# STATE OF MAINE

## STATE HIGHWAY COMMISSION

#### PLANS

# KITTERY

YORK COUNTY

### MAINE FEDERAL AID INTERSTATE

PROJECT NO. 1-95-1 (3)

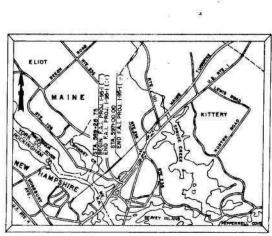
COMPLETED NOVEMBER 12,1970
TOTAL LENGTH 0.525 MILES 1 IN. . 50 FT.

VER. IIN. SOFT. OR AS SHOWN SCALES PROFILE MAIN LINE & RAMP X-SECTIONS I M . 10 FT. DENNETT RD. & SPURS X-SECTIONS I M. B FT

#### INDEX OF SHEETS

SHEET NO ! TITLE PAGE STA. 569 26.75 TO STA. 597 00.00 SHEET NO. 2-8 TYPICAL SECTIONS SHEET NO. 6 QUANTITIES SHEET NO. 7 DRAINAGE SHEET NO. 8-17 STANDARD DETAILS SHEET NO.18 -30 BRIDGE PLANS 1-95 OVER DENNETT ROAD SHEET NO. 31 GENERAL NOTES SHEET NO. 32 QUANTITY LIST SHEET NO. 33-46 PLAN AND PROFILE STA. 569+26.75 TO STA. 597+00.00 GRADING PLANS SHEET NO. 51-72 CROSS SECTIONS STA. 569+26.75 TO STA. 597+00-00 SHEET NO 73-79 CROSS SECTIONS RAMP "A" AND "B" SHEET NO. 80-98 CROSS SECTIONS DENNETT ROAD SHEET NO 99-107 CROSS SECTIONS SPUR "A" THRU SPUR "D"

Ces Built 1970



CONVENTIONAL SIGNS

waterman, man

SURVEY LINE

TROLLEY POLE

POWER POLE

STONE WALL

TEL. POLE

TREES

DROP INLET

京富家

CULVERT

STATE OF NATIONAL LINE \_\_\_\_\_

COUNTY LINE

FENCE

HAILROAD

UNFENCED PROPERTY

RIGHT OF WAY LINE

CONTROLLED ACCESS

TRAVELED WAY

RETAINING WALL

A PORTION OF YORK COUNTY

SCALE I" = I MILE



All Work Contemplated Under This Contract To Be Governed By And In Conformity With The Standard Specifications (Revision Of June 1968) And Supplementals Thereto, Except As Modified On

The Plans And in The Special Provisions.

### TRAFFIC DATA

\$TA. 597 + 00.00 END F.A.I. PROJECT 1-95-1(3)

INTERSTATE 95 DENNETT ROAD A.D.T.\_\_1970 \_\_16\_730 \_\_\_ 1970 1,730 A.D.T. 1990 38,300 1990 3,250 D.HV. 6,560 360 D. 70% 70% V. 70MPH 50MPH



MAINE STATE HIGHWAY COMMISSION DATE 9-27-67 9-27-67

APPROVED:

9-27-67



HOWARD, NEEDLES, TAMMEN & BERGENDO F CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS C'TY DATE

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION SUPEAU OF PUBLIC RUAL 3

REGION 1

APPROVED:

DIVISION ENGINEER

REVISED "AS BUILT" 4-72

KITTERY (3)

STAGE CONSTRUCTION # GRADING, DRAINAGE & BASE AGGREGATE SUBBASE COURSE - GRANULAR 1 MAINE 1-95-1 (3) 4:2" 10-04 13:0" EXCAVATION LINE - 4" Plant Mix Base - 3 Bit Stob. Bose - 22 Straight Crown NOTE -B r4" Ago Base Crae - Crushes Profile Grades NOTE - C Subbase Course . Gravel-SELPT L'IFTE ilfts-Aggregate & Subbase Course- Granular- & -TOP OF STAGE CONSTRUCTION PAY POCK EXCAVATION TO THIS LINE 36' PAVEMENT 10' SHOULDER 18º Aggregate Subbase Course - Gravel = 200.00 C.Y. / 100 L.F. 9º Aggregate Subbase Course - Granular - 100.00 C.Y. / 100 L.F. 18" Aggregate Subbase Course - Gravel = 107.88 CY / 100 LE 26' MEDIAN 9º Aggregate Subbase Course- Granular - 17.62 CY. 1100 L.F. STA. 570+10 = TO STA. 596+20 = 3.8. 18" Aggregate Subbase Course - Gravel = 144.44 C.Y. | 100 L.F. STA. 587+50 TO STA. 591+25 + S.B. For Additional Widening At Ramps See Below Aggregate Subbase Course-Granular= 72.22 C.Y. / 100 L.F. 3TA. 594+00+ TO STA. 596+20+ S.B. STA. 584 +79.41 TO STA. 596+20± MEDIAN STA. 586+70# TO STA. 587 + 50 \* M.B. BITUMINOUS MATERIALS DESCRIPTION GRADATION | TEM NO. BITUMEN CONTENT TOTAL THICKNESS NUMBER COMPLEMENTARY OF COURSE DESIGNATION | TEM NO. PER CENT MIX | INCHES OFLAYERS NOTES -3" Hot Bit. Port \_4" Plant Mix Base, \_3" Bit. Stab. Base. 22 Straight Crown Profile Grade BITUMINOUS STABILIZED BASE HOT BITUMINOUS PAVEMENT Subbase Course - Gravel, \$ 34 Pt. 11 em 304 10 Aggregate TRAVELED WAY Aggregate & Subbase Course - Granular- & Stem 304.11 Wearing Course Binder Course 7.0 5.5 \*B\* 403.07 TOP OF STAGE CONSTRUCTION SURFACE: 21 INCH THICKNESS
Wearing Course CC
Binder Course B 5.5 36' PAVEMENT 1446 SHOULDER 1.2 SURFACE: 2 MCH THICKNESS
Wearing Course "C"
Binder Course 18' Aggregate Subbase Course- Gravel = 200.00 C.x. 1100 L.F. 18\* Appreçate Subbase Course-Gravel= 13.97 C.X./100 L.F. 9\* Appreçate Subbase Course-Granular= 54.63 C.X./100 L.F. 9' MEDIAN 403.09 2 1,2,6 9. Aggregate Subbase Course- Granular = 100.00 CX. 1100 L.F. 18 Aggregate Subbase Course-Gravel = 50.00 C.Y./100 L.F. 9" Aggregate Subbase Course-Granular = 25.00 CY/100 LF STA 570+10 + TO STA 578+00 + S.B. SHIM COURSE STA. 570+10 + TO STA. 596+20+ N.B. STA 570 + 10 1 TO STA 572 + 3173 Variable for More 1,2,4 STA. 591+25 + TO STA. 594+00 + 3.8. 403.121 Levelling Course For Additional Widening Al Ramps See Below STA 570+10 + TO STA. 578+00 + N.B. PAVED SHOULDERS STA. 587+50+ TO STA. 596+20 + N.B. Wearing Course Binder Course 403.09 7.0 5.5 MEDIAN SIDEWALKS, DRIVES, MEDIANS, PAVED DITCHES, DOWNSPOUTS & INCIDENTALS Wearing Course and Binder 1,2,3,4 7.5 2. "E" 403.12 Z Varies Varies. 4'-0" Varies 4'-0" COMPLEMENTARY NOTES 1. The bituminous binder material for the mixture—shall be penetration grade (85·100) as phalf cement. The asphalt cement will be paid for separately under the Item 403·14.

2. The asphalt contents shown are to serve as a guide only and are not specifications.

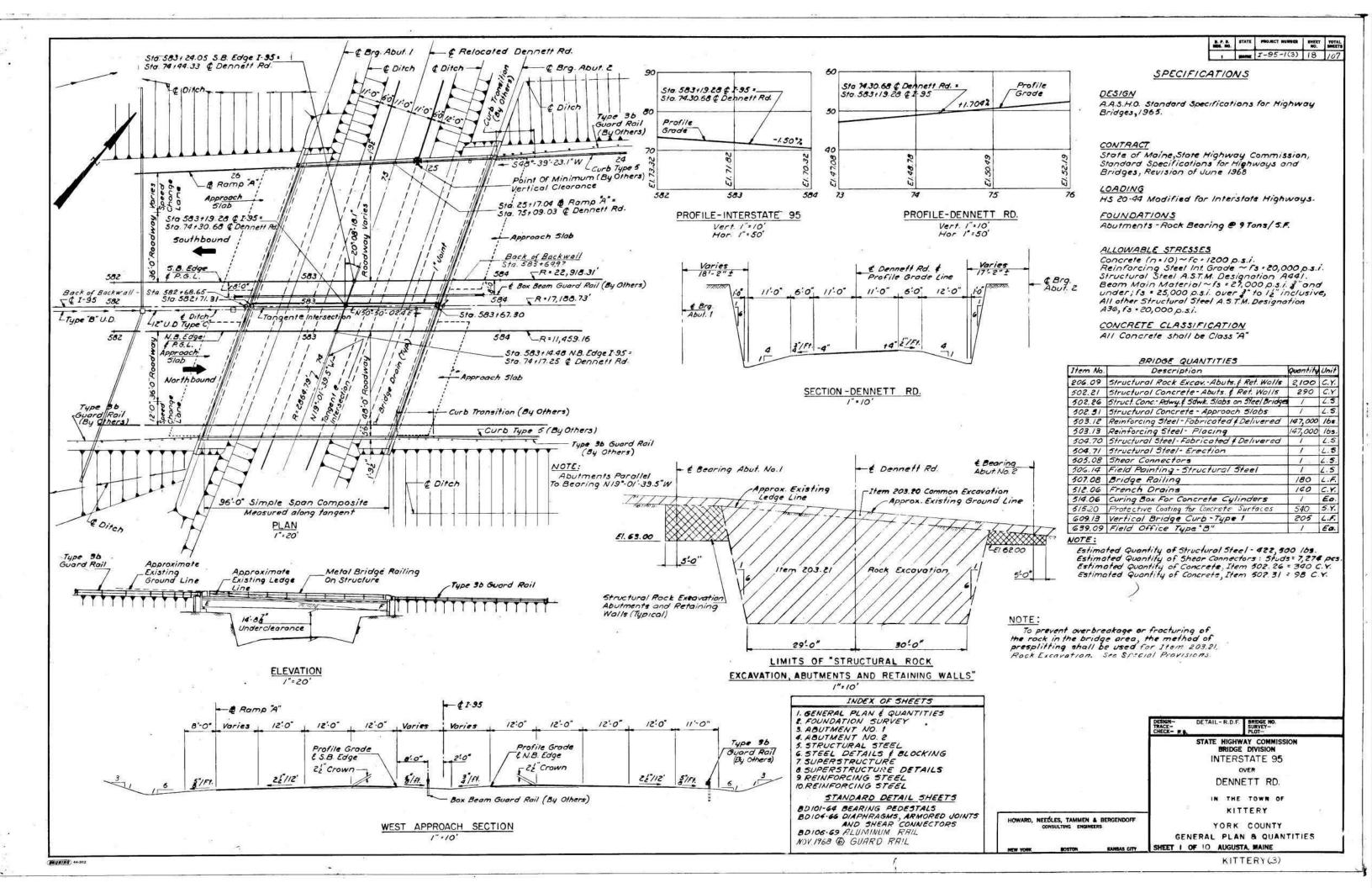
3. Mixtures meeting the aggregate gradation of B or C above may be used for the bottom layer with payment to be made under Item 403.12.

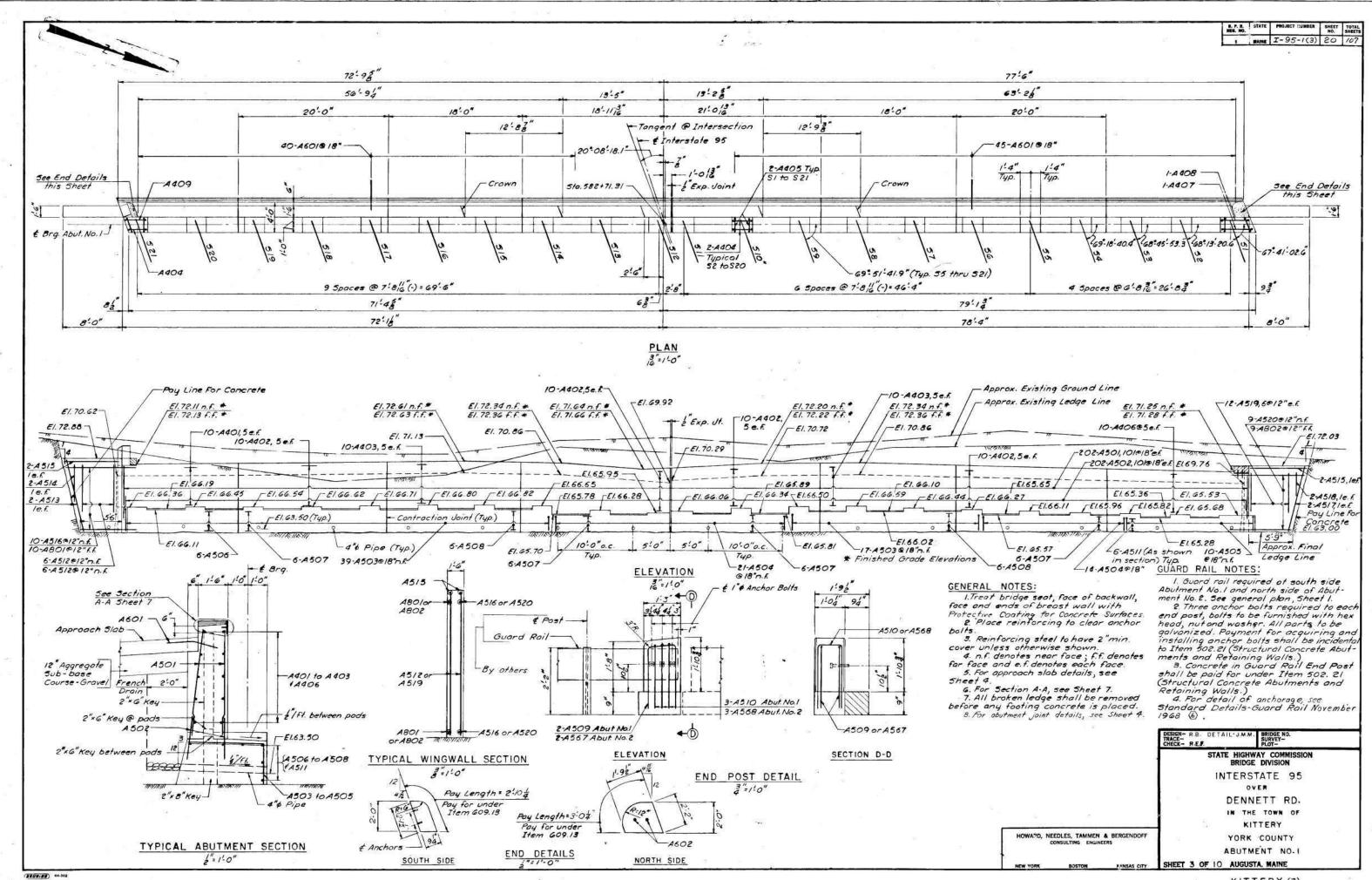
4. The density requirements are waived. - 3" Hot Bit Port Profile Grade rofile Grade-BERM DITCH & ROUNDING The type of bituminous material shall conform to the option provided in subsection 310.03 of the Standard Specifications. Construct Berm Ditch as shown on the plans or as directed by the Engineer. Where a 3:1 slope is not practical, use a 2:1 When directed by the Engineer, this course may be placed in one layer Where "X" = 7' or less "T" = X-2', otherwise "T=5'
To avoid property damage and to save shade trees this formular may be modified by the Engineer. OTHER BITUMINOUS ITEMS CONSTRUCTION Surface Treatment of Gravel Shoulders The bituminous trea ment of gravel shoulders shall consist of a Prime Coat of RT-5, Item 410.13 and Cover Coat Material-sond, Item 410.16 (if required) followed by a Seal Coat of RT-6, Item 410.13 and Cover Coat Material-sond, Item 410.16.

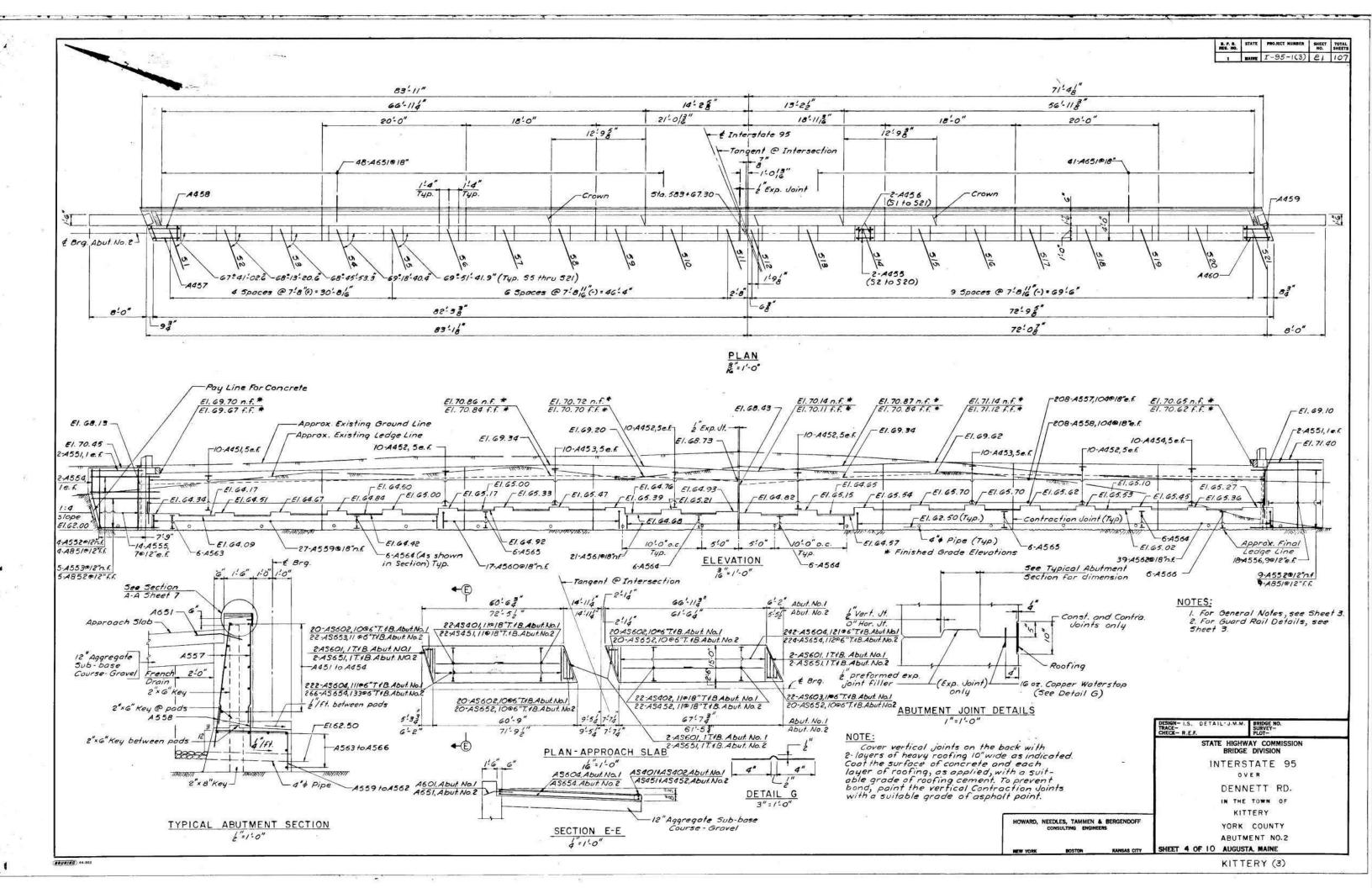
The use of rollers as specified in subsection 405.05 and 410.05 may be substituted by VARIABLE MEDIAN 18 Aggregate Subbase Course- Gravel = 5.56 C.T. | FT. WD. | 100 L.F. adequate rolling in accordance with subsection 411.04. 9" Aggregate Subbase Course- Granular - 2.78 C.Y. IFT. WD. 1100 L.F. STA. 572+31.73 TO STA. 584+79.41 The parement and base depths as shown on the plans are intended to be nominal. For all sections, depth of ditch depends on local conditions. Depth of base as Shown may be changed to meet local conditions.

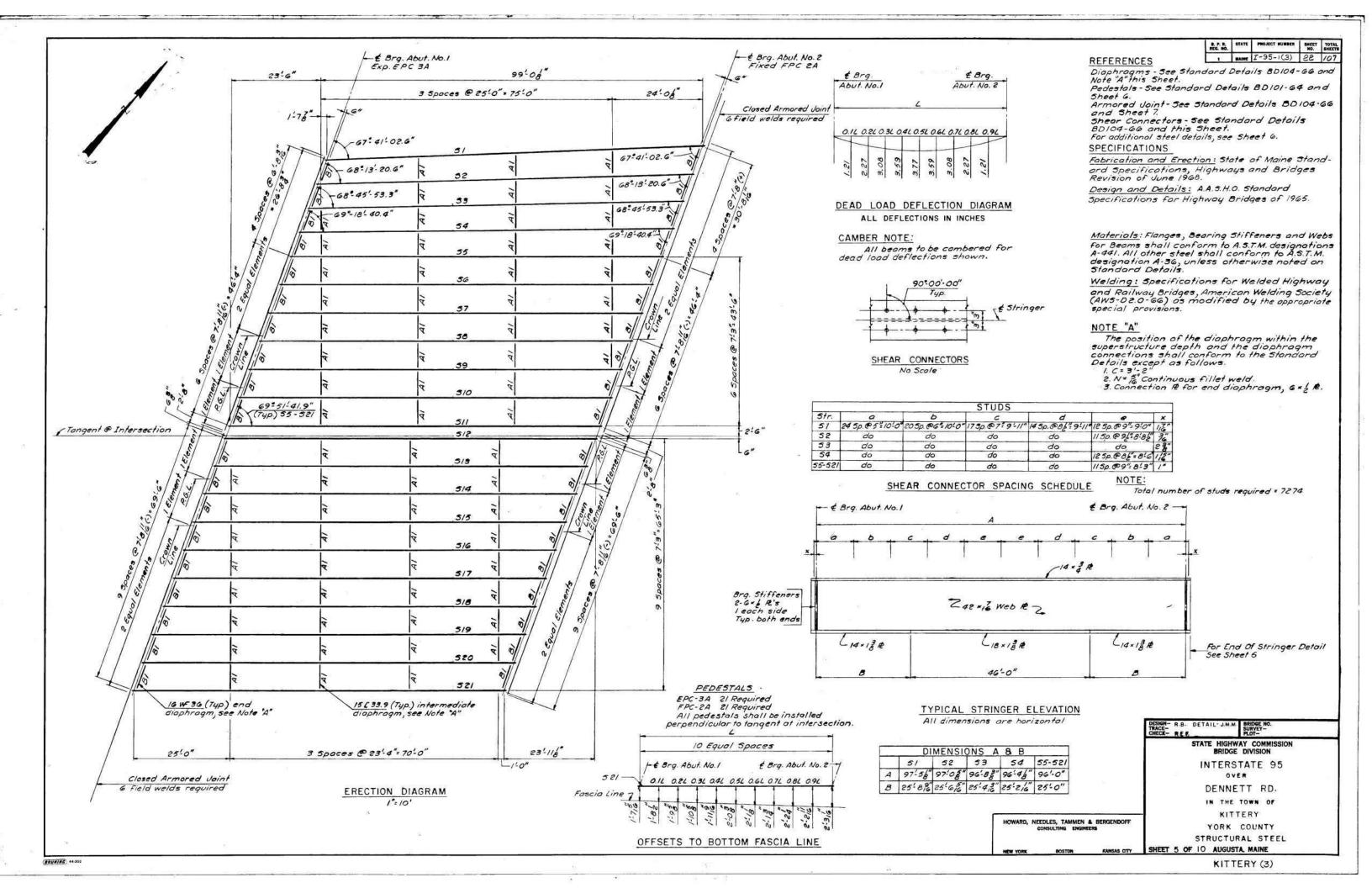
Superelevation shall be as specified in A.A.S. H.O. Policy of Geometric Design of Bural Highways. (e) The maximum superelevation Shall not exceed 0.04 per foot width of pavement. All curves shall have full superelevation at first 50' station occurring a minimum distance of 50' after the RC. and a minimum distance of 50' before the RT. When superelevation exceeds & per foot, inside shoulder shall have the same slope as pavement. Profile Grade7 4 1/ft.s MAINE STATE HIGHWAY COMMISSION NOTES: AUGUSTA, MAINE THE STATIONING LISTED BELOW TYPICAL SECTIONS TOP OF STAGE CONSTRUCTION IS APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE RESIDENT ENGINEER. B Use 2:1 back slopes when in deep earth cuts or in low ledge cuts up to 8' above ditch grade.

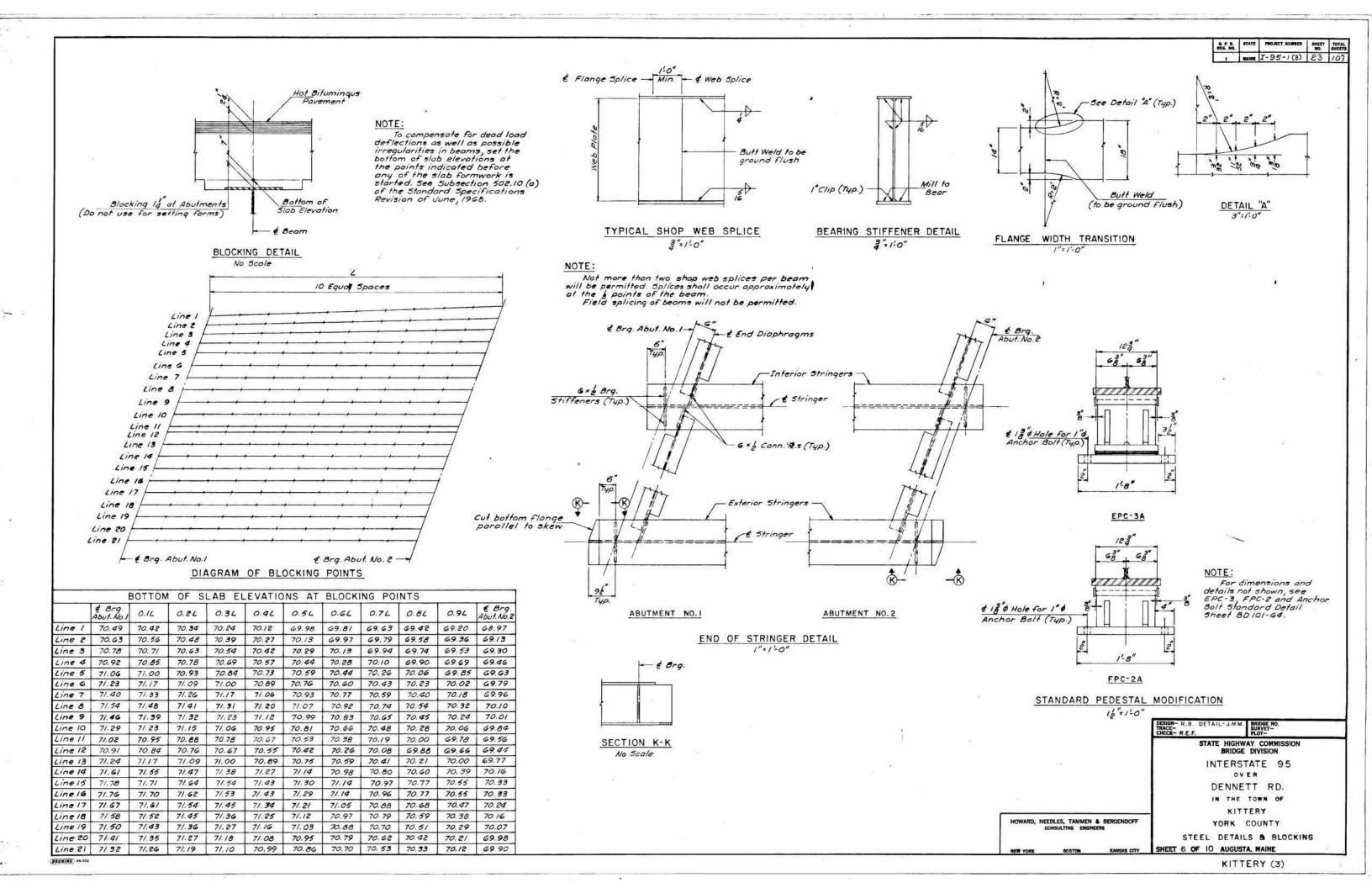
C Use 3:1 back slopes on standard earth cut sections. VARIABLE PAVEMENT 8' SHOULDER Remove boulders or ledge out crops that may occur in 2:1 back 18 Aggregate Subbase Course- Gravet= 49.17 CK/100LF. 9 Aggregate Subbase Course-Granular= 71.05 CK/100LF. 18' Aggregate Subbase Course Gravel - 5.56 CY. FT. WO 1100 L.F. slopes for a distance of 9ft up the slope in back of pivot point 9' Aggregate Subbase Course-Granular - 2.78 C.Y. /FT. Wa 1100 L.F. TYPICAL SECTIONS HOWARD, NEEDLES, TAMMEN & BERGENDOFF STA. 578+00 ± TO DENNETT RD. BRIDGE 3.8. STA. 578+04 65 TO STA 584+37.43 S.B. Cover all earth backs lopes with 2º loam, shim 2:1 ledge backslopes with STA. 587+81.91 TO STA. 596+20 + 9.5. STA. 577+50 TO STA. 587+50 NB. I-95 borrow and cover with 2 Loam. KITTERY (3)

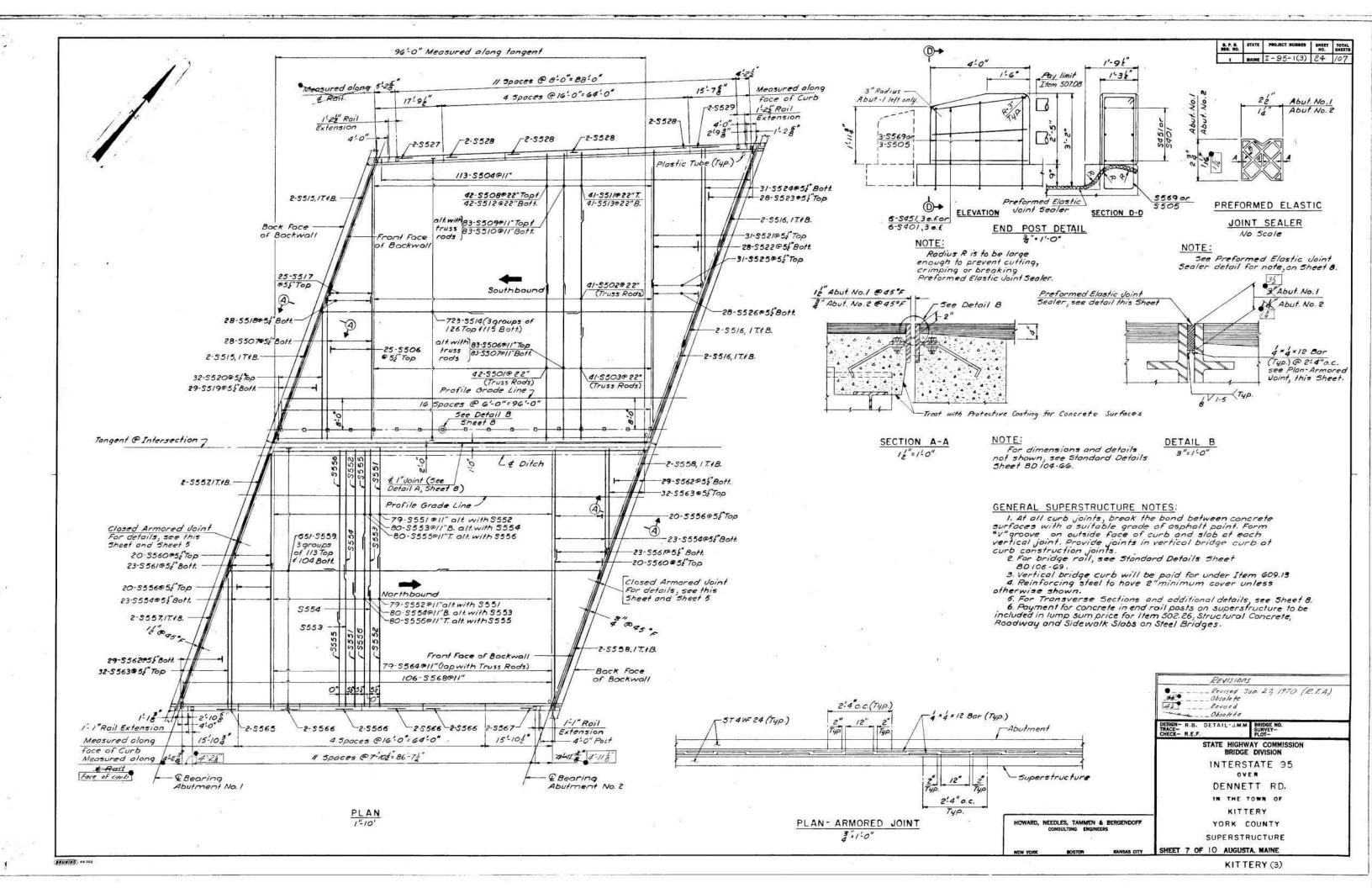


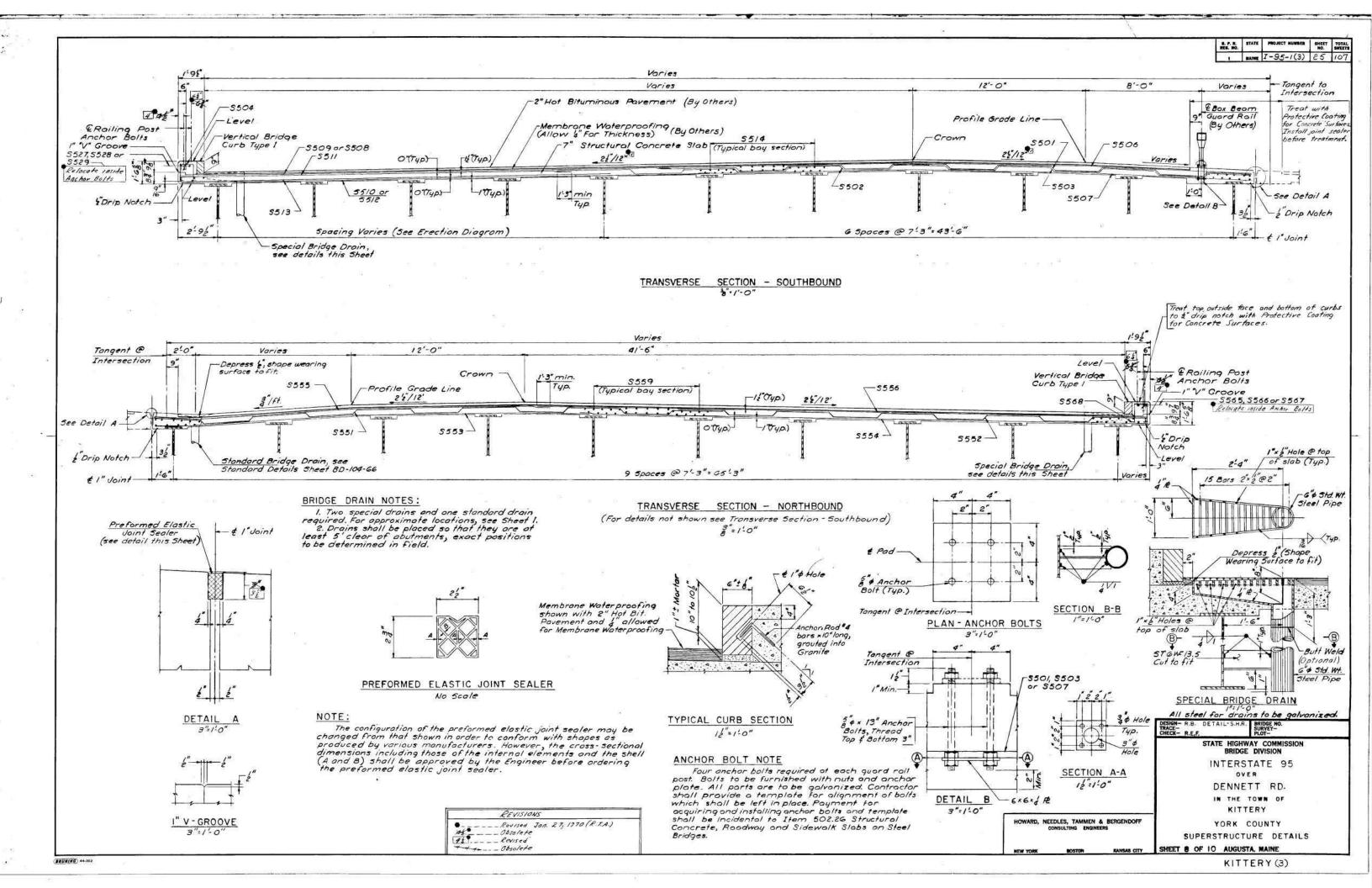


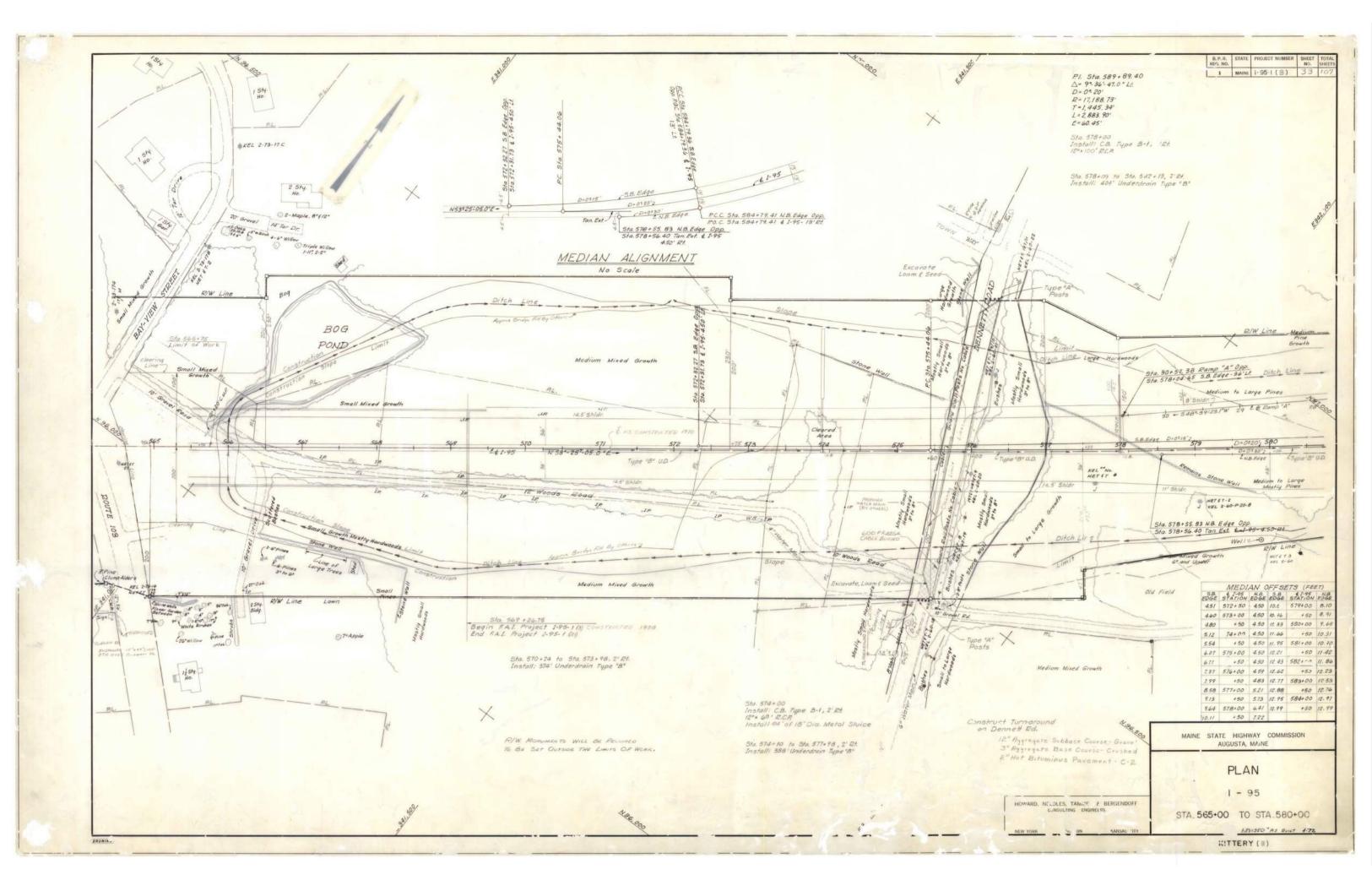


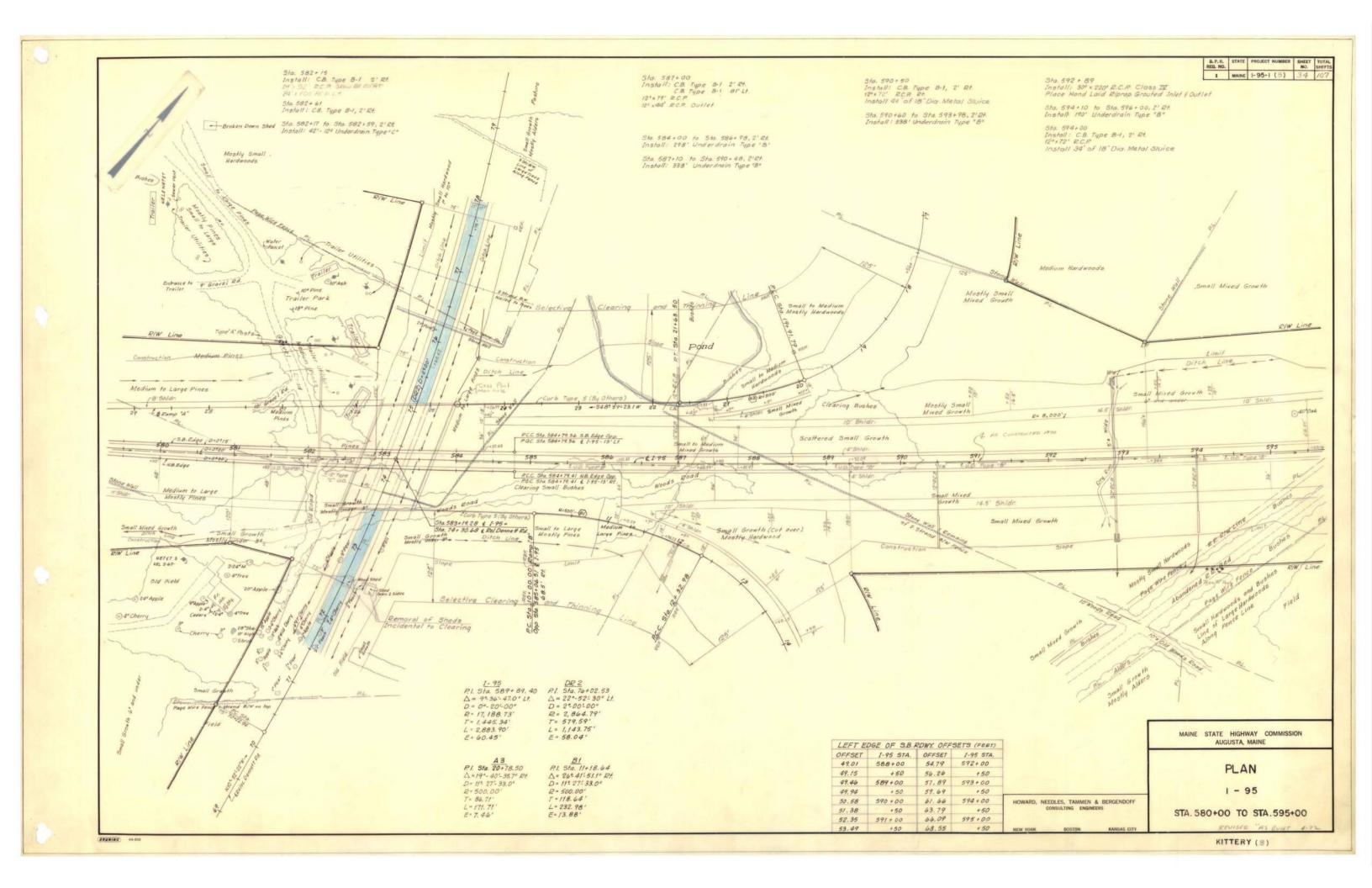


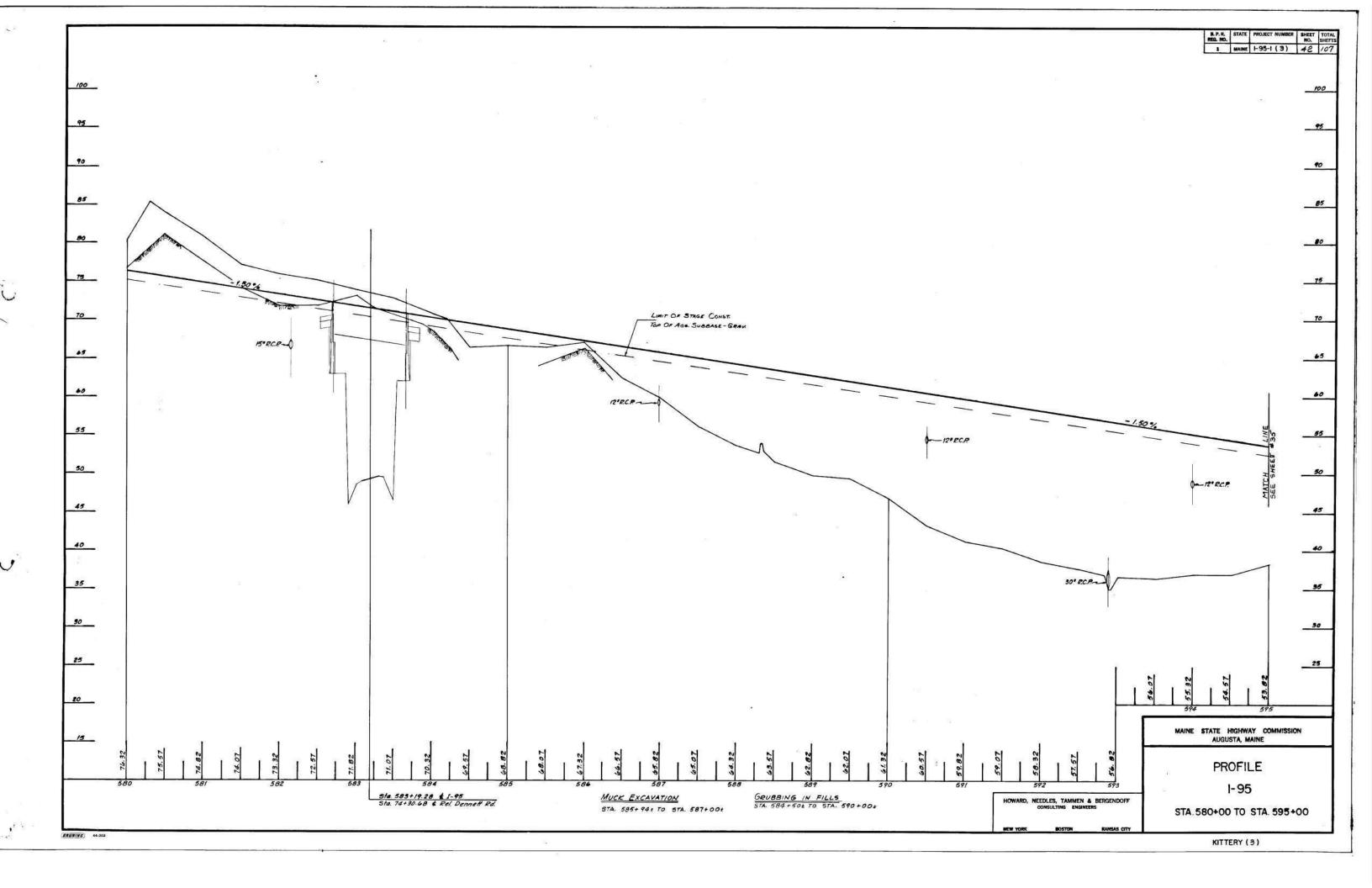


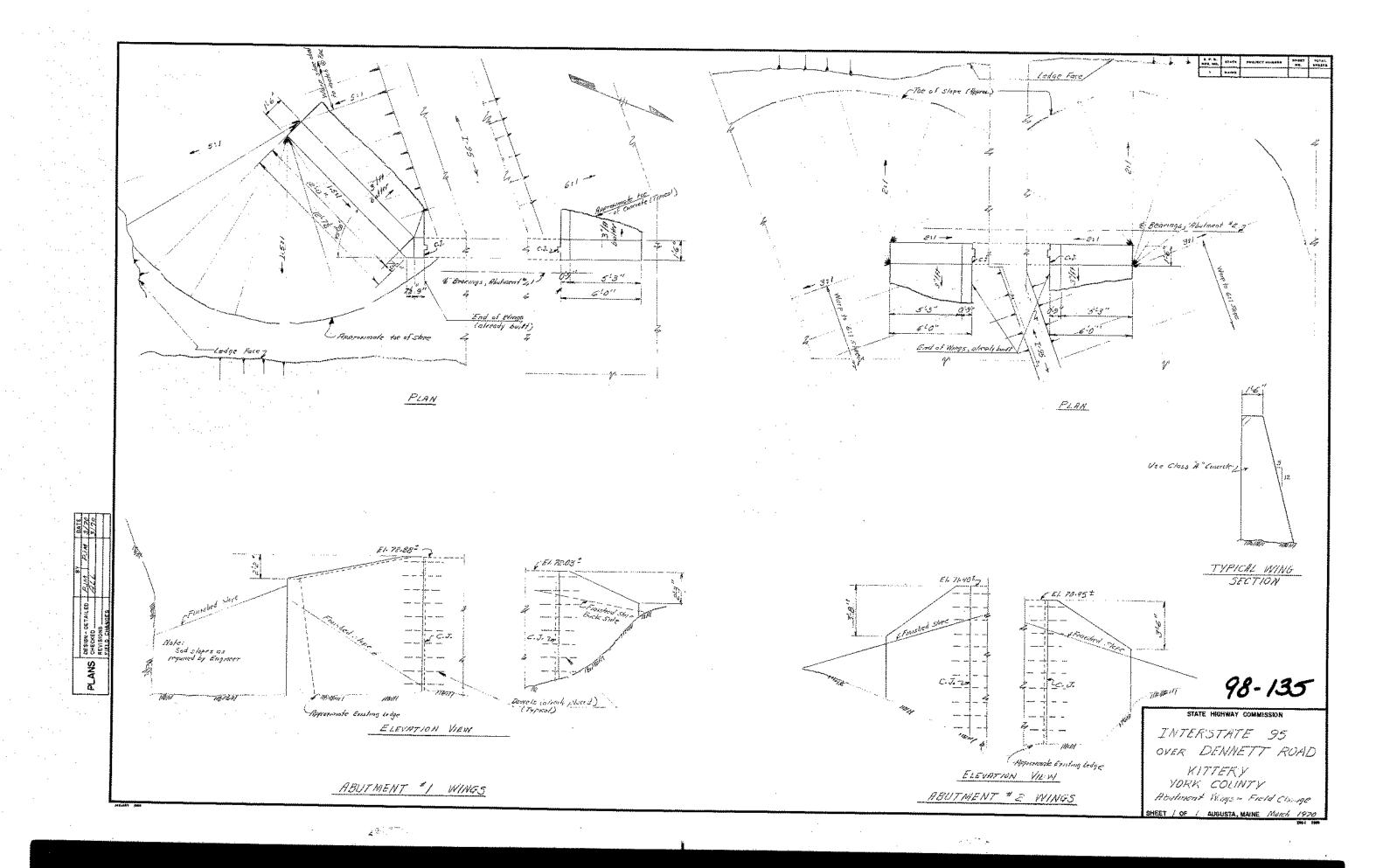


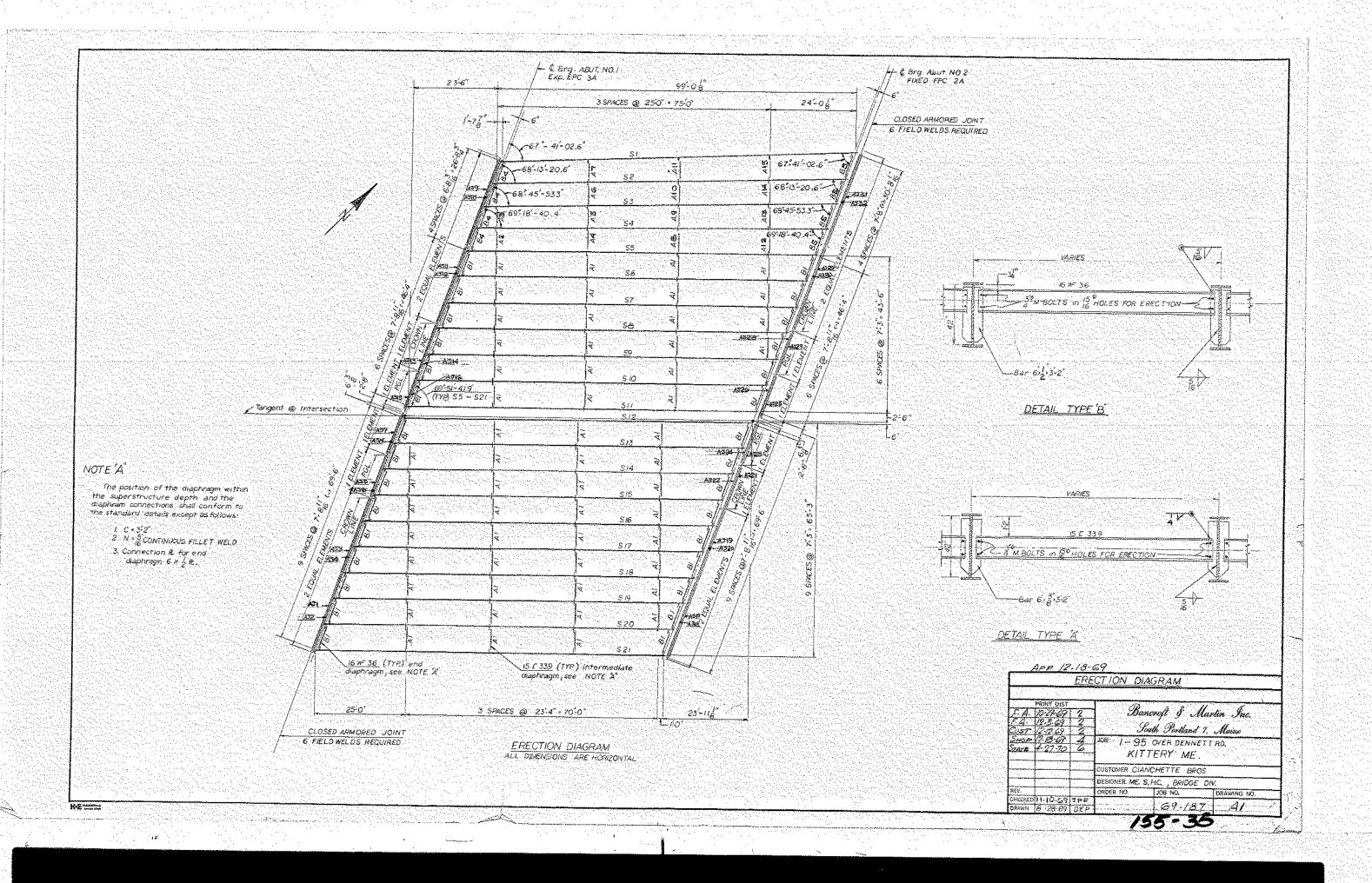


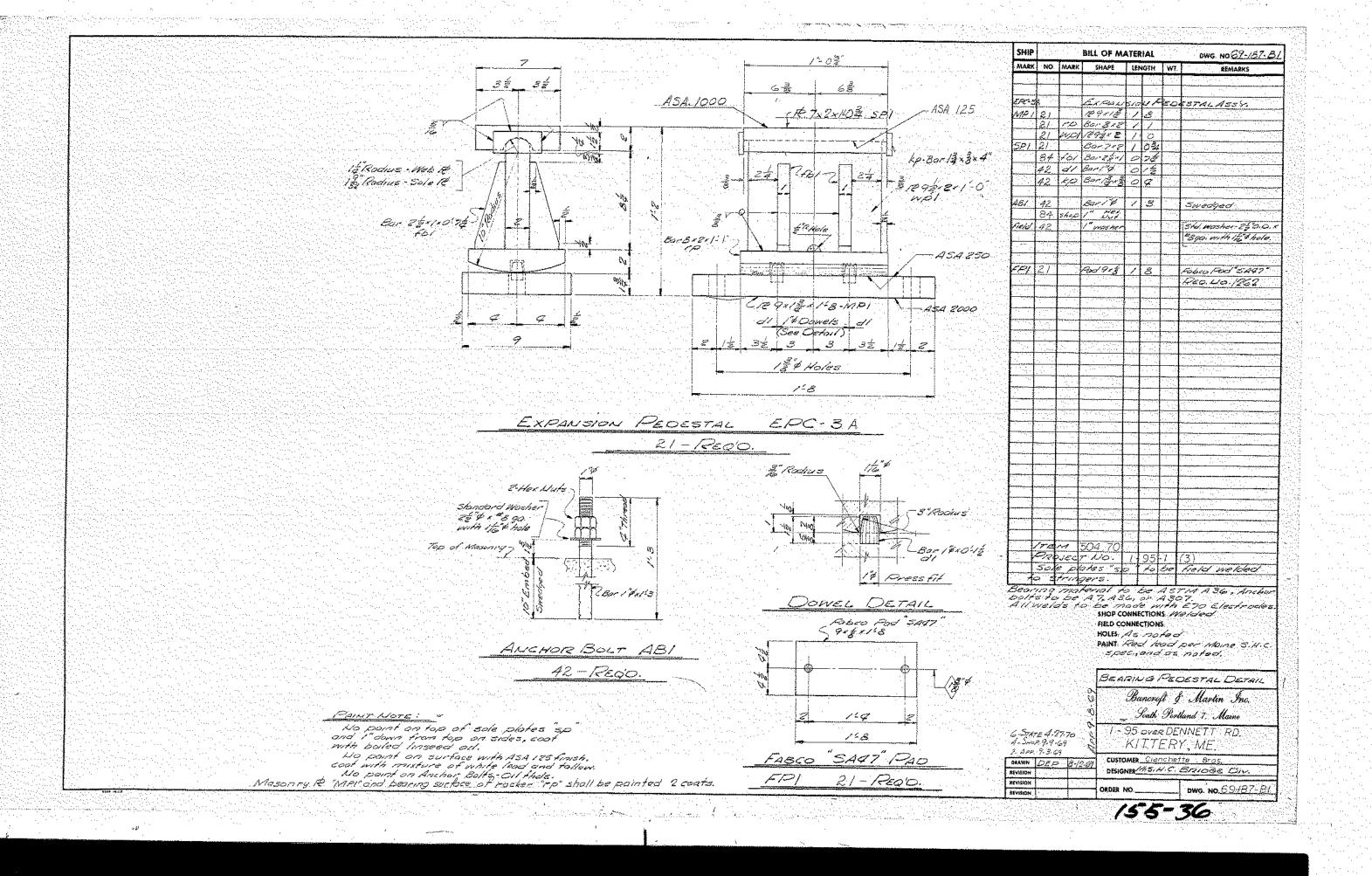


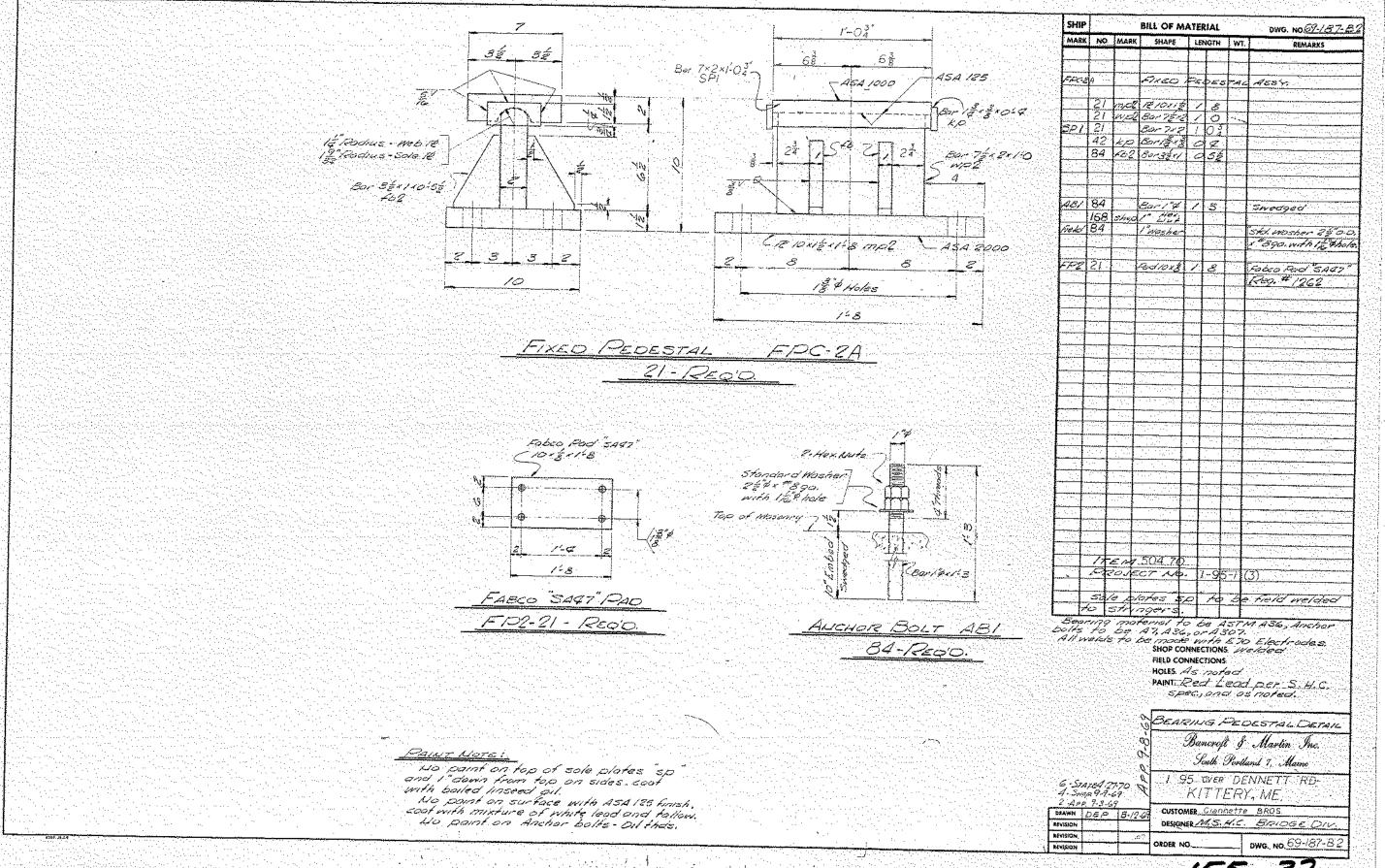




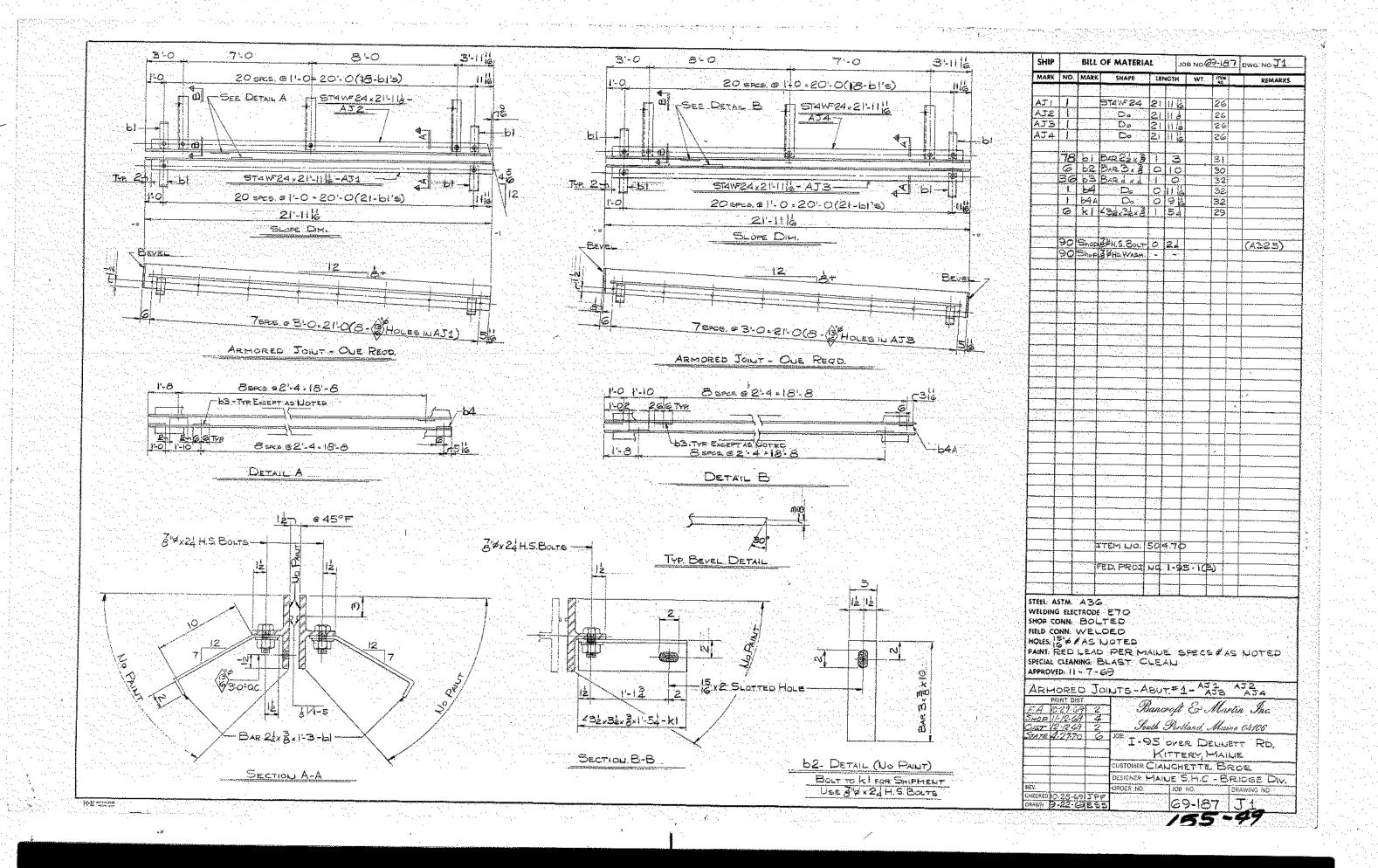


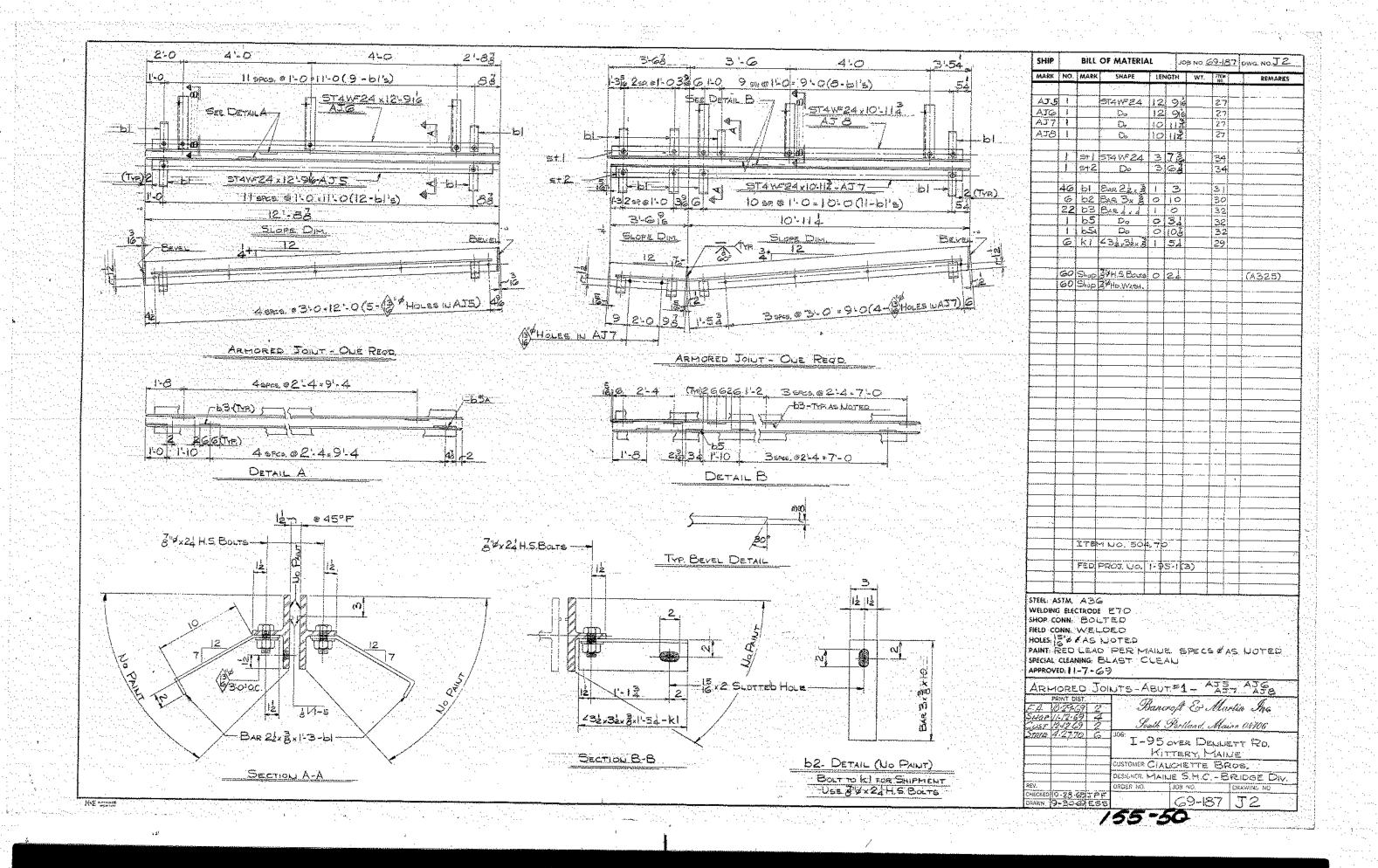


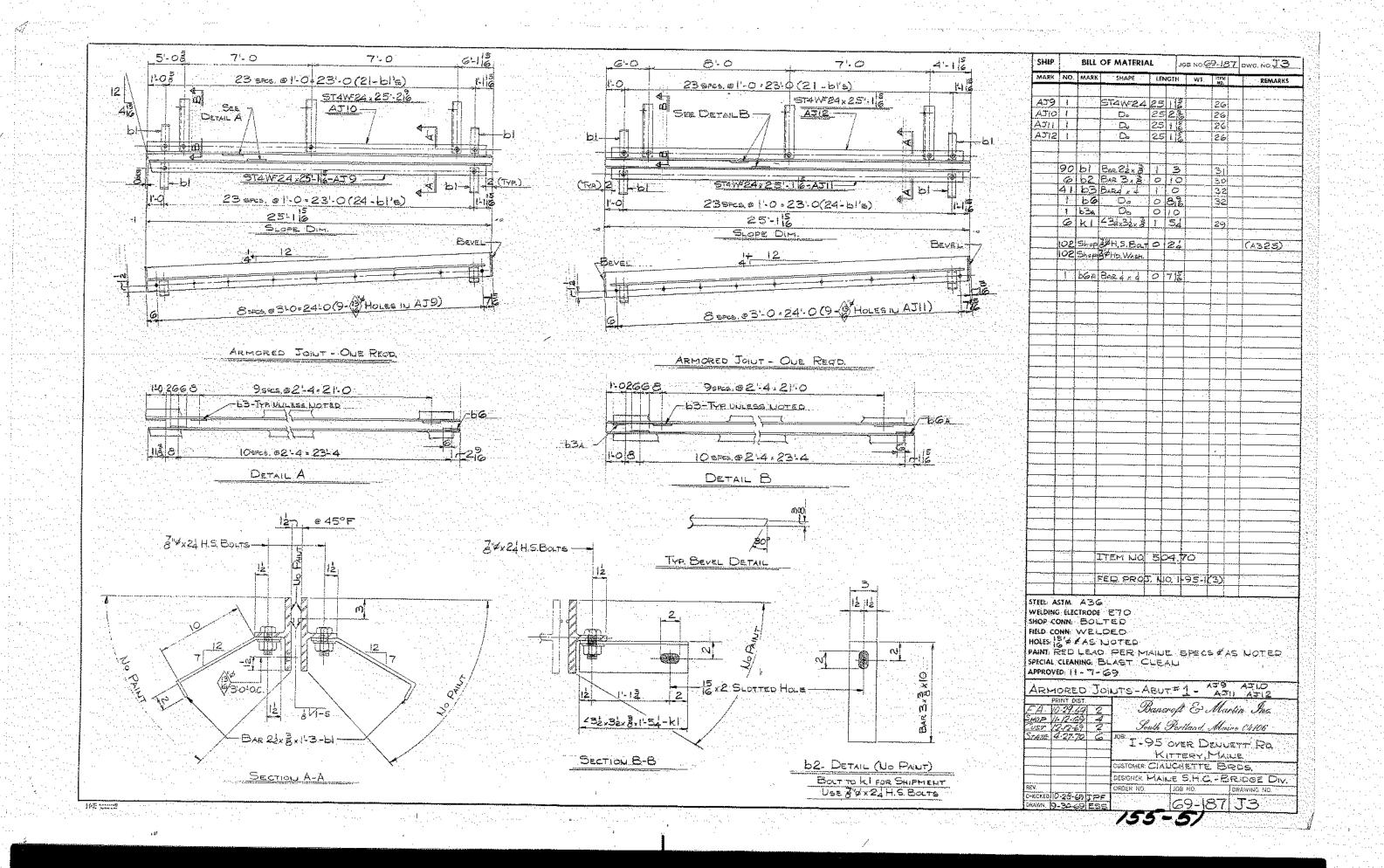


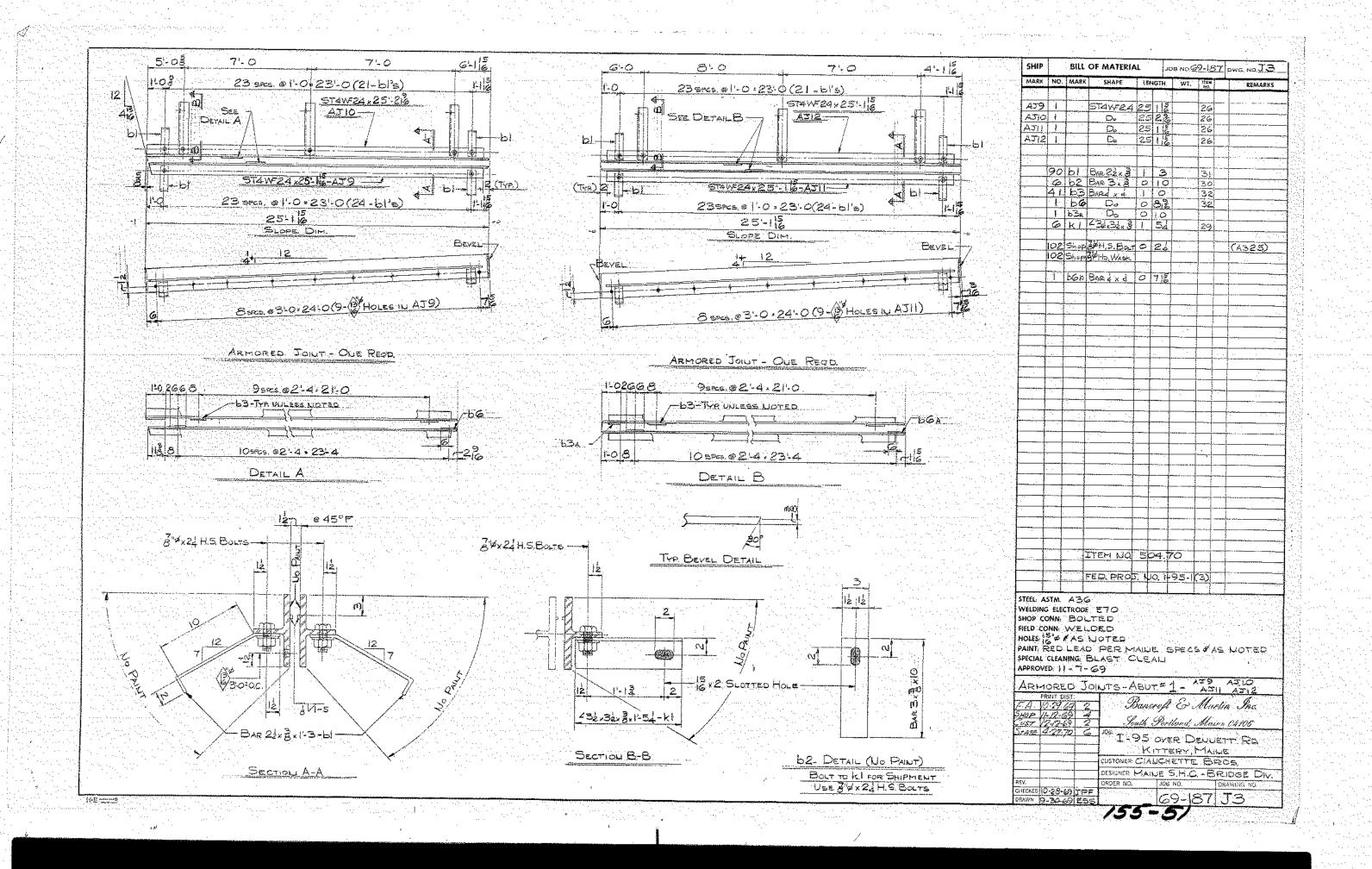


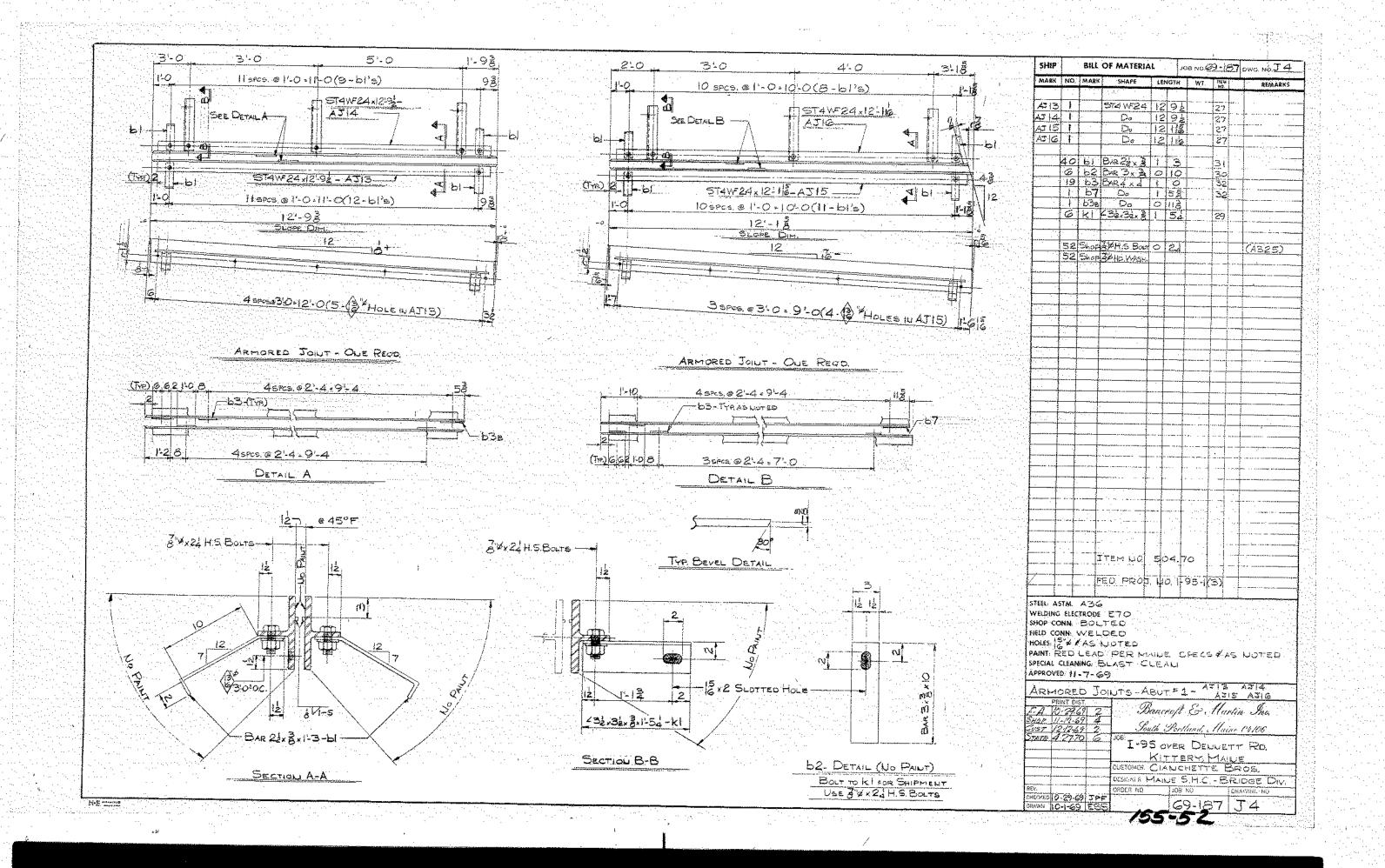
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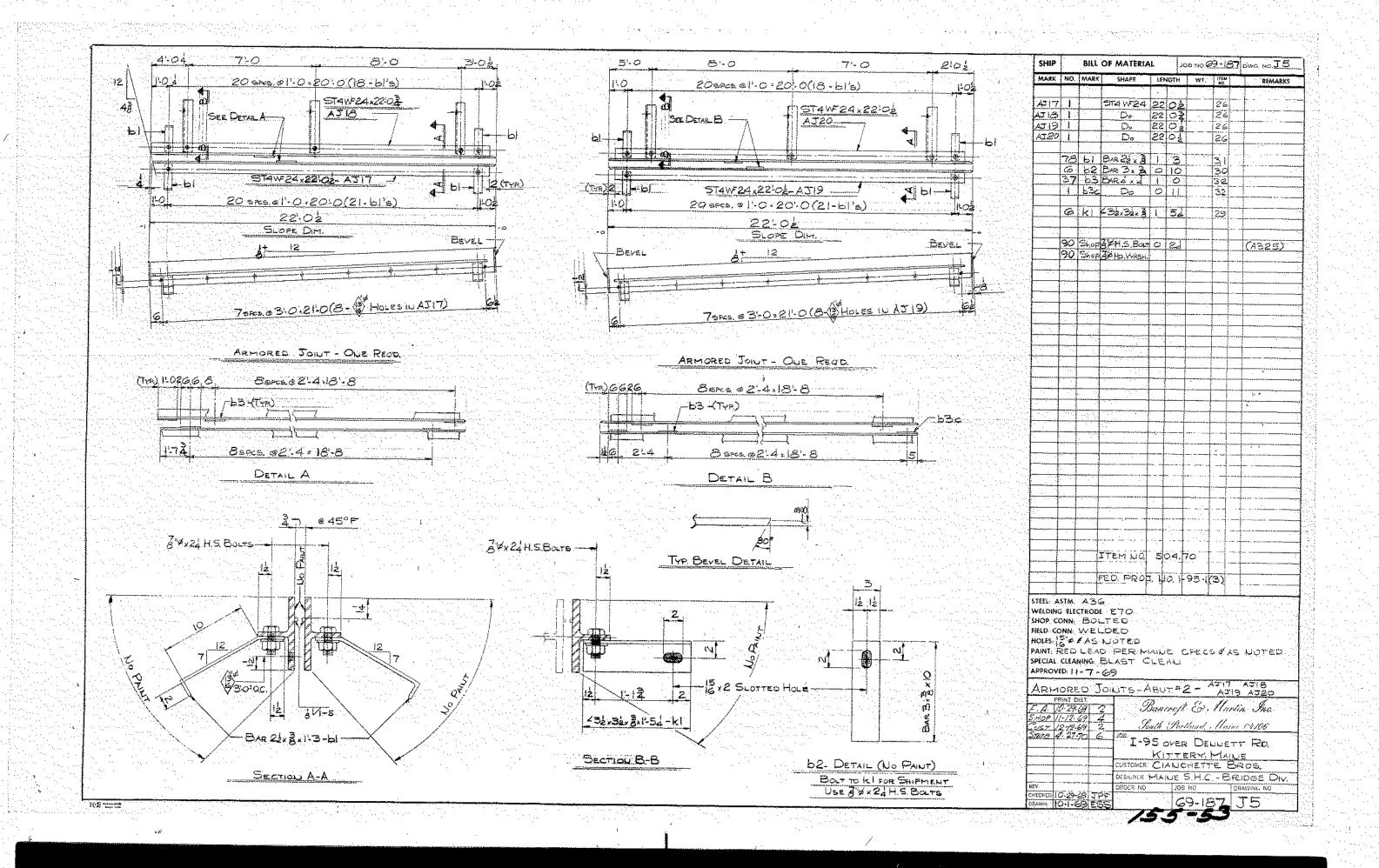


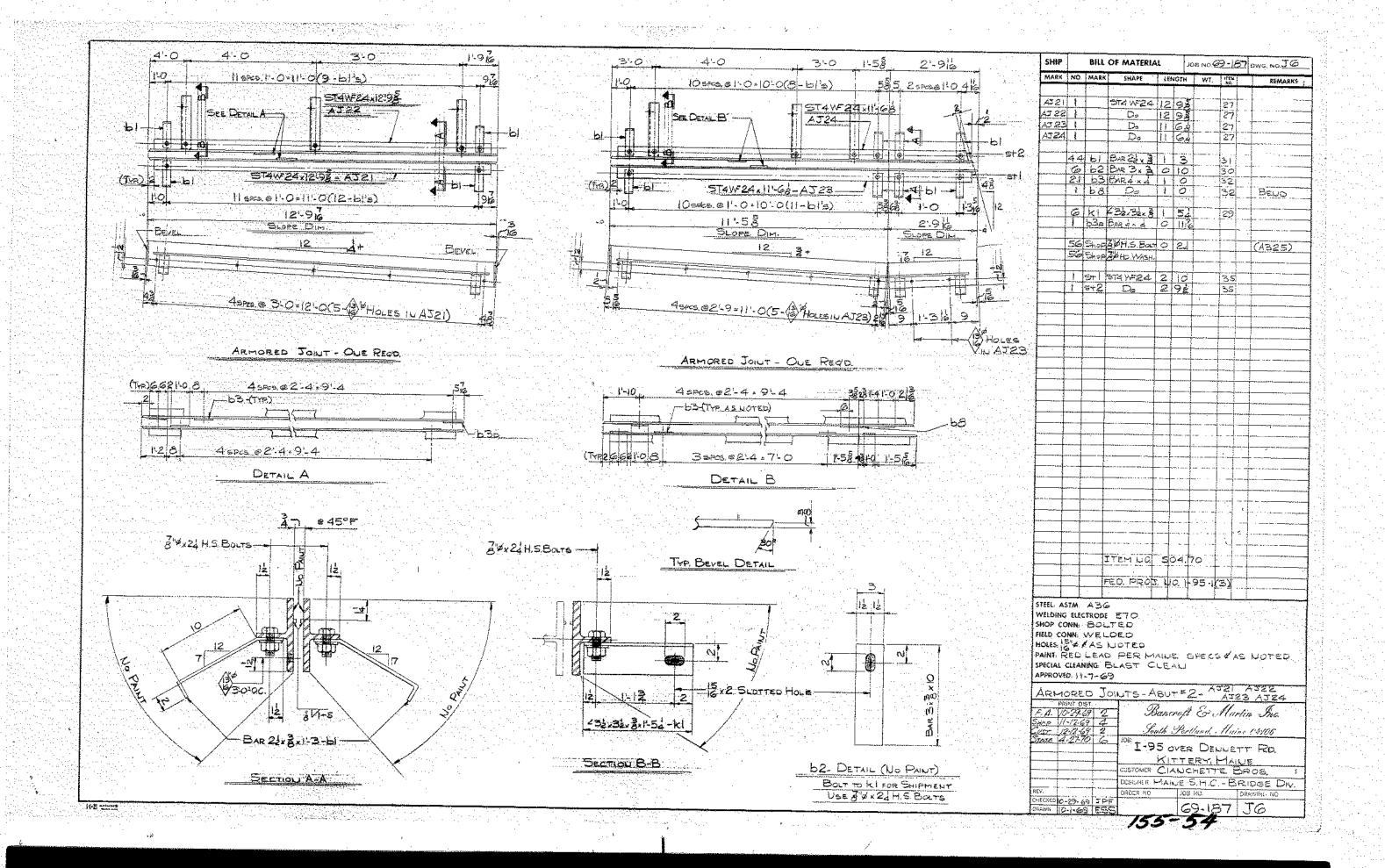


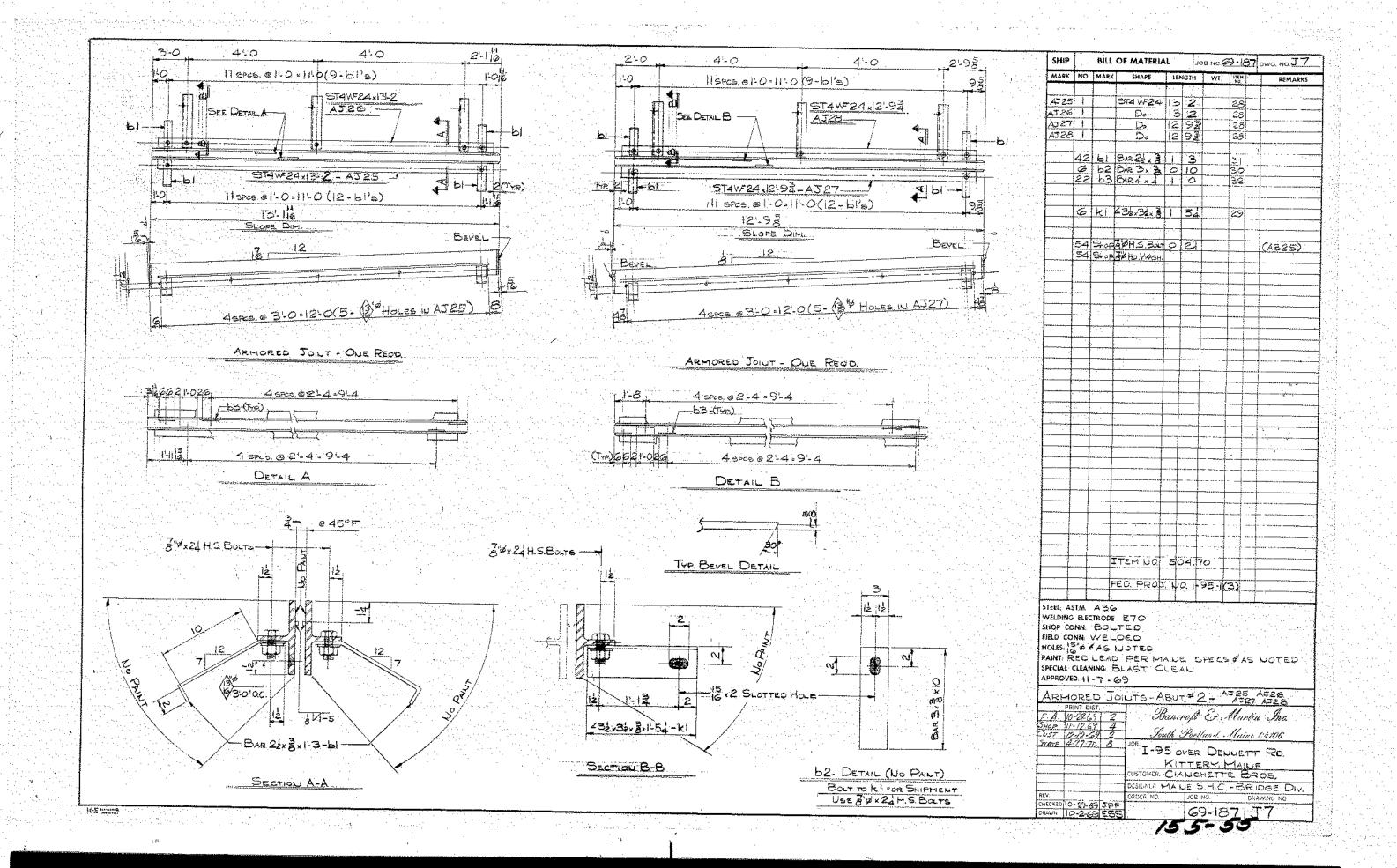


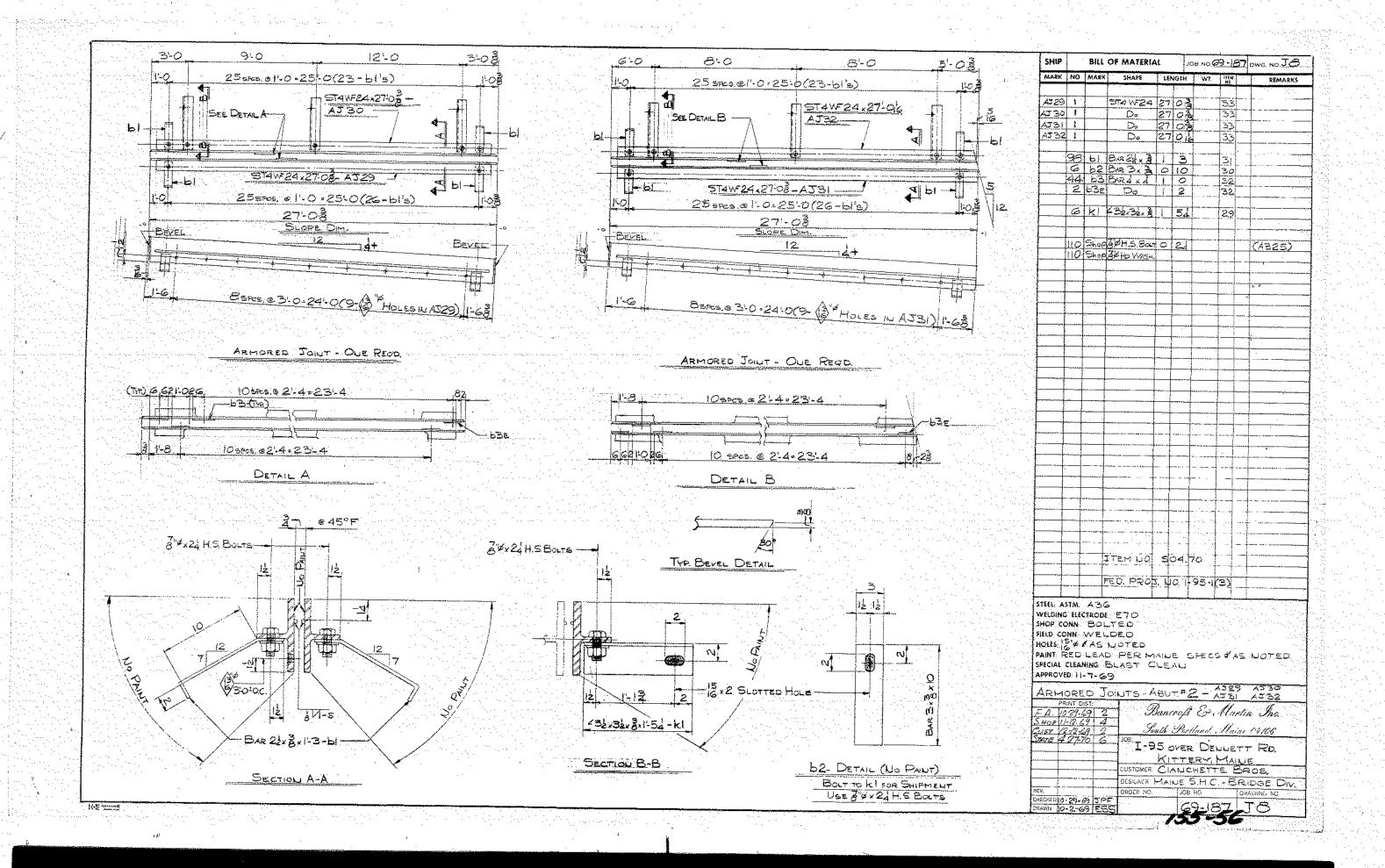


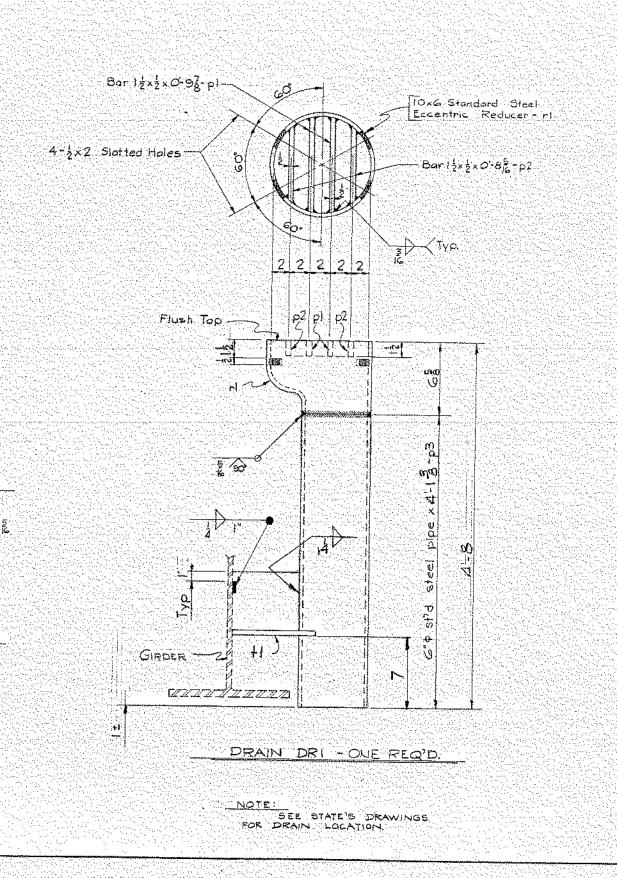








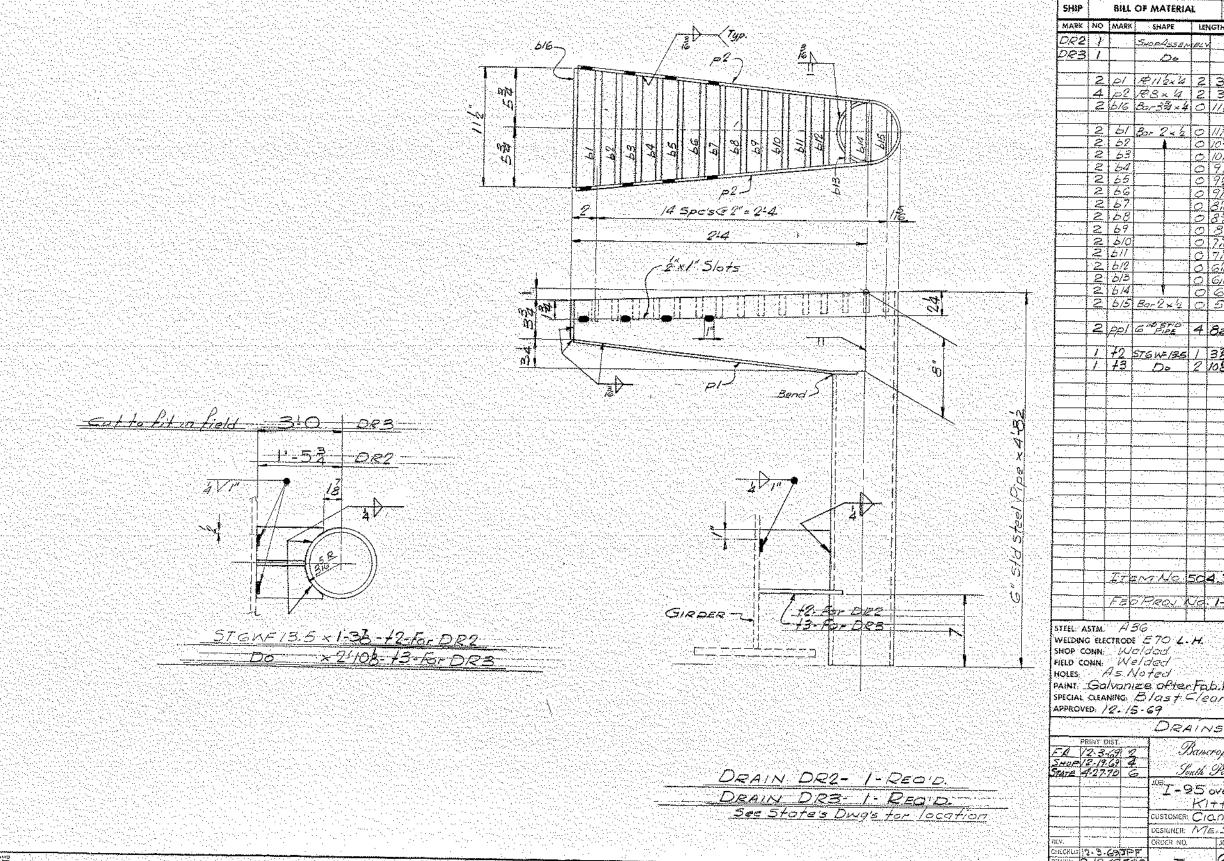




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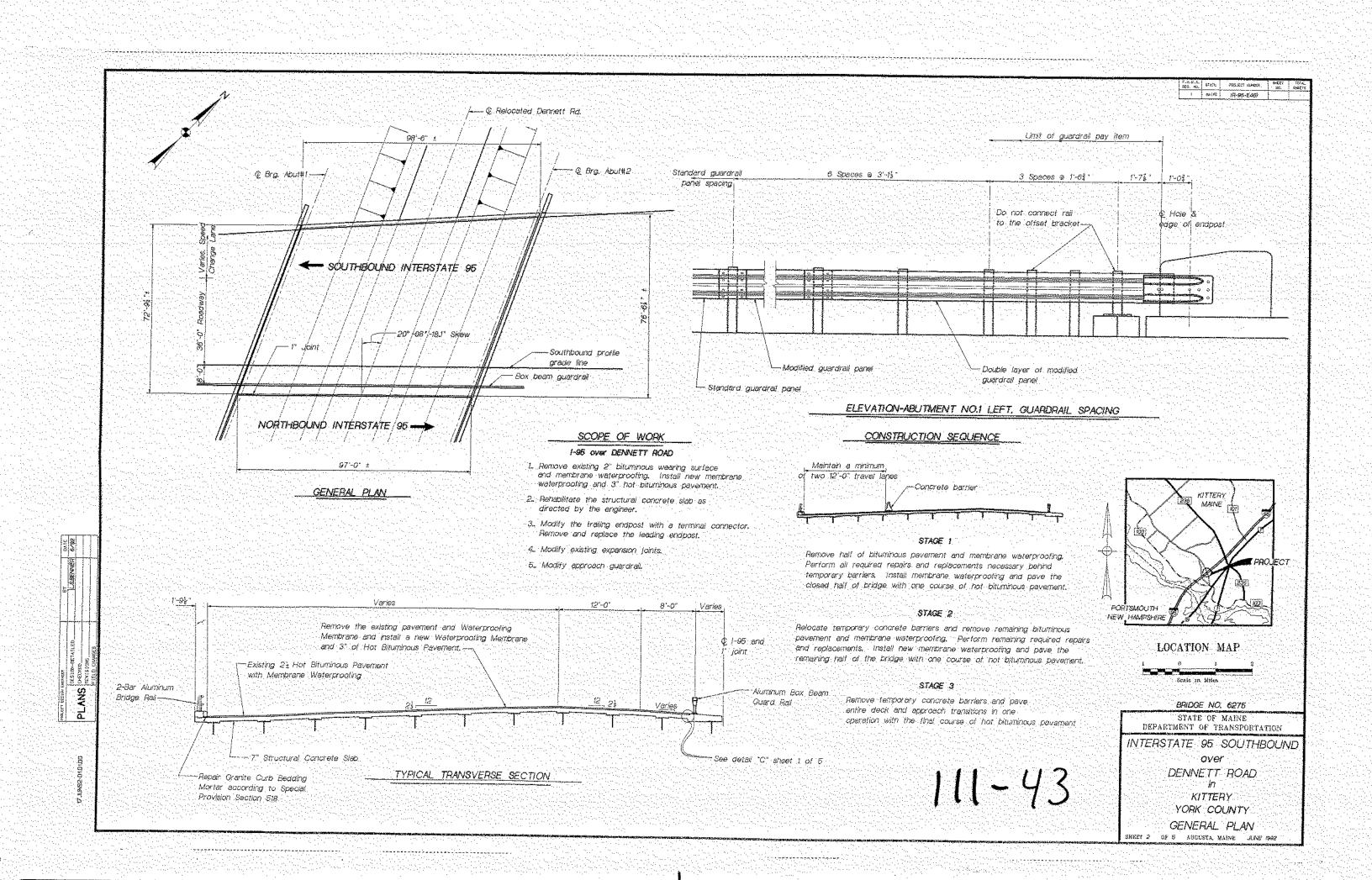
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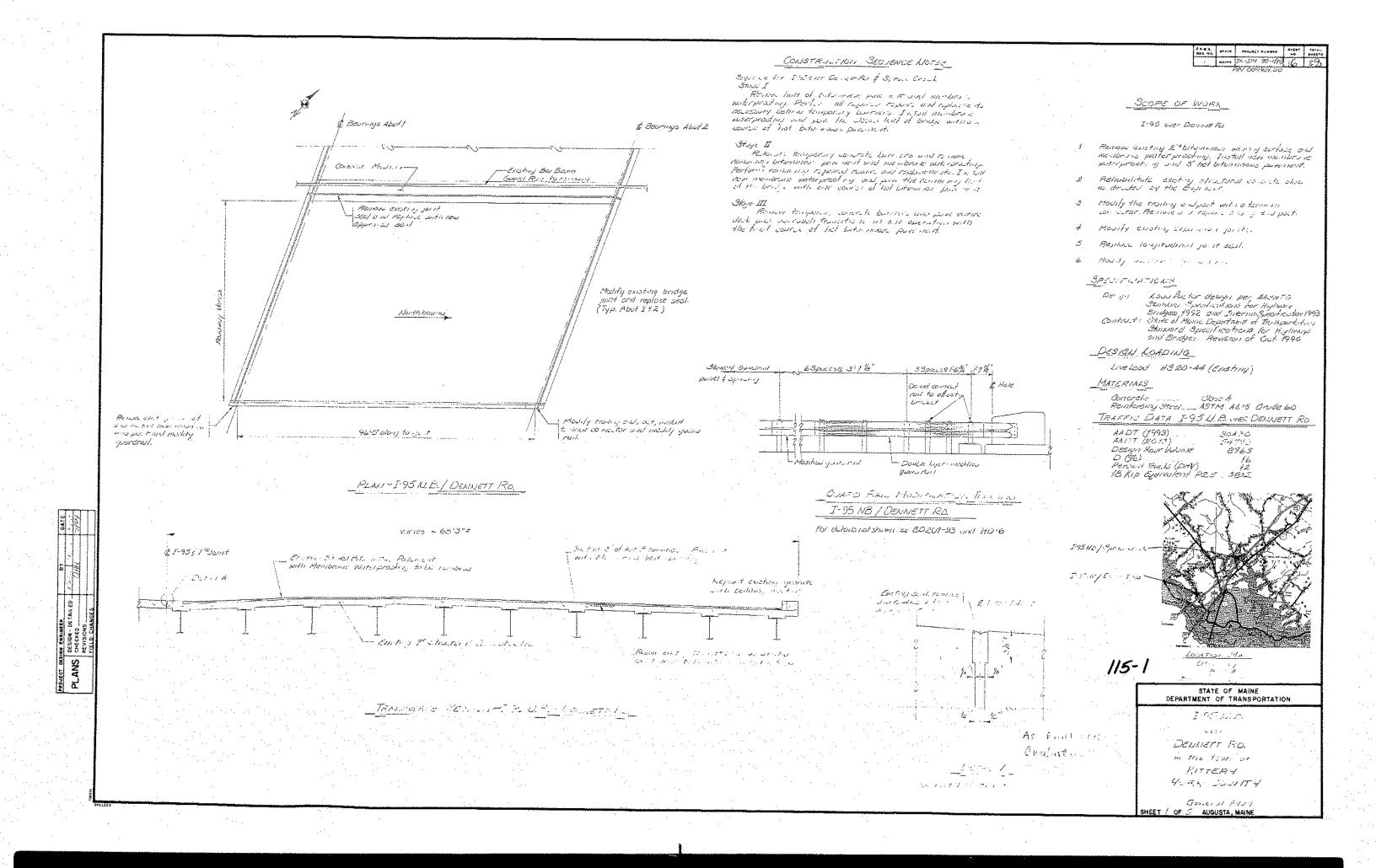
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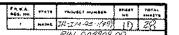


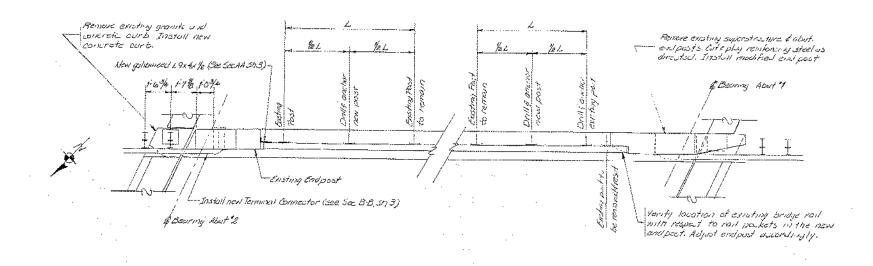
JOB NO. 69.187 DWG. NO. K2 SHAPE LENGTH WT. Galvanize 40 FIT FIT 1 72 STGW/85 / 33 1 73 Do 2 108 ITEM No 504.70 HOLES As Noted PAINT Galvanize often Fab. Per ASTM Species SPECIAL CLEANING Blast Clear DRAINS Bancroft & Martin Inc. South Portland, Maine 04106 I-95 over Dennett Rd. Kittery, Moine Dustomer Cianchette Bros. DESIGNER ME. S. H.C. - BRIDGE DIV. 69-187 K2

M. Emmino





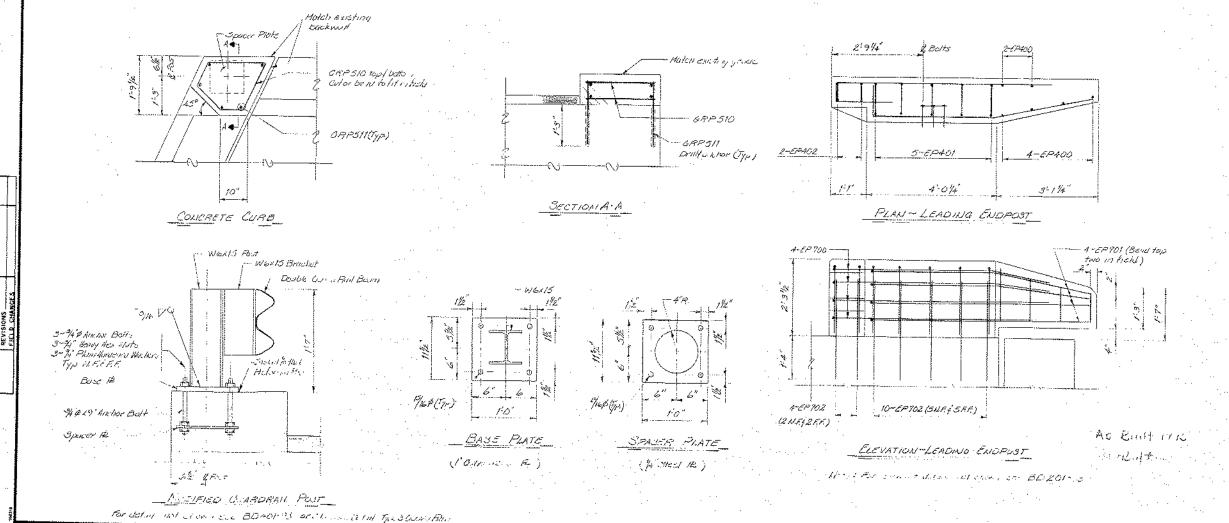




PLAN - TRAILING ENDPOST & PLAIL

#### CONSTRUCTION LIGITS - 1-95 GVER DENNIETT AD, IV. B.

- 1. Formers for modified guirdrail post, meri concrete curts, and removal of existing granife ourb, including oil labor, equipment, and inaterials shall be considered include that to related contract items.
- 2 Anchor botts for bruge roll stall be direct and ensured sectoring to Special Provise 1, Bestie 1507. Per, sent for bridge roll sests, onther systems one any other material and later regulated for matallation of the next bruge roll posts and removal and resetting of the existing bruge roll posts stall be med wall to related so draft terms.
- 3 Payon it for galacinzed unchois and the 1944 by at Abut 12 enapost, inches a motodotion, shan be need that to Item 606.1732. Bridge Commetion.
- 4 Ensting bridge and anchor batts chall be cut flown and purited with an acyonic zine rich point after point removal. Paint days be approved by the Eighteer and to form to ASTM Shandard Practice 4780, Section 2, Annex 42. Poyment shall be incidental to Item 606,1732, Bridge Connection.
- 5 Cut existing reinforcing steel reguired to be removed and play with a non-strink grout as directed by the Engineer. Payment shall be incidental to related continue items.
- 6 Kemeral of existing undpost will be post for moder Item 202,17 Removing Existing Structural Concrete.



PLANT LEADING ENDPOST & FRAIL

115-2

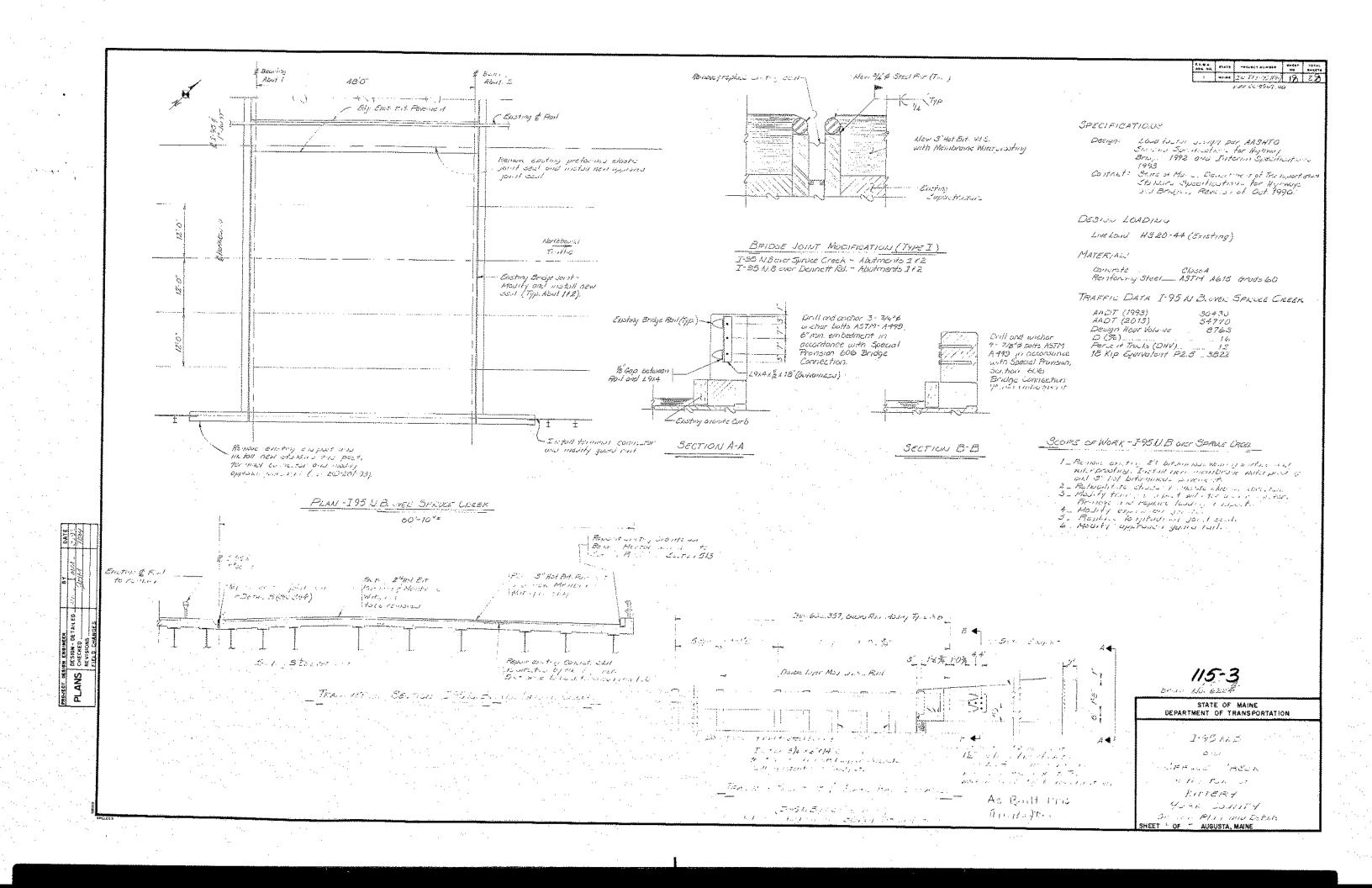
STATE OF MAINE DEPARTMENT OF TRANSPORTATION

I-95 N.B.

DELIMETT RD.
in the town of
KITTERY

YORK COULITY
EN POOT DETAILS

HEET & OF 🥒 AUGUSTA, MAINE



RX.M.A. PTATE PROJECT NUMBER \*\*\*\* IR JH 45-1(4) 19 2,8 PM GGGGGG GO

#### Longitudinal Joint Notes

1. - The langitudinal joints shall be sealed with the following components or AN APPROVED EQUAL. Evozote 300 ES.R from CEVA Expansion - Contraction Joint

Systems, A product line of E-Poxy Industries INC.

2. - The size of the seals are as tollows: E 2.1875, E 2.5 E 2.8125.
A combination of seal sizes shall be langitudinally combined by the heat walling method in the factory to accompate the varioties in will had the existing joint. One field splice will be allowed on ITS NB over Define H. Rd.

THE SEALS Shall be installed flush with the top of the concrete and bonded to : the sides of the joint according to the manufacturers recommendations.

4: ~ The orals shall be installed under the indutment expansion dams and AgAINST THE BACKWAILS.

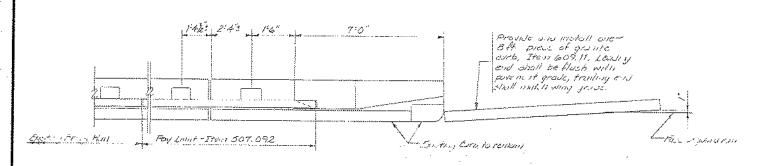
5. - Fur maximum effect of langitudinal joint seals, install when ambient temperature is 50° + = 104

Payment for langitudinal joint modifications will be made under item 520.241 Bridge Toint Modification - Type I - wongitudinal. The joints stall be installed out the seaks steed in accordings with

the manufacturer's recommendations and approved by the engineer.

ELEVATION - LEADING END POST I95 MB. Over SPROCE CARRY

Exertis



™Fλoposis

#### PLAN ~ LEADING END POST I'M N.B. OVER SPROLE CREEK

#### 145 N.B. OVER SHOOLE CHEEK LEADING END POST NOTES

NEW DEWY MILLS

Mest Lings Part -

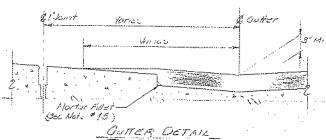
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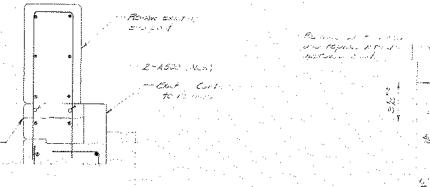
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### GENERAL NOTES - I-95 N.B OVER SPRUCE CREEK & DELIVETT RD.

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C. Madain contact

Payment shall be incidented to related contract Hems.

2 Expend for termal convertors including mobilising will be consistent mend it if to bear Bull Items.

3 Any character and my strate of takes for the for most asymmetric successions

4 Modification to guardrain. mulasting makerus and labor will be invidental to Item 606.357 General, Modely, Type 36.

5 The top surface of the emptury concrete state shall be resulted as sure test by the Engineer Payment will be made wither appropriate Jem No. 518.30 or 518.31.

6 Degree the bitomerous wearing sertore provid the existing bridge draws as directed by the Eymeer.

7 Personally stall shall have a mil 2 cover some of home notes.

8 The community chall phone is a suct operation such that here closers time will be burness for a morningene.

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18 Most extend all leaving state wall be produced The now 1161, Friday State that is taken of the production of the production of the state of the s

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION

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