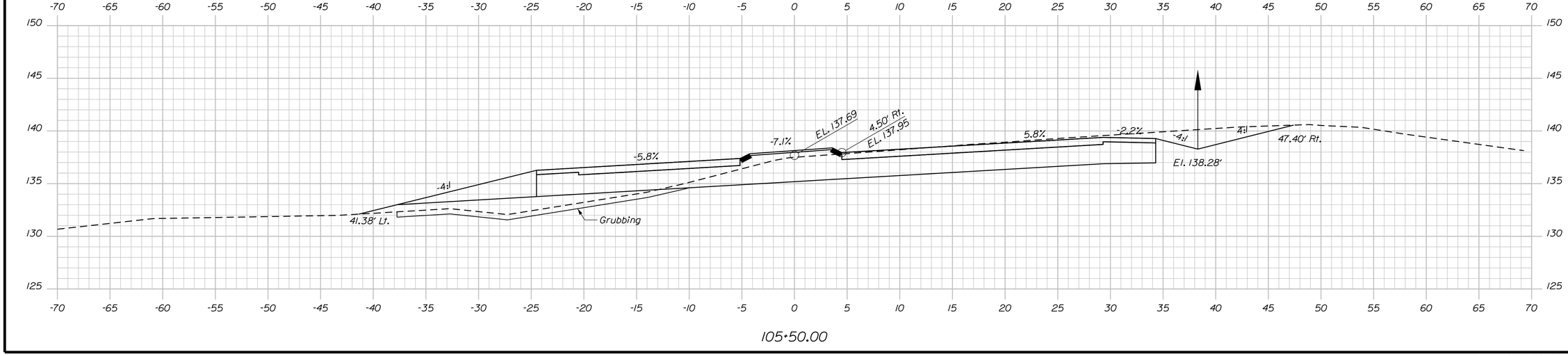
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106+00.00



105+75.00



105+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosh	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

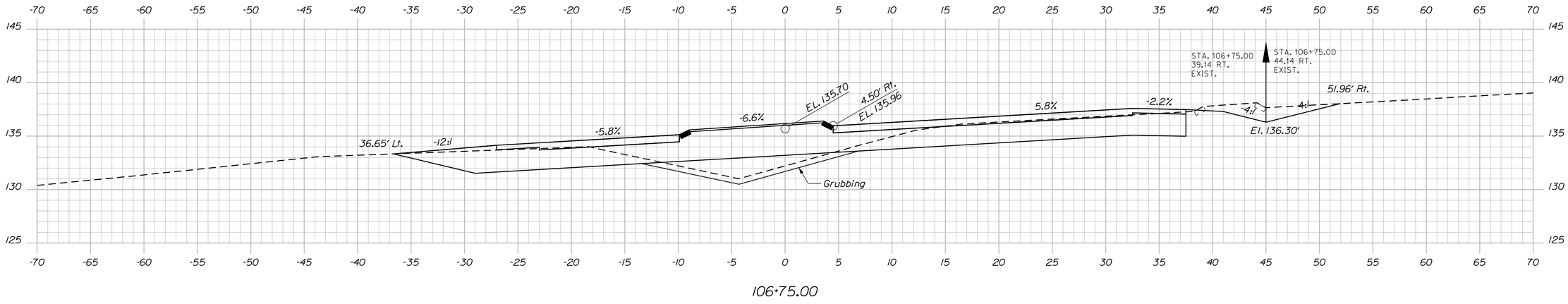
SHEET NUMBER

37

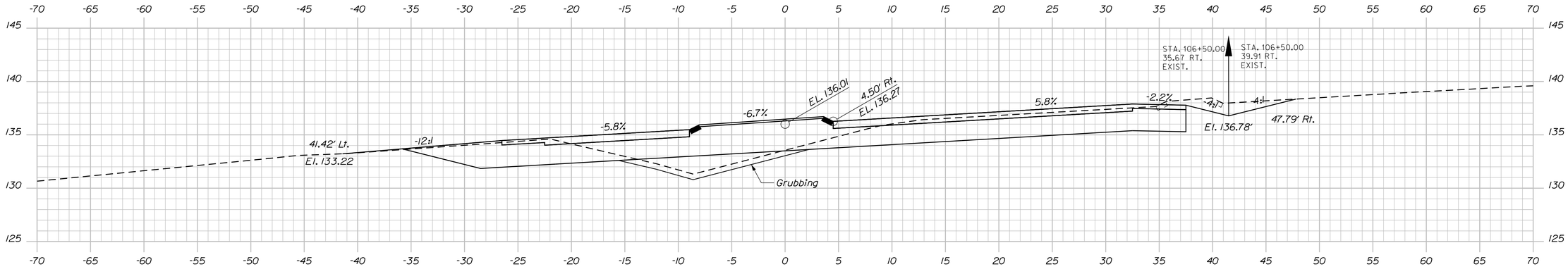
OF 121

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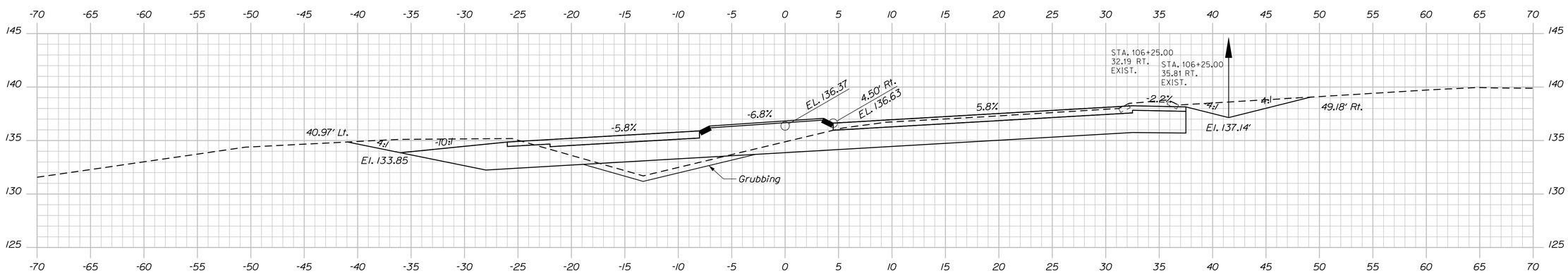
Sta. 105+50.00 to Sta. 106+00.00



106+75.00



106+50.00



106+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

J.Brosk
JCC
OGK
RPM

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

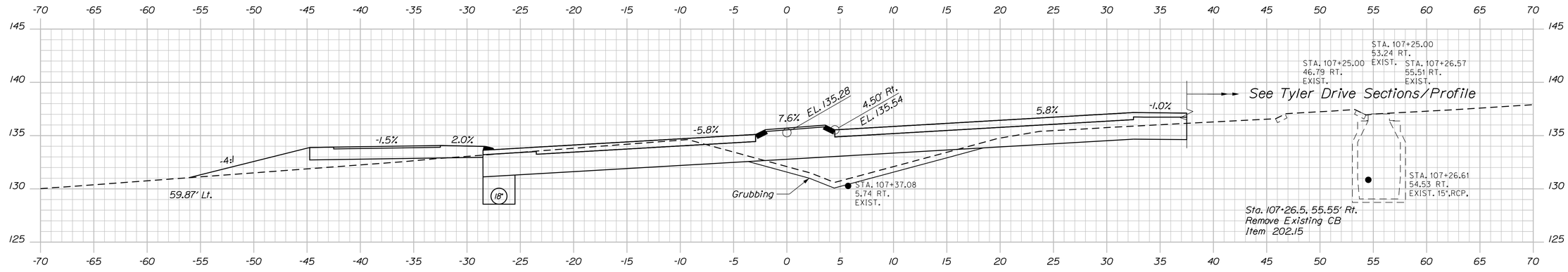
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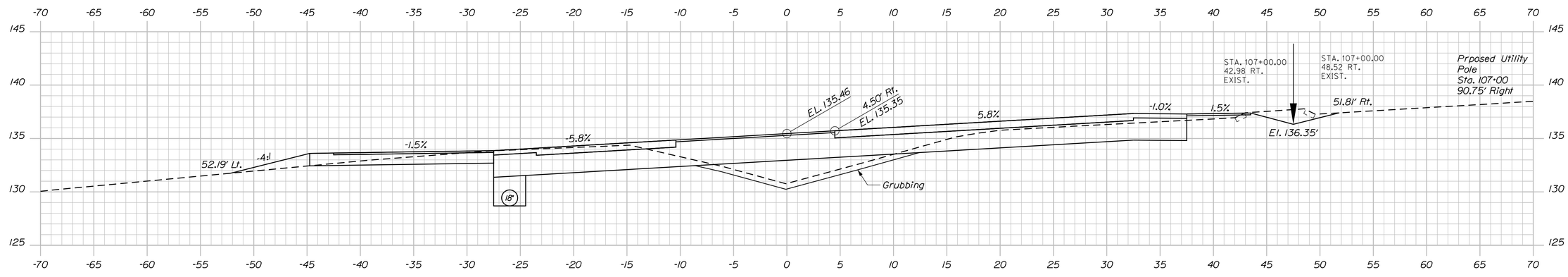
OF 121

Sta. 106+25.00 to Sta. 106+75.00

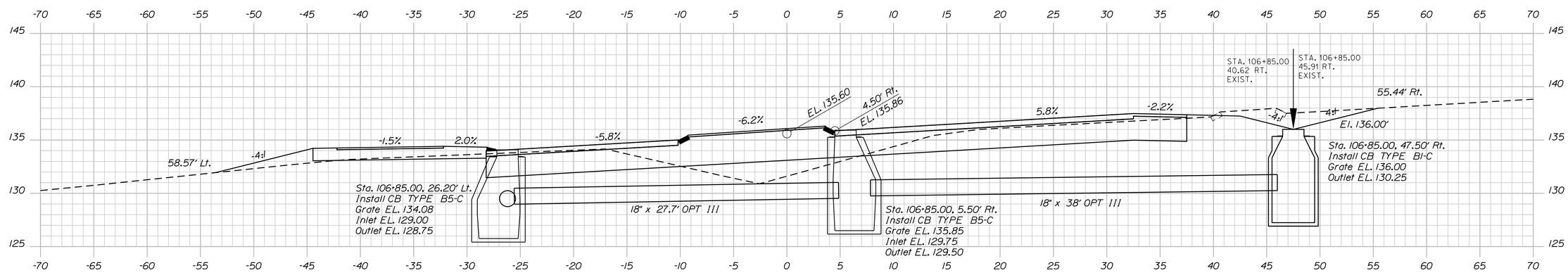
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107+25.00



107+00.00



106+85.00 (Begin Multi-Use Path)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

J.Brosk

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

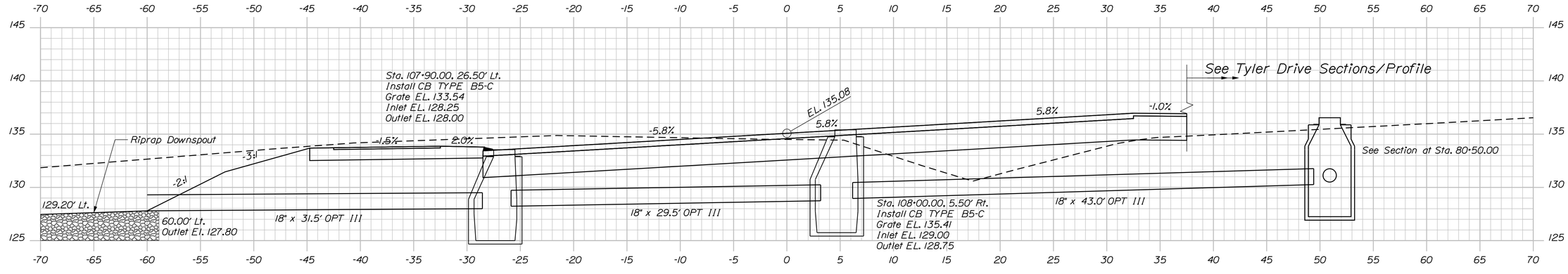
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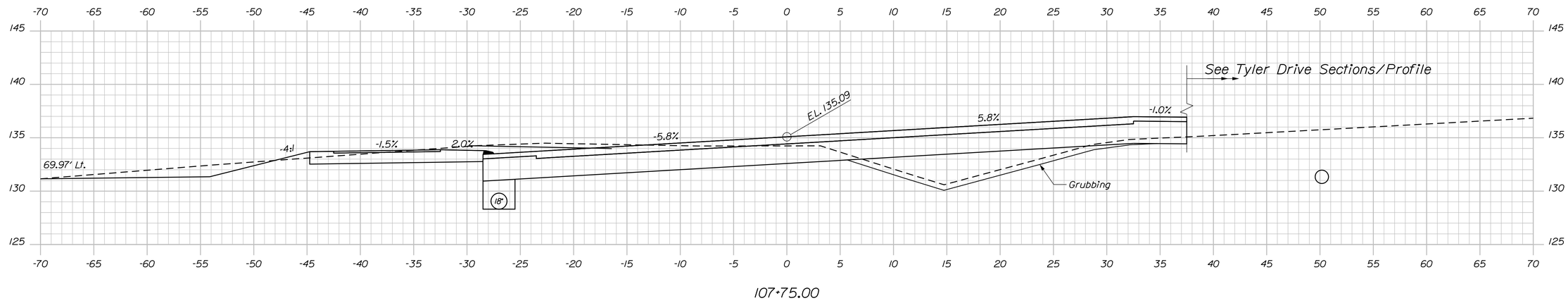
OF 121

Sta. 106+85.00 to Sta. 107+25.00

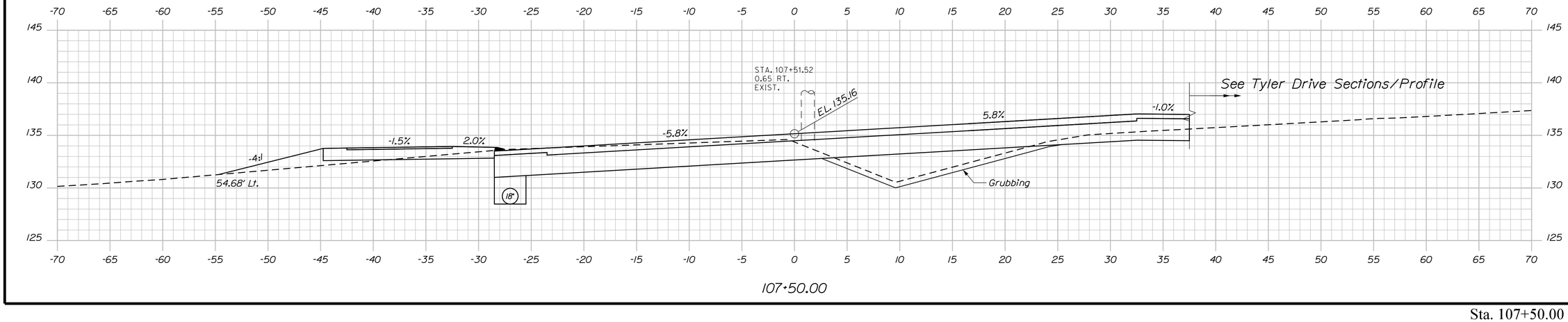
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107+90.00



107+75.00



107+50.00

Sta. 107+50.00 to Sta. 107+90.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
J.Brosk		
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

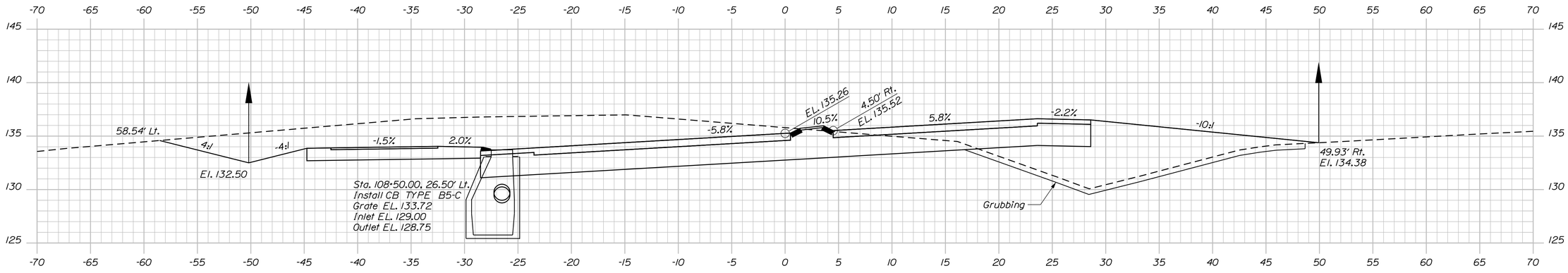
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

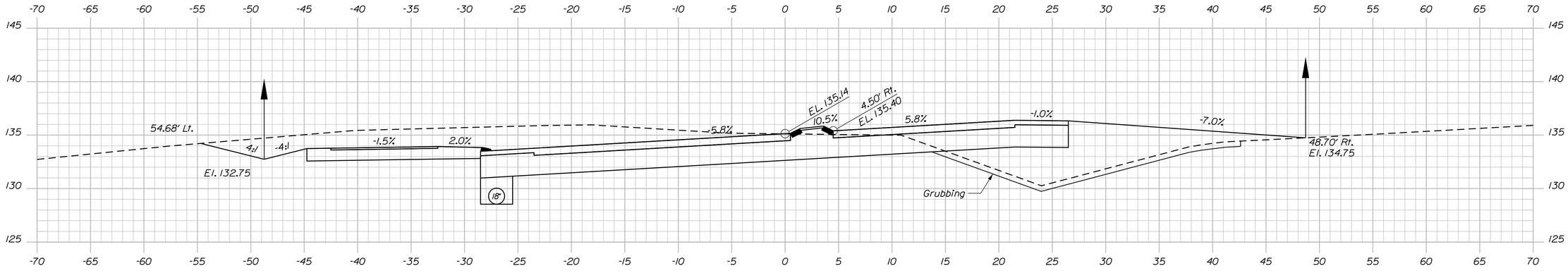
40

OF 121

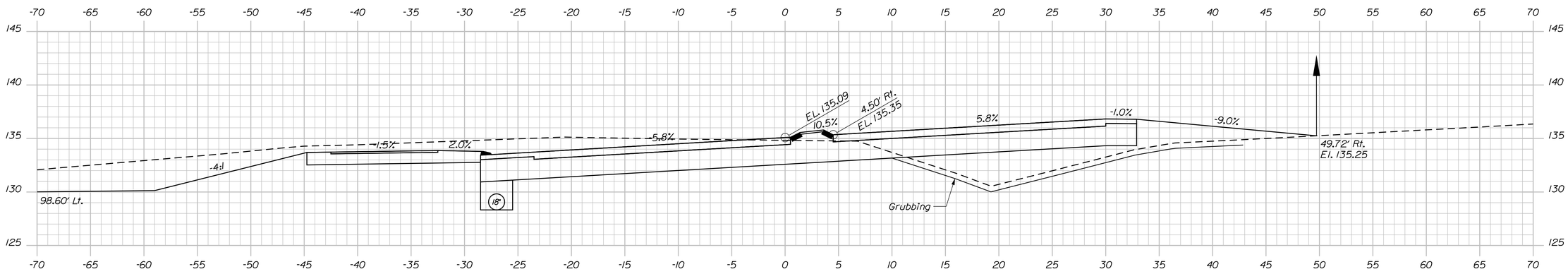
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108+50.00



108+25.00



108+00.00

Sta. 108+00.00 to Sta. 108+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER			
DESIGN-DETAILED	JCC	RPM	
CHECKED-REVIEWED	OGK		
DESIGN2-DETAILED2	RPM		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

J.Brosk	BY	DATE
	LDC	OCT 2024
	STJ	OCT 2024
	SMA	OCT 2024

P.E. NUMBER

SIGNATURE

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

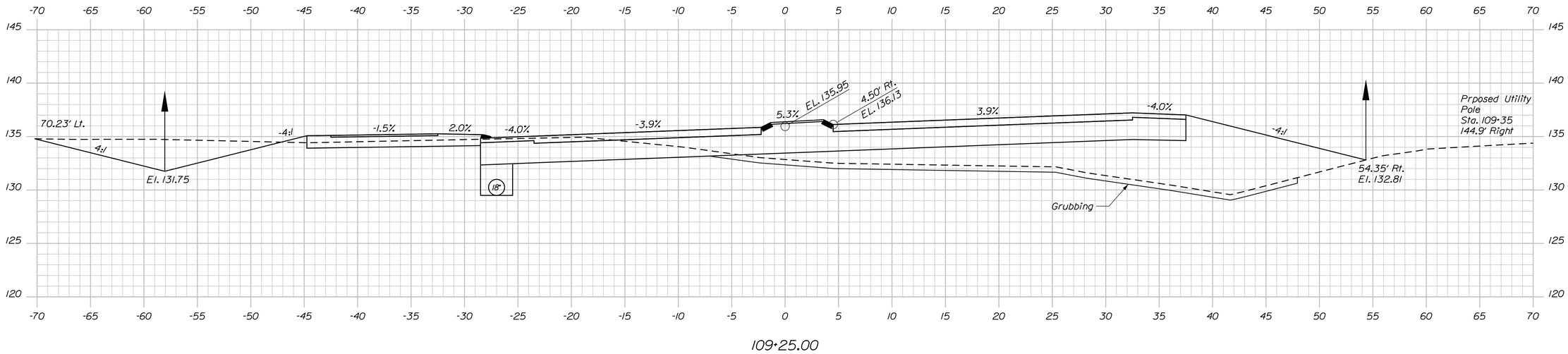
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

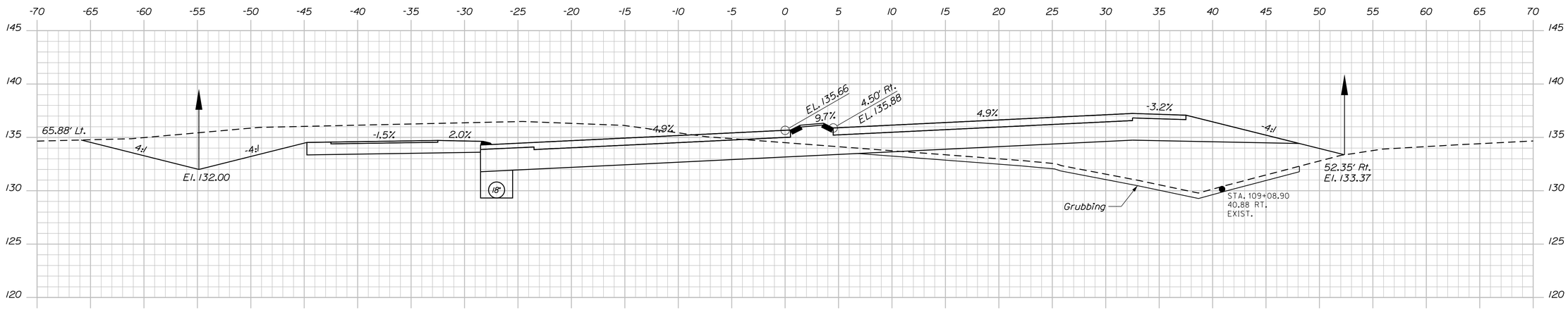
41

OF 121

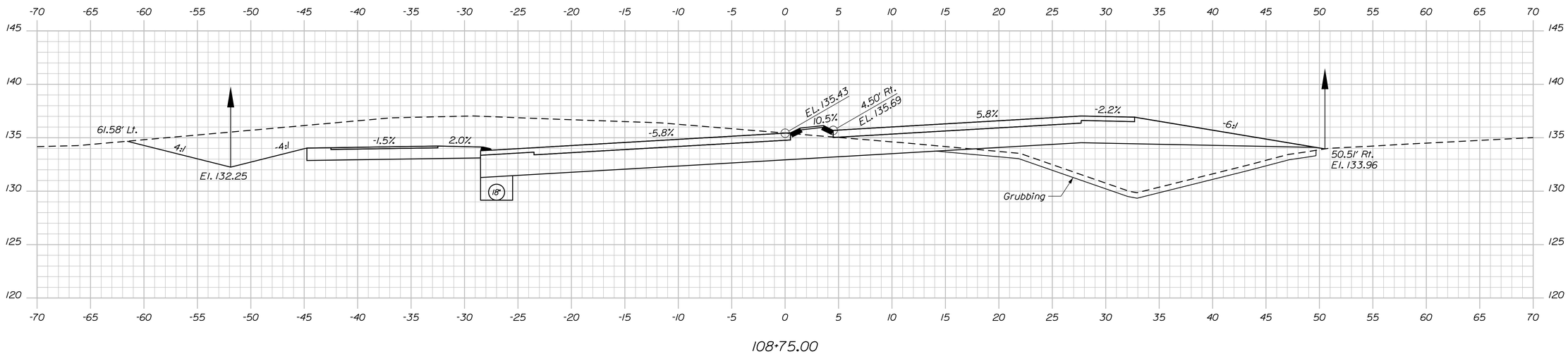
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109+25.00



109+00.00



108+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	CGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

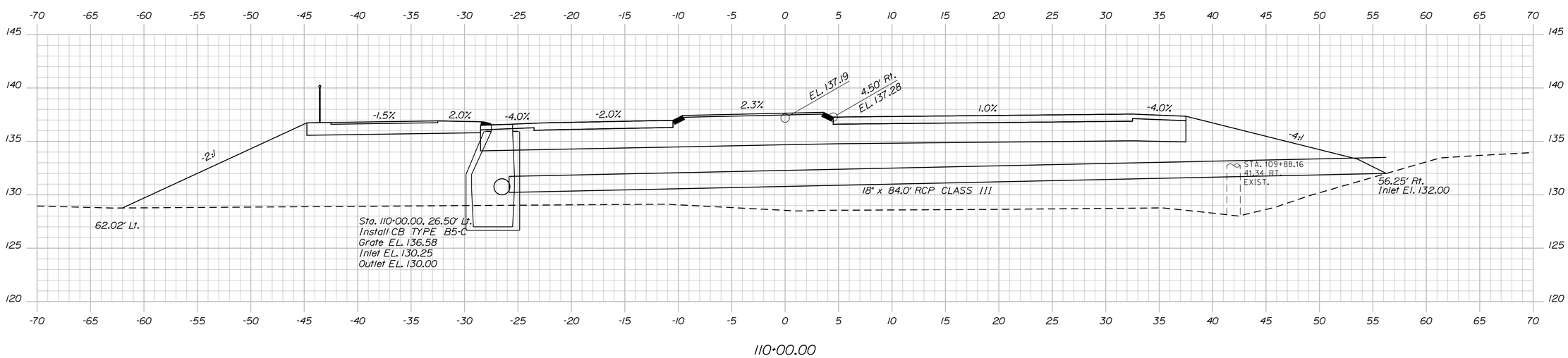
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

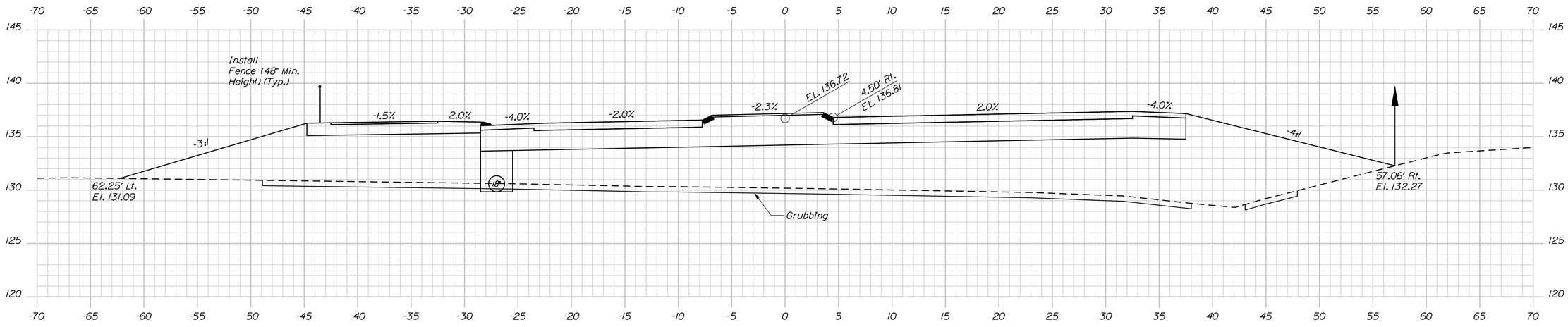
SHEET NUMBER
42
OF 121

Sta. 108+75.00 to Sta. 109+25.00

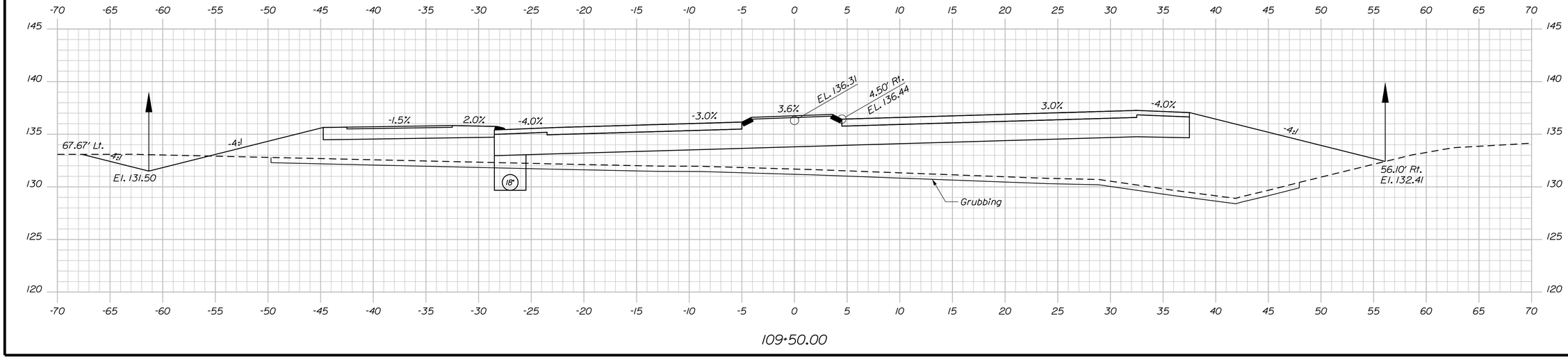
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110+00.00



109+75.00



109+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

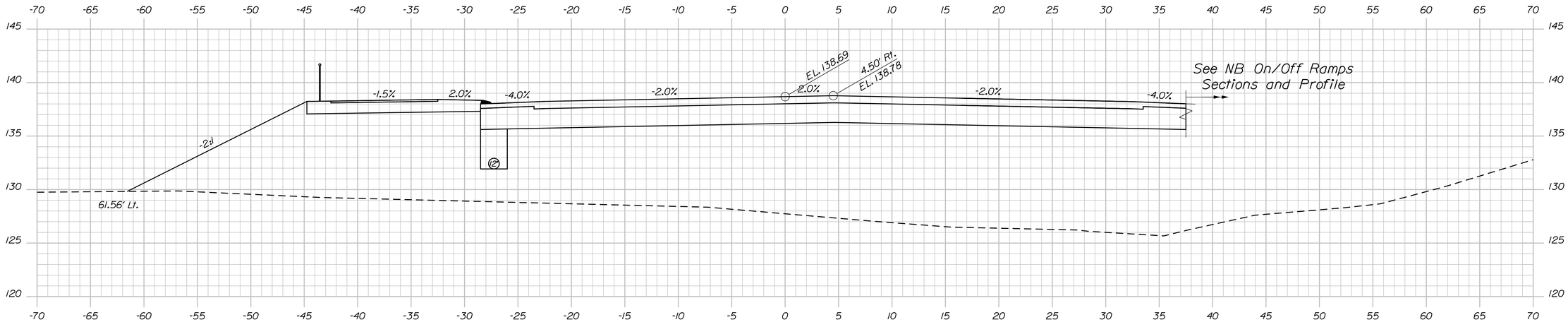
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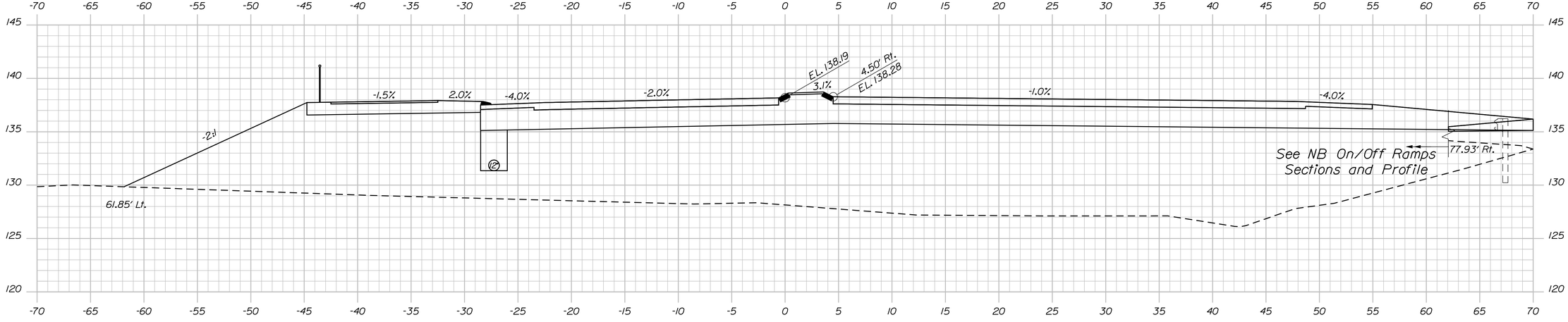
OF 121

Sta. 109+50.00 to Sta. 110+00.00

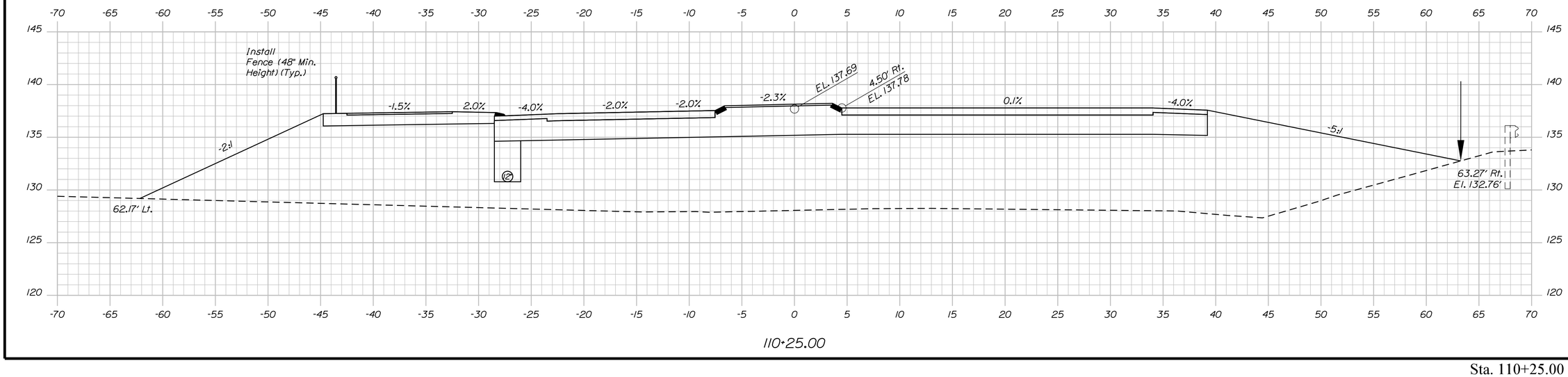
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110+75.00



110+50.00



110+25.00

Sta. 110+25.00 to Sta. 110+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	DGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1	LDC	
REVISIONS 2	STJ	
REVISIONS 3	SMA	
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

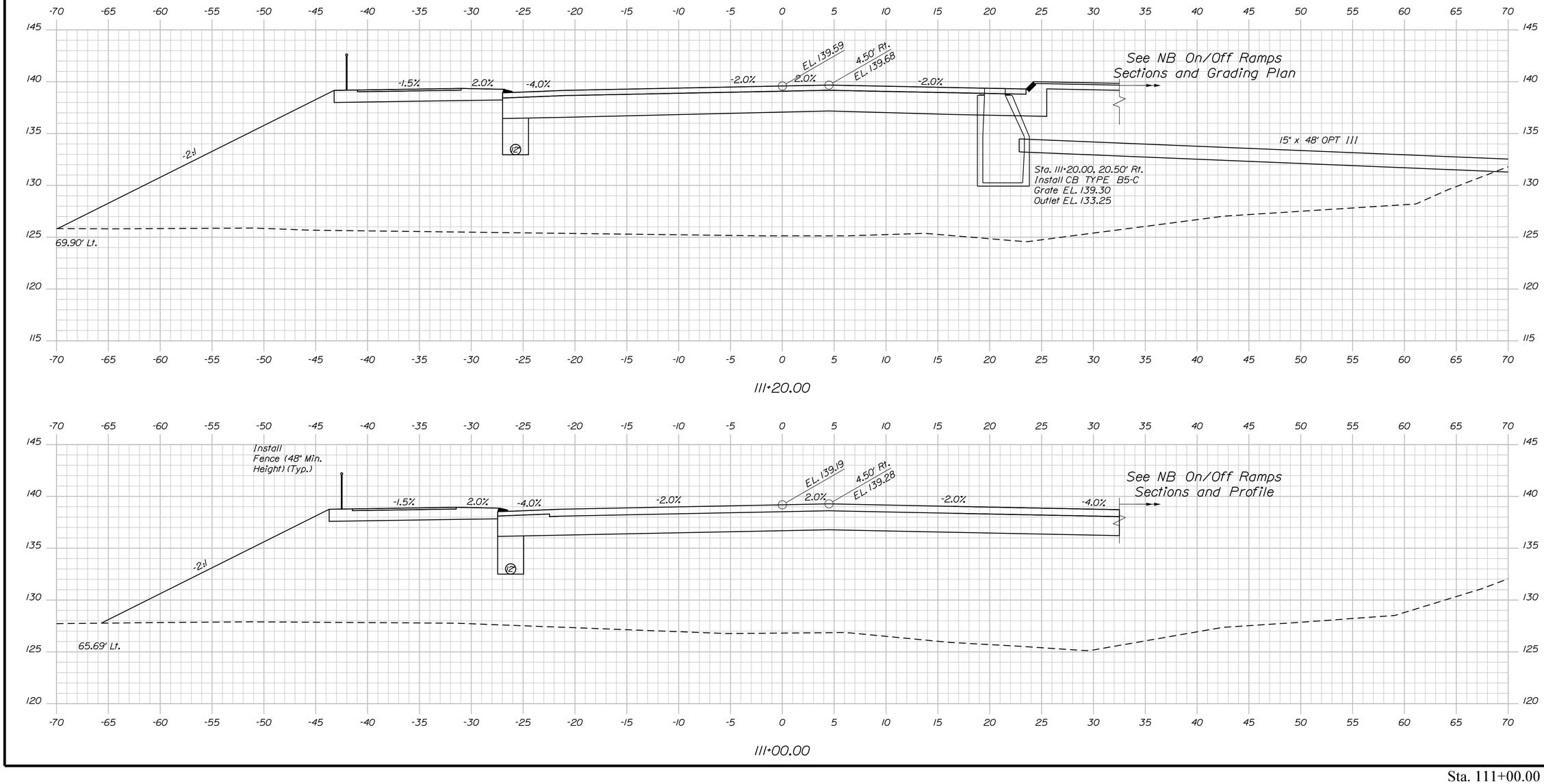
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

44

OF 121

Filename: ...\MSTA\044_XSECT_110+25_015.dgn Division: BRIDGE Username: Date:5/2/2025



Sta. 111+00.00 to Sta. 111+20.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosh	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

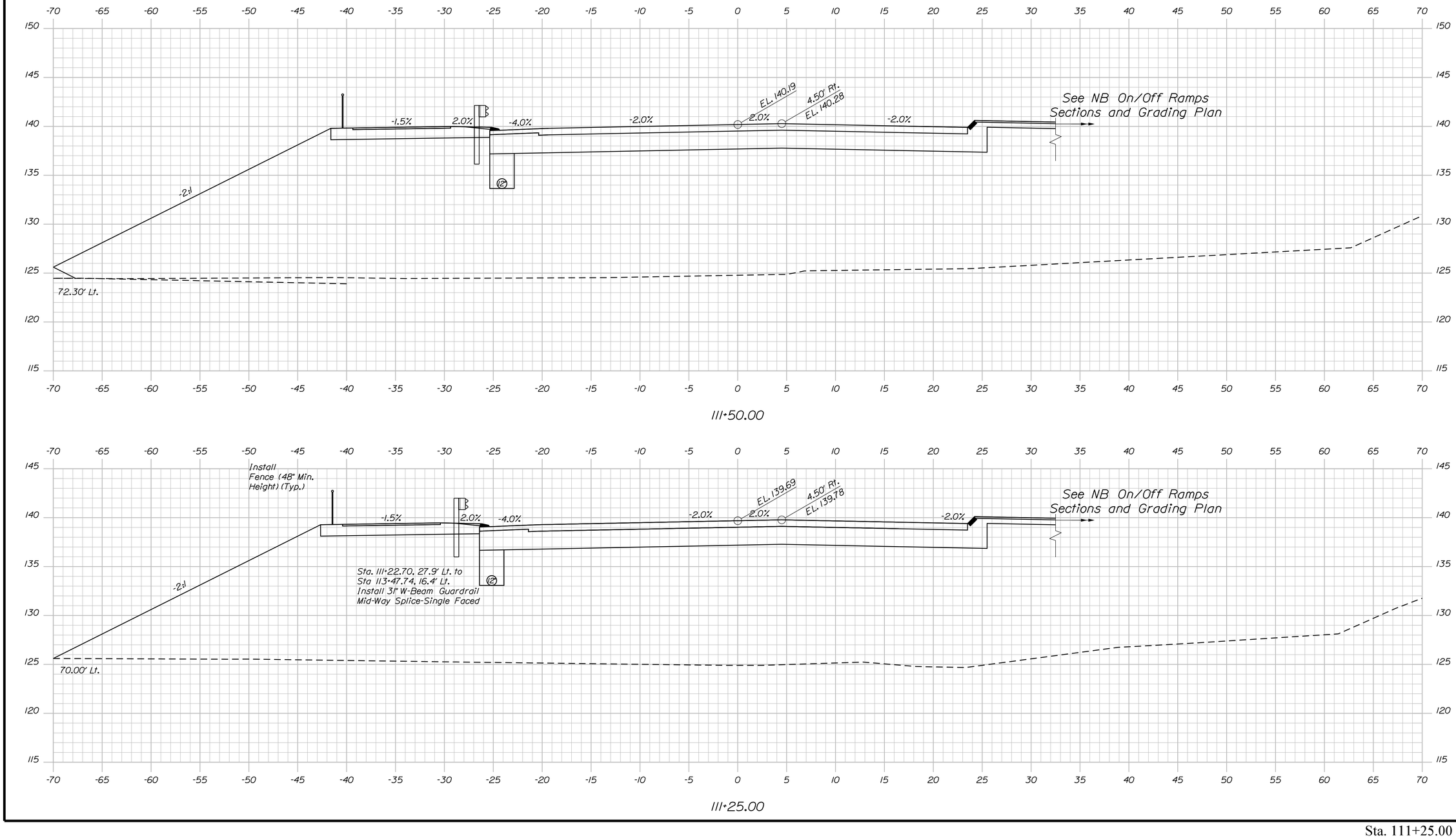
SHEET NUMBER

45

OF 121

Username: Date:5/2/2025

Filename: ...\MSTA\045_XSECT_111+00_016.dgn Division: BRIDGE



Sta. 111+25.00 to Sta. 111+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

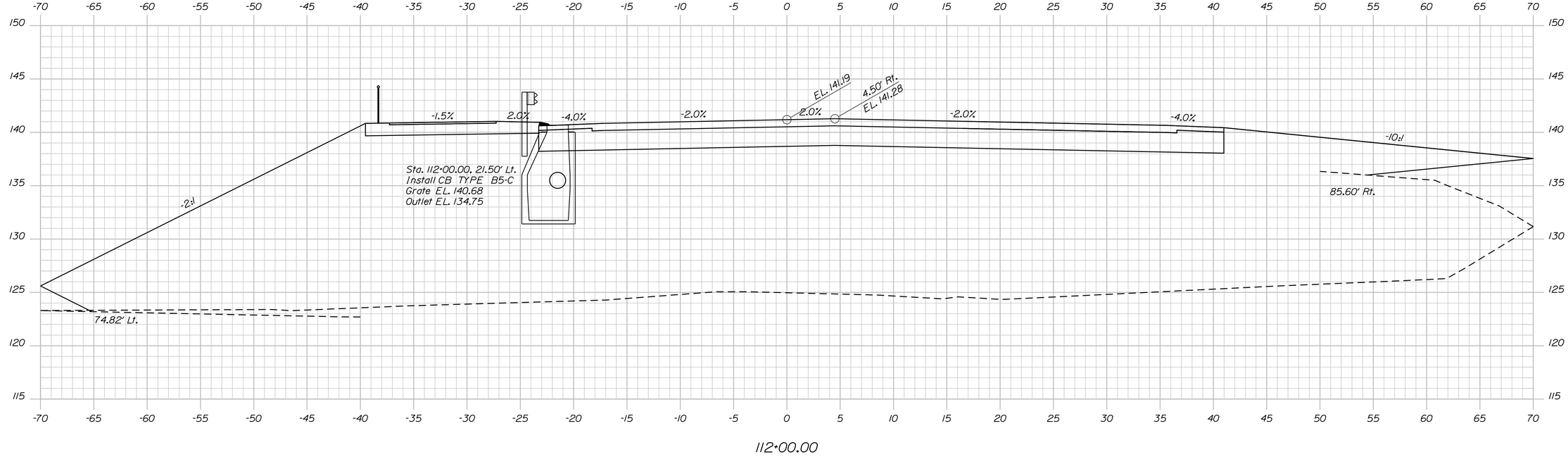
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CROSS SECTIONS

SHEET NUMBER

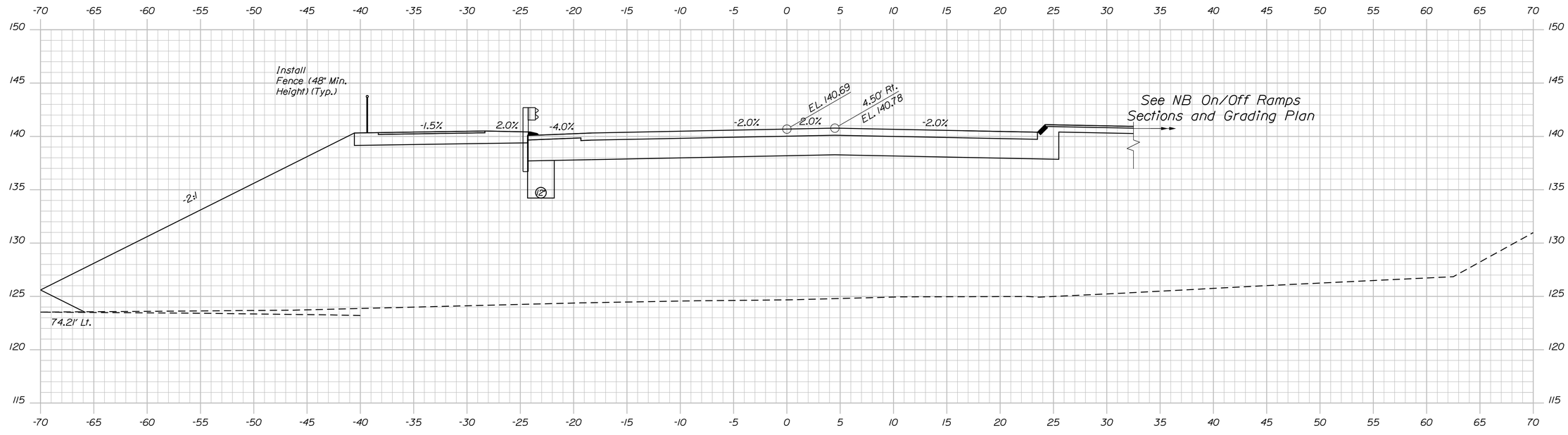
46

OF 121

Filename: ...\MSTA\046_XSECT_111+25_017.dgn Division: BRIDGE Username: Date:5/2/2025



112+00.00



111+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

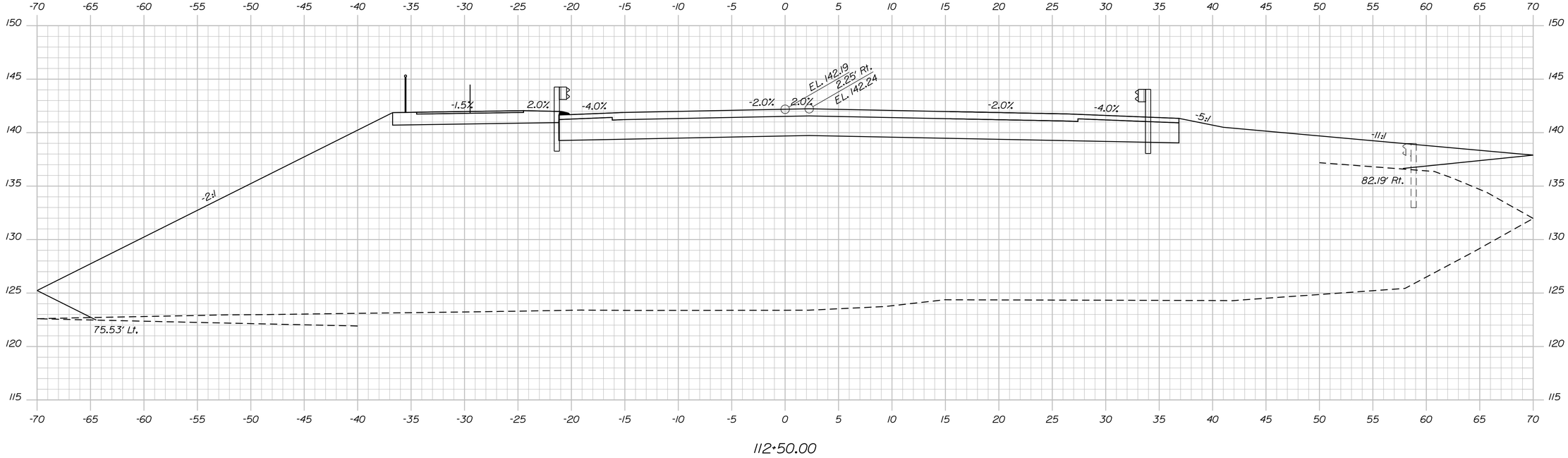
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47

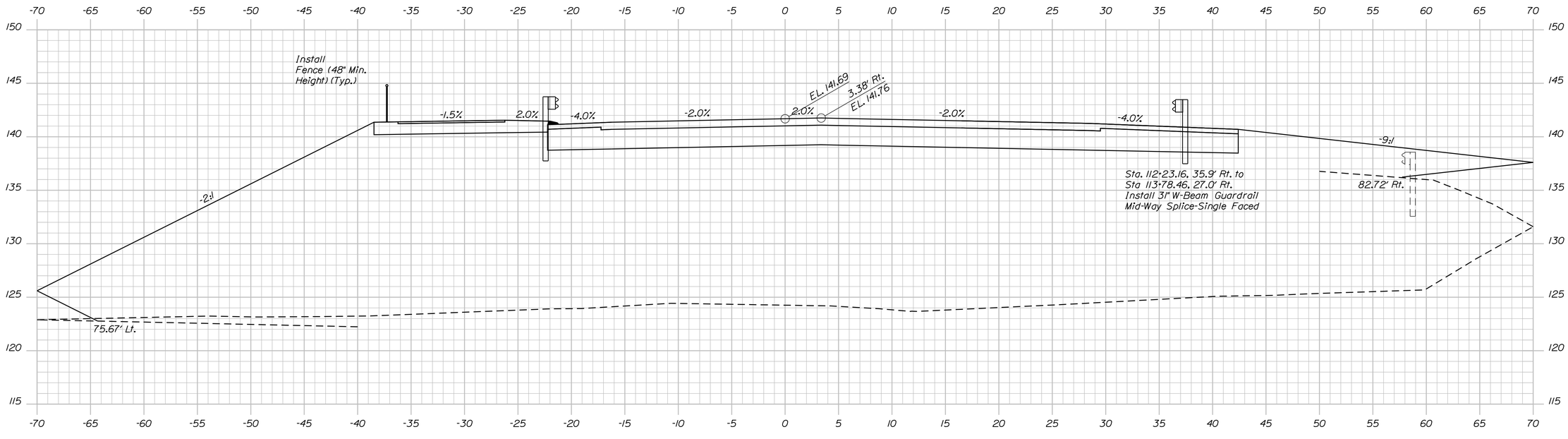
OF 121

Sta. 111+75.00 to Sta. 112+00.00

Filename: ...\MSTA\047_XSECT_111+75_018.dgn Division: BRIDGE Username: Date:5/2/2025



112+50.00



112+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

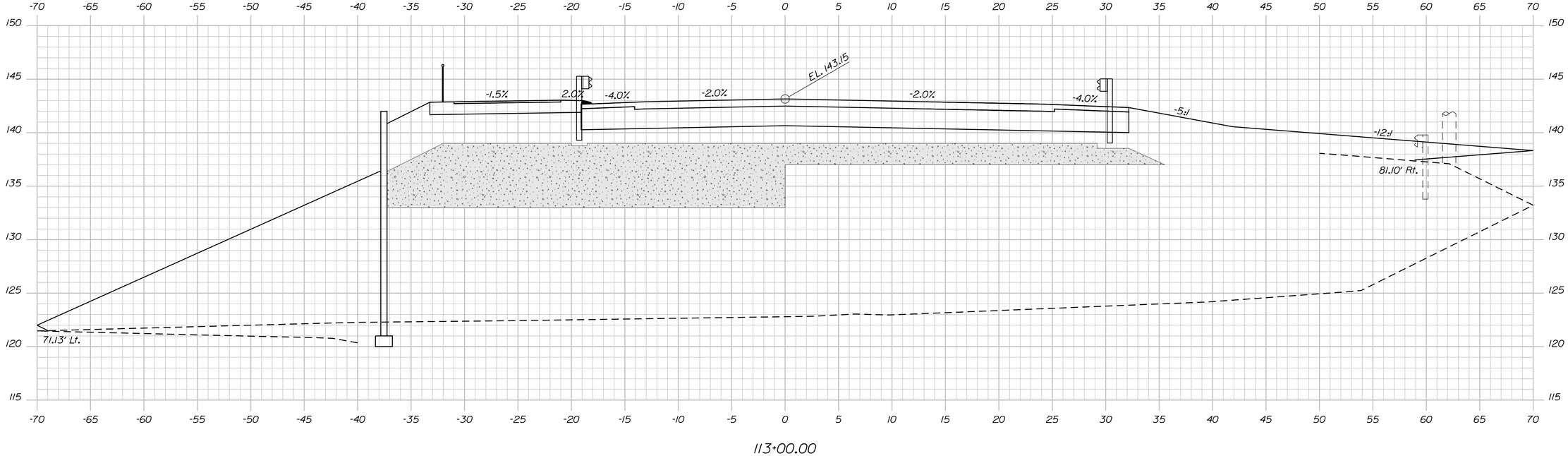
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48

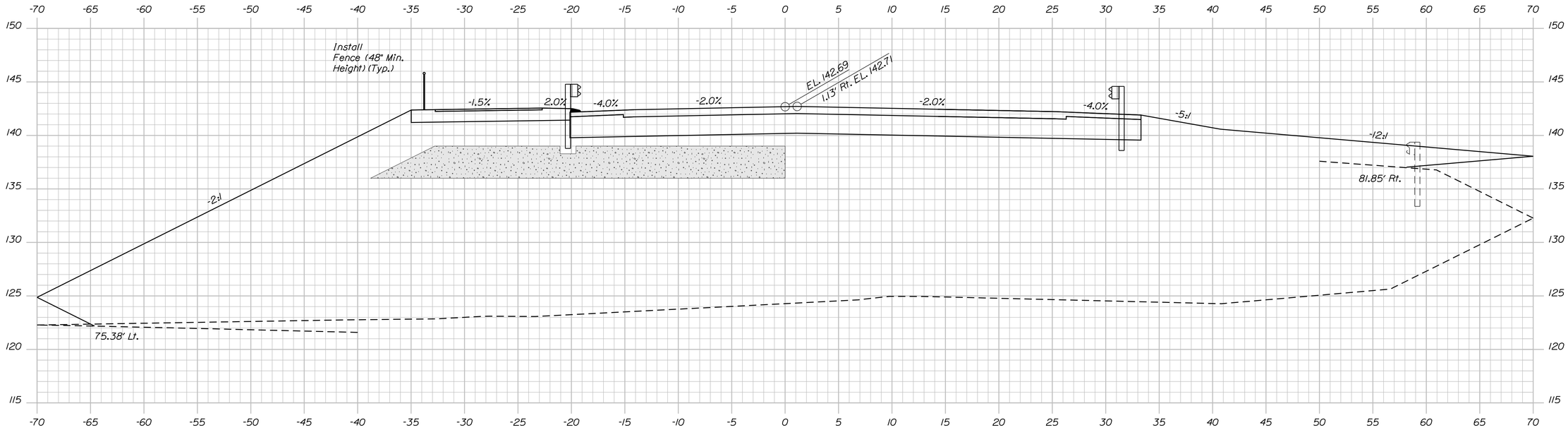
OF 121

Sta. 112+25.00 to Sta. 112+50.00

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113+00.00



112+75.00

Sta. 112+75.00 to Sta. 113+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

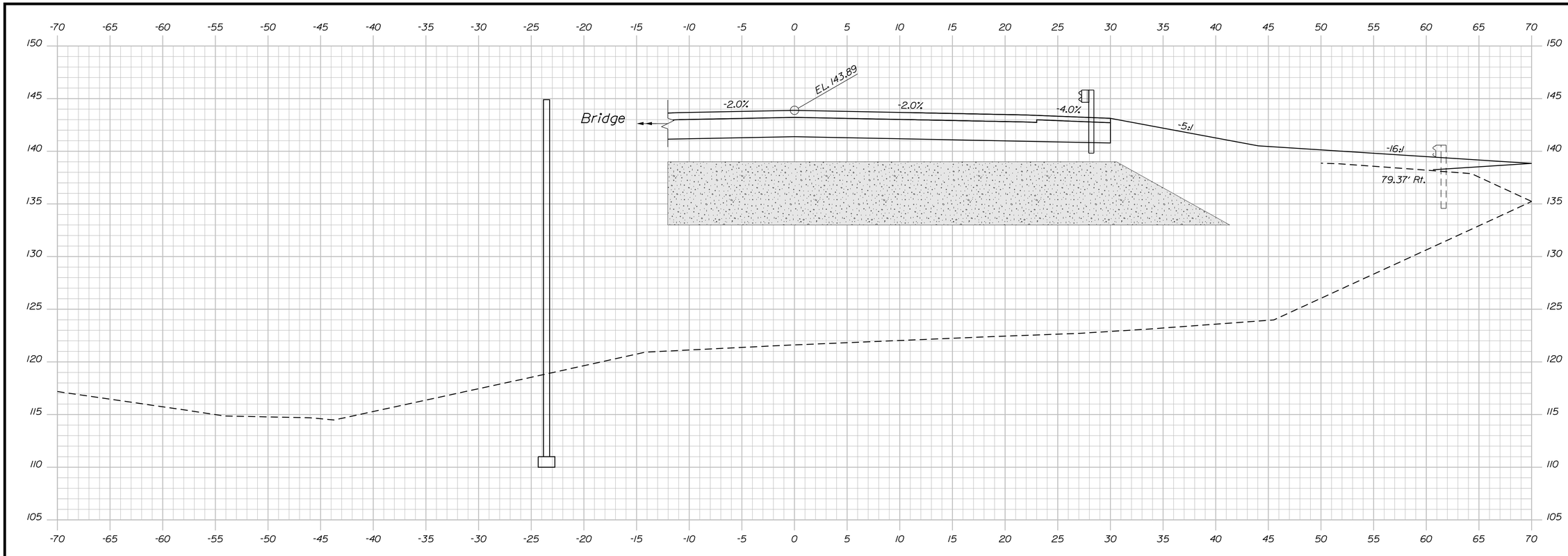
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CROSS SECTIONS

SHEET NUMBER

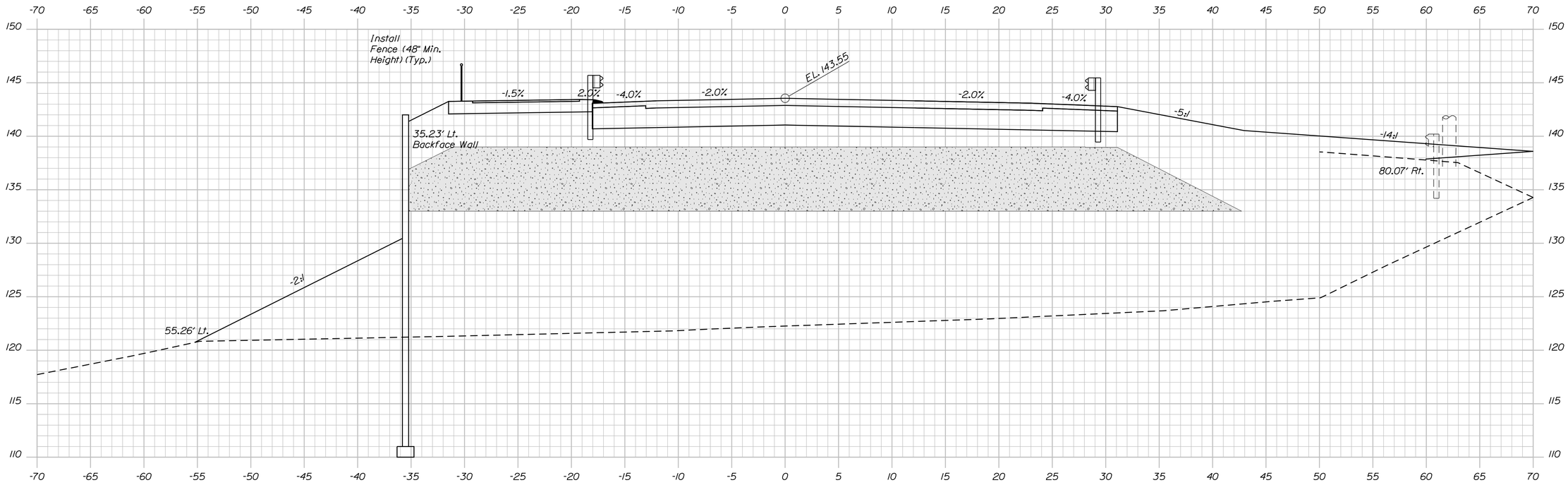
49

OF 121

Filename: ...\MSTA\049_XSECT_112+75_020.dgn Division: BRIDGE Username: Date:5/2/2025



113+50.00



113+25.00

Sta. 113+25.00 to Sta. 113+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

P.E. NUMBER

SIGNATURE

DATE

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

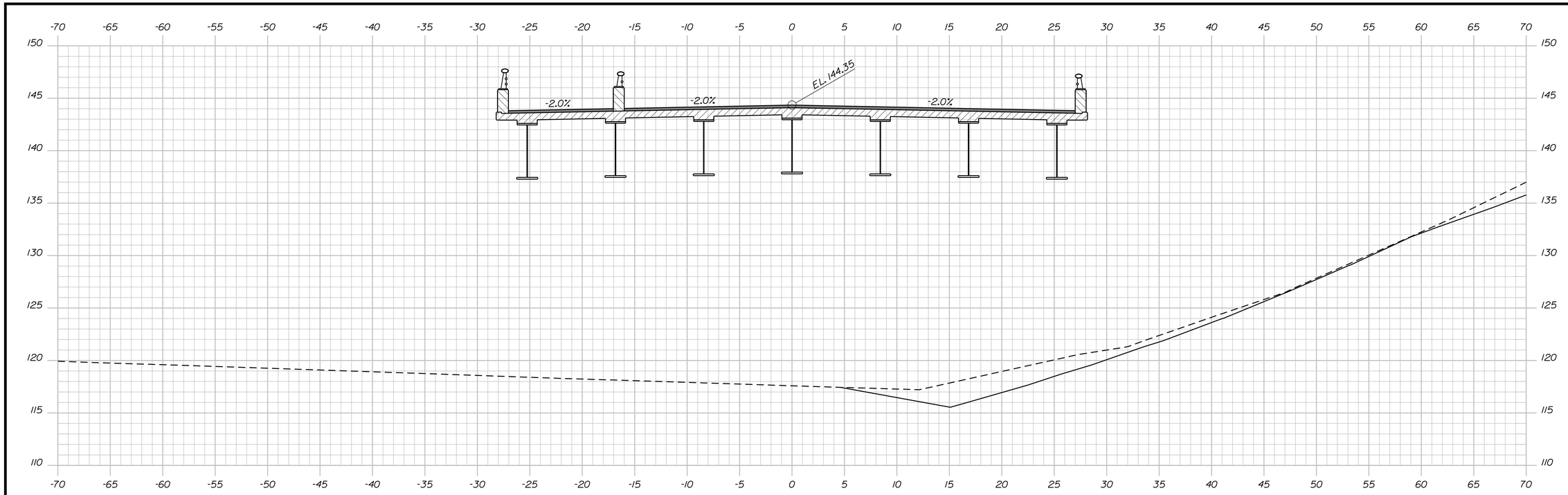
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CROSS SECTIONS

SHEET NUMBER

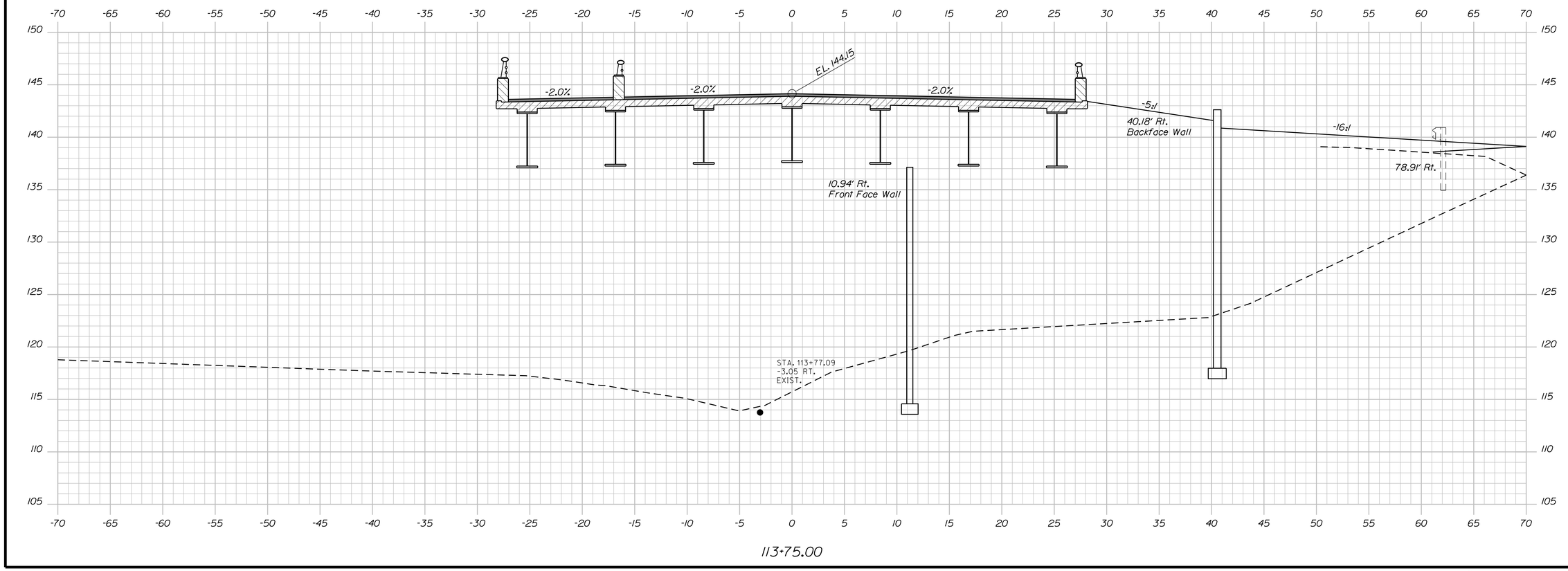
50

OF 121

Filename: ...\MSTA\050_XSECT_113+25_021.dgn Division: BRIDGE Username: Date:5/2/2025



114+00.00



113+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

51

OF 121

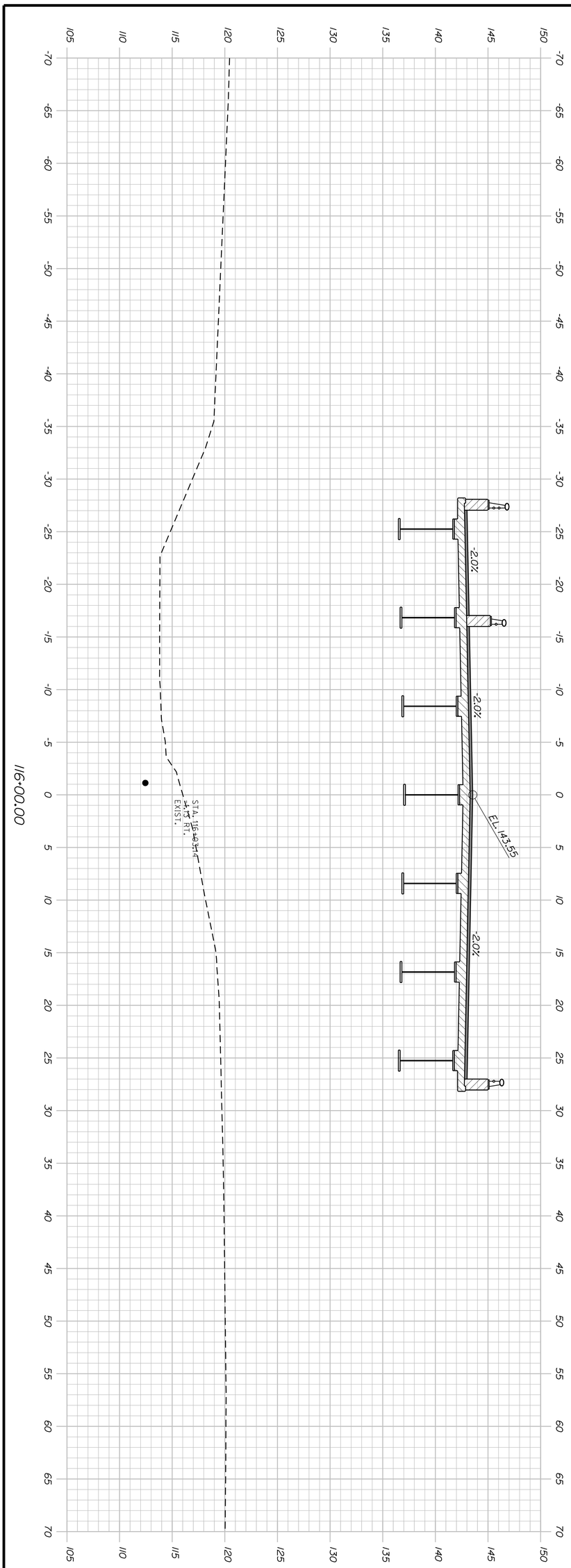
Sta. 113+75.00 to Sta. 114+00.00

Username:

Date:5/2/2025

Division: BRIDGE

Filename: ...\MSTA\051_XSECT_113+75_022.dgn



Sta. 116+00.00 to Sta. 116+00.00

SHEET NUMBER 52 OF 121

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

		BY	DATE
PROJ. MANAGER	J.Brask		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

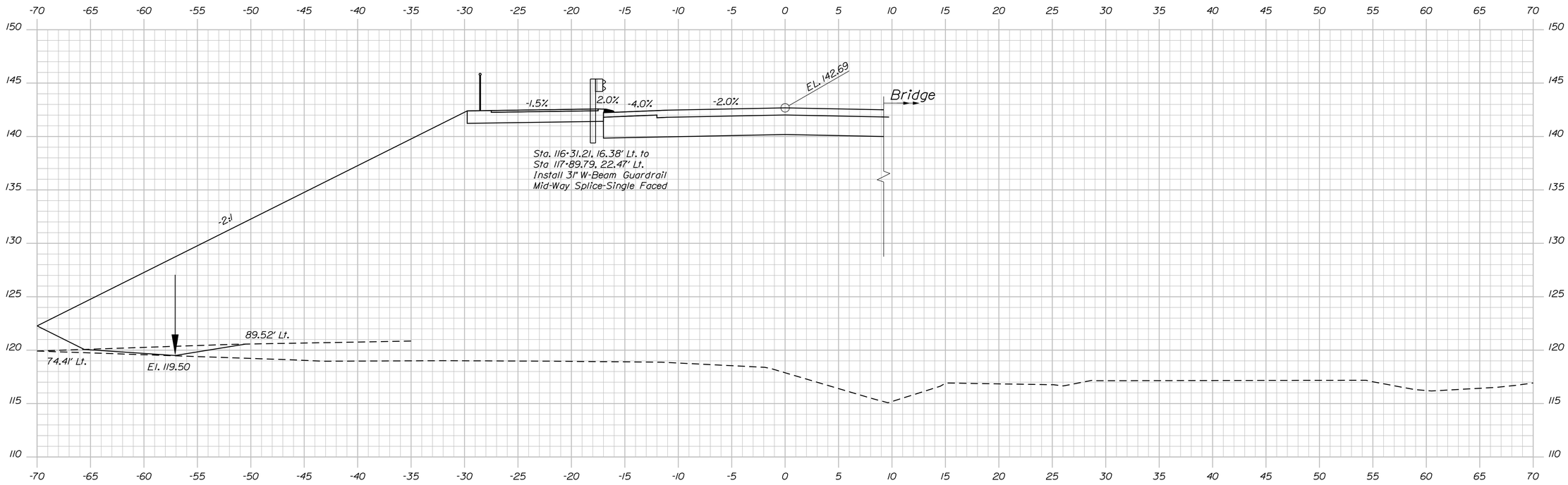
P.E. NUMBER

DATE

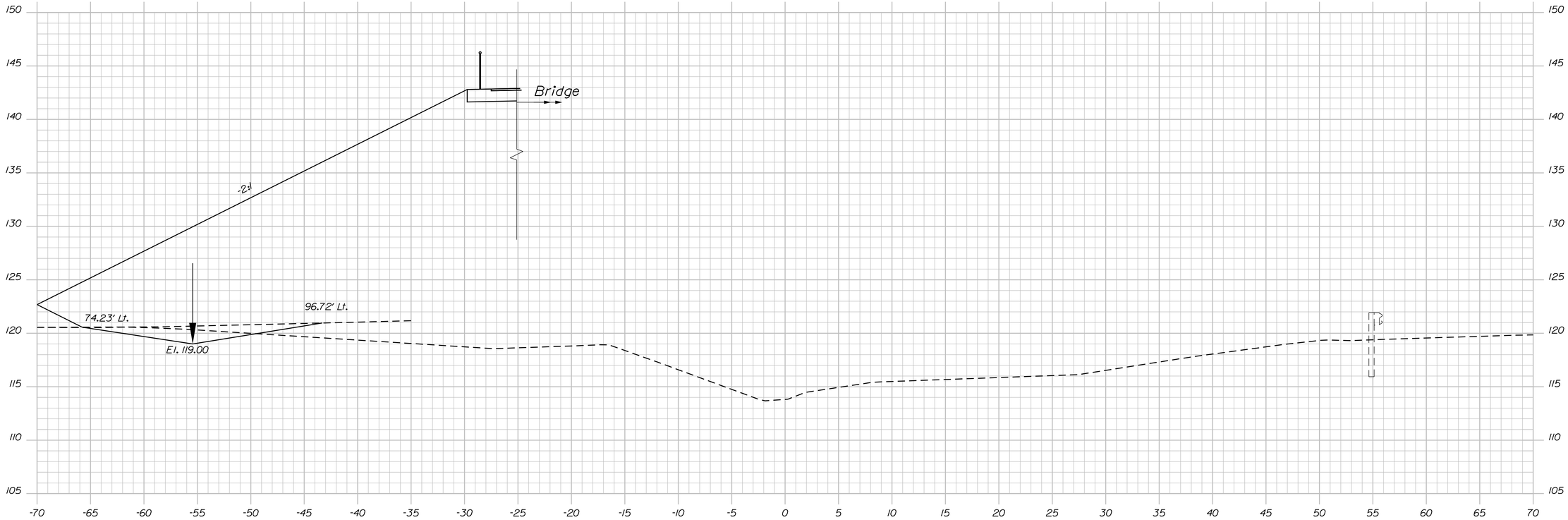
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

BRIDGE NO. 5804 WIN 22382.00 BRIDGE PLANS



116+50.00



116+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

53

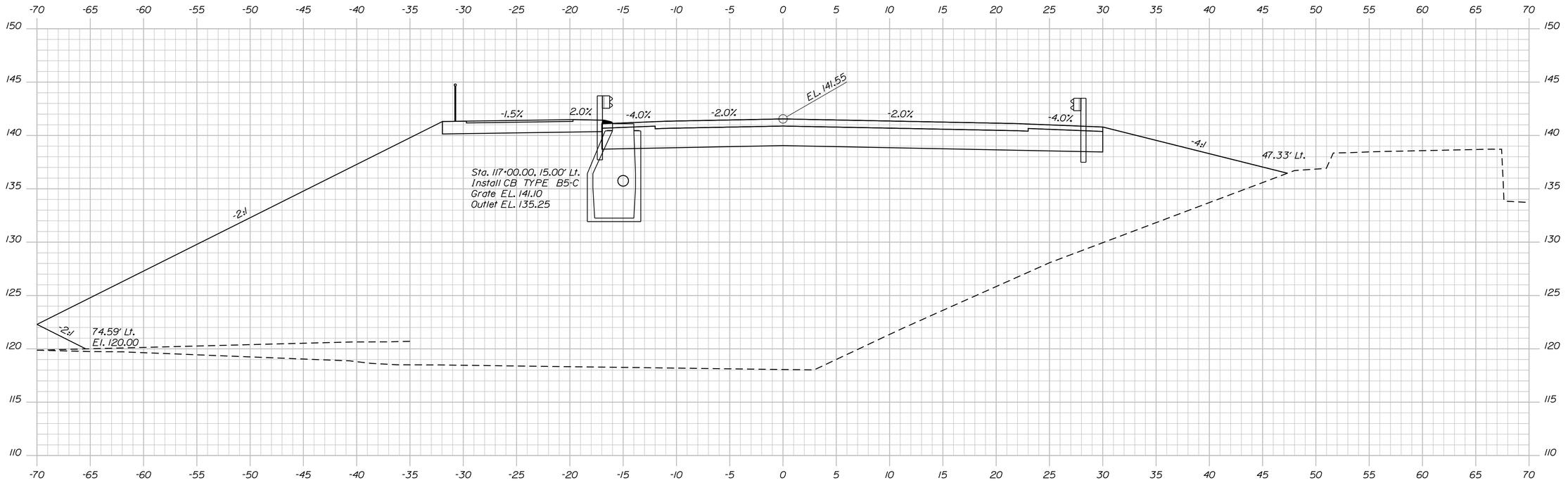
OF 121

Date:5/2/2025

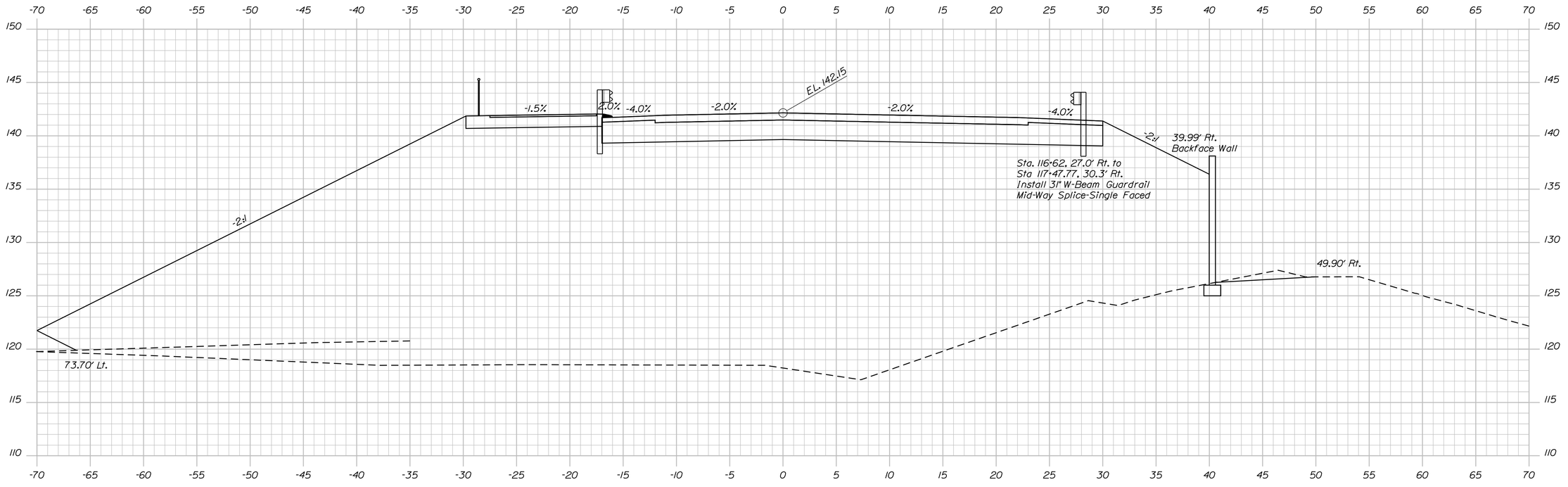
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Filename: ...\MSTA\053_XSECT_116+25_024.dgn Division: BRIDGE

Sta. 116+25.00 to Sta. 116+50.00



117+00.00



116+75.00

Sta. 116+75.00 to Sta. 117+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

	BY	DATE
PROJ. MANAGER	J.Breski	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1	SMA	OCT 2024
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

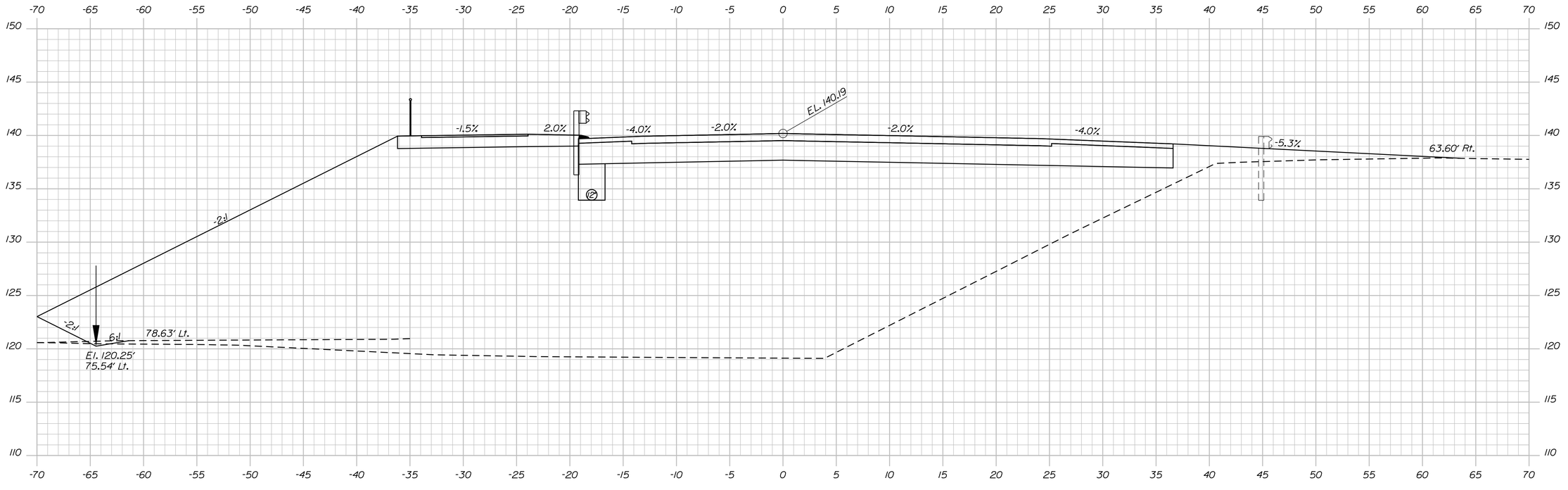
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CROSS SECTIONS

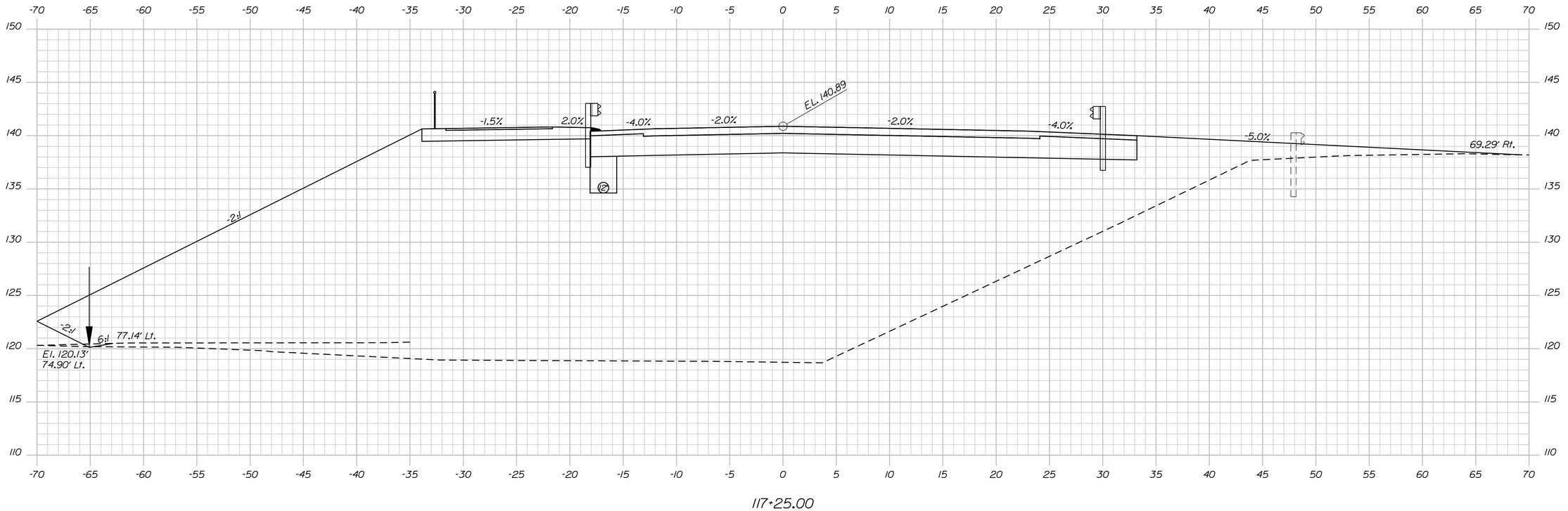
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54

OF 121

Filename: ...\MSTA\054_XSECT_116+75_025.dgn Division: BRIDGE Username: Date:5/2/2025





Sta. 117+25.00 to Sta. 117+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
J.Brosk PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

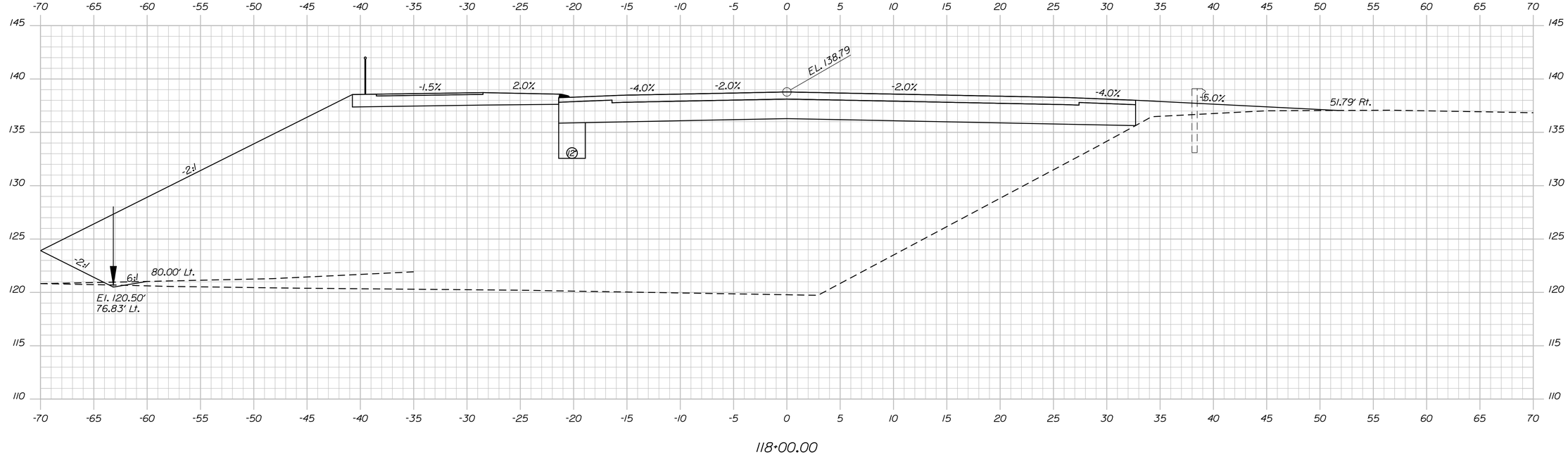
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

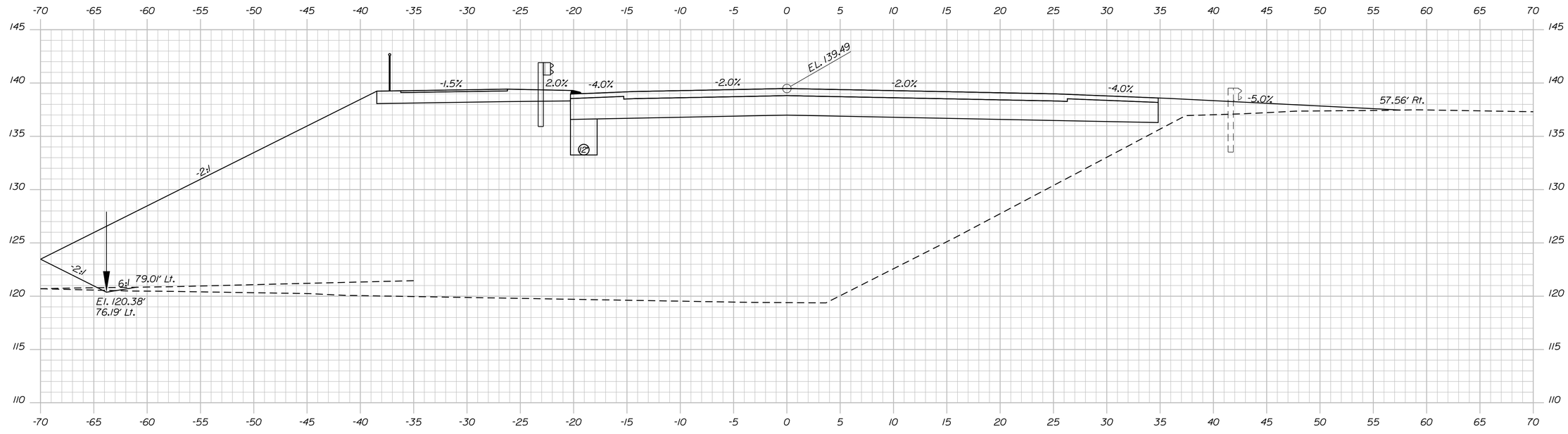
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OF 121

Filename: ...\MSTA\055_XSECT_117+25_026.dgn Division: BRIDGE Username: Date:5/2/2025



118+00.00



117+75.00

Sta. 117+75.00 to Sta. 118+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

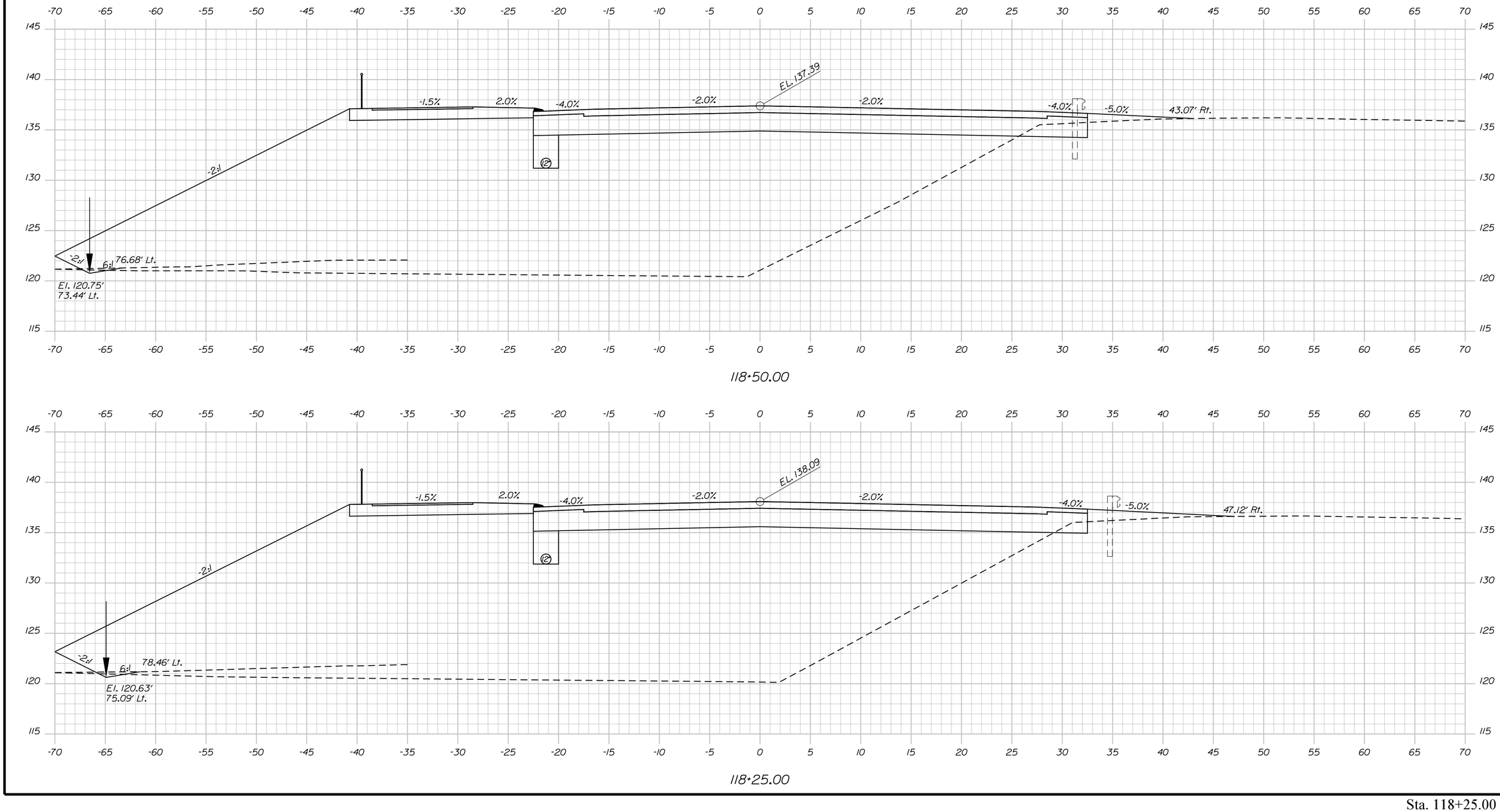
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

56

OF 121

Filename: ...\MSTA\056_XSECT_117+75_027.dgn Division: BRIDGE Username: Date:5/2/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

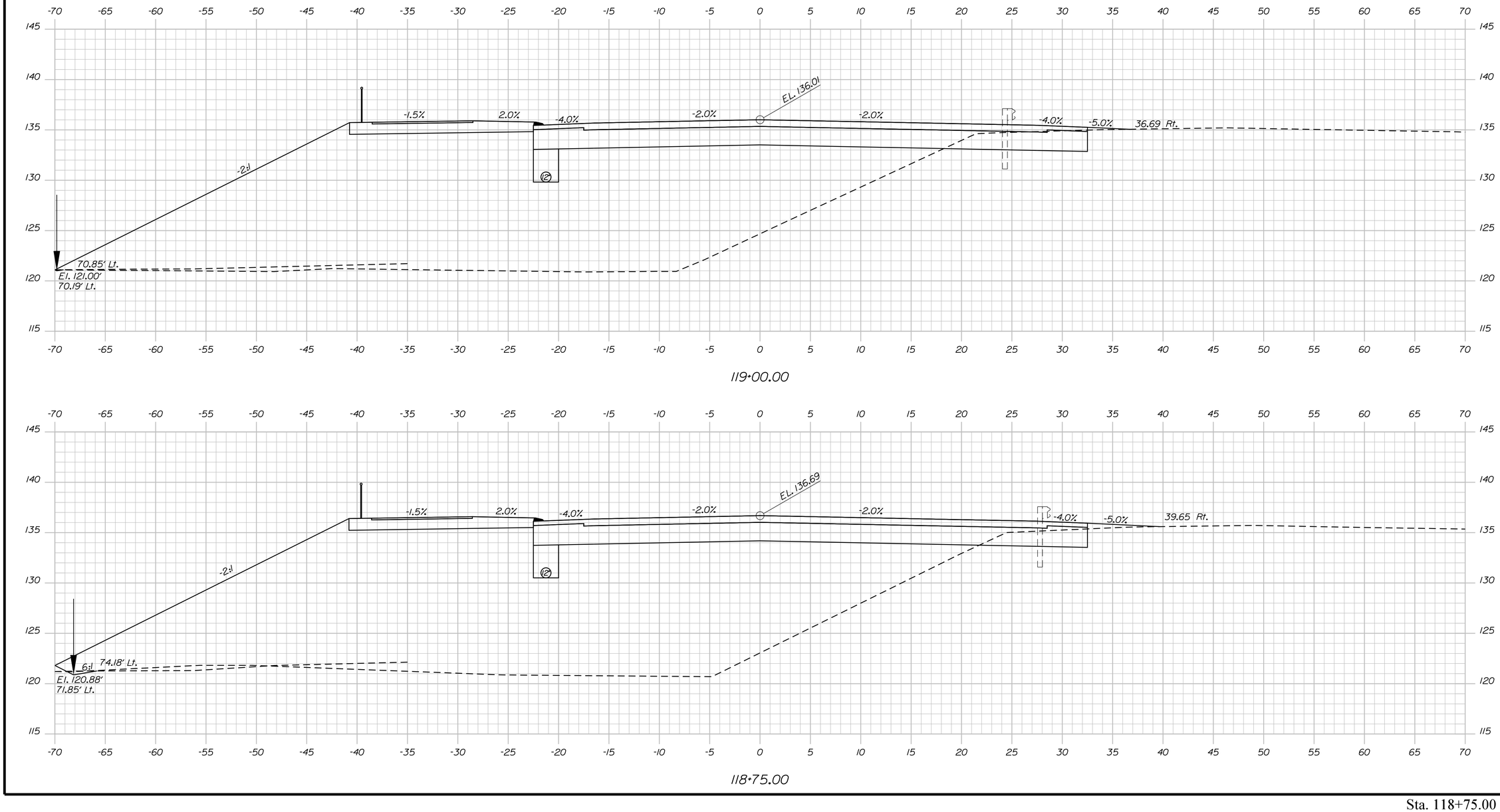
57

OF 121

Sta. 118+25.00 to Sta. 118+50.00

Username: Date:5/2/2025

Filename: ...\MSTA\057_XSECT_118+25_028.dgn Division: BRIDGE



Sta. 118+75.00 to Sta. 119+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

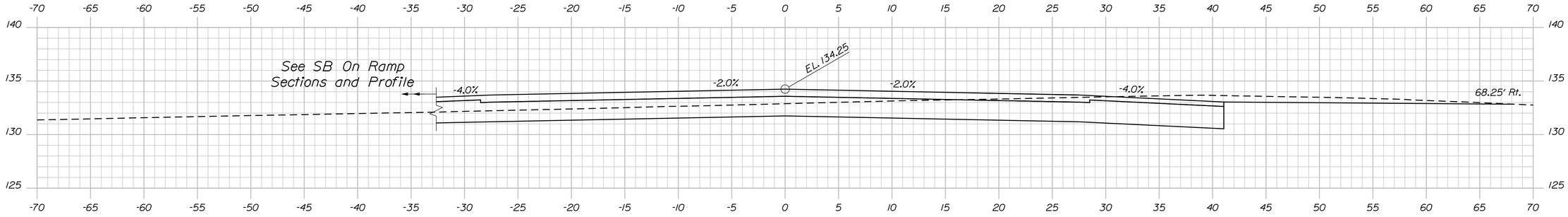
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

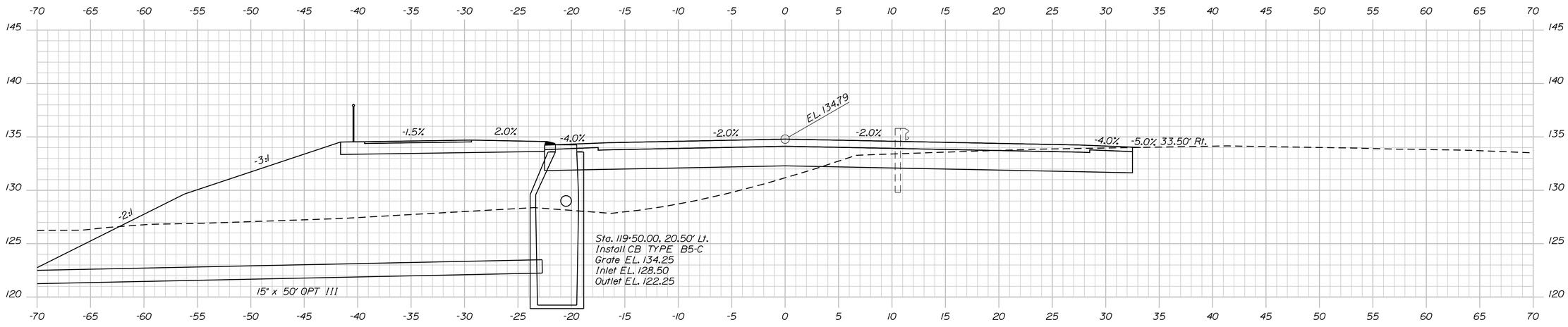
SHEET NUMBER
58
OF 121

Username: Date:5/2/2025

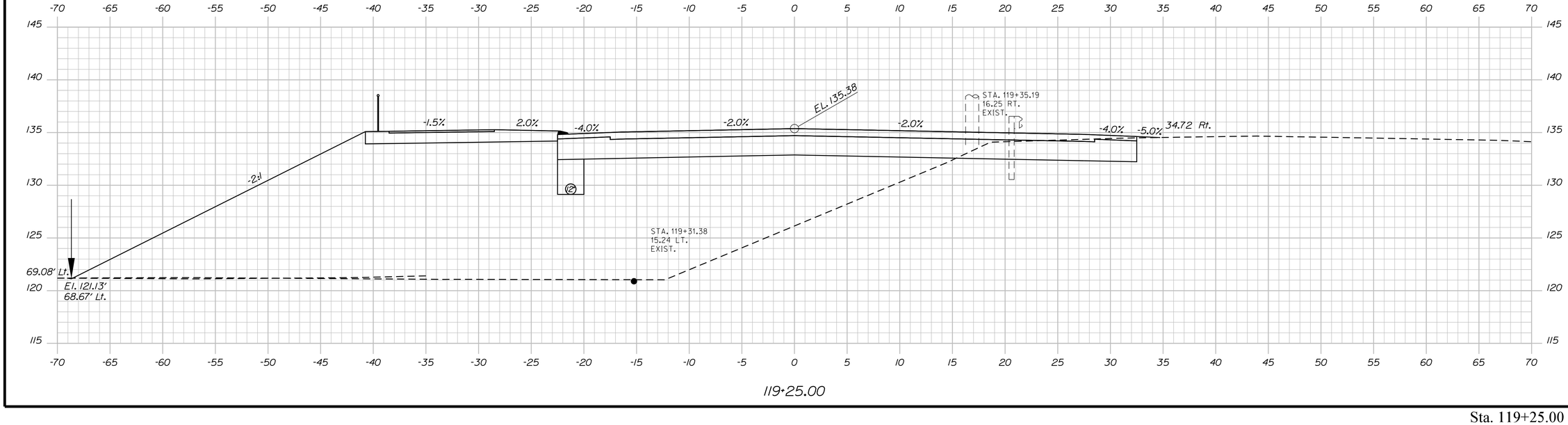
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119+75.00



119+50.00



119+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosh		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

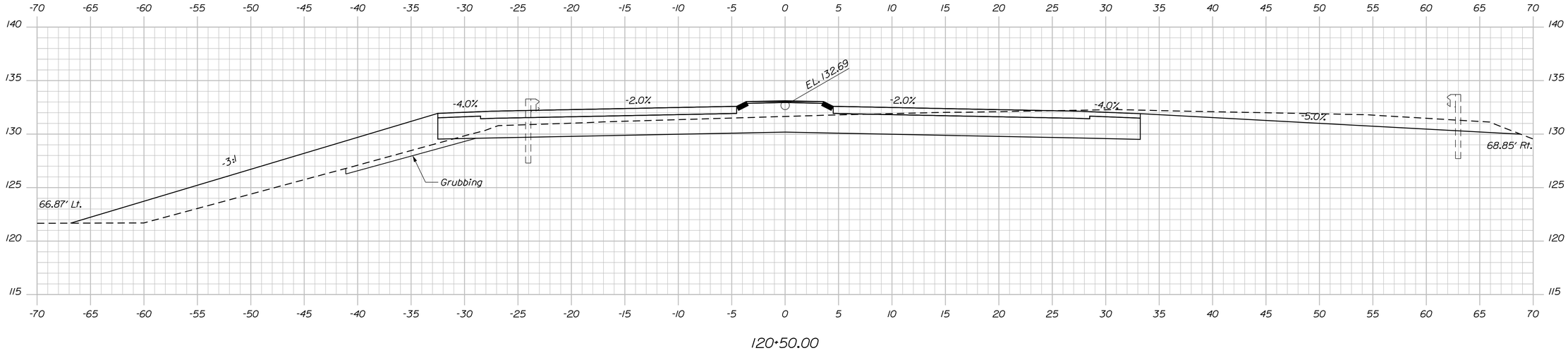
59

OF 121

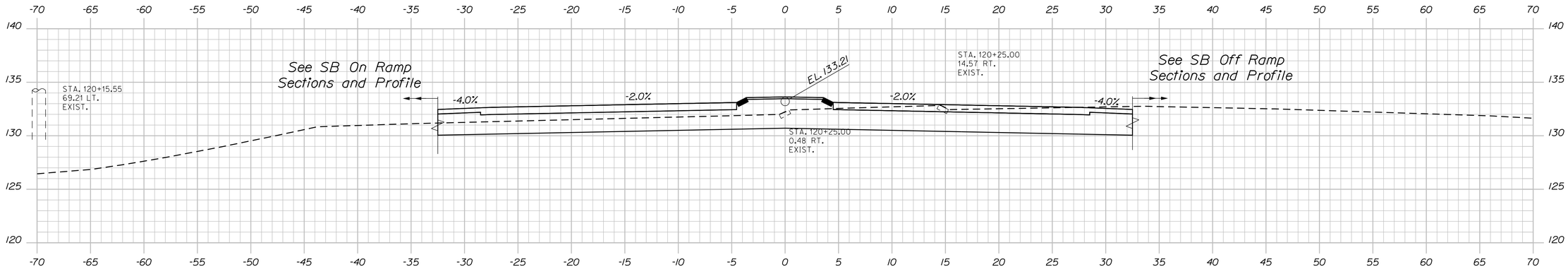
Sta. 119+25.00 to Sta. 119+75.00

Username: Date:5/2/2025

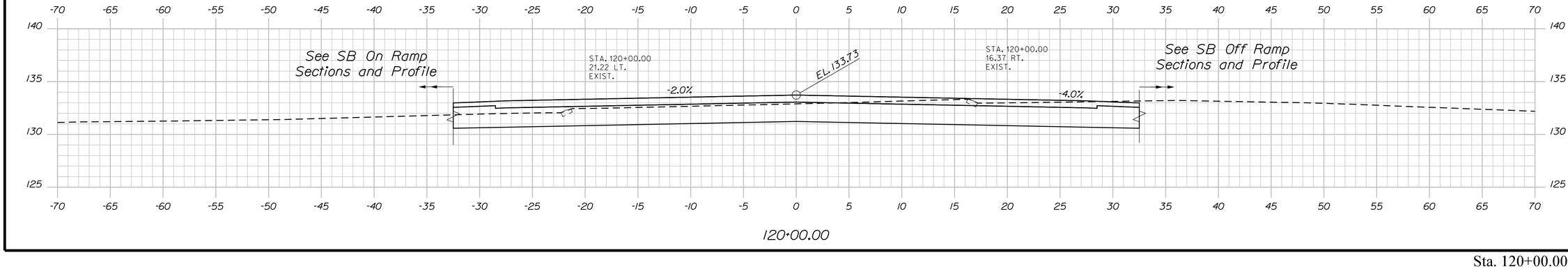
Filename: ...\MSTA\059_XSECT_119+25_030.dgn Division: BRIDGE



120+50.00



120+25.00



120+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

60

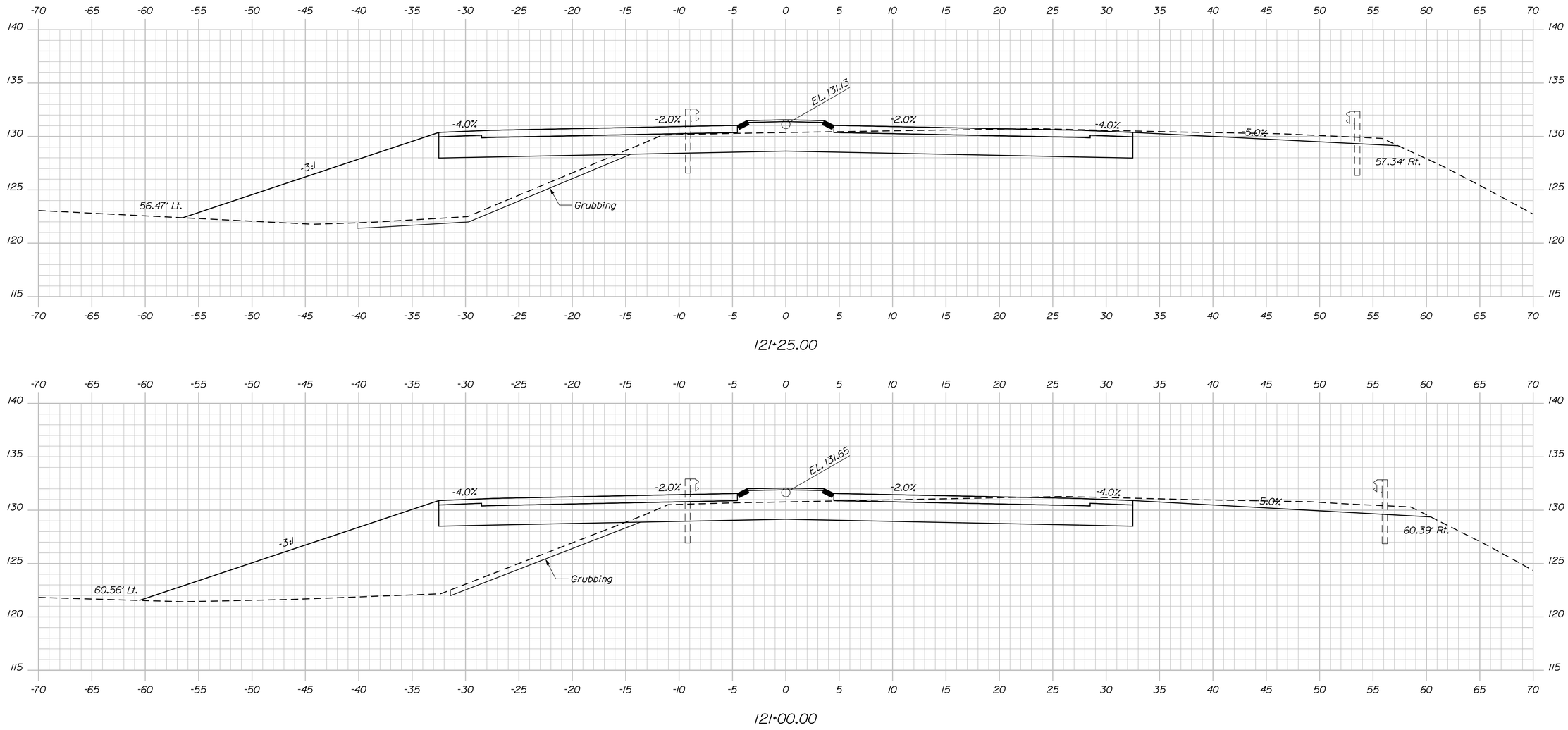
OF 121

Sta. 120+00.00 to Sta. 120+50.00

Date:5/2/2025

Username:

Filename: ...\MSTA\060_XSECT_120+00_031.dgn Division: BRIDGE



121+25.00

121+00.00

120+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

SHEET NUMBER

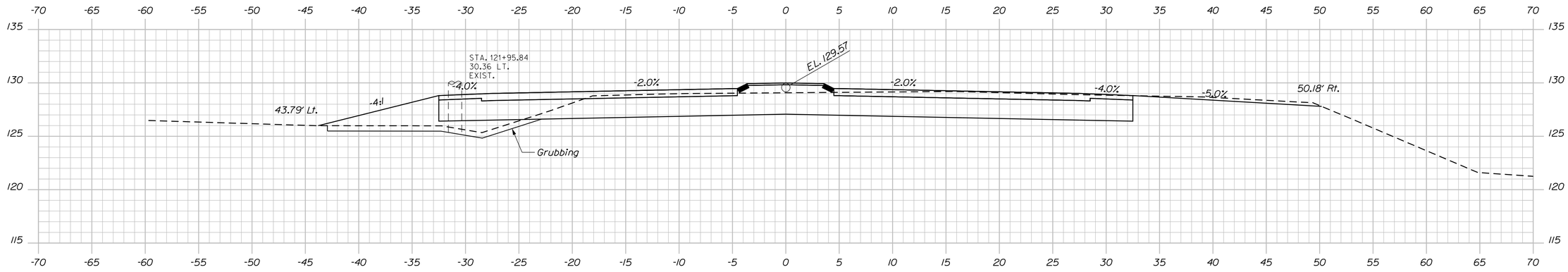
61

OF 121

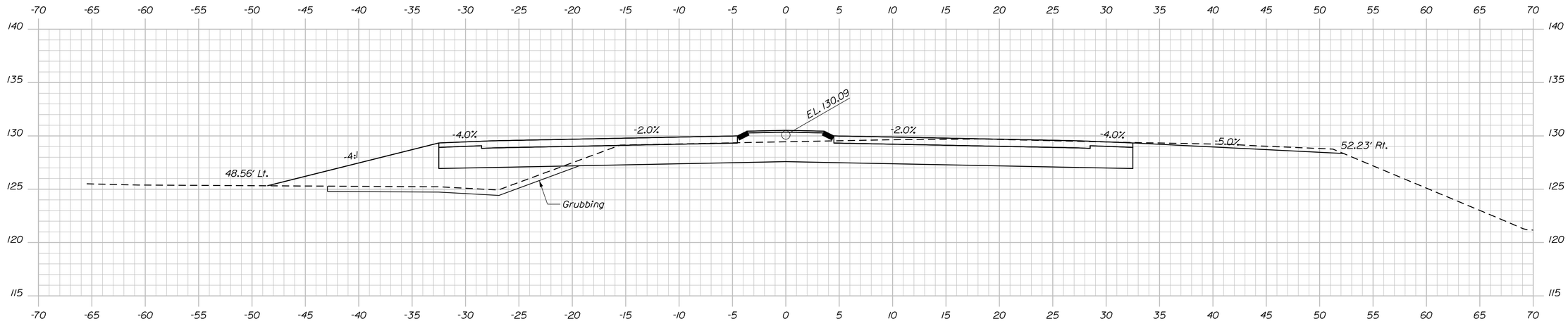
Sta. 120+75.00 to Sta. 121+25.00

Username: Date:5/2/2025

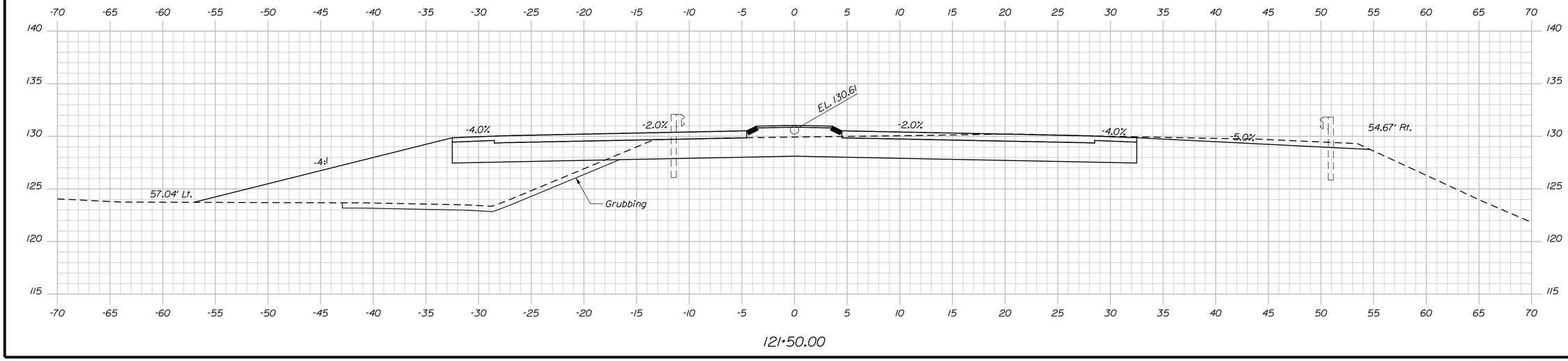
Filename: ...\MSTA\061_XSECT_120+75_032.dgn Division: BRIDGE



122+00.00



121+75.00



121+50.00

Sta. 121+50.00 to Sta. 122+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosh	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3	SMA	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

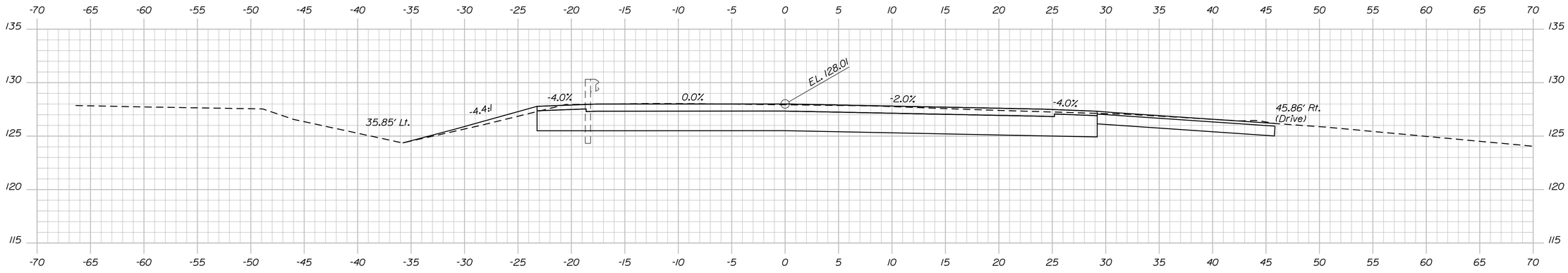
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

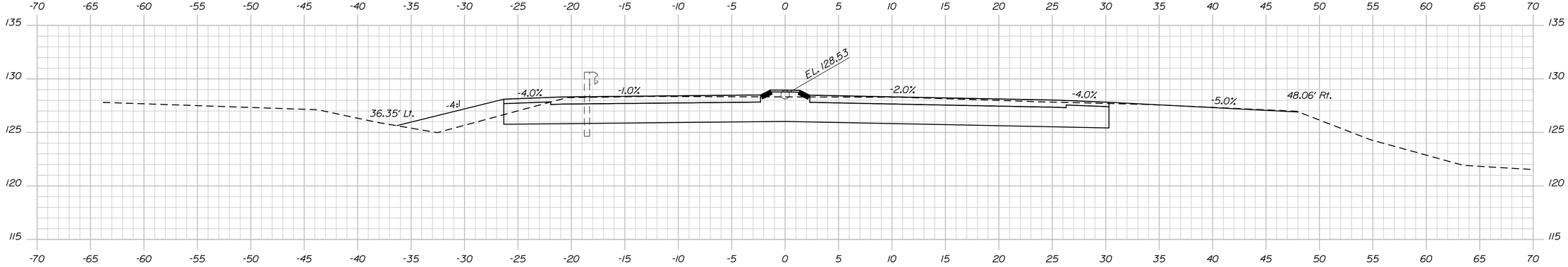
62

OF 121

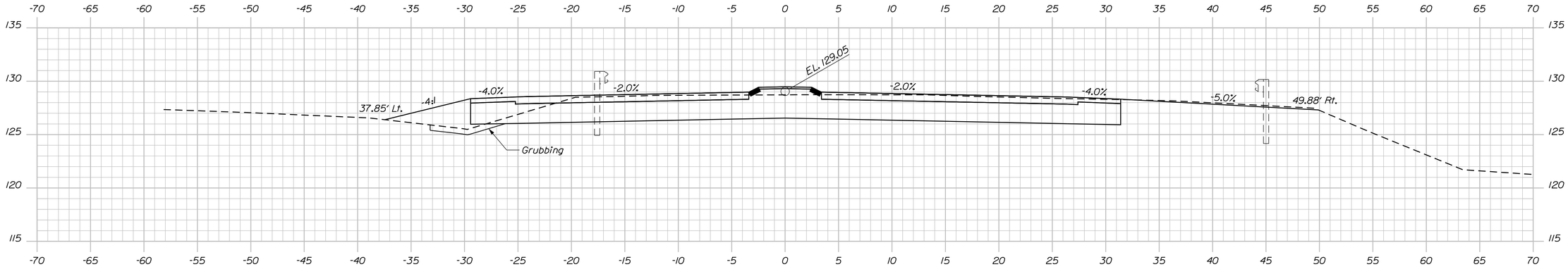
Filename: ...\MSTA\062_XSECT_121+50_033.dgn Division: BRIDGE Username: Date:5/2/2025



122+75.00



122+50.00



122+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

P.E. NUMBER

SIGNATURE

DATE

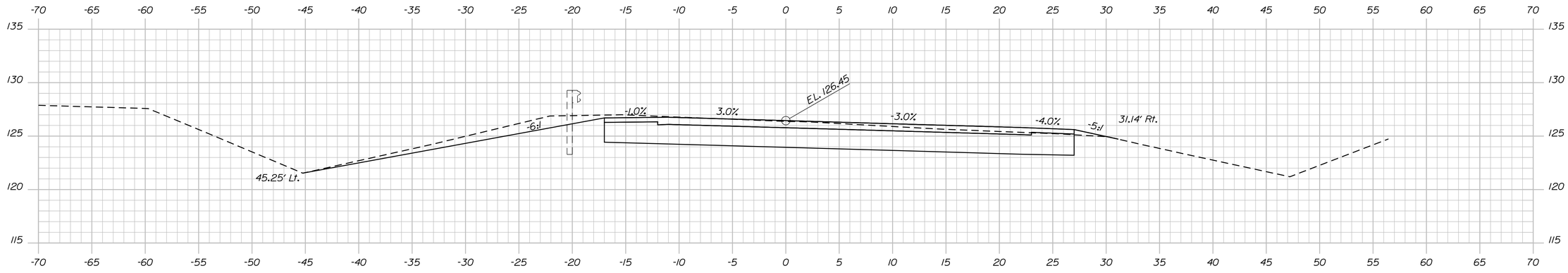
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

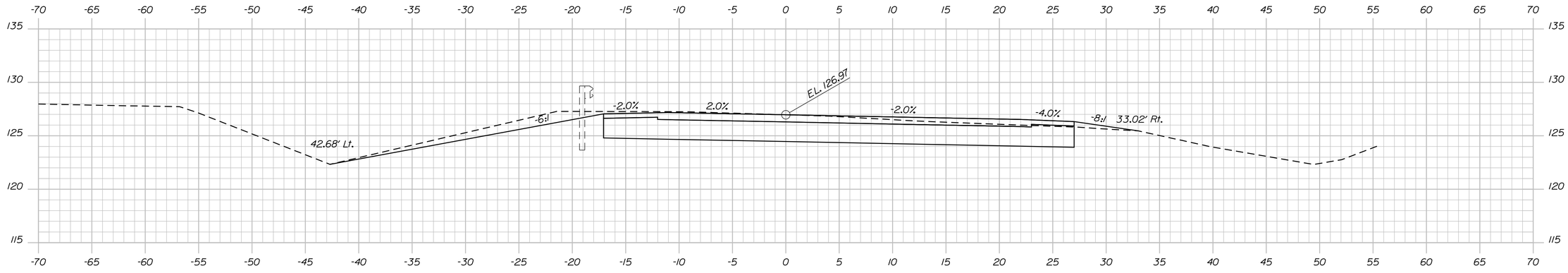
SHEET NUMBER
63
OF 121

Sta. 122+25.00 to Sta. 122+75.00

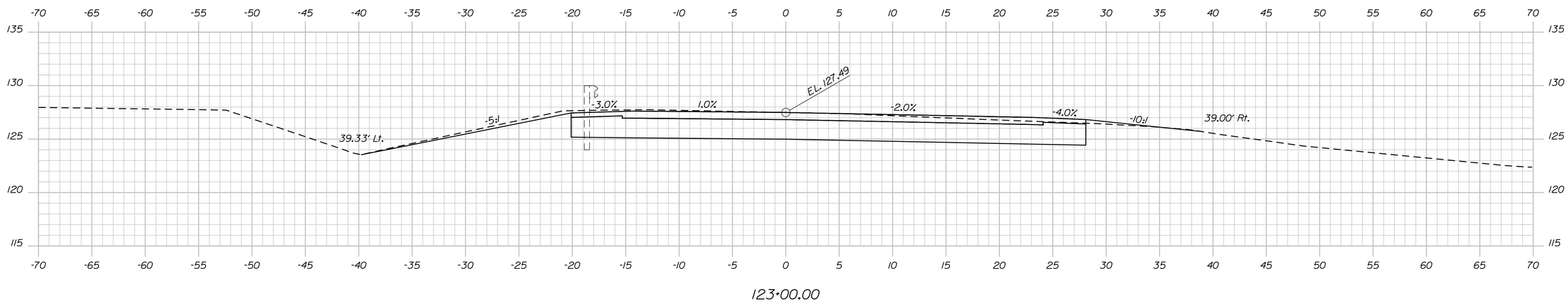
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123+50.00



123+25.00



123+00.00

Sta. 123+00.00 to Sta. 123+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
J.Brosk		
PROJ. MANAGER	JCC	OCT 2024
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

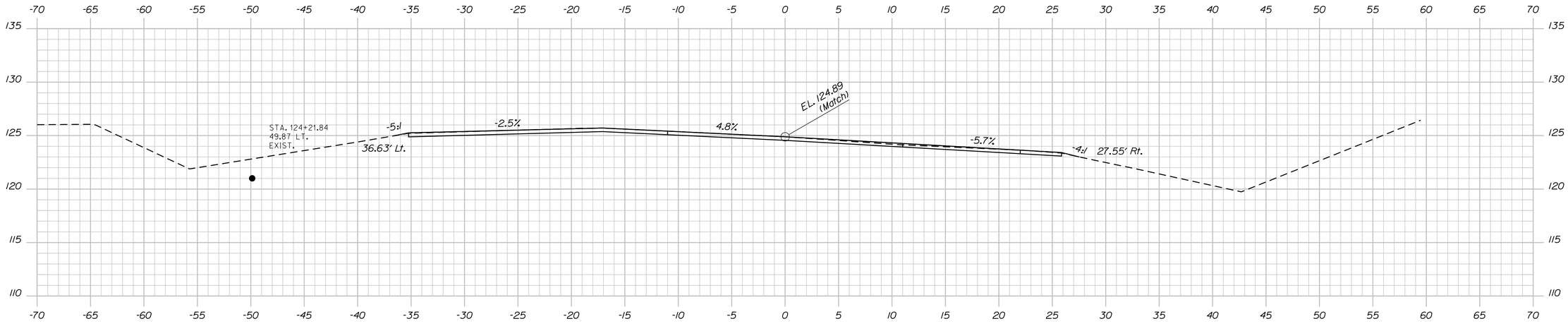
ROUTE 1
CROSS SECTIONS

SHEET NUMBER

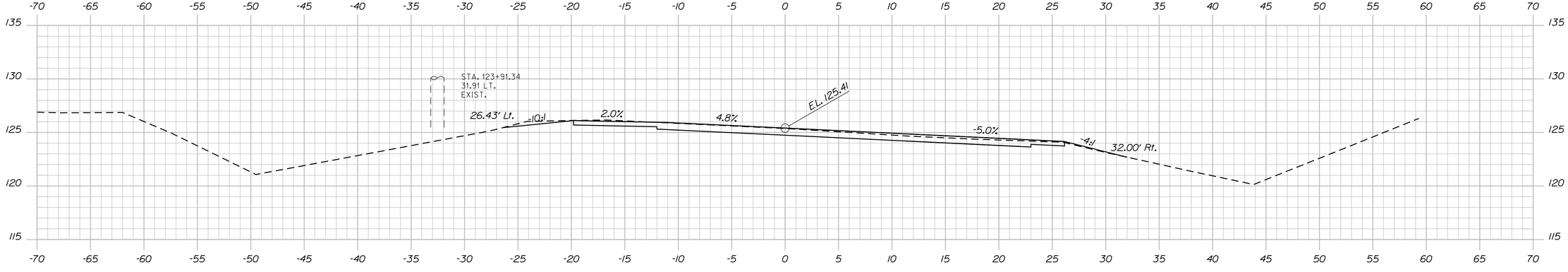
64

OF 121

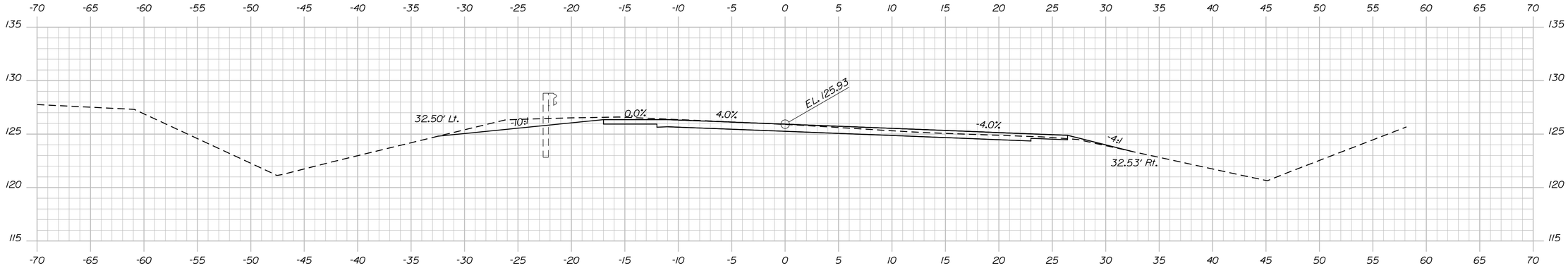
Filename: ...\MSTA\064_XSECT_123+00_035.dgn Division: BRIDGE Username: Date:5/2/2025



124+25.00 End Transition
Match Existing



124+00.00



123+75.00 (End Full Depth Reconstruction, Begin Transition)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
J.Brosk		
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

ROUTE 1
CROSS SECTIONS

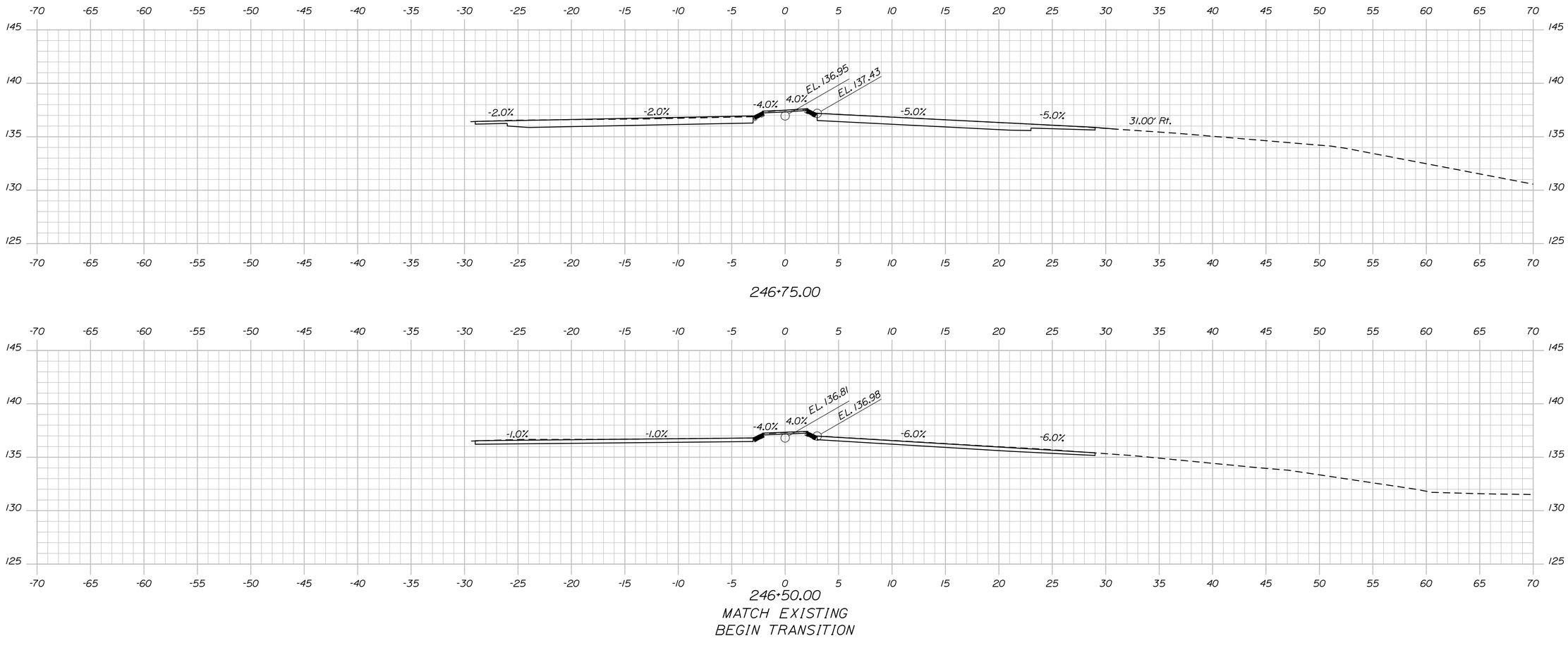
SHEET NUMBER

65

OF 121

Sta. 123+75.00 to Sta. 124+25.00

Filename: ...\MSTA\065_XSECT_123+75_036.dgn Division: BRIDGE Username: Date:5/2/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	SIGNATURE	P.E. NUMBER	DATE

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 NB ON/OFF RAMP CROSS SECTIONS

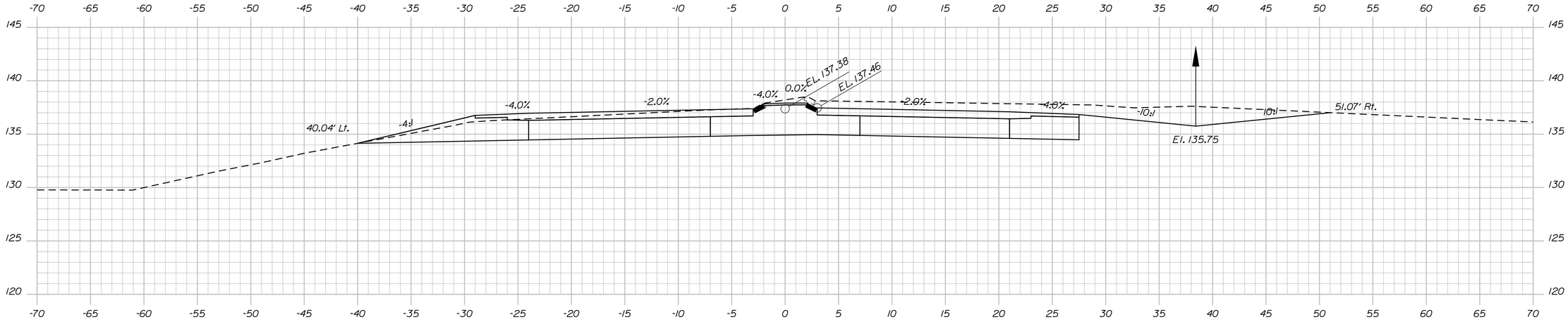
SHEET NUMBER

66

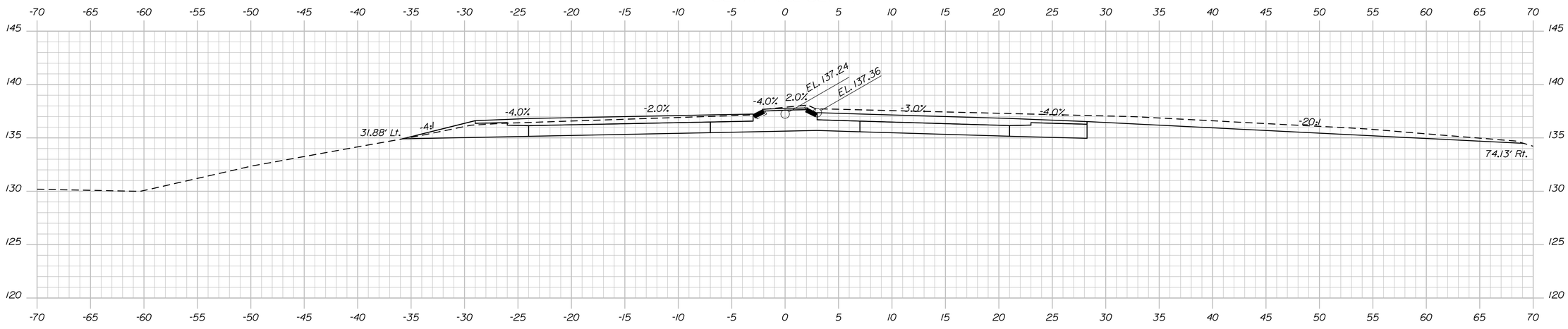
OF 121

Sta. 246+25.00 to Sta. 246+75.00

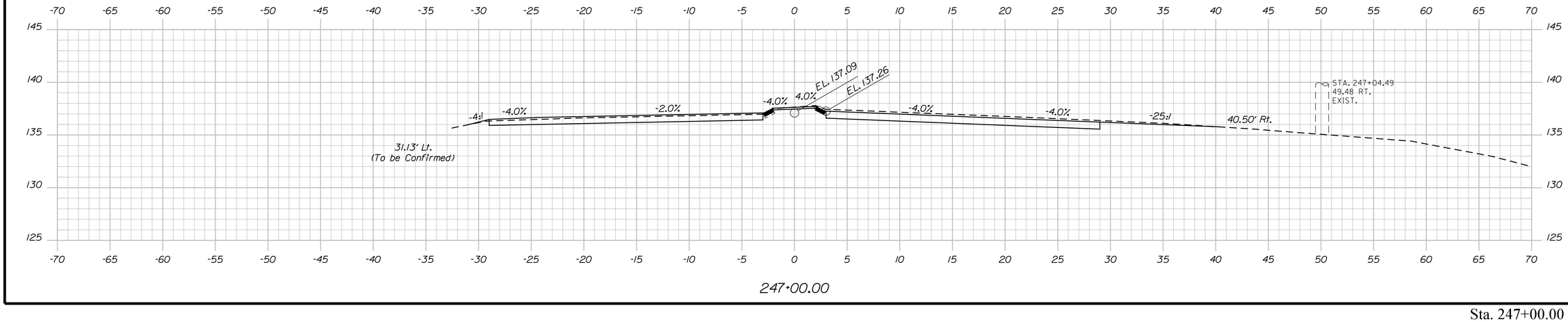
Filename: ...\MSTA\066_XSECT_246+25_001.dgn Division: BRIDGE Username: Date:5/2/2025



247+50.00
END TRANSITION
BEGIN FULL DEPTH



247+25.00



247+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosh	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	LDC	OCT 2024
DESIGN2-DETAILED2	OGK	STJ
DESIGN3-DETAILED3	RPM	SMA
REVISIONS 1		OCT 2024
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 NB ON/OFF RAMP CROSS SECTIONS

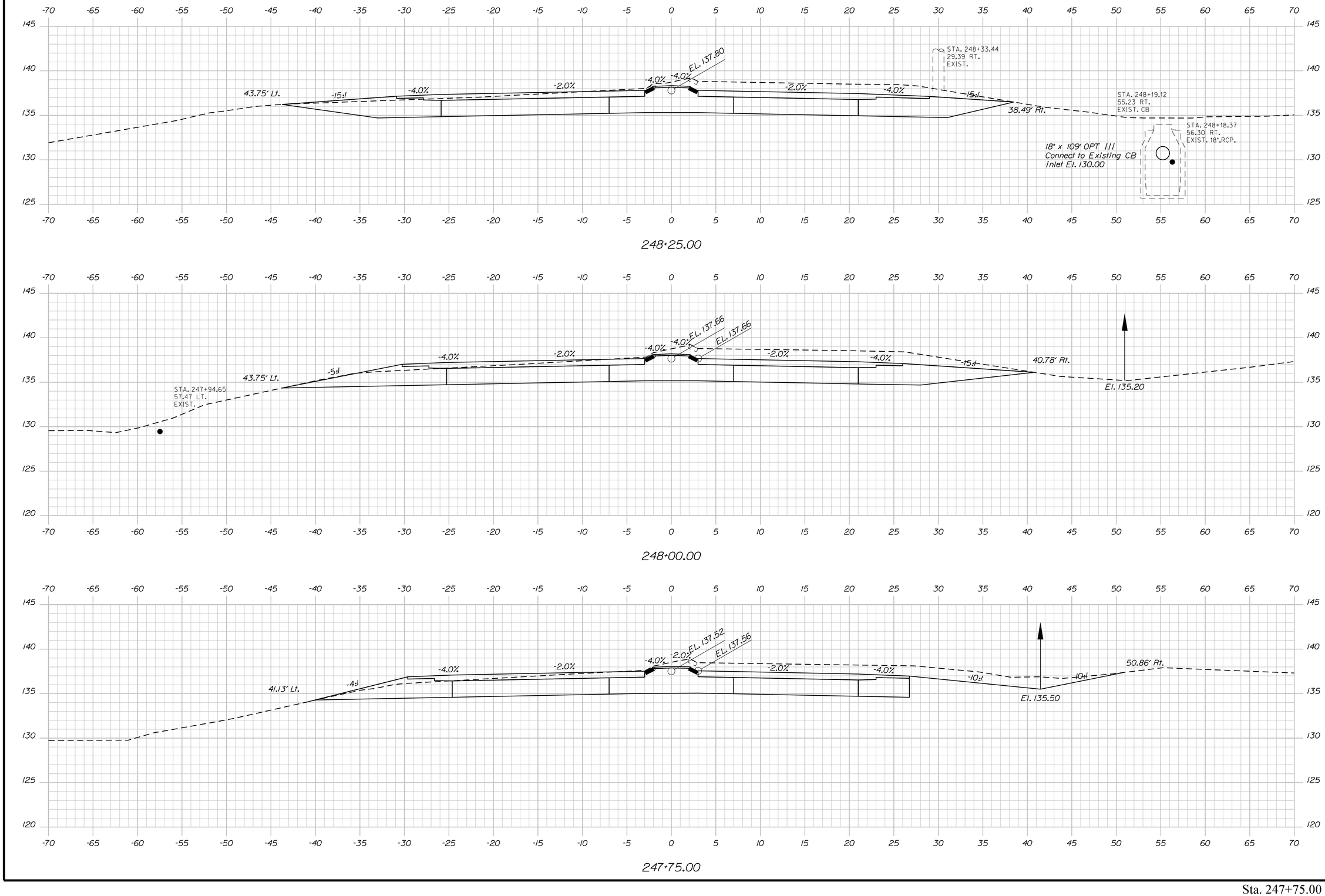
SHEET NUMBER

67

OF 121

Sta. 247+00.00 to Sta. 247+50.00

Filename: ...\MSTA\067_XSECT_247-00_002.dgn Division: BRIDGE Username: Date:5/2/2025



Date:5/2/2025

Username:

Filename: ...\MSTA\068_XSECT_247+75_003.dgn Division: BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

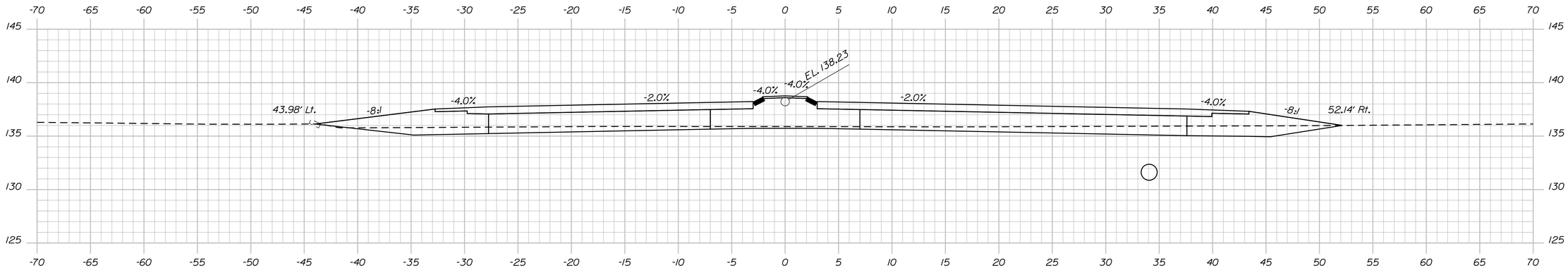
I-295 NB ON/OFF RAMP CROSS SECTIONS

SHEET NUMBER

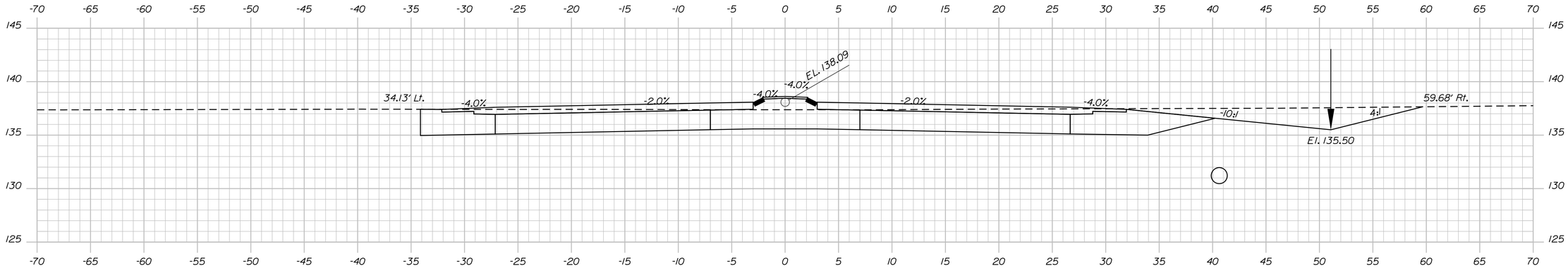
68

OF 121

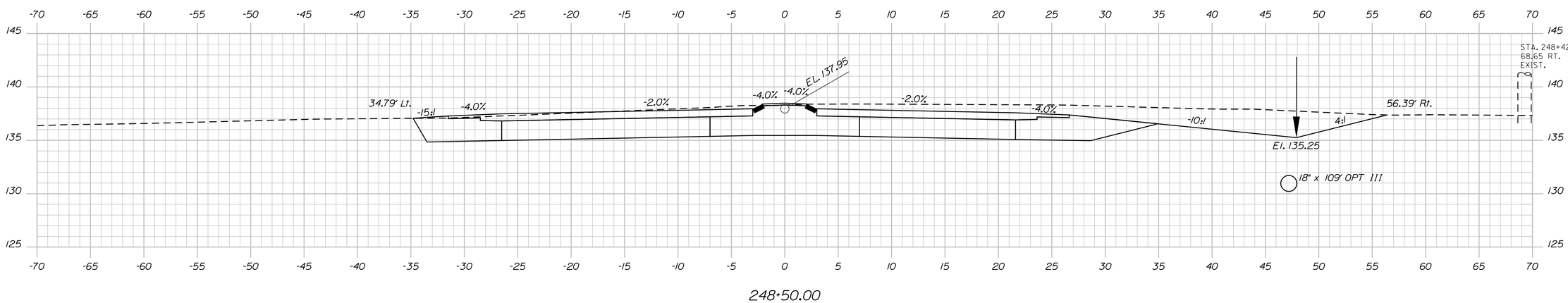
Sta. 247+75.00 to Sta. 248+25.00



249+00.00



248+75.00



248+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

J.Brosk
JCC
OGK
RPM

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 NB ON/OFF RAMP CROSS SECTIONS

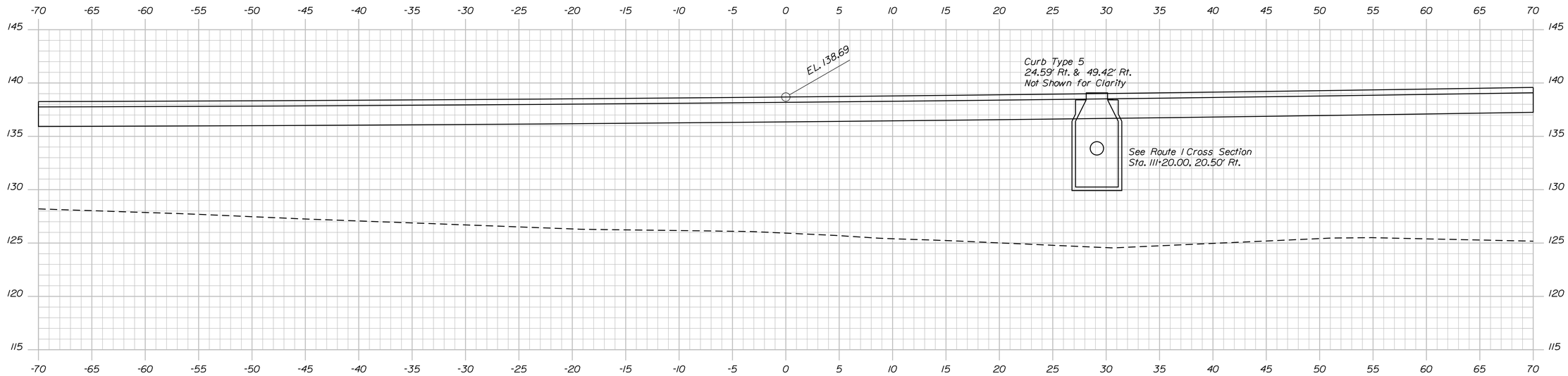
SHEET NUMBER

69

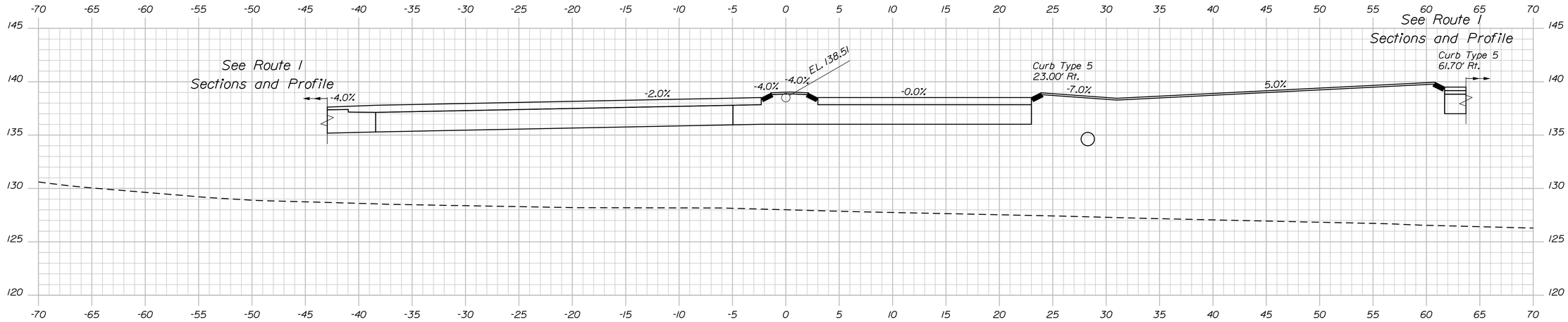
OF 121

Sta. 248+50.00 to Sta. 249+00.00

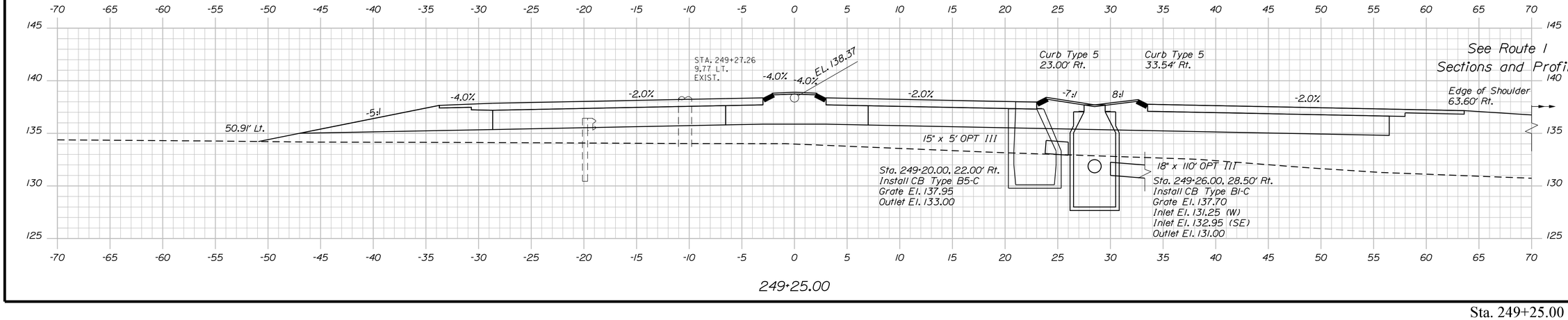
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249+75.00
MATCH 25.00' Rt. of MAINLINE



249+50.00



249+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 NB ON/OFF RAMP
CROSS SECTIONS

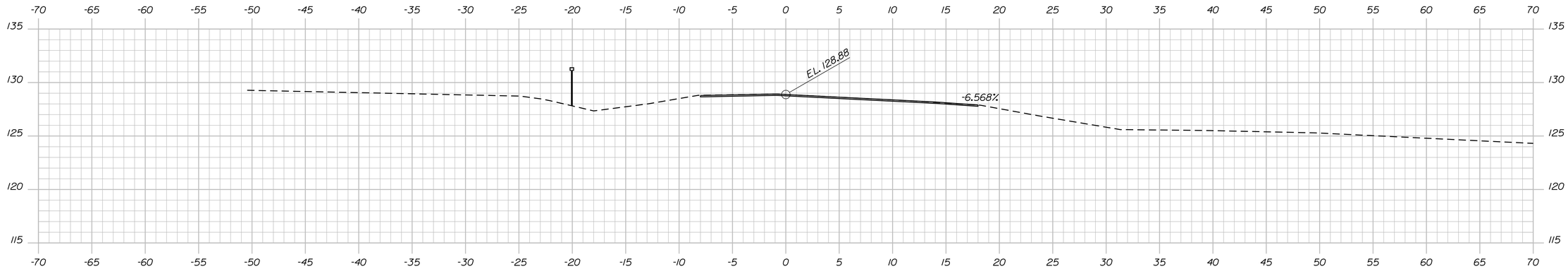
SHEET NUMBER

70

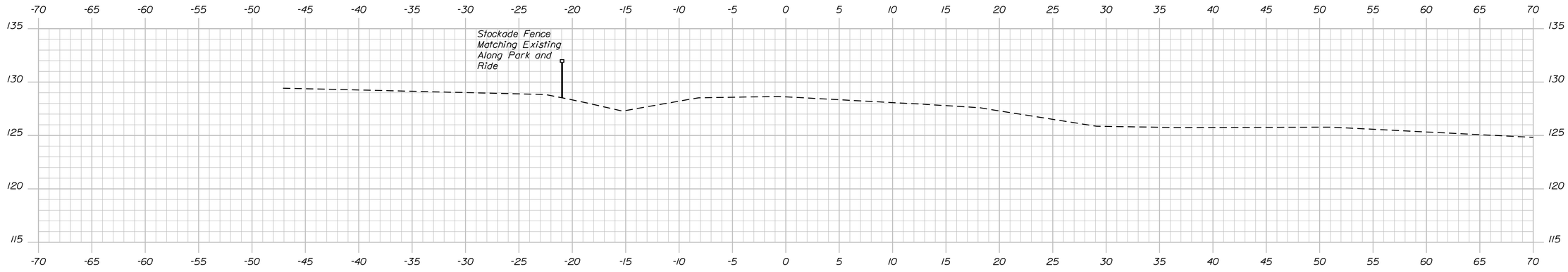
OF 121

Sta. 249+25.00 to Sta. 249+75.00

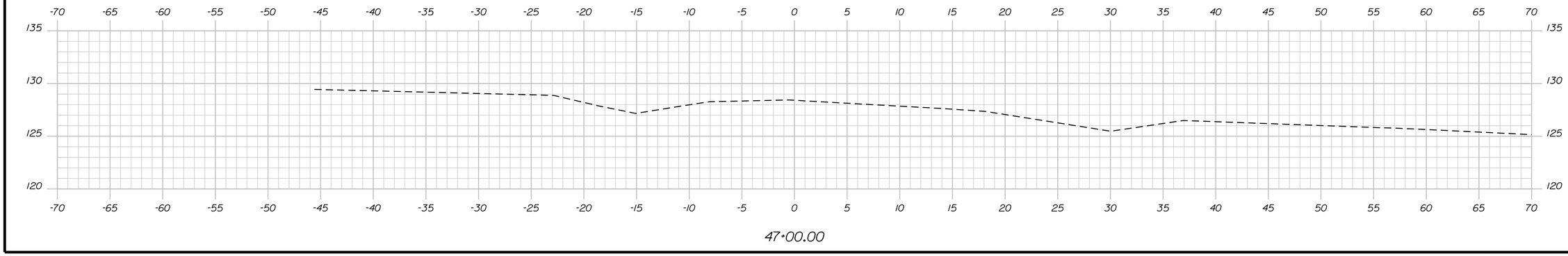
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47+50.00
(Start Transition, Match Existing)



47+25.00



47+00.00

Sta. 47+00.00 to Sta. 47+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

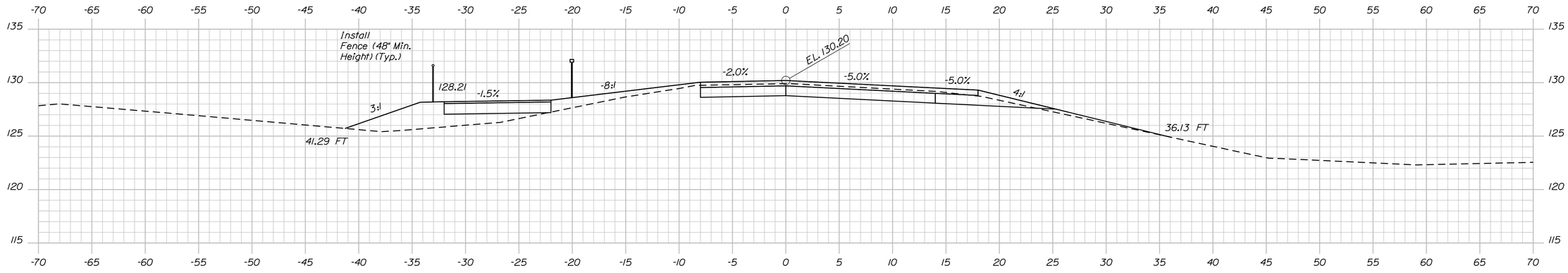
I-295 SB ON/OFF RAMPS
CROSS SECTIONS

SHEET NUMBER

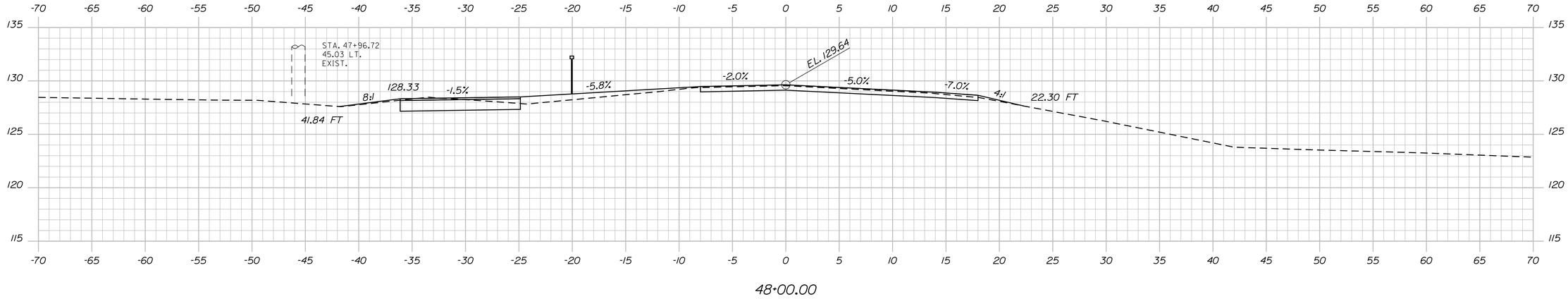
71

OF 121

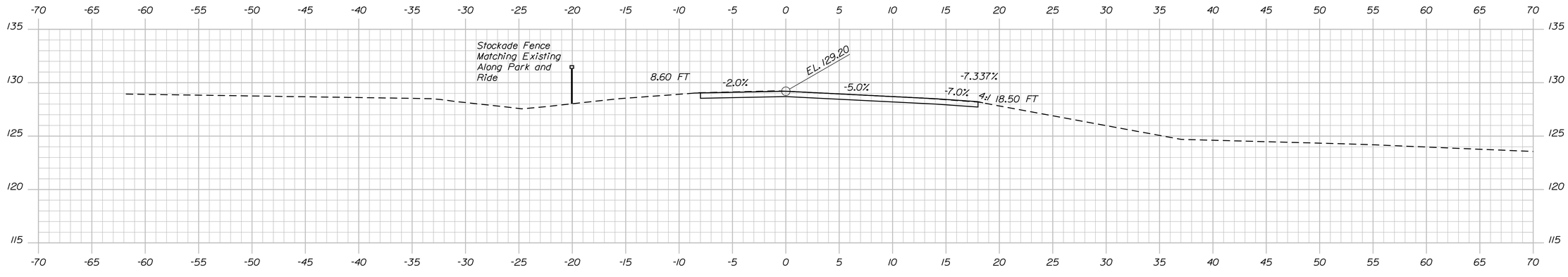
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48+25.00



48+00.00



47+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

J.Brosk	LDC	OCT 2024	
	STJ	OCT 2024	
	SMA	OCT 2024	
PROJ. MANAGER			
DESIGN-DETAILED	JCC		
CHECKED-REVIEWED	OGK		
DESIGN2-DETAILED2	RPM		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BY | DATE

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 SB ON/OFF RAMPS CROSS SECTIONS

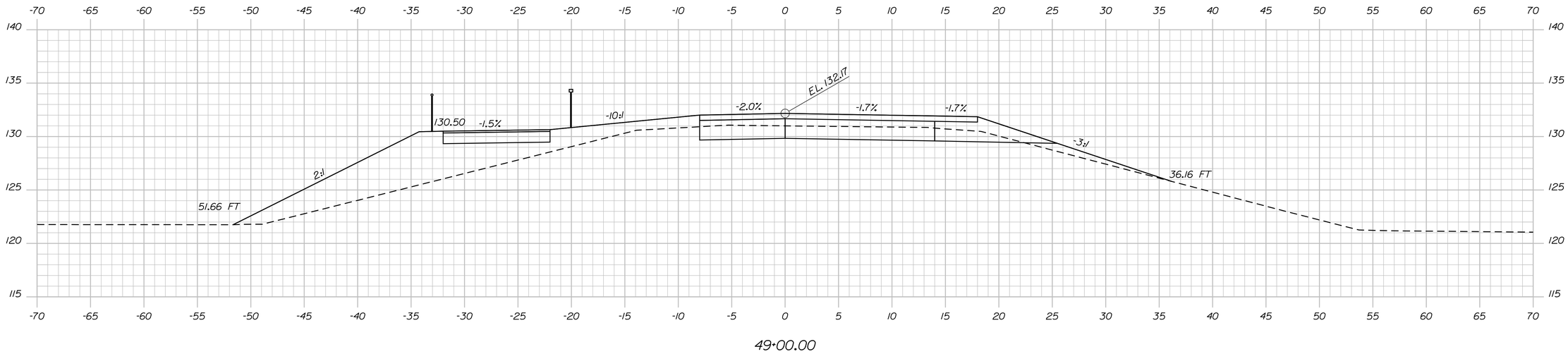
SHEET NUMBER

72

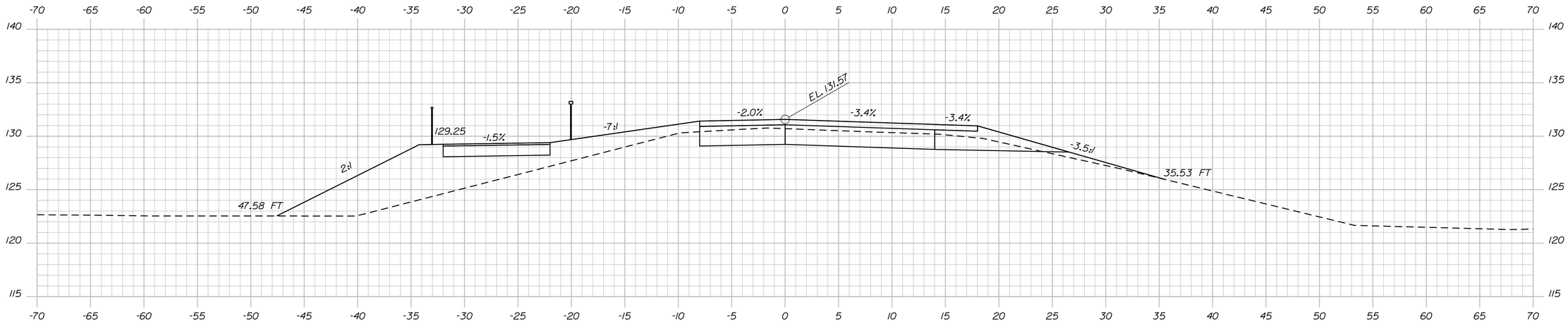
OF 121

Sta. 47+75.00 to Sta. 48+25.00

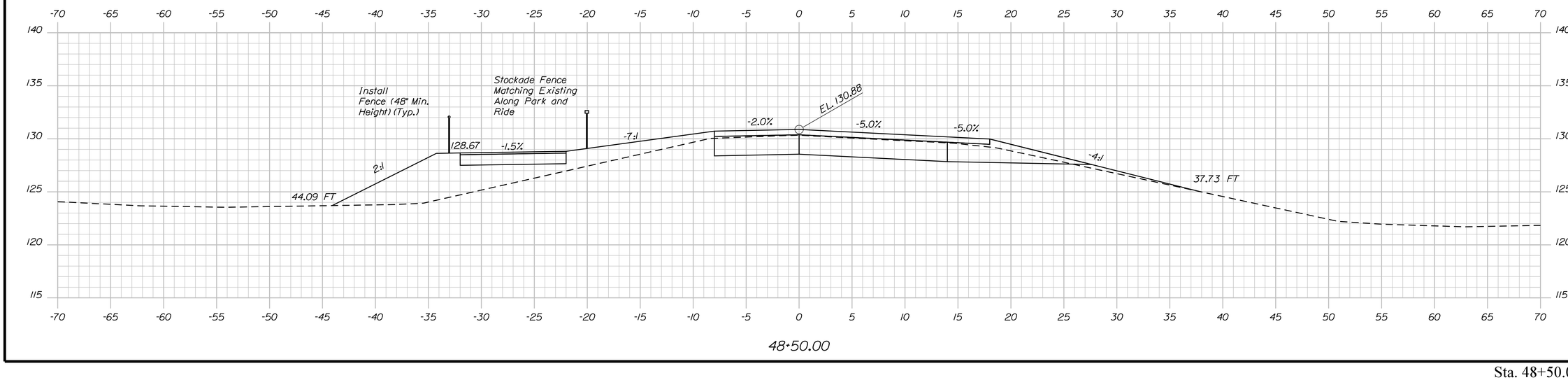
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49+00.00



48+75.00



48+50.00

Sta. 48+50.00 to Sta. 49+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosh		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 SB ON/OFF RAMPS CROSS SECTIONS

SHEET NUMBER

73

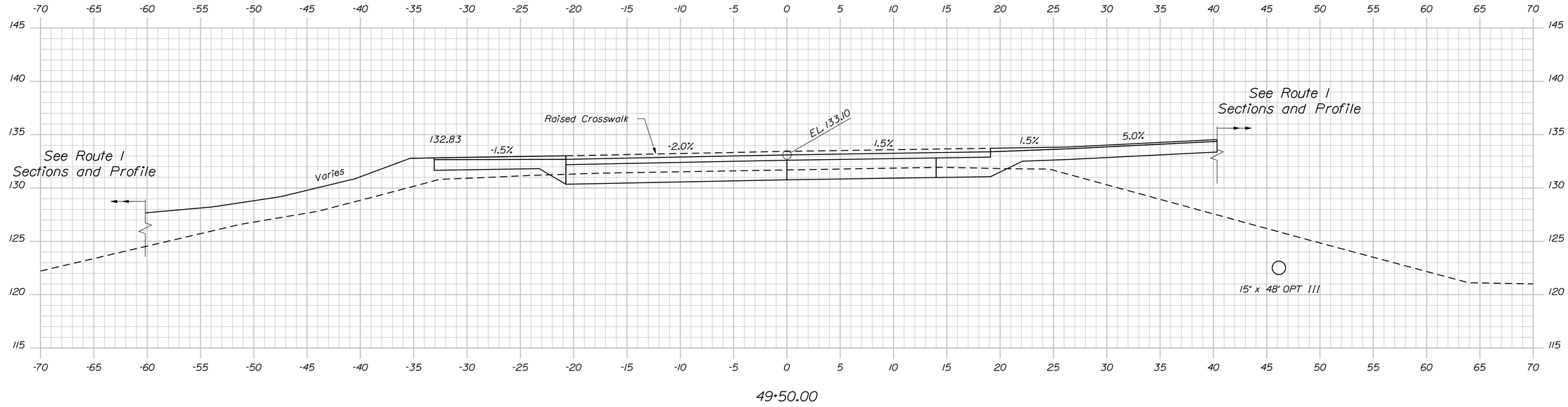
OF 121

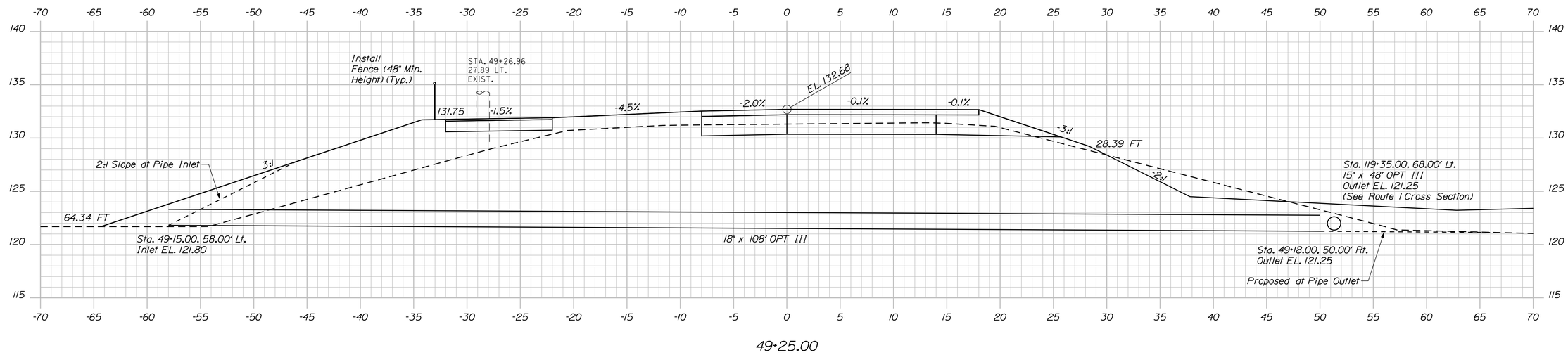
Date:5/2/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\073_XSECT_48+50_003.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER J.Brosk

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 SB ON/OFF RAMPS CROSS SECTIONS

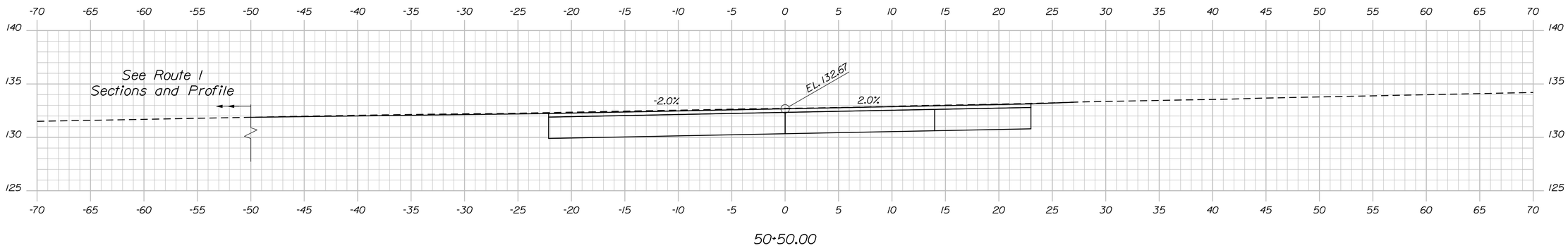
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74

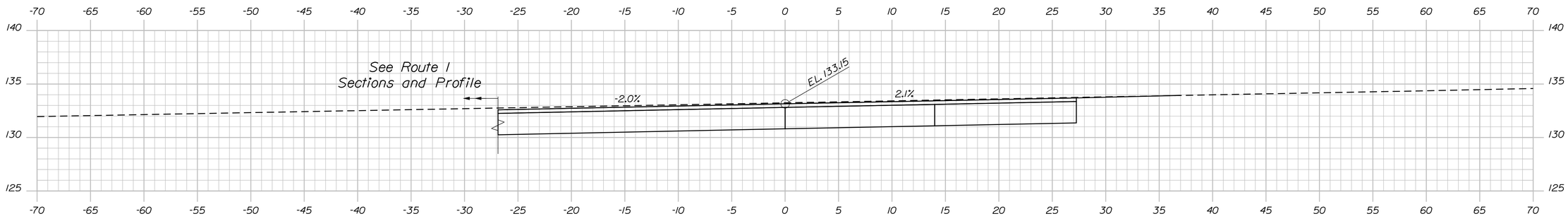
OF 121

Sta. 49+25.00 to Sta. 49+50.00

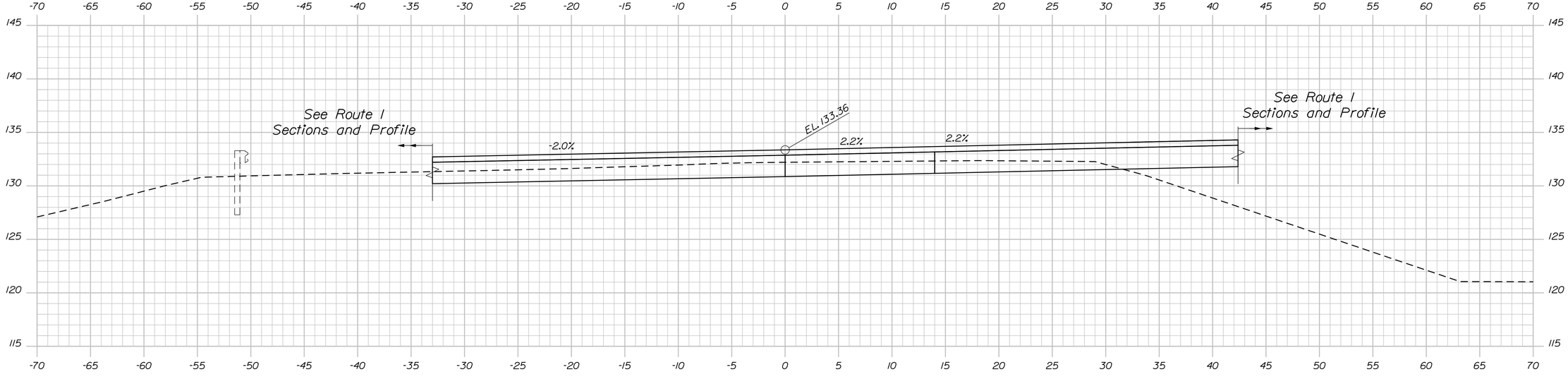
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50+50.00



50+30.00



49+70.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosh		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 SB ON/OFF RAMPS CROSS SECTIONS

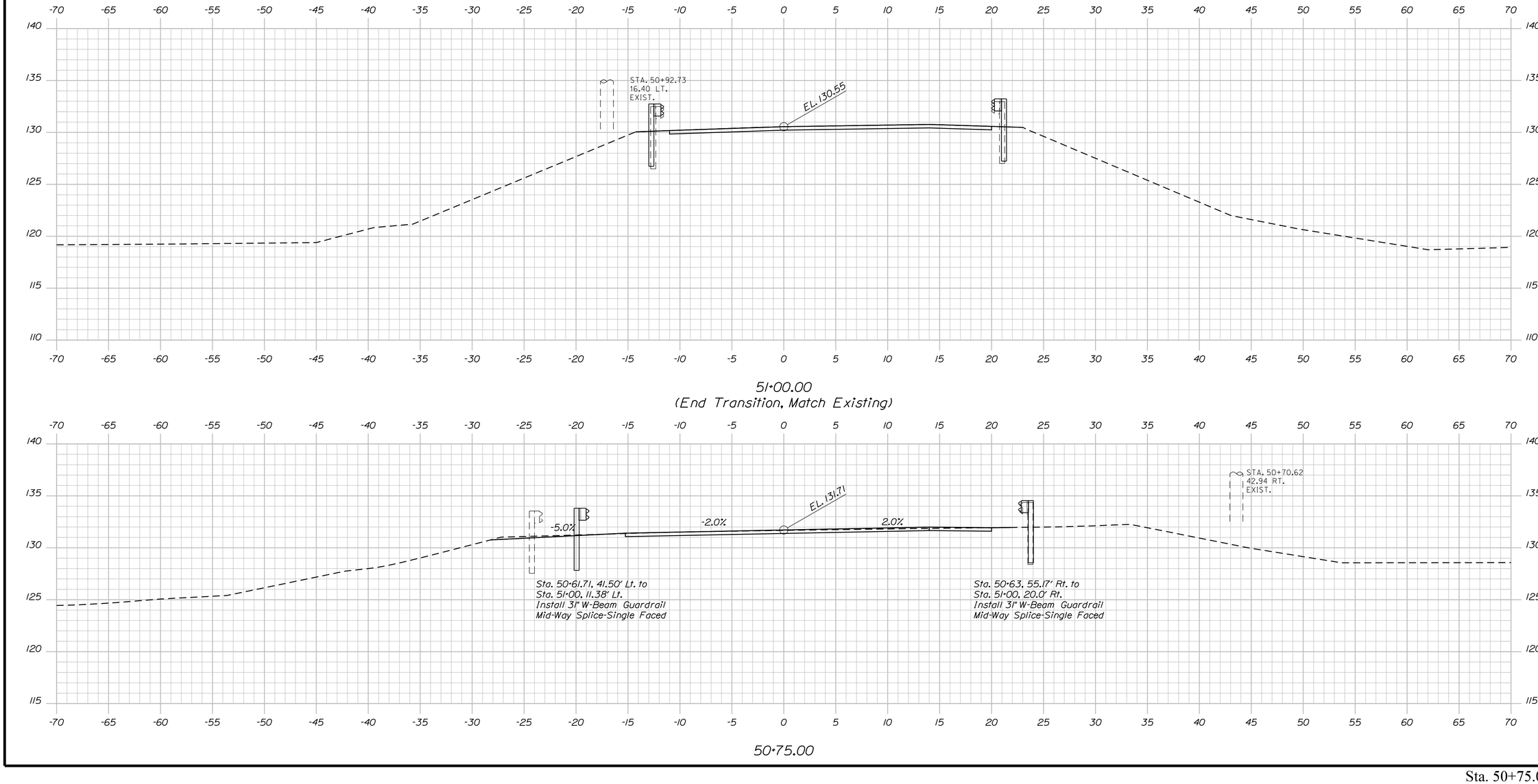
SHEET NUMBER

75

OF 121

Sta. 49+70.00 to Sta. 50+50.00

Filename: ...\MSTA\075_XSECT_49+70_005.dgn Division: BRIDGE Username: Date:5/2/2025



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 — BRIDGE PLANS

	BY	DATE
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER: J.Brosk
DESIGNED: JCC
DRAWN: OGK
CHECKED: RPM

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

I-295 SB ON/OFF RAMPS CROSS SECTIONS

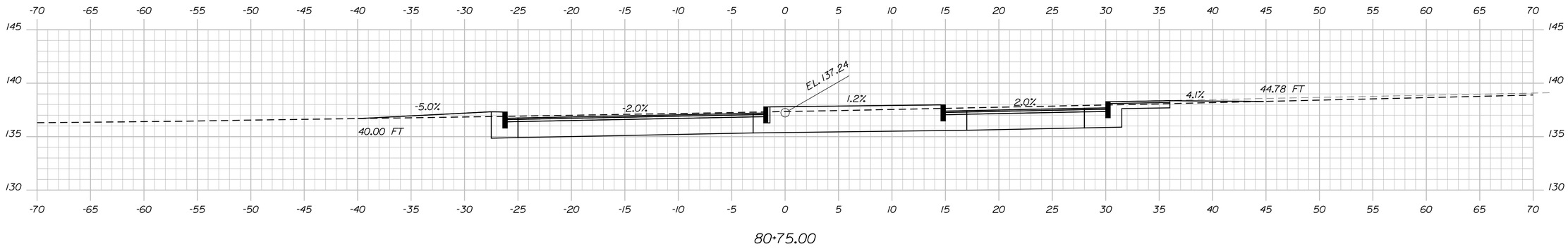
SHEET NUMBER

76

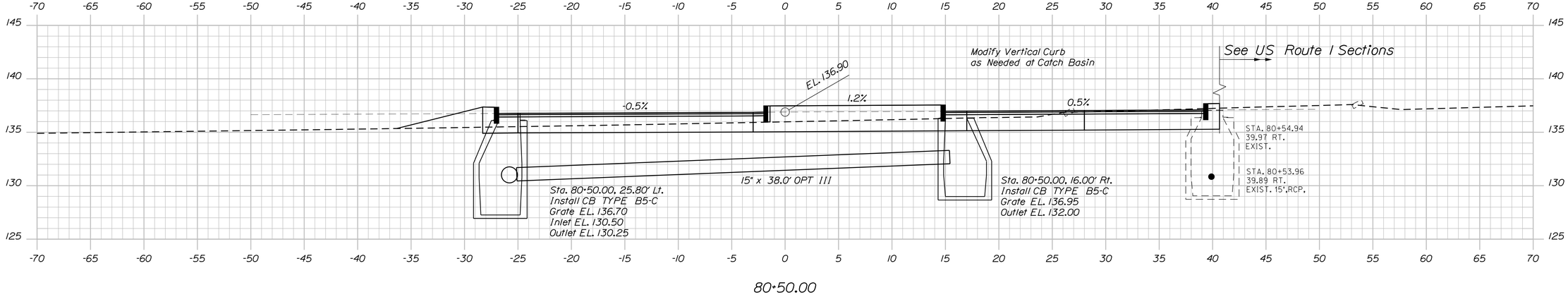
OF 121

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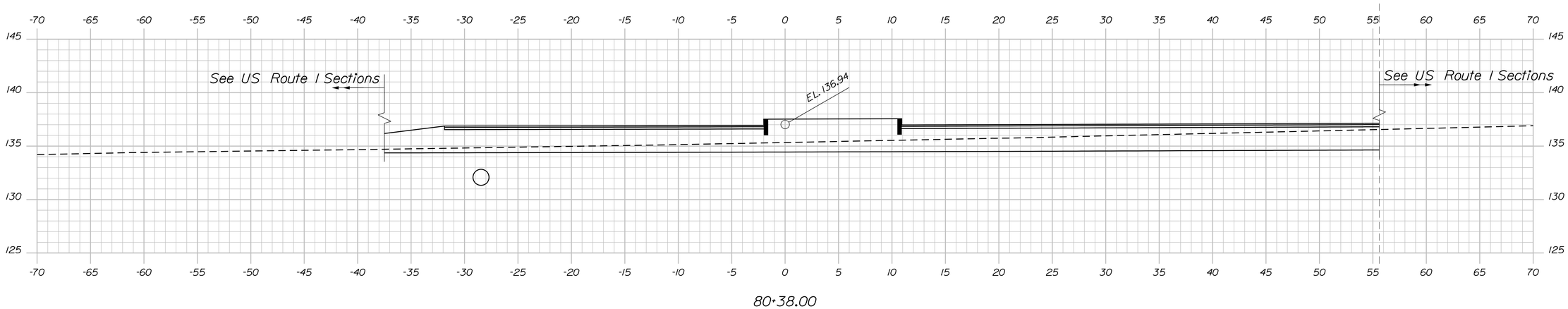
Sta. 50+75.00 to Sta. 51+00.00



80+75.00



80+50.00



80+38.00

Sta. 80+38.00 to Sta. 80+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

P.E. NUMBER

DATE

SIGNATURE

	BY	DATE
J.Brosk		
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	STJ	OCT 2024
DESIGN2-DETAILED2	SMA	OCT 2024
DESIGN3-DETAILED3		
PROJ. MANAGER	JCC	
REVISIONS 1	OGK	
REVISIONS 2	RPM	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYLER DRIVE CROSS SECTIONS

SHEET NUMBER

77

OF 121

Date:5/2/2025 Username: Division: BRIDGE Filename: ...\MSTA\077_XSECT_80+38_001.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	LDC OCT 2024
CHECKED-REVIEWED	OGK	STJ OCT 2024
DESIGN2-DETAILED2	RPM	SMA OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYLER DRIVE
CROSS SECTIONS

SHEET NUMBER

78

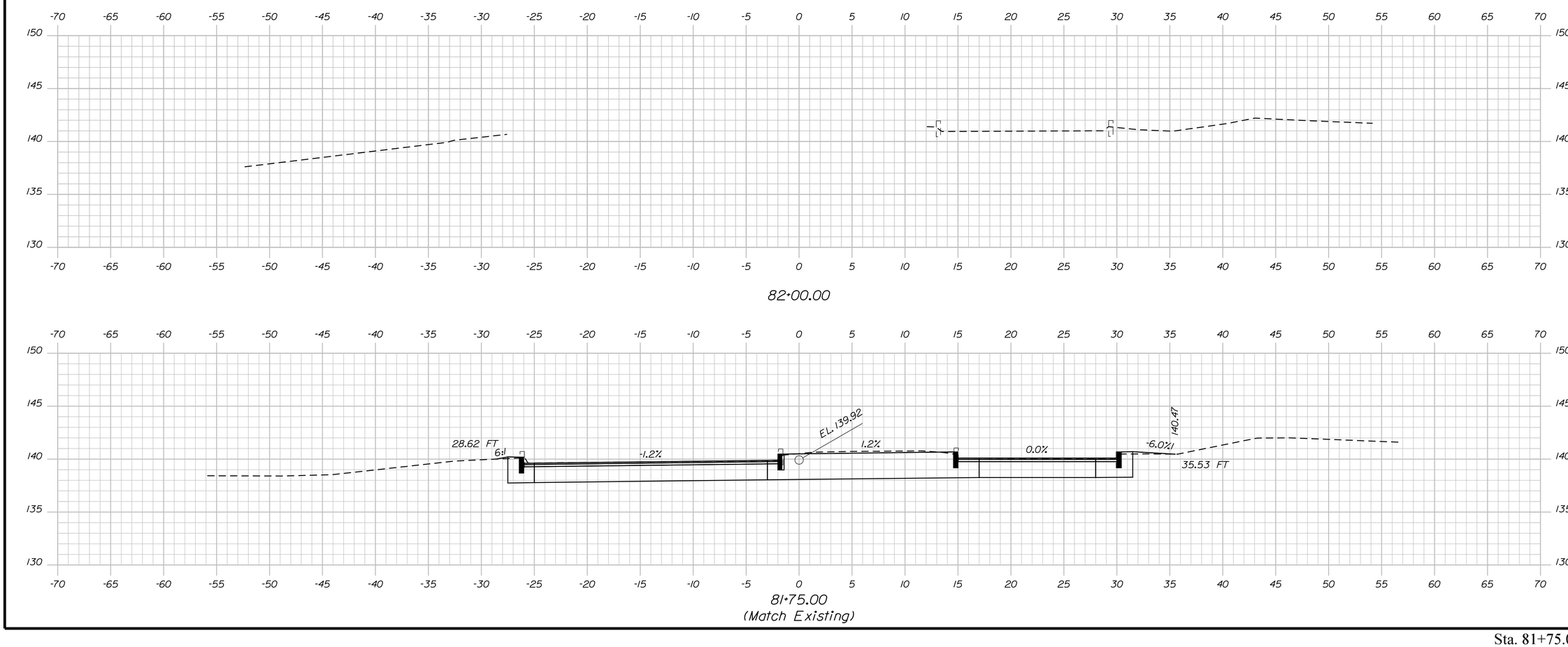
OF 121

Sta. 81+00.00 to Sta. 81+50.00

Date:5/2/2025

Username:

Filename: ...\MSTA\078_XSECT_81+00_002.dgn Division: BRIDGE



Sta. 81+75.00 to Sta. 82+00.00

Username:

Date:5/2/2025

Filename: ...\MSTA\079_XSECT_81+75_003.dgn Division: BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

TYLER DRIVE
CROSS SECTIONS

SHEET NUMBER

79

OF 121

Filename: ...\MSTA\080_Lighting_Plan1.dgn Division: BRIDGE Username: Date:5/2/2025

LIGHTING LEGEND

CW-#	*Crosswalk Light Designation*
H-#	*Highway Light Designation*
MU-#	*Multi-Use Path Light Designation*
R-#	*Roadway Light Designation*
	Lighting Conduit
	Proposed Light, Pole, and Foundation w/ Luminaire Direction
0.7	*Light Level in Foot Candles*

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

PROJ. MANAGER	J.Brosk
DESIGN-DETAILED	JCC
CHECKED-REVIEWED	OGK
DESIGN2-DETAILED2	RPM
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE
LDC	OCT 2024
STJ	OCT 2024
SMA	OCT 2024

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

LIGHTING PLAN (1 OF 4)

SHEET NUMBER

80

OF 121

Filename: ...\MSTA\081_Lighting_Plan2.dgn Division: BRIDGE Username: Date:5/2/2025

2"C. 2#4. 1#4-GND. Typ.

CW-2

MU-1

MU-2

R-2

R-5

CW-1

R-1

R-4

R-3

106+00

107+00

108+00

109+00

110+00

111+00

112+00

80+00

81+18

82+00

83+00

83+80

249+00

250+00

248+00

247+00

6+00

38

Light Pole to be Relocated
Remove Base

Light Pole to be Relocated
Remove Base

Light Pole to be Relocated
Remove Base

Light Pole to be Relocated
Remove Base

LIGHT POLE NUMBER	POLE HEIGHT	IESNA DISTRIBUTION TYPE	LUMINAIRE LABEL	INSTALL BREAKAWAY BASE	LIGHTING CIRCUIT FROM CONTROL CABINET	RELOCATE LIGHT POLE & LUMINAIRE	EXISITING POLE LOCATION (RELATIVE TO US1 ALIGNMENT)		PROPOSED POLE LOCATION (RELATIVE TO US1 ALIGNMENT)	
							STATION	OFFSET	STATION	OFFSET
CW-1	20'	Type Cross Walk	B	YES	CKT B	-	-	-	106+80	42' RT
CW-2	20'	Type Cross Walk	B	YES	CKT B	-	-	-	107+10	31' LT
MU-1	20'	Type 2	C	YES	CKT B	-	-	-	108+15	46' LT
MU-2	20'	Type 2	C	YES	CKT B	-	-	-	109+65	46' LT
R-1	40'	-	-	YES	CKT B	YES	110+03	150' RT	110+16	48' RT
R-2	40'	-	-	-	CKT B	YES	110+85	73' RT	111+25	44' LT
R-3	40'	-	-	YES	CKT B	YES	111+30	164' RT	111+42	112' RT
R-4	40'	-	-	YES	CKT B	YES	111+60	291' RT	111+86	60' RT
R-5	40'	-	-	-	CKT B	YES	113+05	77' RT	112+72	36' LT

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	J.Brook	DATE
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

LIGHTING PLAN
(2 OF 4)

SHEET NUMBER

81

OF 121

LIGHT POLE NUMBER	POLE HEIGHT	IESNA DISTRIBUTION TYPE	LUMINAIRE LABEL	INSTALL BREAKAWAY BASE	LIGHTING CIRCUIT FROM CONTROL CABINET	RELOCATE LIGHT POLE & LUMINAIRE	EXISITING POLE LOCATION (RELATIVE TO US1 ALIGNMENT)		PROPOSED POLE LOCATION (RELATIVE TO US1 ALIGNMENT)	
							STATION	OFFSET	STATION	OFFSET
R-3	40'	-	-	YES	CKT B	YES	111+30	164' RT	111+42	112' RT
R-4	40'	-	-	YES	CKT B	YES	111+60	291' RT	111+86	60' RT
R-5	40'	-	-	-	CKT B	YES	113+05	77' RT	112+72	39' LT
H-1	-	-	-	-	-	-	113+33	99' LT	-	-
H-2	40'	-	-	YES	CKT B	YES	114+18	22' RT	114+32	38' RT
H-3	-	-	-	-	-	-	115+17	160' RT	-	-
R-6	40'	-	-	-	CKT A	YES	119+35	16' RT	116+60	30' LT
MU-3	20'	Type 2	C	YES	CKT A	-	-	-	118+00	42' LT

H-1
Light Pole to Remain
Connect Proposed Conduit

To Remain to Make
Connection to H-2 and H-3

R-5

R-6

2°C. 2#4, 1#4-GND. Typ.

MU-3

112+00 113+00 114+00 115+00 116+00 117+00 118+00

Light Pole to be Relocated
Remove Base and Install Pull Box
Connect Proposed Conduit

H-2

R-4

Light Pole to be Relocated
Remove Base

R-3

Remove Existing Conduit
Incidental to Retaining
Wall Excavation

H-3
Light Pole to Remain
Connect Proposed Conduit

Light Pole to be Relocated
Remove Base

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
J.Brosk		
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

LIGHTING PLAN
(3 OF 4)

SHEET NUMBER
82
OF 121

Date:5/2/2025
Username:
Division: BRIDGE
Filename: ...\MSTA\082_Lighting_Plan3.dgn

Filename: ...\MSTA\083_Lighting_Plan4.dgn Username: Division: BRIDGE Date:5/2/2025

LIGHT POLE NUMBER	POLE HEIGHT	IESNA DISTRIBUTION TYPE	LUMINAIRE LABEL	INSTALL BREAKAWAY BASE	LIGHTING CIRCUIT FROM CONTROL CABINET	RELOCATE LIGHT POLE & LUMINAIRE	EXISITING POLE LOCATION (RELATIVE TO US1 ALIGNMENT)		PROPOSED POLE LOCATION (RELATIVE TO US1 ALIGNMENT)	
							STATION	OFFSET	STATION	OFFSET
MU-3	20'	Type 2	C	YES	CKT A	-	-	-	118+00	42' LT
R-7	40'	-	-	YES	CKT A	YES	120+15	69' LT	119+55	43' LT
CW-3	20'	Type Cross Walk	B	YES	CKT A	-	-	-	119+60	28' LT
R-8	40'	-	-	YES	CKT A	-	120+20	97' RT	-	-
CW-4	20'	Type Cross Walk	B	YES	CKT A	-	-	-	120+30	43' LT
R-9	40'	-	-	YES	CKT A	YES	120+80	14' LT	120+70	38' LT

Light Pole to Remain

Light Pole to be Relocated
Remove Base

R-7

CW-3

2*C, 2*4, 1*4-GND, Typ.

MU-3

R-9

CW-4

Light Pole to be Relocated
Remove Base

Light Pole to Remain

Connect Proposed Conduit

R-8
Light Pole to Remain

Light Pole to
be Relocated.
Remove Base

118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00

48+00 49+00 50+00 51+00 52+00

PLAN

25 0 25 50

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	OCT 2024	SIGNATURE
CHECKED-REVIEWED	OGK	OCT 2024	
DESIGN2-DETAILED2	RPM	OCT 2024	P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

LIGHTING PLAN
(4 OF 4)

SHEET NUMBER

83

OF 121

Lighting General Notes:

1. Scope of Work - Install highway lighting as shown on these plans. Connect to existing power service. Furnish and install conduit, junction boxes, foundations, LED luminaires, wiring, and related hardware. Relocate existing light poles and luminaires. Remove existing junction boxes, lighting hardware, foundations, wiring, and abandon existing lighting conduit in place.

2. All existing interchange lighting shall remain active until light relocation and transition plan has been coordinated and approved by the Resident.

3. All materials and workmanship shall conform to applicable provisions of the current editions of the Maine Department of Transportation Standard Specifications and Standard Details, National Electrical Code (N.E.C.) and any requirements of the power company.

4. The Contractor shall visit the site prior to bidding to ensure awareness of site conditions that could affect the bid.

5. The Contractor shall refer to Section 634 for highway lighting design and installation requirements. Final wire sizing shall be performed by the Contractor in conformance with N.E.C. requirements based on electrical loads of actual electrical components to be installed. Wire sizes noted on the plans are approximate. Secondary circuit wiring shall be stranded copper XHHW-2.

6. The location of existing subsurface utilities shown on the plans were compiled from available record drawings and are not warranted to be correct. The locations are approximate only and in some cases may be incomplete. The contractor shall notify all agencies required and verify the location of all existing subsurface utilities prior to performing any work.

7. The Contractor shall field verify pole locations to avoid natural and built site features that would conflict with proper installation of pole foundations.

8. Existing light poles and luminaires shall be carefully removed and reinstalled as shown on the plans. Payment for removal, transport and reinstallation of light poles and luminaires will be made under Item 634.2223.

9. Payment for removal of foundation will be made under Item 626.36.

10. Abandon existing conduit unless otherwise noted on plans.

11. Lighting circuits shall be rewired as shown on the plans.

12. New lighting fixture voltage shall be 240 volts.

13. New lighting fixtures MU-1, MU-2, and MU-3 shall be IES full cutoff, light emitting diode (LED) fixtures, IES distribution type 2. LED modules shall be IP66 rated.

14. New lighting fixtures CW-1, CW-2, CW-3, and CW-4 shall be IES full cutoff, light emitting diode (LED) fixtures, distribution type crosswalk. LED modules shall be IP66 rated.

15. LED color temperature for new fixtures installed shall be 4000K. If different fixtures are proposed, they shall be IES full cutoff and match the IES distributions called for in the LED luminarie schedule. The Contractor must demonstrate that the proposed fixtures will reasonably equal the light levels and distributions shown on the plans, in the opinion of MaineDOT.

16. Alternative LED luminaires must be of a make and model pre-approved by MaineDOT's chief electrician and consistent with the maintenance inventory of lighting hardware of the department unless otherwise approved. Evaluation by MaineDOT of alternative LED luminaires that may be proposed by the Contractor for substitution will require submittal of the following, at minimum:

- IES LM-79-19 absolute testing report for the proposed alternative luminaire;
- IES LM-80-20 testing report for LED chips to be used in the alternative luminaire, documenting testing for a minimum of 8500 hours;
- IES TM-21-19 report for projected long term lumen maintenance, including incremental lumen depreciation table at 25 degrees celsius to a minimum of 50,000 hours;
- IES photometric file from the manufacturer for the proposed alternative luminaire;
- Photometric plot, overlaid on the layout of the luminaire locations for this specific project, showing illumination grid values and illumination statistics for each of the lighting zones.
- Values of factors used for calculation of the assumed light loss factor;
- Specification data regarding optics, chromatic color temperature, driver, surge protection, housing and gasketing.

17. Cap and/or seal exposed ends of conduit to prevent intrusion of moisture or rodents. Payment for non-metallic conduit will be made under item 626.22.

18. Proposed buried conduit shall be 2 inch minimum diameter unless noted. Requirement of larger conduit size shall be determined by the Contractor in accordance with conduit fill requirements of the National Electrical Code. All conduit in the highway right of way shall be schedule 80 unless concrete-encased. If schedule 40 PVC conduit encased in concrete is used, concrete encasement will be incidental to payment for conduit.

19. Bushings shall be installed on all conduit terminations.

20. Pull wire shall be installed in all new conduit.

21. Should new power service conduit be required between the power source and the meter, conduit shall be rigid metal.

22. All exposed rigid conduit fittings and hardware shall be galvanized, except non-conductive bushings for connection of rigid metal conduit to aluminum cabinets.

23. The wire in conduits shall be continuous with no splices between poles, except as noted. Junction boxes shown on the plans are shown in approximate locations and are intended for use only as pull boxes for wire pulling access unless otherwise noted. Actual number and locations may vary and shall be subject to approval of the Resident prior to installation.

24. All light poles shall be bonded to the grounding conductor.

25. Metal frames and conductive covers of junction boxes shall be bonded to the grounding conductor.

26. All foundations for lighting shall have a ground rod located in or adjacent to the foundation that is bonded to the grounding conductor. The ground wire for the ground rod shall exit through a half-inch diameter conduit in the foundation. Payment for ground rods and ground wire conduit in foundations shall be included in Item 634.160, highway lighting.

27. Payment under Item 626.22 will include bushings, fittings, pull wire, and other necessary hardware related to the conduit.

28. Payment under Item 634.160, Highway Lighting, will include all materials, labor and equipment necessary to provide a fully functioning highway lighting system, including electric service connection and all related fees from the utility, except those items to be paid under other related bid items in the contract.

29. Curing boxes and all required concrete testing labor, materials, and equipment will be considered incidental to payment under Section 626 foundation items.

30. Stationing shown for lighting related items is approximate and may be adjusted by the Resident in the field in consultation with the Engineer.

31. The breakaway devices for light poles shall conform to the latest version of "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaire and Traffic Signals" and be "MASH" compliant. The breakaway devices shall be designed so that the anchor bolts don't bend when an errant vehicle hits the pole. Provide a "Manitoba" safety base with a reaction plate, no substitution will be allowed. Payment for breakaway devices for all light poles shall be incidental to Item 634.160 Highway Lighting. Breakaway devices shall be installed on all poles not located behind guard rail or less than three feet behind guard rail.

32. Upon completion of this project, the Contractor shall furnish to MaineDOT a set of as-built plans for future reference and system maintenance.

Luminaire Schedule

Label	Quantity	Manufactuerer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per lamp	LLF	Wattage
A	0	American Electric Lighting	ATB0 P305 R3 4K	Autobahn Small P305 Package Roadway Type III 4000K/5000K	LED	1	Absolute	0.85	145
B	4	Cyclone Lighting	CN55P1A-NL-TCW-P25-40K	Campana	Clusters of Nichia 219F LEDs c/w Philips Driver XI095C275V054BSF2 @ 120.00V	1	Absolute	0.85	38.9
C	3	Cyclone Lighting	CN55P1A-NL-T2-P10-40K	Campana	Clusters of Nichia 219F LEDs	1	Absolute	0.85	22.8

Luminaire Label A included for informational purposes. This is the luminaire used to develop the lighting design, however the locations where Label A luminaires would be proposed are using existing luminaires. If existing luminaires are not able to be reset at no fault of the contractor, new luminaires to be installed in accordance to Label A or Lighting General Note 16, paid per Section 109 Changes. Should the contractor damage an existing luminaire, the contractor shall install new luminaire in accordance to Subsection 106.8.2.

Statistics

Description	Avg.	Max	Min	Max/Min	Avg/Min
Southbound Ramps Intersection	2.1 fc	10.2 fc	0.6 fc	17.0:1	3.5:1
Multi Use Path North Of Bridge	1.0 fc	4.0 fc	0.3 fc	13.3:1	3.3:1
Multi Use Path South Of Bridge	0.8 fc	1.8 fc	0.1 fc	18.0:1	8.0:1
Northbound Ramps Intersectin	1.7 fc	2.3 fc	0.6 fc	3.8:1	2.8:1
Crossing US1 Southbound	4.9 fc	10.3 fc	0.6 fc	17.2:1	8.2:1
Crossing US1 Northbound	3.4 fc	10.8 fc	0.6 fc	18.0:1	5.7:1

Date:5/2/2025

Username:

Division: BRIDGE

Filename: ...\MSTA\084_LightingNotes.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

P.E. NUMBER

DATE

SIGNATURE

	J.Brosk
PROJ. MANAGER	
DESIGN-DETAILED	JCC
CHECKED-REVIEWED	QGK
DESIGN2-DETAILED2	RPM
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE
LDC	OCT 2024
STJ	OCT 2024
SMA	OCT 2024

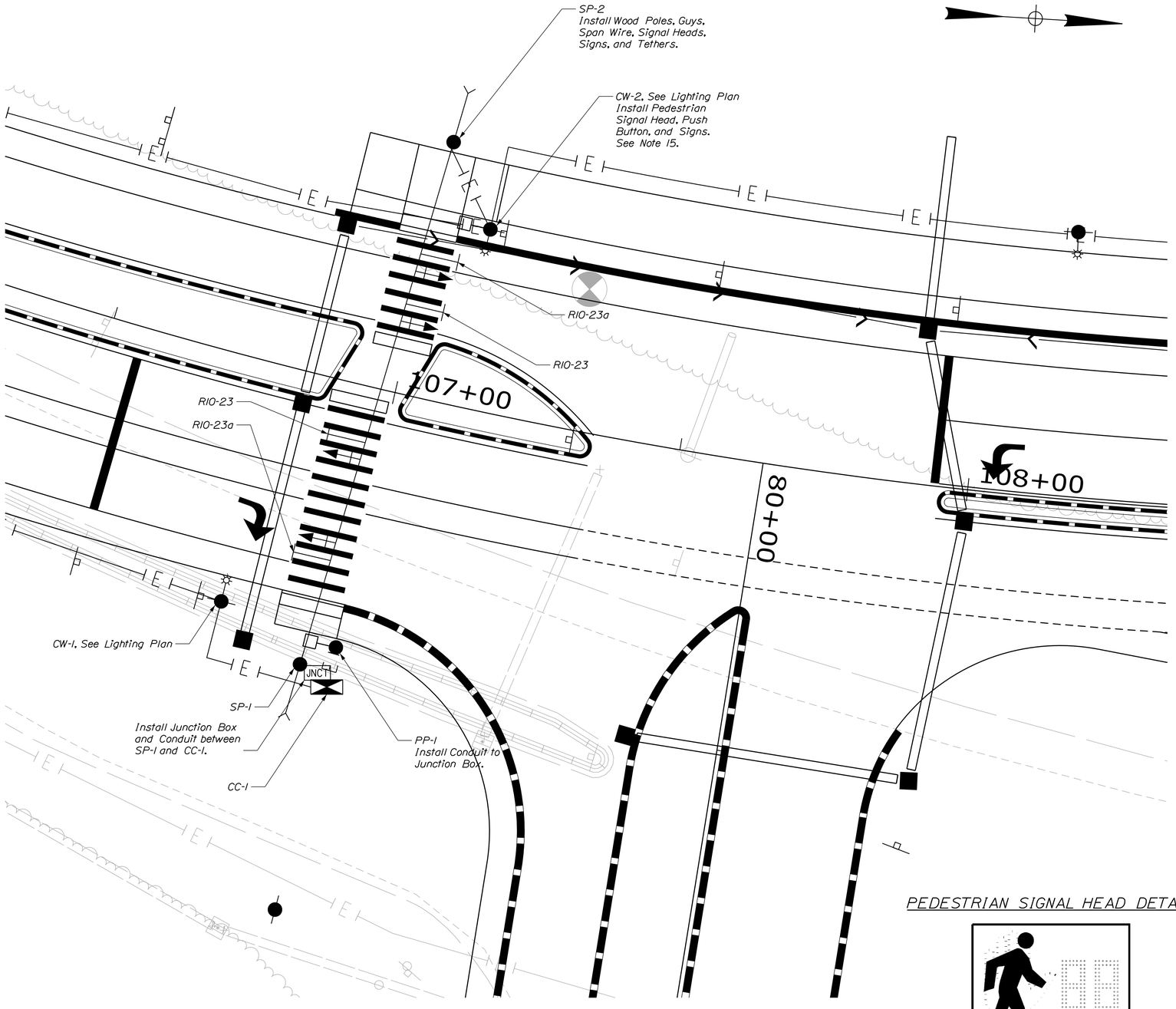
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

LIGHTING NOTES

SHEET NUMBER

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PLAN

10 0 10 20

Scale of Feet

Pedestrian Hybrid Beacon Notes:

1. RIO-23 and RIO-23a (24"x30") signs shall be installed on span wire in each direction.

2. Pedestrian heads and push buttons shall be installed on the pedestal posts with R-10-3e sign.

3. WII-15 signs shall be installed at the crosswalk and in advance of the crosswalk. See Signing and Striping Plans for proposed locations, final locations shall be determined in the field. WII-15 signs (30"x30") and associated plaques WI6-7P and WI6-9P (24"x12") shall be black on flourescent yellow-green.

4. All work shall meet MaineDOT and MUTCD specifications.

5. The bottom of the housing of the signal heads shall be at least 17 feet but not more than 19 feet above the roadway.

6. The Hawk signal heads shall be equipped with LED lenses 12 inches in diameter with 5-inch louvered back plates including a 3-inch retroreflectivity border. Signal heads shall be equipped with tunnel visors.

7. Traffic signal work shall be completed in a manner and order that will cause the minimum disruption to traffic.

8. Contractor will be responsible for obtaining any necessary permits.

9. All existing driveways shall be maintained at all times.

10. All material schedules on the plans are for general information only. The contractor shall prepare his own material schedule based upon the review of the plan. All schedules shall be verified by the contractor in the field prior to ordering materials or performing work.

11. All conduit, with the exception of the conduit for power service, shall be 3" Schedule 80 PVC.

12. Conduit for the power service shall be 3" metallic.

13. Conduit risers shall be metallic for a minimum 10 feet above grade.

14. If a conflict or malfunction occurs, the signal and pedestrian heads shall be blank.

15. The push button on CW-2 shall be accessible from the path and the foundation shall not prevent access.

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION	STATION OFFSET
CC-1	CONTROLLER CABINET	-	107+00.00 50.0' RT
PP-1	8" PEDESTAL POLE	20" DIAMETER	107+00.00 45.0' RT
SP-1	WOOD SIGNAL POLE	-	106+95.00 48.0' RT
SP-2	WOOD SIGNAL POLE	-	107+00.00 43.0' LT

PEDESTRIAN SIGNAL HEAD DETAIL

16" X 18" LED WITH COUNT DOWN TIMER

LEGEND

- WOOD SIGNAL POLE W/ GUY
- CONTROLLER CABINET - GROUND MOUNTED
- NEW SIGNAL HEADS
- Pedastal Pole
- CONDUIT
- Luminaire
- JUNCTION BOX
- EXISTING POWER POLE
- OVERHEAD SIGN

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

STATE OF MAINE THOMAS A. ERRICO No. 6618 REGISTERED PROFESSIONAL ENGINEER

Thomas A Errico

6618 SIGNATURE

P.E. NUMBER

5/2/2025 DATE

	BY	DATE
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER J.Brosk

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

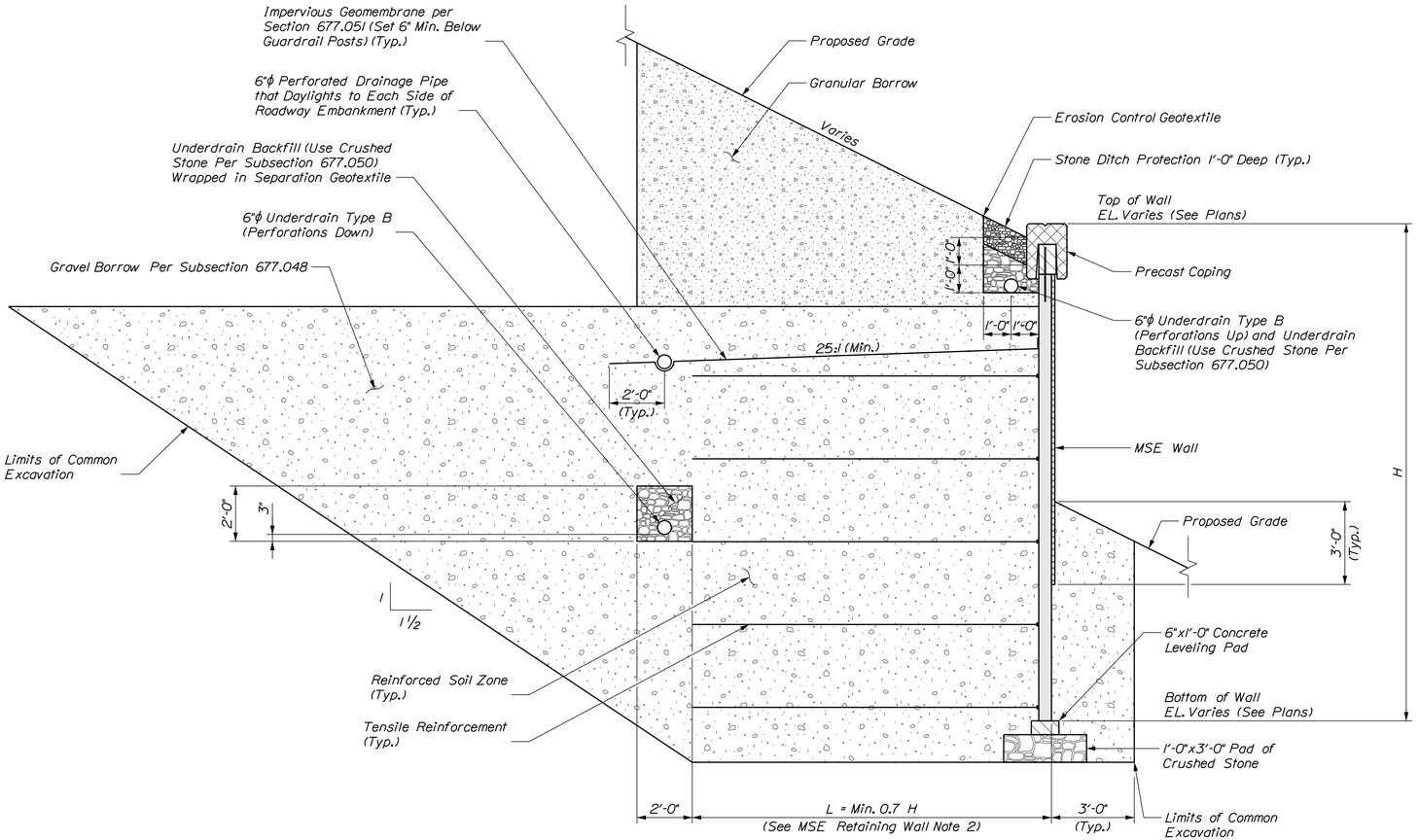
PEDESTRIAN HYBRID BEACON

SHEET NUMBER

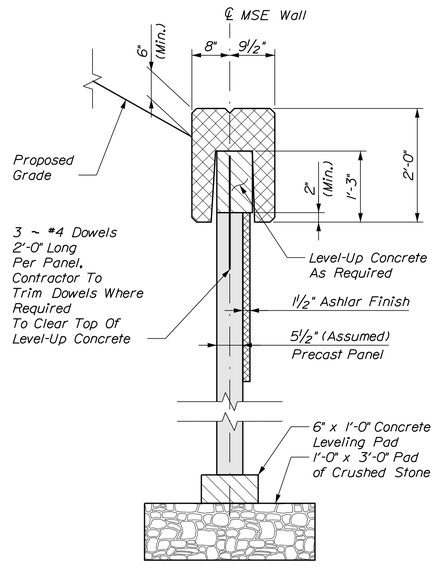
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Filename: ...\MSTA\085_Lighting_Details.dgn Division: HIGHWAY Username: Date:5/1/2025



TYPICAL PRECAST CONCRETE
MSE WING WALL SECTION



PRECAST CONCRETE
MSE WALL DETAIL

MSE RETAINING WALL NOTES

1. The Contractor shall provide a Mechanically Stabilized Earth (MSE) retaining wall in accordance with Standard Specification Section 677. The MSE retaining wall shall be designed in accordance with the AASHTO LRFD Bridge Design Specifications, current Edition. Plan details are shown for estimating purposes only.
2. Approximate tensile reinforcement limits shown. Actual limits to be determined by the MSE wall Manufacturer/Designer in accordance with the design requirements specified in AASHTO LRFD and Section 677 of the Standard Specifications, the more stringent shall apply. Leveling pad/footing elevations and locations of changes in level pad/footing elevations are approximate. Actual elevations and locations of changes in elevations are to be determined by the manufacturer.
3. The factored bearing resistance for the reinforced soil volume and leveling pads founded on native soils should not exceed 2.4 ksf for the strength condition, and 2.1 ksf for the service condition.
4. Refer to the Project Geotechnical Report for bedrock and soil parameters to be used for sliding evaluations.
5. Precast panel units and soil reinforcement for MSE Walls in front of the abutment shall be designed for an additional pressure imposed by lateral displacement of the abutment and piles due to thermal contraction of the bridge. The calculated contraction movement is 1.50" at abutment 1 and 1.12" at abutment 2, reduced linearly to 0" at the base of the walls.
6. Topsoil and organic soils shall be removed entirely from the approach embankment area behind the MSE wall within and below the reinforced soil zone. Unsuitable foundation material removed below the bottom of the MSE wall gravel borrow fill pay limit shall be replaced with Granular Borrow. Excavation of unsuitable foundation material shall be paid under Pay Item 203.20 - Common Excavation.
7. All embankment material, except as otherwise shown, placed below the bottom pay limit elevation of the MSE wall shall be Granular Borrow.
8. The 6" Underdrain Type B shall be constructed as shown on the Plans. Coordinate outlet locations with Resident in the field. Provide 3'x3'x1' riprap pad at outlet, or locate outlet in downspout or V-ditch. Payment for the 6" Underdrain Type B, outlets, and additional crushed stone below the abutment including the stone ditch protection and the erosion control geotextile, shall be considered incidental to Pay Item 677.20.
9. Payment for 6" Diameter Perforated Drainage Pipe, Outlet Pipe, and Impervious Geomembrane will be considered incidental to Pay Item 677.20.
10. Concrete facing panel finish shall be cruciform ashlar stone similar to that manufactured by Reinforced Earth Company of North Reading, MA or approved equal. The Contractor shall submit samples of the finish to the Resident for approval prior to casting.
11. The Contractor may use a combination of precast and/or cast-in-place concrete coping. Coping joints shall line up vertically with the top MSE wall panel joints. The shop drawings for the MSE wall shall convey what type of coping will be used, where it will be used, and where the joints are located. Joints between coping units shall not exceed 1/2".
12. Reinforcing for precast panel and precast or cast-in-place coping shall be low-carbon chromium steel or GFRP.
13. The Contractor shall submit a sequence of construction for the MSE Walls and the abutment. This shall include provisions for how the stability of the MSE Wall in front of the abutment will be maintained until backfilling and compaction are completed.
14. H-piles and pile casings are to be installed prior to constructing the MSE walls. MSE wall tensile reinforcement shall be designed to be installed around the sleeves in accordance with Section 677.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

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BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
J.Brosk		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

PROJ. MANAGER

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

MSE RETAINING WALL
TYPICAL SECTION

SHEET NUMBER

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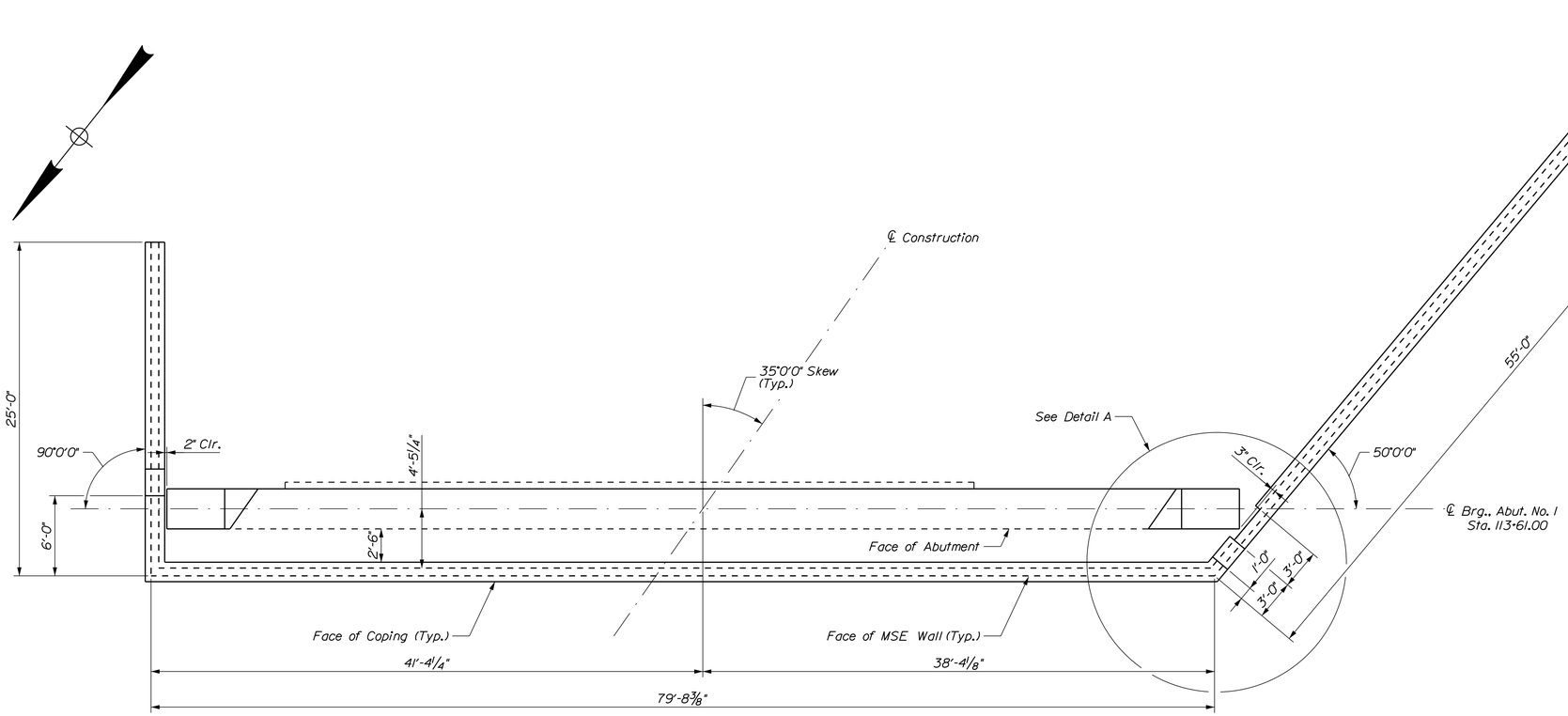
OF 121

Date:5/2/2025

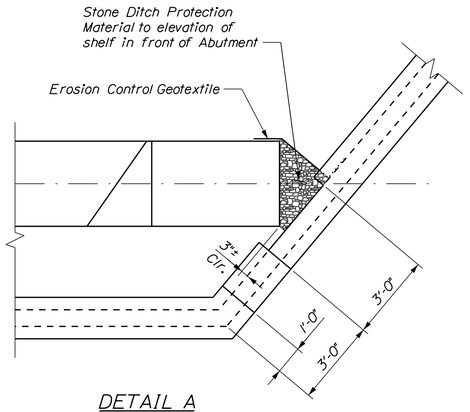
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Division: BRIDGE

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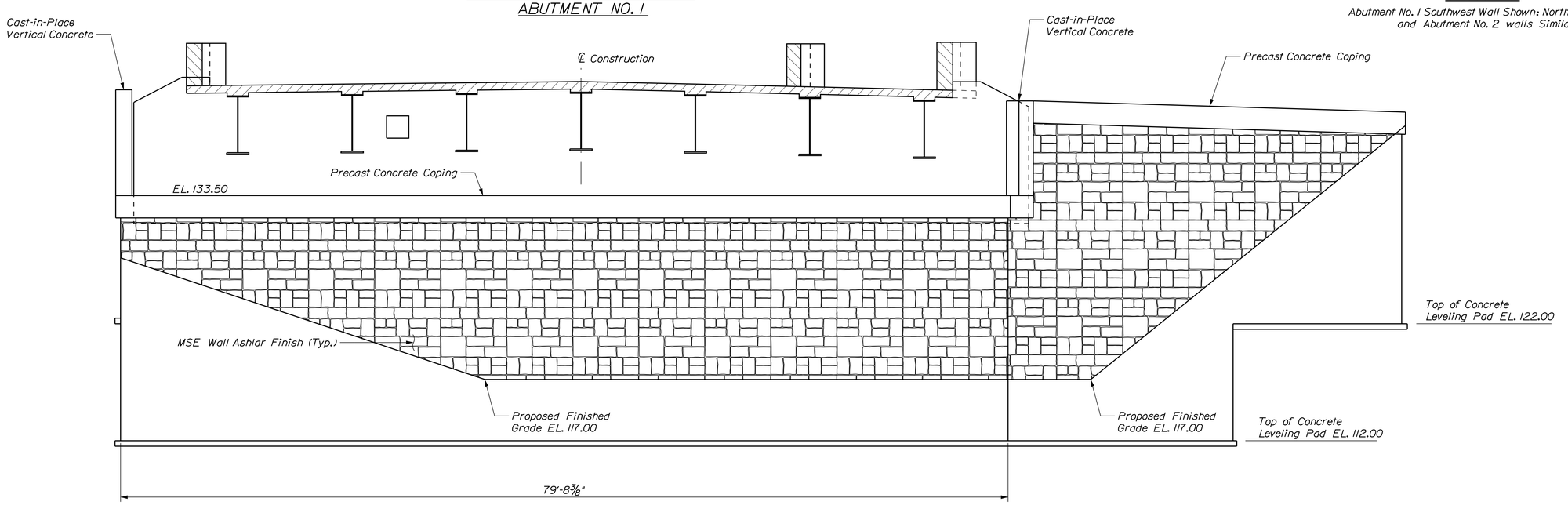
MSE RETAINING WALL PLAN



DETAIL A

Abutment No. 1 Southwest Wall Shown: Northwest Wall and Abutment No. 2 walls Similar

MSE RETAINING WALL PLAN ABUTMENT NO. 1



MSE RETAINING WALL ELEVATION ABUTMENT NO. 1

STATE OF MAINE
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BRIDGE NO. 5804 BRIDGE PLANS

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DESIGN-DETAILED	JCC	LDC	OCT 2024
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DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
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REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

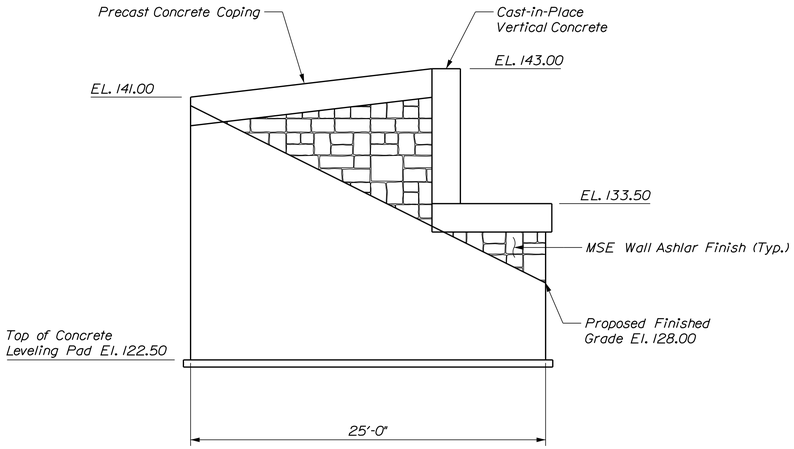
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SHEET NUMBER

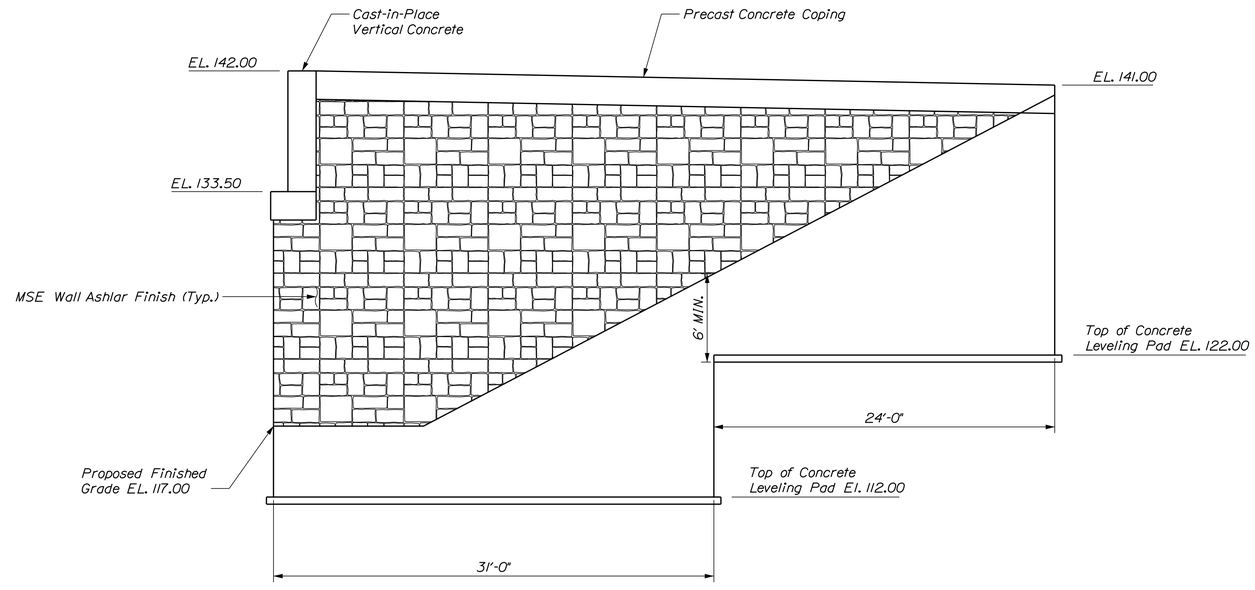
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MSE RETAINING WALL ELEVATION
ABUTMENT NO. 1; SOUTHEAST



MSE RETAINING WALL ELEVATION
ABUTMENT NO. 1; SOUTHWEST

Date:5/2/2025
Username:
Division: BRIDGE
Filename: ...\MSTA\088_Wall_1_Elevation.dgn

STATE OF MAINE
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BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
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DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

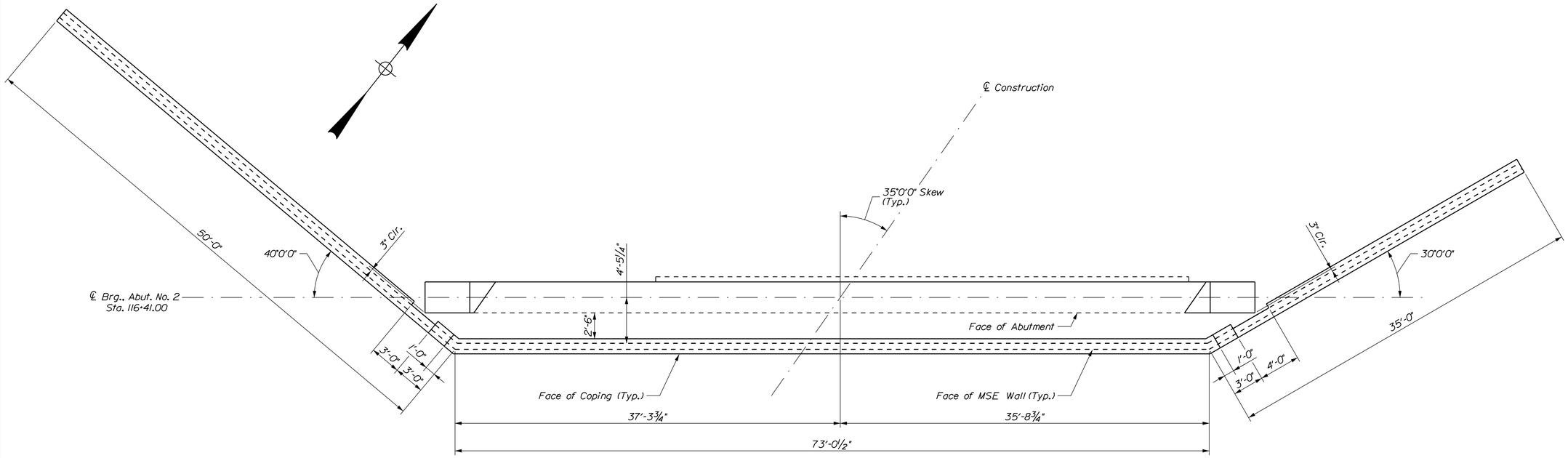
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

MSE RETAINING WALL NO. 1 ELEVATIONS

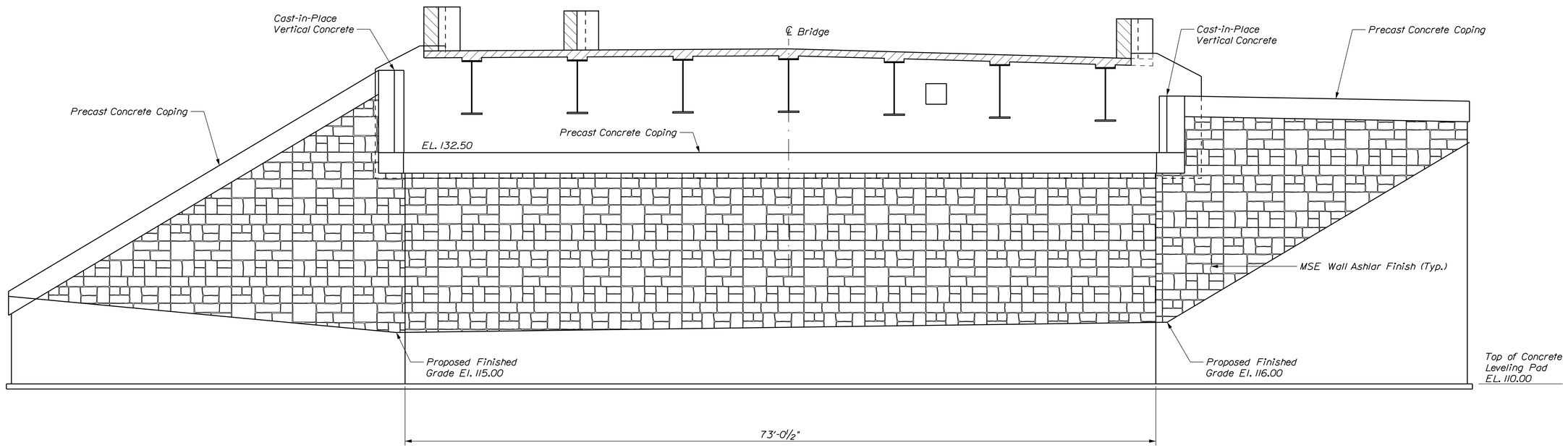
SHEET NUMBER

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MSE RETAINING WALL PLAN
ABUTMENT NO. 2



MSE RETAINING WALL ELEVATION
ABUTMENT NO. 2

STATE OF MAINE
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BRIDGE NO. 5804

BRIDGE PLANS

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PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

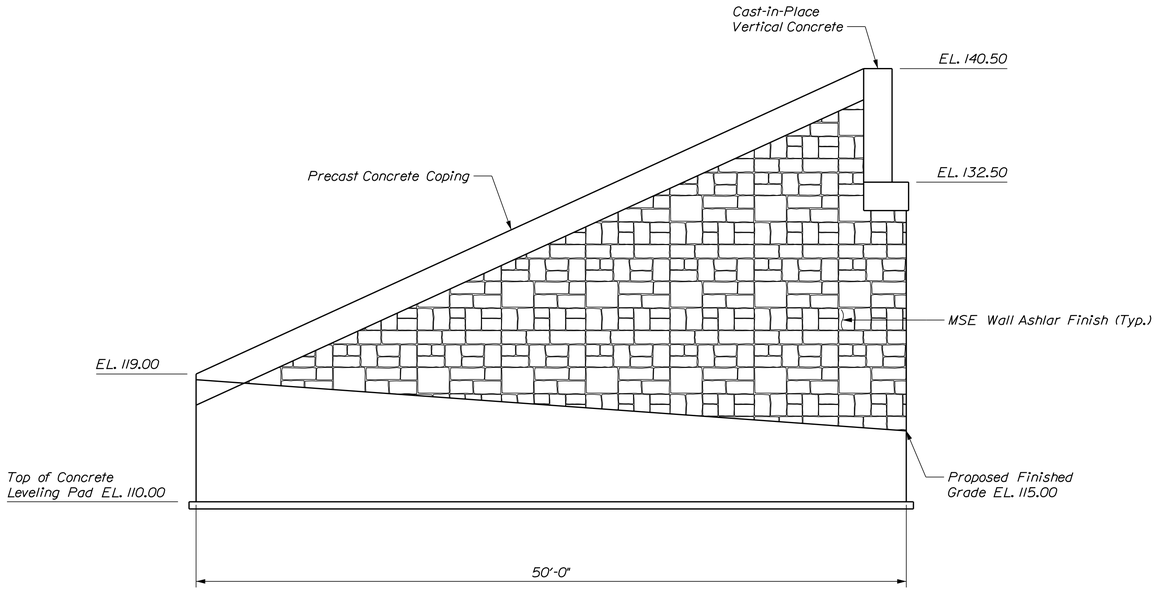
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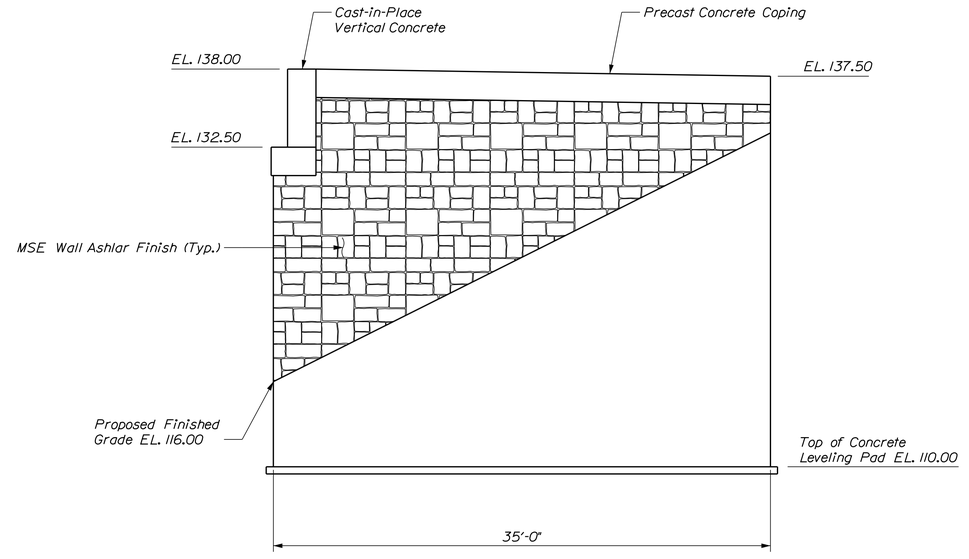
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Filename: ...\089_Wall_2_Plan_Elevation.dgn Division: BRIDGE Username: Date:5/2/2025



MSE RETAINING WALL ELEVATION
ABUTMENT NO. 2; NORTHWEST



MSE RETAINING WALL ELEVATION
ABUTMENT NO. 2; NORTHEAST

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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BRIDGE NO. 5804 BRIDGE PLANS

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PROJ. MANAGER	J.Brosk	
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FIELD CHANGES		

SIGNATURE

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

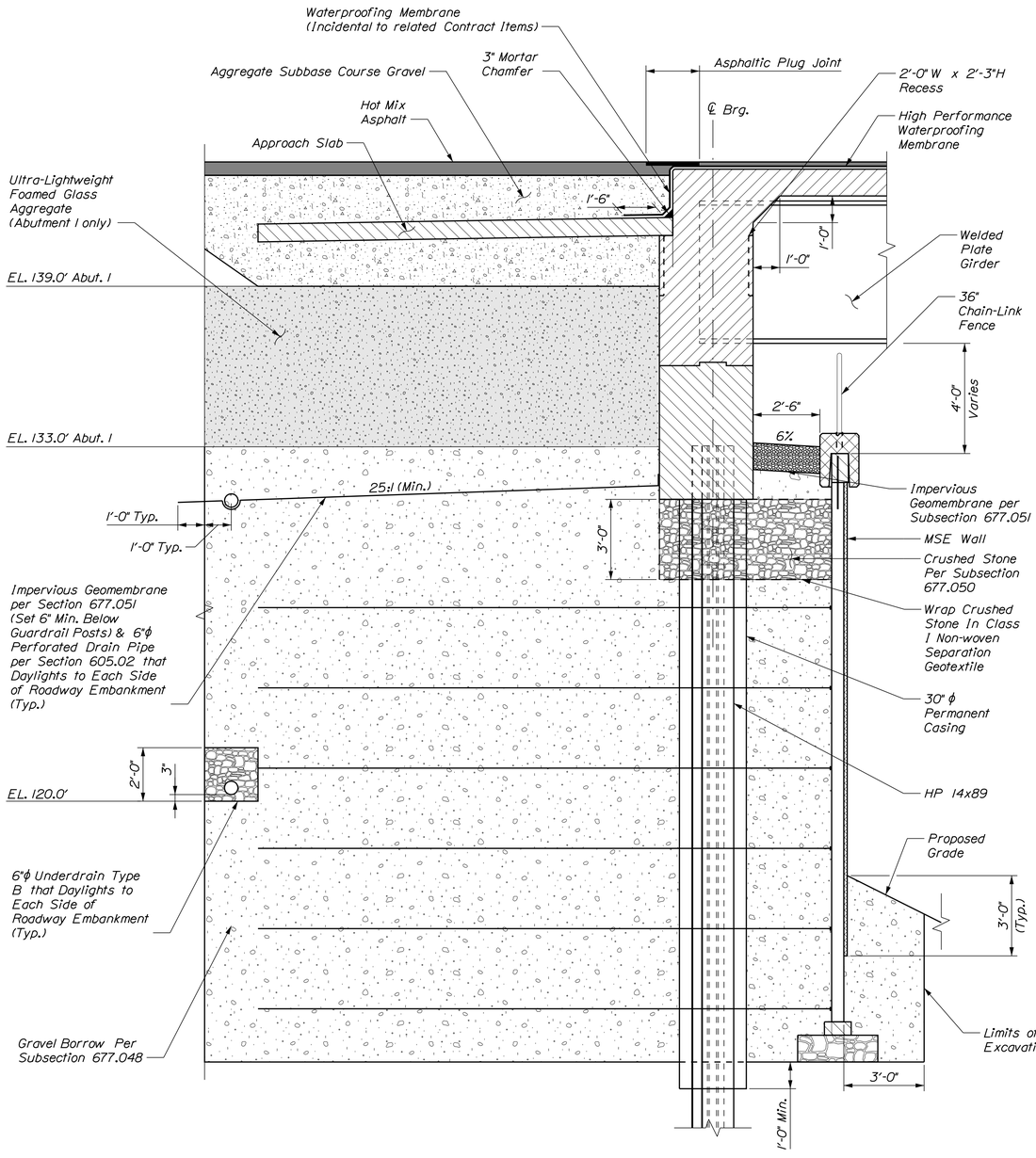
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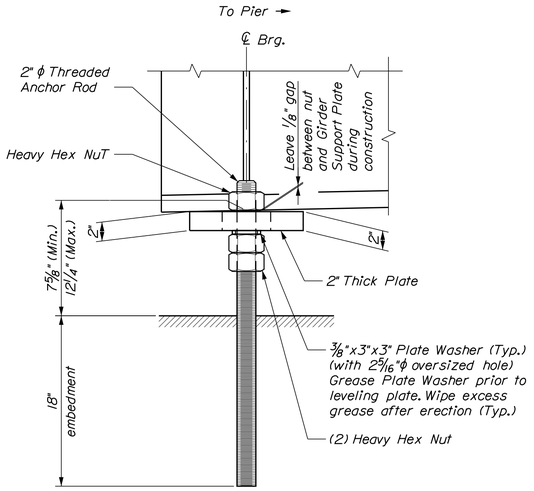
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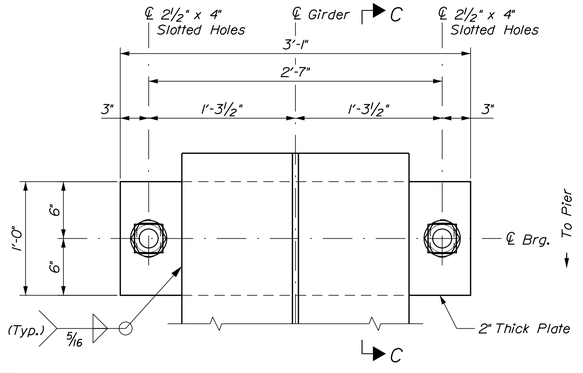
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TYPICAL ABUTMENT SECTION



SECTION "C-C"



TEMPORARY BEARING PLAN

ABUTMENT NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the bottom face of abutment unless otherwise noted.

2. Cover joints where waterstops are not required in accordance with Standard Details Section 502.

3. Payment for the permanent casings around the H-piles will not be paid for directly but will be considered incidental to Pay Item 502.219 Structural Concrete Abutments and Retaining Walls. Underdrain Backfill Material Type C shall be used to fill the casing after the H-pile is in place. Permanent casings shall be Culvert Pipe Option III per Section 707.07 or as approved by Resident.

4. The Asphaltic Plug Joint shall not include a bridging plate or backer rod.

ABUTMENT PILE NOTES

1. The Abutment 1 maximum factored pile load is 416 kips (including 60 kips allowed for downdrag) at the Strength Limit State. The Abutment 2 maximum factored pile load is 329 kips (including 41 kips allowed for downdrag) at the Strength Limit State.

2. Estimate of piles required:

Abutment No. 1: 7 HP 14 x 89 @ 55 feet
Abutment No. 2: 7 HP 14 x 89 @ 75 feet

The order lengths shall include an additional 5 feet for each test pile to accommodate dynamic pile testing equipment.

3. H-pile material shall be ASTM A572, Grade 50.

4. H-pile splices shall be in accordance with Standard Detail 501(03).

5. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.

6. Piles shall not be out of position shown by more than 2 inches in any direction. The orientation of piles shall be within 10 degrees of the orientation shown on the plan.

7. Piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.

8. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a compiled "Pile Driving and Equipment Data Form, "Figure 1, of Standard Section 501 - Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on the Department - conducted wave equation analyses and the criteria specified in Section 501 and Subsection 501.042, Equipment for Driving Piles. If the Department - conducted wave equation analyses show that the proposed system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.

9. The Contractor shall provide access for the agents of the Department to perform two (2) dynamic load tests with signal matching and restrike, as specified in Special Provision 501 - Dynamic Load Test, to confirm the nominal resistance of the piles. The dynamic pile load tests will be complete on the first production pile at Abutment 1 and Abutment 2. The required nominal resistance for the piles are the maximum factored axial pile load divided by 0.65 for the controlling Strength Limit State. The Contractor may drive production piles to the preliminary driving criteria, however pile cut-off will not be permitted until completion of restrike testing and establishment of the final driving criteria.

10. Pile splices are not permitted in the upper 15 feet of the piles.

STATE OF MAINE
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DESIGN-DETAILED	JCC	OCT 2024
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DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

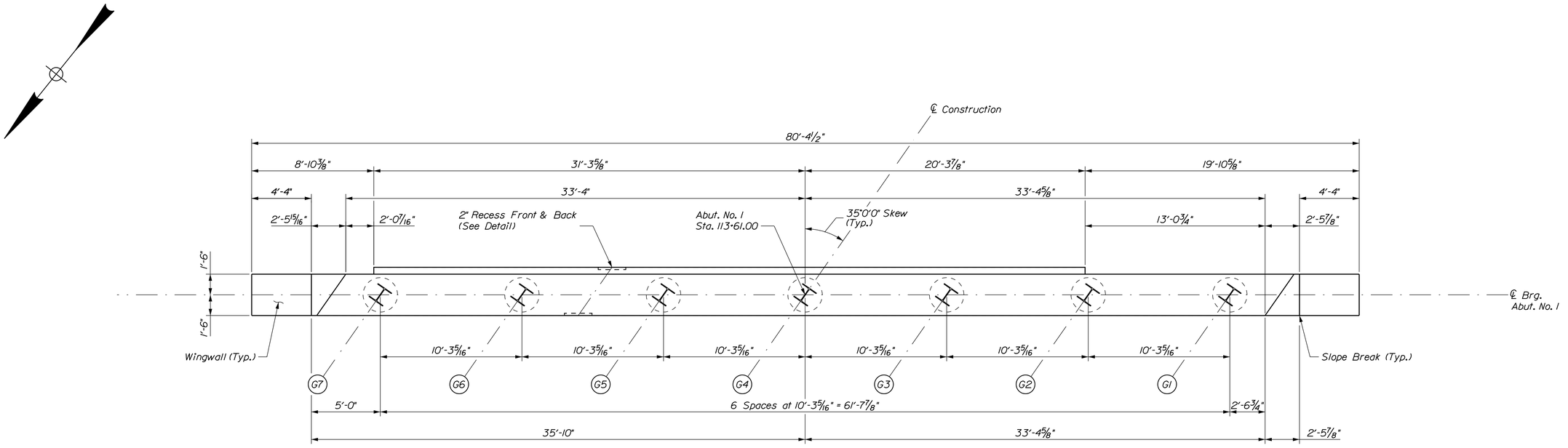
TYPICAL ABUTMENT SECTION & NOTES

SHEET NUMBER

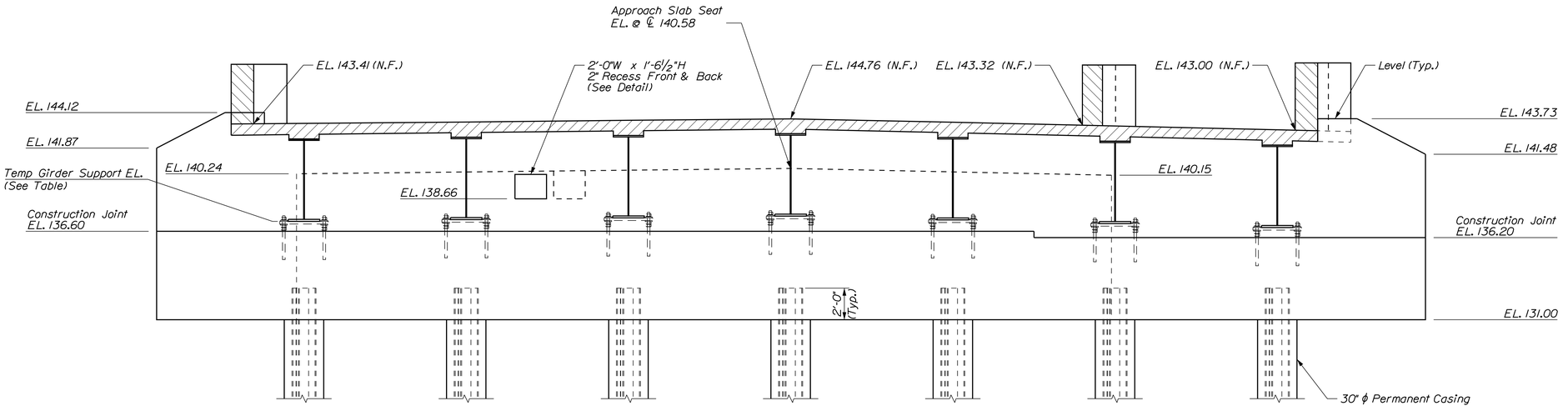
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Filename: ...\MSTA\091_Abutment_Typ.dgn Division: BRIDGE Username: Date:5/2/2025



ABUTMENT NO. 1 PLAN



Note
1. Cross Frames Omitted for Clarity.

2. Elevations are top of Concrete deck.

ABUTMENT NO. 1 ELEVATION

TEMPORARY GIRDER SUPPORTS

Girder	EL.
G1	136.84
G2	137.09
G3	137.32
G4	137.56
G5	137.45
G6	137.34
G7	137.23

STATE OF MAINE
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BRIDGE NO. 5804

BRIDGE PLANS

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DESIGN-DETAILED	JCC	LDC	OCT 2024
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DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

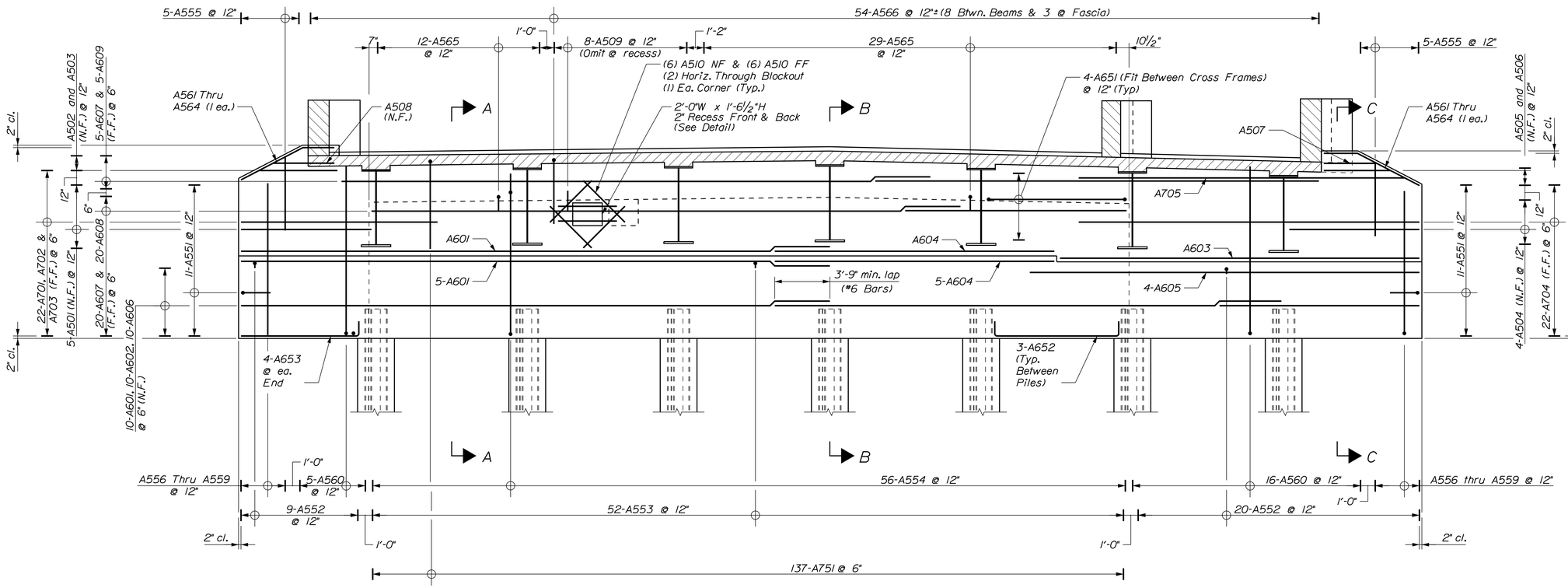
ABUTMENT NO. 1
PLAN & ELEVATION

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Filename: ...\MSTA\092_Abutment_1_Plan.dgn Division: BRIDGE Username: Date:5/2/2025



ABUTMENT NO. 1 REINFORCING ELEVATION

NOTES

1. Cut Bars Around Recess as Necessary.
2. For Bay With Blockout. Adjust 4-A651 Around Recess.
3. See Approach Slab Details sheet for A565 & A509 bar locations.

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

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BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	BY	DATE
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REVISIONS 4		
FIELD CHANGES		

J.Brask

SIGNATURE

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

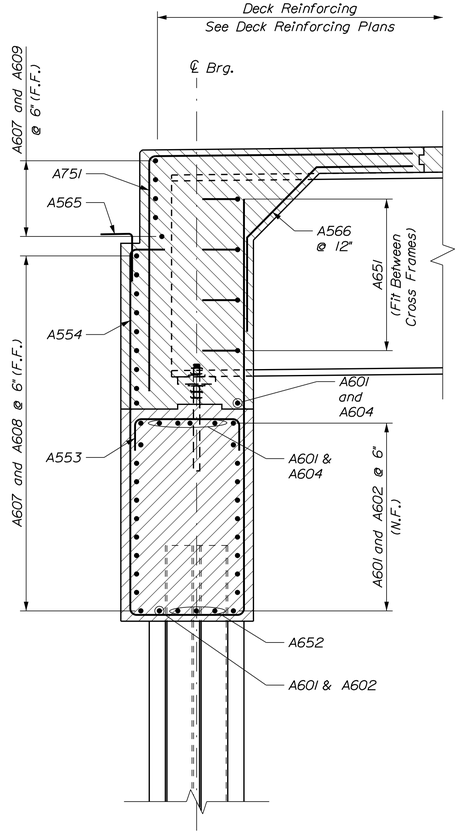
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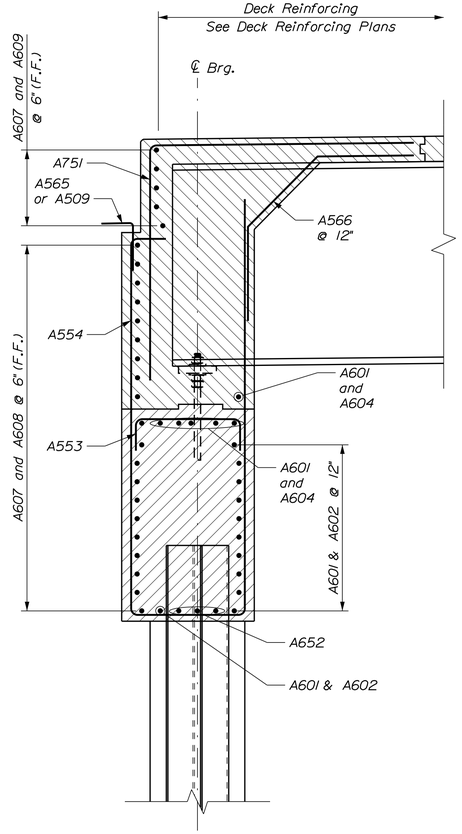
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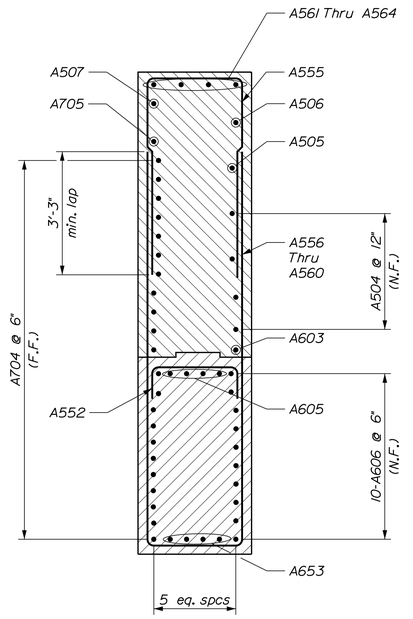
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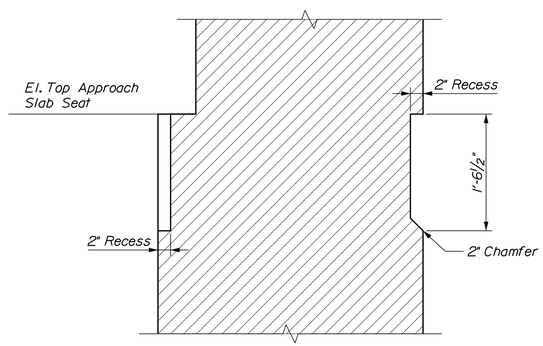
SECTION A-A



SECTION B-B



SECTION C-C



Typical Recess Section

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

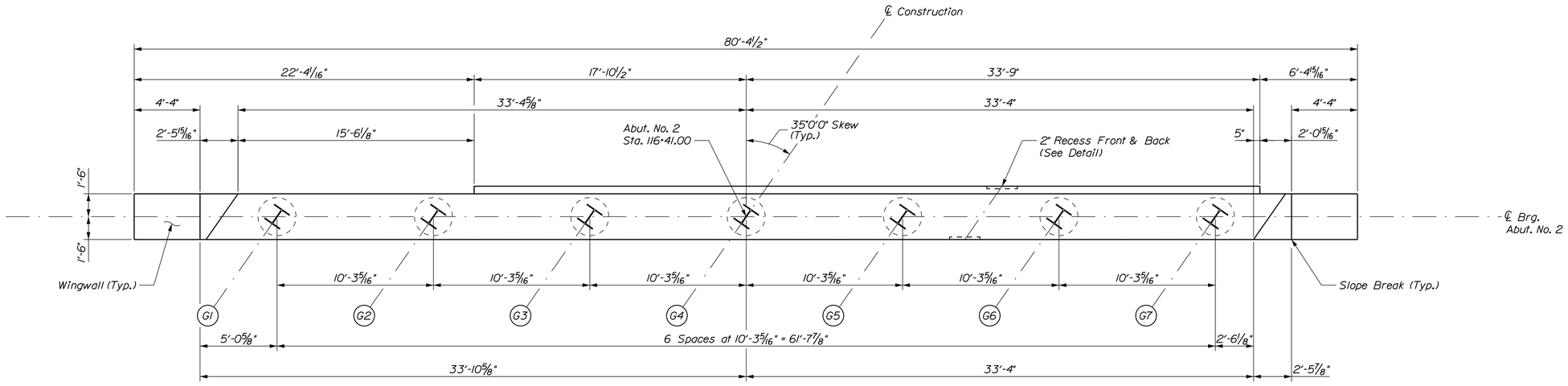
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SECTIONS

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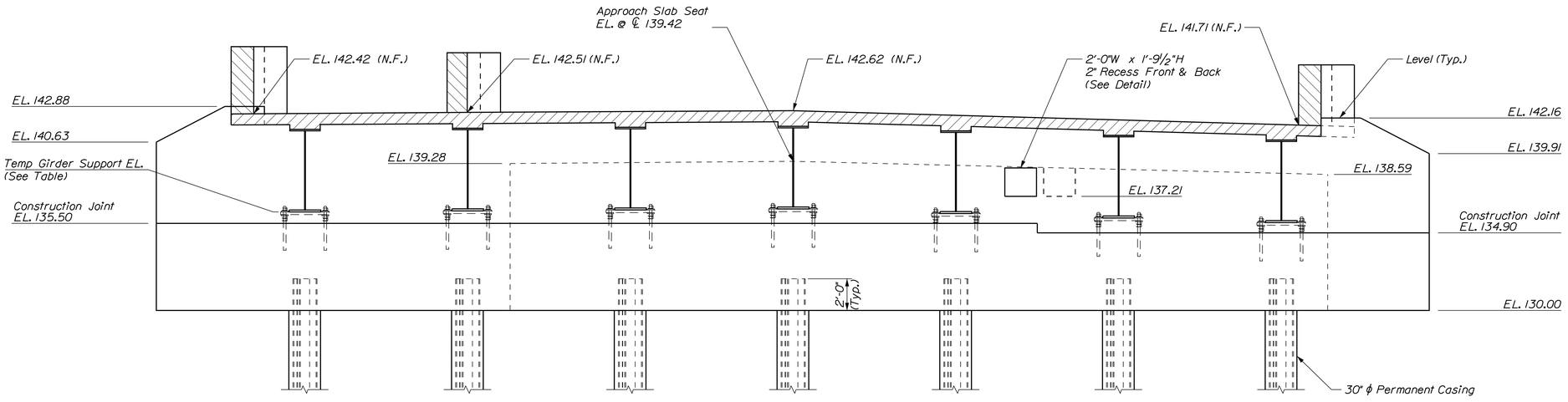
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Filename: ...\094_Abutment_1_Sections.dgn Division: BRIDGE Username: Date:5/2/2025



ABUTMENT NO. 2 PLAN



Note
1. Cross Frames Omitted for Clarity.
2. Elevations are top of Concrete deck.

ABUTMENT NO. 2 ELEVATION

TEMPORARY GIRDER SUPPORTS

Girder	EL.
G1	136.22
G2	136.29
G3	136.35
G4	136.41
G5	136.12
G6	135.84
G7	135.55

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brook		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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DATE

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INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

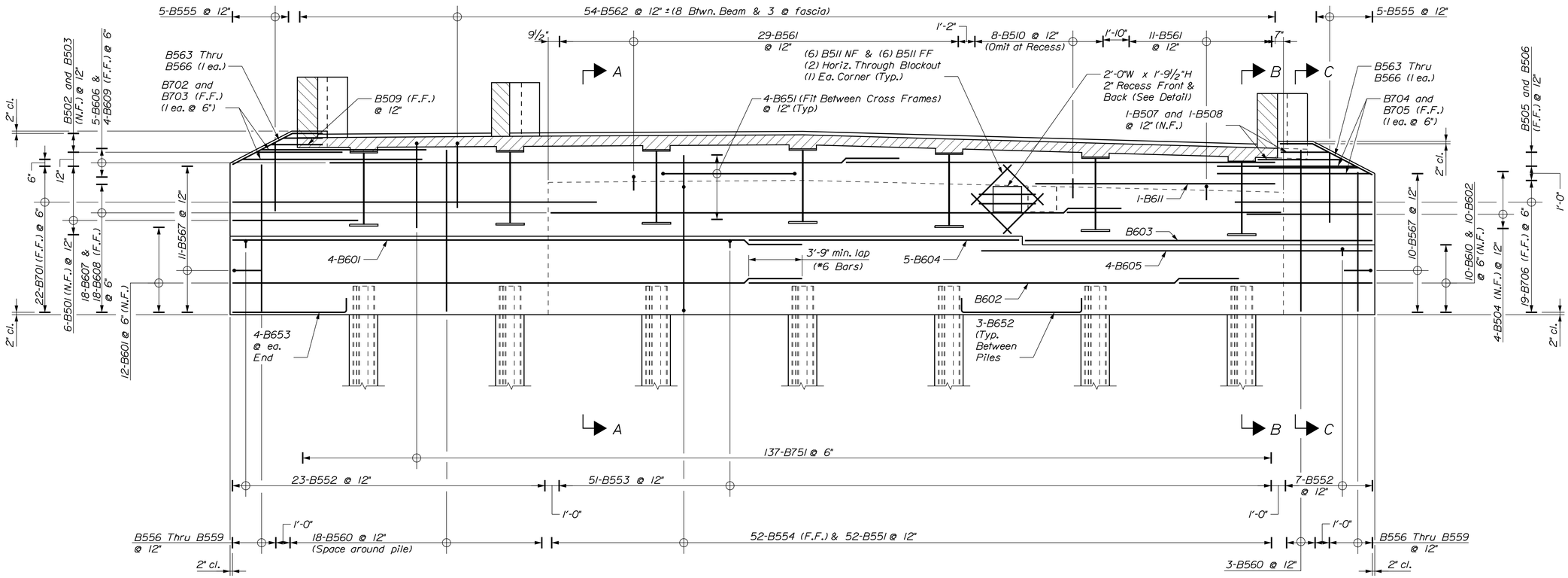
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PLAN & ELEVATION

SHEET NUMBER

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Filename: ...\MSTA\095_Abutment_2_Plan.dgn Division: BRIDGE Username: Date:5/2/2025



ABUTMENT NO. 2 REINFORCING ELEVATION

NOTES

1. Cut Bars Around Recess as Necessary.
2. For Bay With Blockout, Adjust 4-B651 Around Recess.
3. See Approach Slab Details sheet for B561 & B510 bar locations.

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
J.Brask		
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

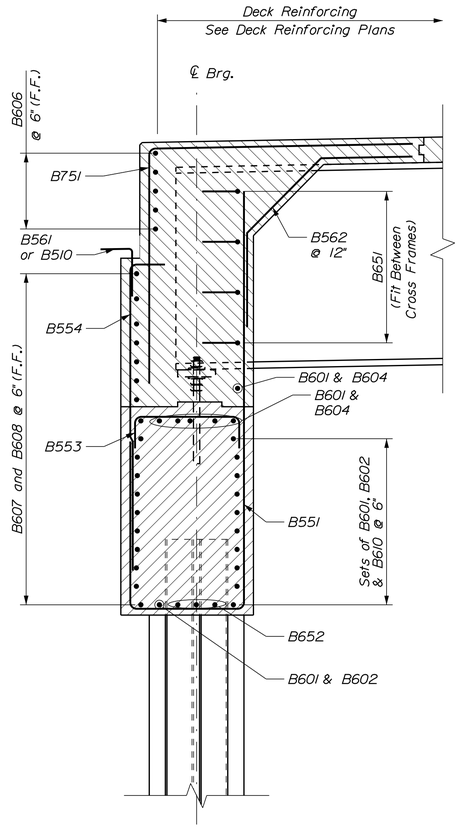
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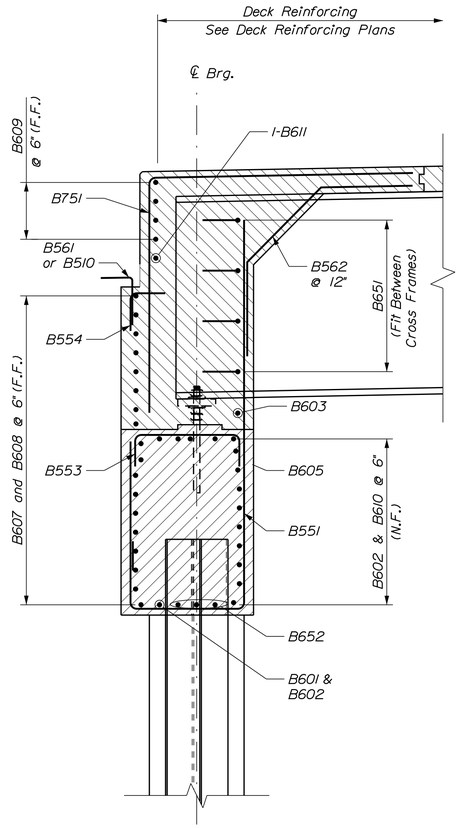
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OF 121

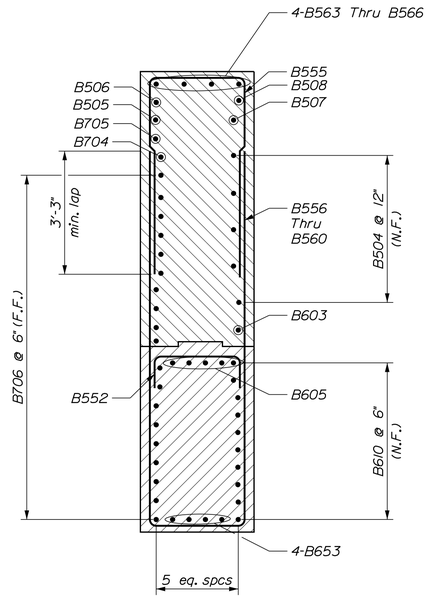
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SECTION A-A



SECTION B-B



SECTION C-C

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

STATE OF MAINE
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BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

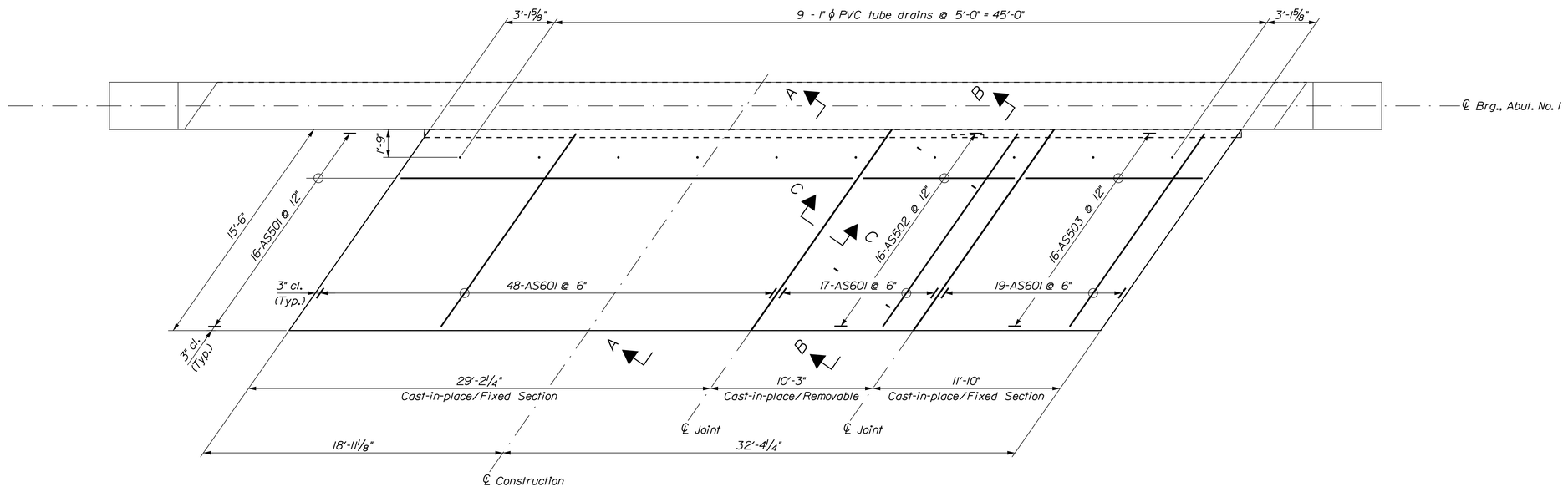
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SECTIONS

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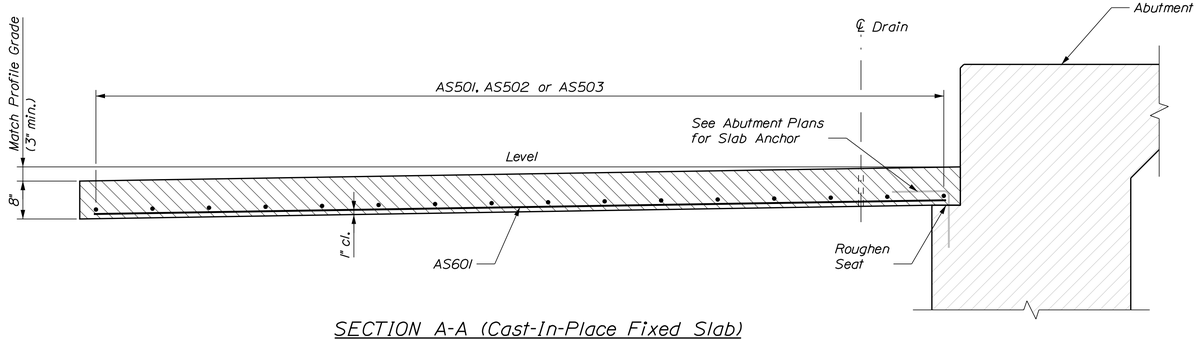
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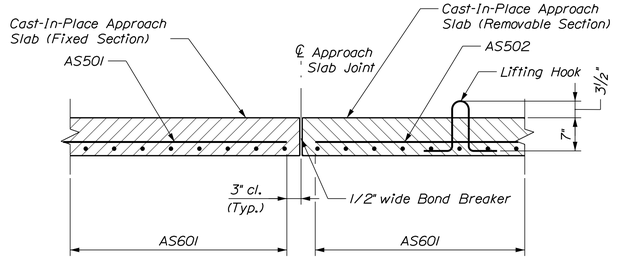


APPROACH SLAB PLAN

Abutment No. 1 shown. Abutment No. 2 opposite hand

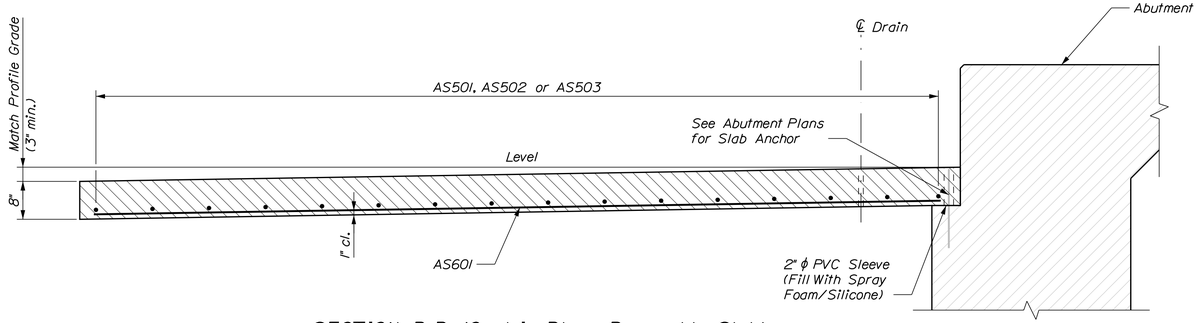


SECTION A-A (Cast-In-Place Fixed Slab)

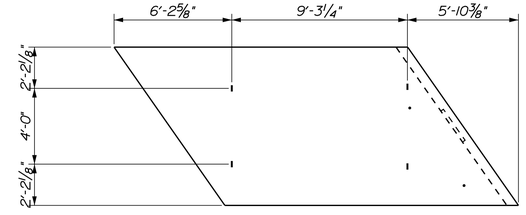


SECTION C-C

Note: Install (4) Lifting Hooks. Use #5 chromium bars.



SECTION B-B (Cast-In-Place Removable Slab)



LIFTING HOOK LAYOUT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
J.Brosk		
DESIGN-DETAILED	LDC	OCT 2024
CHECKED-REVIEWED	QGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

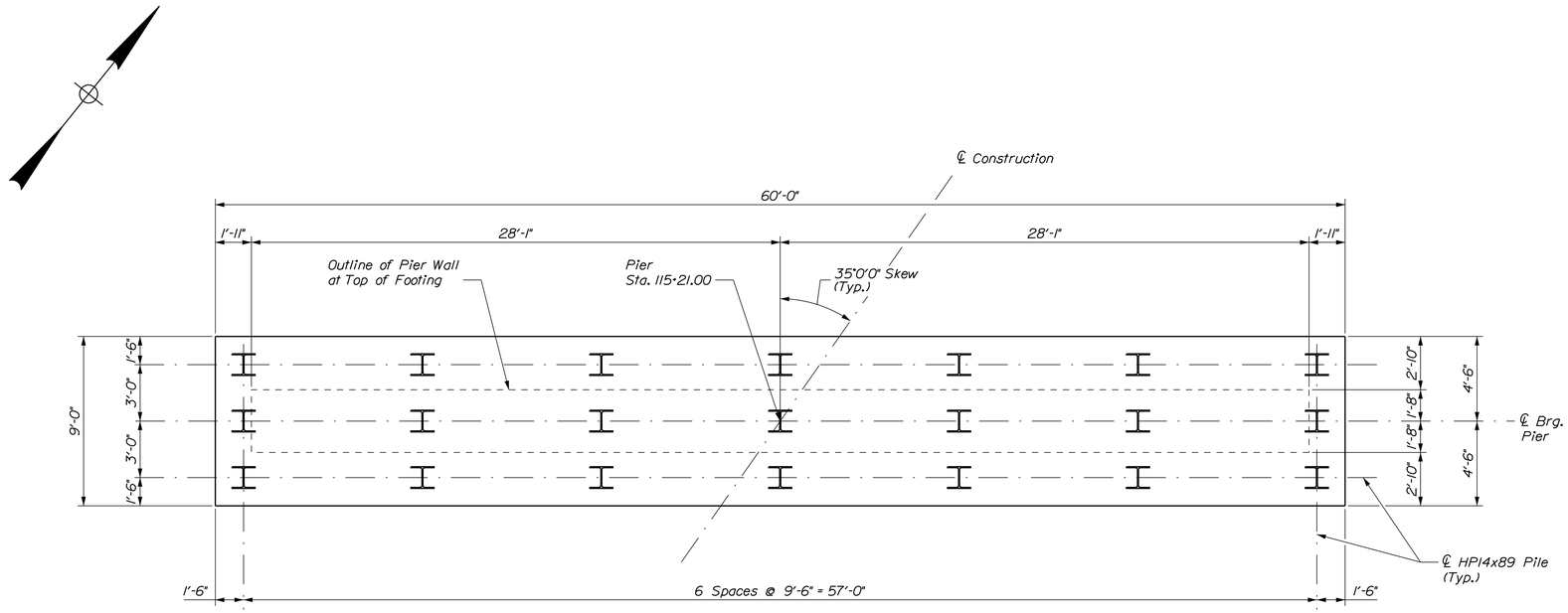
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SHEET NUMBER

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Filename: ...\098_Abutment_Approach Slab.dgn Division: BRIDGE Username: Date:5/2/2025



PIER FOOTING PLAN

PILE NOTES

1. The maximum factored pile load is 388 kips at the Strength Limit State.

2. Piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.

3. Estimate of piles required:

Pier: 21 - HP14x89 @ 40 feet

The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment.

4. H-pile material shall be ASTM A572, Grade 50.

5. H-pile splices shall be in accordance with Standard Detail 501(03). Piles splices are not permitted within the upper 15 feet of piles.

6. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsections 501.048 , Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips (or 711.01 Steel Pipe Piles, Splices and Tips).

7. The Contractor shall perform and submit a wave equation analysis for review and acceptance, their proposed pile driving equipment with a compiles "Pile Driving and Equipment Data Form," Figure 1, of Standard Section 501 - Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on the Department - conducted wave equation analysis and the criteria specified in Section 501 and Subsection 501.042, Equipment for Driving Piles. If the Department - conducted wave equation analyses show that the proposed system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analyses by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.

8. The Contractor shall provide access for the agents of the Department to perform one (1) dynamic load test with signal matching and restrike, as specified in Special Provision 501 - Dynamic Load Test, to confirm the nominal resistance of the piles. The dynamic pile load tests will be complete of the first production pile at Pier 1. The required nominal resistance for the piles are the maximum factored axial pile load divided by 0.65 for the controlling Strength Limit State. The Contractor may drive production piles to the preliminary driving criteria, however pile cut-off will not be permitted until completion of restrike testing and establishment of the final driving criteria.

PIER NOTES

1. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

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BRIDGE NO. 5804

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DESIGN3-DETAILED3			
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FIELD CHANGES			

SIGNATURE

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

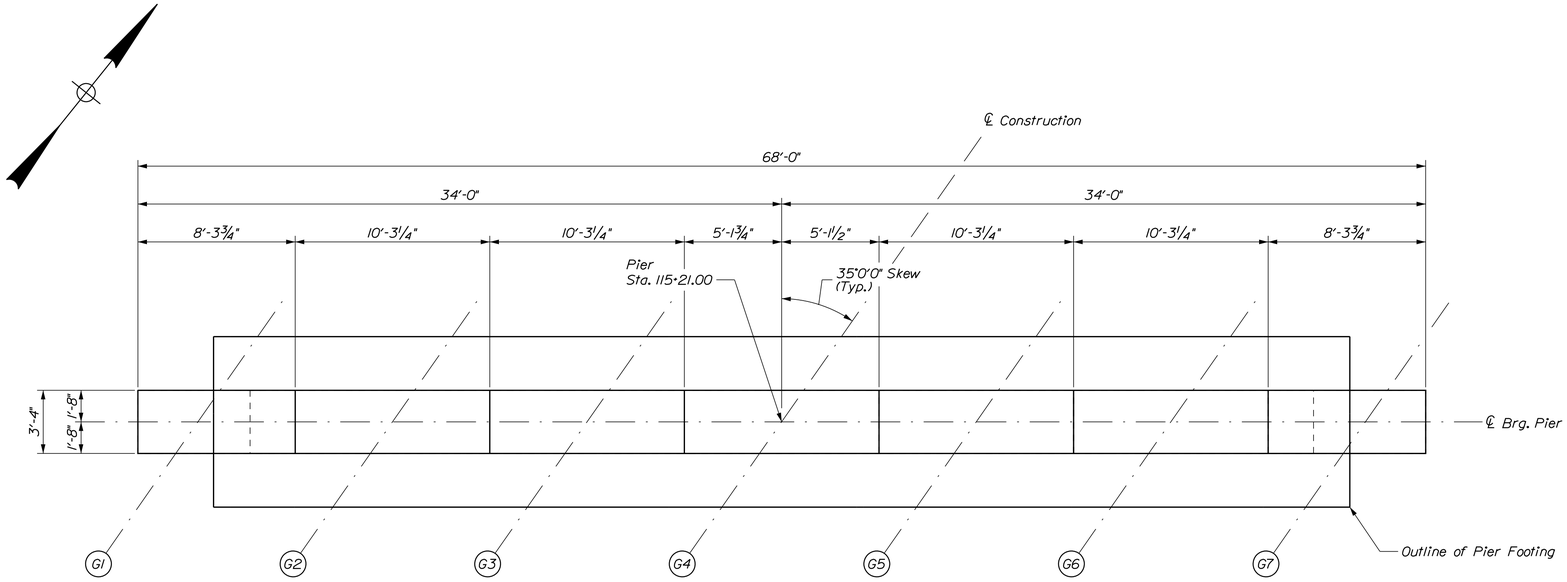
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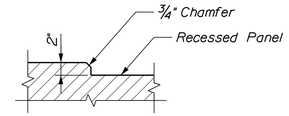
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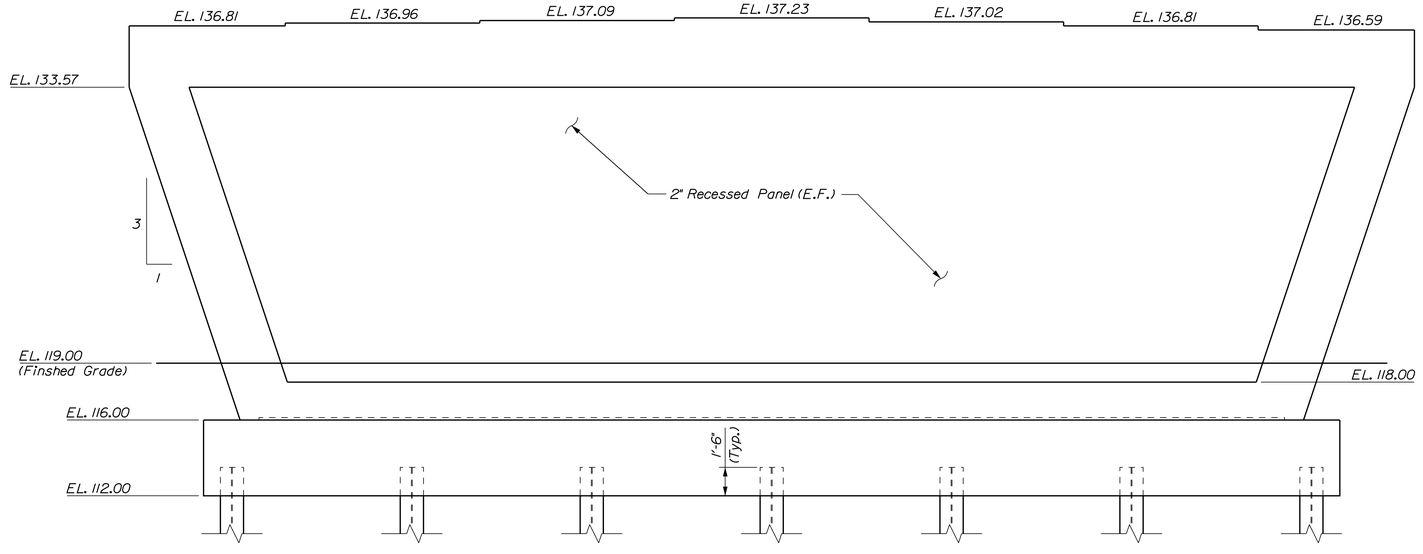
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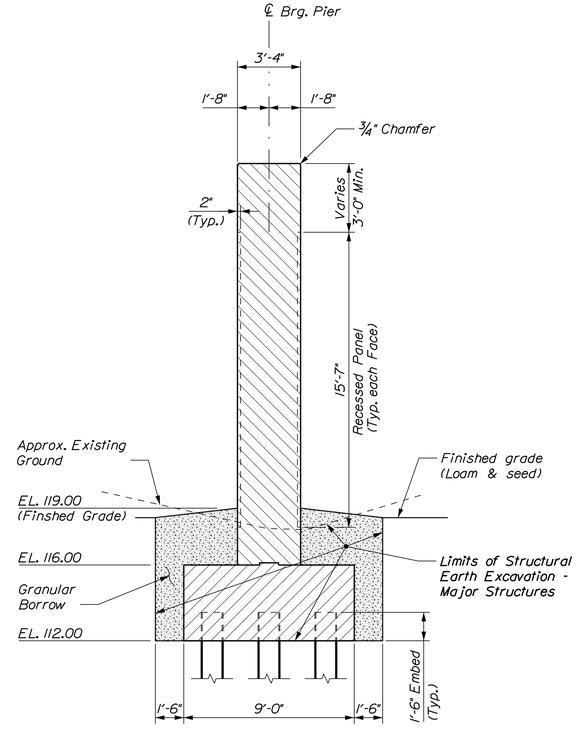
PIER CAP PLAN



RECESS DETAIL



PIER ELEVATION PLAN



TYPICAL PIER SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brodak		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

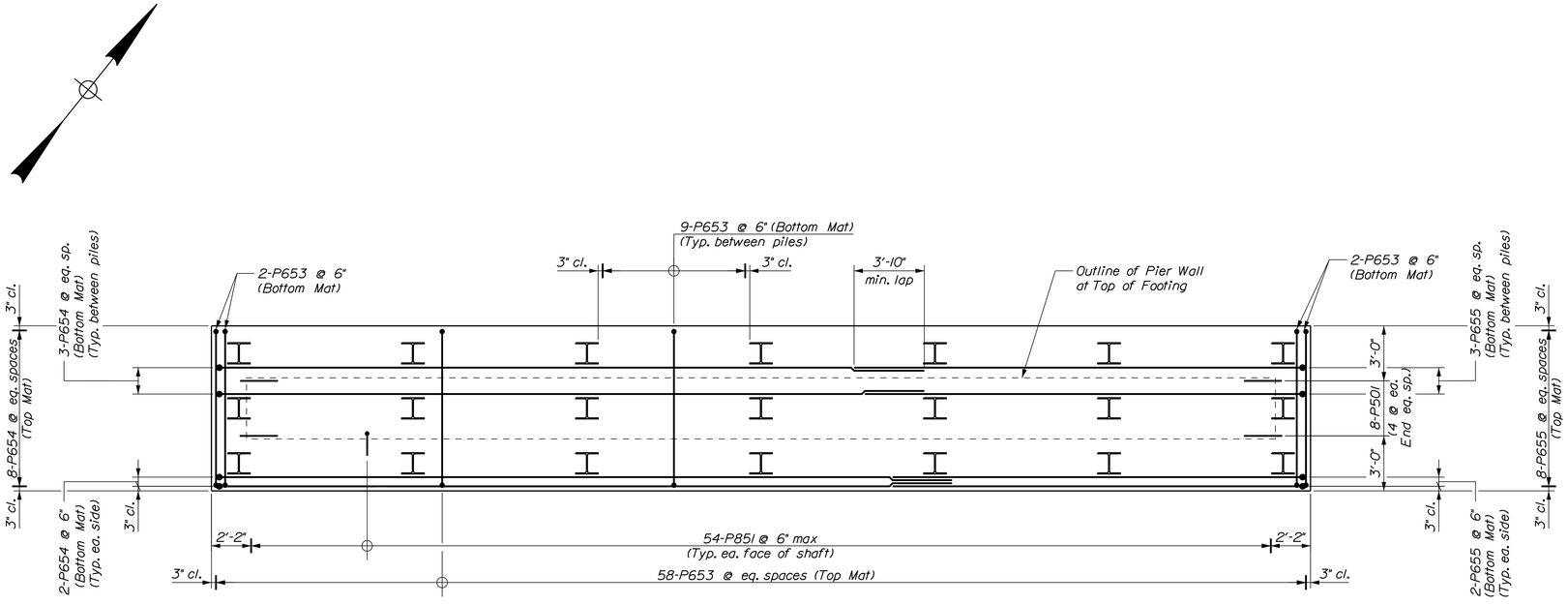
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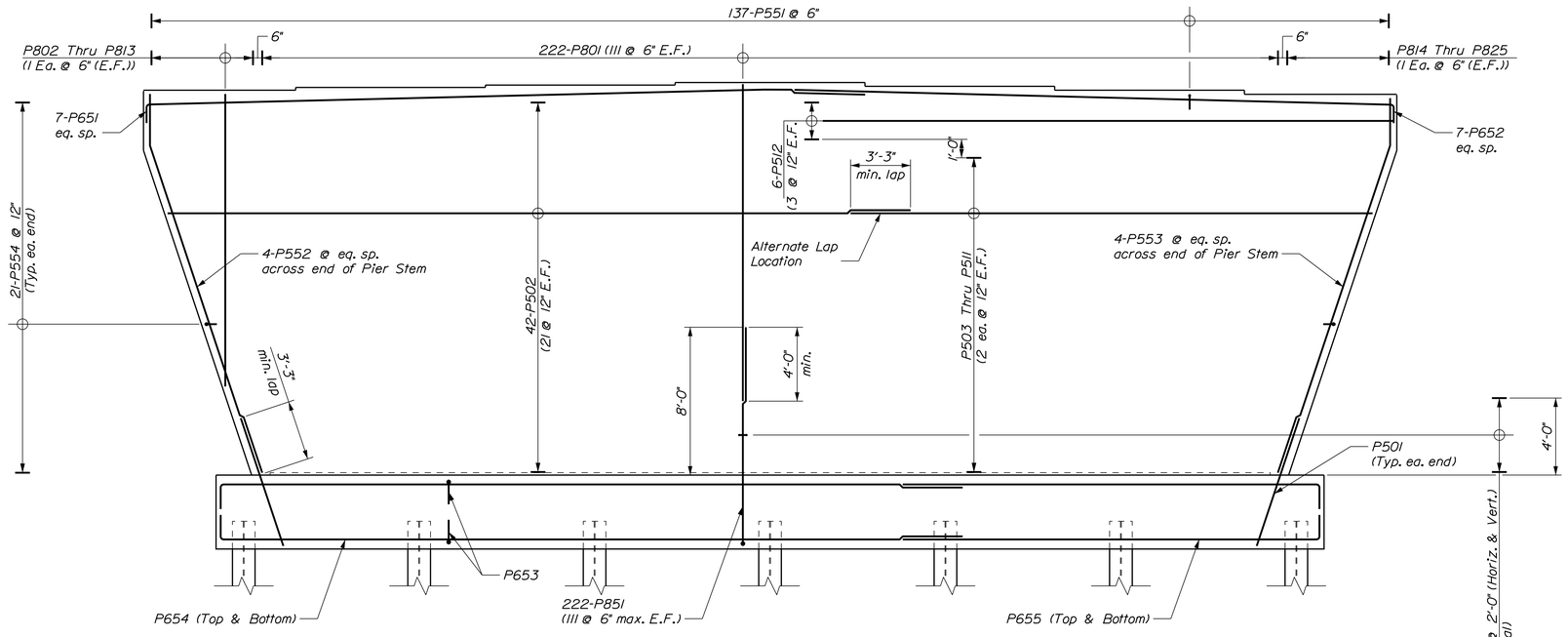
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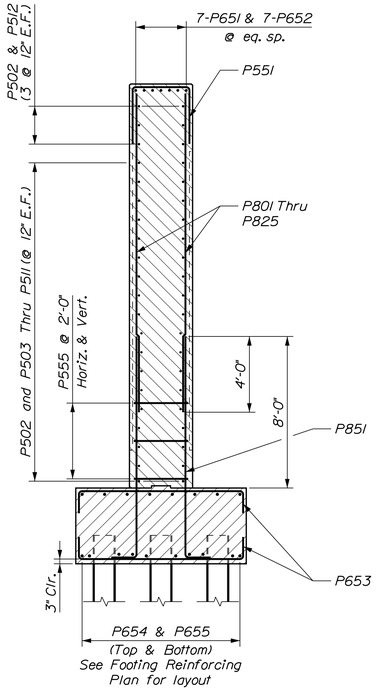
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PIER FOOTING REINFORCING



PIER REINFORCING ELEVATION



PIER SECTION

LEGEND

N.F. = Near Face
F.F. = For Face
E.F. = Each Face

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804 BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brook		
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CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

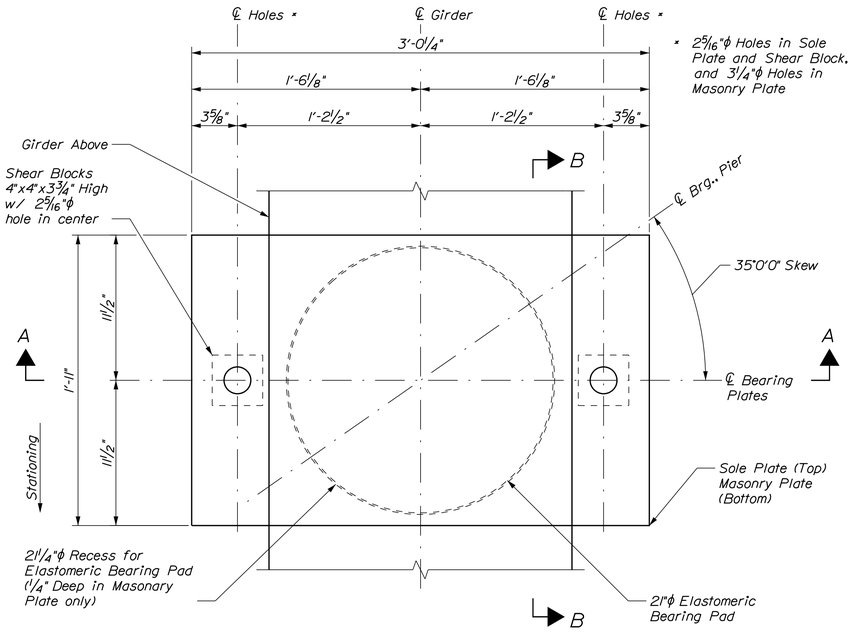
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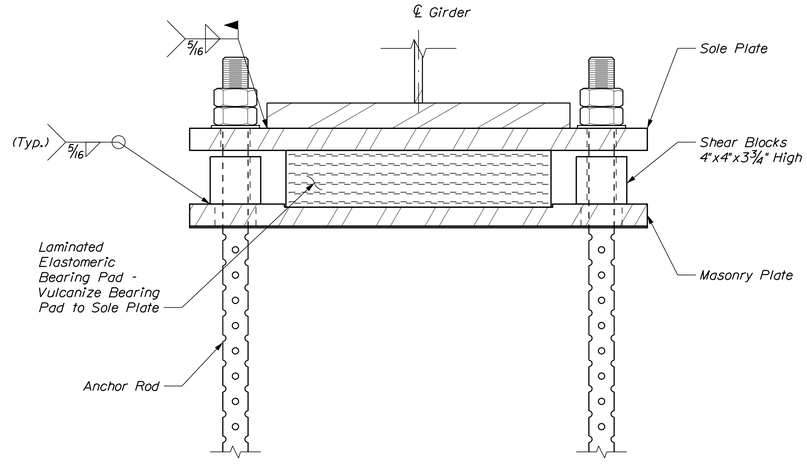
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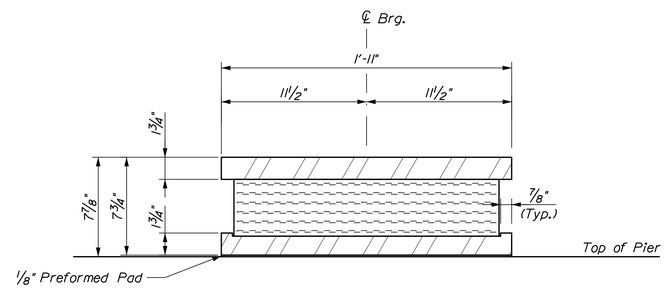
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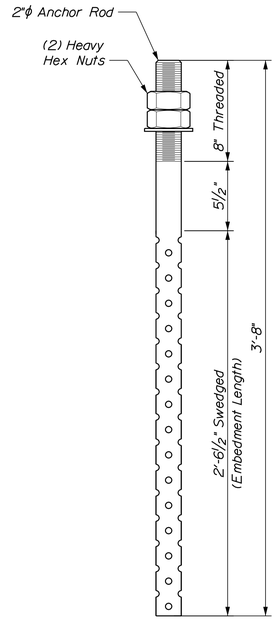
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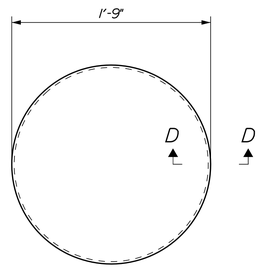
SECTION A-A



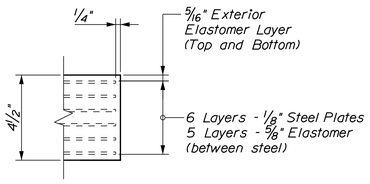
SECTION B-B



ANCHOR ROD DETAIL



ELASTOMERIC BEARING PLAN



SECTION D-D

ELASTOMERIC BEARING NOTES

1. The shear modulus of the elastomer shall be 165 psi.

2. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.

3. Masonry plates, sole plates and shear blocks shall meet the requirements of ASTM A709, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod.

4. Masonry plates shall be galvanized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, nuts and shear blocks shall be galvanized to ASTM A153 F2329, or ASTM B695, Class 50, Type 1.

5. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.

6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.

7. The superstructure may be erected when the ambient air temperature is within the range of 30°F and 90°F. If the ambient air temperature is outside this range, the bearings shall be reset as directed by the Resident.

8. All necessary precautions shall be taken to protect bearing components from field weld flash and spatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200°F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.

9. Upset the threads on the anchor rods after assembly of the bearing.

10. The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification Section 523.094.

11. The "Bearing Design Load" for each bearing as noted in Standard Specifications, subsection 523.23.4, is 501 kips. This is the total load for the Service I load combination, without impact.

12. Contractor may substitute 1/8" steel plates for 11 gauge plates at their discretion. Elastomeric layers shall be adjusted accordingly, with the exterior layers being one half the thickness of the internal layers.

STATE OF MAINE
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2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

	BY	DATE
J.Brosk		
PROJ. MANAGER	LDC	OCT 2024
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

BEARING DETAILS

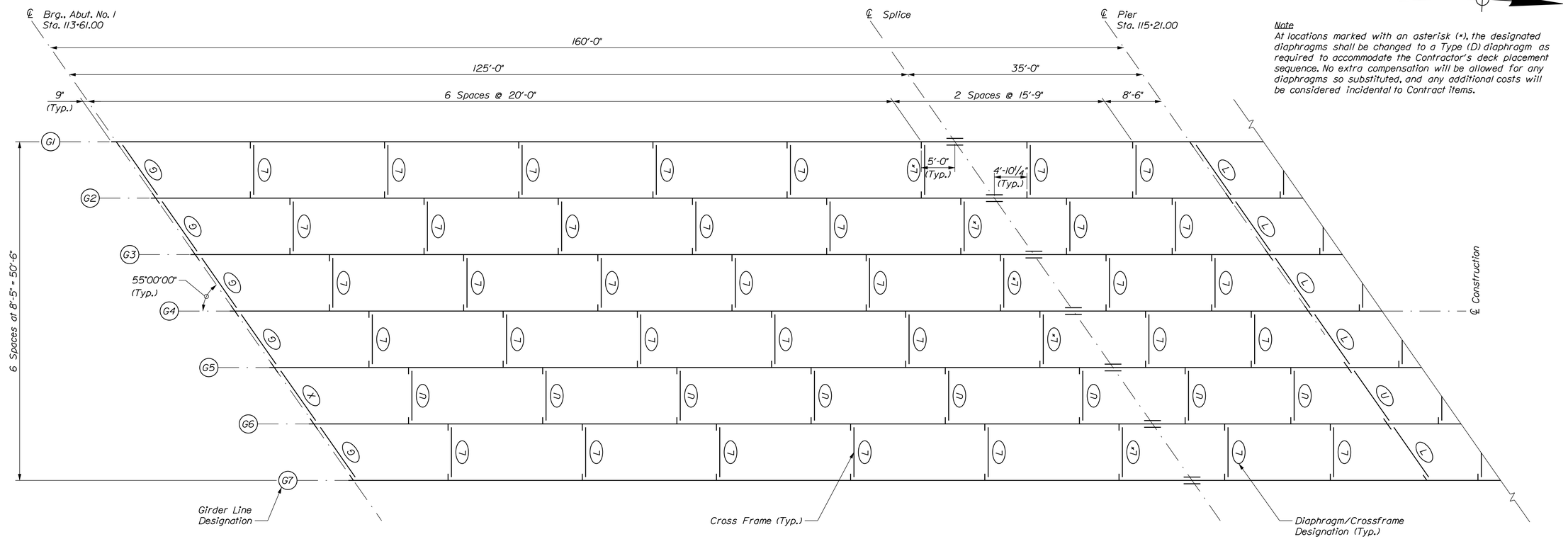
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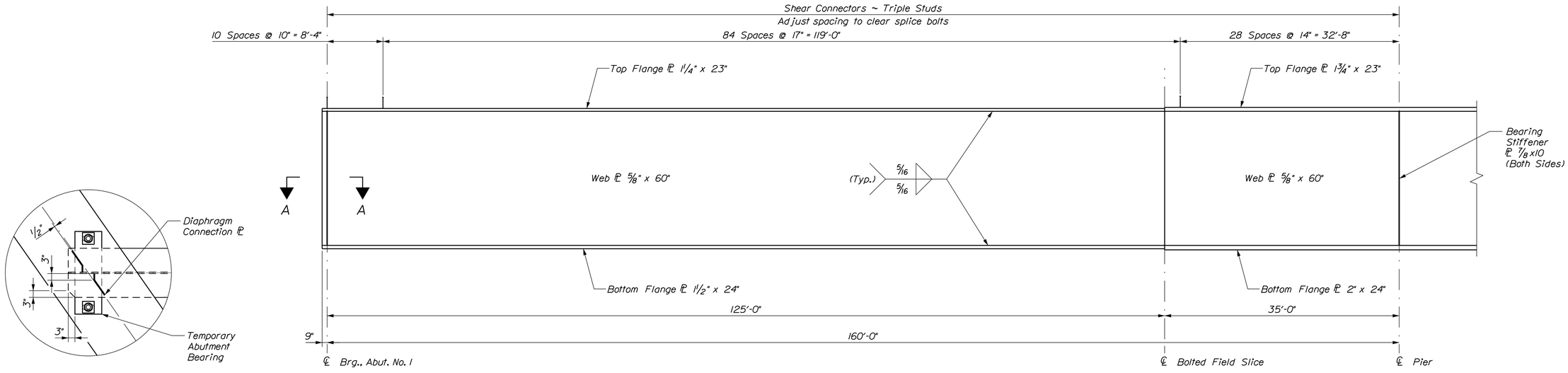
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Note
At locations marked with an asterisk (•), the designated diaphragms shall be changed to a Type (D) diaphragm as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted, and any additional costs will be considered incidental to Contract items.

FRAMING PLAN



SECTION A-A

FRAMING PLAN
Vertical Scale Exaggerated for Clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	LDC	OCT 2024
DESIGN2-DETAILED2	OGK	OCT 2024
DESIGN3-DETAILED3	STJ	
REVISIONS 1	RPM	
REVISIONS 2	SMA	
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

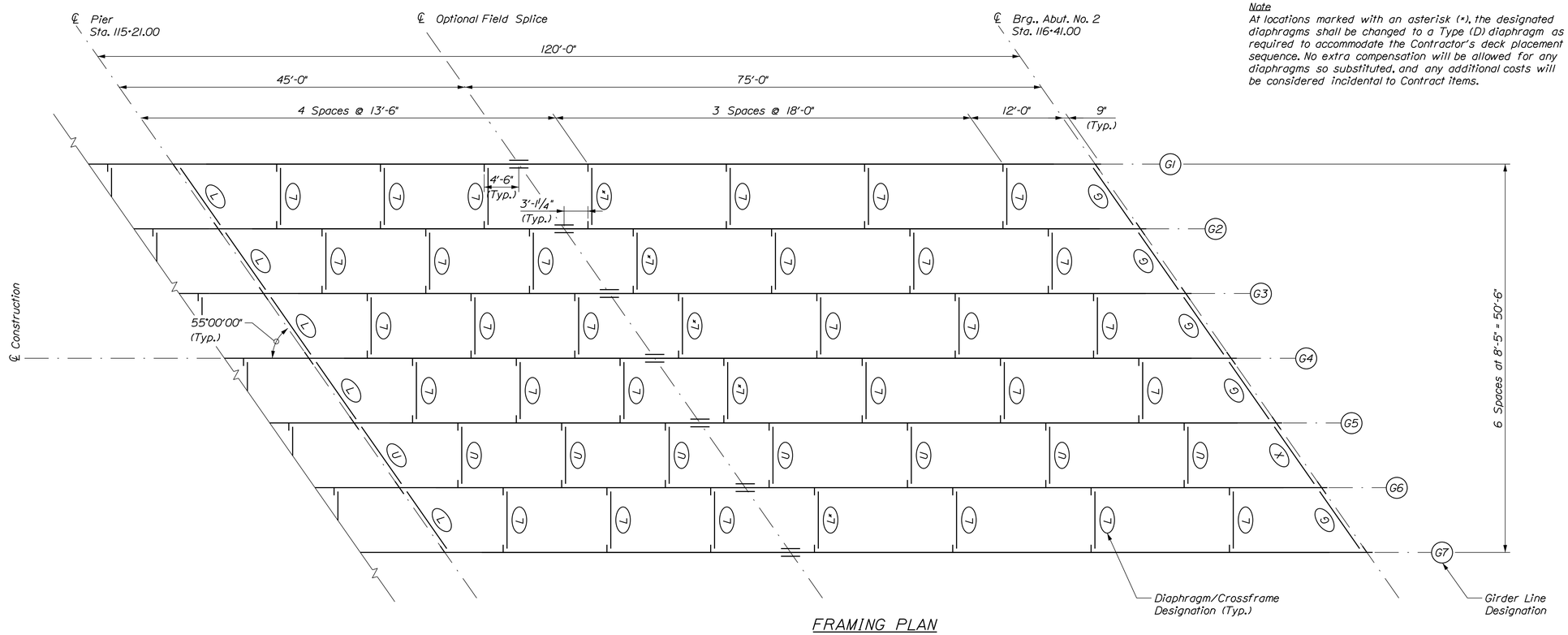
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

FRAMING PLAN & GIRDER ELEVATION (1 of 2)

SHEET NUMBER

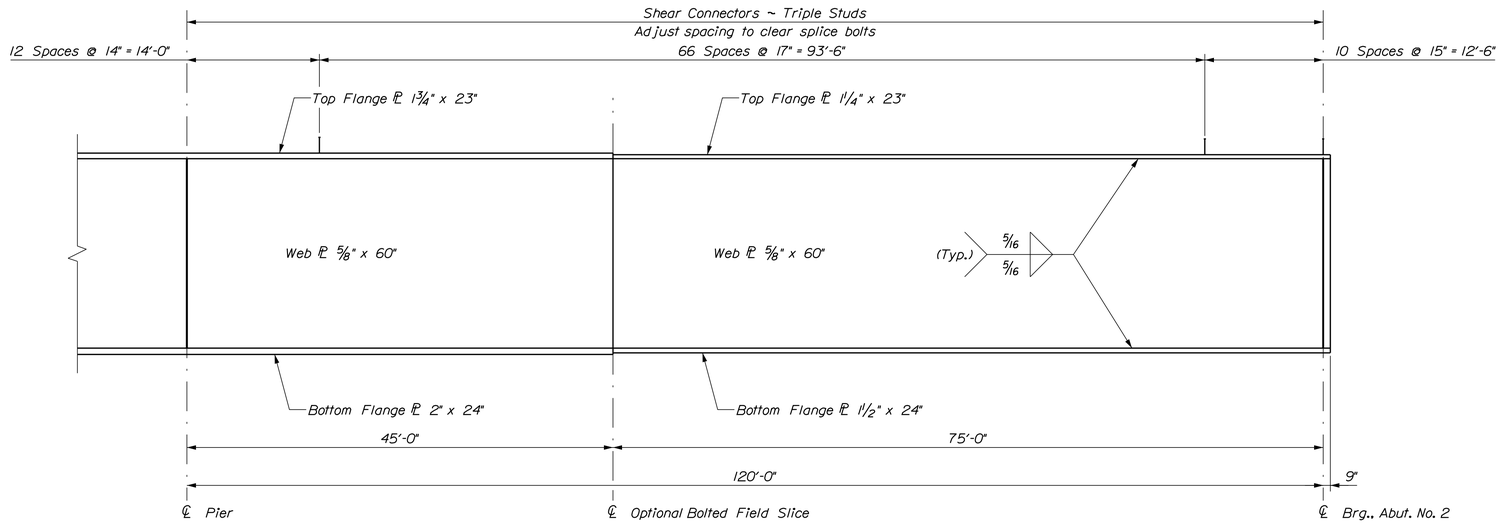
103

OF 121



Note
At locations marked with an asterisk (*), the designated diaphragms shall be changed to a Type (D) diaphragm as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted, and any additional costs will be considered incidental to Contract items.

FRAMING PLAN



FRAMING PLAN
Vertical Scale Exaggerated for Clarity

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brodsk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

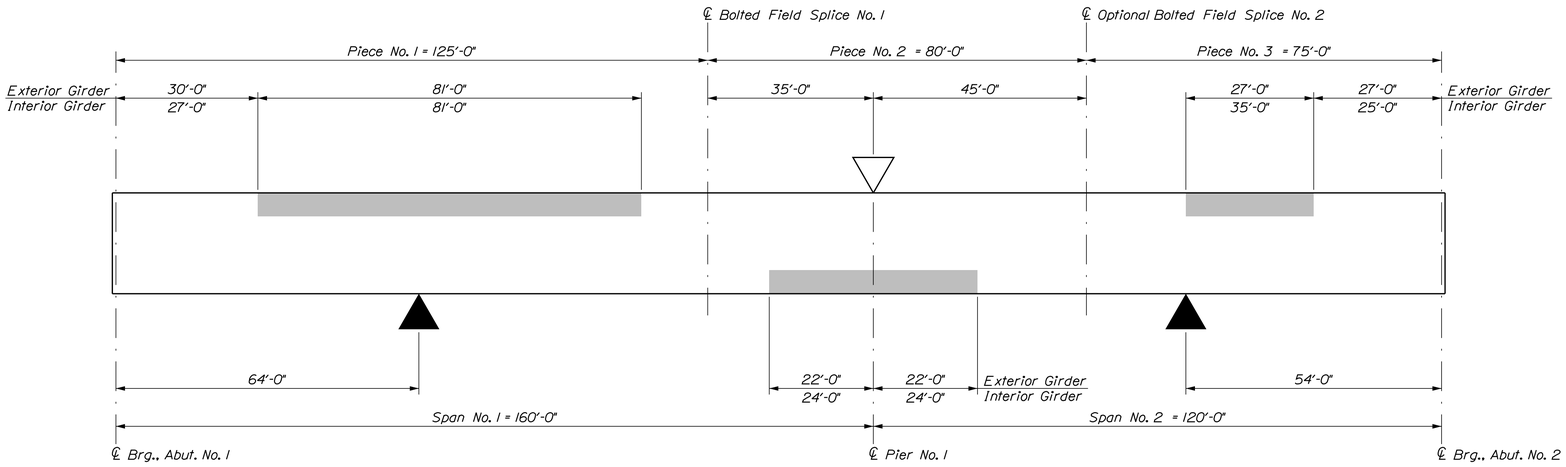
FRAMING PLAN & GIRDER ELEVATION (2 of 2)

SHEET NUMBER

104

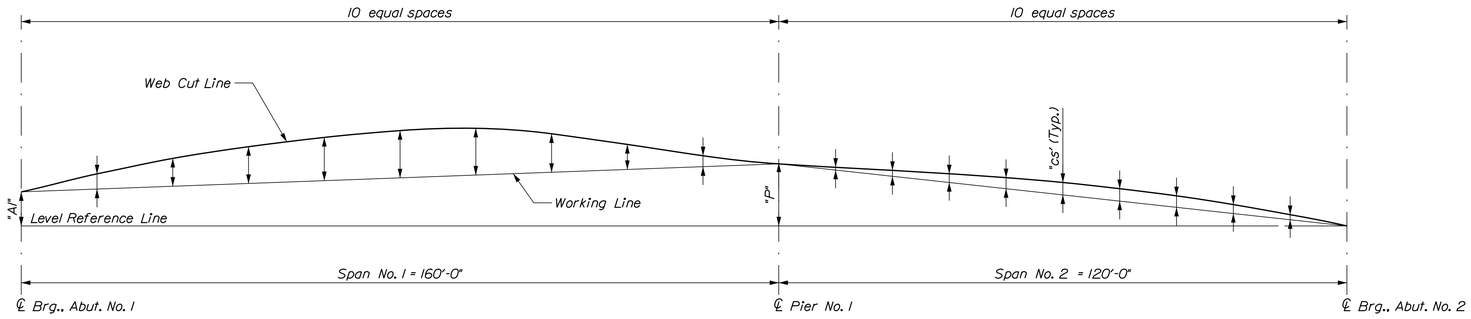
OF 121

Filename: ...\BRIDGE\MSTA\104_Framing_2.dgn Division: BRIDGE Username: Date:5/2/2025



GIRDER STRESS DIAGRAM

▽ Maximum Negative Moment ▲ Maximum Positive Moment
Shaded areas are always in compression.
Other areas area in tension or have stress reversal.



CAMBER DIAGRAM (BY SPAN)

STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.

2. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.

3. Intermediate crossframe or diaphragm connection plates may be either plumb or normal to the top flange.

4. All connection plate and stiffener welds shall be 5/16" fillet welds.

5. Filler plates may be steel conforming to the requirements of ASTM A709, Grade 36.

6. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity during construction of 90 mph.

7. All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A153 or F2329.

8. Bolted field splice connections shall be made using 7/8" ASTM F3125, Grade A325 Type 1 high strength bolts. Bolt hole size shall be 15/16" diameter. Field splice bolt threads shall be excluded from the shear plane.

9. The splice was designed with a Class B slip coefficient.

10. Repairs to the Thermal Spray Coating that modify the surface roughness in the area of the faying surfaces shall not be performed without the approval of the Fabrication Engineer.

11. Bolted diaphragms or cross frame connections shall be made using 7/8 inch diameter, ASTM F3125, Grade A325 Type 1 high strength bolts. Hole size shall be 15/16 inch diameter The minimum edge distance shall be 1 1/2 inches unless otherwise shown. Oversized or short-slotted holes are not permitted. Bolt threads shall be excluded from the shear plane of cross frame or diaphragms connections.

12. Ends of girder webs shall be vertical under full dead load.

13. At the Contractor's option, the Diaphragms and Cross Frames may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.

14. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall be not less than 1 foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.

TABLE OF CAMBER ORDINATES - SPAN NO. 1 "CS" (inches)

Girder	℄ Al	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Pier
G1	0.00	3.22	5.86	7.74	8.75	8.86	8.12	6.64	4.61	2.31	0.00
G2	0.00	3.38	6.15	8.13	9.19	9.30	8.50	6.93	4.80	2.39	0.00
G3	0.00	3.38	6.15	8.13	9.19	9.30	8.50	6.93	4.80	2.39	0.00
G4	0.00	3.38	6.15	8.13	9.19	9.30	8.50	6.93	4.80	2.39	0.00
G5	0.00	3.43	6.26	8.27	9.34	9.45	8.64	7.03	4.86	2.41	0.00
G6	0.00	3.43	6.26	8.27	9.34	9.45	8.64	7.03	4.86	2.41	0.00
G7	0.00	3.21	5.85	7.73	8.74	8.85	8.11	6.63	4.61	2.31	0.00

TABLE OF CAMBER ORDINATES - SPAN NO. 2 "CS" (inches)

Girder	℄ Al	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Pier
G1	0.00	0.59	1.23	1.84	2.31	2.60	2.64	2.40	1.87	1.06	0.00
G2	0.00	0.56	1.21	1.82	2.32	2.62	2.68	2.44	1.90	1.08	0.00
G3	0.00	0.56	1.21	1.82	2.32	2.62	2.68	2.44	1.90	1.08	0.00
G4	0.00	0.56	1.21	1.82	2.32	2.62	2.68	2.44	1.90	1.08	0.00
G5	0.00	0.56	1.20	1.82	2.32	2.64	2.69	2.46	1.92	1.08	0.00
G6	0.00	0.56	1.20	1.82	2.32	2.64	2.69	2.46	1.92	1.08	0.00
G7	0.00	0.59	1.23	1.84	2.31	2.60	2.64	2.40	1.87	1.06	0.00

CAMBER DIAGRAM DIMENSIONS

Girder	"P"	"Al"
G1	1.29	0.62
G2	1.37	0.80
G3	1.44	0.97
G4	1.52	1.15
G5	1.59	1.33
G6	1.67	1.50
G7	1.74	1.68

TABLE OF DEFLECTIONS - GIRDERS NO. 1 & 7 EXTERIOR GIRDER (inches)

	℄ Abut 1	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Pier	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Abut 2
Steel Dead Load	0	0.45	0.83	1.09	1.23	1.21	1.06	0.81	0.50	0.21	0	-0.06	-0.05	-0.01	0.05	0.10	0.13	0.14	0.12	0.07	0
Fluid Dead Load	0	0.93	1.72	2.28	2.56	2.54	2.23	1.70	1.06	0.45	0	-0.14	-0.14	-0.08	0.02	0.13	0.20	0.22	0.19	0.11	0
Superimposed Dead Load	0	0.37	0.69	0.92	1.03	1.02	0.90	0.69	0.43	0.18	0	-0.05	-0.05	-0.02	0.03	0.07	0.10	0.11	0.09	0.05	0
Total Dead Load	0	1.74	3.24	4.30	4.82	4.77	4.19	3.20	1.99	0.83	0	-0.24	-0.24	-0.10	0.10	0.30	0.43	0.47	0.40	0.23	0

TABLE OF DEFLECTIONS - GIRDERS NO. 2 Thru 6 INTERIOR GIRDER (inches)

	℄ Abut 1	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Pier	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Abut 2
Steel Dead Load	0	0.46	0.85	1.12	1.26	1.24	1.09	0.83	0.51	0.21	0	-0.06	-0.05	-0.01	0.05	0.10	0.14	0.14	0.12	0.07	0
Fluid Dead Load	0	1.09	2.02	2.68	3.01	2.98	2.63	2.01	1.25	0.52	0	-0.16	-0.17	-0.09	0.03	0.15	0.23	0.26	0.22	0.13	0
Superimposed Dead Load	0	0.36	0.67	0.88	0.99	0.98	0.86	0.66	0.41	0.17	0	-0.05	-0.05	-0.01	0.03	0.07	0.10	0.10	0.09	0.05	0
Total Dead Load	0	1.90	3.53	4.69	5.26	5.20	4.57	3.49	2.17	0.91	0	-0.27	-0.27	-0.11	0.11	0.32	0.47	0.51	0.43	0.25	0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

	BY	DATE
J.Brosk		
PROJ. MANAGER	LDC	OCT 2024
DESIGN-DETAILED	STJ	OCT 2024
CHECKED-REVIEWED	SMA	OCT 2024
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

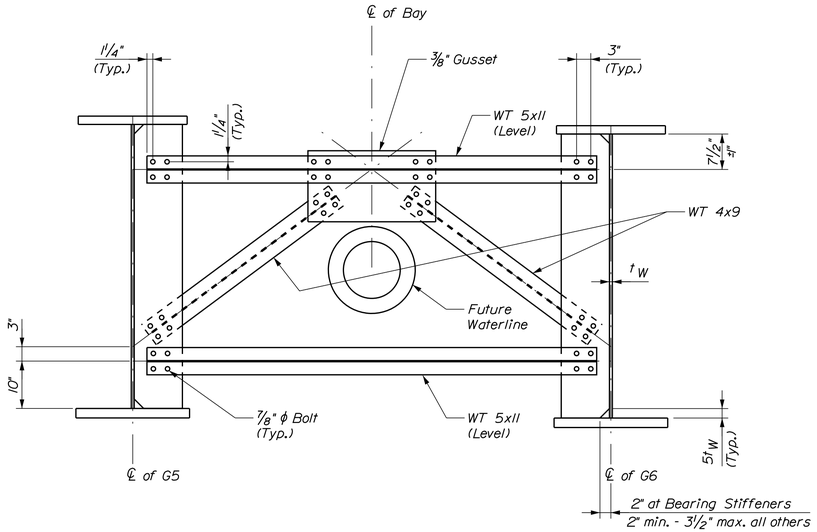
DEFLECTIONS, STRUCTURAL STEEL CAMBER AND NOTES

SHEET NUMBER

105

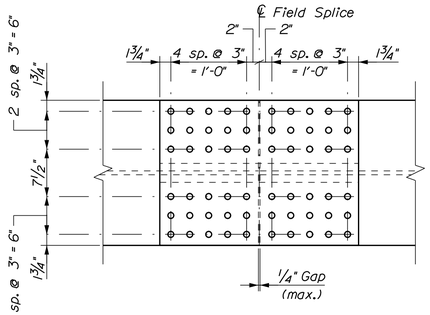
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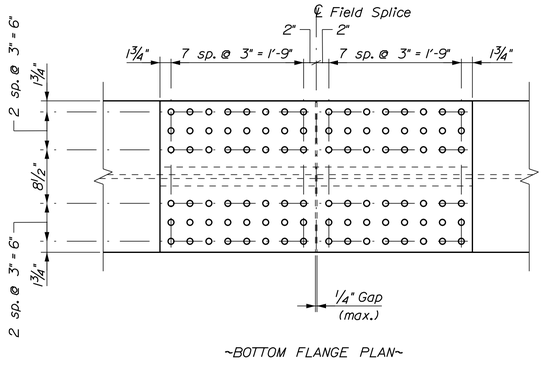


TYPE "U" CROSS FRAME

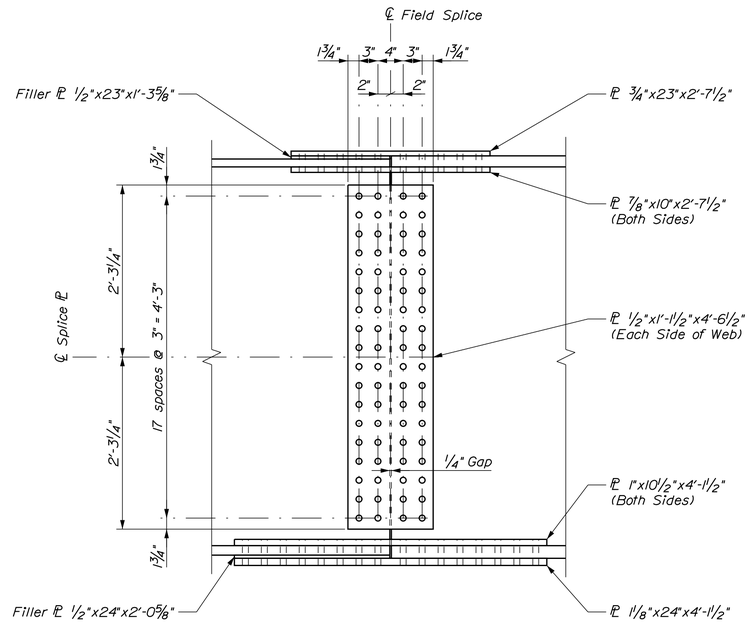
Note: Type "X" Cross Frame shall be the same as the Type "U" Cross Frame except the bottom WT5xII and the diagonal WT 4x9's shall be omitted.



~TOP FLANGE PLAN~



~BOTTOM FLANGE PLAN~



~ELEVATION~

BOLTED FIELD SPLICE

BOTTOM OF SLAB ELEVATIONS - SPAN NO. 1

Girder	℄ Abut 1	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Pier
G1	142.36	142.66	142.92	143.12	143.26	143.34	143.35	143.32	143.24	143.14	143.03
G2	142.61	142.91	143.16	143.36	143.49	143.56	143.57	143.51	143.42	143.30	143.17
G3	142.84	143.13	143.38	143.57	143.69	143.75	143.74	143.68	143.58	143.45	143.31
G4	143.08	143.36	143.59	143.77	143.89	143.93	143.92	143.84	143.73	143.59	143.44
G5	142.97	143.24	143.47	143.64	143.74	143.78	143.75	143.67	143.54	143.39	143.24
G6	142.86	143.12	143.34	143.50	143.59	143.62	143.58	143.49	143.35	143.19	143.03
G7	142.75	142.99	143.18	143.32	143.40	143.42	143.37	143.28	143.14	142.98	142.81

BOTTOM OF SLAB ELEVATIONS - SPAN NO. 2

Girder	℄ Pier	0.1 Span	0.2 Span	0.3 Span	0.4 Span	0.5 Span	0.6 Span	0.7 Span	0.8 Span	0.9 Span	℄ Abut 2
G1	143.03	142.96	142.88	142.80	142.71	142.60	142.47	142.32	142.15	141.95	141.74
G2	143.17	143.09	142.01	142.92	142.82	142.70	142.57	142.41	142.23	142.03	141.81
G3	143.31	143.22	143.13	143.03	142.92	142.80	142.66	142.49	142.31	142.10	141.87
G4	143.44	143.35	143.25	143.14	143.03	142.90	142.75	142.57	142.38	142.16	141.93
G5	143.24	143.13	143.02	142.91	142.79	142.65	142.49	142.31	142.11	141.89	141.65
G6	143.03	142.91	142.80	142.68	142.55	142.40	142.24	142.05	141.84	141.61	141.36
G7	142.81	142.69	142.57	142.44	142.30	142.15	141.98	141.78	141.56	141.33	141.07

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brodsk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

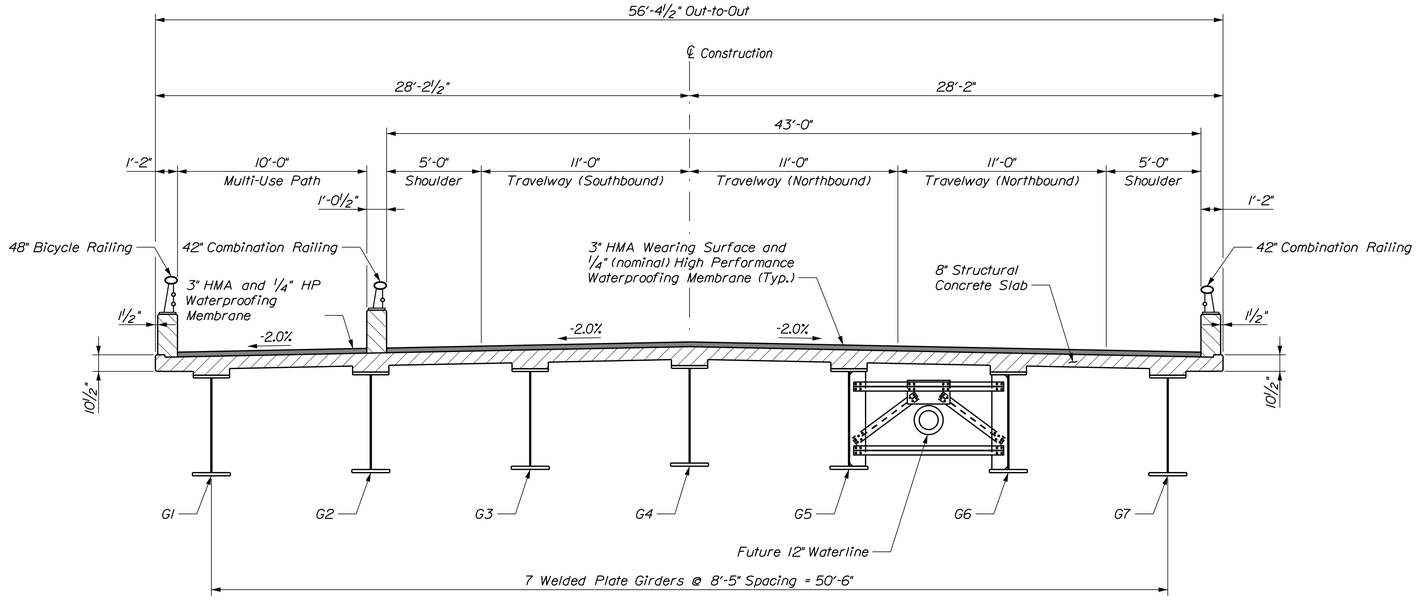
STRUCTURAL STEEL DETAILS, BOTTOM OF SLAB TABLES

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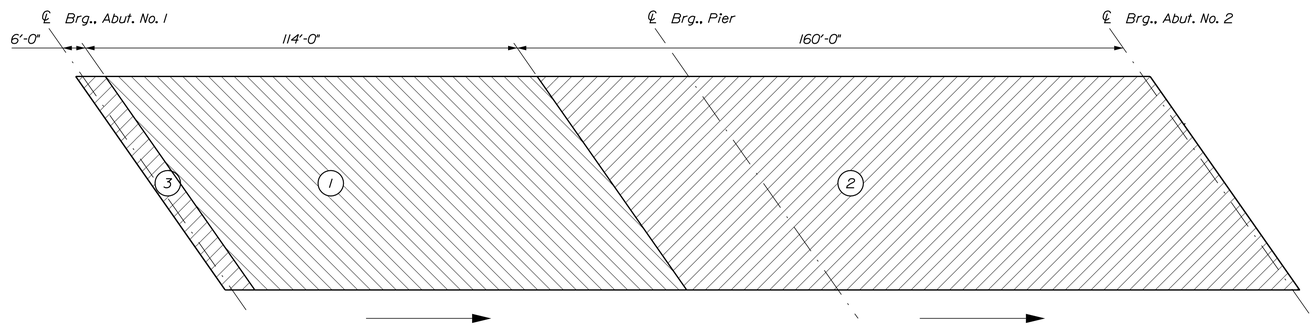
106

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Filename: ...\MSTA\106_Framing_Tables.dgn Division: BRIDGE Username: Date:5/2/2025



TYPICAL BRIDGE SECTION



DECK PLACEMENT SEQUENCE

SUPERSTRUCTURE NOTES

1. The theoretical blocking used for design of the structure is 4.75 inch at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.

2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.

3. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin 6' from the centerline of bearing at Abutment 1 and shall terminate as shown (placement 1). Successive placement shall proceed from the end of the previous placement, and terminate at Abutment 2 end diaphragm. Concrete shall be kept plastic during placement. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.

4. Precast Concrete Deck Panels are not allowed on this project.

STATE OF MAINE
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PROJ. MANAGER	J.Brodak	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

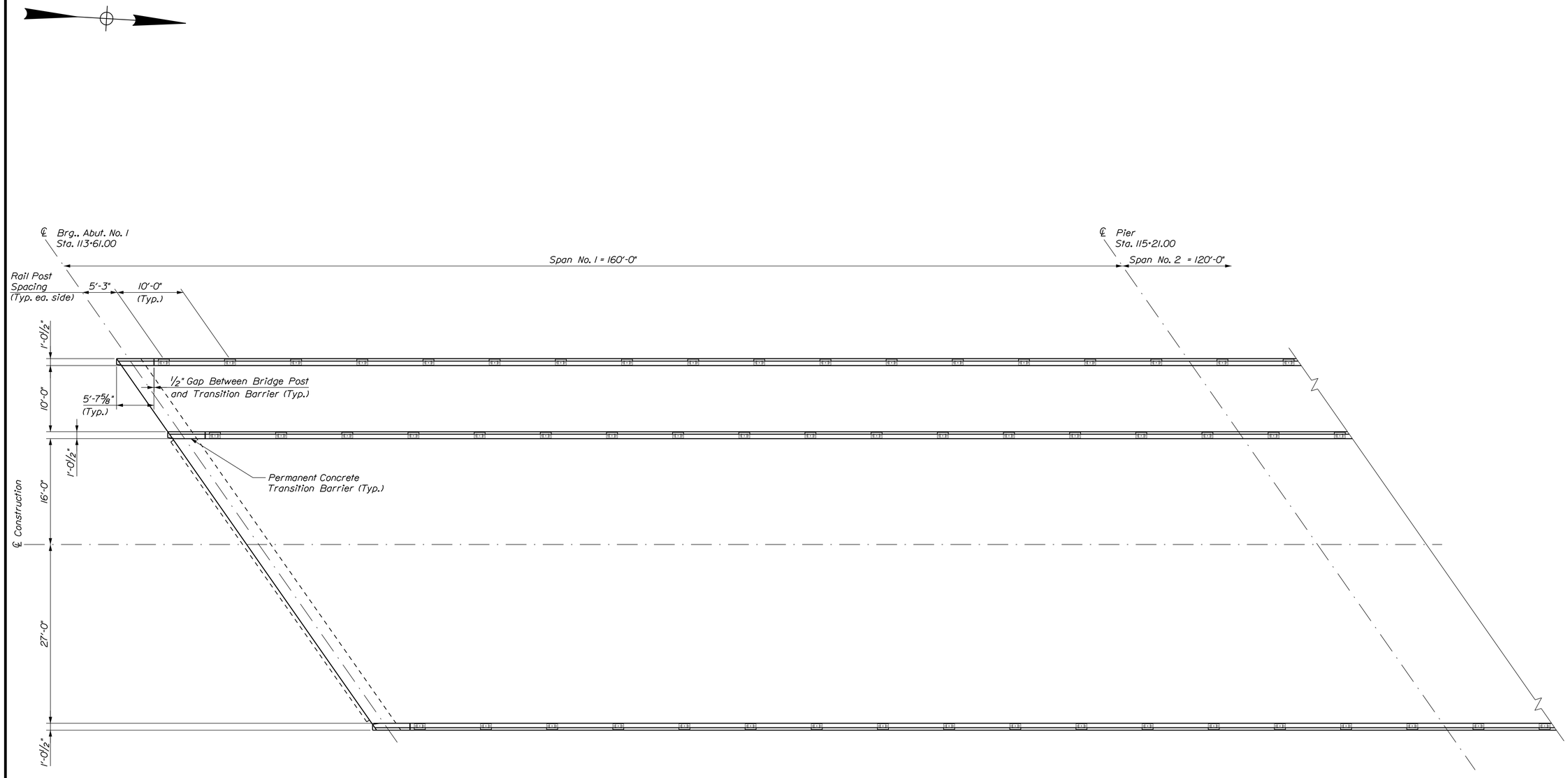
SUPERSTRUCTURE SECTION AND NOTES

SHEET NUMBER

107

OF 121

Filename: ...\107_Superstructure_Details.dgn Division: BRIDGE Username: Date:5/2/2025



SUPERSTRUCTURE PLAN, SPAN NO. 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
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REVISIONS 4			
FIELD CHANGES			

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RELOCATED US 1 BRIDGE
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CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

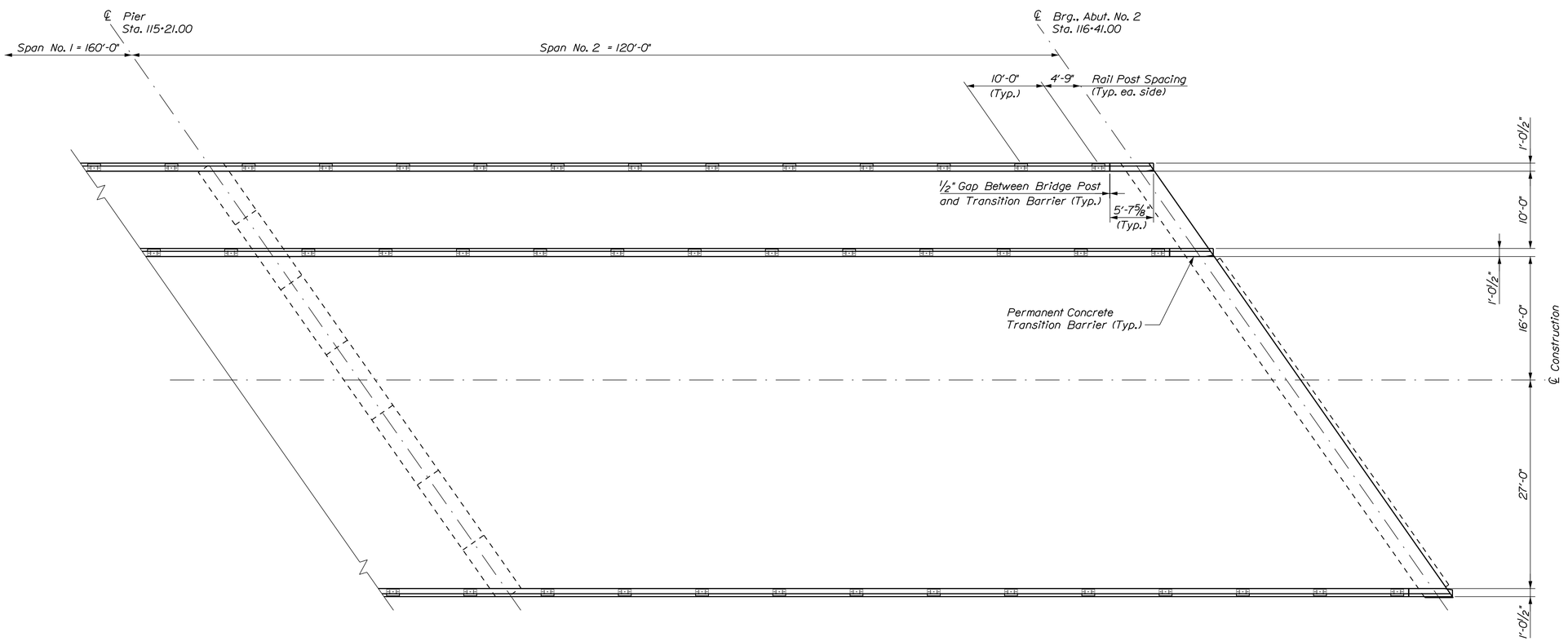
SUPERSTRUCTURE PLAN (1 OF 2)

SHEET NUMBER

108

OF 121

Filename: ...\108_Superstructure_Plan_1.dgn Division: BRIDGE Username: Date:5/2/2025



SUPERSTRUCTURE PLAN, SPAN NO. 2

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brosk	BY	DATE
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

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INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

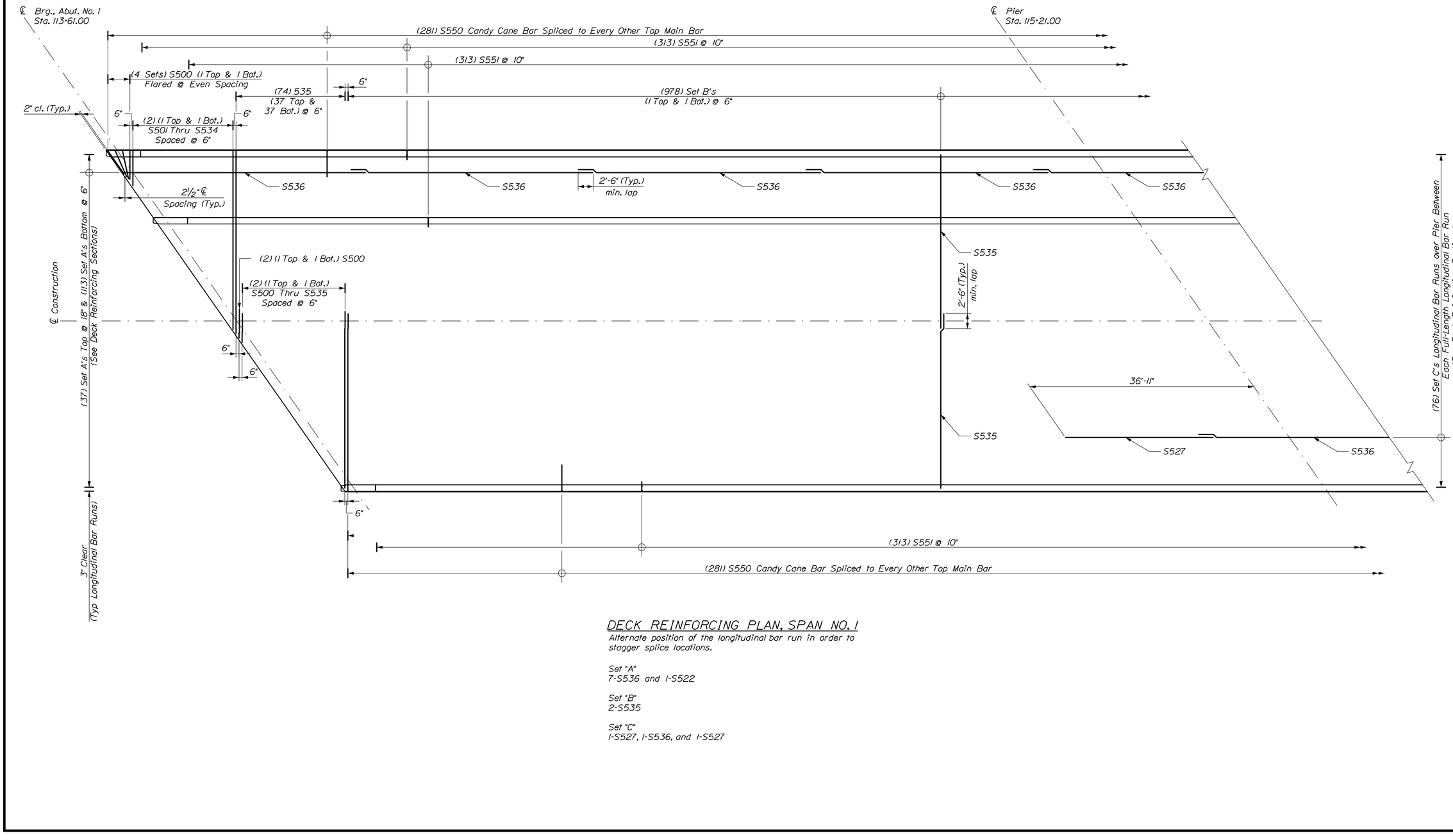
SUPERSTRUCTURE PLAN (2 OF 2)

SHEET NUMBER

109

OF 121

Filename: ...\109_Superstructure_Plan_2.dgn Division: BRIDGE Username: Date:5/2/2025



DECK REINFORCING PLAN, SPAN NO. 1

Alternate position of the longitudinal bar run in order to stagger splice locations.

Set "A"
7-S536 and 1-S522

Set "B"
2-S535

Set "C"
1-S527, 1-S536, and 1-S527

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

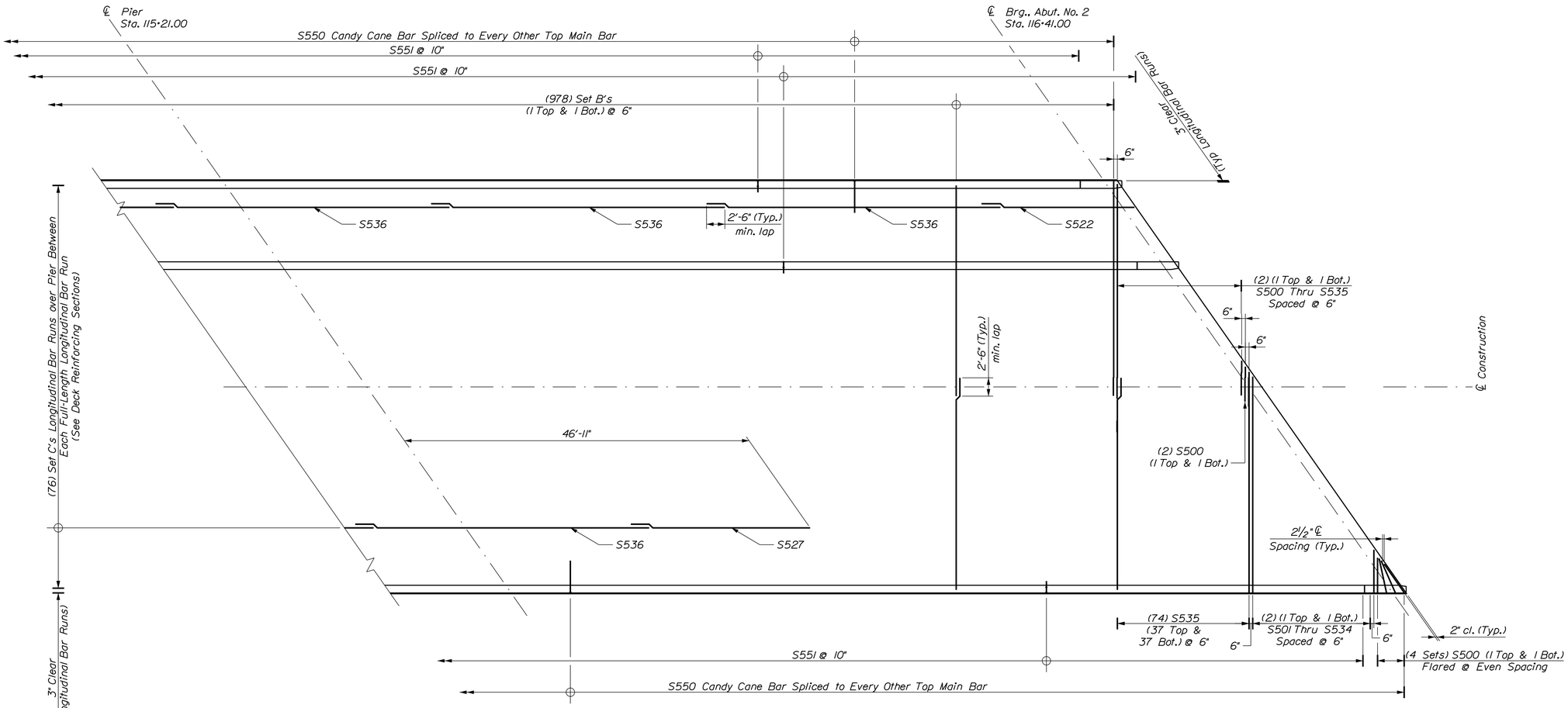
DECK REINFORCING PLAN (1 OF 2)

SHEET NUMBER

110

OF 121

Filename: ...\110_Superstructure_ReinfPlan_1.dgn Division: BRIDGE Username: Date:5/2/2025



DECK REINFORCING PLAN, SPAN NO. 2

Alternate position of the longitudinal bar run in order to stagger splice locations.

Set "A"
7-S536 and 1-S522

Set "B"
2-S535

Set "C"
1-S527, 1-S536, and 1-S527

Username:

Date:5/2/2025

Division: BRIDGE

Filename: ...\111_Superstructure_ReinfPlan_2.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	J.Brosk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

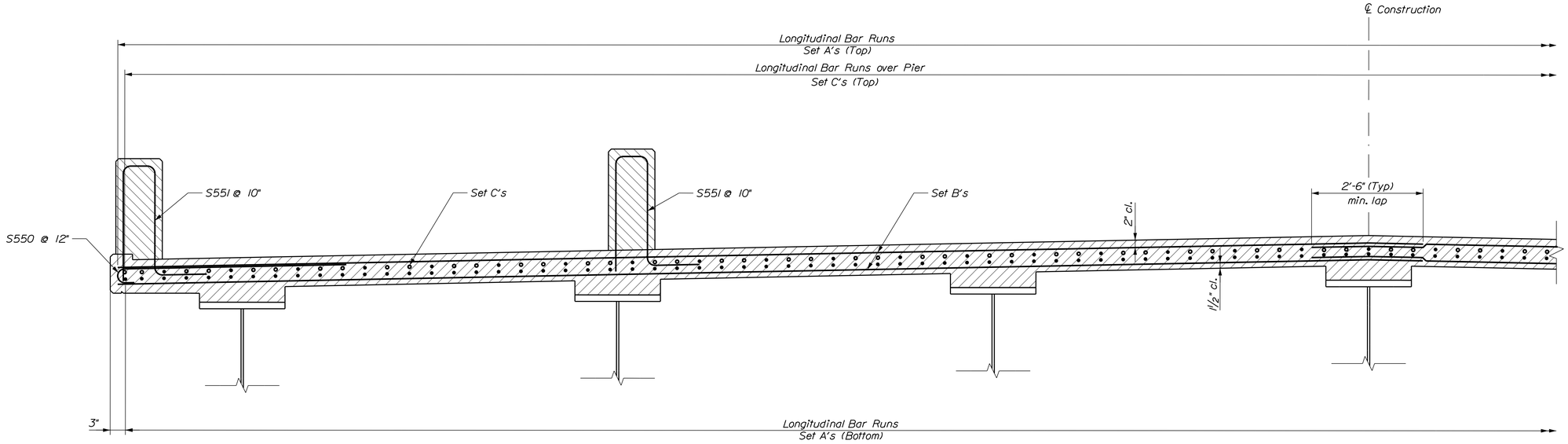
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

DECK REINFORCING PLAN (2 OF 2)

SHEET NUMBER

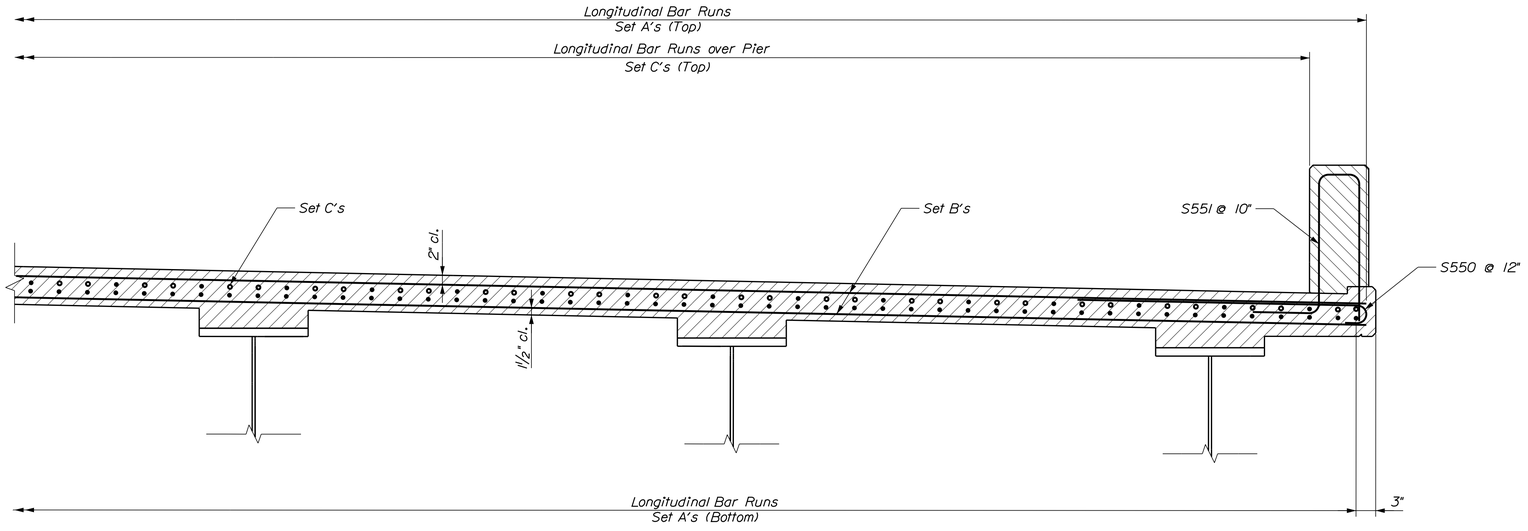
111

OF 121



PARTIAL DECK REINFORCING SECTION

- Negative Moment Reinforcing over Piers
- Full-length Longitudinal Reinforcing



PARTIAL DECK REINFORCING SECTION

- Negative Moment Reinforcing over Piers
- Full-length Longitudinal Reinforcing

Filename: ...\112_Superstructure_ReinfSections.dgn Division: BRIDGE Username: Date:5/2/2025

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brodsk		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

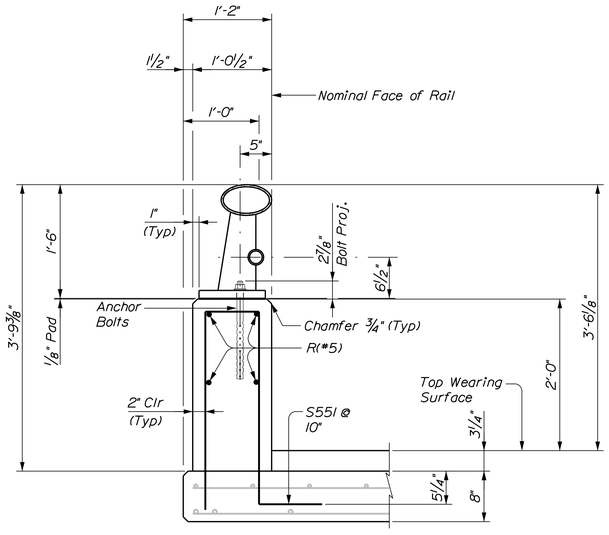
RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

DECK REINFORCING SECTIONS

SHEET NUMBER

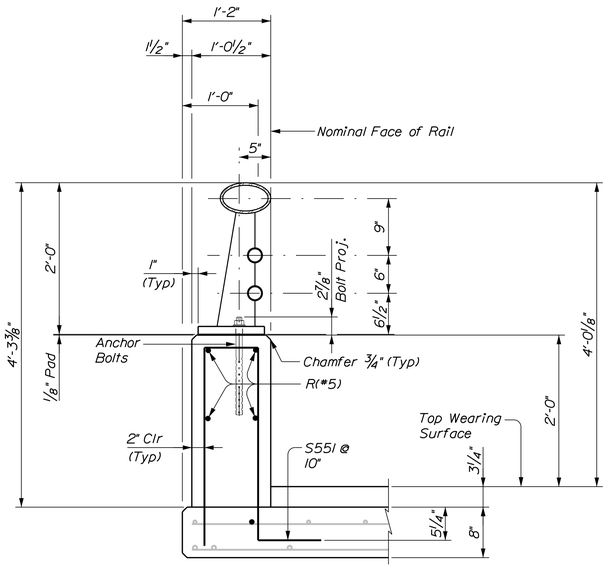
112

OF 121



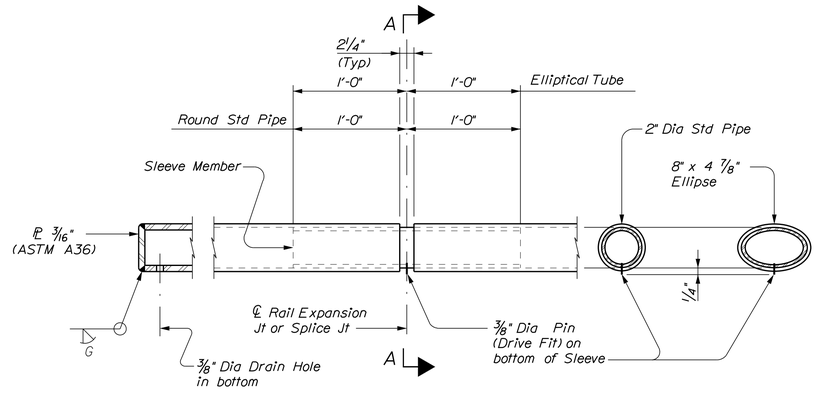
SECTION THRU RAIL

(Traffic Railing)



SECTION THRU RAIL

(Pedestrian Railing)



AT RAIL ENDS

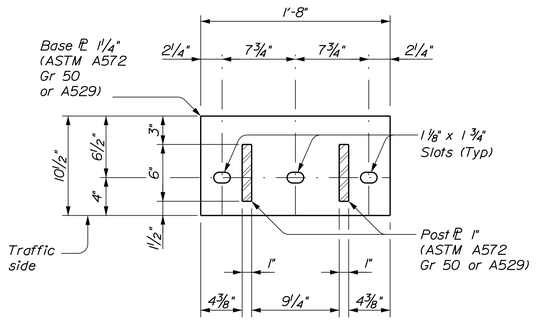
AT SPLICE OR EXP JTS

SECTION A-A

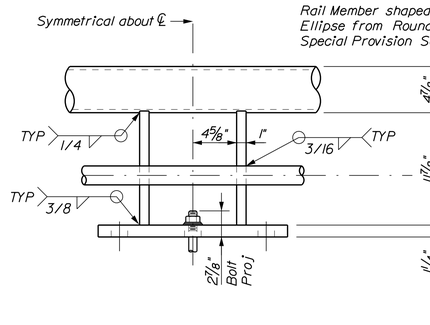
(Showing Round Std Pipe)

SECTION A-A

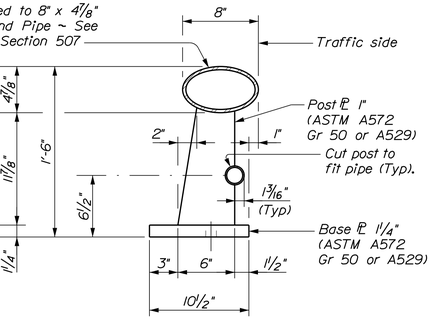
(Showing Ellipse Tube)



SECTION THRU POST



ELEVATION



SECTION THRU RAIL

ELLIPTICAL TUBE WITH RAIL POST & ANCHORAGE DETAILS

Notes:

1. 2" Dia Std Pipe shall be (2.375" O.D., 0.154" wall thickness) ASTM A53 Gr B, A1085 or A500 Gr B.
2. Sleeve Member for 2" Dia. Ste. Pipe shall be 1 1/2" Dia Std Pipe (1.90" O.D., 0.145" wall thickness) (ASTM A53 Gr B or A500 Gr B).
3. Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

		DATE
J.Brodsk		
PROJ. MANAGER		
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BY: LDC STJ SMA

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

COMBINATION RAILING
(1 OF 3)

SHEET NUMBER

113

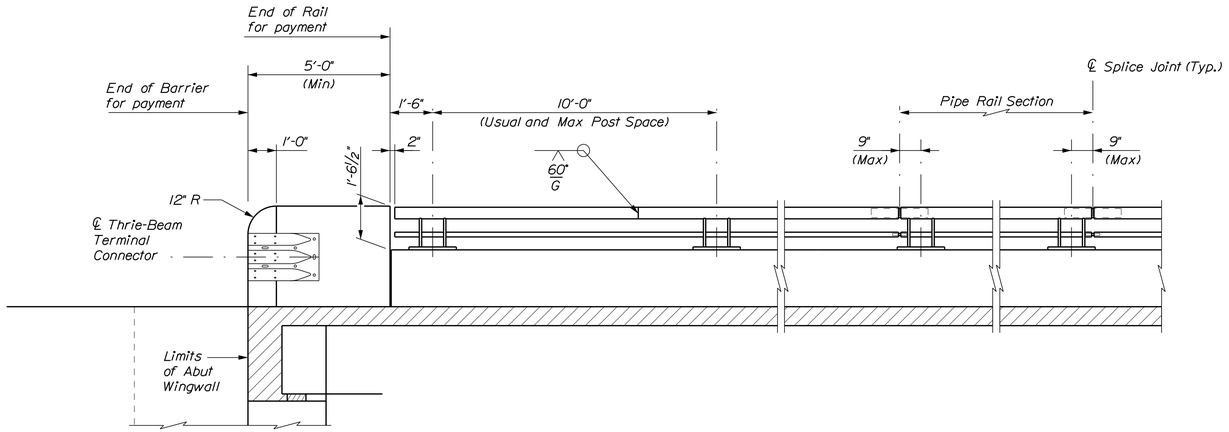
OF 121

Date:5/2/2025

Username:

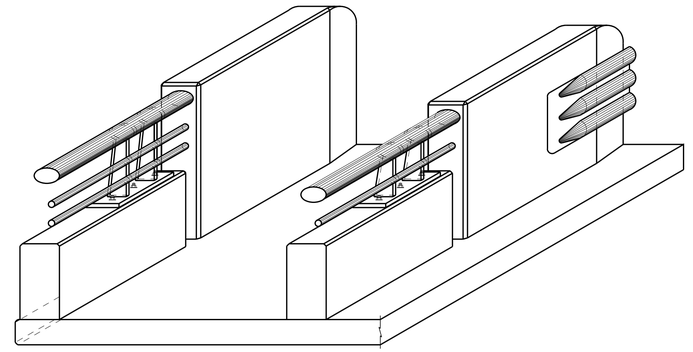
Division: BRIDGE

Filename: ...\MSTA\113_Rail_Traffic_1.dgn



AT ABUTMENTS

ROADWAY ELEVATION OF RAIL



ISOMETRIC VIEW AT END OF BRIDGE

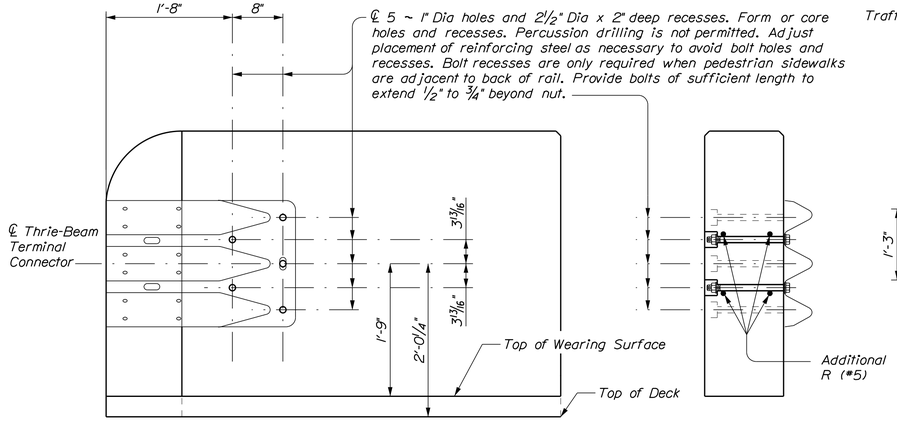
NOTES

1. Bridge Transition, terminal connectors and associated hardware shall be paid for under Item 606.1307 Bridge Transition (Asymmetrical) Type IA.

2. Pipe rail sections must have at least two posts but not more than four.

3. One shop splice per pipe rail section is permitted with minimum 85 percent penetration. The weld may be square groove or single V groove. Grind smooth.

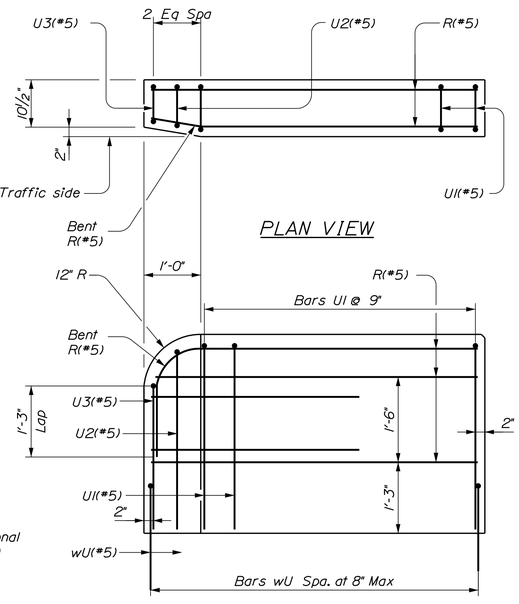
4. Place 4 additional Bars R(#5) 3'-8" in length inside Bars U(#5) and centered 2'-0" from end of rail when Terminal Connections are required.



ELEVATION

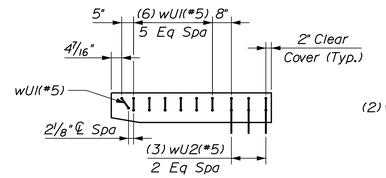
SECTION

TERMINAL CONNECTION DETAILS

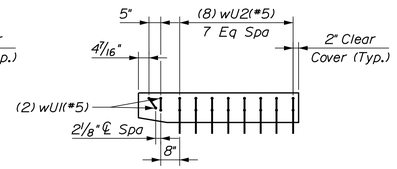


AT TRANSITION BARRIER

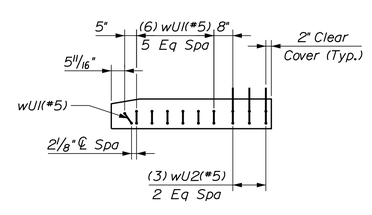
ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT



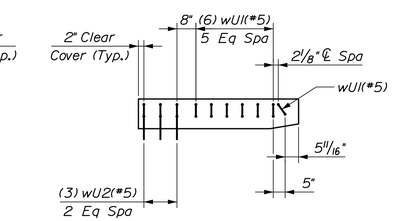
SOUTH TRANSITION BARRIER FOR BICYCLE RAIL



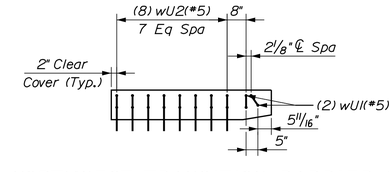
SOUTHWEST TRANSITION BARRIER FOR TRAFFIC RAIL



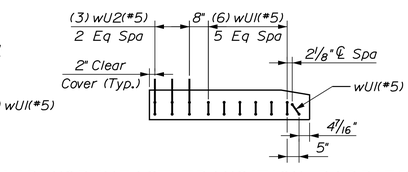
SOUTHEAST TRANSITION BARRIER FOR TRAFFIC RAIL



NORTH TRANSITION BARRIER FOR BICYCLE RAIL



NORTHWEST TRANSITION BARRIER FOR TRAFFIC RAIL



NORTHEAST TRANSITION BARRIER FOR TRAFFIC RAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

	BY	DATE
PROJ. MANAGER	J.Brosk	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	
DESIGN3-DETAILED3	SMA	OCT 2024
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

COMBINATION RAILING
(2 OF 3)

SHEET NUMBER

114

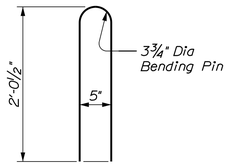
OF 121

Date:5/2/2025

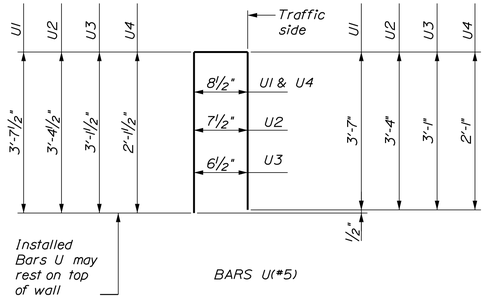
Username:

Division: BRIDGE

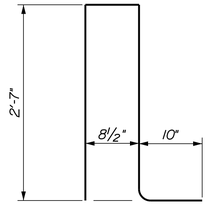
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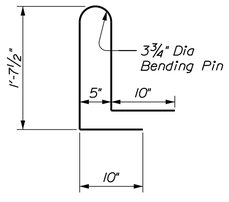
BARS wU1(#5)



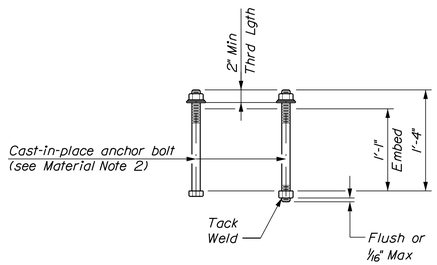
BARS U(#5)



BARS V(#5)



BARS wU2(#5)



CAST-IN-PLACE ANCHOR BOLT OPTIONS

CONSTRUCTION NOTES

1. Anchor bolts must be cast with the parapet. See "Material Notes."
2. Rail parapet must be plumb unless otherwise approved.
3. Steel posts must be square to the top of parapet. Place on 1/8" preformed pad.
4. Cap all ends of tubular steel sections at parapet.
5. Pipe rail sections must have at least two posts but not more than four.
6. Round or chamfer all exposed edges of steel components 1/16" by grinding prior to galvanizing.
7. Chamfer all exposed concrete corners.

MATERIAL NOTES

1. Galvanize all metal components of steel rail system. Apply additional coatings when shown elsewhere on the plans. Sleeve members and anchor bolts must receive galvanization prior to installation.
2. Cast-in-place anchor bolts must be 7/8" Dia ASTM F3125 Gr A325 or A449 bolts (or A193 Gr B7 or F1554 Gr 105 threaded rods with one tack welded heavy hex nut each) with one heavy hex nut and one hardened steel washer ASTM F436 plus one (2 1/4" O.D.) steel washer at each bolt. Nuts must conform to ASTM A563 requirements. One additional heavy hex nut must be furnished and tack welded for each threaded rod.
4. Provide Class "LP" concrete.
5. Provide Stainless Steel Grade 75 reinforcing steel or Chromium Grade 100 steel.
6. Provide bar laps, where required, as follows:

Low Carbon Chromium ~ #5 = 3'-0"

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 22382.00

BRIDGE NO. 5804

BRIDGE PLANS

PROJ. MANAGER	J.Brodak		
DESIGN-DETAILED	JCC	LDC	OCT 2024
CHECKED-REVIEWED	OGK	STJ	OCT 2024
DESIGN2-DETAILED2	RPM	SMA	OCT 2024
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

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RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

COMBINATION RAILING
(3 OF 3)

SHEET NUMBER

115

OF 121

Filename: ...\MSTA\115_Rail_Traffic_3.dgn Division: BRIDGE Username: Date:5/2/2025

Filename: ...\00\BRIDGE\MSTA\116_Rebar_1.dgn Division: BRIDGE Username: Date:5/2/2025

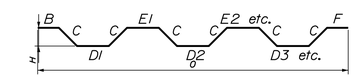
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Approach Slabs				*Abutment No. 2*			
AS501	32	28'-6"	Approach Slab Transverse	B501	6	8'-0"	Wingwall Horizontal
AS502	32	9'-7"	Approach Slab Transverse	B502	1	6'-0"	Wingwall Horizontal
AS503	32	11'-2"	Approach Slab Transverse	B503	1	2'-9"	Wingwall Horizontal
				B504	5	9'-10"	Wingwall Horizontal
AS601	168	14'-10"	Approach Slab Longitudinal	B505	1	7'-0"	Wingwall Horizontal
				B506	1	2'-3"	Wingwall Horizontal
Abutment No. 1				B507	1	6'-10"	Wingwall Horizontal
A501	5	8'-5"	Wingwall Horizontal	B508	1	3'-4"	Wingwall Horizontal
A502	1	5'-4"	Wingwall Horizontal	B509	1	5'-6"	Wingwall Horizontal
A503	1	1'-3"	Wingwall Horizontal	B510	8	1'-11"	Approach Slab Dowel
A504	4	9'-10"	Wingwall Horizontal	B511	12	4'-0"	Recess Blockout
A505	1	4'-6"	Wingwall Horizontal				
A506	1	3'-6"	Wingwall Horizontal	B601	17	40'-0"	Abutment Horizontal
A507	1	2'-7"	Wingwall Horizontal	B602	11	34'-5"	Abutment Horizontal
A508	1	4'-2"	Wingwall Horizontal	B603	1	24'-5"	Abutment Horizontal
A509	8	1'-11"	Approach Slab Dowel	B604	6	19'-0"	Abutment Horizontal
A510	12	4'-0"	Recess Blockout	B605	4	27'-6"	Abutment Horizontal
				B606	5	40'-0"	Abutment Horizontal
A601	17	40'-0"	Abutment Horizontal	B607	18	40'-0"	Abutment Horizontal
A602	11	34'-5"	Abutment Horizontal	B608	18	15'-0"	Abutment Horizontal
A603	1	24'-5"	Abutment Horizontal	B609	4	33'-2"	Abutment Horizontal
A604	6	19'-0"	Abutment Horizontal	B610	10	13'-7"	Abutment Horizontal
A605	4	27'-6"	Wingwall Horizontal	B611	1	16'-10"	Abutment Horizontal
A606	10	13'-2"	Abutment Horizontal				
A607	25	40'-0"	Abutment Horizontal	B701	22	25'-10"	Wingwall Horizontal
A608	20	15'-0"	Abutment Horizontal	B702	1	12'-7"	Wingwall Horizontal
A609	5	30'-2"	Abutment Horizontal	B703	1	11'-7"	Wingwall Horizontal
				B704	1	10'-9"	Wingwall Horizontal
A701	22	13'-4"	Wingwall Horizontal	B705	1	9'-9"	Wingwall Horizontal
A702	1	13'-1"	Wingwall Horizontal	B706	19	10'-0"*	Wingwall Horizontal
A703	1	12'-1"	Wingwall Horizontal				
A704	22	23'-2"	Wingwall Horizontal				
A705	1	22'-2"	Wingwall Horizontal				

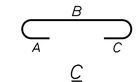
BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Abutment No. 1														
A551	22	4'-4"	S	-	0'-10"	2'-8"	0'-10"	-	-	-	-	-	-	Wingwall Horizontal
A552	29	4'-4"	S	-	0'-10"	2'-8"	0'-10"	-	-	-	-	-	-	Bottom of Wingwall
A553	52	4'-8"	S	-	0'-10"	3'-2"	0'-10"	-	-	-	-	-	-	Bottom of Abutment
A554	56	23'-11"	S	1'-0"	8'-9"	3'-2"	11'-0"	-	-	-	-	-	-	Bottom of Abutment
A555	10	12'-8"	S	-	5'-0"	2'-8"	5'-0"	-	-	-	-	-	-	Wingwall Vertical
A556	2	21'-2"	S	-	9'-3"	2'-8"	9'-3"	-	-	-	-	-	-	Wingwall Vertical
A557	2	22'-2"	S	-	9'-9"	2'-8"	9'-9"	-	-	-	-	-	-	Wingwall Vertical
A558	2	23'-4"	S	-	10'-4"	2'-8"	10'-4"	-	-	-	-	-	-	Wingwall Vertical
A559	2	24'-4"	S	-	10'-10"	2'-8"	10'-10"	-	-	-	-	-	-	Wingwall Vertical
A560	21	25'-4"	S	-	11'-4"	2'-8"	11'-4"	-	-	-	-	-	-	Wingwall Vertical
A561	2	6'-8 1/4"	V	-	-	-	4'-9"	1'-11 1/2"	-	-	0'-10 3/4"	-	-	Wingwall Slope
A562	2	6'-3 1/4"	V	-	-	-	4'-9"	1'-6 1/2"	-	-	0'-8 1/2"	-	-	Wingwall Slope
A563	2	5'-8 3/4"	V	-	-	-	4'-9"	1'-0"	-	-	0'-5 1/2"	-	-	Wingwall Slope
A564	2	5'-0"	V	-	-	-	4'-9"	0'-3"	-	-	0'-1 1/2"	-	-	Wingwall Slope
A565	41	2'-1"	L	0'-10"	1'-3"	-	-	-	-	-	-	-	-	Approach Slab Dowel
A566	54	7'-7"	D	2'-6"	2'-7"	2'-6"	-	-	-	-	1'-8"	-	-	Abutment Vertical
A651	24	11'-0"	S	-	1'-0''	9'-0"	1'-0''	-	-	-	-	-	-	Breastwall Horizontal
A652	18	10'-5"	S	-	1'-0''	8'-5''	1'-0''	-	-	-	-	-	-	Bottom of Abutment
A653	8	9'-2"	L	8'-2"	1'-0''	-	-	-	-	-	-	-	-	Bottom of Abutment
A751	137	13'-1"	L	6'-2"	6'-11"	-	-	-	-	-	-	-	-	Into Deck
Abutment No. 2														
B551	52	8'-10"	L	7'-10"	1'-0"	-	-	-	-	-	-	-	-	Bottom of Abutment
B552	30	4'-4"	S	-	0'-10"	2'-8"	0'-10"	-	-	-	-	-	-	Bottom of Wingwall
B553	51	4'-8"	S	-	0'-10"	3'-2"	0'-10"	-	-	-	-	-	-	Bottom of Abutment
B554	52	18'-9"	S	-	4'-7"	3'-2"	11'-0"	-	-	-	-	-	-	Bottom of Abutment
B555	10	11'-10"	S	-	4'-7"	2'-8"	4'-7"	-	-	-	-	-	-	Wingwall Vertical
B556	2	21'-2"	S	-	9'-3"	2'-8"	9'-3"	-	-	-	-	-	-	Wingwall Vertical
B557	2	22'-2"	S	-	9'-9"	2'-8"	9'-9"	-	-	-	-	-	-	Wingwall Vertical
B558	2	23'-4"	S	-	10'-4"	2'-8"	10'-4"	-	-	-	-	-	-	Wingwall Vertical
B559	2	24'-4"	S	-	10'-10"	2'-8"	10'-10"	-	-	-	-	-	-	Wingwall Vertical
B560	21	25'-4"	S	-	11'-4"	2'-8"	11'-4"	-	-	-	-	-	-	Wingwall Vertical
B561	40	2'-1"	L	0'-10"	1'-3"	-	-	-	-	-	-	-	-	Approach Slab Dowel
B562	54	7'-7"	D	2'-6"	2'-7"	2'-6"	-	-	-	-	5/8"	-	-	Abutment Vertical
B563	2	6'-9 3/4"	V	-	-	-	4'-9"	2'-1"	-	-	0'-11 1/2"	-	-	Wingwall Slope
B564	2	6'-4 1/2"	V	-	-	-	4'-9"	1'-7 3/4"	-	-	0'-9"	-	-	Wingwall Slope
B565	2	5'-8 1/4"	V	-	-	-	4'-9"	0'-11 1/4"	-	-	0'-5 1/4"	-	-	Wingwall Slope
B566	2	5'-2"	V	-	-	-	4'-9"	0'-5 1/4"	-	-	0'-2 1/2"	-	-	Wingwall Slope
B567	21	4'-4"	S	-	0'-10"	2'-8"	0'-10"	-	-	-	-	-	-	Wingwall Horizontal
B651	24	11'-0"	S	-	1'-0''	9'-0"	1'-0''	-	-	-	-	-	-	Breastwall Horizontal
B652	18	10'-5"	S	-	1'-0''	8'-5''	1'-0''	-	-	-	-	-	-	Bottom of Abutment
B653	8	9'-2"	L	8'-2"	1'-0''	-	-	-	-	-	-	-	-	Bottom of Abutment
B751	137	13'-1"	L	6'-2"	6'-11"	-	-	-	-	-	-	-	-	Into Deck

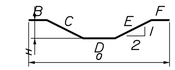
TYPE - BENDING DIAGRAMS



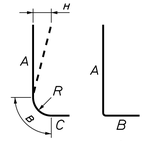
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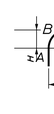
C



M

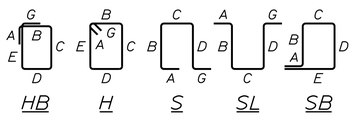


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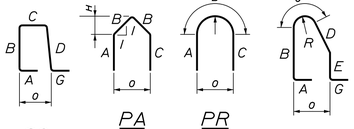


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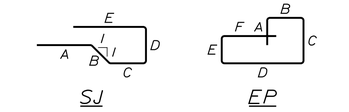
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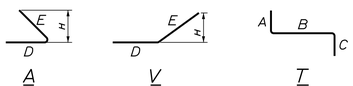
HB H S SL SB



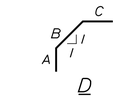
SC PA PR CB



SJ EP



A V T



D

All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

2. All reinforcement bars shall be Low-Carbon Chromium except in the approach slabs. Approach slab reinforcement will be Plain Reinforcing Steel.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

	BY	DATE
PROJ. MANAGER	J.Breski	
DESIGN-DETAILED	JCC	OCT 2024
CHECKED-REVIEWED	OGK	OCT 2024
DESIGN2-DETAILED2	RPM	OCT 2024
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE (1 OF 2)

SHEET NUMBER

116

OF 121

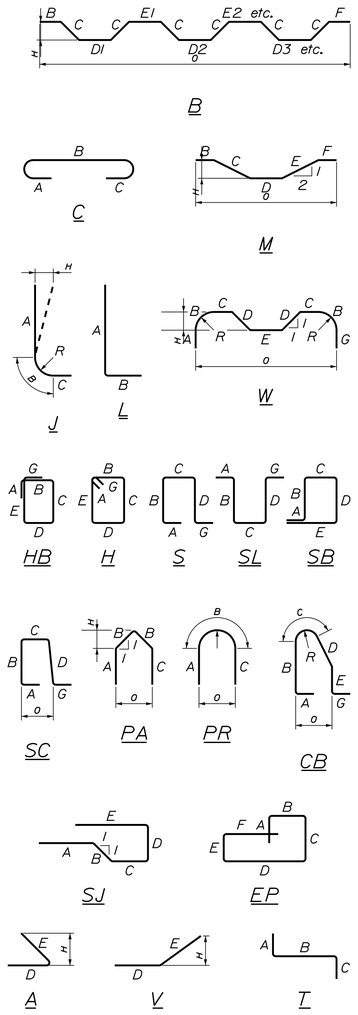
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
Pier				Superstructure			
P501	8	7'-4"	Pier Footing Dowel	S500	24	4'-9"	Transverse Deck
P502	42	40'-0"	Pier Stem Horizontal	S501	8	5'-10"	Transverse Deck
P503	4	19'-11"	Pier Stem Horizontal	S502	8	6'-7"	Transverse Deck
P504	4	21'-3"	Pier Stem Horizontal	S503	8	7'-3"	Transverse Deck
P505	4	22'-7"	Pier Stem Horizontal	S504	8	8'-0"	Transverse Deck
P506	4	23'-11"	Pier Stem Horizontal	S505	8	8'-8"	Transverse Deck
P507	4	25'-3"	Pier Stem Horizontal	S506	8	9'-5"	Transverse Deck
P508	4	26'-7"	Pier Stem Horizontal	S507	8	10'-1"	Transverse Deck
P509	4	27'-11"	Pier Stem Horizontal	S508	8	10'-10"	Transverse Deck
P510	4	29'-3"	Pier Stem Horizontal	S509	8	11'-7"	Transverse Deck
P511	4	30'-7"	Pier Stem Horizontal	S510	8	12'-3"	Transverse Deck
P512	6	30'-11"	Pier Stem Horizontal	S511	8	13'-0"	Transverse Deck
				S512	8	13'-8"	Transverse Deck
				S513	8	14'-5"	Transverse Deck
P801	222	17'-2"	Pier Stem Vertical	S514	8	15'-1"	Transverse Deck
P802	2	3'-11"	Pier Stem Vertical	S515	8	15'-10"	Transverse Deck
P803	2	5'-5"	Pier Stem Vertical	S516	8	16'-7"	Transverse Deck
P804	2	6'-11"	Pier Stem Vertical	S517	8	17'-3"	Transverse Deck
P805	2	8'-5"	Pier Stem Vertical	S518	8	18'-0"	Transverse Deck
P806	2	9'-11"	Pier Stem Vertical	S519	8	18'-8"	Transverse Deck
P807	2	11'-5"	Pier Stem Vertical	S520	8	19'-5"	Transverse Deck
P808	2	12'-11"	Pier Stem Vertical	S521	8	20'-1"	Transverse Deck
P809	2	14'-5"	Pier Stem Vertical	S522	150	21'-0"	Transverse & Longitudinal Deck
P810	2	15'-11"	Pier Stem Vertical	S523	8	21'-7"	Transverse Deck
P811	2	17'-5"	Pier Stem Vertical	S524	8	22'-3"	Transverse Deck
P812	2	18'-11"	Pier Stem Vertical	S525	8	23'-0"	Transverse Deck
P813	2	20'-5"	Pier Stem Vertical	S526	8	23'-8"	Transverse Deck
P814	2	3'-10"	Pier Stem Vertical	S527	152	24'-5"	Transverse & Longitudinal Deck
P815	2	5'-4"	Pier Stem Vertical	S528	8	25'-1"	Transverse Deck
P816	2	6'-10"	Pier Stem Vertical	S529	8	25'-10"	Transverse Deck
P817	2	8'-4"	Pier Stem Vertical	S530	8	26'-7"	Transverse Deck
P818	2	9'-10"	Pier Stem Vertical	S531	8	27'-4"	Transverse Deck
P819	2	11'-4"	Pier Stem Vertical	S532	8	28'-0"	Transverse Deck
P820	2	12'-10"	Pier Stem Vertical	S533	8	28'-8"	Transverse Deck
P821	2	14'-4"	Pier Stem Vertical	S534	8	29'-5"	Transverse Deck
P822	2	15'-10"	Pier Stem Vertical	S535	2104	29'-0"	Transverse Deck
P823	2	17'-4"	Pier Stem Vertical	S536	1126	40'-0"	Longitudinal Deck
P824	2	18'-10"	Pier Stem Vertical				
P825	2	20'-4"	Pier Stem Vertical				

BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
Pier														
P551	137	9'-0"	S	0"	3'-0"	3'-0"	3'-0"	-	-	0"	-	-	-	Top of Pier Stem Stirrup
P552	4	21'-5"	V	-	-	-	2'-10"	18'-7"	-	-	6'-2"	-	-	End of Pier Stem
P553	4	21'-4"	V	-	-	-	2'-9"	18'-7"	-	-	6'-2"	-	-	End of Pier Stem
P554	42	4'-4"	S	0"	0'-10"	2'-8"	0'-10"	-	-	0"	-	-	-	End of Pier Stem Stirrup
P555	89	3'-8"	P2	0'-6"	2'-8"	-	-	-	-	0'-6"	-	-	-	Pier Seismic Tie
P651	7	40'-0"	S	0"	1'-0"	39'-0"	-	-	-	0"	-	-	-	Top of Pier Stem
P652	7	33'-7"	S	0"	1'-0"	32'-7"		-	-	0"	-	-	-	Top of Pier Stem
P653	116	10'-10"	S	0"	1'-2"	8'-6"	1'-2"	-	-	0"	-	-	-	Pier Footing
P654	18	40'-0"	S	0"	1'-4"	38'-8"	-	-	-	0"	-	-	-	Pier Footing
P655	18	26'-0"	S	0"	1'-4"	24'-8"	-	-	-	0"	-	-	-	Pier Footing
P851	222	13'-3"	L	1'-6"	11'-9"	-	-	-	-	-	-	-	-	Pier Footing Dowel
Superstructure														
S550	562	4'-11"	C	0'-7"	4'-4"	0"	-	-	-	-	-	-	-	Transverse Overhang
S551	939	6'-8.5"	S	0"	2'-7"	0'-8.5"	2'-7"	-	-	0'-10"	-	-	-	Rail Stirrup
Transition Barrier														
WU1 (#5)	32	4'-7"	PR	1'-10"	1'-0"	1'-10"	-	-	-	-	-	0'-5"	0'-4"	Barrier Bar
WU2 (#5)	28	5'-0"	CB	0'-10"	1'-4"	1'-0"	0"	1'-0"	-	0'-10"	-	0'-5"	0'-4"	Barrier Bar to Deck

TYPE - BENDING DIAGRAMS



All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Low-Carbon Chromium Steel: ASTM A1035, Type CS, Grade 100

GENERAL NOTES

1. The first two digits following the letter(s) of the mark indicate the size of the bar:

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

2. All reinforcement bars shall be Low-Carbon Chromium except in the approach slabs. Approach slab reinforcement will be Plain Reinforcing Steel.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2238200

WIN 22382.00

BRIDGE PLANS

BRIDGE NO. 5804

J.Breslin			
PROJ. MANAGER	JCC		
DESIGN-DETAILED	JCC	OCT 2024	SIGNATURE
CHECKED-REVIEWED	OGK	OCT 2024	
DESIGN2-DETAILED2	RPM		P.E. NUMBER
DESIGN3-DETAILED3			
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

RELOCATED US 1 BRIDGE
INTERSTATE 295
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE (2 OF 2)

SHEET NUMBER

117

OF 121

Filename: ...\00\BRIDGE\MSTA\117_Rebar_2.dgn Division: BRIDGE Username: Date:5/2/2025

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing	Proposed		Existing	Proposed
Approx. Property Lines P.L.	Building	Clearing Limit Line	Sanitary Sewer		Traveled Way		
Existing Right of Way	Trees Conifer	Deciduous	Telephone Line		Ditch		
Limits of Wrought Portion L.O.W.P.	Tree Line	Bush Line	Electric Line		Catch Basin		
Control Of Access C.O.A.	Water Edge		Water Line		Manhole		
New Right of Way	Ledge	Rock/Boulder Flag Pole	Underdrain Line		Sewer Manhole		
New Easement	Fence CHAIN LINK	BARB WIRE STOCKADE	Gas Line		Utility Pole		
New Temporary Rights	Sign	Well WELL Mailbox	Guardrail		Fire Hydrant		
New R/W Within Existing R/W			Culvert		Curbing		

Cut Line		Fill Line	
Stonewall		Retaining Wall	
Baseline	10+00 11+00 12+00		
Monument		Traverse Point	
Iron Rod Found IRF		Pipe Found IPF	
Replacement Pin Set			

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

(4) 6"X6" GRANITE HIGHWAY MONUMENTS

N: 345321.43 E: 1032297.58
N: 345409.44 E: 1032472.09
N: 345229.52 E: 1032340.85
N: 345322.70 E: 1032522.58

CONTROL INFORMATION
HORIZONTAL DATUM:
US STATE PLANE NAD83(2011)
ZONE: MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED FACTOR - 0.9999761

GRID NORTH
MAINE 2000 WEST ZONE

CURVE DATA
PI = 101+00.30
D = 05°25'21.6"
Δ = 10°50'43.2" Lt.
R = 1056.60'
L = 200.00'
T = 100.30'
E = 4.75'

CURVE DATA
PI = 105+66.15
D = 06°53'17.2"
Δ = 47°31'01.4" Lt.
R = 831.81'
L = 689.84'
T = 366.15'
E = 77.02'

TOWN OF CUMBERLAND
PARCEL NO. (1)
LAND TAKEN = 1584± S.F.
TEMP. CONST. RIGHTS = 957± S.F. (1)
TOTAL AREA = 13.01± AC. (TOWN)
REM. AREA = 12.97± AC.

STATE OF MAINE
DEPARTMENT OF
TRANSPORTATION

OUTLET DRAINAGE STRUCTURE
STA. 107+90 LT.

TOE OF SLOPE DITCH
STA. 109+00 TO STA. 109+75 LT.

PT = STA. 108+89.84
N: 346158.55
E: 1032955.46

CUMBERLAND
YARMOUTH

TOWN LINE

P.L.

EX. DRAIN. EASE. (CULVERT)

PCC = STA. 102+00.00
N: 345533.43
E: 1032713.74

EXISTING SLOPE EASEMENT

SEE S.H.C. FILE NO. 3-124

S.H.C. FILE NO. 3-124

TO FALMOUTH

STATE HIGHWAY "141" / U.S. ROUTE 1

BEGIN B.L.
N: 345690.62
E: 1032836.60

TEMPORARY CONSTRUCTION LIMITS
957± S.F.

1584± S.F.

142.79'

124'±

117'±

813'±

N 02°47'44" E 72.26'

EASEMENT
0.12± AC.

DRAINAGE

SLOPE
EASEMENT
0.22± AC.

385.16'

200.63'

Multi-Use Path

CONSTRUCTION
0.05± AC.

1.60± AC.

489.84'

STATE AID HIGHWAY NO. 18 / U.S. ROUTE 1

SIDEWALK

TYLER DRIVE

CONST. & MAINT. EASEMENT LIMITS
836± S.F.

TEMPORARY

0.10± AC.

CONSTRUCTION

SEE SEWER & WATER EASE. PLAN PLAN BOOK 193, PAGE 245

30' WIDE EASEMENT

N: 345691.35 E: 1032882.05
N: 345903.17 E: 1033005.07
N: 345817.75 E: 1032985.64
N: 345774.96 E: 1032963.14
N: 345499.71 E: 1032718.82

TYLER TECHNOLOGIES, INC.
PARCEL NO. (2)
DRAINAGE EASEMENT = (1)
CONST. & MAINT. EASE. = 836± S.F. (1)
TEMP. CONST. RIGHTS = 0.10± AC. (1)
TOTAL AREA = 62.85± AC. (TOWN)

INLET DRAINAGE STRUCTURE
STA. 107+29± RT.

SURVEY PLANS THIS AREA

"SURVEY FOR COLE HAAN"
BY LAND USE CONSULTANTS
C.C.R.D. PLAN BOOK 193, PAGE 245

"COLE HAAN SITE PLAN WITH LOT DIVISION AND ACCESS R.O.W."
BY STANTEC CONSULTING SERVICES, INC.
C.C.R.D. PLAN BOOK 208, PAGE 314

U.S. ROUTE 1 BRIDGE
OVER
INTERSTATE 295

BRIDGE NO. 5804 WIN 022382.00

RIGHT OF WAY REFERENCES

1) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT I-95-4(6), DATED DECEMBER 1957 S.H.C. FILE NO. 3-124, SHEETS 14-18 OF 26. C.C.R.D. PLAN BOOK 59, SHEETS 50-58.

2) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. L.S.I.-95-4(1) DATED DECEMBER 1967, S.H.C. FILE NO. 3-193, SHEETS 7-8 OF 10. C.C.R.D. PLAN BOOK 88, SHEETS 34-35.

3) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "95" INTERSTATE 295 (EXIT 15), YARMOUTH, CUMBERLAND COUNTY FEDERAL AID PROJECT NO. IM-1108(600) SECT. I & SECT. II, FEDERAL AID PROJECT NO. CM-1749(000)X DATED AUGUST 2012, D.O.T. FILE NO. 3-585.

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE	COUNTY RECORD NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

ITEM	CHECKED
EXISTING CONDITION PLAN	CWK PNS JDF
FINAL RIGHT OF WAY	RMC JH JH
AREAS	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
CUMBERLAND - YARMOUTH
RIGHT OF WAY MAP

STATE HIGHWAY "141" / STATE AID HIGHWAY NO. 18
U.S. ROUTE 1
CUMBERLAND-YARMOUTH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. 2238200

NOVEMBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-680
SCALE 1" = 25'	SHEET 1 OF 4	

SHEET NUMBER
118
OF 121

Filename: ...\00\ROW\MSTA\118_RWPLAN1.dgn Division: ROW Username: Jude.Hogan Date:12/3/2024

Filename: ...\00\ROW\MSTA\119_RWPLAN2.dgn Username: Jude.Hogan Date:12/3/2024

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines P.L.	Building / Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees Conifer / Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Water Line	Manhole
Control Of Access C.O.A.	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign / Well / Mailbox	Culvert	Curbing
New R/W Within Existing R/W			

Existing	Proposed

Cut Line	Fill Line	
Stonewall	Retaining Wall	
Baseline 10+00 11+00 12+00		
Monument	Traverse Point	
Iron Rod Found IRF	Pipe Found IPF	
Replacement Pin Set		

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM:
US STATE PLANE NAD83(2011)
ZONE: MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED FACTOR - 0.9999761

GRID NORTH
MAINE 2000 WEST ZONE

STATE OF MAINE
DEPARTMENT OF
TRANSPORTATION

RIGHT OF WAY REFERENCES

1) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT I-95-4(6), DATED DECEMBER 1957 S.H.C. FILE NO. 3-124, SHEETS 14-18 OF 26. C.C.R.D. PLAN BOOK 59, SHEETS 50-58.

2) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. L.S.I.-95-4(1) DATED DECEMBER 1967, S.H.C. FILE NO. 3-193, SHEETS 7-8 OF 10. C.C.R.D. PLAN BOOK 88, SHEETS 34-35.

3) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "95" INTERSTATE 295 (EXIT 15), YARMOUTH, CUMBERLAND COUNTY FEDERAL AID PROJECT NO. IM-1108(600) SECT. I & SECT. II, FEDERAL AID PROJECT NO. CM-1749(000)X DATED AUGUST 2012, D.O.T. FILE NO. 3-585.

CURVE DATA
PI = 105+66.15
D = 06°53'17.2"
Δ = 47°31'01.4" Lt.
R = 831.81'
L = 689.84'
T = 366.15'
E = 77.02'

TOE OF SLOPE DITCH STA. 109+00 TO STA. 109+75 LT.

PT = STA. 108+89.84
N: 346158.55
E: 1032955.46

OUTLET DRAINAGE STRUCTURE STA. 107+90 LT.

S.H.C. FILE NO. 3-124

SEE S.H.C. FILE NO. 3-124

S.H."95" NORTH BOUND I-295 OFF RAMP

S.H."95" NORTH BOUND I-295 ON RAMP

EXISTING C.O.A.

D.O.T. FILE NO. 3-585

STATE AID HIGHWAY NO. 18 / U.S. ROUTE 1

Multi-Use Path

1.60± AC.

0.22± AC.

0.12± AC.

813±

385.16'

200.63'

489.84'

N2°32'05.4"W 1510.16'

111+00

110+00

109+00

108+00

N: 346360.00
E: 1032897.50

PCTL 108+89.84
N: 346298.55
E: 1032955.46

N: 346109.28
E: 1033083.43
PBMK BM-154

SMH RIM WIN11086

EXISTING SLOPE EASEMENT

SURVEY PLANS THIS AREA

"SURVEY FOR COLE HAAN"
BY LAND USE CONSULTANTS
C.C.R.D. PLAN BOOK 193, PAGE 245

"COLE HAAN SITE PLAN WITH LOT DIVISION AND ACCESS R.O.W."
BY STANTEC CONSULTING SERVICES, INC.
C.C.R.D. PLAN BOOK 208, PAGE 314

30' WIDE EASEMENT SEE SEWER & WATER EASE. PLAN PLAN BOOK 193, PAGE 245

TYLER TECHNOLOGIES, INC.
PARCEL NO. (2)
DRAINAGE EASEMENT = (1)
CONST. & MAINT. EASE. = 836± S.F. (1)
TEMP. CONST. RIGHTS = 0.10± AC. (1)
TOTAL AREA = 62.85± AC. (TOWN)

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE

CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE

NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

U.S. ROUTE 1 BRIDGE
OVER
INTERSTATE 295

BRIDGE NO. 5804 WIN 022382.00

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	RMC	CWK
FINAL RIGHT OF WAY	JH	PNS
AREAS	JH	JDF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
YARMOUTH
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 18
U.S. ROUTE 1
YARMOUTH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. 2238200

NOVEMBER 2024 | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 3-680
SCALE 1" = 25' | SHEET 2 OF 4

SHEET NUMBER
119
OF 121

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W		Existing	Proposed		Existing	Proposed
Approx. Property Lines P.L.	Building	Clearing Limit Line	Sanitary Sewer		Traveled Way		
Existing Right of Way	Trees Conifer	Deciduous	Telephone Line		Ditch		
Limits of Wrought Portion L.O.W.P.	Tree Line	Bush Line	Electric Line		Catch Basin		
Control Of Access C.O.A.	Water Edge		Water Line		Manhole		
New Right of Way	Ledge	Rock/Boulder Flag Pole	Underdrain Line		Sewer Manhole		
New Easement	Fence CHAIN LINK	BARB WIRE STOCKADE	Gas Line		Utility Pole		
New Temporary Rights	Sign	Well Mailbox	Guardrail		Fire Hydrant		
New R/W Within Existing R/W			Culvert		Curbing		

Cut Line	Fill Line
Stonewall	Retaining Wall
Baseline 10+00 11+00 12+00	
Monument	Traverse Point
Iron Rod Found IRF	Pipe Found IPF
Replacement Pin Set	

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h _____m _____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

STATE OF MAINE
DEPARTMENT OF
TRANSPORTATION

GRID NORTH
MAINE 2000 WEST ZONE

CONTROL INFORMATION
HORIZONTAL DATUM:
US STATE PLANE NAD83(2011)
ZONE: MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED FACTOR - 0.9999761

S.H.C. FILE NO. 3-124
EXISTING C.O.A.
SLOPE EASEMENT LIMITS
0.22± AC.
385.16'
N: 346545.35
E: 1032860.77
17±
55
69
112+00
+74± +75
+89±
113+00
142±
114+00
N2°37'05.4"W
115+00
116+00
1510.16'
117+00
118+00
N2°37'05.4"W
Multi-Use Path
1.60± AC.
EXISTING SLOPE EASEMENT
EXISTING C.O.A.
813'±
S.H.C. FILE NO. 3-124
50
N: 346642.44
E: 1032982.85
STATE AID HIGHWAY NO. 18 / U.S. ROUTE 1
LT LN MUST TURN LT
TOWN MILES INFO
PTRA 503 MN
N: 346681.78
E: 1033009.18
PFLY 505
FF & OH IN CONC WALL
N: 346697.78
E: 1032961.73
N: 346727.21
E: 1033004.46
PK 60d
PTRA 500 MN
PBMK 152
BM-152 CHIS SQR
CONC WIN11086
N: 346739.76
E: 1033048.04
FF & OH IN CONC WALL
506
N: 346775.56
E: 1033062.01
N: 346721.59
E: 1033052.05
PFLY 606 MN
N: 346496.18
E: 1033140.62
N: 346984.98
E: 1032931.66
N: 346981.38
E: 1032964.70
PTRA 502 MN
N: 346901.53
E: 1032978.98
PFLY 505 MN
N: 347015.09
E: 1033008.28
PTRA 501 MN
BM-151 CHIS SQR
CONC WIN11086
N: 347000.42
E: 1033009.26
PFLY 615 MN
N: 346901.83
E: 1033021.53
45MPH
TELEPHONE FP12
BRIDGE ICON
MERGE ICON
BIKE ICON/DO NOT ENTER
I-295 NORTH BOUND LANES
I-295 SOUTH BOUND LANES
NORTH BOUND S.H. "95" I-295 OFF RAMP
S.H. "95"
24" RCP
24" CMP
WIXED GROWTH
FOR EXISTING RIGHT OF WAY OF I-295 (S.H. "95")
SEE S.H.C. FILE NO. 3-193, SHEETS 7 & 8 OF 10
AND S.H.C. FILE NO. 3-124, SHEETS 14-18 OF 26

RIGHT OF WAY REFERENCES

1) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT I-95-4(6), DATED DECEMBER 1957 S.H.C. FILE NO. 3-124, SHEETS 14-18 OF 26. C.C.R.D. PLAN BOOK 59, SHEETS 50-58.

2) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. L.S.I.-95-4(1) DATED DECEMBER 1967, S.H.C. FILE NO. 3-193, SHEETS 7-8 OF 10. C.C.R.D. PLAN BOOK 88, SHEETS 34-35.

3) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "95" INTERSTATE 295 (EXIT 15), YARMOUTH, CUMBERLAND COUNTY FEDERAL AID PROJECT NO. IM-1108(600) SECT. I & SECT. II, FEDERAL AID PROJECT NO. CM-1749(000)X DATED AUGUST 2012, D.O.T. FILE NO. 3-585.

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

U.S. ROUTE 1 BRIDGE
OVER
INTERSTATE 295

BRIDGE NO. 5804 WIN 022382.00

TECH	CHECKED
CWK	PNS
RMC	JH
JH	JDF

ITEM
EXISTING CONDITION PLAN
FINAL RIGHT OF WAY
AREAS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
YARMOUTH
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD					
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 18
U.S. ROUTE 1
YARMOUTH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. 2238200

NOVEMBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-680
SCALE 1" = 25'	SHEET 3 OF 4	

SHEET NUMBER
120
OF 121

Filename: ...\00\ROW\MSTA\120_RWPLAN3.dgn Division: ROW Username: Jude.Hogan Date:12/3/2024

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Existing / Proposed	Existing / Proposed	Cut Line / Fill Line	
Approx. Property Lines P.L.	Building / Clearing Limit Line	Sanitary Sewer	Traveled Way	Stonewall / Retaining Wall	
Existing Right of Way	Trees Conifer / Deciduous	Telephone Line	Ditch	Baseline 10+00 / 11+00 / 12+00	
Limits of Wrought Portion L.O.W.P.	Tree Line / Bush Line	Electric Line	Catch Basin	Monument / Traverse Point	
Control Of Access C.O.A.	Water Edge	Water Line	Manhole	Iron Rod Found IRF / Pipe Found IPF	
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Underdrain Line	Sewer Manhole	Replacement Pin Set	
New Easement	Fence CHAIN LINK / BARB WIRE / STOCKADE	Gas Line	Utility Pole		
New Temporary Rights	Sign / Well / Mailbox	Guardrail	Fire Hydrant		
New R/W Within Existing R/W		Culvert	Curbing		

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg._____
Attest: _____
REGISTER

CONTROL INFORMATION
HORIZONTAL DATUM:
US STATE PLANE NAD83(2011)
ZONE: MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD88
COMBINED FACTOR - 0.9999761

GRID NORTH
MAINE 2000 WEST ZONE

PFLY MN 602 N: 347183.89 E: 1032652.67
PFLY SPK 616 N: 347326.33 E: 1032663.30
PFLY SPK 604 MN N: 347515.46 E: 1032941.07
N: 347498.07 E: 1032957.28
N: 347691.83 E: 1032933.10
N: 347282.94 E: 1032912.52
11 PCTL 22382-11 GPS SPK
PC = STA. 124+48.90 N: 347715.99 E: 1032884.25
END B.L. N: 347667.13 E: 1032886.48

EXISTING C.O.A.
PARK AND ROAD EXIT
ENTRANCE TO PARK AND ROAD
D.O.T. FILE NO. 3-585
S.H.C. FILE NO. 3-124
FORMER SB ON-RAMP SOUTHWESTERLY ROW LINE
FORMER ROW LINE FROM S.H.C. FILE NO. 3-193
SOUTH BOUND I-295 ON RAMP
S.H. "95" I-295 ON RAMP
Path to Park-N-Ride
EXISTING C.O.A.
D.O.T. FILE NO. 3-585
(POSSIBLE BURIED CABLES 30' NETT EASEMENT S.H.C. FILE NO. 3-193 SHEET 8)
CENTRAL MAINE POWER COMPANY
PARCEL NO. (3)
LAND TAKEN = 1343± S.F.
TEMP. CONST. RIGHTS = 0.07± AC. (1)
TOTAL AREA = 33.70± AC. (TOWN)
REM. AREA = 33.67± AC.
TEMPORARY CONSTRUCTION LIMITS
0.07± AC.
EXISTING SLOPE EASEMENT
155'± EASEMENT
1343± S.F.
SEE S.H.C. FILE NO. 3-124
S.H.C. FILE NO. 3-124
EXISTING SLOPE EASEMENT
SEE S.H.C. FILE NO. 3-124
S.H.C. FILE NO. 3-124
EXISTING C.O.A.
30' NETT EASEMENT
EXISTING SLOPE EASEMENT
Multi-Use Path
STATE AID HIGHWAY NO. 18 / U.S. ROUTE 1
TO YARMOUTH
CENTRAL MAINE POWER COMPANY
119+00 120+00 121+00 122+00 123+00 124+00 125+00
N2°37'05.4"W
1510.16'
N2°37'05.4"W
+90± +91± +92± +30 +46± 40' 23' 17'

CURVE DATA
PI = 126+82.01
D = 05°00'01.7"
Δ = 22°59'54.7" Rt.
R = 1145.81'
L = 459.93'
T = 233.10'
E = 23.47'

U.S. ROUTE 1 BRIDGE
OVER
INTERSTATE 295

BRIDGE NO. 5804 WIN 022382.00

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
R/W LINE
CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "95" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

RIGHT OF WAY REFERENCES

1) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "95" CUMBERLAND-YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT I-95-4(6), DATED DECEMBER 1957 S.H.C. FILE NO. 3-124, SHEETS 14-18 OF 26. C.C.R.D. PLAN BOOK 59, SHEETS 50-58.
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ITEM	CHECKED
EXISTING CONDITION PLAN	CWK
FINAL RIGHT OF WAY	PNS
AREAS	JDF
TECH	RMC / JH / JH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
YARMOUTH
RIGHT OF WAY MAP

REVISIONS NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE AID HIGHWAY NO. 18
U.S. ROUTE 1
YARMOUTH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. 2238200

NOVEMBER 2024	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-680
SCALE 1" = 25'	SHEET 4 OF 4	

SHEET NUMBER
121
OF 121

Filename: ...\00\ROW\MSTA\121_RWPLAN4.dgn Division: ROW Username: Jude.Hogan Date:12/3/2024