

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



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 1

TRAFFIC DATA

	I-295 NB	I-295 SB	US ROUTE 1
Current (2019) AADT	23,450	24,230	13,330
Future (2039) AADT	28,140	29,080	15,990
DHV - % of AADT	12%	11%	11.5%
Design Hour Volume	3,151	2,985	1,711
Heavy Trucks (% of AADT)	9%	10%	3%
Heavy Trucks (% of DHV)	5%	6%	1%
Directional Distribution (% of DHV)	100%	100%	54%
18 kip Equivalent P 2.0	2373	2675	237
18 kip Equivalent P 2.5	2261	2548	227
Design Speed (mph)	65	65	40

MATERIALS

Concrete:
Bridge Barrier and Concrete Barrier Class "LP"
All Other Class "A"

Reinforcing Steel:
Plain Reinforcing Steel ASTM A 615, Grade 60
Stainless Reinforcing Steel ASTM A 955, Grade 75

Structural Steel:
All Material (except as noted) ASTM A 709, Grade 50 (metallized)
High Strength Bolts ASTM F 3125, Grade A325, Type 1

BASIC DESIGN STRESSES

Concrete, Class "A" f 'c = 4,000 psi
Concrete, Class "LP" f 'c = 5,000 psi
Plain Reinforcing Steel f y = 60,000 psi
Stainless Reinforcing Steel f y = 75,000 psi
Structural Steel:
ASTM A 709, Grade 50 F y = 50,000 psi
ASTM F 3125, Grade A325, Type 1 F u = 120,000 psi

YARMOUTH
CUMBERLAND COUNTY
INTERSTATE 295
OVER
US ROUTE 1
EXIT 17 INTERCHANGE
PROJECT NOS: 02311000 & 02310600
PROJECT LENGTH 0.412 mi.
BRIDGE NOS. 5833 & 1509

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MAINTENANCE OF TRAFFIC

I-295 Southbound: Off alignment construction while maintaining 26' minimum for two lanes of traffic on the existing southbound roadway and bridge.

I-295 Northbound: On alignment construction maintaining 26' minimum for two lanes of traffic with temporary median crossovers to the existing southbound bridge.

Exit 17 On/Off Ramps: Maintain one lane of traffic at all ramps except for short duration closure of SB Off Ramp and SB On Ramp

US Route 1: Maintain two lanes of traffic and turning lanes for the duration of the project outside of periodic daily lane closures controlled by flaggers.

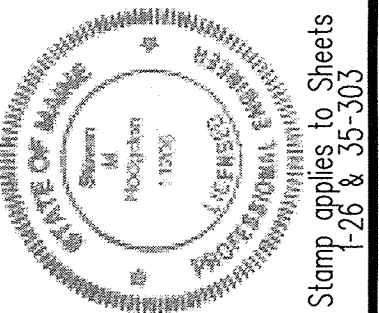
PROJECT LOCATION:	I-295 over U.S. Route 1 located at Exit 17, Latitude 43°48'28" N, Longitude 70°10'0" W
PROGRAM AREA:	Bridge
OUTLINE OF WORK:	Bridge replacements with roadway construction on Interstate 295 and U.S. Route 1 including realigning the two southbound ramps.

UTILITIES

Central Maine Power
Charter Communications
Consolidated Communications
OTT Communications
Yarmouth Water District
Town of Yarmouth
Firstlight
Summit Natural Gas

WIN 023106.00 & 023110.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	COMMISSIONER: <i>[Signature]</i> 9-8-21	
	CHIEF ENGINEER: <i>[Signature]</i> 9-8-2021	



<i>[Signature]</i>	SIGNATURE	11206
	P.E. NUMBER	08-20-2021
	DATE	

PROJECT INFORMATION	BRIDGE	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
	BRIDGE	MACKENZIE KERBERGEN, P.E.		HNTB			

YARMOUTH I-295 OVER US ROUTE 1	TITLE SHEET
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SHEET NUMBER
1
OF 312



Date:8/22/2021

Username:

Division:

Filename:01_Title Sheet.dgn

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	QUANTITY			UNIT
		WIN 023110.00 SB BRIDGE	WIN 023106.00 NB BRIDGE	TOTAL	
201.11	Clearing	0.59	0.04	0.63	AC
201.23	Removing Single Tree top Only	2	0	2	EA
202.13	Removing Existing Railings Retained by Department	690	690	1380	LF
202.15	Removing Existing Manhole or Catch Basin	6.5	7.5	14	EA
202.19	Removing Existing Bridge: Northbound	0	1	1	LS
202.19	Removing Existing Bridge: Southbound	1	0	1	LS
202.202	Removing Pavement Surface	8025	3075	11100	SY
202.205	Rumble Strips - Shoulder	5250	4950	10200	LF
202.207	Rumble Strips, Fill	5750	3450	9200	LF
203.20	Common Excavation	13850	11950	25800	CY
203.24	Common Borrow	28100	0	28100	CY
203.25	Granular Borrow	1700	980	2680	CY
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	520	1700	2220	CY
304.10	Aggregate Subbase Course - Gravel	15575	11655	27230	CY
403.1021	Textured Asphalt Pavement w/Color Coating	105	105	210	SY
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	2320	1450	3770	T
403.209	Hot Mix Asphalt 9.5 mm (sidewalks, drives, islands & incidentals)	100	100	200	T
403.211	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)	210	80	290	T
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	4160	3260	7420	T
403.2131	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course, Polymer Modified)	2250	1320	3570	T
409.15	Bituminous Tack Coat - Applied	2400	1430	3830	G
461.131	Temporary Pavement	900	640	1540	T
501.231	Dynamic Loading Test	6	6	12	EA
501.50	Steel H-beam Piles 89 lb/ft, delivered	710	4530	5240	EA
501.501	Steel H-beam Piles 89 lb/ft, in place	710	4530	5240	EA
501.54	Steel H-Beam Piles 117 Lbs/Ft, delivered	2470	0	2470	LF
501.541	Steel H-Beam Piles 117 Lbs/Ft, in place	2470	0	2470	LF
501.90	Pile Tips	93	96	189	EA
501.91	Pile Splices	32	32	64	EA
501.92	Pile Driving Equipment Mobilization	0.5	0.5	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (710 CY NB, 800 CY SB)	0.51	0.49	1	LS
502.239	Structural Concrete Piers (250 CY NB, 210 CY SB)	0.46	0.54	1	LS
502.26	Structural Concrete Road and Sidewalk Slab On Steel Bridges (400 CY NB, 350 CY SB)	0.47	0.53	1	LS
502.31	Structural Concrete Approach Slab (30 CY NB, 30 CY SB)	0.5	0.5	1	LS
502.3412	Structural Concrete, Raised Islands	2.5	2.5	5	CY
502.77	Fiber Reinforced Polymer Bridge Drain - Type G	2	2	4	EA
503.26	Stainless Steel Reinforcement, Fabricated and Delivered	241200	297800	539000	LB
503.27	Stainless Steel Reinforcement, Placing	241200	297800	539000	LB
504.702	Structural steel fabricated and delivered, welded (750000 LB NB, 660000 LB SB)	0.47	0.53	1	LS
504.71	Structural steel erection (750000 LB NB, 660000 LB SB)	0.47	0.53	1	LS
505.080	Shear Connectors (7700 EA NB, 5526 EA SB)	0.42	0.58	1	LS
506.9104	Thermal Spray Coating (Shop Applied)	0.47	0.53	1	LS
508.14	High Performance Waterproofing Membrane (1420 SY NB, 1220 SY SB)	0.46	0.54	1	LS
512.081	French Drains (230 LF NB, 250 LF SB)	0.52	0.48	1	LS
513.09	Slope Protection-Portland Cement Concrete	530	630	1160	SY
515.21	Protective Coating for Concrete Surfaces (750 SY NB, 550 SY SB)	0.44	0.56	1	LS
519.60	Expansion Device - Asphaltic Plug Joint	76	89	165	LF
521.23	Expansion Device - Finger Joint (96 FT NB, 83 FT SB)	1	1	2	EA
523.52	Bearing Installation	15	15	30	EA
523.5551	Pot or Disc Bearings, Fixed	3	3	6	EA
523.5552	Pot or Disc Bearings, Expansion	12	12	24	EA
524.301	Temporary Structural Support - Pier: Northbound	0	1	1	LS
524.301	Temporary Structural Support - Pier: Southbound	1	0	1	LS
524.40	Protective Shield: Northbound (1470 SY)	0	1	1	LS
524.40	Protective Shield: Southbound (1480 SY)	1	0	1	LS
526.301	Portable Concrete Barrier, Type I (3900 LF NB, 6200 LF SB, 810 LF Route I)	0.60	0.40	1	LS
526.312	Permanent Concrete Barrier Type II (20 LF)	0.5	0.5	1	LS
526.331	Permanent Concrete Barrier Type III B (760 LF NB, 680 LF SB)	0.47	0.53	1	LS
526.3402	Permanent Concrete Transition Barrier - Modified (38 LF NB, 17.5 LF SB)	0.33	0.67	1	LS
526.503	Precast Concrete Pier Protection Barrier System (60 LF SB)	1	0	1	LS
527.33	Crash Attenuator Truck	1	1	2	EA
527.34	Work Zone Crash Cushions	5	3	8	UN
603.1515	Slotted Drain	220	220	440	LF
603.155	12 inch RCP Class III	0	90	90	LF
603.159	12 Inch Culvert Pipe Option III	217	202	419	LF
603.165	15 inch RCP Class III	4	68	72	LF
603.169	15 Inch Culvert Pipe Option III	41	41	82	LF
603.175	18 inch RCP Class III	61	109	170	LF
603.179	18 Inch Culvert Pipe Option III	87	12	99	LF
603.195	24 Inch RCP Class III	80	44	124	LF
603.209	30 inch Culvert Pipe Option III	8	0	8	LF
604.072	Catch Basin Type A1-C	3.8125	3.8125	7.63	EA
604.09	Catch Basin Type B1	3	3	6	EA
604.092	Catch Basin Type B1-C	1.5625	2.9375	4.5	EA
604.096	60" Catch Basin Type B1-C	0	3.875	3.875	EA
604.161	Altering Catch Basin	0.5	0.5	1	EA
604.18	Adjusting Manhole or Catch Basin to Grade	4.5	3.5	8	EA
604.243	Catch Basin Type F3-C	2	2	4	EA
604.245	Catch Basin Type F4-C	0	1	1	EA
604.246	Catch Basin Type F5	1	1	2	EA
604.247	Catch Basin Type F5-C	0.5	0.5	1	EA
604.249	Catch Basin Type F6-C	0.5	0.5	1	EA
604.30	Special Catch Basin, 60 Inch	3.625	0	3.625	EA
604.30	Special Catch Basin, 48 Inch	2.25	0	2.25	EA
605.09	6 inch Underdrain Type B	1055	1555	2610	LF
605.10	6 inch Underdrain Outlet	20	0	20	LF
605.11	12 inch Underdrain Type C	645	275	920	LF
605.12	15 inch Underdrain Type C	35	35	70	LF

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	WIN 023110.00 SB BRIDGE	WIN 023106.00 NB BRIDGE	TOTAL	UNIT
606.1301	31" W-Beam Guardrail - Mid-Way Splice - Single Faced	2200	1500	3700	LF
606.1302	31" W-Beam Guardrail - Mid-Way Splice - Double Faced	1200	200	1400	LF
606.1305	31" W-Beam Guardrail - Mid-Way Splice Flared Terminal	3	1	4	EA
606.1307	Bridge Transition (Asymmetrical) - Type 1A	3	3	6	EA
606.259	Anchorage Assembly	2	1	3	EA
606.353	Reflectorized Flexible Guardrail Marker	8	3	11	EA
606.356	Underdrain Delineator Post	3	2	5	EA
606.901	Cable Barrier, High Tension, TL-3	1150	0	1150	LF
606.91	Cable Barrier Terminal, High Tension	1	0	1	EA
606.95	Low Maintenance/Self Restoring Crash Cushion	1	1	2	EA
607.243	Removing Chain Link Fence	10	47	57	LF
607.25	Removing and Reset Chain Link Fence	230	0	230	LF
609.11	Vertical Curb Type 1	960	960	1920	LF
609.12	Vertical Curb Type 1 - Circular	26	26	52	LF
609.221	Terminal Curb Type 1	14	14	28	LF
609.222	Terminal Curb Type 1 - Circular	8	8	16	LF
609.31	Curb Type 3	190	670	860	LF
609.34	Curb Type 5	965	965	1930	LF
609.35	Curb Type 5 - Circular	23.5	23.5	47	LF
609.40	Reset Curb Type 5	275	275	550	LF
610.08	Plain Riprap	92	210	302	CY
610.18	Stone Ditch Protection	83	22	105	CY
613.319	Erosion Control Blanket	6000	5300	11300	SY
615.07	Loam	1425	845	2270	CY
615.27	Underdrained Soil Filter	0	1	1	LS
618.13	Seeding Method Number 1	12	12	24	UN
618.14	Seeding Method Number 2	220	124	344	UN
618.148	Special Seeding, Wetland Seed Mix-Moist	0	4	4	UN
619.12	Mulch	232	136	368	UN
619.14	Erosion Control Mix	2850	1700	4550	CY
620.58	Erosion Control Geotextile	500	430	930	SY
626.36	Remove or Modify Concrete Foundation	1	0	1	EA
626.421	24-inch Diameter Foundation	7	0	7	LF
627.18	12 inch Solid White Pavement Marking Line	470	680	1150	LF
627.51	6 inch Temporary Pavement Tape, Yellow or White	27900	21700	49600	LF
627.733	4" White or Yellow Painted Pavement Marking Line	3125	3125	6250	LF
627.744	6" White or Yellow Painted Pavement Marking Line	15400	8500	23900	LF
627.75	White or Yellow Pavement & Curb Marking	660	525	1185	SF
627.77	Removing Existing Pavement Marking	5175	3825	9000	SF
627.78	Temporary 4" Painted Pavement Marking Line, White or Yellow	1000	1000	2000	LF
627.781	Temporary 6" Painted Pavement Marking Line, White or Yellow	26000	17600	43600	LF
629.05	Hand Labor, Straight Time	60	60	120	HR
631.10	Air Compressor (including operator)	30	30	60	HR
631.11	Air Tool (including operator)	30	30	60	HR
631.12	All Purpose Excavator (including operator)	60	60	120	HR
631.14	Grader (including operator)	30	30	60	HR
631.172	Truck-large (including operator)	60	60	120	HR
631.20	Stump Chipper Rental (including operator)	30	30	60	HR
631.22	Front End Loader (including operator)	30	30	60	HR
631.32	Culvert Cleaner (including operator)	30	30	60	HR
634.160	Highway Lighting	1	0	1	LS
634.208	Removing and Reset Light Standards	1	0	1	EA
639.18	Field Office, Type A	0.625	0.375	1	EA
645.106	Demount Regulatory, Warning, Confirmation and Route Marker Assembly Sign	41.5	25.5	67	EA
645.108	Demount Pole	18.5	13.5	32	EA
645.116	Reinstall Regulatory, Warning, Confirmation, and Route Marker Assembly Sign	38.5	21.5	60	EA
645.118	Reinstall Pole	17	10	27	EA
645.271	Regulatory Warning Confirmation Route Sign, Type 1	27.5	17.5	45	SF
652.30	Flashing Arrow	2	2	4	EA
652.312	Type III Barricades	12	12	24	EA
652.33	Drum	175	175	350	EA
652.34	Cone	75	75	150	EA
652.35	Construction Signs	1020	750	1770	SF
652.361	Maintenance of Traffic Control Devices	0.625	0.375	1	LS
652.38	Flaggers	1500	1500	3000	HR
652.41	Portable-Changeable Message Sign	2	2	4	EA
656.75	Temporary Soil Erosion and Water Pollution Control	0.625	0.375	1	LS
659.10	Mobilization	0.51	0.46	0.97	LS
803.01	Test Pits	1	1	2	EA
823.332	Gate Valve Box, Adjust to Grade	2	2	4	EA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN
023106.00 & 023110.00

5833 & 1509

BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH

CUMBERLAND

ESTIMATED QUANTITIES

PROJ. MANAGER
M. Kersbergen

BY
D. Burton
L. Driscoll

DATE
8/21
8/21

CHECKED-REVIEWED
C. Hamrick
K. Brown

DESIGN-DETAILED
DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

2

HNTB

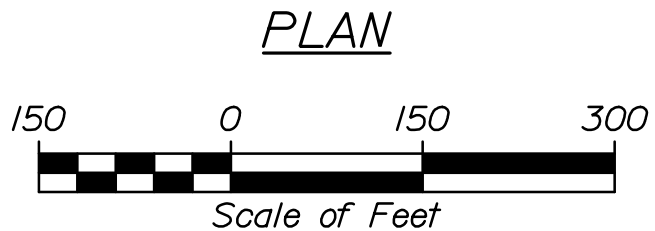
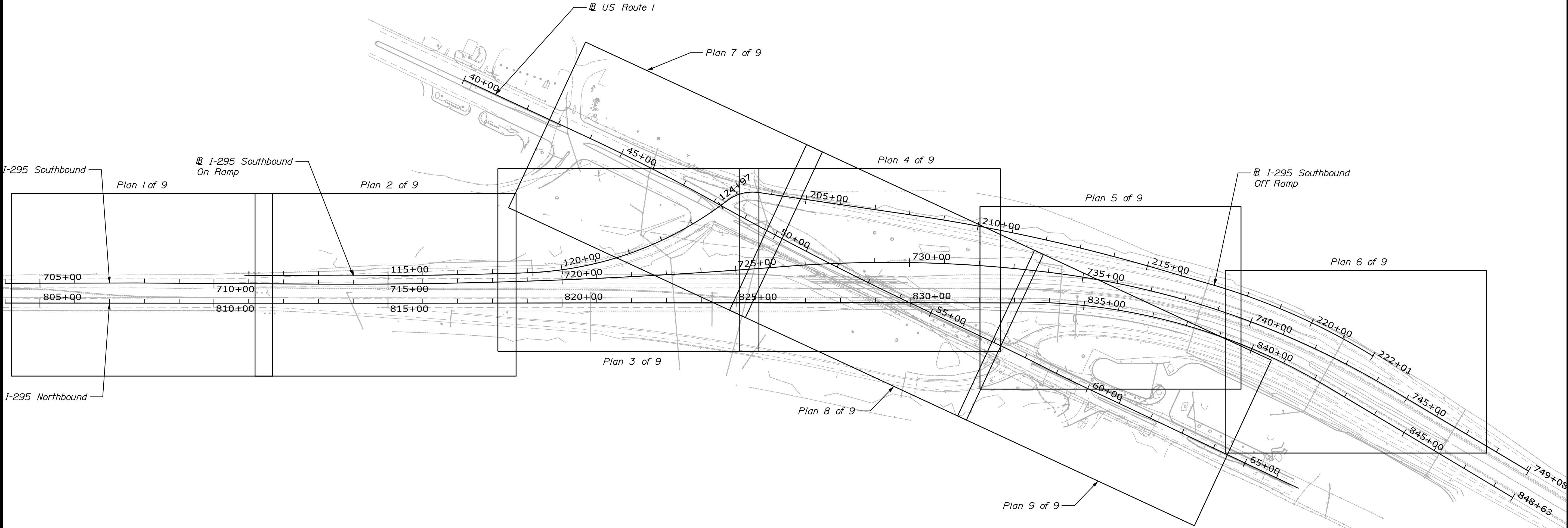
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Date:8/22/2021

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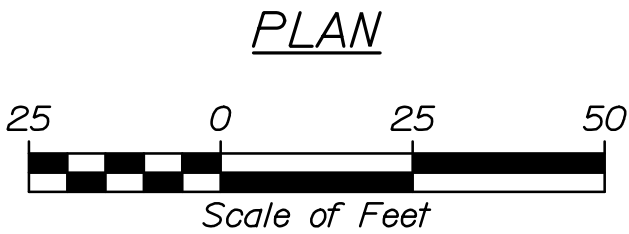
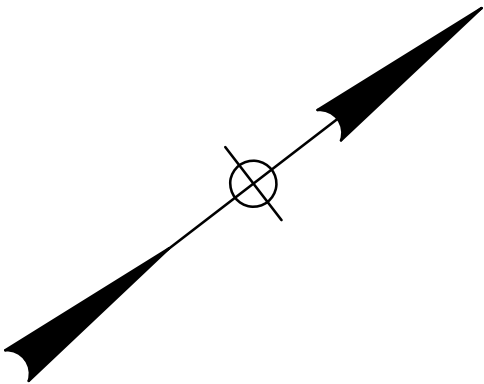
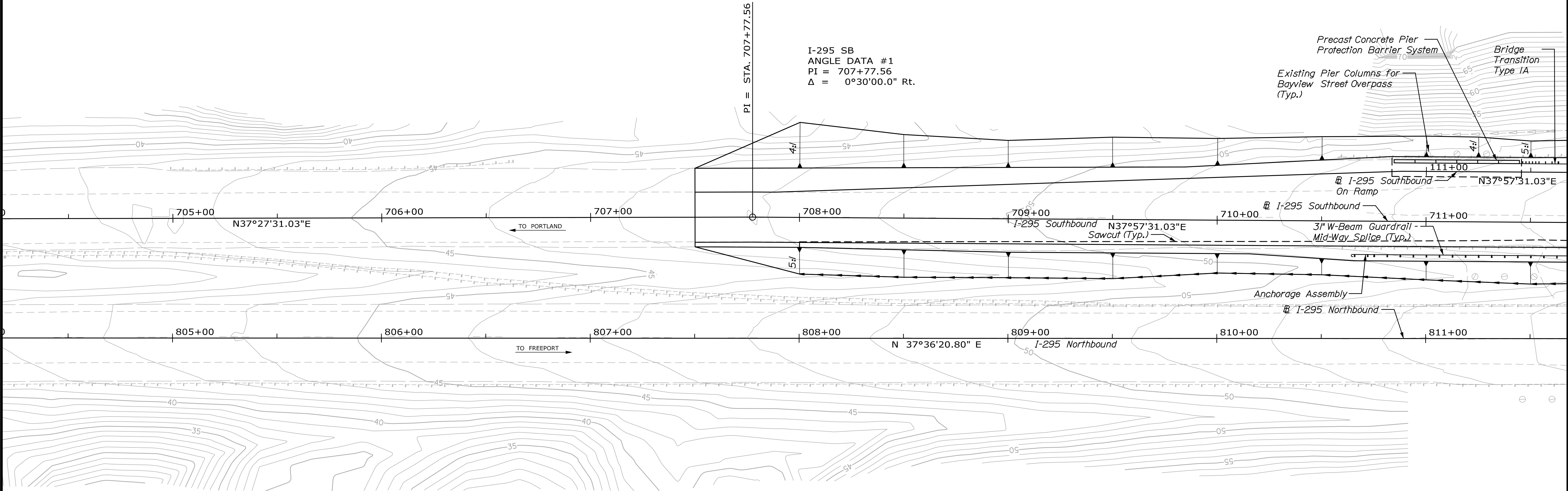
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			SIGNATURE	
			P.E. NUMBER	
5833 & 1509	WIN	023106.00 & 023110.00	BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND KEY PLAN				
SHEET NUMBER				
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OF 312				

Username:

Date:8/22/2021

Division:

Filename: 005_General Plan 1.dgn



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			

I-295 OVER US ROUTE 1		SHEET NUMBER	
EXIT 17 INTERCHANGE		5	
YARMOUTH		OF 312	
CUMBERLAND			
GENERAL PLAN 1			
I-295			

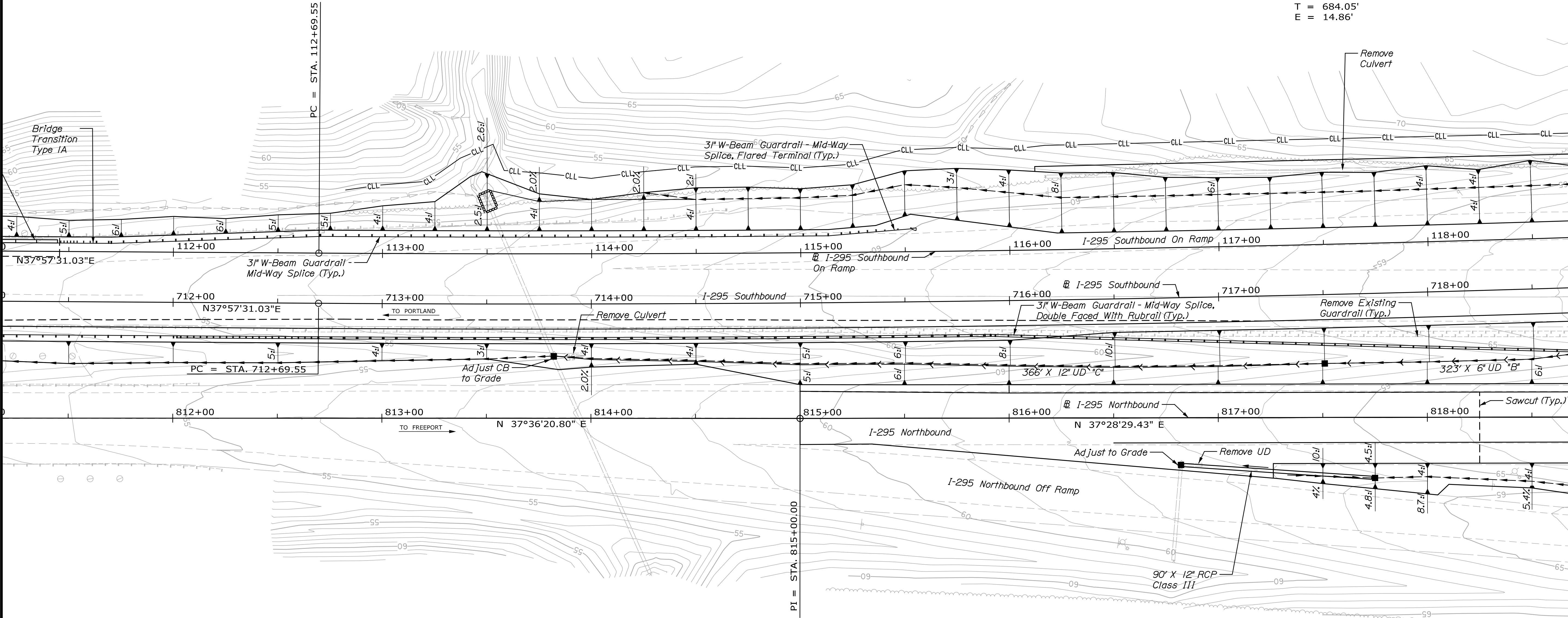
PROJ. MANAGER	M. Kersbergen	BY		DATE	
DESIGN-DETAILED	C. Hainick	BY	D. Burton	DATE	8/21
CHECKED-REVIEWED	K. Brown	BY	L. Driscoll	DATE	8/21
DESIGN-DETAILED		BY		SIGNATURE	
REVISIONS 1		BY		P.E. NUMBER	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY			
REVISIONS 4		BY			
FIELD CHANGES		BY			

Date:8/22/2021

Username:

Division:

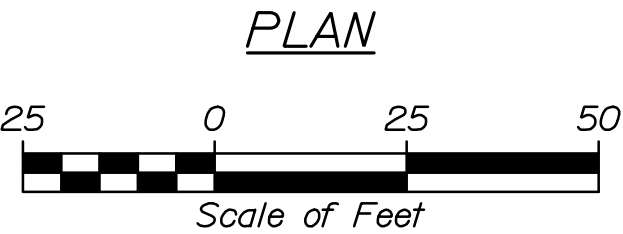
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I-295 SB ON RAMP
CURVE DATA #2
PI = 115+83.12
D = 0°21'52.9"
Δ = 2°17'12.3" Lt.
R = 15711.00'
L = 627.04'
T = 313.56'
E = 3.13'

I-295 SB
CURVE DATA #2
PI = 719+53.61
D = 0°21'50.9"
Δ = 4°58'42.7" Lt.
R = 15735.00'
L = 1367.24'
T = 684.05'
E = 14.86'

I-295 NB
CURVE DATA #1
PI = 815+00.00
Δ = 0°07'51.4" Lt.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS		
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND GENERAL PLAN 2 I-295	PROJ. MANAGER	M. Kersbergen	BY	DATE	SIGNATURE P.E. NUMBER DATE
	DESIGNED-DETAILED	C. Helmick	D. Burton	8/21	
	CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21	
	DESIGNED-DETAILED				
	REVISIONS 1				
SHEET NUMBER		6			
		OF 312			

Filename: 007_General Plan 3.dgn



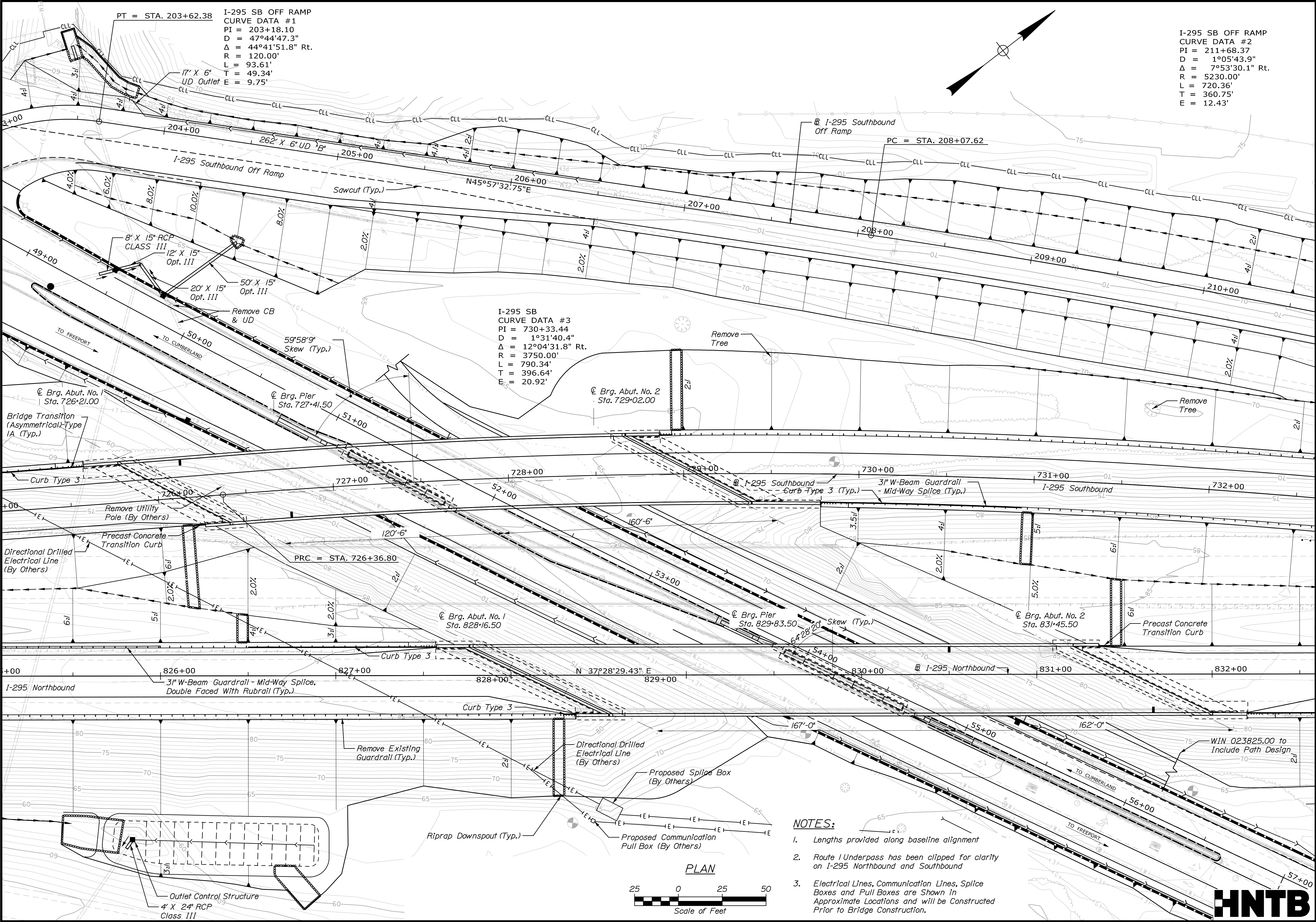
SHEET NUMBER 2	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND								PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00		
	GENERAL PLAN 3 I-295								DESIGN-DETAILED	C. Helmick	D. Burton	8/21			
									CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21		SIGNATURE	
									DESIGN2-DETAILED2						
									DESIGN3-DETAILED3						P.E. NUMBER
									REVISIONS 1						
									REVISIONS 2						
									REVISIONS 3					DATE	
									REVISIONS 4						
									FIELD CHANGES					5833 & 1509	023106.00 & 023110.00

Date:9/1/2021

Username:

Division:

Filename: 008_General Plan 4.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJECT

DATE

BY

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

8/21

8/21

D. Burton

M. Kersting

C. Helmick

K. Brown

SIGNATURE

P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
GENERAL PLAN 4
I-295

SHEET NUMBER
8
OF 312

NOTES:

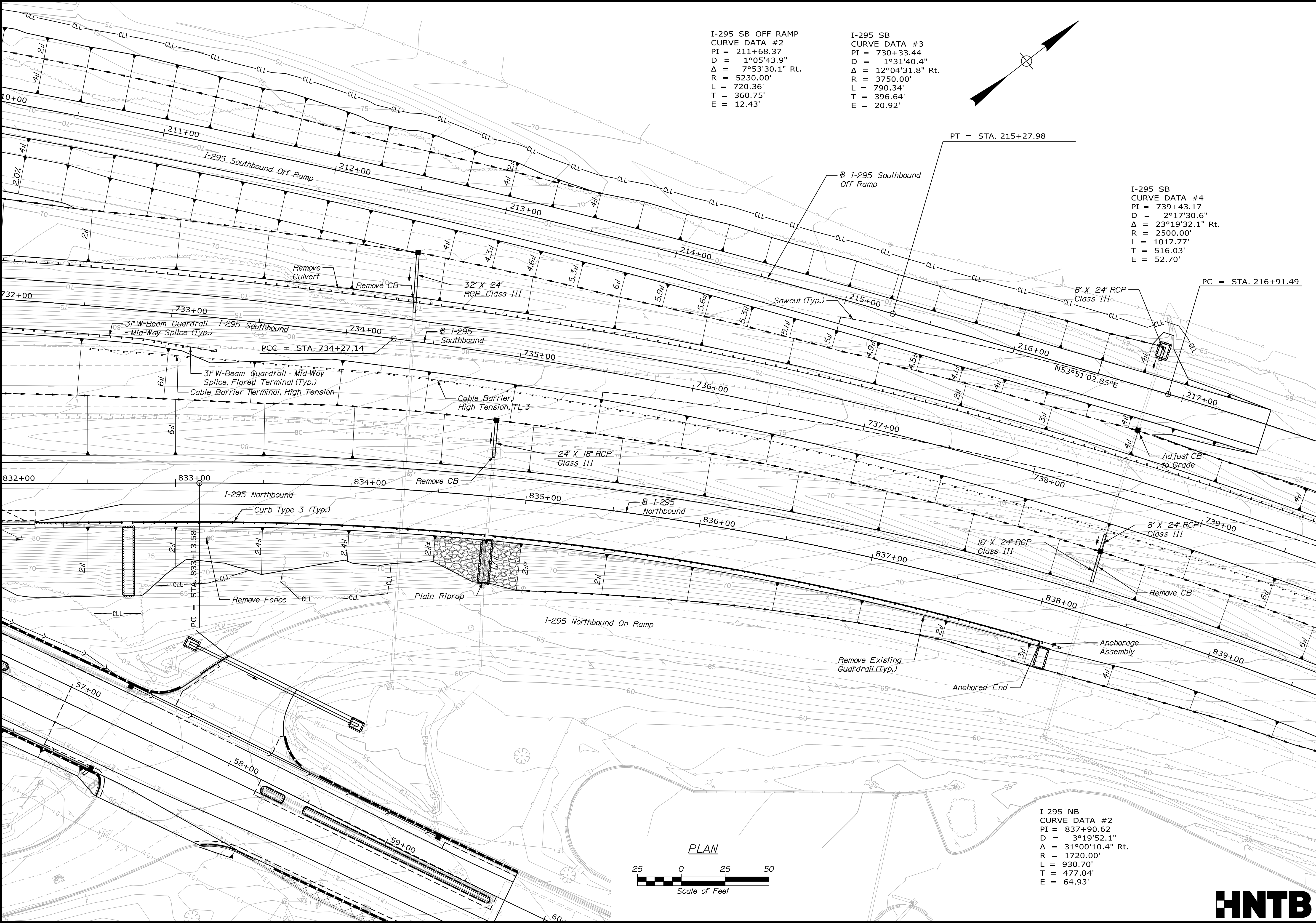
- Lengths provided along baseline alignment
- Route I Underpass has been clipped for clarity on I-295 Northbound and Southbound
- Electrical Lines, Communication Lines, Splice Boxes and Pull Boxes are Shown in Approximate Locations and will be Constructed Prior to Bridge Construction.

Date: 8/22/2021

Username:

Division:

Filename: 009_General Plan 5.dgn



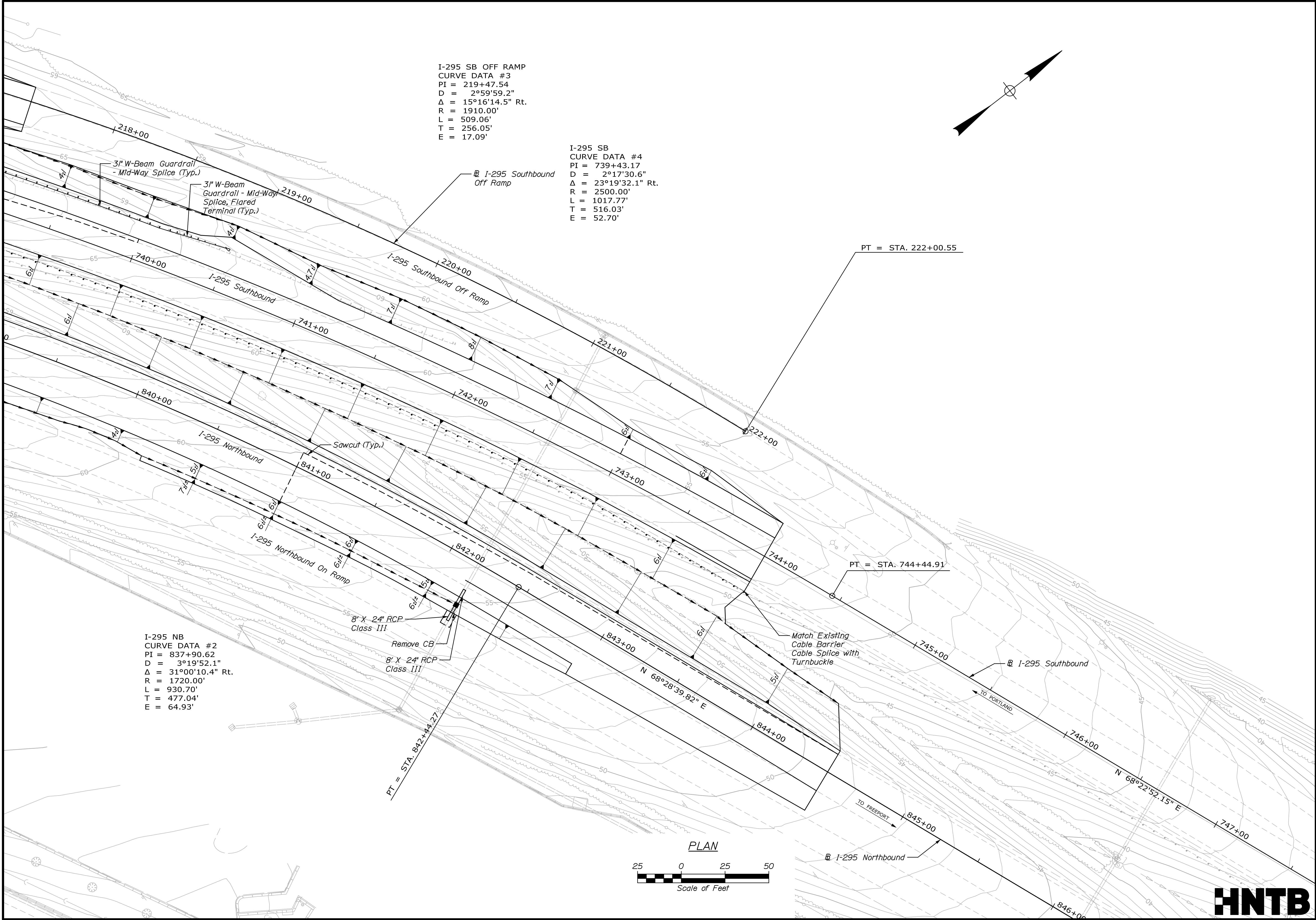
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		SHEET NUMBER 9		OF 312	
GENERAL PLAN 5 I-295		DATE		SIGNATURE	
PROJECT MANAGER M. Kersbergen		BY D. Burton		P.E. NUMBER	
DESIGNED-DETAILED C. Hainick		CHECKED-REVIEWED L. Driscoll		DATE	
DESIGNED-DETAILED K. Brown		DESIGNED-DETAILED K. Brown		DATE	
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

Date:8/22/2021

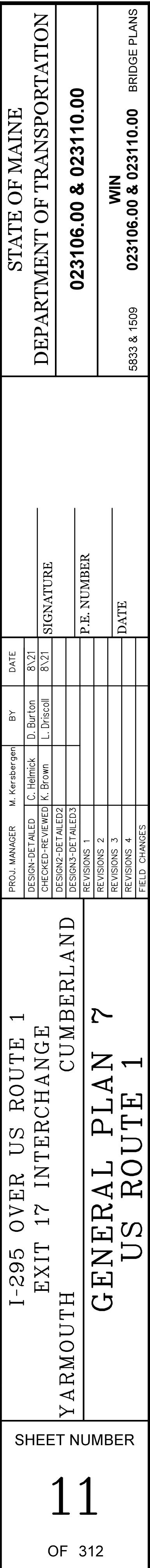
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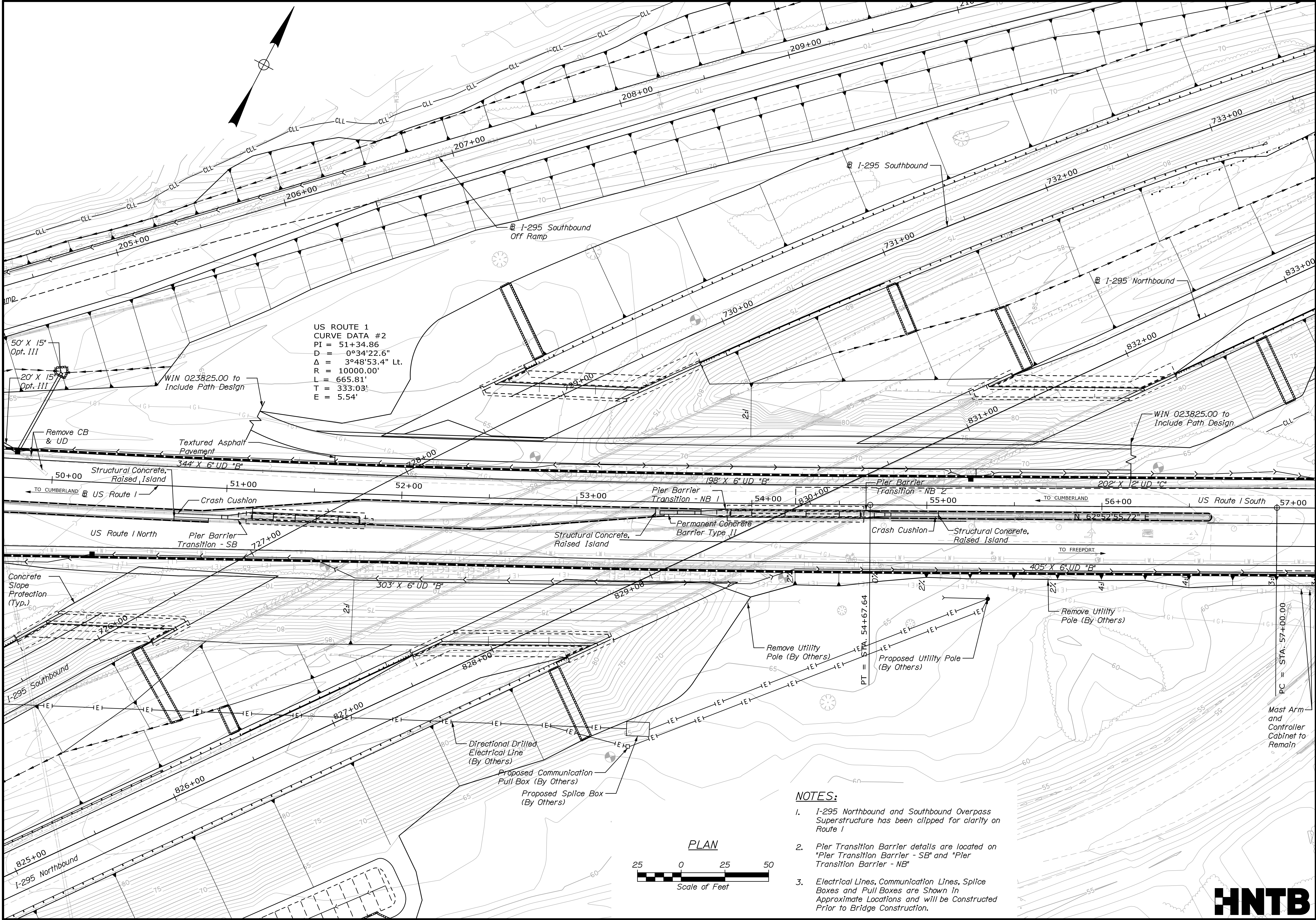
Division:

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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
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5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		YARMOUTH	
EXIT 17 INTERCHANGE		CUMBERLAND	
GENERAL PLAN 6		I-295	
SHEET NUMBER		10	
OF 312			
PROJ. MANAGER	M. Kersbergen	BY	D. Burton
CHECKED-REVIEWED	C. Helmick	DATE	8/21
DESIGNED-DETAILED	L. Driscoll	SIGNATURE	
DESIGNED-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

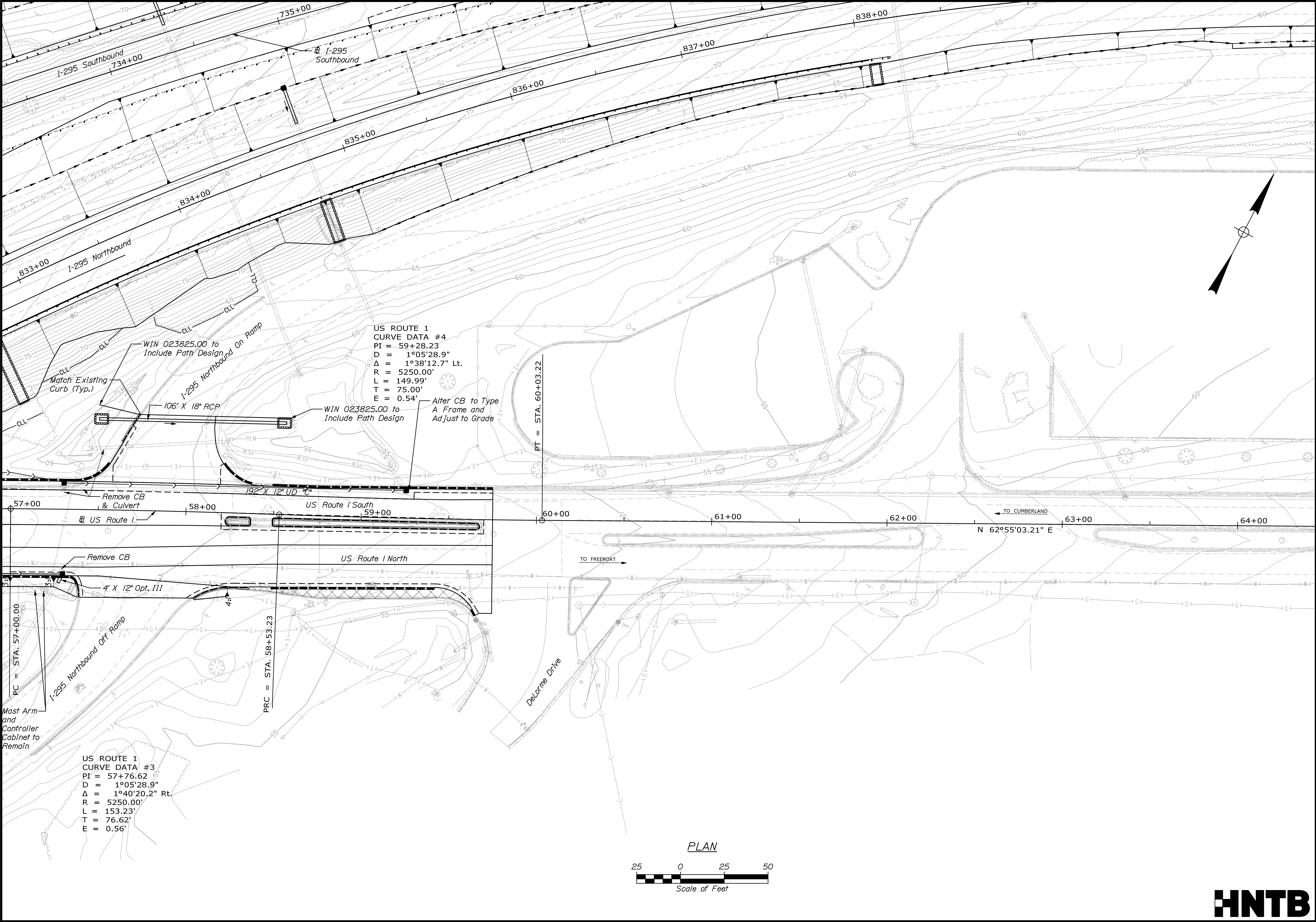
DATE
8/21
SIGNATURE
L. Driscoll
P.E. NUMBER
DATE

PROJ. MANAGER
M. Kerstgen
BY
D. Burton
CHECKED-REVIEWED
C. Helmick
L. Driscoll
DESIGNS-DETAILED
DESIGNS-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
GENERAL PLAN 8
US ROUTE 1

SHEET NUMBER
12
OF 312

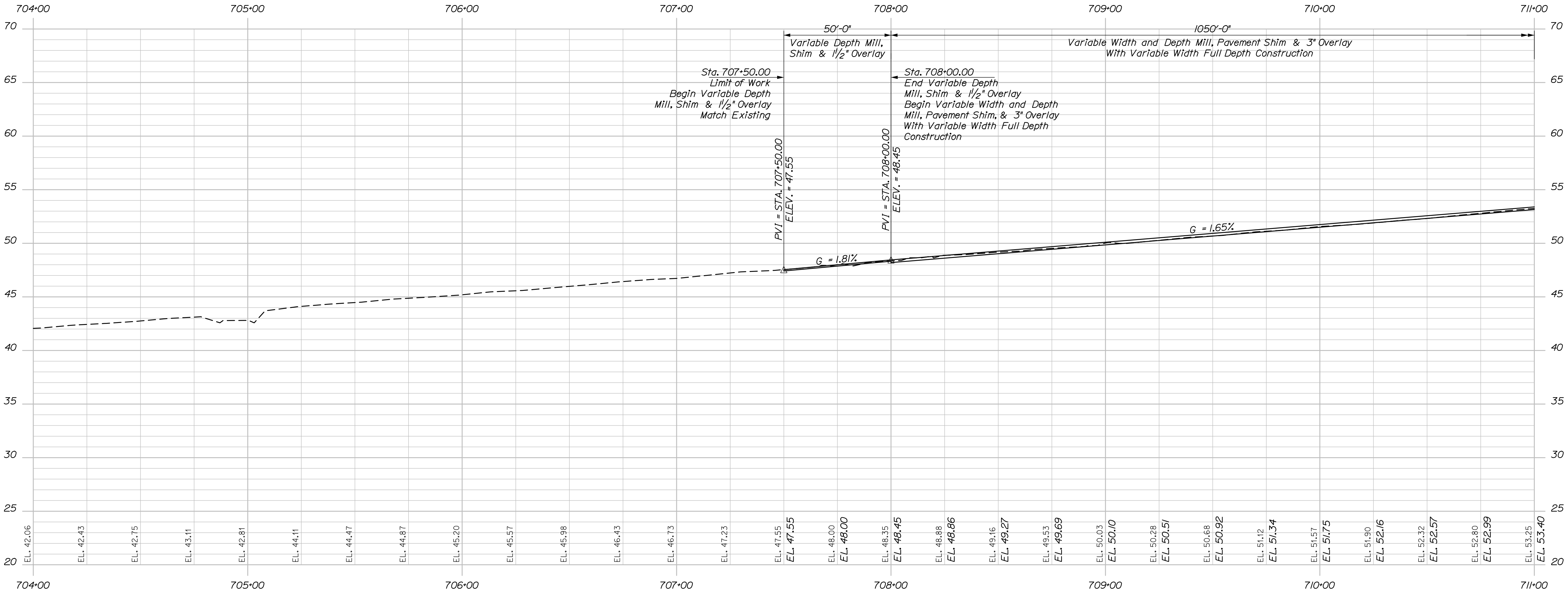
HNTB



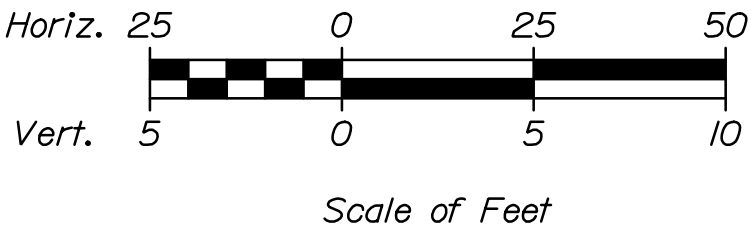
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE		BY	PROJ. MANAGER	M. Kerstberger
	8/21	8/21	D. Burton L. Driscoll	CHECKED-DESIGNED C. Helmick K. Brown	
	SIGNATURE		P.E. NUMBER		DATE
023106.00 & 023110.00					
WIN					
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		SHEET NUMBER	
GENERAL PLAN 9 US ROUTE 1		13	
		OF 312	





PROFILE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00				
	5833 & 1509	023106.00 & 023110.00	WIN	BRIDGE PLANS

PROJ. MANAGER	M. Kersibergen	BY		DATE	
CHECKED-DETAILED	C. Helmick	D. Burton	8/21	SIGNATURE	
DESIGNED-DETAILED	K. Brown	L. Driscoll	8/21	P.E. NUMBER	
REVISIONS 1				DATE	
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

I-295 SOUTHBOUND
PROFILE 1

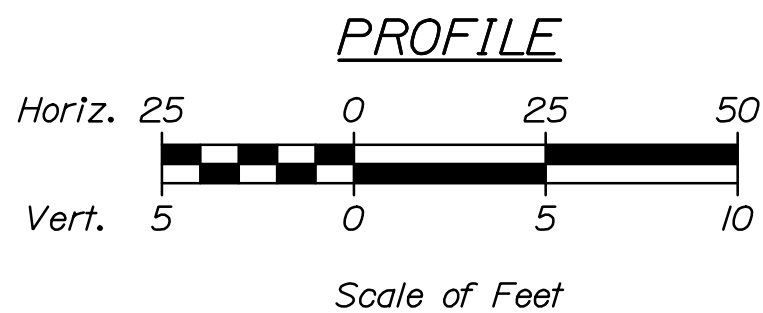
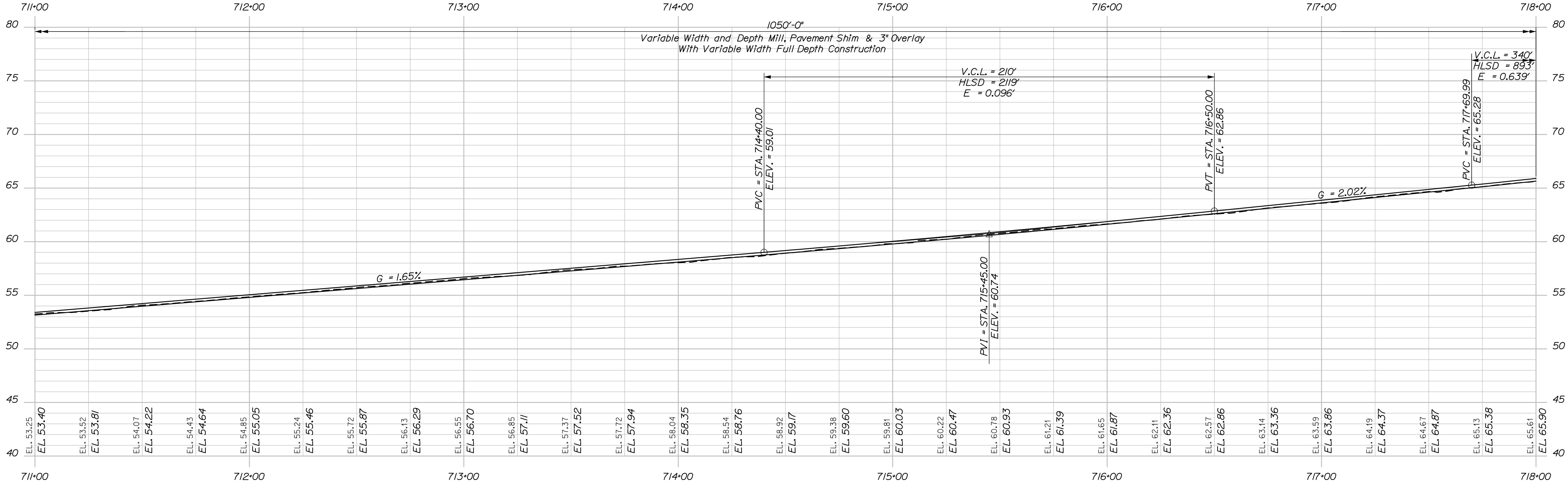
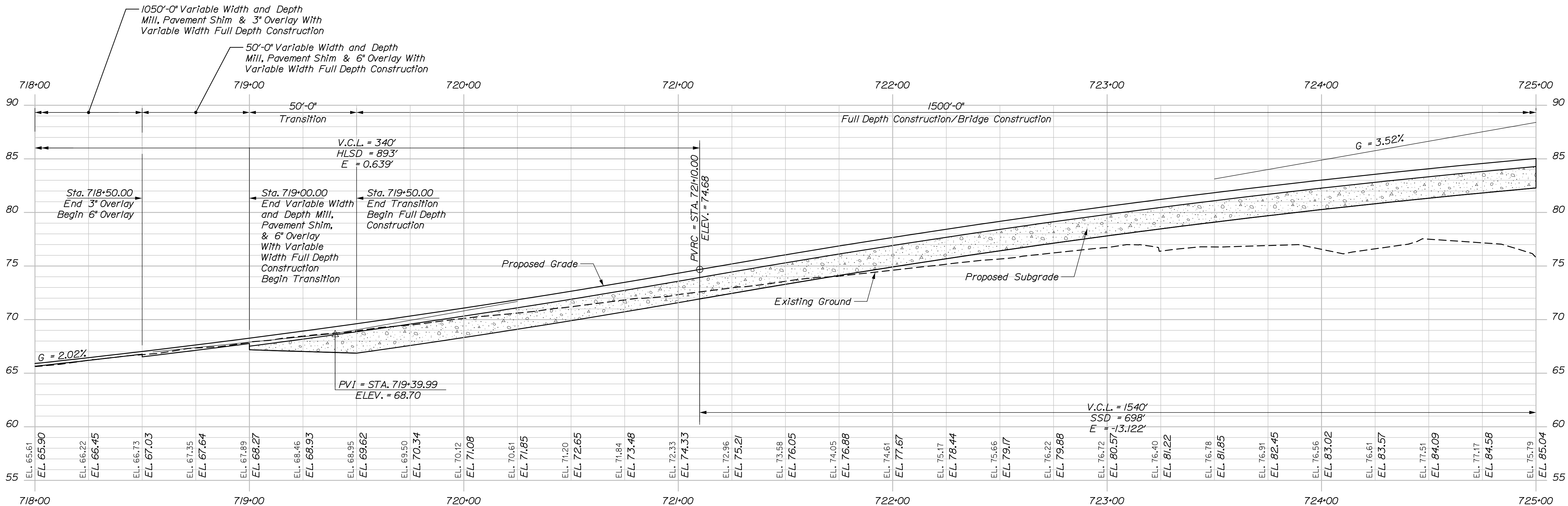
SHEET NUMBER
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OF 312

Date:8/22/2021

Username:

Division:

Filename: 015_1295 Profile 2.dgn



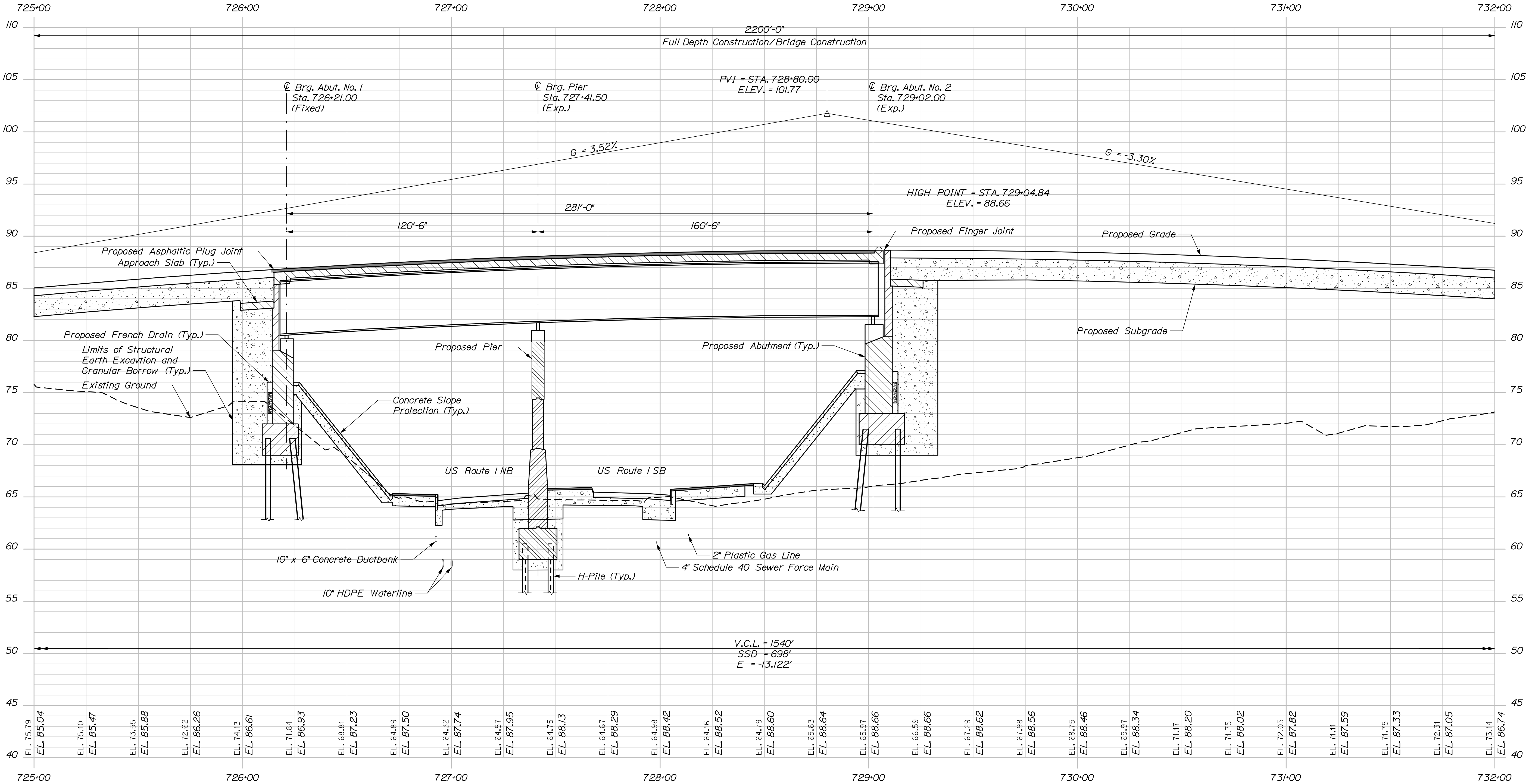
PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	C. Helmick	8/21
DESIGN-DETAILED	L. Driscoll	SIGNATURE
DESIGNS-DETAILED		P.E. NUMBER
REVISIONS 1		DATE
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Date: 8/22/2021

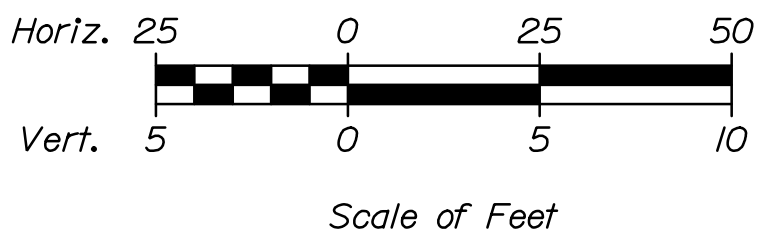
Username:

Division:

Filename: 016_1295 Profile 3.dgn



PROFILE



HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	D. Burton	8/21	
CHECKED-REVIEWED	L. Driscoll	8/21	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
PROFILE 3

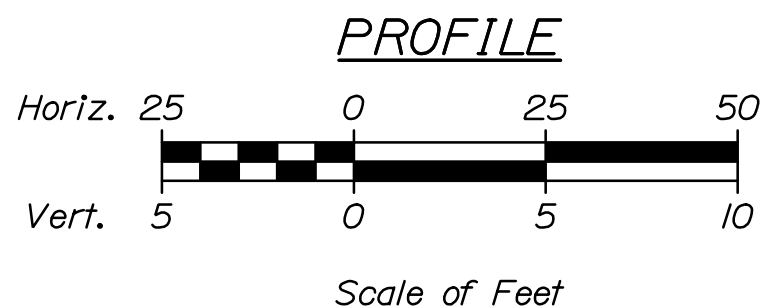
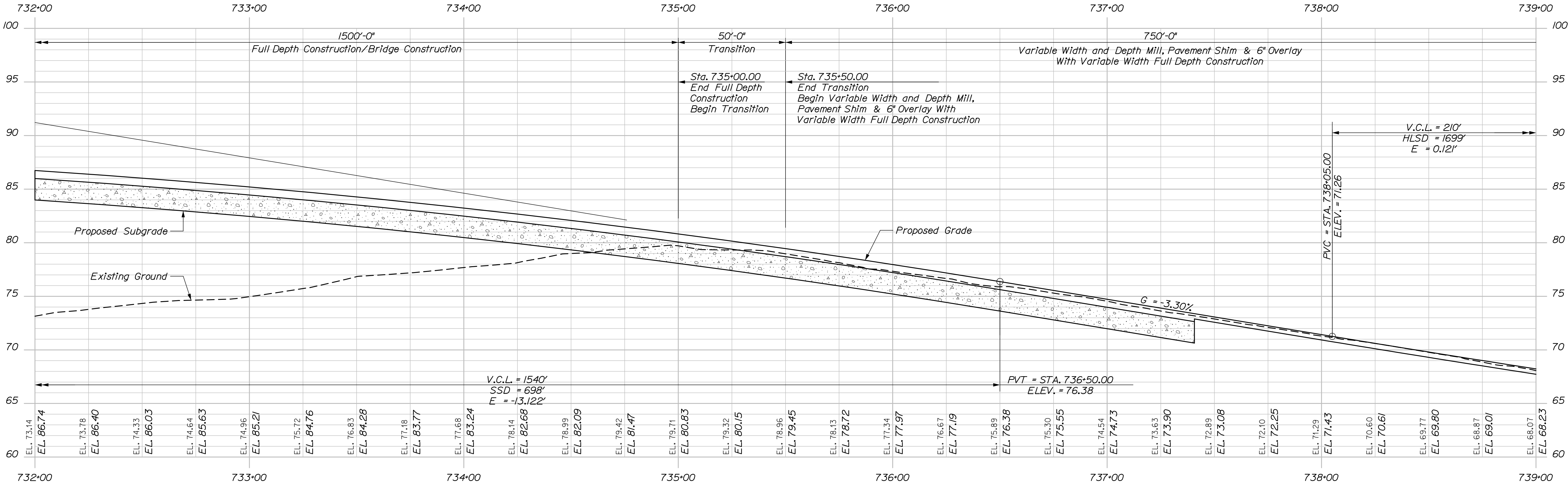
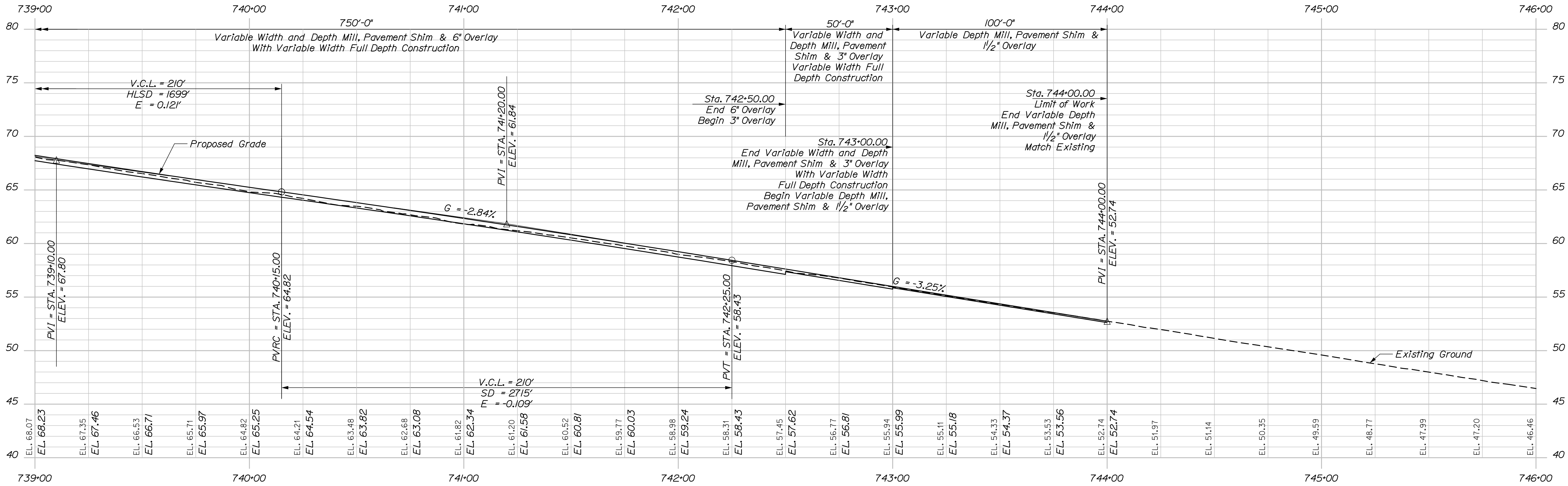
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16
OF 312

Date:8/22/2021

Username:

Division:

Filename: 017_1295 Profile 4.dgn



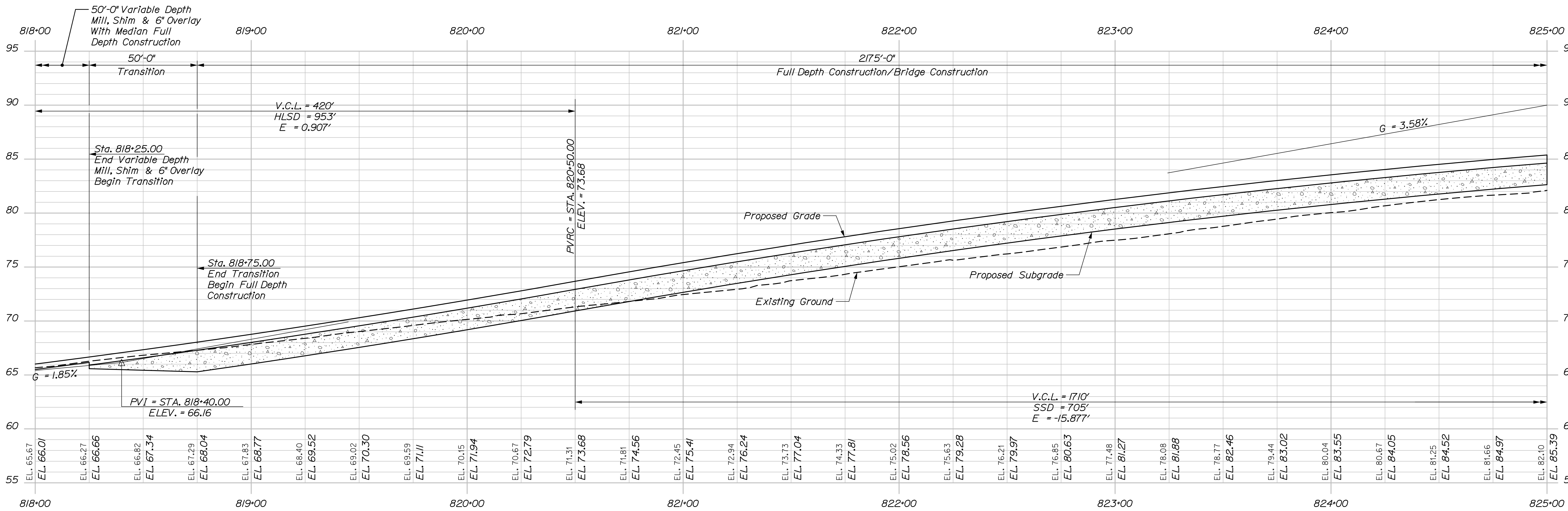
PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	L. Driscoll	8/21
DESIGN-DETAILED		
DESIGNS-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Date:8/22/2021

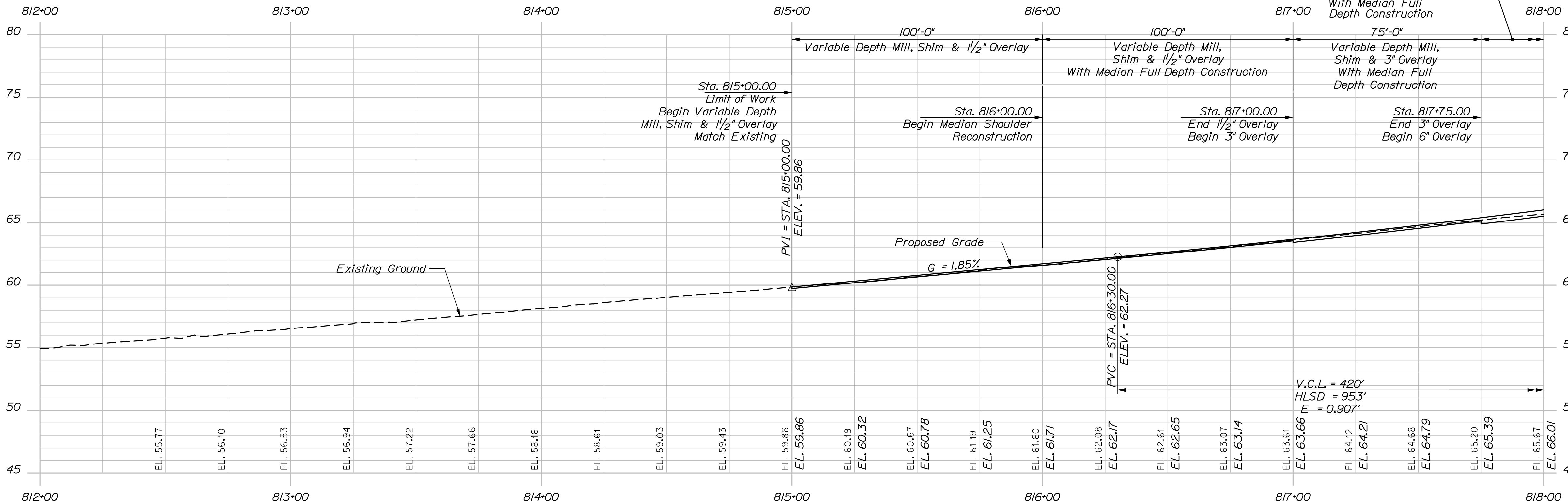
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Division:

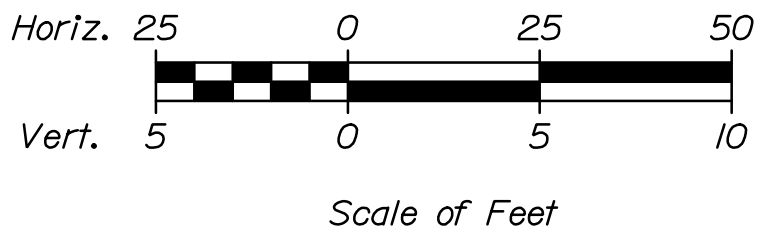
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PROFILE



PROFILE



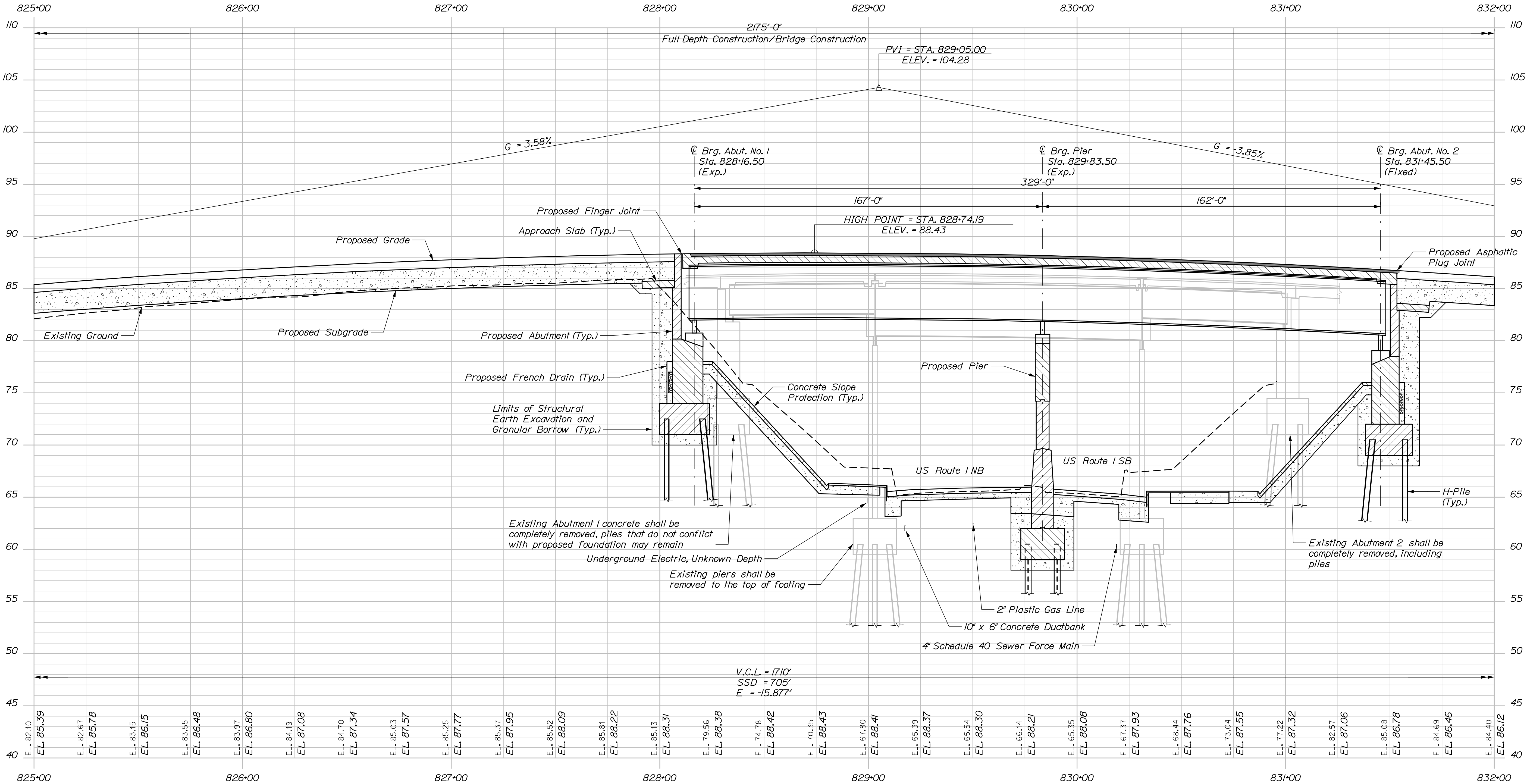
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I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND					
I-295 NORTHBOUND PROFILE 1					
SHEET NUMBER					
18					
OF 312					

Filename: 019_1295 Profile 6.dgn

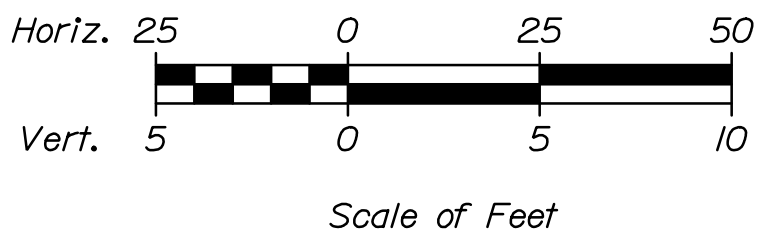
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Username:

Division:



PROFILE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJECT: I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

DESIGN: I-295 NORTHBOUND
PROFILE 2

SHEET NUMBER
19
OF 312

DATE: 8/21/21
BY: D. Burton
CHECKED: C. Hainick
DESIGNED: L. Driscoll
REVISIONS: 1
REVISIONS: 2
REVISIONS: 3
REVISIONS: 4
FIELD CHANGES

DESIGNED: L. Driscoll
CHECKED: C. Hainick
DESIGNED: L. Driscoll
REVISIONS: 1
REVISIONS: 2
REVISIONS: 3
REVISIONS: 4
FIELD CHANGES

DESIGNED: L. Driscoll
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DESIGNED: L. Driscoll
REVISIONS: 1
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FIELD CHANGES

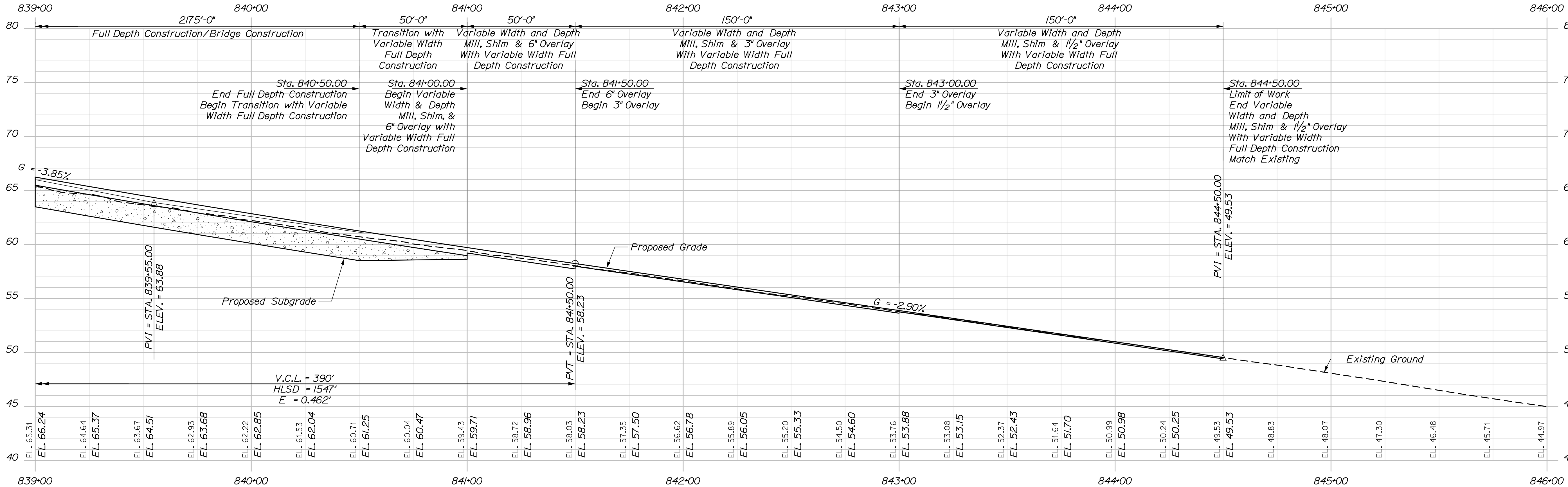
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CHECKED: C. Hainick
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REVISIONS: 1
REVISIONS: 2
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REVISIONS: 4
FIELD CHANGES

Date:8/22/2021

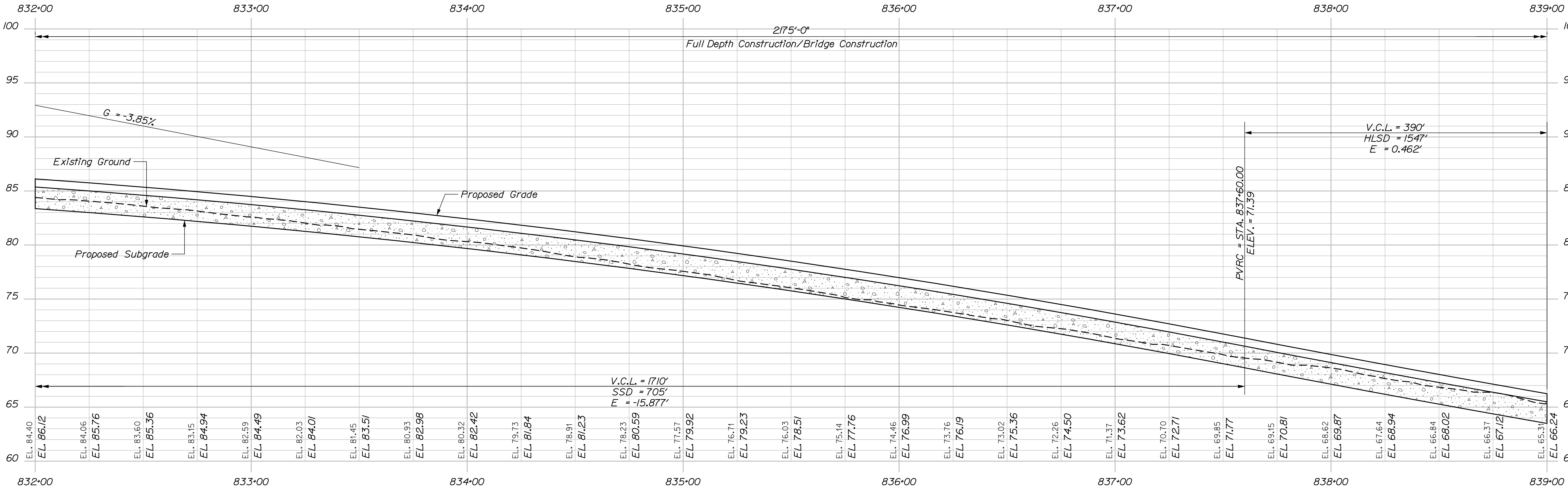
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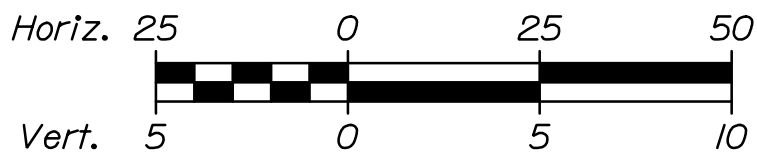
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PROFILE



PROFILE



Scale of Feet



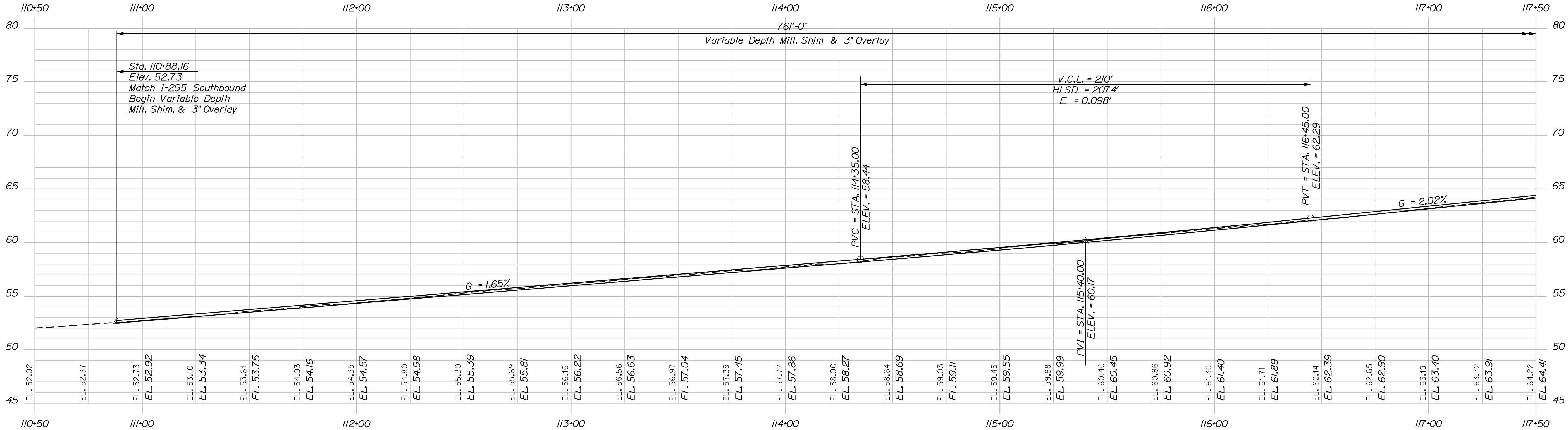
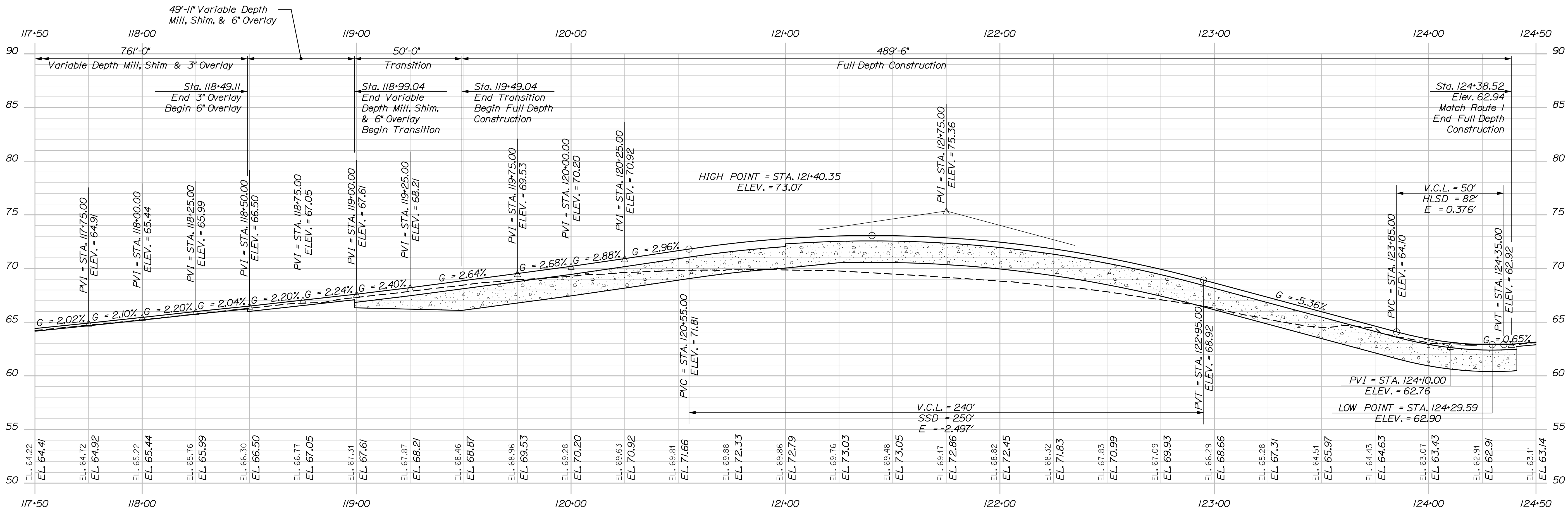
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I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES
I-295 NORTHBOUND PROFILE 3		DATE
SHEET NUMBER		20
		OF 312

Date:8/22/2021

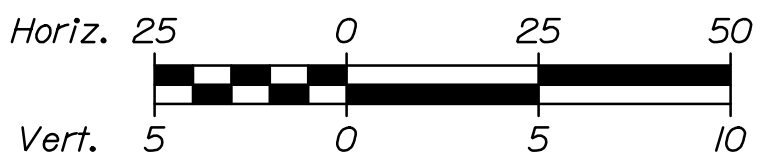
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PROFILE



Scale of Feet



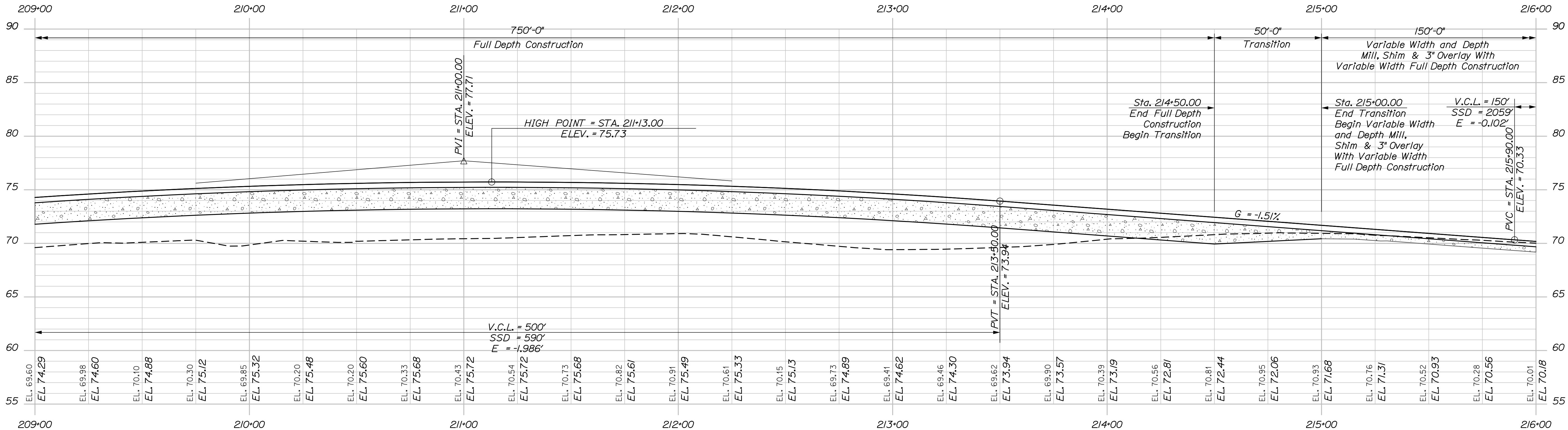
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	P.E. NUMBER		DATE
	BRIDGE PLANS		
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND			
I 295 SOUTHBOUND ON RAMP PROFILE 1			
SHEET NUMBER			
21			
OF 312			

Date:8/22/2021

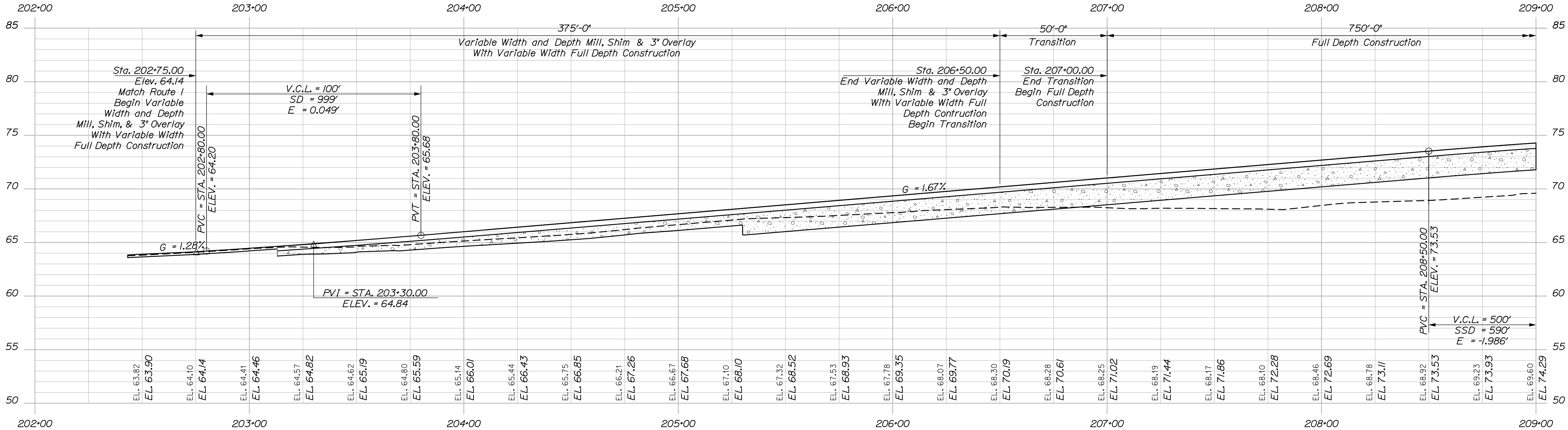
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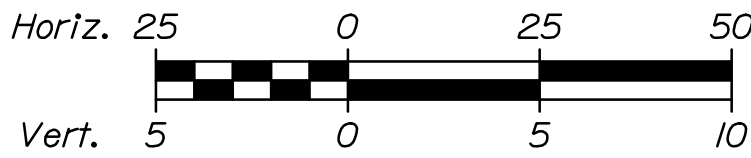


PROFILE



PROFILE

NOTE:
Material Depths Shown
Are Along the I-295 Southbound Off
Ramp Baseline



Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS

PROJ. MANAGER	M. Kersiberg	BY	D. Burton	DATE	8/21
CHECKED-DETAILED	C. Helmick	DESIGNED-DETAILED	L. Driscoll	SIGNATURE	
DESIGNED-DETAILED		REVISIONS 1		P.E. NUMBER	
REVISIONS 2		REVISIONS 3		DATE	
REVISIONS 4		FIELD CHANGES			

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

I 295 SOUTHBOUND
OFF RAMP PROFILE 1

SHEET NUMBER

22

OF 312

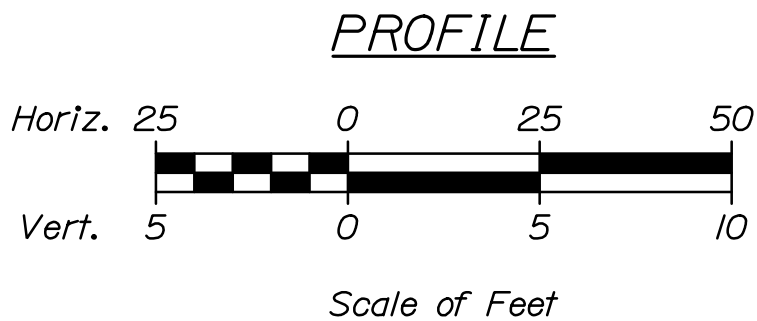
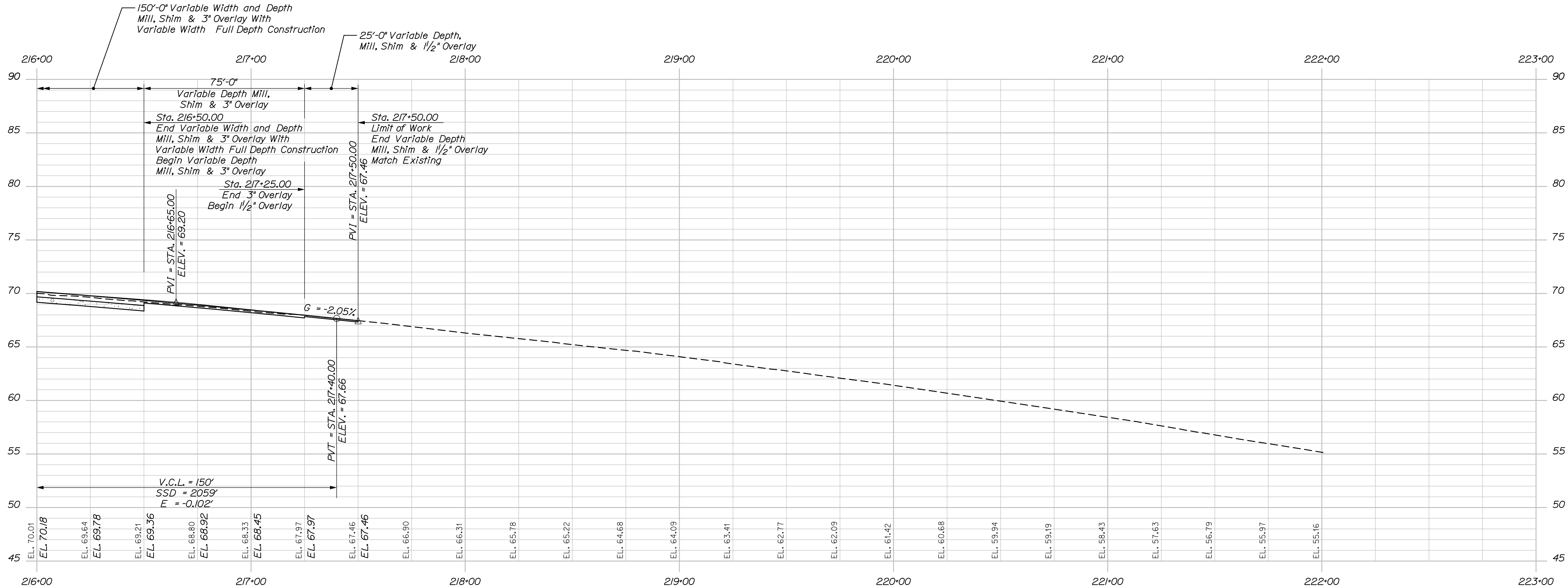
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Username:

Date:8/22/2021

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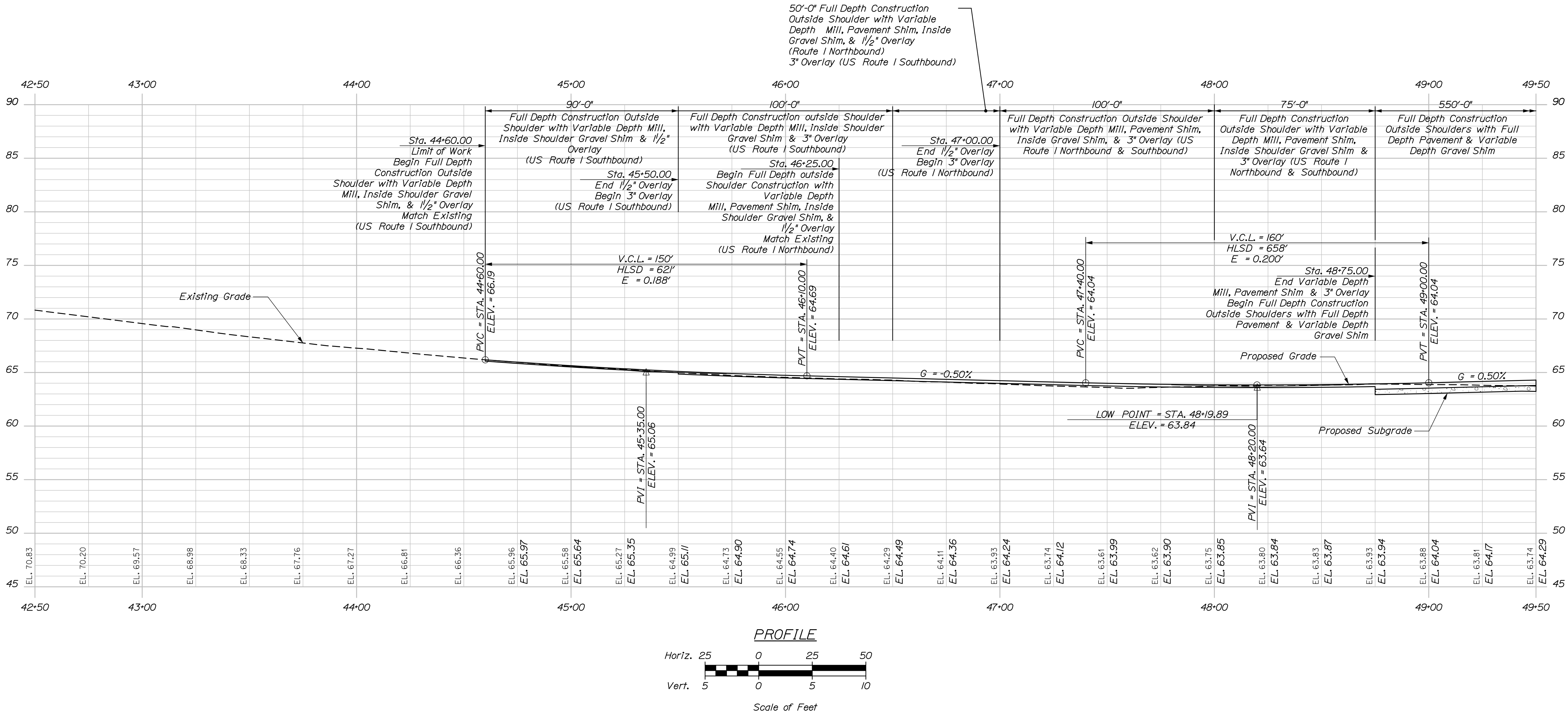
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NOTE:
Material Depths Shown
Are Along the I-295 Southbound Off
Ramp Baseline

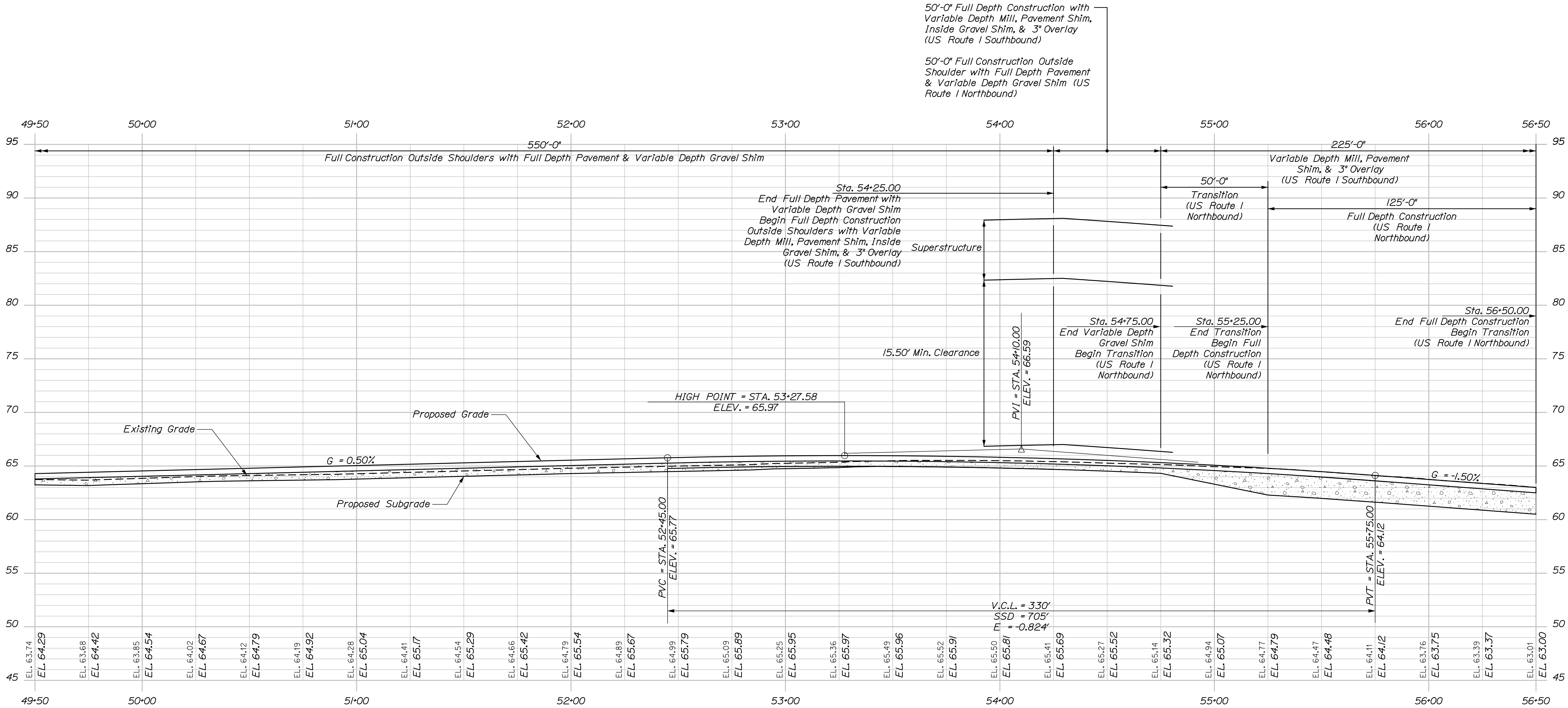


STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER M. Kersibergen	BY D. Burton L. Driscoll	DATE 8/21 8/21	SIGNATURE
	I 295 SOUTHBOUND OFF RAMP PROFILE 2				DESIGN-DETAILED C. Helmick	DESIGN-DETAILED K. Brown		P.E. NUMBER
	SHEET NUMBER 23 OF 312				REVISIONS 1	REVISIONS 2	REVISIONS 3	DATE

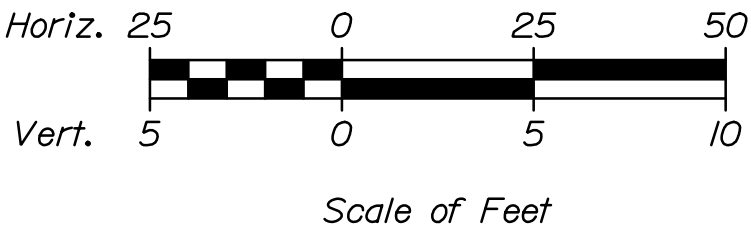


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00			
	WIN			
	5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS			

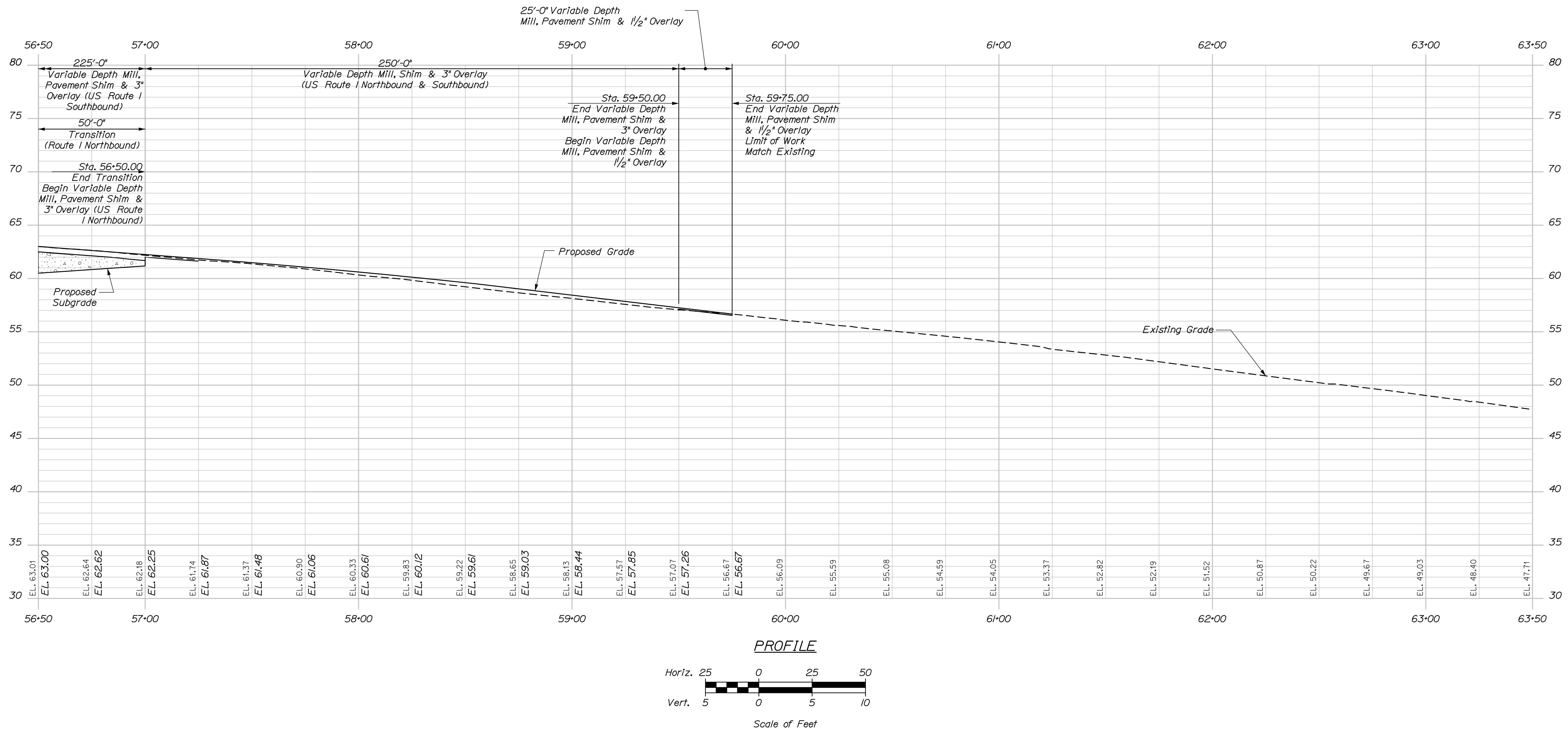
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND US ROUTE 1 PROFILE 1	PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
	DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
	DESIGNS-DETAILED		DESIGNS-DETAILED		P.E. NUMBER	
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SHEET NUMBER 24 OF 312	DATE					

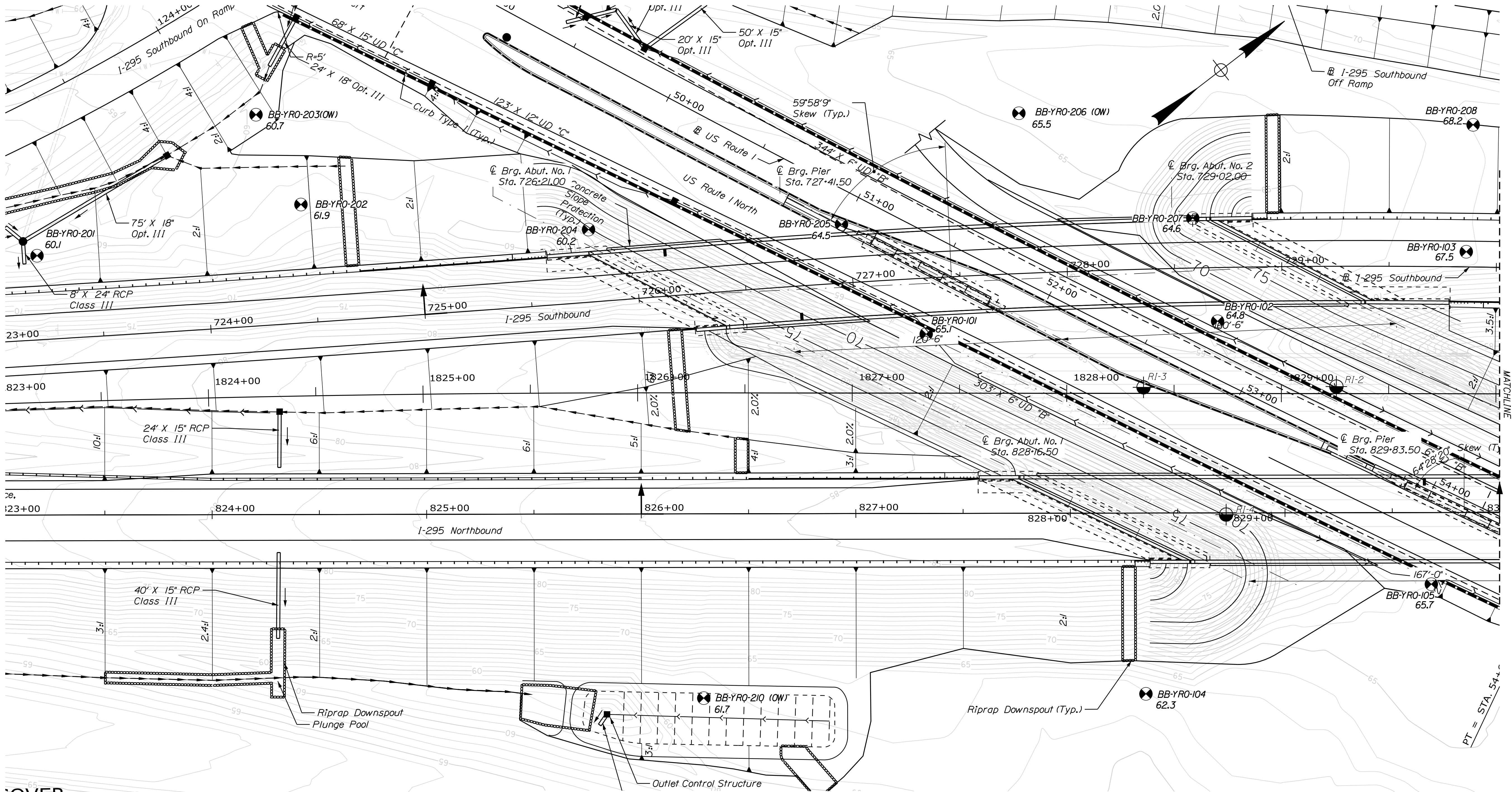


PROFILE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS														
	SIGNATURE		P.E. NUMBER		DATE																
	8/21		8/21																		
PROJECT MANAGER M. Kersbergen		BY D. Burton	DATE 8/21	DESIGN-DETAILED C. Helmick		CHECKED-REVIEWED K. Brown		DESIGN-DETAILED L. Driscoll		DESIGN-DETAILED K. Brown		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
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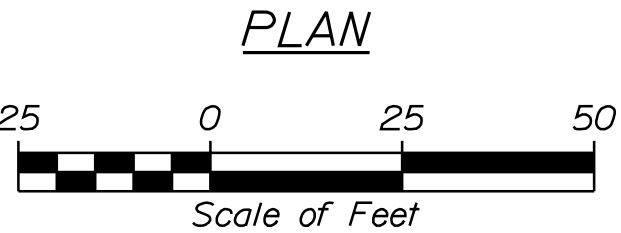
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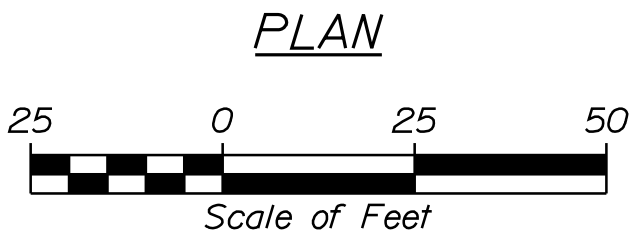
- EXISTING AND PROPOSED SITE CONDITIONS INCLUDING TOPOGRAPHIC AND SITE GRADING INFORMATION, AND THE LOCATION AND ORIENTATION OF EXISTING SITE FEATURES AND THE PROPOSED BRIDGE STRUCTURES ARE TAKEN FROM ELECTRONIC MICROSTATION FILES PROVIDED BY HNTB CORPORATION.
- THE PLAN LOCATIONS OF AND GROUND SURFACE ELEVATIONS AT PRELIMINARY AND FINAL DESIGN PHASE (PHASE I AND PHASE II) TEST BORINGS SHOWN WERE DETERMINED UPON THE COMPLETION OF DRILLING BY THE MAINE DEPARTMENT OF TRANSPORTATION USING GPS SURVEY EQUIPMENT.
- THE PLAN LOCATION OF HISTORIC TEST BORINGS WERE DETERMINED BY HALEY & ALDRICH BY ELECTRONICALLY OVERLAYING, SCALING AND ROTATING HISTORIC DRAWINGS AND ARE APPROXIMATE.
- ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
- TEST BORINGS WERE MONITORED IN THE FIELD BY A HALEY & ALDRICH GEOLOGIST OR GEOTECHNICAL ENGINEER.
- REFER TO THE BORING LOG SHEETS OR APPENDIX A OF THE GEOTECHNICAL DESIGN REPORT FOR TEST BORING LOGS, PHOTOGRAPHS OF ROCK CORE SAMPLES RECOVERED FROM TEST BORINGS AND OBSERVATION WELL INSTALLATION AND GROUNDWATER MONITORING REPORTS ARE PROVIDED IN APPENDICES A AND B OF THE GEOTECHNICAL DESIGN REPORT, RESPECTIVELY.

LEGEND:

- BB-YR0-204 60.2 DESIGNATION, AS-DRILLED LOCATION AND GROUND SURFACE ELEVATION OF FINAL DESIGN PHASE (PHASE II) TEST BORING DRILLED BY NORTHERN TEST BORINGS, INC. OF GORHAM, MAINE UNDER THE DIRECTION OF HALEY & ALDRICH IN JUNE 2021
- BB-YR0-101 65.1 DESIGNATION, AS-DRILLED LOCATION AND GROUND SURFACE ELEVATION OF PRELIMINARY DESIGN PHASE (PHASE I) TEST BORING DRILLED BY NORTHERN TEST BORINGS, INC. OF GORHAM, MAINE UNDER THE DIRECTION OF HALEY & ALDRICH IN OCTOBER 2019
- RI-1 DESIGNATION AND APPROXIMATE LOCATION OF HISTORIC TEST BORING DRILLED BY THE MAINE STATE HIGHWAY COMMISSION
- (OW) DENOTES OBSERVATION WELL INSTALLED IN COMPLETED BOREHOLE
- DESIGNATION, LOCATION, AND ORIENTATION OF INTERPRETIVE SUBSURFACE PROFILE; REFER TO INTERPRETIVE SUBSURFACE PROFILE SHEETS

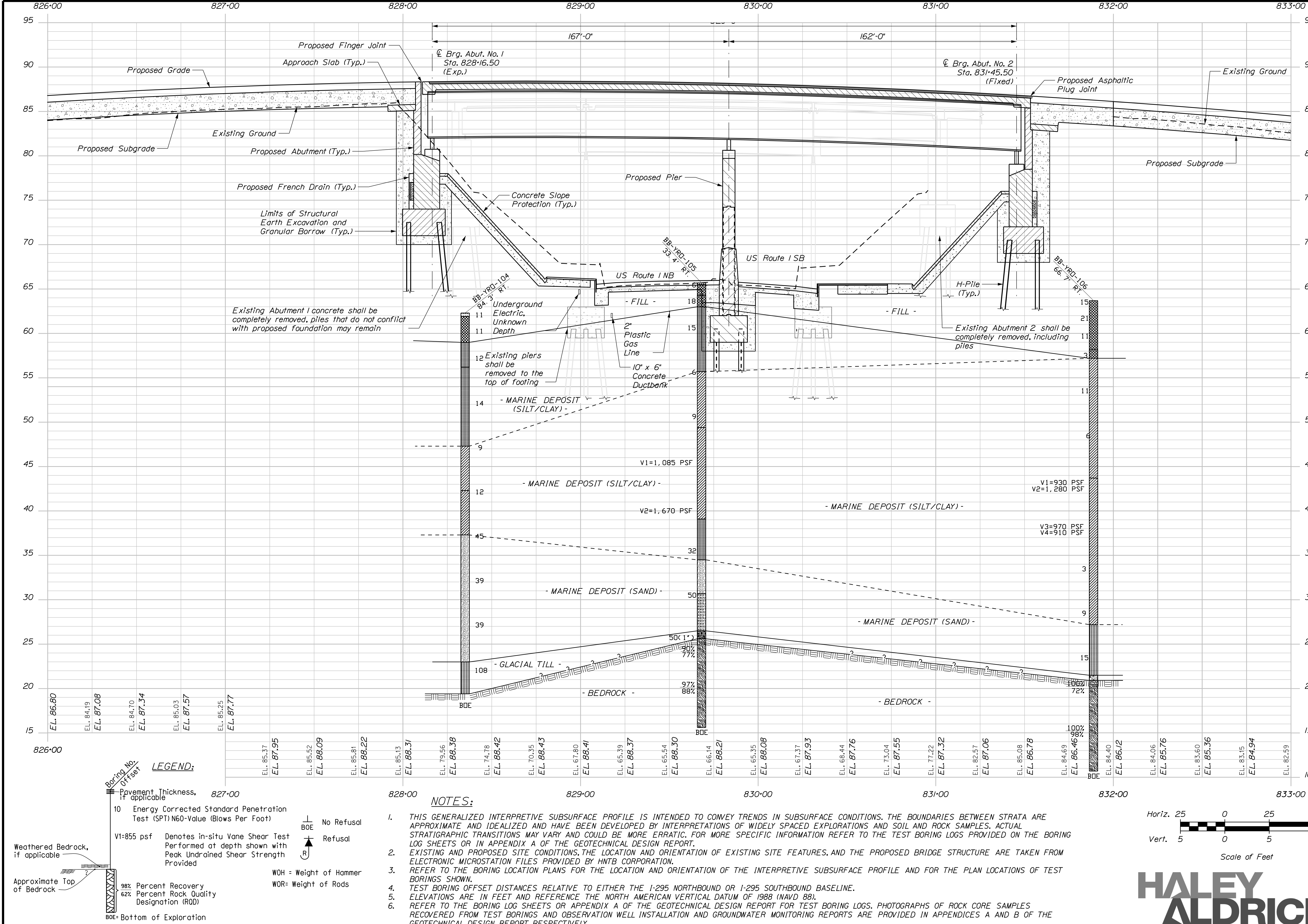


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH		CUMBERLAND		BORING LOCATION PLAN	
SHEET NUMBER		27		OF 312	



1. EXISTING AND PROPOSED SITE CONDITIONS INCLUDING TOPOGRAPHIC AND SITE GRADING INFORMATION, AND THE LOCATION AND ORIENTATION OF EXISTING SITE FEATURES AND THE PROPOSED BRIDGE STRUCTURES ARE TAKEN FROM ELECTRONIC MICROSTATION FILES PROVIDED BY HNTB CORPORATION.
2. THE PLAN LOCATIONS OF AND GROUND SURFACE ELEVATIONS AT PRELIMINARY AND FINAL DESIGN PHASE (PHASE I AND PHASE II) TEST BORINGS SHOWN WERE DETERMINED UPON THE COMPLETION OF DRILLING BY THE MAINE DEPARTMENT OF TRANSPORTATION USING GPS SURVEY EQUIPMENT.
3. THE PLAN LOCATION OF HISTORIC TEST BORINGS WERE DETERMINED BY HALEY & ALDRICH BY ELECTRONICALLY OVERLAYING, SCALING AND ROTATING HISTORIC DRAWINGS AND ARE APPROXIMATE.
4. ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
5. TEST BORINGS WERE MONITORED IN THE FIELD BY A HALEY & ALDRICH GEOLOGIST OR GEOTECHNICAL ENGINEER.
6. REFER TO THE BORING LOG SHEETS OR APPENDIX A OF THE GEOTECHNICAL DESIGN REPORT FOR TEST BORING LOGS. PHOTOGRAPHS OF ROCK CORE SAMPLES RECOVERED FROM TEST BORINGS AND OBSERVATION WELL INSTALLATION AND GROUNDWATER MONITORING REPORTS ARE PROVIDED IN APPENDICES A AND B OF THE GEOTECHNICAL DESIGN REPORT, RESPECTIVELY.

DESIGNATION, LOCATION, AND ORIENTATION OF INTERPRETIVE SUBSURFACE
PROFILE; REFER TO INTERPRETIVE SUBSURFACE PROFILE SHEETS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH
CUMBERLAND
INTERPRETIVE SUBSURFACE
PROFILE - I-295 NORTHBOUND

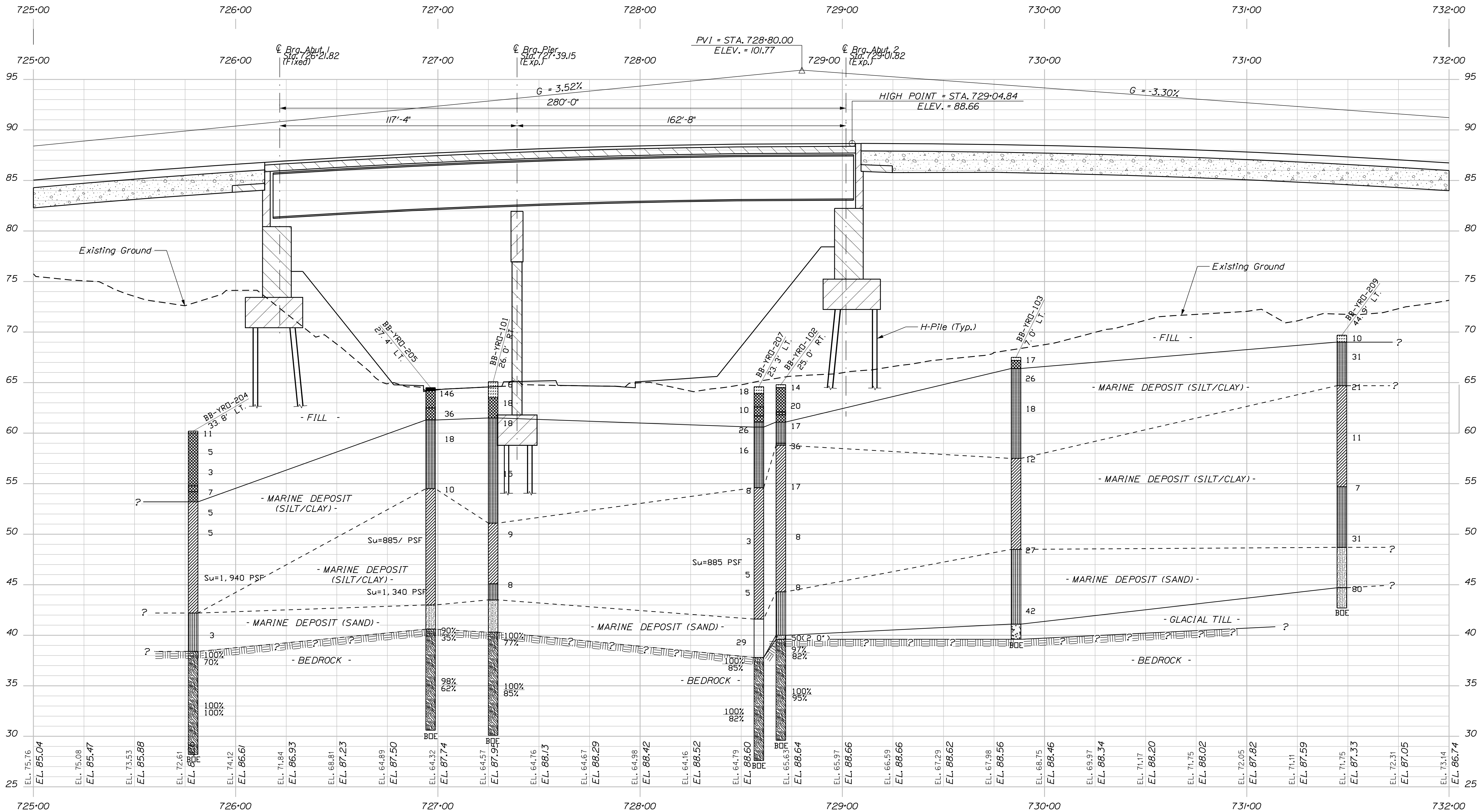
SHEET NUMBER
29
OF 312

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED J.B. STERNET	K. POST	7-30-21			
CHECKED-REVIEWED B. STERNET	W. CHABOURE	8-17-21			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Username:

Date:8/20/2021

Filename: ...\\134120_0010_Yarmouth SB Profile 2021.dgn



Note: Material Depths Shown
Are Along the I 295
Southbound Baseline

I-295 SOUTHBOUND PROFILE

NOTES:

1. THIS GENERALIZED INTERPRETIVE SUBSURFACE 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 SOIL AND ROCK SAMPLES. ACTUAL STRATIGRAPHIC TRANSITIONS MAY VARY AND COULD BE MORE ERRATIC. FOR MORE SPECIFIC INFORMATION REFER TO THE TEST BORING LOGS PROVIDED ON THE BORING LOG SHEETS OR IN APPENDIX A OF THE GEOTECHNICAL DESIGN REPORT.
2. EXISTING AND PROPOSED SITE CONDITIONS, THE LOCATION AND ORIENTATION OF EXISTING SITE FEATURES, AND THE PROPOSED BRIDGE STRUCTURE ARE TAKEN FROM ELECTRONIC MICROSTATION FILES PROVIDED BY HNTB CORPORATION.
3. REFER TO THE BORING LOCATION PLANS FOR THE LOCATION AND ORIENTATION OF THE INTERPRETIVE SUBSURFACE PROFILE AND FOR THE PLAN LOCATIONS OF TEST BORINGS SHOWN.
4. TEST BORING OFFSET DISTANCES RELATIVE TO EITHER THE I-295 NORTHBOUND OR I-295 SOUTHBOUND BASELINE.
5. ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
6. REFER TO THE BORING LOG SHEETS OR APPENDIX A OF THE GEOTECHNICAL DESIGN REPORT FOR TEST BORING LOGS. PHOTOGRAPHS OF ROCK CORE SAMPLES RECOVERED FROM TEST BORINGS AND OBSERVATION WELL INSTALLATION AND GROUNDWATER MONITORING REPORTS ARE PROVIDED IN APPENDICES A AND B OF THE GEOTECHNICAL DESIGN REPORT, RESPECTIVELY.

LEGEND:

Boring No. / Offset

— Pavement Thickness, if applicable

10 Energy Corrected Standard Penetration Test (SPT) N60-Value (Blows Per Foot)

VI=855 psf Denotes in-situ Vane Shear Test Performed at depth shown with Peak Undrained Shear Strength Provided

98% Percent Recovery
62% Percent Rock Quality Designation (ROD)

BOE= Bottom of Exploration

Weathered Bedrock, if applicable

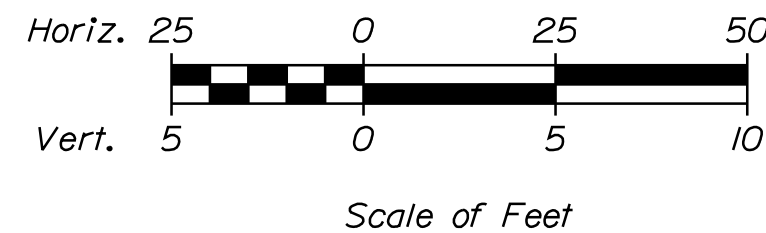
Approximate Top of Bedrock

BOE

No Refusal

Refusal

WOH = Weight of Hammer
WOR= Weight of Rods



HALEY
ALDRICH

PROJ. MANAGER	BY	DATE	SIGNATURE
CHECKED-REVIEWED	K. POST	7-30-21	
DESIGNED-DETAILED	B. STEINERT	8-17-21	
DESIGNED-DETAILED	W. CHABOURE		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge				Boring No.: BB-YRO-201			
Soil/Rock Exploration Log				Replacement				US CUSTOMARY UNITS			
Location: Yarmouth, Maine				WIN: 23106.00+23110.00							
Driller: Northern Test Borings, Inc.		Elevation (ft.): 60.1		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID					
Operator: M. Nadam		Datum: NAVD 88		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft					
Logged By: T. Jones		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft		Core Barrel: --					
Date Start/Finish: 6-7-2021/6-7-2021		Drilling Method: SSA/HW Drive		Coring Method: --		Water Level: 4.7 ft					
Boring Location: Sta. 723+21.0 SB, 38.9LT		Casing ID/OD: HW-4.0 in. ID		Hammer Type: AutomaticS2 HydraulicC2		Rope & CatheadC2					
Hammer Efficiency Factor: 0.976		AutomaticS2 HydraulicC2		Rope & CatheadC2							
Definitions: R = Rock Core Sample S = Split Spoon Sample U = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test MV = Unsuccessful Field Vane Shear Test Attempt		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person	
Sample Information		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
Depth (ft.)		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
0		1D/A		24/16		0.0 - 2.0		1/2/2/2		4 7 SSA	
2D		24/16		2.0 - 4.0		3/4/3/4		9 15			
3D		24/9		4.0 - 6.0		3/3/2/2		5 8			
4D/A		24/18		6.0 - 8.0		4/4/4/3		8 13			
5D		24/24		8.0 - 10.0		3/4/3/3		7 11			
6D		24/15		10.0 - 12.0		2/2/3/2		5 8		HW	
7D		24/12		12.0 - 14.0		1/1/1/3		2 3			
8D/A		24/12		14.0 - 16.0		7/8/22/50(1")		30 49			
Remarks:											
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.											
Boring No.: BB-YRO-201											

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge				Boring No.: BB-YRO-203			
Soil/Rock Exploration Log				Replacement				US CUSTOMARY UNITS			
Location: Yarmouth, Maine				WIN: 23106.00+23110.00							
Driller: Northern Test Borings, Inc.		Elevation (ft.): 60.7		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID					
Operator: M. Nadam		Datum: NAVD 88		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft					
Logged By: J. Fletcher		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft		Core Barrel: --					
Date Start/Finish: 6-4-2021/6-4-2021		Drilling Method: SSA/HW Drive		Coring Method: --		Water Level: 11.7 ft					
Boring Location: Sta. 724+27.4 SB, 98.2LT		Casing ID/OD: HW-4.0 in. ID		Hammer Type: AutomaticS2 HydraulicC2		Rope & CatheadC2					
Hammer Efficiency Factor: 0.976		AutomaticS2 HydraulicC2		Rope & CatheadC2							
Definitions: R = Rock Core Sample S = Split Spoon Sample U = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test MV = Unsuccessful Field Vane Shear Test Attempt		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person	
Sample Information		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
Depth (ft.)		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
0		1D/A		24/12		6.0 - 2.0		1/3/12/25		15 24 SSA	
2D		24/8		2.0 - 4.0		4/6/5/6		11 18			
3D		24/24		5.0 - 7.0		4/5/6/4		11 18			
4D		24/24		10.0 - 12.0		2/3/2/3		5 8		HW	
5D		24/9		15.0 - 17.0		Sur=855/235 psf		44.6			
6D		1/1		20.0 - 21.0		50(1")		40.6			
Remarks:											
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.											
Boring No.: BB-YRO-203											

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge				Boring No.: BB-YRO-204			
Soil/Rock Exploration Log				Replacement				US CUSTOMARY UNITS			
Location: Yarmouth, Maine				WIN: 23106.00+23110.00							
Driller: Northern Test Borings, Inc.		Elevation (ft.): 60.2		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID					
Operator: M. Nadam		Datum: NAVD 88		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft					
Logged By: J. Fletcher		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft		Core Barrel: --					
Date Start/Finish: 6-4-2021/6-4-2021		Drilling Method: SSA/HW Drive		Coring Method: --		Water Level: 5.1 ft					
Boring Location: Sta. 725+79.0 SB, 33.8LT		Casing ID/OD: HW-4.0 in. ID		Hammer Type: AutomaticS2 HydraulicC2		Rope & CatheadC2					
Hammer Efficiency Factor: 0.976		AutomaticS2 HydraulicC2		Rope & CatheadC2							
Definitions: R = Rock Core Sample S = Split Spoon Sample U = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test MV = Unsuccessful Field Vane Shear Test Attempt		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person	
Sample Information		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
Depth (ft.)		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
0		1D/A		24/13		0.0 - 2.0		2/3/4/6		7 11 SSA	
2D		24/16		2.0 - 4.0		3/1/2/1		3 5			
3D/A		24/16		4.0 - 6.0		2/1/1/1		2 3			
4D/A		24/21		6.0 - 8.0		1/2/2/2		4 7			
5D		24/10		8.0 - 10.0		1/1/2/1		3 5			
6D		24/16		10.0 - 12.0		2/1/2/2		3 5		HW	
7D		24/24		14.0 - 16.0		Sur=1,940/465 psf		44.4			
8D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
9D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
10D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
11D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
12D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
13D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
14D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
15D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
16D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
17D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
18D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
19D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
20D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
21D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
22D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
23D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
24D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
25D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
26D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
27D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
28D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
29D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
30D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
31D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
32D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
33D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
34D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
35D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
36D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
37D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
38D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
39D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
40D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
41D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
42D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
43D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
44D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
45D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
46D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
47D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
48D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
49D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
50D		22/14		20.0 - 21.8		2/1/1/50(4")		2 3			
Remarks:											
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.											
Boring No.: BB-YRO-204											

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge				Boring No.: BB-YRO-210			
Soil/Rock Exploration Log				Replacement				US CUSTOMARY UNITS			
Location: Yarmouth, Maine				WIN: 23106.00+23110.00							
Driller: Northern Test Borings, Inc.		Elevation (ft.): 61.7		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID					
Operator: M. Nadam		Datum: NAVD 88		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft					
Logged By: T. Jones		Rig Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft		Core Barrel: --					
Date Start/Finish: 6-9-2021/6-9-2021		Drilling Method: SSA/HW Drive		Coring Method: --		Water Level: 17.8 ft					
Boring Location: Sta. 826+28.9 NB, 85.9RT		Casing ID/OD: HW-4.0 in. ID		Hammer Type: AutomaticS2 HydraulicC2		Rope & CatheadC2					
Hammer Efficiency Factor: 0.976		AutomaticS2 HydraulicC2		Rope & CatheadC2							
Definitions: R = Rock Core Sample S = Split Spoon Sample U = Unsuccessful Split Spoon Sample Attempt L = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test MV = Unsuccessful Field Vane Shear Test Attempt		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person		S = Split Spoon Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WOSC = Weight of Rods or Casing NBS = Hammer Efficiency Factor/95%/Unconnected WOTP = Weight of One Person	
Sample Information		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
Depth (ft.)		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)		Blows (6 in.) Shear Strength or RQD (%)		Nonconnected	
0		1D/A		24/16		0.0 - 2.0		4/5/4/4		10 16 HW	
2D		24/18		2.0 - 4.0		4/4/5/5		9 15			
3D		24/24		5.0 - 7.0		7/8/11/12		19 31			
4D		24/24		10.0 - 12.0		3/4/5/6		9 15		OPEN	
5D/A		24/22		15.0 - 17.0		4/2/7/11		9 15			
6D		24/9		20.0 - 22.0		7/9/9/10		18 29			
7D											


Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge Replacements		Boring No.: BB-YRO-205	
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Yarmouth, Maine		WIN: 23106.00+23110.00	
Driller: Northern Test Borings, Inc.		Elevation (ft.): 64.5		Auger ID/OD: —		Sampler: Split-Spoon 1.375 in. ID	
Operator: M. Nadeau		Datum: NAVD 88		Hammer Wt./Fall: SS-140 lb, HW-140/300			
Logged By: T. Jones		Rig Type: Dietrich D-50 Track-Mounted Rig		Core Barrel: NQ-2.0 in. ID			
Date Start/Finish: 6/9-2021/6-9-2021		Drilling Method: SSA/HW Drive		Core Level: 18.1 ft			
Boring Location: Sta 726+96.4 SB, 27.41' L		Casing ID/OD: HW-4.0 in. ID		Hammer Efficiency Factor: 0.976			
Hammer Efficiency Factor: 0.976		Hammer Type: Automatic		Hydraulic		Rock & Casing	
Definitions: D = Split Spoon Sample MD = Unconsolidated Split Spoon Sample Attempt U = Thin Wall Tube Sample W = Field Vane Shear Test PP = Pocket Penetrometer MD = Unconsolidated Field Type Shovel Test Attempt		R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WDH = Weight of 140lb. Hammer WDR = Weight of Rod or Casing WDT = Weight at Data Point		SP = Pack/Remolded Field Vane Undrained Shear Strength (psf) Su(alt) = Lab Vane Undrained Shear Strength (psf) qp = Uncorrected Compressive Strength (ksf) Nuncorrected = Raw Field SPT Number Hammer Efficiency Factor = Rig Specific Annual Calibration Value N60 = SPT Nuncorrected Corrected for Hammer Efficiency N60 = Hammer Efficiency Factor(N)/Nuncorrected		1 = Pocket Torque Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test	
Sample Information							
Depth (ft.)	Sample No.	Pen. Rec. (ft.)	Sample Depth (ft.)	Blows (6 ft.) Shear Strength (psf) or RQD (%)	Nuncorrected	N-60	Casing Blows
	Sample No.	Pen. Rec. (ft.)	Sample Depth (ft.)	Blows (6 ft.) Shear Strength (psf) or RQD (%)	Nuncorrected	N-60	Casing Blows
5	1D/A	24.4	0.5 - 2.5	56/45/45/16	90	146	SSA
	2D/A	24/23	2.5 - 4.5	22/14/8/17	22	36	
10	3D	24/24	5.0 - 7.0	3/4/7/9	11	18	
	4D	24/24	10.0 - 12.0	2/3/3/2	6	10	HW
15	5D	24/24	15.0 - 17.0	15.0 - 14.4			
	6D/A	24/22	20.0 - 22.0	30.6 - 20.0			
20	R1	60/54	23.9 - 28.9	RQD = 35%			
	R2	60/59	28.9 - 33.9	RQD = 62%			
25							
30							
35							
40							
45							
50							
Remarks:							
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.							
Boring No.: BB-YRO-205						Page 1 of 1	

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridges Replacement Location: Varnhough, Maine		Boring No.: BB-YR0-101	
Soil/Rock Exploration Log US CUSTOMARY UNITS						WIN: 23106.00+23110.00	
Driller: Northern Test Boring, Inc.		Elevation (ft.): 65.1		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID	
Operator: M. Nadeau		Datum: NAD83 88		Hammer Wt/Fall: SS-140/30R, HW-140/30R		Hammer Wt/Fall: SS-140/30R, HW-140/30R	
Logged By: J. Fletcher		Rig Type: Dietrich D-50 Track-Mounted Rig		Core Barrel: NQ-2.0 in. ID		Water Level ¹ : 13.7 ft	
Date Start/Finish: 10/21/2019-10/21/2019		Drilling Method: SSA/HW Drive		Casing ID/OD: HW-4.0 in. ID		Hammer Efficiency Factor ² : 0.90	
Boring Location: Sta. 227+33.43 SB, 26.0R		Hammer Type: Automatic		Hydraulic ³		Rope & Cablehead ⁴	
Hammer Efficiency Factor: 0.90		R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140lb. Hammer WORC = Weight of Rods or Casing WOPT = Weight of Core Piece		S = Peak/Remained Field Vane Undrained Shear Strength (psf) Su(b) = Lab Vane Undrained Shear Strength (psf) qu = Unconfined Compressive Strength (psf) Nuncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value N = SPT Nuncorrected Corrected for Hammer Efficiency NBD = Hammer Efficiency Factor ² x Nuncorrected		T = Pocket Torque Vane Shear Strength (psf) WC = Water Content, percent LI = Liquid Limit PI = Plastic Index O = Grain Size Analysis G = Consolidation Test	
Sample Information				Hammer Type: Automatic		Rope & Cablehead ⁴	
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test, PP = Pocket Penetrometer MV = Unsuccessful Field Vane Shear Test Attempt				Hammer Type: Automatic		Rope & Cablehead ⁴	
Sample Information				Hammer Type: Automatic		Rope & Cablehead ⁴	
Sample No.				Hammer Type: Automatic		Rope & Cablehead ⁴	
Depth (ft.)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Plan/Rec. (ft.)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Sample Depth (ft.)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Blows (6 ft.)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Shear Strength (psf)				Hammer Type: Automatic		Rope & Cablehead ⁴	
or RQD (%)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Nuncorrected				Hammer Type: Automatic		Rope & Cablehead ⁴	
N-c-o				Hammer Type: Automatic		Rope & Cablehead ⁴	
Casing Blows				Hammer Type: Automatic		Rope & Cablehead ⁴	
Elevation (ft.)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Graphic Log				Hammer Type: Automatic		Rope & Cablehead ⁴	
Visual Description and Remarks				Hammer Type: Automatic		Rope & Cablehead ⁴	
Laboratory Testing Results AASHTO and Unified Classification				Hammer Type: Automatic		Rope & Cablehead ⁴	
Brown, moist, medium stiff, SILT, roots -TOPSOIL-(OL) PID Reading=0.0 ppm				Hammer Type: Automatic		Rope & Cablehead ⁴	
Brown, moist, medium dense, fine to medium SAND, trace coarse sand, trace fine gravel, trace silt -FTLL-(SP) PID Reading=0.0 ppm				Hammer Type: Automatic		Rope & Cablehead ⁴	
Grey, moist, very stiff, SILT, interbedded fine sand and layer -MARINE DEPOSIT-(ML) PID Reading=0.0 ppm				Hammer Type: Automatic		Rope & Cablehead ⁴	
Brown to grey, moist, stiff, SILT (ML)				Hammer Type: Automatic		Rope & Cablehead ⁴	
WOH				Hammer Type: Automatic		Rope & Cablehead ⁴	
56				Hammer Type: Automatic		Rope & Cablehead ⁴	
71				Hammer Type: Automatic		Rope & Cablehead ⁴	
86				Hammer Type: Automatic		Rope & Cablehead ⁴	
HW 2.0 in. ID				Hammer Type: Automatic		Rope & Cablehead ⁴	
Grey, wet, stiff, SILTY CLAY (CL) -MARINE DEPOSIT-(CL)				Hammer Type: Automatic		Rope & Cablehead ⁴	
45.1				Hammer Type: Automatic		Rope & Cablehead ⁴	
Grey, wet, loose, fine Sandy SILT -MARINE DEPOSIT-(ML)				Hammer Type: Automatic		Rope & Cablehead ⁴	
45.1				Hammer Type: Automatic		Rope & Cablehead ⁴	
Brown, wet, loose, fine SAND, trace medium sand, trace silt, poorly-graded -MARINE DEPOSIT-(SP)				Hammer Type: Automatic		Rope & Cablehead ⁴	
40.0				Hammer Type: Automatic		Rope & Cablehead ⁴	
Top of Bedrock EL. 40.3 Grey to dark grey, fine to medium-grained, GRANOFELS, hard, fresh to slightly weathered. Joints dipping at low angles, close to moderately close, tight to open (primarily open), slightly weathered, planar to undulating, rough. 1/16-in. thick silt-filled joint, occasional coarse-grained pegmatite intrusion, one secondary steeply dipping joint. Rock Quality=Good Recovery=100% R1 Core Times (min/sec): 25.0-26.0 (1:32); 26.0-27.0 (1:54); 27.0-28.0 (1:14); 28.0-29.0 (1:12); 29.0-30.0 (1:26) Similar to R1 above, except no secondary joint, occasional coarse-grained pegmatite intrusion. Rock Quality=Good Recovery=100% R2 Core Times (min/sec): 30.0-31.0 (1:31); 31.0-32.0 (1:21); 32.0-33.0 (1:17); 33.0-34.0 (1:21); 34.0-35.0 (1:31)				Hammer Type: Automatic		Rope & Cablehead ⁴	
Bottom of Exploration at 35.0 feet below ground surface.				Hammer Type: Automatic		Rope & Cablehead ⁴	
Remarks:				Hammer Type: Automatic		Rope & Cablehead ⁴	
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.				Hammer Type: Automatic		Rope & Cablehead ⁴	
*Water level readings have been made at time and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.				Hammer Type: Automatic		Rope & Cablehead ⁴	
Boring No.: BB-YR0-101				Hammer Type: Automatic		Rope & Cablehead ⁴	

[illegible]

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge Replacement Location: Yarmouth, Maine		Boring No.: BB-YR0-104 WIN: 23106.00+23110.00			
Soil/Rock Exploration Log US CUSTOMARY UNITS									
Driller: Northern Test Boring, Inc.		Elevation (ft.): 62.3				Auger ID/OD: --			
Operator: M. Nadreau		Datum: NAVD 88				Sampler: Split-Spoon 1.375 in. ID			
Logged By: J. Fletcher		Rig Type: Dietrich D-50 Track-Mounted Rig				Hammer Wt./Fall: SS=140/300; HW=140/350			
Date Start/Finish: 10-18-2019/10-18-2019		Drilling Method: SSA/HW Drive				Core Barrel: NQ-2.0 in. ID			
Boring Location: Sta. 828+35.0 NB, 84.3 R		Casing ID/OD: 10W-10.0 in. ID				Water Level*: 7.9 ft			
Hammer Efficiency Factor: 0.90		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rock & Catclaw <input type="checkbox"/>							
Definitions: D = Split Spoon Sample MD = Unconsolidated Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unconsolidated Thin Wall Tube Sample Attempt V = Field Vane Shear Test PP = Pocket Penetrometer WV = Unconsolidated/Unlabeled Core Shear Test Attempt				R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOM = Weight of 140lb. Hammer WOMC = Weight of Rods or Casing WOT = Weight of Test Bit(s) SS = Peak/Unconfined Field Vane Undrained Shear Strength (psf) S _u (lab) = Lab Vane Undrained Shear Strength (psf) qc = Unconfined Compressive Strength (psf) N = Not recorded = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value WOM = SPT = Not recorded = Corrected for Hammer Efficiency WOMC = Hammer Efficiency Factor/WOM = Not recorded					
Sample Information				Graphic Log		Visual Description and Remarks			
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Strength or RQD (%)	Nonrecorded	N-6 or Casing Blows	Elevation (ft.)	Laboratory Testing Results AASHTO and Unified Class.	
5	ID 24/21	0.0 - 2.0	3/4/3/3	7	11	OPEN	61.9	0.4 1.3 6.1 15.0	
	2D 24/17	2.0 - 4.0	3/3/4/4	7	11		59.9		
	3D 24/20	5.0 - 7.0	6/4/4/5	8	12		56.2		
	4D 24/24	10.0 - 12.0	3/4/5/7	9	14	20	47.3		
15	5D 24/24	15.0 - 17.0	3/3/3/5	6	9	OPEN	47.3	20.9 25.0 39.3 42.9	
	6D 24/21	20.0 - 22.0	6/4/4/6	8	12	105	42.3		
	7D 24/13	25.0 - 27.0	10/9/11/14	30	45	127	37.3		
	8D 24/13	30.0 - 32.0	8/11/15/13	26	39	10W DRIVE	23.0		
35	9D 24/12	35.0 - 37.0	12/13/13/14	26	39		23.0	39.3 42.9	
	10D 24/18	40.0 - 42.0	22/39/33/43	72	108		19.4		
50									
Remarks:									
Standardization lines represent approximate boundaries between soil types; transitions may be gradual.								Page 1 of 1	
* Water level readings have been made in 3 times and under conditions standard. Groundwater fluctuations may occur due to conditions other than those reported at the time measurements were made.								Boring No.: BB-YR0-104	

32 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH		PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGNS DETAIL D02 DESIGNS DETAIL D03 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	BY K. POST W. CHADBOURNE	DATE 7-30-21 8-17-21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLAN
		CUMBERLAND			SIGNATURE		
					P.E. NUMBER		
		BORING LOGS			DATE		

Maine Department of Transportation						Project: I-295 Exit 17 NB and SB Bridge Replacements Location: Yarmouth, Maine		Boring No.: BB-YRO-207				
Soil/Rock Exploration Log US CUSTOMARY UNITS								WIN: 23106.00+23110.00				
Driller: Northern Test Borings, Inc.		Elevation (ft.): 64.6		Auger ID/OD: —								
Operator: M. Nadreau		Datum: NAVD 88		Sampler: Split-Spoon 1.375 in. ID								
Logged By: J. Fletcher		Rig Type: Dietrich D-50 Track-Mounted Rig		Hammer Wt/Fall: SS-140.3oz; HW-140.3oz								
Date Start/Finish: 6-3-2021/6-3-2021		Drilling Method: SSA/JHW Drive		Core Barrel: NQ-2.0 in. ID								
Boring Location: Sta 728+58.9 SB, 23.3' LT		Casing ID/OD: HW-4.0 in. ID		Core Level: 13.2 ft								
Hammer Efficiency Factor: 0.976		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/>		Rope & Cable(s)								
Definitions: D = Split Spoon Sample MD = Unconsolidated Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unconsolidated Thin Wall Tube Sample Attempt V = Field Vane Shear Test PP = Pocket Penetrometer MS = Unconsolidated Field Type Shear Test Attempt		R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOT = Weight of 140lb. Hammer WORL = Weight of Rod or Casing WOFL = Weight of Data Point		SI = Peak/Remolded Field Vane Undrained Shear Strength (psf) Su(b) = Lab Vane Undrained Shear Strength (psf) up = Uncertainty N = Nonrecorded NCR = Nonrecorded - Raw Field SPT N-value HEF = Hammer Efficiency Factor NBS = NPT Nonconnected Corrected for Hammer Efficiency MSE = Hammer Efficiency Factor/ID x Nonrecorded		T = Pocket Torque Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test						
Sample Information												
Depth (ft.)	Sample No.	Pen. Rec. (ft.)	Sample Depth (ft.)	Blows (ft/in) Shear Strength (psi) or RQD (%)	Nonrecorded	N=6 or	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks		Laboratory Testing Results/AASHTO and Unified Classification
5	1D/A	24.19	0.0 ~ 2.0	2.5/6/6	11	18	SSA	63.9		Brown, moist, stiff, SILT, trace fine sand, roots		
								62.0		Brown, moist, medium dense, fine to coarse SAND, trace silt, trace gravel	-0.7	
								61.7		FILL(SPT)	-2.0	
								61.1		Grey, moist, stiff, Silty CLAY + FILL(O-L)	-2.9	
10	3D	24.18	4.0 ~ 6.0	4/6/10/10	16	26		60.6	(Rewokwed grey, mottled, rust-brown, medium stiff, SILT + FILL(M-L))	-3.5		
									60.6	Grey mottled, moist, medium stiff, Clayey SILT, organics	-4.0	
										MARINE DEPOSIT+(M-L)	-4.0	
										Grey-brown mottled, moist, very stiff, Trace silty CLAY, trace organics		
15	4D	24.15	6.0 ~ 8.0	7.5/5/6	10	16				MARINE DEPOSIT+(M-L)		
										Grey, wet, very stiff, Clayey SILT, trace sand, seams, trace organics		
										MARINE DEPOSIT+(M-L)		
20	5D	24.24	10.0 ~ 12.0	2.2/3/4	5	8	IHW	54.6		Grey, wet, medium stiff, Silty CLAY	-10.0	
										MARINE DEPOSIT+(CL)		
25	6D	24.23	15.0 ~ 17.0	15.4 / 14.8	2/1/1/1	2	3			Grey, wet, stiff, Silty CLAY		
										MARINE DEPOSIT+(CL)		
										Note: Attempted field vane shear test, no penetration.		
30	V1		17.6 ~ 18.0	Su=465/115 psf						55x110 mm vane raw torque readings: V1: 120/30 in-lbs		
	7D	24.24	18.0 ~ 20.0	18.4 / 18.8	WOH/WH/3/1	3	5			Grey, wet, medium stiff, CLAY, occasional 1-in. thick sand layers		
										MARINE DEPOSIT+(CL)		
										Note: Attempted field vane shear test, no penetration.		
35	8D	24.24	20.0 ~ 22.0	4.2/1/3	3	5				Grey, wet, medium stiff, Silty CLAY, intermittent grey-brown fine sand layers		
										MARINE DEPOSIT+(CL)		
40										Note: Drill action indicates granular soil at 23.0 ft.		
45	9D	19.8	25.0 ~ 26.6	8.7/11.5(91")	18	29	71			Grey-brown, wet, medium dense, fine to medium SAND, trace coarse sand, trace gravel, trace silt, well graded, mica		
50	R1	60.60	27.0 ~ 32.0	RQD = 85%			NQ			Top of Bedrock EL 37.6		

Maine Department of Transportation						Project: L-295 Exit 17 NB and SB Bridge Replacement Location: Yarmouth, Maine		Boring No.: BB-YR0-102			
Soil/Rock Exploration Log US CUSTOMARY UNITS								WIN: 23106.00/23110.00			
Driller: Northern Test Boring, Inc.		Elevation (ft.):		64.8		Auger ID/OD:		--			
Operator: M. Nadeau		Datum:		NAVD 88		Sampler:		Split-Spoon 1.375 in. ID			
Logged By: J. Fletcher		Rig Type:		Diechld-D-50 Track-Mounted Rig		Hammer Wt./Fall:		SS=140/30; HW=140/30			
Date Start/Finish: 10-11/19/10-11-19		Drilling Method:		SSA/HW Drive		Core Barrel:		NQ=2.0 in. ID			
Boring Location: Sta. 728+69.6 SB, 25.0'R		Casing ID/OD:		HW=4.0 in. ID		Water Level:		17.9' F			
Hammer Efficiency Factor: 0.901		Hammer Type:		Automatic☐ Hydraulic☐		Range & Cathead:					
Definitions: D = Split Spoon Sample MU = Unsuccessful Split Spoon Sample Attempt U = Unsuccessful Fall Tube Sample V = Field Vane Shear Test PP = Pocket Penetrometer MU = Unsuccessful Fall Tube Blow: Test Aborted						R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger HC = Water Core WHC = Weight of 140lb. Hammer WOT = Weight of Rods or Casing ROD L = Length of Core Section					
Sl = Puck/Remolded Field Vane Undrained Shear Strength (psf) Bulleit = Lab Vane Undrained Shear Strength (psf) ap = Uncorrected Compressive Strength (psf) Noncorrected = Raw Field SPT T-N value Hammer Efficiency Factor = Rig Specific Annual Calibration Value N60 = SPT Noncorrected Corrected for Hammer Efficiency N60 = Hammer Efficiency Factor/N60 Noncorrected						T = Puck Tensile Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PI = Plastic Limit P = Plasticity Index G = Grain Size Analysis C = Consolidation Test					
Sample Information											
Depth (ft.)	Sample No.	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows (8 ft.) Shear Strength (psf) or RQD (%)	Noncorrected	N=6-8	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results ASTM and Unified Class	
5	1D	24/18	0.0 - 2.0	3/45/11	9	14	HSA	64.5	-TOPSOIL-- Brown, moist, stiff, SILT, few asphalt pieces, some fine to coarse sand, trace fine gravel +Fill-(ML) PID Reading=0.0 ppm	-0.3	
	2D	24/20	2.0 - 4.0	5/85/5	13	20		62.1	+Fill-(ML) PID Reading=0.0 ppm +Fill-(SP)	-2.7	
	3D	24/15	4.0 - 6.0	4/5/6/6	11	17		61.1	Trace brown, moist, medium dense, fine to medium SAND, trace coarse sand, trace fine gravel +Fill-(CL)	-3.0	
	4D	24/18	6.0 - 8.0	10/12/12/11	24	36		59.0	Grey-brown, dry to moist, stiff, SILT, mottled, trace organics, root fibers +Fill-(ML)	-3.7	
10								58.5	Grey-brown, moist, stiff, SILT +MARINE DEPOSIT+(ML)	-5.8	
	5D	24/24	10.0 - 12.0	4/5/6/7	11	17	HIW DRILL		Olive-brown, moist, stiff, SILT Olive-brown with brown-grey mottling, moist, hard, Silty CLAY +MARINE DEPOSIT+(CL)	-6.0	
15									Similar to 4D, except very stiff, trace organics +MARINE DEPOSIT+(CL)		
	6D	24/24	15.0 - 17.0	2/2/3/3	5	8			Grey-brown, moist, medium stiff, Silty CLAY +MARINE DEPOSIT+(CL)		
20									Note: Encountered sand in wash water at 18.0 ft.		
	7D	24/20	20.0 - 22.0	3/2/3/12	5	8		44.3	Grey-brown, wet, medium stiff, Silty CLAY, occasional silty fine sand layers +MARINE DEPOSIT+(CL)	-20.5	
25									Brown-grey with rust-brown layers, wet, loose, fine SAND, little silt +MARINE DEPOSIT+(SM)		
	8D R1	2/0 60/58	25.0 ± 25.2 35.2 - 30.2	50(2.0") RQD = 82%			NO CORE	40.0 39.6	Note: Sand and gravel observed in wash water. +PROBABLE GLACIAL TILL-- Note: Split-spoon refusal at 25.2 ft.	-24.8	
30									Top of Bedrock EL. 39.6 Grey to dark brown, fine-grained, GRANOFELS, hard, fresh to slightly weathered. Joints dipping at low angles, close to moderately close, tight to open. 1/16 to 1/4-in. thick silt infill on one joint surface, slightly weathered, planar, smooth, rough, occasional granitic intrusions (approximately 1/4-in. thick). One secondary moderately dipping joint. Rock Quality=Good Recovery=97% R1 Core Times (min/sec): 25.2-26.2" (1:44); 26.2-27.2" (1:59); 27.2-28.2" (2:08); 28.2-29.2" (1:59); 29.2-30.2" (2:01) Similar to R1, 1/16-in. thick silt infill on one joint surface, planar to undulating, pegmatite to granitic intrusions (approximately 4-in. to 1-ft thick).	ap=12,709 psi (37.6-28.0')	
	R2	60/60	30.2 ± 35.2	RQD = 95%					Rock Quality=Excellent Recovery=100% R2 Core Times (min/sec): 30.2±31.2" (3:44); 31.2-32.2" (2:02); 32.2-33.2" (2:46); 33.2-34.2" (1:52); 34.2-35.2" (2:20)	ap=22,435 psi (33.9-34.3')	
35								29.6	Bottom of Exploration at 35.2 feet below ground surface.	-35.2	
40											
45											
50											
Remarks:											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.											
* Water level readings have been made at those 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-YR0-102			

Maine Department of Transportation				Project:	I-295 Exit 17 NB and SB Bridge Replacement		Boring No.:	BB-YR0-105	
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location:	Yarmouth, Maine		WIN:	23106.00+23110.00	
Driller:	Northern Test Boring, Inc.			Elevation (ft):	65.7		Auger ID/OD:	--	
Operator:	M. Nadau			Date:	NAVD 88		Sampler:	Split/Spoon 1.375 in. ID	
Logged By:	J. Fletcher			Rig Type:	Diedrich D-50 Track-Mounted Rig		Hammer Wt/Fall:	SS-140/300; HW-140/300	
Date Start/Finish:	10/16/2019/10/21/2019			Drilling Method:	SS-HW Drive		Core Barrel:	NQ-2.0 in. ID	
Boring Location:	Sta. 525+68.1 NB, 33.4R			Casing ID/OD:	HW-4.0 in. ID		Water Level*:	31.1 ft	
Hammer Efficiency Factor:	0.901			Hammer Type:	AutomaticS2 HydraulicC		Ropes & CablesC:		
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample Attempt V = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear MU = Unsuccessful Field Vane Shear Test Attempt				R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Core WOH = Weight of 140lb. Hammer WDC = Weight of Pile or Casing WOPD = Weight of One Pile Section		Su = Peak/Remolded Field Vane Undrained Shear Strength (psf) Su(1/3) = Lab Vane Undrained Shear Strength (psf) uc = Uncorrected Compressive Strength (ksf) Unconsolidated = Flow Field BPT Test Hammer Efficiency Factor = Rig Specific Annual Calibration Value NBS = BPT % Noncorrected for Hammer Efficiency NBS = Hammer Efficiency Factor/NBS%Noncorrected		Tv = Pocket Torsion 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 Information						Visual Description and Remarks		Laboratory Testing Results/ AASHTO and Unified Class
	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blow (ft. Bl.) Shear Strength or RCD (%)	N=Noncorrected	N=6-0 Casing Blow			
1	1D	24/16	0.0 - 2.0	4/2/22	4	6	HSA	Brown, moist, soft, SILT -TOPSOIL-CL)PID Reading=0.0 ppm	
2	2D	24/19	2.0 - 4.0	5/6/8	12	18		Brown, moist, loose, medium to fine SAND, little coarse gravel, little silt, 1-in. thick layer of dark grey, dry, fine gravel to coarse sand -FILL-(SM)	
3	3D	24/24	5.0 - 7.0	5/4/6/7	10	15		Brown, moist, soft to very stiff, SILT (ML), trace medium to fine sand, trace coarse sand -FILL-(ML)PID Reading=0.0 ppm	
4	4D	24/24	10.0 - 12.0	2/2/2/4	4	6	HSA PI=SL	Brown, moist, medium stiff, SILT, SILT, trace clay, trace plant matter -MARINE DEPOSIT-(ML)	WC=26% LL=39% PI=17%
5									
10									
15	5D	24/24	15.0 - 17.0	3/2/4/3	6	9		Grey, moist, medium stiff, SILTY CLAY, trace plant matter -MARINE DEPOSIT-(CL)	WC=38% LL=49% PI=26%
20									
20	6D VI	24/24	20.0 - 22.0 20.6 - 21.3	Push thru vane Su=108/1243 psf				Similar to 5D, one sand seam -MARINE DEPOSIT-(CL) SSA 110 mm Vane Raw Torque Readings: V1: 280/40 lbs Note: Vane refusal at approximately 21.3 ft.	CHP-1 WC=42% LL=43% PI=23% PI=20% WC=23% LL=38% PI=18%
25	7D V3	24/24	25.0 - 27.0 25.1 - 25.3	Push thru vane Su=1670/2143 psf	6	9	HSA PI=CL	Similar to 5D -MARINE DEPOSIT-(CL) SSA 110 mm Vane Raw Torque Readings: V2: 430/60 in-lbs Grey to brown, moist, medium stiff Sandy SILT, one 1-in. thick weathered rock piece, occasional sand seam -MARINE DEPOSIT-(ML)	
30	8D	24/16	30.0 - 32.0	9/9/12/9	21	32		Similar to 7D -MARINE DEPOSIT-(ML)	
35									
40	9D	24/13	35.0 - 37.0	11/4/19/18	33	50		Brown, moist, dense, fine SAND, trace medium sand, little silt -MARINE DEPOSIT-(SP-SM)	G853587 A=24, SP-SM
45									
50	10D R1	60/54	40.0 - 48.1 40.1 - 45.1	50" / RQD = 72%			NQ C(40)	Note: Drill action indicates sand and gravel from 39.2 to 40.1 ft. -PROBABLE GLACIAL TILL- Note: Split-spoon refusal at 40.1 ft. Top of Bedrock at El. 25.6 Grey to light grey, fine-grained, quartz-rich GRANITE, hard, fresh to slightly weathered. Joint dipping at low angles, wide, tight, one 1/16-in. thick silt infilled joint, fresh to slightly weathered, planar, smooth to rough. Rock Quality=Good Recovery=90% R1 Core Times (min/sec): 40.1-41.1" (1:04); 41.1-42.1" (1:01); 42.1-43.1" (1:10); 43.1-44.1" (0:52); 44.1-45.1" (1:02) Similar to R1, one secondary joint moderately dipping tight. Layer of 40.0-5.0-in. thick at approximately 48.1 ft. Rock Quality=Good Recovery=97% R2 Core Times (min/sec): 45.1-46.1" (1:04); 46.1-47.1" (1:25); 47.1-48.1" (1:03); 48.1-49.1" (1:10); 49.1-50.1" (1:12)	g=23.51 psi (40-64.1 ft.)
55									
60									
65									
70									
75									
Bottom of Exploration at 5									

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge Replacement Location: Yarmouth, Maine		Boring No.: BB-YR-03-103 WIN: 23106.00+23110.00	
Soil/Rock Exploration Log US CUSTOMARY UNITS							
Driller: Northern Test Boring, Inc.		Elevation (ft.): 67.5		Auger ID/OD: --			
Operator: M. Nadeau		Datum: NAVD 88		Sampler: Split-Spoon 1.375 in. ID			
Logged By: J. Fletcher		Rlg Type: Diedrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30in; HW-140/30W			
Date Start/Finish: 10-11-19/04-11-19		Drilling Method: SSA/HW Drive		Core Barrel: NQ-2.0 in. ID			
Boring Location: Sta. 729+85.9 SB, 7.0'L		Casing ID/OD: IHW-4.0 in. ID		Water Level*: 2.2 ft			
Hammer Efficiency Factor: 0.901		Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Lops & Cutoffs <input type="checkbox"/>					
Definitions: D = Split Spoon Sample R = Rock Core Sample Su = Peak/Remolded Field Vane Undrained Shear Strength (psf) Mb = Unsuccessful Split Spoon Sample Attempt SSA = Solid Stem Auger Subu(s) = Lab Vane Undrained Shear Strength (psf) U = Thin Wall Tube Sample HSA = Hollow Stem Auger qp = Unconfined Compressive Strength (psf) Mb = Unsuccessful Thin Wall Tube Sample Attempt KC = Roller Cone Nuncorrelated = Raw Field SPT N-value V = Field Vane Shear Test PP = Pocket Penetrometer WORN = Weight of 140lb, Hammer Hammer Efficiency Factor = Rlg Specific Annual Calibration Value Mb = Unsuccessful Field Vane Shear Test Attempt WOC = Weight of Rods or Casing N60 = SPT Nuncorrelated Corrected for Hammer Efficiency Mb = Unsuccessful Field Vane Shear Test Attempt WOT = Weight of One Foot N60 = Hammer Efficiency Factor/60 Nuncorrelated							
Sample Information							
Depth (ft.)	Sample No.	Plan/Rec. (in.)	Sample Depth (ft.)	Blows (6 in) Shear Strength or RQD (%)	N-6-9	Casting Blows	Elevation (ft.)
0	1D	24/24	0.0 - 2.0	3.5/6.8	11	17	67.2
5	2D	24/20	2.0 - 4.0	5.6/11/12	17	26	66.4
	3D	24/24	5.0 - 7.0	4.5/7.6	12	18	65.6
10	4D	24/24	10.0 - 12.0	3.4/4.3	8	12	57.5
15	5D	24/24	15.0 - 17.0	15.4 - 14.4			
	6D	24/11	19.0 - 21.0	11/10/8.9	18	27	48.5
	7D	24/17	25.0 - 27.0	3.9/9/17	28	42	41.1
30							39.6
35							
40							
45							
50							

Visual Description and Remarks

Dark brown, ORGANIC SOIL, with roots
-TOPSOIL-(OL)

Brown, moist, stiff, SILT, trace fine gravel, little fine sand, little coarse to medium sand
-MARINE DEPOSIT-(ML) PID Reading=0.0 ppm

Brown-to-grey to rust-brown, moist, stiff to very stiff, SILT, trace organics
-MARINE DEPOSIT-(ML) PID Reading=0.0 ppm

Grey-brown with rust-brown mottling, moist, very stiff, SILT, trace organics, one fine-grained sand pocket
-MARINE DEPOSIT-(ML)

Grey, wet, stiff, SILY CLAY, trace organics
-MARINE DEPOSIT-(CL)

Grey, wet, Silty CLAY
-MARINE DEPOSIT-(CL)
Note: Attempted vane short test, vane refusal at 15.4 ft.

Rust-brown to brown, wet, medium dense, fine SAND, some silt at bottom of sample
-MARINE DEPOSIT-(SM)

Light brown to grey, wet, medium dense, fine SAND, little silt
-MARINE DEPOSIT-(SM)

Grey-brown to rust-brown, wet, medium dense to dense, fine GRAVEL, some coarse to fine sand, trace silt
-GLACIAL TILL-(GP)
Note: Encountered probable top of bedrock at 27.9 ft, weathered rock pieces observed in wash.

Bottom of Exploration at 27.9 Feet below ground surface.

Graphic Log

Laboratory Testing Results/ASHTO and Unified Classification

WC=27%, LL=45%, PL=21%, PI=24%

WC=37%, LL=48%, PL=24%, PI=24%

WC=41%, LL=45%, PL=21%, PI=21%

CH=2, WC=33%, LL=49%, PI=21%, PI=28%

GP=35451, A-2-4, SM

Remarks:

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.

Maine Department of Transportation				Project: I-295 Exit 17 NB and SB Bridge Replacements				Boring No.: BB-YRO-208			
Soil/Rock Exploration Log				Location: Yarmouth, Maine				WIN: 23106.00+23110.00			
US CUSTOMARY UNITS											
Driller: Northern Test Borings, Inc.		Elevation (ft.): 68.2		Auger ID/OD: --		Sampler: Split-Spoon 1.375 in. ID		Hammer Efficiency Factor: 0.976		Hammer Type: Automatic	
Operator: M. Nadreau		Datum: NAVD 88		Rig Type: Diodrich D-50 Track-Mounted Rig		Hammer Wt./Fall: SS-140/30ft; HW-140/30ft		Core Barrel: --		Water Level*: 8.4 ft	
Logged By: J. Fletcher		Date Start/Finish: 6-3-2021/6-3-2021		Drilling Method: SSA/HW Drive		Casing ID/OD: HW-4.0 in. ID		Hammer Efficiency Factor: 0.976		Hammer Type: Automatic	
Boring Location: Sta. 729+88.3 SB, 66.31 T		Casting ID/OD: HW-4.0 in. ID		Hammer Efficiency Factor: 0.976		Hammer Type: Automatic		Hammer Type: Automatic		Hammer Type: Automatic	
Definitions:		R = Rock Core Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
D = Split-Spoon Sample		SSA = Solid Stem Auger		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
L = Thin Wall Tube Sample		SSA = Solid Stem Auger		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
MU = Unsuccessful Thin Wall Tube Sample Attempt		SSA = Solid Stem Auger		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
V = Field Vane Shear Test		SSA = Solid Stem Auger		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
MV = Unsuccessful Field Vane Shear Test Attempt		SSA = Solid Stem Auger		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample		SS = Split-Spoon Sample	
Sample Information		Sample No.		Pen./Rec. (ft.)		Sample Depth (ft.)		Blows (ft.)		Blows (ft.)	
Sample No.		Pen./Rec. (ft.)		Sample Depth (ft.)		Blows (ft.)		Blows (ft.)		Blows (ft.)	
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Date:8/22/2021

Username:

Division:

Filename: 035_Curbing Plan 1.dgn

Item No. 609.11 Vertical Curb Type 1		
Point	Length	Radius
1007 to 1008	10.60'	-
1008 to 1009	46.36'	-
1010 to 1011	26.95'	9984'
1012 to 1013	485.42'	9984'
2016 to 2017	62.42'	-
2018 to 2019	121.61'	-

Item No. 609.12 Vertical Curb Type 1 - Circular		
Point	Length	Radius
1006 to 1007	11.78'	10.00

Item No. 609.221 Terminal Curb Type 1		
Point	Length	Radius
2014 to 2015	4.00'	-

Item No. 609.222 Terminal Curb Type 1 - Circular		
Point	Length	Radius
1005 to 1006	4.00'	10.00

Item No. 609.34 Curb Type 5			
Point	Length	Radius	Notes
1000 to 1001	141.00'	-	
1001 to 1002	172.75'	5779'	
1002 to 1003	13.56'	108'	
1003 to 1004	11.00'	108'	Terminal Section Type "5"
2010 to 2011	49.43'	-	
2011 to 2012	21.90'	-	
2012 to 2013	11.00'	-	Terminal Section Type "5"
2029 to 2030	36.08'	10,013'	
2030 to 2031	7.00'	10,013'	Transition Section to 2" Reveal
2044 to 2045	30.51'	105'	
2045 to 2046	6.54'	-	
2046 to 2047	7.00'	-	Transition Section to 2" Reveal
2047 to 2048	27.08'	-	2" Reveal

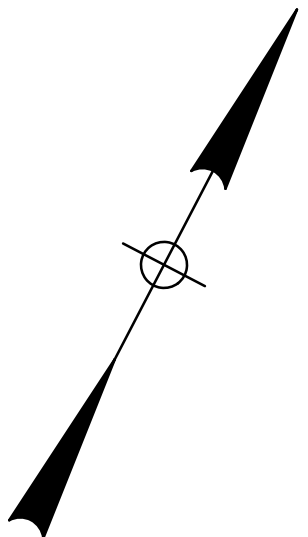
Item No. 609.35 Curb Type 5 - Circular		
Point	Length	Radius
2029 to 2044	5.75'	2.0'

Item No. 609.40 Reset Curb Type 5 or Item No. 609.34 Curb Type 5		
Point	Length	Radius
2000 to 2001	153.09'	5739'
2001 to 2002	27.44'	250'
2002 to 2003	19.64'	-
2003 to 2004	70.06'	525'
2004 to 2005	58.81'	250'
2005 to 2006	17.75'	-
2006 to 2007	15.13'	5.25'
2007 to 2008	179.22'	-

NOTE:
1. Curbing points and construction notes to be developed in conjunction with WIN 023825.00

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1000	44+59.97	36.03 LT.	1038480.271	354963.686
1001	46+00.00	29.00 LT.	1038609.910	355019.123
1002	47+71.89	29.00 LT.	1038767.156	355090.644
1003	47+85.34	29.87 LT.	1038779.206	355096.836
1004	47+96.10	31.83 LT.	1038788.352	355102.938
1005	48+79.04	26.76 LT.	1038866.256	355131.294
1006	48+79.93	22.88 LT.	1038868.627	355128.106
1007	48+89.38	17.00 LT.	1038879.627	355126.530
1008	49+00.00	17.00 LT.	1038889.328	355130.810
1009	49+46.43	16.08 LT.	1038932.051	355148.823
1010	49+50.44	16.00 LT.	1038935.733	355150.386
1011	49+77.43	16.00 LT.	1038960.310	355161.448
1012	49+81.44	16.00 LT.	1038963.955	355163.095
2000	44+60.01	11.00 RT.	1038501.447	354921.690
2001	46+13.40	11.00 RT.	1038639.110	354988.668
2002	46+40.83	9.43 RT.	1038663.249	355001.679
2003	46+60.36	7.15 RT.	1038679.996	355011.929
2004	47+30.32	3.15 RT.	1038742.014	355044.414
2005	47+88.67	9.93 RT.	1038798.105	355061.650
2006	48+05.98	13.93 RT.	1038815.555	355064.835
2007	48+04.98	24.29 RT.	1038818.745	355054.923
2008	46+24.99	27.51 RT.	1038656.579	354978.621

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
2010	46+25.06	57.51 RT.	1038669.352	354951.475
2011	46+74.96	56.18 RT.	1038713.640	354973.419
2012	46+97.08	55.90 RT.	1038733.459	354982.744
2013	47+08.17	55.73 RT.	1038743.394	354987.419
2014	48+24.06	51.01 RT.	1038846.925	355038.002
2015	48+28.03	50.79 RT.	1038850.504	355039.788
2016	48+32.01	50.58 RT.	1038854.084	355041.573
2017	48+98.02	47.28 RT.	1038913.521	355071.223
2018	49+02.00	47.10 RT.	1038917.100	355073.008
2019	50+22.97	42.24 RT.	1039025.921	355127.292
2029	49+12.23	13.00 RT.	1038912.659	355108.336
2030	49+48.26	13.00 RT.	1038945.610	355123.033
2031	49+55.25	13.00 RT.	1038951.997	355125.898
2044	49+11.70	16.93 RT.	1038913.769	355104.530
2045	49+41.81	20.70 RT.	1038942.864	355113.363
2046	49+48.34	20.58 RT.	1038948.779	355116.148
2047	49+55.32	20.45 RT.	1038955.112	355119.130
2048	49+82.34	20.00 RT.	1038979.615	355130.667



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

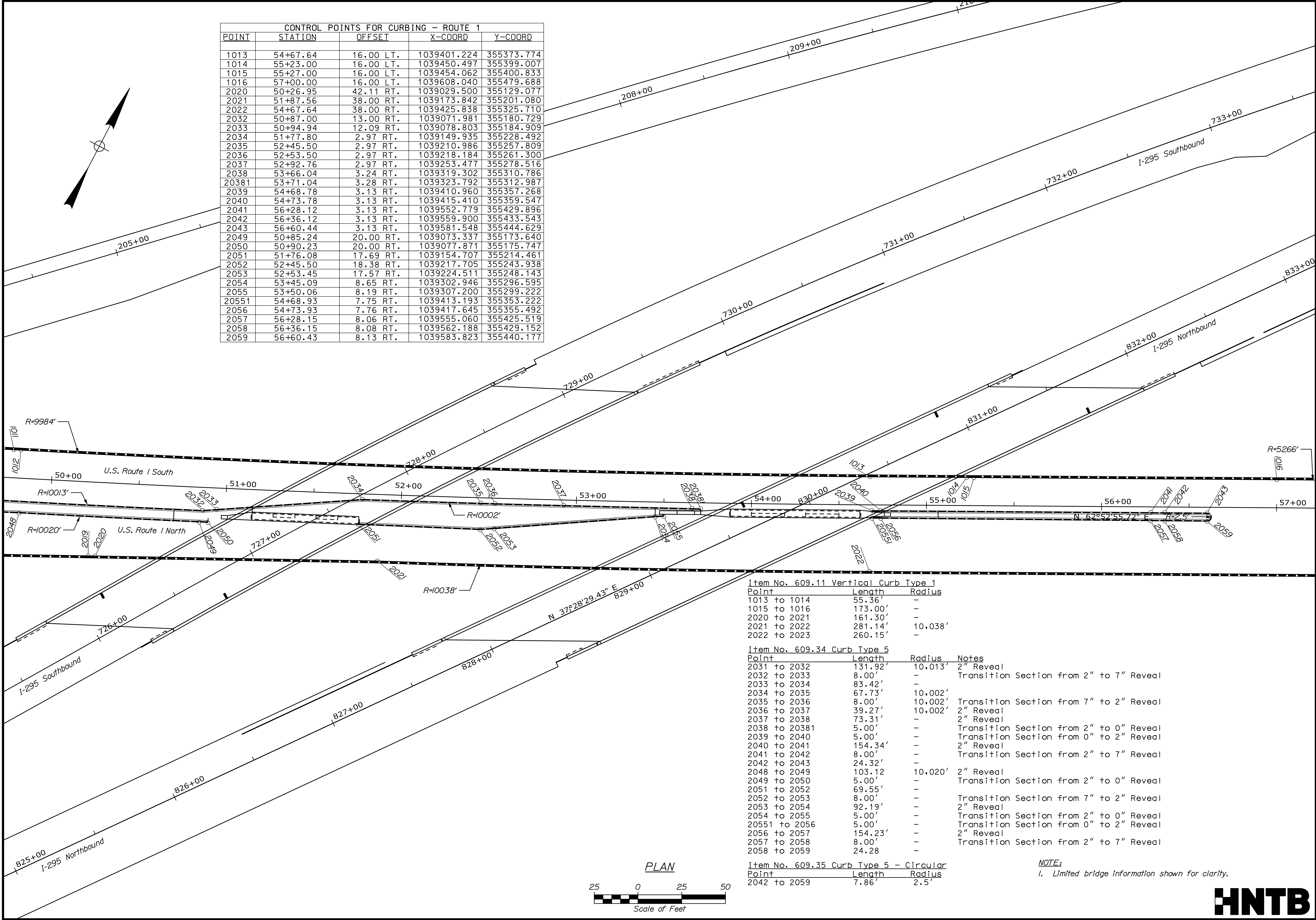
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJECT: I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

CURBING PLAN 1
US ROUTE 1

SHEET NUMBER
35
OF 312

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kerstberger	D. Burton	8/21			
CHECKED-REVIEWED	C. Helmick	8/21			
DESIGNED-DETAILED	L. Driscoll				
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



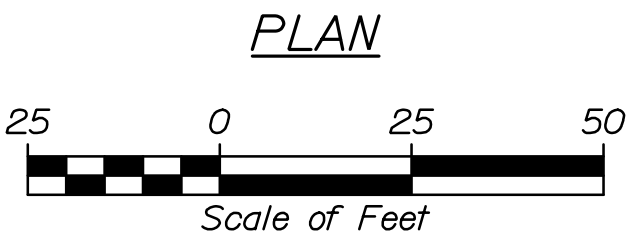
CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1013	54+67.64	16.00 LT.	1039401.224	355373.774
1014	55+23.00	16.00 LT.	1039450.497	355399.007
1015	55+27.00	16.00 LT.	1039454.062	355400.833
1016	57+00.00	16.00 LT.	1039608.040	355479.688
2020	50+26.95	42.11 RT.	1039029.500	355129.077
2021	51+87.56	38.00 RT.	1039173.842	355201.080
2022	54+67.64	38.00 RT.	1039425.838	355325.710
2032	50+87.00	13.00 RT.	1039071.981	355180.729
2033	50+94.94	12.09 RT.	1039078.803	355184.909
2034	51+77.80	2.97 RT.	1039149.935	355228.492
2035	52+45.50	2.97 RT.	1039210.986	355257.809
2036	52+53.50	2.97 RT.	1039218.184	355261.300
2037	52+92.76	2.97 RT.	1039253.477	355278.516
2038	53+66.04	3.24 RT.	1039319.302	355310.786
20381	53+71.04	3.28 RT.	1039323.792	355312.987
2039	54+68.78	3.13 RT.	1039410.960	355357.268
2040	54+73.78	3.13 RT.	1039415.410	355359.547
2041	56+28.12	3.13 RT.	1039552.779	355429.896
2042	56+36.12	3.13 RT.	1039559.900	355433.543
2043	56+60.44	3.13 RT.	1039581.548	355444.629
2049	50+85.24	20.00 RT.	1039073.337	355173.640
2050	50+90.23	20.00 RT.	1039077.871	355175.747
2051	51+76.08	17.69 RT.	1039154.707	355214.461
2052	52+45.50	18.38 RT.	1039217.705	355243.938
2053	52+53.45	17.57 RT.	1039224.511	355248.143
2054	53+45.09	8.65 RT.	1039302.946	355296.595
2055	53+50.06	8.19 RT.	1039307.200	355299.222
20551	54+68.93	7.75 RT.	1039413.193	355353.222
2056	54+73.93	7.76 RT.	1039417.645	355355.492
2057	56+28.15	8.06 RT.	1039555.060	355425.519
2058	56+36.15	8.08 RT.	1039562.188	355429.152
2059	56+60.43	8.13 RT.	1039583.823	355440.177

Item No. 609.11 Vertical Curb Type 1			
Point	Length	Radius	
1013 to 1014	55.36'	-	
1015 to 1016	173.00'	-	
2020 to 2021	161.30'	-	
2021 to 2022	281.14'	10,038'	
2022 to 2023	260.15'	-	

Item No. 609.34 Curb Type 5			
Point	Length	Radius	Notes
2031 to 2032	131.92'	10,013'	2" Reveal
2032 to 2033	8.00'	-	Transition Section from 2" to 7" Reveal
2033 to 2034	83.42'	-	
2034 to 2035	67.73'	10,002'	
2035 to 2036	8.00'	10,002'	Transition Section from 7" to 2" Reveal
2036 to 2037	39.27'	10,002'	2" Reveal
2037 to 2038	73.31'	-	2" Reveal
2038 to 20381	5.00'	-	Transition Section from 2" to 0" Reveal
2039 to 2040	5.00'	-	Transition Section from 0" to 2" Reveal
2040 to 2041	154.34'	-	2" Reveal
2041 to 2042	8.00'	-	Transition Section from 2" to 7" Reveal
2042 to 2043	24.32'	-	
2048 to 2049	103.12	10,020'	2" Reveal
2049 to 2050	5.00'	-	Transition Section from 2" to 0" Reveal
2051 to 2052	69.55'	-	
2052 to 2053	8.00'	-	Transition Section from 7" to 2" Reveal
2053 to 2054	92.19'	-	2" Reveal
2054 to 2055	5.00'	-	Transition Section from 2" to 0" Reveal
20551 to 2056	5.00'	-	Transition Section from 0" to 2" Reveal
2056 to 2057	154.23'	-	2" Reveal
2057 to 2058	8.00'	-	Transition Section from 2" to 7" Reveal
2058 to 2059	24.28	-	

Item No. 609.35 Curb Type 5 - Circular		
Point	Length	Radius
2042 to 2059	7.86'	2.5'

NOTE:
1. Limited bridge information shown for clarity.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
CURBING PLAN 2
US ROUTE 1

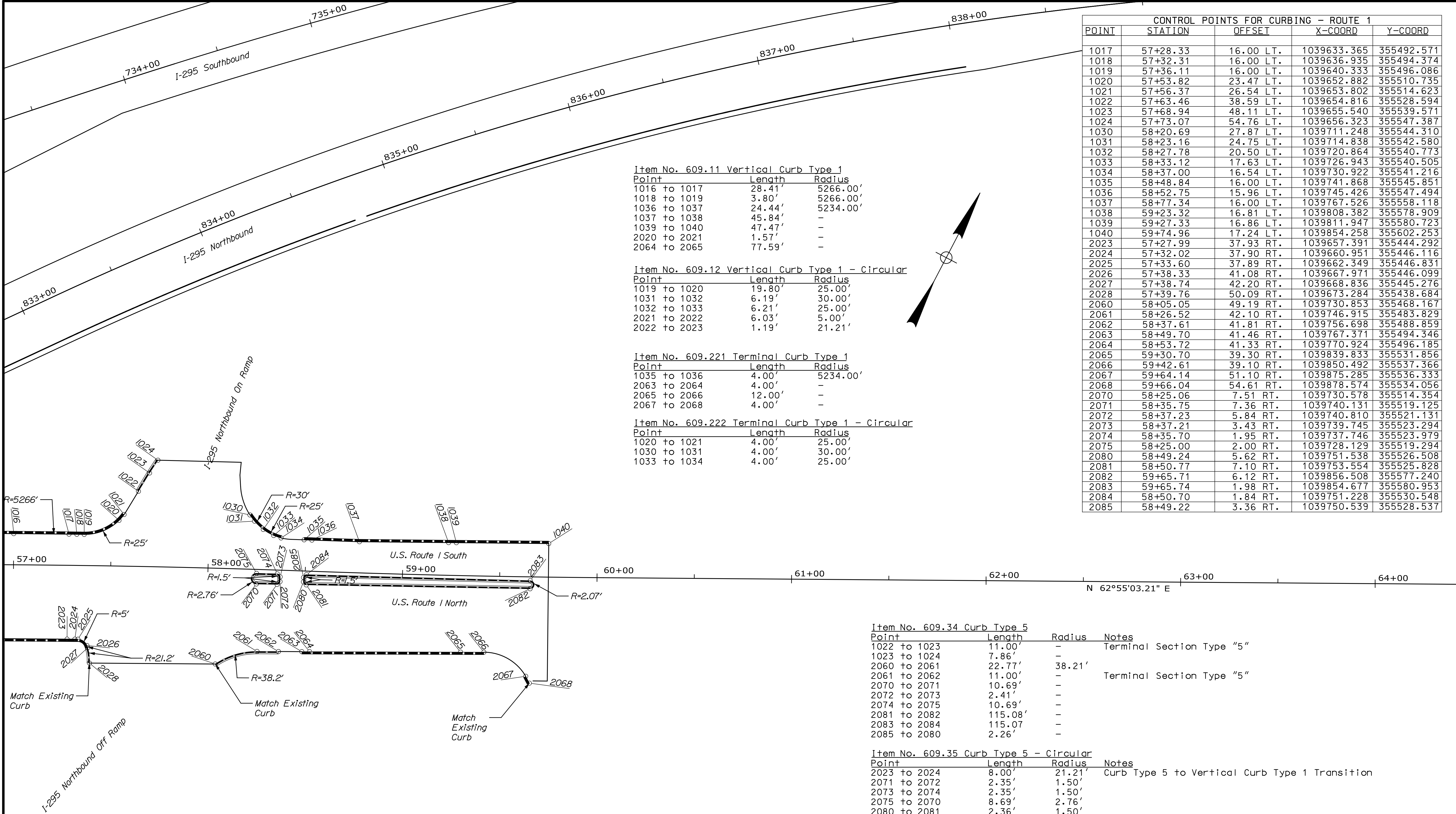
SHEET NUMBER
36
OF 312

PROJ. MANAGER
M. Kersbergen
C. Helmick
K. Brown
DESIGN-DETAILED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
D. Burton
L. Driscoll
DATE
8/21
8/21

SIGNATURE
P.E. NUMBER
DATE





Item No. 609.11 Vertical Curb Type 1

Point	Length	Radius
1016 to 1017	28.41'	5266.00'
1018 to 1019	3.80'	5266.00'
1036 to 1037	24.44'	5234.00'
1037 to 1038	45.84'	-
1039 to 1040	47.47'	-
2020 to 2021	1.57'	-
2064 to 2065	77.59'	-

Item No. 609.12 Vertical Curb Type 1 - Circular

Point	Length	Radius
1019 to 1020	19.80'	25.00'
1031 to 1032	6.19'	30.00'
1032 to 1033	6.21'	25.00'
2021 to 2022	6.03'	5.00'
2022 to 2023	1.19'	21.21'

Item No. 609.221 Terminal Curb Type 1

Point	Length	Radius
1035 to 1036	4.00'	5234.00'
2063 to 2064	4.00'	-
2065 to 2066	12.00'	-
2067 to 2068	4.00'	-

Item No. 609.222 Terminal Curb Type 1 - Circular

Point	Length	Radius
1020 to 1021	4.00'	25.00'
1030 to 1031	4.00'	30.00'
1033 to 1034	4.00'	25.00'

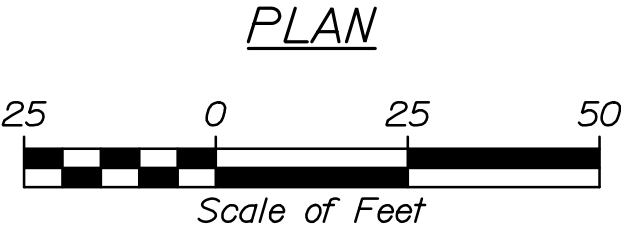
Item No. 609.34 Curb Type 5

Point	Length	Radius	Notes
1022 to 1023	11.00'	-	Terminal Section Type "5"
1023 to 1024	7.86'	-	
2060 to 2061	22.77'	38.21'	
2061 to 2062	11.00'	-	Terminal Section Type "5"
2070 to 2071	10.69'	-	
2072 to 2073	2.41'	-	
2074 to 2075	10.69'	-	
2081 to 2082	115.08'	-	
2083 to 2084	115.07'	-	
2085 to 2080	2.26'	-	

Item No. 609.35 Curb Type 5 - Circular

Point	Length	Radius	Notes
2023 to 2024	8.00'	21.21'	Curb Type 5 to Vertical Curb Type 1 Transition
2071 to 2072	2.35'	1.50'	
2073 to 2074	2.35'	1.50'	
2075 to 2070	8.69'	2.76'	
2080 to 2081	2.36'	1.50'	
2082 to 2083	6.48'	2.07'	
2084 to 2085	2.36'	1.50'	

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1017	57+28.33	16.00 LT.	1039633.365	355492.571
1018	57+32.31	16.00 LT.	1039636.935	355494.374
1019	57+36.11	16.00 LT.	1039640.333	355496.086
1020	57+53.82	23.47 LT.	1039652.882	355510.735
1021	57+56.37	26.54 LT.	1039653.802	355514.623
1022	57+63.46	38.59 LT.	1039654.816	355528.594
1023	57+68.94	48.11 LT.	1039655.540	355539.571
1024	57+73.07	54.76 LT.	1039656.323	355547.387
1030	58+20.69	27.87 LT.	1039711.248	355544.310
1031	58+23.16	24.75 LT.	1039714.838	355542.580
1032	58+27.78	20.50 LT.	1039720.864	355540.773
1033	58+33.12	17.63 LT.	1039726.943	355540.505
1034	58+37.00	16.54 LT.	1039730.922	355541.216
1035	58+48.84	16.00 LT.	1039741.868	355545.851
1036	58+52.75	15.96 LT.	1039745.426	355547.494
1037	58+77.34	16.00 LT.	1039767.526	355558.118
1038	59+23.32	16.81 LT.	1039808.382	355578.909
1039	59+27.33	16.86 LT.	1039811.947	355580.723
1040	59+74.96	17.24 LT.	1039854.258	355602.253
2023	57+27.99	37.93 RT.	1039657.391	355444.292
2024	57+32.02	37.90 RT.	1039660.951	355446.116
2025	57+33.60	37.89 RT.	1039662.349	355446.831
2026	57+38.33	41.08 RT.	1039667.971	355446.099
2027	57+38.74	42.20 RT.	1039668.836	355445.276
2028	57+39.76	50.09 RT.	1039673.284	355438.684
2060	58+05.05	49.19 RT.	1039730.853	355468.167
2061	58+26.52	42.10 RT.	1039746.915	355483.829
2062	58+37.61	41.81 RT.	1039756.698	355488.859
2063	58+49.70	41.46 RT.	1039767.371	355494.346
2064	58+53.72	41.33 RT.	1039770.924	355496.185
2065	59+30.70	39.30 RT.	1039839.833	355531.856
2066	59+42.61	39.10 RT.	1039850.492	355537.366
2067	59+64.14	51.10 RT.	1039875.285	355536.333
2068	59+66.04	54.61 RT.	1039878.574	355534.056
2070	58+25.06	7.51 RT.	1039730.578	355514.354
2071	58+35.75	7.36 RT.	1039740.131	355519.125
2072	58+37.23	5.84 RT.	1039740.810	355521.131
2073	58+37.21	3.43 RT.	1039739.745	355523.294
2074	58+35.70	1.95 RT.	1039737.746	355523.979
2075	58+25.00	2.00 RT.	1039728.129	355519.294
2080	58+49.24	5.62 RT.	1039751.538	355526.508
2081	58+50.77	7.10 RT.	1039753.554	355525.828
2082	59+65.71	6.12 RT.	1039856.508	355577.240
2083	59+65.74	1.98 RT.	1039854.677	355580.953
2084	58+50.70	1.84 RT.	1039751.228	355530.548
2085	58+49.22	3.36 RT.	1039750.539	355528.537



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
BRIDGE PLANS

PROJECT: I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

CURBING PLAN 3
US ROUTE 1

SHEET NUMBER
37
OF 312

PROJ. MANAGER
M. Kersbergen

CHECKED-DETAILED
C. Helmick

DESIGNED-DETAILED
K. Brown

BY
D. Burton
L. Driscoll

DATE
8/21

SIGNATURE

P.E. NUMBER

DATE

Date:8/22/2021

Username:

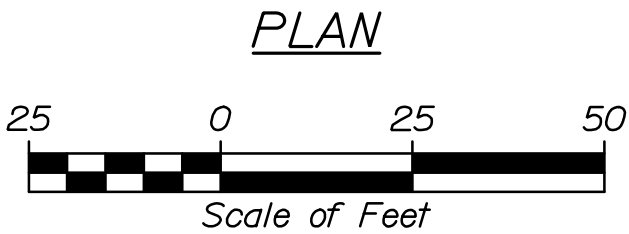
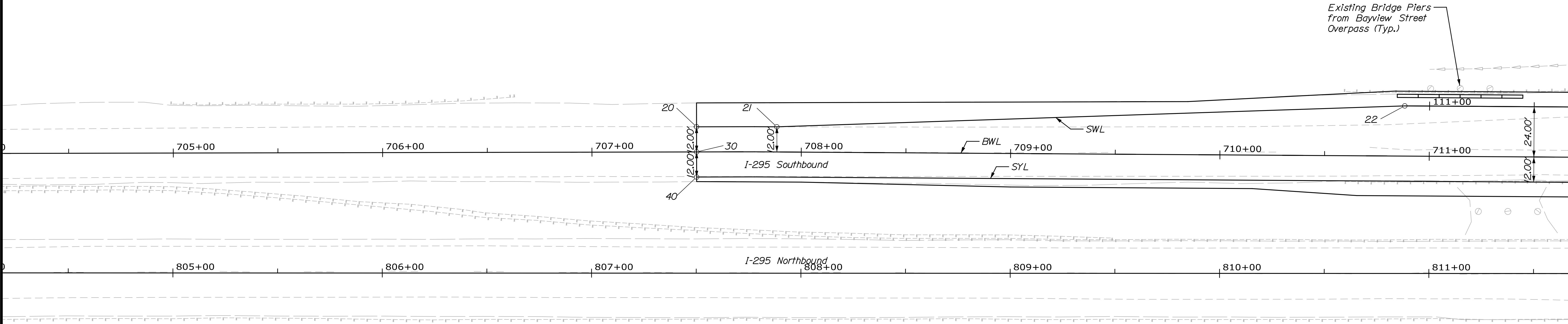
Division:

Filename: 038_Signing&Striping 1.dgn

Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line

Point	Station	Offset
20	707+50.00	12.00' Lt.
21	707+88.25	12.00' Lt.
22	710+88.16	24.00' Lt.
30	707+50.00	0.00' Rt.
40	707+50.00	12.00' Rt.

Striping control points are defined on the first sheet they appear



STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00	SIGNATURE	
	P.E. NUMBER	
	DATE	
5833 & 1509 WIN 023106.00 & 023110.00 BRIDGE PLANS	PROJ. MANAGER	BY
	DESIGN-DETAILED	DATE
	CHECKED-REVIEWED	8/21
	DESIGN-DETAILED	8/21
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		
SIGNING & STRIPING PLAN 1		
I-295		
SHEET NUMBER		
38		
OF 312		

Date:8/22/2021

Username:

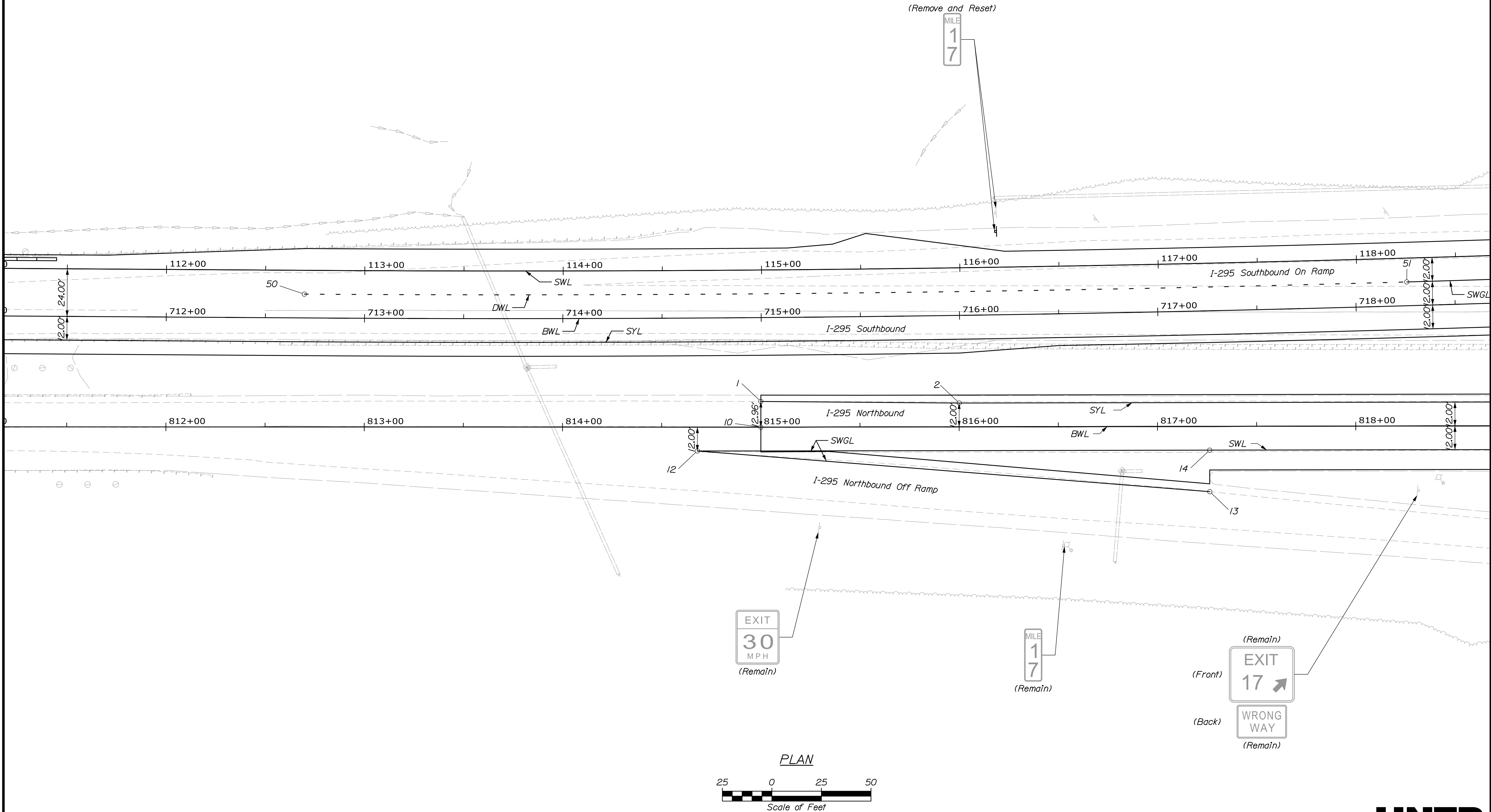
Division:

Filename: 039_Signing&Striping 2.dgn

Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line

Point	Station	Offset
1	815+00.00	12.96' Lt.
2	816+00.00	12.00' Lt.
10	815+00.00	0.00' Rt.
12	814+68.00	12.00' Rt.
13	817+26.29	32.94' Rt.
14	817+26.29	12.00' Rt.
50	712+69.55	12.00' Lt.
51	718+25.91	12.00' Lt.

Striping control points are defined on the first sheet they appear



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	D. Burton	8/21	
CHECKED-REVIEWED	C. Helmick	8/21	
DESIGN-DETAILED	L. Driscoll		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER	DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
SIGNING & STRIPING PLAN 2
I-295

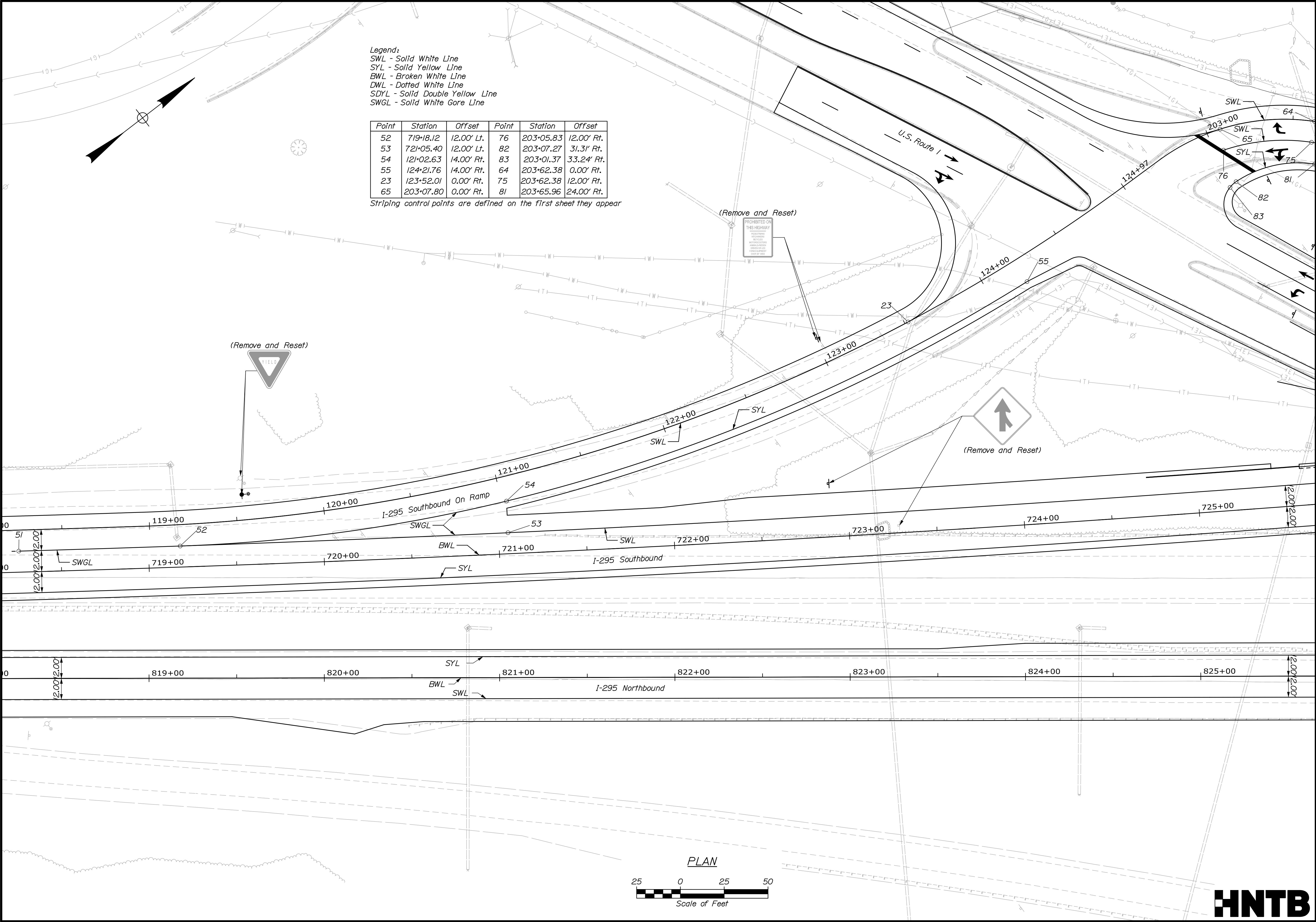
SHEET NUMBER
39
OF 312

Date:8/22/2021

Username:

Division:

Filename: 040_Signing&Striping 3.dgn



Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line

Point	Station	Offset	Point	Station	Offset
52	719+18.12	12.00' Lt.	76	203+05.83	12.00' Rt.
53	721+05.40	12.00' Lt.	82	203+07.27	31.31' Rt.
54	121+02.63	14.00' Rt.	83	203+01.37	33.24' Rt.
55	124+21.76	14.00' Rt.	64	203+62.38	0.00' Rt.
23	123+52.01	0.00' Rt.	75	203+62.38	12.00' Rt.
65	203+07.80	0.00' Rt.	81	203+65.96	24.00' Rt.

Striping control points are defined on the first sheet they appear

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

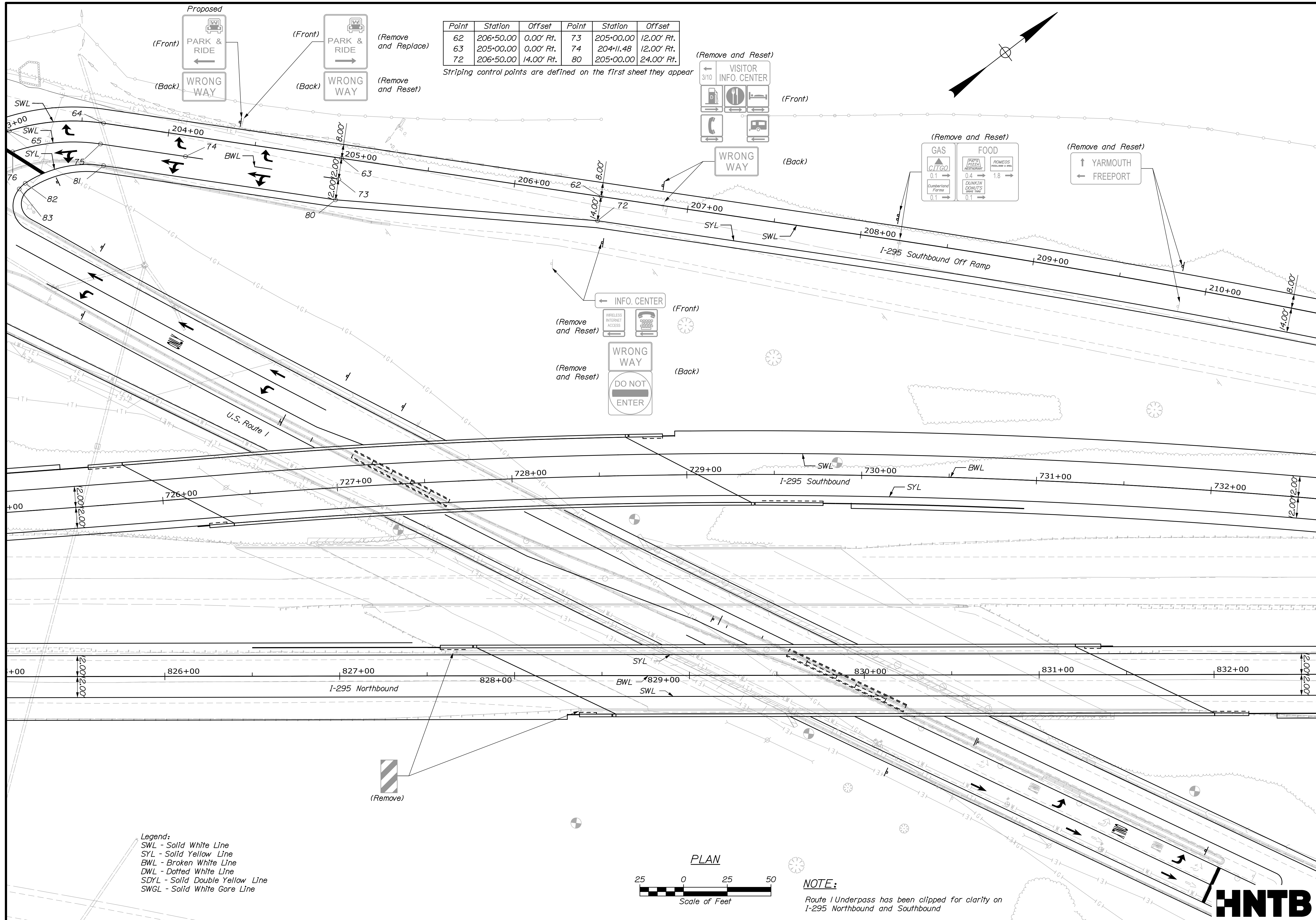
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

SIGNING & STRIPING PLAN 3
I-295

SHEET NUMBER
40
OF 312

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
8/21	D. Burton	M. Kersbergen	C. Helmick	K. Brown						
8/21	L. Driscoll									
SIGNATURE										
P.E. NUMBER										
DATE										

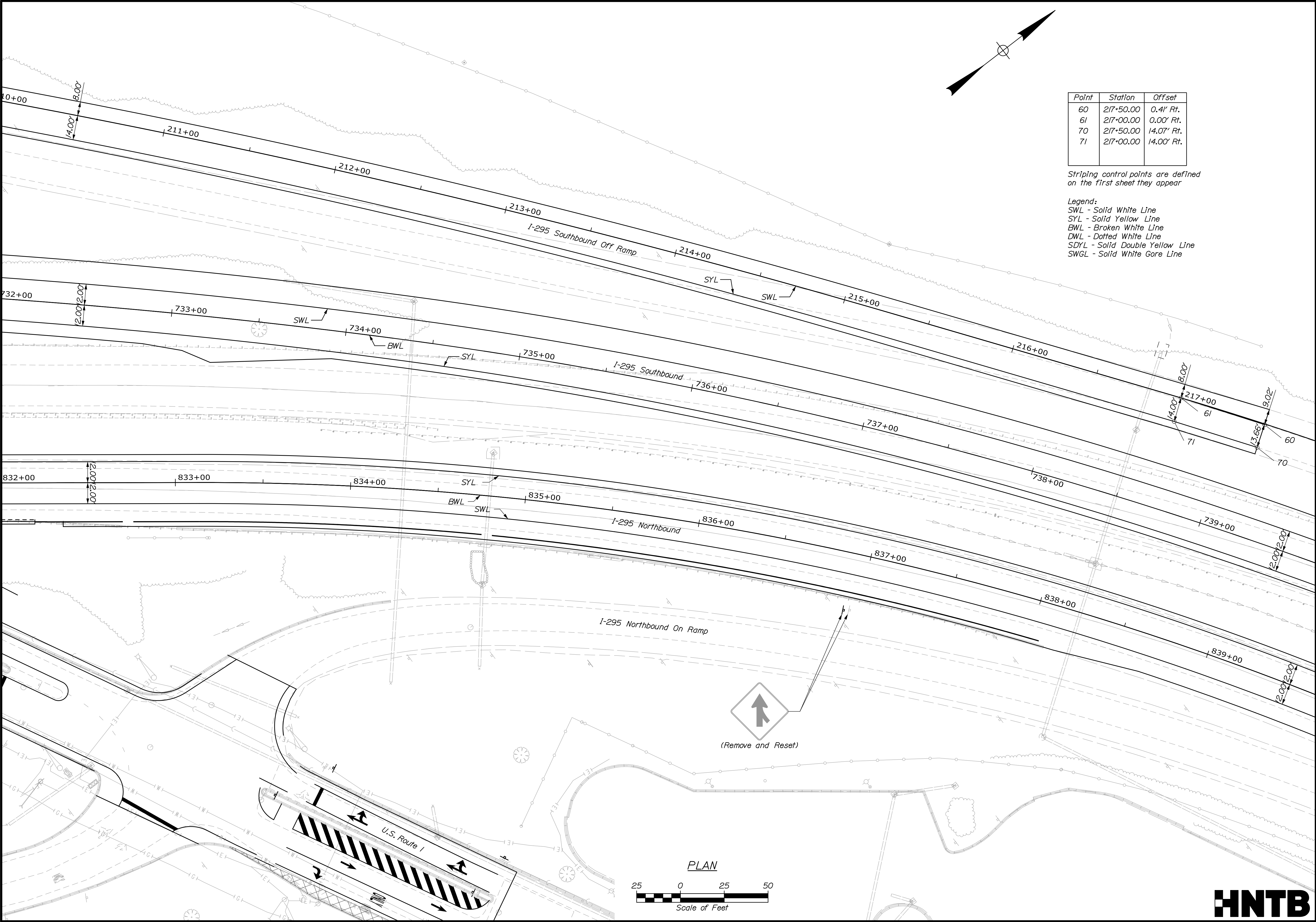


Date: 8/22/2021

Username:

Division:

Filename: 042_Signing&Striping 5.dgn



Point	Station	Offset
60	217+50.00	0.41' Rt.
61	217+00.00	0.00' Rt.
70	217+50.00	14.07' Rt.
71	217+00.00	14.00' Rt.

Striping control points are defined on the first sheet they appear

Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
SIGNING & STRIPING PLAN 5
I-295

SHEET NUMBER
42
OF 312

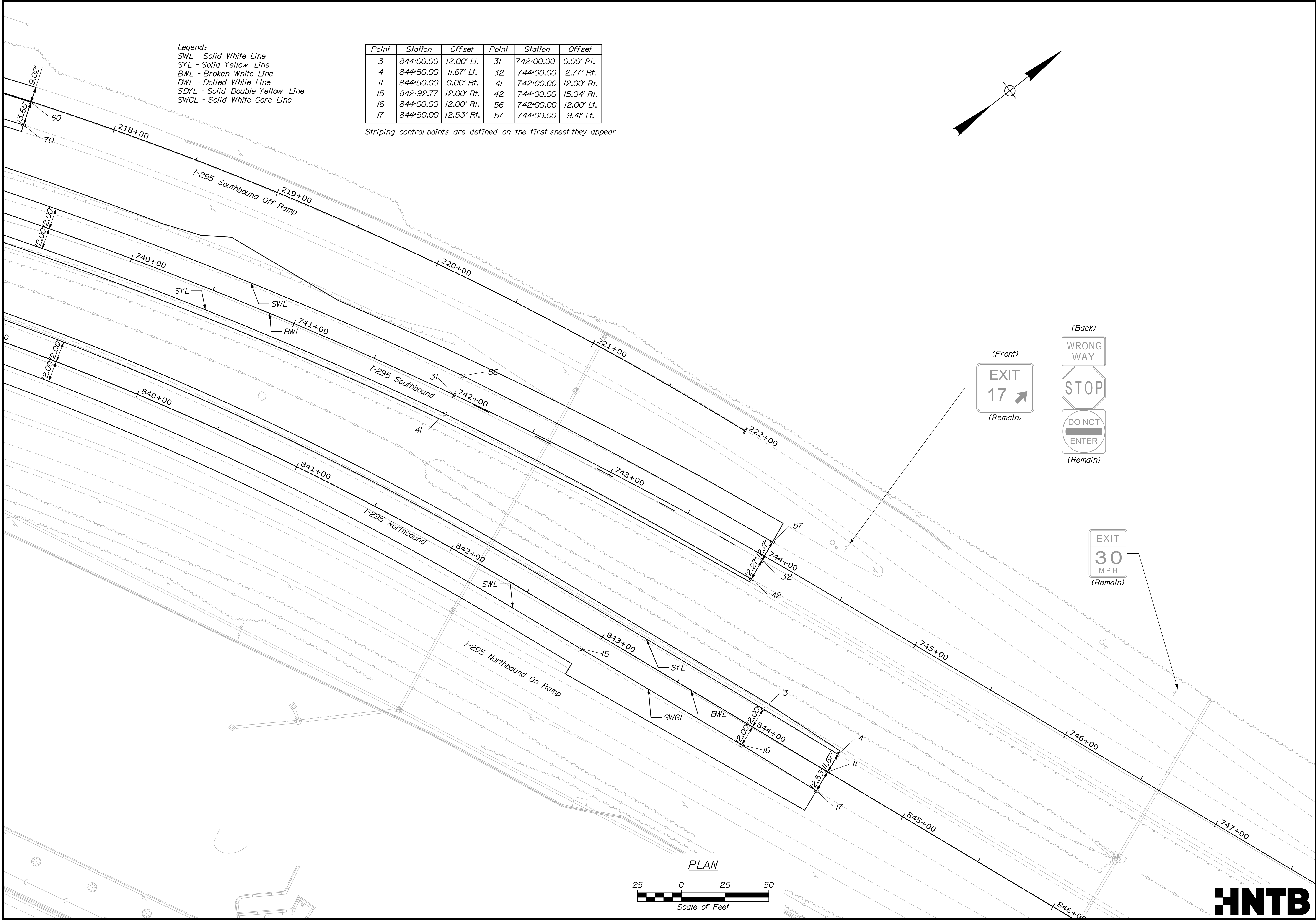
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
DESIGNED-DETAILED					
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

Division:

Filename: 043_Signing&Striping 6.dgn



Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line

Point	Station	Offset	Point	Station	Offset
3	844+00.00	12.00' Lt.	31	742+00.00	0.00' Rt.
4	844+50.00	11.67' Lt.	32	744+00.00	2.77' Rt.
11	844+50.00	0.00' Rt.	41	742+00.00	12.00' Rt.
15	842+92.77	12.00' Rt.	42	744+00.00	15.04' Rt.
16	844+00.00	12.00' Rt.	56	742+00.00	12.00' Lt.
17	844+50.00	12.53' Rt.	57	744+00.00	9.41' Lt.

Striping control points are defined on the first sheet they appear

(Front)

EXIT
17
↗

(Remain)

(Back)

WRONG
WAY

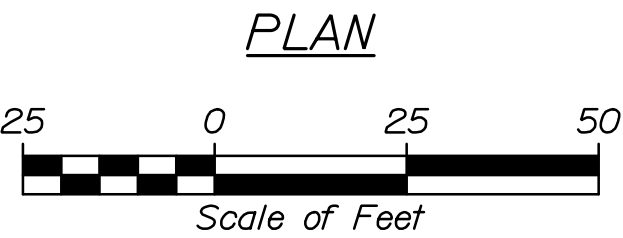
STOP

DO NOT
ENTER

(Remain)

EXIT
30
MPH

(Remain)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJ. MANAGER
M. Kersbergen

CHECKED
C. Helmick

DESIGNED
L. Driscoll

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE
8/21

BY
D. Burton

DATE
8/21

SIGNATURE

P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

SIGNING & STRIPING PLAN 6
I-295

SHEET NUMBER
43
OF 312

Date:8/22/2021

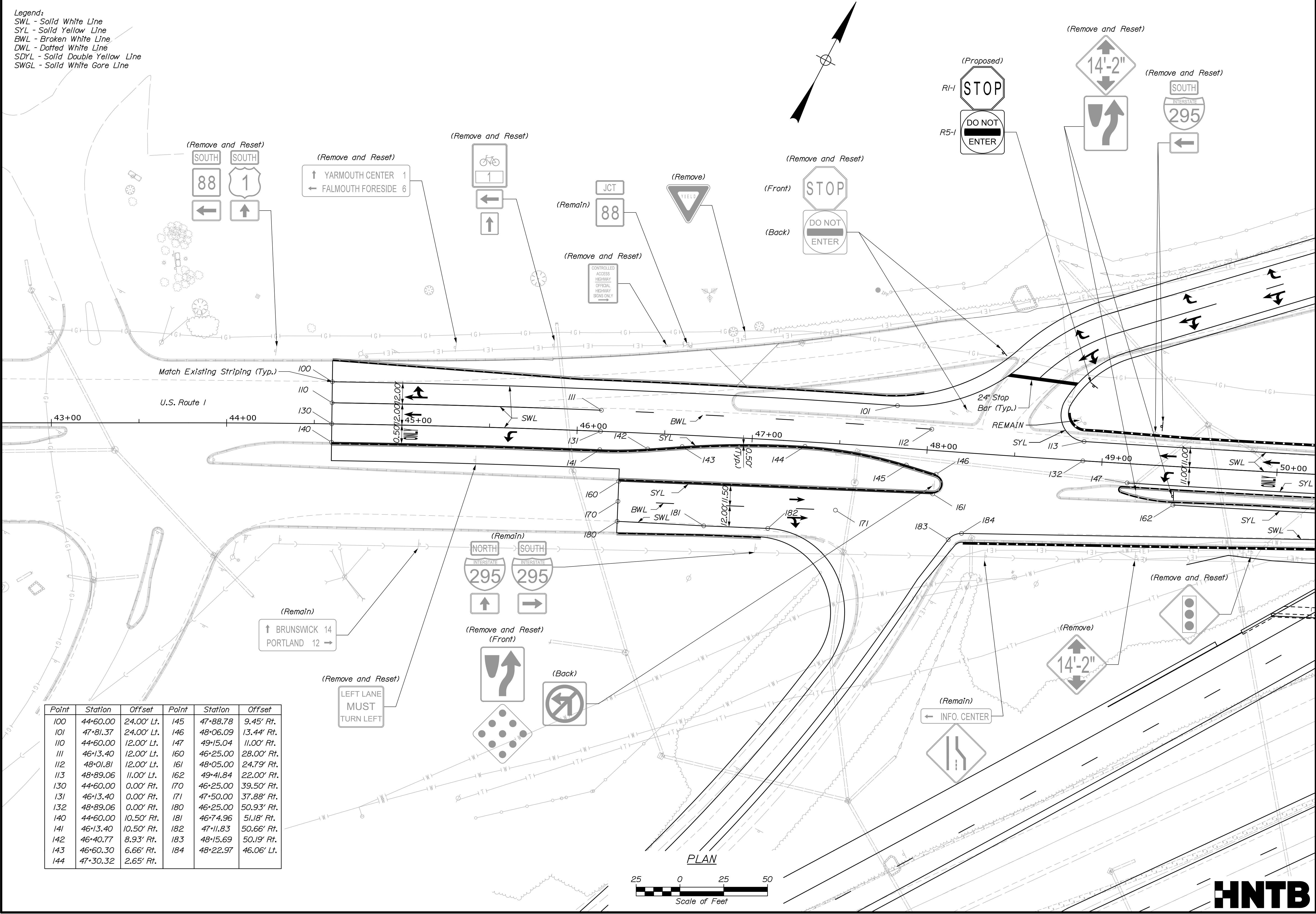
Username:

Division:

Filename: 044_Signing&Striping 7.dgn

Legend:
SWL - Solid White Line
SYL - Solid Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line

Point	Station	Offset	Point	Station	Offset
100	44+60.00	24.00' Lt.	145	47+88.78	9.45' Rt.
101	47+81.37	24.00' Lt.	146	48+06.09	13.44' Rt.
110	44+60.00	12.00' Lt.	147	49+15.04	11.00' Rt.
111	46+13.40	12.00' Lt.	160	46+25.00	28.00' Rt.
112	48+01.81	12.00' Lt.	161	48+05.00	24.79' Rt.
113	48+89.06	11.00' Lt.	162	49+41.84	22.00' Rt.
130	44+60.00	0.00' Rt.	170	46+25.00	39.50' Rt.
131	46+13.40	0.00' Rt.	171	47+50.00	37.88' Rt.
132	48+89.06	0.00' Rt.	180	46+25.00	50.93' Rt.
140	44+60.00	10.50' Rt.	181	46+74.96	51.18' Rt.
141	46+13.40	10.50' Rt.	182	47+11.83	50.66' Rt.
142	46+40.77	8.93' Rt.	183	48+15.69	50.19' Rt.
143	46+60.30	6.66' Rt.	184	48+22.97	46.06' Lt.
144	47+30.32	2.65' Rt.			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
SIGNING & STRIPING PLAN 7
US ROUTE 1

SHEET NUMBER
44
OF 312

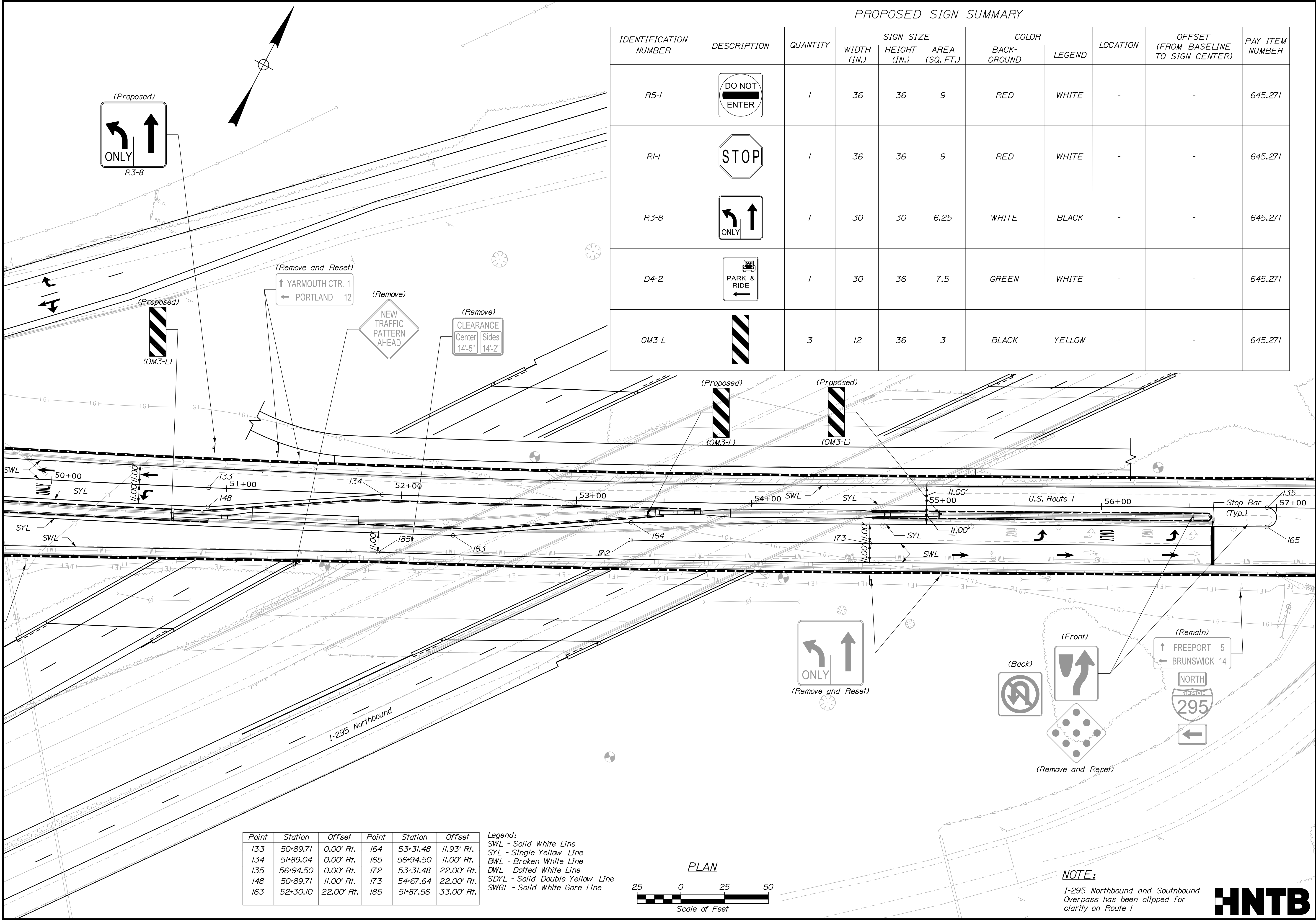
PROJ. MANAGER	DATE	BY	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	8/21	D. Burton			
CHECKED-REVIEWED	C. Helmick	L. Driscoll			
DESIGN-DETAILED	K. Brown				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date: 8/22/2021

Username:

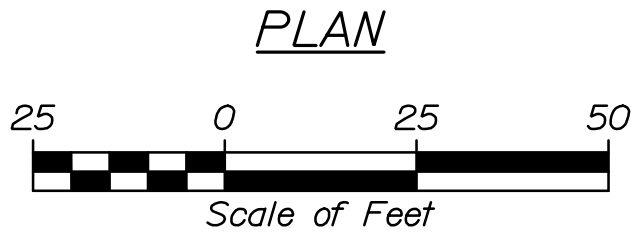
Division:

Filename: 045_Signing&Striping 8.dgn



Point	Station	Offset	Point	Station	Offset
133	50+89.71	0.00' Rt.	164	53+31.48	11.93' Rt.
134	51+89.04	0.00' Rt.	165	56+94.50	11.00' Rt.
135	56+94.50	0.00' Rt.	172	53+31.48	22.00' Rt.
148	50+89.71	11.00' Rt.	173	54+67.64	22.00' Rt.
163	52+30.10	22.00' Rt.	185	51+87.56	33.00' Rt.

Legend:
SWL - Solid White Line
SYL - Single Yellow Line
BWL - Broken White Line
DWL - Dotted White Line
SDYL - Solid Double Yellow Line
SWGL - Solid White Gore Line



NOTE:
I-295 Northbound and Southbound Overpass has been clipped for clarity on Route 1

IDENTIFICATION NUMBER	DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		LOCATION	OFFSET (FROM BASELINE TO SIGN CENTER)	PAY ITEM NUMBER
			WIDTH (IN.)	HEIGHT (IN.)	AREA (SQ. FT.)	BACK-GROUND	LEGEND			
R5-1	DO NOT ENTER	1	36	36	9	RED	WHITE	-	-	645.271
R1-1	STOP	1	36	36	9	RED	WHITE	-	-	645.271
R3-8	ONLY	1	30	30	6.25	WHITE	BLACK	-	-	645.271
D4-2	PARK & RIDE	1	30	36	7.5	GREEN	WHITE	-	-	645.271
OM3-L		3	12	36	3	BLACK	YELLOW	-	-	645.271

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJ. MANAGER
M. Kersbergen

BY
D. Burton
L. Driscoll

DATE
8/21
8/21

CHECKED-DETAILED
C. Helmick
K. Brown

DESIGN-DETAILED
C. Helmick
K. Brown

DESIGN-DETAILED
C. Helmick
K. Brown

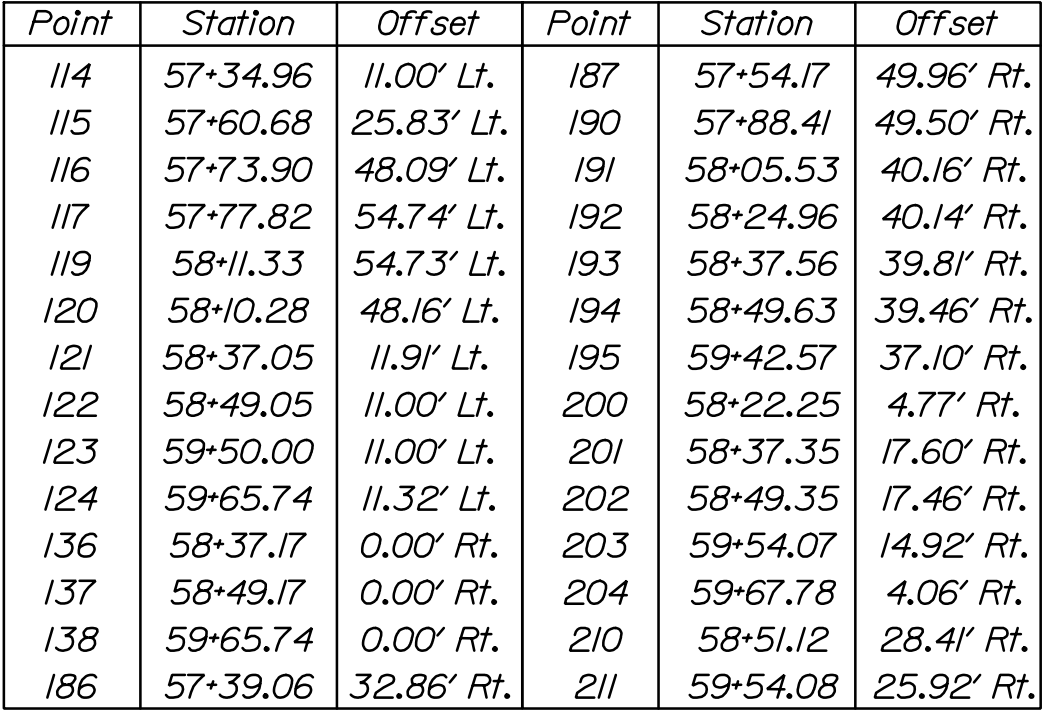
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4

FIELD CHANGES

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

SIGNING & STRIPING PLAN 8
US ROUTE 1

SHEET NUMBER
45
OF 312

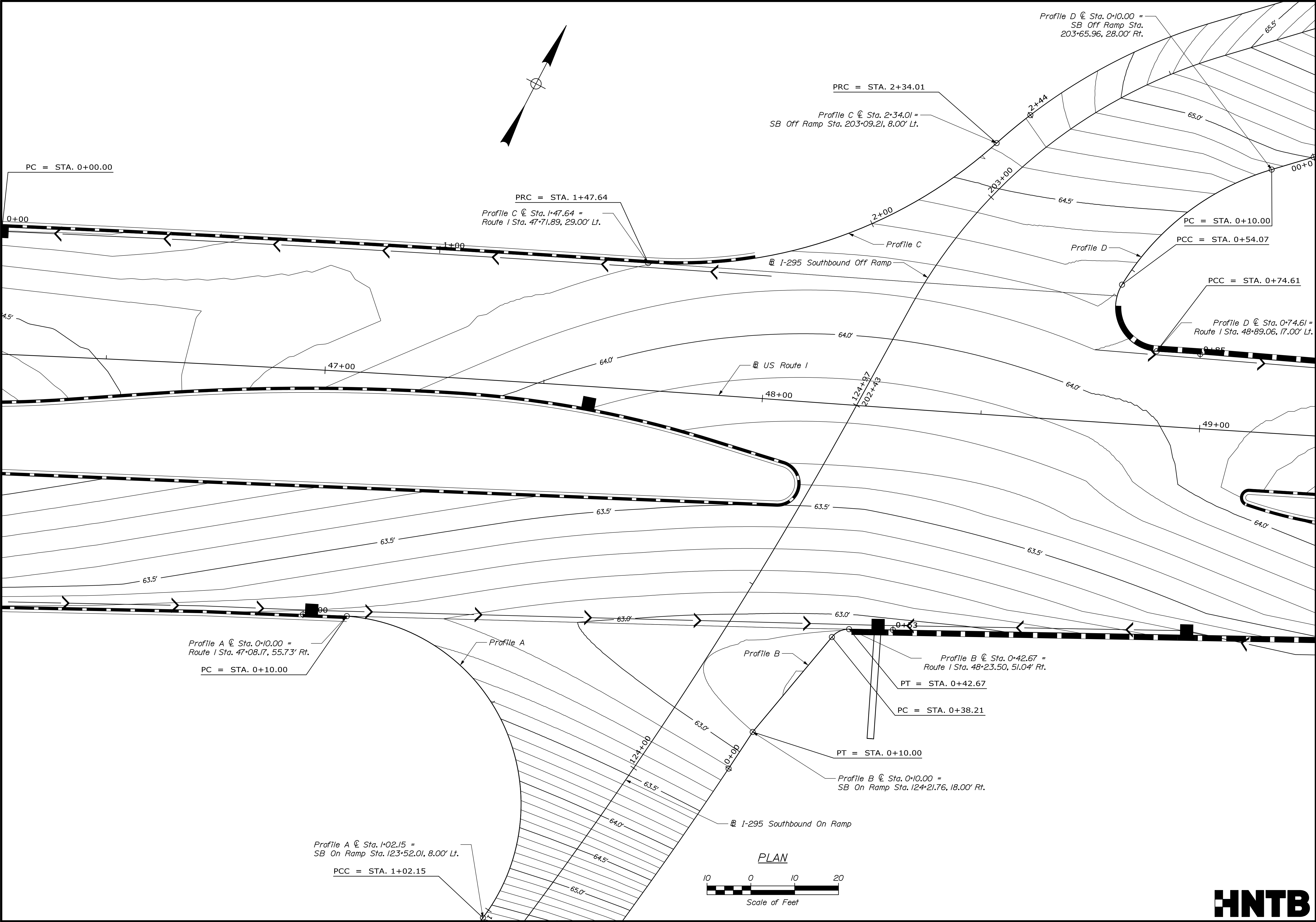


Date:8/22/2021

Username:

Division:

Filename: 047_IntersectionGradingDetail1.dgn

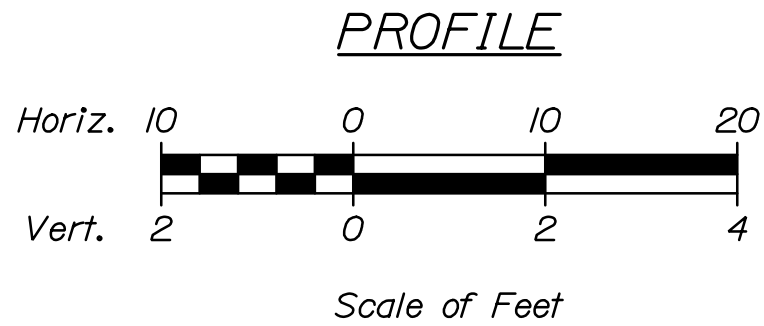
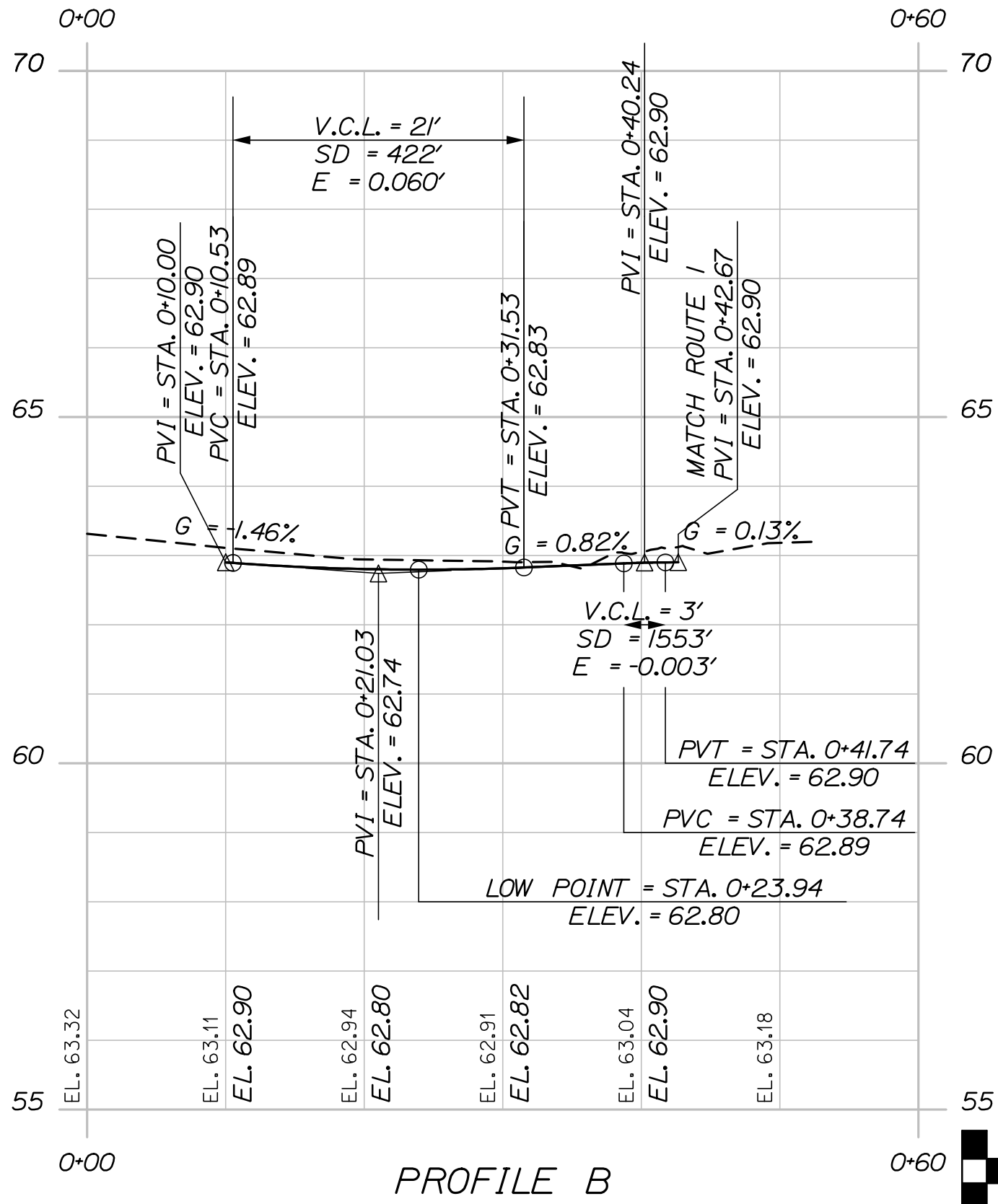
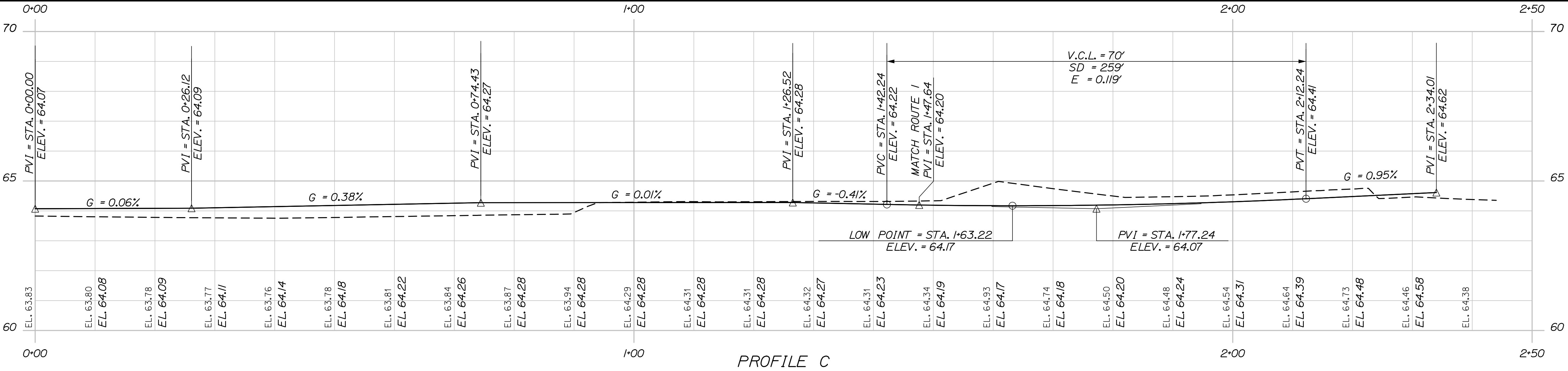
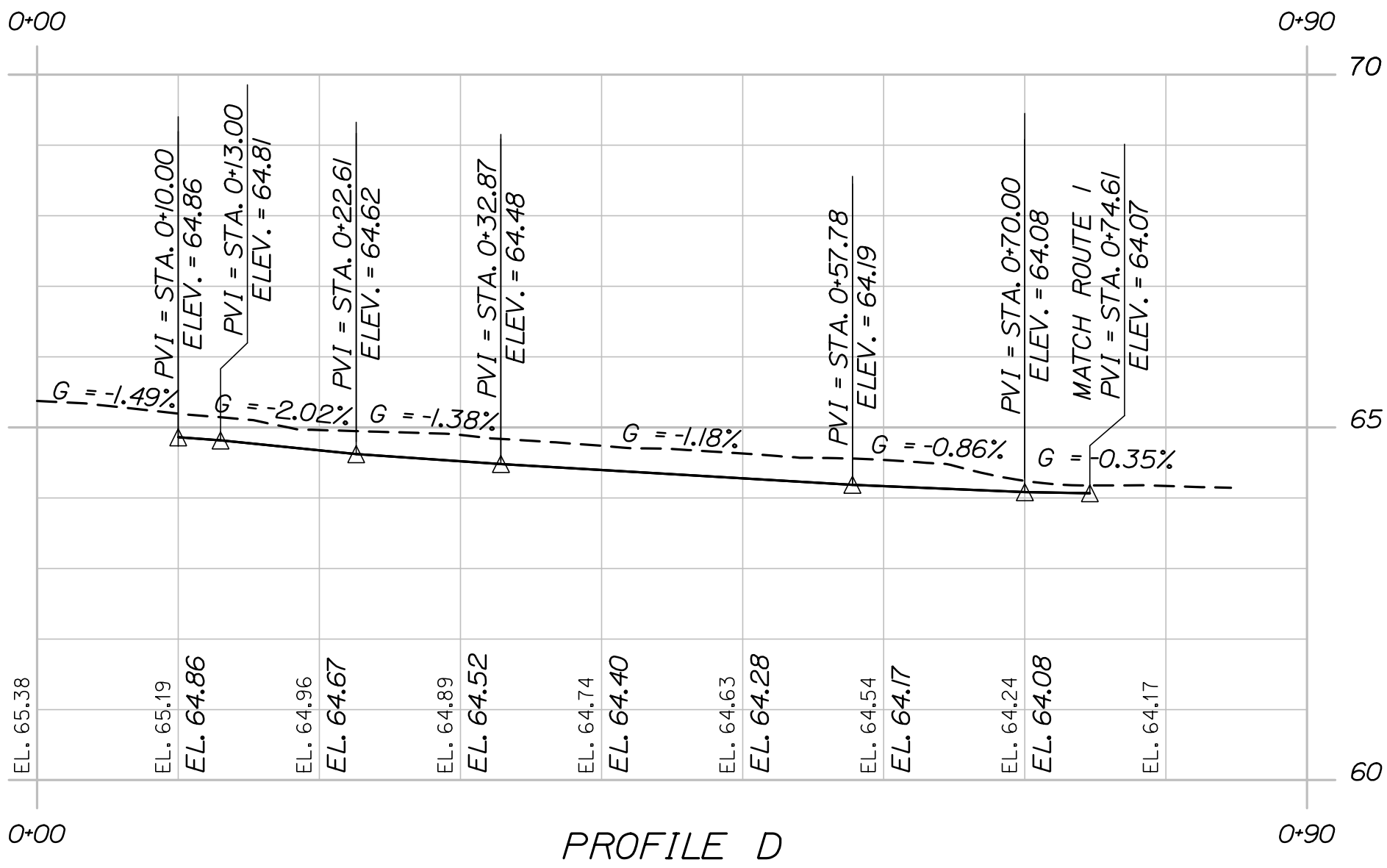
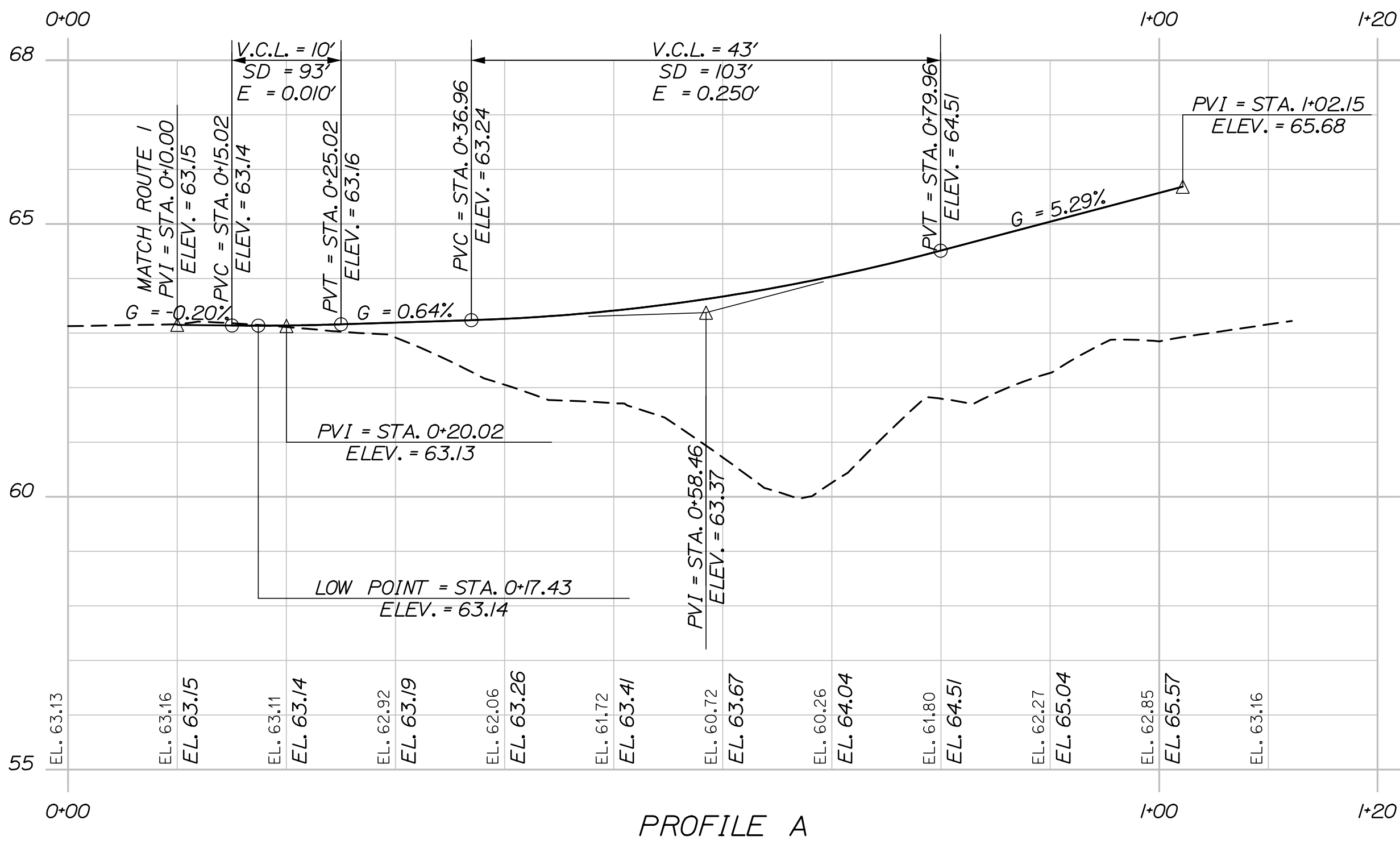


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		INTERSECTION GRADING DETAILS (1 OF 4)		I-295 SOUTHBOUND RAMP		SHEET NUMBER	
DATE		BY		DESIGNED		CHECKED		DESIGNED		CHECKED		SIGNATURE	
8/21		D. Burton		E. Davidson		L. Driscoll		K. Brown		K. Brown		K. Brown	
DATE		BY		DESIGNED		CHECKED		DESIGNED		CHECKED		SIGNATURE	
8/21		L. Driscoll		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown	
DATE		BY		DESIGNED		CHECKED		DESIGNED		CHECKED		SIGNATURE	
8/21		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown	
DATE		BY		DESIGNED		CHECKED		DESIGNED		CHECKED		SIGNATURE	
8/21		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown	
DATE		BY		DESIGNED		CHECKED		DESIGNED		CHECKED		SIGNATURE	
8/21		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown		K. Brown	



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OF 312



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJECT: I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

SHEET NUMBER
48
OF 312

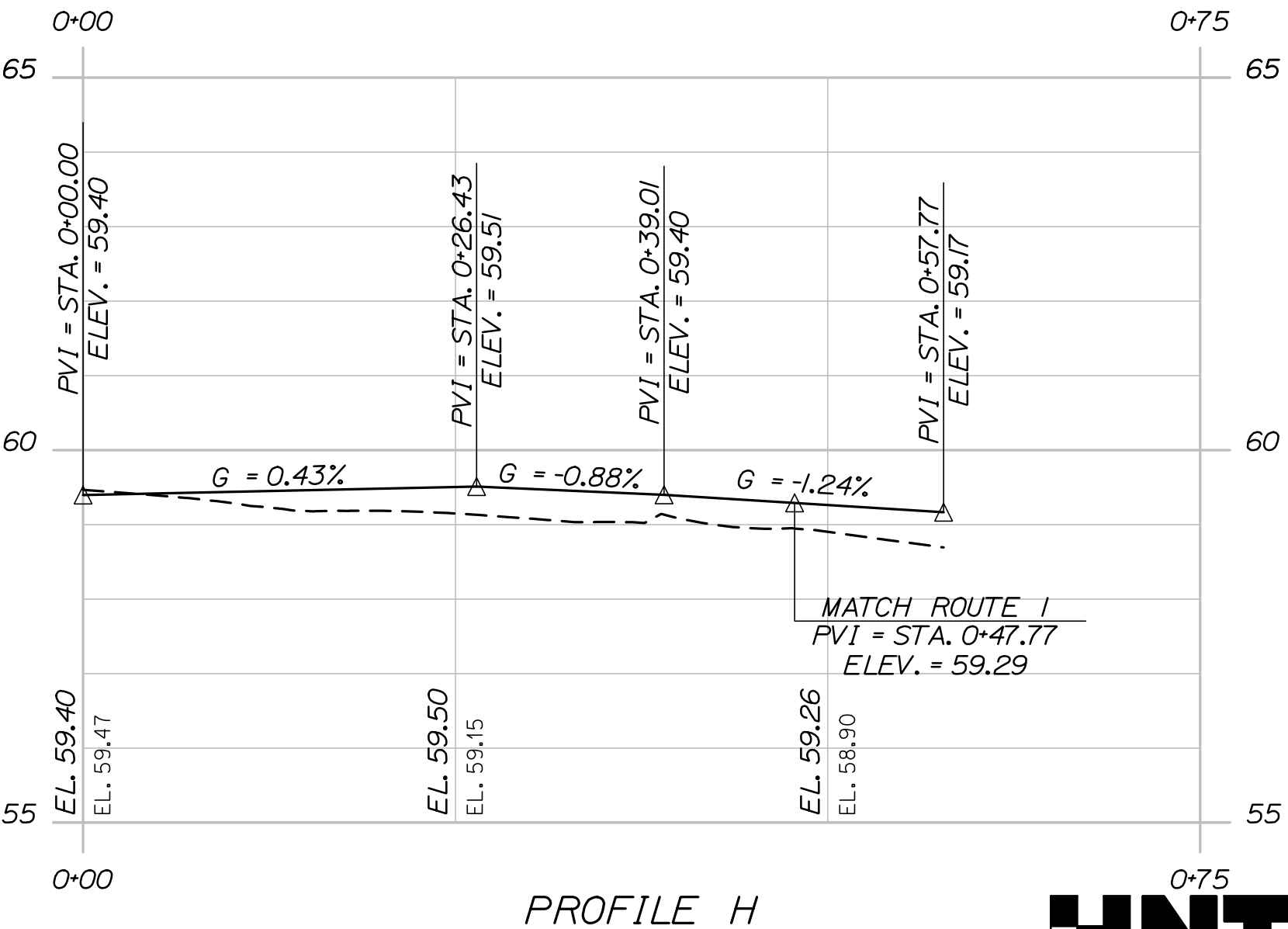
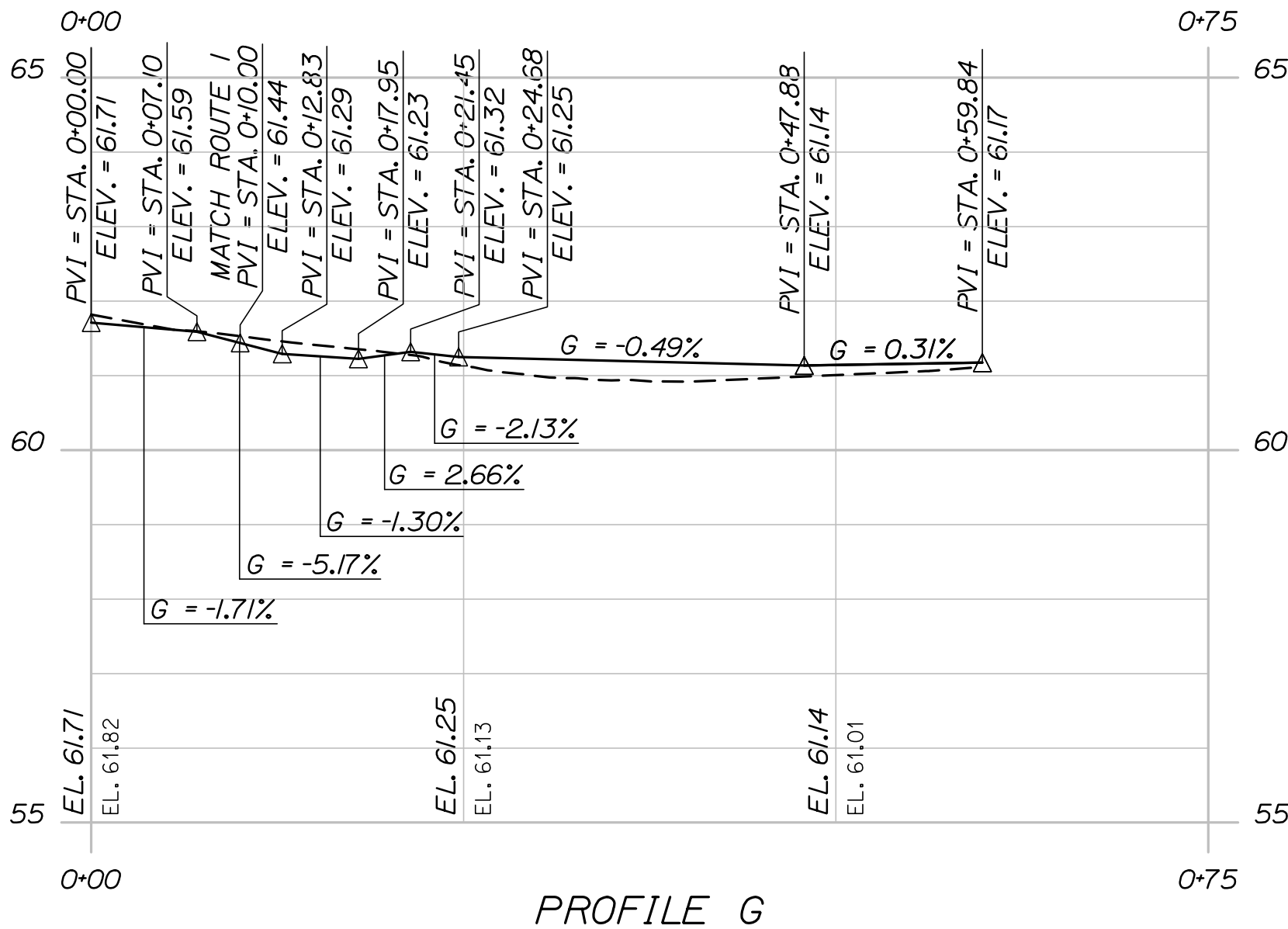
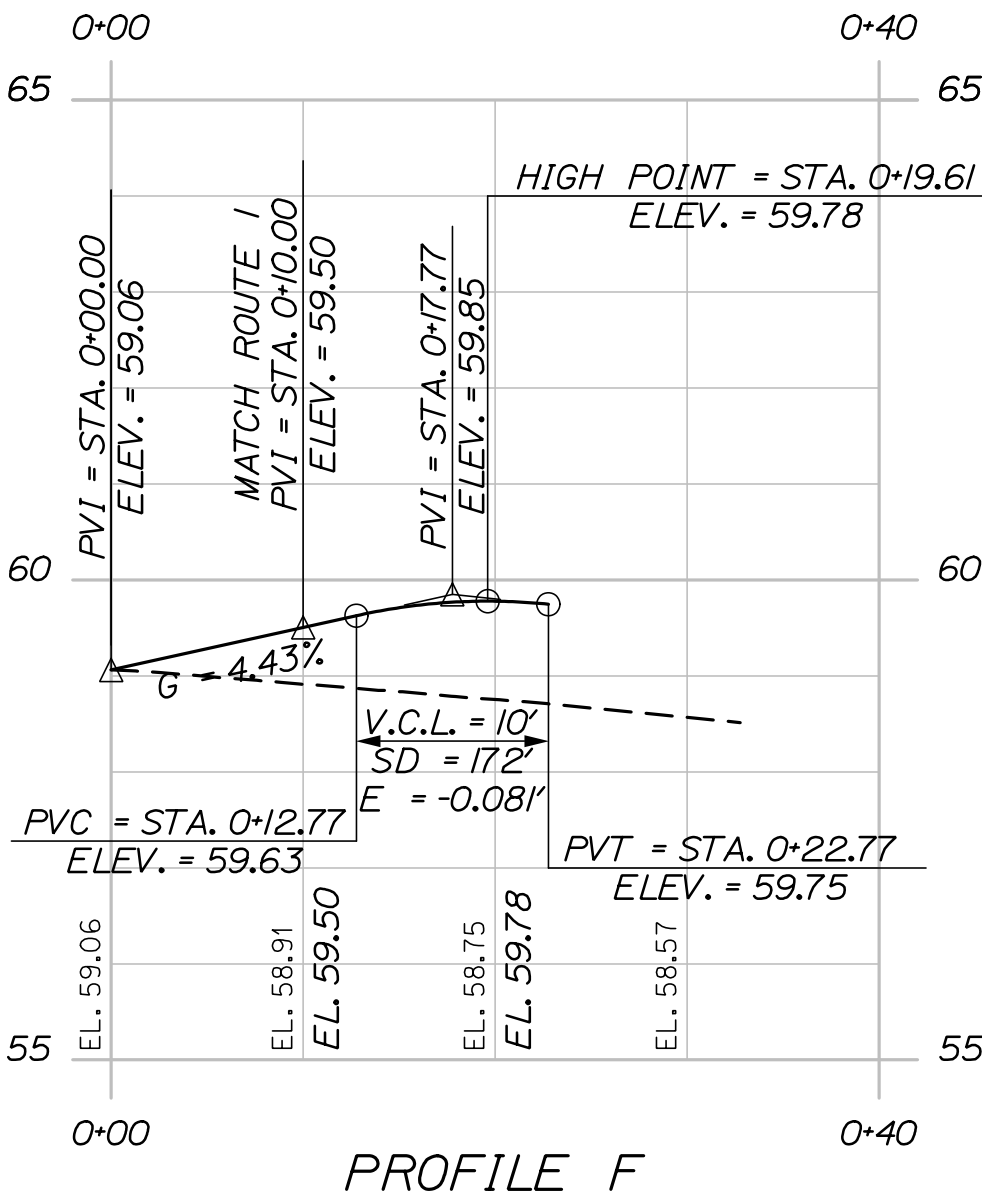
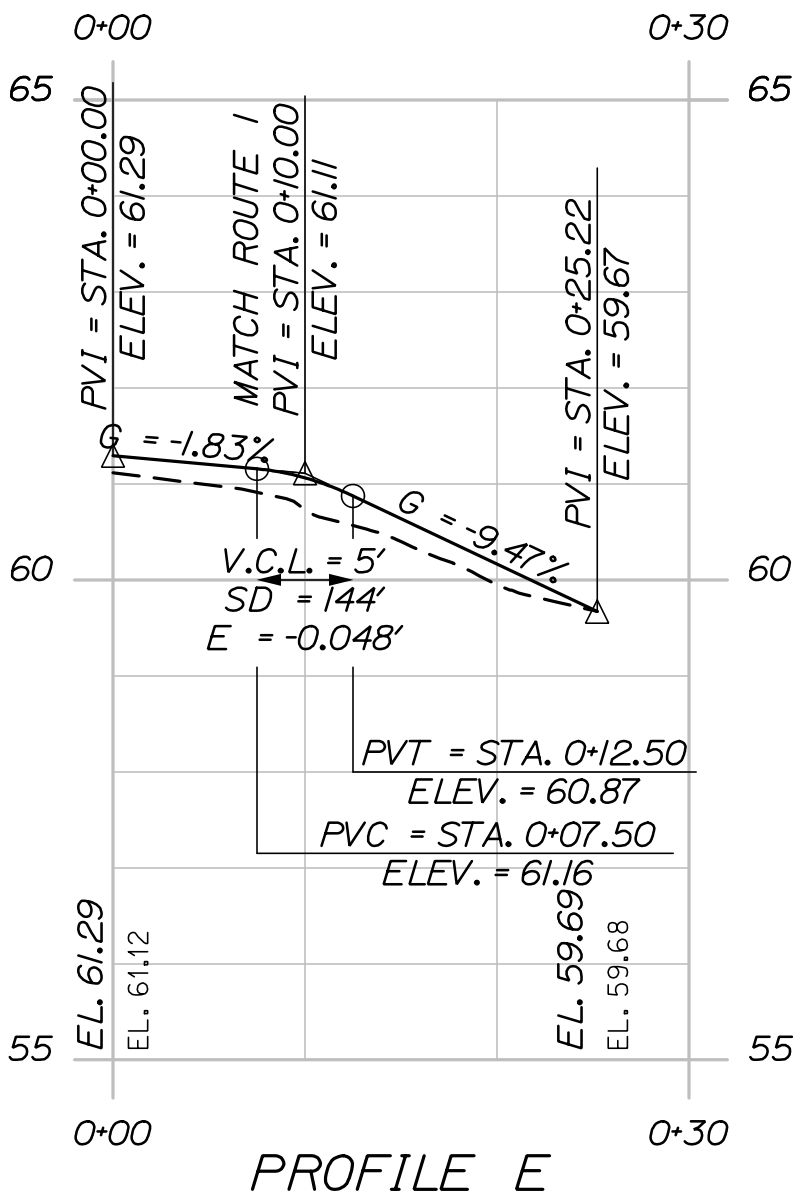
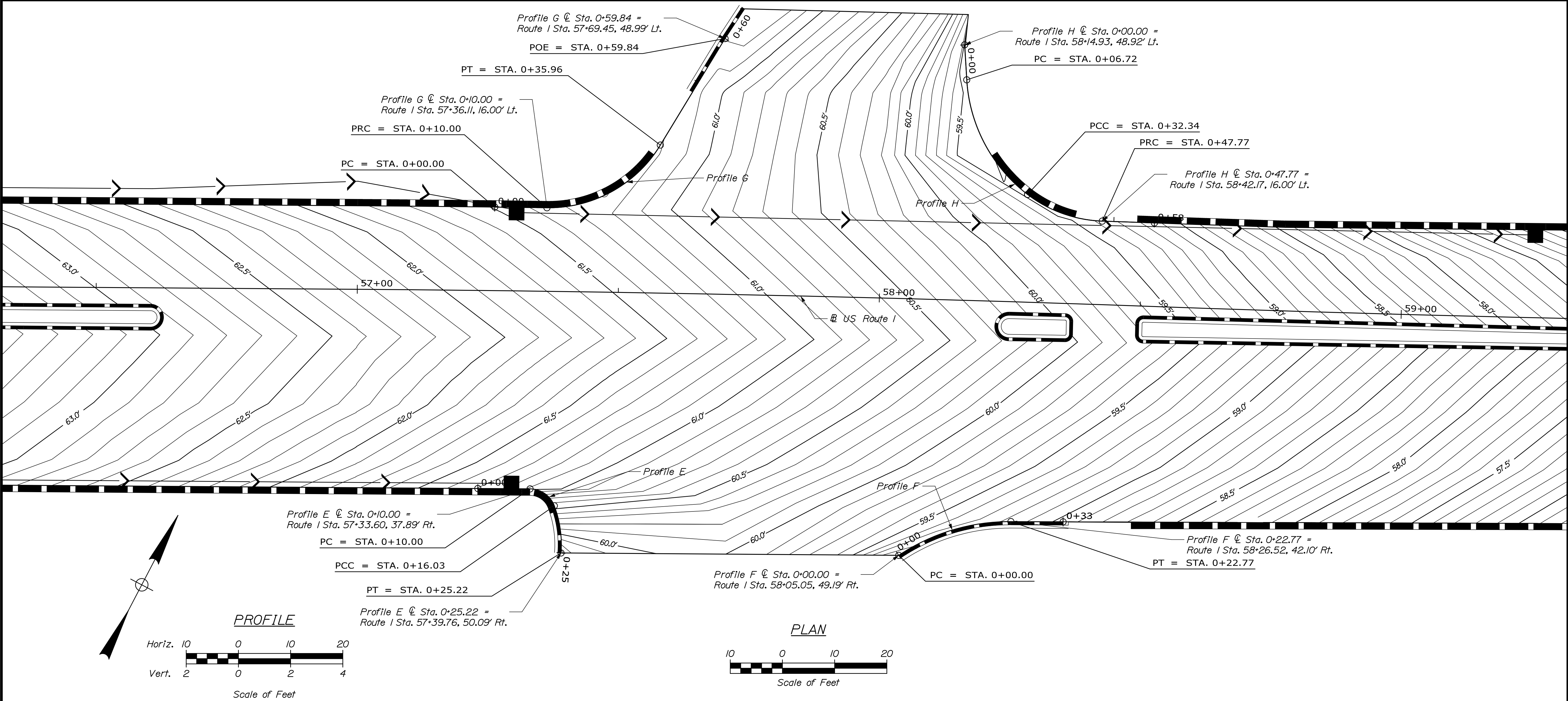
PROJ. MANAGER	M. Kersiberg	BY	D. Burton	DATE	8/21
DESIGNED-DETAILED	E. Davidson	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGNED-DETAILED	K. Brown	DESIGNED-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

Date: 8/22/2021

Username:

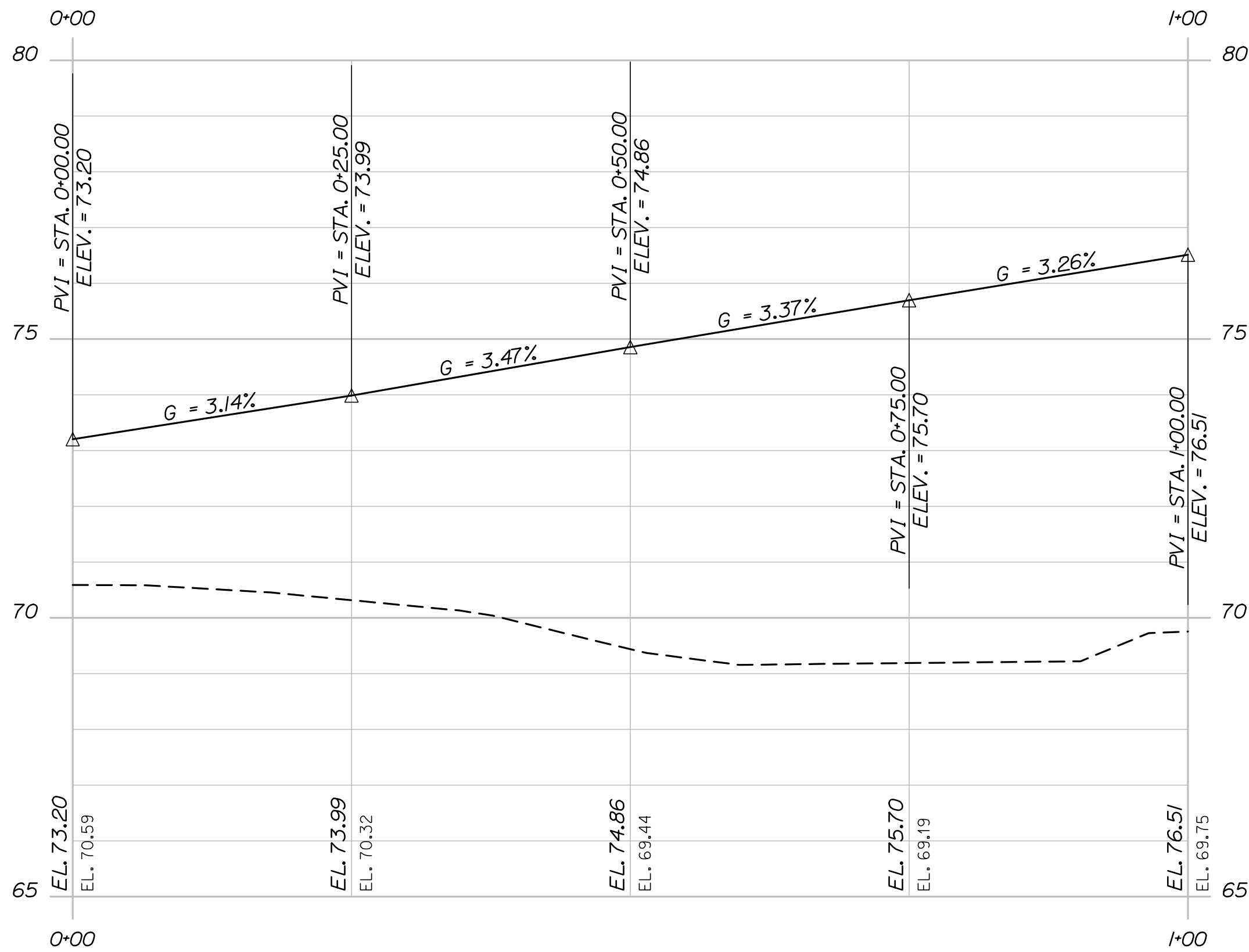
Division:

Filename: 049_IntersectionGradingDetail3.dgn

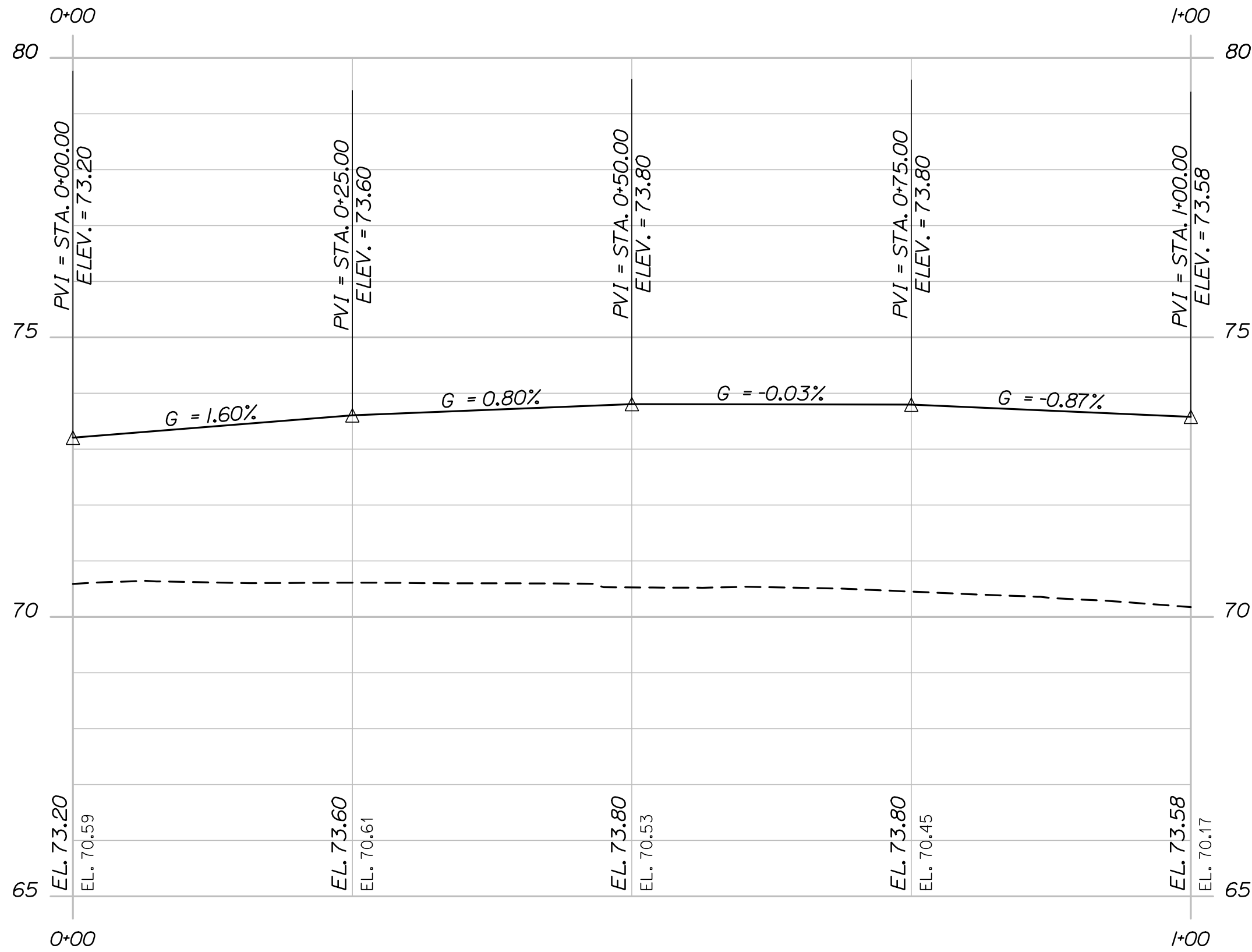


HNTB

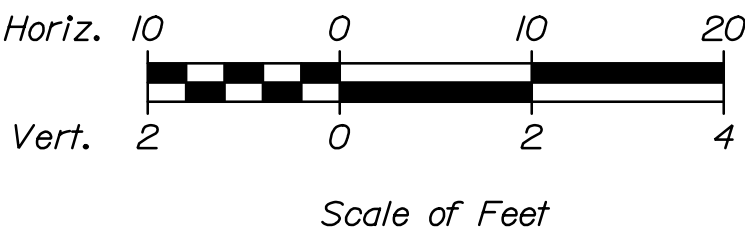
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		023106.00 & 023110.00	
WIN		BRIDGE PLANS	
5833 & 1509		023106.00 & 023110.00	
PROJECT MANAGER		BY	
DESIGNED-DETAILED		DATE	
CHECKED-REVIEWED		SIGNATURE	
DESIGNED-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
I-295 OVER US ROUTE 1		SHEET NUMBER	
EXIT 17 INTERCHANGE		49	
YARMOUTH CUMBERLAND		OF 312	
INTERSECTION GRADING DETAILS (3 OF 4)			
I-295 NORTHBOUND RAMP			



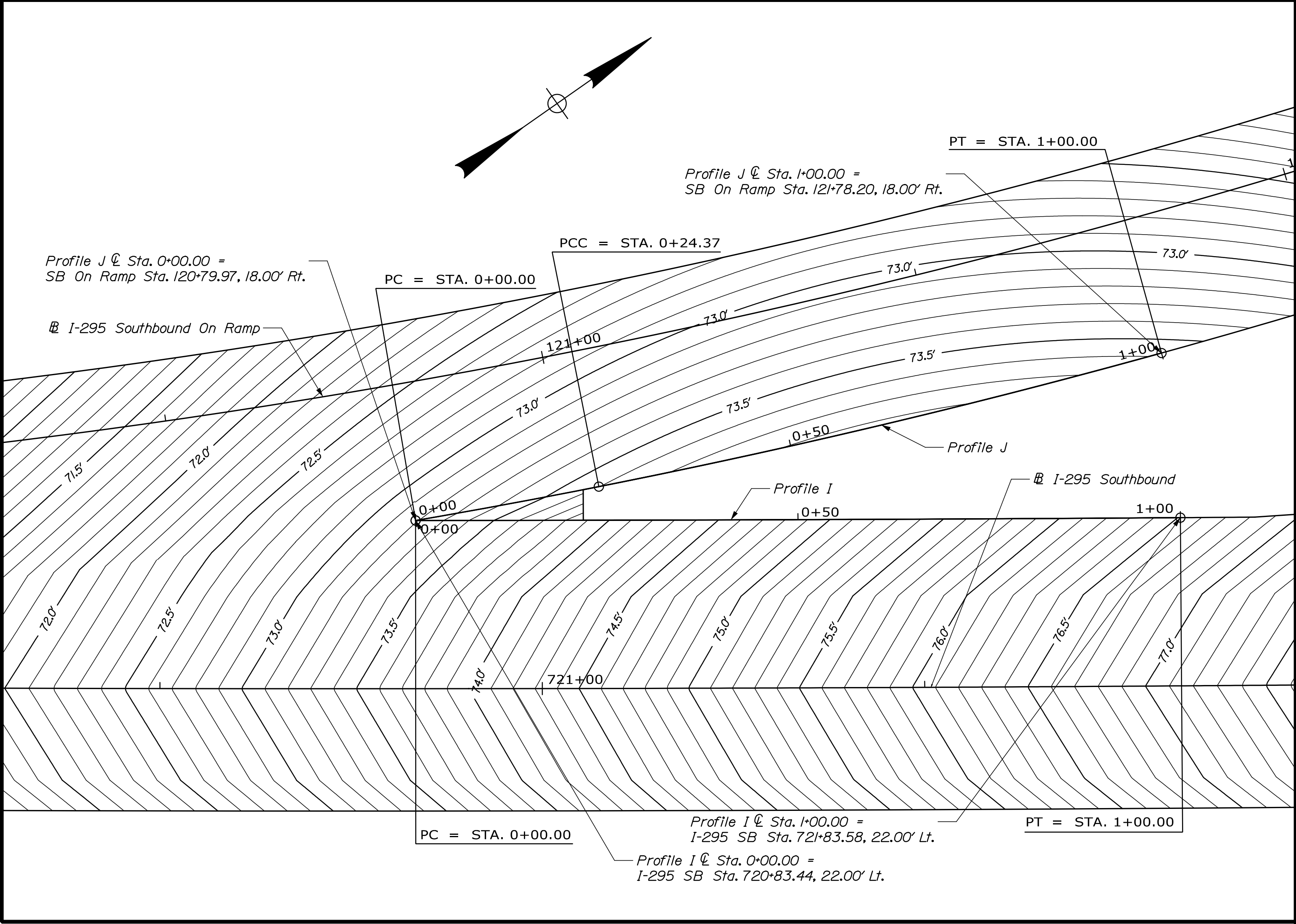
PROFILE I



PROFILE J



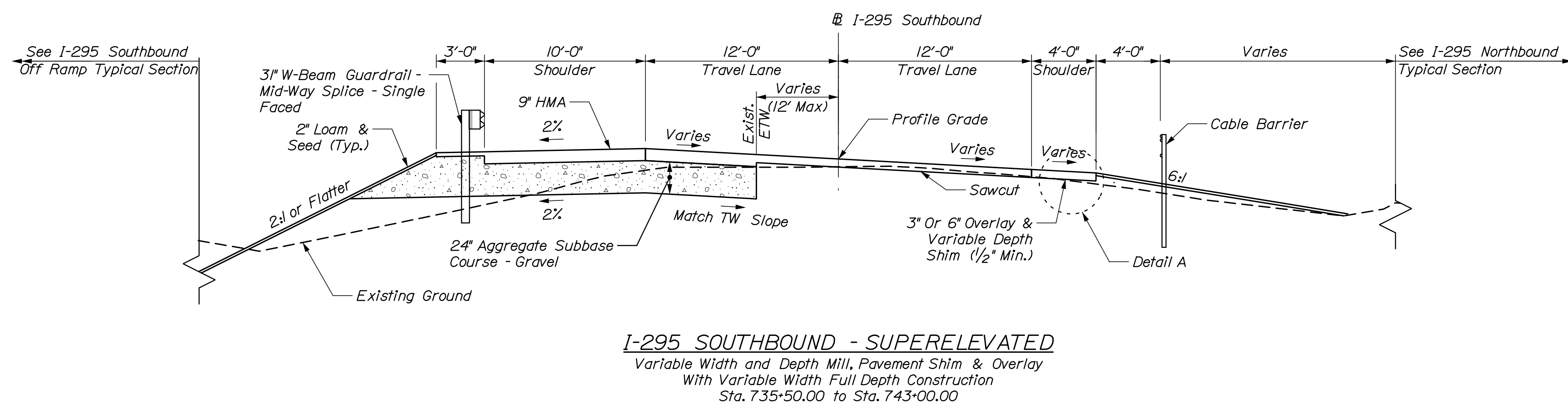
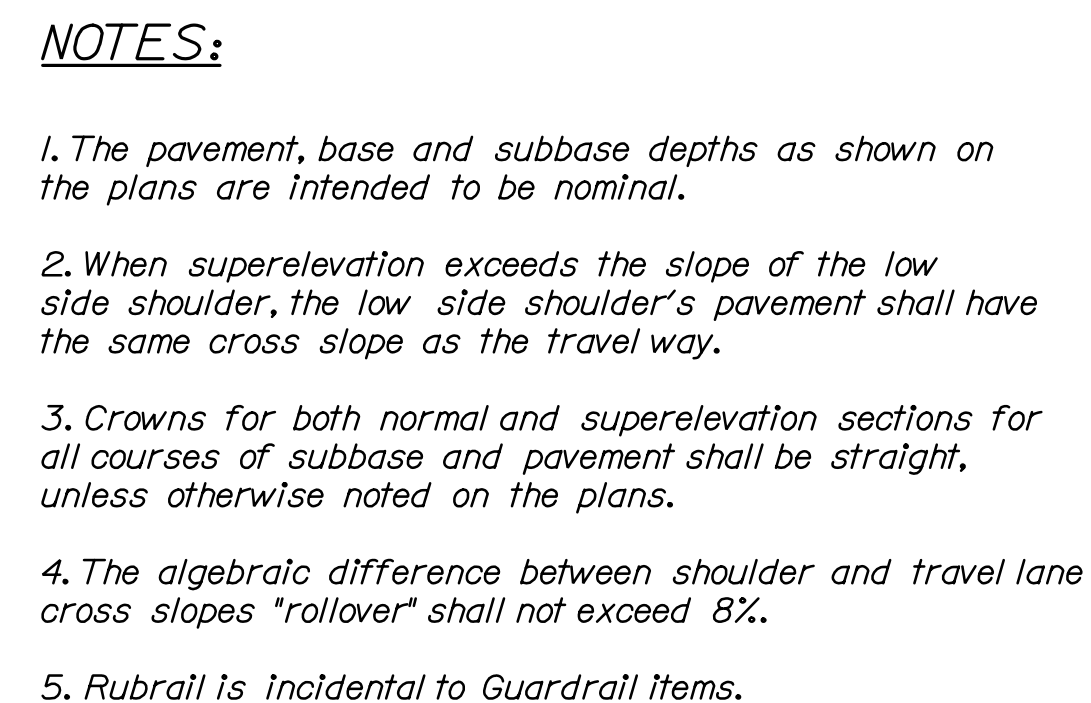
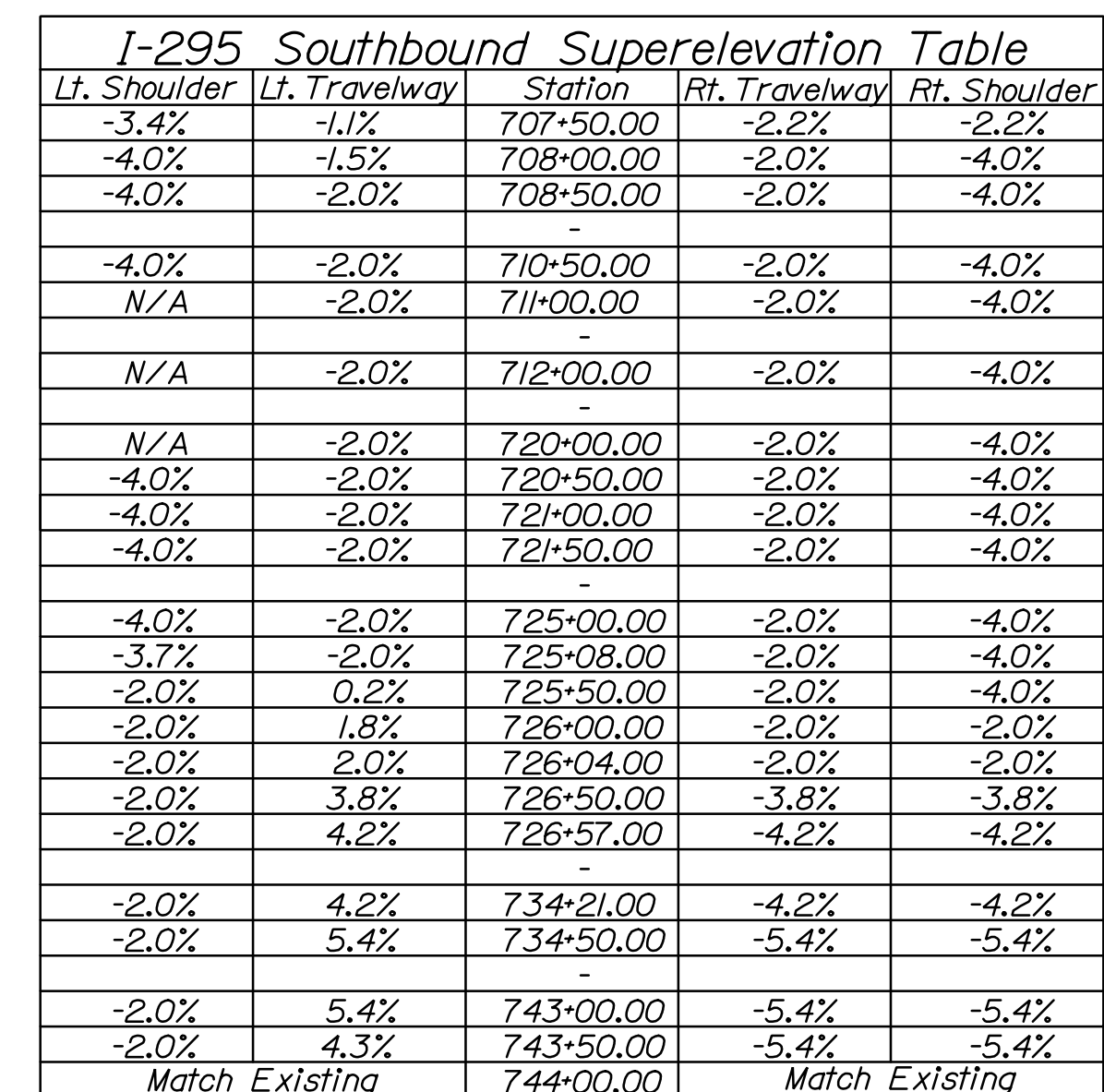
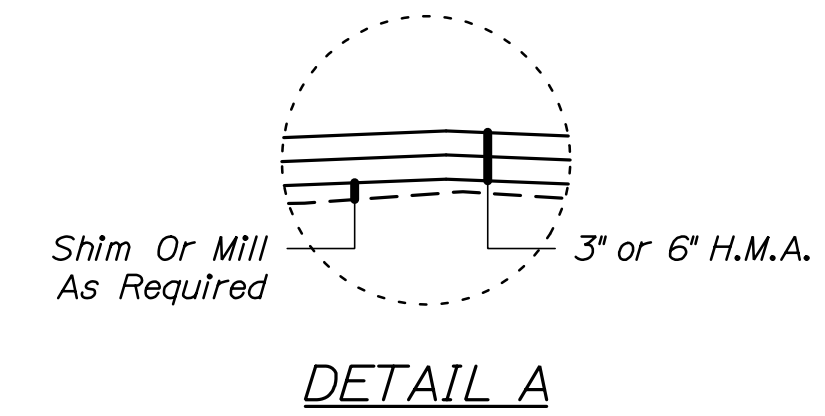
PROFILE



PLAN



I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND INTERSECTION GRADING DETAILS (4 OF 4) I-295 SB ON RAMP GORE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	023106.00 & 023110.00		
	WIN		
	5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS		
SHEET NUMBER		DATE	
50		DATE	
OF 312		DATE	



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
56833 & 1509	WIN
	023106.00 & 023110.00
	BRIDGE PLANS

	PROJ. MANAGER	M. Kerabergen	BY	DATE	
	DESIGN-DETAILED	C. Hemick	D. Burton	8/21	
	CHECKED-REVIEWED	K. Brown	L. Wiscoll	8/21	
	DESIGN3-DETAILED2				SIGNATURE
	DESIGN3-DETAILED3				P.E. NUMBER
	REVSIONS 1				
	REVSIONS 2				
	REVSIONS 3				
	REVSIONS 4				DATE
	FIELD CHANGES				

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
TYPICAL SECTIONS I-295 SOUTHBOUND

SHEET NUMBER

51

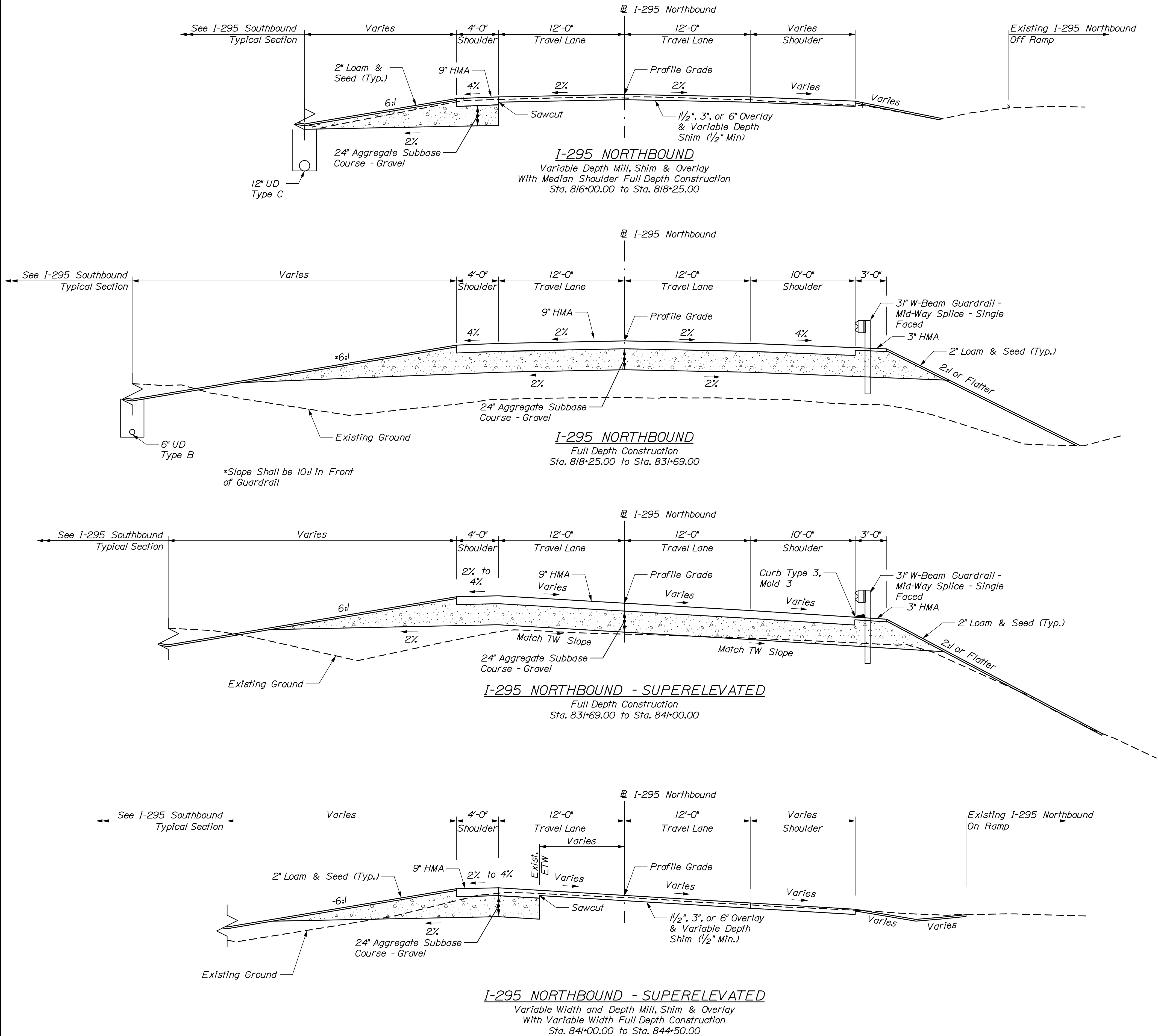
OF 312

Date: 8/22/2021

Username:

Division:

Filename: 052_Typical Sections 2.dgn



I-295 Northbound Superelevation Table				
Lt. Shoulder	Lt. Travelway	Station	Rt. Travelway	Rt. Shoulder
Match Existing	815+00.00	Match Existing	815+00.00	Match Existing
-4.0%	-2.0%	815+50.00	-2.0%	-2.0%
-4.0%	-2.0%	816+50.00	-2.0%	-2.0%
-4.0%	-2.0%	817+00.00	-2.0%	-4.0%
-	-	-	-	-
-4.0%	-2.0%	827+00.00	-2.0%	-4.0%
-4.0%	-2.0%	827+07.54	-2.0%	-4.0%
-	-	-	-	-
-2.0%	-2.0%	827+57.54	-2.0%	-4.0%
-2.0%	-2.0%	827+87.11	-2.0%	-4.0%
-	-	-	-	-
-2.0%	-2.0%	828+37.11	-2.0%	-2.0%
-	-	-	-	-
-2.0%	-2.0%	831+69.00	-2.0%	-2.0%
-2.0%	-0.7%	832+00.00	-2.0%	-2.0%
-2.0%	1.4%	832+50.00	-2.0%	-4.0%
-2.0%	2.0%	832+65.00	-2.0%	-4.0%
-2.0%	3.5%	833+00.00	-3.5%	-4.0%
-2.0%	4.0%	833+13.00	-4.0%	-4.0%
-2.0%	5.5%	833+50.00	-5.5%	-5.5%
-2.0%	6.0%	833+61.00	-6.0%	-6.0%
-	-	-	-	-
-2.0%	6.0%	842+16.00	-6.0%	-6.0%
-2.0%	4.6%	842+50.00	-4.6%	-4.6%
-2.0%	4.0%	842+64.00	-4.0%	-4.0%
-3.5%	2.5%	843+00.00	-2.5%	-3.3%
-4.0%	2.0%	843+12.00	-2.0%	-3.3%
-4.0%	0.4%	843+50.00	-2.0%	-2.9%
-4.0%	-0.5%	844+00.00	-1.3%	-2.4%
-4.0%	-2.0%	844+08.00	-1.3%	-2.4%
Match Existing	844+50.00	Match Existing	844+50.00	Match Existing

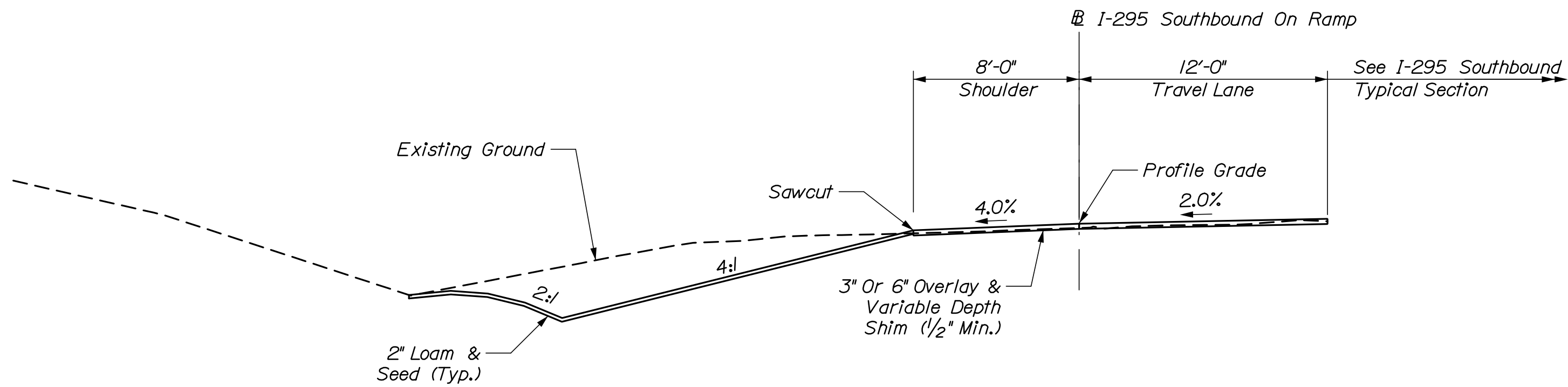
- NOTES:**
- The pavement, base and subbase depths as shown on the plans are intended to be nominal.
 - When superelevation exceeds the slope of the low side shoulder, the low side shoulder's pavement shall have the same cross slope as the travel way.
 - Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight, unless otherwise noted on the plans.
 - The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.

Date:8/22/2021

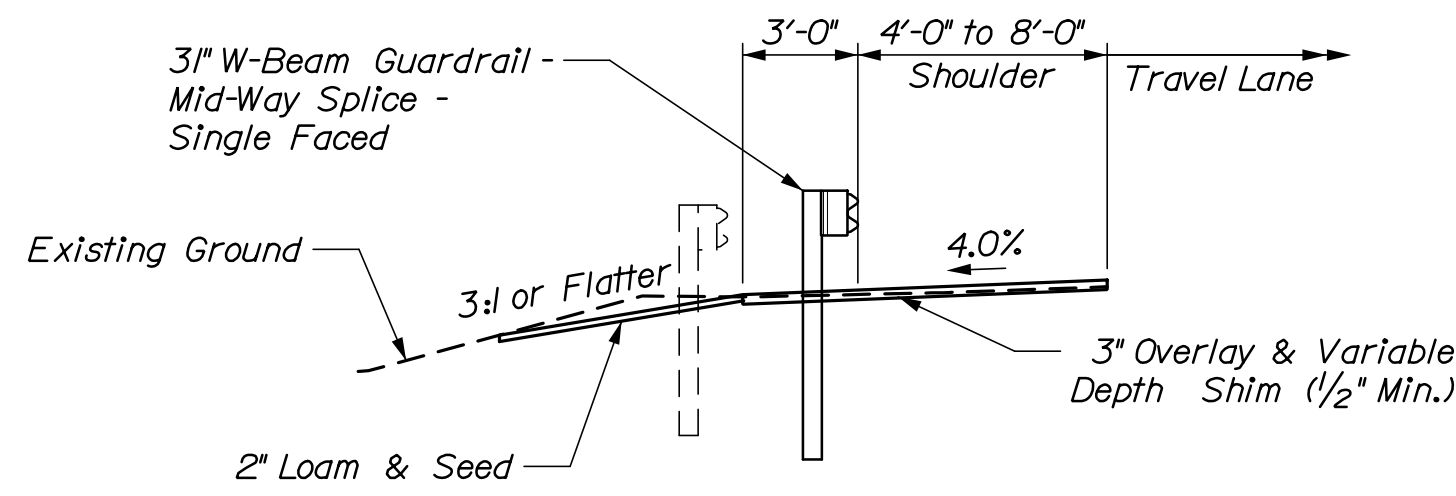
Username:

Division:

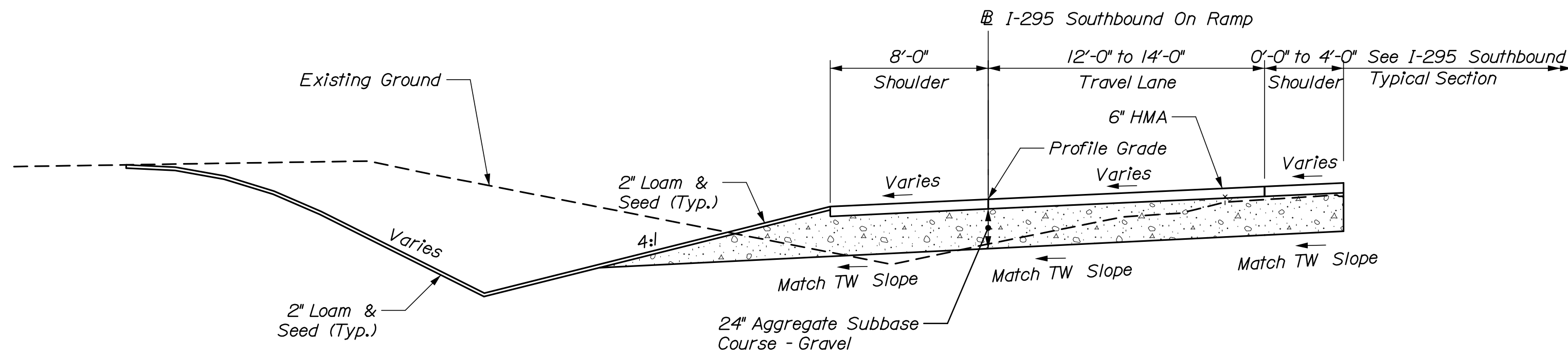
Filename: 053_Typical Sections 3.dgn



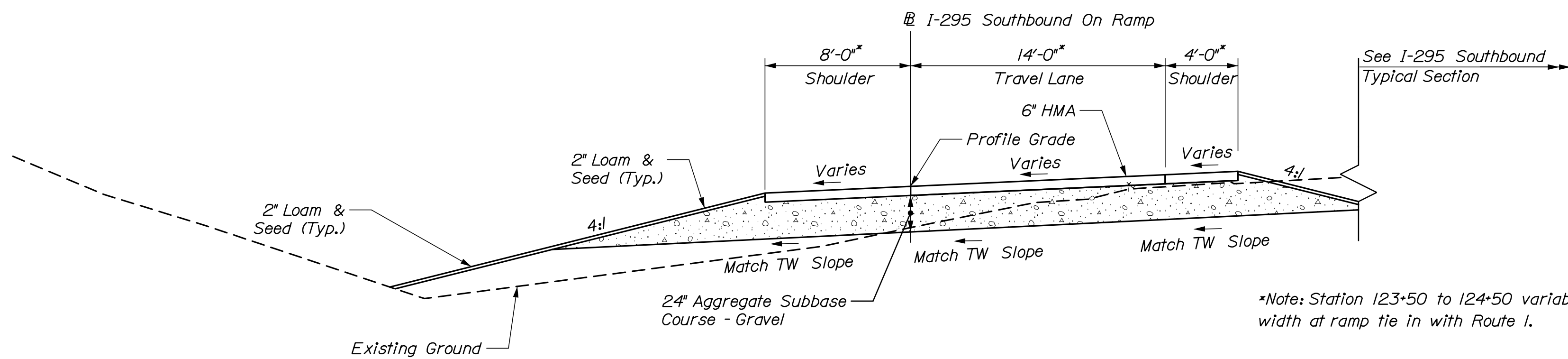
I-295 SOUTHBOUND ON RAMP
Variable Depth Mill, Shim & Overlay
Sta. 110+88.16 to Sta. 118+99.04



I-295 SOUTHBOUND ON RAMP
Shoulder With Guardrail
Sta. 111+00.00 to Sta. 115+50.00



I-295 SOUTHBOUND ON RAMP - SUPERELEVATED
Full Depth Construction
Sta. 118+99.04 to Sta. 121+25.00



I-295 SOUTHBOUND ON RAMP - SUPERELEVATED
Full Depth Construction
Sta. 121+25.00 to Sta. 123+50.00

*Note: Station 123+50 to 124+50 variable width at ramp tie in with Route 1.

I-295 Southbound On Ramp Superelevation Table			
Left Shoulder	Station	Travelway	Right Shoulder
-4.0%	110+88.16	2.0%	N/A
-	-	-	-
-4.0%	118+25.00	2.0%	N/A
-4.0%	118+50.00	2.6%	N/A
-4.0%	118+75.00	3.1%	N/A
-4.0%	119+00.00	3.7%	N/A
-4.2%	119+25.00	4.2%	N/A
-	-	-	-
-4.2%	123+00.00	4.2%	4.2%
-3.3%	123+25.00	3.3%	3.3%
-2.4%	123+50.00	2.4%	2.4%
-1.4%	123+75.00	1.4%	1.4%
-0.5%	124+00.00	0.5%	0.5%
0.3%	124+25.00	-0.3%	-0.3%
N/A	124+38.00	-0.7%	-0.7%

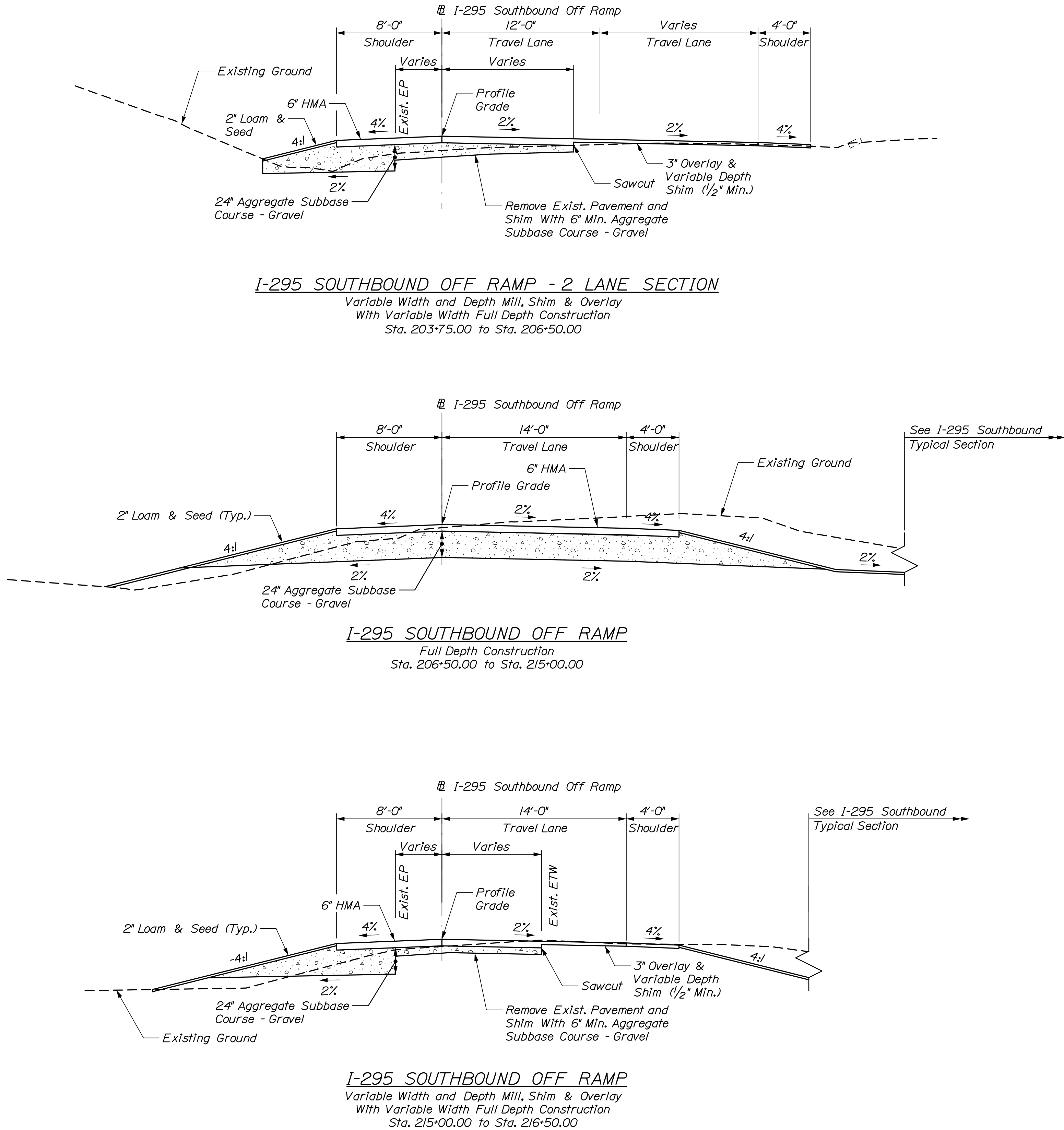
NOTES:

- The pavement, base and subbase depths as shown on the plans are intended to be nominal.
- When superelevation exceeds the slope of the low side shoulder, the low side shoulder's pavement shall have the same cross slope as the travel way.
- Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight, unless otherwise noted on the plans.
- The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.

Username: Date:8/22/2021

Division:

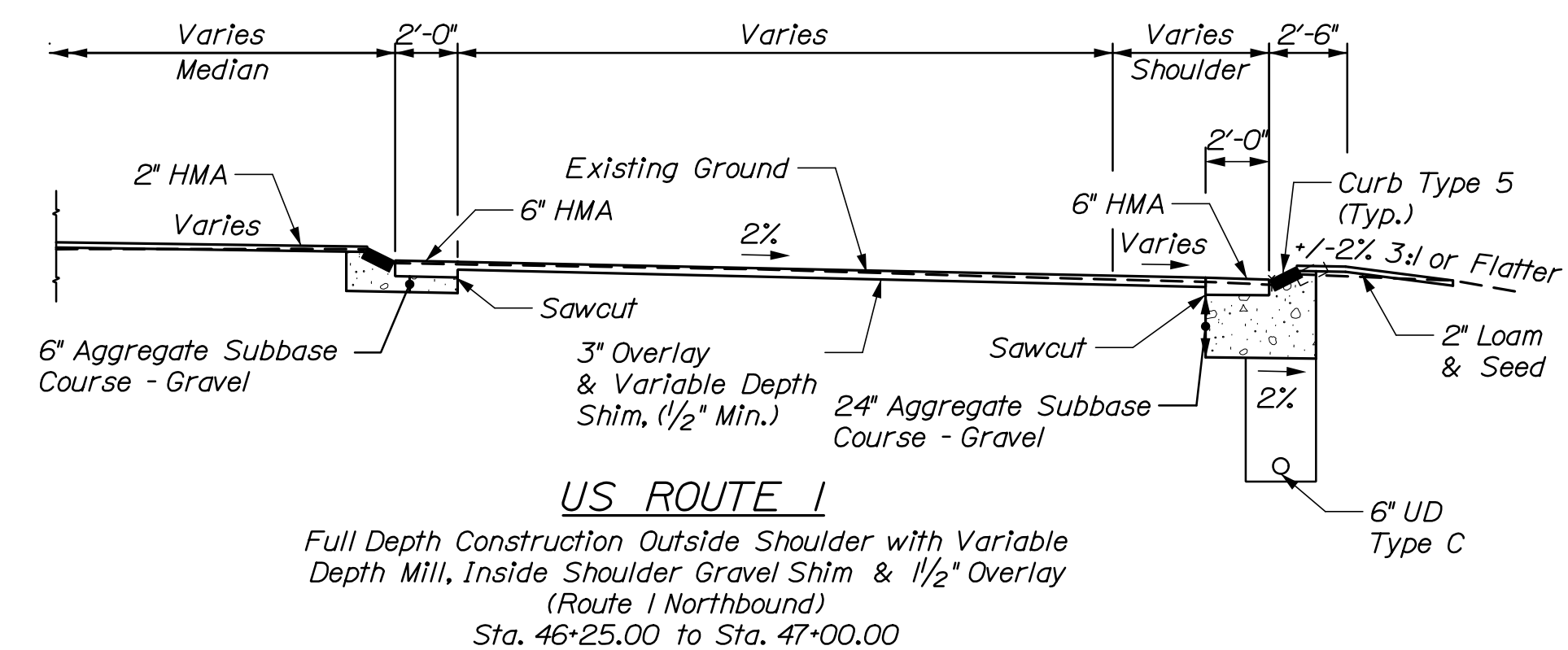
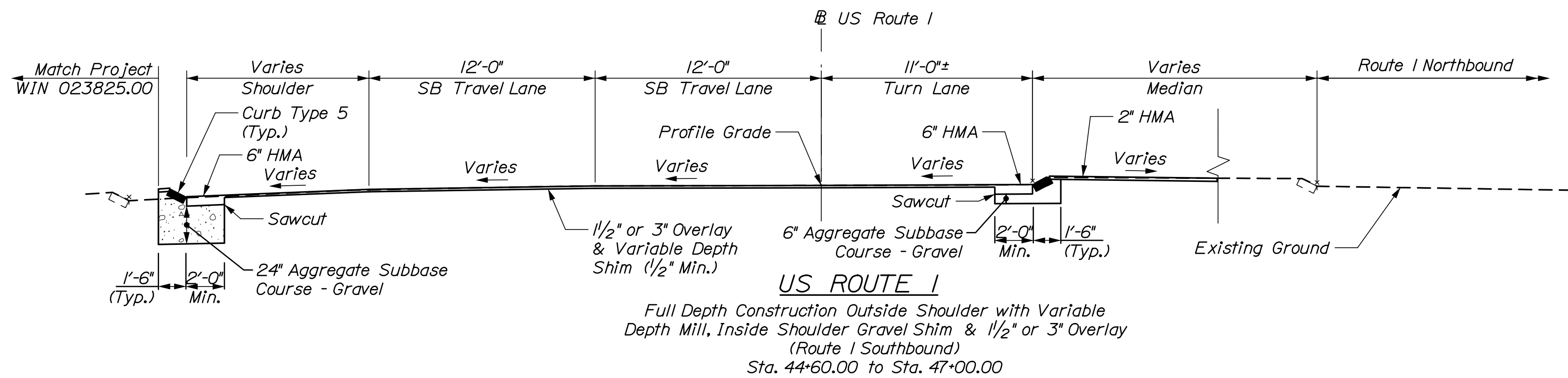
Filename: 054_Typical Sections 4.dgn



I-295 Southbound Off Ramp Superelevation Table			
Left Shoulder	Station	Travelway	Right Shoulder
0.6%	202+75.00	-0.6%	N/A
1.4%	203+00.00	-1.4%	-1.4%
-0.4%	203+25.00	-1.4%	-1.4%
-1.6%	203+50.00	-2.0%	-2.0%
-2.7%	203+75.00	-2.0%	-3.0%
-4.0%	204+00.00	-2.0%	-4.0%
-	-	-	-
-4.0%	216+75.00	-2.0%	-4.0%
-4.0%	217+00.00	-2.4%	-4.9%
-4.7%	217+25.00	-2.4%	-5.7%
Match Existing	217+50.00	Match Existing	

NOTES:

- The pavement, base and subbase depths as shown on the plans are intended to be nominal.
- When superelevation exceeds the slope of the low side shoulder, the low side shoulder's pavement shall have the same cross slope as the travel way.
- Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight, unless otherwise noted on the plans.
- The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.



1. The pavement, base and subbase depths as shown on the plans are intended to be nominal.

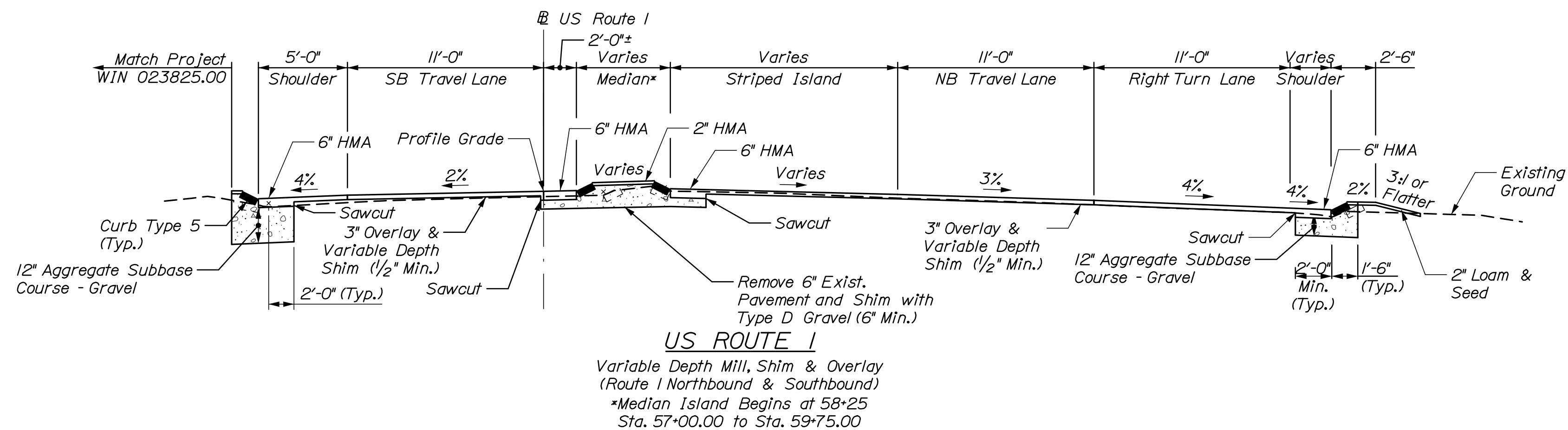
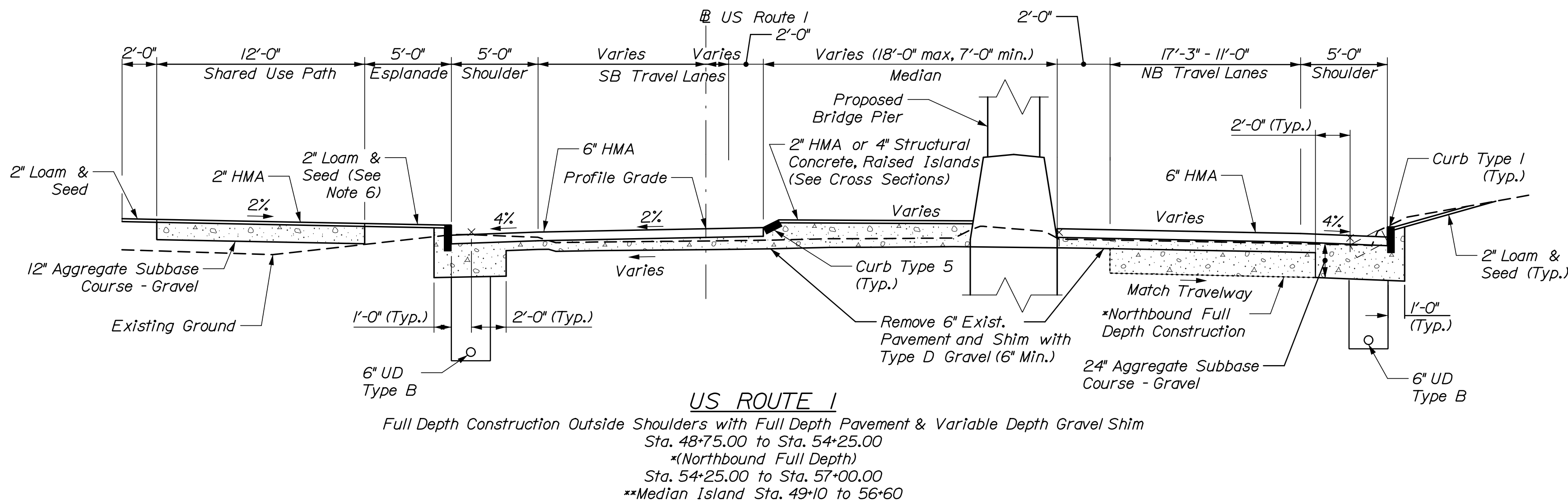
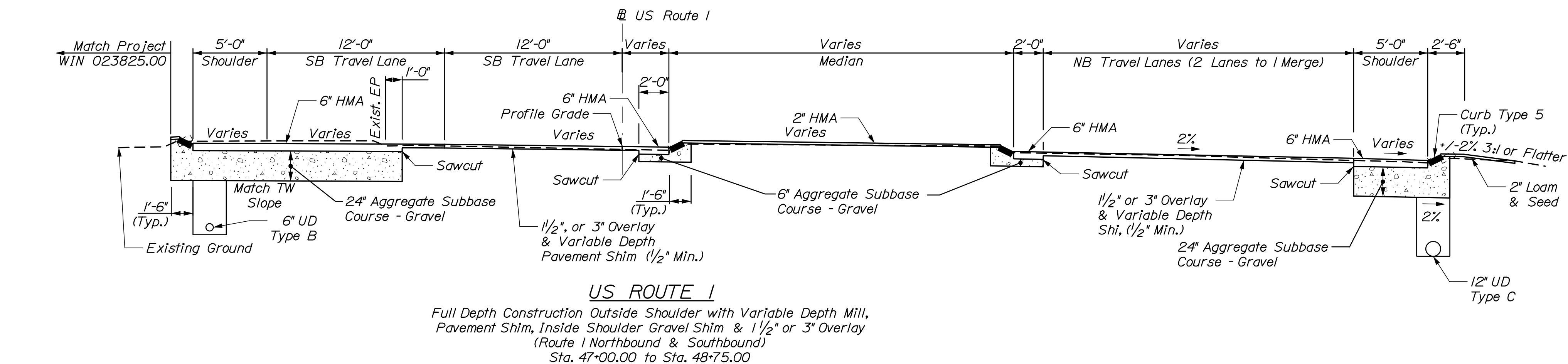
2. When superelevation exceeds the slope of the low side shoulder, the low side shoulder's pavement shall have the same cross slope as the travel way.

3. Crowns for both normal and superelevation sections for all courses of subbase and pavement shall be straight, unless otherwise noted on the plans.

4. The algebraic difference between shoulder and travel lane cross slopes "rollover" shall not exceed 8%.

5. Portion of Shared Use Path outside of bridge limits, as shown on the plans, will be constructed under WIN 023825.00

6. Textured Asphalt Pavement w/ Color Coating in Place of Loam & Seed Under Bridge. See Cross Section for details.



US Route / Superelevation Table							
Lt. Shoulder	Lt. Travelway	Lt. Travelway	Turn Lane	Station	Turn Lane/ Striped Area	Rt. Travelway	Rt. Shoulder
Match Existing				44+60.00			
-4.0%	-1.3%	-0.5%	0.5%	44+75.00			
-4.0%	-1.5%	-0.8%	0.8%	45+00.00			
-4.0%	-1.8%	-1.2%	1.2%	45+25.00			
-4.0%	-2.0%	-1.5%	1.5%	45+50.00			
-4.0%	-2.0%	-2.0%	2.0%	45+75.00			
-4.0%	-2.0%	-2.0%	2.0%	46+00.00			
-3.0%	-2.0%	-1.3%	1.3%	46+25.00	N/A	Match Existing	
-2.0%	-2.0%	-0.5%	0.5%	46+50.00	N/A	-2.0%	-4.4%
-1.3%	-1.3%	-0.3%	-0.3%	46+75.00	N/A	-2.0%	-4.0%
-0.5%	-0.5%	1.0%	N/A	47+00.00	N/A	-2.0%	-3.0%
0.3%	0.3%	1.0%	N/A	47+25.00	N/A	-2.0%	-2.0%
1.0%	1.0%	1.0%	N/A	47+50.00	N/A	-2.0%	-2.0%
				-			
1.0%	1.0%	1.0%	-1.0%	48+00.00	N/A	-2.0%	-2.0%
1.0%	1.0%	1.0%	-1.0%	48+25.00	N/A	-2.0%	-3.0%
1.0%	1.0%	1.0%	-1.0%	48+50.00	N/A	-2.0%	-4.0%
1.0%	N/A	1.0%	-1.0%	48+75.00	N/A	-2.0%	-4.0%
0.0%	N/A	0.0%	0.0%	49+00.00	N/A	-2.0%	-4.0%
-1.0%	N/A	-1.0%	1.0%	49+25.00	N/A	-2.0%	-4.0%
-2.0%	N/A	-2.0%	2.0%	49+50.00	N/A	-2.0%	-4.0%
-3.0%	N/A	-2.0%	2.0%	49+75.00	N/A	-2.0%	-4.0%
-4.0%	N/A	-2.0%	2.0%	50+00.00	N/A	-2.0%	-4.0%
				-			
-4.0%	N/A	-2.0%	N/A	53+00.00	-2.0%	-2.0%	-4.0%
-4.0%	N/A	-2.0%	N/A	53+25.00	-1.7%	-2.0%	-4.0%
-4.0%	N/A	-2.0%	N/A	53+50.00	-1.5%	-2.0%	-4.0%
				-			
-4.0%	N/A	-2.0%	N/A	56+50.00	-1.5%	-2.0%	-4.0%
-4.0%	N/A	-2.0%	N/A	56+75.00	-1.5%	-2.5%	-4.0%
-4.0%	N/A	-2.0%	N/A	57+00.00	-1.5%	-3.0%	-4.0%
-3.0%	N/A	-2.0%	N/A	57+25.00	-2.0%	-3.0%	-4.0%
-2.0%	N/A	-2.0%	N/A	57+50.00	-2.5%	-3.0%	-4.0%
				-			
-2.0%	N/A	-2.0%	N/A	58+00.00	-2.5%	-3.0%	-4.0%
-3.0%	N/A	-2.0%	N/A	58+25.00	-2.5%	-3.0%	-4.0%
-4.0%	N/A	-2.0%	N/A	58+50.00	-2.5%	-3.0%	-4.0%
-4.8%	N/A	-2.5%	N/A	58+75.00	-2.5%	-3.0%	-4.0%
-5.6%	N/A	-3.0%	N/A	59+00.00	-2.5%	-3.0%	-4.0%
-6.4%	N/A	-3.0%	N/A	59+25.00	-2.8%	-3.0%	-4.0%
-7.2%	N/A	-3.0%	N/A	59+50.00	-3.0%	-3.0%	-3.0%
Match Existing	N/A	Match Existing	N/A	59+75.00	N/A	Match Existing	

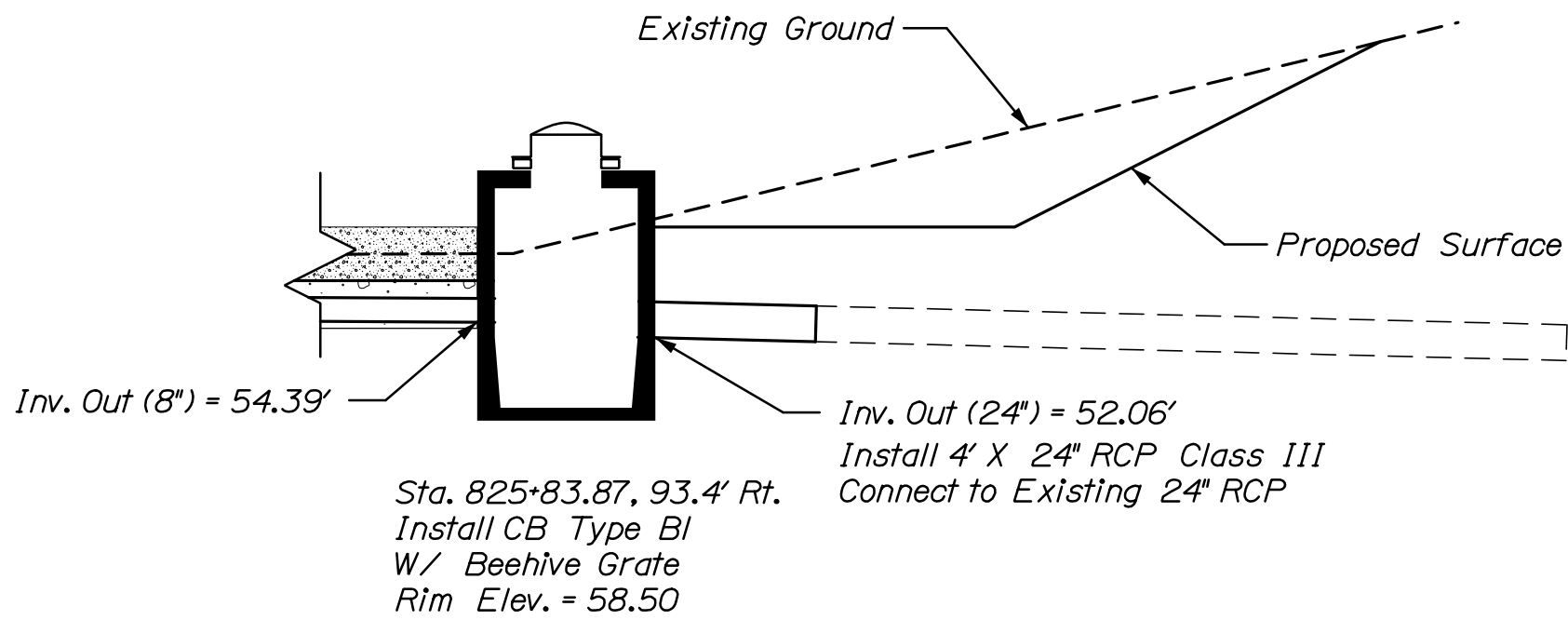
Date:8/22/2021

Username:

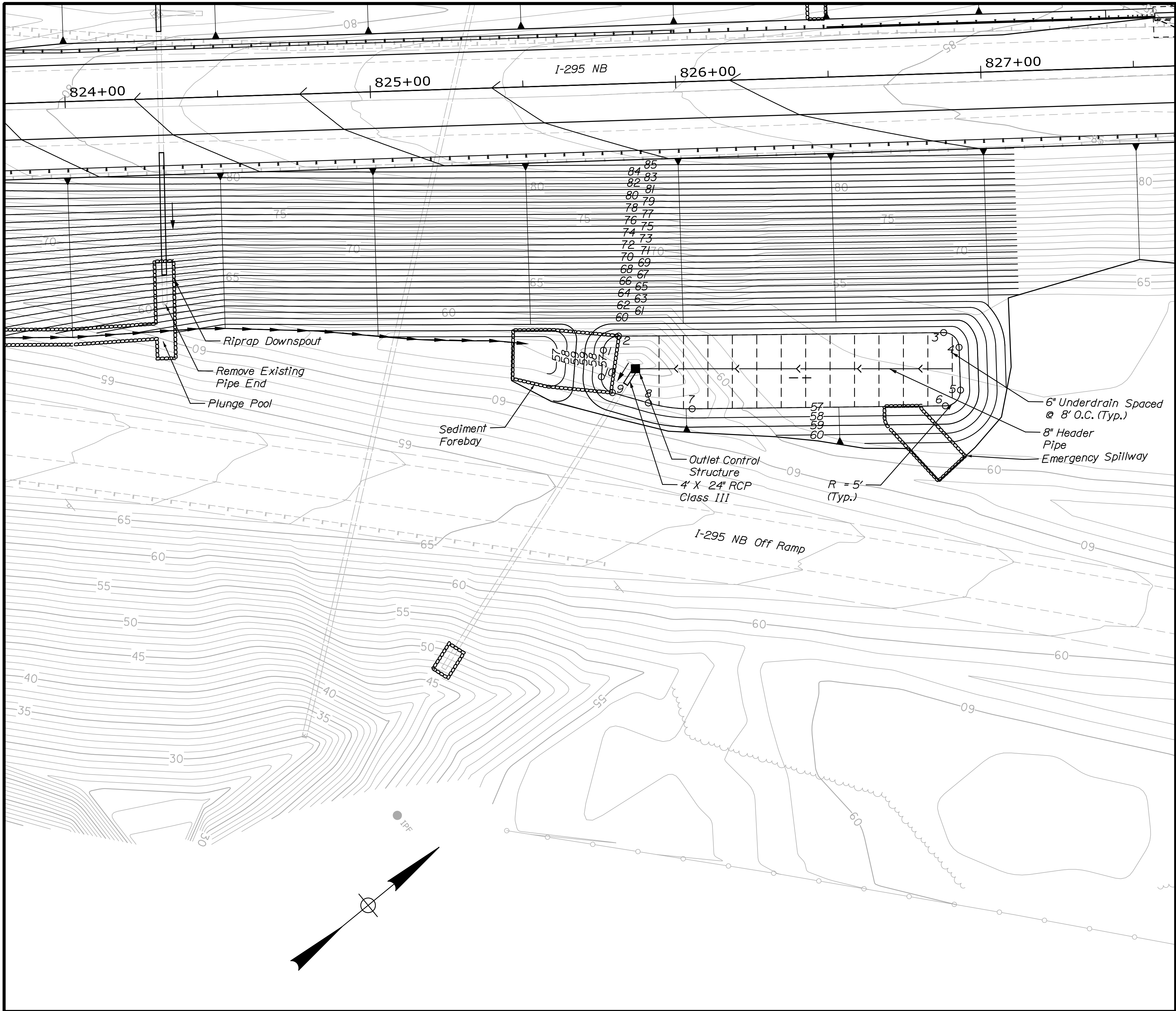
Division:

Filename: 056_BMP Grading Detail1.dgn

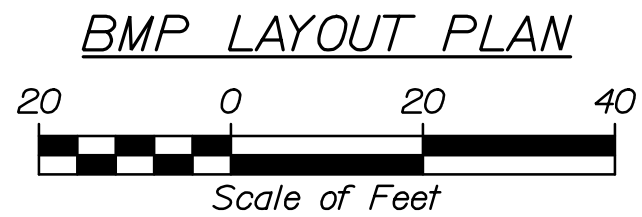
BMP LAYOUT TABLE				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1	825+73.57	87.00 Rt.	1039186.44	354953.93
2	825+78.67	82.54 Rt.	1039186.01	354960.69
3	826+85.10	84.81 Rt.	1039252.56	355043.77
4	826+90.00	89.81 Rt.	1039259.51	355044.62
5	826+90.00	103.81 Rt.	1039270.62	355036.10
6	826+84.90	108.81 Rt.	1039271.48	355029.01
7	826+01.99	107.10 Rt.	1039219.69	354964.24
8	825+87.71	104.72 Rt.	1039209.11	354954.37
9	825+76.07	100.97 Rt.	1039199.05	354947.40
10	825+72.63	95.67 Rt.	1039192.75	354947.90

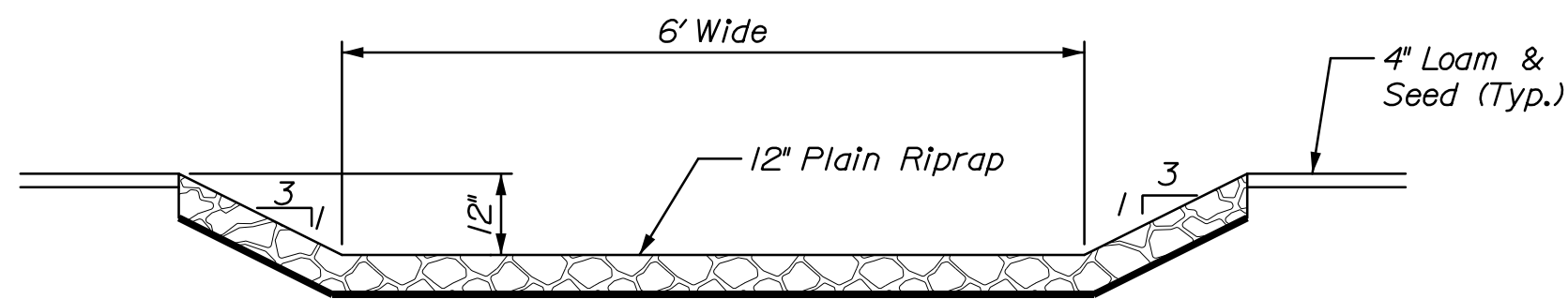


OUTLET CONTROL STRUCTURE DATA



*Proposed Contours Shown at 0.5' Interval



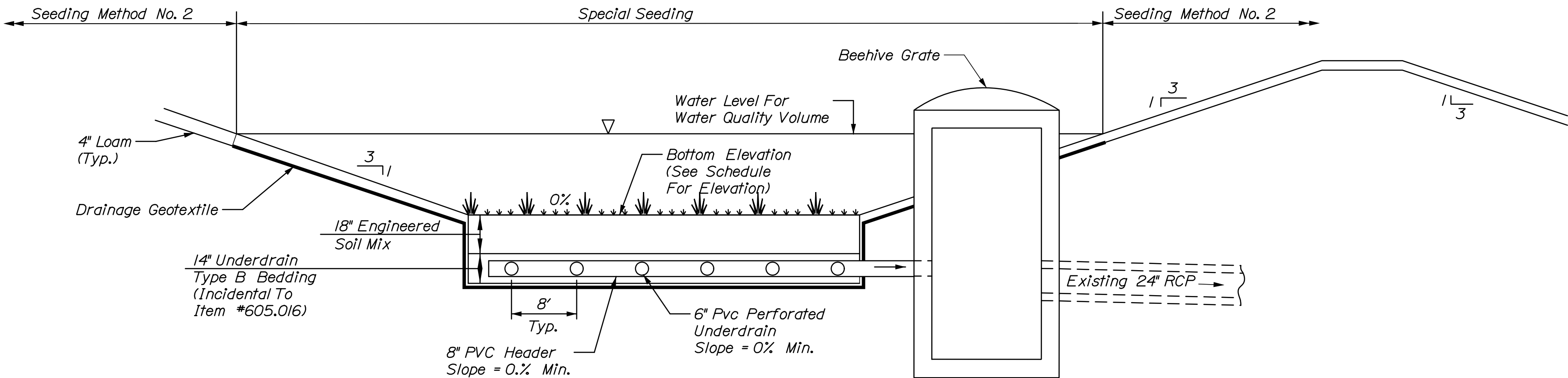


EMERGENCY SPILLWAY
SECTION A-A
NOT TO SCALE

USF BASIN SCHEDULE					
Basin Elevations			Peak Water Surface Elevation		
Bottom	Spillway Crest	Top of Embankment	2-year	10-year	25-year
(feet)	(feet)	(feet)	(feet)	(feet)	(feet)
57.00	59.00	N/a	58.54	58.90	59.12

UNDERDRAIN SOIL FILTER NOTES:

1. For Layout of Underdrain Soil Filter, Underdrain, Pipes, and Outlet Control Structure, See BMP Layout Plan.
2. 8" PVC Underdrain Header Shall Not Be Slotted.
3. Surface of Soil Filter Shall be Seeded With Special Seed As Specified in Section 618 of The Specifications.
4. The Underdrain Soil Filter Shall be Constructed to the Limits and Details Shown on the Plans and Specifications Unless Otherwise Approved By The Resident.
5. The Filter Bed Material Shall Not be Placed in the USF Basin Until the Tributary Drainage Area is Permanently Stabilized Against Erosion.
6. Erosion Control Blanket Shall be Provided on All USF Basin Embankment Slopes. Interior, Exterior, and on the Surface of the Soil Filter. Payment Shall be Incidental to 615.27 Underdrain Soil Filter.



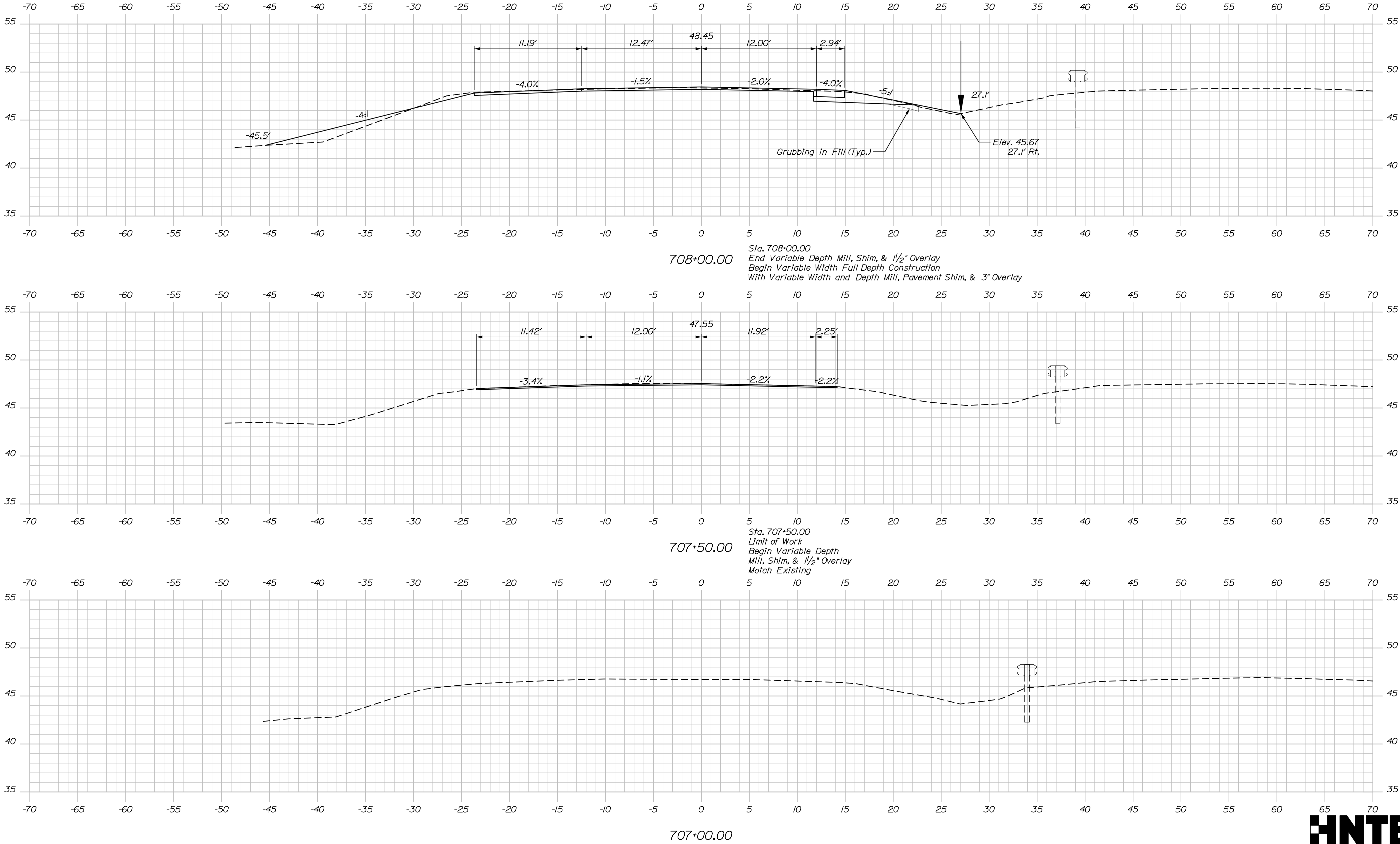
USF BASIN
TYPICAL SECTION
NOT TO SCALE

Filename: Xsect_1295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 707+00.00 to Sta. 708+00.00

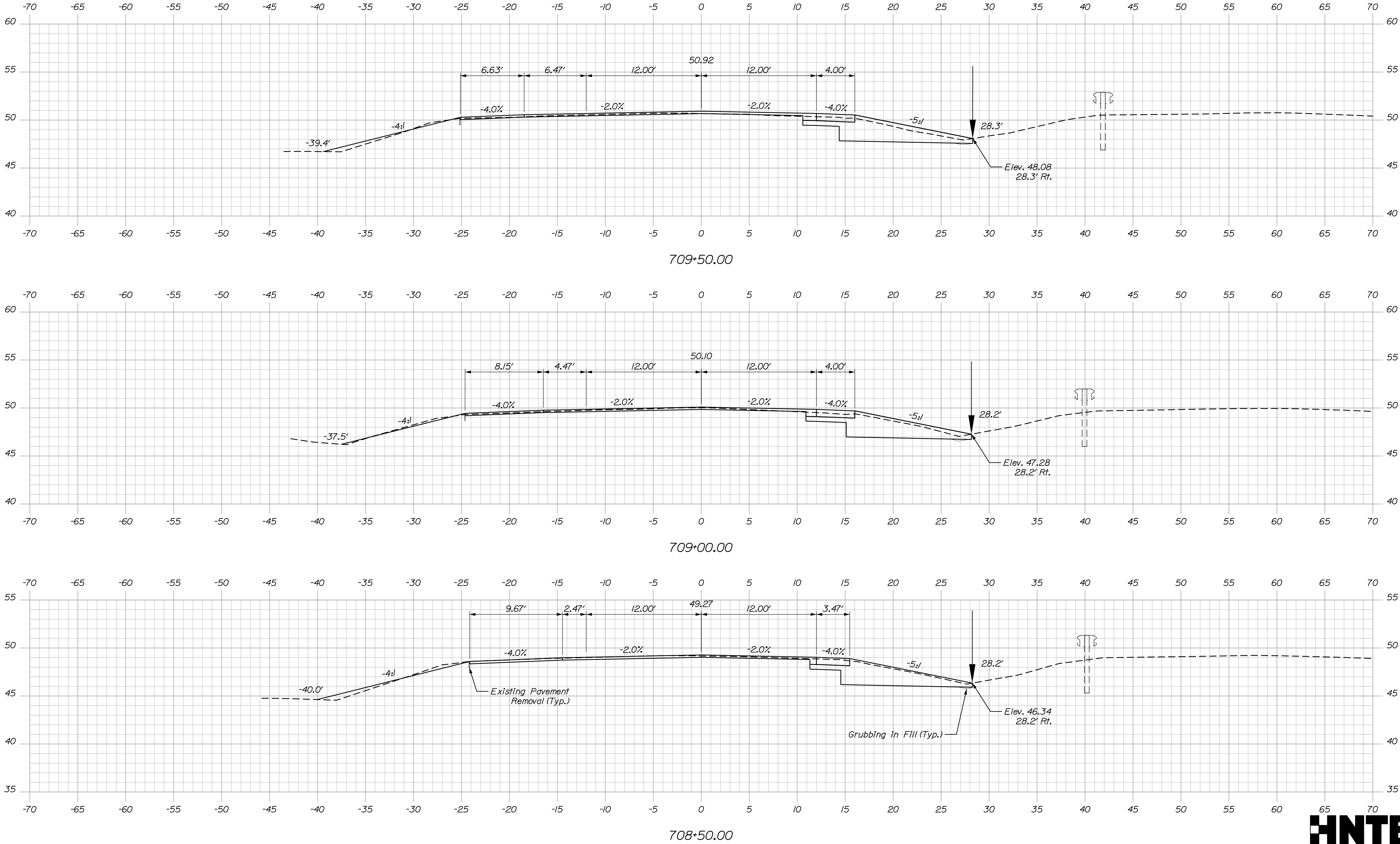
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		CUMBERLAND	
EXIT 17 INTERCHANGE		YARMOUTH	
I-295 SOUTHBOUND		CROSS SECTIONS	
SHEET NUMBER		58	
		OF 312	
PROJ. MANAGER	M. Kersbergen	BY	D. Burton
DESIGN-DETAILED	C. Helmick	DATE	8/21
CHECKED-REVIEWED	K. Brown		8/21
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE		P.E. NUMBER	
DATE			

Filename: Xsect_1295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 708+50.00 to Sta. 709+50.00

SHEET NUMBER
59
OF 312

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
CROSS SECTIONS

PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
CHECKED-DETAILED	C. Helmick	SIGNATURE			
DESIGNED-DETAILED	K. Brown	P.E. NUMBER			
REVISIONS 1		DATE			
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

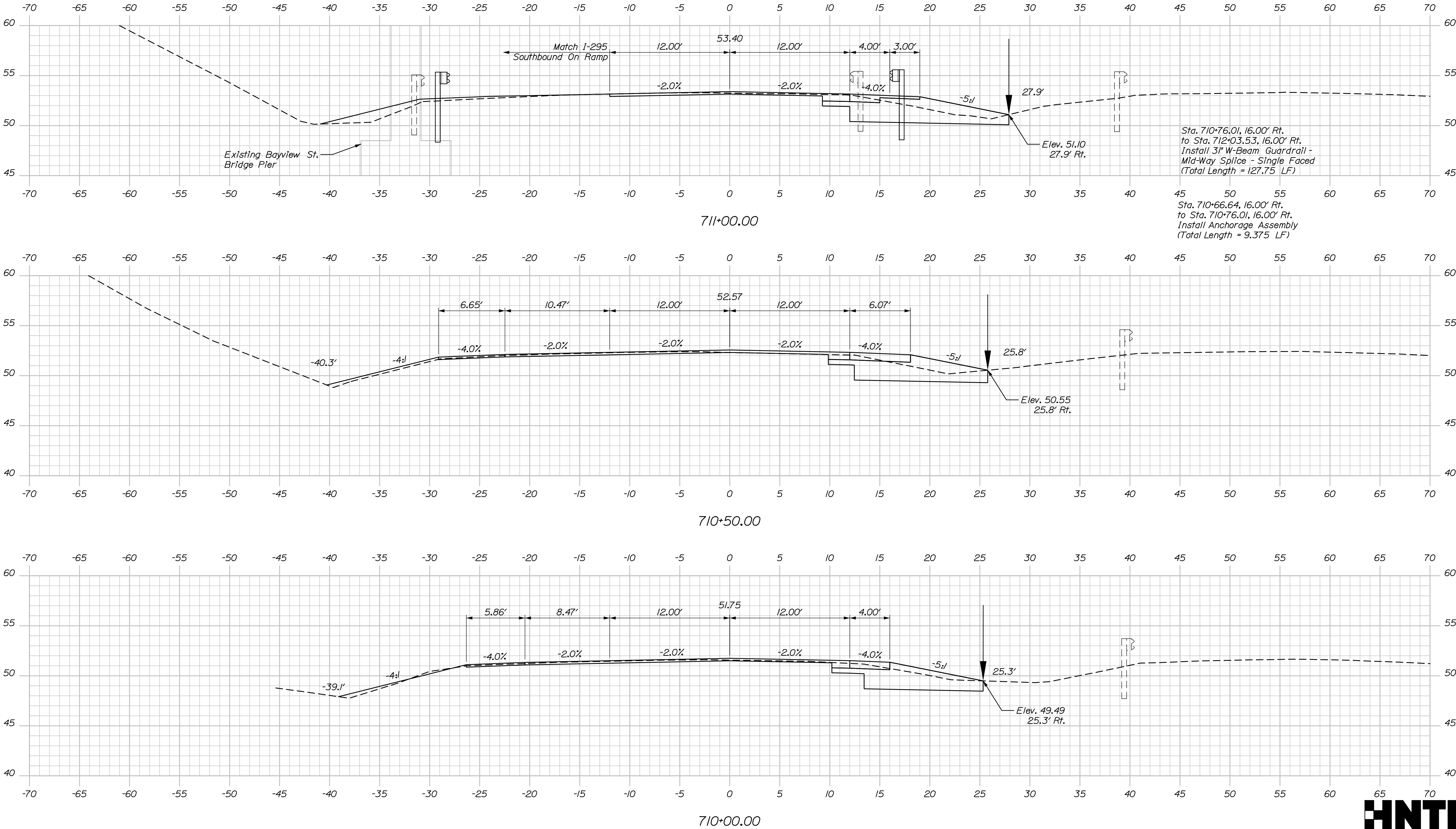
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

Filename: Xsect_1295_SB.dgn

Division:

Username:

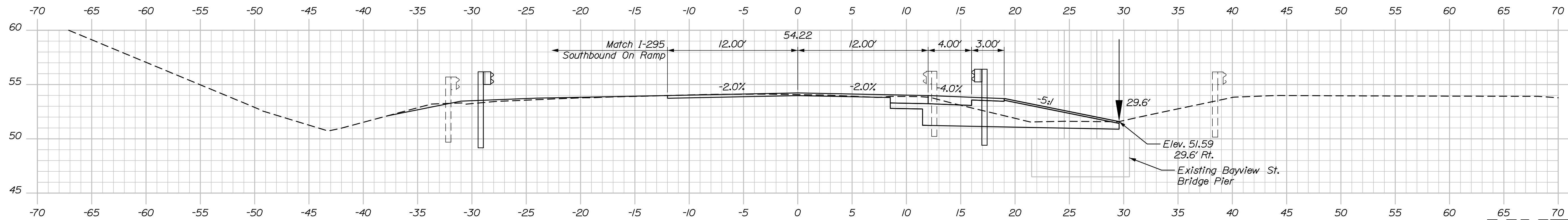
Date:8/22/2021



Sta. 710+00.00 to Sta. 711+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND I-295 SOUTHBOUND CROSS SECTIONS	DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	
	8/21	D. Burton	M. Kersbergen	C. Helmick	K. Brown	
	8/21	L. Driscoll				
	SIGNATURE					
	P.E. NUMBER					
DATE						
SHEET NUMBER		60				
		OF 312				

Date: 8/22/2021



SHEET NUMBER

61

OF 312

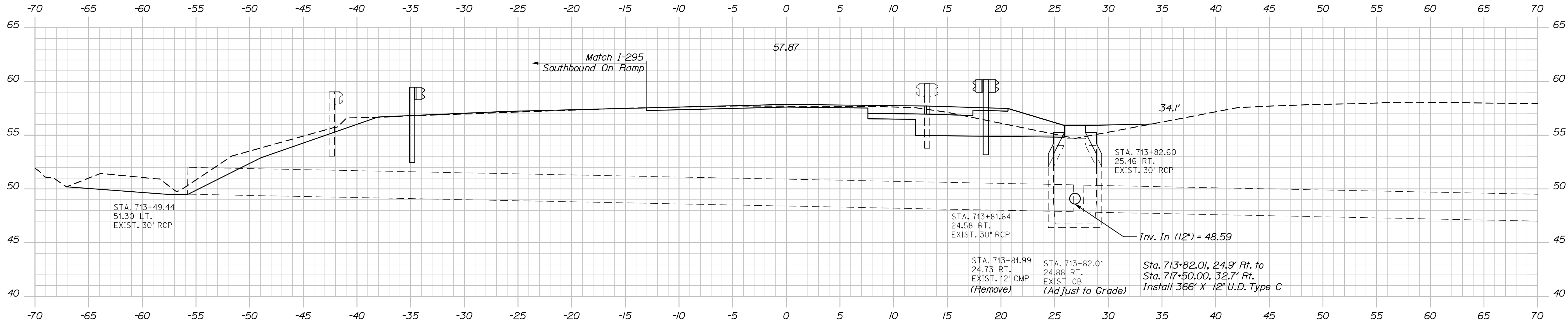
Sta. 711+50.00 to Sta. 712+50.00

Date: 8/22/2021

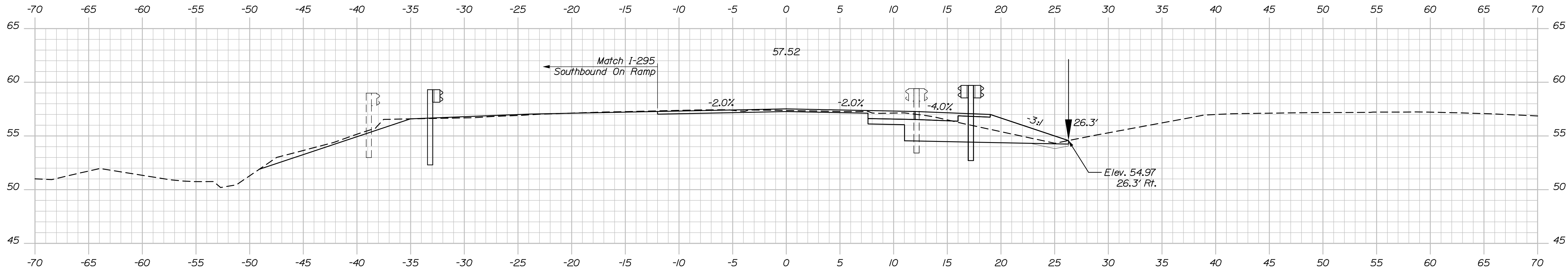
Username:

Division:

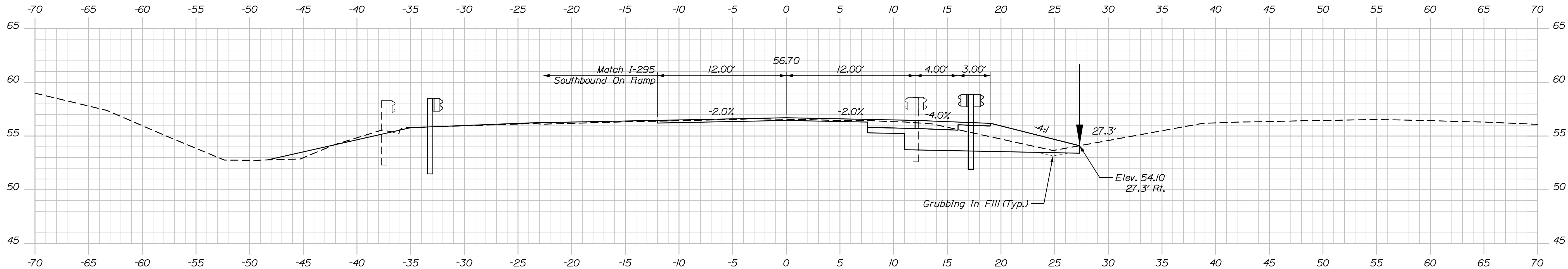
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713+71.00 (SKEWED



713+50.00



713+00.00

HNTB

Sta. 713+00.00 to Sta. 713+71.00

SHEET NUMBER <div style="font-size: 48pt; text-align: center;">62</div> OF 312	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER M. Kersbergen	BY D. Burton	DATE 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS
	I-295 SOUTHBOUND CROSS SECTIONS				DESIGN-DETAILED C. Hémiick	L. Driscoll	SIGNATURE	
					CHECKED-REVIEWED K. Brown			
					DESIGN2-DETAILED2 DESIGN3-DETAILED3		P.E. NUMBER	
					REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		DATE	

Date: 8/22/2021



Sta. 714+00.00 to Sta. 715+00.00

SHEET NUMBER

63

OF 312

Date:8/22/2021



SHEET NUMBER

64

OF 312

PROJ. MANAGER	M. Kerbsbergen	BY	DATE
DESIGN-DET DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

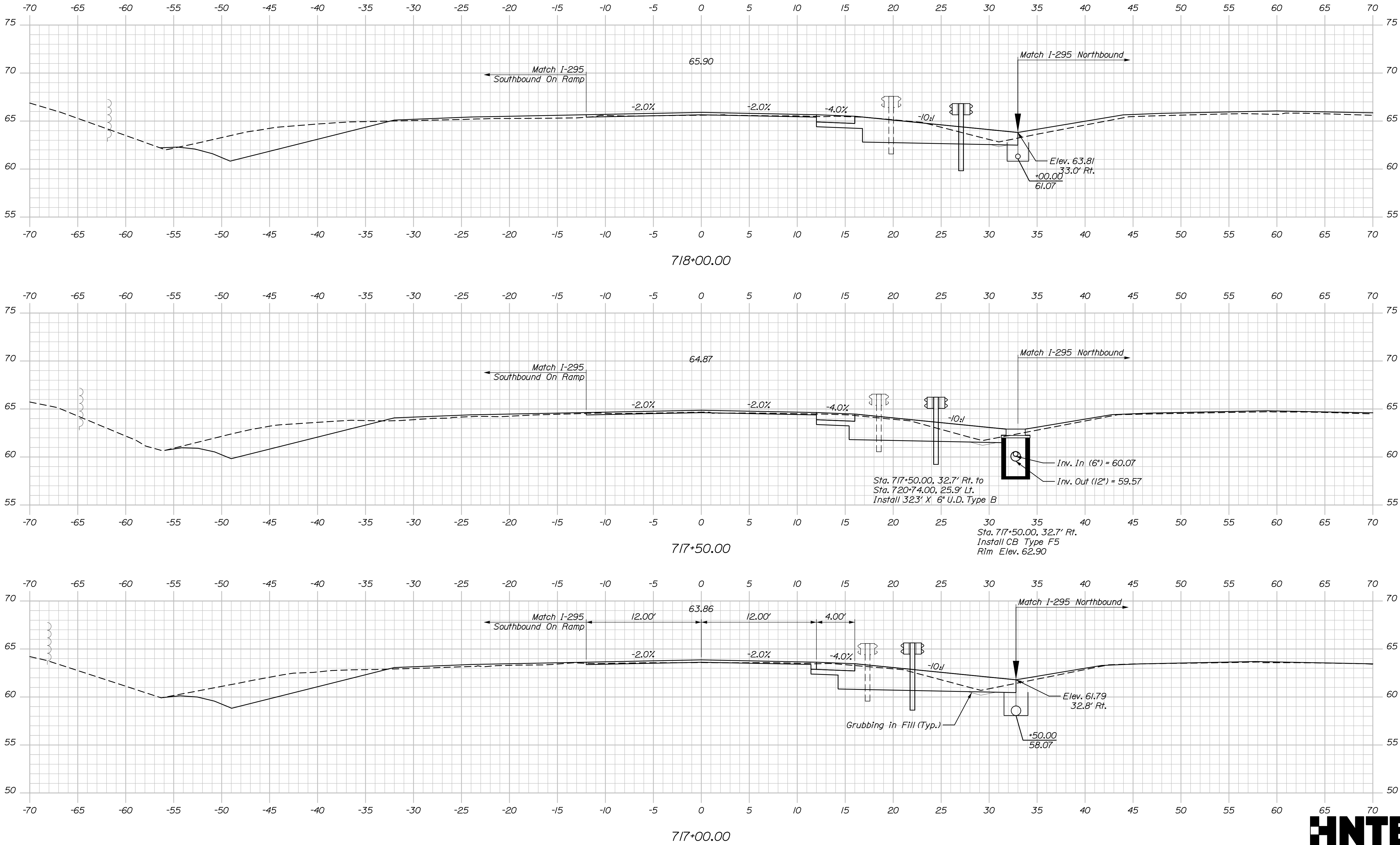
SIGNATURE	STATE OF MAINE	
F.E. NUMBER	DEPARTMENT OF TRANSPORTATION	
DATE	023106.00 & 023110.00	
	WIN	BRIDGE PLANS
	5633 & 1509	023106.00 & 023110.00

Filename: Xsect_I295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 717+00.00 to Sta. 718+00.00

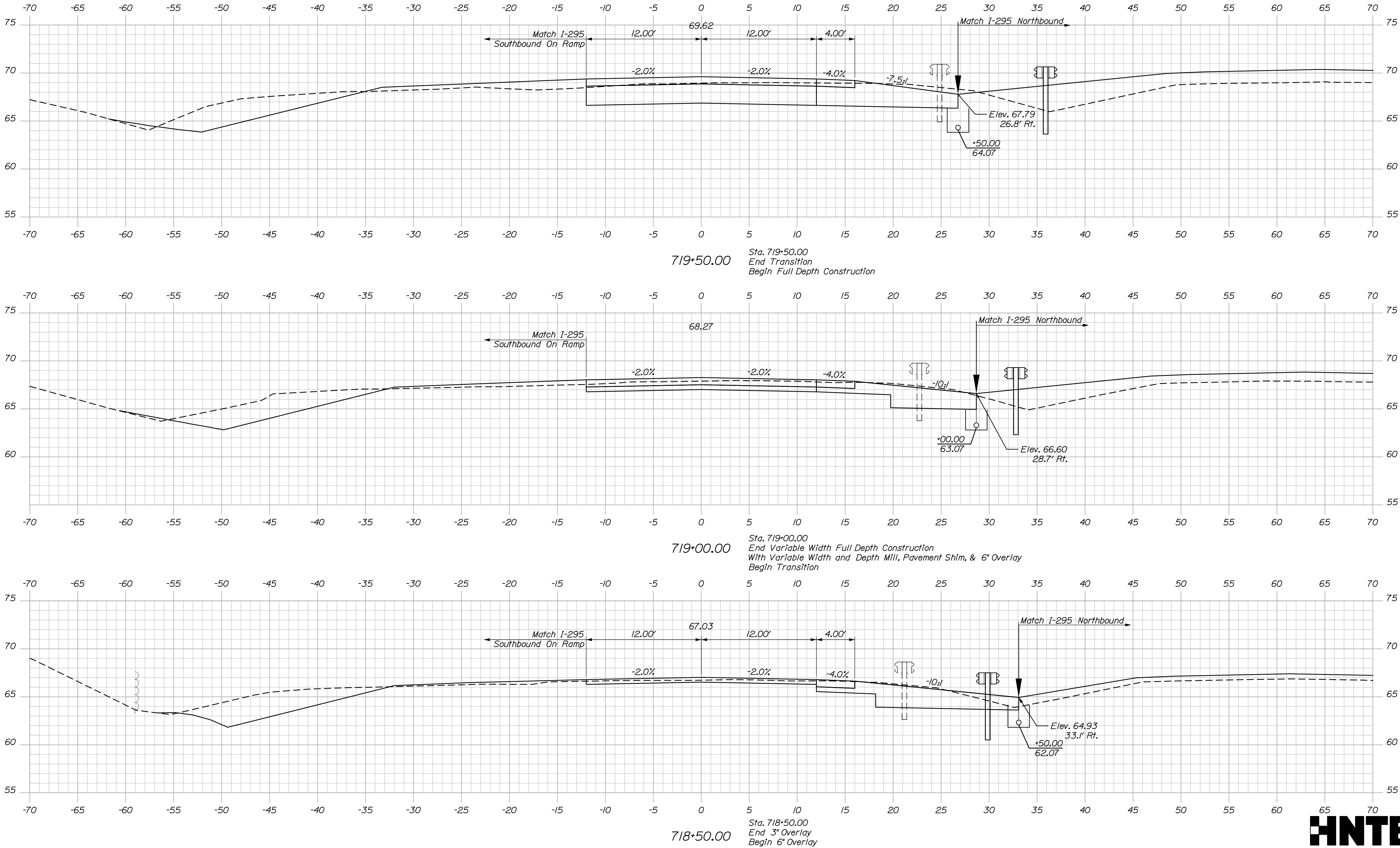
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND I-295 SOUTHBOUND CROSS SECTIONS	PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
	CHECKED-DETAILED	C. Helmick	DESIGNED-DETAILED		SIGNATURE	
	DESIGNED-DETAILED	K. Brown	DESIGNED-DETAILED		P.E. NUMBER	
	REVISIONS 1		REVISIONS 2		DATE	
	REVISIONS 3		REVISIONS 4			
SHEET NUMBER		65 OF 312				

Filename: Xsect_I295_SB.dgn

Division:

Username:

Date:8/22/2021



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH

CUMBERLAND

I-295 SOUTHBOUND
CROSS SECTIONS

SHEET NUMBER
66
OF 312

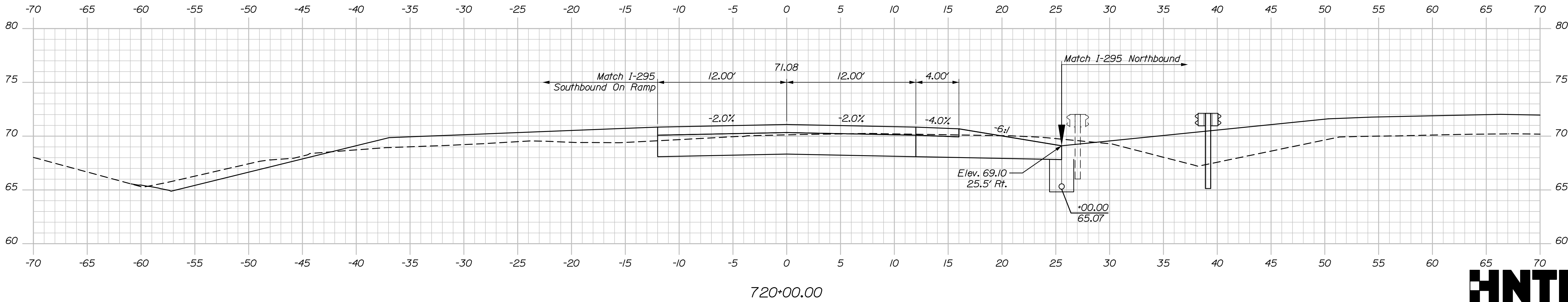
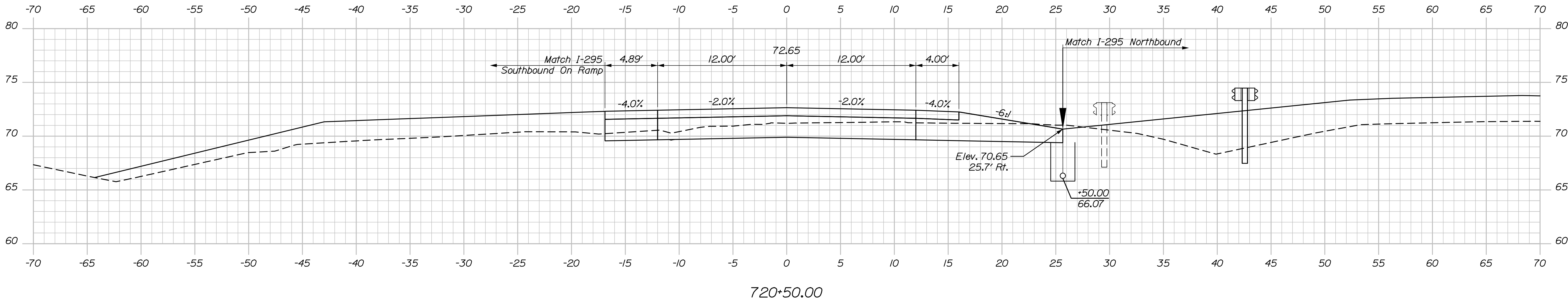
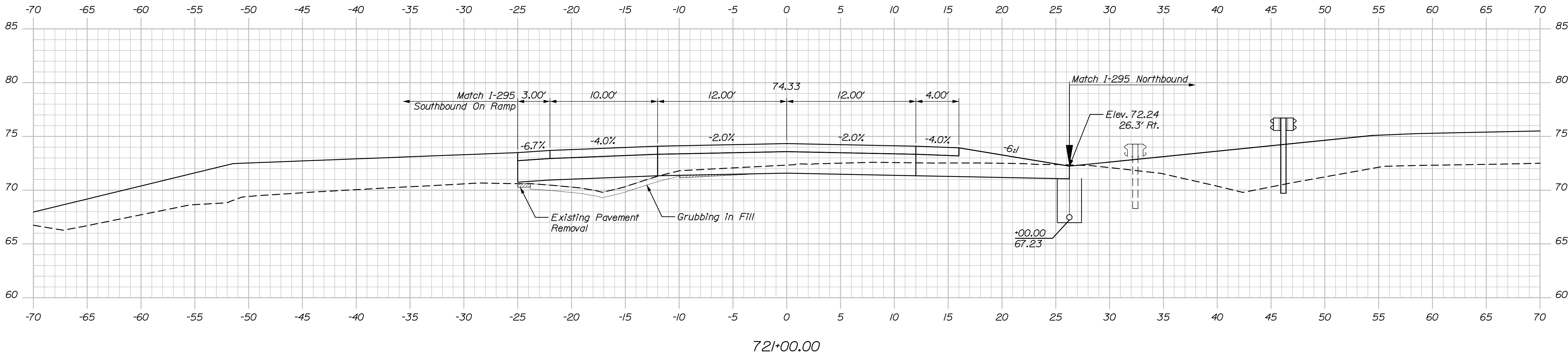
PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
DESIGN-DETAILED	C. Helmick	SIGNATURE			
CHECKED-REVIEWED	K. Brown	P.E. NUMBER			
DESIGN-DETAILED		DATE			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

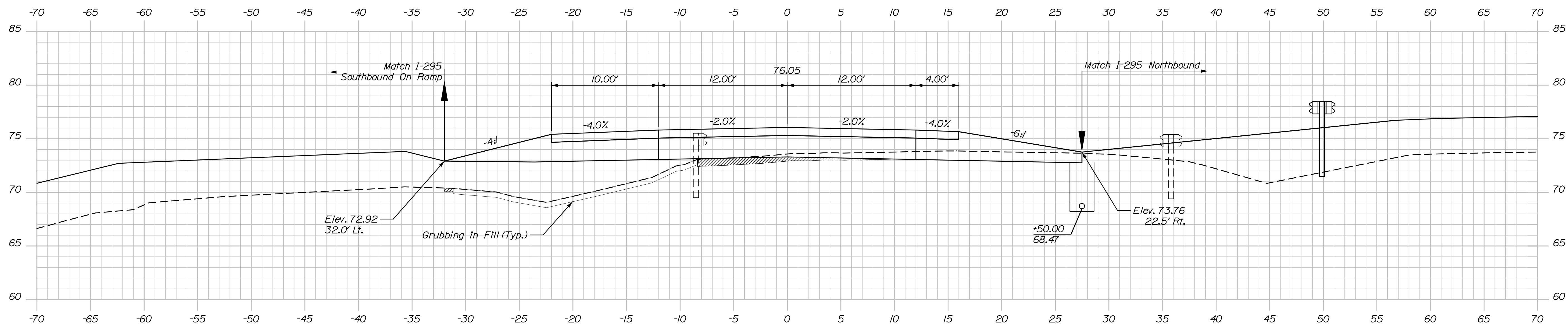
Division:

Filename: Xsect_1295_SB.dgn



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	SIGNATURE		P.E. NUMBER		DATE				
	BY		DATE						
PROJ. MANAGER		M. Kersbergen		BY		D. Burton		DATE	
DESIGN-DETAILED		C. Hainick		BY		L. Driscoll		DATE	
CHECKED-REVIEWED		K. Brown		DESIGN-DETAILED					
DESIGN-DETAILED				REVISIONS 1					
REVISIONS 2				REVISIONS 3					
REVISIONS 4				FIELD CHANGES					
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH		CUMBERLAND		I-295 SOUTHBOUND CROSS SECTIONS		SHEET NUMBER		67	
								OF 312	

Date: 8/22/2021



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OF 312

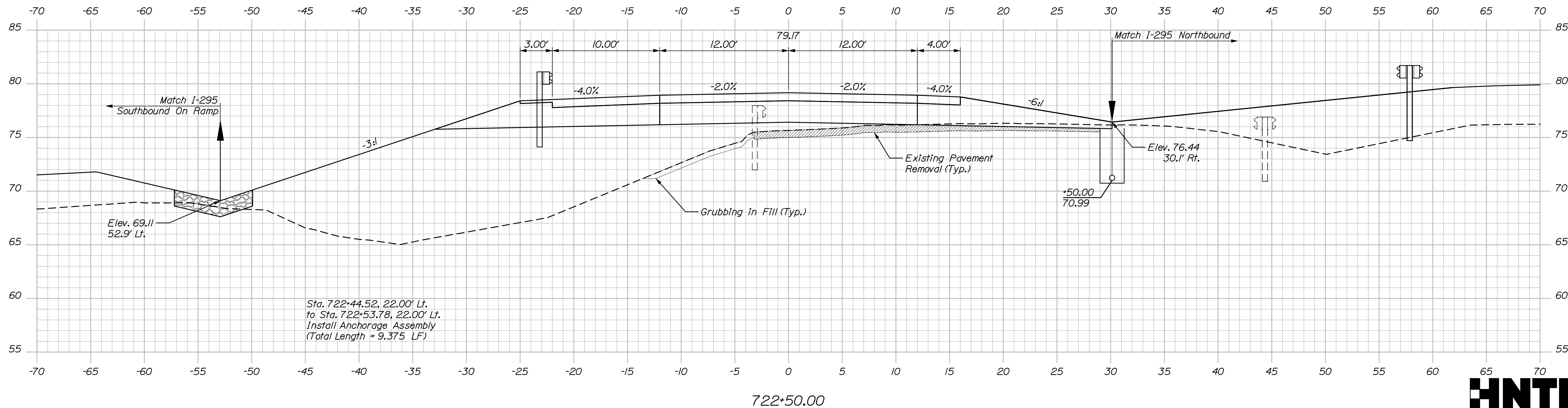
Sta. 721+50.00 to Sta. 722+00.00

295 SOUTHBOUND
CROSS SECTIONS

SHEET NUMBER

PROJ. MANAGER	M. Kersebaum	BY	DATE
DESIGN-DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGN-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
<div> <div>STATE OF MAINE</div> <div>DEPARTMENT OF TRANSPORTATION</div> <div>023106.00 & 023110.00</div> </div>			
<div> <div>WIN</div> <div>5833 & 1509</div> <div>023106.00 & 023110.00</div> <div>BRIDGE PLANS</div> </div>			

Date: 8/22/2021



SHEET NUMBER
69
OF 312

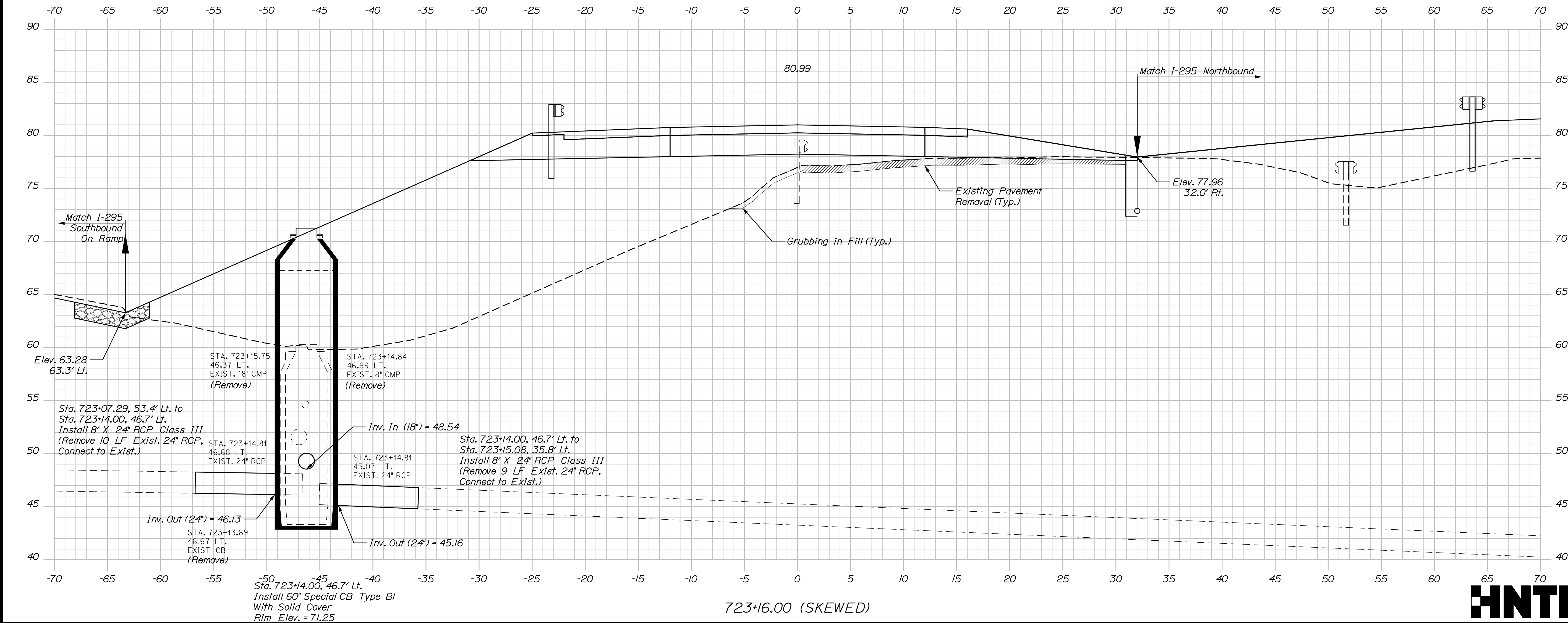
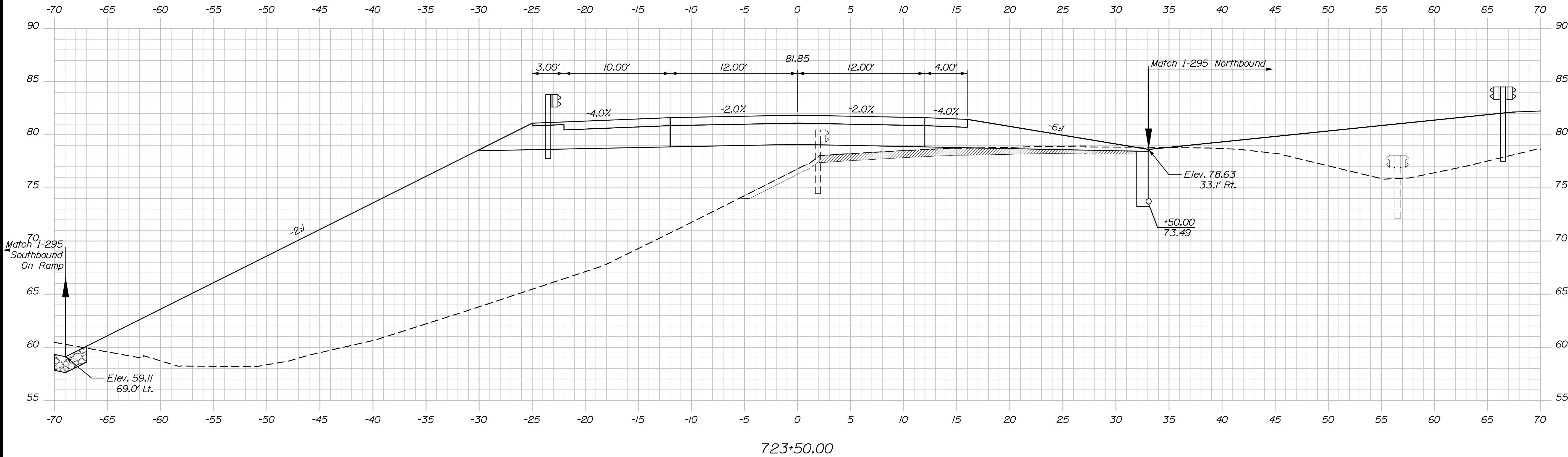
Sta. 722+50.00 to Sta. 723+00.00

Date:8/22/2021

Username:

Division:

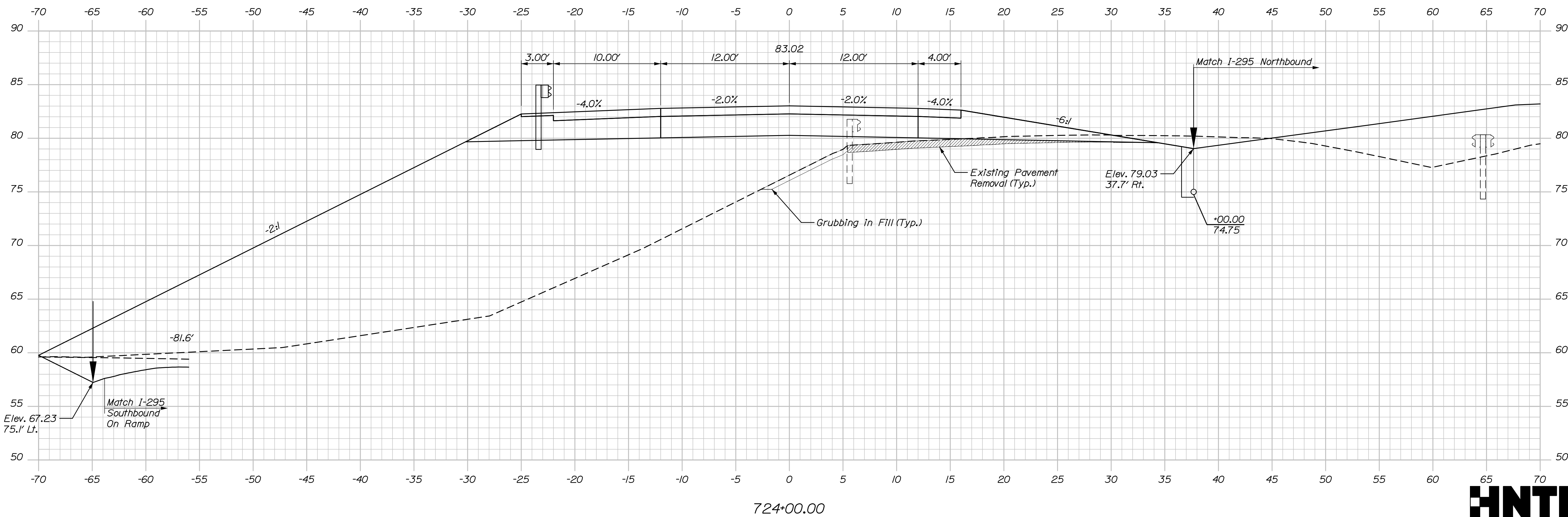
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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 SOUTHBOUND		CROSS SECTIONS		SHEET NUMBER	
70		OF 312											
BY		DATE		SIGNATURE		P.E. NUMBER		DATE					
M. Kersbergen		8/21		D. Burton									
C. Helmick		8/21		L. Driscoll									
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED							
CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED							
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED							
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1							
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2							
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3							
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4							
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES							

Sta. 723+16.00 to Sta. 723+50.00

Date: 8/22/2021



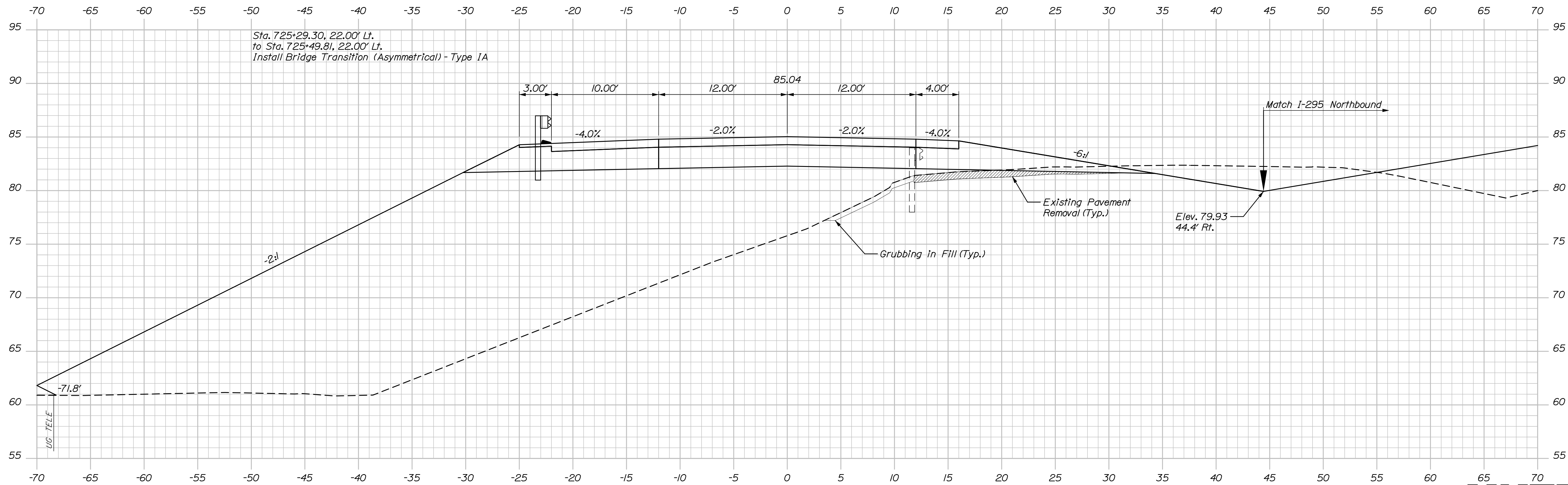
SHEET NUMBER

71

OF 312

Sta. 724+00.00 to Sta. 724+50.00

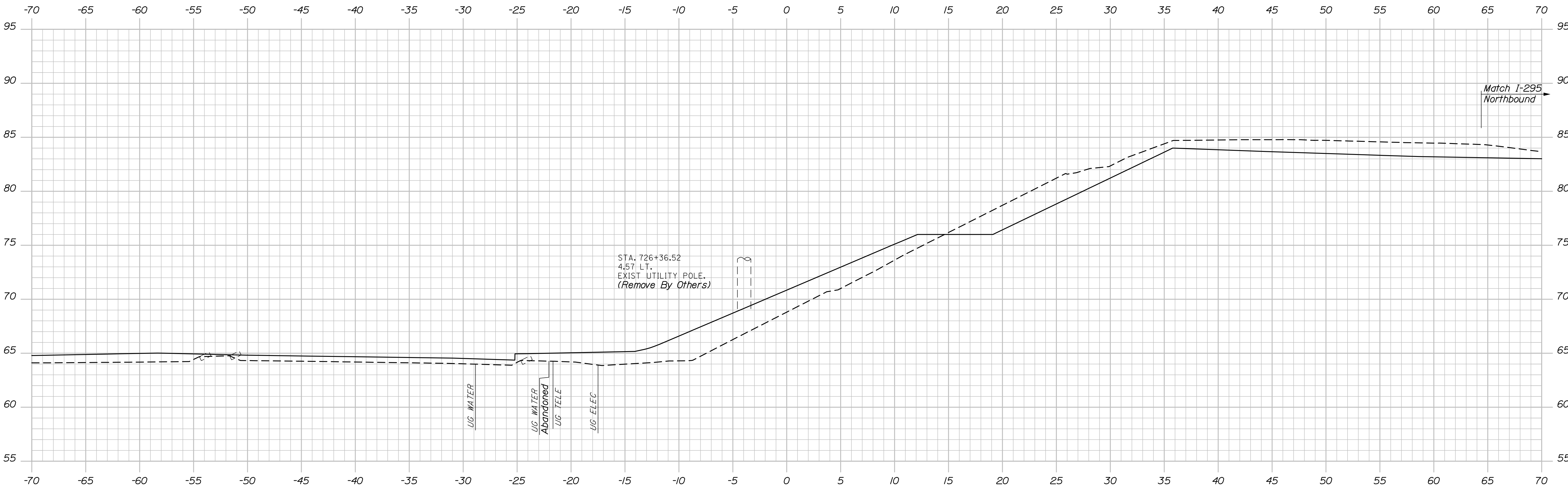
Date: 8/22/2021



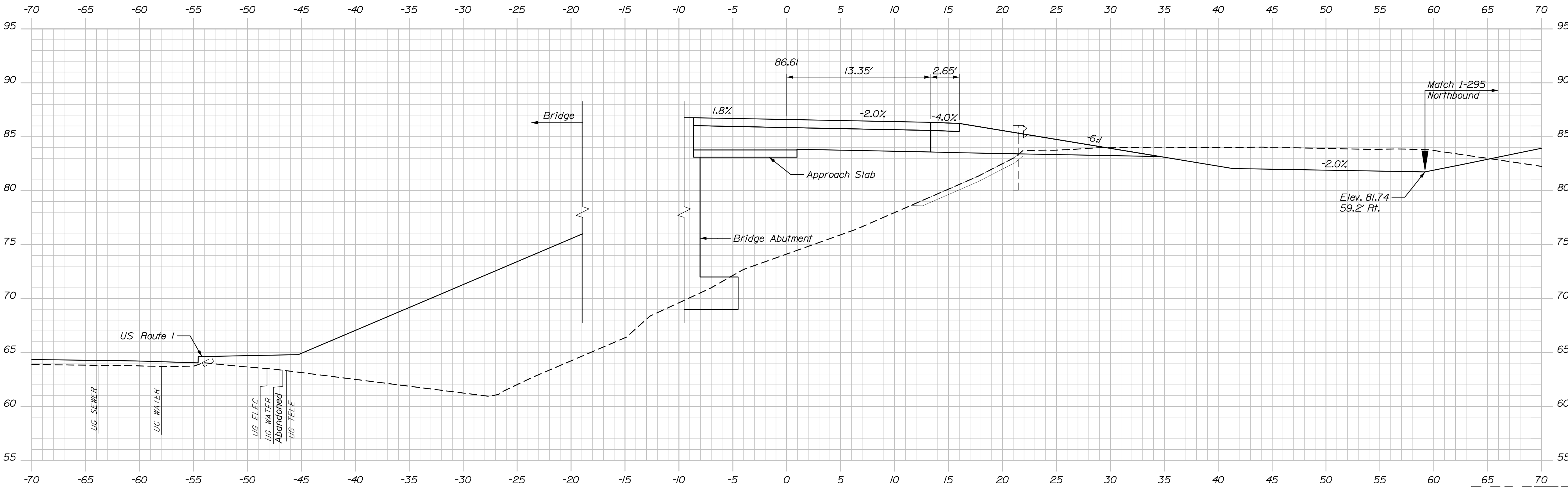
SHEET NUMBER

72

OF 312



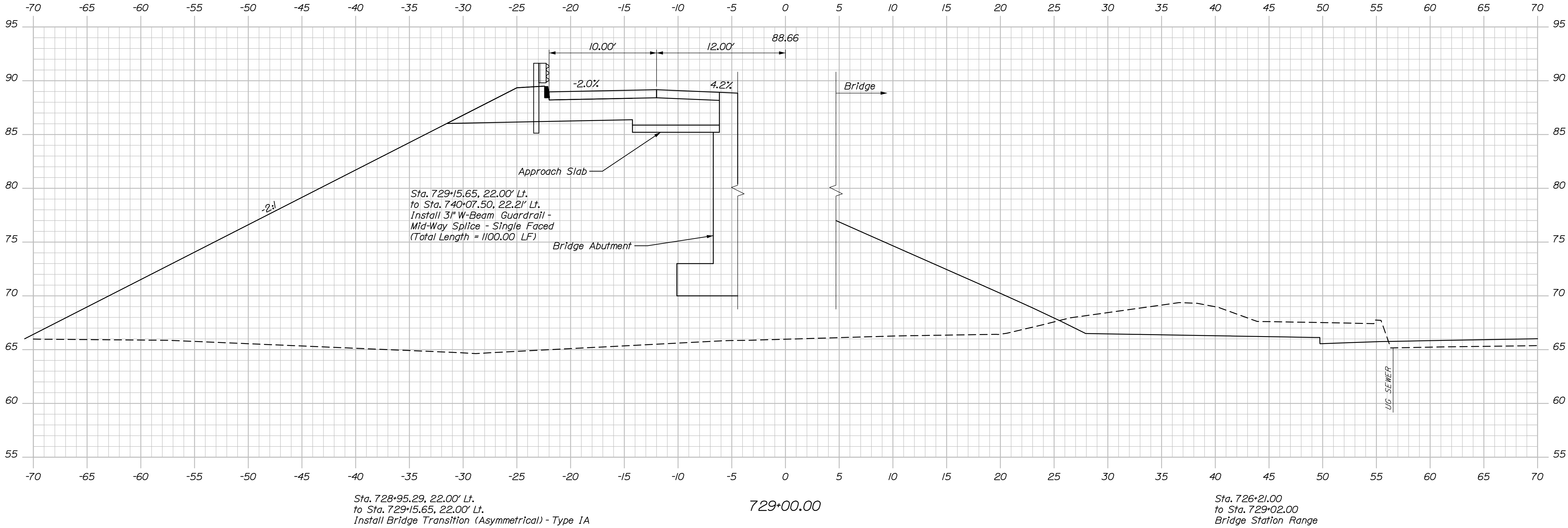
726+50.00



726+00.00



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		CUMBERLAND	
EXIT 17 INTERCHANGE		YARMOUTH	
I-295 SOUTHBOUND		CROSS SECTIONS	
SHEET NUMBER		73	
OF 312			

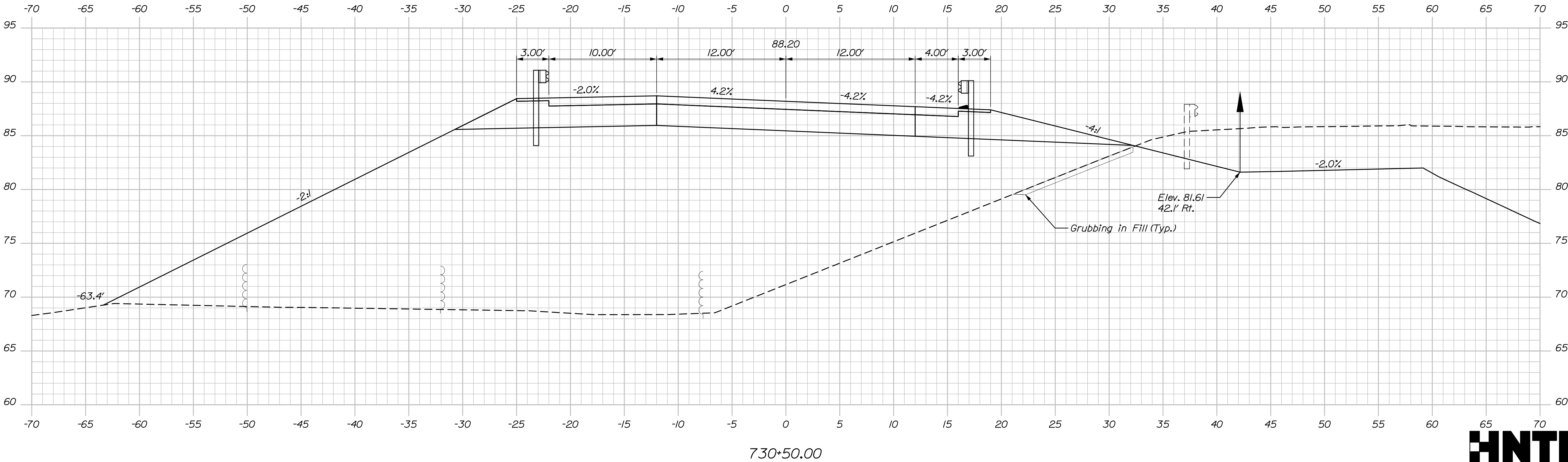
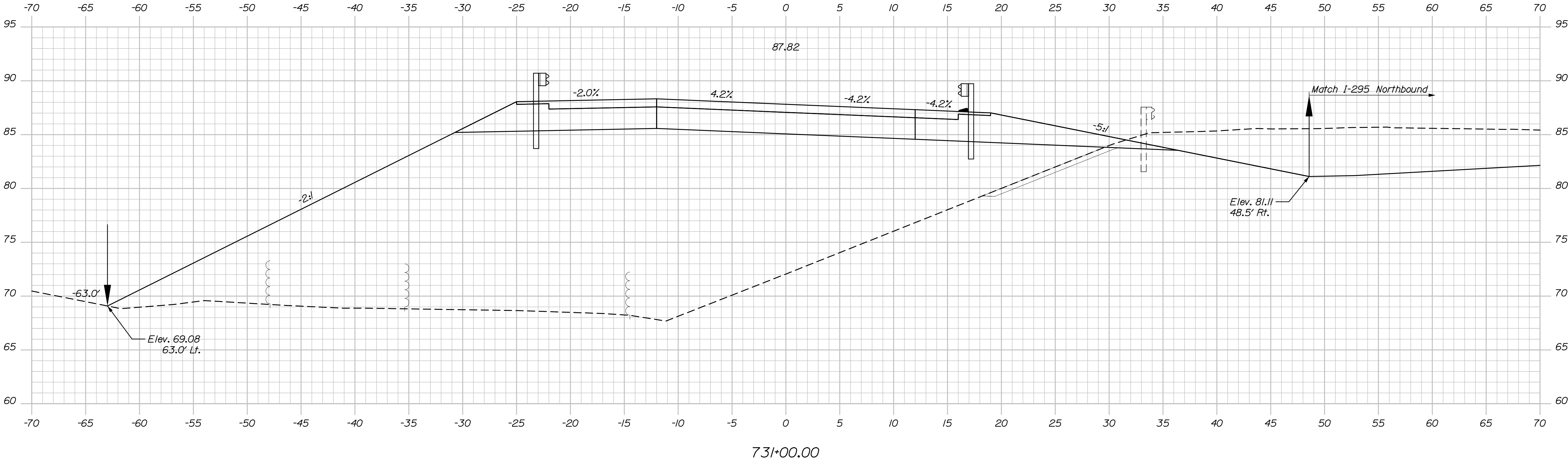


Filename: Xsect_1295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 730+50.00 to Sta. 731+00.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGN-DETAILED	C. Hainick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I-295 SOUTHBOUND CROSS SECTIONS	

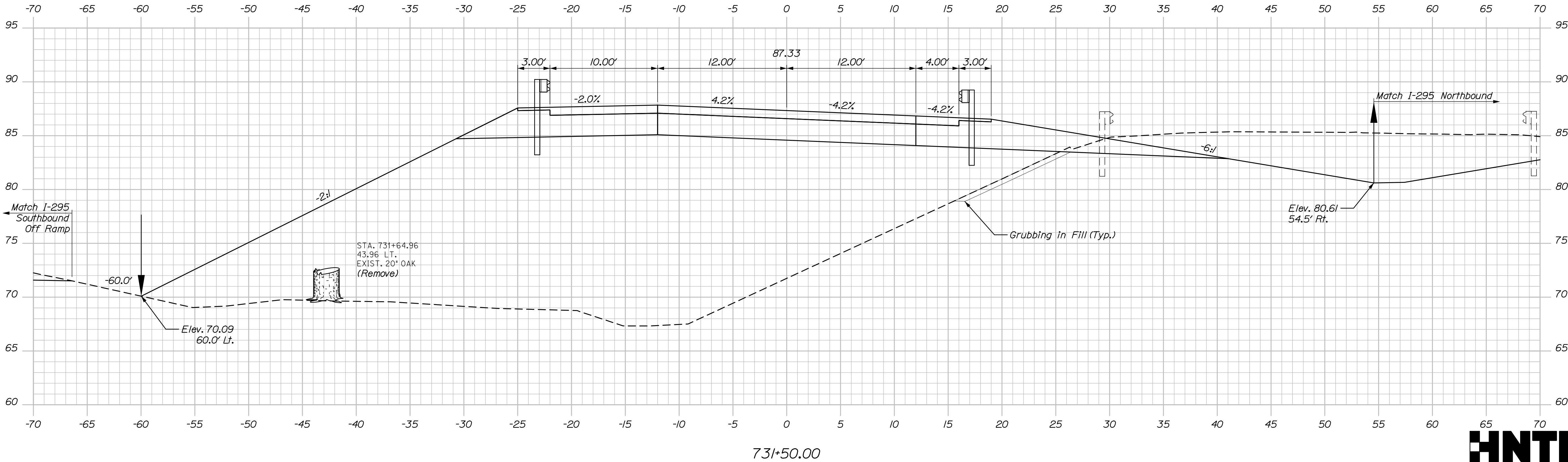
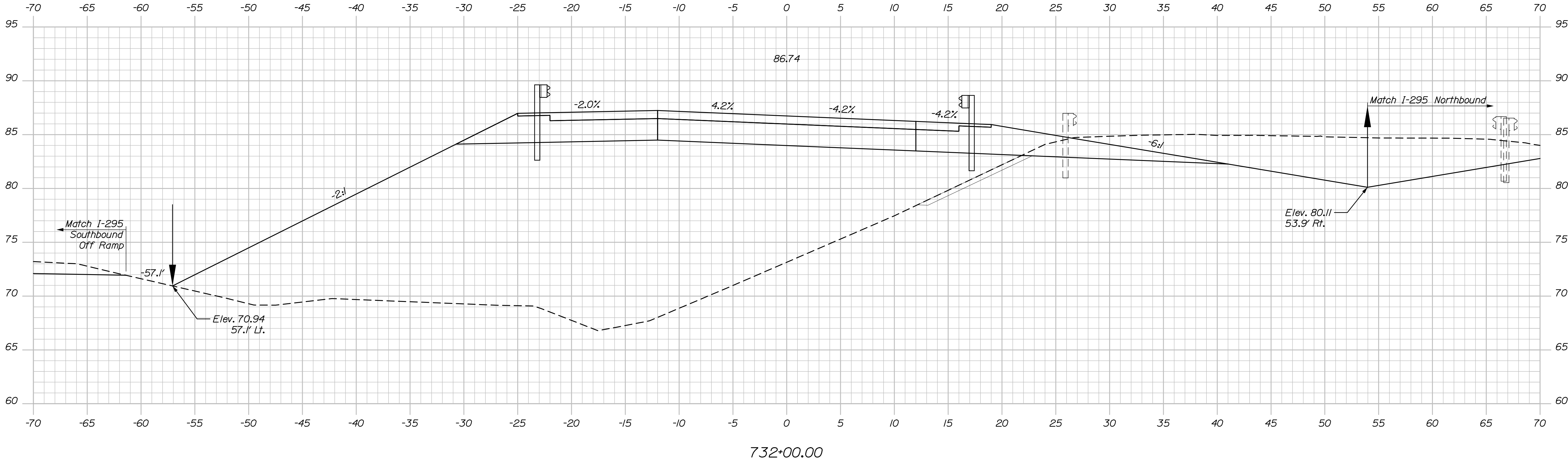
SHEET NUMBER
76
OF 312

Filename: Xsect_1295_SB.dgn

Division:

Username:

Date:8/22/2021



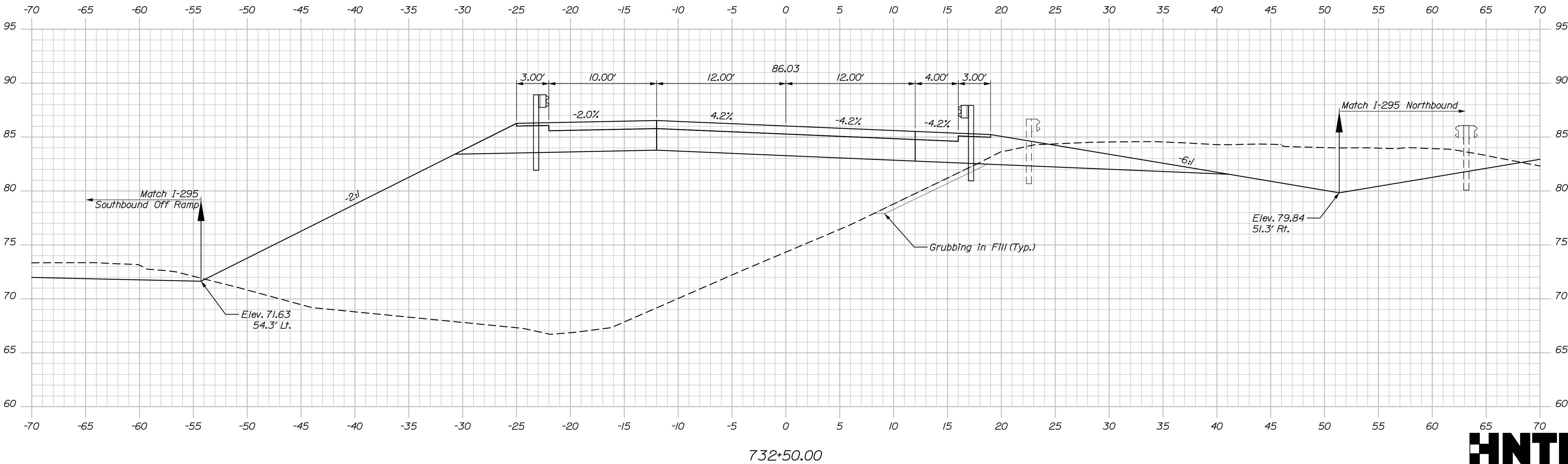
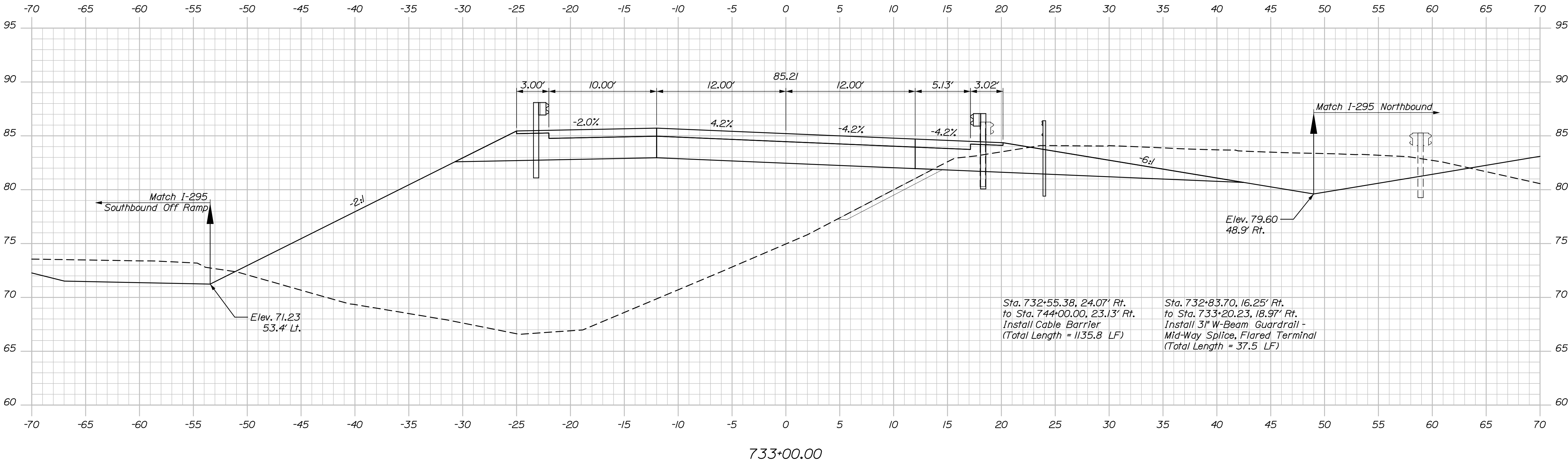
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 SOUTHBOUND		CROSS SECTIONS	
SHEET NUMBER		77		OF 312		DATE		P.E. NUMBER		SIGNATURE	
BY		M. Kerabergen		D. Burton		L. Driscoll		C. Helmick		K. Brown	
DESIGNED-DETAILED		CHECKED-REVIEWED		DESIGNED-DETAILED		CHECKED-REVIEWED		DESIGNED-DETAILED		CHECKED-REVIEWED	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES		DATE	
DATE		DATE		DATE		DATE		DATE		DATE	

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_SB.dgn



Sta. 732+50.00 to Sta. 733+00.00

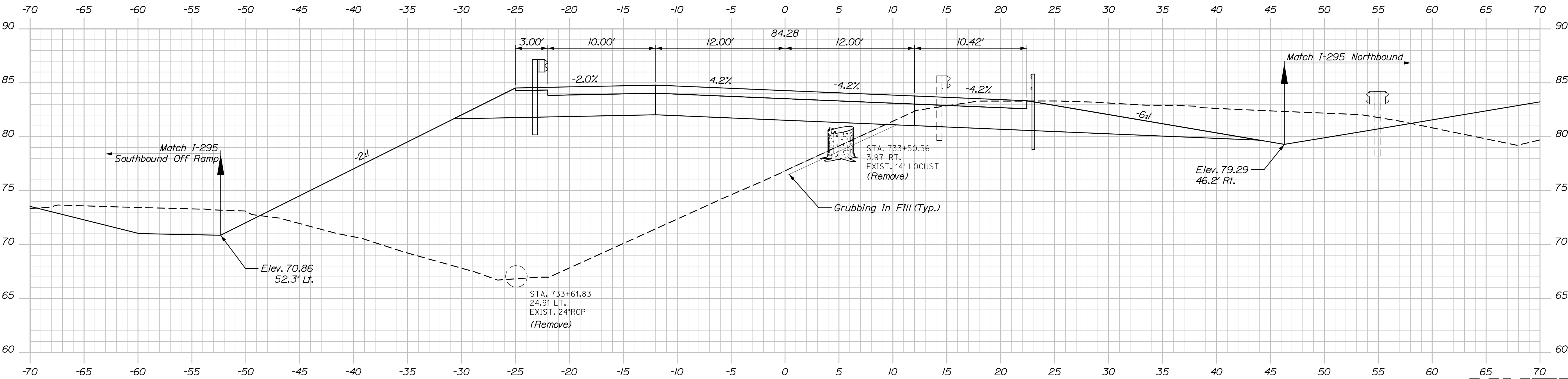
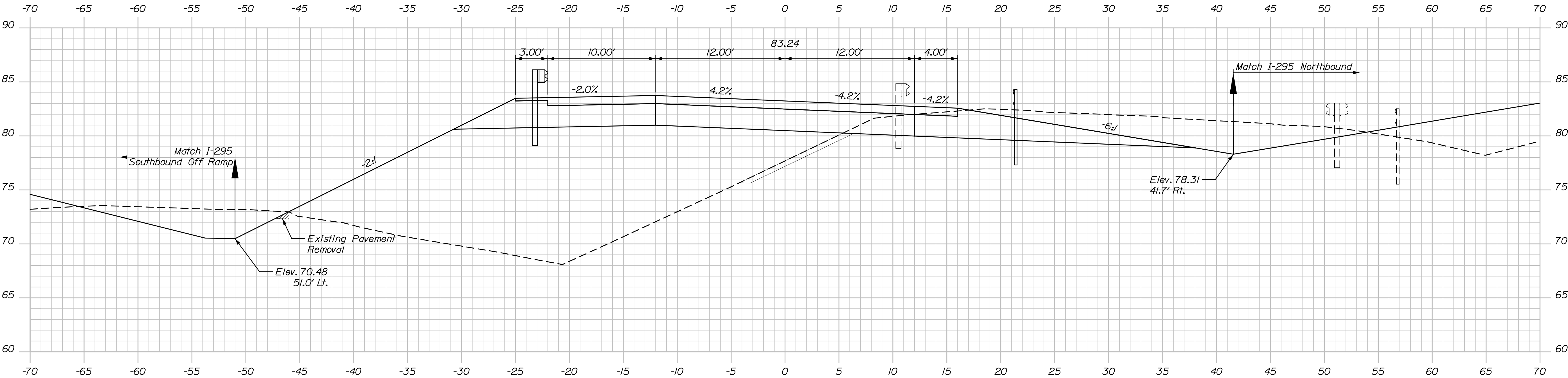
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
CHECKED-REVIEWED	C. Helmick	8/21			
DESIGNED-DETAILED	L. Driscoll				
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

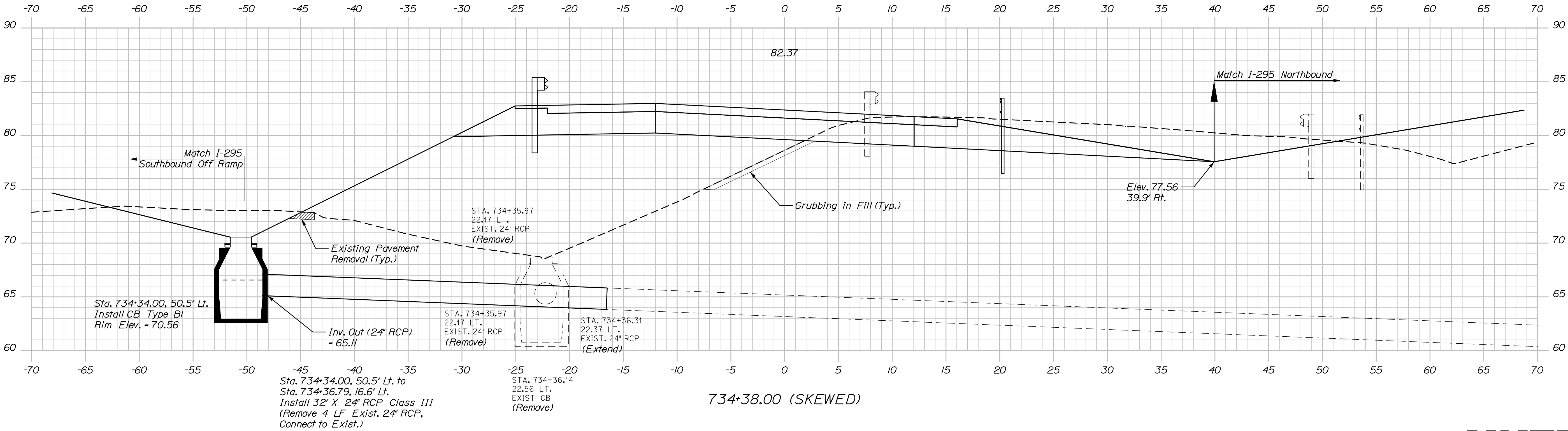
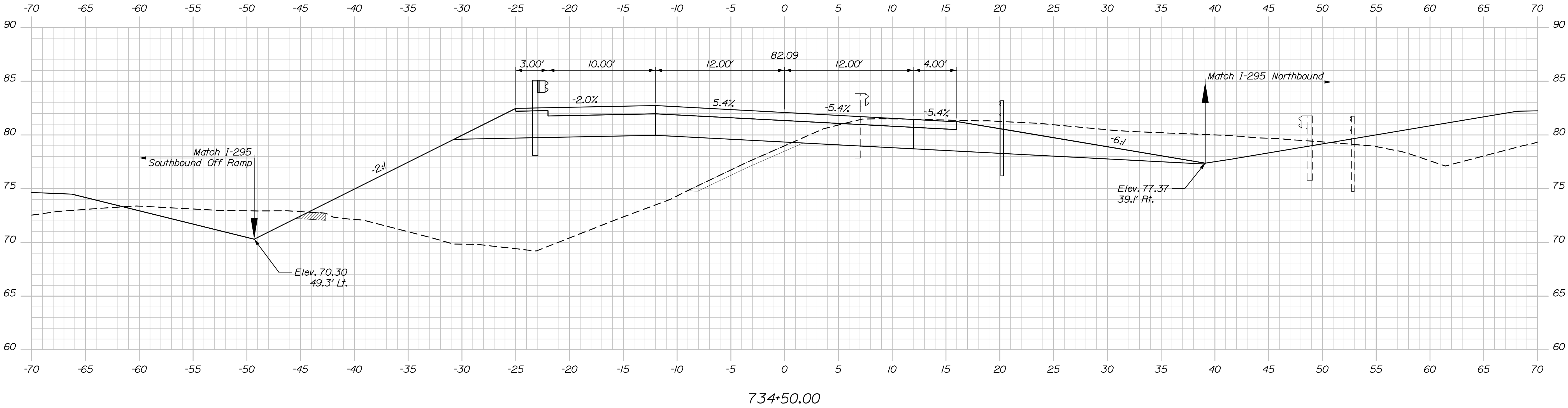
Division:

Filename: Xsect_1295_SB.dgn



PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	L. Driscoll	8/21
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
CROSS SECTIONS



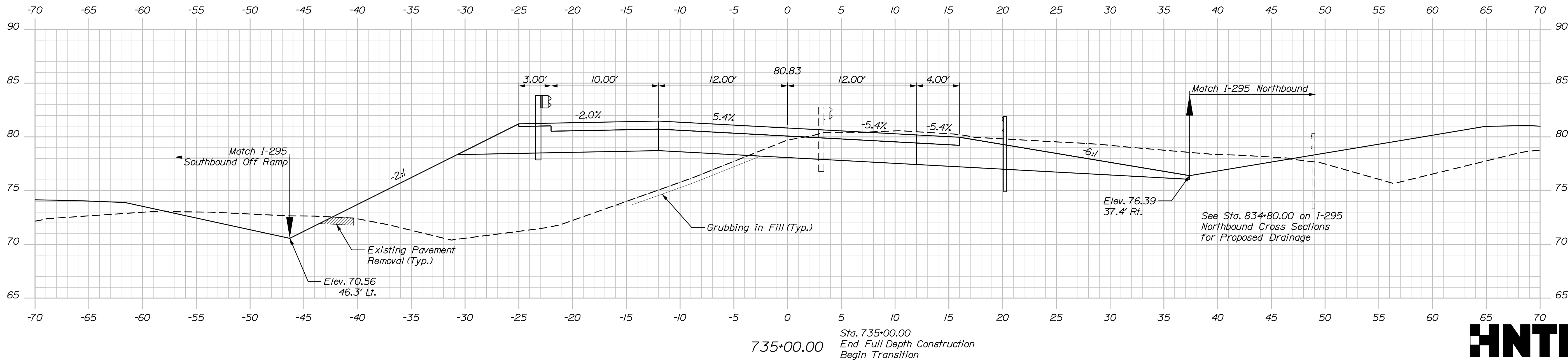
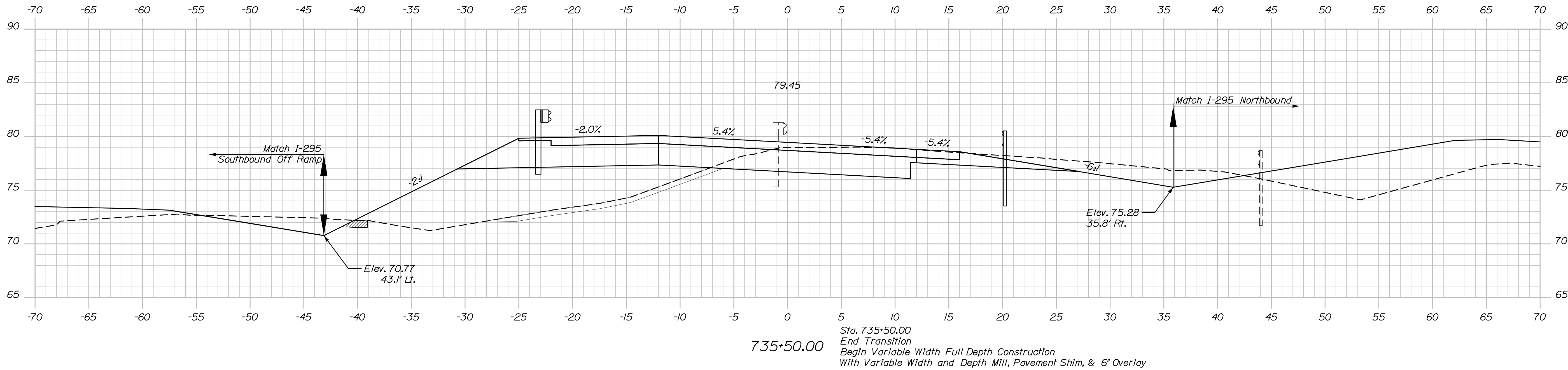
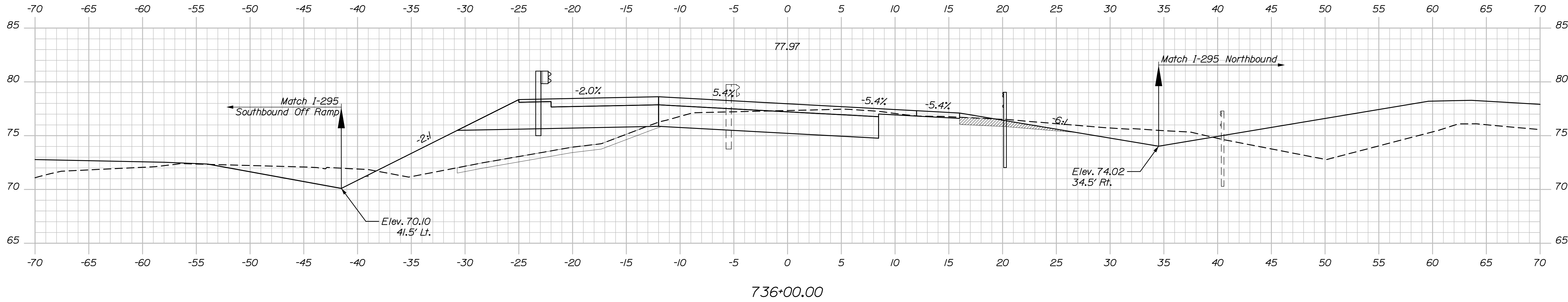
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		CUMBERLAND	
EXIT 17 INTERCHANGE		YARMOUTH	
I-295 SOUTHBOUND		CROSS SECTIONS	
SHEET NUMBER		80	
		OF 312	
PROJ. MANAGER	M. Kersbergen	BY	D. Burton
DESIGN-DETAILED	C. Hainick	DATE	8/21
CHECKED-REVIEWED	K. Brown	DATE	8/21
DESIGN-DETAILED		SIGNATURE	
REVISIONS 1		P.E. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Filename: Xsect_I295_SB.dgn

Division:

Username:

Date:8/22/2021



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJ. MANAGER
M. Kersbergen

CHECKED
D. Burton

DESIGNED
L. Driscoll

REVISIONS
1
2
3
4

FIELD CHANGES

DATE
8/21

BY
D. Burton

DESIGNED
L. Driscoll

REVISIONS
1
2
3
4

FIELD CHANGES

SIGNATURE

P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
CROSS SECTIONS

SHEET NUMBER
81
OF 312

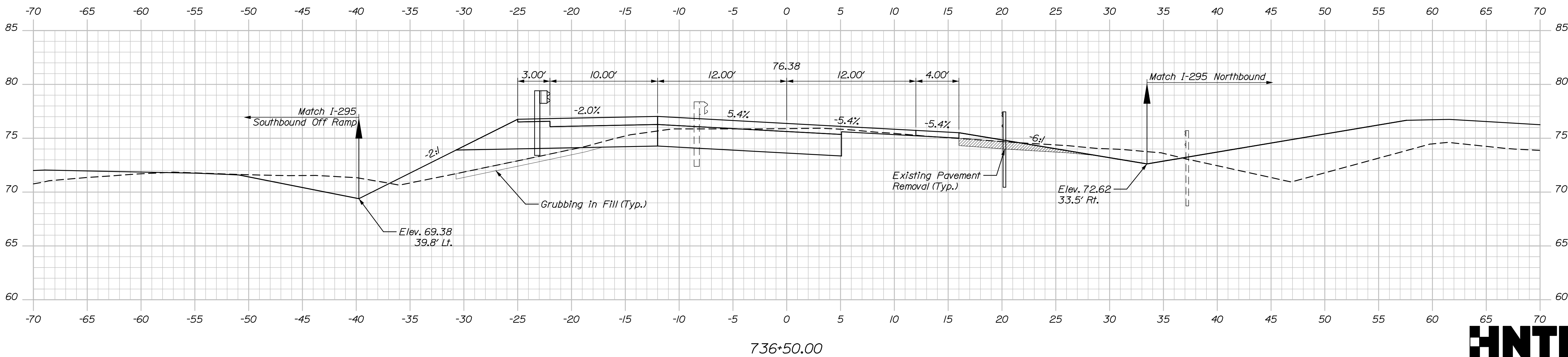
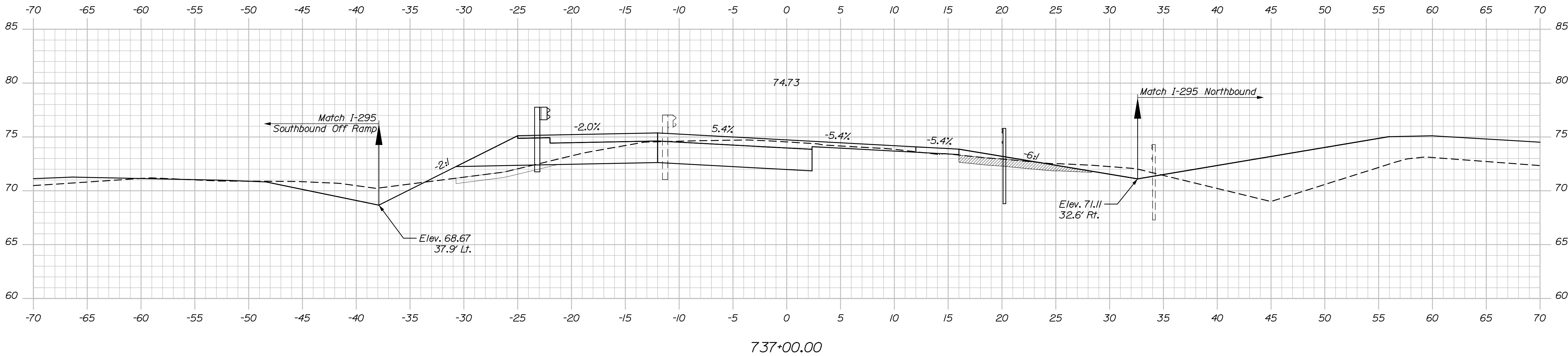
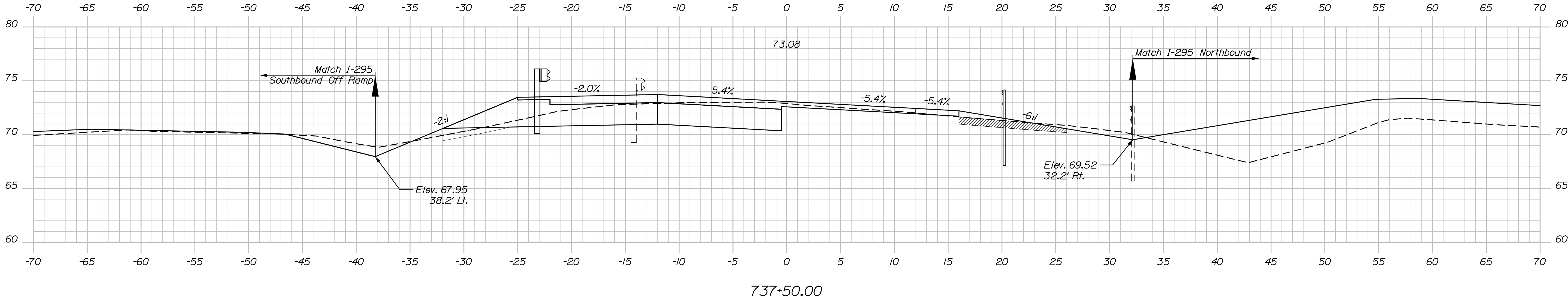
Sta. 735+00.00 to Sta. 736+00.00

Filename: Xsect_1295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 736+50.00 to Sta. 737+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
CROSS SECTIONS

SHEET NUMBER
82
OF 312

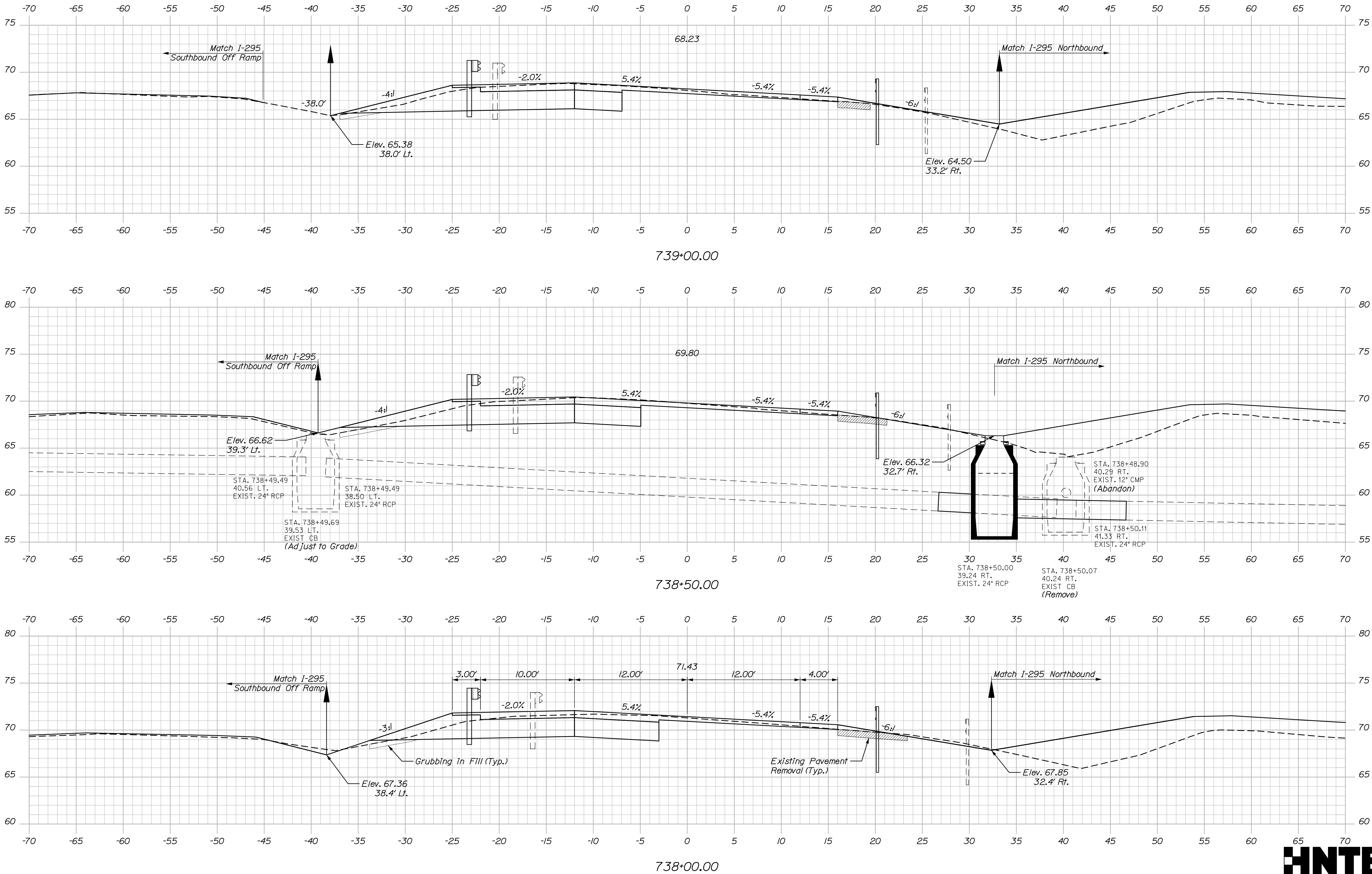
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
CHECKED-REVIEWED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Filename: Xsect_I295_SB.dgn

Division:

Username:

Date:8/22/2021



Sta. 738+00.00 to Sta. 739+00.00

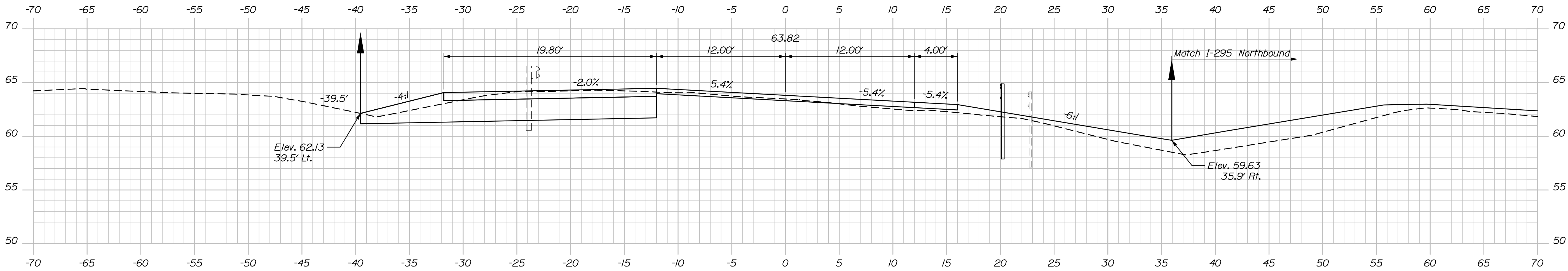
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS			
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 SOUTHBOUND		CROSS SECTIONS			
SHEET NUMBER		83		OF 312									
PROJ. MANAGER	M. Kersbergen	CHECKED	C. Helmick	DESIGNED	L. Driscoll	REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
BY	D. Burton	DATE	8/21	SIGNATURE		P.E. NUMBER		DATE					
												FIELD CHANGES	

Filename: Xsect_I295_SB.dgn

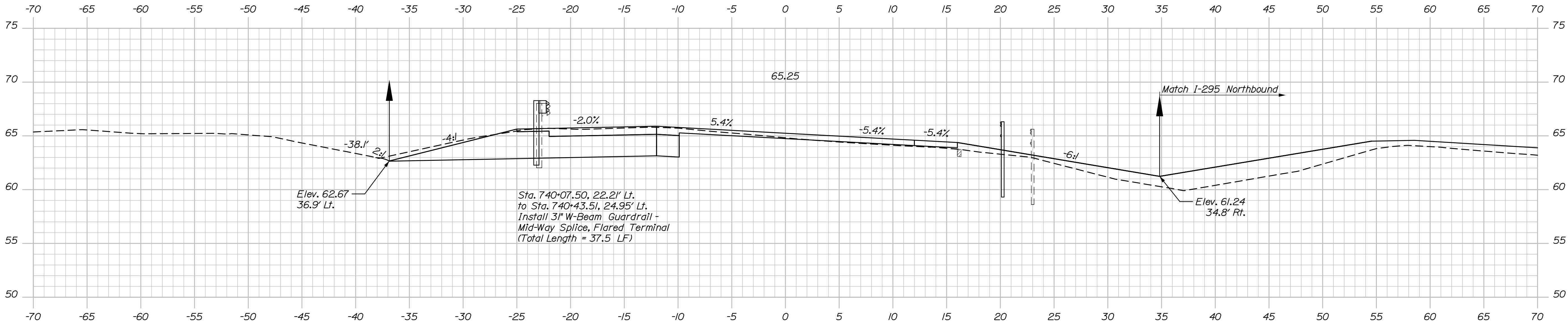
Division:

Username:

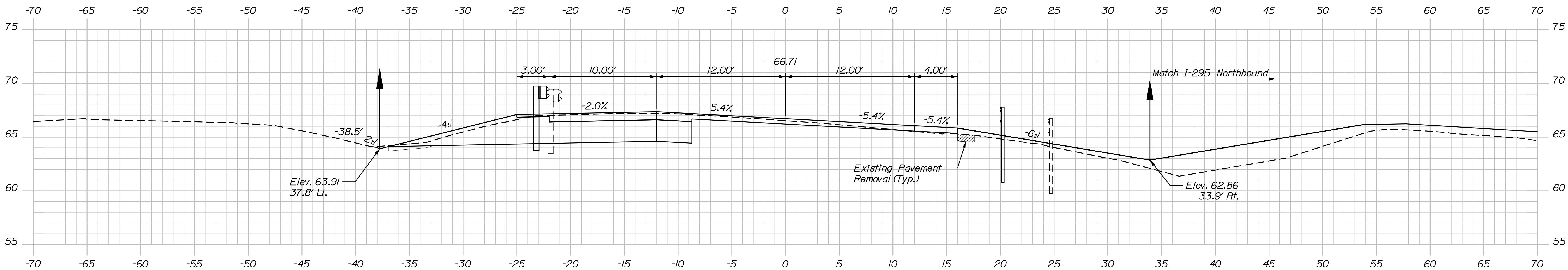
Date:8/22/2021



740+50.00



740+00.00



739+50.00



Sta. 739+50.00 to Sta. 740+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
CHECKED-DESIGNED	C. Helmick	DESIGNED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGNED-REVIEWED	K. Brown	DESIGNED-REVIEWED		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	I-295 SOUTHBOUND CROSS SECTIONS
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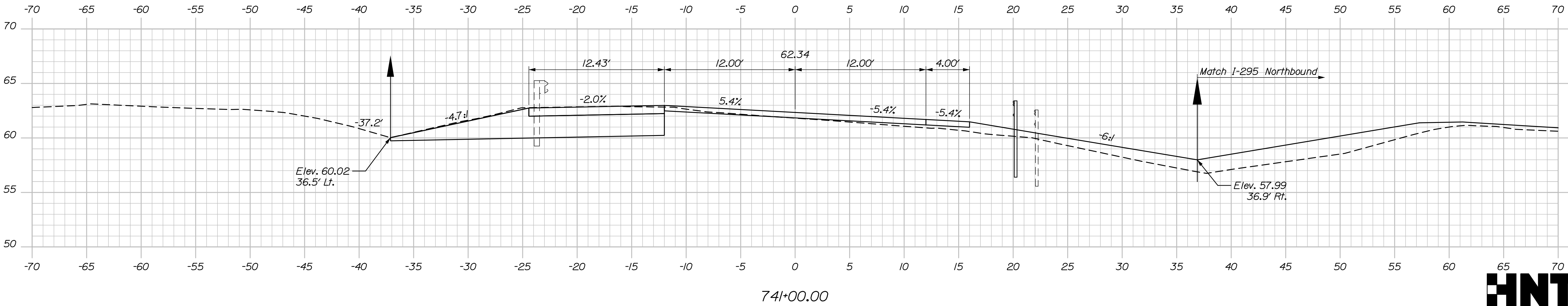
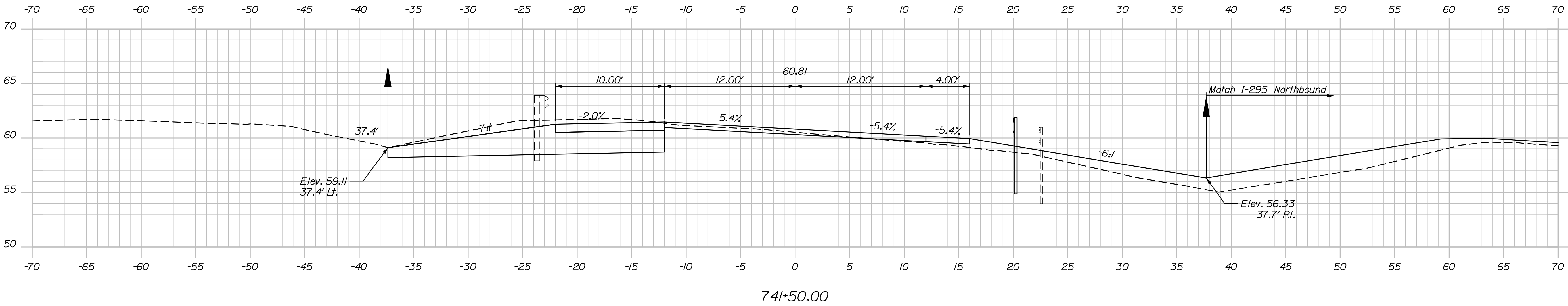
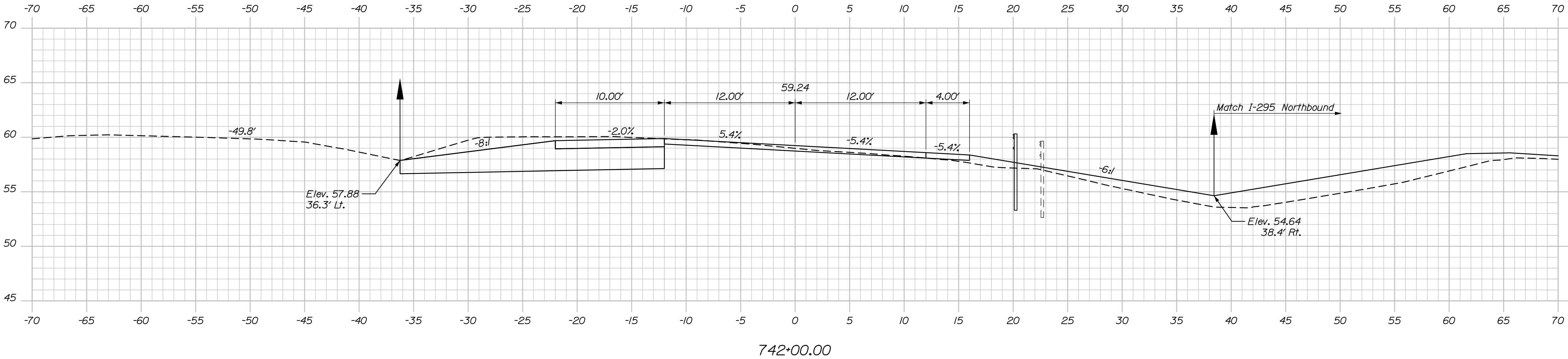
SHEET NUMBER	84
	OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_SB.dgn



Sta. 741+00.00 to Sta. 742+00.00

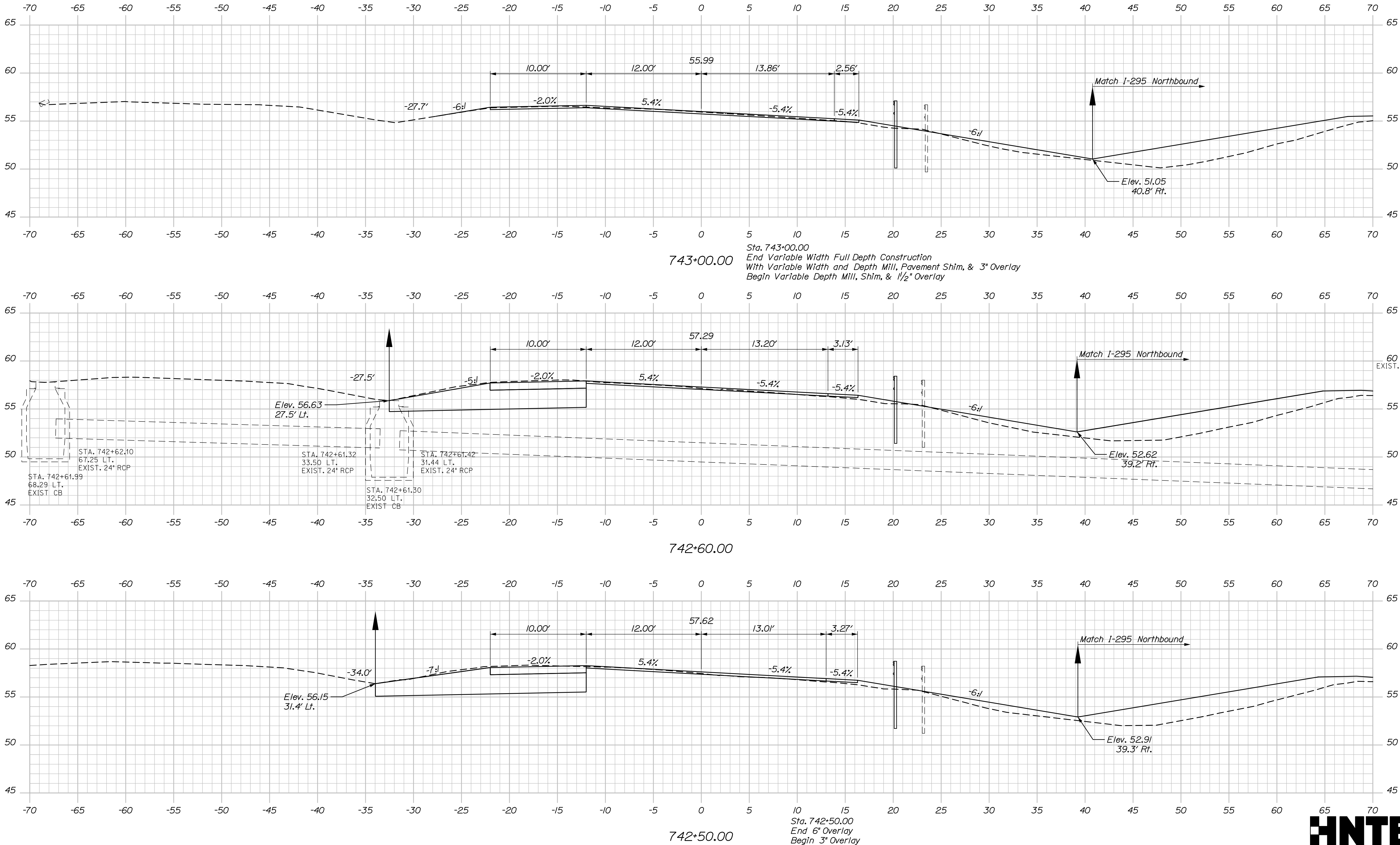
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 SOUTHBOUND		CROSS SECTIONS	
SHEET NUMBER		85		OF 312							
PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21	DESIGN-DETAILED	C. Helmick	SIGNATURE		P.E. NUMBER	
CHECKED-REVIEWED	K. Brown	L. Driscoll				DESIGN-DETAILED					
DESIGN-DETAILED						REVISIONS 1					
REVISIONS 2						REVISIONS 3					
REVISIONS 4						FIELD CHANGES					

Date:8/22/2021

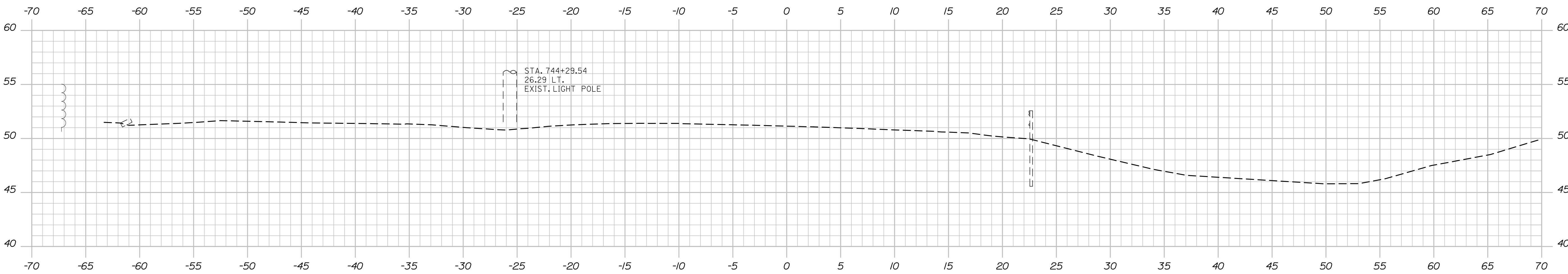
Username:

Division:

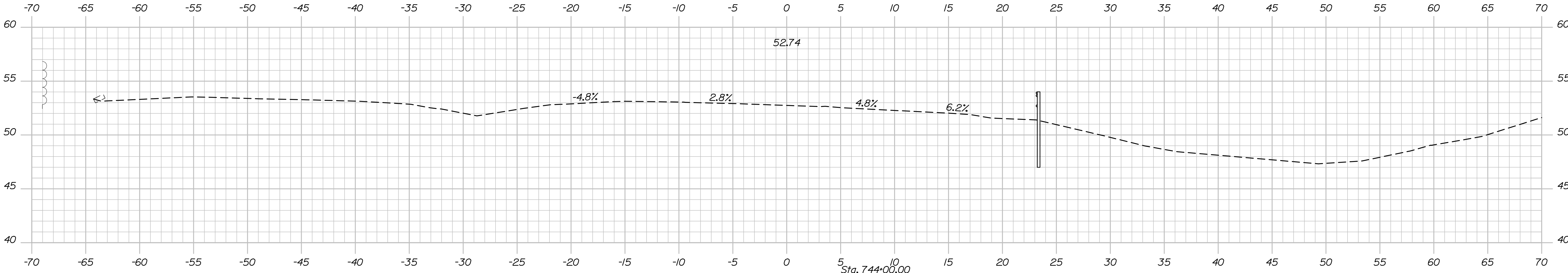
Filename: Xsect_I295_SB.dgn



STATE OF MAINE			
DEPARTMENT OF TRANSPORTATION			
023106.00 & 023110.00			
WIN			
5833 & 1509			
023106.00 & 023110.00			
BRIDGE PLANS			

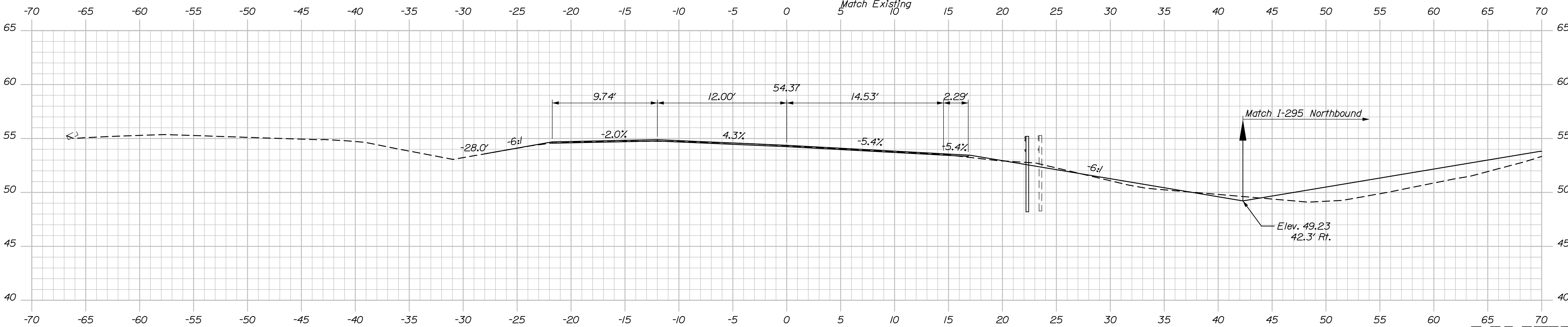


744+50.00



744+00.00

Sta. 744+00.00
Limit of Work
End Variable Depth
Mill, Pavement Shim,
& 1/2" Overlay
Match Existing



743+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
D. Burton
L. Driscoll

DATE
8/21
8/21

DATE
8/21
8/21

SIGNATURE

P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 SOUTHBOUND
CROSS SECTIONS

SHEET NUMBER
87
OF 312

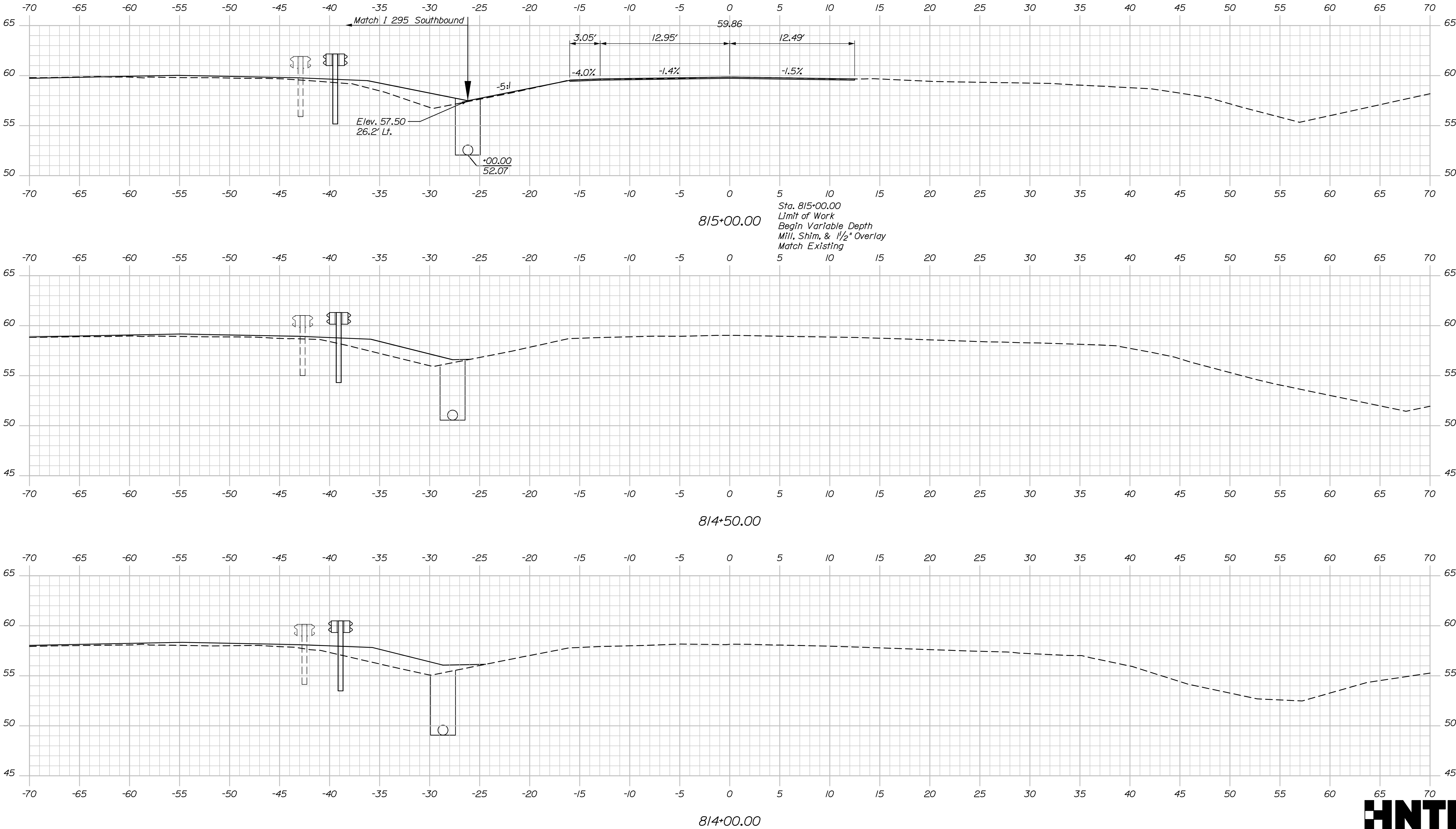
Sta. 743+50.00 to Sta. 744+50.00

Filename: Xsect_1295_NB.dgn

Division:

Username:

Date:8/22/2021



Sta. 814+00.00 to Sta. 815+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND I 295 NORTHBOUND CROSS SECTIONS	PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
	CHECKED-DESIGNED	C. Hainick	SIGNATURE			P.E. NUMBER
	DESIGNED-REVIEWED	K. Brown				
	DESIGNED-REVIEWED					
	REVISIONS 1					
	REVISIONS 2					
	REVISIONS 3					
	REVISIONS 4					
	FIELD CHANGES					

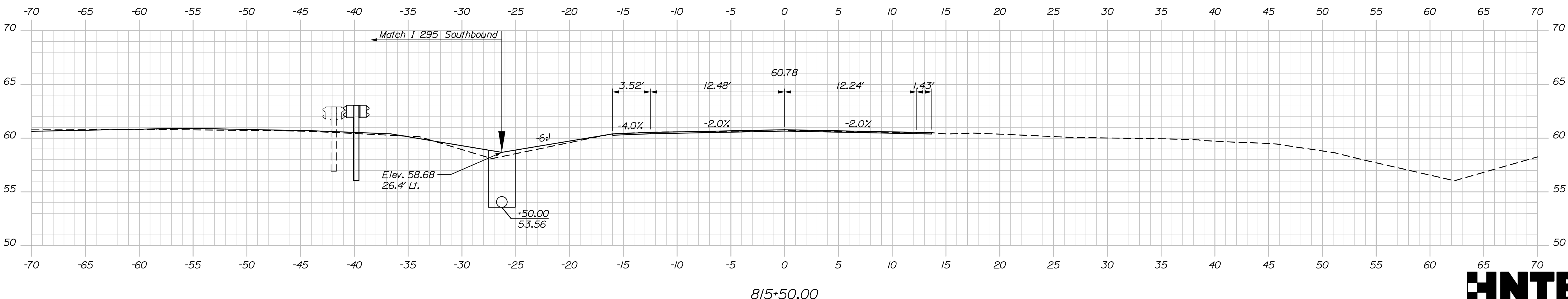
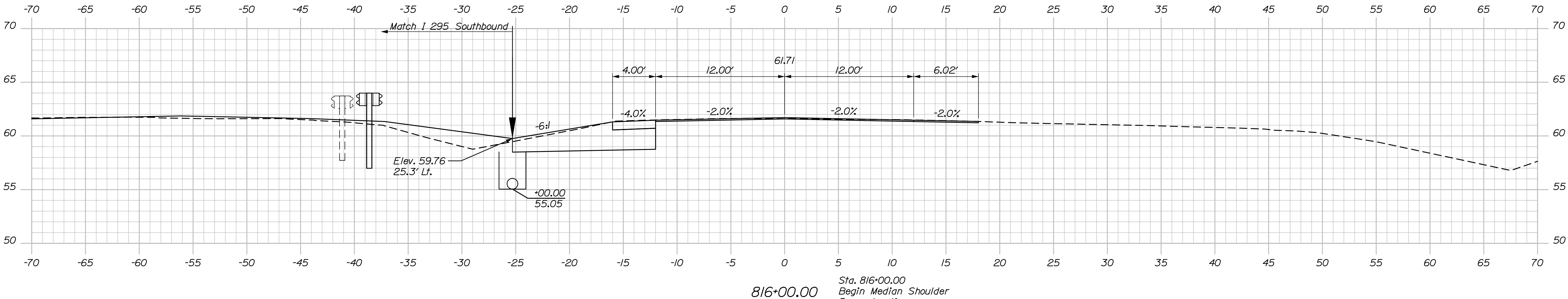
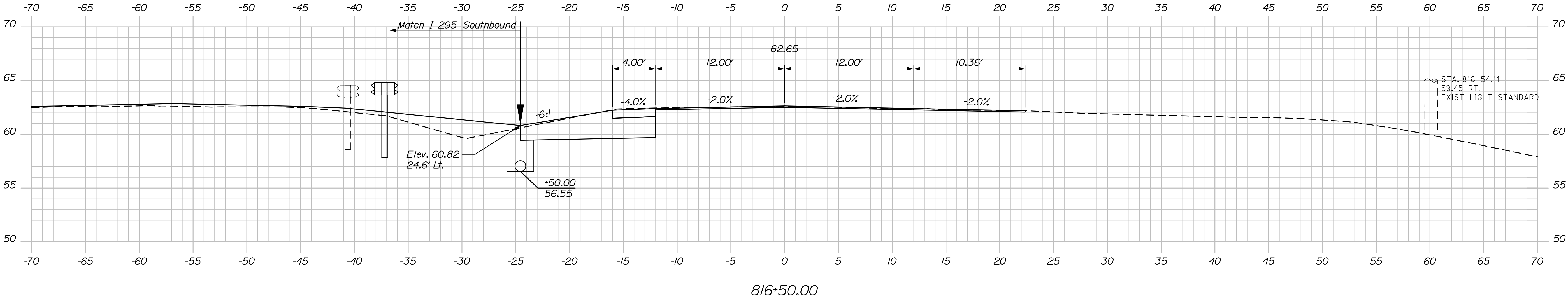
SHEET NUMBER
88
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_NB.dgn



Sta. 815+50.00 to Sta. 816+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	023106.00 & 023110.00	

SIGNATURE		P.E. NUMBER		DATE	
8/21		8/21		8/21	
D. Burton		L. Driscoll			

PROJ. MANAGER		BY		DATE	
M. Kersbergen		C. Hainick		8/21	
DESIGN-DETAILED		DESIGN-DETAILED			
CHECKED-REVIEWED		CHECKED-REVIEWED			
DESIGN-DETAILED		DESIGN-DETAILED			
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE		CUMBERLAND	
YARMOUTH		I 295 NORTHBOUND	
		CROSS SECTIONS	

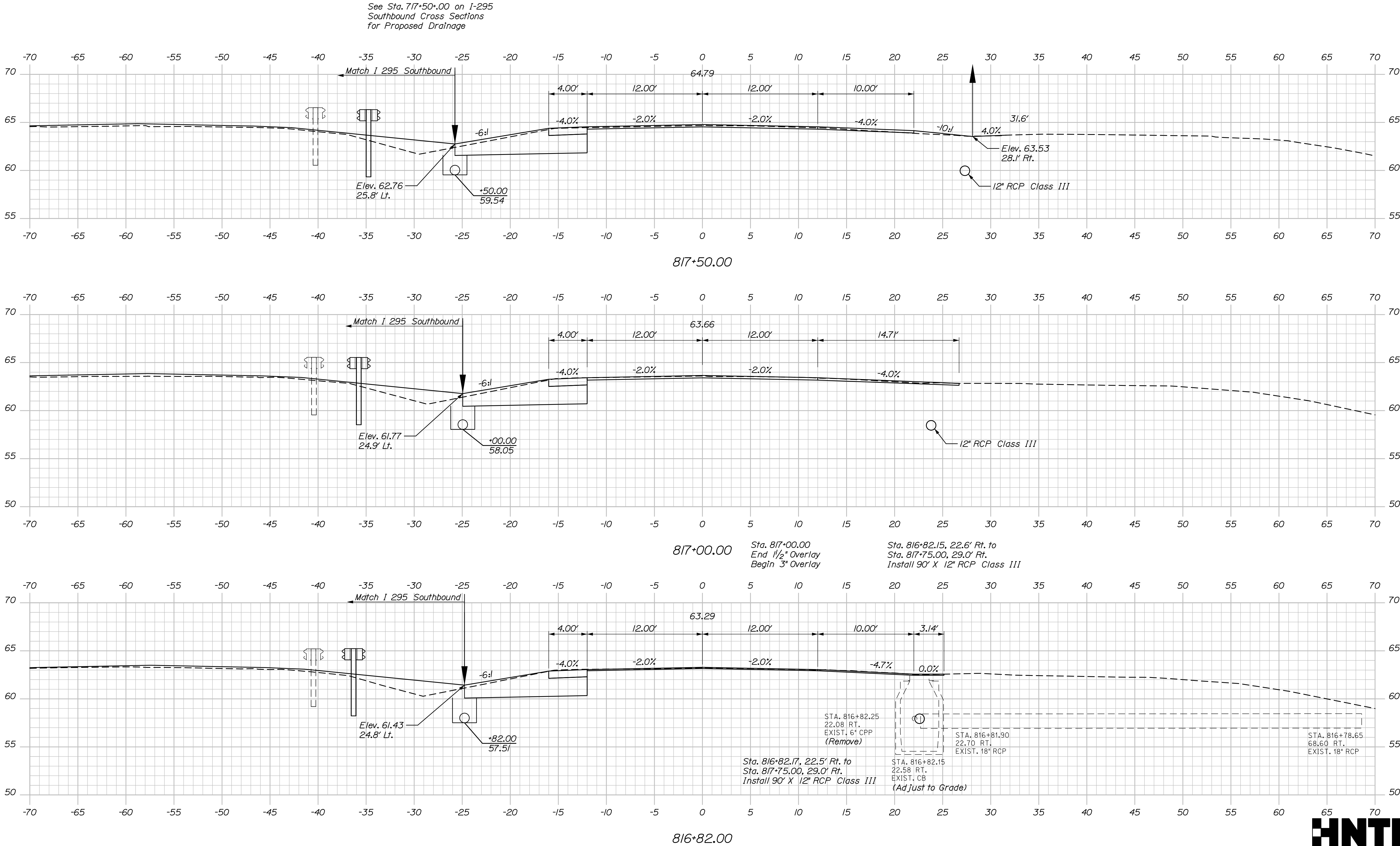
SHEET NUMBER	
89	
OF 312	

Filename: Xsect_I295_NB.dgn

Division:

Username:

Date:8/22/2021



Sta. 816+82.00 to Sta. 817+50.00

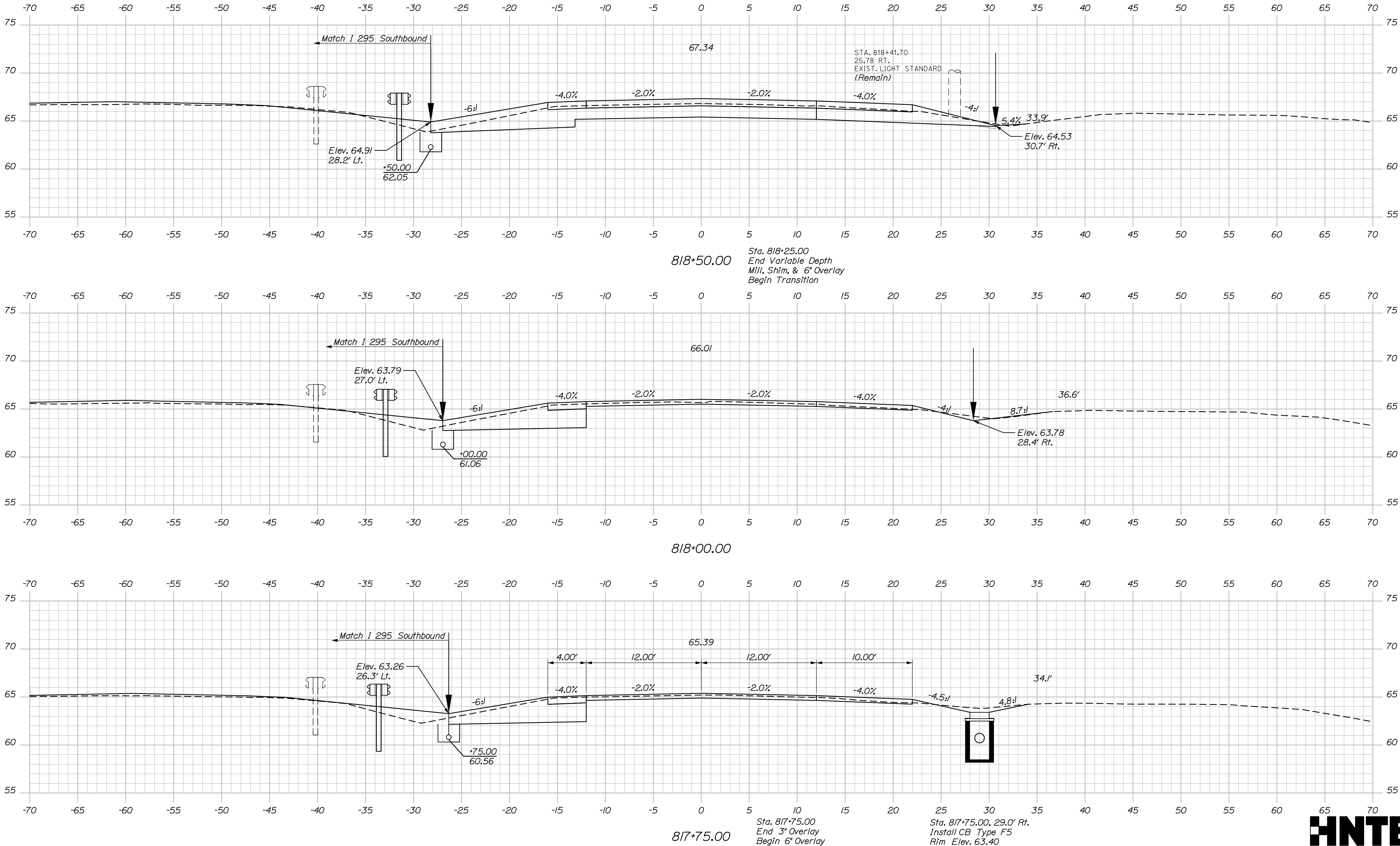
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		CUMBERLAND	
EXIT 17 INTERCHANGE		YARMOUTH	
I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		90	
		OF 312	
DATE	BY	PROJ. MANAGER	DESIGN-DETAILED
8/21	D. Burton	M. Kersbergen	C. Helmick
8/21	L. Driscoll		K. Brown
SIGNATURE		DESIGN-DETAILED	
P.E. NUMBER		REVISIONS 1	
DATE		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	

Filename: Xsect_I295_NB.dgn

Division:

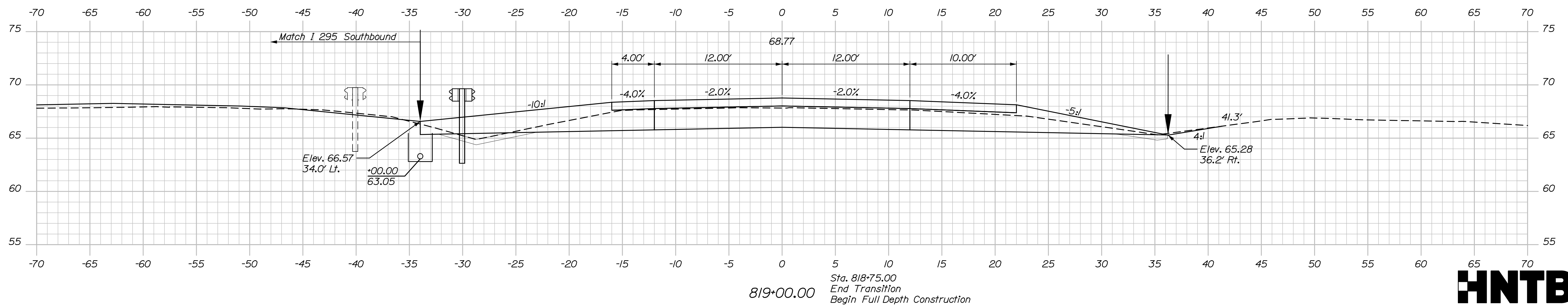
Username:

Date:8/22/2021



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		91		OF 312							
PROJ. MANAGER		M. Kersbergen		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGNED-DETAILED		C. Hainick		D. Burton		8/21					
CHECKED-REVIEWED		K. Brown		L. Driscoll		8/21					
DESIGNS-DETAILED											
REVISIONS 1											
REVISIONS 2											
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REVISIONS 4											
FIELD CHANGES											

Filename: Xsect_I295_NB.dgn



SHEET NUMBER

92

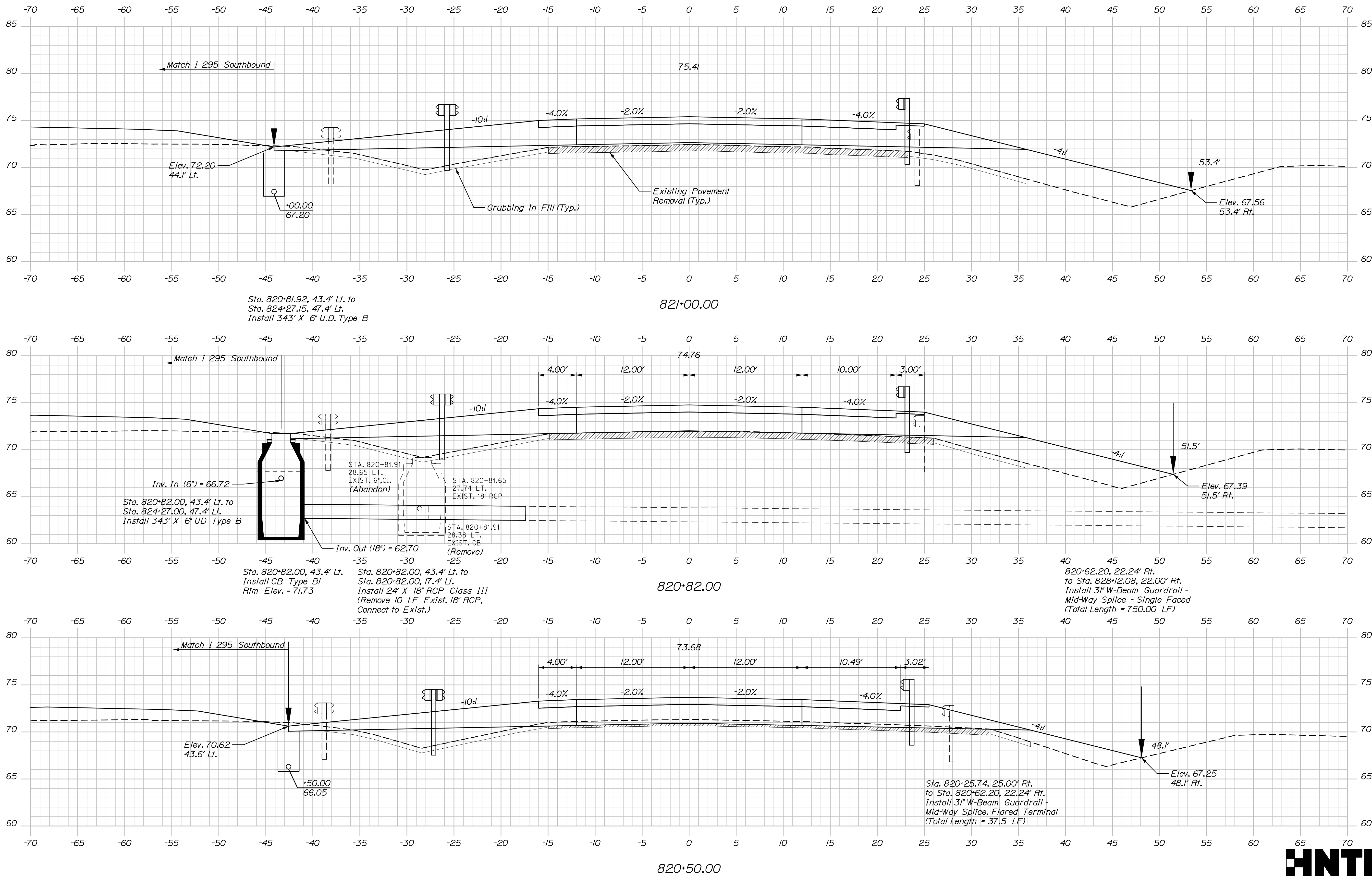
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_NB.dgn



Sta. 820+50.00 to Sta. 821+00.00

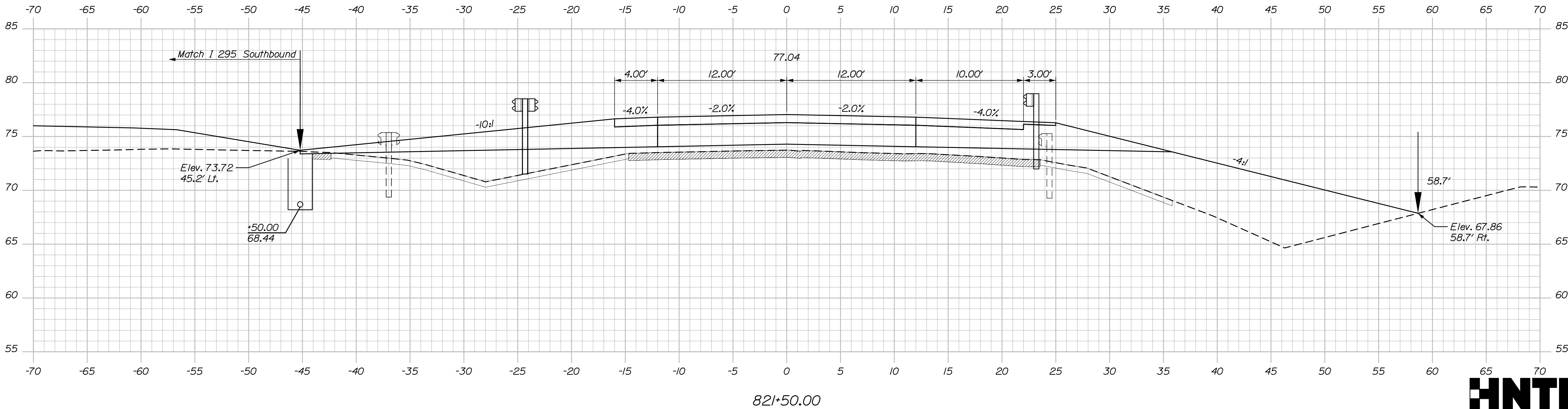
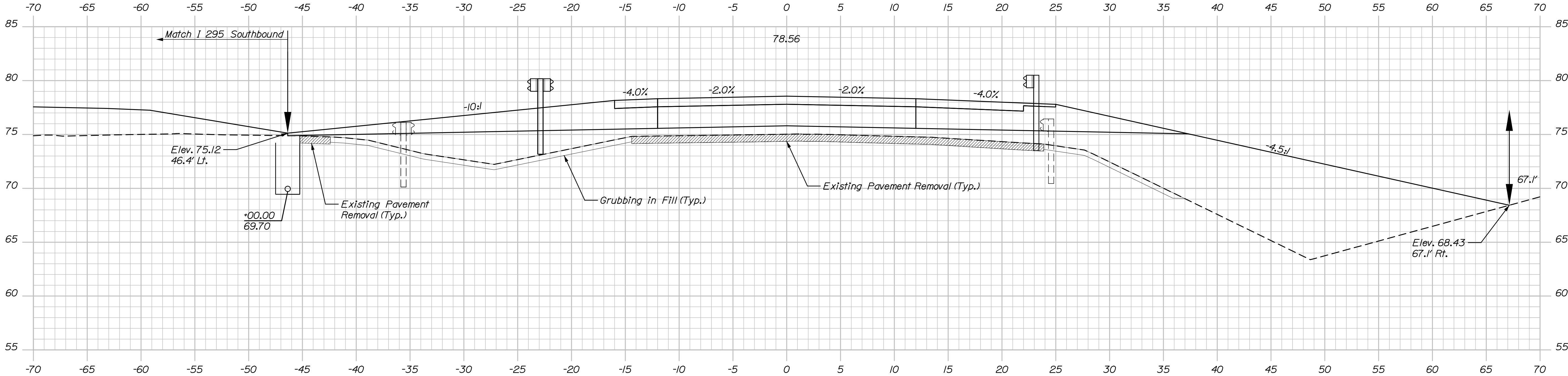
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND CROSS SECTIONS		SHEET NUMBER 93 OF 312	
PROJ. MANAGER	M. Kersbergen	CHECKED	C. Hénick	DESIGNED	K. Brown	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
BY	D. Burton	DATE	8/21	SIGNATURE	P.E. NUMBER	DATE			

Filename: Xsect_1295_NB.dgn

Division:

Username:

Date:8/22/2021



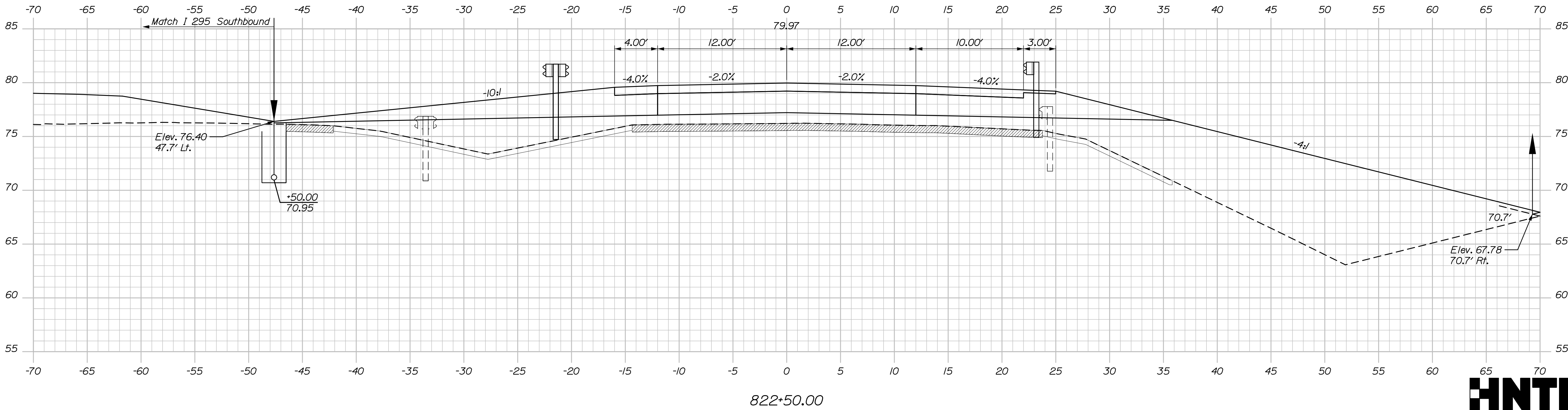
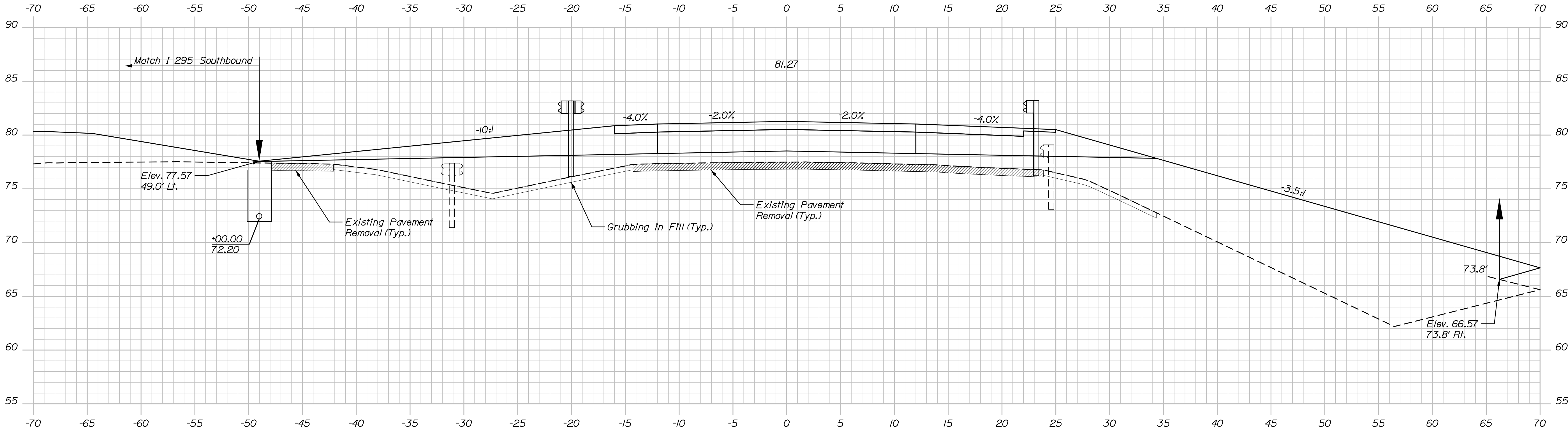
PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	D. Burton	8/21	
C. Helmick	L. Driscoll	8/21	
CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	P.E. NUMBER
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

Filename: Xsect_I295_NB.dgn

Division:

Username:

Date:8/22/2021



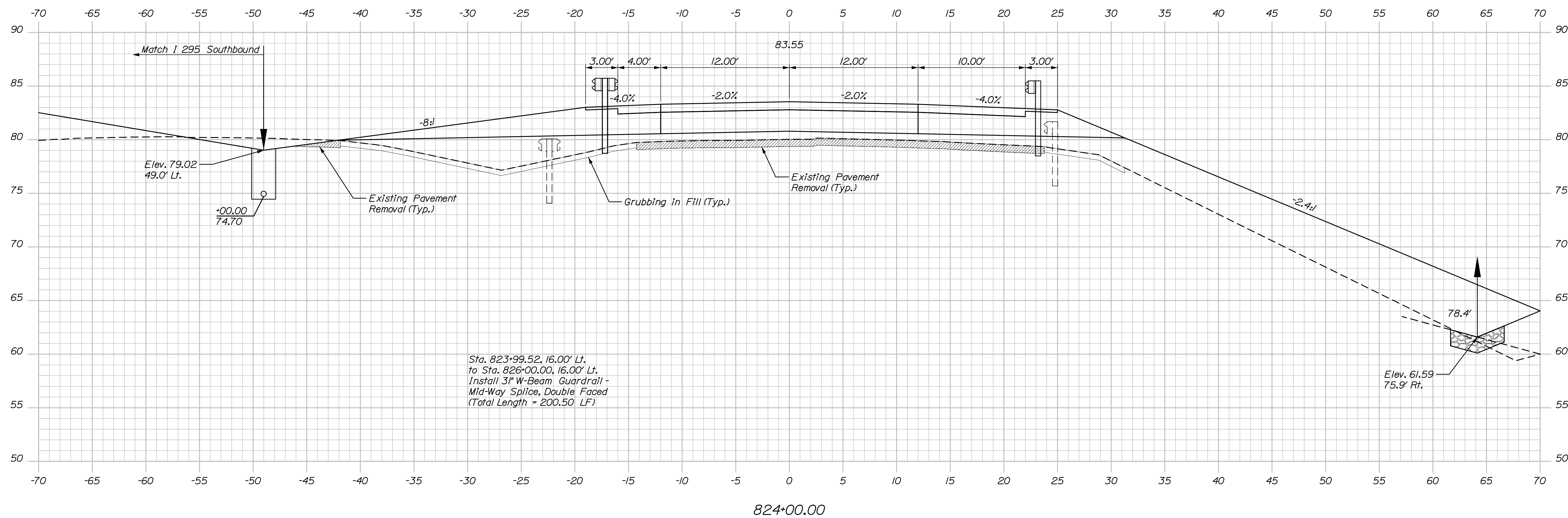
Sta. 822+50.00 to Sta. 823+00.00

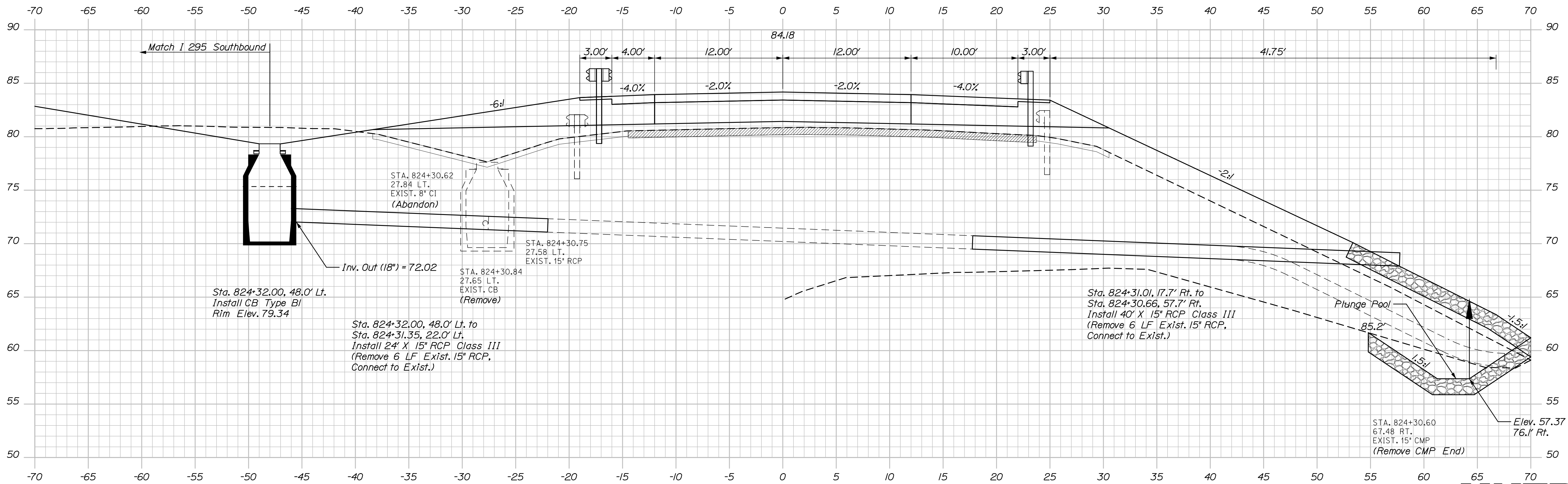
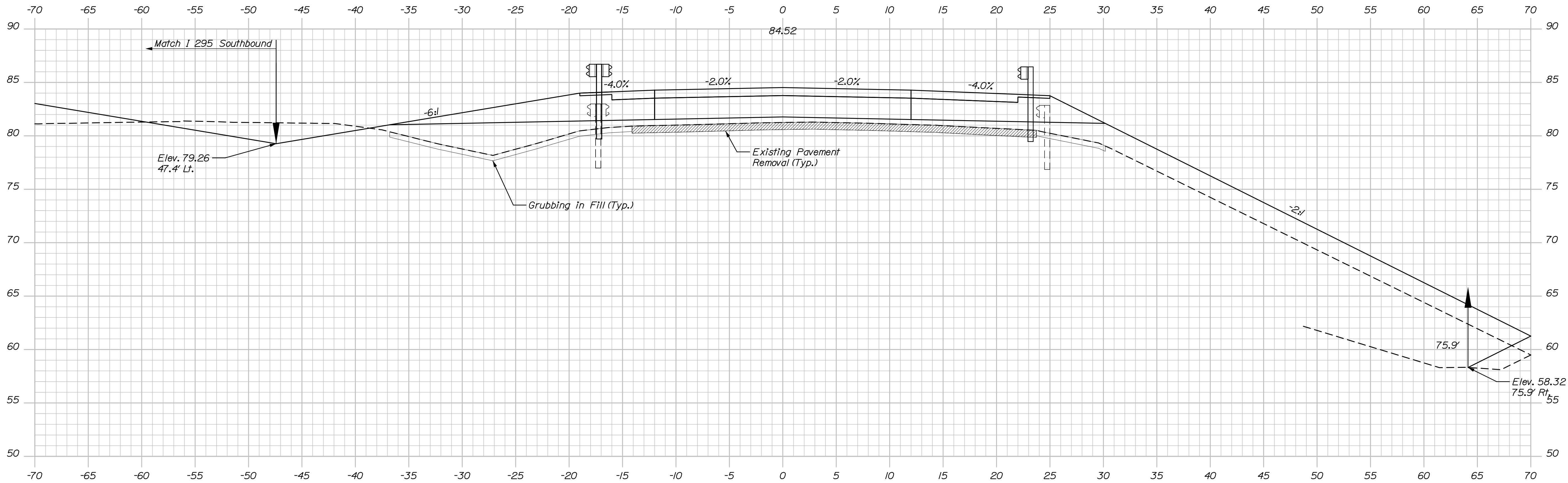
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	023106.00 & 023110.00
5833 & 1509	BRIDGE PLANS

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGNED-DETAILED	C. Helmick	DESIGNED-DETAILED	L. Driscoll	SIGNATURE	
CHECKED-REVIEWED	K. Brown	CHECKED-REVIEWED		P.E. NUMBER	
DESIGNS-DETAILED		DESIGNS-DETAILED		DATE	
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

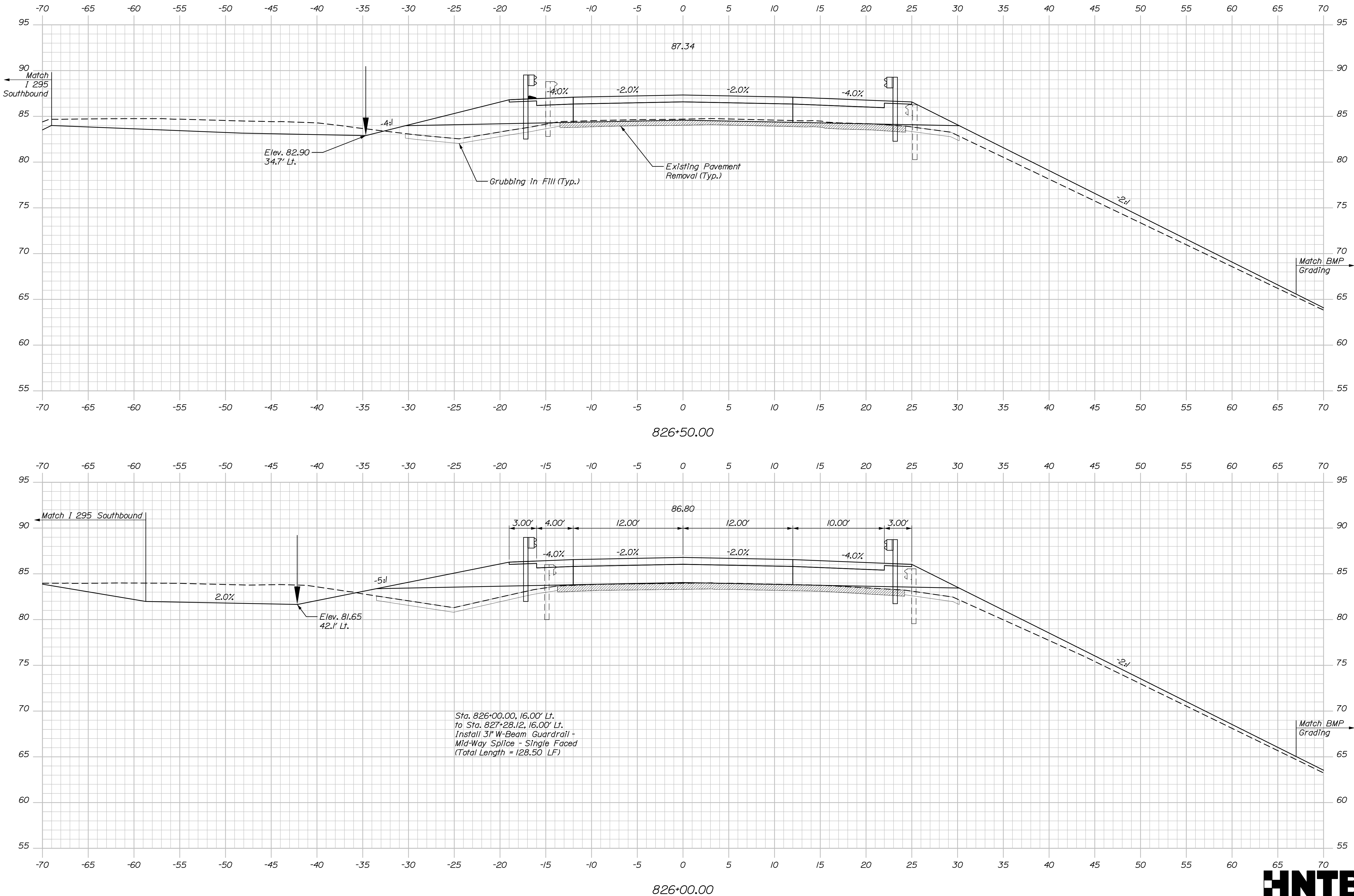
I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 NORTHBOUND	
CROSS SECTIONS	

SHEET NUMBER
95
OF 312





STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1		CUMBERLAND	
EXIT 17 INTERCHANGE		YARMOUTH	
I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		97	
OF 312			



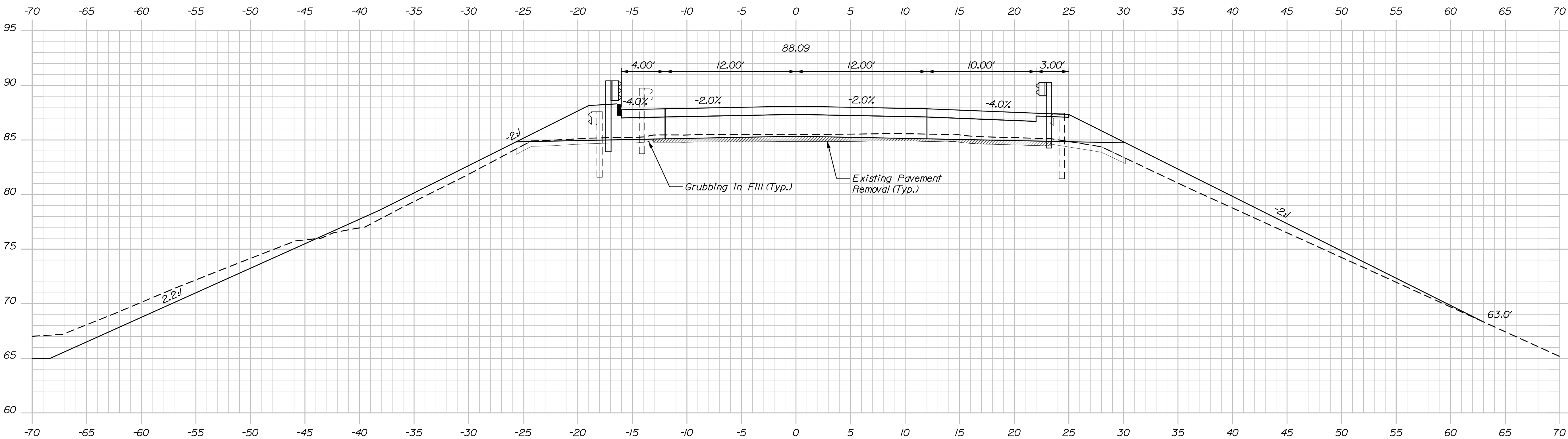
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS		SHEET NUMBER	
99		OF 312											

Username:

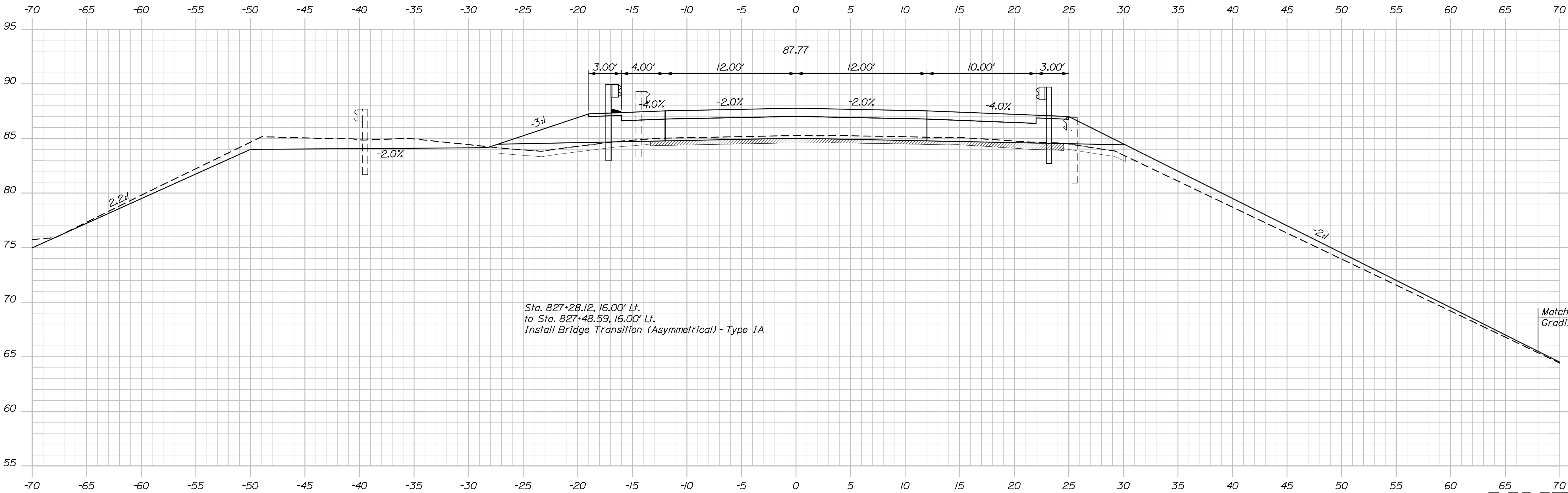
Date:8/22/2021

Division:

Filename: Xsect_1295_NB.dgn



827+50.00



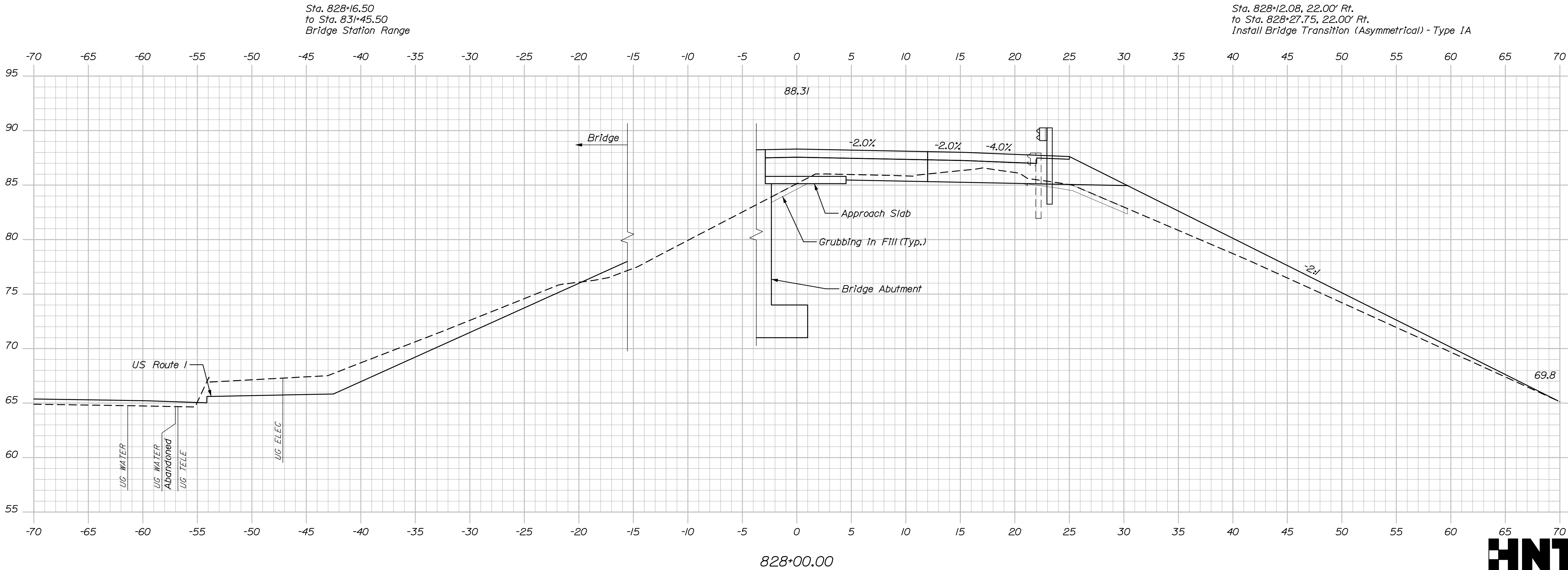
827+00.00



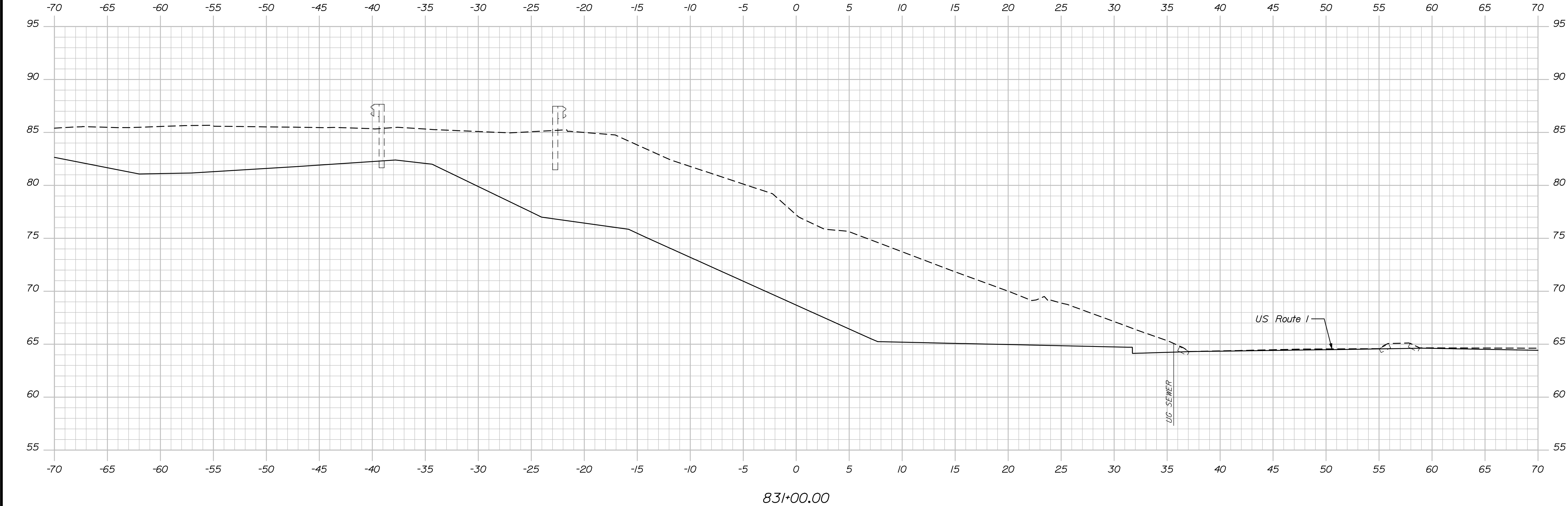
Sta. 827+00.00 to Sta. 827+50.00

PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-DESIGNED	C. Helmick	8/21
DESIGN-REVIEWED	L. Driscoll	
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

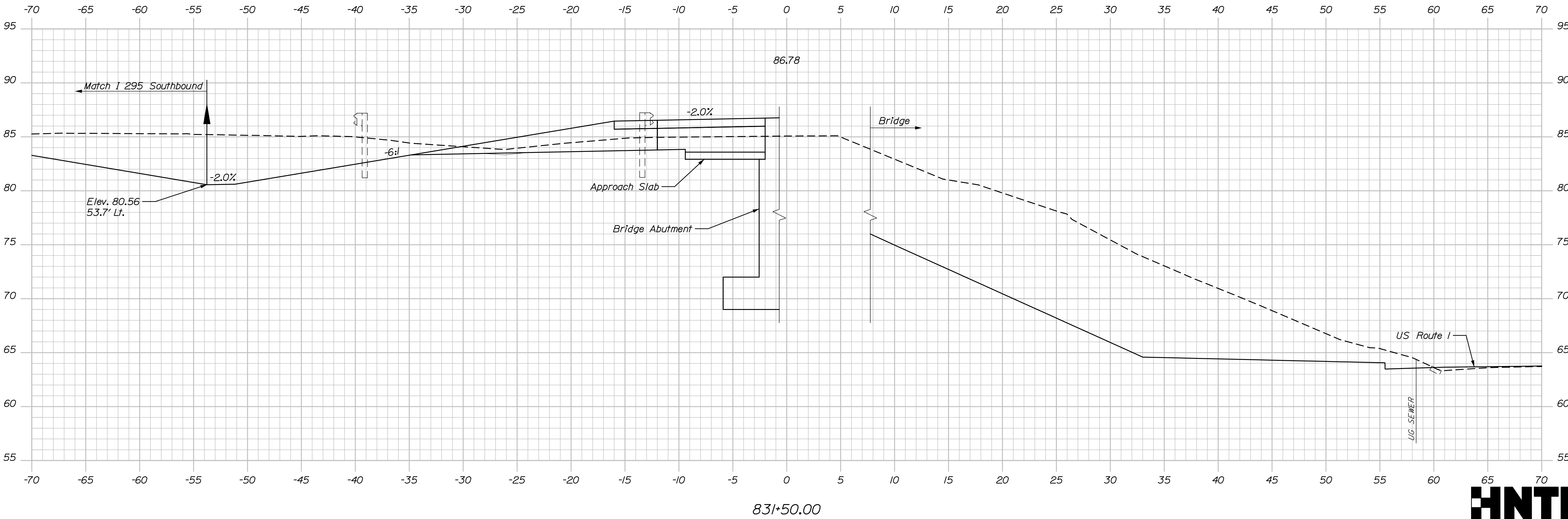
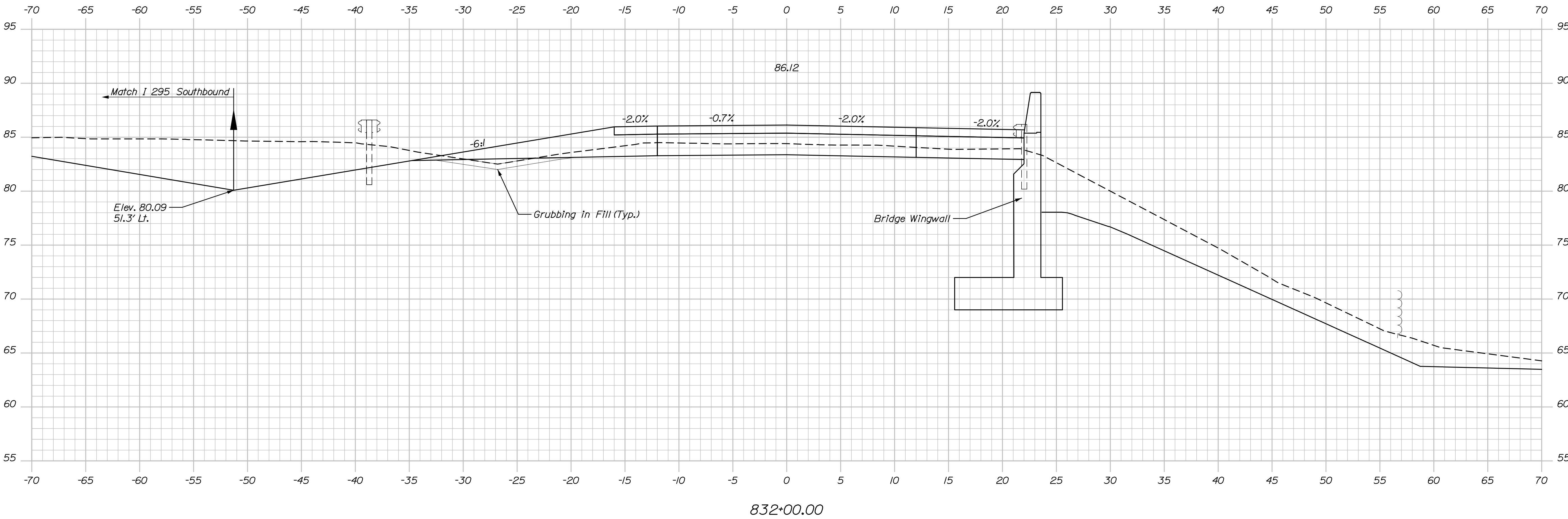
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 NORTHBOUND
CROSS SECTIONS



I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH				PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
				DESIGN-DETAILED	C. Helmick	D. Burton	8/21	
				CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21	
				DESIGN-DETAILED2				
				DESIGN-DETAILED3				023106.00 & 023110.00
				REVISIONS 1				
				REVISIONS 2				
				REVISIONS 3				
				REVISIONS 4				
FIELD CHANGES								5833 & 1509
I 295 NORTHBOUND CROSS SECTIONS								DATE
SHEET NUMBER								
101								
OF 312								

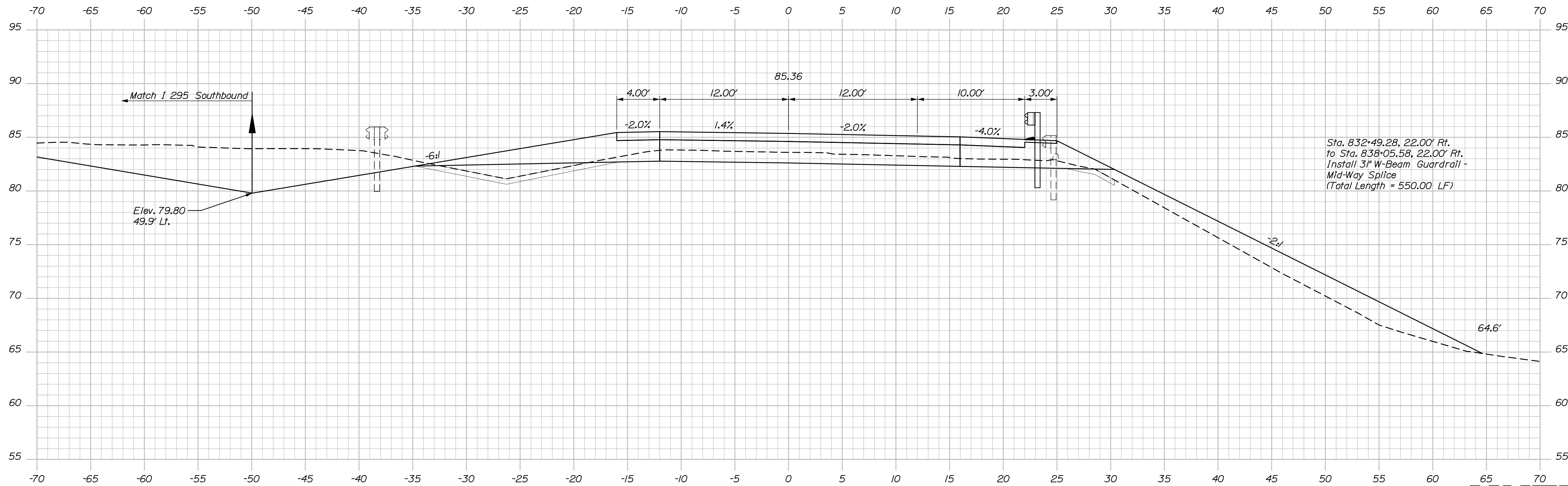


STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND			
	I 295 NORTHBOUND CROSS SECTIONS			
	SHEET NUMBER 102 OF 312			
PROJ. MANAGER M. Kersibergren		BY D. Burton L. Driscoll	DATE 8/21 8/21	SIGNATURE P.E. NUMBER DATE
DESIGN-DETAILED C. Helmick		CHECKED-REVIEWED K. Brown		
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				
5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS
WIN		023106.00 & 023110.00		



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		SHEET NUMBER 103 OF 312	
I 295 NORTHBOUND CROSS SECTIONS			

Date:8/22/2021



HNTB

Sta. 832+50.00 to Sta. 833+00.00

104

OF 312

I-295 OVER US ROUTE 1

EXIT 17 INTERCHANG

YARMOUTH

295 NORTHBOUND CROSS SECTIONS

PROJ. MANAGER	M. Kerber/gent	BY	DATE
DESIGN-DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Diercoll	8/21
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
		SIGNATURE	
		P.E. NUMBER	
		DATE	

STATE OF MAINE

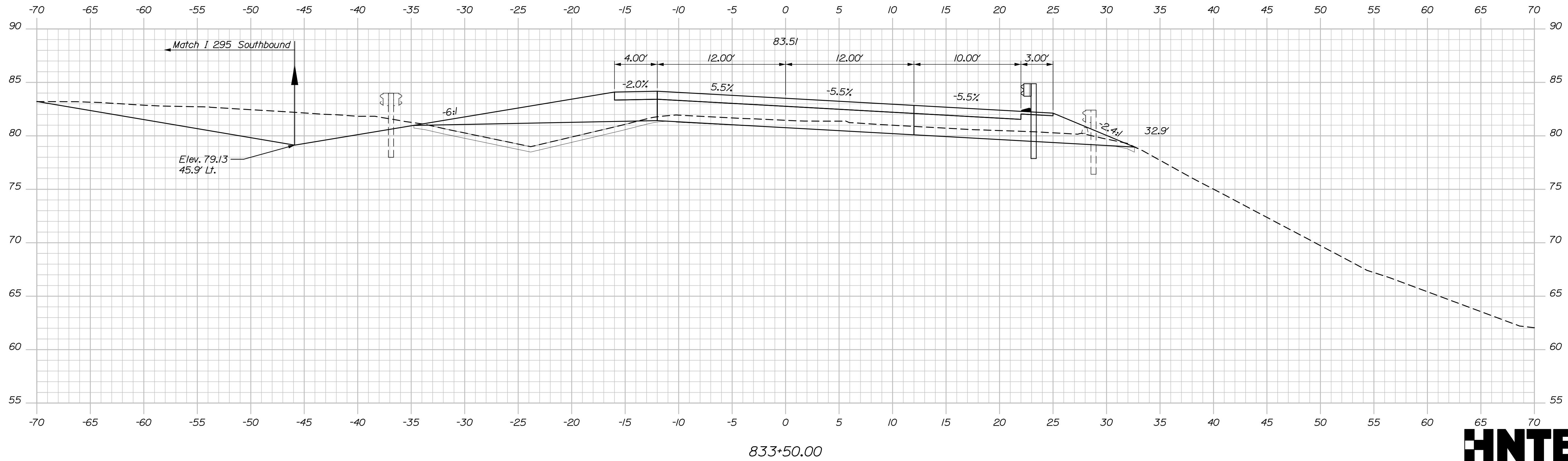
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN

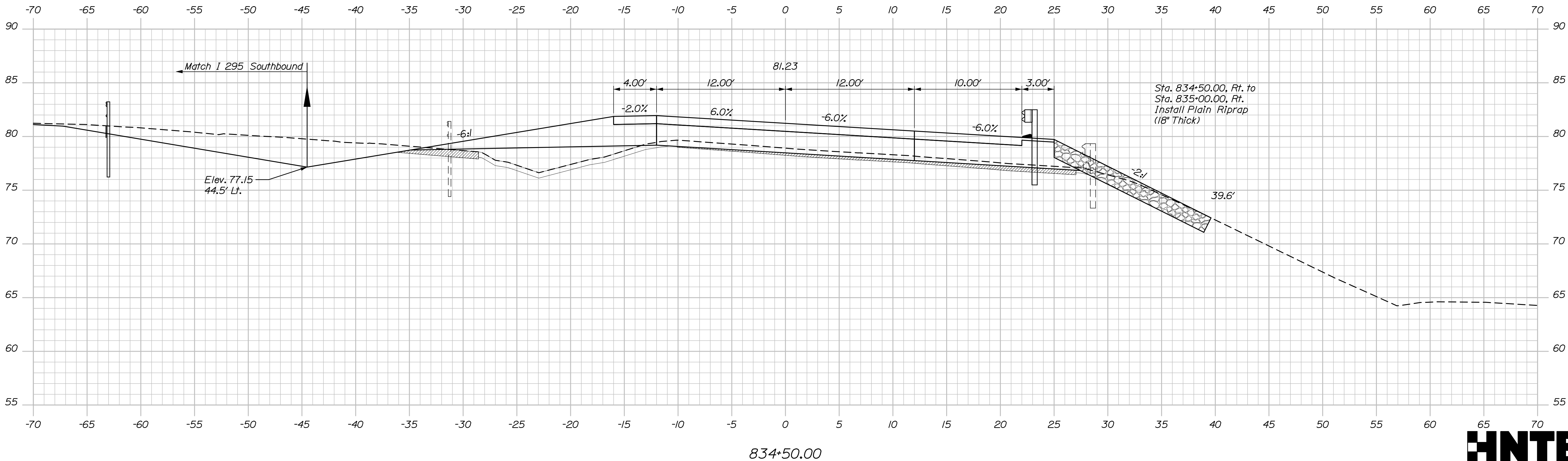
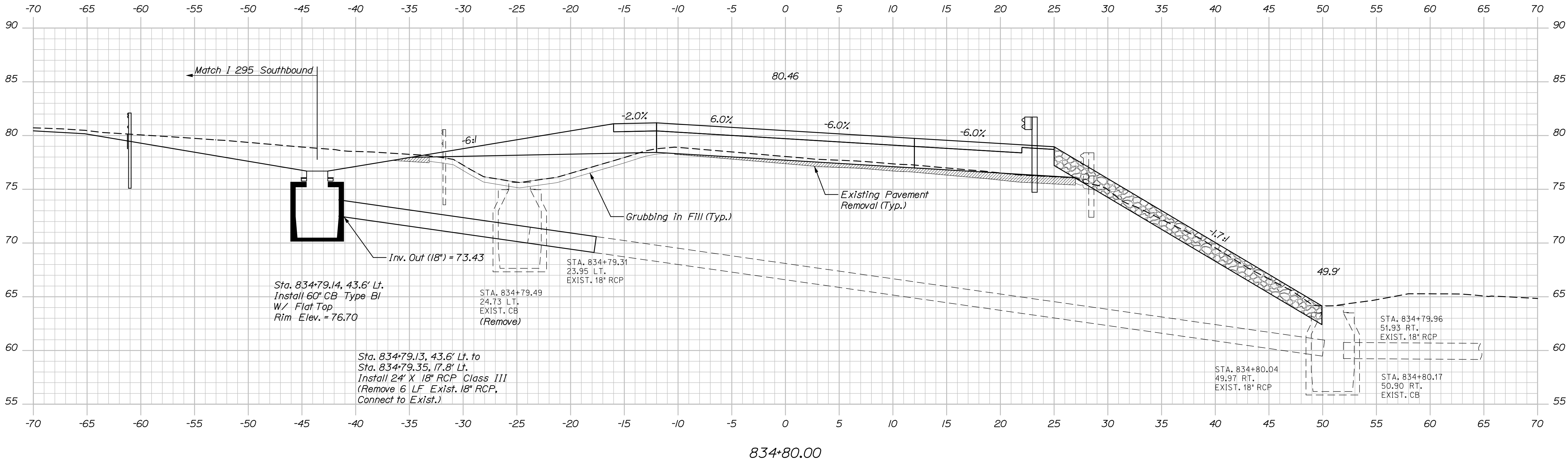
023106.00 & 023110.00

Date: 8/22/2021



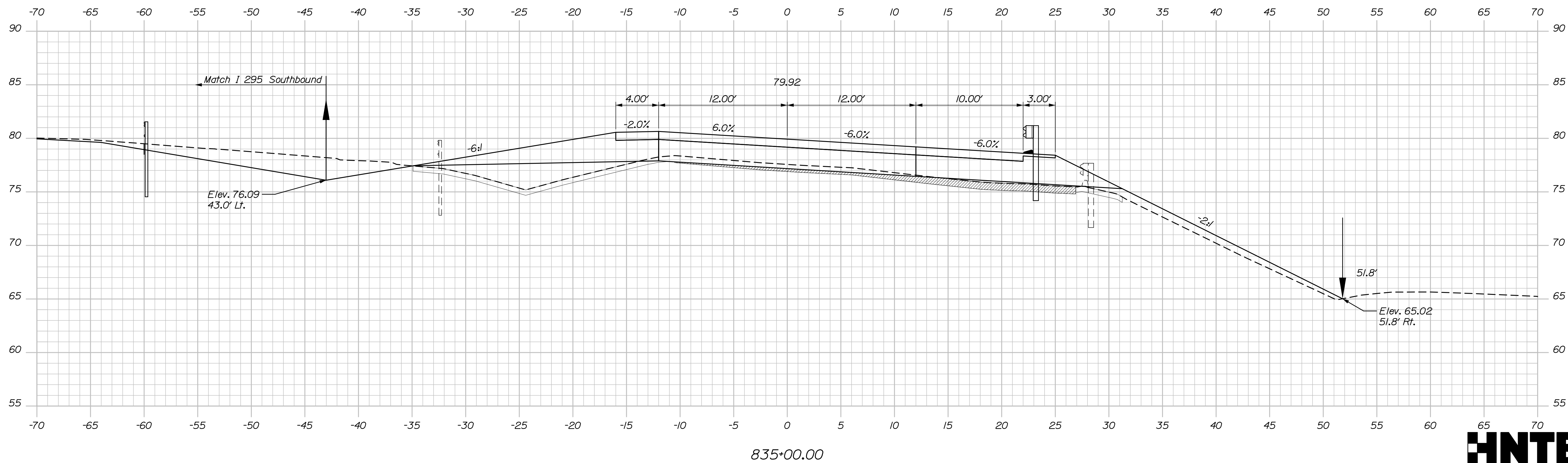
SHEET NUMBER
105
OF 312

Sta. 833+50.00 to Sta. 834+00.00



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
CHECKED-DESIGNED	C. Helmick	8/21			
DESIGNED-REVIEWED	L. Driscoll				
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021



SHEET NUMBER
107
OF 312

HNTB

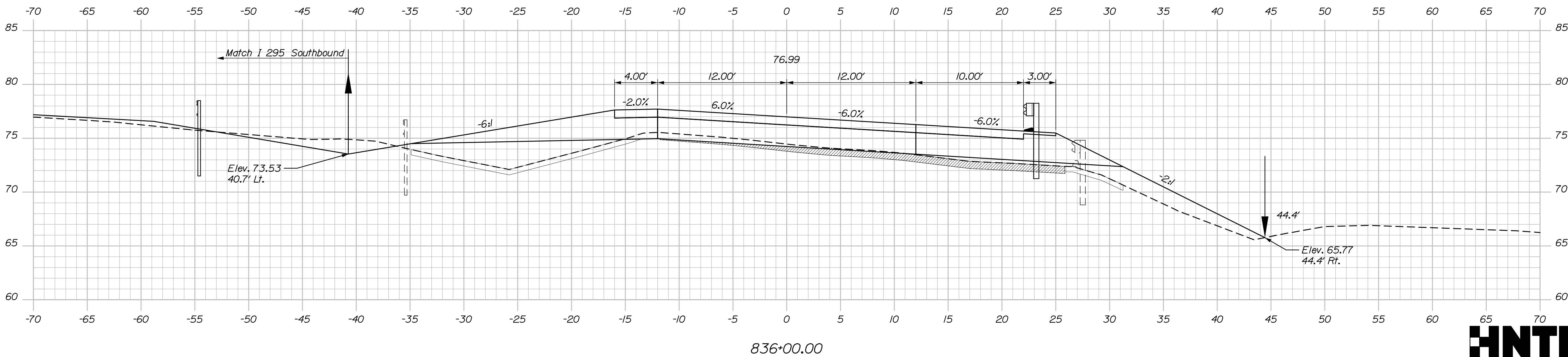
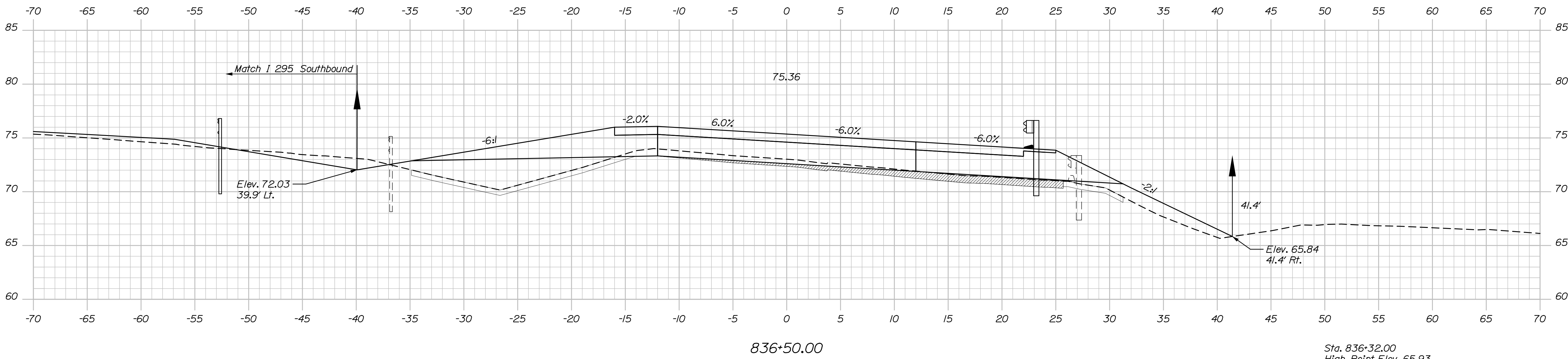
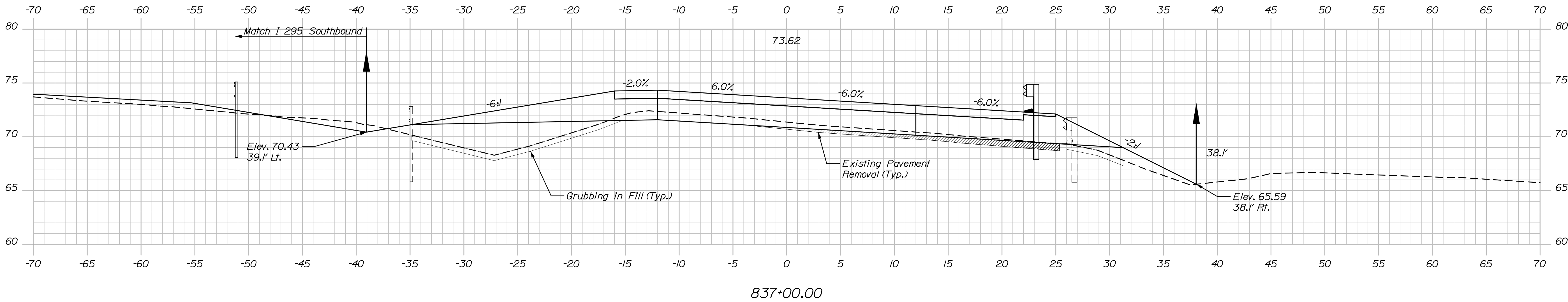
Sta. 835+00.00 to Sta. 835+50.00

Filename: Xsect_I295_NB.dgn

Division:

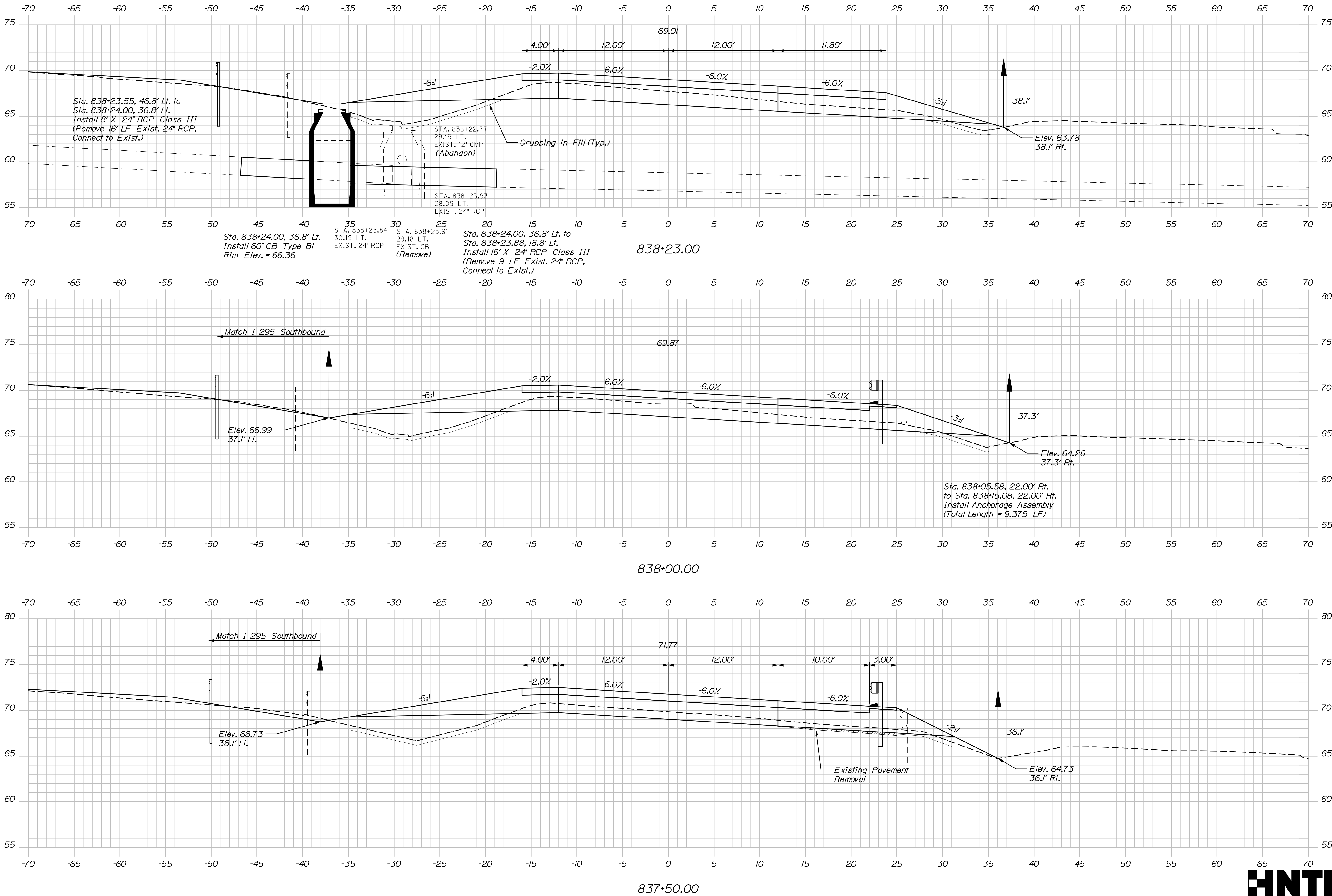
Username:

Date:8/22/2021



Sta. 836+00.00 to Sta. 837+00.00

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS		SHEET NUMBER	
108		OF 312		DATE		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES	
PROJ. MANAGER		BY		DATE		DESIGNED		CHECKED		DESIGNED		CHECKED	
M. Kersbergen		D. Burton		8/21		C. Hainick		L. Driscoll		K. Brown		L. Driscoll	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		REVISIONS 5		REVISIONS 6		REVISIONS 7	
76.99		4.00'		12.00'		12.00'		10.00'		3.00'		44.4'	



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGNED	C. Helmick	CHECKED	L. Driscoll	DATE	8/21
REVIEWED	K. Brown	DESIGNED		DATE	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4		DATE	
FIELD CHANGES				DATE	

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I 295 NORTHBOUND CROSS SECTIONS	

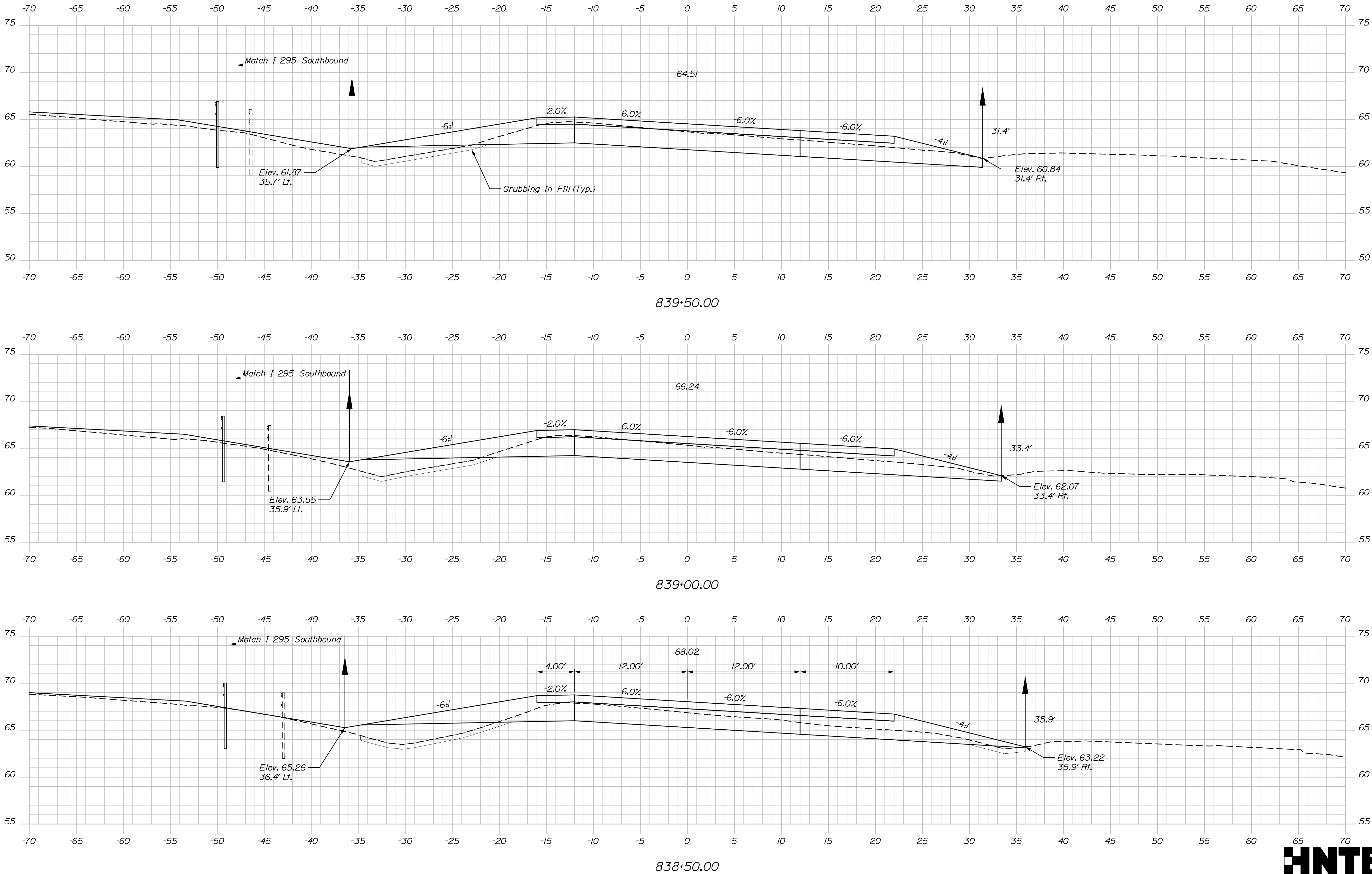
SHEET NUMBER	109
OF 312	

Filename: Xsect_I295_NB.dgn

Division:

Username:

Date:8/22/2021



Sta. 838+50.00 to Sta. 839+50.00

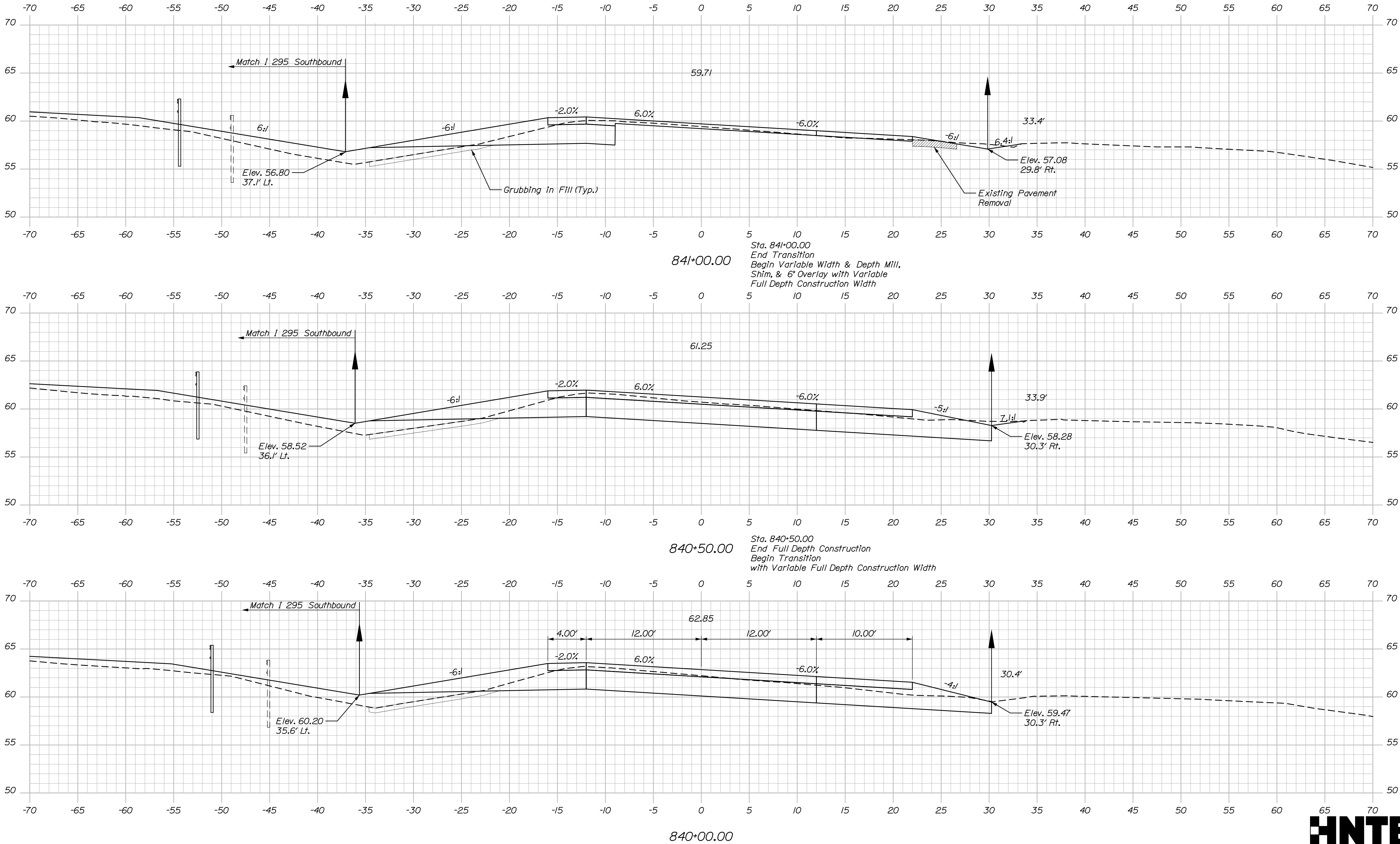
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		110		OF 312							
PROJ. MANAGER	M. Kersbergen	CHECKED	C. Harnick	DESIGNED	L. Driscoll	DATE	8/21	SIGNATURE		P.E. NUMBER	
DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DATE					
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4					
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES					

Filename: Xsect_1295_NB.dgn

Division:

Username:

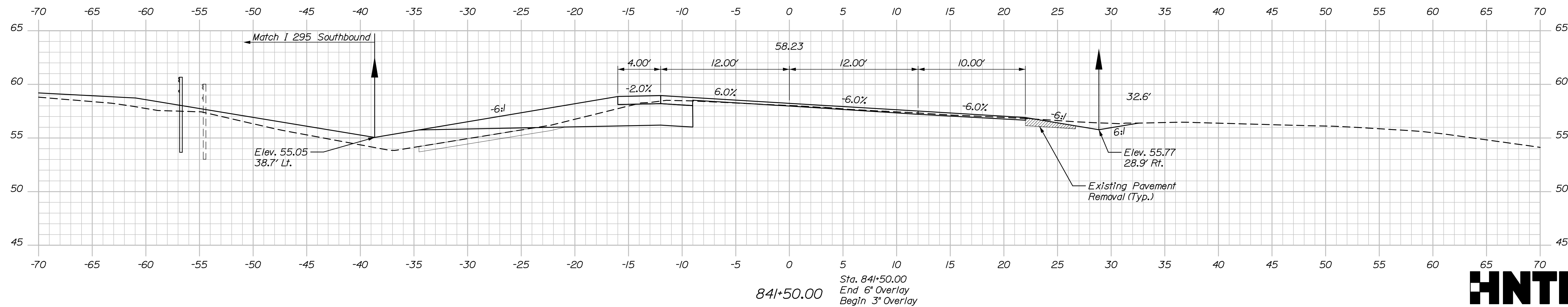
Date:8/22/2021



Sta. 840+00.00 to Sta. 841+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS		
	SIGNATURE		P.E. NUMBER		DATE				
	8/21		8/21						
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		111		OF 312					

Filename: Xsect_I295_NB.dgn



OF 312

Sta. 841+50.00 to Sta. 842+18.00

Date: 8/22/2021



SHEET NUMBER

OF 312

I 295 NORTHBOUND CROSS SECTIONS

DEPARTMENT OF TRANSPORTATION

WIN

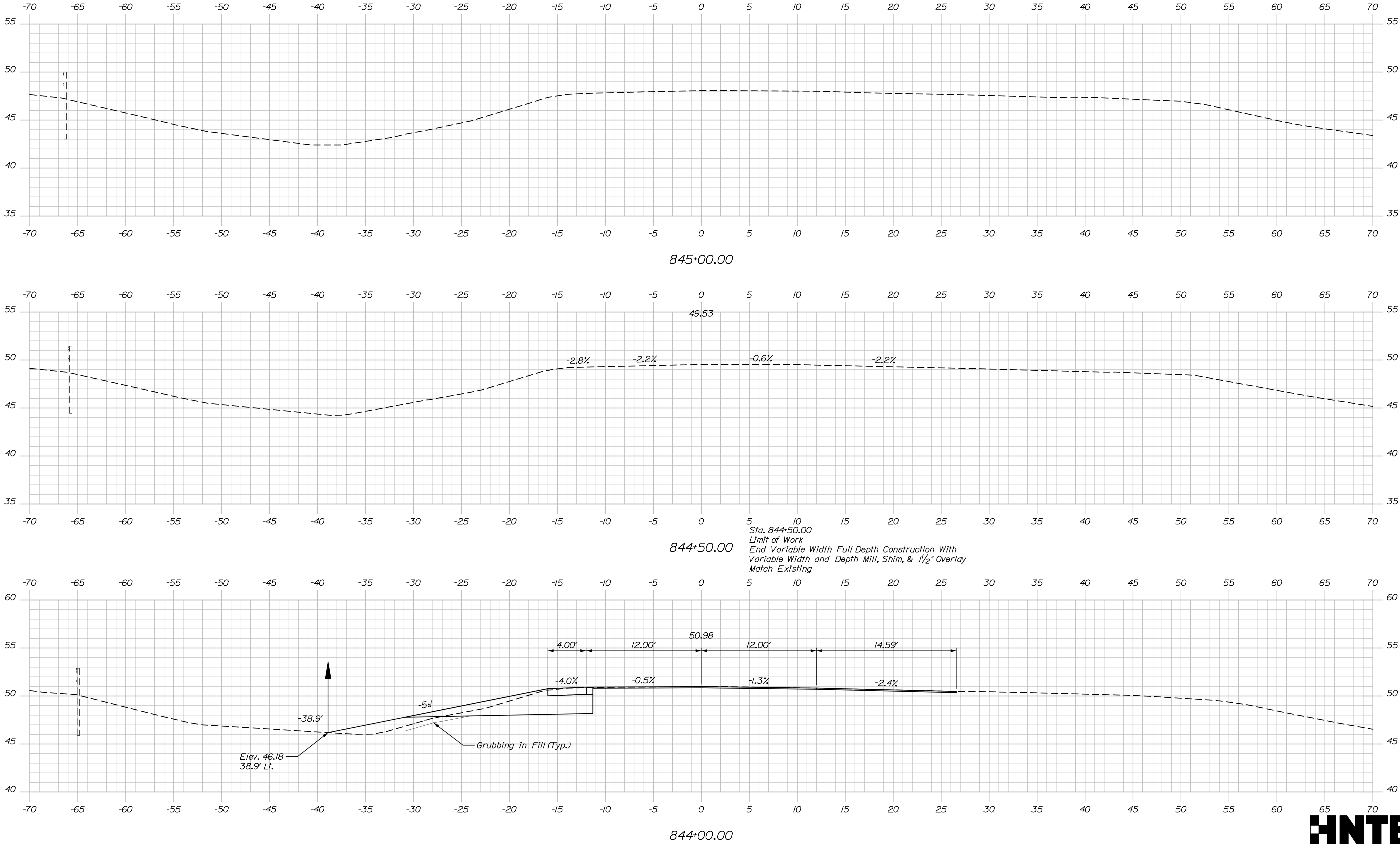
5833 & 1509 023106.00 & 023110.00

Filename: Xsect_1295_NB.dgn

Division:

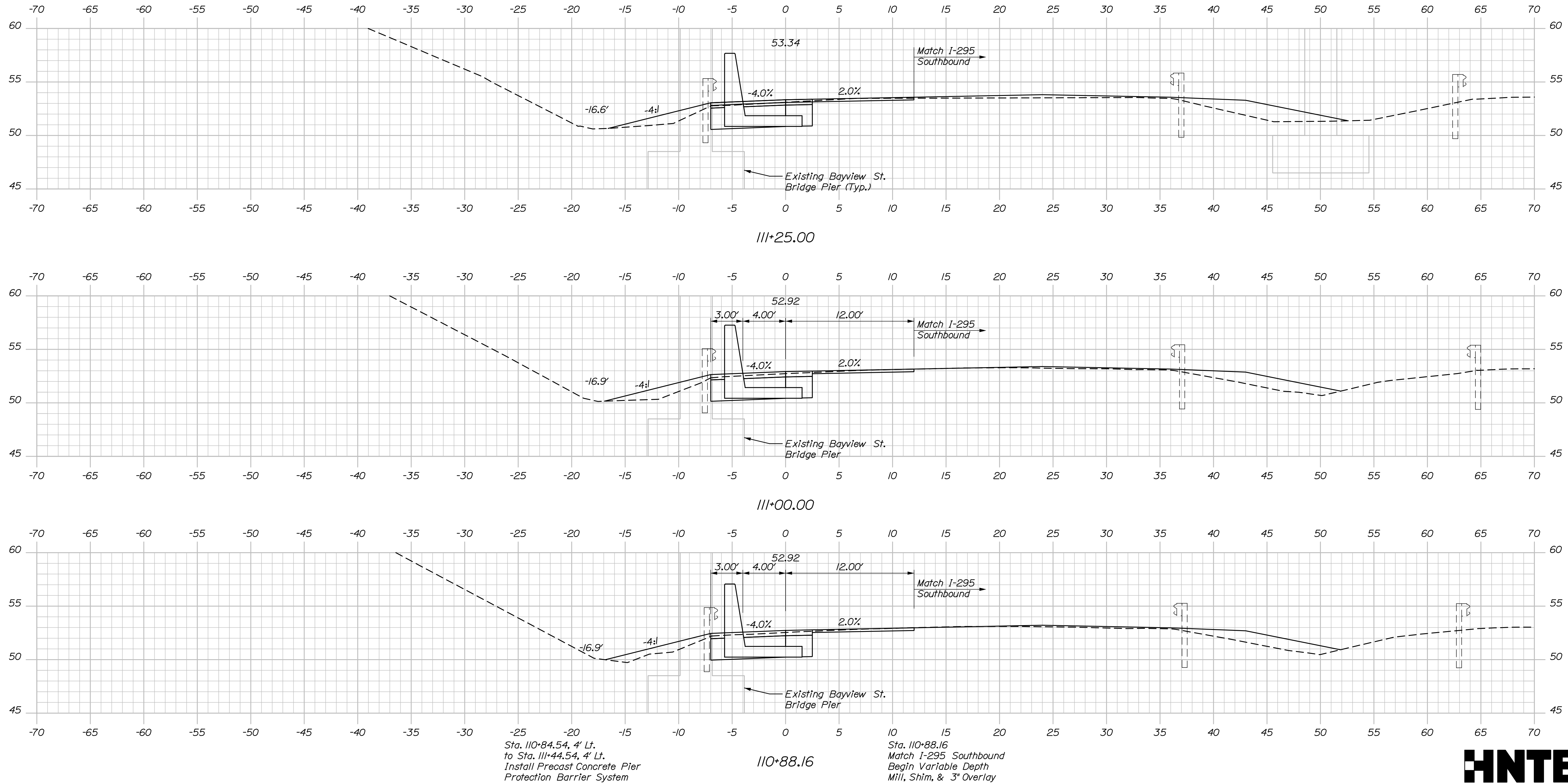
Username:

Date:8/22/2021



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
		BY		DATE					
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 NORTHBOUND		CROSS SECTIONS	
SHEET NUMBER		114		OF 312					
844+00.00 to 845+00.00									

Filename: Xsect_I295_SB_OnRamp.dgn



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
<hr/>	
5633 & 1509	WIN
	023106.00 & 023110.00
	BRIDGE PLANS

PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
DESIGN-DETAILED	C. Helmick	8/21
CHECKED-REVIEWED	L. Driscoll	
DESIGN-DETAILED2	K. Brown	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SIGNATURE		
P.E. NUMBER		
DATE		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I 295 SOUTHBOUND ON RAMP CROSS SECTIONS	

SHEET NUMBER

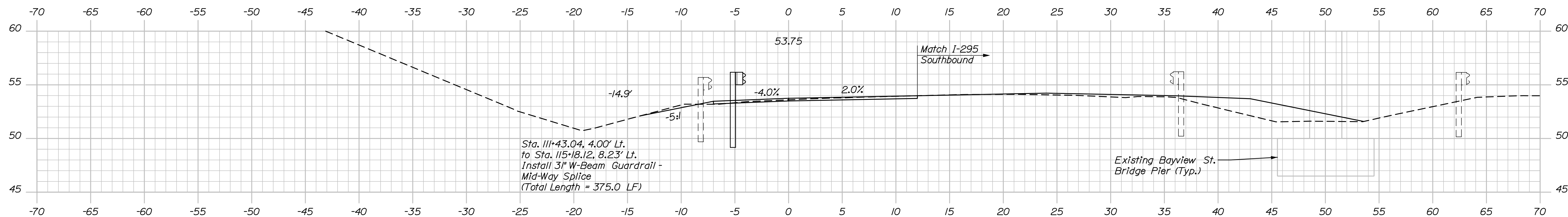
115

OF 312

HNTB

Sta. 110+88.16 to Sta. 111+25.00

Date: 8/22/2021



SHEET NUMBER

116

OF 312

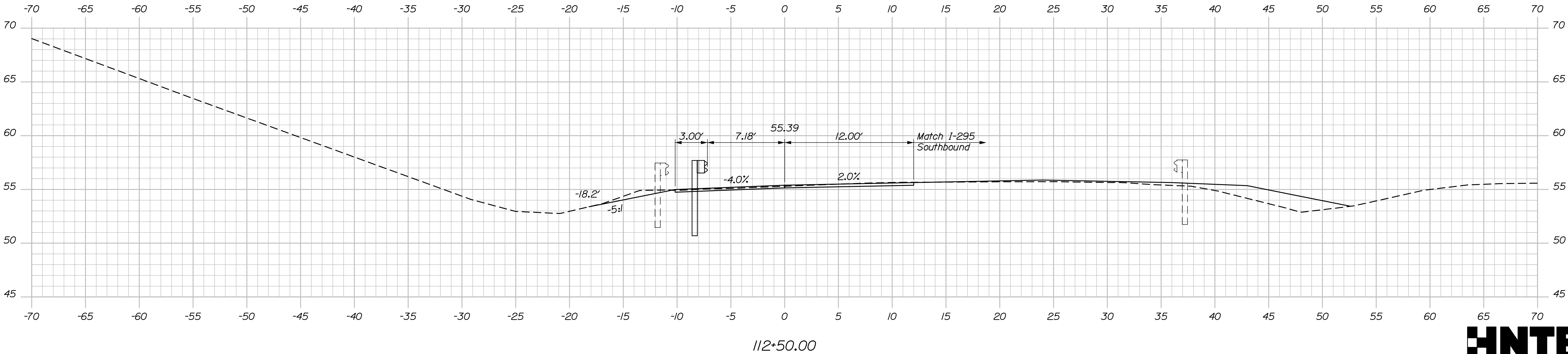
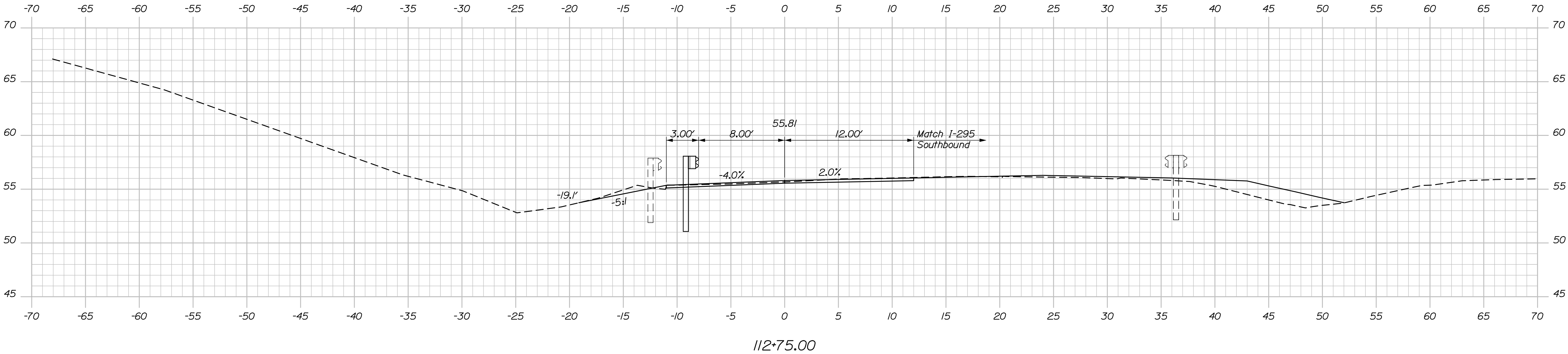
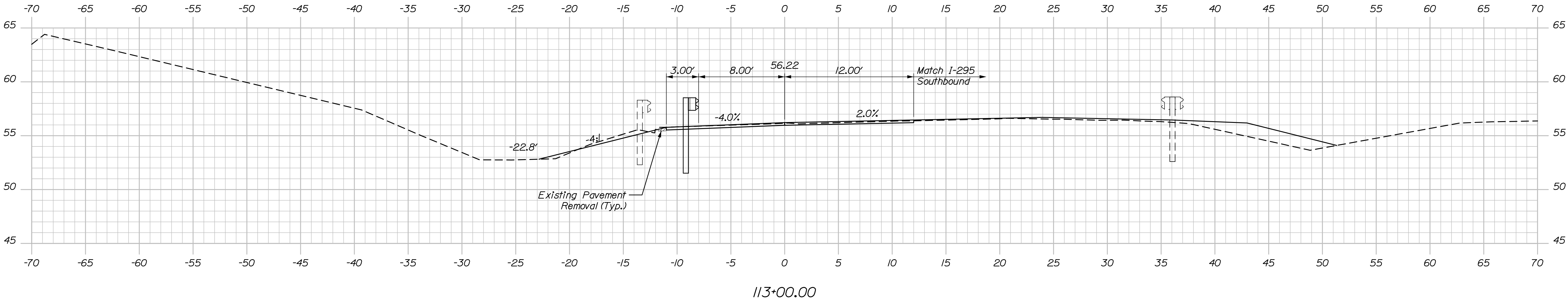
Sta. 111+50.00 to Sta. 112+25.00

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_SB_OnRamp.dgn



Sta. 112+50.00 to Sta. 113+00.00

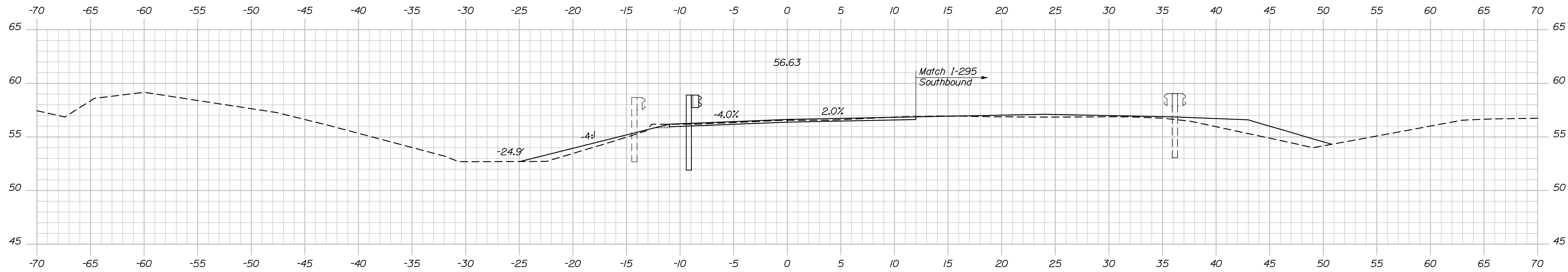
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5633 & 1509	023106.00 & 023110.00
	BRIDGE PLANS

PROJ. MANAGER	M. Kersbergen	BY		DATE	
DESIGN-DETAILED	C. Helmick	BY	D. Burton	DATE	8/21
CHECKED-REVIEWED	K. Brown	BY	L. Driscoll	DATE	8/21
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	
I 295 SOUTHBOUND ON RAMP CROSS SECTIONS	

SHEET NUMBER
117
OF 312

Filename: Xsect_I295_SB_OnRamp.dgn



113+25.00

Match I-295
Southbound →

TA. 113+81.85	STA. 113+82.43
8.72 RT.	49.46 RT.
XIST. CB	EXIST. 30" RCP
<i>Adjust to Grade)</i>	

-4.0%

SHEET NUMBER

118

OF 312

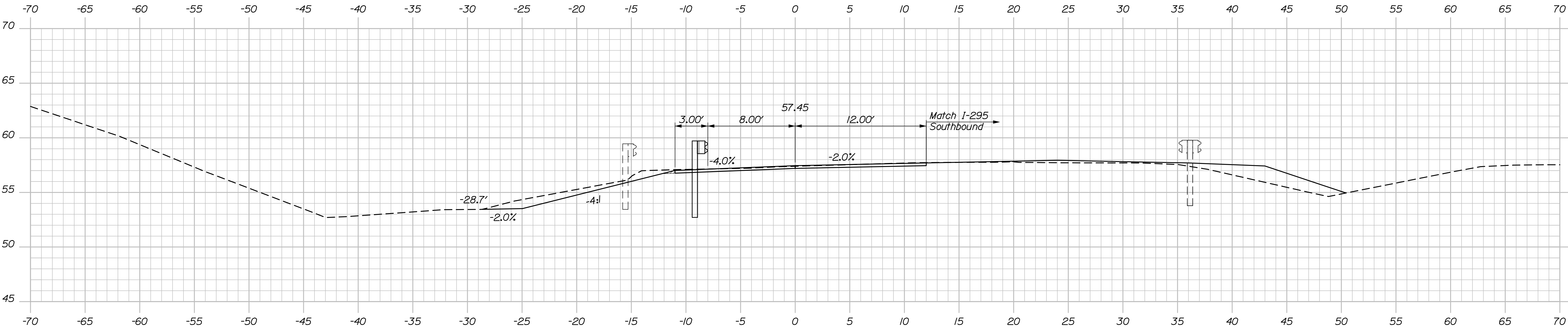
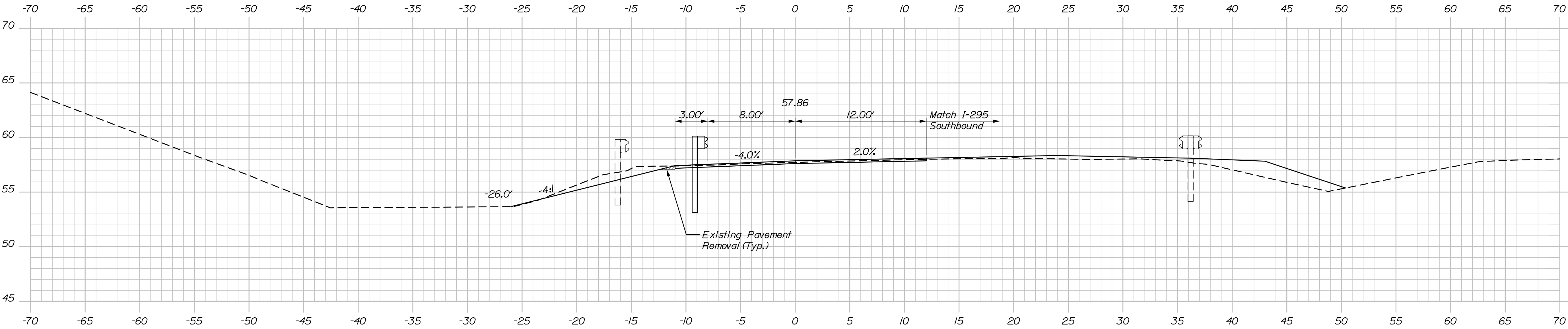
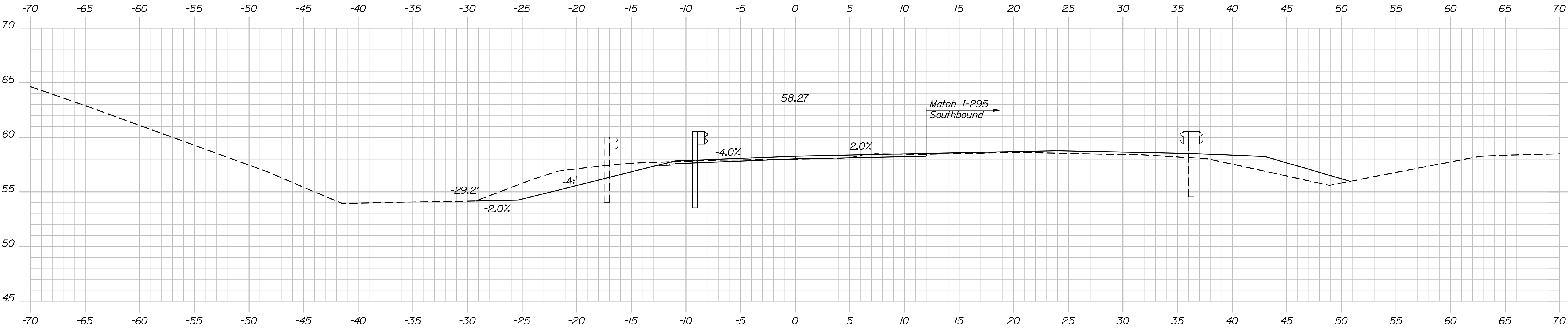
Sta. 113+25.00 to Sta. 113+61.00

Filename: Xsect_1295_SB_OnRamp.dgn

Division:

Username:

Date:8/22/2021



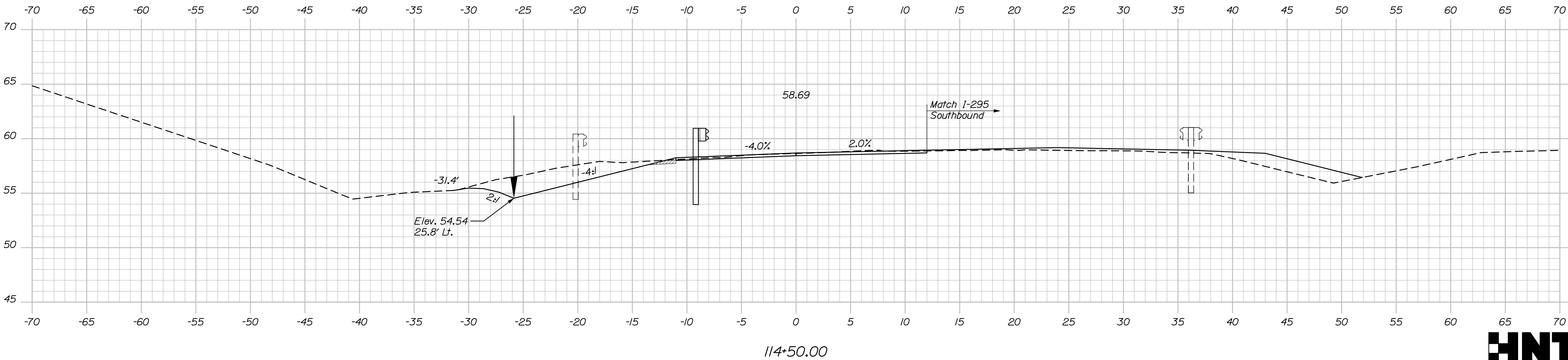
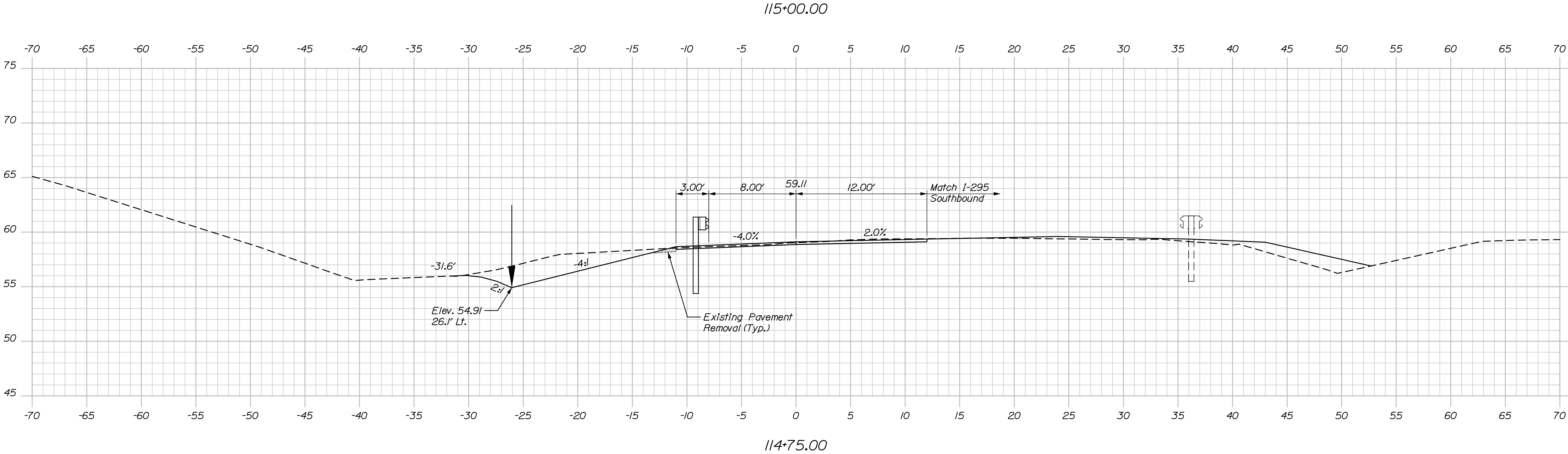
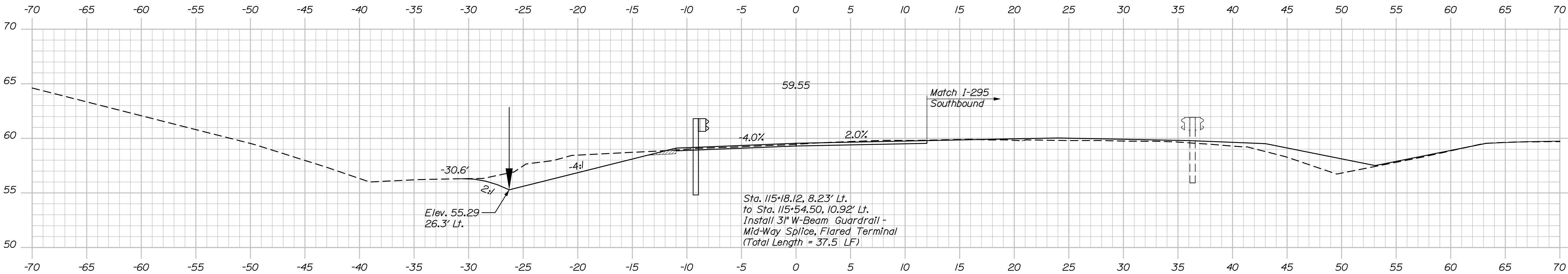
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
CHECKED-REVIEWED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Filename: Xsect_I295_SB_OnRamp.dgn

Division:

Username:

Date:8/22/2021



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE	CUMBERLAND YARMOUTH
I 295 SOUTHBOUND ON RAMP CROSS SECTIONS	

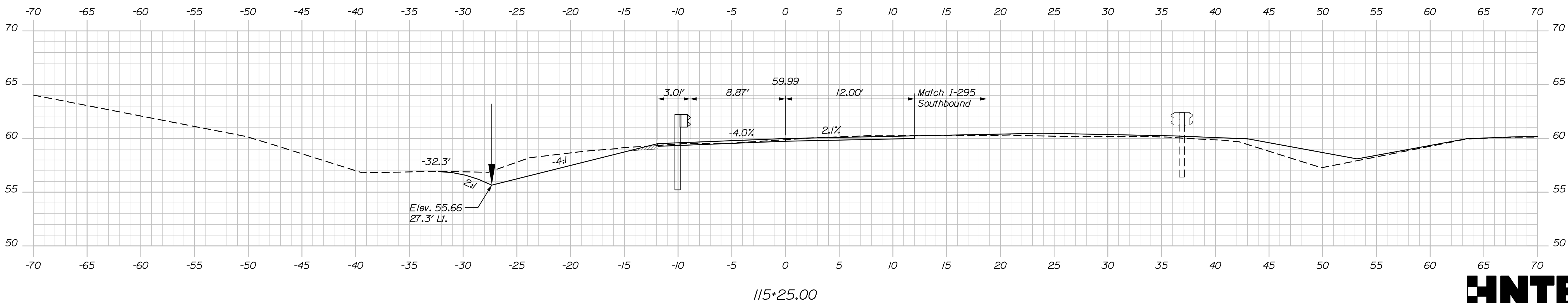
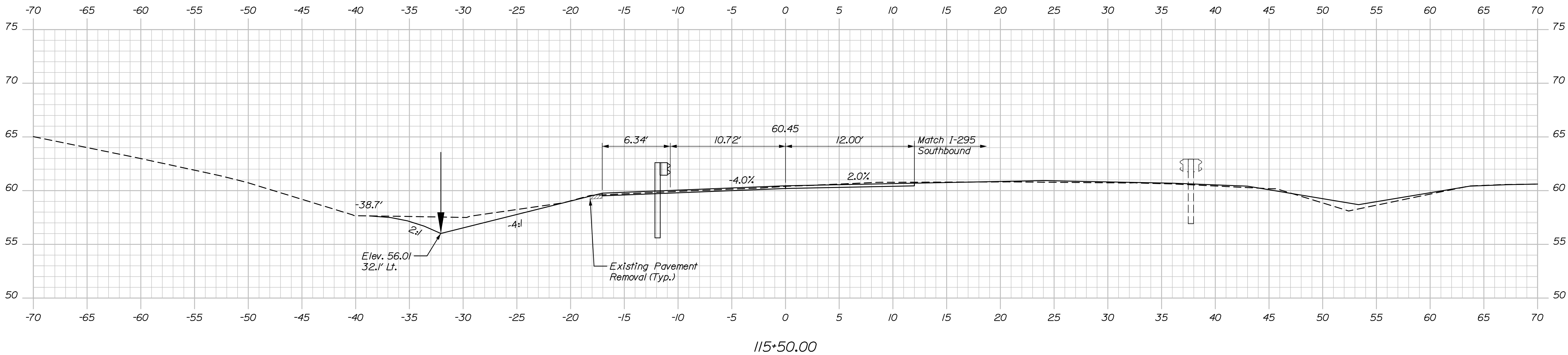
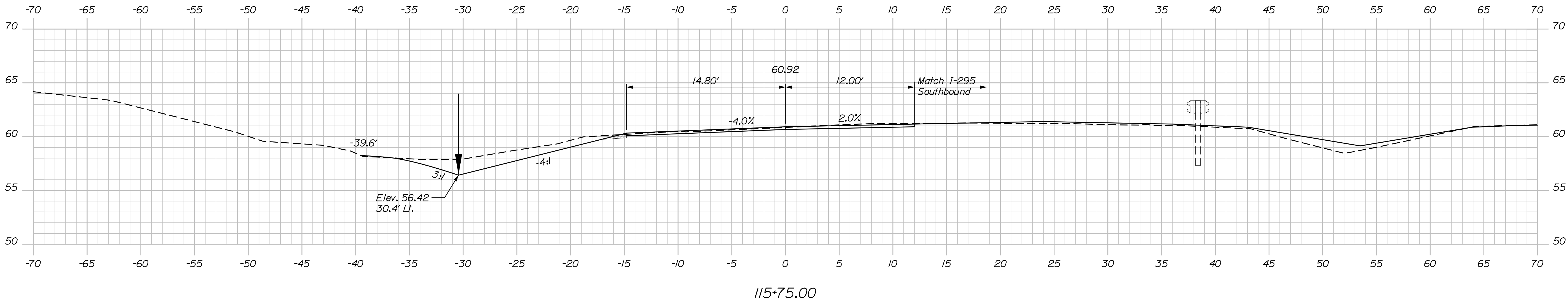
SHEET NUMBER
120
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_SB_OnRamp.dgn



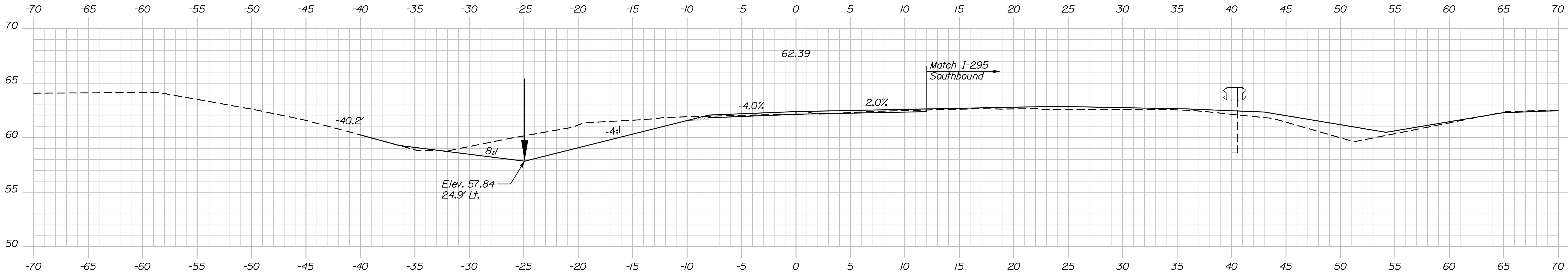
PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	L. Driscoll	8/21
DESIGN-DETAILED		SIGNATURE
DESIGNS-DETAILED		P.E. NUMBER
REVISIONS 1		DATE
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

Date:8/22/2021

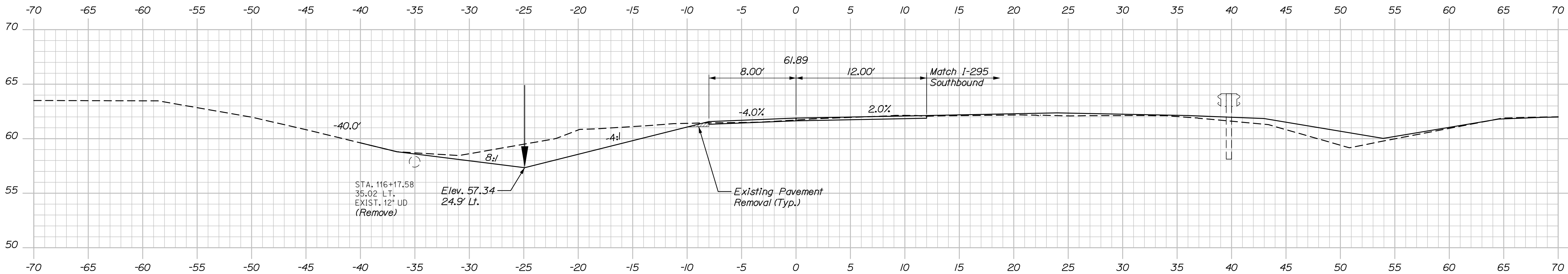
Username:

Division:

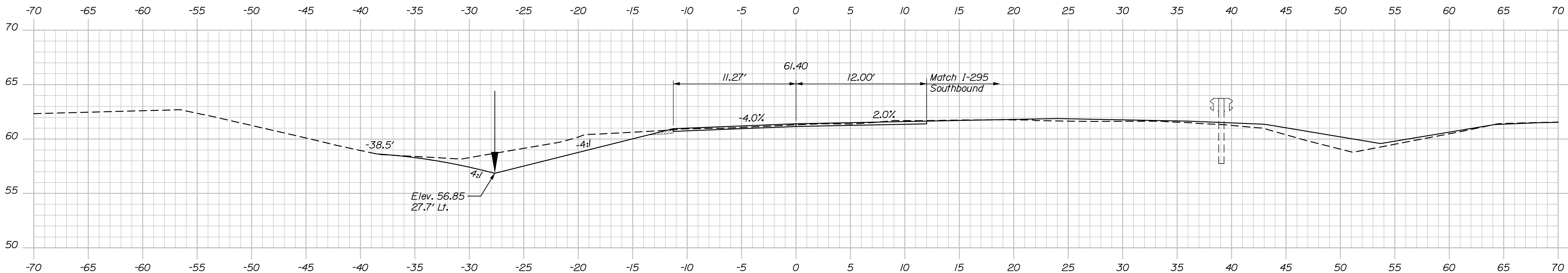
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116+50.00



116+25.00



116+00.00



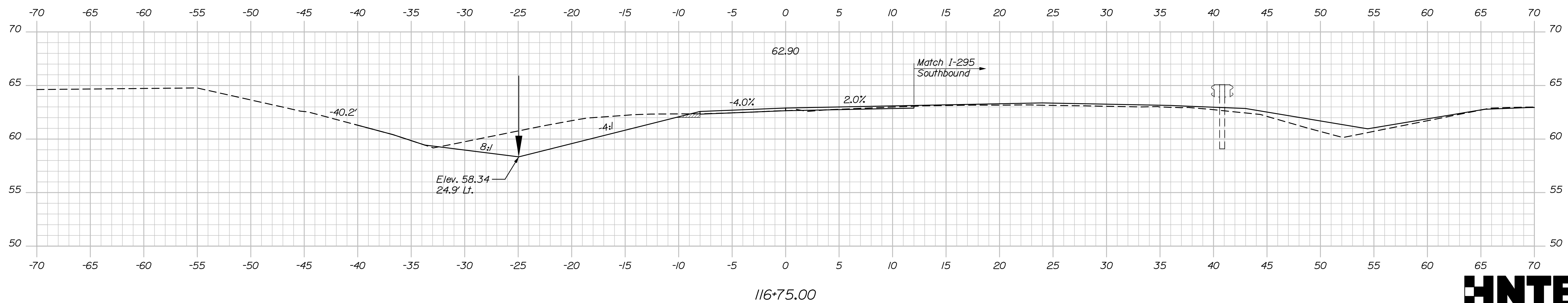
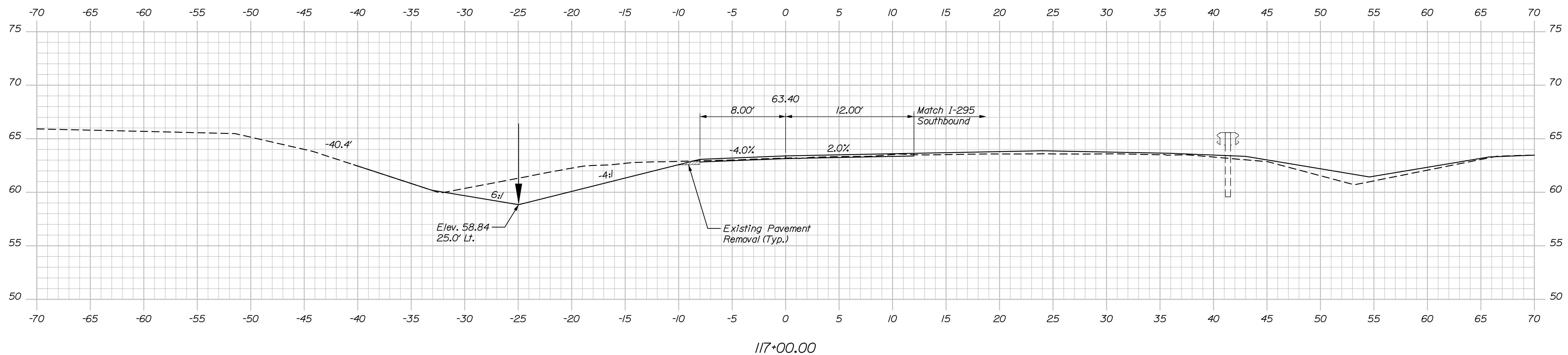
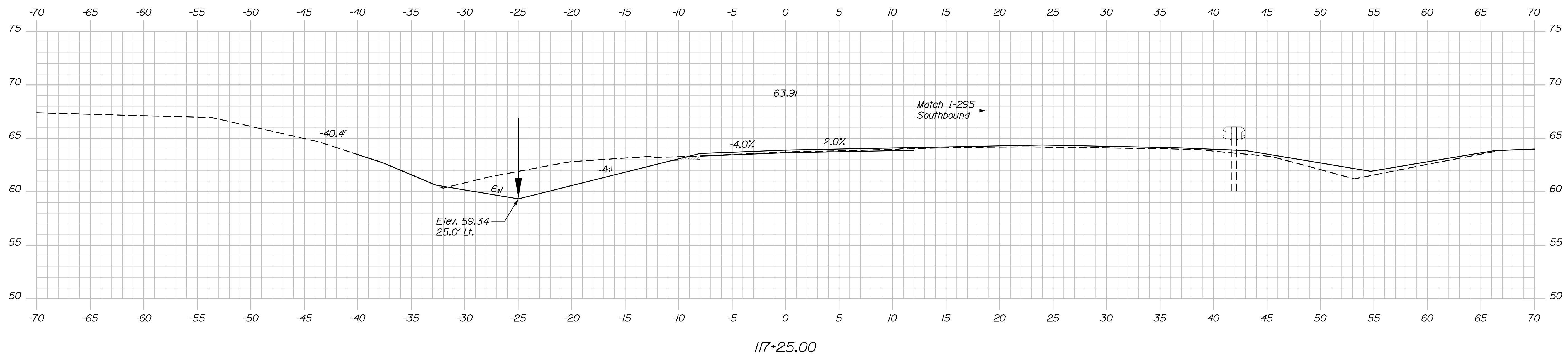
Sta. 116+00.00 to Sta. 116+50.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN 023106.00 & 023110.00 5833 & 1509
BRIDGE PLANS

PROJ. MANAGER M. Kersbergen	BY D. Burton L. Driscoll	DATE 8/21 8/21
CHECKED-DESIGNED C. Hainick K. Brown	SIGNATURE	
DESIGNED-REVIEWED C. Hainick K. Brown	P.E. NUMBER	
REVISIONS 1	DATE	
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
I 295 SOUTHBOUND ON RAMP CROSS SECTIONS

SHEET NUMBER 122 OF 312



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
023106.00 & 023110.00	BRIDGE PLANS
5833 & 1509	

PROJ. MANAGER	BY	DATE
M. Kerstbergen	D. Burton	8/21
CHECKED-DETAILED	C. Helmick	8/21
CHECKED-REVIEWED	L. Discoli	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
DESIGN3-1		
DESIGN3-2		
DESIGN3-3		
DESIGN3-4		
FIELD CHANGES		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
I 295 SOUTHBOND ON RAMP CROSS SECTIONS

SHEET NUMBER
123
OF 312

HNTB

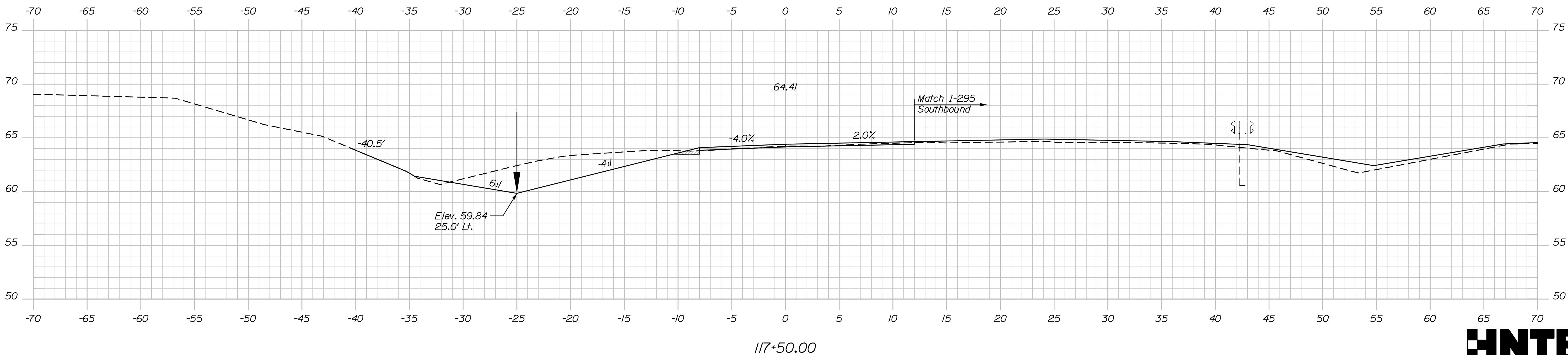
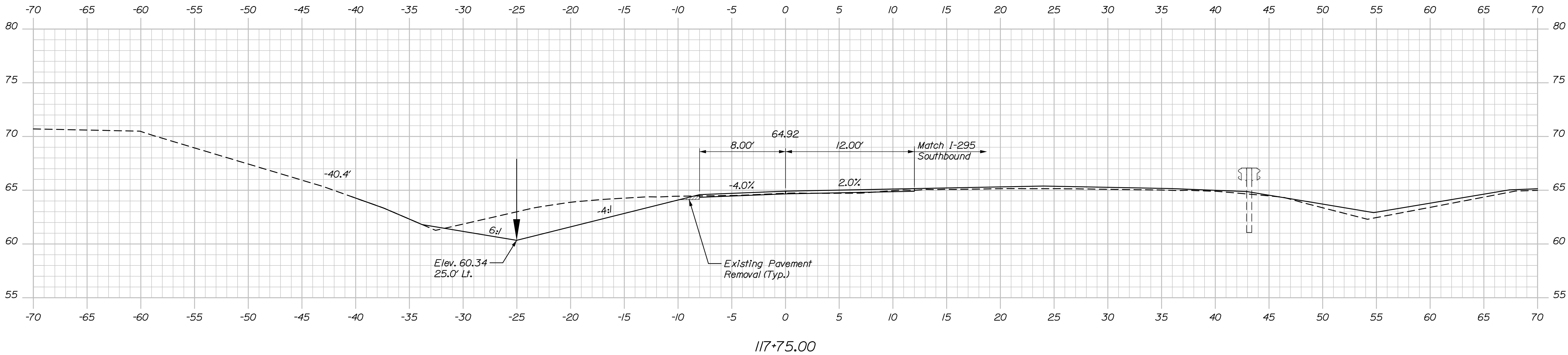
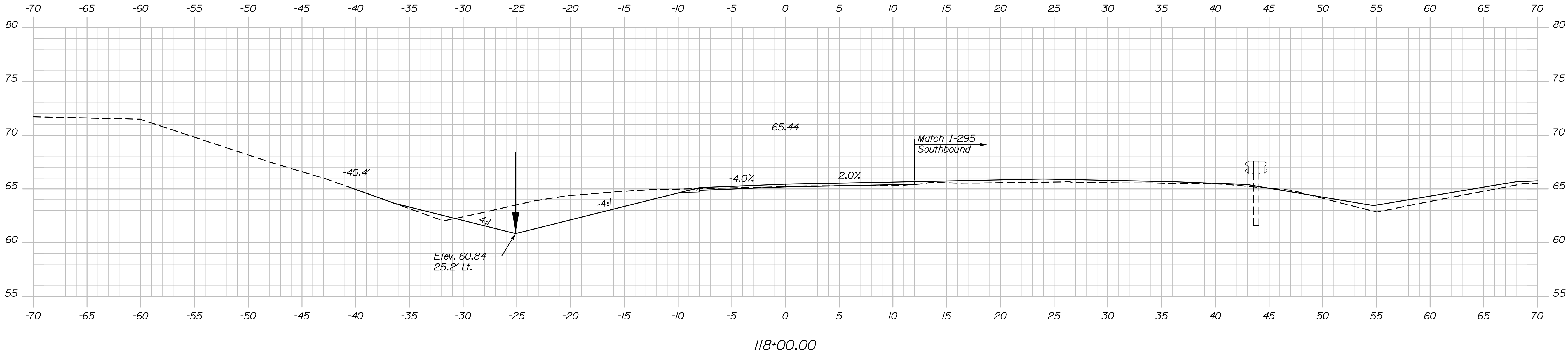
Sta. 116+75.00 to Sta. 117+25.00

Date:8/22/2021

Username:

Division:

Filename: Xsect_I295_SB_OnRamp.dgn

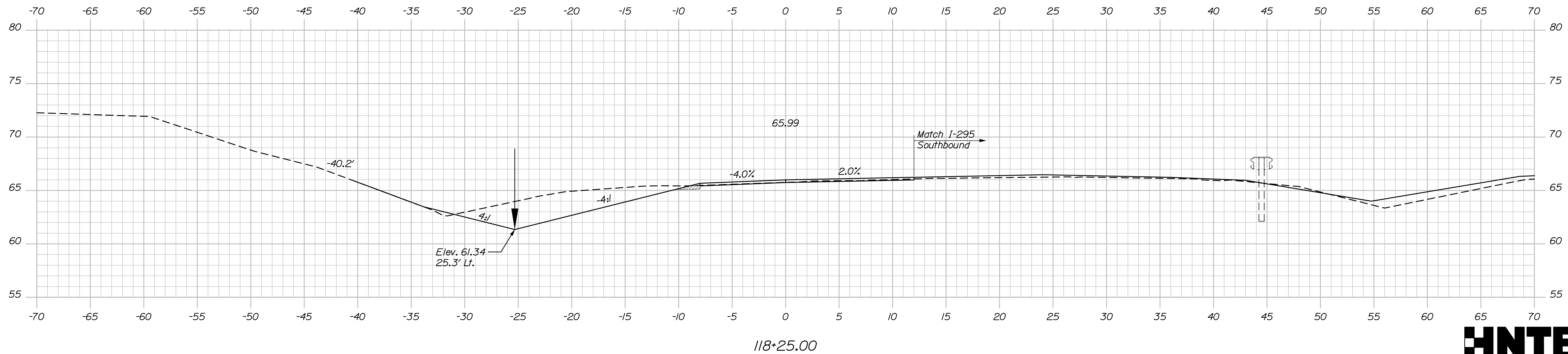
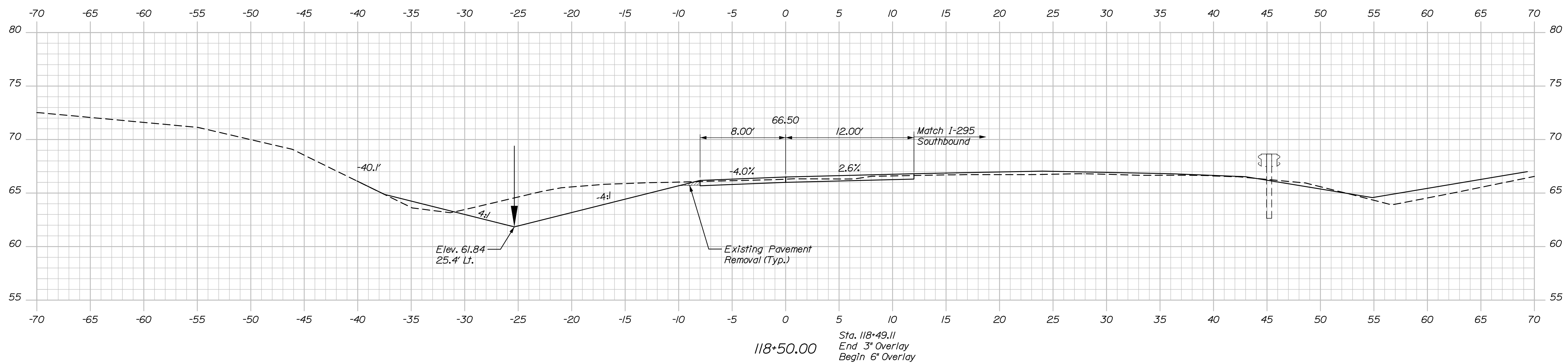
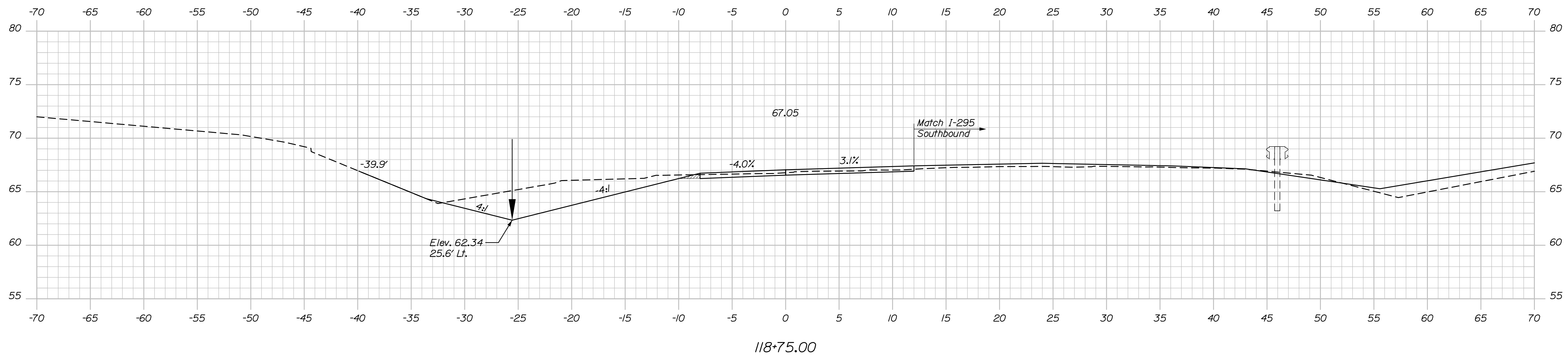


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	

PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	L. Driscoll	8/21
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-295 OVER US ROUTE 1	
EXIT 17 INTERCHANGE	
CUMBERLAND	
YARMOUTH	
I 295 SOUTHBOUND	
ON RAMP CROSS SECTIONS	

SHEET NUMBER	
124	
OF 312	



Date: 8/22/2021

Username:

Division:

Filename: Xsect_I295_SB_OnRamp.dgn

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN

5833 & 1509 **023106.00 & 023110.00**

PROJ. MANAGER	M. Kerabergen	BY	DATE
DESIGN-DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGN-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
P.E. NUMBER			
DATE			

I-295 OVER US ROUTE 1

EXIT 17 INTERCHANGE

YARMOUTH
CUMBERLAND

I 295 SOUTHBOUND

ON RAMP CROSS SECTIONS

SHEET NUMBER

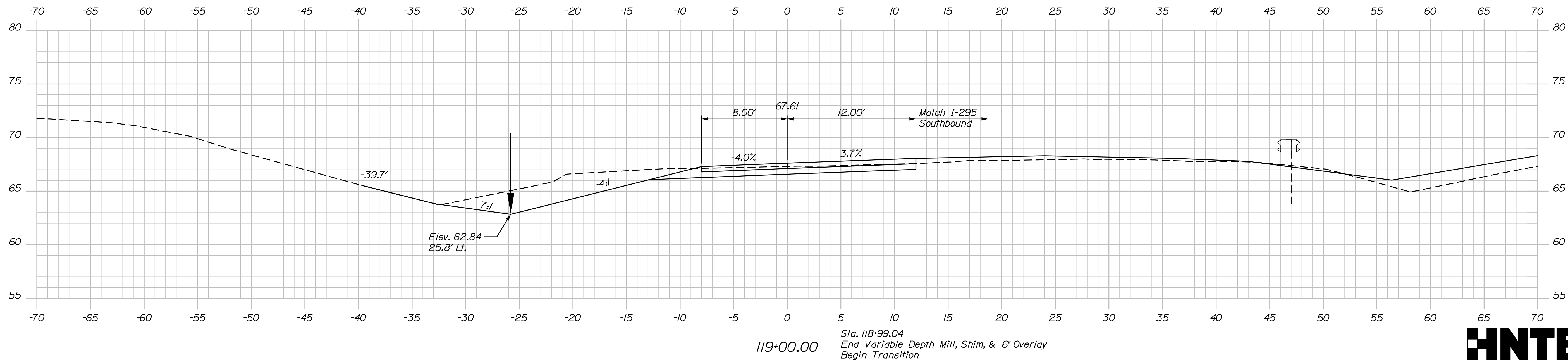
125

OF 312

HNTB

Sta. 118+25.00 to Sta. 118+75.00

Date: 8/22/2021

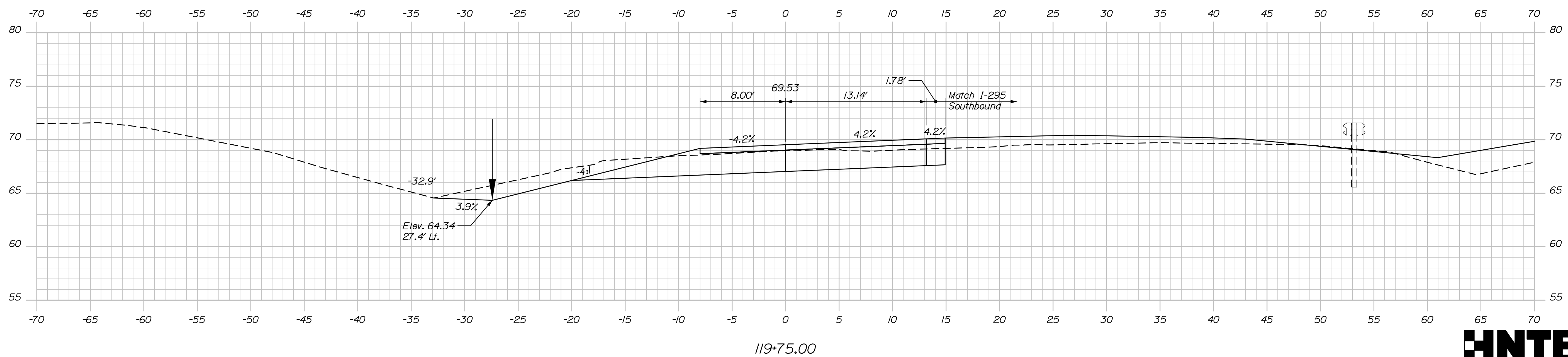
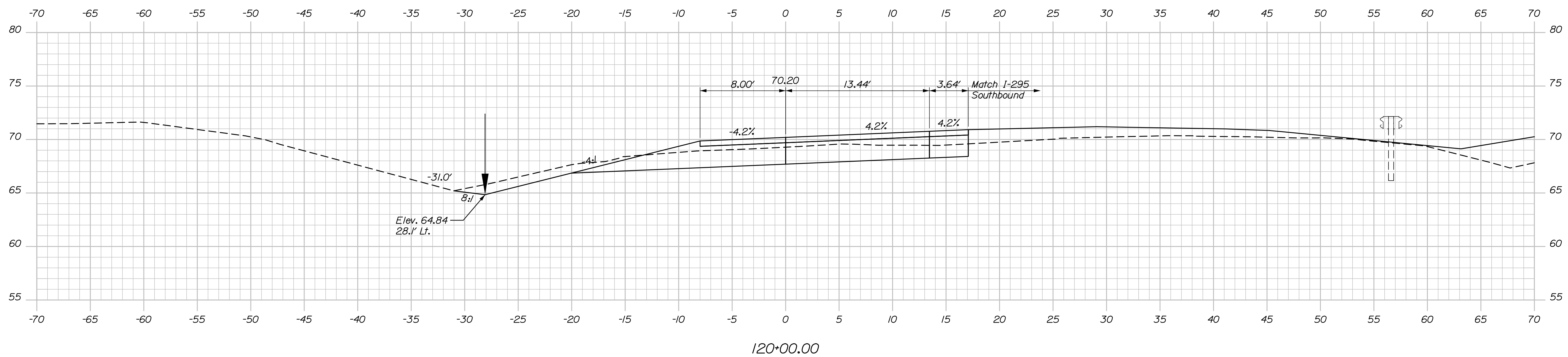
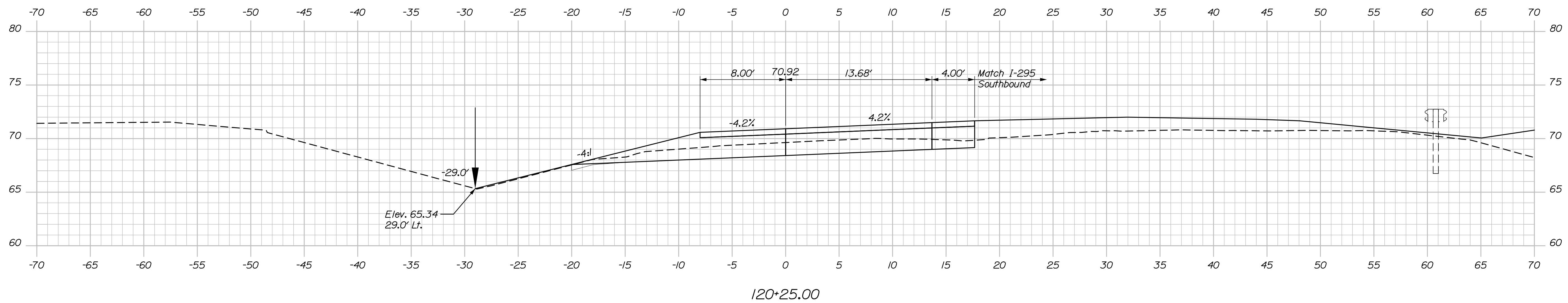


SHEET NUMBER

126

OF 312

Sta. 119+00.00 to Sta. 119+50.00



Date: 8/22/2021

Username:

Division:

Filename: Xsect_I295_SB_OnRamp.dgn

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
023106.00 & 023110.00	BRIDGE PLANS
5633 & 1509	

PROJ. MANAGER	BY	DATE
M. Kerstbergen	D. Burton	8/21
CHECKED-DETAILED	C. Helmick	8/21
CHECKED-REVIEWED	L. Discoli	
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
DESIGN3-1		
DESIGN3-2		
DESIGN3-3		
DESIGN3-4		
FIELD CHANGES		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
I 295 SOUTHBOUND ON RAMP CROSS SECTIONS

SHEET NUMBER
127
OF 312

HNTB

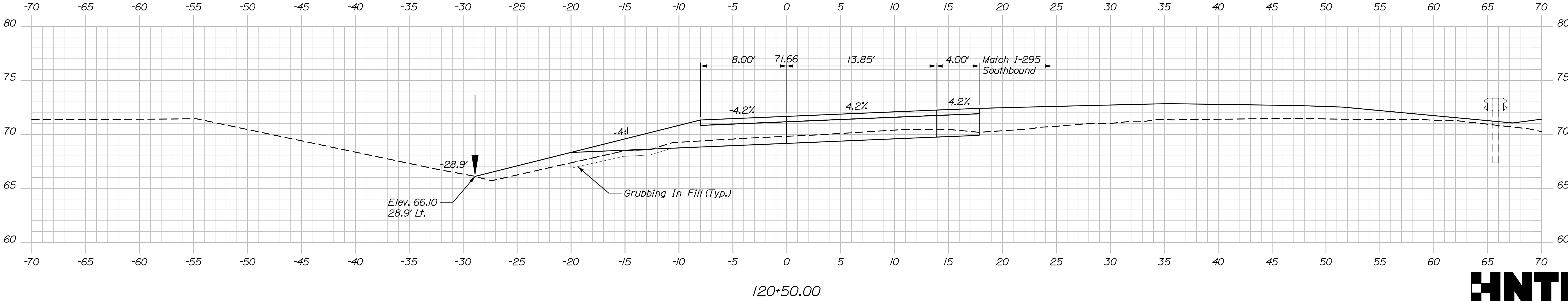
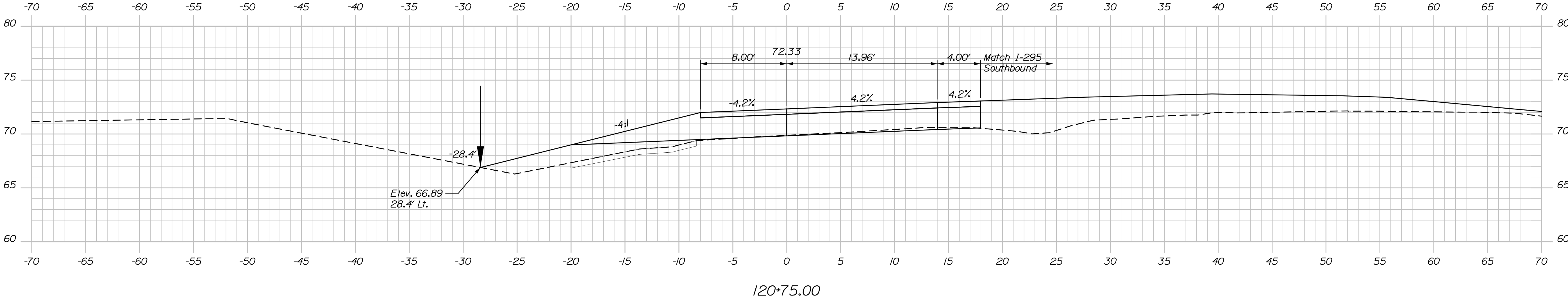
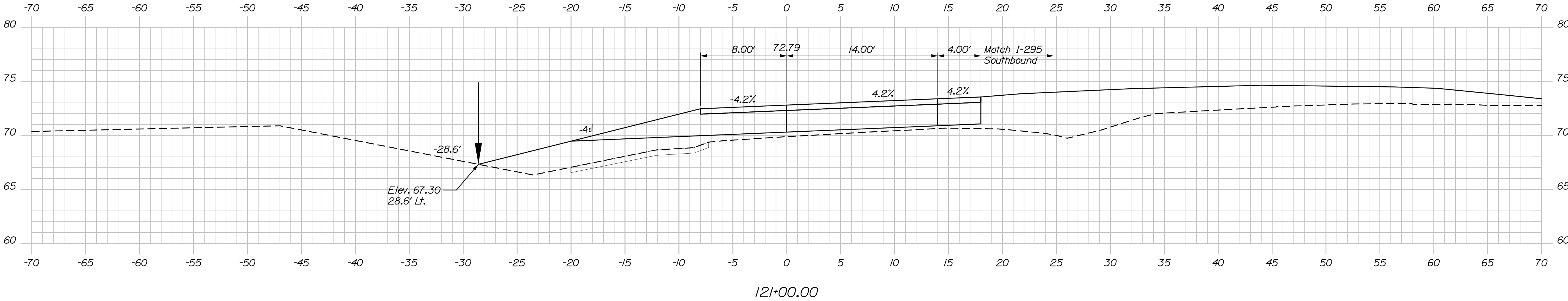
Sta. 119+75.00 to Sta. 120+25.00

Date:8/22/2021

Username:

Division:

Filename: Xsect_I295_SB_OnRamp.dgn



Sta. 120+50.00 to Sta. 121+00.00

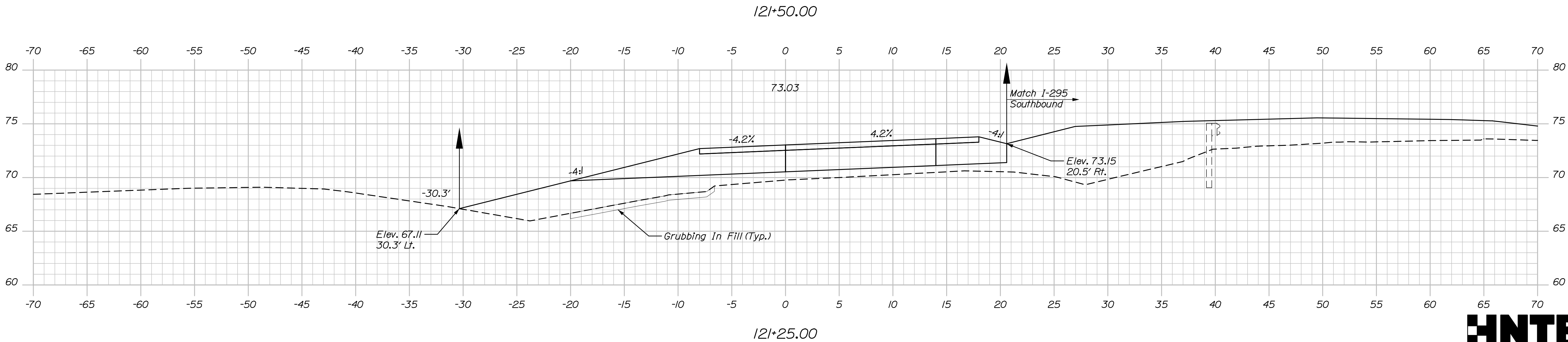
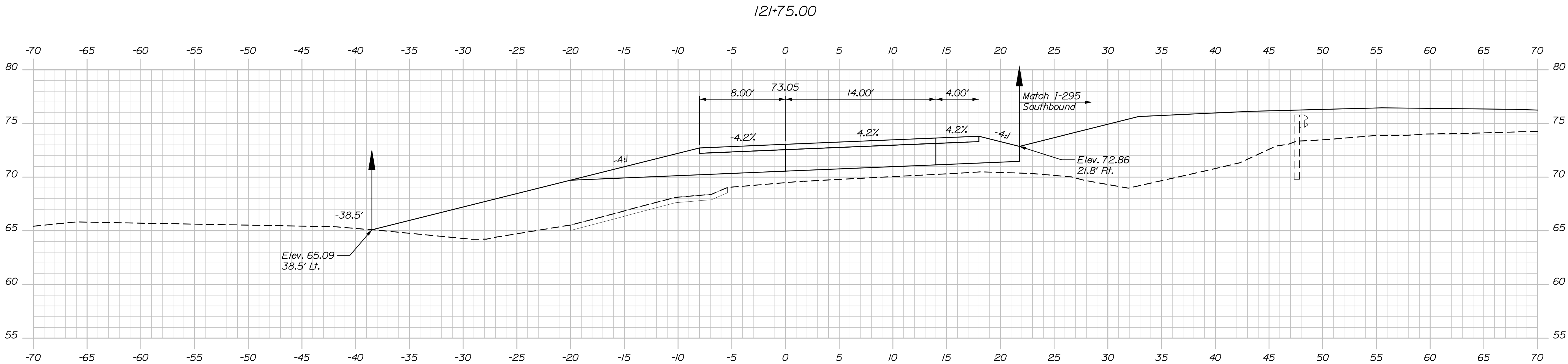
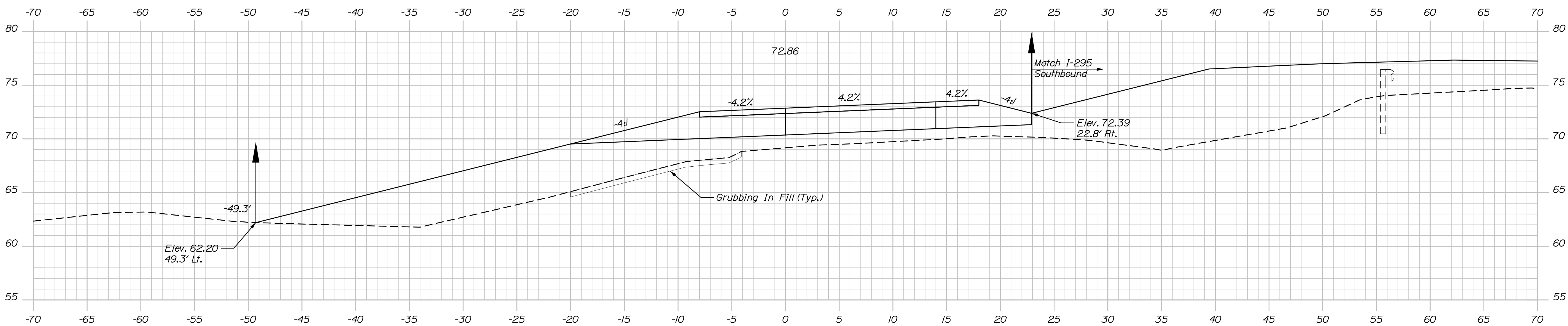
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS		
	SIGNATURE		P.E. NUMBER		DATE				
	BY		DATE						
PROJ. MANAGER		M. Kersbergen		BY		D. Burton		DATE	
DESIGN-DETAILED		C. Helmick		BY		L. Driscoll		DATE	
CHECKED-REVIEWED		K. Brown		DESIGN-DETAILED					
DESIGN-DETAILED				REVISIONS 1					
REVISIONS 2				REVISIONS 3					
REVISIONS 4				FIELD CHANGES					
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND I 295 SOUTHBOUND ON RAMP CROSS SECTIONS									
SHEET NUMBER 128 OF 312									

Filename: Xsect_1295_SB_OnRamp.dgn

Division:

Username:

Date:8/22/2021



Sta. 121+25.00 to Sta. 121+75.00

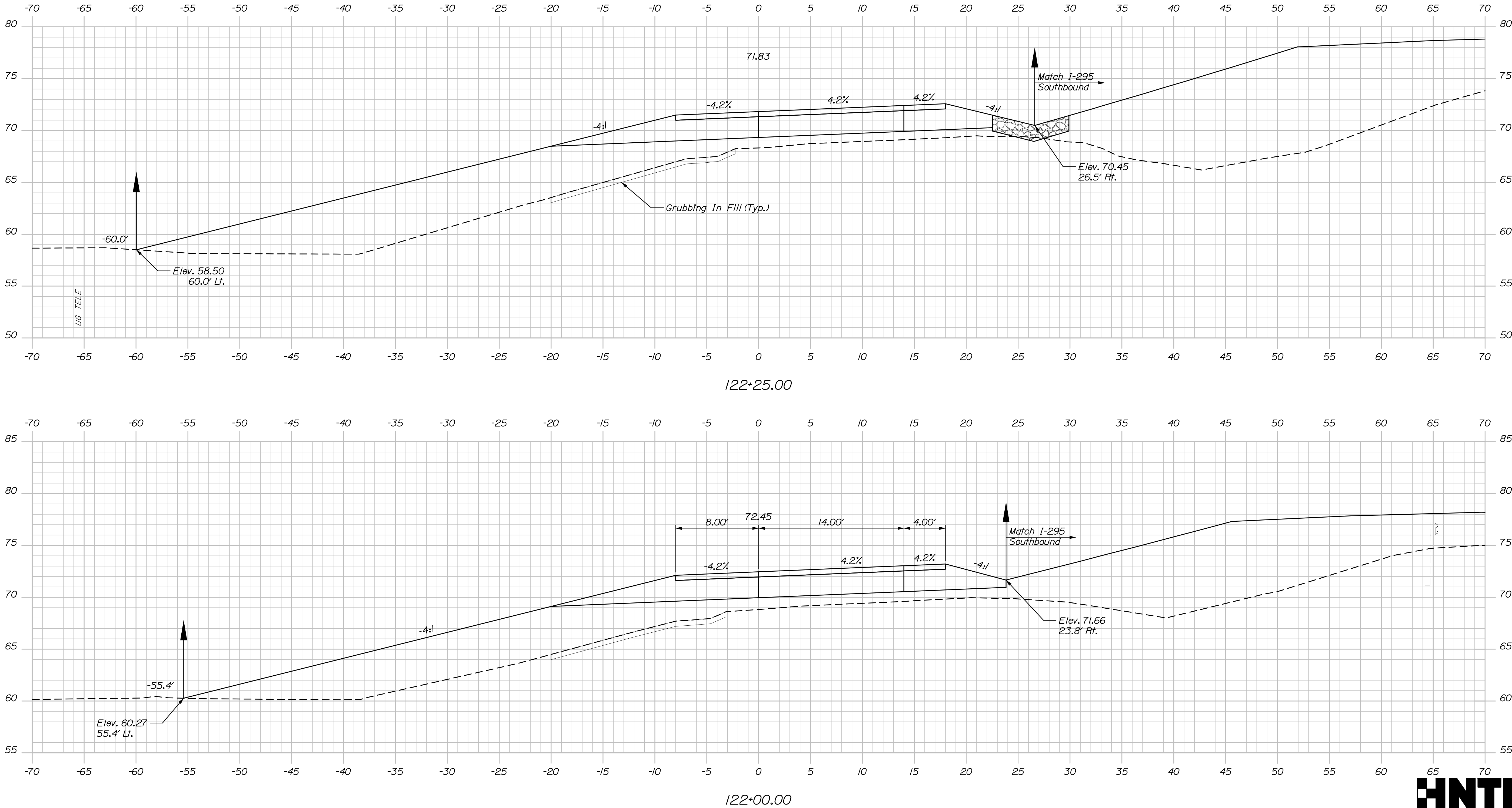
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 SOUTHBOUND		ON RAMP CROSS SECTIONS		SHEET NUMBER	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE		129		OF 312	
M. Kersbergen		8/21		D. Burton									
C. Helmick		8/21		L. Driscoll									
DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED					
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1					
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2					
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3					
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4					
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES					

Filename: Xsect_1295_SB_OnRamp.dgn

Division:

Username:

Date:8/22/2021



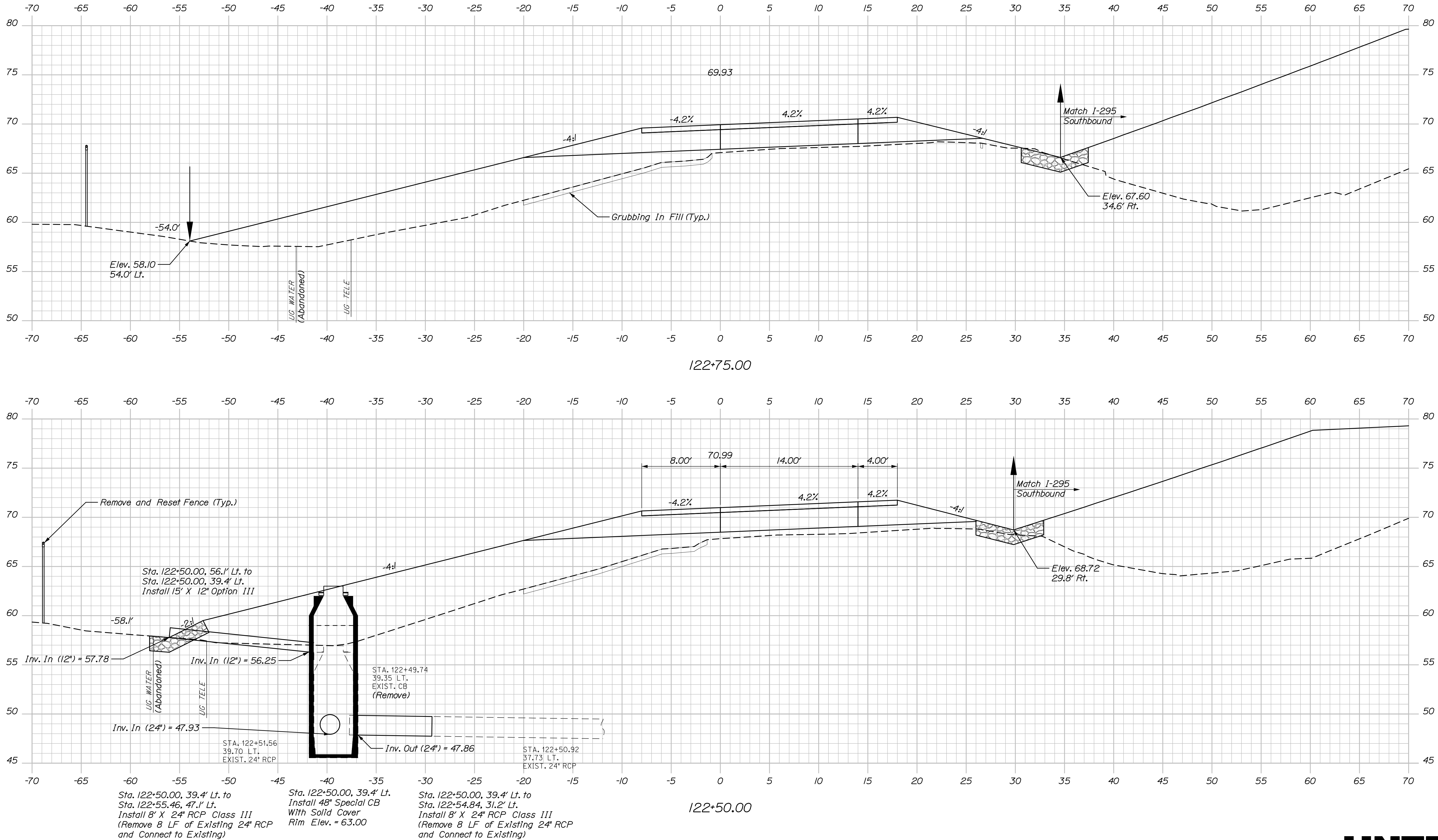
Sta. 122+00.00 to Sta. 122+25.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	5833 & 1509
023106.00 & 023110.00	
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
CHECKED-DESIGNED	C. Hainick	BY	L. Driscoll	DATE	8/21
DESIGNED-REVIEWED	K. Brown	BY		DATE	
DESIGNED-REVIEWED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 SOUTHBOUND	
ON RAMP CROSS SECTIONS	

SHEET NUMBER
130
OF 312

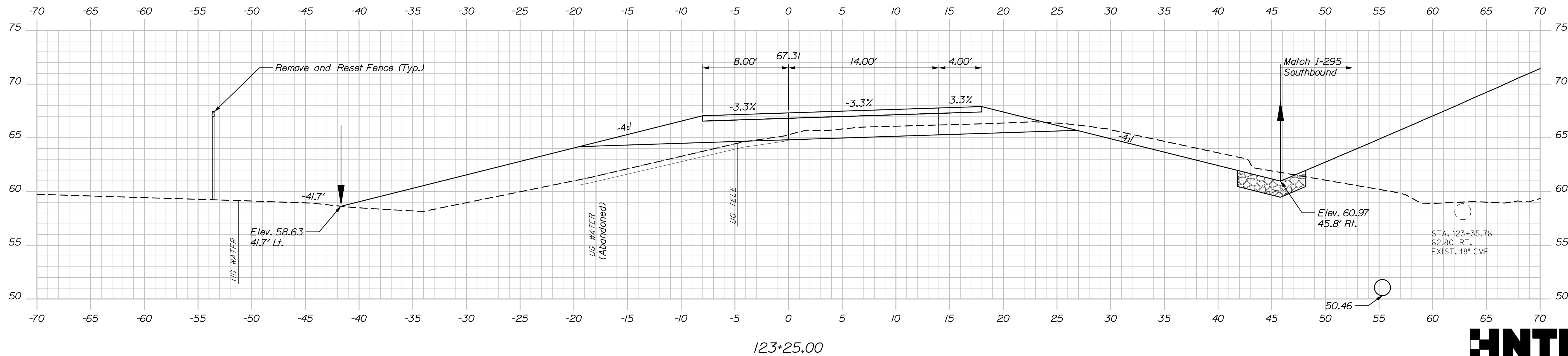


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I 295 SOUTHBOUND		ON RAMP CROSS SECTIONS	
SHEET NUMBER		131		OF 312							
PROJ. MANAGER	M. Kersbergen	DESIGN-DETAILED	C. Helmick	BY	D. Burton	DATE	8/21	SIGNATURE		P.E. NUMBER	
CHECKED-REVIEWED	K. Brown	DESIGN-DETAILED	L. Driscoll								
DESIGN-DETAILED		DESIGN-DETAILED									
REVISIONS 1		REVISIONS 1									
REVISIONS 2		REVISIONS 2									
REVISIONS 3		REVISIONS 3									
REVISIONS 4		REVISIONS 4									
FIELD CHANGES		FIELD CHANGES									



132 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 023106.00 & 023110.00 BRIDGE PLANS
		I 295 SOUTHBOUND ON RAMP CROSS SECTIONS				DESIGN-DETAILED	C. Helmick	D. Burton	8/21	
						CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21	
						DESIGN2-DETAILED2			SIGNATURE	
						DESIGN3-DETAILED3			P.E. NUMBER	
						REVISIONS 1				
						REVISIONS 2				
						REVISIONS 3				
						REVISIONS 4			DATE	
						FIELD CHANGES				

Date: 8/22/2021



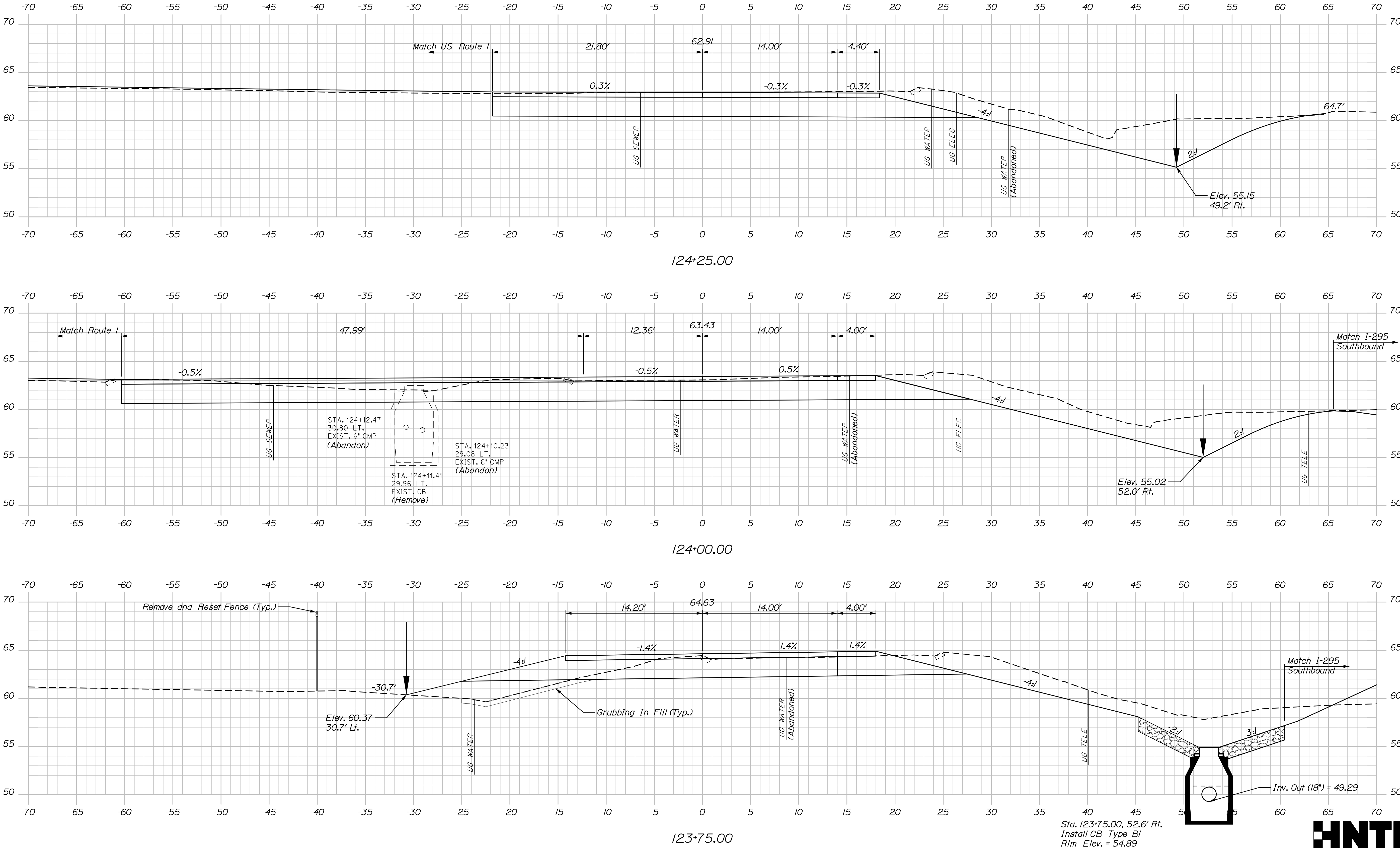
SHEET NUMBER
133
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_1295_SB_OnRamp.dgn



PROJ. MANAGER	BY	DATE
M. Kersbergen	D. Burton	8/21
CHECKED-REVIEWED	C. Helmick	8/21
DESIGNED-DETAILED	L. Driscoll	
DESIGNED-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 SOUTHBOUND
ON RAMP CROSS SECTIONS

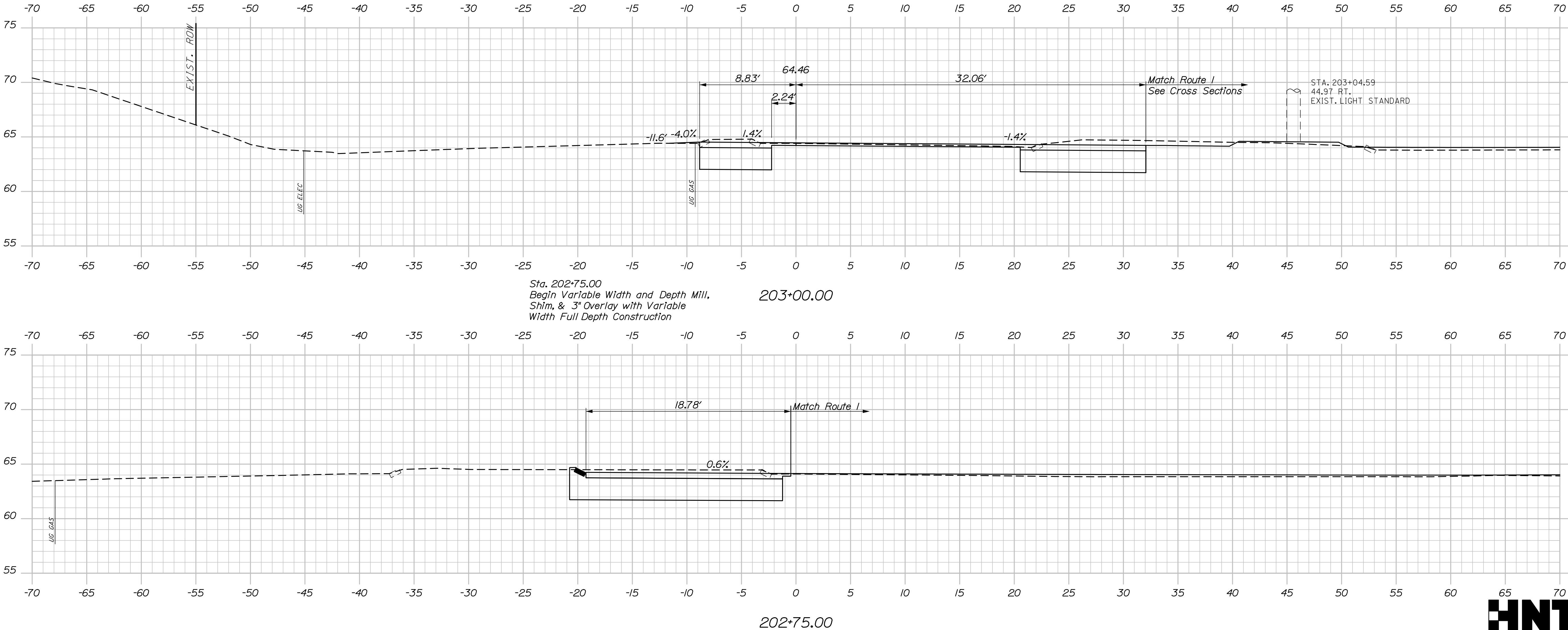


Date:8/22/2021

Username:

Division:

Filename: xsect_1295_SB_OffRamp.dgn



Sta. 202+75.00
Begin Variable Width and Depth Mill,
Shim, & 3" Overlay with Variable
Width Full Depth Construction

203+00.00

202+75.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	023106.00 & 023110.00	
	WIN	023106.00 & 023110.00
5833 & 1509	BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
DESIGN-DETAILED	C. Helmick				SIGNATURE
CHECKED-REVIEWED	K. Brown				P.E. NUMBER
DESIGN-DETAILED					DATE
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I 295 SOUTHBOUND OFF RAMP CROSS SECTIONS	

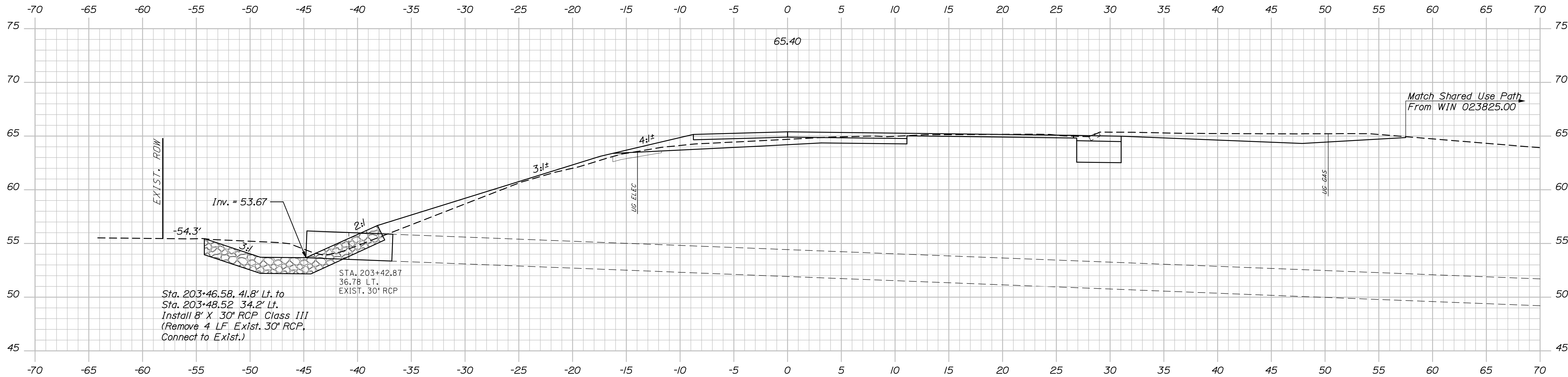
SHEET NUMBER
135
OF 312

Date:8/22/2021

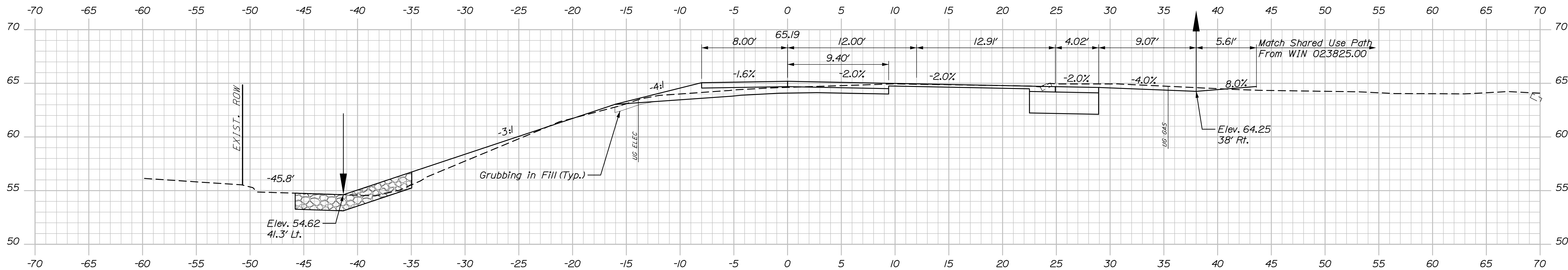
Username:

Division:

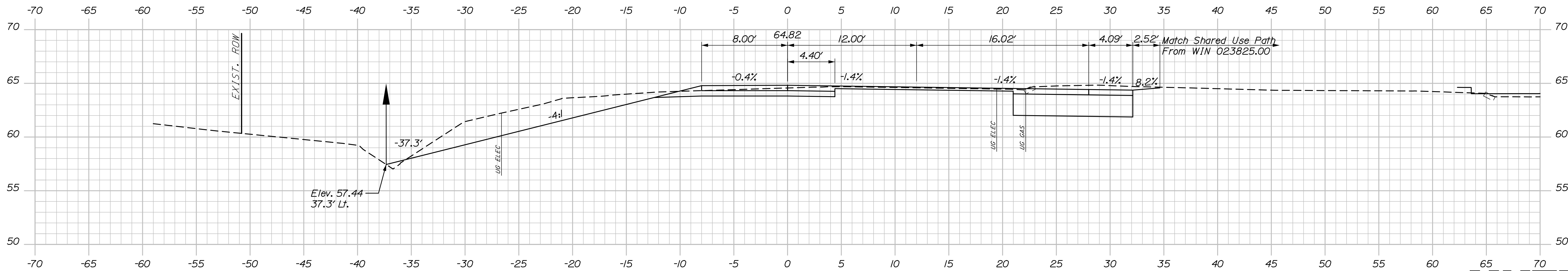
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203+61.00 (SKEWED)



203+50.00

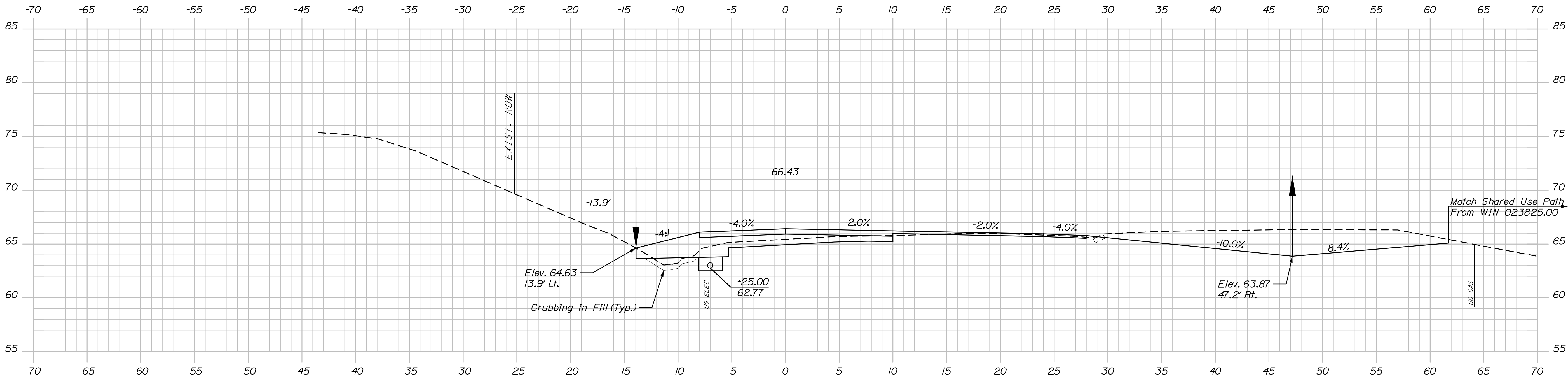


203+25.00

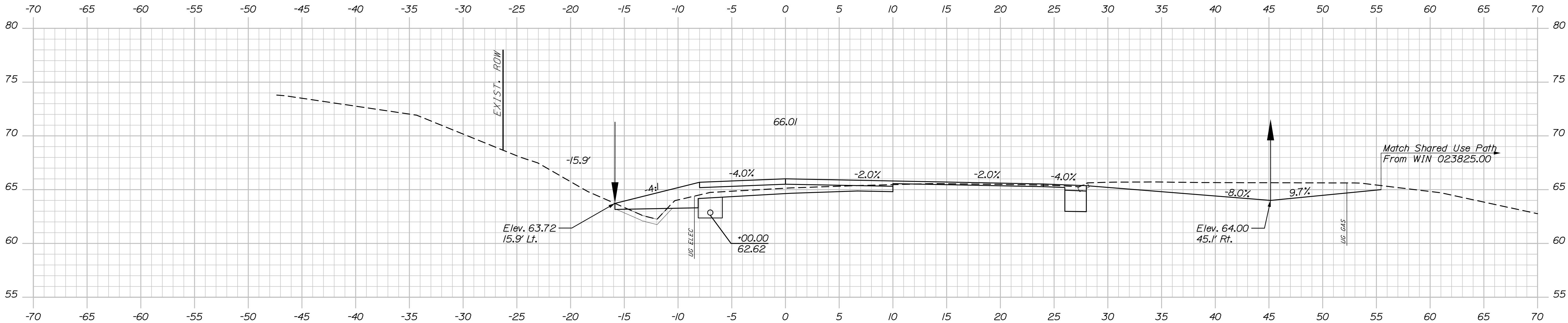


Sta. 203+25.00 to Sta. 203+58.00

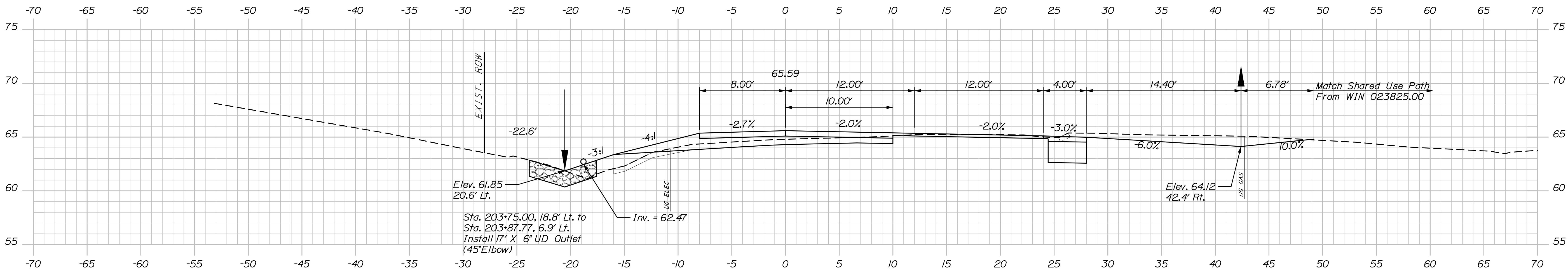
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Harnick	L. Driscoll	8/21			
CHECKED-REVIEWED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



204+25.00



204+00.00



203+75.00



Sta. 203+75.00 to Sta. 204+25.00

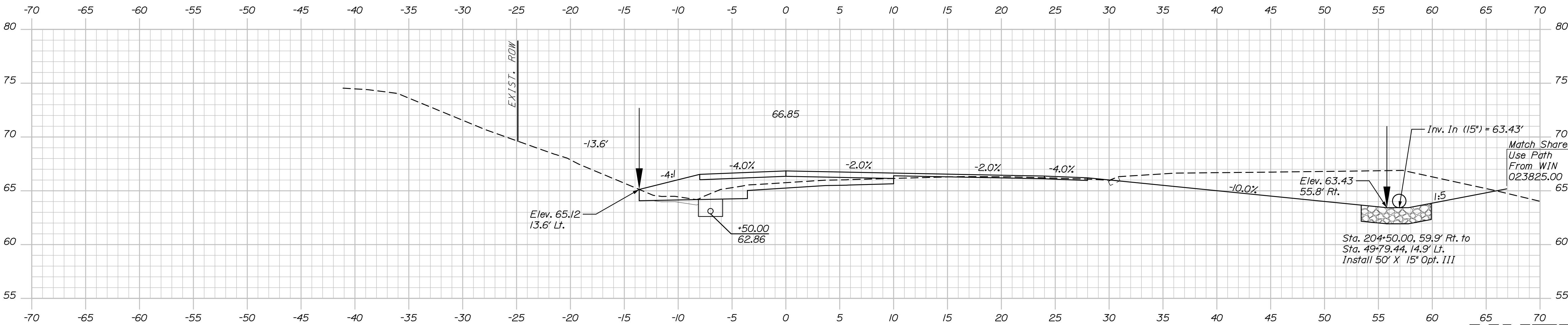
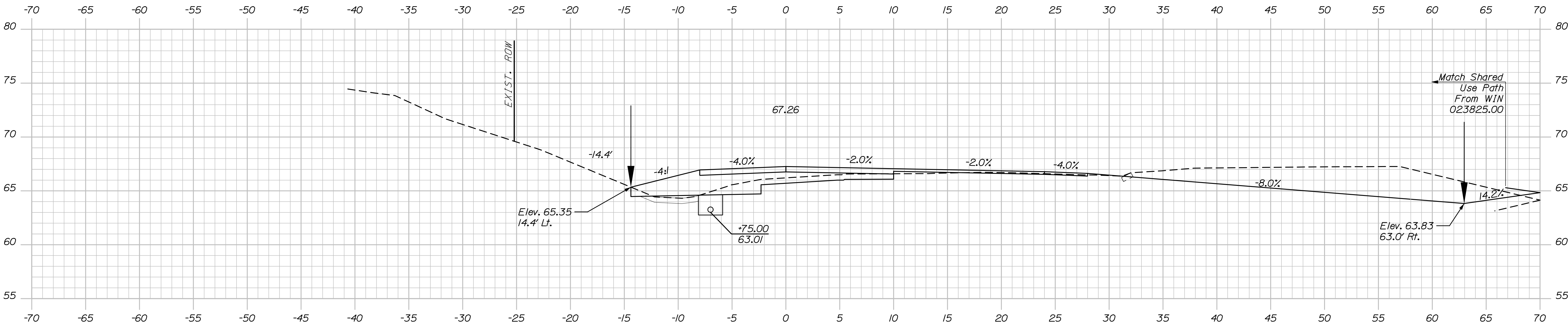
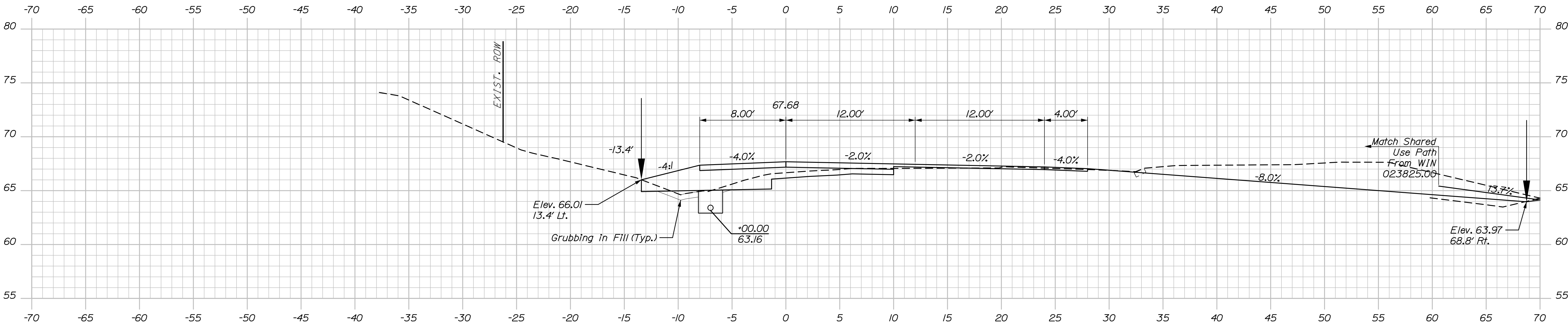
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
CHECKED-REVIEWED	L. Driscoll	8/21			
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

Division:

Filename: xsect_1295_SB_OffRamp.dgn



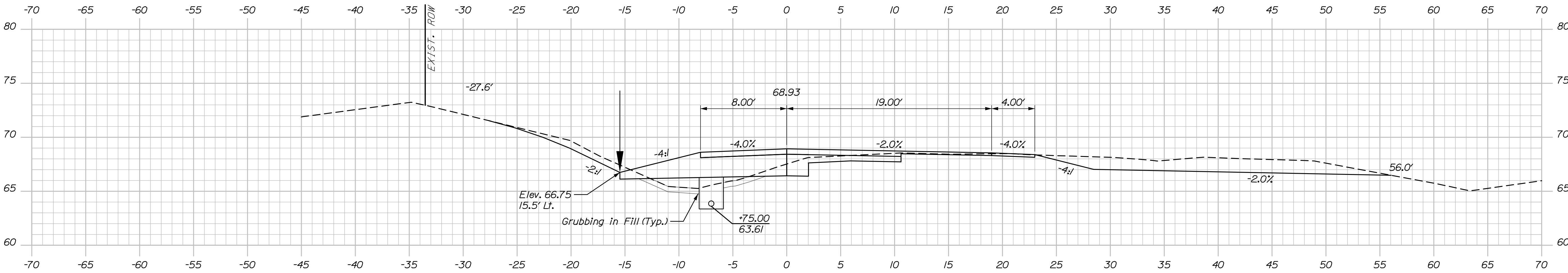
Sta. 204+50.00 to Sta. 205+00.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

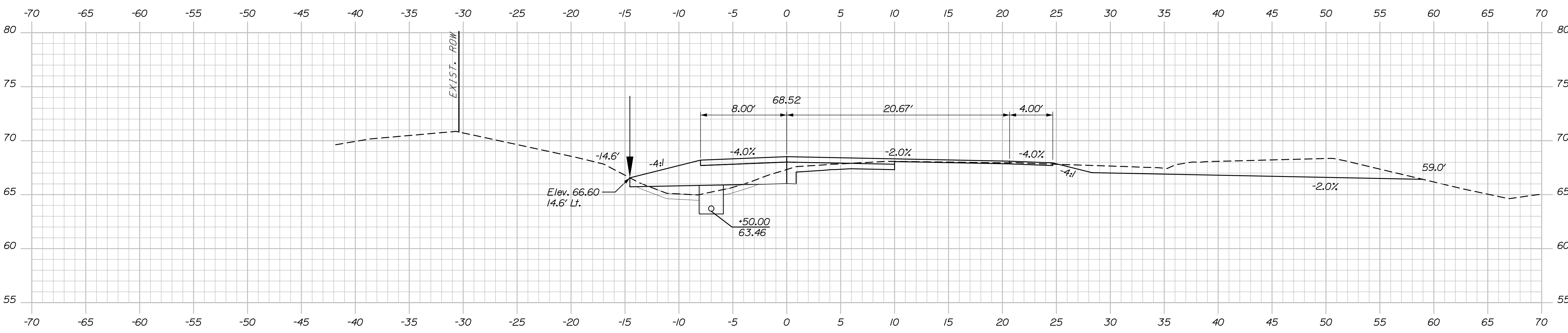
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
K. Brown					
DESIGN-DETAILED					
DESIGN-REVIEWED					
DESIGNS 1					
DESIGNS 2					
DESIGNS 3					
DESIGNS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 SOUTHBOUND	
OFF RAMP CROSS SECTIONS	

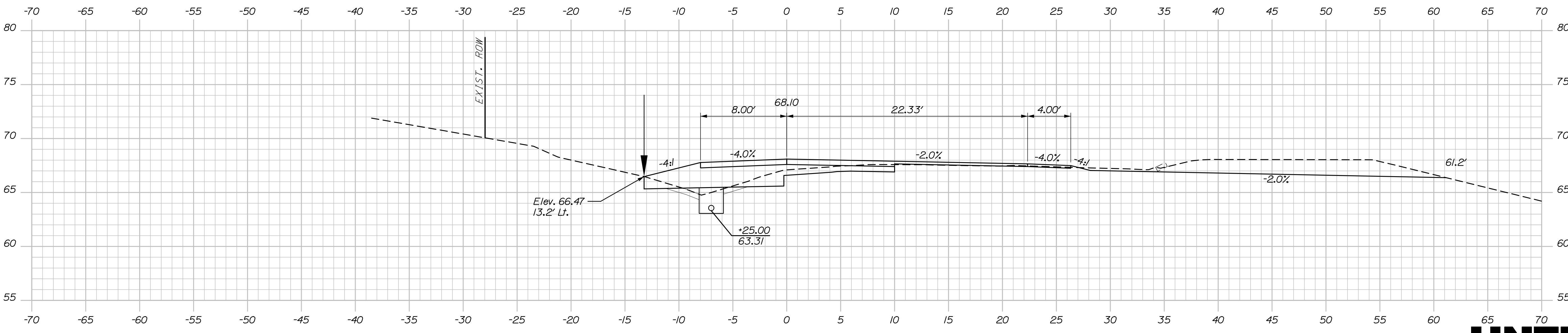
SHEET NUMBER
138
OF 312



205+75.00



205+50.00



205+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

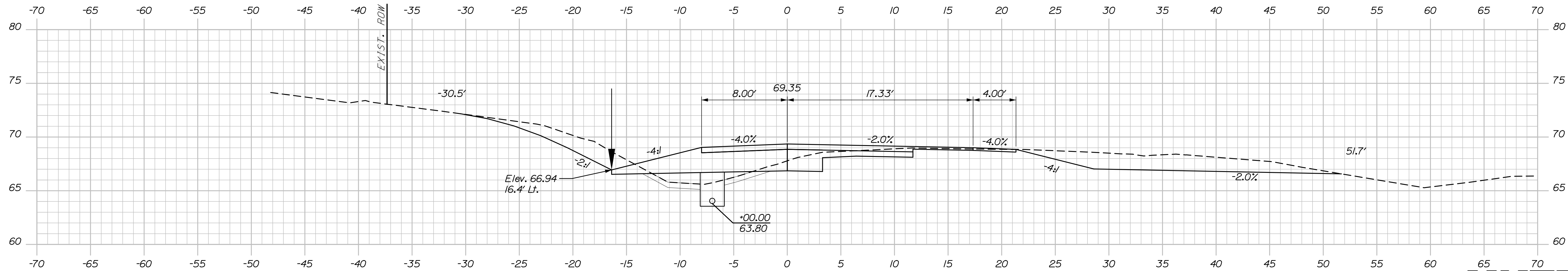
1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 SOUTHBOUND
OFF RAMP CROSS SECTIONS

SHEET NUMBER
139
OF 312

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGN-DETAILED	K. Brown	DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

Sta. 205+25.00 to Sta. 205+75.00

Date: 8/22/2021



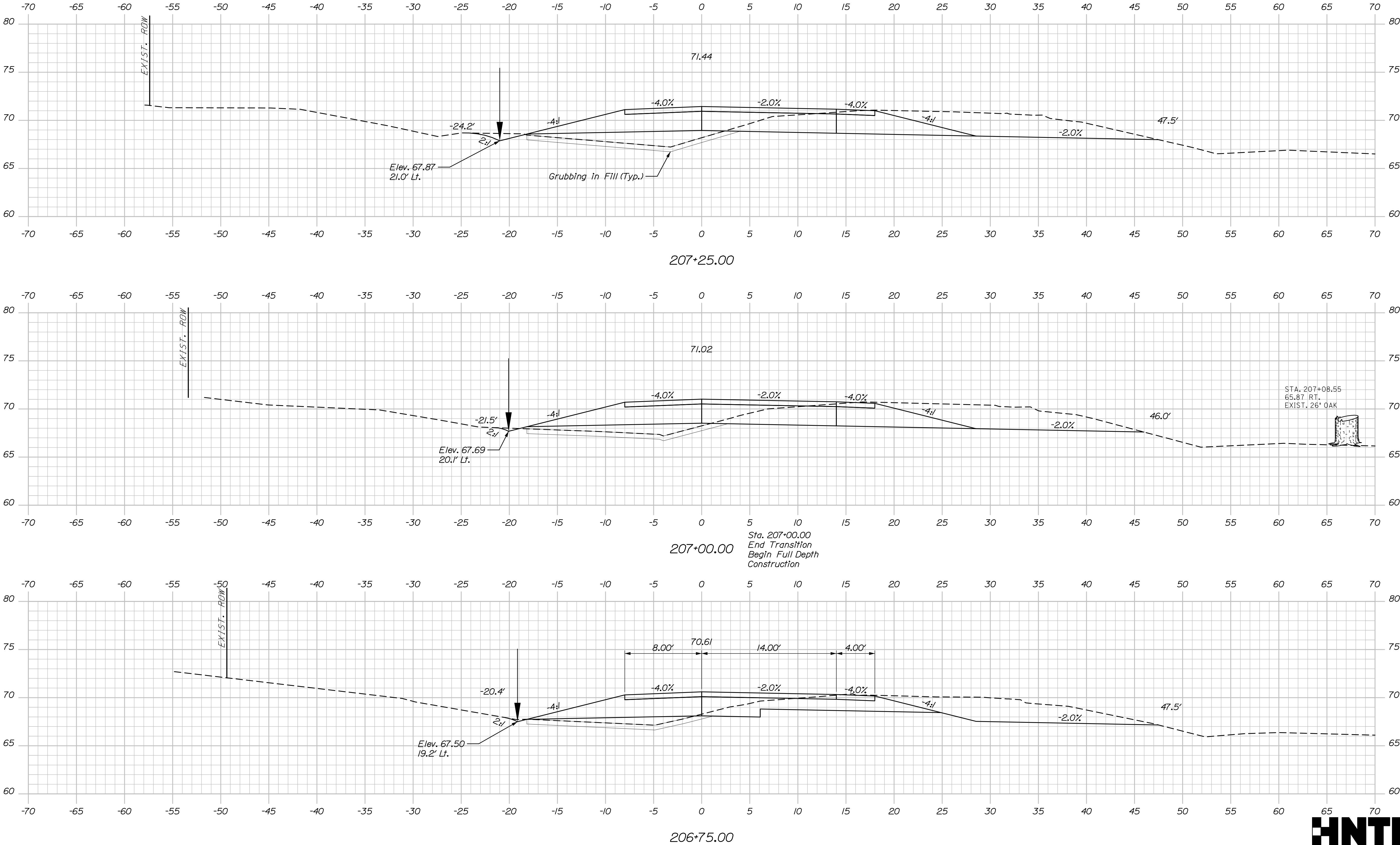
206+00.00

SHEET NUMBER

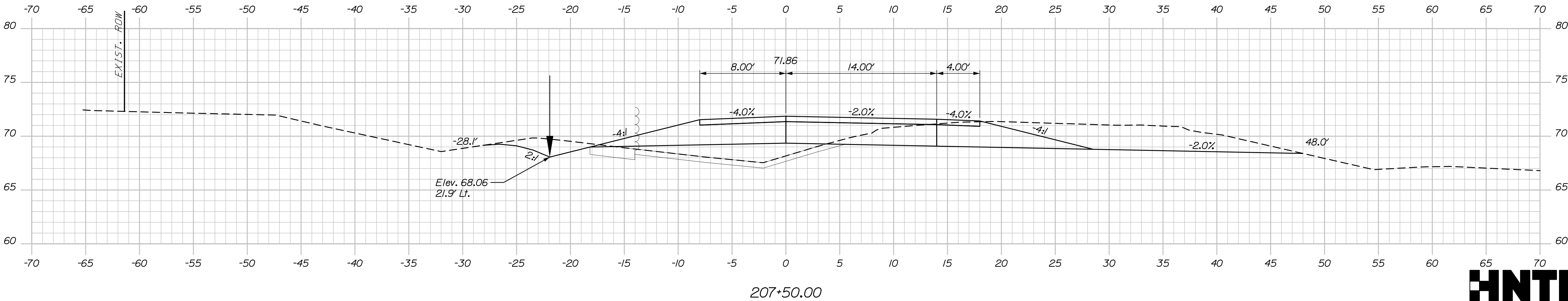
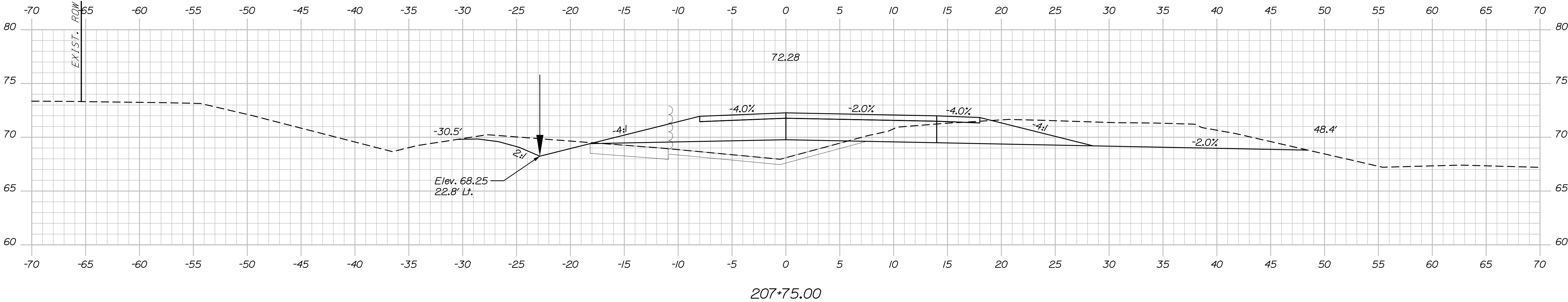
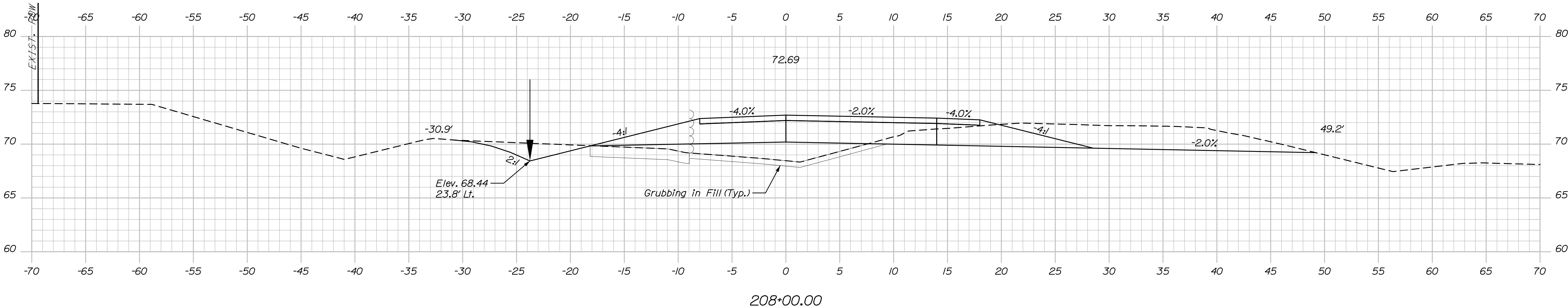
140

OF 312

Sta. 206+00.00 to Sta. 206+50.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND I 295 SOUTHBOUND OFF RAMP CROSS SECTIONS	PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
	CHECKED-DETAILED	C. Helmick	DESIGNED-DETAILED		SIGNATURE	
	DESIGNED-DETAILED	K. Brown	DESIGNED-DETAILED		P.E. NUMBER	
	REVISIONS 1		REVISIONS 2		DATE	
SHEET NUMBER		141				OF 312

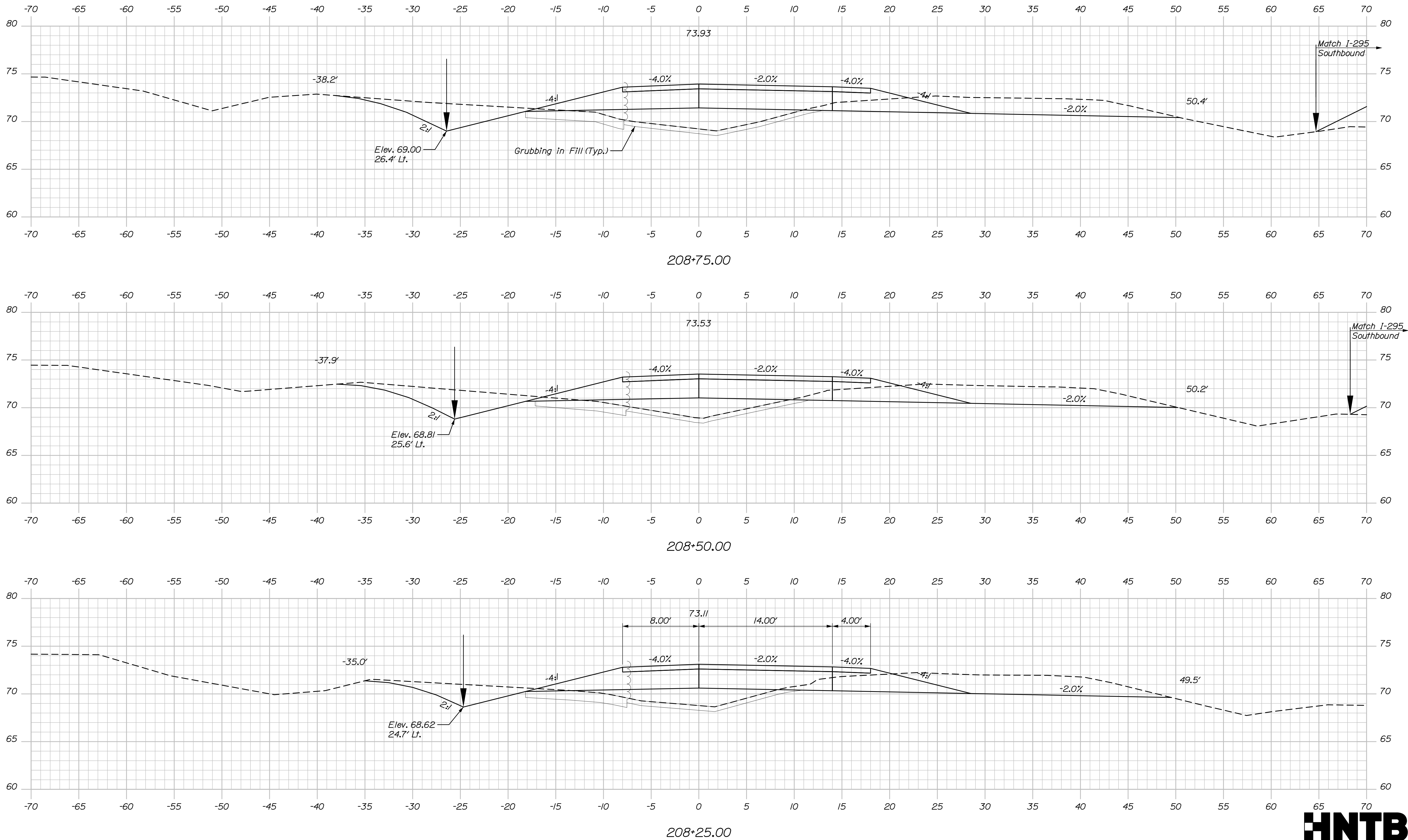


I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH				PROJ. MANAGER M. Kersbergen	BY D. Burton L. Driscoll	DATE 8/21 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
CUMBERLAND				DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED2 DESIGN-DETAILED3	C. Helmick K. Brown	SIGNATURE	023106.00 & 023110.00	
I 295 SOUTHBOUND				REVISIONS 1		P.E. NUMBER		
OFF RAMP CROSS SECTIONS				REVISIONS 2				
				REVISIONS 3			WIN	
				REVISIONS 4		DATE	023106.00 & 023110.00	
				FIELD CHANGES			5833 & 1509	
							BRIDGE PLANS	

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OF 312

Date: 8/22/2021



SHEET NUMBER

143

OF 312

YARMOUTH CUMBERLAND
I 295 SOUTHBOUND
OFF RAMP CROSS SECTIONS
EXIT 17 INTERCHANGE
I-295 OVER US ROUTE 1

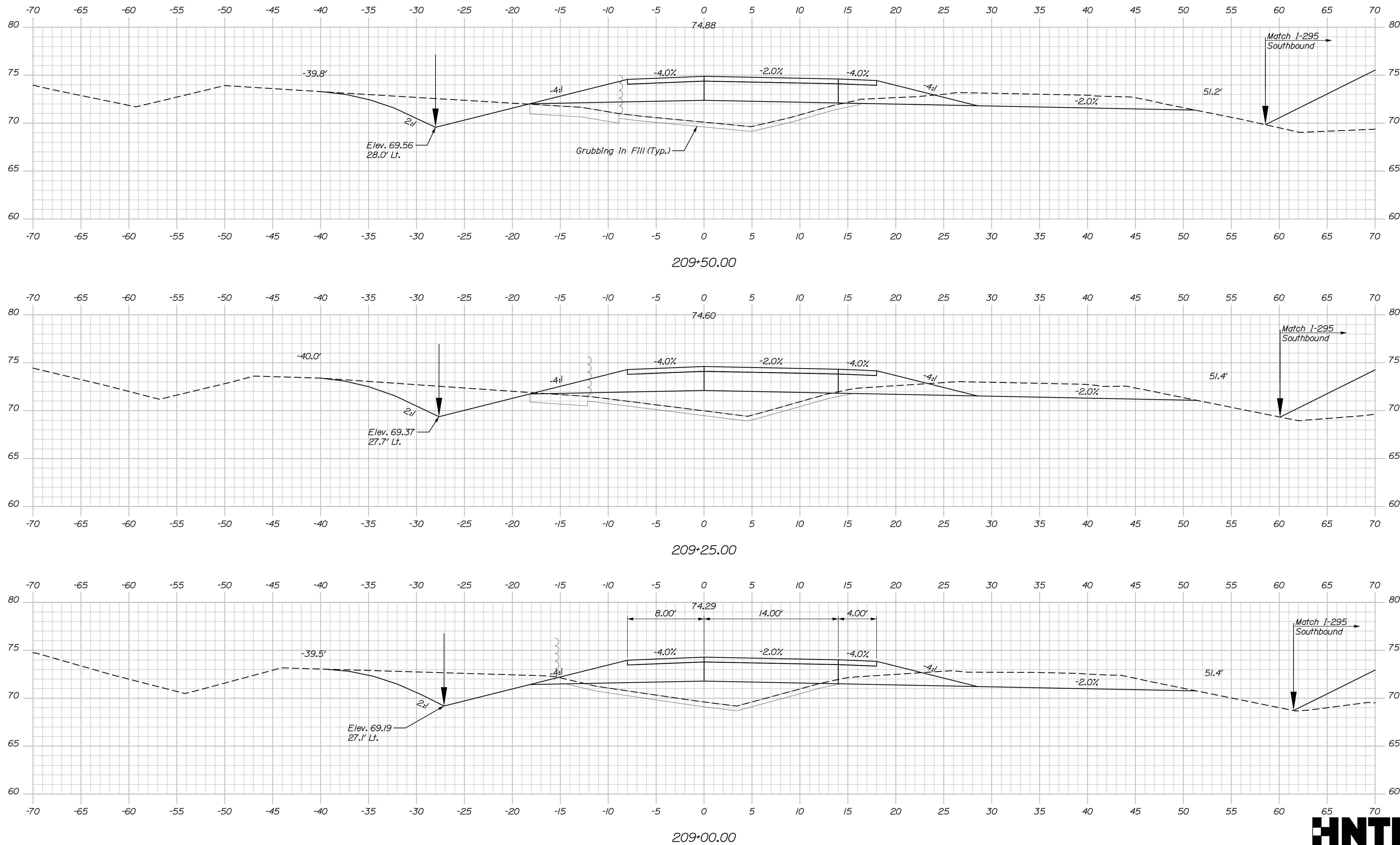
DATE	BY	PROJ. MANAGER	CHECKED-DETAILED	DESIGNED-REVIEWED	DATE
8/21	D. Burton	M. Kersbergen	C. Helmick	K. Brown	8/21
	L. Driscoll				
			DESIGN2-DETAILED2		
			DESIGN3-DETAILED3		
			REVISIONS 1		
			REVISIONS 2		
			REVISIONS 3		
			REVISIONS 4		
			FIELD CHANGES		

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
	BRIDGE PLANS

HNTB

Sta. 208+25.00 to Sta. 208+75.00

Date: 8/22/2021



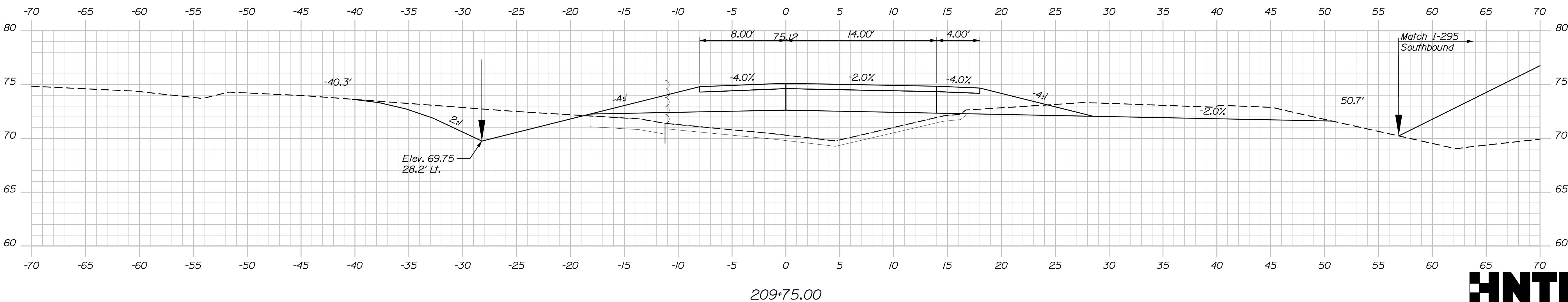
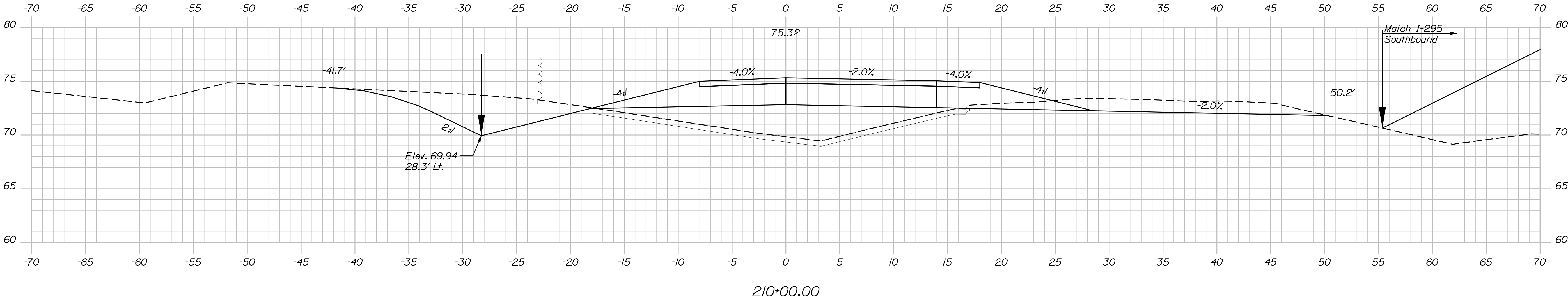
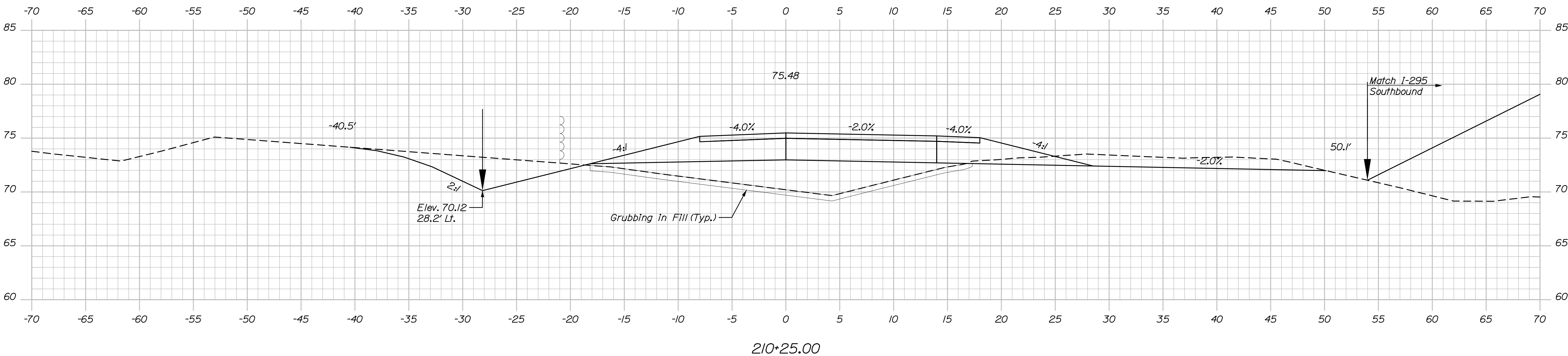
<div style="text-align: center;"> <h1>144</h1> <p>OF 312</p> </div>	SHEET NUMBER		<div style="text-align: center;"> <p>I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH</p> <p>CUMBERLAND</p> <p>I 295 SOUTHBOUND</p> <p>OFF RAMP CROSS SECTIONS</p> </div>				PROJ. MANAGER M. Kersbergen	BY D. Burton	DATE 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	DESIGNED-DETAILED	C. Helmick	8/21	SIGNATURE						
	CHECKED-REVIEWED	K. Brown	8/21							
	DESIGNED-DETAILED									
	DESIGNED-DETAILED			P.E. NUMBER	023106.00 & 023110.00					
	DESIGNED-DETAILED									
	DESIGNED-DETAILED									
	REVISIONS 1				WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS					
	REVISIONS 2									
	REVISIONS 3									
REVISIONS 4										
FIELD CHANGES			DATE							

Filename: xsect_1295_SB_OffRamp.dgn

Division:

Username:

Date:8/22/2021



Sta. 209+75.00 to Sta. 210+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 SOUTHBOUND
OFF RAMP CROSS SECTIONS

SHEET NUMBER
145
OF 312

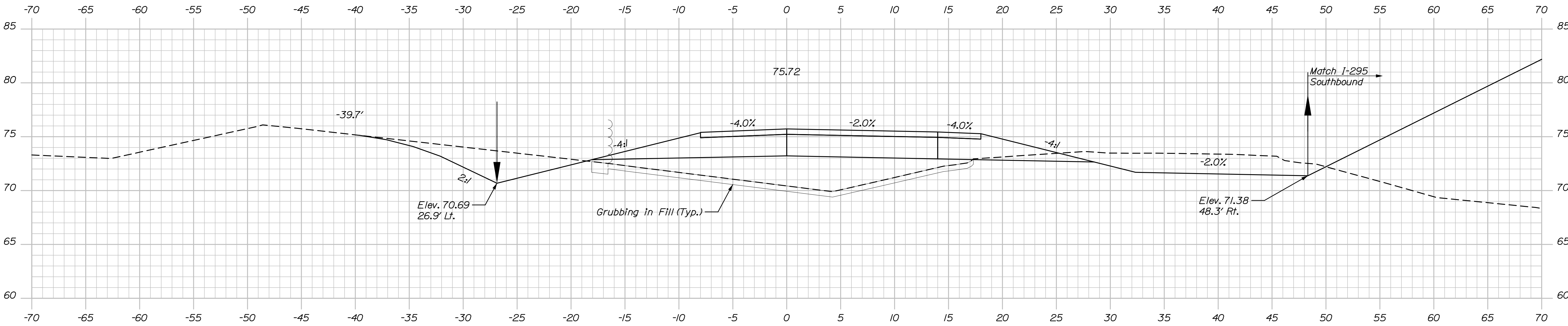
PROJ. MANAGER	M. Kersbergen	BY	D. Burton L. Driscoll	DATE	8/21 8/21
CHECKED-DETAILED	C. Helmick	SIGNATURE			
DESIGNED-DETAILED	K. Brown	P.E. NUMBER			
REVISIONS 1		DATE			
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

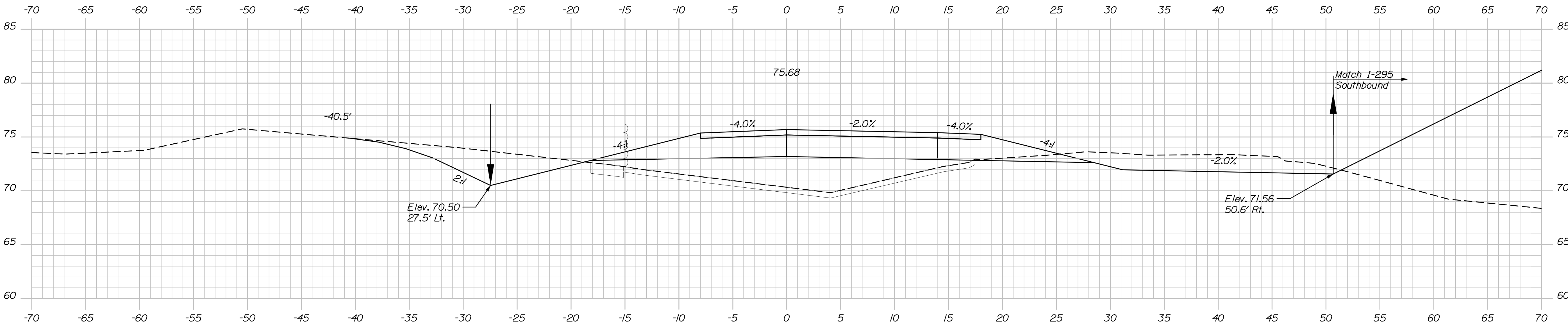
Username:

Division:

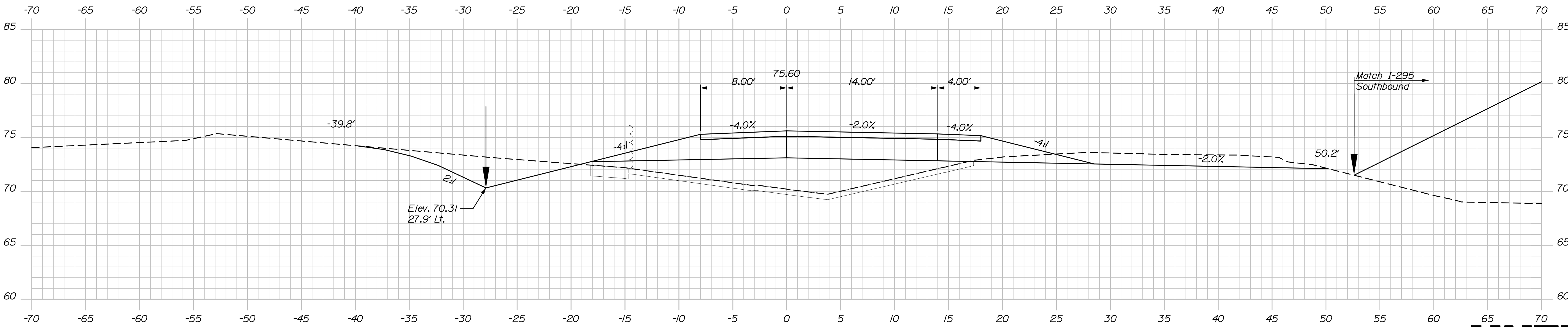
Filename: xsect_1295_SB_OffRamp.dgn



211+00.00



210+75.00



210+50.00



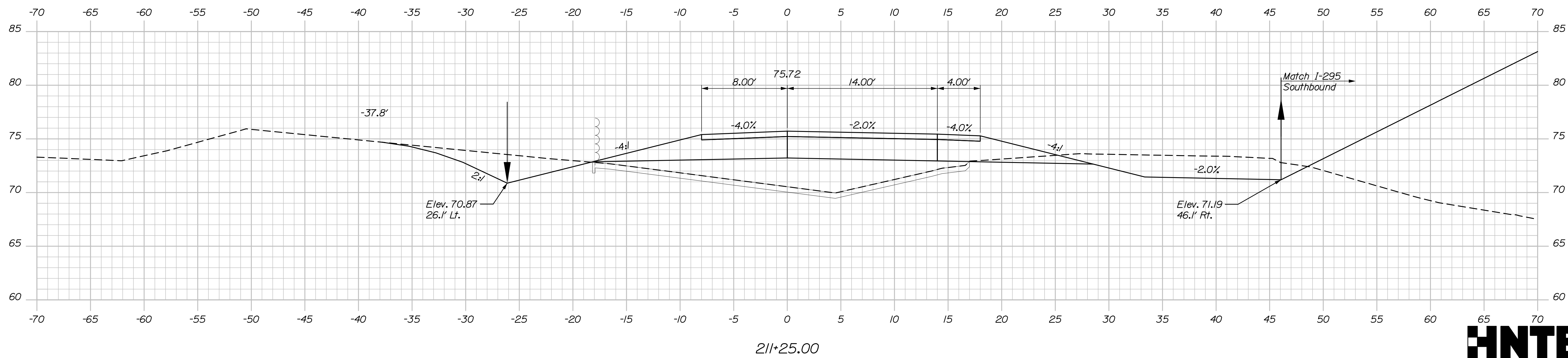
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	
023106.00 & 023110.00	
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGNS-DETAILED		DESIGNS-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 SOUTHBOUND	
OFF RAMP CROSS SECTIONS	

SHEET NUMBER
146
OF 312

Date: 8/22/2021



SHEET NUMBER

147

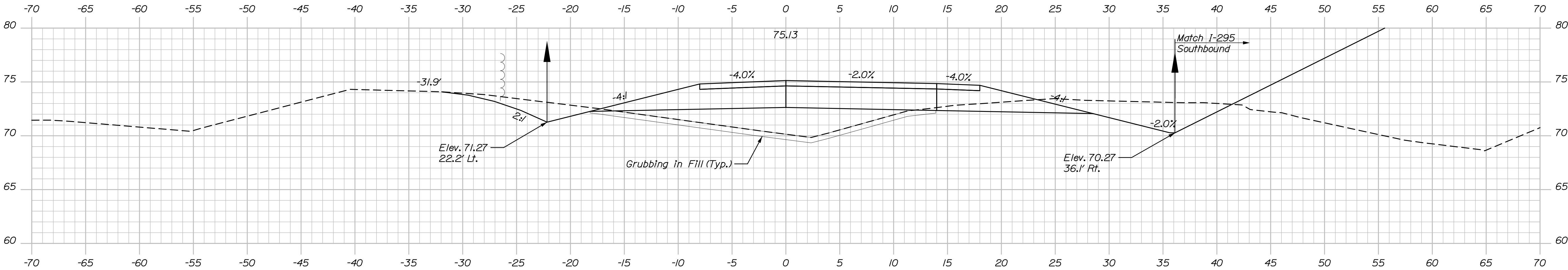
OF 312

Date:8/22/2021

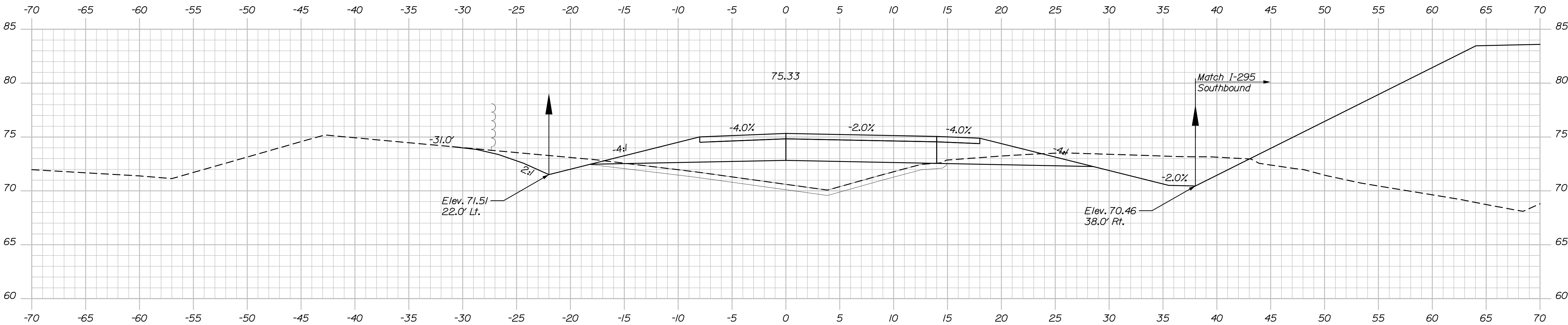
Username:

Division:

Filename: xsect_1295_SB_OffRamp.dgn

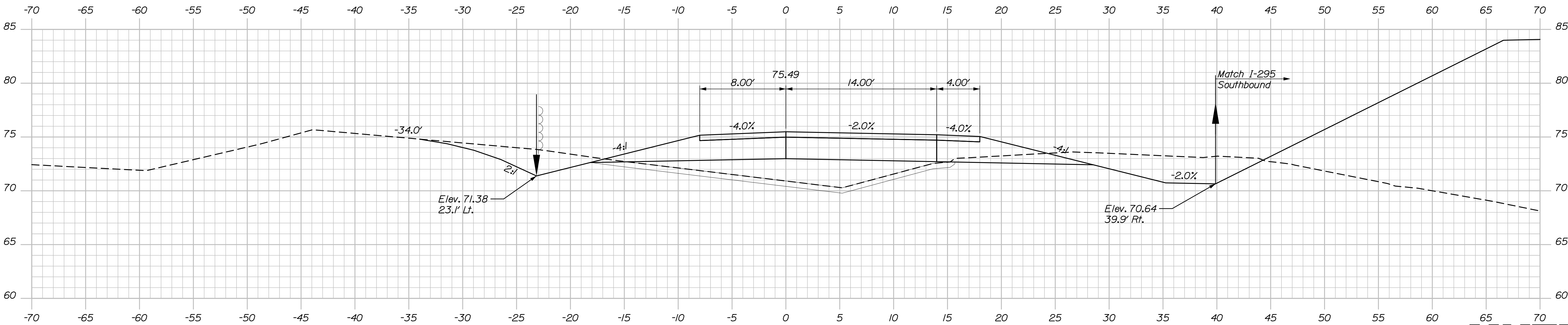


212+50.00



212+25.00

Sta. 212+19.00
High Point Elev. 71.57



212+00.00



Sta. 212+00.00 to Sta. 212+50.00

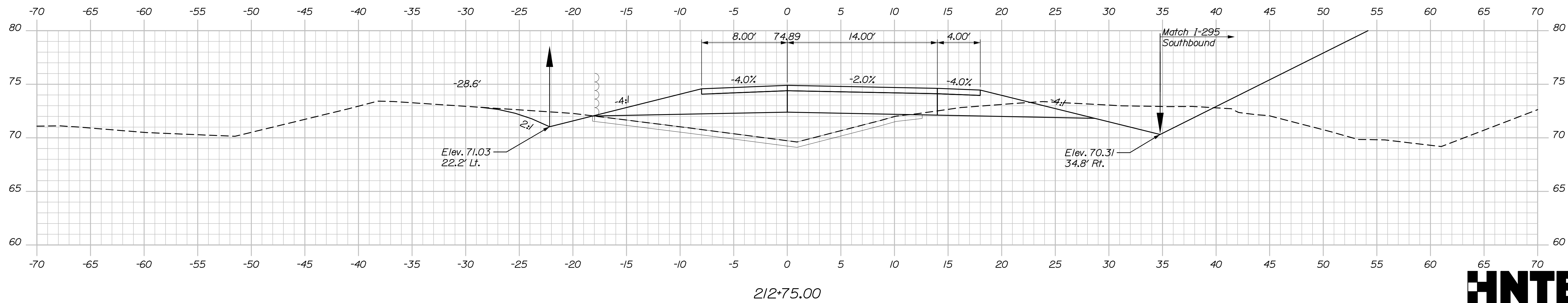
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	

PROJ. MANAGER		BY		DATE	
DESIGN-DETAILED		D. Burton		8/21	
CHECKED-REVIEWED		L. Driscoll		8/21	
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1	
EXIT 17 INTERCHANGE	
YARMOUTH CUMBERLAND	
I 295 SOUTHBOUND	
OFF RAMP CROSS SECTIONS	

SHEET NUMBER	
148	
OF 312	

Filename: xsect_l295_SB_OffRamp.dgn



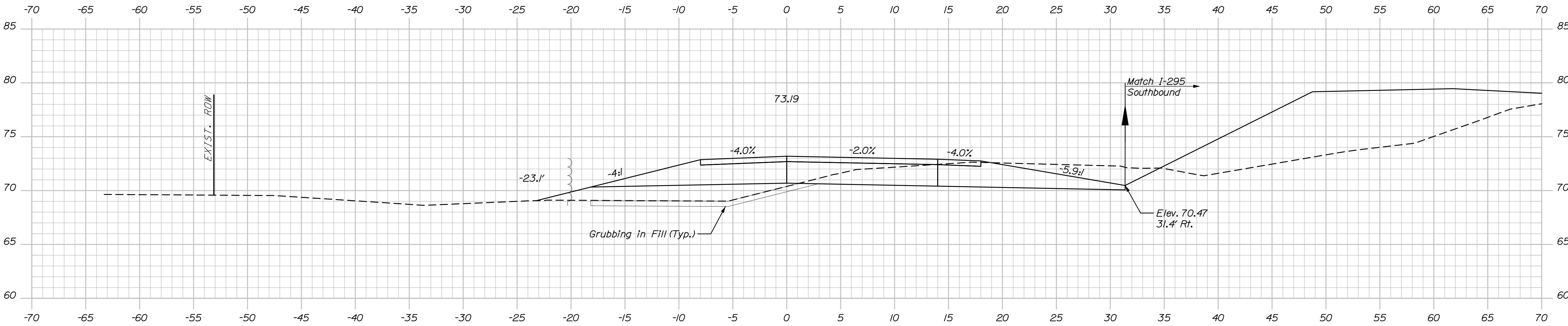
SHEET NUMBER
149
OF 312

Date:8/22/2021

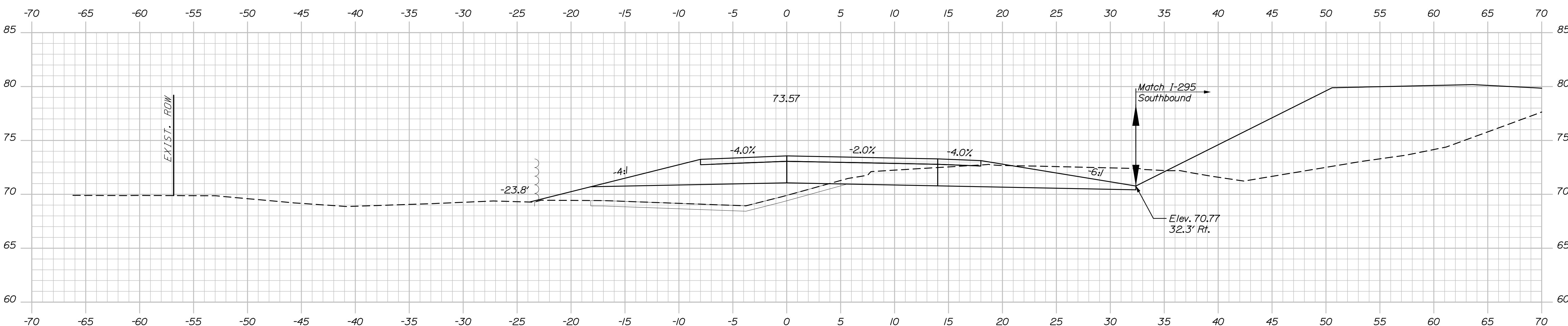
Username:

Division:

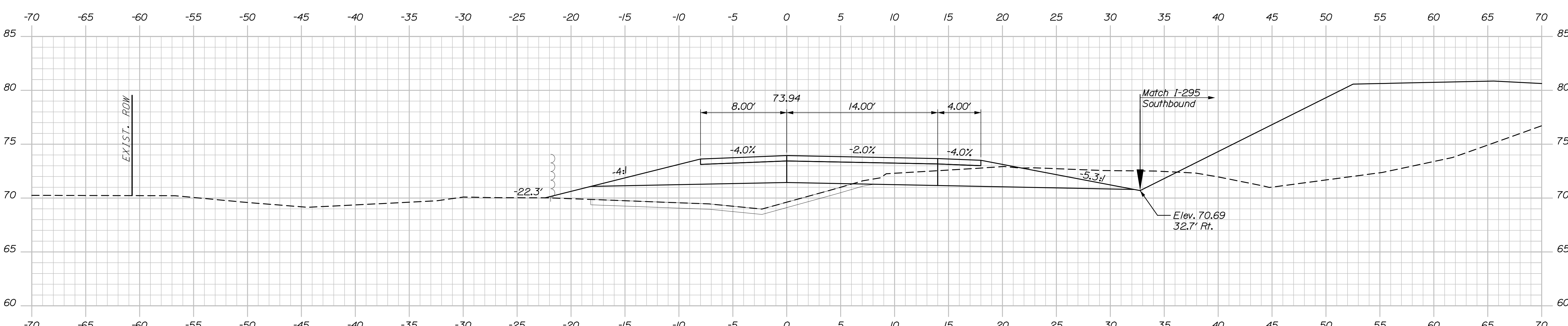
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214+00.00



213+75.00



213+50.00



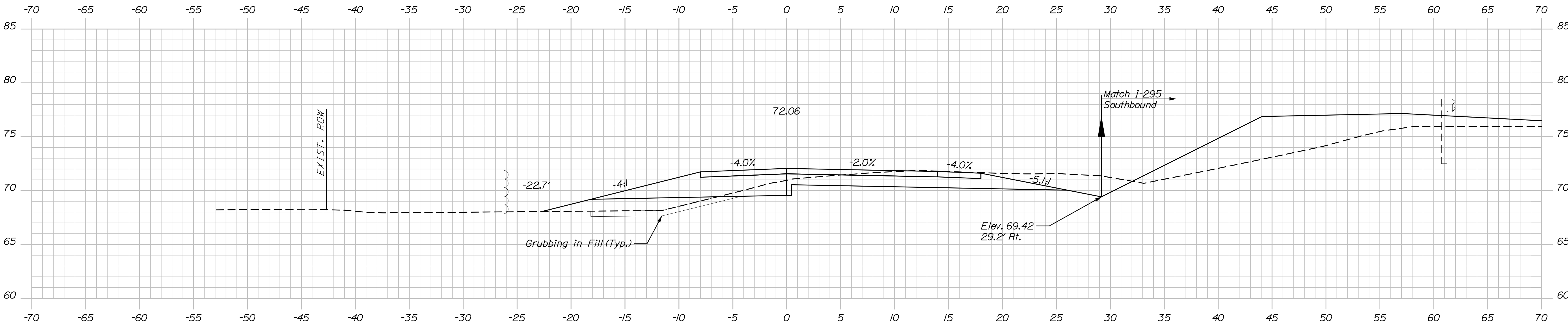
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY		DATE	
DESIGN-DETAILED	C. Helmick	BY	D. Burton	DATE	8/21
CHECKED-REVIEWED	K. Brown	BY	L. Driscoll	DATE	8/21
DESIGN-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

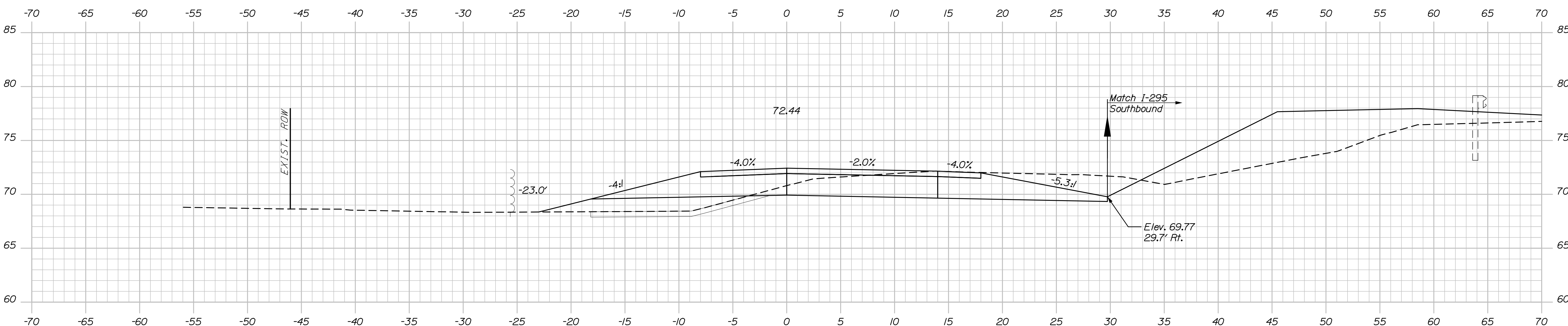
I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 SOUTHBOUND	
OFF RAMP CROSS SECTIONS	

SHEET NUMBER
150
OF 312

Sta. 213+50.00 to Sta. 214+00.00

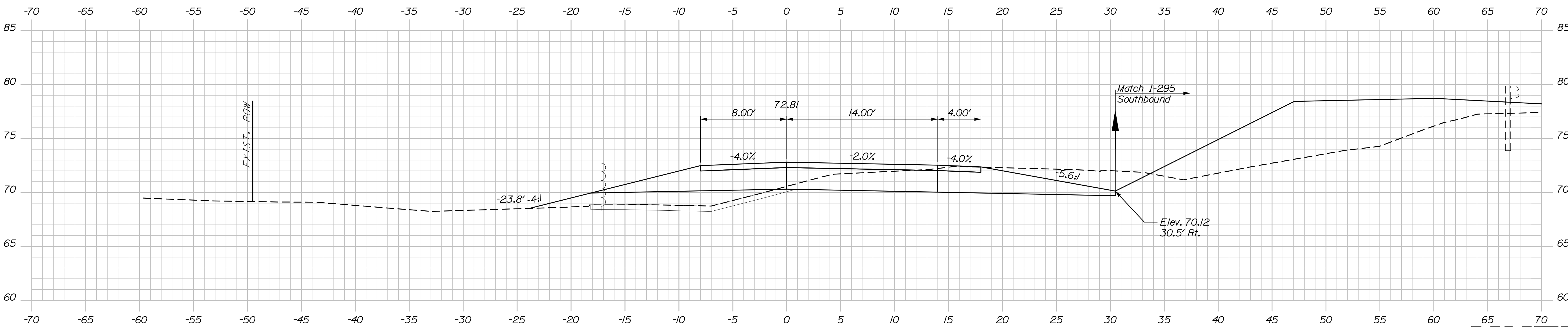


214+75.00



214+50.00

Sta. 214+50.00
End Full Depth
Construction
Begin Transition



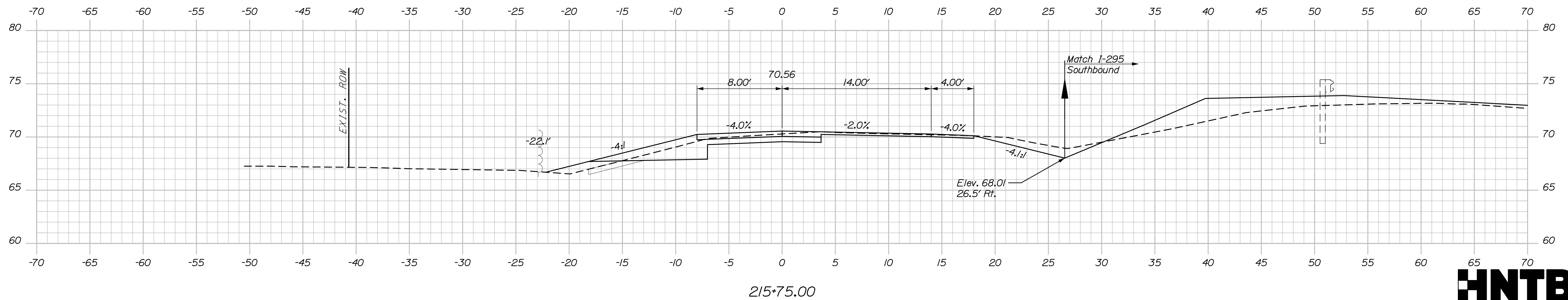
214+25.00



PROJ. MANAGER	M. Kersbergen	BY	DATE
DESIGN-DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 SOUTHBOUND
OFF RAMP CROSS SECTIONS

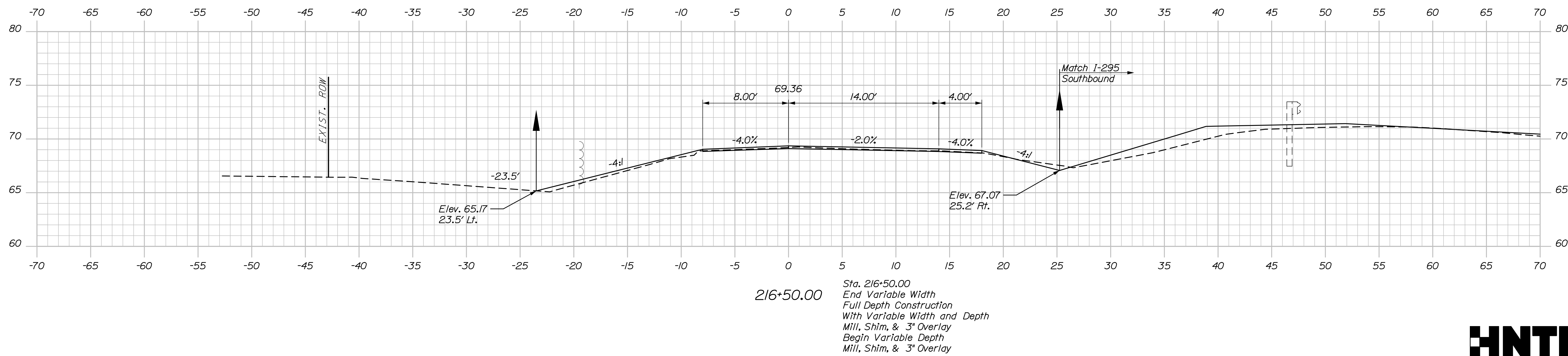
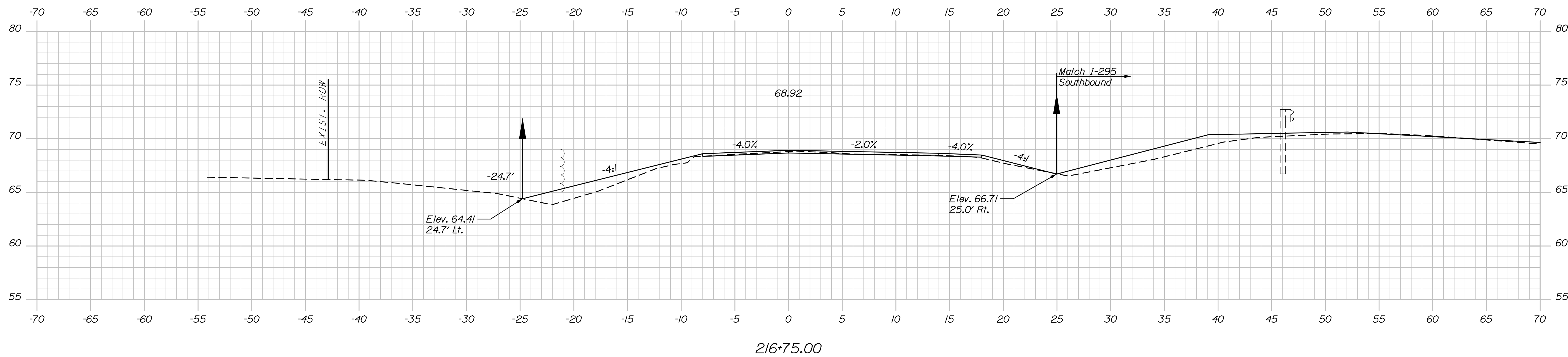
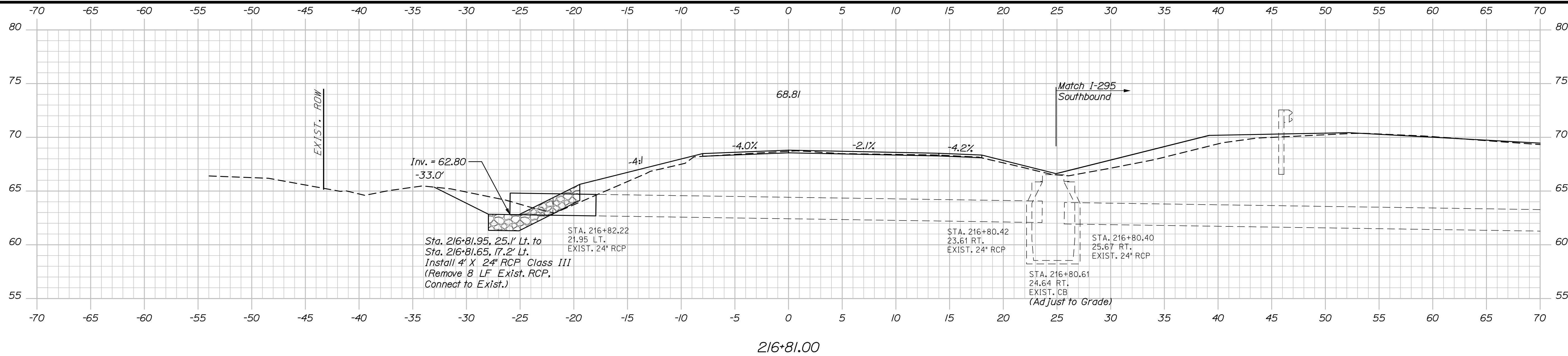
Filename: xsect_l295_SB_OffRamp.dgn



SHEET NUMBER

153

OF 312



Sta. 216+50.00
End Variable Width
Full Depth Construction
With Variable Width and Depth
Mill, Shim, & 3" Overlay
Begin Variable Depth
Mill, Shim, & 3" Overlay

HNTB

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
023106.00 & 023110.00	BRIDGE PLANS
3833 & 1509	

PROJ. MANAGER	M. Kerber/gent	BY	DATE
CHECKED-DETAILED	C. Helmick	D. Burton	8/21
DESIGNED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

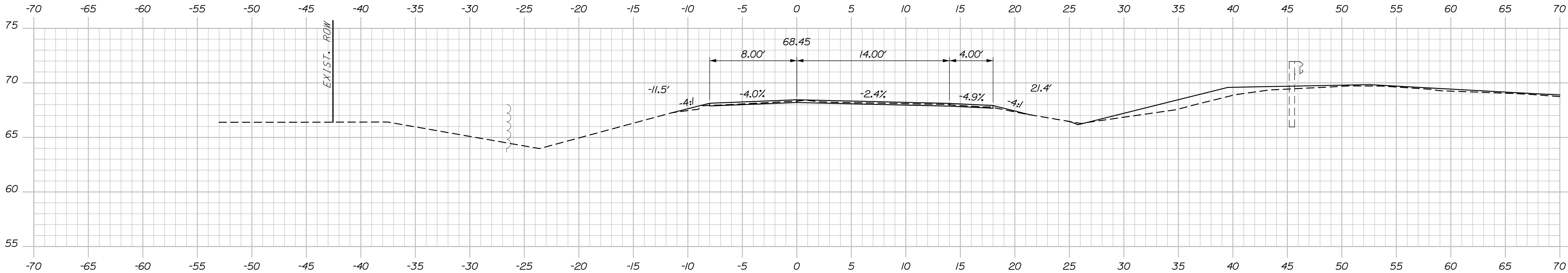
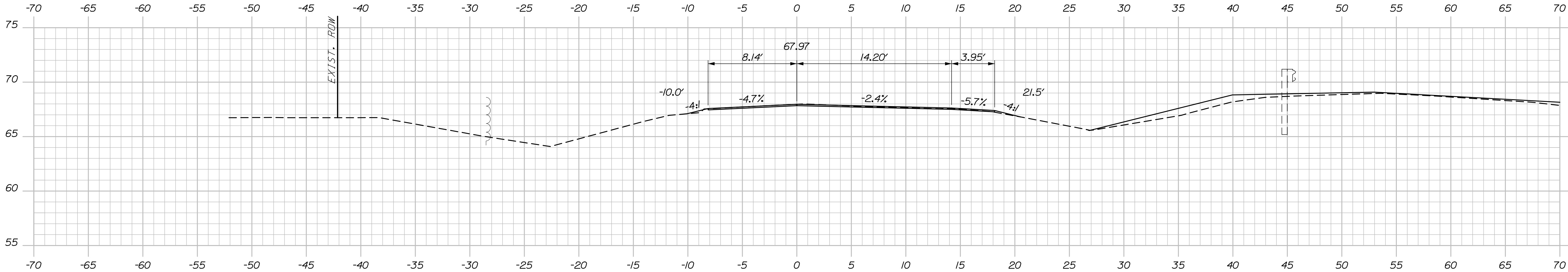
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I 295 SOUTHBOND
OFF RAMP CROSS SECTIONS

SHEET NUMBER

154

OF 312

Sta. 216+50.00 to Sta. 216+81.00

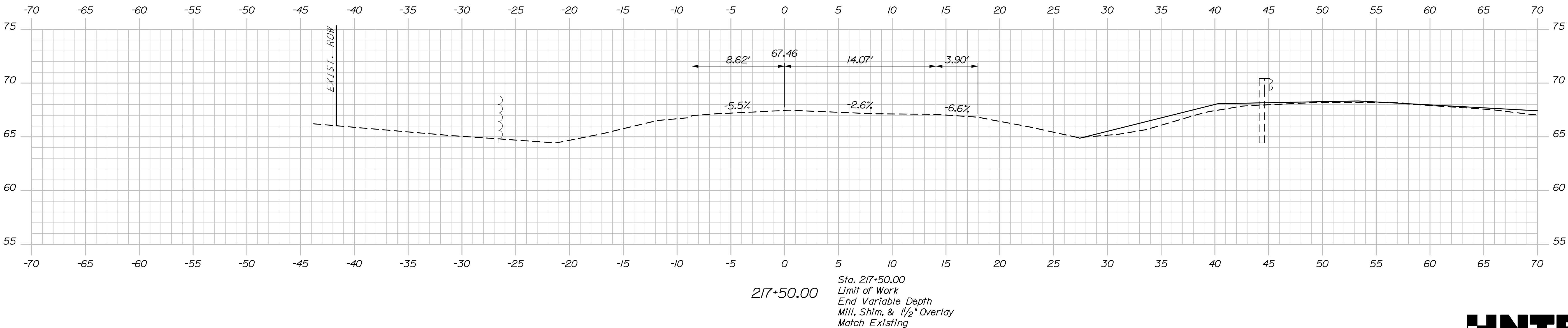
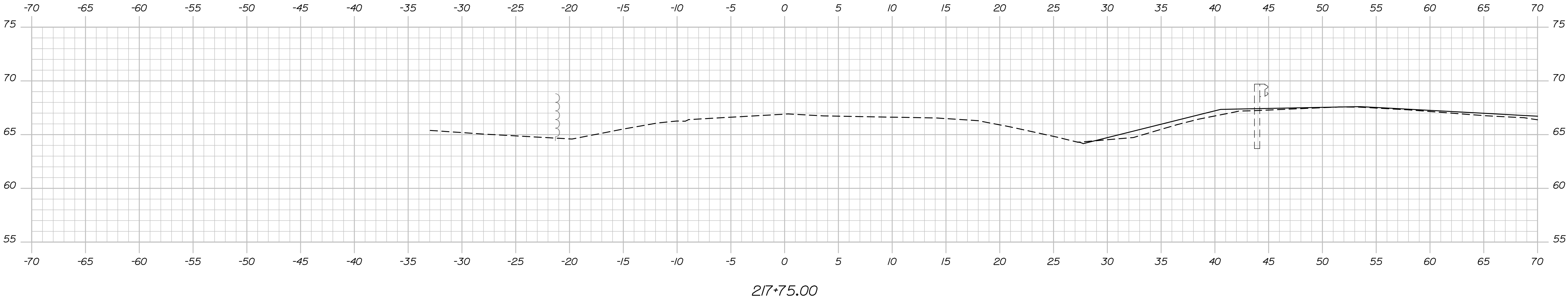


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
5833 & 1509	WIN
023106.00 & 023110.00	
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
DESIGN-DETAILED	C. Helmick	BY	L. Driscoll	DATE	8/21
CHECKED-REVIEWED	K. Brown	BY		DATE	
DESIGN-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I 295 SOUTHBOUND	
OFF RAMP CROSS SECTIONS	

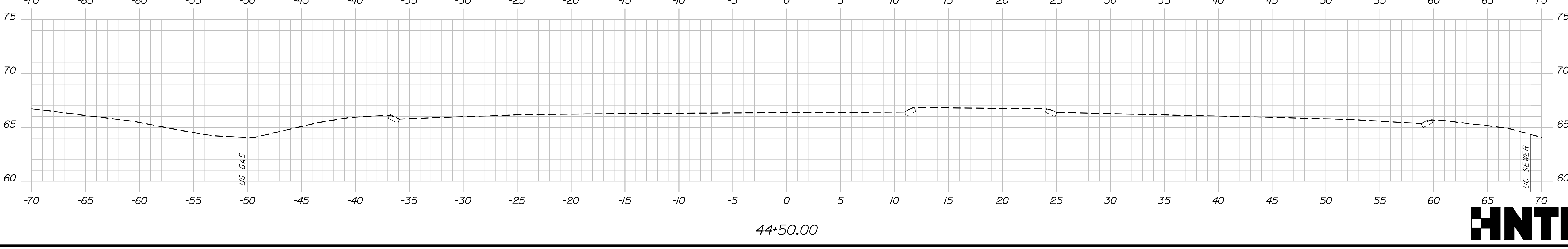
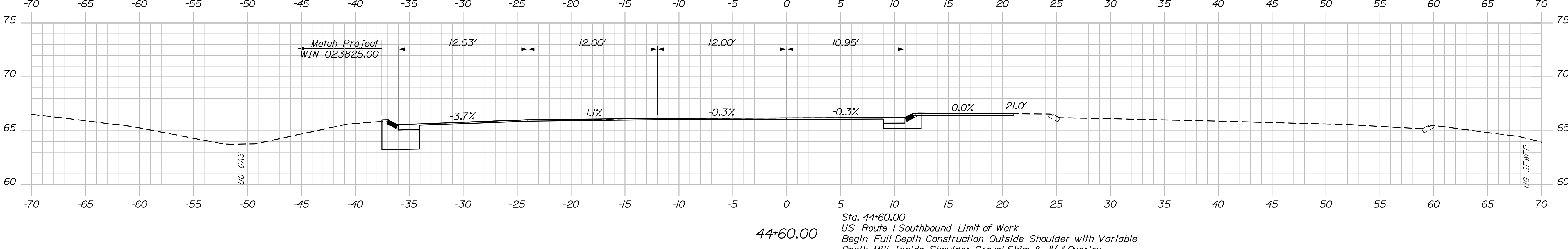
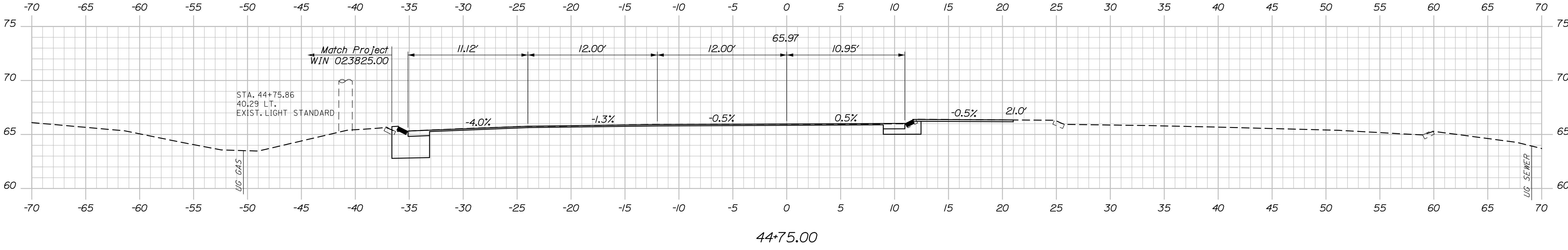
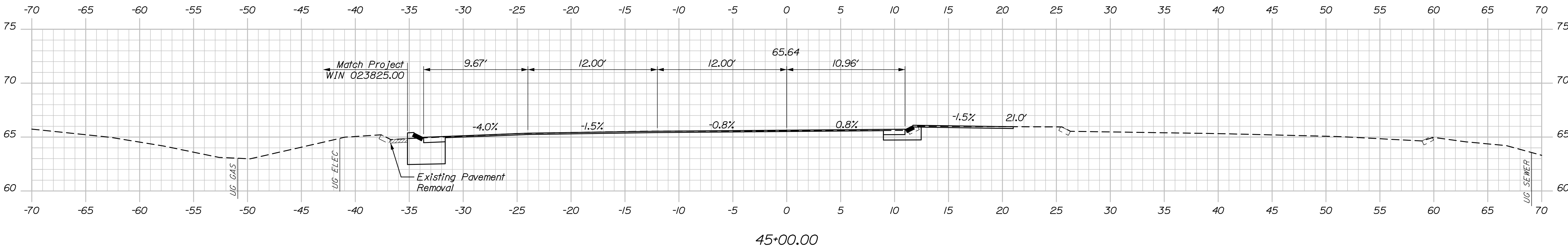
SHEET NUMBER
155
OF 312



Sta. 217+50.00
Limit of Work
End Variable Depth
Mill, Shim, & 1/2" Overlay
Match Existing



STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS				
	PROJ. MANAGER	M. Kersbergen	BY	
	DESIGN-DETAILED	C. Helmick	DATE	8/21
	CHECKED-REVIEWED	D. Burton L. Driscoll	SIGNATURE	
DESIGN-DETAILED			P.E. NUMBER	
REVISIONS 1			DATE	
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH I 295 SOUTHBOUND OFF RAMP CROSS SECTIONS				
SHEET NUMBER 156 OF 312				



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

WIN
023106.00 & 023110.00
5833 & 1509

BRIDGE PLANS

PROJ. MANAGER
DESIGNED-Detailed
CHECKED-REVIEWED
DESIGNED-Detailed
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE
8/21
8/21

BY
D. Burton
L. Driscoll

SIGNATURE

P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

US ROUTE 1
CROSS SECTIONS

SHEET NUMBER

157

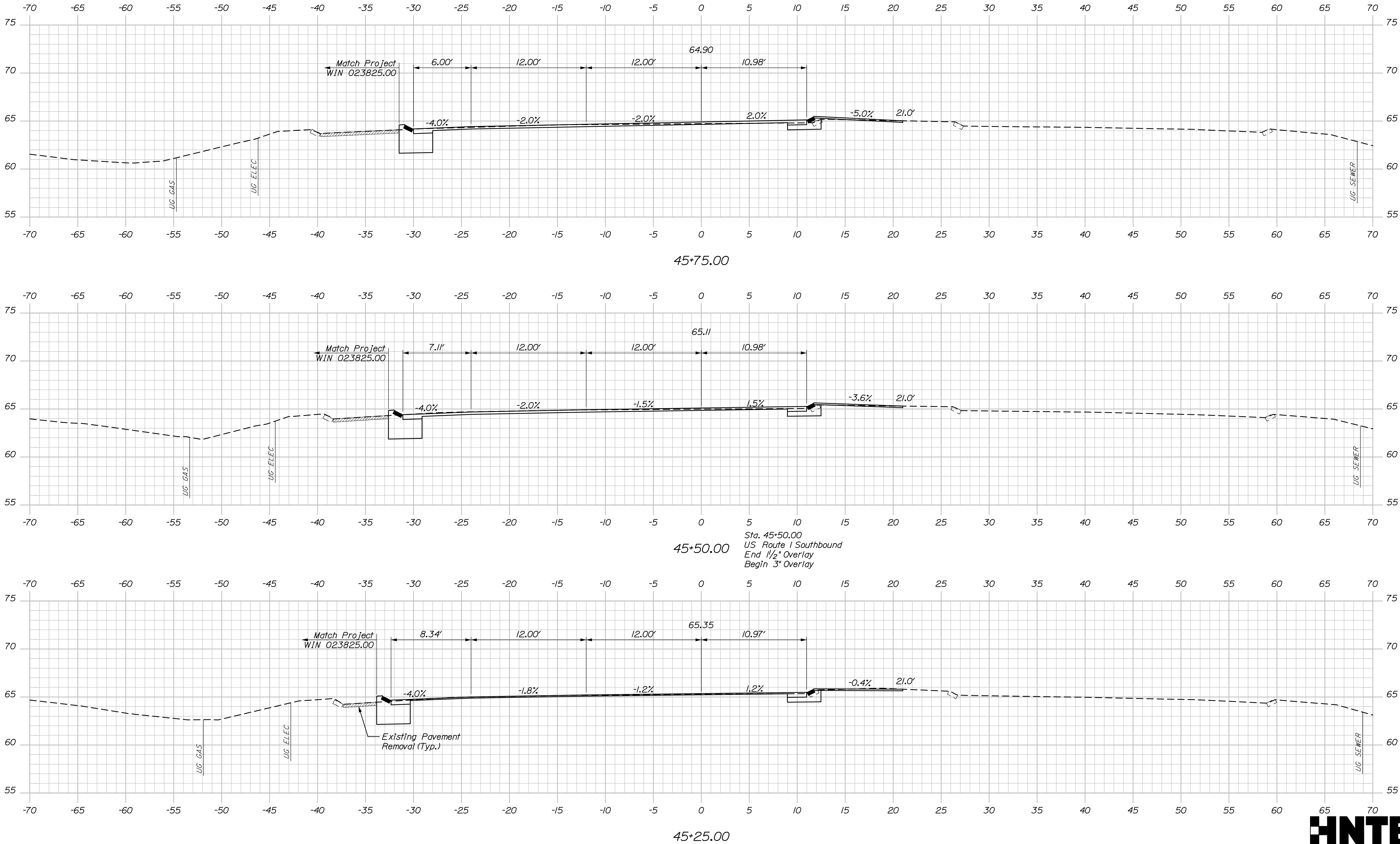
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_Route 1.dgn



Sta. 45+25.00 to Sta. 45+75.00

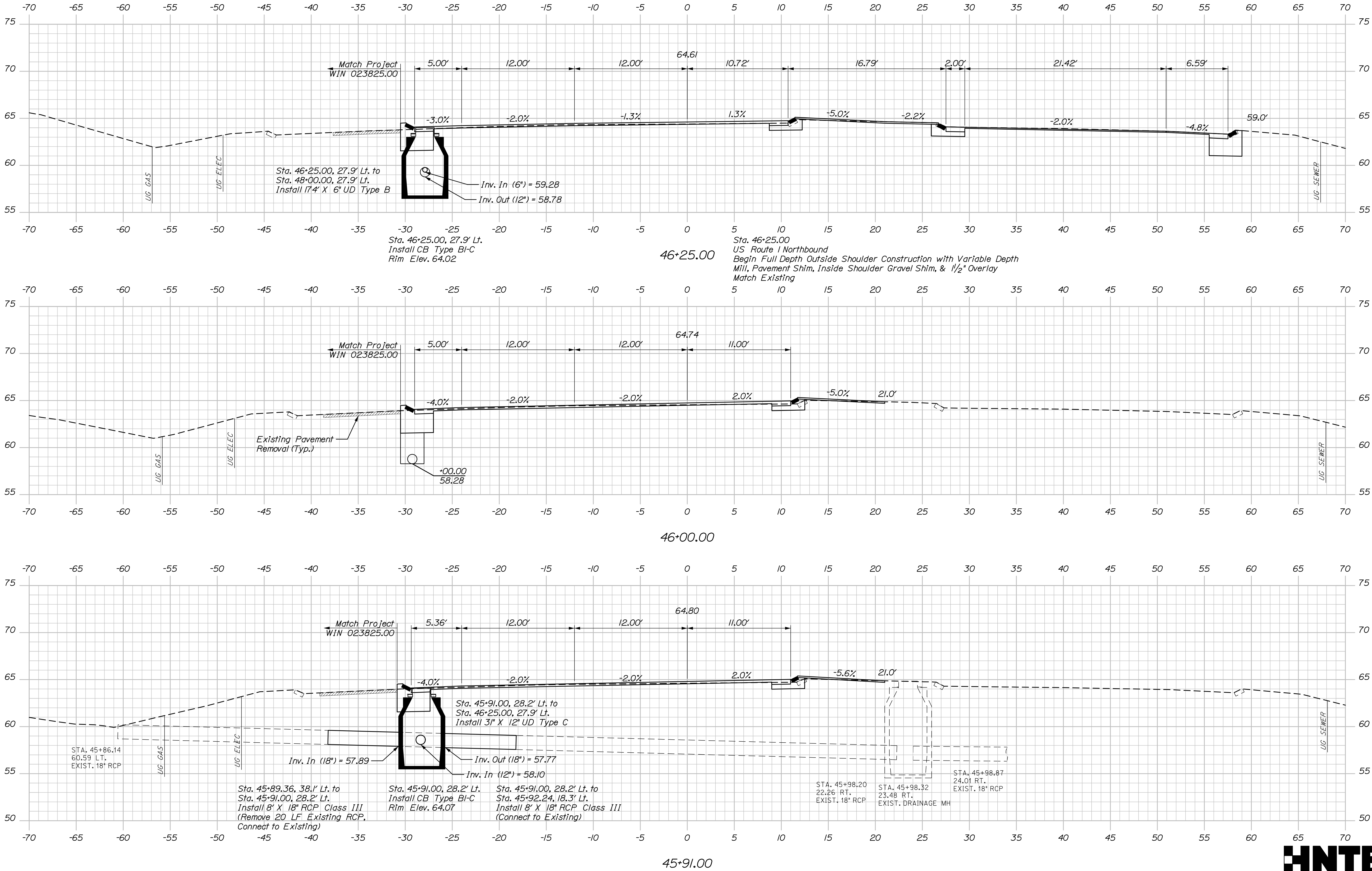
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS	
	CUMBERLAND			
	YARMOUTH			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE		US ROUTE 1 CROSS SECTIONS		SHEET NUMBER 158 OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_Route 1.dgn



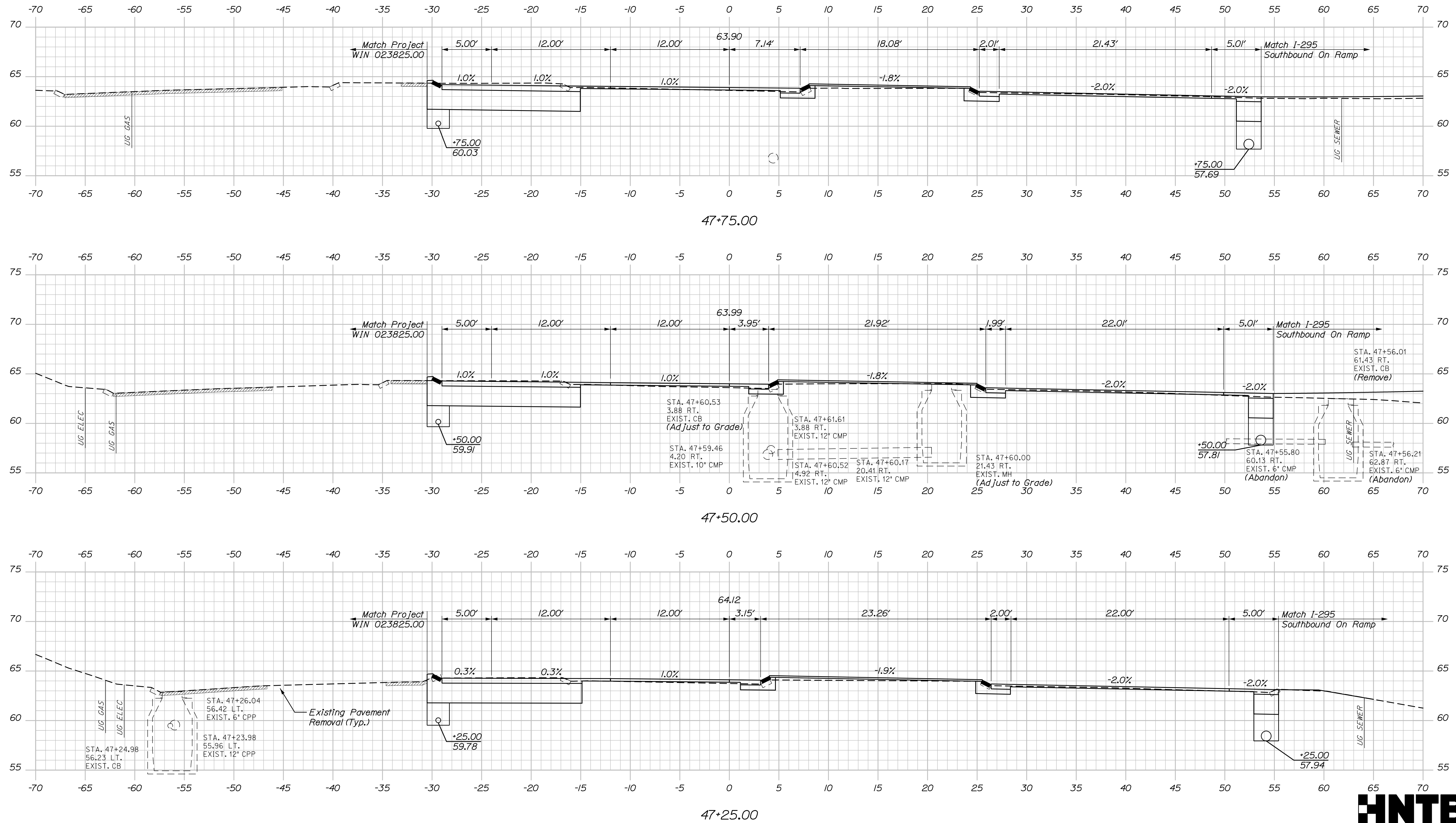
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersiberg	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
CHECKED-REVIEWED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
CUMBERLAND
YARMOUTH
US ROUTE 1
CROSS SECTIONS

Filename: Xsect_Route 1.dgn



Filename: Xsect_Route 1.dgn



HNTB

Sta. 47+25.00 to Sta. 47+75.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
	WIN
023106.00 & 023110.00	BRIDGE PLANS

PROJ. MANAGER	BY	DATE
CHECKED-DETAILED	C. Helmick	8/21
DESIGN-REVIEWED	D. Burton	8/21
DESIGN-DETAILED	K. Brown	
DESIGN-DETAILED02		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
		SIGNATURE
		P.E. NUMBER
		DATE

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
US ROUTE 1 CROSS SECTIONS

SHEET NUMBER

161

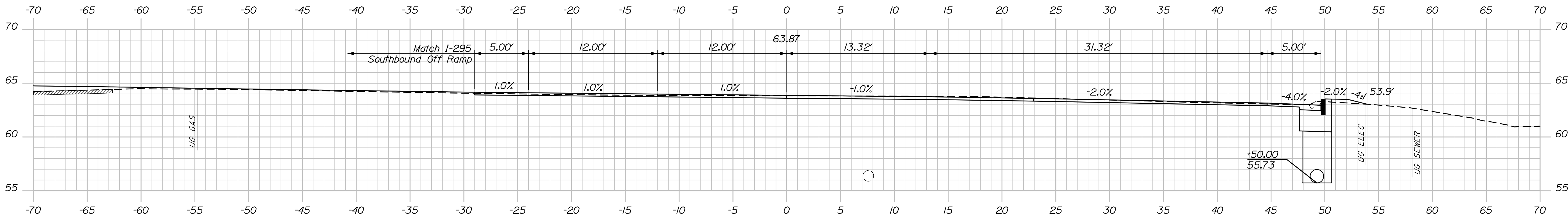
OF 312

Date:8/22/2021

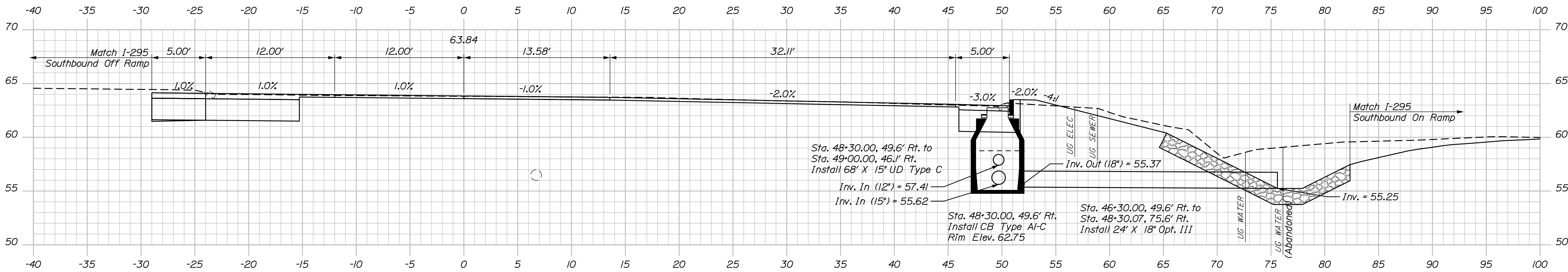
Username:

Division:

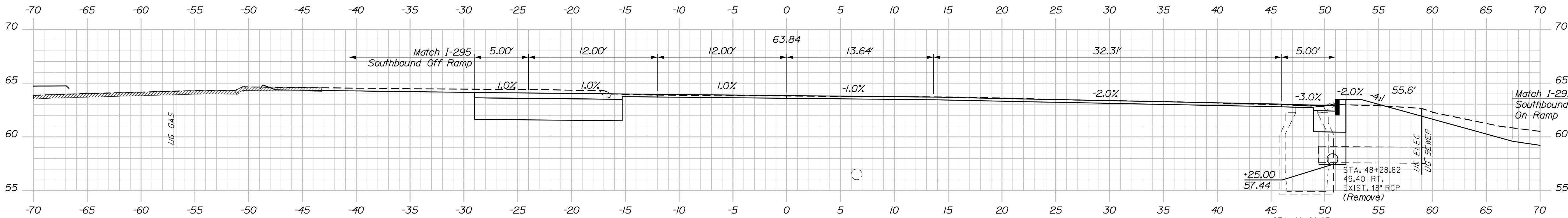
Filename: Xsect_Route 1.dgn



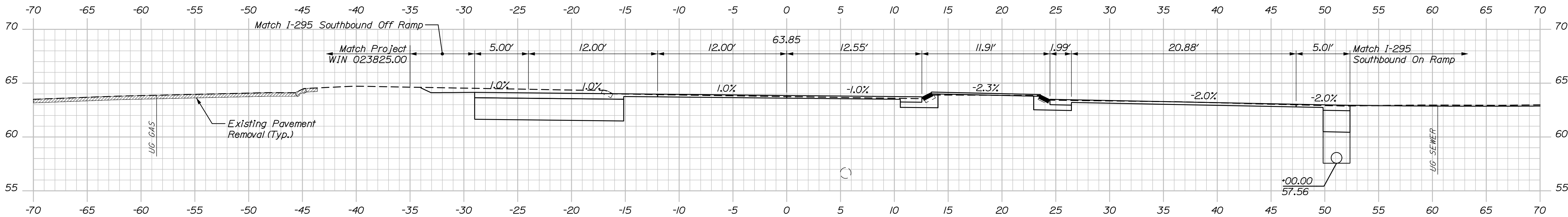
48+50.00



48+30.00



48+25.00



48+00.00



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
023106.00 & 023110.00	
5833 & 1509	
BRIDGE PLANS	

—	
DATE	8/21
BY	D. Burton
PROJ. MANAGER	M. Kersbergen
DESIGN-DETAILED	C. Helmick
CHECKED-REVIEWED	K. Brown
DESIGN-DETAILED	L. Driscoll
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

I-295 OVER US ROUTE 1	
EXIT 17 INTERCHANGE	
CUMBERLAND	
YARMOUTH	
US ROUTE 1	
CROSS SECTIONS	

SHEET NUMBER	
162	
OF 312	

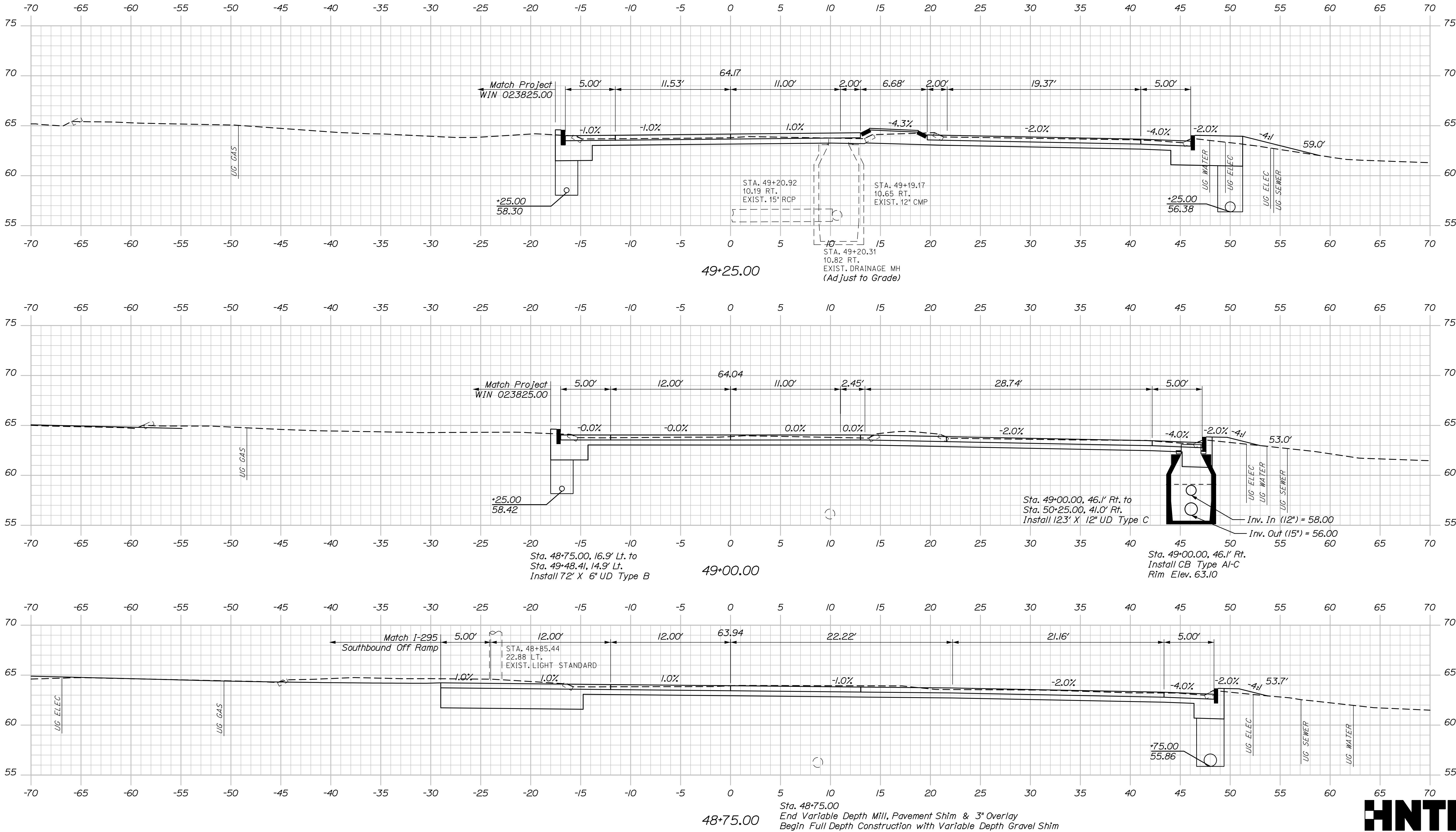
Sta. 48+00.00 to Sta. 48+50.00

Filename: Xsect_Route 1.dgn

Division:

Username:

Date: 8/22/2021



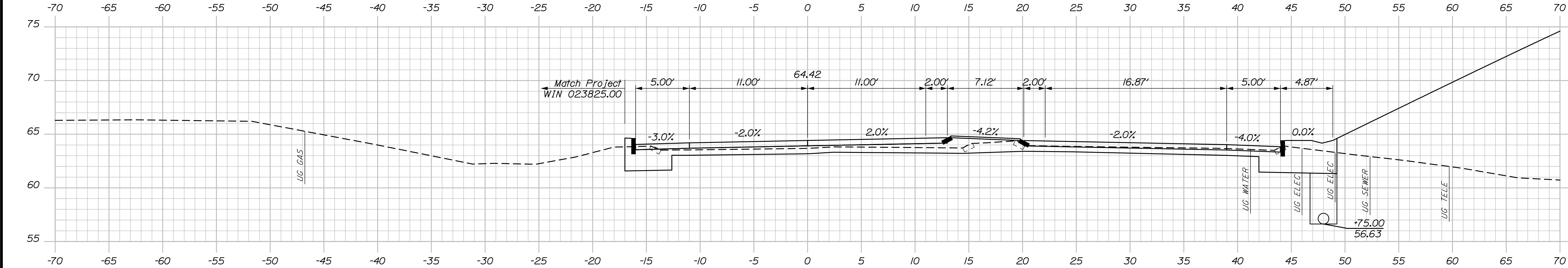
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		US ROUTE 1		CROSS SECTIONS	
SHEET NUMBER		163		OF 312		DATE		P.E. NUMBER		SIGNATURE	
BY		DATE		BY		DATE		BY		DATE	
M. Kersbergen		8/21		D. Burton		8/21		L. Driscoll		8/21	
DESIGNED-DETAILED		C. Helmick		DESIGNED-DETAILED		C. Helmick		DESIGNED-DETAILED		C. Helmick	
CHECKED-REVIEWED		K. Brown		CHECKED-REVIEWED		K. Brown		CHECKED-REVIEWED		K. Brown	
DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED	
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

Date:8/22/2021

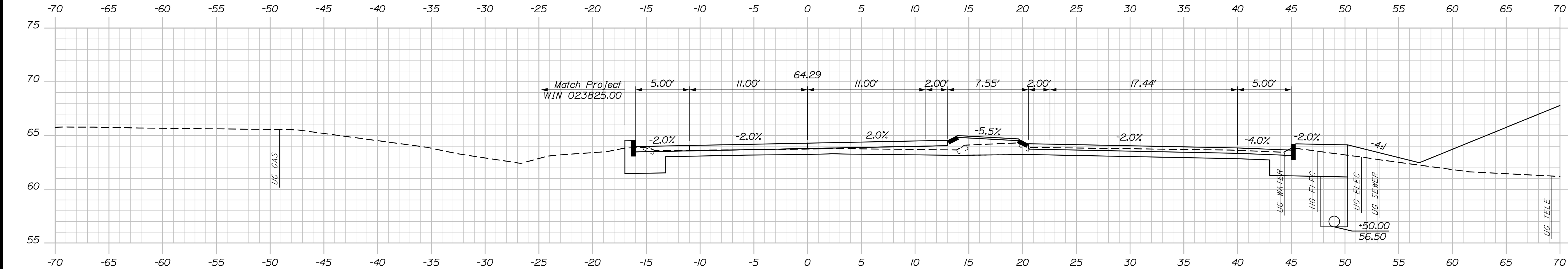
Username:

Division:

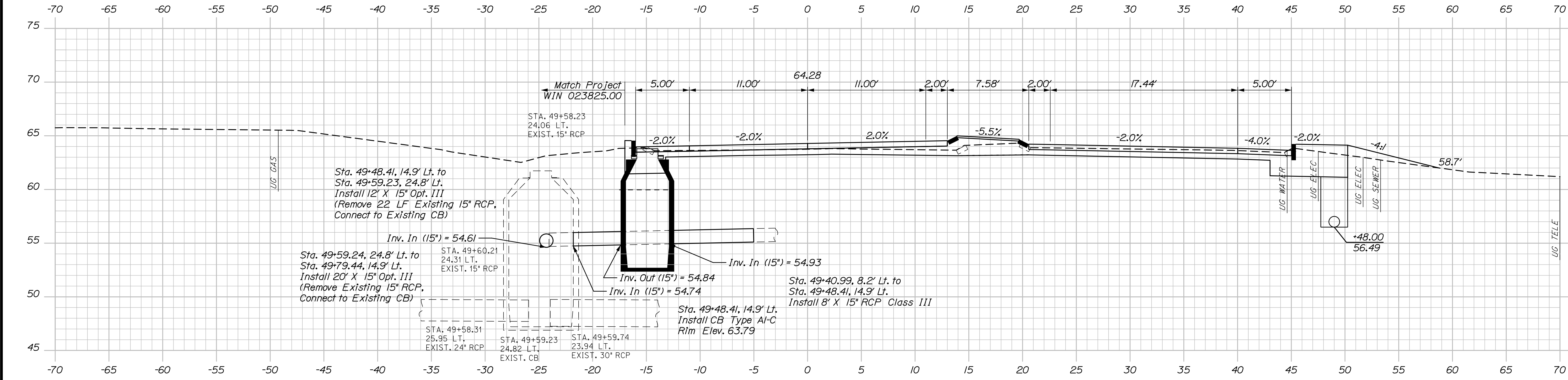
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49+75.00



49+50.00



49+48.41



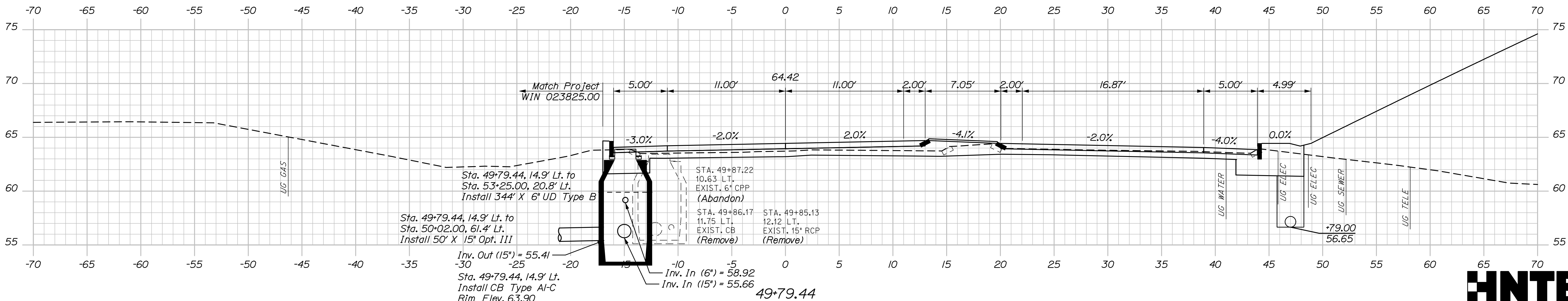
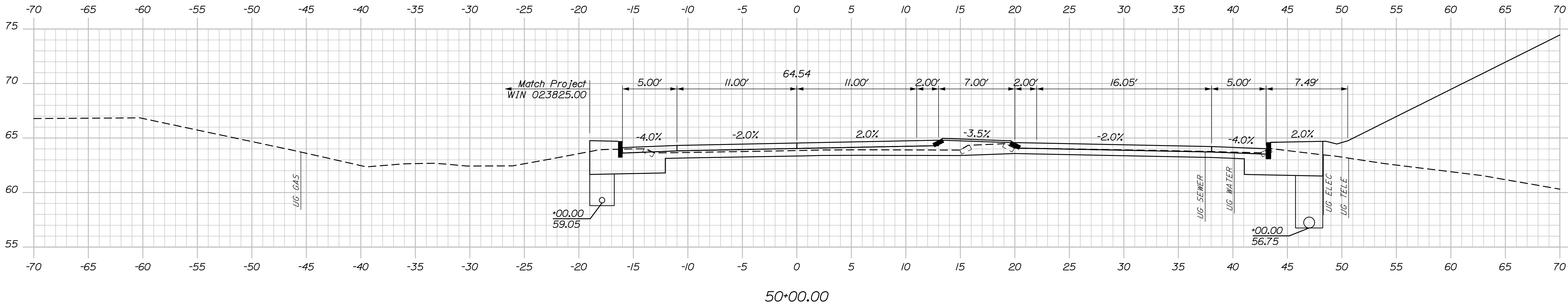
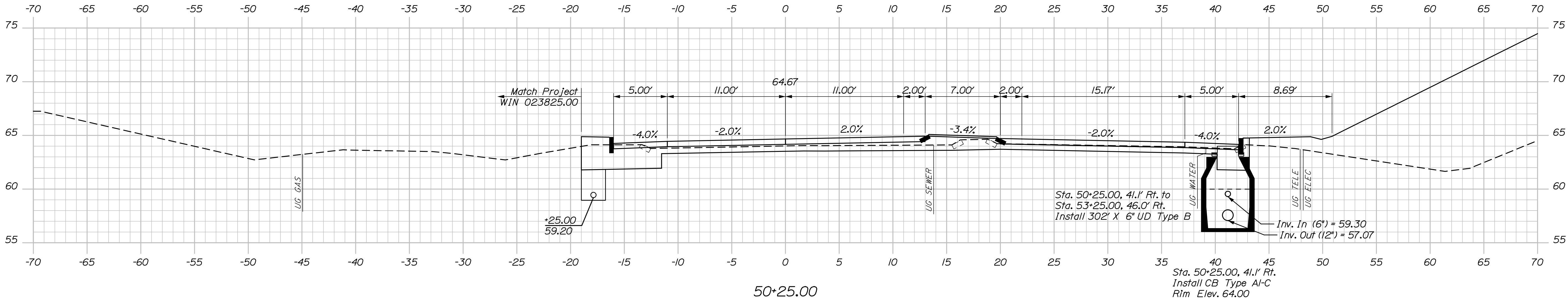
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
K. Brown					
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

Division:

Filename: Xsect_Route 1.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5	REVISIONS 6
FIELD CHANGES					

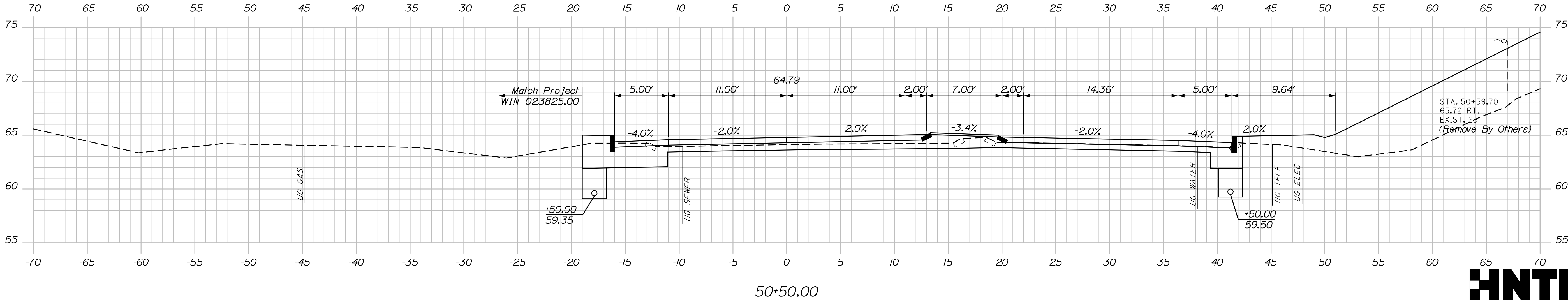
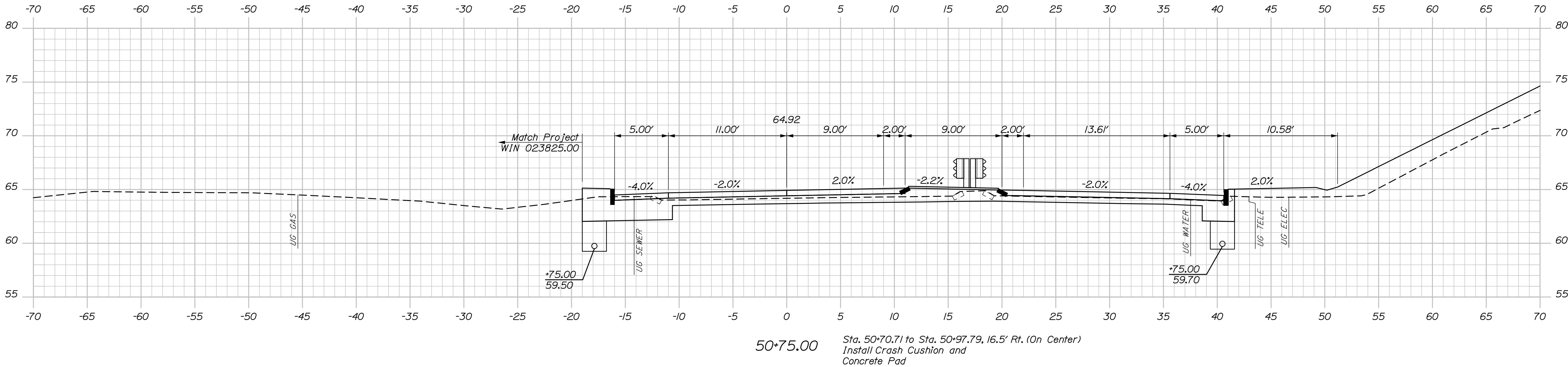
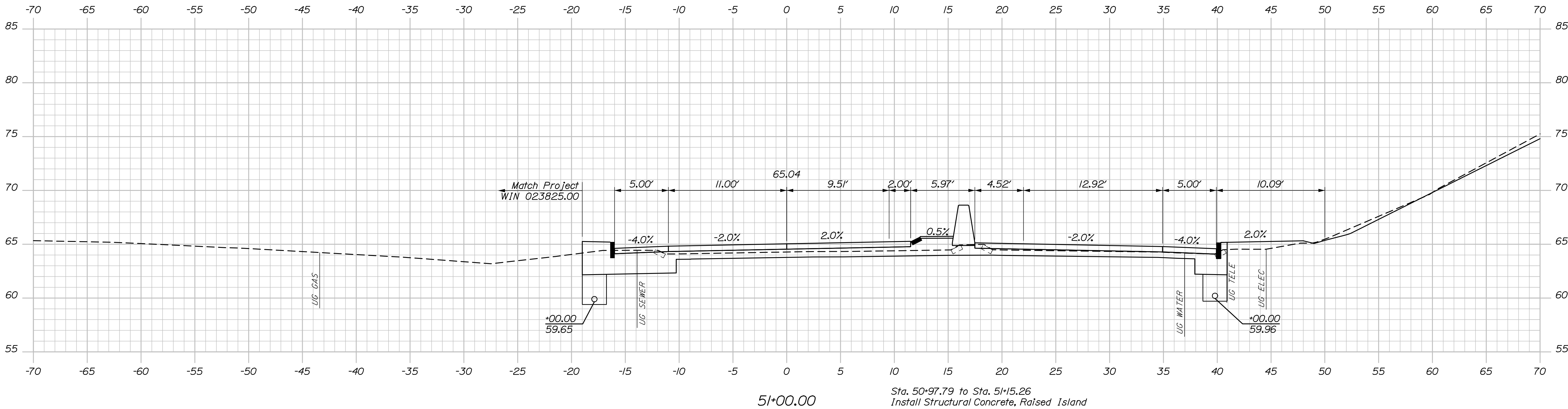
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
US ROUTE 1
CROSS SECTIONS

Date:8/22/2021

Username:

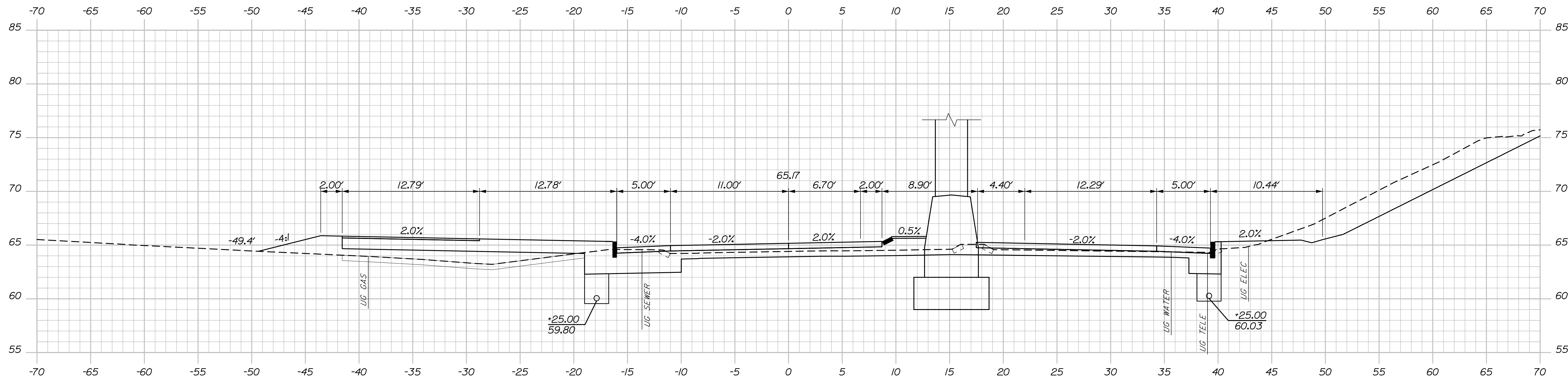
Division:

Filename: Xsect_Route 1.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	D. Burton	8/21	
CHECKED-REVIEWED	L. Driscoll	8/21	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date: 8/22/2021

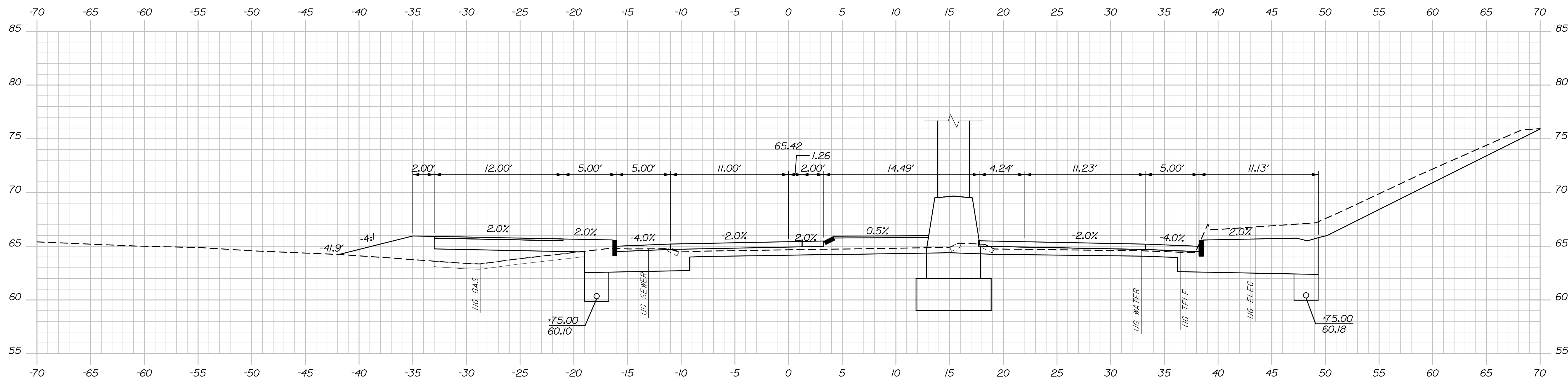


5/+25.00

Sta. 51+25.00 to Sta. 51+50.00

167 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER	M. Kerstberger	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00
						DESIGN-DETAILED	C. Helmick	D. Burton	8/21	
						CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21	
		US ROUTE 1 CROSS SECTIONS				DESIGN2-DETAILED2				SIGNATURE
						DESIGN3-DETAILED3				
						REVISIONS 1				P.E. NUMBER
						REVISIONS 2				
						REVISIONS 3				
						REVISIONS 4				
						FIELD CHANGES				
				DATE						
				WIN						
				5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS						

Date: 8/22/2021



HNTB

Sta. 51+75.00 to Sta. 52+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
8833 & 1509	023106.00 & 023110.00
	BRIDGE PLANS

PROJ. MANAGER	M. Kerber/gent	BY	DATE
DESIGN-DETAILED	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Diercoll	8/21
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
			SIGNATURE
			P.E. NUMBER
			DATE

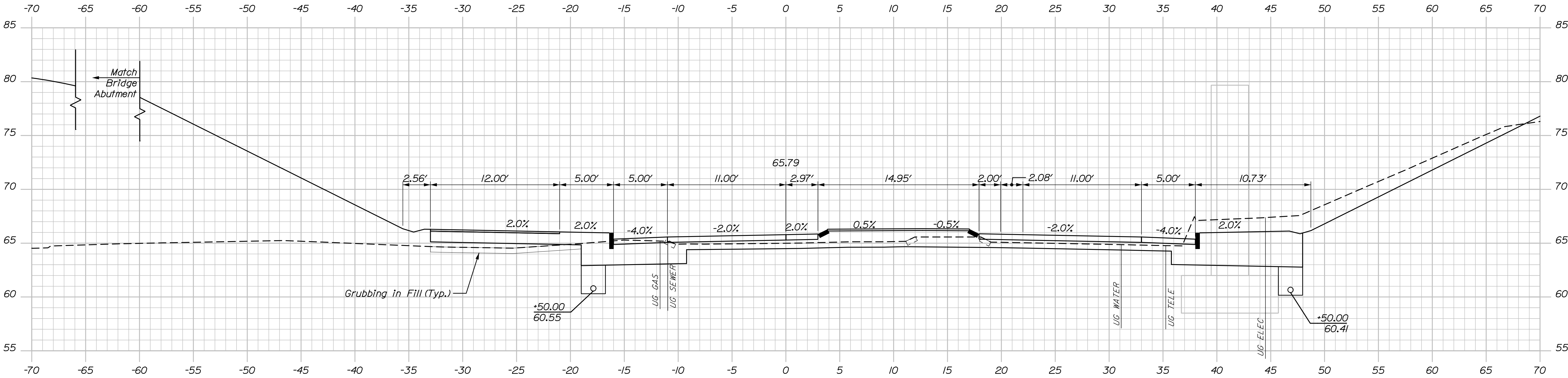
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

US ROUTE 1
CROSS SECTIONS

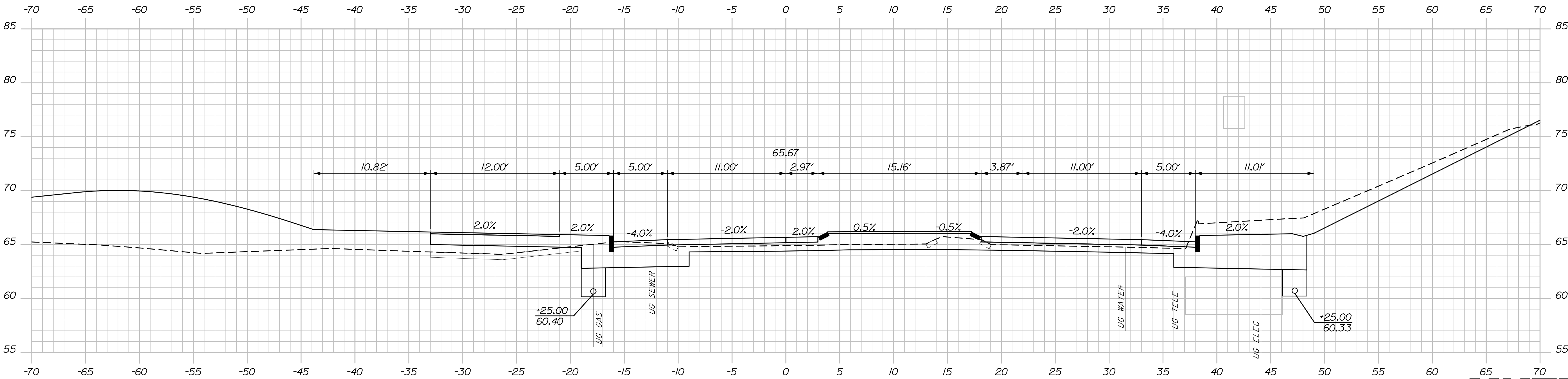
SHEET NUMBER

168

OF 312



52+50.00



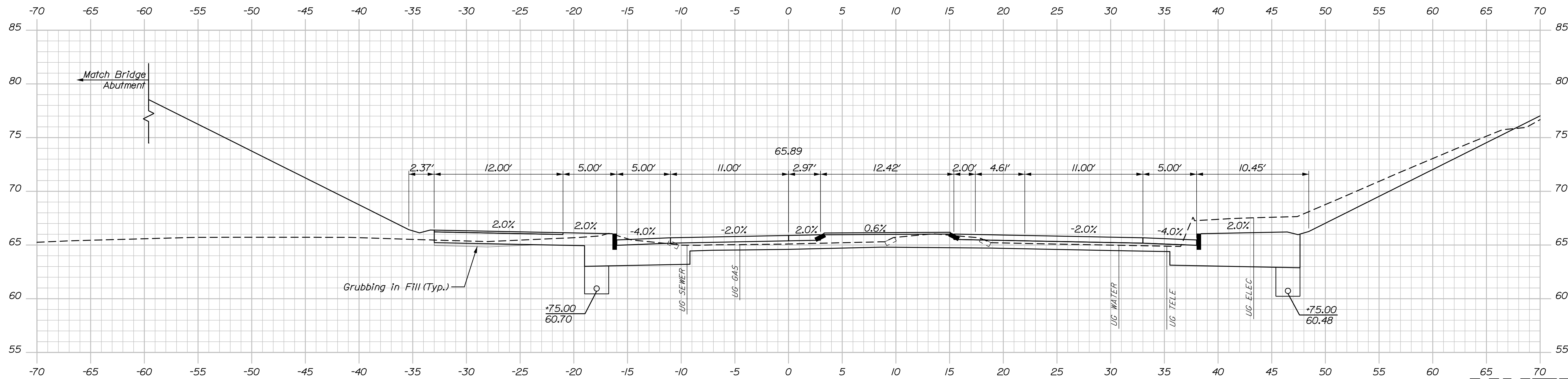
52+25.00



PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	D. Burton	8/21	
CHECKED-DETAILED	L. Driscoll	8/21	
DESIGNED-DETAILED			
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
US ROUTE 1
CROSS SECTIONS

Date: 8/22/2021



170

SHEET NUMBER

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMB

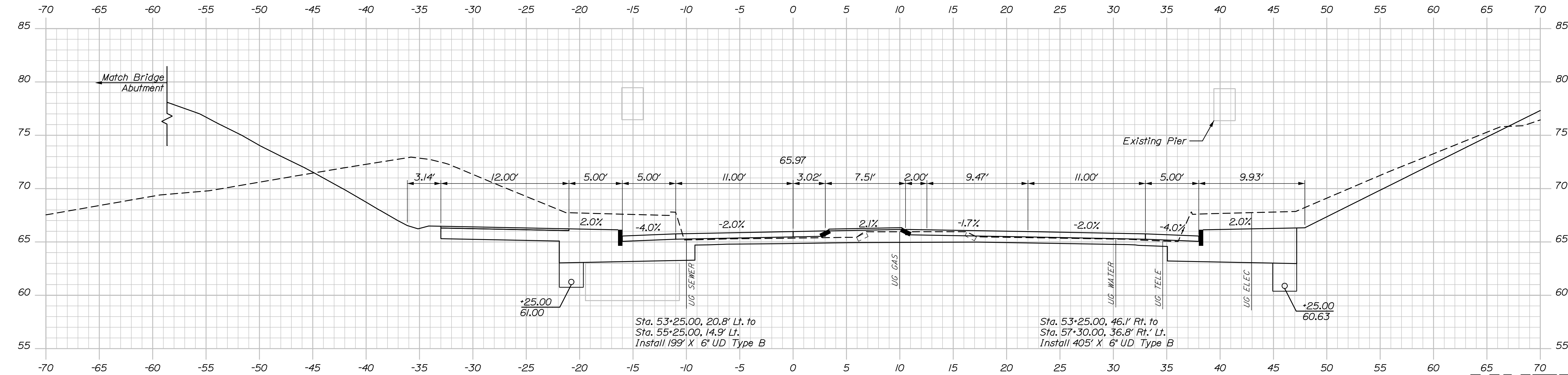
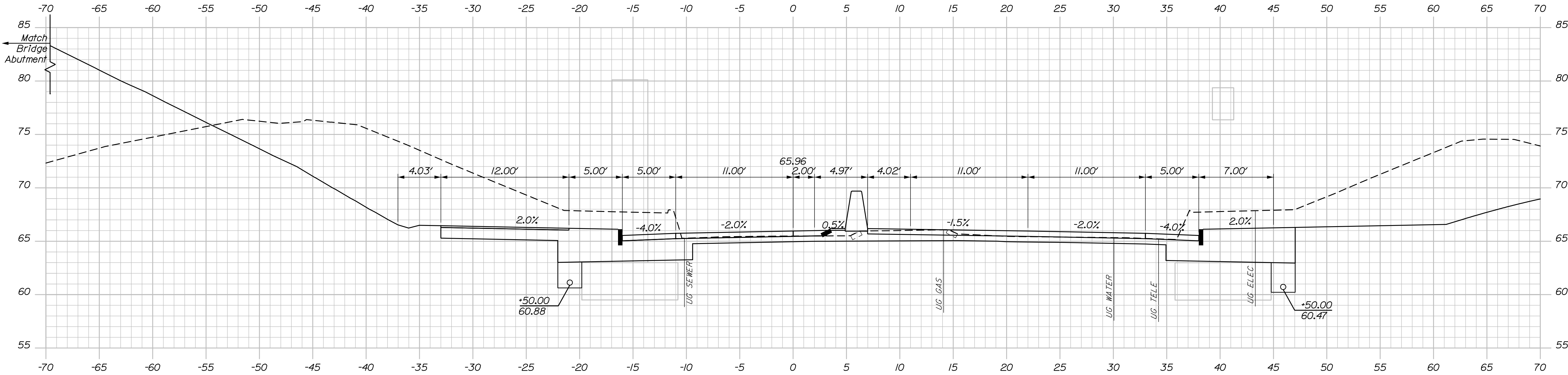
US ROUTE 1
CROSS SECTIONS

PROJ. MANAGER	M. Kerstbergen	BY	DATE
DESIGN-DET-AL1	C. Helmick	D. Burton	8/21
CHECKED-REVIEWED	K. Brown	L. Driscoll	8/21
DESIGNS-DET-AL2			
DESIGNS-DET-AL3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
8833 & 1509	023106.00 & 023110.00
	BRIDGE PLANS

Sta. 52+75.00 to Sta. 53+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

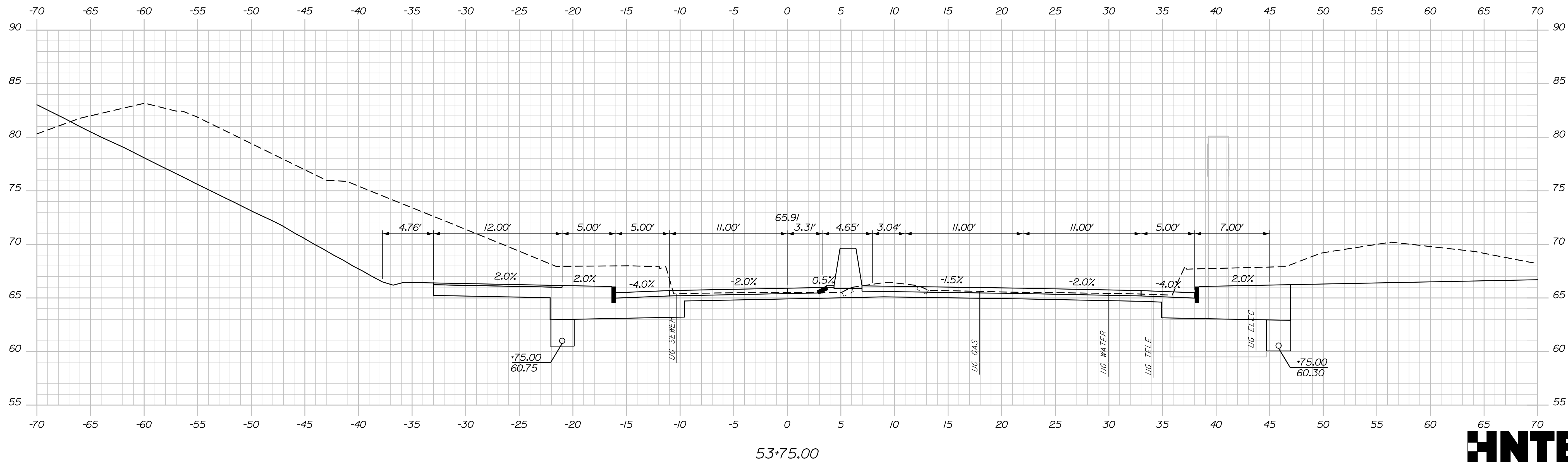
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
US ROUTE 1
CROSS SECTIONS

SHEET NUMBER
171
OF 312

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
C. Helmick	L. Driscoll	8/21			
DESIGN-DETAILED					
DESIGN-REVIEWED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Sta. 53+25.00 to Sta. 53+50.00

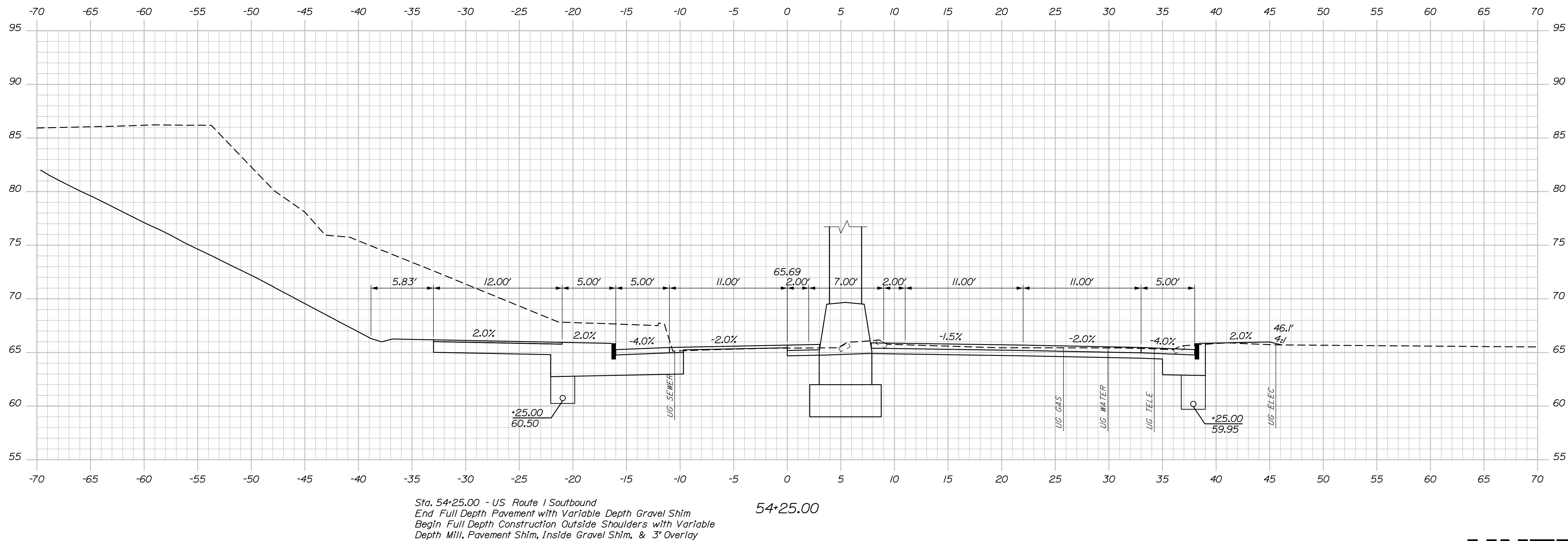
Date: 8/22/2021



SHEET NUMBER
172
OF 312

Sta. 53+75.00 to Sta. 54+00.00

Date: 8/22/2021

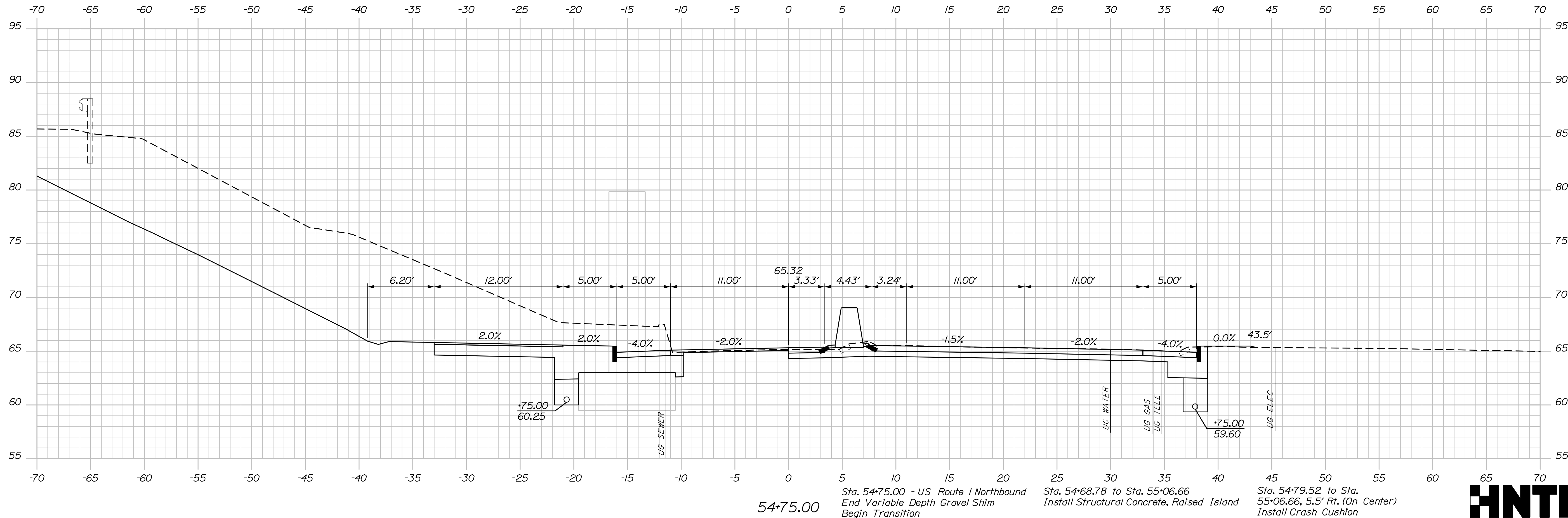


54+25.00

Sta. 54+25.00 to Sta. 54+50.00

<div> <div>173</div> <div>OF 312</div> </div>	SHEET NUMBER		I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH		PROJ. MANAGER M. Kersebaom	BY D. Burton	DATE 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS
					DESIGN-DETAILED C. Helmick	CHECKED-REVIEWED K. Brown	SIGNATURE	
					DESIGN2-DETAILED2			
					DESIGN3-DETAILED3		P.E. NUMBER	
					REVISIONS 1			
				REVISIONS 2				
				REVISIONS 3				
				REVISIONS 4			DATE	
				FIELD CHANGES				

Date: 8/22/2021



SHEET NUMBER

174

OF 312

HNTB

Sta. 54+75.00 to Sta. 55+00.00

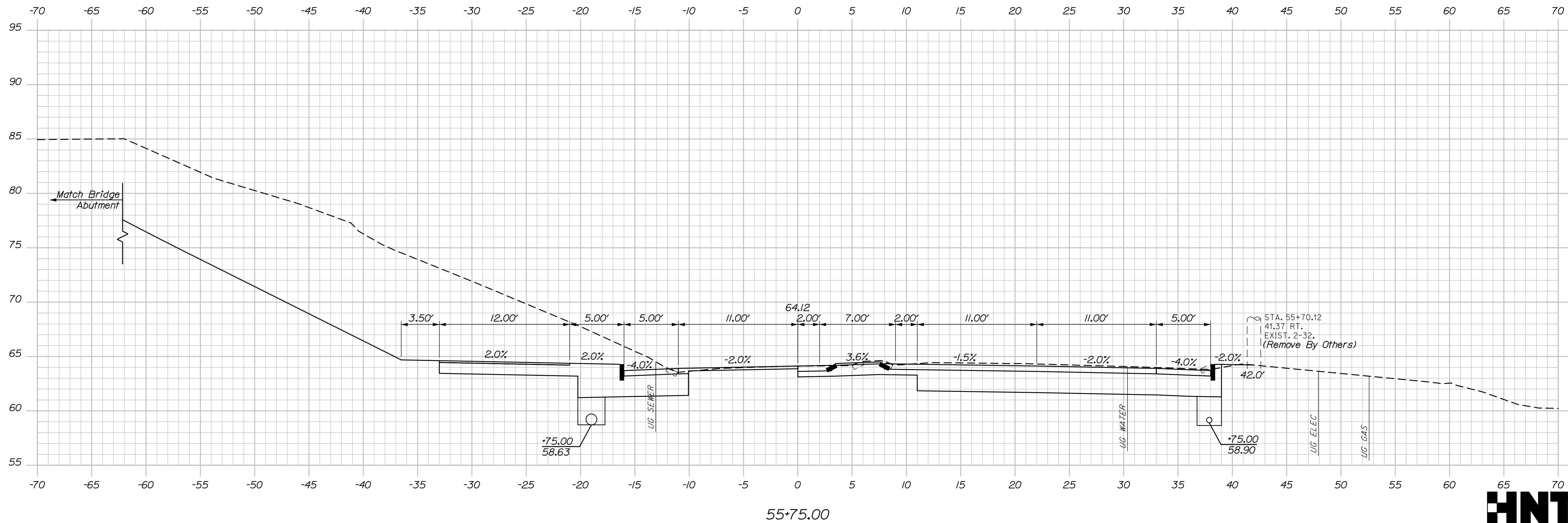
Date: 8/22/2021



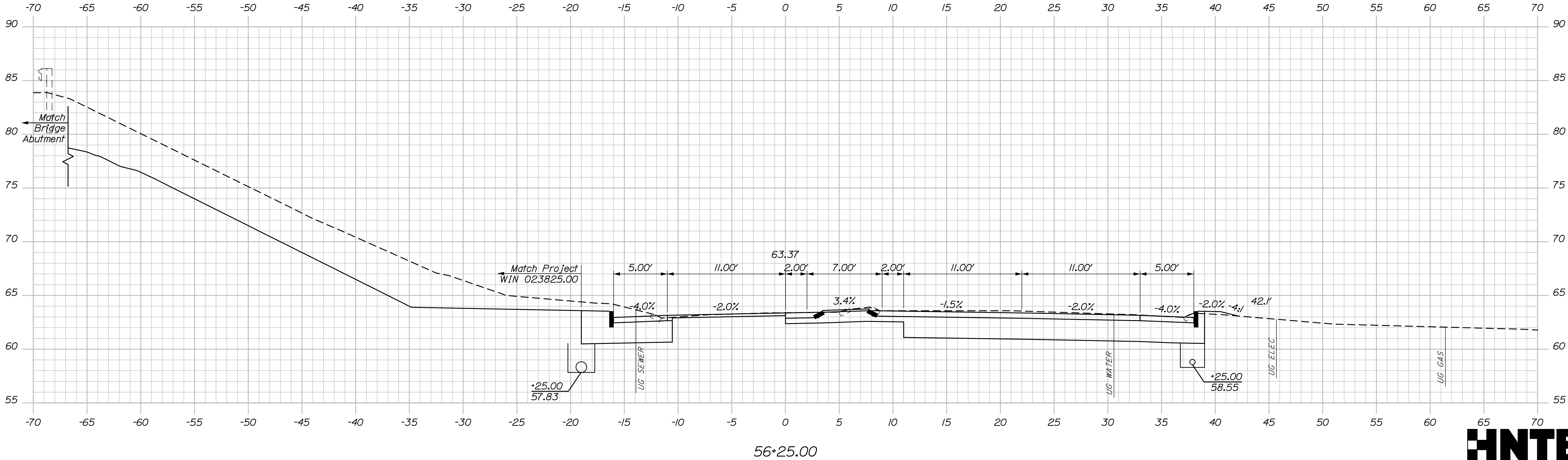
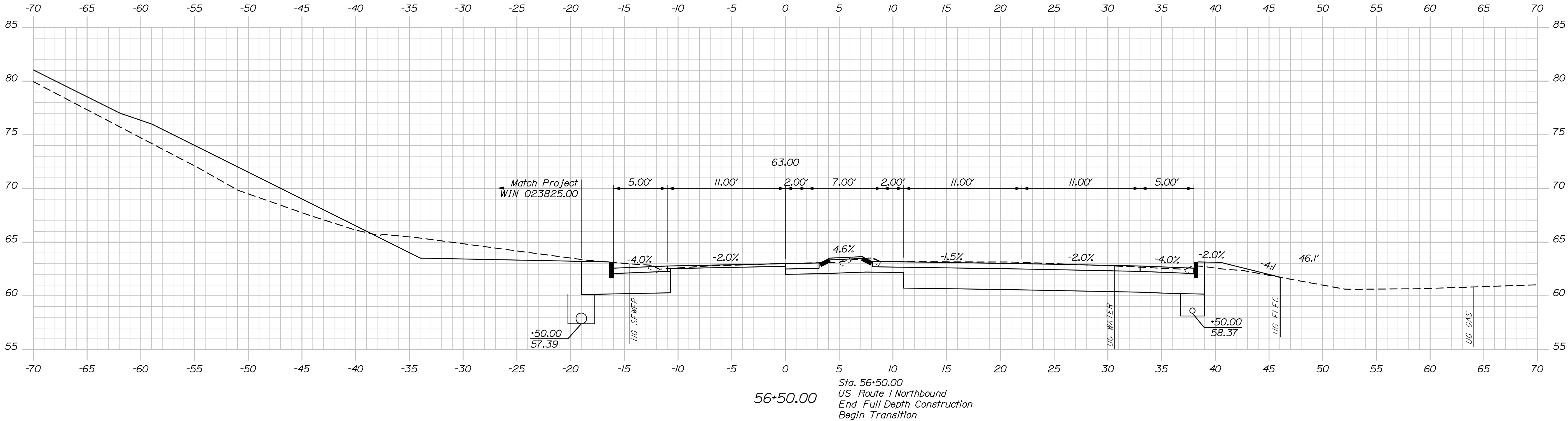
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5633 & 1509	023106.00 & 023110.00 BRIDGE PLANS

Sta. 55+25.00 to Sta. 55+50.00

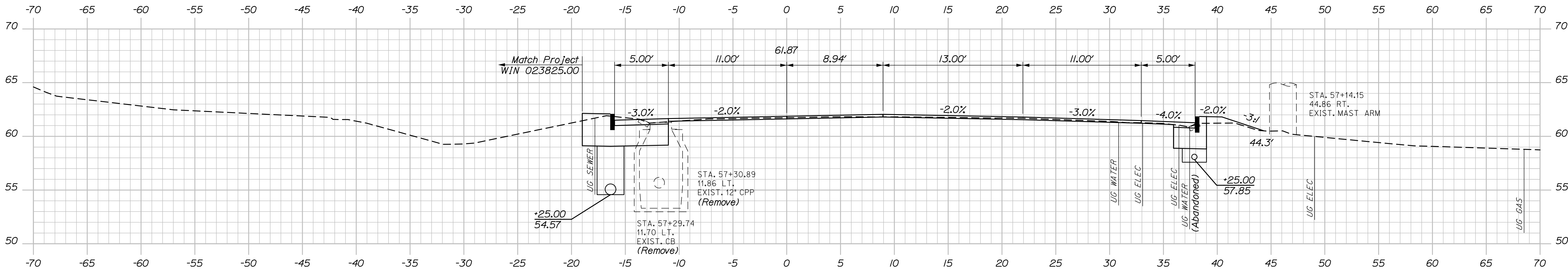
Date: 8/22/2021



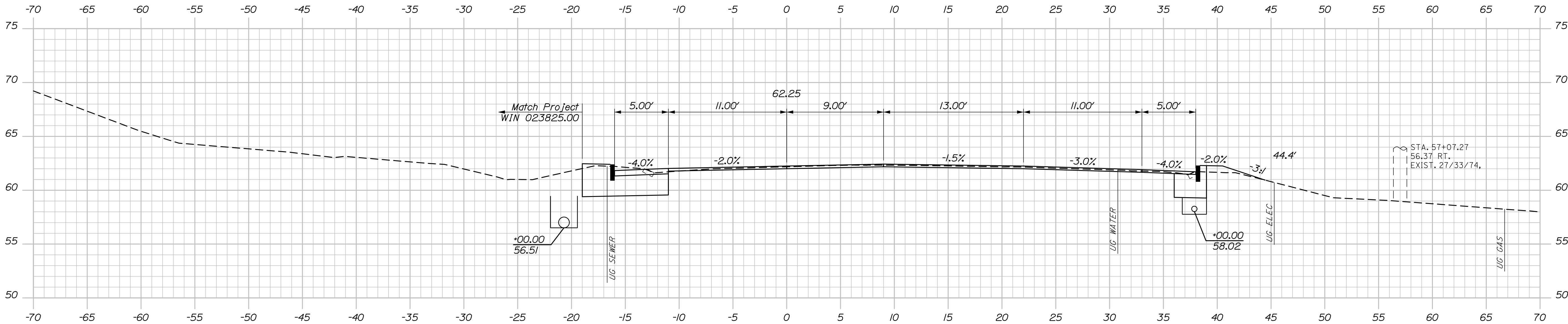
SHEET NUMBER
176
OF 312



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN 023106.00 & 023110.00 5833 & 1509 BRIDGE PLANS	
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND US ROUTE 1 CROSS SECTIONS	
SHEET NUMBER 177 OF 312	

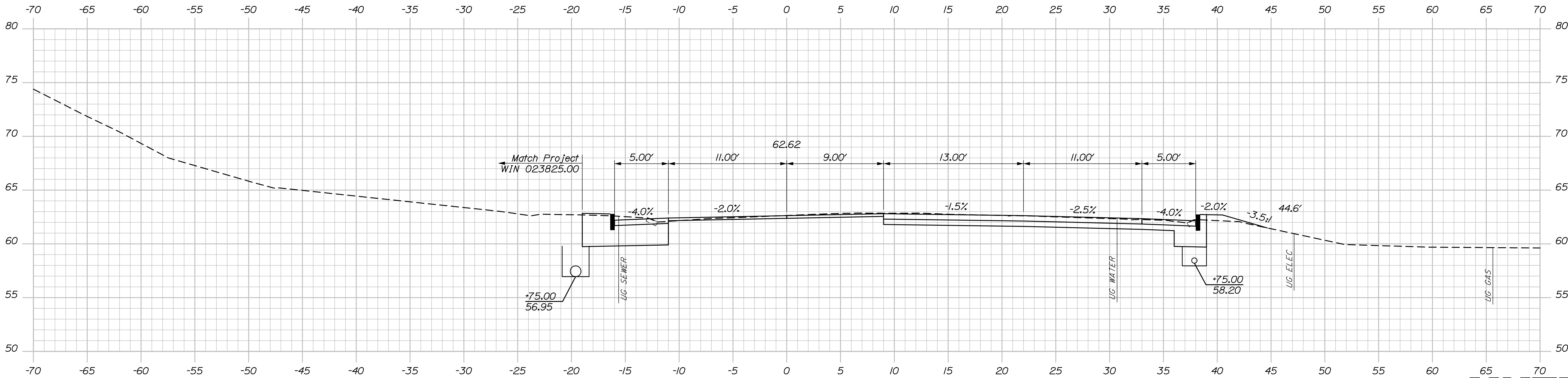


57+25.00



57+00.00

Sta. 57+00.00
US Route 1 Northbound
End Transition
Begin Variable Depth Mill, Shim & 3" Overlay



56+75.00

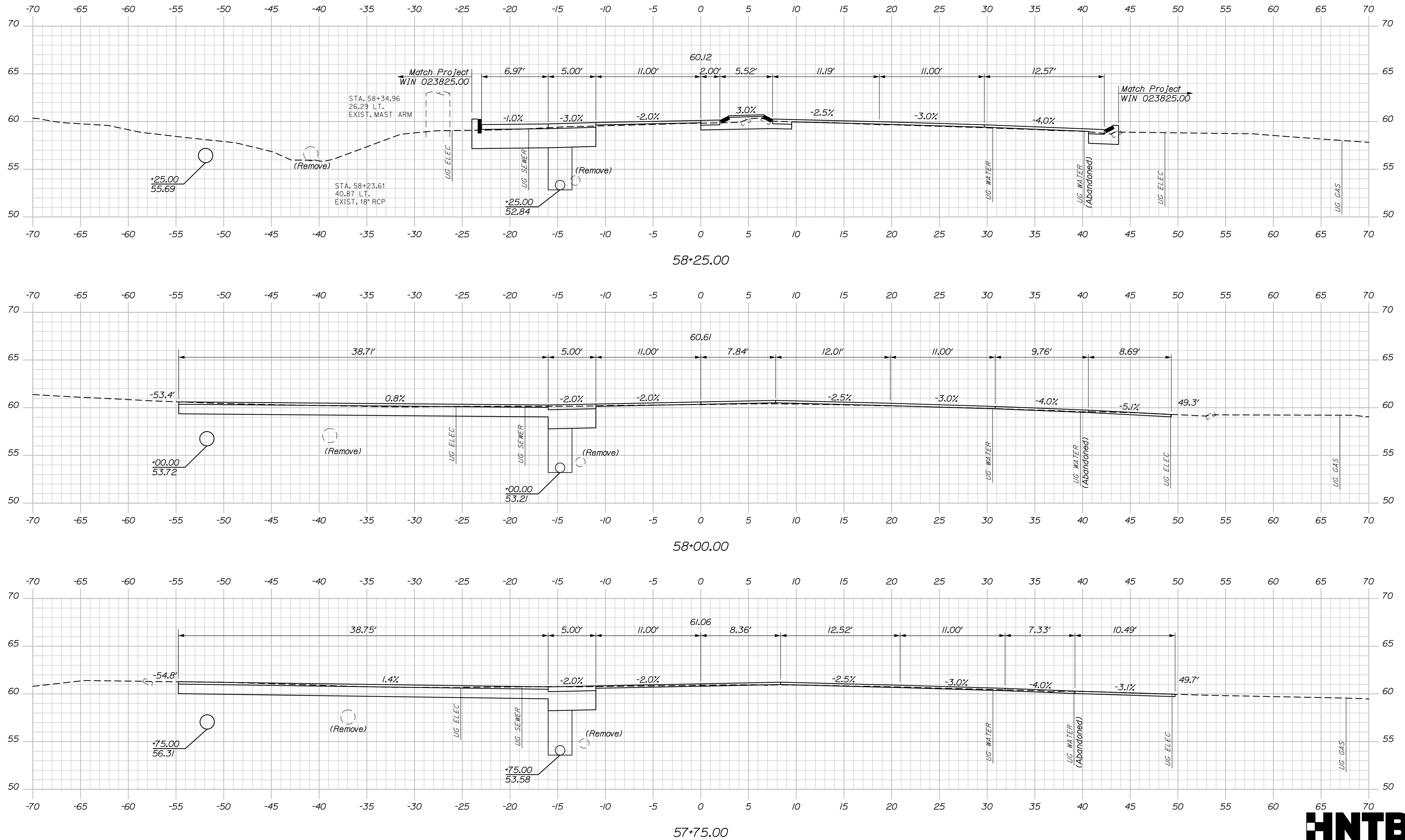


PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	D. Burton	8/21			
CHECKED-DETAILED	C. Helmick	8/21			
DESIGN-DETAILED	L. Driscoll				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Filename: Xsect_Route 1.dgn



Filename: Xsect_Route 1.dgn



HNTB

Sta. 57+75.00 to Sta. 58+25.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
	WIN
023106.00 & 023110.00	BRIDGE PLANS

PROJ. MANAGER	BY	DATE
CHECKED-DETAILED	C. Helmick	8/21
DESIGN-REVIEWED	D. Burton	8/21
DESIGN-DETAILED	K. Brown	
DESIGN-DETAILED	L. Wiscoli	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
SIGNATURE		
P.E. NUMBER		
DATE		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	US ROUTE 1 CROSS SECTIONS
---	------------------------------

SHEET NUMBER

180

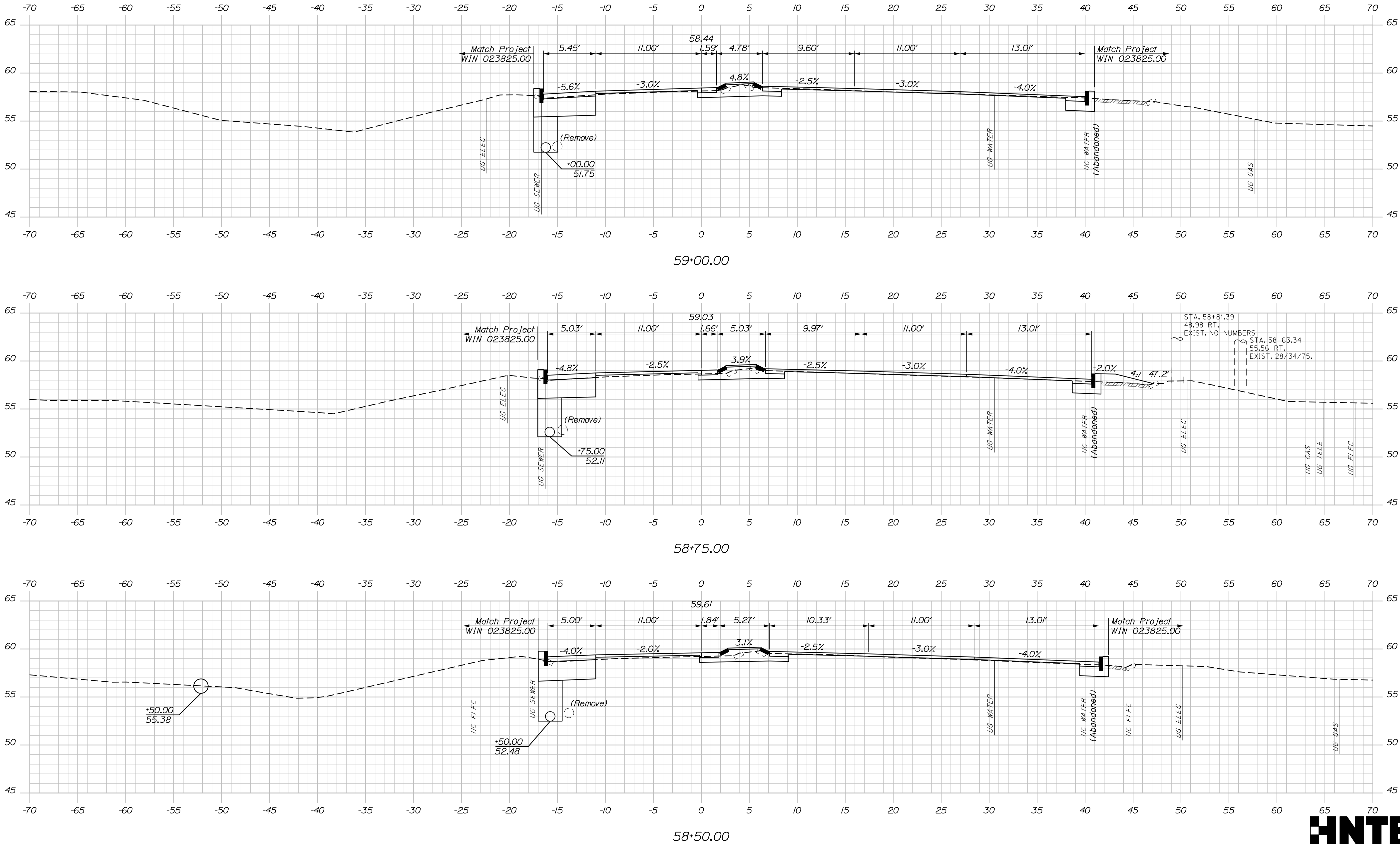
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_Route 1.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	023106.00 & 023110.00 BRIDGE PLANS	

PROJECT MANAGER	DATE	BY	DATE
M. Kersbergen	8/21	D. Burton	8/21
CHECKED-REVIEWED	C. Helmick	L. Driscoll	
DESIGNED-DETAILED	K. Brown		
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

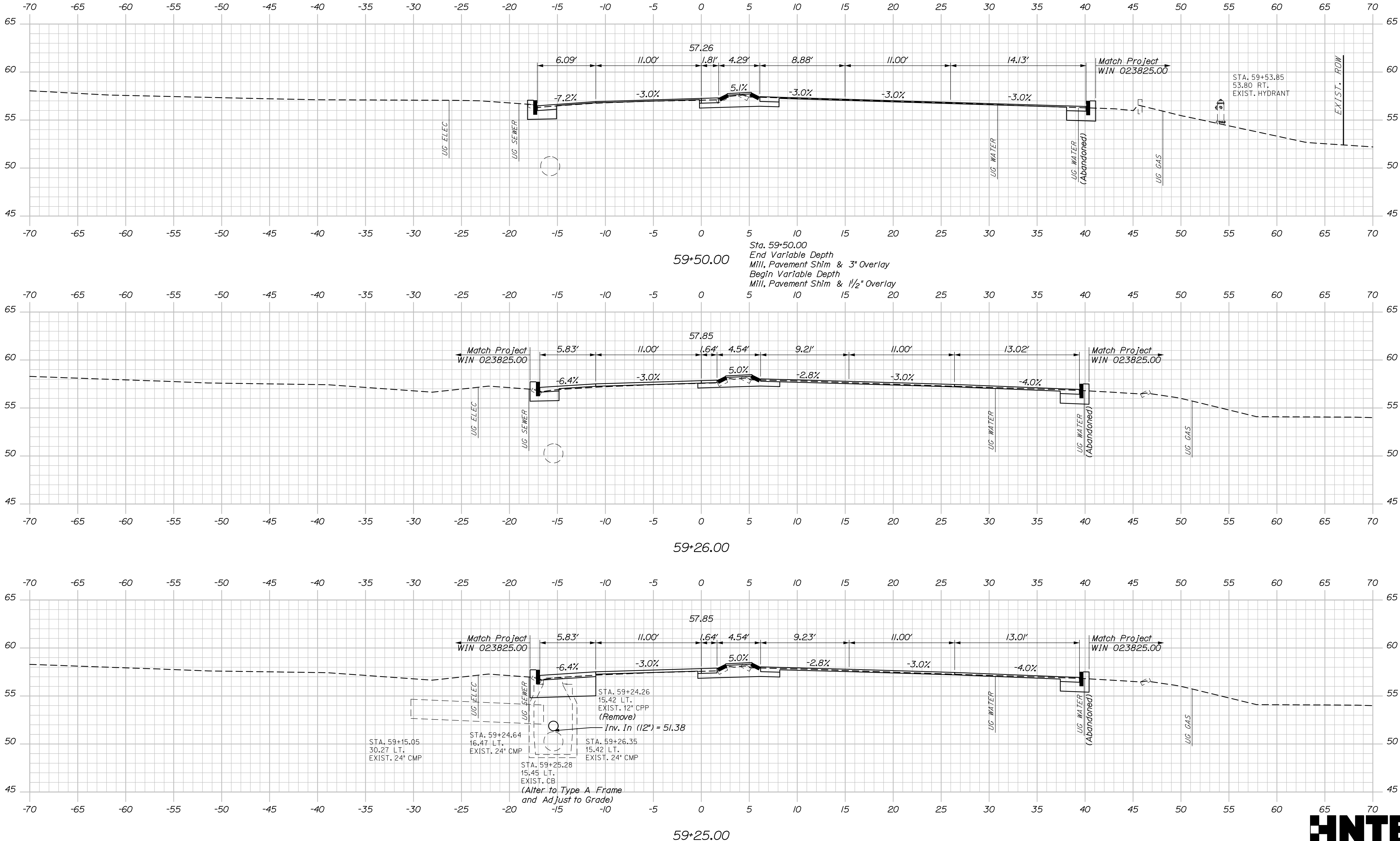
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND US ROUTE 1 CROSS SECTIONS
181	
OF 312	

Date: 8/22/2021

Username:

Division:

Filename: Xsect_Route 1.dgn



HNTB

Sta. 59+25.00 to Sta. 59+50.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
<hr/>	
5633 & 1509	WIN
	023106.00 & 023110.00
	BRIDGE PLANS

PROJ. MANAGER	BY	DATE
C. Kerabergan	D. Hartnick	8/21
	L. Burcoll	8/21
SIGNATURE		
P.E. NUMBER		
DATE		

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
US ROUTE 1 CROSS SECTIONS

SHEET NUMBER

182

OF 312



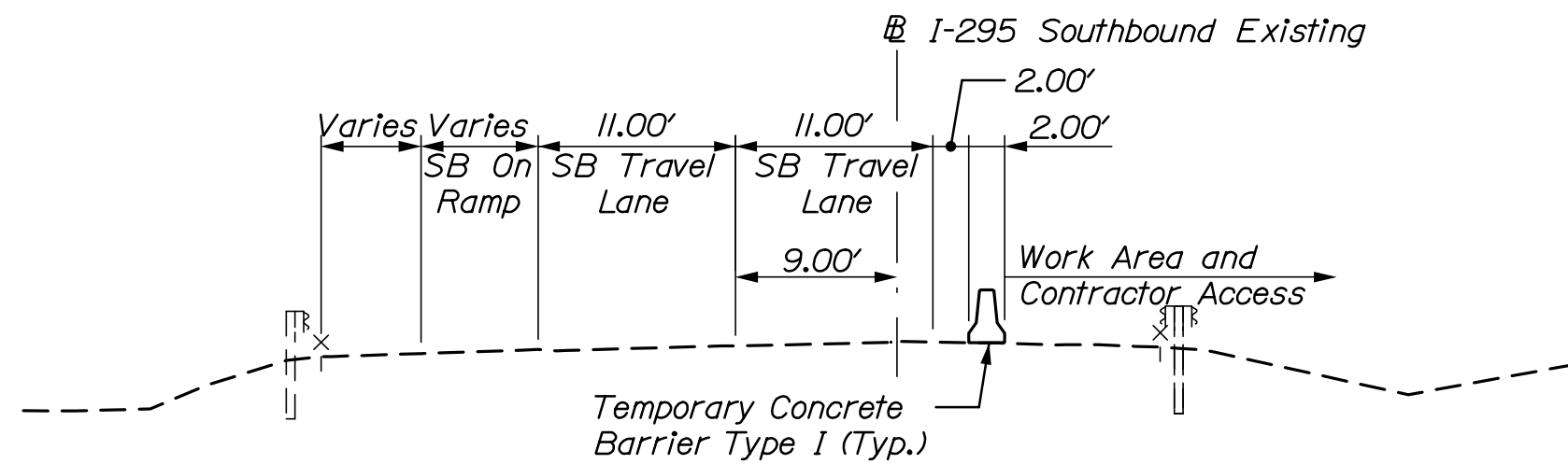
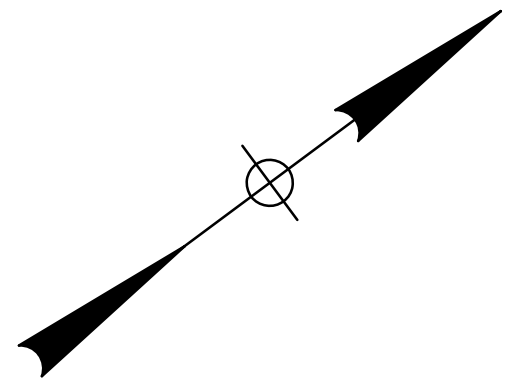
<div> <div> <div>183</div> <div>OF 312</div> </div> <div>SHEET NUMBER</div> </div>	<div> <div>I-295 OVER US ROUTE 1</div> <div>EXIT 17 INTERCHANGE</div> <div>YARMOUTH CUMBERLAND</div> </div>				<div>PROJ. MANAGER</div> <div>M. Kersebaom</div>	<div>BY</div> <div>D. Burton</div>	<div>DATE</div> <div>8/21</div>	<div>STATE OF MAINE</div> <div>DEPARTMENT OF TRANSPORTATION</div> <div>023106.00 & 023110.00</div>
	<div> <div>US ROUTE 1</div> <div>CROSS SECTIONS</div> </div>				<div>CHECKED-REVIEWED</div> <div>K. Brown</div>	<div>8/21</div>	<div>SIGNATURE</div> <div>P.E. NUMBER</div> <div>DATE</div>	
					<div>DESIGN2-DETAILED2</div>			
					<div>DESIGN3-DETAILED3</div>			
					<div>REVISIONS 1</div>			
					<div>REVISIONS 2</div>			
					<div>REVISIONS 3</div>			
					<div>REVISIONS 4</div>			
					<div>FIELD CHANGES</div>			
								<div>58333 & 1509</div> <div>WIN</div> <div>023106.00 & 023110.00</div> <div>BRIDGE PLANS</div>

Date:8/22/2021

Username:

Division:

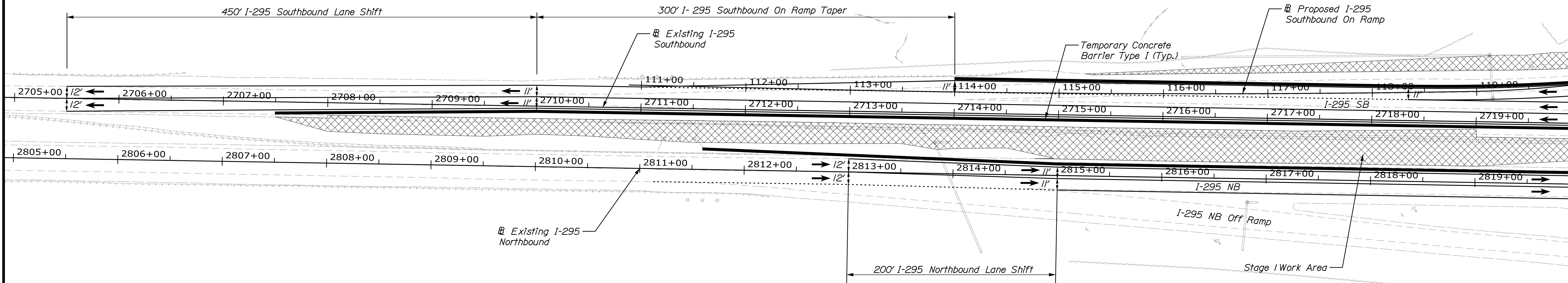
Filename: 184_Traffic_Control_Stage1_01.dgn



I-295 SOUTHBOUND STAGE 1
Sta. 2710+00 to 2720+00

MOT CURVE DATA

ALIGNMENT	I-295 SOUTHBOUND EXISTING			I-295 NORTHBOUND EXISTING		
CURVE DATA #	CURVE #1	CURVE #2	CURVE #3	CURVE #1	CURVE #2	CURVE #3
TANGENT BACK	N 37°34'49" E	N 43°11'30" E	N 65°02'06" E	N 37°36'05" E	N 43°00'13" E	N 66°09'59" E
BEGINNING OF CURVE	2732+36.69	2735+30.51	2742+54.85	2832+26.48	2835+09.34	2841+56.17
PI	2733+83.71	2738+97.13	2743+56.59	2833+68.02	2838+37.23	2842+97.38
END OF CURVE	2735+30.51	2742+54.85	2744+58.27	2835+09.34	2841+56.17	2844+38.56
TANGENT AHEAD	N 43°11'30" E	N 65°02'06" E	N 68°21'53" E	N 43°00'13" E	N 66°09'59" E	N 68°28'40" E
D	1°54'35.5"	3°00'56.0"	1°38'13.3"	1°54'35.5"	3°34'51.6"	0°49'06.6"
Δ	5°36'41.7" Rt.	21°50'35.1" Rt.	3°19'47.9" Rt.	5°24'08.4" Rt.	23°09'45.7" Rt.	2°18'41.1" Rt.
R	3000.00'	1900.00'	3500.00'	3000.00'	1600.00'	7000.00'
L	293.82'	724.34'	203.42'	282.86'	646.82'	282.39'
T	147.03'	366.62'	101.74'	141.54'	327.89'	141.22'
E	3.60'	35.05'	1.48'	3.34'	33.25'	1.42'



Stage I Maintenance of Traffic Notes:

1. Existing rumble strips that are crossed by or are within the proposed lane shifts shall be removed. Payment will be made under item 202.207.

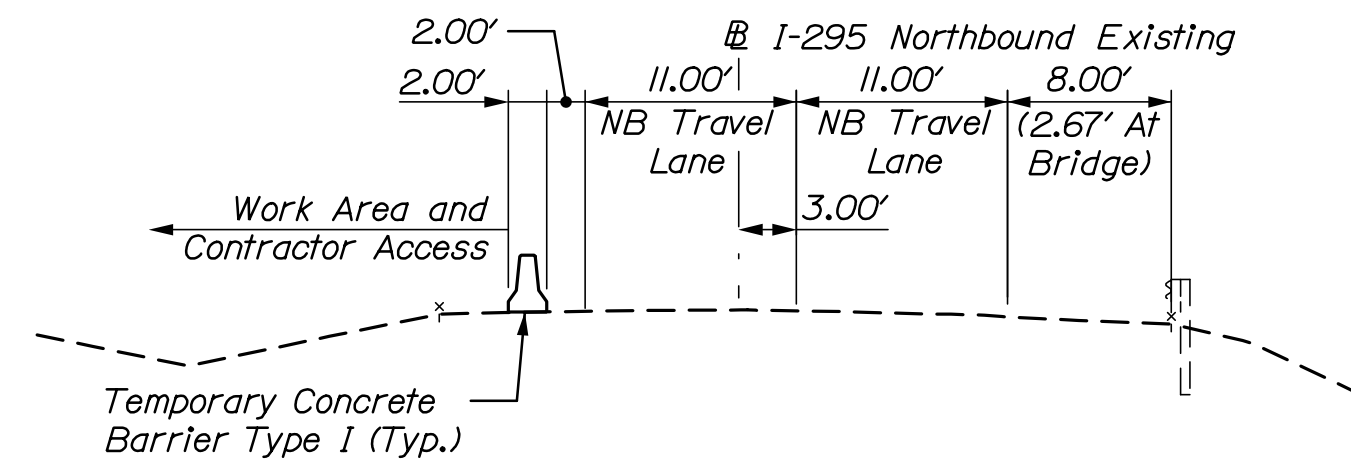
2. Existing pavement markings that conflict with the proposed traffic layout for traffic control shall be removed. Payment shall be made under item 627.77 - Removing Pavement Markings.

3. Traffic control signing shall be in accordance with MUTCD and MaineDOT Standard Details. Existing signs that conflict with traffic control signs shall be covered. Payment will be incidental to the contract.

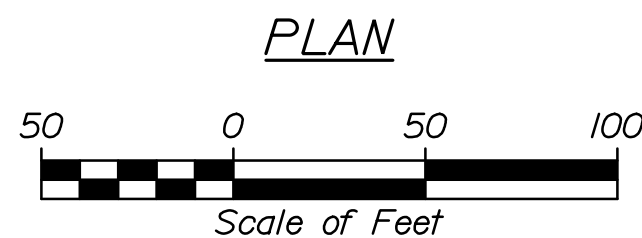
4. The stations provided in the traffic control sections and hatched work areas shown in the plans are approximate.

5. I-295 Southbound inside widening and median crossovers and temporary pavement shall be constructed in Stage I to accommodate Stage 2 and 3 traffic control.

6. The overlap between Temporary Concrete Barrier and Guardrail shall be 50' minimum with a minimum 3' offset between face of barrier and back of guardrail. Temporary grading may be required to provide a flat platform for the barrier to sit on and shall be incidental to the contract.



I-295 NORTHBOUND STAGE 1
Sta. 2815+00 to 2832+00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	WIN	5833 & 1509	BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	TRAFFIC CONTROL PLAN I-295 STAGE 1	PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
		CHECKED-REVIEWED	C. Hainick	L. Driscoll	S. Hoagdon	8/21	
		DESIGN-DETAILED					
		REVISIONS	1				
SHEET NUMBER		184					
OF 312							

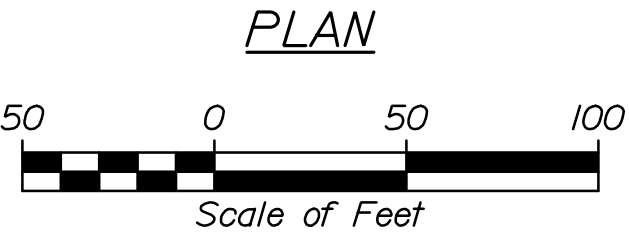
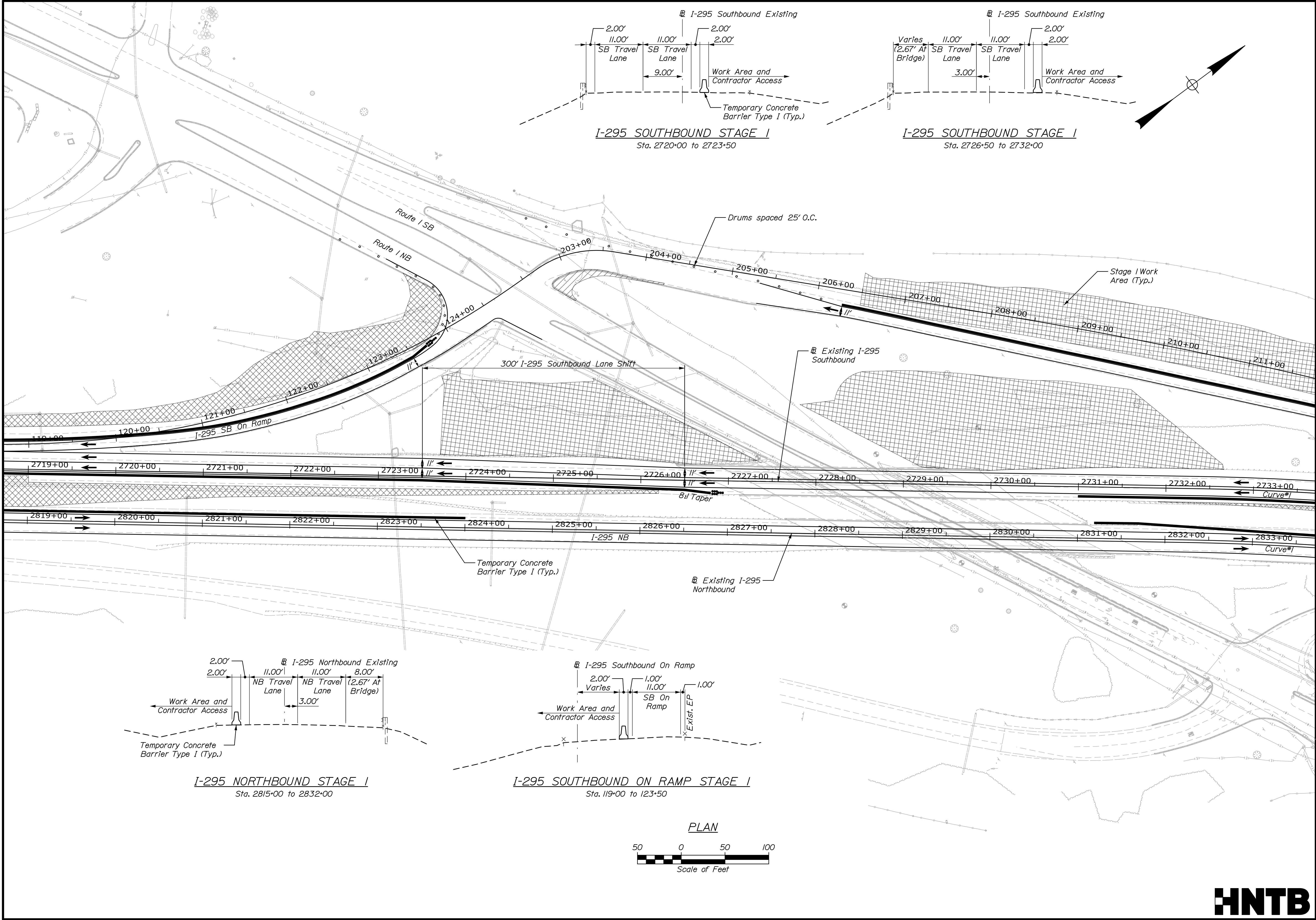


Username:

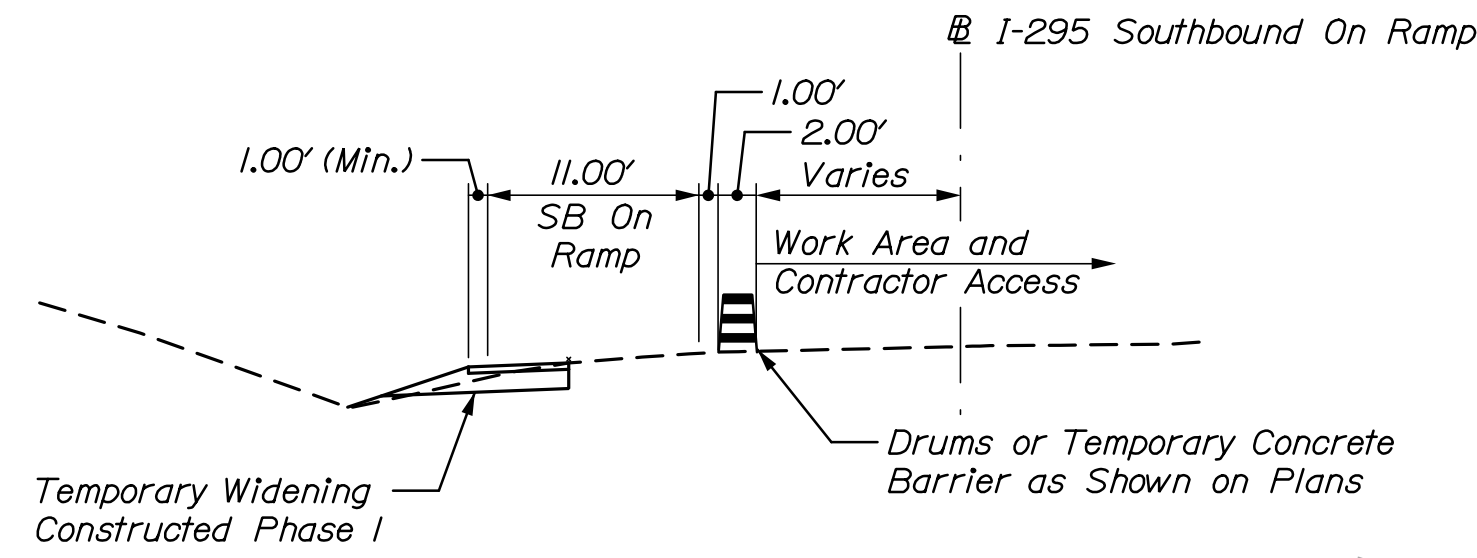
Date:8/22/2021

Division:

Filename: 185_Traffic_Control_Stage1_02.dgn

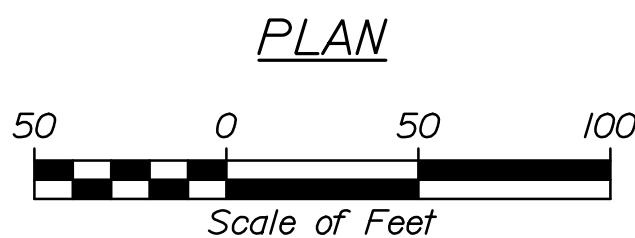


STATE OF MAINE		DATE		BY		DATE	
DEPARTMENT OF TRANSPORTATION		DESIGN-DETAILED		CHECKED-REVIEWED		SIGNATURE	
023106.00 & 023110.00		DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
WIN		REVISIONS 1		REVISIONS 2		DATE	
5833 & 1509		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
023106.00 & 023110.00		I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND	
YARMOUTH		TRAFFIC CONTROL PLAN		I-295 STAGE 1		SHEET NUMBER	
185		OF 312					



I-295 SOUTHBOUND ON RAMP STAGE 2
Sta. 115+50 to 120+50



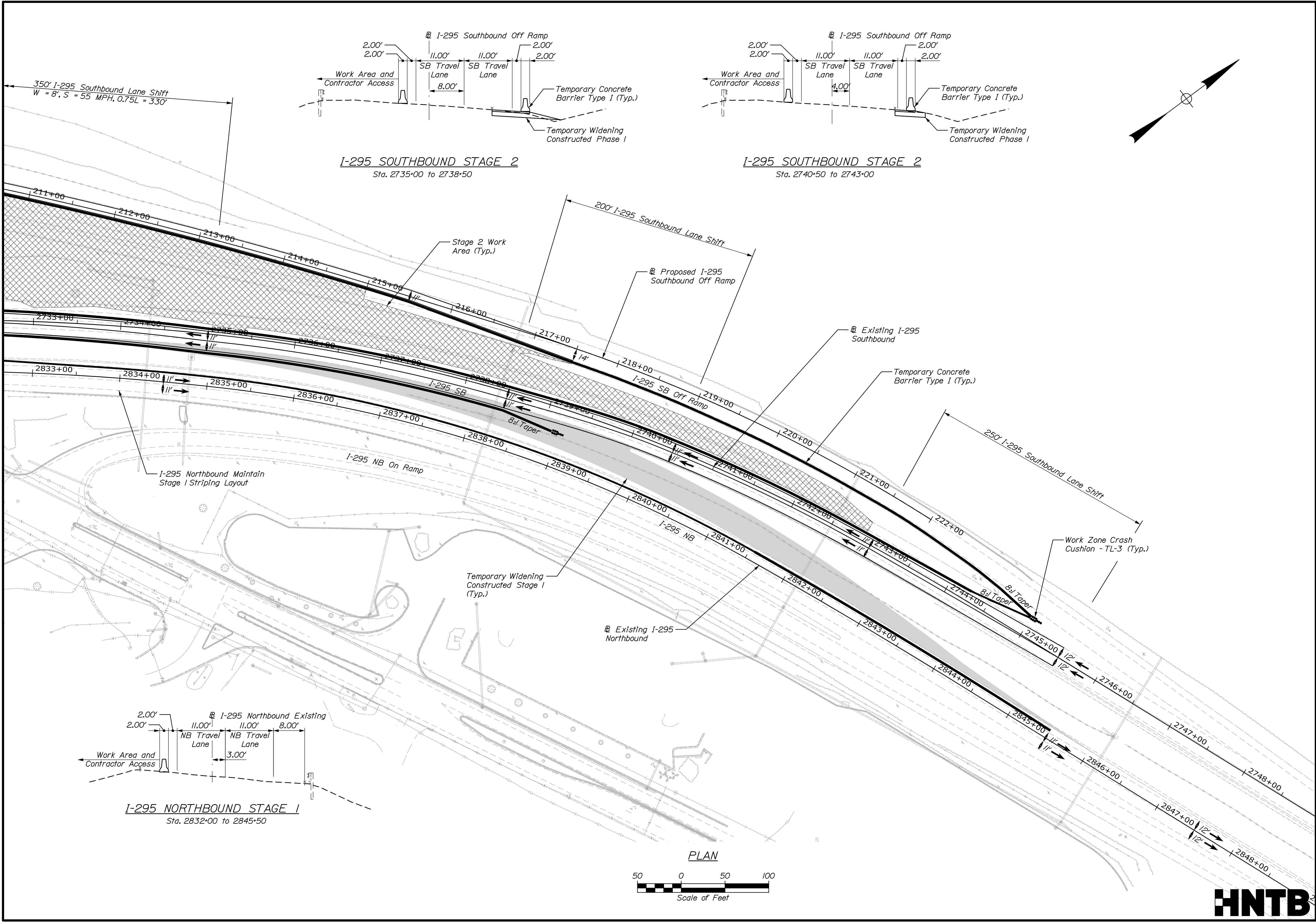


Date: 8/22/2021

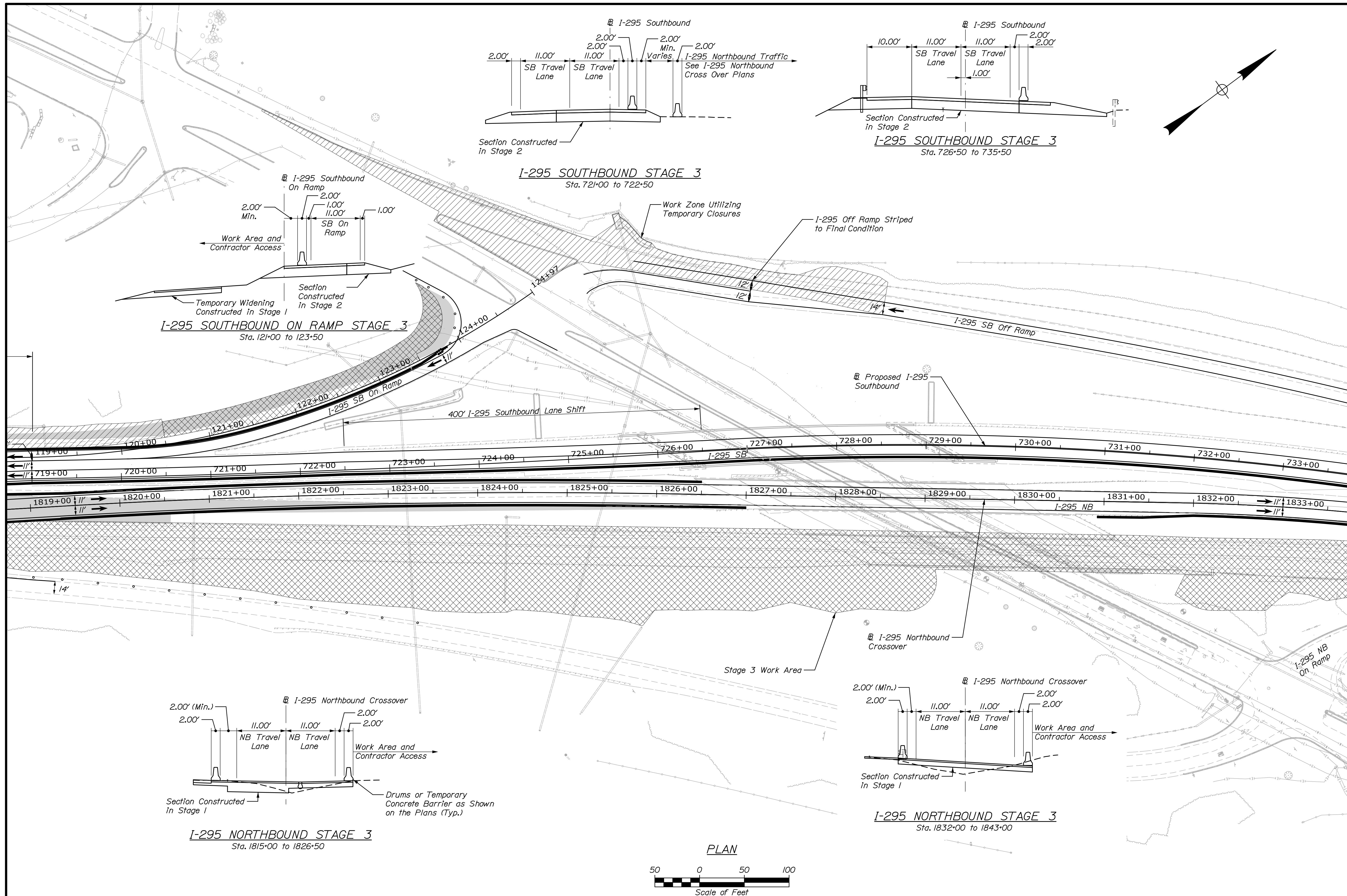
Username:

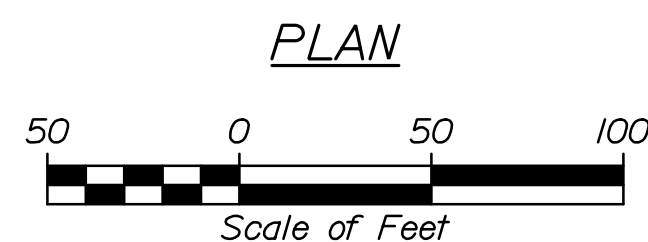
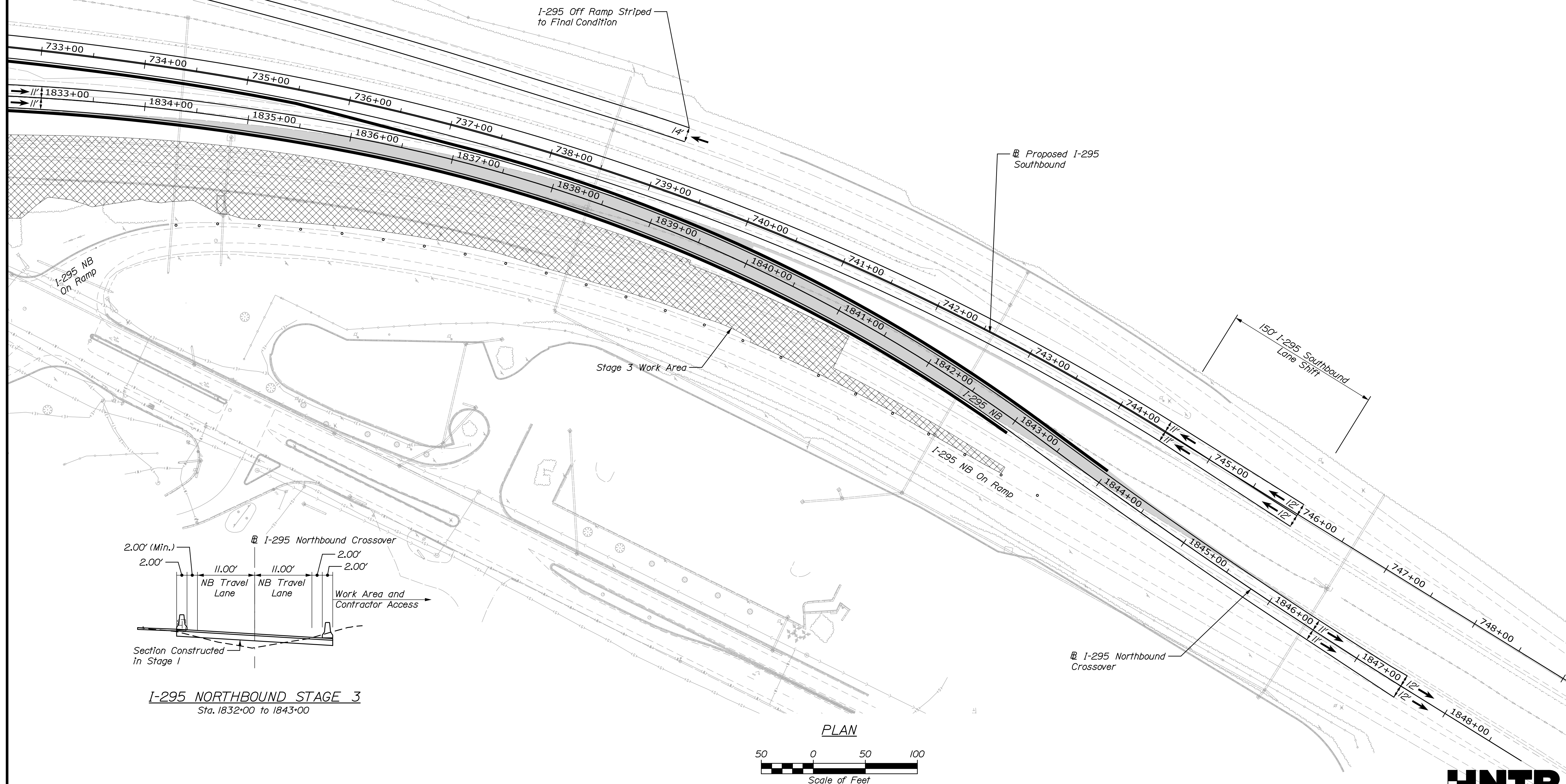
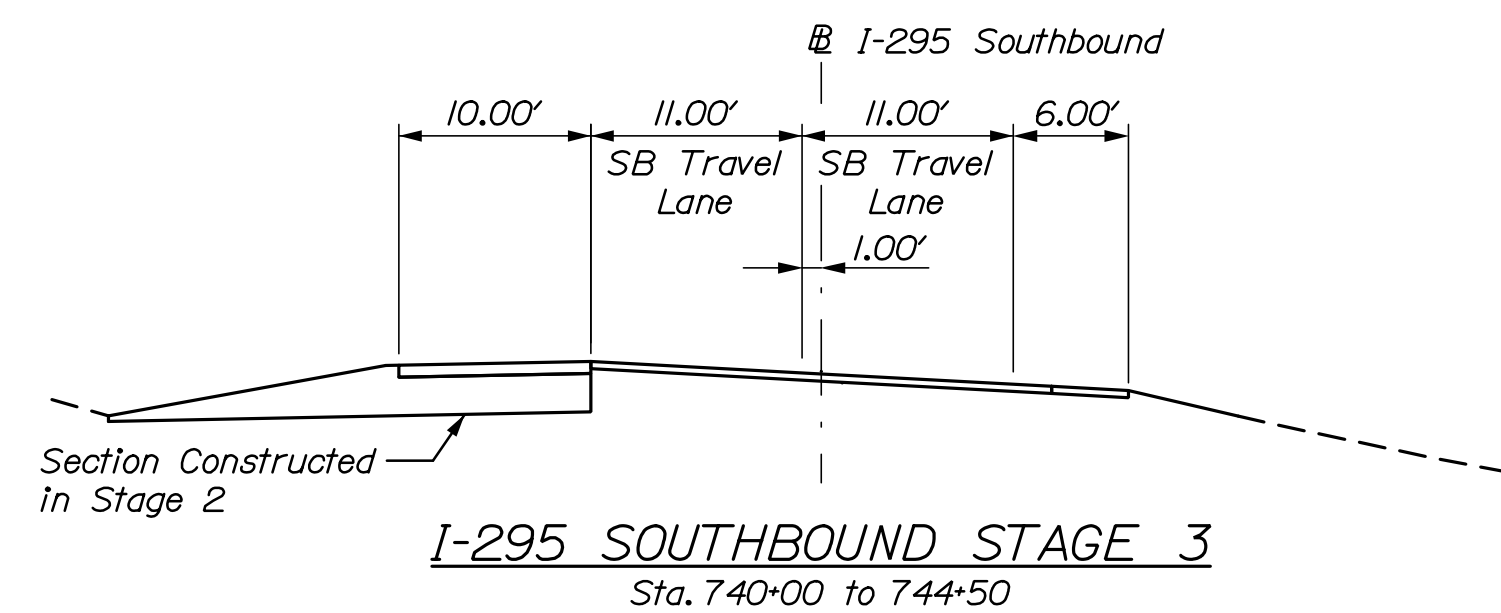
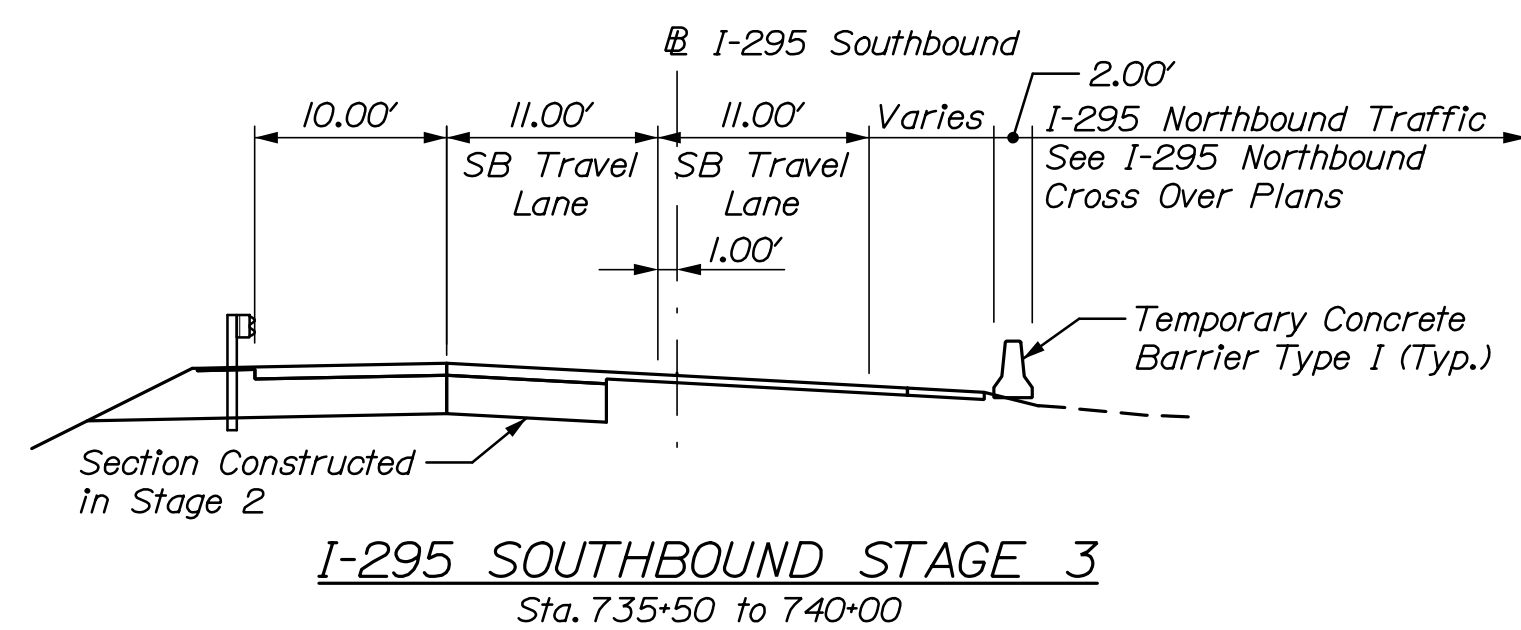
Division:

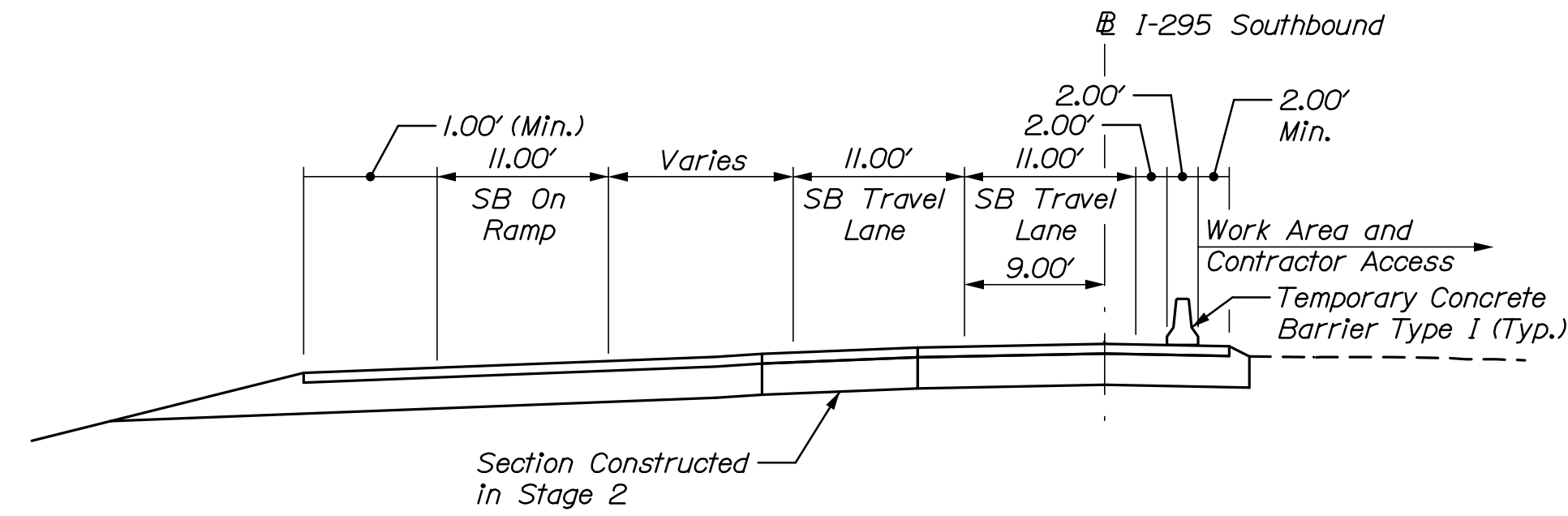
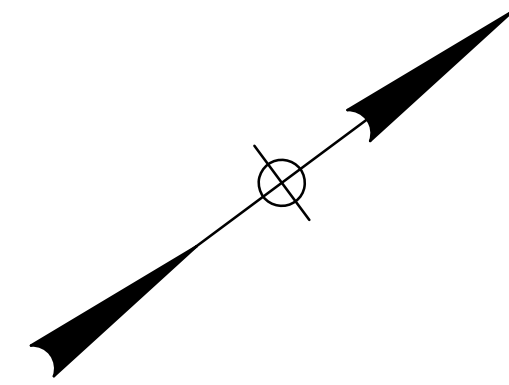
Filename: 189_Traffic_Control_Stage2_03.dgn



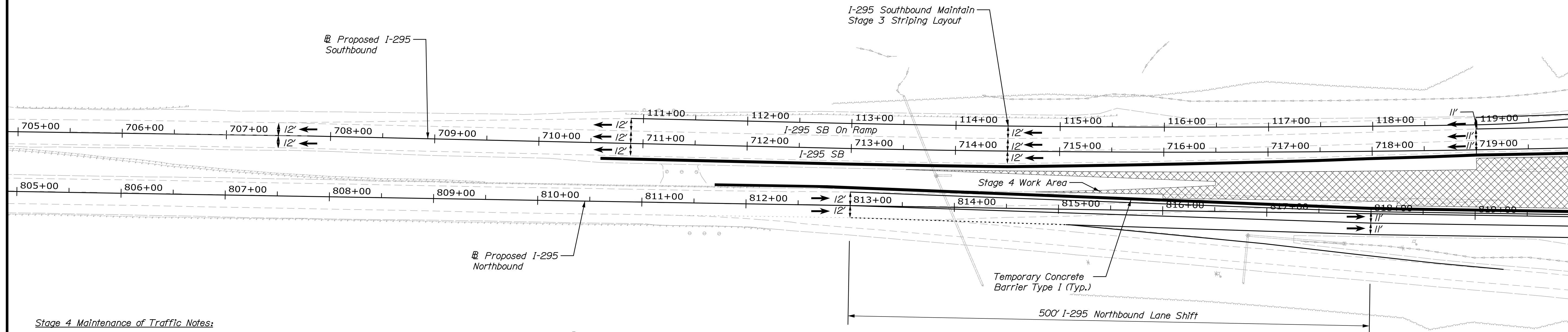
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE		BY		PROJ. MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	
023106.00 & 023110.00		SIGNATURE		E. Davidson S. Hodgson		M. Kersbergen C. Helmick L. Driscoll		8/21 8/21		8/21 8/21		8/21 8/21		8/21 8/21		8/21 8/21		8/21 8/21		8/21 8/21		8/21 8/21	
WIN		P.E. NUMBER		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE	
023106.00 & 023110.00		5833 & 1509		BRIDGE PLANS		I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		TRAFFIC CONTROL PLAN I-295 STAGE 2		SHEET NUMBER		189		OF 312									







I-295 SOUTHBOUND STAGE 4
Sta. 719+00 to 721+00



1. Existing rumble strips that are crossed by or are within the proposed lane shifts shall be removed. Payment will be made under item 202.207.

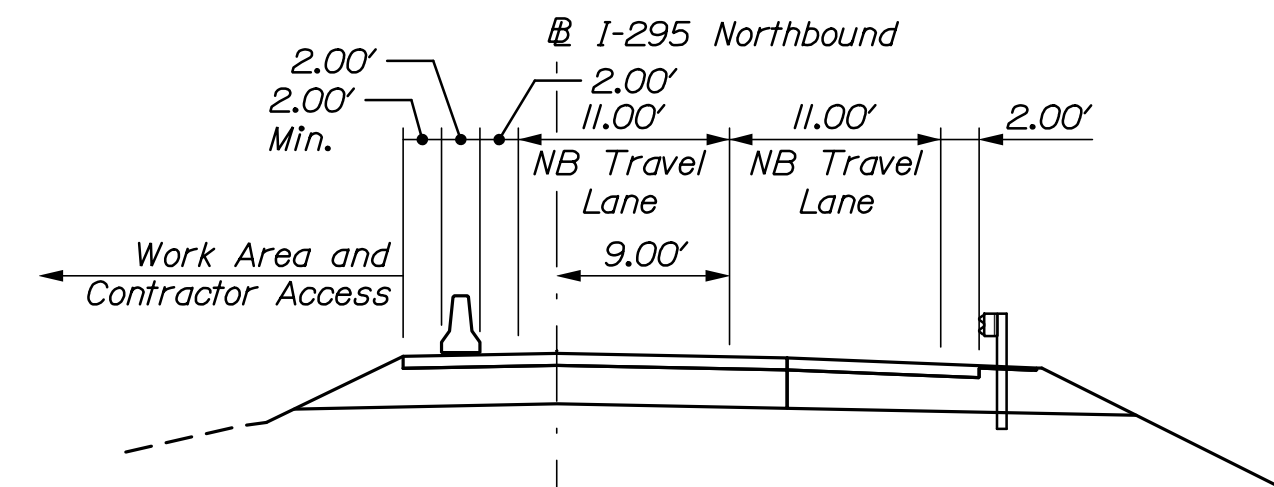
2. Existing pavement markings that conflict with the proposed traffic layout for traffic control shall be removed. Payment shall be made under item 627.77 - Removing Pavement Markings.

3. Traffic control signing shall be in accordance with MUTCD and MaineDOT standard details. Existing signs that conflict with traffic control signs shall be covered. Payment will be incidental to the contract.

4. The stations provided in the traffic control sections and hatched work areas shown in the plans are approximate.

5. The existing features shown represents expected work completed during stage 3 and lane striping from stage 3 traffic control.

6. The overlap between Temporary Concrete Barrier and Guardrail shall be 50' min. Temporary grading may be required to provide a flat platform for the barrier to sit on and shall be incidental to the contract.



I-295 NORTHBOUND STAGE 4
Sta. 818+00 to 832+50

PLAN



DESIGN-DETAILED	C. Hemrick	E. Davidson	8/21
CHECKED-REVIEWED	L. Driscoll	S. Hodgdon	8/21
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

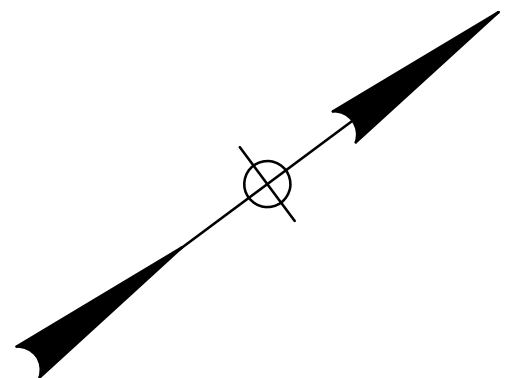
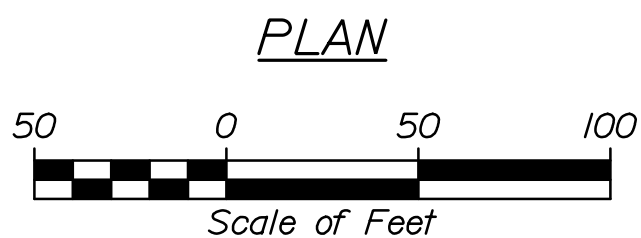
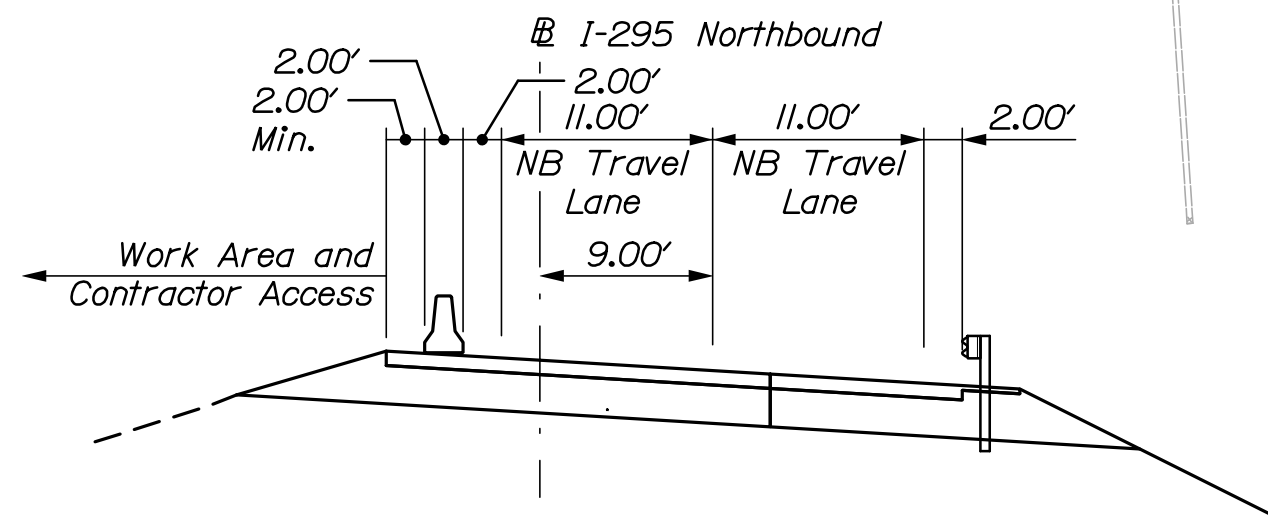
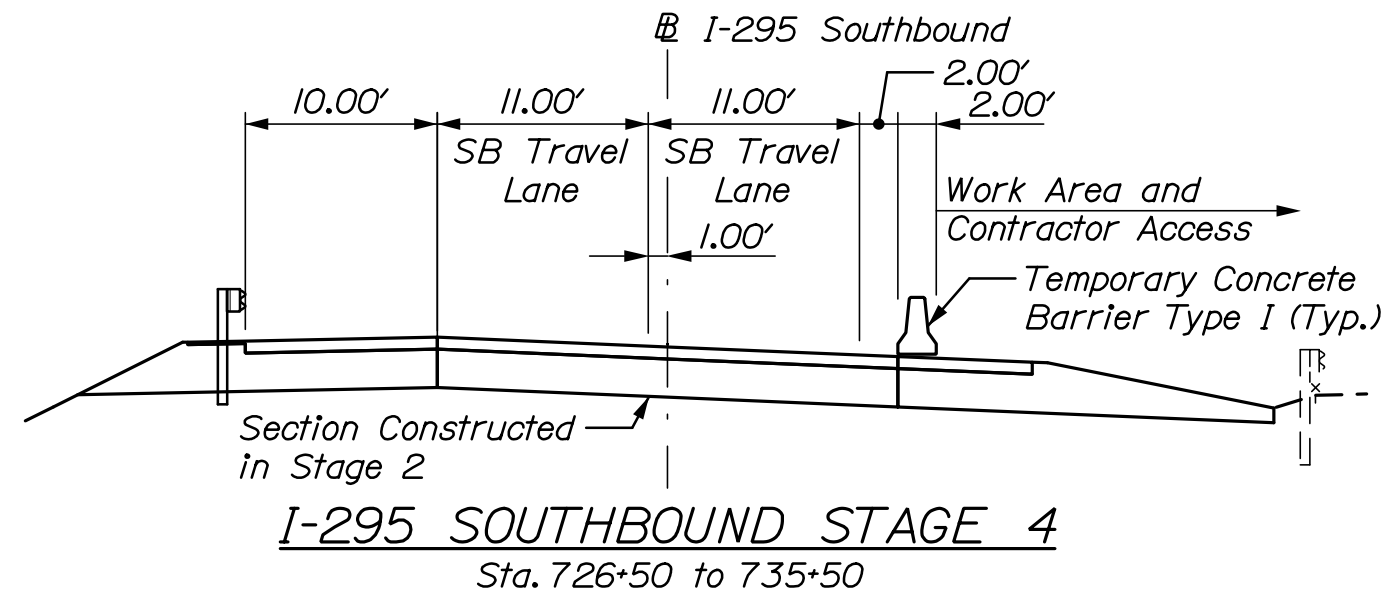
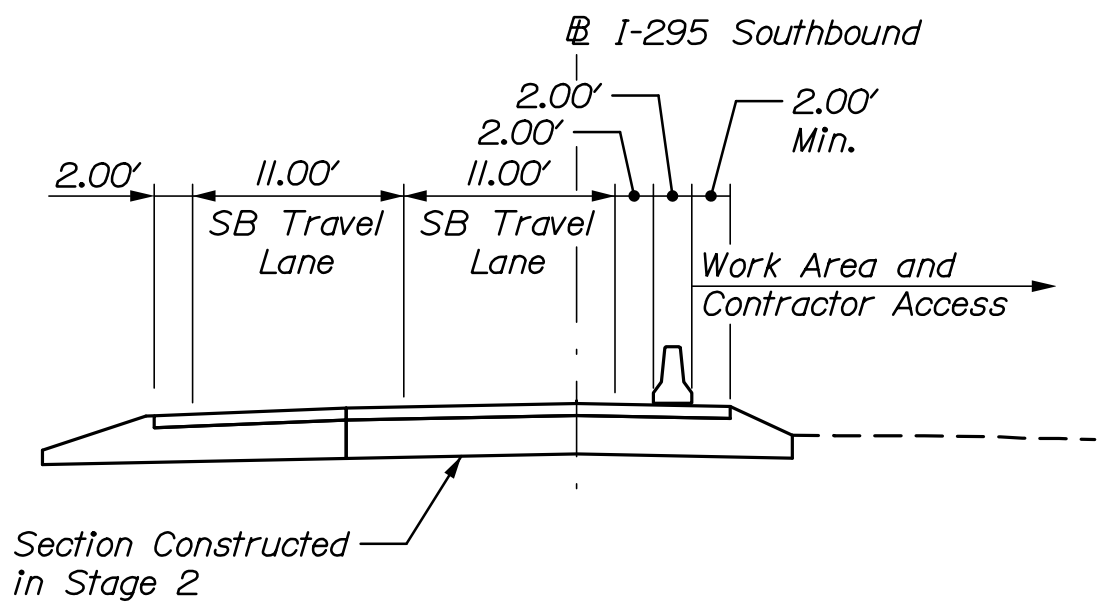
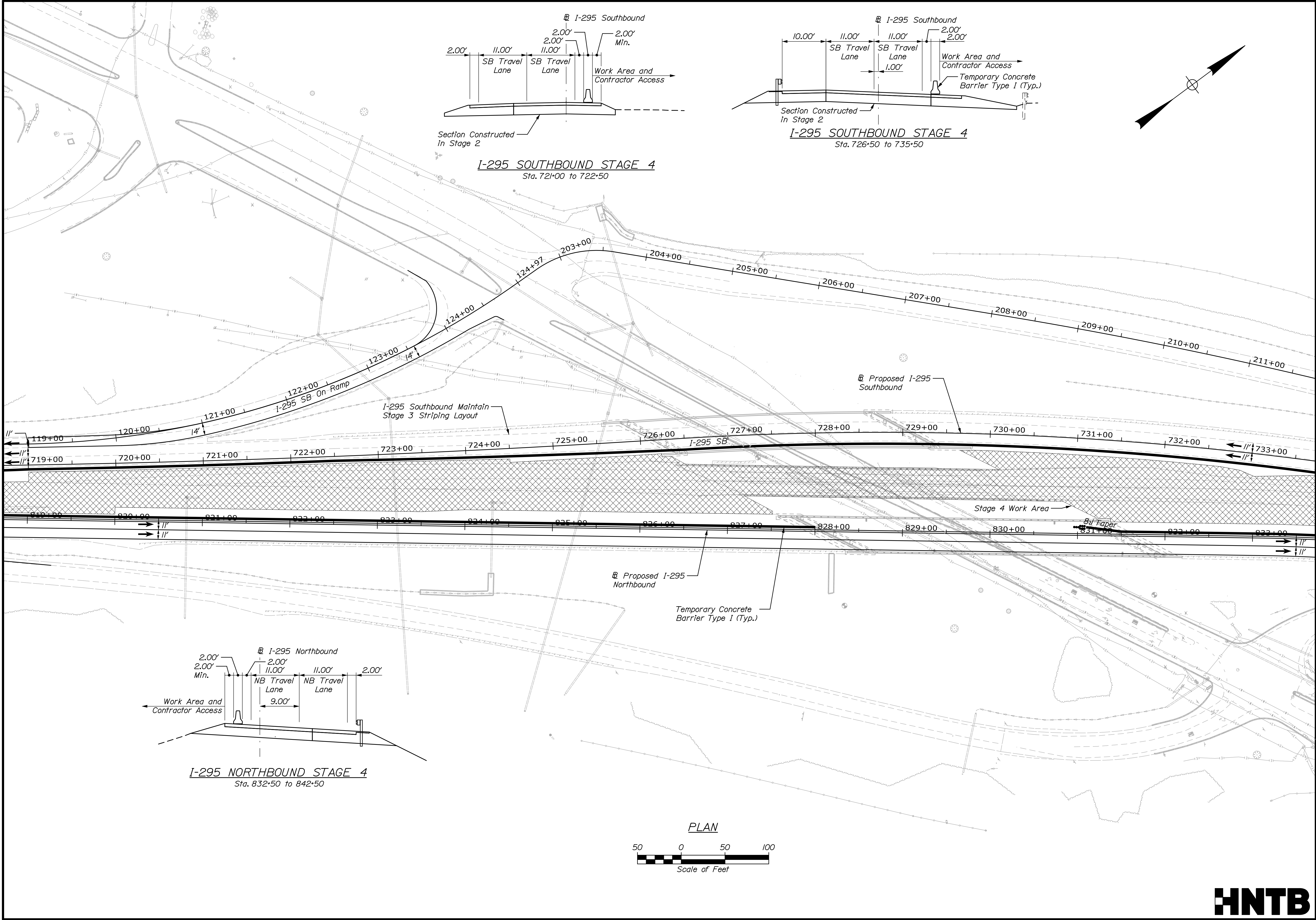
YARMOUTH CUMBERLAND
TRAFFIC CONTROL PLAN
I-295 STAGE 4

Date:8/22/2021

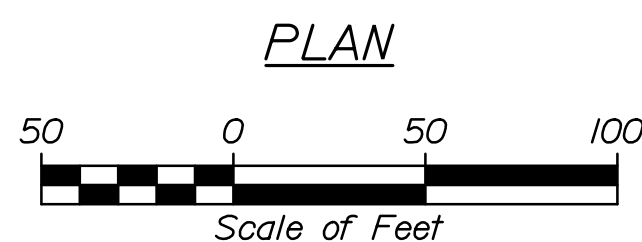
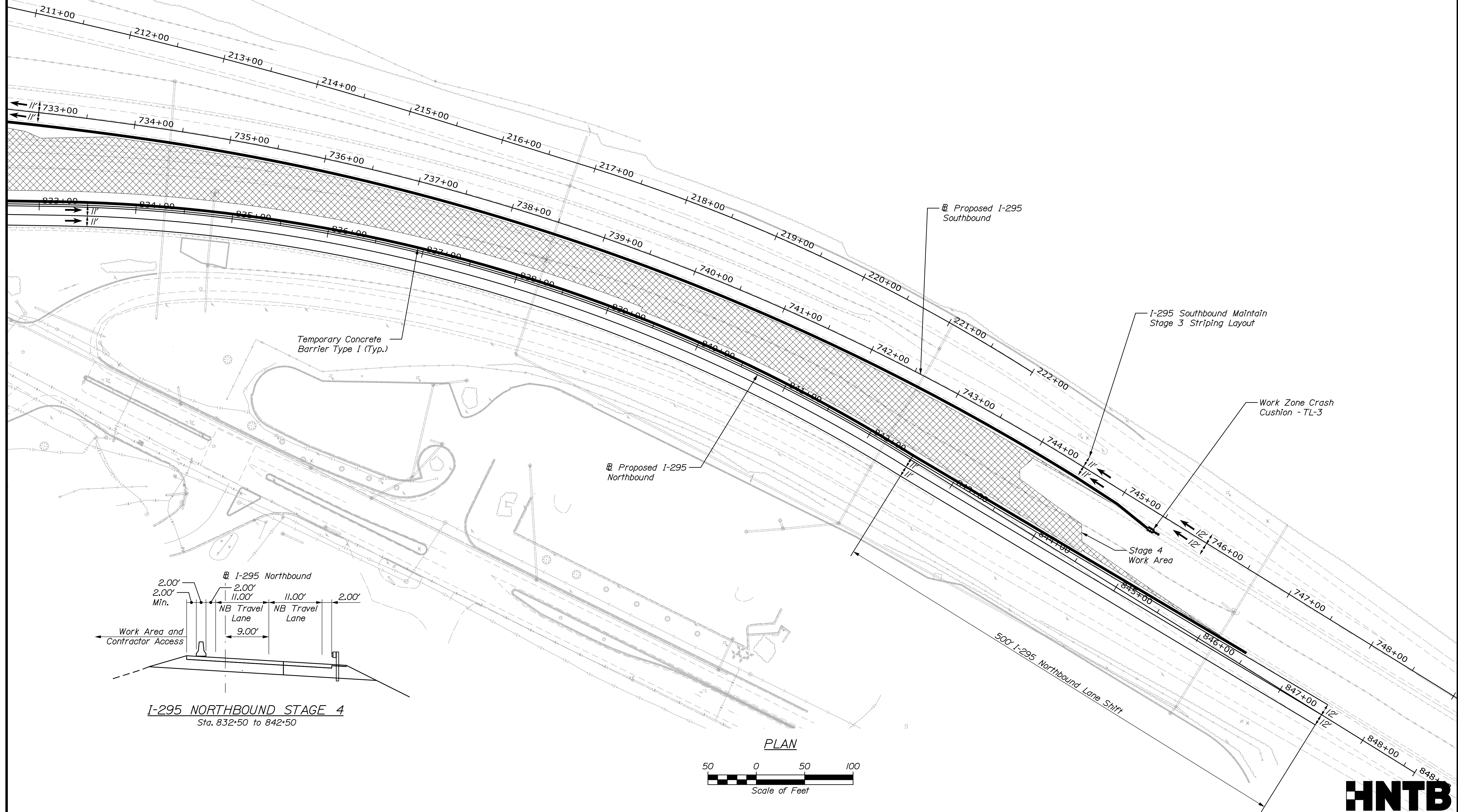
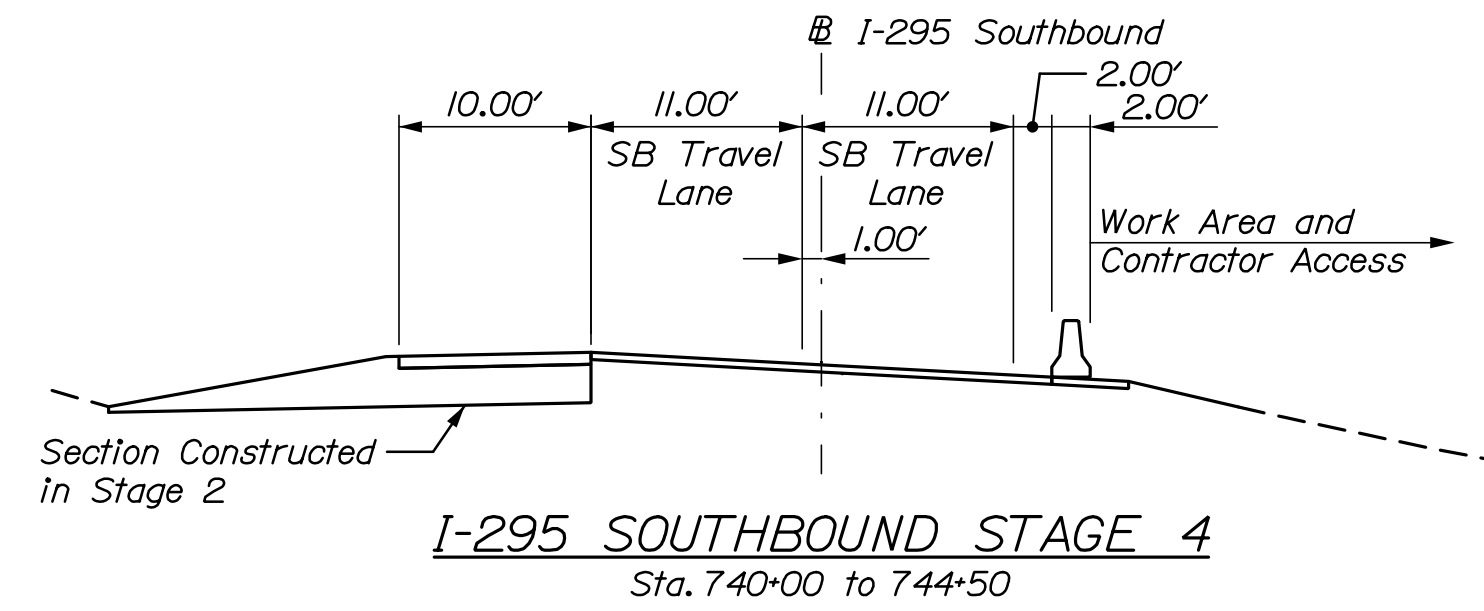
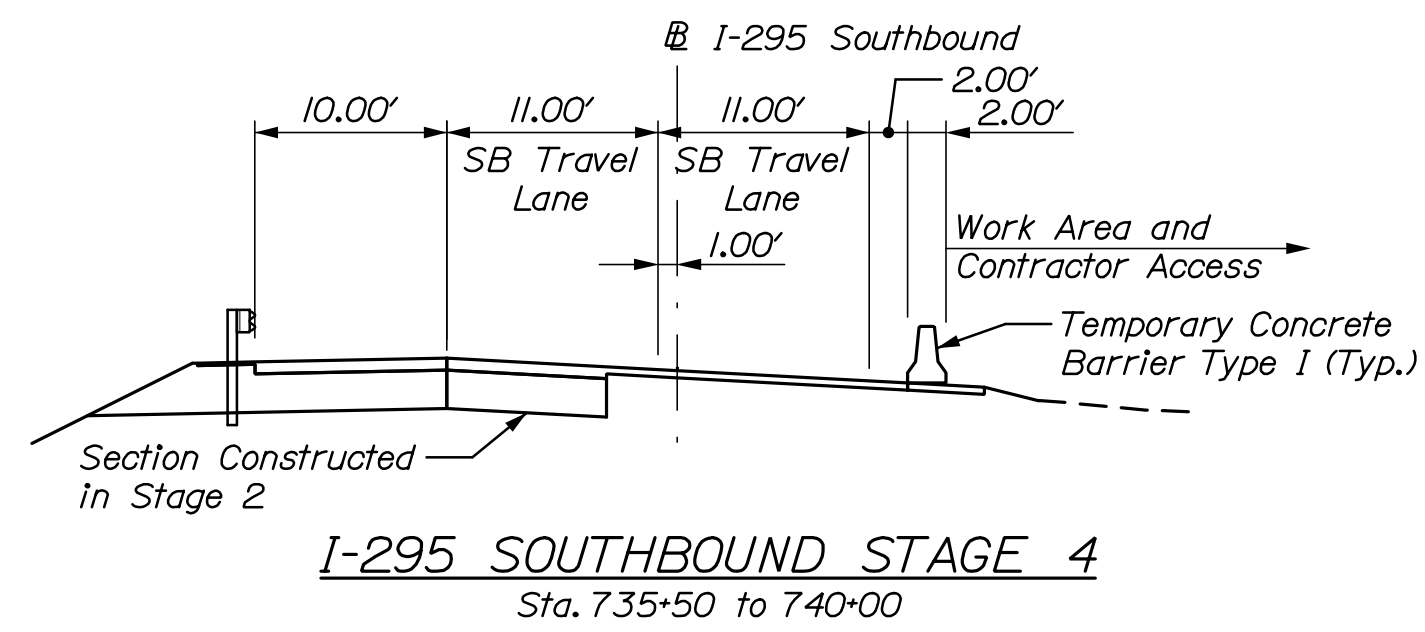
Username:

Division:

Filename: 194_Traffic_Control_Stage4_02.dgn



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		5833 & 1509		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		TRAFFIC CONTROL PLAN		I-295 STAGE 4		SHEET NUMBER	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE		194		OF 312	
PROJ. MANAGER		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED		194		OF 312	
M. Kerstgen		C. Hainick		L. Driscoll		S. Hodgson		E. Davidson		8/21		8/21	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES		194		OF 312	



HNTB

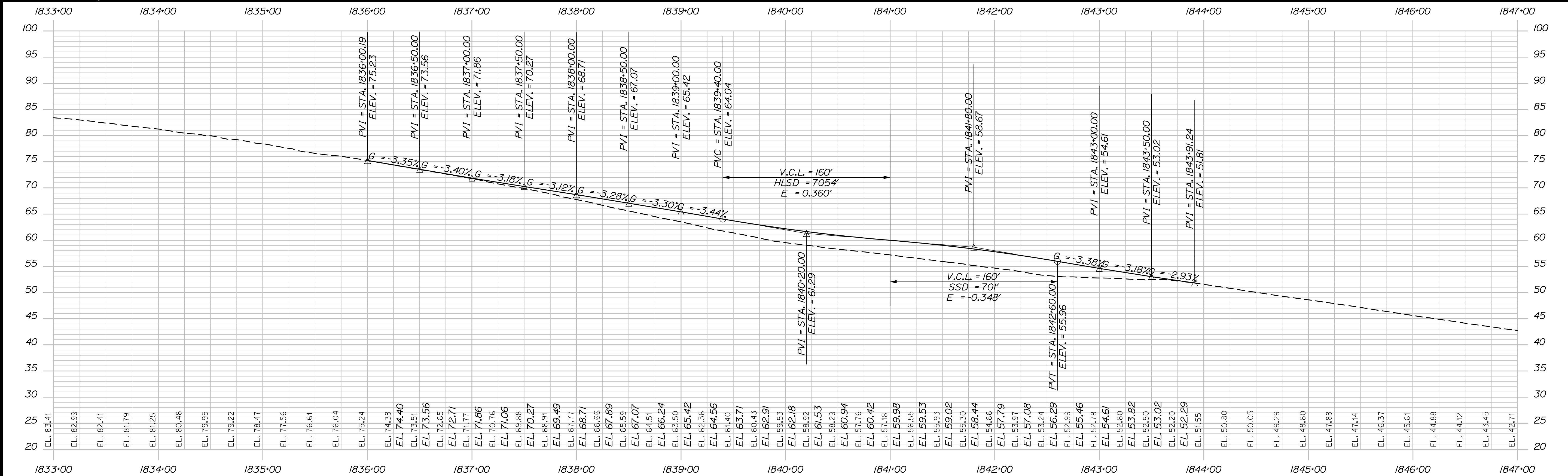
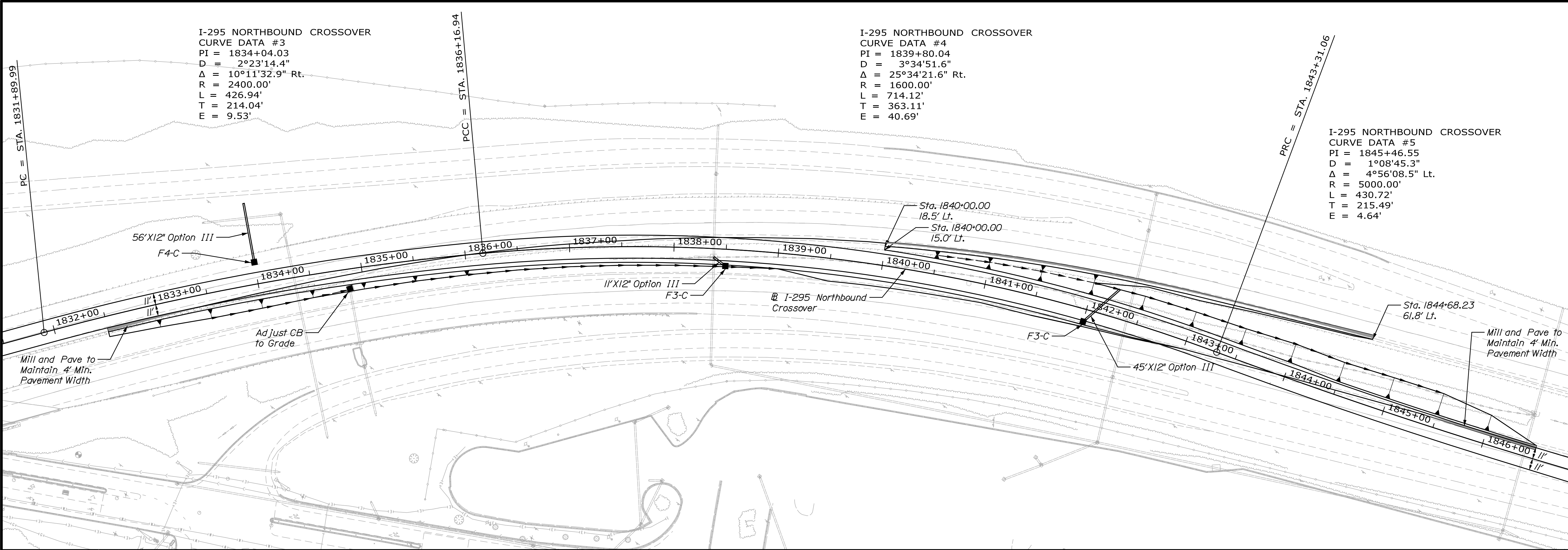
195 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00		
			DESIGN-DETAILED	C. Helmick	E. Davidson	8/21			
			CHECKED-REVIEWED	L. Driscoll	S. Hodgdon	8/21		SIGNATURE	
			DESIGN2-DETAILED2					P.E. NUMBER	
			DESIGN3-DETAILED3						
			REVIEWS 1						
			REVIEWS 2						
			REVIEWS 3						
			REVIEWS 4						
			FIELD CHANGES					DATE	
WIN							5833 & 1509	023106.00 & 023110.00	BRIDGE PLANS

Username:

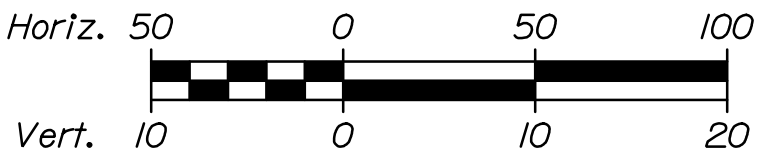
Date:8/22/2021

Division:

Filename: 197_NB Crossover Plan Profile.dgn



PROFILE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS		

PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		DATE	
REVISIONS 2		REVISIONS 3			
REVISIONS 4		FIELD CHANGES			

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 NORTHBOUND CROSSOVER
PLAN AND PROFILE 2

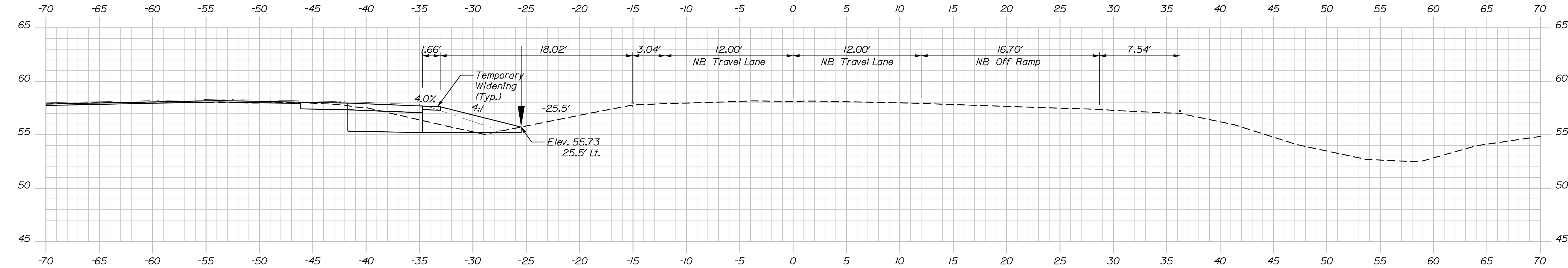
SHEET NUMBER
197
OF 312

Date:8/22/2021

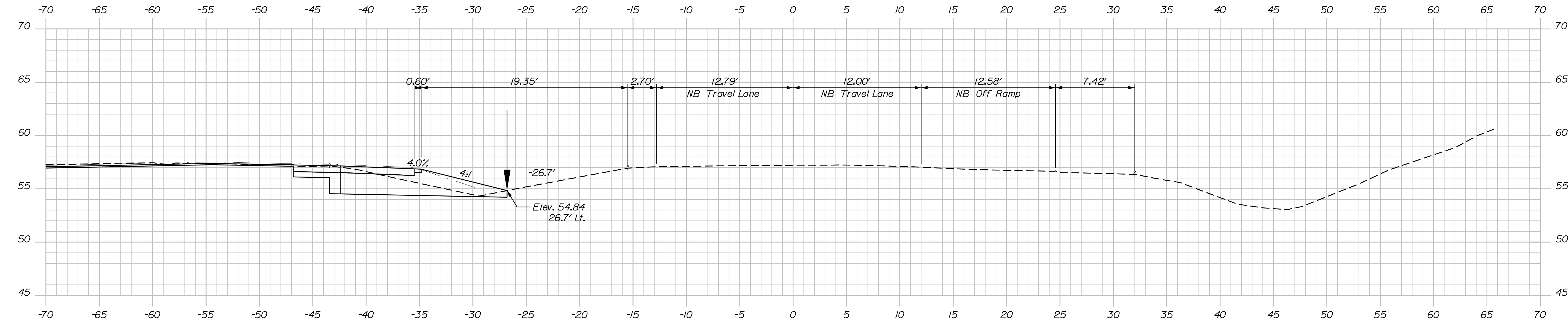
Username:

Division:

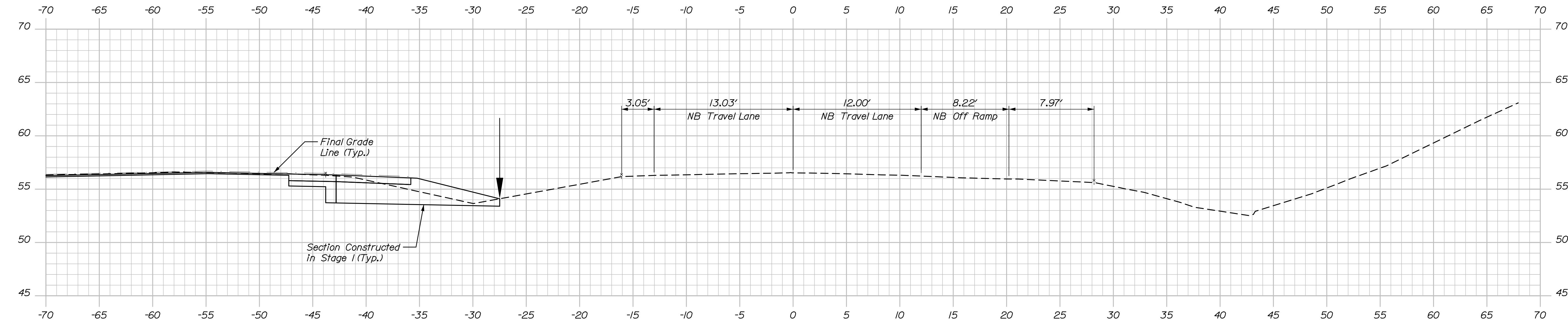
Filename: Xsect_MOT_Crossover.dgn



1814+00.00



1813+50.00



1813+00.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

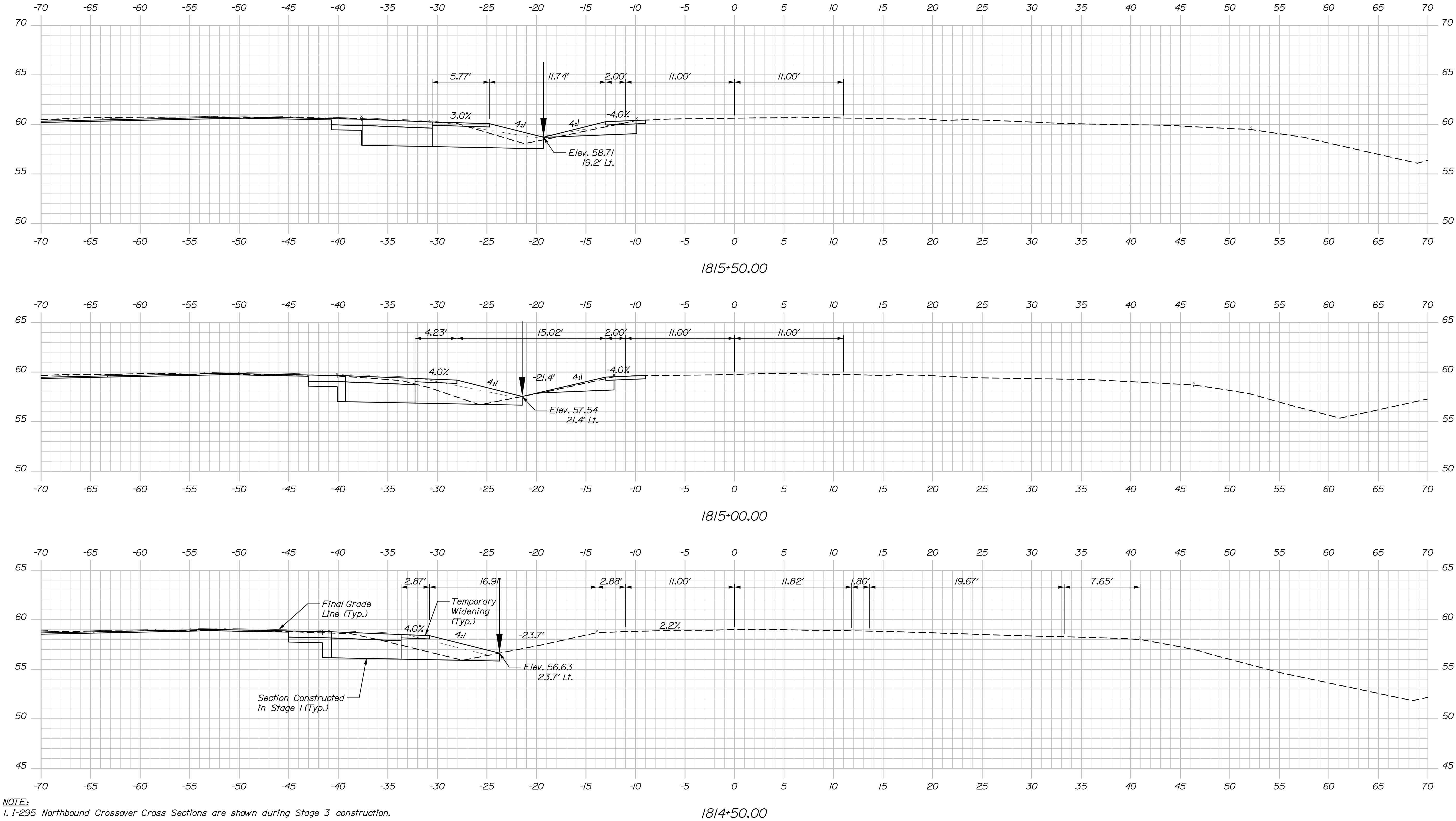
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Davidson	8/21			
C. Helmick	S. Hodgdon	8/21			
L. Driscoll					
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	E. Davidson S. Hodgson	8/21 8/21	
CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	P.E. NUMBER
C. Helmick L. Driscoll			
REVISIONS 1	REVISIONS 2	REVISIONS 3	DATE
REVISIONS 4	FIELD CHANGES		

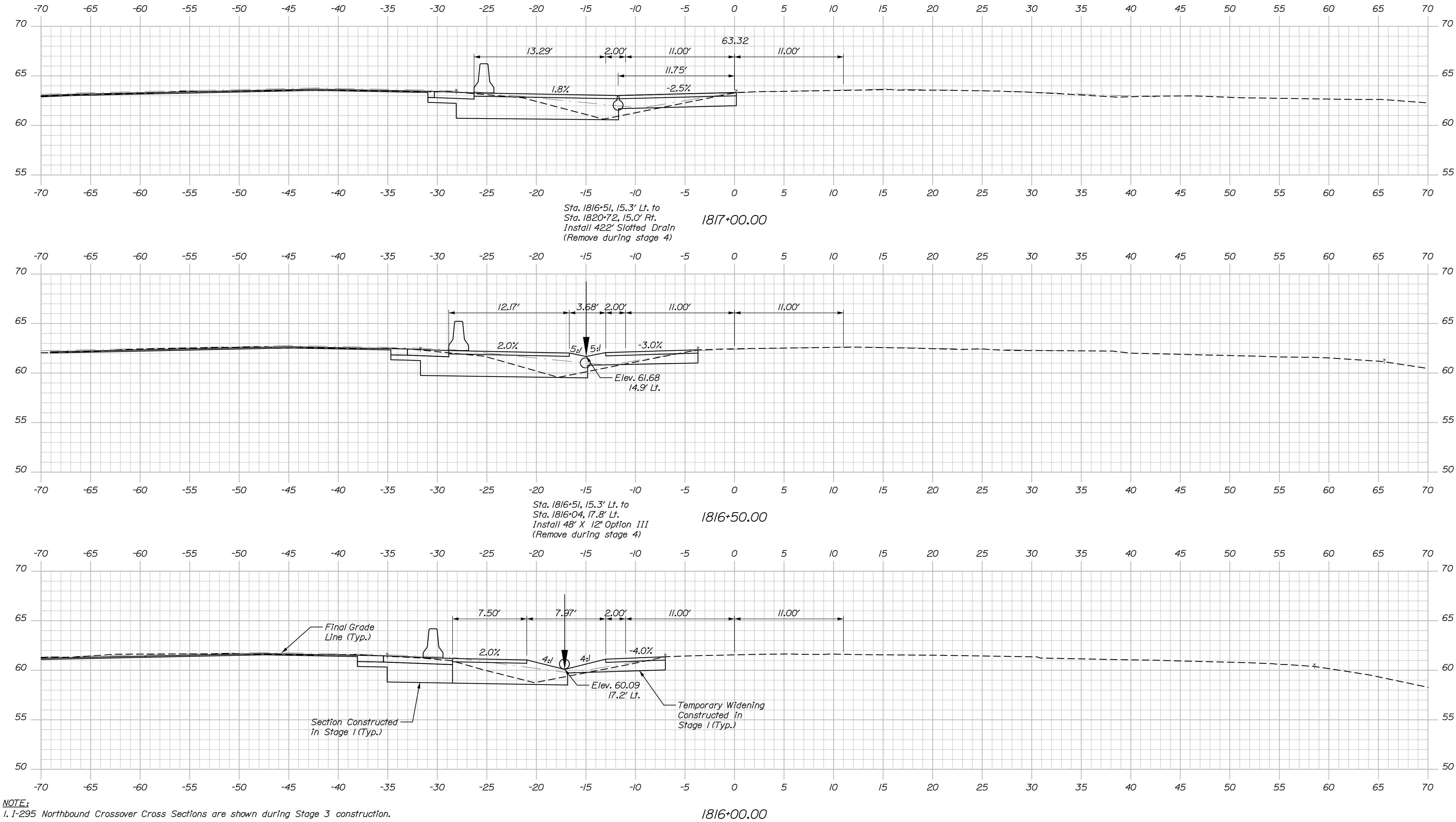
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND I-295 NORTHBOUND CROSSOVER CROSS SECTIONS
--	--

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

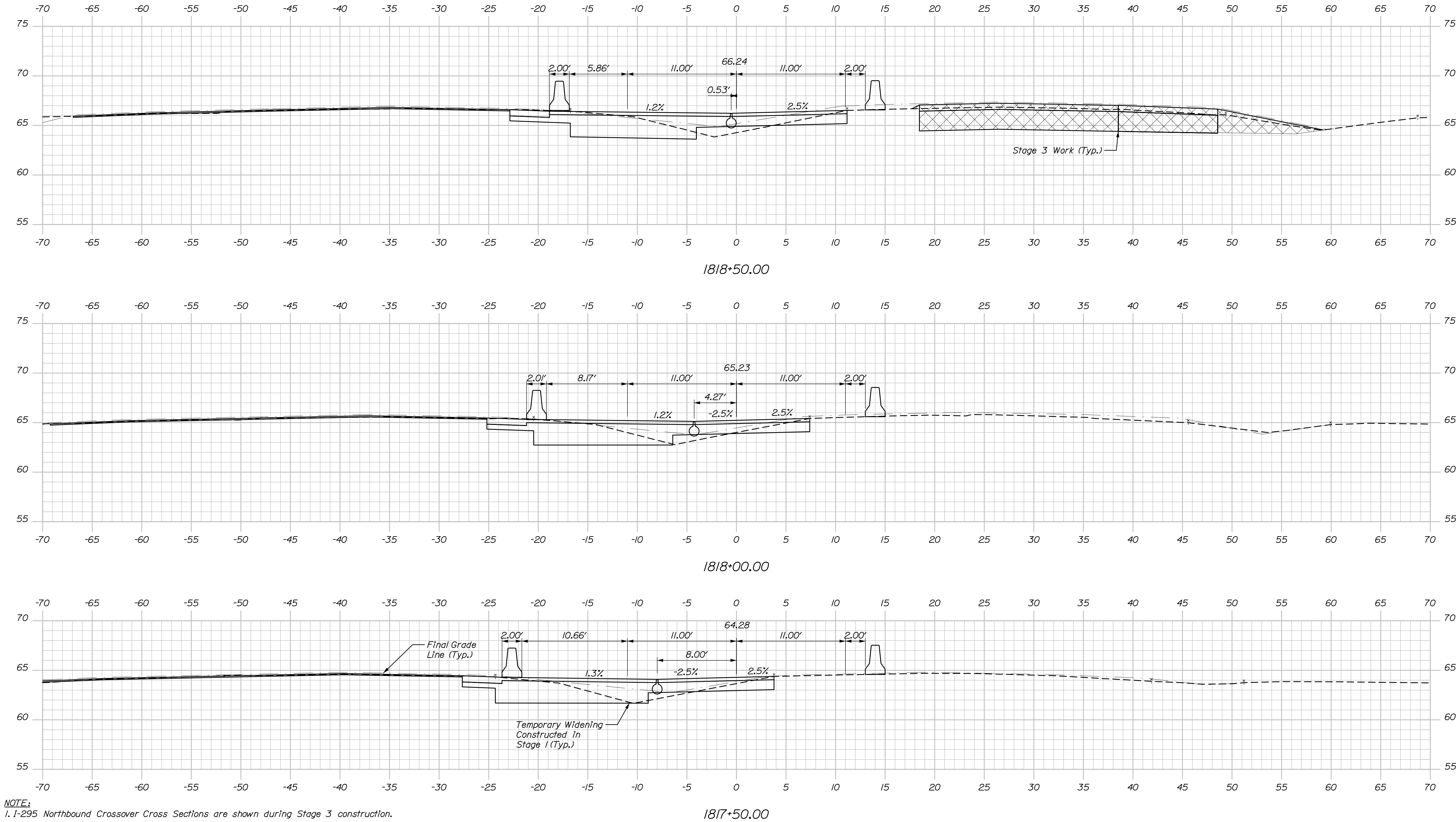
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH		CUMBERLAND I-295 NORTHBOUND CROSSOVER CROSS SECTIONS	
SHEET NUMBER		200	
OF 312			
PROJ. MANAGER		BY	
M. Kersbergen		E. Davidson	
CHECKED-REVIEWED		DATE	
C. Helmick		8/21	
DESIGN-DETAILED		SIGNATURE	
L. Driscoll		8/21	
DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		DATE	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Davidson S. Hodgson	8/21 8/21			
CHECKED-DETAILED	C. Helmick L. Driscoll				
DESIGN-DETAILED					
DESIGNS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

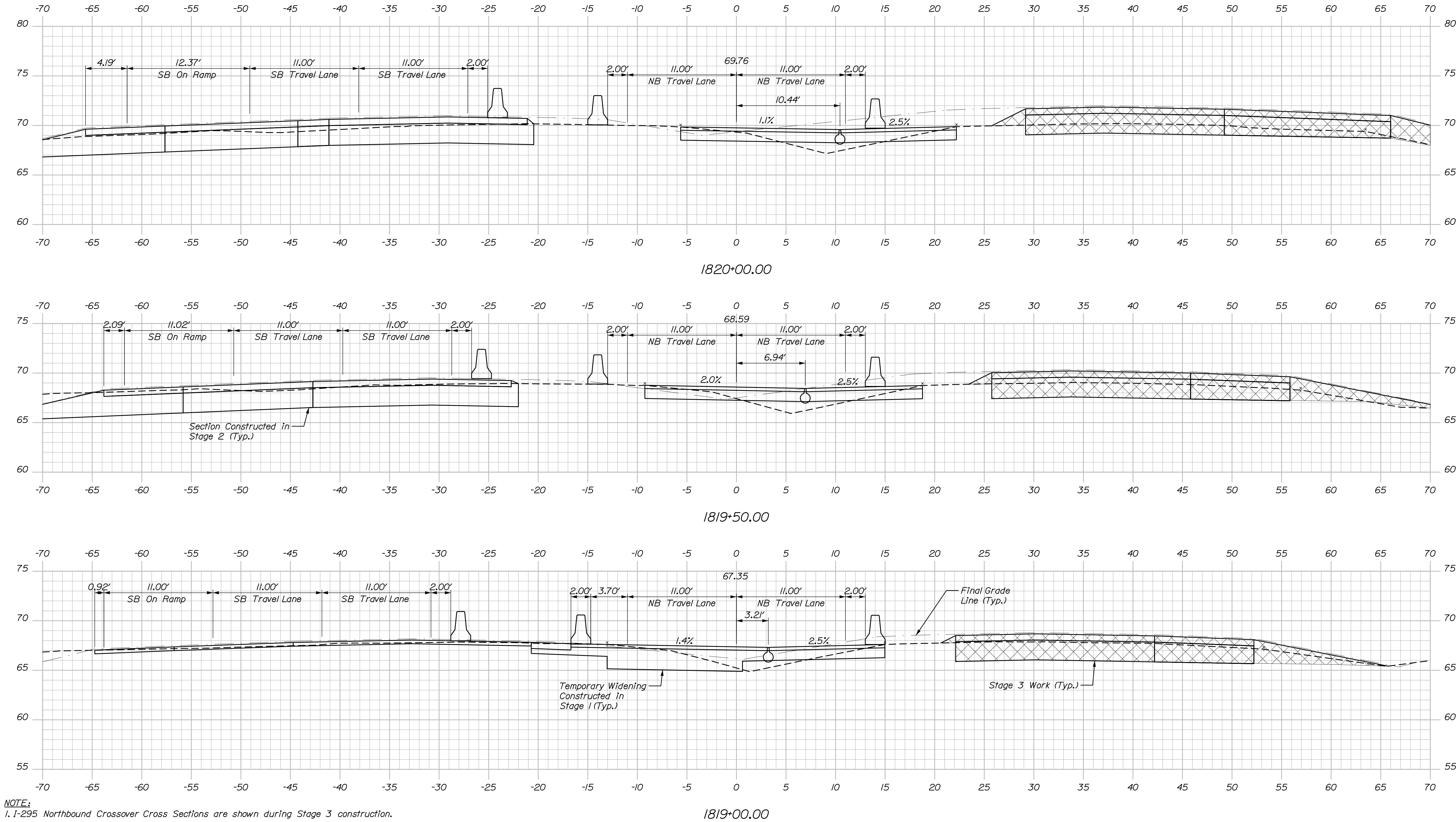
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00		WIN	
5833 & 1509		023106.00 & 023110.00	
BRIDGE PLANS			

PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
CHECKED-DESIGNED	C. Helmick	DESIGNED	S. Hodgson	SIGNATURE	
DESIGNED-REVIEWED	L. Driscoll	DESIGNED		P.E. NUMBER	
DESIGNED-REVIEWED		DESIGNED		DATE	
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	YARMOUTH
I-295 NORTHBOUND CROSSOVER	I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS	CROSS SECTIONS

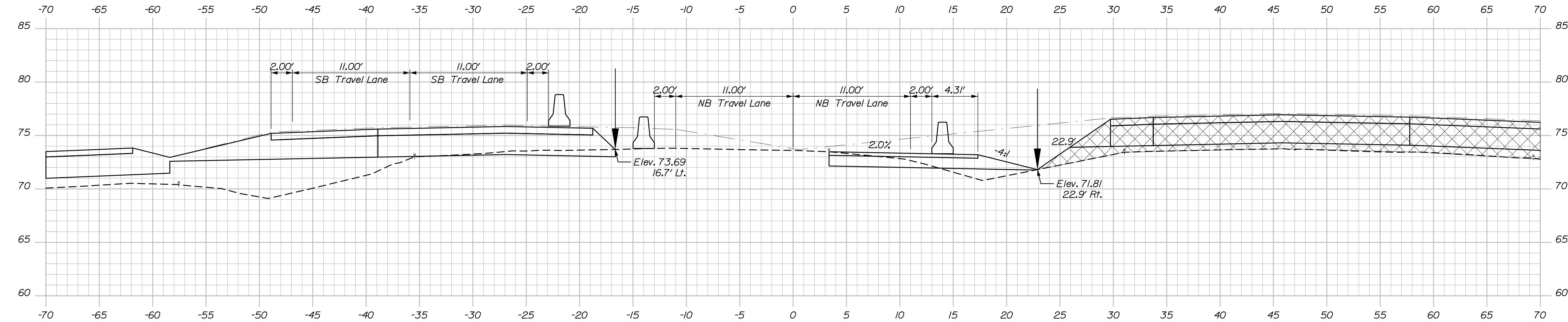
SHEET NUMBER	202
OF 312	

Date:8/22/2021

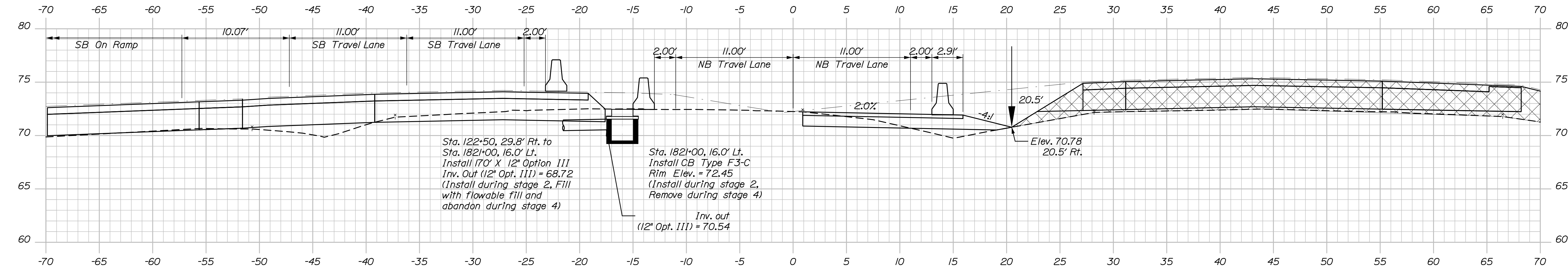
Username:

Division:

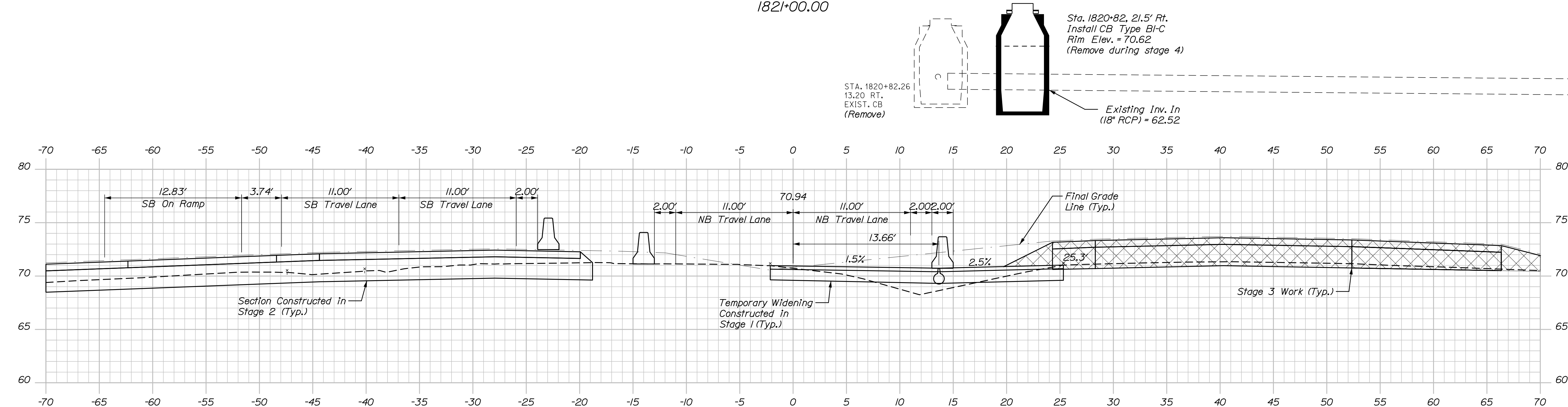
Filename: Xsect_MOT_Crossover.dgn



1821+50.00



1821+00.00



1820+50.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
DESIGNED-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGNED-DETAILED		DESIGNED-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I-295 NORTHBOUND CROSSOVER	
CROSS SECTIONS	

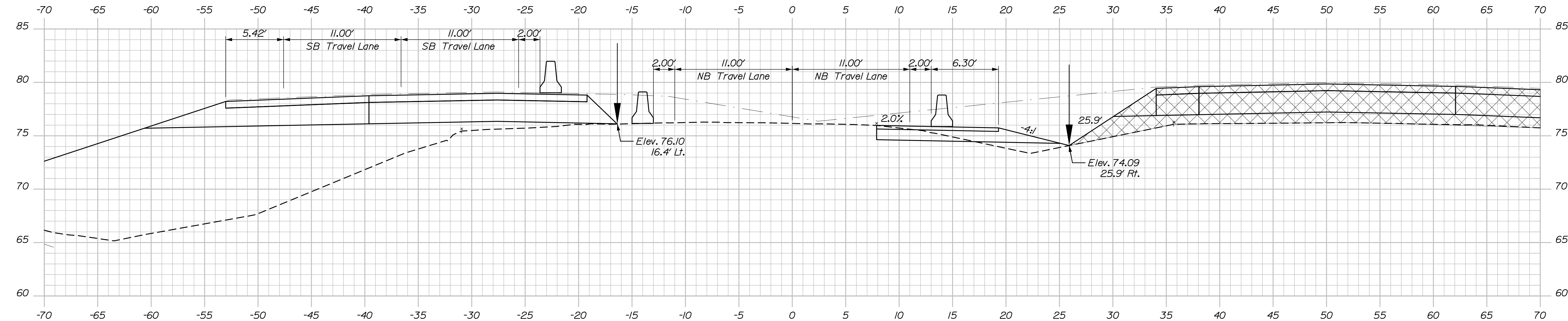
SHEET NUMBER
203
OF 312

Date:8/22/2021

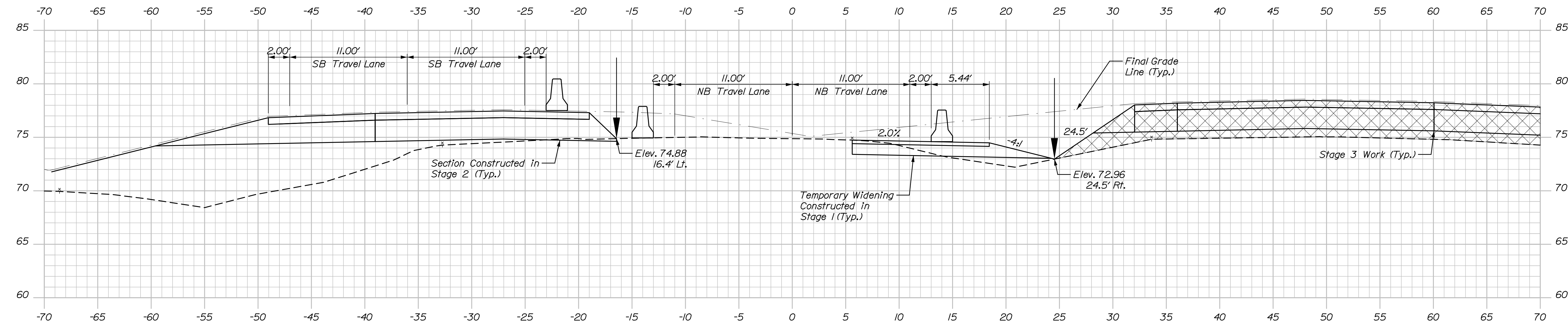
Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



1822+50.00



1822+00.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

PROJ. MANAGER	M. Kersbergen	BY	DATE	
DESIGN-DETAILED	C. Helmick	E. Davidson	8/21	SIGNATURE
CHECKED-REVIEWED	L. Driscoll	S. Hoogdon	8/21	
DESIGN-DETAILED2				
DESIGN-DETAILED3				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				DATE
REVISIONS 4				
FIELD CHANGES				

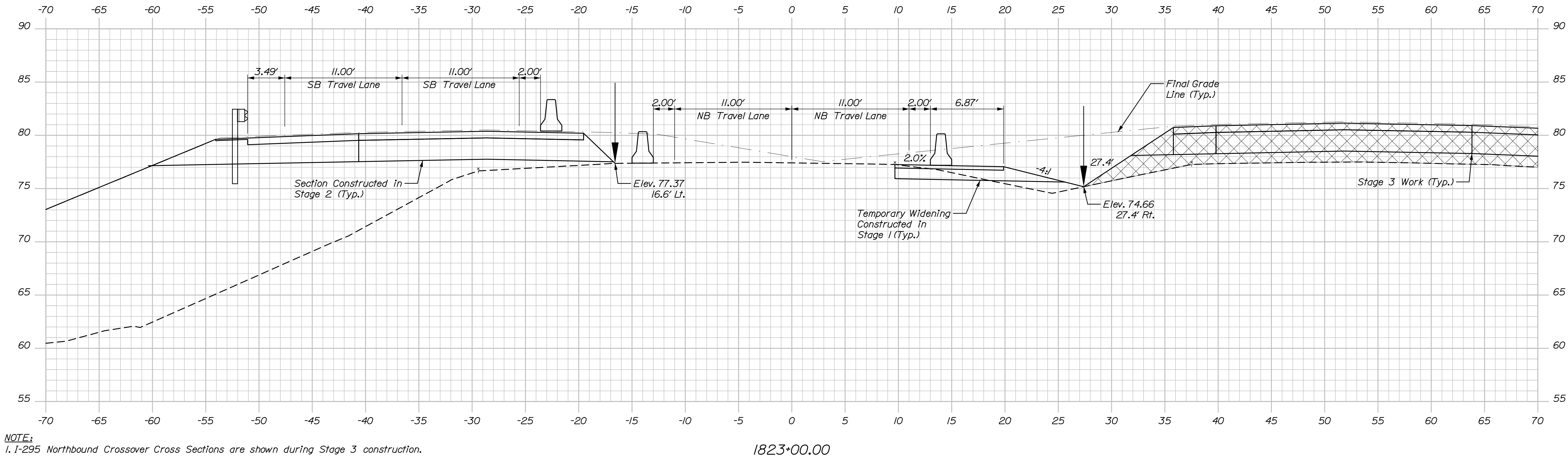
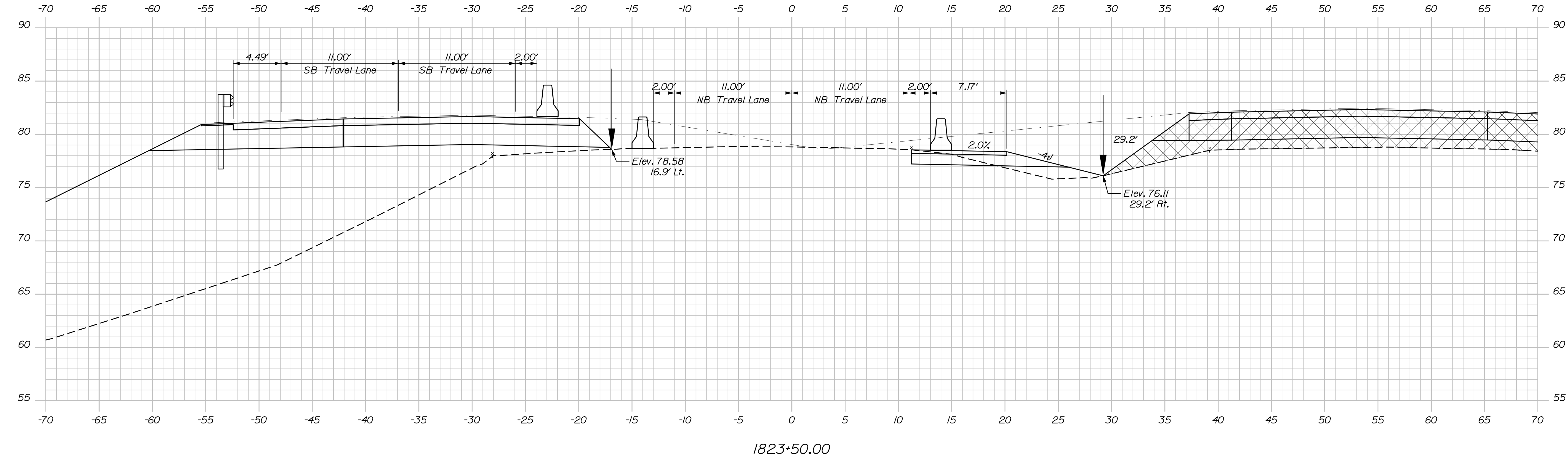
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
CUMBERLAND
YARMOUTH
I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

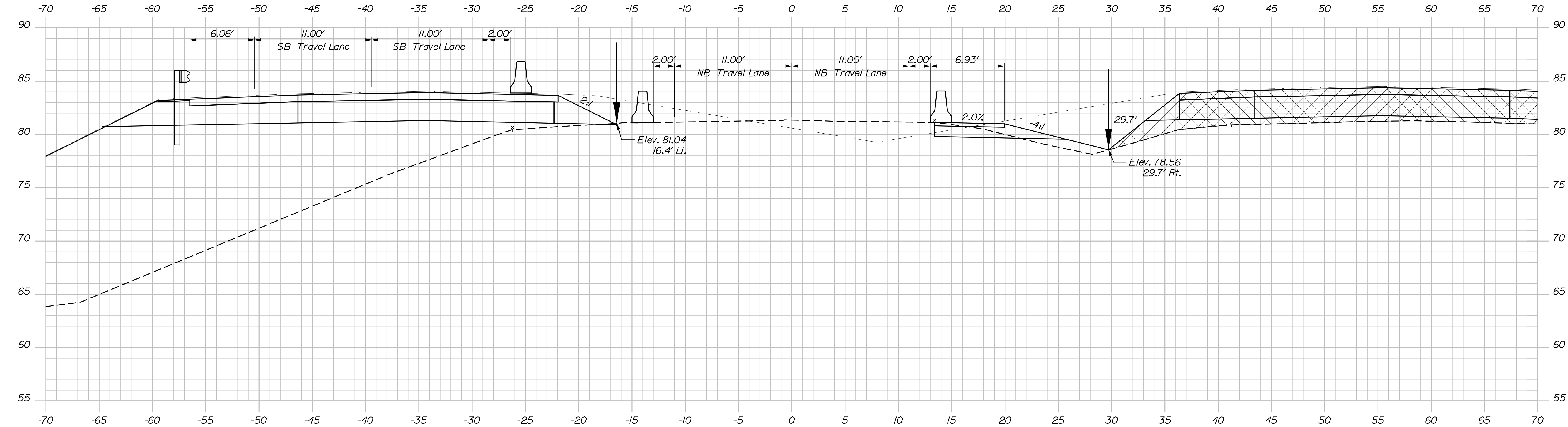
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Davidson	8/21			
C. Helmick	S. Hodgson	8/21			
L. Driscoll					
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Username:

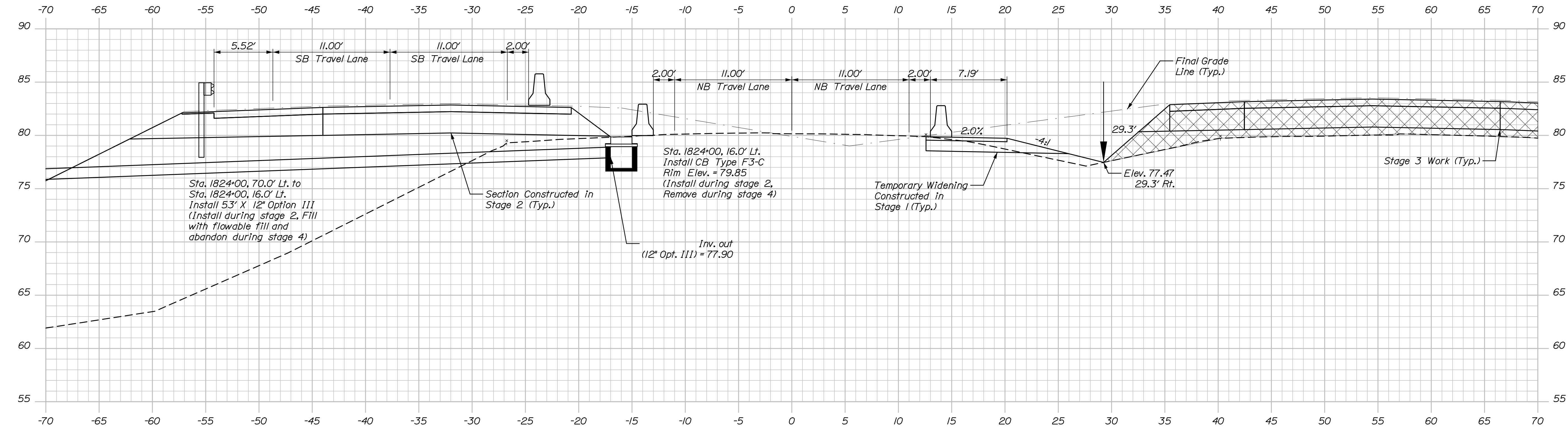
Date:8/22/2021

Division:

Filename: Xsect_MOT_Crossover.dgn



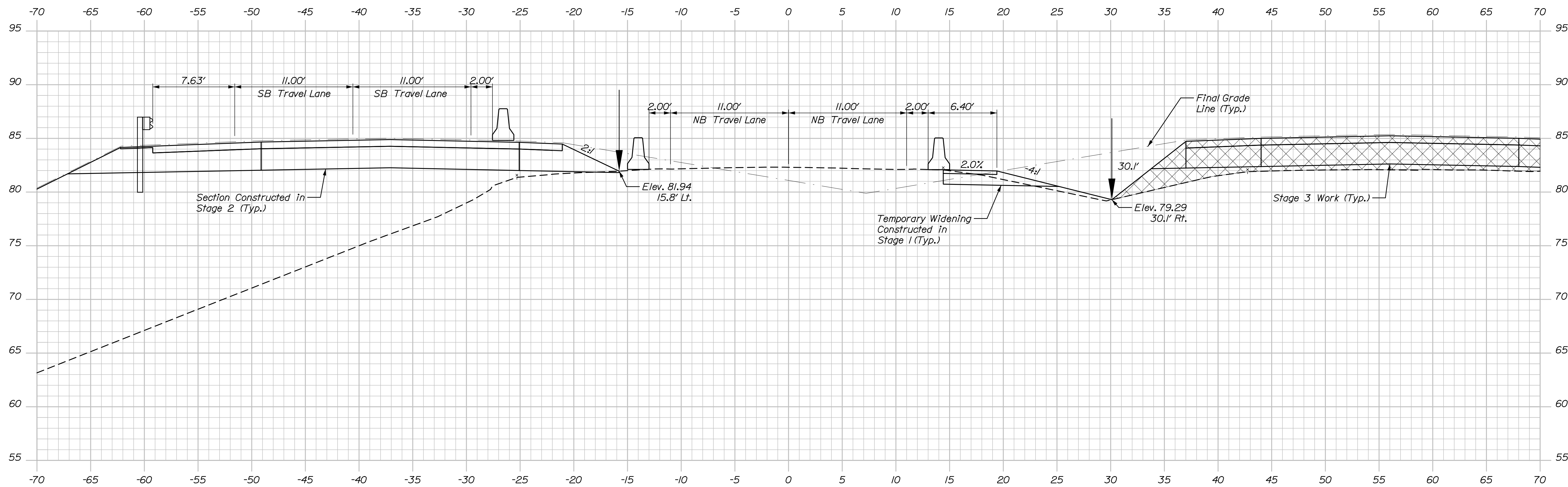
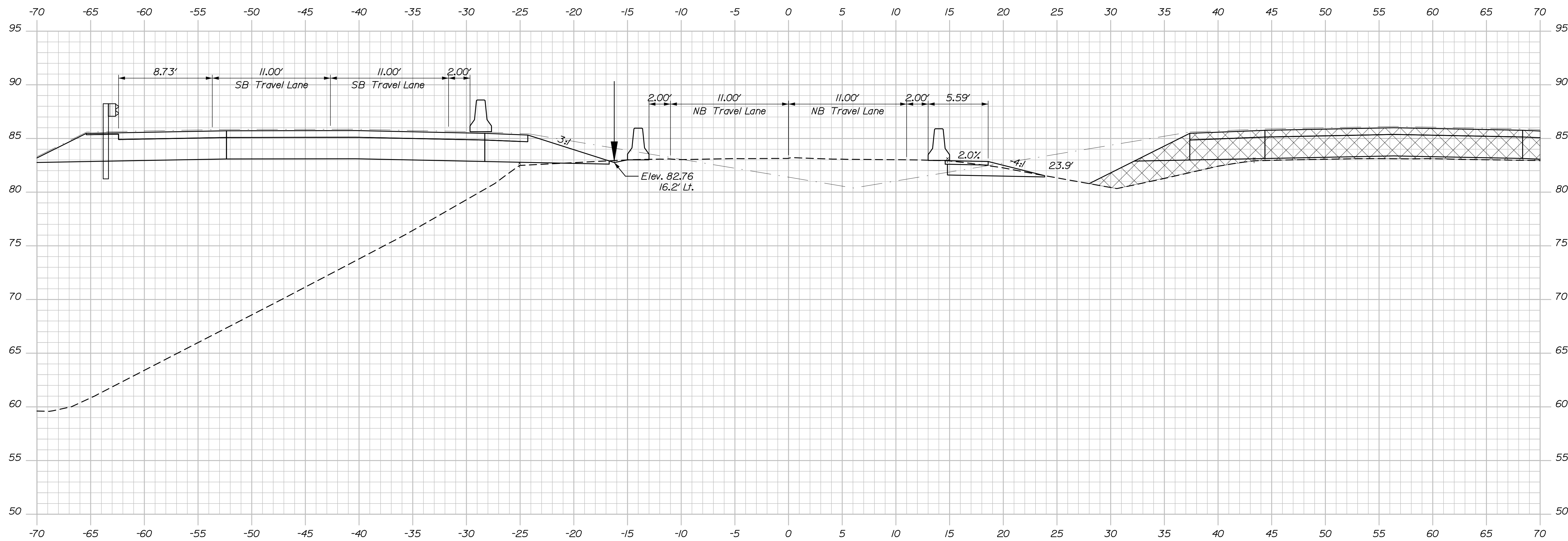
1824+50.00



1824+00.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 NORTHBOUND CROSSOVER		CROSS SECTIONS	
SHEET NUMBER		206		OF 312							
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
M. Kersbergen		E. Davidson		8/21							
DESIGNED-REVIEWED		DESIGNED-REVIEWED		DESIGNED-REVIEWED		DESIGNED-REVIEWED		DESIGNED-REVIEWED		DESIGNED-REVIEWED	
L. Driscoll		S. Hodgdon									
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	



NOTE:
1. I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

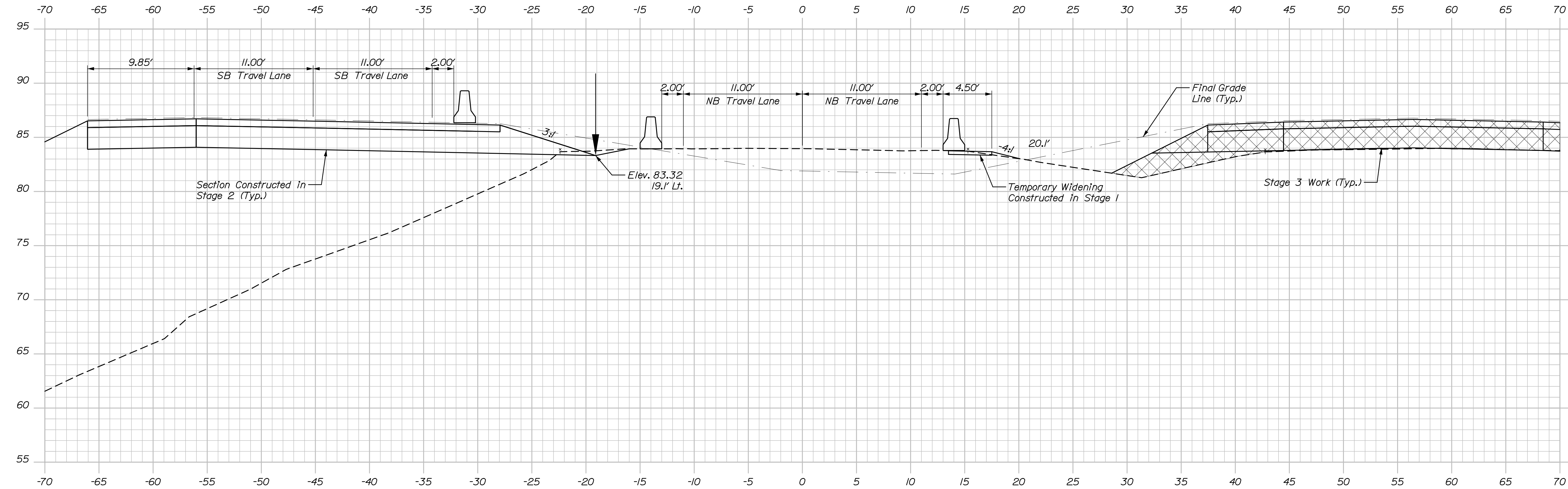
SHEET NUMBER <div>207</div> <div>OF 312</div>	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND										PROJ. MANAGER	M. Kerabergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS	
											DESIGN-DETAILED	C. Helmick	E. Davidson	8/21		
											CHECKED-REVIEWED	L. Driscoll	S. Hodgdon	8/21		SIGNATURE
											DESIGNS DETAILED					P.E. NUMBER
											REVISIONS 1					
											REVISIONS 2					
											REVISIONS 3					
											REVISIONS 4					DATE
											FIELD CHANGES					

Username:

Date:8/22/2021

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

1826+00.00

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
5833 & 1509	WIN
023106.00 & 023110.00	
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY		DATE	
CHECKED-DETAILED	C. Helmick	E. Davidson		8/21	
DESIGNED-REVIEWED	L. Driscoll	S. Hodgson		8/21	
DESIGN-DETAILED					SIGNATURE
REVISIONS 1					P.E. NUMBER
REVISIONS 2					DATE
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1	
EXIT 17 INTERCHANGE	
YARMOUTH	
CUMBERLAND	
I-295 NORTHBOUND CROSSOVER	
CROSS SECTIONS	

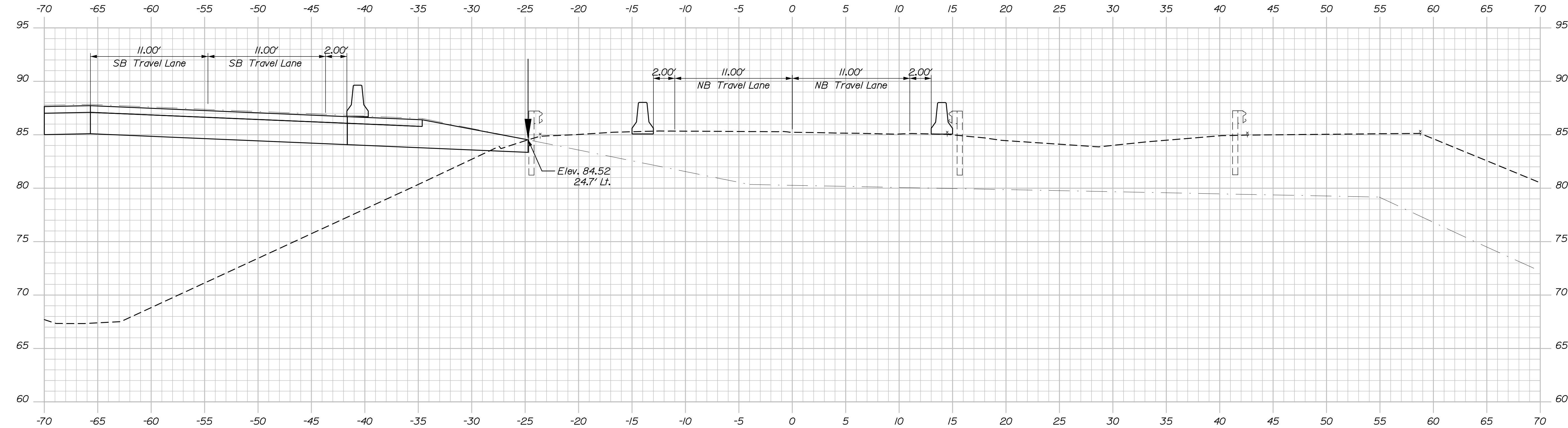
SHEET NUMBER	
208	
OF 312	

Date:8/22/2021

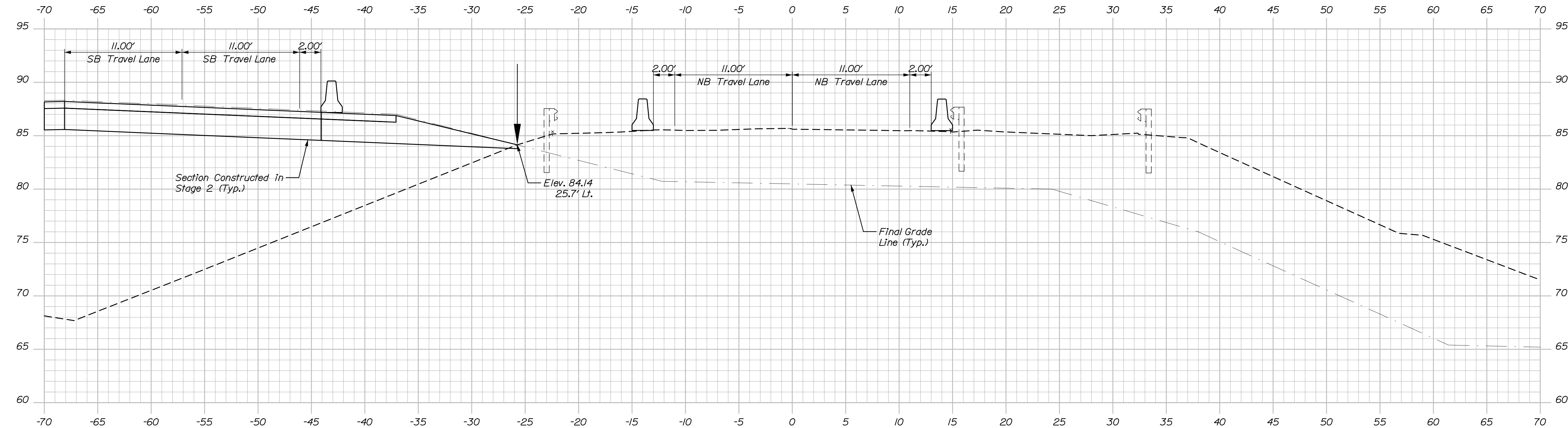
Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



1831+50.00



1831+00.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00	
	WIN	
	5833 & 1509	023106.00 & 023110.00

PROJ. MANAGER	M. Kerstberg	BY	E. Davidson	DATE	8/21
CHECKED-REVIEWED	C. Helmick	BY	S. Hodgson	DATE	8/21
DESIGN-DETAILED	L. Driscoll	BY		DATE	
DESIGN-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I-295 NORTHBOUND CROSSOVER	CROSS SECTIONS

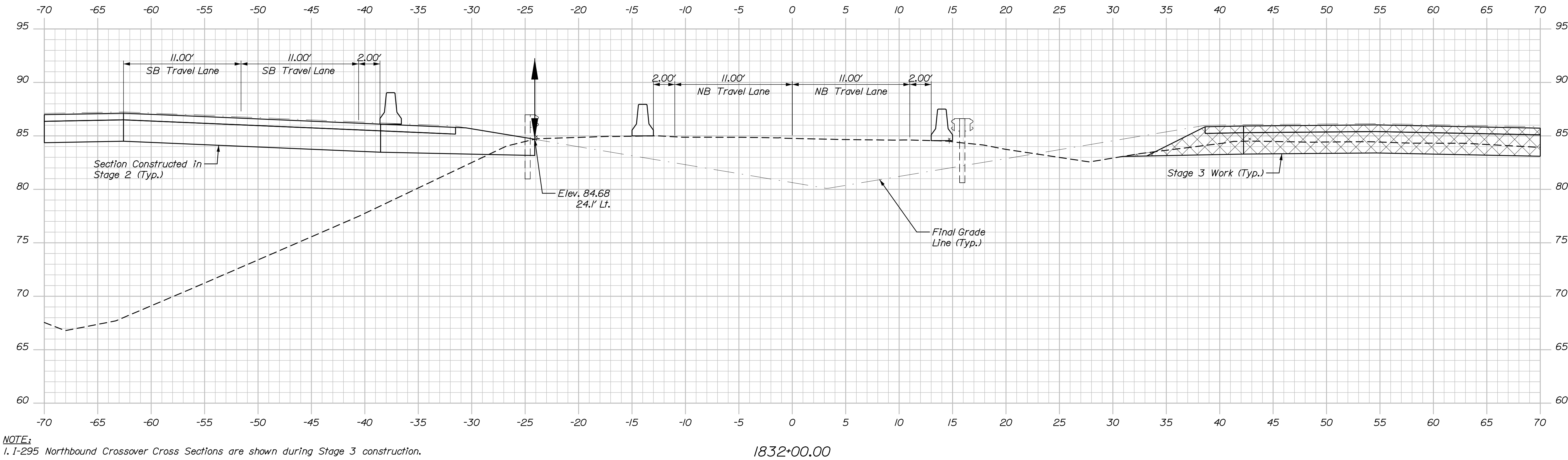
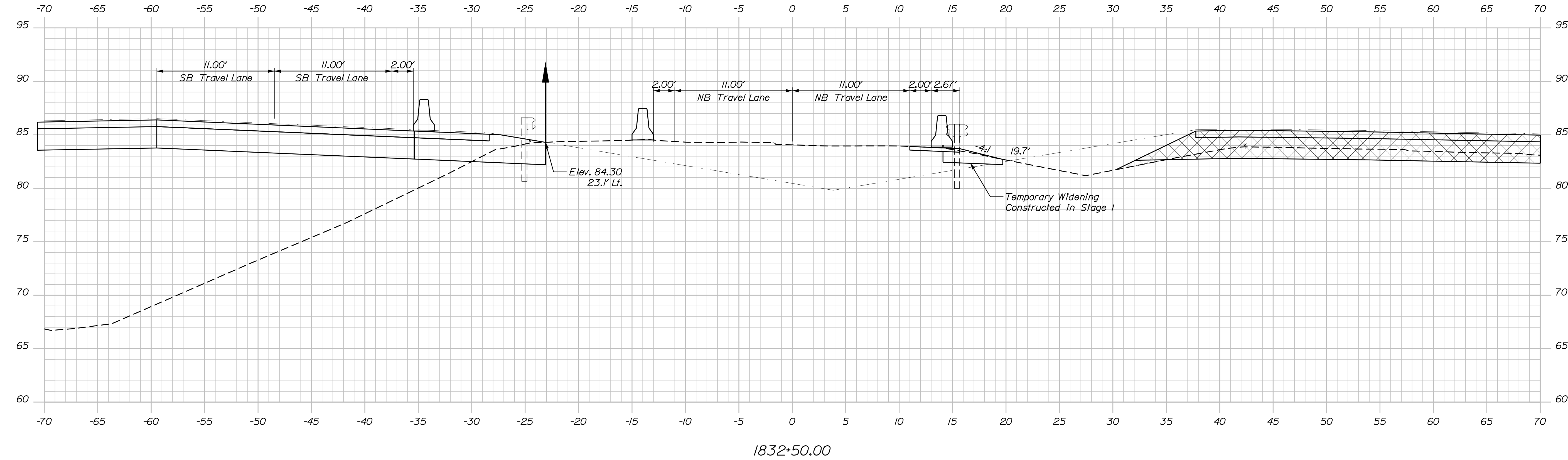
SHEET NUMBER
209
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

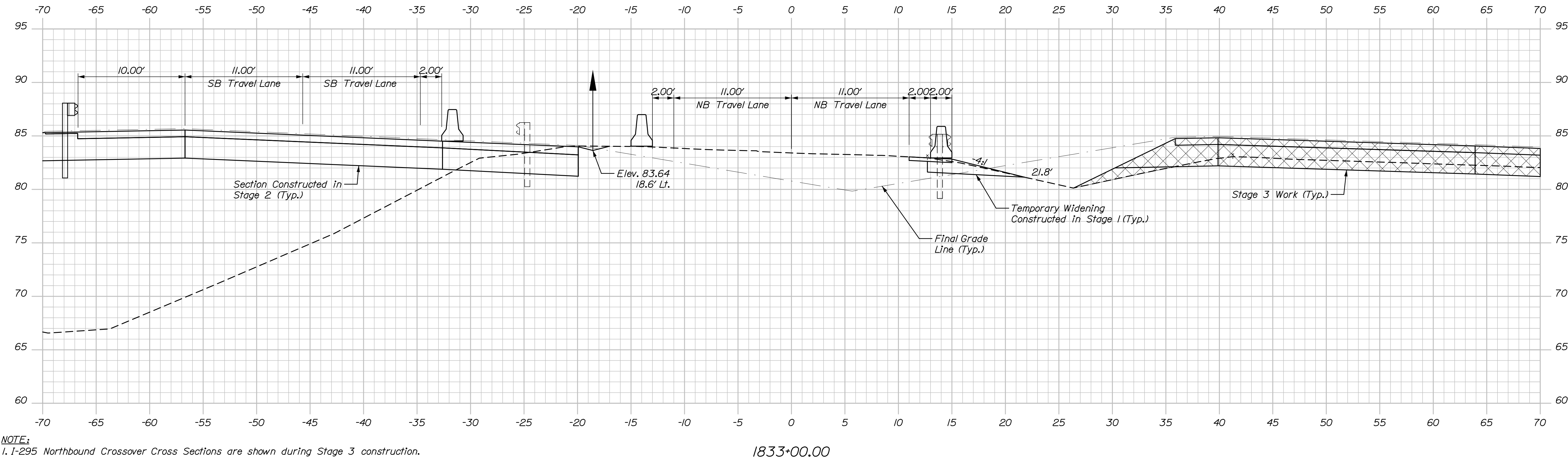
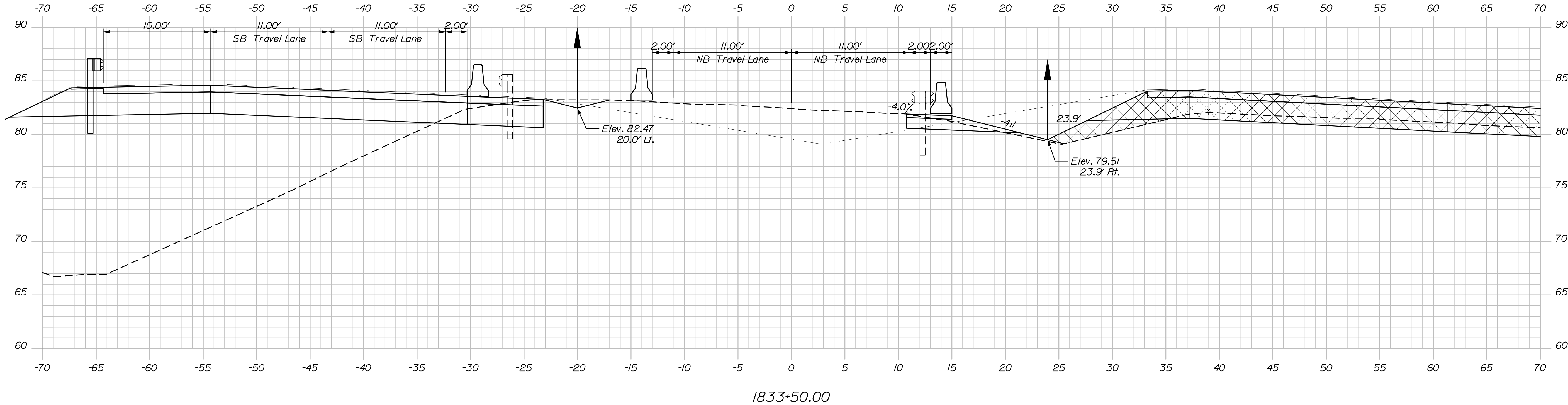
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 NORTHBOUND CROSSOVER		CROSS SECTIONS	
SHEET NUMBER		210		OF 312							
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED		E. Davidson		8/21							
CHECKED-REVIEWED		S. Hodgdon		8/21							
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	E. Davidson	8/21	
C. Helmick	S. Hodgson	8/21	
L. Driscoll			
DESIGN-DETAILED			
DESIGN-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

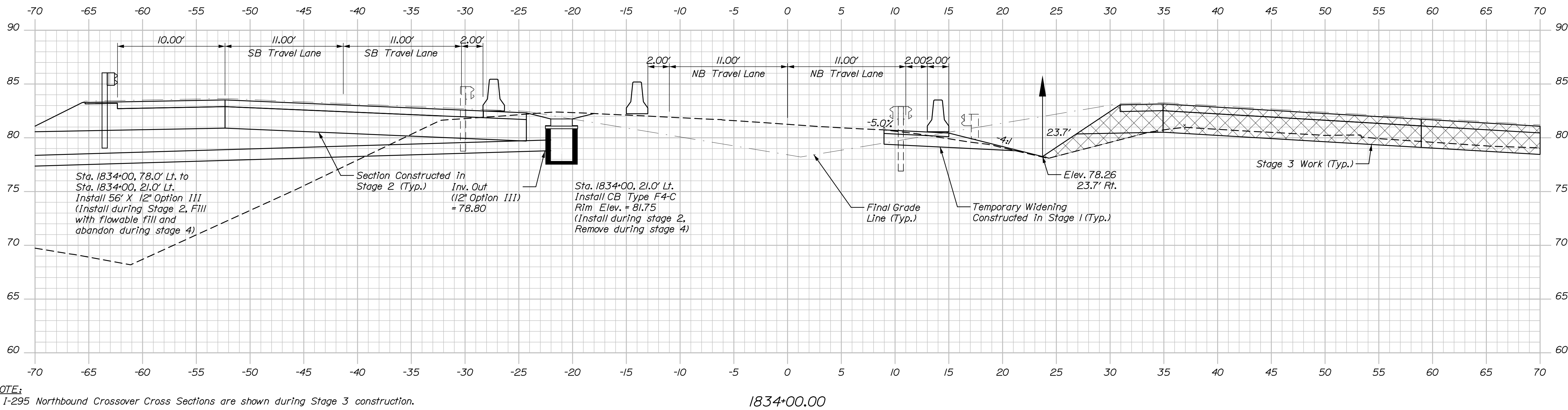
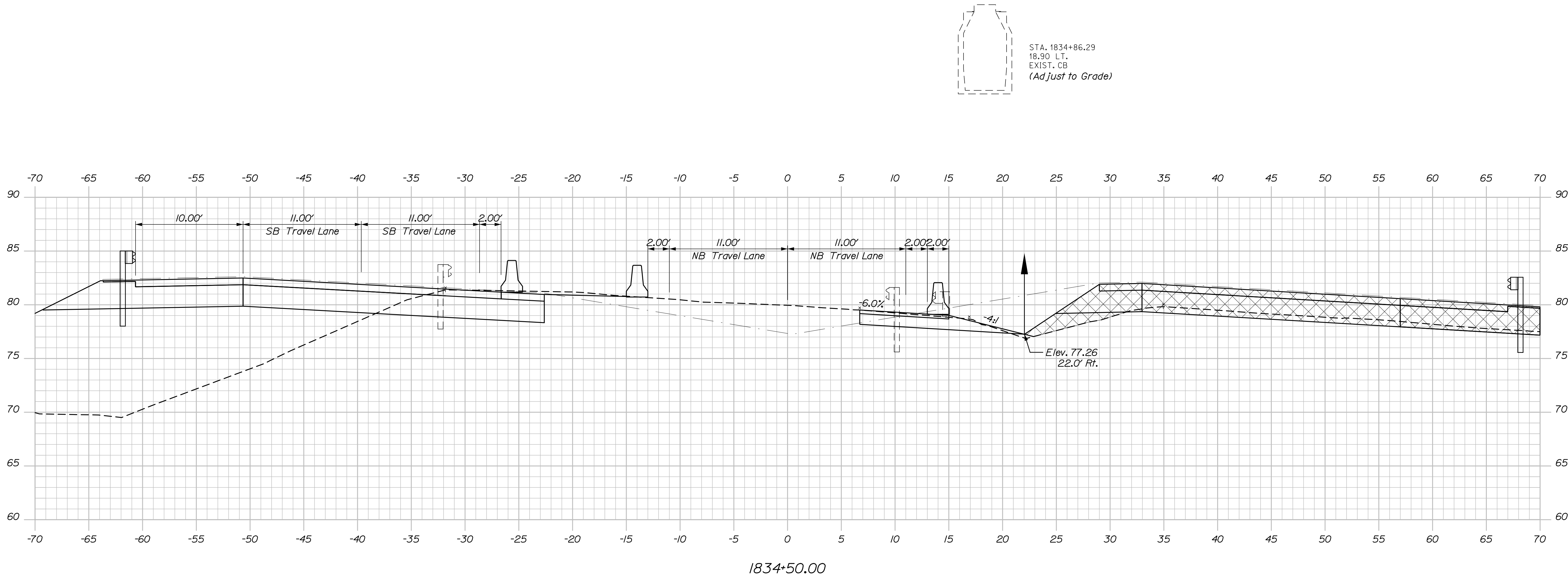
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH
CUMBERLAND
I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
1. I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STA. 1834+86.29
18.90 LT.
EXIST. CB
(Adjust to Grade)

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kerabergen	E. Davidson	8/21			
C. Helmick	S. Hodgson	8/21			
L. Driscoll					
DESIGN-DETAILED					
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

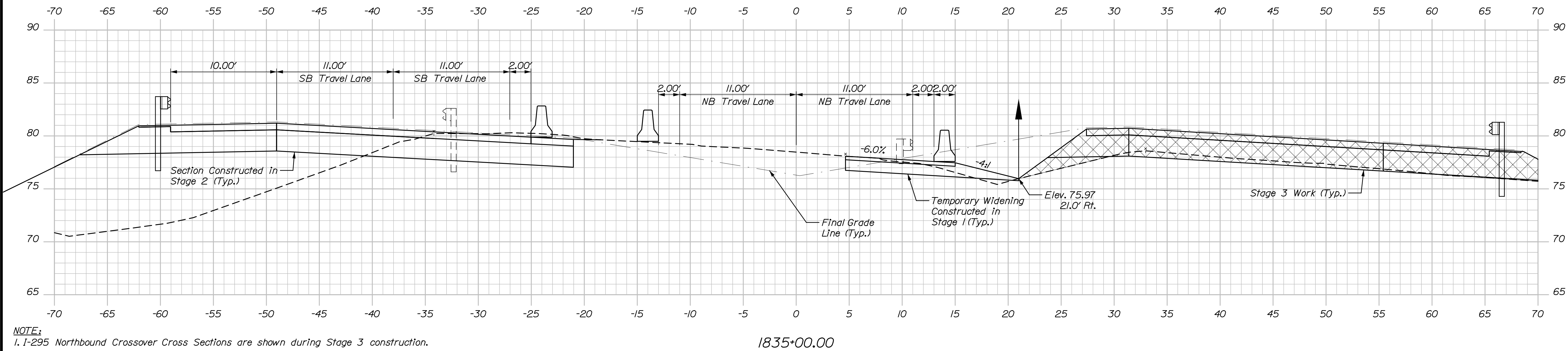
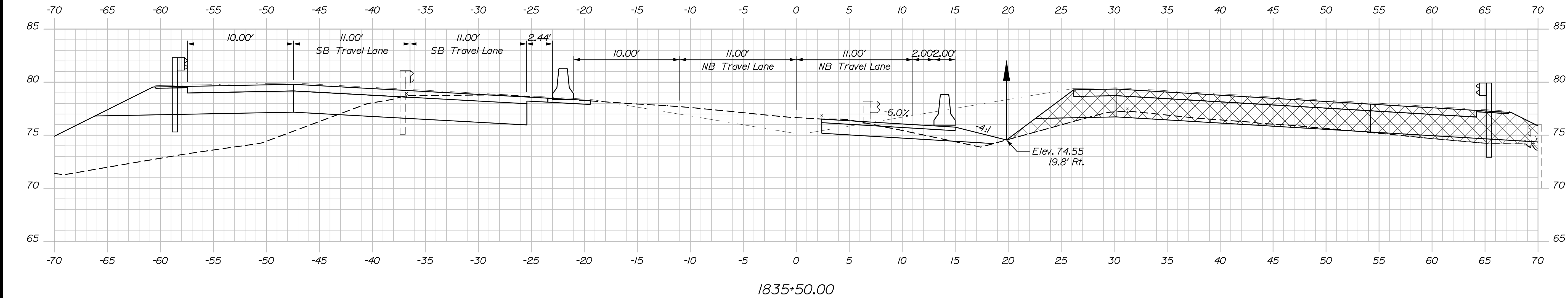
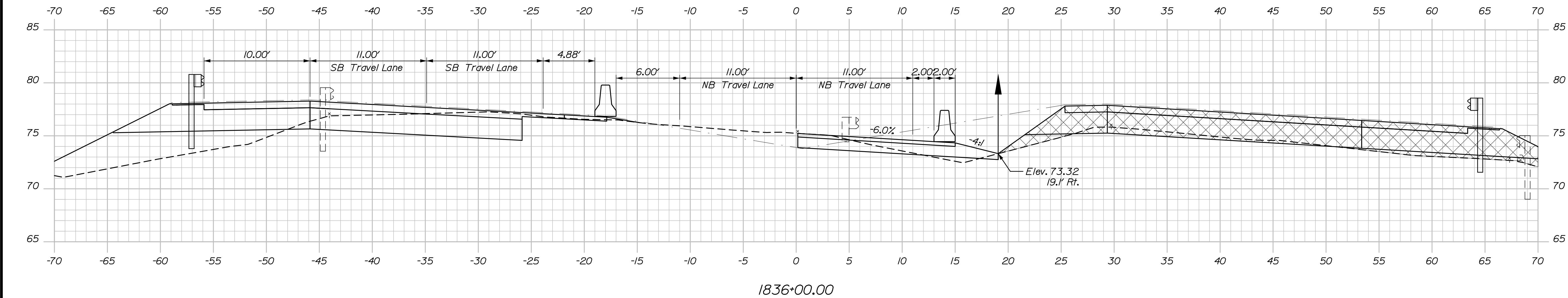
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
CUMBERLAND
YARMOUTH
I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

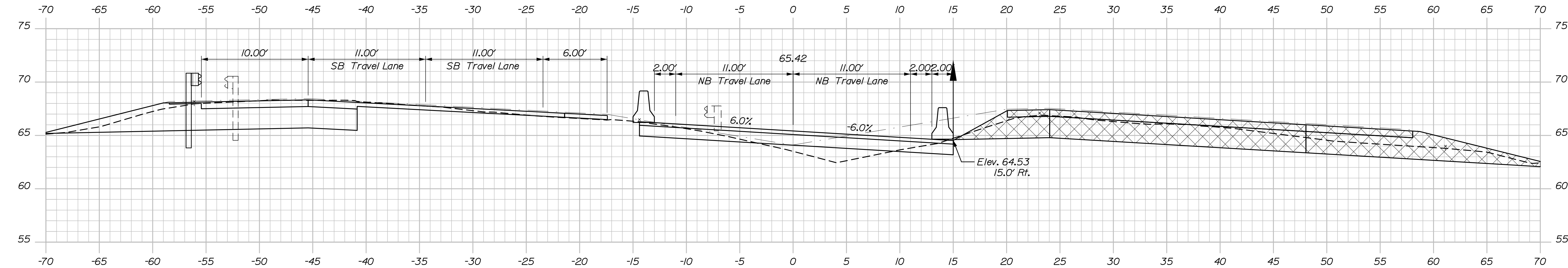
PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	E. Davidson	8/21	
C. Helmick	S. Hodgson	8/21	
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:8/22/2021

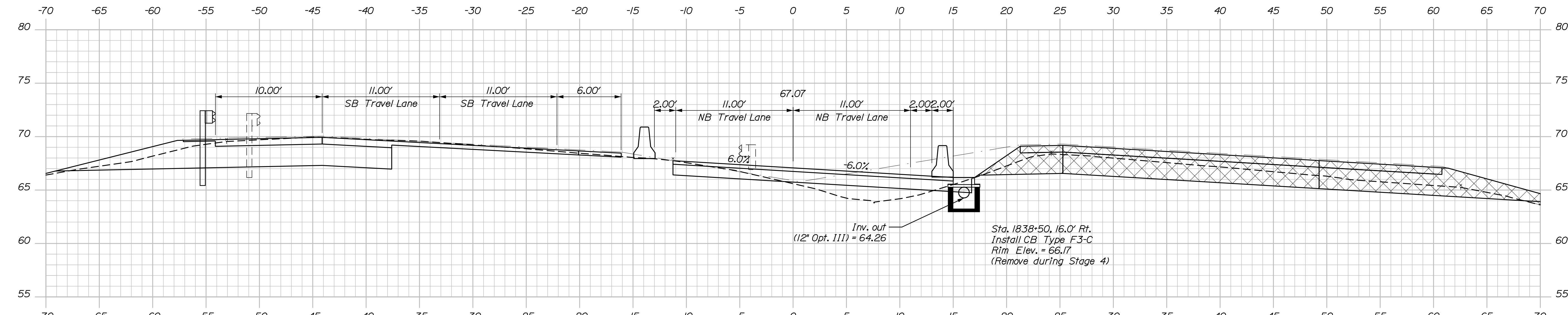
Username:

Division:

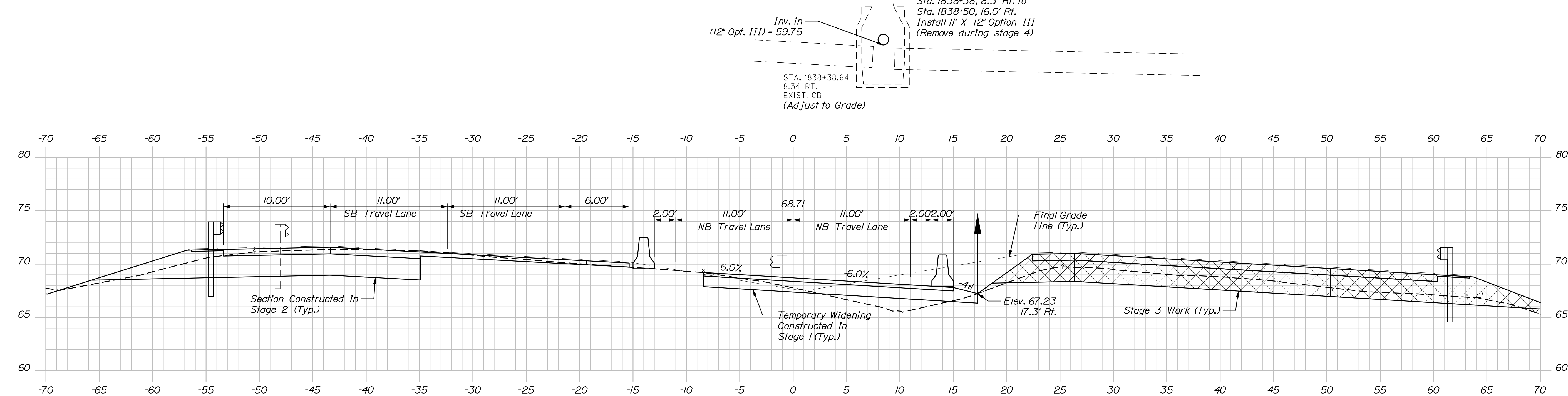
Filename: Xsect_MOT_Crossover.dgn



1839+00.00



1838+50.00



1838+00.00

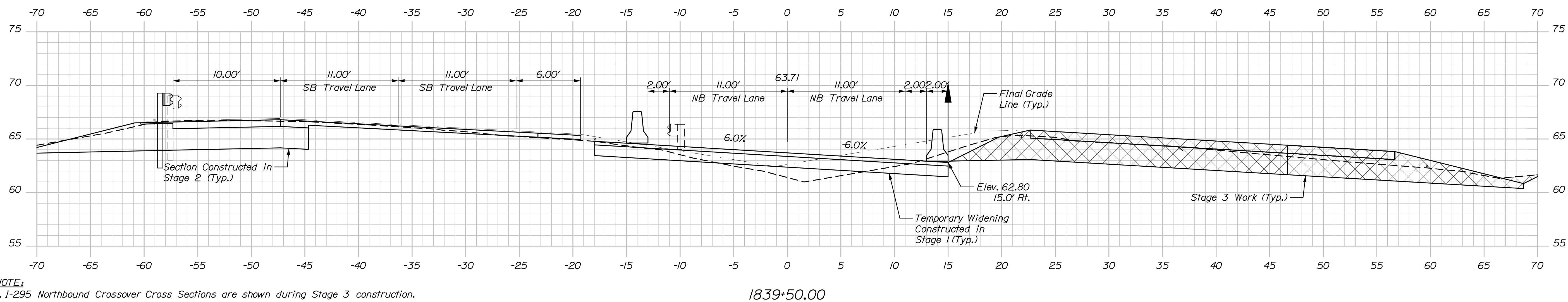
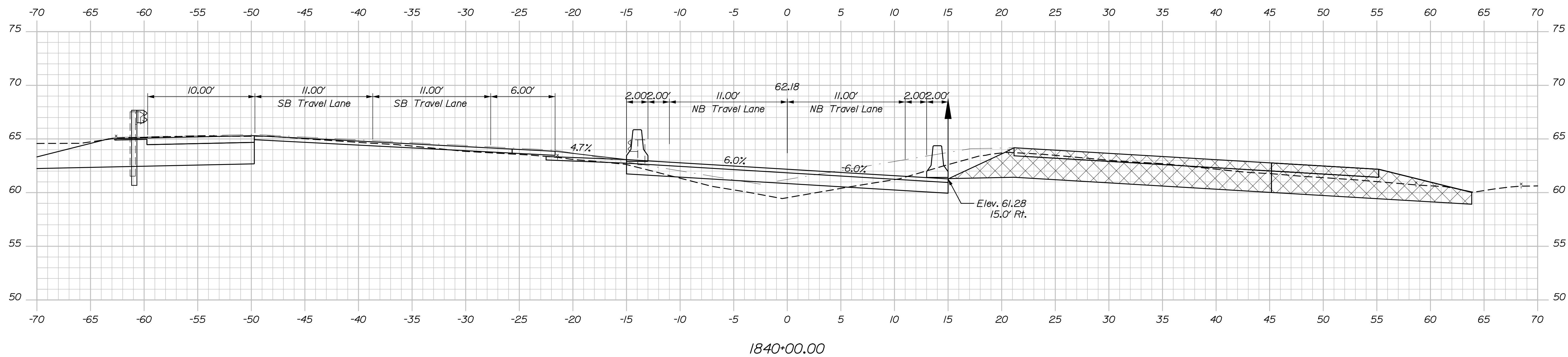
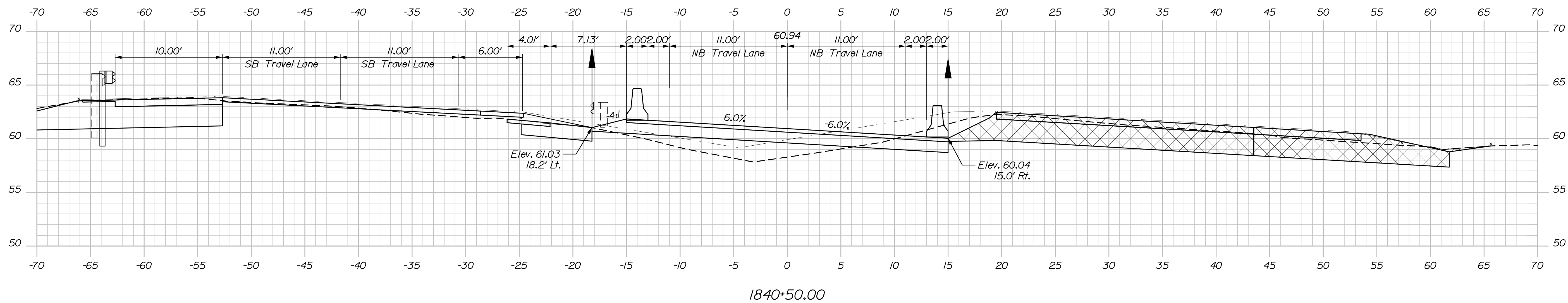
NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
CHECKED-REVIEWED	C. Helmick	DESIGNED	L. Driscoll	SIGNATURE	
DESIGNED-REVIEWED		DESIGNED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	YARMOUTH
I-295 NORTHBOUND CROSSOVER	I-295 NORTHBOUND CROSSOVER
CROSS SECTIONS	CROSS SECTIONS

SHEET NUMBER	215
OF 312	



NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

PROJ. MANAGER	M. Kerstegen	BY	DATE
DESIGN-DETAILED	C. Helmick	E. Davidson	8/21
CHECKED-REVIEWED	L. Driscoll	S. Hodgdon	8/21
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND
I-295 NORTHBOUND CROSSOVER CROSS SECTIONS	

SHEET NUMBER

216

OF 312

Filename: Xsect_MOT_Crossover.dgn

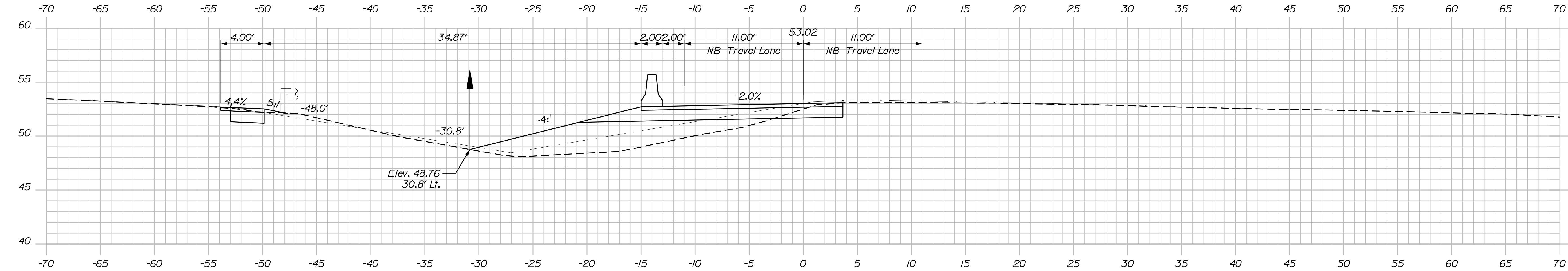
NOTE:
1. I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

Date:8/22/2021

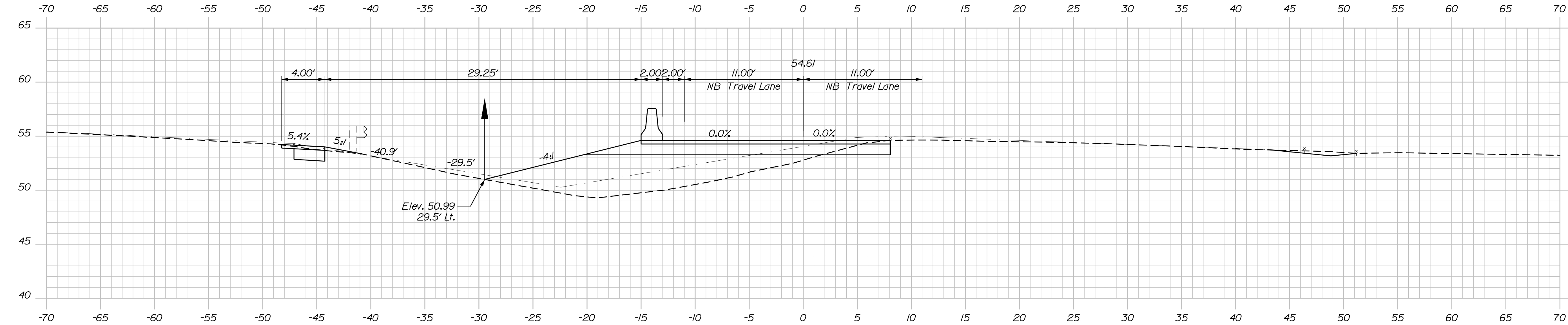
Username:

Division:

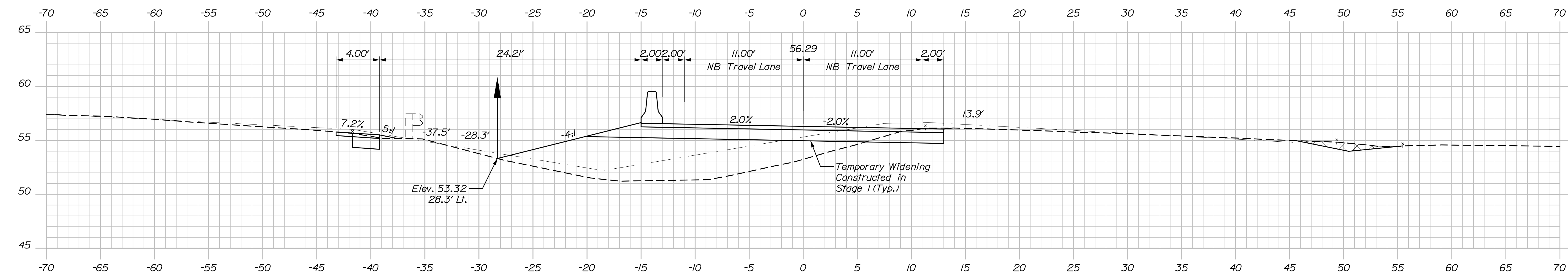
Filename: Xsect_MOT_Crossover.dgn



1843+50.00



1843+00.00



1842+50.00

NOTE:
I-295 Northbound Crossover Cross Sections are shown during Stage 3 construction.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
023106.00 & 023110.00	
WIN	
5833 & 1509	023106.00 & 023110.00
BRIDGE PLANS	

PROJ. MANAGER	M. Kersbergen	BY	E. Davidson	DATE	8/21
DESIGN-DETAILED	C. Helmick	CHECKED-REVIEWED	L. Driscoll	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

I-295 OVER US ROUTE 1	CUMBERLAND
EXIT 17 INTERCHANGE	
YARMOUTH	
I-295 NORTHBOUND CROSSOVER	
CROSS SECTIONS	

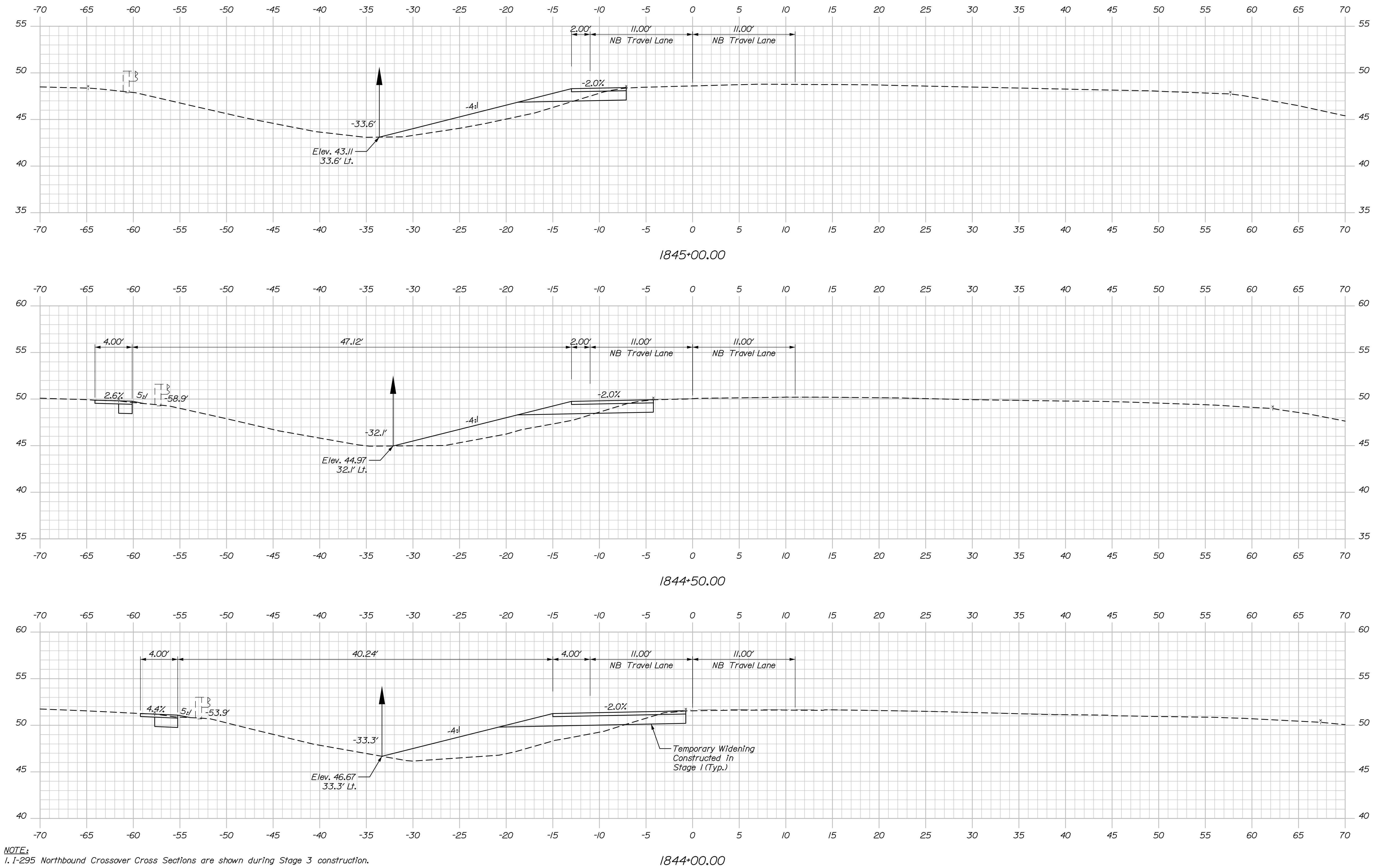
SHEET NUMBER
218
OF 312

Date:8/22/2021

Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



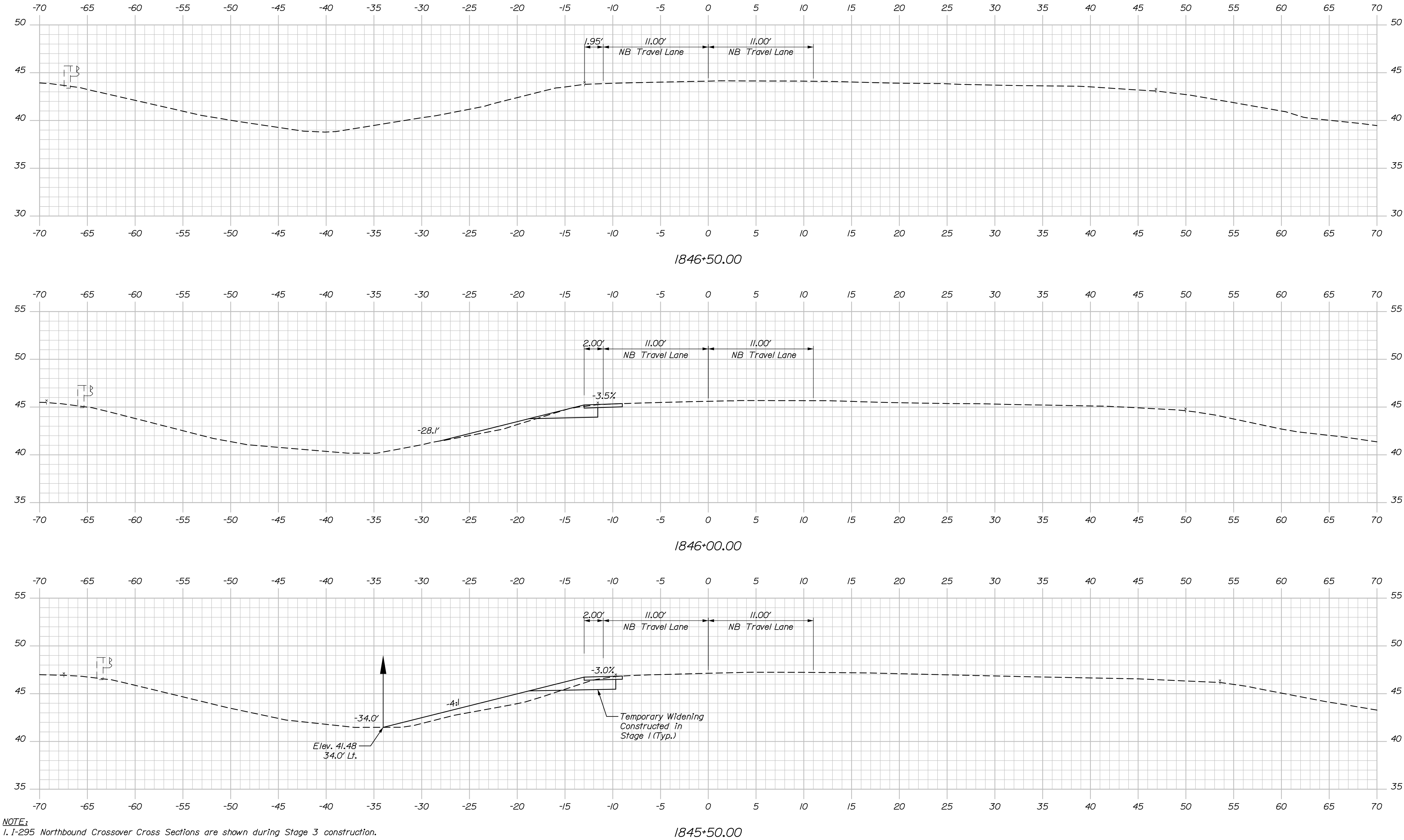
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		I-295 NORTHBOUND CROSSOVER		CROSS SECTIONS	
SHEET NUMBER		219		OF 312							
PROJ. MANAGER	M. Kersbergen	CHECKED-DESIGNED	C. Helmick	BY	E. Davidson	DATE	8/21	SIGNATURE		P.E. NUMBER	
DESIGNED-REVIEWED	L. Driscoll	DESIGNED-REVIEWED	S. Hodgson	DATE							
REVISIONS 1		REVISIONS 1		DATE							
REVISIONS 2		REVISIONS 2		DATE							
REVISIONS 3		REVISIONS 3		DATE							
REVISIONS 4		REVISIONS 4		DATE							
FIELD CHANGES		FIELD CHANGES		DATE							

Date:8/22/2021

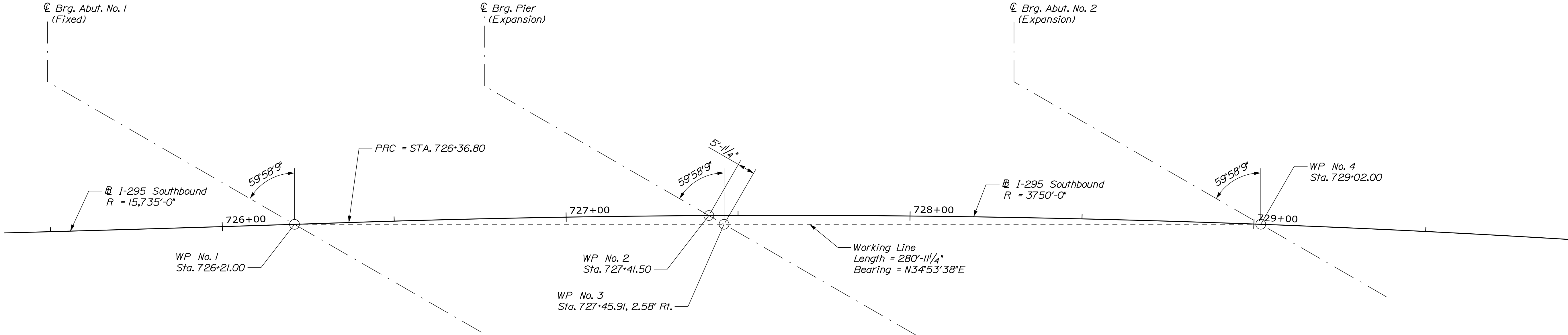
Username:

Division:

Filename: Xsect_MOT_Crossover.dgn



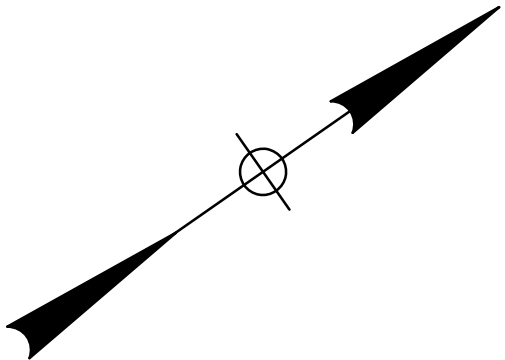
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SHEET NUMBER		220		OF 312							
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
M. Kersbergen		E. Davidson		8/21							
DESIGNED-REVIEWED		C. Helmick		8/21							
CHECKED-REVIEWED		L. Driscoll									
DESIGN-DETAILED											
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											



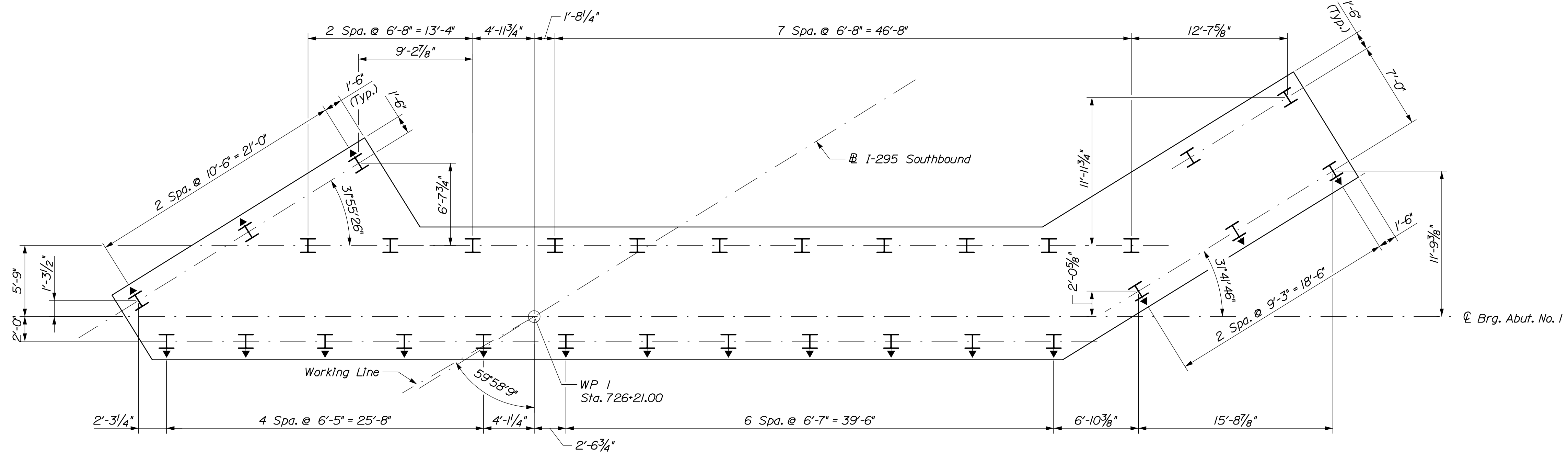
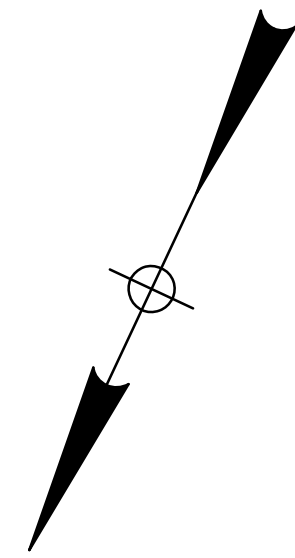
GEOMETRIC LAYOUT PLAN
(Substructures not shown for clarity)

WP No.	Northing	Easting
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2	355206.14	1039131.47
3	355208.31	1039136.10
4	355336.30	1039225.37

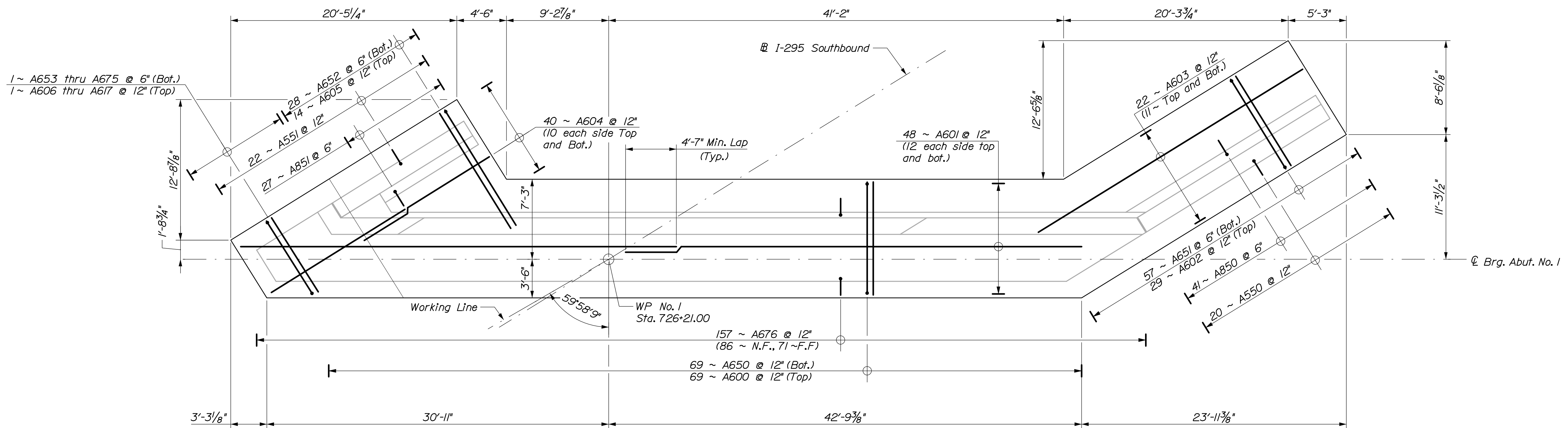
WP = Working Point



I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	02311000	
	WIN 023110.00	BRIDGE PLANS
SHEET NUMBER 221 OF 312	SIGNATURE P.E. NUMBER DATE	
	FIELD CHANGES	



ABUTMENT NO. 1 PILE LAYOUT



ABUTMENT NO. 1 FOOTING PLAN

1. The maximum factored pile load is 454 kips (including 104 kips allowed for downdrag) 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. Install piles to achieve a nominal compressive geotechnical resistance of 700 kips.
4. Estimate of piles required:

Abutment No. 1: 31 - HP 14 x 117 @ 35 feet
Abutment No. 2: 34 - HP 14 x 117 @ 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.

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

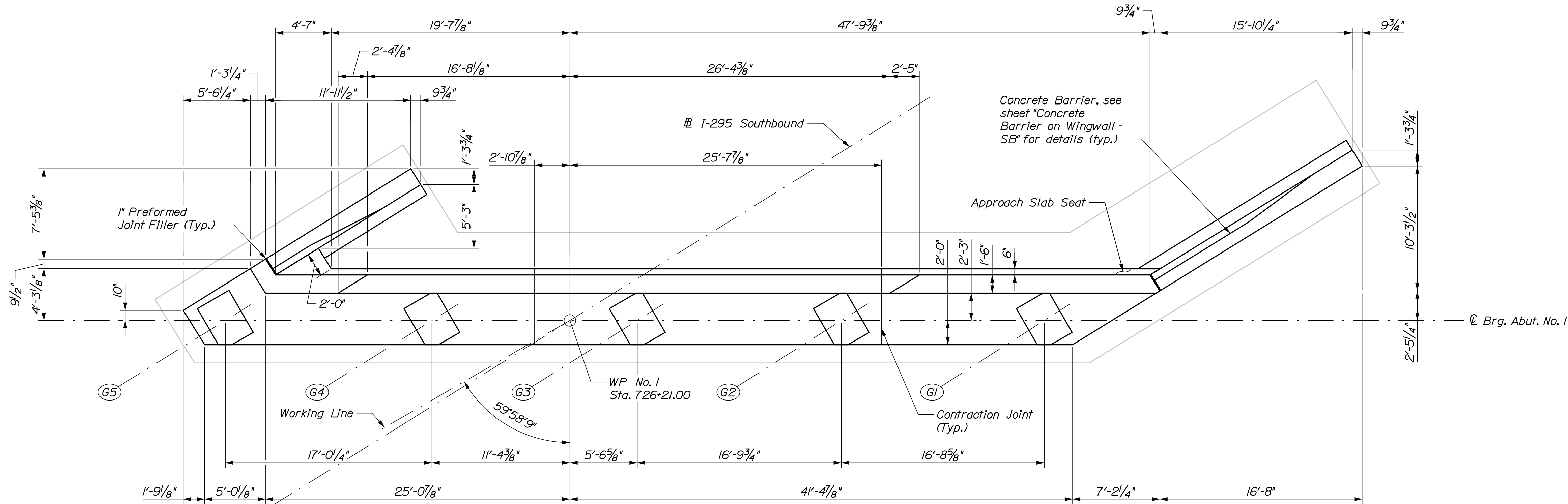
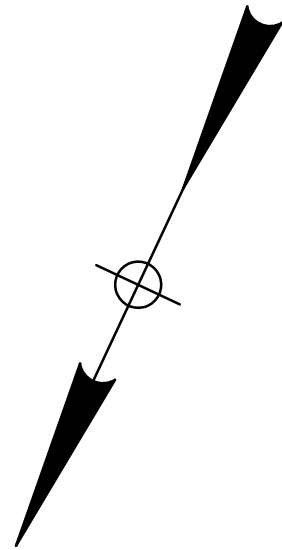
7. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Spliced and Tips.
8. Piles marked with an arrow shall be battered 3 inches/foot in the direction of the arrow.
9. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times F_y . The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.

10. The Contractor shall perform 2 dynamic load tests per abutment, with 24-hour (minimum) restrrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. One dynamic test shall be performed on the first production plumb pile driven at each abutment and the second dynamic test shall be at a pile location selected by the Resident or on the first production battered pile.

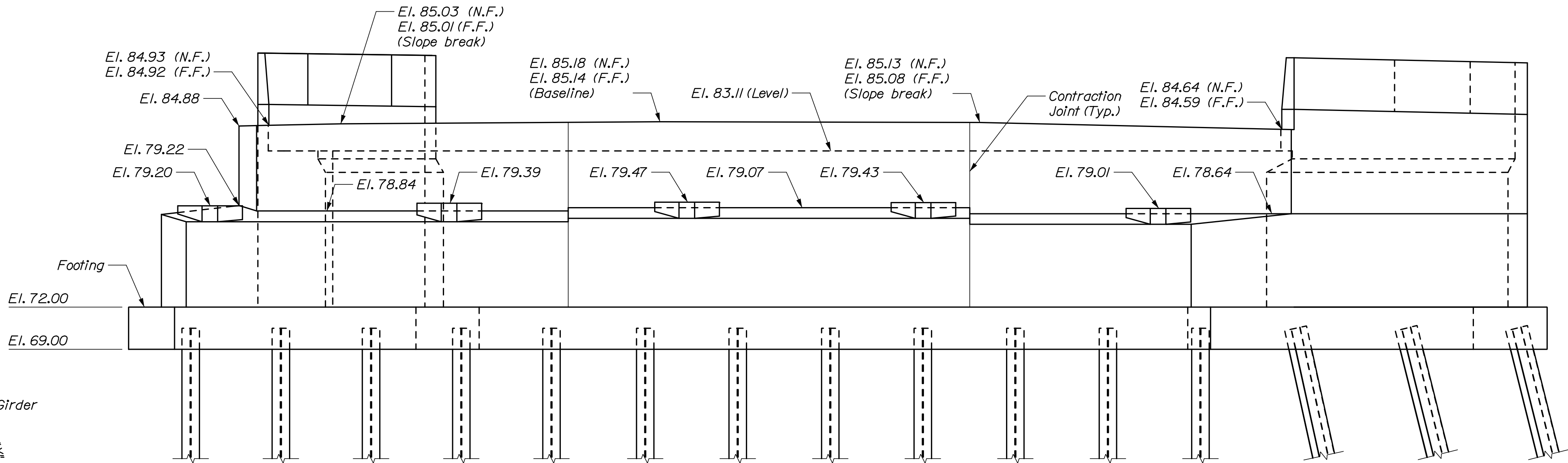
1. *Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.*
2. *Reinforcing steel shall have a minimum concrete cover of 2 inches in the walls and 3 inches in the footings unless otherwise noted.*
3. *Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.*
4. *Cover joints where waterstops are not required in accordance with Standard Details Section 502.*
5. *Concrete barriers on top of abutment wingwalls shall be in accordance with Standard Specification Subsection 526 and paid under item 526.331 Permanent Concrete Barrier Type III B.*

6. Permanent concrete barrier shall have full perimeter $\frac{3}{4}$ " chamfered dummy joints spaced at a maximum of 20'-0" on center. Contraction joints shall be no more than 40'-0" on center and chamfers shall be similar to dummy joints.
7. All abutment reinforcing shall be stainless steel unless noted otherwise.

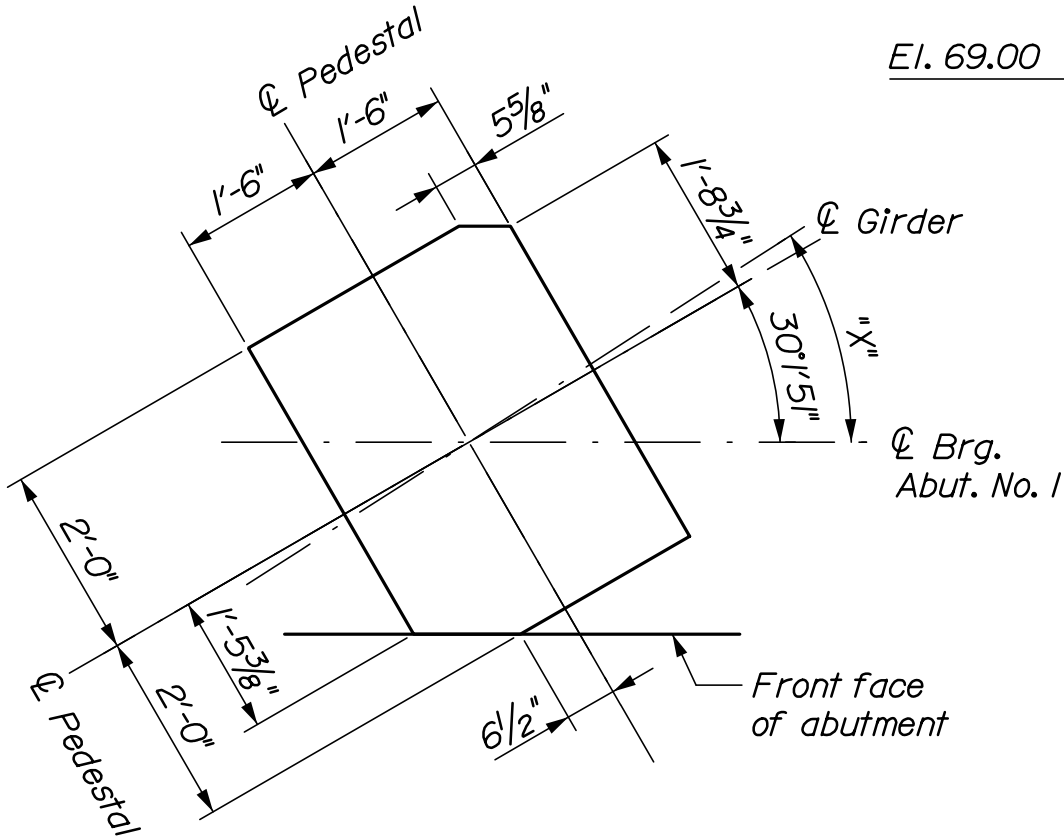
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER		M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
ABUTMENT NO.1 - SB PILE AND FOOTING PLAN				DESIGN-DETAILED		J. Poulin	E. Bousabadi	8/21	SIGNATURE	02311000
				CHECKED-REVIEWED		J. Wough	S. Houshori	8/21		
				DESIGN2-DETAILED2						
				DESIGN3-DETAILED3						
				REVISIONS 1						
				REVISIONS 2						
				REVISIONS 3					DATE	WIN 023110.00
				REVISIONS 4						
				FIELD CHANGES						
									Bridge No. 1509	BRIDGE PLANS



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION



BEARING PEDESTAL DETAIL

GIRDER ANGLE	
GIRDER	"X"
G1	32°41'18"
G2	32°28'27"
G3	32°15'27"
G4	32°02'19"
G5	31°49'02"

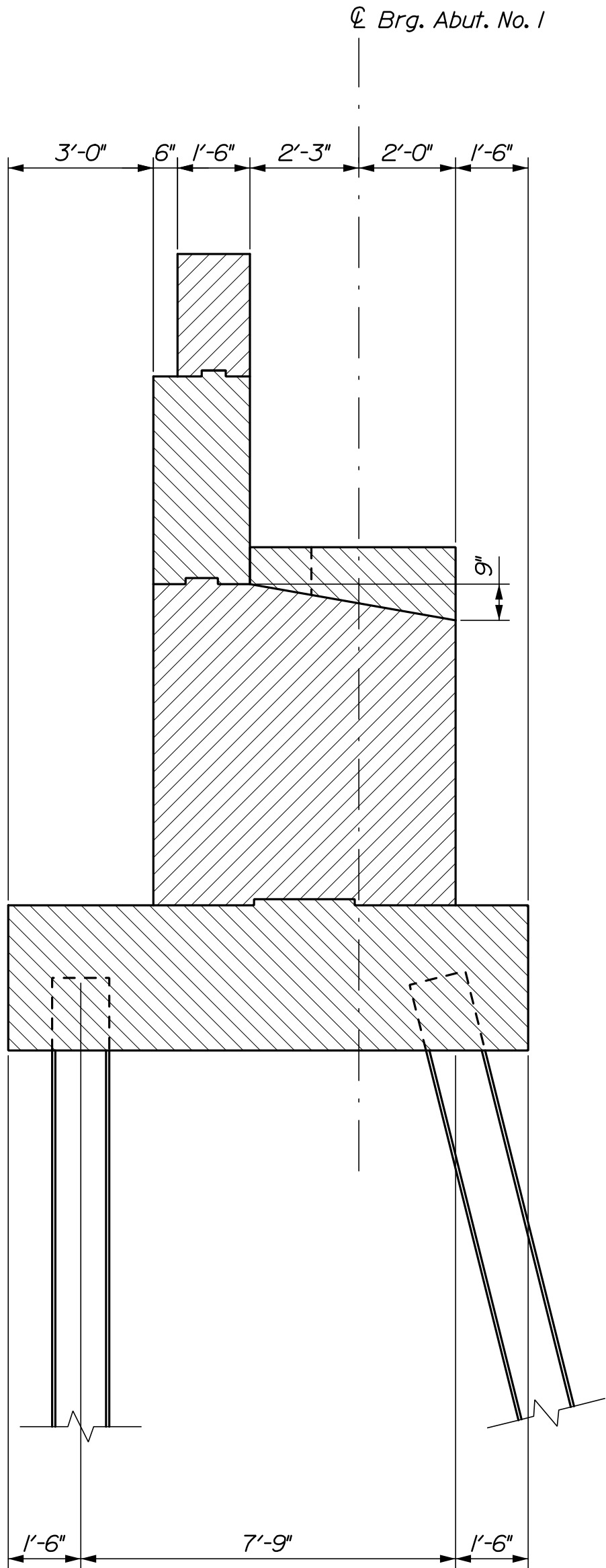
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02311000
WIN
023110.00
Bridge No. 1509
BRIDGE PLANS

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
ABUTMENT NO. 1 - SB
PLAN AND ELEVATION

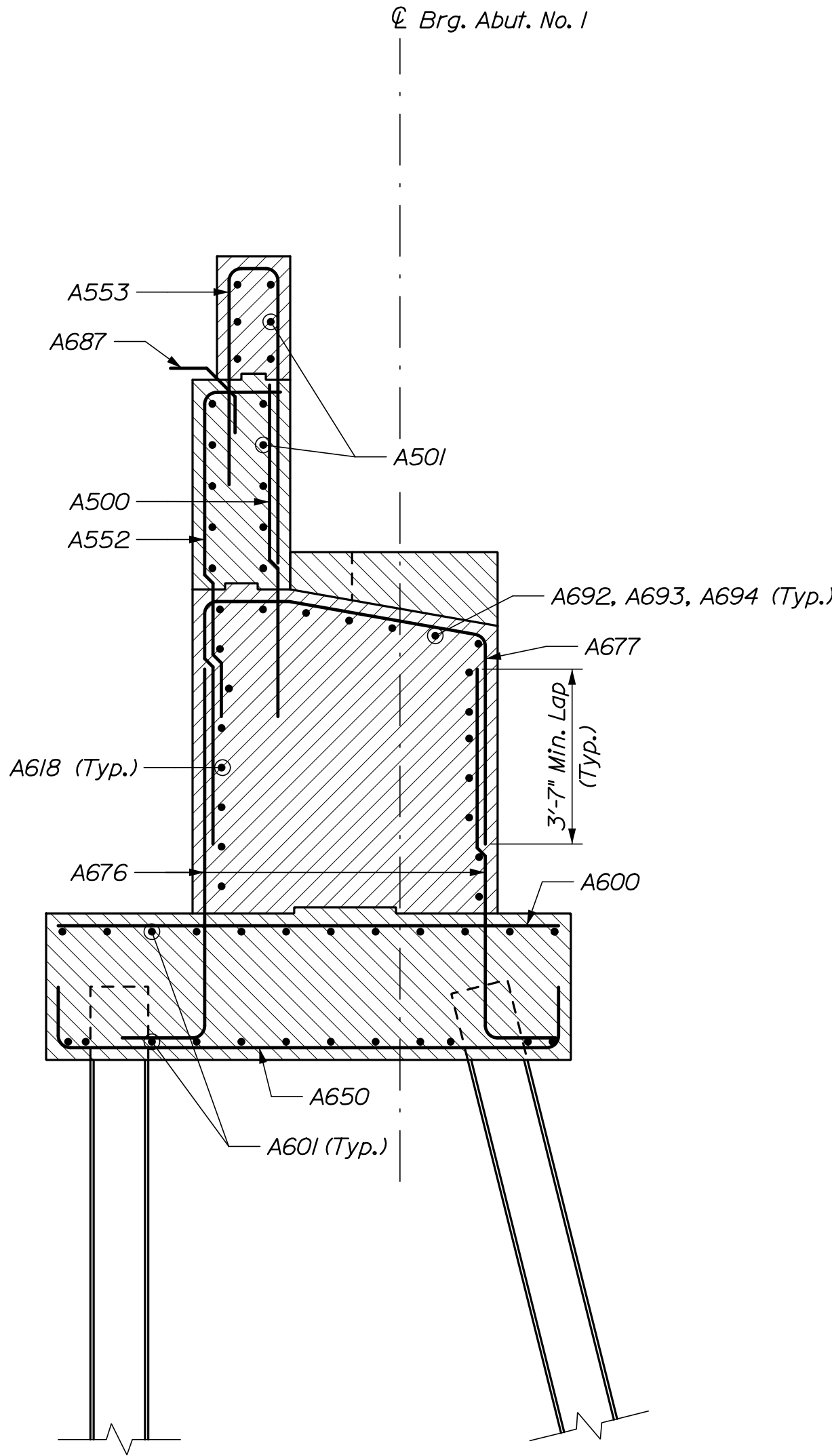
SHEET NUMBER
223
OF 312

PROJ. MANAGER
M. Kersbergen
DESIGN-DETAILED
T. Poulin
CHECKED-REVIEWED
E. Benoit
S. Hodgson
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

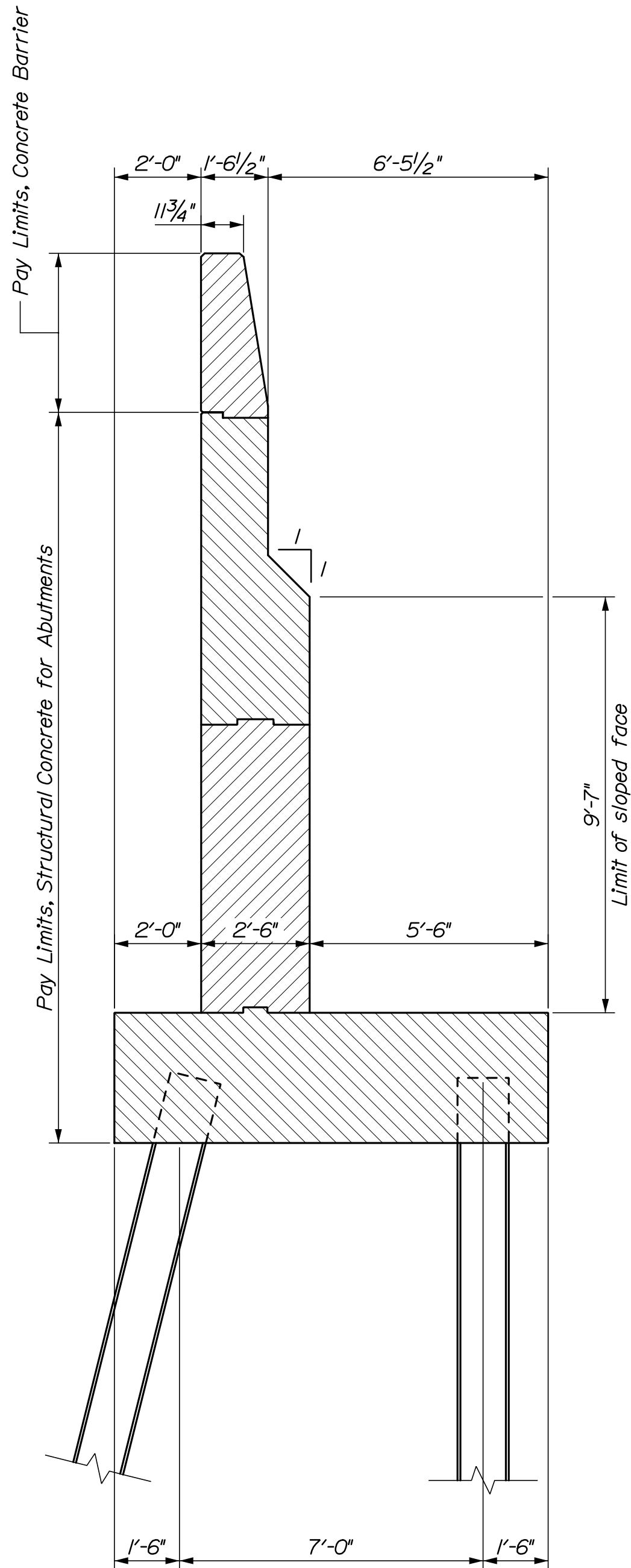
DATE
8/21
8/21
SIGNATURE
P.E. NUMBER
DATE



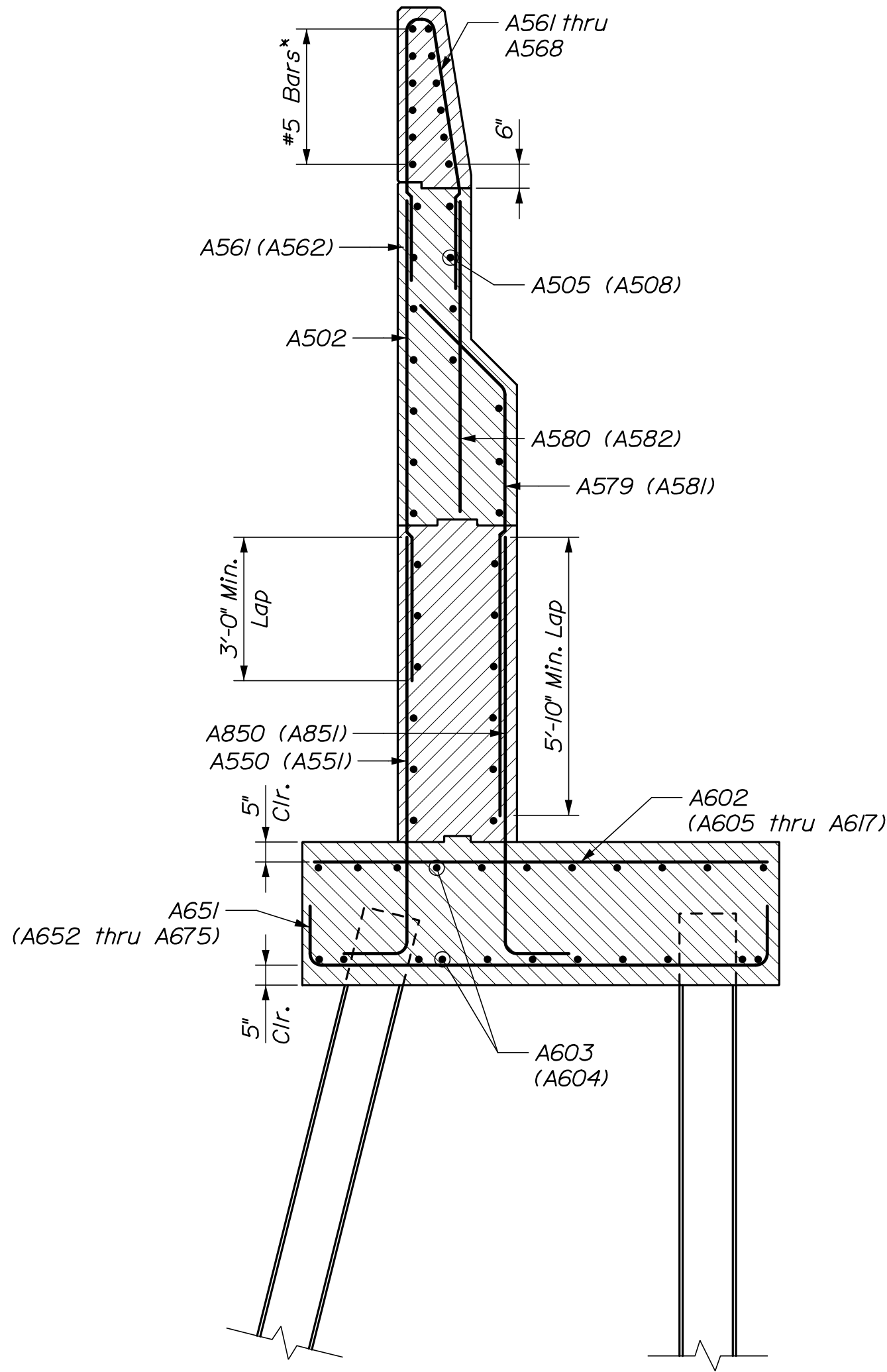
ABUTMENT NO. 1
SECTION



ABUTMENT NO. 1
REINFORCING SECTION

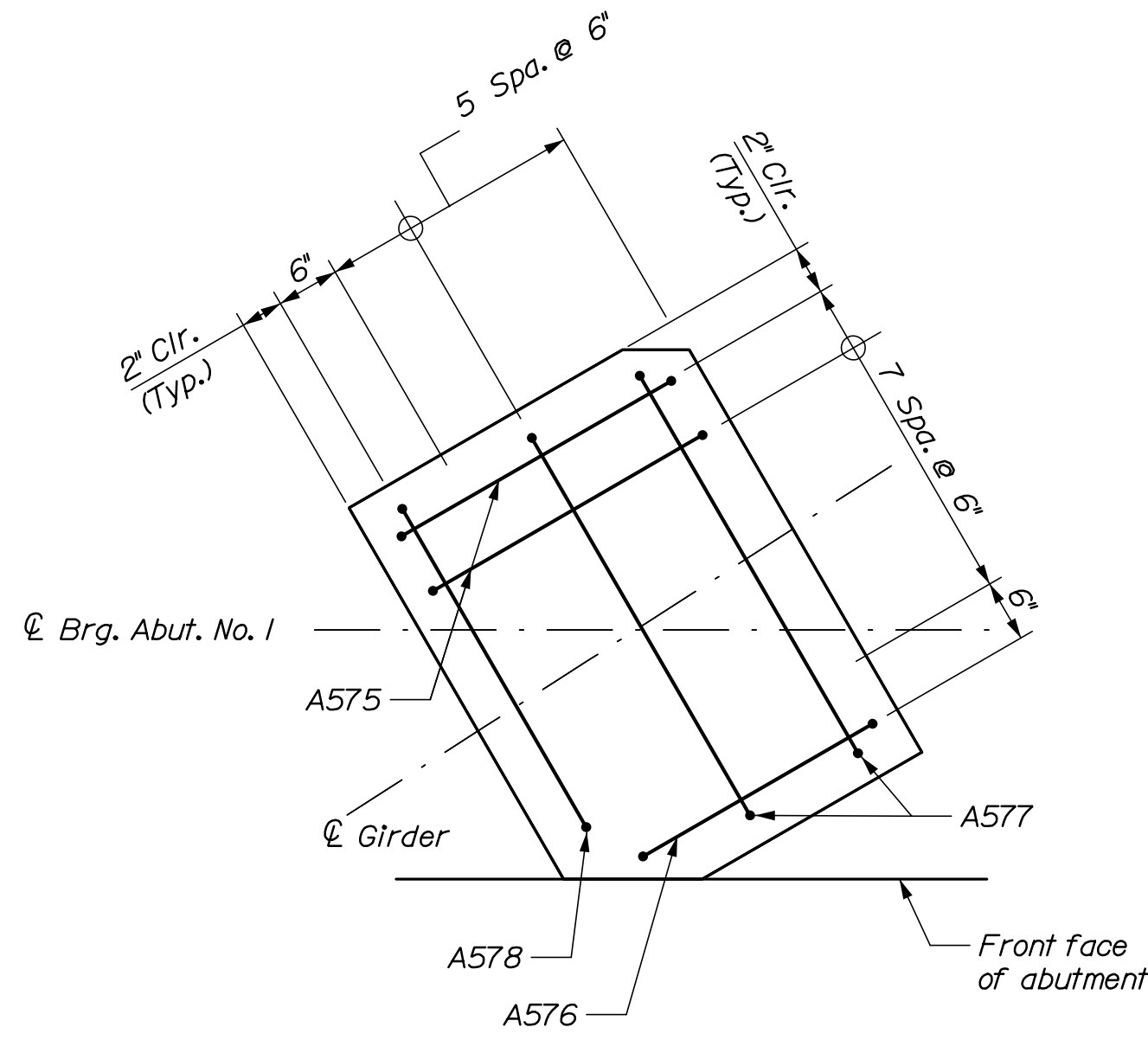


ABUTMENT NO. 1
WINGWALL SECTION

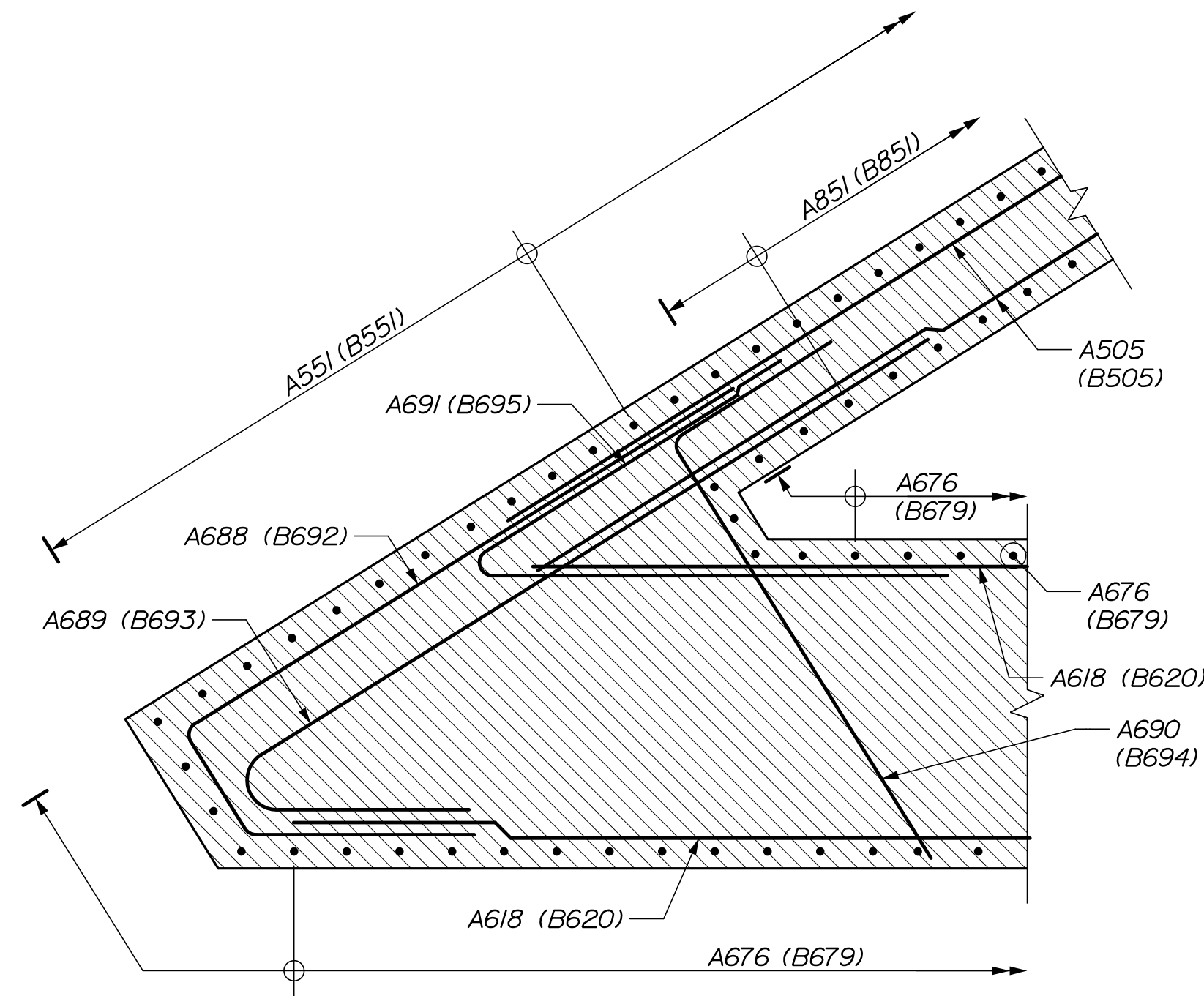


ABUTMENT NO. 1
WINGWALL REINFORCING SECTION
(Obtuse Wingwall shown, Acute Wingwall in parentheses)

1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND ABUTMENT NO. 1 - SB SECTION	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02311000		WIN 023110.00		BRIDGE No. 1509 BRIDGE PLANS	
	PROJECT MANAGER M. Kersbergen		BY E. Benoit S. Hodgson		DATE 8/21 8/21		SIGNATURE P.E. NUMBER DATE	
	CHECKED-REVIEWED J. Waugh T. Poulin		DESIGNED-DETAILED S. Hodgson		REVISIONS 1 2 3 4		FIELD CHANGES	
	SHEET NUMBER 224		OF 312		HNTB		HNTB	

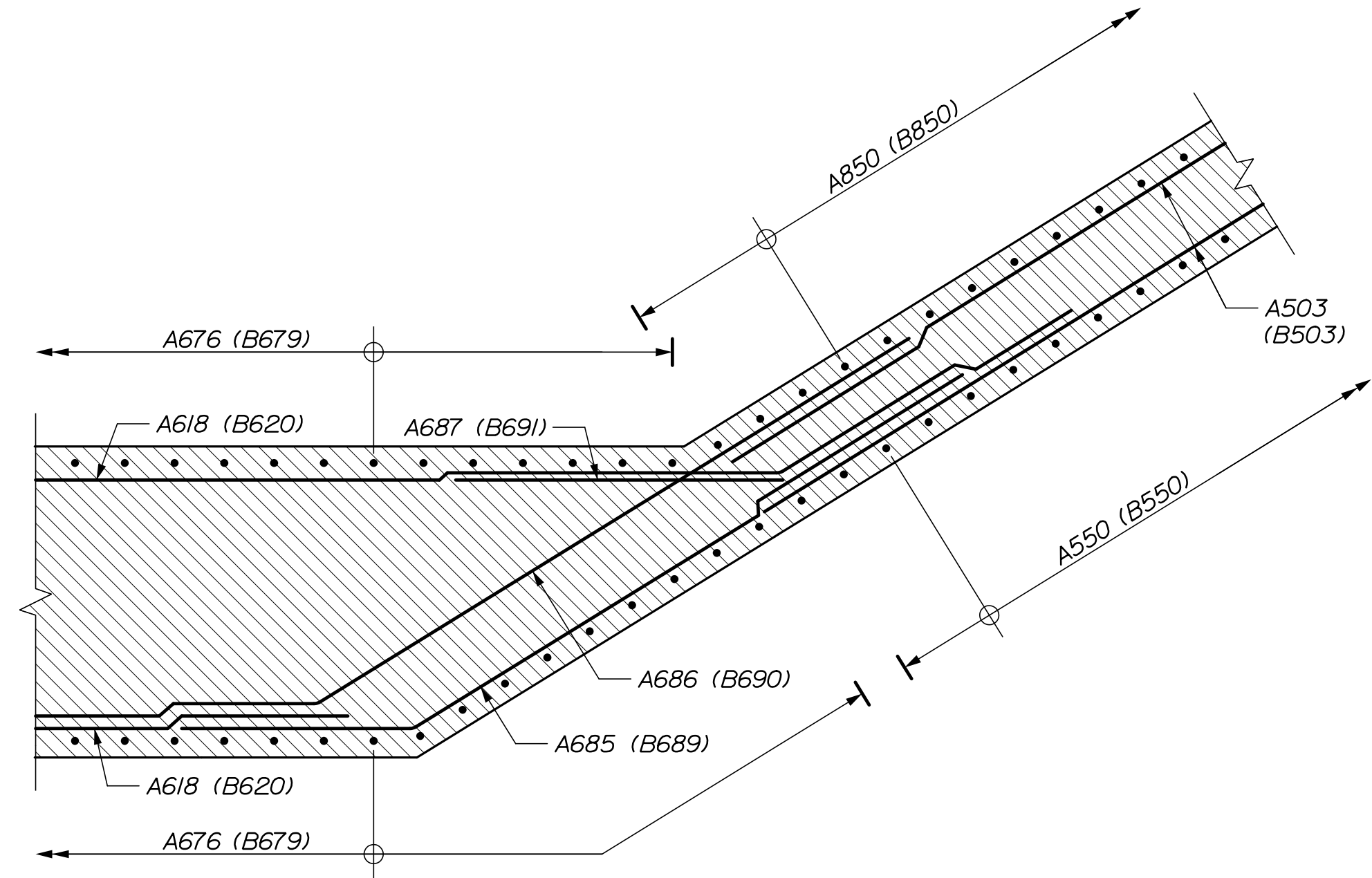


BEARING PEDESTAL DETAIL



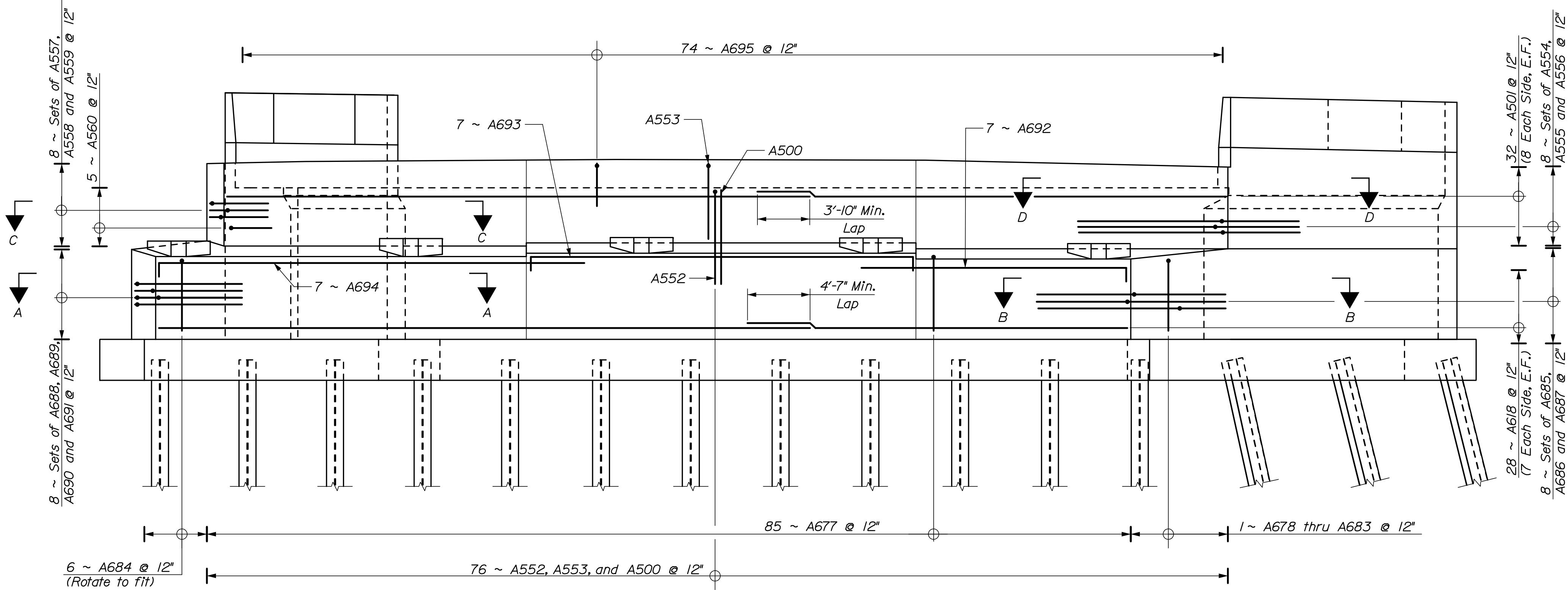
SECTION A-A

(Abutment 1 shown, Abutment 2 similar in parentheses)



SECTION B-B

(Abutment 1 shown, Abutment 2 similar in parentheses)

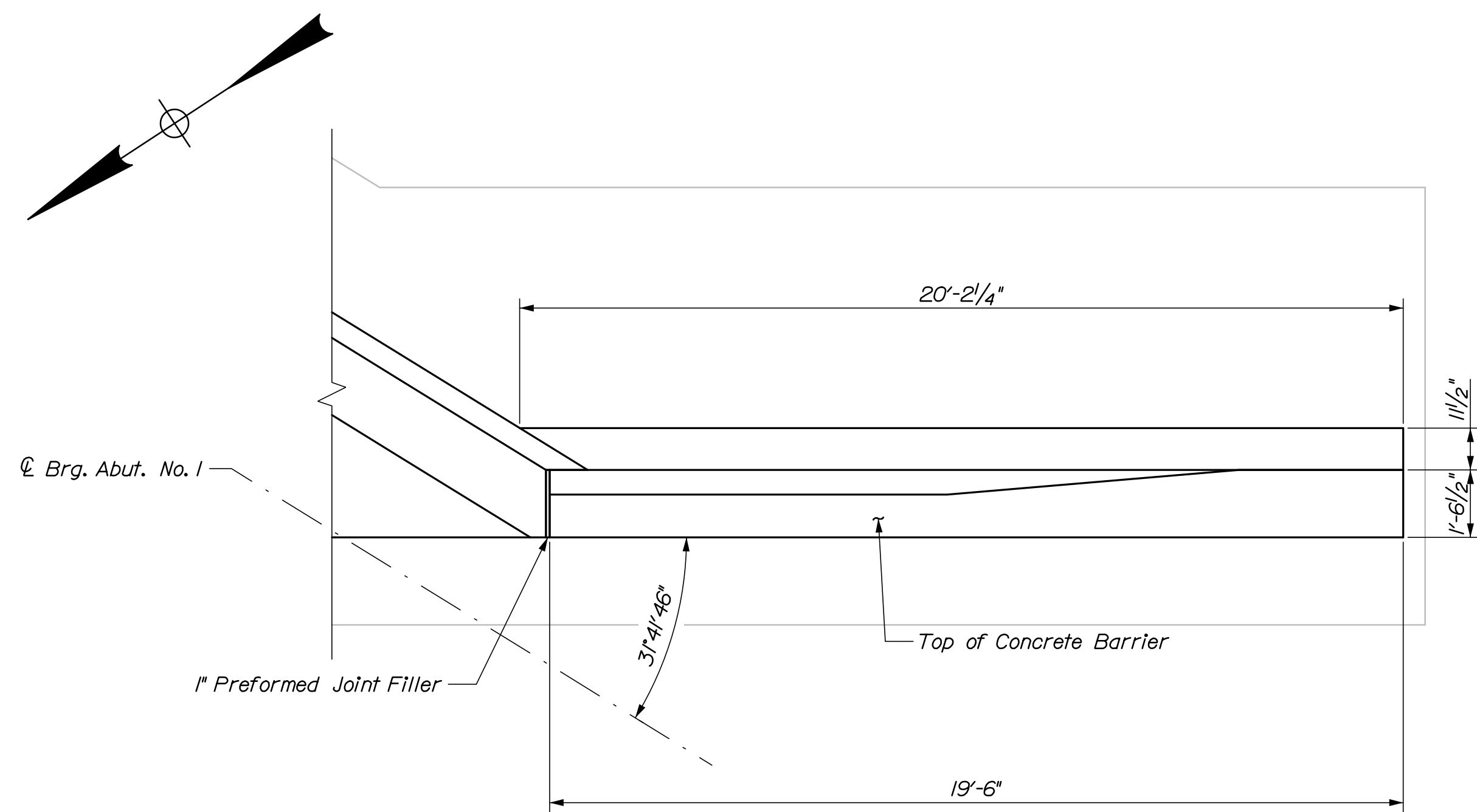


ELEVATION

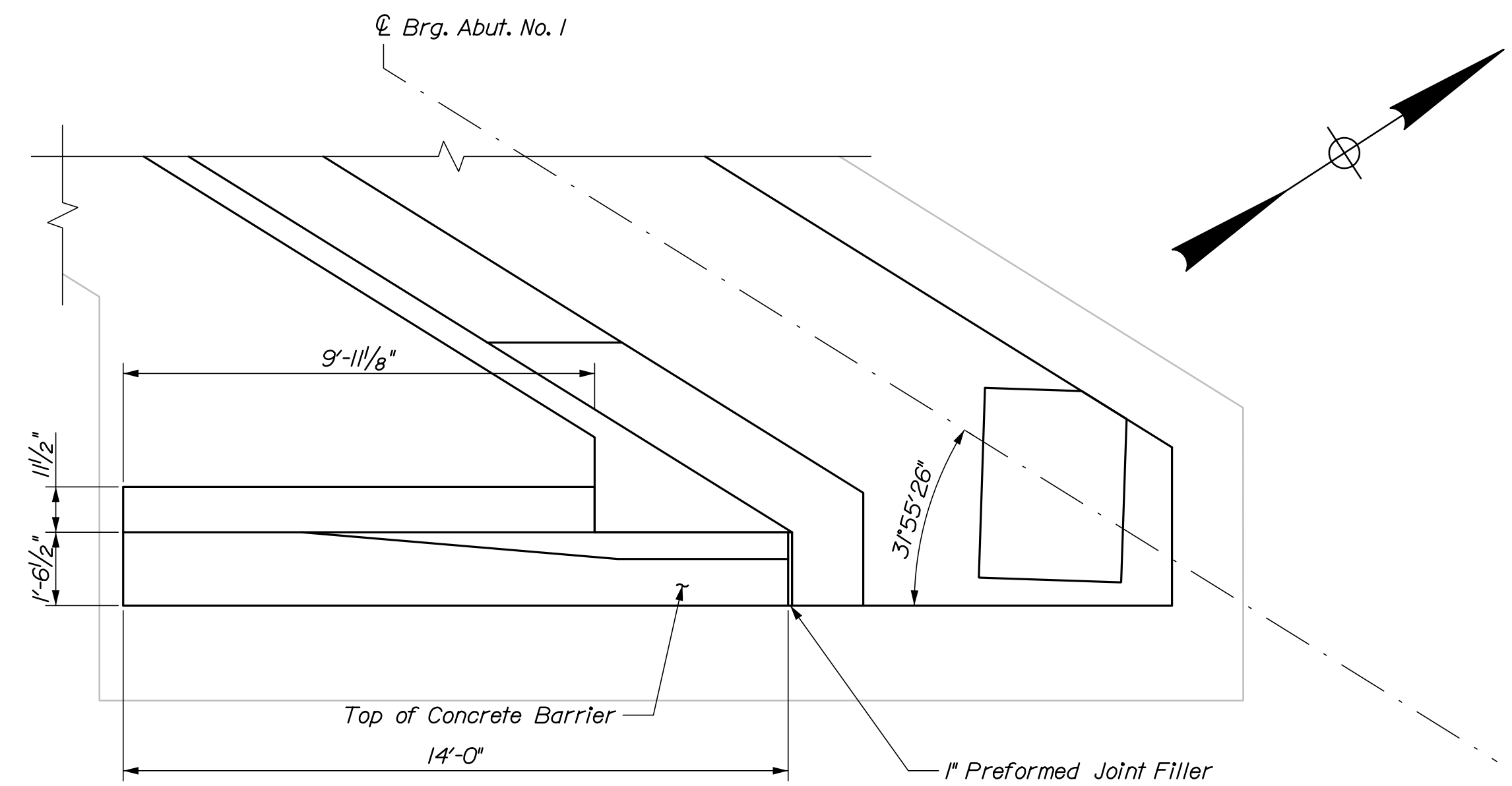
(Footing and wingwall reinforcement not shown for clarity)

Note: See sheet "Abutment No. 2 - SB Reinforcing" for Sections C-C and D-D.

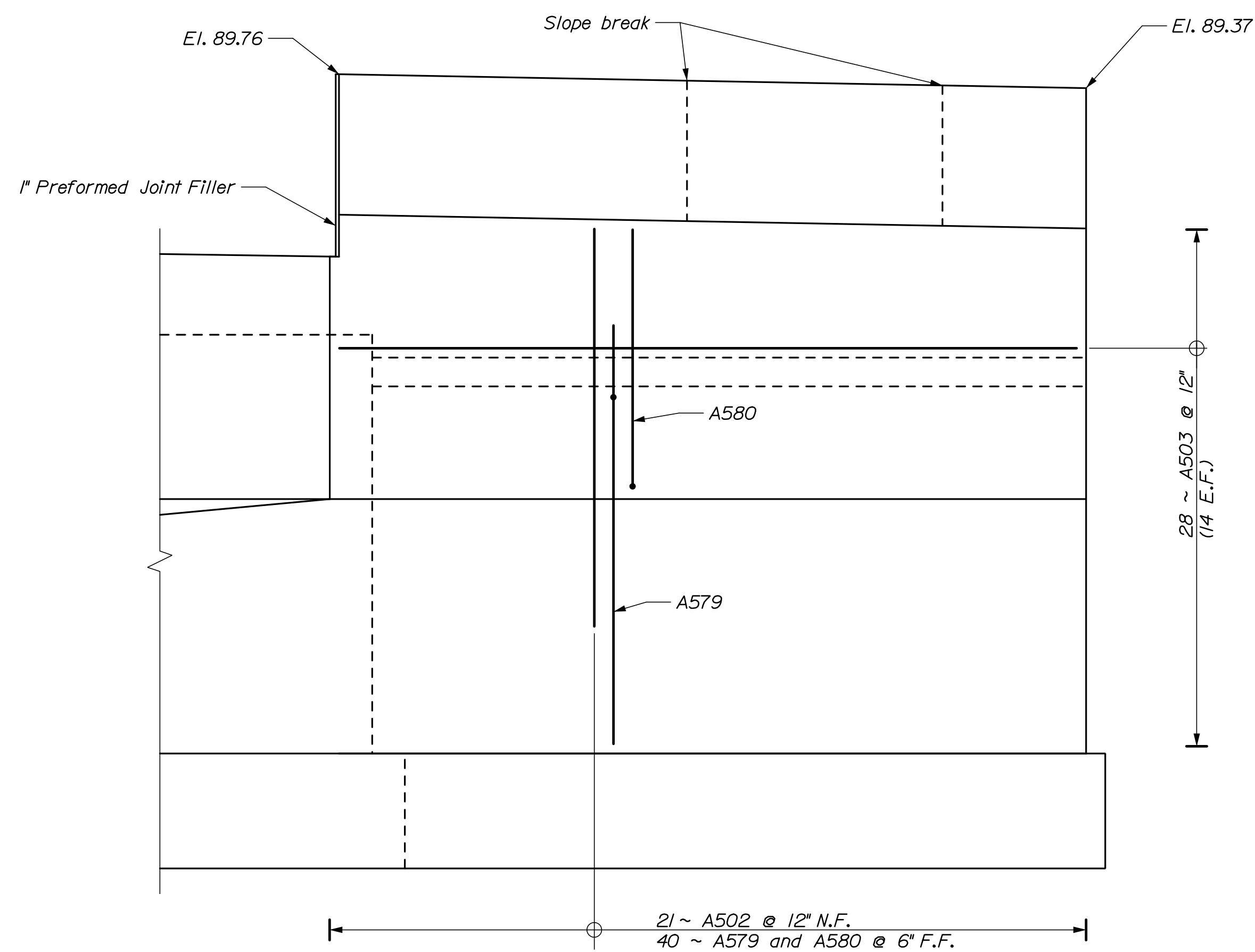
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02311000		WIN		023110.00		BRIDGE PLANS	
1-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		ABUTMENT NO.1 - SB		REINFORCING	
SHEET NUMBER		225		OF 312							
PROJ. MANAGER	M. Kersbergen	BY	E. Reussell	DATE	8/21	SIGNATURE		P.E. NUMBER		DATE	
DESIGNED-DETAILED	J. Waugh	CHECKED-REVIEWED	T. Poulin		8/21						
DESIGN-DETAILED		DESIGN-DETAILED									
REVISIONS 1		REVISIONS 1									
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FIELD CHANGES		FIELD CHANGES									



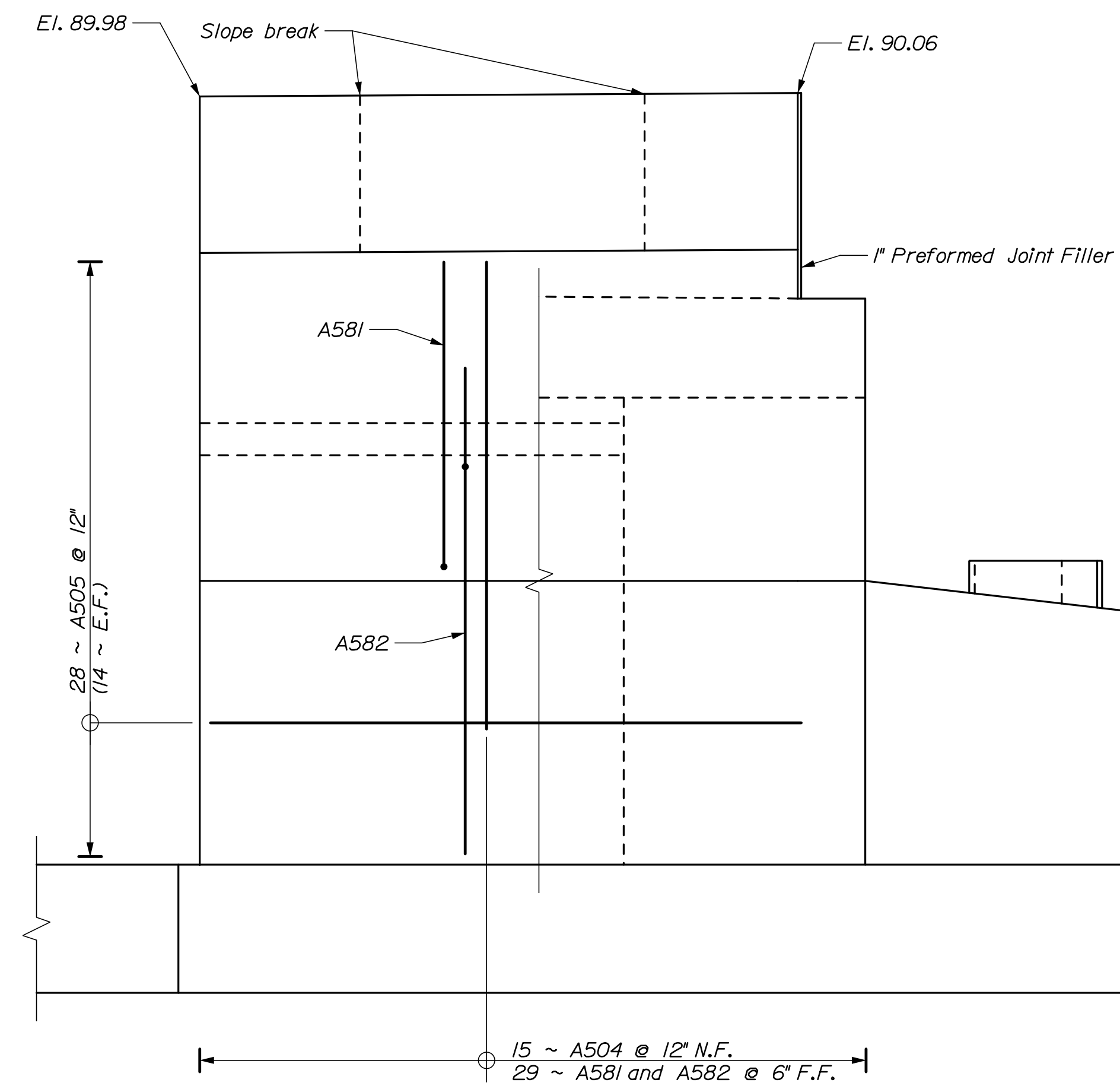
WEST WINGWALL PLAN



EAST WINGWALL PLAN

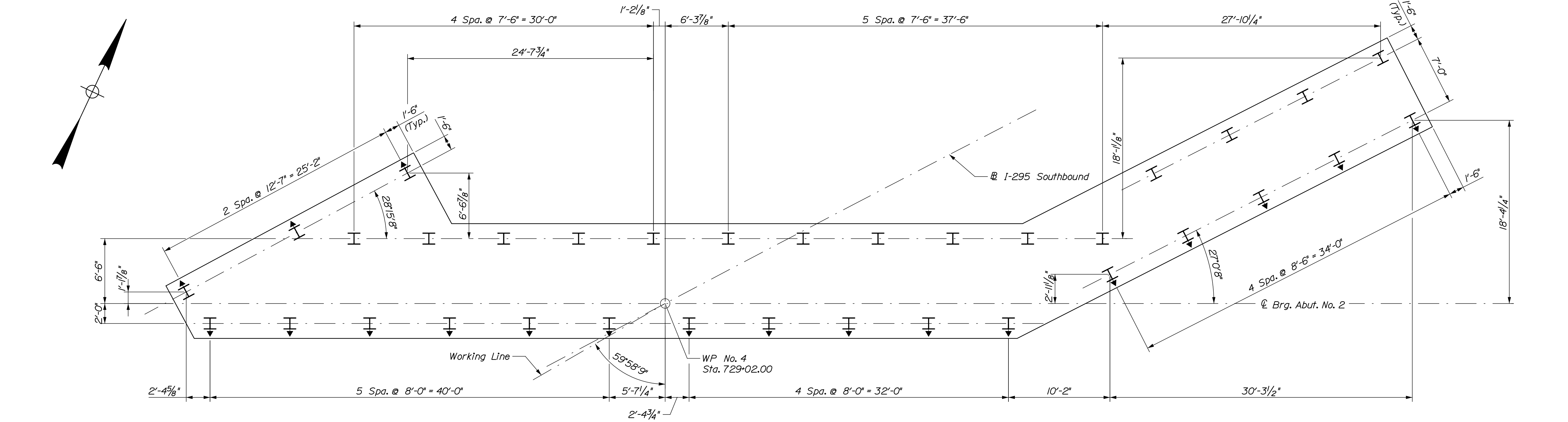


WEST WINGWALL ELEVATION AND REINFORCEMENT
(Footings, Abutment Backwall and Concrete
Barrier reinforcement not shown for clarity)

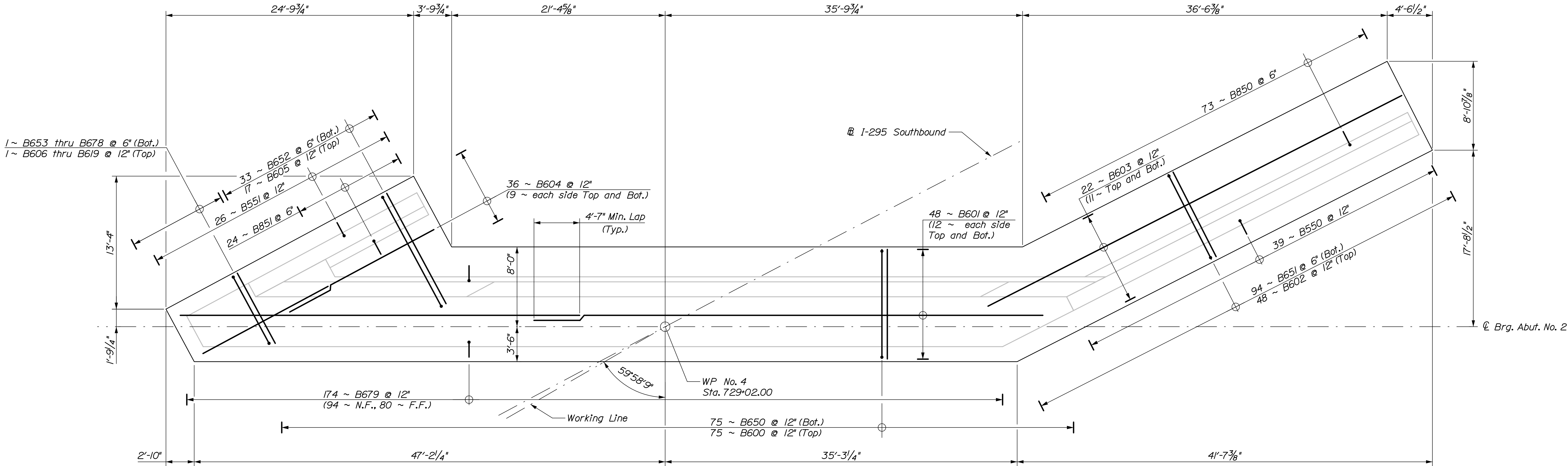


EAST WINGWALL ELEVATION AND REINFORCEMENT
(Footing, Abutment Backwall and Concrete
Barrier reinforcement not shown for clarity)

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH ABUTMENT NO. 1 - SB WINGWALLS	PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 02311000 WIN 023110.00 Bridge No. 1509 BRIDGE PLANS
	DESIGN-DETAILED	T. Poulin	E. Beausoleil	8/21	
	CHECKED-REVIEWED	J. Waugh	S. Hoddon	8/21	
	DESIGN2-DETAILED2				
	DESIGN3-DETAILED3				
	REVISIONS 1			P.E. NUMBER	
	REVISIONS 2				
	REVISIONS 3				
	REVISIONS 4			DATE	
	FIELD CHANGES				

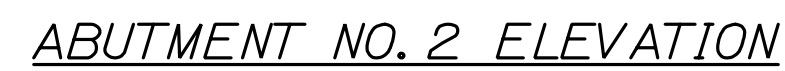
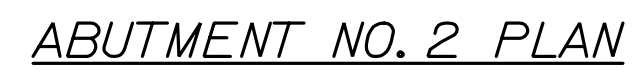


ABUTMENT NO. 2 PILE LAYOUT

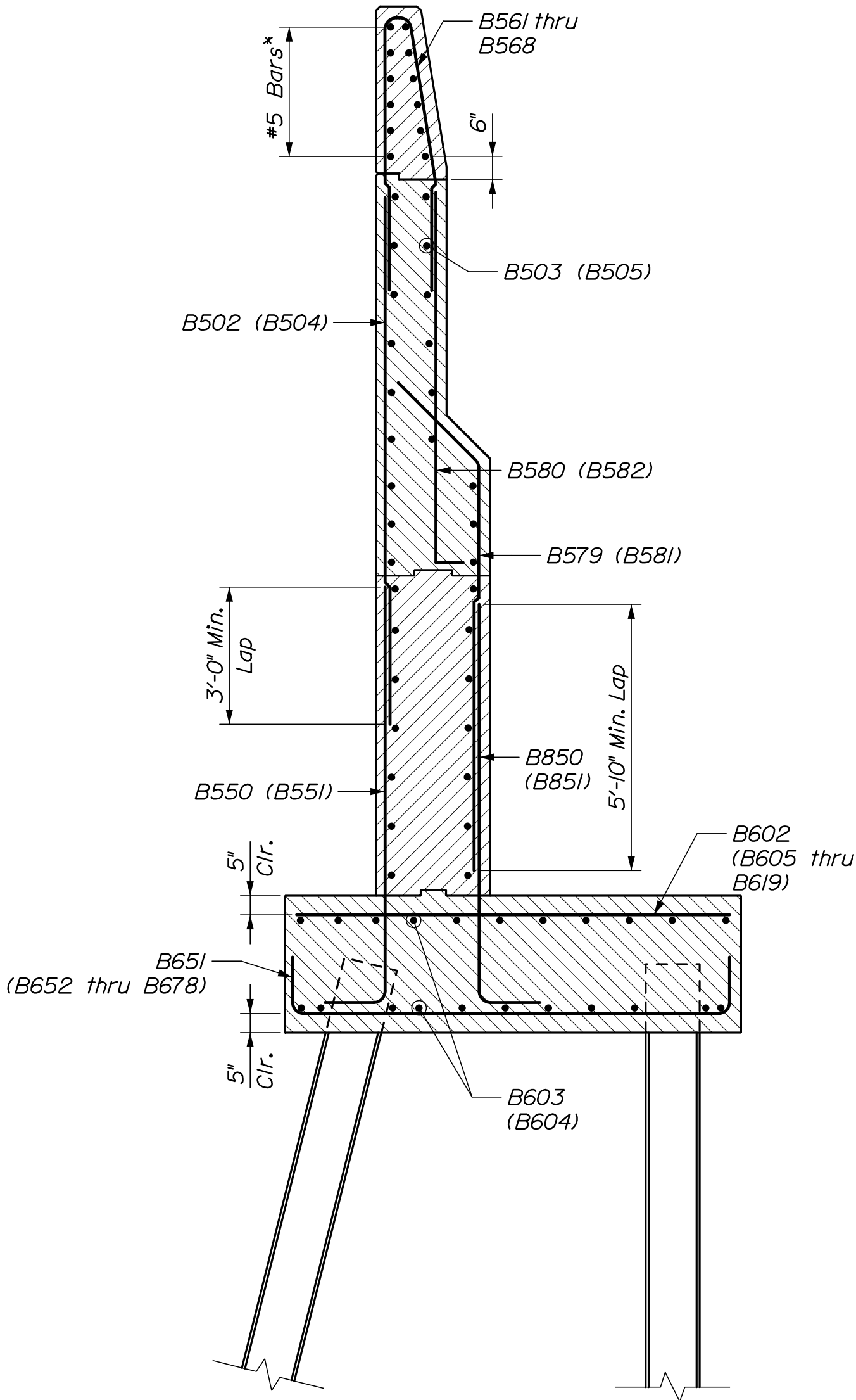
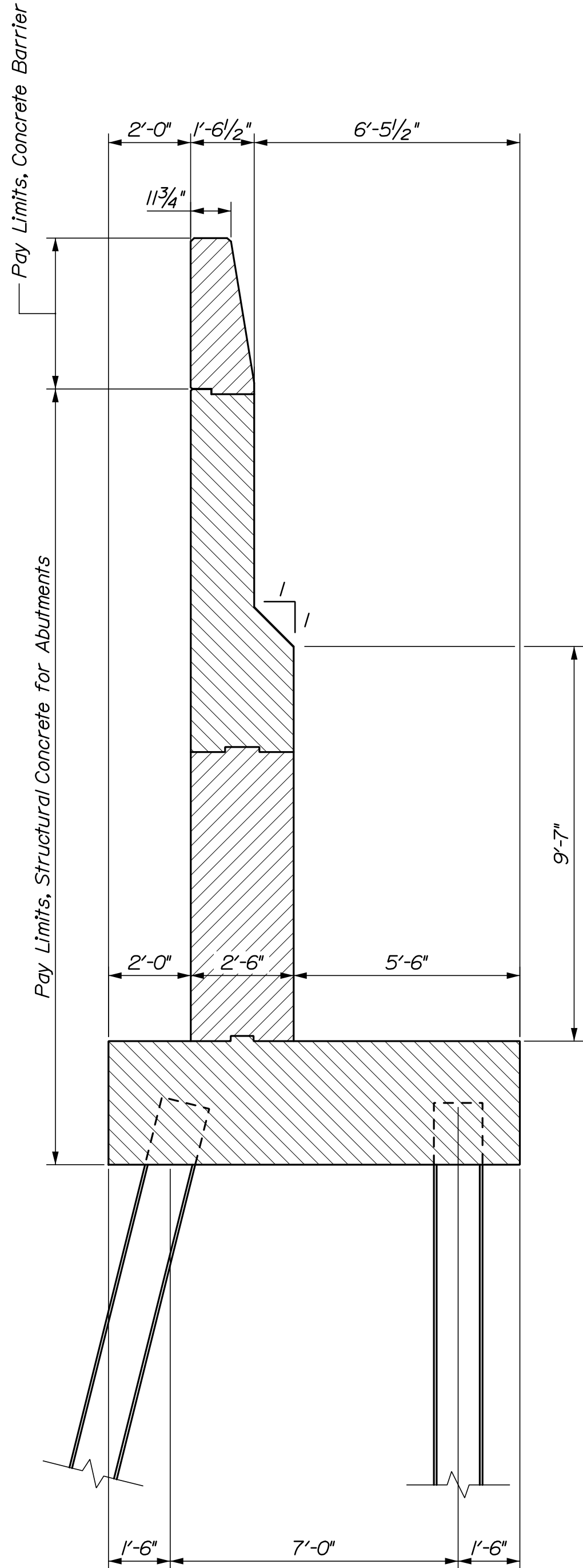
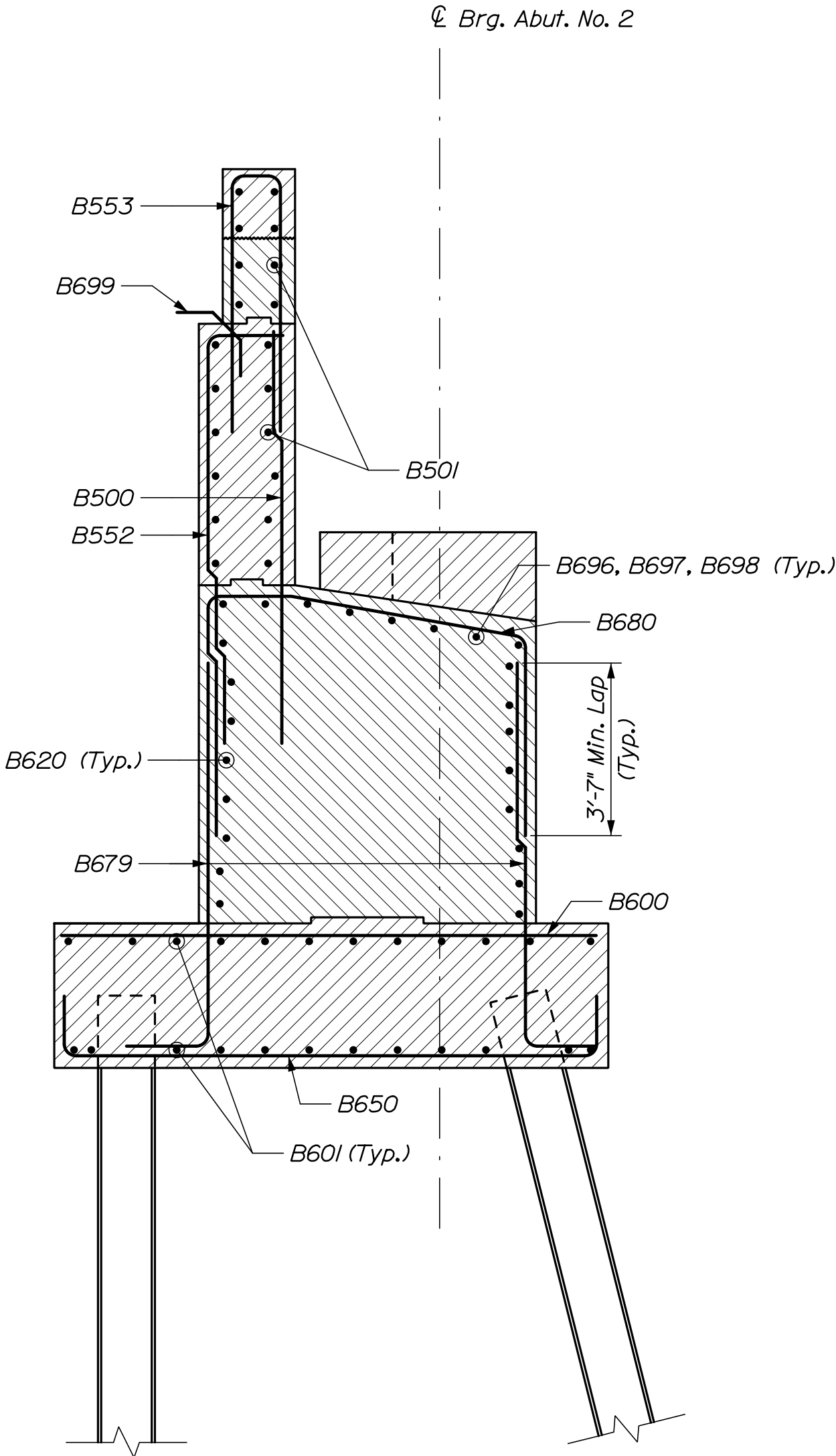
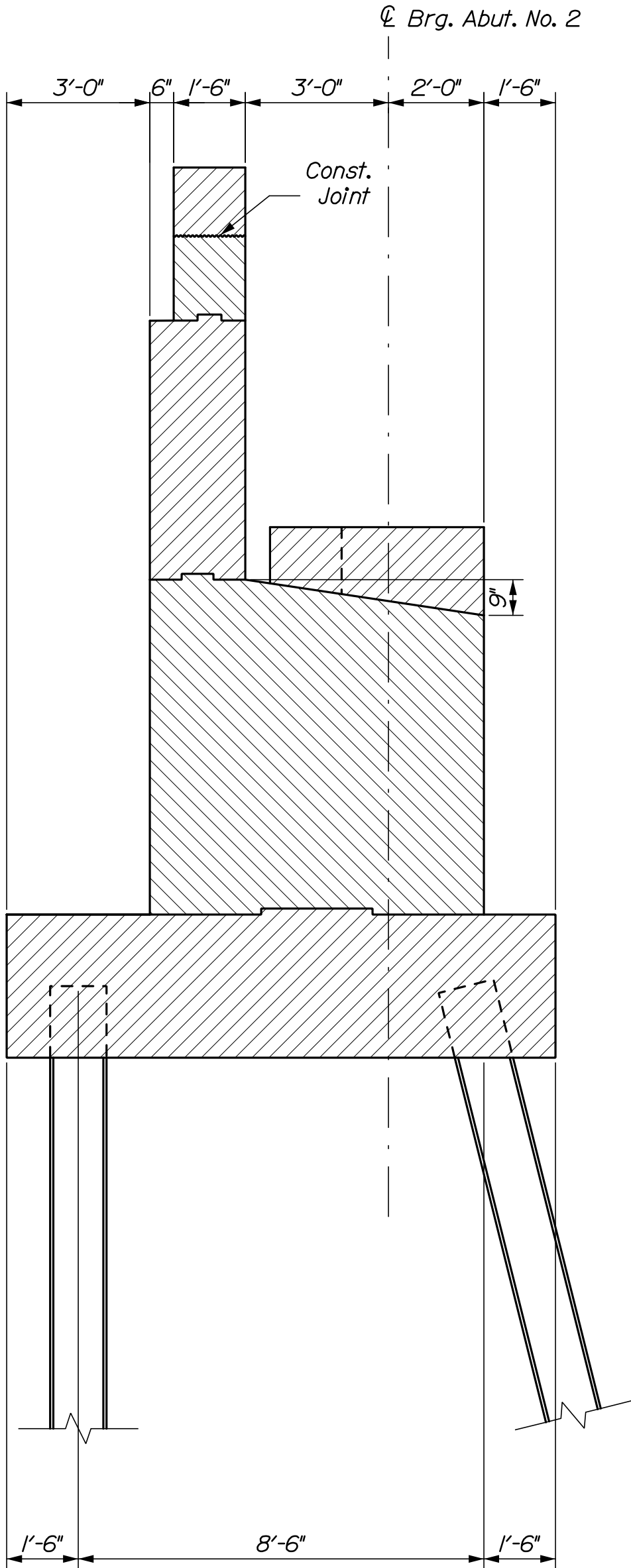


ABUTMENT NO. 2 FOOTING PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02311000		BRIDGE PLANS	
	WIN		023110.00	
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		ABUTMENT NO. 2 - SB PILE AND FOOTING PLAN		SHEET NUMBER 227 OF 312
PROJ. MANAGER M. Kersbergen	DESIGN-DETAILED T. Poulin	CHECKED-REVIEWED J. Wough	DESIGN-DETAILED S. Hodgson	DATE 8/21
BY E. Benoit	SIGNATURE	P.E. NUMBER	DATE	
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

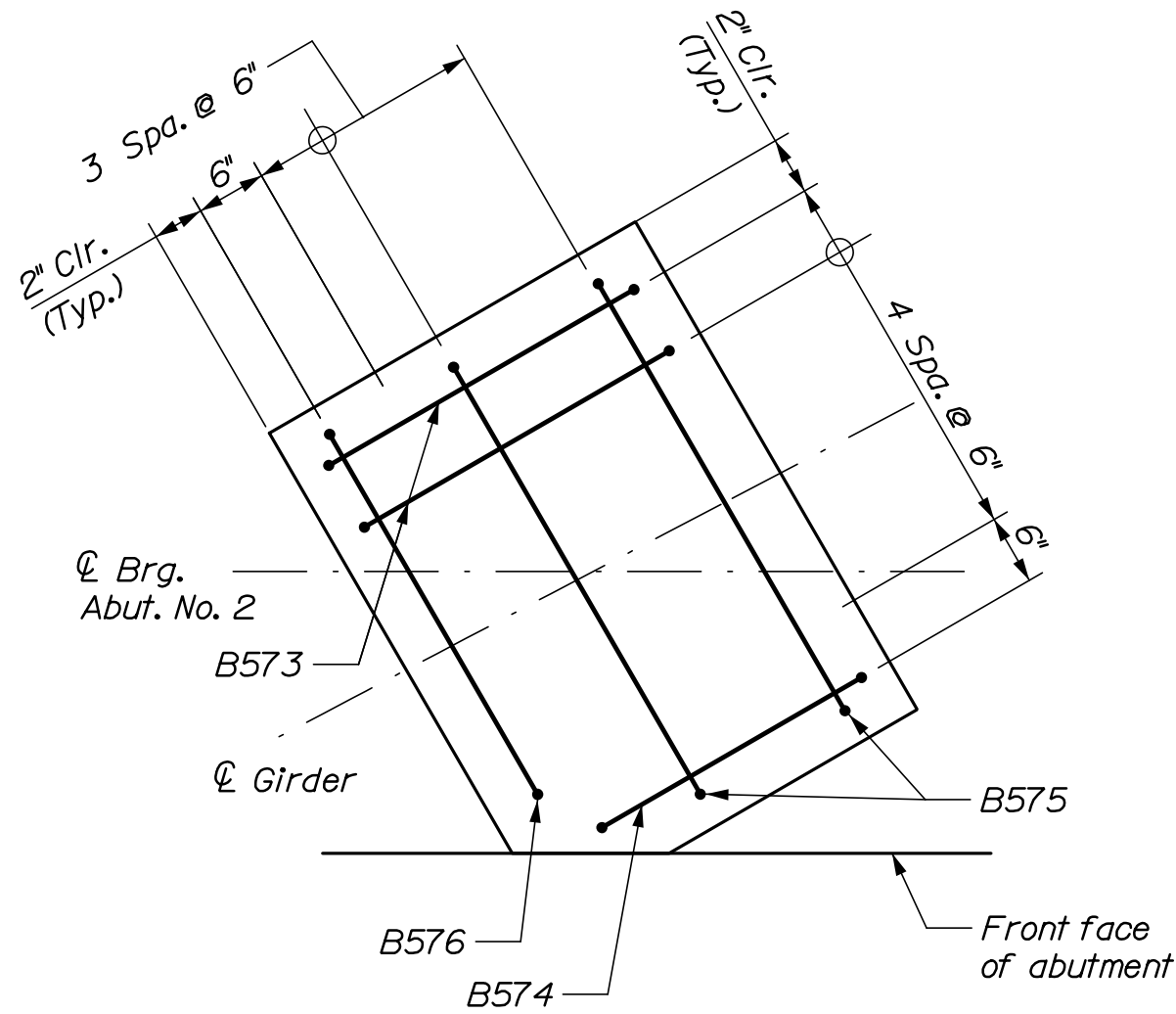


GIRDER ANGLE	
GIRDER	"Y"
G1	28°29'22"
G2	28°14'09"
G3	27°58'44"
G4	27°43'07"
G5	27°27'16"

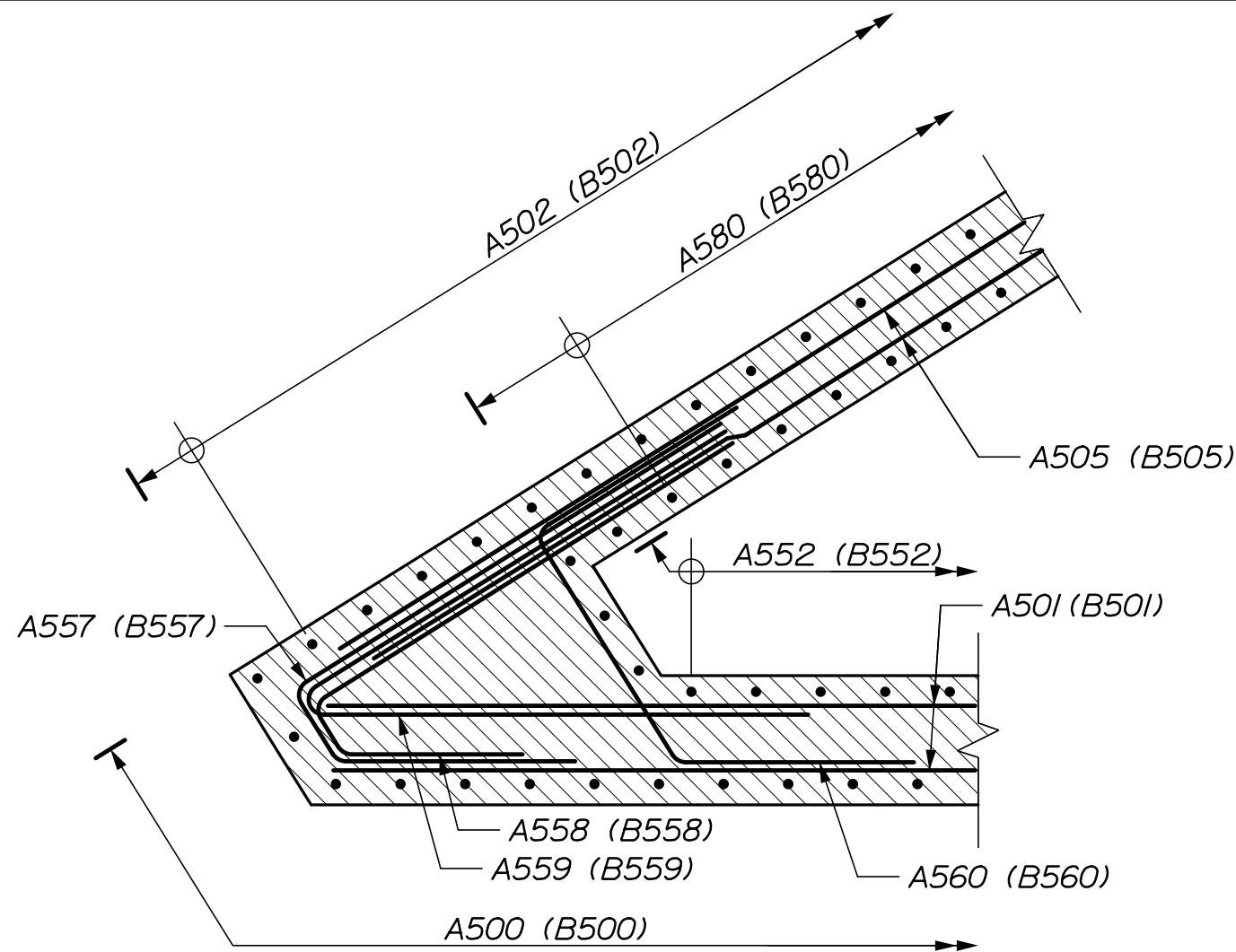


* See Sheet "Concrete Barrier on Wingwall - SB"

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER M. Kersbergen	BY E. Beusoleil J. Waight T. Paulin S. Hodgdon	DATE 8/21 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
ABUTMENT NO. 2 - SB SECTION				DESIGN-DETAILED	J. Waight	8/21	SIGNATURE			
				CHECKED-REVIEWED	T. Paulin	8/21				
				DESIGN2-DETAILED2			P.E. NUMBER			
				DESIGN3-DETAILED3						
				REVISIONS 1						
REVISIONS 2			DATE							
REVISIONS 3										
REVISIONS 4										
FIELD CHANGES							Bridge No. 1509	WIN	023110.00	BRIDGE PLANS
SHEET NUMBER				229			OF 312			

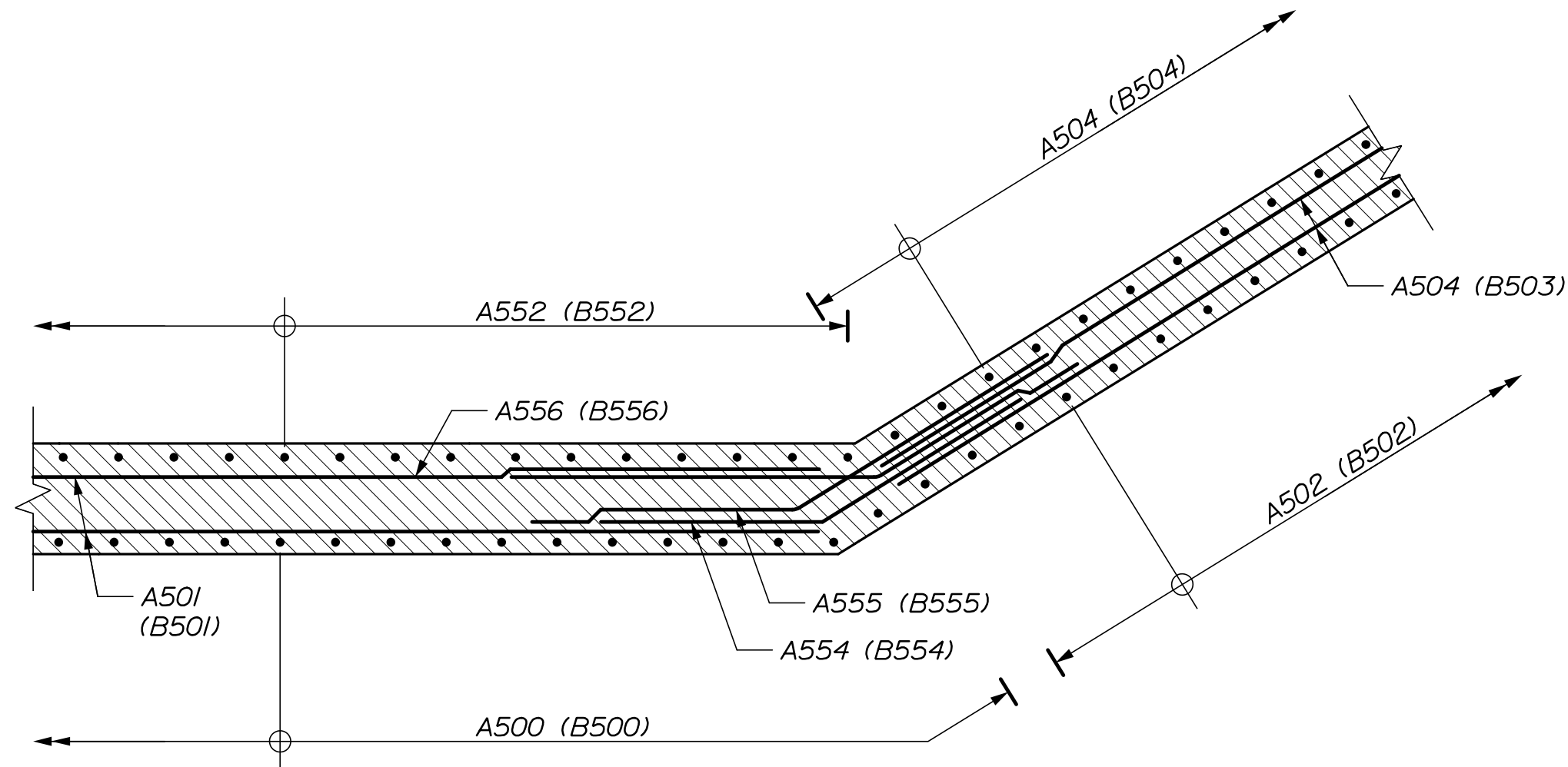


BEARING PEDESTAL DETAIL



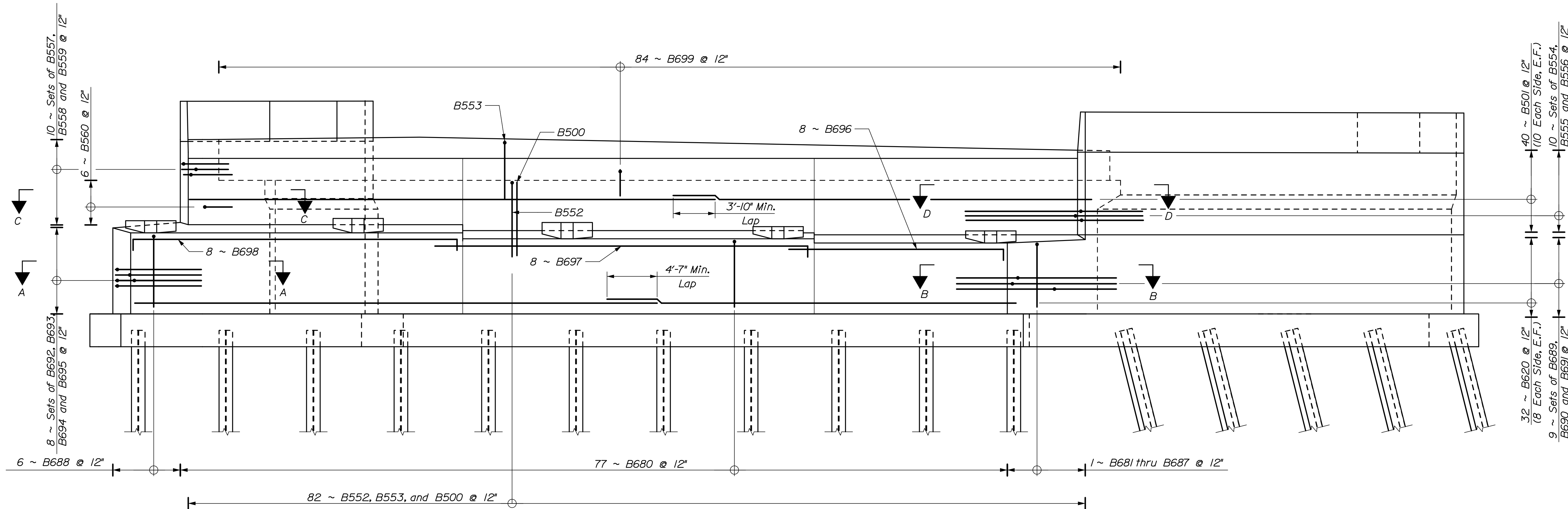
SECTION C-C

(Abutment 1 shown, Abutment 2 similar in parentheses)



SECTION D-D

(Abutment 1 shown, Abutment 2 similar in parentheses)



ELEVATION

(Footing and wingwall reinforcement not shown for clarity)

Note: See sheet "Abutment No. 1 - SB Reinforcing" for Sections A-A and B-B.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02311000		WIN 023110.00		BRIDGE PLANS	
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		ABUTMENT NO. 2 - SB REINFORCING		SHEET NUMBER 230 OF 312			
PROJ. MANAGER	M. Kersbergen	BY	E. Benoit	DATE	8/21	SIGNATURE	
CHECKED-REVIEWED	J. Wagh	DESIGNED-DETAILED	S. Hodgson	DATE	8/21	P.E. NUMBER	
DESIGNED-DETAILED		REVISIONS 1		DATE			
REVISIONS 2		REVISIONS 3		DATE			
REVISIONS 4		FIELD CHANGES		DATE			

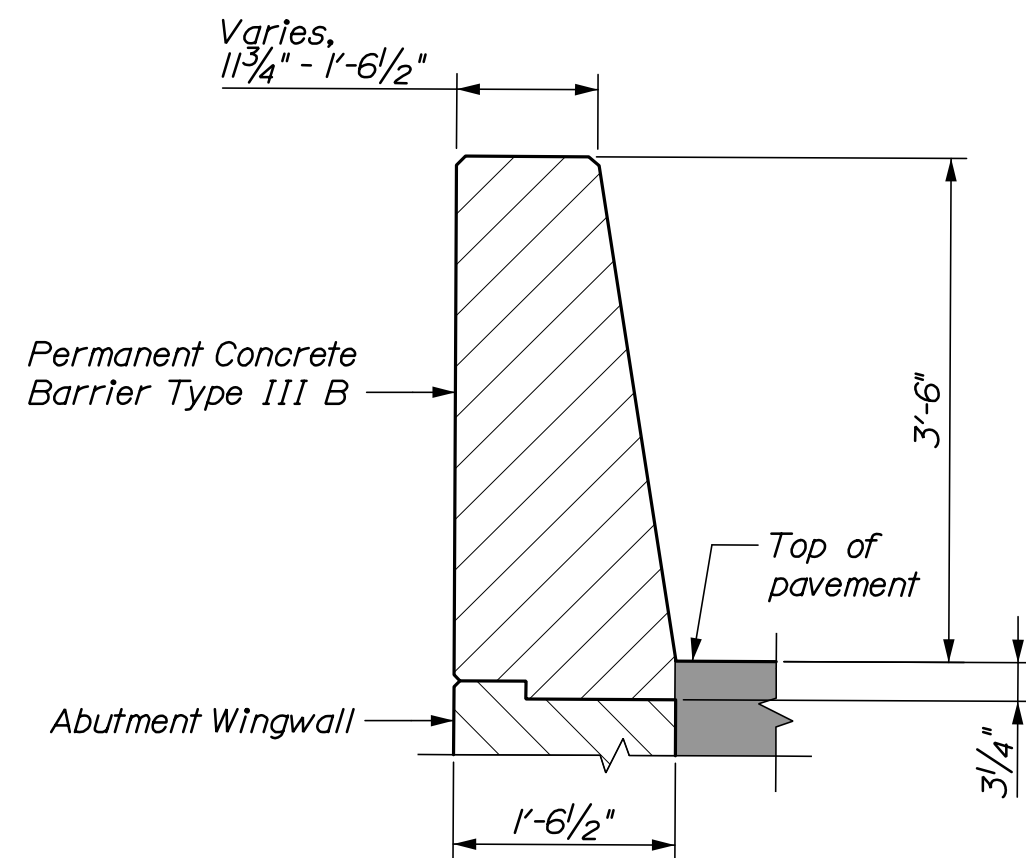
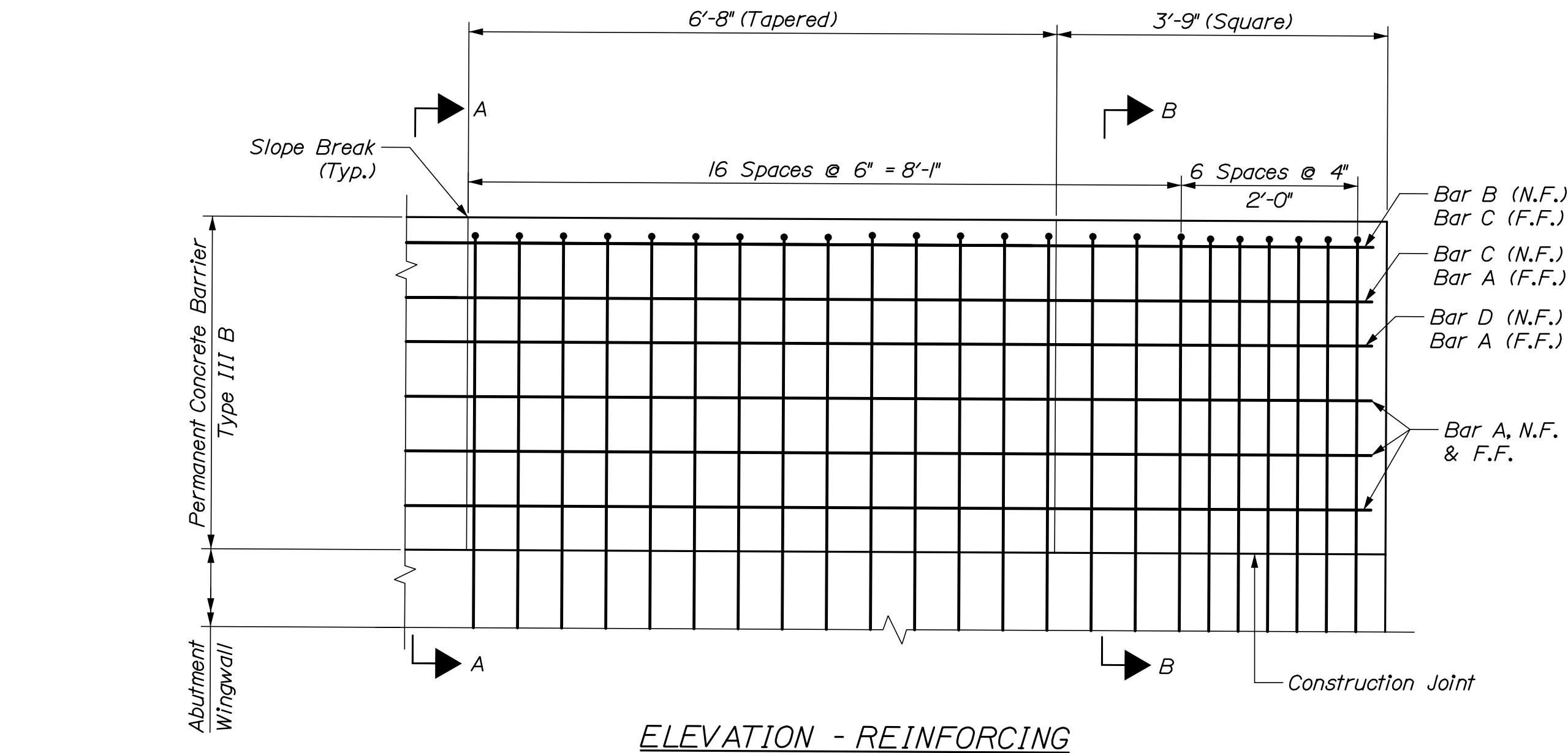
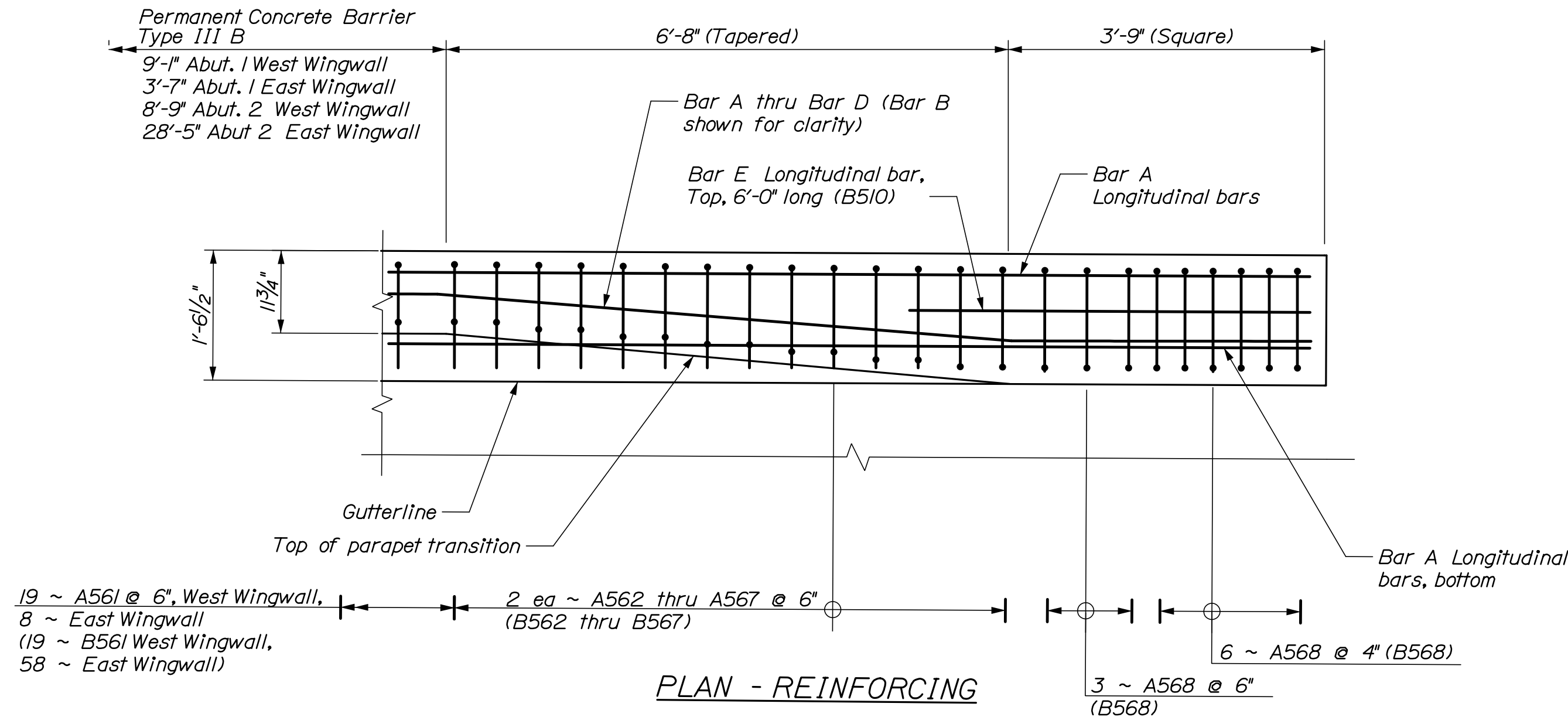
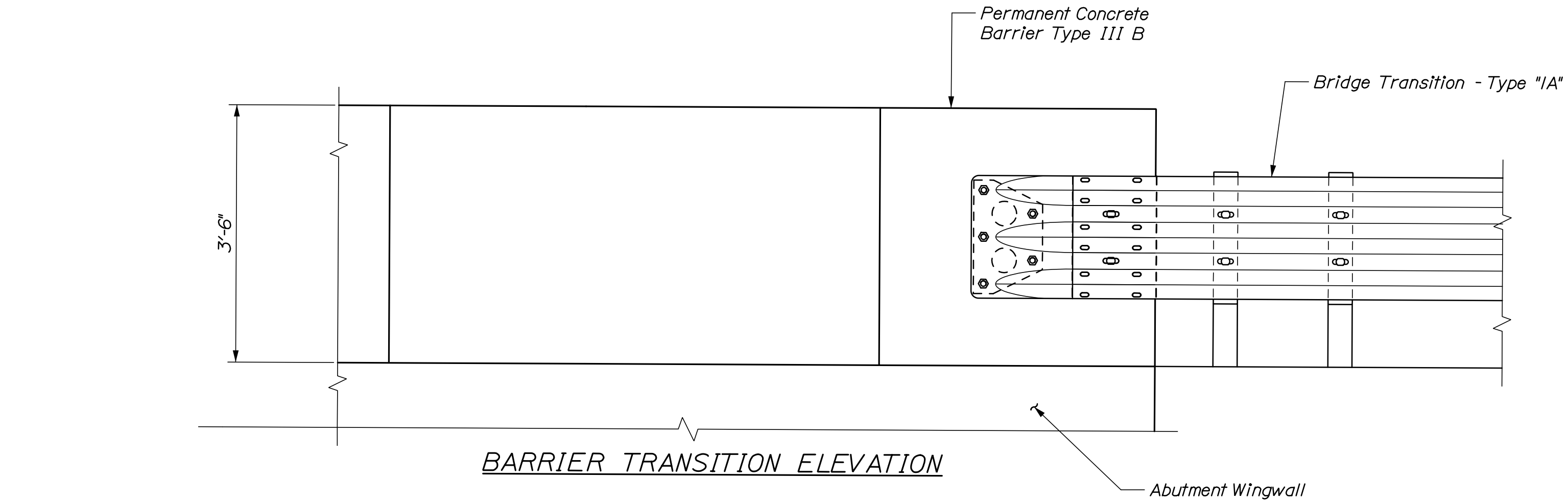


Date:8/22/2021

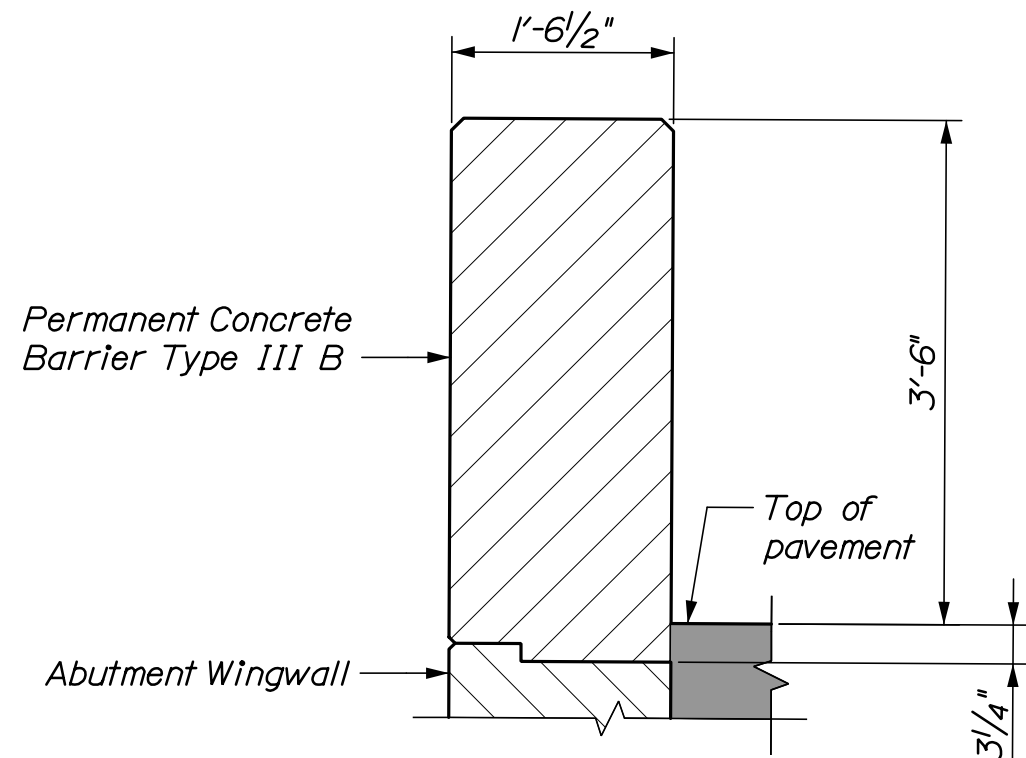
Username:

Division:

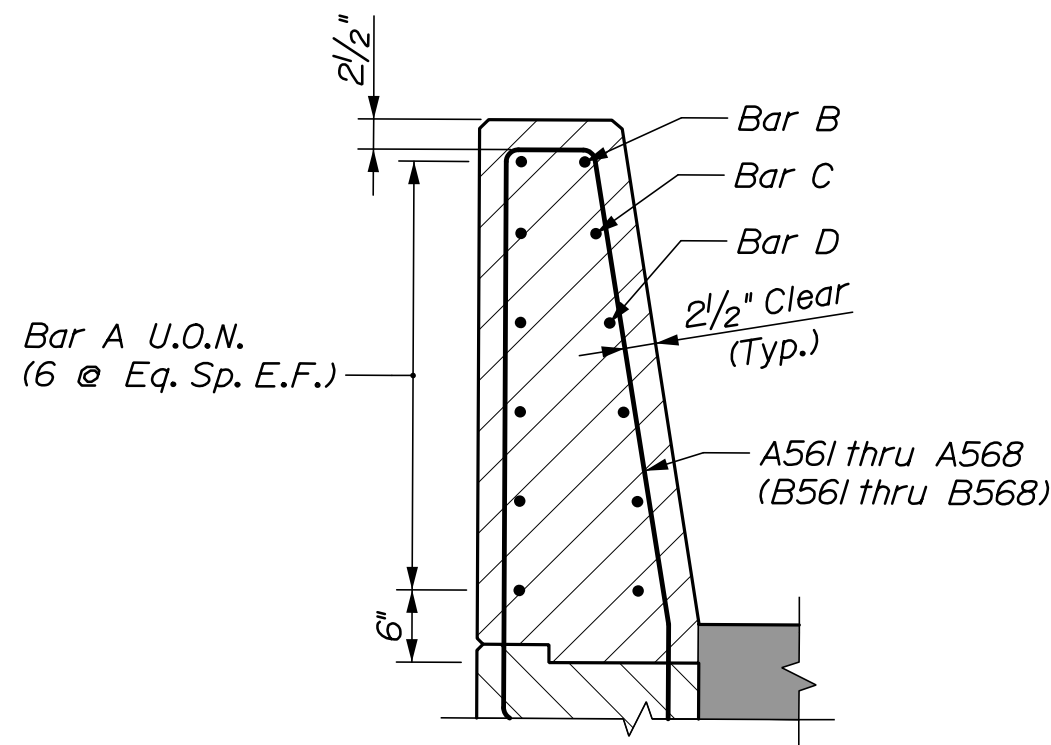
Filename: 232_Transition Barrier Detail - SB.dgn



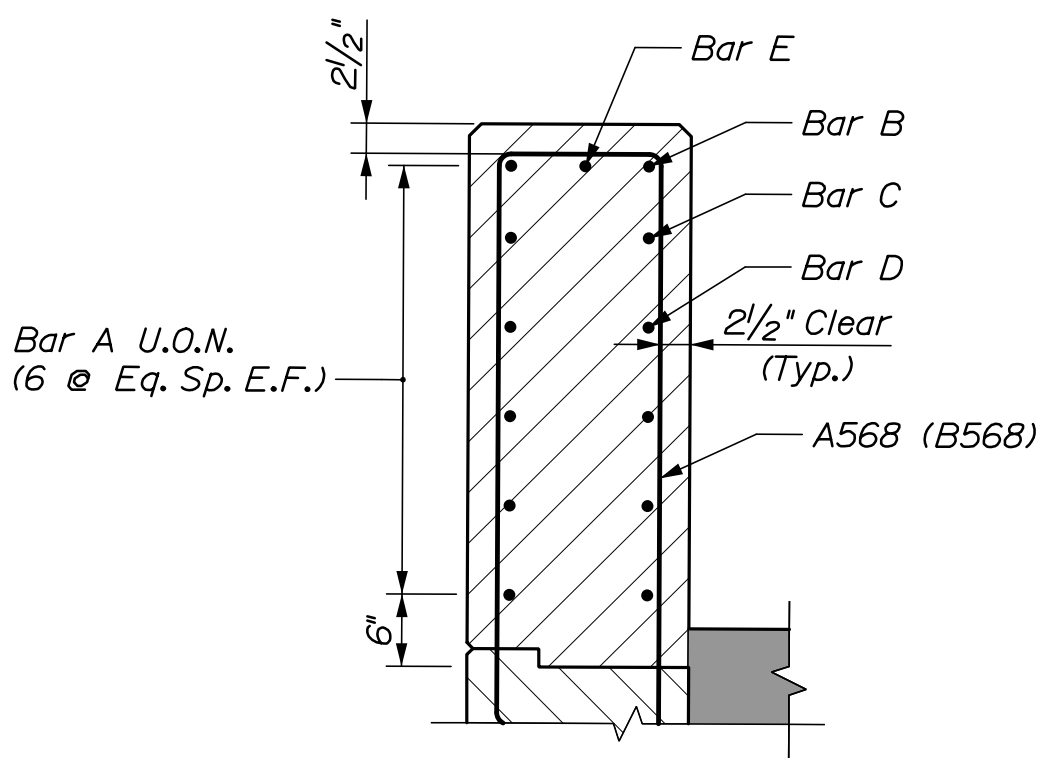
SECTION A-A (MASONRY)



SECTION B-B (MASONRY)



SECTION A-A (REINFORCING)

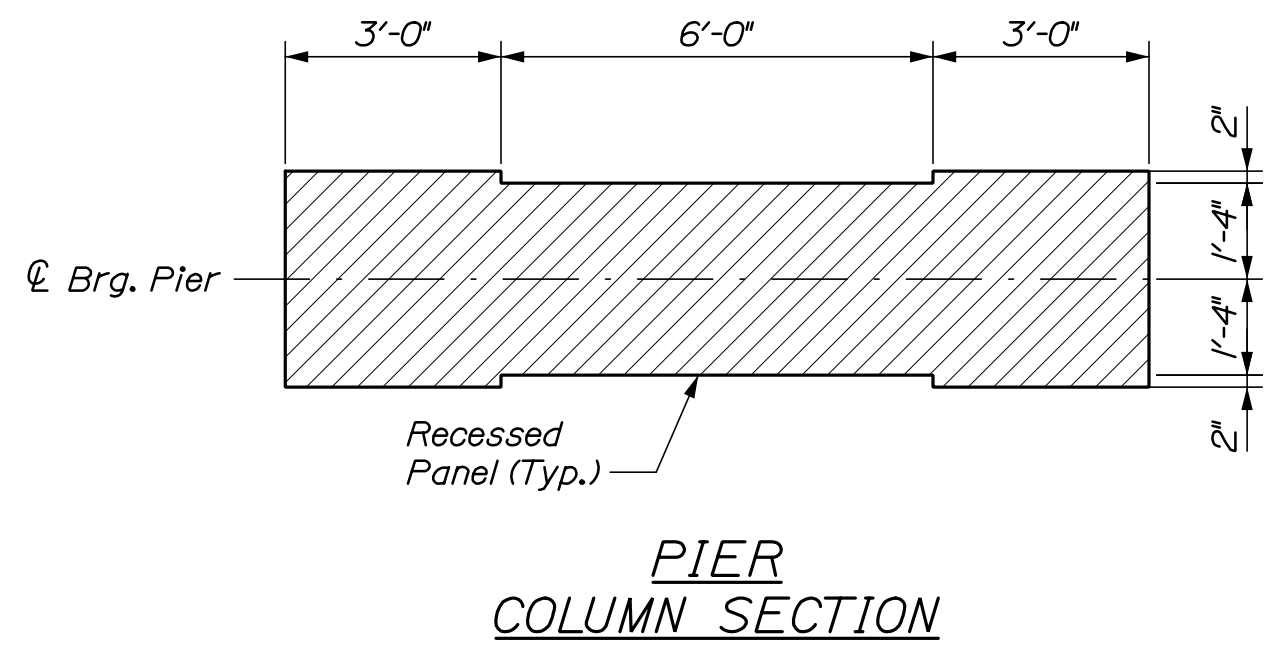


SECTION B-B (REINFORCING)

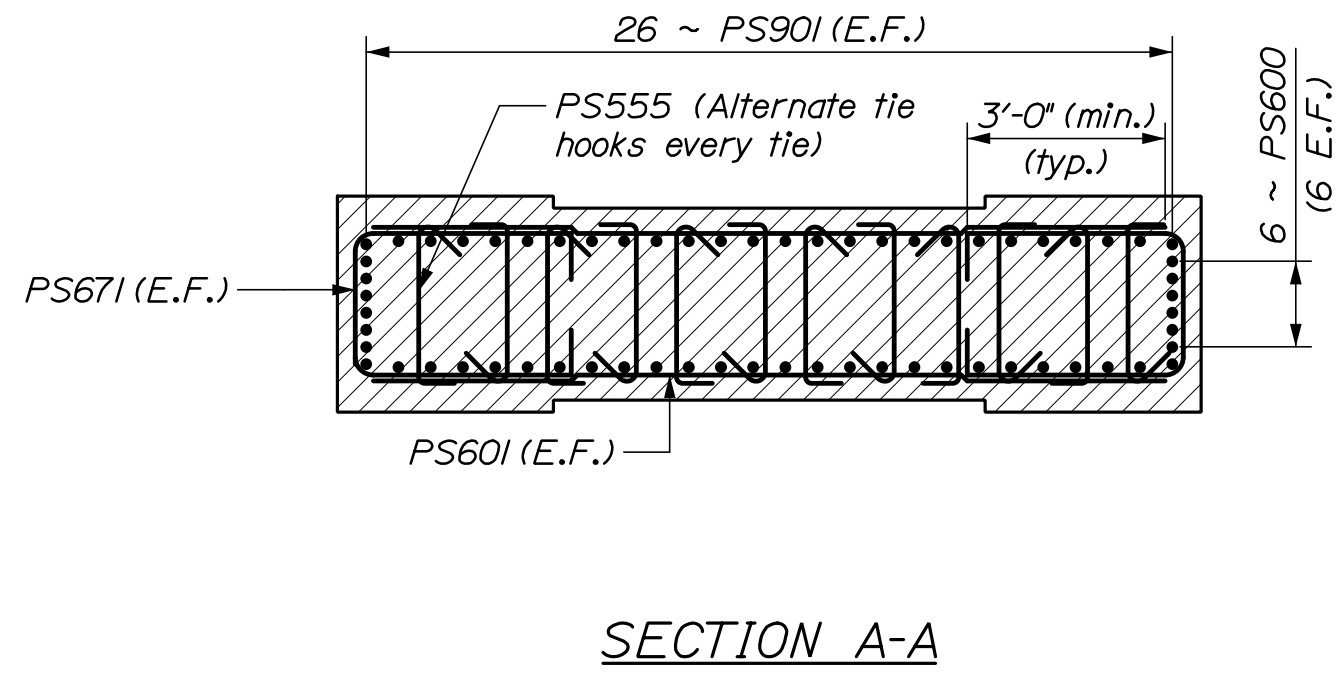
BAR DESIGNATIONS				
Bar Set	Abut. No. 1 East Wingwall	Abut. No. 1 West Wingwall	Abut. No. 2 East Wingwall	Abut. No. 2 West Wingwall
Bar A	A507	A506	B506	B507
Bar B	A572	A569	B569	B572
Bar C	A573	A570	B570	B573
Bar D	A574	A571	B571	B574
Bar E	A508	A508	B508	B508

Filename: 233_Substructure Details - SB.dgn

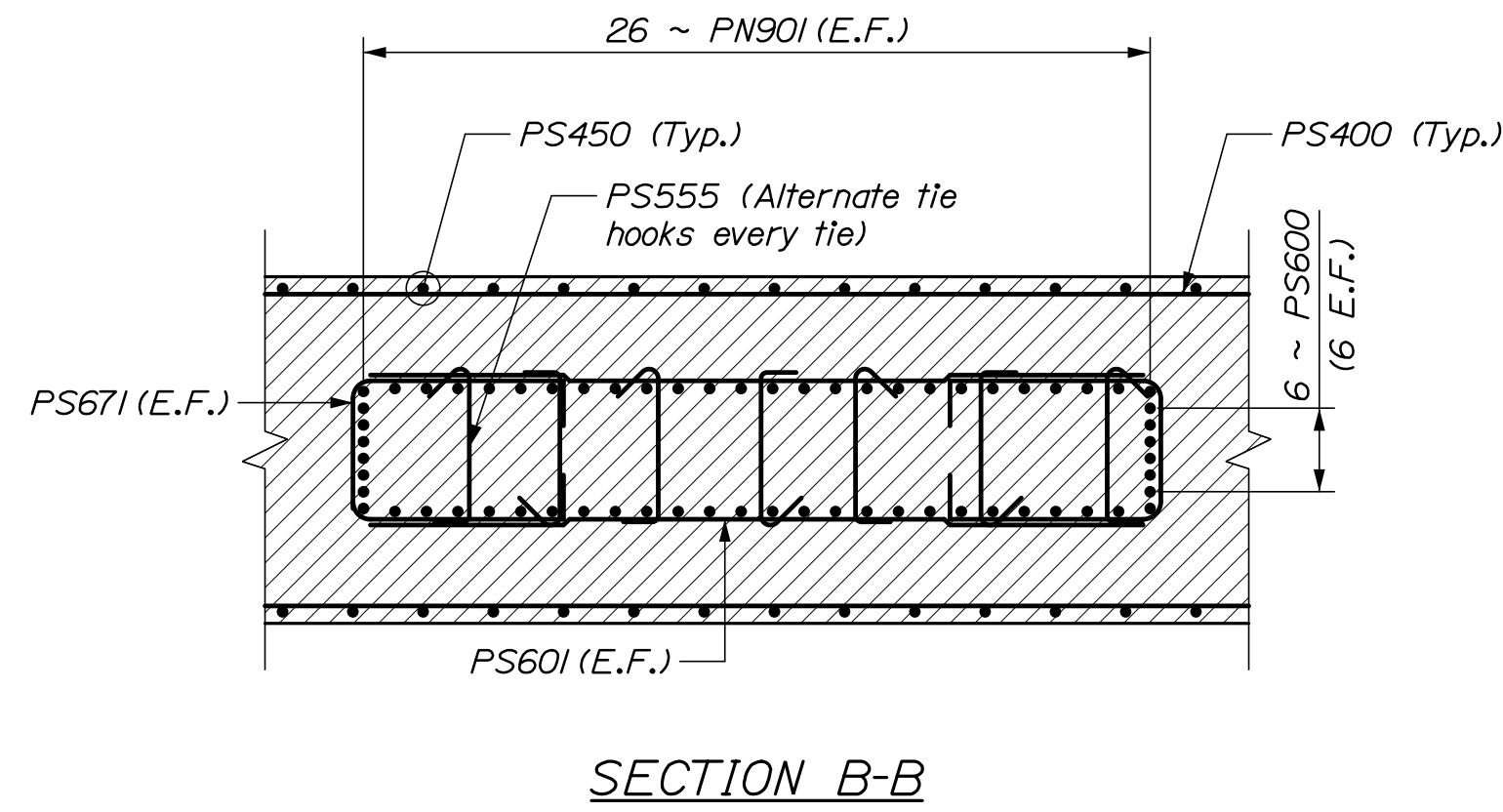




PIER
COLUMN SECTION



SECTION A-A

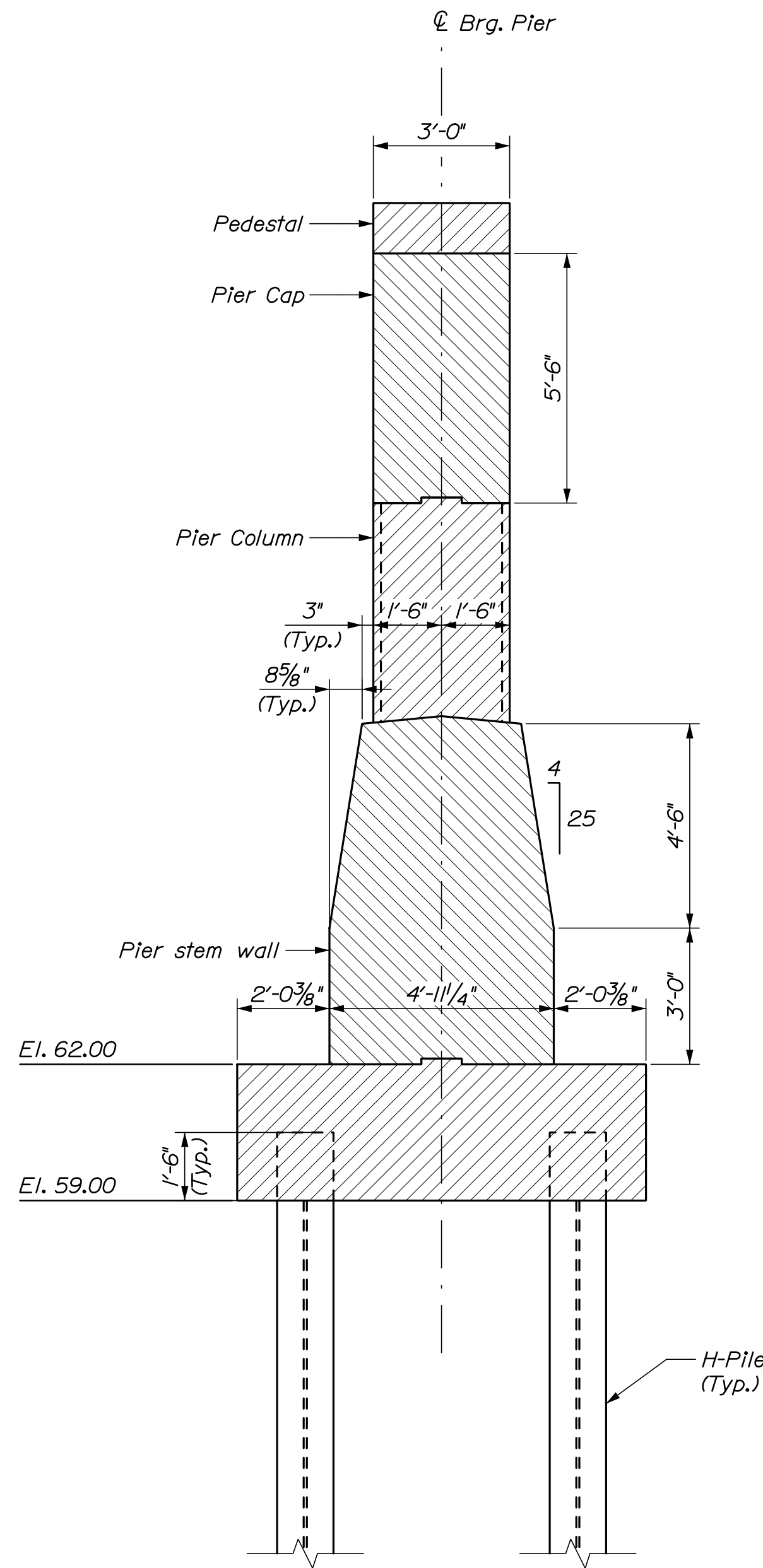


SECTION B-B

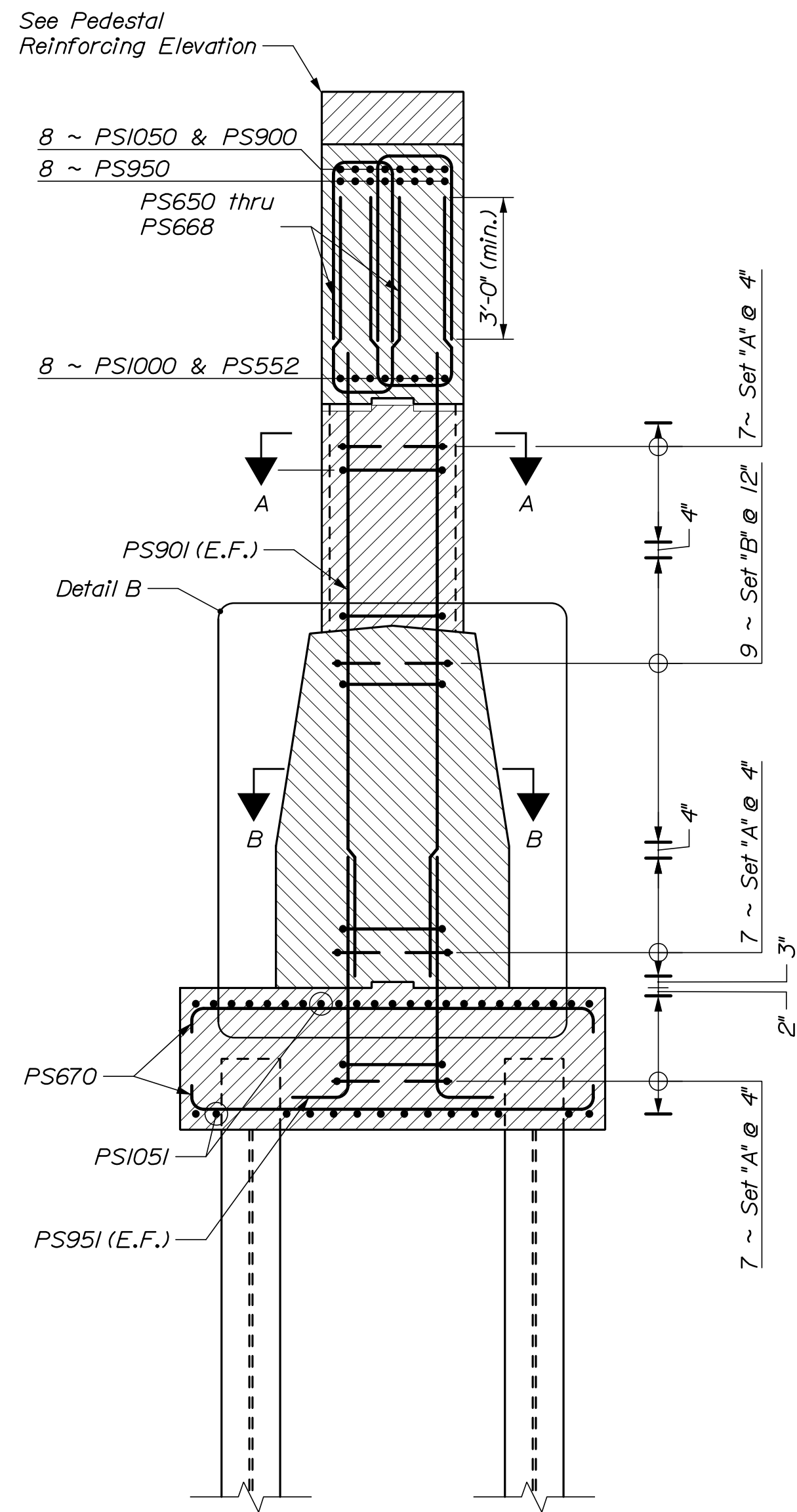
BAR SETS:

Set "A":
2 ~ PS602
2 ~ PS671
12 ~ PS551

Set "B":
2 ~ PS602
2 ~ PS671
7 ~ PS551

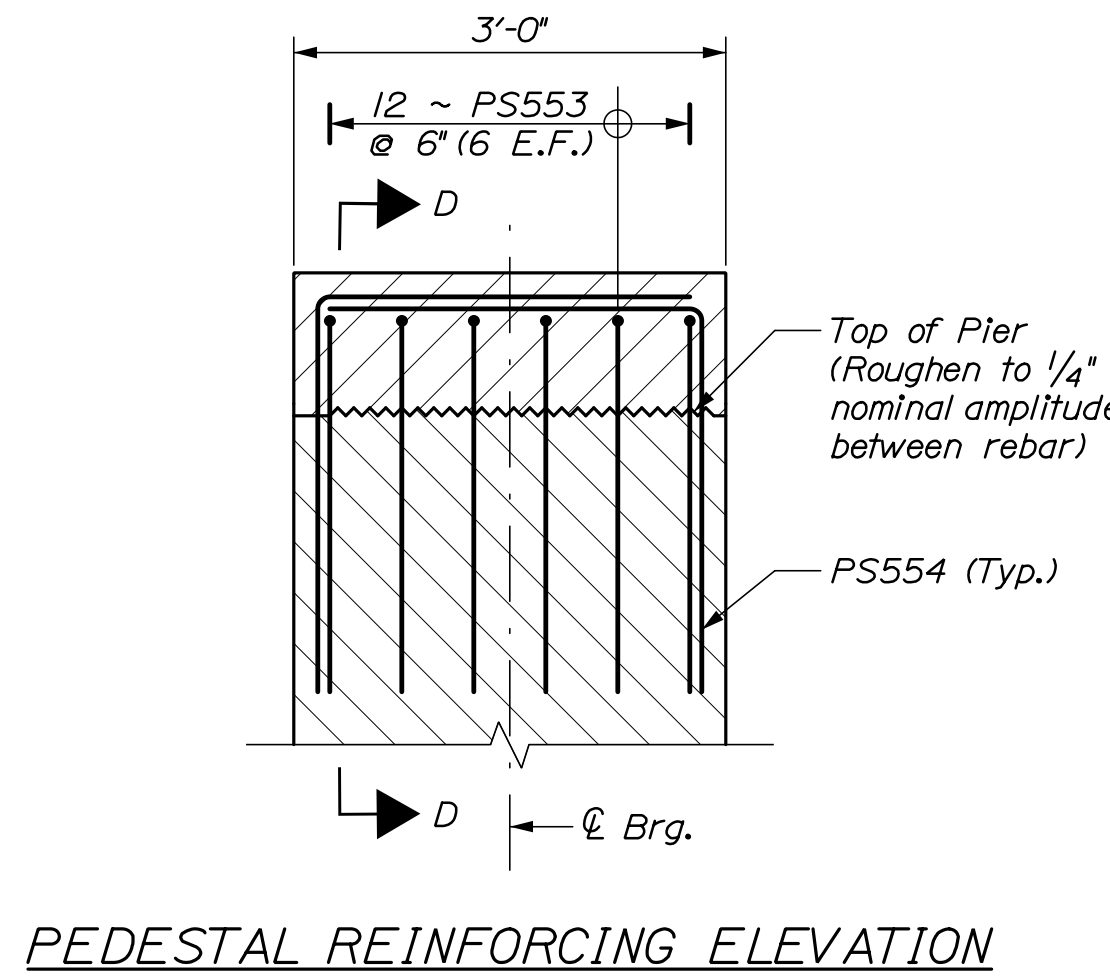


PIER
SECTION

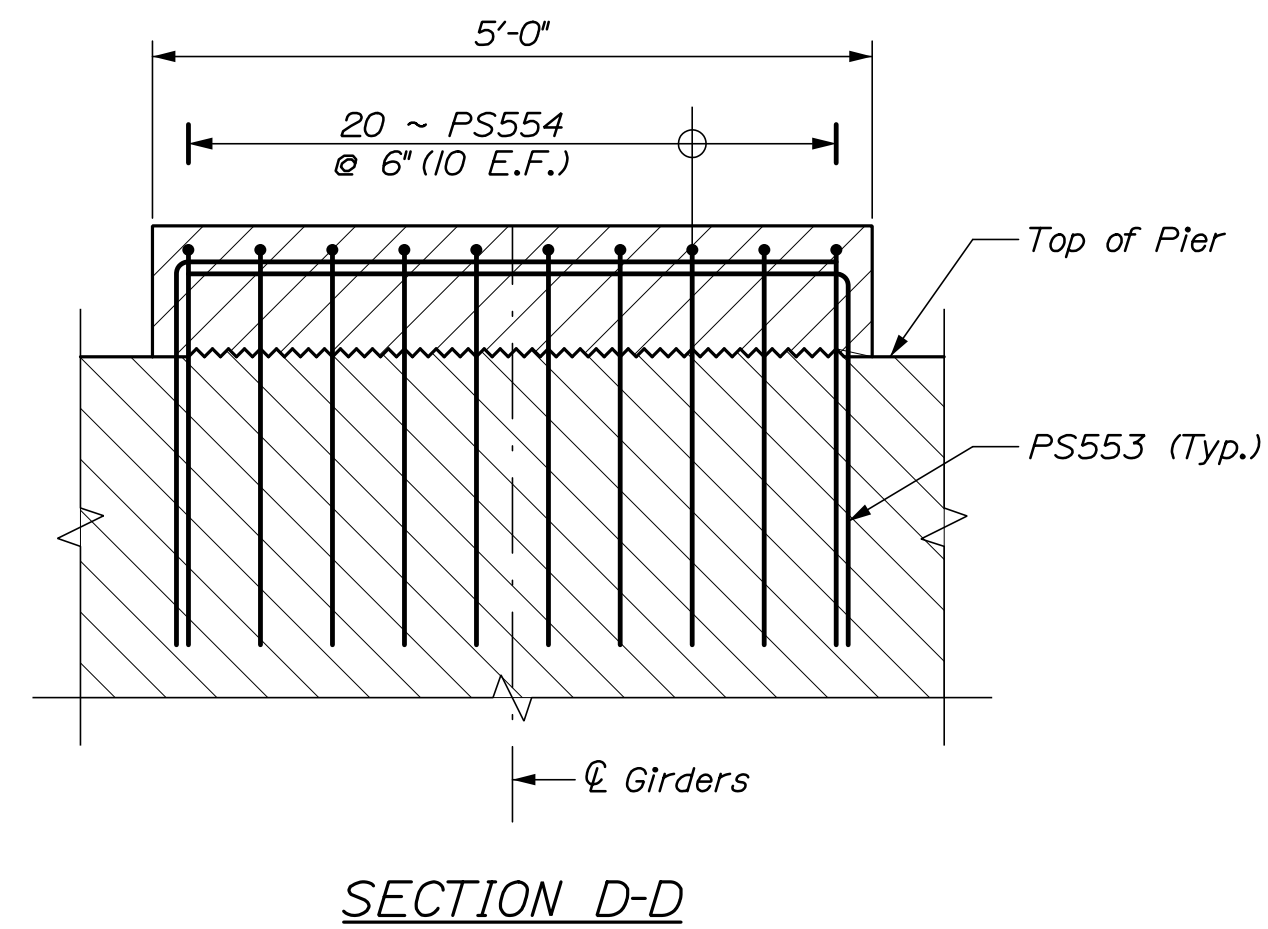


PIER
REINFORCING SECTION

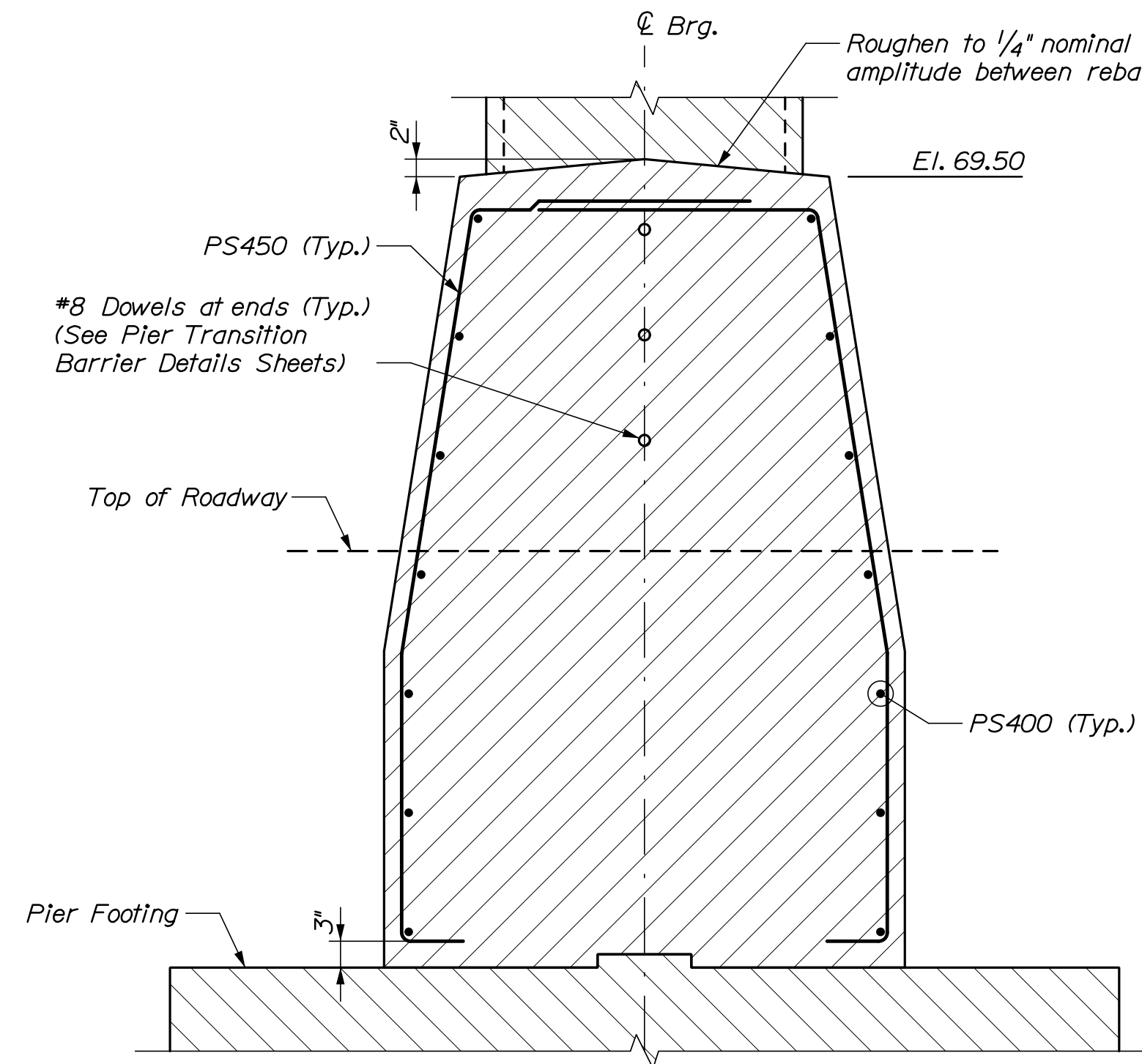
(Pier stem wall reinforcement not shown for clarity)



PEDESTAL REINFORCING ELEVATION

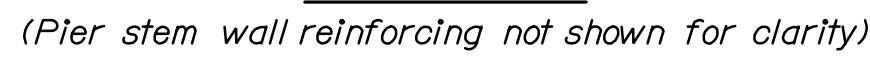


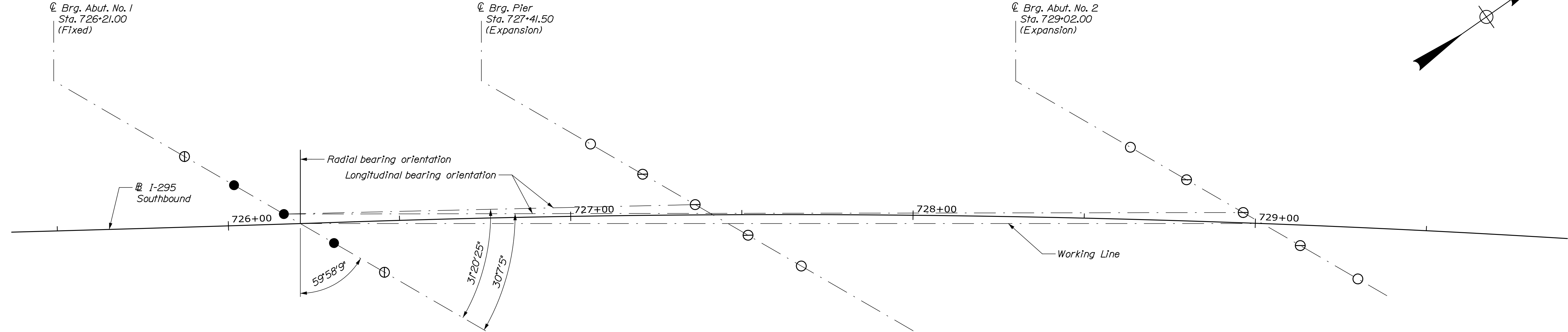
SECTION D-D



DETAIL B

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02311000		WIN		023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		PIER - SB		SECTION		SHEET NUMBER	
YARMOUTH										235	
										OF 312	
PROJ. MANAGER		M. Kersbergen		BY		E. Benoit		DATE		8/21	
DESIGNED-Detailed		J. Wagh		CHECKED-Reviewed		T. Poirier		SIGNATURE			
DESIGNED-Detailed				DESIGNED-Detailed				P.E. NUMBER			
REVISIONS 1				REVISIONS 2				DATE			
REVISIONS 3				REVISIONS 4							
FIELD CHANGES											





BEARING LAYOUT PLAN

LEGEND

- Non - Guided Expansion (Expansion)
- ⊗ Guided Longitudinal Expansion (Unidirectional)
- ⊙ Guided Transverse Expansion (Unidirectional)
- Fixed

DISC BEARING NOTES:

- The actual dimension "H" shall be the responsibility of the Contractor. Dimensions and sizes of plates not shown are dependent on design loads, capacity, and the manufacturer of the bearings. The shop drawings, prepared by the manufacturer, shall provide all pertinent bearing information. The final bearing pedestal elevations shall be determined by the Contractor and submitted with the shop drawings for approval prior to construction of the substructure units.
- Masonry plates shall be placed on 1/8" thick preformed pads in accordance with the specifications.
- All steel, unless otherwise specified, shall meet the requirements of ASTM A709, Grade 50.
- Bearing anchorage shall be either Anchor Rod with double nuts and washers in blockout, or Bolt & Stud with Coupler in blockout, at the Contractor's option, both options shown in details.
- Anchorage spacing shall be coordinated with the bearing manufacturer.
- Anchor bolts shall meet the requirements of ASTM F3125 Grade A325, Type 1.
- Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod.
- Heavy hex nuts for anchor rods shall meet the requirements of ASTM A563, Grade D or DH.
- Anchor bolts, rods, washers, and nuts shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1. Payment for galvanizing will be considered incidental to the disc bearing pay items.
- Bearing shall be coated in accordance with Standard Specifications Section 506, Protective Coating - Steel (Thermal Spray Coating). Payment for Coatings for Disc Bearings will be considered incidental to Item 523.5552 Pot or Disc Bearings, Expansion and Item 523.5551 Pot or Disc Bearings, Fixed.
- The abbreviation "PTFE" indicates polytetrafluoroethylene.
- All PTFE, including guide and restraint surfaces, shall be unfilled.
- PTFE minimum bearing pressure shall be 1 ksi under total service loading and 3 ksi under total strength loading.
- Average compressive stresses on the disc shall be computed using the minimum plan area of the unstressed disc, excluding the area of any holes.

- The design temperature range shall be 125°F (-20°F to 105°F).
- Design of the sole plates and masonry plates is the responsibility of the Bearing Manufacturer. Payment for these shall be made under Item 523.5551, Pot or Disc Bearings, Fixed or Item 523.5552, Pot or Disc Bearings, Expansion as applicable.
- Sole plate shall be beveled according to the grade defined at each substructure location in the Sole Plate Bevel Table.
- Strength Limit State rotations shown in the Disc Bearing Design Table do not include an allowance for uncertainties of 0.01 radians, as defined in AASHTO LRFD Bridge Design Specifications, 9th Edition 2020.
- Anchor rods shall be installed to a minimum of 18 inches into the substructure units, below the bottom of the pedestals.
- Bearings shall be designed with a thermal load factor of 1.2.
- Longitudinal horizontal forces do not include friction forces at expansion bearings.
- 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. Bearings shall be restrained during transit.
- Bearing installation shall be in strict conformance with the Standard Specifications and the manufacturer's recommendations.
- In the Disc Bearing Setting Corrections Table, a negative value for Dimension "X" indicates a direction away from the nearer expansion joint. A positive value for Dimension "X" indicates a direction toward the nearer expansion joint.
- Bearings stiffeners at Abutment No. 1 shall be in line with the centerline of bearing at 45°F±10°F at the time of welding.
- Temperatures shown in the Disc Bearing Setting Corrections Table are those of the steel girders and not necessarily the ambient air temperature.

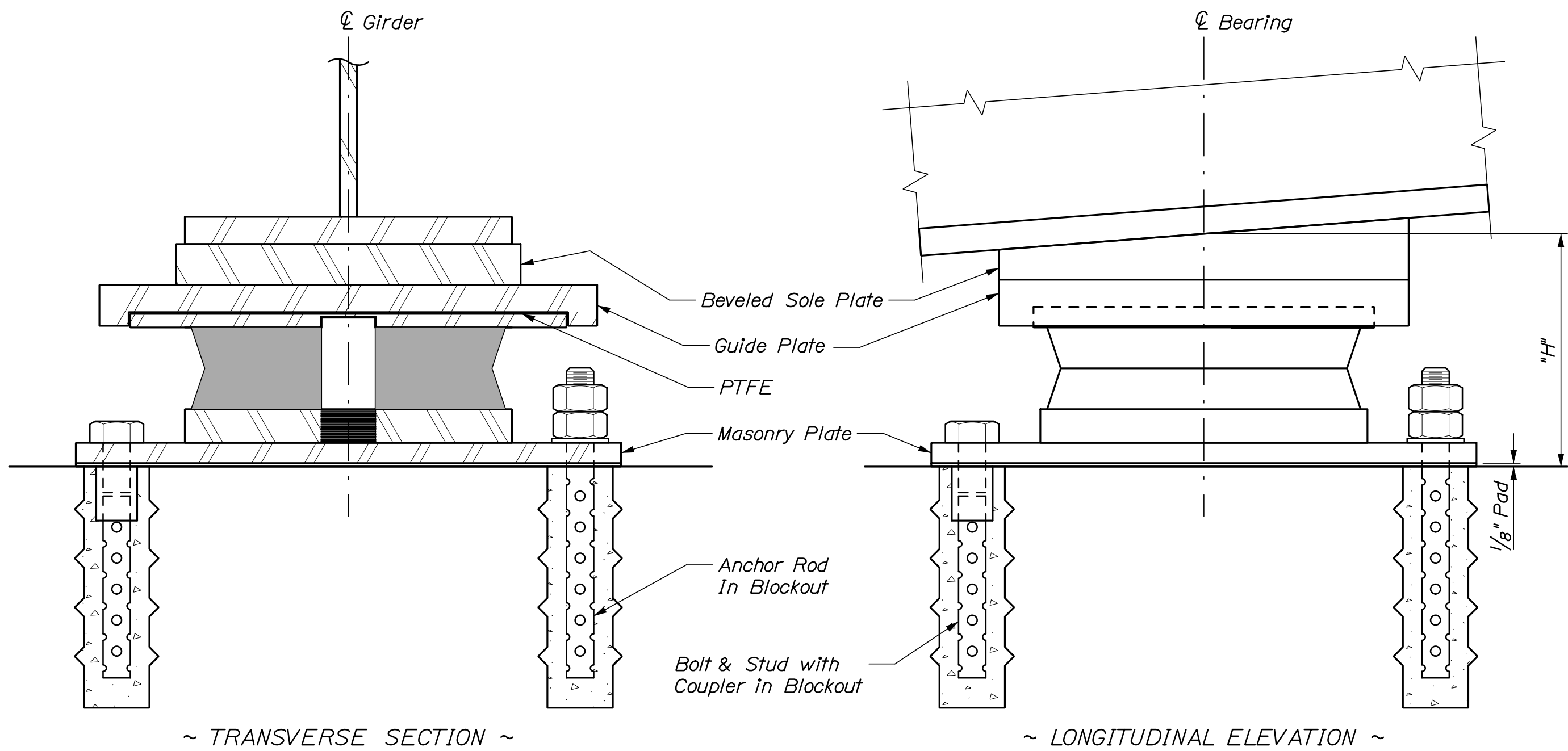
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02311000		WIN		023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		BEARING LAYOUT - SB		SHEET NUMBER	
237		OF 312									
PROJ. MANAGER	M. Kersbergen	BY	E. Beausoleil	DATE	8/21	SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED	J. Wough	BY	S. Hodgdon	DATE	8/21						
CHECKED-REVIEWED	T. Poulin										
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											

Date:8/22/2021

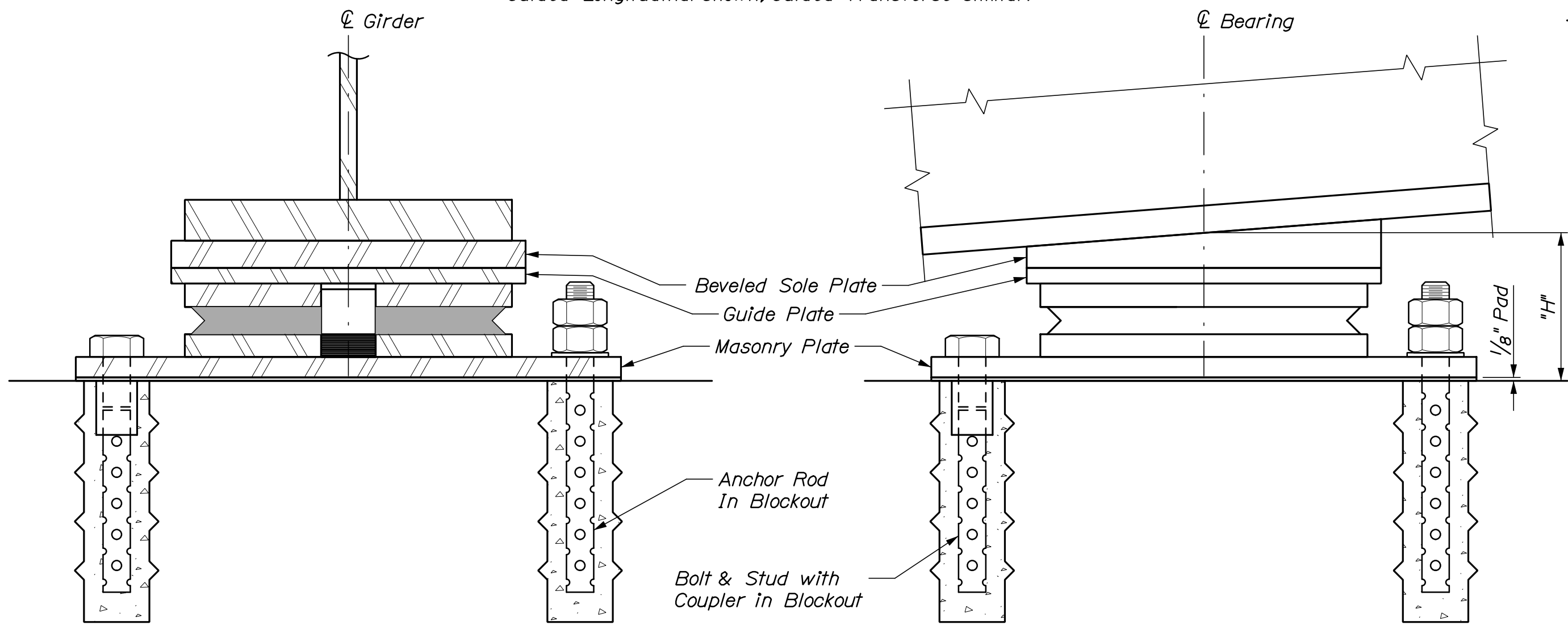
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Division:

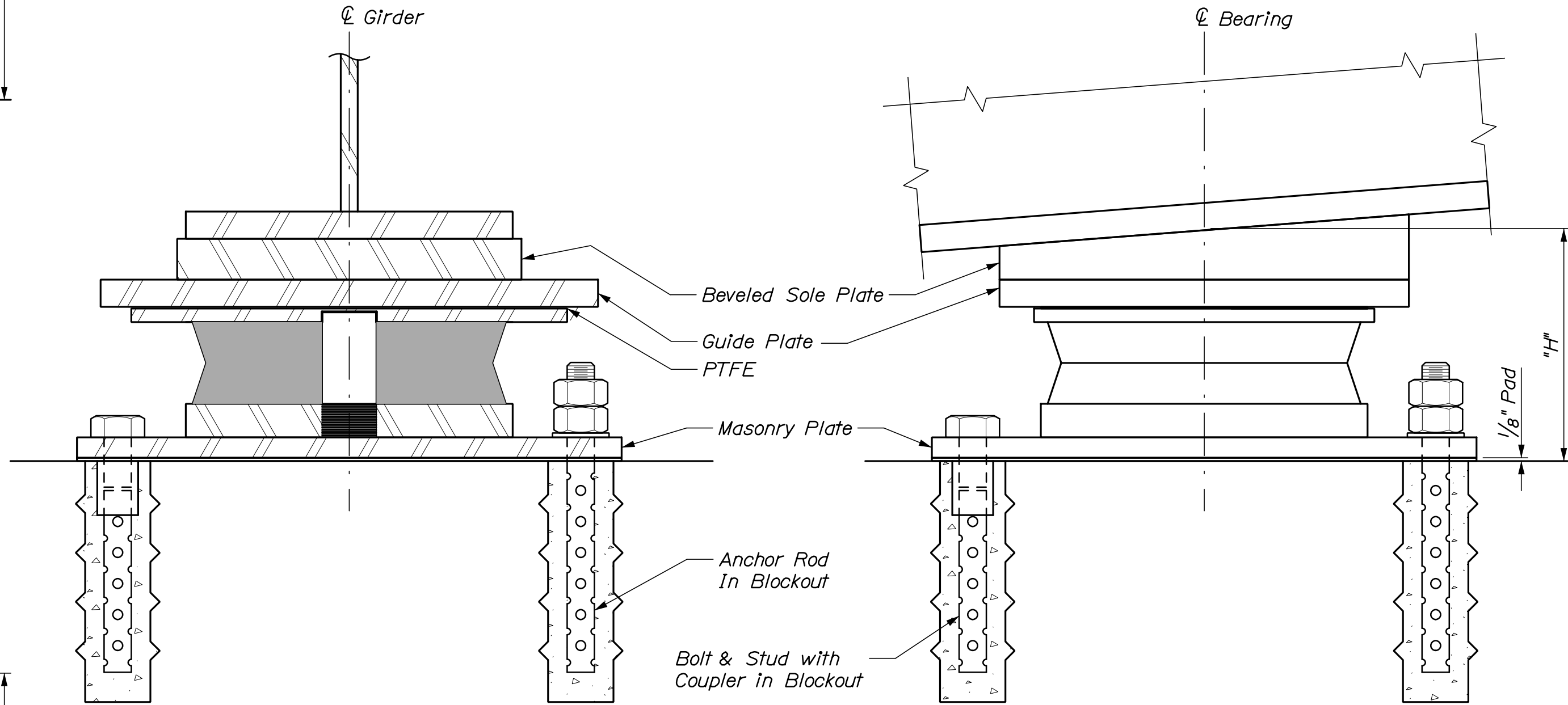
Filename: 238_Bearing Details - SB.dgn



UNI-DIRECTIONAL BEARING
Guided Longitudinal shown, Guided Transverse similar)



FIXED BEARING



EXPANSION BEARING

DISC BEARING DESIGN TABLE																
Location	Bearing Type	Design Loads Per Bearing (kips)											Dim "H" (In.) (See Note 1)	Design Rotation		Total Long. Movement (in.)
		Vertical					Horizontal							Strength	Service	
		Strength	Extreme Event	Service			Strength		Extreme		Service					
		Total Load	Total Load	Dead Load *	Max. Live Load **	Min. Live Load **	Long.	Trans.	Long.	Trans.	Long.	Trans.		Rotation (radians)	Rotation (radians)	
Abut. No. 1, G1 & G5	Uni-dir	304	222	74	124	-46	503	0	381	0	371	0	12	0.002	0.001	0.000
Abut. No. 1, G2 - G4	Fixed	331	224	59	134	-21	288	77	166	25	188	51	12	0.003	0.002	0.000
Pier, G1 & G5	Exp.	929	757	400	238	-67	0	0	0	0	0	0	12	-0.001	-0.001	1.20
Pier, G2 - G4	Uni-dir	982	741	378	258	-10	0	188	0	71	0	144	12	-0.002	-0.001	1.09
Abut. No. 2, G1 & G5	Exp.	464	379	148	138	-28	0	0	0	0	0	0	12	-0.002	-0.001	2.52
Abut. No. 2, G2 - G4	Uni-dir	402	325	123	139	-8	0	90	0	28	0	56	12	-0.003	-0.002	2.39

* Tabulated Dead Loads include DC1, DC2, and DW loads.
** Tabulated Live Loads include IM loading and multiple presence factors.

DISC BEARING SETTING CORRECTIONS TABLE							
	Dimension "X" (inches)						
	15 'F	30 'F	45'F	60 'F	75 'F	90 'F	
Abut. No. 1	-	-	-	-	-	-	
Pier	-5/16	-1/8	0	1/8	5/16	7/16	
Abut. No. 2	-3/4	-3/8	0	3/8	3/4	1 1/16	

SOLE PLATE BEVEL (%)			
Girder / Location	Abut. No. 1	Pier	Abut. No. 2
G1	1.42	0.88	0.17
G2	1.35	0.82	0.10
G3	1.28	0.75	0.04
G4	1.21	0.68	-0.03
G5	1.14	0.61	-0.10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02311000

WIN
023110.00

BRIDGE PLANS

PROJECT: I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

DESIGNER: HNTB

DATE: 8/21/21

BY: E. Benoit, S. Hodgson

PROJ. MGR: M. Kerstgen

CHECKED: J. Wagh

DESIGNED: T. Poulin

DESIGNED: T. Poulin

REVISIONS: 1, 2, 3, 4

FIELD CHANGES

SHEET NUMBER

238

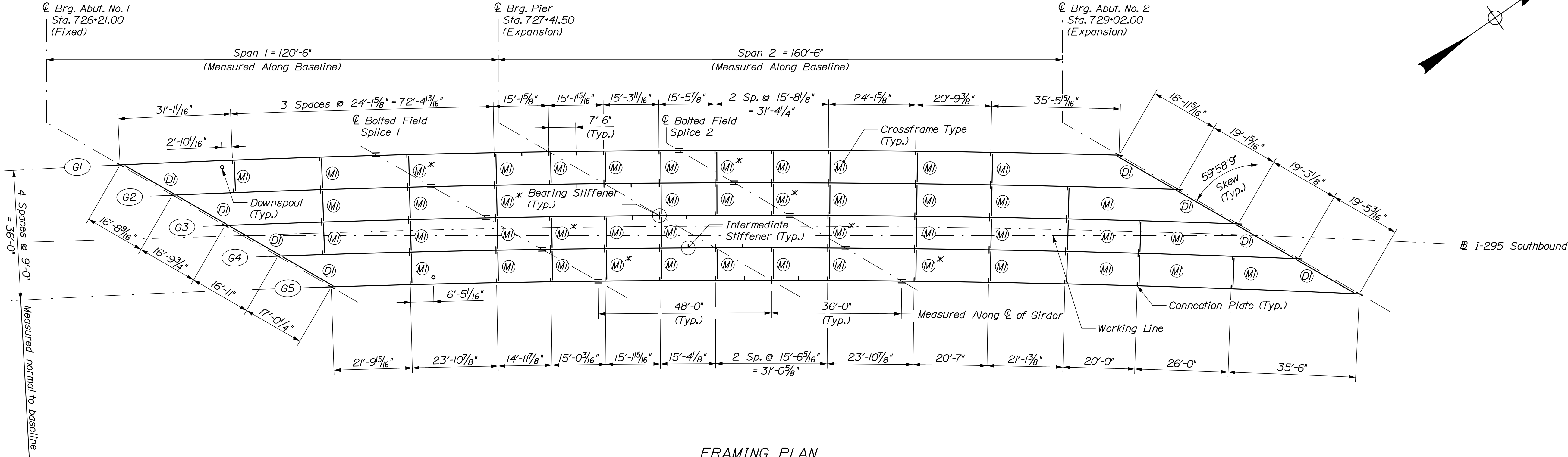
OF 312

BEARING DETAILS - SB

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. 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 one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one 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.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 20 feet in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
5. Intermediate crossframe connection plates may be either plumb or normal to the top flange.
6. All connection plates, and bearing stiffeners used as connection plates, shall be welded to the web and top and bottom flanges using $\frac{5}{16}$ " fillet welds.
7. Filler plates may be steel conforming to the requirements of ASTM A 709, Grade 36.
8. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity of 115 mph.
9. All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A153.

10. Bolted field splice connections shall be made using $\frac{7}{8}$ " ASTM F3125 Grade A325, Type I bolts. Bolt hole size shall be $\frac{15}{16}$ " diameter. Bolts shall be installed with heads down at all bottom flange connections and heads up at all top flange connections. Field splice bolt threads shall be excluded from the shear plane.
11. Bolted cross frame connections shall be made using $\frac{7}{8}$ " diameter, ASTM F3125 Grade A325, Type I bolts. Hole size shall be $\frac{15}{16}$ " diameter. The minimum edge distance shall be $\frac{1 1}{2}$ " 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. At locations marked with an asterisk (*), the designated diaphragms shall be changed to a Type D cross frame as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any cross frames so substituted, and any costs will be considered incidental to Contract Items.
13. At the Contractor's option, Cross Frames and Field Splices may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Fabrication Engineer. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
14. At the Contractor's option, all Structural Steel may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Fabrication Engineer. Double Hot-Dipped galvanizing shall be approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
15. Structural Steel shall be detailed and fabricated for Steel Dead Load Fit.
16. All cross frames, except end cross frames at abutments, shall be placed normal to the centerline of girders.



FRAMING PLAN

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02311000		WIN 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		SHEET NUMBER 239		OF 312		FRAMING PLAN - SB	
PROJ. MANAGER	M. Kersbergen	BY	E. Benoit S. Hodgson	DATE	8/21 8/21	SIGNATURE	P.E. NUMBER
DESIGNED-DETAILED	T. Poulin	CHECKED-REVIEWED	J. Wagh	REVISIONS 1		DATE	
DESIGNS-DETAILED		REVISIONS 2		REVISIONS 3			
REVISIONS 4		FIELD CHANGES					

Date:8/22/2021

Username:

Division:

Filename: 240_Girder Elevation - SB.dgn

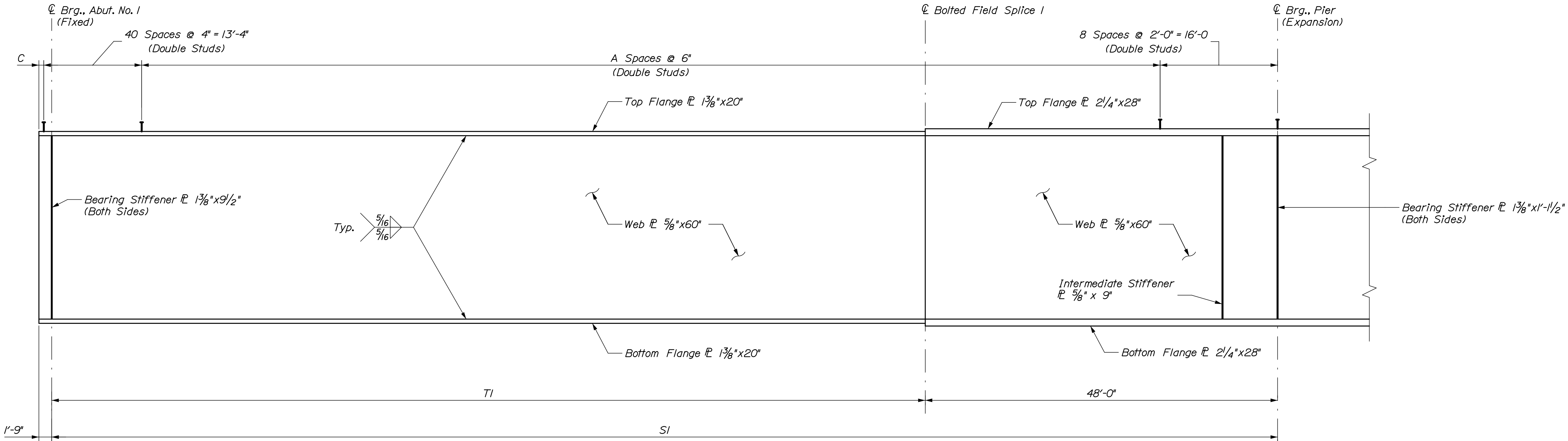
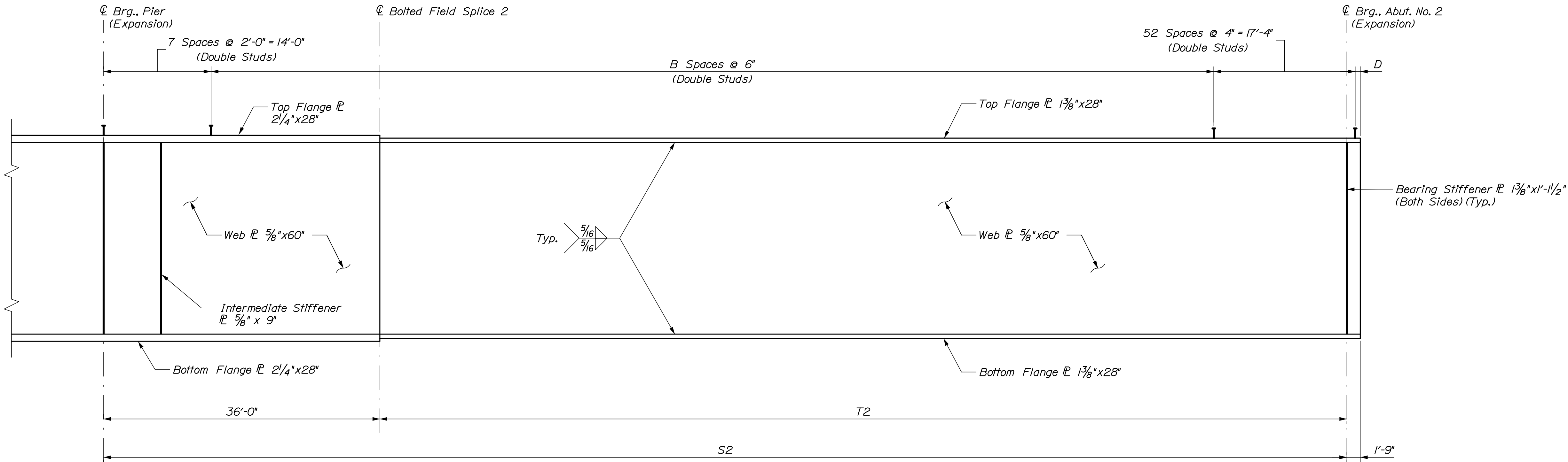


TABLE OF GIRDER DIMENSIONS					
Girder	RADIUS	S1	S2	T1	T2
G1	3771'-0"	118'-7 ⁵ / ₁₆ "	157'-8 ³ / ₈ "	70'-7 ¹⁵ / ₁₆ "	121'-8 ³ / ₈ "
G2	3762'-0"	119'-4 ⁷ / ₈ "	158'-10 ¹ / ₂ "	71'-4 ⁷ / ₈ "	122'-10 ¹ / ₂ "
G3	3753'-0"	120'-2 ⁷ / ₈ "	160'-1 ¹ / ₁₆ "	72'-2 ⁷ / ₈ "	124'-1 ¹ / ₁₆ "
G4	3744'-0"	120'-11 ¹ / ₂ "	161'-4 ¹ / ₁₆ "	72'-11 ¹ / ₂ "	125'-4 ¹ / ₁₆ "
G5	3735'-0"	121'-9 ¹ / ₄ "	162'-7 ¹ / ₂ "	73'-9 ¹ / ₄ "	126'-7 ¹ / ₂ "

* Note: Girder dimensions are measured horizontally along the centerline of the respective girder without account for vertical grade.

GIRDER ELEVATION - SPAN NO. 1
(460 (G1), 464 (G2), 466 (G3), 470 (G4), 472 (G5), 2332 Total)

SHEAR STUD VARIABLES				
Girder	A	B	C	D
G1	181	256	0'-7"	0'-5"
G2	183	258	0'-4"	0'-3"
G3	184	260	0'-7"	0'-6"
G4	186	263	0'-5"	0'-3"
G5	187	265	0'-8"	0'-6"



GIRDER ELEVATION - SPAN NO. 2
(630 (G1), 634 (G2), 638 (G3), 644 (G4), 648 (G5), 3194 Total)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02311000

WIN
023110.00

BRIDGE No. 1509
BRIDGE PLANS

DATE
8/21

BY
E. Beausoleil
S. Hodgdon

PROJ. MANAGER
M. Kersbergen

DESIGN-DETAILED
T. Poulin

CHECKED-REVIEWED
J. Wough

DESIGN-DETAILED
REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE
8/21

SIGNATURE

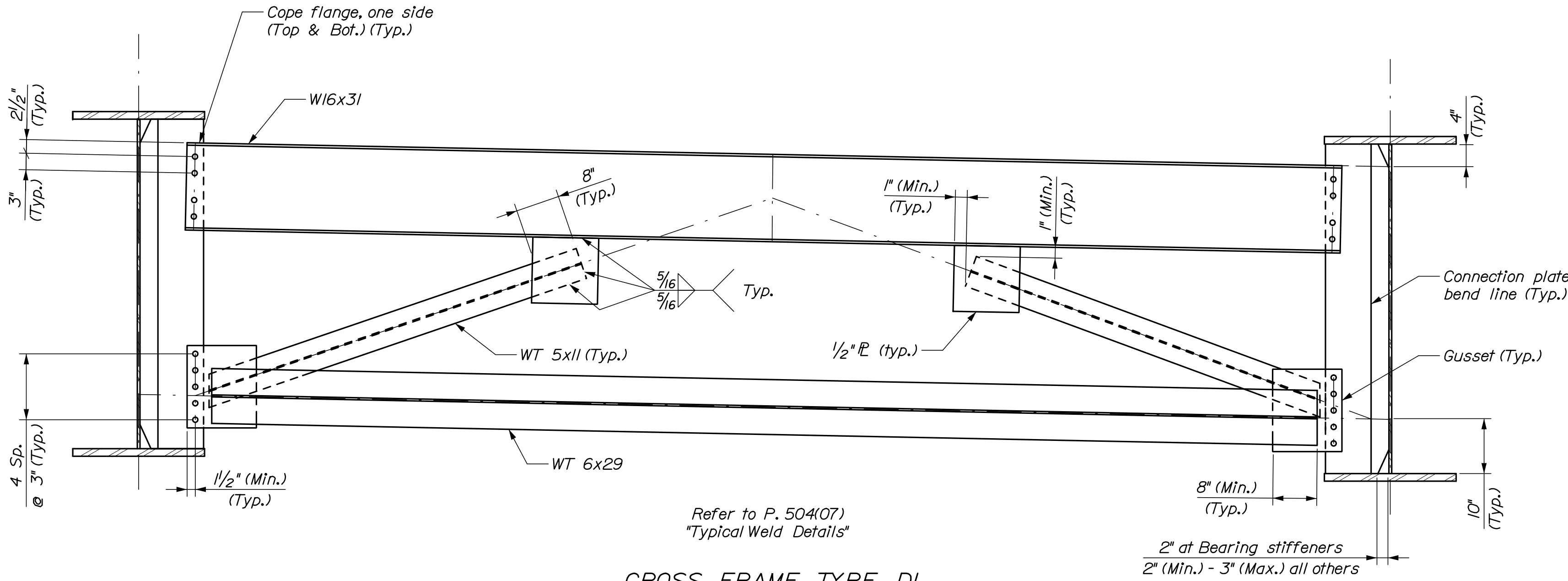
P.E. NUMBER

DATE

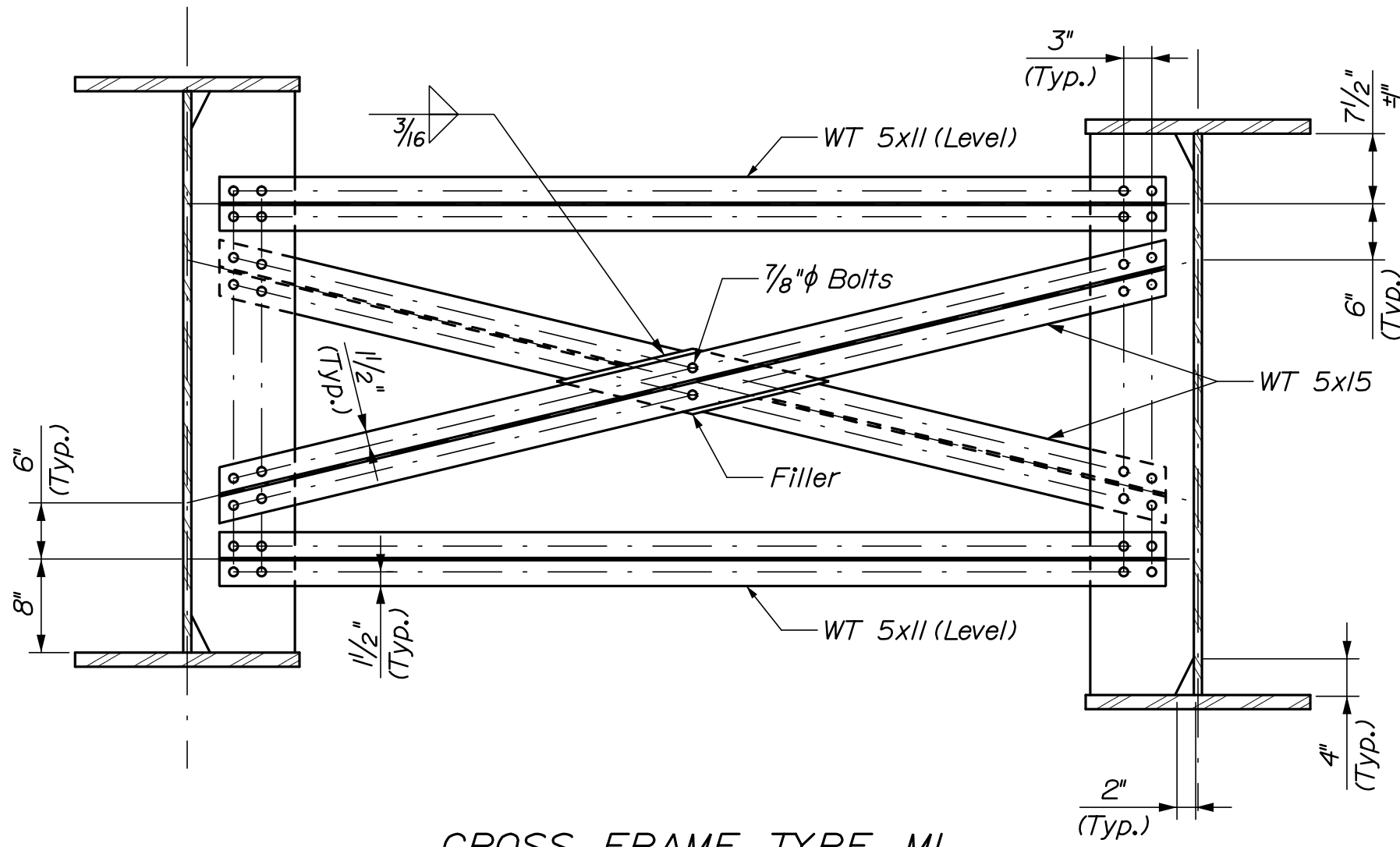
I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

GIRDER ELEVATION - SB

SHEET NUMBER
240
OF 312

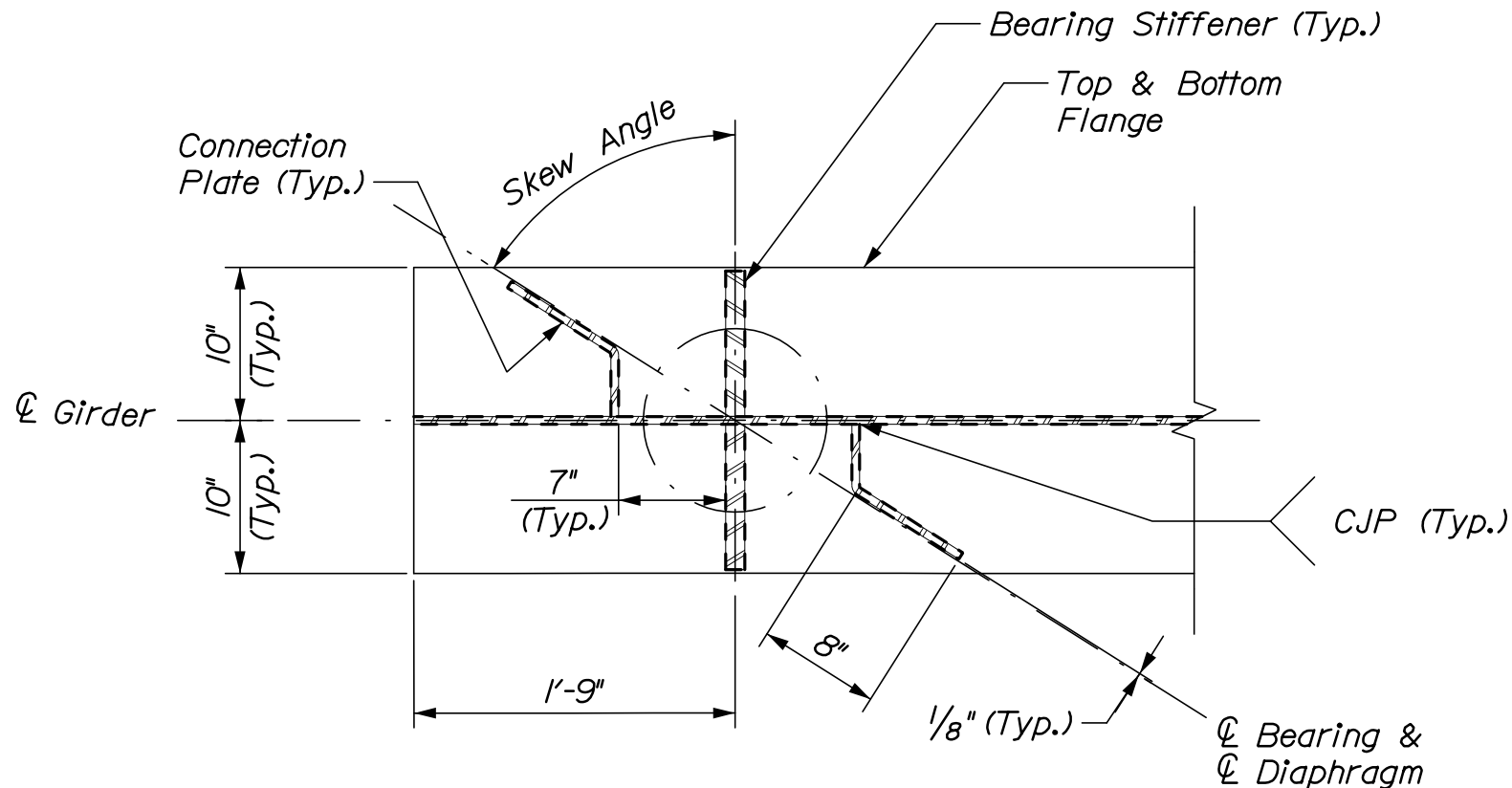


CROSS FRAME TYPE DI



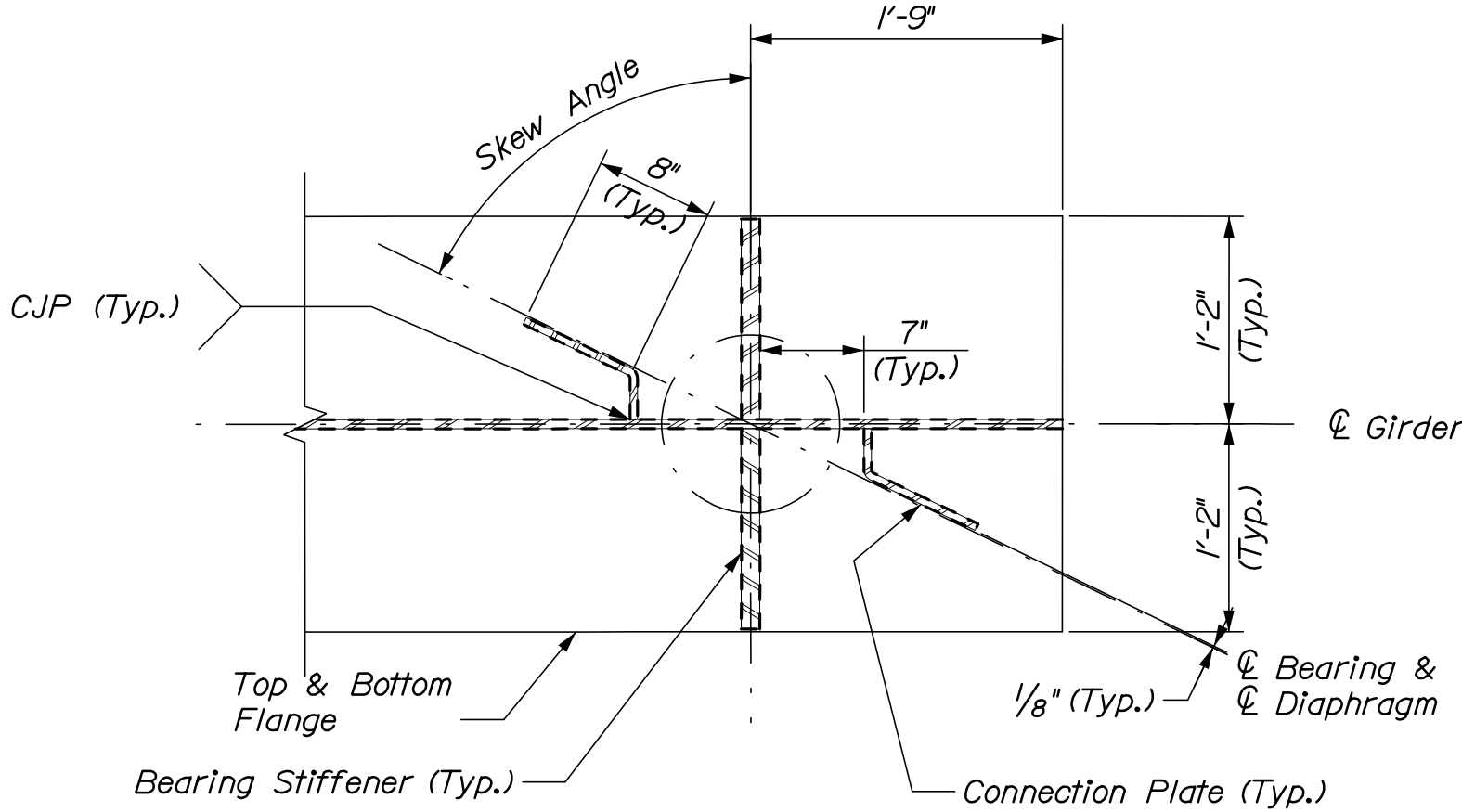
CROSS FRAME TYPE MI

(See Standard Detail 504(07) for connection details)



ABUTMENT 1 STIFFENER/CONNECTION PLATE AND CORNER CLIP DETAIL

(Omit bent connection plate on fascia side of G1 and G5)



ABUTMENT 2 STIFFENER/CONNECTION PLATE AND CORNER CLIP DETAIL

(Omit bent connection plate on fascia side of G1 and G5)

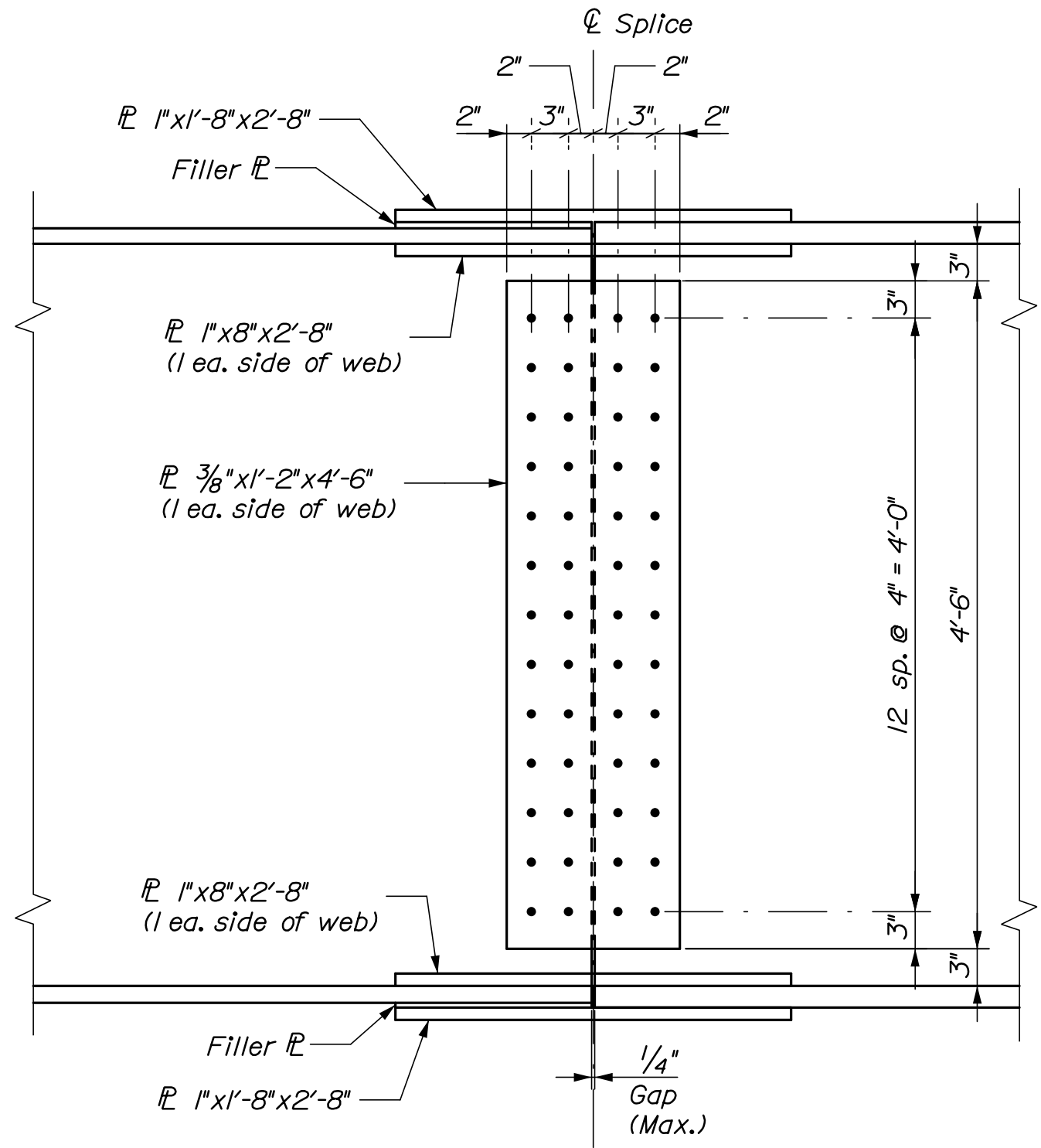
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02311000		BRIDGE PLANS	
	WIN		023110.00	
	Bridge No. 1509			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	PROJ. MANAGER	M. Kersbergen	BY	DATE
	DESIGN-DETAILED	T. Poulin	E. Beausoleil	8/21
	CHECKED-REVIEWED	J. Wough	S. Hodgson	8/21
	DESIGN-DETAILED			
	REVISIONS 1			
STRUCTURAL STEEL DETAILS I - SB	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			
SHEET NUMBER		241		
		OF 312		

Date:8/22/2021

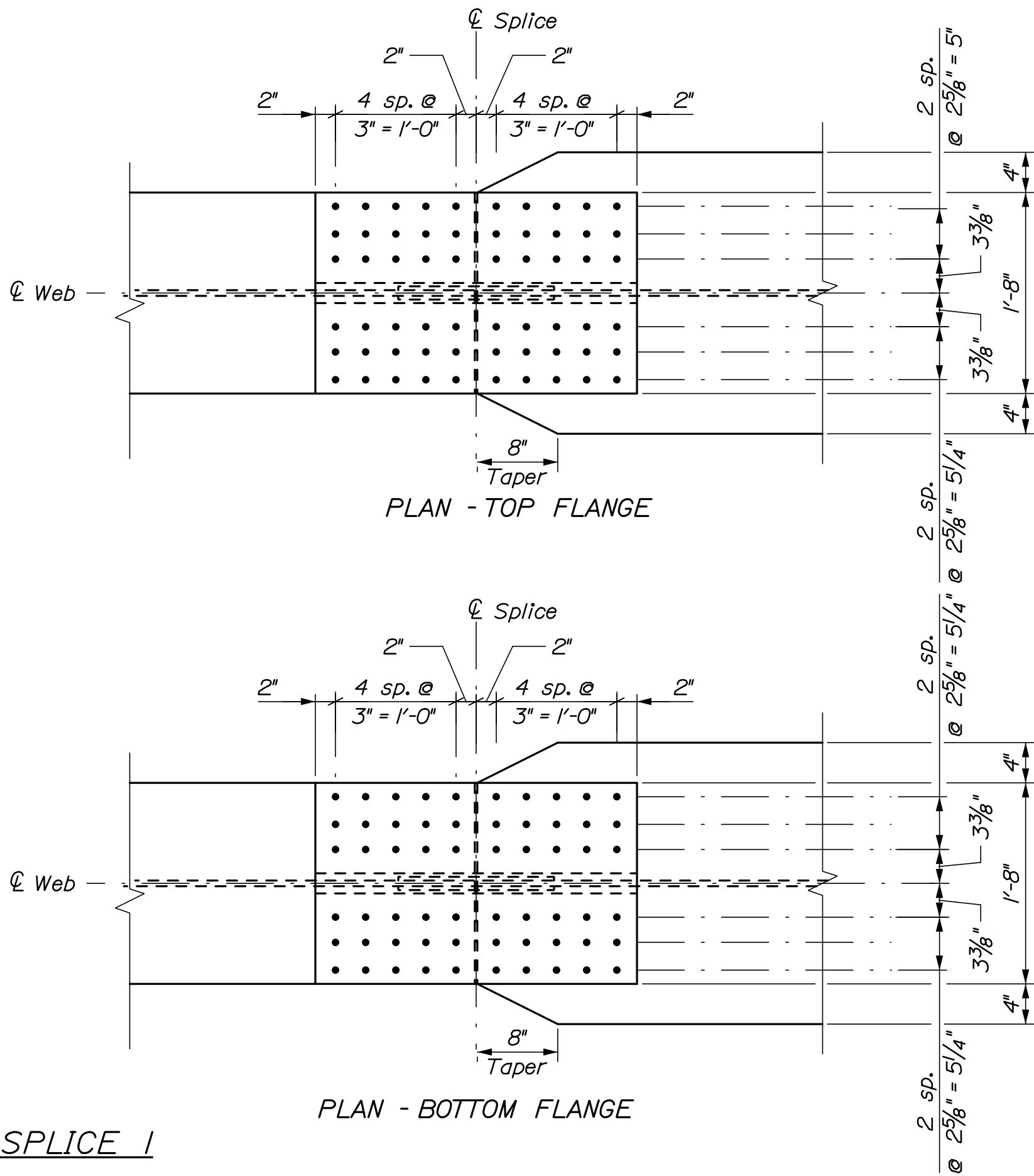
Username:

Division:

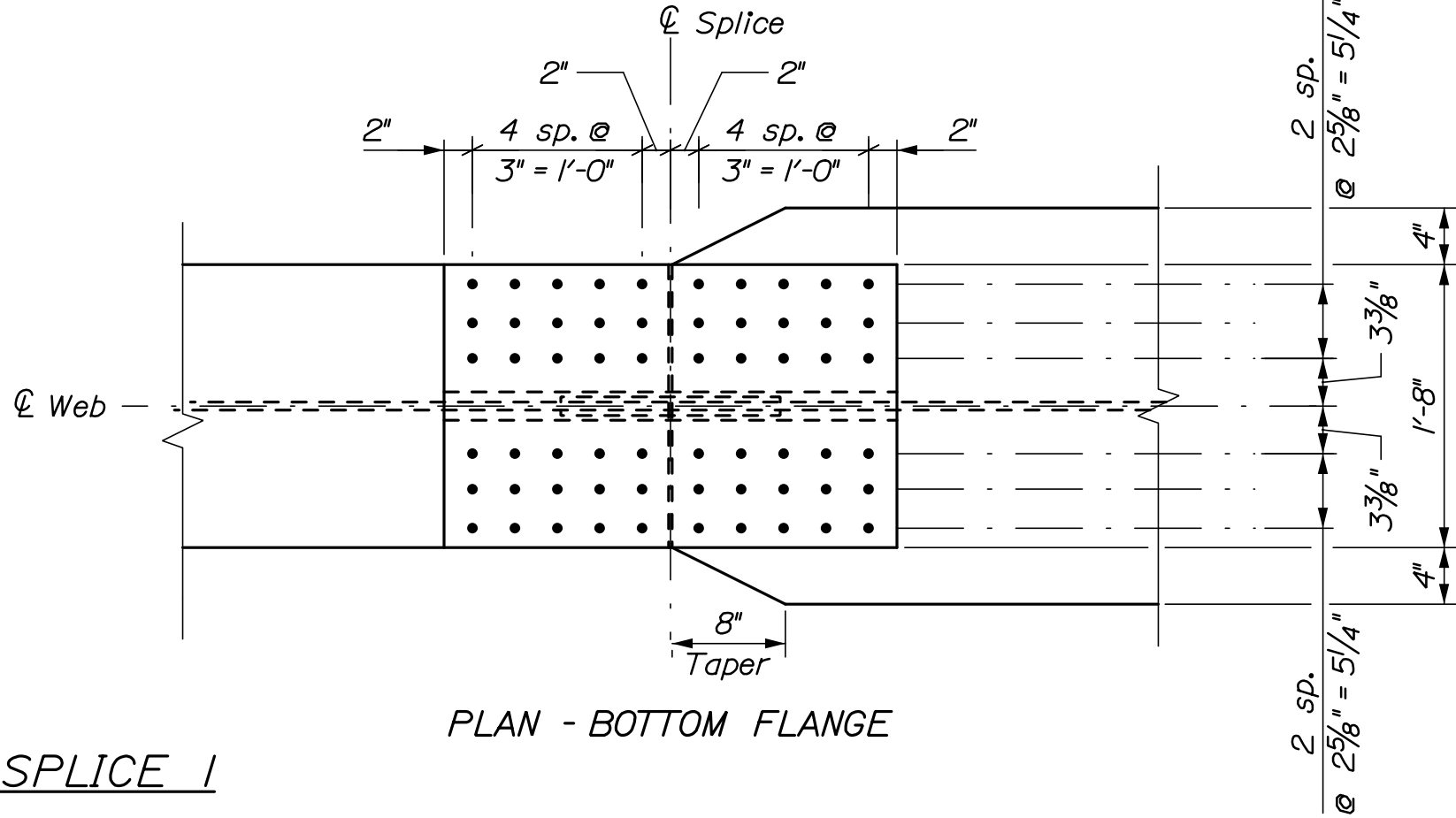
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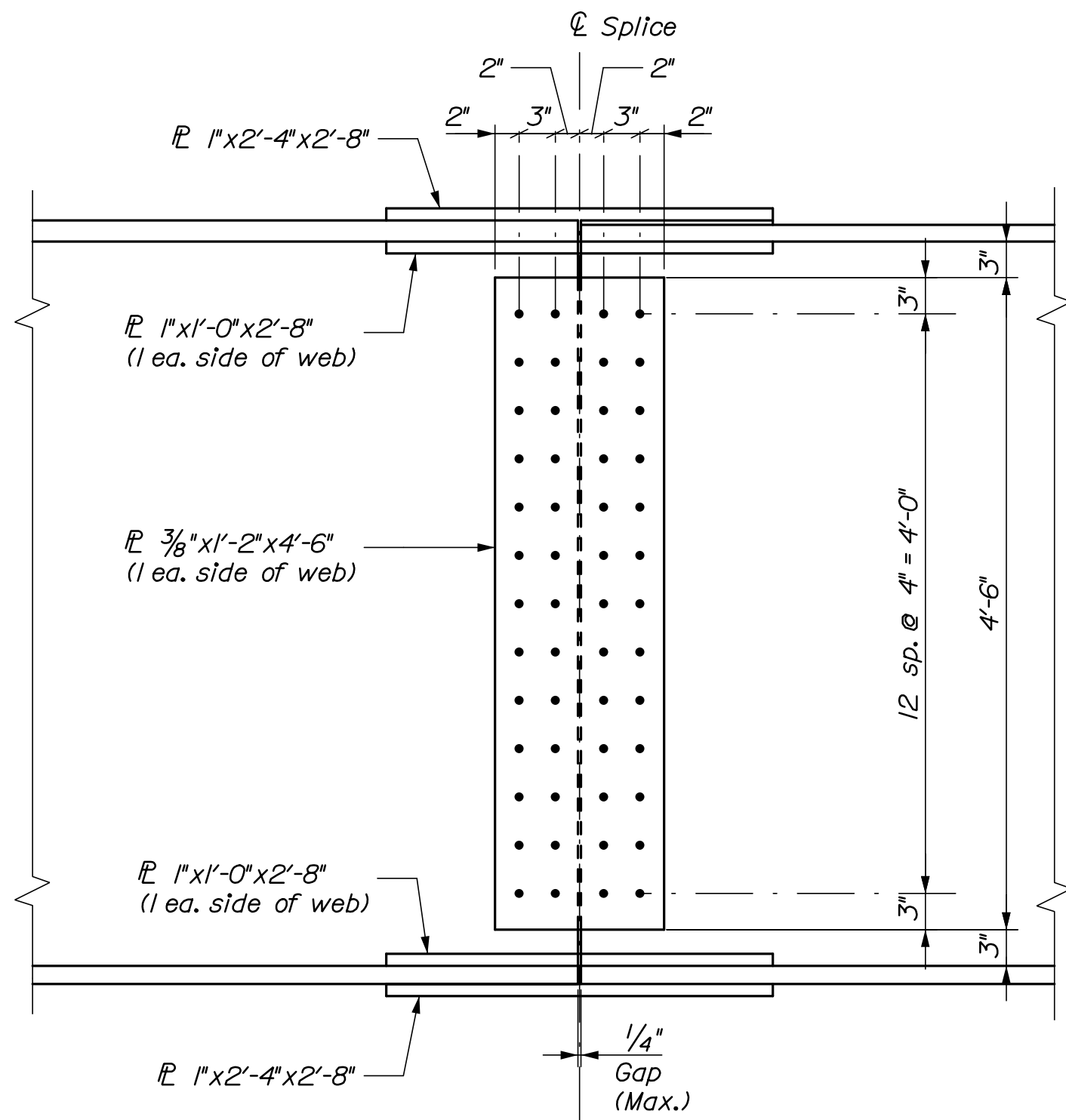
ELEVATION



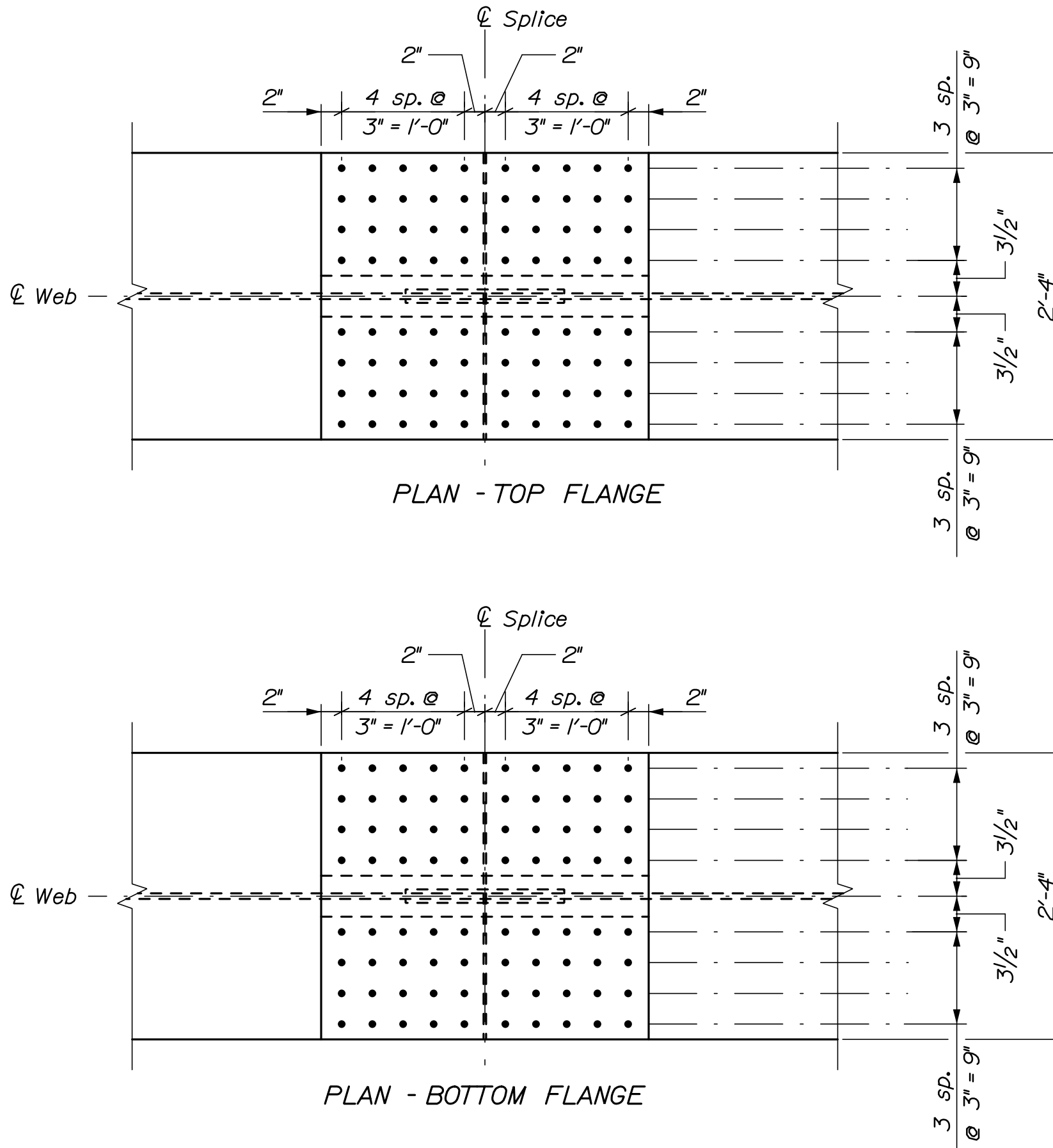
PLAN - TOP FLANGE



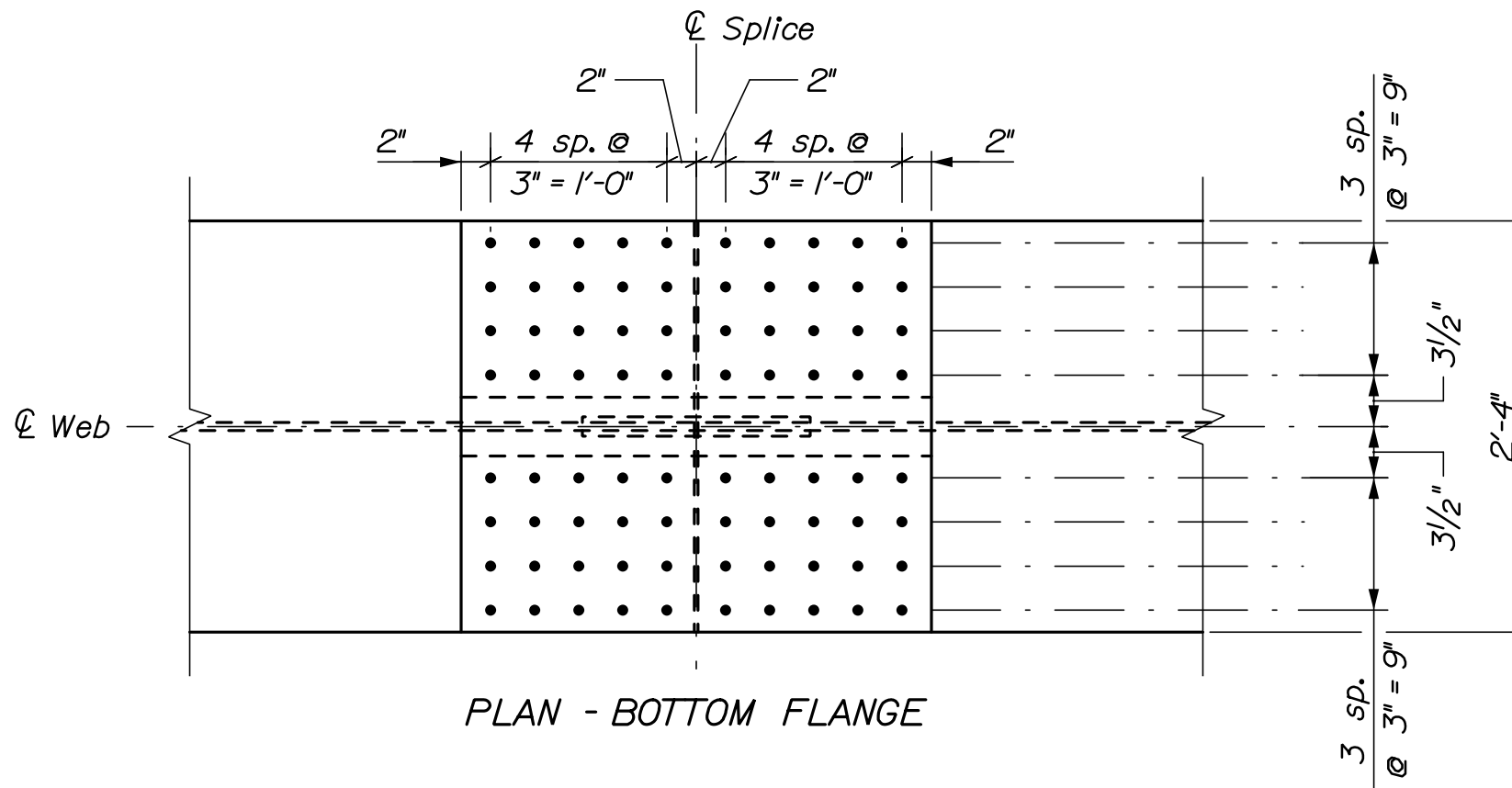
PLAN - BOTTOM FLANGE



ELEVATION



PLAN - TOP FLANGE



PLAN - BOTTOM FLANGE

BOLTED FIELD SPLICE 1

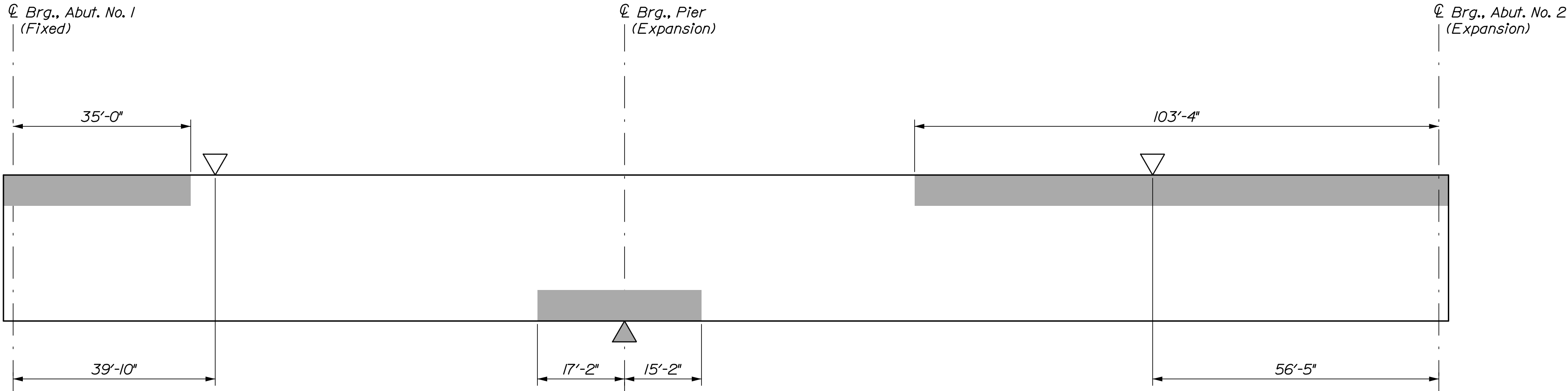
BOLTED FIELD SPLICE 2

Date:8/22/2021

Username:

Division:

Filename: 243_Structural SteelDetails III - SB.dgn



Indicates areas always in compression. All other areas are in tension or have stress reversals.

Point of Maximum Positive Moment

Point of Maximum Negative Moment

GIRDER STRESS DIAGRAM

TABLE OF DEFLECTIONS ~ GIRDER 1(Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.06	-0.09	-0.11	-0.11	-0.10	-0.06	-0.03	0.00	0.01	0.00	-0.14	-0.33	-0.53	-0.70	-0.80	-0.81	-0.73	-0.55	-0.30	0.00
Fluid Dead Load	0.00	-0.21	-0.37	-0.47	-0.50	-0.47	-0.37	-0.24	-0.12	-0.04	0.00	-0.29	-0.69	-1.12	-1.50	-1.74	-1.78	-1.61	-1.22	-0.67	0.00
Superimposed Dead Load	0.00	-0.13	-0.23	-0.30	-0.31	-0.29	-0.23	-0.16	-0.08	-0.03	0.00	-0.15	-0.35	-0.57	-0.77	-0.89	-0.92	-0.84	-0.66	-0.37	0.00

TABLE OF DEFLECTIONS ~ GIRDER 2 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.05	-0.07	-0.09	-0.08	-0.06	-0.03	0.00	0.02	0.02	0.00	-0.16	-0.34	-0.52	-0.66	-0.73	-0.73	-0.64	-0.47	-0.25	0.00
Fluid Dead Load	0.00	-0.18	-0.31	-0.39	-0.40	-0.35	-0.26	-0.15	-0.06	-0.01	0.00	-0.33	-0.73	-1.14	-1.46	-1.63	-1.63	-1.44	-1.08	-0.58	0.00
Superimposed Dead Load	0.00	-0.09	-0.15	-0.15	-0.19	-0.16	-0.11	-0.05	-0.01	0.01	0.00	-0.15	-0.34	-0.53	-0.68	-0.76	-0.75	-0.66	-0.48	-0.25	0.00

TABLE OF DEFLECTIONS ~ GIRDER 3 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.04	-0.06	-0.06	-0.05	-0.03	0.00	0.02	0.03	0.03	0.00	-0.16	-0.34	-0.52	-0.65	-0.73	-0.72	-0.64	-0.48	-0.25	0.00
Fluid Dead Load	0.00	-0.16	-0.27	-0.32	-0.32	-0.27	-0.19	-0.09	-0.02	0.02	0.00	-0.34	-0.75	-1.15	-1.46	-1.63	-1.63	-1.45	-1.09	-0.58	0.00
Superimposed Dead Load	0.00	-0.07	-0.11	-0.13	-0.12	-0.10	-0.06	-0.02	0.01	0.02	0.00	-0.14	-0.32	-0.50	-0.64	-0.72	-0.73	-0.65	-0.48	-0.26	0.00
	0.00																				

TABLE OF DEFLECTIONS ~ GIRDER 4 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.03	-0.05	-0.05	-0.03	-0.01	0.02	0.04	0.04	0.03	0.00	-0.17	-0.37	-0.56	-0.71	-0.79	-0.79	-0.70	-0.52	-0.28	0.00
Fluid Dead Load	0.00	-0.14	-0.23	-0.28	-0.27	-0.22	-0.13	-0.05	0.01	0.03	0.00	-0.37	-0.81	-1.25	-1.59	-1.78	-1.78	-1.57	-1.18	-0.63	0.00
Superimposed Dead Load	0.00	-0.06	-0.09	-0.11	-0.11	-0.09	-0.06	-0.02	0.01	0.01	0.00	-0.15	-0.36	-0.57	-0.74	-0.85	-0.87	-0.78	-0.59	-0.32	0.00

TABLE OF DEFLECTIONS ~ GIRDER 5 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.03	-0.04	-0.03	-0.02	0.01	0.05	0.07	0.08	0.06	0.00	-0.21	-0.45	-0.68	-0.85	-0.94	-0.92	-0.80	-0.59	-0.32	0.00
Fluid Dead Load	0.00	-0.13	-0.21	-0.25	-0.22	-0.15	-0.05	0.04	0.10	0.09	0.00	-0.44	-0.99	-1.50	-1.89	-2.09	-2.05	-1.78	-1.32	-0.70	0.00
Superimposed Dead Load	0.00	-0.07	-0.13	-0.16	-0.15	-0.12	-0.07	-0.01	0.02	0.03	0.00	-0.22	-0.51	-0.80	-1.02	-1.16	-1.15	-1.01	-0.76	-0.41	0.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02311000

WIN
023110.00

BRIDGE No. 1509
BRIDGE PLANS

PROJ. MANAGER
M. Kersbergen

CHECKED-REVIEWED
T. Poulin
S. Hodgdon

DESIGN-DETAILED
J. Wough

DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4

DATE
8/21
8/21

BY
E. Beausoleil
S. Hodgdon

DATE

SIGNATURE

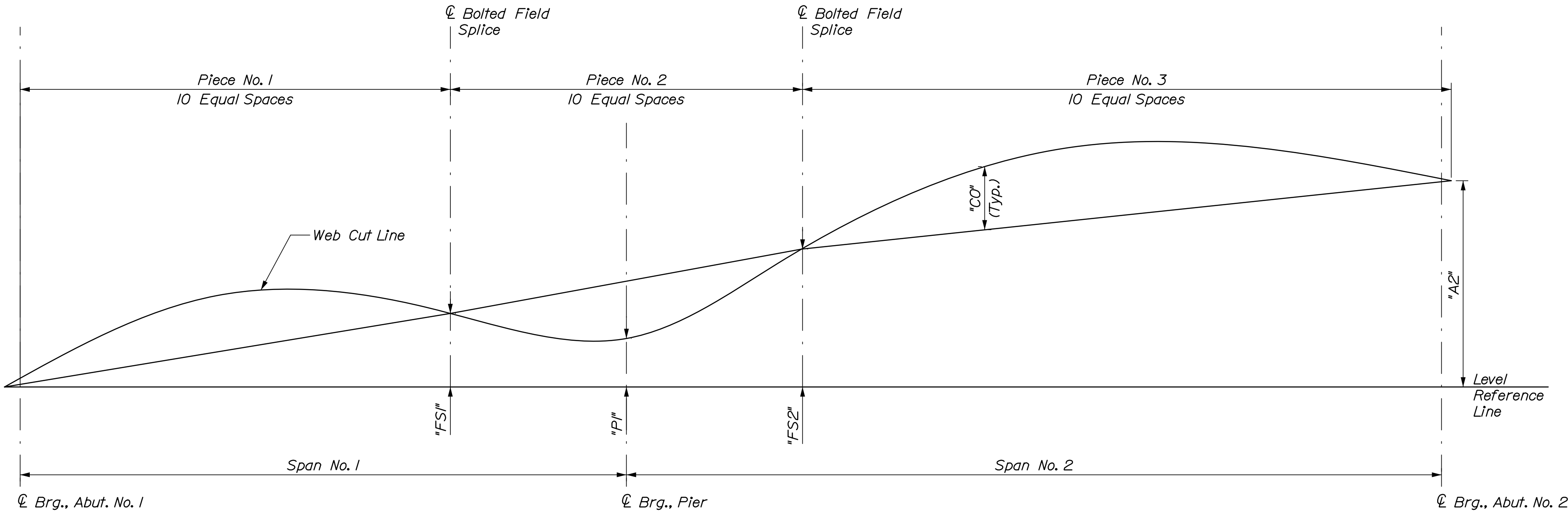
P.E. NUMBER

DATE

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

STRUCTURAL STEEL
DETAILS III - SB

SHEET NUMBER
243
OF 312



CAMBER DIAGRAM
(N.T.S.)

TABLE OF CAMBER DIMENSIONS (Inches)						
GIRDER	"A"	"FS"	"P"	"FS2"	"A2"	GIRDER
G1	0.00	15.20	20.19	25.16	30.17	G1
G2	0.00	13.94	18.84	23.57	27.57	G2
G3	0.00	10.58	15.26	19.71	22.74	G3
G4	0.00	8.61	13.00	17.27	19.15	G4
G5	0.00	7.77	11.87	16.32	16.68	G5

Girder	TABLE OF CAMBER ORDINATES "CO" (INCHES)																					Girder
	"A"	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	"FS"	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	"FS2"	
G1	0.00	0.20	0.38	0.56	0.70	0.75	0.72	0.64	0.47	0.27	0.00	-0.10	-0.23	-0.38	-0.52	-0.64	-0.64	-0.52	-0.39	-0.18	0.00	G1
G2	0.00	0.37	0.68	0.93	1.11	1.22	1.26	1.28	1.17	0.60	0.00	-0.09	-0.22	-0.34	-0.46	-0.55	-0.54	-0.42	-0.29	-0.14	0.00	G2
G3	0.00	0.31	0.58	0.76	0.89	0.97	0.97	0.80	0.58	0.31	0.00	-0.08	-0.19	-0.30	-0.41	-0.50	-0.50	-0.39	-0.25	-0.11	0.00	G3
G4	0.00	0.14	0.23	0.21	0.20	0.31	0.35	0.33	0.26	0.15	0.00	-0.09	-0.20	-0.32	-0.43	-0.51	-0.52	-0.42	-0.27	-0.12	0.00	G4
G5	0.00	-0.22	-0.36	-0.09	0.10	0.24	0.31	0.31	0.25	0.15	0.00	-0.16	-0.35	-0.51	-0.66	-0.76	-0.78	-0.61	-0.40	-0.17	0.00	G5

Girder	TABLE OF CAMBER ORDINATES "CO" (INCHES)											Girder
	"FS2"	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	"A2"	
G1	0.00	1.17	2.18	2.96	3.45	3.64	3.50	3.02	2.24	1.22	0.00	G1
G2	0.00	1.09	2.03	2.71	3.13	3.25	3.09	2.64	1.93	1.04	0.00	G2
G3	0.00	1.10	2.02	2.71	3.13	3.27	3.10	2.67	1.98	1.05	0.00	G3
G4	0.00	-0.05	1.09	2.00	2.60	2.90	2.87	2.53	1.89	1.03	0.00	G4
G5	0.00	1.39	2.56	3.42	3.92	4.08	3.83	3.28	2.40	1.29	0.00	G5

Girder	BOTTOM OF SLAB ELEVATIONS																				Girder	
	℄ Brg. Abut. No. 1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	℄ Brg. Pier 1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L		℄ Brg. Abut. No. 2
G1	85.49	85.72	85.96	86.18	86.38	86.57	86.75	86.86	86.96	87.07	87.17	87.34	87.51	87.67	87.82	87.94	88.02	88.07	88.08	88.05	88.00	G1
G2	85.91	86.15	86.37	86.58	86.78	86.95	87.07	87.17	87.27	87.38	87.48	87.64	87.80	87.95	88.08	88.18	88.25	88.28	88.28	88.25	88.21	G2
G3	85.95	86.13	86.30	86.46	86.60	86.72	86.83	86.93	87.02	87.12	87.22	87.37	87.52	87.66	87.78	87.87	87.92	87.95	87.94	87.90	87.84	G3
G4	85.87	86.00	86.12	86.25	86.37	86.48	86.58	86.68	86.77	86.86	86.95	87.09	87.24	87.37	87.49	87.57	87.62	87.63	87.60	87.54	87.46	G4
G5	85.68	85.75	85.89	86.02	86.14	86.24	86.33	86.41	86.50	86.58	86.67	86.82	86.97	87.11	87.22	87.29	87.32	87.31	87.26	87.18	87.07	G5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02311000

02311000
WIN
023110.00
Bridge No. 1509
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
CAMBER DIAGRAM AND
B.O. SLAB ELEVATIONS - SB

SHEET NUMBER
244
OF 312

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
E. Benoit
S. Hodgson

DATE
8/21
8/21

SIGNATURE
P.E. NUMBER
DATE

Filename: 245_Superstructure Plan - SB.dan



1. The theoretical blocking used for design of the structure is 4.5 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(O3) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
4. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.
6. The use of precast deck panels will not be allowed on this project.
7. Superstructure reinforcing shall be stainless steel unless noted otherwise.
8. Permanent Concrete Barrier Type III B shall have full perimeter $\frac{3}{4}$ " chamfered dummy joints spaced at a maximum of 20'-0" on center. Contraction joints shall be no more than 40'-0" on center and chamfers shall be similar to dummy joints.

HNTB



OF 312

FASCIA OFFSET PLAN - SB

PROJ. MANAGER	M. Kersbergen	BY	DATE
DESIGN-DETAILED	J. Wough	E. Beausoleil	8/21
CHECKED-REVIEWED	I. Poulin	S. Hodgdon	8/21
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

DEPARTMENT OF TRANSPORTATION

Bridge No. 1509

WIN

023110.00

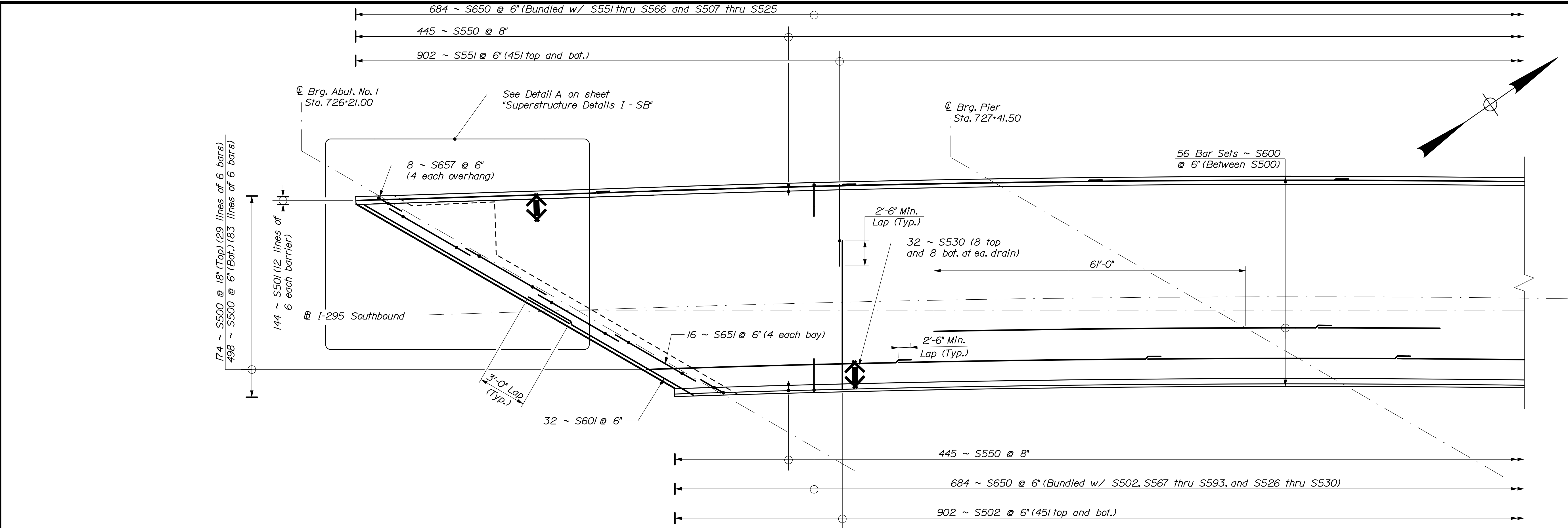
BRIDGE PLANS

Date:8/27/2021

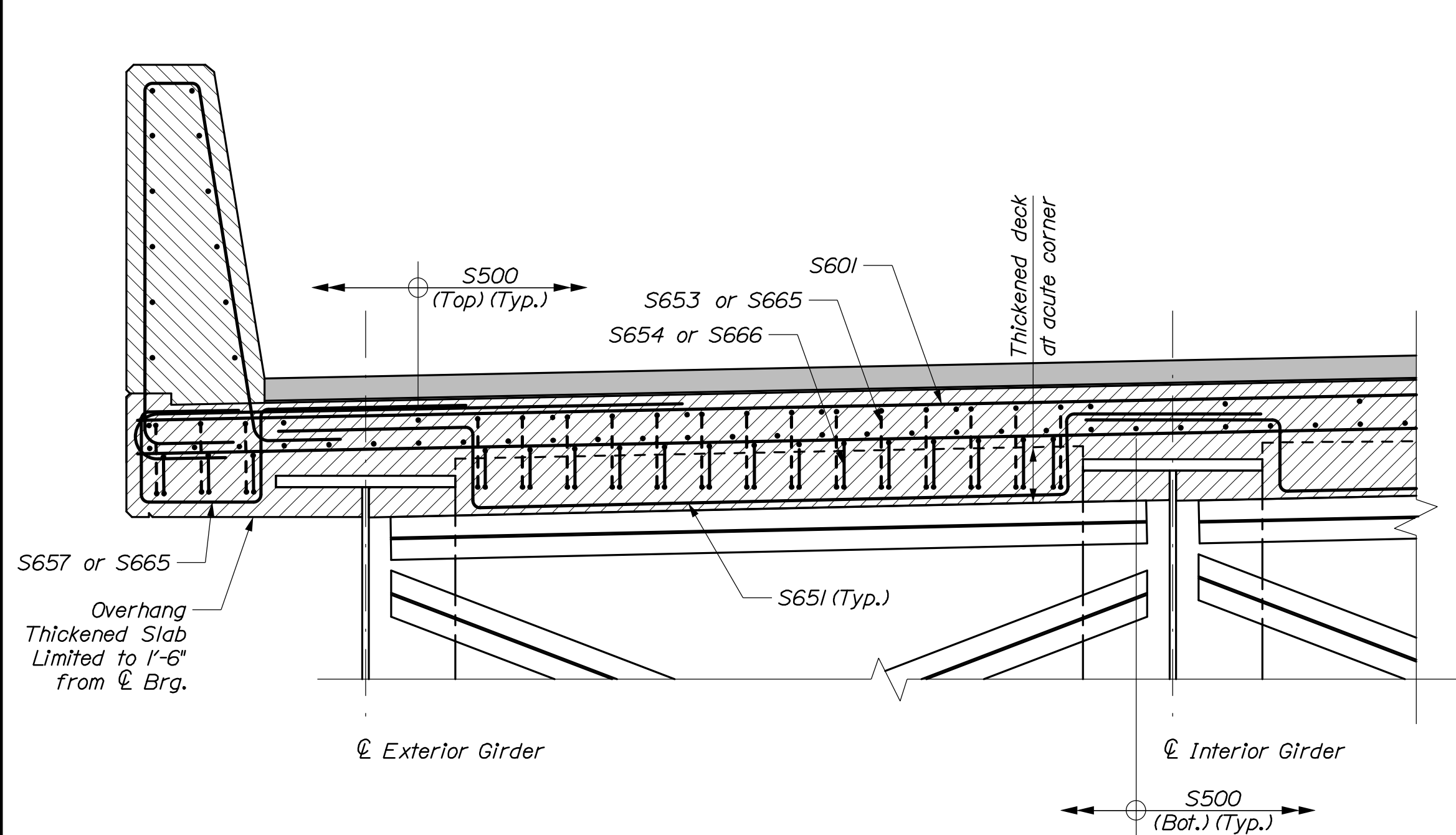
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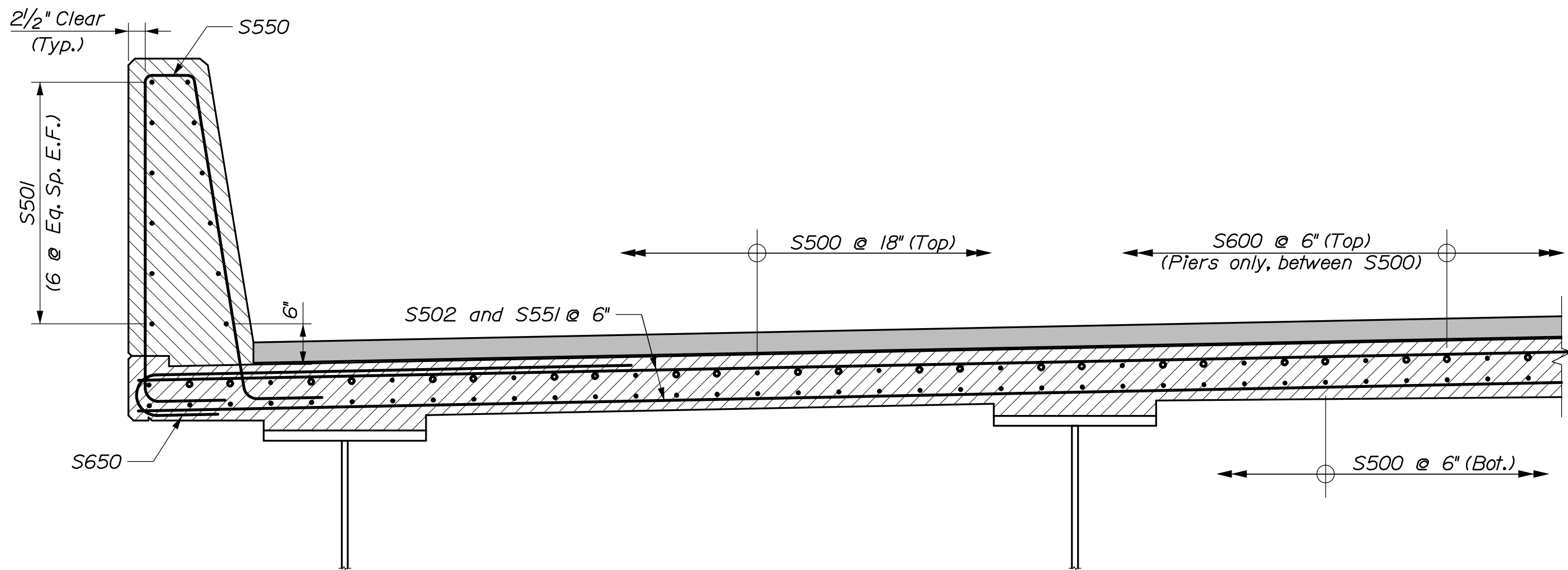
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SPAN 1 - SUPERSTRUCTURE PLAN



THICKENED DECK SLAB DETAIL



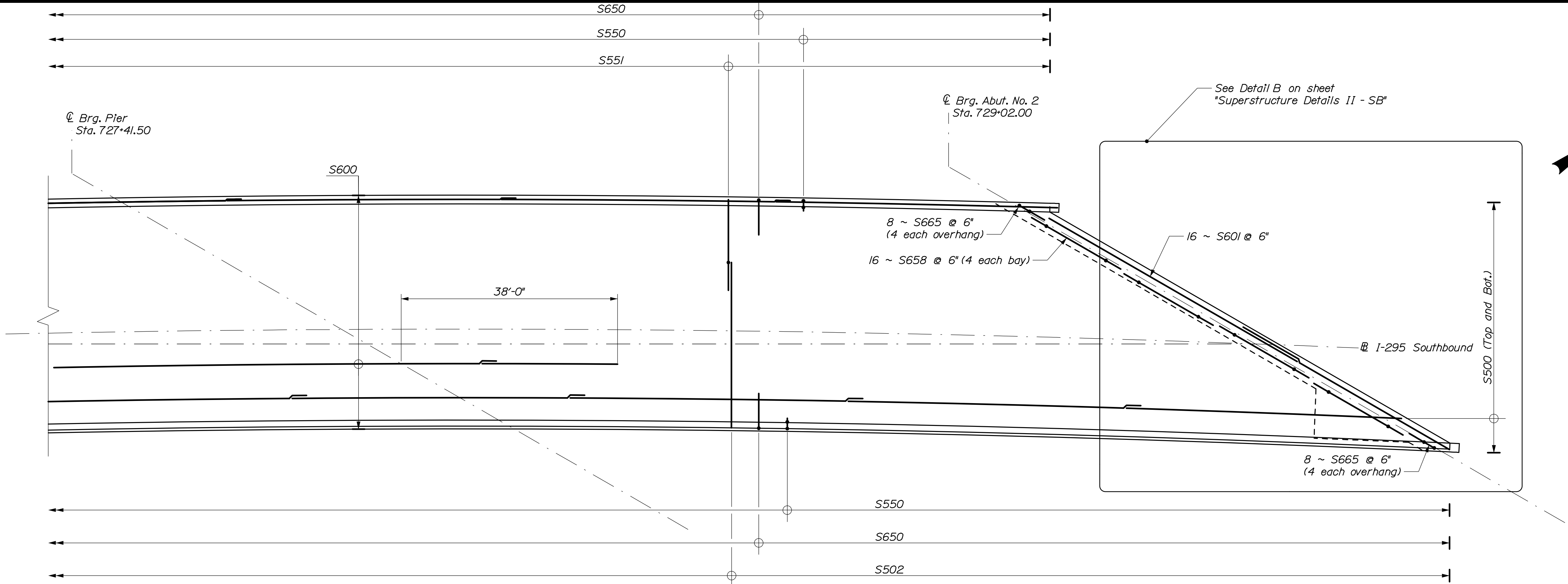
PARTIAL TRANSVERSE REINFORCING SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02311000
WIN 023110.00
Bridge No. 1509
BRIDGE PLANS

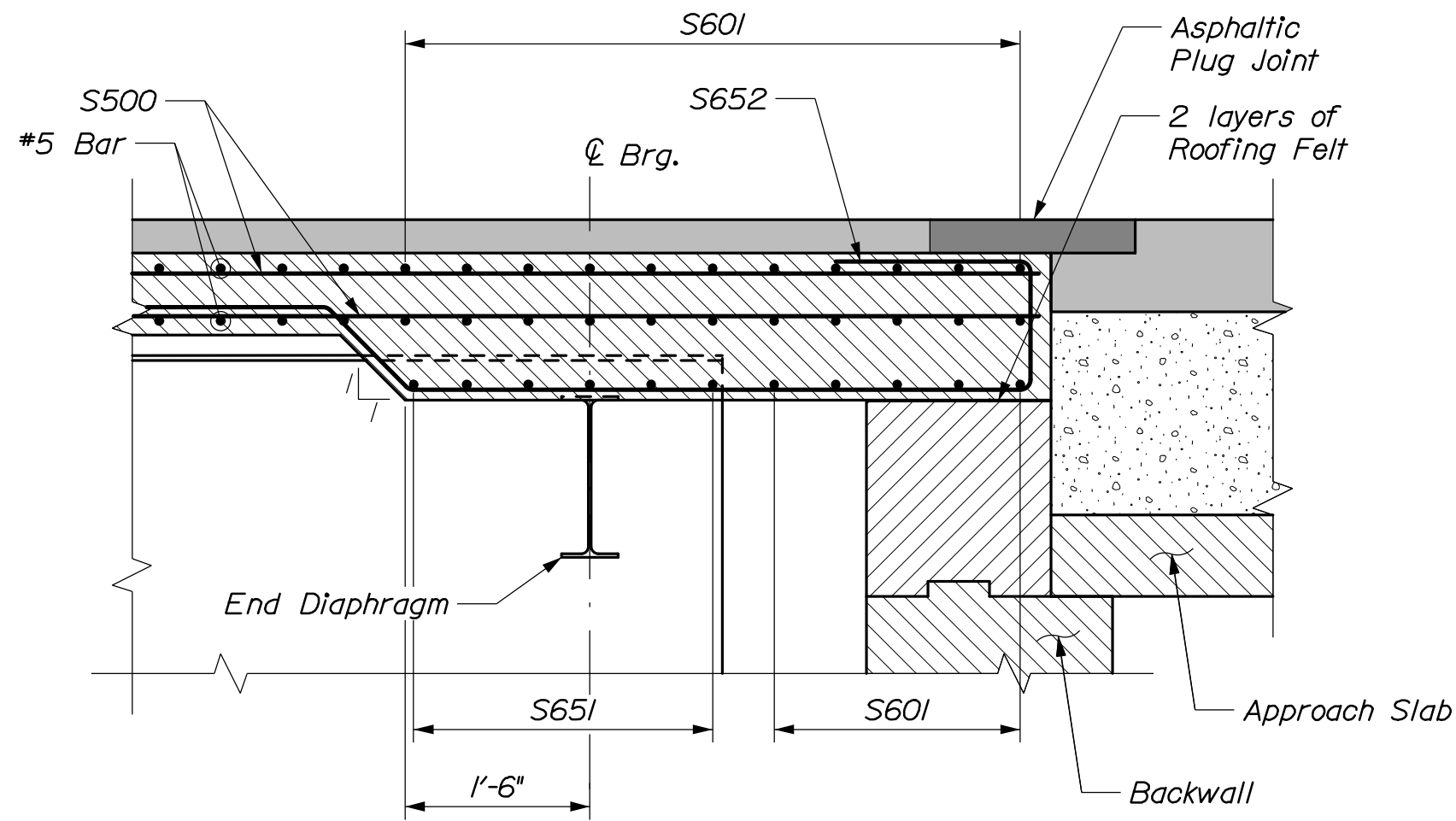
PROJ. MANAGER	M. Kersbergen	BY	DATE
DESIGN-DETAILED	J. McCauley	E. Beausoleil	8/21
CHECKED-REVIEWED	T. Poulin	S. Hoogdonk	8/21
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
SUPERSTRUCTURE REINF. SB SPAN 1 - PLAN

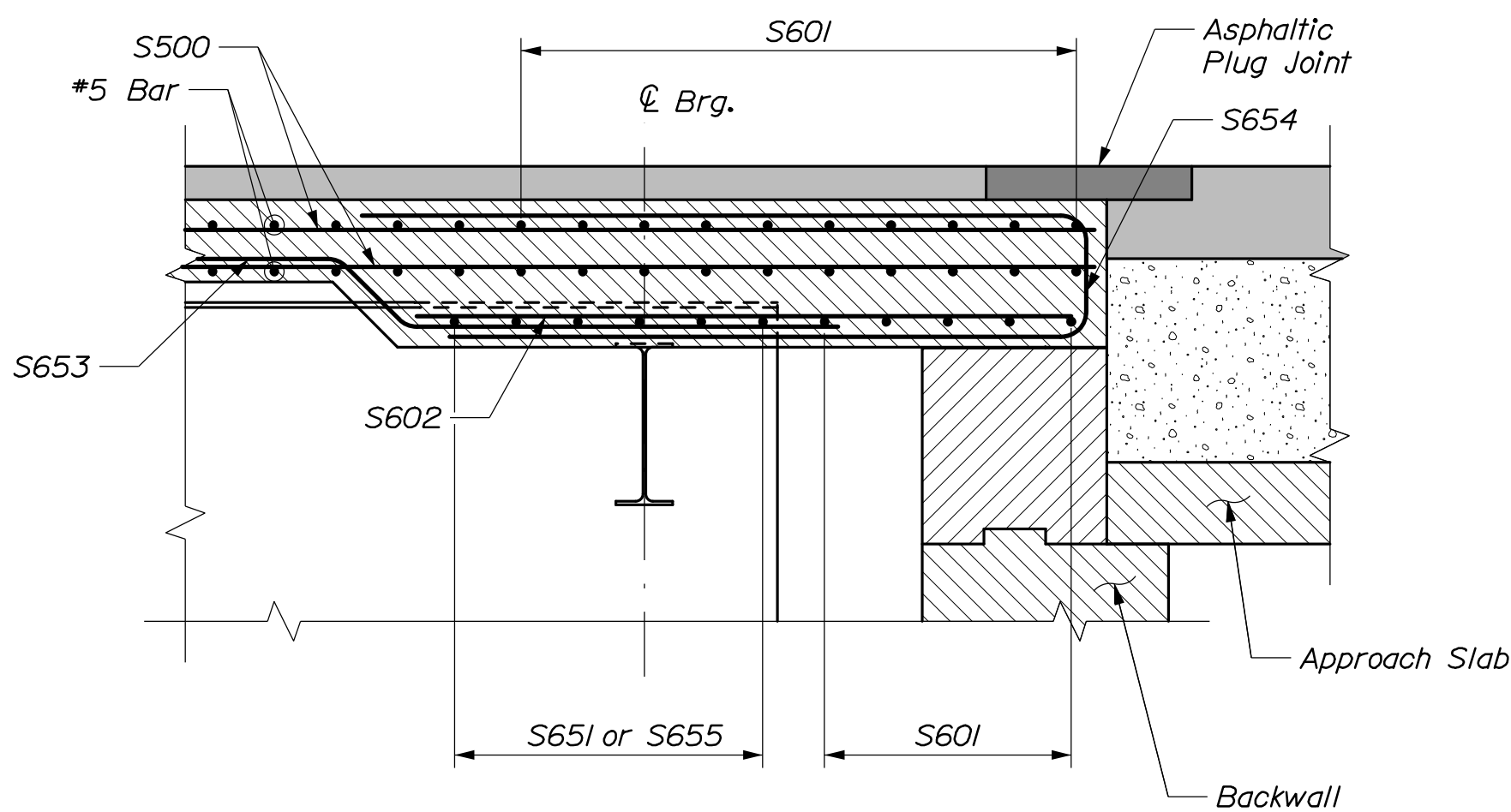
SHEET NUMBER
247
OF 312



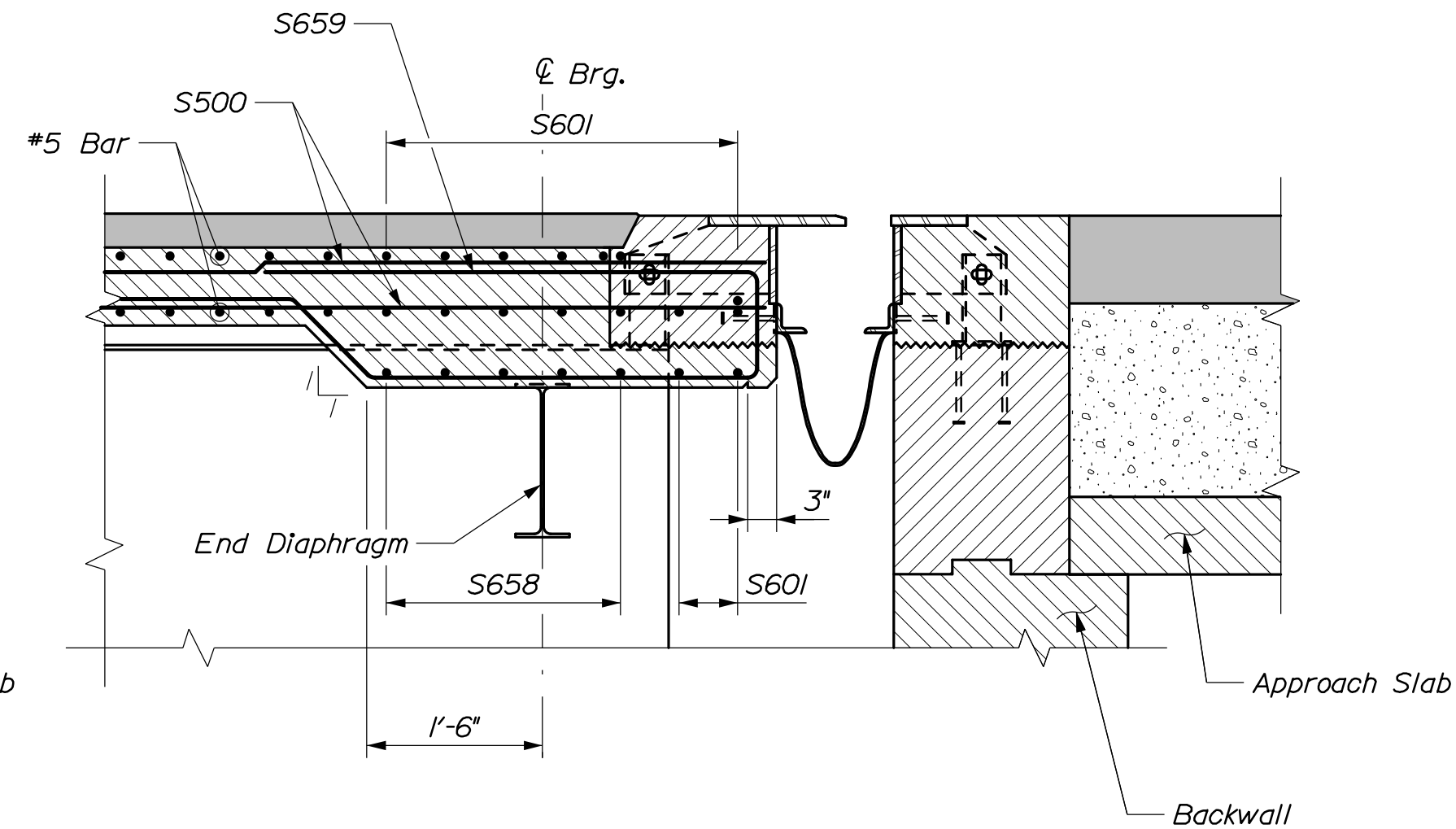
SPAN 2 - SUPERSTRUCTURE PLAN



SLAB OVER BACKWALL
(Section cut perpendicular to Abutment 1)

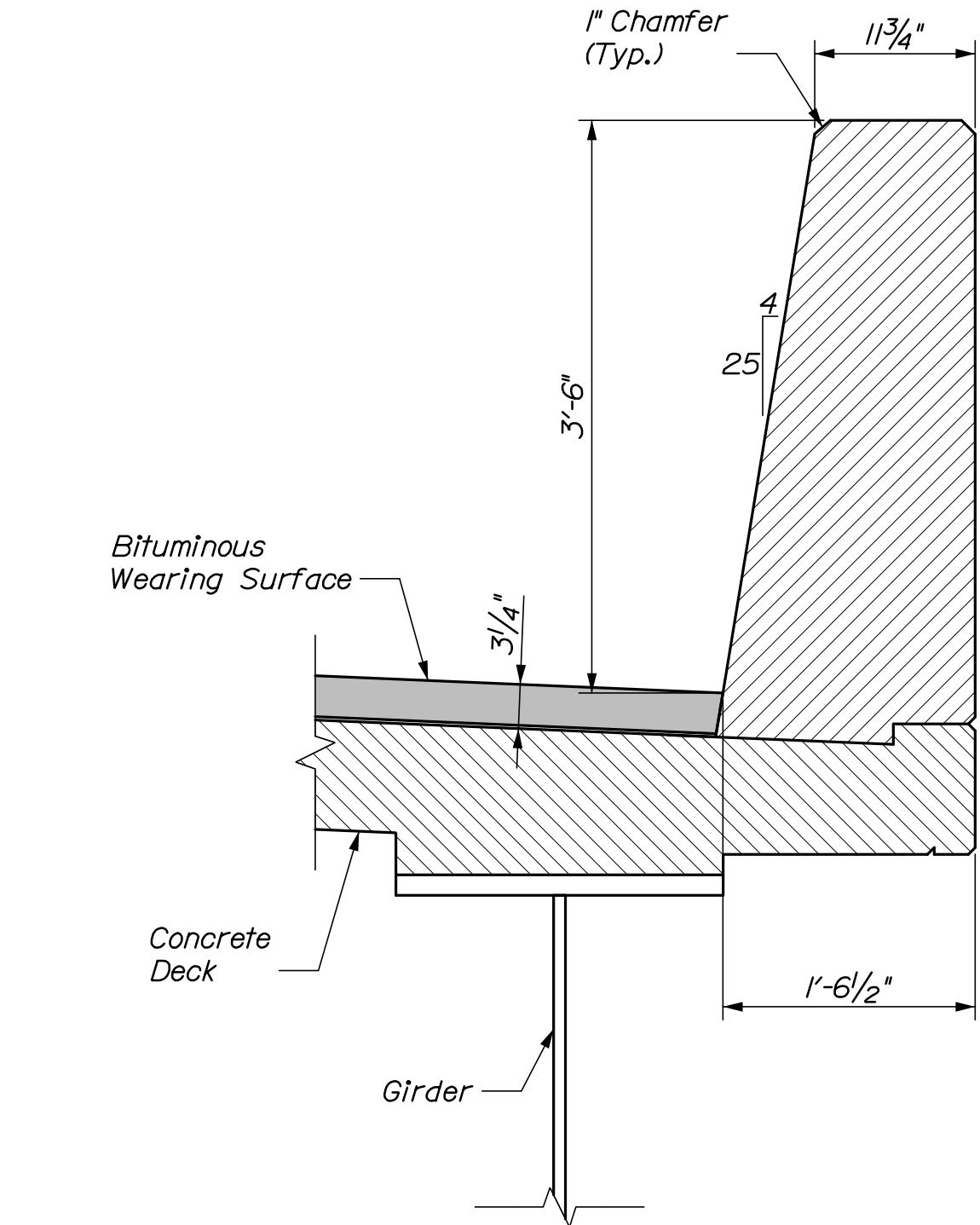


ACUTE CORNER THICKENED SLAB DETAIL
(Abut. 1 Shown, Abut. 2 Similar)

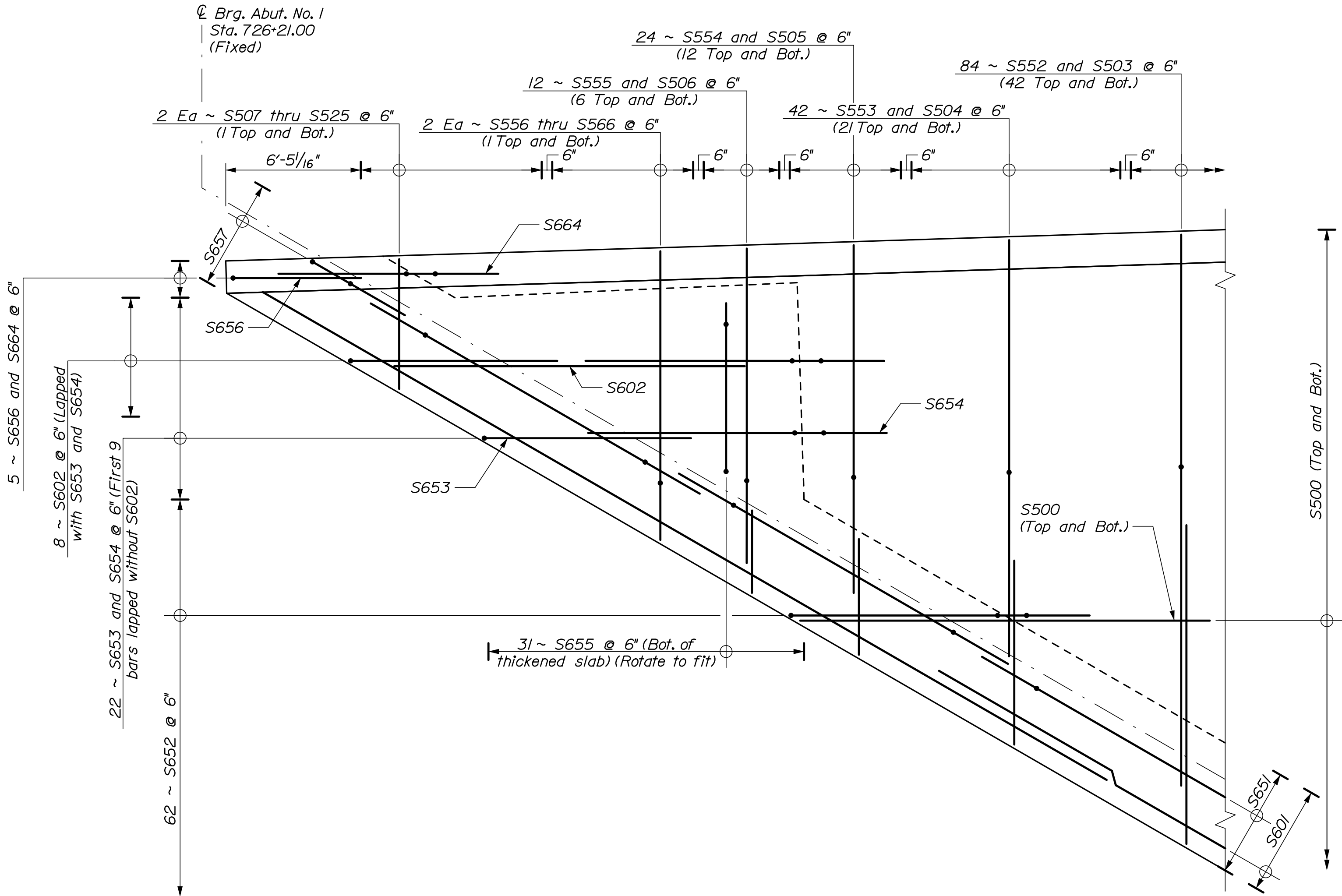


JOINT OPENING DETAIL
(Section cut perpendicular to Abutment 2)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02311000		WIN		023110.00		BRIDGE PLANS	
	02311000		WIN		023110.00		BRIDGE PLANS	
	02311000		WIN		023110.00		BRIDGE PLANS	
	02311000		WIN		023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND SUPERSTRUCTURE REINF. SB SPAN 2 - PLAN		PROJ. MANAGER	M. Kersbergen	BY	E. Bousquet	DATE	8/21	SIGNATURE
		DESIGNED	J. McCauley	BY	S. Hodgson	DATE	8/21	P.E. NUMBER
		CHECKED	T. Poirier	BY		DATE		DATE
		DESIGNED		BY		DATE		
		REVISIONS	1	BY		DATE		
SHEET NUMBER 248 OF 312		REVISIONS	2	BY		DATE		
		REVISIONS	3	BY		DATE		
		REVISIONS	4	BY		DATE		
		FIELD CHANGES		BY		DATE		

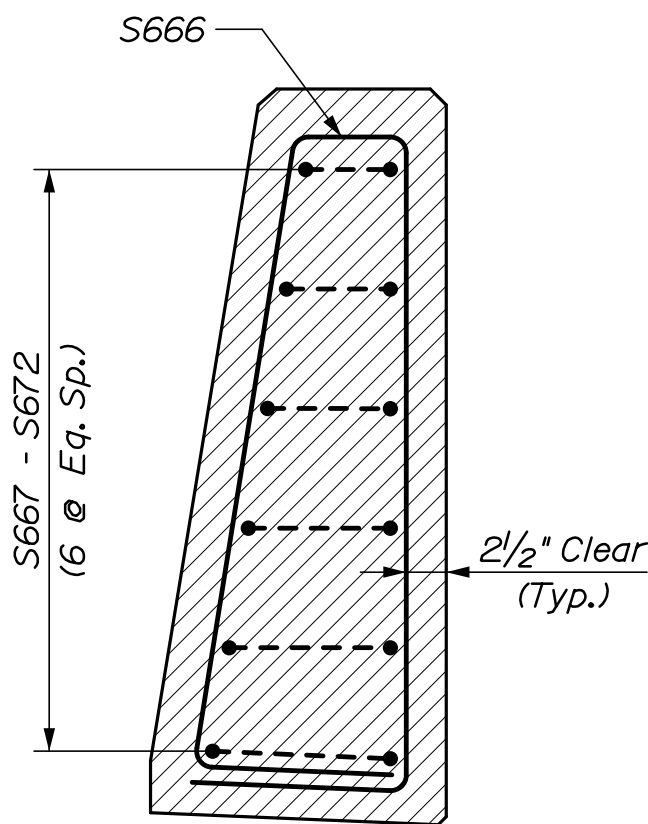


PERMANENT CONCRETE BARRIER TYPE III B - DETAIL

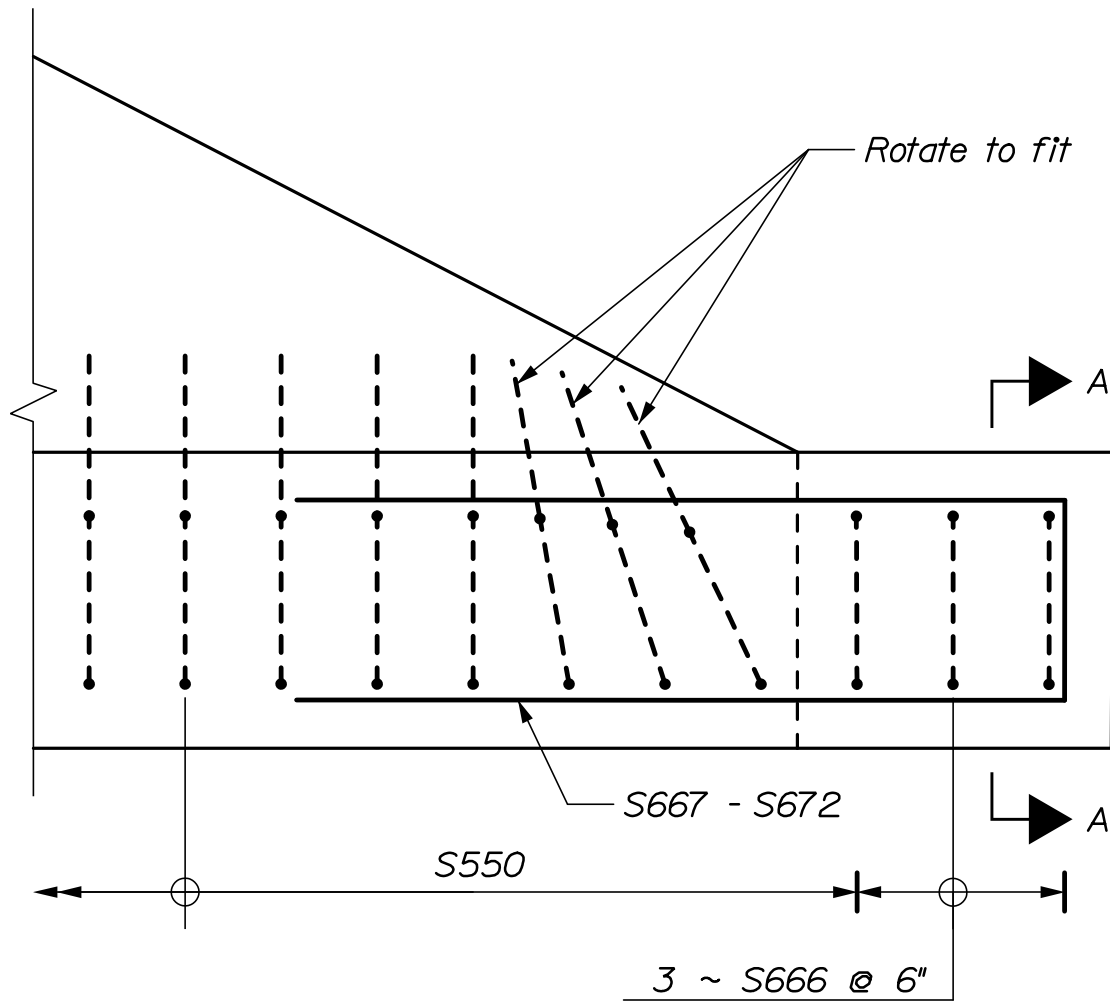


DETAIL A
(Barrier bars not shown for clarity)

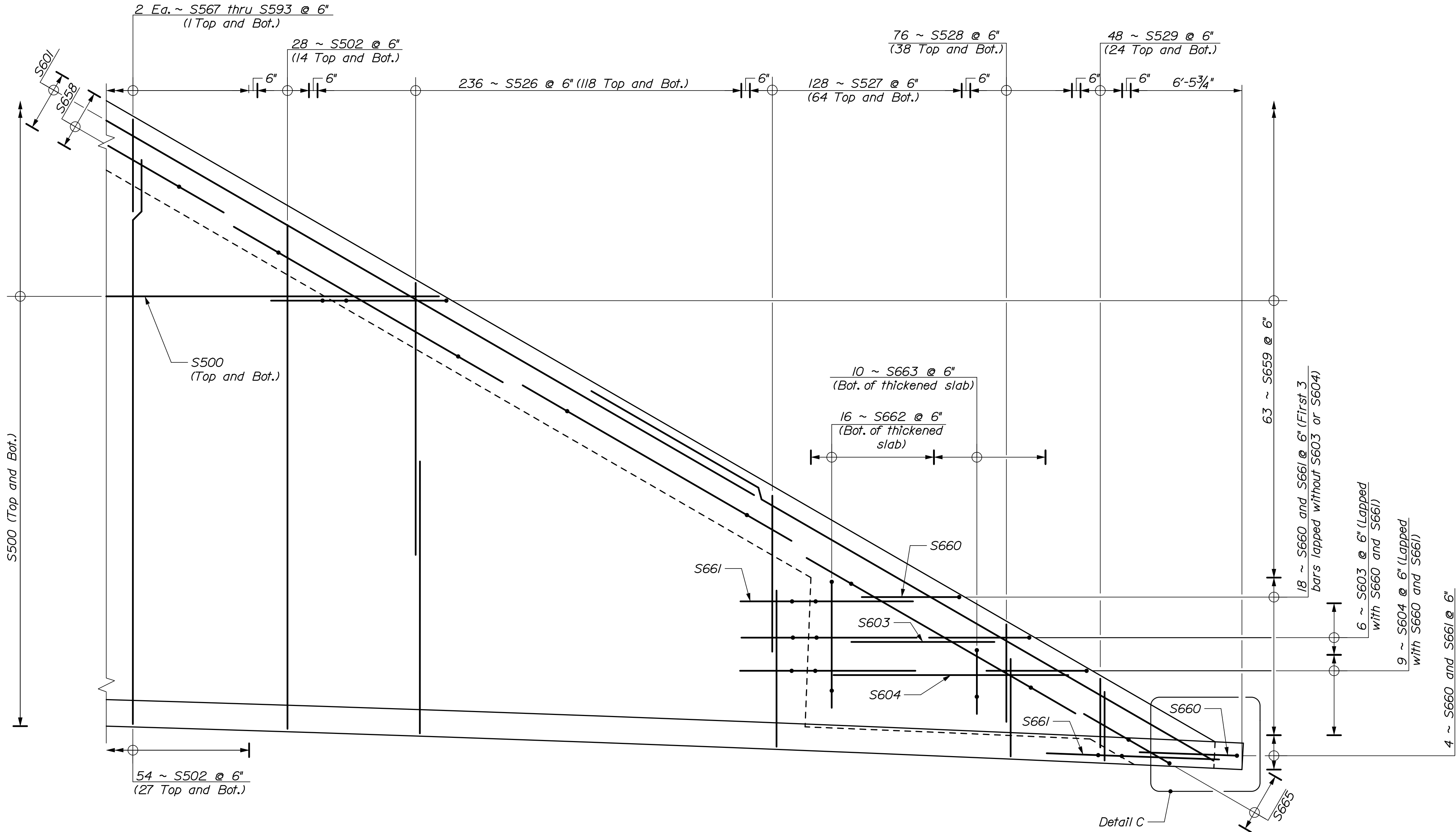
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	02311000	
	WIN	023110.00
SUPERSTRUCTURE DETAILS I - SB	Bridge No. 1509	BRIDGE PLANS
	SHEET NUMBER	
	249	
OF 312		



SECTION A-A



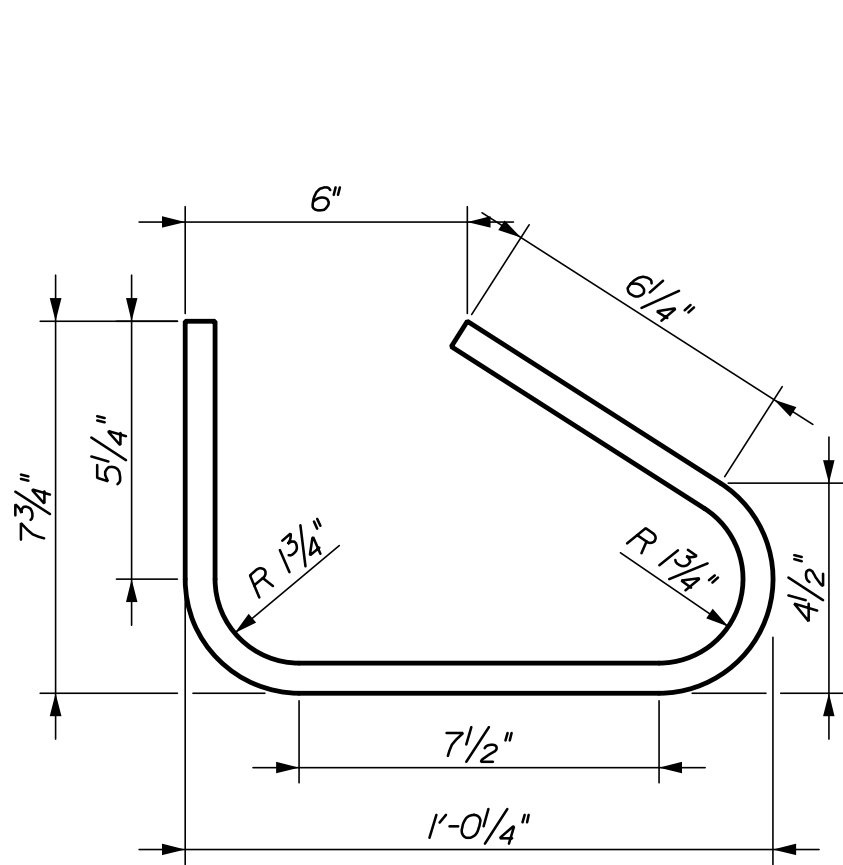
DETAIL C
(Northeast Corner Shown, Northwest Corner Similar)



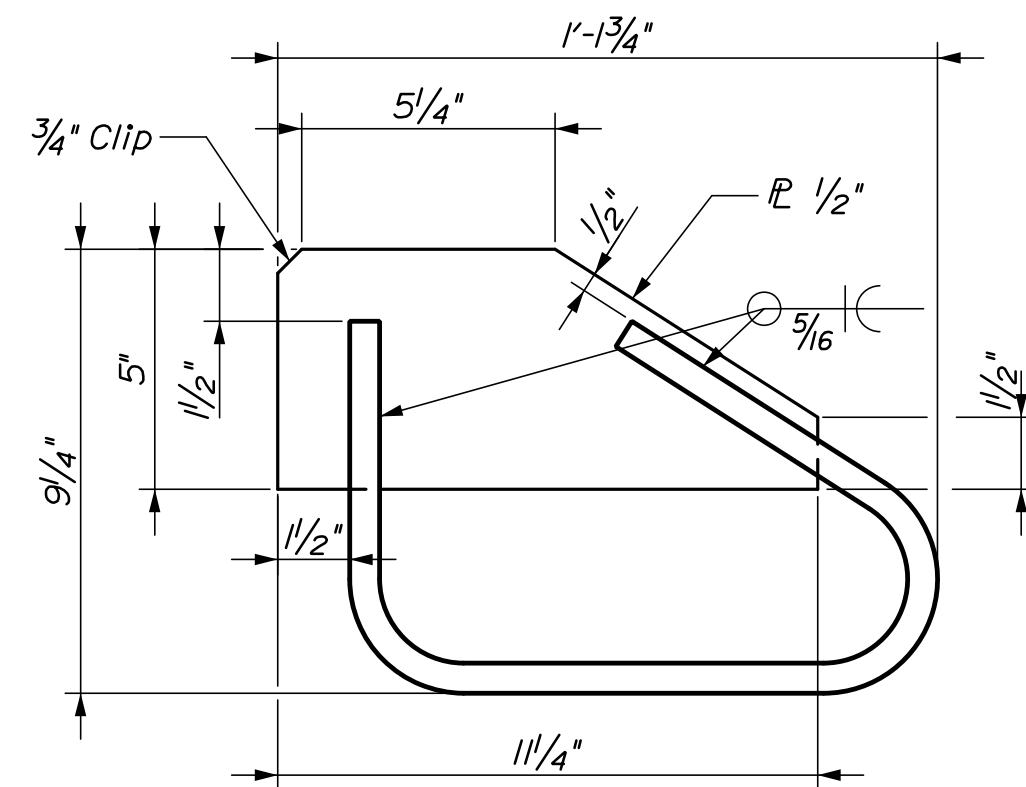
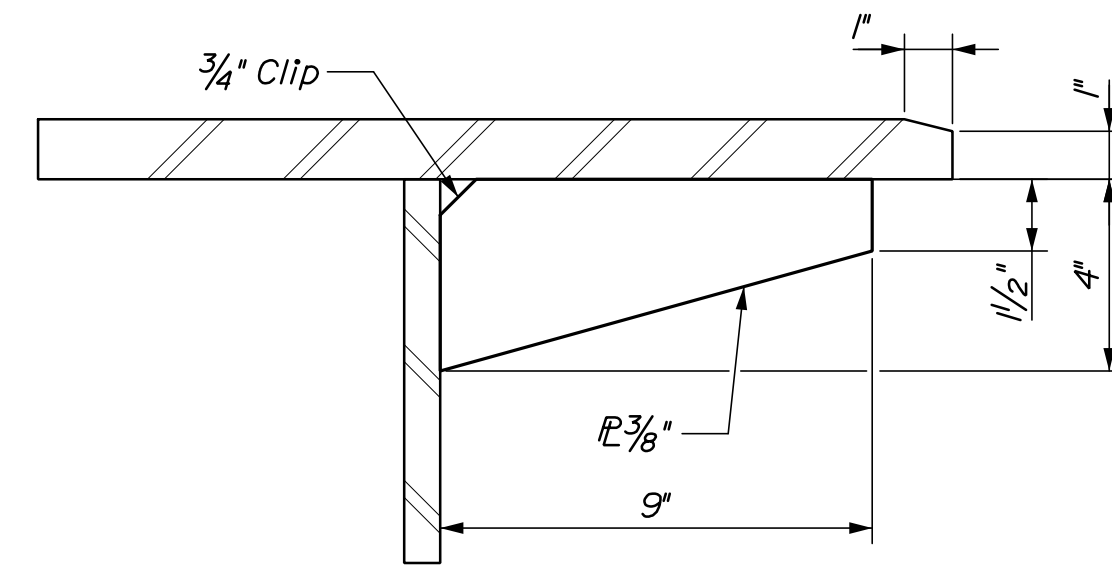
DETAIL B
(Barrier bars not shown for clarity)



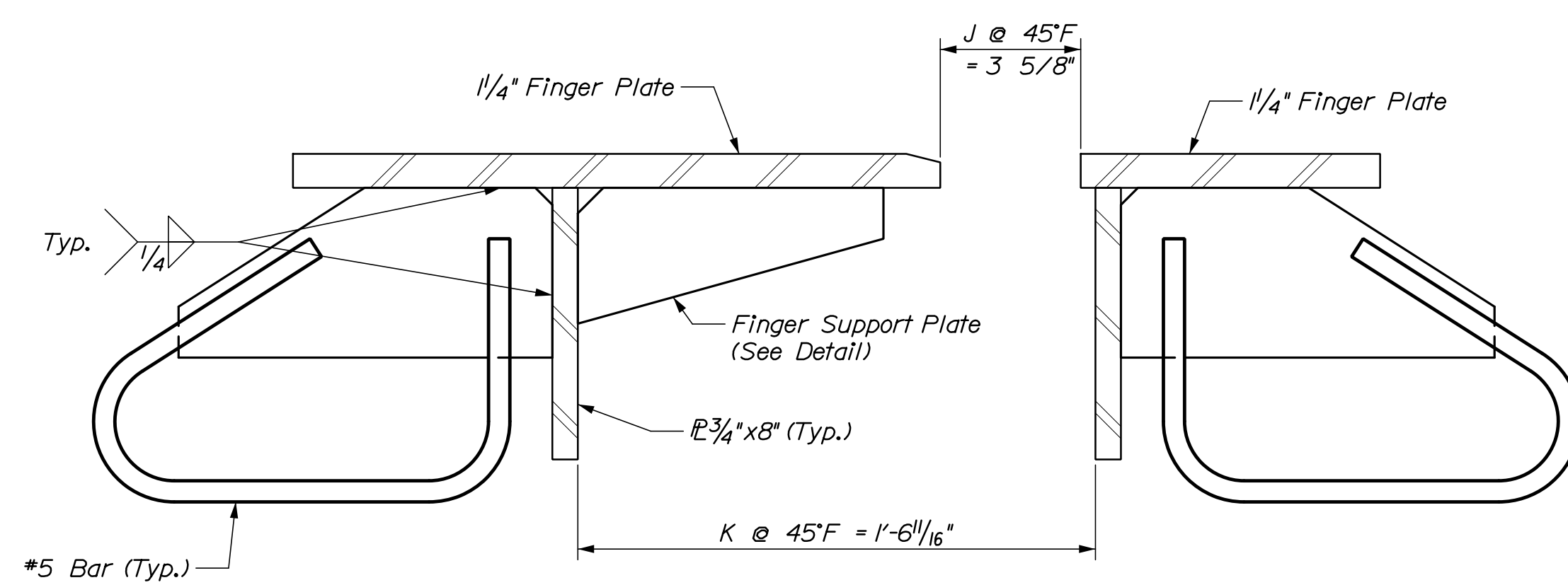
SHEET NUMBER <div>250</div> <div>OF 312</div>				I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND SUPERSTRUCTURE DETAILS II - SB				PROJ. MANAGER				M. Kersbergen		BY		DATE					
								DESIGN-DETAILED				J. McCauley		E. Beausoleil		8/21					
								CHECKED-REVIEWED				J. Wagh		S. Hodgdon		8/21					
								DESIGN2-DETAILED2													
								DESIGN3-DETAILED3													
								REVISIONS 1													
								REVISIONS 2													
								REVISIONS 3													
								REVISIONS 4													
								FIELD CHANGES													
STATE OF MAINE DEPARTMENT OF TRANSPORTATION																SIGNATURE		P.E. NUMBER		02311000	
																BRIDGE PLANS					



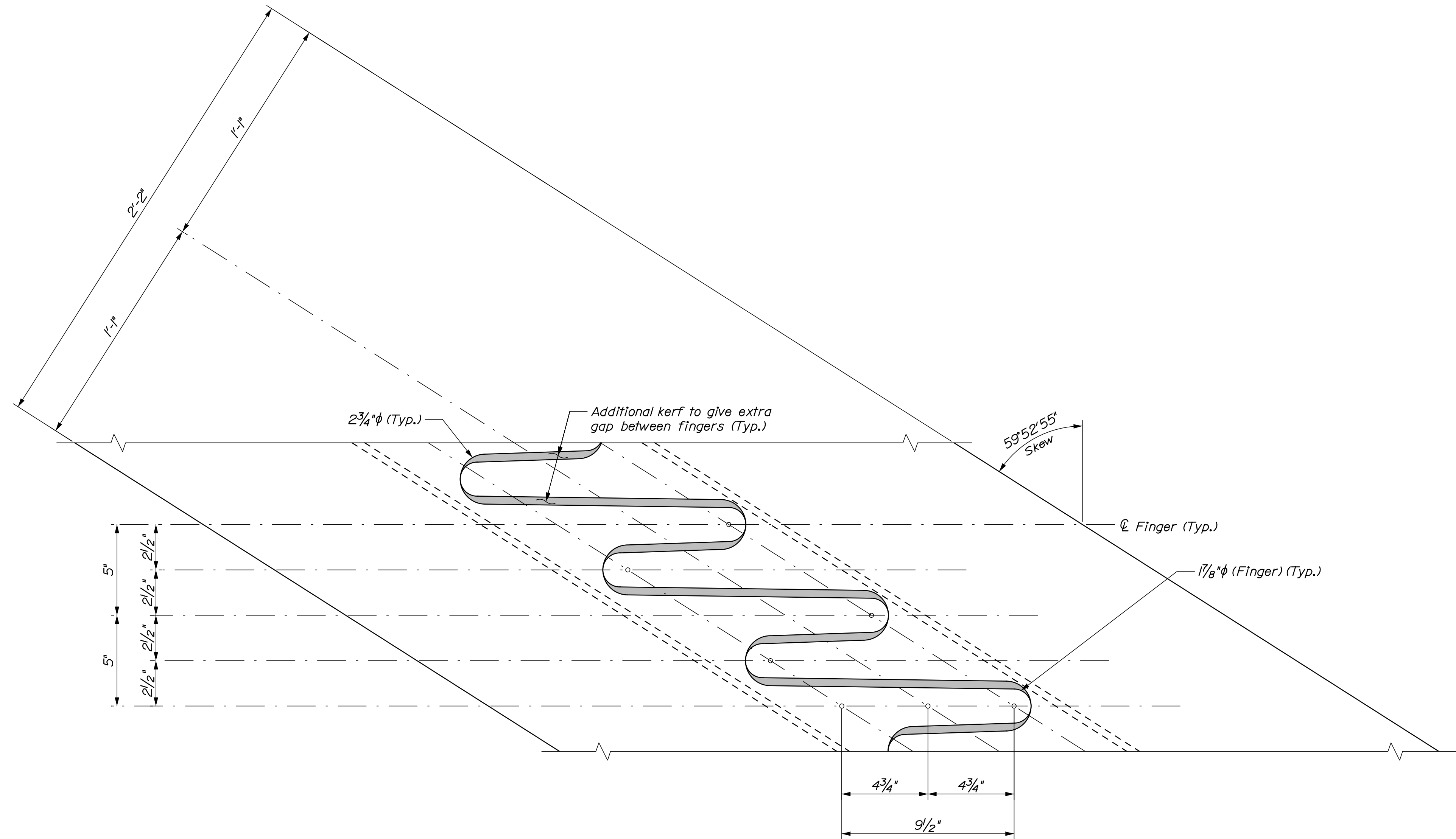
FINGER SUPPORT PLATE DETAIL



FINGER JOINT ANCHOR ASSEMBLY DETAILS

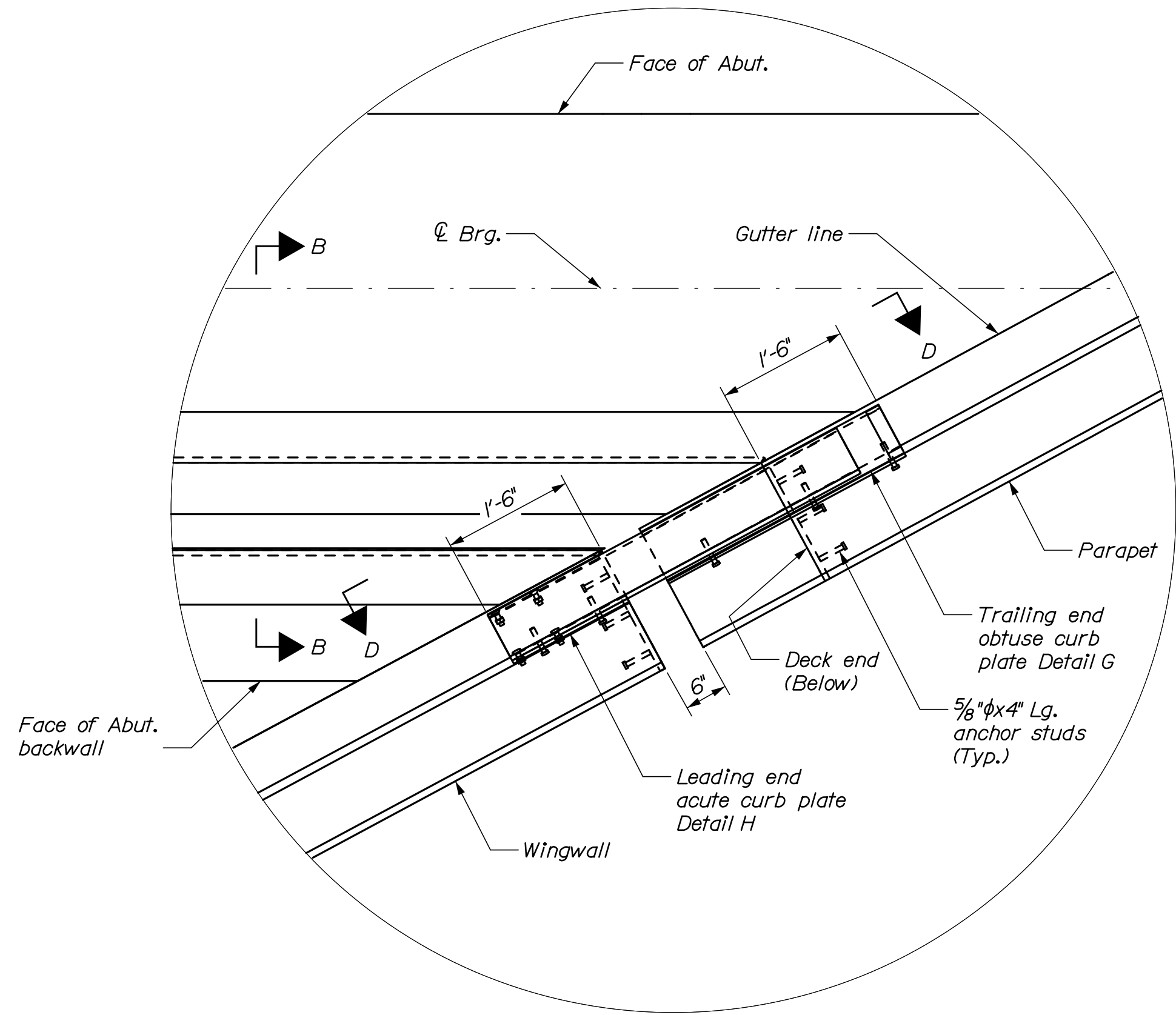


FINGER CUTTING DETAIL

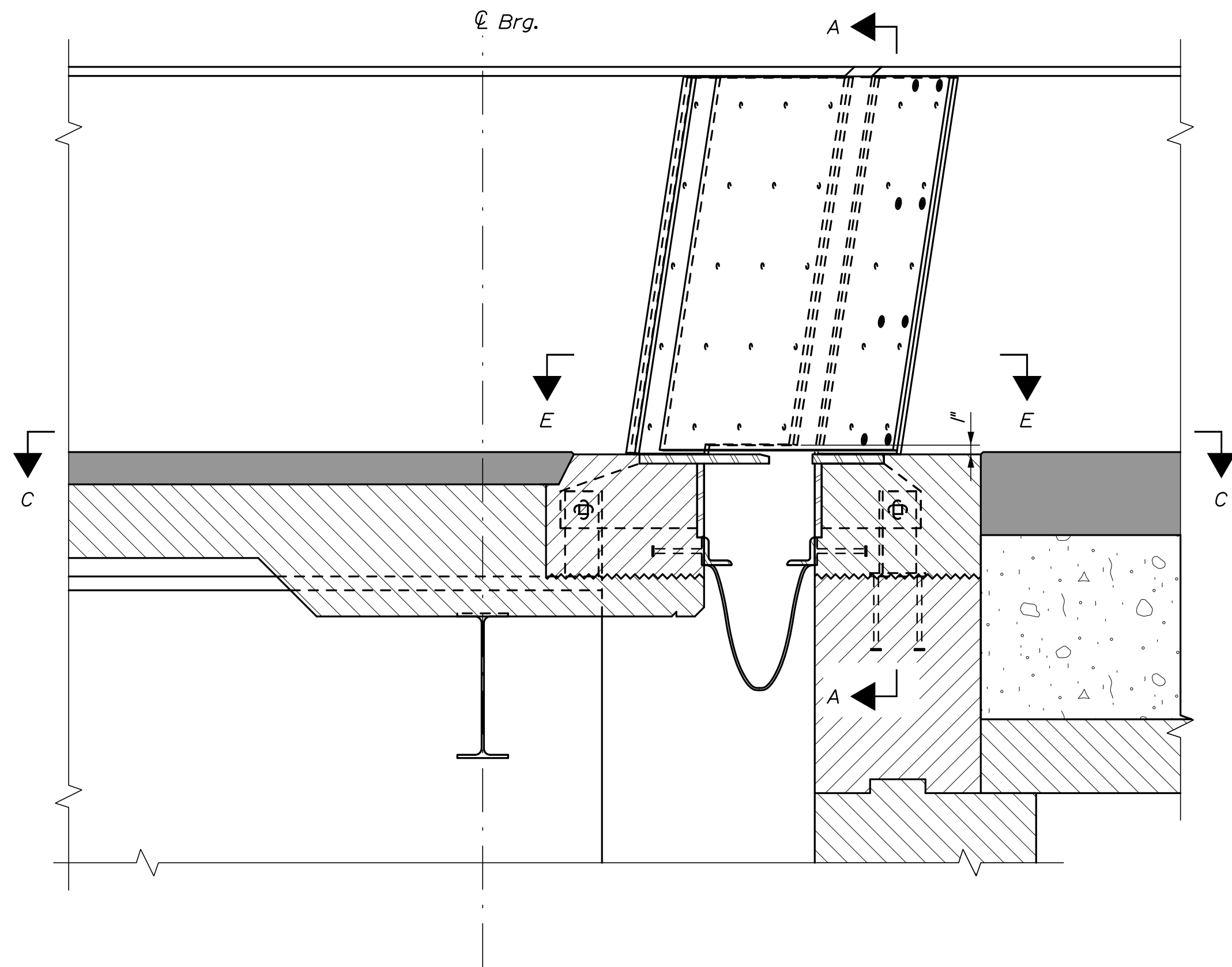


EXPANSION JOINT NOTES:

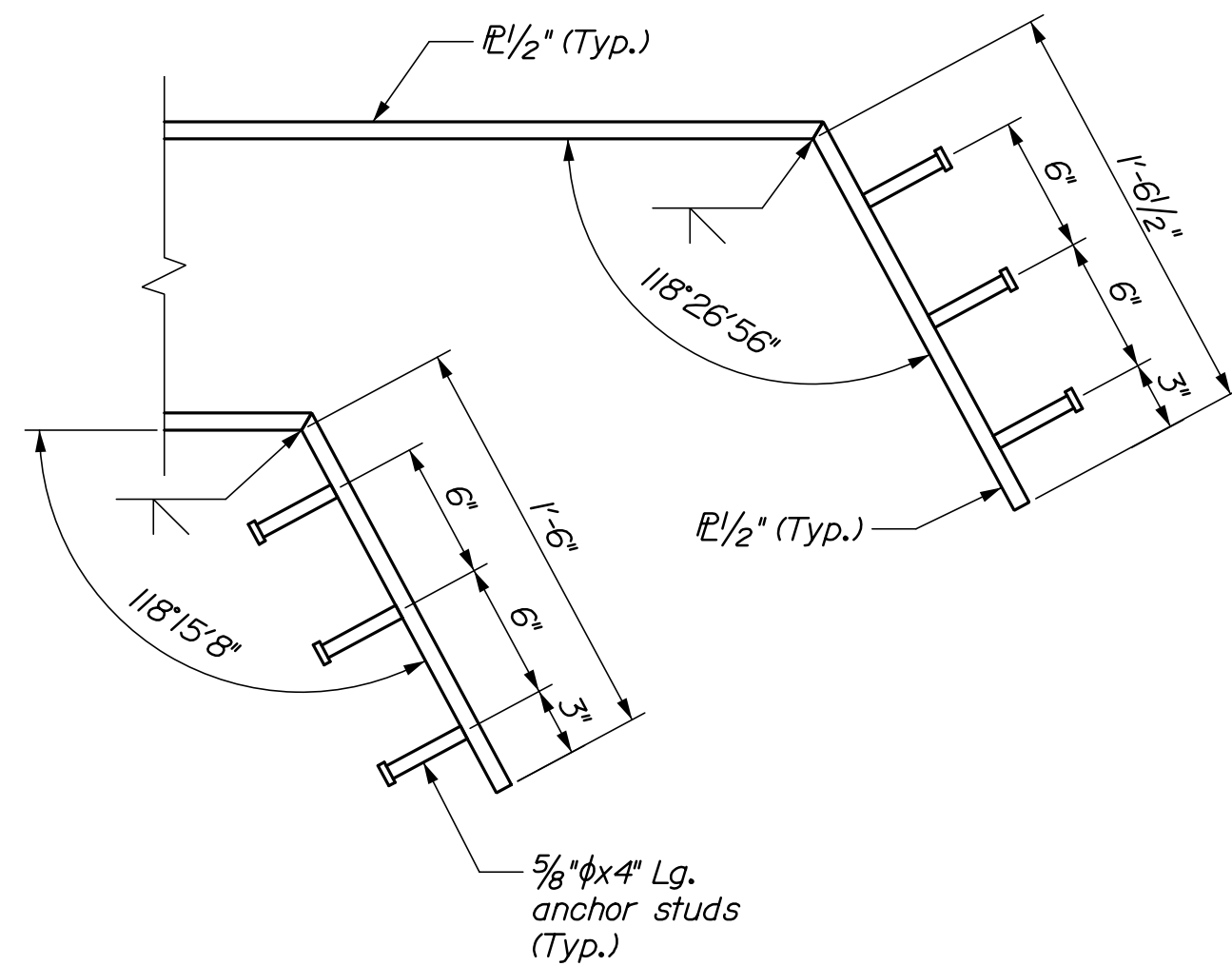
1. Expansion Device - Finger Joints shall be installed in accordance with Standard Details 521(01) thru 521(12) and the anchorage details provided herein, unless otherwise noted.
2. Finger plates will require multiple kerf cuts or a wider kerf than shown in the Standard Details to accommodate the finger joint geometry required and the larger spacings between fingers.
3. Dimensions "J" and "K" are shown along the baseline of construction or minor chord.



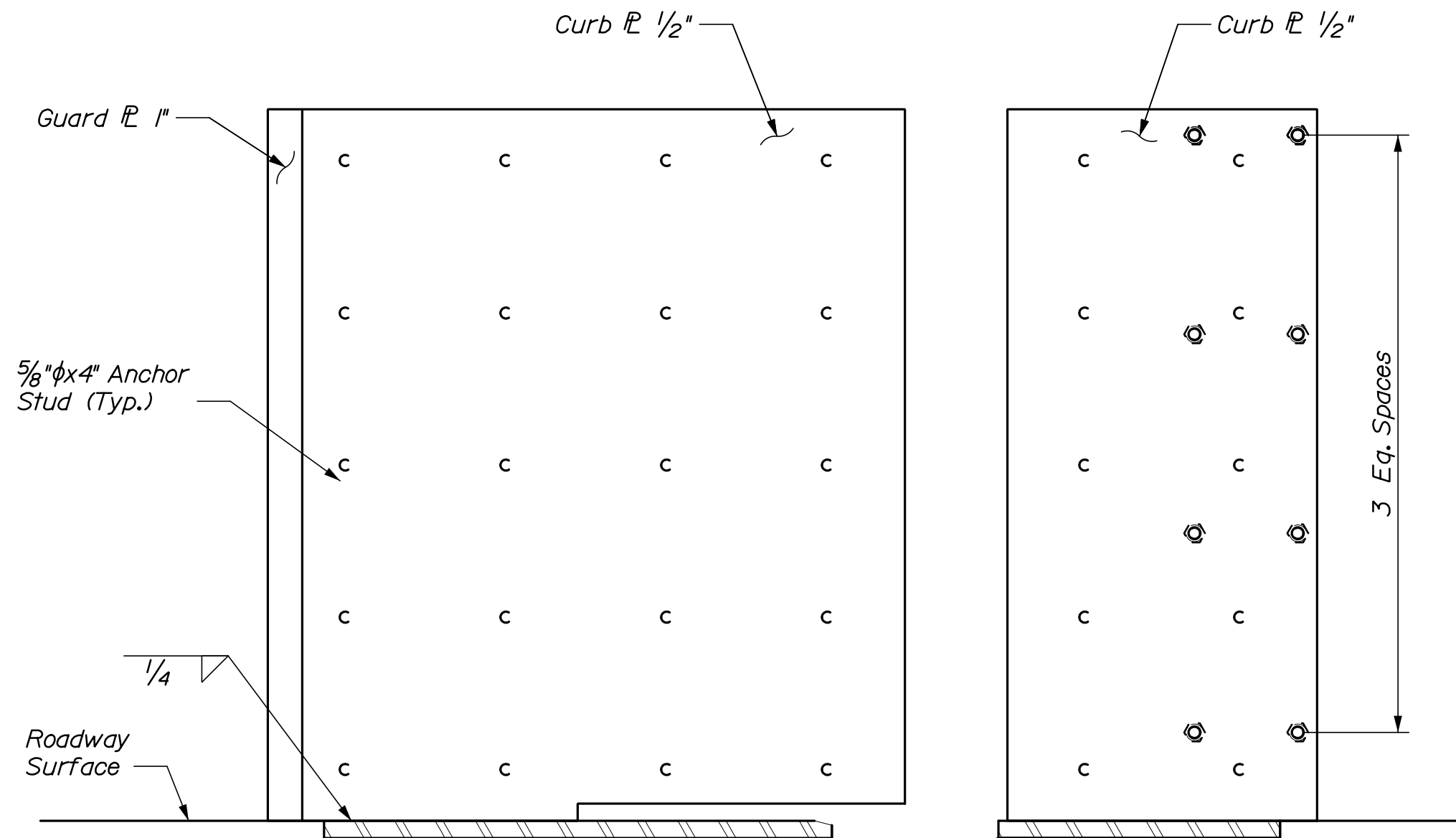
JOINT PLAN AT BARRIER



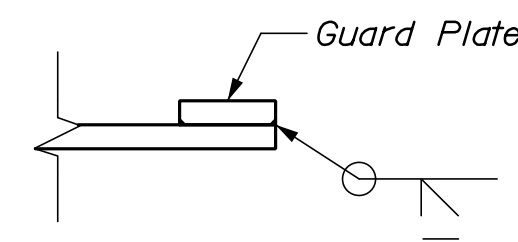
SECTION B-B
(Near face only shown for clarity, barrier plates appear sloped due to skew distortion.)



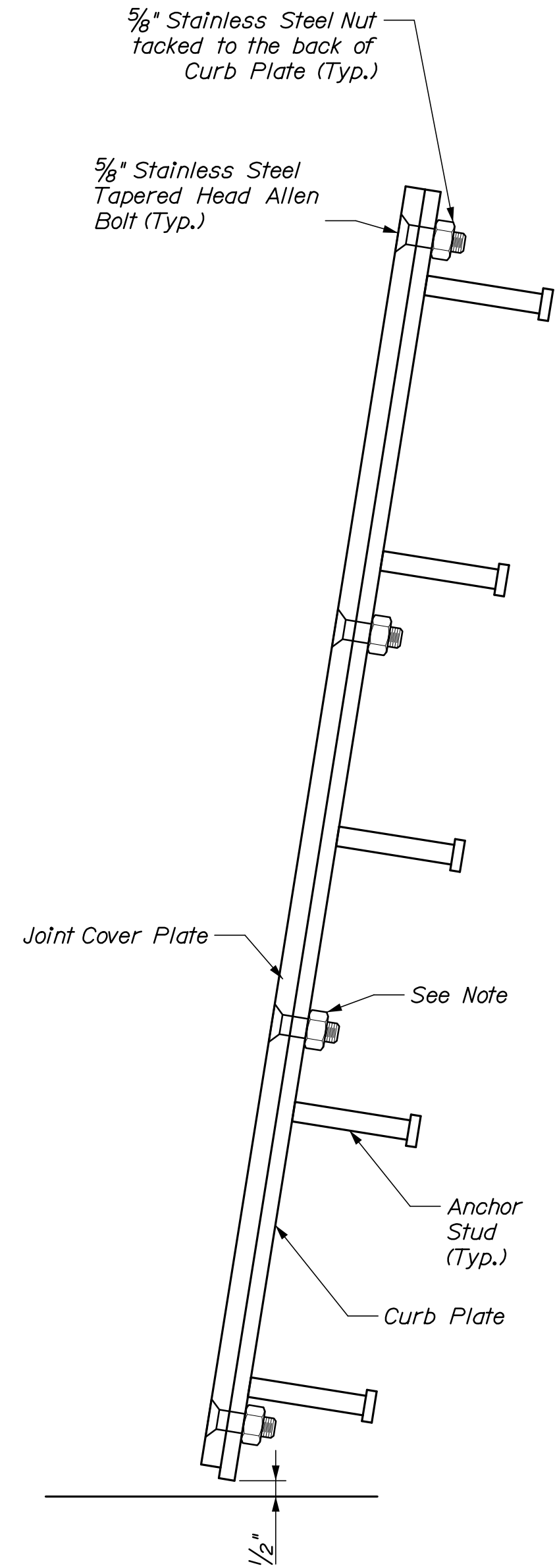
PARAPET END CAP SECTION C-C



Note: Joint cover plate not shown for clarity
SECTION D-D



GUARD PLATE WELD DETAIL

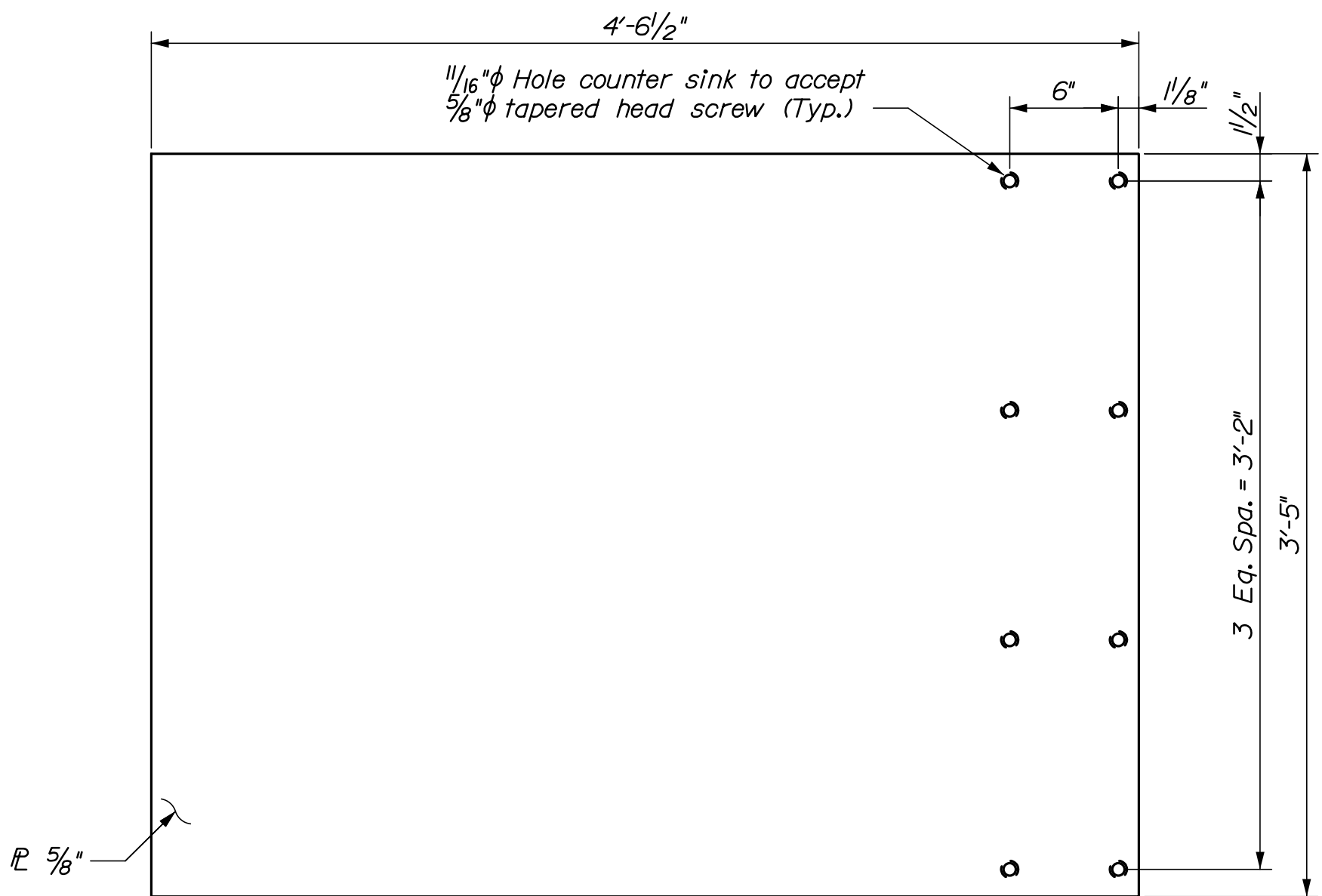


Note: Joint cover plate shall be attached when setting joint/curb plate and shall be attached during the pouring of the parapet. Exposed threads shall be protected to prevent the adhesion of concrete.

JOINT COVER PLATE SECTION A-A

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersting	E. Beausoleil	8/21			
CHECKED-REVIEWED	T. Poulin	8/21			
DESIGN-DETAILED	S. Hodgson	8/21			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	CUMBERLAND BARRIER PLATE DETAILS I - SB
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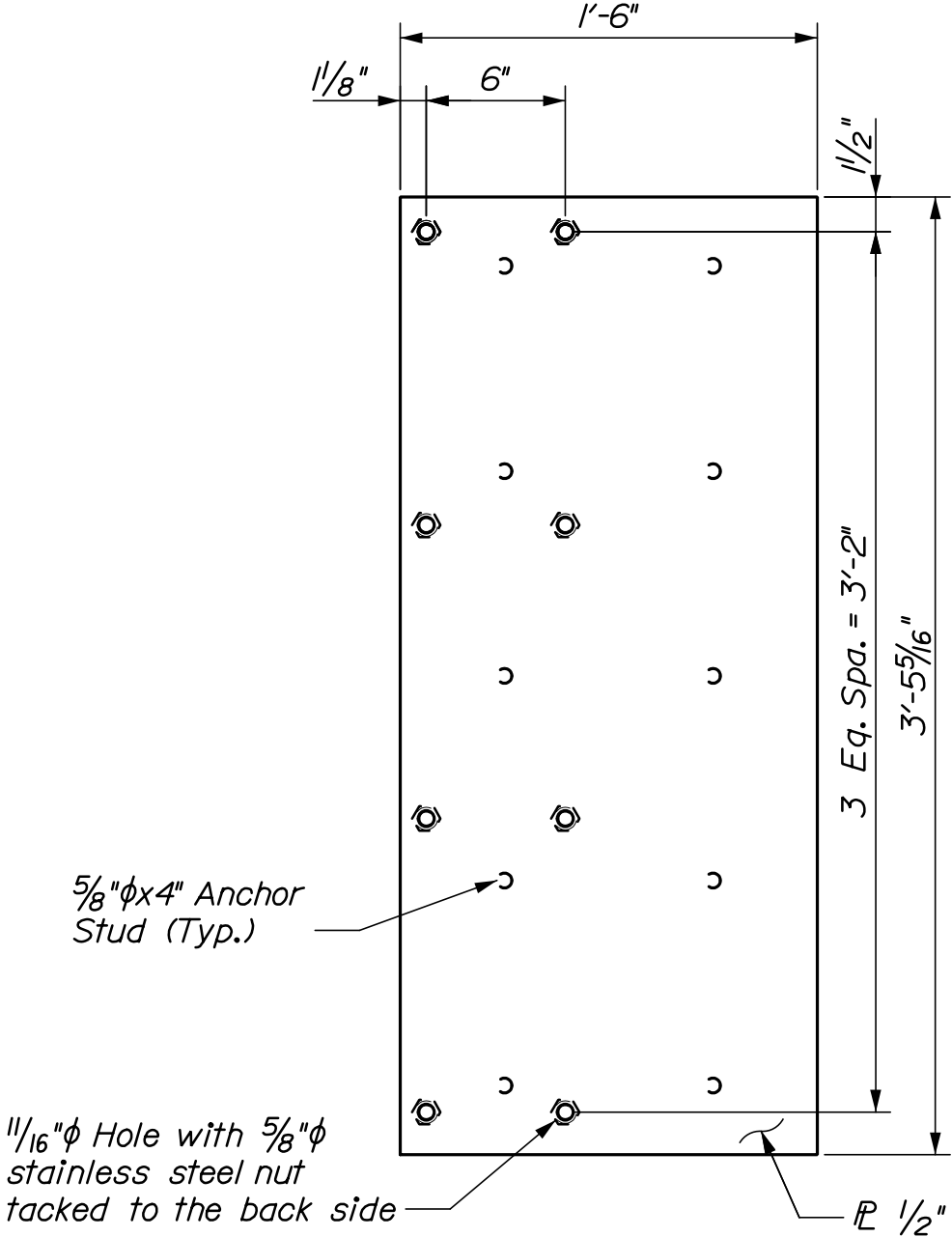


Notes:

Radius back edge 1/4" all sides

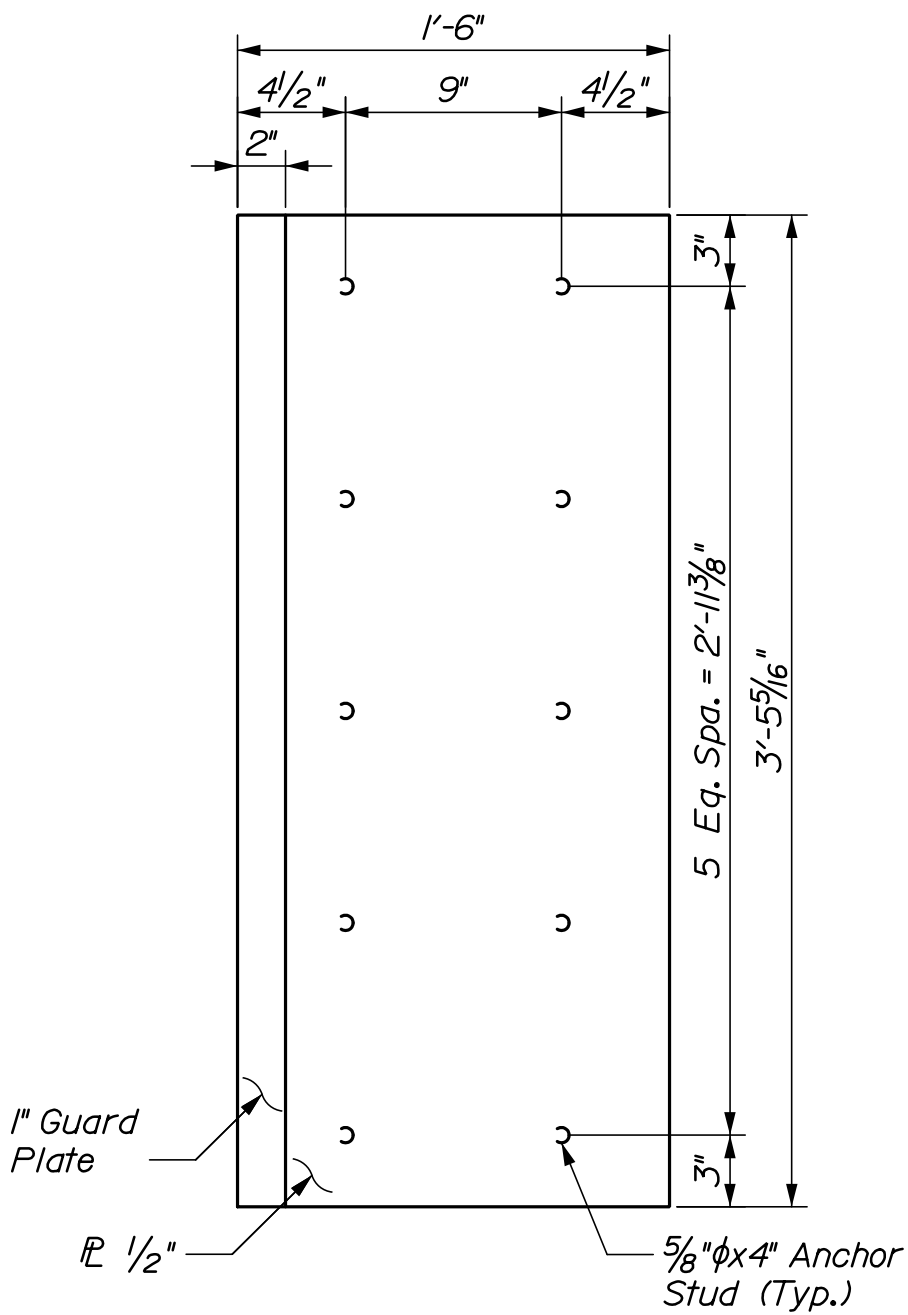
Obtuse leading end shown acute leading end similar except countersink is on the opposite face of the plate

JOINT COVER PLATE DETAIL F



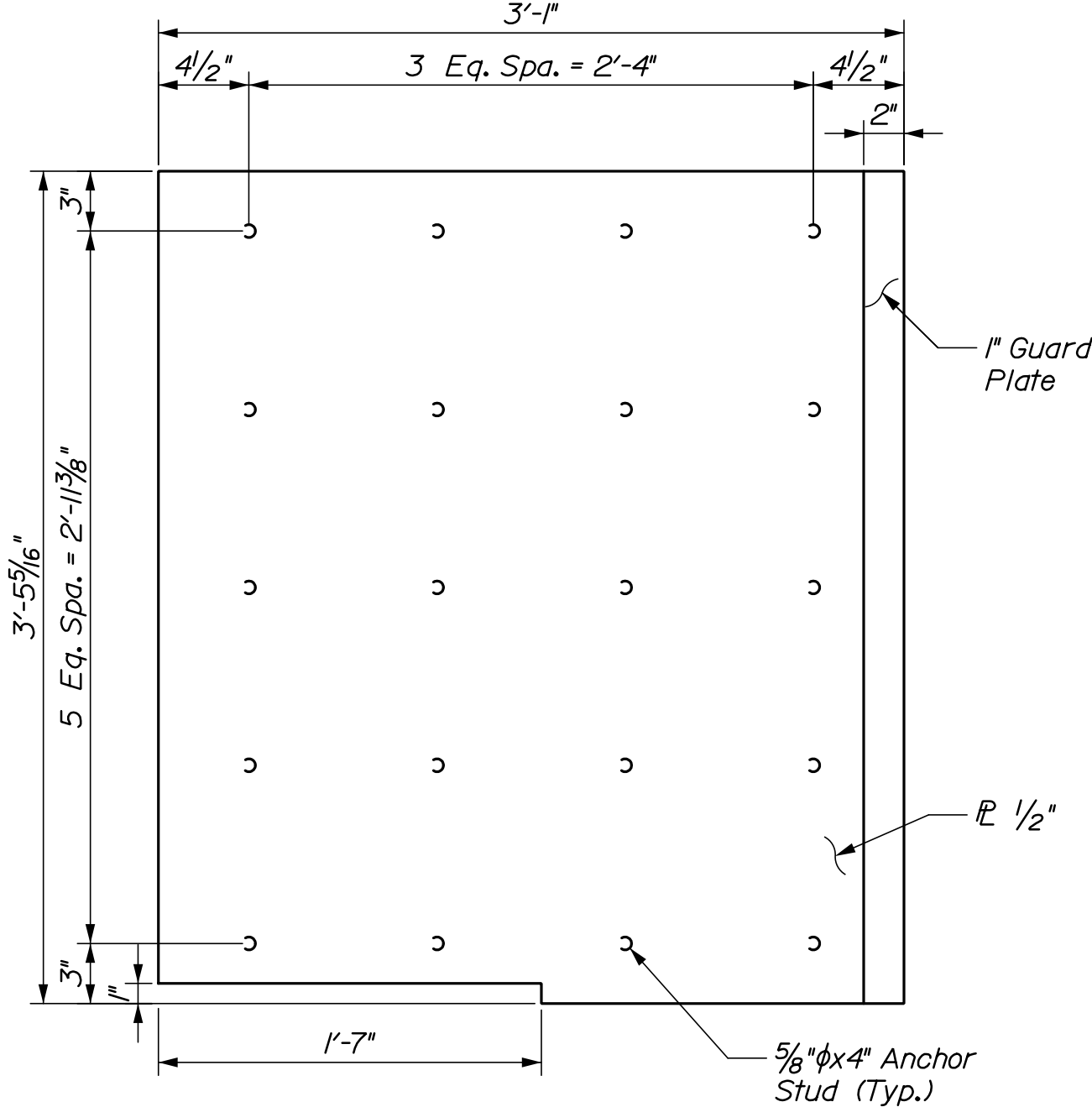
Note: See Curb Plate Detail B for anchor stud locations.

CURB PLATE DETAIL D
(Leading acute corner)



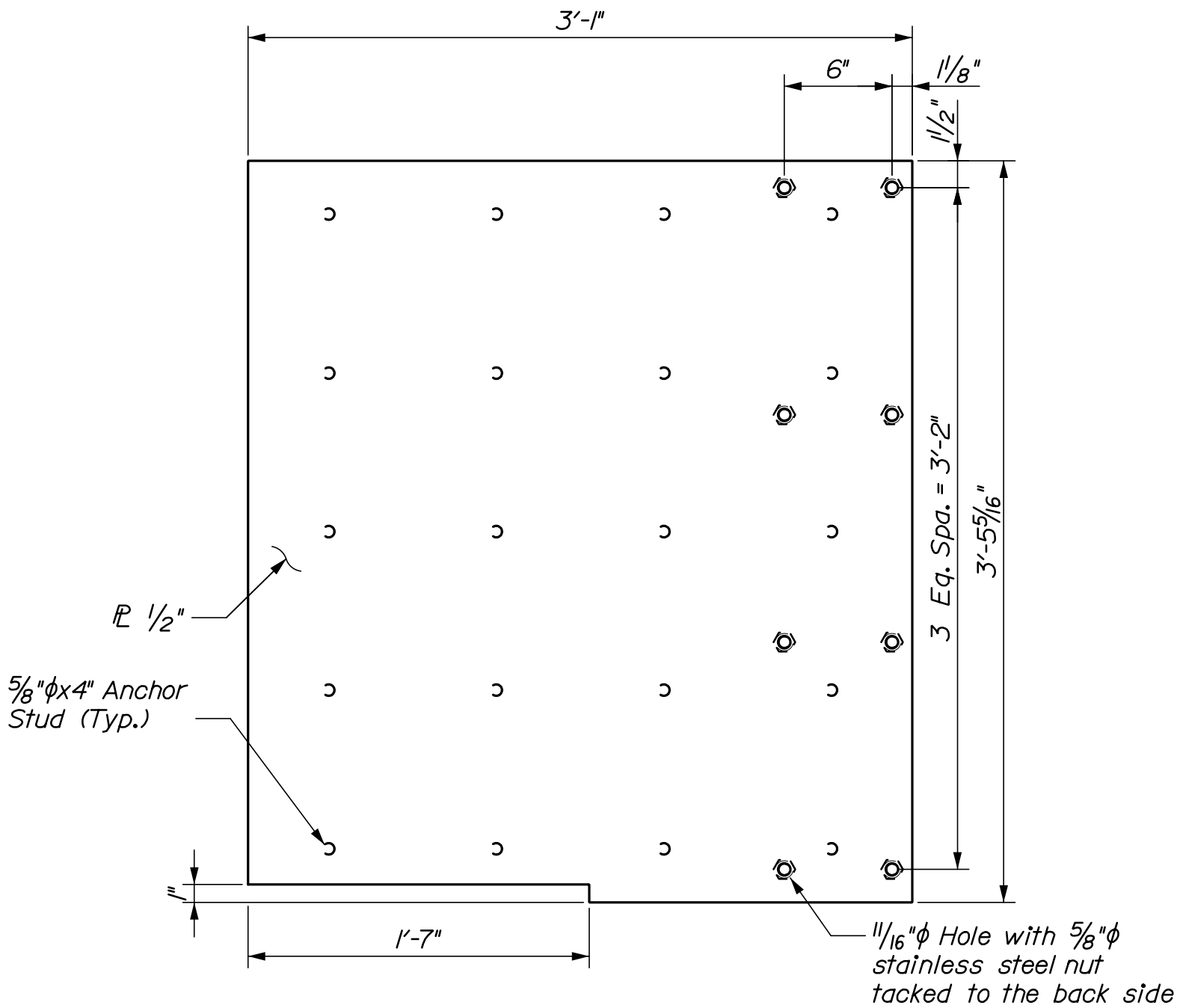
Note: Location of anchor studs may be adjusted to avoid conflicts. The revised location must maintain a minimum cover of 2" and not be relocated more than 1" from the specified location.

CURB PLATE DETAIL B
(Trailing acute corner)



Note: Location of anchor studs may be adjusted to avoid conflicts. The revised location must maintain a minimum cover of 2" and not be relocated more than 1" from the specified location.

CURB PLATE DETAIL E
(Trailing obtuse corner)



Note: See Curb Plate Detail E for anchor stud locations.

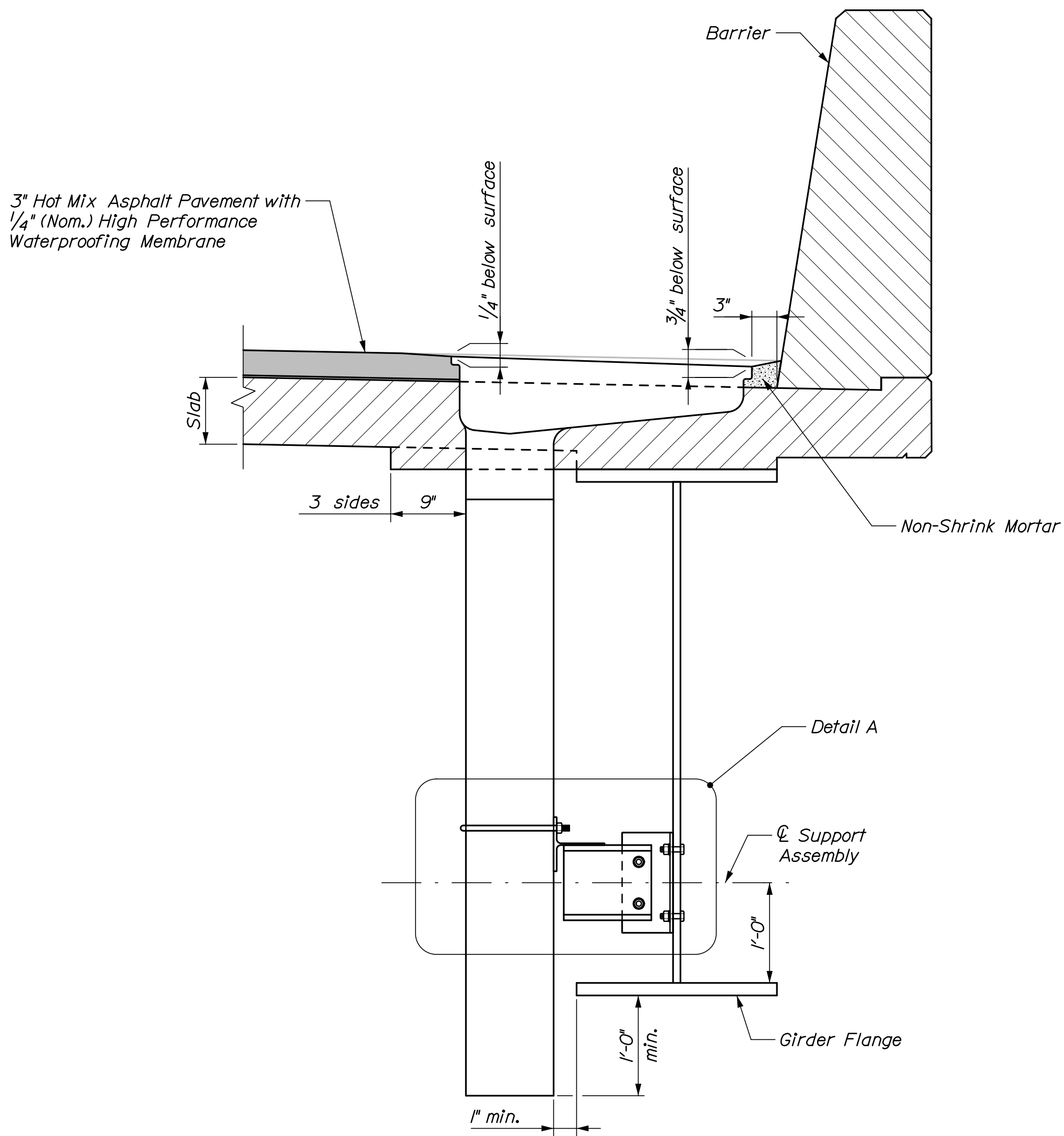
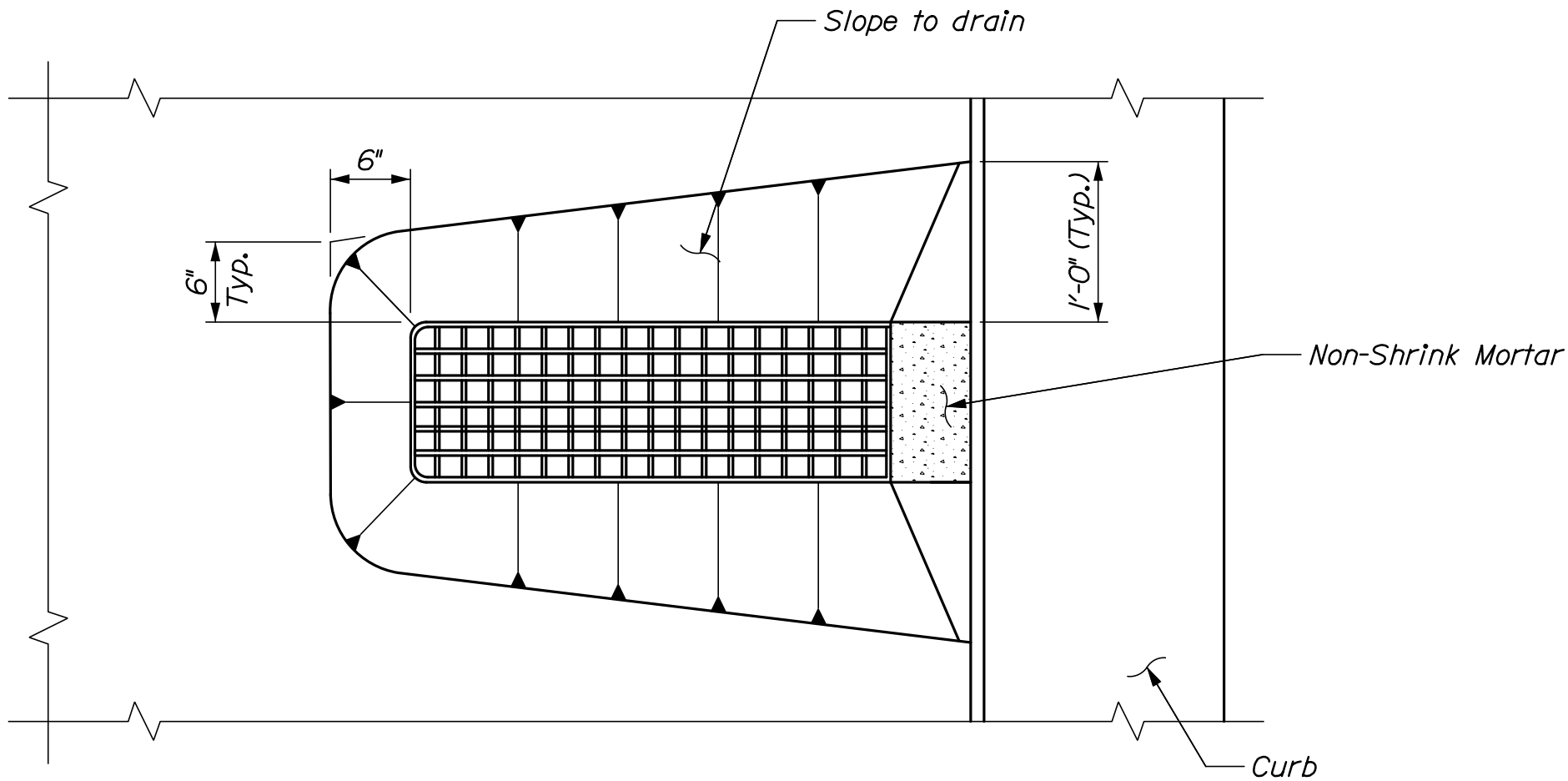
CURB PLATE DETAIL C
(Leading obtuse corner)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
	02311000			
	WIN	023110.00	Bridge No. 1509	BRIDGE PLANS

1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND BARRIER PLATE DETAILS II - SB	PROJ. MANAGER	M. Kersbergen	BY	DATE
	DESIGN-DETAILED	T. Poulin	E. Benoit	8/21
	CHECKED-REVIEWED	J. Wagh	S. Hodgson	8/21
	DESIGN-DETAILED			
	REVISIONS 1			
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SHEET NUMBER	
253	
OF 312	

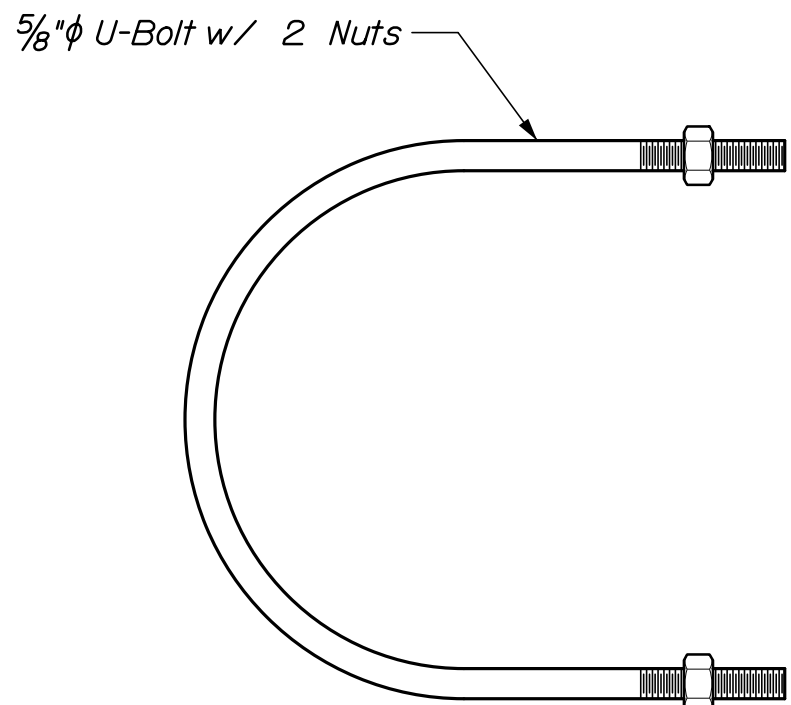
HNTB



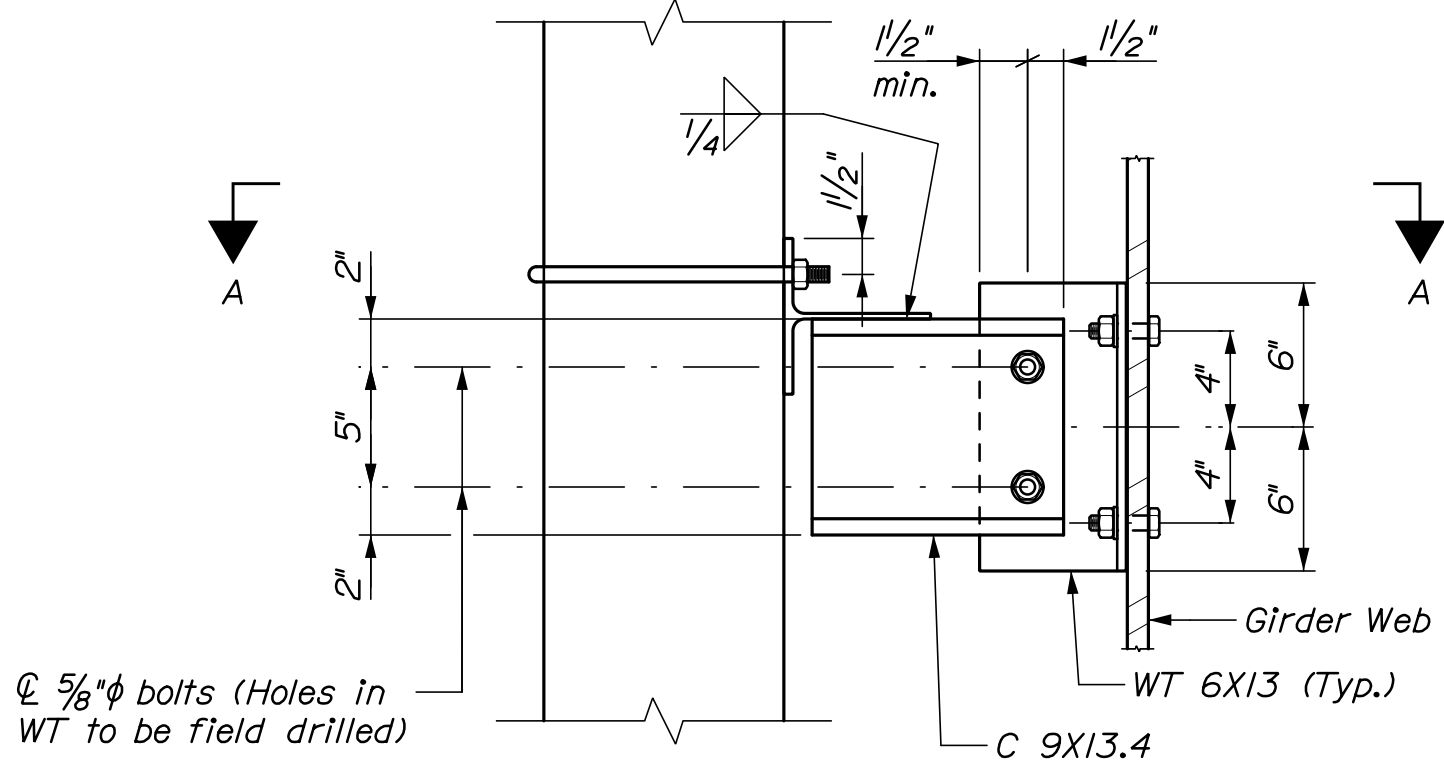
BRIDGE DRAIN ELEVATION

BRIDGE DRAIN NOTES

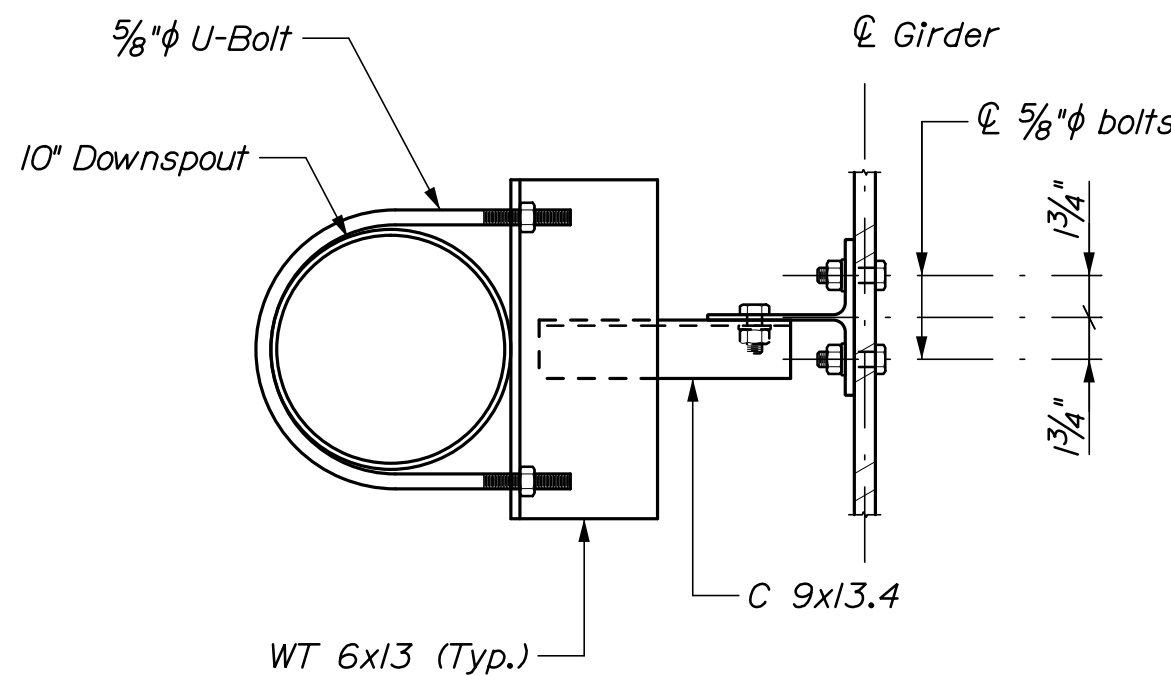
1. FRP Bridge Drains shall be designed and detailed based on the dimensions for the bridge drain details shown, and in accordance with Special Provisions Section 502, Fiber Reinforced Polymer Bridge Drains and Downspouts.
2. Shear connectors welded to the top flange of the steel beams may require adjustment to clear the bridge drains. No extra payment will be made for needed adjustments to the studs.
3. The drain support assembly and all associated hardware shall be galvanized in accordance with Standard Specification 506.
4. Non-Shrink Mortar shall be selected from the Qualified Products List. Payment Shall be Incidental to Item 502.77, FRP Bridge Drain - Type G.



U-BOLT DETAIL



DETAIL A



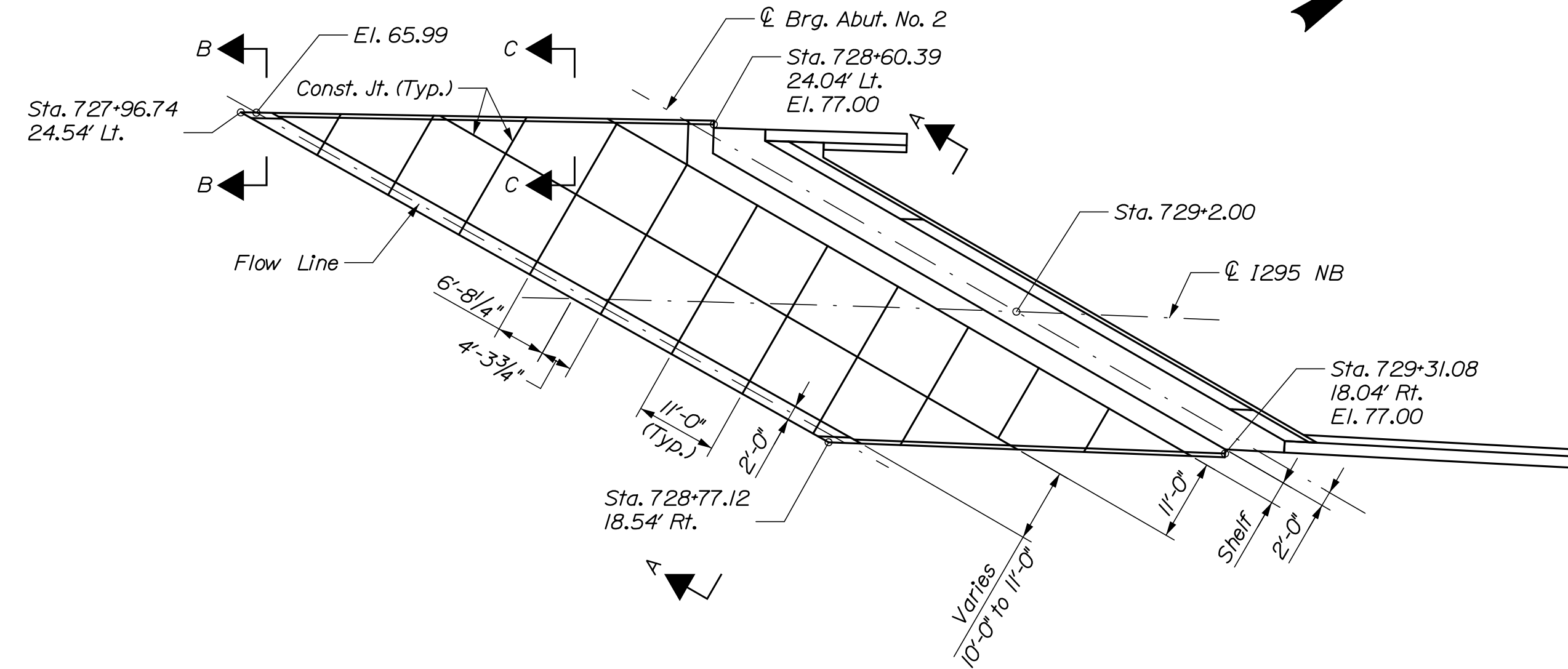
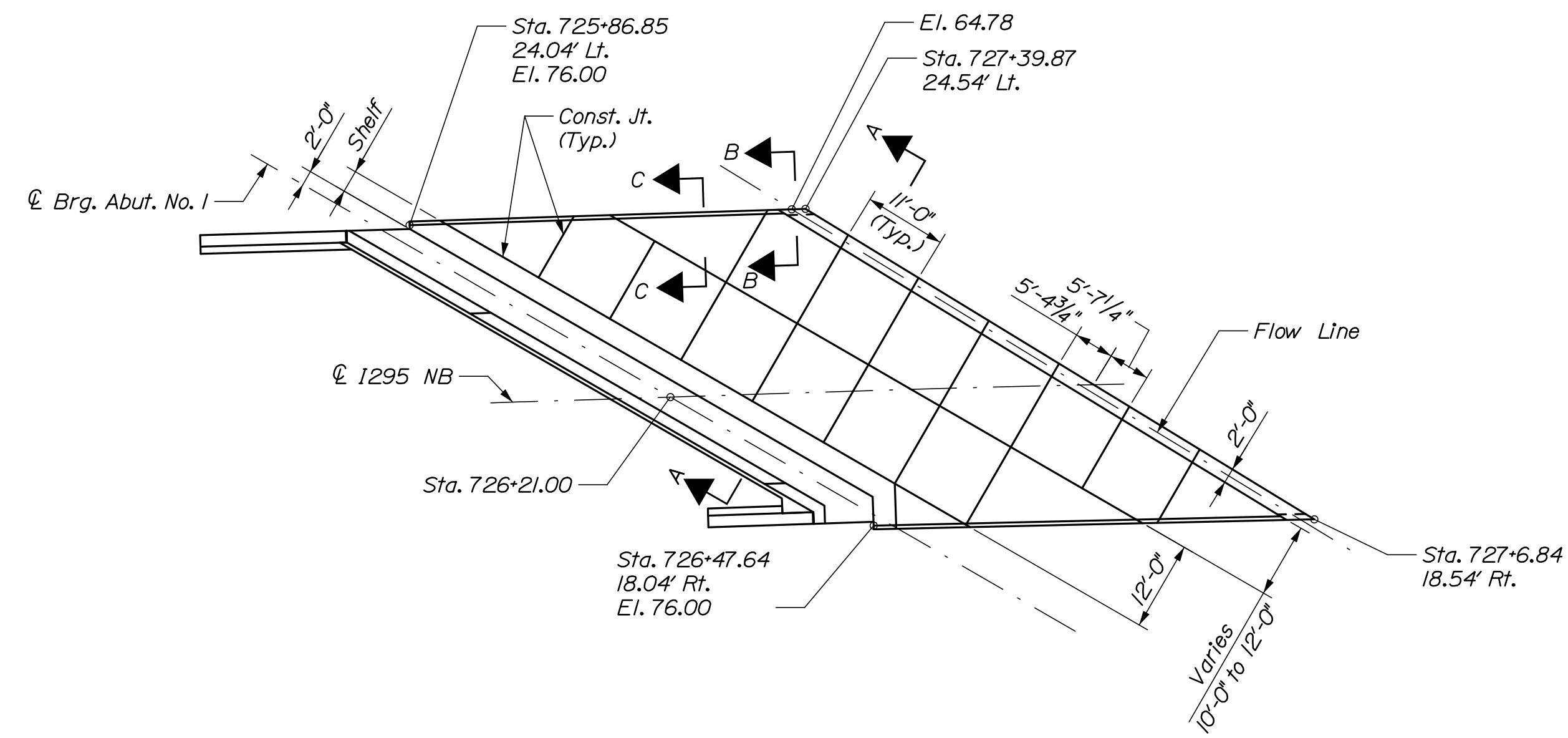
SECTION A-A

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
MAINEDOT BR NO 2399 NBDT ASSET NO. 023106.00 & 023110.00
BRIDGE PLANS

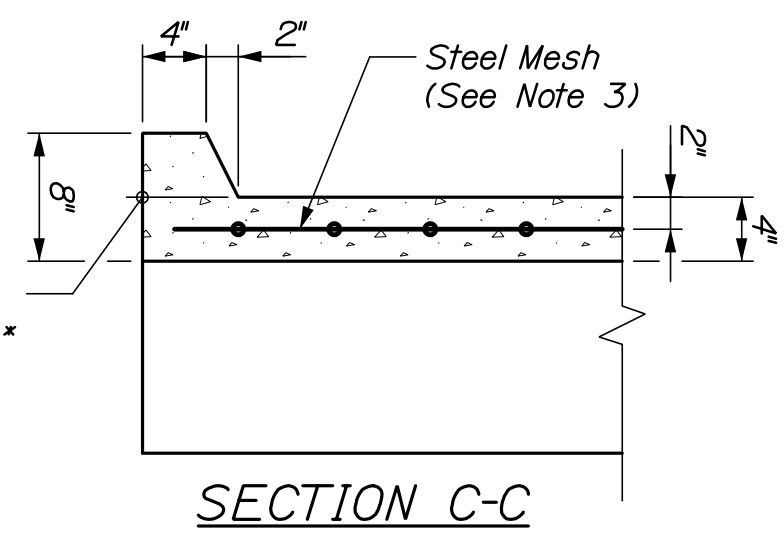
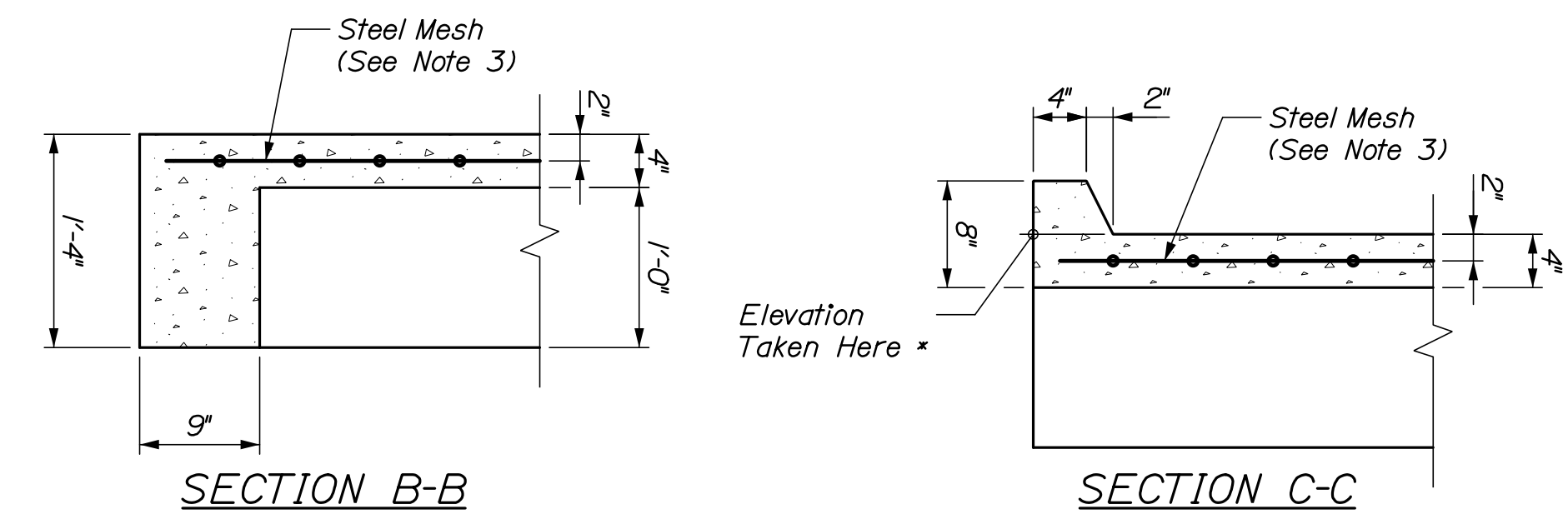
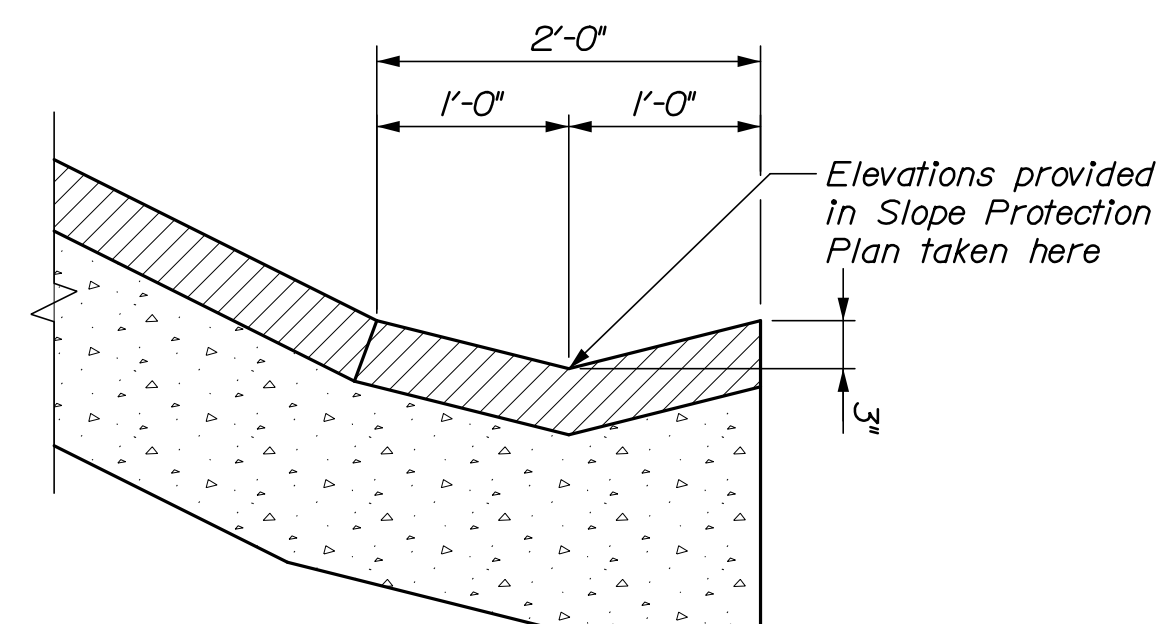
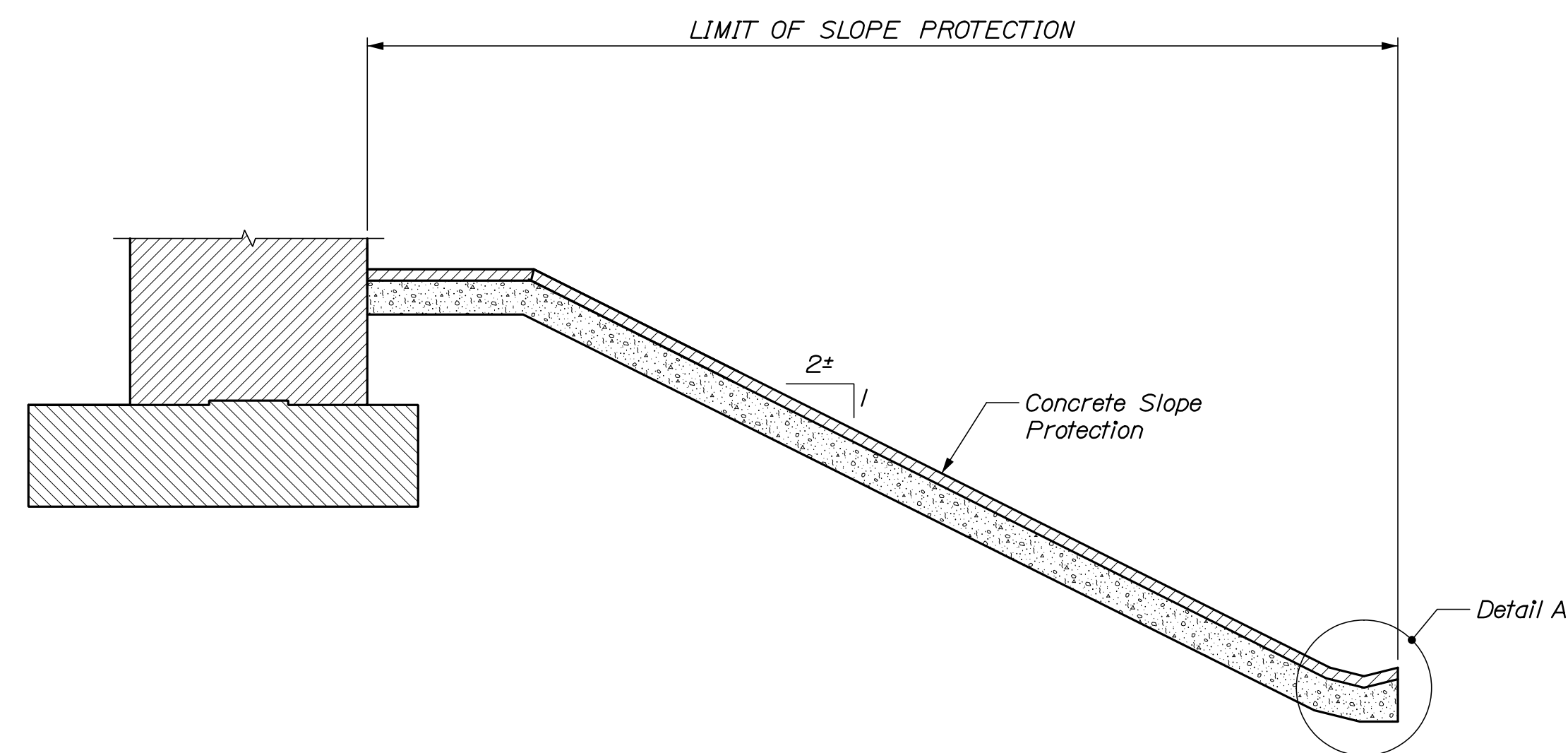
PROJ. MANAGER	M. Kersbergen	BY	E. Benoit	DATE	8/21
DESIGN-DETAILED	J. Waugh	BY	S. Hodgson	DATE	8/21
CHECKED-REVIEWED	T. Poulin	BY		DATE	
DESIGN-DETAILED		BY		DATE	
DESIGN-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
BRIDGE DRAIN DETAILS - SB TYPE G

SHEET NUMBER
255
OF 312



SLOPE PROTECTION PLAN



SLOPE PROTECTION NOTES:

1. All elevations shown are taken at top of slope protection.
2. Break bond at construction joints with a coat of asphalt paint.
3. Reinforce with galvanized WWF6x6-W2xW2, not to pass through construction joints. Payment shall be considered incidental to Item 5/3.09, Slope Protection - Portland Cement Concrete.
4. Edges of construction joints shall be finished with a sidewalk edging tool to a depth of $1/4"$.

Date:8/22/2021

Username:

Division:

Filename: 257_Reinforcing Schedule I.dgn

STRAIGHT BARS								BENT BARS															
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT 1 AND WINGWALLS								ABUTMENT 1 AND WINGWALLS															
A500	76	6'-9"	Backwall, Abutment Seat					A550	20	9'-11"	L	9'-1"	10"										West WW Footing to WW Vert., N.F.
A501	32	39'-7"	Backwall Trans. Bars					A551	22	9'-11"	L	9'-1"	10"										East WW Footing to WW Vert., N.F.
A502	21	10'-4"	West WW Vert., Near Face					A552	76	8'-5"	L	6'-9"	1'-8"										Backwall, F.F. Below Appr. Slab
A503	28	19'-2"	West WW Hor. Bars					A553	76	9'-10"	S	0'-0"	4'-4"	1'-2"	4'-4"			0'-0"					Top of Backwall Hook
A504	15	10'-6"	East WW Vert., Near Face					A554	8	8'-11"	P4	4'-1"	4'-10"	0'-0"					4'-2"				Obtuse Corner Outside Face
A505	30	13'-8"	East WW Hor. Bars					A555	8	8'-11"	P4	4'-1"	4'-10"	0'-0"					4'-2"				Obtuse Corner Outside Face
A506	9	19'-2"	West WW Hor. Bars					A556	8	8'-2"	P4	4'-1"	4'-1"	0'-0"					3'-6"				Obtuse Corner
A507	9	13'-8"	East WW Hor. Bars					A557	8	11'-8"	P5	0'-0"	4'-1"	2'-0"	5'-7"				3'-6"	4'-2"			Acute Corner
A508	2	6'-0"	Both WW Barrier Hor. Reinf.					A558	8	10'-5"	P5	0'-0"	4'-1"	0'-9"	5'-7"				3'-6"	2'-11"			Acute Corner
								A559	8	9'-8"	A				5'-7"	4'-1"			3'-6"				Acute Corner
A600	69	10'-3"	Footing Long. Top					A560	5	13'-4"	P5	0'-0"	4'-1"	5'-2"	4'-1"				3'-6"	7'-4"			Acute Corner Below Appr. Slab Seat
A601	48	40'-10"	Footing Trans. Top and Bot.					A561	27	13'-1"	P5	2'-9"	3'-6"	0'-7"	6'-3"				3'-6"	1'-2"			WW Barrier Vert. Stirrup
A602	29	9'-6"	Footing West WW Long. Top					A562	4	13'-2"	P5	2'-9"	3'-6"	0'-8"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A603	22	27'-7"	Footing West WW Trans.					A563	4	13'-3"	P5	2'-9"	3'-6"	0'-9"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A604	40	14'-2"	Footing East WW Trans., Top and Bot.					A564	4	13'-4"	P5	2'-9"	3'-6"	0'-10"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A605	14	12'-2"	Footing East WW Long.					A565	4	13'-5"	P5	2'-9"	3'-6"	0'-11"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A606	1	11'-10"	Footing East WW Long.					A566	4	13'-6"	P5	2'-9"	3'-6"	1'-0"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A607	1	11'-3"	Footing East WW Long.					A567	4	13'-7"	P5	2'-9"	3'-6"	1'-1"	6'-3"				3'-6"	1'-2"			WW Barrier Tapered Stirrup
A608	1	10'-8"	Footing East WW Long.					A568	18	13'-8"	S	0'-0"	6'-3"	1'-2"	6'-3"			0'-0"					WW Barrier, End
A609	1	10'-1"	Footing East WW Long.					A569	1	19'-2"	M		8'-11"	6'-8"	3'-7"	0'-0"	0'-0"		0'-7"				Top of West WW Barrier
A610	1	9'-6"	Footing East WW Long.					A570	1	19'-2"	M		8'-11"	6'-8"	3'-7"	0'-0"	0'-0"		0'-5"				Top of West WW Barrier
A611	1	8'-11"	Footing East WW Long.					A571	1	19'-2"	M		8'-11"	6'-8"	3'-7"	0'-0"	0'-0"		0'-3"				Top of West WW Barrier
A612	1	8'-4"	Footing East WW Long.					A572	1	13'-8"	M		3'-5"	6'-8"	3'-7"	0'-0"	0'-0"		0'-7"				Top of East WW Barrier
A613	1	7'-9"	Footing East WW Long.					A573	1	13'-8"	M		3'-5"	6'-8"	3'-7"	0'-0"	0'-0"		0'-5"				Top of East WW Barrier
A614	1	7'-2"	Footing East WW Long.					A574	1	13'-8"	M		3'-5"	6'-8"	3'-7"	0'-0"	0'-0"		0'-3"				Top of East WW Barrier
A615	1	6'-7"	Footing East WW Long.					A575	40	9'-8"	S	0'-0"	3'-6"	2'-8"	3'-6"			0'-0"					Pedestal Longitudinal
A616	1	6'-0"	Footing East WW Long.					A576	5	8'-11"	S	0'-0"	3'-6"	1'-11"	3'-6"			0'-0"					Pedestal Longitudinal
A617	1	5'-8"	Footing East WW Long.					A577	30	11'-8"	S	0'-0"	3'-6"	3'-8"	3'-6"			0'-0"					Pedestal Transverse
A618	28	41'-4"	Breastwall Longitudinal, Both Faces					A578	5	10'-3"	S	0'-0"	3'-6"	3'-3"	3'-6"			0'-0"					Pedestal Transverse
								A579	40	12'-3"	P4	9'-3"	3'-0"	0'-0"	0'-0"				2'-2"	2'-2"			West WW Vertical, Far Face
								A580	40	7'-5"	L	6'-7"	0'-10"										West WW Vertical, Far Face
								A581	29	12'-3"	P4	9'-3"	3'-0"	0'-0"	0'-0"				2'-2"	2'-2"			East WW Vertical, Far Face
								A582	29	7'-10"	L	7'-0"	0'-10"										East WW Vertical, Far Face
								A650	69	12'-3"	S	0'-0"	1'-0"	10'-3"	1'-0"			0'-0"					Footing Long. Bot.
								A651	57	11'-6"	S	0'-0"	1'-0"	9'-6"	1'-0"			0'-0"					West WW Long. Bot.
								A652	28	14'-2"	S	0'-0"	1'-0"	12'-2"	1'-0"			0'-0"					East WW Long. Bot.
								A653	1	13'-10"	S	0'-0"	1'-0"	11'-10"	1'-0"			0'-0"					East WW Long. Bot.
								A654	1	13'-6"	S	0'-0"	1'-0"	11'-6"	1'-0"			0'-0"					East WW Long. Bot.
								A655	1	13'-3"	S	0'-0"	1'-0"	11'-3"	1'-0"			0'-0"					East WW Long. Bot.
								A656	1	12'-11"	S	0'-0"	1'-0"	10'-11"	1'-0"			0'-0"					East WW Long. Bot.
								A657	1	12'-8"	S	0'-0"	1'-0"	10'-8"	1'-0"			0'-0"					East WW Long. Bot.
								A658	1	12'-4"	S	0'-0"	1'-0"	10'-4"	1'-0"			0'-0"					East WW Long. Bot.
								A659	1	12'-1"	S	0'-0"	1'-0"	10'-1"	1'-0"			0'-0"					East WW Long. Bot.
								A660	1	11'-9"	S	0'-0"	1'-0"	9'-9"	1'-0"			0'-0"					East WW Long. Bot.
								A661	1	11'-6"	S	0'-0"	1'-0"	9'-6"	1'-0"			0'-0"					East WW Long. Bot.
								A662	1	11'-2"	S	0'-0"	1'-0"	9'-2"	1'-0"			0'-0"					East WW Long. Bot.
								A663	1	10'-11"	S	0'-0"	1'-0"	8'-11"	1'-0"			0'-0"					East WW Long. Bot.
								A664	1	10'-7"	S	0'-0"	1'-0"	8'-7"	1'-0"			0'-0"					East WW Long. Bot.
								A665	1	10'-4"	S	0'-0"	1'-0"	8'-4"	1'-0"			0'-0"					East WW Long. Bot.
								A666	1	10'-0"	S	0'-0"	1'-0"	8'-0"	1'-0"			0'-0"					East WW Long. Bot.
								A667	1	9'-9"	S	0'-0"	1'-0"	7'-9"	1'-0"			0'-0"					East WW Long. Bot.
								A668	1	9'-5"	S	0'-0"	1'-0"	7'-5"	1'-0"			0'-0"					East WW Long. Bot.
								A669	1	9'-2"	S	0'-0"	1'-0"	7'-2"	1'-0"			0'-0"					East WW Long. Bot.
								A670	1	8'-10"	S	0'-0"	1'-0"	6'-10"	1'-0"			0'-0"					East WW Long. Bot.
								A67															

Date:8/22/2021

Username:

Division:

Filename: 258_Reinforcing Schedule II.dgn

STRAIGHT BARS								BENT BARS																					
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	ABUTMENT 2 AND WINGWALLS																		LOCATION			
B500	5	7'-3"	Backwall, Abut. Seat					B550	39	10'-7"	L	9'-9"	0'-10"											East WW Footing To WW Vert., N.F.					
B501	5	43'-3"	Backwall Trans. Bar					B551	26	11'-2"	L	10'-4"	0'-10"											West WW Footing to WW Vert., N.F.					
B502	5	10'-6"	East WW Vert., Near Face					B552	84	8'-11"	L	7'-3"	1'-8"											Backwall F.F. Below Appr. Slab					
B503	5	38'-6"	East WW Hor. Bars					B553	84	13'-6"	S	0'-0"	6'-2"	1'-2"				0'-0"						Top of Backwall Hook					
B504	5	10'-7"	West WW Vert., Near Face					B554	10	8'-2"	P4	4'-1"	4'-1"	0'-0"	6'-2"					3'-6"				Obtuse Corner Outside Face					
B505	5	18'-10"	West WW Hor. Bars					B555	10	8'-2"	P4	4'-1"	4'-1"	0'-0"						3'-6"				Obtuse Corner Outside Face					
B506	5	38'-6"	East WW Hor. Bars					B556	10	8'-2"	P4	4'-1"	4'-1"	0'-0"						3'-6"				Obtuse Corner					
B507	5	18'-10"	West WW Hor. Bars					B557	10	9'-4"	P5	0'-0"	4'-1"	1'-2"						3'-4"	3'-6"			Acute Corner					
B508	5	6'-0"	WW Barriers Hor. Bars					B558	10	8'-2"	A				4'-1"	4'-1"				3'-4"				Acute Corner					
B509	5	38'-6"	East WW Barrier Hor. Reinf.					B559	10	8'-2"	A				4'-1"	4'-1"				3'-4"				Acute Corner					
B510	5	6'-0"	Both WW Barrier Hor. Reinf.					B560	6	13'-7"	P5	0'-0"	4'-1"	5'-5"	4'-1"					3'-6"	7'-3"			Acute Corner, Below Appr. Slab Seat					
								B561	77	13'-1"	P5	2'-9"	3'-6"	0'-7"	4'-1"					3'-6"	1'-2"			WW Barrier Vert. Stirrup					
B600	75	11'-0"	Footing Long. Top					B562	4	13'-2"	P5	2'-9"	3'-6"	0'-8"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B601	48	45'-0"	Footing Trans Top and Bot.					B563	4	13'-3"	P5	2'-9"	3'-6"	0'-9"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B602	48	9'-6"	East WW Footing Long. Top					B564	4	13'-4"	P5	2'-9"	3'-6"	0'-10"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B603	22	46'-2"	East WW Footing Trans.					B565	4	13'-5"	P5	2'-9"	3'-6"	0'-11"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B604	36	16'-2"	West WW Footing Trans. Top and Bot.					B566	4	13'-6"	P5	2'-9"	3'-6"	1'-0"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B605	17	11'-7"	West WW Footing Long.					B567	4	13'-7"	P5	2'-9"	3'-6"	1'-1"	6'-3"					3'-6"	1'-2"			WW Barrier Tapered Stirrup					
B606	1	11'-3"	West WW Long.					B568	18	13'-8"	S	0'-0"	6'-3"	1'-2"	6'-3"			0'-0"						WW Barrier, End					
B607	1	10'-9"	West WW Long.					B569	1	38'-6"	M		28'-3"	6'-8"	6'-3"	0'-0"	0'-0"		0'-7"					Top of WW Barrier, East WW					
B608	1	10'-3"	West WW Long.					B570	1	38'-6"	M		28'-3"	6'-8"	3'-7"	0'-0"	0'-0"		0'-5"					Top of WW Barrier, East WW					
B609	1	9'-9"	West WW Long.					B571	1	38'-6"	M		28'-3"	6'-8"	3'-7"	0'-0"	0'-0"		0'-3"					Top of WW Barrier, East WW					
B610	1	9'-3"	West WW Long.					B572	1	18'-10"	M		8'-7"	6'-8"	3'-7"	0'-0"	0'-0"		0'-7"					Top of WW Barrier, West WW					
B611	1	8'-9"	West WW Long.					B573	1	18'-10"	M		8'-7"	6'-8"	3'-7"	0'-0"	0'-0"		0'-5"					Top of WW Barrier, West WW					
B612	1	8'-3"	West WW Long.					B574	1	18'-10"	M		8'-7"	6'-8"	3'-7"	0'-0"	0'-0"		0'-3"					Top of WW Barrier, West WW					
B613	1	7'-9"	West WW Long.					B575	40	10'-2"	S	0'-0"	3'-9"	2'-8"	3'-7"			0'-0"						Pedestal Longitudinal					
B614	1	7'-3"	West WW Long.					B576	5	9'-5"	S	0'-0"	3'-9"	1'-11"	3'-9"			0'-0"						Pedestal Longitudinal					
B615	1	6'-9"	West WW Long.					B577	30	11'-2"	S	0'-0"	3'-9"	3'-8"	3'-9"			0'-0"						Pedestal Transverse					
B616	1	6'-3"	West WW Long.					B578	5	10'-9"	S	0'-0"	3'-9"	3'-3"	3'-9"			0'-0"						Pedestal Transverse					
B617	1	5'-9"	West WW Long.					B579	78	12'-3"	P4	9'-3"	3'-0"	0'-0"	3'-9"					2'-2"	2'-2"			East WW Vert., Far Face					
B618	1	5'-3"	West WW Long.					B580	78	7'-10"	L	7'-0"	0'-10"		0'-0"									East WW Vert., Far Face					
B619	1	5'-0"	West WW Long.					B581	39	12'-3"	P4	9'-3"	3'-0"	0'-0"						2'-2"	2'-2"			West WW Vert., Far Face					
B620	32	45'-11"	Breastwall Longitudinal, Both Faces					B582	39	8'-0"	L	7'-2"	0'-10"		0'-0"									West WW Vert., Far Face					
								B650	75	13'-0"	S	0'-0"	1'-0"	11'-0"	1'-0"			0'-0"						Footing Long. Bot.					
								B651	94	11'-6"	S	0'-0"	1'-0"	9'-6"	1'-0"			0'-0"						East WW Long. Bot.					
								B652	33	13'-7"	S	0'-0"	1'-0"	11'-7"	1'-0"			0'-0"						West WW Long. Bot.					
								B653	1	13'-3"	S	0'-0"	1'-0"	11'-3"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B654	1	13'-0"	S	0'-0"	1'-0"	11'-0"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B655	1	12'-9"	S	0'-0"	1'-0"	10'-9"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B656	1	12'-6"	S	0'-0"	1'-0"	10'-6"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B657	1	12'-3"	S	0'-0"	1'-0"	10'-3"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B658	1	12'-0"	S	0'-0"	1'-0"	10'-0"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B659	1	11'-9"	S	0'-0"	1'-0"	9'-9"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B660	1	11'-6"	S	0'-0"	1'-0"	9'-6"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B661	1	11'-3"	S	0'-0"	1'-0"	9'-3"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B662	1	11'-0"	S	0'-0"	1'-0"	9'-0"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B663	1	10'-9"	S	0'-0"	1'-0"	8'-9"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B664	1	10'-6"	S	0'-0"	1'-0"	8'-6"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B665	1	10'-3"	S	0'-0"	1'-0"	8'-3"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B666	1	10'-0"	S	0'-0"	1'-0"	8'-0"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B667	1	9'-9"	S	0'-0"	1'-0"	7'-9"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B668	1	9'-6"	S	0'-0"	1'-0"	7'-6"	1'-0"			0'-0"						West WW Footing Long. Bot.					
								B669	1	9'-3"	S	0'-0"	1'-0"	7'-3"	1'-0"			0'-0"											

Date:8/22/2021

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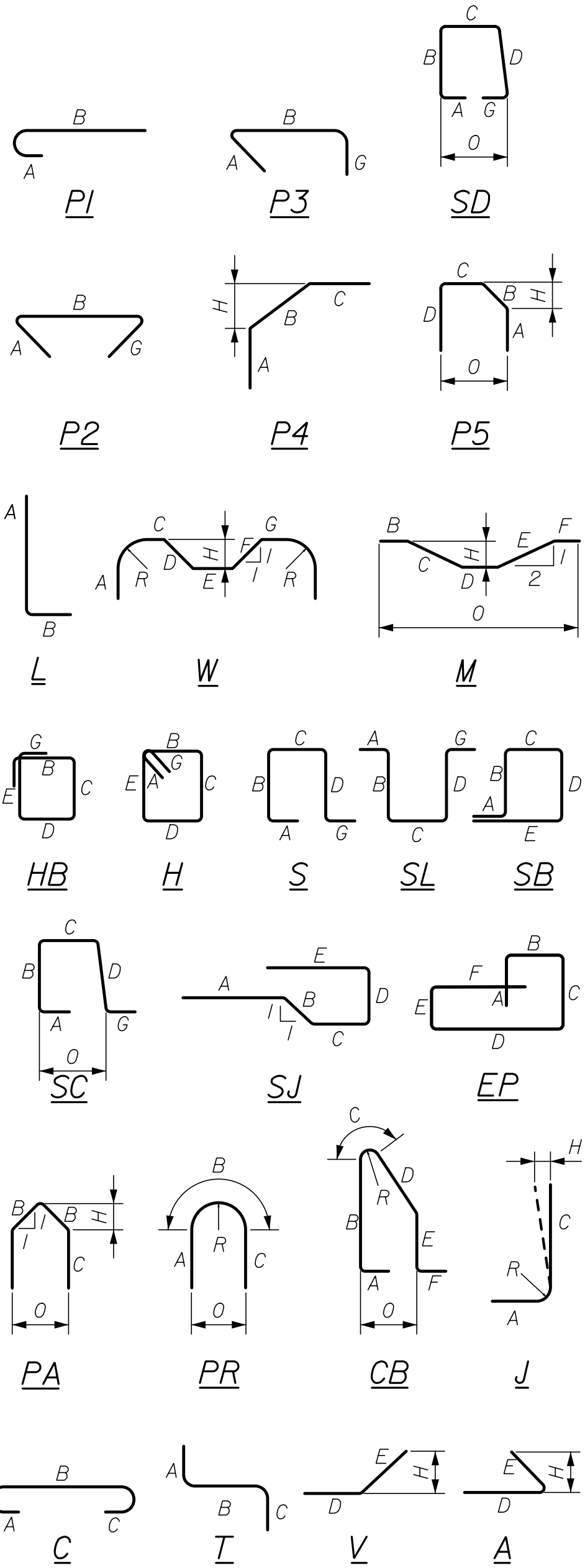
Division:

Filename: 259_Reinforcing Schedule III.dgn

STRAIGHT BARS								BENT BARS																
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
ABUTMENT 2 AND								WINGWALLS (CONT.)																
								B850	73	11'-1"	L	9'-9"	1'-4'										East WW Footing To WW Vert., FF	
								B851	24	12'-0"	L	10'-8"	1'-4'										West WW Footing to WW Vert., FF	
ABUTMENT 1 AND 2 APPROACH SLABS																								
AS501	64	30'-0"	Transverse Bar																					
AS503	32	12'-7"	Transverse Bar																					
AS601	74	15'-1"	Longitudinal Bar																					
PIERS																								
PS400	28	31'-3"	Pier Stem Wall Longitudinal					PS450	244	10'-11"	P5	3'-0"	4'-6"	2'-9"	0'-8"					0'-8 5/8"	7'-0"			Pier Stem Wall Stirrups
PS600	36	15'-1"	Column End Vertical					PS550	16	4'-4"	S	0'-0"	0'-10"	2'-8"	0'-10"				0'-0"					Vertical Stirrups at End of Cap
PS601	180	11'-6"	Column Horizontal Bar					PS551	14	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"				0'-0"					Vertical Stirrups at End of Cap
								PS552	16	14'-1"	V				6'-0"	8'-1"				2'-0"				Bottom of Cap at Ends
PS900	8	47'-4"	Top of Cap at Middle					PS553	12	5'-4"	L	4'-6"	0'-10"											Pedestal
PS901	156	15'-1"	Column Vertical					PS554	20	3'-4"	L	2'-6"	0'-10"											Pedestal
								PS555	618	3'-5 1/2"	P3	0'-5 1/2"	2'-2"						0'-10"					Column Ties
PS1000	16	27'-4"	Bottom of Cap at Middle																					
								PS650	8	8'-2"	S	0'-0"	3'-1"	2'-0"	3'-1"				0'-0"					Stirrups at End of Cap
								PS651	34	9'-8"	S	0'-0"	3'-10"	2'-0"	3'-10"				0'-0"					Cap Stirrups
								PS652	4	8'-0"	S	0'-0"	3'-0"	2'-0"	3'-0"				0'-0"					Cap Stirrups
								PS653	4	8'-4"	S	0'-0"	3'-2"	2'-0"	3'-2"				0'-0"					Cap Stirrups
								PS654	4	8'-6"	S	0'-0"	3'-3"	2'-0"	3'-3"				0'-0"					Cap Stirrups
								PS655	4	8'-8"	S	0'-0"	3'-4"	2'-0"	3'-4"				0'-0"					Cap Stirrups
								PS656	4	8'-10"	S	0'-0"	3'-5"	2'-0"	3'-5"				0'-0"					Cap Stirrups
								PS657	4	9'-0"	S	0'-0"	3'-6"	2'-0"	3'-6"				0'-0"					Cap Stirrups
								PS658	4	9'-2"	S	0'-0"	3'-7"	2'-0"	3'-7"				0'-0"					Cap Stirrups
								PS659	4	9'-4"	S	0'-0"	3'-8"	2'-0"	3'-8"				0'-0"					Cap Stirrups
								PS660	4	9'-6"	S	0'-0"	3'-9"	2'-0"	3'-9"				0'-0"					Cap Stirrups
								PS661	4	9'-8"	S	0'-0"	3'-10"	2'-0"	3'-10"				0'-0"					Cap Stirrups
								PS662	4	9'-10"	S	0'-0"	3'-11"	2'-0"	3'-11"				0'-0"					Cap Stirrups
								PS663	4	10'-0"	S	0'-0"	4'-0"	2'-0"	4'-0"				0'-0"					Cap Stirrups
								PS664	362	10'-2"	S	0'-0"	4'-1"	2'-0"	4'-1"				0'-0"					Cap Stirrups
								PS665	4	10'-4"	S	0'-0"	4'-2"	2'-0"	4'-2"				0'-0"					Cap Stirrups
								PS666	4	10'-6"	S	0'-0"	4'-3"	2'-0"	4'-3"				0'-0"					Cap Stirrups
								PS667	4	10'-8"	S	0'-0"	4'-4"	2'-0"	4'-4"				0'-0"					Cap Stirrups
								PS668	4	11'-0"	S	0'-0"	4'-6"	2'-0"	4'-6"				0'-0"					Cap Stirrups
								PS669	36	6'-7"	L	5'-7"	1'-0"											Footing to Column Side Face
								PS670	207	10'-6"	S	0'-0"	1'-0"	8'-6"	1'-0"				0'-0"					Footing Transverse Bar
								PS671	180	10'-2"	SD	1'-0"	3'-0"	2'-2"	3'-0"				1'-0"		2'-2"			Column U Bar
								PS672	6	6'-5"	S	0'-0"	1'-0"	4'-5"	1'-0"				0'-0"					Side Face U Bars
								PS673	2	6'-1"	S	0'-0"	1'-0"	4'-1"	1'-0"				0'-0"					Side Face U Bars
								PS674	2	5'-9"	S	0'-0"	1'-0"	3'-9"	1'-0"				0'-0"					Side Face U Bars
								PS675	2	5'-5"	S	0'-0"	1'-0"	3'-5"	1'-0"				0'-0"					Side Face U Bars
								PS676	2	5'-1"	S	0'-0"	1'-0"	3'-1"	1'-0"				0'-0"					Side Face U Bars
								PS950	16	13'-7"	L	12'-0"	1'-7"											Second Layer of Cap at Ends
								PS951	156	8'-7"	L	7'-0"	1'-7"											Footing to Column Bar
								PS1050	16	22'-6"	L	20'-8"	1'-10"											Top of Cap at Ends
								PS1051	74	40'-5"	S	0'-0"	1'-10"	36'-9"	1'-10"				0'-0"					Footing Longitudinal
SUPERSTRUCTURE																								
S500	672	51'-0"	Deck Longitudinal					S550	890	10'-4"	SC	0'-10"	4'-0"	0'-6"	4'-2"				0'-10"		1'-11 1/2"			Barrier Stirrup
S501	144	51'-0"	Barrier Longitudinal					S551	902	13'-10"	V				2'-6"	11'-4"				0'-1 1/2"				Deck Transverse
S502	1038	29'-4"	Deck Transverse					S552	84	26'-6"	V				15'-2"	11'-4"				0'-4 1/2"				Abut. 1 Deck Trans. at Deck Ends
S503	84	15'-2"	Abut. 1 Deck Trans. at Deck Ends					S553	42	20'-1"	V				8'-9"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S504	42	8'-9"	Abut. 1 Deck Trans. at Deck Ends					S554	24	16'-10"	V				5'-6"	11'-4"				0'-1 1/2"				Abut. 1 Deck Trans. at Deck Ends
S505	24	5'-6"	Abut. 1 Deck Trans. at Deck Ends					S555	12	15'-3"	V				3'-11"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S506	12	3'-11"	Abut. 1 Deck Trans. at Deck Ends					S556	2	14'-11"	V				3'-7"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S507	2	11'-0"	Abut. 1 Deck Trans. at Deck Ends					S557	2	14'-8"	V				3'-4"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S508	2	10'-9"	Abut. 1 Deck Trans. at Deck Ends					S558	2	14'-4"	V				3'-0"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S509	2	10'-5"	Abut. 1 Deck Trans. at Deck Ends					S559	2	14'-1"	V				2'-9"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S510	2	10'-2"	Abut. 1 Deck Trans. at Deck Ends					S560	2	13'-9"	V				2'-5"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S511	2	9'-10"	Abut. 1 Deck Trans. at Deck Ends					S561	2	13'-6"	V				2'-2"	11'-4"				0'-1"				Abut. 1 Deck Trans. at Deck Ends
S512	2	9'-7"	Abut. 1 Deck Trans. at Deck Ends					S562	2	13'-2"	V				1'-10"	11'-4"				0'-2"				Abut. 1 Deck Trans. at Deck Ends
S513	2	9'-3"	Abut. 1 Deck Trans. at Deck Ends					S563	2	12'-11"	V				1'-7"	11'-4"				0'-				

[illegible]

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.

Reinforcing Bar: ASTM A615/A615M, Grade 60
ASTM A955, GRADE 75

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. Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans
3. All bars shall be stainless steel.

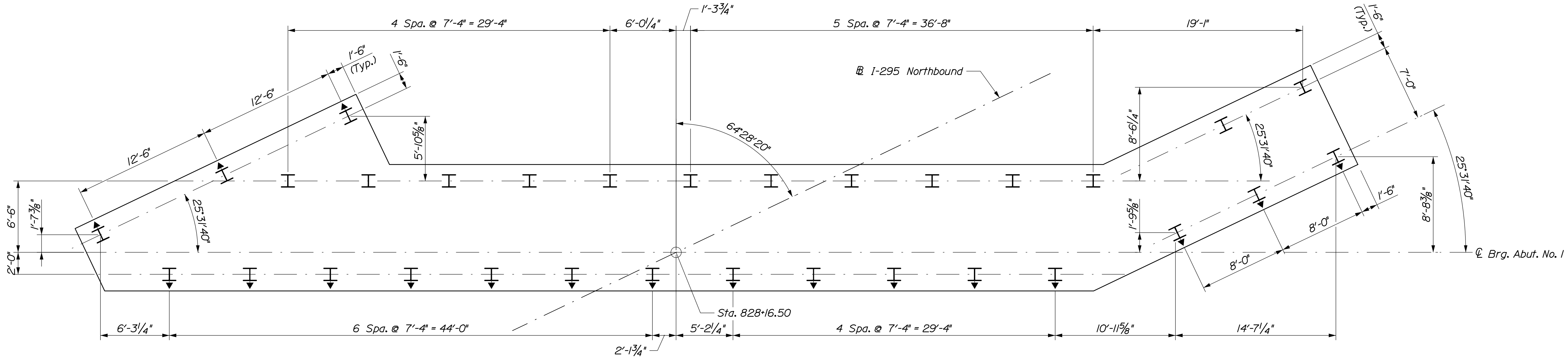
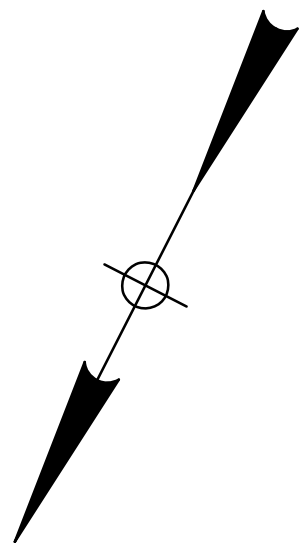


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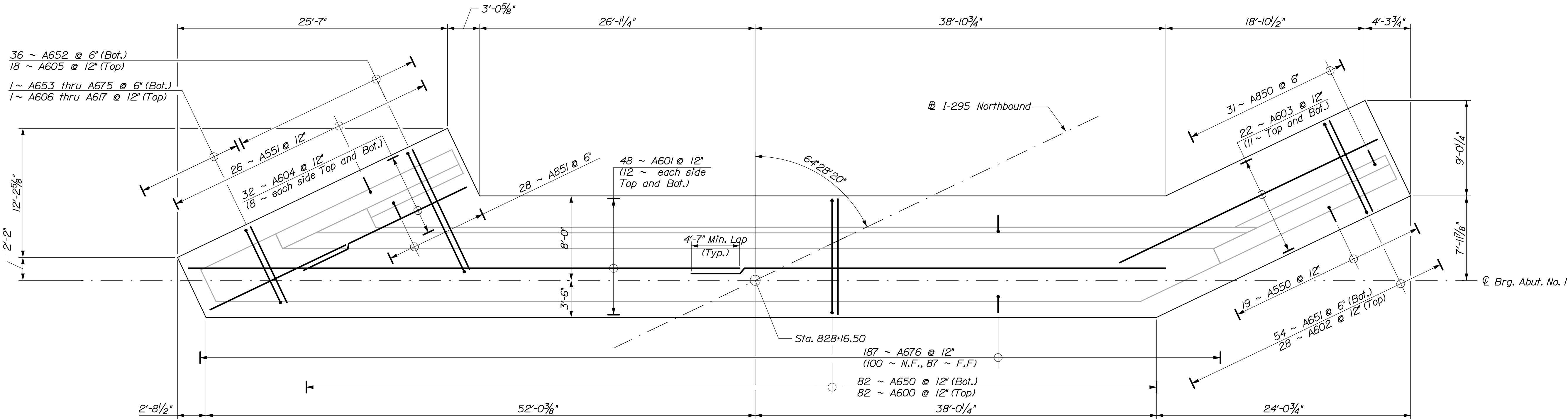
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ABUTMENT NO. 1 PILE LAYOUT



ABUTMENT NO. 1 FOOTING PLAN

PILE NOTES:

1. The maximum factored pile load is 350 kips (including 0 kips allowed for downdrag) 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. Install piles to achieve a nominal compressive geotechnical resistance of 540 kips.
4. Estimate of piles required:

Abutment No. 1: 31 - HP 14 x 89 @ 55 feet
Abutment No. 2: 33 - HP 14 x 89 @ 45 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.

5. H-pile material shall be ASTM A572, Grade 50.
6. Piles shall be driven to the required resistance on or within bedrock in accordance with Standard Specification Section 501.

7. 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.

8. Piles marked with an arrow shall be battered 3 inches/foot in the direction of the arrow.

9. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.

10. The Contractor shall perform 2 dynamic load tests per abutment, with 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. One dynamic test shall be performed on the first production plumb pile driven at each abutment and the second dynamic test shall be at a pile location selected by the Resident or on the first production battered pile.

ABUTMENT NOTES:

1. Abutments, wingwalls, and their footings shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits in cut areas and a vertical plane located 10 feet behind the walls in fill areas.

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

3. Place drains with a 4-inch diameter in the breastwall and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.

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

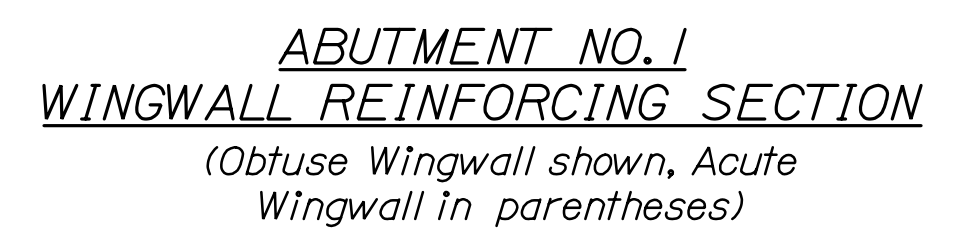
5. Concrete barriers on top of abutment wingwalls shall be in accordance with Standard Specification Subsection 526 and paid under Item 526.331 Permanent Concrete Barrier Type III B.

6. Permanent concrete barrier shall have full perimeter 3/4" chamfered dummy joints spaced at a maximum of 20'-0" on center. Contraction joints shall be no more than 40'-0" on center and chamfers shall be similar to dummy joints.

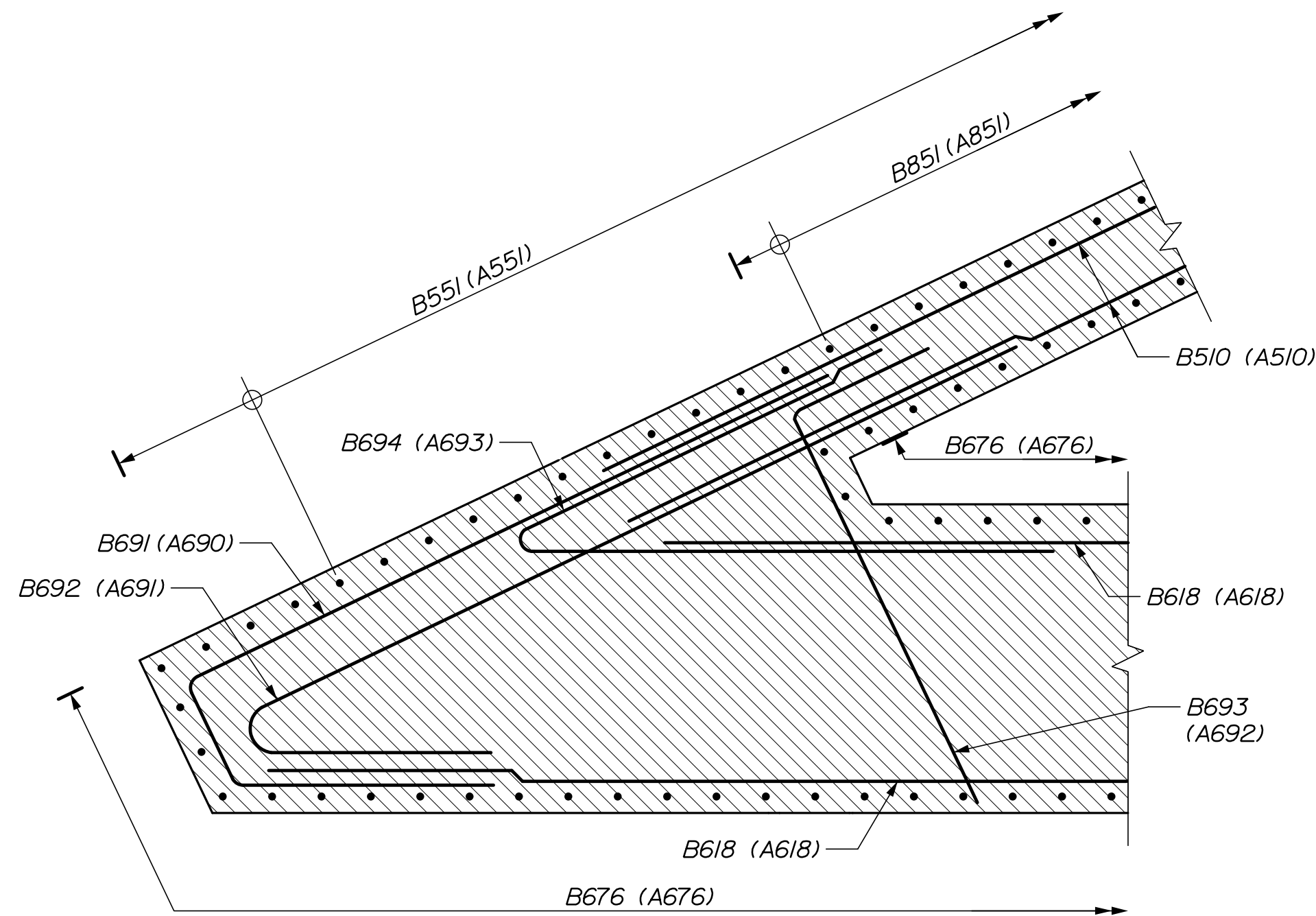
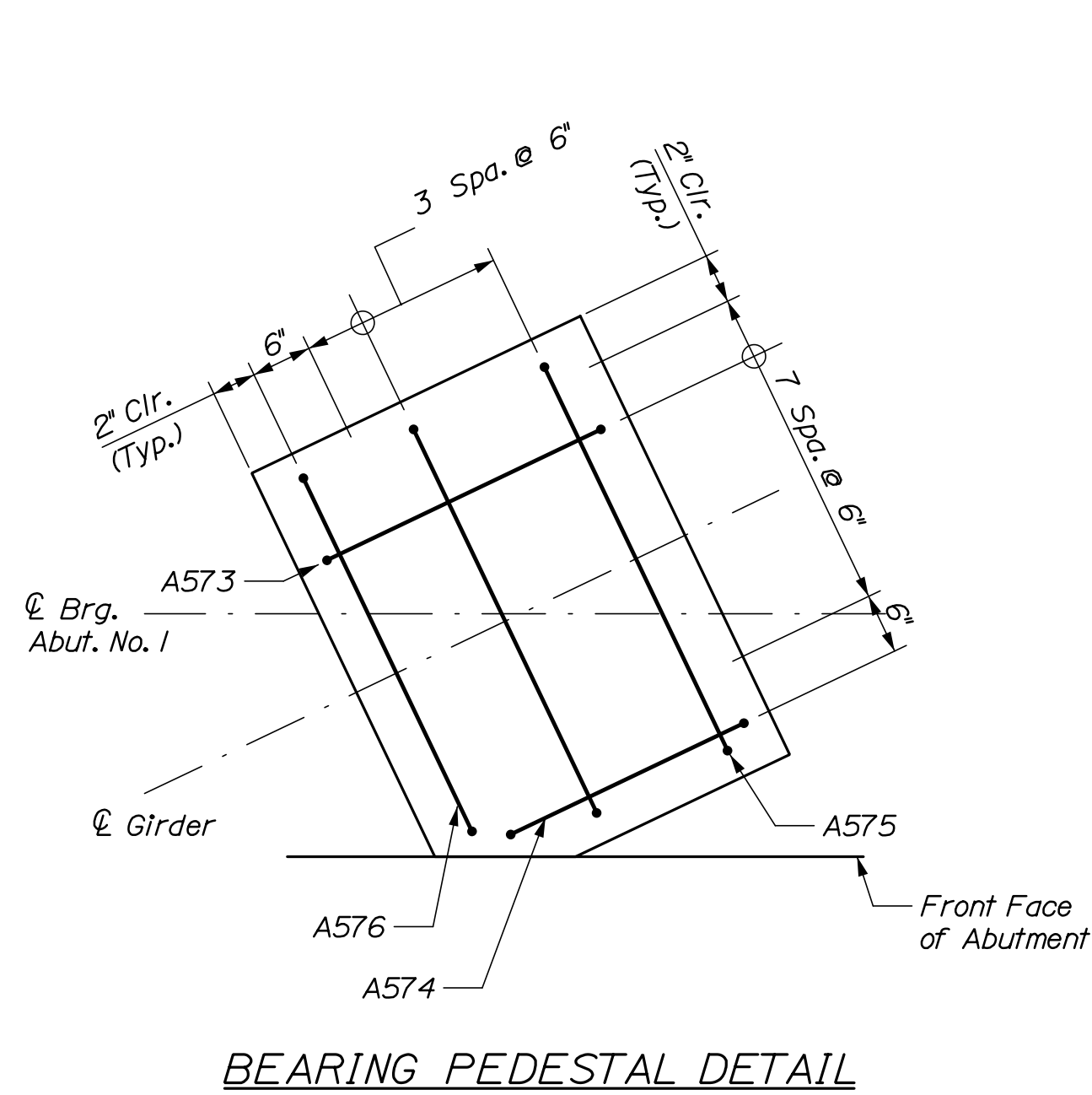
7. All abutment reinforcing shall be stainless steel unless noted otherwise.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02310600		WIN		023106.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		ABUTMENT NO. 1 - NB		PILE AND FOOTING PLAN	
PROJECT MANAGER		M. Kerstberg		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		J. Wough		E. Reardon		8/21		SIGNATURE		P.E. NUMBER	
CHECKED-REVIEWED		T. Poulin		S. Hodgson		8/21		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED								SIGNATURE		P.E. NUMBER	
REVISIONS 1								SIGNATURE		P.E. NUMBER	
REVISIONS 2								SIGNATURE		P.E. NUMBER	
REVISIONS 3								SIGNATURE		P.E. NUMBER	
REVISIONS 4								SIGNATURE		P.E. NUMBER	
FIELD CHANGES								SIGNATURE		P.E. NUMBER	
SHEET NUMBER		261		OF 312							



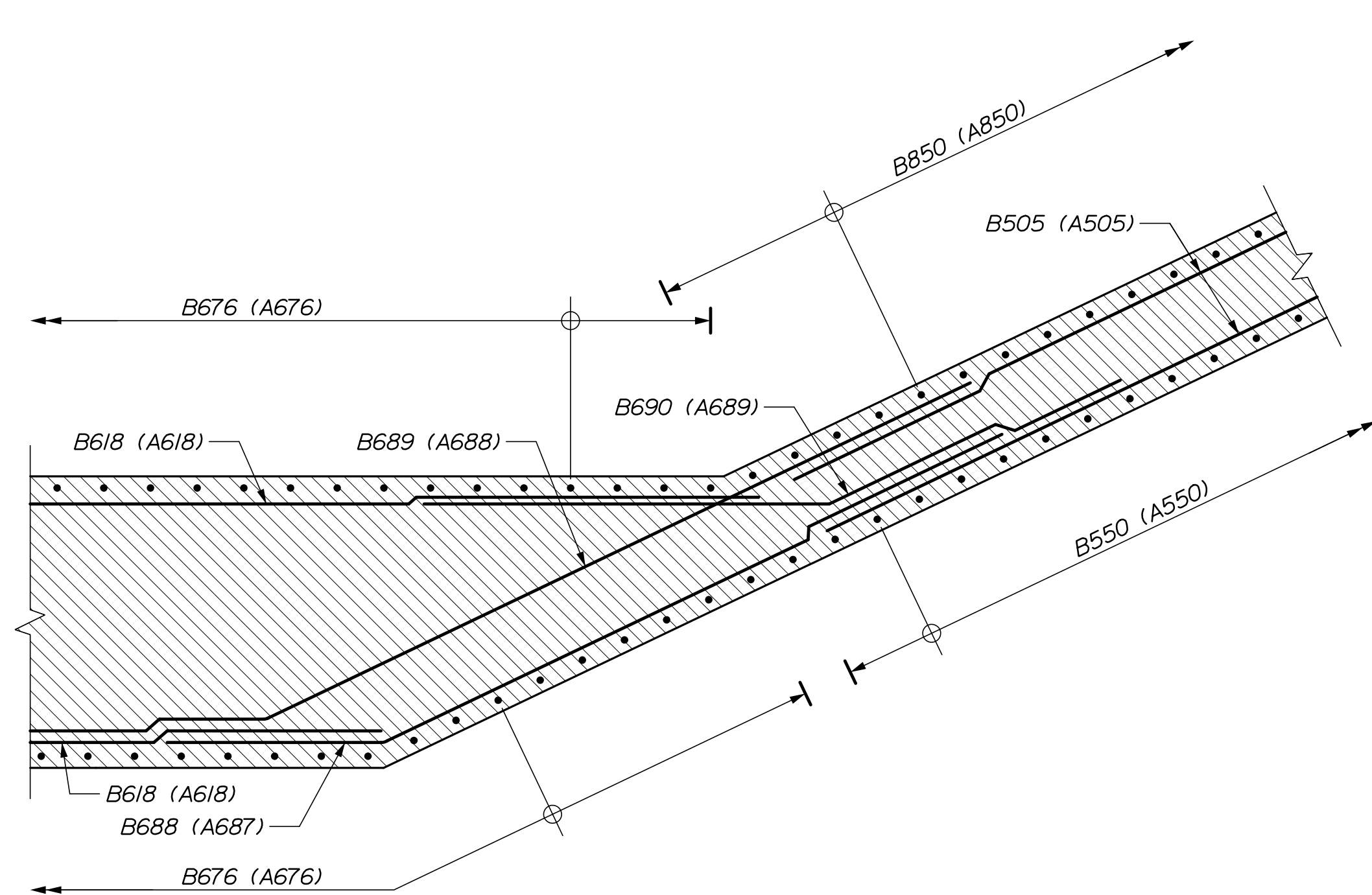


<div>263</div> <div>OF 312</div>	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND				PROJ. MANAGER M. Kersbergen	BY E. Boussolet S. Hodgdon	DATE 8/21 8/21	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
		ABUTMENT NO. 1 - NB SECTION				DESIGN-DETAILED J. Wough			
					CHECKED-REVIEWED T. Poulin			SIGNATURE	
					DESIGN2-DETAILED2				
					DESIGN3-DETAILED3				
					REVISIONS 1			P.E. NUMBER 02310600	
					REVISIONS 2				
					REVISIONS 3				
					REVISIONS 4			DATE WIN 023106.00	
					FIELD CHANGES			Bridge No. 5833 BRIDGE PLANS	



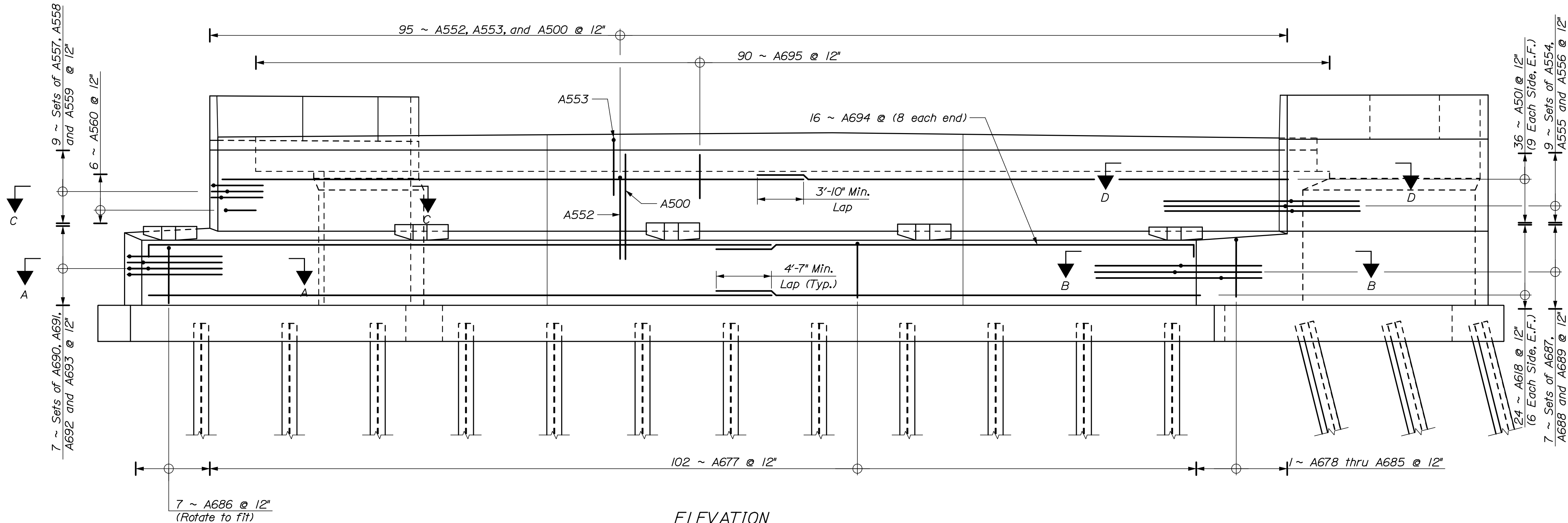
SECTION A-A

(Abutment 2 shown, Abutment 1 similar in parentheses)



SECTION B-B

(Abutment 2 shown, Abutment 1 similar in parentheses)



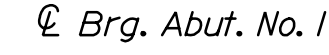
ELEVATION

(Footing and wingwall reinforcement not shown for clarity)

Note: See sheet "Abutment No. 2 - NB Reinforcing" for Sections C-C and D-D.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02310600		WIN		023106.00		BRIDGE PLANS	
	02310600		WIN		023106.00		BRIDGE PLANS	
	02310600		WIN		023106.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		ABUTMENT NO. 1 - NB REINFORCING		SHEET NUMBER 264		OF 312		
PROJ. MANAGER M. Kersbergen		BY E. Benoit		DATE 8/21		SIGNATURE S. Hodgson		
DESIGNED-DETAILED J. Waugh		CHECKED-REVIEWED T. Poulin		DESIGNED-DETAILED S. Hodgson		P.E. NUMBER DATE		
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		

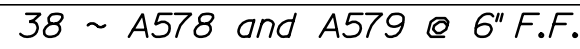
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WEST WINGWALL PLAN

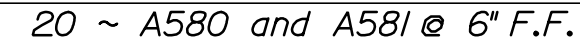


EAST WINGWALL PLAN



WEST WINGWALL ELEVATION AND REINFORCEMENT

(Footings, Abutment Backwall and Concrete Barrier reinforcement not shown for clarity)



EAST WINGWALL ELEVATION AND REINFORCEMENT

(Footings, Abutment Backwall and Concrete Barrier reinforcement not shown for clarity)

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
	02310600
Bridge No. 5633	WIN 023106.00
	BRIDGE PLANS

SIGNATURE _____

P.E. NUMBER _____

DATE _____

DESIGN-DETAILED	J. Waugh	E. Beusolei	8/21
CHECKED-REVIEWED	T. Poulin	S. Hodgdon	8/21
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

YARMOUTH	CUMBERLAND
ABUTMENT NO. 1 - NB WINGWALLS	

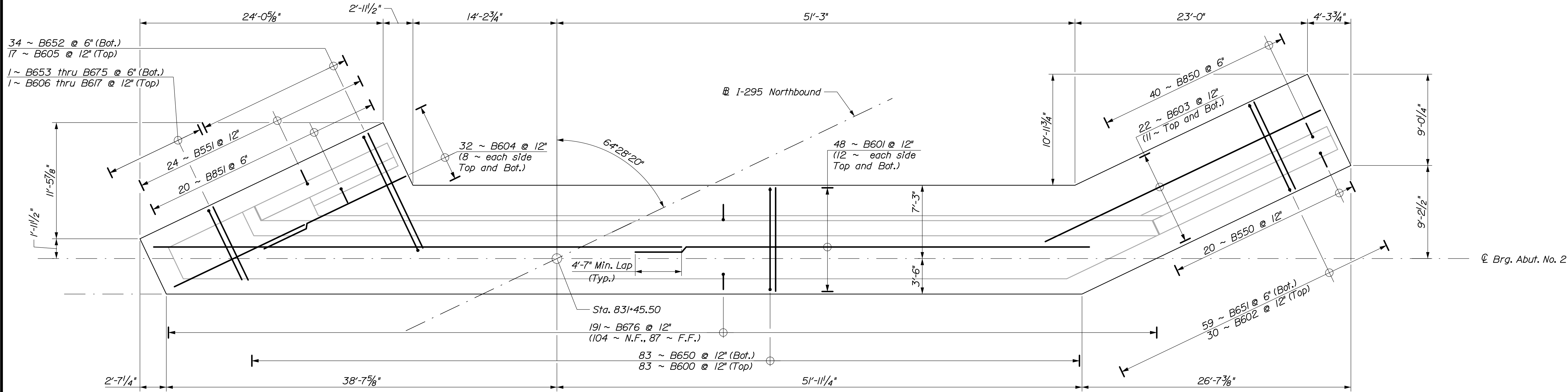
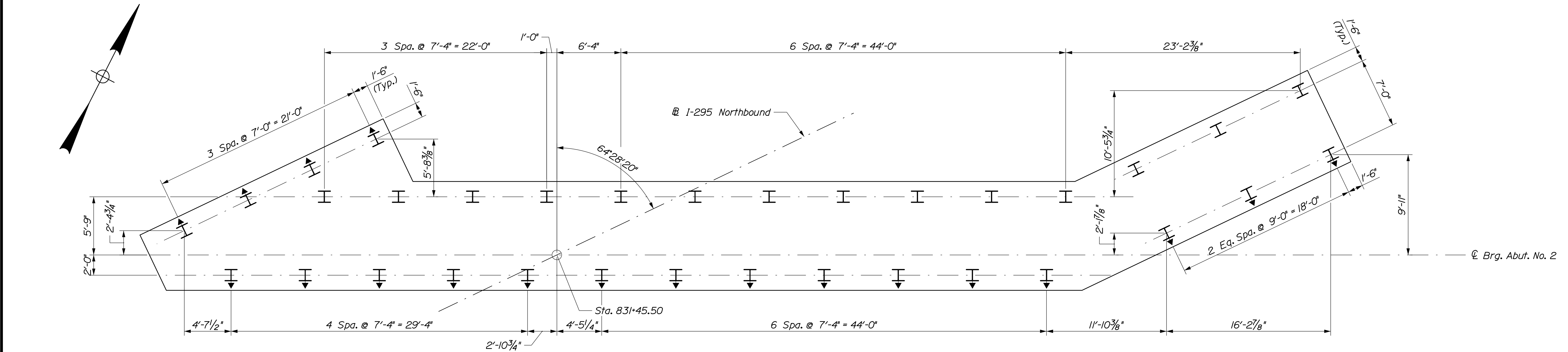
SHEET NUMBER
265
OF 312

Date:9/2/2021

Username:

Division:

Filename: 266_Abument 2 - NB Pile and Footing.dgn



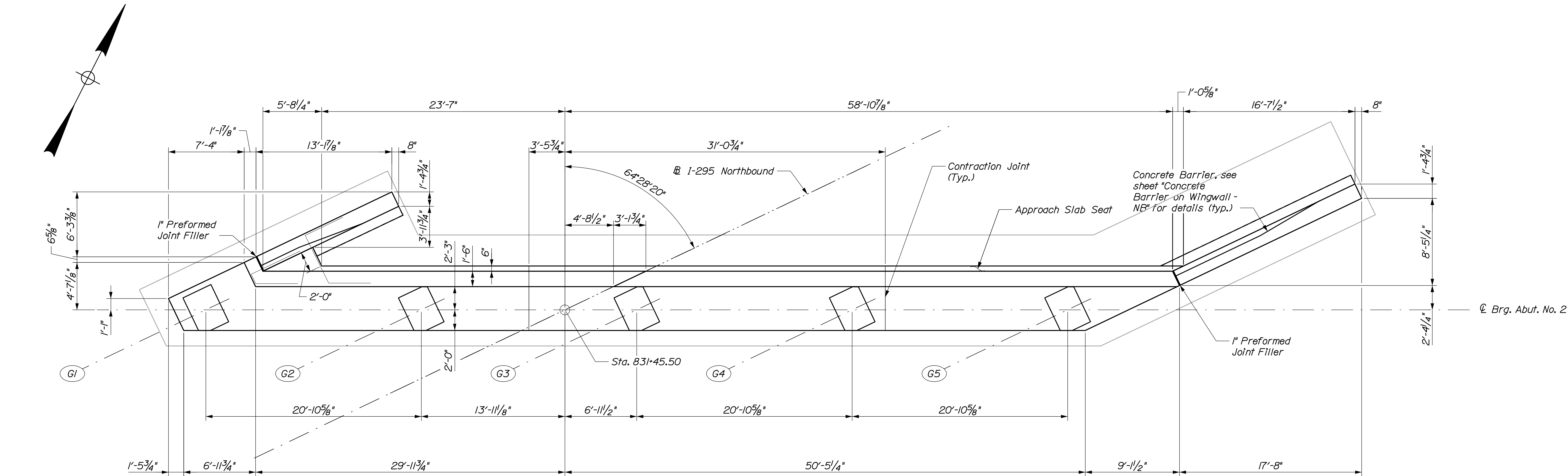
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Bousleil	8/21			
CHECKED-REVIEWED	J. Waugh	8/21			
DESIGN-DETAILED	S. Hodgdon				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:8/27/2021

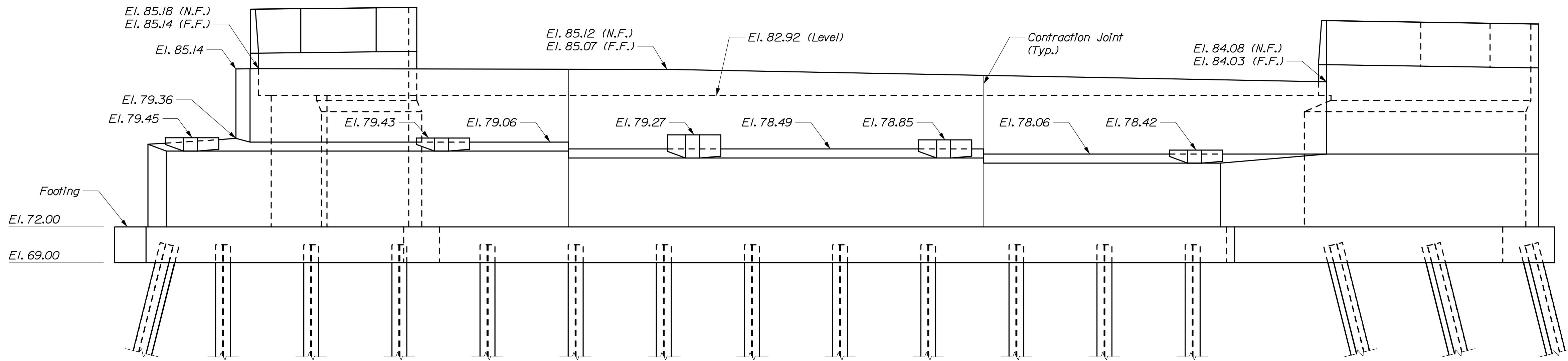
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Division:

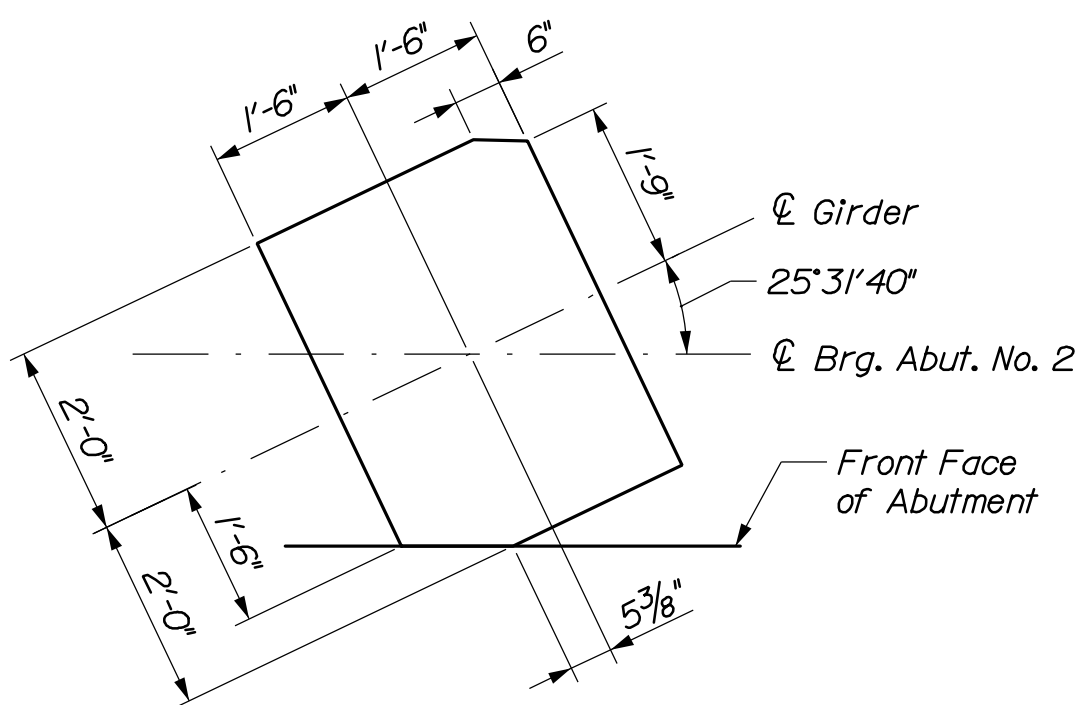
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ABUTMENT NO. 2 PLAN



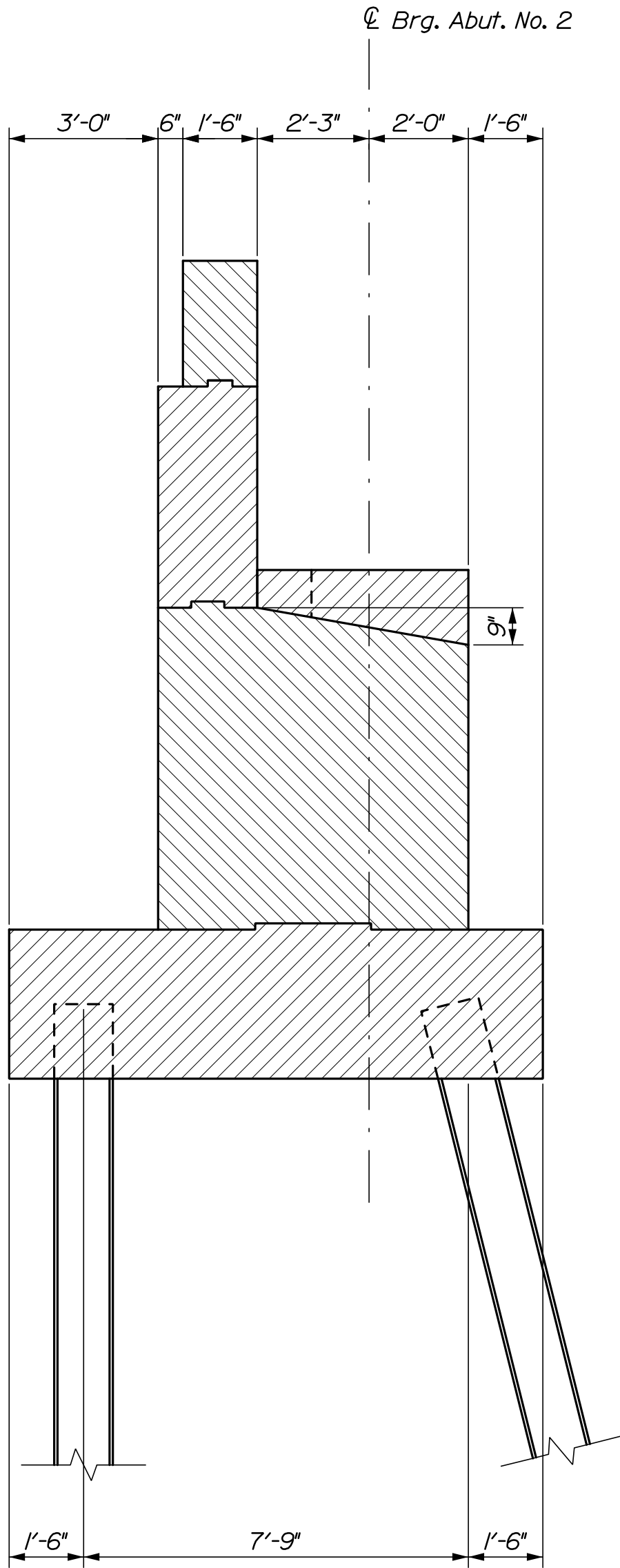
ABUTMENT NO. 2 ELEVATION



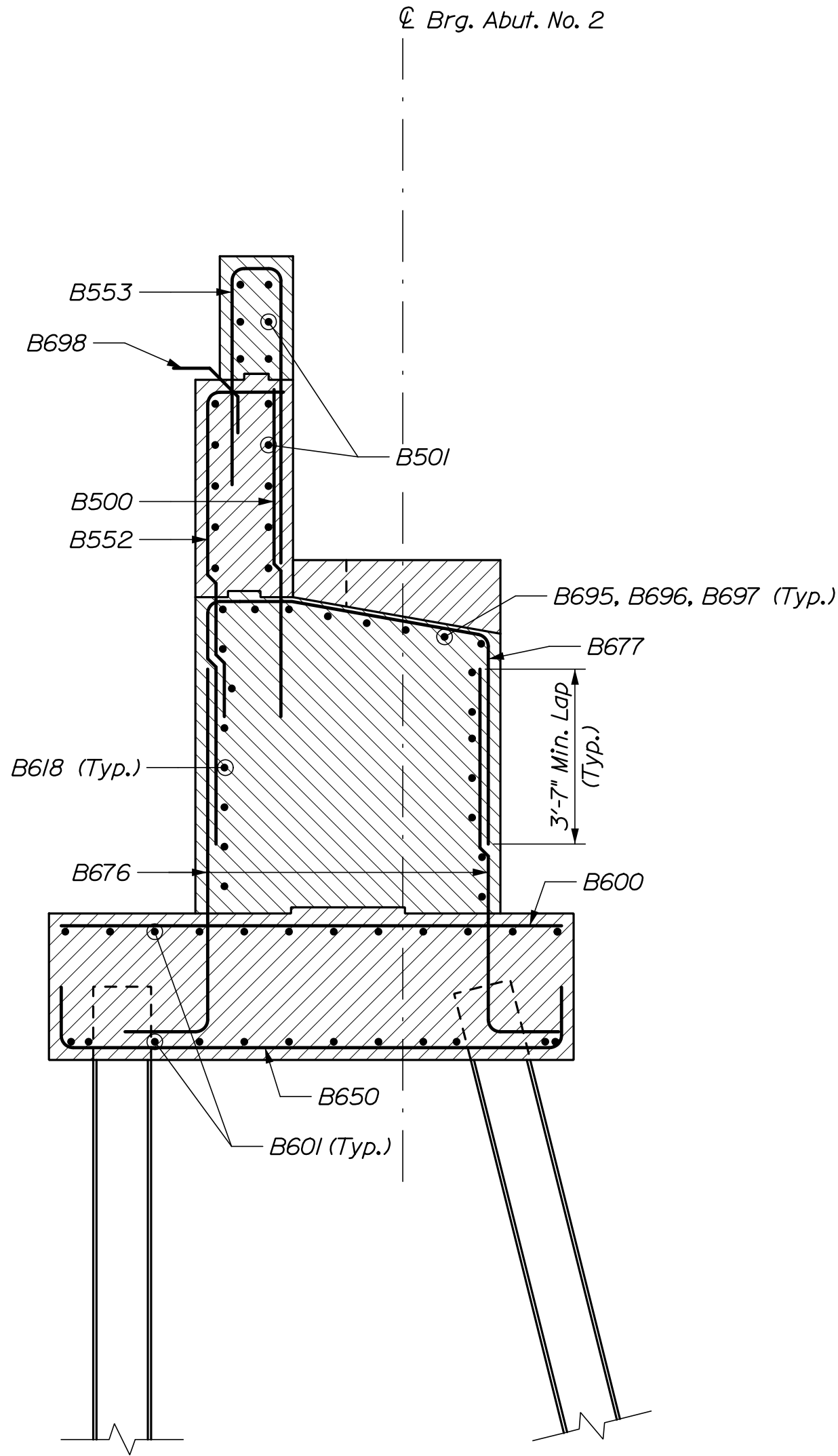
BEARING PEDESTAL DETAIL

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Reusoleil	8/21			
DESIGN-DETAILED	S. Hodgson	8/21			
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

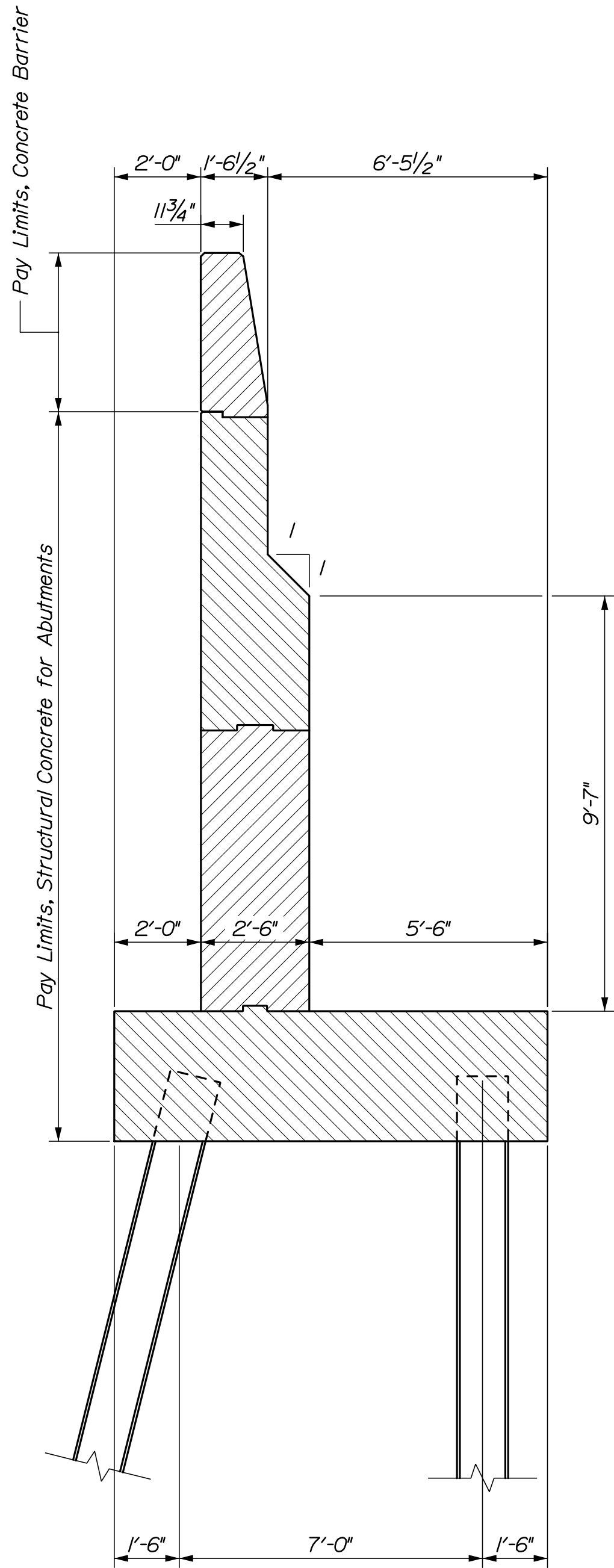
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	ABUTMENT NO. 2 - NB PLAN AND ELEVATION
---	---



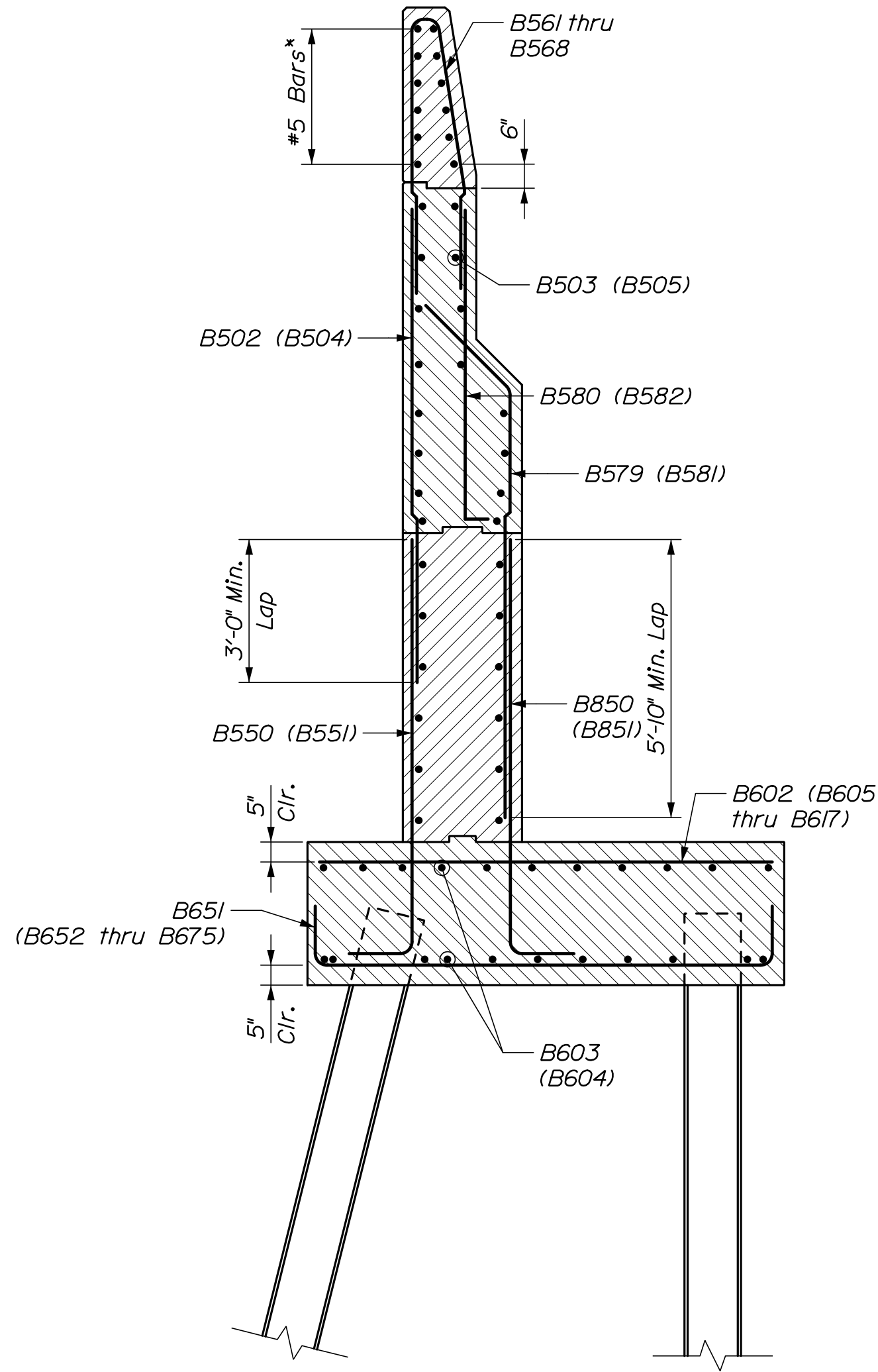
ABUTMENT NO. 2
SECTION



ABUTMENT NO. 2
REINFORCING SECTION



ABUTMENT NO. 2
WINGWALL SECTION



ABUTMENT NO. 2
WINGWALL REINFORCING SECTION
(Obtuse Wingwall shown, Acute Wingwall in parentheses)

* See Sheet "Concrete Barrier on Wingwall - NB"

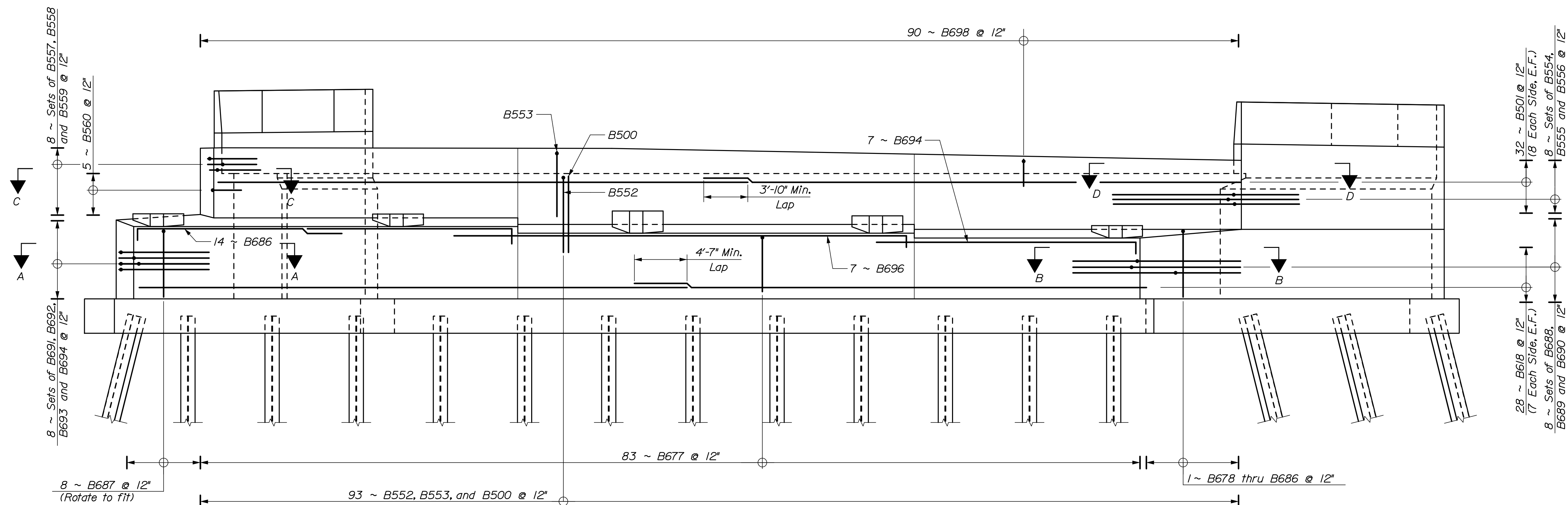
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	02310600			
	WIN			
	023106.00			
ABUTMENT NO. 2 - NB SECTION	Bridge No. 5833			
	BRIDGE PLANS			
	SIGNATURE			
	P.E. NUMBER			
SHEET NUMBER 268	DATE			
	BY			
	DATE			
	FIELD CHANGES			



(Abutment 2 shown, Abutment 1 similar in parentheses)



(Abutment 2 shown, Abutment 1 similar in parentheses)

ELEVATION

(Footings and wingwall reinforcement not shown for clarity)

Note: See sheet "Abutment No. 1 - NB
Reinforcing" for Sections A-A and B-B.

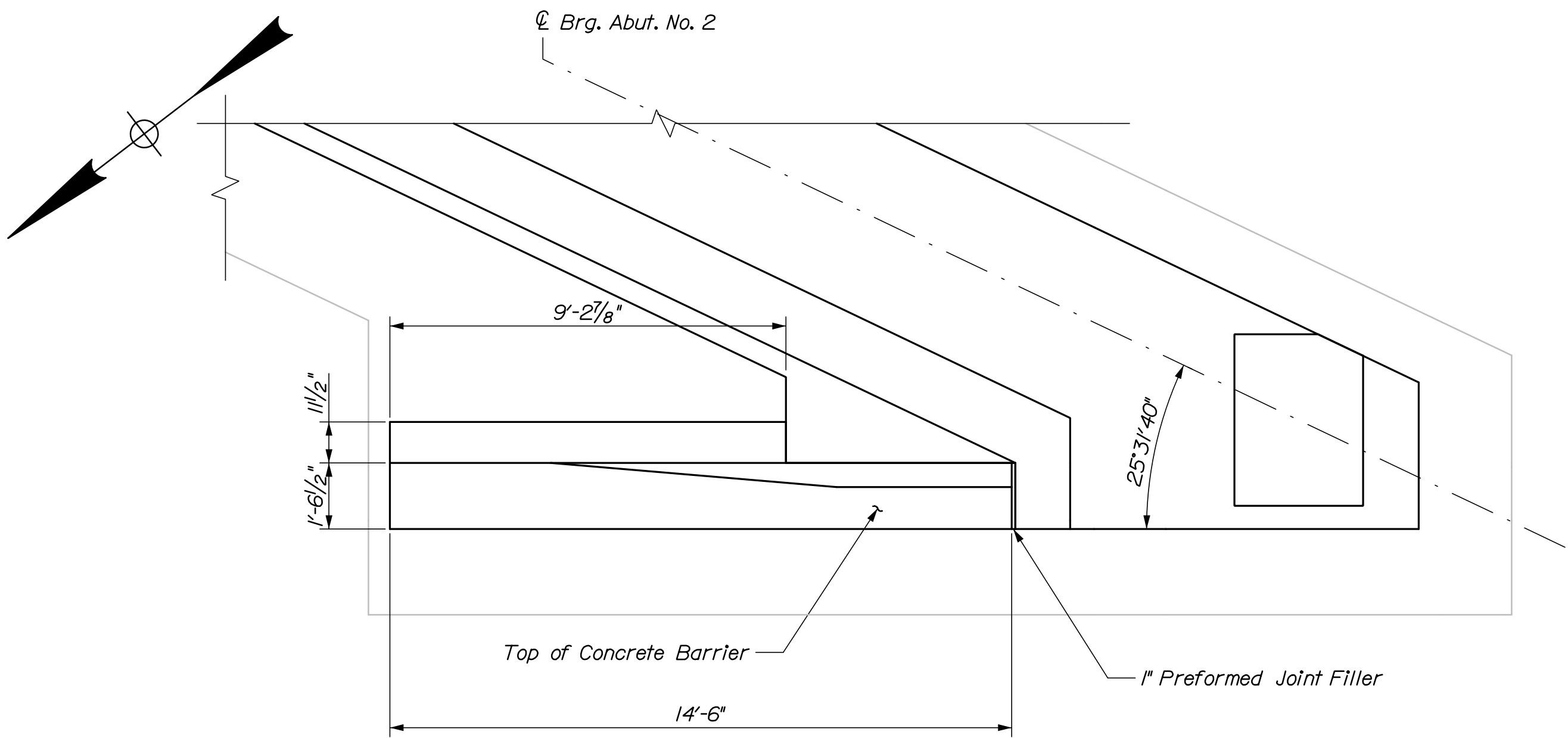
269 OF 312		SHEET NUMBER		I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH		PROJ. MANAGER		M. Kerstergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
						DESIGN-DETAILED		J. Wough	E. Beausoleil	8/21		
ABUTMENT NO. 2 - NB REINFORCING		FIELD CHANGES		CHECKED-REVIEWED		T. Poulin	S. Hodgdon	8/21	SIGNATURE			
				DESIGN2-DETAILED2								
				DESIGN3-DETAILED3				P.E. NUMBER	02310600			
				REVIEWS 1								
				REVIEWS 2							WIN 023106.00	BRIDGE PLANS
				REVIEWS 3								
				REVIEWS 4				DATE				
				FIELD CHANGES								
											Bridge No. 5833	

Date:8/22/2021

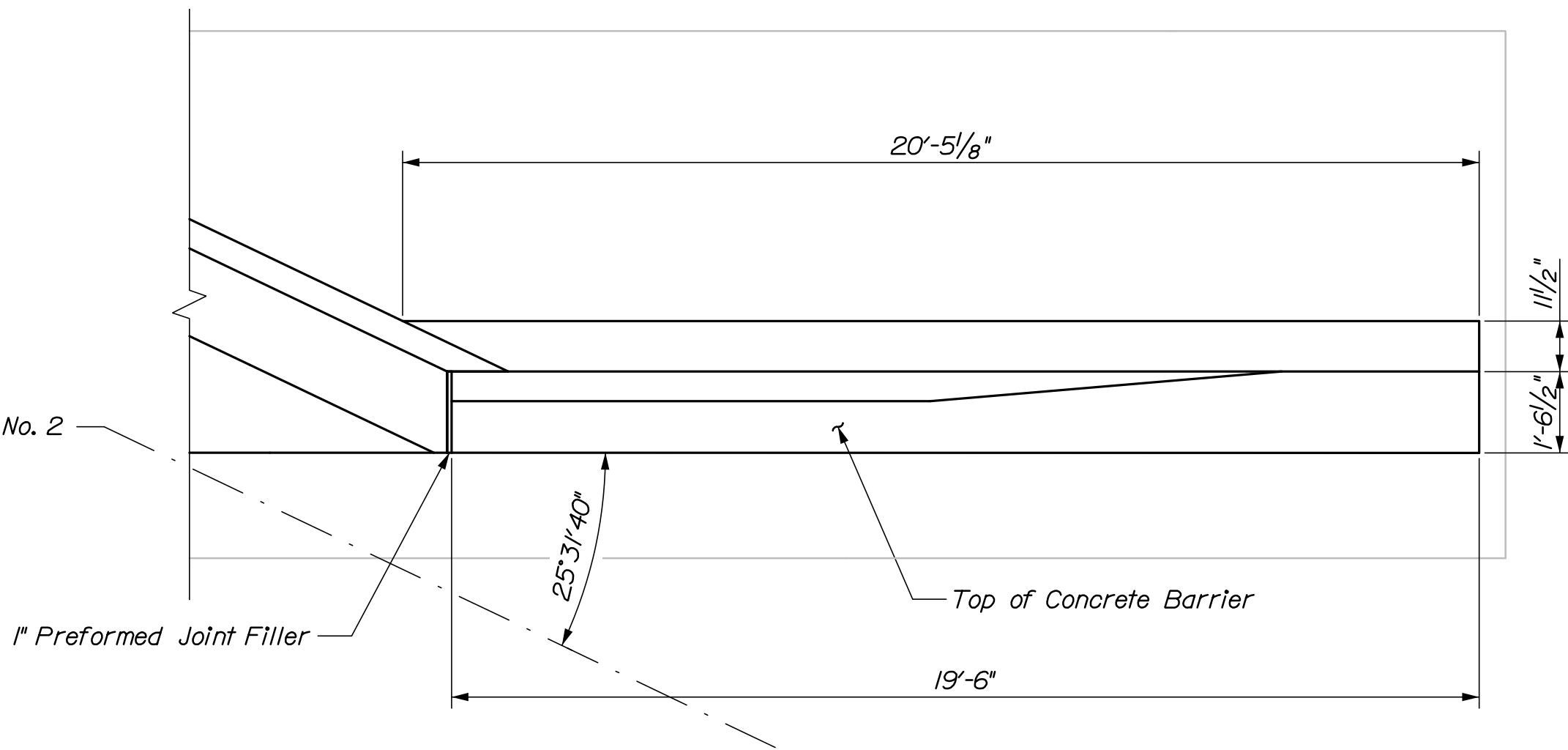
Username:

Division:

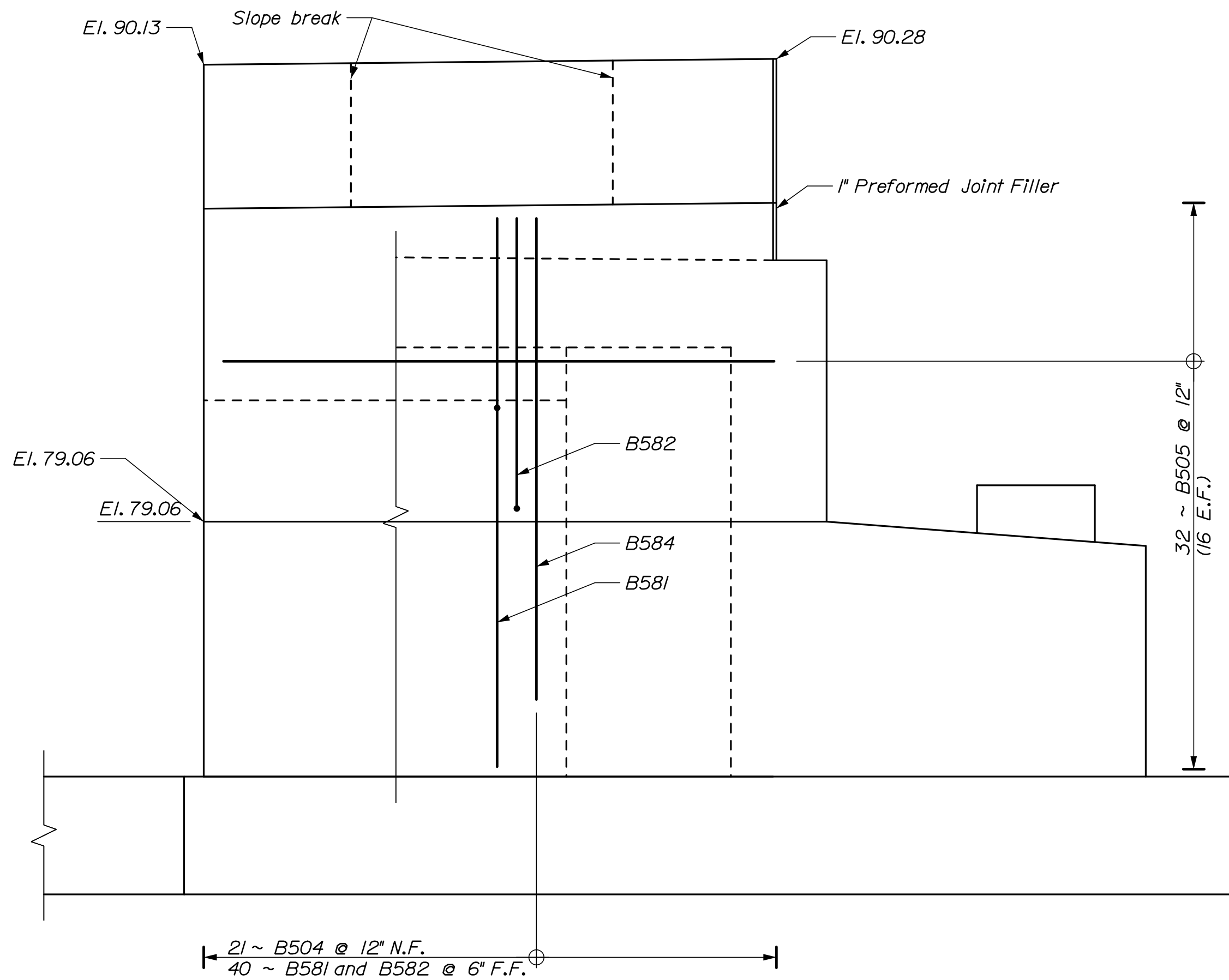
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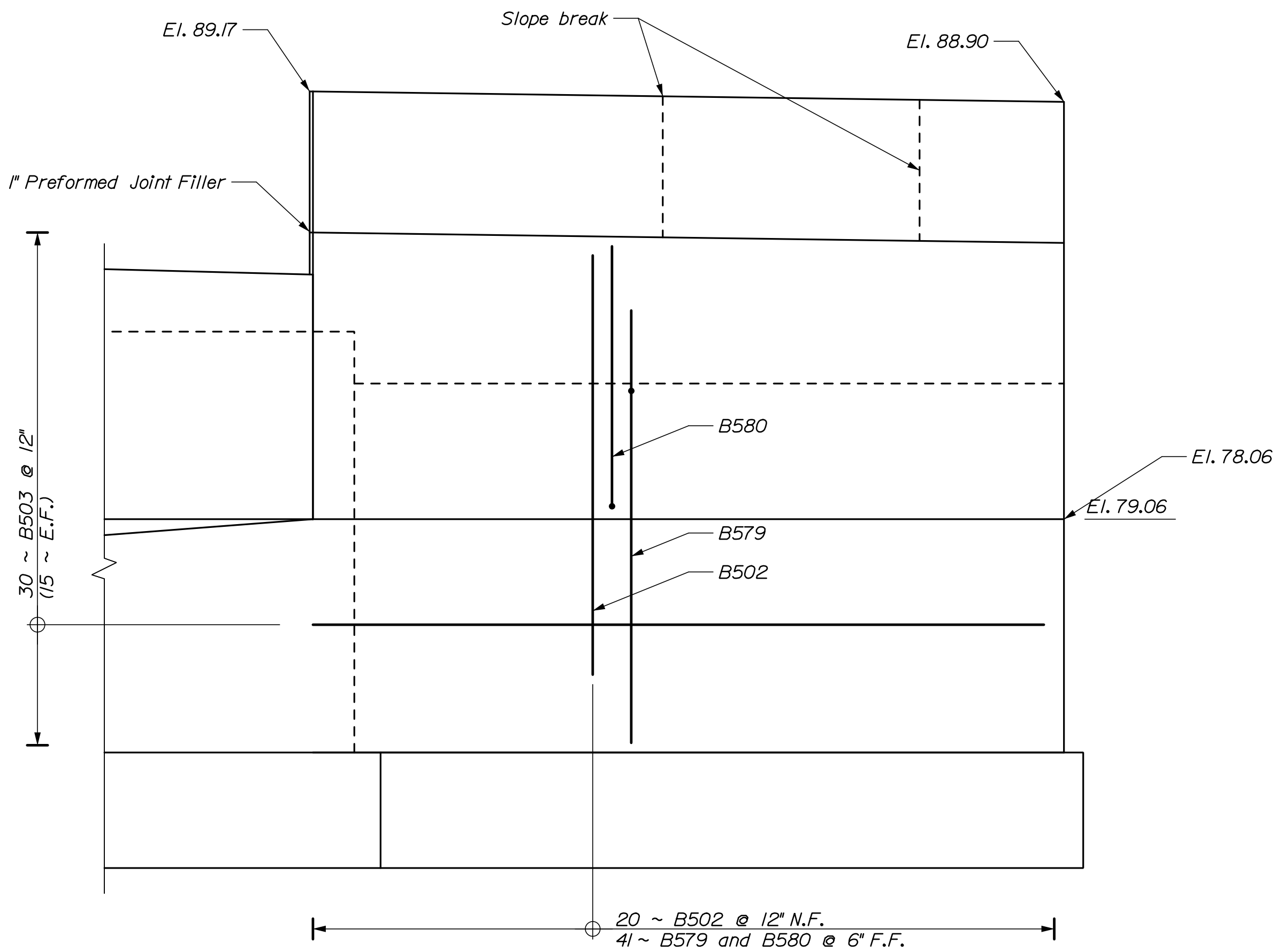
WEST WINGWALL PLAN



EAST WINGWALL PLAN



WEST WINGWALL ELEVATION AND REINFORCEMENT
(Footing, Abutment Backwall and Concrete Barrier reinforcement not shown for clarity)



EAST WINGWALL ELEVATION AND REINFORCEMENT
(Footing, Abutment Backwall and Concrete Barrier reinforcement not shown for clarity)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02310600
WIN
023106.00
Bridge No. 5833
BRIDGE PLANS

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	M. Kersbergen	BY	E. Benoit	DATE	8/21
DESIGNED-DETAILED	J. Wagh	CHECKED-REVIEWED	S. Hodgson	DATE	8/21
DESIGNED-DETAILED		CHECKED-REVIEWED		DATE	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4		DATE	
FIELD CHANGES				DATE	

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
ABUTMENT NO. 2 - NB WINGWALLS

SHEET NUMBER
270
OF 312

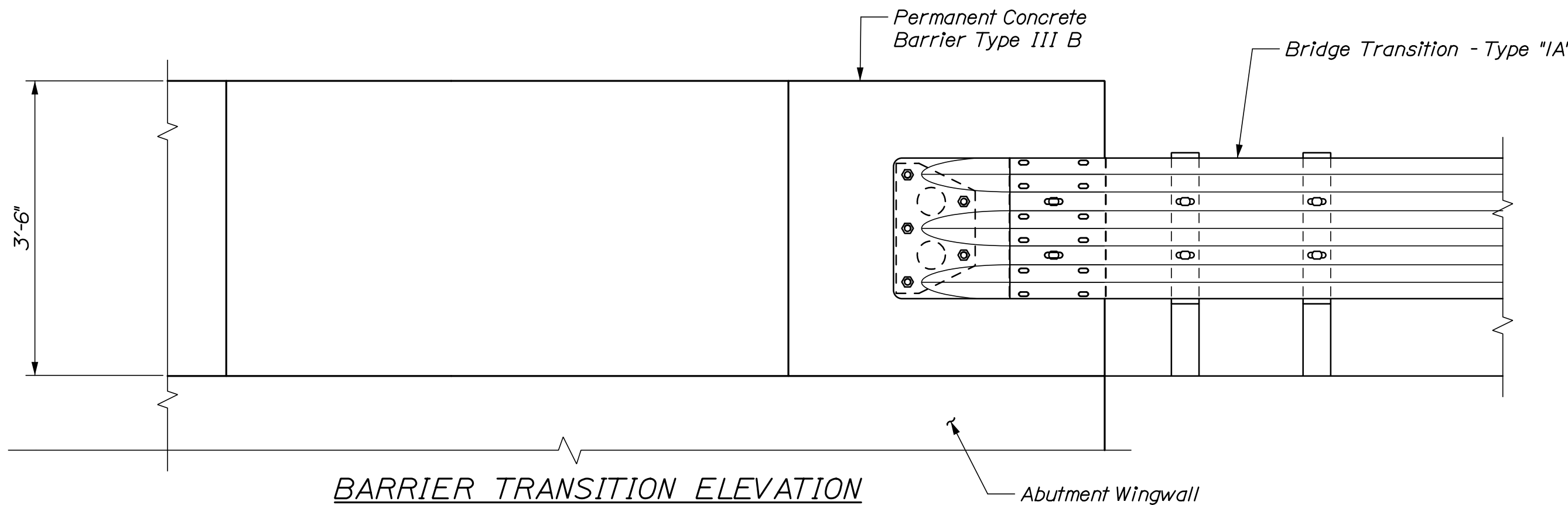
HNTB

Date:8/22/2021

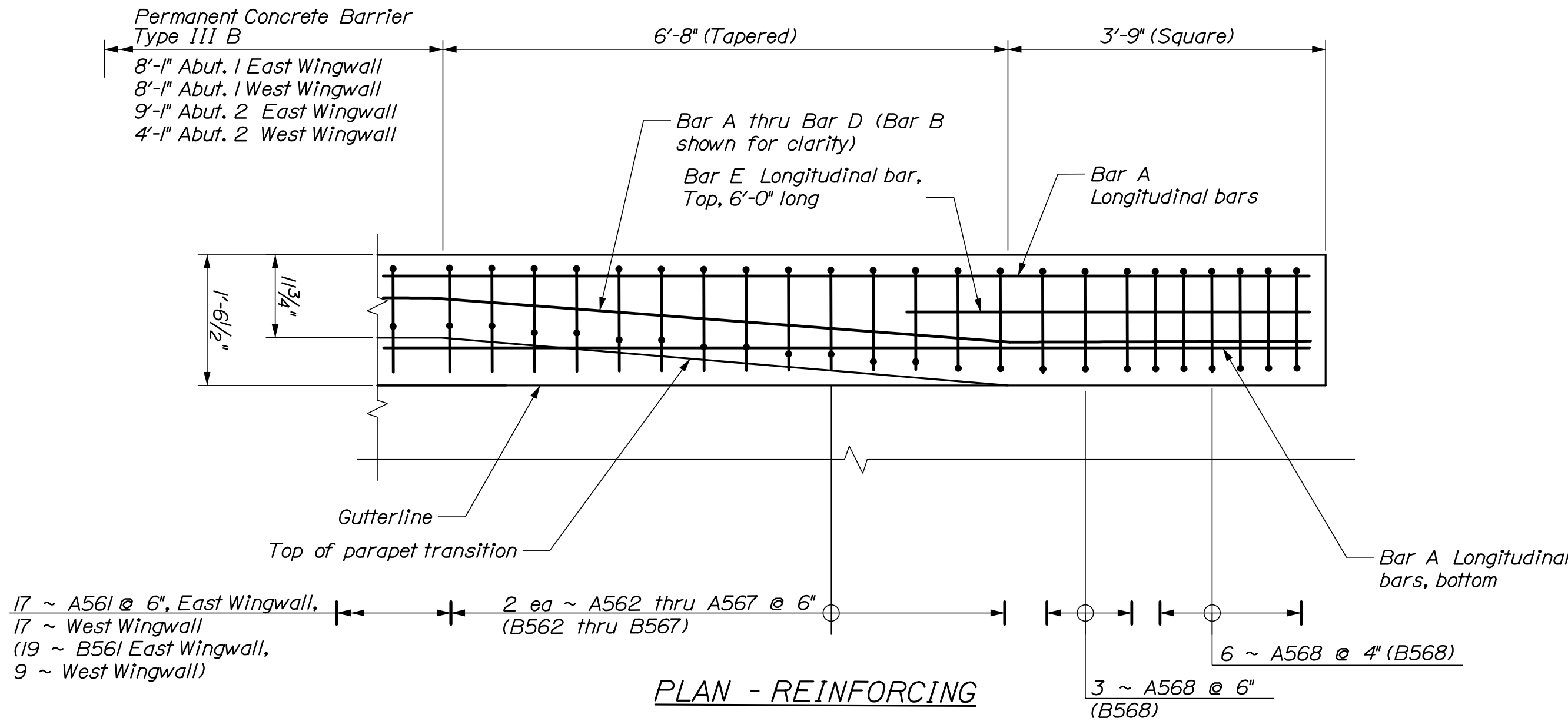
Username:

Division:

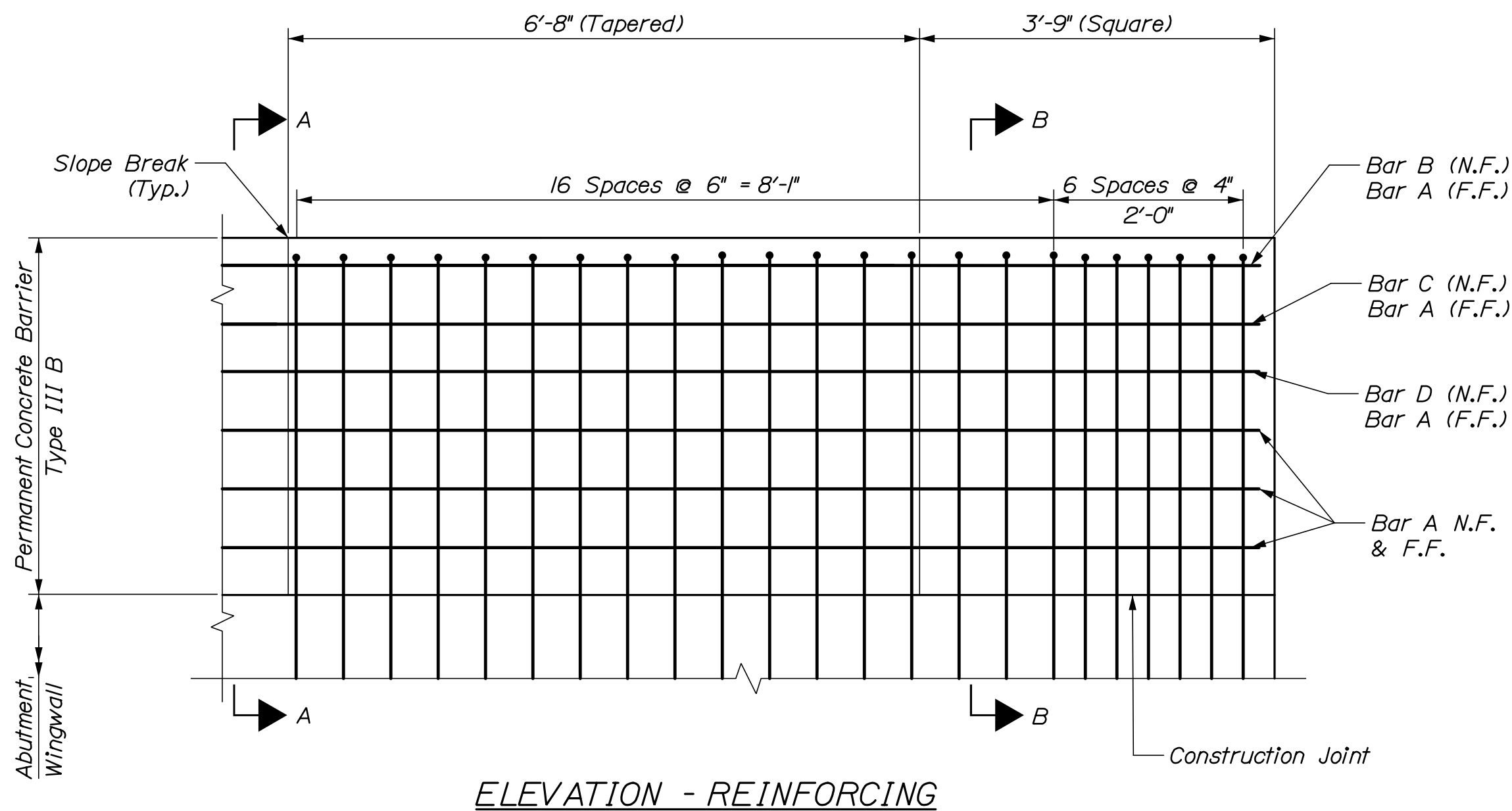
Filename: 271_Transition Barrier Detail - NB.dgn



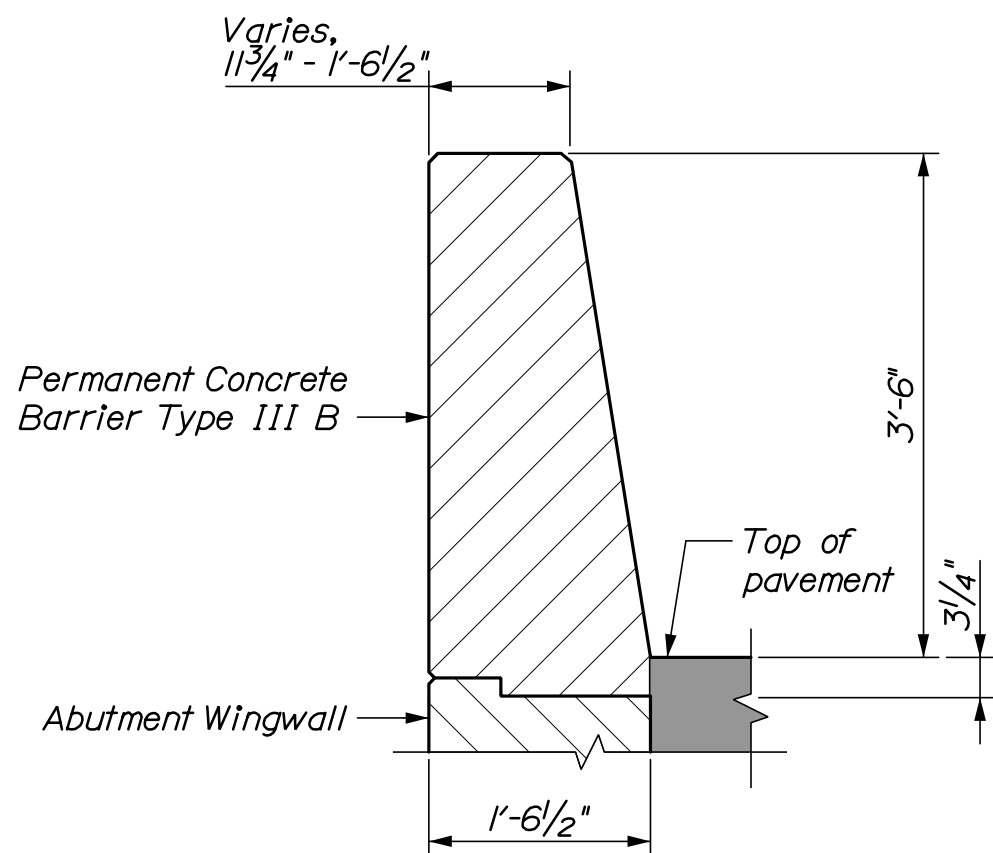
BARRIER TRANSITION ELEVATION



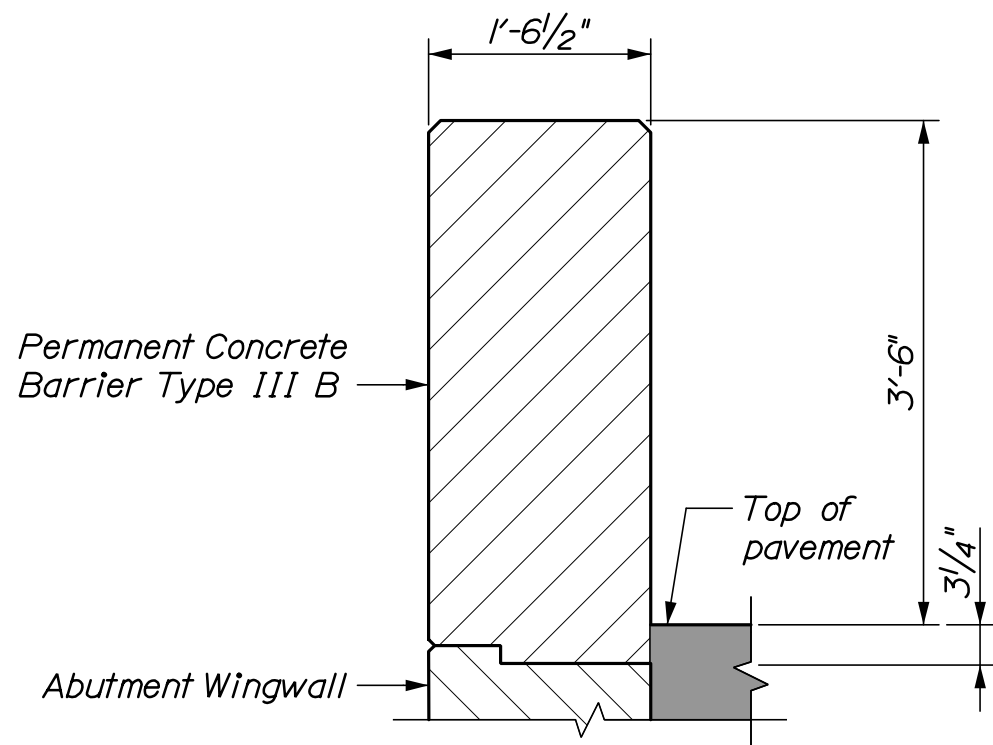
PLAN - REINFORCING



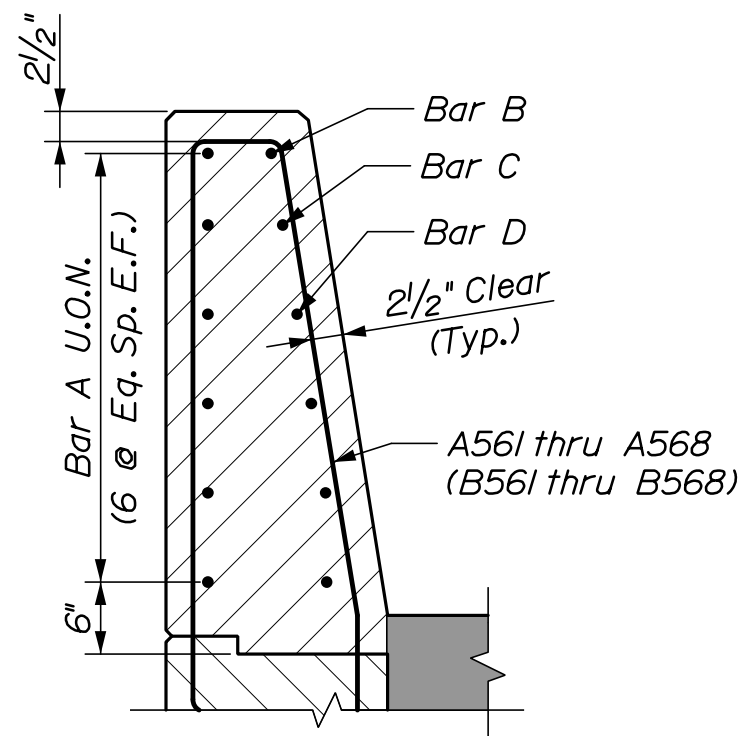
ELEVATION - REINFORCING



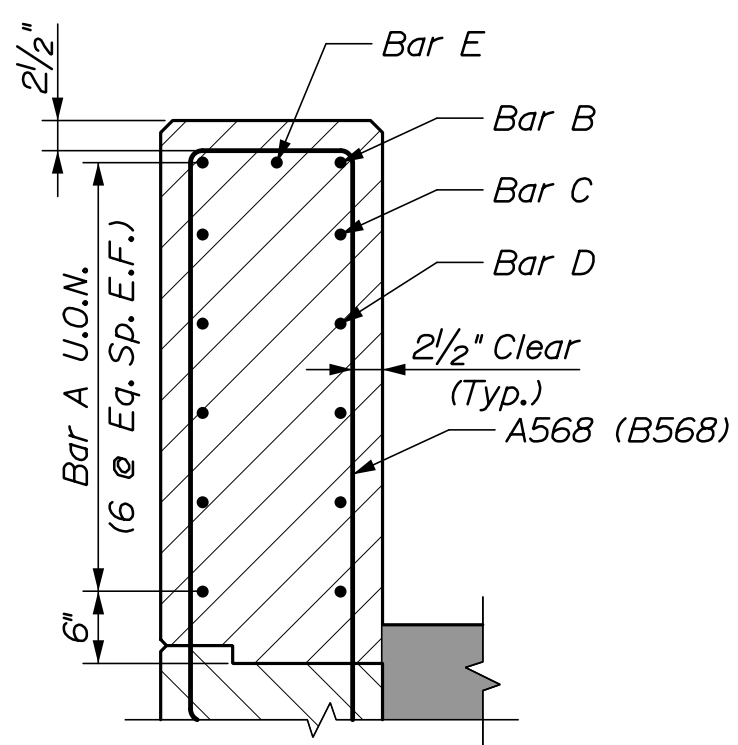
SECTION A-A (MASONRY)



SECTION B-B (MASONRY)



SECTION A-A (REINFORCING)



SECTION B-B (REINFORCING)

BAR DESIGNATIONS				
Bar Set	Abut. No. 1 East Wingwall	Abut. No. 1 West Wingwall	Abut. No. 2 East Wingwall	Abut. No. 2 West Wingwall
Bar A	A506	A506	B506	B507
Bar B	A570	A570	B569	B572
Bar C	A571	A571	B570	B573
Bar D	A572	A572	B571	B574
Bar E	A507	A507	B508	B508

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02310600

WIN
023106.00

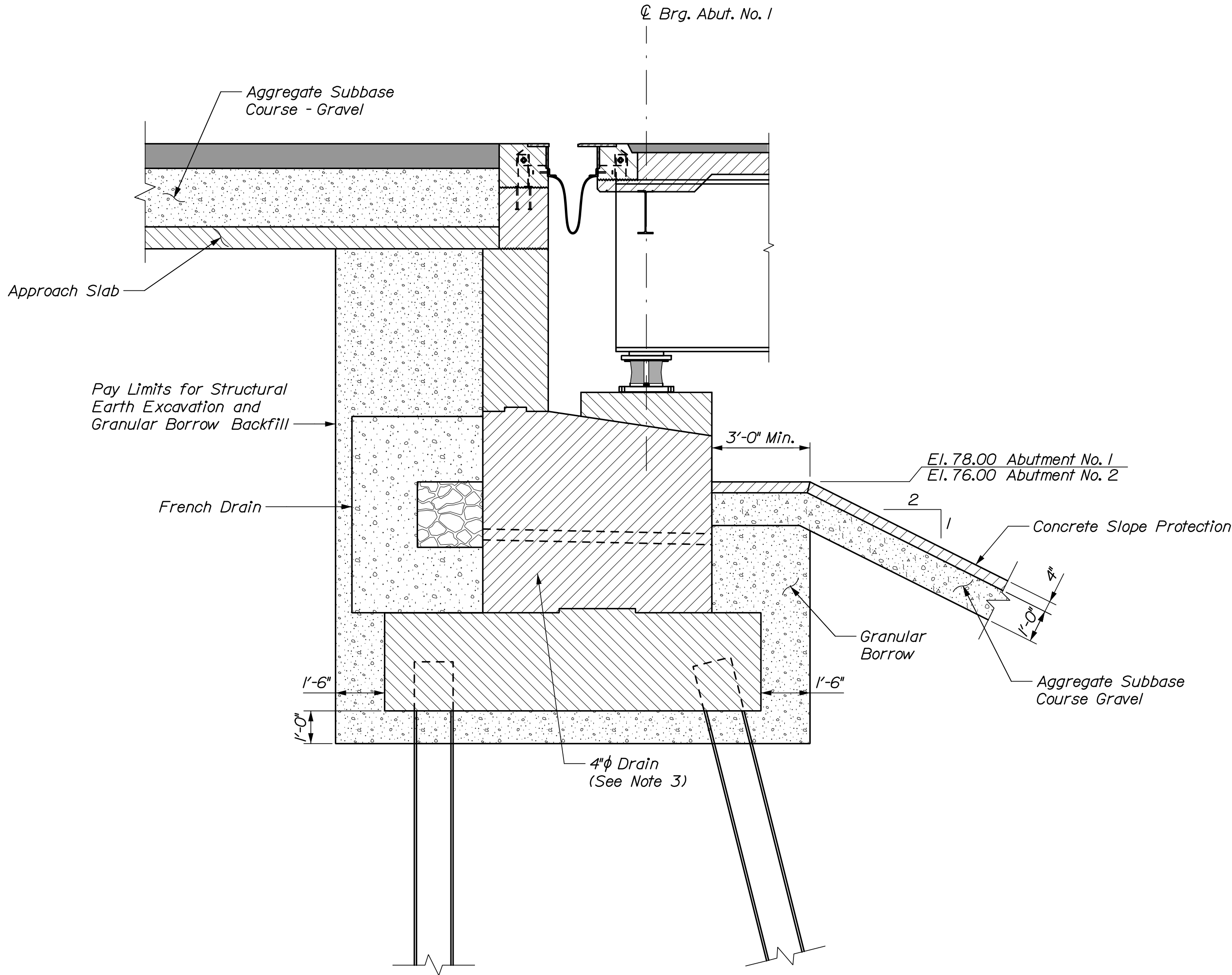
BRIDGE No. 5833
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

CONCRETE BARRIER
ON WINGWALL - NB

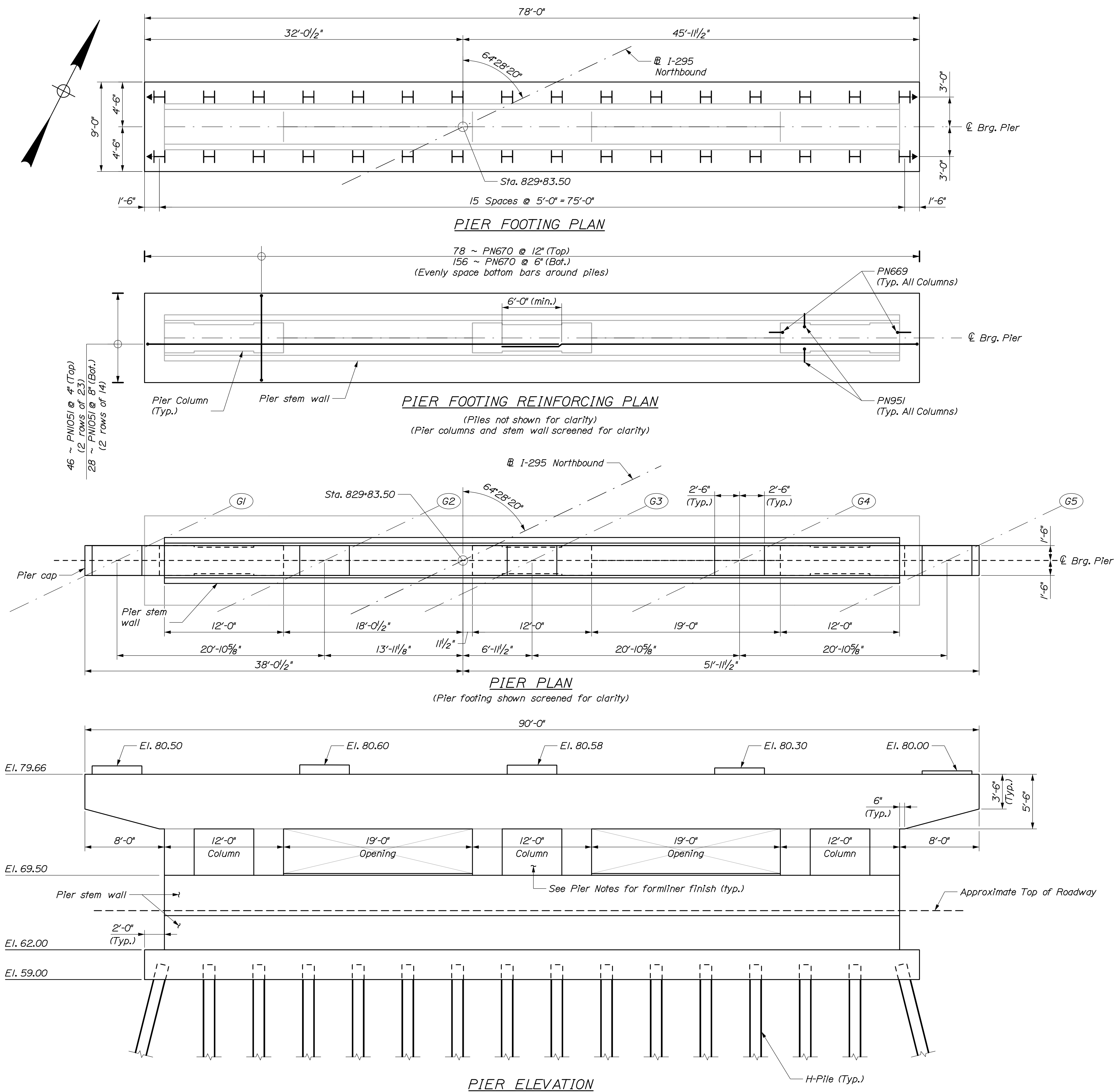
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Beausoleil	8/21			
DESIGN-DETAILED	J. Waugh	8/21			
CHECKED-REVIEWED	S. Hodgdon				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

SHEET NUMBER
271
OF 312



ABUTMENT BACKFILL DETAIL
(Abut. No. 1 shown, Abut. No. 2 similar)

272 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH				PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
		CUMBERLAND				DESIGN-DETAILED	J. Waight	E. Beausoleil	8/21		
						CHECKED-REVIEWED	T. Paulin	S. Hodgdon	8/21		
						DESIGN2-DETAILED2					
						DESIGN3-DETAILED3					
						REVISIONS 1					
						REVISIONS 2					
						REVISIONS 3					
						REVISIONS 4					
						FIELD CHANGES					
ABUTMENT DETAILS - NB									02310600	WIN 023106.00	BRIDGE No. 5833 BRIDGE PLANS



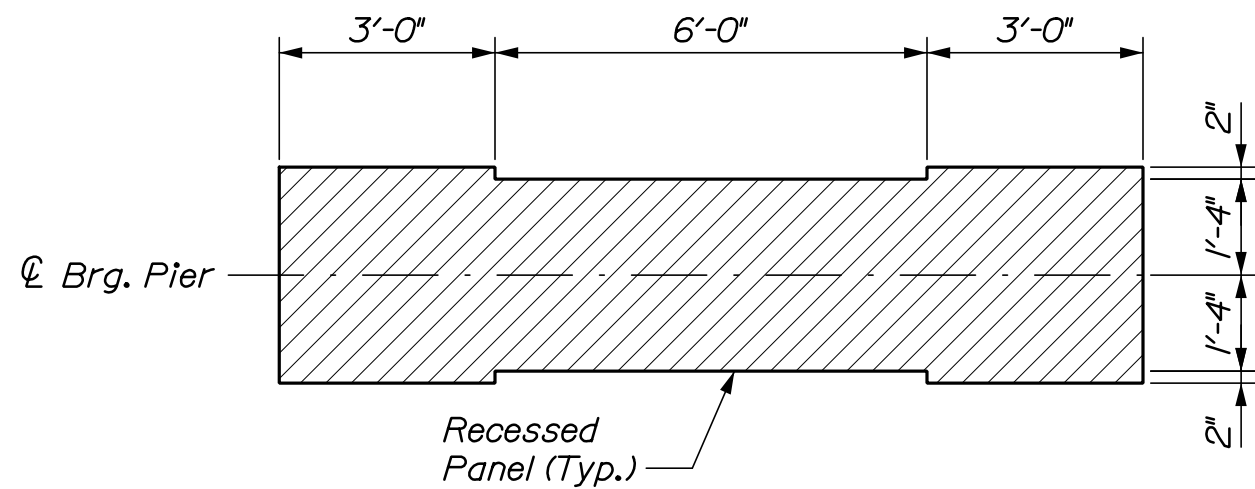
- PIER DESIGN CRITERIA:

Date:8/22/2021

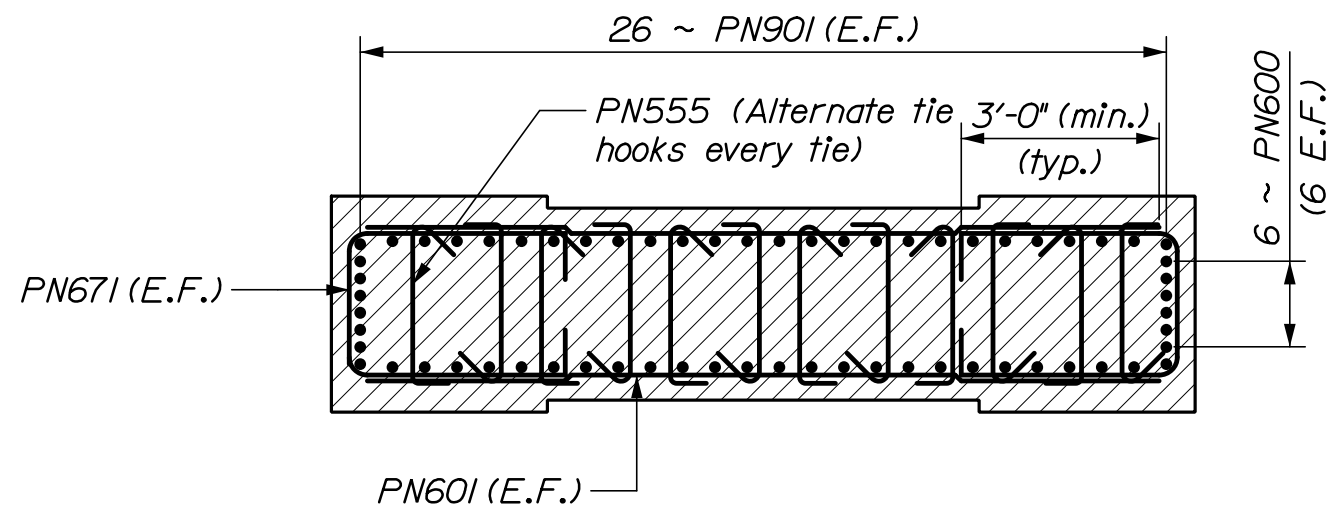
Username:

Division:

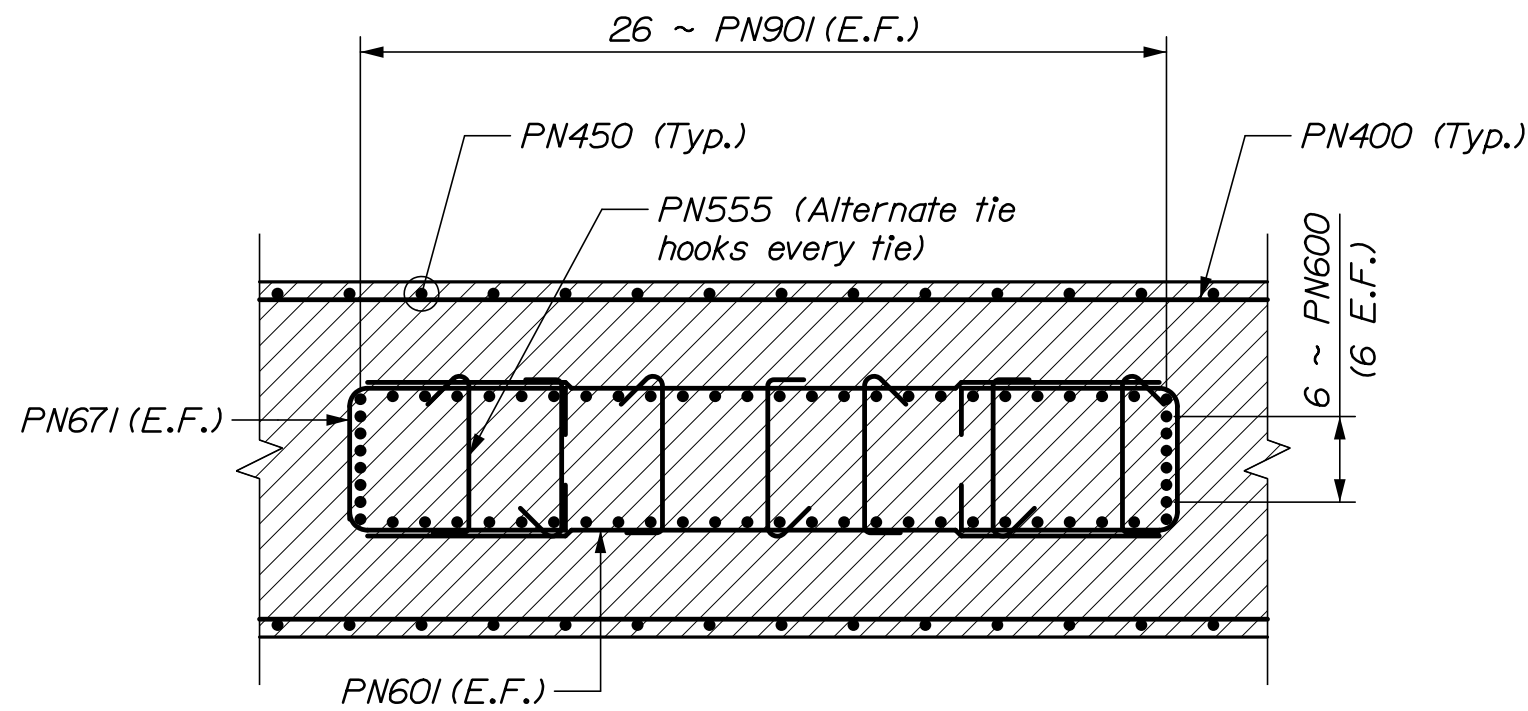
Filename: 274_Pier - NB Section.dgn



PIER
COLUMN SECTION



SECTION A-A

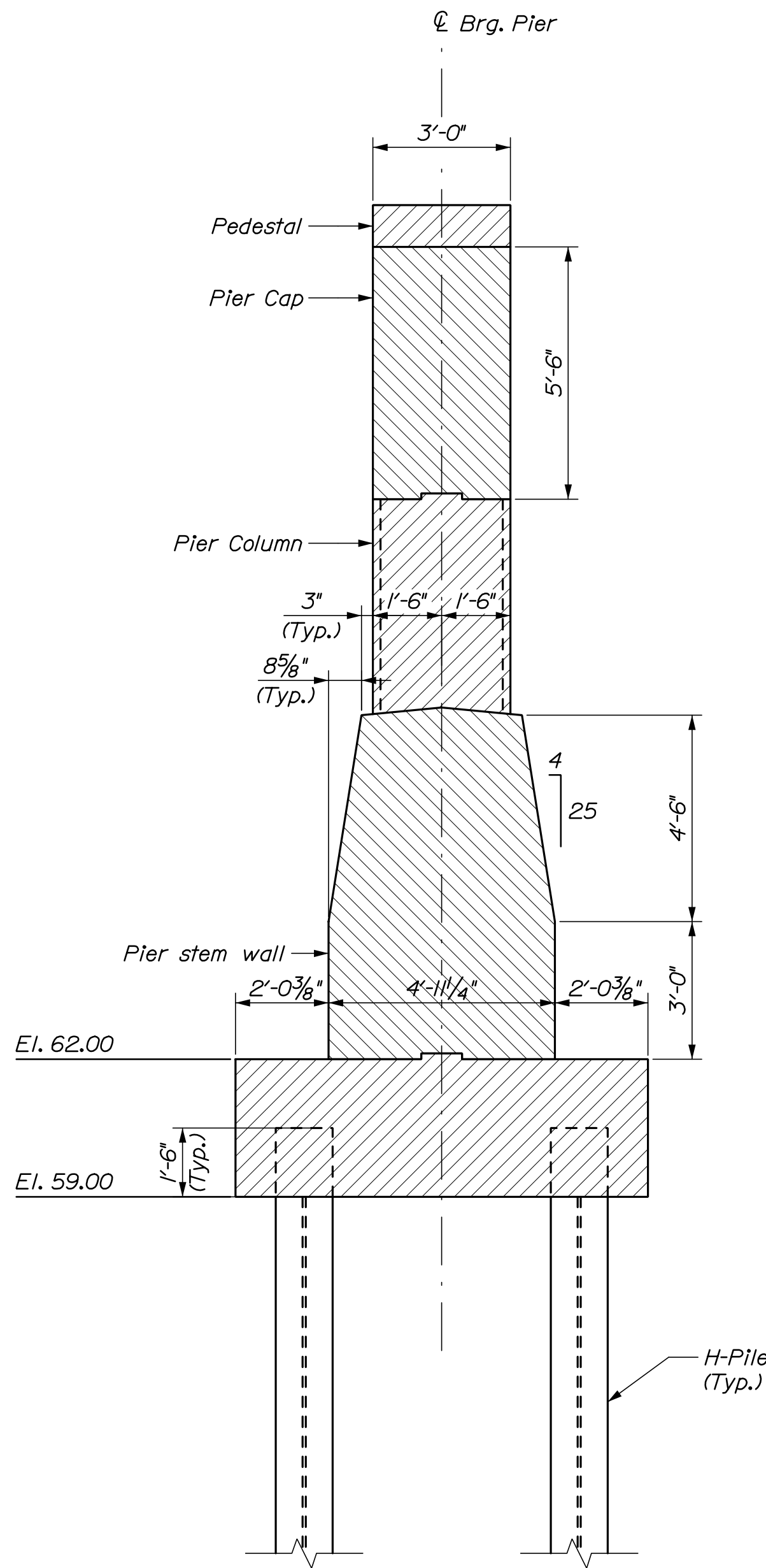


SECTION B-B

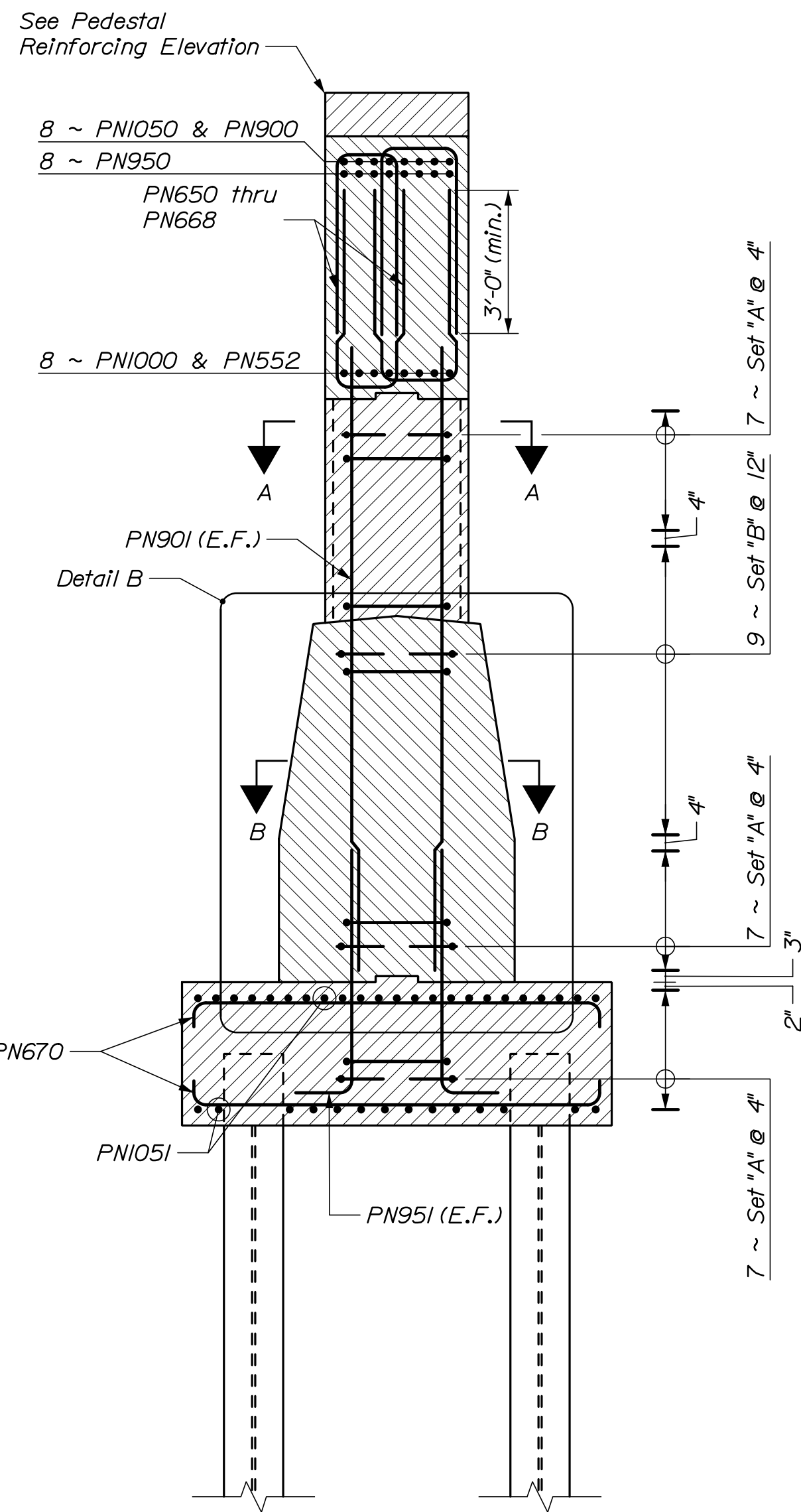
BAR SETS:

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2 ~ PN671
12 ~ PN551

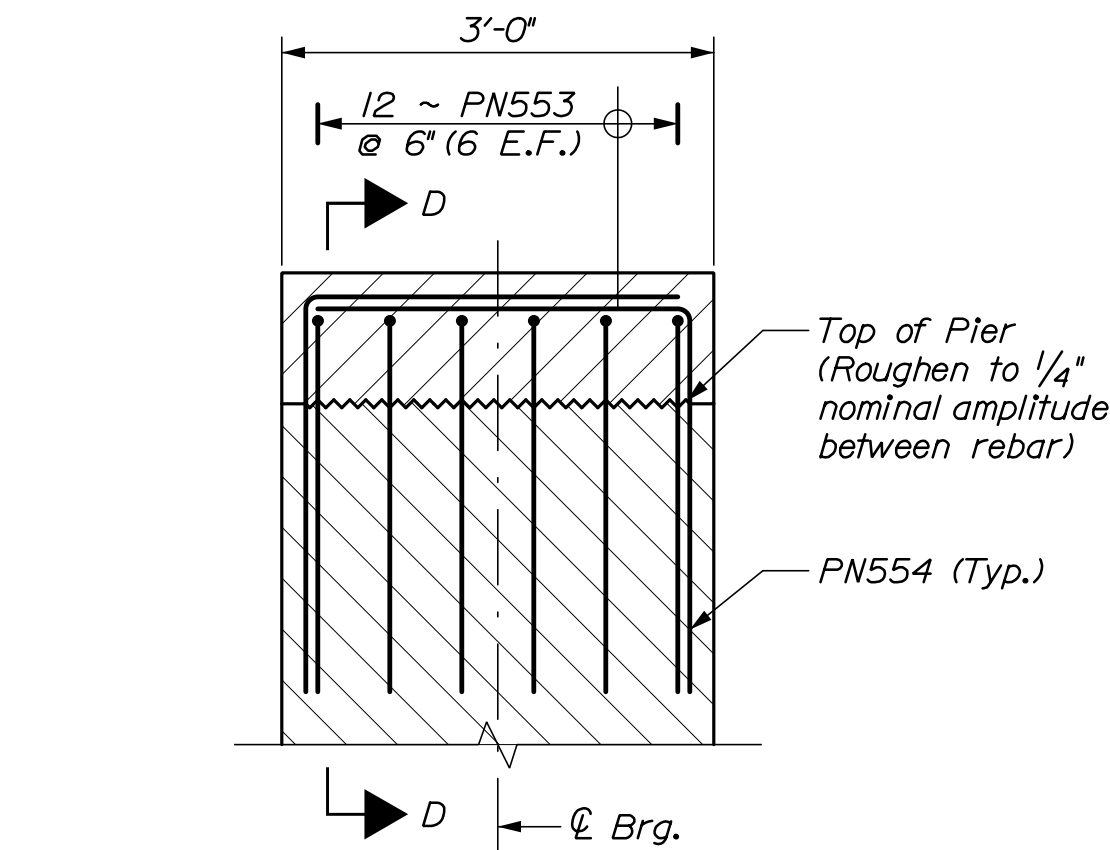
Set "B":
2 ~ PN602
2 ~ PN671
7 ~ PN551



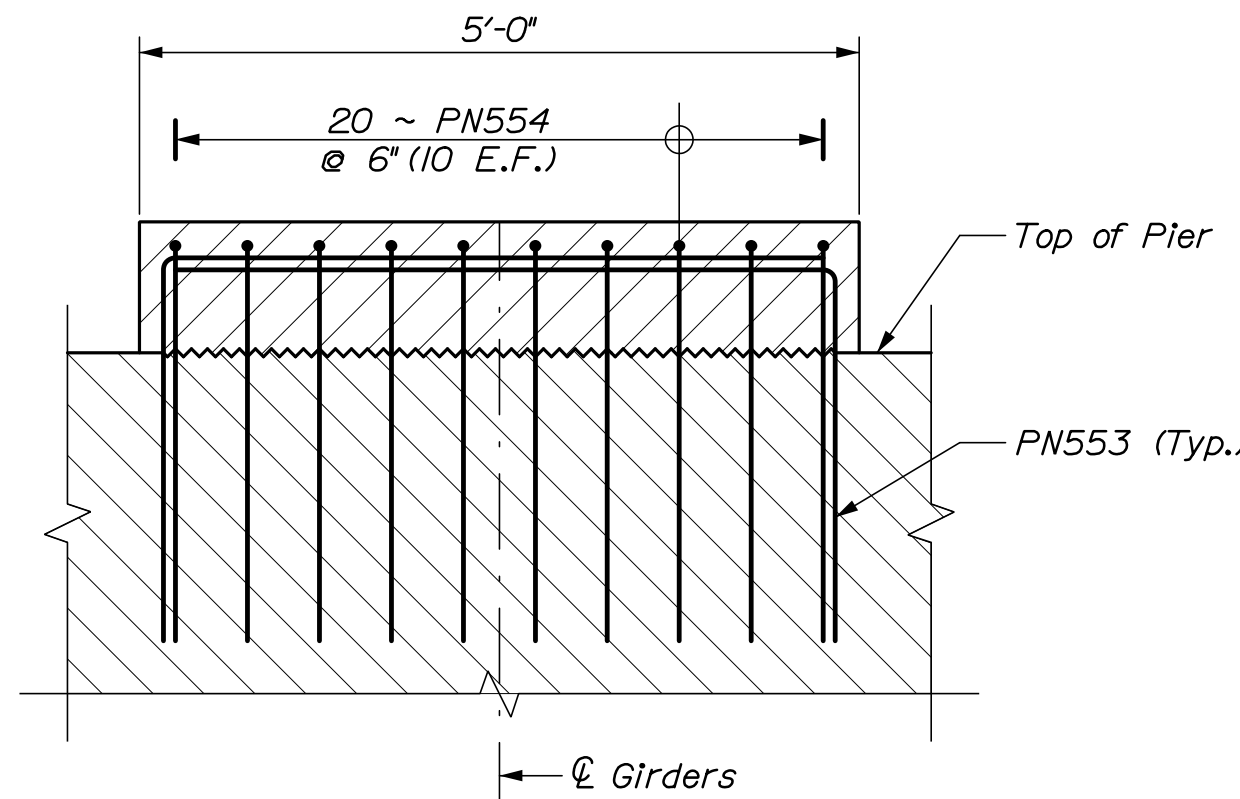
PIER
SECTION



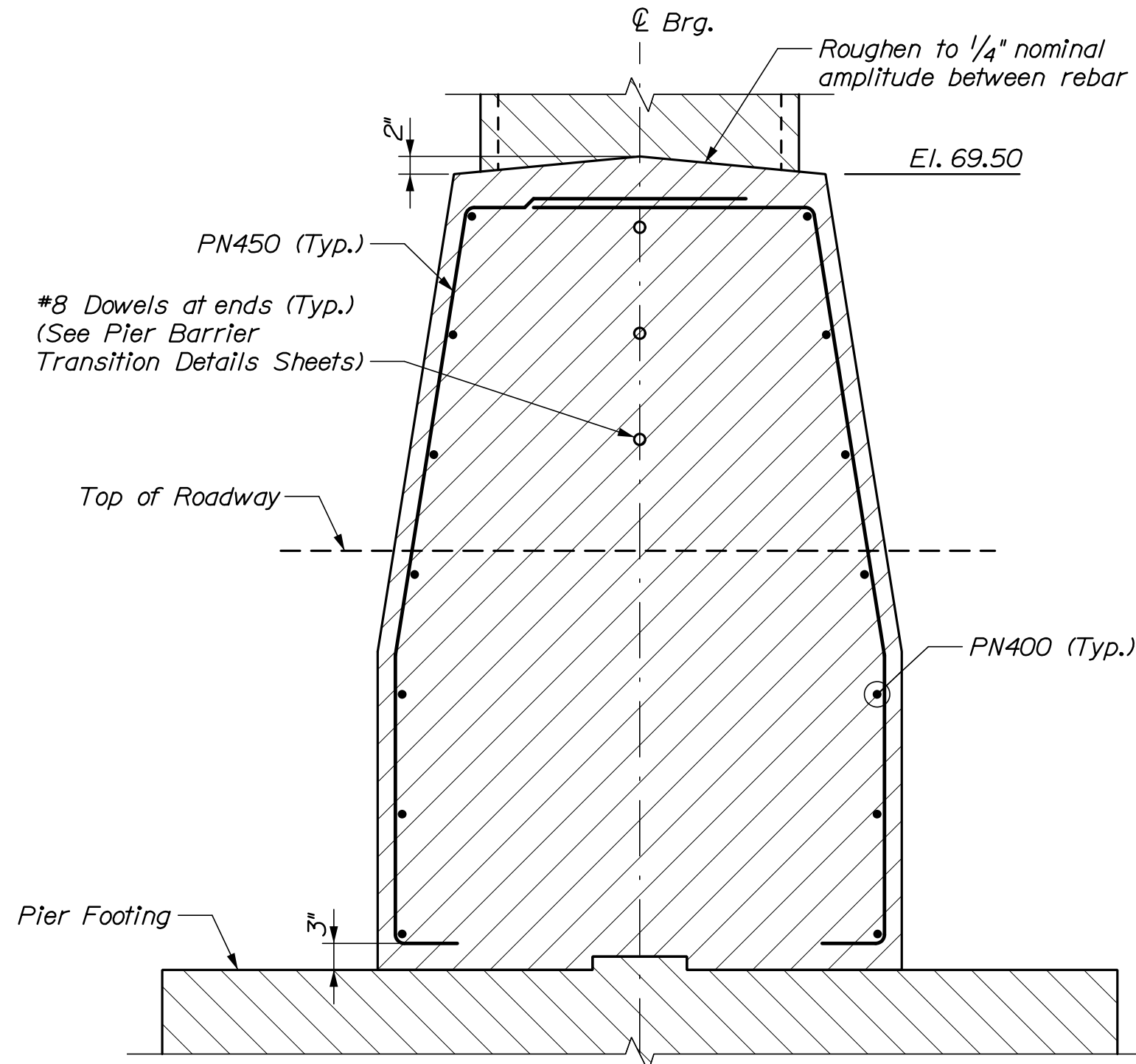
PIER
REINFORCING SECTION
(Pier stem wall reinforcement not shown for clarity)



PEDESTAL REINFORCING ELEVATION



SECTION D-D



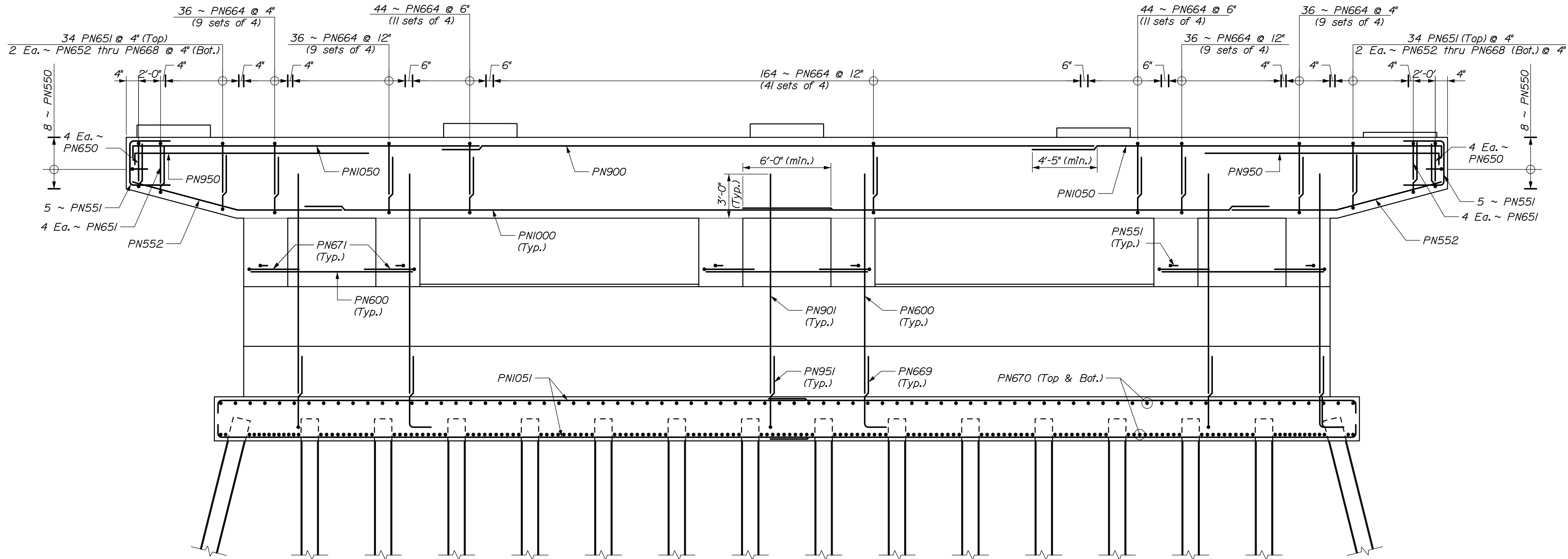
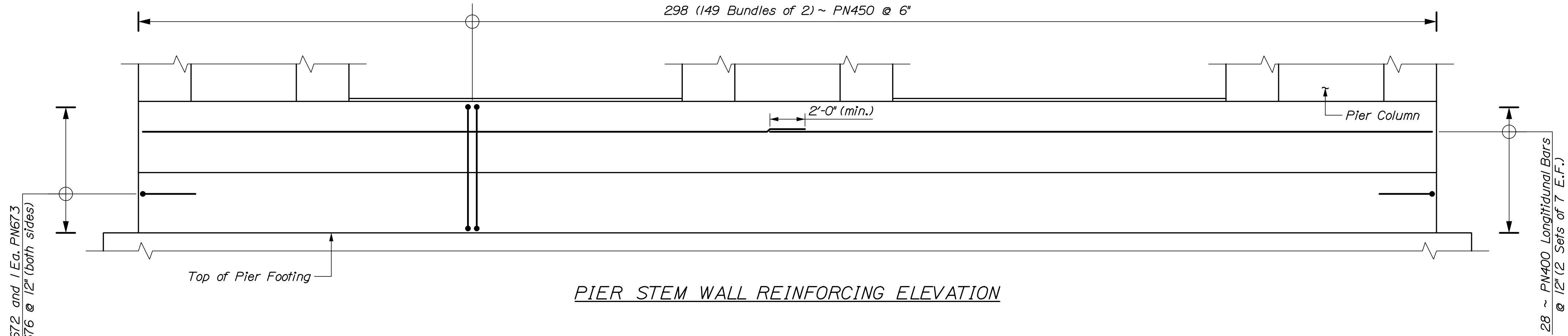
DETAIL B

STATE OF MAINE DEPARTMENT OF TRANSPORTATION				02310600				WIN 023106.00				BRIDGE PLANS			
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE				CUMBERLAND				PIER - NB SECTION				SHEET NUMBER 274			
YARMOUTH				CUMBERLAND				PIER - NB SECTION				OF 312			
PROJ. MANAGER M. Kersbergen				BY E. Benoit S. Hodgson				DATE 8/21 8/21				SIGNATURE			
CHECKED-REVIEWED J. Wagh T. Poulin				DESIGN-DETAILED DESIGN-DETAILED DESIGN-DETAILED				P.E. NUMBER				DATE			
REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4				FIELD CHANGES											

Username: Date:8/22/2021

Division: Reinforcing.dgn

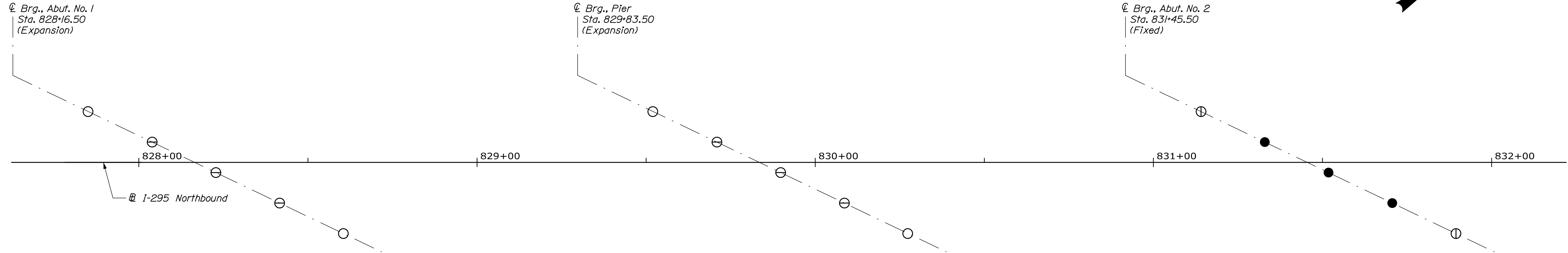
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ELEVATION
(Pier stem wall reinforcing not shown for clarity)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		023106.00 & 023110.00		WIN		023106.00 & 023110.00		5833 & 1509		BRIDGE PLANS	
1-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		PIER - NB		REINFORCING		SHEET NUMBER		275	
YARMOUTH		CUMBERLAND		PIER - NB		REINFORCING		SHEET NUMBER		275		OF 312	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE			
M. Kersbergen		D. Burton		8/21									
DESIGNED-DETAILED		CHECKED-REVIEWED		DESIGNED-DETAILED		DESIGNED-DETAILED		REVISIONS 1		REVISIONS 2		REVISIONS 3	
C. Helmick		K. Brown											
L. Driscoll													
FIELD CHANGES													





BEARING LAYOUT PLAN

LEGEND

- Non - Guided Expansion (Expansion)
- ⊖ Guided Longitudinal Expansion (Unidirectional)
- ⊕ Guided Transverse Expansion (Unidirectional)
- Fixed

DISC BEARING NOTES:

- The actual dimension "H" shall be the responsibility of the Contractor. Dimensions and sizes of plates not shown are dependent on design loads, capacity, and the manufacturer of the bearings. The shop drawings, prepared by the manufacturer, shall provide all pertinent bearing information. The final bearing pedestal elevations shall be determined by the Contractor and submitted with the shop drawings for approval prior to construction of the substructure units.
- Masonry plates shall be placed on 1/8" thick preformed pads in accordance with the specifications.
- All steel, unless otherwise specified, shall meet the requirements of ASTM A709, Grade 50.
- Bearing anchorage shall be either Anchor Rod with double nuts and washers in blockout, or Bolt & Stud with Coupler in blockout, at the Contractor's option, both options shown in details.
- Anchorage spacing shall be coordinated with the bearing manufacturer.
- Anchor bolts shall meet the requirements of ASTM F3125 Grade A325, Type I.
- Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swedged on the embedded portion of the rod.
- Heavy hex nuts for anchor rods shall meet the requirements of ASTM A563, Grade D or DH.
- Anchor bolts, rods, washers, and nuts shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type I. Payment for galvanizing will be considered incidental to the disc bearing pay items.
- Bearing shall be coated in accordance with Standard Specifications Section 506, Protective Coating - Steel (Thermal Spray Coating). Payment for Coatings for Disc Bearings will be considered incidental to Item 523.5552 Pot or Disc Bearings, Expansion and Item 523.5551 Pot or Disc Bearings, Fixed.
- The abbreviation "PTFE" indicates polytetrafluoroethylene.
- All PTFE, including guide and restraint surfaces, shall be unfilled.
- PTFE minimum bearing pressure shall be 1 ksi under total service loading and 3 ksi under total strength loading.
- Average compressive stresses on the disc shall be computed using the minimum plan area of the unstressed disc, excluding the area of any holes.

- The design temperature range shall be 125°F (-20°F to 105°F).
- Design of the sole plates and masonry plates is the responsibility of the Bearing Manufacturer. Payment for these shall be made under Item 523.5551, Pot or Disc Bearings, Fixed or Item 523.5552, Pot or Disc Bearings, Expansion as applicable.
- Sole plate shall be beveled according to the grade defined at each substructure location in the Sole Plate Bevel Table.
- Strength Limit State rotations shown in the Disc Bearing Design Table do not include an allowance for uncertainties of 0.01 radians, as defined in AASHTO LRFD Bridge Design Specifications, 9th Edition 2020.
- Anchor rods shall be installed to a minimum of 18 inches into the substructure units, below the bottom of the pedestals.
- Bearings shall be designed with a thermal load factor of 1.2.
- Longitudinal horizontal forces do not include friction forces at expansion bearings.
- 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. Bearings shall be restrained during transit.
- Bearing installation shall be in strict conformance with the Standard Specifications and the manufacturer's recommendations.
- In the Disc Bearing Setting Corrections Table, a negative value for Dimension "X" indicates a direction away from the nearer expansion joint. A positive value for Dimension "X" indicates a direction toward the nearer expansion joint.
- Bearings stiffeners at Abutment No. 2 shall be in line with the centerline of bearing at 45°F ± 10°F at the time of welding.
- Temperatures shown in the Disc Bearing Setting Corrections Table are those of the steel girders and not necessarily the ambient air temperature.

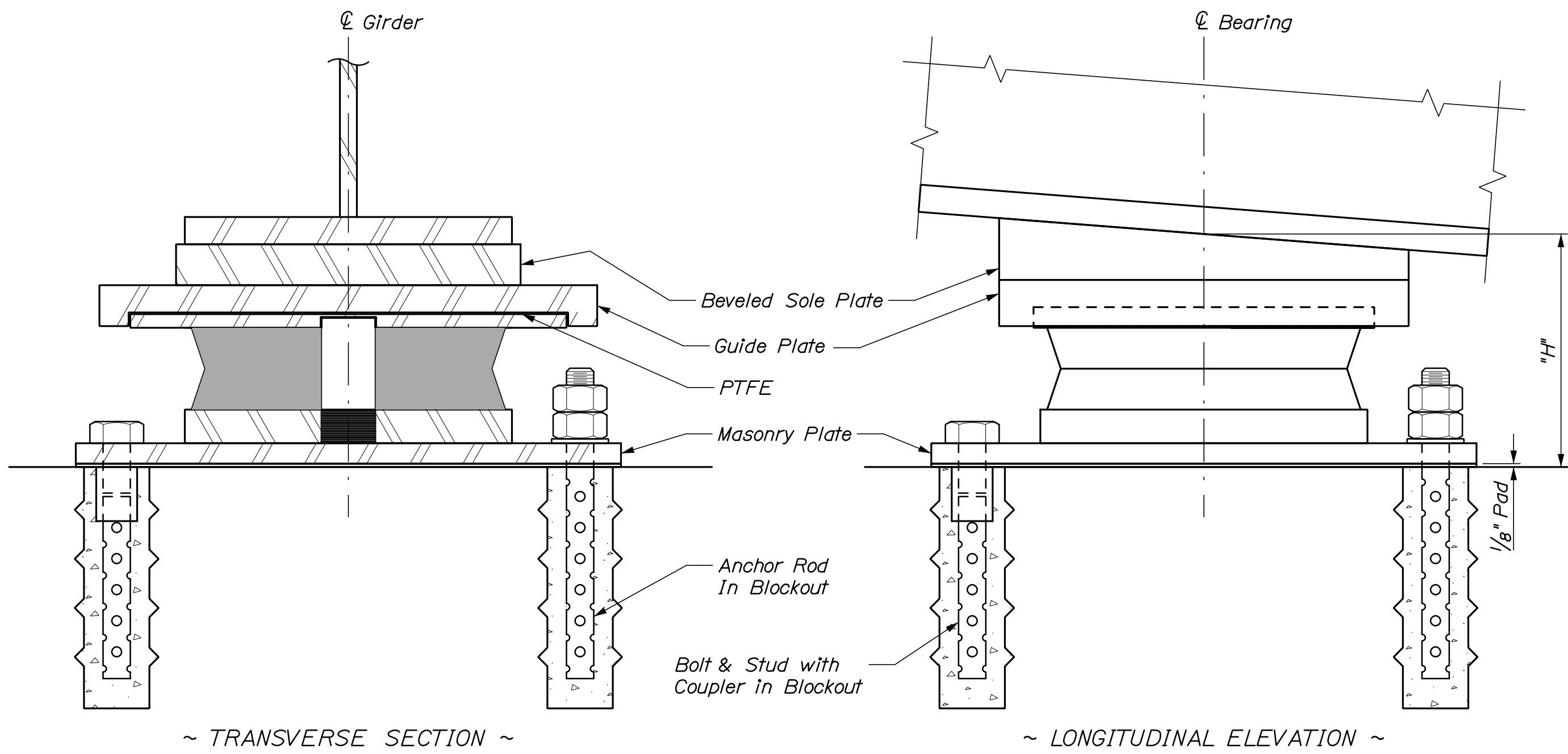
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02310600		WIN		023106.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		BEARING LAYOUT - NB		SHEET NUMBER	
276		OF 312		HNTB							
DATE		BY		PROJ. MANAGER		DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED	
8/21		E. Beausoleil		J. Wough		J. Wough		J. Wough		J. Wough	
8/21		S. Hodgdon		T. Poulin		T. Poulin		T. Poulin		T. Poulin	
SIGNATURE		P.E. NUMBER		DATE		REVISIONS 1		REVISIONS 2		REVISIONS 3	
						REVISIONS 4		FIELD CHANGES			

Date:8/22/2021

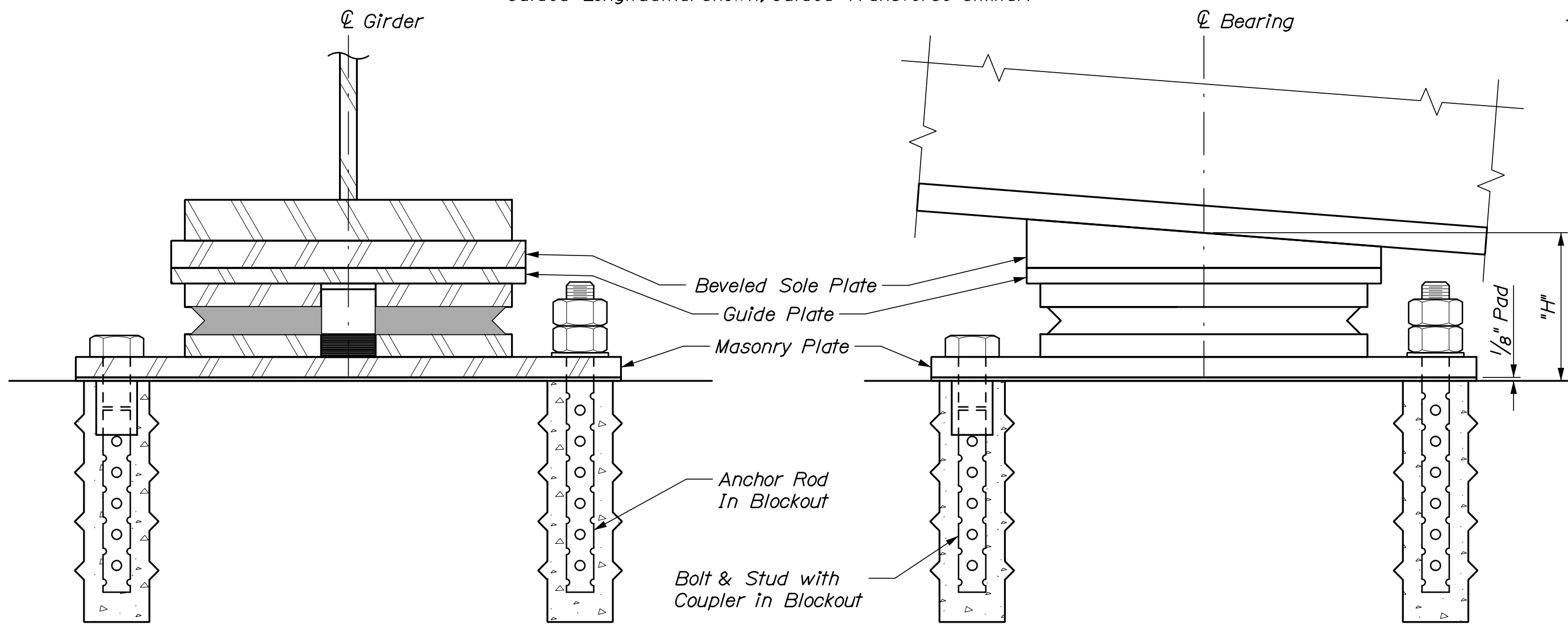
Username:

Division:

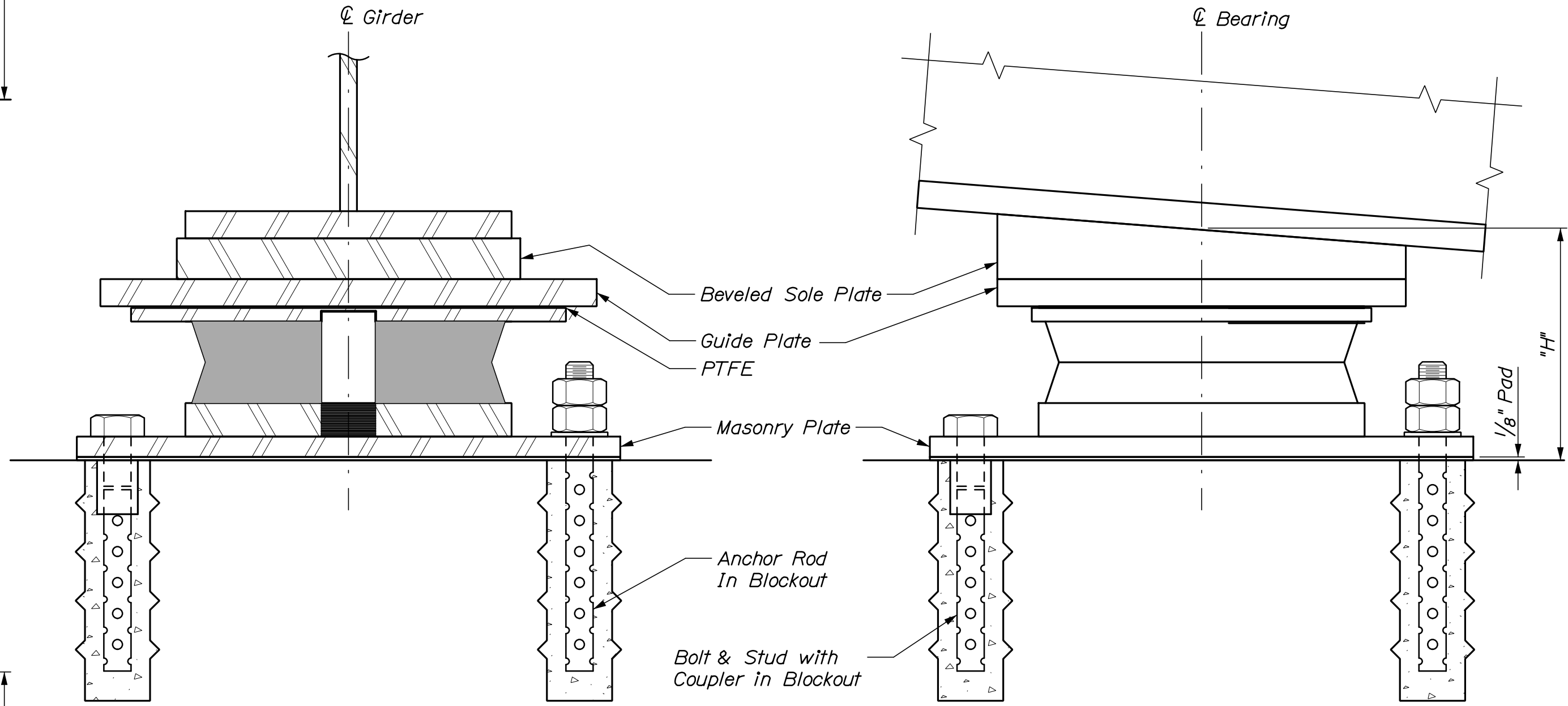
Filename: 277_Bearing Details - NB.dgn



UNI-DIRECTIONAL BEARING
Guided Longitudinal shown, Guided Transverse similar)



FIXED BEARING



EXPANSION BEARING

DISC BEARING DESIGN TABLE																
Location	Bearing Type	Design Loads Per Bearing (kips)										Dim "H" (In.) (See Note 1)	Design Rotation		Total Long. Movement (In.)	
		Vertical					Horizontal						Strength	Service		
		Strength	Extreme Event	Service			Strength		Extreme		Service					
		Total Load	Total Load	Dead Load *	Max. Live Load **	Min. Live Load **	Long.	Trans.	Long.	Trans.	Long.	Trans.	Rotation (radians)	Rotation (radians)		
Abut. No. 1, G1 & G5	Exp.	465	178	137	160	-44	0	0	0	0	0	0	12	0.055	0.042	4.08
Abut. No. 1, G2 - G4	Uni-dir	400	165	124	133	-13	0	70	0	62	0	51	12	0.057	0.043	3.9
Pier, G1 & G5	Exp.	1172	520	480	309	67	0	0	0	0	0	0	12	0.017	0.012	2.21
Pier, G2 - G4	Uni-dir	1164	526	485	293	35	0	160	0	190	0	118	12	0.024	0.015	2
Abut. No. 2, G1 & G5	Uni-dir	438	165	125	156	45	575	0	184	0	450	0	12	0.028	0.033	0
Abut. No. 2, G2 - G4	Fixed	385	156	115	132	13	454	130	165	54	393	116	12	0.025	0.04	0

* Tabulated Dead Loads include DC1, DC2, and DW loads.
** Tabulated Live Loads include IM loading and multiple presence factors.

DISC BEARING SETTING CORRECTIONS TABLE						
	Dimension "X" (inches)					
	15 'F	30 'F	45'F	60 'F	75 'F	90 'F
Abut. No. 1	-	-	0"	-	-	-
Pier	-1/2"	-1/4"	0"	1/4"	1/2"	3/4"
Abut. No. 2	-7/8"	-7/16"	0"	7/16"	7/8"	15/16"

SOLE PLATE BEVEL (%)			
Girder / Location	Abut. No. 1	Pier	Abut. No. 2
G1	0.39	-0.34	-1.04
G2	0.30	-0.42	-1.12
G3	0.22	-0.5	-1.21
G4	0.14	-0.58	-1.29
G5	0.06	-0.67	-1.37

HNTB

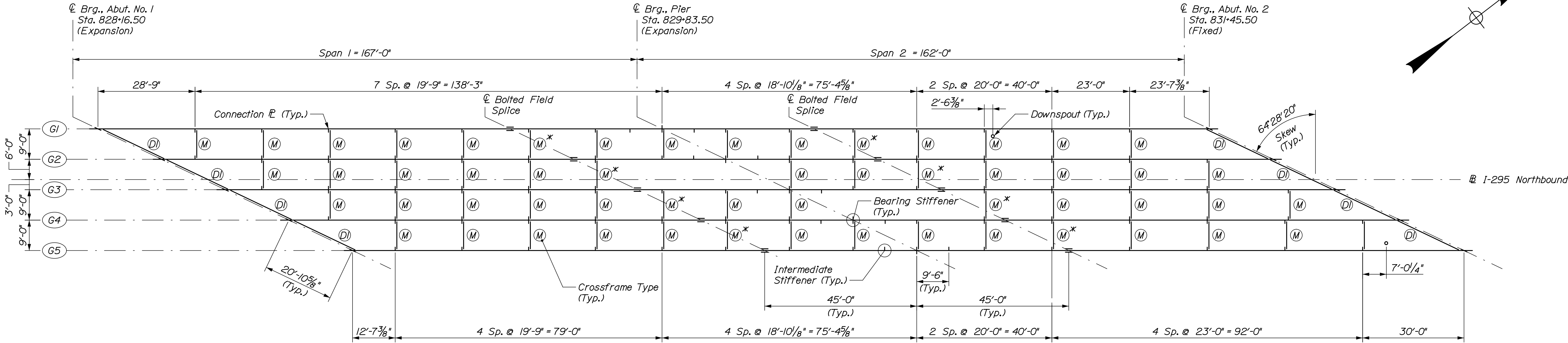
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kerstberger	E. Beausoleil S. Hodgdon	8/21 8/21			
DESIGN-DETAILED	J. Waugh				
CHECKED-REVIEWED	T. Poulin				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

Date:9/1/2021

Username:

Division:

Filename: 278_Framing Plan - NB.dgn



FRAMING PLAN

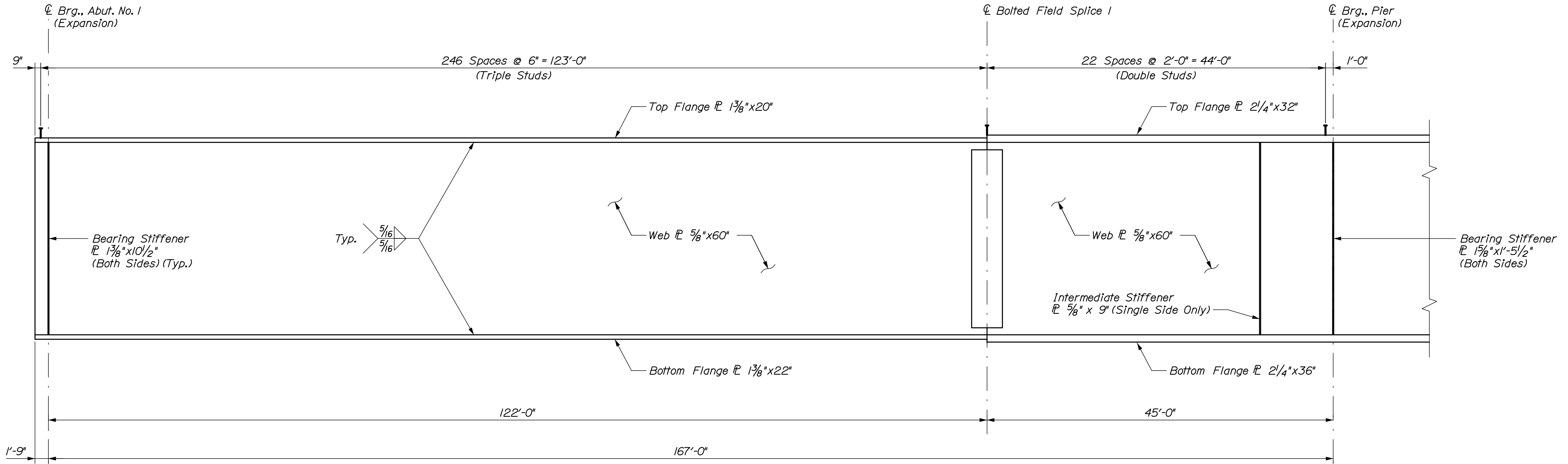
STRUCTURAL STEEL NOTES:

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. 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 one foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within one 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.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and a field splice shall be at least 20 feet in length unless otherwise shown on the plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure.
5. Intermediate cross frame connection plates may be either plumb or normal to the top flange.
6. All connection plates, and bearing stiffeners used as connection plates, shall be welded to the web and top and bottom flanges using $\frac{5}{16}$ " fillet welds.
7. Filler plates may be steel conforming to the requirements of ASTM A 709, Grade 36.
8. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity of 115 mph.
9. All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A153.

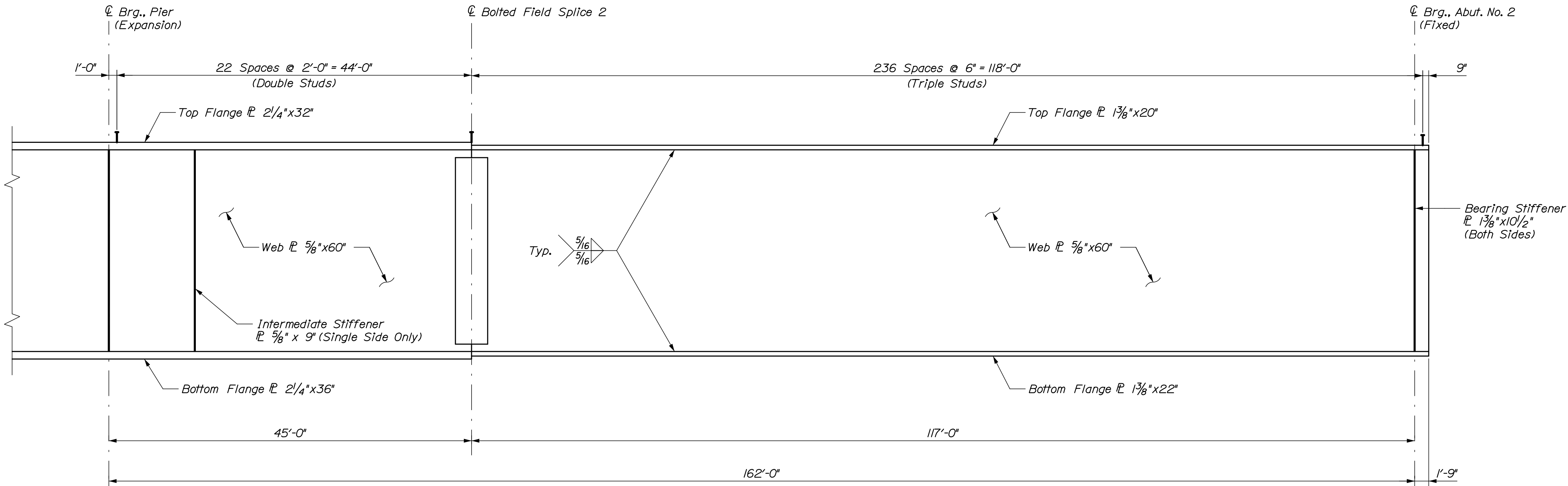
10. Bolted field splice connections shall be made using $\frac{7}{8}$ " ASTM F3125 Grade A325, Type I bolts. Bolt hole size shall be $\frac{15}{16}$ " diameter. Bolts shall be installed with heads down at all bottom flange connections and heads up at all top flange connections. Field splice bolt threads shall be excluded from the shear plane.
11. Bolted cross frame connections shall be made using ASTM F3125 Grade A325, Type I bolts. Hole size shall be $\frac{15}{16}$ " diameter. The minimum edge distance shall be $\frac{1 1}{2}$ " 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. At locations marked with an asterisk (*), the designated cross frames shall be changed to a Type D cross frame as required to accommodate the Contractor's deck placement sequence. No extra compensation will be allowed for any diaphragms so substituted, and any costs will be considered incidental to Contract Items.
13. At the Contractor's option, Cross Frames and Field Splices may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Fabrication Engineer. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
14. At the Contractor's option, all Structural Steel may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Fabrication Engineer. Double Hot-Dipped galvanizing shall be approved by the Resident. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
15. Structural Steel shall be detailed and fabricated for Steel Dead Load Fit.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02310600		WIN		023106.00		BRIDGE PLANS	
	SIGNATURE		P.E. NUMBER		DATE			
	BY		DATE					
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH	PROJ. MANAGER	M. Kersbergen	DESIGNED-DETAILED	T. Poulin	8/21			
	CHECKED-REVIEWED	E. Benoit S. Hodgson	DESIGNED-DETAILED		8/21			
	DESIGNED-DETAILED		REVISIONS 1					
	REVISIONS 2		REVISIONS 3					
	REVISIONS 4		FIELD CHANGES					
FRAMING PLAN - NB					SHEET NUMBER			
					278			
					OF 312			



GIRDER ELEVATION - SPAN NO. 1
(785 Studs per Girder = 3925 Total)



GIRDER ELEVATION - SPAN NO. 2
(755 Studs per Girder = 3775 Total)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02310600		BRIDGE PLANS					
	WIN		023106.00					
	Bridge No. 5833							
1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		PROJ. MANAGER		M. Kersbergen	BY	E. Beausoleil S. Hodgdon	DATE	8/21 8/21
		DESIGNED-DETAILED		T. Poulin	SIGNATURE			
		CHECKED-REVIEWED		J. Wough	P.E. NUMBER			
		DESIGNS-DETAILED			DATE			
GIRDER ELEVATION - NB		REVISIONS 1						
		REVISIONS 2						
		REVISIONS 3						
		REVISIONS 4						
FIELD CHANGES								
SHEET NUMBER		279						
OF 312								



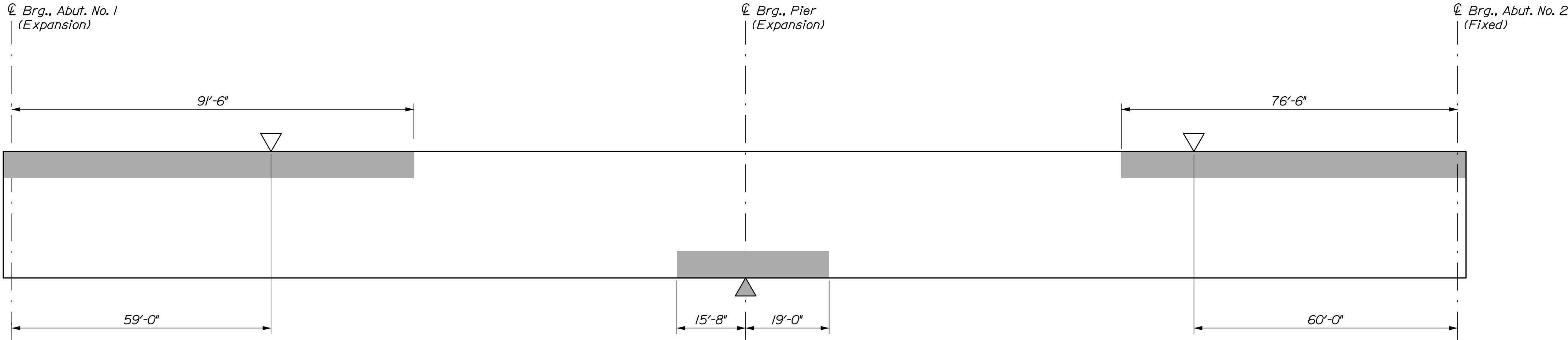


Date:8/22/2021

Username:

Division:

Filename: 281_StructuralSteelDetails II - NB.dgn



GIRDER STRESS DIAGRAM

TABLE OF DEFLECTIONS ~ GIRDER 1 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.49	-0.90	-1.19	-1.32	-1.27	-1.09	-0.79	-0.48	-0.19	0.00	-0.03	-0.15	-0.34	-0.55	-0.73	-0.81	-0.78	-0.62	-0.35	0.00
Fluid Dead Load	0.00	-1.35	-2.49	-3.29	-3.63	-3.49	-2.95	-2.14	-1.27	-0.51	0.00	-0.02	-0.31	-0.78	-1.35	-1.86	-2.14	-2.10	-1.68	-0.94	0.00
Superimposed Dead Load	0.00	-0.69	-1.24	-1.63	-1.79	-1.73	-1.47	-1.08	-0.65	-0.26	0.00	-0.02	-0.17	-0.40	-0.66	-0.89	-0.99	-0.95	-0.75	-0.41	0.00

TABLE OF DEFLECTIONS ~ GIRDER 2 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.42	-0.77	-1.00	-1.09	-1.04	-0.87	-0.62	-0.36	-0.14	0.00	-0.06	-0.20	-0.38	-0.57	-0.70	-0.76	-0.71	-0.55	-0.31	0.00
Fluid Dead Load	0.00	-1.20	-2.18	-2.82	-3.06	-2.90	-2.41	-1.71	-0.99	-0.37	0.00	-0.12	-0.48	-0.97	-1.50	-1.92	-2.11	-2.01	-1.59	-0.89	0.00
Superimposed Dead Load	0.00	-0.54	-0.97	-1.24	-1.31	-1.22	-1.00	-0.69	-0.39	-0.14	0.00	-0.06	-0.22	-0.42	-0.62	-0.77	-0.81	-0.74	-0.56	-0.30	0.00

TABLE OF DEFLECTIONS ~ GIRDER 3 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.37	-0.69	-0.90	-0.98	-0.93	-0.78	-0.55	-0.32	-0.12	0.00	-0.07	-0.22	-0.40	-0.59	-0.72	-0.77	-0.72	-0.56	-0.31	0.00
Fluid Dead Load	0.00	-1.09	-1.98	-2.56	-2.77	-2.61	-2.15	-1.50	-0.85	-0.31	0.00	-0.18	-0.58	-1.10	-1.64	-2.05	-2.22	-2.08	-1.62	-0.90	0.00
Superimposed Dead Load	0.00	-0.42	-0.77	-0.98	-1.05	-0.99	-0.82	-0.57	-0.32	-0.12	0.00	-0.07	-0.22	-0.41	-0.62	-0.77	-0.84	-0.79	-0.62	-0.35	0.00

TABLE OF DEFLECTIONS ~ GIRDER 4 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.37	-0.68	-0.89	-0.97	-0.92	-0.76	-0.54	-0.31	-0.11	0.00	-0.09	-0.26	-0.46	-0.66	-0.81	-0.86	-0.80	-0.62	-0.34	-0.15
Fluid Dead Load	0.00	-1.07	-1.94	-2.49	-2.68	-2.51	-2.04	-1.40	-0.77	-0.26	0.00	-0.23	-0.70	-1.28	-1.86	-2.29	-2.44	-2.27	-1.76	-0.97	-0.41
Superimposed Dead Load	0.00	-0.38	-0.72	-0.95	-1.05	-1.01	-0.83	-0.59	-0.33	-0.12	0.00	-0.09	-0.28	-0.54	-0.80	-1.01	-1.10	-1.05	-0.83	-0.46	-0.09

TABLE OF DEFLECTIONS ~ GIRDER 5 (Inches)																					
	℄ Brg. Abut. No. 1	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Pier	0.1 x L	0.2 x L	0.3 x L	0.4 x L	0.5 x L	0.6 x L	0.7 x L	0.8 x L	0.9 x L	℄ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.44	-0.79	-1.00	-1.06	-0.97	-0.77	-0.51	-0.27	-0.09	0.00	-0.13	-0.34	-0.60	-0.84	-1.00	-1.05	-0.96	-0.74	-0.40	0.00
Fluid Dead Load	0.00	-1.20	-2.15	-2.71	-2.83	-2.54	-1.96	-1.25	-0.63	-0.17	0.00	-0.33	-0.91	-1.60	-2.27	-2.74	-2.88	-2.65	-2.03	-1.11	0.00
Superimposed Dead Load	0.00	-0.52	-0.94	-1.20	-1.27	-1.15	-0.90	-0.57	-0.28	-0.07	0.00	-0.21	-0.53	-0.91	-1.26	-1.50	-1.57	-1.44	-1.11	-0.62	0.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02310600
WIN
023106.00
BRIDGE No. 5833
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
STRUCTURAL STEEL
DETAILS II - NB

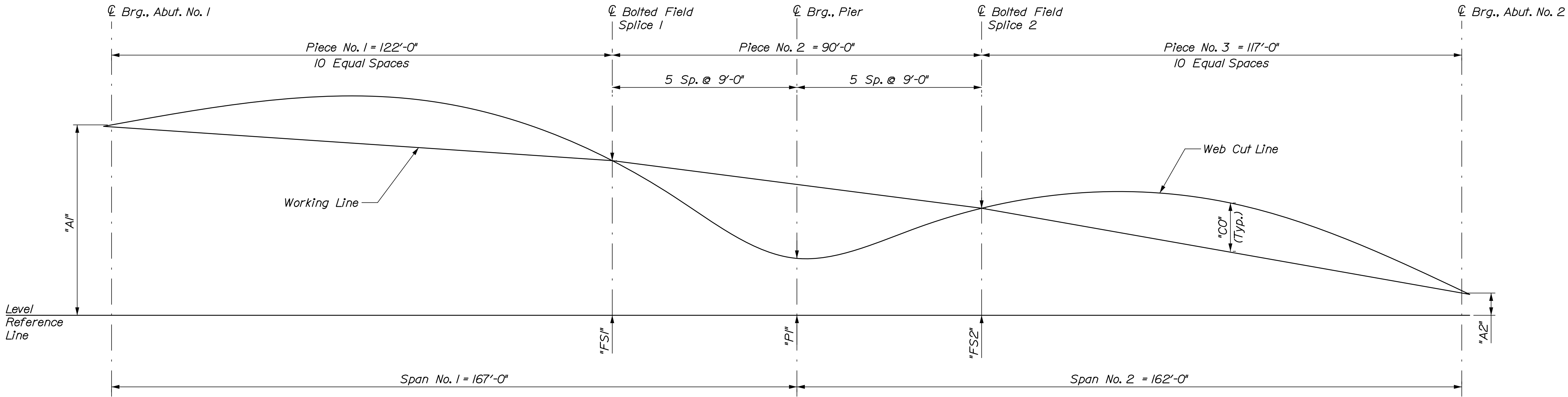
SHEET NUMBER
281
OF 312

PROJ. MANAGER
M. Kersbergen
DESIGN-DETAILED
T. Poulin
CHECKED-REVIEWED
J. Wough
DESIGN-DETAILED
S. Hodgson
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE
8/21
8/21

BY
E. Benoit
S. Hodgson

SIGNATURE
P.E. NUMBER
DATE



CAMBER DIAGRAM

TABLE OF CAMBER DIMENSIONS (Inches)						
GIRDER	"A"	"FS"	"P"	"FS2"	"A2"	GIRDER
G1	12.96	18.25	13.47	12.37	0.00	G1
G2	16.19	19.38	15.04	13.76	0.00	G2
G3	19.44	21.17	16.65	15.37	0.00	G3
G4	22.57	22.92	18.14	16.46	0.00	G4
G5	25.91	24.90	19.84	18.36	0.00	G5

Girder	TABLE OF CAMBER ORDINATES "CO" (INCHES)																					Girder
	℄ Brg. Abut. No. 1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	FS1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	FS2	
G1	0.000	1.87	3.50	4.75	5.55	5.83	5.56	4.77	3.52	1.88	0.00	-0.46	-0.93	-1.35	-1.67	-1.84	-1.70	-1.42	-1.01	-0.52	0.00	G1
G2	0.000	1.69	3.13	4.22	4.87	5.05	4.78	4.06	2.96	1.57	0.00	-0.40	-0.79	-1.14	-1.40	-1.53	-1.40	-1.15	-0.79	-0.40	0.00	G2
G3	0.000	1.57	2.92	3.95	4.57	4.76	4.50	3.83	2.80	1.48	0.00	-0.42	-0.82	-1.19	-1.47	-1.62	-1.47	-1.20	-0.83	-0.42	0.00	G3
G4	0.000	1.48	2.76	3.73	4.33	4.53	4.29	3.66	2.67	1.41	0.00	-0.40	-0.79	-1.14	-1.40	-1.54	-1.42	-1.15	-0.80	-0.40	0.00	G4
G5	0.000	1.72	3.19	4.29	4.93	5.09	4.76	3.98	2.86	1.48	0.00	-0.50	-0.96	-1.37	-1.66	-1.79	-1.63	-1.32	-0.91	-0.46	0.00	G5

Girder	TABLE OF CAMBER ORDINATES "CO" (INCHES)											Girder
	FS2	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	℄ Brg. Abut. No. 2	
G1	0.00	1.18	2.32	3.27	3.91	4.21	4.10	3.57	2.66	1.43	0.00	G1
G2	0.00	1.15	2.18	3.00	3.55	3.75	3.61	3.12	2.31	1.24	0.00	G2
G3	0.00	1.29	2.45	3.36	3.97	4.20	4.05	3.51	2.62	1.41	0.00	G3
G4	0.00	1.29	2.45	3.36	3.95	4.18	4.02	3.46	2.54	1.32	0.00	G4
G5	0.00	1.53	2.87	3.94	4.59	4.84	4.62	3.98	2.94	1.57	0.00	G5

Girder	BOTTOM OF SLAB ELEVATIONS																					Girder
	℄ Brg. Abut. No. 1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	℄ Brg. Pier 1	0.10 x L	0.20 x L	0.30 x L	0.40 x L	0.50 x L	0.60 x L	0.70 x L	0.80 x L	0.90 x L	℄ Brg. Abut. No. 2	
G1	87.02	87.25	87.44	87.57	87.63	87.63	87.56	87.44	87.31	87.17	87.06	87.00	86.96	86.94	86.91	86.87	86.78	86.65	86.46	86.21	85.94	G1
G2	87.26	87.45	87.60	87.70	87.73	87.71	87.63	87.52	87.40	87.27	87.17	87.11	87.07	87.03	86.98	86.91	86.80	86.64	86.43	86.19	85.91	G2
G3	87.37	87.53	87.65	87.73	87.74	87.71	87.63	87.51	87.38	87.25	87.14	87.07	87.02	86.97	86.91	86.82	86.70	86.53	86.31	86.05	85.75	G3
G4	87.23	87.37	87.47	87.53	87.54	87.49	87.39	87.26	87.12	86.98	86.86	86.78	86.72	86.67	86.61	86.51	86.38	86.19	85.95	85.66	85.34	G4
G5	87.07	87.21	87.32	87.37	87.35	87.27	87.15	86.99	86.83	86.68	86.56	86.49	86.44	86.39	86.33	86.23	86.08	85.86	85.59	85.27	84.91	G5

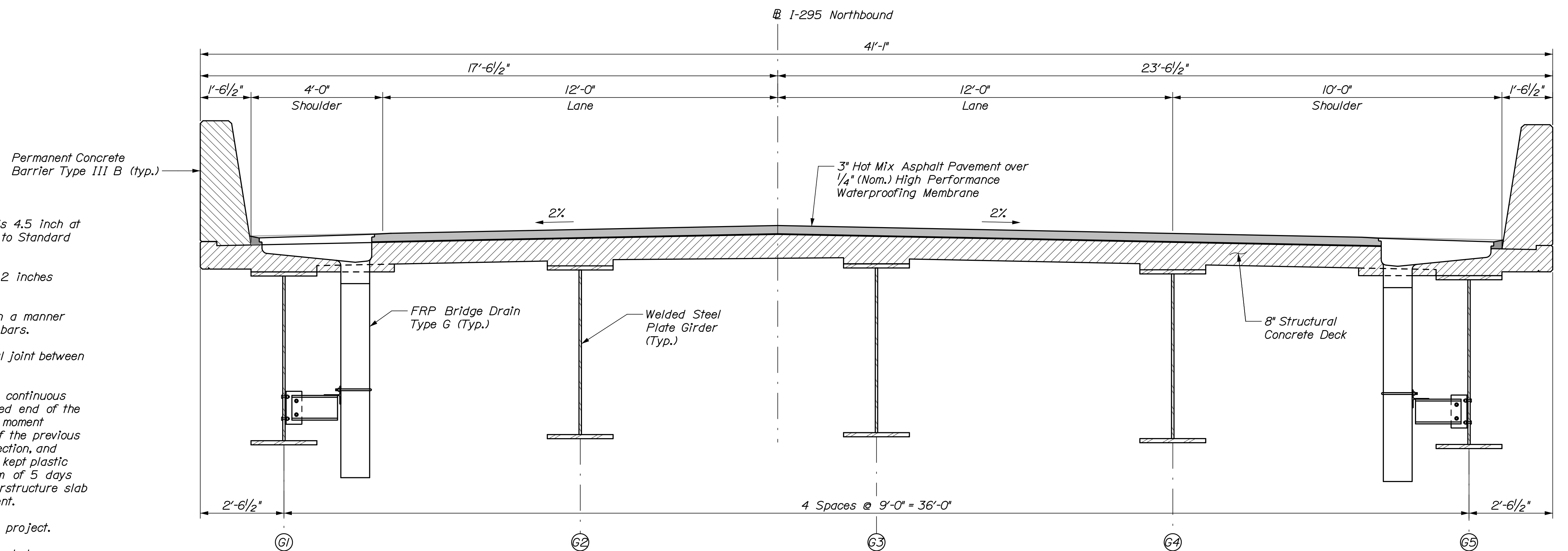
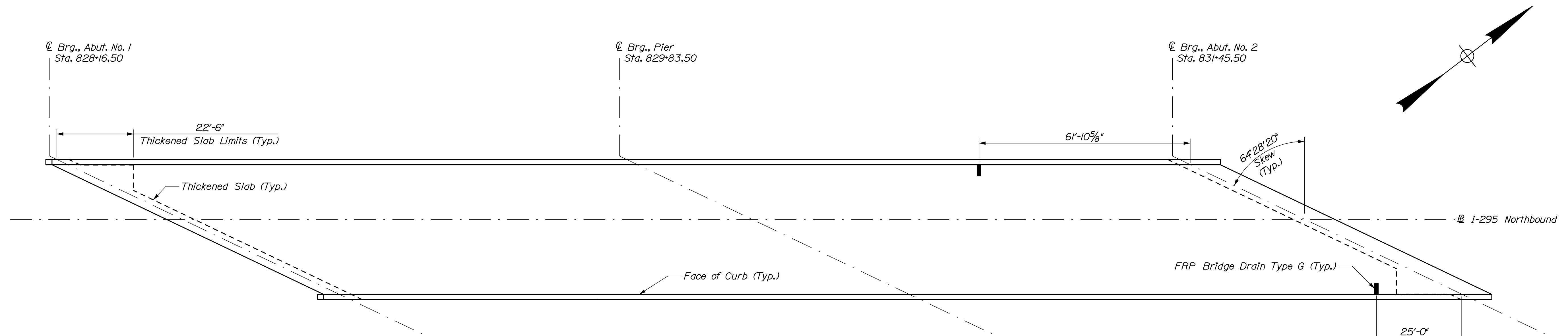


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02310600
WIN
023106.00
BRIDGE No. 5833
BRIDGE PLANS

1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
CAMBER DIAGRAM AND
B.O. SLAB ELEVATIONS - NB

SHEET NUMBER
282
OF 312

PROJ. MANAGER	M. Kersbergen	BY	E. Benoit	DATE	8/21
DESIGNED-DETAILED	T. Poulin	CHECKED-REVIEWED	S. Hodgson	SIGNATURE	
DESIGNED-DETAILED		DESIGNED-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					



SUPERSTRUCTURE NOTES:

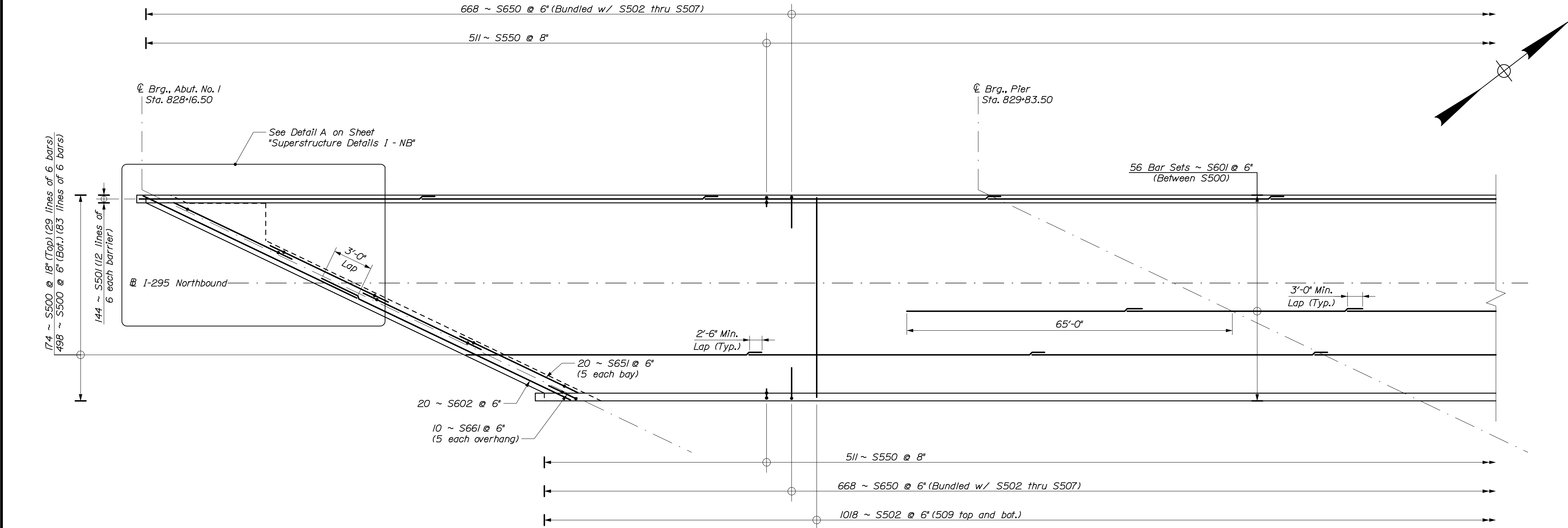
1. The theoretical blocking used for design of the structure is 4.5 Inch at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Adjust reinforcing steel to fit around the bridge drains in a manner approved by the Resident. Do not cut transverse reinforcing bars.
4. Form a one Inch V-groove on the fascias at the horizontal joint between the curb and slab.
5. Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall begin at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of 5 days shall elapse between successive partial placements. The superstructure slab concrete placement sequence shall be approved by the Resident.
6. The use of precast deck panels will not be allowed on this project.
7. Superstructure reinforcing shall be stainless steel unless noted otherwise.
8. Permanent Concrete Barrier Type III B shall have full perimeter $\frac{3}{4}$ " chamfered dummy joints spaced at a maximum of 20'-0" on center. Contraction joints shall be no more than 40'-0" on center and chamfers shall be similar to dummy joints.

Date:9/1/2021

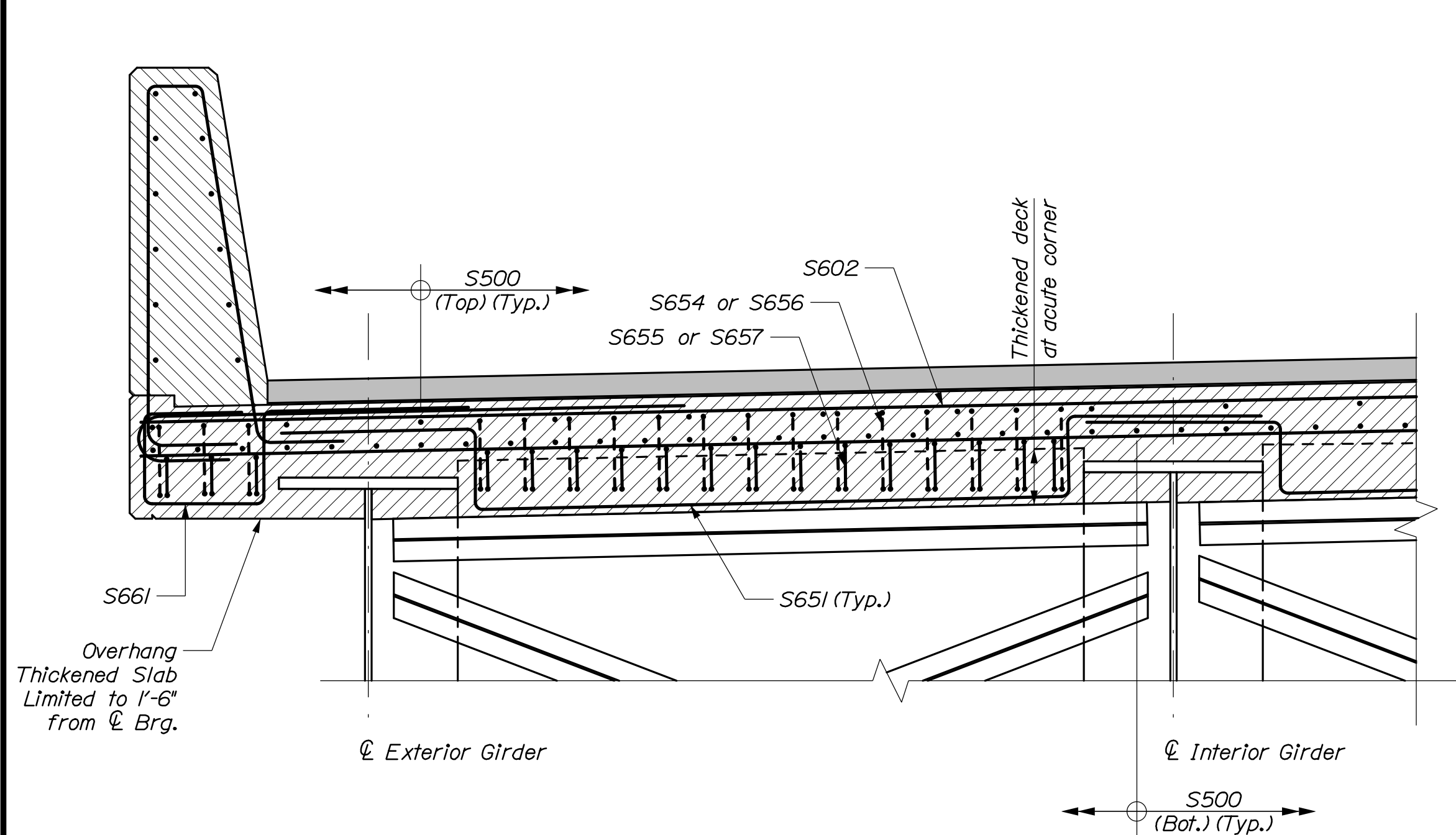
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Division:

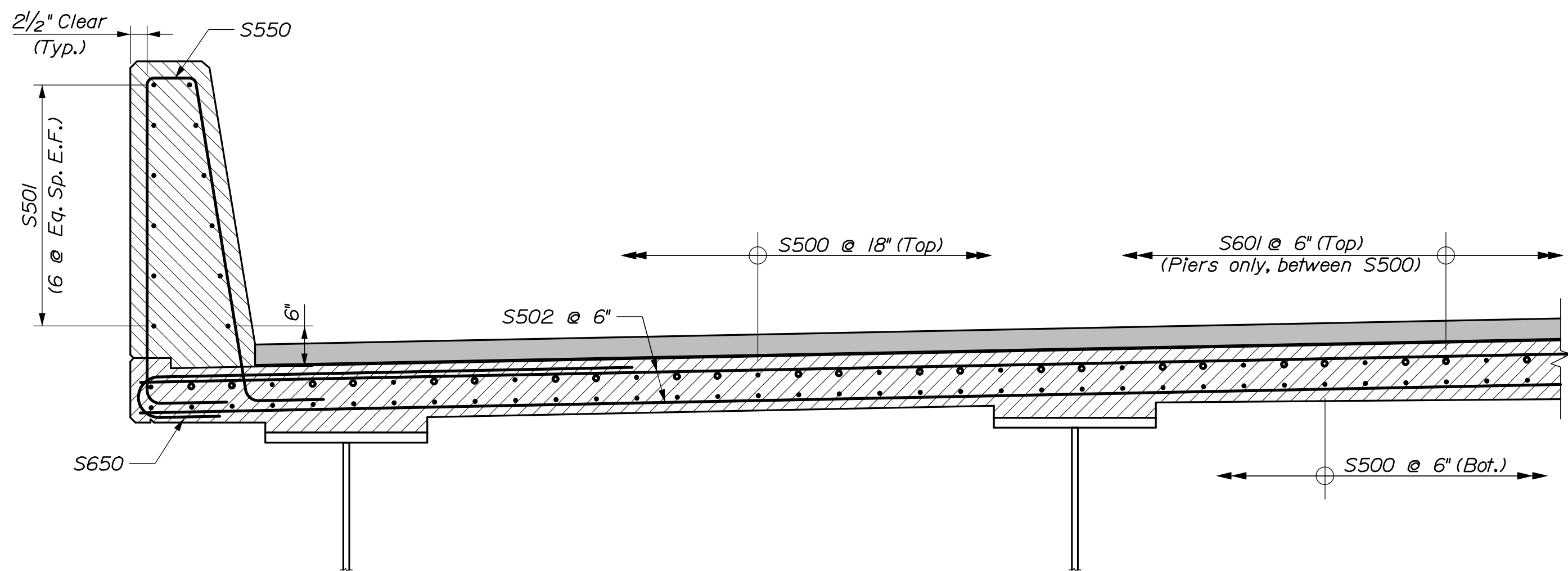
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SPAN 1 - SUPERSTRUCTURE PLAN



THICKENED DECK SLAB DETAIL



PARTIAL TRANSVERSE REINFORCING SECTION

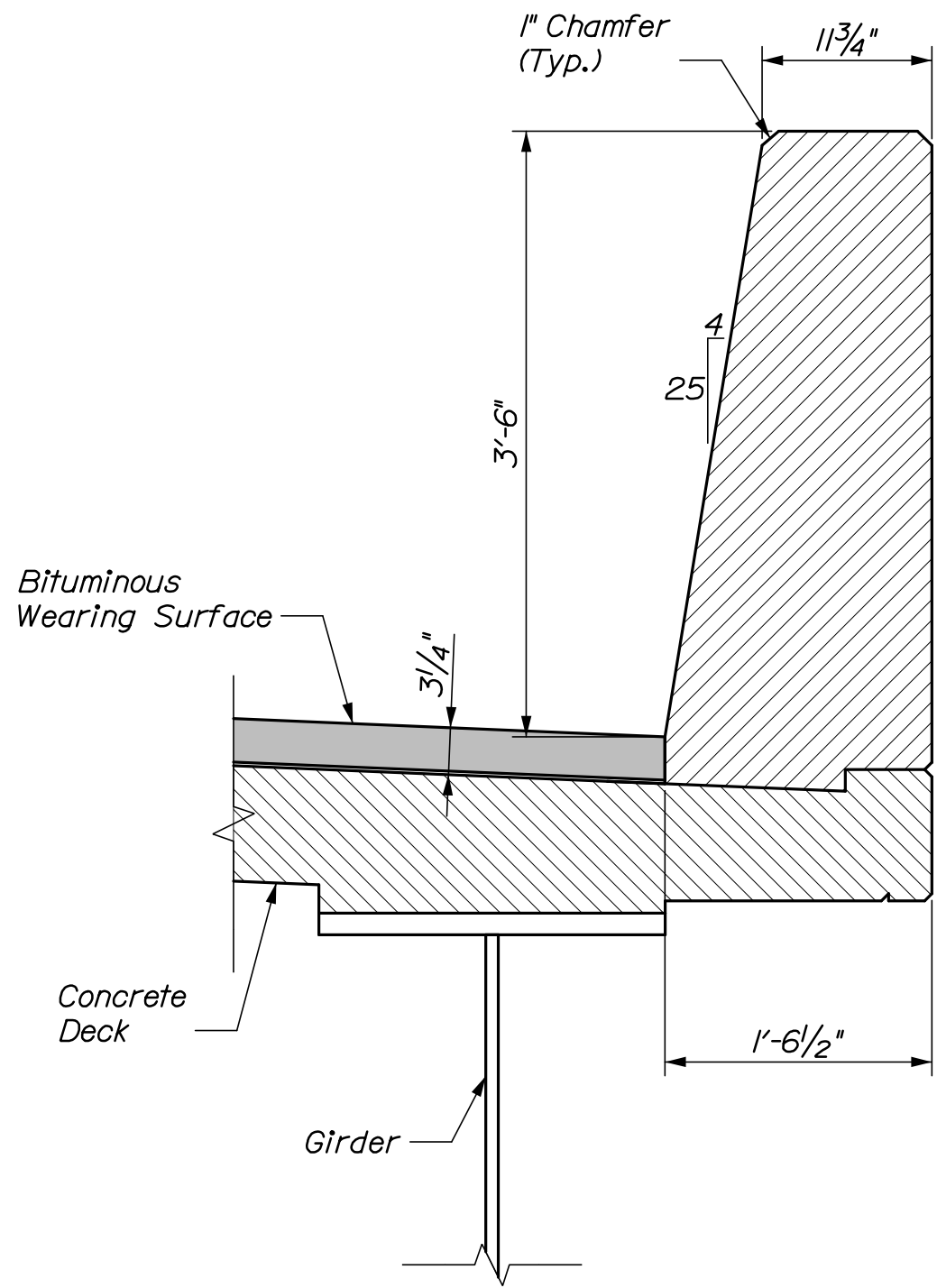
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
02310600
WIN
023106.00
Bridge No. 5833
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kersbergen	E. Reusiolell	8/21			
DESIGN-DETAILED	J. McCauley	8/21			
CHECKED-REVIEWED	S. Hodgdon				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

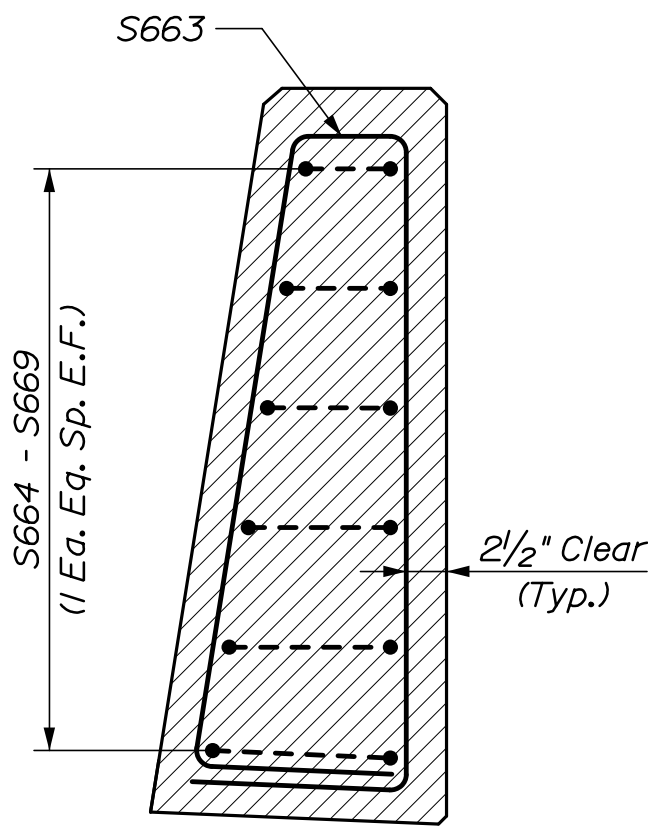
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND
SUPERSTRUCTURE REINF. NB SPAN 1 - PLAN

SHEET NUMBER
284
OF 312

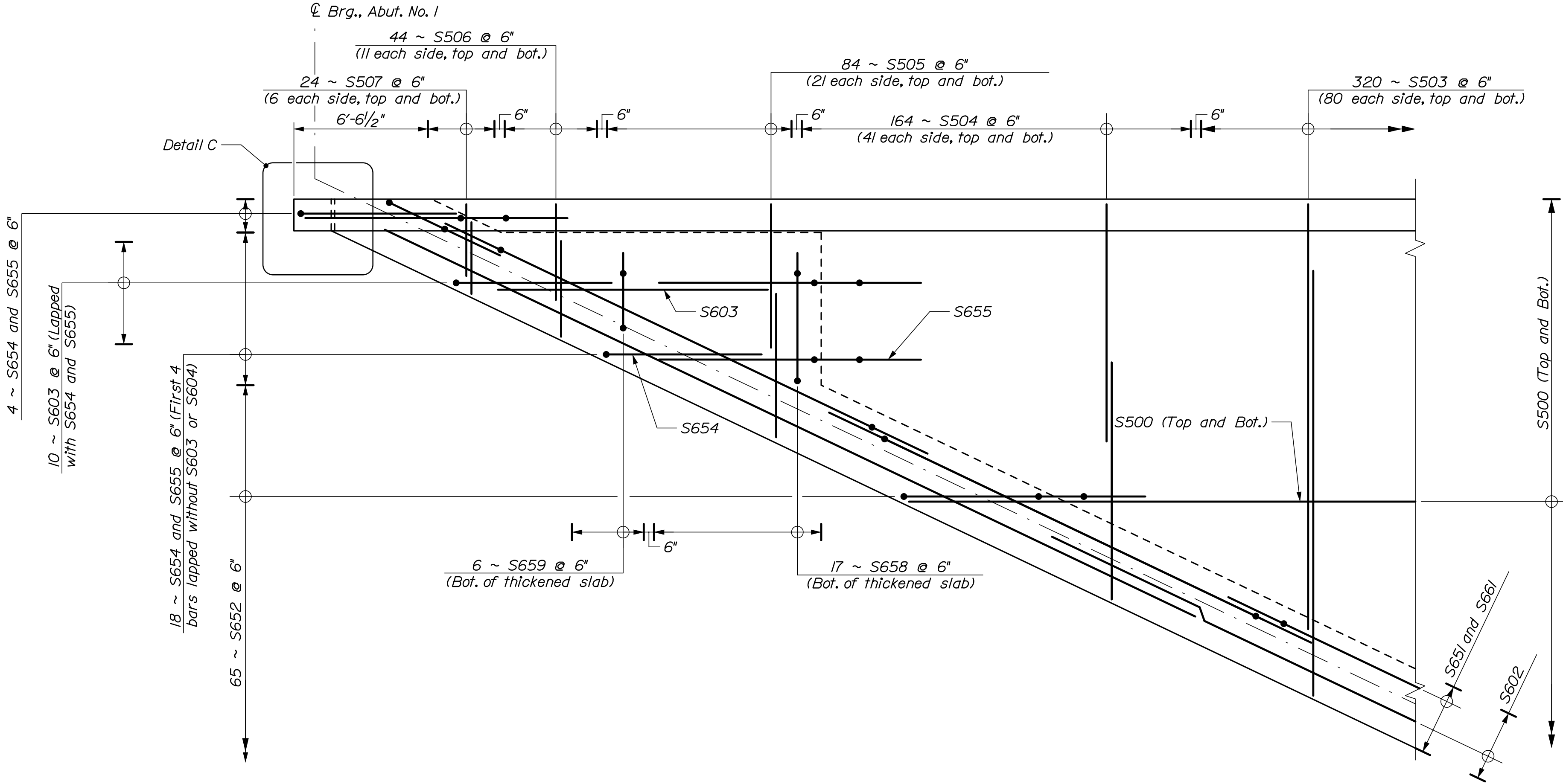
PERMANENT CONCRETE BARRIER TYPE III B - DETAIL



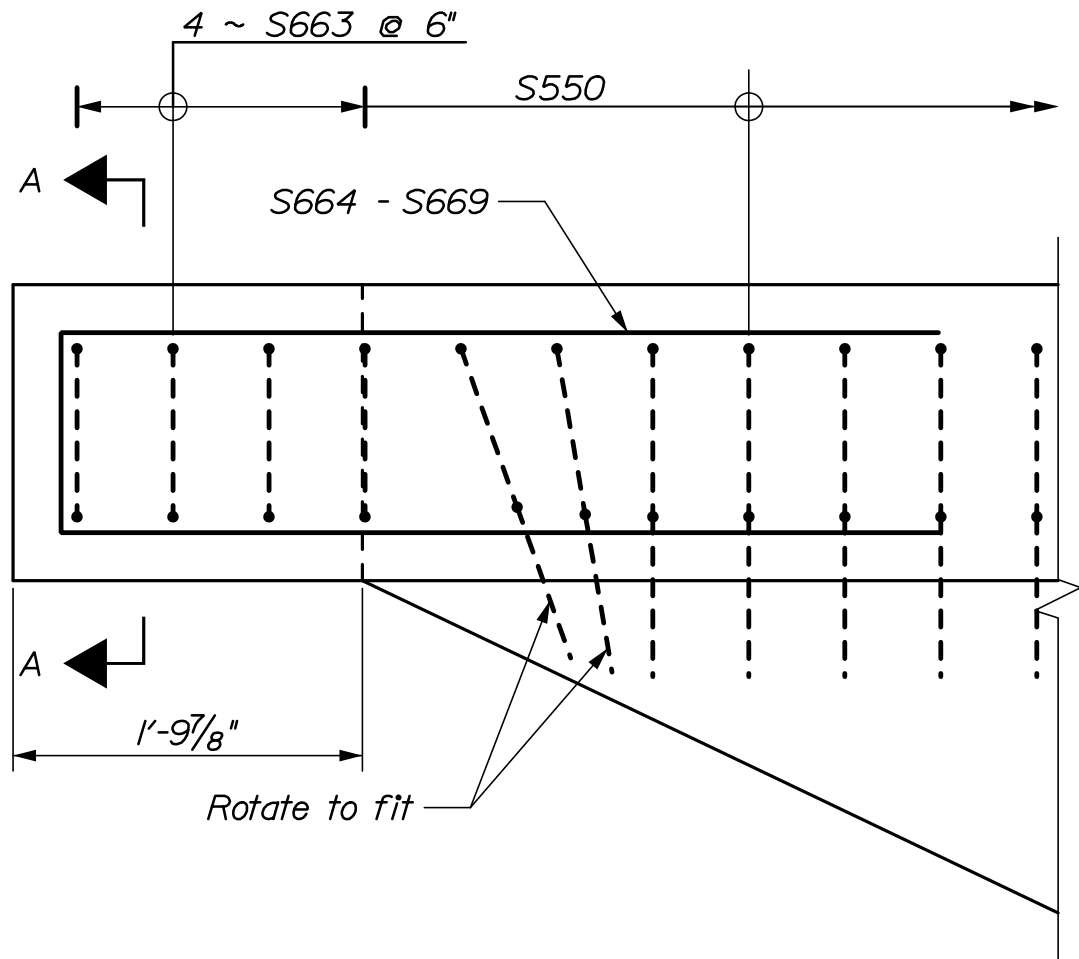
SECTION A-A



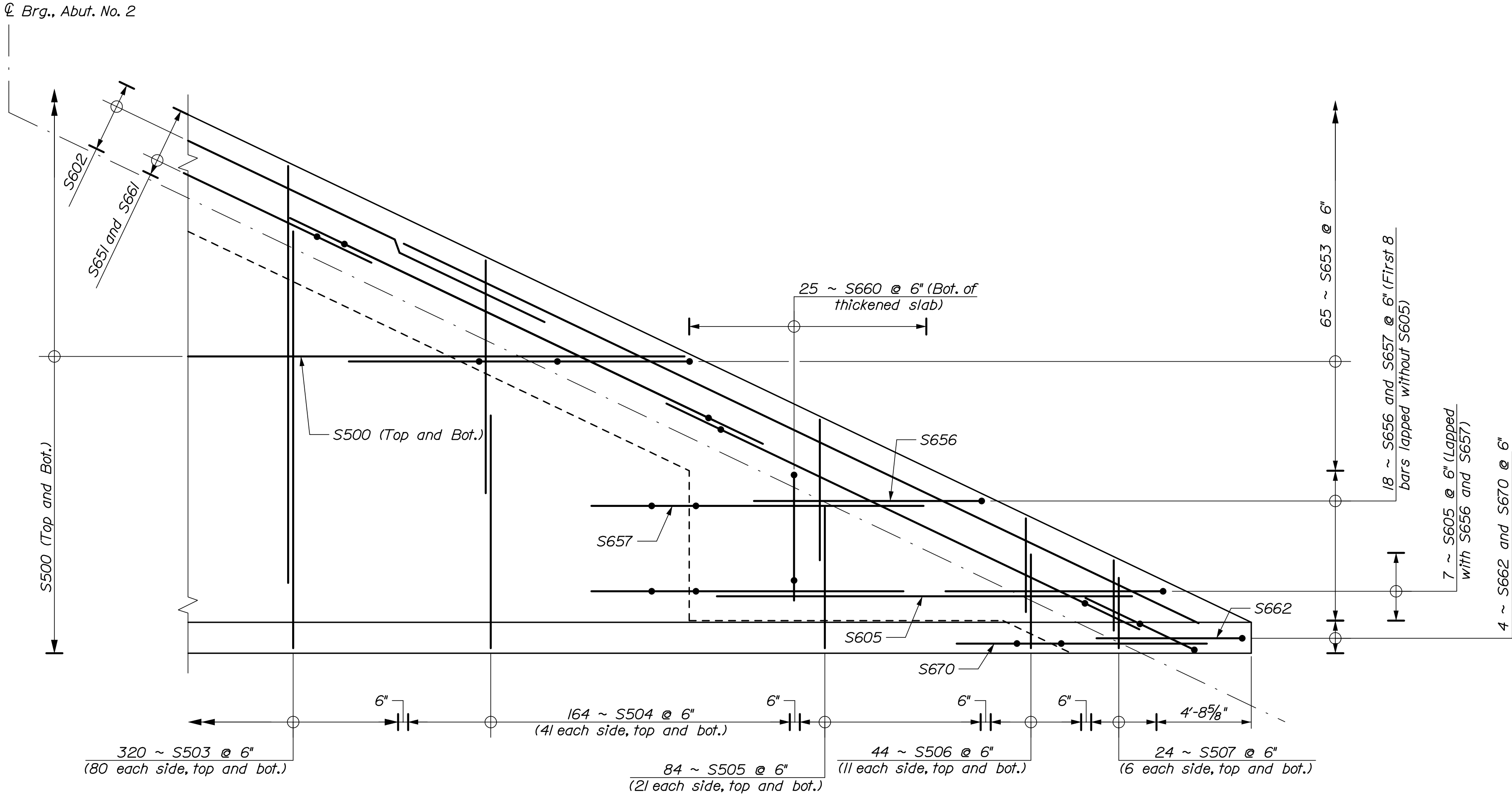
DETAIL A
(Barrier bars not shown for clarity)



DETAIL C
(Southwest Corner Shown, Southeast Corner Similar)

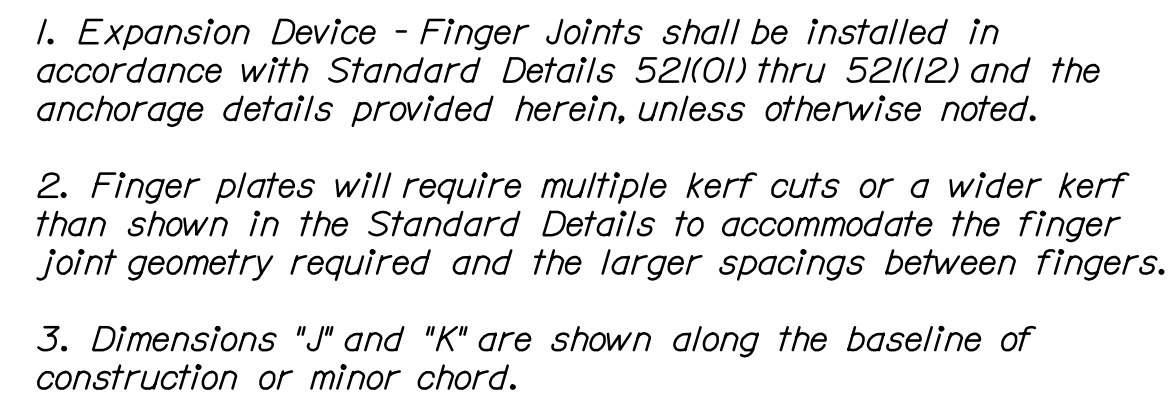


I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
	02311000	
	WIN	
	023110.00	
SUPERSTRUCTURE DETAILS I - NB	BRIDGE No. 1509	
	BRIDGE PLANS	
	SHEET NUMBER	
	286	
OF 312		



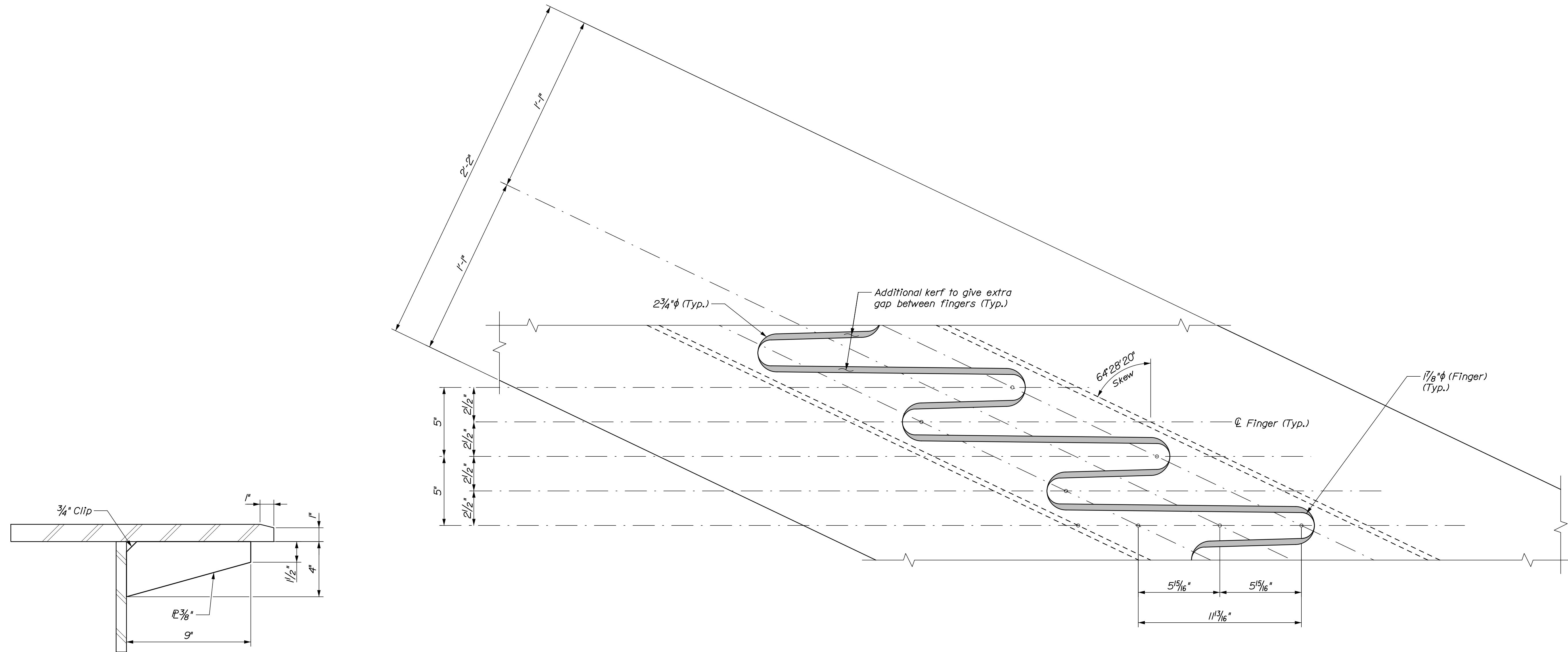
DETAIL B
(Barrier bars not shown for clarity)

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	STATE OF MAINE	
	DEPARTMENT OF TRANSPORTATION	
	02311000	
	WIN	
SUPERSTRUCTURE DETAILS II - NB	023110.00	
	Bridge No. 1509	
	BRIDGE PLANS	
SHEET NUMBER 287 OF 312	SIGNATURE	
	P.E. NUMBER	
	DATE	
	PROJ. MANAGER	DATE
	CHECKED-REVIEWED	BY
	DESIGN-DETAILED	DESIGNED
	REVISIONS 1	REVISIONS 2
	REVISIONS 3	REVISIONS 4
	REVISIONS 5	REVISIONS 6
	REVISIONS 7	REVISIONS 8
	REVISIONS 9	REVISIONS 10



FINGER CUTTING DETAIL

FINGER JOINT ANCHOR ASSEMBLY DETAILS

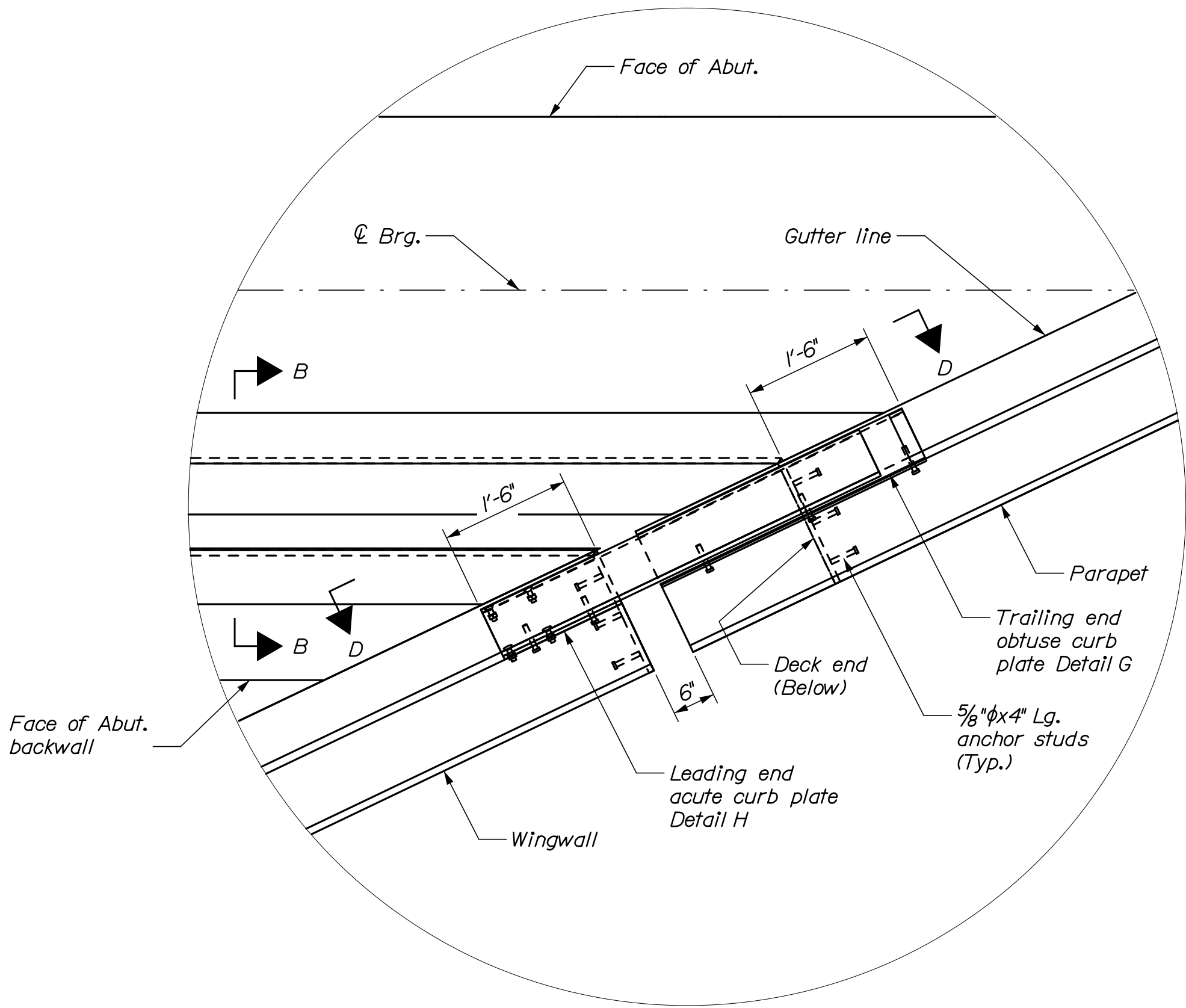


Date:8/22/2021

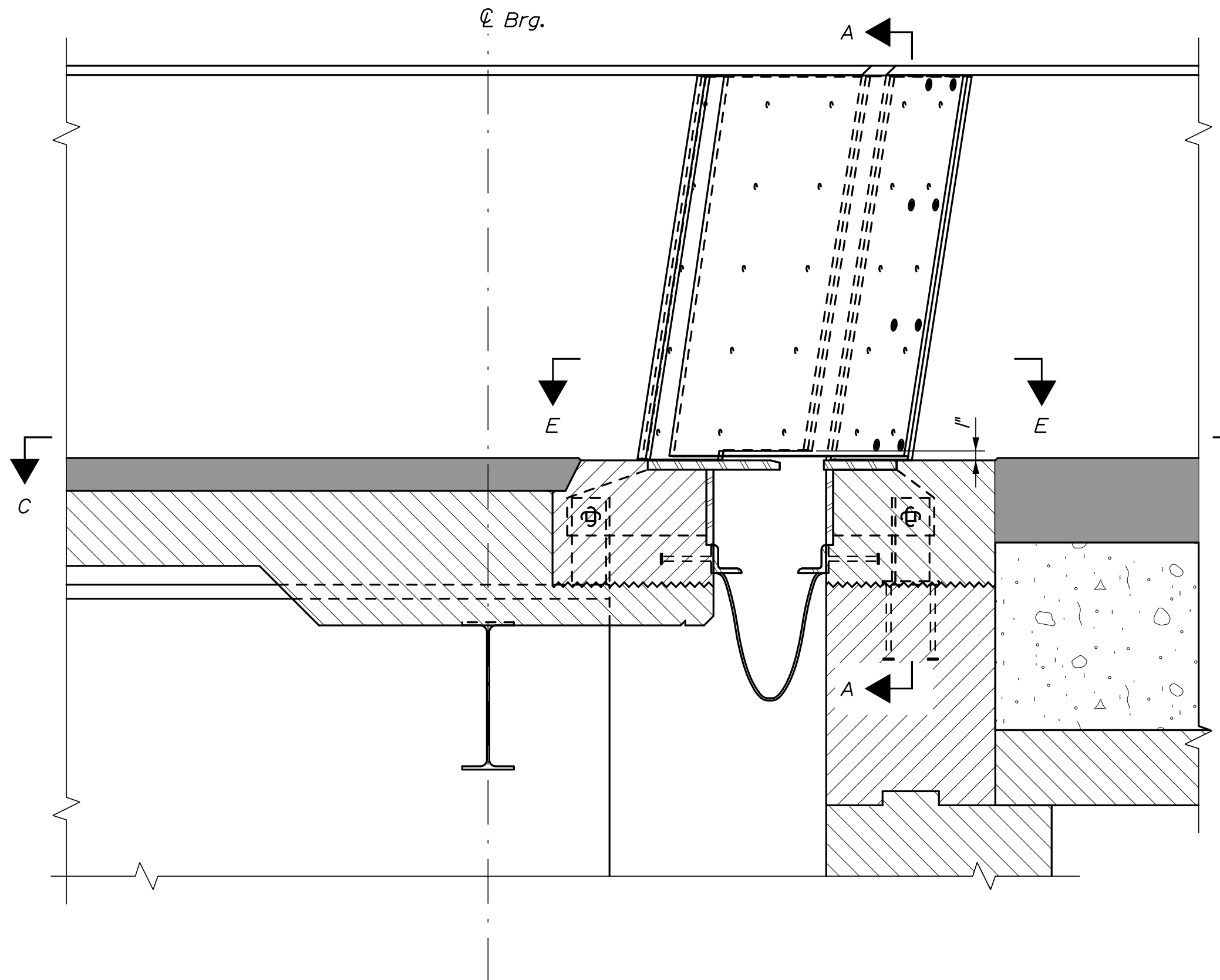
Username:

Division:

Filename: 289_Barrier Plates I - NB.dgn

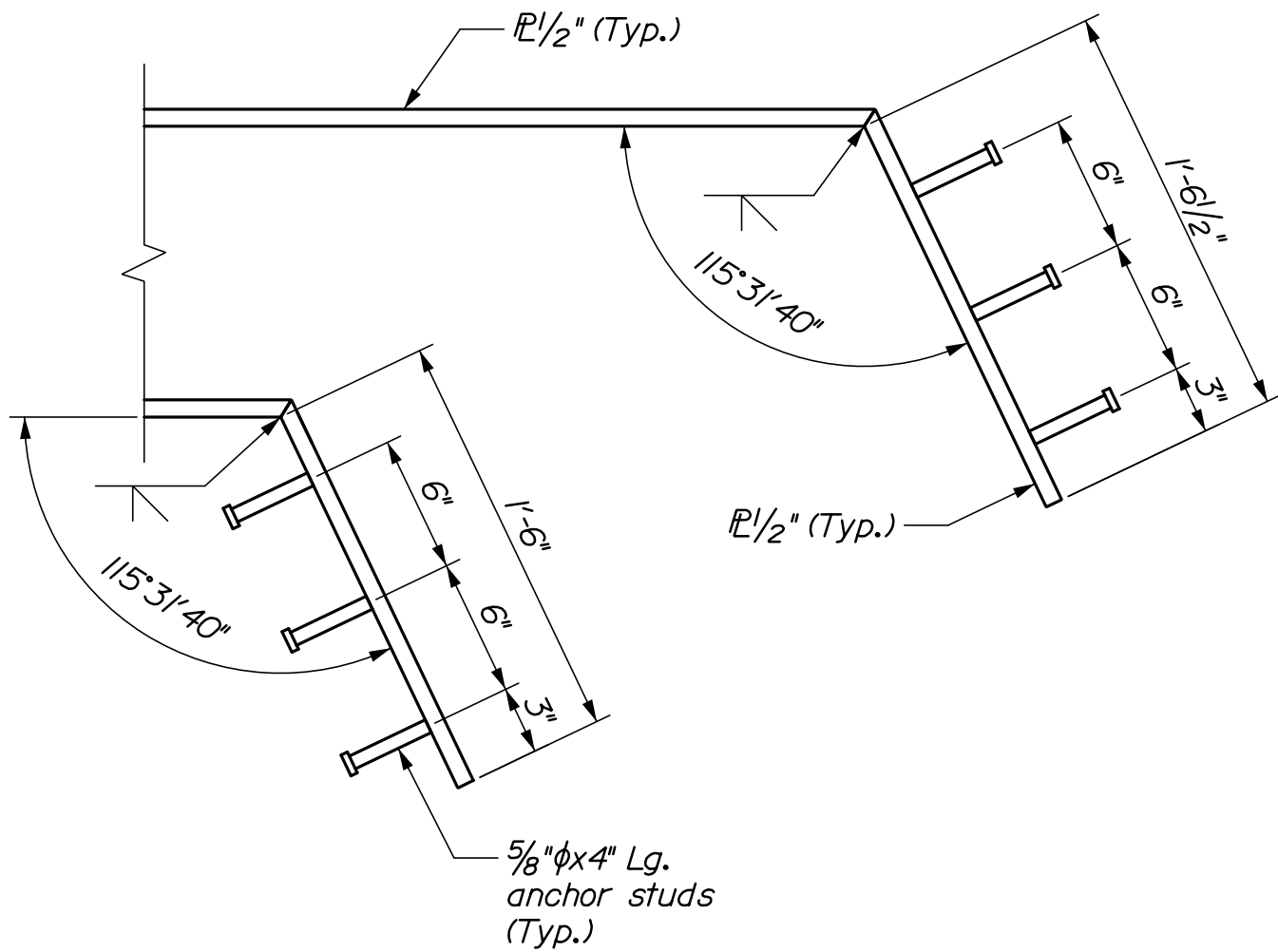


JOINT PLAN AT BARRIER

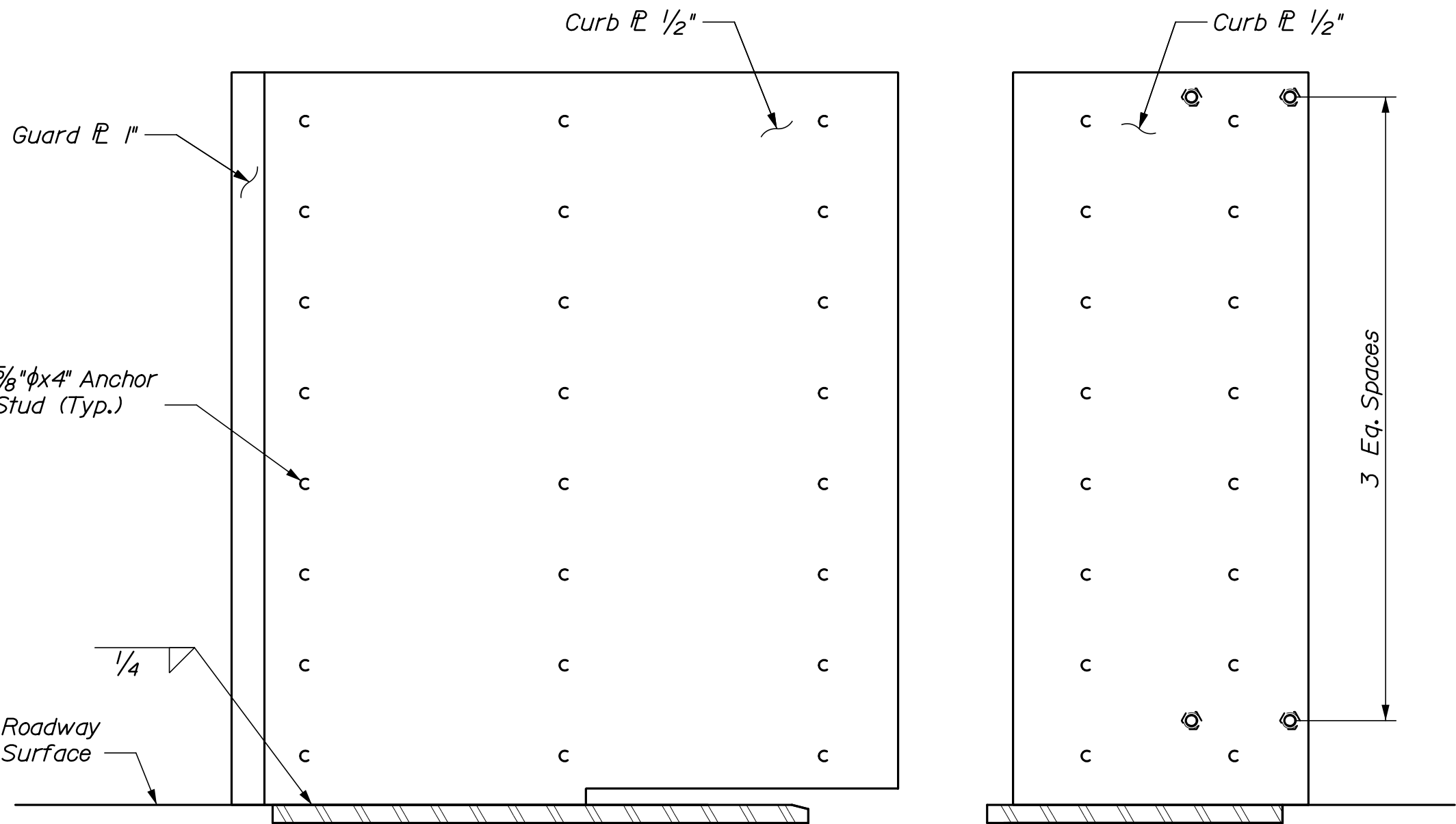


SECTION B-B

(Near face only shown for clarity)

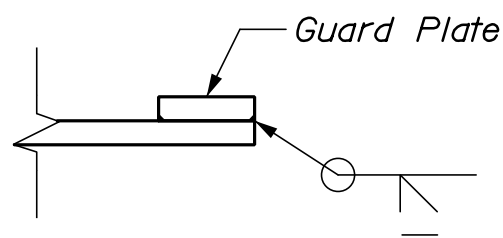


PARAPET END CAP SECTION C-C

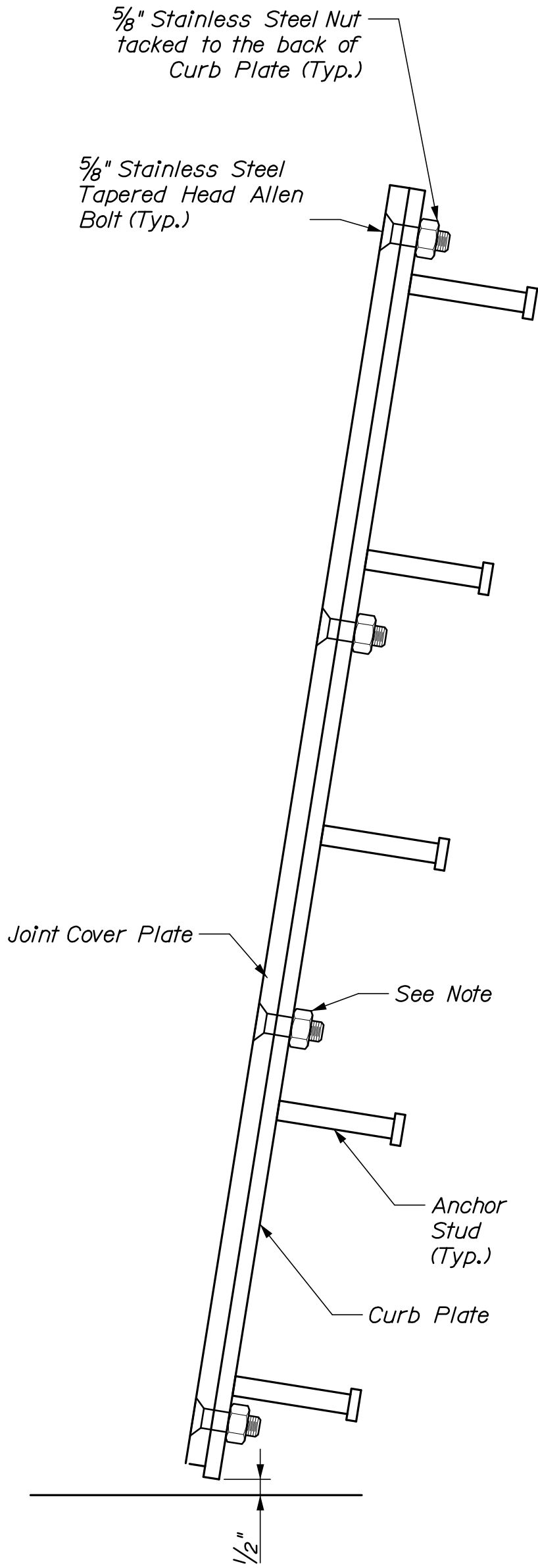


Note: Joint cover plate not shown for clarity

SECTION D-D



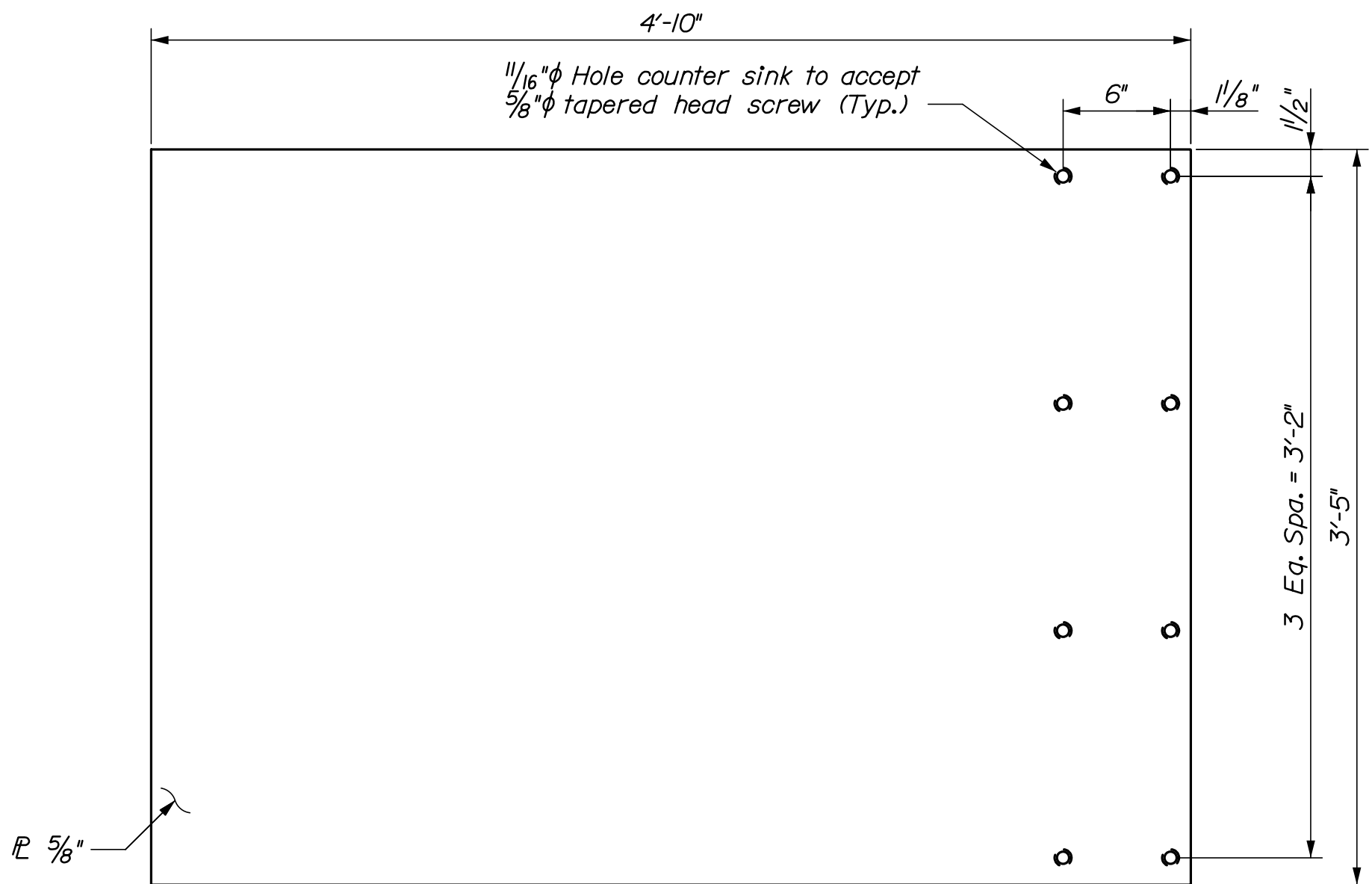
GUARD PLATE WELD DETAIL



Note: Joint cover plate shall be attached when setting joint/curb plate and shall be attached during the pouring of the parapet. Exposed threads shall be protected to prevent the adhesion of concrete.

JOINT COVER PLATE SECTION E-E

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	02311000			
	WIN			
	023110.00			
CUMBERLAND BARRIER PLATE DETAILS I - NB	Bridge No. 1509			
	023110.00			
	023110.00			
	023110.00			
SHEET NUMBER 289 OF 312	SIGNATURE			
	P.E. NUMBER			
	DATE			
	FIELD CHANGES			

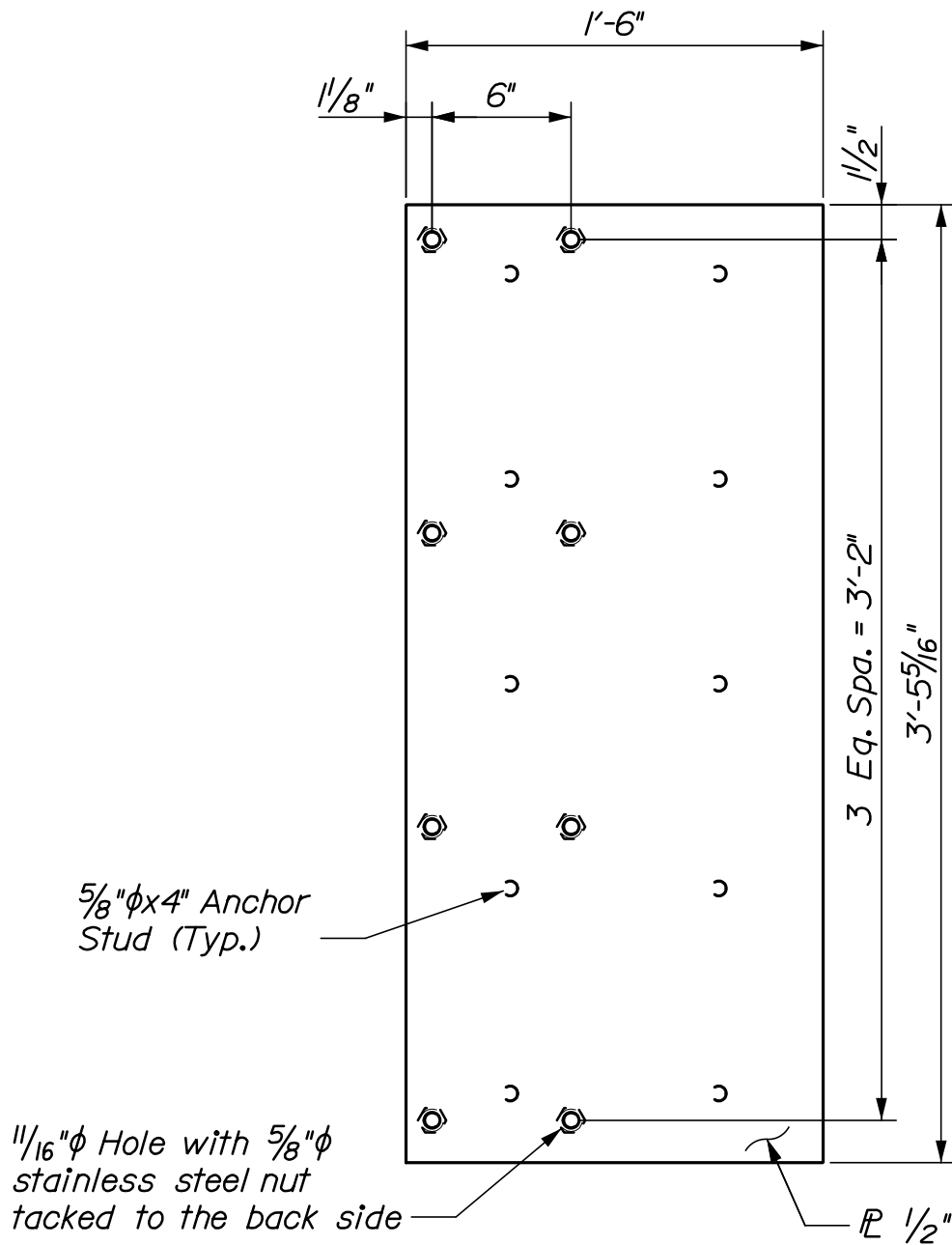
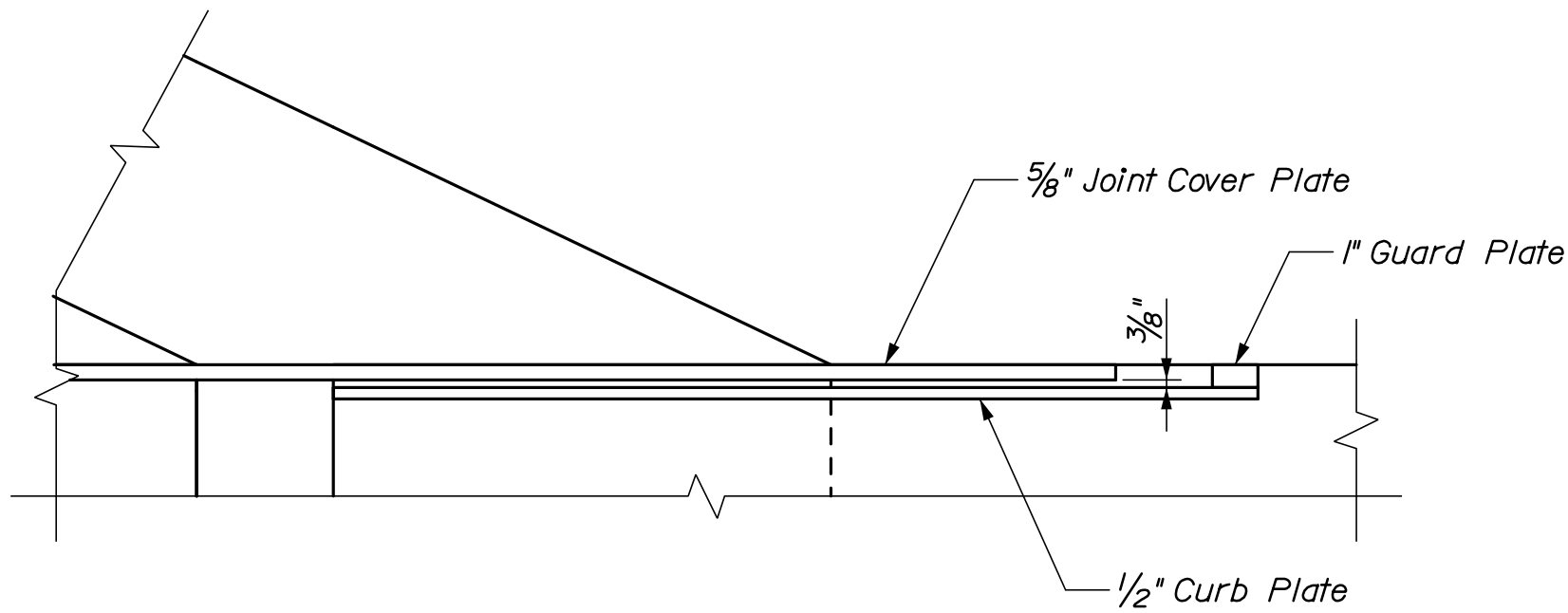


Notes:

Radius back edge 1/4" all sides

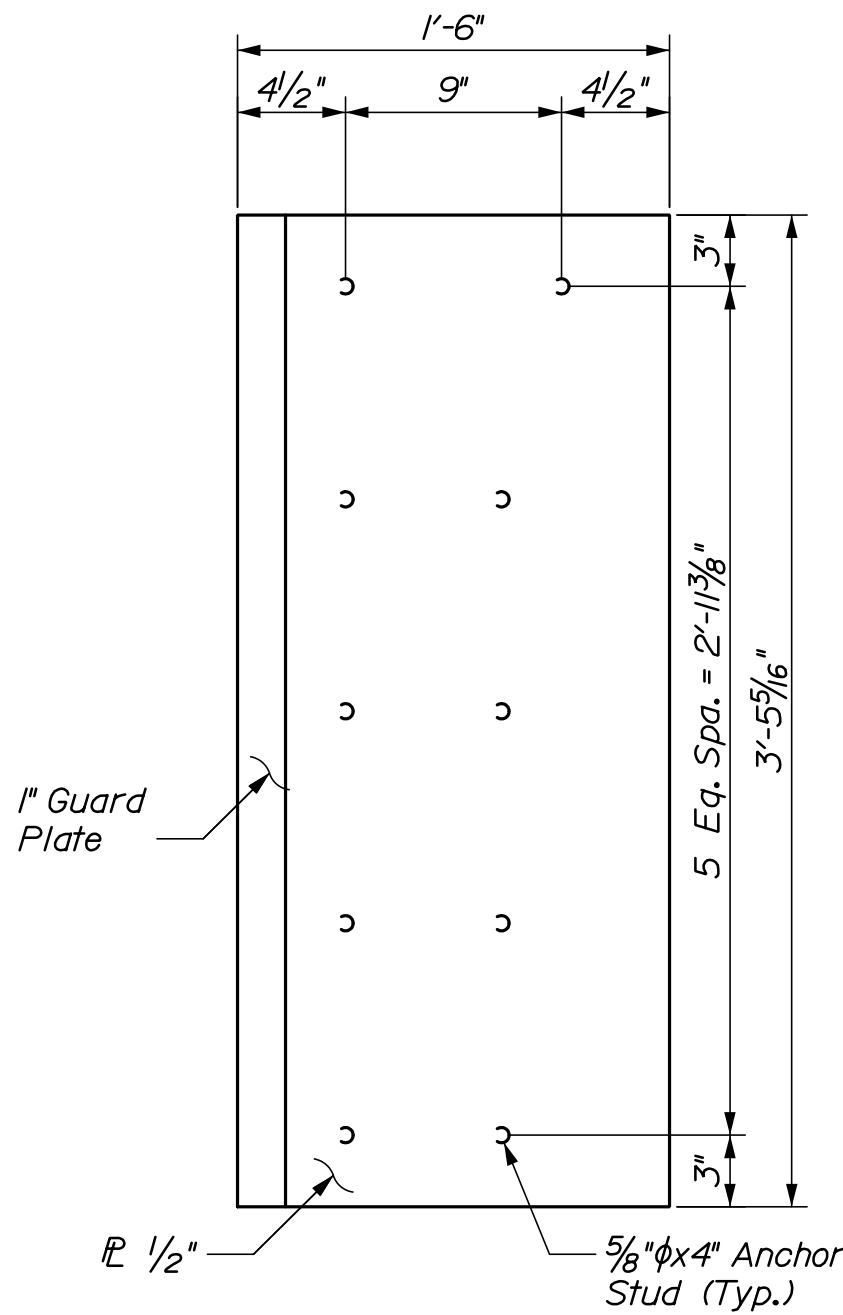
Obtuse leading end shown acute leading end similar except countersink is on the opposite face of the plate

JOINT COVER PLATE DETAIL F



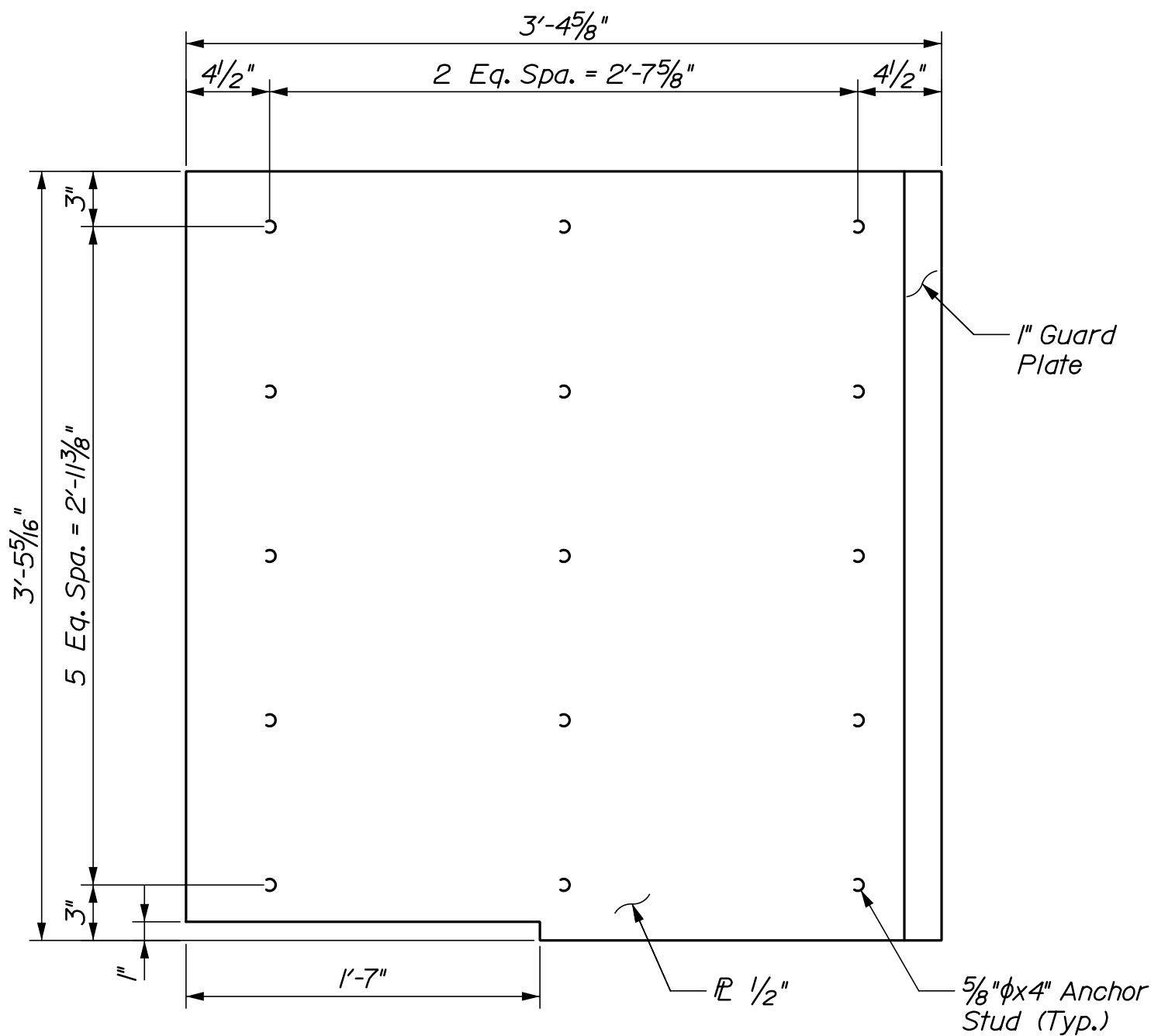
Note: See Curb Plate Detail B for anchor stud locations.

CURB PLATE DETAIL D
(Leading acute corner)



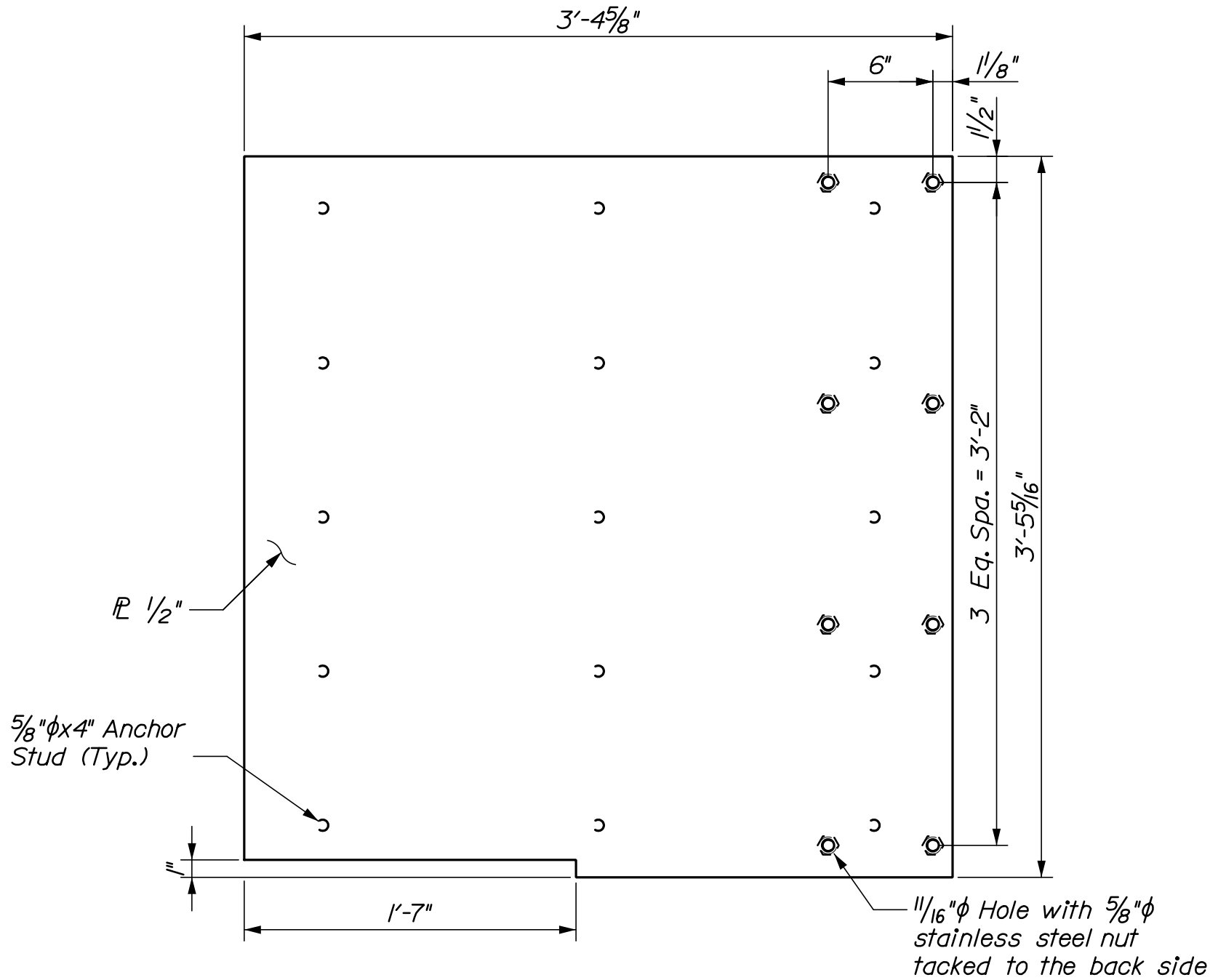
Note: Location of anchor studs may be adjusted to avoid conflicts. The revised location must maintain a minimum cover of 2" and not be relocated more than 1" from the specified location.

CURB PLATE DETAIL B
(Trailing acute corner)



Note: Location of anchor studs may be adjusted to avoid conflicts. The revised location must maintain a minimum cover of 2" and not be relocated more than 1" from the specified location.

CURB PLATE DETAIL E
(Trailing obtuse corner)



Note: See Curb Plate Detail E for anchor stud locations.

CURB PLATE DETAIL C
(Leading obtuse corner)

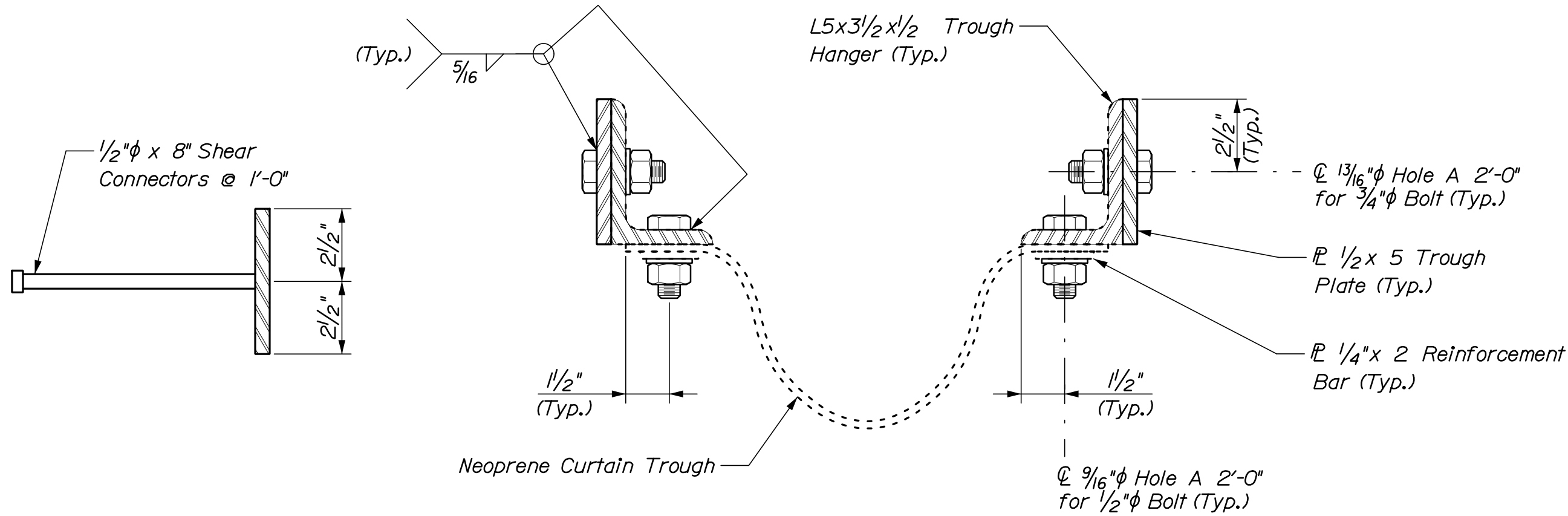
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02311000		WIN		023110.00		BRIDGE PLANS	
1-295 OVER US ROUTE 1		EXIT 17 INTERCHANGE		CUMBERLAND		YARMOUTH		BARRIER PLATE		DETAILS II - NB	
SHEET NUMBER		290		OF 312							
PROJ. MANAGER		M. Kersbergen		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		T. Poulin		E. Benoit		8/21					
CHECKED-REVIEWED		J. Wagh		S. Hodgson		8/21					
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											

Date:8/22/2021

Username:

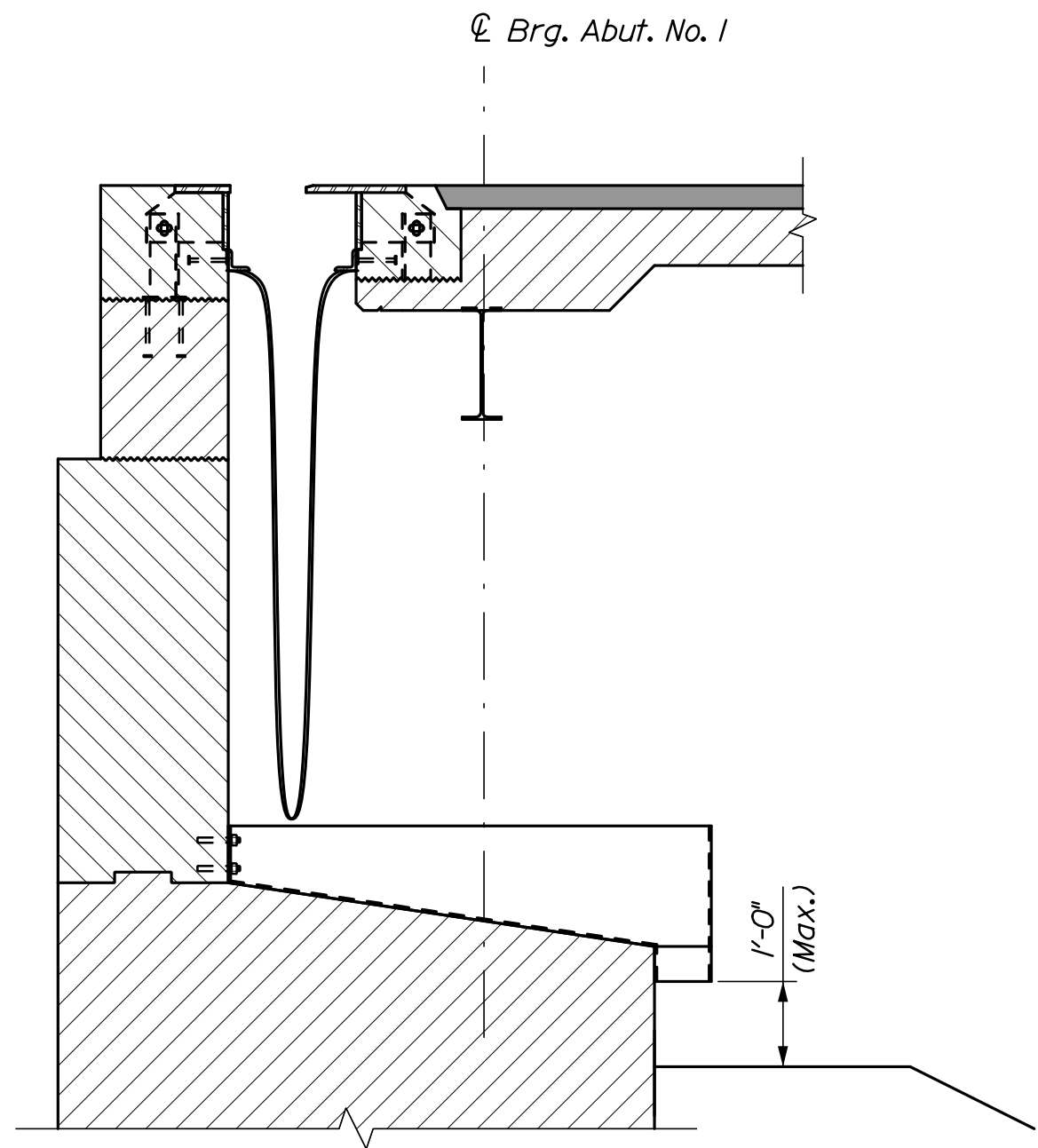
Division:

Filename: 291_Expansion Joint - NB - Trough Details.dgn

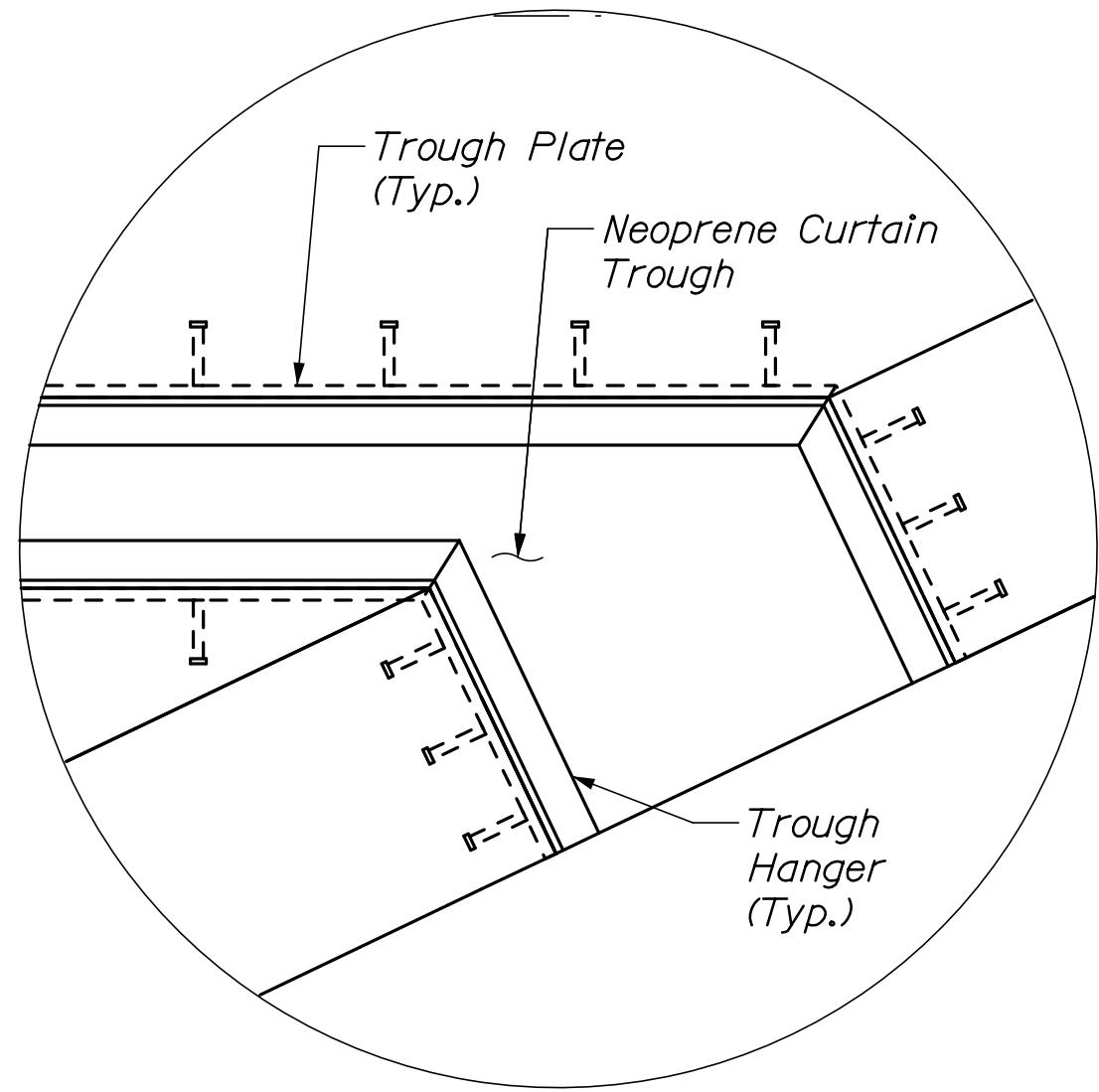


TROUGH PLATE ANCHORAGE SECTION

TROUGH SECTION DETAIL



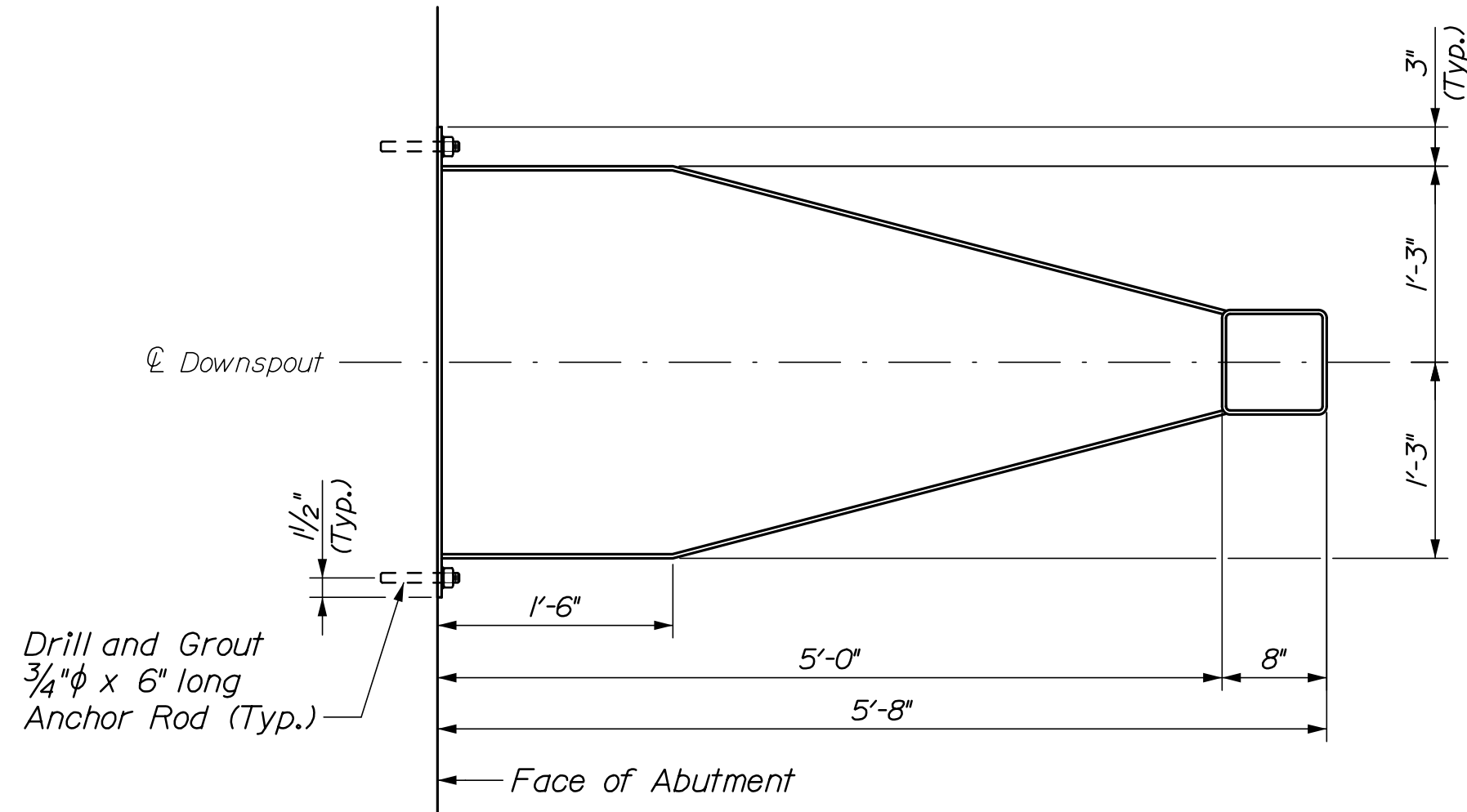
TROUGH SECTION (Girder and bearing not shown for clarity)



TROUGH END DETAIL (Finger Joint not shown for clarity)

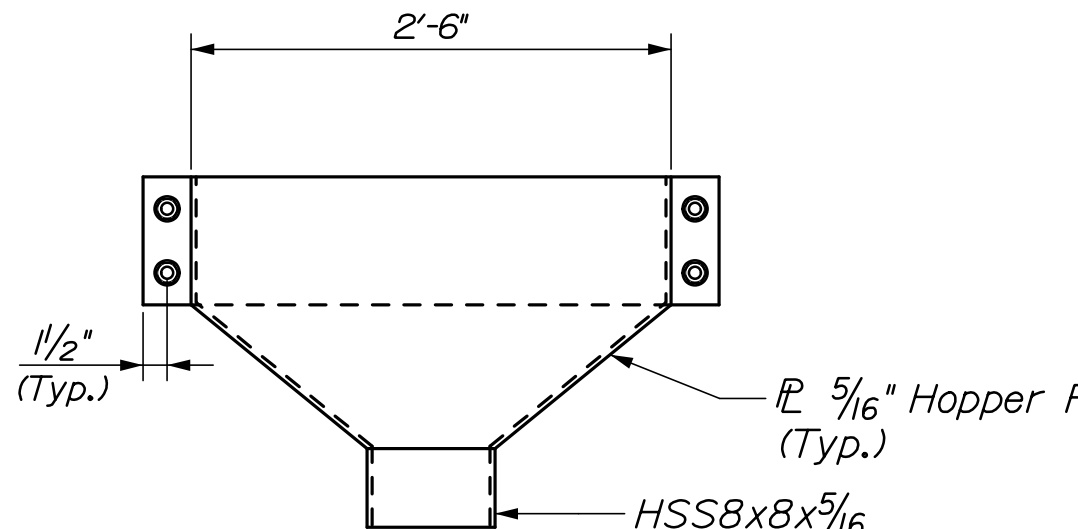
DOWNSPOUT NOTES:

1. The exact position of the downspouts shall be determined in the field and shall be coordinated with Curtain Trough Details.
2. All plates and bars shall conform to AASHTO M270 Grade 36 and shall be galvanized in accordance with AASHTO M111 (ASTM 123) after fabrication.
3. Brackets shall be galvanized in accordance with AASHTO M111 (ASTM 123) after fabrication.
4. All rods and related hardware shall be ASTM A307 and shall be galvanized in accordance with ASTM A153 (AASHTO M232).
5. At Contractor's option, alternate downspout details and locations may be submitted to the Resident for approval.
6. Any place where the galvanizing has been removed from the downspout either by cutting, burning, welding, placing, or any other means shall be repaired to the requirements of ASTM A780 and Annexes A1, A2, or A3.
7. Downspout shall be fabricated using FRP composite material. Material and fabrication shall be in accordance with Special Provision 502, Fiber Reinforced Polymer Bridge Drains and Downspouts.

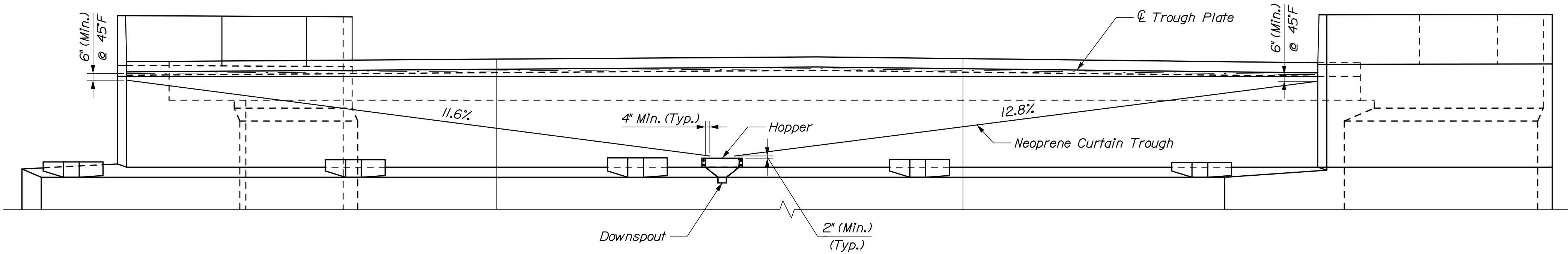


DOWNSPOUT PLAN

DOWNSPOUT SIDE ELEVATION



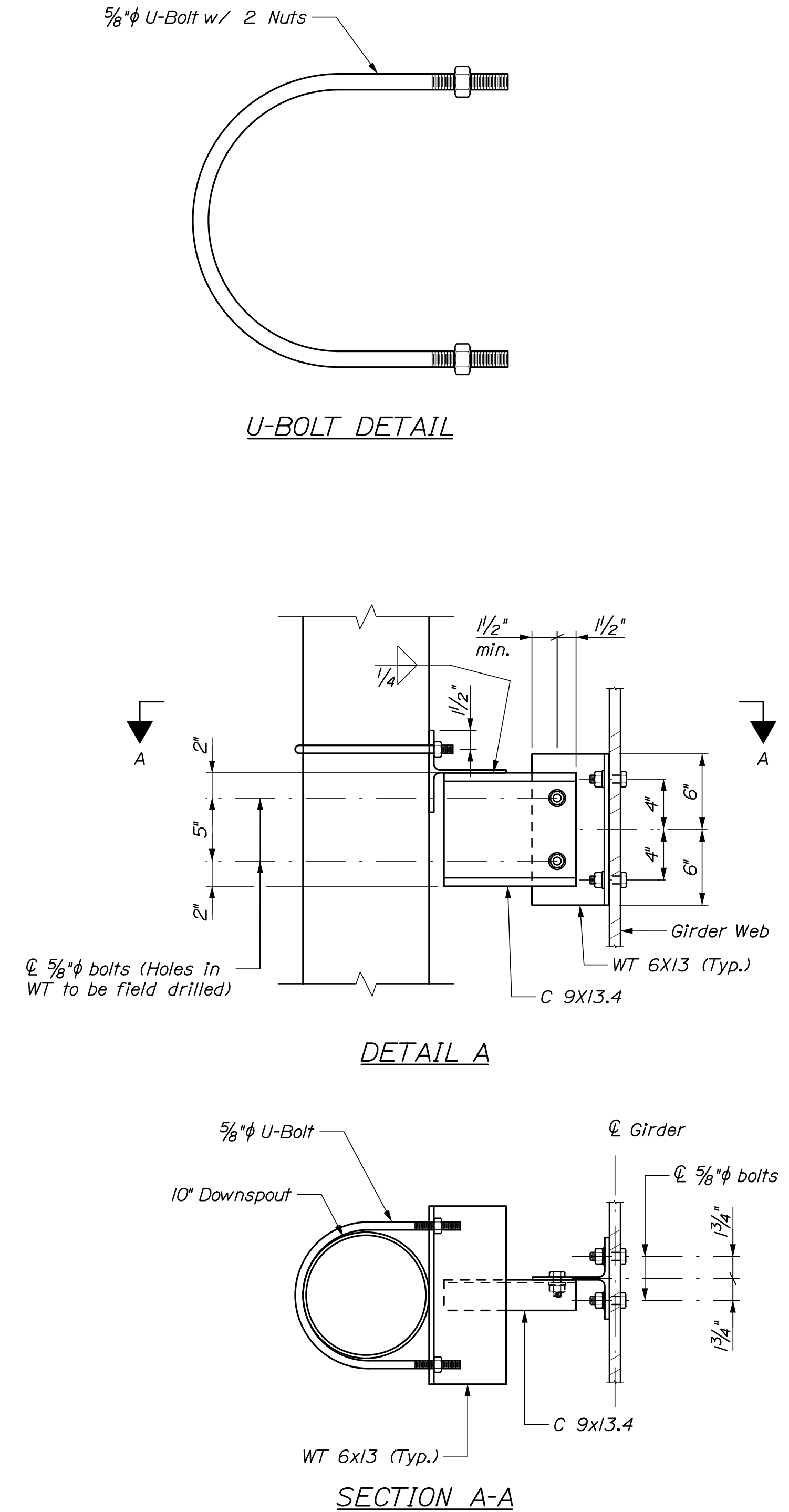
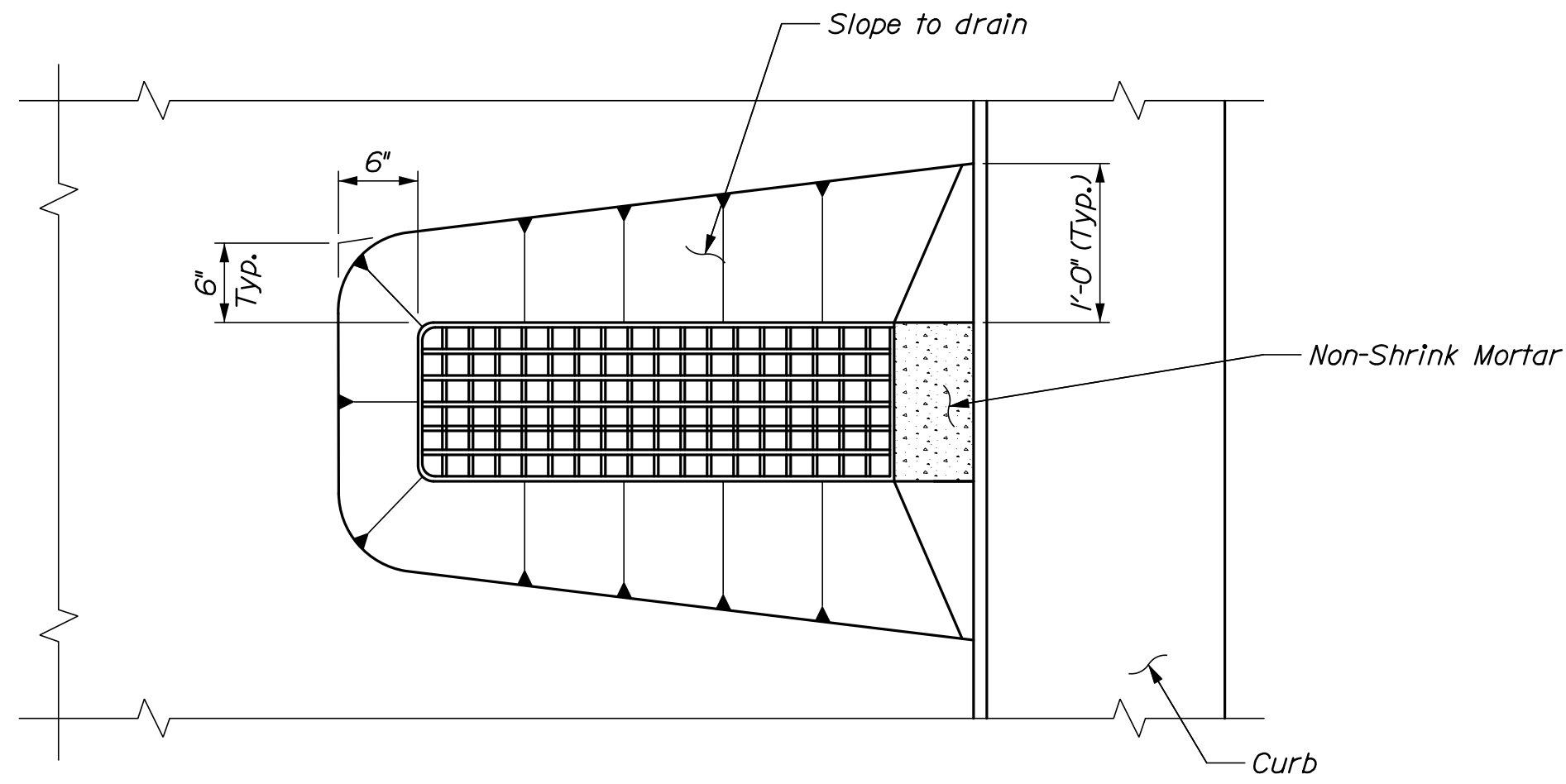
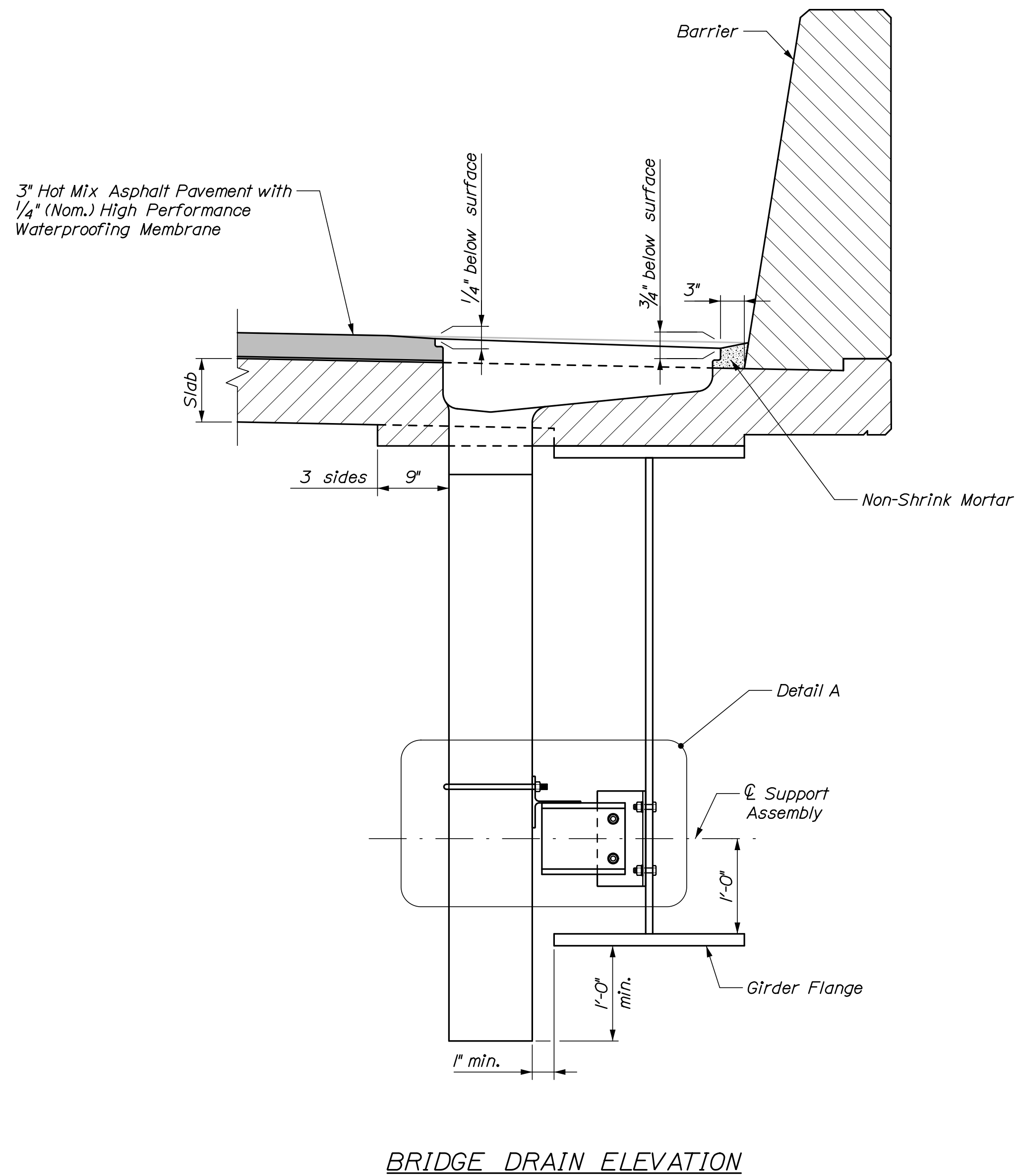
DOWNSPOUT ELEVATION



TROUGH ELEVATION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION 02310600 WIN 023106.00 Bridge No. 5833 BRIDGE PLANS					SIGNATURE P.E. NUMBER DATE
	PROJ. MANAGER	M. Kersbergen	BY	DATE	
	DESIGN-DETAILED	J. Waugh	E. Beausoleil	8/21	
	CHECKED-REVIEWED	T. Paulin	S. Haddon	8/21	
	DESIGN2-DETAILED2				
	DESIGN3-DETAILED3				
	REVISIONS 1				
	REVISIONS 2				
	REVISIONS 3				
	REVISIONS 4				
FIELD CHANGES					

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND EXPANSION JOINT - NB TROUGH DETAILS	SHEET NUMBER
	291
	OF 312



BRIDGE DRAIN NOTES

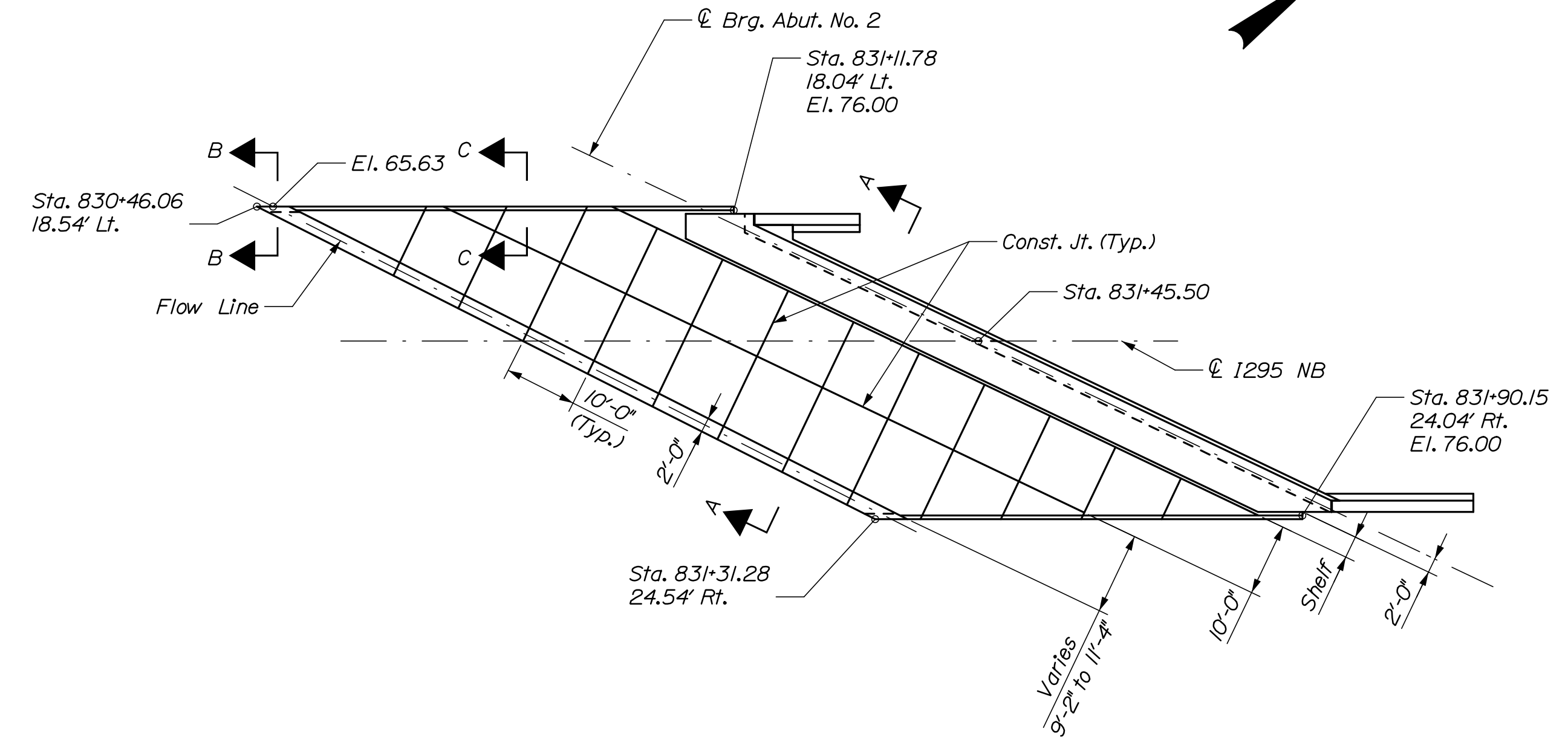
1. FRP Bridge Drains shall be designed and detailed based on the dimensions for the bridge drain details shown, and in accordance with Special Provisions Section 502, Fiber Reinforced Polymer Bridge Drains and Downspouts.

2. Shear connectors welded to the top flange of the steel beams may require adjustment to clear the bridge drains. No extra payment will be made for needed adjustments to the studs.

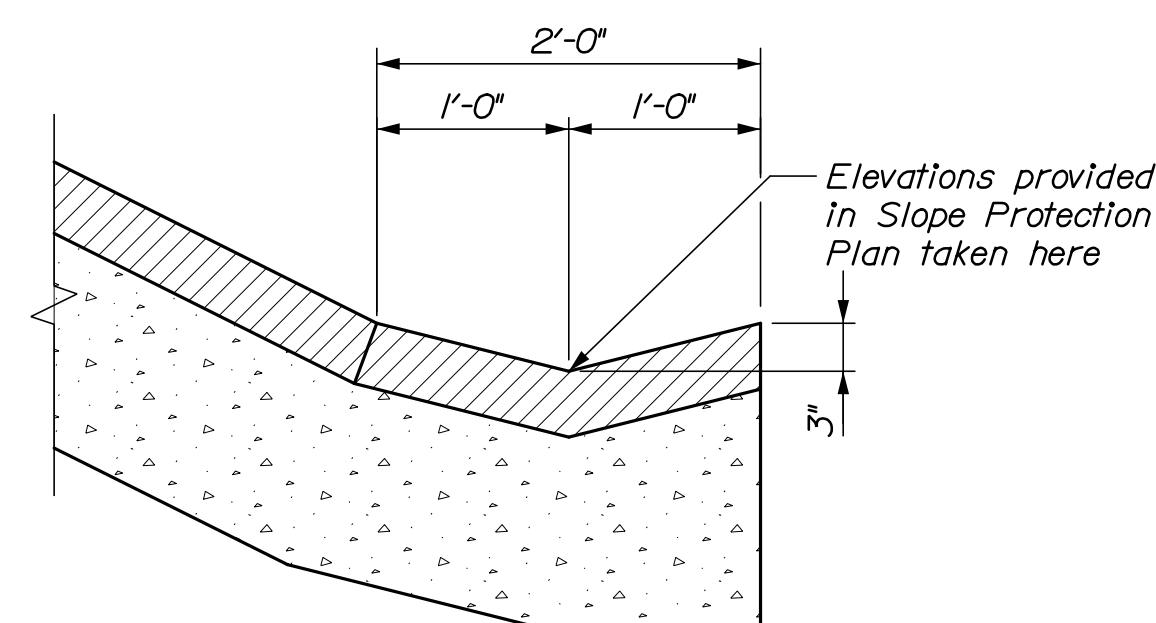
3. The drain support assembly and all associated hardware shall be galvanized in accordance with Standard Specification 506.

4. Non-Shrink Mortar shall be selected from the Qualified Products List. Payment Shall be incidental to Item 502.77, FRP Bridge Drain - Type G.

292 OF 312	SHEET NUMBER	I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE CUMBERLAND YARMOUTH BRIDGE DRAIN DETAILS - NB TYPE G	PROJ. MANAGER	M. Kerbergent	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN MAINE DOT BR. NO. 2389 NBDT/ASSET NO. 023106.00 & 023110.00 BRIDGE PLANS
			DESIGN-DETAILED 1	J. Wough	E. Beausoleil	8/21	
			CHECKED-REVIEWED 1	I. Poulin	S. Hodgdon	8/21	
			DESIGN-2-DETAILED 2				
			DESIGN-3-DETAILED 3				
			REVISIONS 1				
			REVISIONS 2				
			REVISIONS 3				
			REVISIONS 4				
			FIELD CHANGES				

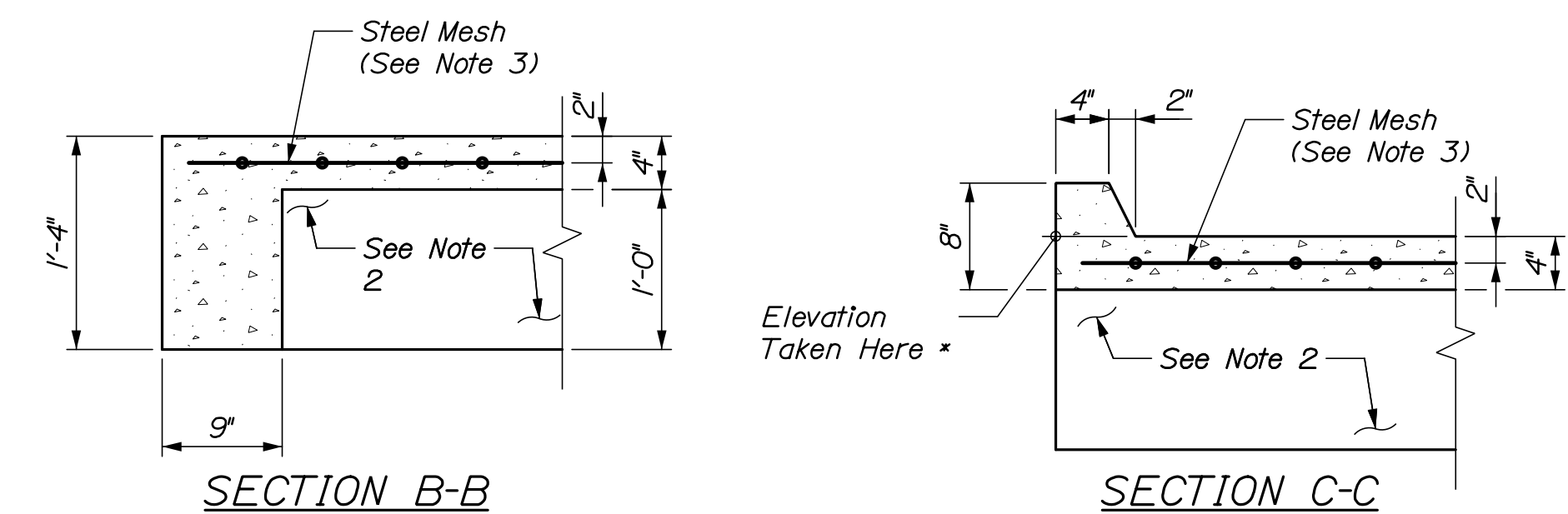


SLOPE PROTECTION PLAN



SECTION A-A

DETAIL A



SLOPE PROTECTION NOTES:

1. All elevations shown are taken at top of slope protection.
2. The 1'-0" of aggregate subbase course-gravel, under slope protection, may be reduced or omitted if, in the opinion of the Resident, the existing material is suitable.
3. Break bond at construction joints with a coat of asphalt paint. Payment shall be considered incidental to Item 513.09 Slope Protection-Portland Cement Concrete.
4. Reinforce with galvanized WWF6x6-W2xW2, not to pass through construction joints.
5. Edges of construction joints shall be finished with a sidewalk edging tool to a depth of $1/4"$.

Date:8/22/2021

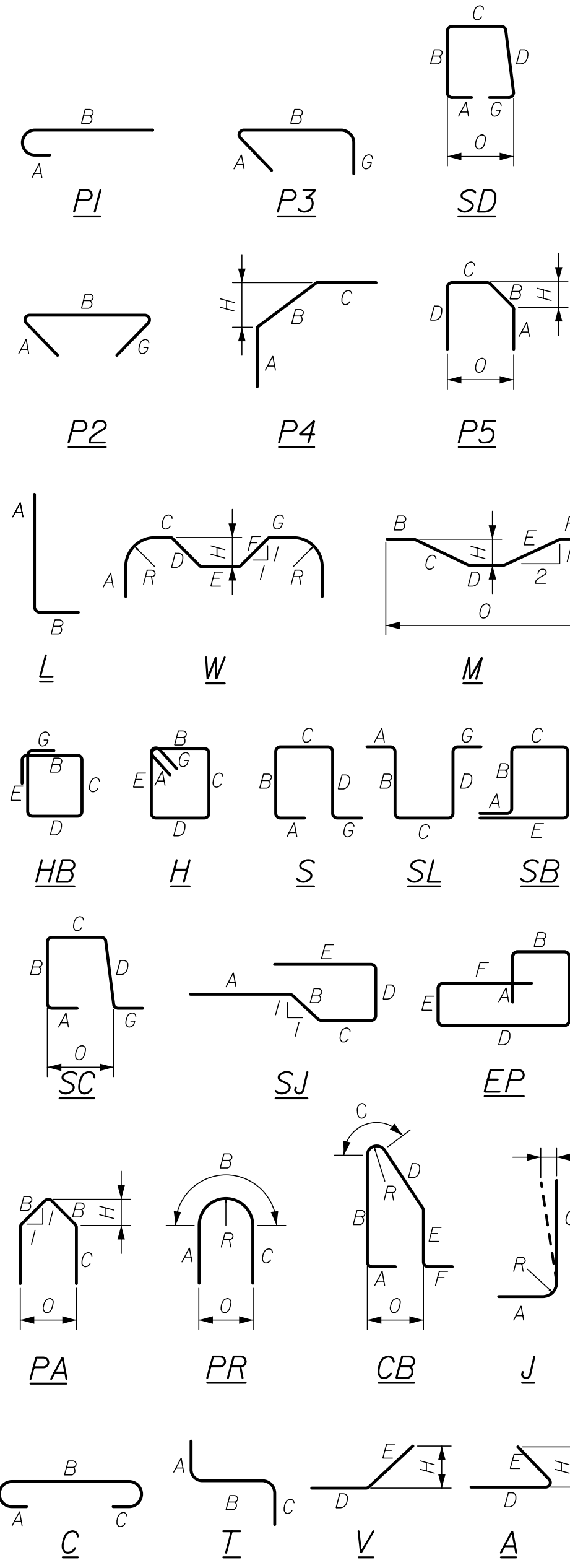
Username:

Division:

Filename: 296_Reinforcing Schedule VII.dgn

STRAIGHT BARS								BENT BARS															
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT 1 AND 2 APPROACH SLABS																							
AS501	64	30'-0"	Transverse Bar																				
AS502	32	29'-7"	Transverse Bar																				
AS601	74	15'-1"	Longitudinal Bar																				
PIER																							
PN400	28	37'-9"	Pier Stem Wall Longitudinal					PN450	296	10'-11"	P5	3'-0"	4'-6"	2'-9"	0'-8"				0'-8 5/8"	7'-0"			Pier Stem Wall Stirrups
PN600	36	14'-11"	Column End Vertical					PN550	16	4'-4"	S	0'-0"	0'-10"	2'-8"	0'-10"			0'-0"					Vertical Stirrups at End of Cap
PN601	180	11'-6"	Column Horizontal Bar					PN551	14	4'-10"	S	0'-0"	0'-10"	3'-2"	0'-10"			0'-0"					Vertical Stirrups at End of Cap
PN900	8	53'-8"	Top of Cap at Middle					PN552	16	14'-1"	V				6'-0"	8'-1"			2'-0"				Bottom of Cap at Ends
PN901	156	14'-11"	Column Vertical					PN553	12	5'-4"	L	4'-6"	0'-10"										Pedestal
PN1000	16	33'-10"	Bottom of Cap at Middle					PN554	20	3'-4"	L	2'-6"	0'-10"										Pedestal
								PN555	618	3'-5 1/2"	P3	0'-5 1/2"	2'-2"					0'-10"					Column Ties
								PN650	8	8'-2"	S	0'-0"	3'-1"	2'-0"	3'-1"			0'-0"					Stirrups at End of Cap
								PN651	68	9'-8"	S	0'-0"	3'-10"	2'-0"	3'-10"			0'-0"					Cap Stirrups
								PN652	4	8'-0"	S	0'-0"	3'-0"	2'-0"	3'-0"			0'-0"					Cap Stirrups
								PN653	4	8'-4"	S	0'-0"	3'-2"	2'-0"	3'-2"			0'-0"					Cap Stirrups
								PN654	4	8'-6"	S	0'-0"	3'-3"	2'-0"	3'-3"			0'-0"					Cap Stirrups
								PN655	4	8'-8"	S	0'-0"	3'-4"	2'-0"	3'-4"			0'-0"					Cap Stirrups
								PN656	4	8'-10"	S	0'-0"	3'-5"	2'-0"	3'-5"			0'-0"					Cap Stirrups
								PN657	4	9'-0"	S	0'-0"	3'-6"	2'-0"	3'-6"			0'-0"					Cap Stirrups
								PN658	4	9'-2"	S	0'-0"	3'-7"	2'-0"	3'-7"			0'-0"					Cap Stirrups
								PN659	4	9'-4"	S	0'-0"	3'-8"	2'-0"	3'-8"			0'-0"					Cap Stirrups
								PN660	4	9'-6"	S	0'-0"	3'-9"	2'-0"	3'-9"			0'-0"					Cap Stirrups
								PN661	4	9'-8"	S	0'-0"	3'-10"	2'-0"	3'-10"			0'-0"					Cap Stirrups
								PN662	4	9'-10"	S	0'-0"	3'-11"	2'-0"	3'-11"			0'-0"					Cap Stirrups
								PN663	4	10'-0"	S	0'-0"	4'-0"	2'-0"	4'-0"			0'-0"					Cap Stirrups
								PN664	398	10'-2"	S	0'-0"	4'-1"	2'-0"	4'-1"			0'-0"					Cap Stirrups
								PN665	4	10'-4"	S	0'-0"	4'-2"	2'-0"	4'-2"			0'-0"					Cap Stirrups
								PN666	4	10'-6"	S	0'-0"	4'-3"	2'-0"	4'-3"			0'-0"					Cap Stirrups
								PN667	4	10'-8"	S	0'-0"	4'-4"	2'-0"	4'-4"			0'-0"					Cap Stirrups
								PN668	4	11'-0"	S	0'-0"	4'-6"	2'-0"	4'-6"			0'-0"					Cap Stirrups
								PN669	36	6'-7"	L	5'-7"	1'-0"										Footing to Column Side Face
								PN670	180	10'-6"	S	0'-0"	1'-0"	8'-6"	1'-0"			0'-0"					Footing Transverse Bar
								PN671	180	10'-2"	SD	1'-0"	3'-0"	2'-2"	3'-0"			1'-0"		2'-2"			Column U Bar
								PN672	6	6'-5"	S	0'-0"	1'-0"	4'-5"	1'-0"			0'-0"					Side Face U Bars
								PN673	2	6'-1"	S	0'-0"	1'-0"	4'-1"	1'-0"			0'-0"					Side Face U Bars
								PN674	2	5'-9"	S	0'-0"	1'-0"	3'-9"	1'-0"			0'-0"					Side Face U Bars
								PN675	2	5'-5"	S	0'-0"	1'-0"	3'-5"	1'-0"			0'-0"					Side Face U Bars
								PN676	2	5'-1"	S	0'-0"	1'-0"	3'-1"	1'-0"			0'-0"					Side Face U Bars
								PN950	16	13'-7"	L	12'-0"	1'-7"										Second Layer of Cap at Ends
								PN951	156	8'-7"	L	7'-0"	1'-7"										Footing to Column Bar
								PN1050	16	25'-10"	L	24'-0"	1'-10"										Top of Cap at Ends
								PN1051	74	45'-5"	S	0'-0"	1'-10"	41'-9"	1'-10"			0'-0"					Footing Longitudinal
SUPERSTRUCTURE																							
S500	672	58'-9"	Deck Longitudinal					S550	1022	10'-4"	SC	0'-10"	4'-0"	0'-6"	4'-2"			0'-10"		1'-1 1/2"			Barrier Stirrup
S501	144	58'-9"	Barrier Longitudinal					S650	1336	9'-4"	PI	0'-8"	8'-8"										Deck Transverse Overhang Hook
S502	1018	40'-9"	Deck Transverse					S651	40	23'-8"	SL	3'-0"	9"	16'-2"	9"			3'-0"					Deck Trans.at Thickened Sections
S503	640	20'-9"	Deck Transverse at Deck Ends					S652	65	18'-7"	SJ	3'-0"	1'-0"	7'-7"	1'-0"	8'-0"							Abut. 1 Deck Long. at Thickened Area
S504	328	11'-7"	Deck Transverse at Deck Ends					S653	65	28'-3"	SJ	3'-0"	1'-0"	11'-5"	1'-0"	11'-10"							Abut. 2 Deck Long. at Thickened Area
S505	168	7'-0"	Deck Transverse at Deck Ends					S654	18	16'-7"	S	0'-0"	8'-0"	1'-0"	7'-7"			0'-0"					Abut. 1 Deck Long. at Acute Corner
S506	88	4'-8"	Deck Transverse at Deck Ends					S655	18	11'-7"	SJ	3'-0"	1'-0"	7'-7"	0'-0"	0'-0"							Abut. 1 Deck Long. at Acute Corner
S507	48	3'-6"	Deck Transverse at Deck Ends					S656	18	24'-2"	S	0'-0"	11'-10"	1'-0"	11'-4"			0'-0"					Abut. 2 Deck Long. at Acute Corner
S508	32	3'-0"	Drain Reinforcing					S657	18	15'-4"	SJ	3'-0"	1'-0"	11'-4"	0'-0"	0'-0"							Abut. 2 Deck Long. at Acute Corner
S601	168	48'-8"	Deck Long. at Pier					S658	17	9'-3"	S	1'-0"	1'-0"	5'-3"	1'-0"			1'-0"					Abut. 1 Deck Long. at Acute Corner
S602	50	50'-4"	Deck Trans. at Thickened Section					S659	6	6'-8"	S	1'-0"	1'-0"	2'-8"	1'-0"			1'-0"					Abut. 1 Deck Long. at Acute Corner
S603	10	13'-2"	Abut. 1 Deck Long. at Acute Corner					S660	25	9'-3"	S	1'-0"	1'-0"	5'-3"	1'-0"			1'-0"					Abut. 2 Deck Long. at Acute Corner
S605	7	20'-8"	Abut. 2 Deck Long. at Acute Corner					S661	20	9'-0"	S	1'-0"	1'-0"	3'-0"	1'-0"			3'-0"					Acute Corners Long. Overhang
								S662	4	15'-8"	S	0'-0"	7'-5"	1'-0"	7'-3"			0'-0"					Deck Longitudinal at Acute Corner
								S663	8	9'-4"	SD	1'-1"	3'-4"	0'-6"	3'-4"			1'-1"		1'-1 1/2"			Abut. 1 Barrier Stirrup at Deck End
								S664	2	10'-2"	S	0'-0"	4'-10"	0'-6"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S665	2	10'-1"	S	0'-0"	4'-10"	0'-5"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S666	2	10'-0"	S	0'-0"	4'-10"	0'-4"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S667	2	9'-11"	S	0'-0"	4'-10"	0'-3"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S668	2	9'-10	S	0'-0"	4'-10"	0'-2"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S669	2	9'-9"	S	0'-0"	4'-10"	0'-1"	4'-10"			0'-0"					Abut. 1 Barrier Stirrup at Deck End
								S670	4	11'-3"	SJ	3'-0"	1'-0"	7'-3"	0'-0"	0'-0"							Deck Longitudinal at Acute Corner
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

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.

Reinforcing Bar: ASTM A615/A615M, Grade 60
ASTM A955, GRADE 75

GENERAL NOTES

- 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
- Each crank bar, Type B, may be replaced by two (2) straight bars (one top and one bottom) of the same bar size as the crank bar. Payment in either case shall be based on crank bars as schedule on the plans.
- All bars shall be stainless steel.

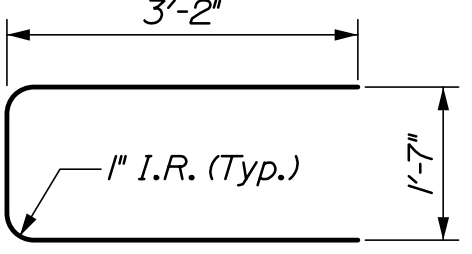


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023106.00 & 023110.00
WIN
023106.00 & 023110.00
5833 & 1509
BRIDGE PLANS

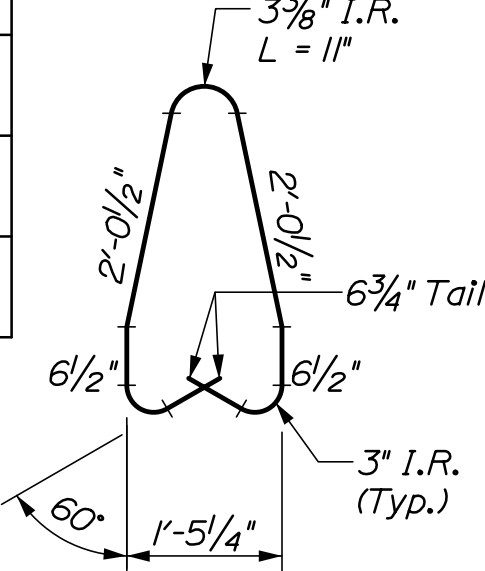
1-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND
REINFORCING STEEL
SCHEDULE VII - NB

SHEET NUMBER
296
OF 312

CONCRETE BARRIER REINFORCING SCHEDULE*				
Description	Size	No.	Unbent Length	Type
Longitudinal	#4	10	19'-6"	
Stirrups	#4	29	7'-10"	
Loop Bar	#6	2	7'-11"	

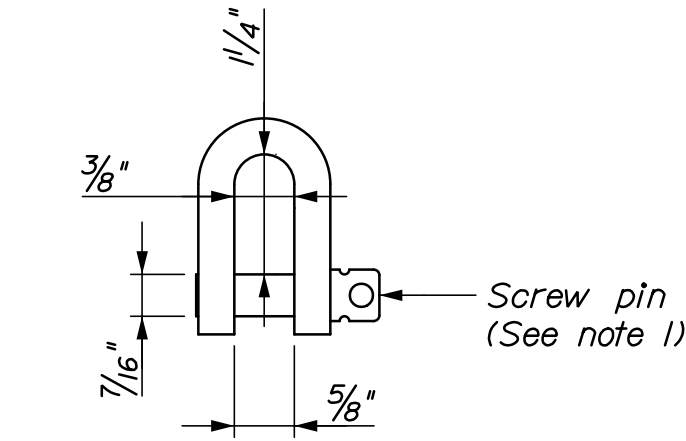


#6 LOOP BAR (TOP VIEW)

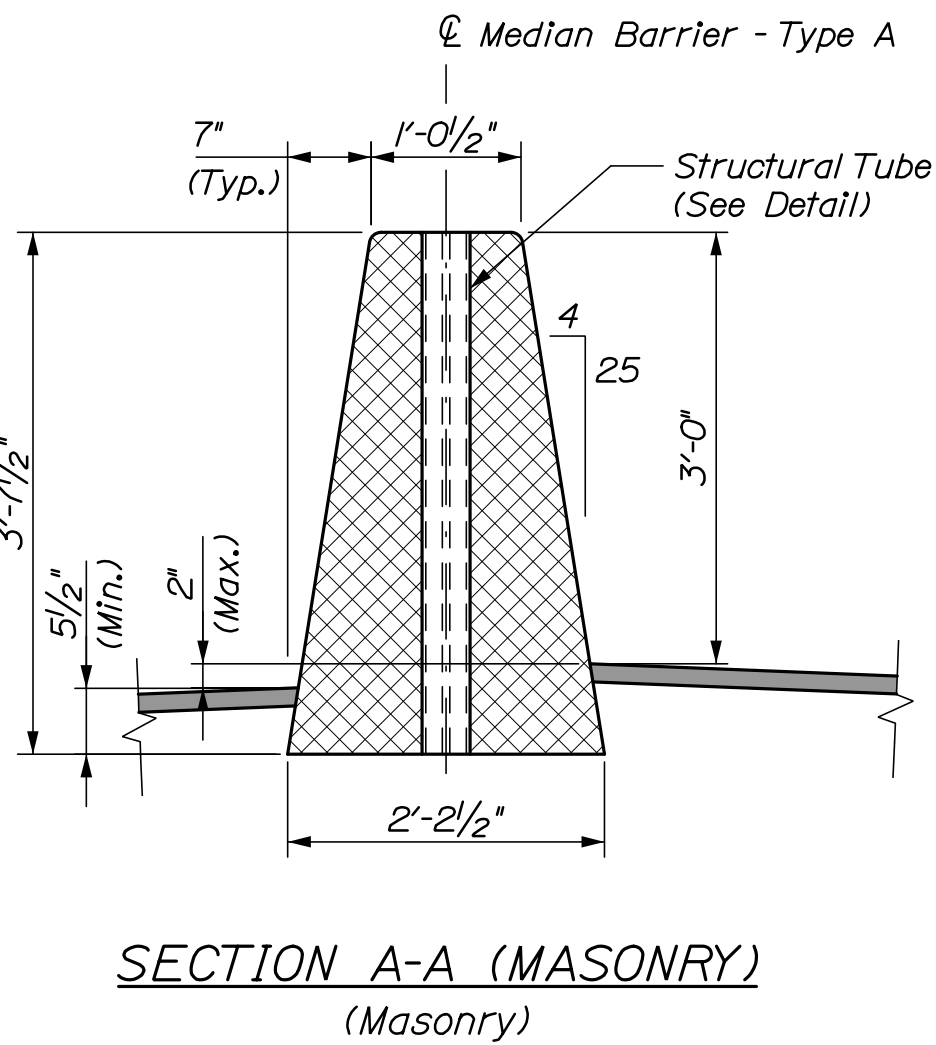
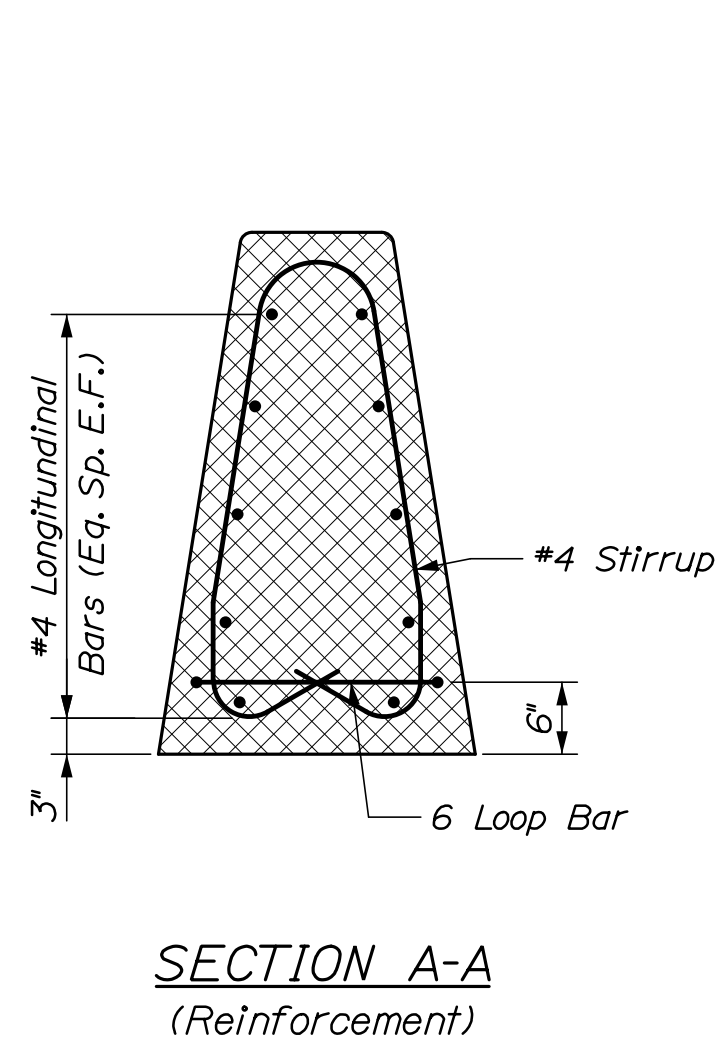
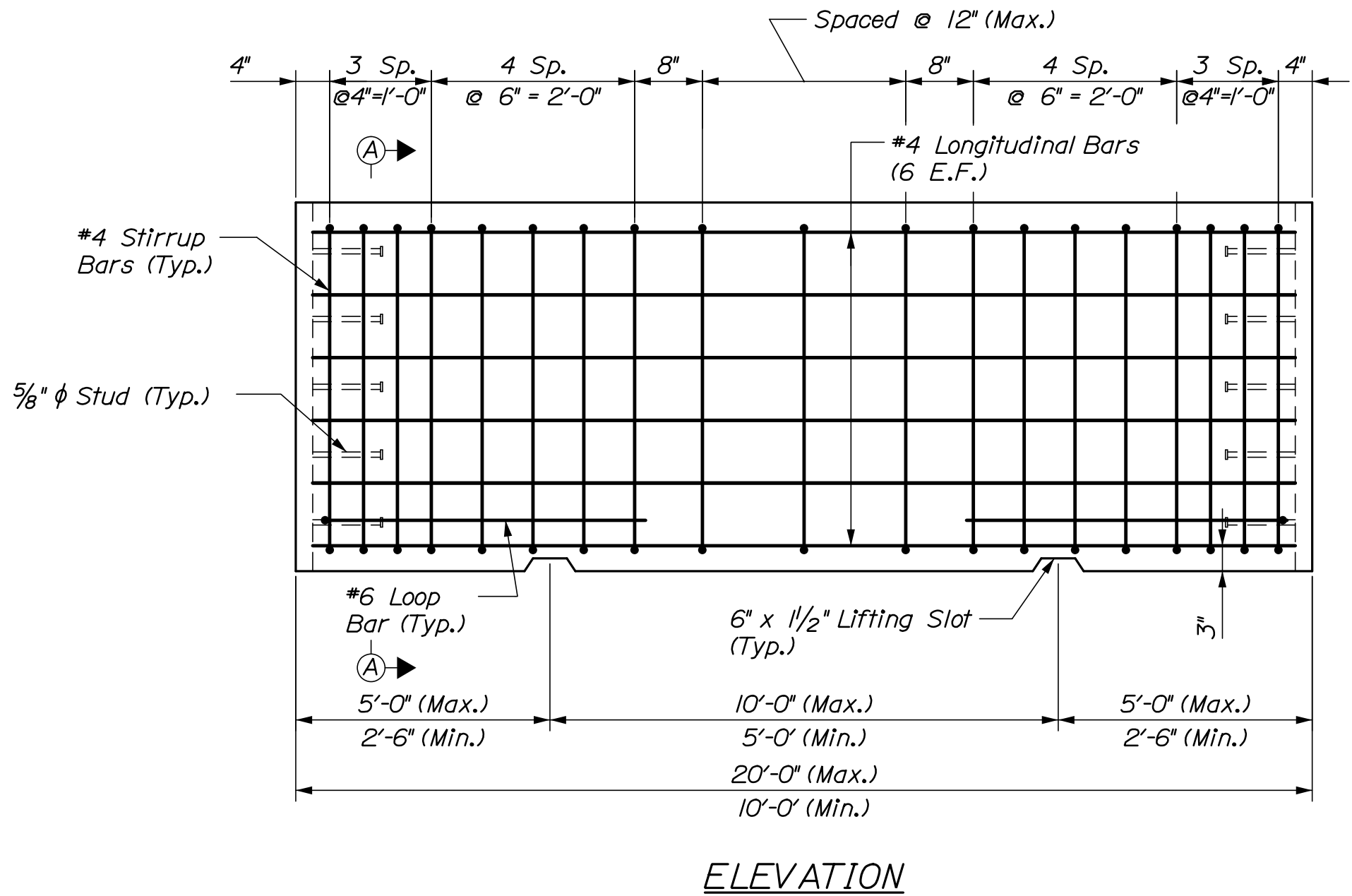
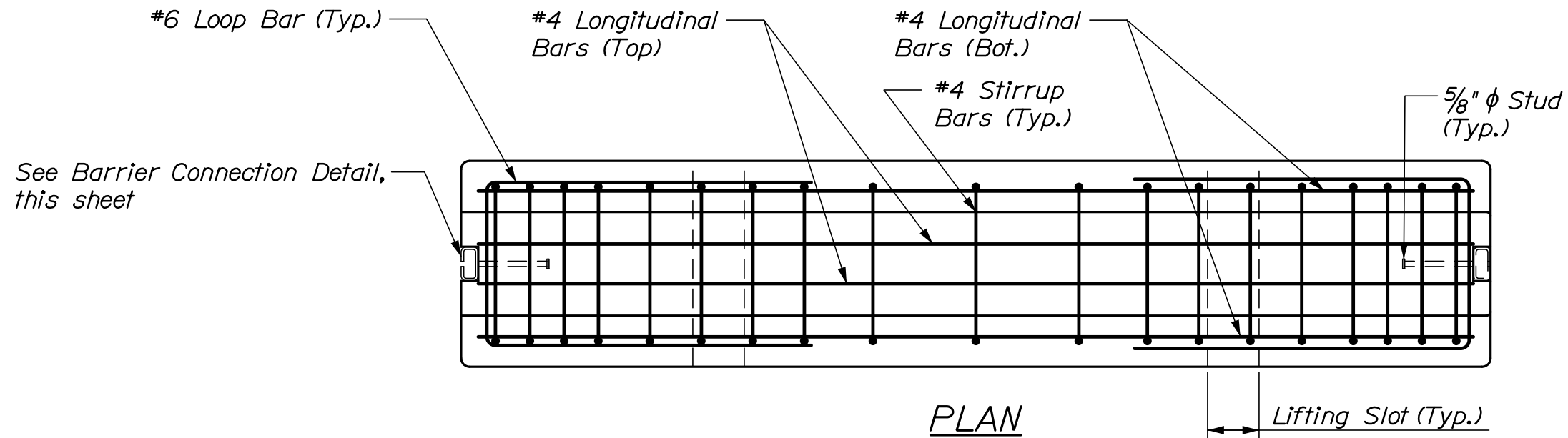
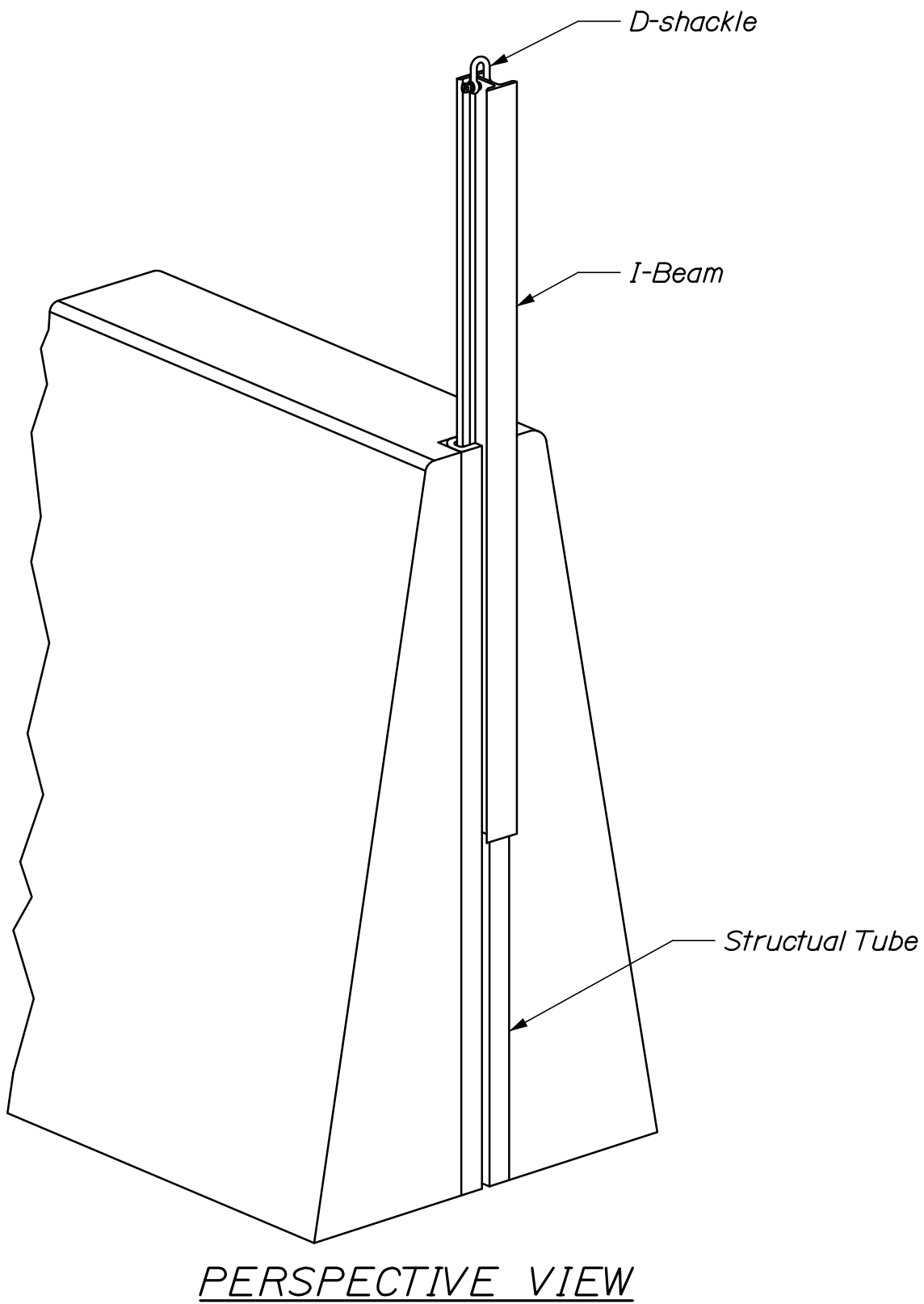
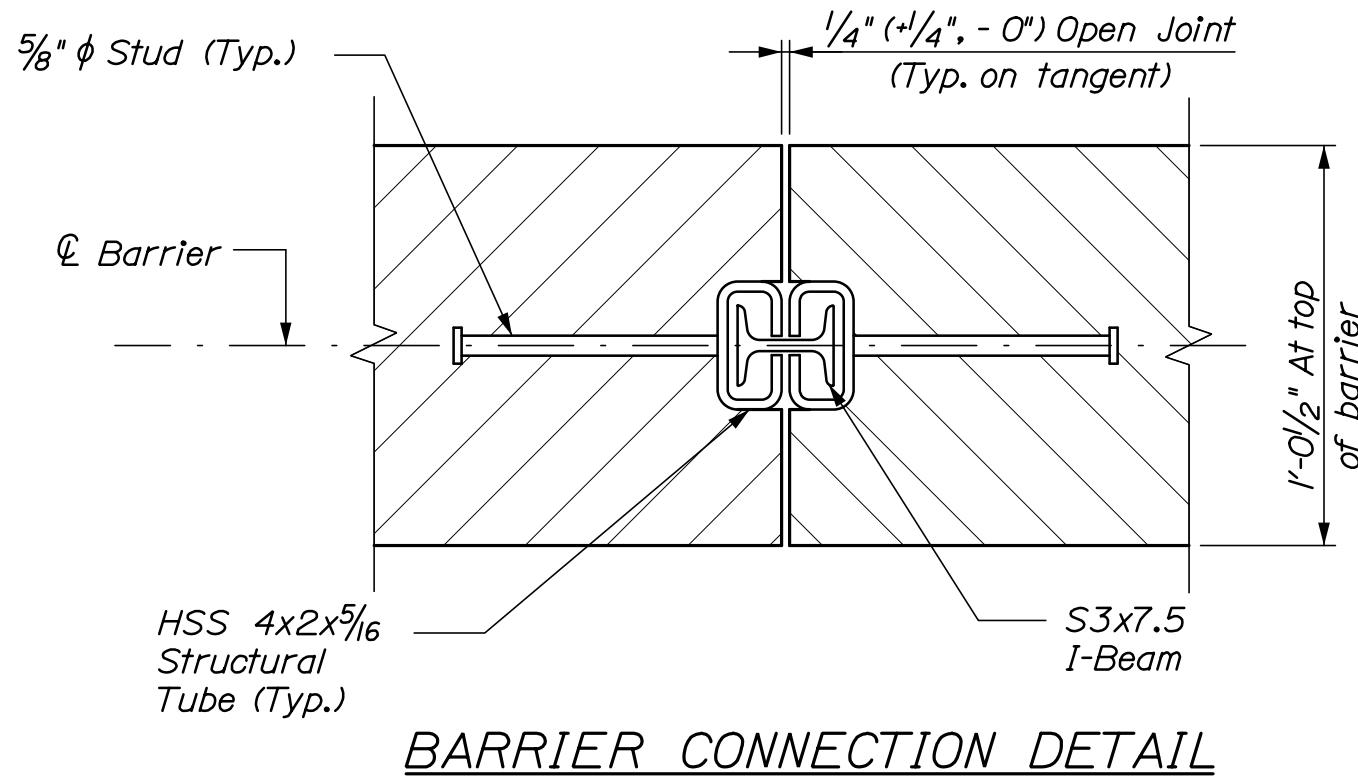
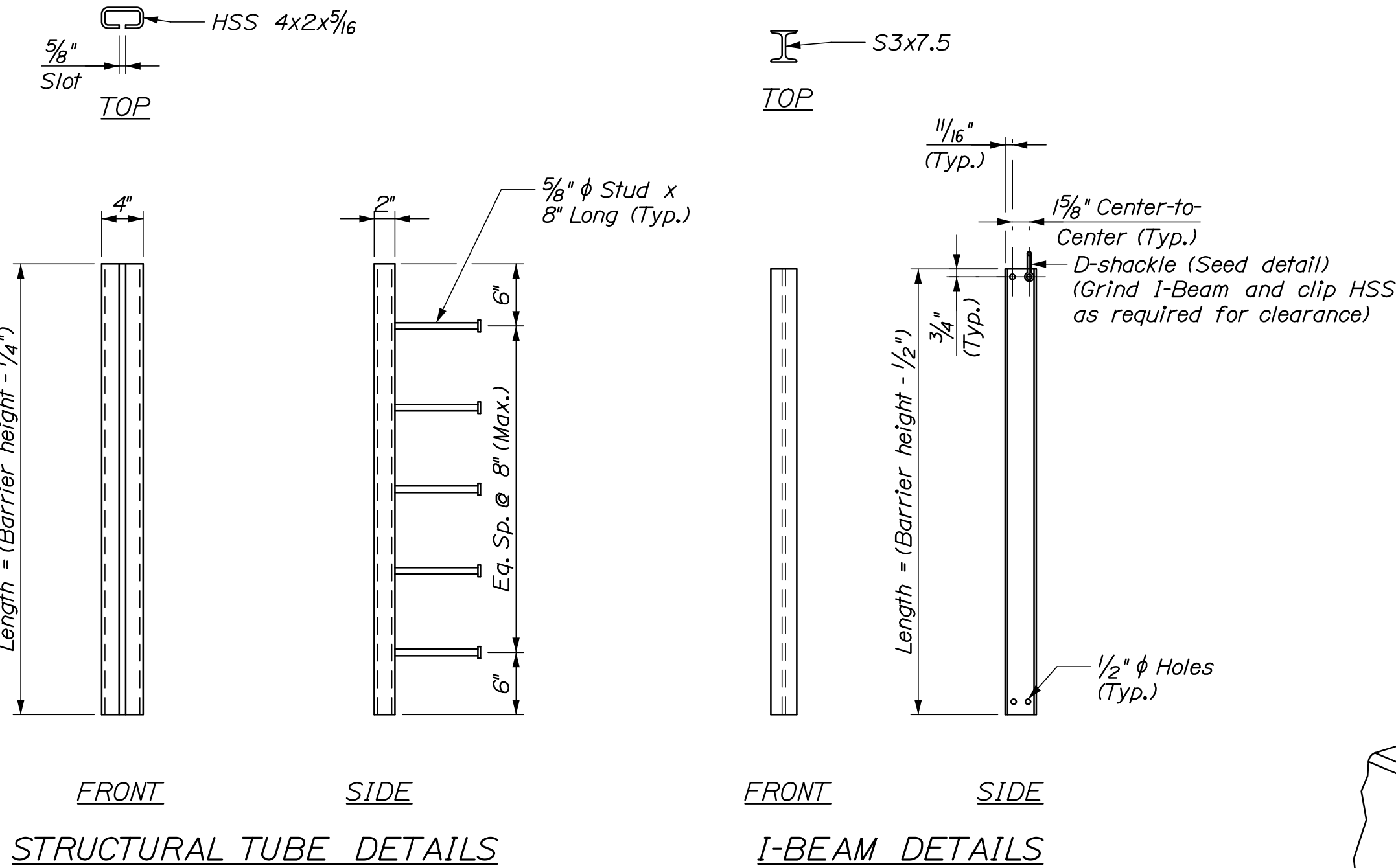


#4 STIRRUP BAR

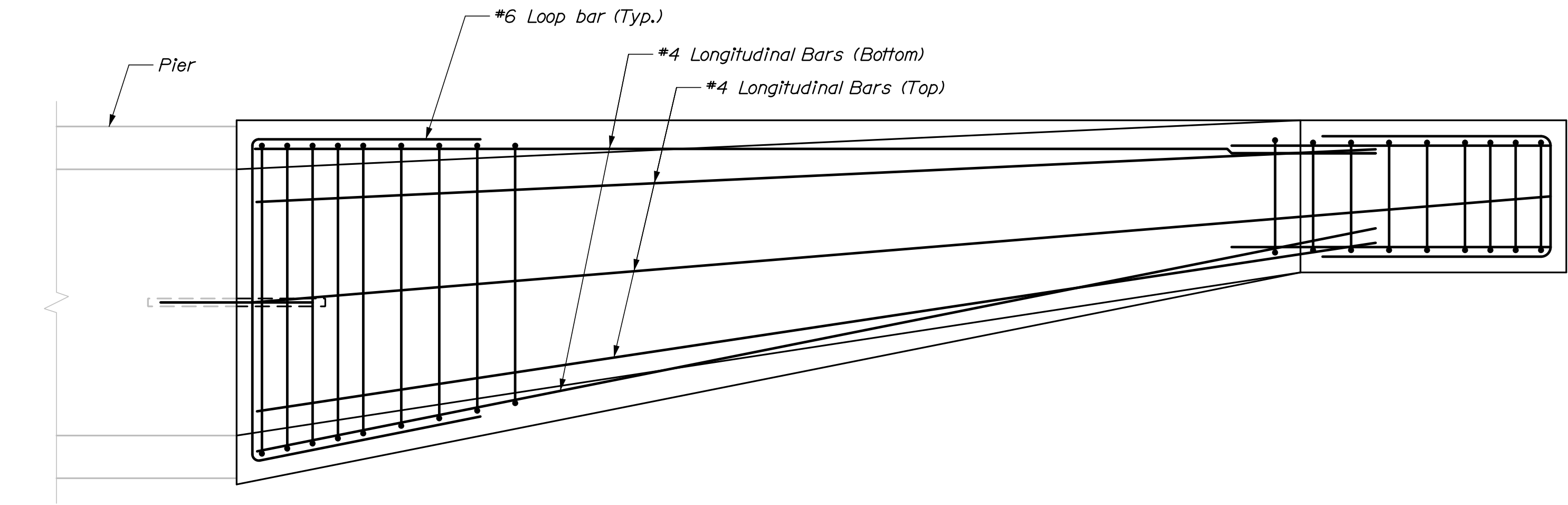
* Quantities based on 20'-0" barrier length.



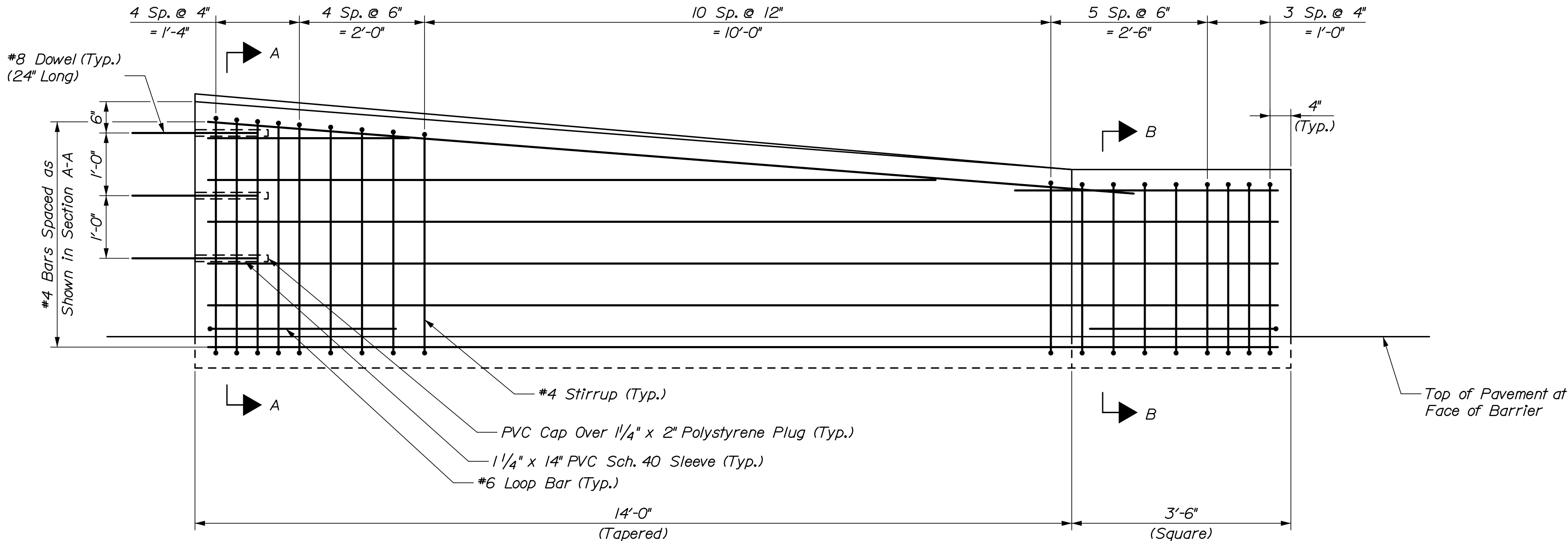
D-SHACKLE DETAIL
(One per I-Beam)



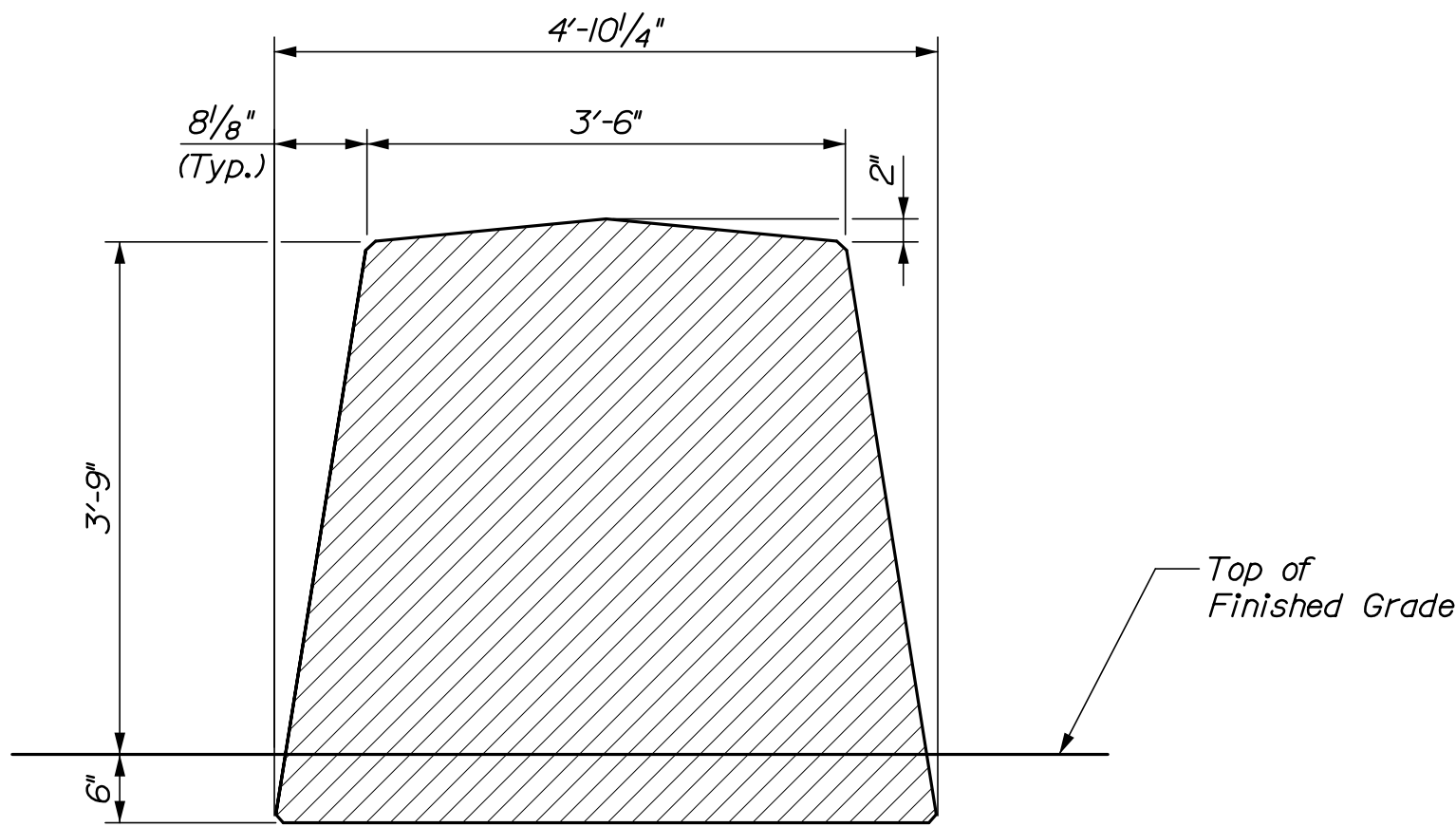
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND PERMANENT CONCRETE BARRIER - TYPE II	PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21	SIGNATURE	
	DESIGNED-Detailed	C. Helmick	CHECKED-Reviewed	K. Brown	DATE	8/21	P.E. NUMBER	
	DESIGNED-Detailed		DESIGNED-Detailed		DATE		P.E. NUMBER	
	REVISIONS 1		REVISIONS 2		DATE		P.E. NUMBER	
	REVISIONS 3		REVISIONS 4		DATE		P.E. NUMBER	
FIELD CHANGES								
SHEET NUMBER								
297								
OF 312								



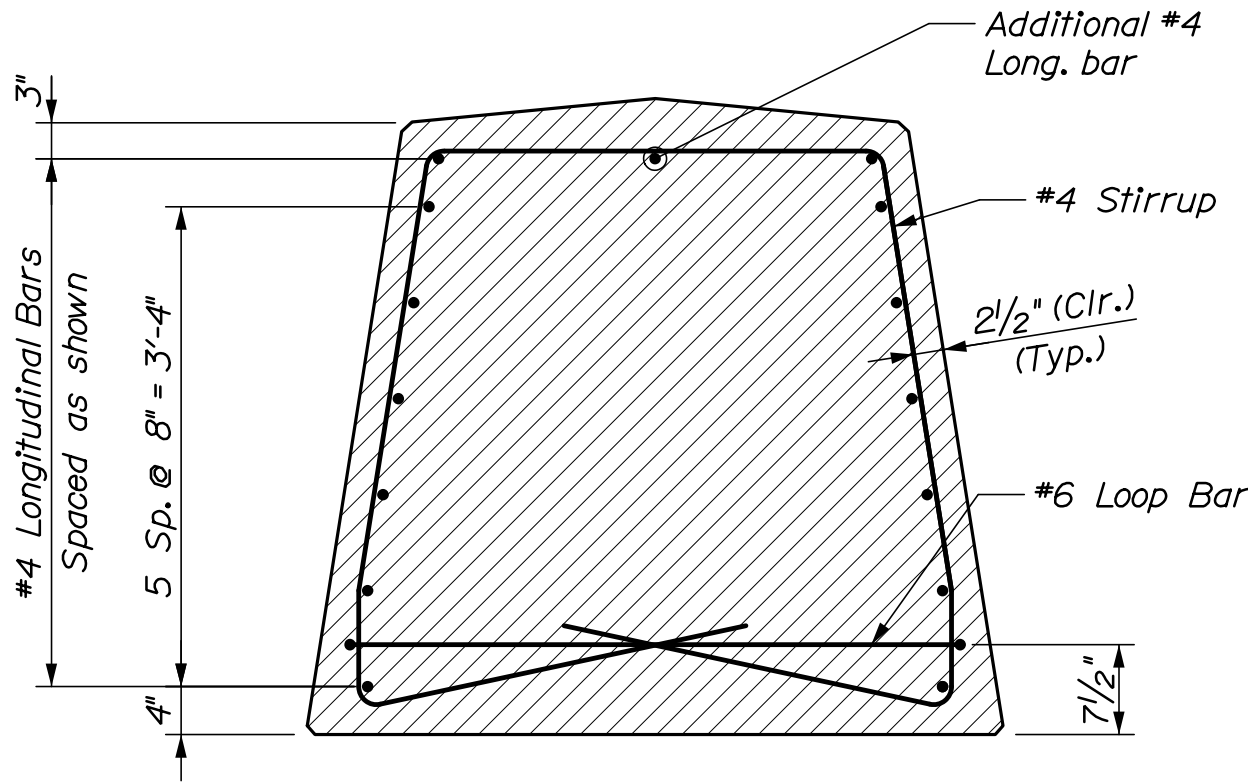
PLAN



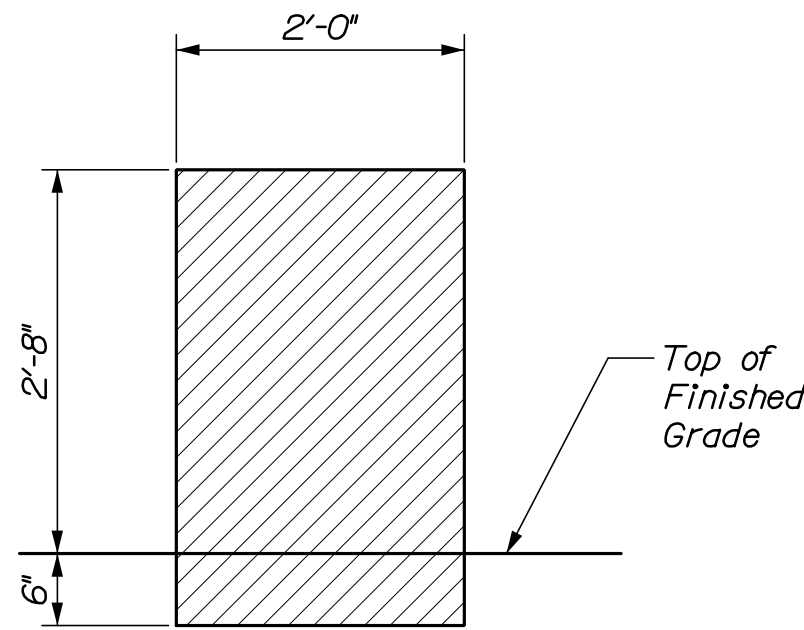
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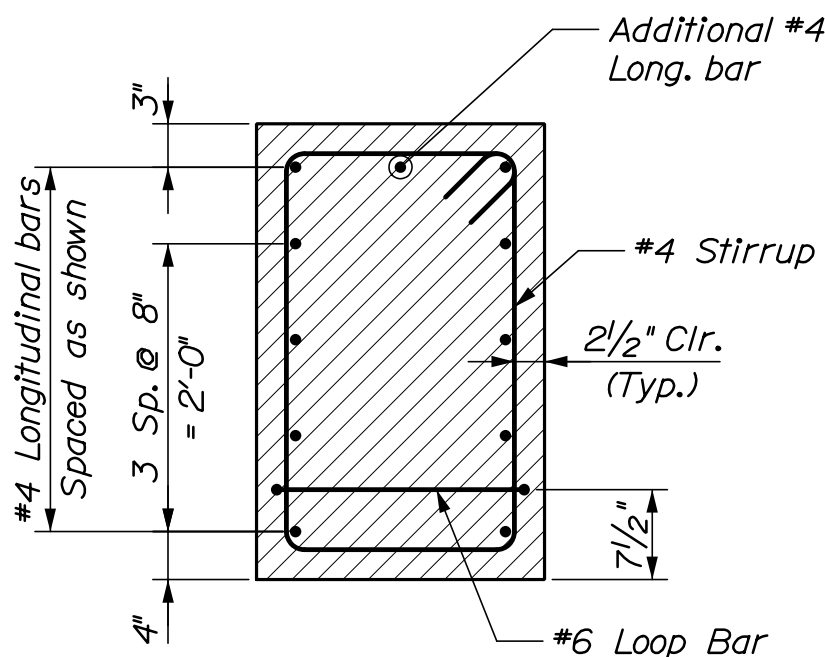
SECTION A-A
(Masonry)



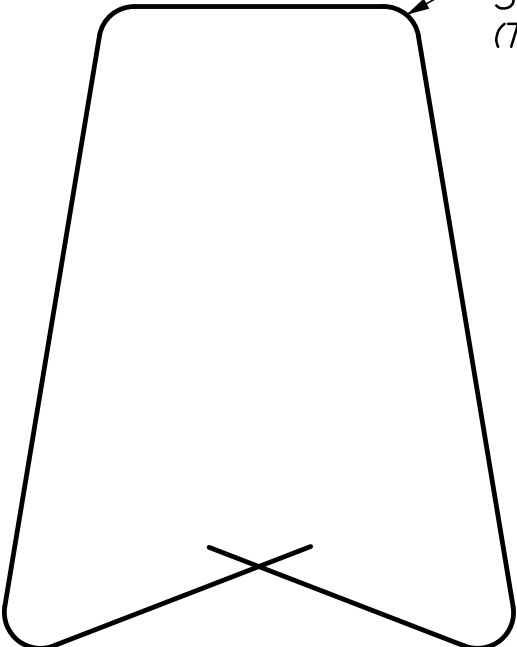




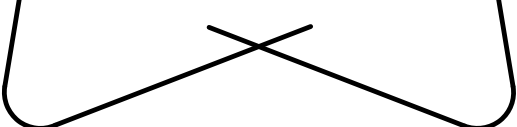
SECTION A-A
(Reinforcement)



SECTION B-B
(Masonry)



SECTION B-B
(Masonry)

CONCRETE BARRIER REINFORCING SCHEDULE					
Description	Size	No.	Unbent Length	Type	
Longitudinal	#4	13	Varies		
Stirrups	#4	27	Varies		
Loop Bar	#6	2	Varies		
 Dimensions Vary #6 LOOP BAR (TOP VIEW)					 Dimensions Vary #4 STIRRUP BAR

Barrier Transition Notes:

- Barrier Transition units may be precast or cast-in-place.
- Reinforcing steel shop drawings shall be submitted to the Resident for approval.
- Contractor shall coordinate details of square end to attach to the crash attenuator. Details shall be submitted to the Resident for approval as part of the shop drawing submittal.
- Dowels for barrier connection to the piers may be drilled and grouted into the pier for no additional cost to the Department.
- See "Precast Concrete Pier Protection Barrier System I" for additional barrier notes.
- Dowels for connection shall be considered incidental to Pay Item 526.3402.

I-295 OVER US ROUTE 1
EXIT 17 INTERCHANGE
YARMOUTH CUMBERLAND

PERMANENT CONCRETE
TRANSITION BARRER - SB

SHEET NUMBER

298

OF 312

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

023106.00 & 023110.00

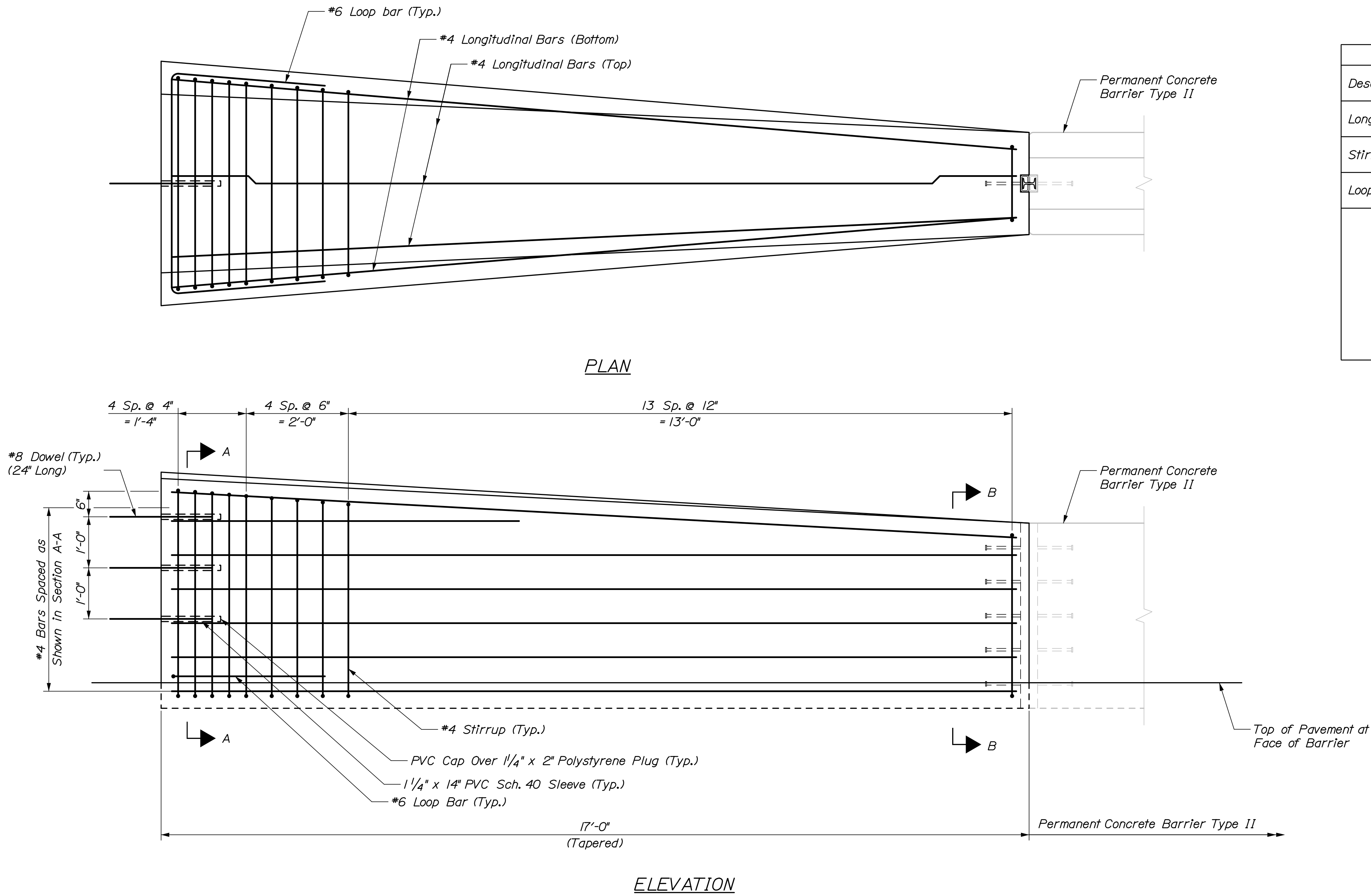
WIN

5833 & 1509


023106.00 & 023110.00

BRIDGE PLANS

HNTB

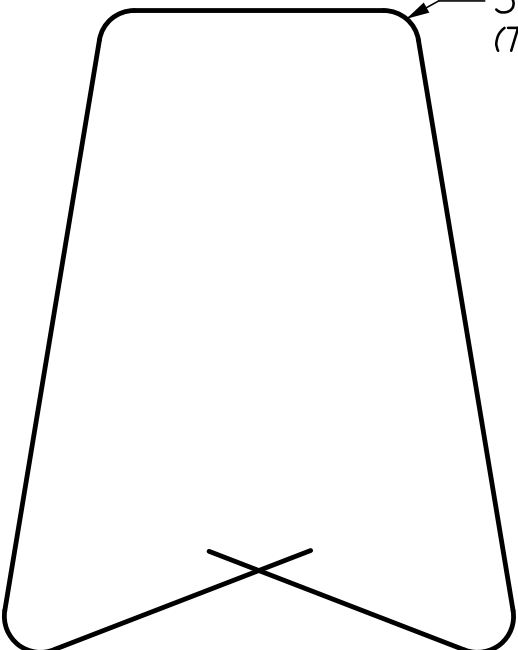


CONCRETE BARRIER REINFORCING SCHEDULE				
Description	Size	No.	Unbent Length	Type
Longitudinal	#4	13	Varies	
Stirrups	#4	30	Varies	
Loop Bar	#6	2	Varies	



Dimensions Vary

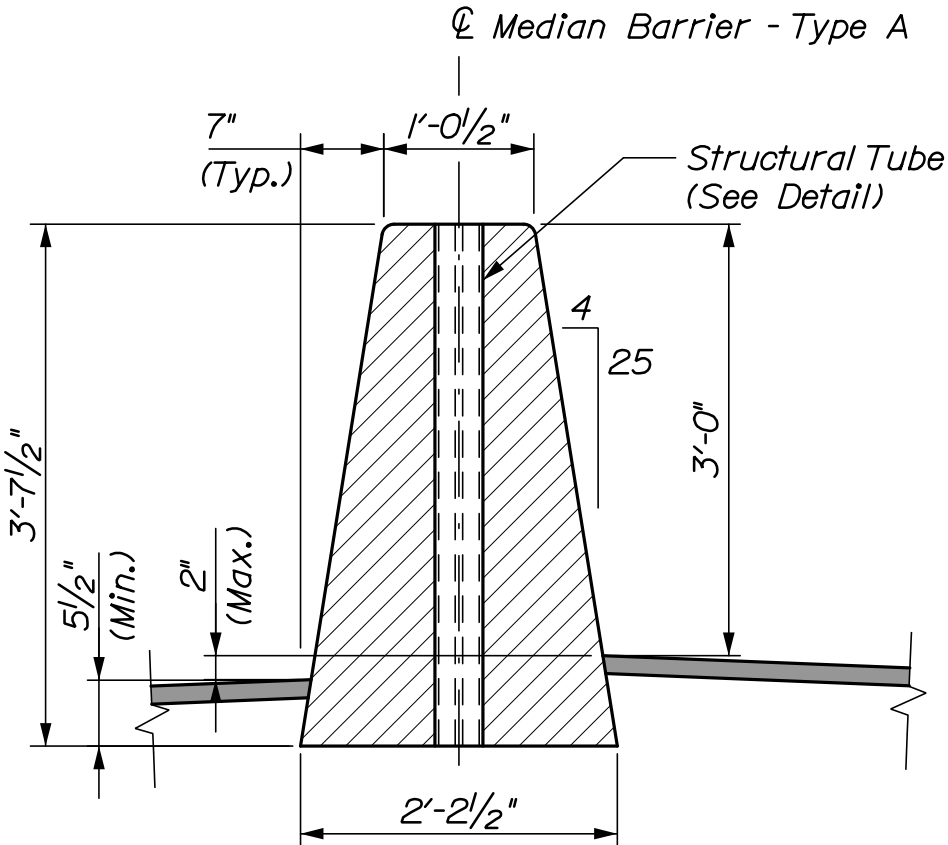
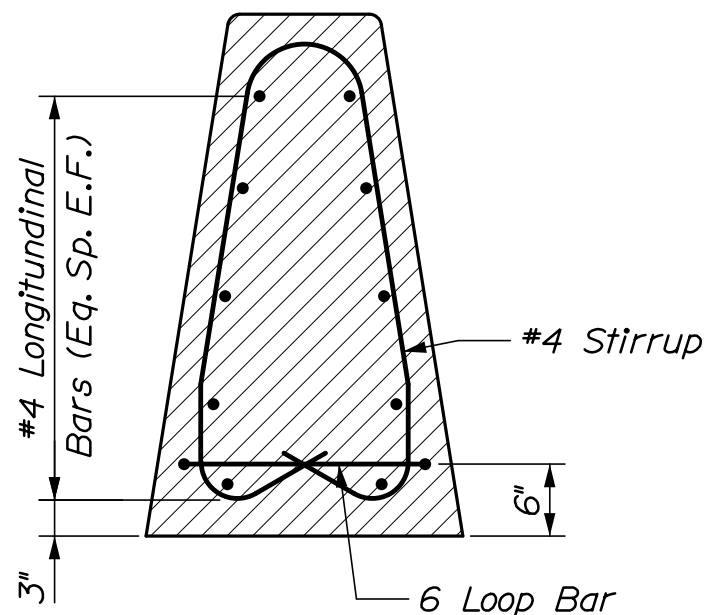
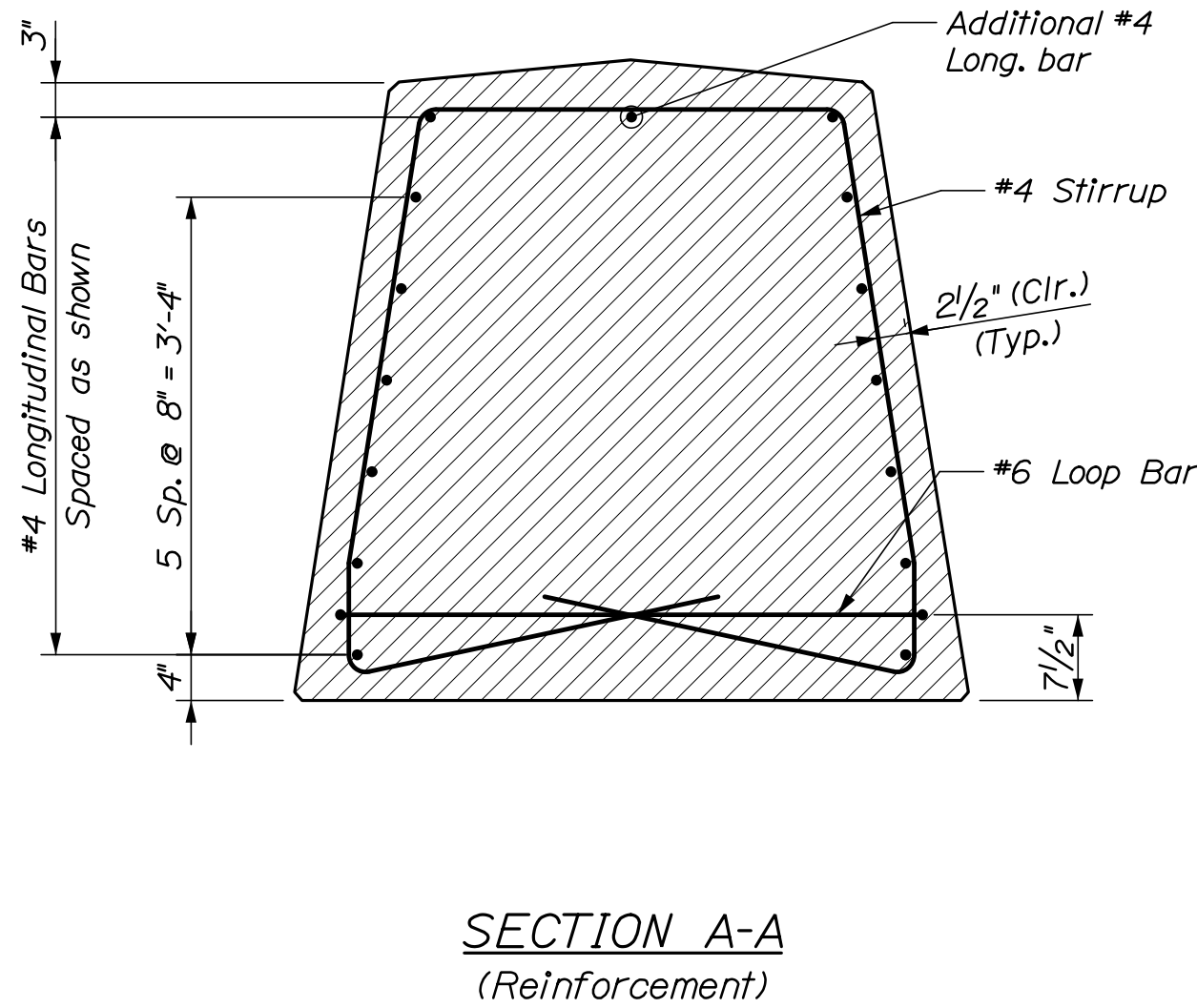
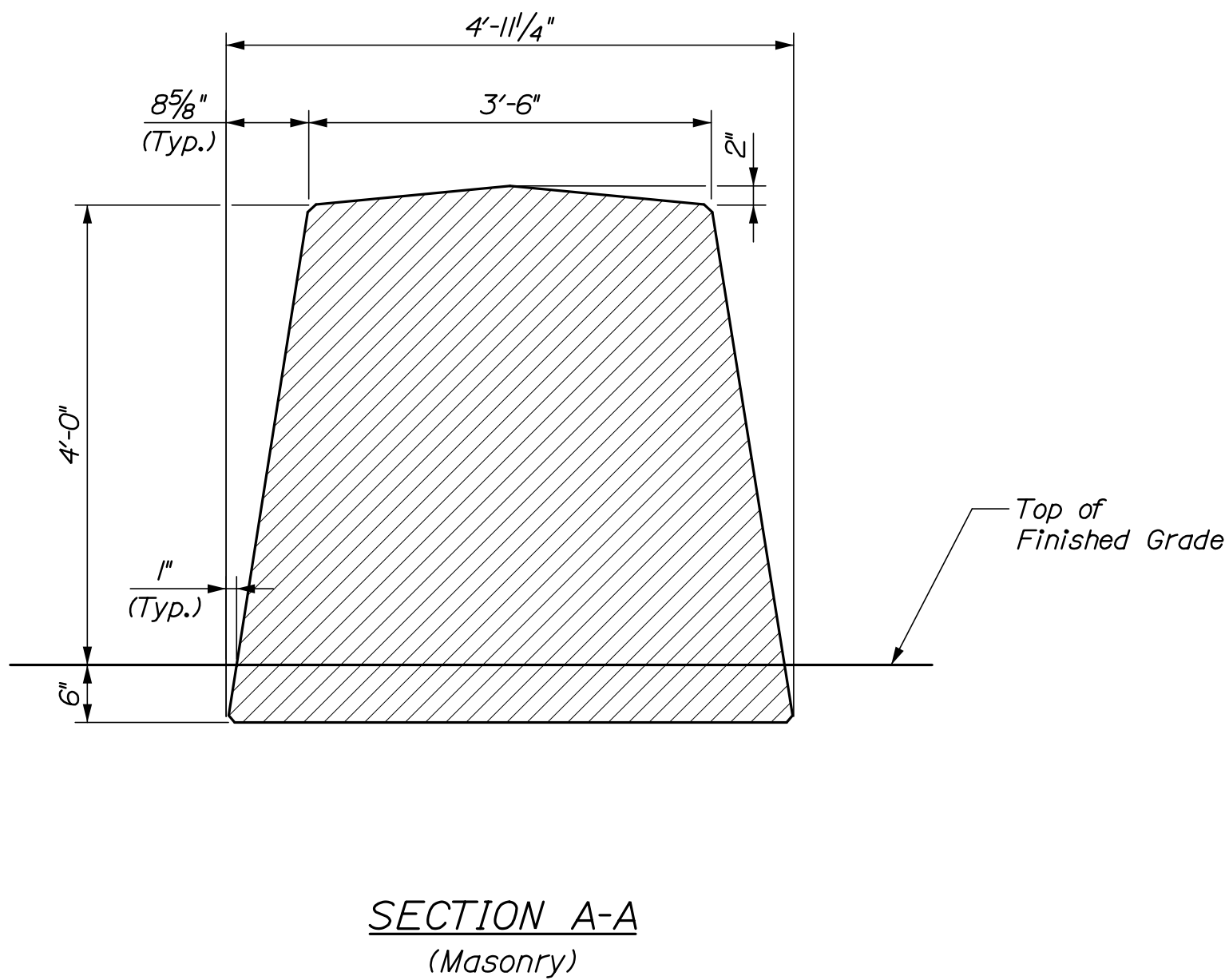
#6 LOOP BAR (TOP VIEW)



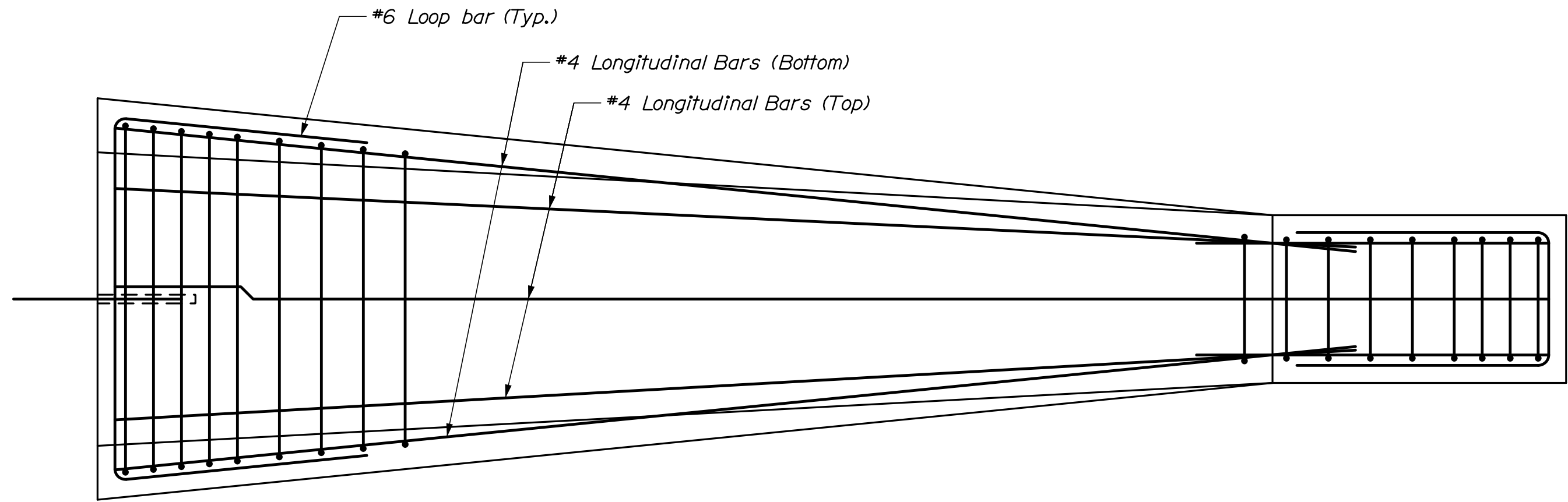
3" I.R. (Typ.)

Dimensions Vary

#4 STIRRUP BAR



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	1-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND		PROJ. MANAGER M. Kersbergen	BY D. Burton L. Driscoll	DATE 8/21 8/21	SIGNATURE
	PERMANENT CONCRETE TRANSITION BARRIER - NB1		DESIGNED-Detailed C. Helmick K. Brown	DESIGNED-Detailed C. Helmick K. Brown	DESIGNED-Detailed C. Helmick K. Brown	P.E. NUMBER
023106.00 & 023110.00	SHEET NUMBER 299		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4	DATE	DATE	DATE
WIN 023106.00 & 023110.00	OF 312		5833 & 1509	BRIDGE PLANS		

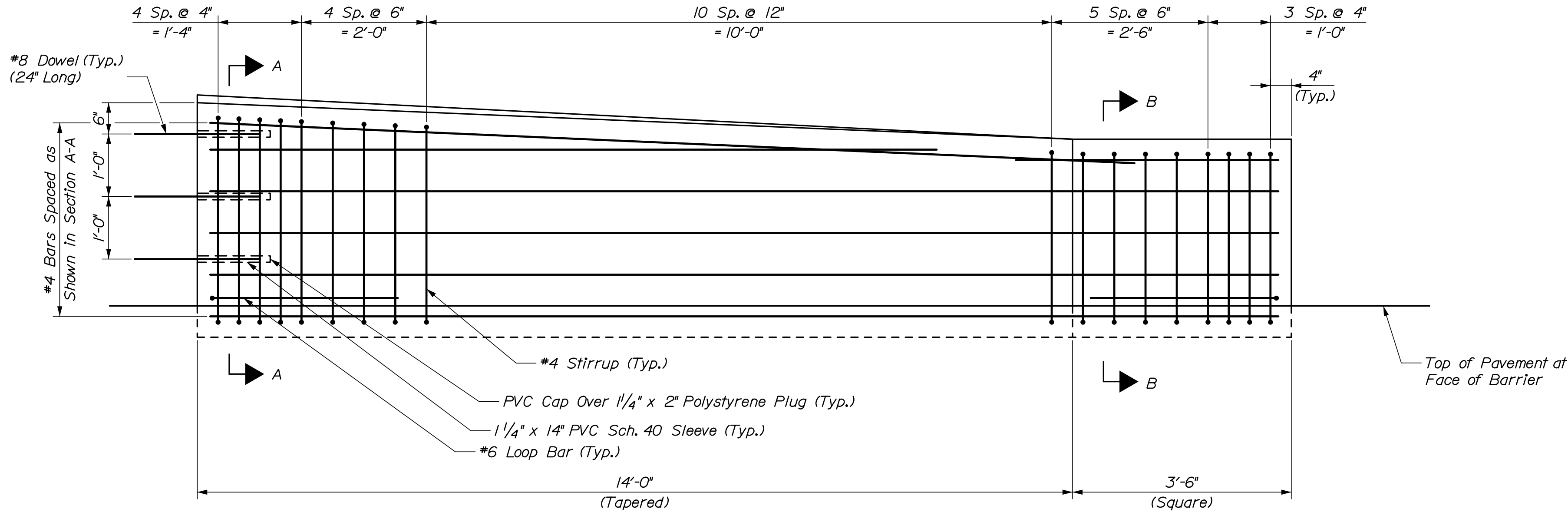


PLAN

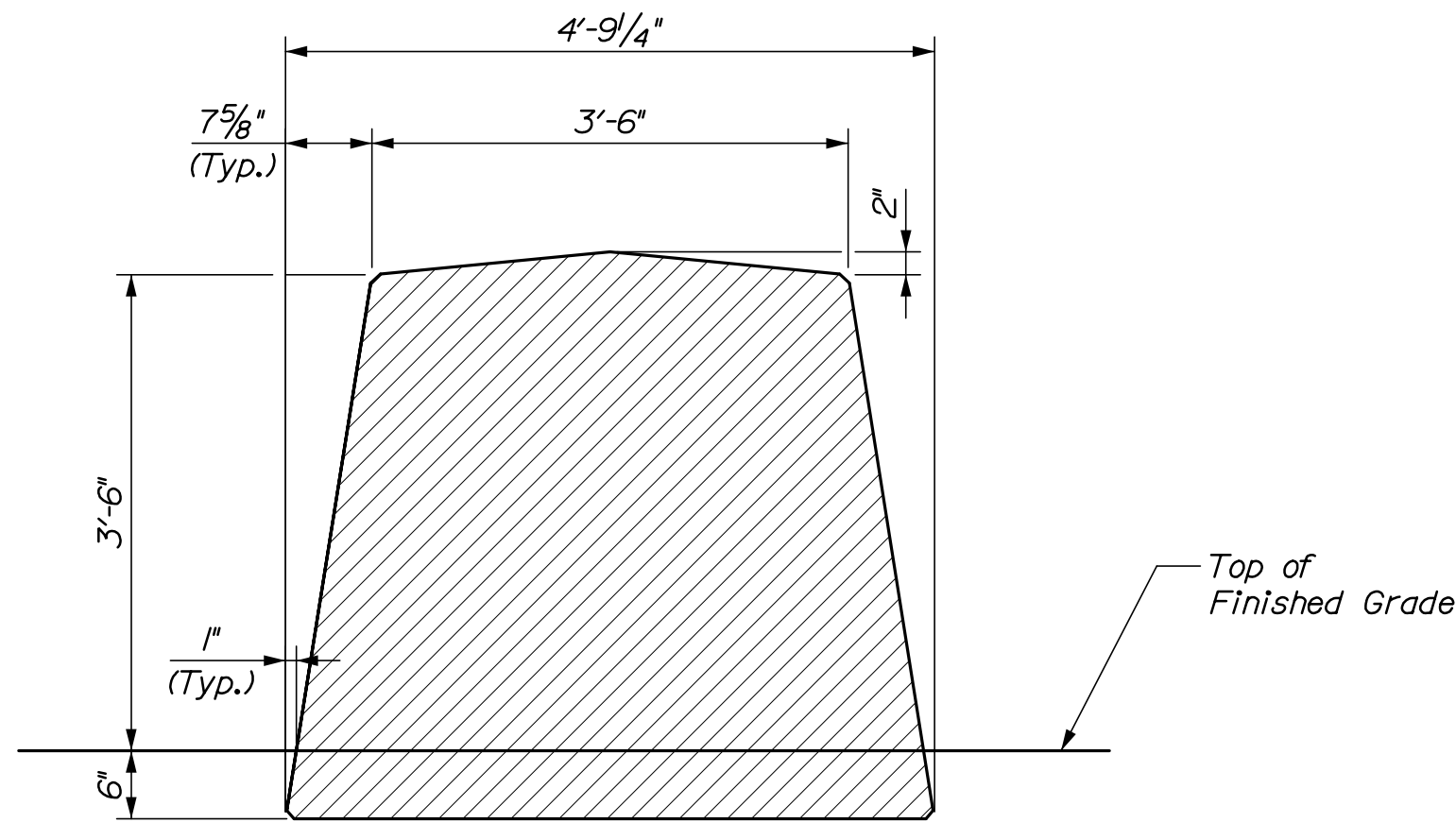
CONCRETE BARRIER REINFORCING SCHEDULE					
Description	Size	No.	Unbent Length	Type	
Longitudinal	#4	13	Varies		
Stirrups	#4	27	Varies		
Loop Bar	#6	2	Varies		

Dimensions Vary
#6 LOOP BAR (TOP VIEW)

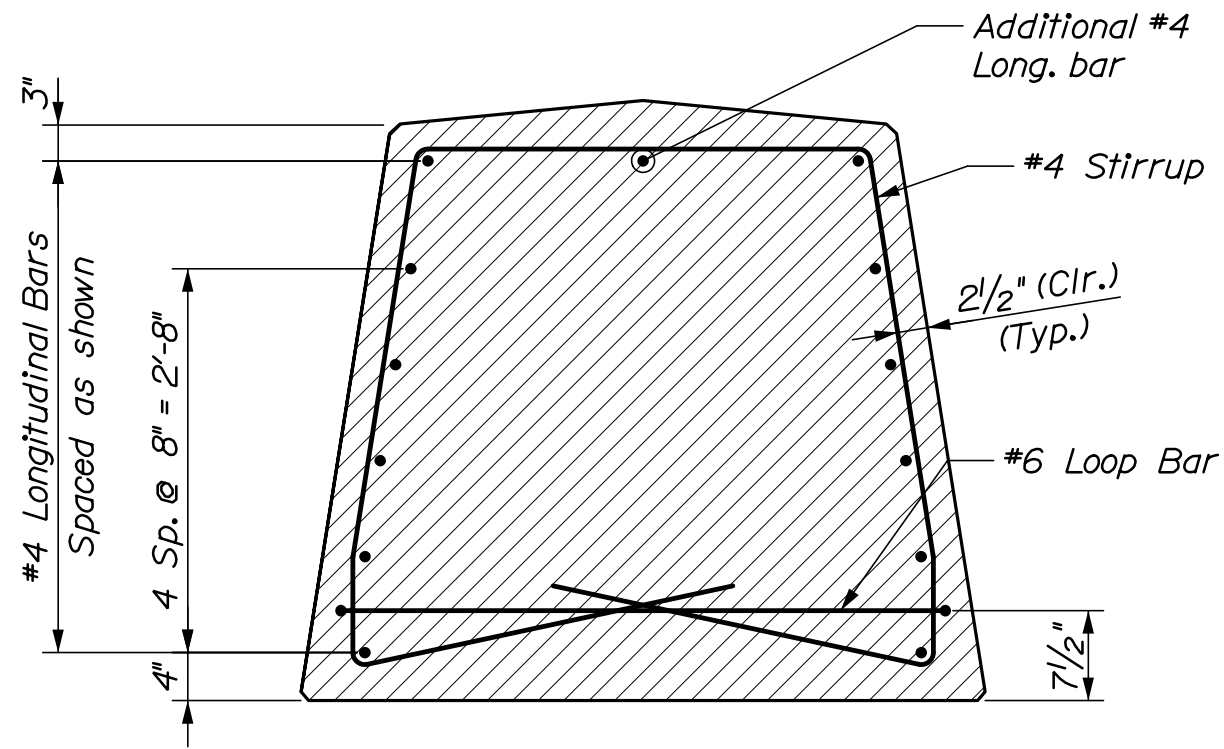
Dimensions Vary
#4 STIRRUP BAR



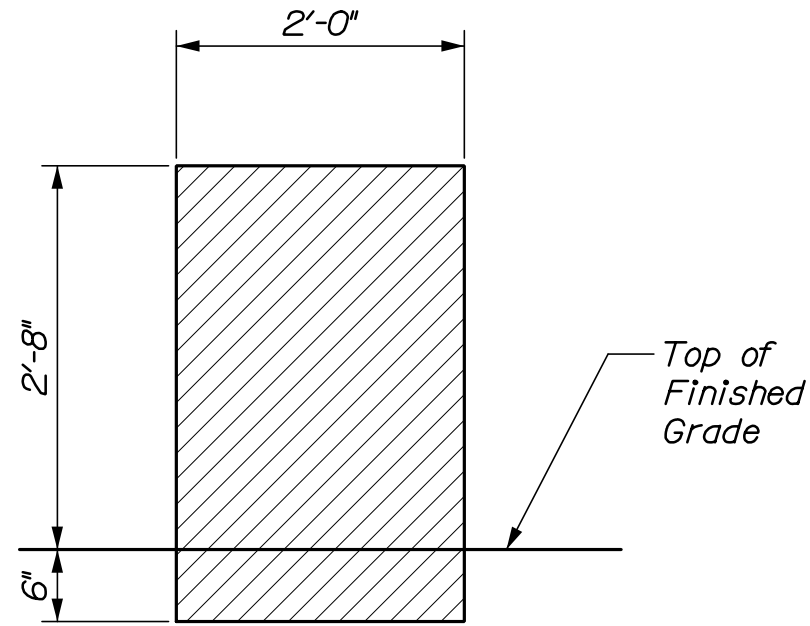
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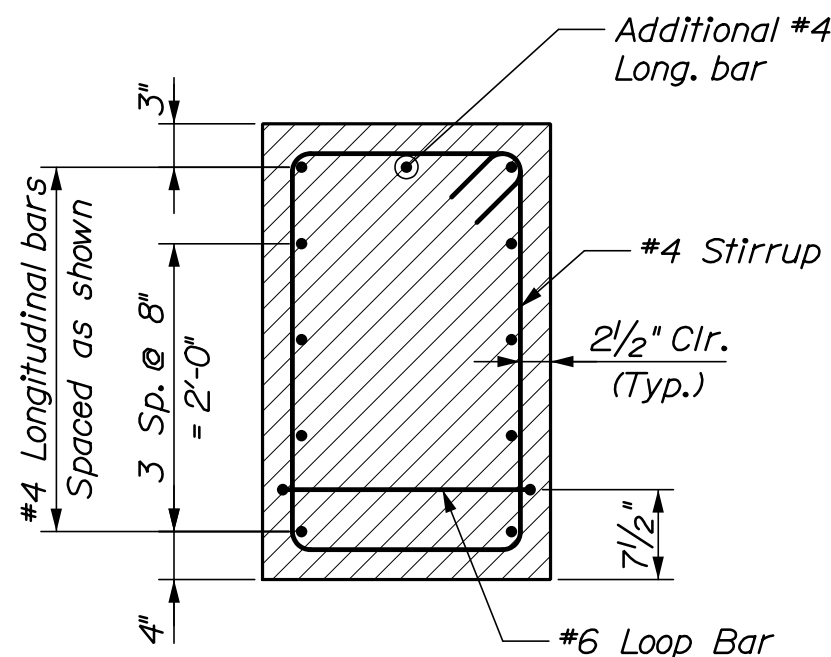
SECTION A-A
(Masonry)



SECTION A-A
(Reinforcement)



SECTION B-B
(Masonry)



SECTION B-B
(Masonry)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	023106.00 & 023110.00		WIN		023106.00 & 023110.00		BRIDGE PLANS	
	5833 & 1509							

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	PROJ. MANAGER	M. Kersbergen	BY	D. Burton	DATE	8/21
	CHECKED-REVIEWED	C. Helmick	L. Driscoll		SIGNATURE	
	DESIGNED-DETAILED	K. Brown			P.E. NUMBER	
	REVISIONS 1				DATE	
PERMANENT CONCRETE TRANSITION BARRIER - NB2	REVISIONS 2					
	REVISIONS 3					
	REVISIONS 4					
	FIELD CHANGES					

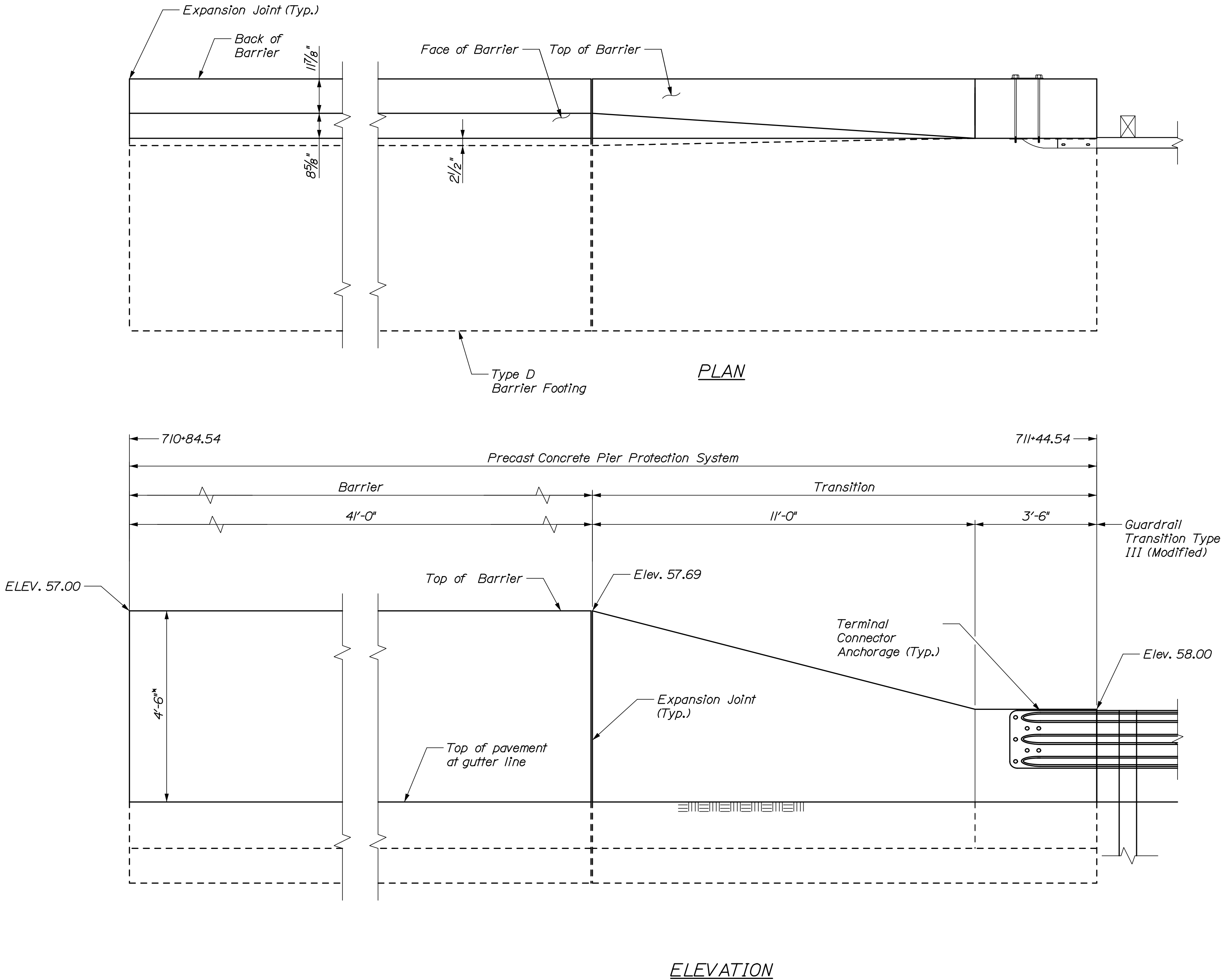
SHEET NUMBER	300
OF 312	

STRUCTURAL NOTES

1. Reinforcing schedules shall be the responsibility of the Contractor, payment for all work associated with developing the reinforcement schedules will be considered incidental to the associated 526 Pay Item.
2. All barrier reinforcing steel shall have a minimum cover of 3 inches at the ends of barrier segments, and 2.5 inches of cover elsewhere, except as otherwise noted.
3. All proposed barrier connection components shall be hot dipped galvanized after fabrication in accordance with ASTM A123 or A153 as applicable.

BARRIER NOTES

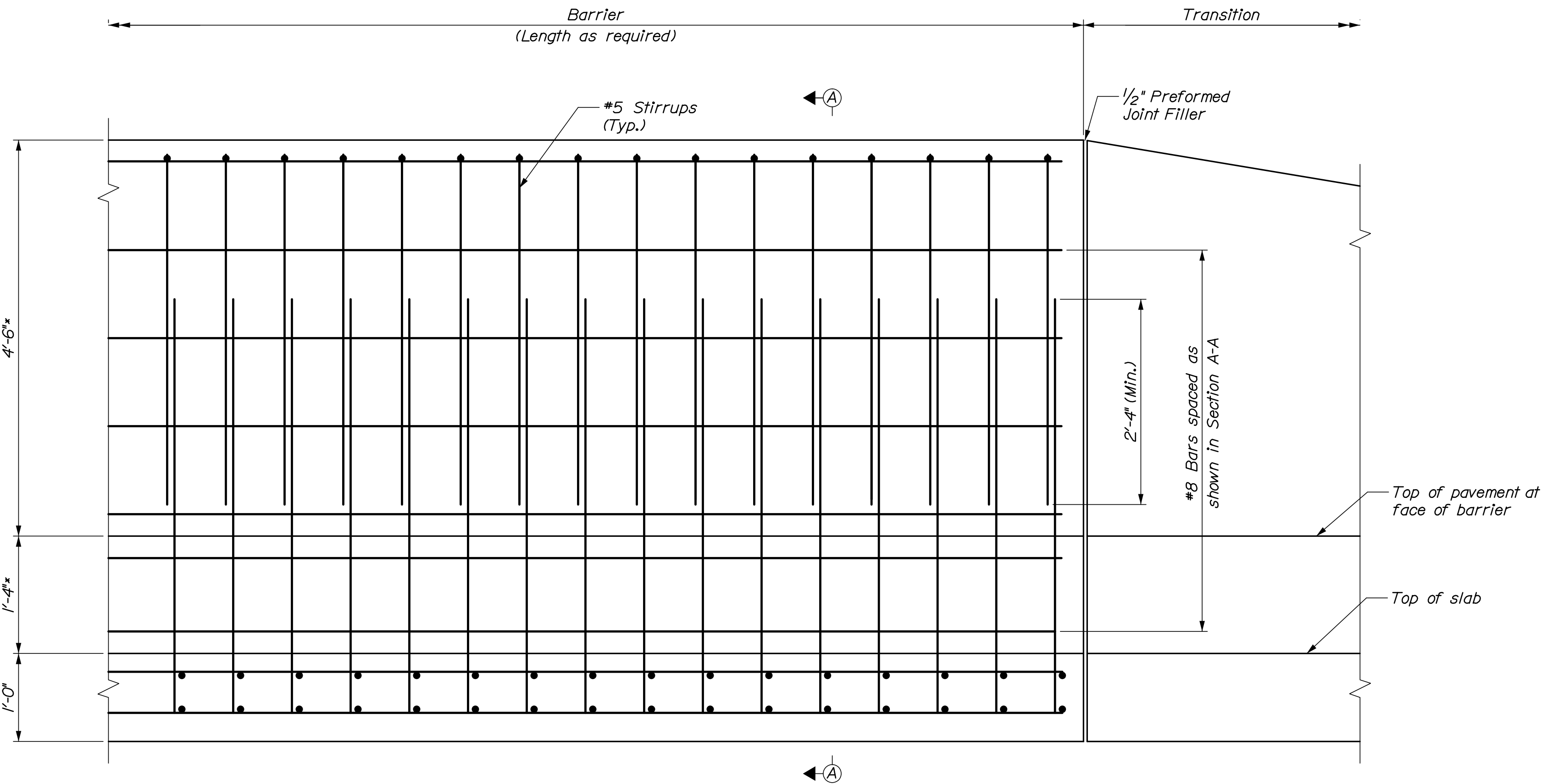
1. Expansion joints for Barrier Type D shall be provided every 50 ft. contraction joints shall be provided every 25 ft. Contraction and expansion joints shall be constructed in accordance with Standard Details Section 502.
2. Excavation and granular borrow bedding material for installation of all barrier and associated transitions shall not be measured separately. But shall be incidentals to the associated 526 Pay Item.
3. At the Contractor's discretion portions of the barrier face that will be located below grade may be cast vertical rather than sloped.
4. The top of the barrier shall be flush across all joints, including construction, contraction, expansion, and structural tube connections. The top of the barrier, except as required at height transitions, shall be parallel to the pavement surface at edge of travelway.
5. Screw pin shall be secured with an approved thread lock material during final assembly.
6. A D-shackle shall be attached to each I-beam.
7. All barriers, other than Permanent Concrete Barrier - Type II, may be cast-in-place or precast at the Contractor's discretion. Permanent Concrete Barrier - Type II shall be precast.
8. All exposed edges of concrete shall have a $\frac{3}{4}$ " chamfer unless noted otherwise.



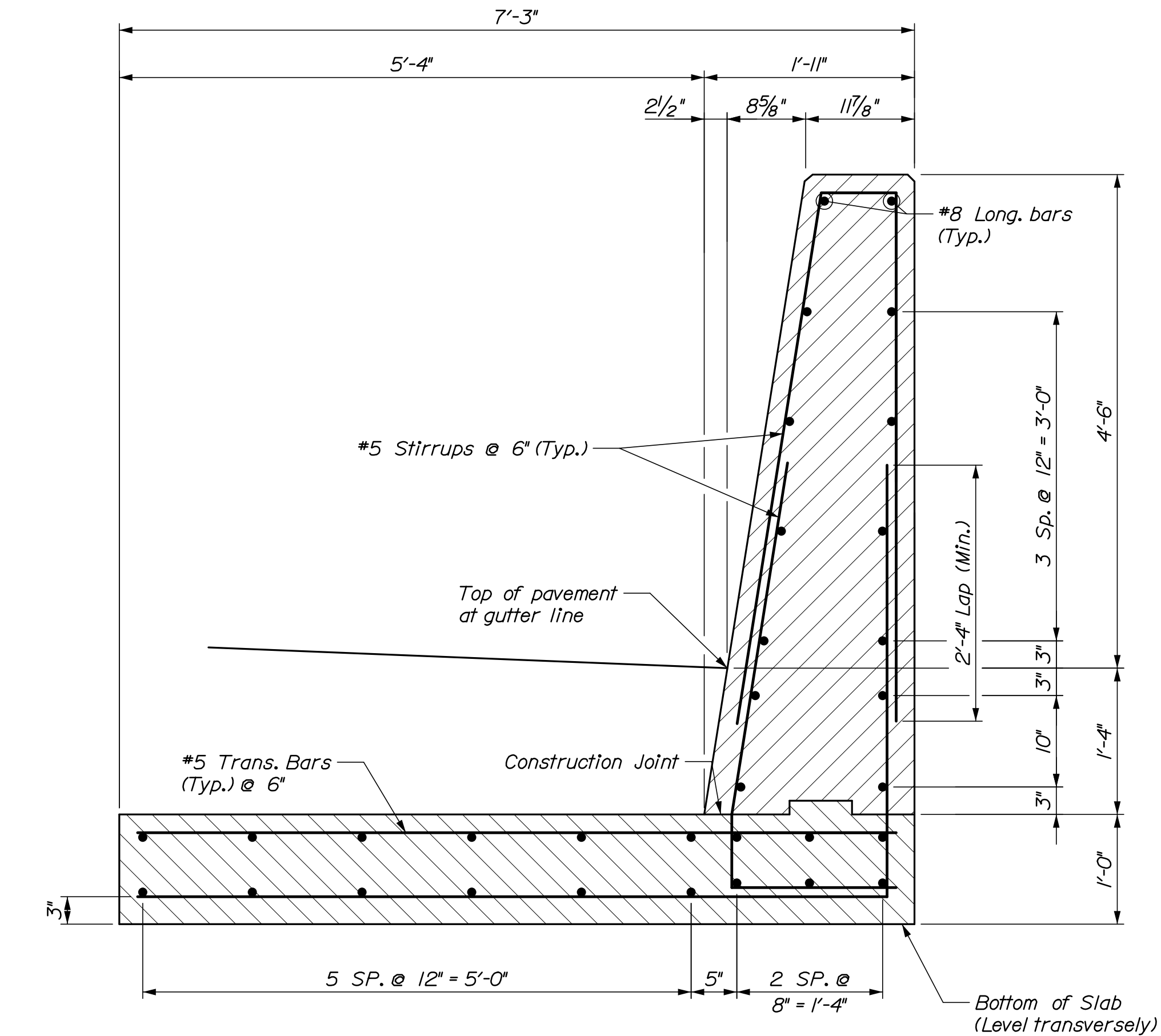
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 023106.00 & 023110.00 WIN 5833 & 1509 023106.00 & 023110.00 BRIDGE PLANS						

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND PRECAST CONCRETE PIER PROTECTION BARRIER SYSTEM I	PROJ. MANAGER		M. Kersbergen	BY	DATE
	DESIGN-DETAILED		J. Waugh	D. Burton	8/21
	CHECKED-REVIEWED		T. Poulin	S. Hodgson	8/21
	DESIGN2-DETAILED2				
	DESIGN3-DETAILED3				
	REVISIONS 1				
	REVISIONS 2				
	REVISIONS 3				
	REVISIONS 4				
	FIELD CHANGES				

SHEET NUMBER	
301	
OF 312	



ELEVATION



SECTION A-A

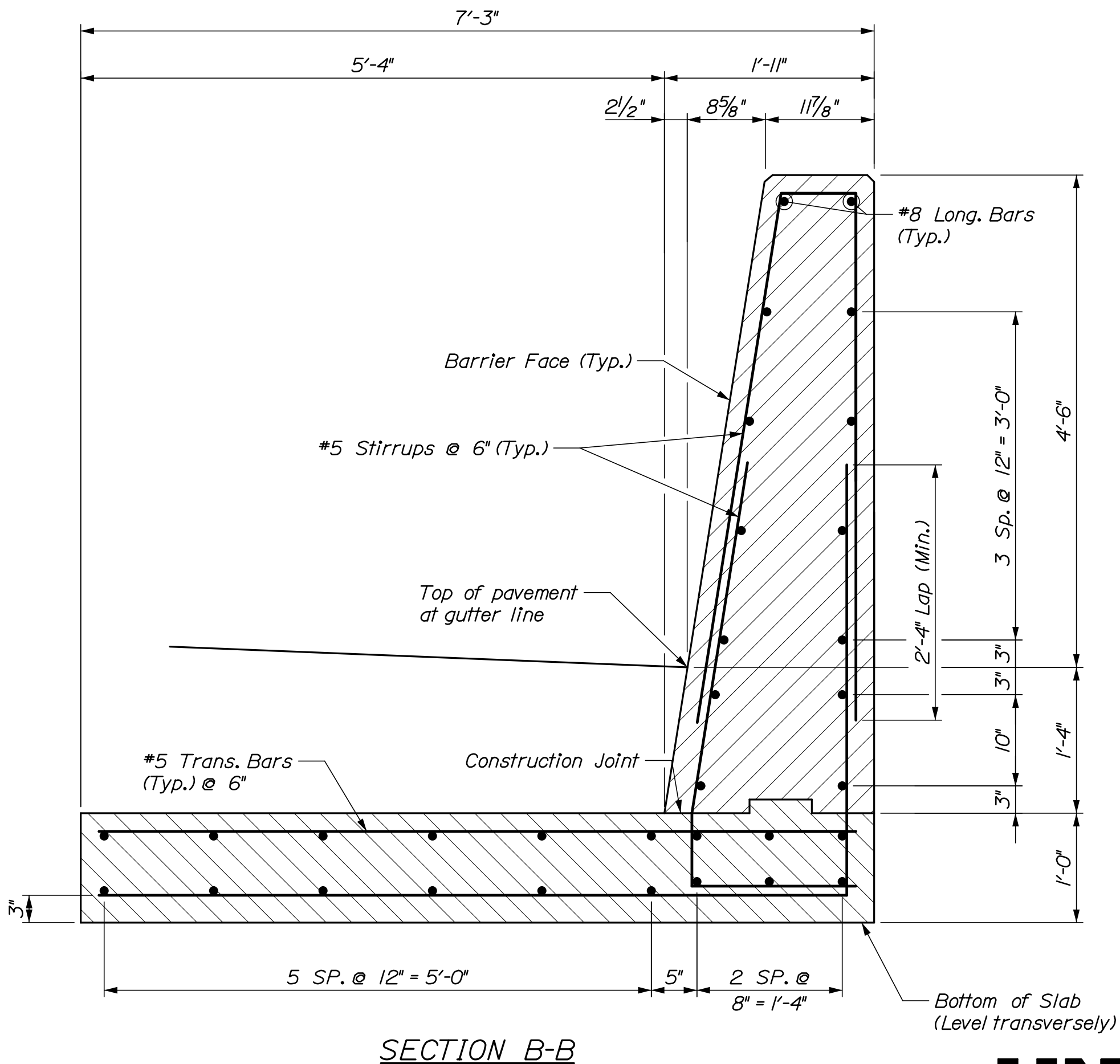
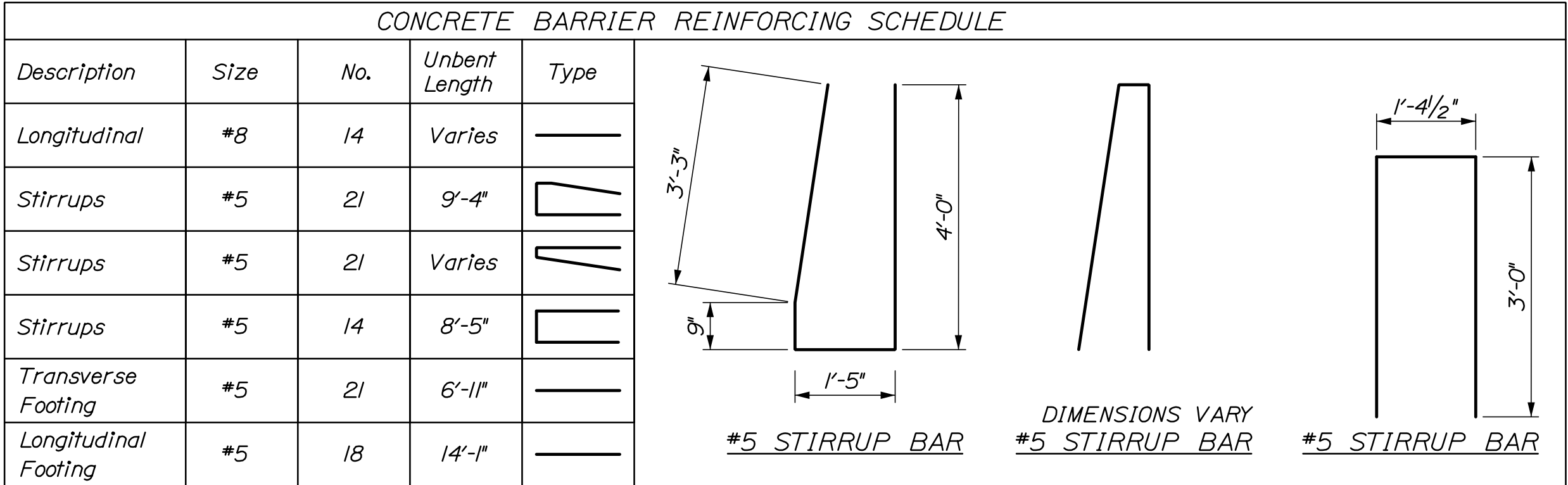
CONCRETE BARRIER REINFORCING SCHEDULE						
Description	Size	No.	Unbent Length	Type		
Stirrups	#5	20	9'-4"			
Stirrups	#5	20	10'-4"			
Transverse Footing	#5	40	6'-10"			
Longitudinal Footing	#5	32	Determined by Contractor			
Longitudinal	#8	14	Determined by Contractor			
Note - Number of Transverse Bars per 10 ft. segment of structure. Longitudinal bar length shall be determined by Contractor. Minimum splice lengths shall be: #5 - 2'-4" #8 - 4'-2" Splices shall be staggered a minimum of 8 ft.					#5 STIRRUP BAR	#5 STIRRUP BAR

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		DATE
	023106.00 & 023110.00		8/21
	WIN		8/21
5833 & 1509		023106.00 & 023110.00	BRIDGE PLANS

I-295 OVER US ROUTE 1 EXIT 17 INTERCHANGE YARMOUTH CUMBERLAND	PROJ. MANAGER	M. Kersbergen	BY		DATE	
	CHECKED-REVIEWED	J. Waugh T. Poulin				
	DESIGN-DETAILED					
	DESIGN-DETAILED					
	REVISIONS	1				
PRECAST CONCRETE PIER PROTECTION BARRIER SYSTEM II	REVISIONS	2				
	REVISIONS	3				
	REVISIONS	4				
	FIELD CHANGES					

SHEET NUMBER	302
OF 312	

HNTB



Date:9/3/2021

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA\304_RWPLAN1.dgn

Town, County, State
Approx. Property Lines
Existing Right of Way
Limits of Wrought Portion
Control Of Access
New Right of Way
New Easement
New Temporary Rights
New R/W Within Existing R/W

New R/W
Building
Trees
Water Edge
Ledge
Fence
Sign

Along Existing R/W
Clearing Limit Line
Conifer
Deciduous
Bush Line
Rock/Boulder
Flag Pole
CHAIN LINK
BARB WIRE
STOCKADE
WELL
Mailbox

PLAN LEGEND

Existing
Proposed

Sanitary Sewer
Telephone Line
Electric Line
Water Line
Underdrain Line
Gas Line
Guardrail
Culvert

Traveled Way
Ditch
Catch Basin
Manhole
Sewer Manhole
Utility Pole
Fire Hydrant
Curbing

Existing
Proposed

Cut Line
Stonewall
Baseline
Monument
Iron Rod Found
Replacement Pin Set

Fill Line
Retaining Wall
Traverse Point
Pipe Found

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.

250255075100

Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY
RECEIVED
at h m M and
recorded in Plan Bk ,Pg.
Attest: REGISTER

CHRISTOPHER L. YALE

SPRING & BAYVIEW, LLC

GRID NORTH

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

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

TO PORTLAND

STATE HIGHWAY "95" / I-295 SOUTHBOUND LANES

STATE HIGHWAY "95" / I-295 NORTHBOUND LANES

BAYVIEW STREET

ERVING BICKFORD
FAMILY TRUST

1-295 NB & SB / ROUTE 1 BRIDGE
OVER
U.S. ROUTE 1

BRIDGE NOS.
5833 & 1509

WIN
023106.00
023110.00

RIGHT OF WAY REFERENCES

1) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "95" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. I-95-4(19), DATED JANUARY 1983 D.O.T. FILE NO. 3-310 (SHEETS 1 THRU 6 OF 23). RECORDED AT C.C.R.D. PLAN BOOK 173, PAGES 22-27.

2) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "141" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. RS-0141(3), DATED JUNE 1984 D.O.T. FILE NO. 3-322. (SHEETS 1 THRU 4 OF 5). RECORDED AT C.C.R.D. PLAN BOOK 178, PAGES 24-27.

3) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "C" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT F.I.-01-1(6), DATED MARCH 1952 S.H.C. FILE NO. 3-73, SHEETS 3-5 OF 16. RECORDED AT C.C.R.D. PLAN BOOK 48, PAGES 32, 42, 46.

4) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, YARMOUTH, CUMBERLAND COUNTY FEDERAL AID PROJECT NO. I-95-4(10), DATED FEBRUARY 1961 S.H.C. FILE NO. 3-124, SHEETS 22 THRU 26 OF 26. RECORDED AT C.C.R.D. PLAN BOOK 65, PAGES 50, 52, 54, 56, 58.

5) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "C-3" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT S.N. 377-A, DATED OCTOBER 1941 S.H.C. FILE NO. 3-49, SHEETS 14 & 15 OF 15. RECORDED AT C.C.R.D. PLAN BOOK 31, PAGES 20 & 21.

NO. DATE

REVISIONS
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

OFFICE USE ONLY
PLAN NOT TO BE RECORDED

STATE HIGHWAY "95" & STATE AID HIGHWAY NO. 18
INTERSTATE 295 / U.S. ROUTE 1
YARMOUTH CUMBERLAND COUNTY
STATE PROJECT NO. 023106.00 & 023110.00

AUGUST 2021

RIGHT-OF-WAY MAP

SCALE 1" = 25'

SHEET 1 OF 9

SHEET NUMBER

304

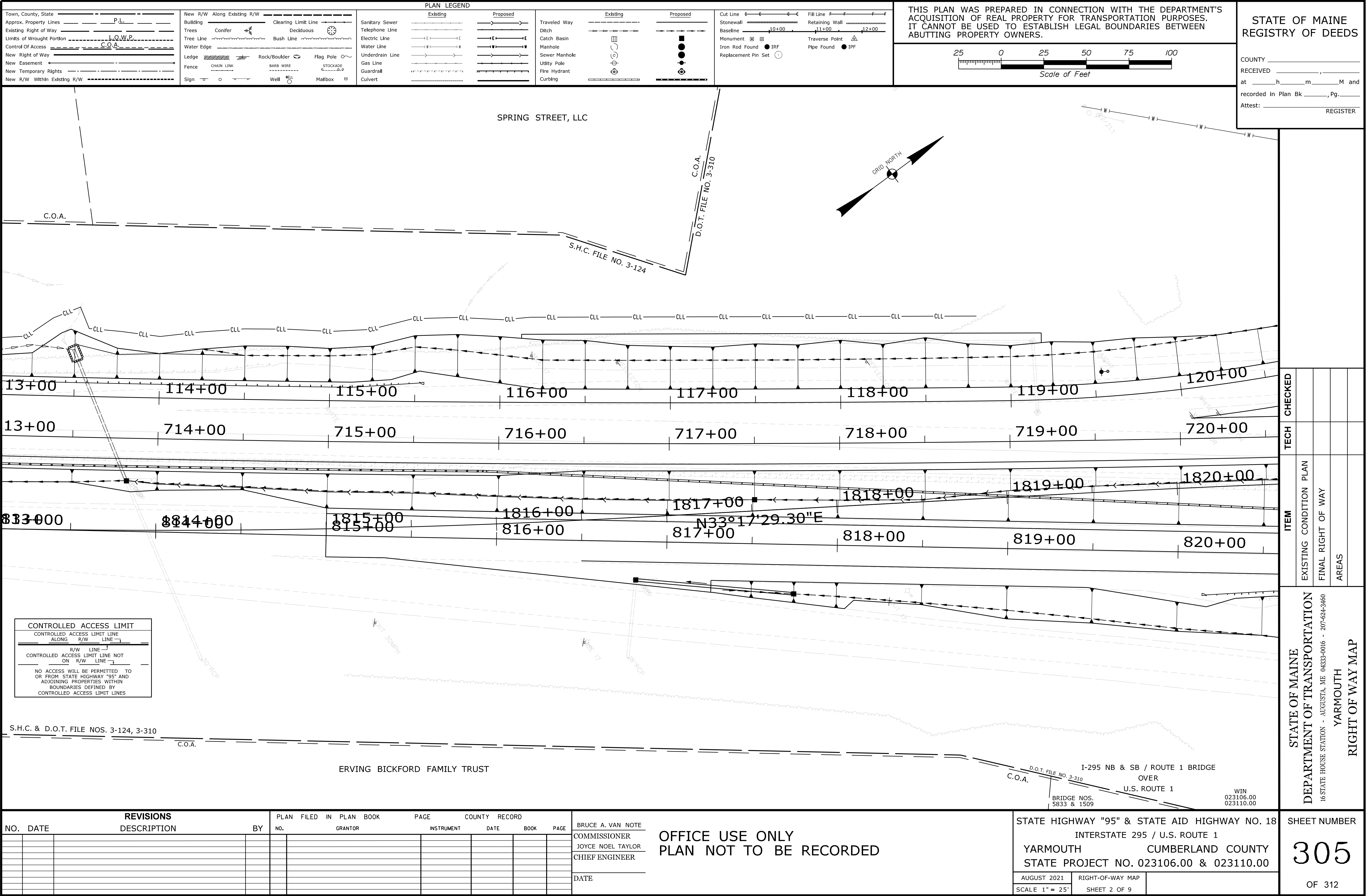
OF 312

Date:9/3/2021

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA 305_RWPLAN2.dgn



Town, County, State

Approx. Property Lines

Existing Right of Way

Limits of Wrought Portion

Control Of Access

New Right of Way

New Easement

New Temporary Rights

New R/W Within Existing R/W

P.L.

C.O.A.

New R/W Along Existing R/W

Building

Trees

Tree Line

Water Edge

Ledge

Fence

Sign

Along Existing R/W

Conifer

Bush Line

Rock/Boulder

CHAIN LINK

O

Clearing Limit Line

Deciduous

Flag Pole

BARB WIRE

WELL

STOCKADE

Mallbox

PLAN LEGEND

Existing

Proposed

Sanitary Sewer

Telephone Line

Electric Line

Water Line

Underdrain Line

Gas Line

Guardrail

Culvert

Traveled Way

Ditch

Catch Basin

Manhole

Sewer Manhole

Utility Pole

Fire Hydrant

Curbing

Existing

Proposed

Cut Line

Stonewall

Baseline

Monument

Iron Rod Found

Replacement Pin Set

Fill Line

Retaining Wall

Traverse Point

Pipe Found

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.

250

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

GRID NORTH

121+00

122+00

123+00

124+00

49+00

50+00

51+00

721+00

722+00

723+00

724+00

725+00

726+00

727+00

1821+00

1822+00

1823+00

1824+00

1825+00

1826+00

1827+00

821+00

822+00

823+00

824+00

825+00

826+00

827+00

N37°38'53.89"E

I-295 NB & SB / ROUTE 1 BRIDGE OVER U.S. ROUTE 1

BRIDGE NOS. 5833 & 1509

WIN 023106.00 023110.00

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

STATE HIGHWAY "95" & STATE AID HIGHWAY NO. 18 INTERSTATE 295 / U.S. ROUTE 1 YARMOUTH CUMBERLAND COUNTY STATE PROJECT NO. 023106.00 & 023110.00

AUGUST 2021 SCALE 1" = 25'

RIGHT-OF-WAY MAP SHEET 3 OF 9

SHEET NUMBER 306 OF 312

NO.

DATE

DESCRIPTION

BY

PLAN FILED IN PLAN BOOK

PAGE

COUNTY RECORD

BOOK

DATE

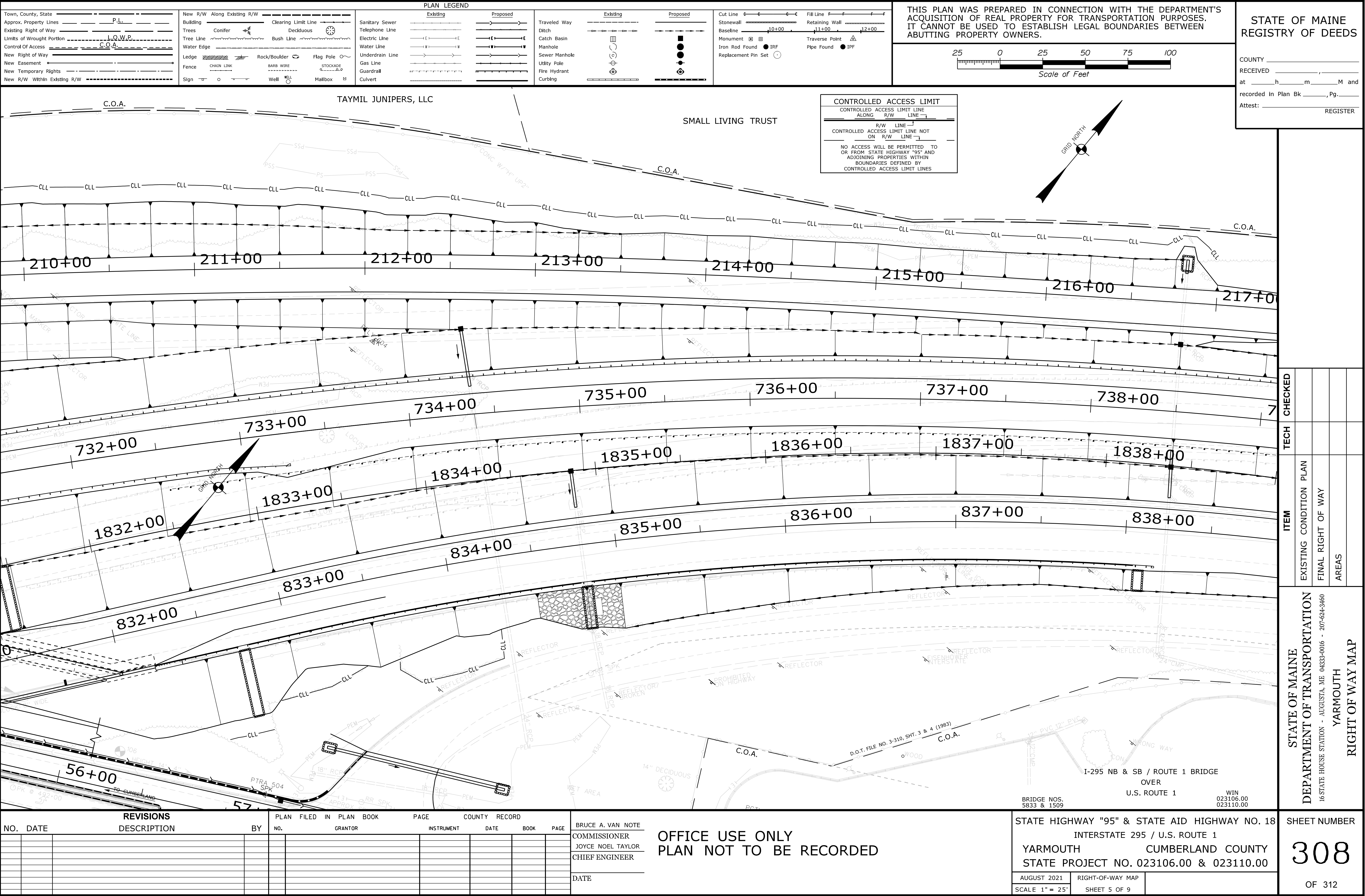
COMMISSIONER

JOYCE NOEL TAYLOR

CHIEF ENGINEER

DATE

OFFICE USE ONLY
PLAN NOT TO BE RECORDED



[illegible]

Town, County, State

Approx. Property Lines

Existing Right of Way

Limits of Wrought Portion

Control Of Access

New Right of Way

New Easement

New Temporary Rights

New R/W Within Existing R/W

P.L.

LOW.P

GO.A

New R/W

Along Existing R/W

Building

Trees

Tree Line

Water Edge

Ledge

Fence

Sign

Clearing Limit Line

Conifer

Bush Line

Deciduous

Rock/Boulder

CHAIN LINK

BARB WIRE

WELL

Flag Pole

STOCKADE

Mallbox

Existing

Proposed

Sanitary Sewer

Telephone Line

Electric Line

Water Line

Underdrain Line

Gas Line

Guardrail

Culvert

Traveled Way

Ditch

Catch Basin

Manhole

Sewer Manhole

Utility Pole

Fire Hydrant

Curbing

Existing

Proposed

Cut Line

Stonewall

Baseline

Monument

Iron Rod Found

Replacement Pin

Set

Fill Line

Retaining Wall

Traverse Point

Pipe Found

IPF

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.

250

0

25

50

75

100

Scale of Feet

COUNTY

RECEIVED

at h m M and

recorded in Plan Bk Pg.

Attest: REGISTER

LAND TITLE SURVEY ON U.S. ROUTE ONE, YARMOUTH, MAINE
MADE FOR JOE SCHMO REALTY TRUST, PREPARED BY OWEN HASKELL, INC.
DATED JANUARY 8, 1999 (UNRECORDED)

INGRESS, EGRESS & UTILITY EASEMENT
SEE EASEMENT RECORDED AT THE C.C.R.D. IN BOOK 7048, PAGE 19

YARMOUTH ROUTE ONE, LLC

TAYMIL JUNIPERS, LLC

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

CUMBERLAND FARMS INC.

PLAN OF LAND, STANDARD BOUNDARY SURVEY ON ROUTE ONE, YARMOUTH, MAINE FOR WILLIAM D. HAMILL, PREPARED BY OWEN HASKELL, INC. DATED MARCH 1986 AND RECORDED AT THE C.C.R.D. IN PLAN BOOK 187, PAGE 2.

RIGHT OF WAY REFERENCES

1) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "95" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. I-95-4(19), DATED JANUARY 1983 D.O.T. FILE NO. 3-310 (SHEETS 1 THRU 6 OF 23), RECORDED AT C.C.R.D. PLAN BOOK 173, PAGES 22-27.

2) STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "141" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. RS-0141(3), DATED JUNE 1984 D.O.T. FILE NO. 3-322, (SHEETS 1 THRU 4 OF 5), RECORDED AT C.C.R.D. PLAN BOOK 178, PAGES 24-27.

3) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "C" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT F.I.-01-1(6), DATED MARCH 1952 S.H.C. FILE NO. 3-73, SHEETS 3-5 OF 16, RECORDED AT C.C.R.D. PLAN BOOK 48, PAGES 32, 42, 46.

4) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, YARMOUTH, CUMBERLAND COUNTY FEDERAL AID PROJECT NO. I-95-4(10), DATED FEBRUARY 1961 S.H.C. FILE NO. 3-124, SHEETS 22 THRU 26 OF 26, RECORDED AT C.C.R.D. PLAN BOOK 65, PAGES 50, 52, 54, 56, 58.

5) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY "C-3" YARMOUTH, CUMBERLAND COUNTY, FEDERAL AID PROJECT S.N. 377-A, DATED OCTOBER 1941 S.H.C. FILE NO. 3-49, SHEETS 14 & 15 OF 15, RECORDED AT C.C.R.D. PLAN BOOK 31, PAGES 20 & 21.

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

BRIDGE NOS. 5833 & 1509

WIN 023106.00 023110.00

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

OFFICE USE ONLY
PLAN NOT TO BE RECORDED

STATE HIGHWAY "95" & STATE AID HIGHWAY NO. 18 INTERSTATE 295 / U.S. ROUTE 1

YARMOUTH CUMBERLAND COUNTY

STATE PROJECT NO. 023106.00 & 023110.00

AUGUST 2021

RIGHT-OF-WAY MAP

SCALE 1" = 25'

SHEET 7 OF 9

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

YARMOUTH
RIGHT OF WAY MAP

SHEET NUMBER
310
OF 312

[illegible]

Date:9/3/2021

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA\312_RWPLAN9.dgn

