

NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY
WELLS, MAINE
WELLS STATION EXPANSION

WELLS TRANSPORTATION CENTER

APPROVED:


NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY


CSX CORPORATION
Amy Jackson-Grove


FEDERAL RAILROAD ADMINISTRATION


MAINE DEPARTMENT OF TRANSPORTATION


AMTRAK


6/27/2024
DATE

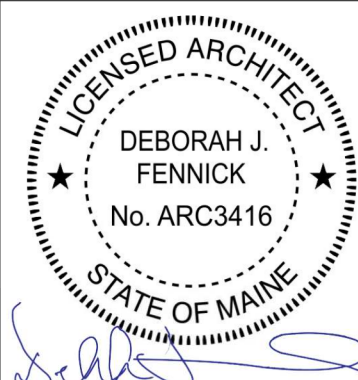
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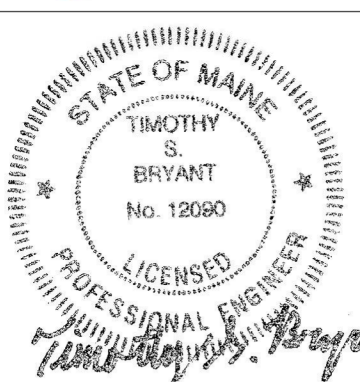
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8/21/2024
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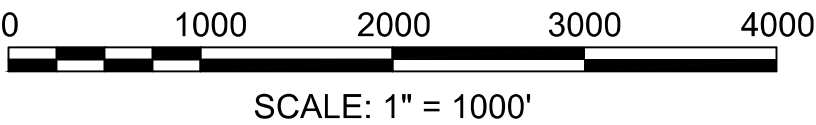
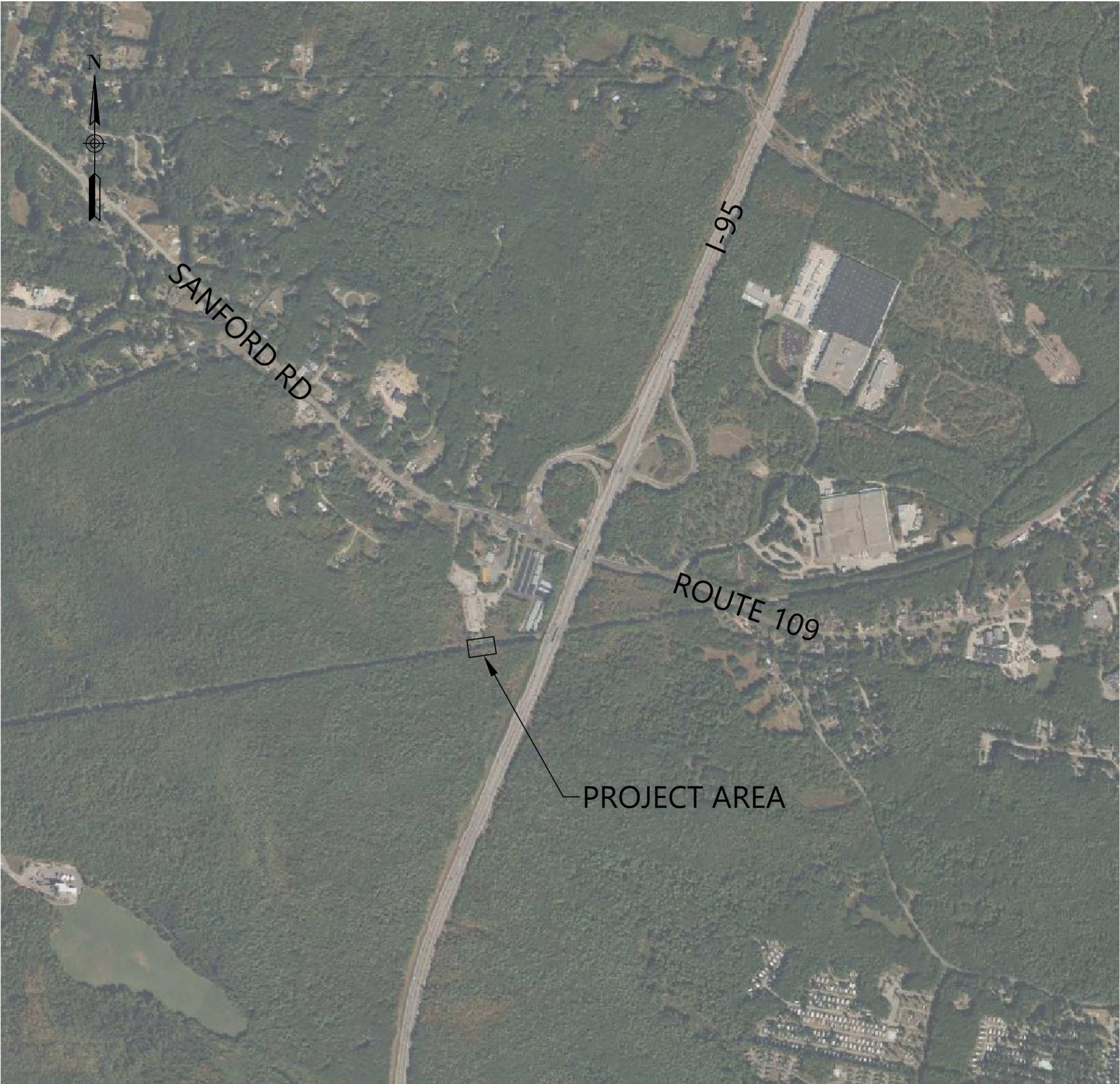
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Date: 2024.10.24 10:21:28 -04'00'


CIVIL ENGINEERING:
SHEETS C-101 TO C-111


ARCHITECTURAL
SHEETS AD-100 TO AD-200
SHEETS A-011 TO A-802
SHEETS LS-000 TO LS-101


STRUCTURAL:
SHEETS ST-001 TO ST-510


MECHANICAL/ELECTRICAL/PLUMBING
ENGINEERING:
SHEETS M000 TO M600
SHEETS E000 TO E801
SHEETS P000 TO P200



NINEPRA DOWNEASTER WELLS AREA IMPROVEMENTS PROJECT WELLS, MAINE									
PROJECT INFORMATION									
DATE	06/21/2024	DESIGNER	VHB	RAILROAD OWNER	CSX	REVISIONS 1		REVISIONS 2	
						REVISIONS 3		REVISIONS 4	
						REVISIONS 5			
									PROJECT COMPLETION DATE
WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION						COVER SHEET			
						SHEET NUMBER			
						G-000			

Legend

Exist.	Prop.		Exist.	Prop.	
		PROPERTY LINE			CONCRETE
		PROJECT LIMIT LINE			HEAVY DUTY PAVEMENT
		RIGHT-OF-WAY/PROPERTY LINE			BUILDINGS
		EASEMENT			RIPRAP
		BUILDING SETBACK			CONSTRUCTION EXIT
		PARKING SETBACK			TOP OF CURB ELEVATION
		BASELINE			BOTTOM OF CURB ELEVATION
		CONSTRUCTION LAYOUT			SPOT ELEVATION
		ZONING LINE			TOP & BOTTOM OF WALL ELEVATION
		TOWN LINE			BORING LOCATION
		LIMIT OF DISTURBANCE			TEST PIT LOCATION
		WETLAND LINE WITH FLAG			MONITORING WELL
		FLOODPLAIN			UNDERDRAIN
		BORDERING LAND SUBJECT TO FLOODING			DRAIN
		WETLAND BUFFER ZONE			ROOF DRAIN
		NO DISTURB ZONE			SEWER
		200' RIVERFRONT AREA			FORCE MAIN
		GRAVEL ROAD			OVERHEAD WIRE
		EDGE OF PAVEMENT			WATER
		BITUMINOUS BERM			FIRE PROTECTION
		BITUMINOUS CURB			DOMESTIC WATER
		CONCRETE CURB			GAS
		CURB AND GUTTER			ELECTRIC
		EXTRUDED CONCRETE CURB			STEAM
		MONOLITHIC CONCRETE CURB			TELEPHONE
		PRECAST CONC. CURB			FIRE ALARM
		SLOPED GRAN. EDGING			CABLE TV
		VERT. GRAN. CURB			CATCH BASIN CONCENTRIC
		LIMIT OF CURB TYPE			CATCH BASIN ECCENTRIC
		SAWCUT			DOUBLE CATCH BASIN CONCENTRIC
		BUILDING			DOUBLE CATCH BASIN ECCENTRIC
		BUILDING ENTRANCE			GUTTER INLET
		LOADING DOCK			DRAIN MANHOLE CONCENTRIC
		BOLLARD			DRAIN MANHOLE ECCENTRIC
		DUMPSTER PAD			TRENCH DRAIN
		SIGN			PLUG OR CAP
		DOUBLE SIGN			CLEANOUT
		STEEL GUARDRAIL			FLARED END SECTION
		WOOD GUARDRAIL			HEADWALL
		PATH			SEWER MANHOLE CONCENTRIC
		TREE LINE			SEWER MANHOLE ECCENTRIC
		WIRE FENCE			CURB STOP & BOX
		STOCKADE FENCE			WATER VALVE & BOX
		STONE WALL			TAPPING SLEEVE, VALVE & BOX
		RETAINING WALL			FIRE DEPARTMENT CONNECTION
		STREAM / POND / WATER COURSE			FIRE HYDRANT
		DETENTION BASIN			FIRE HYDRANT
		HAY BALES			WATER METER
		SILT FENCE			POST INDICATOR VALVE
		SILT SOCK / STRAW WATTLE			WATER WELL
		MINOR CONTOUR			GAS GATE
		MAJOR CONTOUR			GAS METER
		PARKING COUNT			ELECTRIC MANHOLE
		COMPACT PARKING STALLS			ELECTRIC METER
		DOUBLE YELLOW LINE			LIGHT POLE
		STOP LINE			TELEPHONE MANHOLE
		CROSSWALK			TRANSFORMER PAD
		ACCESSIBLE CURB RAMP			UTILITY POLE
		ACCESSIBLE PARKING			GUY POLE
		VAN-ACCESSIBLE PARKING			GUY WIRE & ANCHOR
Match Line See Sheet C1.00					PAYED WATER WAY
					HAND HOLE
					PULL BOX
					MATCHLINE

Abbreviations

General	
ABAN	ABANDON
ACR	ACCESSIBLE CURB RAMP
ADJ	ADJUST
APPROX	APPROXIMATE
BIT	BITUMINOUS
BP	BOTTOM OF PLATFORM
BS	BOTTOM OF STAIRS
CONC	CONCRETE
DYCL	DOUBLE YELLOW CENTER LINE
EL/ELEV	ELEVATION
EX	EXISTING
FDN	FOUNDATION
FFE	FINISHED FLOOR ELEVATION
FL	FLUSH
GRAN	GRANITE
GTD	GRADE TO DRAIN
LA	LANDSCAPE AREA
LOD	LIMIT OF DISTURBANCE
MAX	MAXIMUM
MIN	MINIMUM
NTS	NOT TO SCALE
PERF	PERFORATED
PROP	PROPOSED
P&M	PROTECT AND MAINTAIN
REM	REMOVE
RET	RETAIN
R&D	REMOVE AND DISPOSE
R&R	REMOVE AND RESET
SWEL	SOLID WHITE EDGE LINE
SWLL	SOLID WHITE LANE LINE
TP	TOP OF PLATFORM
TR	TOP OF RAIL
TS	TOP OF STAIRS
TYP	TYPICAL
Utility	
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
DCB	DOUBLE CATCH BASIN
DMH	DRAIN MANHOLE
CIP	CAST IRON PIPE
COND	CONDUIT
DIP	DUCTILE IRON PIPE
FES	FLARED END SECTION
FM	FORCE MAIN
F&G	FRAME AND GRATE
F&C	FRAME AND COVER
GI	GUTTER INLET
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HH	HANDHOLE
HW	HEADWALL
HYD	HYDRANT
INV	INVERT ELEVATION
I=	INVERT ELEVATION
LP	LIGHT POLE
PIV	POST INDICATOR VALVE
PWW	POLYVINYLCHLORIDE PIPE
PVC	POLYVINYLCHLORIDE PIPE
RCP	REINFORCED CONCRETE PIPE
R=	RIM ELEVATION
RIM=	RIM ELEVATION
SMH	SEWER MANHOLE
TSV	TAPPING SLEEVE, VALVE AND BOX
UG	UNDERGROUND
UP	UTILITY POLE

Notes

Project Information

- THIS IS A PROJECT OF THE NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY (NNEPRA). PROJECT NAME: NNEPRA WELLS STATION EXPANSION LOCATION: WELLS, ME
- PROJECT DESCRIPTION: THE MAJOR ELEMENTS OF THIS PROJECT INCLUDE, BUT ARE NOT LIMITED TO, REPLACEMENT OF EXISTING NORTH HIGH PLATFORM AND CANOPY, REMOVAL OF EXISTING NORTH LOW PLATFORM CANOPY, REMOVAL OF EXISTING NORTH LOW PLATFORM, CONSTRUCTION OF A TEMPORARY NORTH HIGH PLATFORM, CONSTRUCTION OF NEW SOUTH HIGH PLATFORM AND CANOPIES, CONSTRUCTION OF NEW NORTH AND SOUTH STAIR AND ELEVATOR TOWERS AND PEDESTRIAN BRIDGE OVER THE TRACKS, CONSTRUCTION OF A SAFE DISPERSAL AREA ON THE SOUTH SIDE OF THE TRACKS, LIGHTING, DRAINAGE, SITE, UTILITY, SIGNAGE, AND OTHER IMPROVEMENTS AS SHOWN IN THESE PLANS AND THE OTHER CONTRACT DOCUMENTS.
- EXISTING STATION BUILDING AND PARKING FACILITIES OWNER: MAINE TURNPIKE AUTHORITY
- RAILROAD OWNER: CSX
- EXISTING AND PROPOSED PLATFORMS OWNER: NNEPRA

General

- CONTRACTOR SHALL NOTIFY "DIG-SAFE" (1-888-344-7233 OR 1-811-344-7233) AT LEAST 72 HOURS, NOT INCLUDING SATURDAYS, SUNDAYS AND LEGAL MAINE HOLIDAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF EXCAVATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
- ACCESSIBLE ROUTES, PARKING SPACES, RAMPS, SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE FEDERAL AMERICANS WITH DISABILITIES ACT AND WITH STATE AND LOCAL LAWS AND REGULATIONS (WHICHEVER ARE MORE STRINGENT).
- AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL RECEIVE SIX INCHES LOAM AND SEED.
- UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN NECESSARY PERMITS, PAY FEES, AND POST BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS, IN THE SPECIFICATIONS, AND IN THE CONTRACT DOCUMENTS. DO NOT CLOSE OR OBSTRUCT ROADWAYS, SIDEWALKS, AND FIRE HYDRANTS, WITHOUT APPROPRIATE PERMITS.
- TRAFFIC SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE OWNER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
- CONTRACTOR SHALL PREVENT DUST, SEDIMENT, AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS.
- DAMAGE RESULTING FROM CONSTRUCTION LOADS & ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.

Utilities

- THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR ITS REPRESENTATIVE(S) HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE OWNER'S REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT AND CONTRACTOR'S FAILURE TO NOTIFY PRIOR TO PERFORMING ADDITIONAL WORK RELEASES OWNER FROM OBLIGATIONS FOR ADDITIONAL PAYMENTS WHICH OTHERWISE MAY BE WARRANTED TO RESOLVE THE CONFLICT.
- SET CATCH BASIN RIMS, AND INVERTS OF SEWERS, DRAINS, AND DITCHES IN ACCORDANCE WITH ELEVATIONS ON THE GRADING AND UTILITY PLANS. NOTIFY PROJECT ENGINEER IMMEDIATELY IF A CONFLICT ARISES BETWEEN THE PLAN ELEVATIONS AND THE FIELD CONDITIONS AND PRIOR TO COMPLETED INSTALLATION.
- RIM ELEVATIONS FOR DRAIN AND SEWER MANHOLES, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS, ARE APPROXIMATE AND SHALL BE SET/RESET AS FOLLOWS:
 - PAVEMENTS AND CONCRETE SURFACES: FLUSH
 - ALL SURFACES ALONG ACCESSIBLE ROUTES: FLUSH
 - LANDSCAPE, LOAM AND SEED, AND OTHER EARTH SURFACE AREAS: ONE INCH ABOVE SURROUNDING AREA AND TAPER EARTH TO THE RIM ELEVATION.
- THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY, THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRIC, FIRE ALARM, ETC.). FINAL DESIGN LOADS AND LOCATIONS SHALL BE COORDINATED WITH OWNER AND ARCHITECT.
- CONTRACTOR SHALL MAKE ARRANGEMENTS FOR AND SHALL BE RESPONSIBLE FOR PAYING FEES FOR POLE RELOCATION AND FOR THE ALTERATION AND ADJUSTMENT OF ELECTRIC, TELEPHONE, FIRE ALARM, AND ANY OTHER PRIVATE UTILITIES, WHETHER WORK IS PERFORMED BY CONTRACTOR OR BY THE UTILITIES COMPANY.
- UTILITY PIPE MATERIALS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS:
 - STORM DRAINAGE PIPES SHALL BE HDPE UNLESS OTHERWISE NOTED.
 - PIPE INSTALLATION AND MATERIALS SHALL COMPLY WITH THE STATE PLUMBING CODE WHERE APPLICABLE.
- ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4" MIN.) SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS AND LOCAL MUNICIPAL STANDARDS. FOR MANHOLES THAT ARE 20 FEET IN DEPTH AND GREATER, THE MINIMUM DIAMETER SHALL BE 5 FEET.

Typical ADA Slopes

- THE CONTRACTOR SHALL USE THE FOLLOWING CRITERIA AT ALL NEW PAVING AREAS, WHICH HAVE BEEN ADJUSTED BY THE DESIGNERS TO ALLOW FOR FIELD TOLERANCES.
- WALKWAYS
 - MAX SLOPE AT LANDINGS SHALL NOT EXCEED 1:60 (1.67%) IN ANY DIRECTION
 - MAX SLOPE AT RAMPED WALKWAYS SHALL NOT EXCEED 1:25 (4%).
 - CROSS SLOPES SHALL NOT EXCEED 1:60 (1.67%) IN ANY DIRECTION.
- RAMPS AND LANDINGS
 - MAX SLOPE AT LANDINGS SHALL NOT EXCEED 1:60 (1.67%) IN ANY DIRECTION.
 - MAX SLOPE AT RAMPS SHALL NOT EXCEED (7.69%).
 - RAMP CROSS SLOPES SHALL NOT EXCEED 1:60 (1.67%).
- PLATFORMS
 - MAX SLOPE OF PLATFORMS FROM FRONT EDGE TO BACK EDGE SHALL NOT EXCEED 1:96 (1.04%).
 - SLOPE OF PLATFORM PARALLEL TO TRACKS SHALL BE SET BY EXISTING TOP OF RAIL ELEVATIONS; MAXIMUM CROSS SLOPE SHALL NOT EXCEED 1:60 (1.67%).
- MAX SLOPE AT ADA PARKING STALLS SHALL NOT EXCEED 1:60 (1.67%) IN ANY DIRECTION

- ADJUST DIMENSIONS AS REQUIRED IN THE FIELD SO THAT EDGES AT ALL TRANSITIONS BETWEEN NEW AND EXISTING PAVEMENTS SHALL BE FULL THICKNESS AND SET FLUSH WITH EXISTING PAVEMENT AND MEET THE ABOVE CRITERIA.
- IF THESE TOLERANCES CANNOT BE ACHIEVED DUE TO EXISTING CONDITIONS DISCREPANCIES, CONTRACTOR SHALL NOTIFY THE RESIDENT IMMEDIATELY.

Layout and Materials

- DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, EDGE OF RUB RAIL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
- SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND DETAILS CONTIGUOUS TO THE BUILDING, INCLUDING SIDEWALKS, RAMPS, BUILDING ENTRANCES, STAIRWAYS, UTILITY PENETRATIONS, CONCRETE DOOR PADS, ETC.
- PROPOSED BOUNDS AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE SET OR RESET BY A PROFESSIONAL LAND SURVEYOR.
- PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.

Demolition

- CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMIT OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. AS INDICATED ON THE DRAWINGS. REMOVE AND DISPOSE OF EXISTING UTILITIES, FOUNDATIONS AND UNSUITABLE MATERIAL BENEATH AND FOR A DISTANCE OF 10 FEET BEYOND THE FOOTPRINT OF PROPOSED STRUCTURES.
- EXISTING UTILITIES SHALL BE TERMINATED, UNLESS OTHERWISE NOTED, IN CONFORMANCE WITH LOCAL, STATE AND INDIVIDUAL UTILITY COMPANY STANDARD SPECIFICATIONS AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES.
- CONTRACTOR SHALL DISPOSE OF DEMOLITION DEBRIS IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS, ORDINANCES AND STATUTES.
- THE DEMOLITION LIMITS DEPICTED IN THE PLANS ARE INTENDED TO AID THE CONTRACTOR DURING THE BIDDING AND CONSTRUCTION PROCESS AND ARE NOT INTENDED TO DEPICT EACH AND EVERY ELEMENT OF DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE DETAILED SCOPE OF DEMOLITION BEFORE SUBMITTING ITS BID/PROPOSAL TO PERFORM THE WORK .
- UNLESS OTHERWISE SPECIFICALLY PROVIDED ON THE PLANS OR IN THE SPECIFICATIONS, THE ENGINEER HAS NOT PREPARED DESIGNS FOR AND SHALL HAVE NO RESPONSIBILITY FOR THE PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF HAZARDOUS MATERIALS, TOXIC WASTES OR POLLUTANTS AT THE PROJECT SITE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS OF LOSS, DAMAGE, EXPENSE, DELAY, INJURY OR DEATH ARISING FROM THE PRESENCE OF HAZARDOUS MATERIAL AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER FROM ANY CLAIMS MADE IN CONNECTION THEREWITH.

Existing Conditions Information

- BASE PLAN: THE PROPERTY LINES SHOWN WERE DETERMINED BY AN ACTUAL FIELD SURVEY CONDUCTED BY VHB IN OCTOBER 2022, AND FROM PLANS OF RECORD. THE TOPOGRAPHY AND PHYSICAL FEATURES ARE BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON THE GROUND BY VHB, DURING OCTOBER 2022.
 - DELINEATION OF THE WETLANDS AND PLACEMENT OF THE FLAGS WAS PERFORMED BY: VHB.
 - FLAGS MARKING THE WETLANDS WERE LOCATED BY: VHB.
- TOPOGRAPHY: ELEVATIONS ARE BASED ON NAVD 88 DATUM.
- HORIZONTAL DATUM: ME83 WEST
- GEOTECHNICAL DATA INCLUDING TEST PIT AND BORING LOCATIONS AND ELEVATIONS WERE OBTAINED FROM GZA ENVIRONMENTAL

Railroad Requirements

- ALL ACTIVITIES WITHIN 25 FT FROM THE CENTERLINE OF THE NEAREST TRACK ARE CONSIDERED FOULING THE TRACK. DURING CONSTRUCTION, CLEAR THE FOUL AREA BY REMOVING ALL PERSONNEL AND EQUIPMENT A MINIMUM OF 25 FT FROM THE CENTERLINE OF THE NEAREST TRACK DURING TRAIN OPERATION. NOTICE FOR CLEARING THE FOUL AREA DURING TRAIN OPERATIONS WILL BE GIVEN BY AN ONSITE RAILROAD PROTECTION FLAGMAN. CLEAR THE FOUL AREA AND REMAIN CLEAR OF THE FOUL AREA AND REMAIN CLEAR OF THE FOUL AREA UNTIL ALLOWED TO RETURN AS INSTRUCTED BY THE FLAGMAN.
- PLACEMENT OR STORAGE OF MATERIAL OR EQUIPMENT WILL NOT BE PERMITTED WITHIN 25 FEET FROM CENTERLINE OF AN ADJACENT TRACK, EXCEPT AS MAY BE NOTED IN THE APPROVED SITE SPECIFIC WORK PLAN. TO ENSURE THIS REQUIREMENT, ESTABLISH A 25 FT LINE PRIOR TO THE START OF WORK BY DRIVING STAKES, TAPING OFF, OR ERECTING A TEMPORARY FENCE.
- CONFORM TO CSX GUIDELINES FOR TEMPORARY SHORING.
- SUBMIT SITE SPECIFIC WORK PLANS (SSWP) INCLUDING COMPUTATIONS AND A DETAILED DESCRIPTION OF PROPOSED METHODS FOR ACCOMPLISHING THE WORK, INCLUDING METHODS FOR PROTECTING HOST RAILROAD TRAFFIC. MULTIPLE SSWP MAY BE REQUIRED AS DIRECTED BY THE PROJECT ENGINEER, DEPENDENT UPON THE WORK TASKS AND DURATIONS OF EACH WORK TASK.
- NO CELL PHONE OR RADIO USE IS ALLOWED WITHIN 25 FT OF THE TRACK CENTERLINE.
- COORDINATE ALL SIGN INSTALLATION LOCATIONS WITH THE HOST RAILROAD AND AMTRAK TO ADDRESS OPERATIONS CONCERNS, CONTRACTOR SHALL NOTIFY MAINE ONE CALL CENTER.
- STAGE THE WORK TO MAINTAIN THE NORMAL TRAIN OPERATIONS AND ACCESS FOR PASSENGER MOVEMENT FOR BOARDING AND DEPARTING THE TRAINS AND ACCESS TO ADJACENT PARKING FACILITIES.
- THE FLAGGING ACTIVITIES AND PRESENCE WILL BE DETERMINED BY THE RAILROAD AND WILL BE BASED UPON THE APPROVED SITE SPECIFIC WORK PLAN.
- COORDINATE WITH RAILROAD TO LOCATE, PROTECT, AND RESTORE ALL BURIED UTILITIES, SIGNAL AND COMMUNICATION CABLES. VERIFY AND MARK ALL UTILITIES, SIGNAL, AND COMMUNICATION CABLES PRIOR TO ANY EXCAVATION. IN ADDITION TO MARK CUTS PERFORMED FOR, OR BY THE UTILITY COMPANIES NOTIFY THE HOST RAILROAD FOR A SEPARATE DIG TICKET PRIOR TO EXCAVATION.
- CONTRACT DOCUMENTS SHALL NOT BE SCALED. IF DIMENSIONS ARE MISSING, COORDINATE THROUGH SHOP DRAWINGS.
- EXAMINE THE SITE AND CONDITIONS AND REVIEW THE CONSTRUCTION DOCUMENTS PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE PROJECT ENGINEER IN WRITING PRIOR TO COMMENCEMENT OF WORK.
- UPON COMPLETION OF CONSTRUCTION, A FULL SET OF ELECTRONIC AS-BUILT DRAWINGS, SHOWING ACTUAL MEASURED VERTICAL AND HORIZONTAL CLEARANCES, SHALL BE FURNISHED TO CSX.
- THE CSX SOIL AND WATER MANAGEMENT POLICY SHALL BE FOLLOWED THROUGHOUT THE DURATION OF THE PROJECT.
- REFER TO PROJECT SPECIFICATIONS REGARDING THE TRACK MONITORING PLAN THAT SHALL BE IMPLEMENTED FOR THE DURATION OF THE PROJECT.
- CONFORMANCE WITH CSX'S DRAINAGE POLICY SHALL BE FOLLOWED WHERE POSSIBLE.

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

CIVIL LEGEND AND GENERAL NOTES

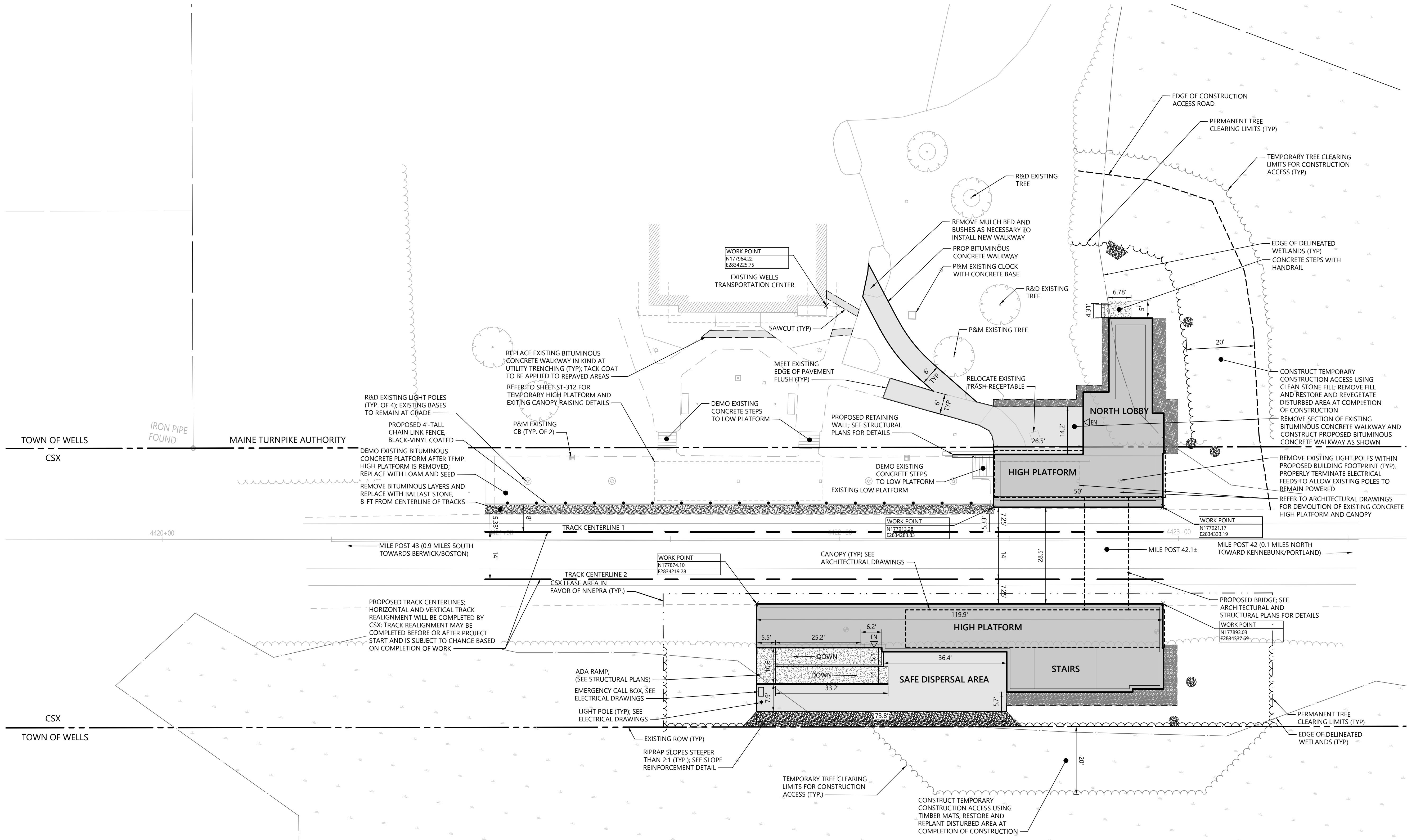
SHEET NUMBER

C-101

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENTS PROJECT

WELLS, MAINE

PROJECT INFORMATION	
DATE	06/21/2024
DESIGNER	VHB
RAILROAD OWNER	CSX
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 5	
PROJECT COMPLETION DATE	



NNEPRA DOWNEASTER

WELLS AREA IMPROVEMENTS PROJECT

WELLS, MAINE

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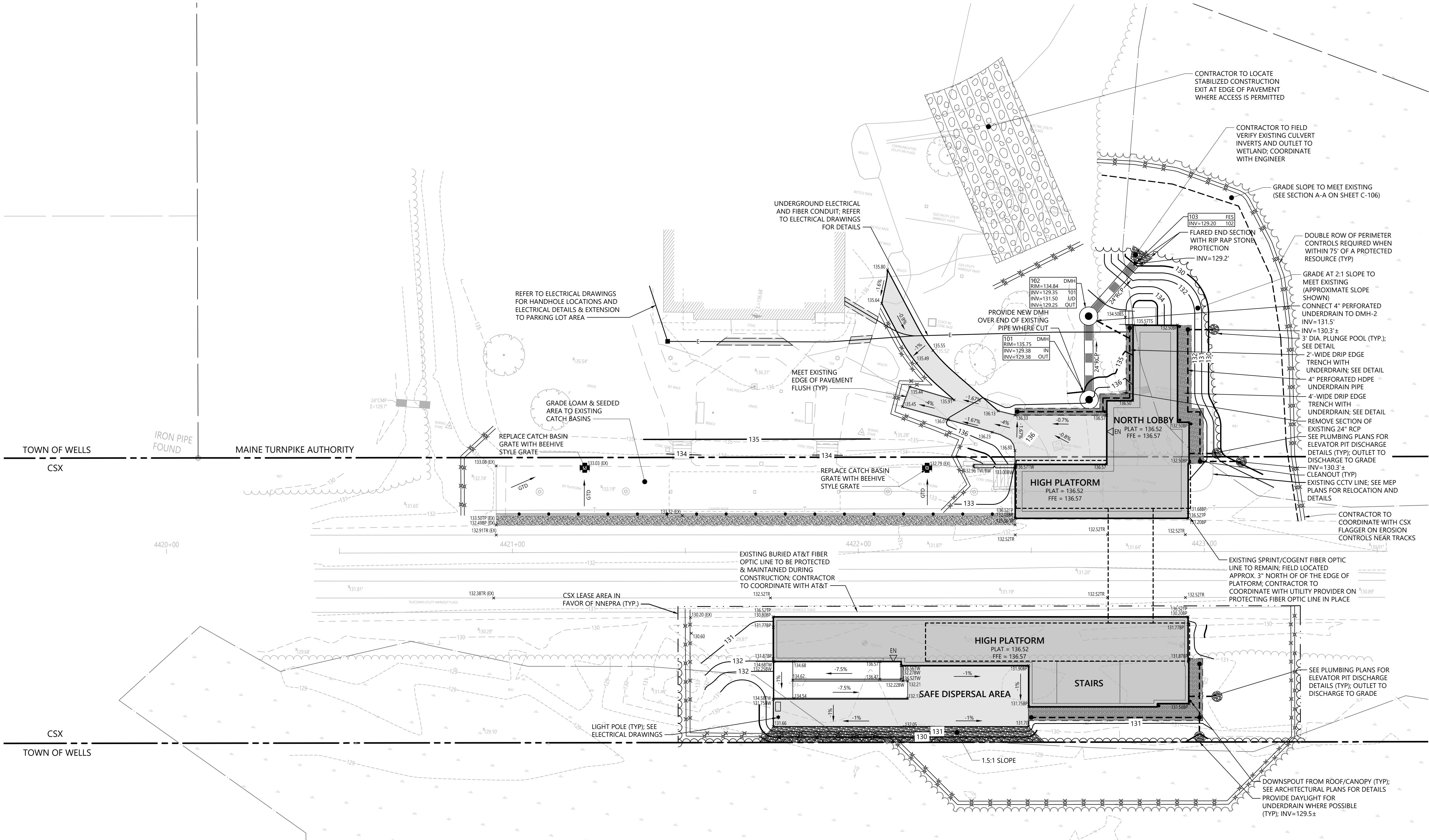
WELLS TRANSPORTATION CENTER

WELLS STATION EXPANSION

CIVIL SITE PLAN

SHEET NUMBER

C-102



Notes

1. DRAINAGE CALCULATIONS

PROPOSED PROJECT WILL NOT CHANGE THE QUANTITY OF FLOW TO THE RAILWAY DITCHES. EXISTING DITCHLINES WILL BE MAINTAINED TO MAXIMUM EXTENT PRACTICABLE. BOTH EXISTING AND PROPOSED CLOSED STORMWATER SYSTEMS DO NOT DRAIN TO TRACKS.

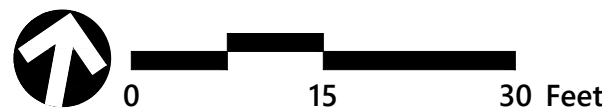
100-YR STORM, 24 HOUR DURATION RAINFALL TOTAL (NOAA ATLAS 14) - 8.47 IN

PRE-DEVELOPMENT INFLOW AREA = 0.117 AC
POST-DEVELOPMENT INFLOW AREA = 0.088 AC

PRE-DEVELOPMENT PEAK FLOW RATE = 0.6 CFS
POST-DEVELOPMENT PEAK FLOW RATE = 0.5 CFS

PRE-DEVELOPMENT RUNOFF VOLUME = 0.04 AF
POST-DEVELOPMENT RUNOFF VOLUME = 0.04 AF

PEAK FLOW DEPTH IN 100-YR STORM IN NORTH DITCH = 0.15'
PEAK FLOW DEPTH IN 100-YR STORM IN SOUTH DITCH = 0.17'



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

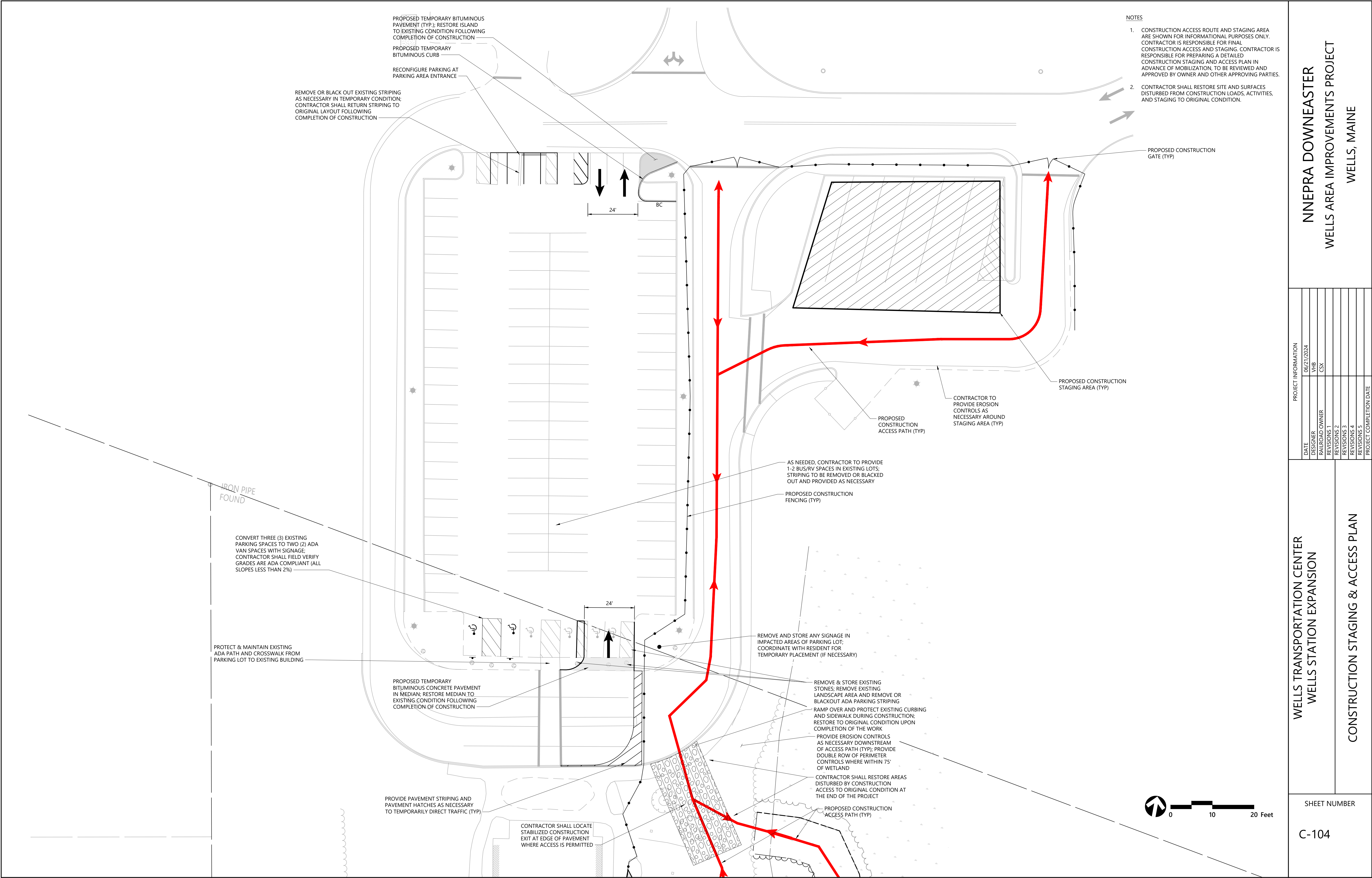
SHEET NUMBER

C-103

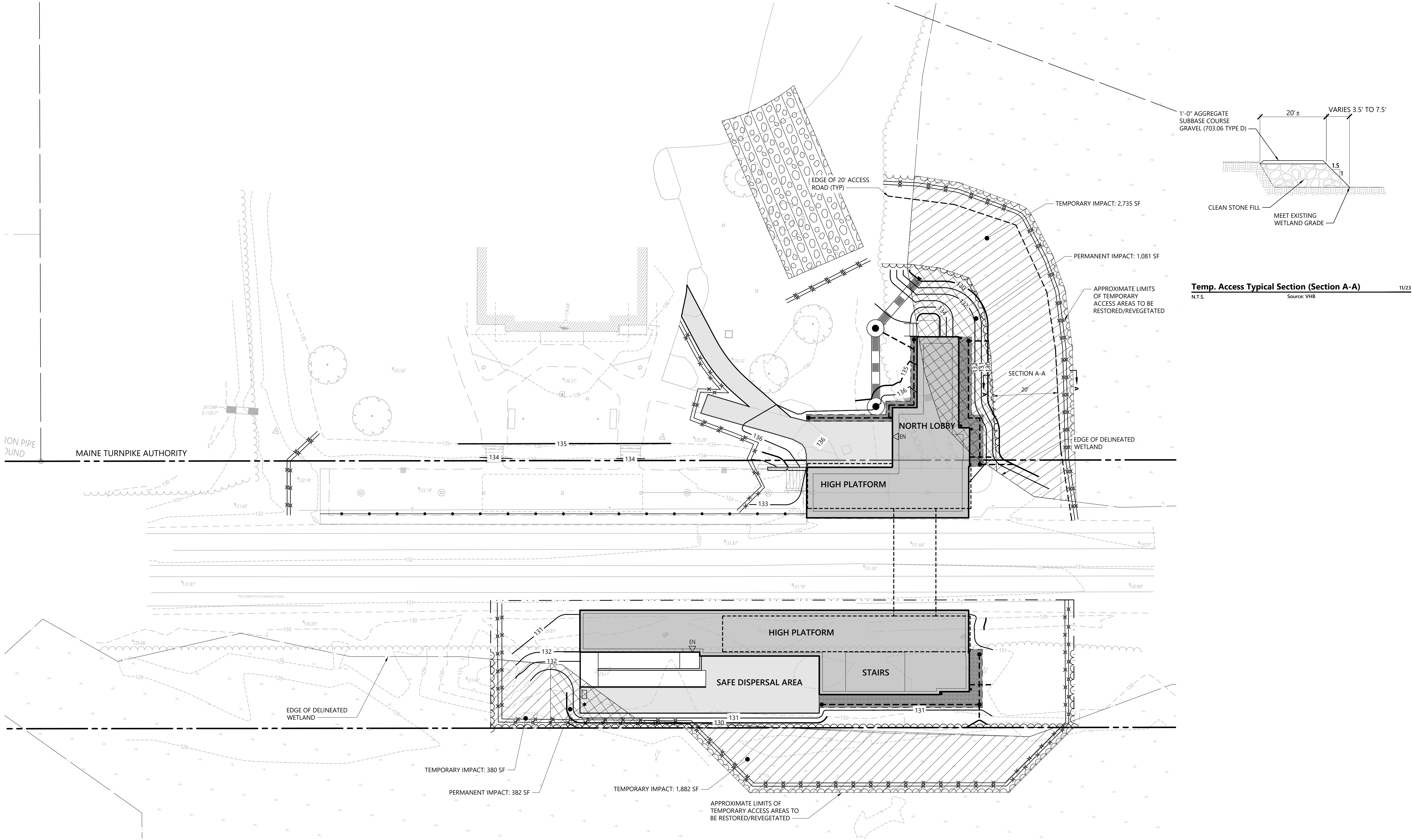
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENTS PROJECT
WELLS, MAINE

PROJECT INFORMATION		DATE	
DESIGNER	VHB	DATE	06/21/2024
RAILROAD OWNER	CSX	DESIGNER	VHB
REVISIONS 1		RAILROAD OWNER	CSX
REVISIONS 2		REVISIONS 1	
REVISIONS 3		REVISIONS 2	
REVISIONS 5		REVISIONS 3	
PROJECT COMPLETION DATE		REVISIONS 5	

CIVIL SITE GRADING, EROSION CONTROL AND UTILITY PLAN



WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION		NINEPRA DOWNEASTER WELLS AREA IMPROVEMENTS PROJECT WELLS, MAINE	
PROJECT INFORMATION			
DATE	06/21/2024	DESIGNER	VHB
RAILROAD OWNER	CSX	REVISIONS 1	
REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5	
PROJECT COMPLETION DATE			
CONSTRUCTION STAGING & ACCESS PLAN		SHEET NUMBER C-104	

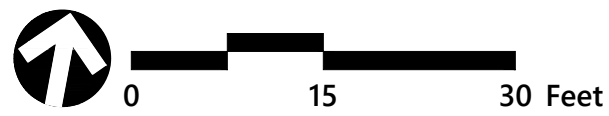


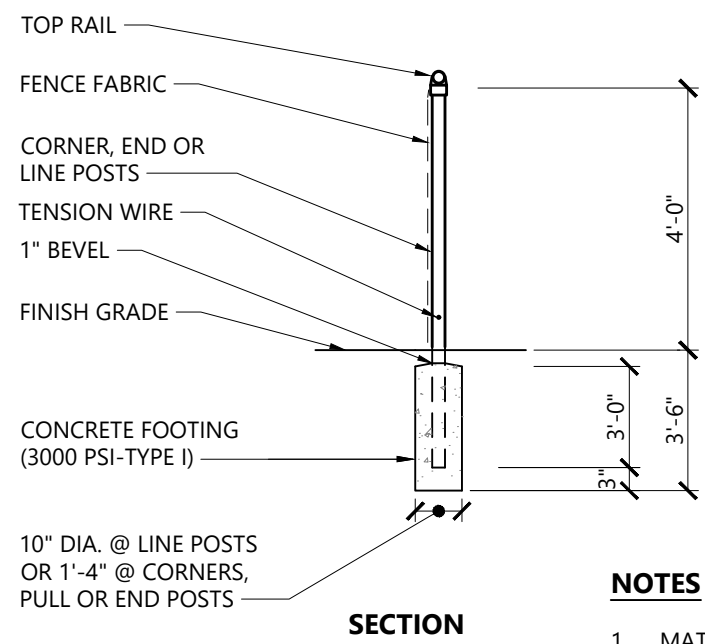
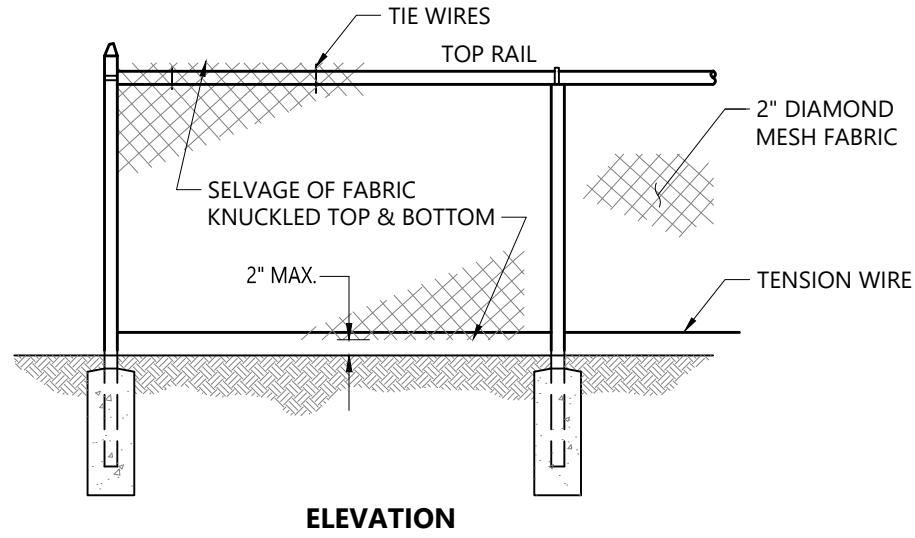
NINEPRA DOWNEASTER
WELLS AREA IMPROVEMENTS PROJECT
WELLS, MAINE

PROJECT INFORMATION					
DATE	06/21/2024	DESIGNER	VHB	RAILROAD OWNER	CSX
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REVISIONS 4		REVISIONS 5		PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
WETLAND IMPACT PLAN

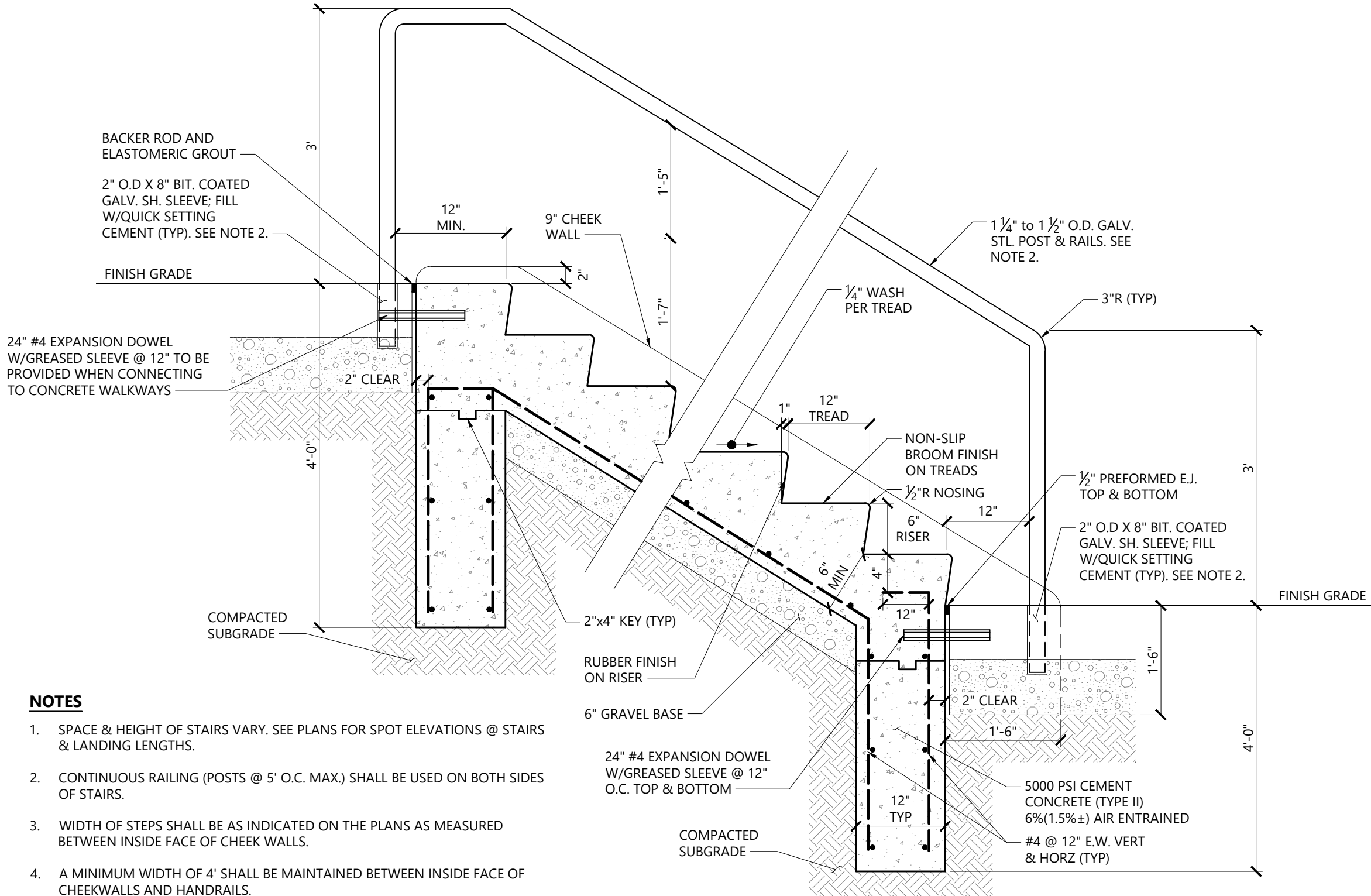
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C-106





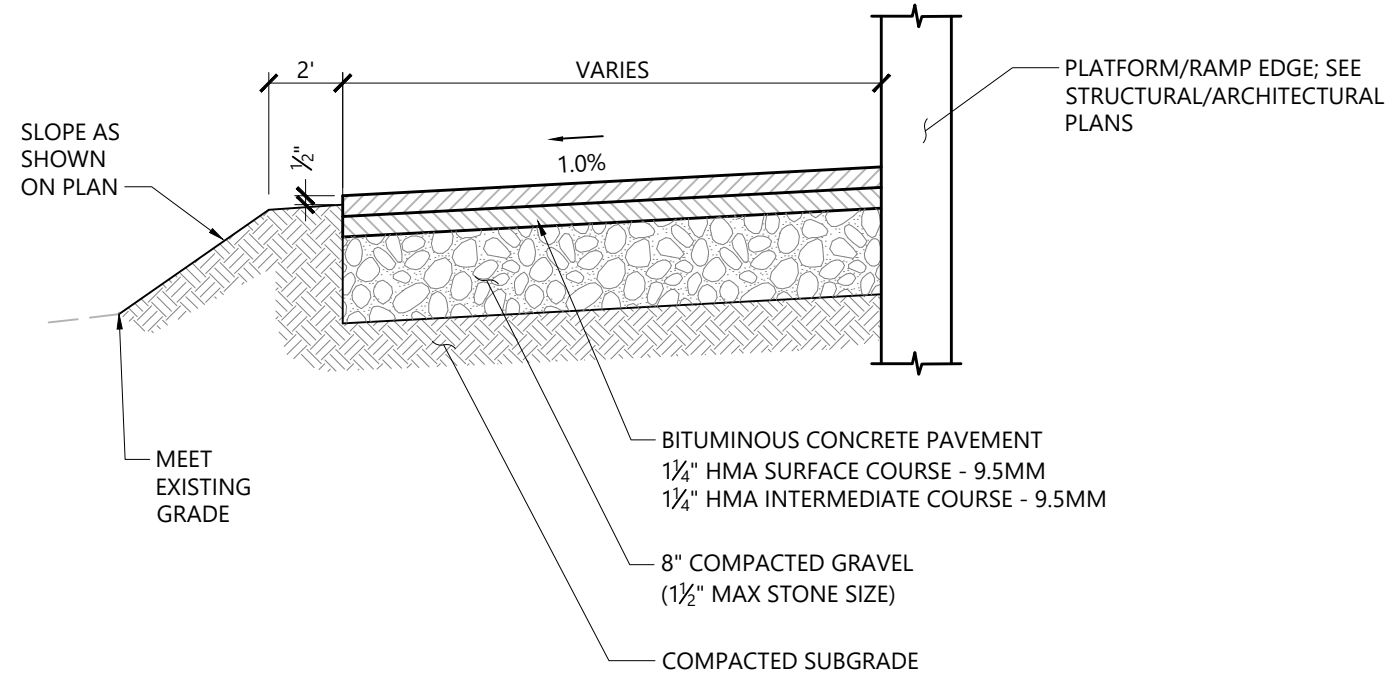
- NOTES**
1. MATERIALS TO BE SUPPLIED AND INSTALLED IN CONFORMANCE WITH "CHAIN LINK MANUFACTURER'S INSTITUTE" PRODUCT MANUAL.

4' Chain Link Fence - Black Vinyl Coated 10/20
N.T.S. Source: VHB LD_481

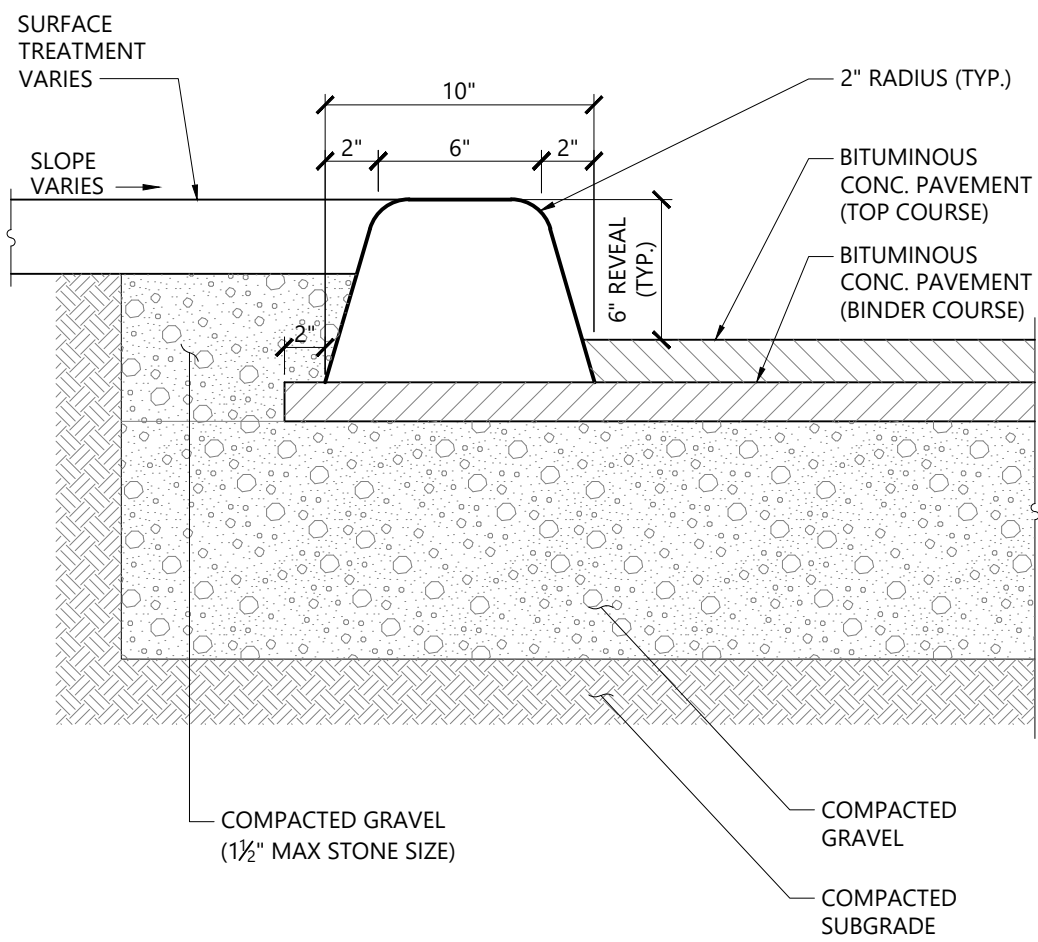


- NOTES**
1. SPACE & HEIGHT OF STAIRS VARY. SEE PLANS FOR SPOT ELEVATIONS @ STAIRS & LANDING LENGTHS.
 2. CONTINUOUS RAILING (POSTS @ 5' O.C. MAX.) SHALL BE USED ON BOTH SIDES OF STAIRS.
 3. WIDTH OF STEPS SHALL BE AS INDICATED ON THE PLANS AS MEASURED BETWEEN INSIDE FACE OF CHEEK WALLS.
 4. A MINIMUM WIDTH OF 4' SHALL BE MAINTAINED BETWEEN INSIDE FACE OF CHEEK WALLS AND HANDRAILS.

Concrete Steps with Handrail 01/24
N.T.S. Source: VHB REV LD_765

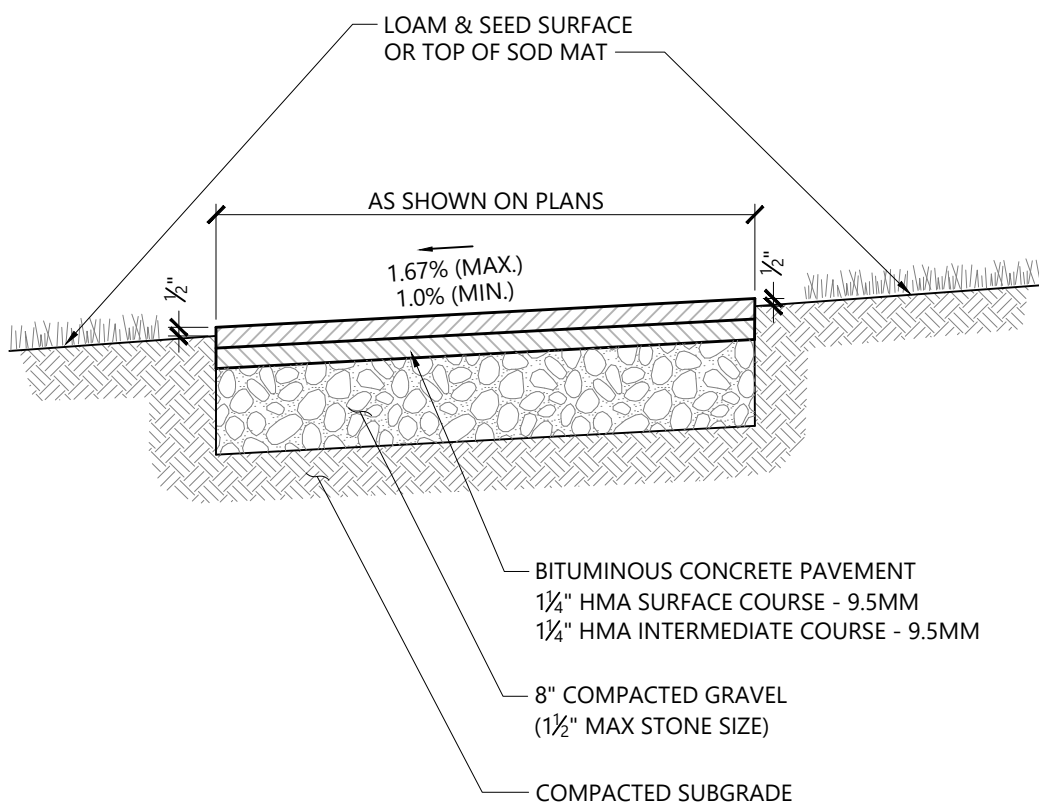


Safe Dispersal Area Typical Section 02/24
N.T.S. Source: VHB



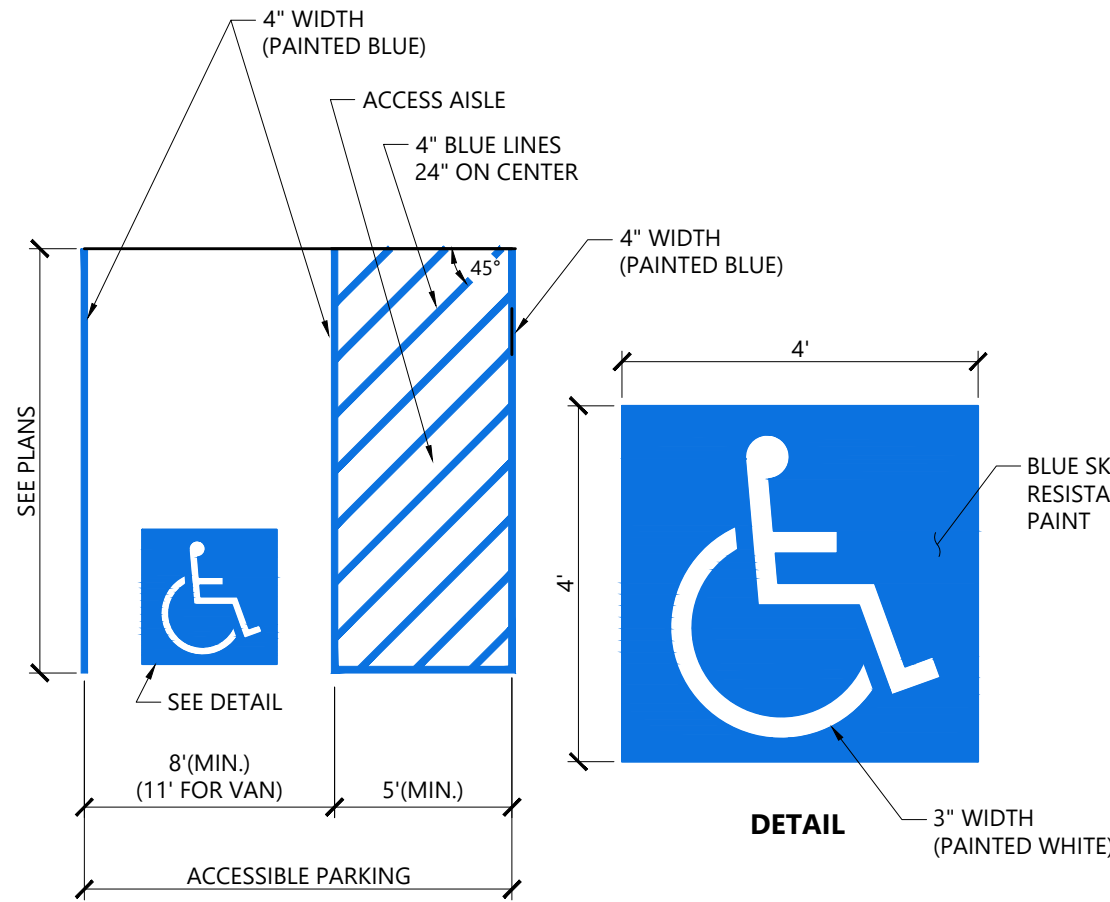
- NOTES**
1. ALL CURBING TO BE MACHINE EXTRUDED.

Bituminous Curb (BC) 1/16
N.T.S. Source: VHB LD_406



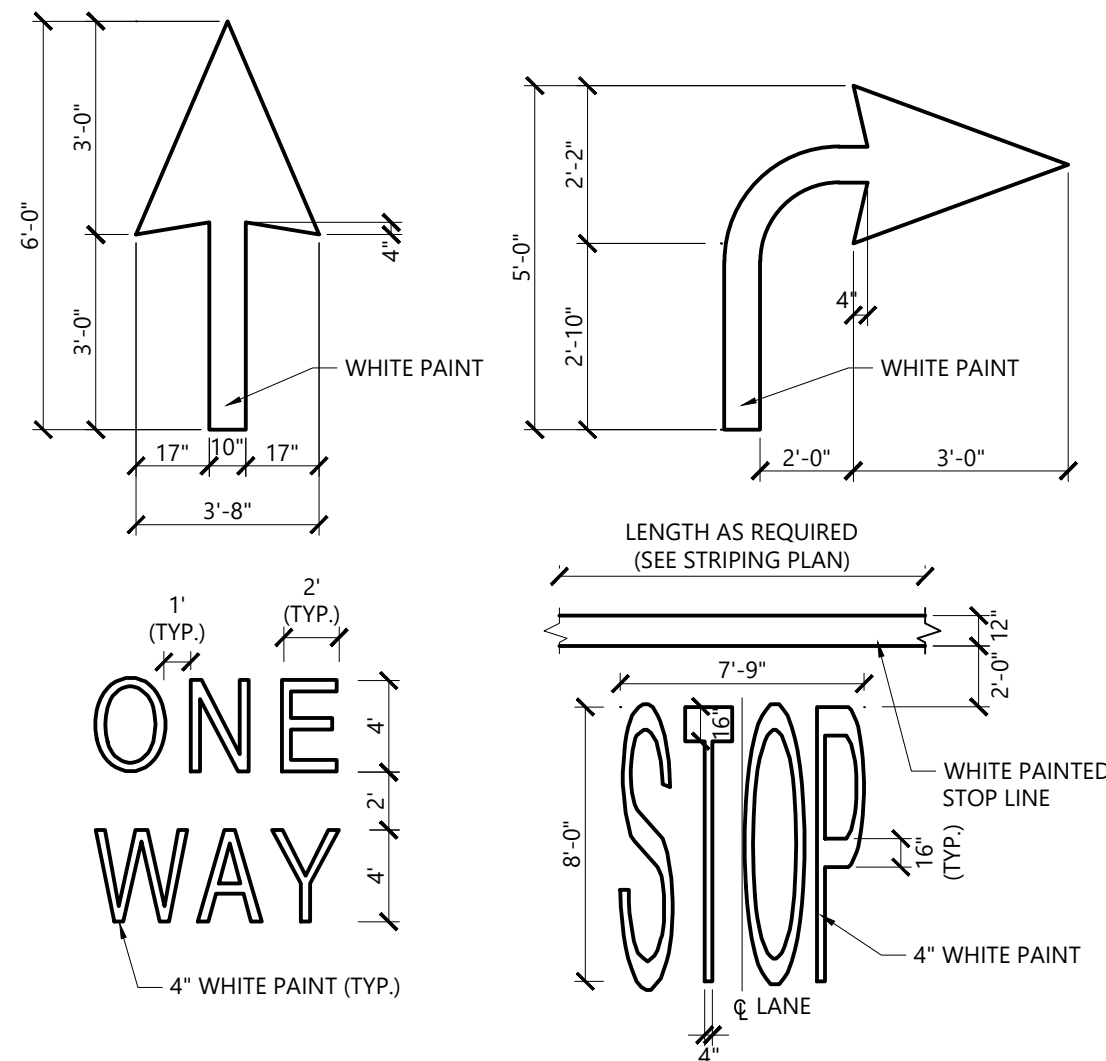
- NOTES**
1. SAWCUT AREAS TO BE TACK COATED FOLLOWING REPAVING.

Bituminous Concrete Sidewalk in Landscape Area 3/21
N.T.S. Source: VHB REV LD_426



- NOTES**
1. ALL DIMENSIONS TO CENTER OF 4\"/>
 2. ALL SLOPES THROUGHOUT THE ACCESSIBLE PARKING AND AISLE AREAS SHALL NOT EXCEED 1.5% (MAX. OF 2%).
 3. FOR VAN SPACES, THE TOTAL WIDTH OF A SPACE AND ACCESS AISLE SHALL BE 16'. THE ACCESS AISLE MAY BE 8' WITH AN 8' SPACE.

Accessible Parking Space 12/19
N.T.S. Source: VHB LD_552A



- NOTES**
1. PAVEMENT MARKINGS TO BE INSTALLED FOR ON SITE WORK IN LOCATIONS SHOWN.

Painted Pavement Markings - On Site 1/16
N.T.S. Source: VHB LD_554

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WELLS AREA IMPROVEMENTS PROJECT
WELLS, MAINE

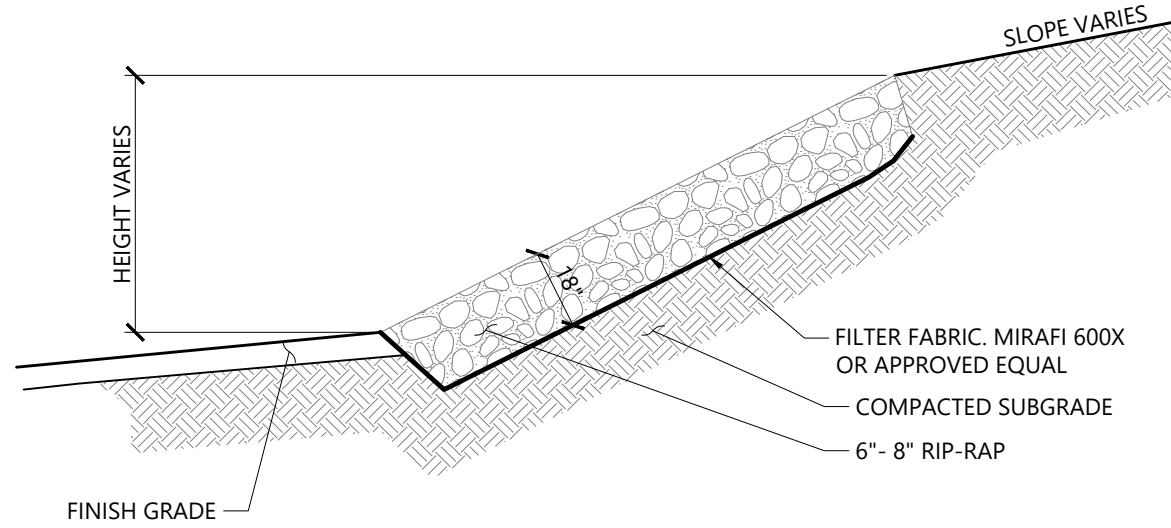
PROJECT INFORMATION					
DATE	06/21/2024	DESIGNER	VHB	RAILROAD OWNER	CSX
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

CIVIL SITE DETAILS

SHEET NUMBER

C-107

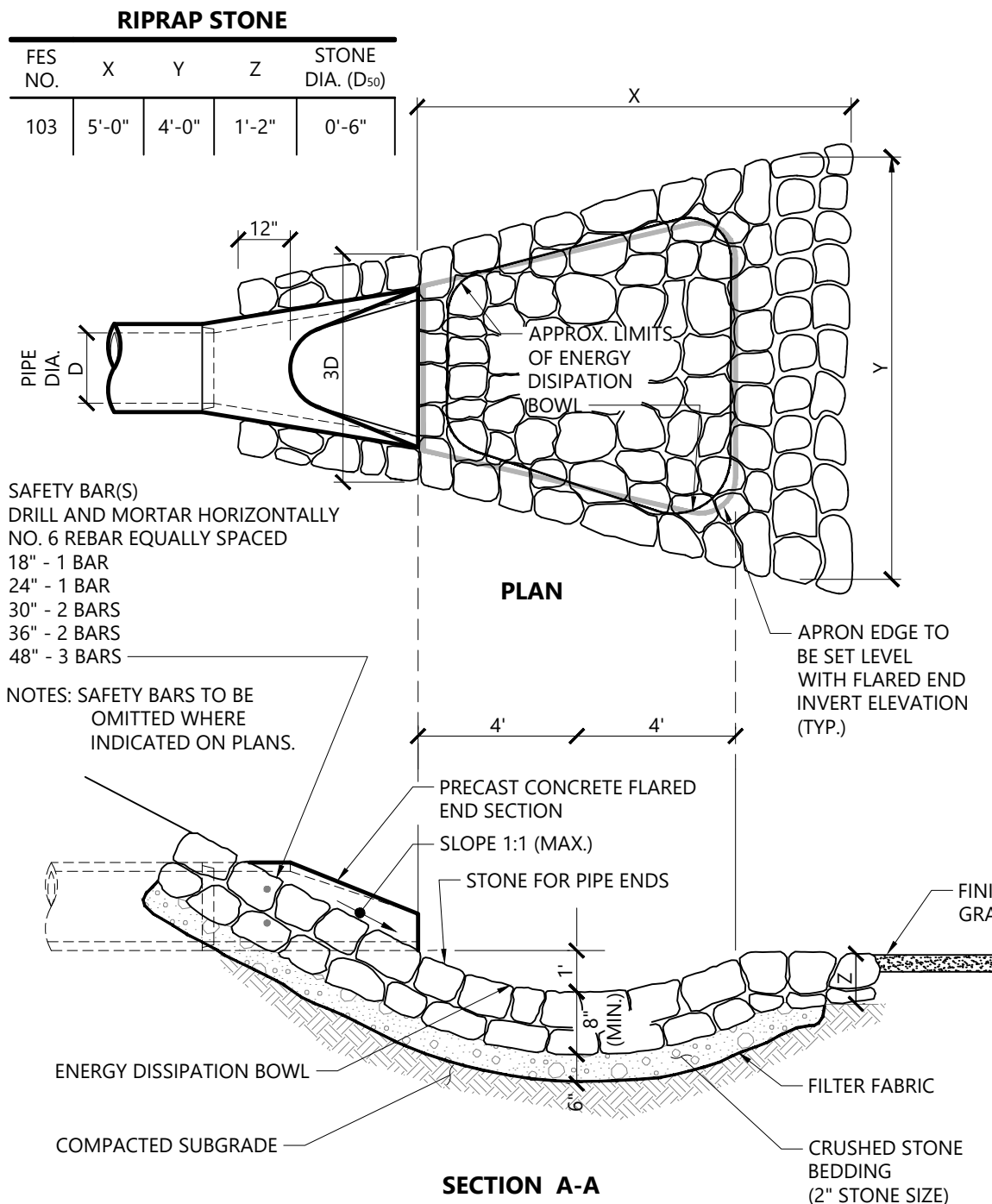


NOTES

1. SLOPE TO BE FOUNDED ON UNDISTURBED MATERIAL OR GRAVEL AND COMPACTED CONSISTENT WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
2. DESIGN SUBJECT TO CHANGE BASED ON REVIEW BY GEOTECHNICAL ENGINEER

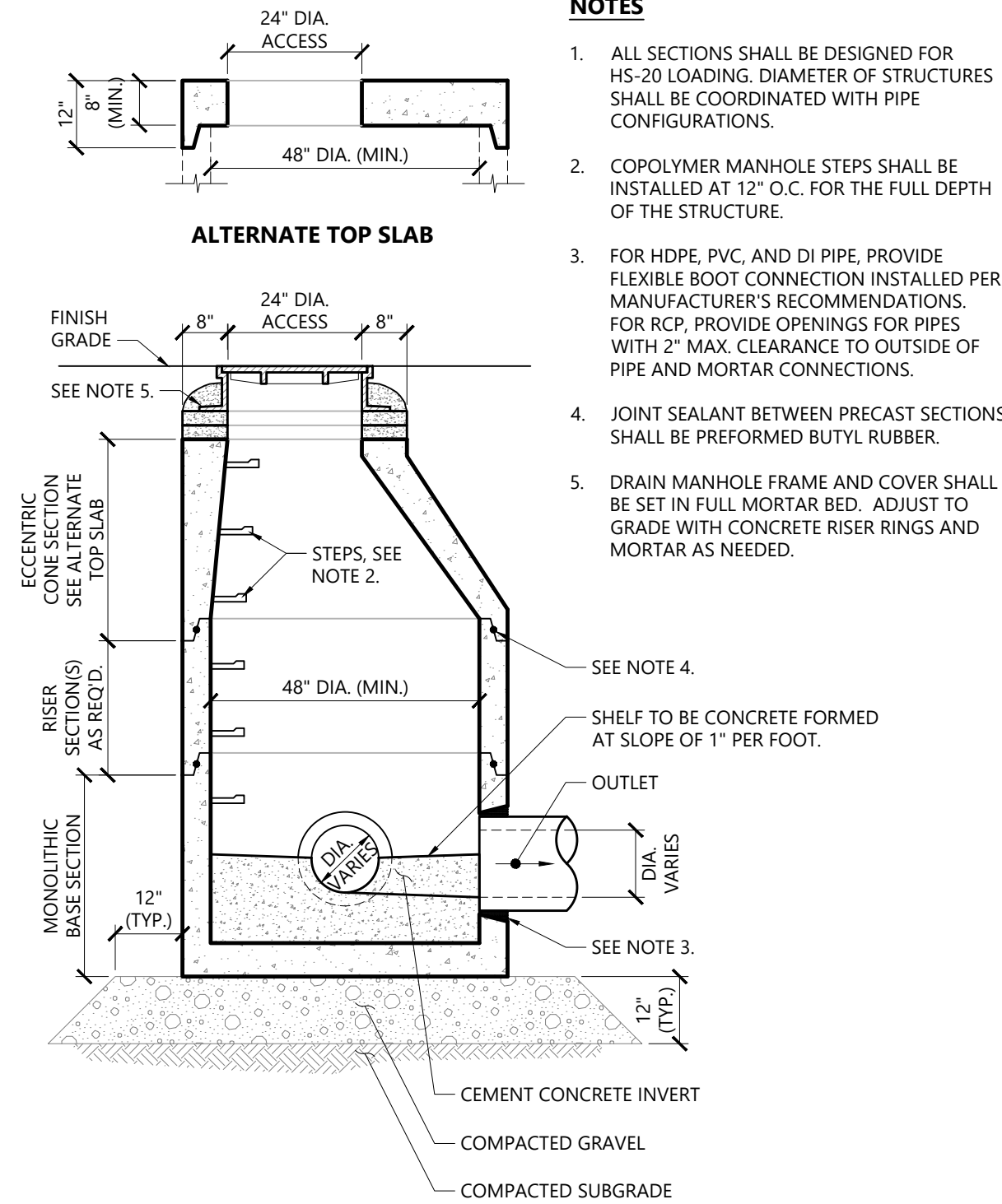
Rip-Rap Reinforced Slope

N.T.S. Source: VHB 10/20 LD_760



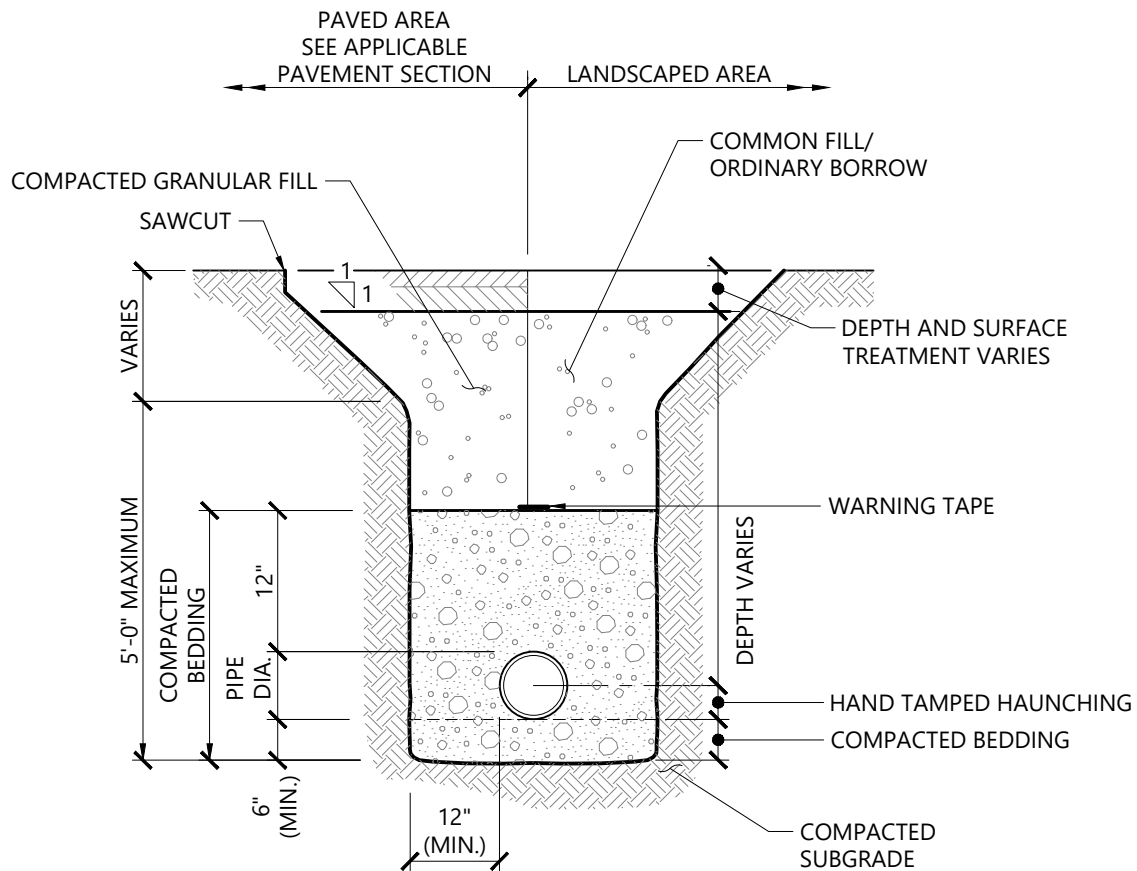
Flared End Section (FES) with Stone Protection

N.T.S. Source: VHB 3/19 LD_134



Drain Manhole (DMH)

N.T.S. Source: VHB 11/19 LD_115

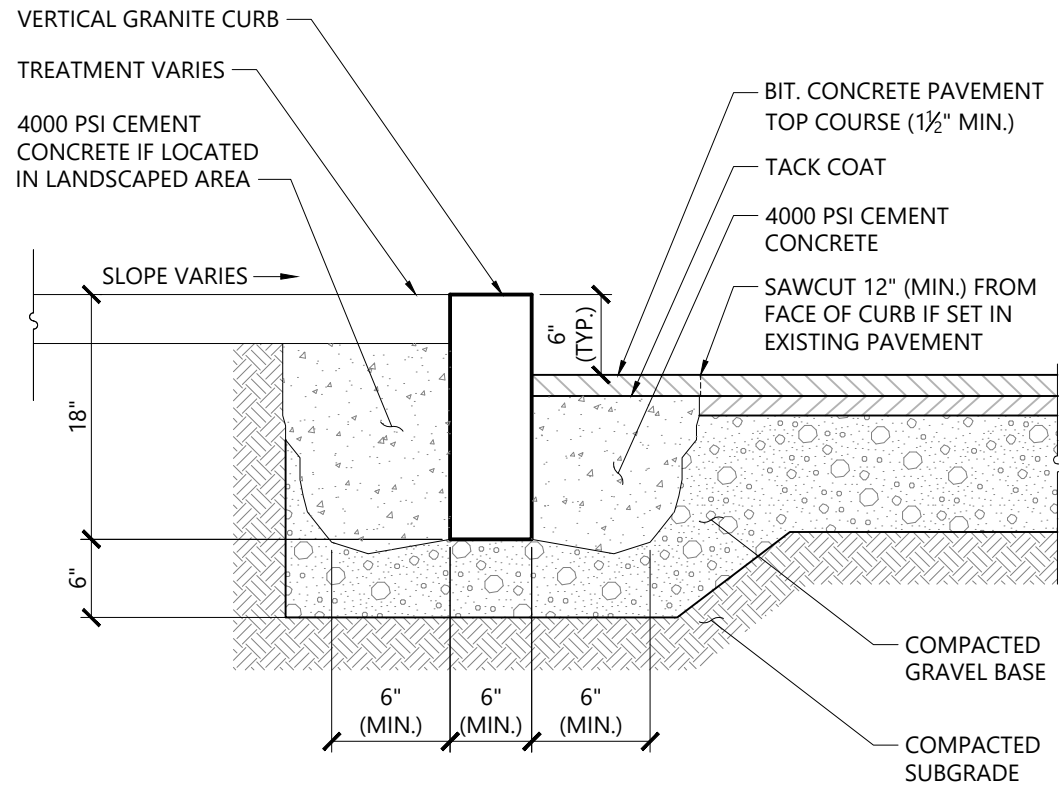


NOTES

1. WHERE UTILITY TRENCHES ARE CONSTRUCTED THROUGH DETENTION BASIN BERMS OR OTHER SUCH SPECIAL SECTIONS, PLACE TRENCH BACKFILL WITH MATERIALS SIMILAR TO THE SPECIAL SECTION REQUIREMENTS.
2. USE METALLIC TRACING/WARNING TAPE OVER ALL PIPES.
3. COMPACTED GRANULAR FILL MAY CONSIST OF GRAVEL, CRUSHED STONE, SAND, OR OTHER MATERIAL AS APPROVED BY ENGINEER.

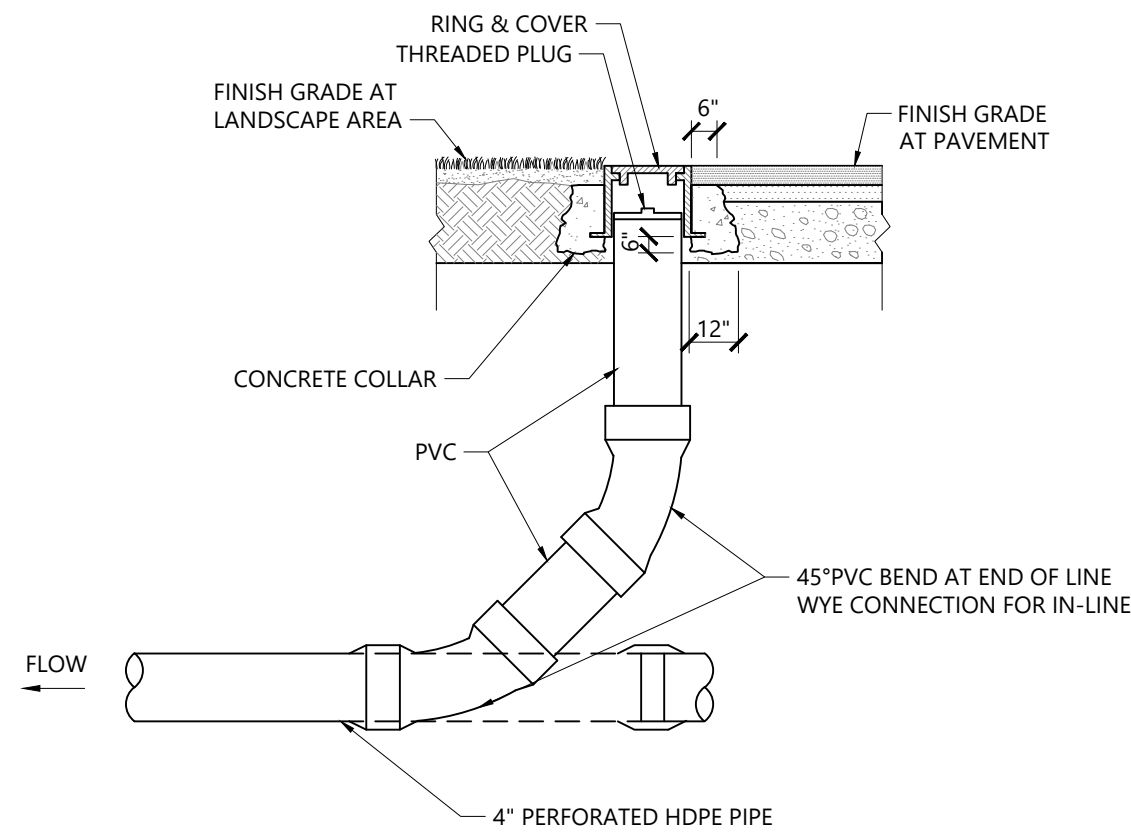
Utility Trench

N.T.S. Source: VHB 11/19 LD_300



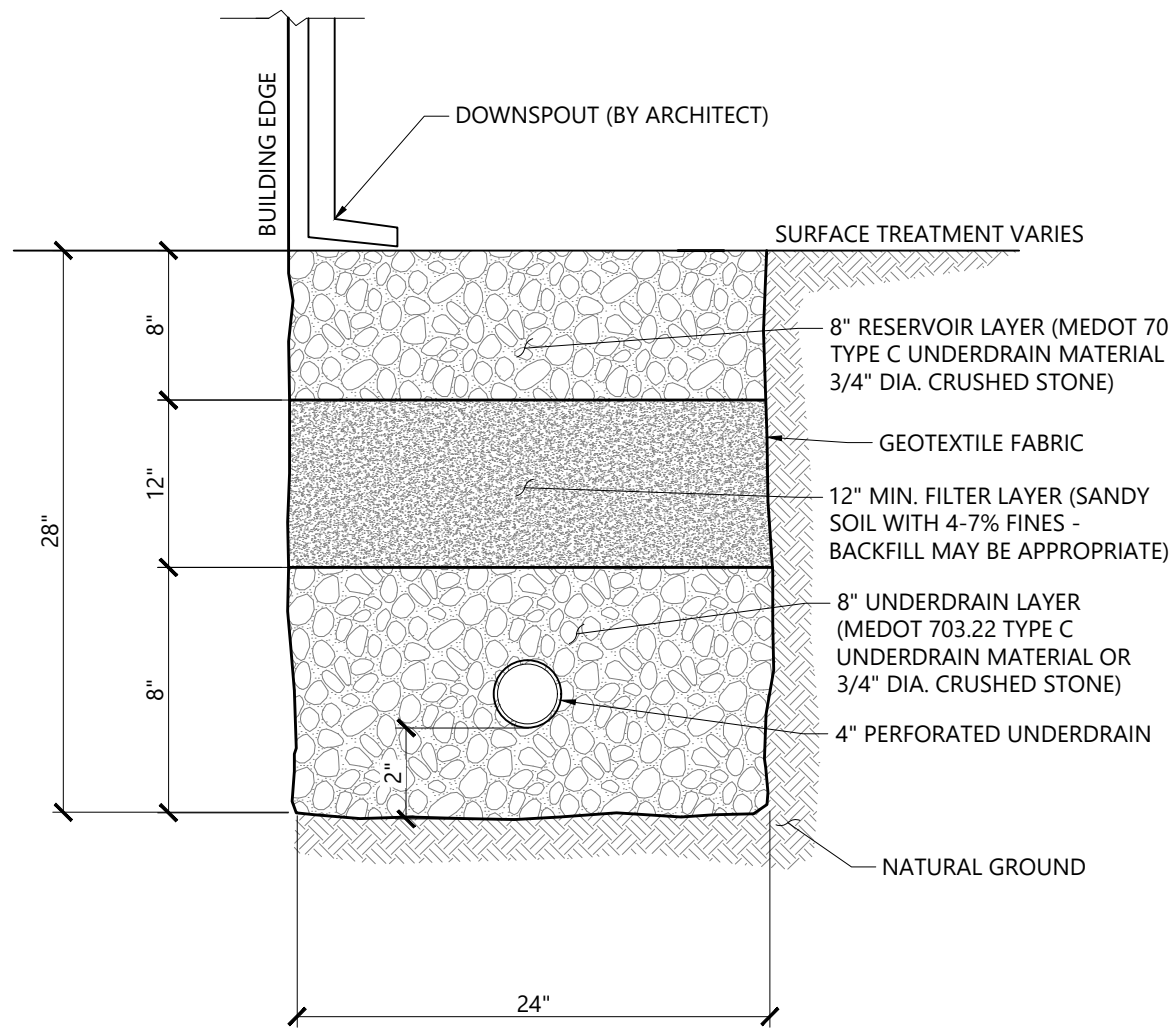
Vertical Granite Curb (VGC)

N.T.S. Source: VHB 3/20 LD_402



Cleanout (CO)

N.T.S. Source: VHB 12/19 LD_303

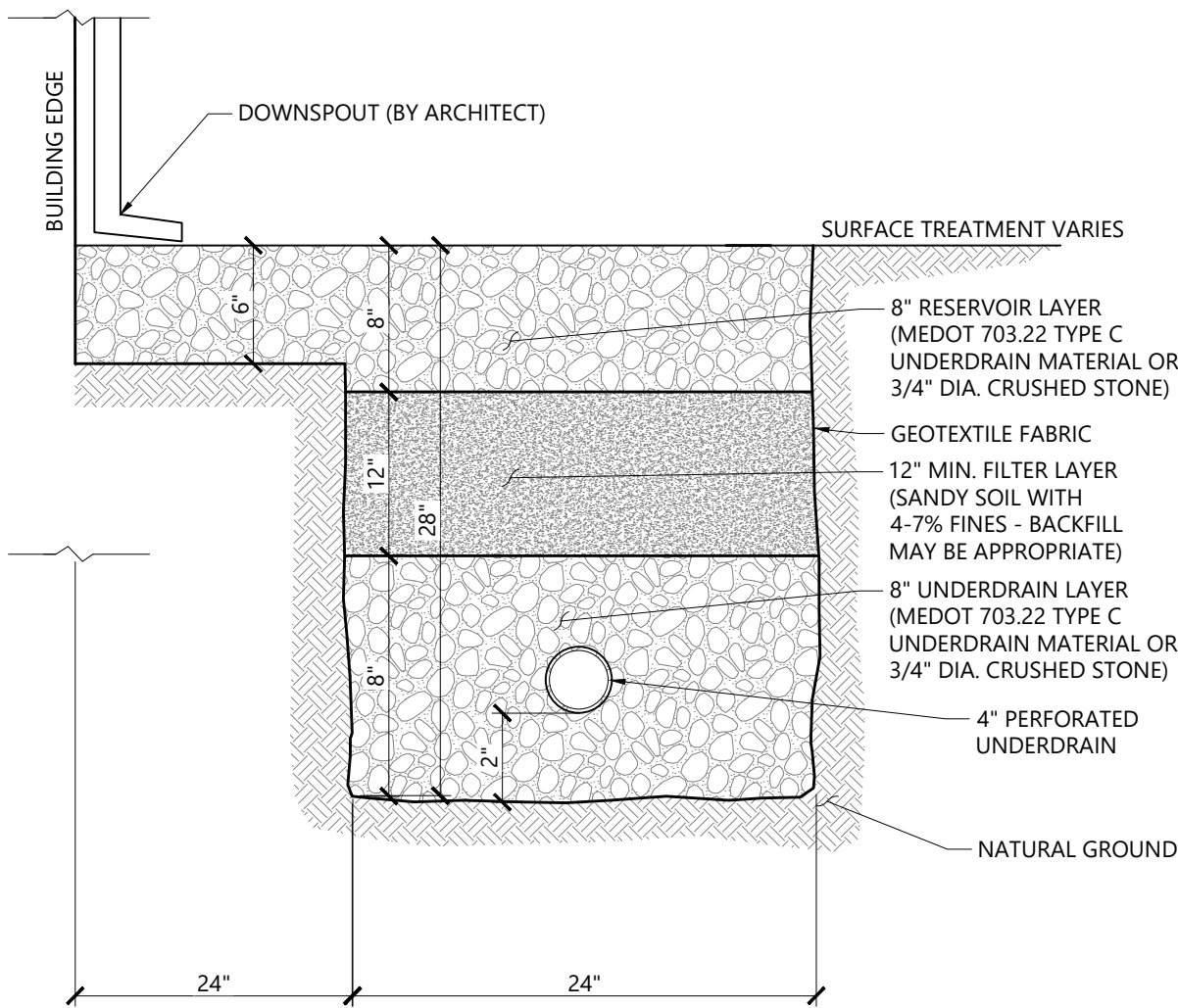


NOTES

1. DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE SYSTEM.
2. DO NOT PLACE SYSTEMS INTO SERVICE UNTIL THE CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.

2' Drip Edge Trench (With Underdrain)

N.T.S. Source: VHB REV 04/23



NOTES

1. DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE SYSTEM.
2. DO NOT PLACE SYSTEMS INTO SERVICE UNTIL THE CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.

4' Drip Edge Trench (With Underdrain)

N.T.S. Source: VHB REV 04/23

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WELLS AREA IMPROVEMENTS PROJECT
WELLS, MAINE

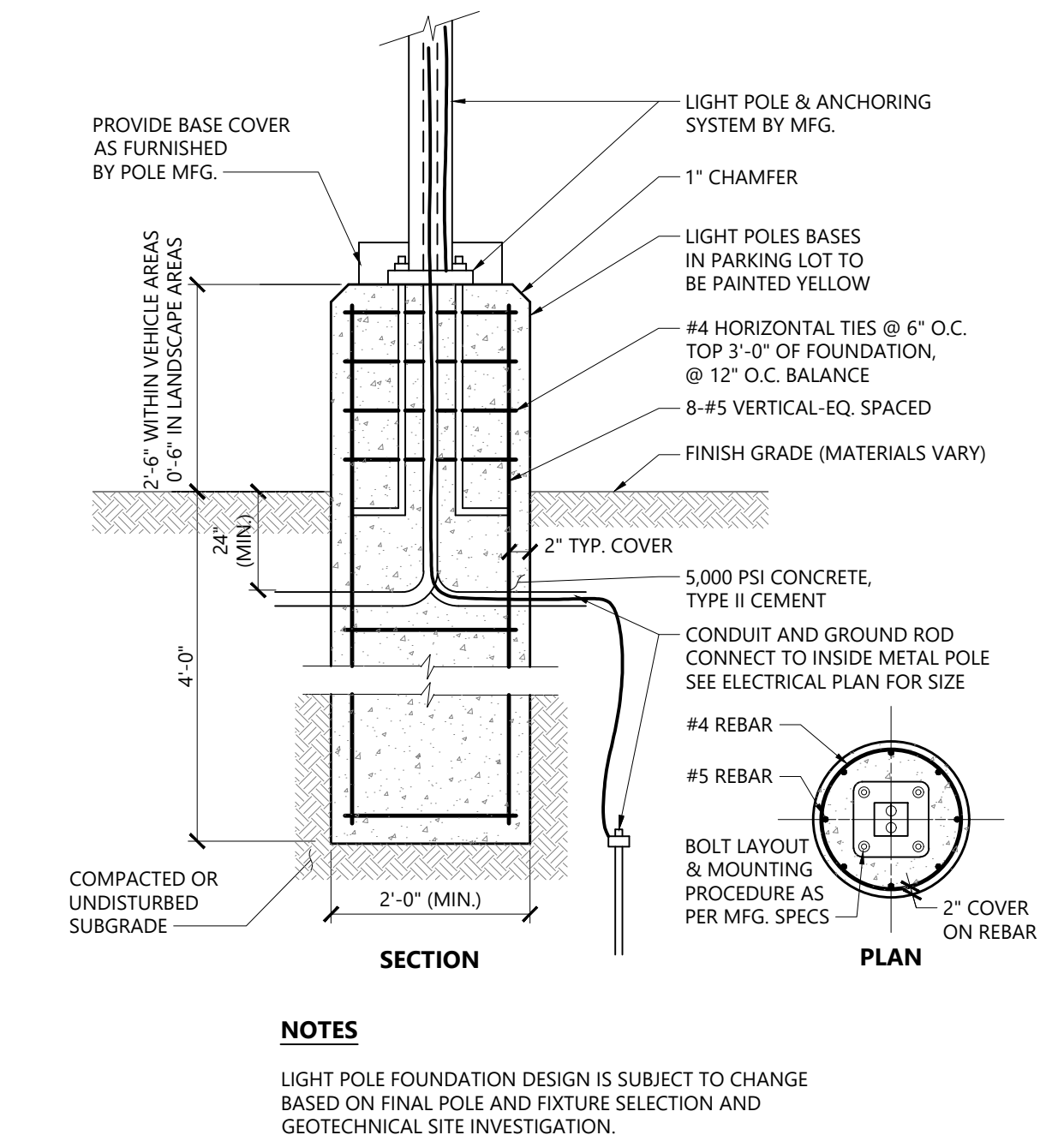
PROJECT INFORMATION	
DATE	06/21/2024
DESIGNER	VHB
RAILROAD OWNER	CSX
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REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
REVISIONS 5	
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WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

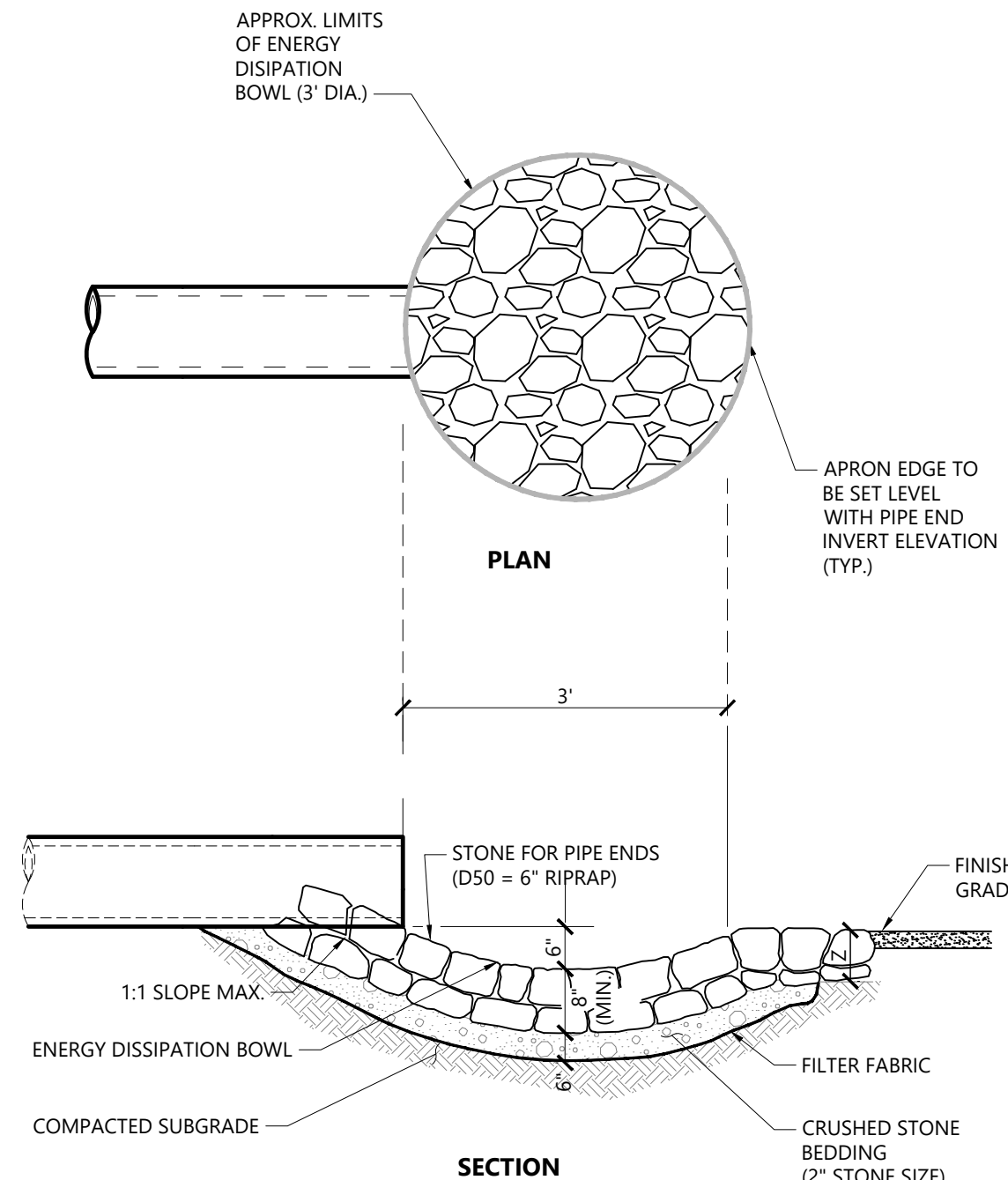
CIVIL SITE DETAILS

SHEET NUMBER

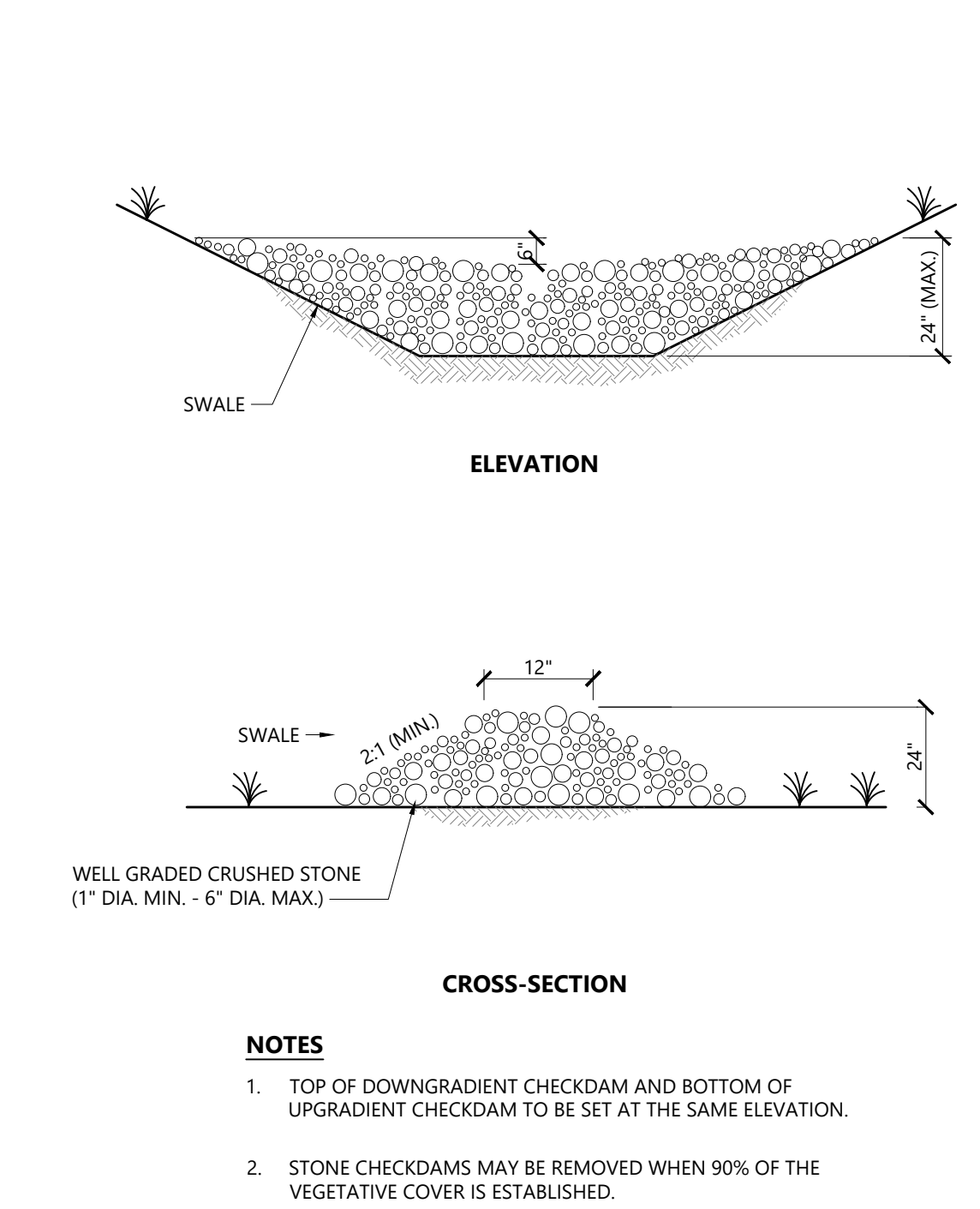
C-108



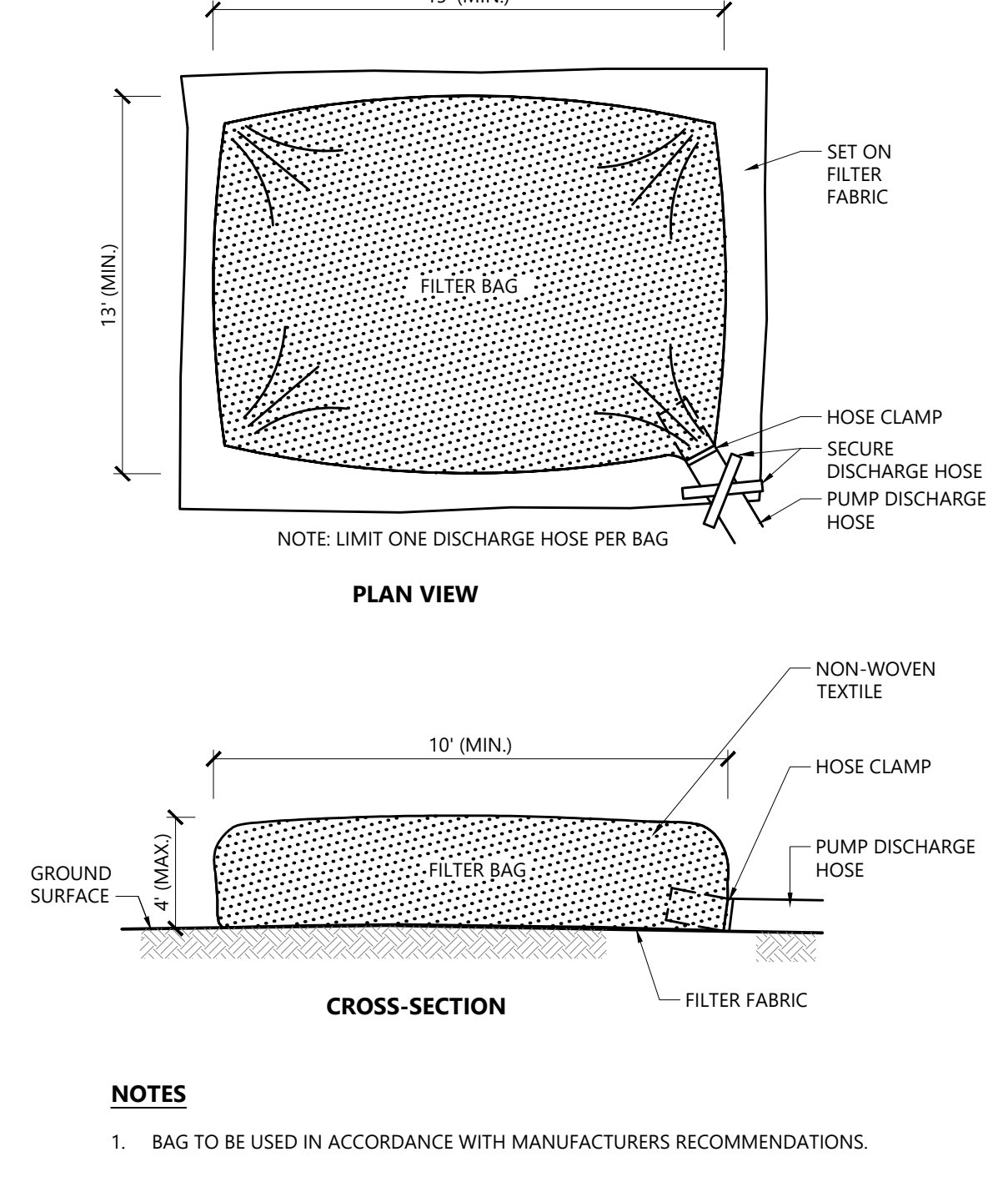
Light Pole Foundation Detail (Up to 15' Pole) 5/23
N.T.S. Source: VHB LD_310A



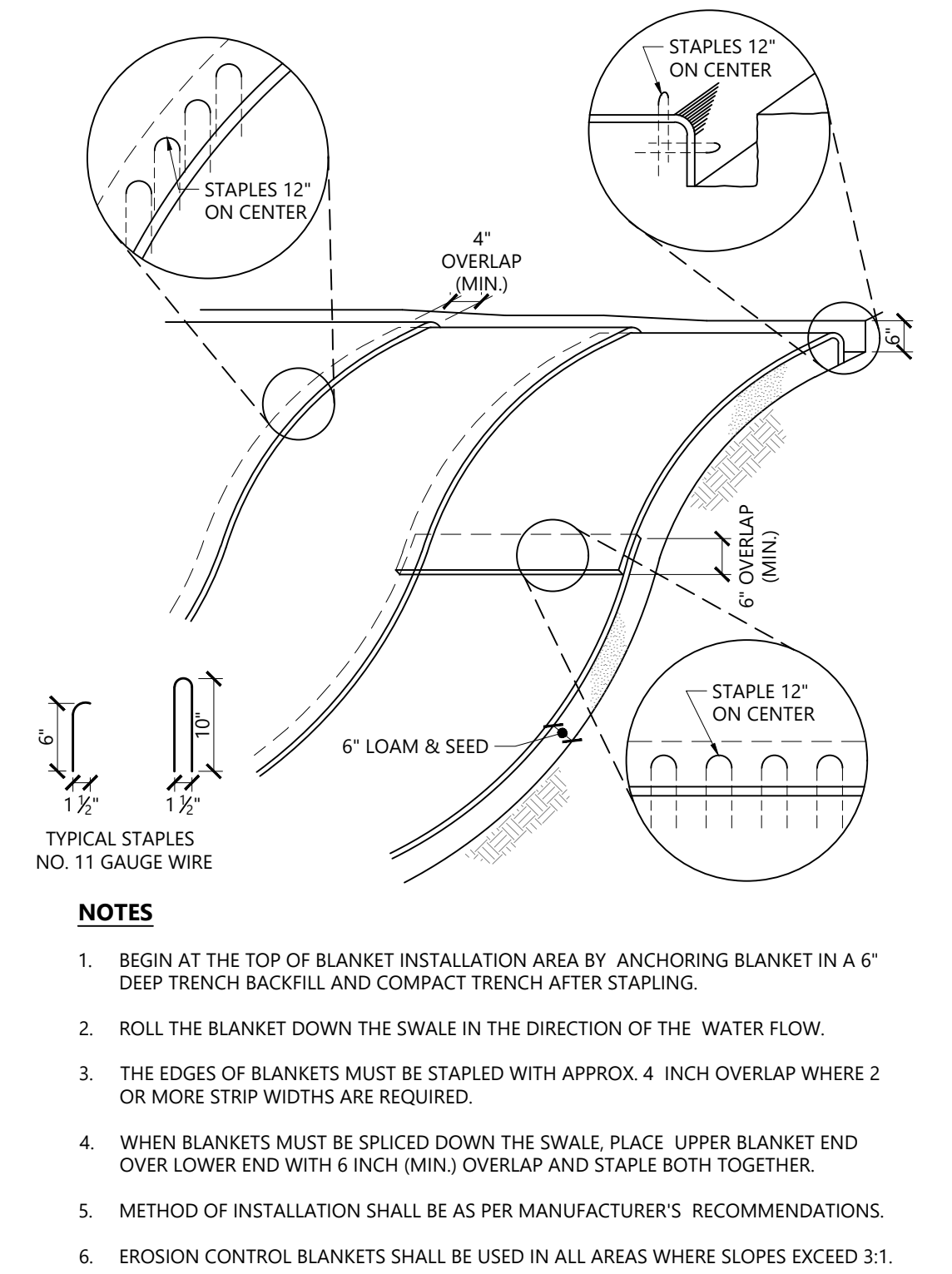
Pipe End Plunge Pool 01/24
N.T.S. Source: VHB



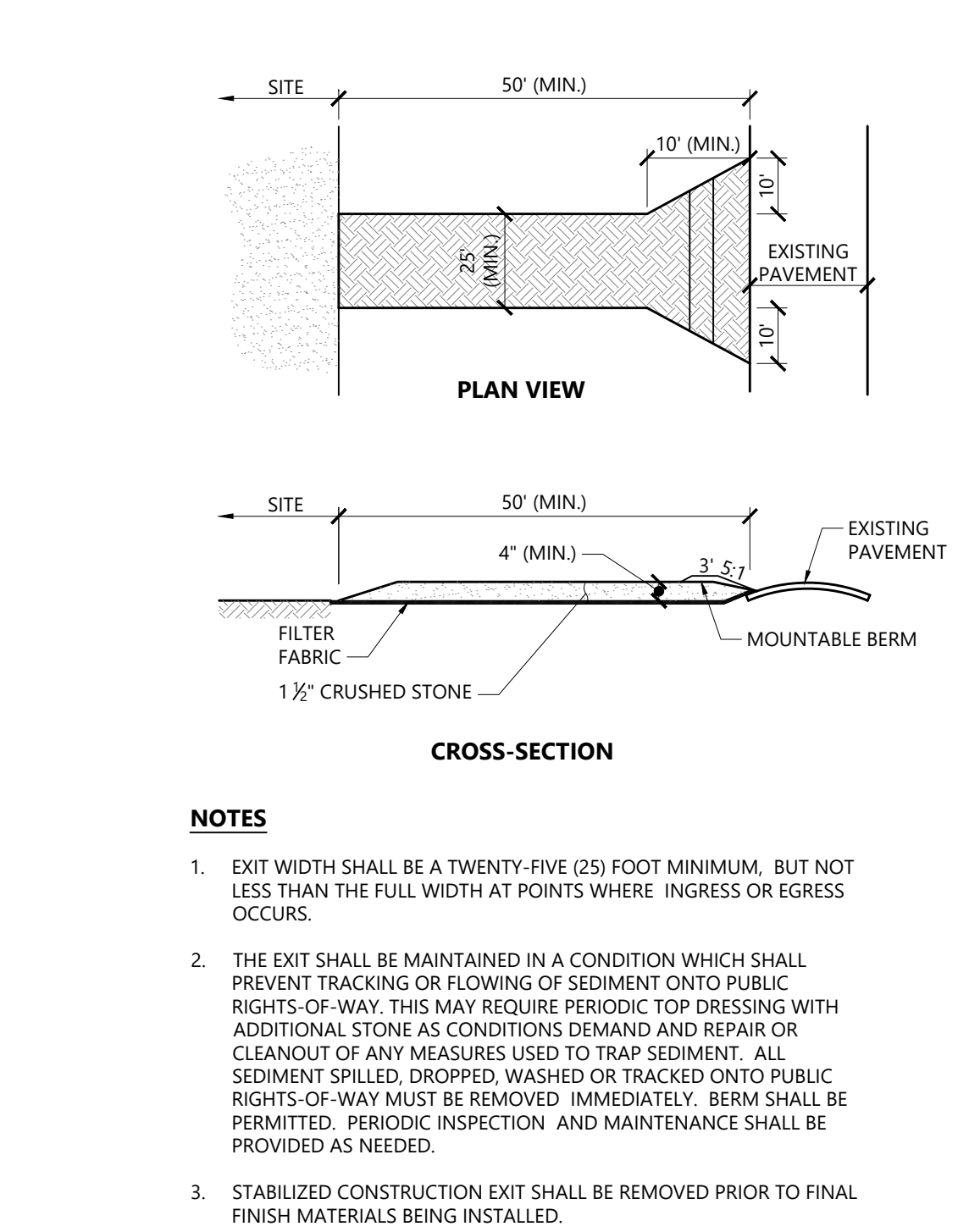
Temporary Stone Checkdam
N.T.S. Source: VHB REV



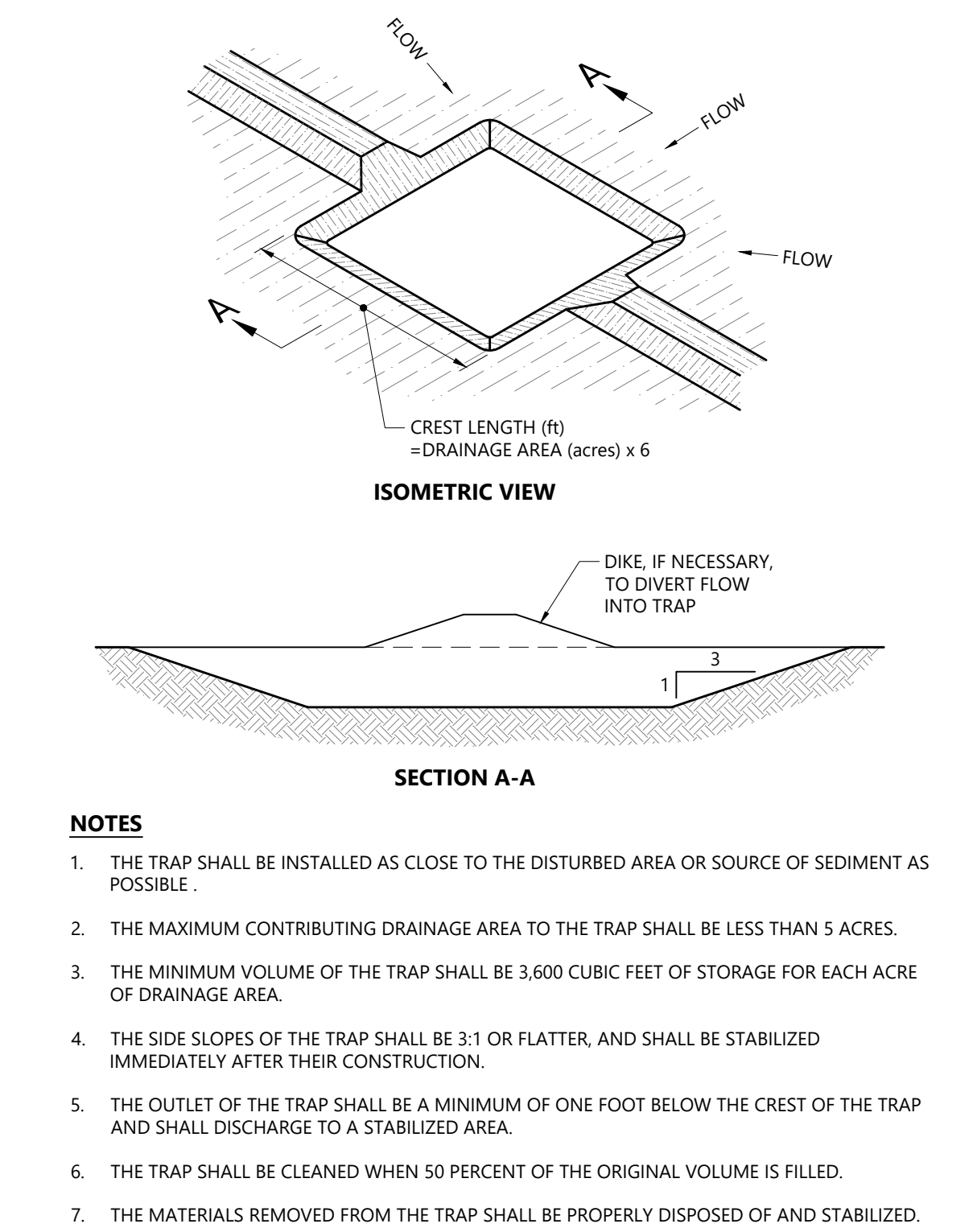
Dewatering Filter Bag 1/16
N.T.S. Source: VHB REV LD_691



Erosion Control Blanket Slope Installation 1/16
N.T.S. Source: VHB REV LD_680



Stabilized Construction Exit 1/16
N.T.S. Source: VHB LD_682



Temporary Sediment Trap
N.T.S. Source: NH Stormwater Manual

PROJECT INFORMATION		DATE		DESIGNER		RAILROAD OWNER		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		REVISIONS 5		PROJECT COMPLETION DATE	
		06/21/2024		VHB		CSA													

General

1.

CONTRACTOR SHALL READ, BE FAMILIAR WITH, AND SHALL FOLLOW THE MAINE EROSION AND SEDIMENT CONTROL BMPs MANUAL (LATEST EDITION) AND MAINE EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONTRACTORS (LATEST EDITION); AND SHALL BE ACCOUNTABLE TO THE THIRD PARTY INSPECTOR FOR THE PROJECT AND THE MAINE DEP IN ACCORDANCE WITH MAINE DEP REGULATIONS.
2.

PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS IDENTIFIED IN THE CONTRACT DOCUMENTS.
3.

CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT.
4.

MINIMUM TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL MEASURES ARE SHOWN ON THE EROSION AND SEDIMENTATION CONTROL PLAN. THE CONTRACTOR SHALL ADHERE TO THE MINIMUM PROVISIONS SHOWN. ADDITIONALLY, TEMPORARY MEASURES SHALL BE SELECTED AND CONSTRUCTED BY THE CONTRACTOR IN CONSULTATION WITH THE ENGINEER TO ACCOMMODATE CHANGING FIELD CONDITIONS THAT DEVELOP DURING CONSTRUCTION.
5.

PUMPED WATER FROM DEWATERING ACTIVITIES SHALL BE DISCHARGED INTO SETTLING BASINS. FILTER BAGS OR OTHER APPROVED METHODS PRIOR TO DISCHARGE INTO THE ON-SITE STORMWATER MANAGEMENT SYSTEM. ALL WATER FROM DEWATERING ACTIVITIES SHALL BE RECHARGED ON-SITE OR DIRECTED TO THE DETENTION BASIN FOR DISCHARGE.
6.

NO MORE THAN 1 ACRE SHOULD BE UNSTABILIZED AT ONE TIME WITHOUT REGULAR INSPECTION OR LIMITED TO AN AREA THAT CAN BE MULCHED IN ONE DAY.

Seeding/Mulching

1.

FERTILIZER, SUPERPHOSPHATE, AND LIME SHALL BE APPLIED AT RATES APPROVED BY THE ENGINEER.
2.

PERMANENT SEED SHALL BE SUPPLIED IN THE FOLLOWING PROPORTIONS AND APPLIED AT A RATE OF FIVE POUNDS PER 1,000 SF:
SEED TYPE (% PROPORTION/% GERMINATION MIN./% PURITY MIN.)
CREEPING FESCUE (50/85/95)
KENTUCKY BLUEGRASS (40/85/90)
MANHATTAN PERENNIAL RYE (10/90/95)
3.

TEMPORARY SEED SHALL BE SUPPLIED IN THE FOLLOWING PROPORTIONS AND APPLIED AT A RATE OF 100 POUNDS PER ACRE:
SEED TYPE (% WEIGHT MIN./% GERMINATION MIN.)
WINTER RYE (80/85)
RED FESCUE - CREEPING (4/80)
PERENNIAL RYE GRASS (3/90)
RED CLOVER (3/90)
4.

MULCH SHALL BE APPLIED TO AREAS IMMEDIATELY AFTER THEY HAVE BEEN SEEDED. MULCH SHALL CONSIST OF HAY, STRAW, HYDRO-MULCH, EROSION CONTROL BLANKETS, EROSION CONTROL MIX OR APPROVED EQUAL.
5.

HAY OR STRAW MULCH SHALL BE AIR-DRIED; AND FREE OF UNDESIRABLE SEEDS AND COARSE MATERIALS. MULCH SHALL BE APPLIED AT A MINIMUM RATE OF 75 LB PER 1,000 SF. MULCH SHALL BE ANCHORED WITH NETTING WHEN APPLIED TO SLOPES GREATER THAN 15 PERCENT.
6.

EROSION CONTROL BLANKETS SHALL BE PROVIDED ON ALL SLOPES STEEPER THAN OF 1-FOOT RISE TO 3-FEET HORIZONTAL. BLANKETS SHALL BE SC150 BN (NORTH AMERICAN GREEN); CURLEX BLANKETS (AMERICAN EXCELSIOR COMPANY); POLYJUTE STYLE 465 GT (SYNTHETIC INDUSTRIES); OR APPROVED EQUIVALENT. BLANKETS SHALL BE SECURED AS RECOMMENDED BY THE MANUFACTURER.
7.

EROSION CONTROL MIX SHALL MEET THE FOLLOWING STANDARDS:
A. ORGANIC MATTER CONTENT SHALL BE BETWEEN 80%-100%, DRY WEIGHT BASIS,
B. PARTICLE SIZE BY WEIGHT: 100% PASSING THE 6" SCREEN
70% TO 85% PASSING THE 0.75" SCREEN
C. ORGANIC PORTION SHALL BE FIBROUS AND ELONGATED
D. SOLUBLE SALTS CONTENT SHALL BE < 4.0 MMHOS/CM, AND
E. pH SHALL BE BETWEEN 5.0 AND 8.0.

Temporary Erosion Control Measures

1.

CONTRACTOR SHALL PERFORM CONSTRUCTION SEQUENCING SUCH THAT EARTH MATERIALS ARE EXPOSED FOR A MINIMUM AMOUNT OF TIME BEFORE THEY ARE COVERED, SEEDED, OR OTHERWISE STABILIZED TO PREVENT EROSION. AREAS REMAINING UNSTABILIZED FOR A PERIOD OF MORE THAN 15 DAYS SHALL BE TEMPORARILY MULCHED. TOTAL EXPOSED AREAS SHALL BE LIMITED TO NO MORE THAN CAN BE MULCHED IN ONE DAY.
2.

TEMPORARY MULCH SHALL BE APPLIED TO UNSTABILIZED AREAS WITHIN 100-FT OF STREAMS, WETLANDS, AND OTHER WATER RESOURCES WITHIN 7 DAYS OF EXPOSING SOIL AND PRIOR TO ANY STORM EVENT.
3.

DUST SHALL BE CONTROLLED THROUGH THE USE OF WATER.
4.

CONTRACTOR SHALL PROVIDE TEMPORARY SILTATION/DEWATERING BASINS, IF NECESSARY AND/OR AS DIRECTED BY THE ENGINEER, TO CONTROL SEDIMENTATION AND STORMWATER RUNOFF DURING THE CONSTRUCTION PERIOD. CONTRACTOR SHALL SUBMIT PROPOSED BASIN LOCATIONS, DESIGNS, ETC. TO THE ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION.
5.

EARTH MATERIAL STOCKPILES SHALL BE LOCATED IN AREAS THAT HAVE A MINIMUM POTENTIAL FOR EROSION AND KEPT AS FAR AWAY AS POSSIBLE FROM EXISTING DRAINAGE COURSES, PROTECTED NATURAL RESOURCES, TREE DRIP LINES AND OUTSIDE OF THE 100-YEAR FLOOD PLAIN. SEDIMENT BARRIERS SHALL BE INSTALLED DOWNGRADIANT OF STOCKPILES. STORMWATER SHOULD BE DIRECTED AWAY FROM STOCKPILE LOCATIONS.
6.

REPAIR, CLEAN, AND REPLACE ANY SEDIMENT CONTROLS DAMAGED DURING AND/OR AFTER RAINFALL EVENTS.
7.

EROSION CONTROL BLANKETS SHALL BE PLACED IN THE FLOW LINE OF ALL VEGETATED SWALES NOT OTHERWISE PROTECTED BY STONE.
8.

EROSION CONTROL BLANKETS OR NETTING OVER LOOSE MULCH SHALL BE APPLIED TO ALL VEGETATED SLOPES GREATER THAN 3:1.
9.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
A. BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
B. A MINIMUM OF 90% VEGETATED GROWTH HAS BEEN ESTABLISHED;
C. A MINIMUM OF 3-INCHES OF NON-EROSIVE MATERIAL, SUCH AS STONE OR RIPRAP, HAS BEEN INSTALLED;
D. EROSION CONTROL BLANKETS OR EROSION CONTROL MIX HAVE BEEN PROPERLY INSTALLED.

Permanent Erosion Control Measures

1.

SEEDING SHALL BE DONE BETWEEN APRIL 1 TO JUNE 1, OR BETWEEN AUGUST 15 TO OCTOBER 15.
2.

ALL DISTURBED AREAS NOT COVERED BY BUILDINGS, PAVING, OR OTHERWISE DEVELOPED, SHALL BE COVERED WITH 6 INCHES LOAM AND SEEDED.

Winter Construction

1.

WINTER CONSTRUCTION PERIOD: OCTOBER 15 THRU APRIL 15.
2.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT A MAXIMUM OF 1 ACRE OF THE SITE IS UNSTABILIZED AT ANY ONE TIME OR LIMITED TO AN AREA THAT CAN BE MULCHED IN ONE DAY.
3.

HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB PER 1,000 SF OR 3 TONS/ACRE. MULCH SHALL BE APPLIED AND ANCHORED SO THAT THE GROUND SURFACE IS NOT VISIBLE THROUGHOUT THE MULCH. MULCH SHALL NOT BE APPLIED OVER SNOW.
4.

MULCH SHALL NOT BE APPLIED WHERE THE SNOW DEPTH EXCEEDS ONE INCH. SNOW SHALL BE REMOVED PRIOR TO APPLICATION.
5.

EROSION CONTROL BLANKETS SHALL BE APPLIED TO ALL VEGETATED SLOPES GREATER THAN 3:1.
6.

A DOUBLE ROW OF SEDIMENT BARRIERS SHALL BE INSTALLED WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE.
7.

DURING PERIODS WHEN TEMPERATURES ARE ABOVE FREEZING, AREAS SHALL BE FINE GRADED AND PROTECTED WITH EITHER MULCH; OR TEMPORARILY SEEDED AND MULCHED UNTIL THE FINAL TREATMENT CAN BE APPLIED.
8.

AFTER NOVEMBER 1 EXPOSED AREAS THAT HAVE BEEN LOAMED AND FINAL GRADED MAY BE DORMANT SEEDED AT A RATE OF 3 TIME THE PERMANENT SEED RATE AFTER THE FIRST KILLING FROST AND OVERWINTER MULCHED OR ANCHORED WITH EROSION CONTROL BLANKETS.
9.

WINTER INSPECTIONS SHALL BE PERFORMED ONE WEEK AND AFTER EACH RAINFALL, SNOWSTORM, OR THAW FOR VEGETATION GROWTH, EROSION, AND MAINTENANCE NEEDS.

A. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE STABILIZED FOR OVERWINTER PROTECTION.

Site Inspection & Maintenance

1.

CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS AND BEFORE AND AFTER EACH STORM EVENT.
2.

CONTRACTOR SHALL MAINTAIN WRITTEN INSPECTION AND MAINTENANCE LOGS FOR THE EROSION CONTROL MEASURES FOR THE DURATION OF THE CONSTRUCTION PERIOD. LOGS SHALL BE MADE AVAILABLE TO THE OWNER, ENGINEER, MUNICIPALITY, RAILROAD, AND MAINE DEP UPON REQUEST.
3.

TEMPORARY MULCHING: ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED TO AREAS WHERE LESS THAN 90% OF THE SOIL SURFACE IS COVERED WITH MULCH.
4.

CATCH BASIN/SILT SACK SEDIMENT TRAPS: SEDIMENT SHALL BE REMOVED FROM TRAPS WHEN ACCUMULATION DEPTH IS GREATER THAN OR EQUAL TO 1/2 THE DESIGN DEPTH OF THE TRAP. TRAPS SHALL BE REPLACED IF THEY ARE DAMAGED, TORN, ETC.
5.

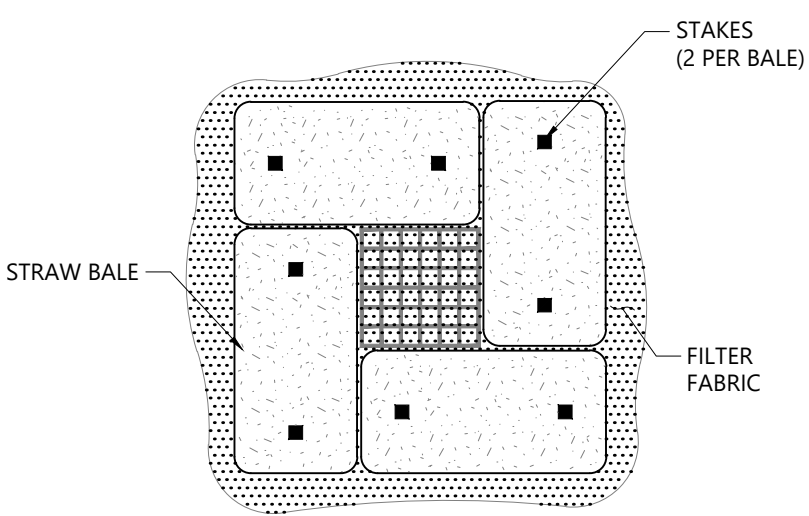
SILT SOCK BARRIERS, SILT FENCE BARRIERS, AND STONE CHECK DAMS: SILT SOCK BARRIERS, SILT FENCE, AND STONE CHECK DAMS SHALL BE REPAIRED IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. SEDIMENT TRAPPED BEHIND BARRIERS/CHECK DAM SHALL BE REMOVED WHEN SEDIMENT DEPTH REACHES 6 INCHES. BARRIERS SHALL BE REPLACES WITH A TEMPORARY CHECK DAM IF THERE ARE SIGNS OF UNDERCUTTING OR IMPOUNDING LARGE VOLUMES OF WATER BEHIND THEM.
6.

EROSION CONTROL BLANKETS: IF WASHOUTS OR BREAKAGE OCCURS, SLOPES SHALL BE REPAIRED, AND BLANKETS SHALL BE RE-INSTALLED.
7.

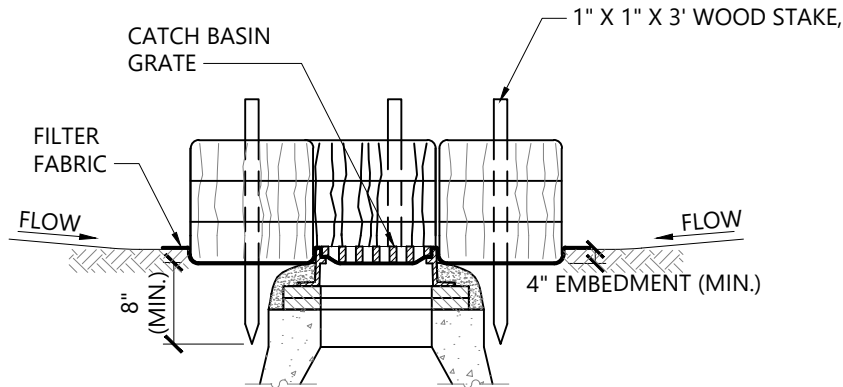
STABILIZED CONSTRUCTION EXITS: EXITS SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. IF EXIT BECOMES INEFFECTIVE IT SHALL BE RECONSTRUCTED AND/OR REPLACED.
8.

TEMPORARY SEDIMENTATION/DEWATERING BASINS: SEDIMENT IN TEMPORARY BASINS SHALL BE REMOVED AS NECESSARY DEPENDING ON THEIR USE AND DESIGN.
9.

UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE SYSTEMS.



PLAN VIEW



SECTION VIEW

NOTES

1.

ENCLOSE STRUCTURE WITH HAYBALES IMMEDIATELY AFTER CATCH BASIN CONSTRUCTION. MAINTAIN UNTIL PAVING BINDER COURSE IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED.
2.

IF GRATE IS AGAINST EXISTING CURB THEN BALES ARE TO BE PLACED AROUND THREE SIDES OF GRATE ONLY.
3.

GRATE TO BE PLACED OVER FILTER FABRIC.
4.

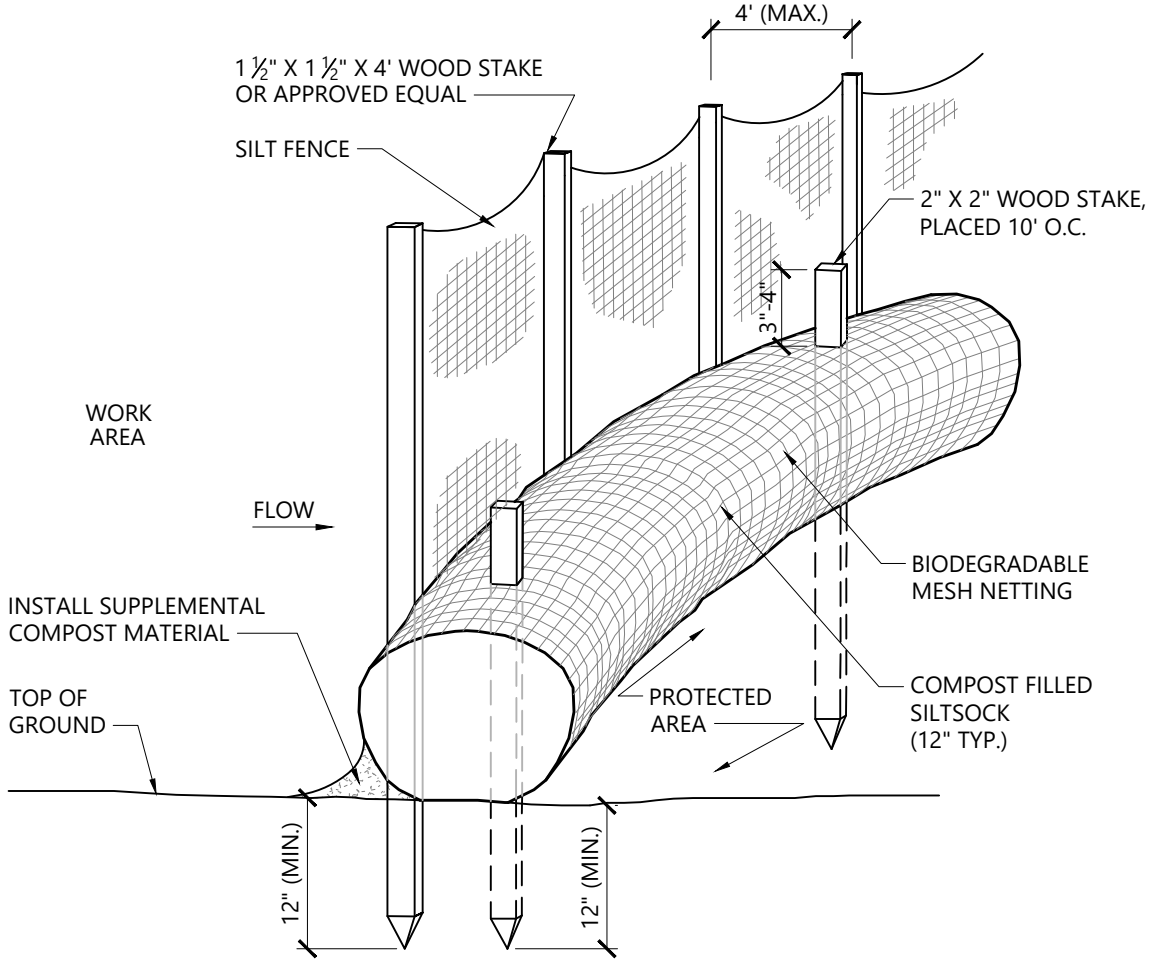
BALES SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND REPAIR OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED.

Catch Basin Sediment Trap

N.T.S. Source: VHB LD_673

Siltsack Sediment Trap

N.T.S. Source: VHB LD_674



NOTES

1.

SILT SOCK SHALL BE FILTREXX SILTSOXX, OR APPROVED EQUAL.
2.

SILT SOCKS SHALL OVERLAP A MINIMUM OF 12 INCHES.
3.

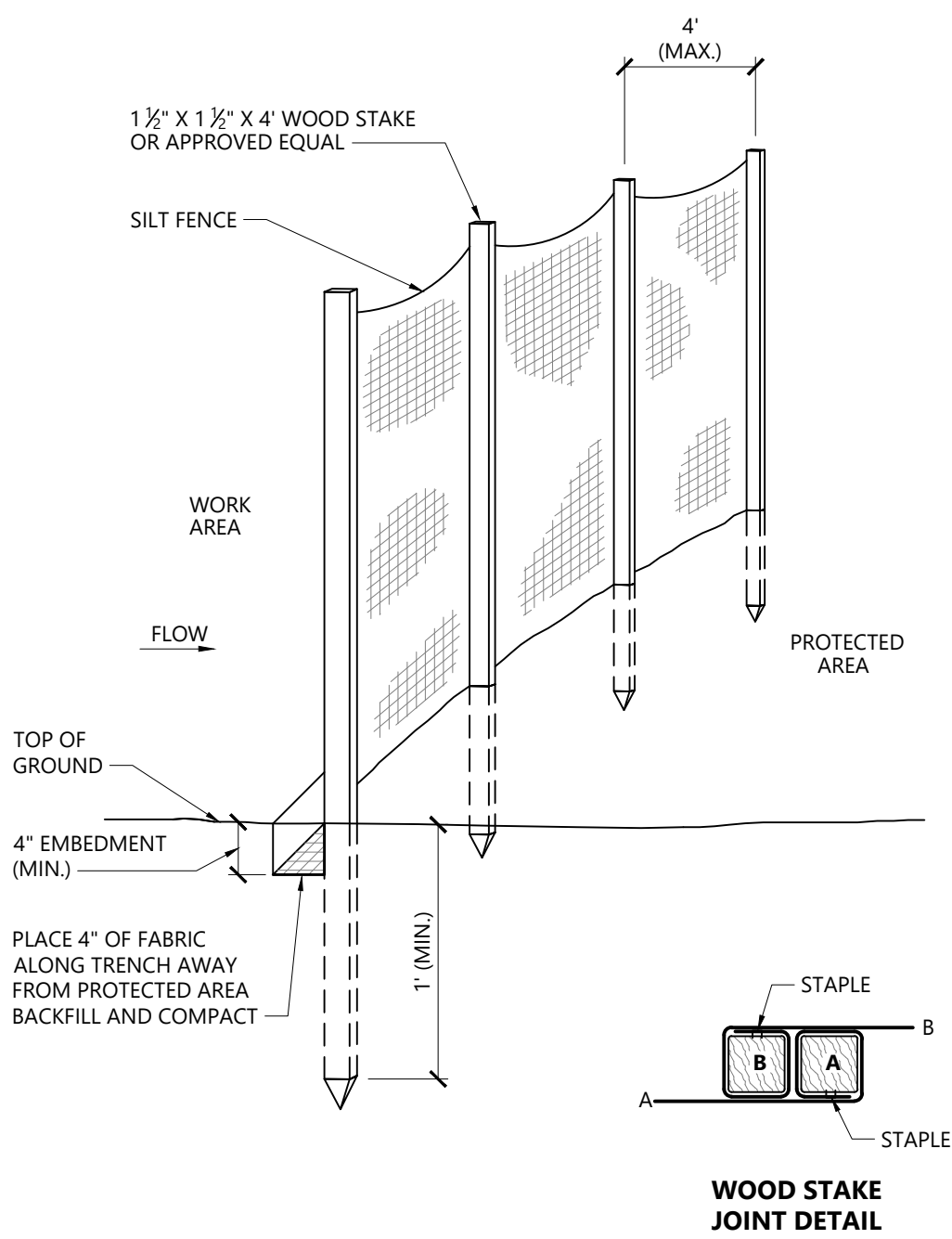
SILT SOCK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIR OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED.
4.

COMPOST MATERIAL SHALL BE DISPERSED ON SITE, AS DETERMINED BY THE ENGINEER.
5.

IF NON BIODEGRADABLE NETTING IS USED THE NETTING SHALL BE COLLECTED AND DISPOSED OF OFFSITE.

Siltsock / Silt Fence Barrier

N.T.S. Source: VHB REV LD_658-A

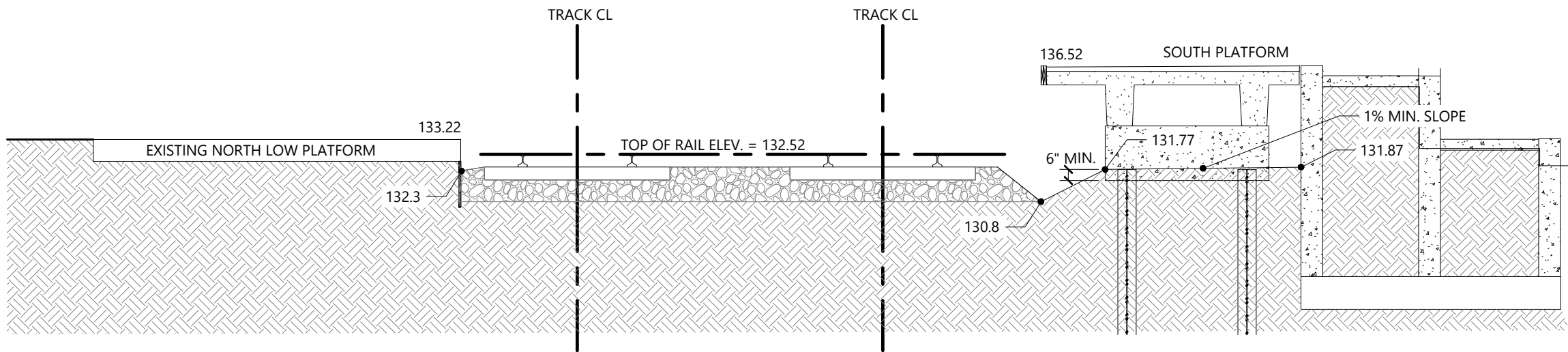


WOOD STAKE JOINT DETAIL

Silt Fence Barrier

N.T.S. Source: VHB REV LD_650

PROJECT INFORMATION		PROJECT COMPLETION DATE				
DATE	06/21/2024	DESIGNER	VHB	RAILROAD OWNER	CSX	
		REVISIONS 1		REVISIONS 2		
		REVISIONS 3		REVISIONS 4		
		REVISIONS 5				

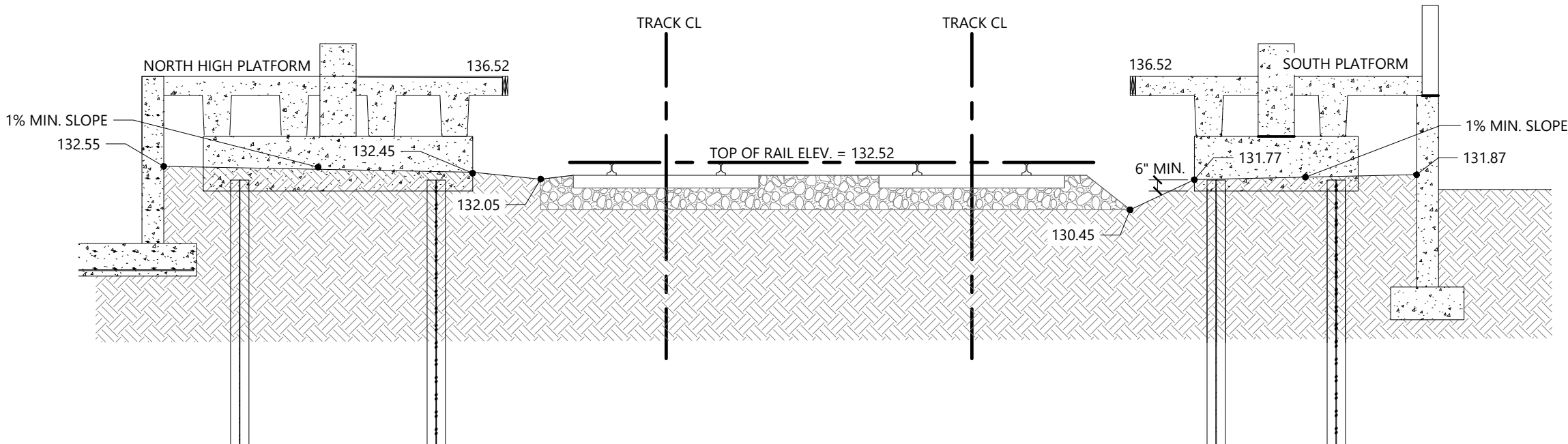


Drainage Cross-Section - Station 4421+75

N.T.S.

Source: VHB

1/24

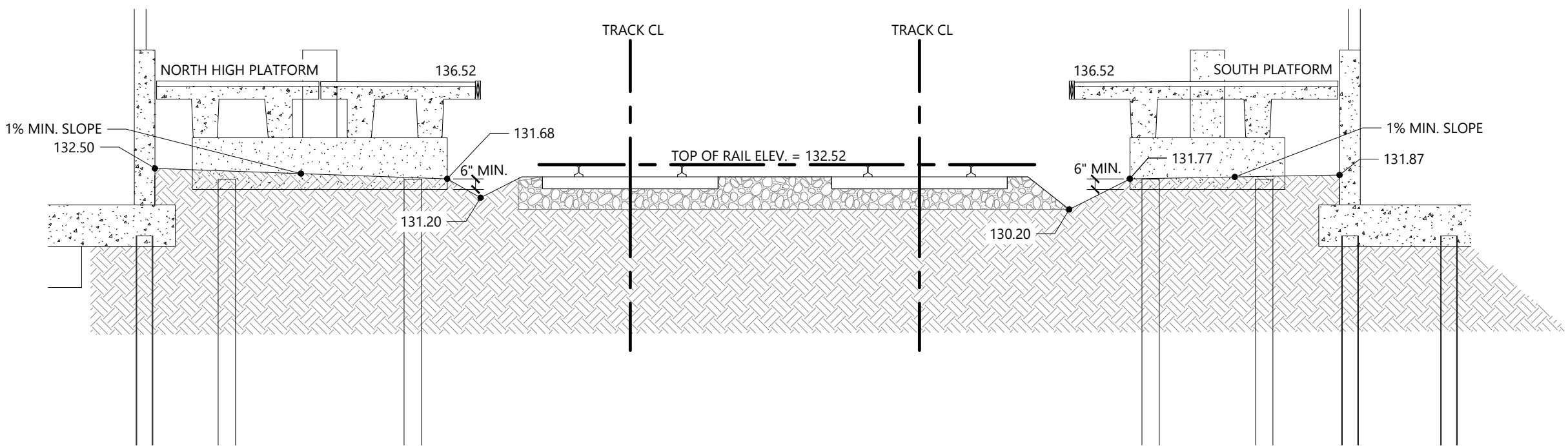


Drainage Cross-Section - Station 4222+45

N.T.S.

Source: VHB

1/24



Drainage Cross-Section - Station 4422+95

N.T.S.

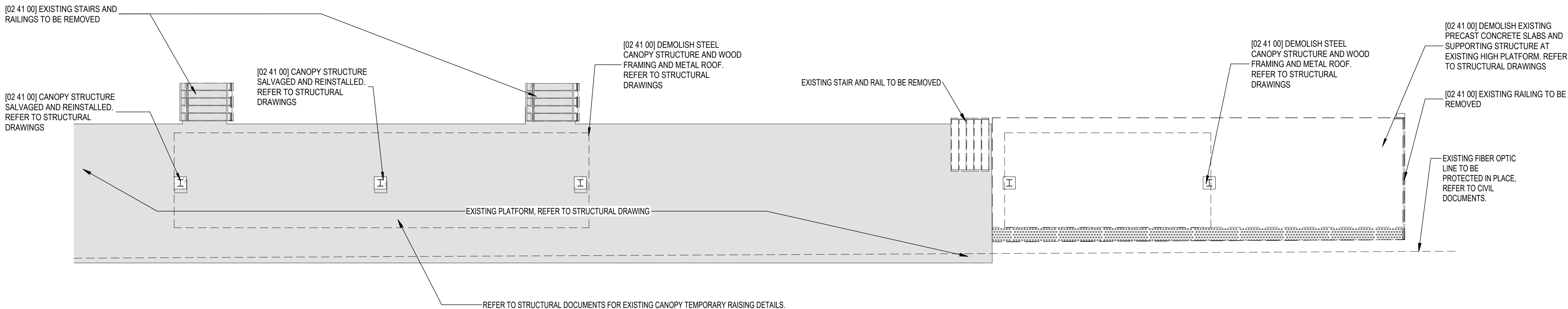
Source: VHB

1/24

PROJECT INFORMATION							
DATE	06/21/2024	DESIGNER	VHB	RAILROAD OWNER	CSX	REVISIONS 1	
						REVISIONS 2	
						REVISIONS 3	
						REVISIONS 4	
						REVISIONS 5	
						PROJECT COMPLETION DATE	

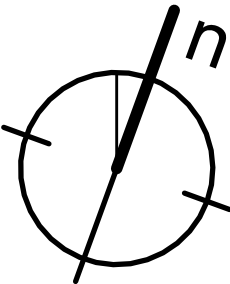
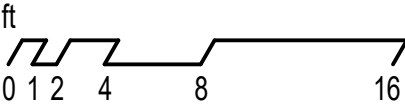
SHEET NUMBER

C-111



1 LOW PLATFORM
SCALE: 1/8" = 1'-0"

REFER TO AD-200 FOR CANOPY AND PLATFORM EXISTING
CONDITIONS OF ITEMS TO BE DEMOLISHED



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

DEMOLITION FLOOR PLANS

SHEET NUMBER

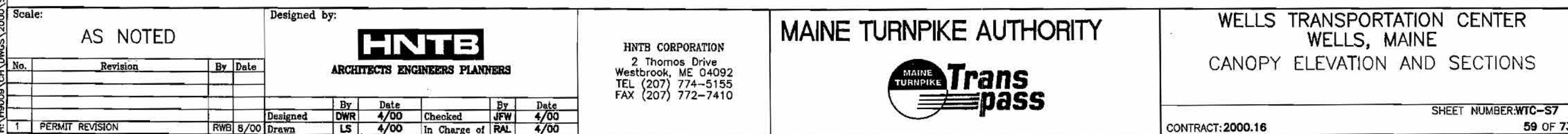
AD-100

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



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SHEET NUMBER

AD-200



EXTERIOR PERSPECTIVE - FROM ACCESS PATH



EXTERIOR PERSEPCTIVE - SOUTH PLATFORM

GENERAL ARCHITECTURAL NOTES

- THESE DRAWINGS ARE TO BE READ AND INTERPRETED AS ONLY A PORTION OF THE CONTRACT DOCUMENTS WHICH INCLUDE DRAWINGS BY OTHER DISCIPLINES AND THE PROJECT MANUAL AND SPECIFICATIONS AS WELL AS OTHER DOCUMENTS BY CONTRACT OR REFERENCE
2. ALL DIMENSIONS TO BE VERIFIED IN FIELD.
3. ALL DIMENSIONS ARE TO BE FINISHED FACE OF PARTITION, COLUMN CENTER LINE, FACE OF MASONRY, FACE OF CLT, CENTER LINE OF STEEL; OR COLUMN LINE UNLESS NOTED OTHERWISE.
4. AT CERTAIN TIMES DURING CONSTRUCTION, PORTIONS OF THE BUILDING MAY BE OCCUPIED. THE WORK SHALL BE DONE AND SUCH TEMPORARY FACILITIES PROVIDED BY THE CONTRACTOR SO AS TO CAUSE THE LEAST POSSIBLE INTERFERENCE WITH DAILY OPERATION OF THE FACILITY OR ANY ESSENTIAL SERVICE THEREOF.
5. WHERE PIPES, DUCTS AND PANEL BOXES OCCUR, PARTITIONS SHALL BE OF SUCH THICKNESS TO ACCOMMODATE PIPES AND DUCTS (REF. MEP DWGS).
6. ALL PIPES, DUCTS, ETC. IN FINISHED AREAS SHALL BE FURRED INTO WALLS UNLESS NOTED OTHERWISE.
7. FIRE RATED AND SECURITY PARTITIONS SHALL BE CONTINUOUS ABOVE THE CEILING SO AS TO PROVIDE A POSITIVE SMOKE AND/OR FIRE BARRIER. BOTH SIDES OF STUD PARTITIONS ABOVE THE CEILING SHALL BE FINISHED EXCEPT FOR DECORATIVE FINISHES.
8. MAINTAIN WALL FIRE RESISTIVE RATING WHERE ITEMS SUCH AS FIRE EXTINGUISHER CABINETS, ELECTRICAL PANEL BOXES, ETC. ARE BUILT INTO WALLS.
9. ALL EXPOSED EXTERIOR FERROUS METAL TO BE GALVANIZED UNLESS NOTED OTHERWISE.
10. PROVIDE FIRE-SAFING, FIRE DAMPERS, ETC. AT ALL PENETRATIONS THROUGH FIRE-RATED PARTITIONS SO AS TO MAINTAIN REQUIRED FIRE-RESISTANCE RATING.
11. PROVIDE BOTH BASE-BID AND ALTERNATE-BID PRICING INFORMATION WHERE SO NOTED/REQUESTED THROUGHOUT THE DRAWINGS AND SPECIFICATIONS.
12. WHEN FIRE RATED PARTITIONS AND NON-RATED (OR LESS RESTRICTIVELY RATED) PARTITIONS INTERSECT, THE HIGHER-RATED PARTITION CONSTRUCTION SHALL CONTINUE THROUGH THE INTERSECTION.
13. WHEN INSULATED PARTITIONS AND NON-INSULATED (OR LESS INSULATED) PARTITIONS INTERSECT, THE HIGHER-RATED PARTITION CONSTRUCTION SHALL CONTINUE THROUGH THE INTERSECTION.
14. REPETITIVE ITEMS ARE NOT SHOWN IN THEIR ENTIRETY AND SHALL BE COMPLETELY PROVIDED AS IF SHOWN IN FULL.
15. VERIFY ROUGH-IN DIMENSIONS FOR ALL EQUIPMENT PROVIDED BY THIS CONTRACT, OR BY OTHERS SO NOTED TO BE INSTALLED BY CONTRACTOR UNDER THIS CONTRACT
16. VERIFY SIZE AND LOCATION OF, AND PROVIDE: REQUIRED OPENINGS THROUGH FLOORS AND WALLS. ACCESS DOORS, FURRING, CURBS, ANCHORS AND INSERTS. PROVIDE ALL BASES AND BLOCKING REQUIRED FOR ACCESSORIES, MECHANICAL, ELECTRICAL AND OTHER EQUIPMENT.
17. WHERE DOOR IS LOCATED NEAR CORNER OF ROOM AND IS NOT LOCATED BY DIMENSION ON PLAN OR DETAILS, DIMENSION SHALL BE THREE-INCHES (3") FROM FACE OF STUD (WALL) TO FACE OF ROUGH-OPENING; DIMENSION SHALL BE SIX-INCHES (6") FROM FACE OF WALL TO FACE OF OPENING AT CONCRETE WALL, EIGHT-INCHES (8") AT CMU.
18. DO NOT SCALE DIMENSIONS FROM DRAWINGS. CONTRACTOR SHALL REQUEST IN WRITING, FROM THE ARCHITECT, NECESSARY DIMENSIONS NOT SHOWN ON DRAWINGS.
20. THE CONTRACTOR SHALL COMPARE STRUCTURAL SECTIONS WITH ARCHITECTURAL SECTIONS AND REPORT ANY DISCREPANCY TO ARCHITECT AND ENGINEER PRIOR TO FABRICATION OR INSTALLATION OF STRUCTURAL MEMBERS.
21. REFER TO STRUCTURAL DOCUMENTS FOR FLOOR ELEVATIONS, FLOOR SLOPES AND LOCATIONS OF DEPRESSED SLAB AREAS; AND FOR AREAS OF RAISED CURB/SIDEWALK.
22. REFER TO STRUCTURAL, ELECTRICAL, MECHANICAL, CIVIL AND OTHER DISCIPLINES DOCUMENTS FOR ADDITIONAL INFORMATION.
23. ALL ELEVATIONS ON A-SERIES DRAWINGS ARE BASED ON A PROJECT BASE POINT OF 0' 0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

SHEET NUMBER	SHEET NAME
AD-100	DEMOLITION FLOOR PLANS
AD-200	DEMOLITION ELEVATIONS AND DETAILS
A-011	ARCHITECTURAL NOTES
A-012	ARCHITECTURAL SYMBOLS
A-101	HIGH PLATFORM FLOOR PLAN
A-102	BRIDGE FLOOR AND ROOF PLAN
A-121	REFLECTED CEILING PLANS
A-201	NORTH PLATFORM EXTERIOR ELEVATIONS
A-202	SOUTH PLATFORM EXTERIOR ELEVATIONS
A-203	EXTERIOR ELEVATIONS
A-301	BUILDING SECTIONS
A-302	BUILDING SECTIONS
A-311	WALL SECTIONS - NORTH PLATFORM
A-312	WALL SECTIONS - SOUTH PLATFORM
A-313	WALL SECTIONS - DYNAMIC ENVELOPE
A-401	ENLARGED NORTH PLATFORM FLOOR PLANS
A-402	ENLARGED SOUTH PLATFORM FLOOR PLANS
A-421	ENLARGED INTERIOR ELEVATIONS
A-461	ENLARGED ELEVATOR DRAWINGS
A-462	ENLARGED ELEVATOR DETAILS
A-471	NORTH PLATFORM ENLARGED STAIR DRAWINGS
A-472	SOUTH PLATFORM ENLARGED STAIR DRAWINGS
A-473	ENLARGED RAMP PLANS AND SECTIONS
A-511	ROOF DETAILS
A-521	EXTERIOR DETAILS
A-522	EXTERIOR DETAILS
A-541	INTERIOR DETAILS
A-601	ASSEMBLY TYPE SCHEDULES & DETAILS
A-602	ASSEMBLY TYPE SCHEDULES & DETAILS
A-620	DOOR SCHEDULES & DETAILS
A-661	CURTAIN WALL, STOREFRONT & LOUVER SCHEDULE & ELEVATIONS
A-662	STOREFRONT DETAILS
A-663	CURTAIN WALL & LOUVER DETAILS
A-710	FINISH SCHEDULE & DETAILS
A-801	SIGNAGE SCHEDULE & DETAILS
A-802	SIGNAGE ELEVATIONS & DETAILS

SHEET NUMBER	WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION	PROJECT INFORMATION		NNEPRA DOWNEASTER WELLS AREA IMPROVEMENT PROJECT WELLS, MAINE
		DATE	06/21/2024	
		DESIGNER	FM	
		RAILROAD OWNER		
		REVISION 1		
	ARCHITECTURAL NOTES	REVISION 2		
		REVISION 3		
		REVISION 4		
		REVISION 5		
		PROJECT COMPLETION DATE		

A-011

ABBREVIATIONS

+	PLUS	D	DEEP	GL	GLASS	OH DR	OVERHEAD DOOR	SNDU	SANITARY NAPKIN DISPOSAL UNIT
=	EQUAL	DBL	DOUBLE	GL BLK	GLASS BLOCK	OPH	OPPOSITE HAND	SP	STANDPIPE
@	AT	DEL	DELETE	GR BM	GRADE BEAM	OPNG	OPENING	SP EL	SPOT ELEVATION
±	PLUS/MINUS	DEMO	DEMOLITION	GRTG	GRATING	OPP	OPPOSITE	SPCL	SPECIAL
Ø	DIAMETER, ROUND	DET	DETAIL	GWSB	GYP SUM WALL BOARD	OPR	OPERABLE	SPEC	SPECIFICATIONS
L	ANGLE	DF	DRINKING FOUNTAIN	GYP	GYP SUM	ORD	OVERFLOW ROOF DRAIN	SPKLR	SPRINKLER
≈	ALMOST EQUAL	DIA	DIAMETER			ORIG	ORIGINAL	SPKR	SPEAKER
≠	NOT EQUAL	DIAG	DIAGONAL	HAZ MAT	HAZARDOUS MATERIAL	OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION	SPLY	SUPPLY
		DIFF	DIFFUSER	HB	HOSE BIBB	OVFL	OVERFLOW	SPR	SPRINKLER LINE
A/C	AIR CONDITIONING	DIFF	DIFFERENCE	HC	HANDICAP	PA	PUBLIC ADDRESS	SPWP	SANITARY PLASTIC WALL PANELING
A/E	ARCHITECT/ENGINEER	DIM	DIMENSION	HDO	HIGH DENSITY OVERLAY	PAR	PARALLEL	SQ	SQUARE
AAP	ALARM ANNUNCIATOR PANEL	DISP	DISPENSER	HDR	HEADER	PART	PARTIAL	SS	STAGGERED SEAM
AB	ANCHOR BOLT	DK	DECK	HDW	HARDWARE	PAT	PATTERN	SSRF	SOLID SURFACE
ACOUS	ACOUSTICAL	DN	DOWN	HDWD	HARDWOOD	PBD	PARTICLE BOARD	SST	STAINLESS STEEL
ACS	ACCESS	DOC	DOCUMENT	HG	HORIZONTAL GRAIN	PCT	PERCENTAGE	ST	STAIR
ACT	ACOUSTIC CEILING TILE	DR	DRAIN	HNDRL	HANDRAIL	PB	PARTICLE BOARD	STAG	STAGGERED
AD	AREA DRAIN	DR	DOOR	HORIZ	HORIZONTAL	PC	POLYCARBONATE	STC	SOUND TRANSMISSION CLASS
ADA	AMERICAN W/ DISABILITIES ACT	DWG	DRAWING	HPT	HIGH POINT	PCC	PRECAST CONCRETE	STIF	STIFFENER
ADDL	ADDITIONAL			HS	HOUR	PCT	PERCENTAGE	STL	STEEL
ADDM	ADDENDUM	E	EAST	HR	HAND SINK	PD	PLANTER DRAIN	STOR	STORAGE
ADJ	ADJACENT	EA	EACH	HSS	HOLLOW STEEL SECTION	PDS	PLANTER DRAIN STUB	STRUCT	STRUCTURAL
AFF	ABOVE FINISHED FLOOR	ED	EXHIBIT DRAIN	HT	HEIGHT	PERF	PERFORATED	SURF	SURFACE
AFG	ABOVE FINISHED GRADE	EIFS	EXTERIOR INSULATION AND FINISH SYSTEM	HVAC	HEATING, VENTILATION AND AIR CONDITIONG	PERIM	PERIMETER	SUSPEND(ED)	SUSPEND(ED)
AHU	AIR HANDLING UNIT	EJ	EXPANSION JOINT	HYD	HYDRANT	PERP	PERPENDICULAR	SVCE	SERVICE
ALT	ALTERNATE	EL	ELEVATION			PH	PHASE	SYS	SYSTEM
ALUM	ALUMINUM	ELAST	ELASTOMETRIC	IBC	INTERNATIONAL BUILDING CODE	PL	PROPERTY LINE	T	TREAD
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	ELEC	ELECTRICAL	ID	INSIDE DIMENSION	PLAM	PLASTIC LAMINATE	TAB	TOP & BOTTOM
APPROX	APPROXIMATE(LY)	ELEV	ELEVATOR	IN	INCH(ES)	PLAT	PLATFORM	TAN	TANGENT
ARCH	ARCHITECT	EMER	EMERGENCY	INCL	INCLUDE(ING)	PLYWD	PLYWOOD	TB	THROUGH BOLT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	ENCL	ENCLOSURE	INCR	INCREMENT	POL	POLISHED	TBD	TO BE DETERMINED
ATM	AUTOMATED TELLER MACHINE	ENGR	ENGINEER	INSTL	INSTALL	PR	PIPE RAIL	TD	TRENCH DRAIN
ATTN	ATTENTION	EOS	EDGE OF SLAB	INSUL	INSULATION	PR	PAIR	TD	TOWEL DISPENSER
AUX	AUXILIARY	EPDM	ETHYLENE PROPYLENE DIENE MONOMER	INT	INTERIOR	PRCST	PRECAST	TEL	TELEPHONE
AV	AUDIO VISUAL	EQ	EQUAL	IR	INFARED	PREV	PREVIOUS	TEMP	TEMPORARY
		EQL SP	EQUALLY SPACED	ISO	INTERNATIONAL STANDARDS ORGANIZATION	PROJ	PROJECT	TER	TERRAZZO
BAT	BATTEN	EQUIP	EQUIPMENT			PS	PULL STATION	TFF	TOP OF FINISHED FLOOR
BC	BUILDING CODE	EQUIV	EQUIVALENT	JAN CLO	JANITOR'S CLOSET	PT	PAINT(ED)	THK	THICK(NESS)
BD	BOARD	ESCAL	ESCALATOR	JST	JOIST	PTD	PAPER TOWEL DISPENSER	THRES	THRESHOLD
BDRY	BOUNDARY	ESMT	EASEMENT	JT	JOINT	PTDR	PAPER TOWEL DISPENSER/RECEPTACLE	TMPD	TEMPERED
BF	BOTH FACES	ETC	ET CETERA			PTN	PARTITION	TO	TOP OF
BFF	BELOW FINISH FLOOR	EXCL	EXCLUDE(ING)	L	LITER	PVC	POLY VINYL CHLORIDE	TOB	TOP OF BEAM
BITUM	BITUMINOUS	EXH	EXHIBIT	L	ANGLE			TOC	TOP OF CONCRETE
BLDG	BUILDING	EXH HD	EXHAUST HOOD	L COL	LALLY COLUMN	QT	QUARRY TILE	TOF	TOP OF FOOTING
BLKG	BLOCKING	EXIST	EXISTING	LAB	LABORATORY	QTR	QUARTER	TOJ	TOP OF JOIST
BOS	BOTTOM OF STEEL	EXP	EXPOSED	LAM GL	LAMINATED GLASS	QTY	QUANTITY	TOL	TOLERANCE
BOT	BOTTOM	EXP BT	EXPANSION BOLT	LAV	LAVATORY			TOM	TOP OF MASONRY
BPRF	BULLETPROOF/RESISTANT	EXST GR	EXISTING GRADE	LB	POUND(S)			TOP	TOP OF PARAPET
BRCG	BRACING	EXT	EXTERIOR	LD	LINEAR DIFFUSER	R	RISER	TOS	TOP OF SLAB
BRDG	BRIDGING			LDG	LANDING	R	RADIUS	TOW	TOP OF WALL
BTWN	BETWEEN	F/F	FACE TO FACE	LF	LINEAR FEET	RBR	RUBBER	TPD	TOILET PAPER DISPENSER
		FA	FIRE ALARM	LH	LEFT HAND	RCP	REFLECTED CEILING PLAN	TPR	TAPERED
C	CHANNEL	FAAP	FIRE ALARM ANNUNCIATOR PANEL	LIN	LINEAR	RCPTN	RECEPTION	TRTD	TREATED
C TO C	CENTER TO CENTER	FACP	FIRE ALARM CONTROL PANEL	LKR	LOCKER	REC	RECESS(ED)	TS	TUBE STEEL
CAN	CANOPY	FCO	FLOOR CLEANOUT	LKR RM	LOCKER ROOM	REF	REFRIDGERATOR	TYP	TYPICAL
CANTIL	CANTILEVER	FCU	FAN COIL UNIT	LNTL	LINTEL	REF	REFERENCE		
CAP	CAPACITY	FD	FLOOR DRAIN	LOC	LOCATION	REINF	REINFORCEMENT		
CATW	CATWALK	FDC	FIRE DEPARTMENT CONNECTION	LPT	LOW POINT	REM	REMOVABLE	UBC	UNIFORM BUILDING CODE
CAV	CAVITY	FDN	FOUNDATION	LT	LIGHT	REPL	REPLACE	UGND	UNDERGROUND
CCTV	CLOSED CIRCUIT TELEVISION	FDR	FIRE DOOR	LT WT	LIGHT WEIGHT	REQUIRE	REQUIRED	UL	UNDERWRITERS LABORATORIES
CCW	COUNTERCLOCKWISE	FE	FIRE EXTINGUISHER	LTD	LIMITED	REQD	REQUIRED	UNFIN	UNFINISHED
CF	CONTRACTOR FURNISHED	FEC	FIRE EXTINGUISHER CABINET	LTG	LIGHTING	RET	RETURN	UNIF	UNIFORM
CF/CI	CONTRACTOR FURNISHED/CONTRACTOR INSTALLED	FF EL	FINISHED FLOOR ELEVATION	LVD	LOUVERED	REV	REVISION	UNO	UNLESS NOTIFIED OTHERWISE
CF/OI	CONTRACTOR FURNISHED/OWNER INSTALLED	FF&E	FURNITURE, FIXTURE & EQUIPMENT	LVR	LOUVER	RF	RESINIOUS FLOORING	UPC	UNIFORM PLUMBING CODE
CPE	CONTRACTOR FURNISHED EQUIPMENT	FF/CI	FOUNDATION FURNISHED CONTRACTOR INSTALLED	LYR	LAYER	RFI	REQUEST FOR INFORMATION	UR	URINAL
CFLG	COUNTERFLASHING	FF/FI	FOUNDATION FURNISHED FOUNDATION INSTALLED			RGD INS	RIGID INSULATION	UTIL	UTILITY
CHFR	CHAMFER			m	METER	RH	RIGHT HAND	UV	ULTRAVIOLET
CI	CONTINUOUS INSULATION	FGL	FIBERGLASS	m2	SQAURE METER	RH	ROOF HATCH	VAR	VARIES
CIP	CAST-IN-PLACE	FH	FIRE HYDRANT	m3	CUBIC METER	RJ	RUSTICATION JOINT	VCT	VINYL COMPOSITION TILE
CJ	CONTROL JOINT	FHC	FIRE HOSE CABINET	MACH	MACHINE	RLG	RAILING	VERT	VERTICAL
CL	CENTER LINE	FIN	FINISHED	MACH RM	MACHINE ROOM	RM	ROOM	VEST	VESTIBULE
CLG	CEILING	FIN FLR	FINISHED FLOOR	MATL	MATERIAL	RND	ROUND	VG	VERTICAL GRAIN
CLG HT	CEILING HEIGHT	FIXT	FIXTURE	MC	MANHOLE COVER	RO	ROUGH OPENING	VIF	VERIFY IN FIELD
CLL	COLUMN LINE	FLASH	FLASHING	MD	METAL DECK	RTG	RATING	VMS	VARIABLE MESSAGE SIGNAGE
CLR	CLEAR	FLDR	FOLDING	MDO	MEDIUM DENSITY OVERLAY	RVL	REVEAL	VNR	VENEER
CLRM	CLASSROOM	FLR	FLOOR	ME	MECHANICAL ENGINEER	RWL	RAIN WATER LEADER	VOL	VOLUME
CLT	CROSS LAMINATED TIMBER	FLR FIN	FLOOR FINISH	ME	MECHANICAL			VP	VENEER PLASTER
cm	CENTIMETER	FLR REG	FLOOR REGISTER	MECH	MECHANICAL ROOM	S	SOUTH	VWC	VINYL WALL COVERING
CMPS	COMPOSITE	FLR SK	FLOOR SINK	MECH RM	MECHANICAL ROOM	SC	SHADING COEFFICIENT		
CMPT	COMPUTER	FLUOR	FLUORESCENT	MEL	MELAMINE	SCHED	SCHEDULE	W	WEST
CMU	CONCRETE MASONRY UNIT	FOC	FACE OF CONCRETE	MEMB	MEMBRANE	SCP	SCUPPER	W/	WITH
CNCL	CONCEALED	FOF	FACE OF FINISH	MEZZ	MEZZANINE	SCRN	SCREEN	W/O	WITHOUT
CND	CONDUIT	FOS	FACE OF SLAB/STUD	MFD	MANUFACTURED	SD	STORM DRAIN	WBL	WOOD BLOCKING
CNR	CORNER	FOW	FACE OF WALL	MFR	MANUFACTURER	SD	SOAP DISPENSER	WC	WATER CLOSET
CO	CASED OPENING	FP	FIRE RATING	MFR REC	MANUFACTURER'S RECOMMENDATION	SD	SMOKE DETECTOR	WCO	WALL CLEANOUT
CO	CONCRETE OPENING	FRG	FIBER REINFORCED GYPSUM	MIN	MINIMUM	SDBL	SANDBLAST	WCPT	WALL CARPET
COL	COLUMN	FRP	FIBER REINFORCED PLASTIC	MISC	MISCELLANEOUS	SE	SUSPENDED DECORATIVE GRID	WD	WOOD
CONC	CONCRETE	FS	FULL SIZE	MO	MASONRY OPENING	SECT	SECTION	WDW	WINDOW
CONTR	CONTRACTOR	FSH	FIRE SPRINKLER HEAD	MS	MOP SINK	SEG	SEGMENT	WGL	WIRE GLASS
COORD	COORDINATE(D)	FSTNR	FASTENER	MT	MOUNT	SERV.	SERVICE	WH	WEEP HOLE
COP	COPING	FT	FOOT, FEET	MTD	MOUNTED	SF	SQUARE FOOT	WH	WALL HUNG
CP	CONTROL PANEL	FTG	FIRE TREATED	MTL	METAL	SFIA	SPRAYED FOAM AIR INSULATING AIR BARRIER	WL	WIND LOAD
CPT	CARPET	FURG	FURRING	MULL	MULLION	SGD	SLIDING GLASS DOOR	WLD	WELD(ED)
CPVC	CHLORINATED POLY VINYL CHLORIDE	FURN	FURNITURE			SGL	SINGLE	WM	WIRE MESH
CSI	CONSTRUCTION SPECIFICATIONS INSTITUTE	FUT	FUTURE	N	NORTH	SHR	SHOWER	WO	WHERE OCCURS
CSK	COUNTER SUNK	FW	FIRE WALL	NA	NOT APPLICABLE	SHT	SHEET	WP	WORKING POINT
CSMT	CASEMENT	FWRK	FORMWORK	NBC	NATIONAL BUILDING STANDARDS	SIM	SIMILAR	WP	WATERPROOFING
CSWK	CASEWORK			NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	SK	SKETCH	WSCOT	WAINSCOT
CT	COOLING TOWER			NIC	NOT IN CONTRACT	SKLT	SKYLIGHT	WT	WEIGHT
CT	CERAMIC TILE	GAL	GALLON(S)	NO	NUMBER	SL	SEA LEVEL	WTR	WATER
CTD	COATED	GALV	GALVANIZE(D)	NOM	NOMINAL	SLDG	SLIDING	WWF	WELDED WIRE FABRIC
CTR	CENTER	GC	GENERAL CONTRACTOR	NTS	NOT TO SCALE	SLDR	SHIP LADDER	WWM	WELDED WIRE MESH
CTRL	CONTROL	GDR	GUARDRAIL			SLNT	SEALANT		
CUH	CABINET UNIT HEATER	GEN	GENERATOR	O.R.	OUTSIDE RADIUS	SM	SMOOTH	X BRACE	CROSS BRACE
CW	CURTAINWALL	GES	GLAZED ENTRY SYSTEM	OC	ON CENTER	SND	SANITARY NAPKIN DISPENSER	X SECT	CROSS SECTION
CW	CLOCKWISE	GFCI	GROUND FAULT CIRCUIT INTERRUPTOR	OD	OUTSIDE DIAMTER			YR	YEAR
CYL	CYLINDER	GFRG	GLASS-FIBER REINFORCED GYPSUM	OF	OUTSIDE FACE				
		GFRP	GLASS-FIBER REINFORCED PLASTIC	OF/CI	OWNER FURNISHED CONTRACTOR INSTALLED				
				OF/OI	OWNER FURNISHED/OWNER INSTALLED				

DRAWING SYMBOLS LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	CASEWORK TYPE/NO.		DETAIL REFERENCE		NEW DOOR
	CEILING HEIGHT		DETAIL REFERENCE		EXISTING DOOR
	STRUCTURAL GRID DESIGNATION		WALL SECTION REFERENCE		FLOOR DRAIN
	WORK POINT		BUILDING SECTION REFERENCE		ROOF DRAIN
	CENTERLINE		INTERIOR ELEVATION REFERENCE		KEYNOTE VALUE
	BREAKLINE		ROOM NAME		LIGHT FIXTURE TYPE
	DOOR NUMBER		CMU PARTITION		EXTERIOR ASSEMBLY
	SPOT ELEVATION		2HR FIRE RESISTANCE RATED PARTITION		SIGNAGE TAG
	DRAWING LABEL				
	DRAWING REVISION NO.				
	WINDOW REFERENCE				
	LOUVER REFERENCE				

MATERIAL SYMBOLS LEGEND

	BRICK
	CERAMIC TILE
	CONCRETE
	CONCRETE BLOCK
	EARTH
	GLASS
	GRATING
	GYPSUM/PLASTER
	INSULATION - BATT
	INSULATION - RIGID
	INSULATION - SPRAY-FOAM
	PARTICLE BOARD
	PLYWOOD
	STEEL
	WOOD
	CROSS LAMINATED TIMBER
	HIGH DENSITY FIBER CEMENT PANELS
	PRECAST CONCRETE
	STONE
	DETECTABLE WARNING PLATE

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION				
DATE	08/21/2024	DESIGNER	FM	
RAILROAD OWNER		REVISION 1		
		REVISION 2		
		REVISION 3		
		REVISION 4		
		REVISION 5		
		PROJECT COMPLETION DATE		

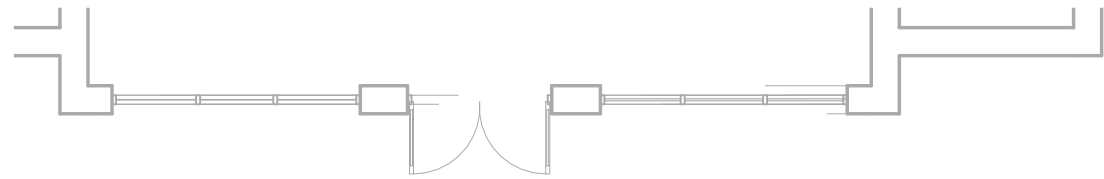
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
ARCHITECTURAL SYMBOLS

SHEET NUMBER

A-012

THIS SHEET INTENDED TO BE VIEWED IN COLOR

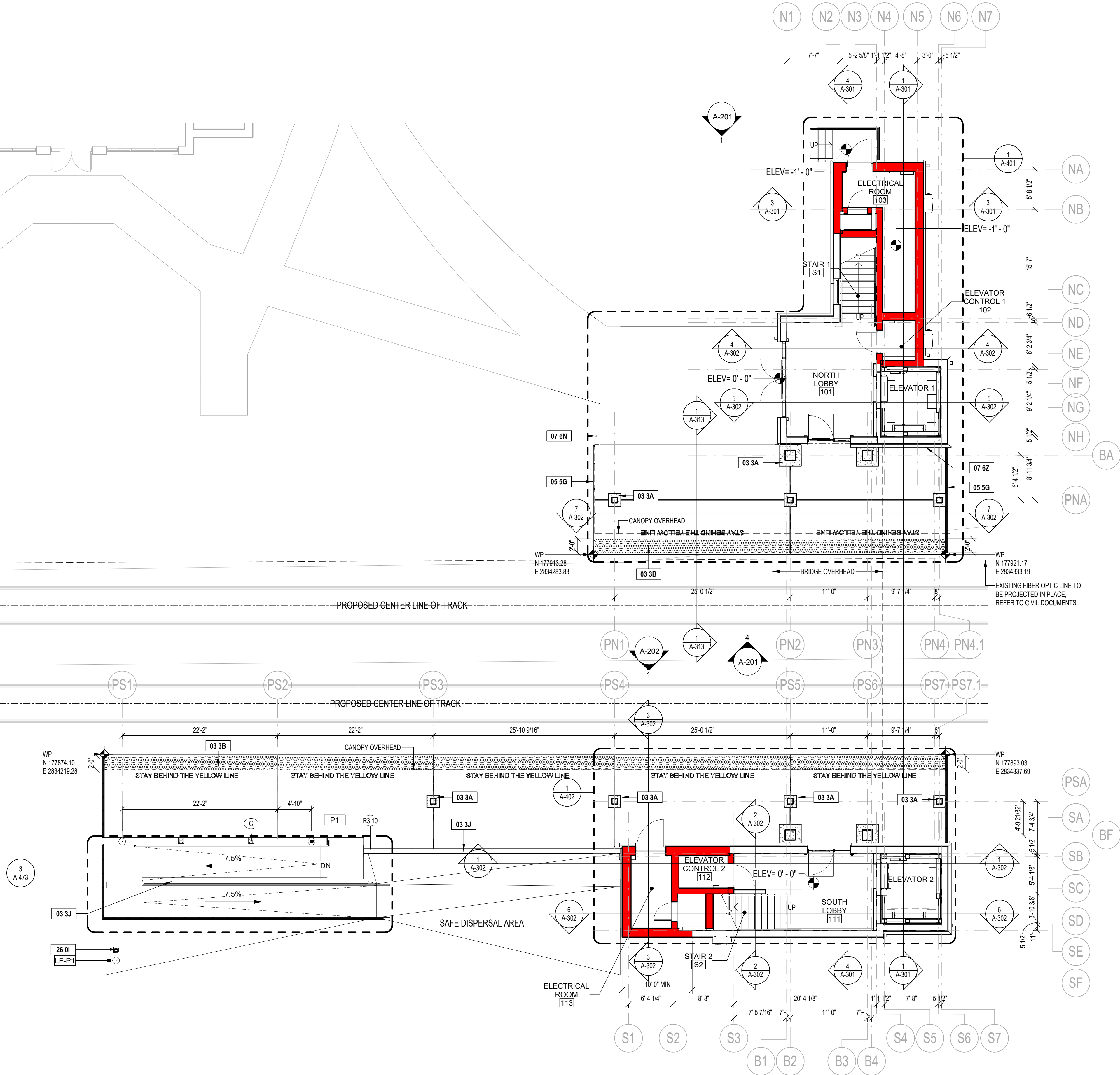
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3A	[03 33 00] ARCHITECTURAL FINISH CONCRETE PIER - FINISH NO. 1
03 3B	[05 51 00] 24" CAST-IN-PLACE DETECTABLE WARNING PLATE, FULL WIDTH OF PLATFORM
03 3J	[03 35 15] CAST IN PLACE BOARD FORM CONCRETE FIRE WALL, SEE STRUCTURAL.
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
07 6N	[07 61 00] RAIN CHAIN DOWNSPOUT
07 6Z	[07 62 00] PARAPET CAP
26 0I	[28 26 05] CALL ASSISTANCE PHONE COLUMN - REFER TO ELECTRICAL DOCUMENTS (TYP)



PLAN LEGEND

- CLT
- DETECTABLE WARNING PLATE
- STANDING SEAM METAL ROOF
- GYPSUM
- 2HR FIRE RESISTANCE RATED PARTITION
- SNOW GUARD

1 FLOOR PLAN - HIGH PLATFORM
SCALE: 1/8" = 1'-0"



NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

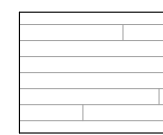
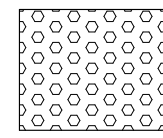
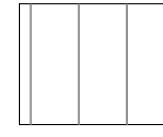
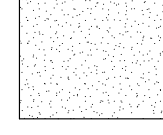
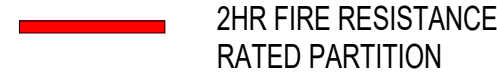

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

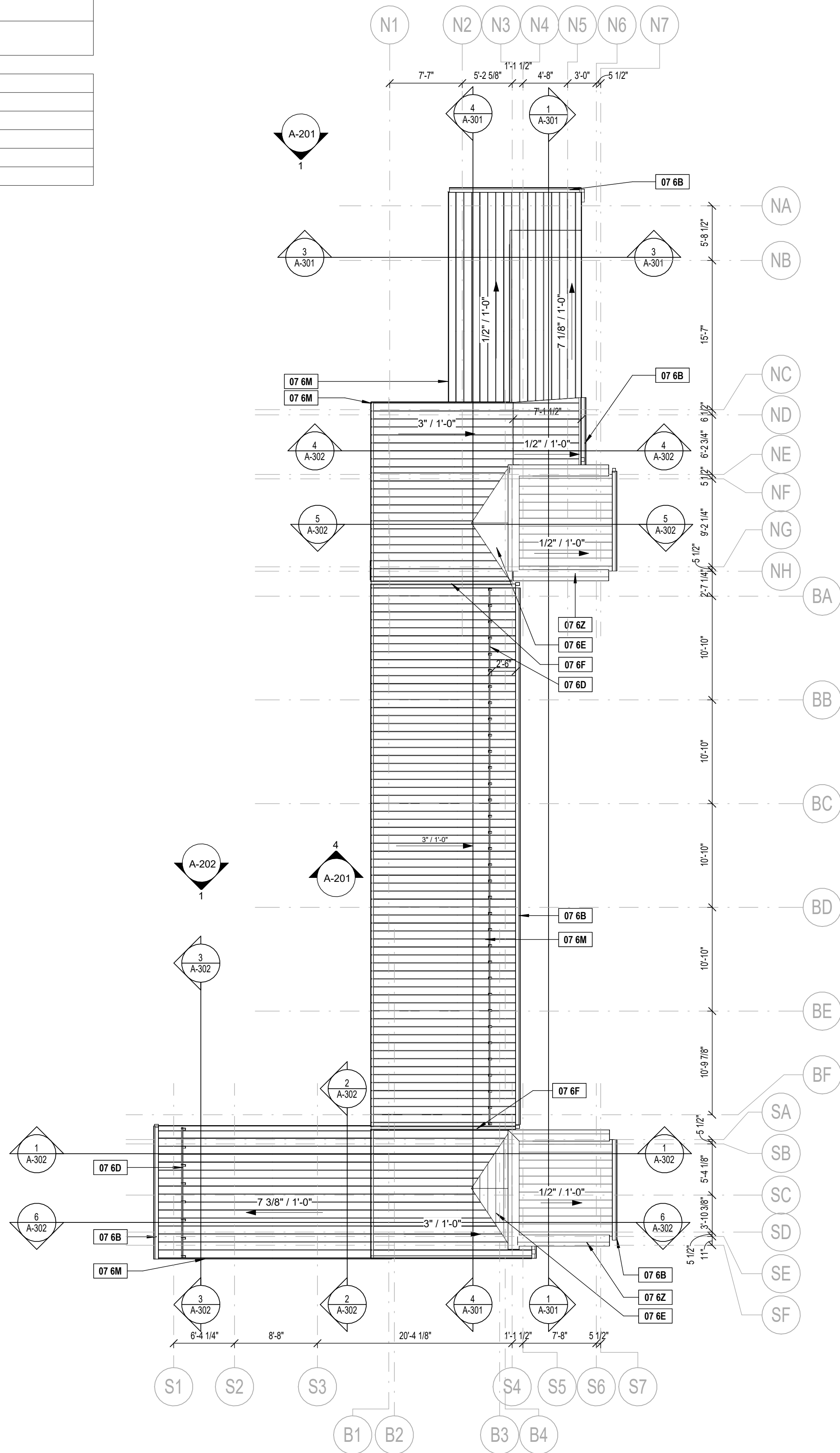
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
HIGH PLATFORM FLOOR PLAN

SHEET NUMBER
A-101

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
07 6B	[07 61 00] GUTTER
07 6D	[07 61 00] SNOW GUARDS
07 6E	[07 61 00] CRICKET, X"/12" SLOPE MINE
07 6F	[07 61 00] STANDING METAL SEAM EXPANSION JOINT
07 6M	[07 61 00] ALUMINUM ROOF EDGE FLASHING AND FASCIA CAP
07 6Z	[07 62 00] PARAPET CAP

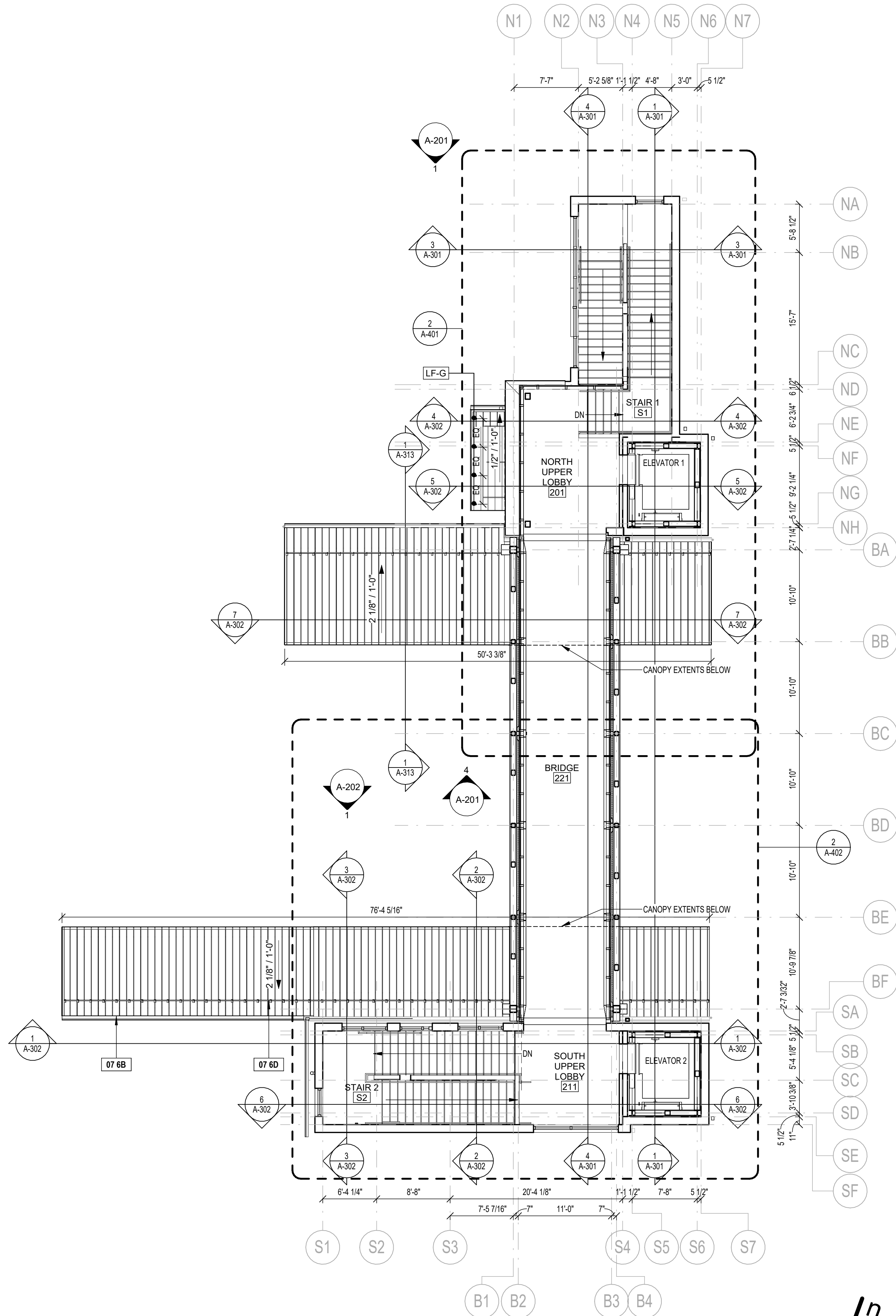
PLAN LEGEND

-  CLT
-  DETECTABLE WARNING PLATE
-  STANDING SEAM METAL ROOF
-  GYPSUM
-  2HR FIRE RESISTANCE
RATED PARTITION
-  SNOW GUARD

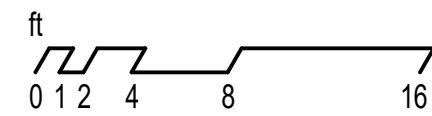


2 ROOF PLAN
SCALE: 1/8" = 1'-0"

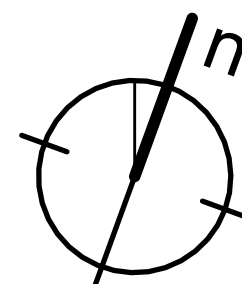
GENERAL NOTE: ELEVATIONS AND SLOPES DEPENDENT ON CLT
PANEL CONFIGURATION. SEE STRUCTURAL.



1 FLOOR PLAN - BRIDGE
SCALE: 1/8" = 1'-0"



THIS SHEET INTENDED TO BE VIEWED IN COLOR



NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

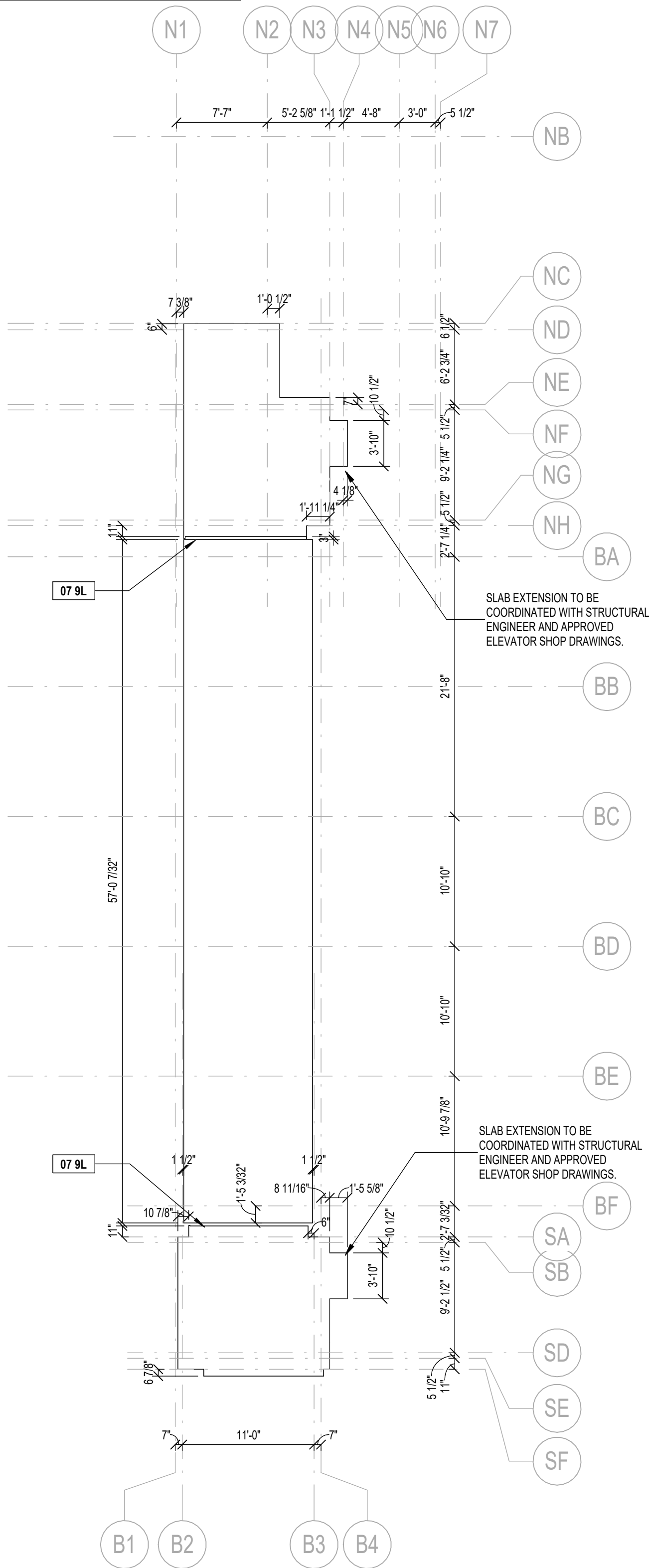
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

BRIDGE FLOOR AND ROOF PLAN

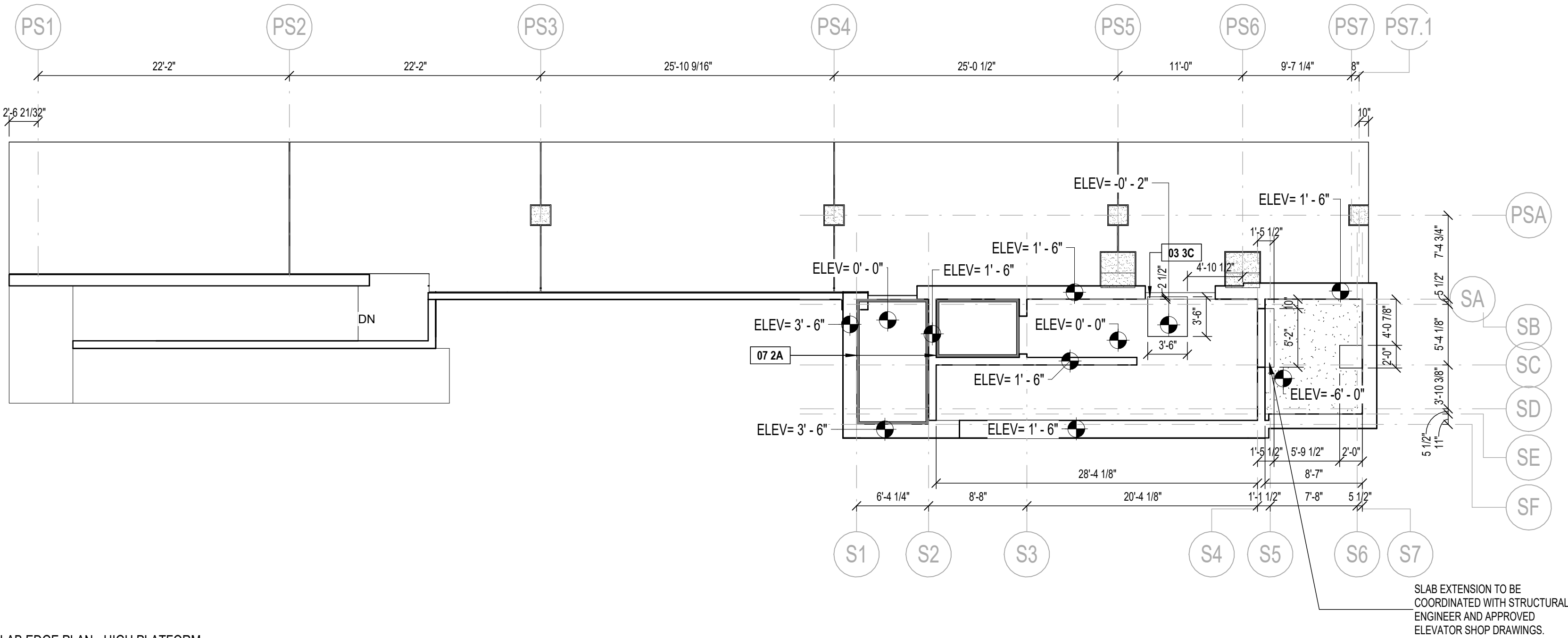
SHEET NUMBER

A-102

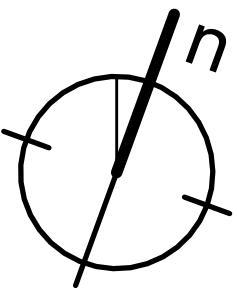
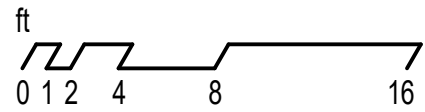
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3C	[12 48 10] 2" RECESSED ALUMINUM WALKOFF MAT
07 2A	[07 21 00] 3" XPS RIGID UNDERSLAB INSULATION (MIN R15)
07 9L	[07 95 00] 3" PREFORMED CONTINUOUS SEAL EXPANSION JOINT



2 SLAB EDGE PLAN - BRIDGE
SCALE: 1/8" = 1'-0"



1 SLAB EDGE PLAN - HIGH PLATFORM
SCALE: 1/8" = 1'-0"



NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	06/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

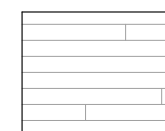
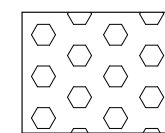
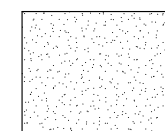




SLAB EDGE PLANS

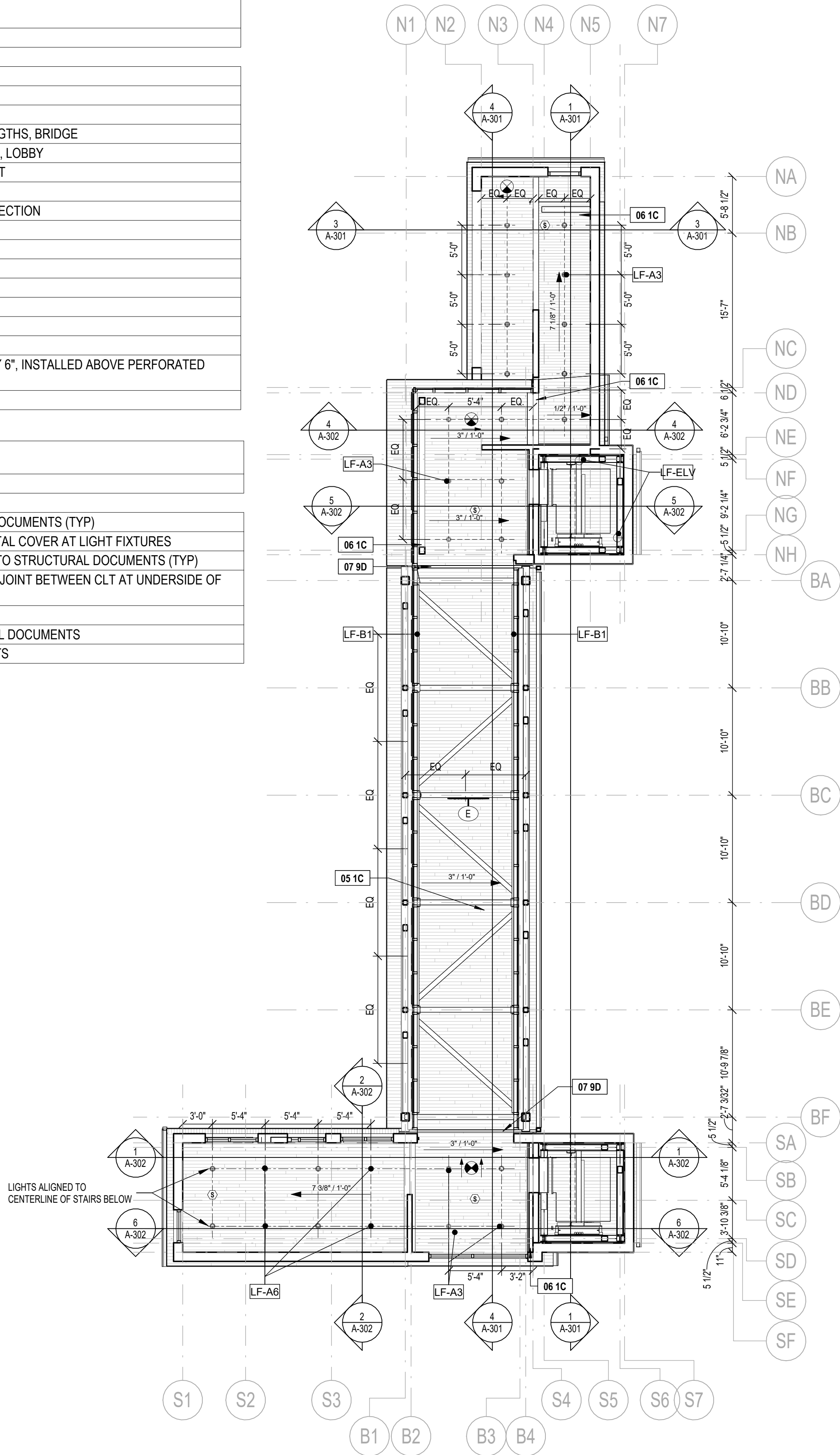
SHEET NUMBER
A-111

LIGHTING FIXTURE KEY	
TYPE	DESCRIPTION
LF-A3	4" DIAM. PENDANT CYLINDER, 3" CORD
LF-A6	4" DIAM. PENDANT DOWNLIGHT, 6" CORD
LF-AS	4" DIAM. SURFACE MOUNT CYLINDER
LF-B1	LOW COMPACT LINEAR GRAZER, MOUNTED IN CONTINUOUS LENGTHS, BRIDGE
LF-B2	COMPACT LINEAR GRAZER, MOUNTED IN CONTINUOUS LENGTHS, LOBBY
LF-C	WALL MOUNTED CYLINDER STYLE LED, UPLIGHT AND DOWNLIGHT
LF-D	EXTRUDED ALL LINEAR DOWNLIGHT, 8" LENGTHS
LF-D-EM	EXTRUDED ALL LINEAR DOWNLIGHT, 8" LENGTHS, EMERGENCY SECTION
LF-E	4' LED WRAPAROUND FIXTURE, UTILITY SPACES
LF-ELV	ELEVATOR PIT LIGHT, LED, WALL MOUNTED
LF-F	4' + 3' + 2' PENDANT RIM SQUARE
LF-G	SURFACE MOUNT SPOTLIGHT
LF-H	4" DIAM. RECESSED CAN
LF-P1	POLE MOUNTED LED AREA LUMINAIRE
LF-S1	2" LINEAR LED FIXTURE, WALL MOUNTED
LF-UB	UNDER BRIDGE LINEAR ACCENT LIGHTS, FIELD CUTTABLE EVERY 6", INSTALLED ABOVE PERFORATED METAL PANEL.
LF-W1	EXTERIOR WEATHERPROOF WALL MOUNTED FIXTURE

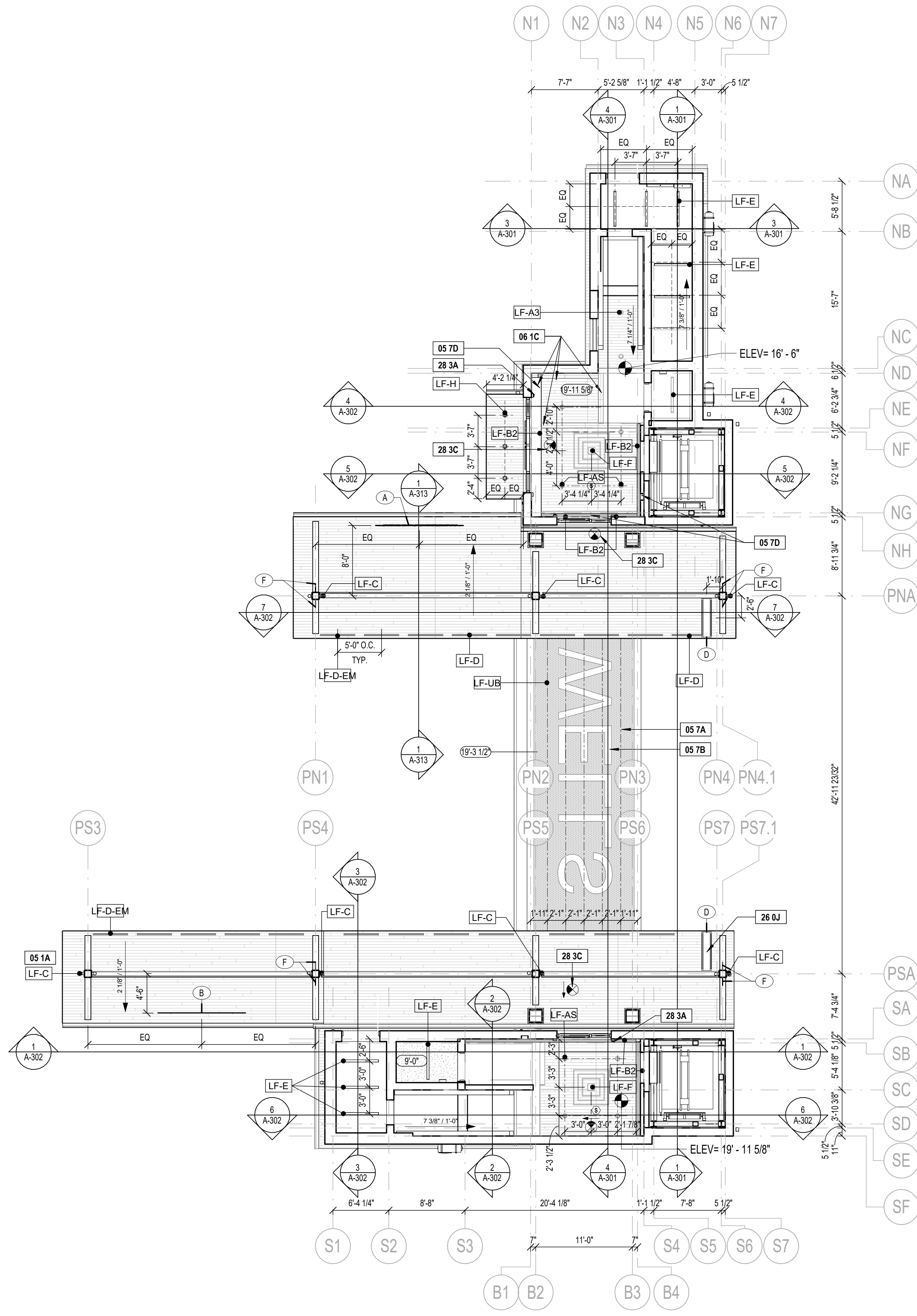
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
05 1C	[05 08 00] GALVANIZED FRAMING - REFER TO STRUCTURAL DOCUMENTS (TYP)
05 7D	[05 75 00] CUSTOM WALL MOUNTED 8" ALUMINUM BRAKE METAL COVER AT LIGHT FIXTURES
06 1C	[06 18 00] HEAVY TIMBER SUPPLEMENTAL MEMBER - REFER TO STRUCTURAL DOCUMENTS (TYP)
07 9D	[07 95 00] 3" PREFORMED CONTINUOUS SEAL AT EXPANSION JOINT BETWEEN CLT AT UNDERSIDE OF ROOF PANEL
26 0J	VMS SIGN - REFER TO ELECTRICAL DRAWINGS
28 3A	[28 30 00] FIRE ALARM PULL STATION - REFER TO ELECTRICAL DOCUMENTS
28 3C	[28 30 00] EXIT SIGNAGE - REFER TO ELECTRICAL DOCUMENTS

CEILING LEGEND

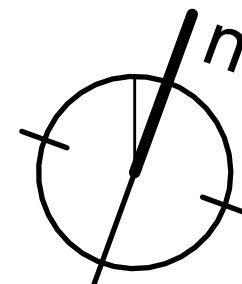
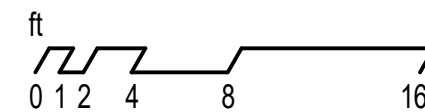
-  CLT
-  PERFORATED METAL PANEL
-  GYPSUM
-  PENDANT LIGHT
-  CAN LIGHT
-  LINEAR FIXTURE
-  EXIT SIGNAGE



2 REFLECTED CEILING PLAN - BRIDGE
SCALE: 1/8" = 1'-0"






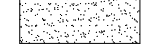
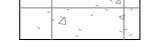
1 REFLECTED CEILING PLAN - HIGH PLATFORM
SCALE: 1/8" = 1'-0"

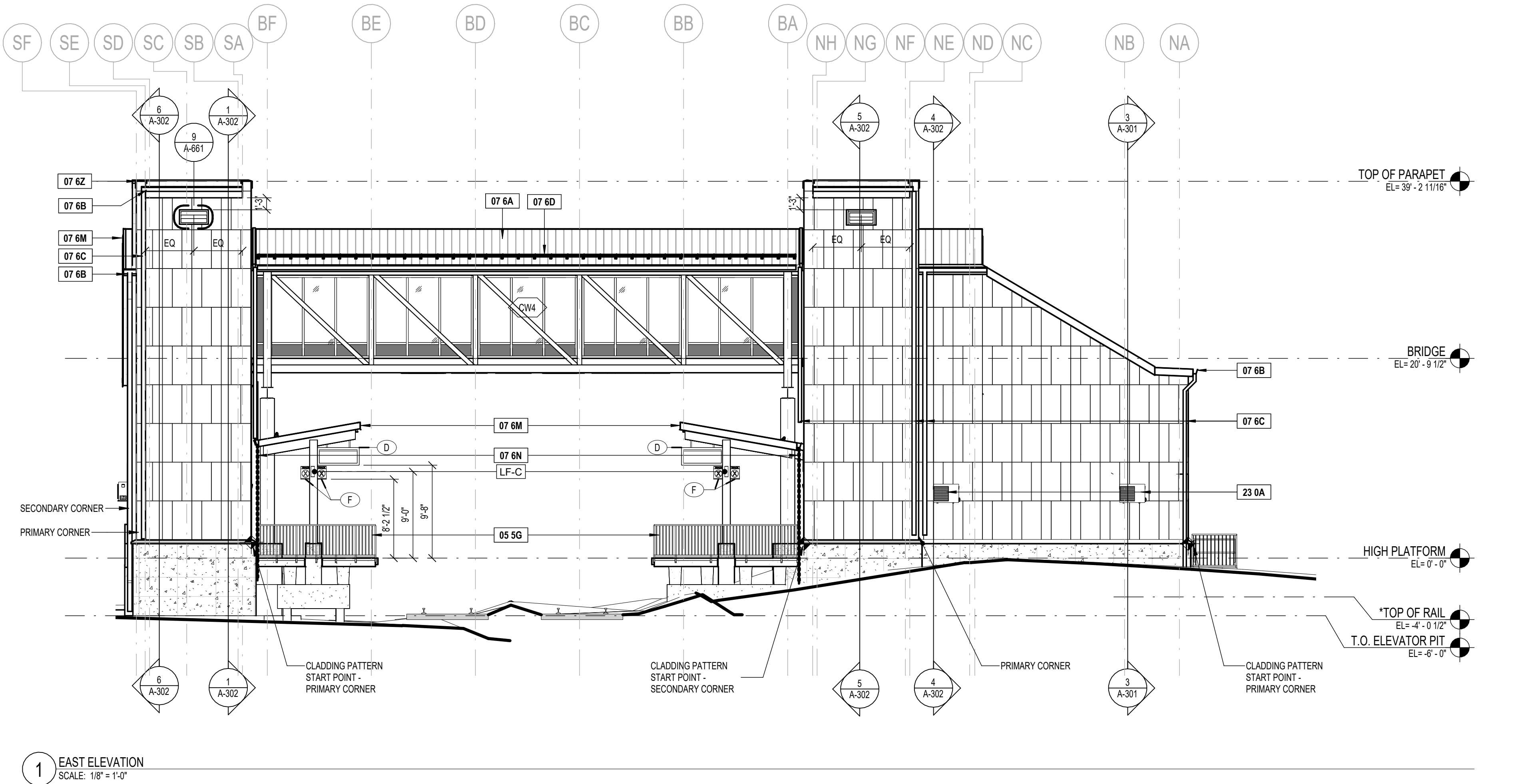
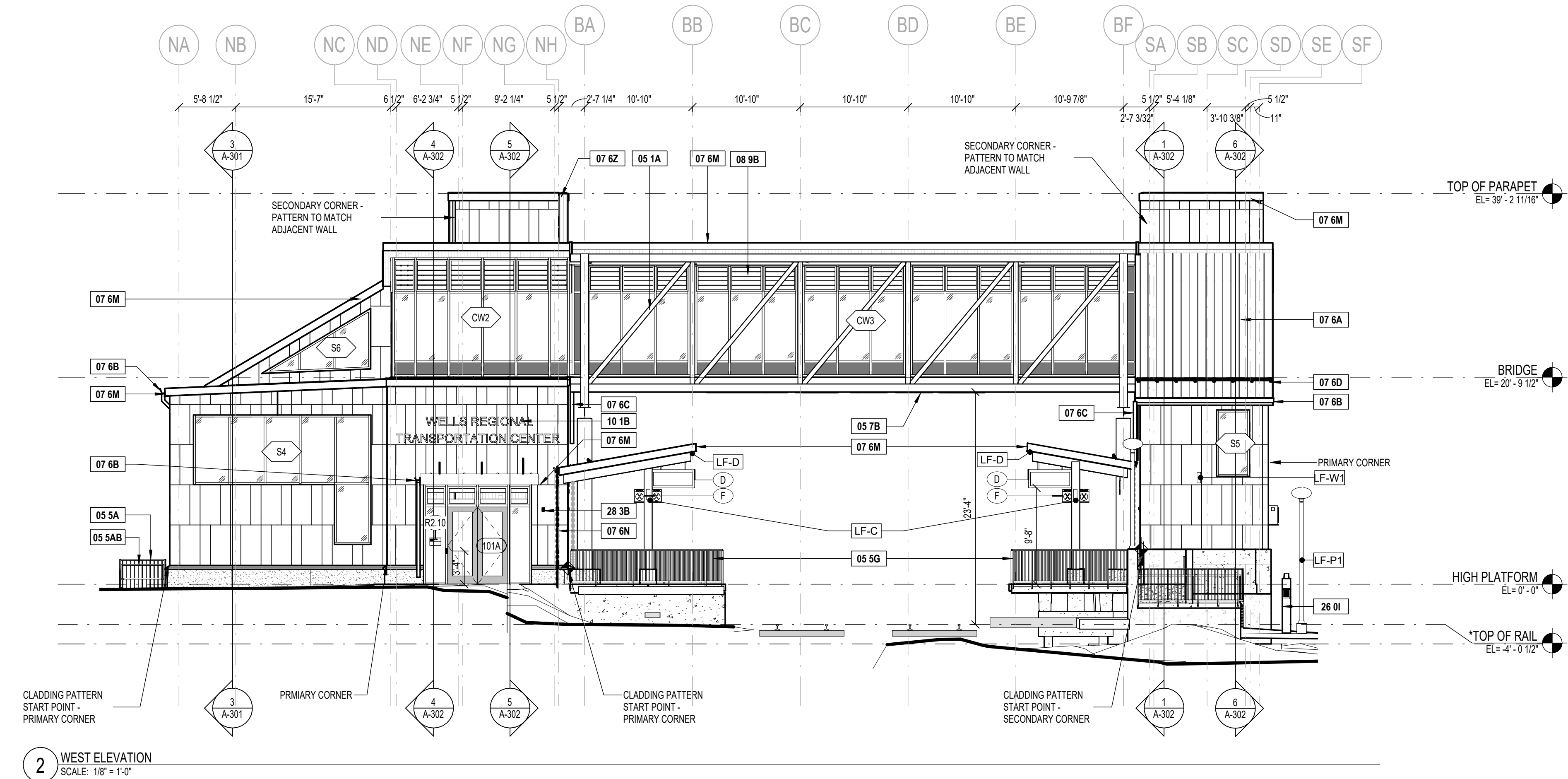


PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 5A	[05 51 00] METAL GUARDRAIL
05 5AB	[05 51 00] POST MOUNTED HANDRAIL
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
05 7B	[05 75 00] CUSTOM STAINLESS STEEL LETTERING PANEL ATTACHED BELOW PERFORATED SOFFIT PANEL
07 6A	[07 61 00] 2" STANDING SEAM METAL ROOFING SYSTEM
07 6B	[07 61 00] GUTTER
07 6C	[07 61 00] DOWNSPOUT
07 6D	[07 61 00] SNOW GUARDS
07 6M	[07 61 00] ALUMINUM ROOF EDGE FLASHING AND FASCIA CAP
07 6N	[07 61 00] RAIN CHAIN DOWNSPOUT
07 6Z	[07 62 00] PARAPET CAP
08 9B	[08 90 00] FIXED HORIZONTAL STORM-RESISTANT ALUMINUM LOUVERS INTEGRAL TO CURTAINWALL ASSEMBLY
10 1B	[10 14 00] EXTERIOR PIN MOUNTED STAINLESS STEEL LETTERING
23 0A	[23 81 26] WALL MOUNTED CONDENSING UNIT. POSITION TO BE COORDIANTED WITH TYPICAL FIBER CEMENT COURSING.
26 0I	[28 26 05] CALL ASSISTANCE PHONE COLUMN - REFER TO ELECTRICAL DOCUMENTS (TYP)
28 3B	[28 30 00] FIRE ALARM HORN STROBE - REFER TO ELECTRICAL DOCUMENTS

ELEVATION LEGEND

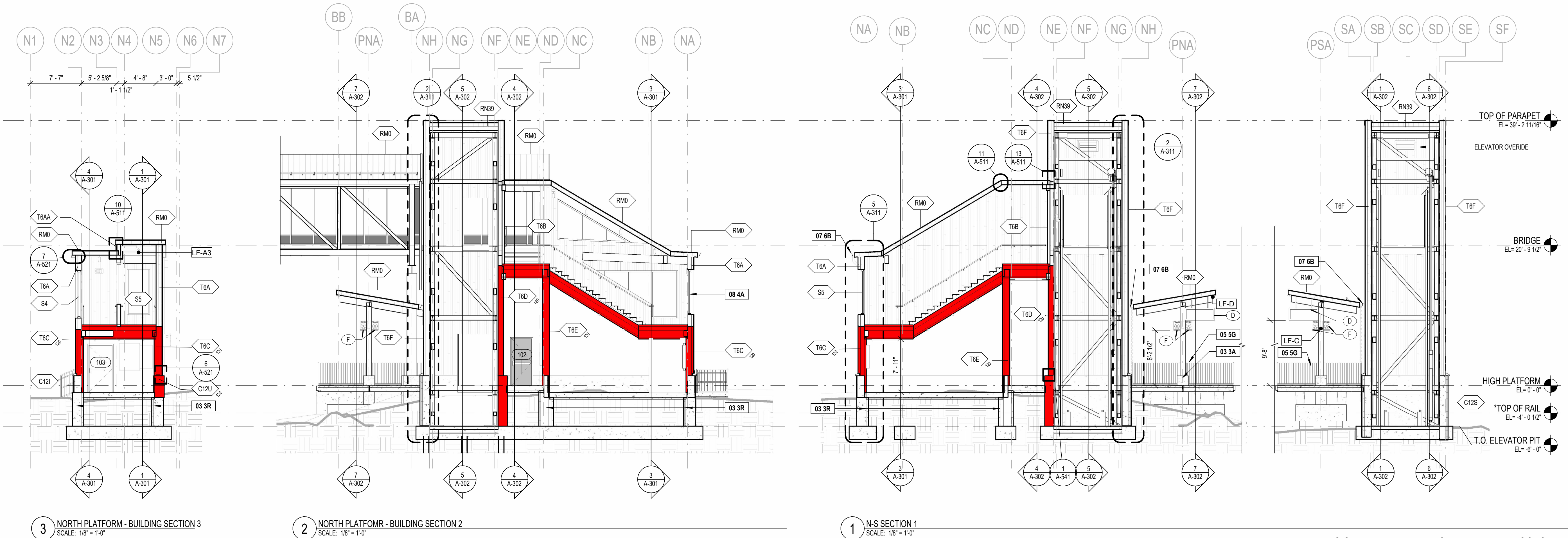
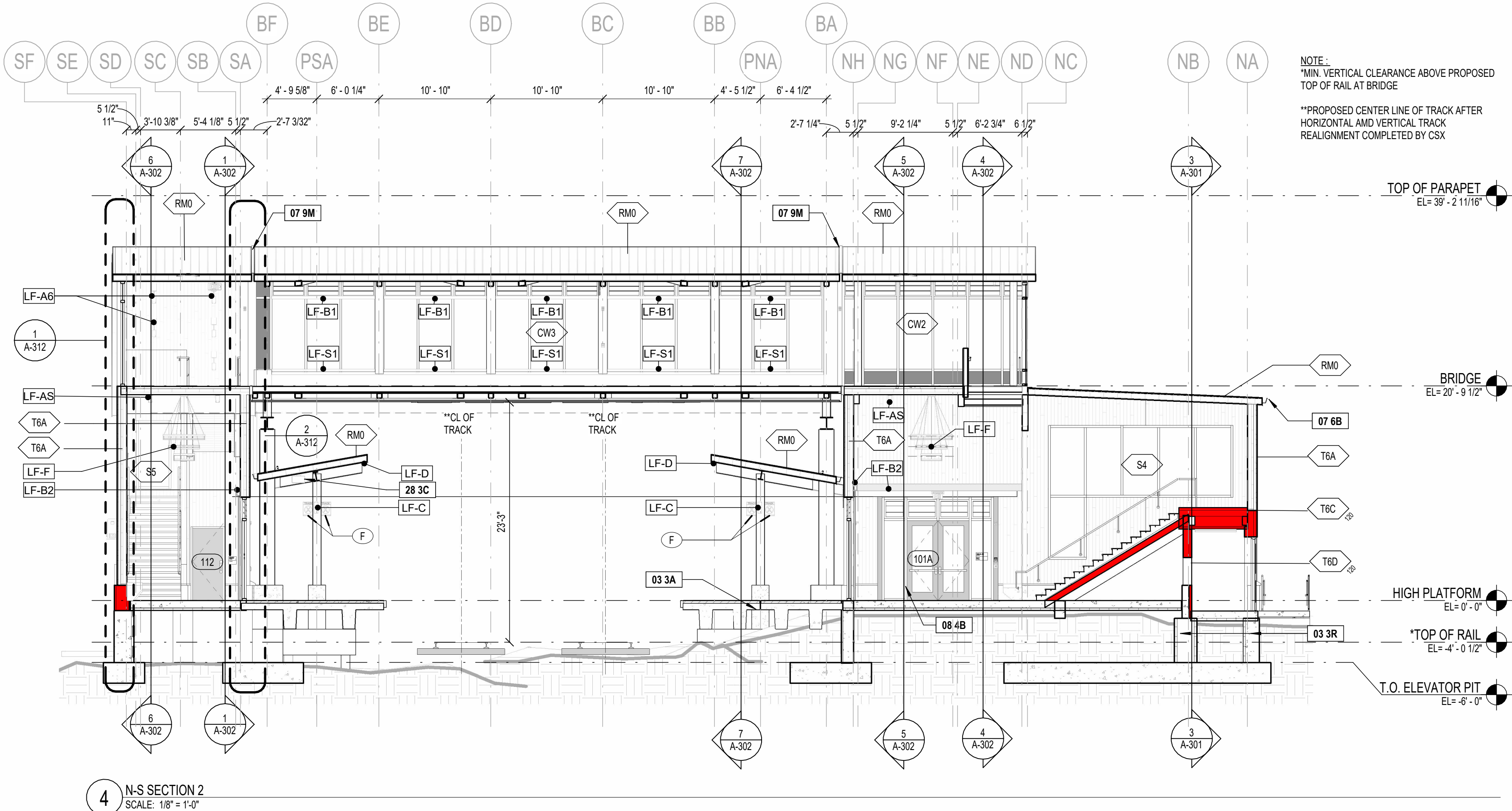
	STANDING SEAM METAL ROOF
	FIBER CEMENT PANEL
	CONCRETE
	STONE VENEER
	INSULATED CEMENT PANEL



PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/27/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE
WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION					
EXTERIOR ELEVATIONS					
SHEET NUMBER					
A-203					

LIGHTING FIXTURE KEY	
TYPE	DESCRIPTION
LF-A3	4" DIAM. PENDANT CYLINDER, 3" CORD
LF-A6	4" DIAM. PENDANT DOWNLIGHT, 6" CORD
LF-AS	4" DIAM. SURFACE MOUNT CYLINDER
LF-B1	LOW COMPACT LINEAR GRAZER, MOUNTED IN CONTINUOUS LENGTHS, BRIDGE
LF-B2	COMPACT LINEAR GRAZER, MOUNTED IN CONTINUOUS LENGTHS, LOBBY
LF-C	WALL MOUNTED CYLINDER STYLE LED, UPLIGHT AND DOWNLIGHT
LF-D	EXTRUDED ALL LINEAR DOWNLIGHT, 8' LENGTHS
LF-D-EM	EXTRUDED ALL LINEAR DOWNLIGHT, 8' LENGTHS, EMERGENCY SECTION
LF-E	4' LED WRAPAROUND FIXTURE, UTILITY SPACES
LF-ELV	ELEVATOR PIT LIGHT, LED, WALL MOUNTED
LF-F	4' + 3' + 2' PENDANT RIM SQUARE
LF-G	SURFACE MOUNT SPOTLIGHT
LF-H	4" DIAM. RECESSED CAN
LF-P1	POLE MOUNTED LED AREA LUMINAIRE
LF-S1	2" LINEAR LED FIXTURE, WALL MOUNTED
LF-UB	UNDER BRIDGE LINEAR ACCENT LIGHTS, FIELD CUTTABLE EVERY 6", INSTALLED ABOVE PERFORATED METAL PANEL.
LF-W1	EXTERIOR WEATHERPROOF WALL MOUNTED FIXTURE

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3A	[03 33 00] ARCHITECTURAL FINISH CONCRETE PIER - FINISH NO. 1
03 3R	[07 21 00] INTERIOR 3" XPS INSULATION ON CONCRETE FOUNDATION WALL
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
07 6B	[07 61 00] GUTTER
07 9M	[07 95 00] STANDING SEAM ROOF ALUMINUM EXPANSION JOINT FLASHING
08 4A	[08 41 10] ALUMINUM-FRAMED ENTRANCES AND STOREFRONT
08 4B	[08 41 10] ALUMINUM-FRAMED ENTRANCES AND STOREFRONT SYSTEM
28 3C	[28 30 00] EXIT SIGNAGE - REFER TO ELECTRICAL DOCUMENTS



NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

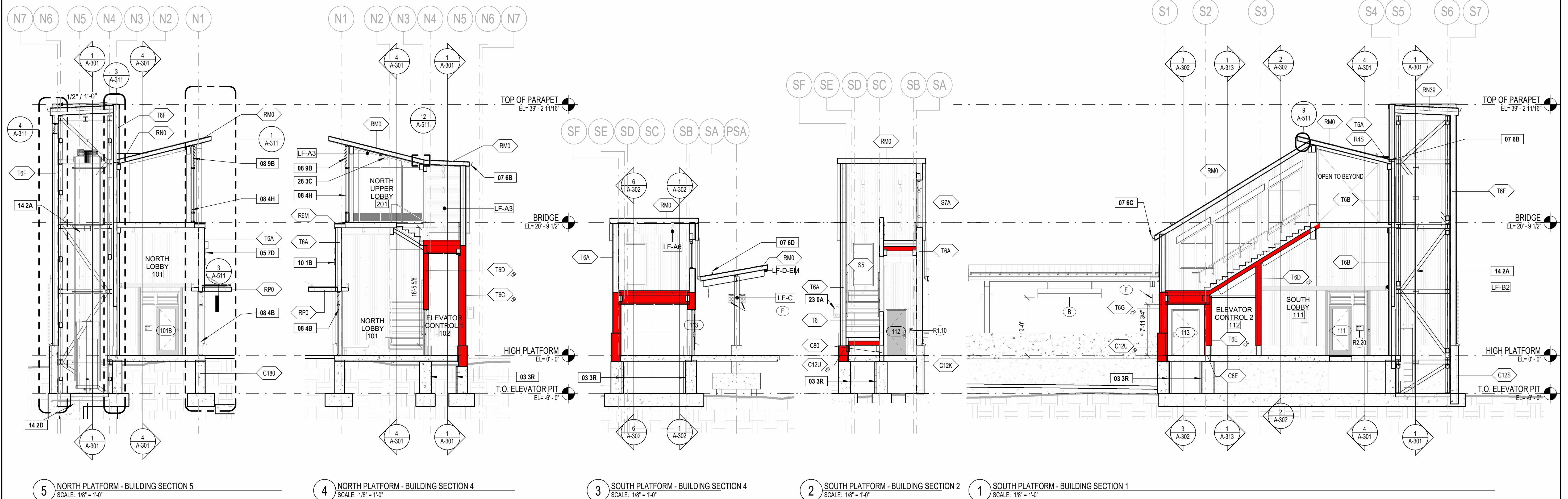
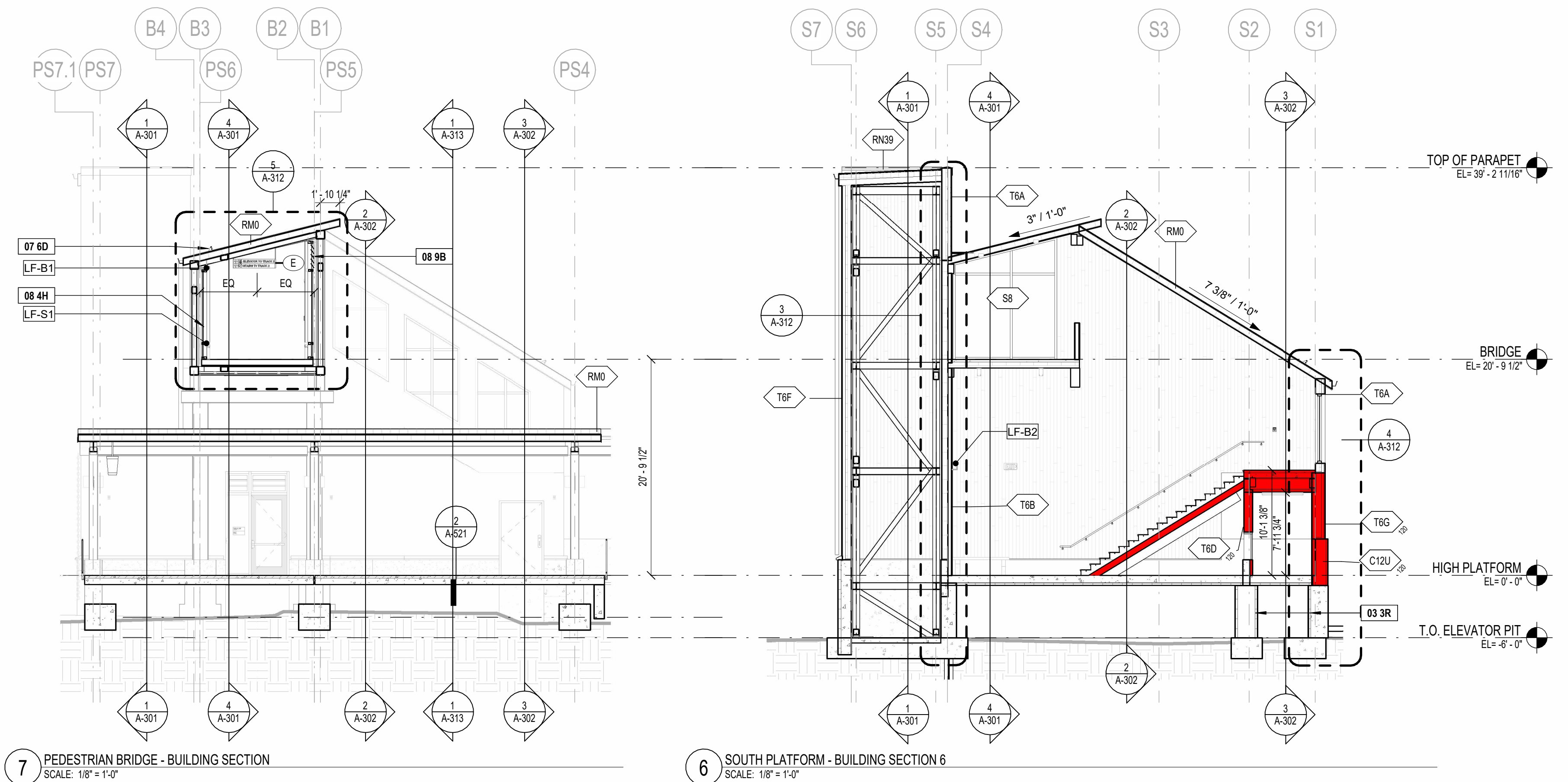
BUILDING SECTIONS

SHEET NUMBER

A-301

THIS SHEET INTENDED TO BE VIEWED IN COLOR

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3R	[07 21 00] INTERIOR 3" XPS INSULATION ON CONCRETE FOUNDATION WALL
05 7D	[05 75 00] CUSTOM WALL MOUNTED 8" ALUMINUM BRAKE METAL COVER AT LIGHT FIXTURES
07 6B	[07 61 00] GUTTER
07 6C	[07 61 00] DOWNSPOUT
07 6D	[07 61 00] SNOW GUARDS
08 4B	[08 41 10] ALUMINUM-FRAMED ENTRANCES AND STOREFRONT SYSTEM
08 4H	[08 44 10] GLAZED ALUMINUM-FRAMED CURTAINWALL.
08 9B	[08 90 00] FIXED HORIZONTAL STORM-RESISTANT ALUMINUM LOUVERS INTEGRAL TO CURTAINWALL ASSEMBLY
10 1B	[10 14 00] EXTERIOR PIN MOUNTED STAINLESS STEEL LETTERING
14 2A	[14 21 00] MACHINE-ROOM LESS ELECTRIC TRACTION ELEVATOR
14 2D	[22 14 29] SUMP PIT, SEE STRUCTURAL AND PLUMBING
23 0A	[23 81 26] WALL MOUNTED CONDENSING UNIT. POSITION TO BE COORDIANATED WITH TYPICAL FIBER CEMENT COURSING.
28 3C	[28 30 00] EXIT SIGNAGE - REFER TO ELECTRICAL DOCUMENTS



THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

DATE	06/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

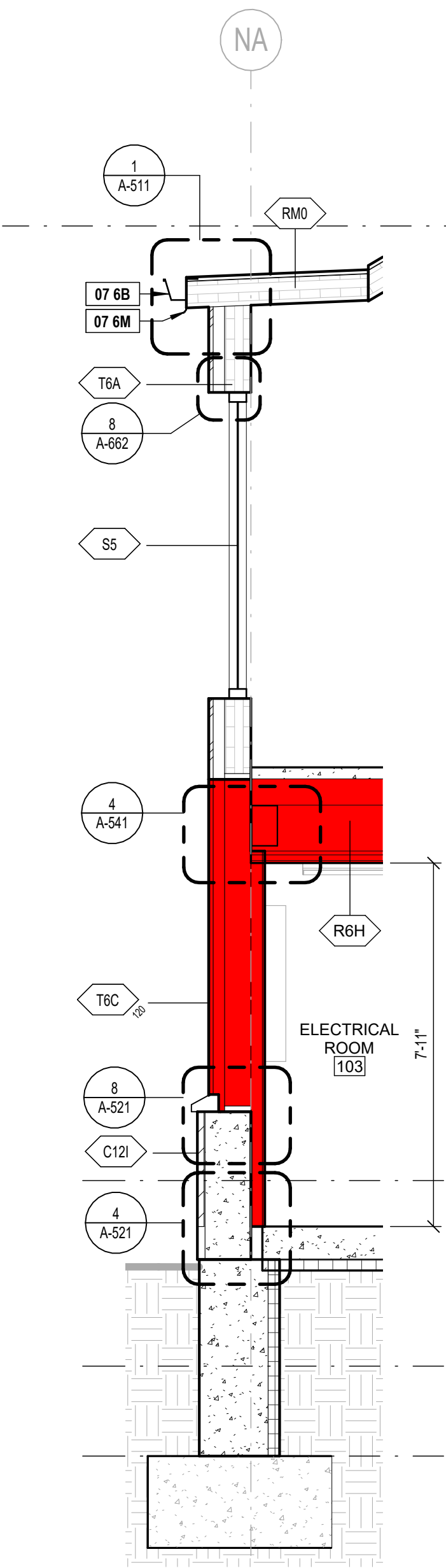
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

BUILDING SECTIONS

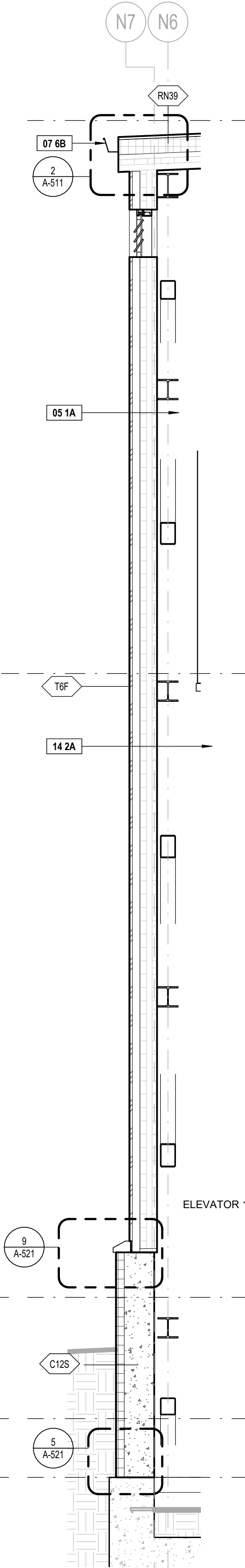
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A-302

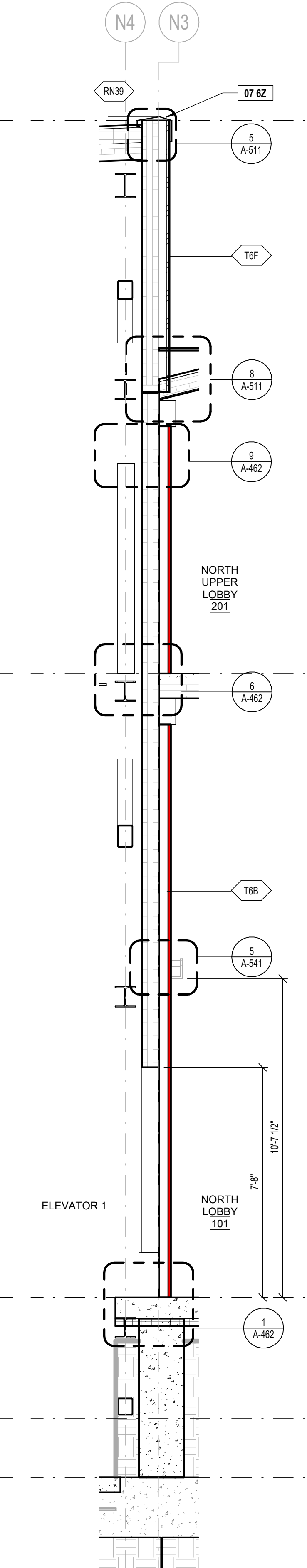
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
06 1A	[06 18 00] CROSS LAMINATE TIMBER CANOPY - REFER TO STRUCTURAL DRAWINGS
07 6B	[07 61 00] GUTTER
07 6J	[07 61 00] CANOPY TO WALL GUTTER
07 6M	[07 61 00] ALUMINUM ROOF EDGE FLASHING AND FASCIA CAP
07 6Z	[07 62 00] PARAPET CAP
08 9B	[08 90 00] FIXED HORIZONTAL STORM-RESISTANT ALUMINUM LOUVERS INTEGRAL TO CURTAINWALL ASSEMBLY
10 1B	[10 14 00] EXTERIOR PIN MOUNTED STAINLESS STEEL LETTERING
14 2A	[14 21 00] MACHINE-ROOM LESS ELECTRIC TRACTION ELEVATOR



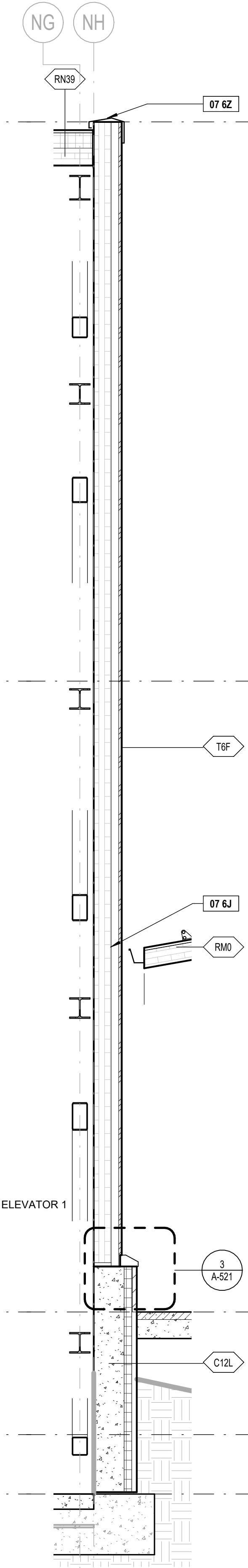
5 NORTH PLATFORM WALL SECTION - NORTH
SCALE: 3/8" = 1'-0"



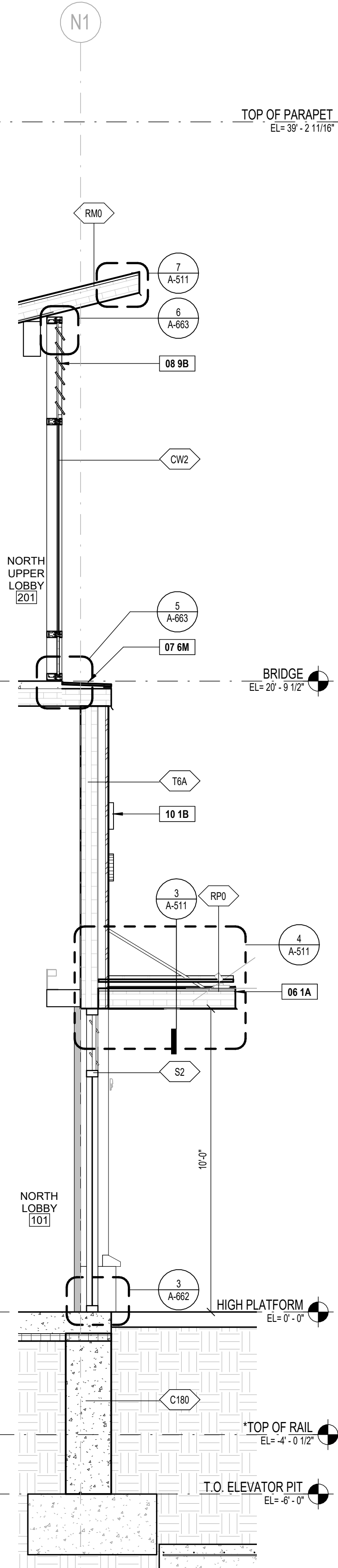
4 NORTH PLATFORM ELEVATOR WALL SECTION - EAST
SCALE: 3/8" = 1'-0"



3 NORTH PLATFORM ELEVATOR WALL SECTION - WEST
SCALE: 3/8" = 1'-0"



2 NORTH PLATFORM WALL SECTION - SOUTH
SCALE: 3/8" = 1'-0"



1 NORTH PLATFORM WALL SECTION - WEST
SCALE: 3/8" = 1'-0"

THIS SHEET INTENDED TO BE VIEWED IN COLOR

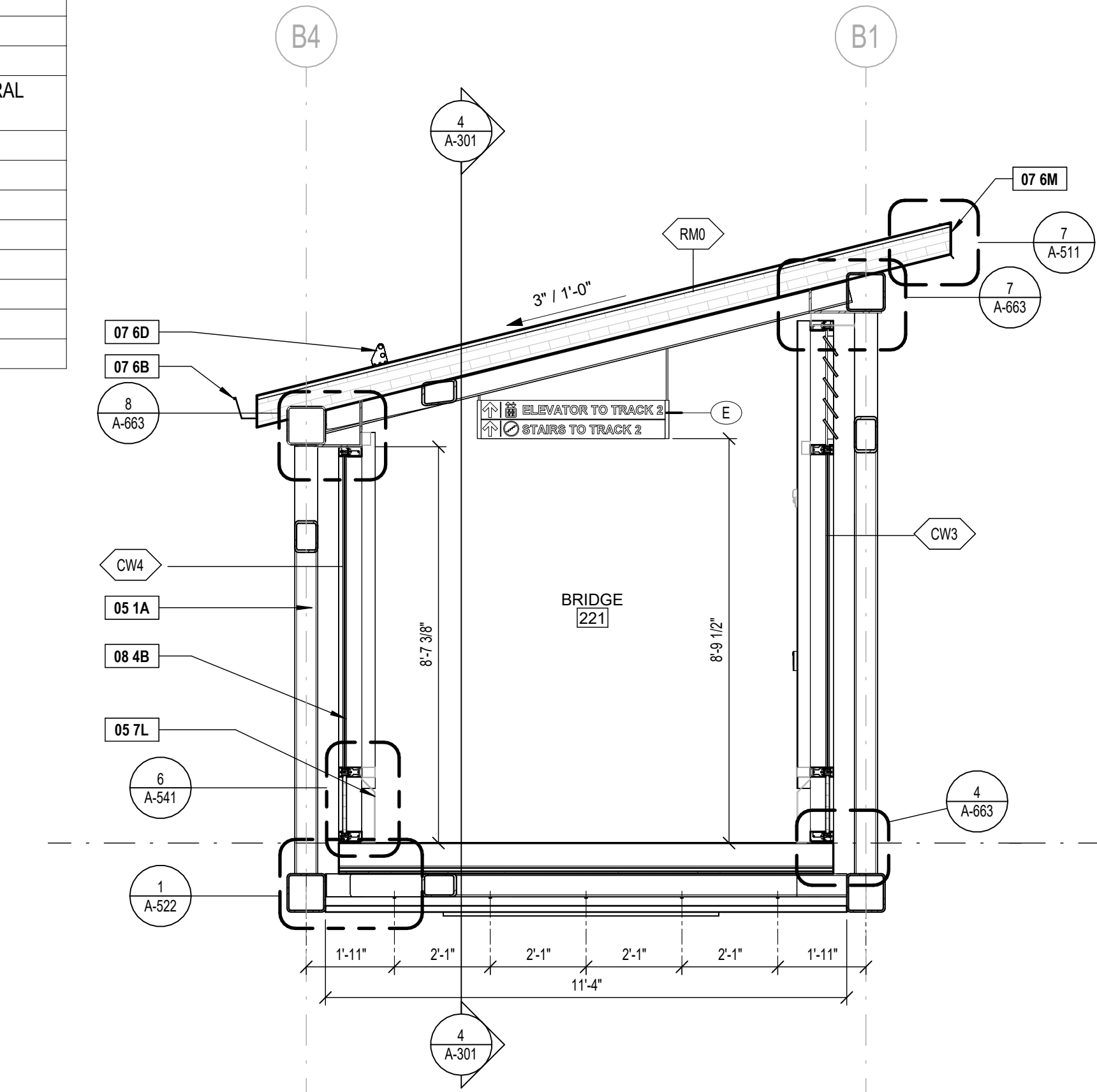
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

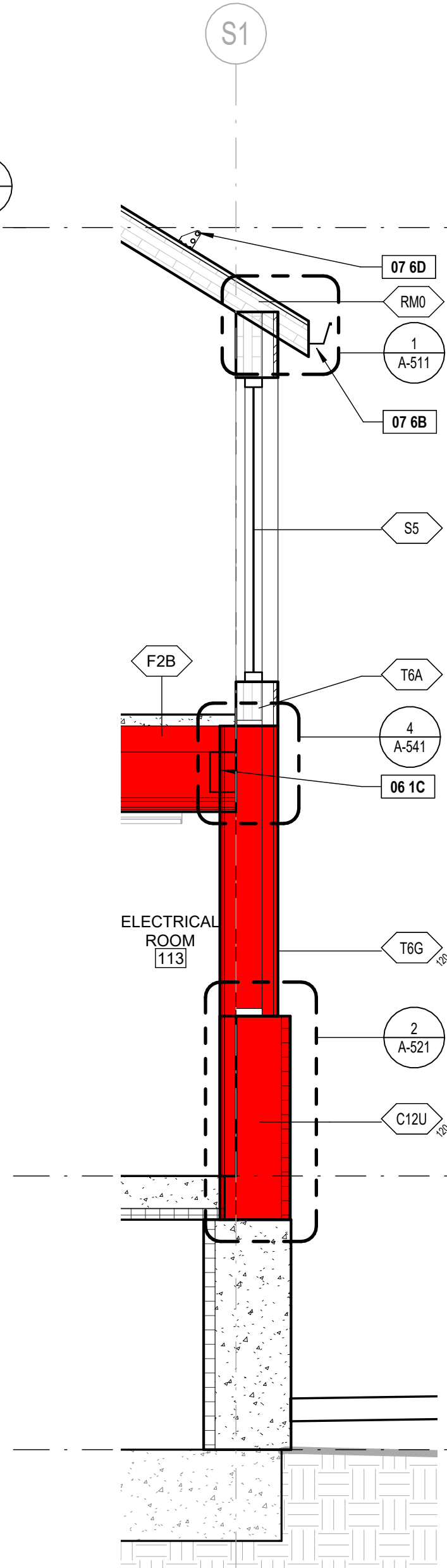
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
WALL SECTIONS - NORTH PLATFORM

SHEET NUMBER
A-311

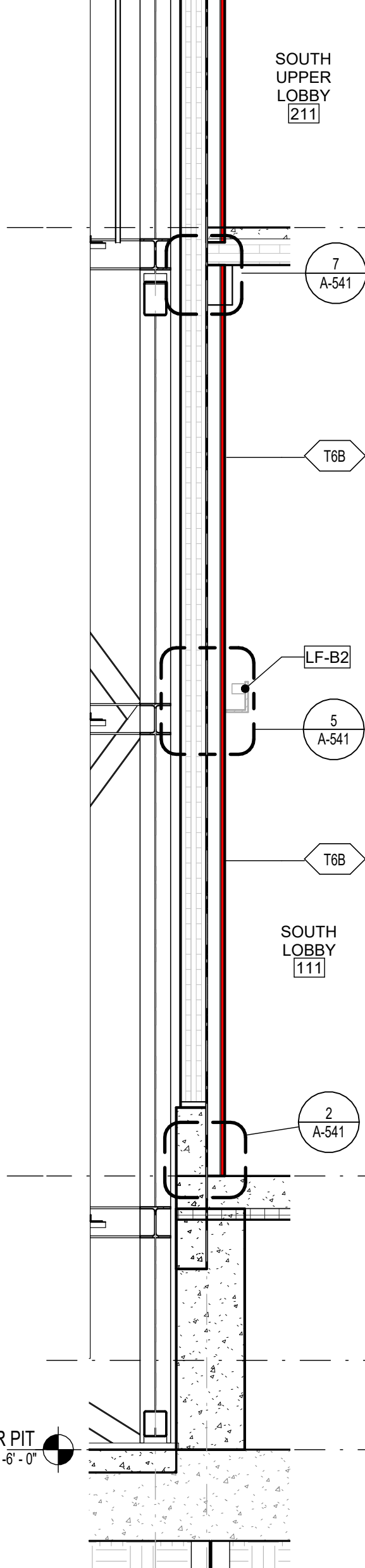
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 5Z	[05 51 00] WALL MOUNTED HANDRAIL
05 7L	[05 75 00] ALUMINUM WINDOW STOOL ON TWO LAYERS OF PLYWOOD.
06 1C	[06 18 00] HEAVY TIMBER SUPPLEMENTAL MEMBER - REFER TO STRUCTURAL DOCUMENTS (TYP)
07 6B	[07 61 00] GUTTER
07 6D	[07 61 00] SNOW GUARDS
07 6E	[07 61 00] CRICKET, X" / 12" SLOPE MINE
07 6M	[07 61 00] ALUMINUM ROOF EDGE FLASHING AND FASCIA CAP
07 6Z	[07 62 00] PARAPET CAP
07 9L	[07 95 00] 3" PREFORMED CONTINUOUS SEAL EXPANSION JOINT
07 9M	[07 95 00] STANDING SEAM ROOF ALUMINUM EXPANSION JOINT FLASHING
08 4B	[08 41 10] ALUMINUM-FRAMED ENTRANCES AND STOREFRONT SYSTEM



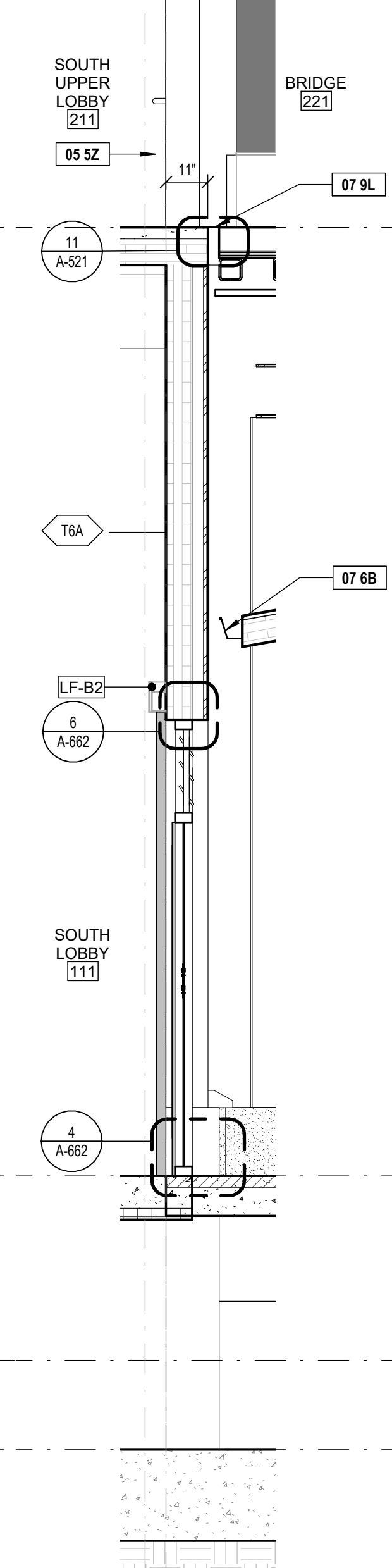
5 WALL SECTION - OVERALL BRIDGE
SCALE: 3/8" = 1'-0"



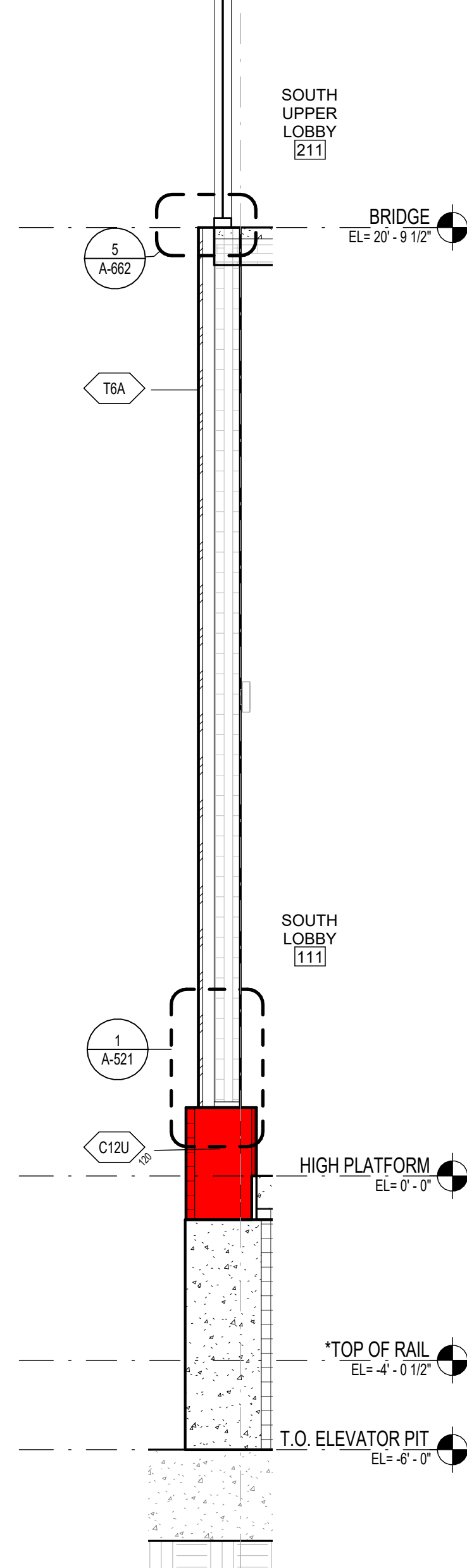
4 WALL SECTION - PLAN WEST - SOUTH PLATFORM STAIR LANDING
SCALE: 3/8" = 1'-0"



3 SOUTH PLATFORM WALL SECTION - NORTH
SCALE: 3/8" = 1'-0"



2 SOUTH PLATFORM WALL SECTION - SOUTH
SCALE: 3/8" = 1'-0"



1 SOUTH PLATFORM WALL SECTION - SOUTH
SCALE: 3/8" = 1'-0"

THIS SHEET INTENDED TO BE VIEWED IN COLOR

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

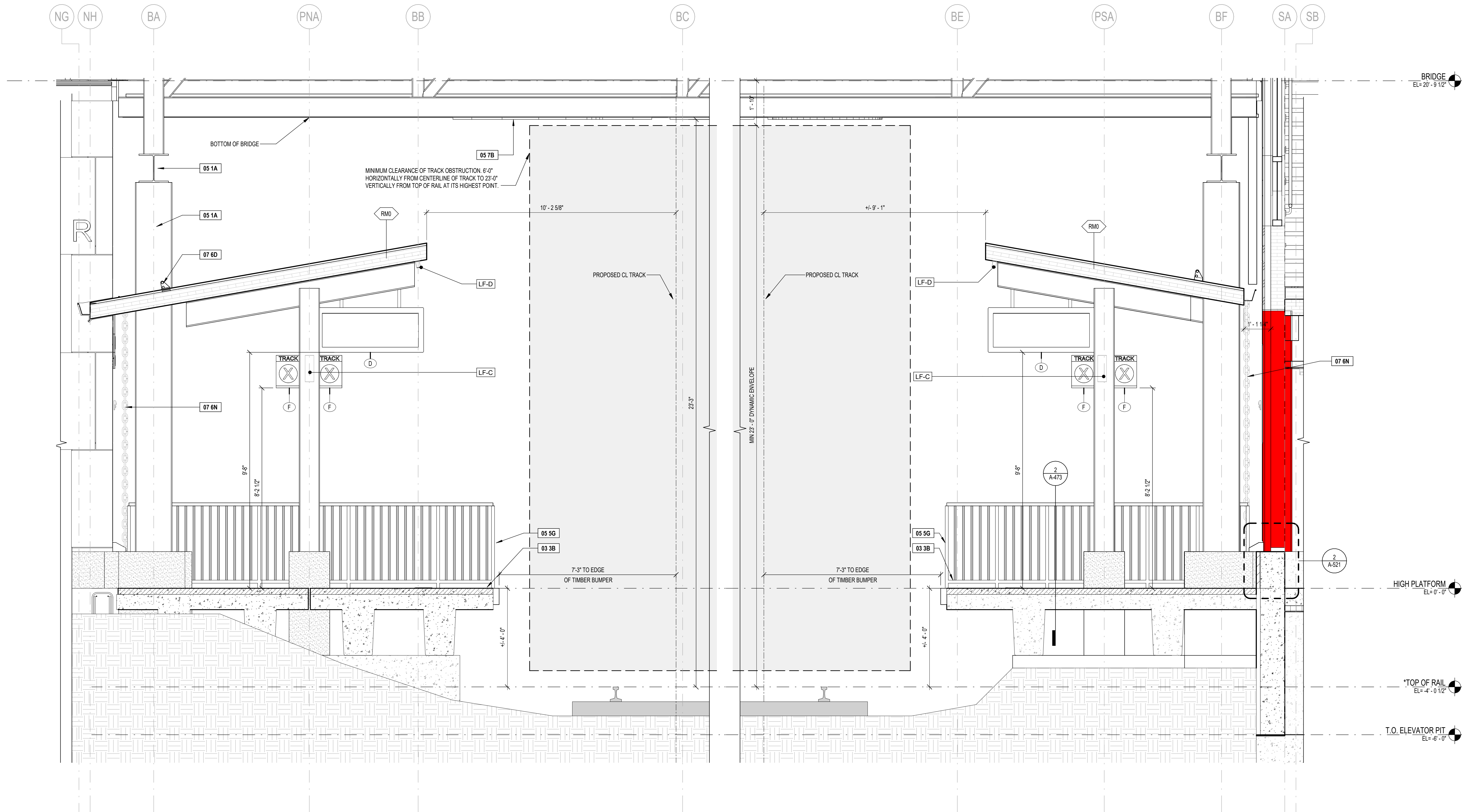
WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION	WELLS AREA IMPROVEMENT PROJECT WELLS, MAINE
--------------------------------------------------------	------------------------------------------------

WALL SECTIONS - SOUTH PLATFORM

SHEET NUMBER

A-312

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3B	[05 51 00] 24" CAST-IN-PLACE DETECTABLE WARNING PLATE, FULL WIDTH OF PLATFORM
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
05 7B	[05 75 00] CUSTOM STAINLESS STEEL LETTERING PANEL ATTACHED BELOW PERFORATED SOFFIT PANEL
07 6D	[07 61 00] SNOW GUARDS
07 6N	[07 61 00] RAIN CHAIN DOWNSPOUT

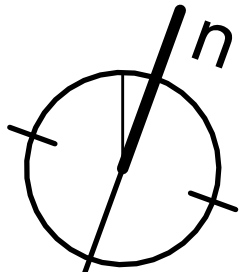
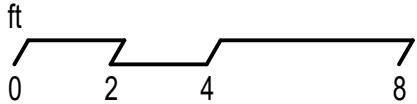
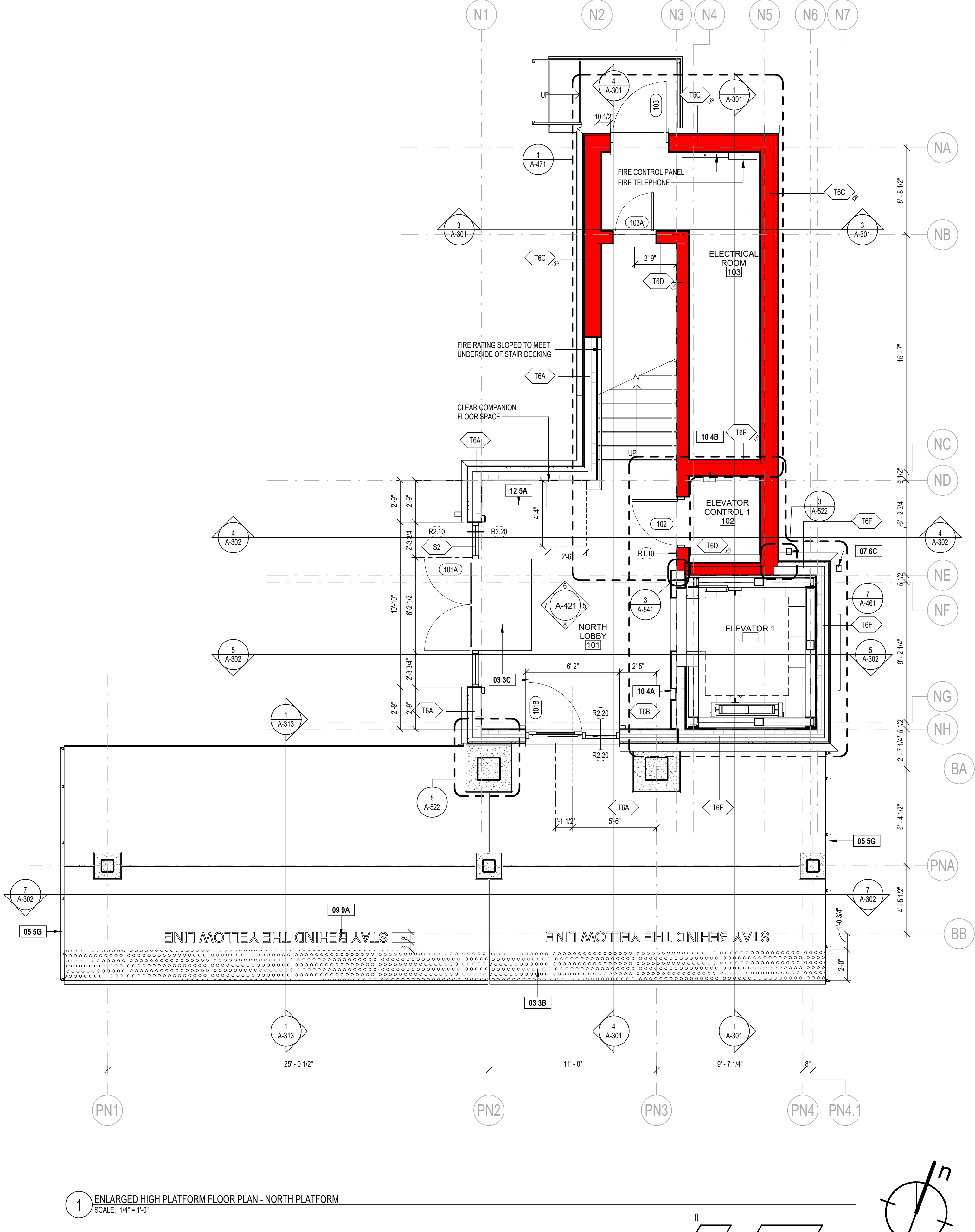
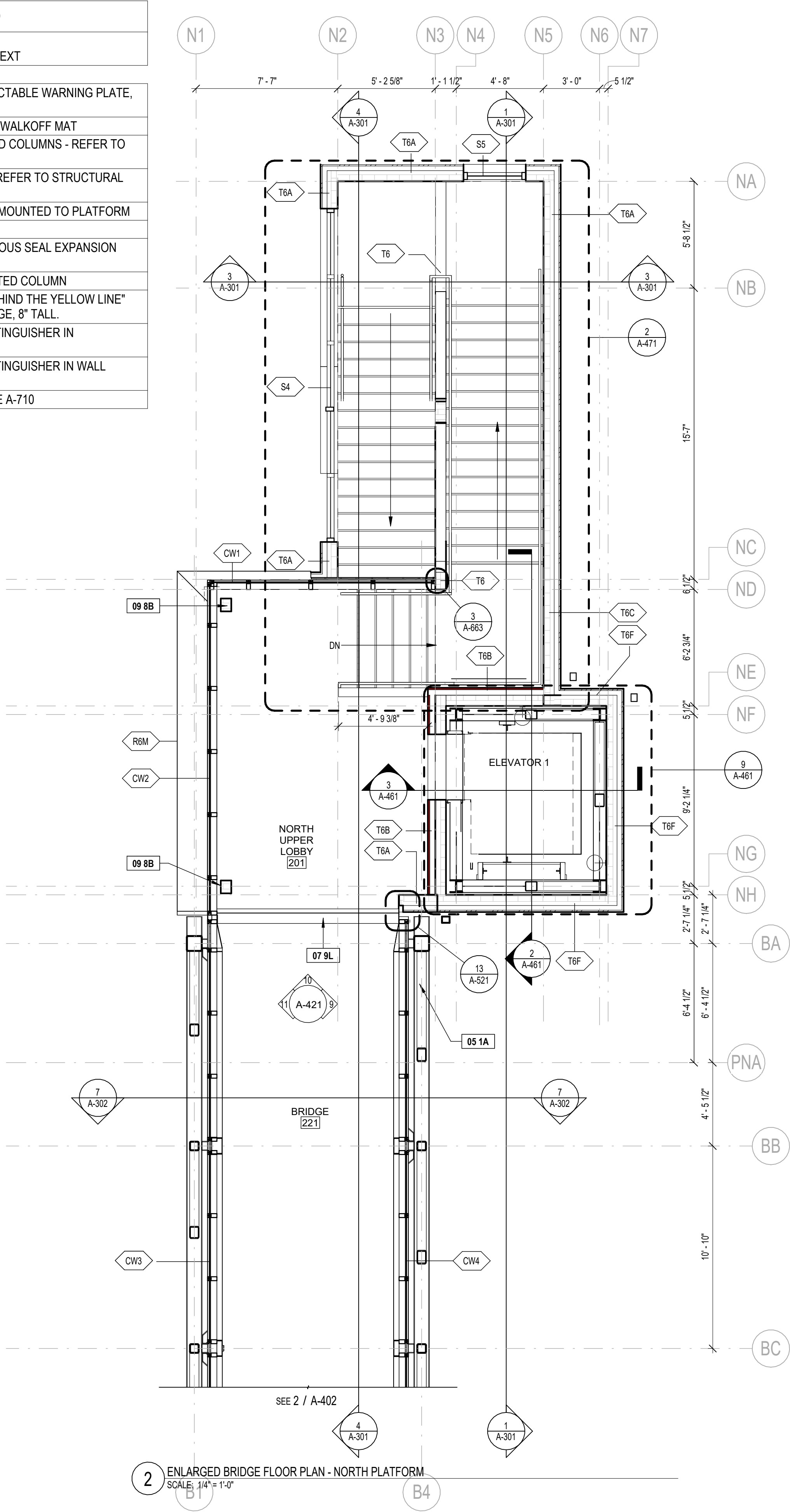


1 SECTION - DYNAMIC ENVELOPE
SCALE: 1/2" = 1'-0"

THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER WELLS AREA IMPROVEMENT PROJECT WELLS, MAINE	
PROJECT INFORMATION	DATE
	DESIGNER
	RAILROAD OWNER
	REVISION 1
	REVISION 2
	REVISION 3
WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION	REVISION 4
	REVISION 5
	PROJECT COMPLETION DATE
WALL SECTIONS - DYNAMIC ENVELOPE	
SHEET NUMBER	
A-313	

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3B	[05 51 00] 24" CAST-IN-PLACE DETECTABLE WARNING PLATE, FULL WIDTH OF PLATFORM
03 3C	[12 48 10] 2" RECESSED ALUMINUM WALKOFF MAT
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 1C	[05 08 00] GALVANIZED FRAMING - REFER TO STRUCTURAL DOCUMENTS (TYP)
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
07 6C	[07 61 00] DOWNSPOUT
07 9L	[07 95 00] 3" PREFORMED CONTINUOUS SEAL EXPANSION JOINT
09 8B	[09 86 10] GRAFFITI REISTANT COATED COLUMN
09 9A	[09 90 00] PAINTED TEXT, "STAY BEHIND THE YELLOW LINE" FONT TO MATCH EXTERIOR SIGNAGE, 8" TALL.
10 4A	[10 44 00] MULTIPURPOSE FIRE EXTINGUISHER IN SEMI-RECESSED METAL CABINET.
10 4B	[10 44 00] MULTIPURPOSE FIRE EXTINGUISHER IN WALL MOUNTED METAL CABINET.
12 5A	[12 50 00] CUSTOM CLT BENCH, SEE A-710



THIS SHEET INTENDED TO BE VIEWED IN COLOR

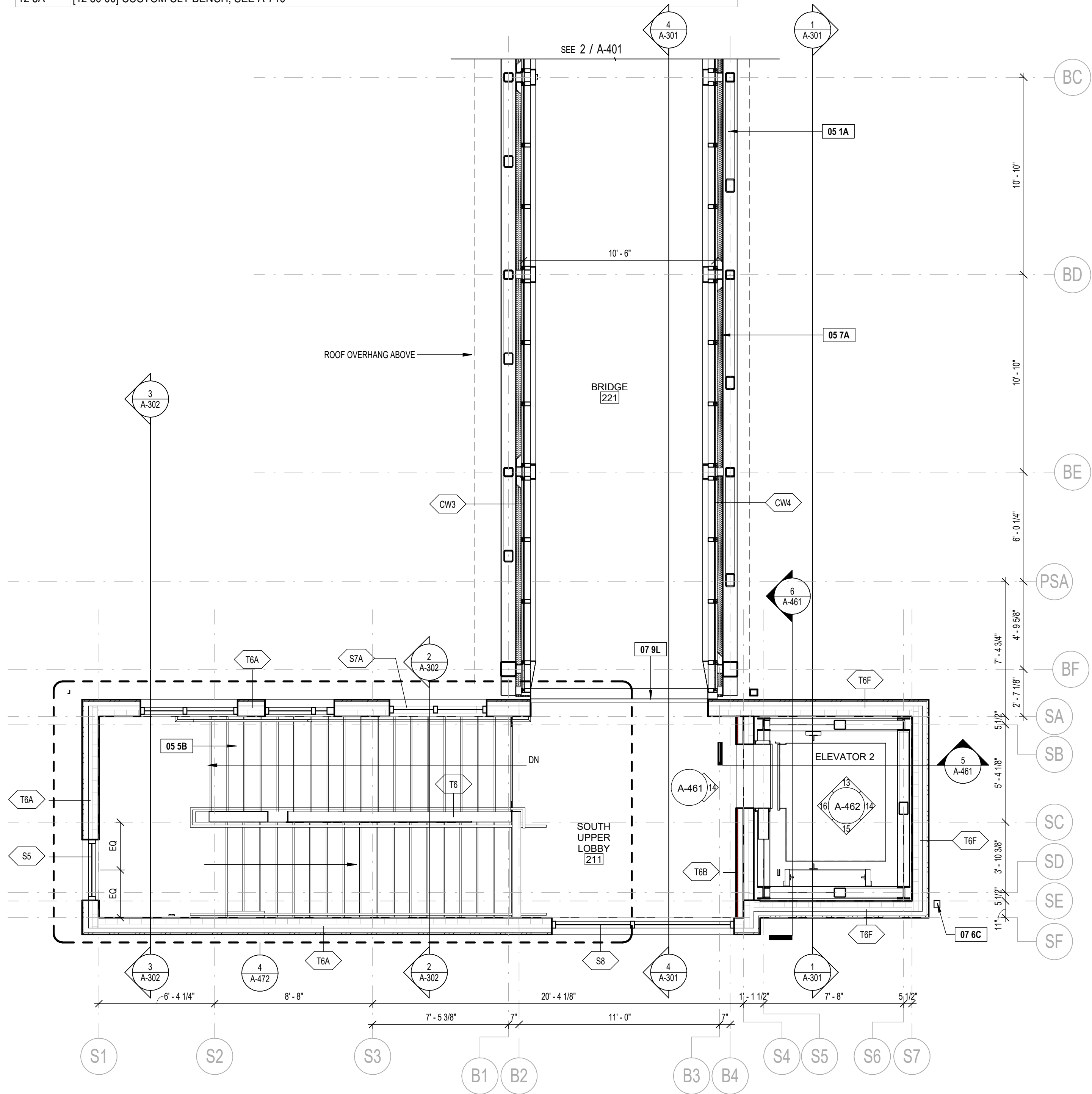
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
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REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

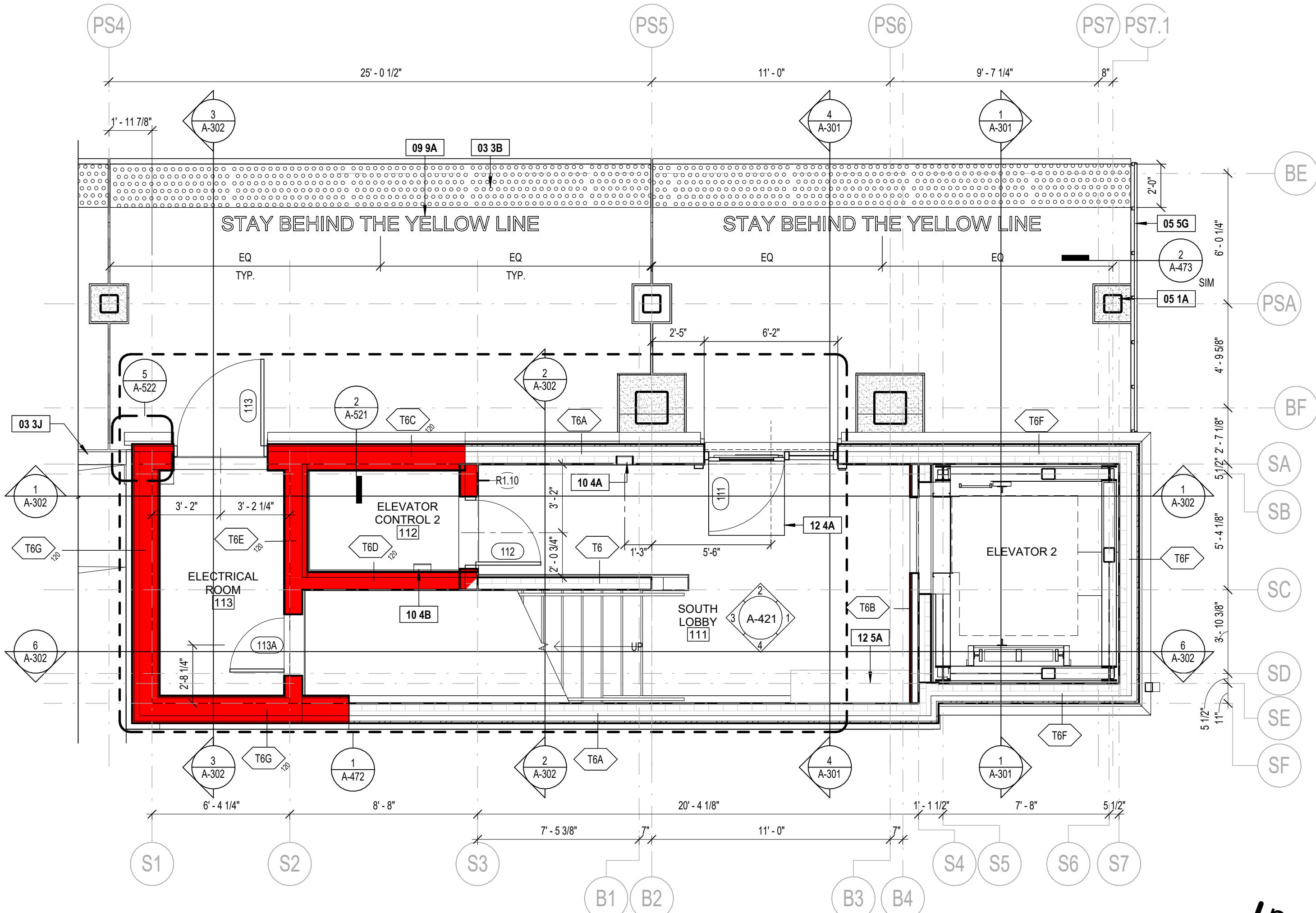
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
ENLARGED NORTH PLATFORM FLOOR PLANS

SHEET NUMBER
A-401

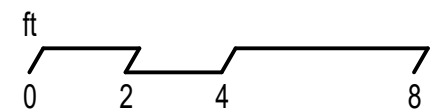
KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
03 3B	[05 51 00] 24" CAST-IN-PLACE DETECTABLE WARNING PLATE, FULL WIDTH OF PLATFORM
03 3J	[03 35 15] CAST IN PLACE BOARD FORM CONCRETE FIRE WALL, SEE STRUCTURAL.
05 1A	[05 12 50] AESS COLOR GALVANIZED COLUMNS - REFER TO STRUCTURAL DOCUMENTS
05 5B	[05 51 00] CAST ALUMINUM STAIR TREADS AND RISERS
05 5G	[05 51 00] METAL GUARDRAIL SIDE MOUNTED TO PLATFORM
05 7A	[05 75 00] PERFORATED ALUMINUM SOFFIT PANEL SYSTEM. 3/4" DIAMETER ROUND ON 1 1/4" STAGGERED CENTERS
07 6C	[07 61 00] DOWNSPOUT
07 9L	[07 95 00] 3" PREFORMED CONTINUOUS SEAL EXPANSION JOINT
09 9A	[09 90 00] PAINTED TEXT, "STAY BEHIND THE YELLOW LINE" FONT TO MATCH EXTERIOR SIGNAGE, 8" TALL.
10 4A	[10 44 00] MULTIPURPOSE FIRE EXTINGUISHER IN SEMI-RECESSED METAL CABINET.
10 4B	[10 44 00] MULTIPURPOSE FIRE EXTINGUISHER IN WALL MOUNTED METAL CABINET.
12 4A	[12 48 10] - RECESSED ALUMINUM TREAD RAIL FLOOR MAT WITH HINGES
12 5A	[12 50 00] CUSTOM CLT BENCH, SEE A-710



2 ENLARGED BIRDGE FLOOR PLAN - SOUTH PLATFORM
SCALE: 1/4" = 1'-0"



1 ENLARGED HIGH PLATFORM FLOOR PLAN - SOUTH PLATFORM
SCALE: 1/4" = 1'-0"



THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
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REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

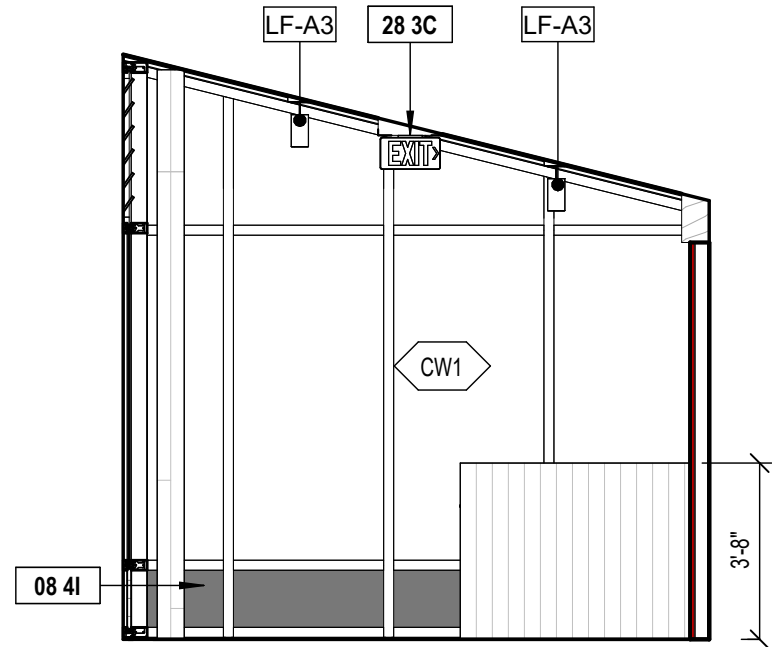
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

ENLARGED SOUTH PLATFORM FLOOR PLANS

SHEET NUMBER

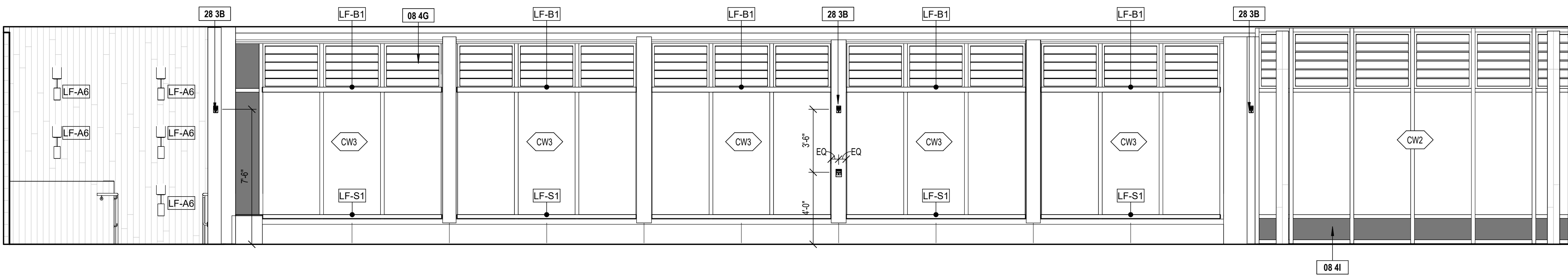
A-402

KEYNOTE LEGEND	
KEY VALUE	KEYNOTE TEXT
05 5B	[05 51 00] CAST ALUMINUM STAIR TREADS AND RISERS
05 7D	[05 75 00] CUSTOM WALL MOUNTED 8" ALUMINUM BRAKE METAL COVER AT LIGHT FIXTURES
05 7E	[05 75 00] 2 PIECE ALUMINUM SURFACE RACEWAY
08 4G	[08 44 10] GLAZED ALUMINUM-FRAMED CURTAINWALL WITH INTEGRAL LOUVERS
08 4I	[08 84 10] CURTAINWALL METAL PANEL INFILL
08 4Q	[08 71 00] ADA COMPLIANT DOOR OPERATOR
12 5A	[12 50 00] CUSTOM CLT BENCH, SEE A-710
28 3A	[28 30 00] FIRE ALARM PULL STATION - REFER TO ELECTRICAL DOCUMENTS
28 3B	[28 30 00] FIRE ALARM HORN STROBE - REFER TO ELECTRICAL DOCUMENTS
28 3C	[28 30 00] EXIT SIGNAGE - REFER TO ELECTRICAL DOCUMENTS

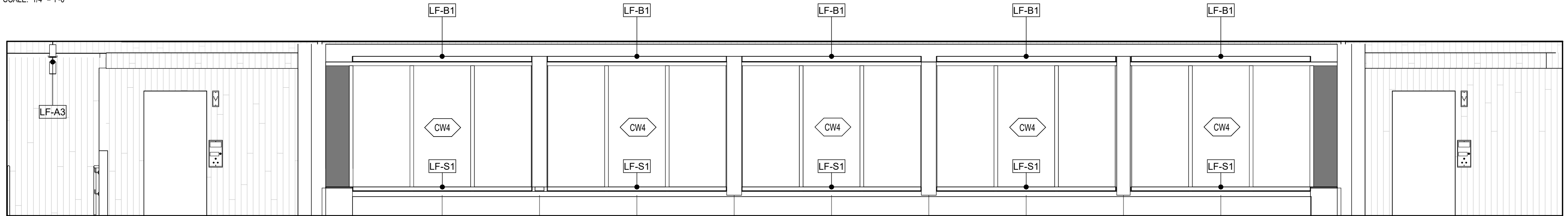


10 NORTH PLATFORM - UPPER LOBBY NORTH ELEVATION
SCALE: 1/4" = 1'-0"

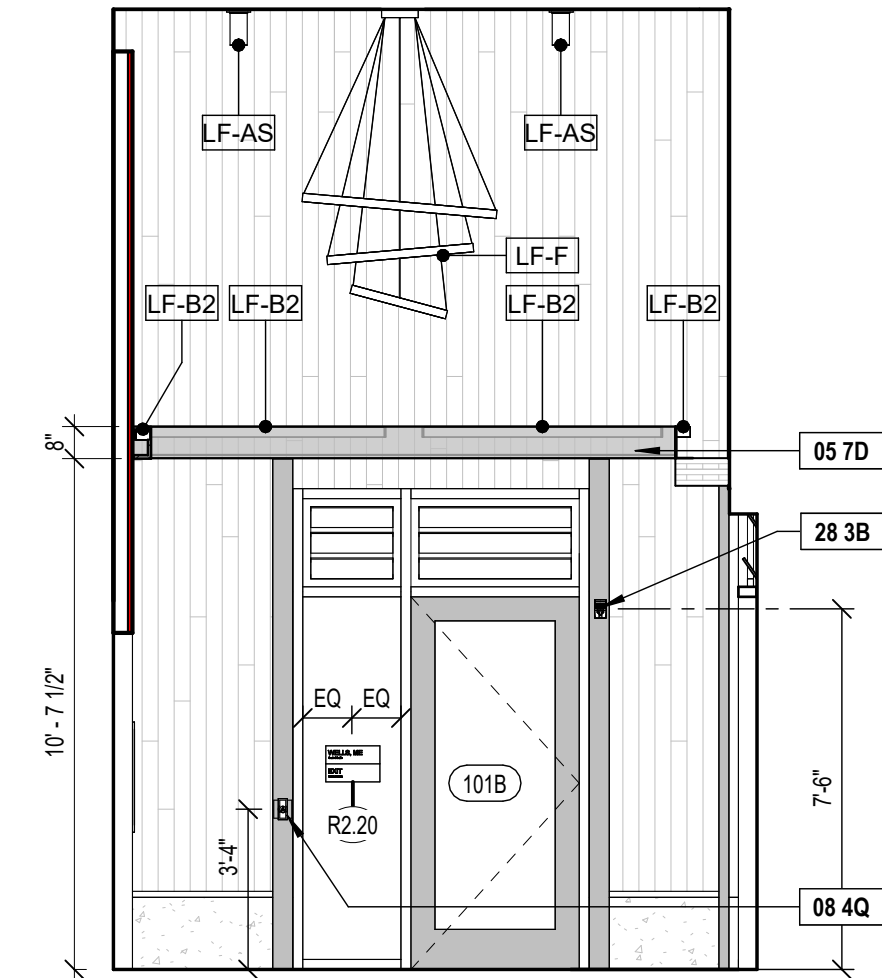
11 BRIDGE - WEST ELEVATION
SCALE: 1/4" = 1'-0"



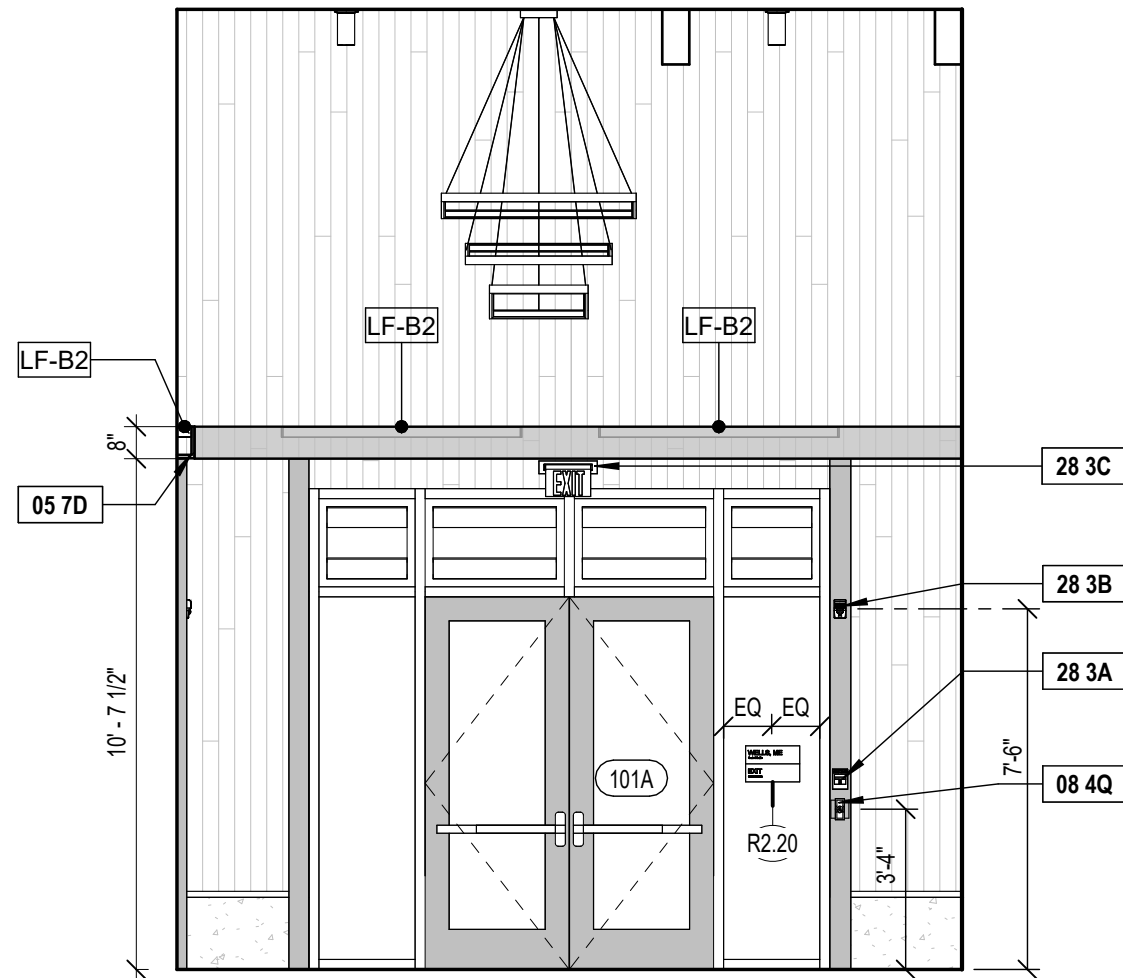
9 BRIDGE - EAST ELEVATION
SCALE: 1/4" = 1'-0"



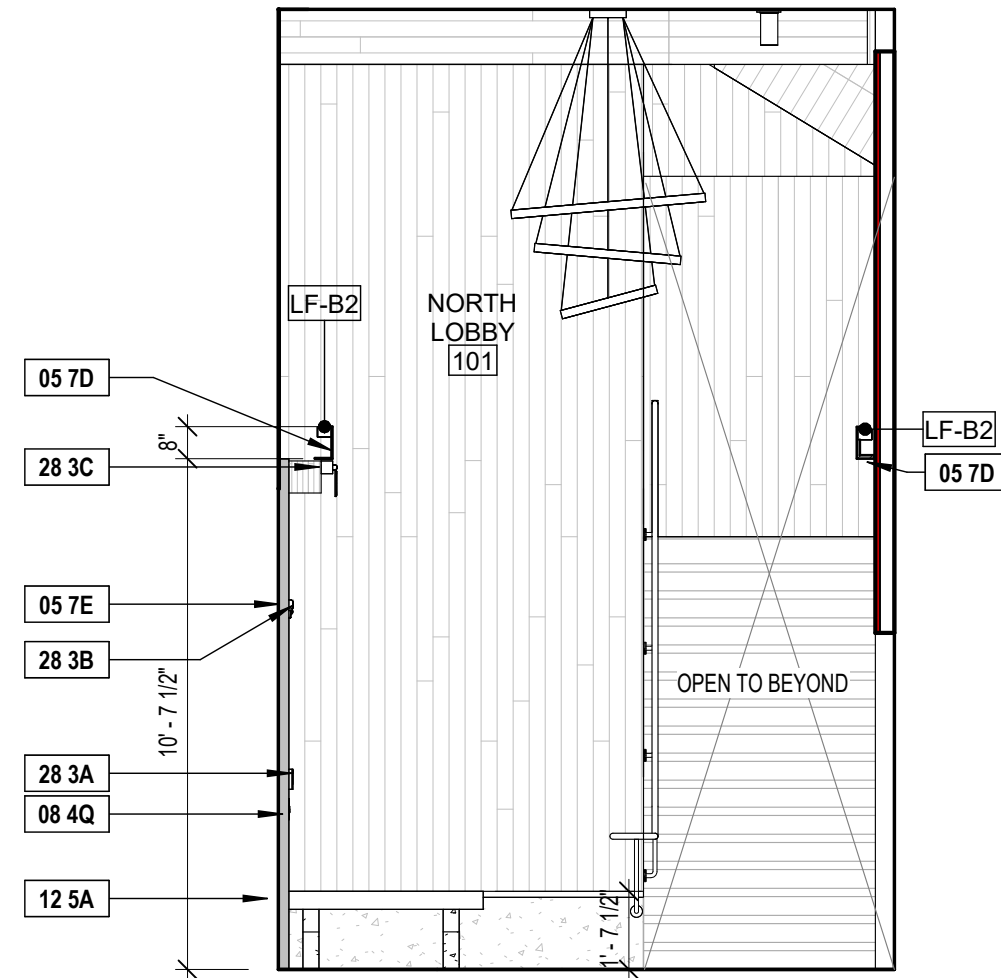
8 NORTH PLATFORM - SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



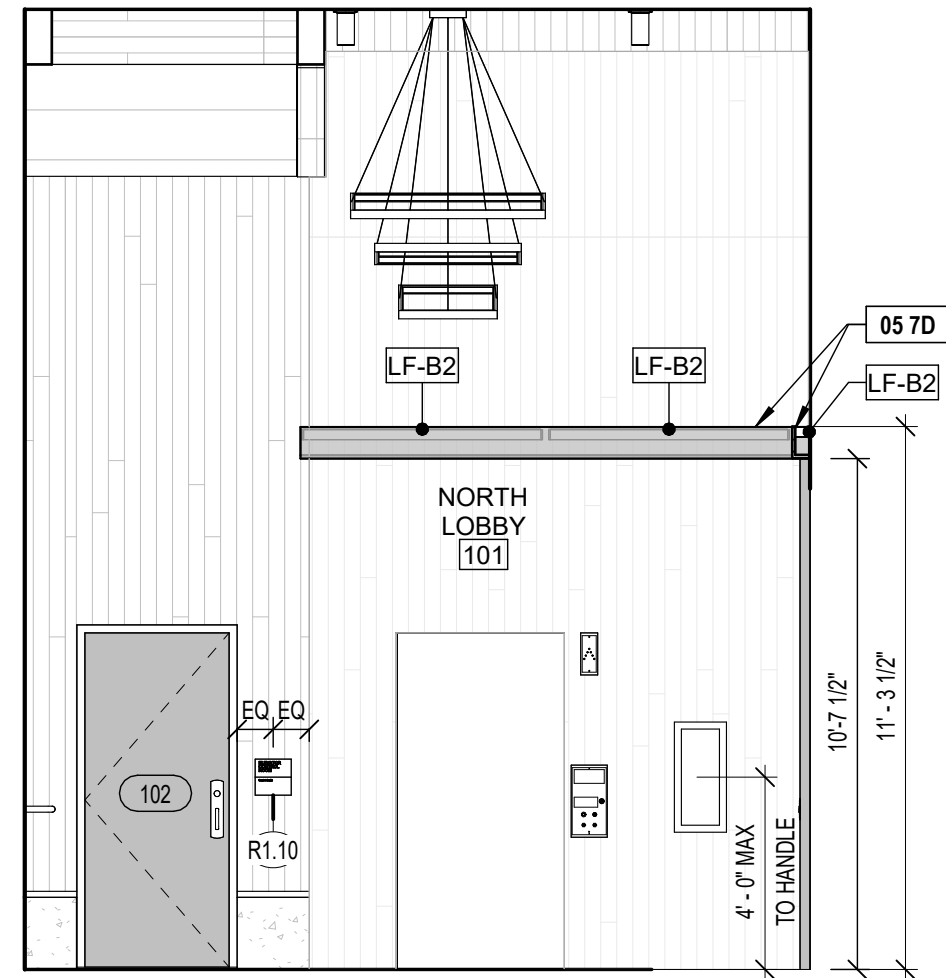
7 NORTH PLATFORM - WEST ELEVATION
SCALE: 1/4" = 1'-0"



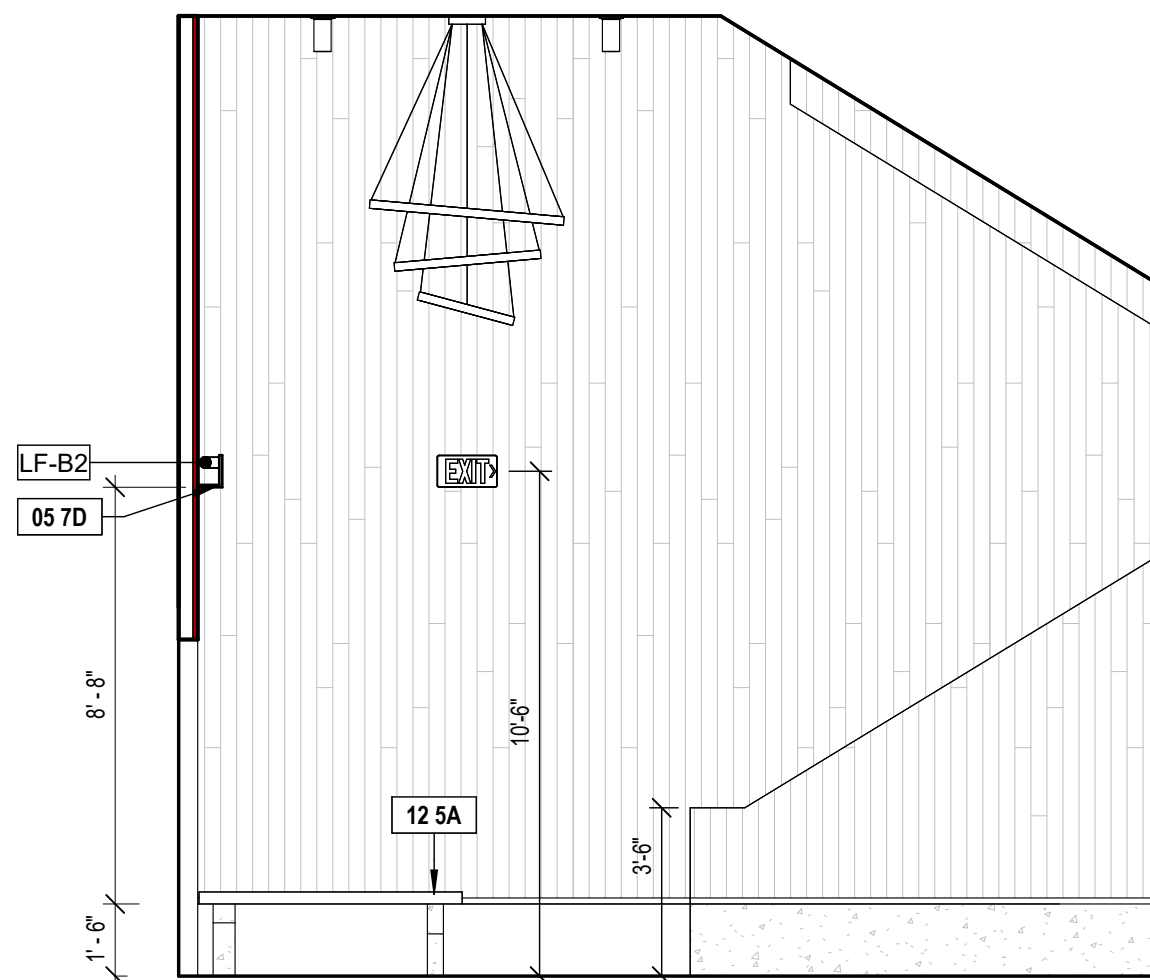
6 NORTH PLATFORM - NORTH ELEVATION
SCALE: 1/4" = 1'-0"



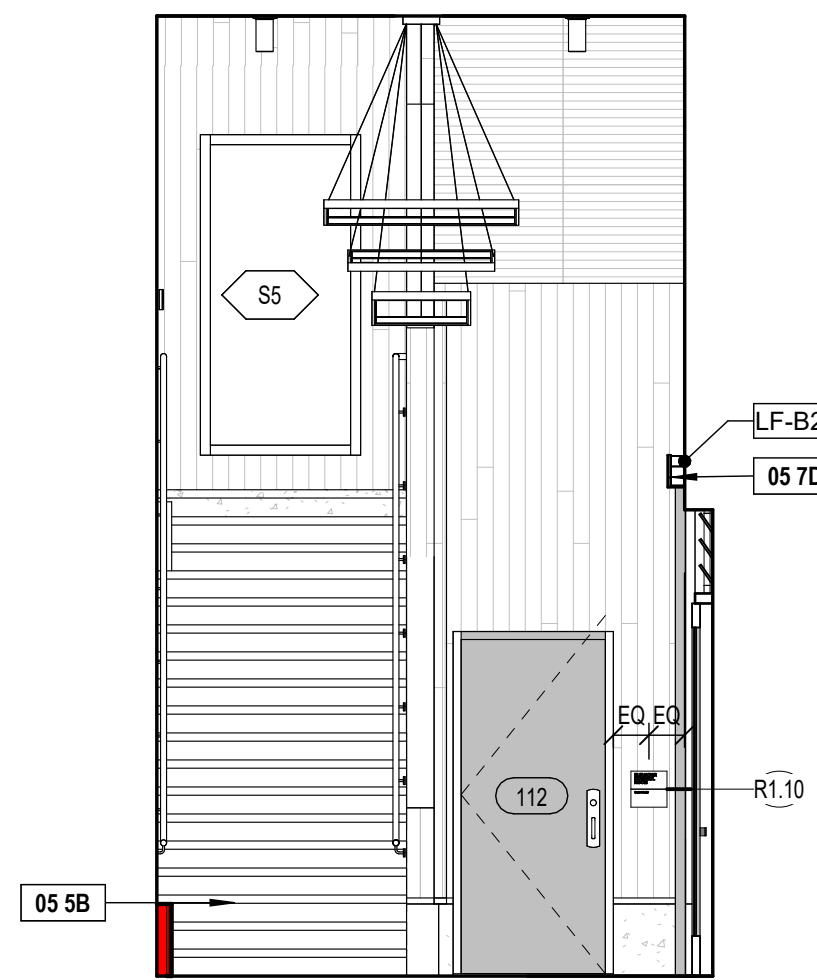
5 NORTH PLATFORM - EAST ELEVATION
SCALE: 1/4" = 1'-0"



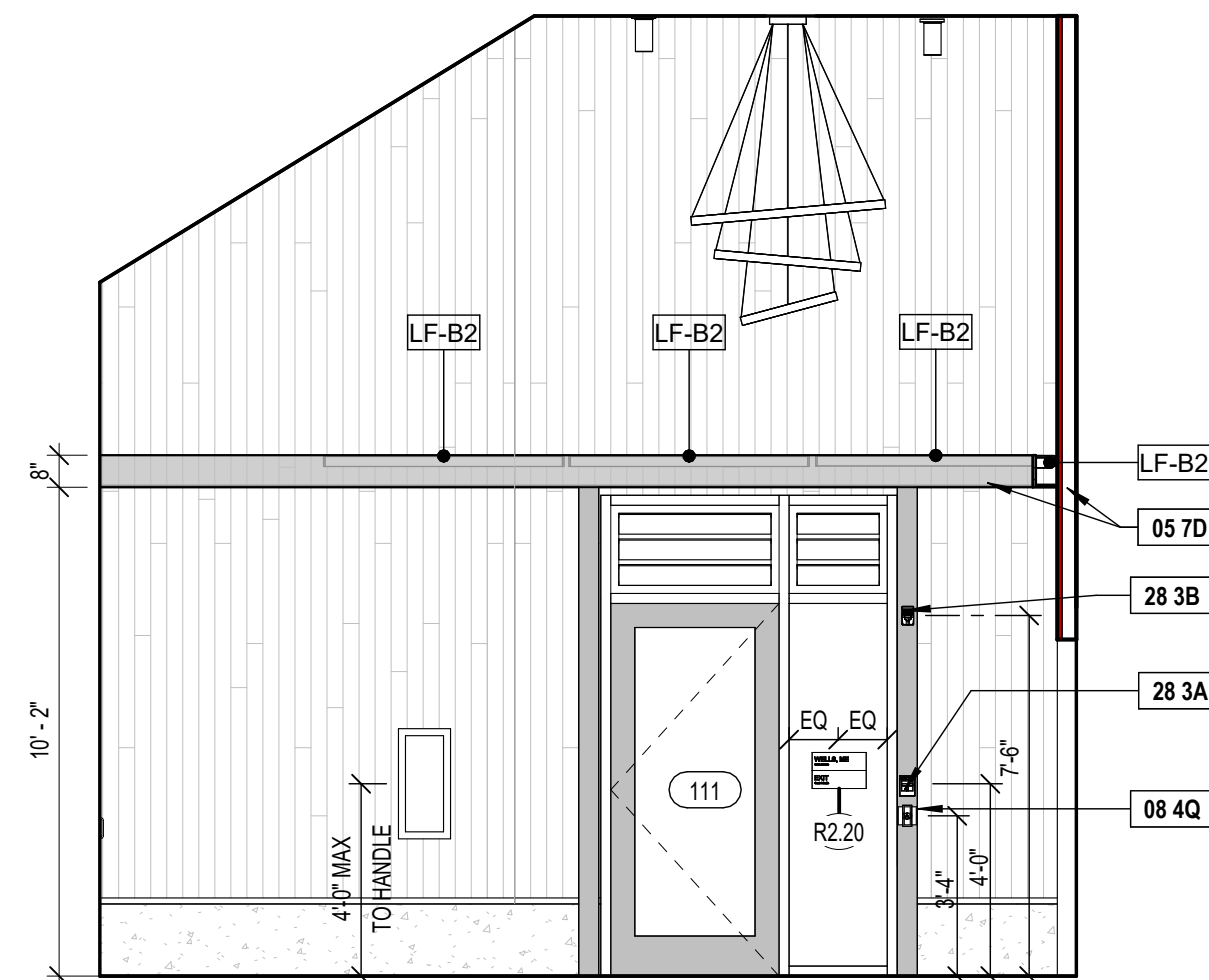
4 SOUTH PLATFORM - SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



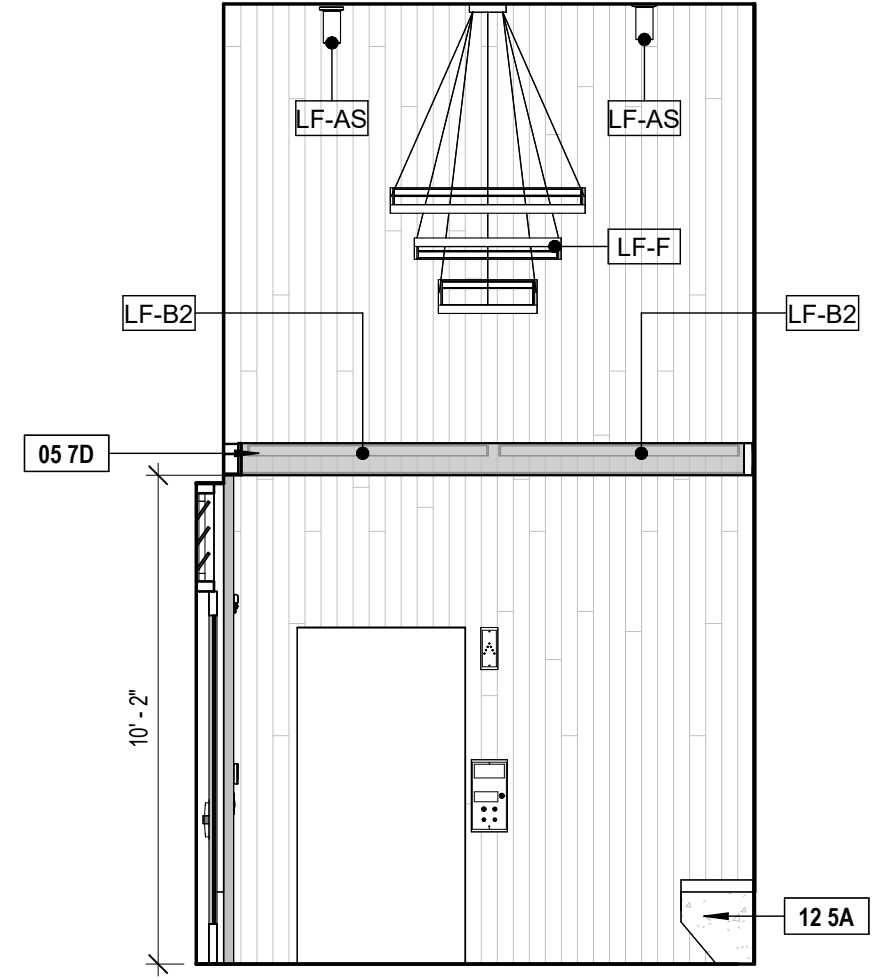
3 SOUTH PLATFORM - WEST ELEVATION
SCALE: 1/4" = 1'-0"



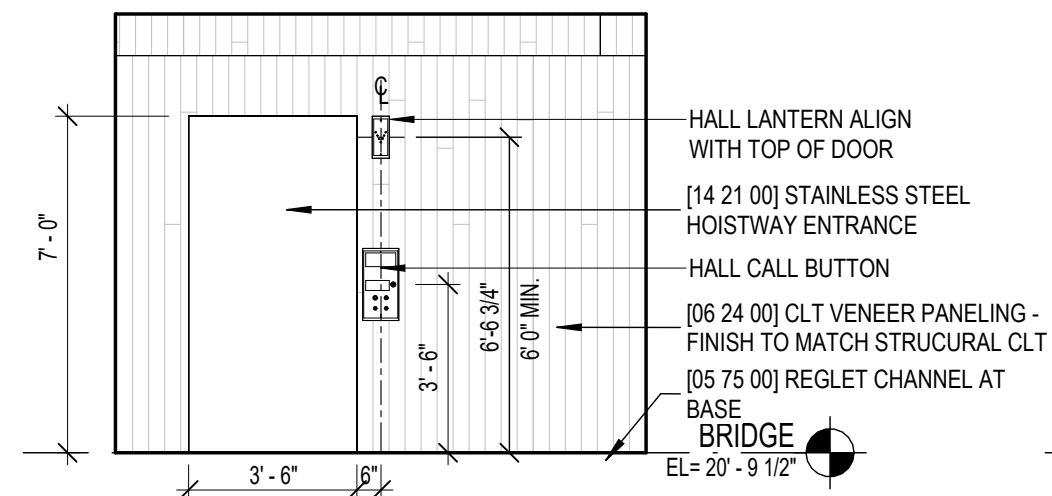
2 SOUTH PLATFORM - NORTH ELEVATION
SCALE: 1/4" = 1'-0"



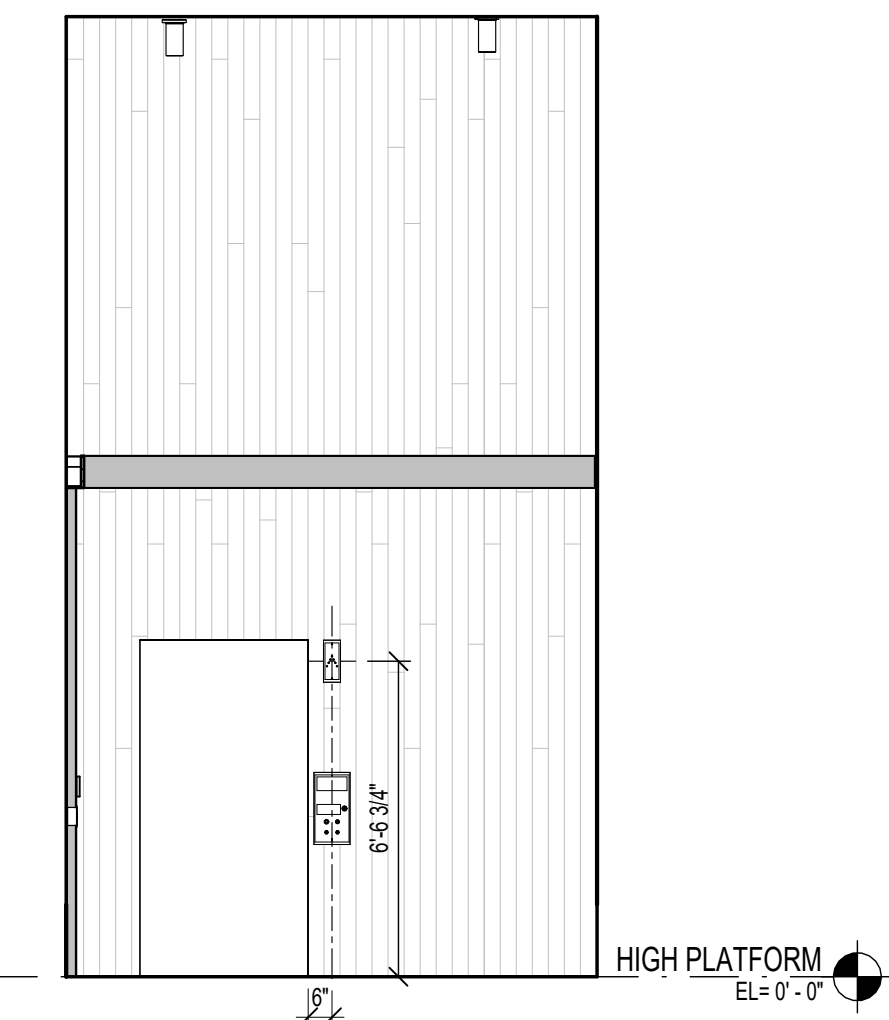
1 SOUTH PLATFORM - EAST ELEVATION
SCALE: 1/4" = 1'-0"



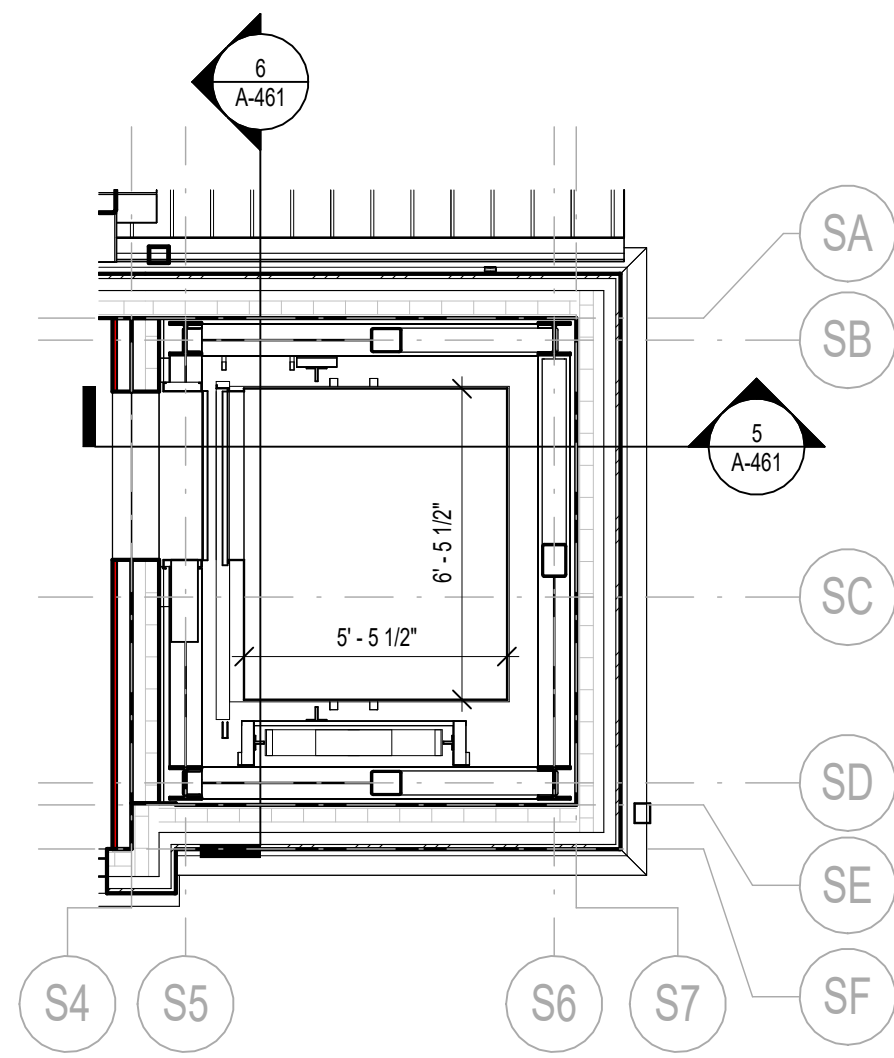
PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



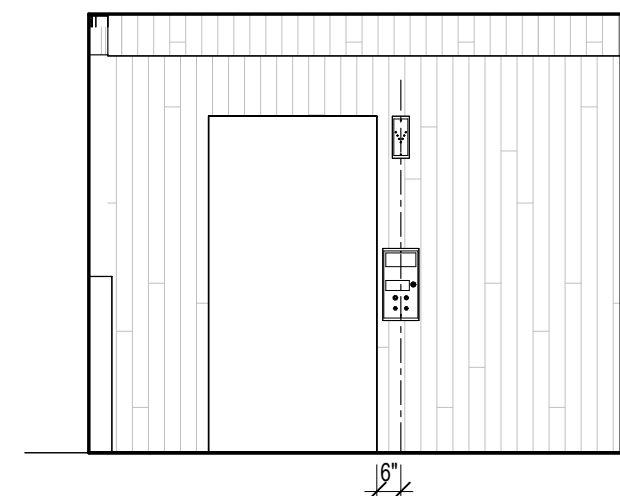
14 ELEVATOR TWO INTERIOR ELEVATION - BRIDGE
SCALE: 1/4" = 1'-0"



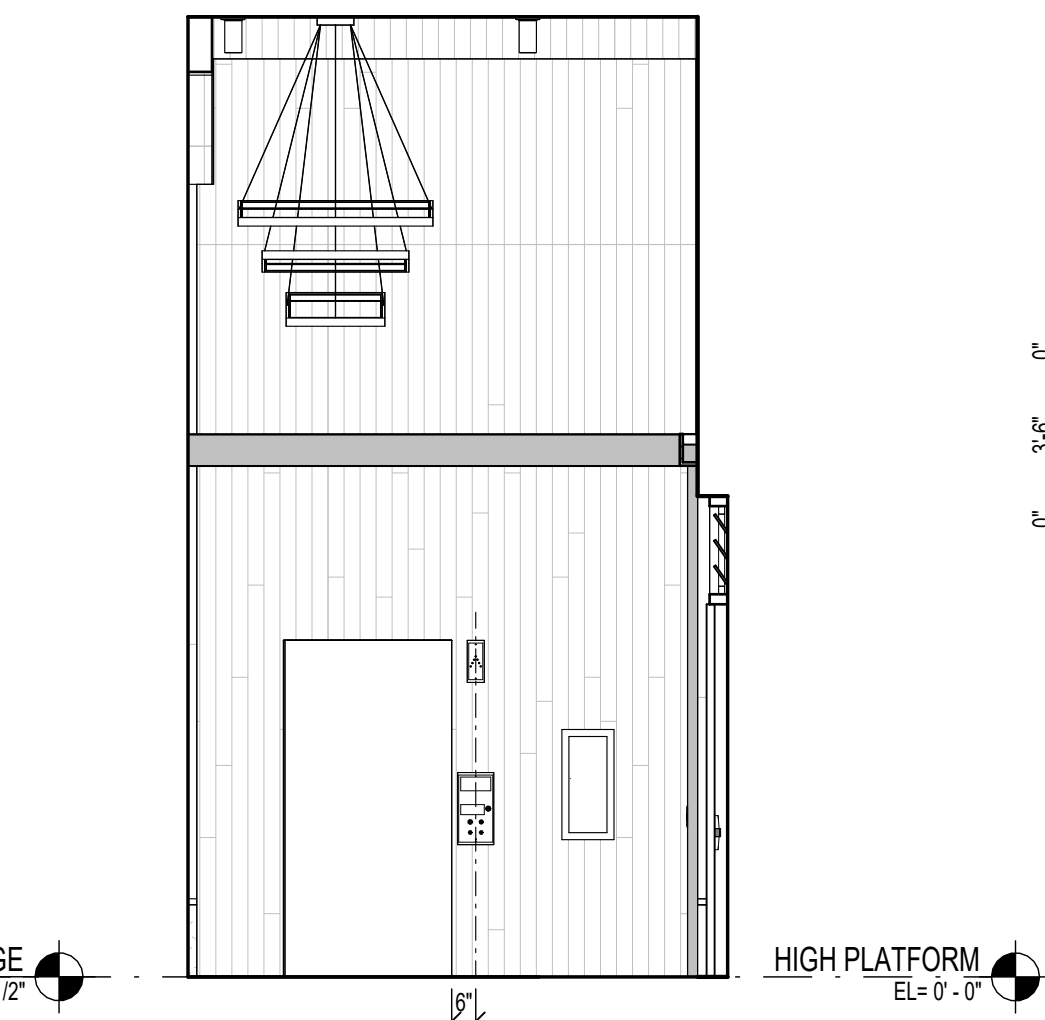
13 ELEVATOR TWO INTERIOR ELEVATION - HIGH PLATFORM
SCALE: 1/4" = 1'-0"



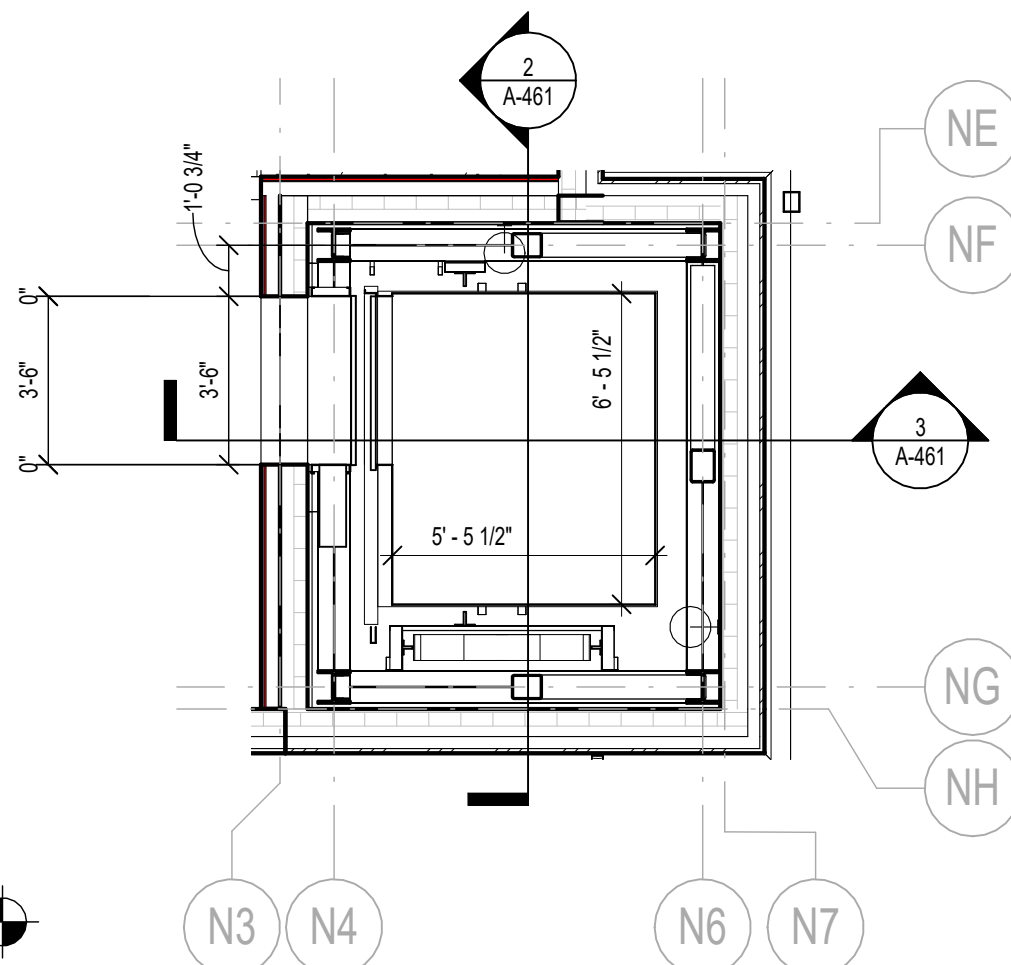
12 ENLARGED PLAN - ELEVATOR TWO - BRIDGE
SCALE: 1/4" = 1'-0"



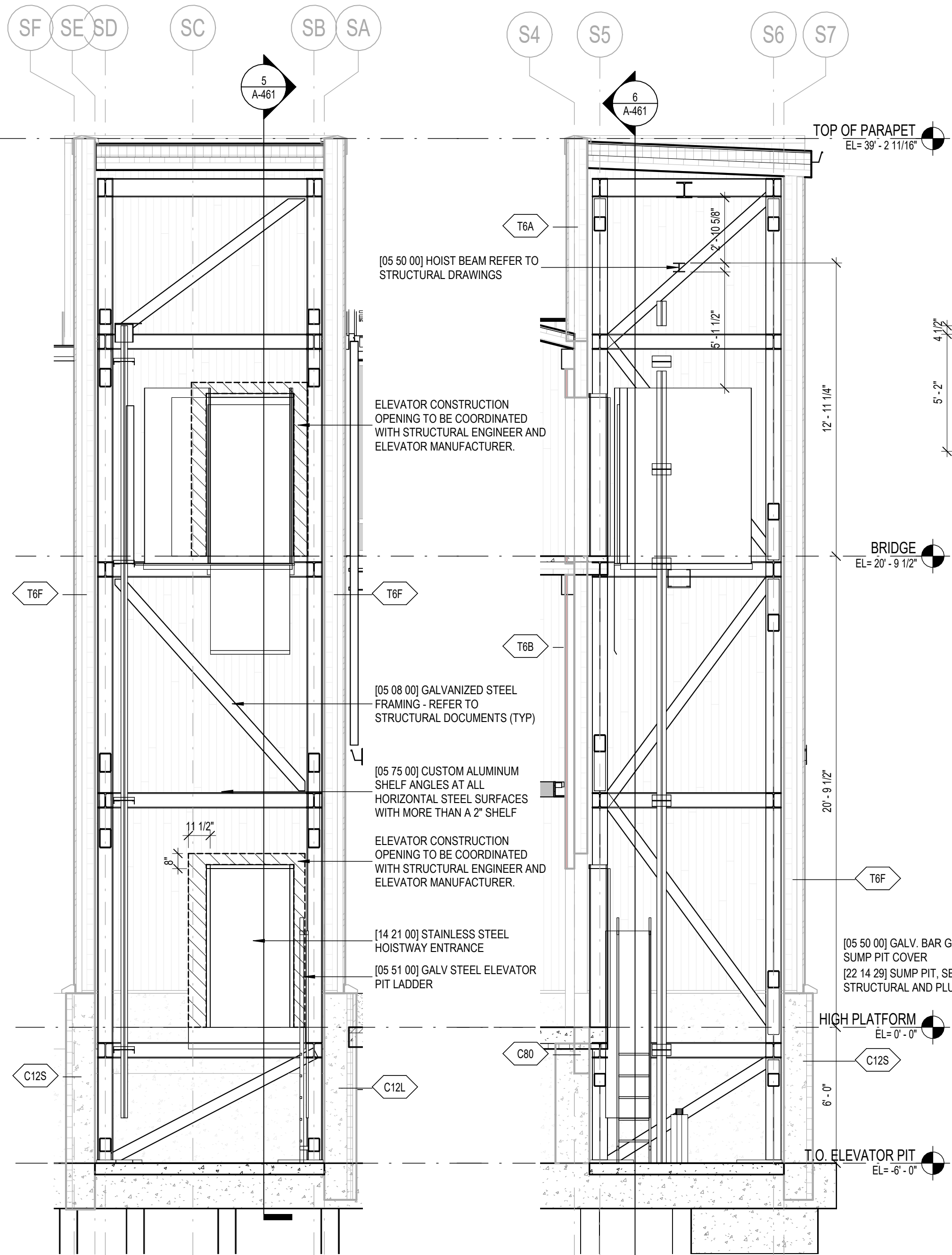
11 ELEVATOR ONE INTERIOR ELEVATION - BRIDGE
SCALE: 1/4" = 1'-0"



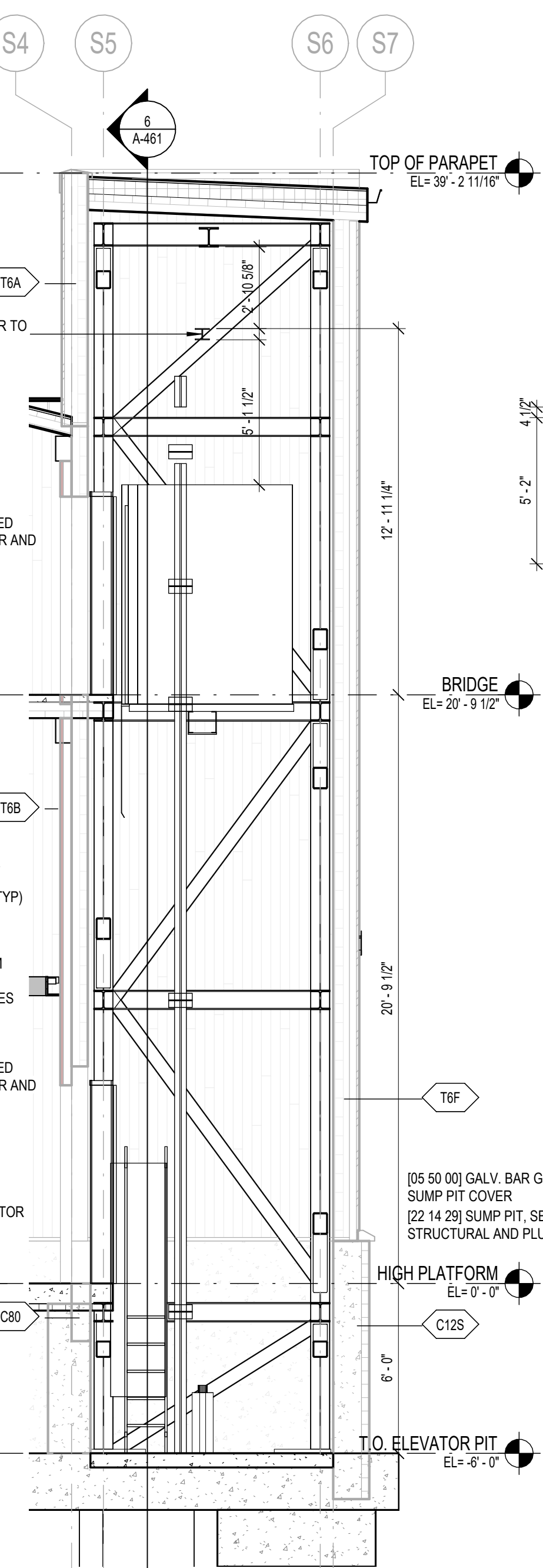
10 ELEVATOR ONE INTERIOR ELEVATION - HIGH PLATFORM
SCALE: 1/4" = 1'-0"



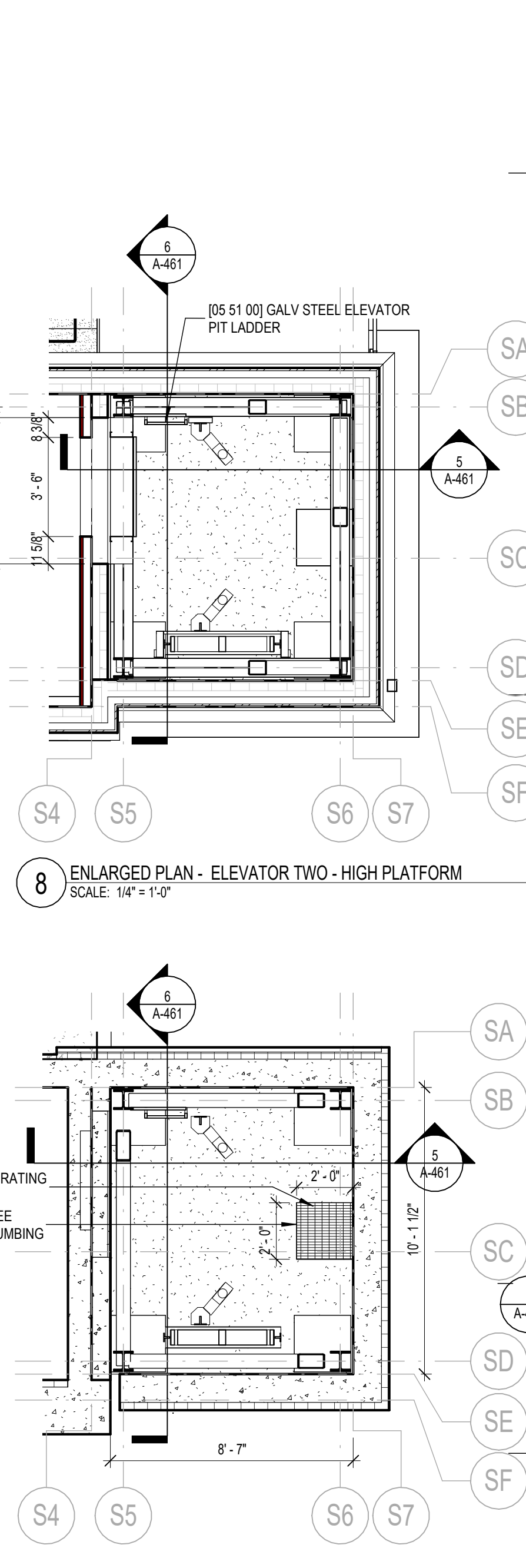
9 ENLARGED PLAN - ELEVATOR ONE - BRIDGE
SCALE: 1/4" = 1'-0"



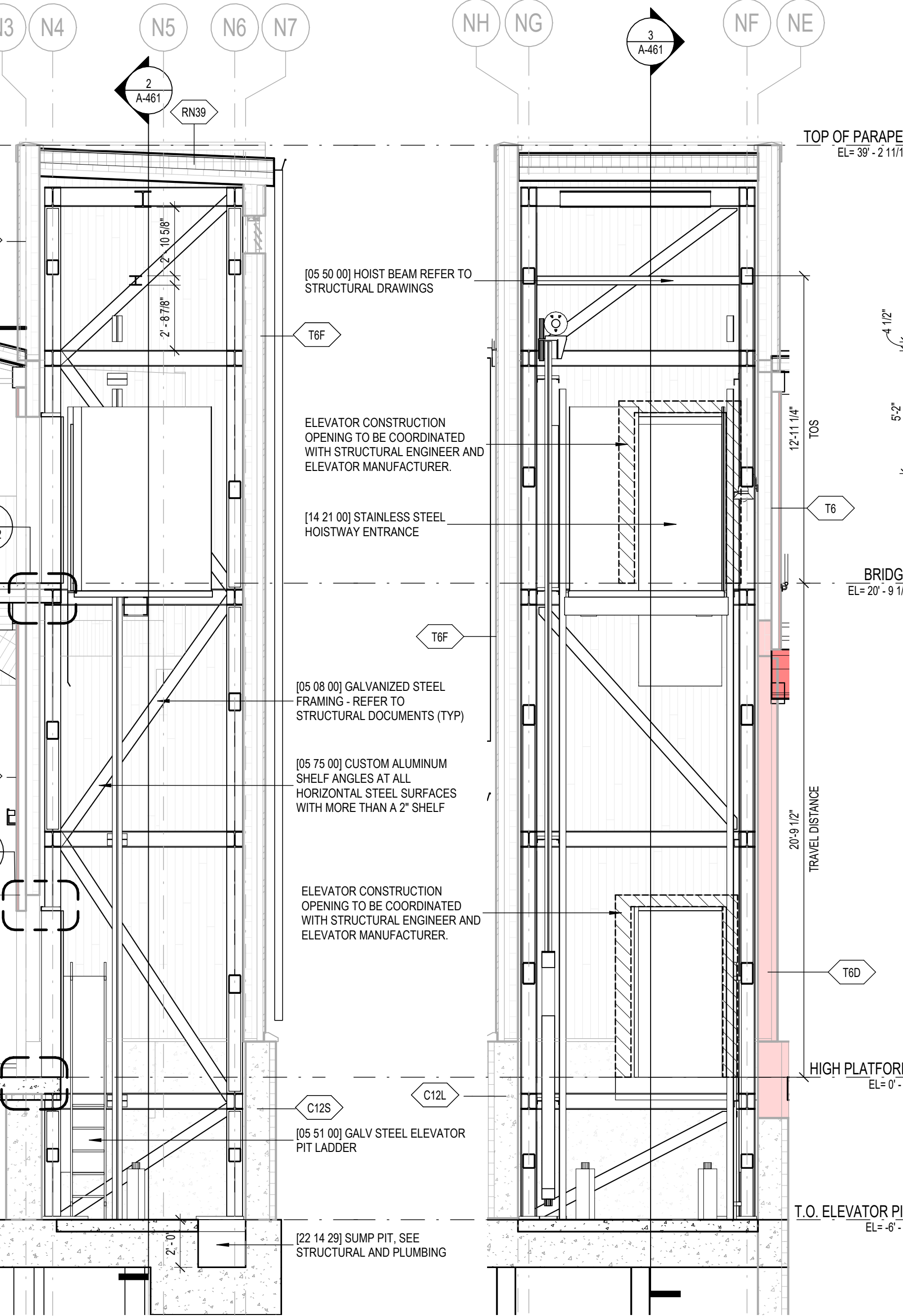
6 ENLARGED SECTION - ELEVATOR TWO - NORTH/SOUTH
SCALE: 1/4" = 1'-0"



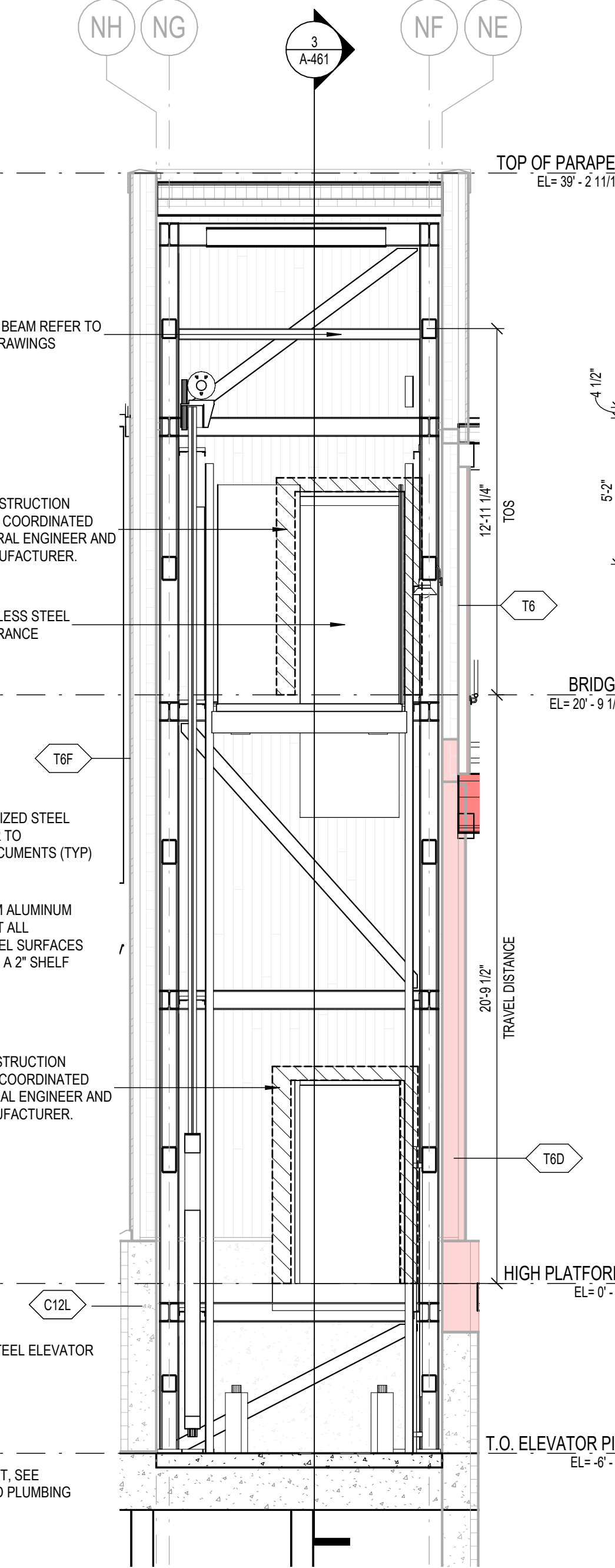
5 ENLARGED SECTION - ELEVATOR TWO - EAST/WEST
SCALE: 1/4" = 1'-0"



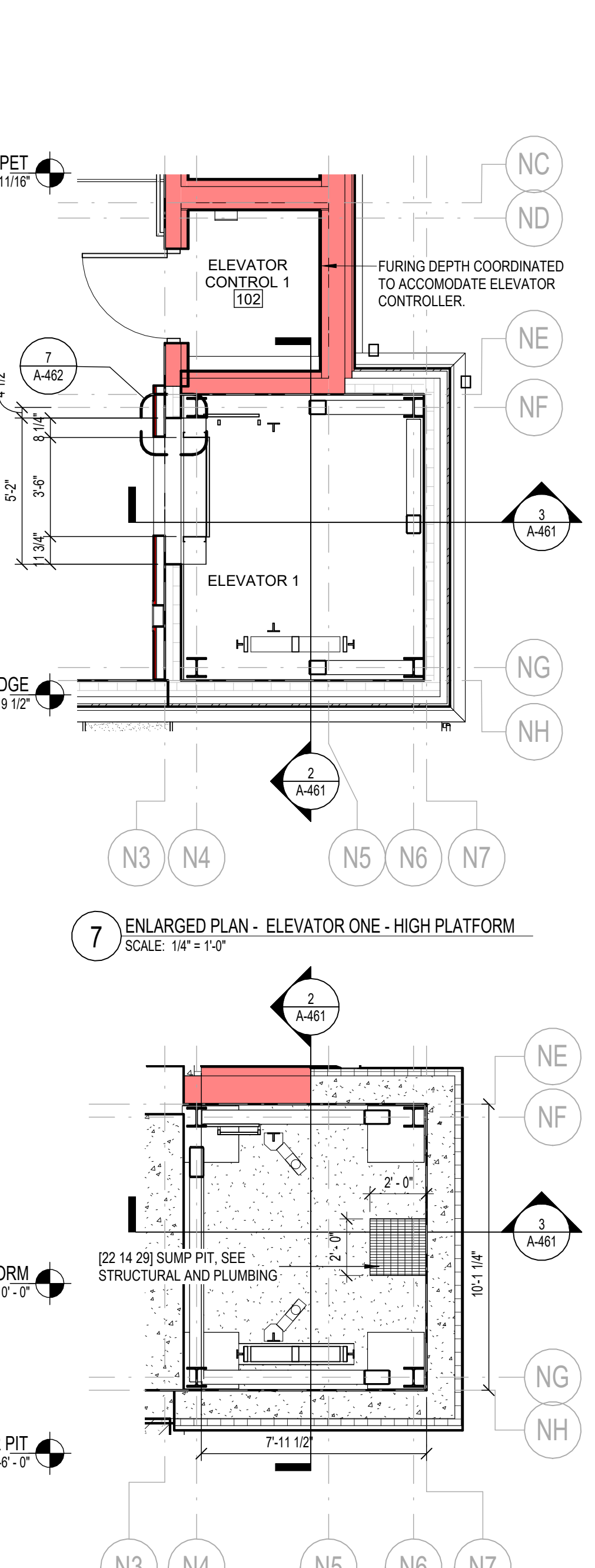
4 ELEVATOR TWO - FOUNDATION PLAN
SCALE: 1/4" = 1'-0"



3 ENLARGED SECTION - ELEVATOR ONE - EAST/WEST
SCALE: 1/4" = 1'-0"



2 ENLARGED SECTION - ELEVATOR ONE - NORTH/SOUTH
SCALE: 1/4" = 1'-0"



1 ELEVATOR ONE - FOUNDATION PLAN
SCALE: 1/4" = 1'-0"

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WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

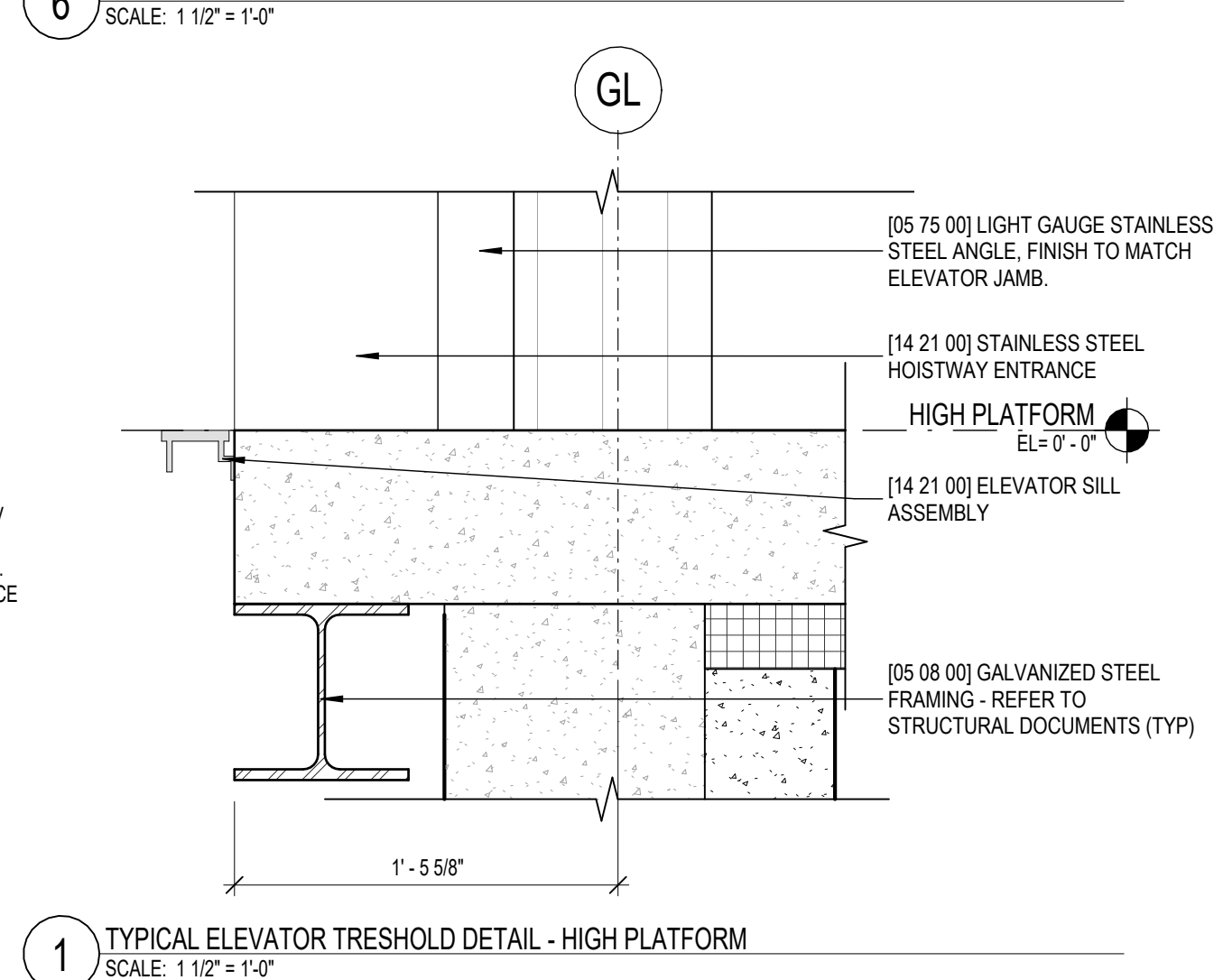
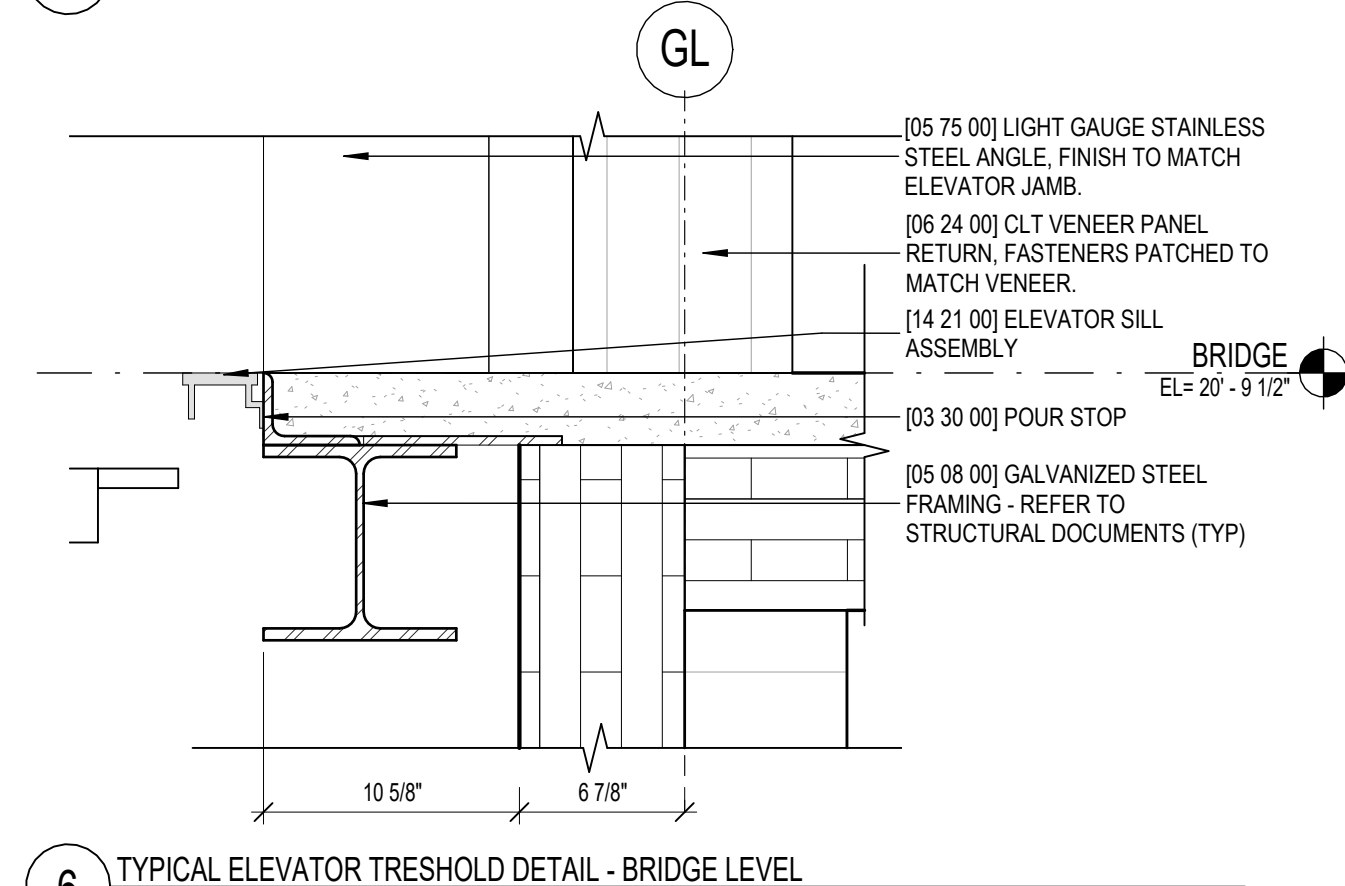
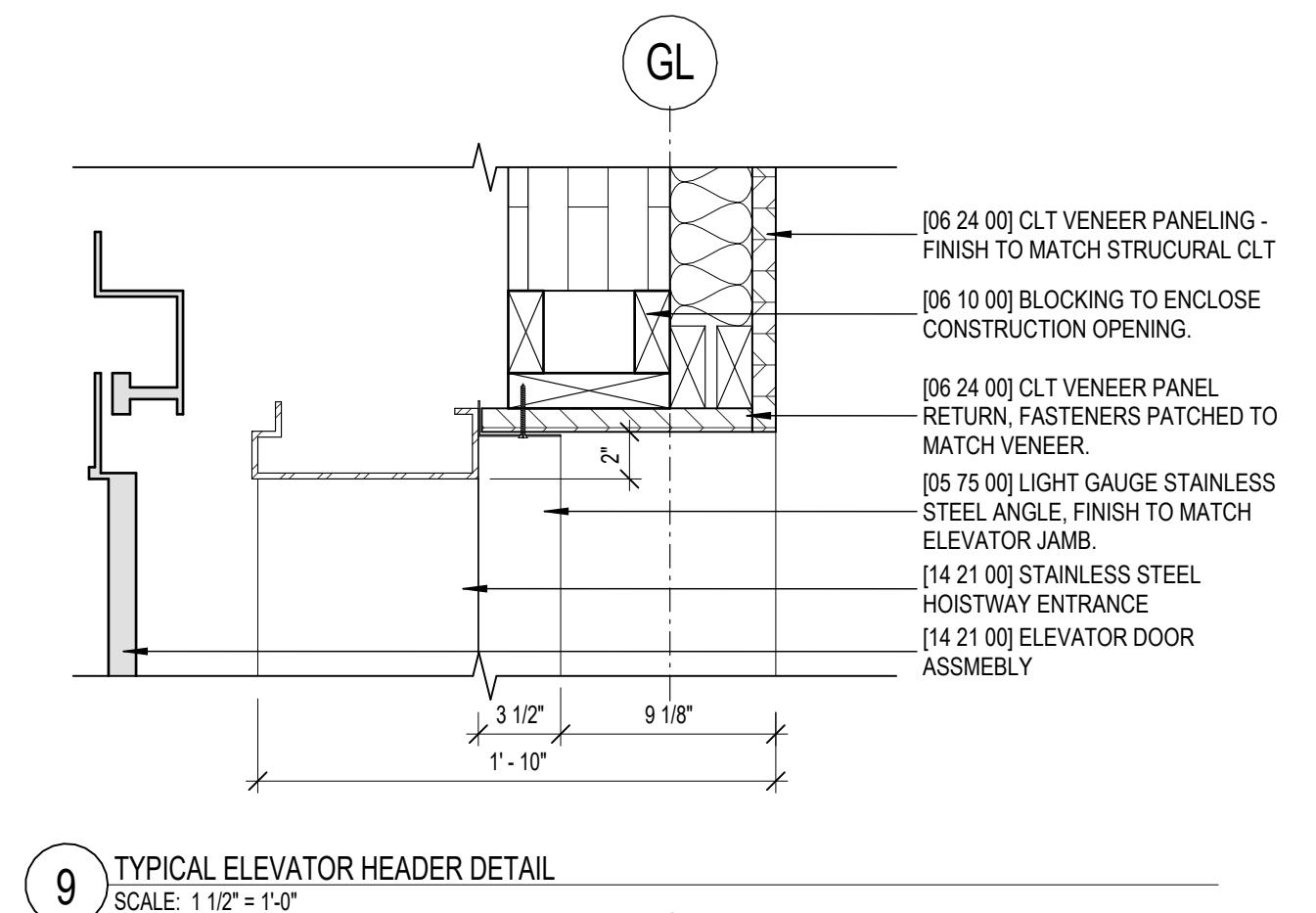
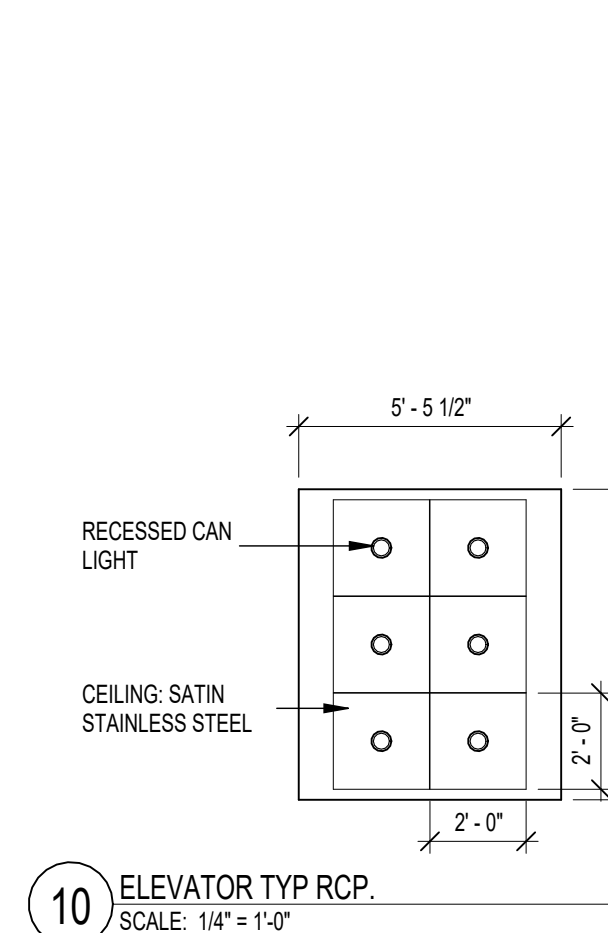
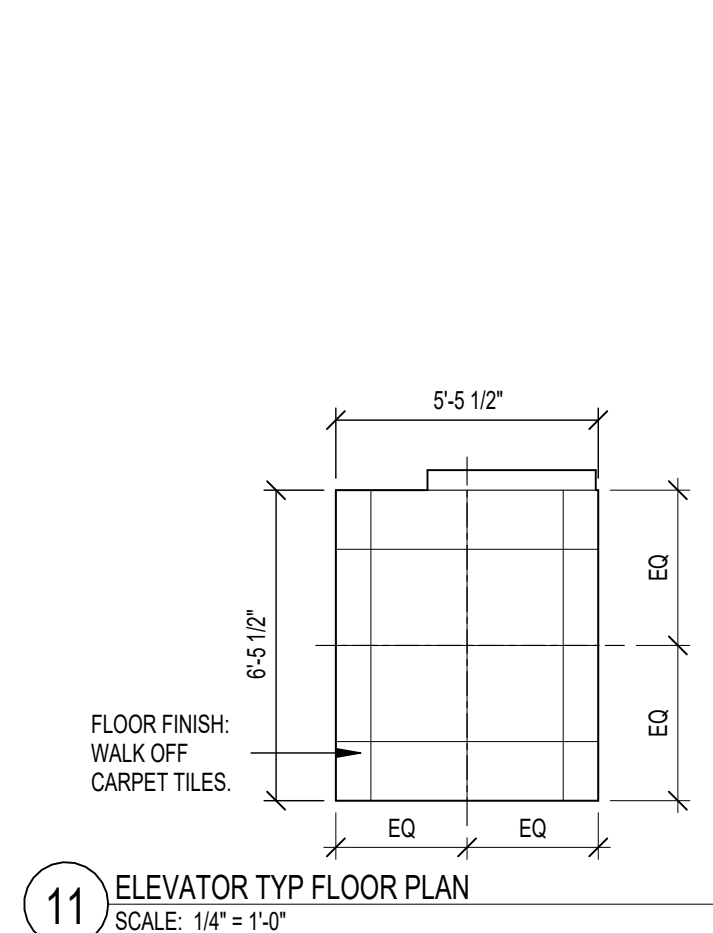
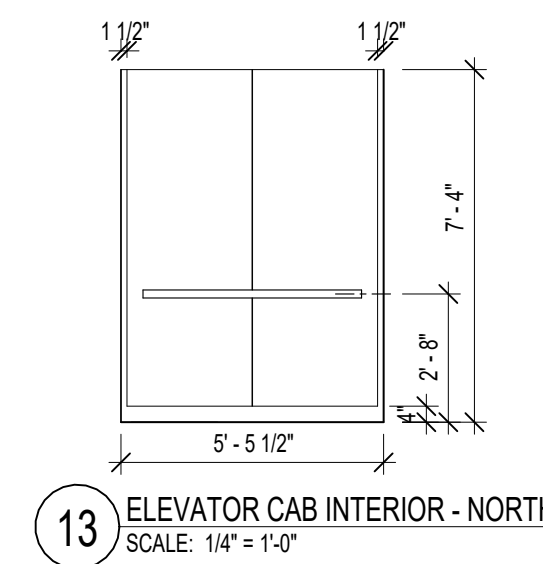
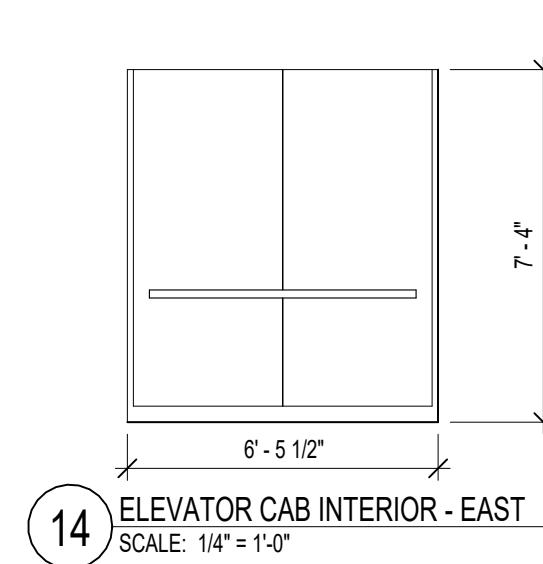
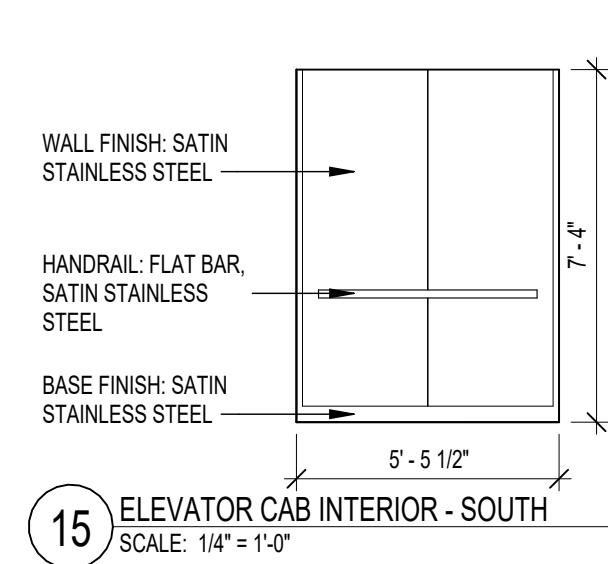
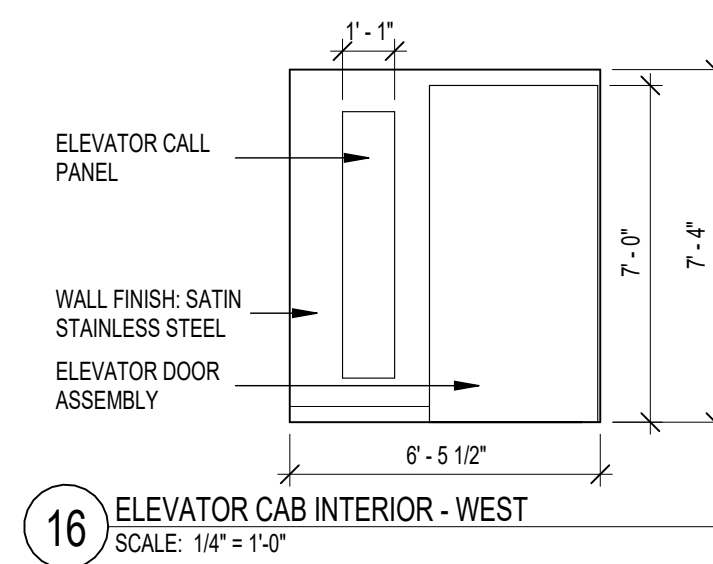
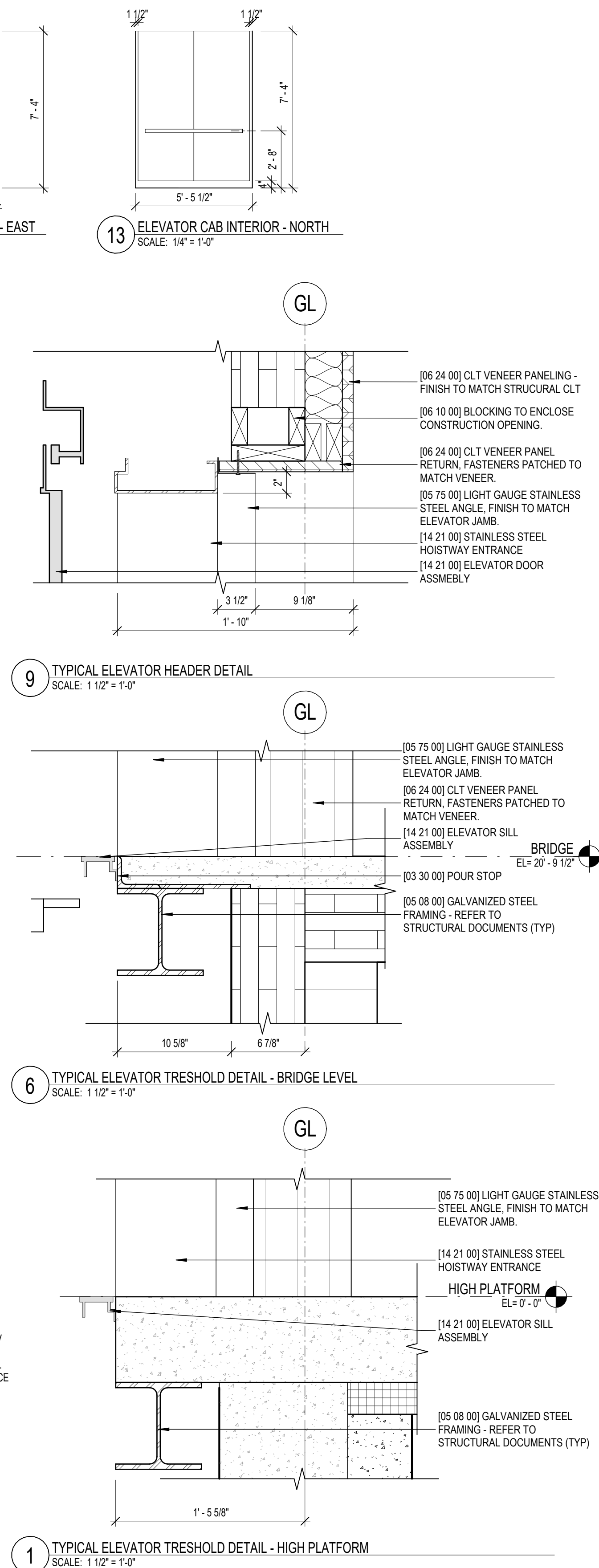
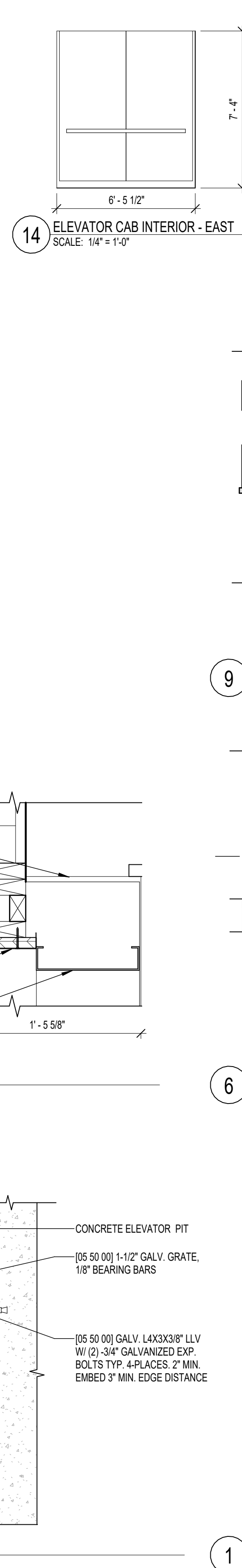
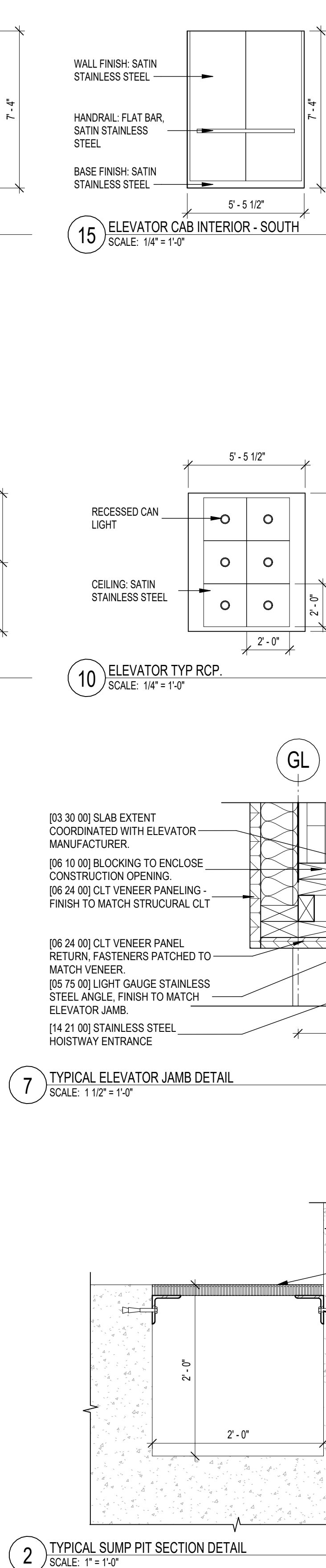
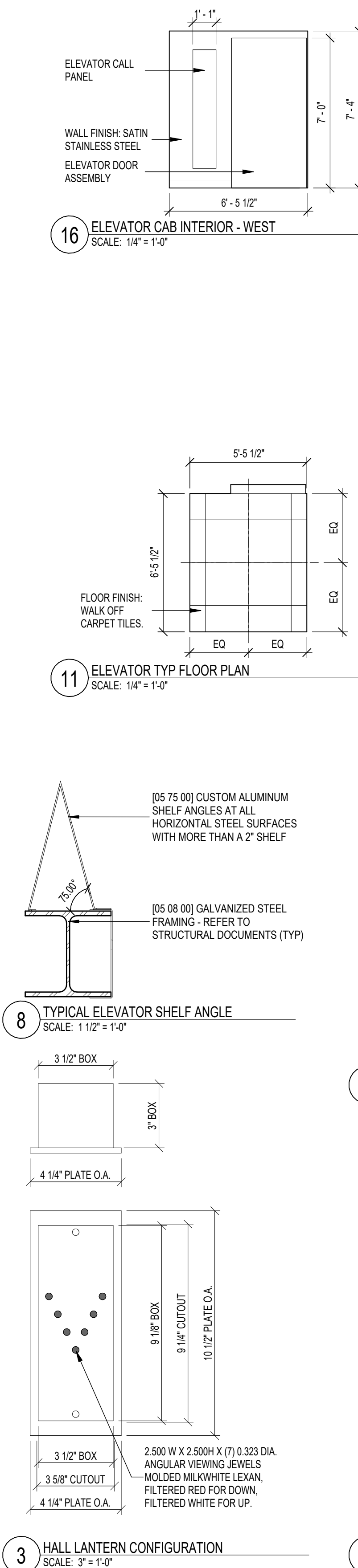
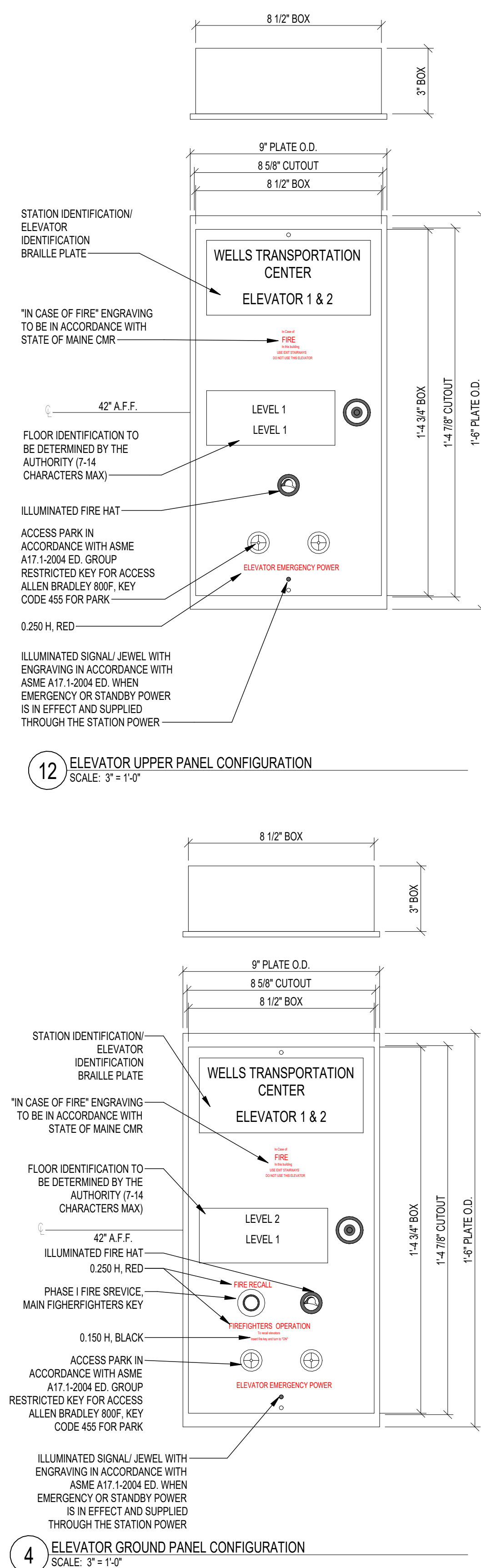
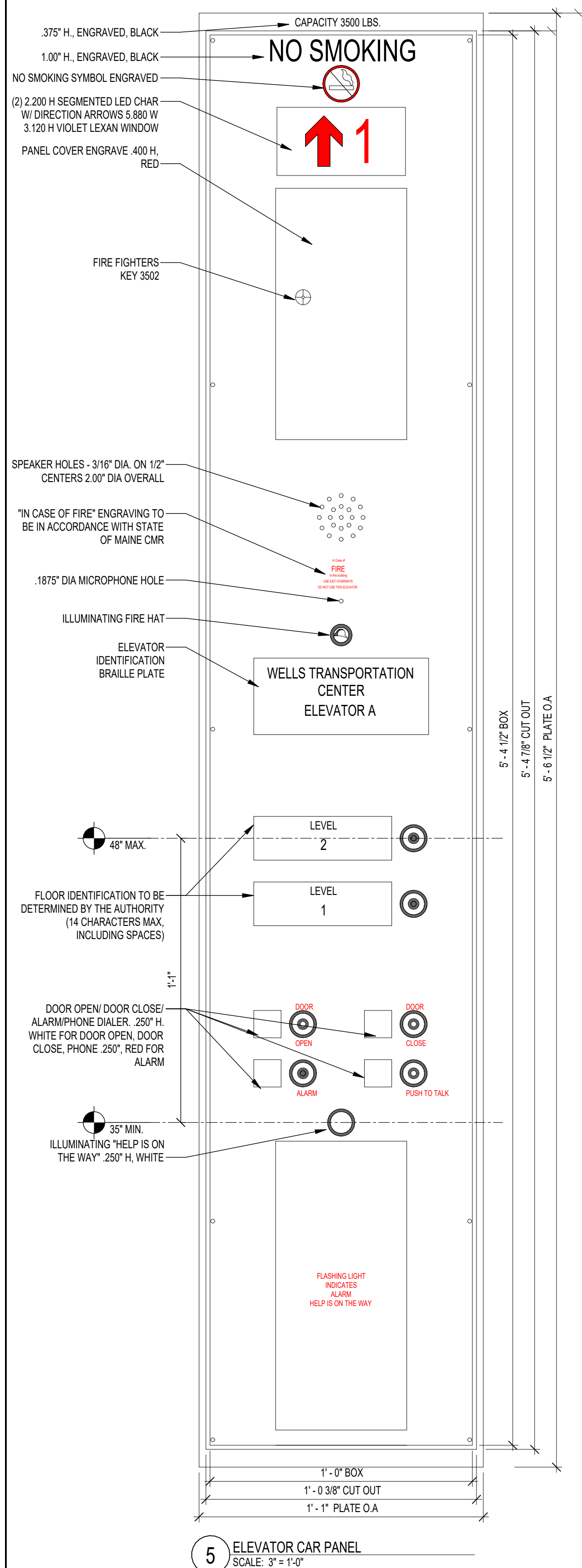
SHEET NUMBER

A-461

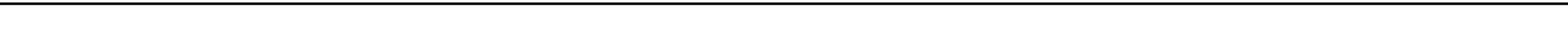
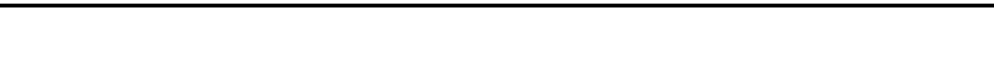
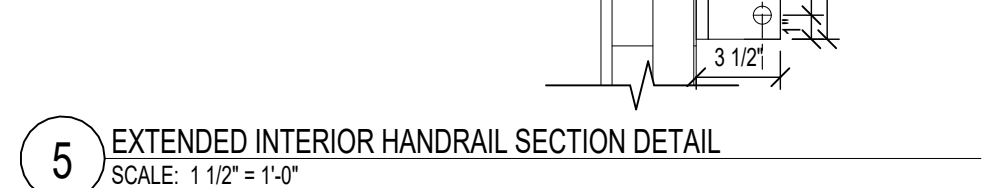
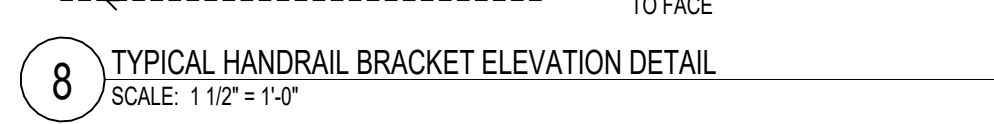
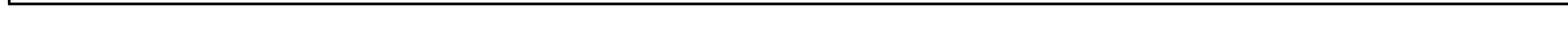
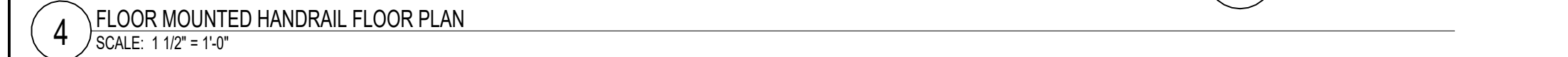
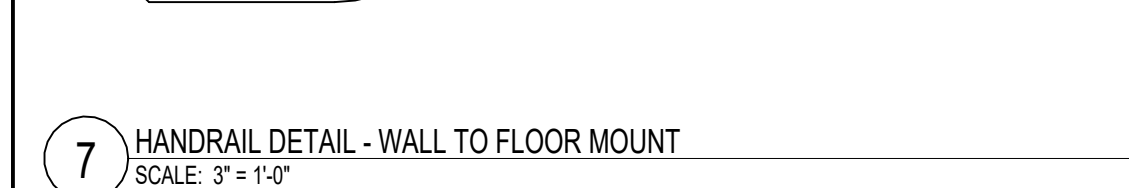
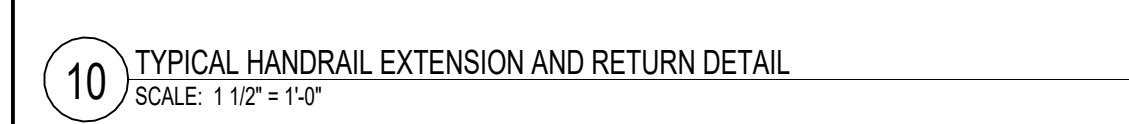
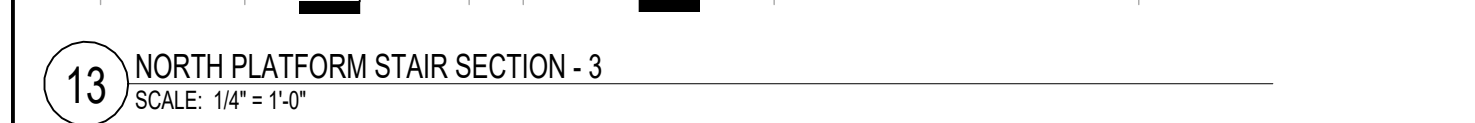
ENLARGED ELEVATOR DRAWINGS

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
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REVISION 5	
PROJECT COMPLETION DATE	

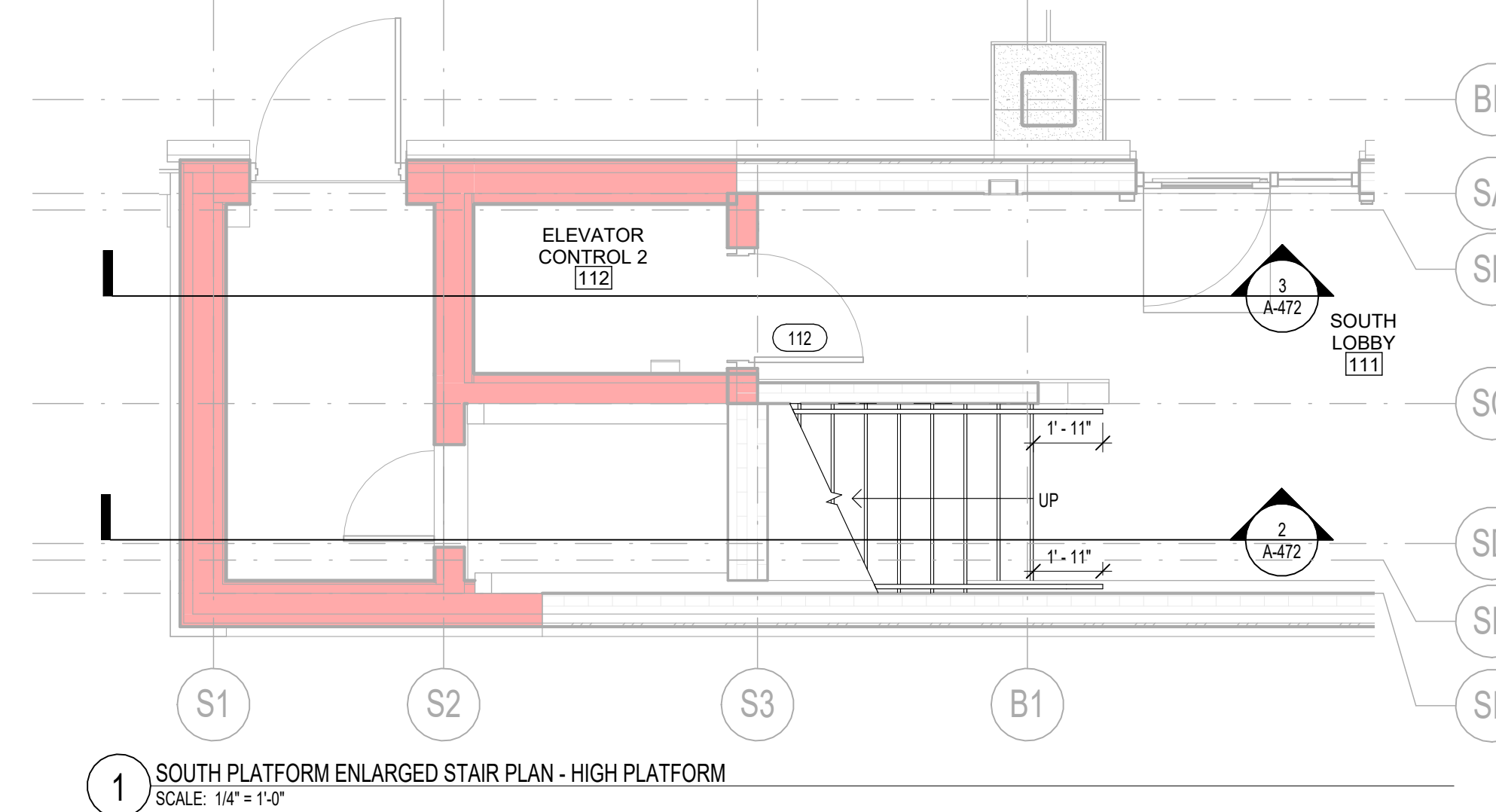
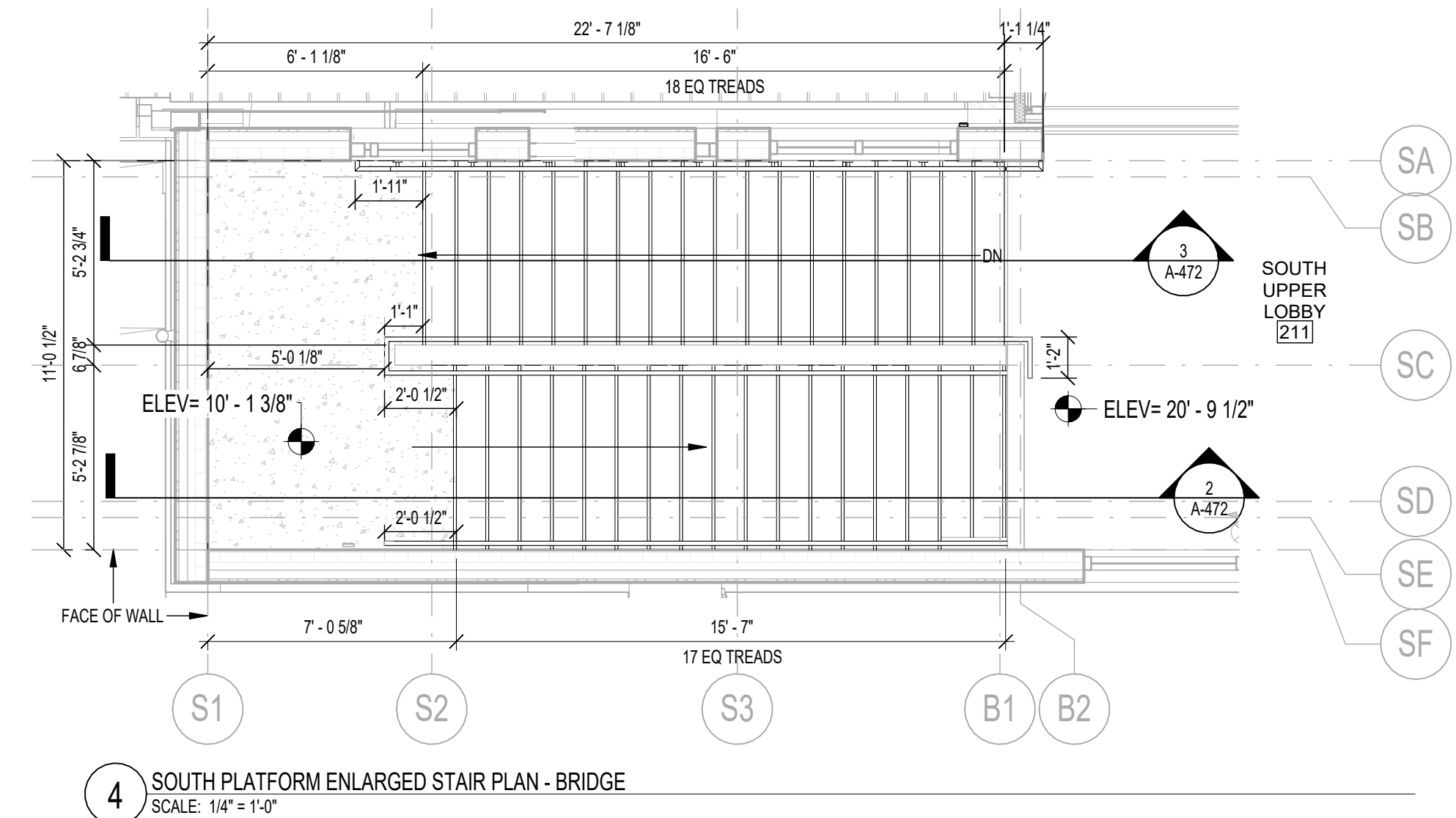
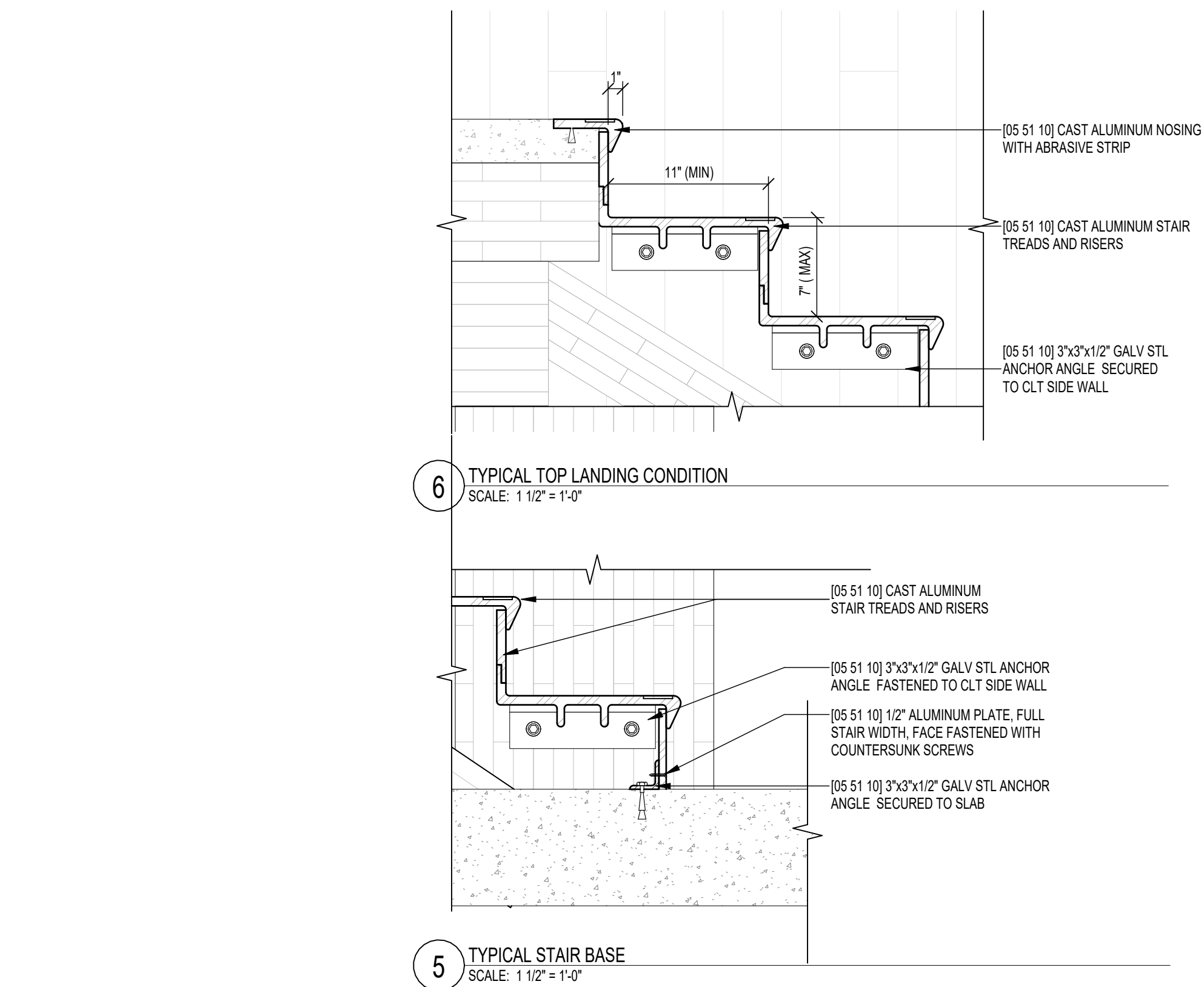
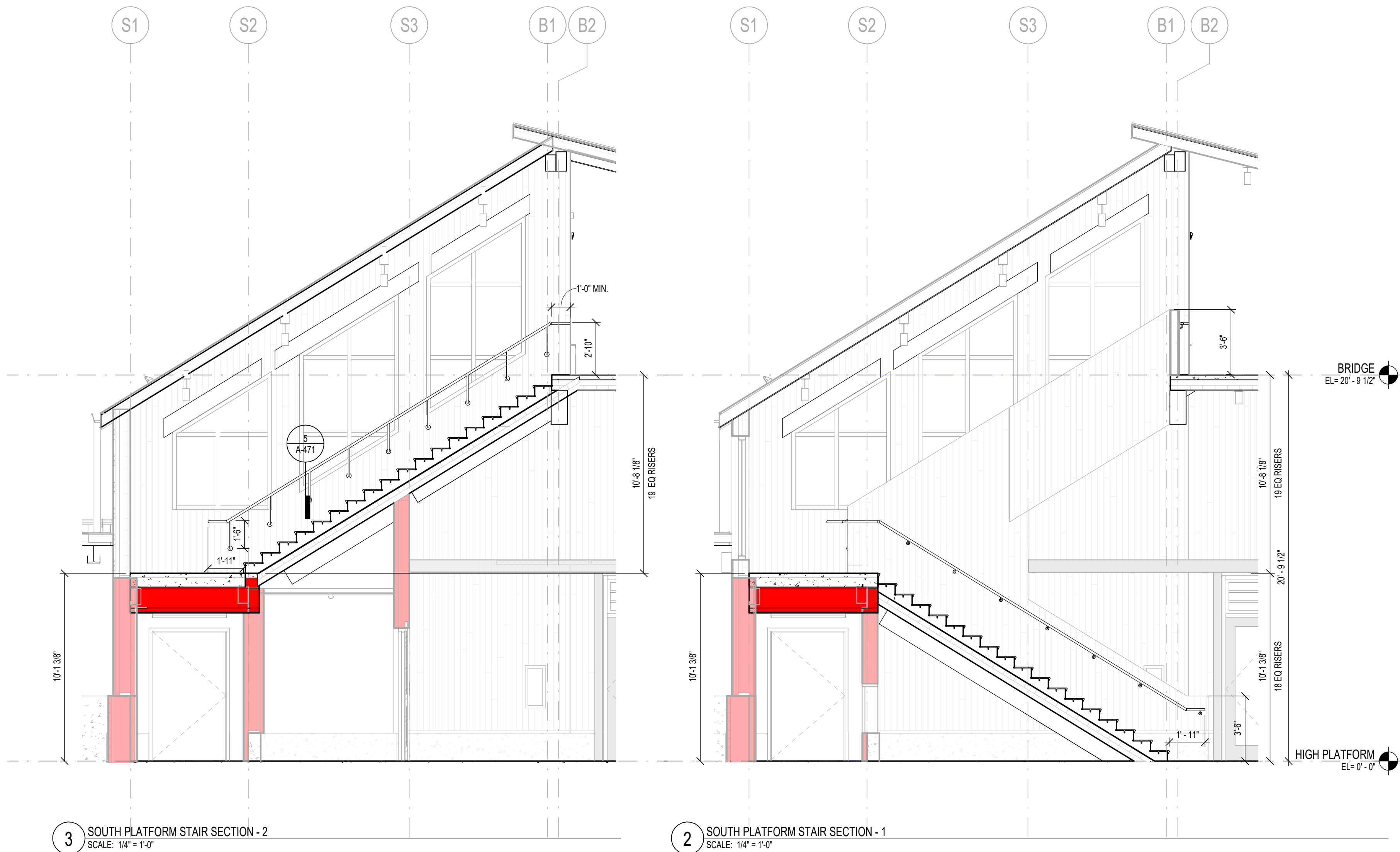
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE



PROJECT INFORMATION	
DATE	08/2/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



A-471	SHEET NUMBER		WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION	PROJECT INFORMATION						NNEPRA DOWNEASTER WELLS AREA IMPROVEMENT PROJECT WELLS, MAINE		
				DATE	06/21/2024	DESIGNER	FM	RAILROAD OWNER	REVISION 1		REVISION 2	REVISION 3
				NORTH PLATFORM ENLARGED STAIR DRAWINGS								



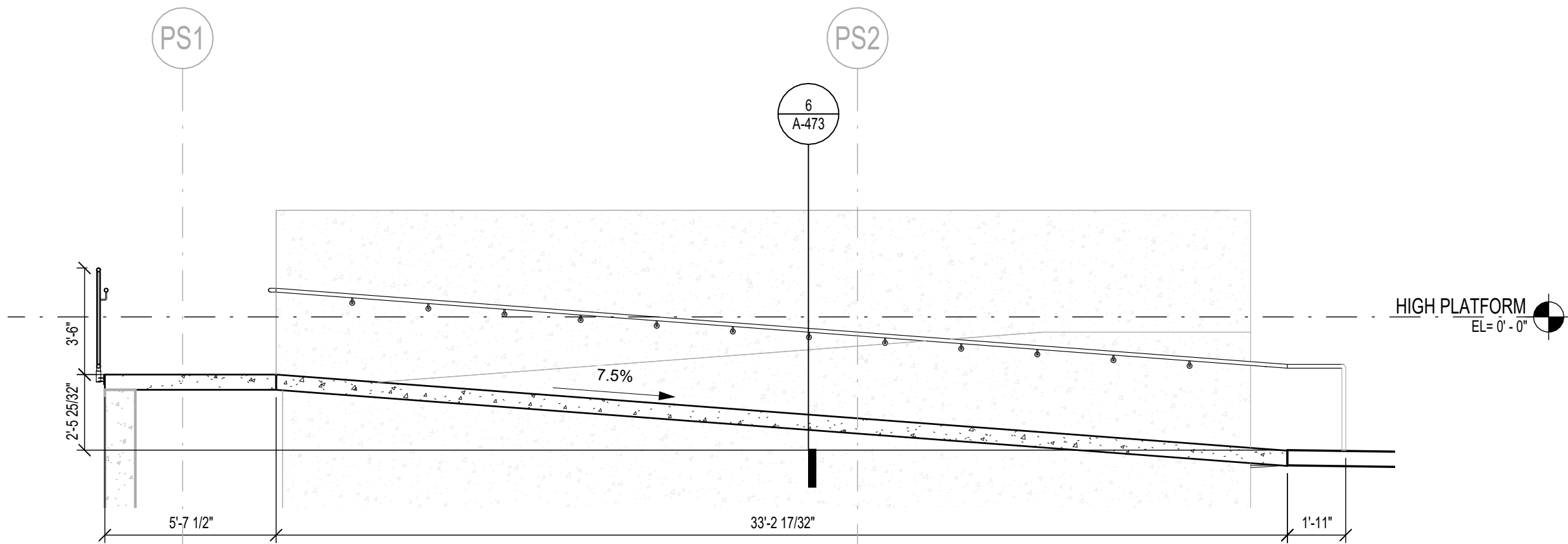
THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

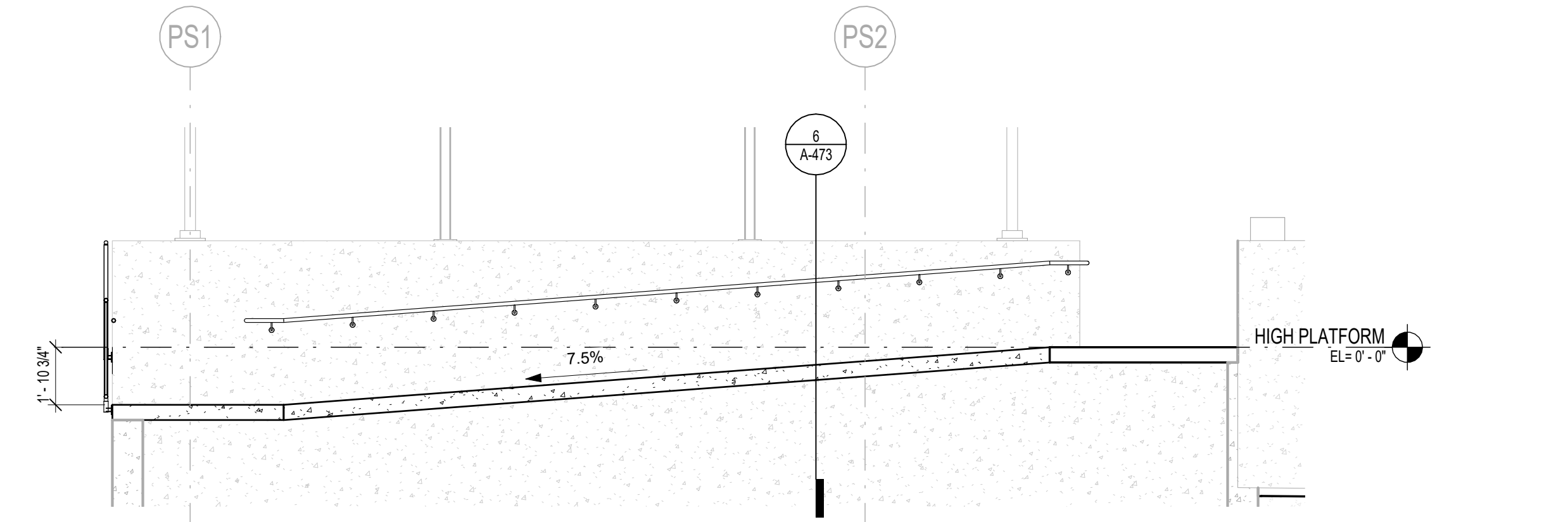
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/21/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
SOUTH PLATFORM ENLARGED STAIR DRAWINGS

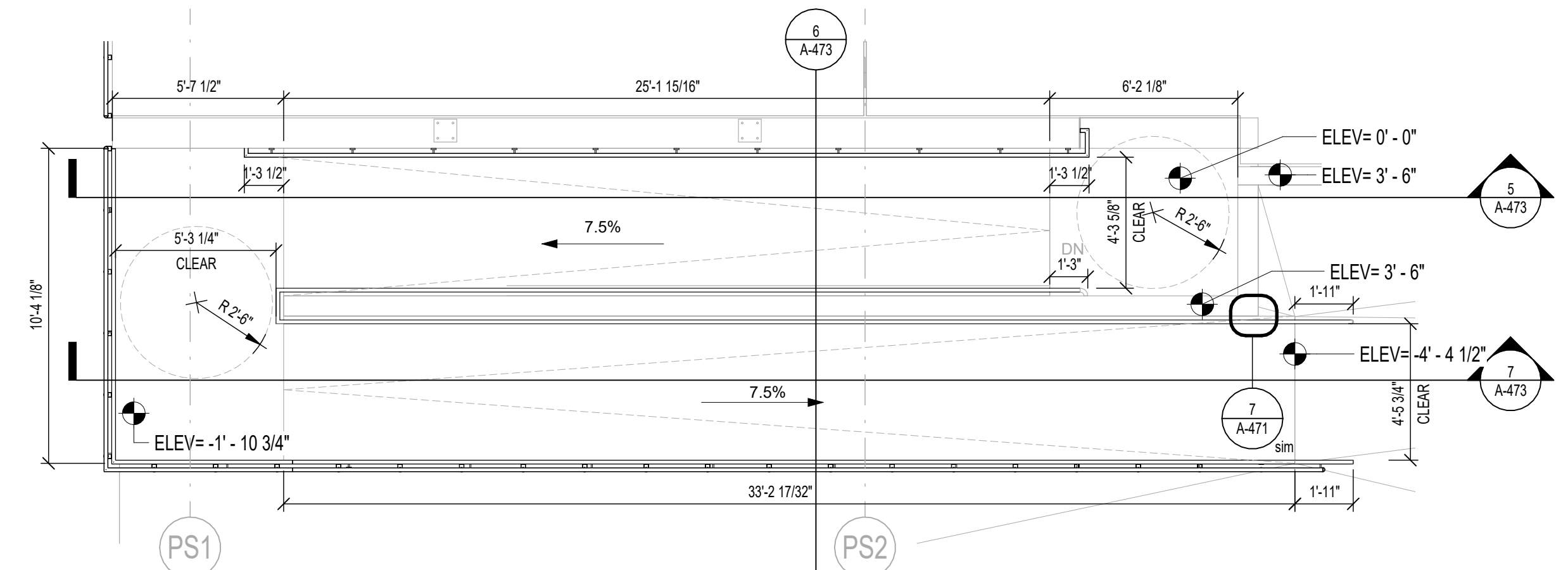
SHEET NUMBER
A-472



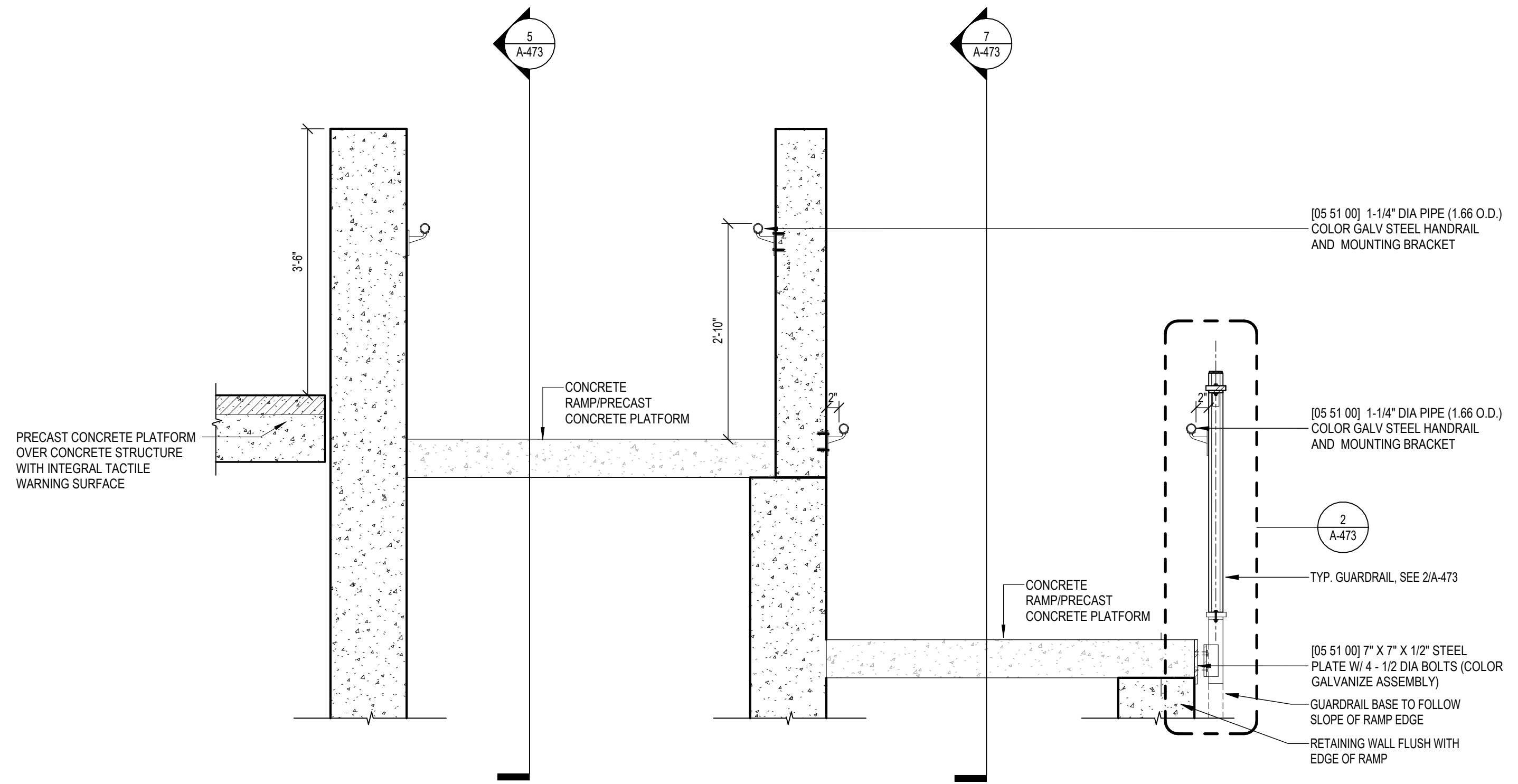
7 ENLARGED ELEVATION GUARDRAIL AT RAMP
SCALE: 1/4" = 1'-0"



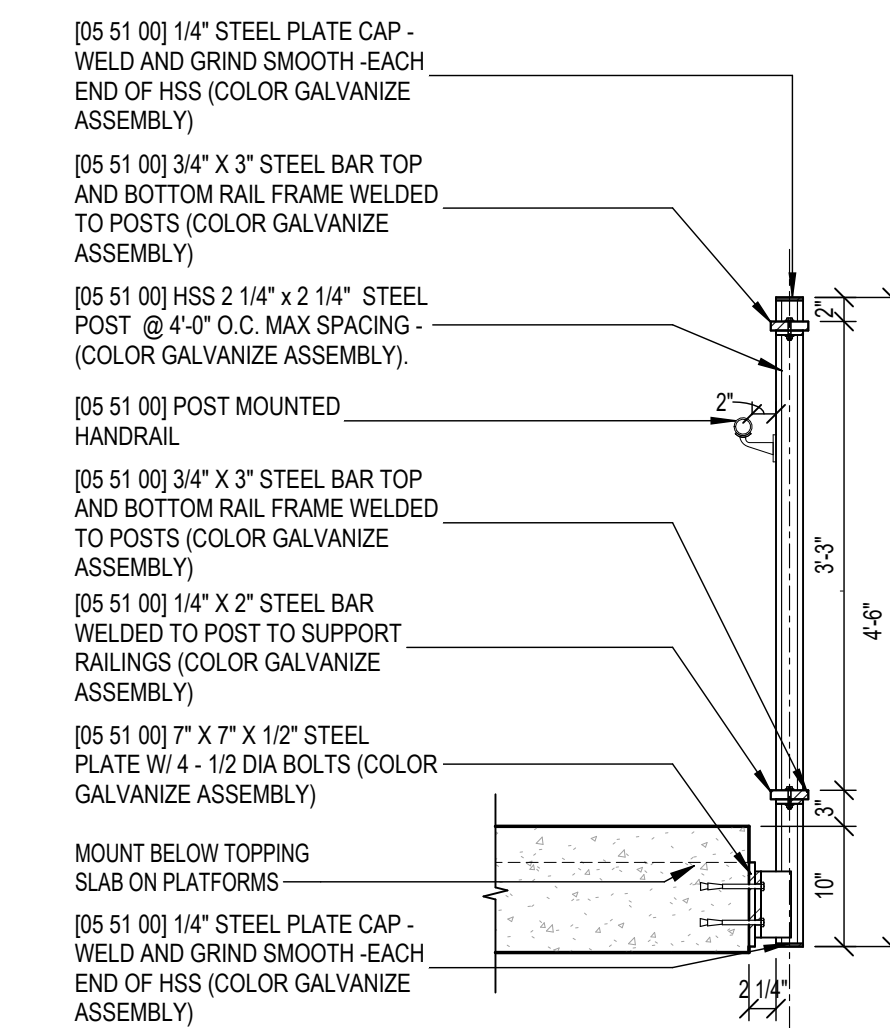
5 ENLARGED ELEVATION - RAMP TO POINT OF SAFETY
SCALE: 1/4" = 1'-0"



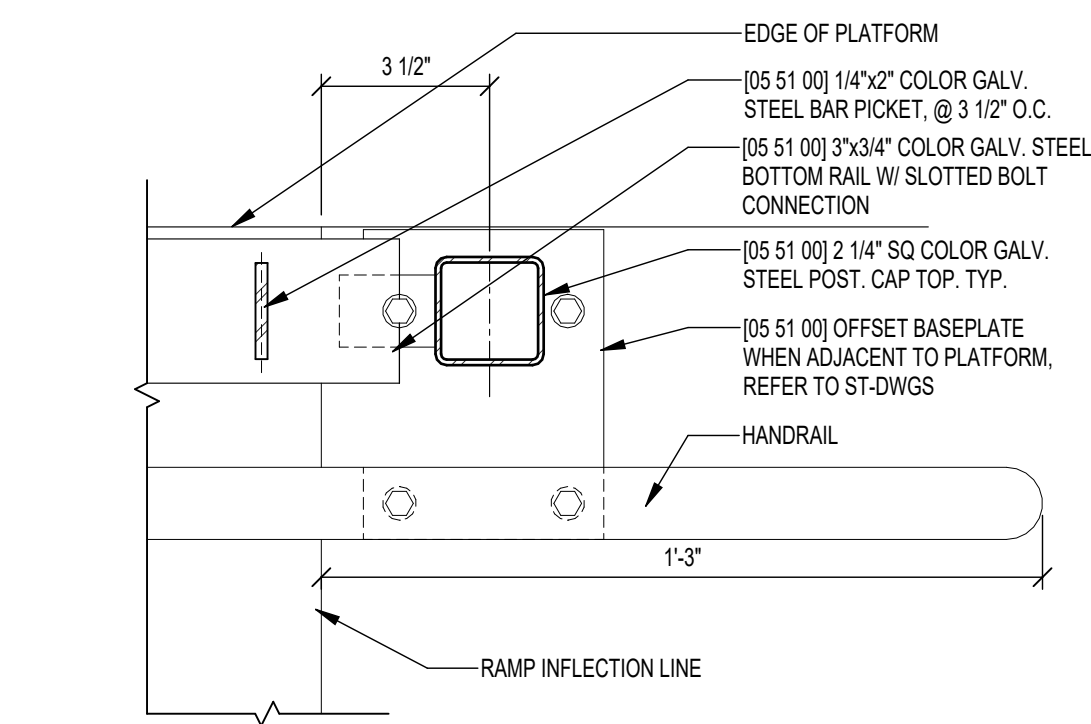
3 ENLARGED FLOOR PLAN - SOUTH PLATFORM - RAMP TO POINT OF SAFETY
SCALE: 1/4" = 1'-0"



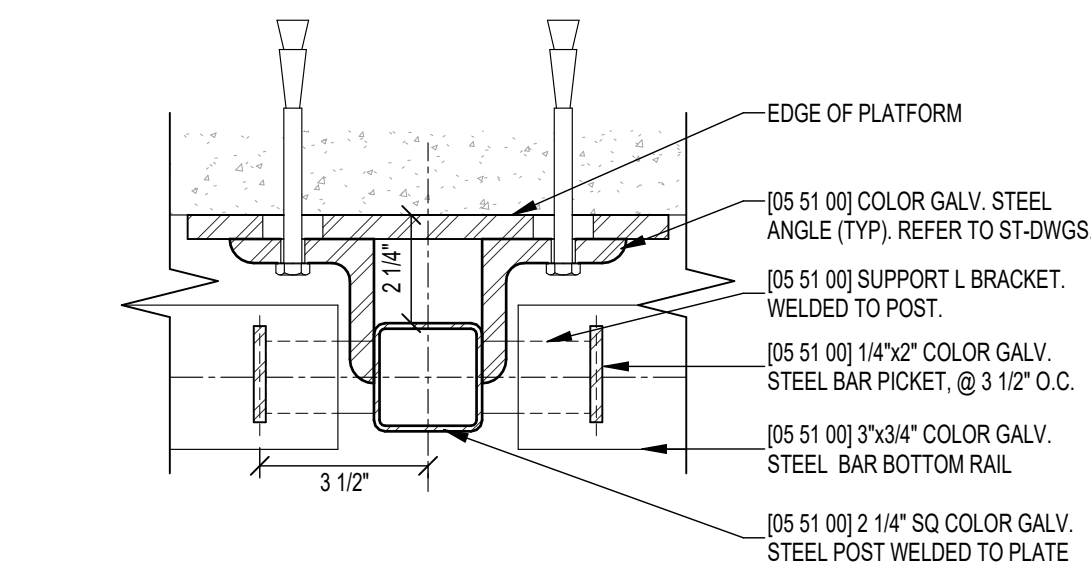
6 RAILING SECTION DETAIL - FLOOR MOUNTED PLATFORM GUARDRAIL
SCALE: 3/4" = 1'-0"



2 RAILING DETAIL - TYP. SIDE MOUNTED GUARDRAIL
SCALE: 3/4" = 1'-0"



4 EXTERIOR HANDRAIL EXTENSION DETAIL
SCALE: 3" = 1'-0"



1 GUARD RAIL SIDE MOUNTED POST PLAN DETAIL
SCALE: 3" = 1'-0"

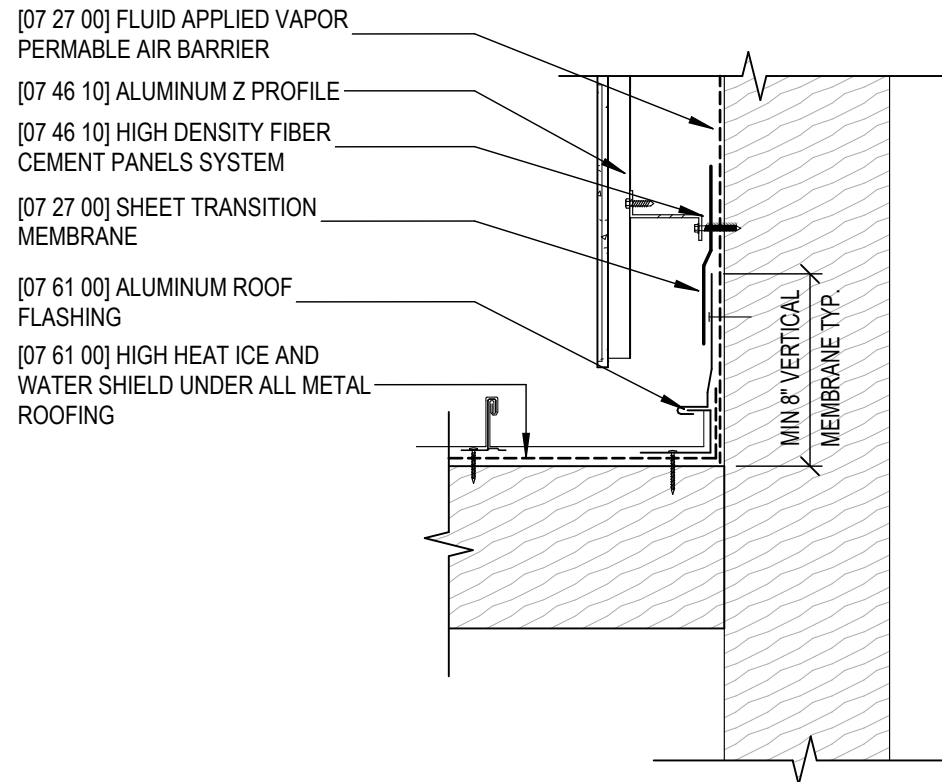
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION					
DATE	08/21/2024	DESIGNER	FM	RAILROAD OWNER	
REVISION 1		REVISION 2		REVISION 3	
REVISION 4		REVISION 5		PROJECT COMPLETION DATE	

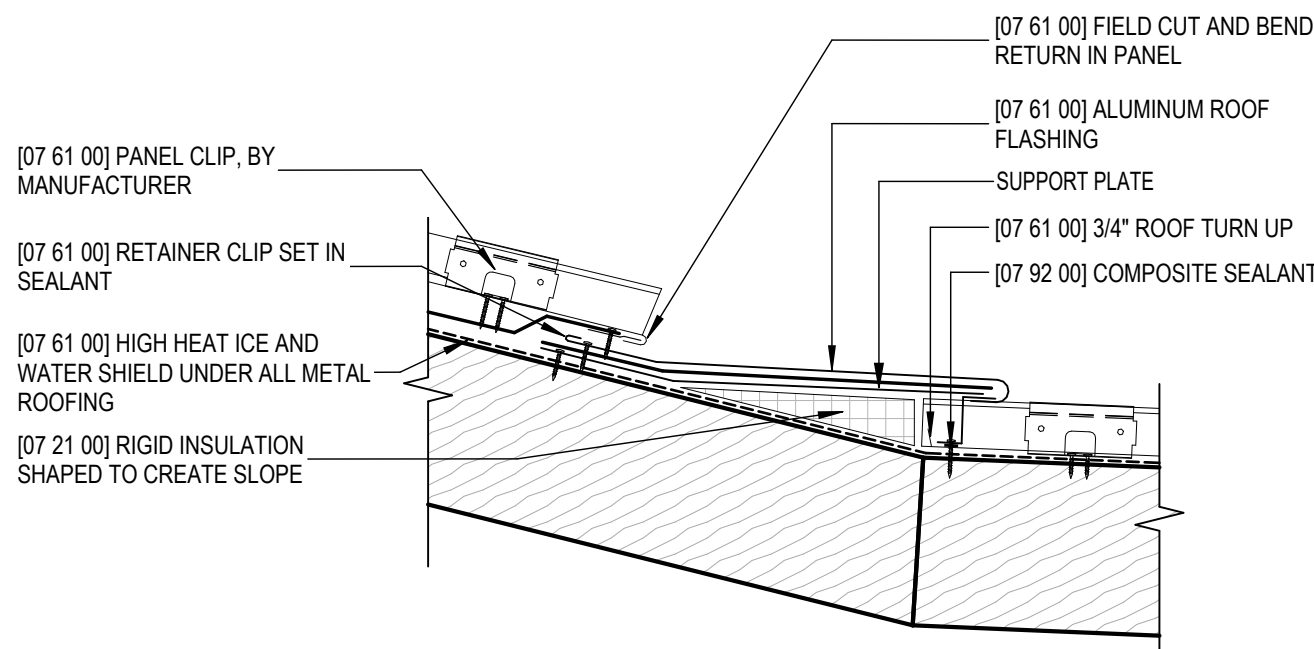
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

ENLARGED RAMP PLANS AND SECTIONS

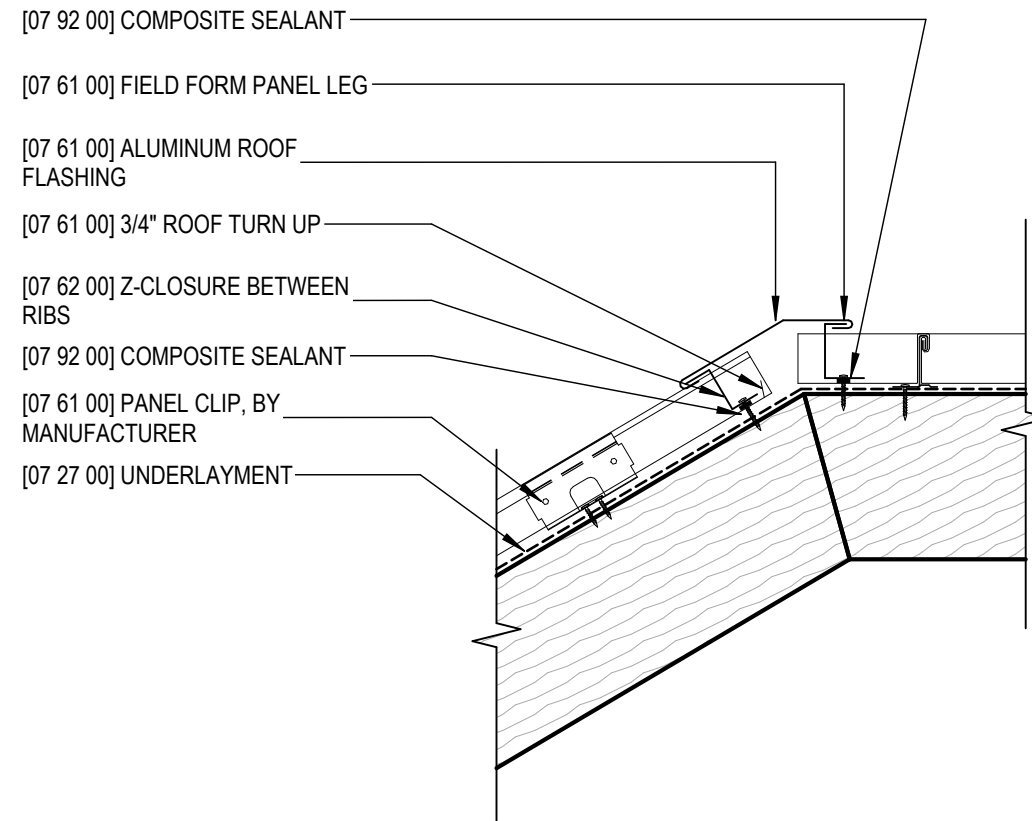
SHEET NUMBER
A-473



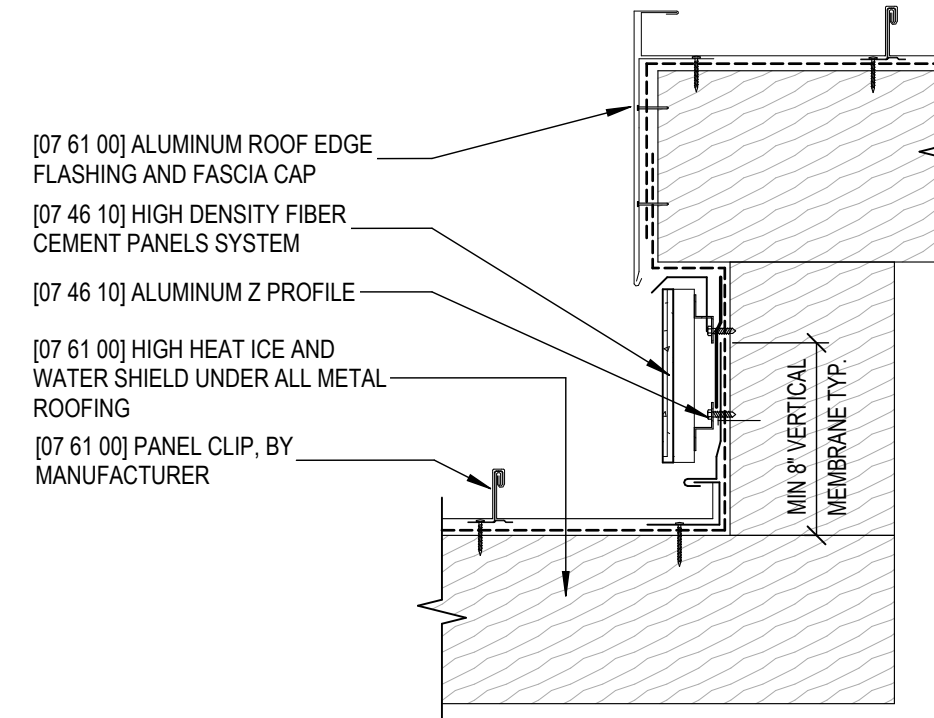
13 TYPICAL METAL ROOF SIDE WALL DETAIL
SCALE: 1 1/2" = 1'-0"



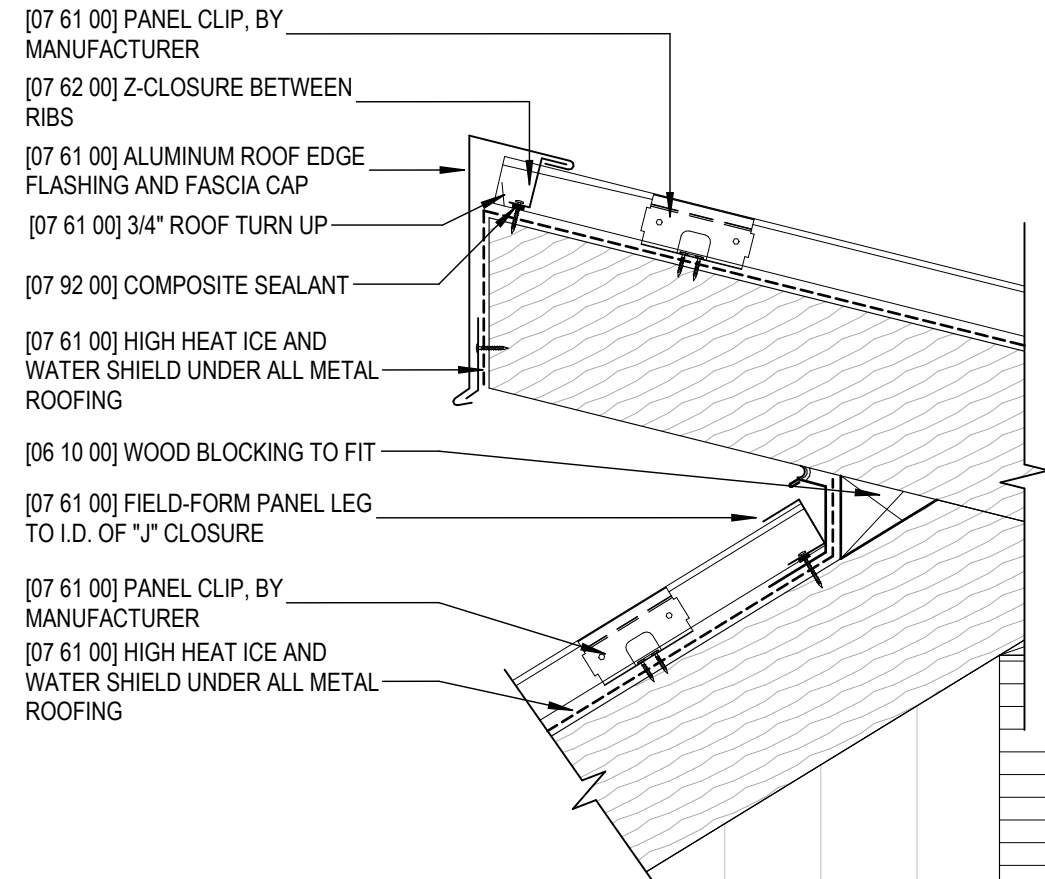
12 TYPICAL ROOF SLOPE TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



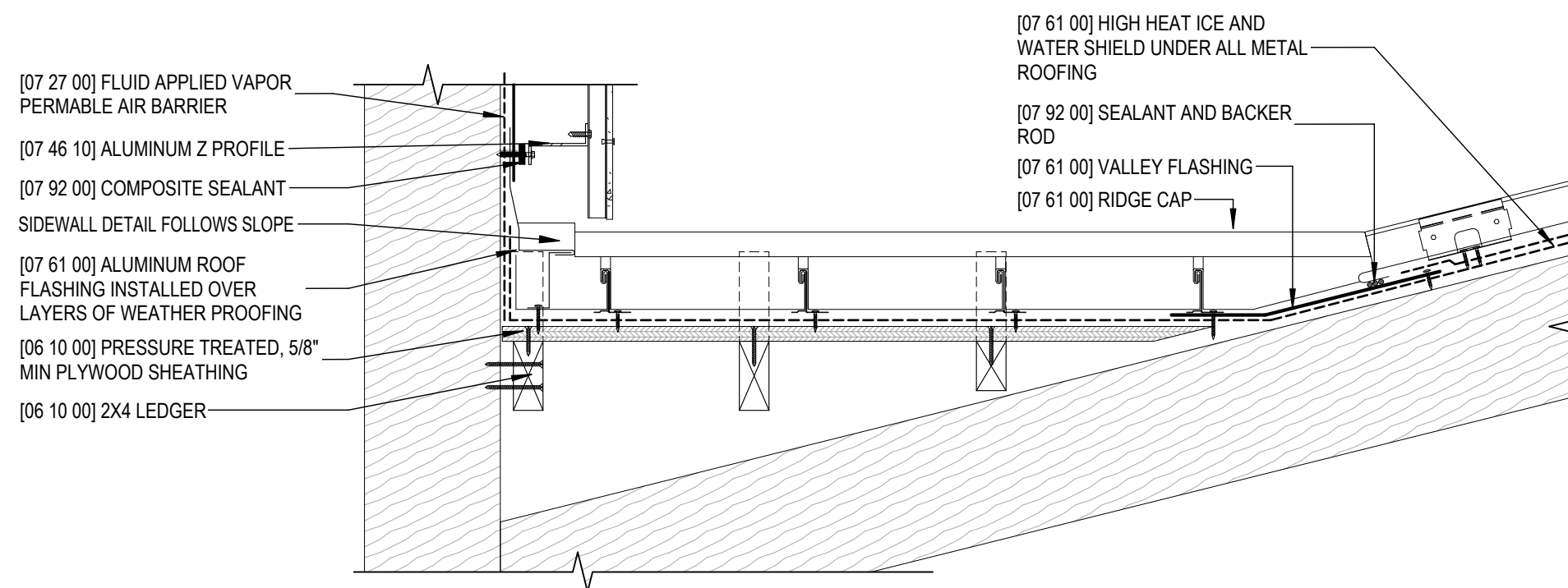
11 TYPICAL ROOF SLOPE INCREASE DETAIL
SCALE: 1 1/2" = 1'-0"



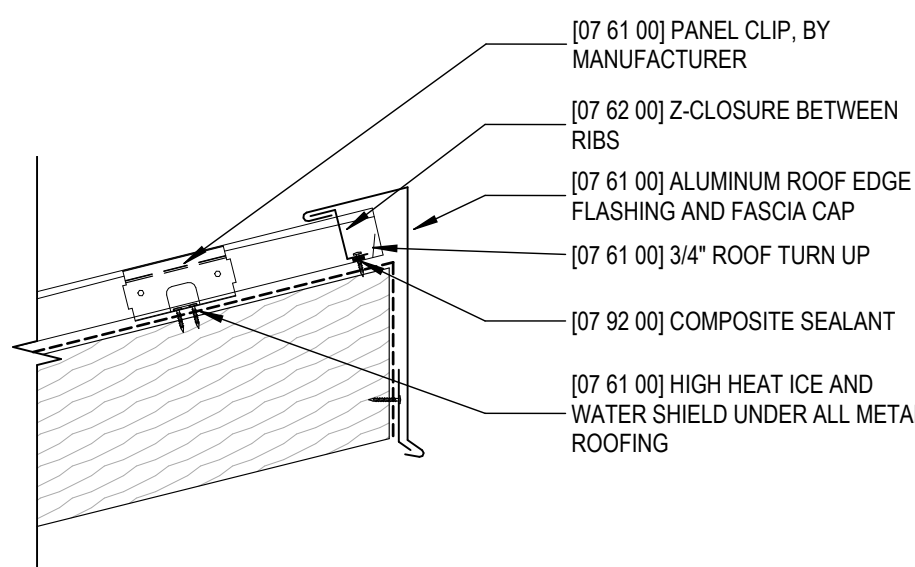
10 NORTH PLATFORM SLOPE INTERSECTION RAKE DETAIL
SCALE: 1 1/2" = 1'-0"



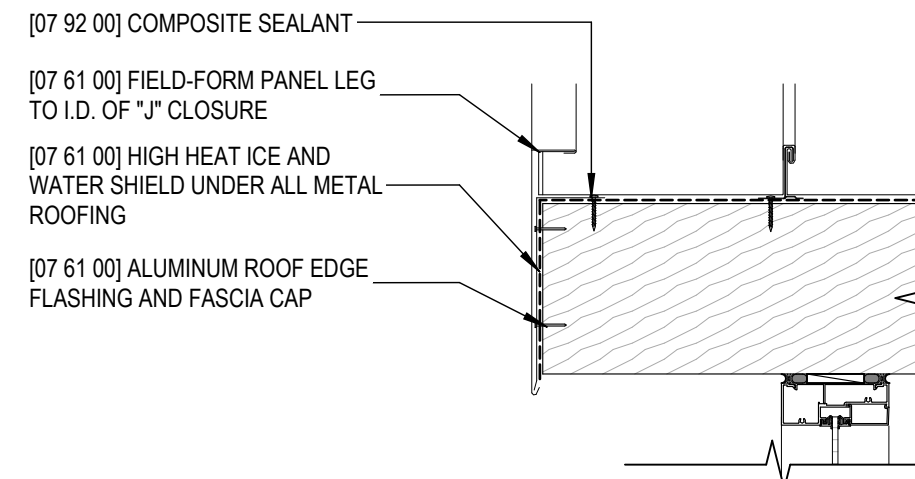
9 ROOF PANEL EXTENSION DETAIL
SCALE: 1 1/2" = 1'-0"



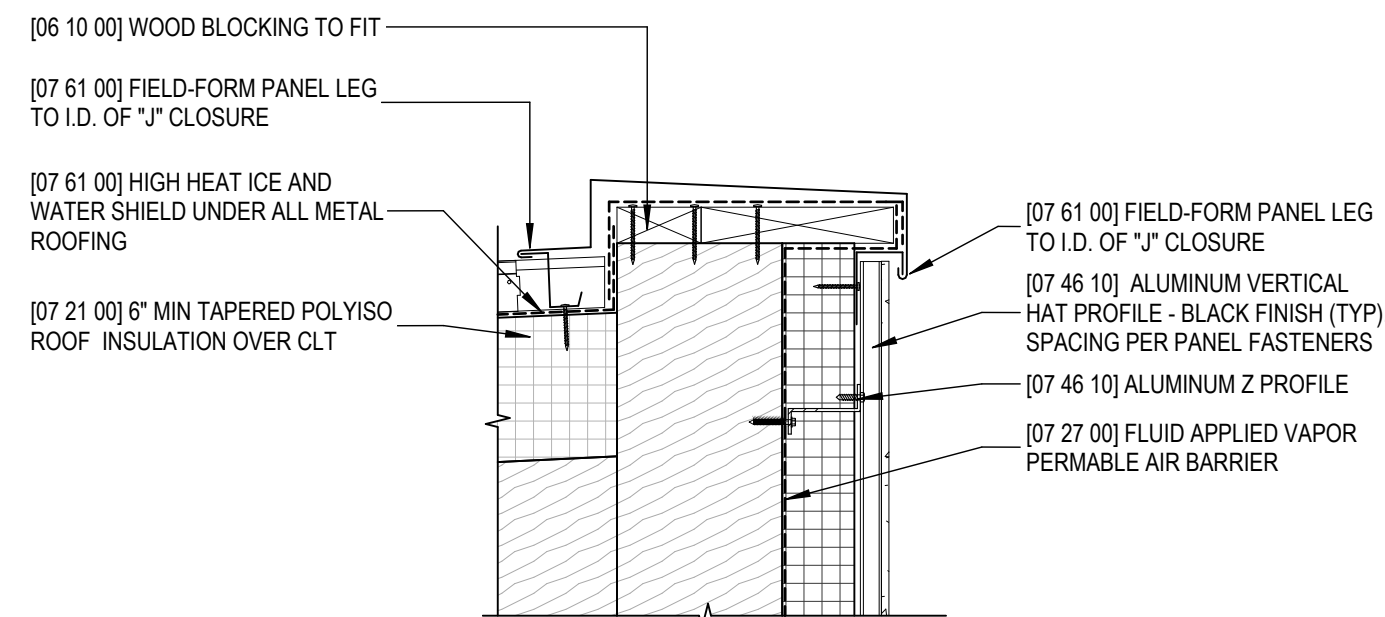
8 ROOF CRICKET DETAIL
SCALE: 1 1/2" = 1'-0"



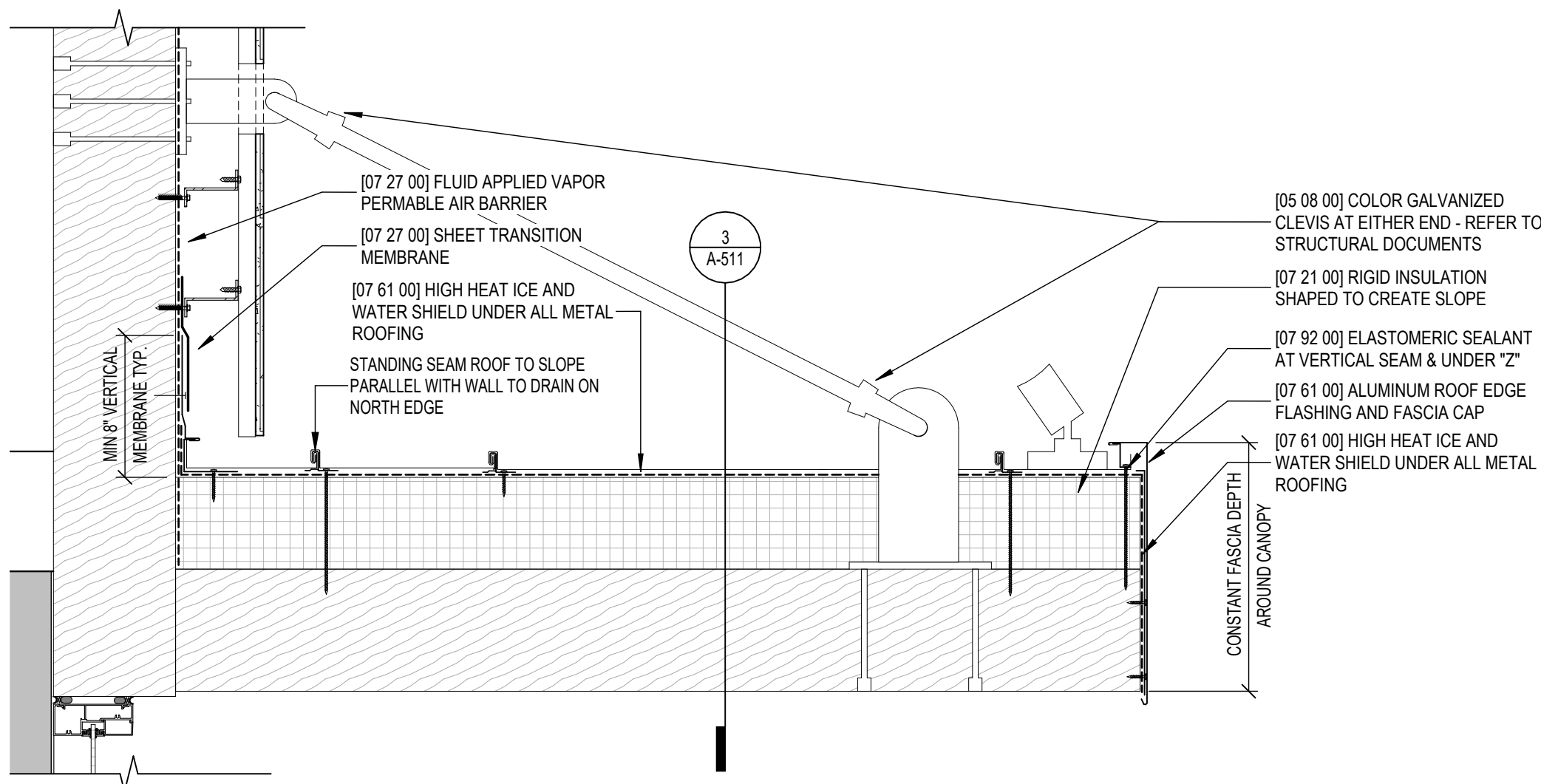
7 ROOF DETAIL - EAVE PEAK TYP.
SCALE: 1 1/2" = 1'-0"



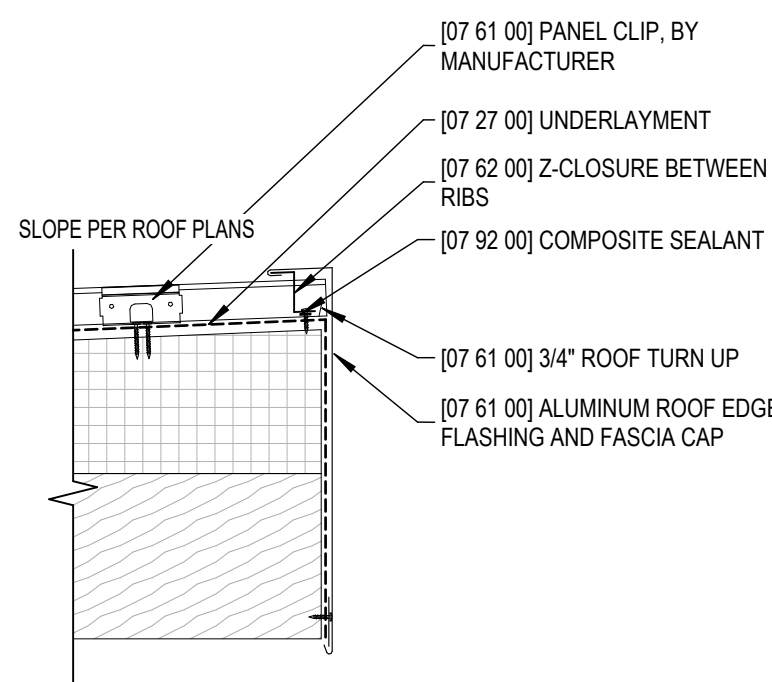
6 TYPICAL ROOF RAKE DETAIL
SCALE: 1 1/2" = 1'-0"



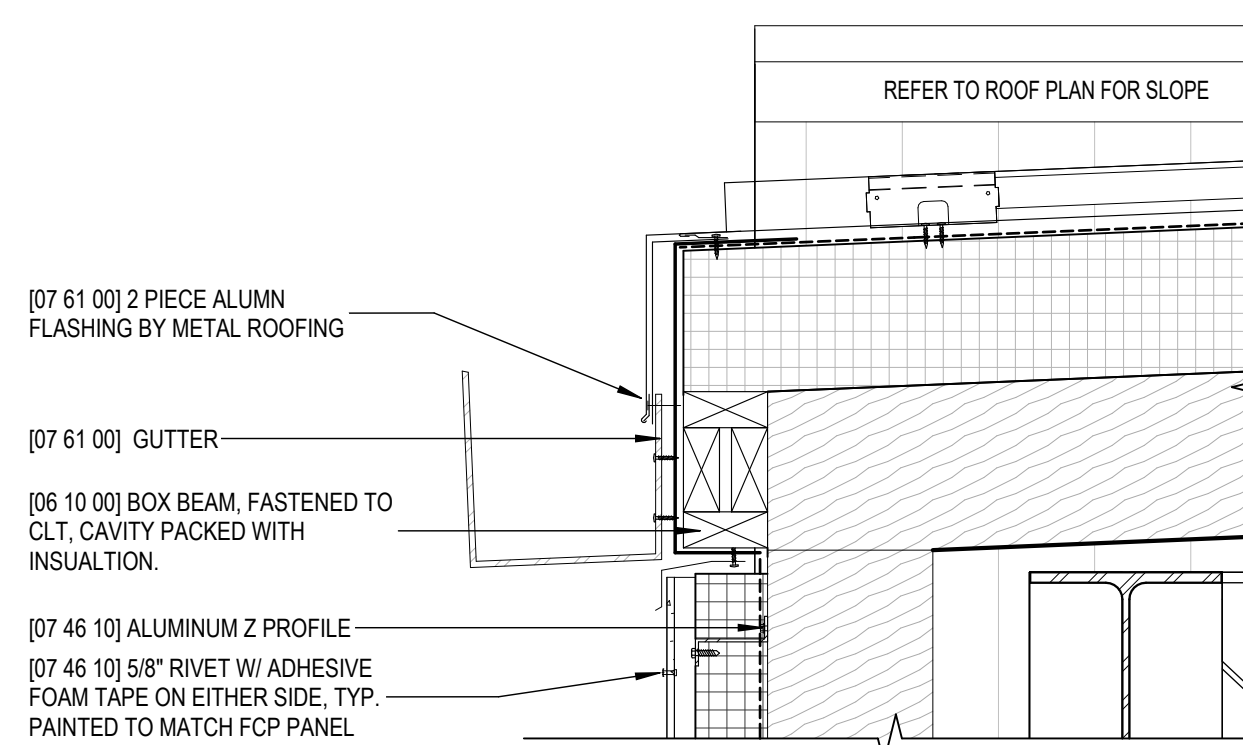
5 TYPICAL PARAPET DETAIL
SCALE: 1 1/2" = 1'-0"



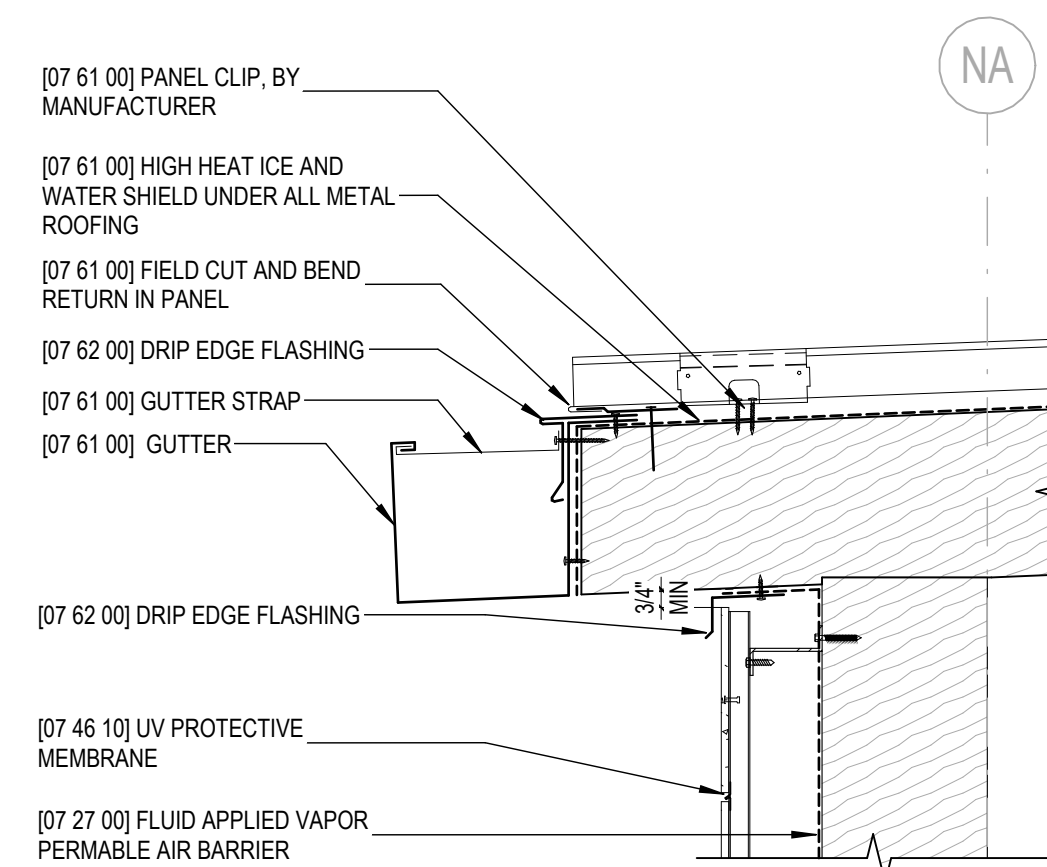
4 SECTION DETAIL - ENTRANCE CANOPY & STOREFRONT
SCALE: 1 1/2" = 1'-0"



3 ENTRANCE CANOPY - HIGH EDGE DETAIL
SCALE: 1 1/2" = 1'-0"



2 GUTTER DETAIL WITH INSULATED ROOF
SCALE: 1 1/2" = 1'-0"



1 TYPICAL GUTTER DETAIL
SCALE: 1 1/2" = 1'-0"

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WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

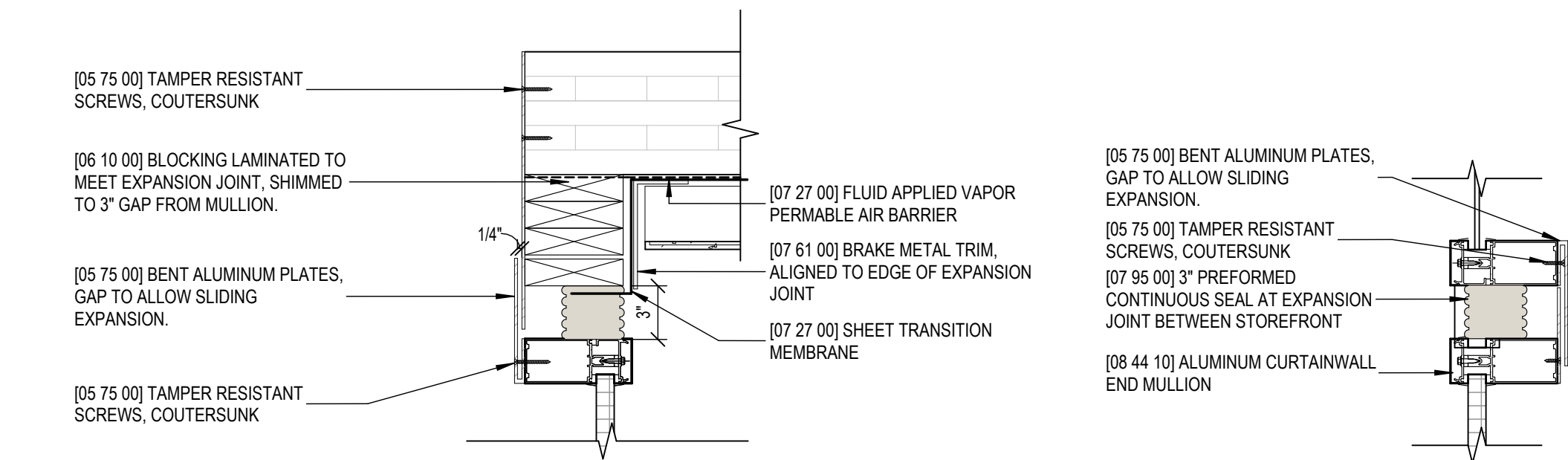
PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

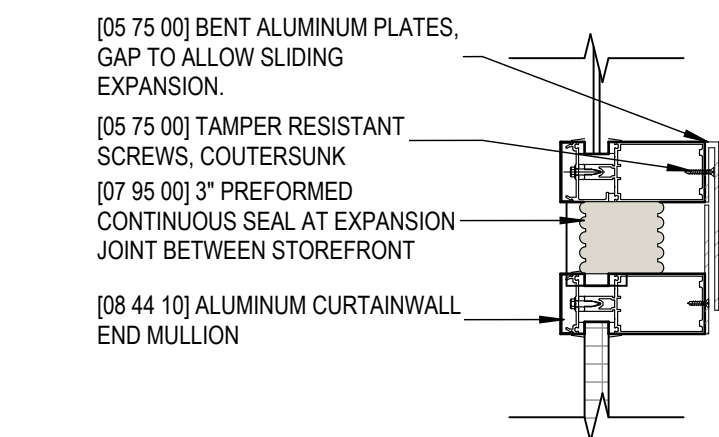
ROOF DETAILS

SHEET NUMBER

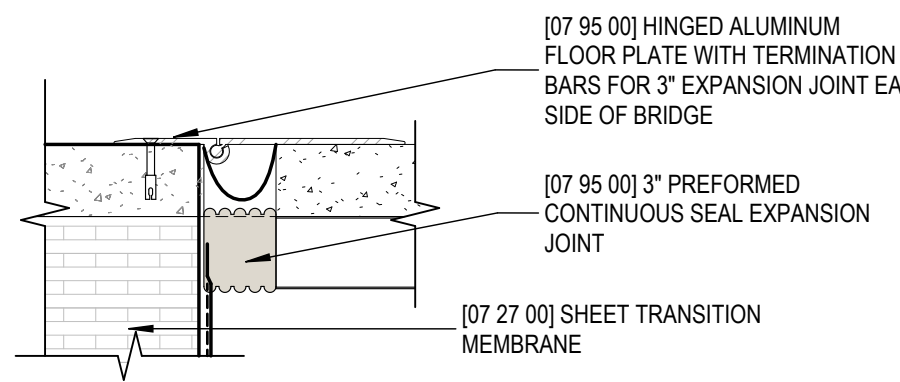
A-511



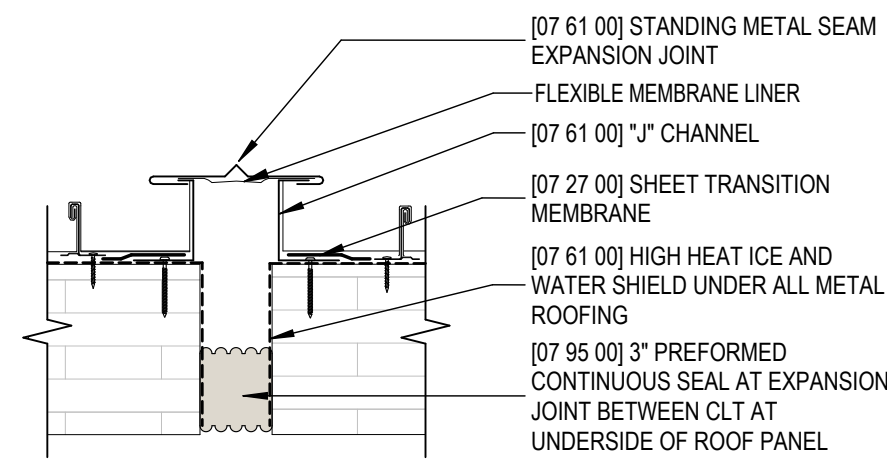
13 BRIDGE EXPANSION JOINT - CURTAIN WALL TO CLT
SCALE: 1 1/2" = 1'-0"



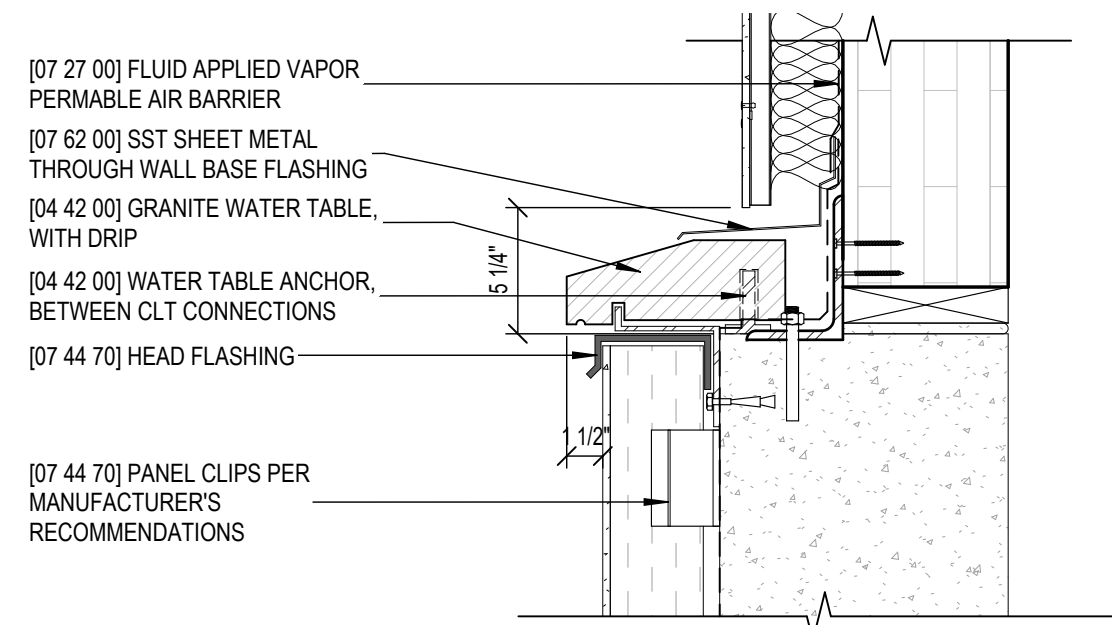
12 EXPANSION JOINT DETAIL - BRIDGE TO NORTH PLATFORM
SCALE: 1 1/2" = 1'-0"



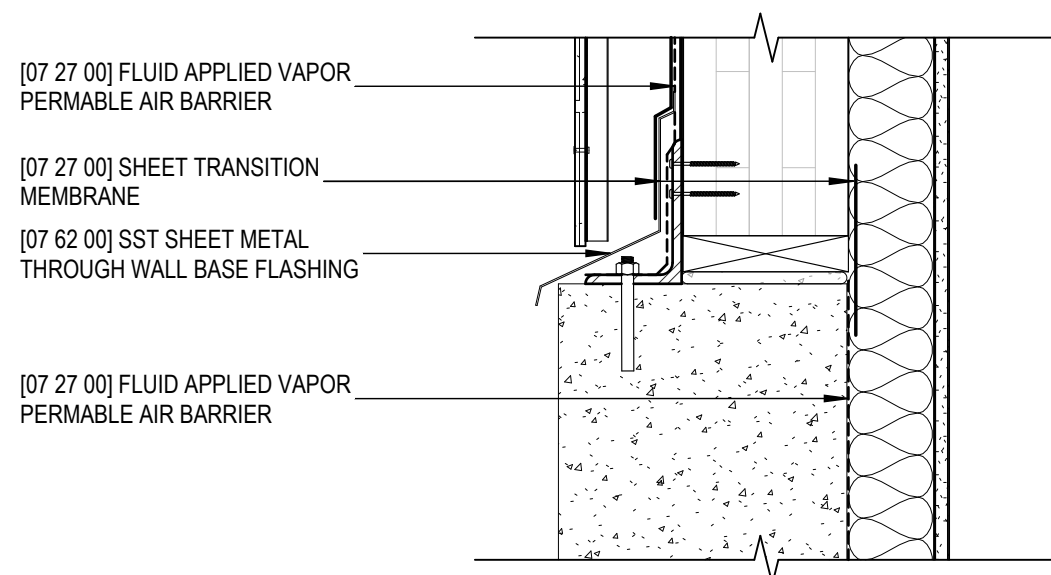
11 FLOOR EXPANSION JOINT DETAIL
SCALE: 1 1/2" = 1'-0"



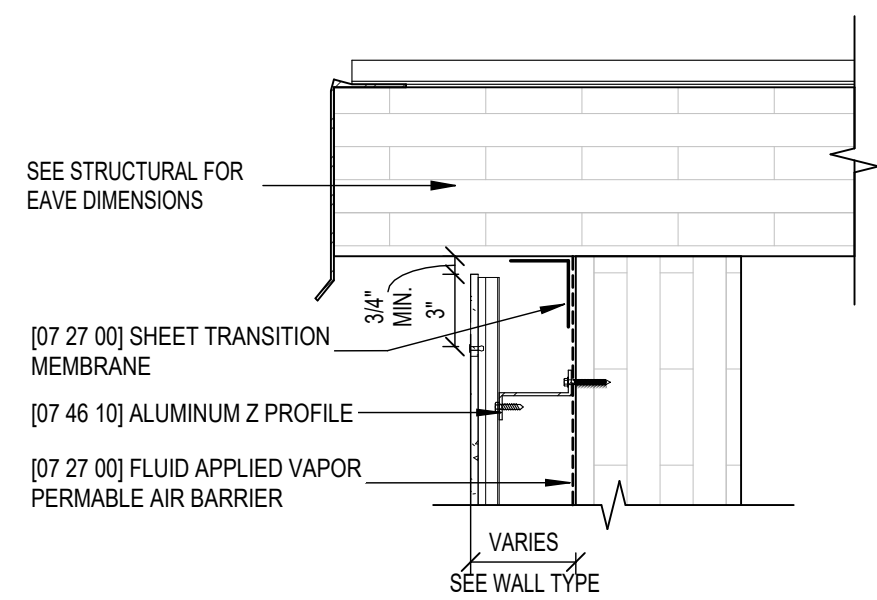
10 ROOF EXPANSION JOINT
SCALE: 1 1/2" = 1'-0"



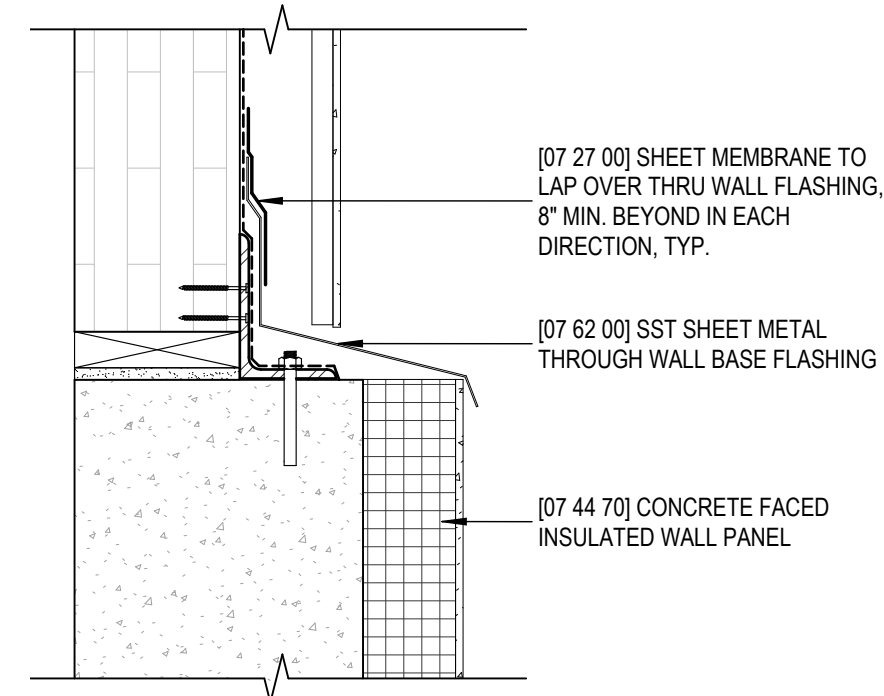
9 INSULATED FIBER CEMENT TO INSULATED PANEL TRANSITION
SCALE: 1 1/2" = 1'-0"



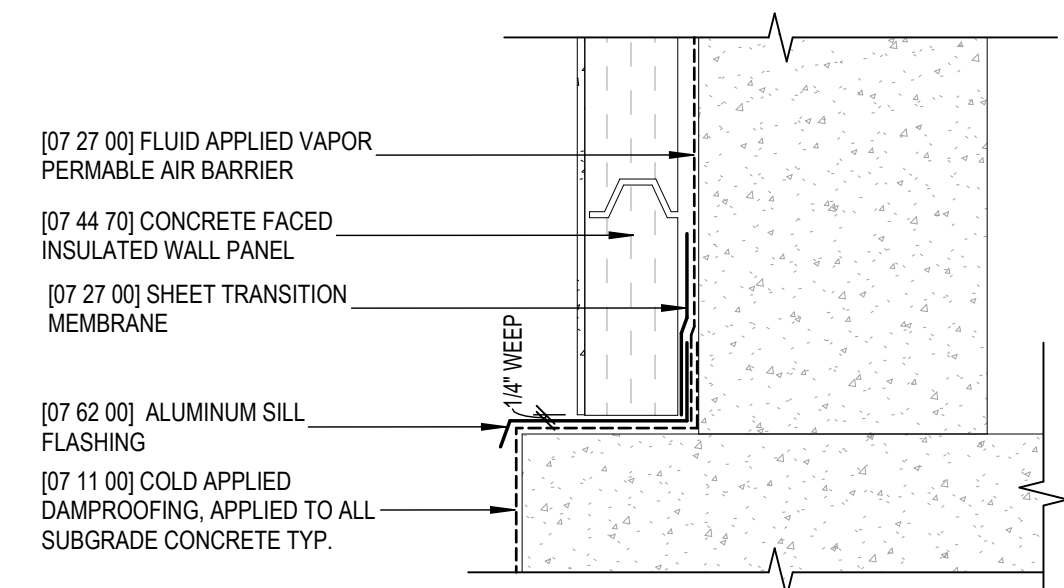
8 TYPICAL INTERIOR INSULATION TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



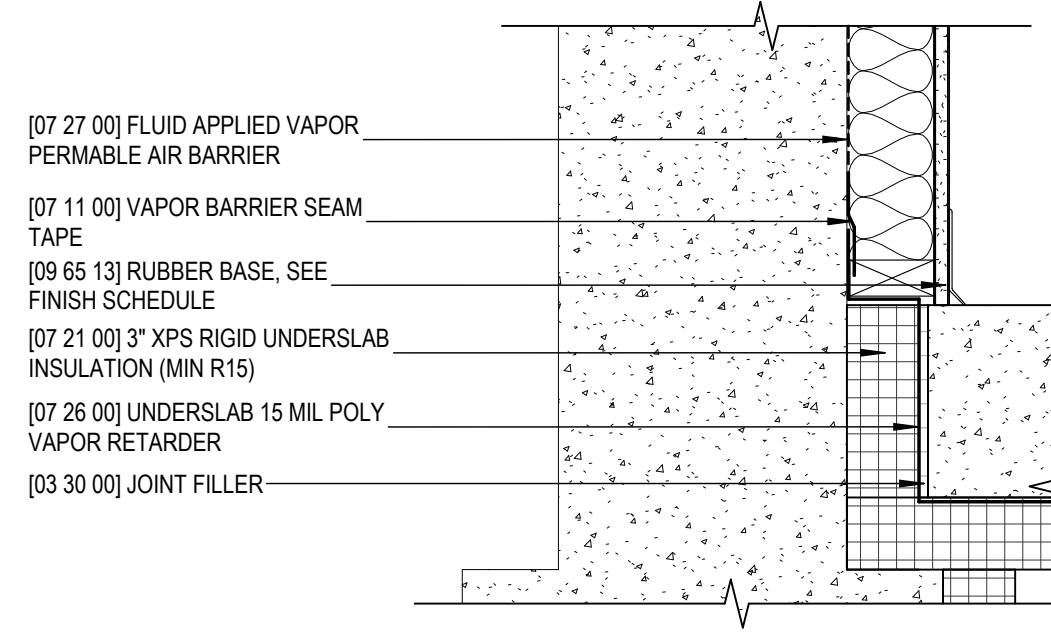
7 TYPICAL FIBER CEMENT PANEL DETAIL AT ROOF EAVE
SCALE: 1 1/2" = 1'-0"



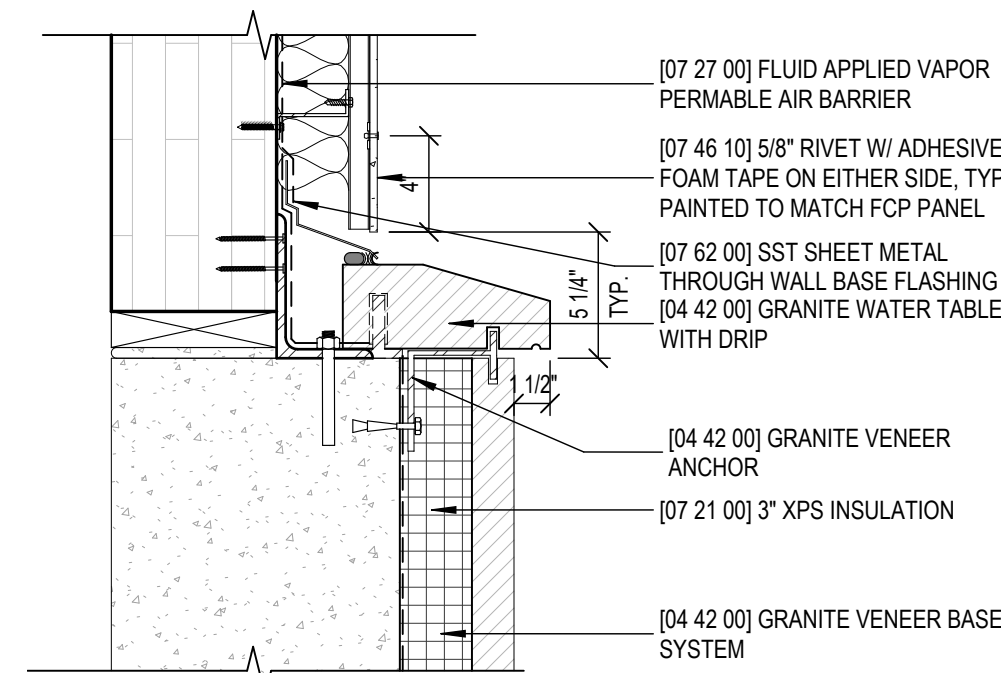
6 TYPICAL FIBER CEMENT TO INSULATED PANEL TRANSITION - NO WATER TABLE
SCALE: 1 1/2" = 1'-0"



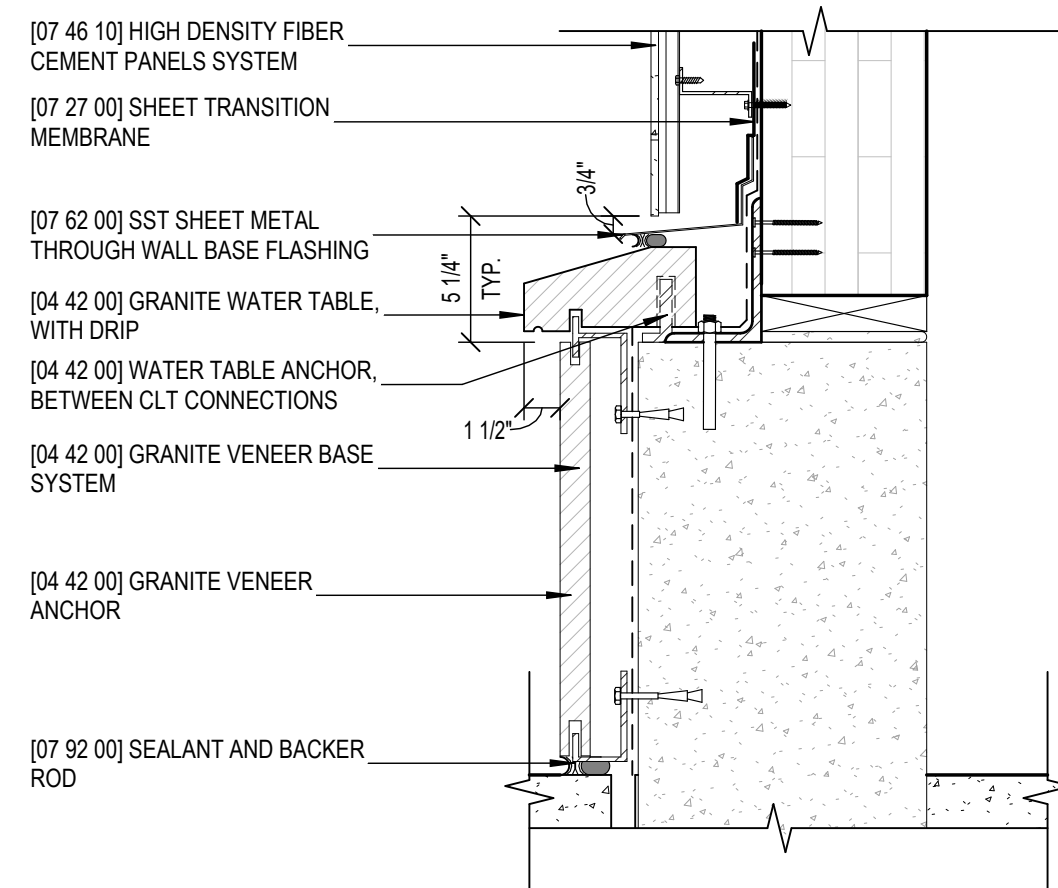
5 TYPICAL INSULATED PANEL BASE TERMINATION DETAIL
SCALE: 1 1/2" = 1'-0"



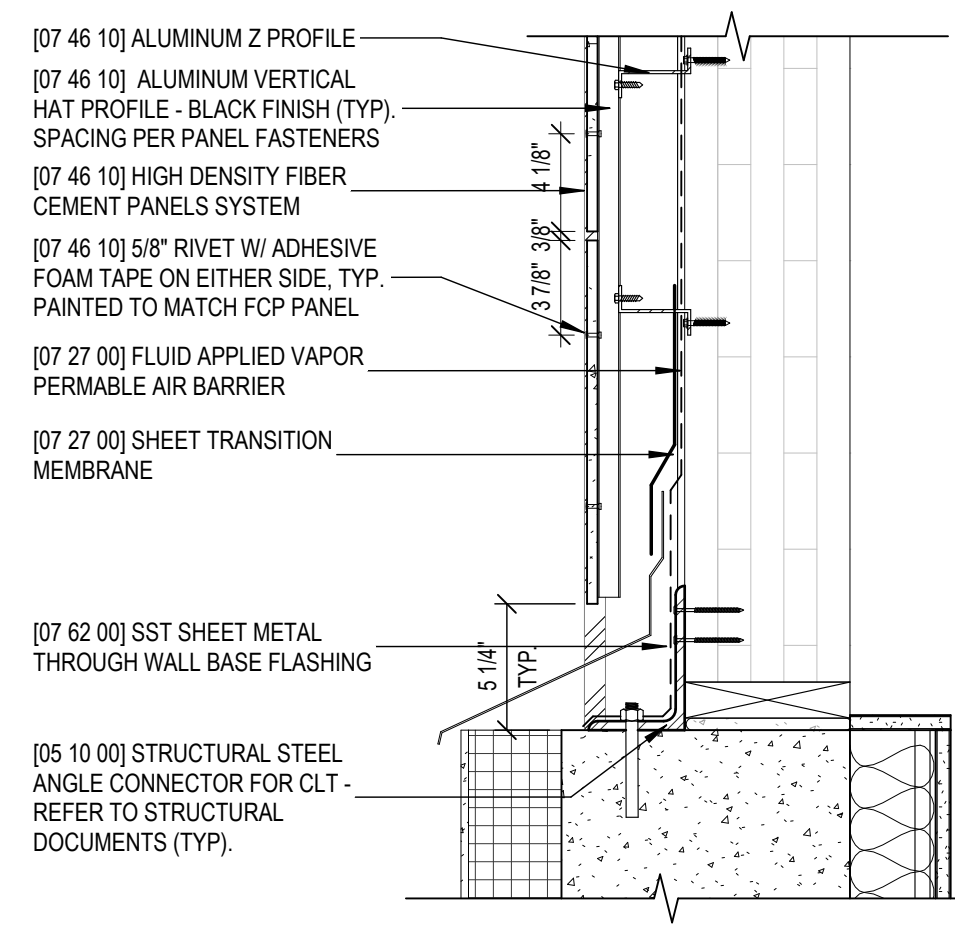
4 TYPICAL INSULATED FOUNDATION TO SLAB DETAIL
SCALE: 1 1/2" = 1'-0"



3 INSULATED FIBER CEMENT AND STONE TRANSITION
SCALE: 1 1/2" = 1'-0"



2 TYPICAL FIBER CEMENT TO STONE VENEER TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



1 TYPICAL FIBER CEMENT TO CONCRETE TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

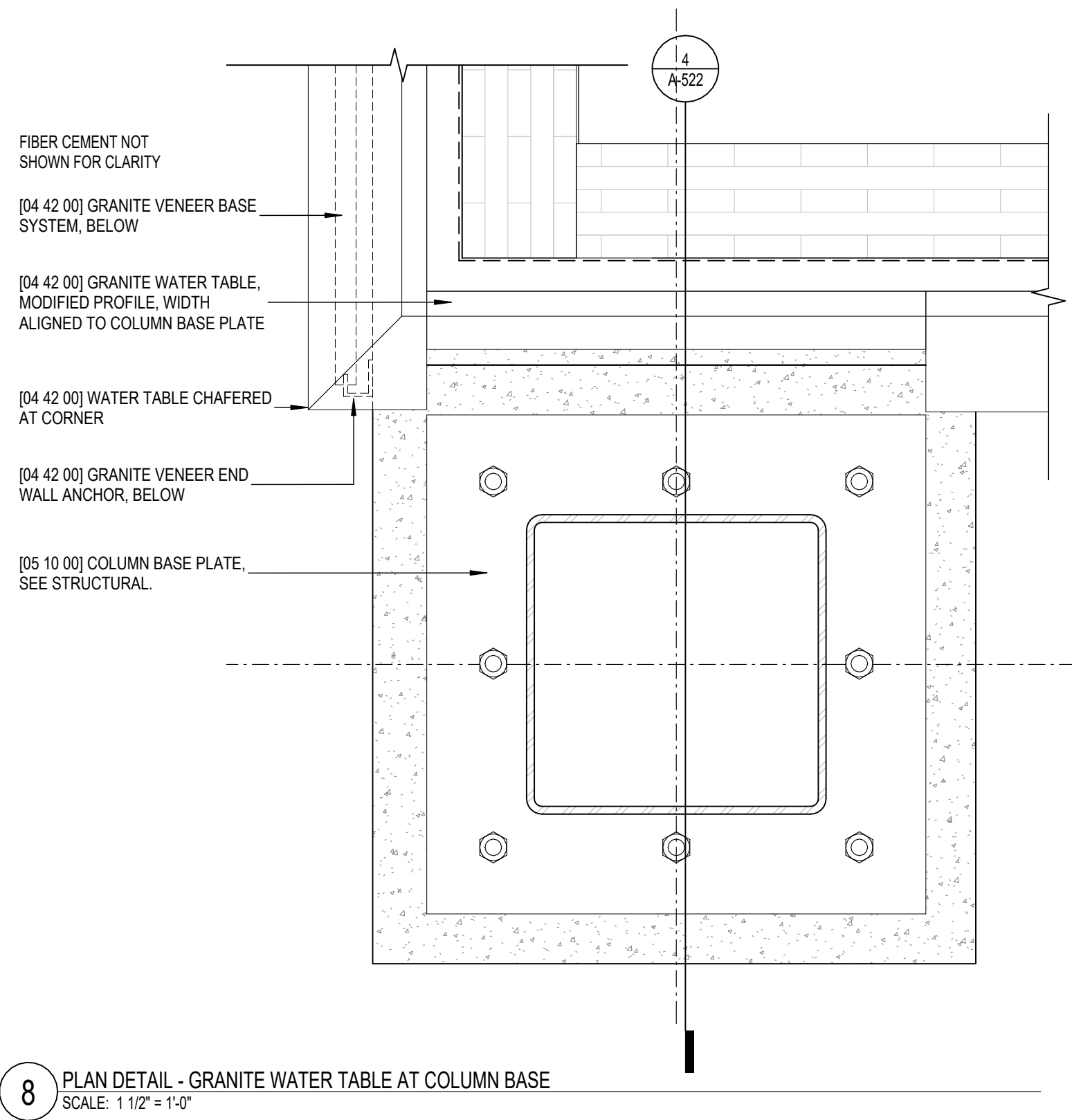
EXTERIOR DETAILS

SHEET NUMBER

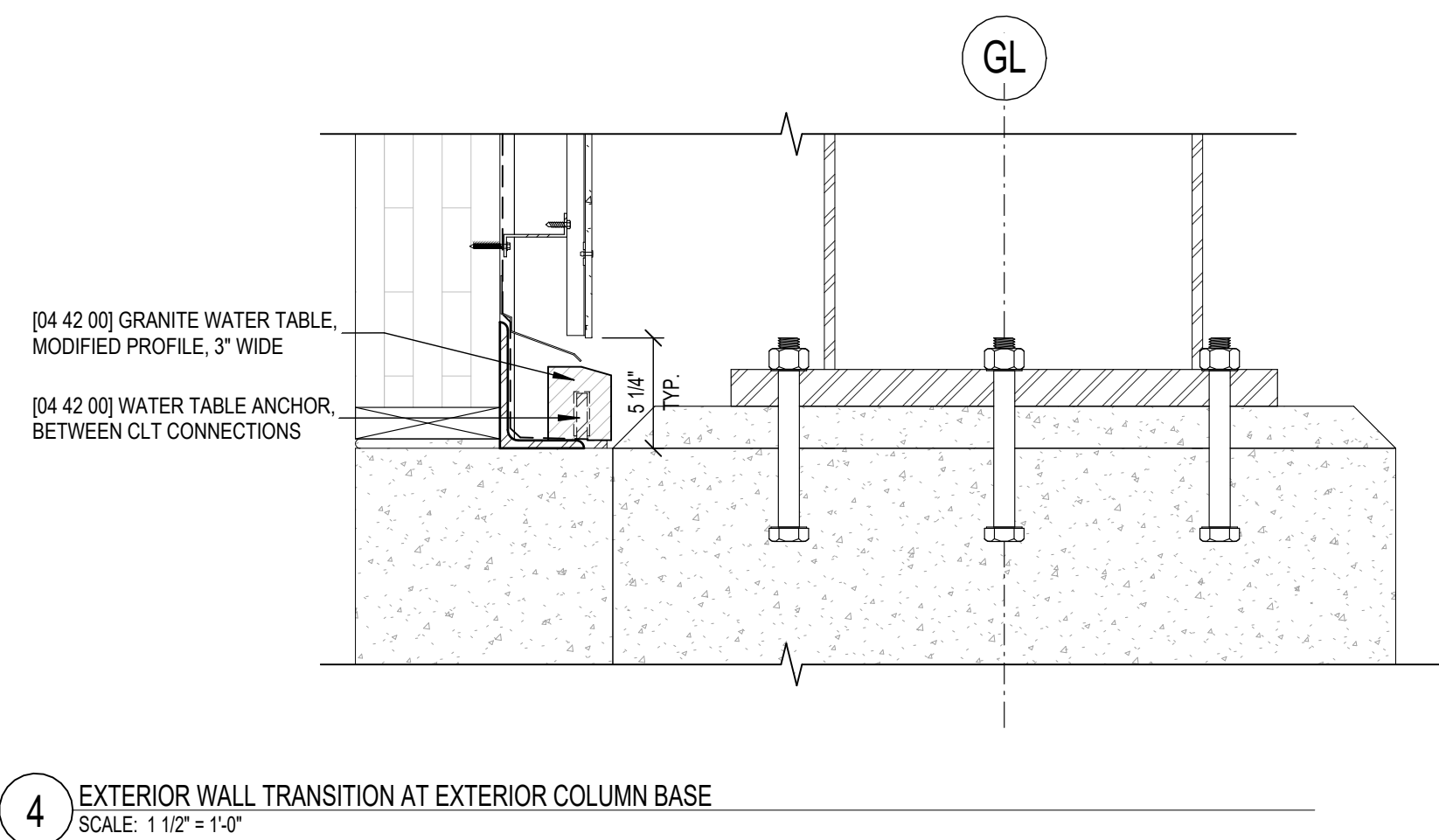
A-521

PROJECT INFORMATION						
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3	REVISION 4
08/21/2024	FM					
			REVISION 5			
						PROJECT COMPLETION DATE

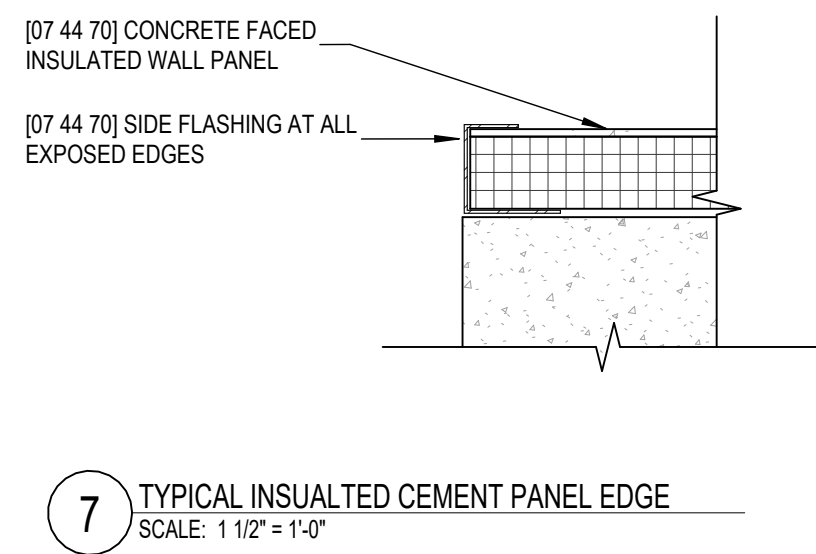
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE



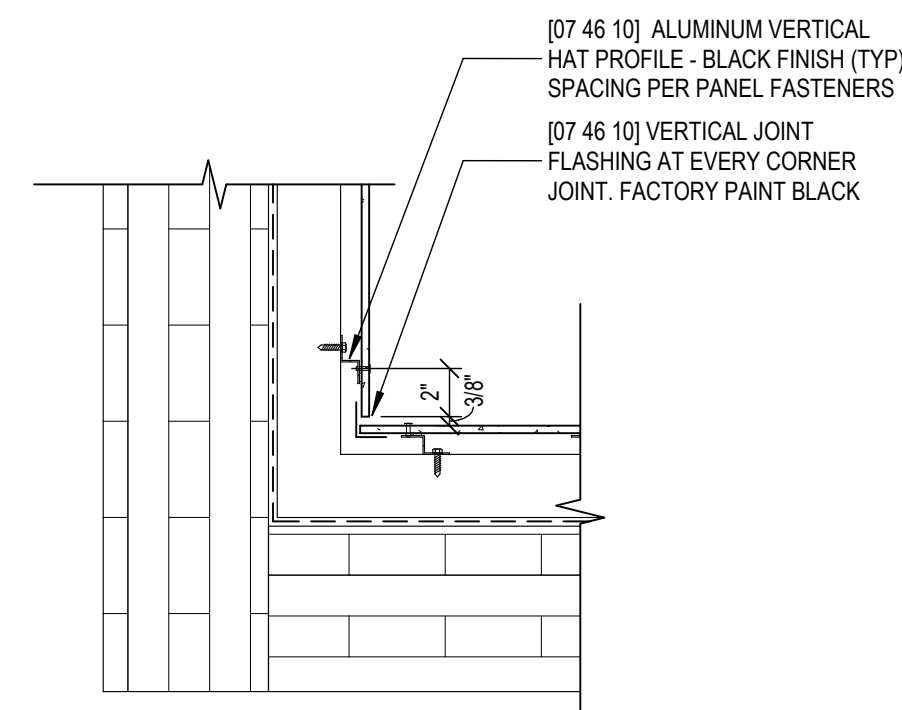
8 PLAN DETAIL - GRANITE WATER TABLE AT COLUMN BASE
SCALE: 1 1/2" = 1'-0"



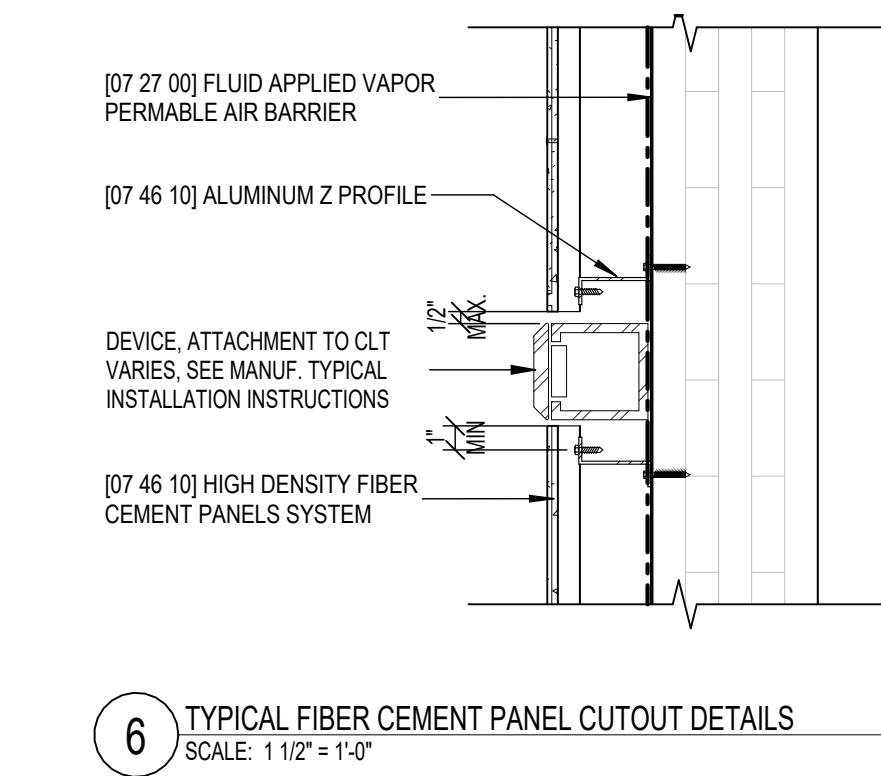
4 EXTERIOR WALL TRANSITION AT EXTERIOR COLUMN BASE
SCALE: 1 1/2" = 1'-0"



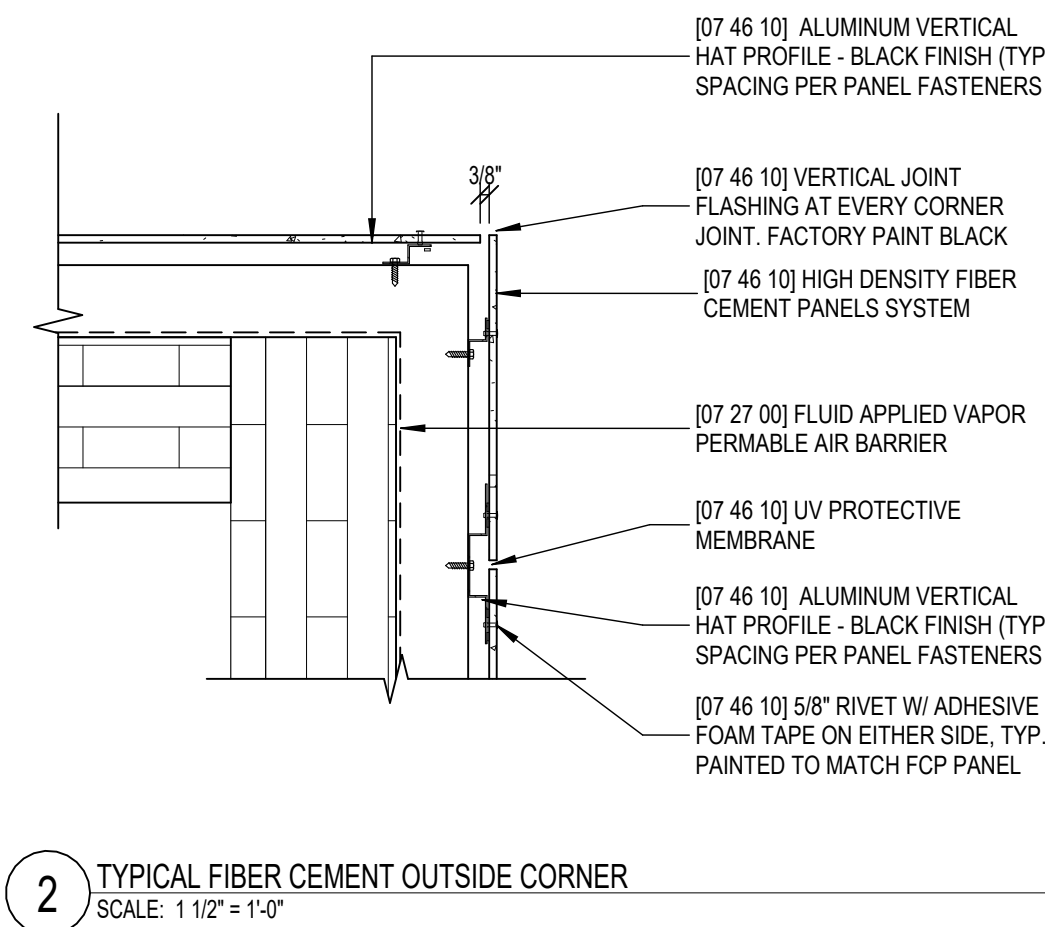
7 TYPICAL INSULATED CEMENT PANEL EDGE
SCALE: 1 1/2" = 1'-0"



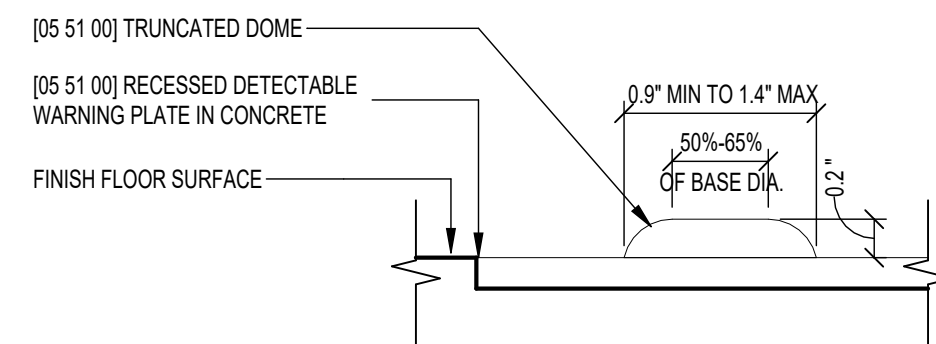
3 TYPICAL FIBER CEMENT INSIDE CORNER
SCALE: 1 1/2" = 1'-0"



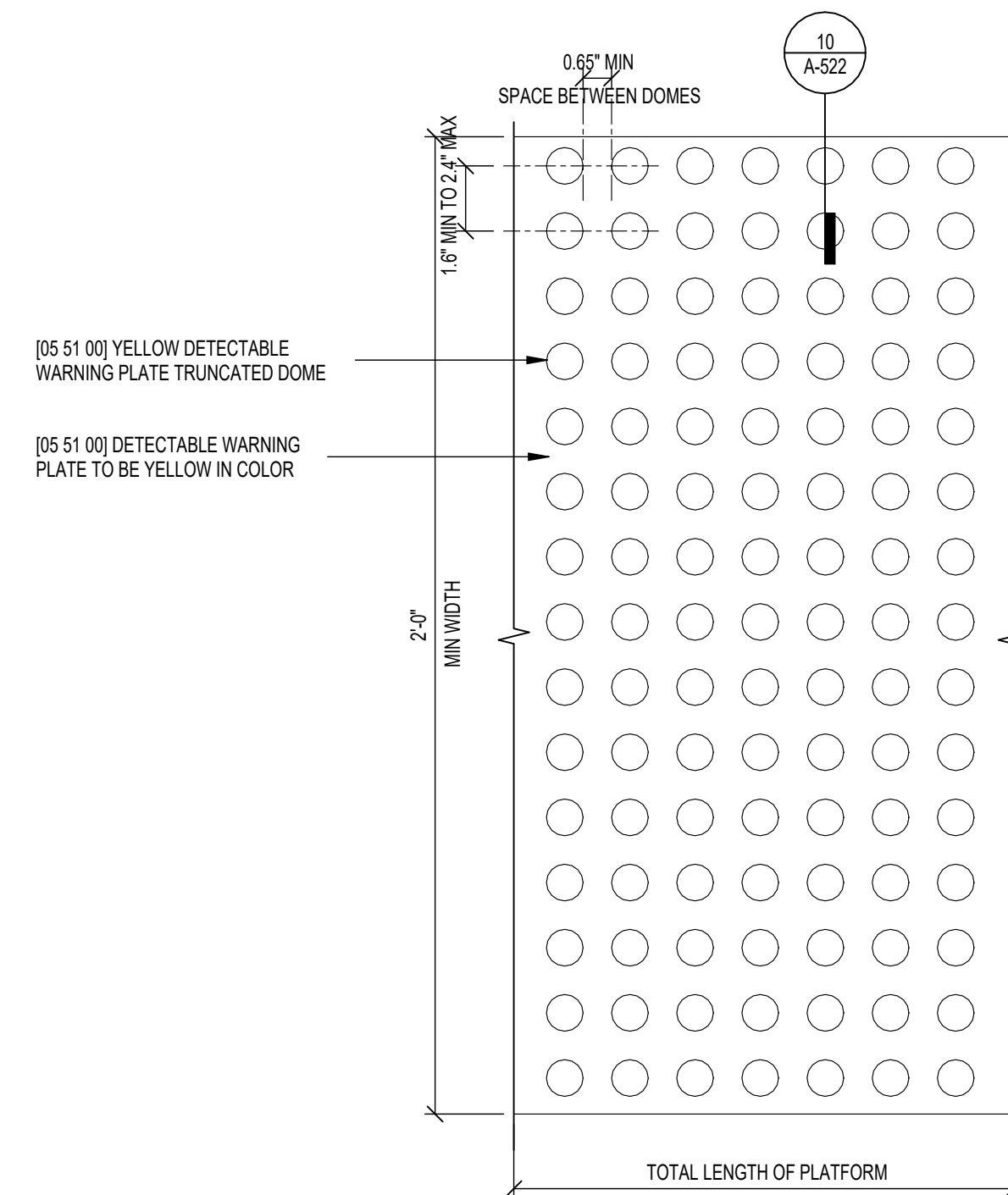
6 TYPICAL FIBER CEMENT PANEL CUTOUT DETAILS
SCALE: 1 1/2" = 1'-0"



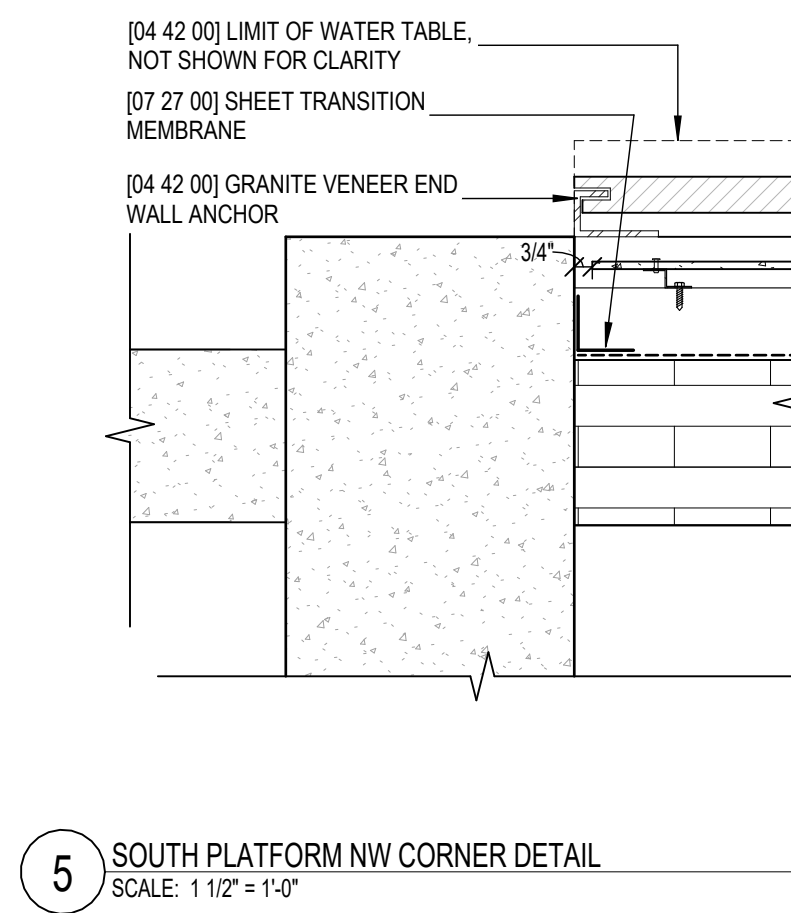
2 TYPICAL FIBER CEMENT OUTSIDE CORNER
SCALE: 1 1/2" = 1'-0"



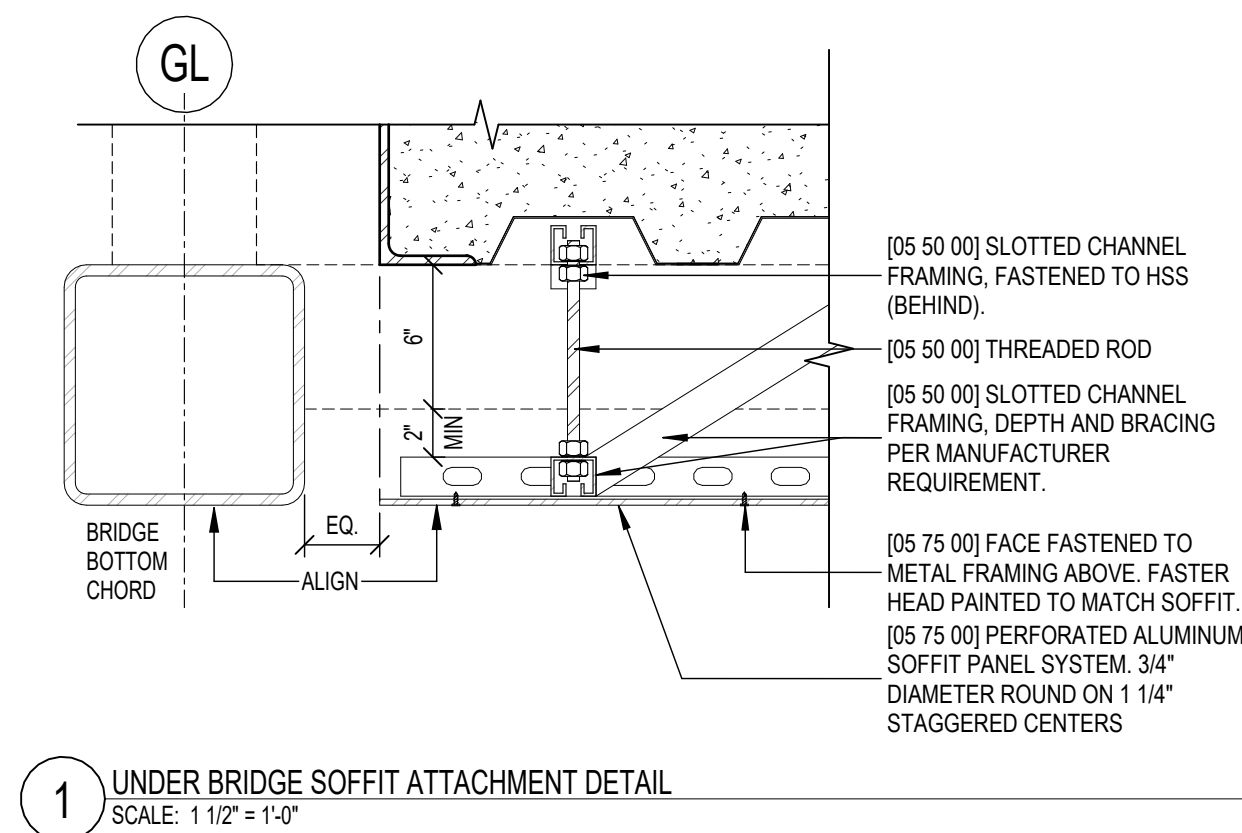
10 DETAIL SECTION - DETECTABLE WARNING PLATE DOME
SCALE: 12" = 1'-0"



9 PLAN DETAIL - DETECTABLE WARNING PLATE
SCALE: 3' = 1'-0"



5 SOUTH PLATFORM NW CORNER DETAIL
SCALE: 1 1/2" = 1'-0"



1 UNDER BRIDGE SOFFIT ATTACHMENT DETAIL
SCALE: 1 1/2" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

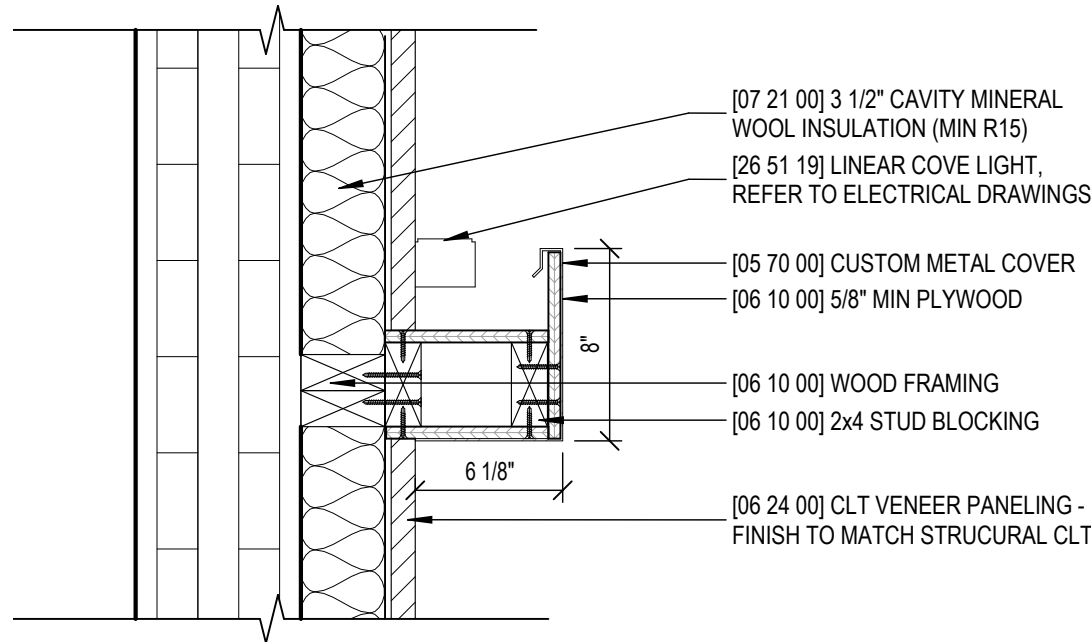
EXTERIOR DETAILS

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

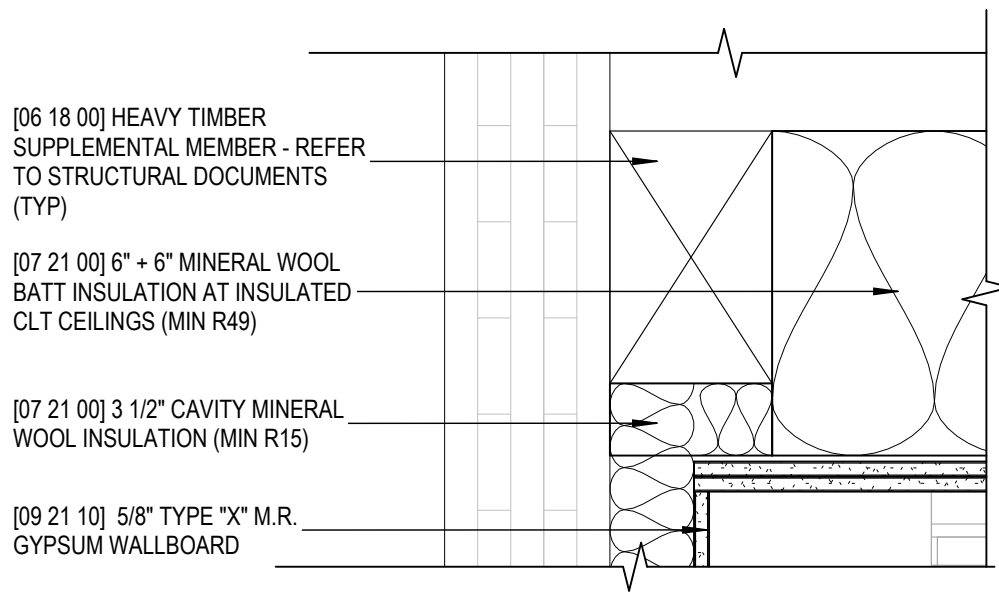
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/27/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

SHEET NUMBER

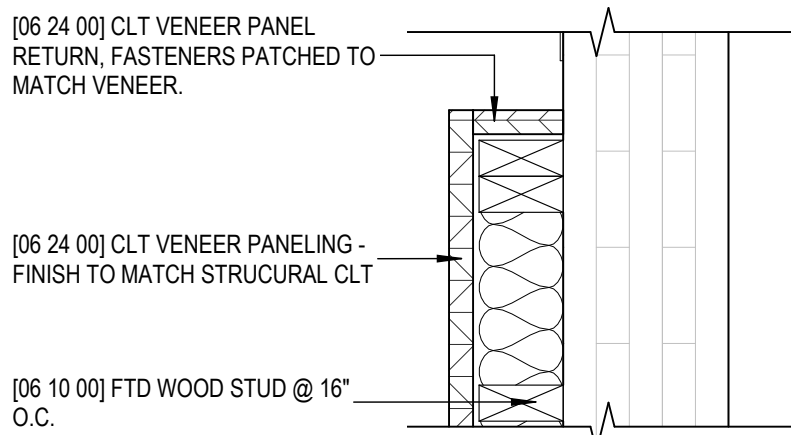
A-522



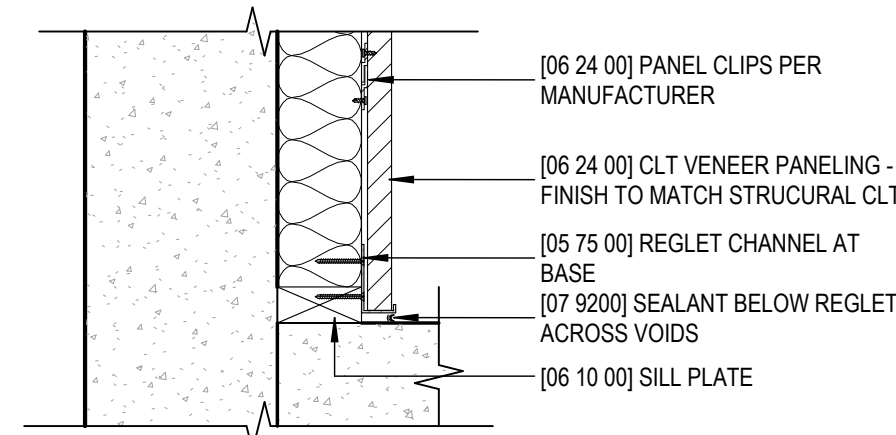
5 TYPICAL INTERIOR LIGHT COVE ASSEMBLY
SCALE: 1 1/2" = 1'-0"



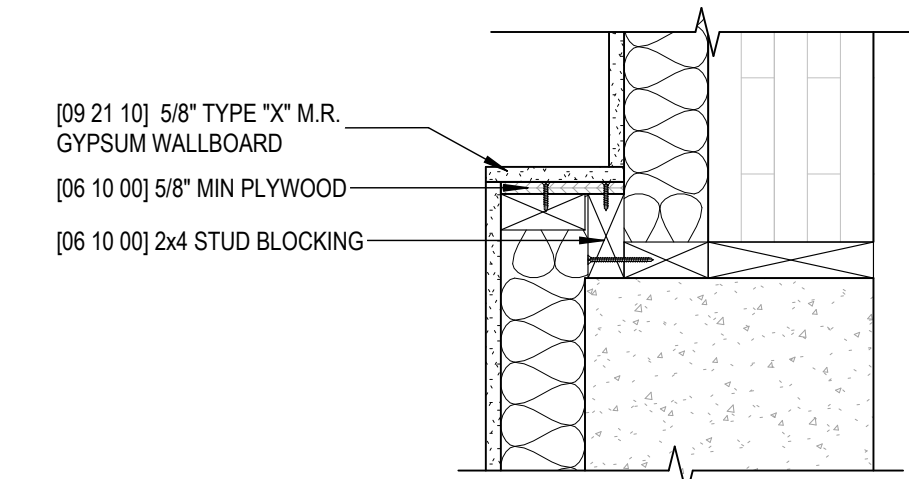
4 INTERIOR INSULATION TO CEILING TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



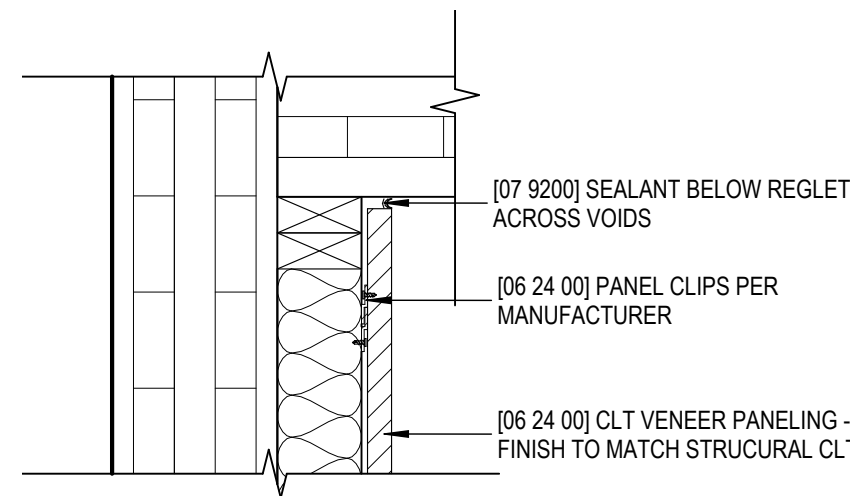
3 CLT VENEER RETURN
SCALE: 1 1/2" = 1'-0"



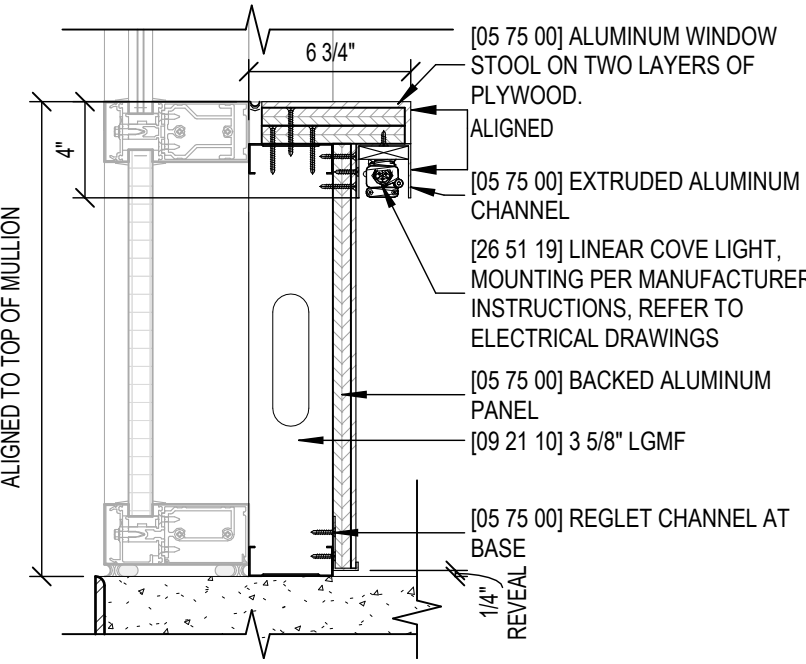
2 TYPICAL INTERIOR VENEER BASE DETAIL
SCALE: 1 1/2" = 1'-0"



1 INTERIOR PARTITION TRANSITION - OFFSET WALL CORES
SCALE: 1 1/2" = 1'-0"



7 TYPICAL INTERIOR VENEER HEAD CONDITION DETAIL
SCALE: 1 1/2" = 1'-0"



6 BRIDGE CONDUIT COVER DETAIL
SCALE: 1 1/2" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

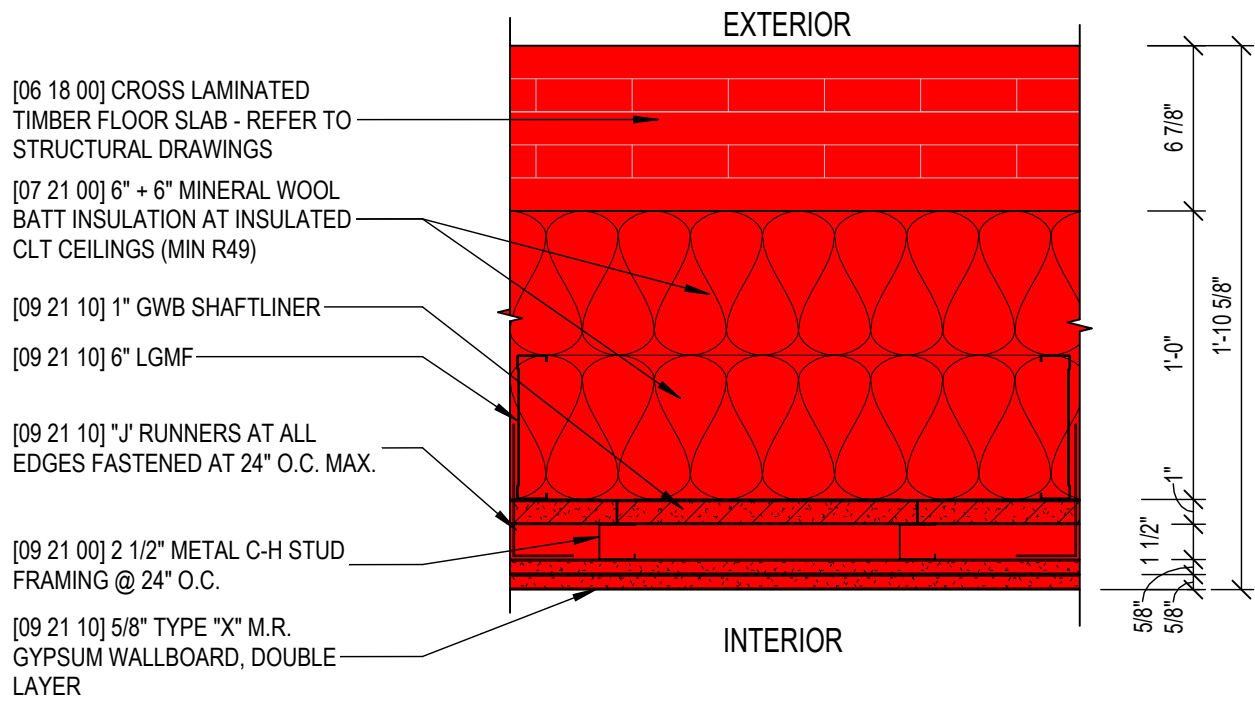
INTERIOR DETAILS

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

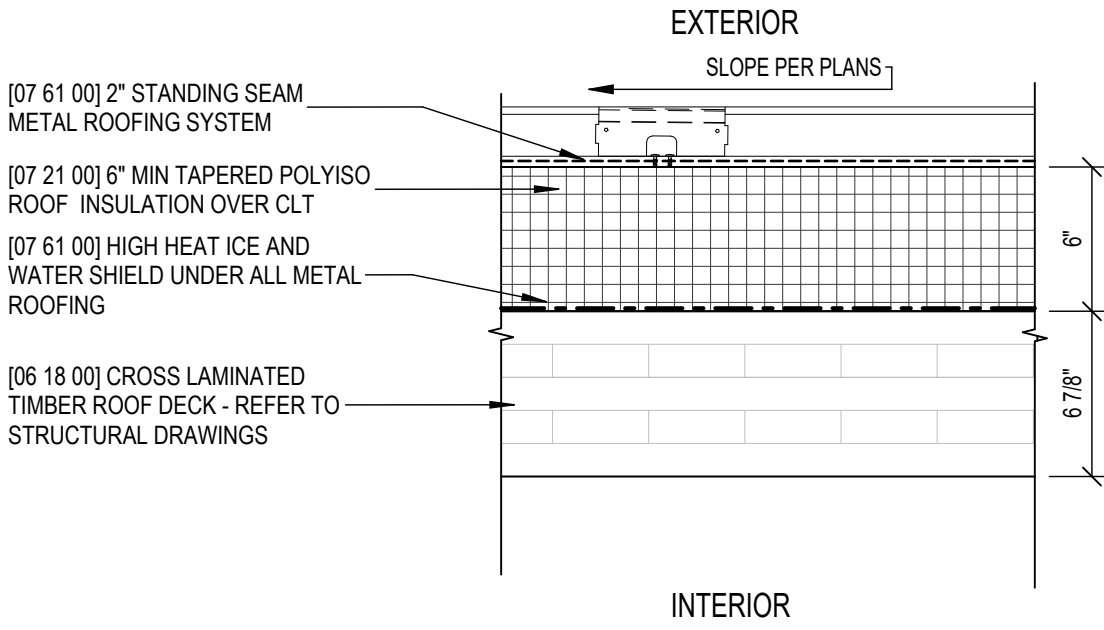
SHEET NUMBER

A-541



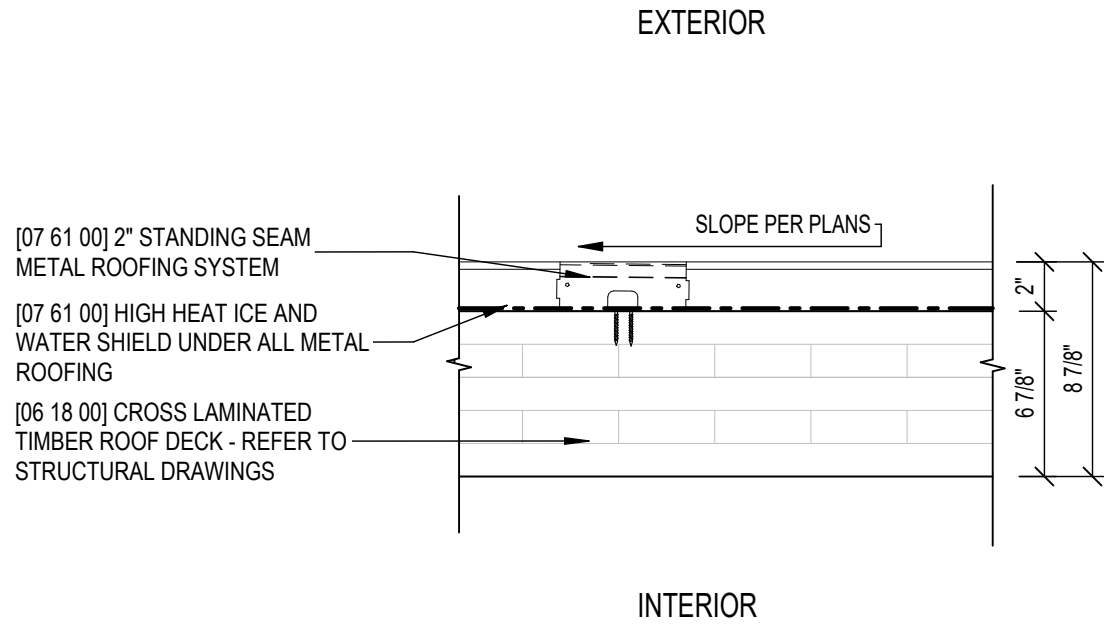
R6H CEILING ASSEMBLY - 120 MIN

ASSEMBLY	COMPONENT	DEPTH	R/IN	R
	CROSS LAMINATED TIMBER	6 7/8"	1.1	7.5
	MINERAL WOOL INSULATION	12"	4	48
	GYPSUM CEILING BOARD	0.625"	.85	.53
	TOTAL R VALUE			56.03
	CALCULATED U VALUE			0.017

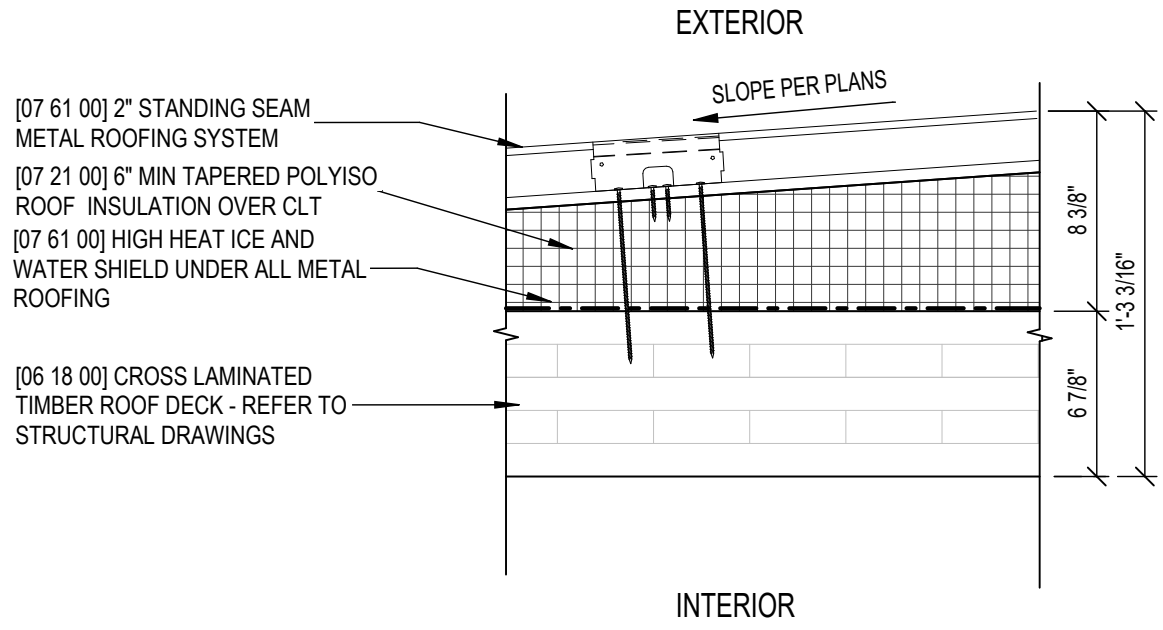


RN39 ROOF ASSEMBLY

ASSEMBLY	COMPONENT	DEPTH	R/IN	R
	CROSS LAMINATED TIMBER	6 7/8"	1.1	7.5
	POLYISO ROOF INSULATION	6"	6.5	39
	TOTAL R VALUE			46.5
	CALCULATED U VALUE			0.021



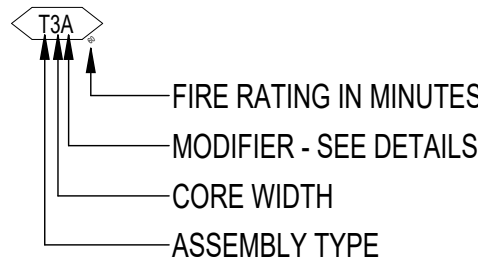
RM0 ROOF ASSEMBLY



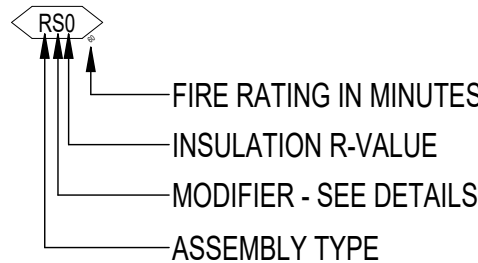
RP0 ROOF ASSEMBLY

ASSEMBLY TAG LEGEND

VERTICAL ASSEMBLIES



HORIZONTAL ASSEMBLIES



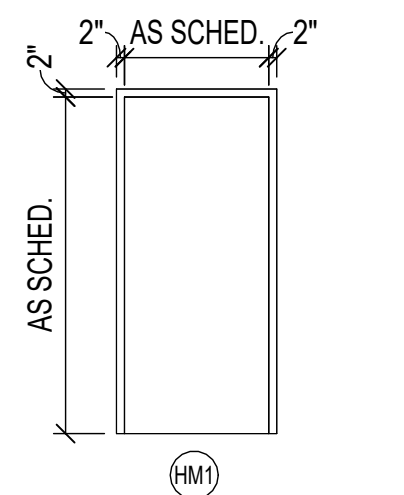
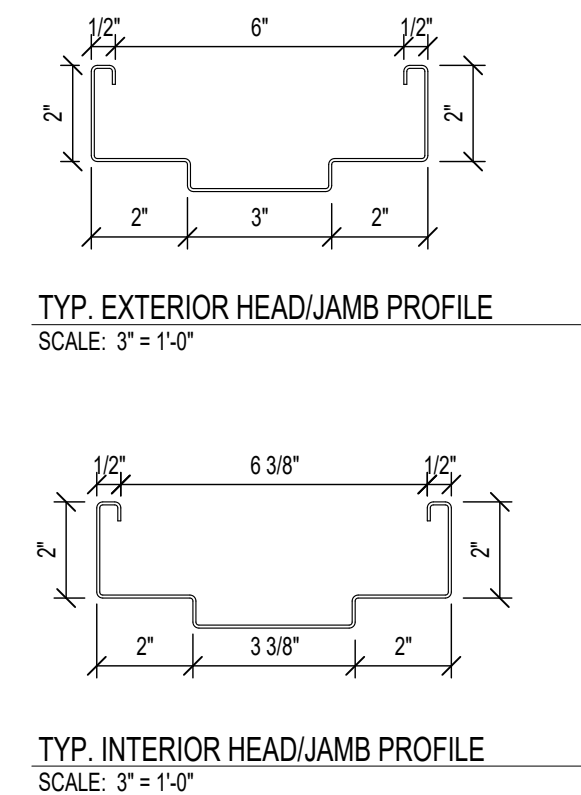
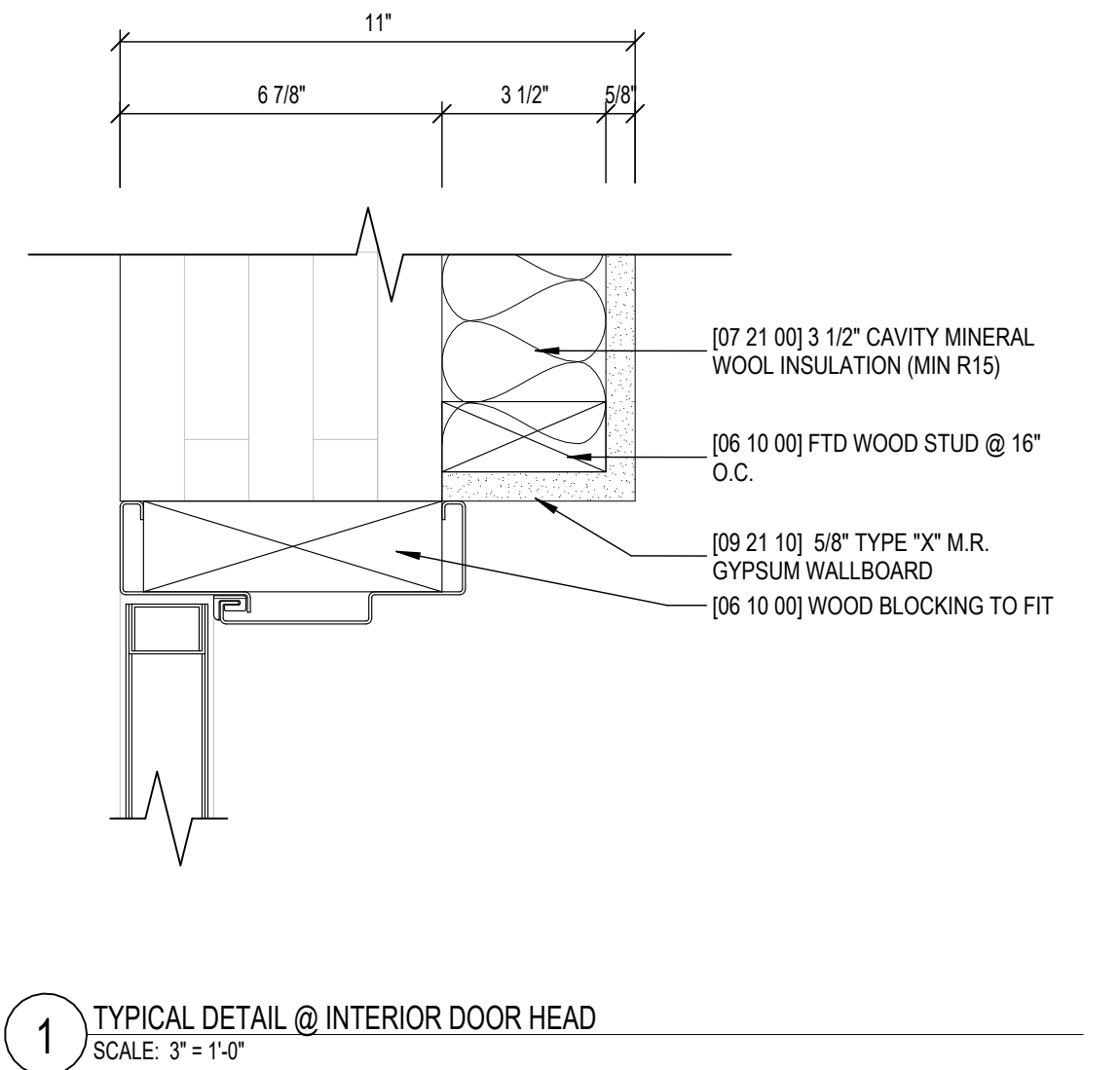
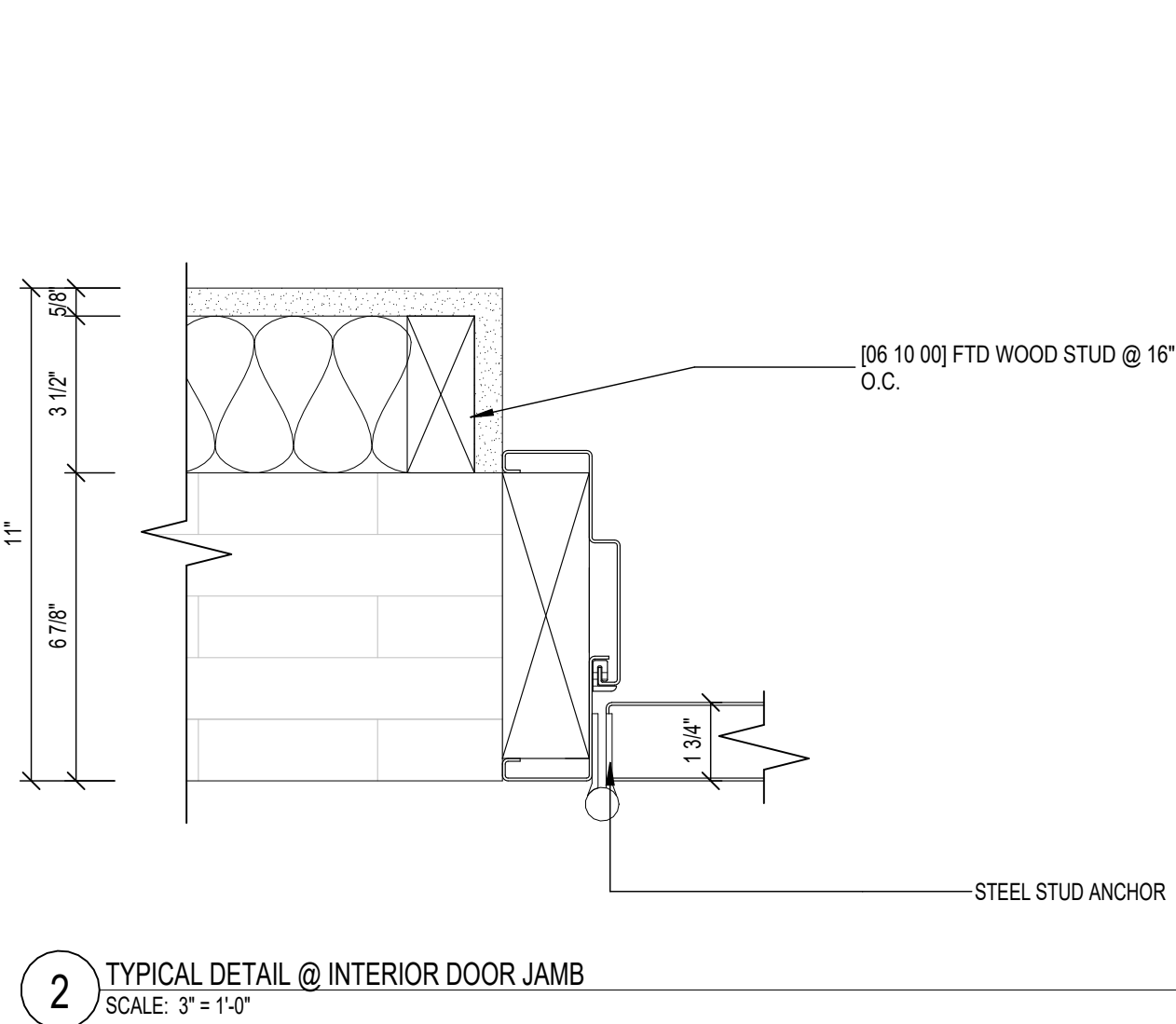
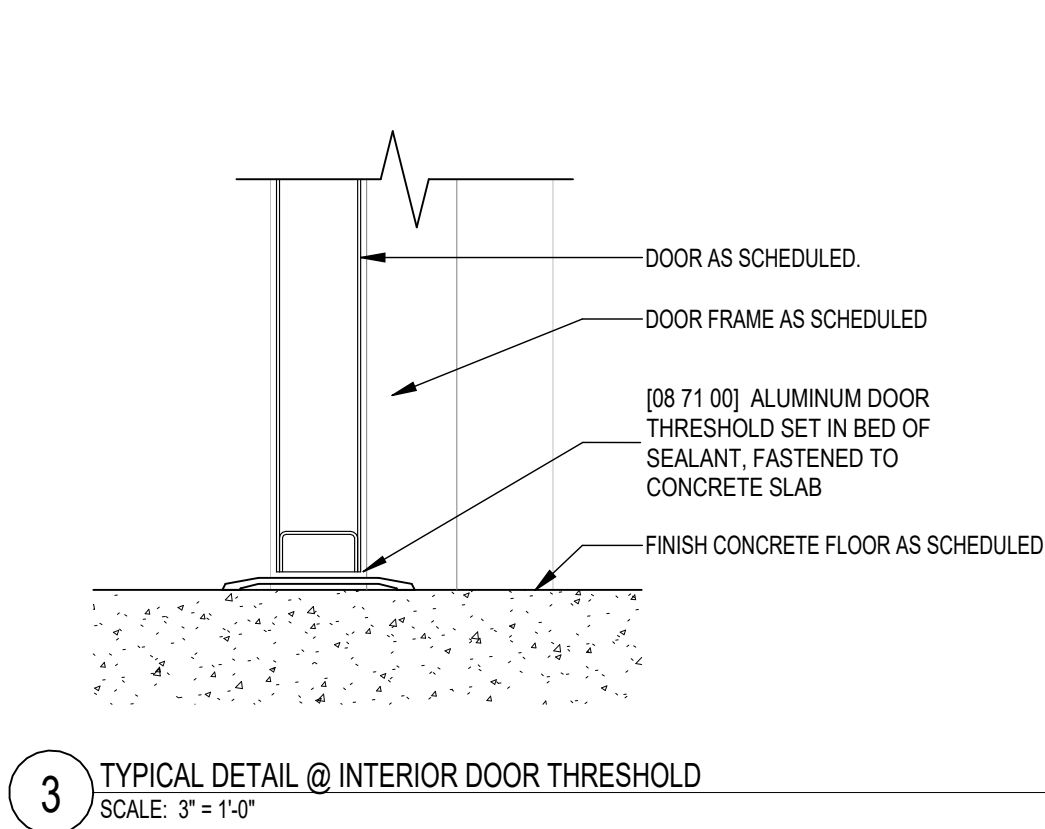
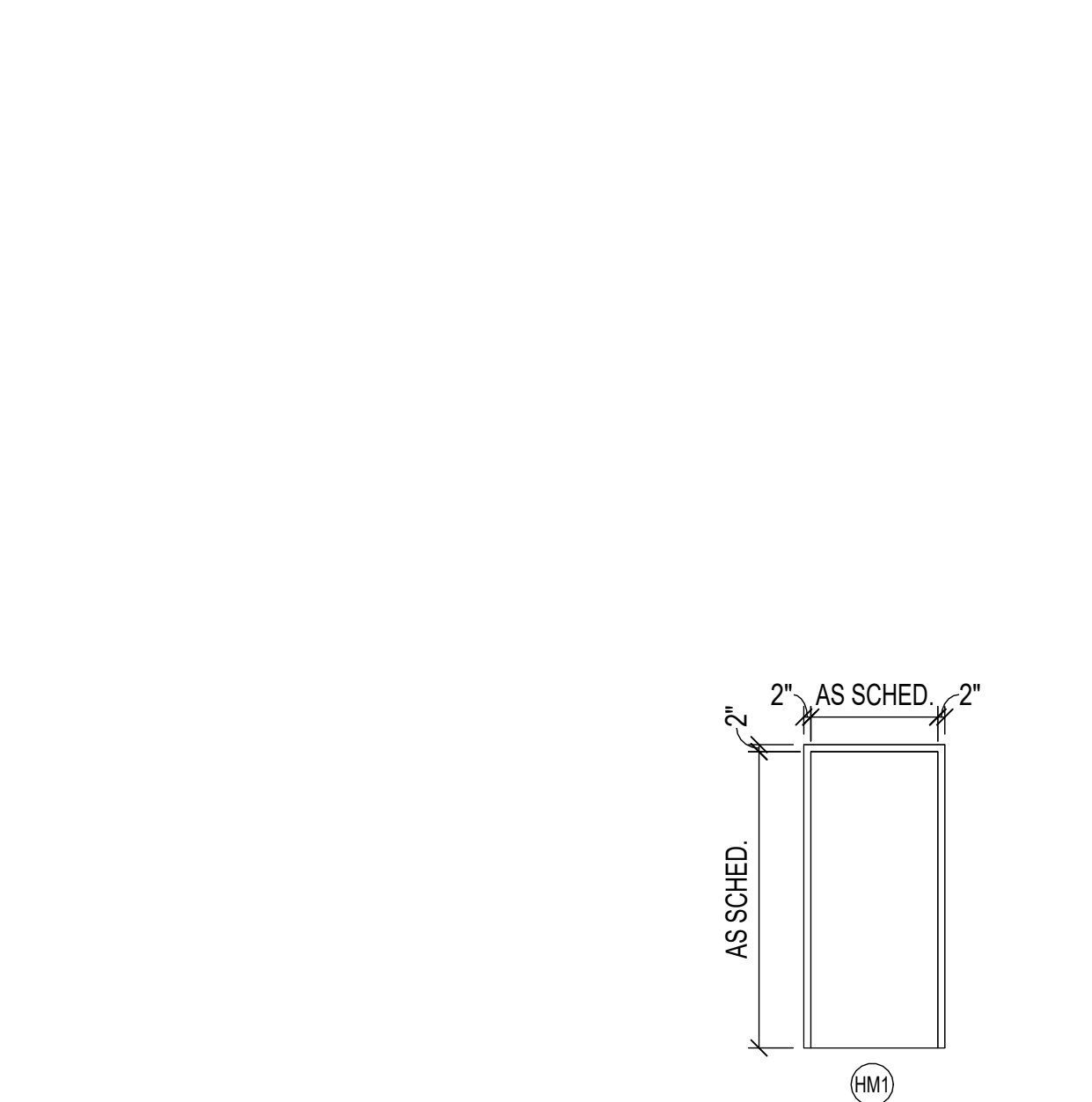
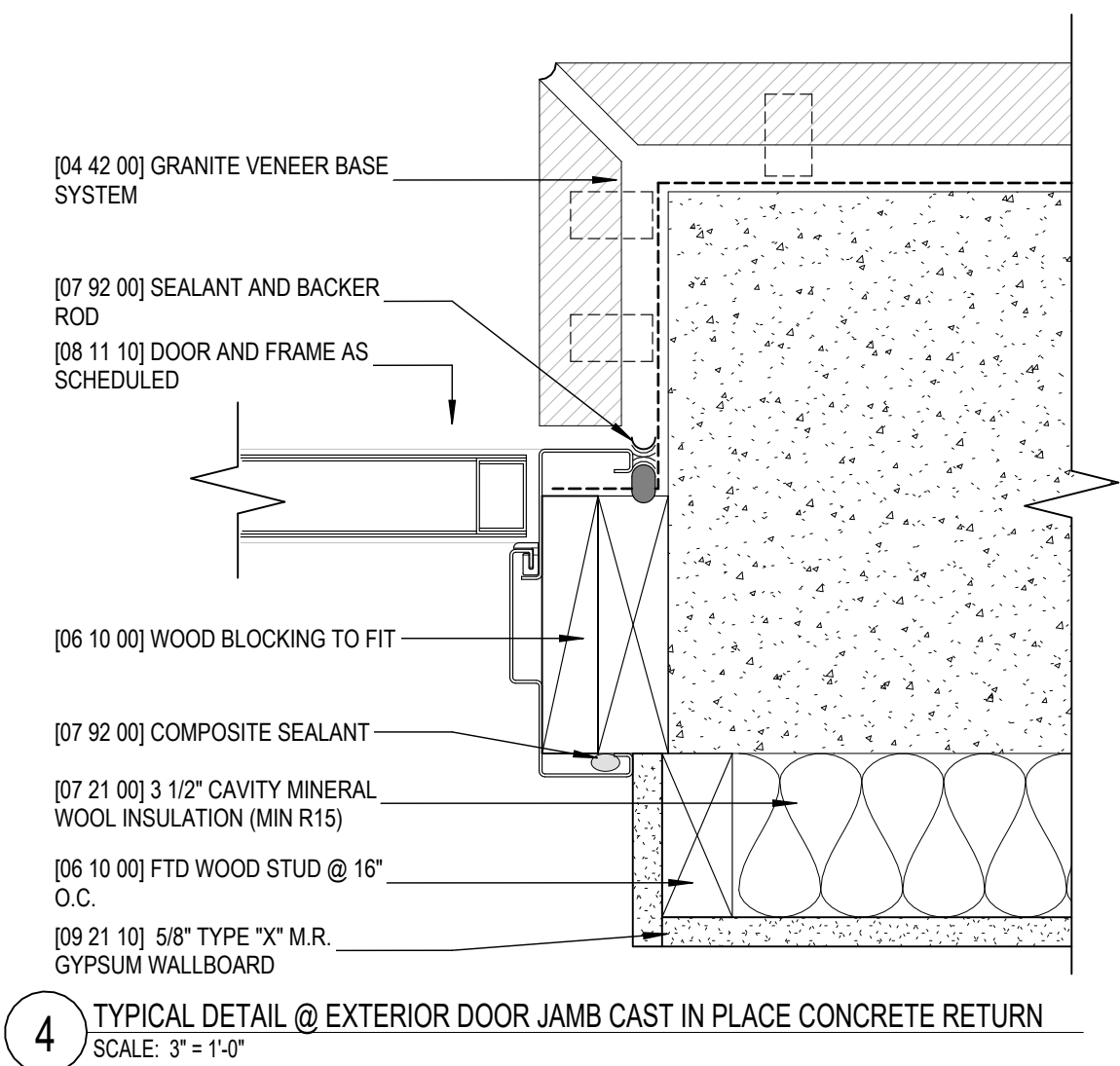
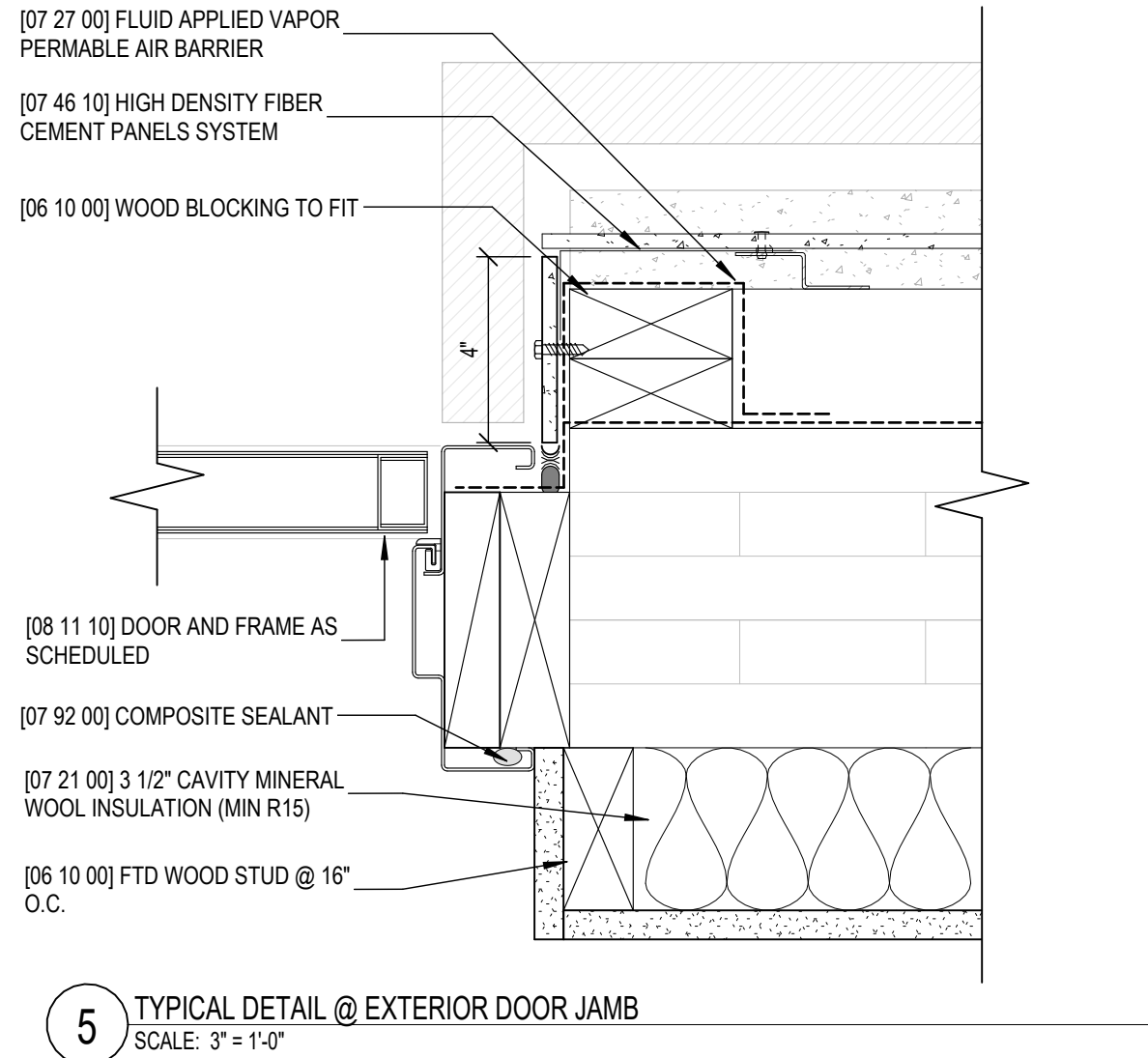
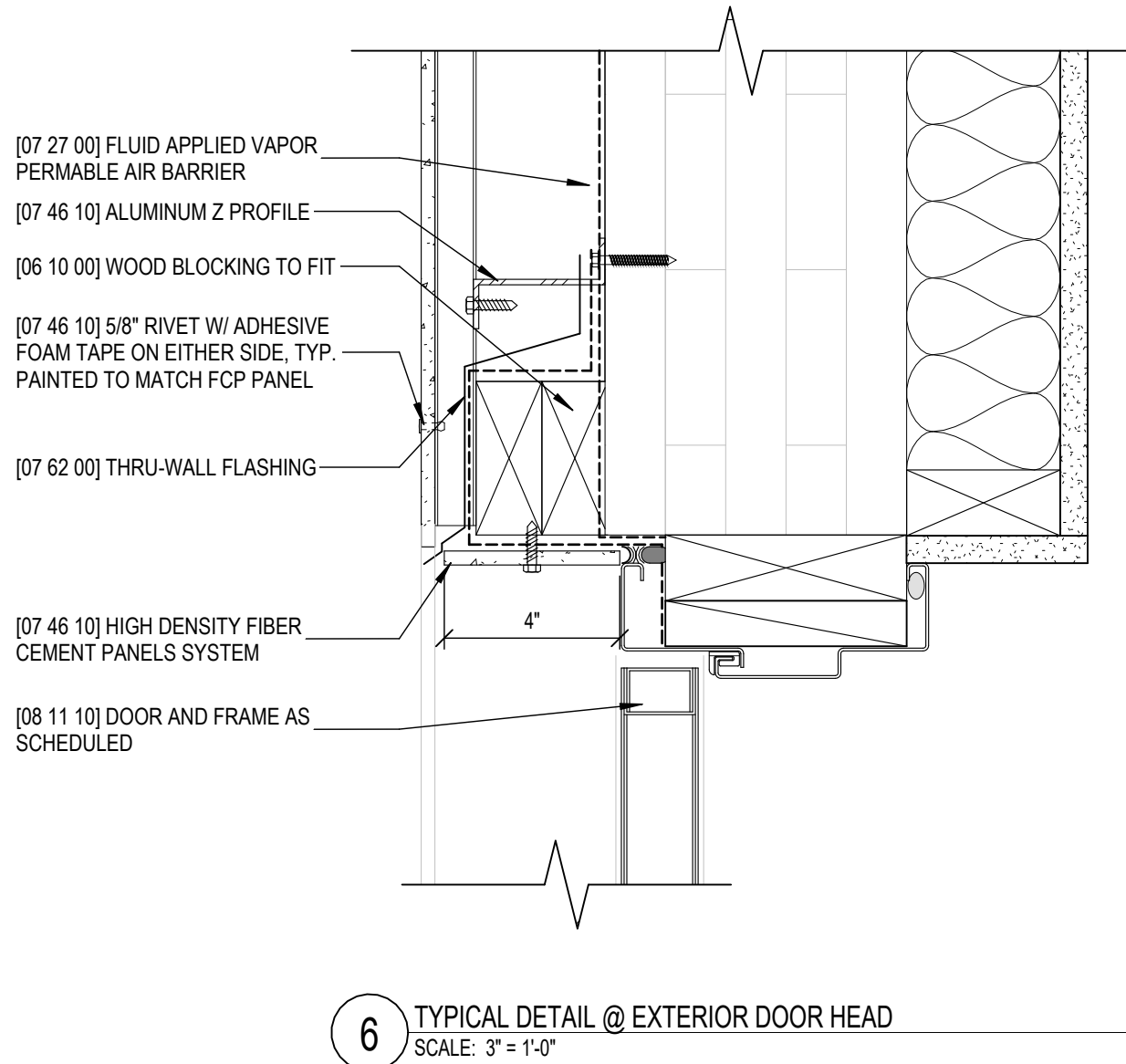
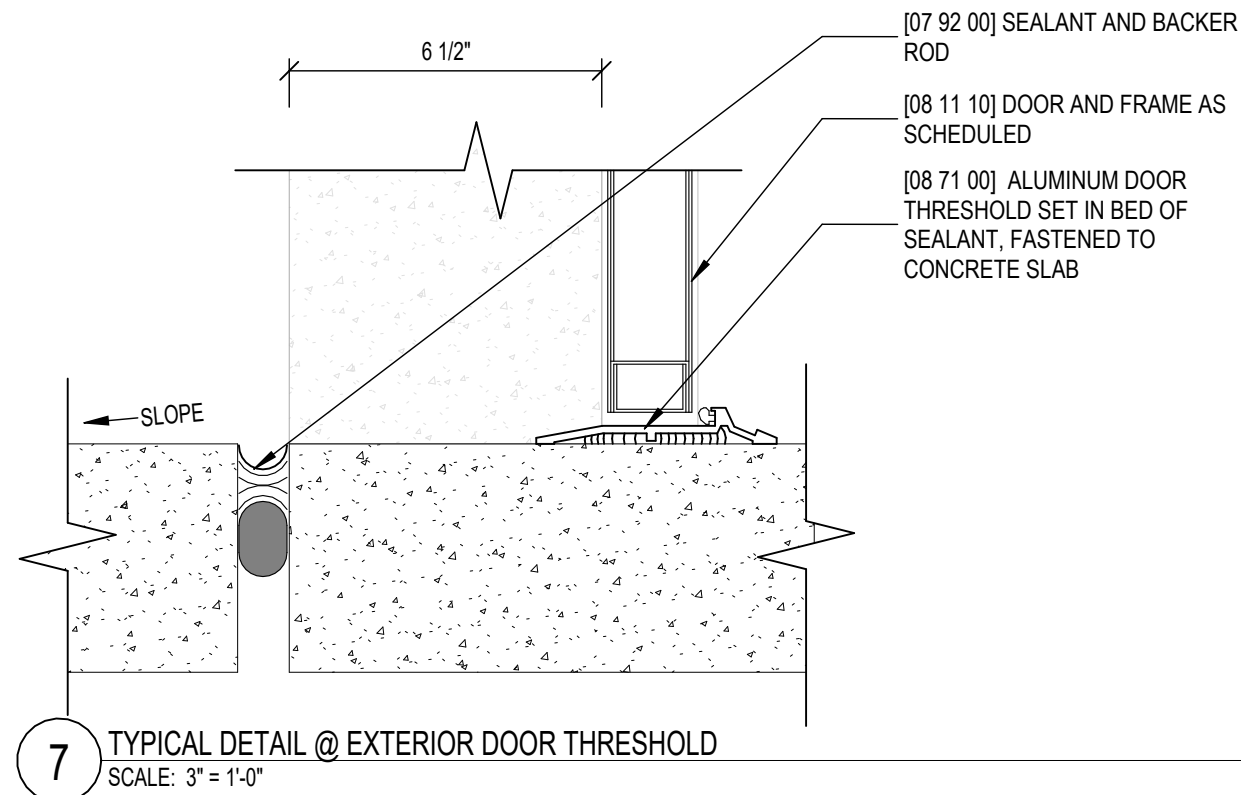
ASSEMBLY TYPE	DESCRIPTION
C	CAST IN PLACE CONCRETE
R	HORIZONTAL ASSEMBLY
S	STEEL FRAMING
T	CROSS LAMINATED TIMBER
W	WOOD FRAMING

WIDTH DESIGNATION	STUD SIZE		
	CONCRETE	CLT	WOOD (NOM)
1		-	-
2	2 1/2"		-
3	3 5/8"		-
4	4"	-	4" (NOM)
5	-		-
6	6"	6 7/8"	6" (NOM)
8	8"	-	8" (NOM)
12	-	-	12" (NOM)

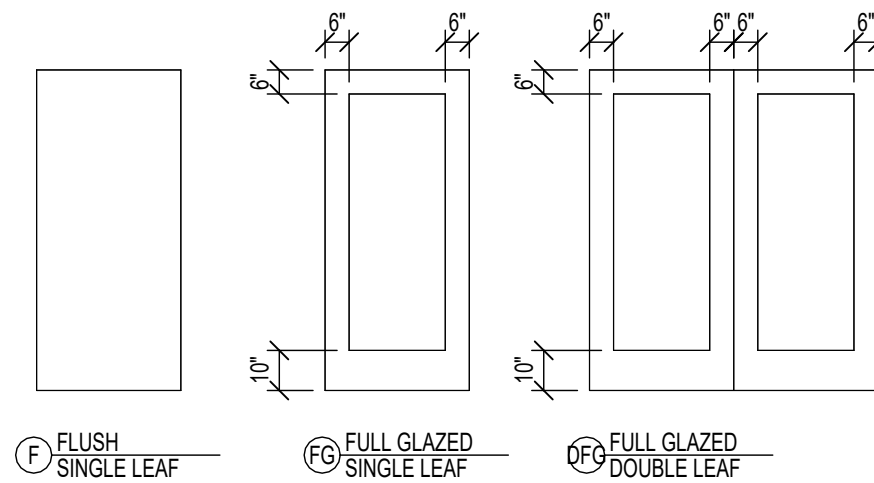
MODIFIER	CONSTRUCTION
0	NO MODIFICATION MADE
A	EXTERIOR RAIN SCREEN
AA	1" EXTERIOR RAIN SCREEN
B	INTERIOR INSULATION, NANO CLT PANEL
C	EXTERIOR RAIN SCREEN, INTERIOR ONE LAYER OF SHEATHING, INTERIOR INSULATION
D	ONE LAYER OF SHEATHING, INTERIOR INSULATION
E	ONE LAYER OF SHEATHING BOTH SIDES, INTERIOR INSULATION BOTH SIDES
F	EXTERIOR RAIN SCREEN, EXTERIOR INSULATION
G	EXTERIOR RAIN SCREEN, INTERIOR INSULATION, INTERIOR TWO LAYERS OF SHEATHING
H	INTERIOR ONE LAYER OF SHEATHING, MINERAL WOOL BATT INSULATION
I	EXTERIOR GRANITE VENEER, INTERIOR ONE LAYER SHEATHING, INTERIOR INSULATION
J	EXTERIOR GRANITE VENEER, INTERIOR TWO LAYERS SHEATHING, INTERIOR INSULATION
K	EXTERIOR GRANITE VENEER
L	EXTERIOR GRANITE VENEER, EXTERIOR INSULATION
M	EXTERIOR STANDING SEAM METAL ROOF
N	EXTERIOR POLYISO INSULATION, STANDING SEAM METAL ROOF
P	EXTERIOR TAPERED POLYISO INSULATION, STANDING SEAM METAL ROOF
R	NANO CLT PANEL, STEEL STUD, NANO CLT PANEL
S	EXTERIOR CONCRETE FACED INSULATED WALL PANEL
T	EXTERIOR CONCRETE FACED INSULATED WALL PANEL, INTERIOR INSULATION, INTERIOR SHEATHING
U	EXTERIOR CONCRETE FACED INSULATED WALL PANEL, INTERIOR INSULATION, INTERIOR TWO LAYERS SHEATHING

THIS SHEET INTENDED TO BE VIEWED IN COLOR

PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



FRAME TYPE
SCALE: 1/4" = 1'-0"



DOOR TYPE LEGEND
SCALE: 1/4" = 1'-0"

DOOR & FRAME SCHEDULE														
MARK	ROOM	FIRE RATING	ACCESS CONTROL	HARDWARE	NOTES	DOOR			Door Panel Type	DOOR		TYPE	FRAME	
						WIDTH	HEIGHT	THK		MATERIAL	FINISH		MATERIAL	FINISH
101A	NORTH LOBBY		CARD READER	1	STOREFRONT	6' - 0"	7' - 9"		DFG	AL	MATCH STOREFRONT	STOREFRONT	AL	MATCH STOREFRONT
101B	NORTH LOBBY		CARD READER	2	STOREFRONT	3' - 6"	7' - 9"		FG	AL	MATCH STOREFRONT	STOREFRONT	AL	MATCH STOREFRONT
102	ELEVATOR CONTROL 1	90 MIN	CARD READER	4	FIRE RATED, INSULATED	3' - 0"	7' - 0"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT
103	ELECTRICAL ROOM	90 MIN	CARD READER	5	FIRE RATED, INSULATED	3' - 6"	7' - 0"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT
103A	ELECTRICAL ROOM	90 MIN		3	ACCESS DOOR, FIRE RATED INSULATED	2' - 6"	2' - 6"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT
111	SOUTH LOBBY			2	STOREFRONT	3' - 6"	7' - 9"		FG	AL	MATCH STOREFRONT	STOREFRONT	AL	MATCH STOREFRONT
112	ELEVATOR CONTROL 2	90 MIN	CARD READER	4	FIRE RATED, INSULATED	3' - 0"	7' - 6"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT
113	ELECTRICAL ROOM	90 MIN	CARD READER	5	FIRE RATED, INSULATED	4' - 0"	7' - 0"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT
113A	ELECTRICAL ROOM	90 MIN		3	ACCESS DOOR, FIRE RATED INSULATED	2' - 6"	2' - 6"	0' - 1 3/4"	F	IM	PNT	HM1	HM	PNT

GENERAL DOOR NOTES

- GC TO VERIFY ACTUAL WALL THROAT SIZE PRIOR TO ORDERING DOORS AND FRAMES.
- GC TO COORDINATE ELECTRICAL WORK WITH DOOR HARDWARE, WHERE REQUIRED.

AL ALUMINUM
HM HOLLOW METAL
IM INSULATED METAL

NNEPRA DOWNEASTER WELLS AREA IMPROVEMENT PROJECT WELLS, MAINE

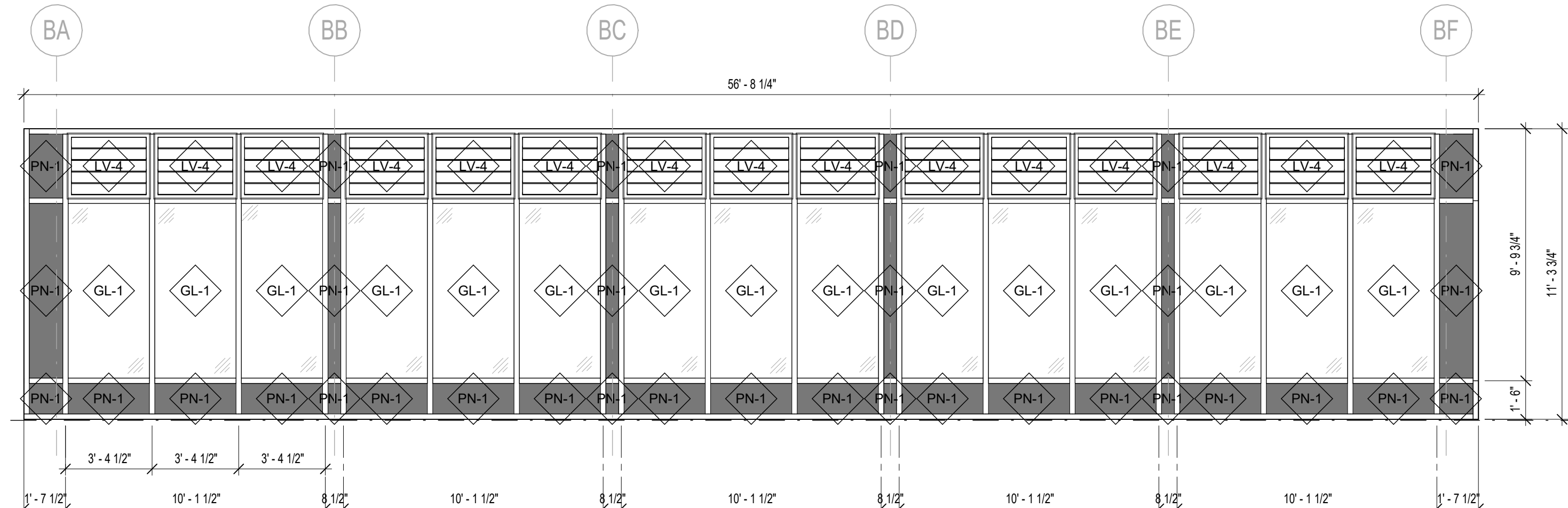
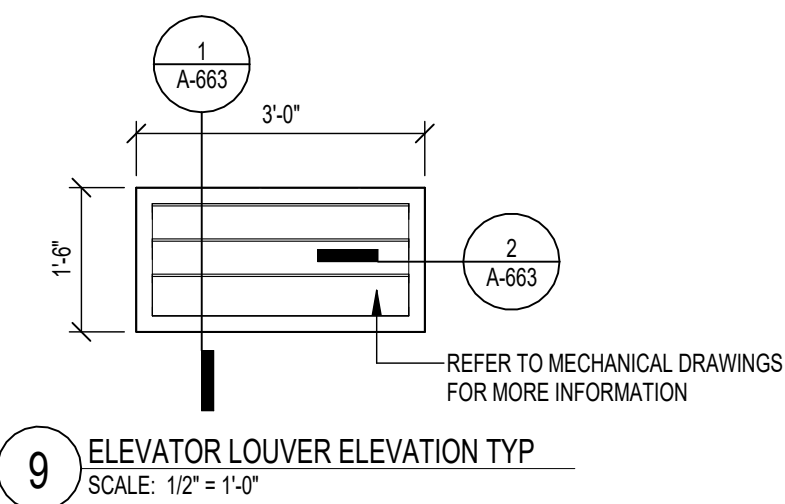
PROJECT INFORMATION				
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2
08/21/2024	FM			
			REVISION 3	REVISION 4
			REVISION 5	
				PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION

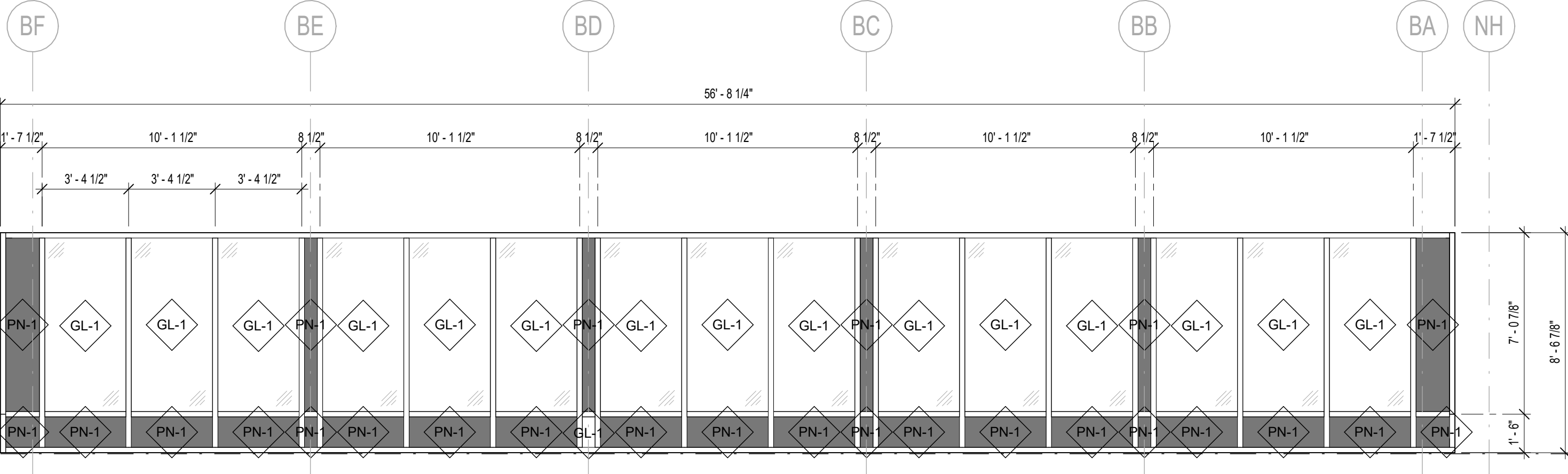
DOOR SCHEDULES & DETAILS

SHEET NUMBER

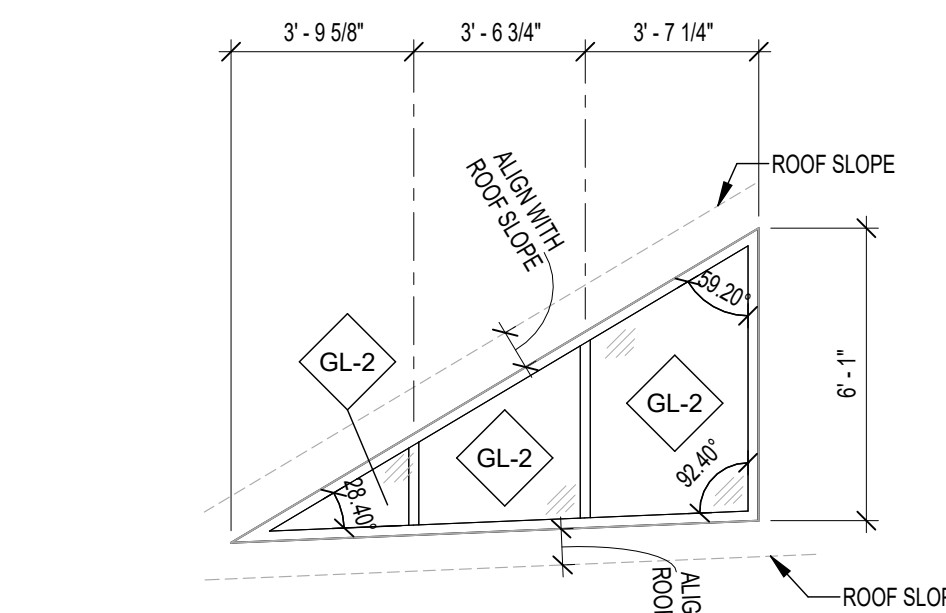
A-620



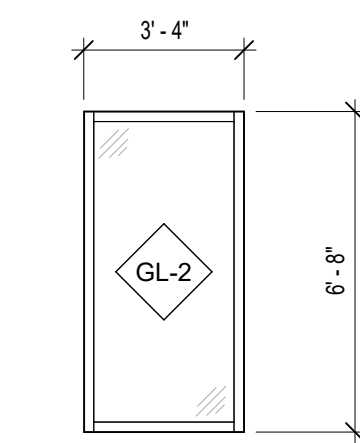
CW3
SCALE: 1/4" = 1'-0"



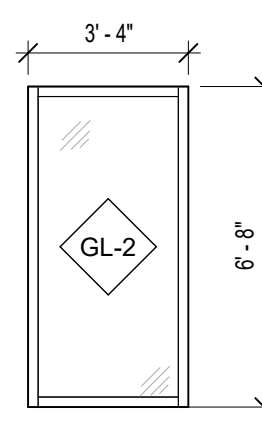
CW4
SCALE: 1/4" = 1'-0"



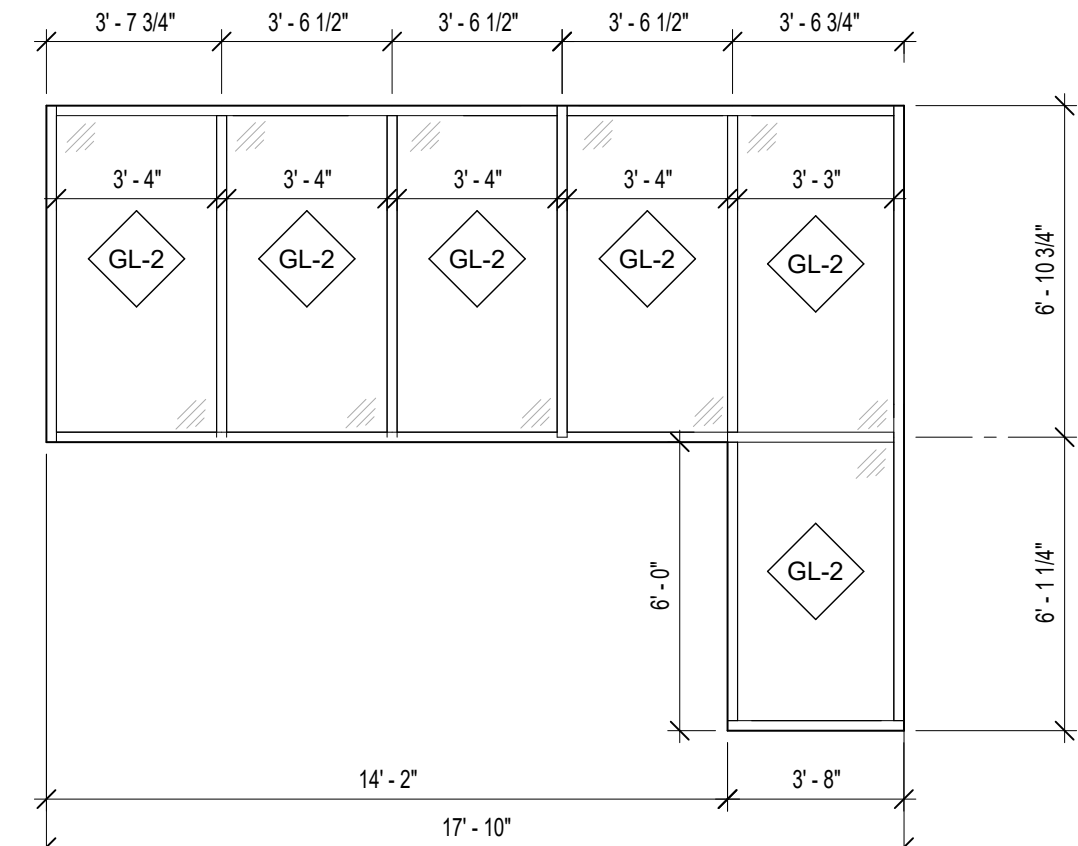
S6
SCALE: 1/4" = 1'-0"



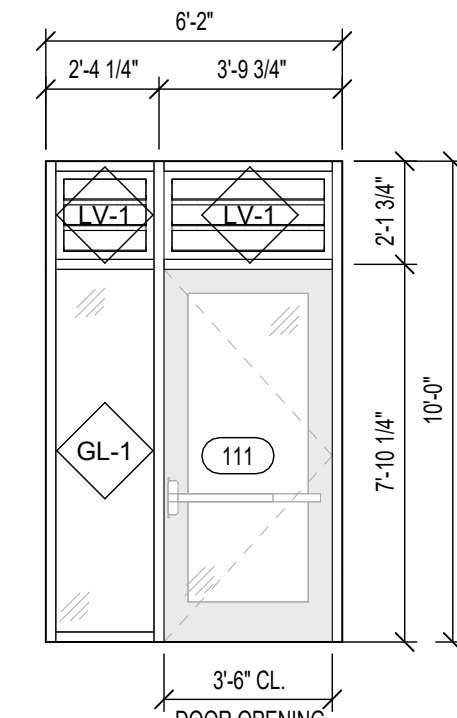
S5A
SCALE: 1/4" = 1'-0"



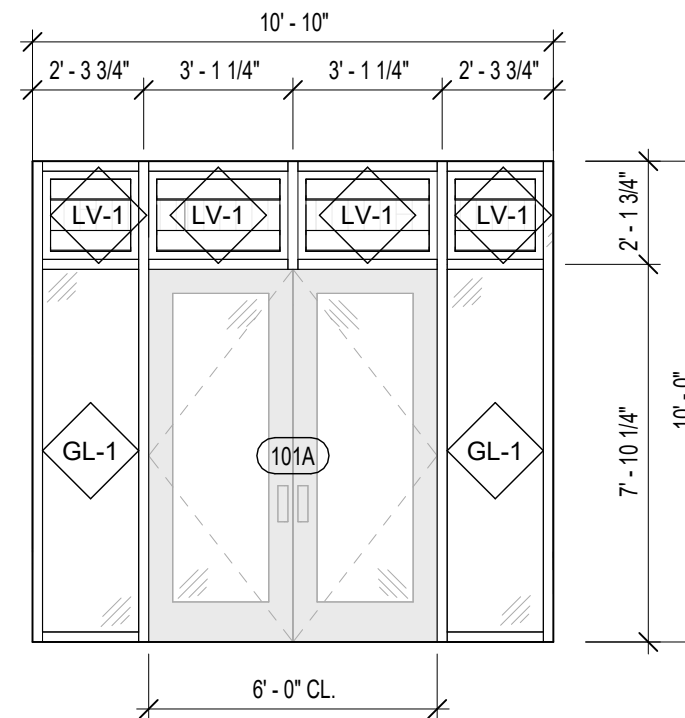
S5
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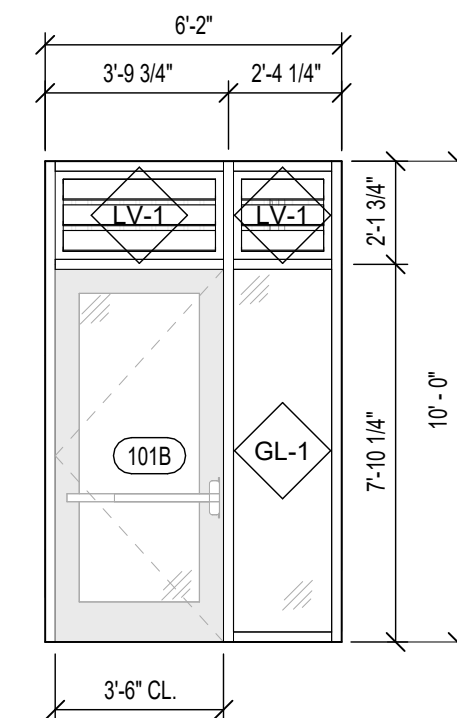
S4
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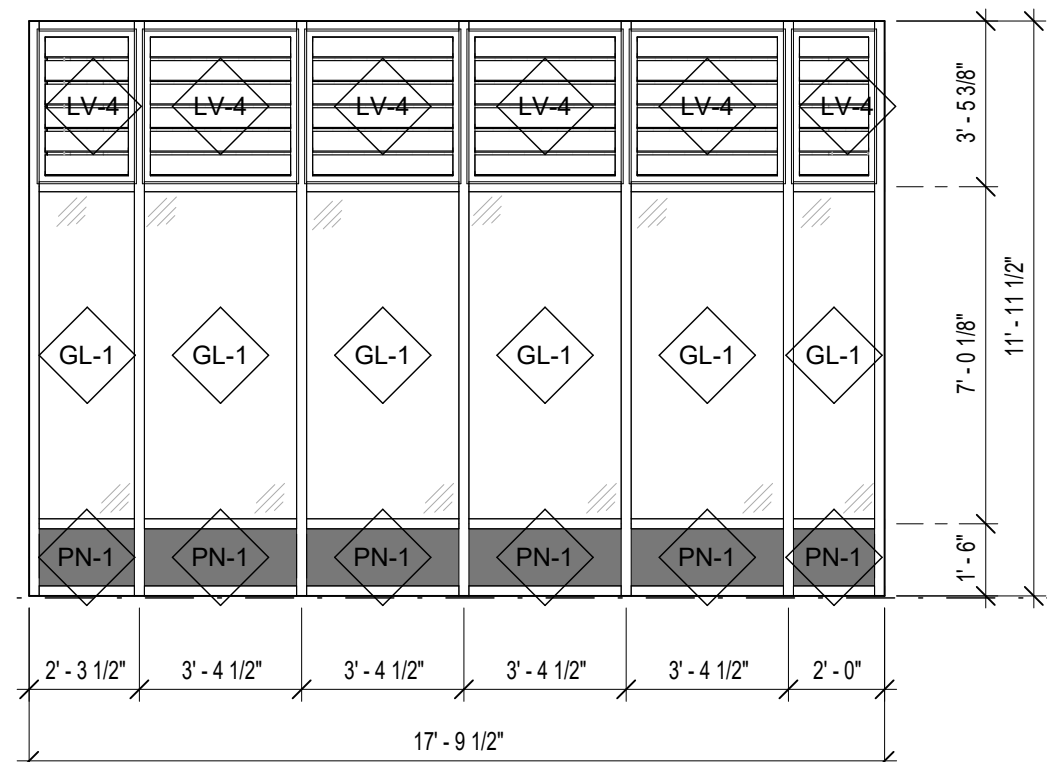
S3
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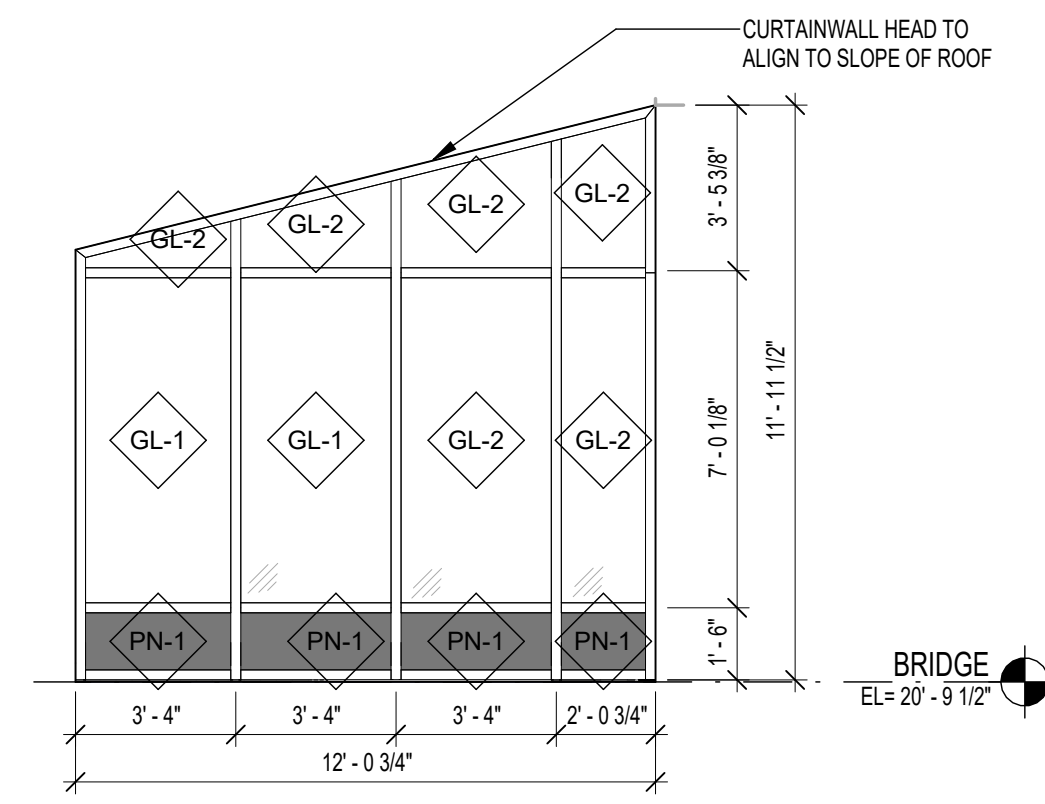
S2
SCALE: 1/4" = 1'-0"



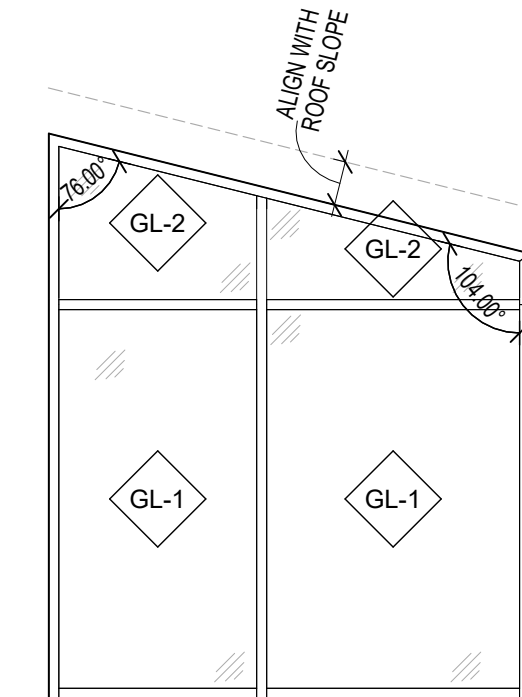
S1
SCALE: 1/4" = 1'-0"



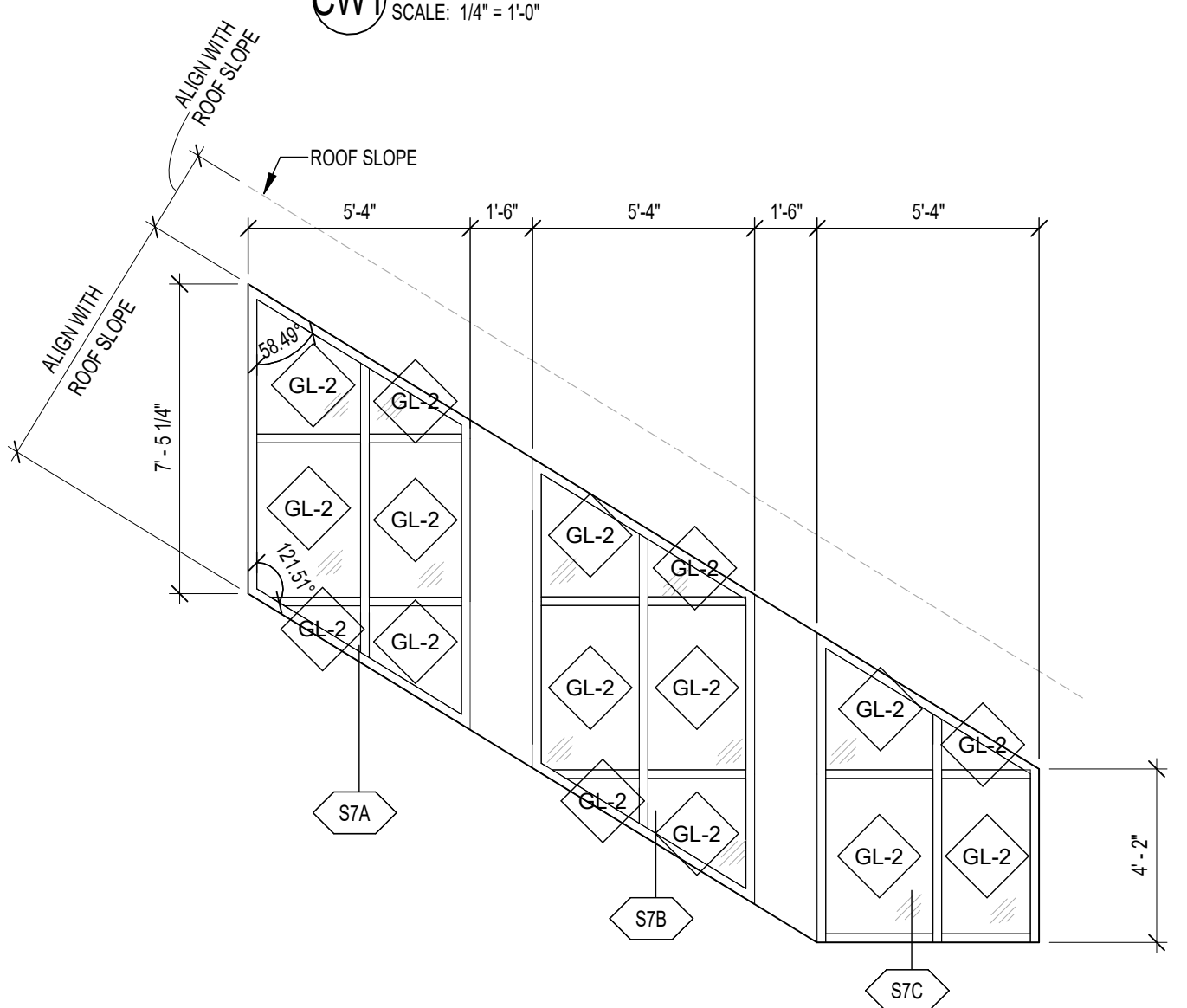
CW2
SCALE: 1/4" = 1'-0"



CW1
SCALE: 1/4" = 1'-0"



S8
SCALE: 1/4" = 1'-0"



S7
SCALE: 1/4" = 1'-0"

CURTAIN WALL AND STOREFRONT SCHEDULE			
MARK	BASIS OF DESIGN	FINISH	DESCRIPTION
CW1	Kawneer 1600 System 1	BLACK ANODIZED	2-1/2" x 6" outside glazed pressure plate system
CW2	Kawneer 1600 System 1	BLACK ANODIZED	2-1/2" x 6" outside glazed pressure plate system
CW3	Kawneer 1600 System 1	BLACK ANODIZED	2-1/2" x 6" outside glazed pressure plate system
CW4	Kawneer 1600 System 1	BLACK ANODIZED	2-1/2" x 6" outside glazed pressure plate system
S2	EFCO 401NT	BLACK ANODIZED	
S4	EFCO 401NT	BLACK ANODIZED	
S5	EFCO 401NT	BLACK ANODIZED	
S5A	EFCO 401NT	BLACK ANODIZED	
S6	EFCO 401NT	BLACK ANODIZED	
S7A	EFCO 401NT	BLACK ANODIZED	
S7B	EFCO 401NT	BLACK ANODIZED	
S7C	EFCO 401NT	BLACK ANODIZED	
S8	EFCO 401NT	BLACK ANODIZED	

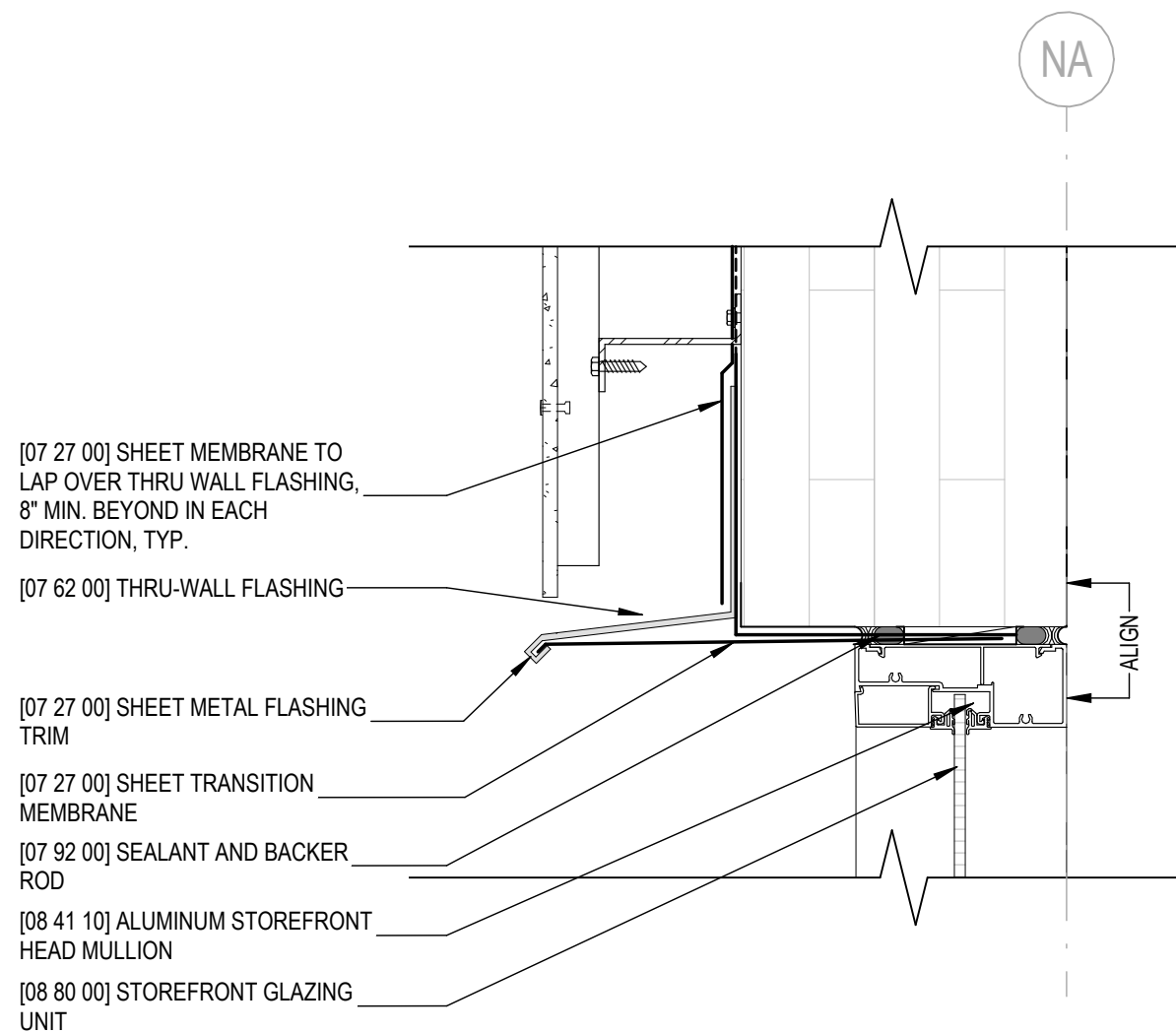
GLAZING AND LOUVER SCHEDULE	
MARK	DESCRIPTION
GL-1	.1/4" CLEAR TEMPERED GLASS
GL-2	.1/4" CLEAR HEAT STRENGTHED GLASS
LV-1	.INTEGRAL ALUMINUM FIXED VEE LOUVER
LV-4	.INTEGRAL LOUVER AT CURTAIN WALLS
PN-1	.ACM INFILL PANEL

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WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

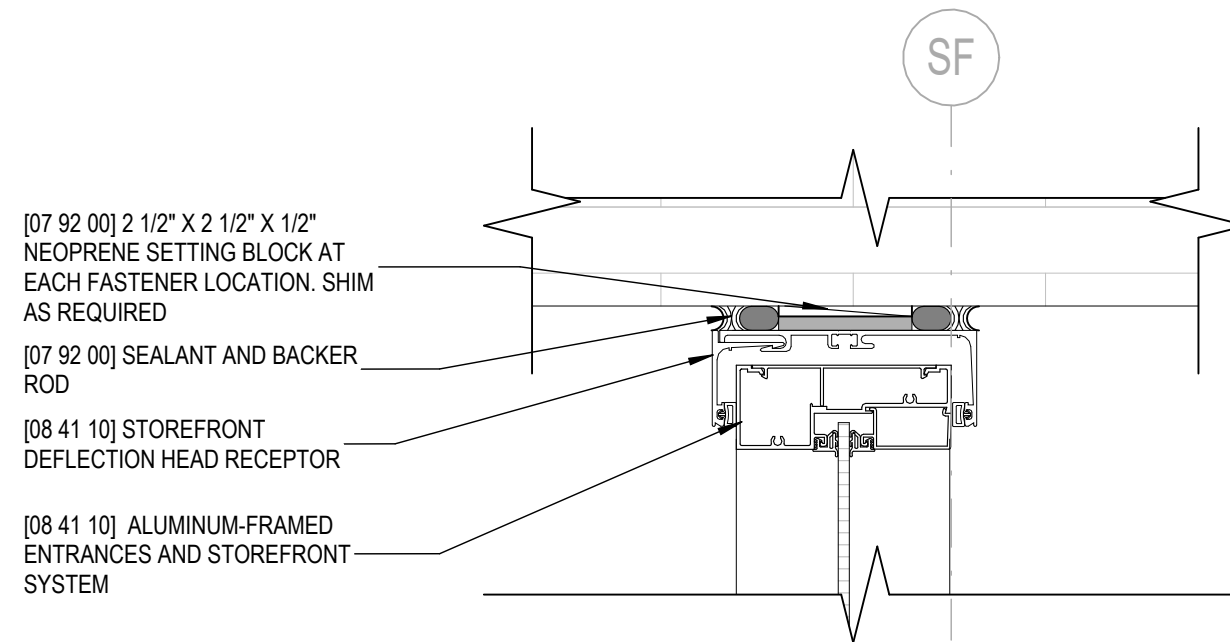
PROJECT INFORMATION	
DATE	08/21/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
CURTAIN WALL, STOREFRONT & LOUVER SCHEDULE
& ELEVATIONS

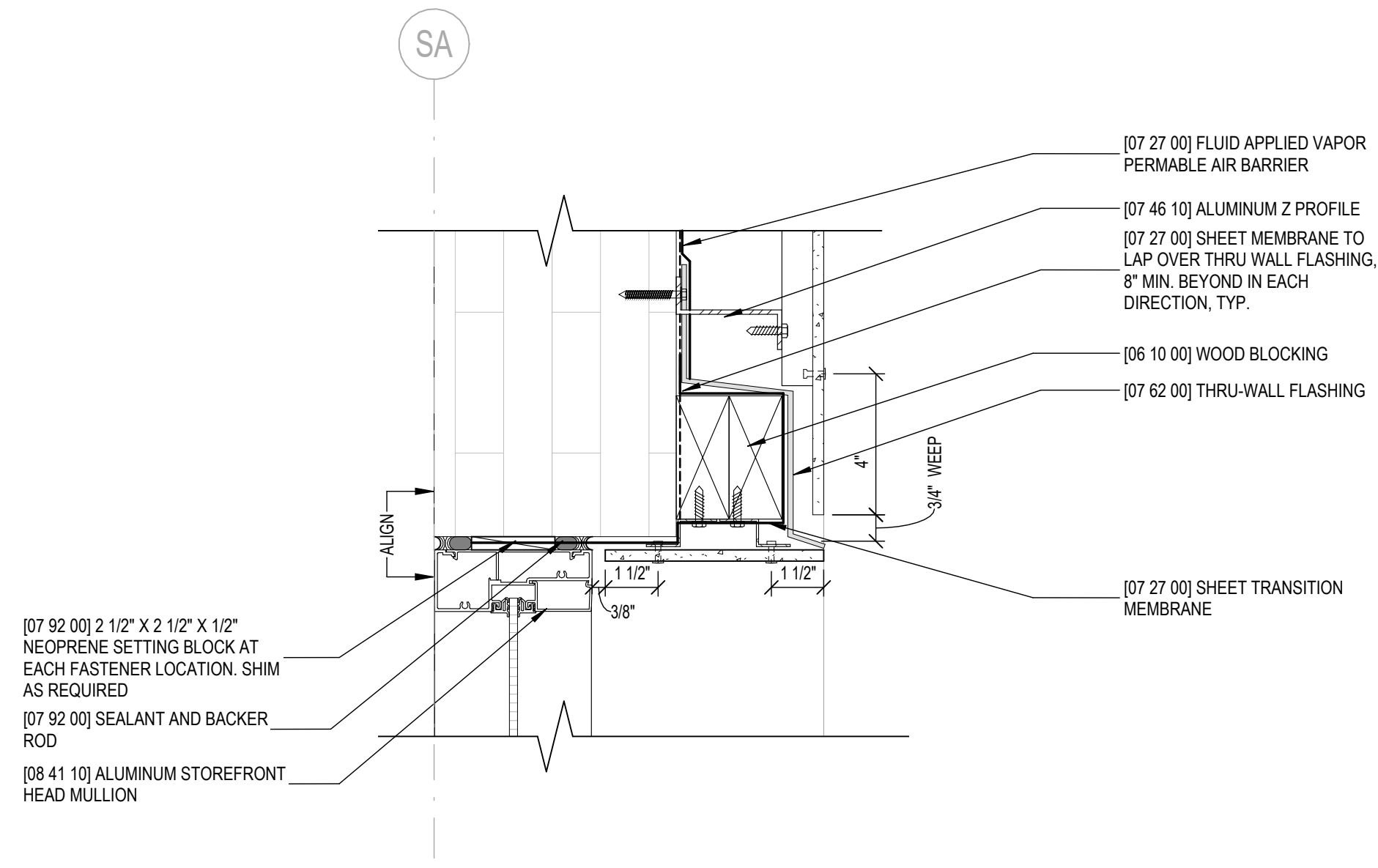
SHEET NUMBER
A-661



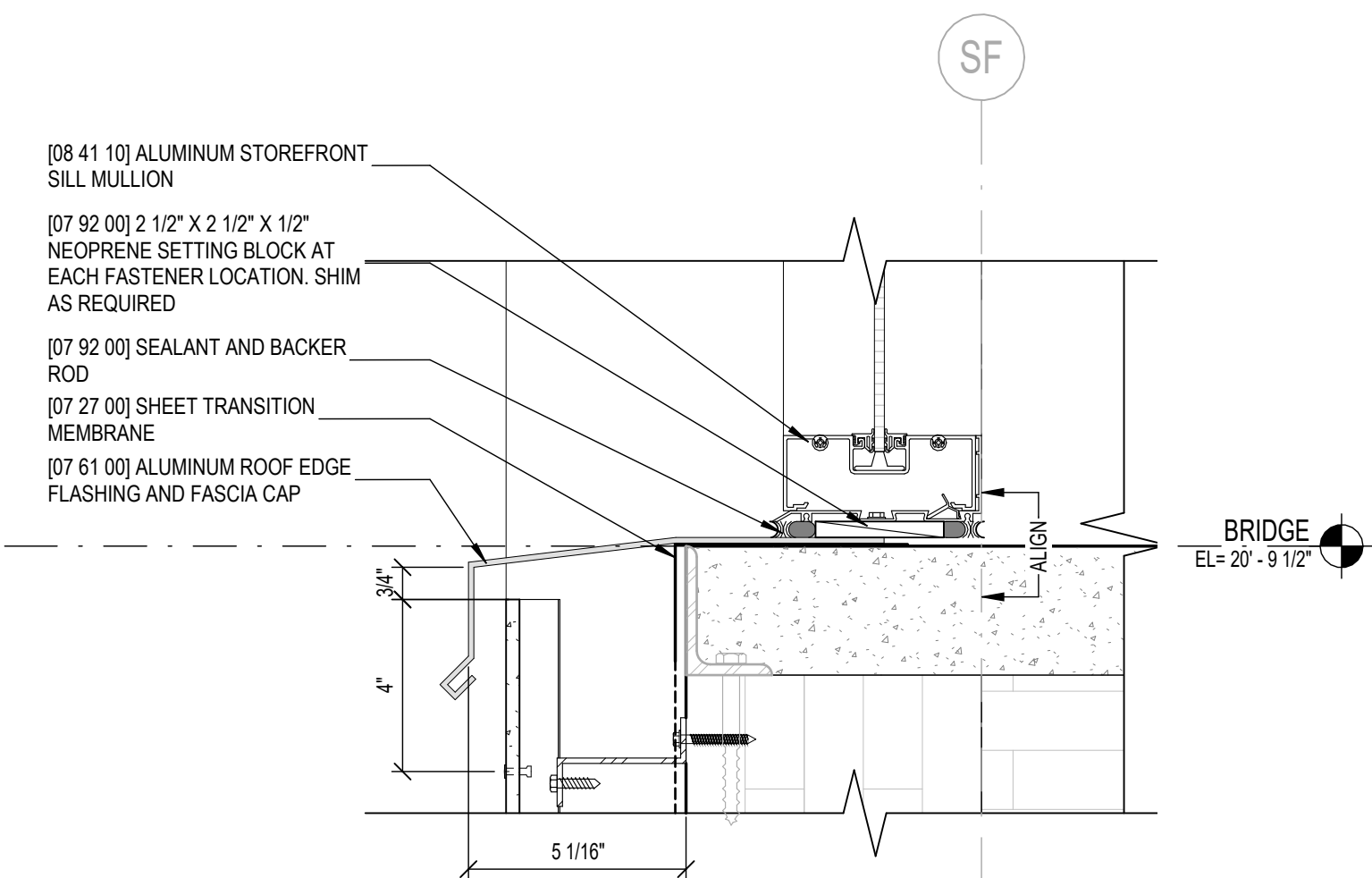
8 STOREFRONT HEAD TYP.
SCALE: 3" = 1'-0"



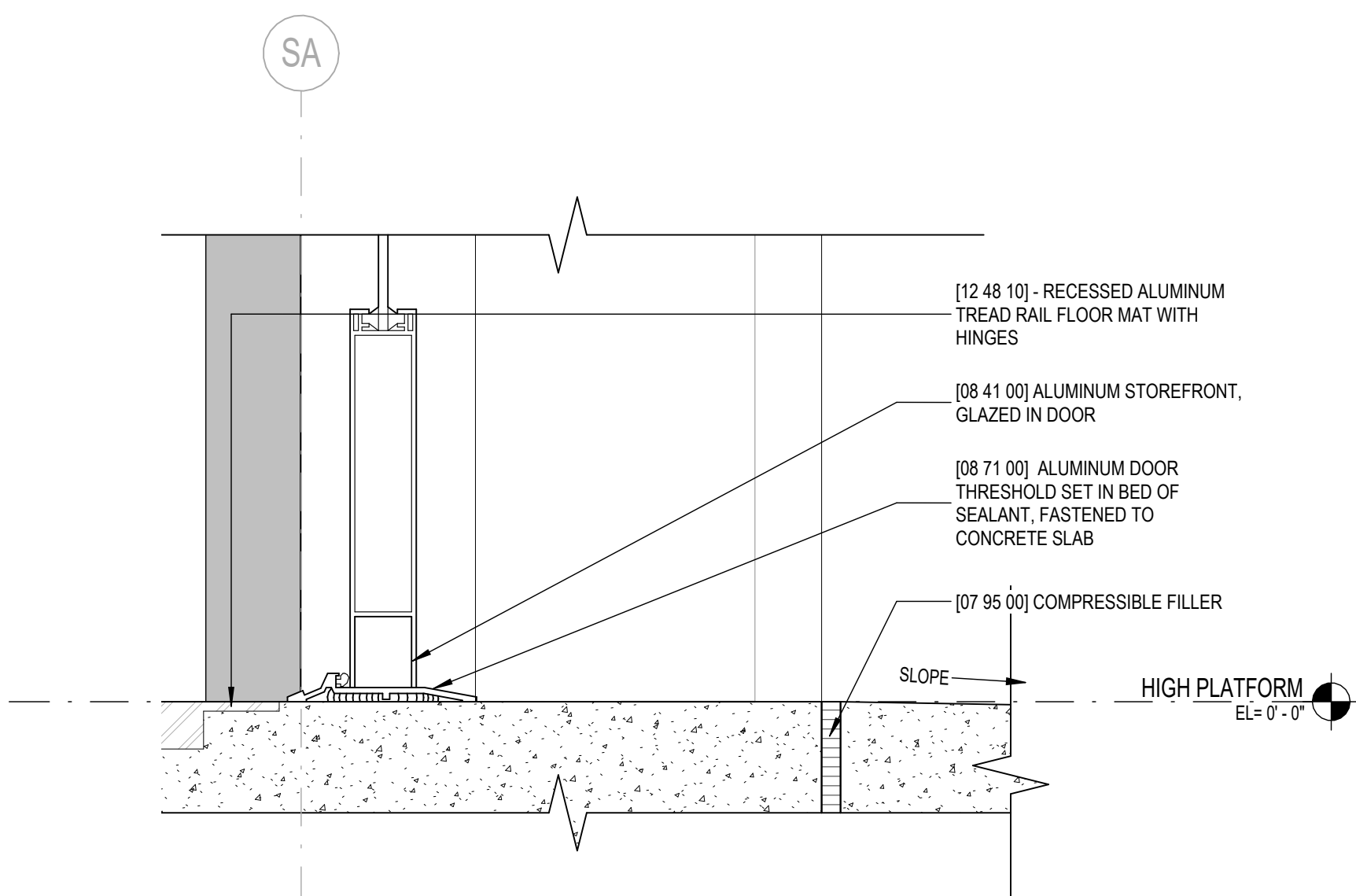
7 STOREFRONT HEAD DETAIL AT CLT ROOF
SCALE: 3" = 1'-0"



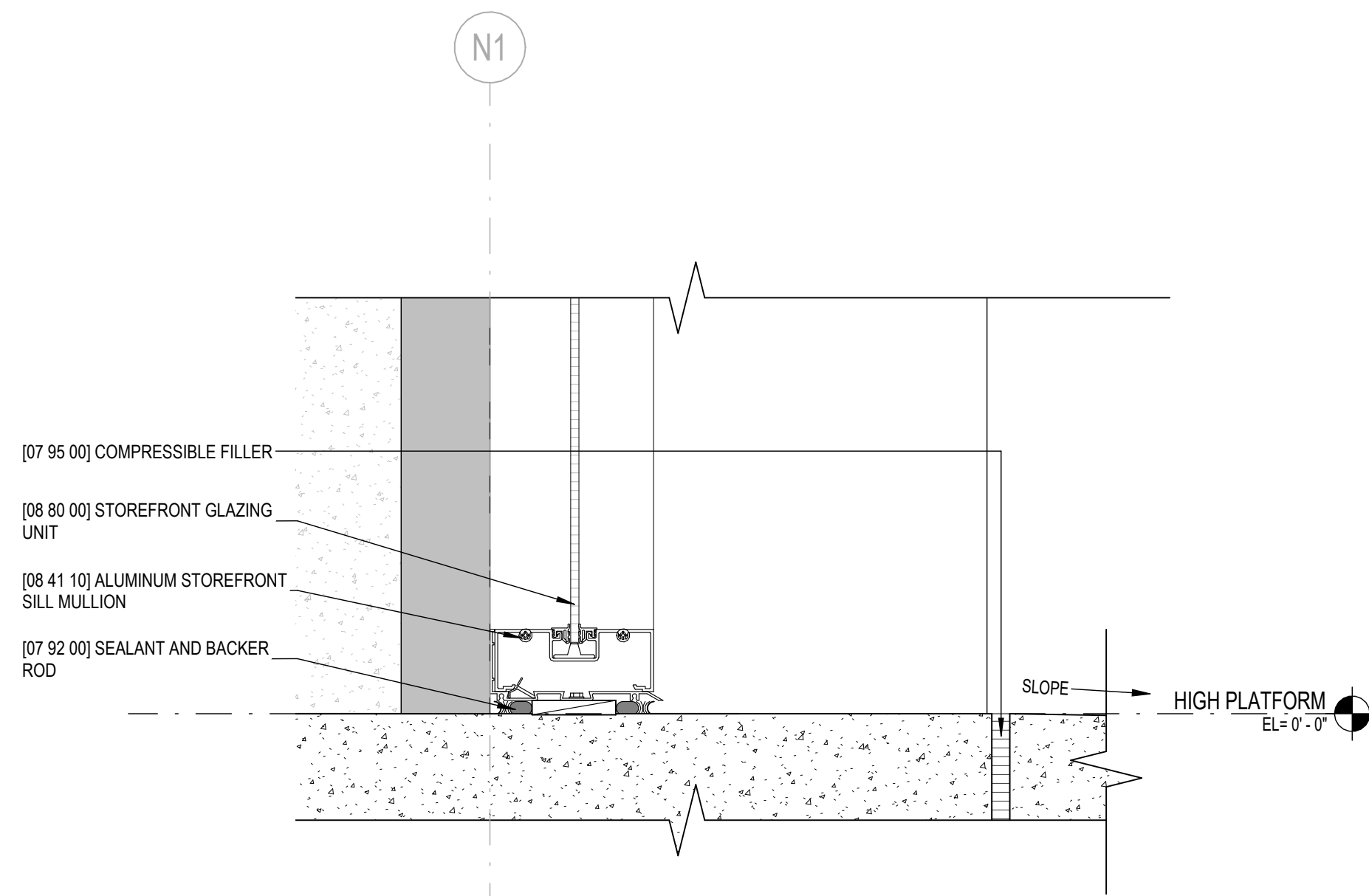
6 STOREFRONT HEAD (TYP.)
SCALE: 3" = 1'-0"



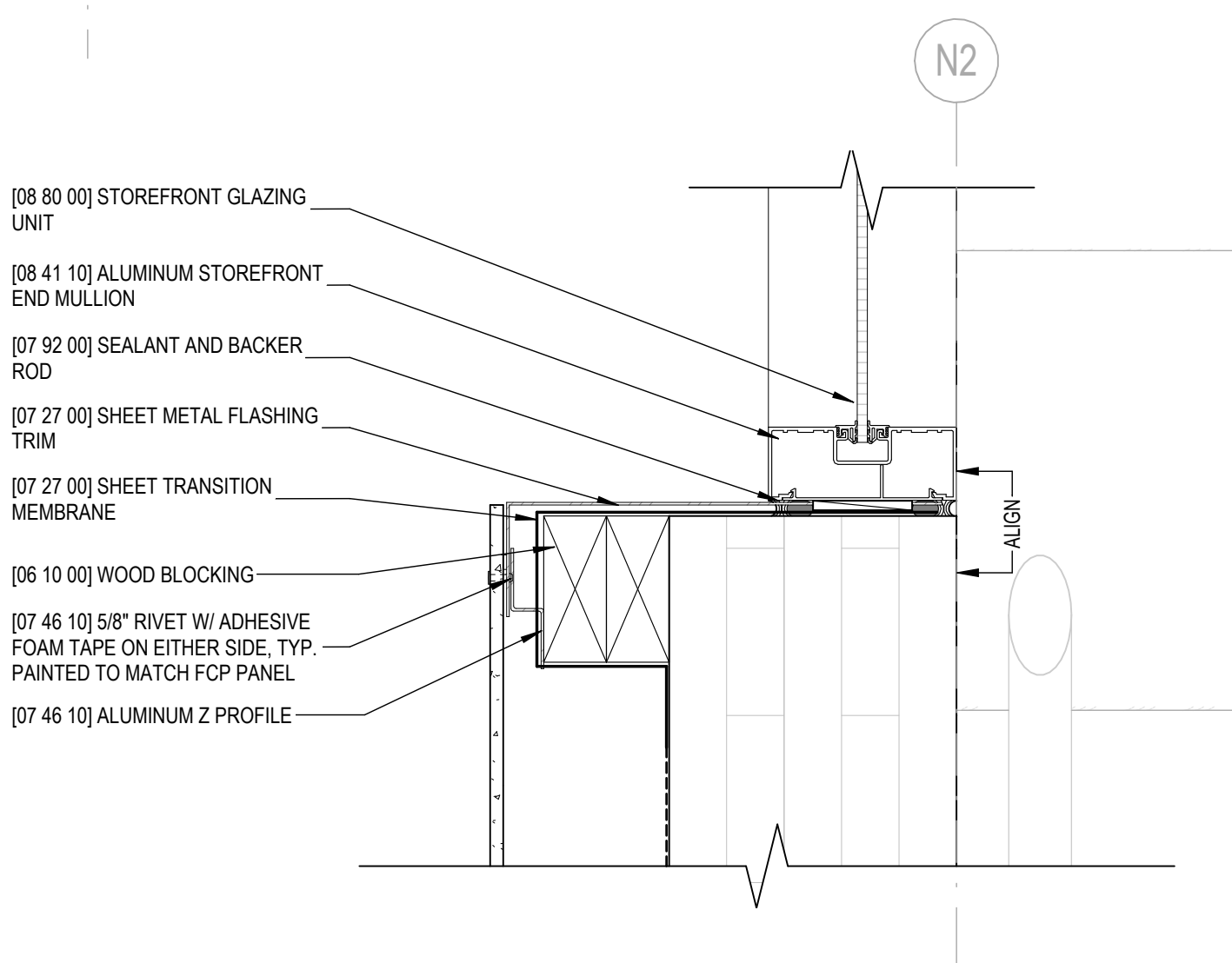
5 SECTION DETAIL - SOUTH PLATFORM - FLOOR MOUNT STOREFRONT
SCALE: 3" = 1'-0"



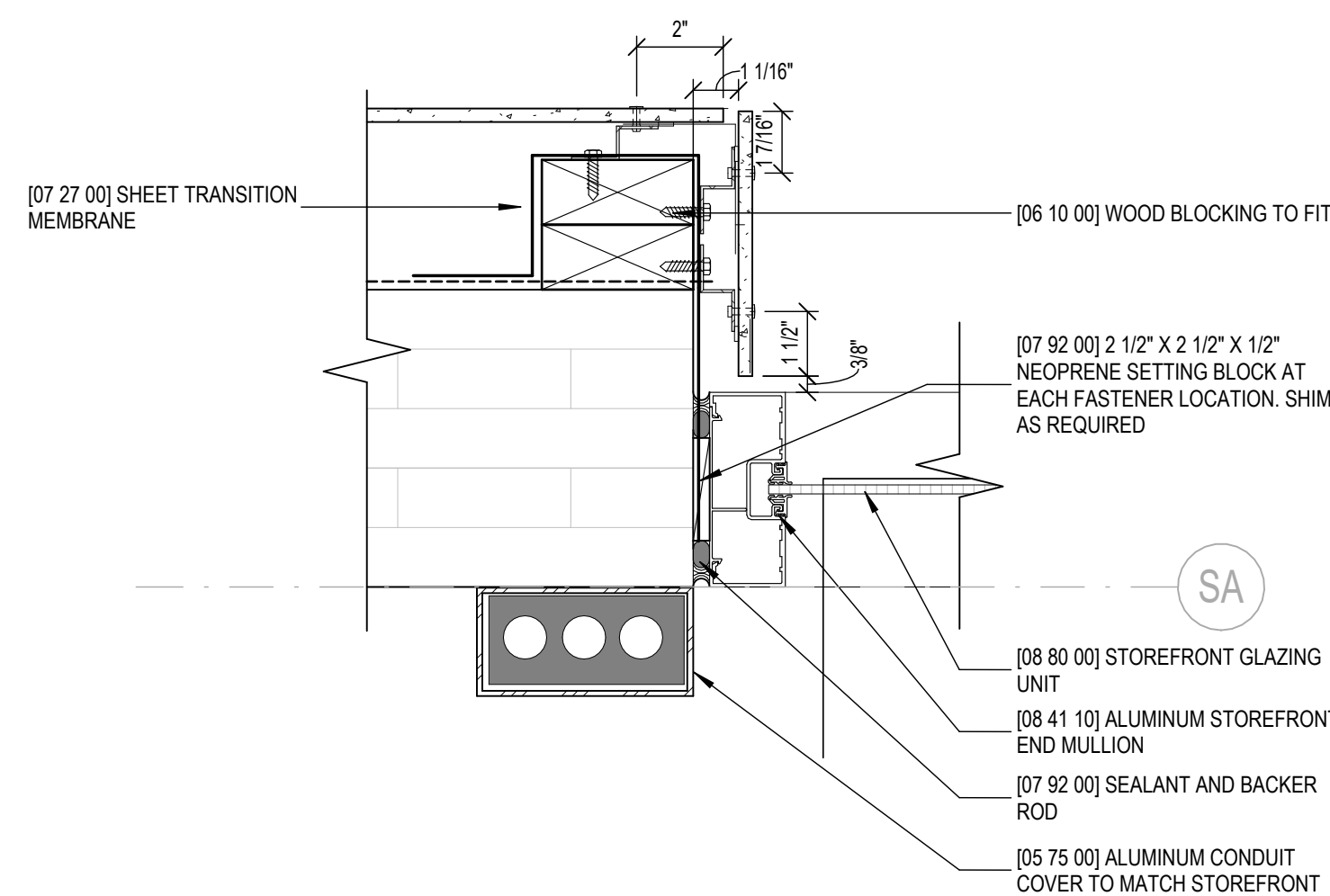
4 STOREFRONT DETAIL - THRESHOLD @ PLATFORM - SOUTH
SCALE: 3" = 1'-0"



3 STOREFRONT SILL AT GRADE (TYP.)
SCALE: 3" = 1'-0"



2 STOREFRONT JAMB (TYP.)
SCALE: 3" = 1'-0"



1 PLAN DETAIL - SOUTH PLATFORM - STOREFRONT JAMB WITH COVER
SCALE: 3" = 1'-0"

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WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

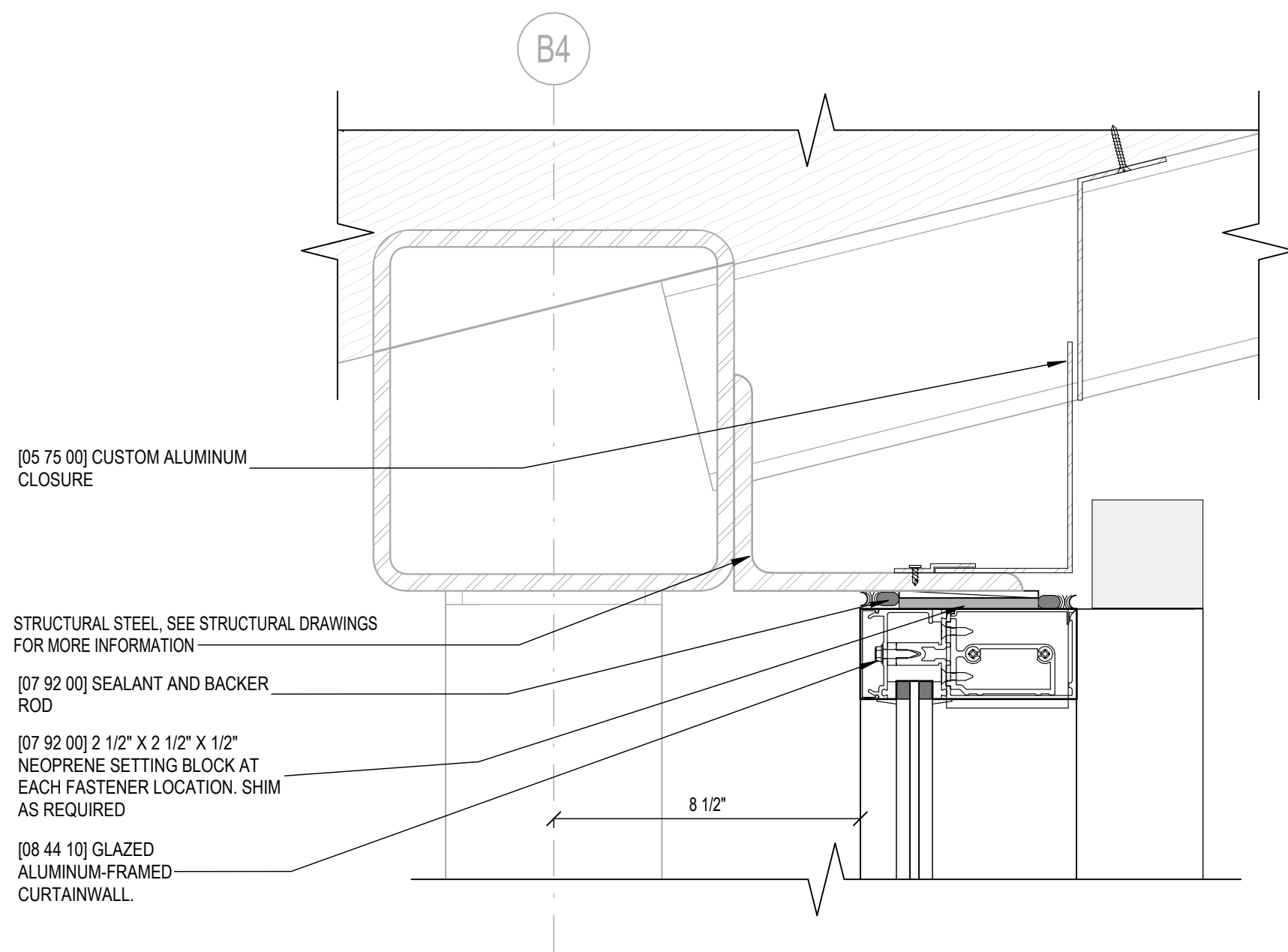
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/27/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

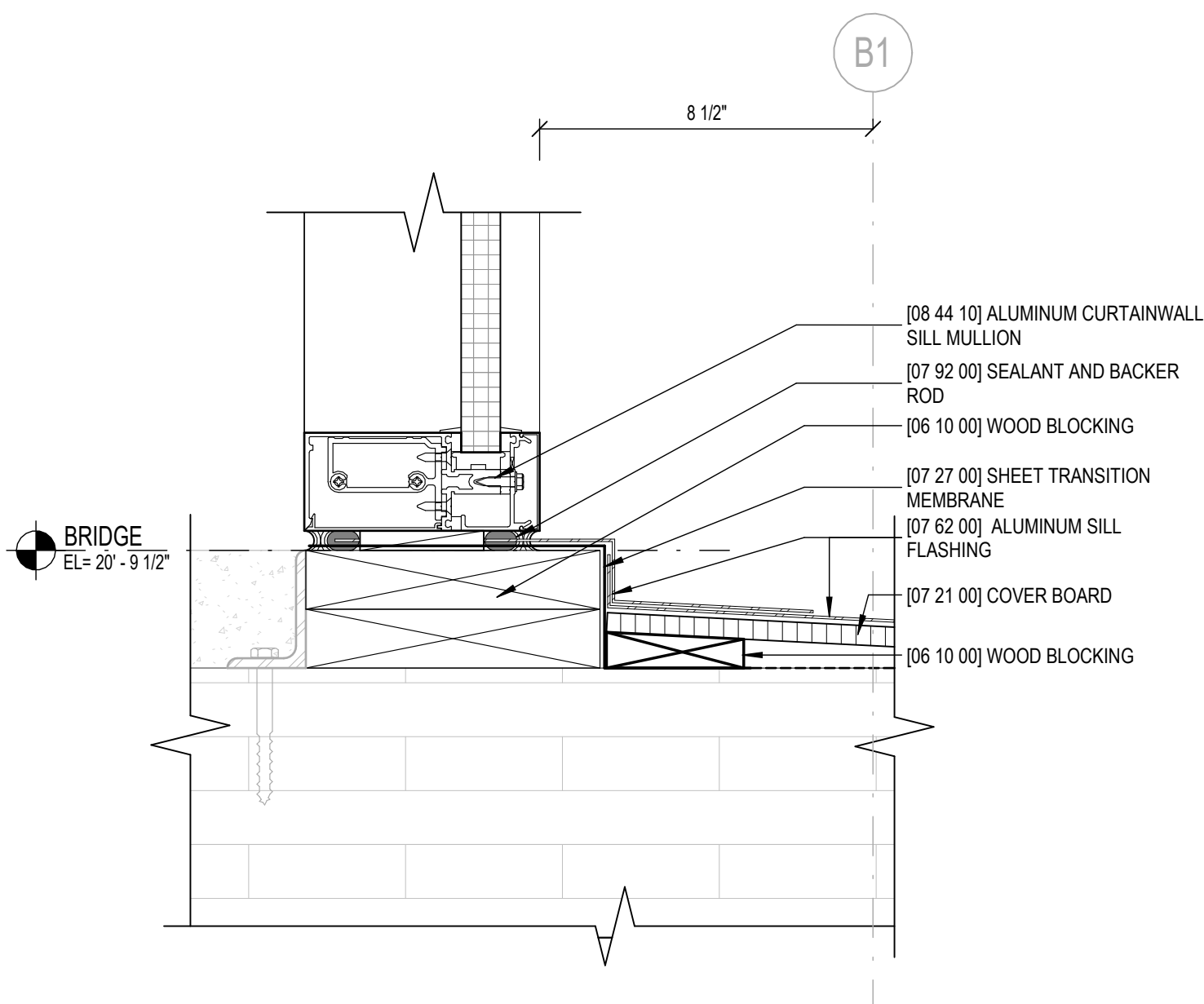
STOREFRONT DETAILS

SHEET NUMBER

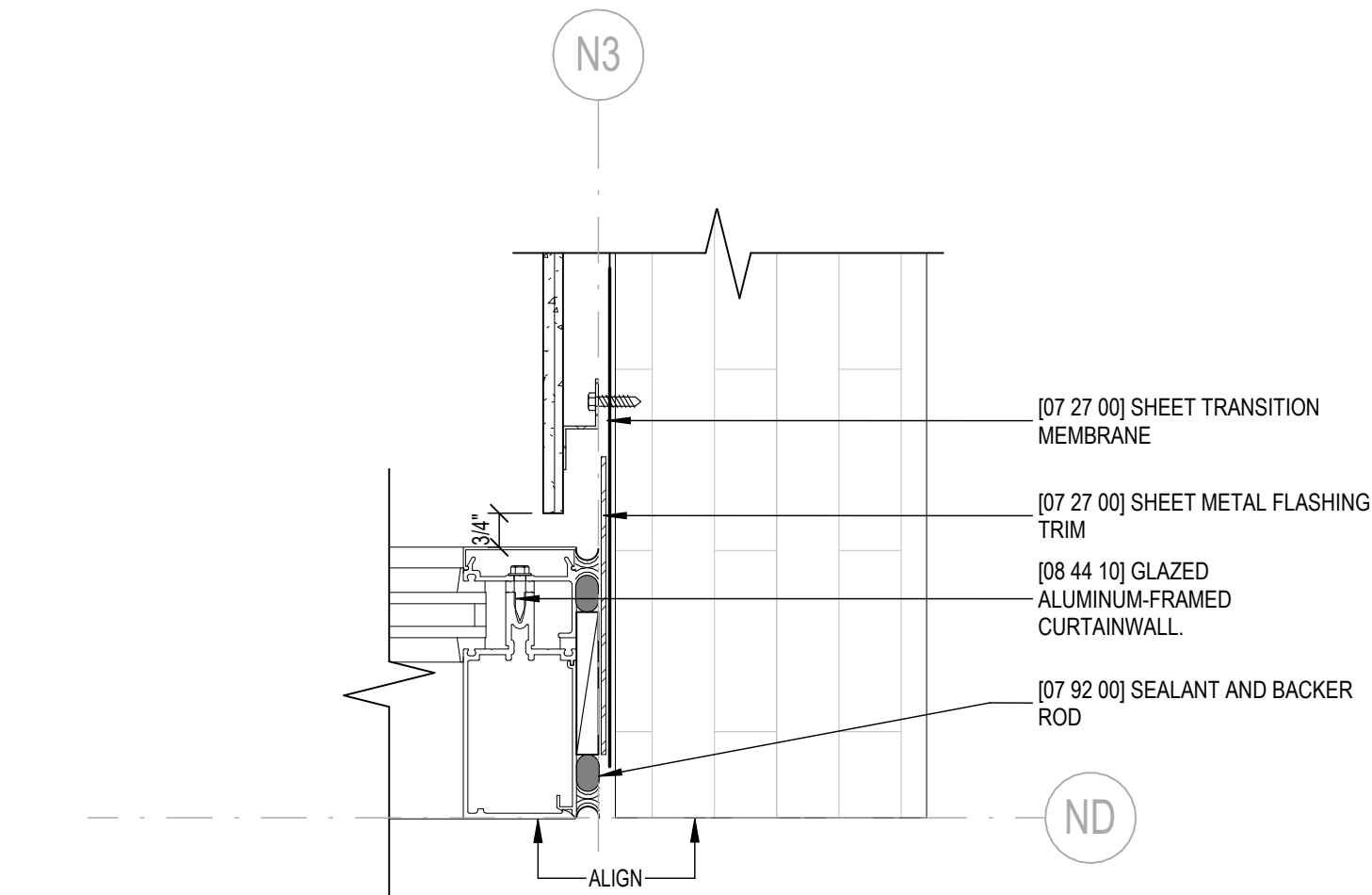
A-662



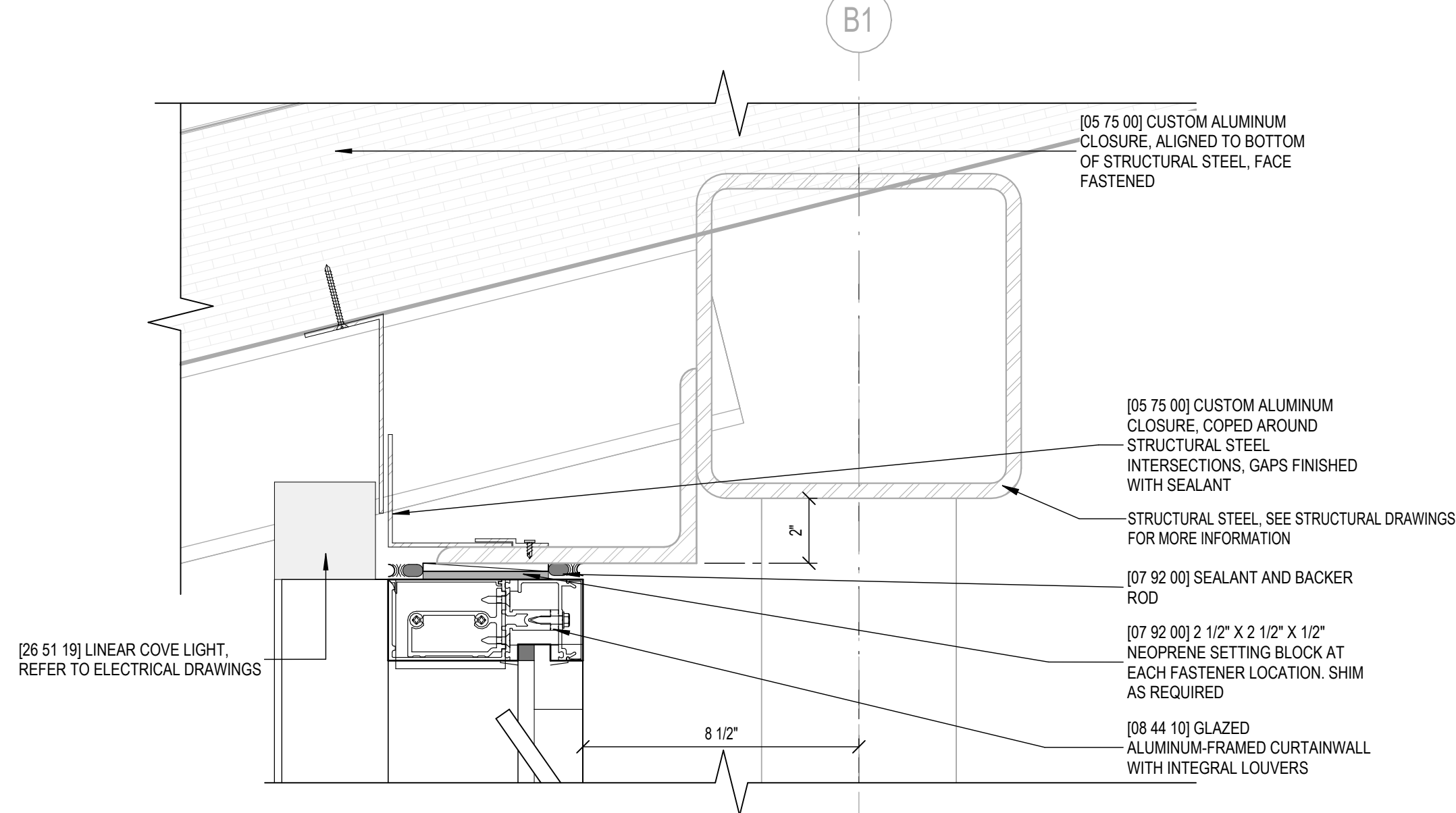
8 CURTAIN WALL HEAD DETAIL AT BRIDGE
SCALE: 3" = 1'-0"



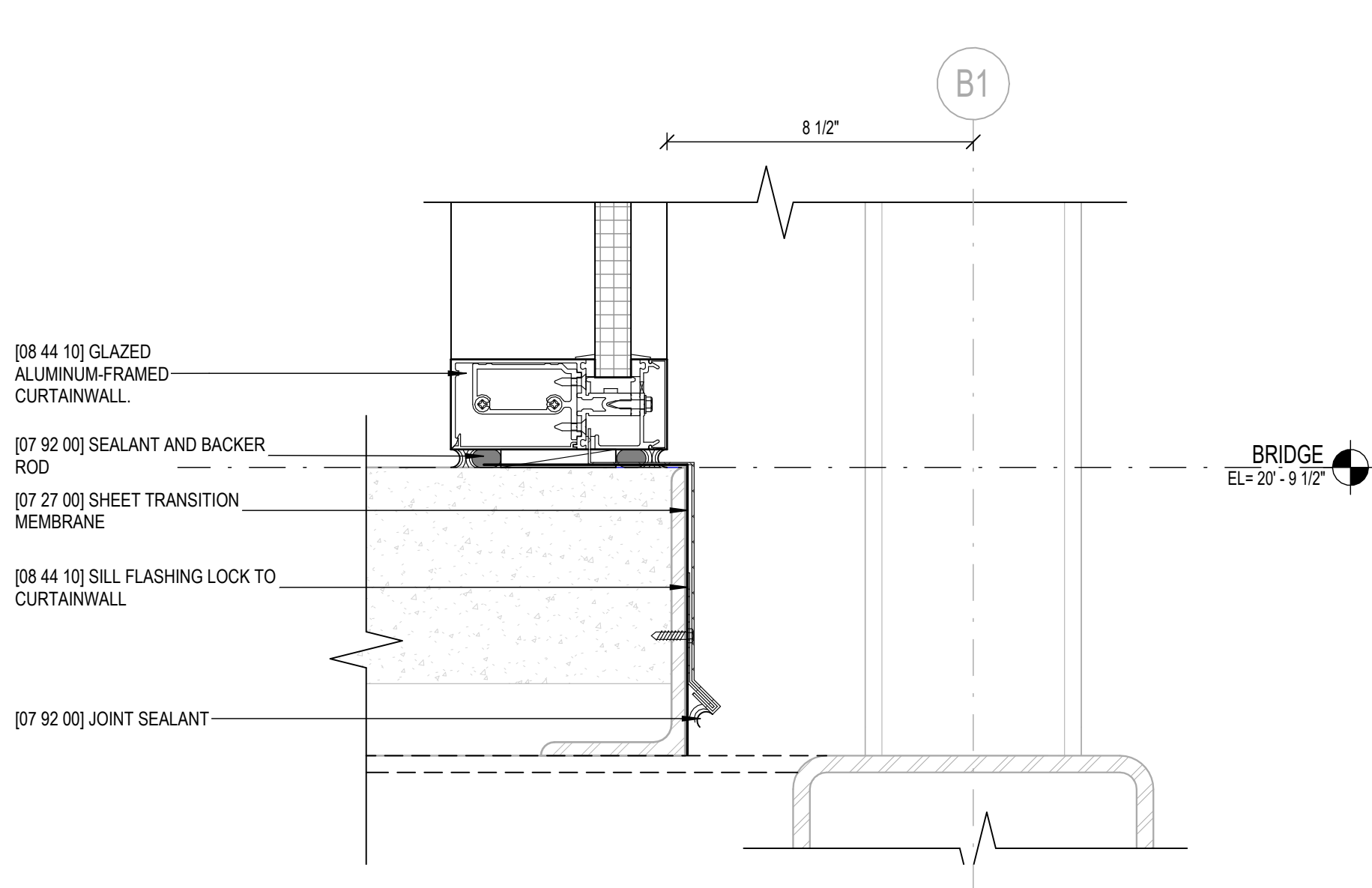
5 SECTION DETAIL - NORTH PLATFORM - CURTAINWALL BASE
SCALE: 3" = 1'-0"



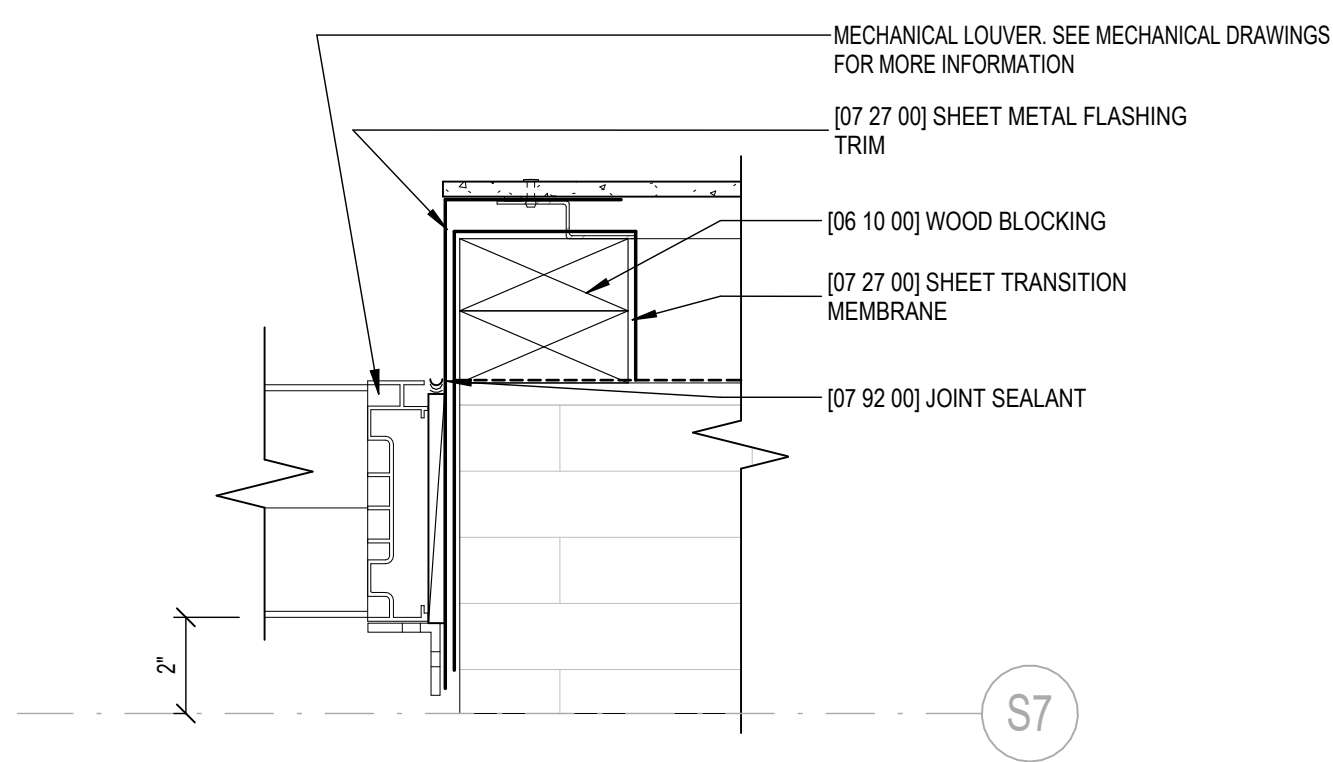
3 PLAN DETAIL - CURTAIN WALL JAMB
SCALE: 3" = 1'-0"



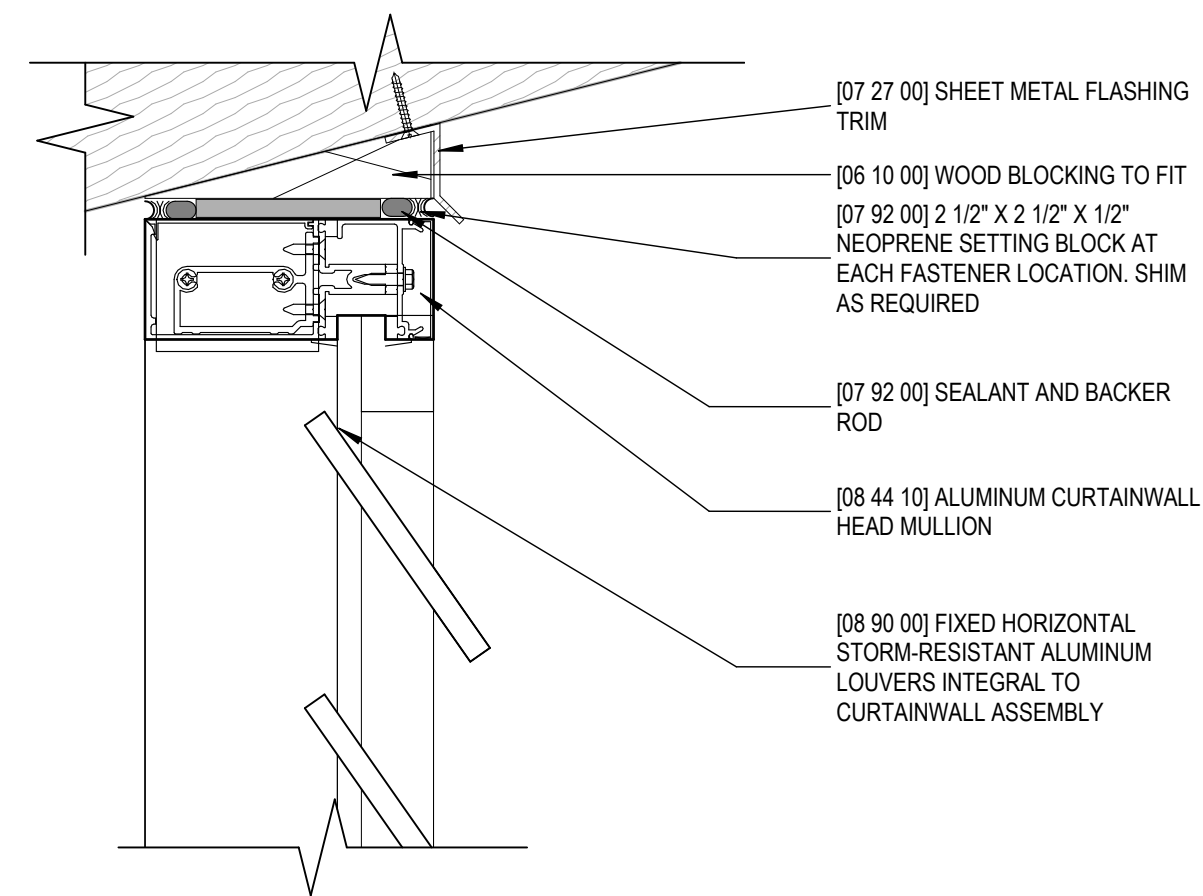
7 CURTAIN WALL HEAD
SCALE: 3" = 1'-0"



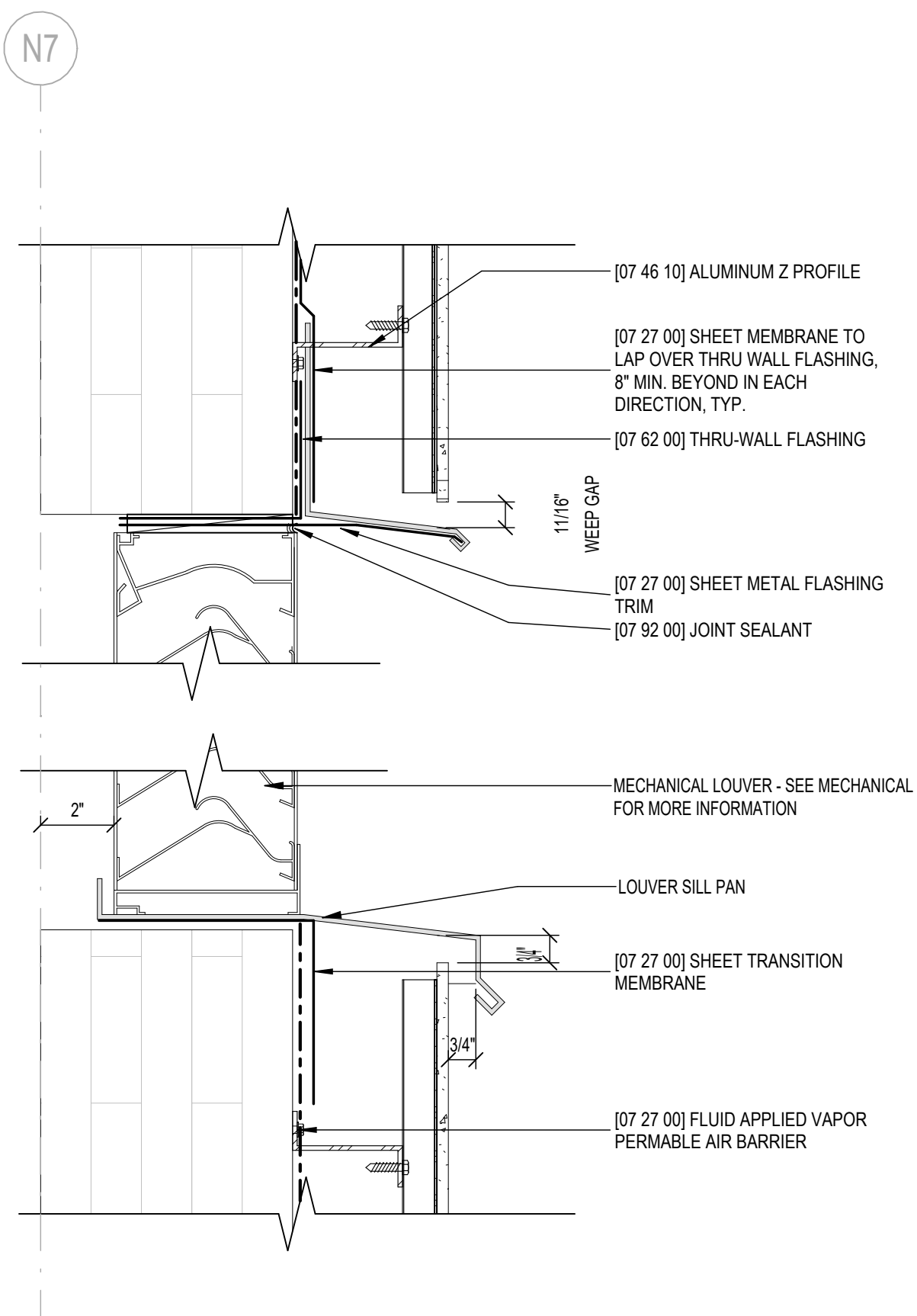
4 CURTAIN WALL SILL DETAIL AT BRIDGE
SCALE: 3" = 1'-0"



2 LOUVER JAMB DETAIL TYP
SCALE: 3" = 1'-0"



6 SECTION DETAIL - STOREFRONT HEAD @ SLOPE
SCALE: 3" = 1'-0"



1 ELEVATOR LOUVER HEAD & SILL DETAIL
SCALE: 3" = 1'-0"

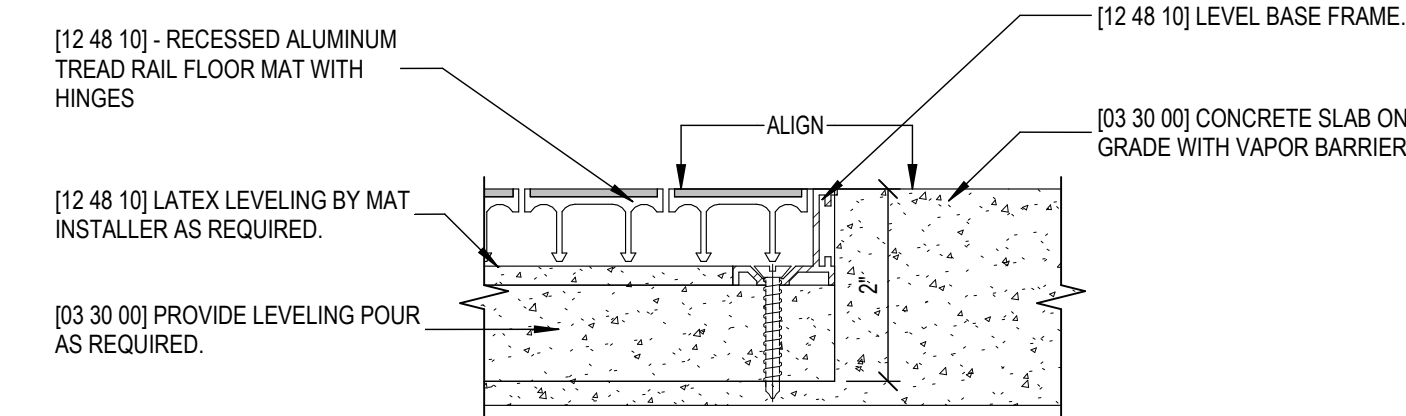
NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/21/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

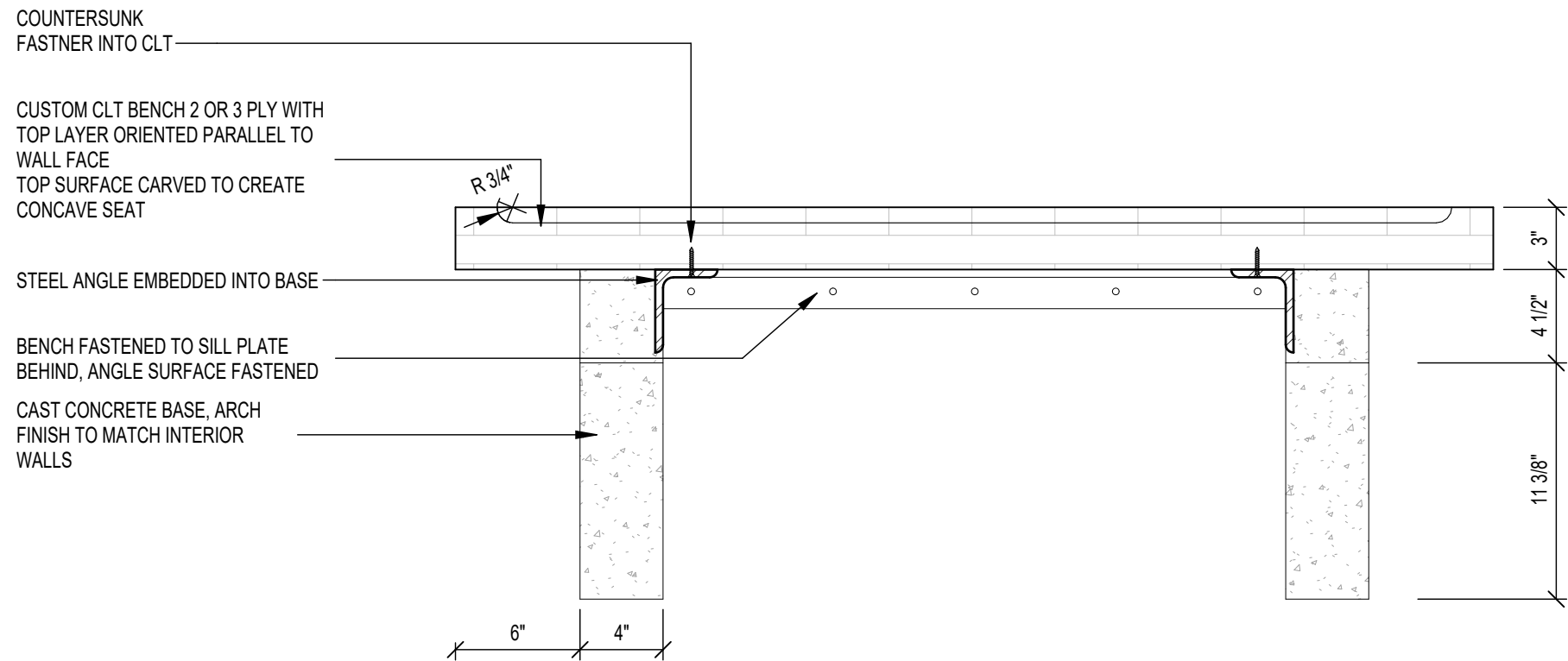
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
CURTAIN WALL & LOUVER DETAILS

SHEET NUMBER

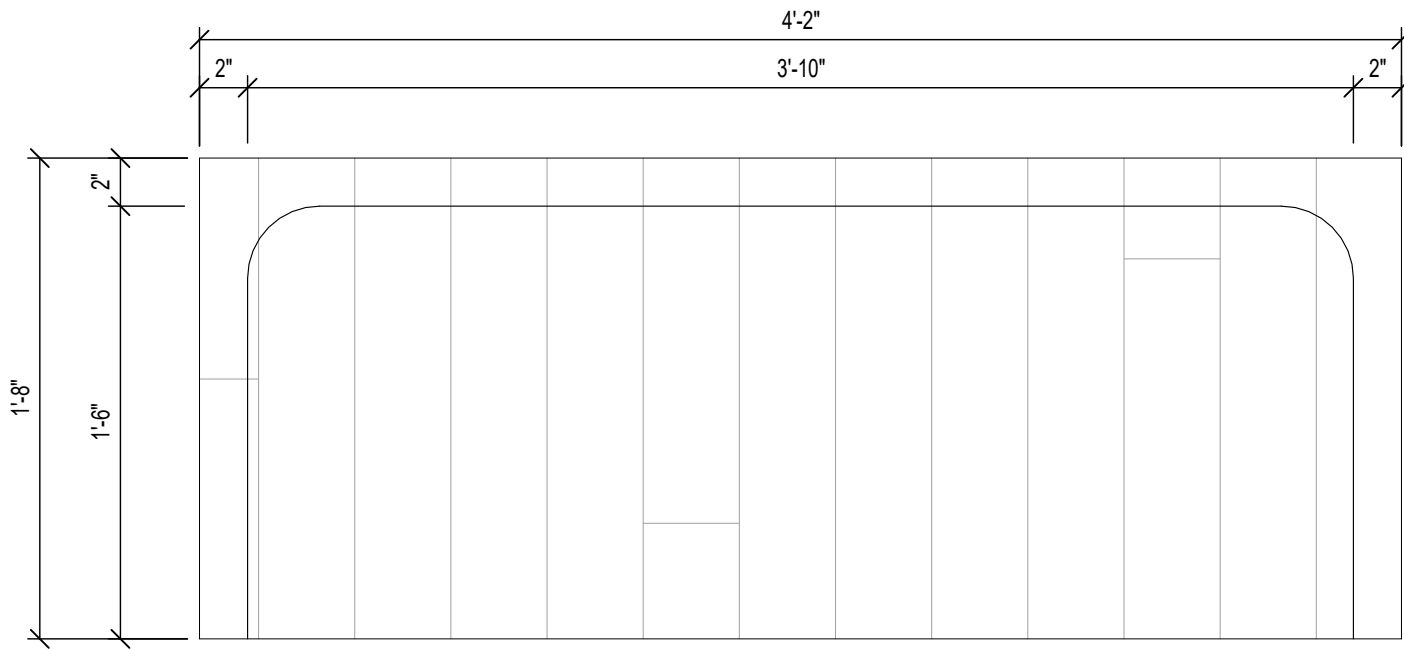
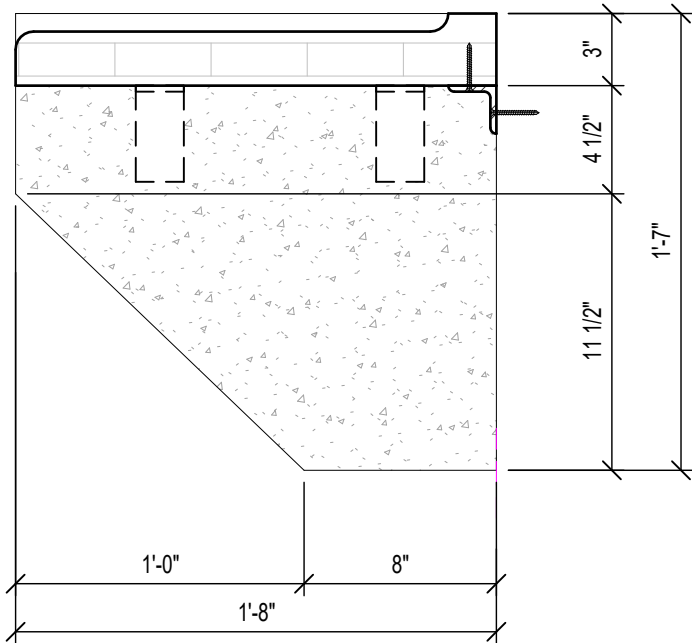
A-663



2 FLOORING TRANSITION - RECESSED WALK-OFF MAT TO CONCRETE
SCALE: 6" = 1'-0"



1 CLT BENCH
SCALE: 1 1/2" = 1'-0"



FINISH SCHEDULE											
Level	GENERAL			BASE	WALLS				CEILING	ROOM SIGNAGE TYPE	REMARKS
	ROOM #	ROOM NAME	FLOOR		NORTH	SOUTH	EAST	WEST			
HIGH PLATFORM											
HIGH PLATFORM	101	NORTH LOBBY	C		WD-1	WD-1	WD-1/WD-2	WD-1	WD-1	R2.20	R2.10 AND R2.20 ON EXTERIOR
HIGH PLATFORM	102	ELEVATOR CONTROL 1	C	RB	P-1	P-1	P-1	P-1	P-1	R1.10	
HIGH PLATFORM	103	ELECTRICAL ROOM	C	RB	P-1	P-1	P-1	P-1	P-1		
HIGH PLATFORM	111	SOUTH LOBBY	C		WD-1	WD-1	WD-2	WD-1	WD-1	R2.20	R2.20 ON EXTERIOR
HIGH PLATFORM	112	ELEVATOR CONTROL 2	C	RB	P-1	P-1	P-1	P-1	P-1	R1.10	
HIGH PLATFORM	113	ELECTRICAL ROOM	C	RB	P-1	P-1	P-1	P-1	P-1		
HIGH PLATFORM	S1	STAIR 1	AL / C	NONE	WD-1	WD-1	WD-1	WD-1	WD-1		
HIGH PLATFORM	S2	STAIR 2	AL / C	NONE	WD-1	WD-1	WD-1	WD-1	WD-1		
BRIDGE											
BRIDGE	201	NORTH UPPER LOBBY	C		WD-1		WD-2	WD-1	WD-1		
BRIDGE	211	SOUTH UPPER LOBBY	C			WD-1	WD-2		WD-1		
BRIDGE	221	BRIDGE	C	MT-1			CW-1	CW-1	WD-1		
BRIDGE	S1	STAIR 1	AL / C		WD-1	WD-1	WD-1	WD-1	WD-1		
BRIDGE	S2	STAIR 2	AL / C		WD-1	WD-2	WD-1	WD-1	WD-1		

SEE A-802 FOR TRACK RELATED SIGNAGE.

FINISH SCHEDULE BOD				
KEY NAME	MATERIAL TYPE	MANUFACTURE	PRODUCT	NOTES
FCP-1	FIBER CEMENT PANELS	AMERICAN FIBER CEMENT	AFC STONE	AMBER 565
GB-1	EXTERIOR GRANITE BASE	JC STONE/INC	NORTHERN GREY GRANITE, THERMAL FINISH	
MT-1	INTERIOR METAL		HANDRAILS, CONDUIT HIDES	PAINT TO MATCH STOREFRONT
PT-1	INTERIOR METAL PAINT	BENJAMIN MOORE	BLACK INK #2127-20 (CONFIRM)	
PT-2	INTERIOR GWP PAINT	BENJAMIN MOORE	COVENTRY GRAY #HC-170 (CONFIRM)	
PT-3	CLT STAIN/COLOR	SANSIN	CHAMPAGNE 1110, ROASTED ALMOND 1104, AUTUMN GOLD 16	
PT-4	CLT GRAFFITTI COATING	SANSIN	PURITY GLACIER	
SS-1	STANDING SEAM METAL ROOF	PAC-CLAD	TITE-LOC PLUS	HEMLOCK GREEN

AL ALUMINUM
C CONCRETE
CPT CARPET
CS CONCRETE SEALER
CW CURTAIN WALL
FCP FIBER CEMENT PANEL
GB GRANITE BASE
MT METAL PANEL
PT PAINT
RB RUBBER BASE
SS STANDING SEAM
WD-1 STRUCTURAL CLT WALL PANEL
WD-2 CLT VENEER

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

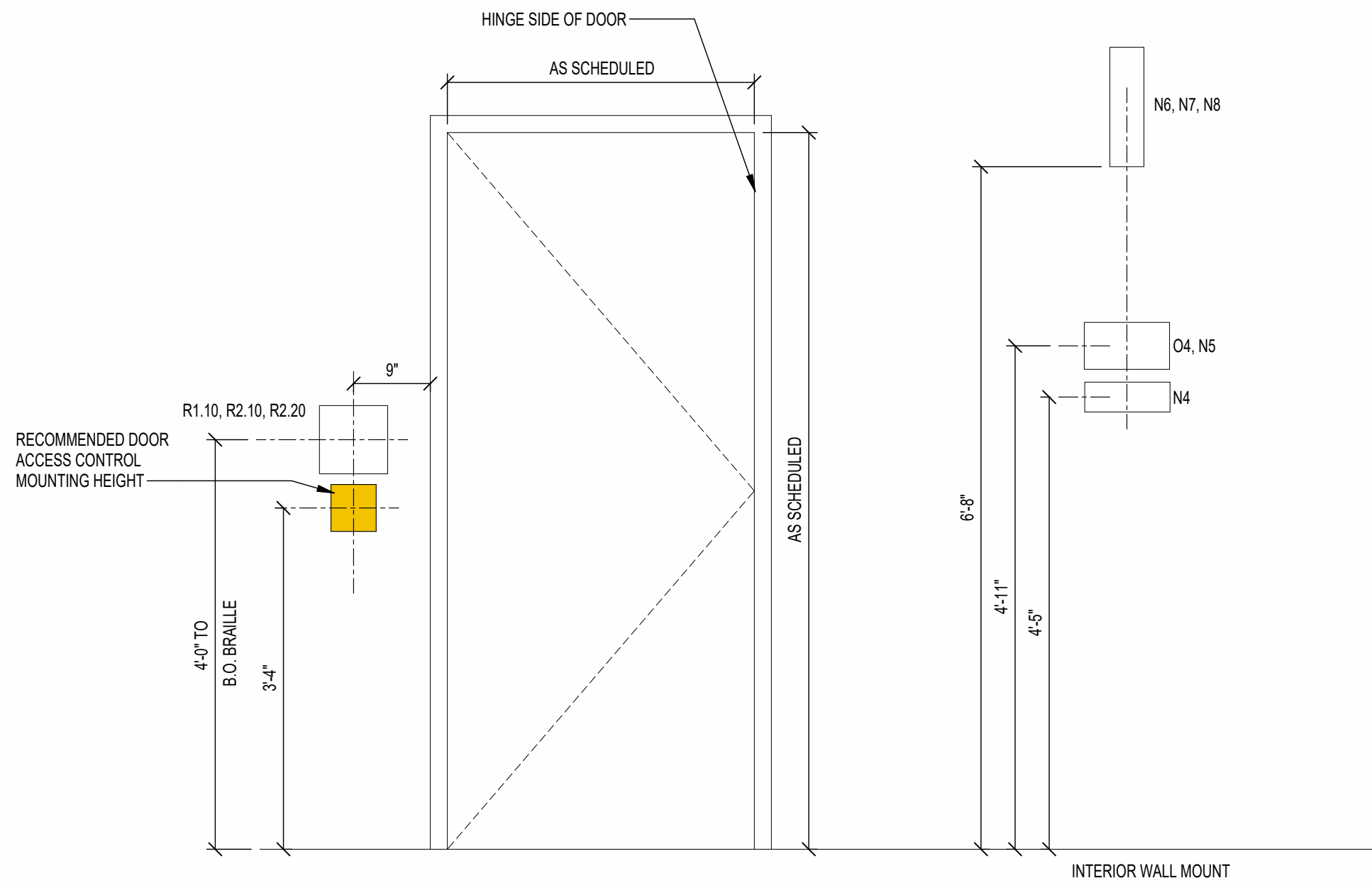
FINISH SCHEDULE & DETAILS

SHEET NUMBER

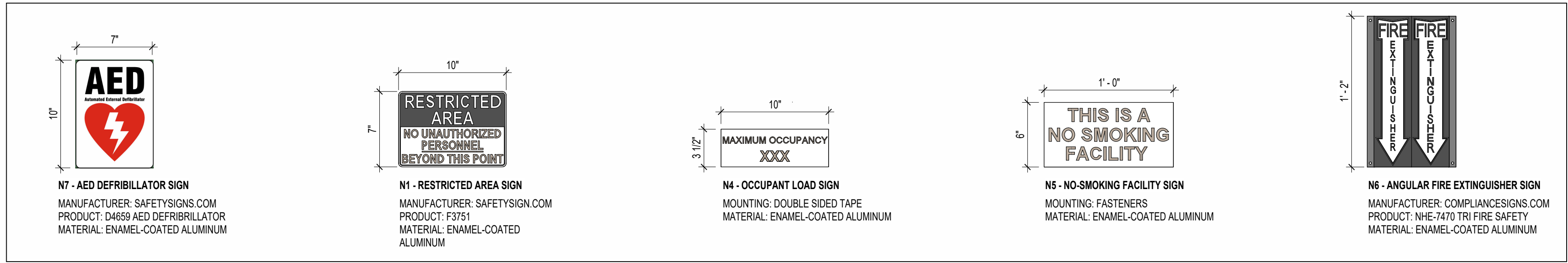
A-710

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

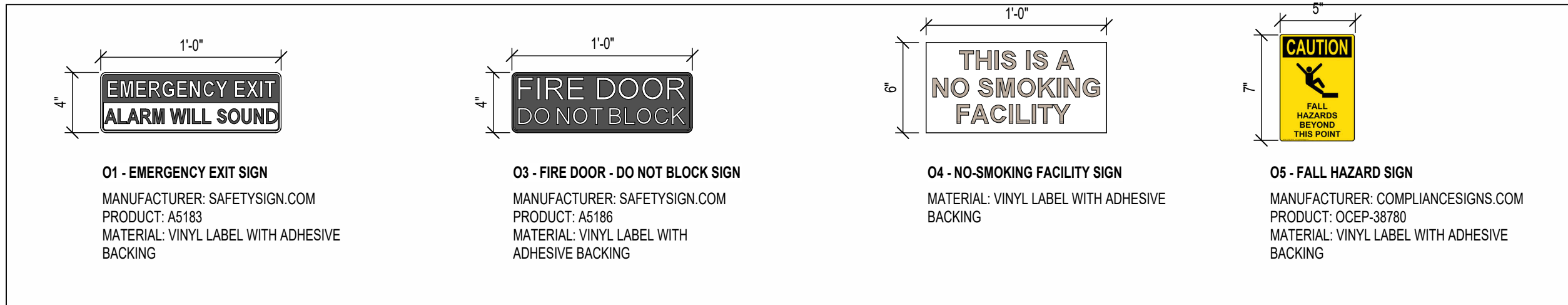
PROJECT INFORMATION	
DATE	08/27/2024
DESIGNER	FM
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



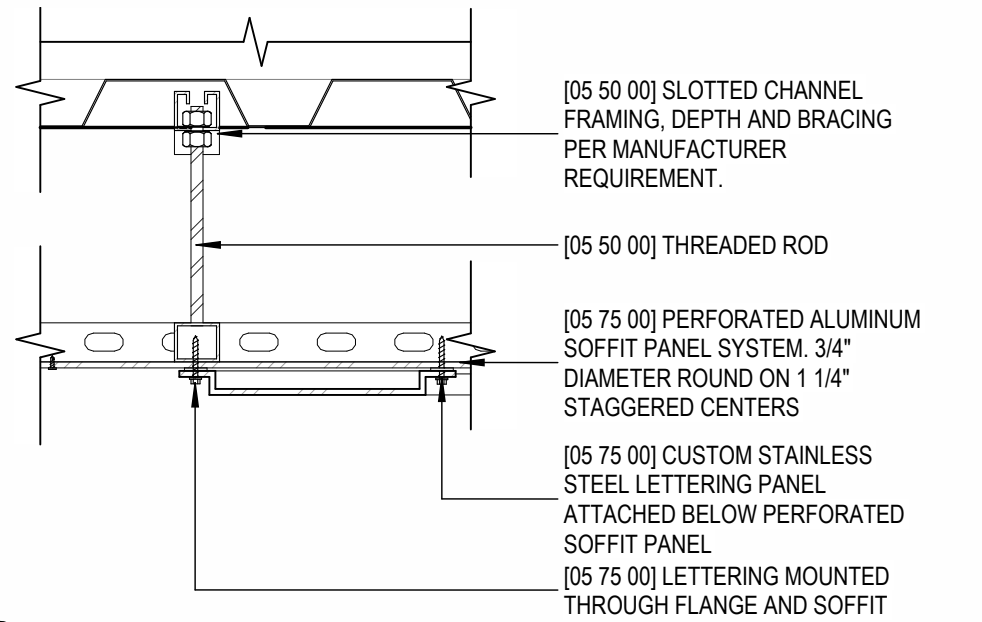
SIGNAGE MOUNTING LOCATIONS
SCALE: 3/4" = 1'-0"



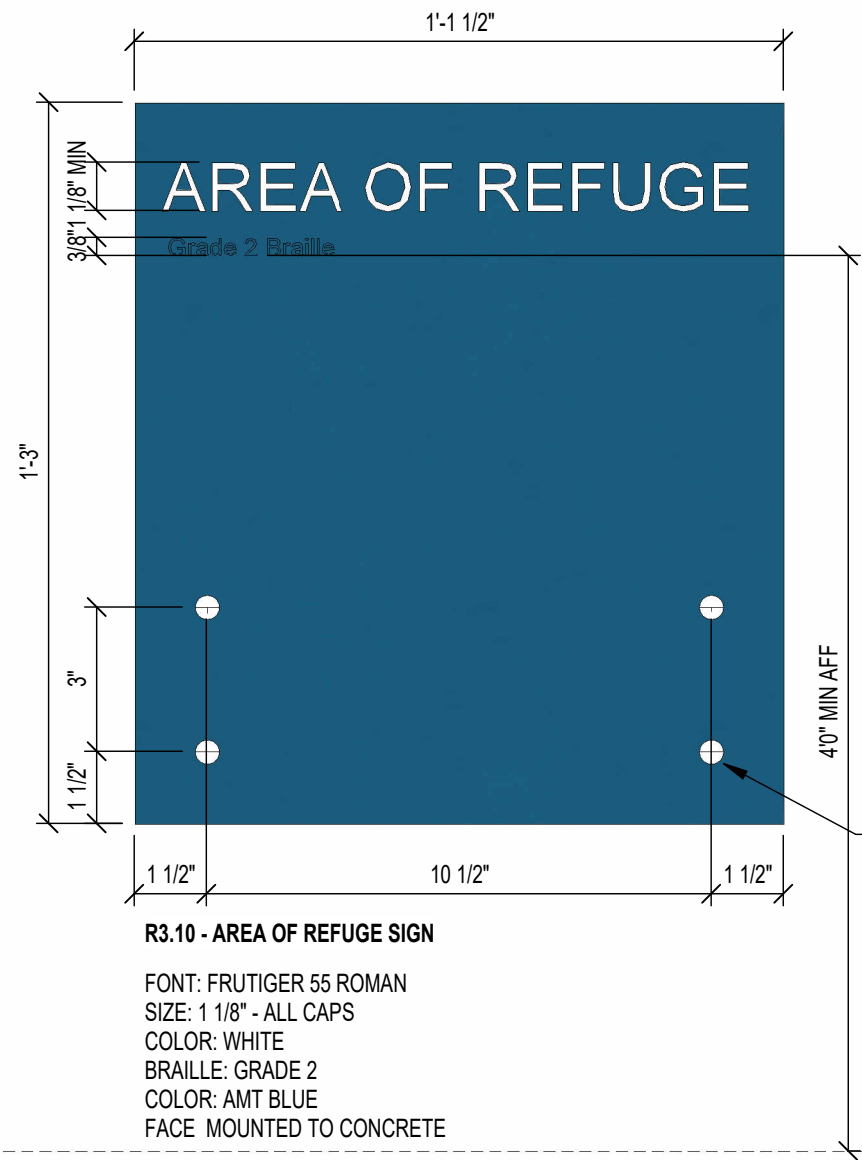
ALUMINUM SIGNAGE
SCALE: 1 1/2" = 1'-0"



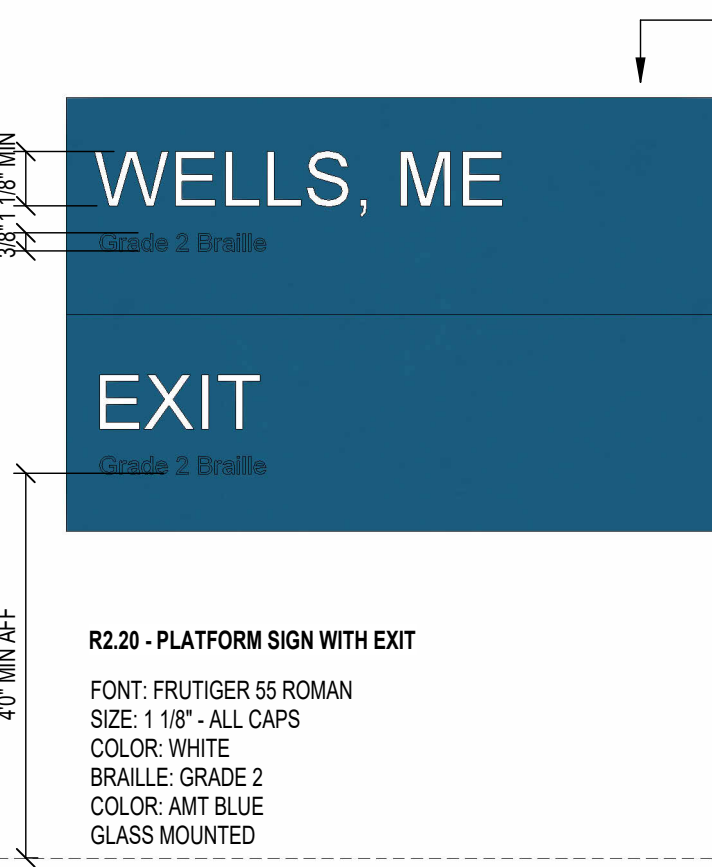
VINYL SIGNAGE
SCALE: 1 1/2" = 1'-0"



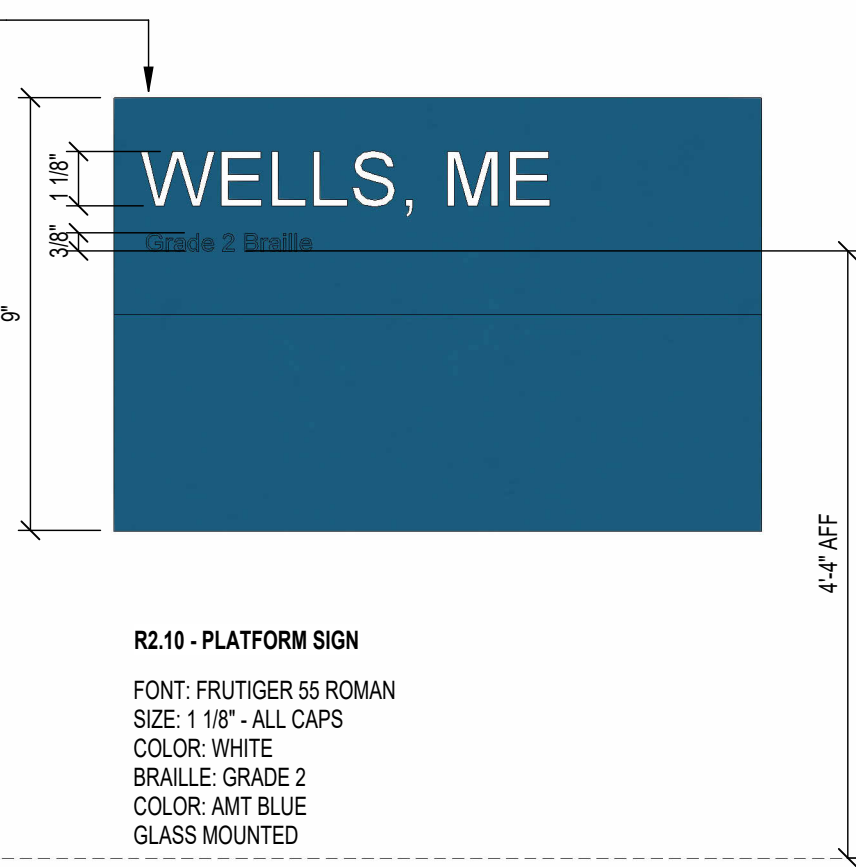
4 TYPICAL SIGN CEILING MOUNT DETAIL
SCALE: 1 1/2" = 1'-0"



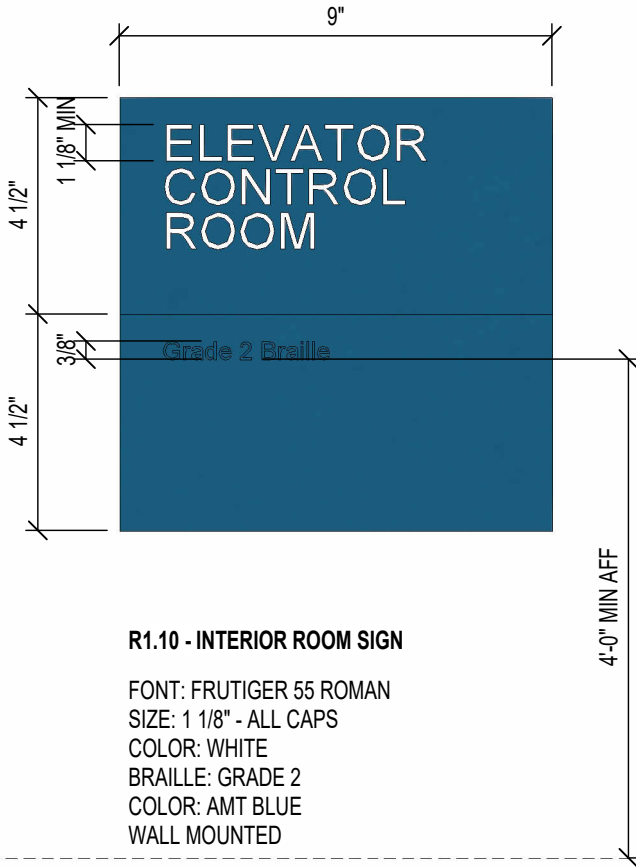
R3.10 - AREA OF REFUGE SIGN
FONT: FRUTIGER 55 ROMAN
SIZE: 1 1/8" - ALL CAPS
COLOR: WHITE
BRAILLE: GRADE 2
COLOR: AMT BLUE
FACE: MOUNTED TO CONCRETE



R2.20 - PLATFORM SIGN WITH EXIT
FONT: FRUTIGER 55 ROMAN
SIZE: 1 1/8" - ALL CAPS
COLOR: WHITE
BRAILLE: GRADE 2
COLOR: AMT BLUE
GLASS MOUNTED

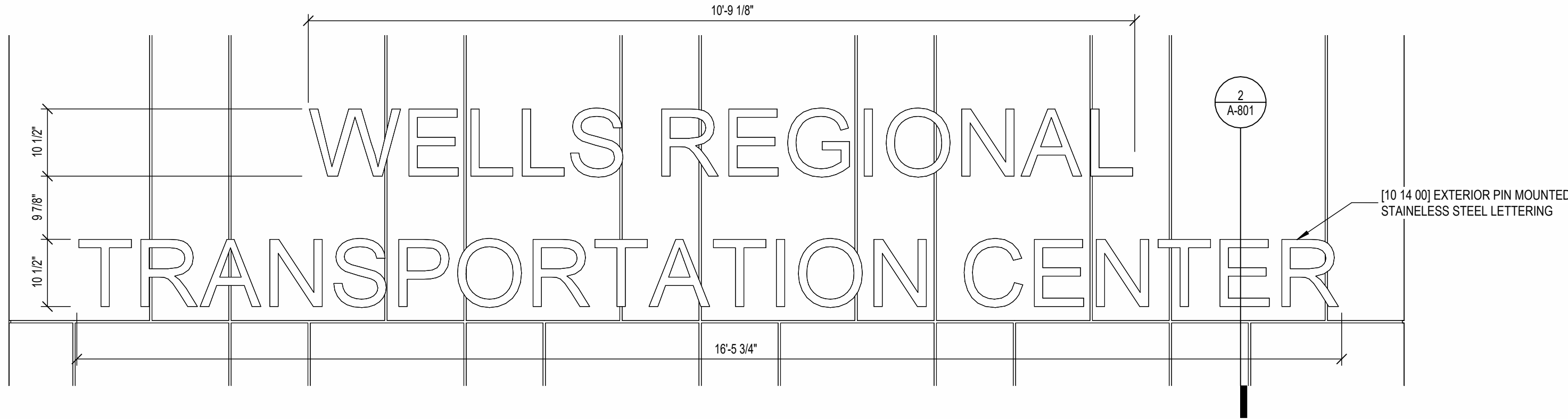


R2.10 - PLATFORM SIGN
FONT: FRUTIGER 55 ROMAN
SIZE: 1 1/8" - ALL CAPS
COLOR: WHITE
BRAILLE: GRADE 2
COLOR: AMT BLUE
GLASS MOUNTED

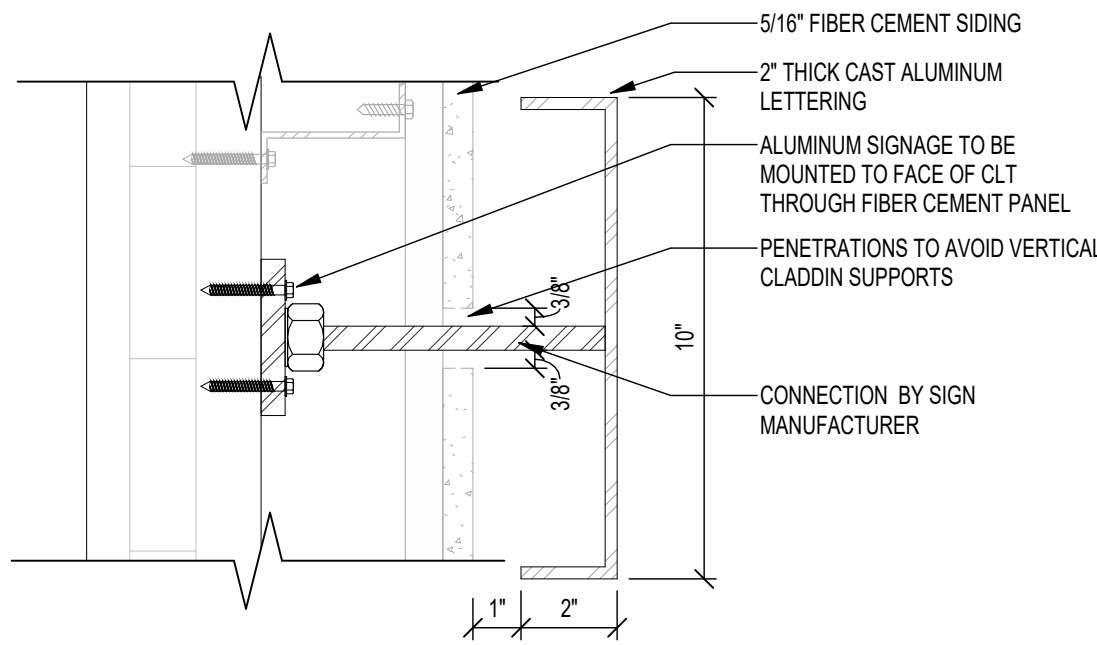


R1.10 - INTERIOR ROOM SIGN
FONT: FRUTIGER 55 ROMAN
SIZE: 1 1/8" - ALL CAPS
COLOR: WHITE
BRAILLE: GRADE 2
COLOR: AMT BLUE
WALL MOUNTED

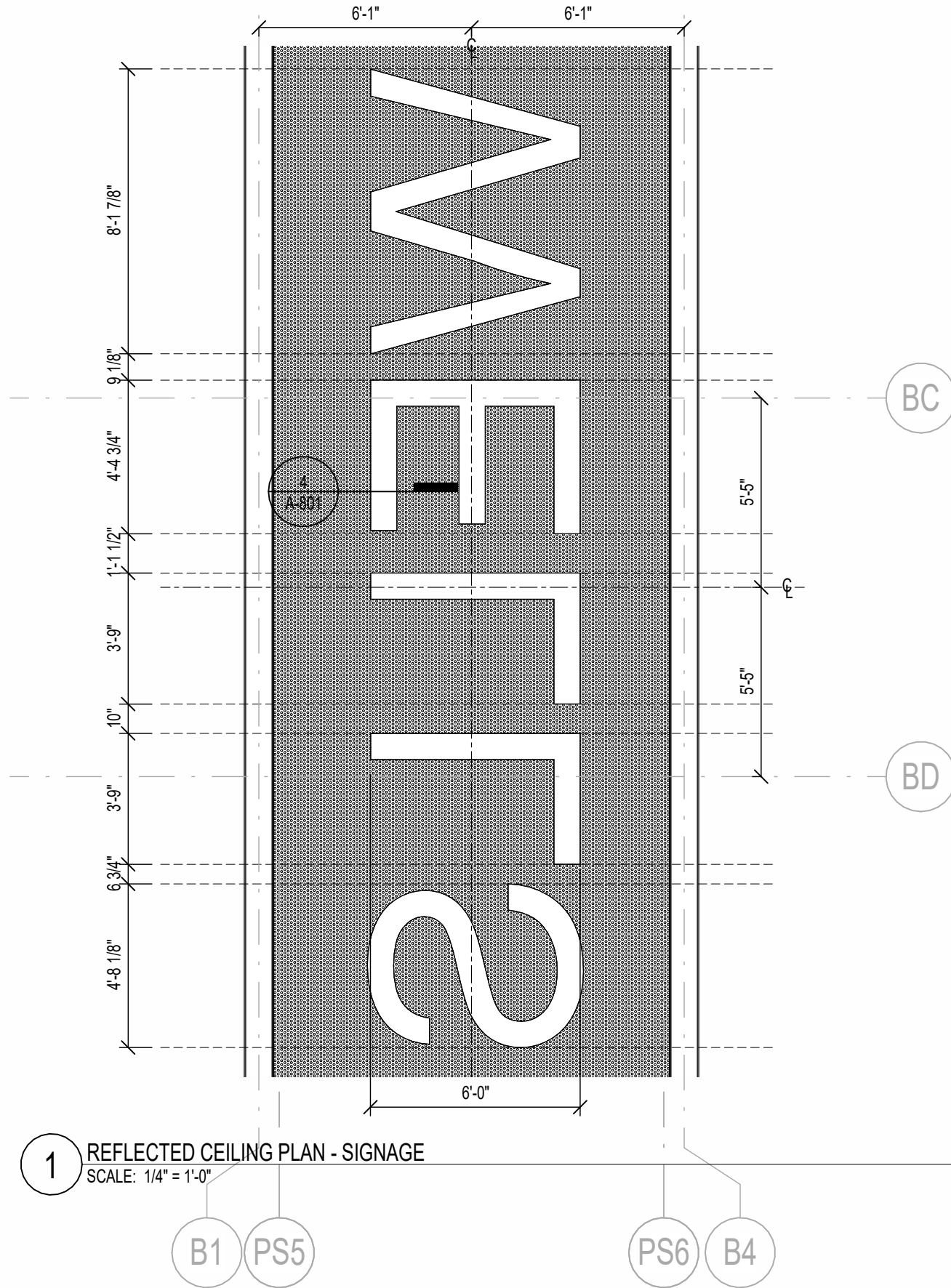
ROOM SIGNAGE
SCALE: 3" = 1'-0"



3 THREE-DIMENSIONAL METAL SIGNAGE ELEVATION
SCALE: 3/4" = 1'-0"



2 TYPICAL SIGN WALL MOUNT DETAIL
SCALE: 3" = 1'-0"



1 REFLECTED CEILING PLAN - SIGNAGE
SCALE: 1/4" = 1'-0"

THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION				
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2
08/27/2024	FM		REVISION 3	REVISION 4
			REVISION 5	
				PROJECT COMPLETION DATE

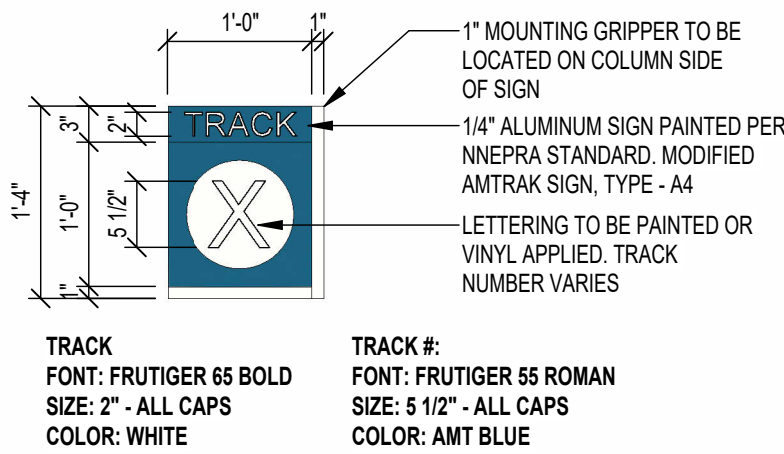
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

SIGNAGE SCHEDULE & DETAILS

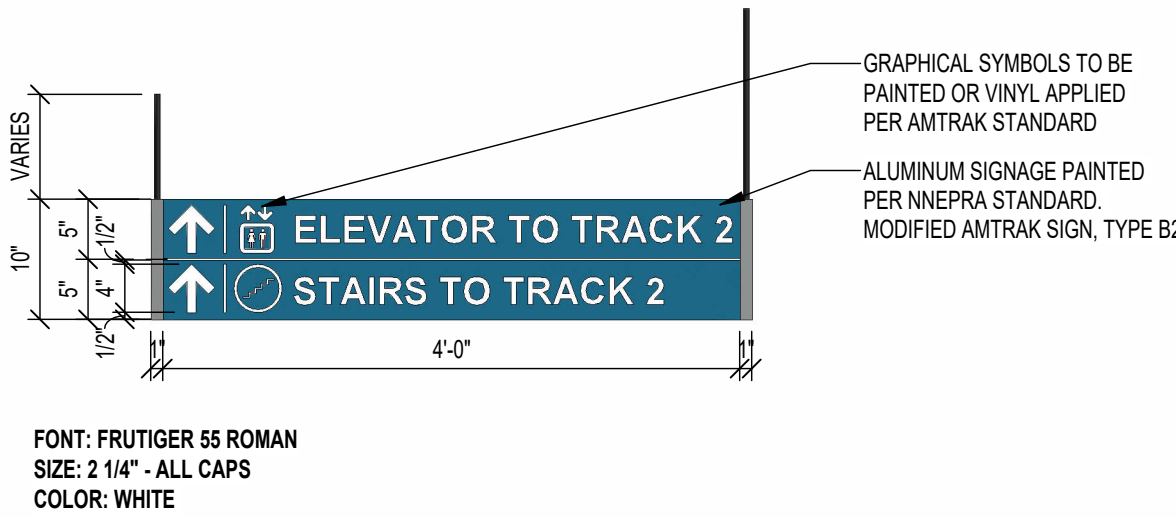
SHEET NUMBER

A-801

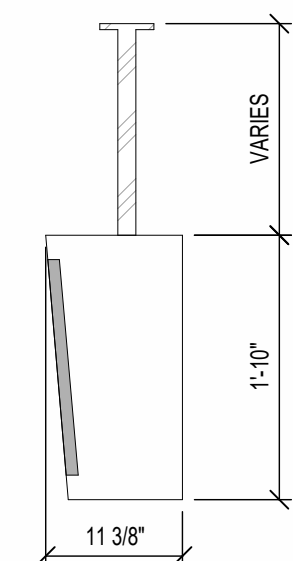
GENERAL NOTE: TRACK NUMBERS TO BE CONFIRMED AND APPROVED THROUGH COORDINATION OF SHOP DRAWINGS.



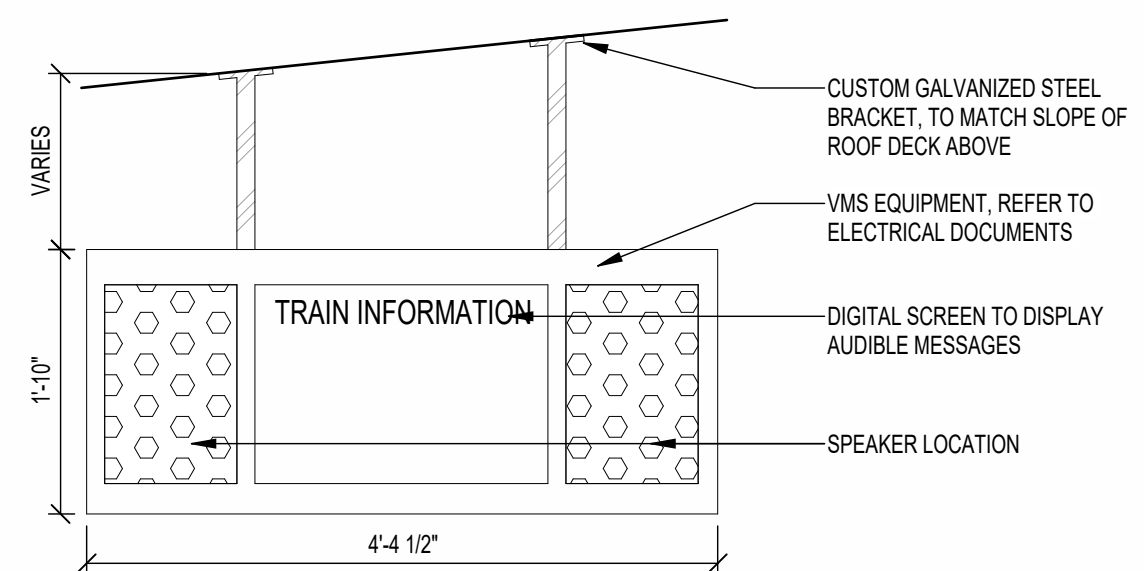
F SIGN F - POLE MOUNTED TRACK #
SCALE: 3/4" = 1'-0"



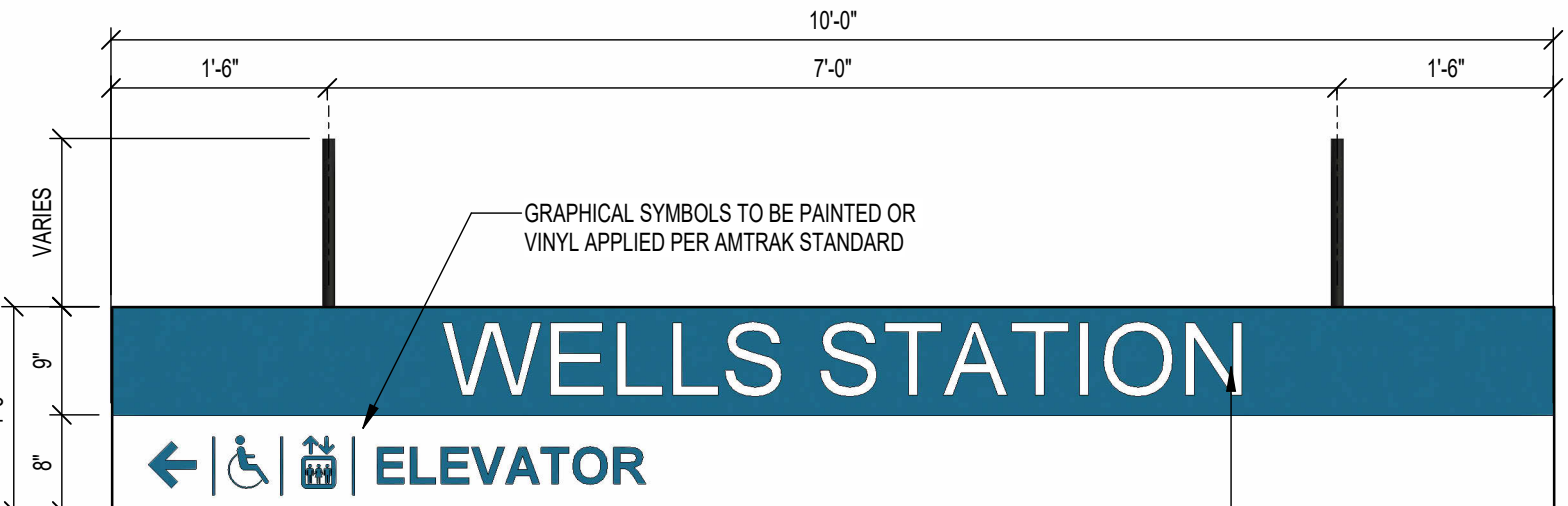
E SIGN E - ELEVATION
SCALE: 3/4" = 1'-0"



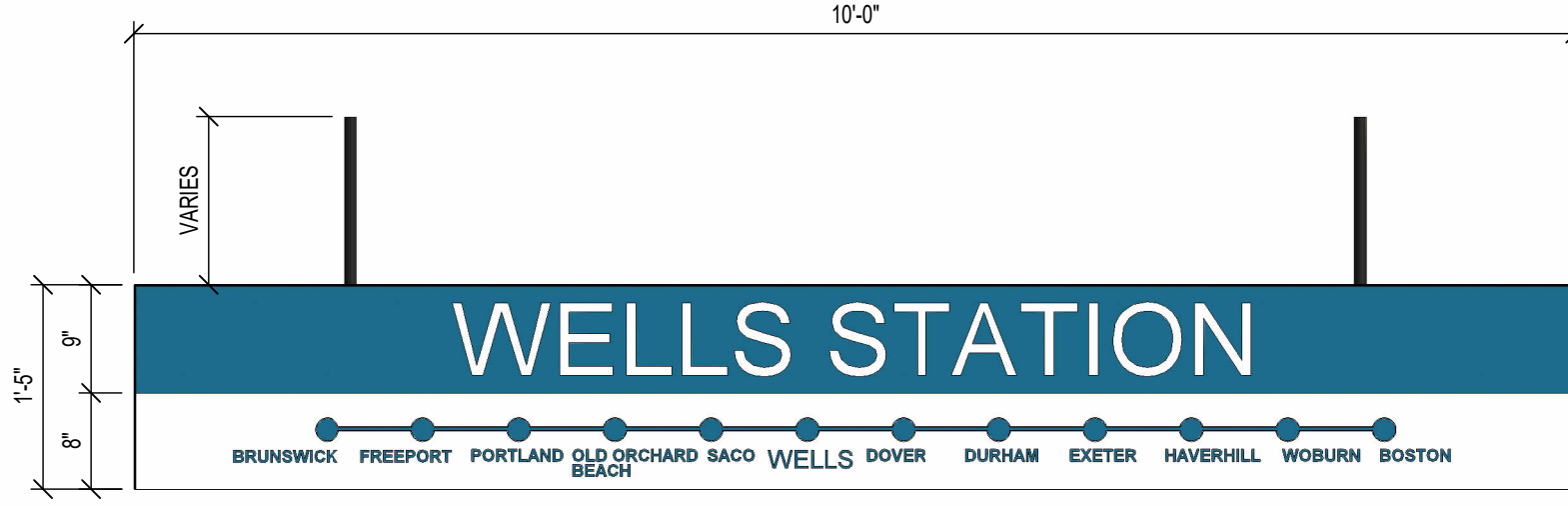
D.2 SIGN D - SECTION
SCALE: 3/4" = 1'-0"



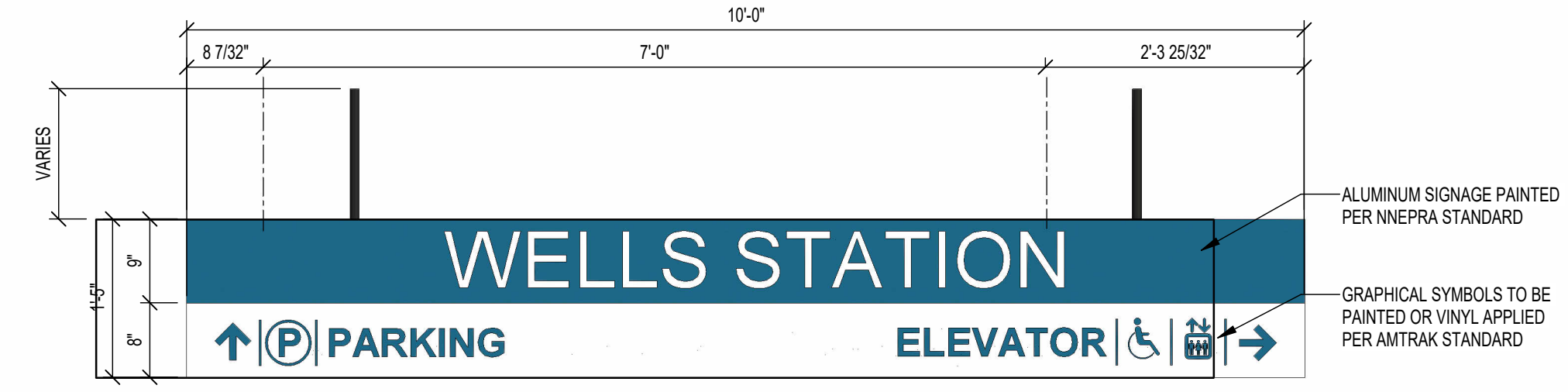
D.1 SIGN D - ELEVATION
SCALE: 3/4" = 1'-0"



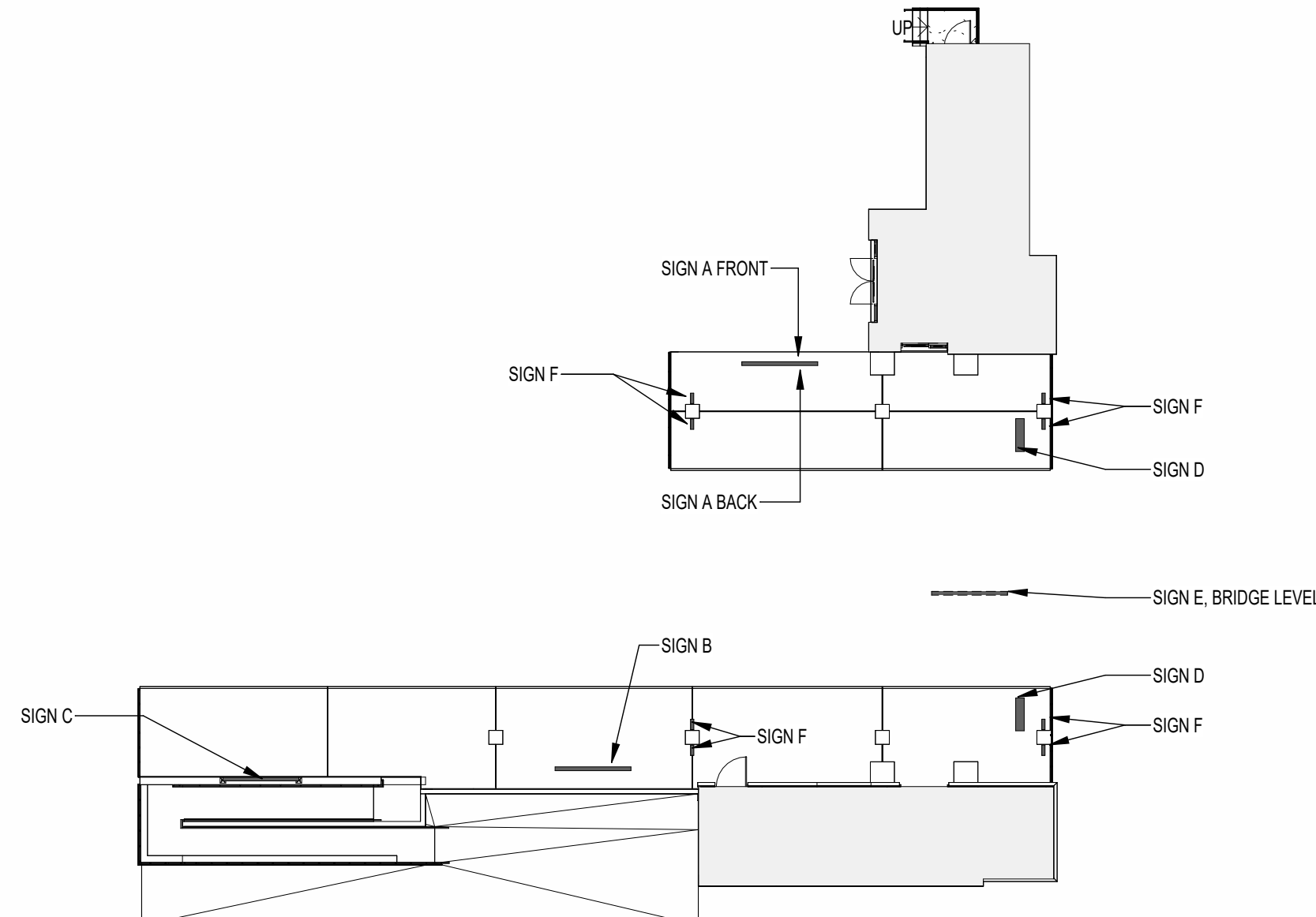
B SIGN B - ELEVATION
SCALE: 3/4" = 1'-0"



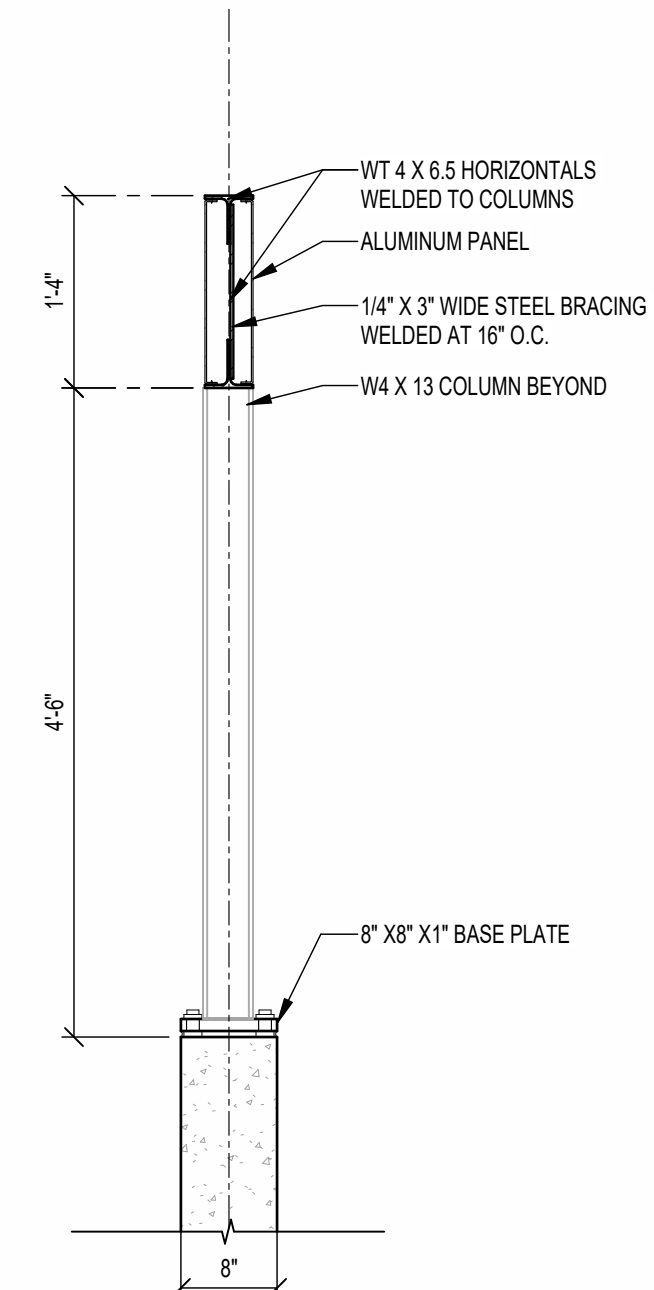
A2 SIGN A FRONT - ELEVATION
SCALE: 3/4" = 1'-0"



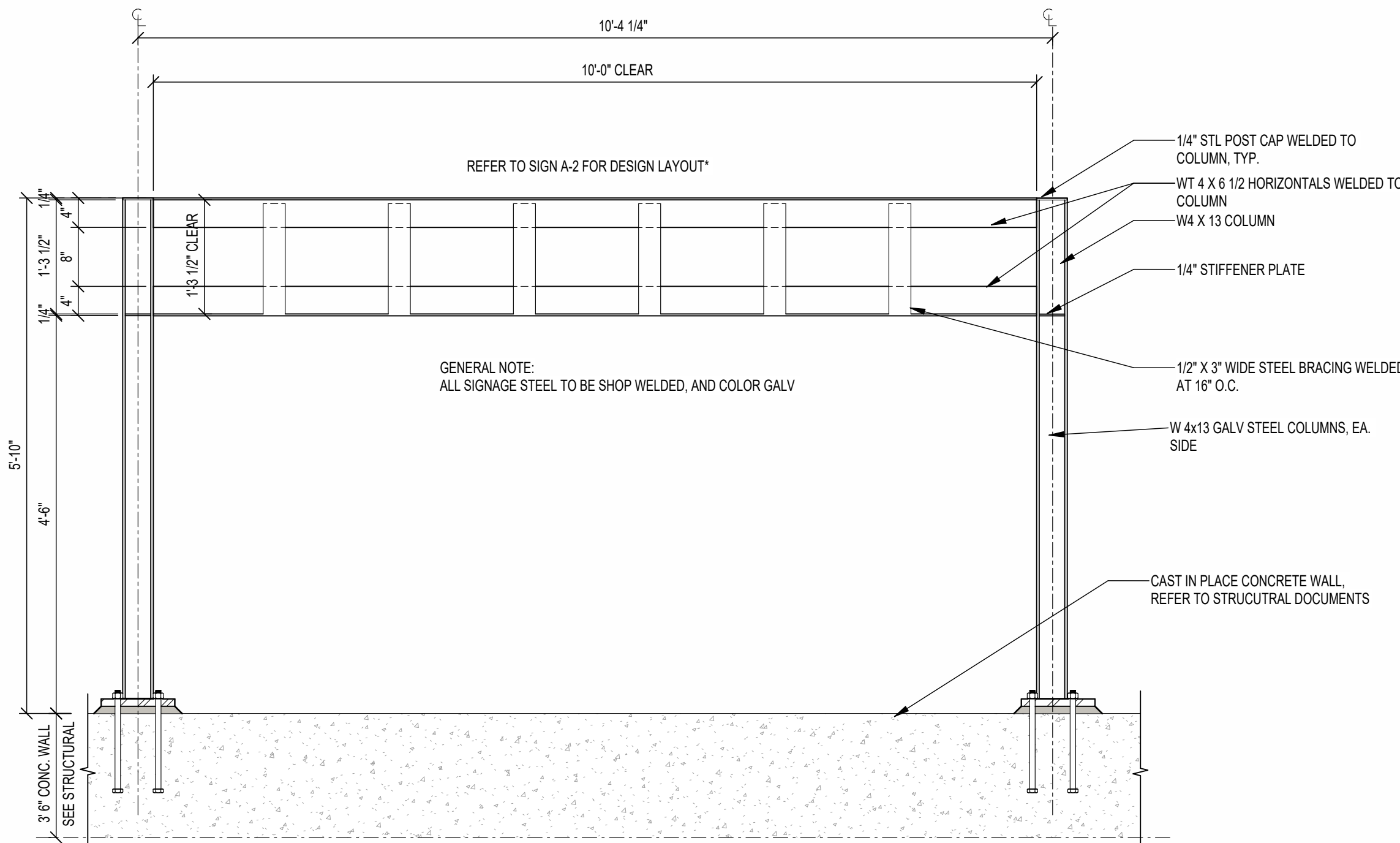
A1 SIGN A BACK - ELEVATION
SCALE: 3/4" = 1'-0"



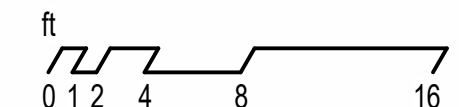
SIGNAGE LOCATION KEY
SCALE: 1" = 20'-0"



C2 SIGN C - SECTION DETAIL
SCALE: 3/4" = 1'-0"



C1 SIGN C - ELEVATION DETAIL
SCALE: 3/4" = 1'-0"



THIS SHEET INTENDED TO BE VIEWED IN COLOR

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS, MAINE

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
08/27/2024	FM				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
SIGNAGE ELEVATIONS & DETAILS

SHEET NUMBER
A-802

DESIGN CRITERIA

ALL STRUCTURAL DESIGN SHALL CONFORM TO THE FOLLOWING CODES AND STANDARDS, AS APPLICABLE:

1. MAINE UNIFORM BUILDING AND ENERGY CODE
2. INTERNATIONAL BUILDING CODE (IBC), 2015 ED.
3. AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA)- MANUAL FOR RAILWAY ENGINEERING , 2018 ED.
4. ASCE/SEI - 7-10 MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES.
5. AWS D1.1 STRUCTURAL WELDING CODE AMERICAN WELDING SOCIETY
6. AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, DECEMBER 2009
7. AASHTO, STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, 6TH EDITION, 2015.

GENERAL NOTES

1. METHODS, PROCEDURES AND SEQUENCES OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND IMPLEMENTING THE NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE DURING ALL STAGES OF CONSTRUCTION.
2. THE CONTRACTOR SHALL PROTECT ALL REMAINING ABOVE AND BELOW GRADE UTILITIES, EXISTING RAILROAD TRACKS AND OTHER STRUCTURES FROM DAMAGE RESULTING FROM THIS WORK.
3. THE CONTRACTOR SHALL REPAIR, AT HIS OWN EXPENSE, ANY DAMAGE TO STRUCTURES AND APPURTENANCES DUE TO HIS CONSTRUCTION OPERATION.
4. SLEEVES OR BLOCK-OUTS REQUIRED FOR PASSAGE OF DUCTWORK, PIPING, DRAINS, CONDUIT, ETC., IN ADDITION TO ANCHORS AND HANGERS REQUIRED FOR EQUIPMENT, PIPING AND UNDER-SLAB UTILITIES ARE NOT SPECIFICALLY, NOR GENERALLY, INDICATED ON THE STRUCTURAL DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING SUCH REQUIREMENTS FROM OTHER SERIES DRAWINGS, SUBCONTRACTORS AND SUPPLIERS AND COORDINATING THE LOCATIONS AND DETAILS FOR THESE ITEMS PRIOR TO FABRICATION OR ERECTION OF THE STRUCTURE. PENETRATIONS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
5. THE STRUCTURAL DRAWINGS GOVERN THE WORK FOR STRUCTURAL FEATURES ONLY, UNLESS OTHERWISE NOTED. DIMENSIONS SHOWN ON PLANS AND DETAILS ARE TO GOVERN THE STRUCTURAL WORK. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL, CIVIL, BRIDGE, TRACK AND/OR MEP DRAWINGS FOR DIMENSIONS AND DETAILS NOT PROVIDED.
6. DETAILS DESIGNATED AS "TYPICAL DETAILS," APPLY GENERALLY TO THE DRAWINGS IN AREAS WHERE CONDITIONS ARE SIMILAR TO THOSE DESCRIBED IN THE DETAILS.
7. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THE CONTRACT DOCUMENTS. FAILURE TO NOTIFY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO PERFORM THE WORK AS INTENDED BY THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL CORRECT ANY AND ALL WORK AS A RESULT FROM SUCH FAILURE TO COORDINATE DISCREPANCIES TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.
8. TEMPORARY EARTH SUPPORT SYSTEMS SHALL BE SELECTED BY THE CONTRACTOR AND DESIGNED, SIGNED AND SEALED BY AN EXPERIENCED PROFESSIONAL ENGINEER REGISTERED IN THE THE STATE OF MAINE, RETAINED BY THE CONTRACTOR, AND SHOULD ACCOUNT FOR THE EXCAVATION AND REMOVAL OF ANY UNSUITABLE MATERIALS, THE ADJACENT EXISTING PLATFORM FOUNDATIONS, CONSTRUCTION EQUIPMENT LOADING AND THE INSTALLATION SEQUENCE OF THE NEW FOUNDATIONS.
9. THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION STAGING PLAN FOR REVIEW PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ANY PERMITS FOR THE WORK.
10. THE CONTRACTOR SHALL BE PREPARED TO MANAGE AND CONTROL GROUNDWATER DURING FOUNDATION EXCAVATION AND TO CONTROL SURFACE WATER FROM ENTERING EXCAVATIONS TO PROVIDE A DRY AND STABLE SUBGRADE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING THE DEWATERING METHODS BASED ON THEIR PROPOSED METHODS AND EQUIPMENT USED FOR EXCAVATION. THE DEWATERING SYSTEM AND PLAN SHOULD BE DESIGNED BY AN EXPERIENCED PROFESSIONAL ENGINEER REGISTERED IN THE THE STATE OF MAINE RETAINED BY THE CONTRACTOR.
11. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW PRIOR TO ERECTION FOR THE FOLLOWING ITEMS:
 - A. CONCRETE MIX DESIGN
 - B. CONCRETE JOINT LOCATIONS
 - C. PRE-CAST ELEMENTS
 - D. REINFORCING STEEL
 - E. STRUCTURAL STEEL
 - F. CROSS LAMINATED TIMBER ELEMENTS
 - G. GLULAM ELEMENTS

DESIGN LOADS

A GRAVITY LOADS

LIVE LOADS

PLATFORM
BRIDGE, ELEVATOR TOWER AND STAIR
ROOF LIVE LOAD
PEDESTRIAN GUARDRAIL LOADS
CONSTRUCTION SURCHARGE LOADING

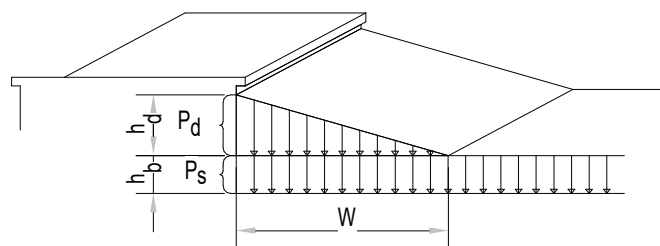
150 PSF
100 PSF W/ 300 LB POINT LOAD
30 PSF
50 PLF W/ 200LB POINT LOAD
50 PSF

SNOW LOADS

GROUND SNOW LOAD
FLAT ROOF SNOW LOAD
RISK CATEGORY
SNOW EXPOSURE FACTOR
SNOW THERMAL FACTOR
SNOW IMPORTANCE FACTOR
ADDITIONAL SNOW DRIFT AS PER APPLICABLE BUILDING CODE(S)

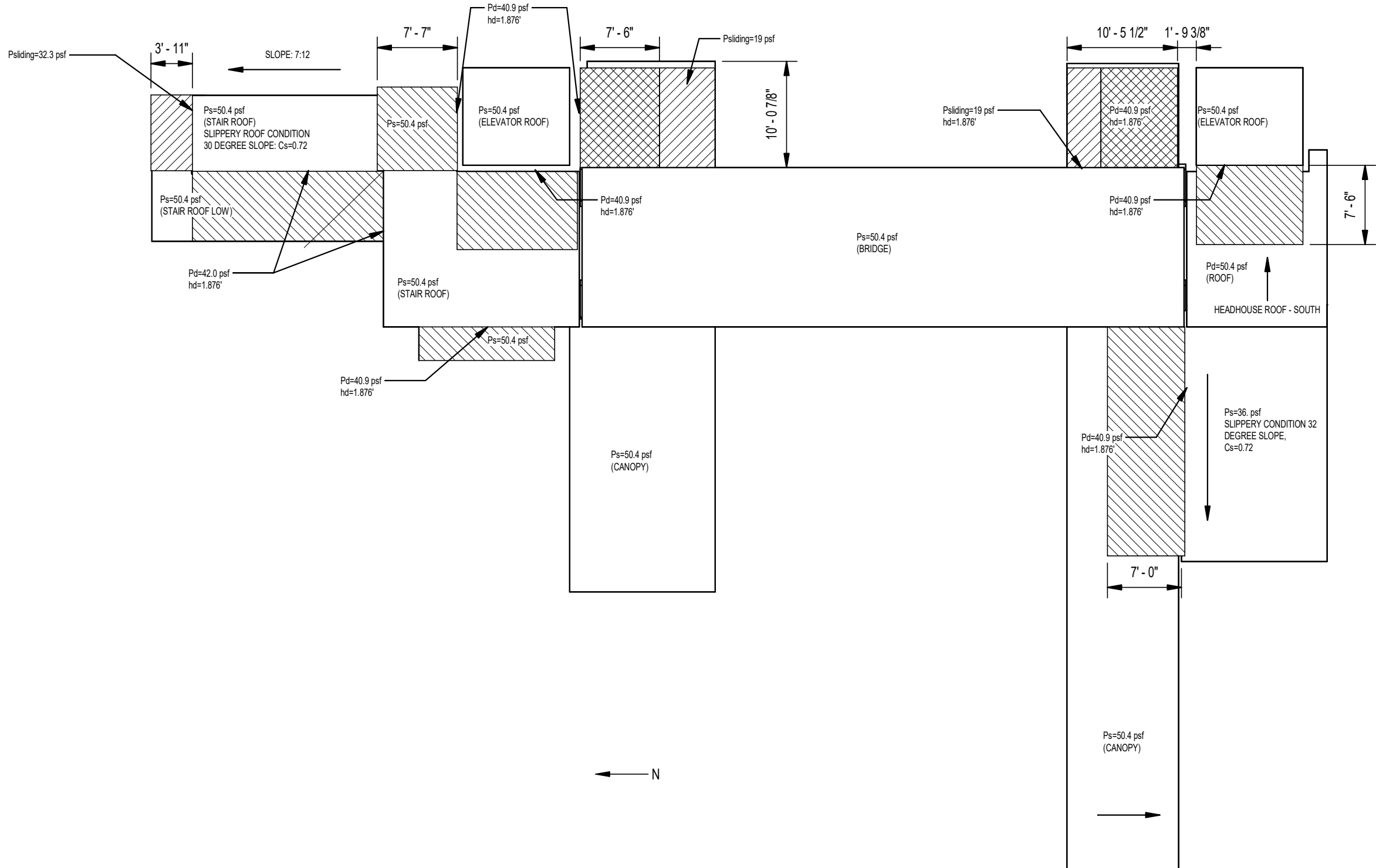
Pg = 60 PSF
Pf = 50.4 PSF
II
Ce = 1.0
Ct=1.2
Is = 1.00

SNOW DRIFT DIAGRAMS



NOTES:

1. W = WIDTH OF SNOW DRIFT
2. Pd = MAXIMUM INTENSITY OF DRIFT SURCHARGE LOAD
3. hld = HEIGHT OF SNOW DRIFT
4. hlb = HEIGHT OF BALANCED SNOW LOAD = SEE PLAN
5. Pls = BALANCED SNOW LOAD = SEE PLAN



B LATERAL LOADS

WIND DESIGN CRITERIA

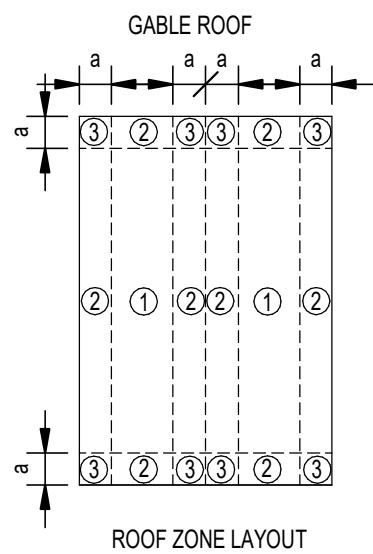
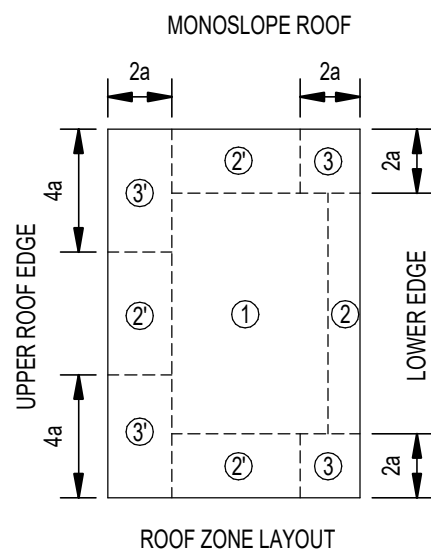
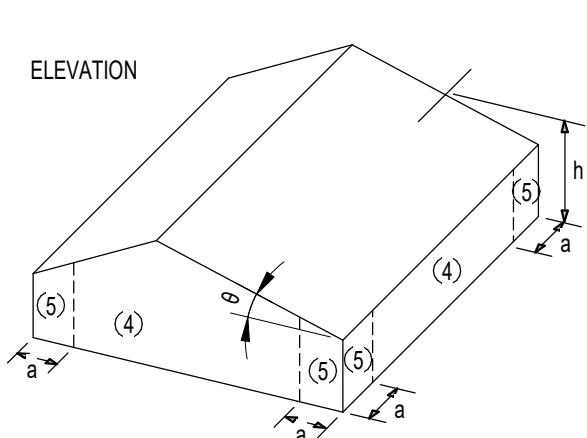
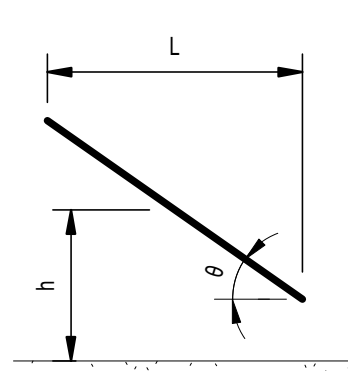
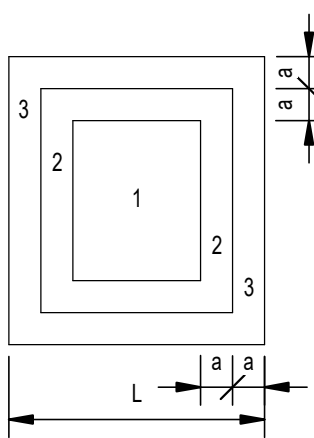
BASIC ULTIMATE WIND SPEED V = 120 MPH
BASIC NOMINAL WIND SPEED V = 93 MPH
RISK CATEGORY II
EXPOSURE CATEGORY SEE TABLE
WIND SPEED FOR SERVICEABILITY: THE WIND LOAD IS PERMITTED TO BE TAKEN AS 0.42 x COMPONENT AND CLADDING LOADS FOR DETERMINING DEFLECTION LIMITS. WHERE MEMBERS SUPPORT GLASS, THE WIND LOADS SHALL NOT BE LESS THAN 0.6 x COMPONENT AND CLADDING LOADS FOR DETERMINING DEFLECTION LIMITS, BUT NOT LESS THAN: DEFLECTION OF FRAMING MEMBERS: FOR SPANS UP TO 13'-6" OF HEIGHT USE SMALLER OF (L/175 OR 3/4") PER SPEC 08910.

ADDITIONAL WIND DESIGN PARAMETERS TABLE							
FACTOR	EXPOSURE CATEGORY	GUST EFFECT FACTOR, G	TOPOGRAPHIC FACTOR, K _{zt}	WIND DIRECTIONALITY FACTOR, K _d	RIGIDITY ASCE 7-10 26.2	ENCLOSURE CLASSIFICATION	INTERNAL PRESSURE COEFFICIENT, GC _p
REFERENCE LOCATION	IBC TABLE 1609.4.2	ASCE 7-10 SECTION 26.9.1	ASCE 7-10 TABLE 26.6-1	ASCE 7-10 SECTION 26.9.1	ASCE 7-10 SECTION 26.2	ASCE 7-10 SECTION 26.2	ASCE 7-10 TABLE 26.11-1
ELEVATOR/STAIR STRUCTURE	B	0.85	1	0.85	RIGID	PARTIALLY ENCLOSED	± 0.55
BRIDGE						OPEN	± 0.00
PLATFORM CANOPIES							

THE CONTRACTOR SHALL UTILIZE THE ULTIMATE COMPONENTS AND CLADDING WIND PRESSURES PER THE TABLES AND FIGURES BELOW. THE CONTRACTOR SHALL SUBMIT CALCULATIONS THAT ARE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE FOR REVIEW AND APPROVAL BY THE STRUCTURAL ENGINEER OF RECORD FOR ANY ALTERNATE COMPONENT AND CLADDING LOADS UTILIZED DURING THE DELEGATED DESIGN PROCESS.

OPEN STRUCTURE (ROOF ANGLE 0-15 DEGREE) COMPONENTS AND CLADDING ULTIMATE WIND PRESSURE TABLE								
LOCATION	EFFECTIVE AREA	a	+ ZONES 1	- ZONE 1	+ ZONE 2	- ZONE 2	+ ZONES 3	- ZONES 3
ALL CANOPY LOCATIONS	≤ 9.00 sf	3.0 ft.	31.1 psf	-34.2 psf	46.6 psf	-52.2 psf	62.2 psf	-89.6 psf

PARTIALLY ENCLOSED STRUCTURE COMPONENTS AND CLADDING ULTIMATE WIND PRESSURE TABLE									
LOCATION	AREA	a	ROOF ZONE ULTIMATE C&C WIND PRESSURE "P"				WALL ZONE ULTIMATE C&C WIND PRESSURES "P"		
			+ ZONES 1, 2, & 3	- ZONE 1	- ZONE 2	- ZONE 3	+ ZONES 4 & 5	- ZONES 4	- ZONE 5
ELEVATOR/STAIR STRUCTURE	≤ 10.00 sf	3.0 ft.	20.0 psf	-36.4 psf	-55.2 psf	-78.8 psf	34.2 psf	-36.2 psf	-42.5 psf
BRIDGE	≤ 10.00 sf	3.0 ft.	23.3 psf	-45.3 psf	-52.6 psf	-84.4 psf	35.6 psf	-37.7 psf	-44.3 psf



SEISMIC DESIGN CRITERIA

RISK CATEGORY II
SEISMIC IMPORTANCE FACTOR I = 1.0
SEISMIC SITE CLASS = D
SEISMIC DESIGN CATEGORY = B
SEISMIC RESISTING SYSTEM = SEE TABLE
0.2 SEC. SPECTRAL RESPONSE, S_s = 0.261g
1.0 SEC. SPECTRAL RESPONSE, S₁ = 0.080g
0.2 SEC DESIGN SPECTRAL ACCELERATION, SDS = 0.277g
1.0 SEC DESIGN SPECTRAL ACCELERATION, SD1 = 0.128g

ADDITIONAL SEISMIC PARAMETERS TABLE					
REFERENCE LOCATION	SEISMIC RESISTING SYSTEM PER ASCE 7 TABLE 12.2-1	RESPONSE MODIFICATION FACTOR, R	SYSTEM OVER STRENGTH FACTOR, Ω _o	DEFLECTION AMPLIFICATION FACTOR, C _d	SEISMIC RESPONSE COEFFICIENT, C _s
ELEVATOR/STAIR	CLT PER AWS SDPWS 2021, SECTIONS 4.5 & 4.6	1½	2½	1½	0.178
BRIDGE	G.2 STEEL ORDINARY CANTILEVER COLUMN SYSTEM	1¼	1¼	1¼	0.221

FOUNDATIONS

1. PROPOSED FOUNDATIONS FOR STAIRS AND ELEVATOR TOWER STRUCTURES SHALL CONSIST OF DRIVEN H-PILES, AS SHOWN ON THE FOUNDATION PLAN.
2. FOUNDATIONS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH CRITERIA ESTABLISHED IN THE GEOTECHNICAL DESIGN REPORT "PASSENGER RAIL STATION IMPROVEMENTS WELLS TRANSPORTATION CENTER WELLS, MAINE" PREPARED BY GZA GEOENVIRONMENTAL, INC. DATED JULY 2023. THIS DOCUMENT IS CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.
3. THE BOTTOM OF FOOTING ELEVATION FOR SHALLOW FOOTINGS SHALL BE AT LEAST 4 FT 7 INCHES BELOW FINAL GRADE FOR FROST PROTECTION, AND HAVE A MINIMUM OF 1,500PSF ALLOWABLE BEARING PRESSURE.
4. RETAINING WALLS HAVE BEEN DESIGNED FOR THE FOLLOWING LOADING REQUIREMENTS.
 - A. SOIL WEIGHT 135 PCF
 - B. ACTIVE SOIL PRESSURE COEFFICIENT, K_a: 0.3
 - C. SLIDING COEFFICIENT: 0.3
 - D. SLIDING FACTOR OF SAFETY: 1.5
 - E. OVERTURNING FACTOR OF SAFETY: 2.0
5. THE CONTRACTOR SHALL FOLLOW THE RECOMMENDATIONS SPECIFIED IN THE GEOTECHNICAL ENGINEERING REPORT FOR COMPACTION, AND BACKFILLING.
6. CUT OFF ANY GROUNDWATER DURING CONSTRUCTION.
7. PRIOR TO PLACING CONCRETE, ANY WATER PRESENT IS TO BE PUMPED OUT FROM THE BOTTOM OF EXCAVATIONS TO A LEVEL 1 FT. BELOW BOTTOM OF CONCRETE.
8. TEMPORARY EARTH RETAINING SYSTEM SHALL BE USED AT EXCAVATIONS AS SHOWN OR AS REQUIRED. THE CONSTRUCTION PROCEDURES SHALL CONFORM TO AREMA & CSX'S LATEST REQUIREMENTS. ANY NEW SUPPORT OF EXCAVATION INSTALLED WITHIN A 1.5:1 INFLUENCE LINE OF END OF RAILROAD THE SHALL BE LEFT IN PLACE AND CUT OFF TO 3 FT MINIMUM BELOW FINISHED GRADE.

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

NOTES, SYMBOLS, AND ABBREVIATIONS SHEET 1
OF 3

SHEET NUMBER

ST-001

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION		DESIGNER		RAILROAD OWNER		REVISION 1		REVISION 2		REVISION 3		REVISION 4		REVISION 5		PROJECT COMPLETION DATE	
DATE	02/02/2024	DESIGNER	VHB	RAILROAD OWNER		REVISION 1		REVISION 2		REVISION 3		REVISION 4		REVISION 5		PROJECT COMPLETION DATE	

CAST-IN-PLACE CONCRETE:

1. ALL CAST-IN-PLACE CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE "(ACI 318-14), THE "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS" (ACI 301) OF THE AMERICAN CONCRETE INSTITUTE AND PER PROJECT SPECIFICATIONS.
2. MIXING, TRANSPORTING, PLACING AND TESTING OF CONCRETE SHALL BE IN ACCORDANCE WITH ACI 301.
3. PRIOR TO CONCRETE PLACEMENT, THE CONTRACTOR SHALL SUBMIT A CONCRETE MIX DESIGN FOR EACH TYPE OF CONCRETE TO BE USED PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS TO THE STRUCTURAL ENGINEER FOR REVIEW.
4. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH (F_c) AS FOLLOWS:
- 4.1. ALL FOUNDATIONS (FOOTINGS/PIERS/WALLS/COMPOSITE SLABS) - 5000 PSI
- 4.2. SLABS-ON-GRADE - 5000 PSI
- 4.3. CONCRETE OVER METAL DECK - 5000 PSI
- 4.4. EXPOSED CONCRETE DECK: USE SAME MIX DESIGN USED FOR BRIDGE DECK. SEE BR-101.
5. CONCRETE EXPOSED TO WEATHER AND FREEZE/THAW SHALL BE AIR ENTRAINED IN ACCORDANCE WITH THE SPECIFICATIONS.
6. ALL REINFORCED CONCRETE SHALL BE NORMAL WEIGHT CONCRETE (150 PCF) WITH CEMENT CONFORMING TO ASTM C150, TYPE II.
7. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 1/2" x 1/2" EXCEPT WHERE SHOWN OTHERWISE.
8. ALL REINFORCEMENT SHALL BE EPOXY COATED IN ACCORDANCE WITH ASTM A775 OR ASTM A934 AS APPLICABLE OR GALVANIZED CLASS 1 IN ACCORDANCE WITH ASTM A767. ALL BARS SHALL BE DEFORMED BARS U.N.O. ALL REINFORCEMENT SHALL CONFORM TO THE FOLLOWING:
- 8.1. DEFORMED AND PLAIN BARS: ASTM A615, GRADE 60
- 8.2. DEFORMED AND PLAIN BARS TO BE WELDED: ASTM A706
- 8.3. WELDED WIRE REINFORCEMENT: ASTM A185
9. REINFORCEMENT IS TO BE DETAILED, FABRICATED, AND PLACED IN ACCORDANCE WITH THE ACI "DETAILING MANUAL NO. SP-86" (LATEST EDITION).
10. REINFORCEMENT IS TO BE SECURELY HELD IN PLACE WHILE PLACING CONCRETE. IF REQUIRED, ADDITIONAL BARS, STIRRUPS, OR CHAIRS SHALL BE PROVIDED BY THE CONTRACTOR TO FURNISH SUPPORT FOR ALL BARS WHERE NECESSARY DURING CONSTRUCTION.
11. REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM CONCRETE COVER FOR CAST-IN PLACE CONCRETE, UNLESS NOTED OTHERWISE:
- A. CONCRETE CAST AGAINST AND PERMANENTLY IN CONTACT TO GROUND: 3"
- B. WALLS / BEAMS / COLUMNS EXPOSED TO WEATHER
- a. NO. 6 BARS OR GREATER: 2"
- b. NO. 5 BARS OR LESS: 1 1/2"
- C. 2 1/2" TO TOP OF ELEVATED DECKS (INCLUDES 1/2" SACRIFICIAL SURFACE)
12. REINFORCING BAR SPLICES (LAPS) SHALL BE CLASS "B" TENSION LAPS PER ACI 318 U.N.O. (LATEST EDITION).
13. CONTINUOUS REINFORCING BARS SHALL BE TURNED AND LAPPED AT CORNERS AND INTERSECTIONS OF WALLS AND FOOTINGS. HOOKED BARS SHALL HAVE STANDARD ACI HOOKS U.N.O.
14. CONTINUOUS TOP BARS SHALL BE SPLICED AT MID-SPAN. CONTINUOUS BOTTOM BARS SHALL BE SPLICED AT CENTERLINE OF SUPPORTS (OR AS SHOWN ON DETAILS).
15. WELDED WIRE REINFORCEMENT SHALL BE SUPPLIED IN FLAT SHEETS ONLY. LAP WELDED WIRE REINFORCEMENT TWO FULL MESH LENGTHS (6" MIN.) AT SPLICES AND WIRE TOGETHER. WELDED WIRE FABRIC SHALL BE PLACED 1" FROM THE TOP OF SLABS UNLESS NOTED OTHERWISE.
16. LEVELING GROUT SHALL BE NON-SHRINK, NON-METALLIC TYPE, FACTORY PREMIXED GROUT IN ACCORDANCE WITH ASTM C1107, WITH F_c OF NOT LESS THAN 5000 PSI. MAXIMUM PERMISSIBLE GROUT THICKNESS SHALL BE 2" OR AS SPECIED BY THE MANUFACTURER.
17. FORMLINERS, SLEEVES, INSERTS, MECHANICAL OPENINGS, CONDUITS, PIPES, RECESSES, DEPRESSIONS, CURBS AND OTHER EMBEDDED ITEMS SHALL BE PROVIDED FOR AS SHOWN ON THE ARCHITECTURAL, MECHANICAL AND ELECTRICAL DRAWINGS AND AS REQUIRED BY EQUIPMENT MANUFACTURERS. INSTALLATION OF THESE ITEMS TO BE COORDINATED AND PROVIDED FOR PRIOR TO PLACING CONCRETE.
18. ALL FORMLINED WALL SURFACES SHALL RECEIVE ANTI GRAFFITI COATING IN ACCORDANCE WITH SPECIFICATION 09661.
19. TOP SURFACE OF ALL SUSPENDED SLABS SHALL BE SEALED WITH CONCRETE PENETRANT / SEALER IN ACCORDANCE WITH SPECIFICATION 03300.

SLAB -ON-GRADE:

1. SLAB-ON-GRADE IS PROPOSED FOR RAMPS AND EQUIPMENT PADS. A 6" BASE COURSE CONSISTING OF COMPACTED GRAVEL BORROW SHOULD BE PROVIDED BELOW THE SLAB U.N.O.
2. THE BASE COURSE AND SUBGRADE REQUIREMENTS AND PREPARATION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. A SUBGRADE MODULUS OF K_s =150 PCI IS RECOMMENDED FOR THE SLAB ON GRADE DESIGN.
3. SLAB-ON-GRADE CONSTRUCTION JOINTS SHALL BE PLACED AT 24'-0" O.C. OR AS INDICATED ON THE PLANS, U.N.O. POSITION OF JOINTS OTHER THAN THOSE SHOWN ON THE DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
4. TOP SURFACE OF ALL SLABS-ON-GRADE SHALL BE SEALED WITH CONCRETE PENETRANT / SEALER IN ACCORDANCE WITH SPECIFICATION 03300.
5. 2" RIGID INSULATION WITH VAPOR BARRIER SHALL BE FURNISHED ON ALL ENCLOSED SPACES UNDER SLAB INCLUDING ELECTRICAL CONTROL ROOM, ELECTRICAL ROOM AND GENERATOR ROOM.

PRECAST CONCRETE PLATFORMS:

1. CONCRETE SHALL BE SILICA FUME MODIFIED WITH 5000 PSI AT 28 DAYS WITH 3/4" MAX. AGGREGATE. CEMENT SHALL BE TYPE II PORTLAND CEMENT ONLY.
2. ALL REINFORCING STEEL SHALL BE ASTM A615 GRADE 60 EPOXY COATED.
3. PROVIDE 1 1/2" MINIMUM CLEAR CONCRETE PROTECTION FOR REINFORCING UNLESS OTHERWISE NOTED.
4. AFTER INSTALLATION, JOINT BETWEEN PANELS SHALL BE FILLED WITH SEALANT AND POLYURETHANE FOAM.
5. PLATFORM GEOMETRY TOLERANCE:
- A. THE MAXIMUM DEVIATION BETWEEN LONGITUDINAL TOP EDGES OF ADJACENT PLATFORM PANELS MEASURED FROM THE WORKING POINT LINE SHALL NOT BE MORE THAN 1/8" MAXIMUM IN ANY DIRECTION.
- B. ADJACENT TOP SURFACE EDGES OF THE PLATFORM PANELS ARE TO BE BUILT FLUSH. THE MAXIMUM ALLOWABLE VERTICAL DIFFERENCE IN ELEVATION BETWEEN THE TOP EDGE SURFACES OF ADJACENT PLATFORM PANELS SHALL NOT EXCEED 1/8".
- C. ADJACENT PLATFORM PANELS EDGES FACING THE TRACK ARE TO BE BUILT FLUSH. MAXIMUM ALLOWABLE HORIZONTAL DIFFERENCE BETWEEN THE FACES OF ANY TWO ADJACENT PLATFORM PANELS SHALL NOT EXCEED 1/8".

METAL STAIRS:

1. DESIGN, FABRICATION AND ERECTION OF THE METAL STAIRS SHALL BE IN ACCORDANCE WITH THE MAINE UNIFORM BUILDING AND ENERGY CODE, AND SPECIFICATION SECTION 05511.
2. PRIOR TO FABRICATION, THE METAL STAIR MANUFACTURER SHALL SUBMIT TO THE ENGINEER FOR REVIEW THE FOLLOWING, PREPARED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF MAINE:
- 2.1. SIGNED AND SEALED DESIGN CALCULATIONS OF METAL STAIRS, AND THEIR CONNECTIONS TO THE SUPPORTING STEEL AND WOOD MEMBERS.
- 2.2. SHOP DRAWINGS SHOWING ERECTION PLANS, DIMENSIONS, REINFORCING REQUIREMENTS, CONSTRUCTION DETAILS, DESIGN CRITERIA, LOAD CAPACITIES, OPENING SIZES AND LOCATIONS.

STRUCTURAL STEEL:

1. STRUCTURAL STEEL WORK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) "SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS" (AISC 360-10) AND THE "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES" (AISC 303-10).
2. STRUCTURAL STEEL, UNLESS NOTED OTHERWISE, SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
- 2.1. WIDE FLANGE SHAPES AND WTS: ASTM A992 WITH A MINIMUM YIELD STRENGTH OF 50,000 PSI.
- 2.2. CHANNELS, ANGLES, PLATES AND MISCELLANEOUS CONNECTION MATERIAL: ASTM A36, WITH A MINIMUM YIELD STRENGTH OF 36,000 PSI, UNLESS NOTED OTHERWISE.
- 2.3. ROUND HSS: ASTM A500, GRADE B, WITH A MINIMUM YIELD STRENGTH OF 42,000 PSI.
- 2.4. RECTANGULAR HSS: A500 GRADE C, WITH A MINIMUM YIELD STRENGTH OF 50,000 PSI.
3. HARDWARE FOR CONNECTING GALVANIZED STEEL (INCL. AESS) SHALL BE AS FOLLOWS:
- 3.1. BOLTS SHALL CONFORM TO ASTM F3125 GRADE A325 TYPE 1 WITH ASTM F436 TYPE 1 WASHERS AND ASTM A563 GRADE DH NUTS.
- 3.2. BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP ZINC COATED TO ASTM A153 CLASS C.
4. ANCHOR BOLTS SHALL COMPLY TO ASTM F1554 GRADE 55 GALVANIZED, UNLESS NOTED OTHERWISE.
5. HARDWARE FOR CONNECTING STAINLESS STEEL SHALL BE AS FOLLOWS:
- 5.1. BOLTS SHALL CONFORM TO ASTM A193 GRADE B8 WITH TYPE 304 SS WASHERS AND ASTM A194 GRADE 8 NUTS.
6. STRUCTURAL STEEL FABRICATOR SHALL PROVIDE FOR VERTICAL AND HORIZONTAL FIELD ADJUSTMENT OF ALL SUPPORT ASSEMBLIES.
7. CUTS, HOLES, COPING, ETC. REQUIRED FOR OTHER TRADES MUST BE SHOWN ON THE SHOP DRAWINGS AND MADE IN THE SHOP. CUTS OR BURNING OF HOLES IN THE FIELD WILL NOT BE PERMITTED.
8. STEEL BEAMS ARE TO BE EQUALLY SPACED IN BAYS UNLESS OTHERWISE NOTED.
9. FABRICATE AND INSTALL BEAMS WITH NATURAL CAMBER UP.
10. THE STEEL STRUCTURE SHALL BE SECURELY BRACED UNTIL ALL FLOOR SLABS, ROOF DECKS AND LATERAL LOAD RESISTING FRAMES AND/OR SHEAR WALLS HAVE BEEN INSTALLED AND BECOME CAPABLE OF STABILIZING THE STRUCTURE.
11. UNLESS OTHERWISE NOTED, STRUCTURAL STEEL CONNECTIONS SHALL BE SHOP WELDED AND FIELD BOLTED.
- 11.1. BOLTS: 3/4" DIA. F3123 GRADE A-325, (HIGH STRENGTH) WITH 13/16" DIA. HOLES U.N.O. MATCHING WASHERS AND HEAVY HEX TYPE N (HIGH STRENGTH) FOR FRAMED CONNECTIONS AND TYPE SC AT MOMENT AND BRACING CONNECTIONS.
- 11.2. ALL WELDS SHALL BE MIN. SIZE REQUIRED BY AISC 360-10 UNLESS OTHERWISE NOTED.
12. CONNECTIONS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF MAINE FOR THE FORCES SHOWN IN THE DRAWINGS. STAMPED CALCULATIONS SHALL BE PROVIDED WITH SHOP-DRAWINGS.
13. UNLESS ALTERNATE CONNECTIONS ARE APPROVED BY THE ENGINEER, BOLTED CONNECTIONS SHALL BE MADE ACCORDING TO AISC TABLES FOR FRAMED BEAM CONNECTIONS. THE MINIMUM DEPTH OF THE CONNECTION MUST BE MORE THAN 67% OF THE BEAM DEPTH EXCEPT THAT BEAMS FRAMING TO COLUMNS SHALL HAVE FULL DEPTH CONNECTIONS USING 3/8" MINIMUM CONNECTION ANGLES OR PLATES.
- 13.1. NON-COMPOSITE BEAM CONNECTIONS SHALL BE DESIGNED FOR ONE HALF THE UNIFORM LOAD CAPACITY OF THE BEAM AS TABULATED BY AISC UNLESS HIGHER LOADS ARE INDICATED ON THE DRAWINGS.
- 13.2. COMPOSITE BEAMS (SHEAR STUDS ON TOP FLANGE) REQUIRE CONNECTION CAPACITIES SHALL BE INCREASED TO 75% LOAD CAPACITY OF THE BEAM UNLESS HIGHER LOADS ARE INDICATED ON THE DRAWINGS.
14. EXPANSION BOLTS SHALL BE STUD TYPE, CARBON STEEL ANCHORS OF THE DIAMETER AND EMBEDMENT INDICATED ON THE DRAWINGS. INSTALL PER MANUFACTURERS RECOMMENDATIONS.
15. SUBSTITUTION OF EXPANSION ANCHORS FOR EMBEDDED ANCHORS SHOWN ON THE DRAWINGS WILL NOT BE PERMITTED.
16. WELDING SHALL BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE ANSI/AWS D1.1", AMERICAN WELDING SOCIETY, LATEST EDITION. USE E70XX LOW-HYDROGEN ELECTRODES UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
17. HEADED SHEAR STUD CONNECTORS SHALL CONFORM TO ASTM A108, GRADE 1015 OR 1020, COLD FINISHED CARBON STEEL.
18. SHEAR STUD CONNECTORS SHALL BE 3/4" DIA. X 6" LONG UNLESS OTHERWISE NOTED AND SHALL BE SECURELY WELDED TO THE BEAMS. PROVIDE A MINIMUM OF ONE SHEAR STUD CONNECTOR AT A MAXIMUM OF 2'-0" O.C. FOR ALL STEEL BEAMS SUPPORTING CAST-IN-PLACE CONCNETRE SLABS UNLESS OTHERWISE NOTED. PROVIDE A MINIMUM 2" EDGE DISTANCE TO FLANGE EDGES.
19. MANUFACTURE STEEL GRATING IN ACCORDANCE WITH THE "METAL BAR GRATING MANUAL" AS PUBLISHED BY THE NATIONAL ASSOCIATION OF ARCHITECTURAL METALS MANUFACTURERS, LATEST EDITION. STEEL FOR GRATING SHALL CONFORM TO ASTM A1011.
20. PAINT AND PROTECTION:
- 23.1. ARCHITECTURALLY EXPOSED STRUCTURAL STEEL (AESS) SHALL BE PREPARED AND COATED IN ACCORDANCE WITH THE SPECIFICATIONS. COATING INCLUDES HOT-DIP GALVANIZING, FACTORY APPLIED EPOXY PRIME COAT AND FACTORY APPLIED URETHANE TOPCOAT.
- 23.2. NON-AESS STRUCTURAL STEEL, UNLESS INDICATED OTHERWISE, SHALL BE SHOP CLEANED AND HOT DIPPED GALVANIZED IN ACCORDANCE WITH THE SPECIFICATIONS.
- 23.3. DO NOT PAINT STEEL WHERE ENCASED WITH CONCRETE, OR AT FIELD WELD AREAS.
- 23.4. DO NOT PAINT THE TOP FLANGE OF BEAMS TO RECEIVE COMPOSITE SHEAR CONNECTORS
- 23.5. PROVIDE MINIMUM 3" CONCRETE COVER FOR ALL STEEL BELOW GRADE.
21. UNLESS NOTED OTHERWISE: ALL HSS COLUMNS SHALL HAVE A 1/4" COATED GALV CAP PLATE. ALL HSS BEAMS SHALL HAVE 1/4" COATED GALV END PLATE. ALL PIPE BRACES SHALL HAVE A 1/4" COATED GALV END PLATE.

METAL DECKS:

1. STEEL DECK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE BUILDING CODE AND THE STEEL DECK INSTITUTE SPECIFICATIONS AND RECOMMENDATIONS.
2. UNLESS NOTED OTHERWISE, ALL METAL DECKS TO BE USED FOR CONCRETE FLOORS SHALL BE NON-COMPOSITE STEEL DECK 3" DEEP, 16 GAGE, CONFORMING TO ASTM A663 GRADE 50, GALVANIZED G90. DECK SHALL HAVE A MINIMUM SECTION MODULUS OF 0.68 IN³ PER FOOT OF WIDTH AND MOMENT OF INERTIA OF 0.42 IN⁴ PER FOOT WIDTH. DECK SHALL BE CAPABLE OF SPANNING AS SHOWN IN THE DRAWINGS TO SUPPORT THE WET WEIGHT OF CONCRETE DURING CONSTRUCTION WITHOUT SHORING. AFTER CONSTRUCTION, THE CONCRETE ON METAL DECK SHALL BE CAPABLE OF SUPPORTING A LIVE LOAD CAPACITY OF 100 LB PER SQ. FT.
3. PEDESTRIAN BRIDGE FLOOR SLAB SHALL BE 3" X 16 GA GALVANIZED FORM DECK W/ CONCRETE THICKNESS AND REINFORCING AS PER PLAN. FORM DECK SHALL HAVE THE FOLLOWING MINIMUM SECTION PROPERTIES.
- I_D = 1.580 IN³/FT
- F_y = 50 KSI
- S_P = 1.013 IN³/FT
4. FORM FLOOR PANELS AND ACCESSORIES SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S APPROVED ERECTION DRAWINGS, INSTALLATION INSTRUCTIONS, THE STEEL DECK INSTITUTE (SDI) MANUAL FOR CONSTRUCTION WITH STEEL DECK, AND ALL APPLICABLE SAFETY REGULATIONS.
5. FORM FLOOR DECK SHALL BE FASTENED TO ALL SUPPORTING MEMBERS WITH 5/8" DIAMETER PUDDLE WELD AT A NOMINAL SPACING OF 12" ON CENTER IN A 36X PATTERN. SIDE LAPS SHALL BE FASTENED TOGETHER BETWEEN THE SUPPORTS BY 5/8" PUDDLE WELD OR A 3/8"x1 1/4" AT MAX 2FT O.C. ARC SEAM WELD.
6. CELL CLOSURES, AIR DAMS, POUR STOPS OR ANY OTHER ACCESSORIES SHALL BE PROVIDED FOR FORM DECK AS NECESSARY BY MANUFACTURER.

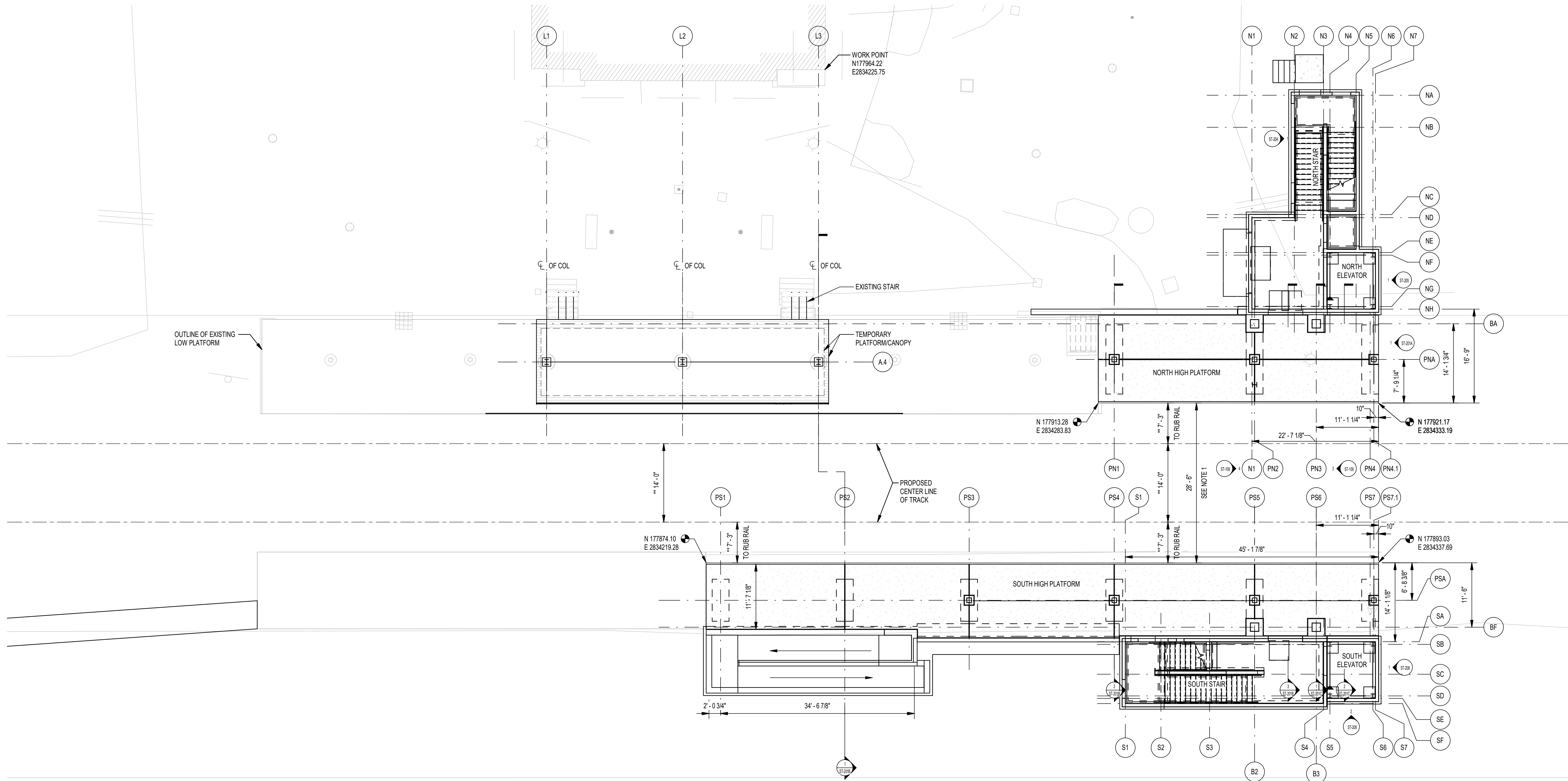
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION							
DATE	02/02/2024	DESIGNER	VHB	RAILROAD OWNER		REVISION 1	
		REVISION 2		REVISION 3		REVISION 4	
		REVISION 5		PROJECT COMPLETION DATE			

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
NOTES, SYMBOLS, AND ABBREVIATIONS SHEET 2
OF 3

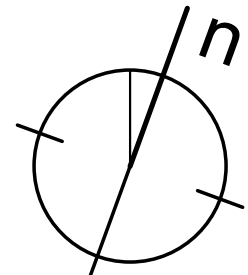
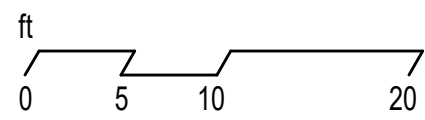
SHEET NUMBER

ST-002



1 SITE PLAN
SCALE: 1" = 10'-0"

- NOTE:
** DIMENSIONS SHOWN ARE PROPOSED
1. EDGE OF RUB RAIL TO EDGE OF RUB RAIL SHALL BE ERRECTED 28'-6" ACROSS FROM EACH OTHER. PLEASE NOTE RUB RAIL IS 3" OFF EDGE OF CONCRETE PLATFORM PANELS
 2. SEE CIVIL PLANS FOR EXISTING AND PROPOSED UTILITY LOCATIONS
 3. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

OVERALL SITE PLAN

SHEET NUMBER

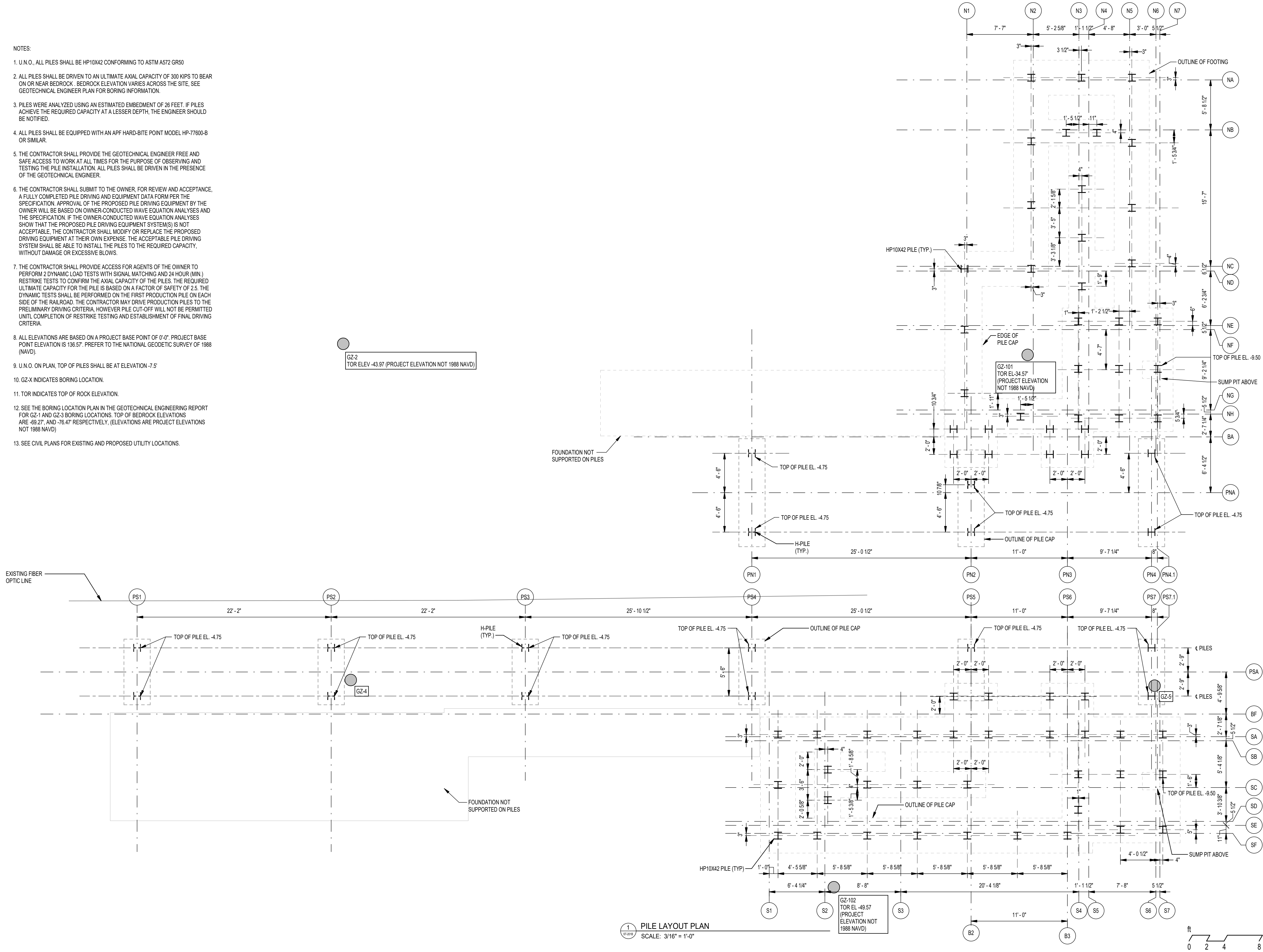
ST-100

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

NOTES:

1. U.N.O., ALL PILES SHALL BE HP10X42 CONFORMING TO ASTM A572 GR50
2. ALL PILES SHALL BE DRIVEN TO AN ULTIMATE AXIAL CAPACITY OF 300 KIPS TO BEAR ON OR NEAR BEDROCK. BEDROCK ELEVATION VARIES ACROSS THE SITE, SEE GEOTECHNICAL ENGINEER PLAN FOR BORING INFORMATION.
3. PILES WERE ANALYZED USING AN ESTIMATED EMBEDMENT OF 26 FEET. IF PILES ACHIEVE THE REQUIRED CAPACITY AT A LESSER DEPTH, THE ENGINEER SHOULD BE NOTIFIED.
4. ALL PILES SHALL BE EQUIPPED WITH AN APF HARD-BITE POINT MODEL HP-77600-B OR SIMILAR.
5. THE CONTRACTOR SHALL PROVIDE THE GEOTECHNICAL ENGINEER FREE AND SAFE ACCESS TO WORK AT ALL TIMES FOR THE PURPOSE OF OBSERVING AND TESTING THE PILE INSTALLATION. ALL PILES SHALL BE DRIVEN IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER.
6. THE CONTRACTOR SHALL SUBMIT TO THE OWNER, FOR REVIEW AND ACCEPTANCE, A FULLY COMPLETED PILE DRIVING AND EQUIPMENT DATA FORM PER THE SPECIFICATION. APPROVAL OF THE PROPOSED PILE DRIVING EQUIPMENT BY THE OWNER WILL BE BASED ON OWNER-CONDUCTED WAVE EQUATION ANALYSES AND THE SPECIFICATION. IF THE OWNER-CONDUCTED WAVE EQUATION ANALYSES SHOW THAT THE PROPOSED PILE DRIVING EQUIPMENT SYSTEM(S) IS NOT ACCEPTABLE, THE CONTRACTOR SHALL MODIFY OR REPLACE THE PROPOSED DRIVING EQUIPMENT AT THEIR OWN EXPENSE. THE ACCEPTABLE PILE DRIVING SYSTEM SHALL BE ABLE TO INSTALL THE PILES TO THE REQUIRED CAPACITY, WITHOUT DAMAGE OR EXCESSIVE BLOWS.
7. THE CONTRACTOR SHALL PROVIDE ACCESS FOR AGENTS OF THE OWNER TO PERFORM 2 DYNAMIC LOAD TESTS WITH SIGNAL MATCHING AND 24 HOUR (MIN.) RESTRIKE TESTS TO CONFIRM THE AXIAL CAPACITY OF THE PILES. THE REQUIRED ULTIMATE CAPACITY FOR THE PILE IS BASED ON A FACTOR OF SAFETY OF 2.5. THE DYNAMIC TESTS SHALL BE PERFORMED ON THE FIRST PRODUCTION PILE ON EACH SIDE OF THE RAILROAD. THE CONTRACTOR MAY DRIVE PRODUCTION PILES TO THE PRELIMINARY DRIVING CRITERIA, HOWEVER PILE CUT-OFF WILL NOT BE PERMITTED UNTIL COMPLETION OF RESTRIKE TESTING AND ESTABLISHMENT OF FINAL DRIVING CRITERIA.
8. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. PREFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
9. U.N.O. ON PLAN, TOP OF PILES SHALL BE AT ELEVATION -7.5'
10. GZ-X INDICATES BORING LOCATION.
11. TOR INDICATES TOP OF ROCK ELEVATION.
12. SEE THE BORING LOCATION PLAN IN THE GEOTECHNICAL ENGINEERING REPORT FOR GZ-1 AND GZ-3 BORING LOCATIONS. TOP OF BEDROCK ELEVATIONS ARE -89.27' AND -76.47' RESPECTIVELY, (ELEVATIONS ARE PROJECT ELEVATIONS NOT 1988 NAVD)
13. SEE CIVIL PLANS FOR EXISTING AND PROPOSED UTILITY LOCATIONS.



1 PILE LAYOUT PLAN
SCALE: 3/16" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

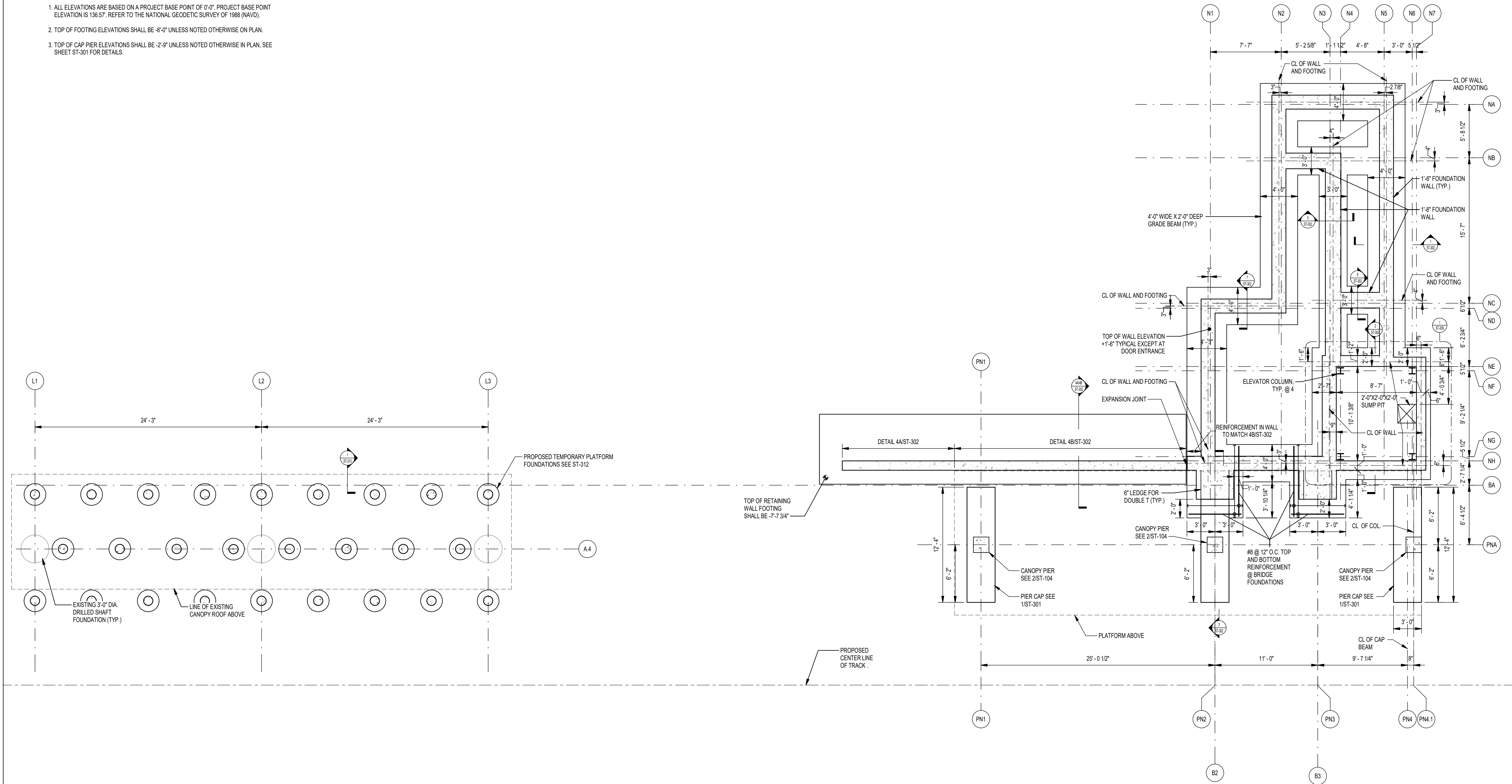
WELLS TRANSPORTATION CENTER
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HP PILE PLAN

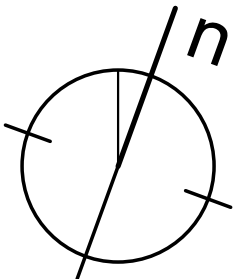
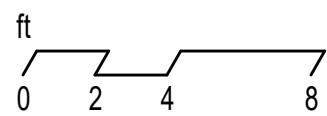
SHEET NUMBER
ST-101

NOTES:

1. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
2. TOP OF FOOTING ELEVATIONS SHALL BE -6'-0" UNLESS NOTED OTHERWISE ON PLAN.
3. TOP OF CAP PIER ELEVATIONS SHALL BE -2'-9" UNLESS NOTED OTHERWISE IN PLAN, SEE SHEET ST-301 FOR DETAILS.

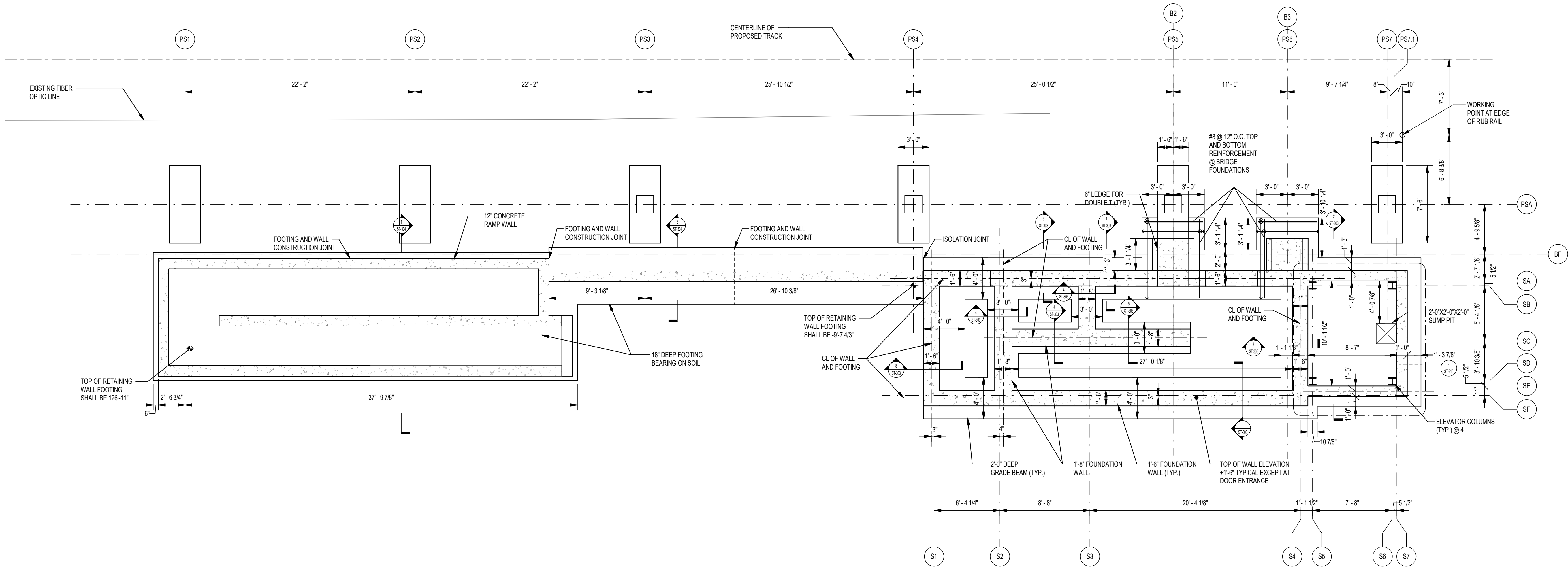


1 FOUNDATION PLAN
SCALE: 3/16" = 1'-0"

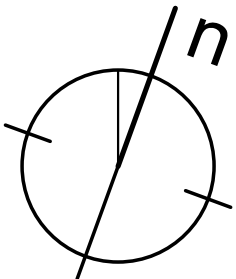
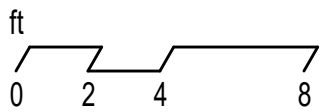


PROJECT INFORMATION				
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2
02/02/2024	VHB		REVISION 3	REVISION 4
			REVISION 5	
PROJECT COMPLETION DATE				

- NOTES:
- ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
 - TOP OF FOOTING ELEVATIONS SHALL BE -6'-0" UNLESS NOTED OTHERWISE ON PLAN.
 - TOP OF CAP PIER ELEVATIONS SHALL BE -2'-9" UNLESS NOTED OTHERWISE IN PLAN, SEE SHEET ST-301 FOR DETAILS.



1 FOUNDATION PLAN
SCALE: 3/16" = 1'-0"



NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE




PROJECT INFORMATION				
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2
02/02/2024	VHB		REVISION 3	REVISION 4
			REVISION 5	
PROJECT COMPLETION DATE				

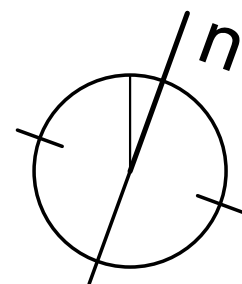
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

FOUNDATION PLAN - SOUTH ELEVATOR/STAIRS

SHEET NUMBER

ST-102A

1.  INDICATES PRECAST PANEL TYPE. SEE SHEET ST-306 FOR DETAILS
2. "SOG-1" INDICATES SLAB ON GRADE TYPE. SEE SHEET ST-303 FOR SCHEDULE AND DETAILS.
3.  INDICATES A SLAB STEP.
4.  FOR GRINDLINE DIMENSIONS SEE ST-102 & ST-102A.
5. * INDICATES EMBEDDED CLT HOLD DOWN ROD. CONTRACTOR SHALL COORDINATE EMBEDDED ROD BETWEEN CLT SUBCONTRACTOR, AND CONCRETE SUBCONTRACTOR, PRIOR TO POURING CONCRETE
6. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).



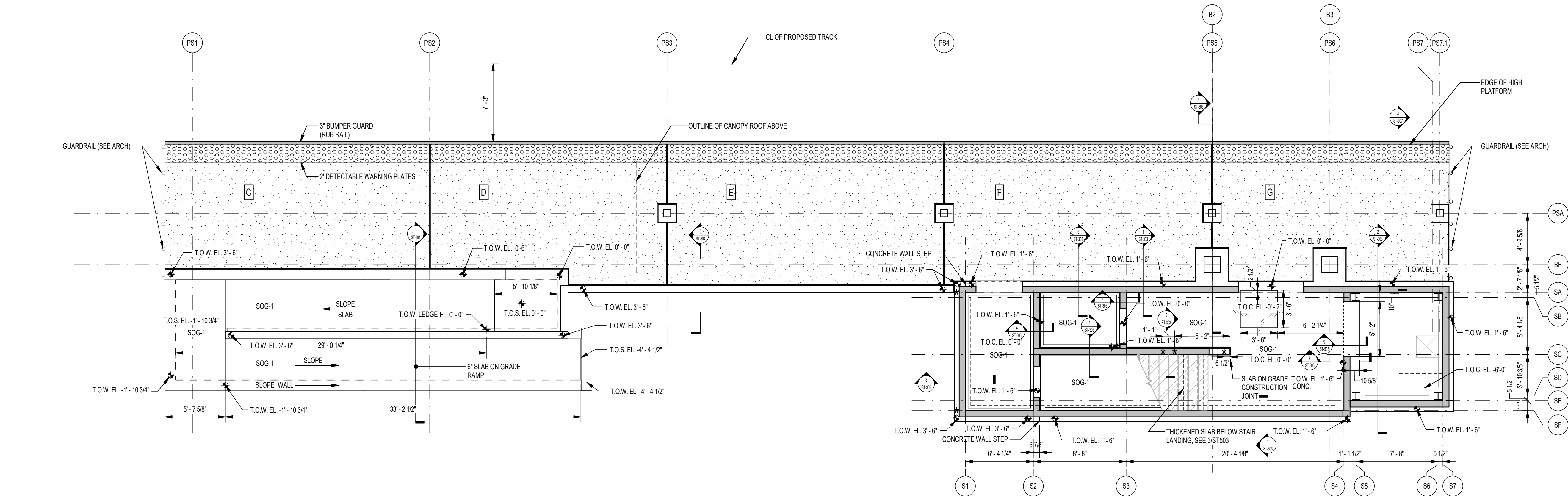
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SHEET NUMBER

ST-103

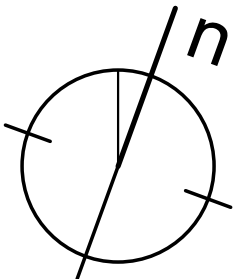
NOTES:

1. X INDICATES PRECAST PANEL TYP. SEE SHEET ST-306 FOR DETAILS
2. "SOG-1" INDICATES SLAB ON GRADE TYPE. SEE SHEET ST-503 FOR SCHEDULE AND DETAILS.
3. INDICATES A SLAB STEP.
4. FOR GRIDLINE DIMENSIONS SEE ST-102 & ST-102A.
5. * INDICATES EMBEDDED CLT HOLD DOWN ROD. CONTRACTOR SHALL COORDINATE EMBEDDED ROD BETWEEN CLT SUBCONTRACTOR, AND CONCRETE SUBCONTRACTOR, PRIOR TO POURING CONCRETE
6. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

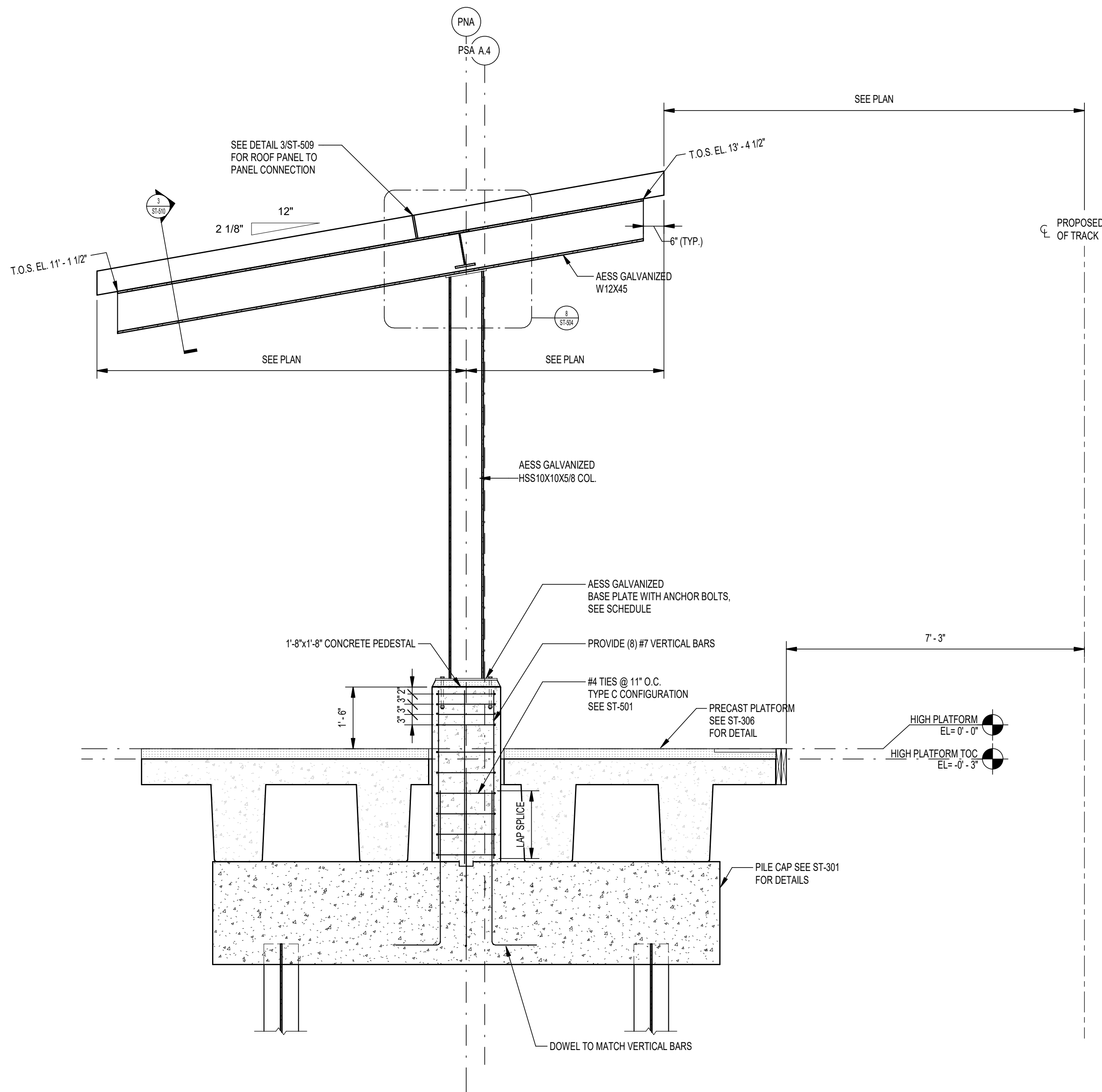


1 PLATFORM AND RAMP PLANS
SCALE: 3/16" = 1'-0"

ft
0 2 4 8



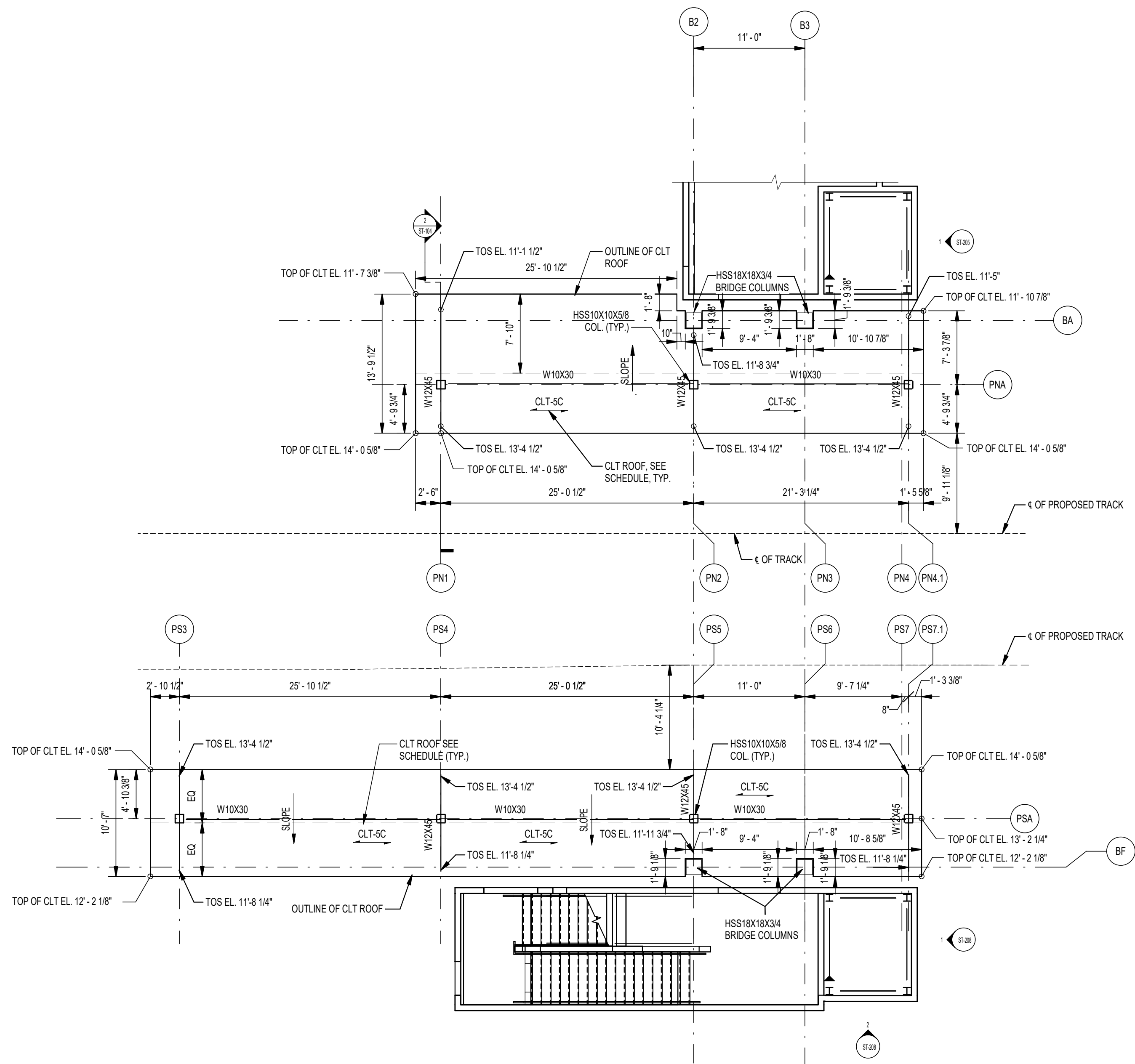
PROJECT INFORMATION					
DATE	02/02/2024	DESIGNER	VHB	RAILROAD OWNER	
REVISION 1		REVISION 2		REVISION 3	
REVISION 4		REVISION 5		PROJECT COMPLETION DATE	



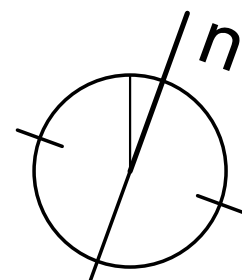
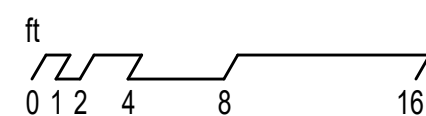
2 NORTH AND SOUTH HIGH PLATFORM CANOPY TYPICAL SECTION
SCALE: 1/2" = 1'-0"

NOTES:

- INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE
- INDICATES A PANEL JOINT
- ALL EXPOSED CANOPY STEEL SHALL BE GALVANIZED AESS. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
- ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD)



1 NORTH AND SOUTH HIGH PLATFORM CANOPY ROOF FRAMING PLAN
SCALE: 1/8" = 1'-0"



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

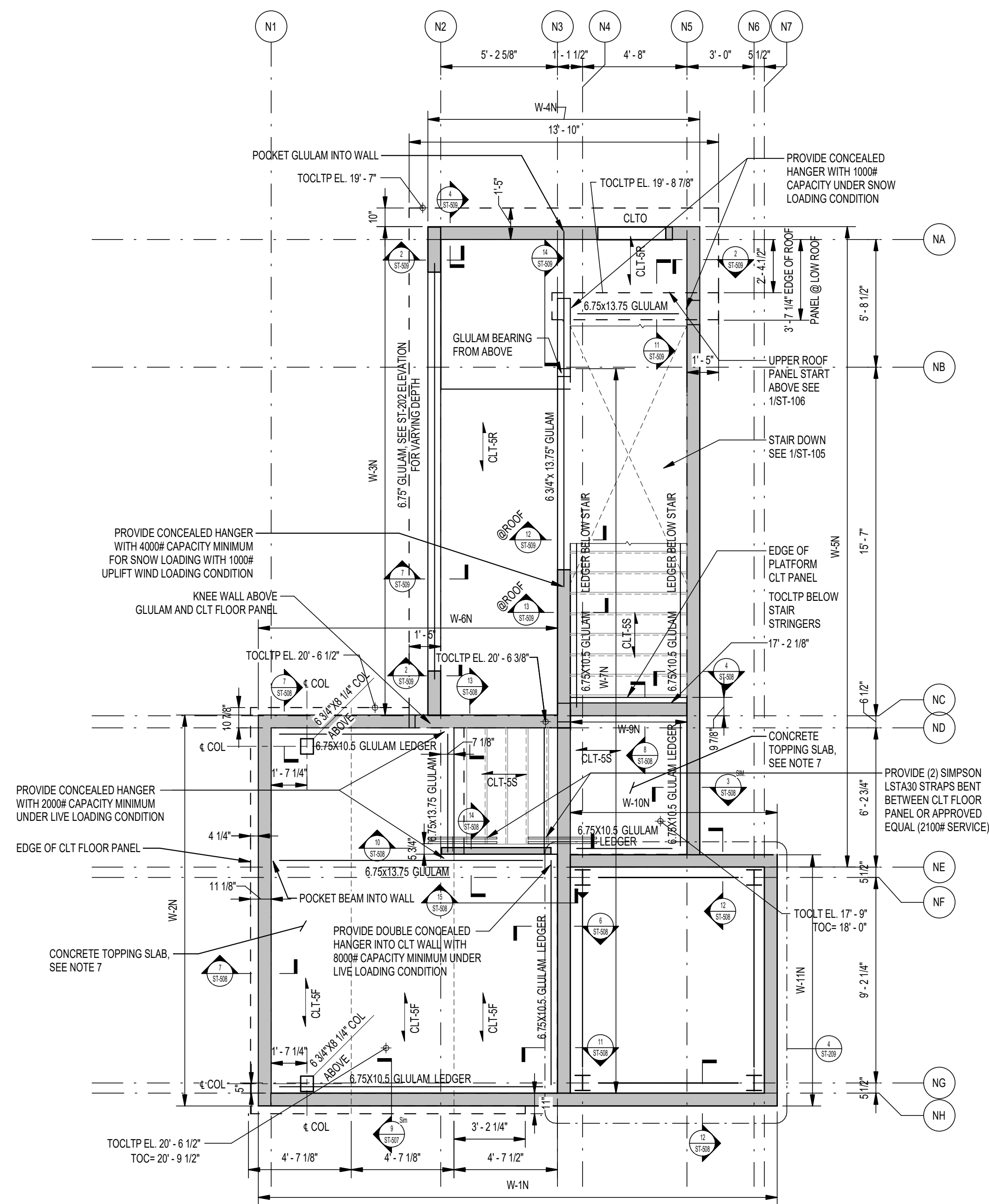
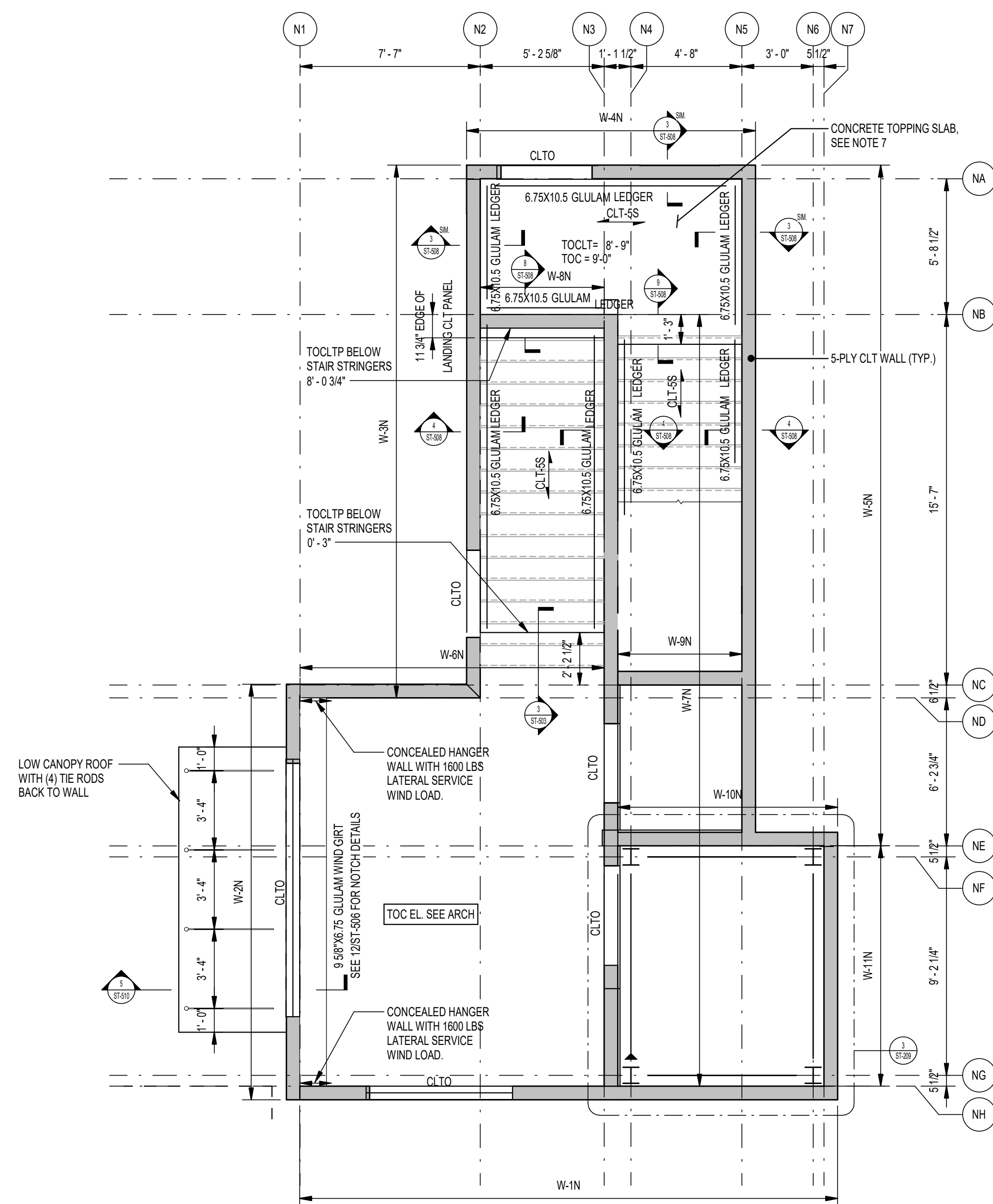
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

SHEET NUMBER


ST-104

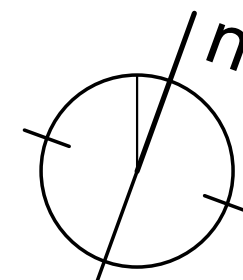
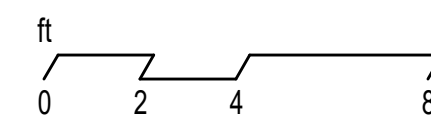
CANOPY ROOF FRAMING PLANS AND SECTIONS

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



NOTES:

1.  INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE.
2. "CLTO" INDICATES OPENING IN CLT FABRICATED IN THE SHOP.
3. "W-XX" INDICATES CLT WALL TYPE. SEE SHEETS S-202 THRU S-208 FOR ELEVATIONS.
4. - - - - - INDICATES A PANEL JOINT.
5. "TOCLTP" INDICATES TOP OF CLT PANEL ELEVATIONS.
6. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
7. 3" CONCRETE TOPPING SLAB WITH #6X-W/14 WIRE MESH AT CENTER DEPTH. PROVIDE 15 MIL POLY VAPOR BARRIER BETWEEN CLT AND CONCRETE TOPPING SLAB.



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

NORTH STAIR AND ELEVATOR PLANS 1 OF 2

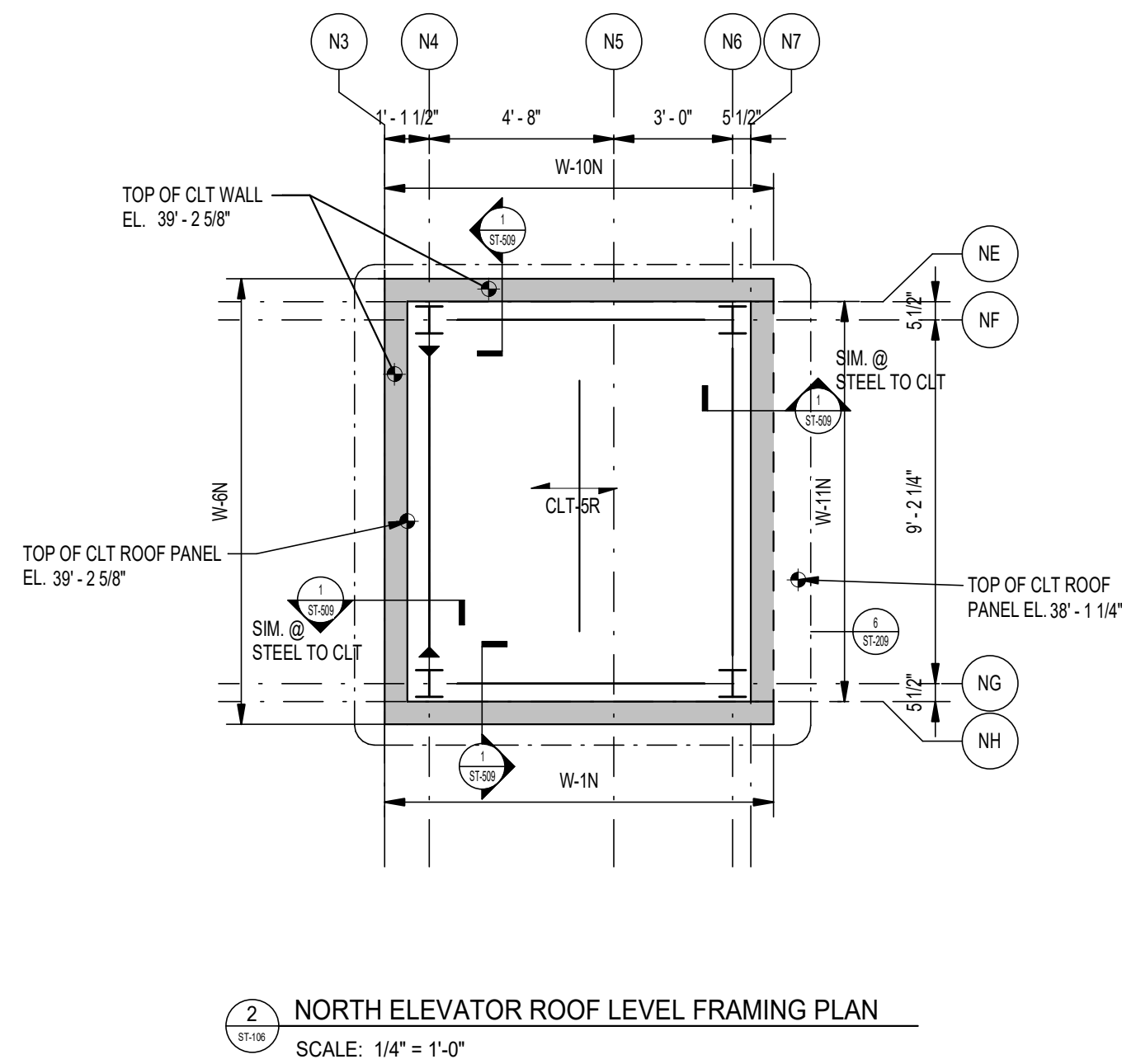
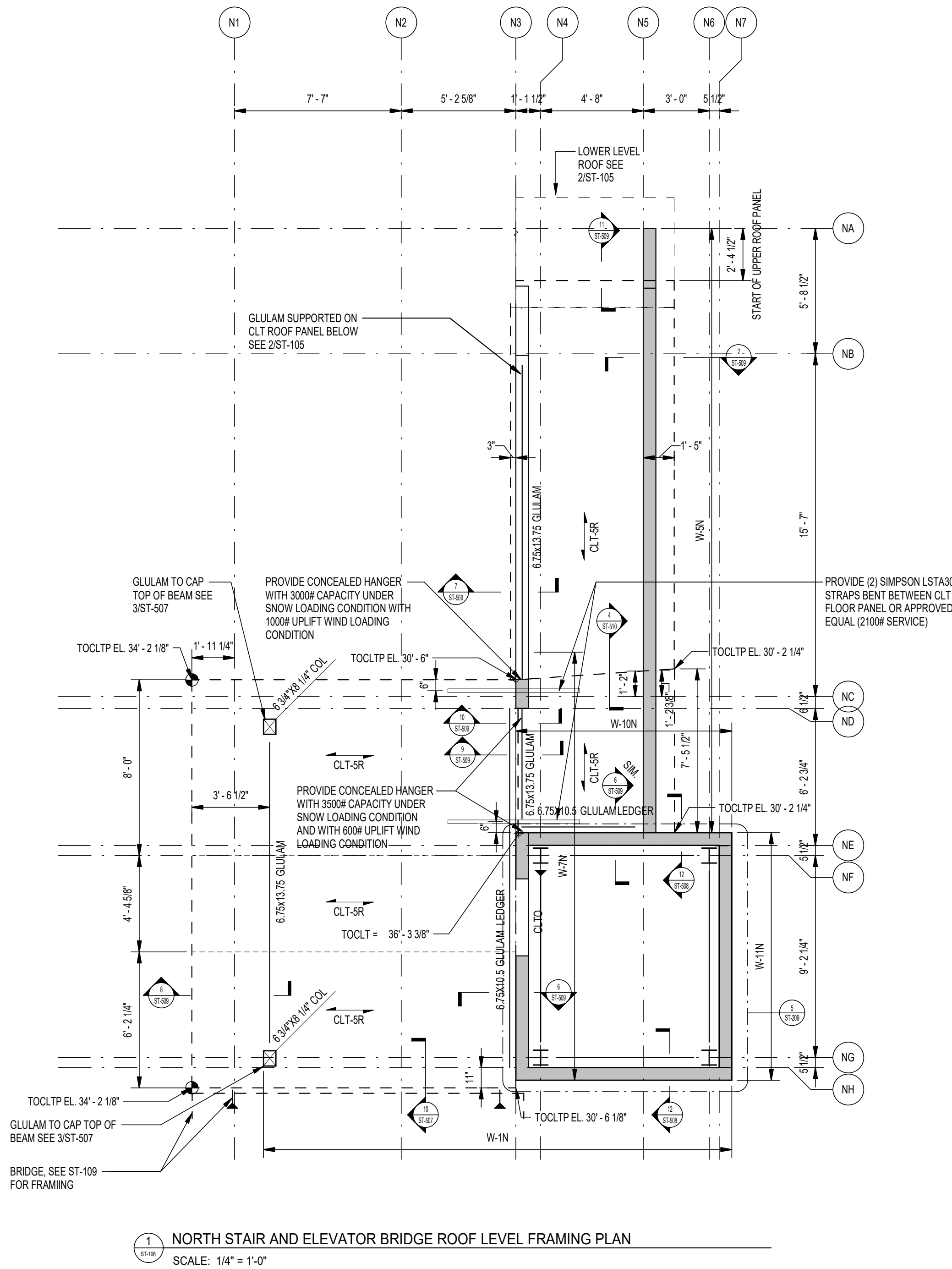
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ST-105

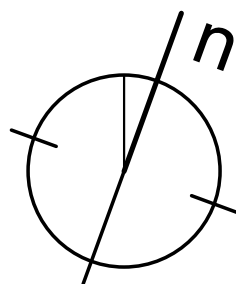
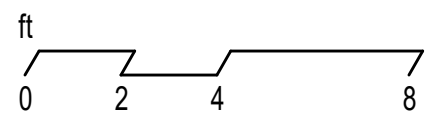
PROJECT INFORMATION

DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE



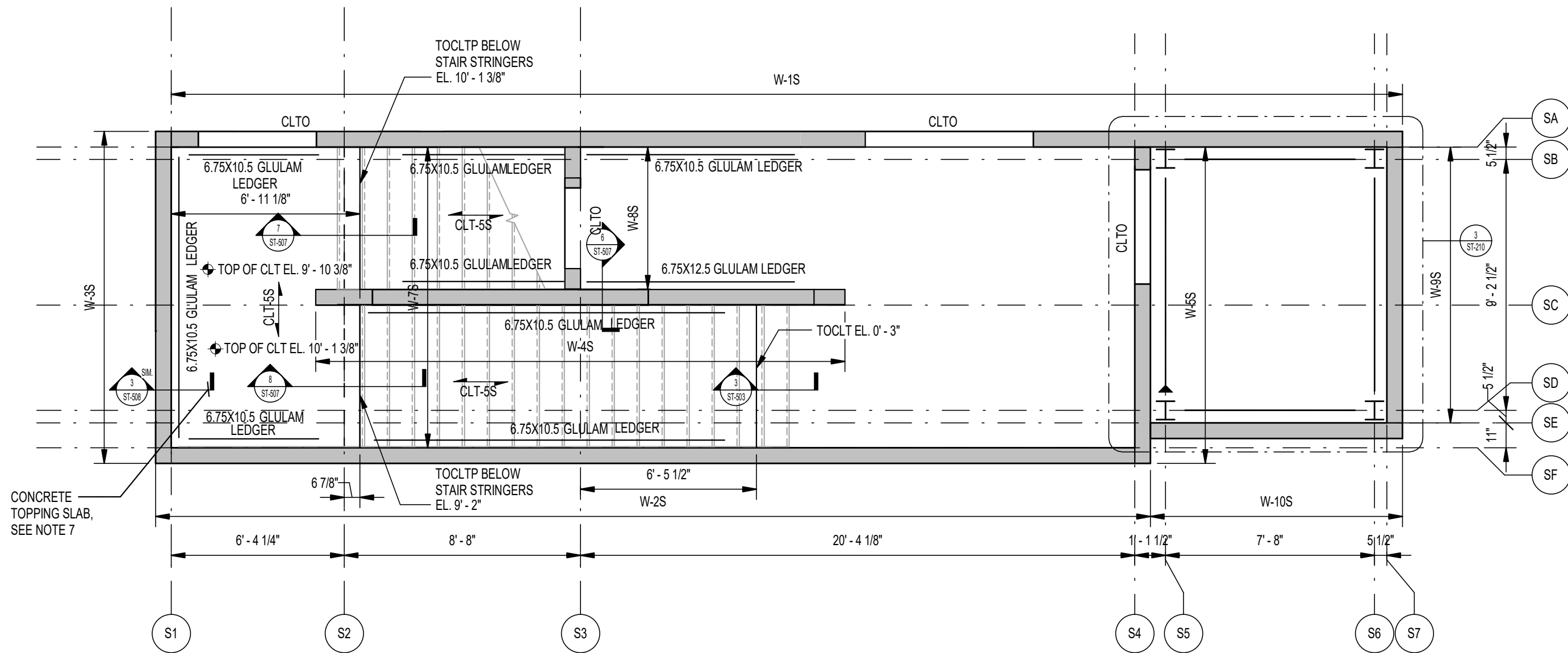
- NOTES:
1. INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE
 2. "CLTO" INDICATES OPENING IN CLT FABRICATED IN THE SHOP.
 3. "W-XX" INDICATES CLT WALL TYPE, SEE SHEETS S-202 THRU S-208 FOR ELEVATIONS.
 4. - - - - INDICATES A PANEL JOINT.
 5. "TOCLTP" INDICATES TOP OF CLT PANEL ELEVATIONS.
 6. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
 7. 3" CONCRETE TOPPING SLAB WITH 6X6-W1.4 WIRE MESH AT CENTER DEPTH. PROVIDE 15 MIL POLY VAPOR BARRIER BETWEEN CLT AND CONCRETE TOPPING SLAB.



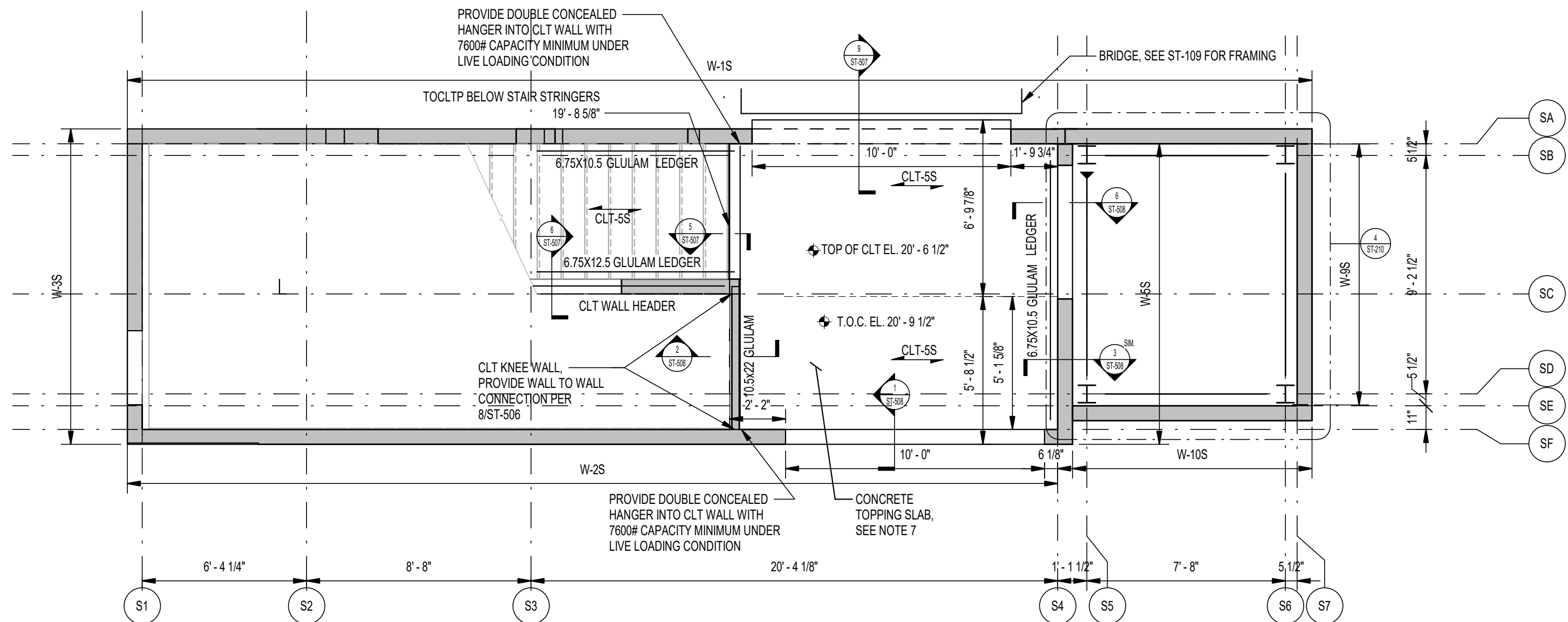
PROJECT INFORMATION					
DATE	02/02/2024	DESIGNER	VHB	RAILROAD OWNER	
REVISION 1		REVISION 2		REVISION 3	
REVISION 4		REVISION 5		PROJECT COMPLETION DATE	

NOTES:

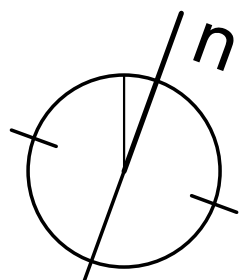
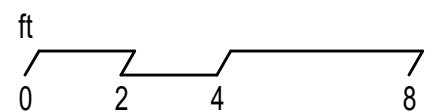
- INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE
- "CLTO" INDICATES OPENING IN CLT FABRICATED IN THE SHOP.
- "W-XX" INDICATES CLT WALL TYPE, SEE SHEETS S-202 THRU S-208 FOR ELEVATIONS.
- INDICATES A PANEL JOINT.
- "TOCLTP" INDICATES TOP OF CLT PANEL ELEVATIONS.
- ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
- 3" CONCRETE TOPPING SLAB WITH 6X6-W1.4 WIRE MESH AT CENTER DEPTH. PROVIDE 15 MIL POLY VAPOR BARRIER BETWEEN CLT AND CONCRETE TOPPING SLAB.



1 SOUTH STAIR AND ELEVATOR STAIR LANDING LEVEL FRAMING PLAN
SCALE: 1/4" = 1'-0"



2 SOUTH STAIR AND ELEVATOR BRIDGE LEVEL FRAMING PLAN
SCALE: 1/4" = 1'-0"



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

SOUTH STAIR AND ELEVATOR PLANS 1 OF 2

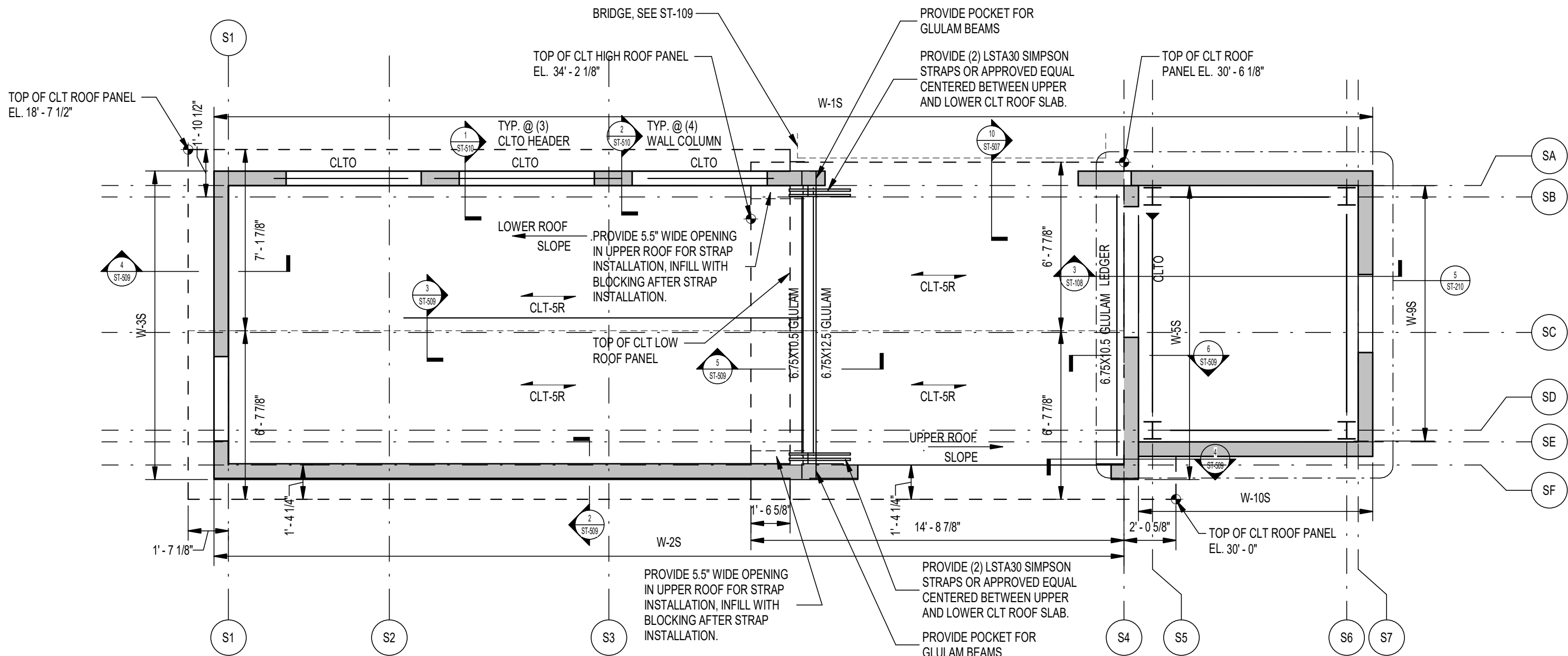
SHEET NUMBER

ST-107

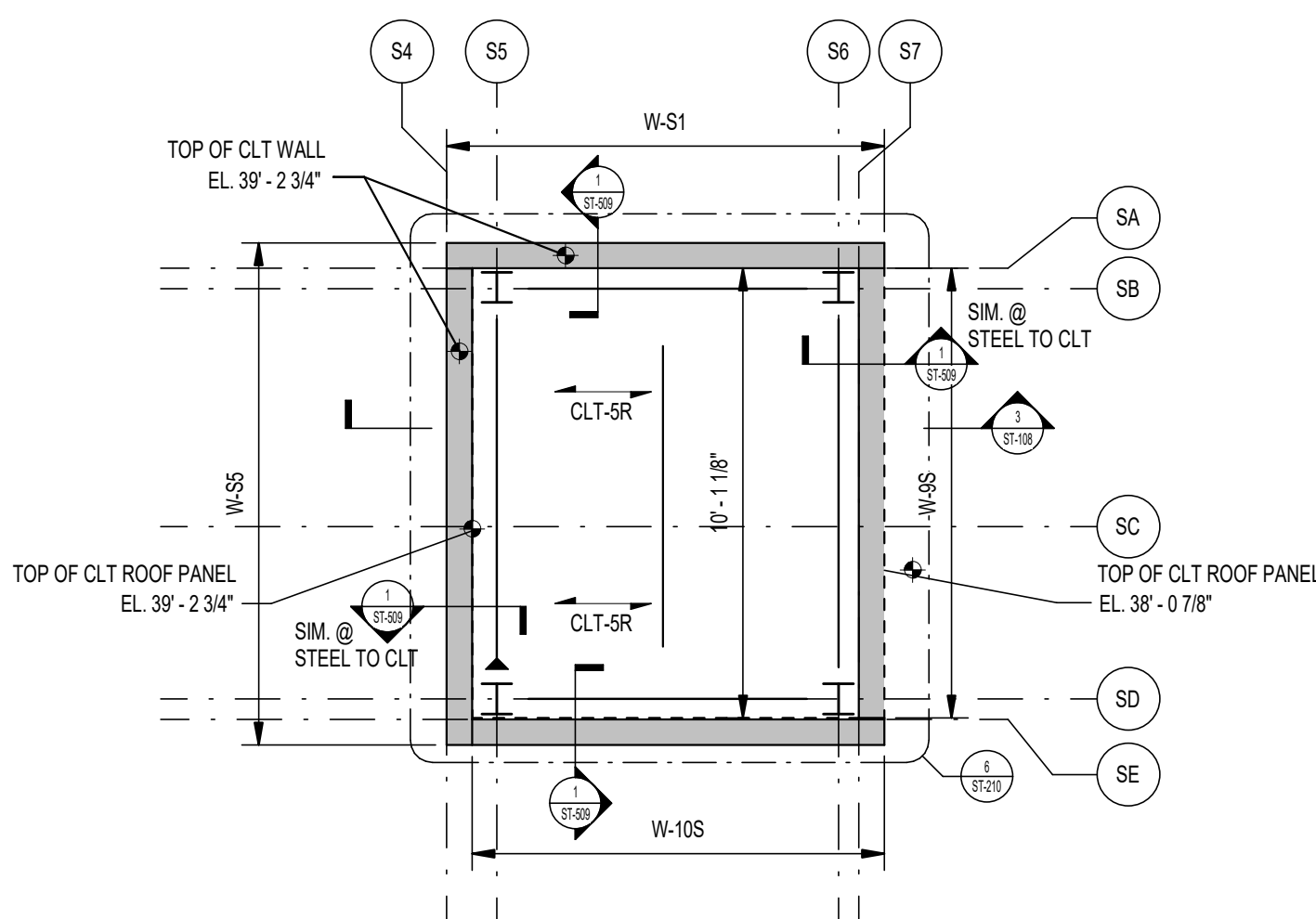
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

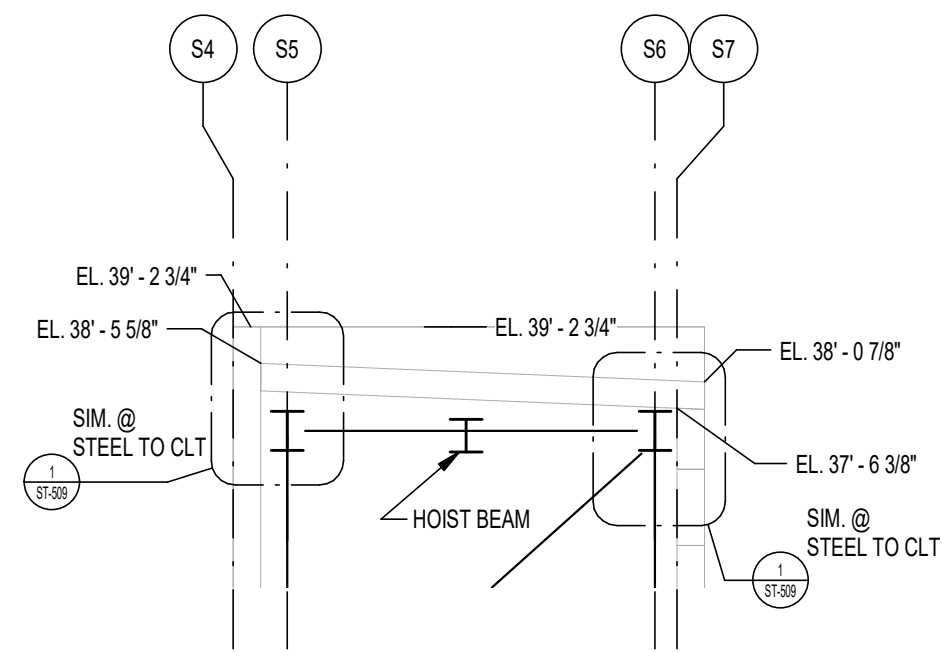
- NOTES:
- INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE
 - "CLTO" INDICATES OPENING IN CLT FABRICATED IN THE SHOP.
 - "W-XX" INDICATES CLT WALL TYPE, SEE SHEETS S-202 THRU S-208 FOR ELEVATIONS.
 - INDICATES A PANEL JOINT.
 - "TOCLTP" INDICATES TOP OF CLT PANEL ELEVATIONS.
 - ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
 - 3" CONCRETE TOPPING SLAB WITH 6X6-W1.4 WIRE MESH AT CENTER DEPTH. PROVIDE 15 MIL POLY VAPOR BARRIER BETWEEN CLT AND CONCRETE TOPPING SLAB.



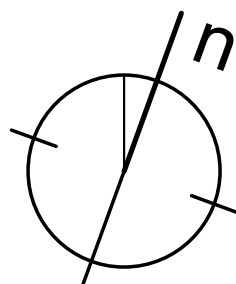
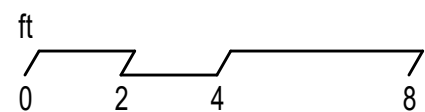
1 SOUTH STAIR AND ELEVATOR BRIDGE ROOF LEVEL FRAMING PLAN
SCALE: 1/4" = 1'-0"



2 SOUTH ELEVATOR ROOF LEVEL FRAMING PLAN
SCALE: 1/4" = 1'-0"



3 DETAIL SECTION
SCALE: 1/4" = 1'-0"



NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

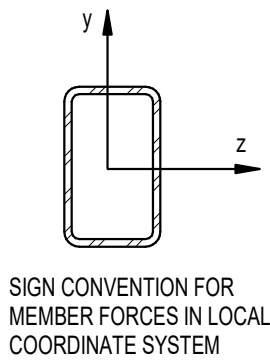
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

SOUTH STAIR AND ELEVATOR PLANS 2 OF 2

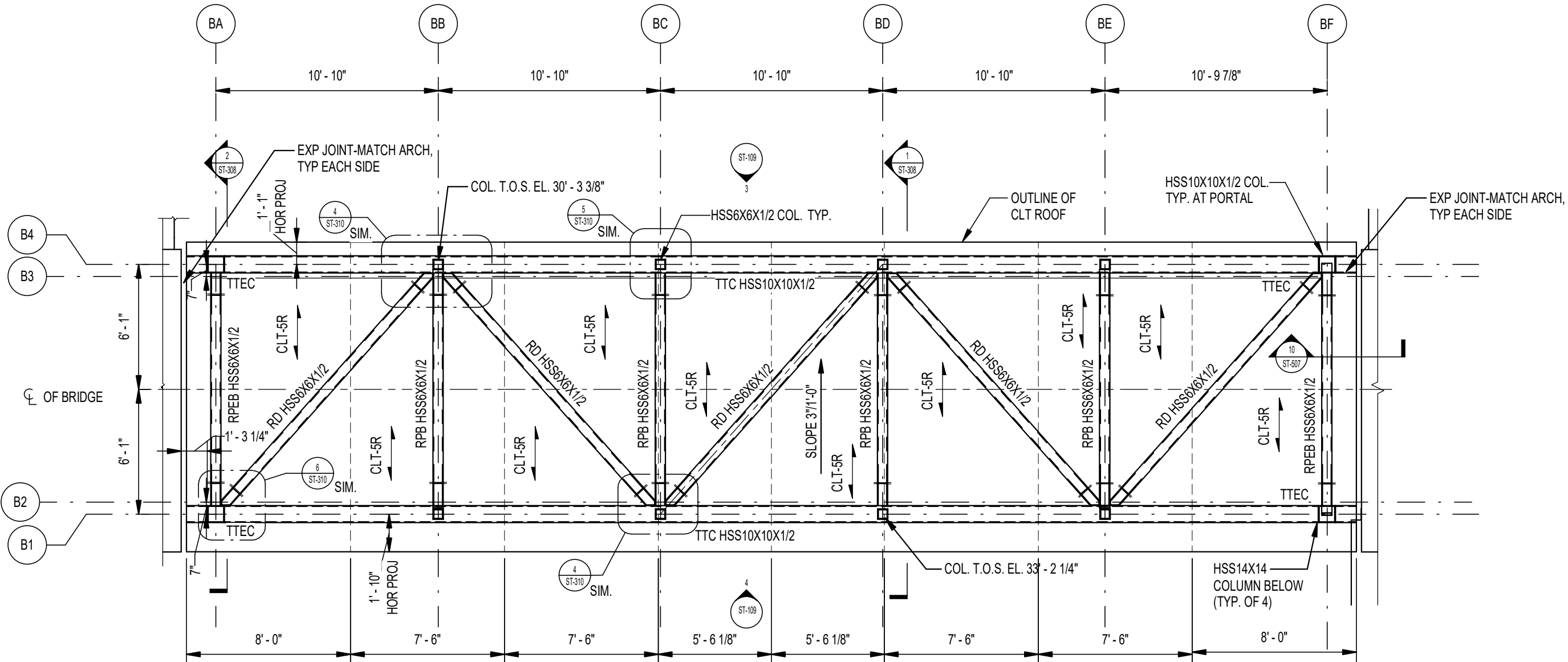
SHEET NUMBER

ST-108

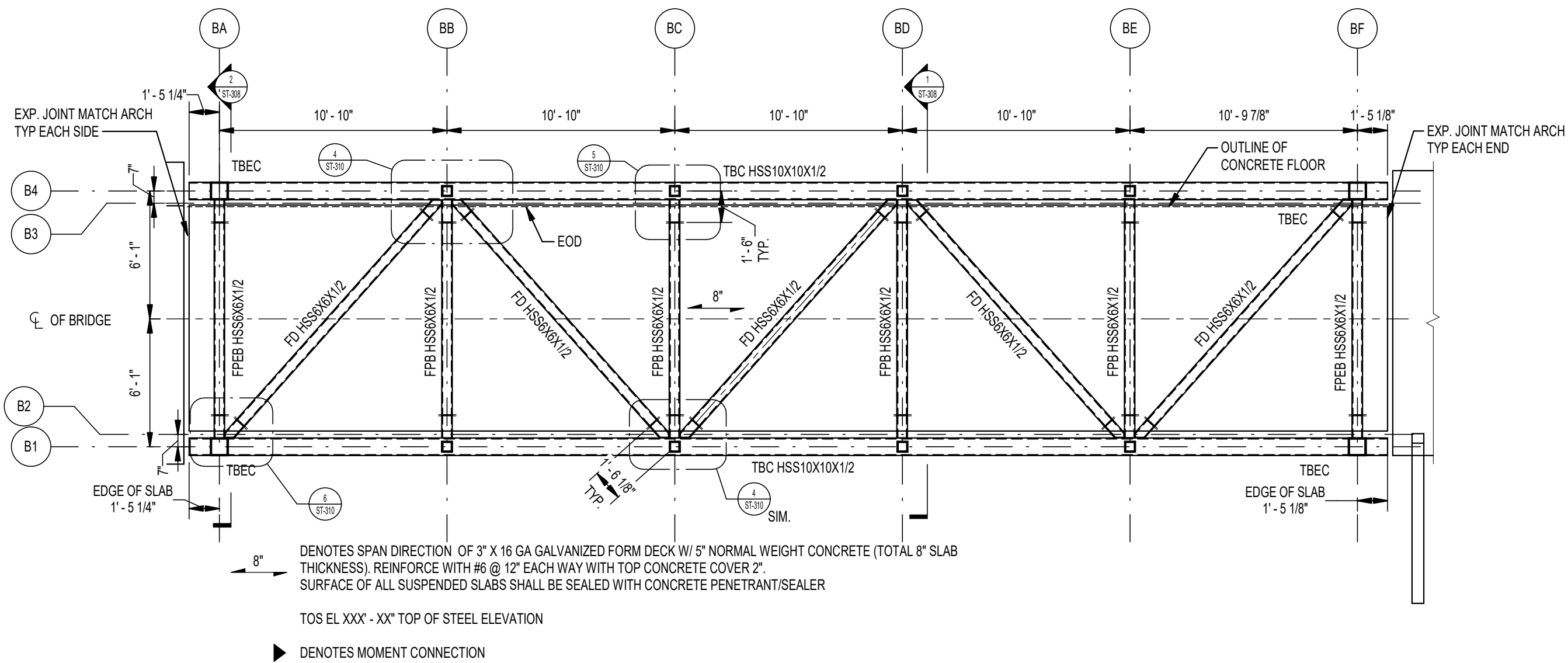
ITEM	DESCRIPTION	SIZE	Fx kip	Fy kip	Fz kip	Mx kip-ft	My kip-ft	Mz kip-ft
RD	ROOF DIAGONAL	HSS6X6X1/2	+7/-7	0	0	0	0	0
FD	FLOOR DIAGONAL	HSS6X6X1/2	-23	0	0	0	0	0
TD	TRUSS DIAGONAL	HSS6X6X1/2	+79/-79	0	0	0	0	0
TCOL	TRUSS COLUMN	HSS6X6X1/2	+32/-49	0	0	0	0	0
TTC	TRUSS TOP CHORD	HSS10X10X1/2	+95/-2	2	1	0	4	5
TTEC	TRUSS TOP END CHORD	HSS10X10X1/2	+63/-2	2	0	0	2	9
TBC	TRUSS BOTTOM CHORD	HSS10X10X1/2	-97	2	0	3	3	4
TBEC	TRUSS BOTTOM END CHORD	HSS10X10X1/2	-72	3	0	7	2	10
RPB	ROOF PERP BEAM	HSS6X6X1/2	+3/-3	6	0	0	0	0
RPEB	ROOF PERP END BEAM	HSS6X6X1/2	+4/-4	4	0	0	0	14
FPB	FLOOR PERP BEAM	HSS6X6X1/2	-23	18	1	0	0	0
FPEB	FLOOR PERP END BEAM	HSS6X6X1/2	-20	9	0	0	0	22
PCOL	PORTAL COLUMN	HSS10X10X1/2	+70	2	10	2	29	10



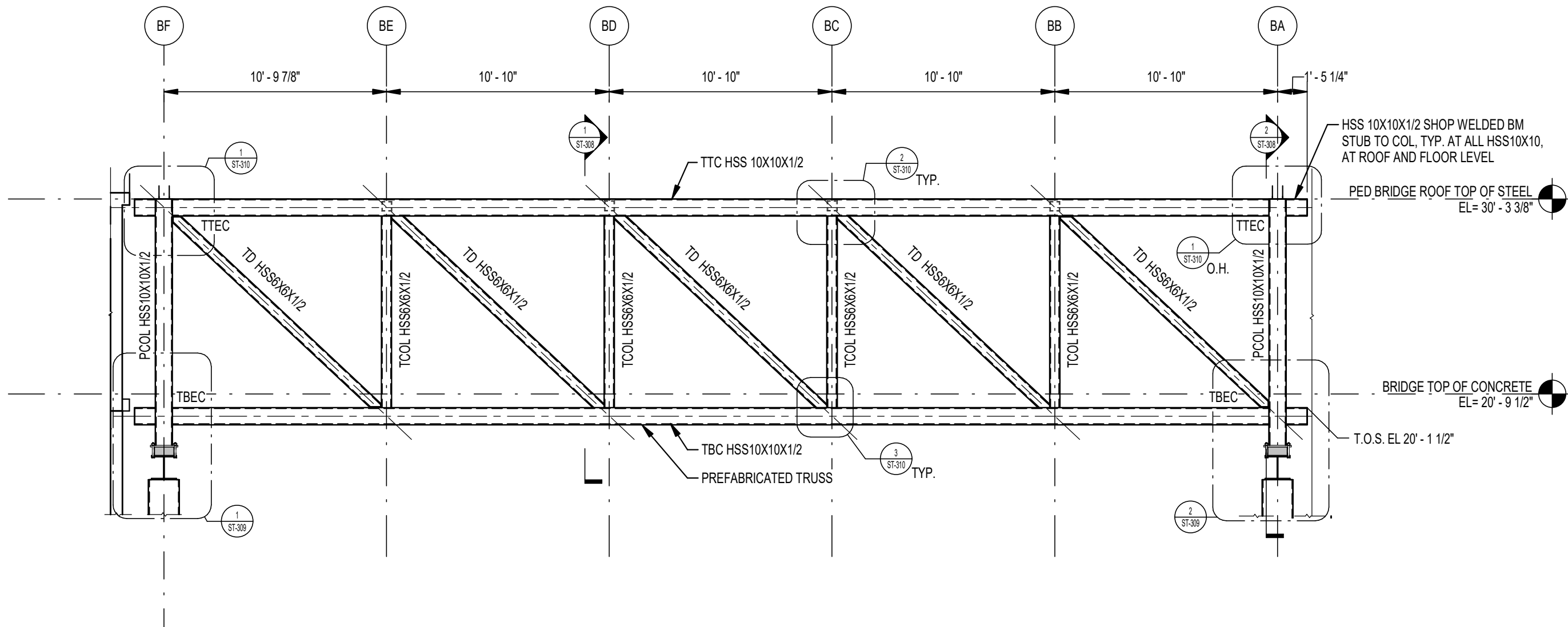
- NOTES:
1. PROVIDED MEMBER FORCES ARE OBTAINED AFTER RUNNING LRFD STRENGTH LOAD COMBINATIONS. THOSE FORCES SHALL BE INCREASED FOR CONNECTION DETAILING AS REQUIRED.
 2. MEMBER FORCES ARE IN LOCAL COORDINATE SYSTEM.
 3. ALL MEMBER FORCES ARE +/-, BUT AXIAL FORCES AS NOTED
 4. "*" INDICATES COMPRESSION, "*" DENOTES TENSION
 5. CLT-5R INDICATES CLT STRONG SPAN DIRECTION. SEE SHEET ST-507 FOR CLT PANEL SCHEDULE
 6. --- INDICATES A PANEL JOINT
 7. ALL BRIDGE STEEL IS GALVANIZED AESS. SEE ARCHITECTURAL PLANS FOR FINISH INFORMATION
 8. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD)



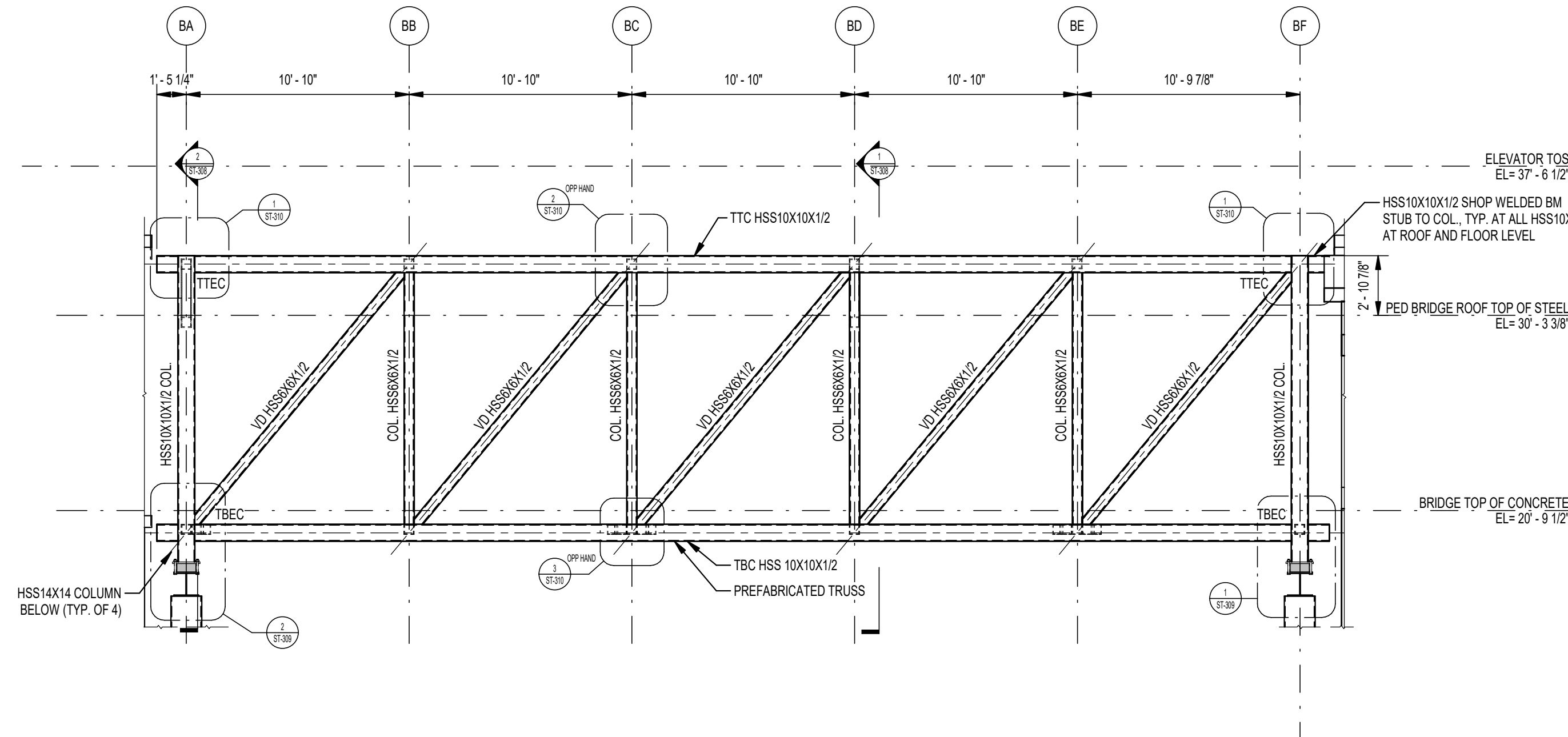
2 BRIDGE ROOF FRAMING PLAN
SCALE: 3/16" = 1'-0"
TOS EL 156'-8 3/8", UNO



1 PEDESTRIAN BRIDGE FLOOR FRAMING PLAN
SCALE: 3/16" = 1'-0"
TOS EL 156'-8 3/8", U.N.O.



3 PED BRIDGE - EAST ELEVATION
SCALE: 3/16" = 1'-0"



4 PED BRIDGE - WEST ELEVATION
SCALE: 3/16" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

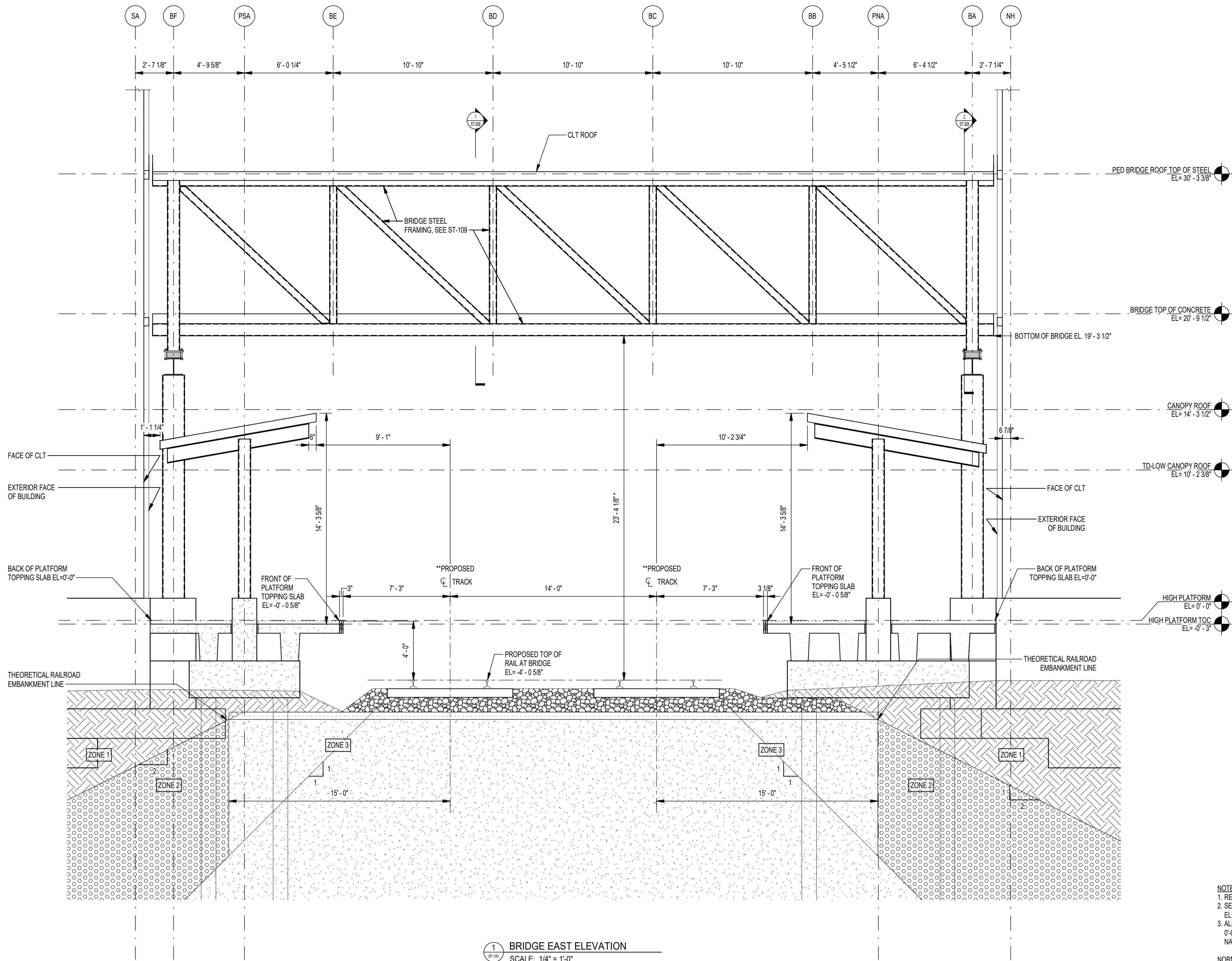
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

PED BRIDGE PLANS AND ELEVATIONS

SHEET NUMBER

ST-109



NOTES:

* MIN VERTICAL CLEARANCE ABOVE PROPOSED TOP OF RAIL AT BRIDGE.

** PROPOSED CENTERLINE OF TRACK AFTER HORIZONTAL AND VERTICAL TRACK REALIGNMENT COMPLETED BY CSX.

ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

NOTES:

1. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES

2. SEE CIVIL DRAWINGS FOR ADDITIONAL TOP OF GRADE ELEVATIONS.

3. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

NORMAL REQUIREMENTS FOR SHORING ADJACENT TO TRACK

ZONE 1 - EXCAVATIONS ABOVE AND OUTSIDE OF THE THEORETICAL RAILROAD EMBANKMENT LINE - DO NOT NORMALLY REQUIRE SHORING TO PROTECT RAILROAD ROADBED. SHORING MAY BE REQUIRED FOR OTHER REASONS

ZONE 2 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 2 REQUIRE SHORING, BUT THE SHORING MAY NORMALLY BE PULLED AFTER THE EXCAVATION HAS BEEN BACKFILLED

ZONE 3 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 3 WILL NORMALLY REQUIRE THE SHORING TO BE LEFT IN PLACE AND CUT-OFF 3' BELOW BASE OF RAIL. SHORING MUST BE DESIGNED FOR COOPER E80 LIVE LOAD

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

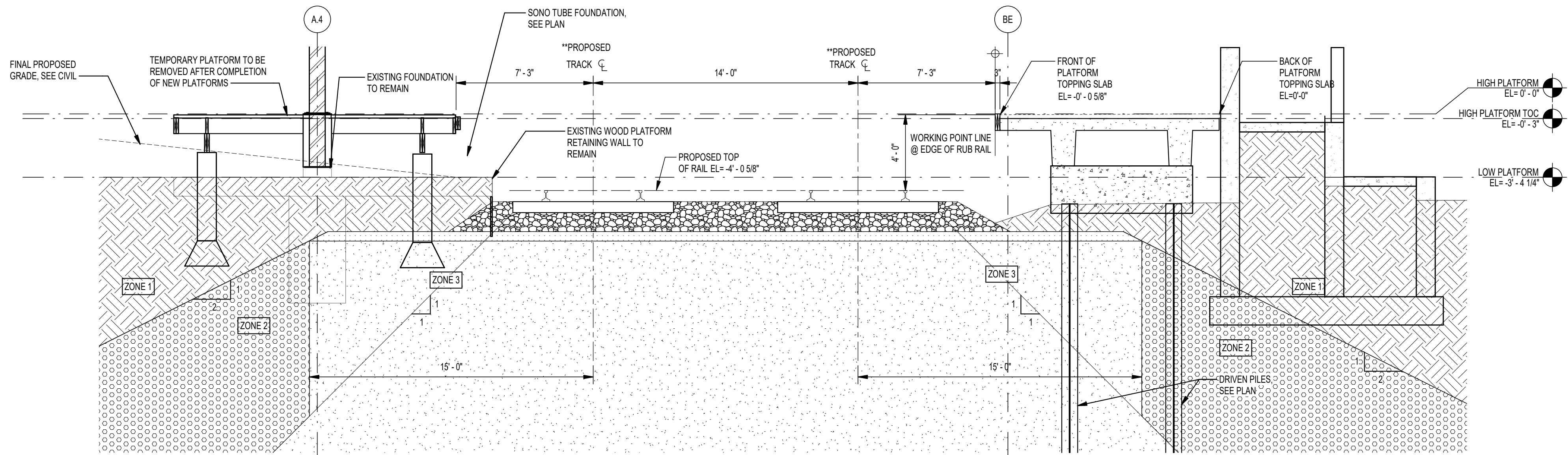
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

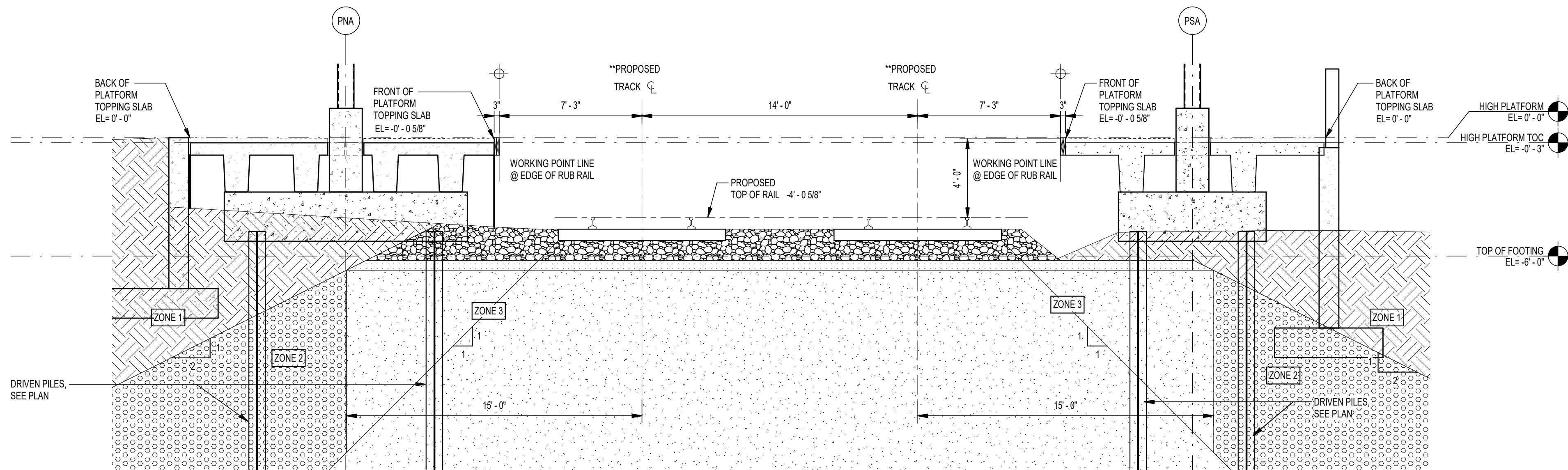
ELEVATIONS

SHEET NUMBER

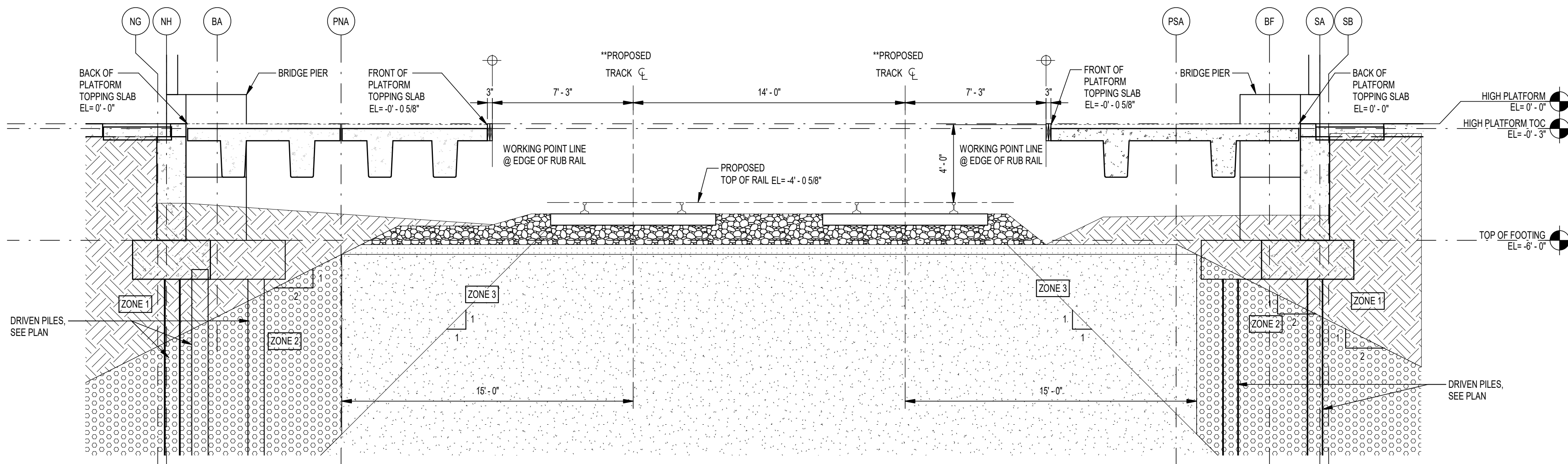
ST-201A



1 ZONE SECTION 1
SCALE: 1/4" = 1'-0"



2 ZONE SECTION 2
SCALE: 1/4" = 1'-0"



3 ZONE SECTION 3
SCALE: 1/4" = 1'-0"

- NOTES:
1. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES
 2. SEE CIVIL DRAWINGS FOR ADDITIONAL TOP OF GRADE ELEVATIONS.
 3. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

NORMAL REQUIREMENTS FOR SHORING ADJACENT TO TRACK

- ZONE 1 - EXCAVATIONS ABOVE AND OUTSIDE OF THE THEORETICAL RAILROAD EMBANKMENT LINE - DO NOT NORMALLY REQUIRE SHORING TO PROTECT RAILROAD ROADBED. SHORING MAY BE REQUIRED FOR OTHER REASONS
- ZONE 2 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 2 REQUIRE SHORING, BUT THE SHORING MAY NORMALLY BE PULLED AFTER THE EXCAVATION HAS BEEN BACKFILLED
- ZONE 3 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 3 WILL NORMALLY REQUIRE THE SHORING TO BE LEFT IN PLACE AND OUT-OFF 3' BELOW BASE OF RAIL. SHORING MUST BE DESIGNED FOR COOPER E80 LIVE LOAD

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

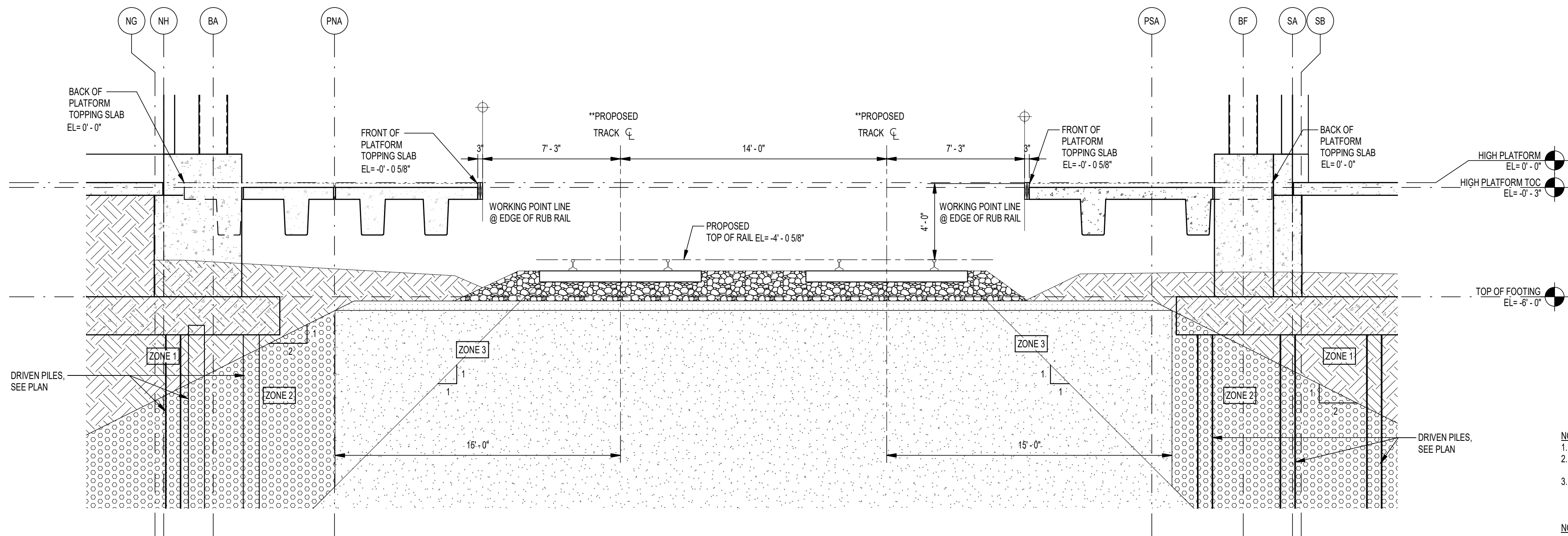
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

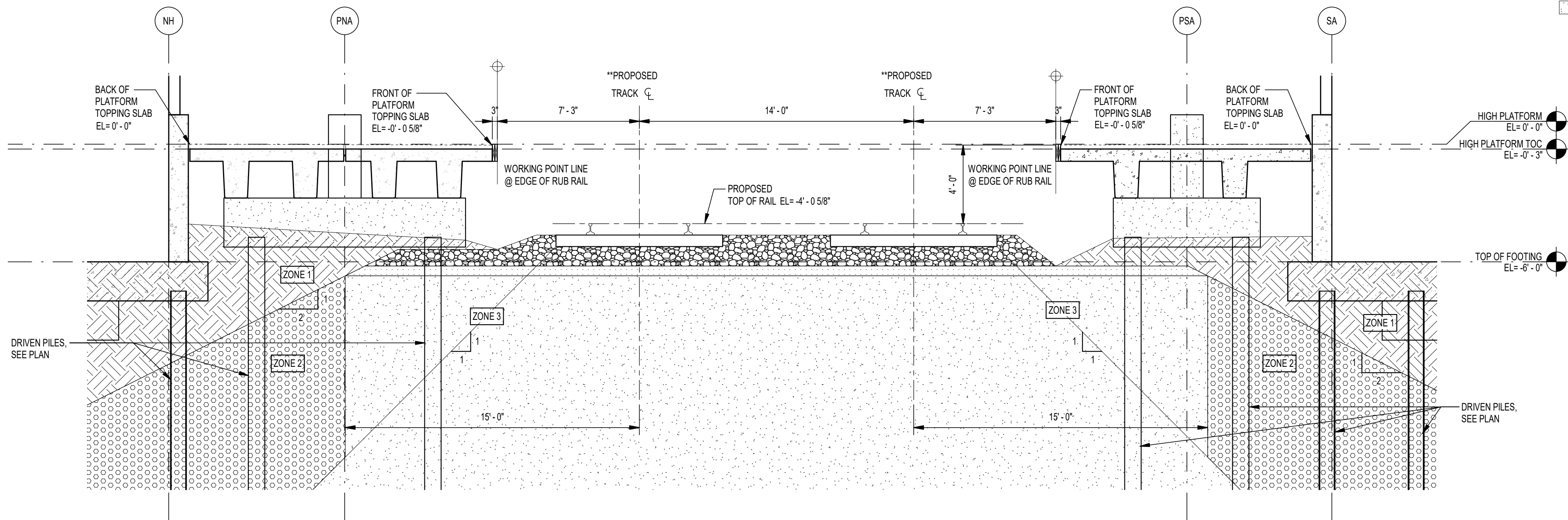
ELEVATIONS

SHEET NUMBER

ST-201B



1 ZONE SECTION 4
SCALE: 1/4" = 1'-0"



2 ZONE SECTION 5
SCALE: 1/4" = 1'-0"

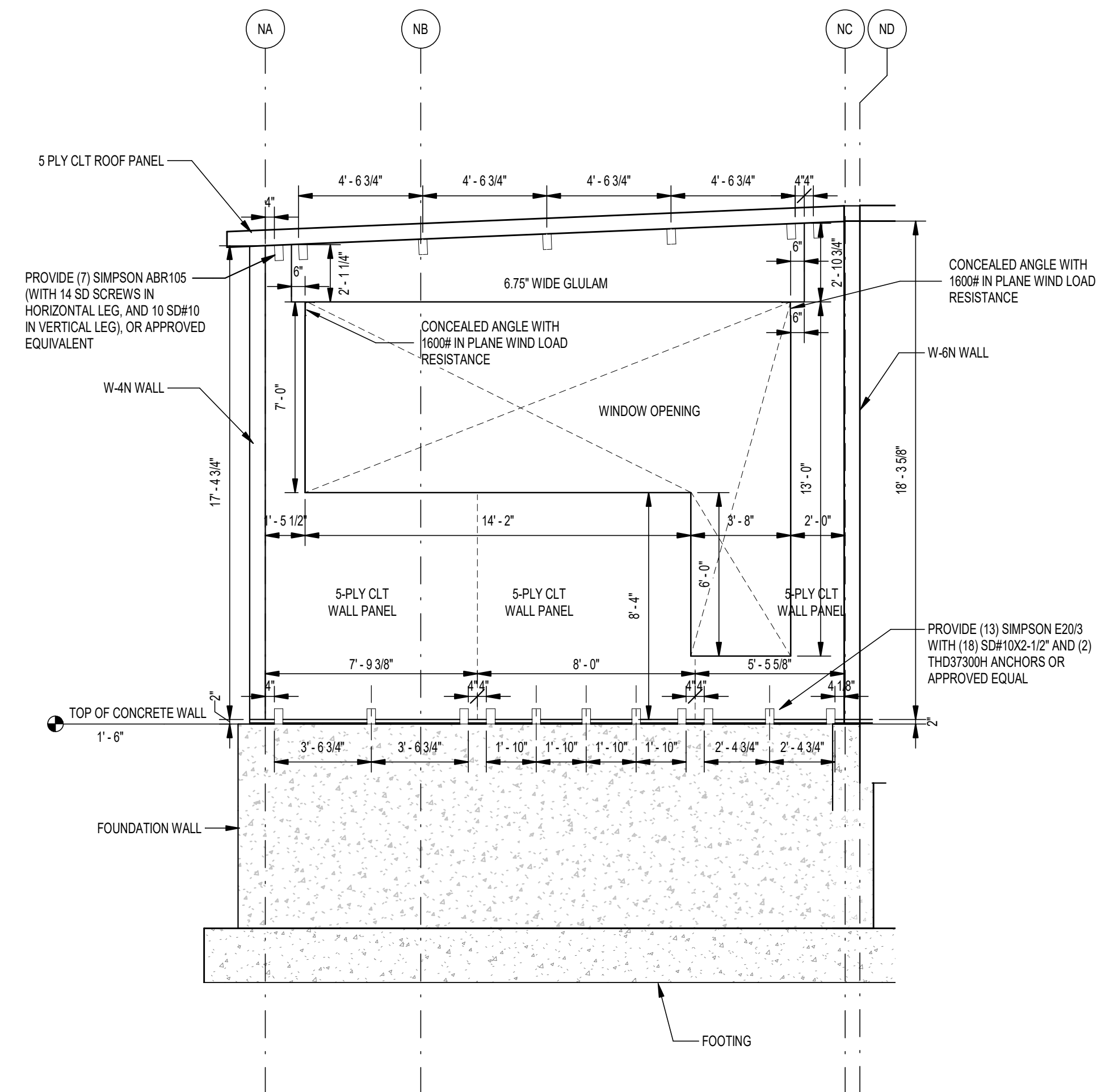
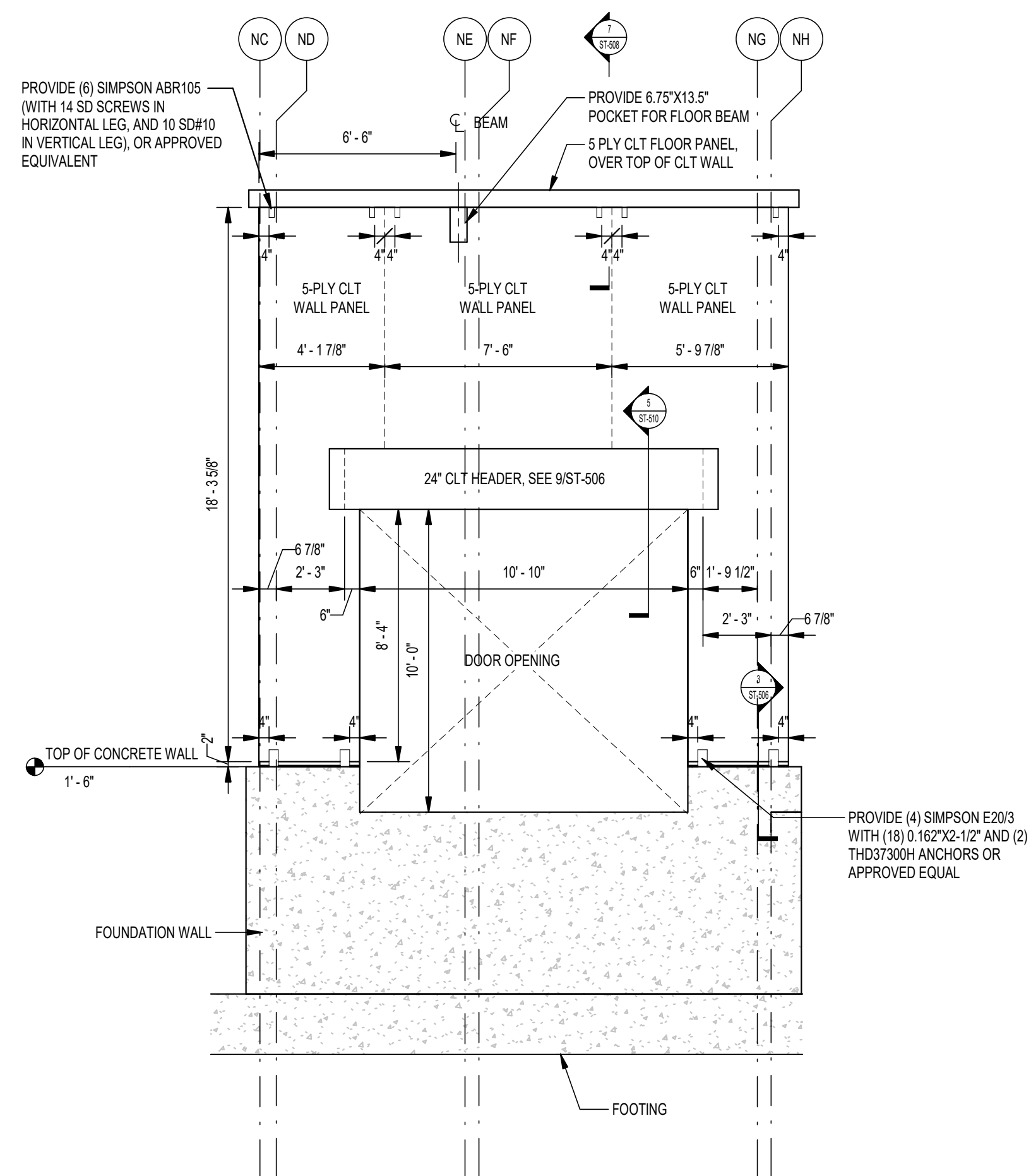
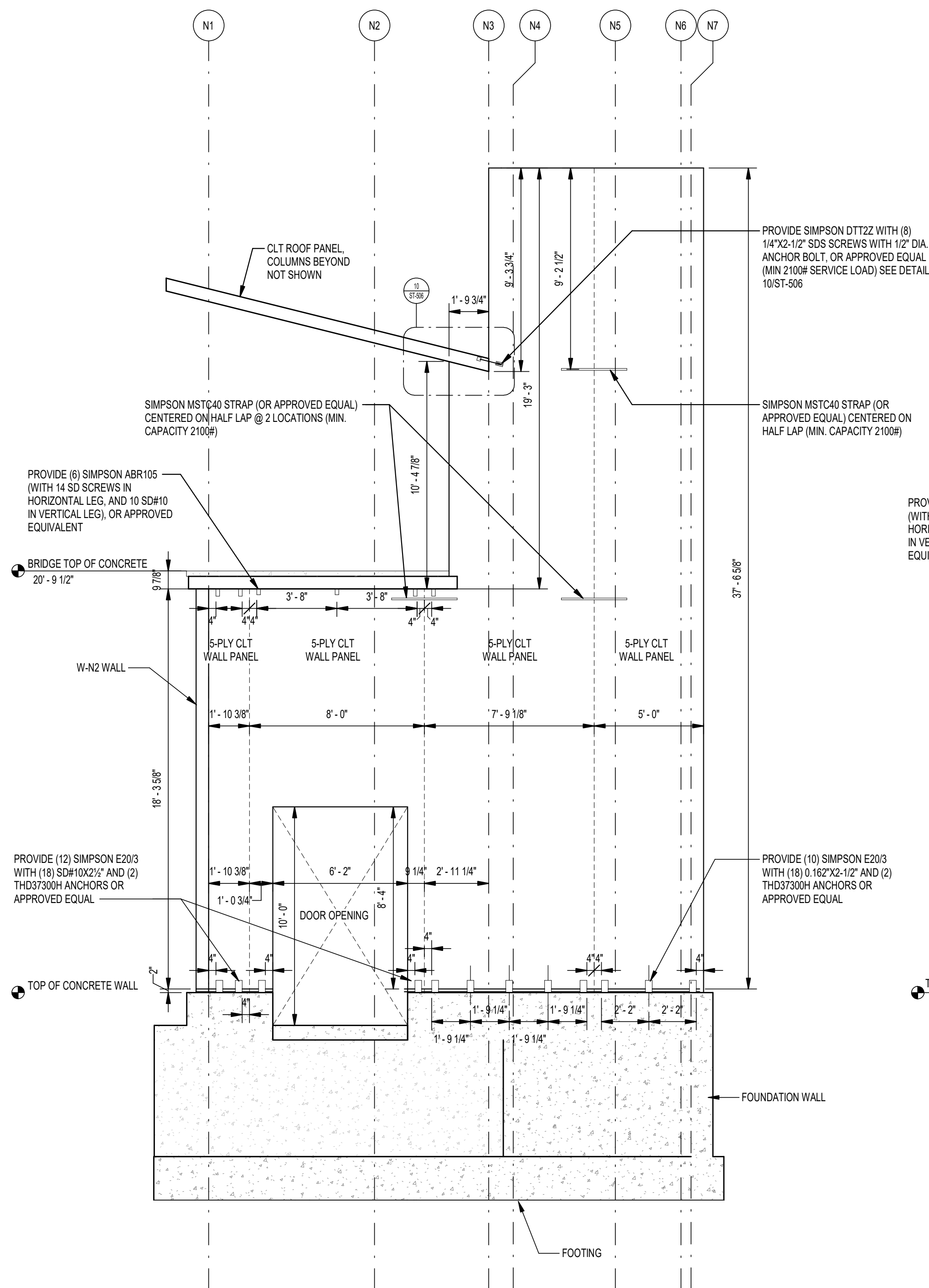
- NOTES:
1. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES
 2. SEE CIVIL DRAWINGS FOR ADDITIONAL TOP OF GRADE ELEVATIONS
 3. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).
- NORMAL REQUIREMENTS FOR SHORING ADJACENT TO TRACK
- ZONE 1 - EXCAVATIONS ABOVE AND OUTSIDE OF THE THEORETICAL RAILROAD EMBANKMENT LINE - DO NOT NORMALLY REQUIRE SHORING TO PROTECT RAILROAD ROADBED, SHORING MAY BE REQUIRED FOR OTHER REASONS
 - ZONE 2 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 2 REQUIRE SHORING, BUT THE SHORING MAY NORMALLY BE PULLED AFTER THE EXCAVATION HAS BEEN BACKFILLED
 - ZONE 3 - EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 3 WILL NORMALLY REQUIRE THE SHORING TO BE LEFT IN PLACE AND CUT-OFF 3' BELOW BASE OF RAIL. SHORING MUST BE DESIGNED FOR COOPER E80 LIVE LOAD

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION				
DATE	02/02/2024	DESIGNER	VHB	
		RAILROAD OWNER		
		REVISION 1		
		REVISION 2		
		REVISION 3		
		REVISION 4		
		REVISION 5		
		PROJECT COMPLETION DATE		

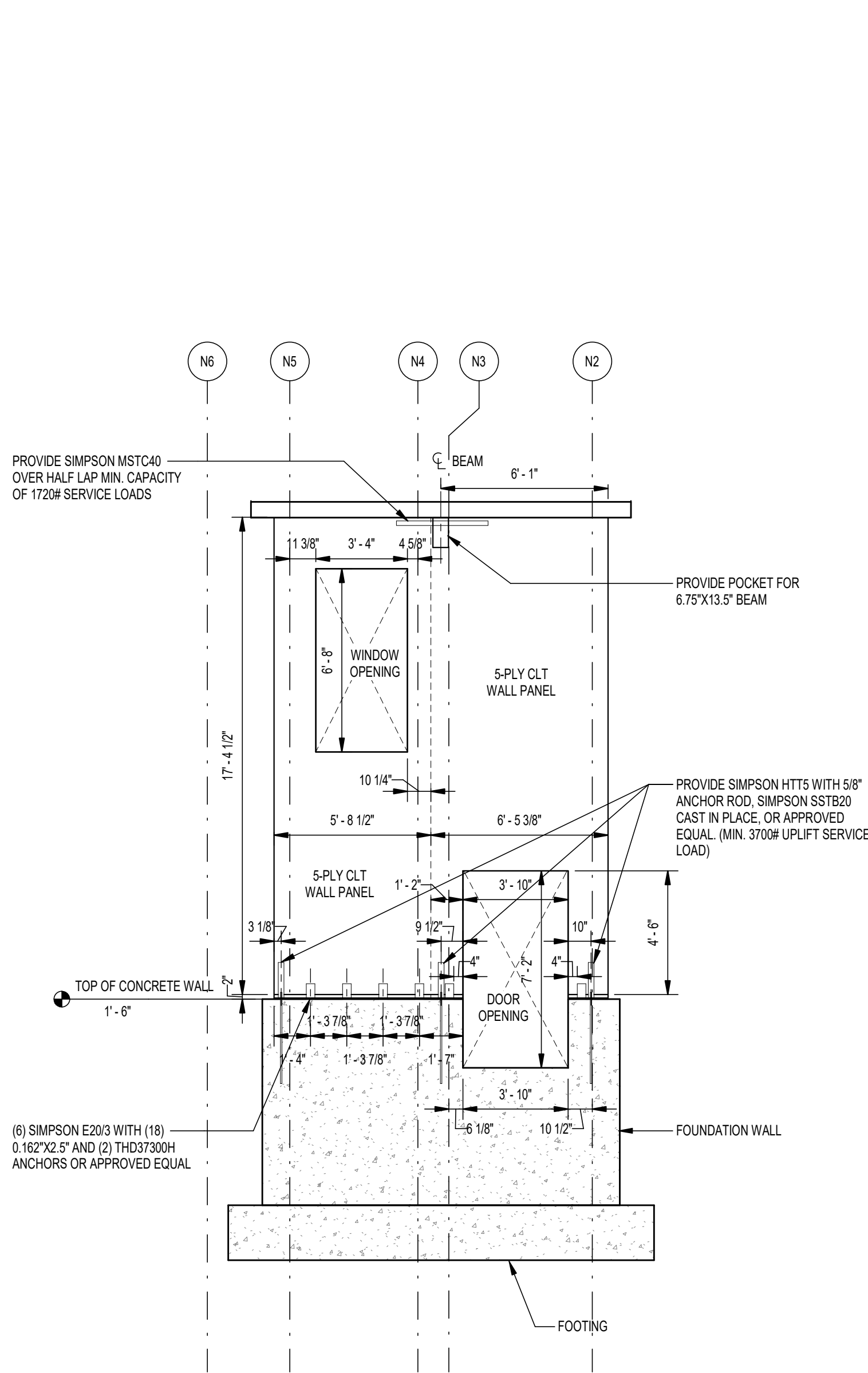
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
ELEVATIONS

SHEET NUMBER
ST-201C

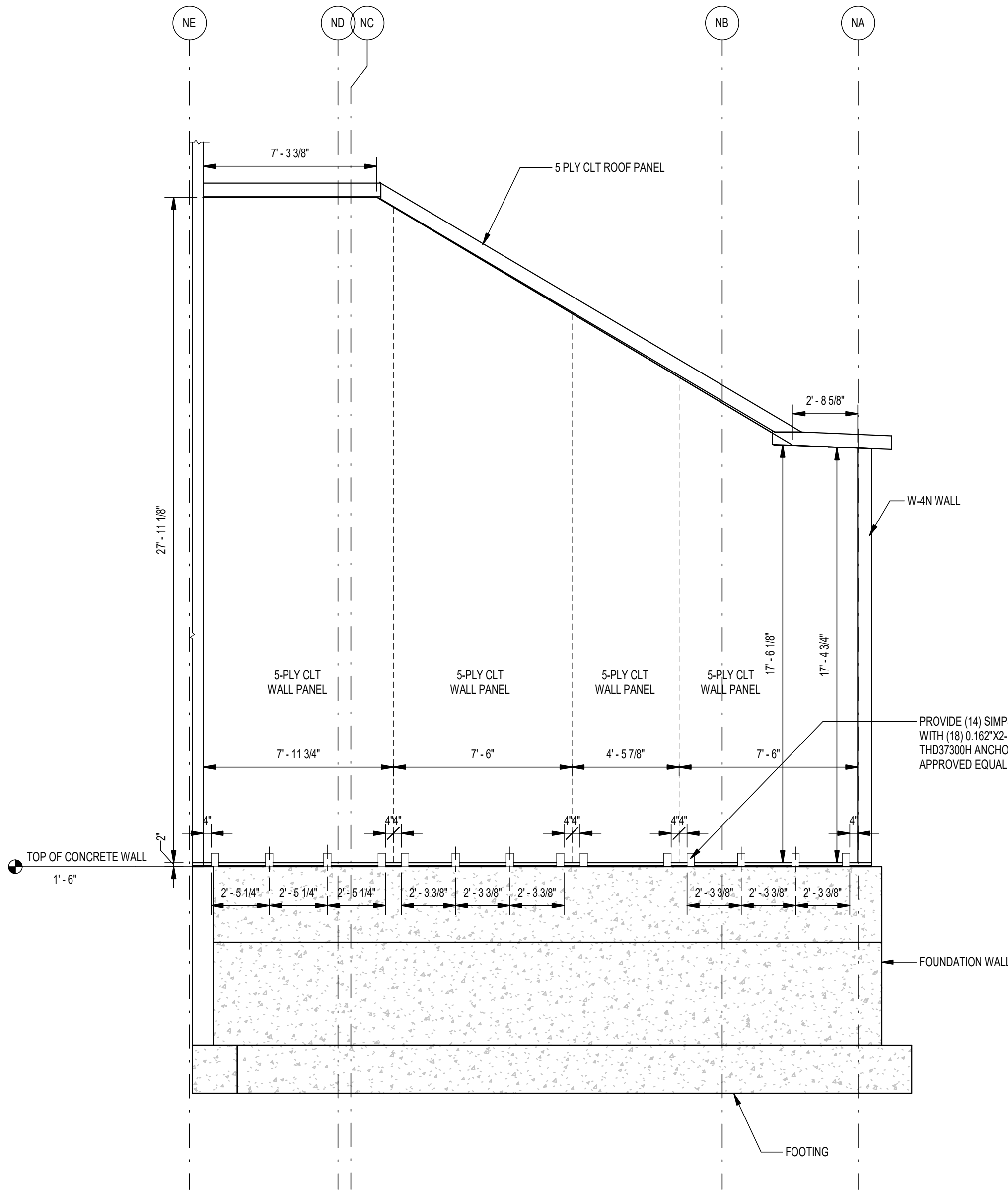


- NOTES:**
1. --- INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL.
 2. CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
 3. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
 4. REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
 5. PILES ARE NOT SHOWN FOR CLARITY
 6. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
 7. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAD).

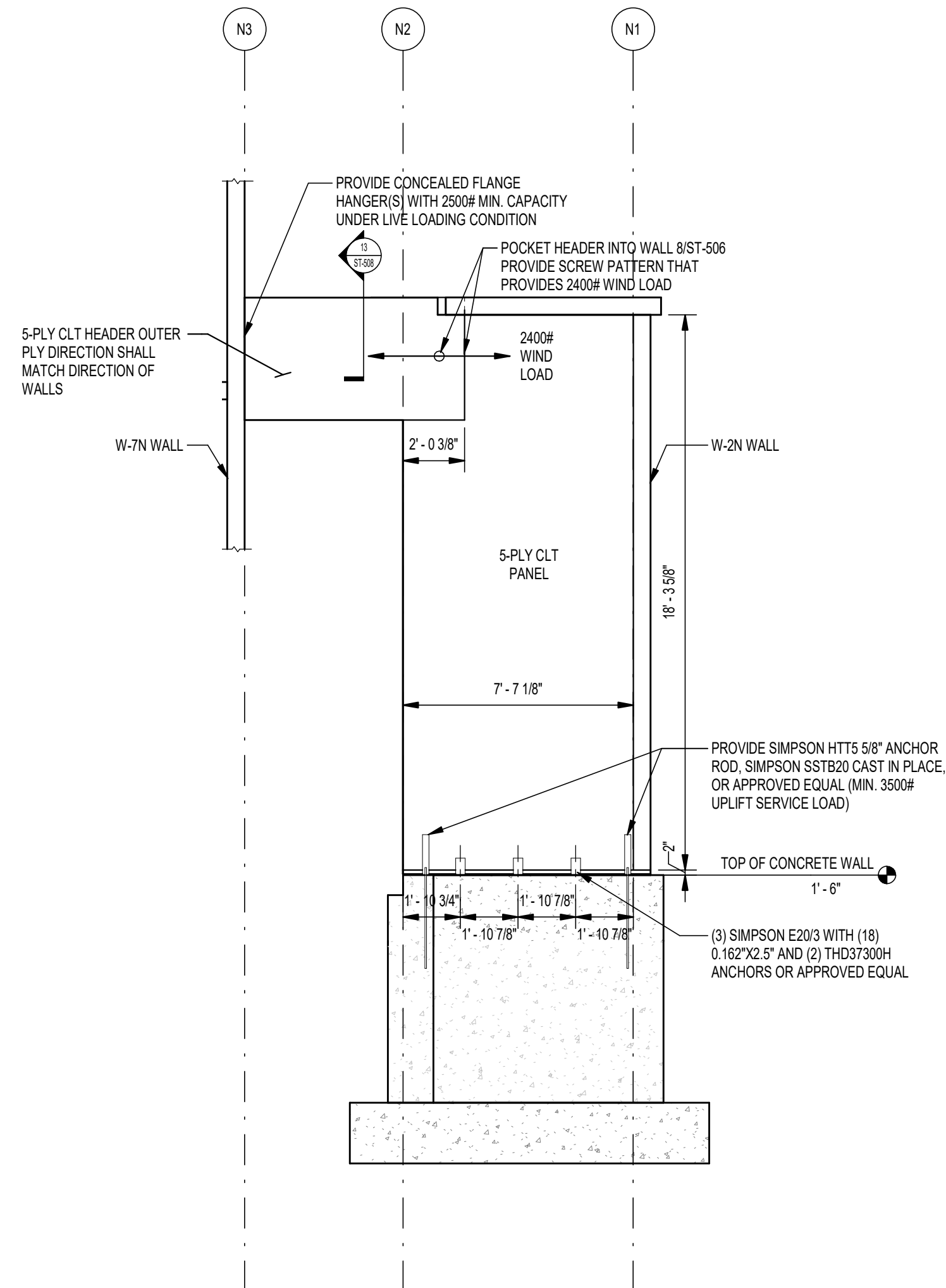
PROJECT INFORMATION	
DATE	02/22/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



1 W-4N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"



2 W-5N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"

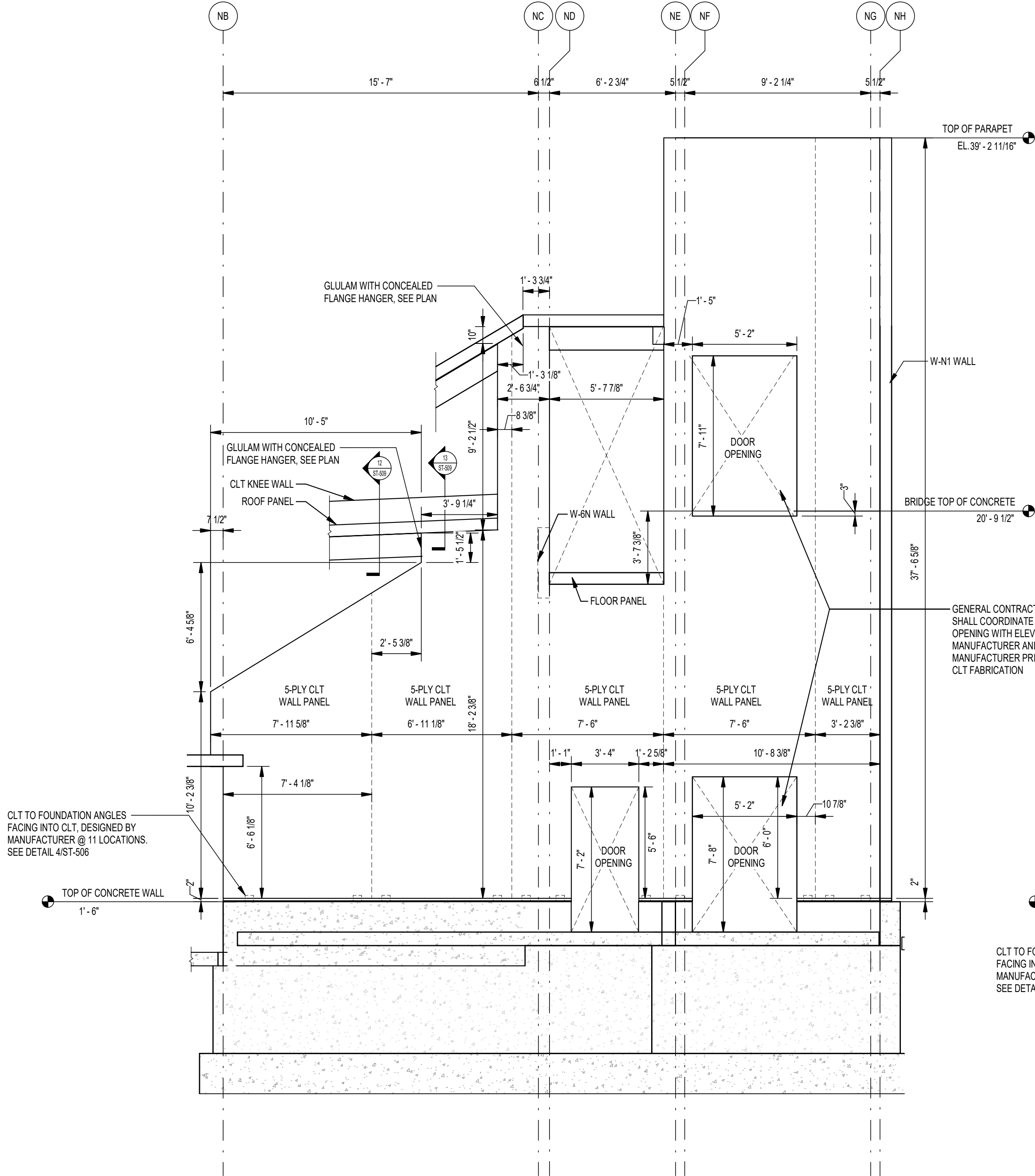


3 W-6N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"

NOTES:

- INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL
- CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
- REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
- REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
- PILES ARE NOT SHOWN FOR CLARITY
- SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
- ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

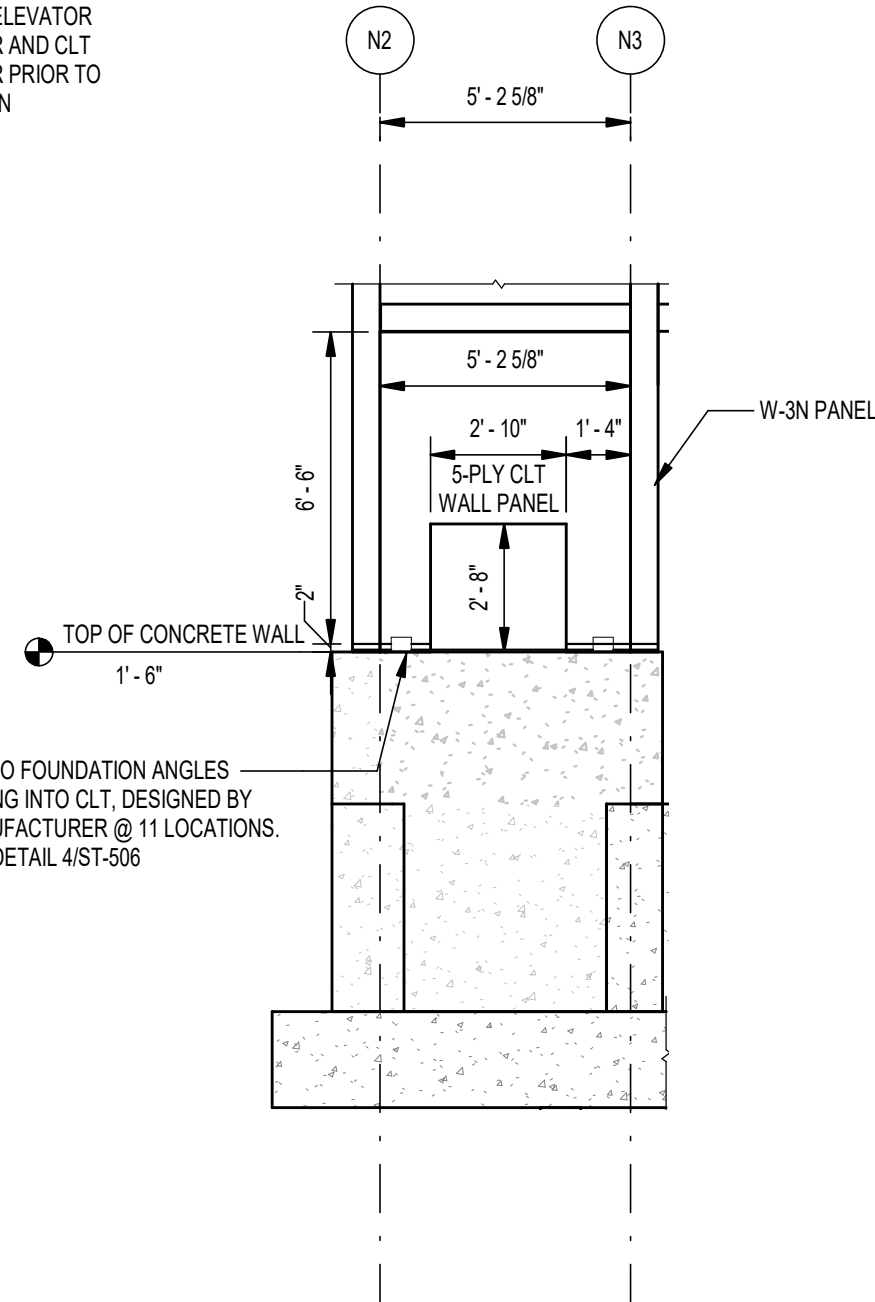
PROJECT INFORMATION					
DATE	02/02/2024	DESIGNER	VHB	RAILROAD OWNER	
REVISION 1		REVISION 2		REVISION 3	
REVISION 4		REVISION 5		PROJECT COMPLETION DATE	



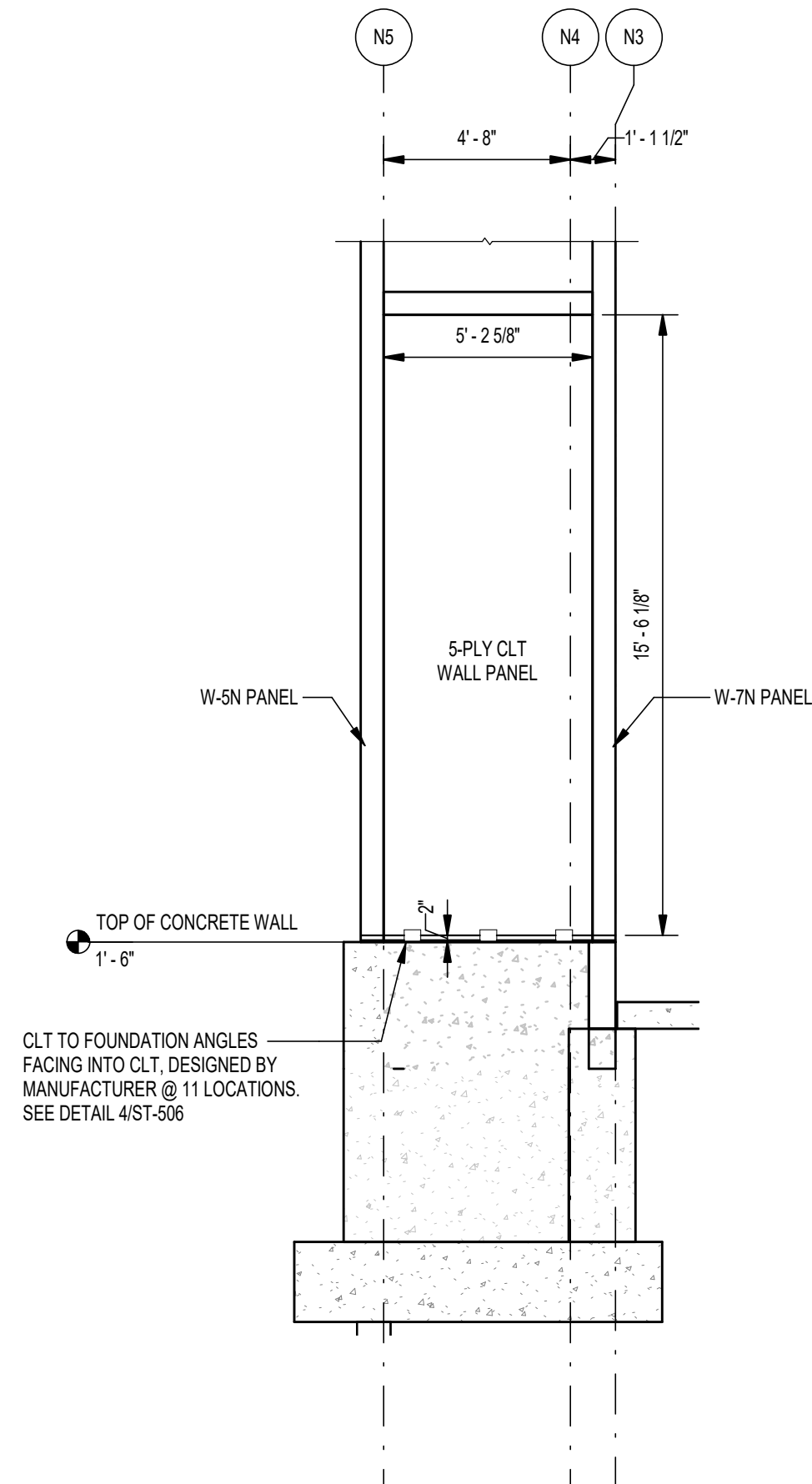
1 W-7N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"

NOTES:

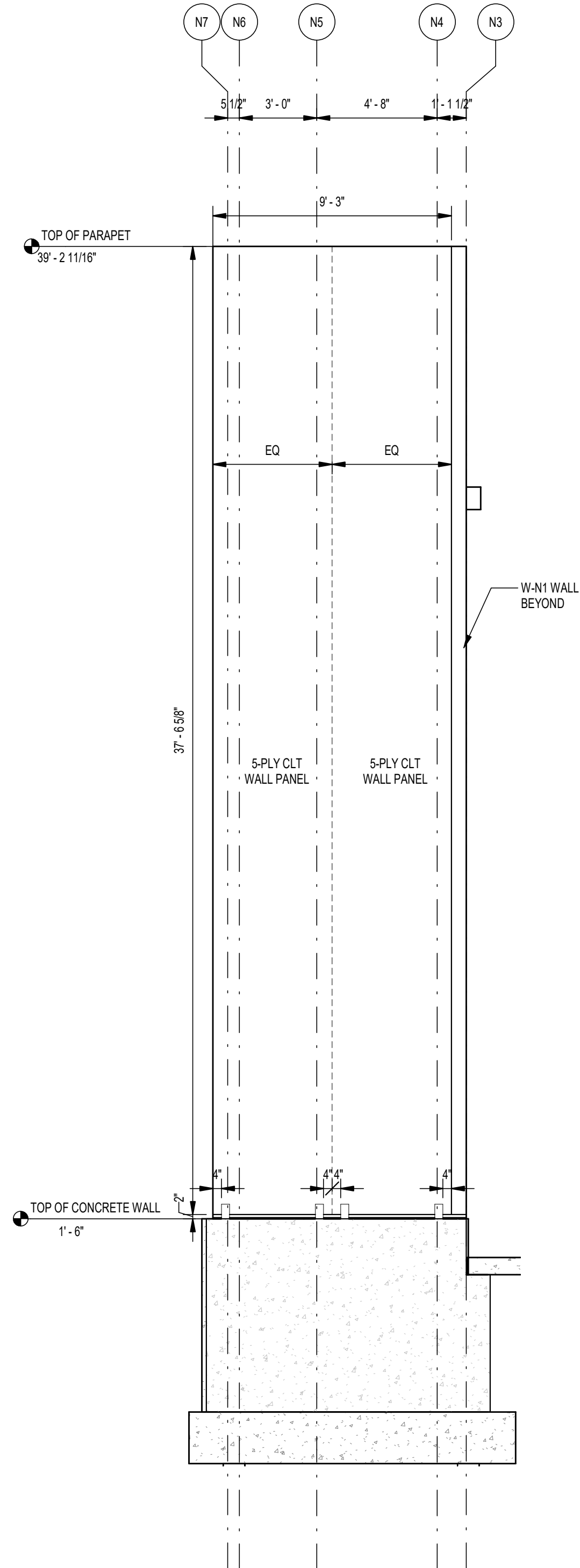
- INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL.
- CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
- REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
- REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
- PILES ARE NOT SHOWN FOR CLARITY
- SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
- ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).



2 W-8N NORTH STAIR WALL ELEVATION
SCALE: 1/4" = 1'-0"



3 W-9N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"



4 W-10N NORTH STAIR TOWER WALL ELEVATION
SCALE: 1/4" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

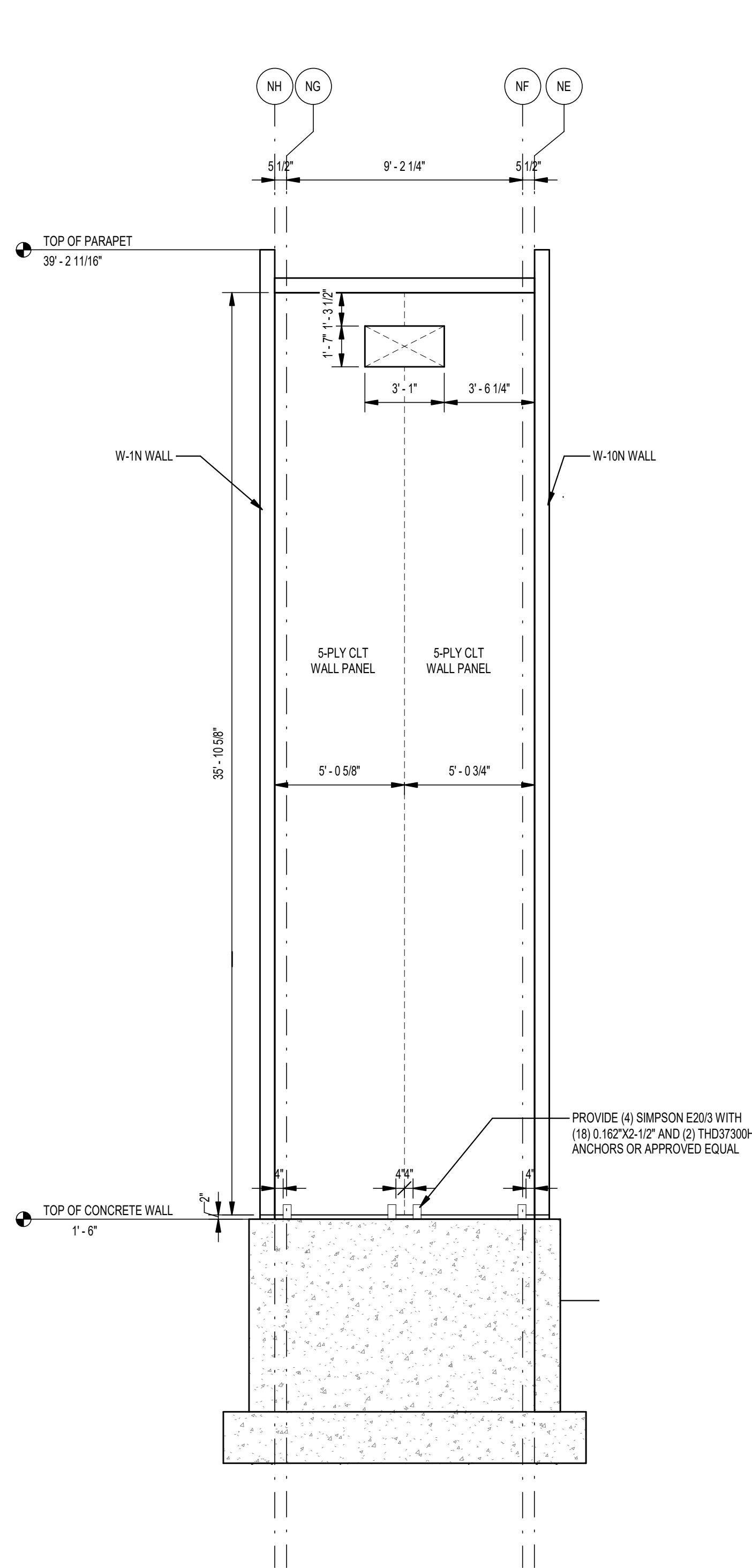
NORTH STAIR AND ELEVATOR WALL ELEVATIONS
3 OF 3

SHEET NUMBER

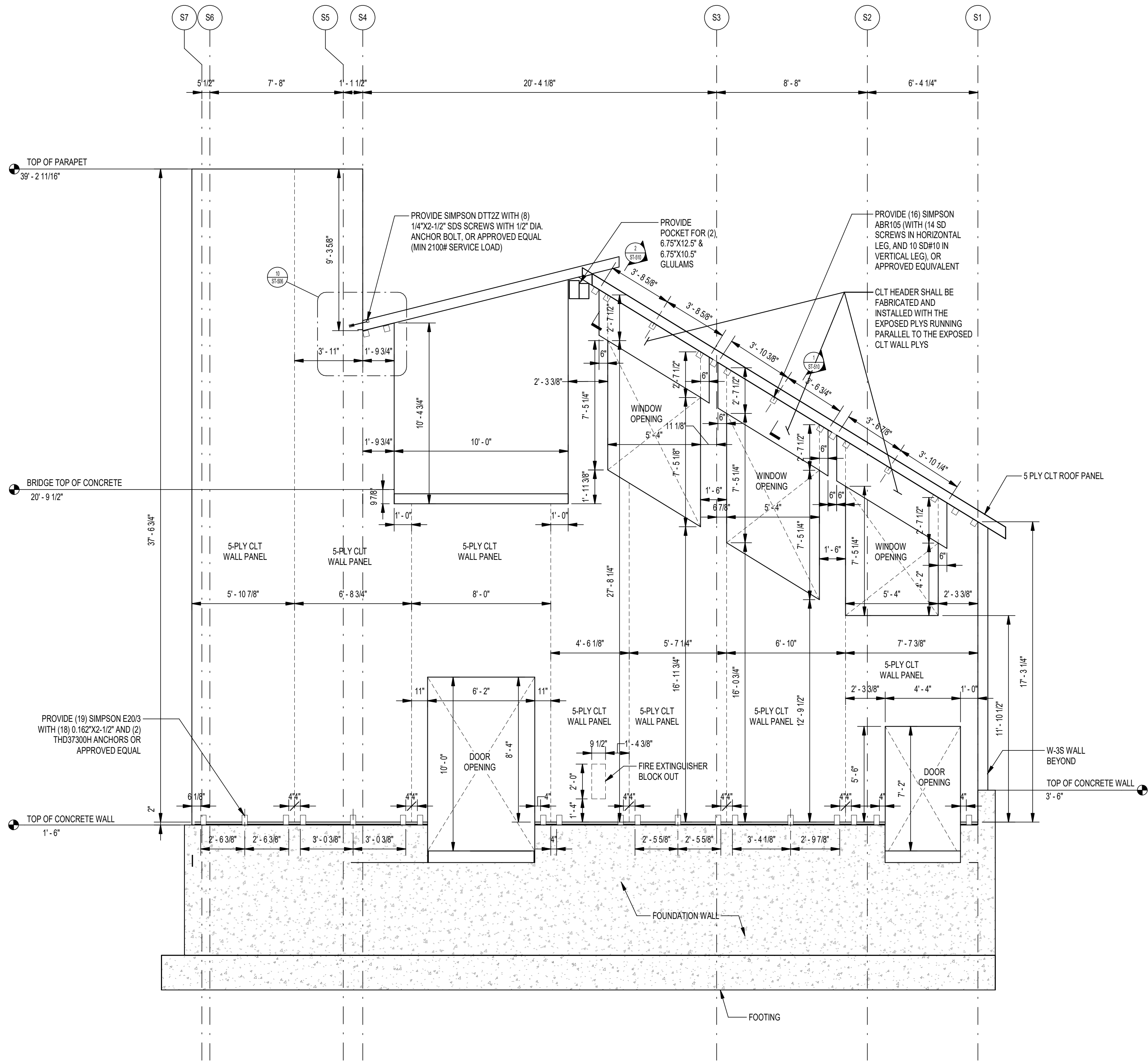
ST-204

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



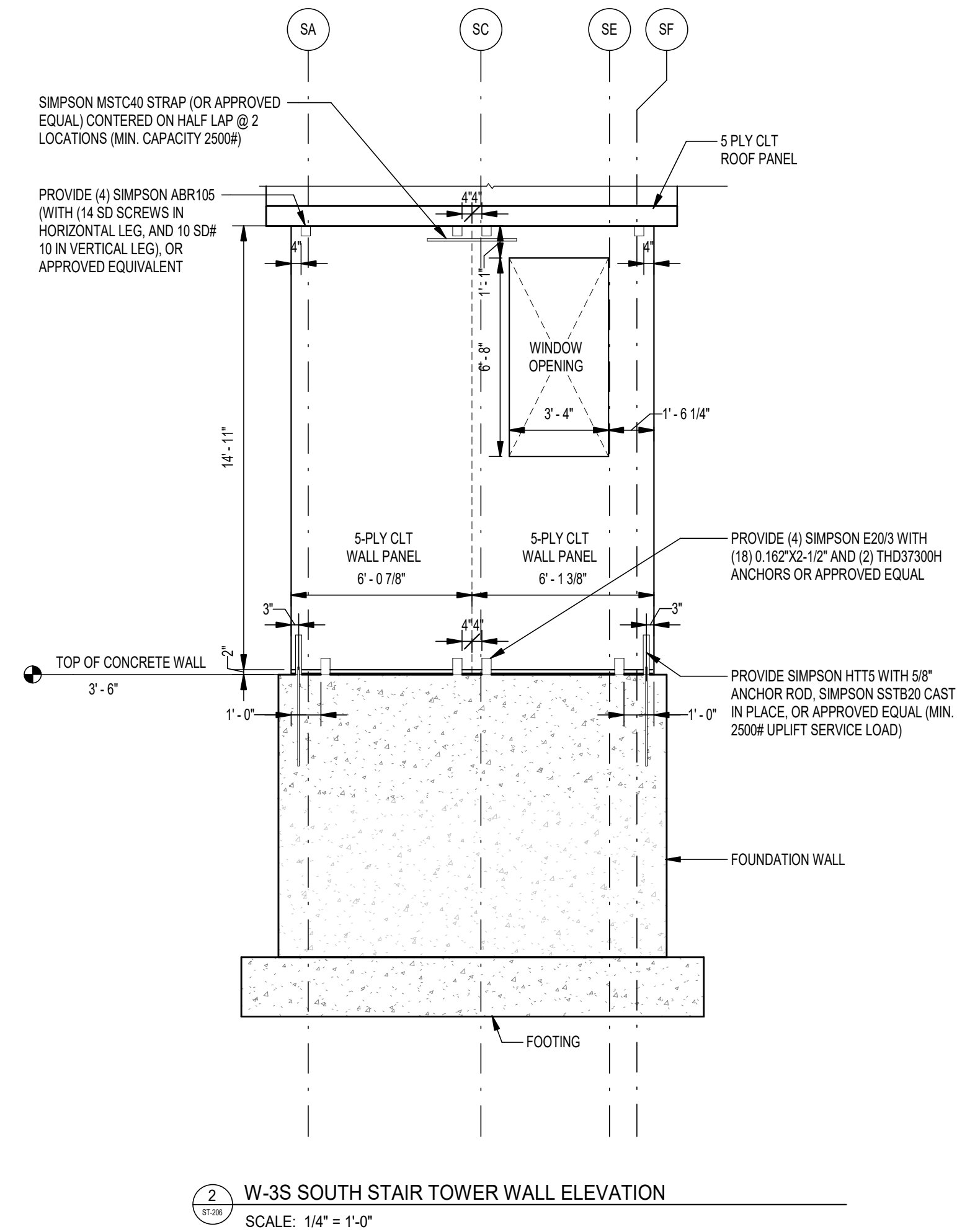
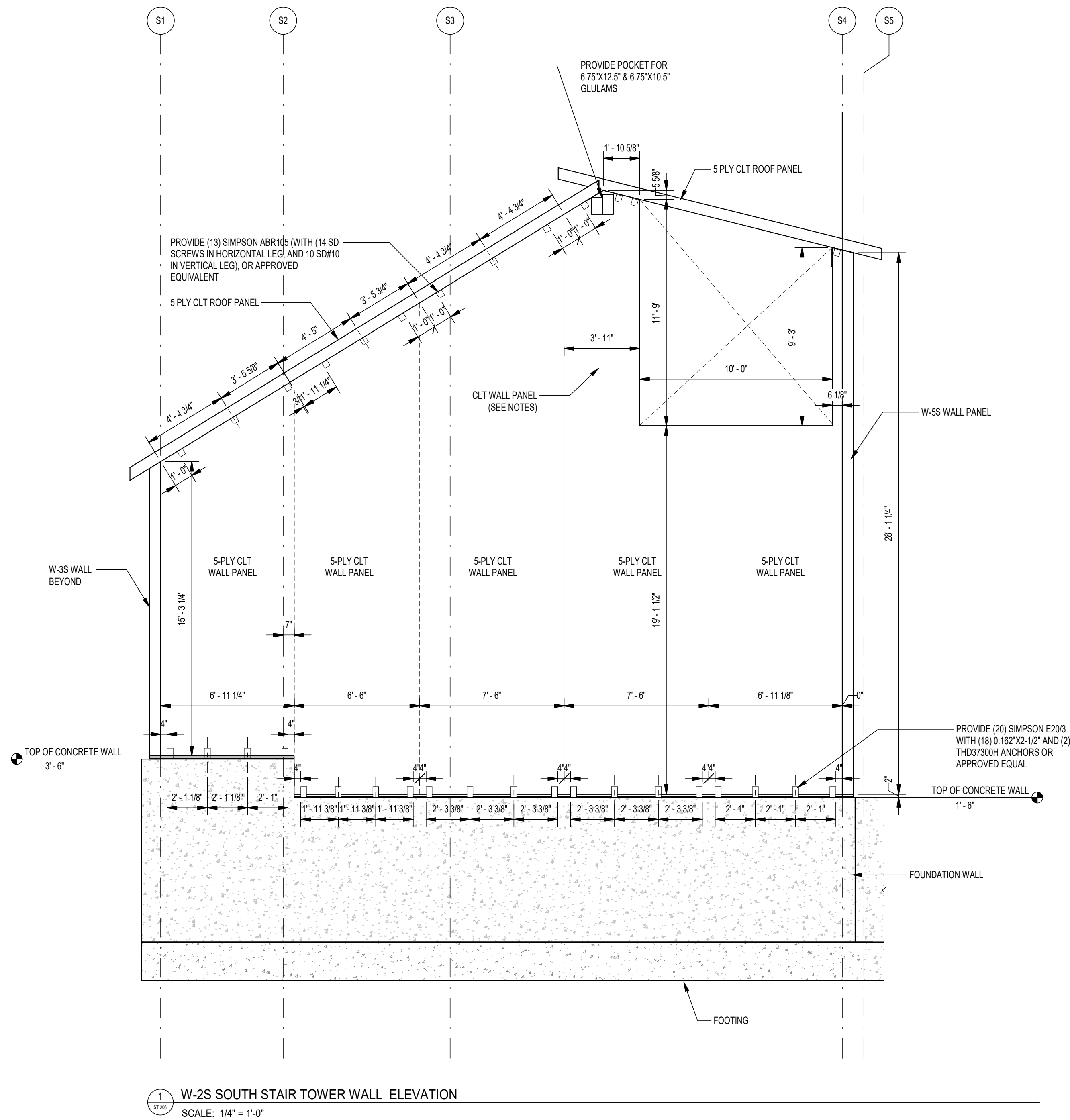
1 W-11N NORTH STAIR TOWER - WALL ELEVATION
SCALE: 1/4" = 1'-0"



2 W-1S SOUTH STAIR TOWER - WALL ELEVATION
SCALE: 1/4" = 1'-0"

- NOTES:
- INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL.
 - CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
 - REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
 - REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
 - PILES ARE NOT SHOWN FOR CLARITY
 - SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
 - ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE



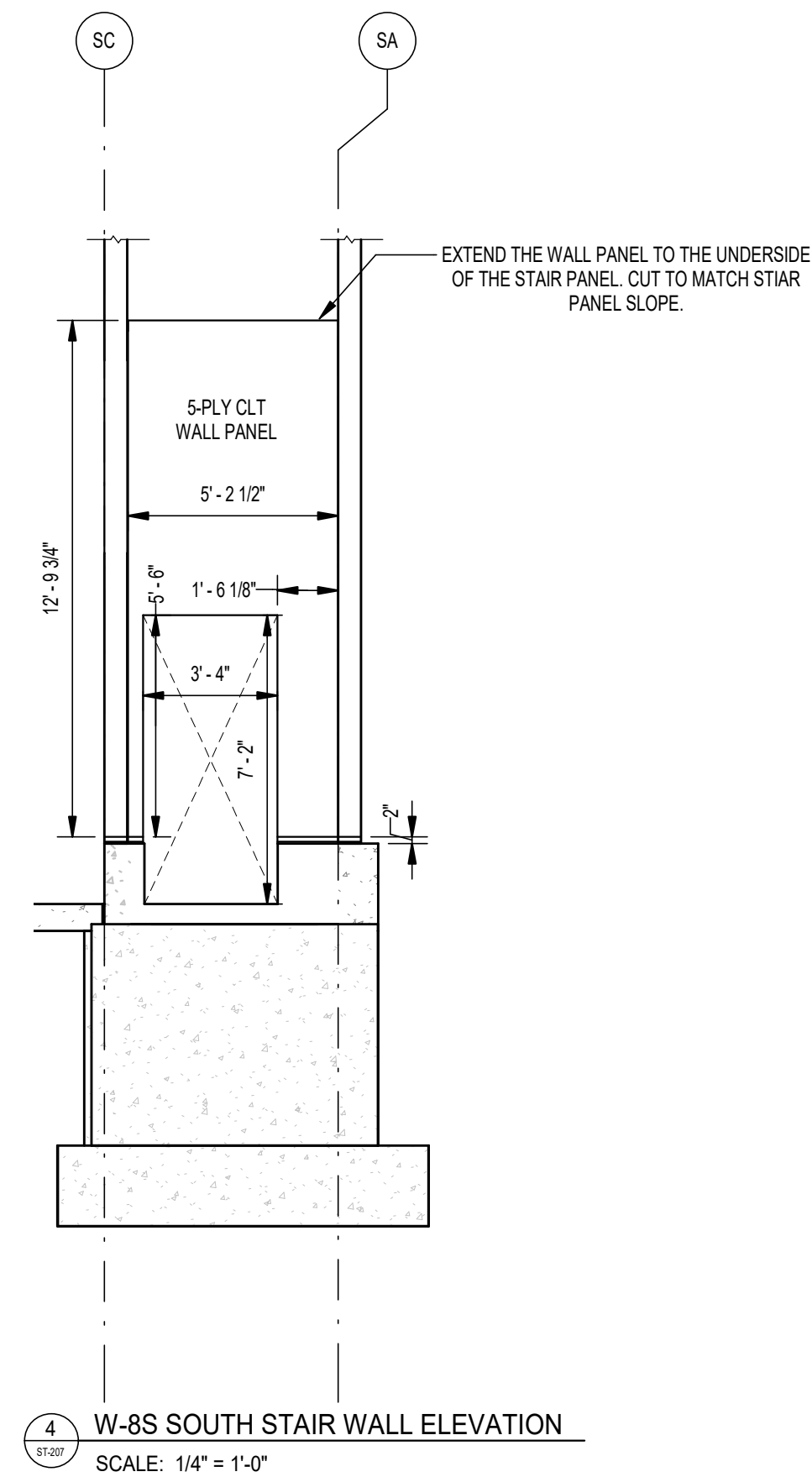
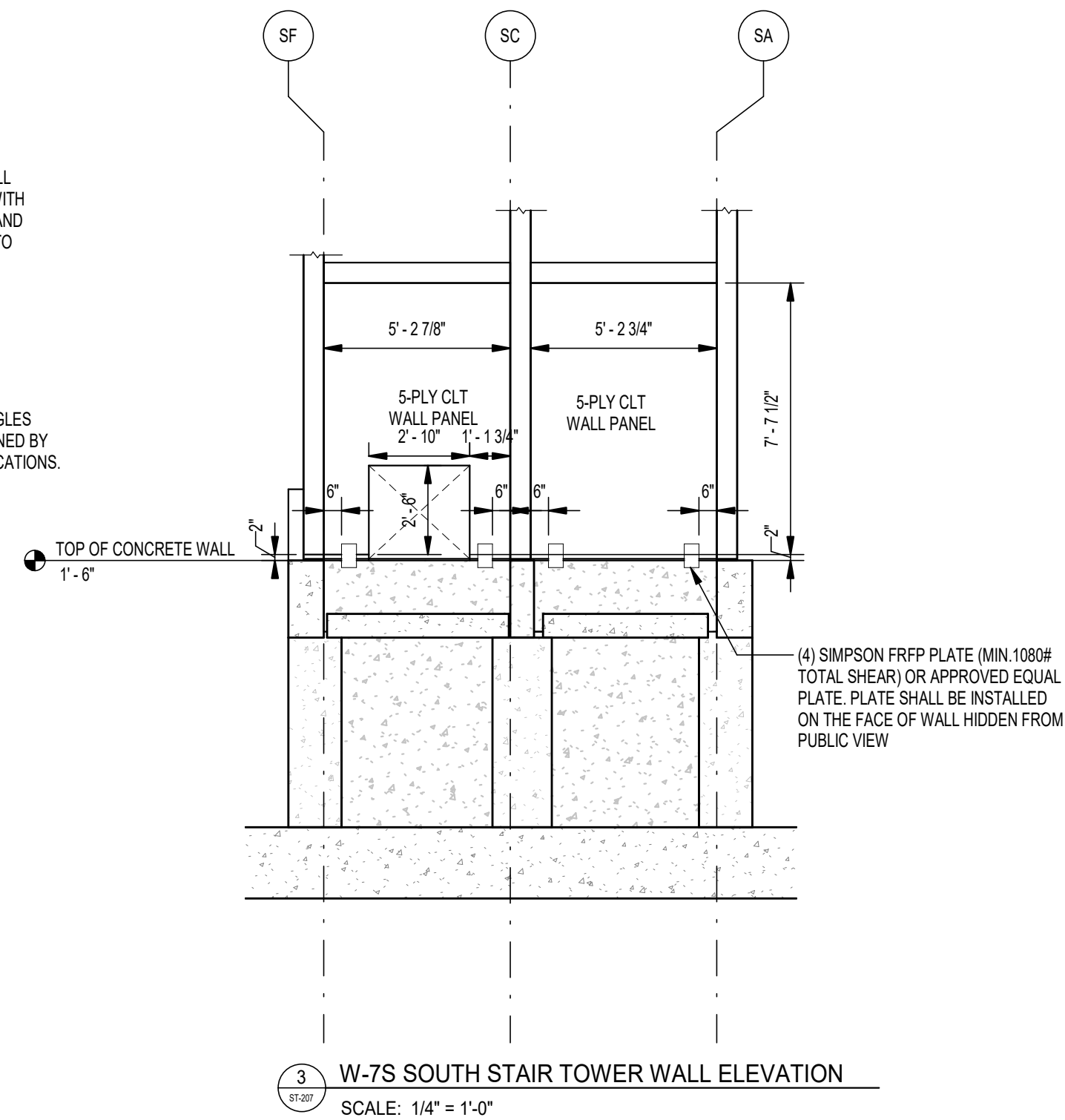
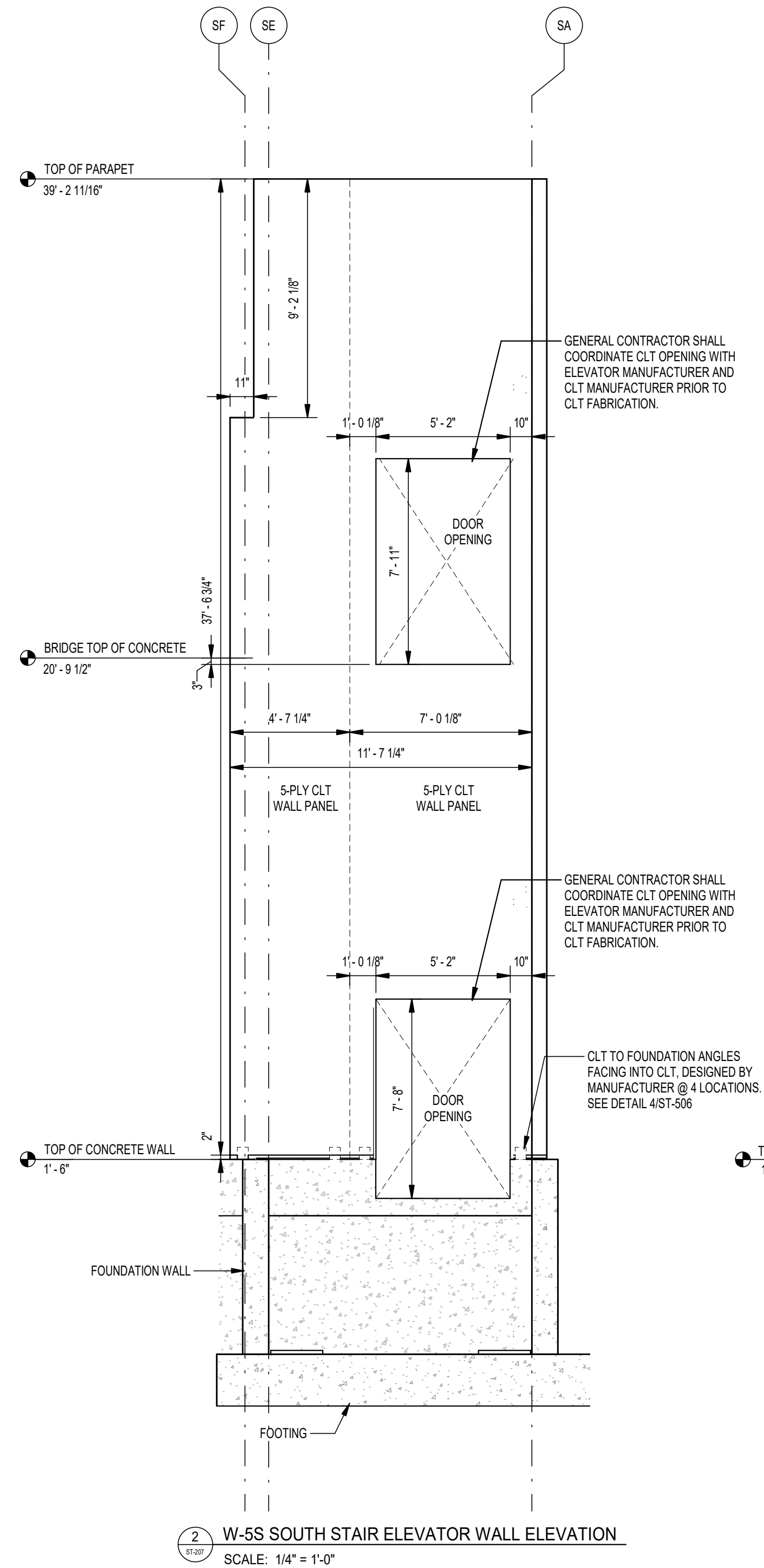
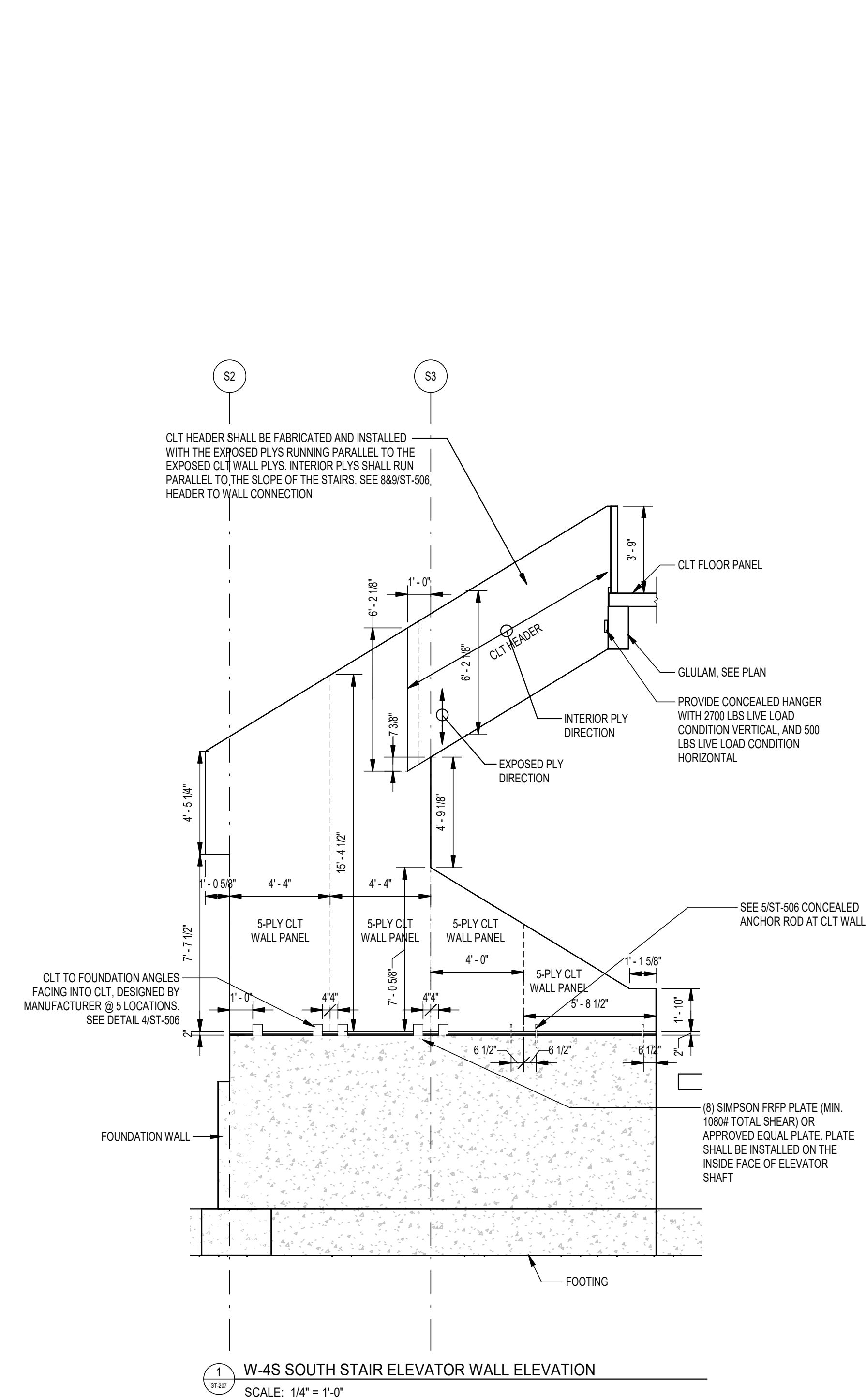
- NOTES:
- INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL.
 - CLT WALLS SHALL BE 5-PLY (6 7/8\"
 - REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
 - REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS.
 - PILES ARE NOT SHOWN FOR CLARITY.
 - SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
 - ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0\"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
SOUTH STAIR AND ELEVATOR WALL ELEVATIONS
2 OF 4

SHEET NUMBER
ST-206



- NOTES:
1. - - - - INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL
 2. CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
 3. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
 4. REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
 5. PILES ARE NOT SHOWN FOR CLARITY
 6. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
 7. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

SOUTH STAIR AND ELEVATOR WALL ELEVATIONS

3 OF 4

SHEET NUMBER

ST-207

NEPRA DOWNEASTER

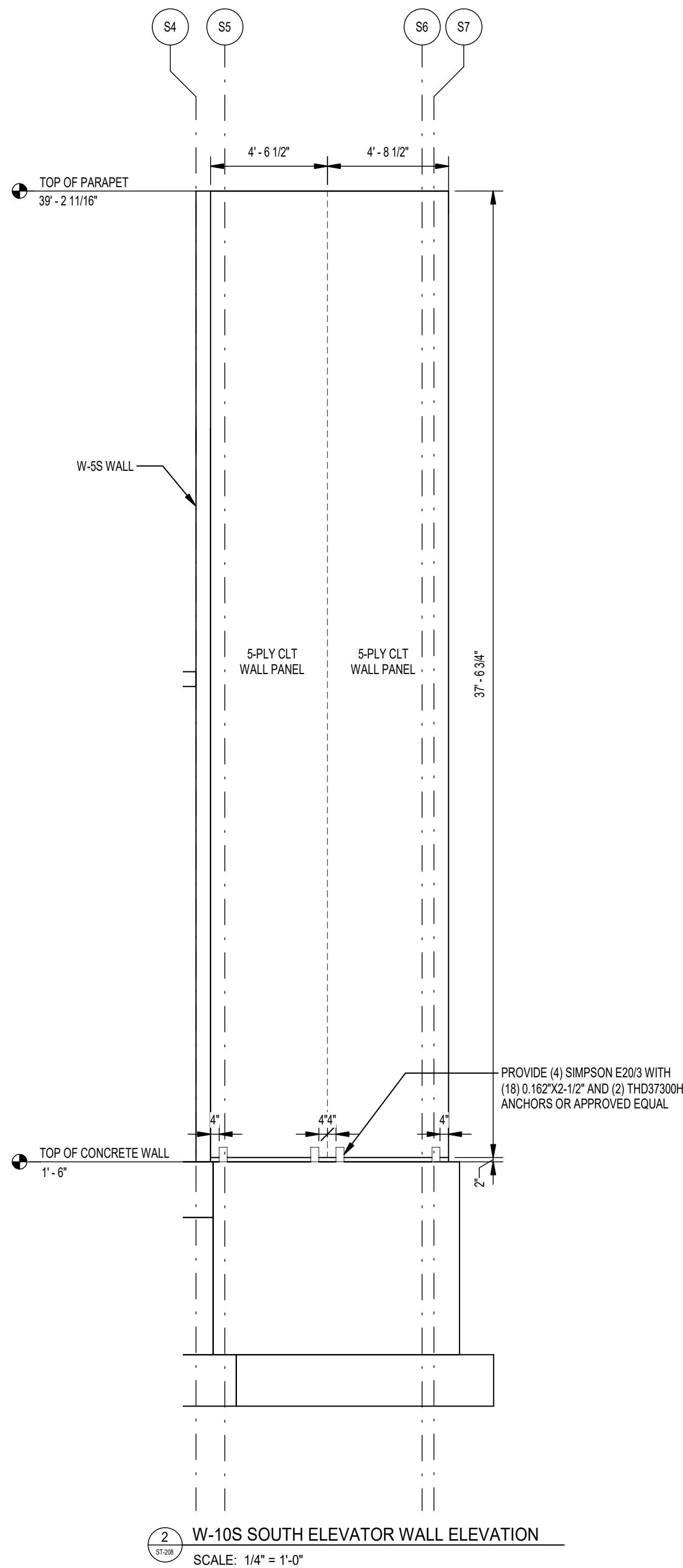
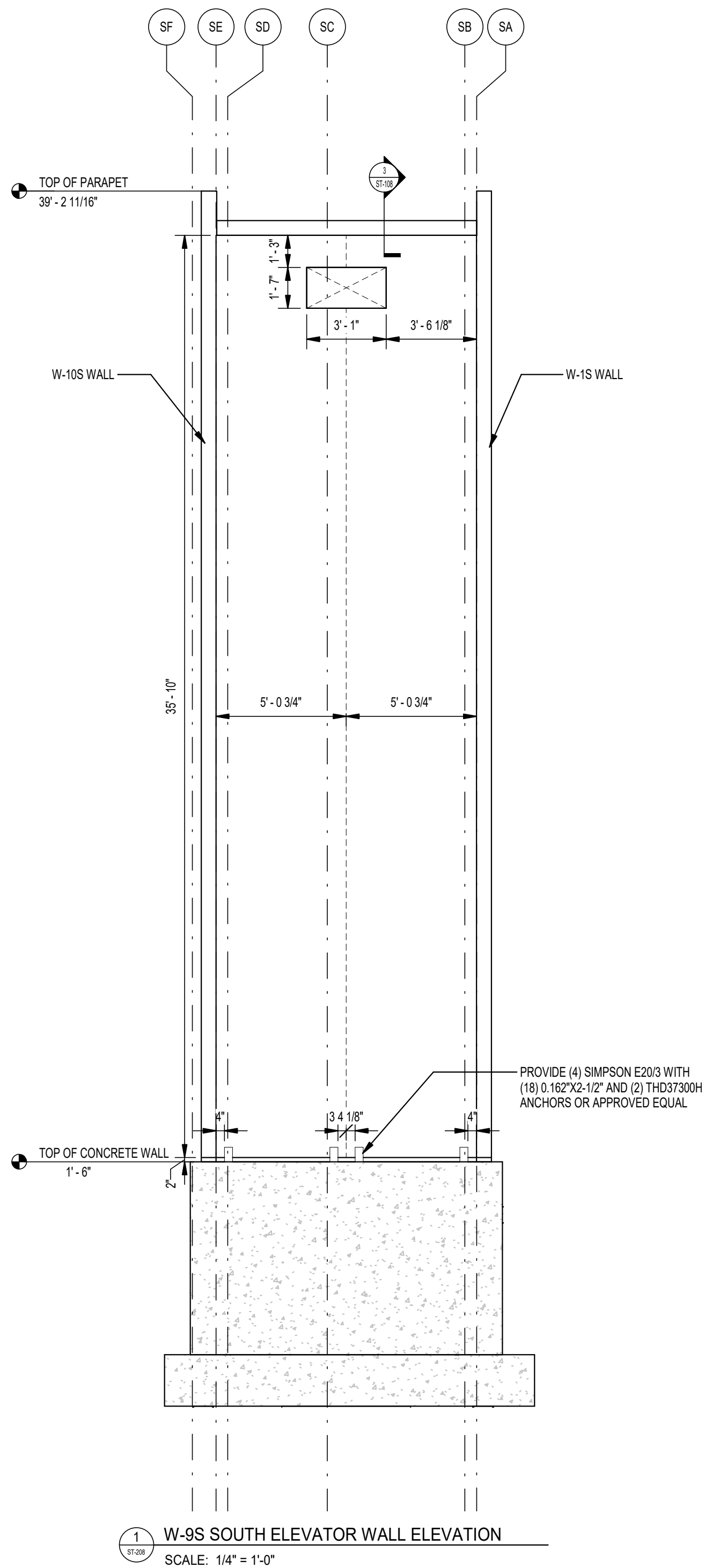
WELLS AREA IMPROVEMENT PROJECT

WELLS MAINE

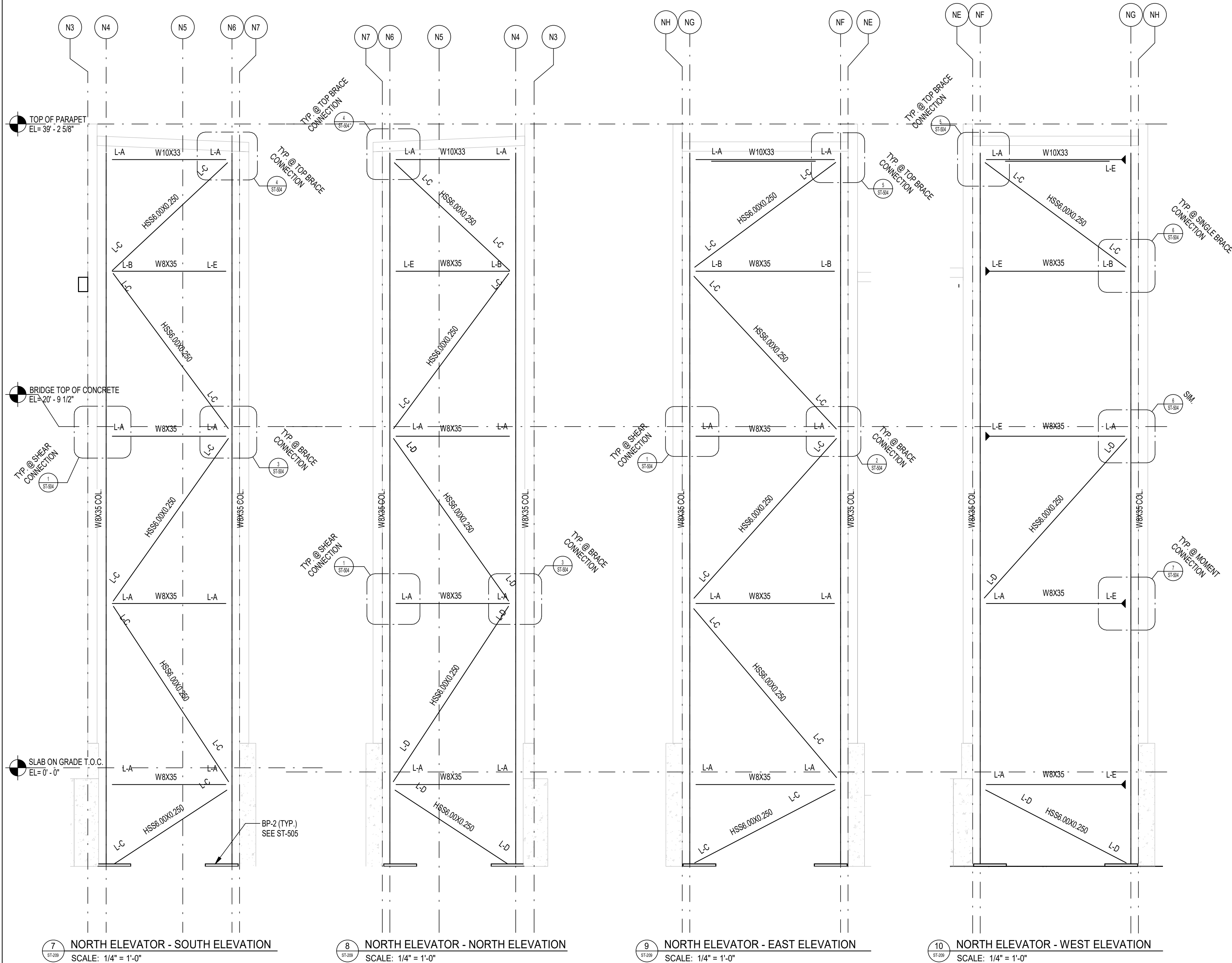
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
PROJECT COMPLETION DATE					

NOTES:

1. - - - - INDICATES PANEL JOINT. SEE 6/ST-506 FOR HALF LAP WALL DETAIL.
2. CLT WALLS SHALL BE 5-PLY (6 7/8" THICKNESS).
3. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES.
4. REFER TO SHEET ST-506 THROUGH ST-510 FOR TYPICAL DETAILS
5. PILES ARE NOT SHOWN FOR CLARITY
6. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR LOCATIONS HUNG UNITS, AND PENETRATION LOCATIONS. CLT FABRICATOR SHALL SUBMIT PENETRATION LOCATION PLANS FOR REVIEW AND APPROVAL BY THE STRUCTURAL, ELECTRICAL, MECHANICAL, PLUMBING ENGINEERS OF RECORD, AND ARCHITECT OF RECORD PRIOR TO FABRICATION.
7. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).

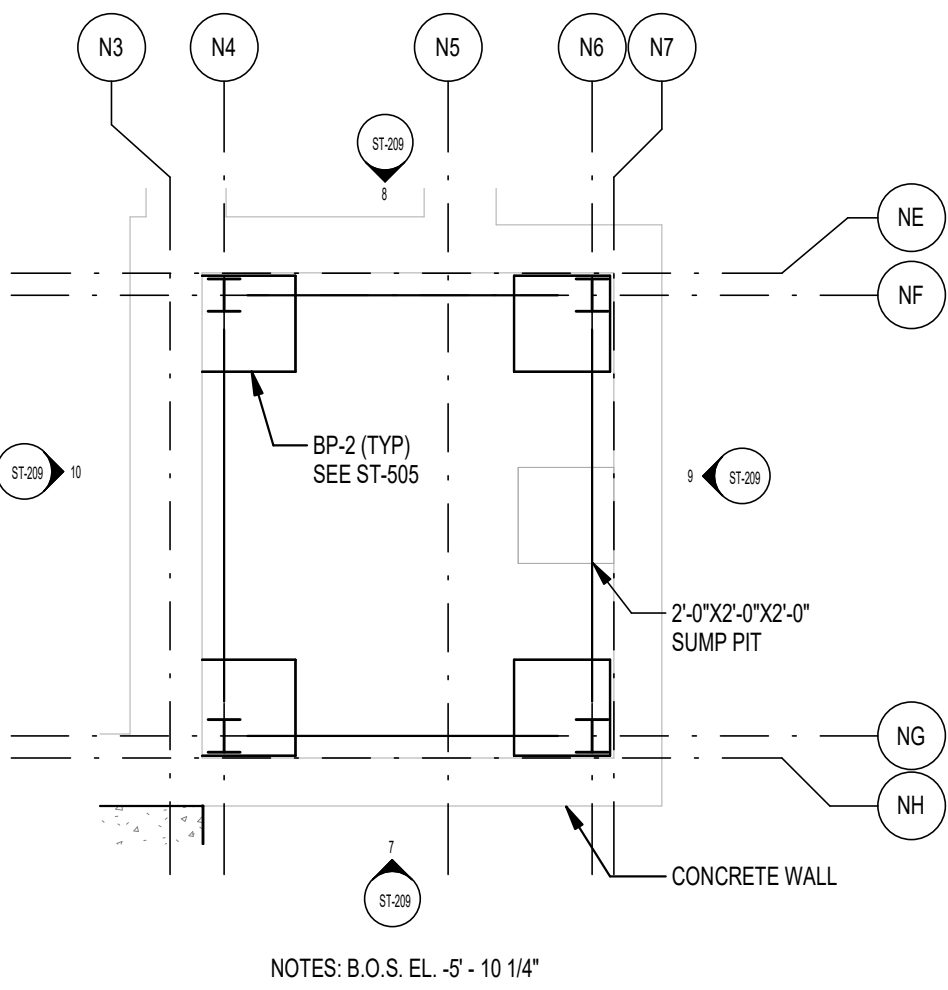


PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

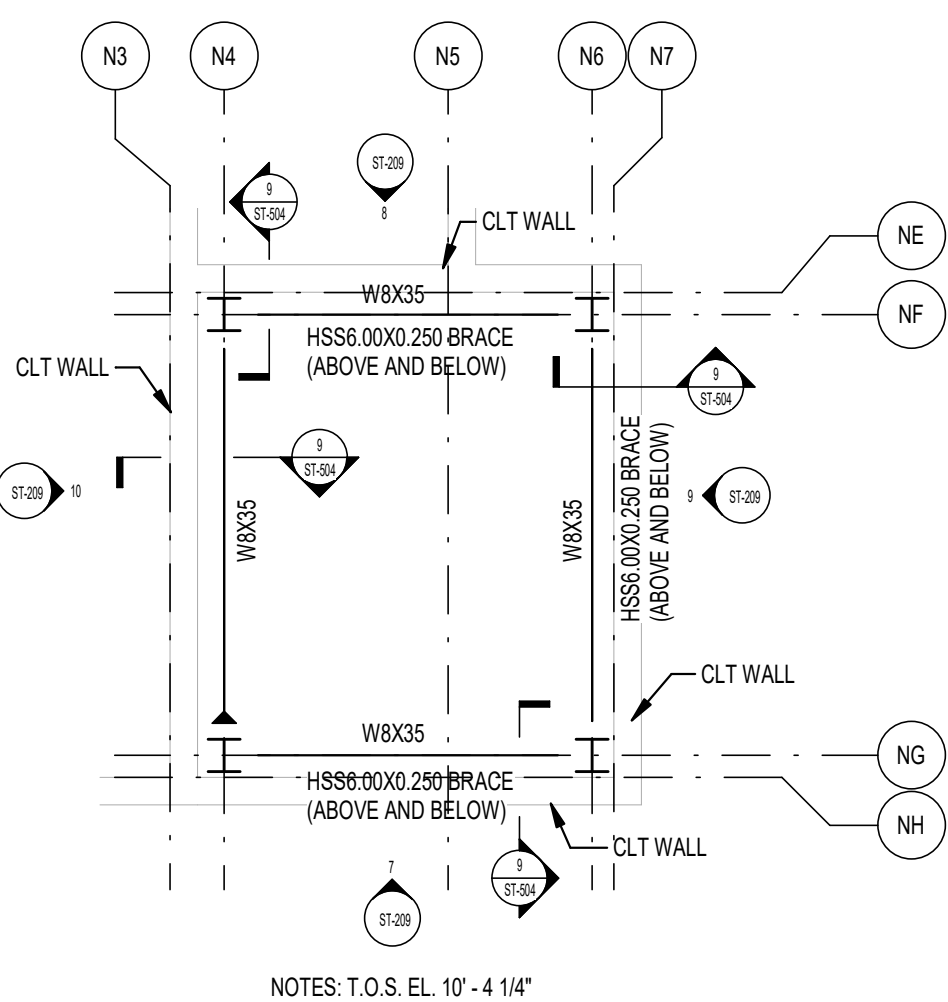


ULTIMATE ENVELOPE REACTION LOADS FOR CONNECTION DESIGN				
LOAD MARK	AXIAL (K)	VERTICAL SHEAR (K)	HORIZONTAL SHEAR (K)	MOMENT STRONG AXIS (K-FT)
L-A	+/- 10	+/- 10	+/- 1.5	-
L-B	+/- 15	+/- 15	+/- 1.5	-
L-C	+/- 25	-	-	-
L-D	+/- 30	-	-	-
L-E	+/- 15	+/- 20	+/- 1.5	+/- 40

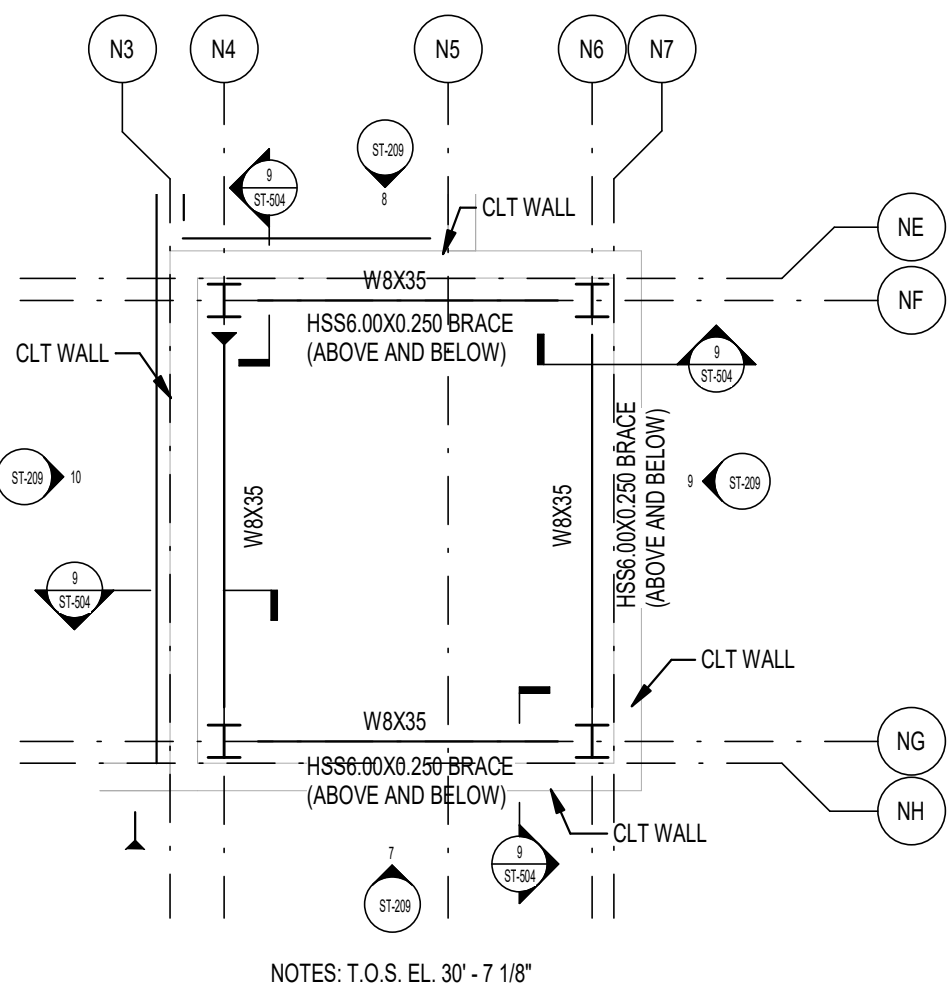
NOTES:
1. ALL LOADS ARE ULTIMATE
2. "+/-" INDICATES CONNECTIONS SHALL BE DESIGNED WITH LOADS ACT IN EITHER THE POSITIVE OR NEGATIVE DIRECTION
3. ALL ELEVATIONS ARE BASED ON A PROJECT BASE POINT OF 0'-0". PROJECT BASE POINT ELEVATION IS 136.57'. REFER TO THE NATIONAL GEODETIC SURVEY OF 1988 (NAVD).



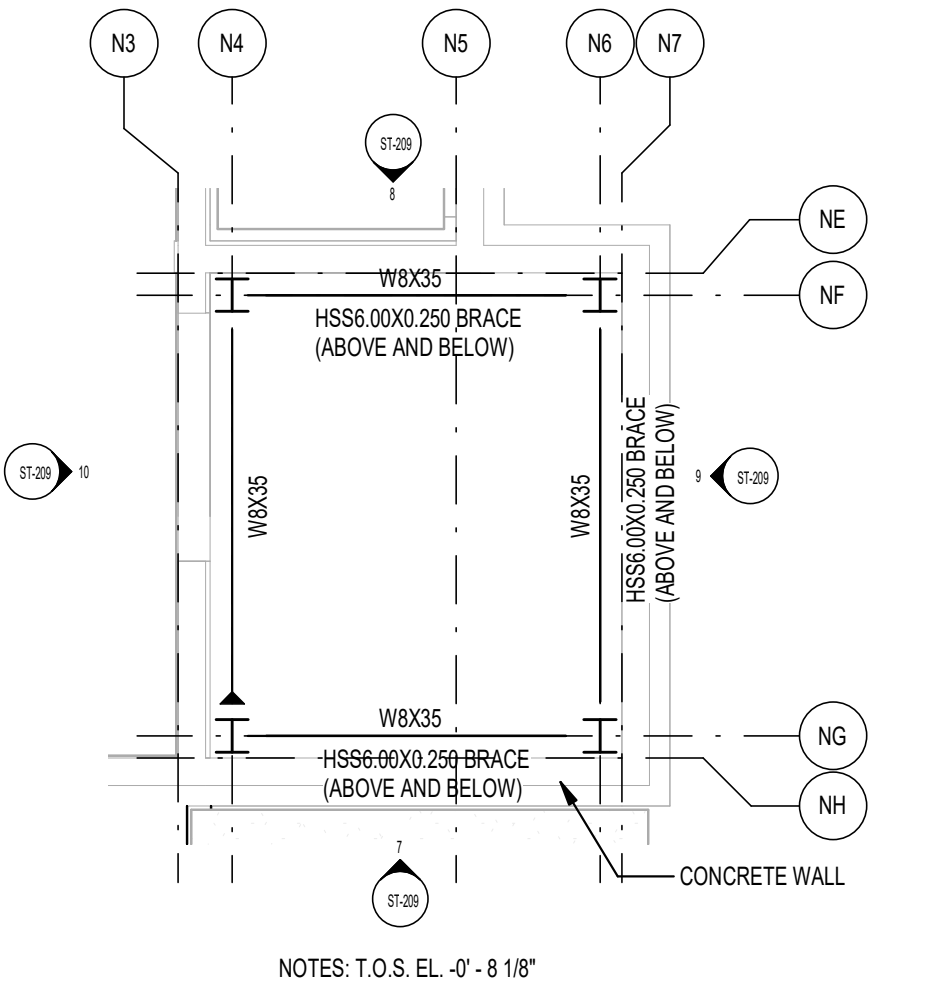
1 NORTH ELEVATOR PIT PLAN
SCALE: 1/4" = 1'-0"



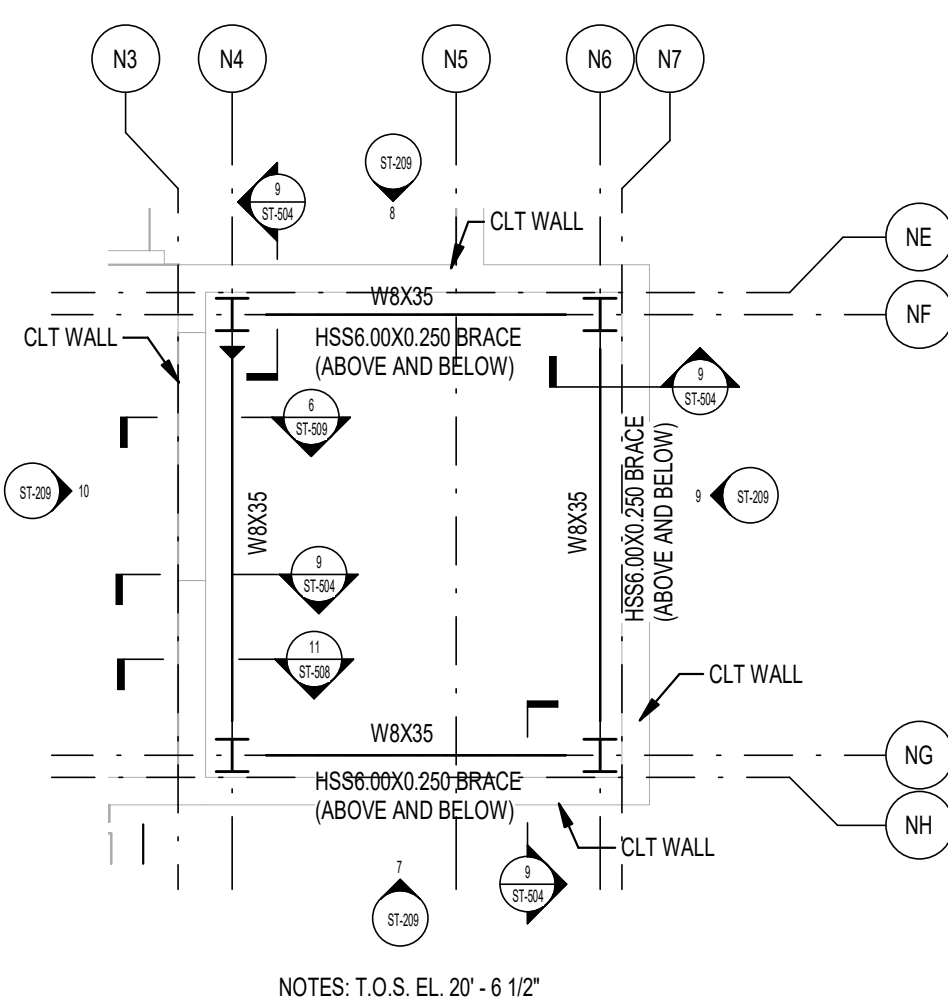
3 NORTH ELEVATOR INTERMEDIATE LEVEL PLAN
SCALE: 1/4" = 1'-0"



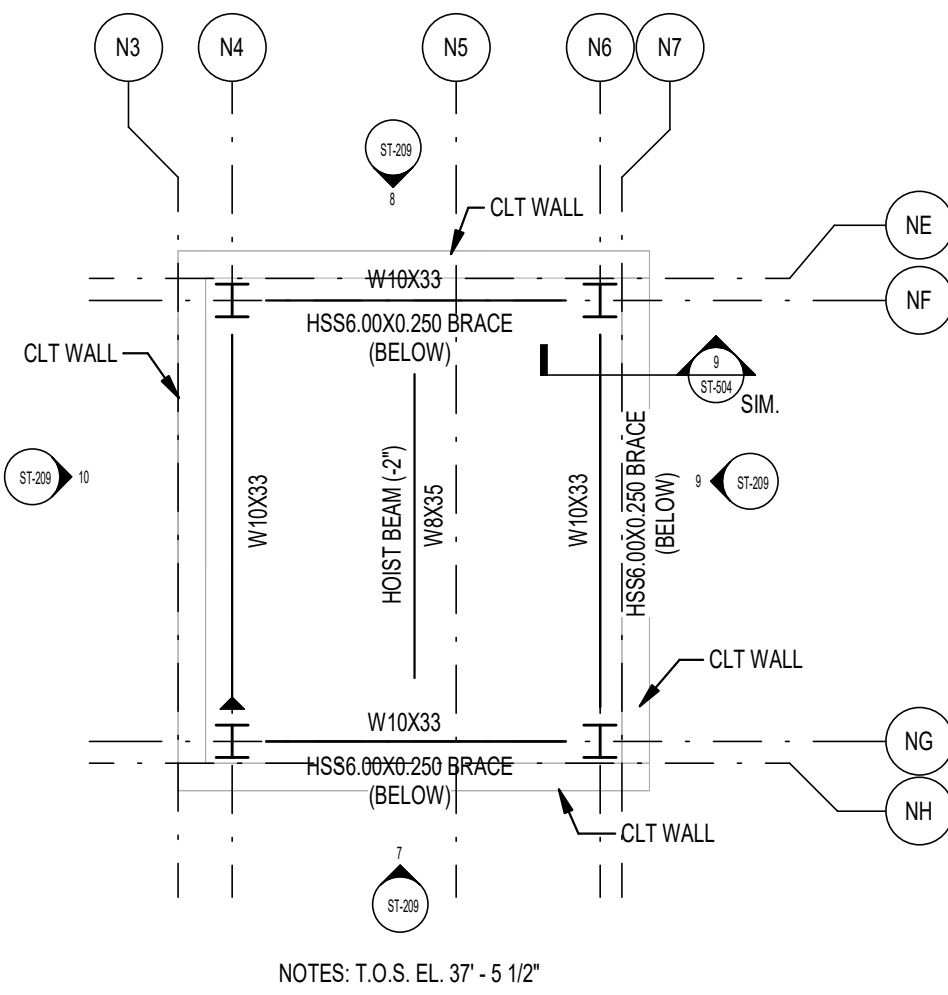
5 NORTH ELEVATOR BRIDGE ROOF LEVEL PLAN
SCALE: 1/4" = 1'-0"



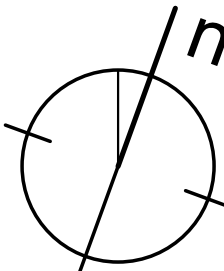
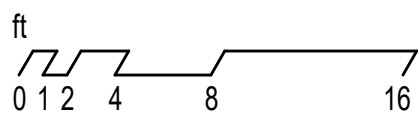
2 NORTH ELEVATOR PLATFORM LEVEL PLAN
SCALE: 1/4" = 1'-0"



4 NORTH ELEVATOR BRIDGE FLOOR LEVEL PLAN
SCALE: 1/4" = 1'-0"



6 NORTH ELEVATOR ROOF LEVEL PLAN
SCALE: 1/4" = 1'-0"



NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

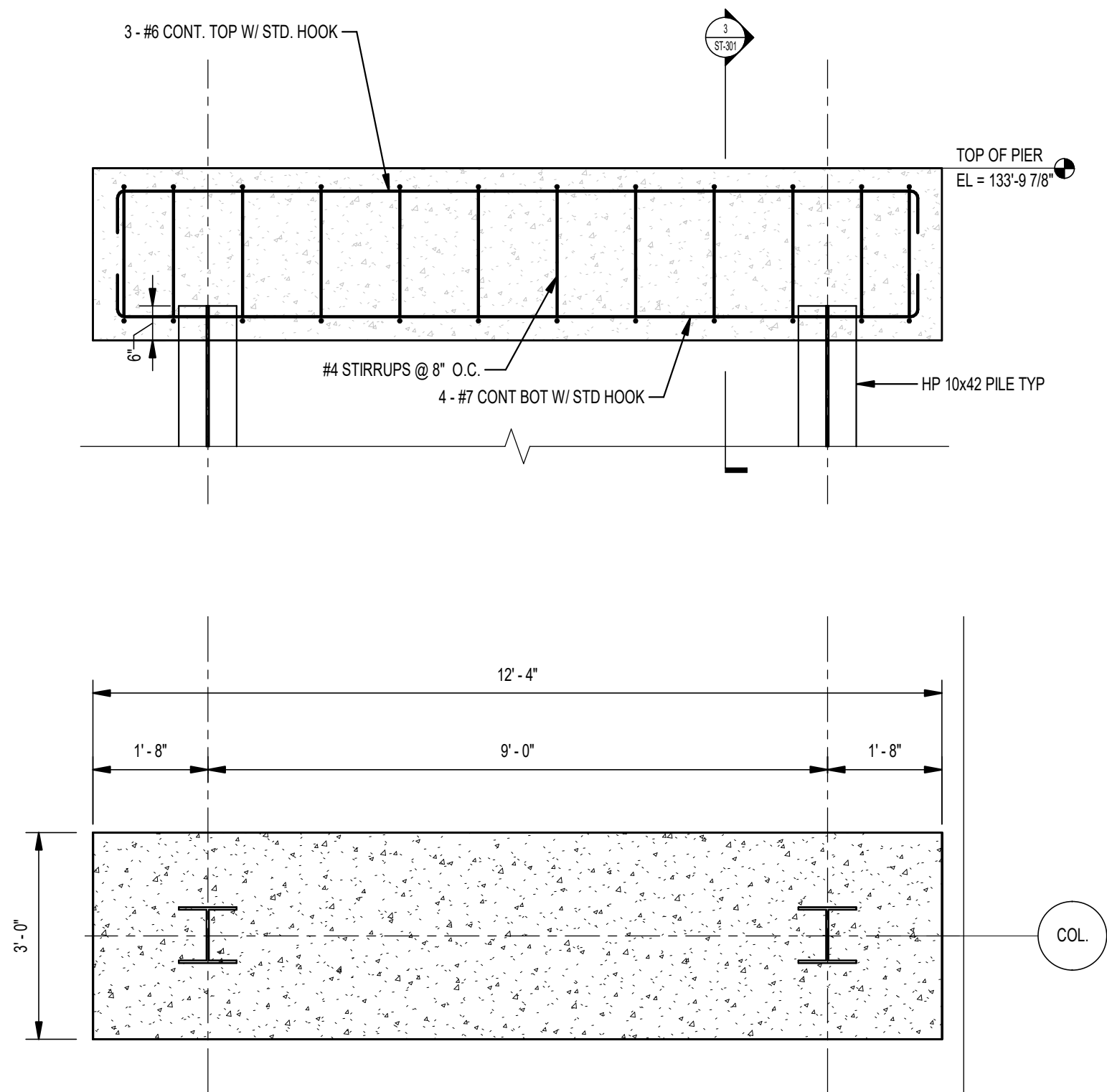
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
NORTH ELEVATOR TOWER PLAN AND
ELEVATIONS

SHEET NUMBER

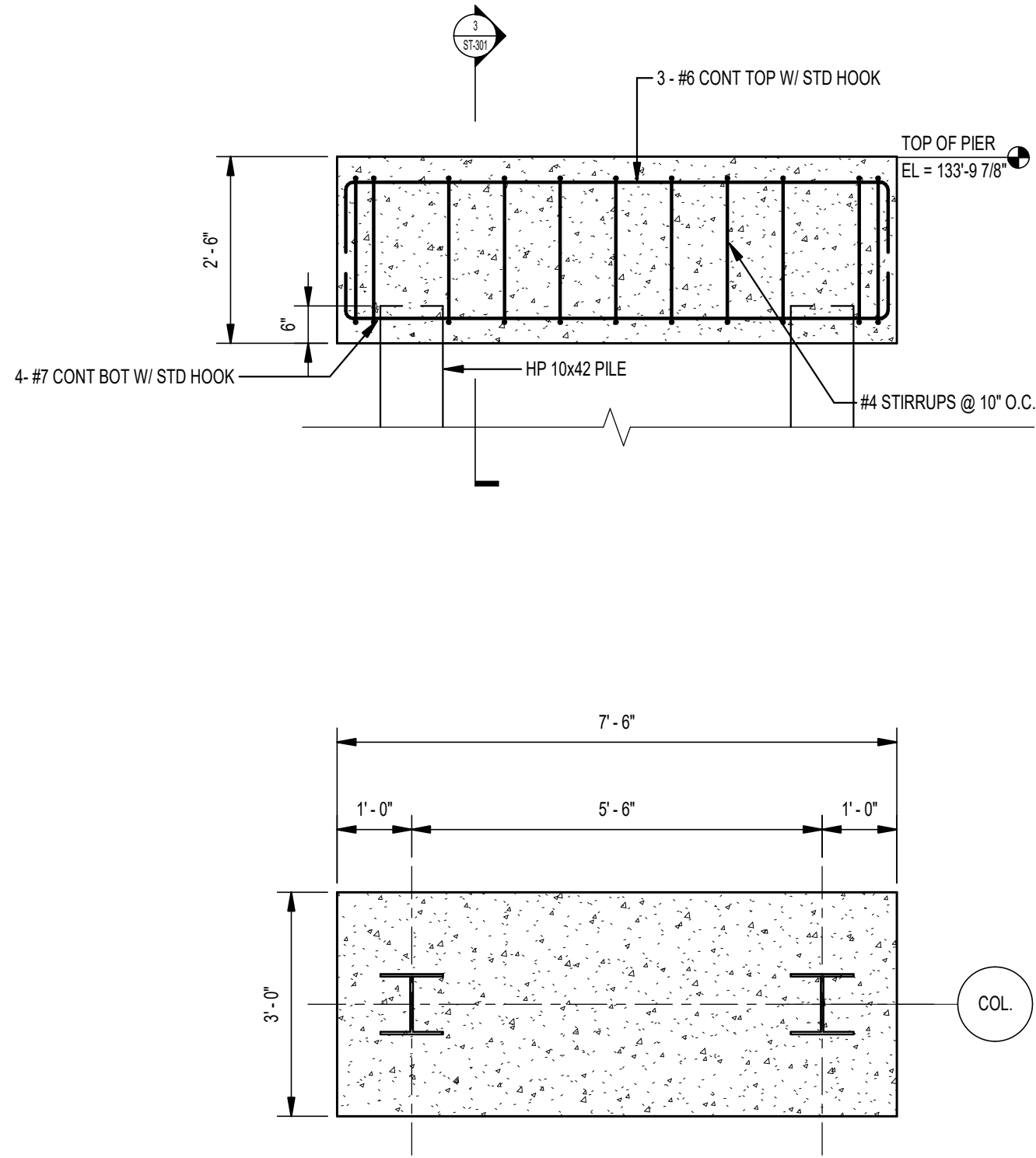
ST-209

NOTE:
1. PRECAST PLANKS NOT SHOWN FOR CLARITY REFER TO ST-307 FOR DETAILS.

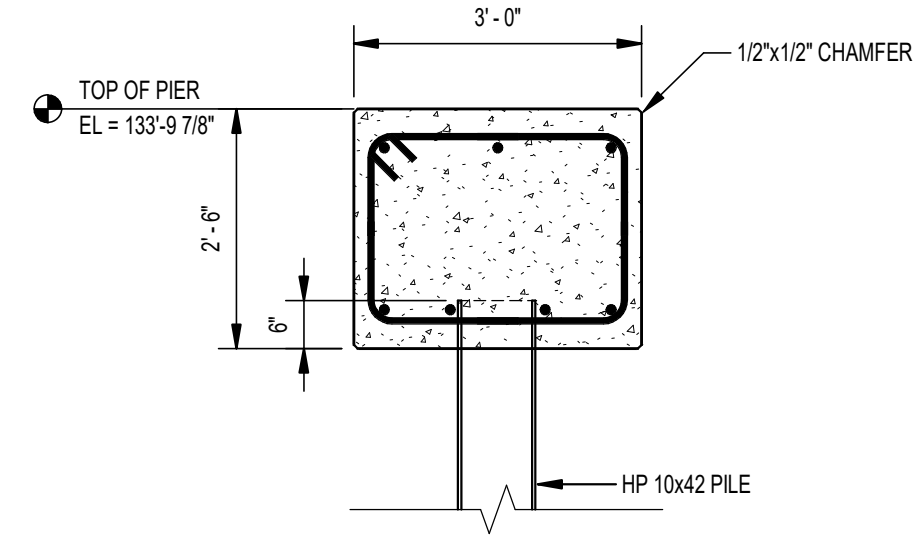


1 TYPICAL PIER CAP AT NORTH PLATFORM COL. LINE PN1 AND PN2 SECTION AND PLAN
SCALE: 1/2" = 1'-0"

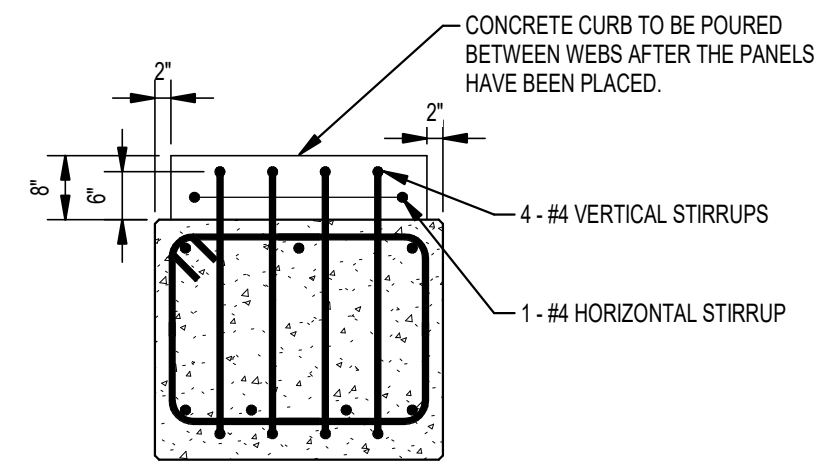
NOTE:
1. PRECAST PLANKS NOT SHOWN FOR CLARITY REFER TO ST-307 FOR DETAILS.



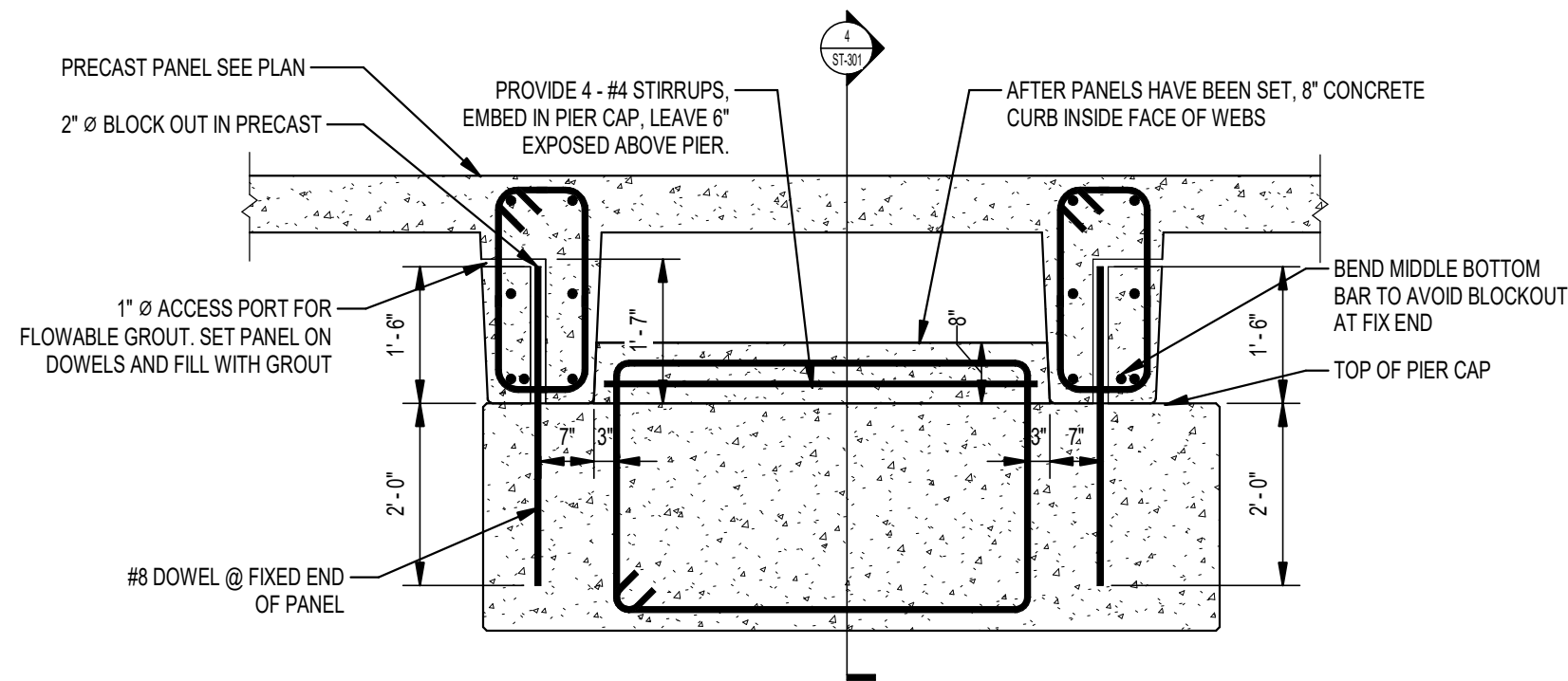
2 TYPICAL PIER CAP AT SOUTH PLATFORM COL. LINE PS1-PS4, PS7 SECTION AND PLAN
SCALE: 1/2" = 1'-0"



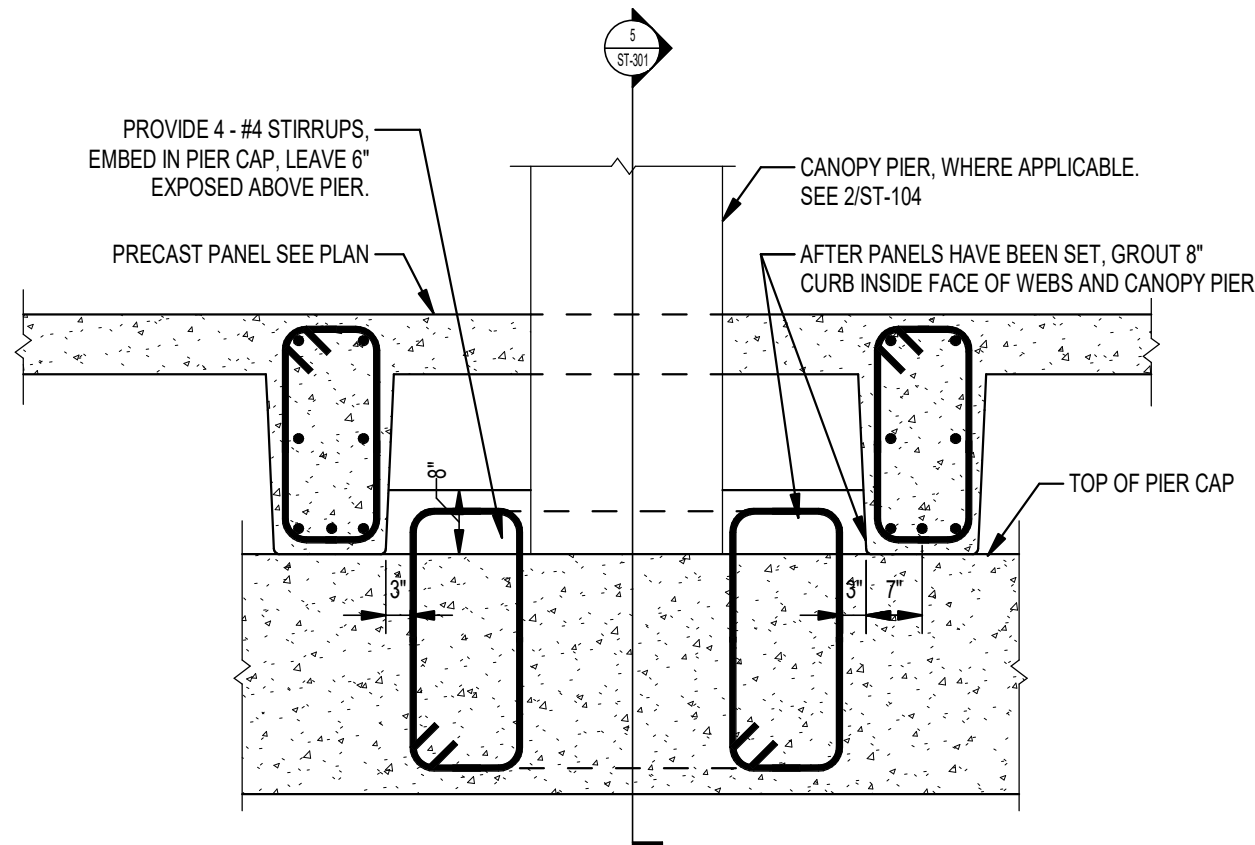
3 TYPICAL SECTION THROUGH PIER CAP
SCALE: 1/2" = 1'-0"



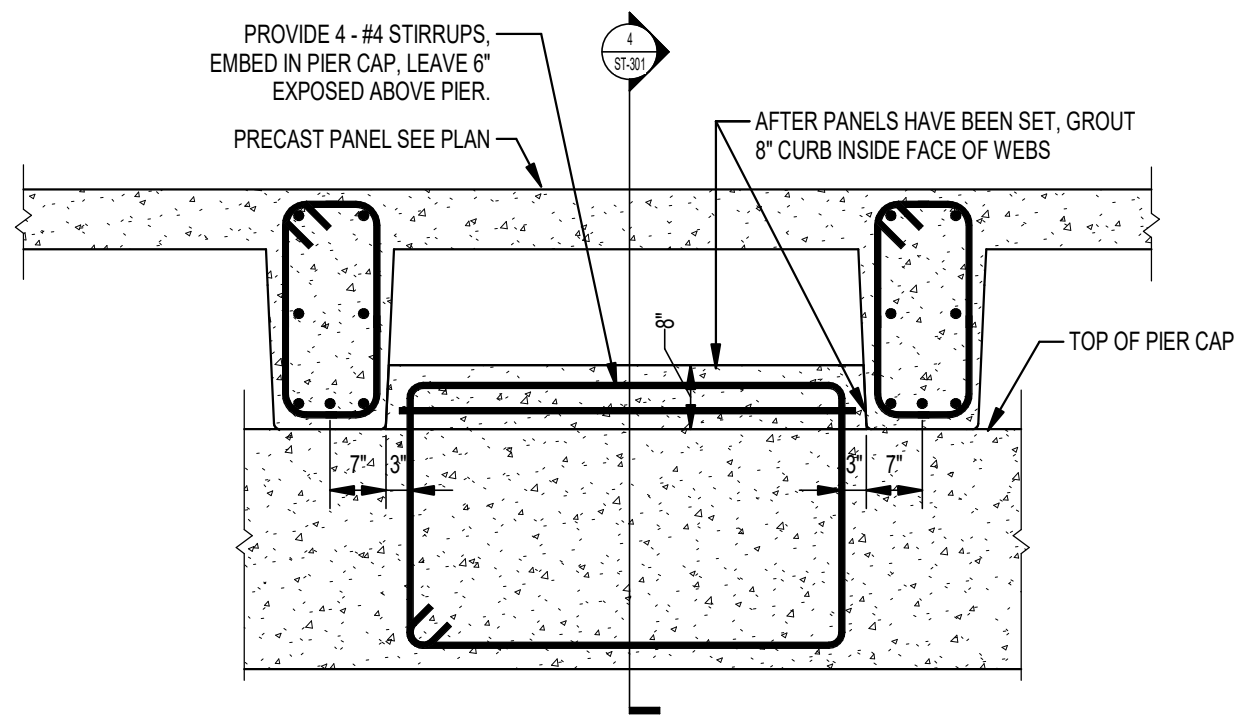
4 CONCRETE BLOCK OUT BETWEEN PANEL WEBS
SCALE: 1/2" = 1'-0"



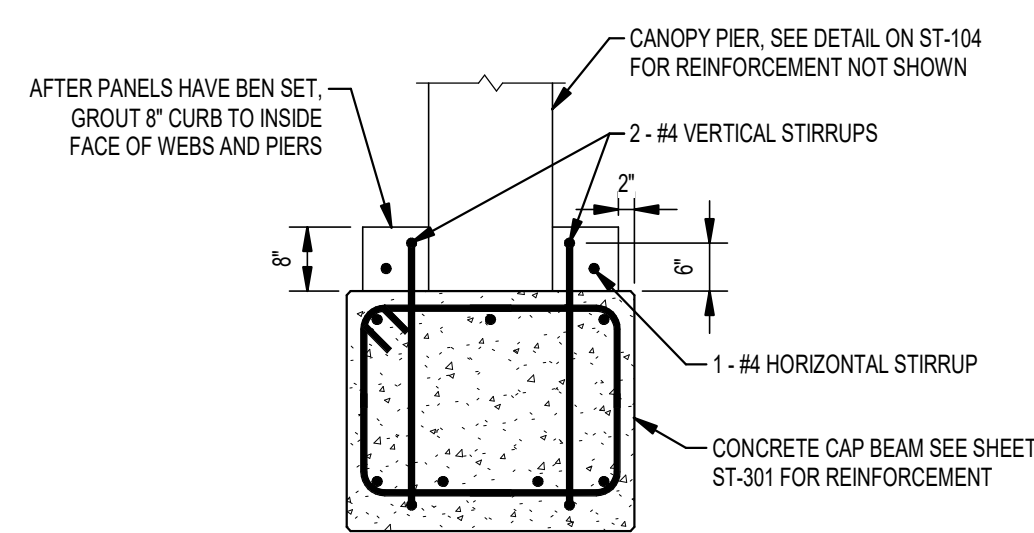
6 TYPICAL FIXED END PANEL DOWEL AND CONCRETE CURB CONNECTION
SCALE: 1/2" = 1'-0"



7 TYPICAL CONCRETE CURB DETAIL AT CANOPY PIER
SCALE: 1/2" = 1'-0"



8 TYPICAL FREE END CONCRETE CURB PANEL CONDITION
SCALE: 1/2" = 1'-0"



5 CONCRETE BLOCK OUT BETWEEN PANEL WEBS @ CANOPY PIER
SCALE: 1/2" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

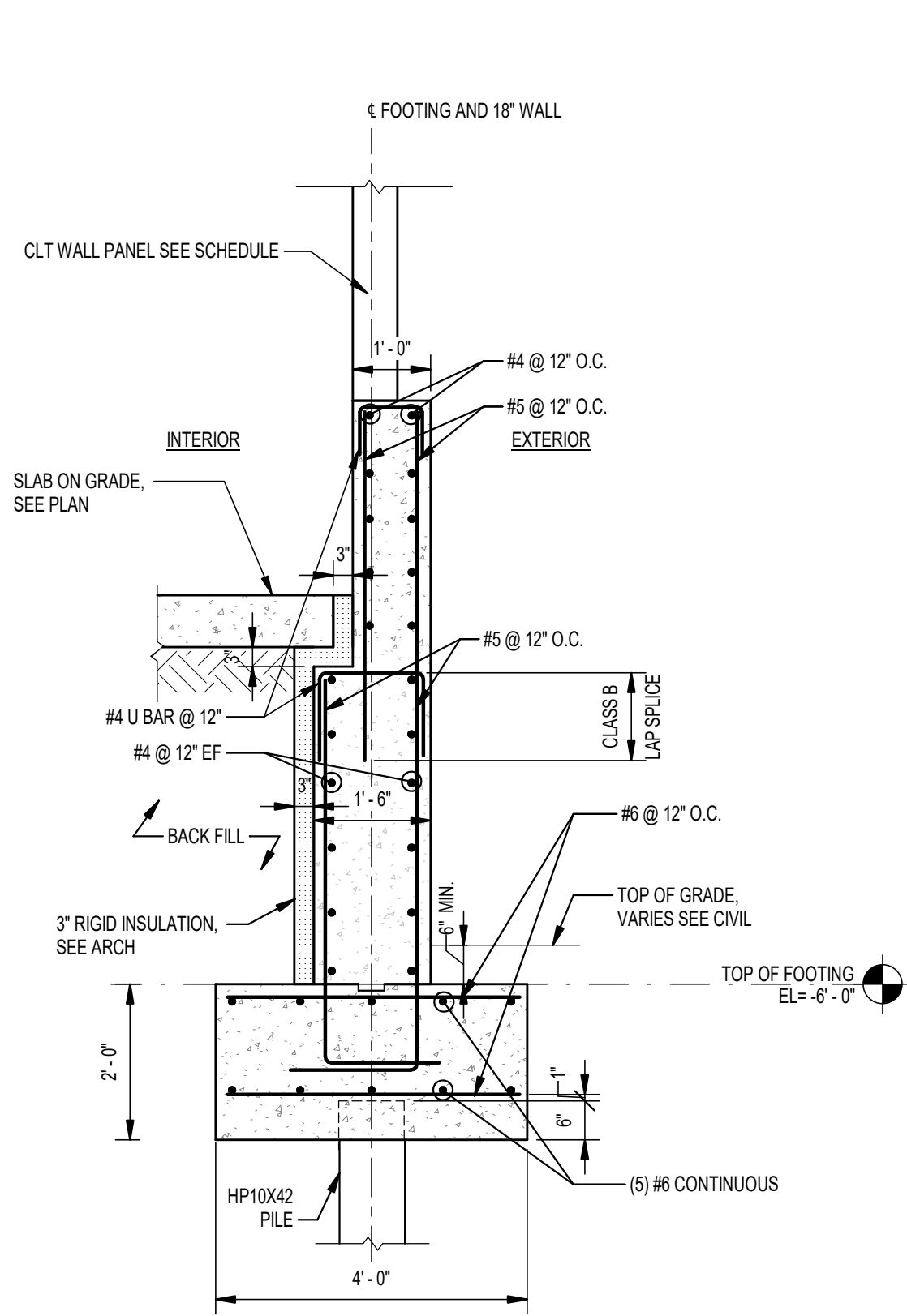
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

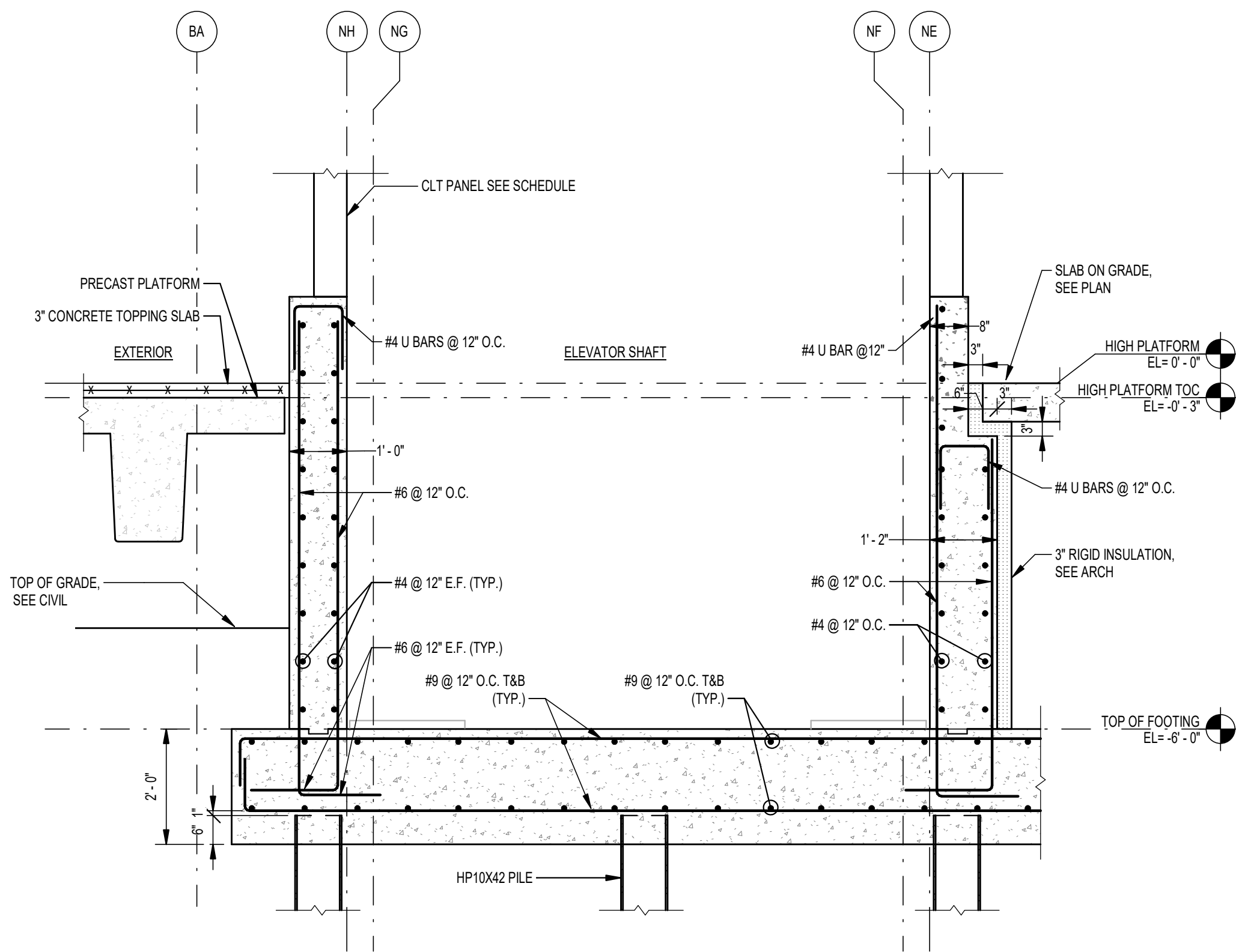
PIER CAP DETAILS

SHEET NUMBER

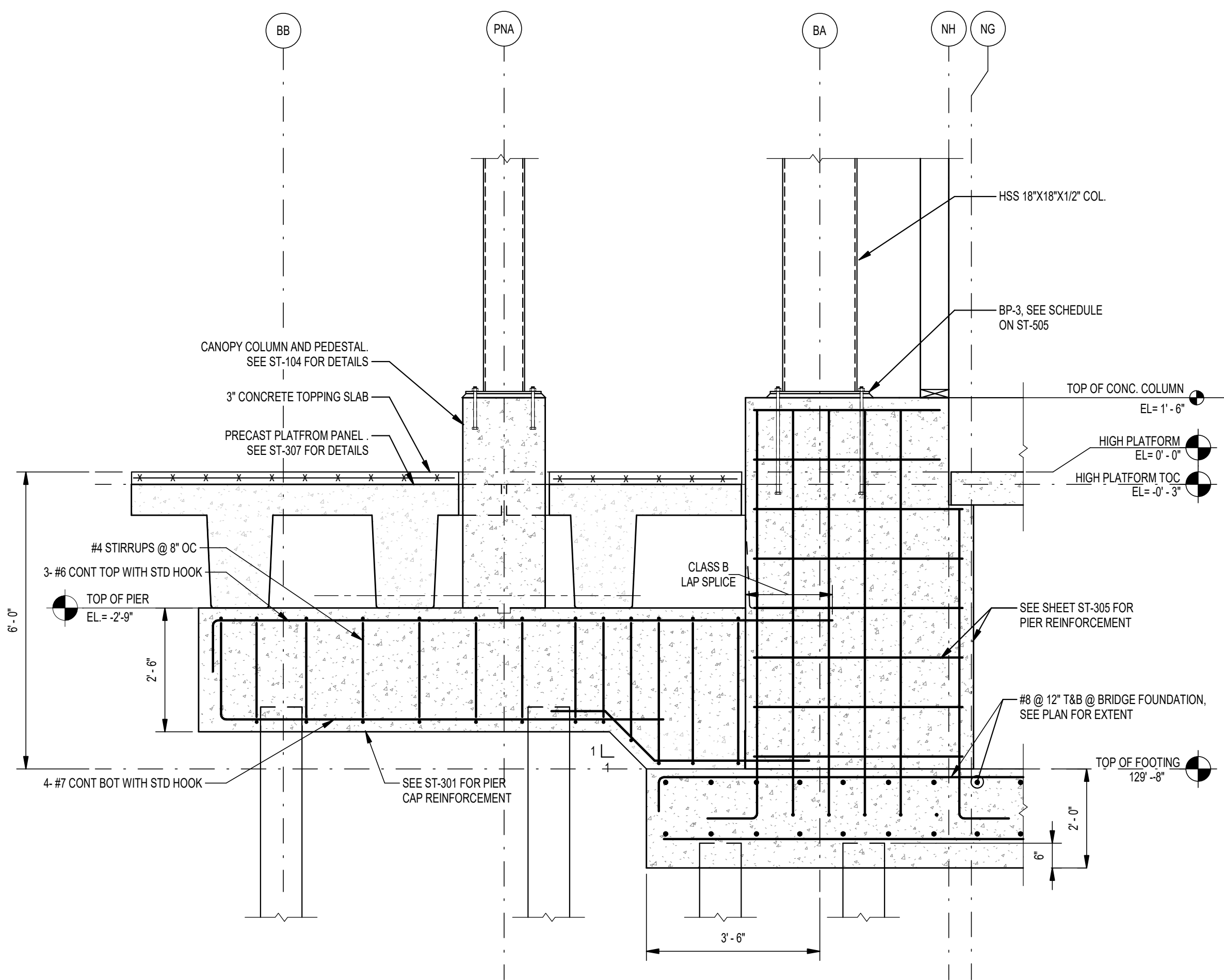
ST-301



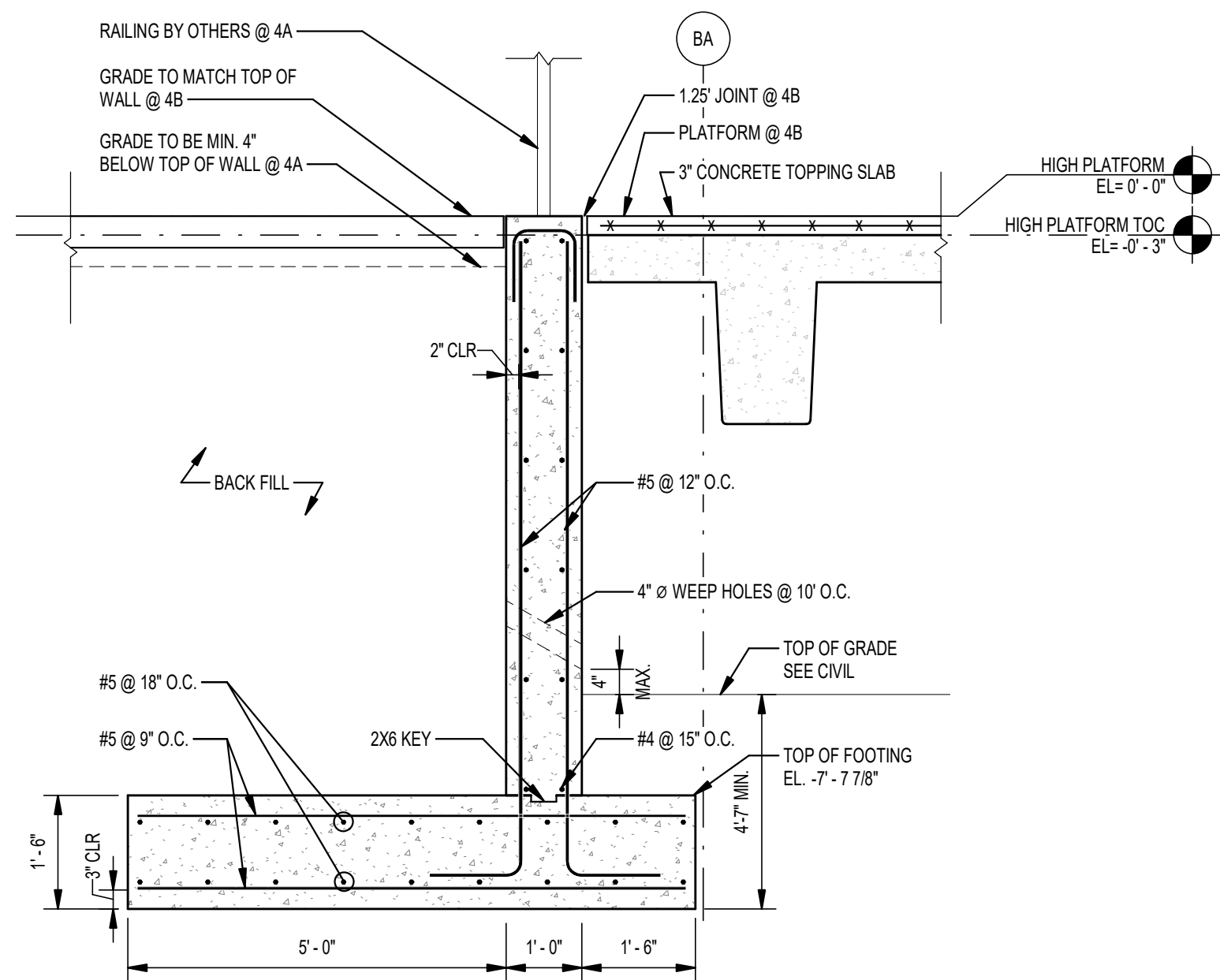
1 TYPICAL EXTERIOR WALL SECTION - WITH INSULATION
SCALE: 1/2" = 1'-0"



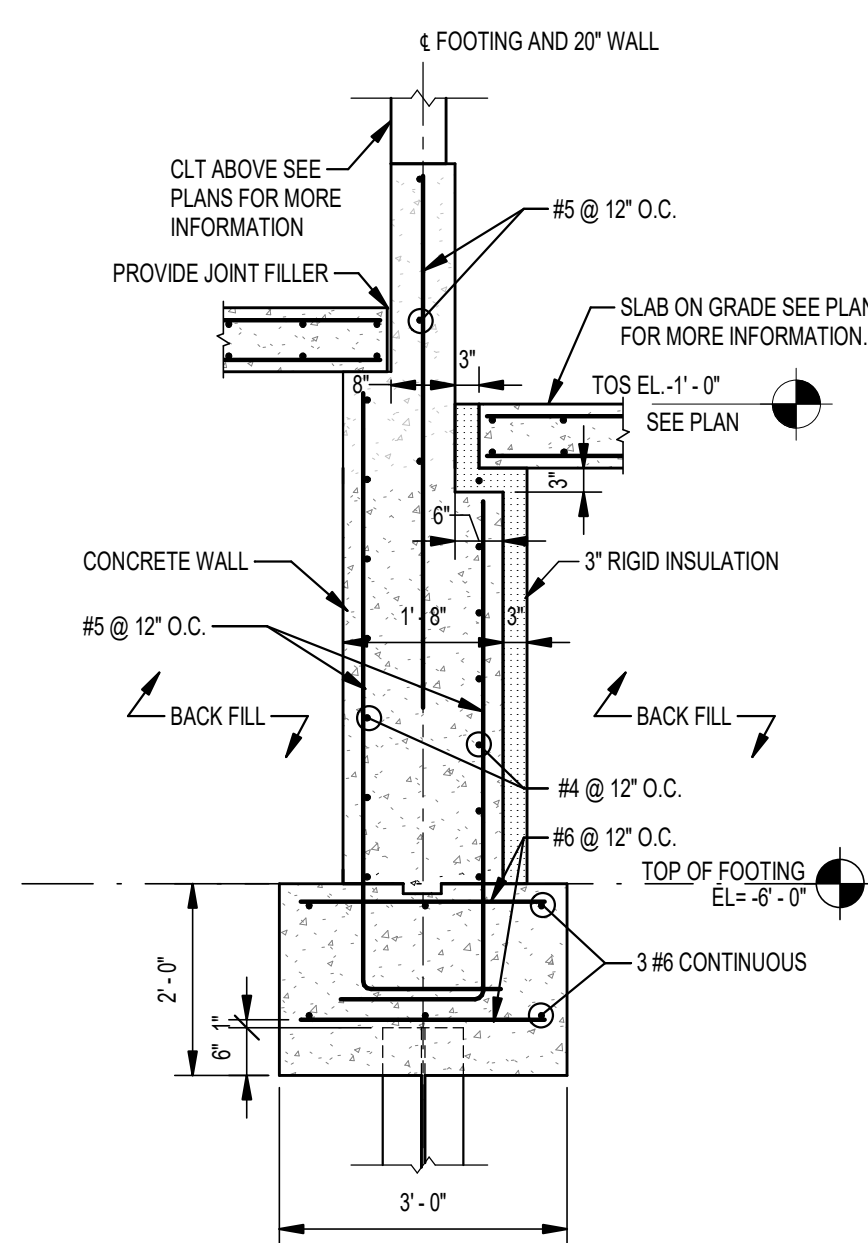
2 NORTH ELEVATOR SHAFT WALL SECTION
SCALE: 1/2" = 1'-0"



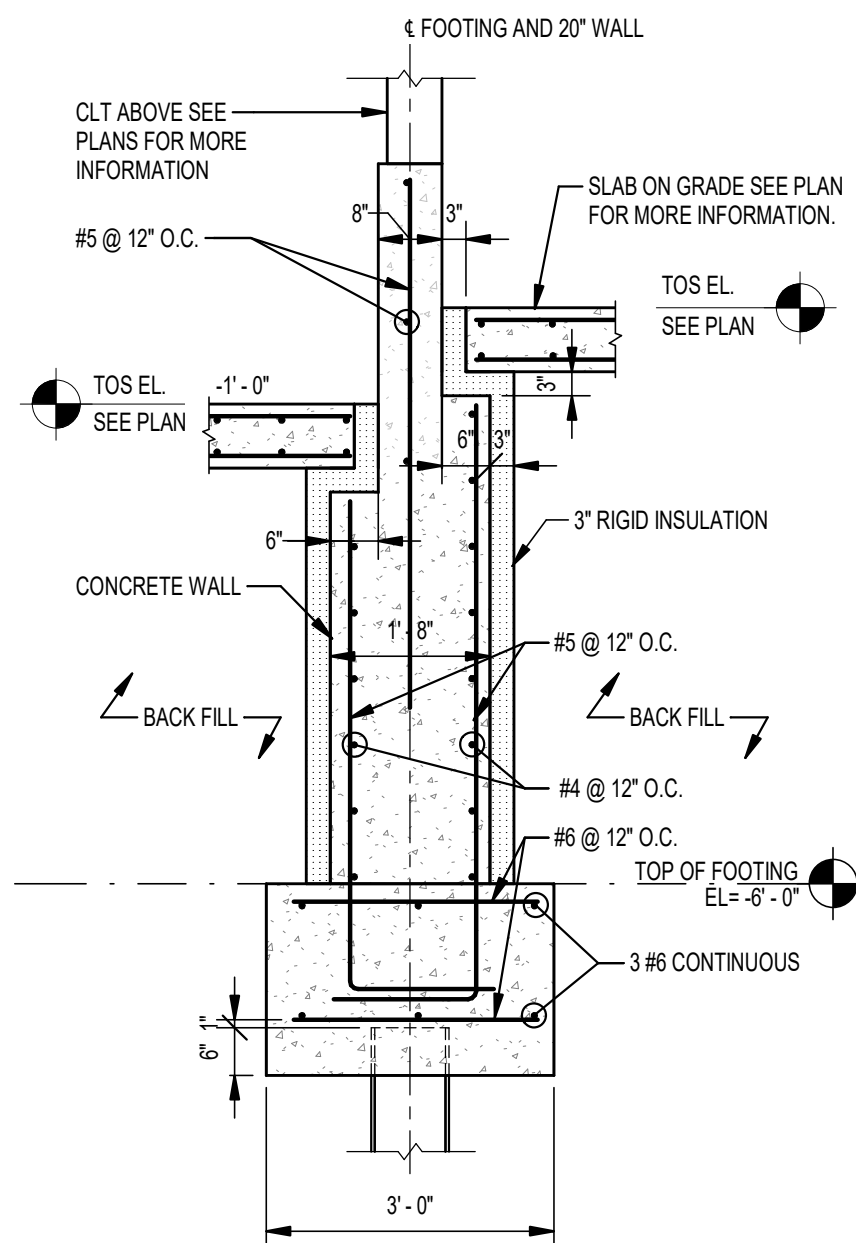
3 SECTION AT PED BRIDGE COLUMN
SCALE: 1/2" = 1'-0"



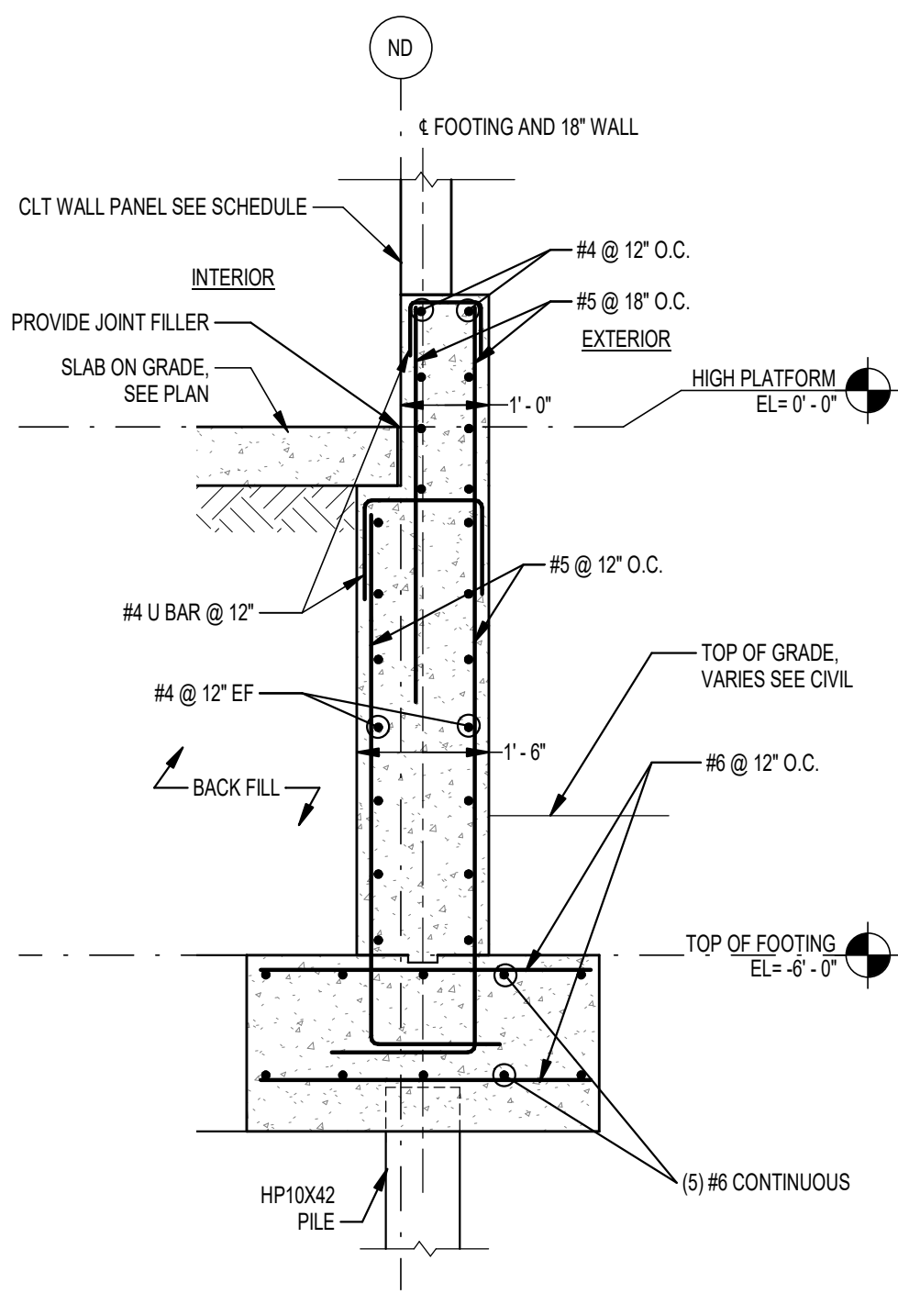
4A/4B ENTRANCE RETAINING WALL
SCALE: 1/2" = 1'-0"



5 TYP. INT. WALL SECTION
SCALE: 1/2" = 1'-0"



6 TYP. INT. WALL SECTION
SCALE: 1/2" = 1'-0"



7 TYPICAL EXTERIOR WALL SECTION - NO INSULATION
SCALE: 1/2" = 1'-0"

NOTES:

1. THE CONTRACTOR MAY PROVIDE ALTERNATE VERTICAL WALL REINFORCEMENT CONFIGURATION WITH DOWELS PROTRUDING FROM THE FOUNDATION. DOWELS SHALL MATCH SIZE AND SPACING OF WALL REINFORCEMENT, AND A CLASS B LAP SPLICED SHALL BE PROVIDED.

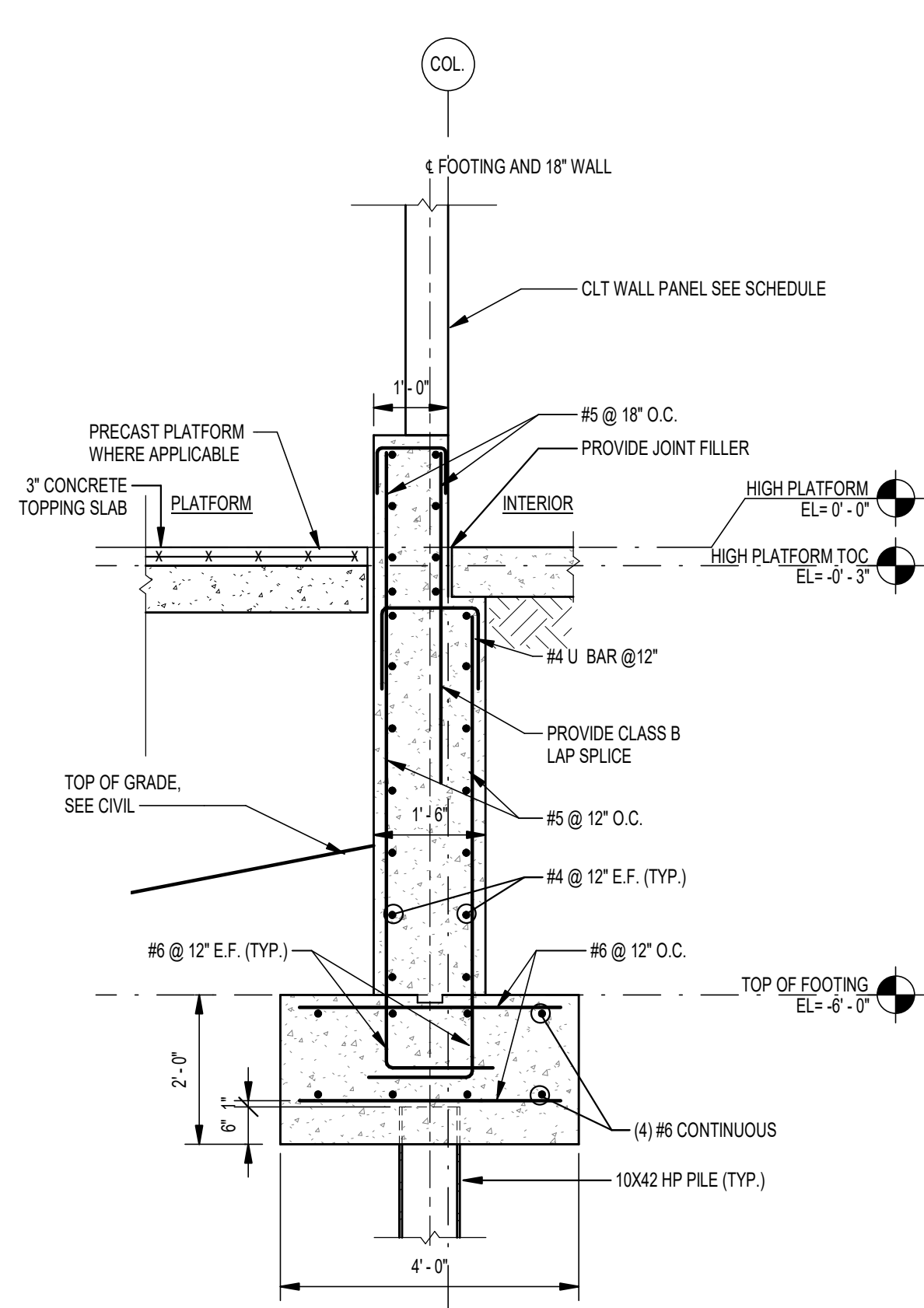
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

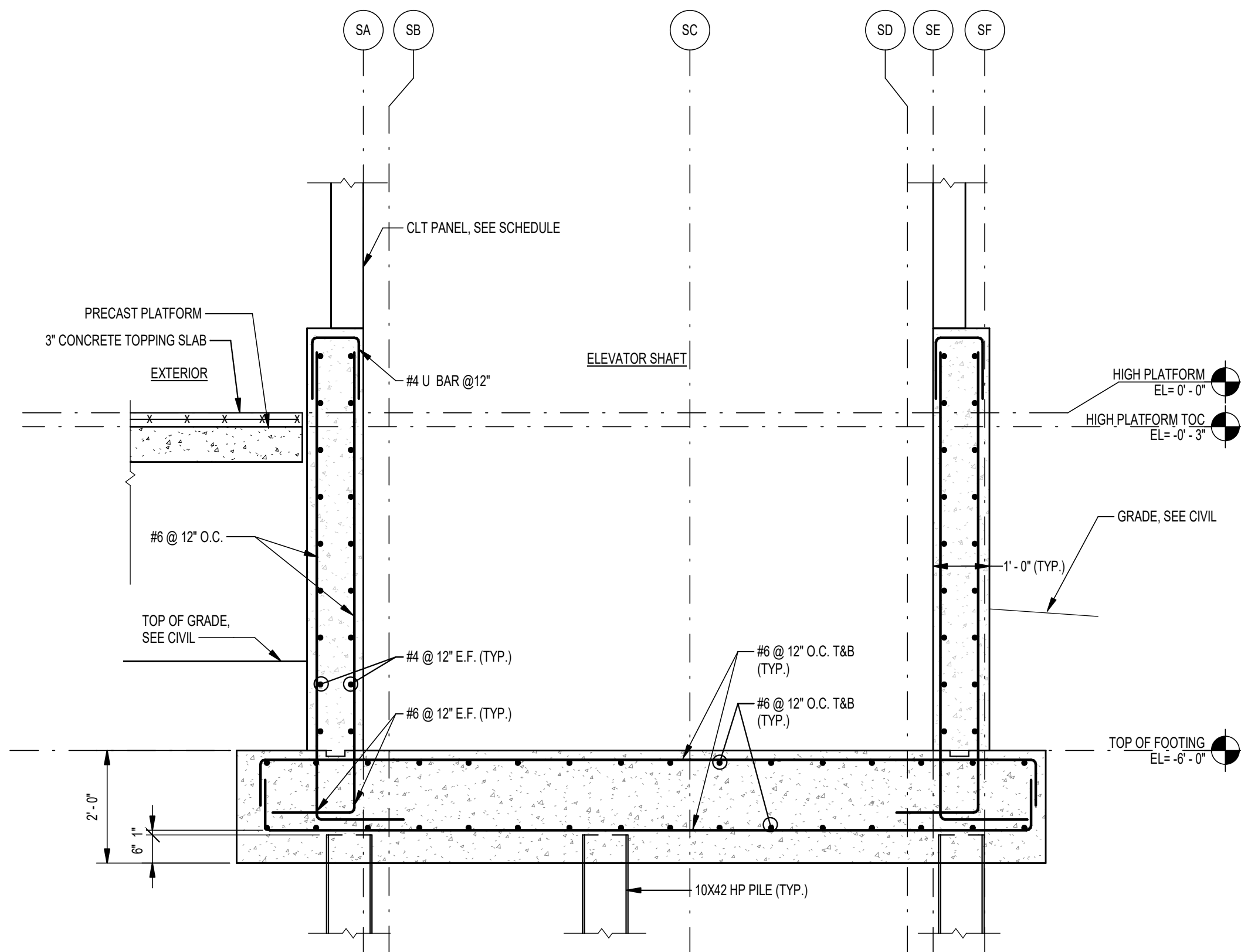
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
NORTH STAIR AND ELEVATOR FOUNDATION
SECTIONS AND DETAILS

SHEET NUMBER

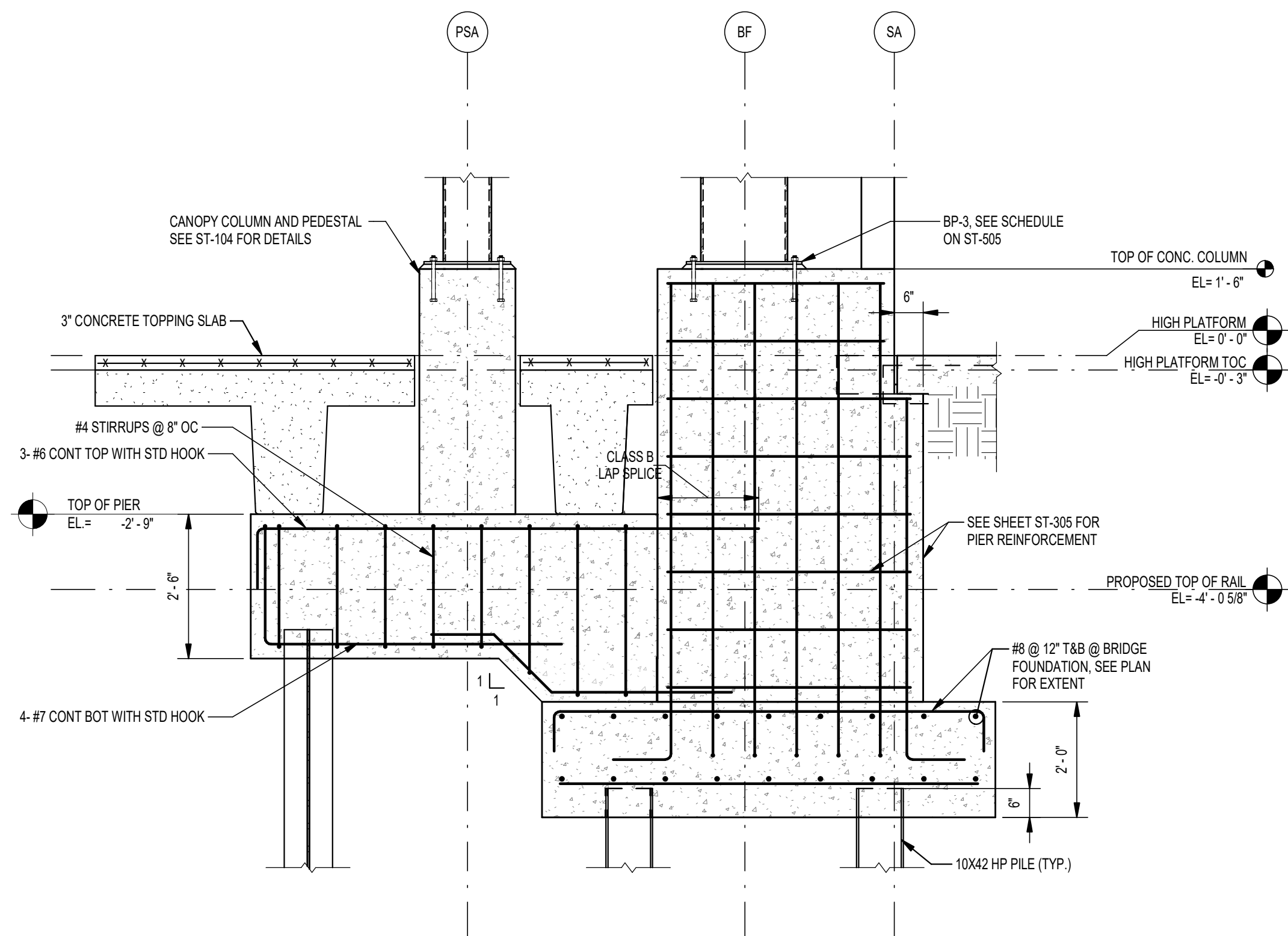
ST-302



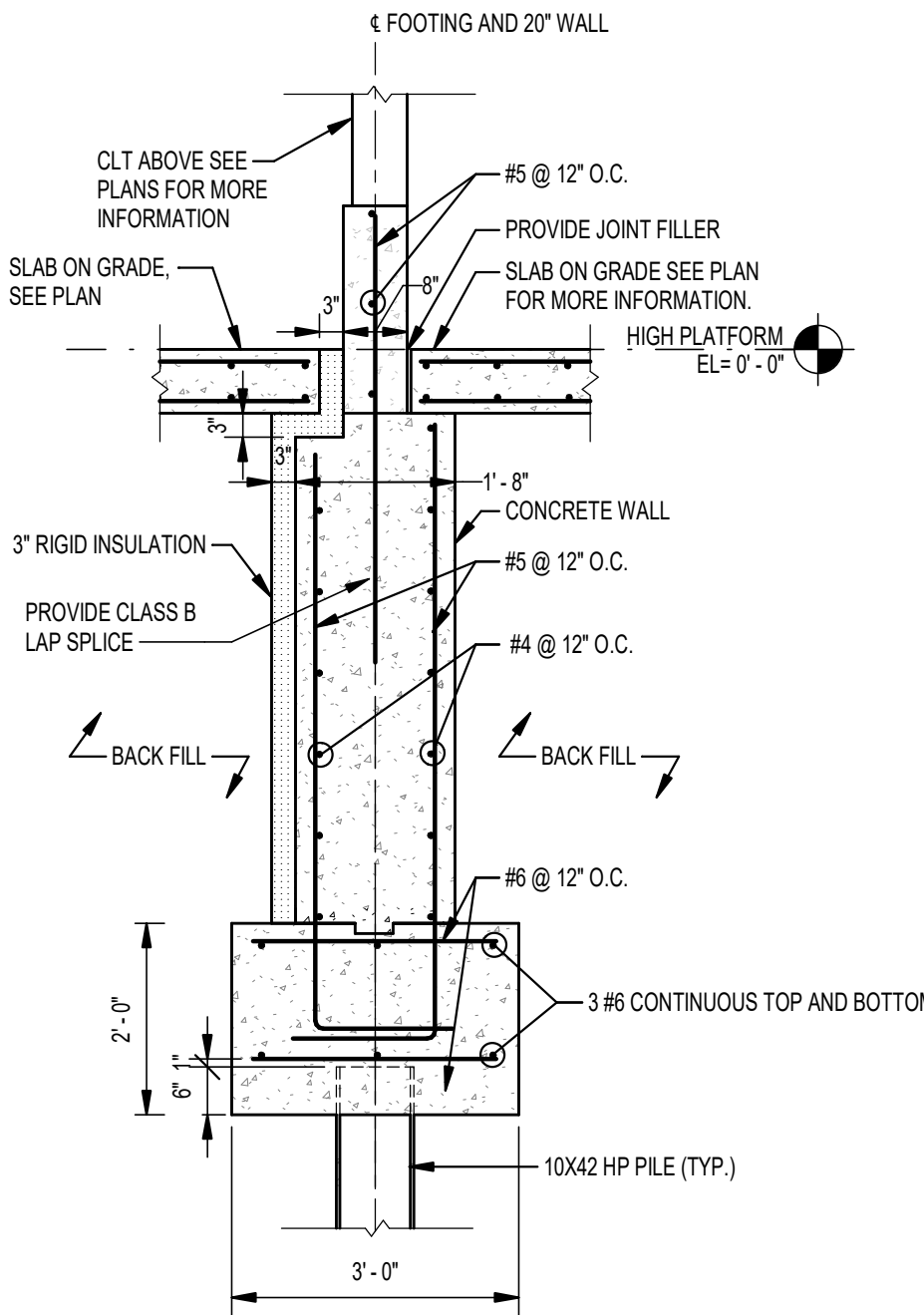
1 TYPICAL EXTERIOR WALL SECTION - NO SLAB INSULATION
SCALE: 1/2" = 1'-0"



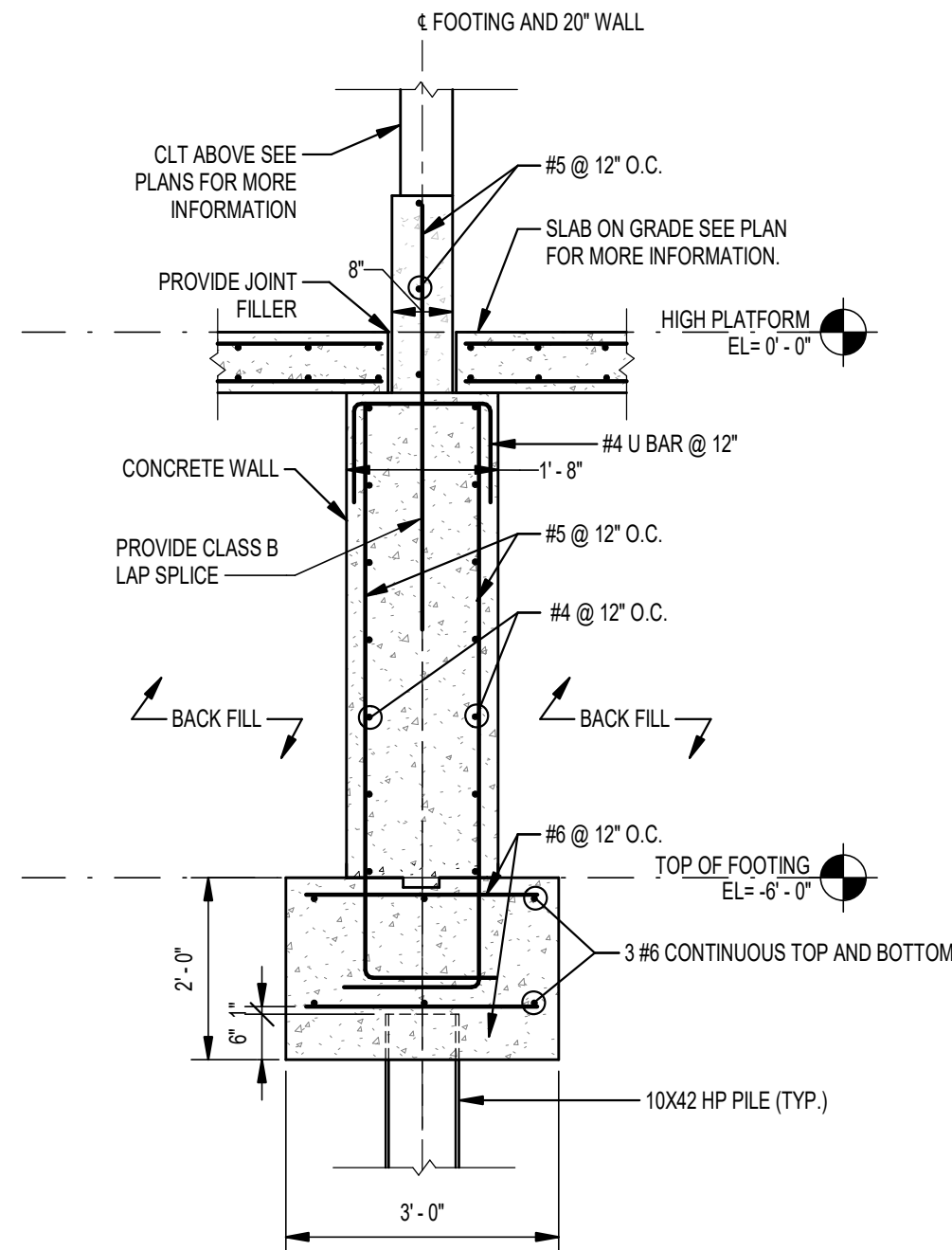
2 SOUTH ELEVATOR SHAFT WALL SECTION
SCALE: 1/2" = 1'-0"



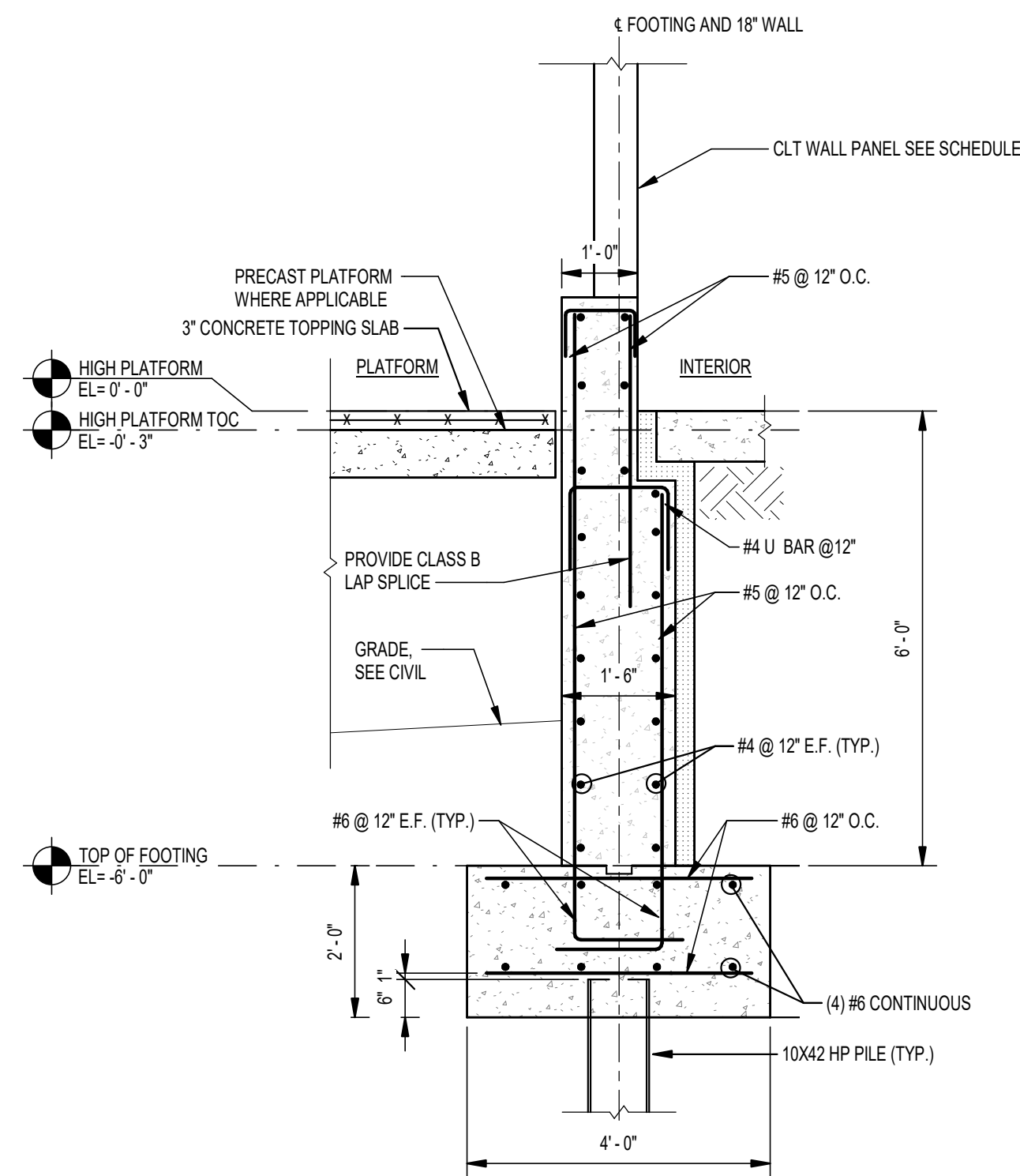
3 SECTION AT PED BRIDGE COLUMN
SCALE: 1/2" = 1'-0"



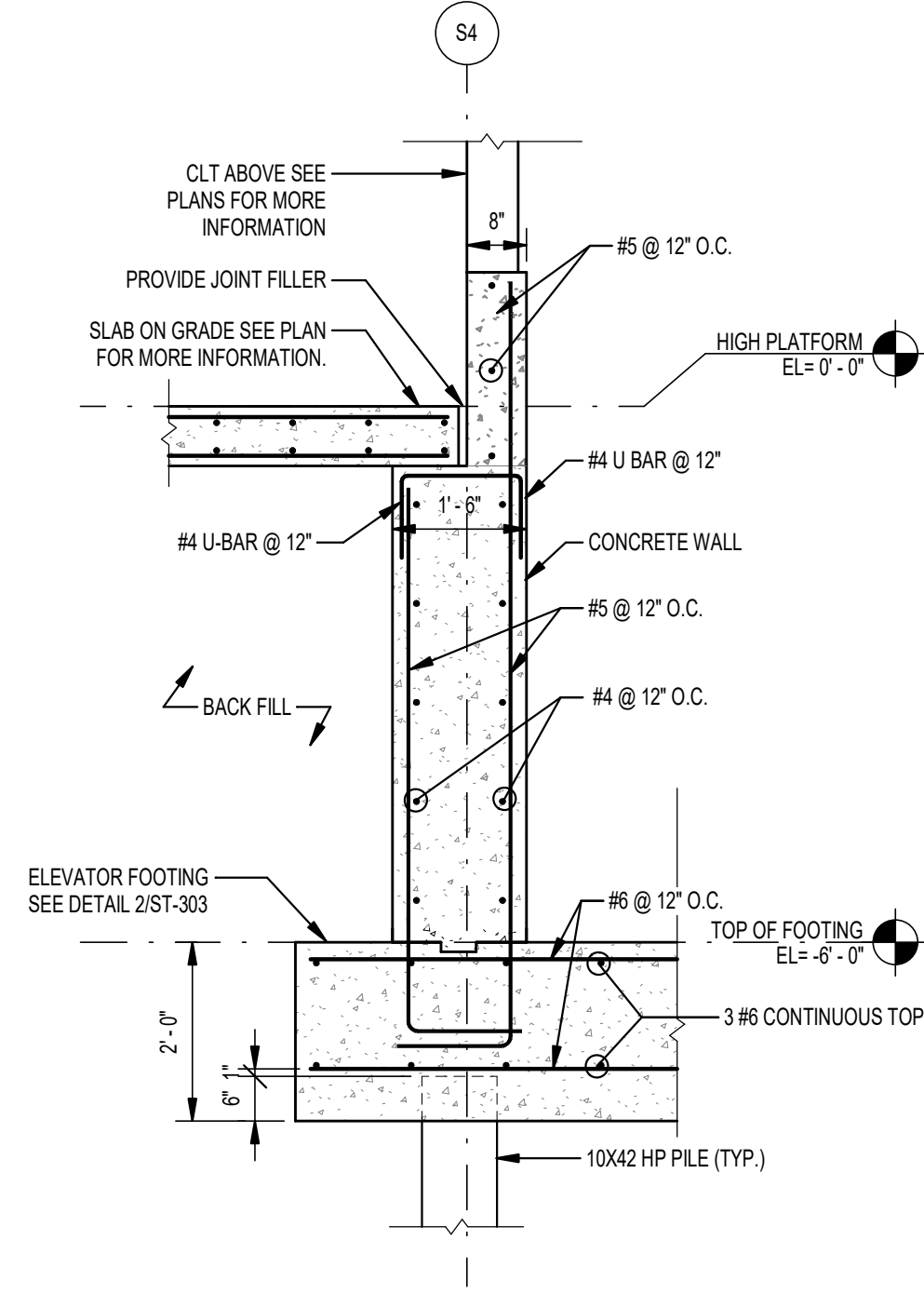
4 TYP. INT. WALL SECTION - WITH INSULATION
SCALE: 1/2" = 1'-0"



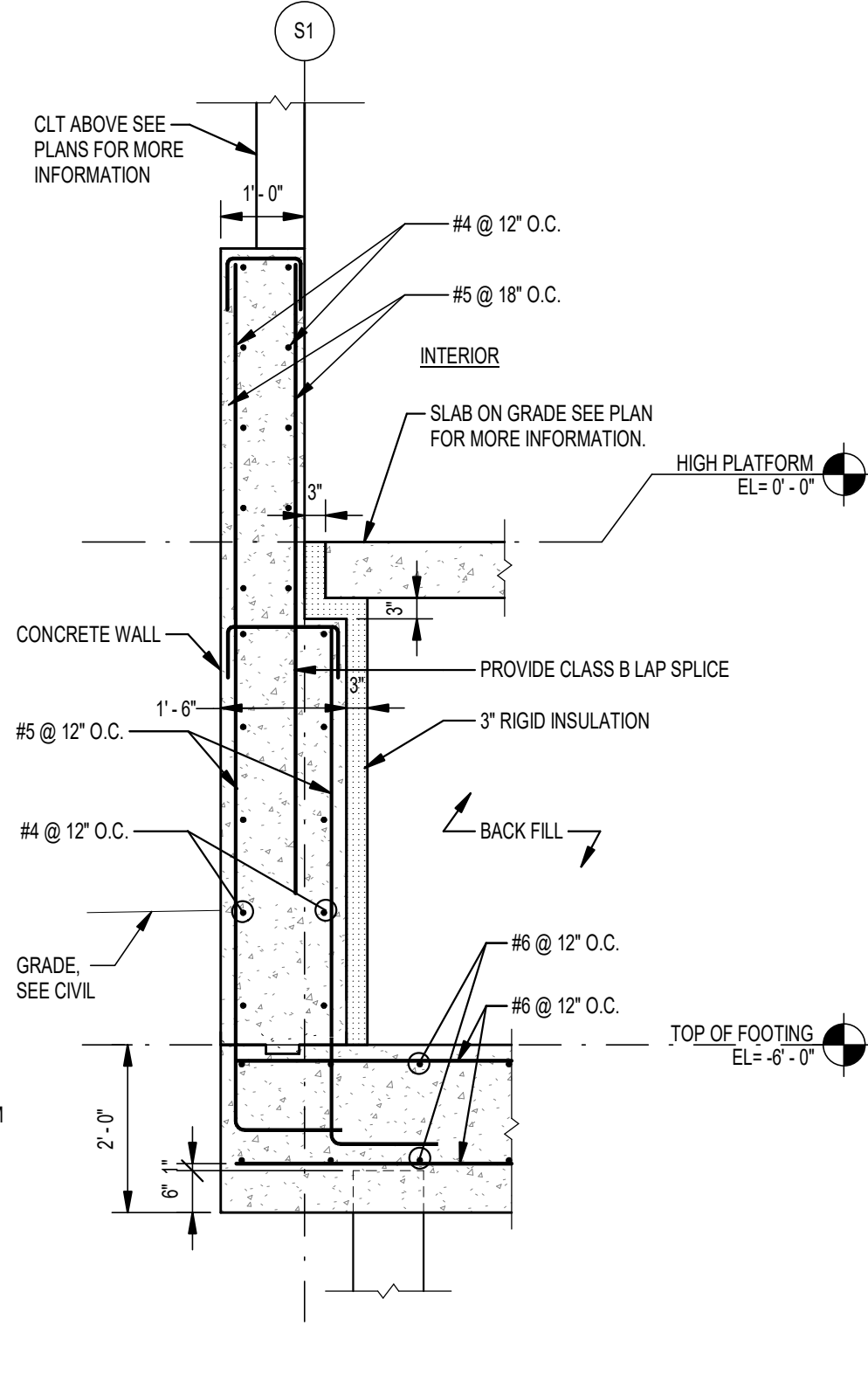
5 TYP. INT. WALL SECTION - NO INSULATION
SCALE: 1/2" = 1'-0"



6 TYPICAL EXTERIOR WALL SECTION - WITH SLAB INSULATION
SCALE: 1/2" = 1'-0"



7 INTERIOR ELEVATOR WALL DETAIL
SCALE: 1/2" = 1'-0"



8 EXTERIOR WALL SECTION - WEST WALL
SCALE: 1/2" = 1'-0"

NOTES:

1. THE CONTRACTOR MAY PROVIDE ALTERNATE VERTICAL WALL REINFORCEMENT CONFIGURATION WITH DOWELS PROTRUDING FROM THE FOUNDATION. DOWELS SHALL MATCH SIZE AND SPACING OF WALL REINFORCEMENT, AND A CLASS B LAP SPLICED SHALL BE PROVIDED.

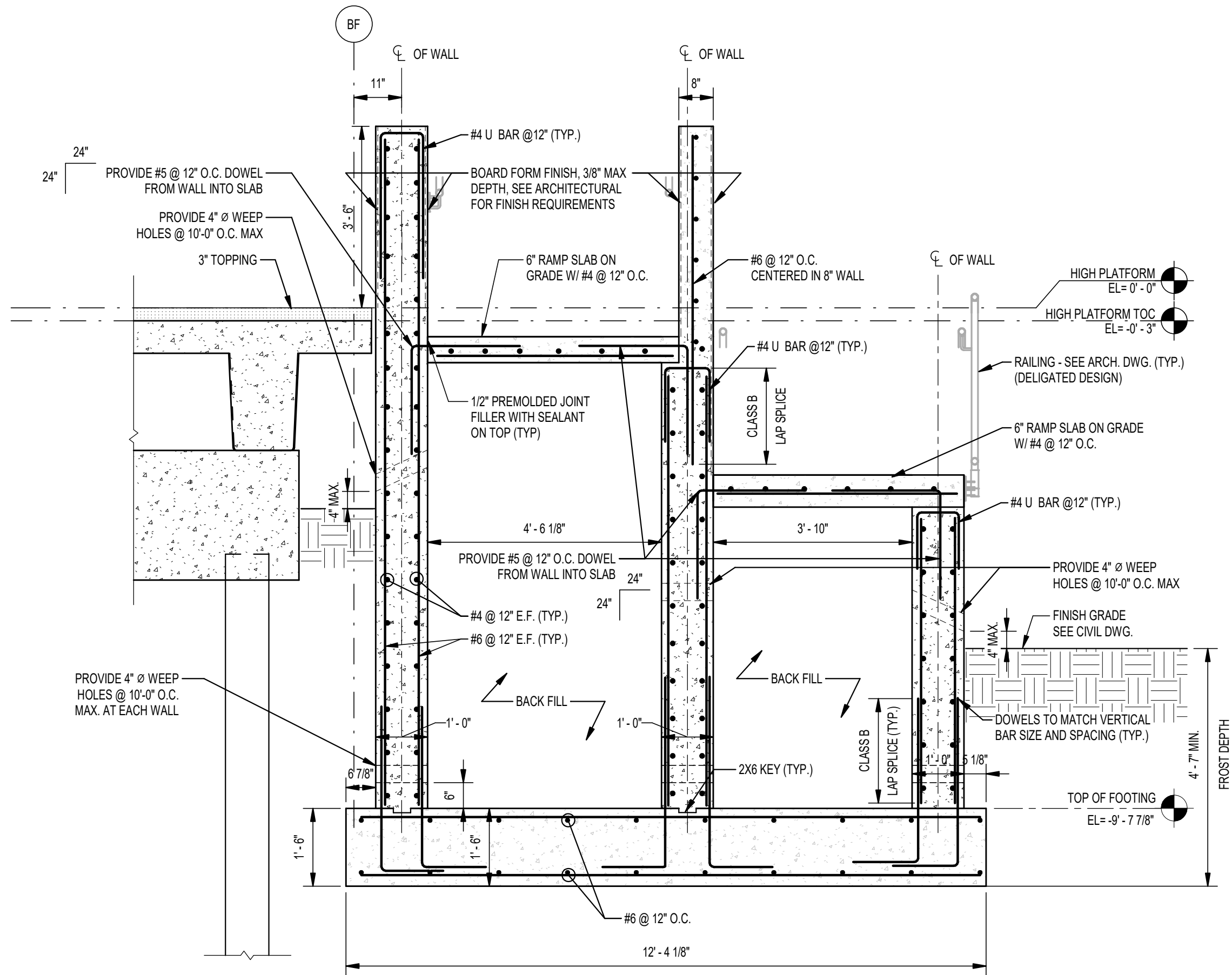
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

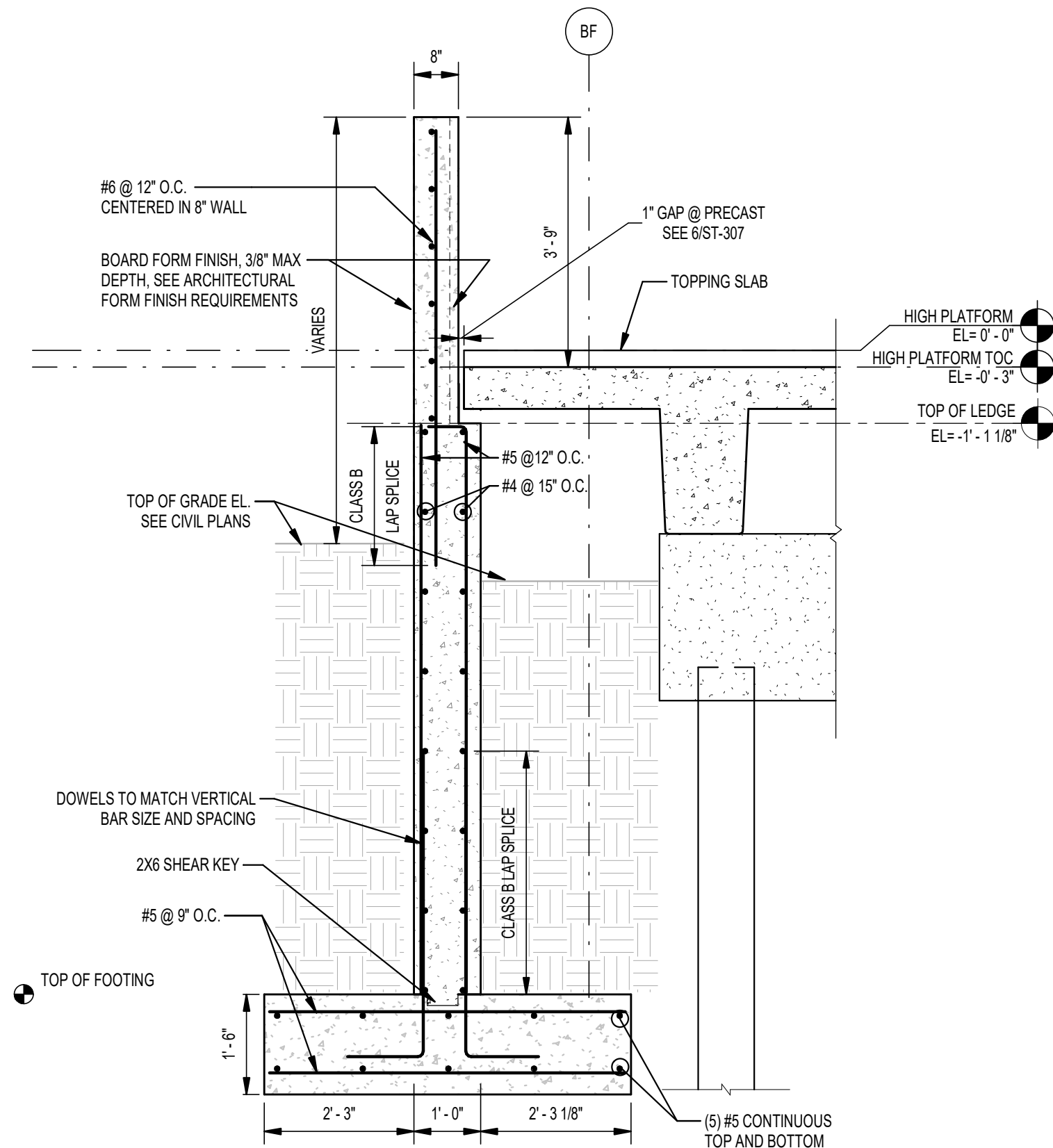
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
SOUTH STAIR AND ELEVATOR FOUNDATION
SECTIONS AND DETAILS

SHEET NUMBER

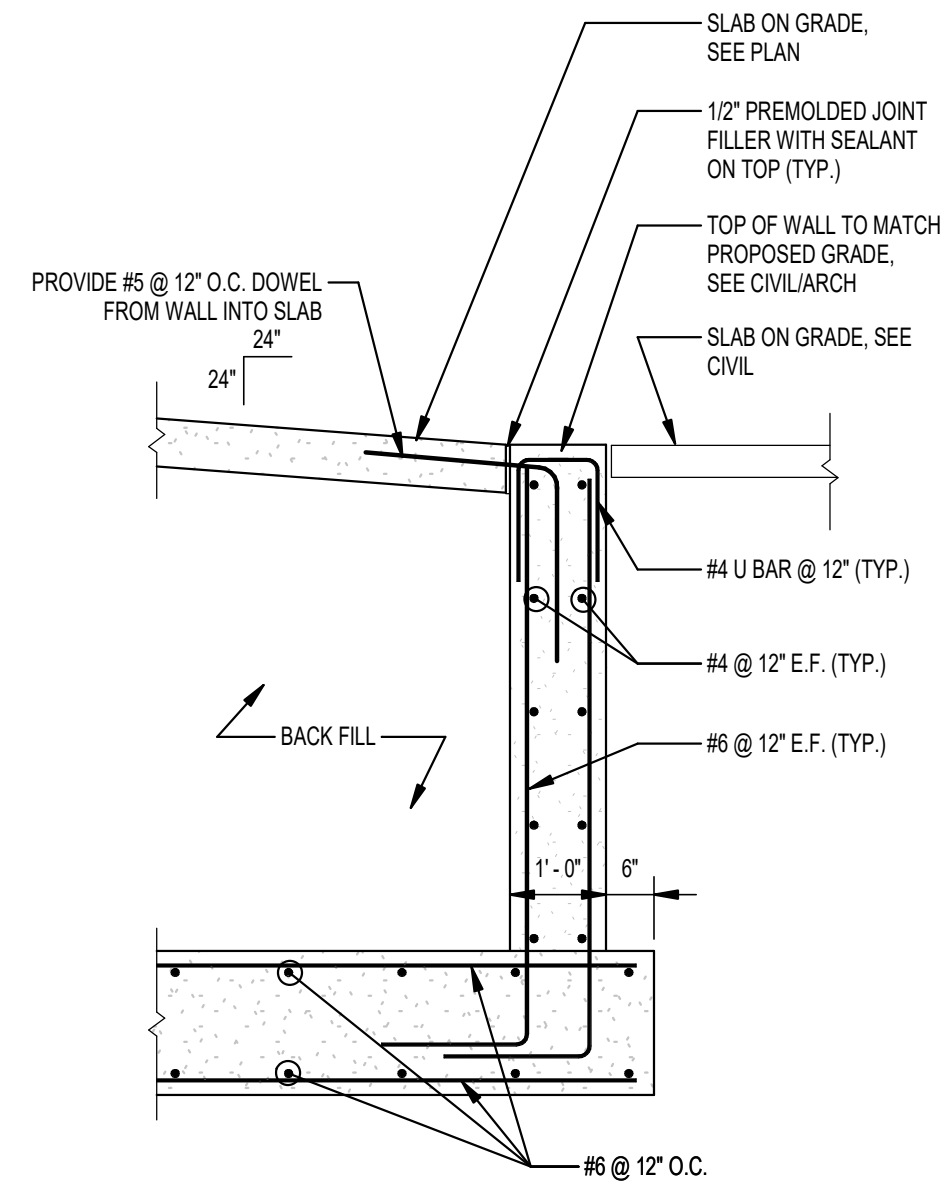
ST-303



1 SECTION AT TOP OF RAMP
SCALE: 1/2" = 1'-0"



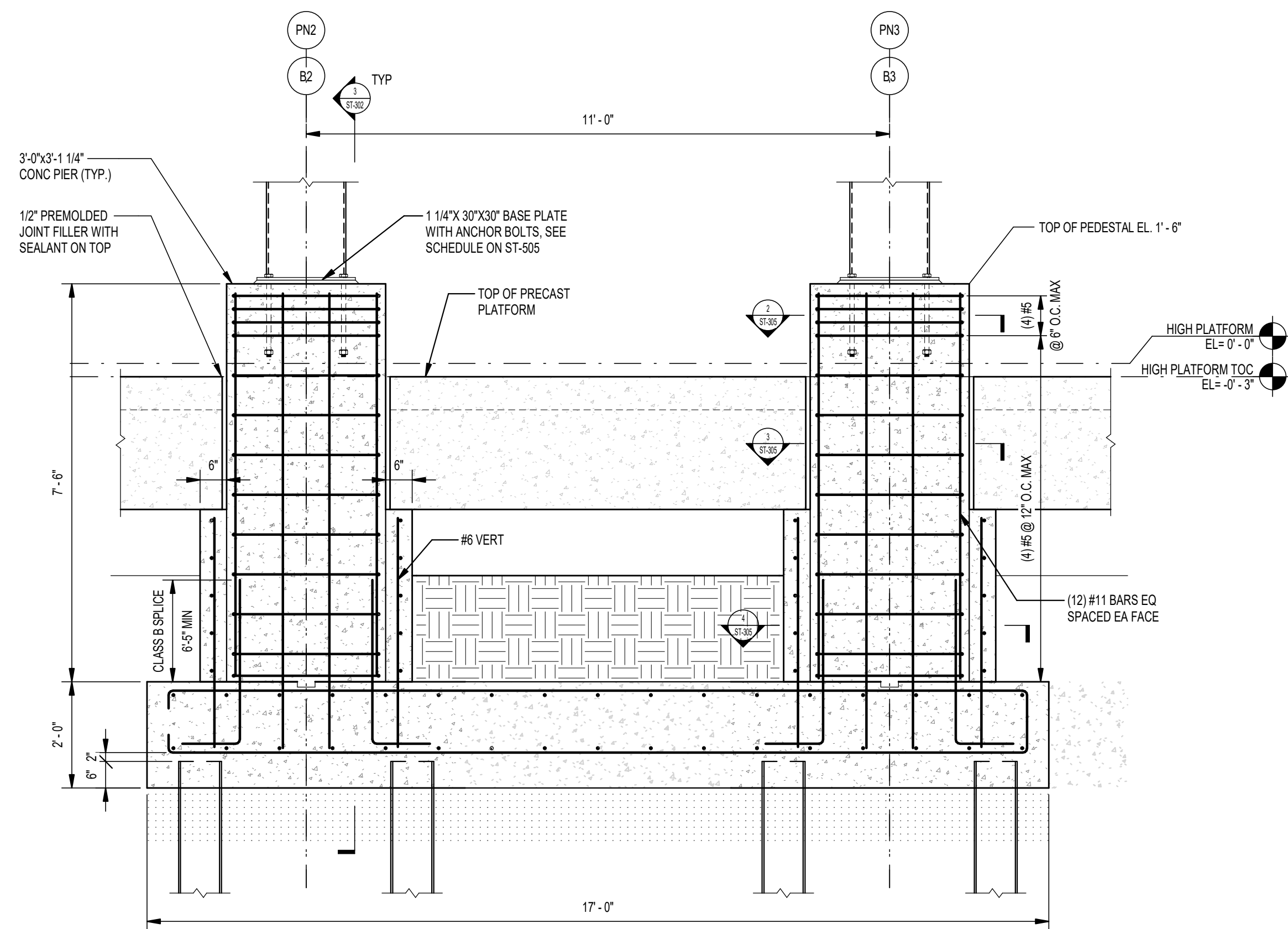
3 RETAINING WALL AT SOUTH PLATFORM
SCALE: 1/2" = 1'-0"



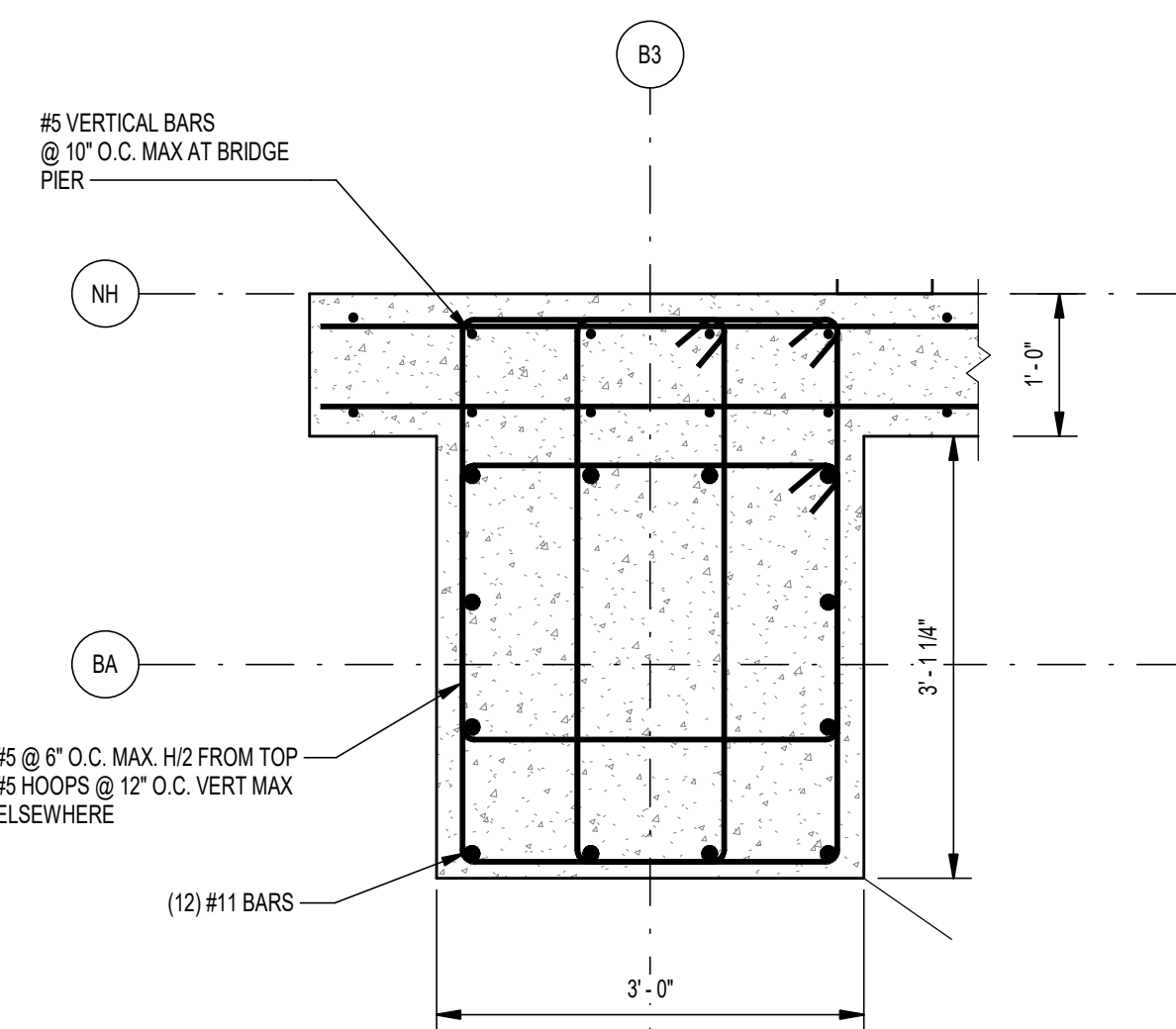
NOTE: CONTRACTOR MAY PROVIDE ALTERNATE VERTICAL REINFORCEMENT CONFIGURATION WITH DOWELS PROTRUDING FROM THE FOUNDATION. DOWELS SHALL MATCH SIZE AND SPACING OF WALL REINFORCEMENT, AND A CLASS B LAP SPICED SHALL BE PROVIDED

4 RAMP END DETAIL
SCALE: 1/2" = 1'-0"

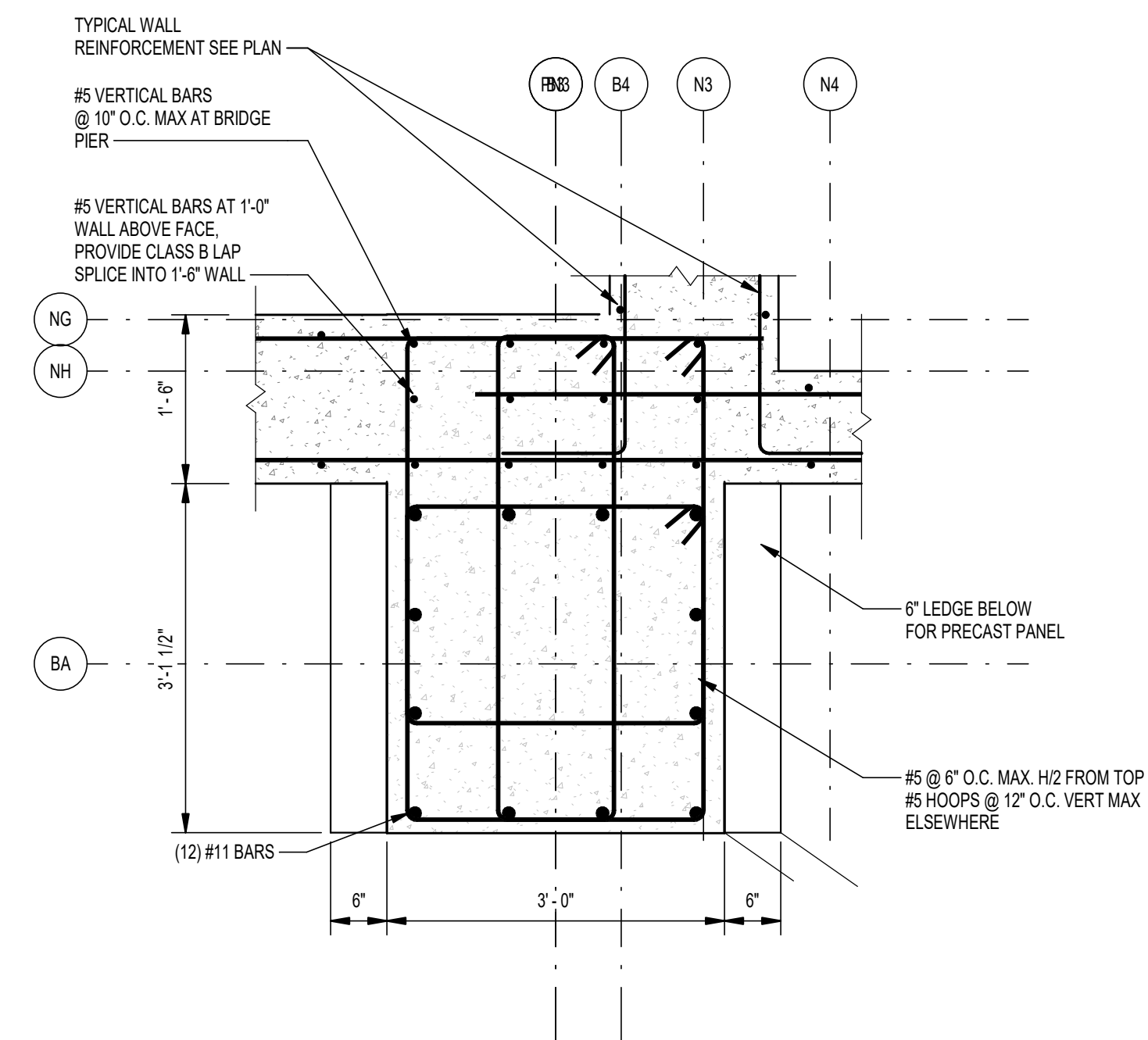
PROJECT INFORMATION					PROJECT COMPLETION DATE
DATE	02/02/2024	DESIGNER	VHB		
RAILROAD OWNER					
REVISION 1					
REVISION 2					
REVISION 3					
REVISION 4					
REVISION 5					



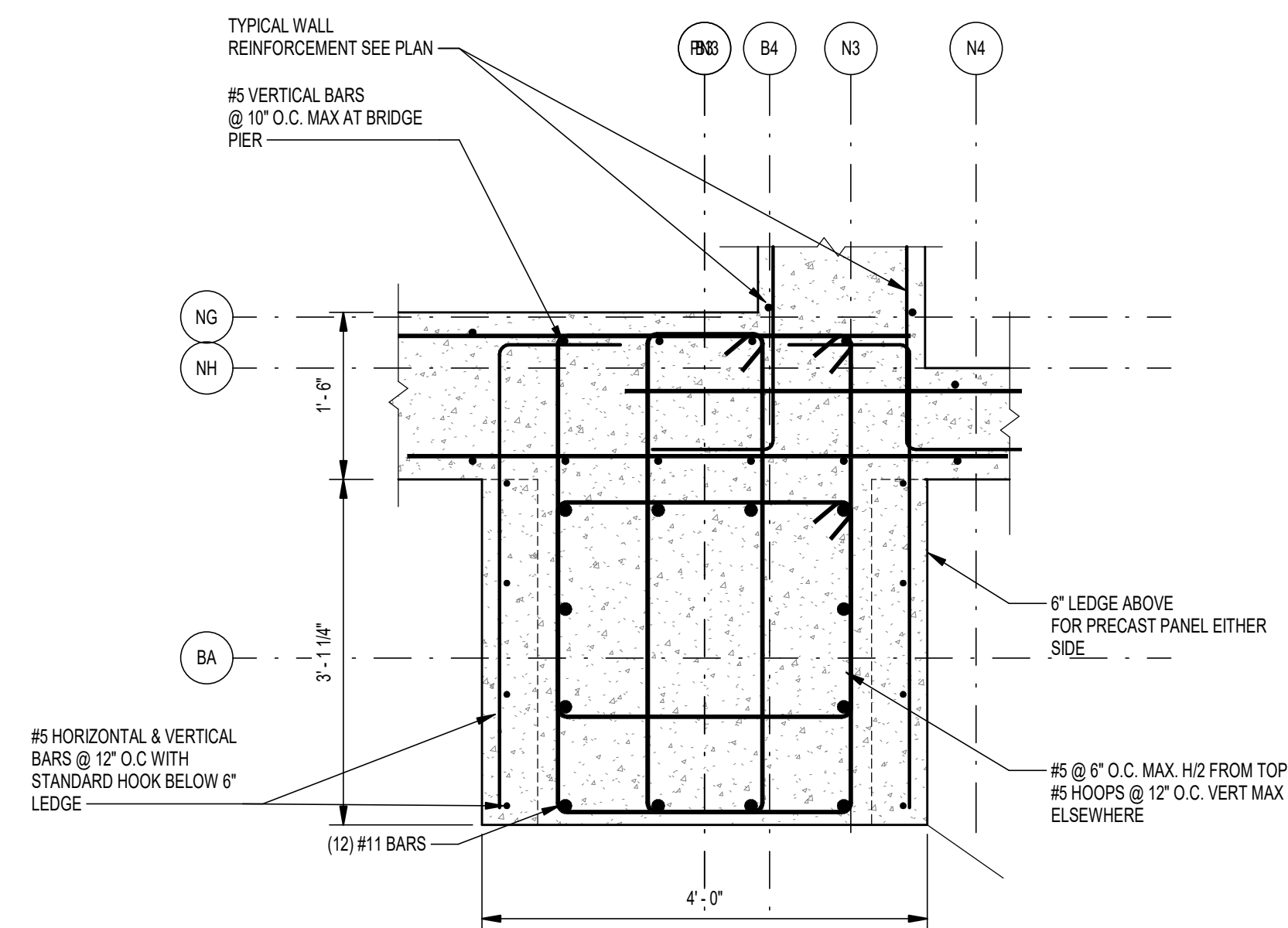
1 BRIDGE PEDESTAL AND FOUNDATION SECTION @ SUPPORT
ST-103 SCALE: 1/2" = 1'-0"



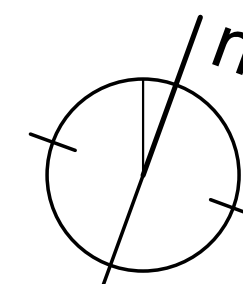
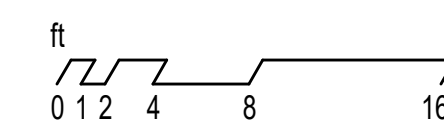
2 SECTION
ST-305 SCALE: 3/4" = 1'-0"



3 SECTION
ST-305 SCALE: 3/4" = 1'-0"



4 SECTION
ST-305 SCALE: 3/4" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

PED BRIDGE FOUNDATION DETAILS

SHEET NUMBER

ST-305

PROJECT INFORMATION

1000

000000

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1001

11

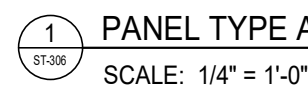
11

11

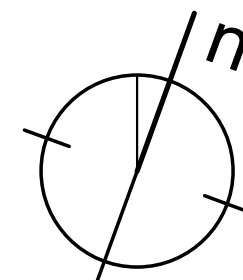
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5

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE



- ft
-
- | seconds | ft |
|---------|-----|
| 0 | 0 |
| 1 | 20 |
| 2 | 0 |
| 3 | 20 |
| 4 | 0 |
| 8 | 0 |
| 10 | 100 |
| 16 | 100 |

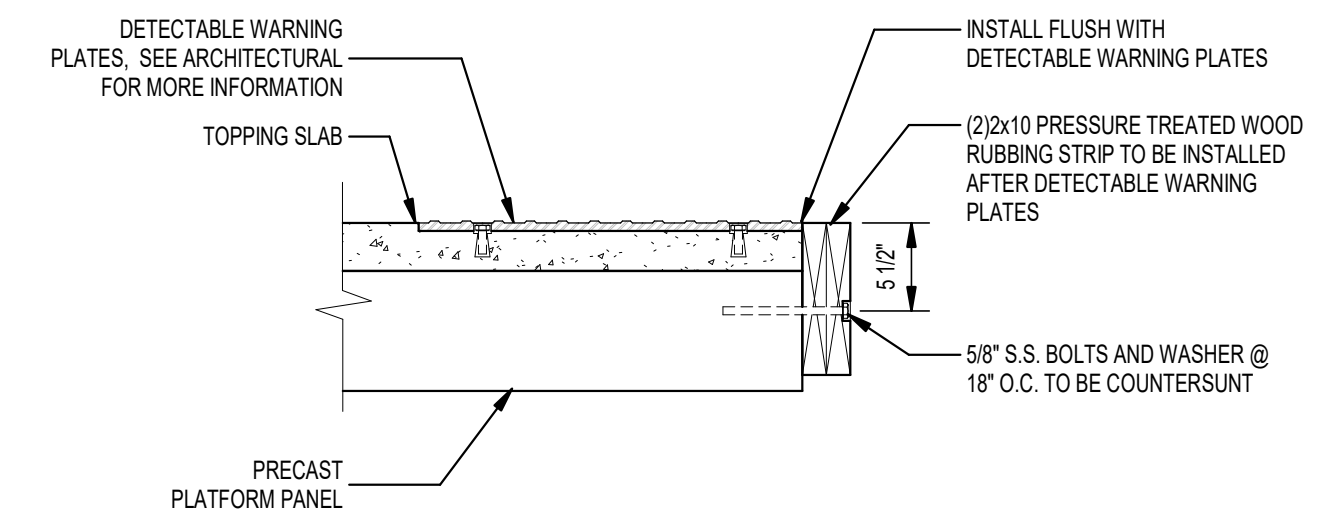
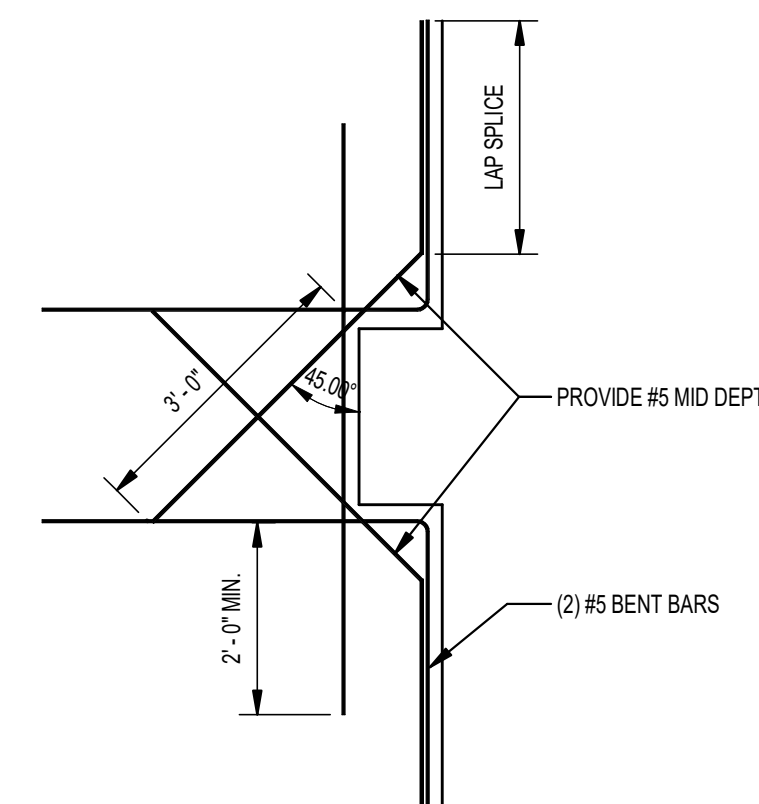
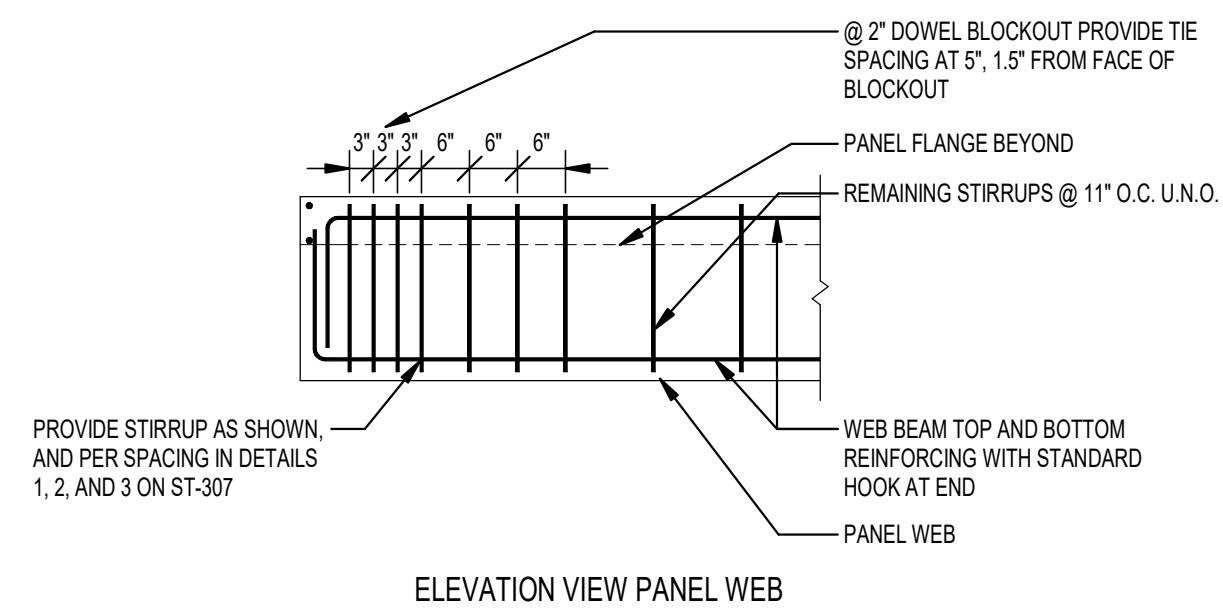
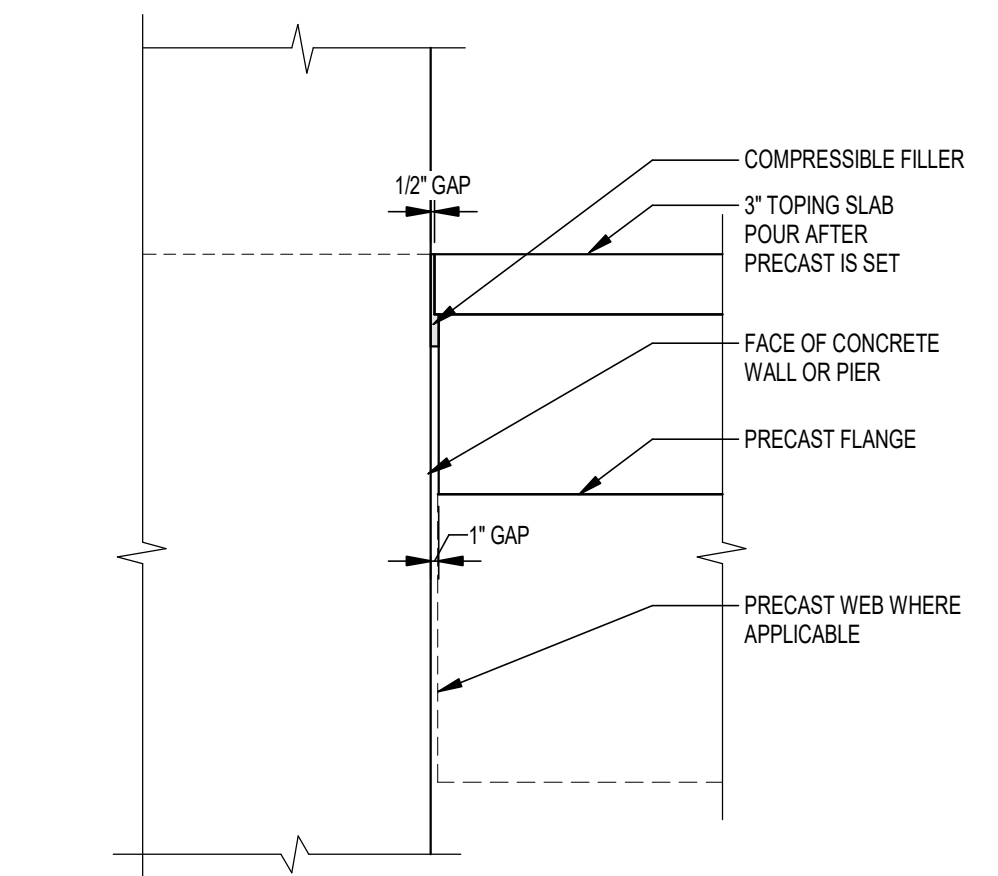
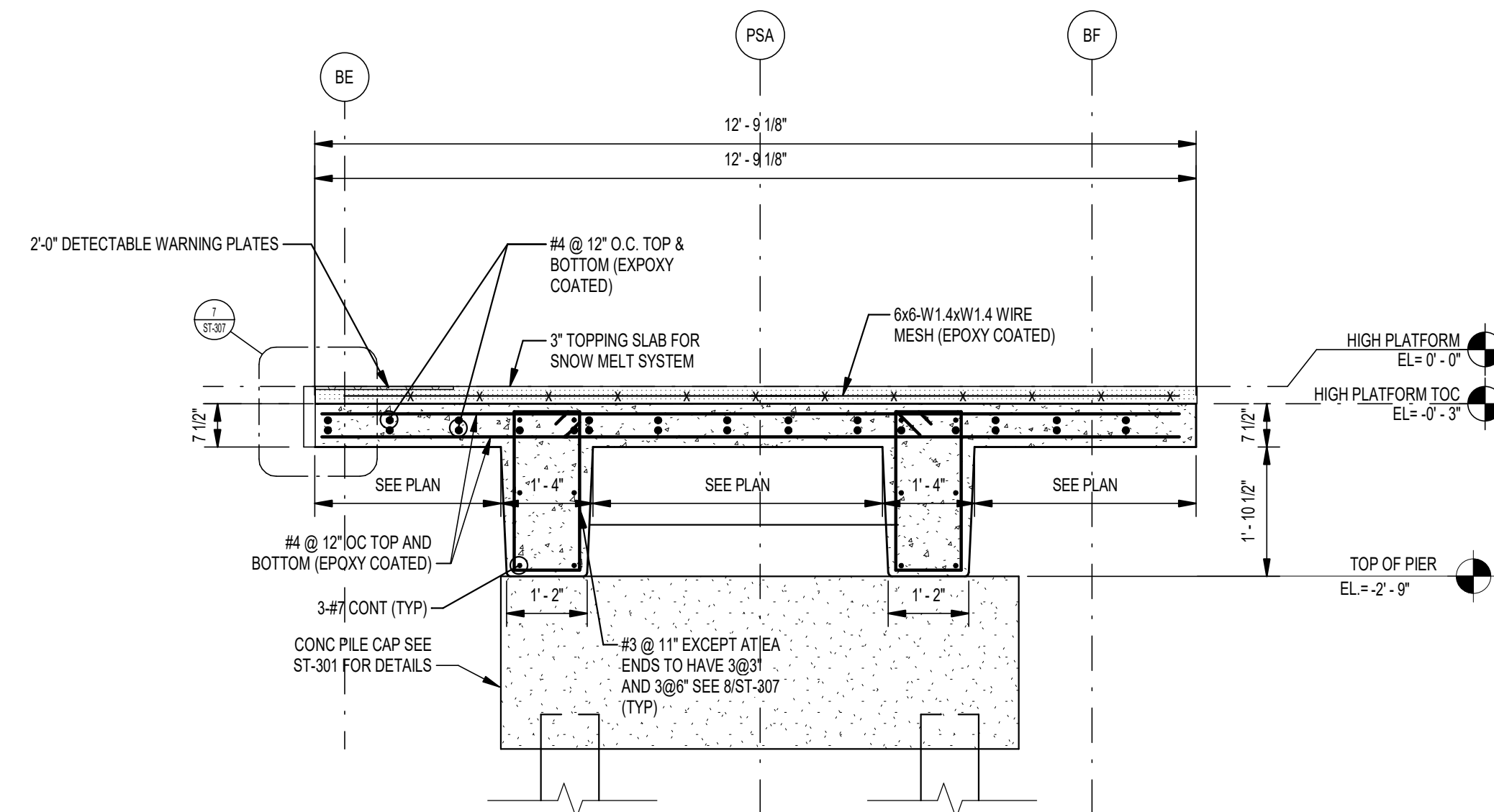
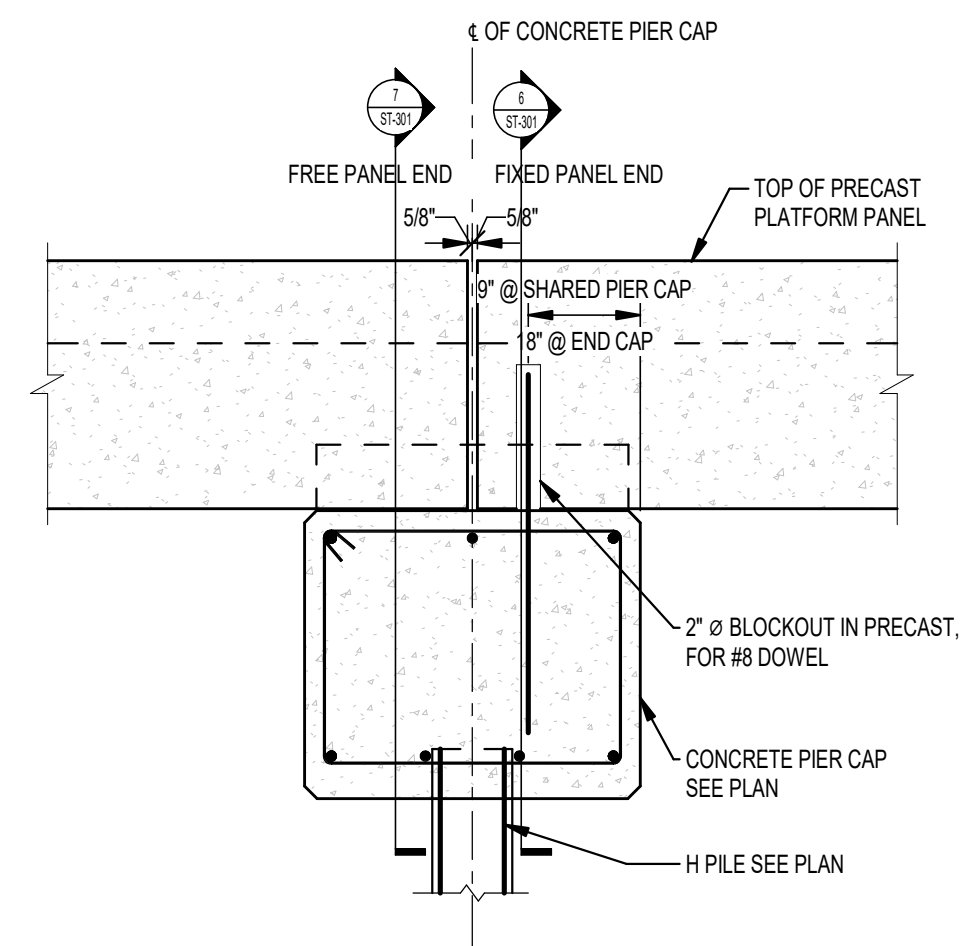
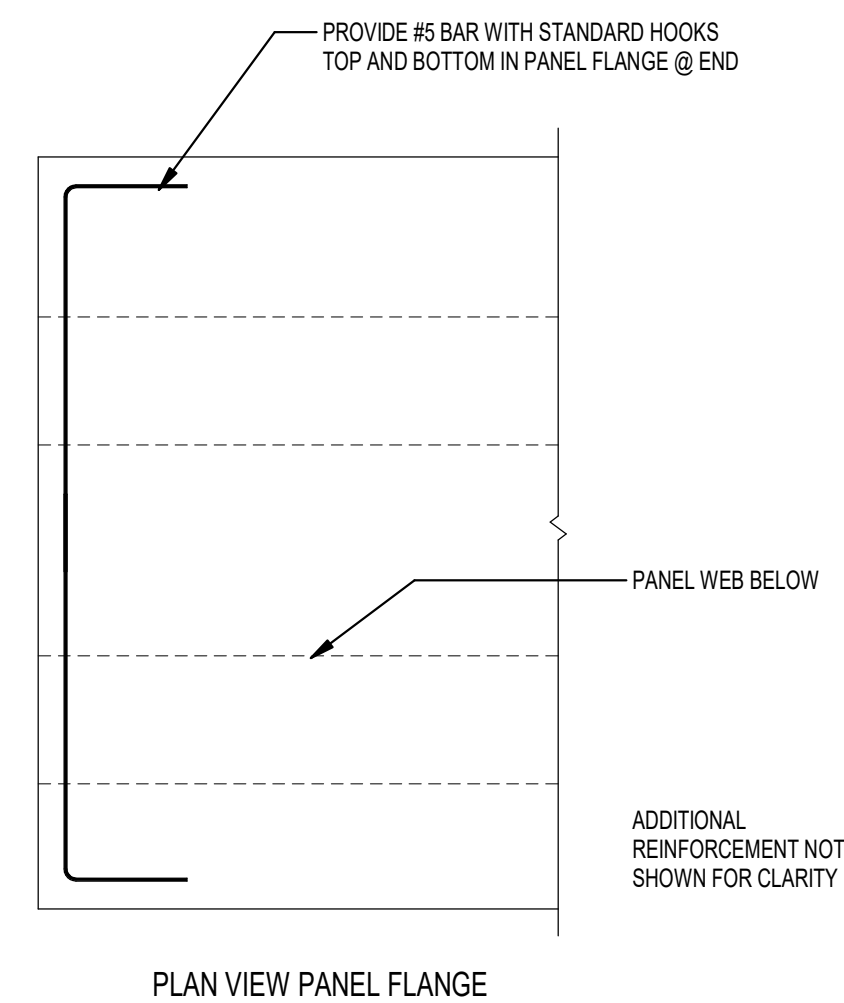
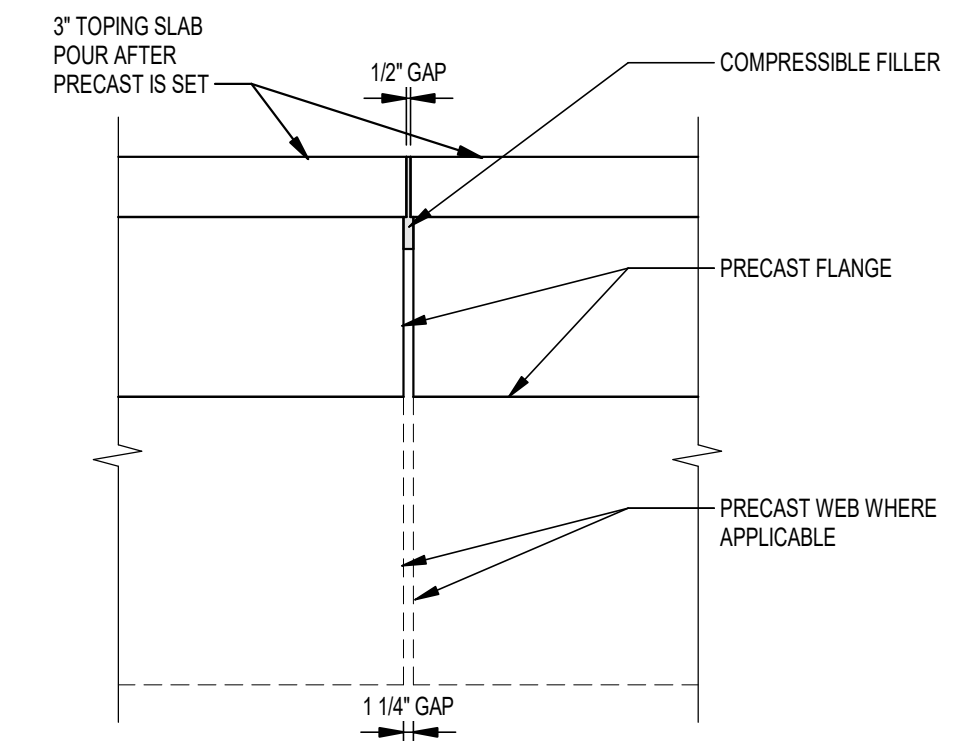
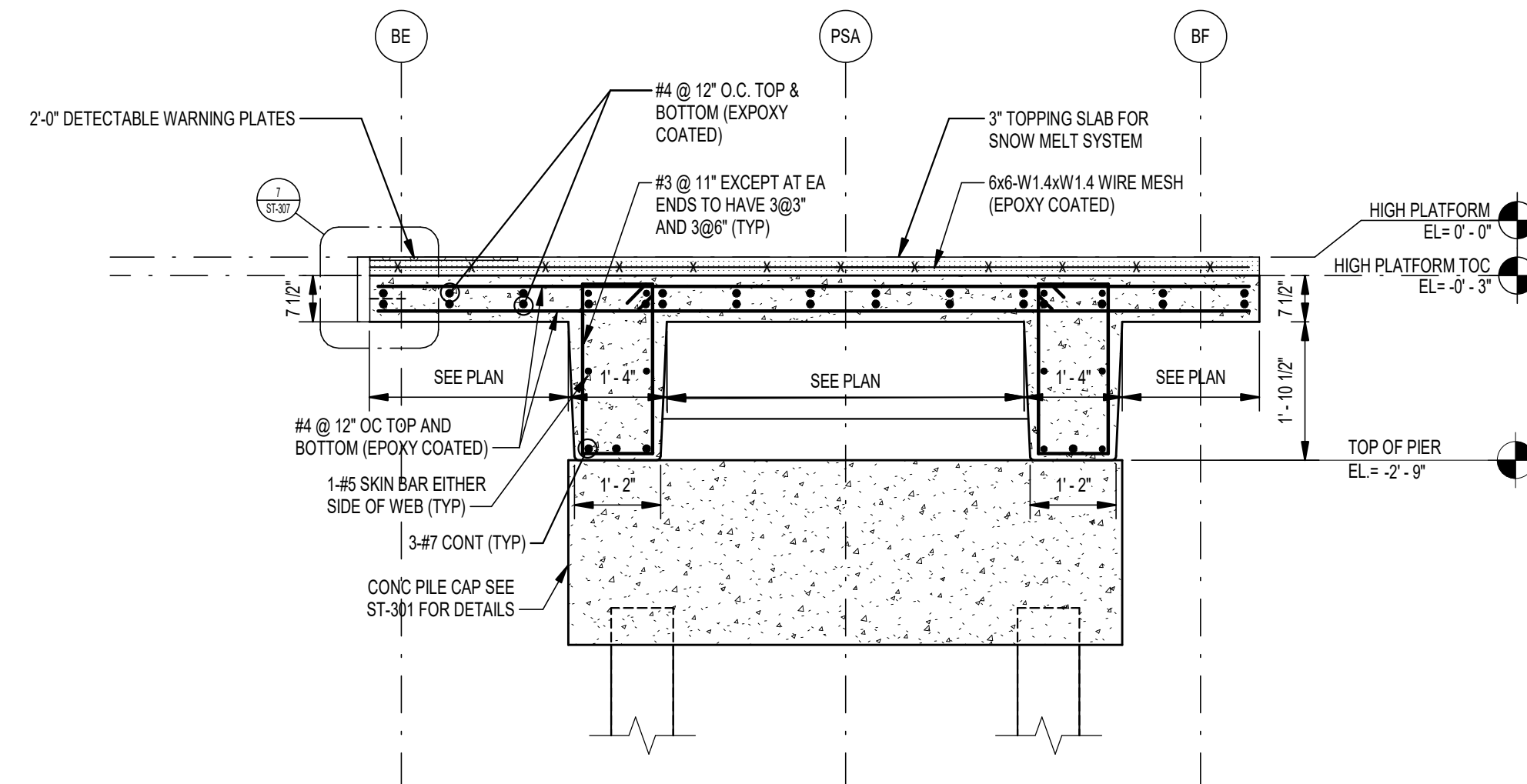
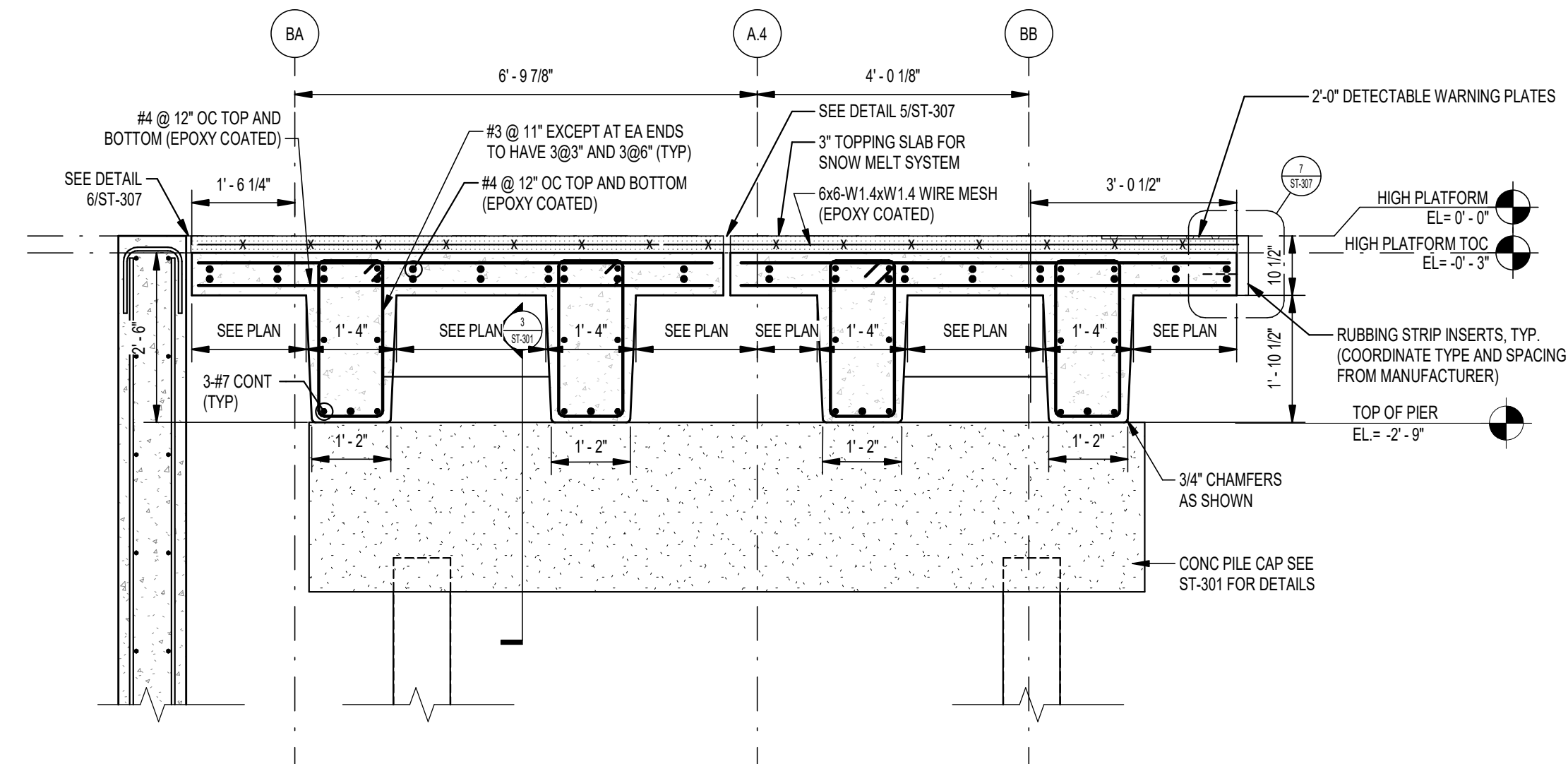
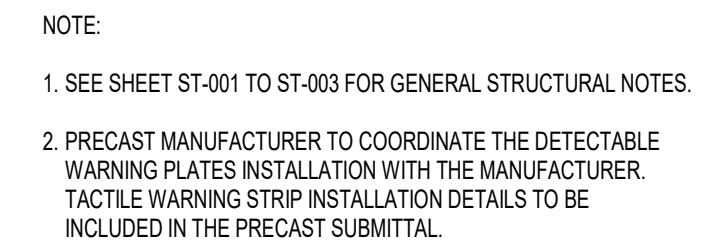


PRECAST PLATFORM PANEL DETAILS SHEET 1

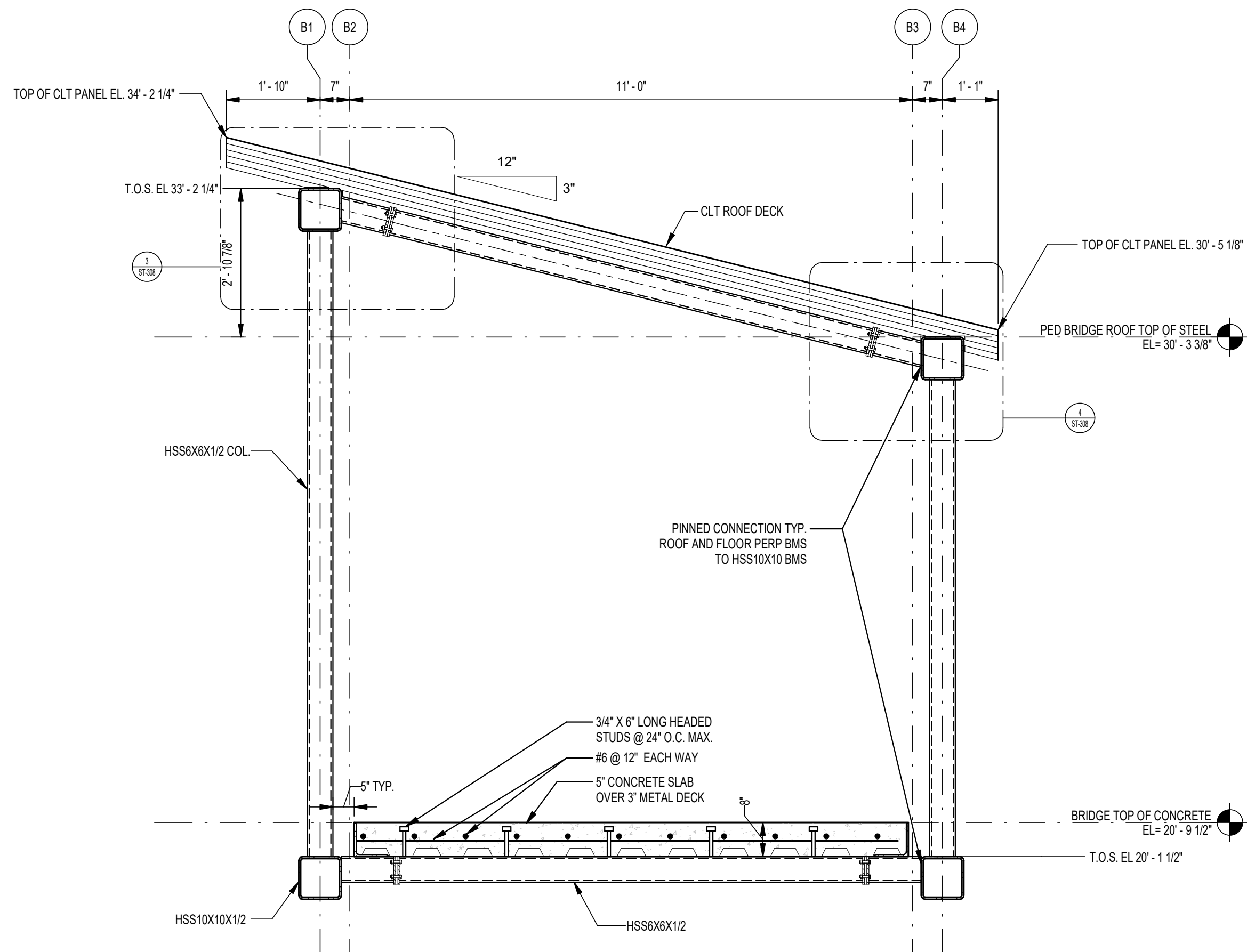
PROJECT INFORMATION	
DATE	02/22/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

SHEET NUMBER

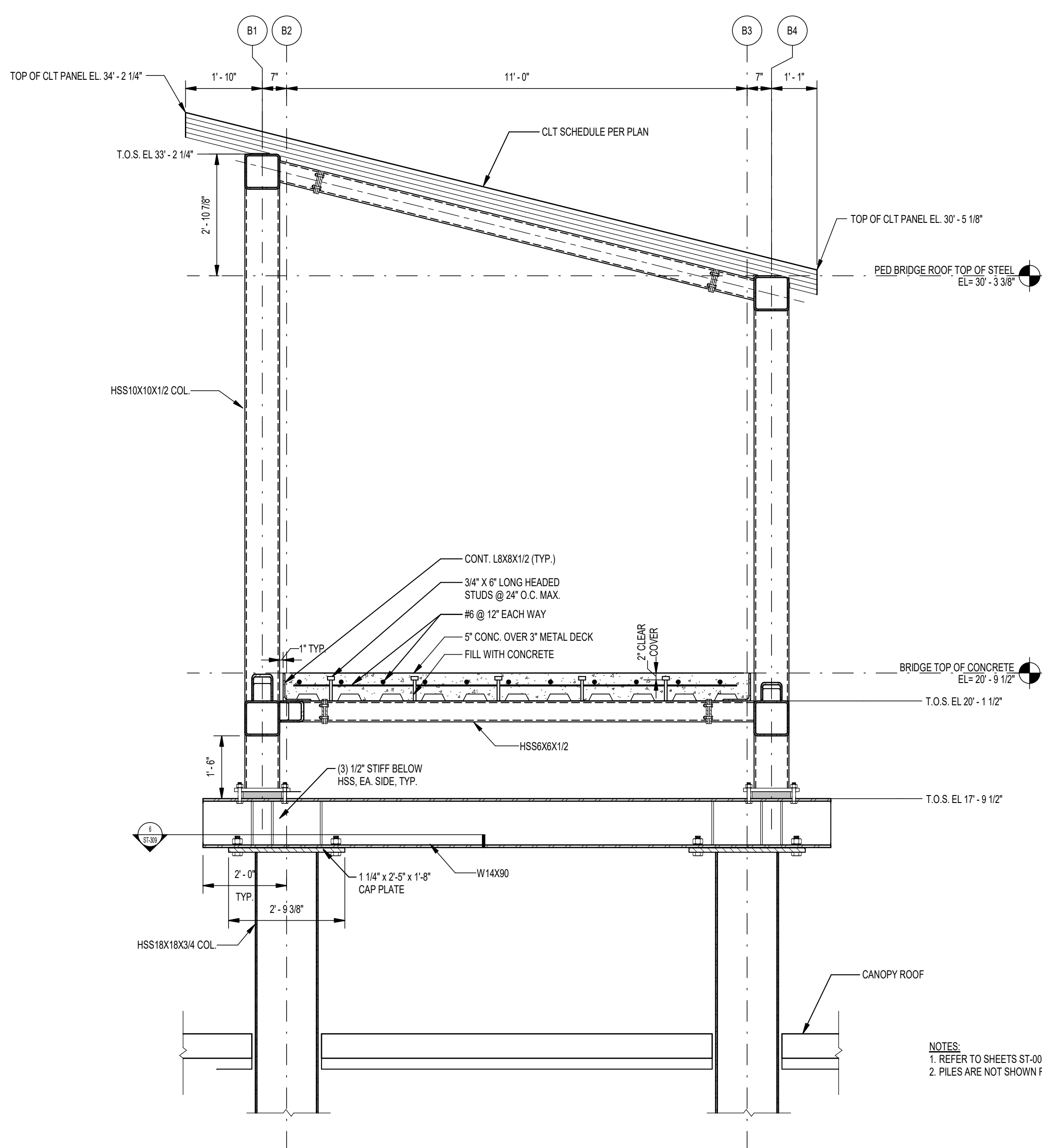
ST-306



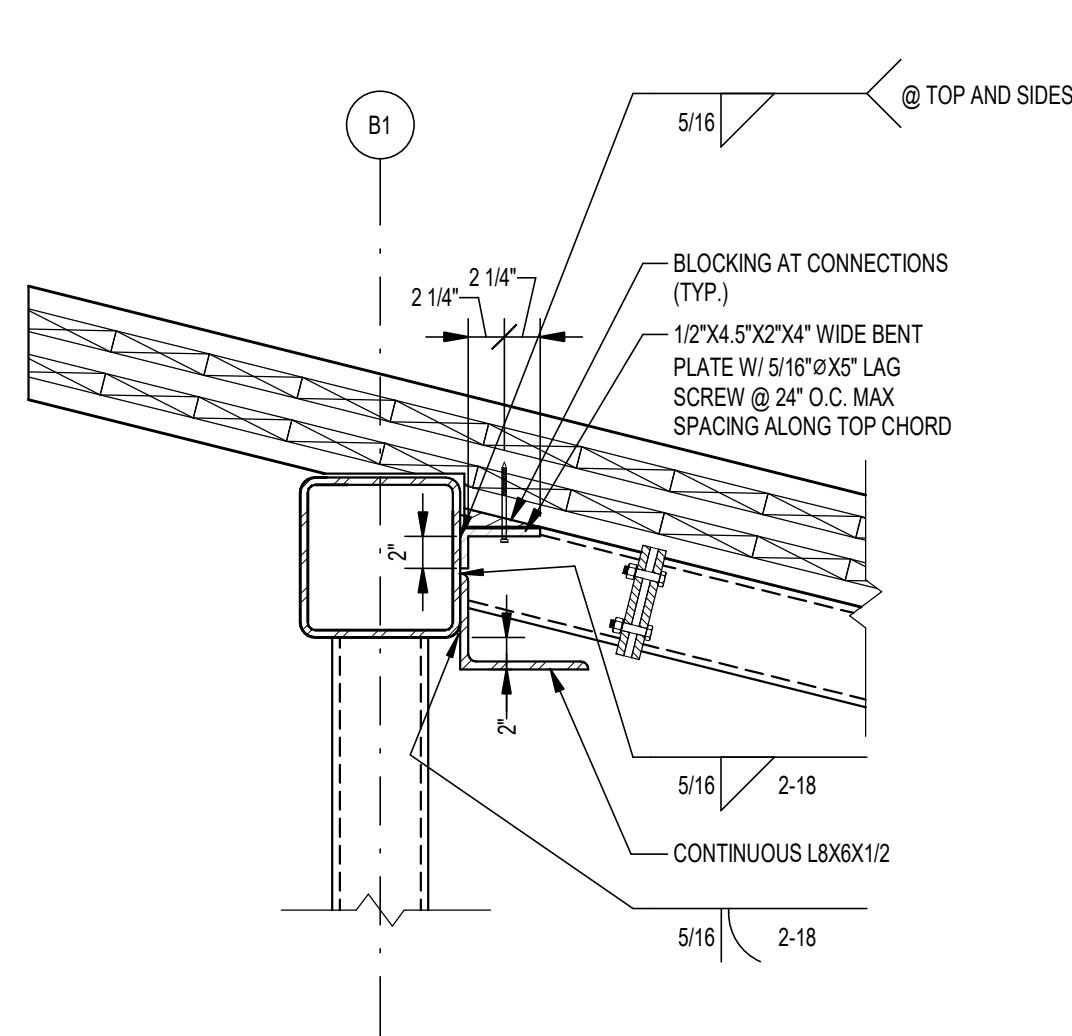
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
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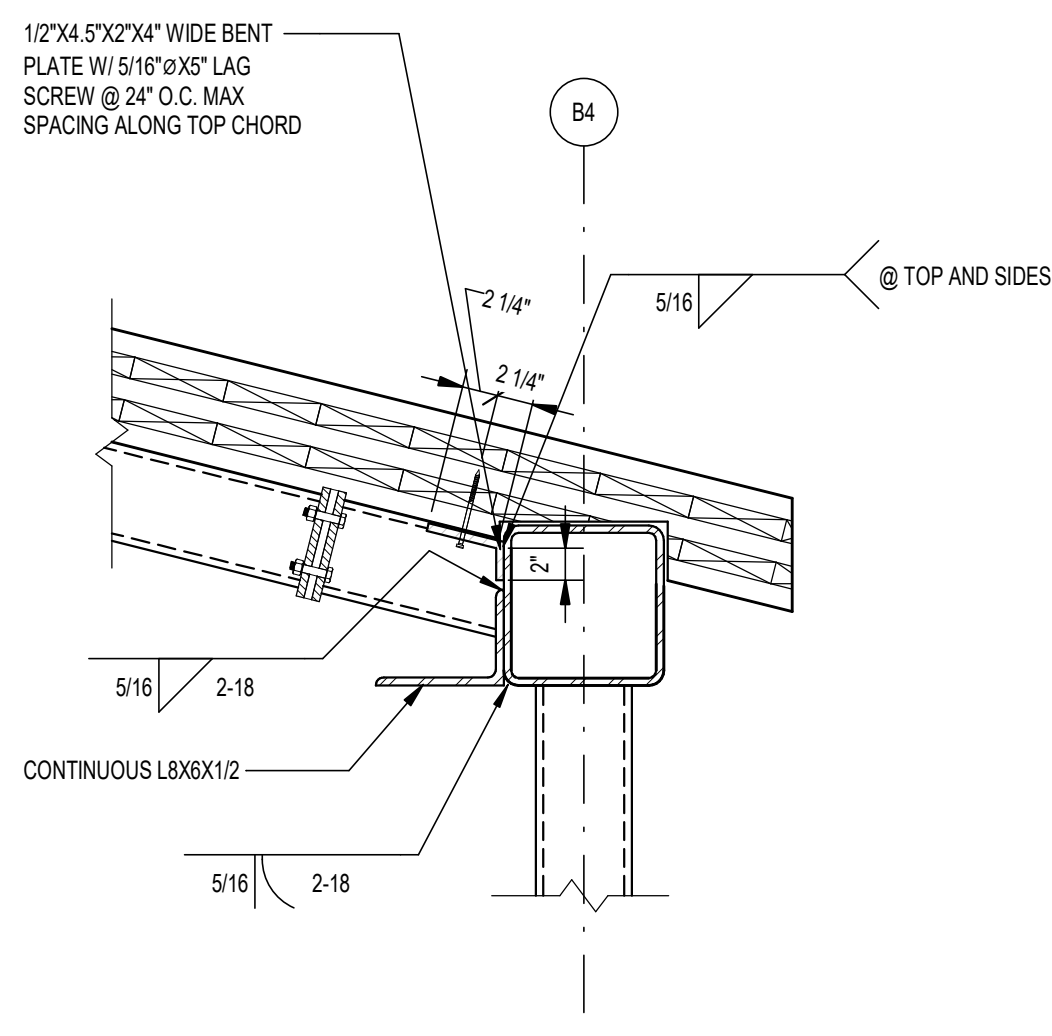
1 TYPICAL BRIDGE SECTION
SCALE: 1/2" = 1'-0"



2 BRIDGE SECTION @ SUPPORT
SCALE: 1/2" = 1'-0"



3 BRIDGE STEEL TO ROOF CLT CONNECTION HIGH SIDE
SCALE: 1" = 1'-0"



4 BRIDGE STEEL TO ROOF CLT CONNECTION LOW SIDE
SCALE: 1" = 1'-0"

NOTES:
1. REFER TO SHEETS ST-001 TO ST-003 FOR GENERAL NOTES
2. PILES ARE NOT SHOWN FOR CLARITY

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

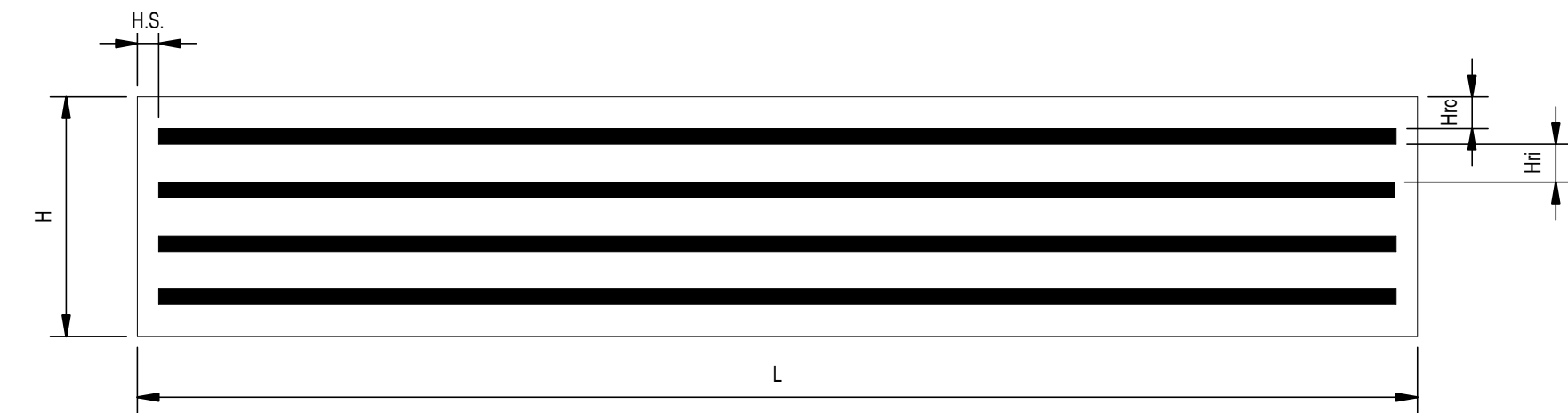
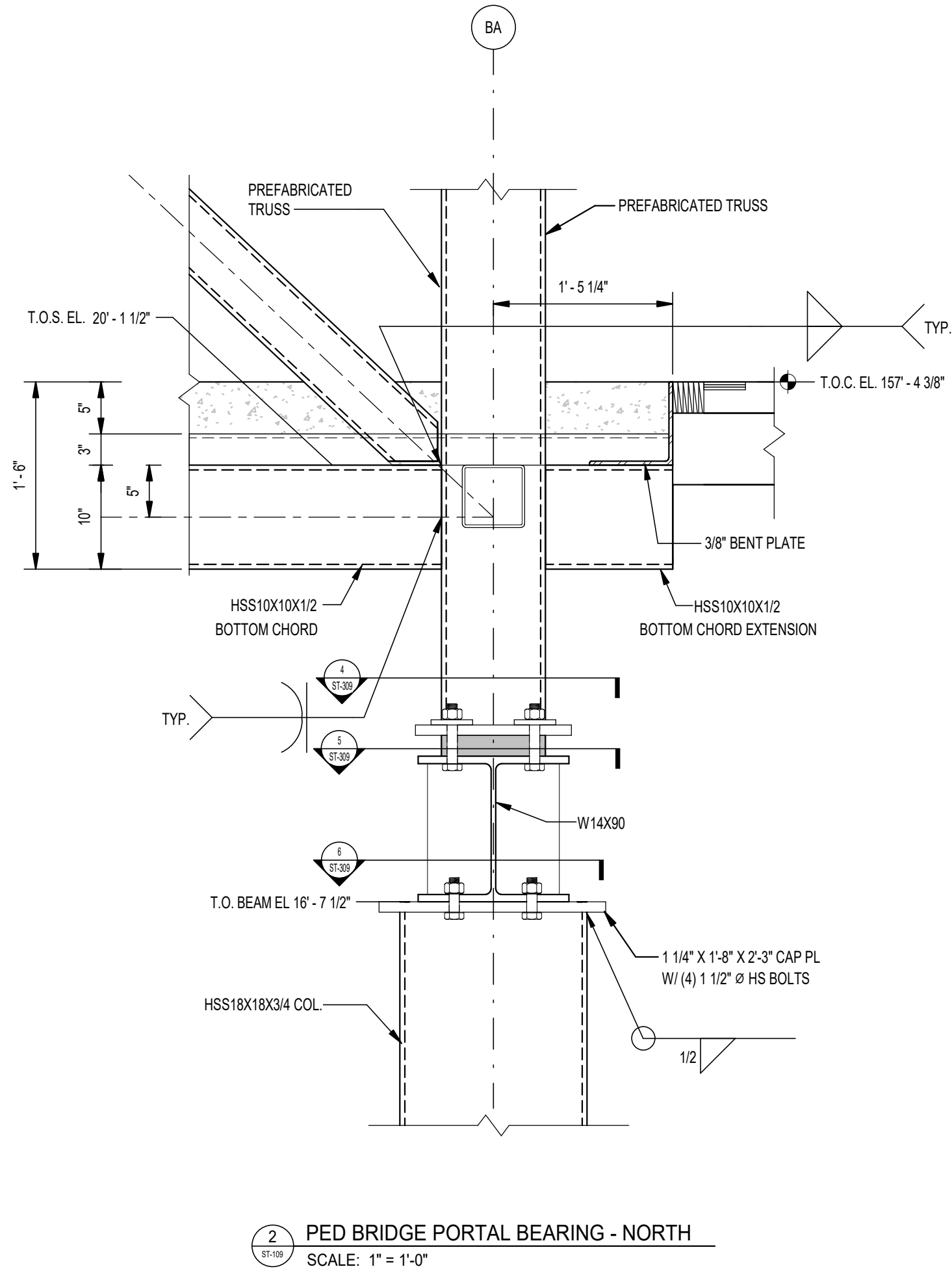
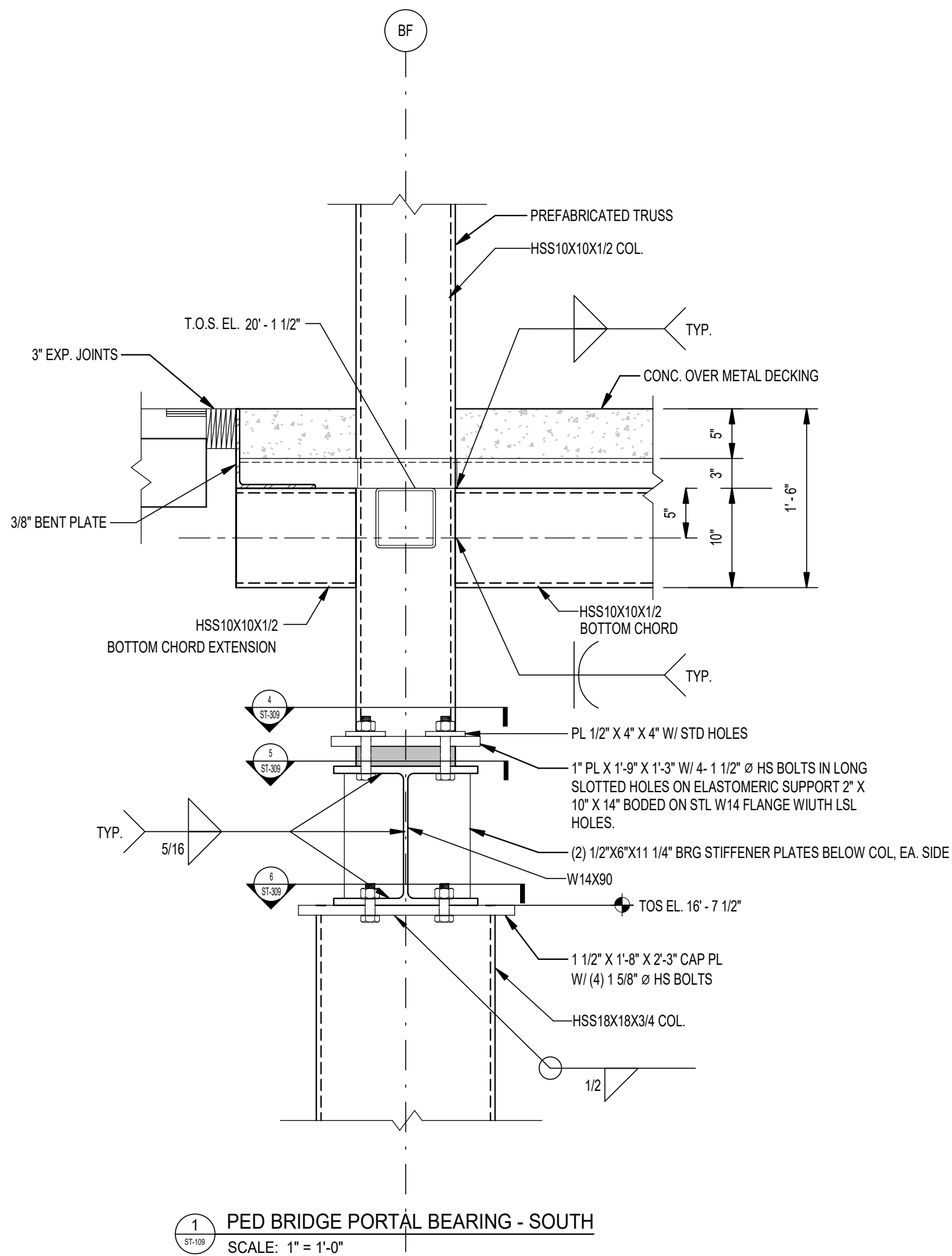
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

PED BRIDGE SECTIONS AND DETAILS

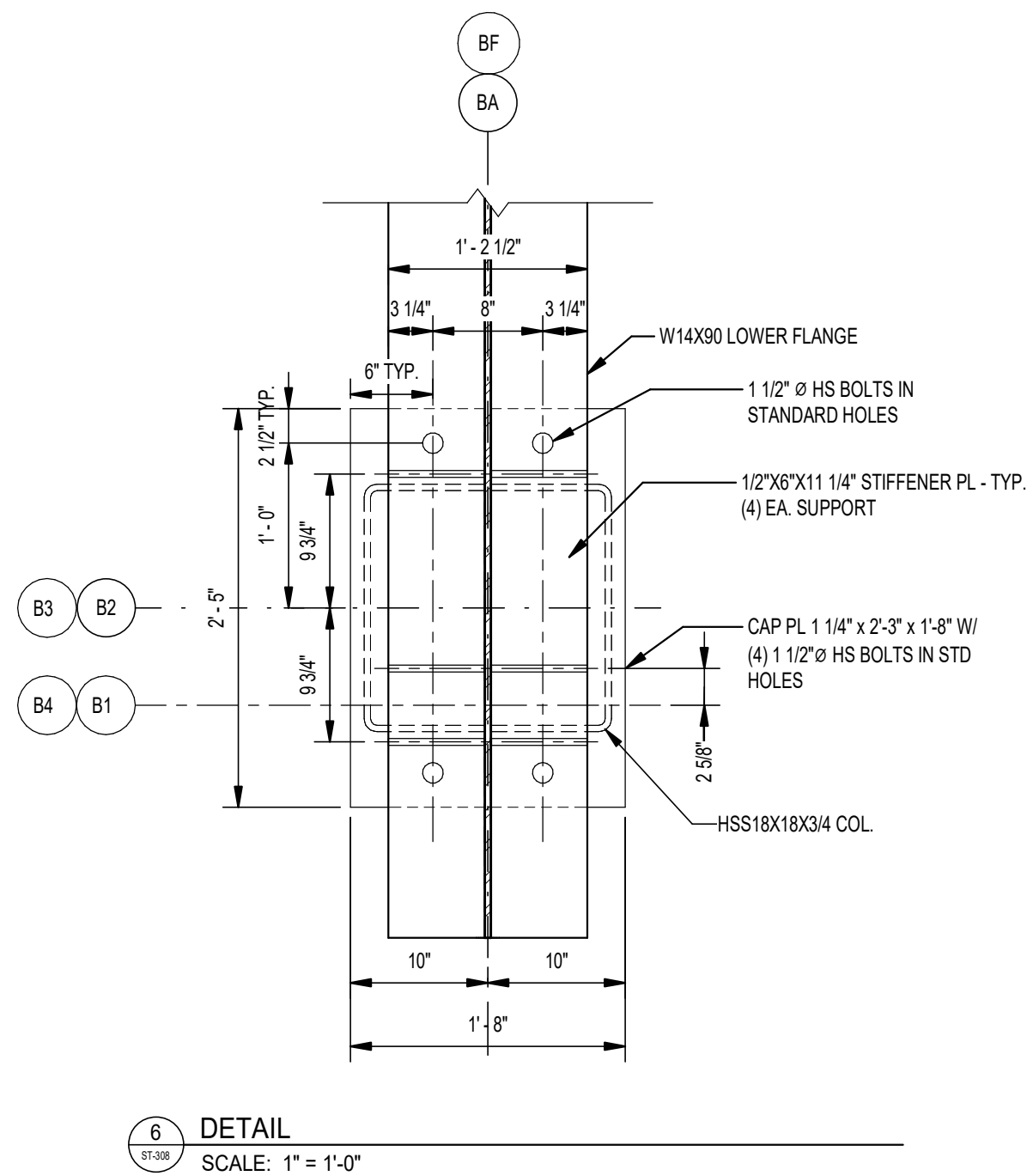
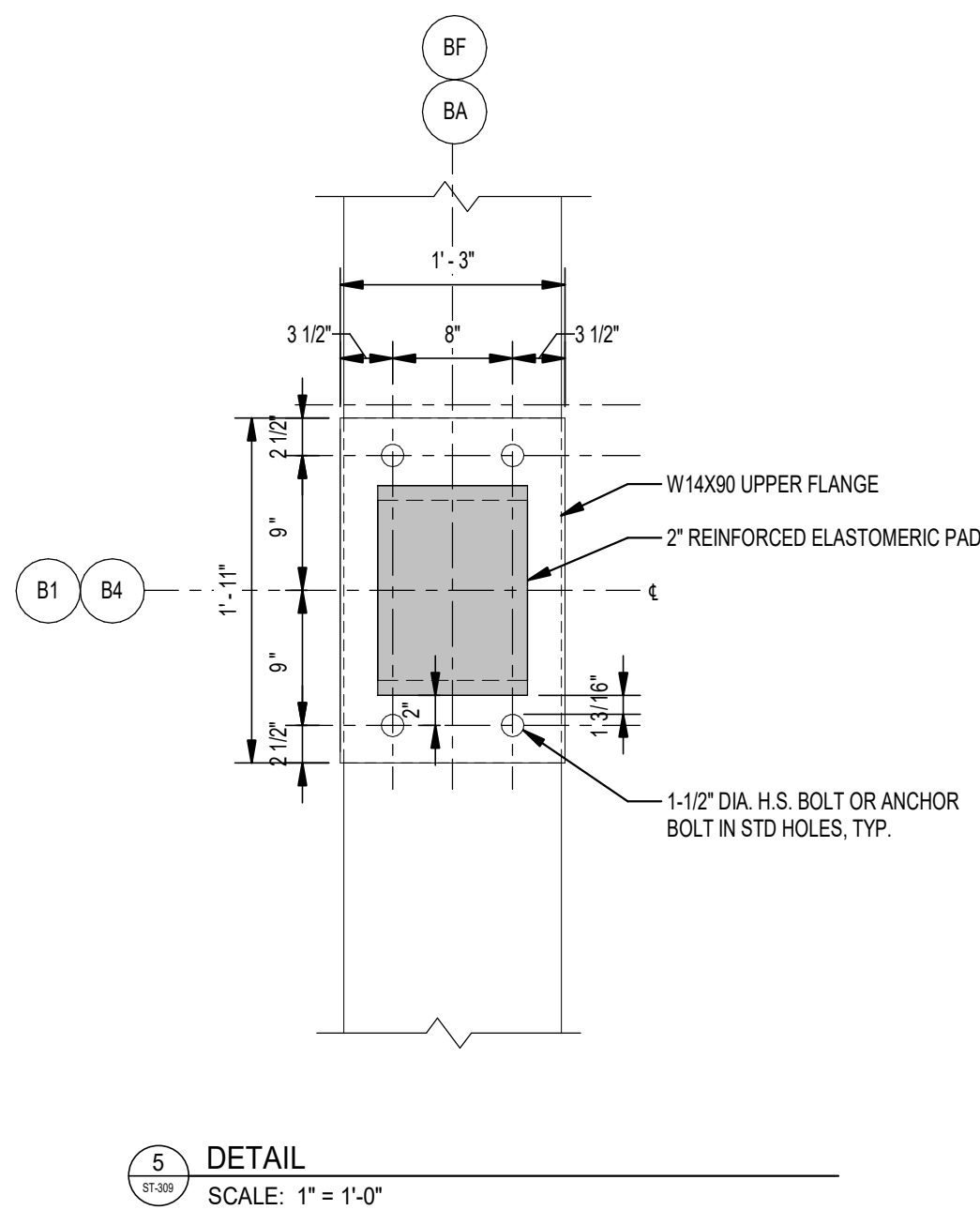
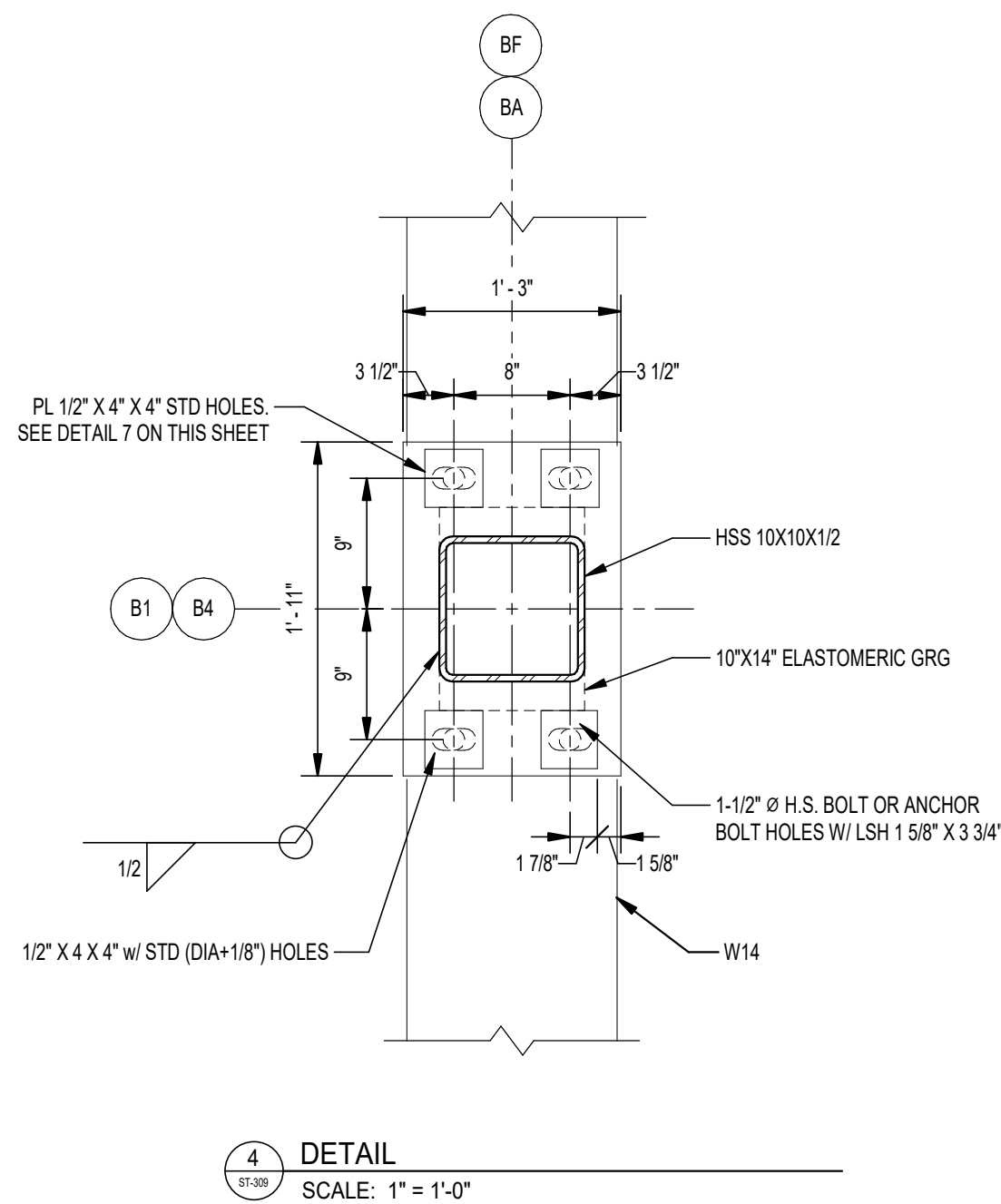
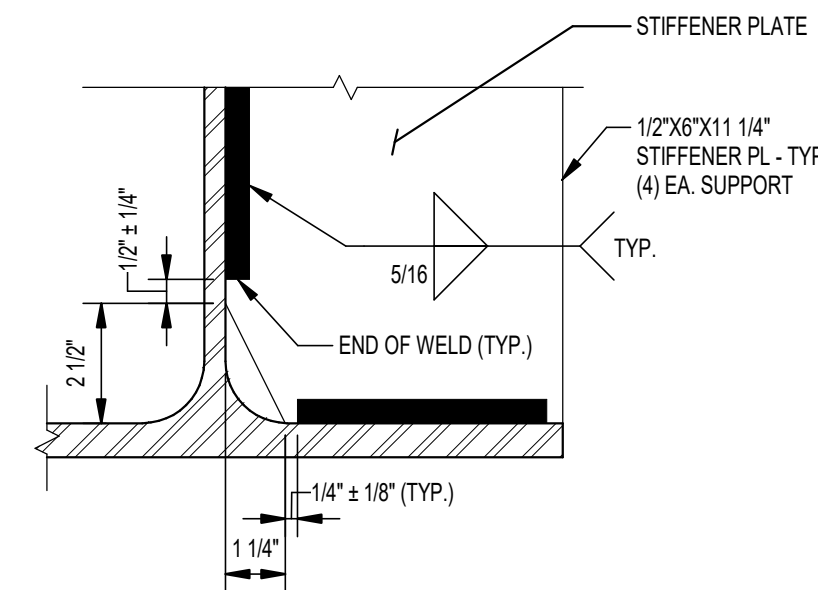
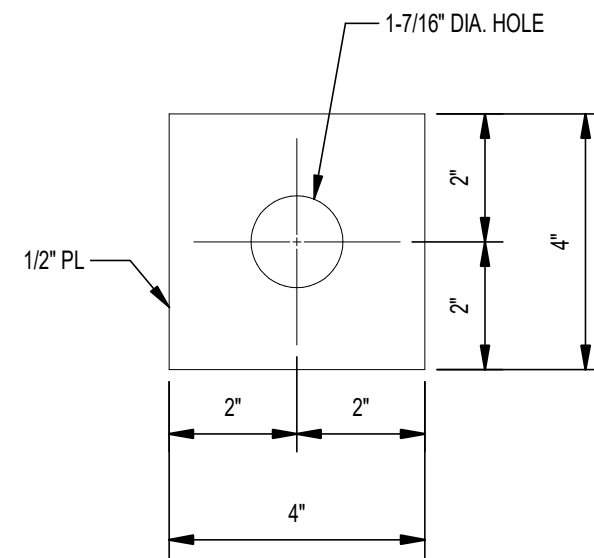
SHEET NUMBER

ST-308



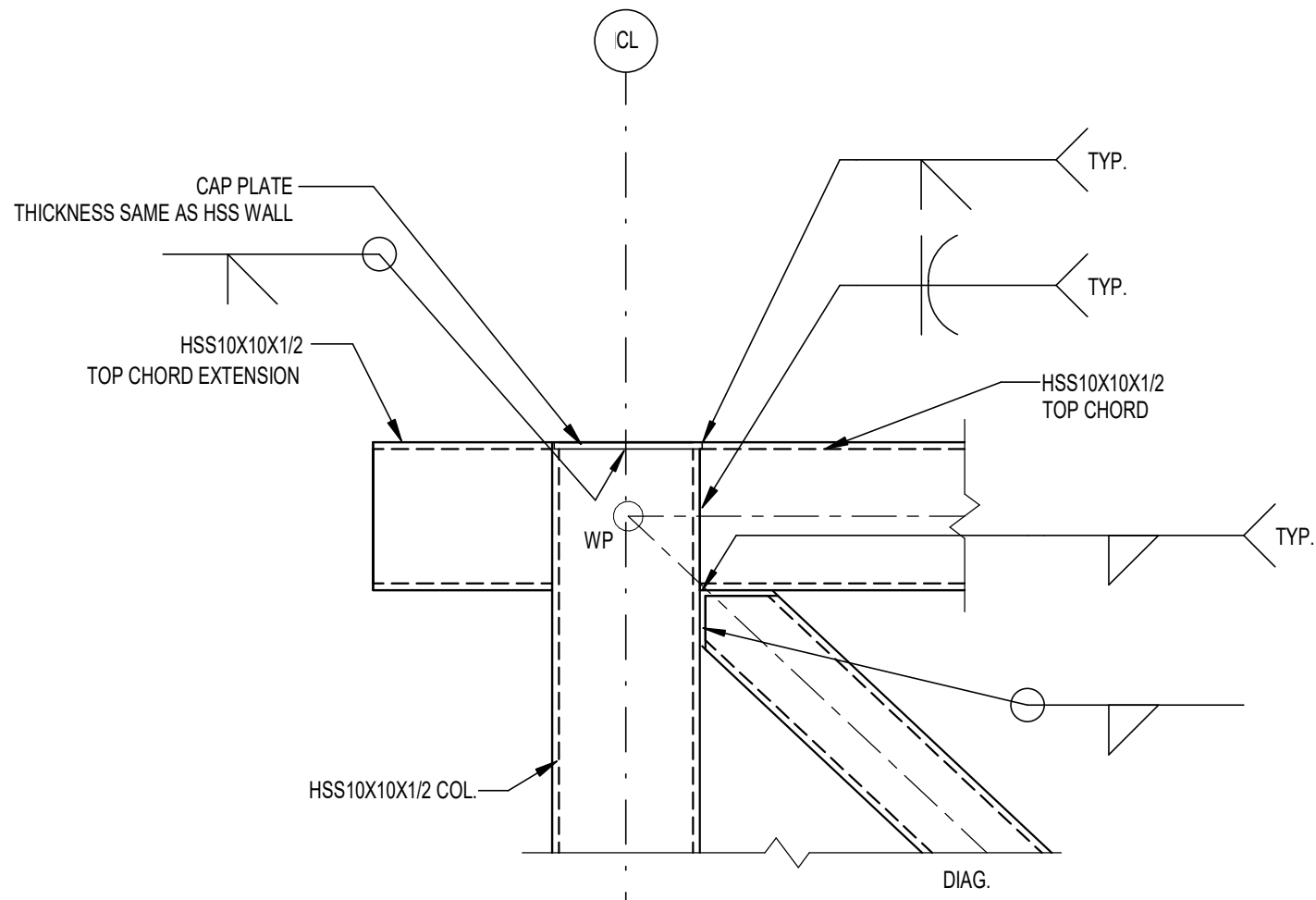
BEARING TABLE								
LOCATION	BEARING TYPE	# INTERNAL LAYERS	W (IN)	L (IN)	H (IN)	Hrc (IN)	n1 @ Hri (IN)	n2 @ HS (IN)
GRID	FIXED	3	10	14	2	0.25	0.375	0.125
GRID	EXPANSION	3	10	14	2	0.25	0.375	0.125

3 LAMINATED ELASTOMERIC BEARING PAD DETAIL
SCALE: 12" = 1'-0"

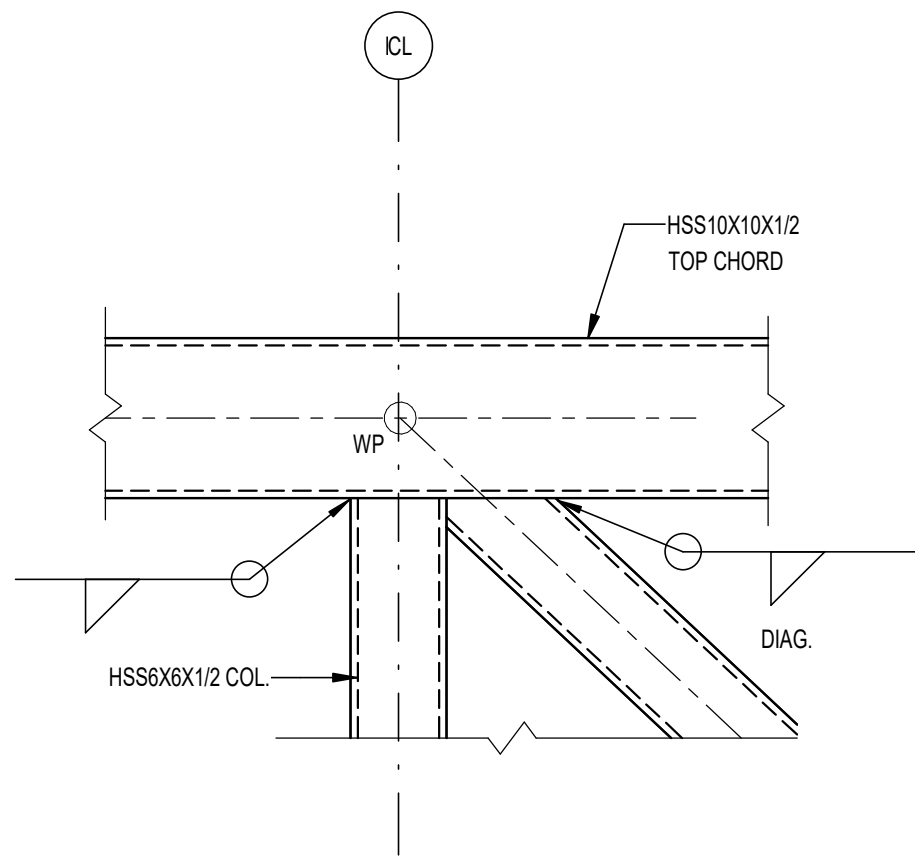


PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
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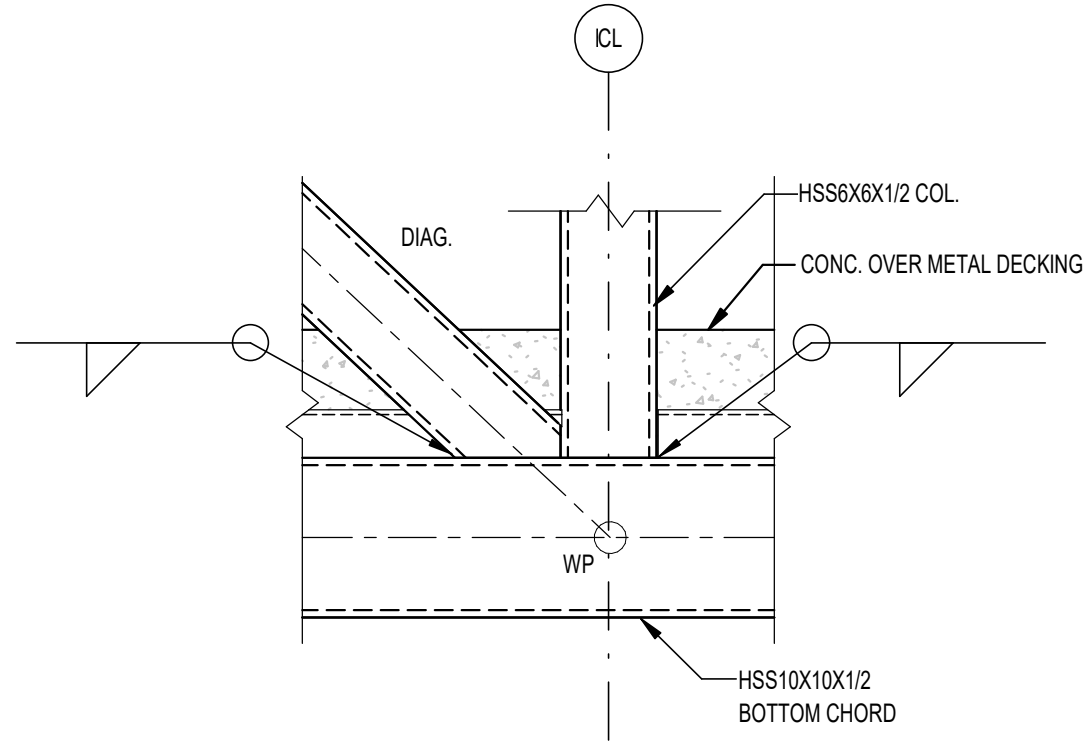
NOTE:
CONNECTIONS SHALL BE DESIGNED BY STEEL
FABRICATOR'S ENGINEER. SEE TABLE BELOW FOR
DESIGN LOADS ON ST-109



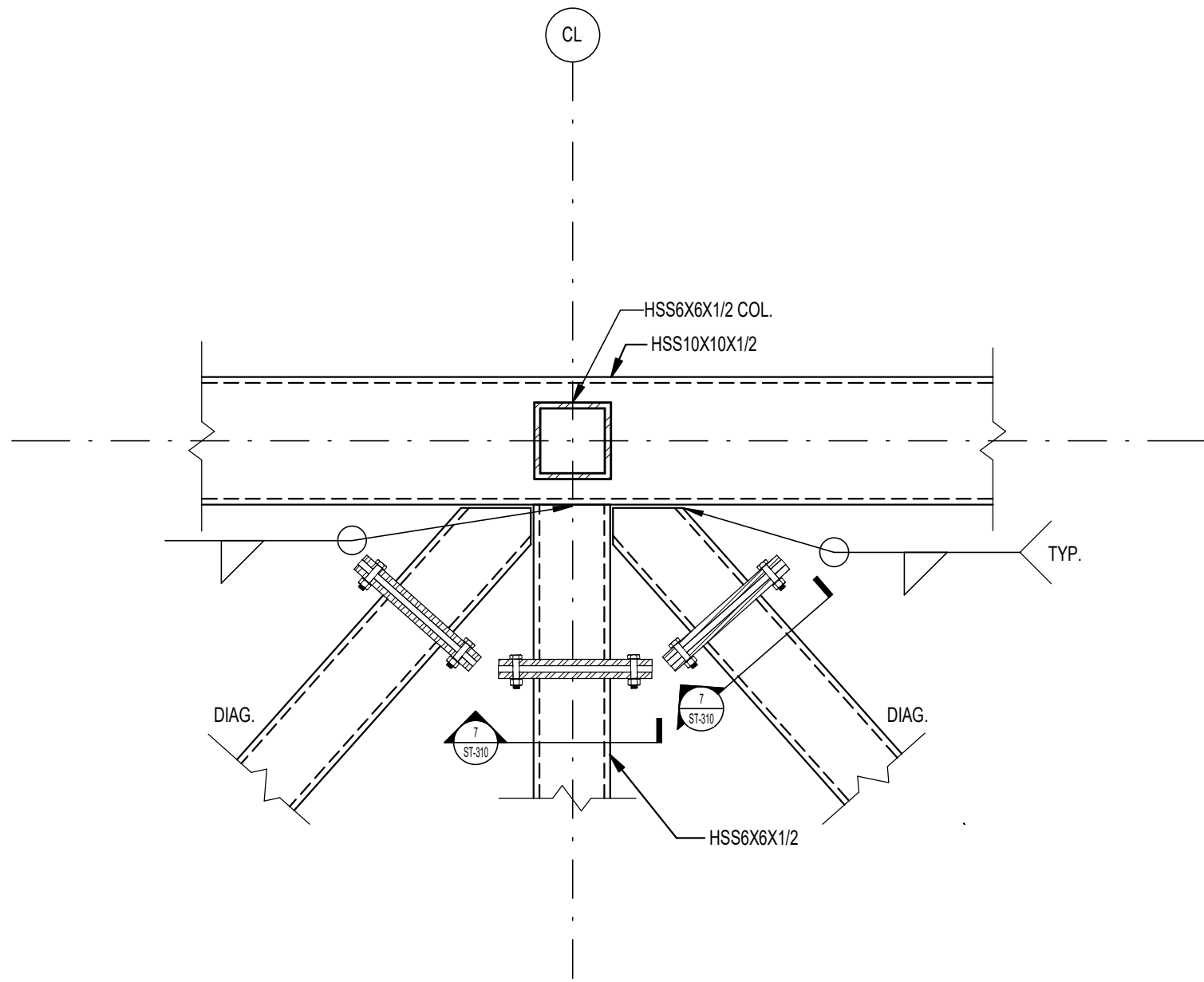
1
ST-109
DETAIL AT PORTAL TOP CHORD
SCALE: 1" = 1'-0"



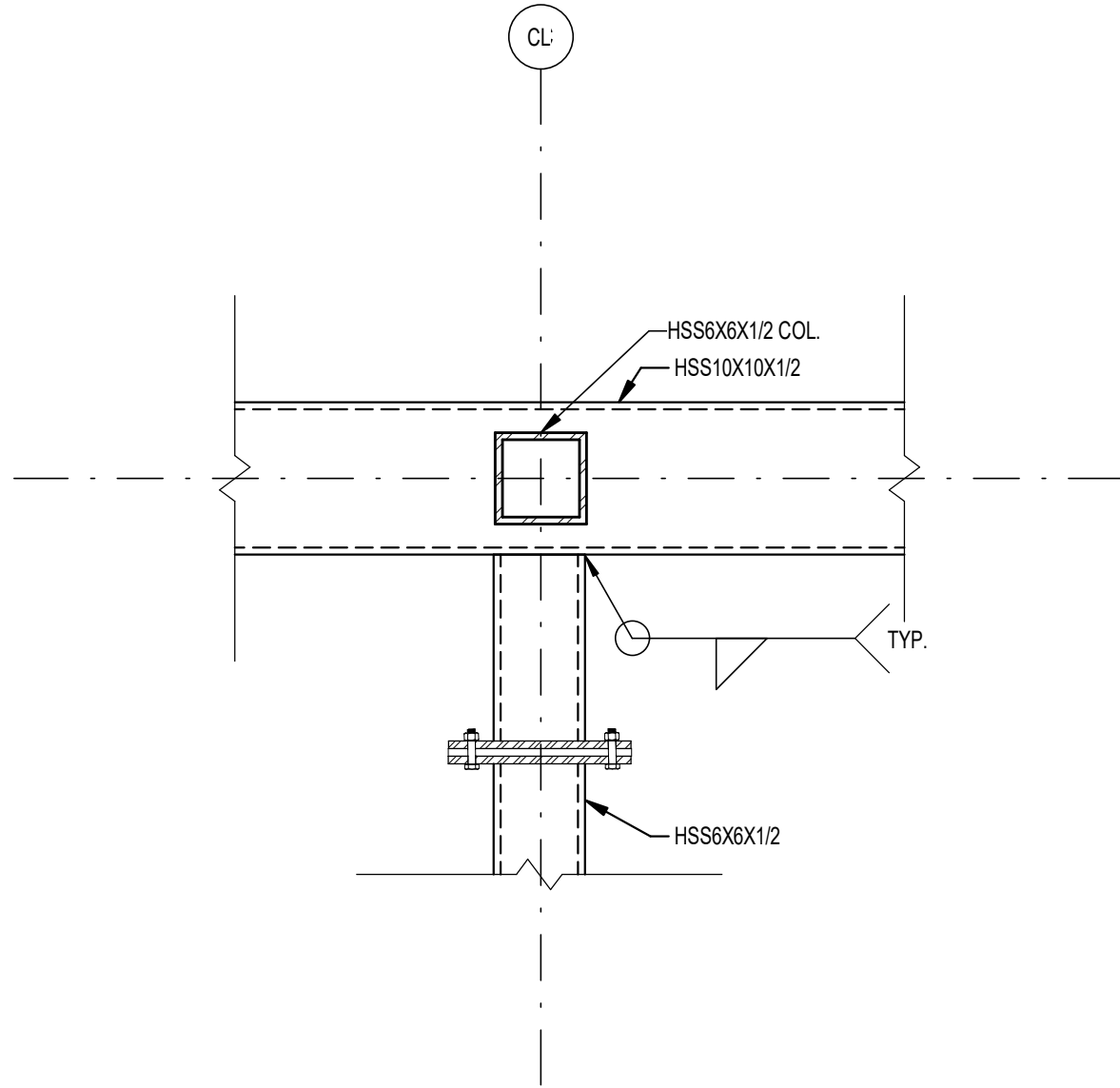
2
ST-109
TYPICAL DETAIL AT TOP CHORD
SCALE: 1" = 1'-0"



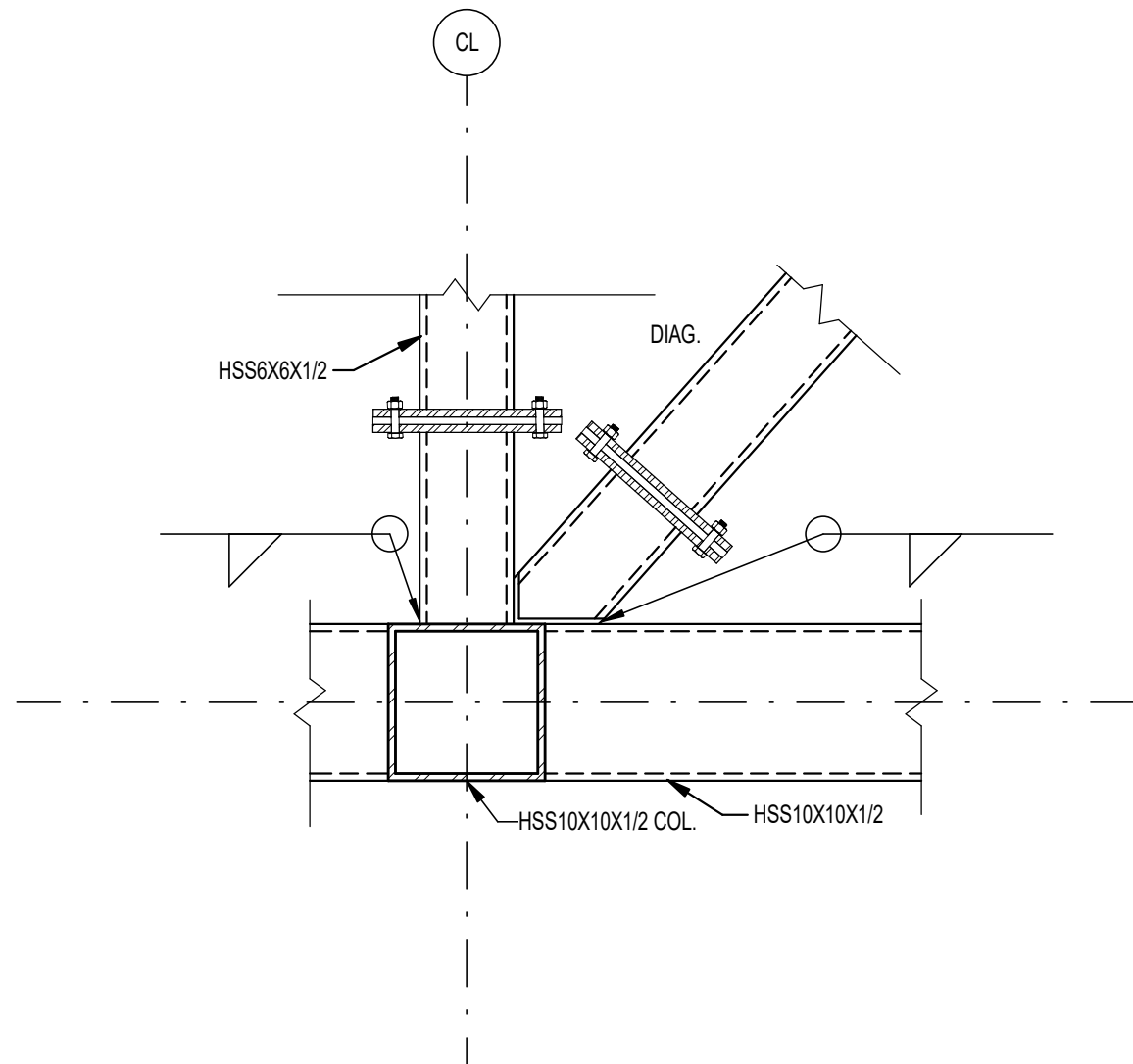
3
ST-109
TYPICAL DETAIL AT BOTTOM CHORD
SCALE: 1" = 1'-0"



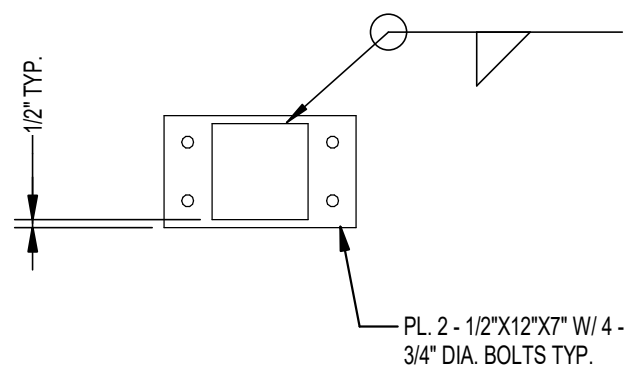
4
ST-109
DETAIL AT FLOOR AND ROOF DIAGONAL CONNECTION
SCALE: 1" = 1'-0"



5
ST-109
DETAIL AT FLOOR AND ROOF TRUSS CONNECTION
SCALE: 1" = 1'-0"



6
ST-109
DETAIL AT FLOOR AND ROOF COLUMN CONNECTION
SCALE: 1" = 1'-0"



7
ST-310
FRAMING CONNECTION PLATE
SCALE: 1" = 1'-0"

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

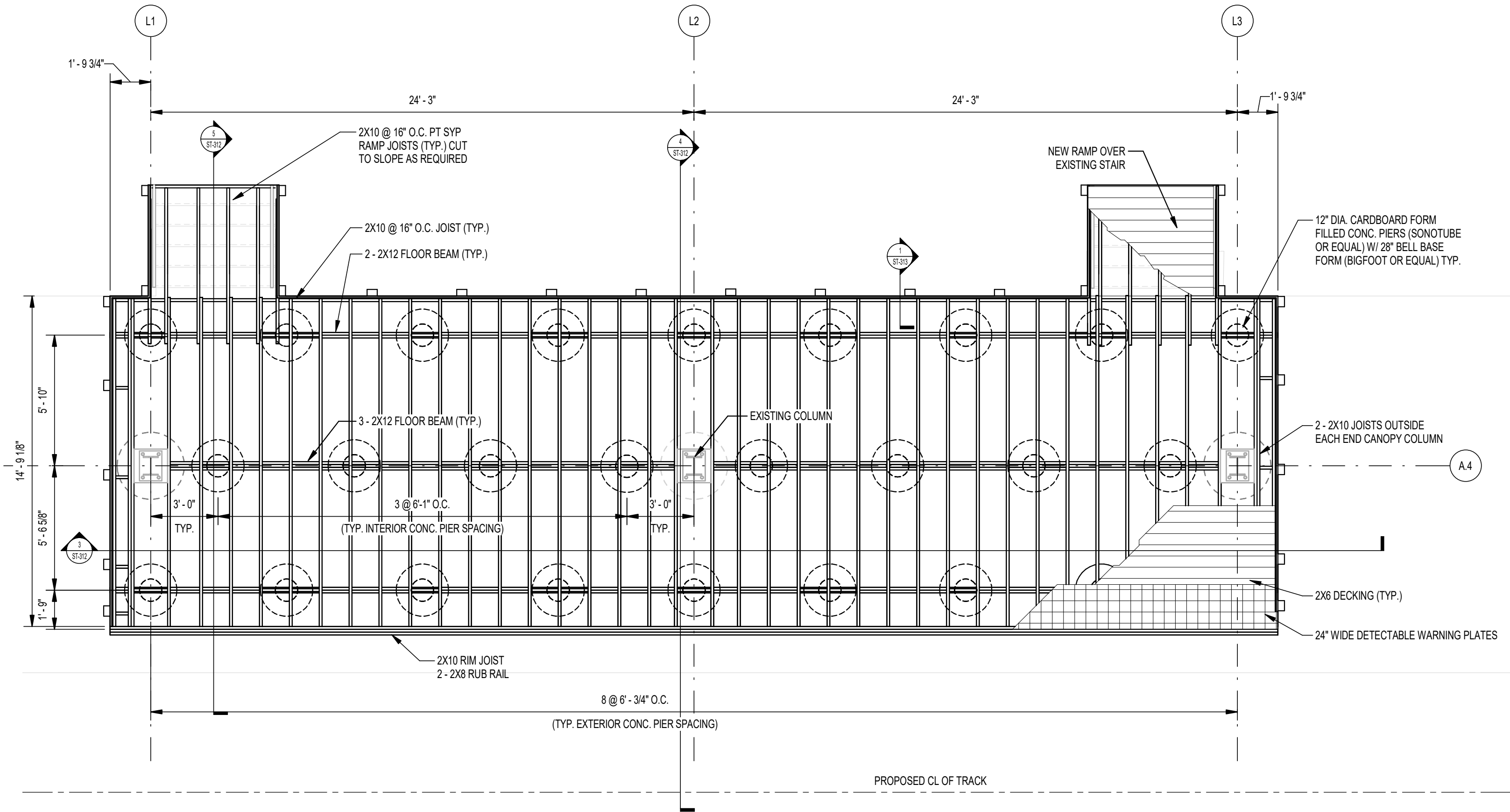
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
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REVISION 5	
PROJECT COMPLETION DATE	

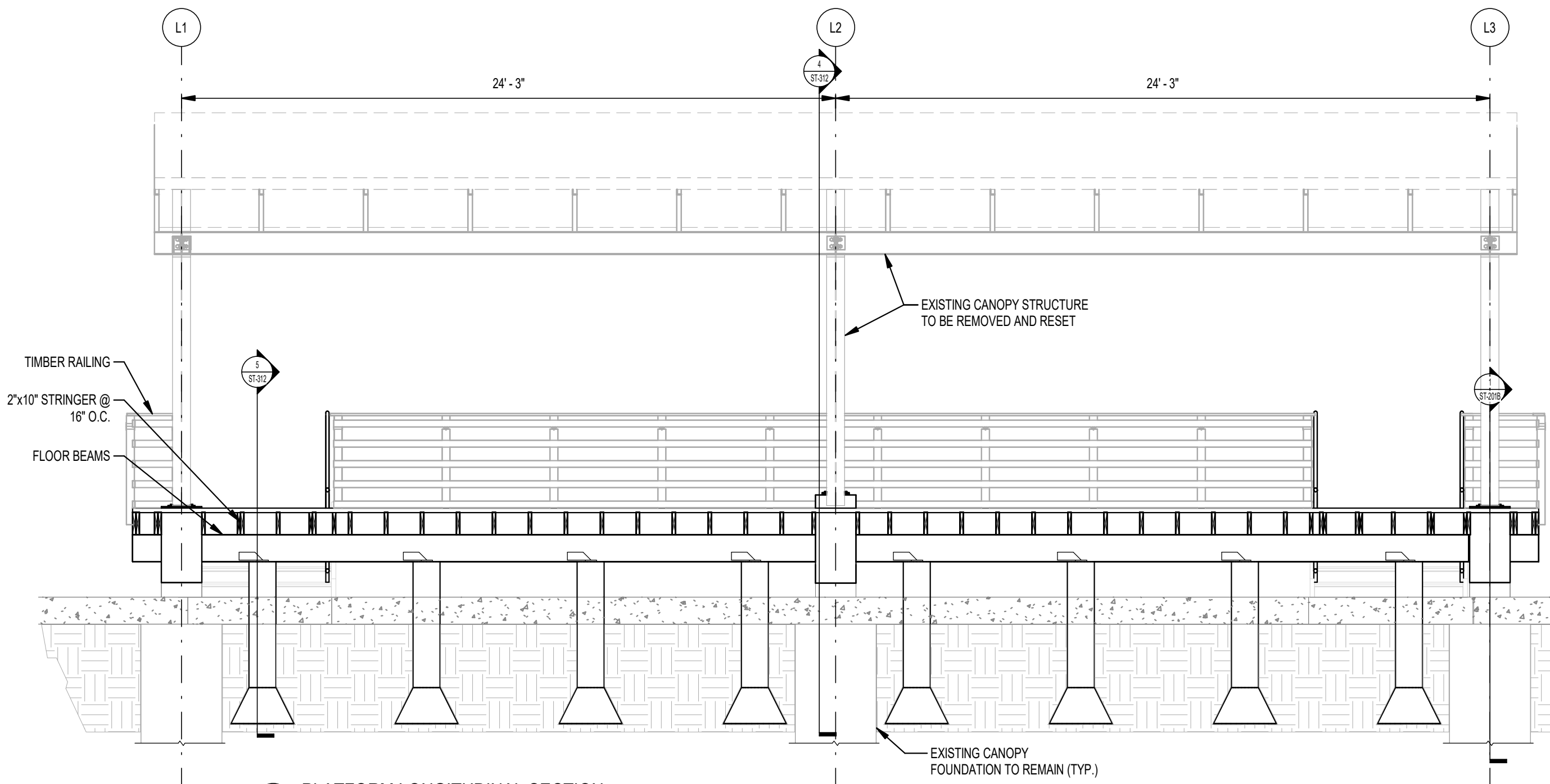
SHEET NUMBER

ST-310

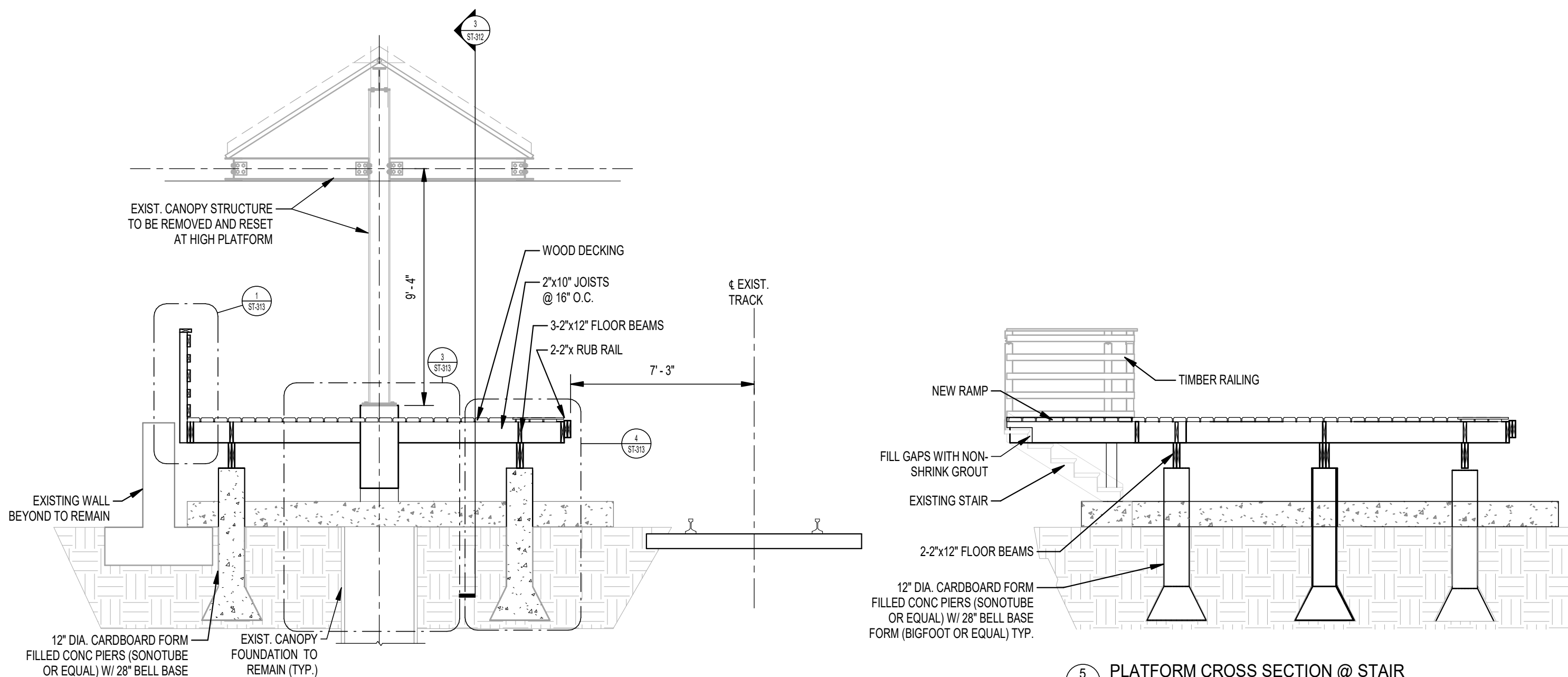
PED BRIDGE DETAILS



1 TEMP PLATFORM FOUNDATION AND FRAMING PLAN
SCALE: 1/4" = 1'-0"

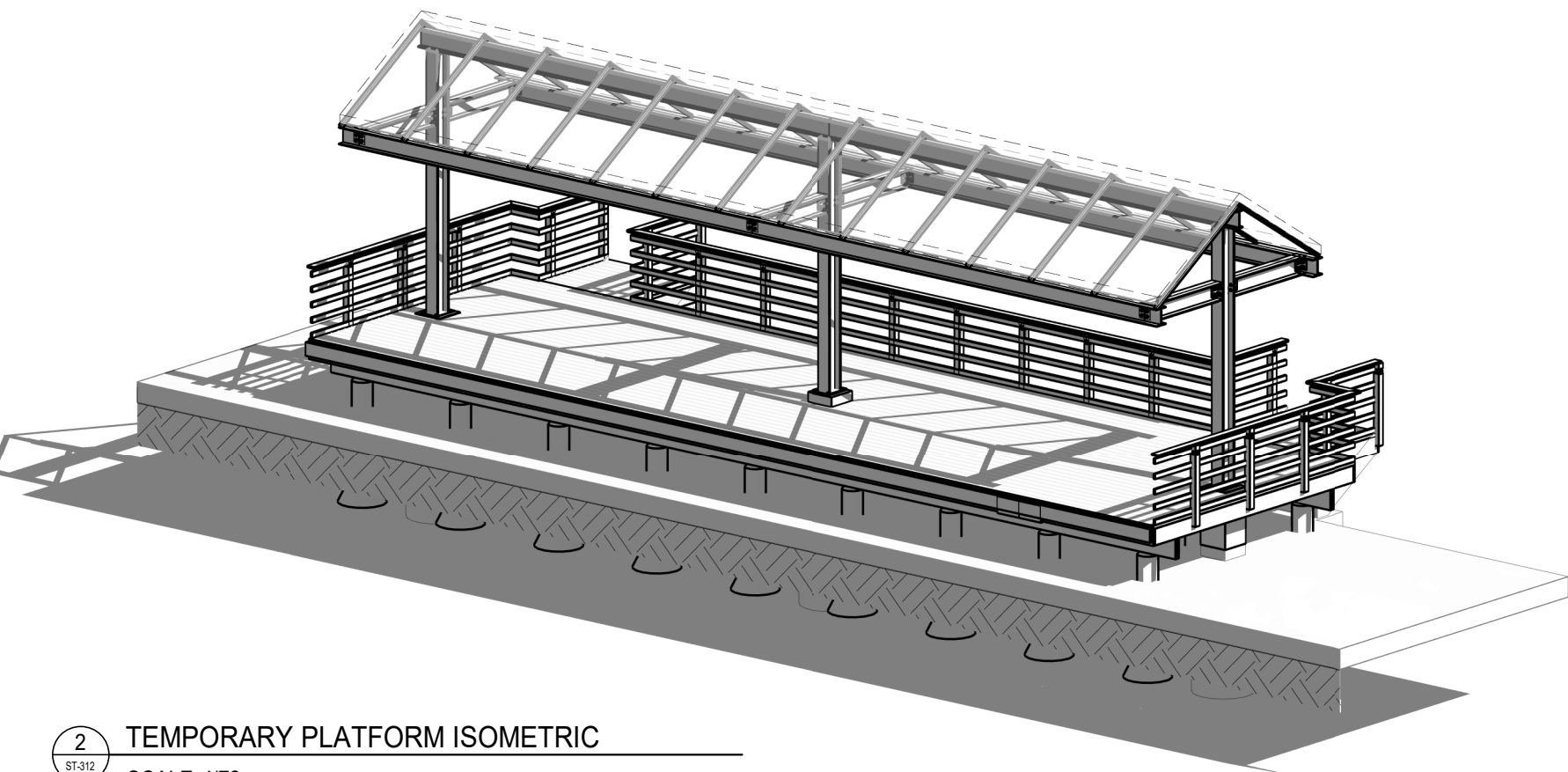


3 PLATFORM LONGITUDINAL SECTION
SCALE: 1/4" = 1'-0"



5 PLATFORM CROSS SECTION @ STAIR
SCALE: 1/4" = 1'-0"

4 PLATFORM CROSS SECTION
SCALE: 1/4" = 1'-0"



2 TEMPORARY PLATFORM ISOMETRIC
SCALE: NTS

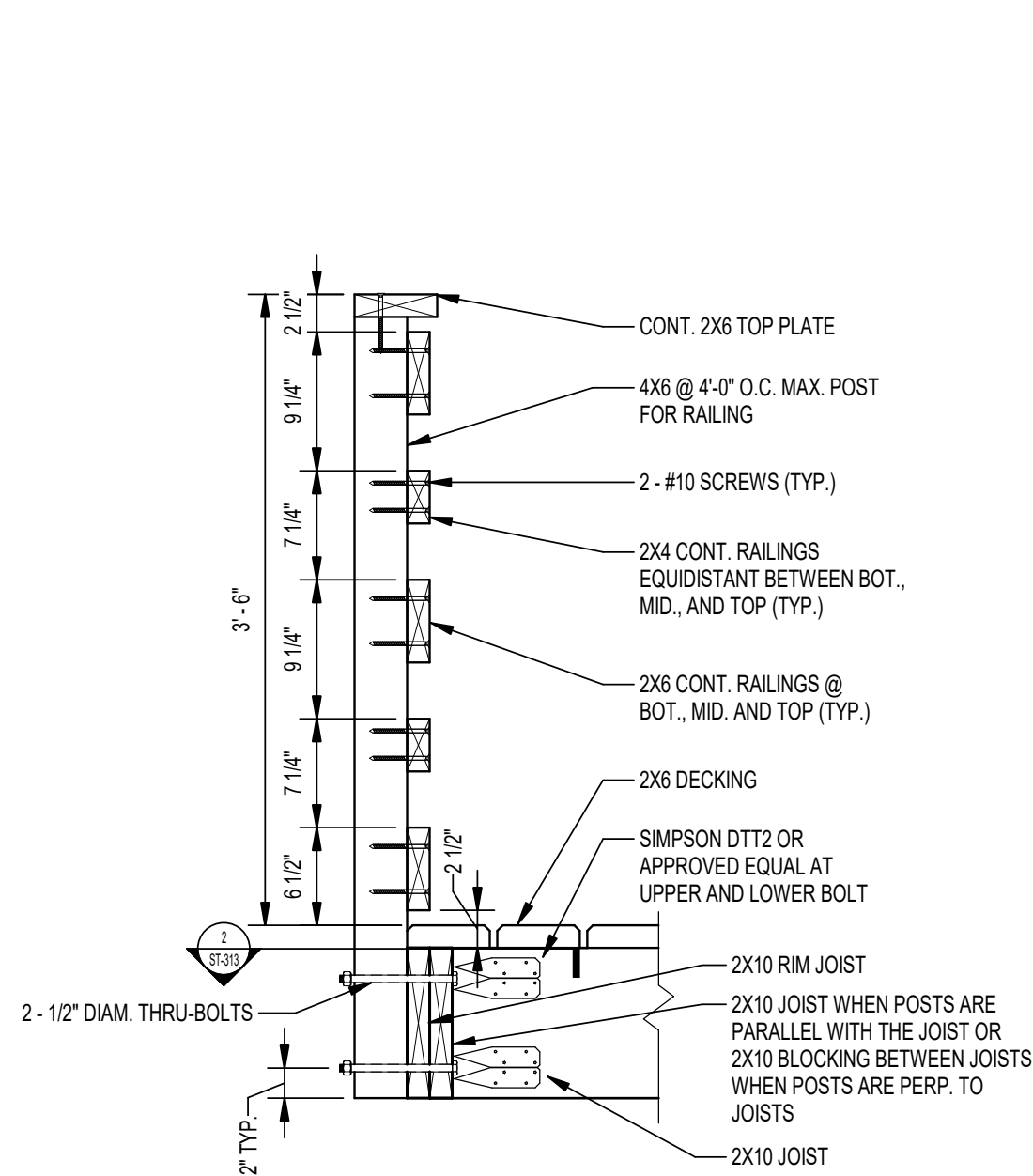
TEMPORARY PLATFORM NOTES:

1. THE EXISTING CANOPY ON THE EXISTING NORTH LOW PLATFORM SHALL BE RAISED AS SHOWN ON THIS SHEET TO COVER THE TEMPORARY TIMBER NORTH HIGH PLATFORM. AFTER THE NEW PERMANENT NORTH HIGH PLATFORM IS OPERATIONAL, THE TEMPORARY TIMBER NORTH HIGH PLATFORM AND THE EXISTING RAISED CANOPY SHALL BE REMOVED.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE EXISTING CANOPY STRUCTURE DURING REMOVAL AND RESETTING ON MODIFIED PIERS. CONTRACTOR SHALL REMOVE AND REINSTALL EXISTING LIGHTING AND SECURITY, AND ANY MEP COMPONENTS.
3. CONTRACTOR SHALL FIELD SURVEY TOP OF RAIL ELEVATIONS AND OFFSET FROM PLATFORM CENTERLINE AT EACH END OF THE PLATFORM PRIOR TO CONSTRUCTION. ELEVATIONS SHOWN HAVE BEEN PROVIDED FOR INFORMATION ONLY. VERIFY ALL PLATFORM GEOMETRY BASED ON SURVEYED TOP OF RAIL ELEVATIONS AND OFFSETS, AND SELECTED CONNECTION HARDWARE TO PROVIDE THE REQUIRED HEIGHT ABOVE TOP OF RAIL.
4. CONNECTION HARDWARE TO BE SELECTED BY CONTRACTOR. SHOULD ADDITIONAL HARDWARE BE REQUIRED BASED ON SELECTED LUMBER LENGTHS AND/OR CONNECTION DETAILING, CONTRACTOR SHALL PROVIDE AT NO ADDITIONAL COST.
5. DESIGN PEDESTRIAN LIVE LOAD FOR TEMPORARY PLATFORM IS 100 PSF.

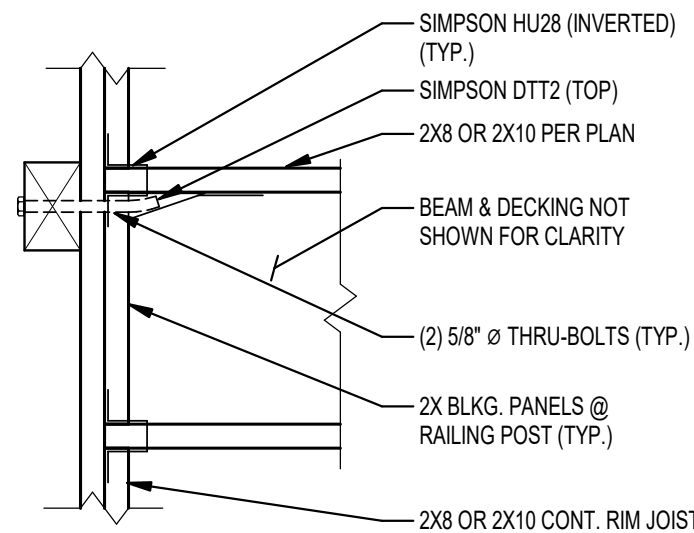
NOTES:

- ALL TIMBER CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE AMERICAN WOOD COUNCIL NATIONAL DESIGN SPECIFICATION (ANSI/AWS/NDS)
1. ALL SAWN LUMBER SHALL BE SOUTHERN YELLOW PINE AND GRADED UNDER THE SOUTHERN PINE INSPECTION BUREAU (SPIB) RULES, UNLESS NOTED OTHERWISE.
 2. ALL TIMBER SHALL BE #1 OR BETTER SOUTHERN YELLOW PINE OR APPROVED EQUAL. ALL SAWN LUMBER SHALL BE GRADE NO. 1 S4S (SURFACED FOUR SIDES).
 3. ALL SAWN LUMBER SHALL BE PRESSURE TREATED (P.T.) WITH ALKALINE COPPER QUAT ACQ ON TIMBERS. PRESSURE TREATMENT SHALL BE IN ACCORDANCE WITH THE AMERICAN WOOD PRESERVERS ASSOCIATION (AWPA) STANDARD P5-90 AND A2-88. ALL LUMBER AND TIMBERS SHALL BE PRESSURE IMPREGNATED UNDER AWPA STANDARDS C1-90, C2-90, C14-90, AND C18-90 WHERE APPLICABLE, UNLESS NOTED OTHERWISE.
 4. ALL SAWCUTS, DRILLED HOLES OR OTHER PENETRATIONS SHALL BE TREATED WITH COPPER NAP, WOOD PRESERVATIVE SOLUTION, PRIOR TO INSTALLING HARDWARE, BOLTS OR OTHER BRIDGEMEMBERS OR DEVICES.
 5. ALL METAL HARDWARE, INCLUDING BOLTS, SCREWS, NAILS, ANGLES, STRAPS, STEEL PLATES AND JOIST HANGERS SHALL BE STAINLESS STEEL. SIMPSON STRONG-TIE WOOD CONNECTORS OR APPROVED EQUAL CONNECTORS SHALL BE HOT-DIP GALVANIZED, IF STAINLESS STEEL CONNECTORS ARE NOT AVAILABLE.
 6. ALL BOLT CONNECTIONS TO HAVE LOCK WASHERS.
 7. RAILS TO SPAN A MINIMUM OF 3 POSTS.
 8. PILOT HOLES SHALL BE DRILLED PRIOR TO DRIVING OF SCREWS.
 9. BOLT HOLES SHALL BE PRE-DRILLED TO A DIAMETER OF 1/16" LARGER THAN BOLT DIAMETER.
 10. ALL HOLES SHALL BE TREATED THOROUGHLY PRIOR TO INSTALLING SCREWS OR BOLTS.
 11. ADDITIONAL FRAMING REQUIRED TO SUPPORT BENCHES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

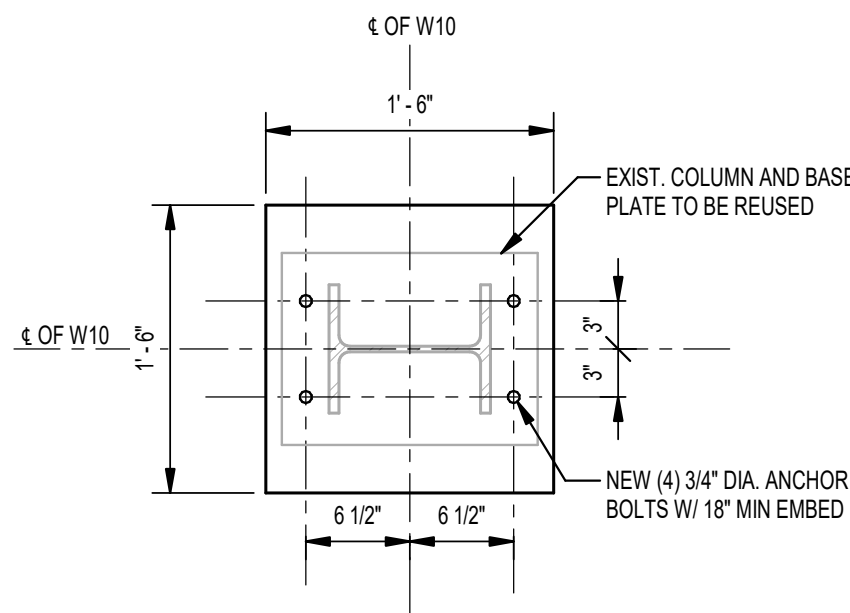
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
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REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



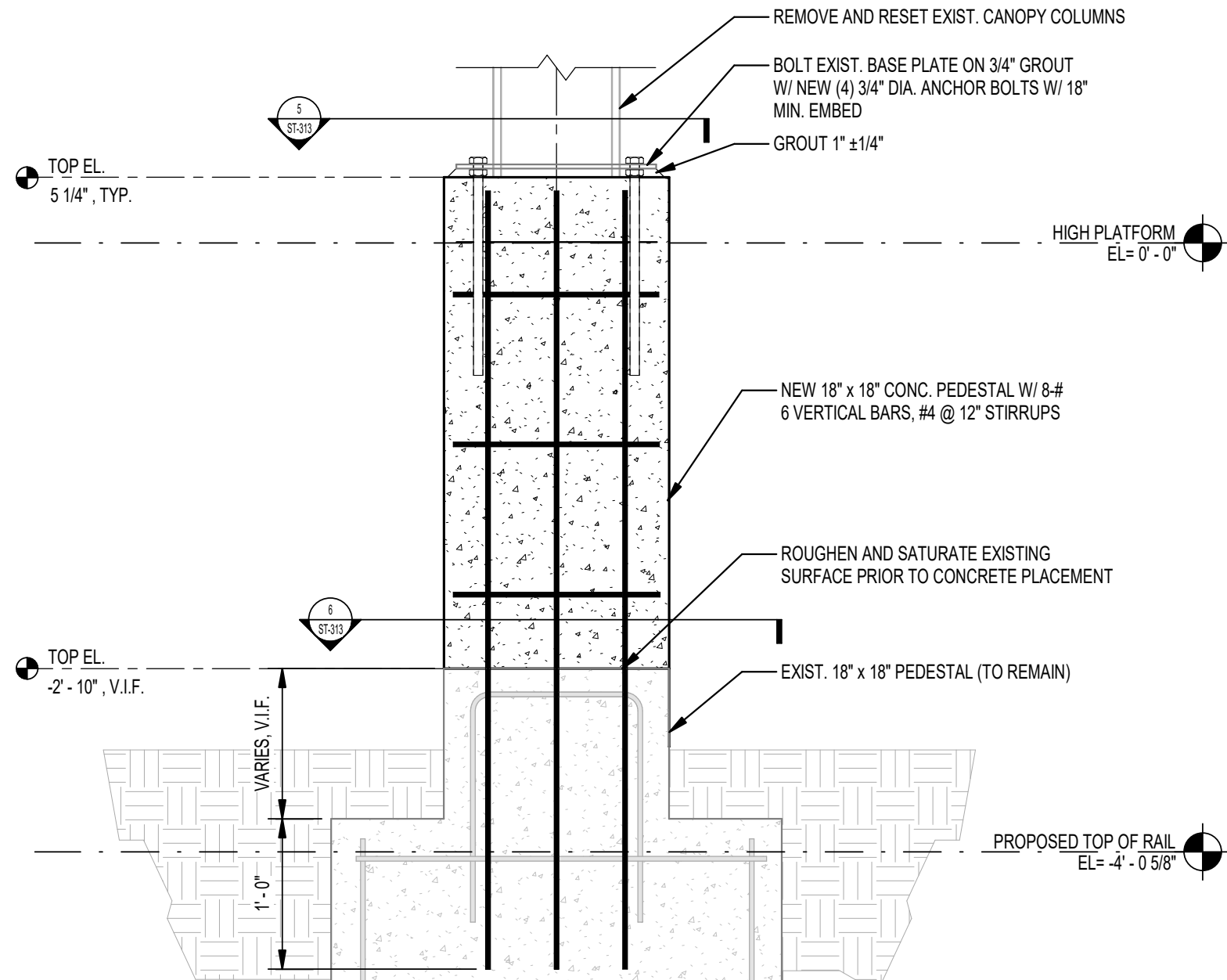
1
ST-313
TIMBER RAILING SECTION DETAIL
SCALE: 1" = 1'-0"



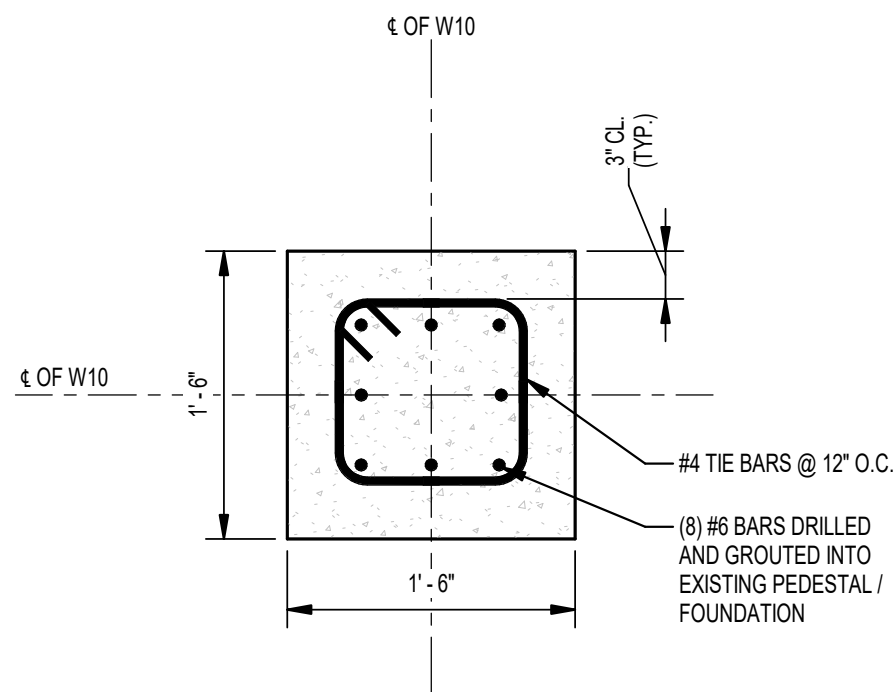
2
ST-313
TYPICAL RAILING TO JOIST CONNECTION
SCALE: 1" = 1'-0"



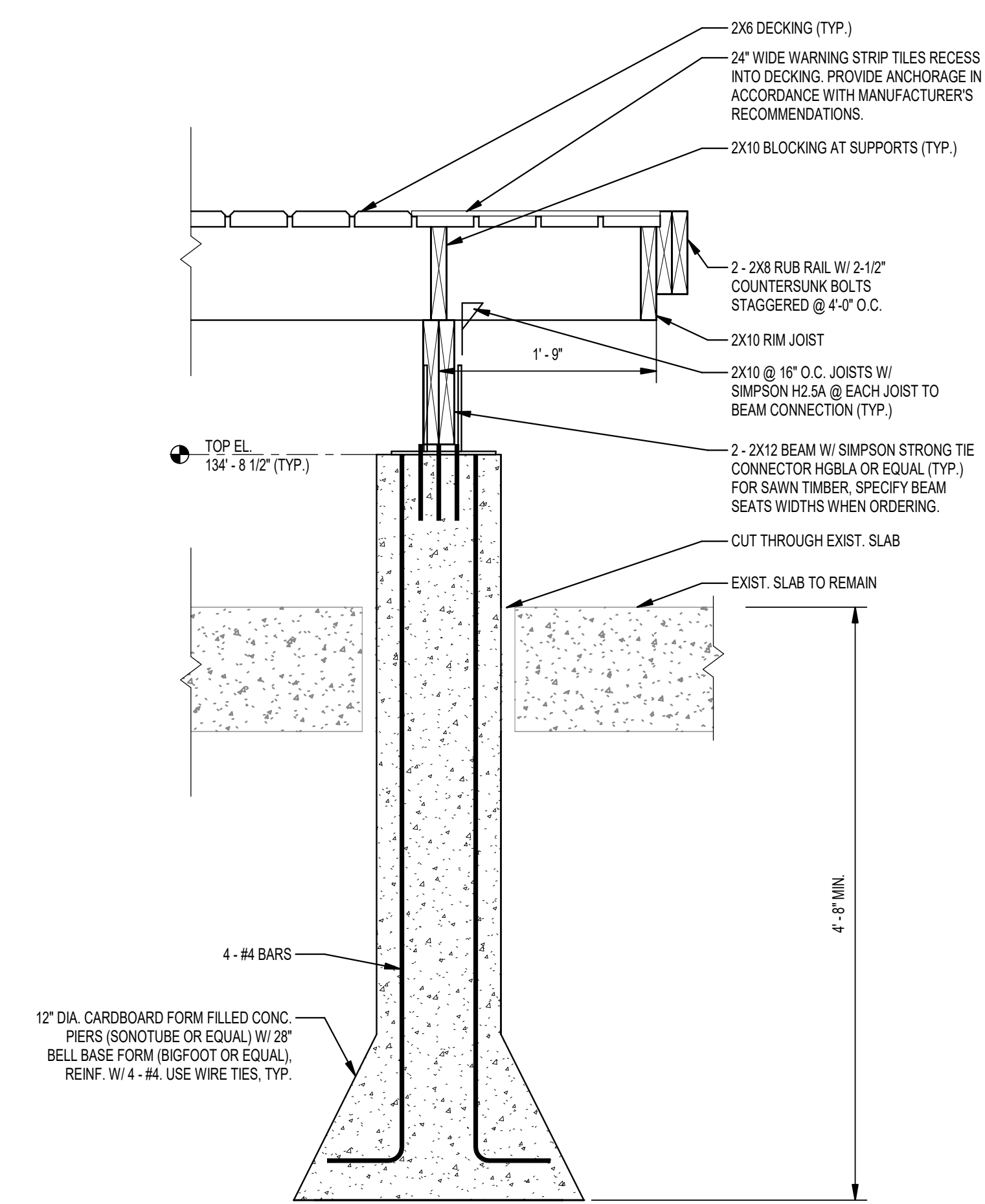
5
ST-313
SECTION
SCALE: 1" = 1'-0"



3
ST-313
COLUMN FOOTING SECTION DETAIL
SCALE: 1" = 1'-0"



6
ST-313
SECTION
SCALE: 1" = 1'-0"



4
ST-313
PLATFORM END SECTION DETAIL
SCALE: 1" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
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WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
TEMPORARY NORTH HIGH PLATFORM DETAILS 2

SHEET NUMBER

ST-313

COLUMNS				
BAR SIZE	Ld (in)			
f _c	3ksi	4ksi	5ksi	
#3	17	15	13	
#4	22	19	17	
#5	28	25	22	
#6	34	29	26	
#7	49	43	38	
#8	55	48	43	
#9	62	54	48	
#10	70	61	54	
#11	78	67	60	

BEAMS							
BAR SIZE	BOTTOM BARS				OTHER BARS		
	Ld (in)				Ld (in)		
f _c	3ksi	4ksi	5ksi		3ksi	4ksi	5ksi
#3	17	15	13		22	19	17
#4	22	19	17		30	27	23
#5	28	25	22		36	31	28
#6	34	29	26		44	38	34
#7	49	43	38		63	55	49
#8	55	48	43		72	63	56
#9	62	54	48		81	71	63
#10	70	61	54		92	80	71
#11	78	67	60		101	87	78

SLAB/MATS										
BAR SIZE	THICKNESS < 12"				THICKNESS > 12"					
	ALL BARS Ld (in)				BOTTOM BARS Ld (in)			ALL BARS Ld (in)		
f _c	3ksi	4ksi	5ksi		3ksi	4ksi	5ksi	3ksi	4ksi	5ksi
#3	17	15	13		17	15	13	22	19	17
#4	22	19	17		22	19	17	30	26	23
#5	28	25	22		28	25	22	36	31	28
#6	34	29	26		34	29	26	44	38	34
#7	49	43	38		49	43	38	63	55	49
#8	55	48	43		55	48	43	72	63	56
#9	62	54	48		62	54	48	81	71	63
#10	70	61	54		70	61	54	92	80	71
#11	78	67	60		78	67	60	101	87	78

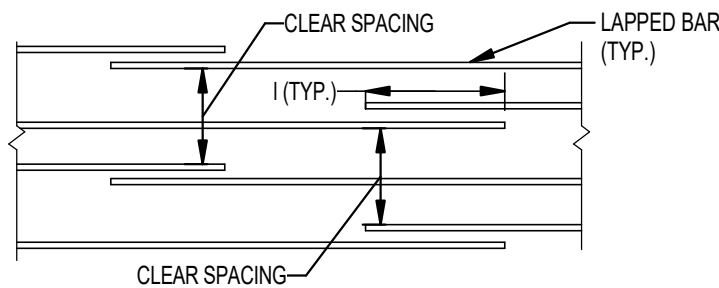
WALLS											
BAR SIZE	VERTICAL BARS Ld (in)						HORIZONTAL BARS Ld (in)				
	CASE 1			CASE 2			CASE 1		CASE 2		
f _c	3ksi	4ksi	5ksi	3ksi	4ksi	5ksi	3ksi	4ksi	5ksi	3ksi	4ksi
#3	17	15	13	26	22	20	22	19	17	33	28
#4	22	19	17	34	29	26	30	27	23	44	38
#5	28	25	22	42	36	32	36	31	28	54	47
#6	34	29	26	50	44	39	44	38	34	65	56
#7	49	43	38	72	63	56	63	55	49	94	82
#8	55	48	43	83	72	64	72	63	56	107	93
#9	62	54	48	93	81	72	81	71	63	121	105
#10	70	61	54	105	92	81	92	80	71	137	119
#11	78	67	60	116	101	90	101	87	78	151	131

NOTES:

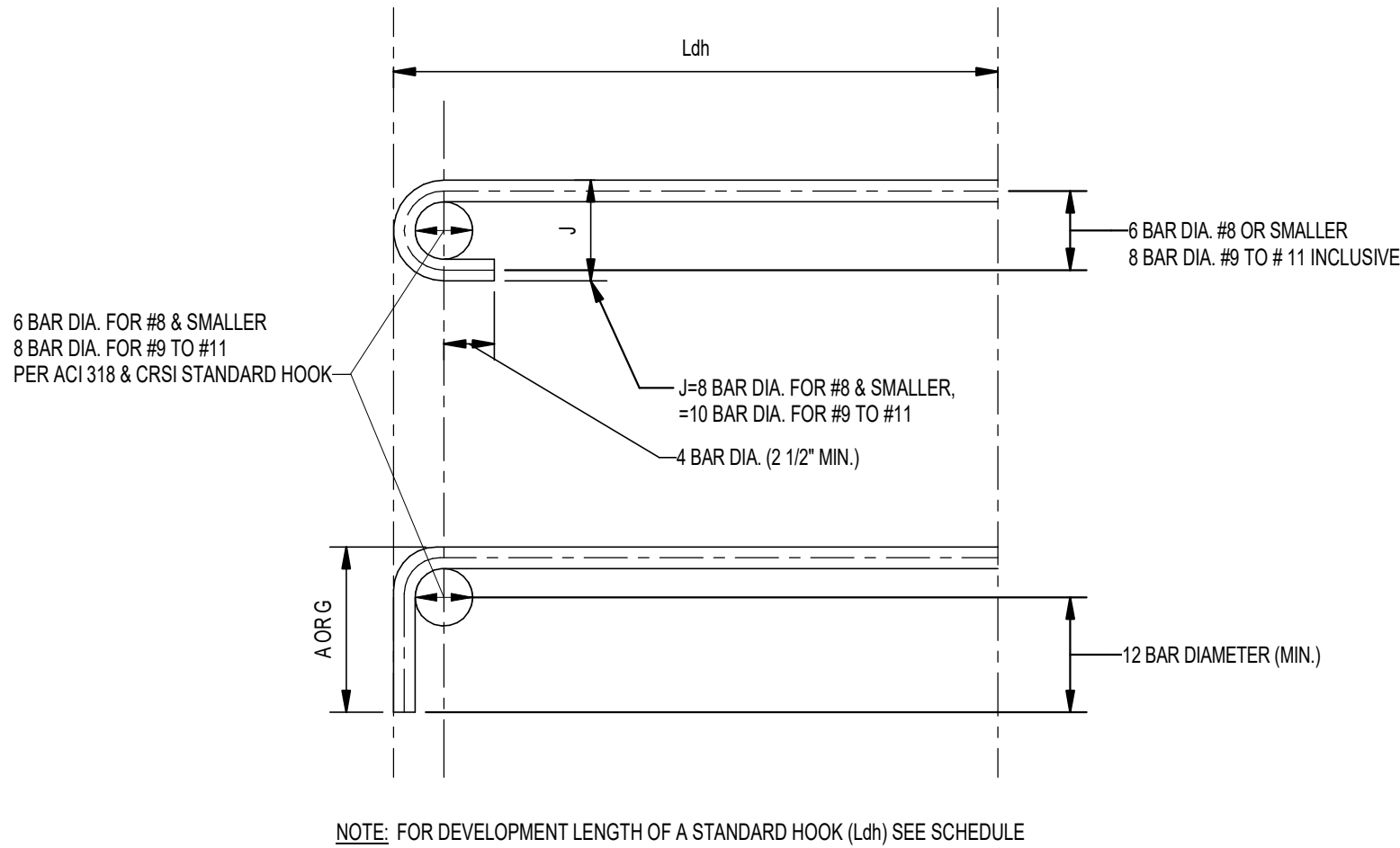
- TABLE ABOVE LISTS VALUES OF Ld IN INCHES
- MULTIPLICATION FACTORS FOR HIGHER STRENGTH CONCRETE:
f_c = 6 KSI, LD = 0.91 X 5 KSI TABLE VALUE
f_c = 8 KSI, LD = 0.79 X 5 KSI TABLE VALUE
f_c = 10 KSI, LD = 0.71 X 5 KSI TABLE VALUE
f_c = 12 KSI, LD = 0.64 X 5 KSI TABLE VALUE
- ALL LAP SPLICES SHALL BE 1.3 Ld UNLESS NOTED OTHERWISE ON THE DRAWINGS.
- FOR LIGHTWEIGHT AGGREGATE CONCRETE, MULTIPLY THE TABULATED VALUE BY 1.3
- FOR EPOXY-COATED BARS, MULTIPLY THE TABULATED VALUE BY 1.5
- COMBINATIONS OF EFFECTS DUE TO THE CONCRETE STRENGTH, WEIGHT, AND EPOXY BARS ARE CUMULATIVE. Ld SHALL BE MULTIPLIED BY EACH FACTOR TO OBTAIN THE CORRECT VALUE.

TABLE ASSUMPTIONS:

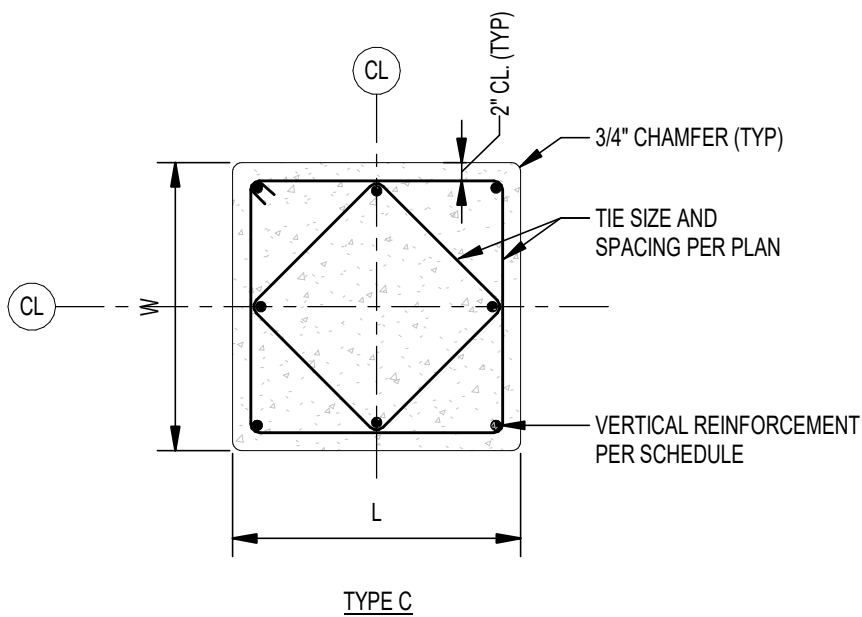
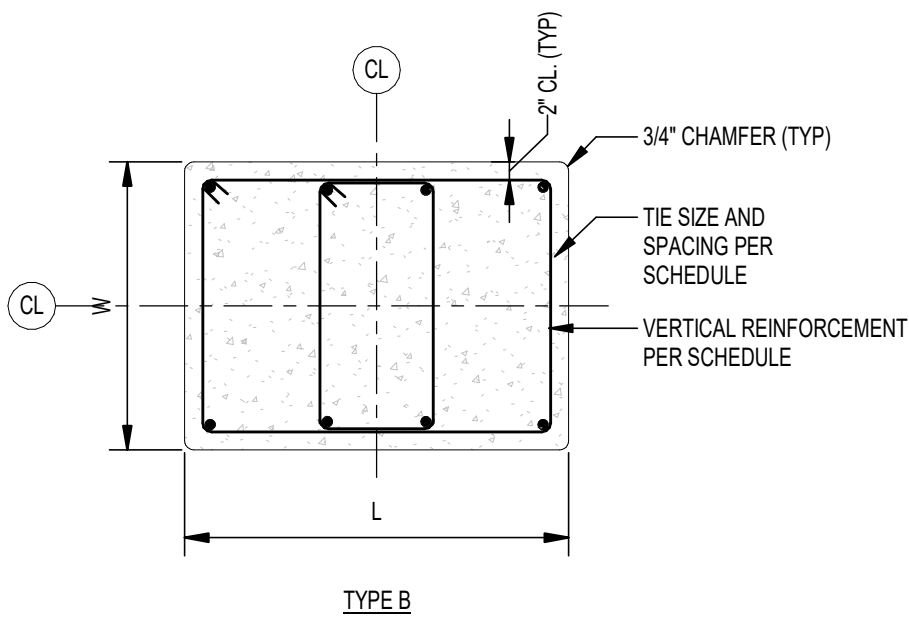
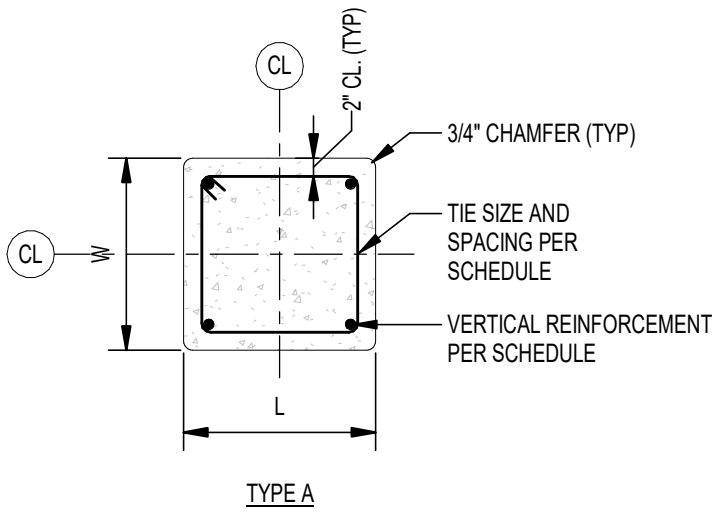
- A MINIMUM CLEAR COVER AS LISTED IN THE GENERAL NOTES.
- A MINIMUM CLEAR SPACING OF 1", 4/3 dagg, OR db BETWEEN ADJACENT BARS SHALL BE MAINTAINED.
- LAP SPLICES ARE ASSUMED TO BE CONTACT LAP SPLICE
- fy=60ksi
- NORMAL WEIGHT CONCRETE.
- FOR WALLS:
CASE 1 = CLEAR SPACING > 2db AND CLEAR COVER > db
CASE 2 = OTHER THAN CASE 1



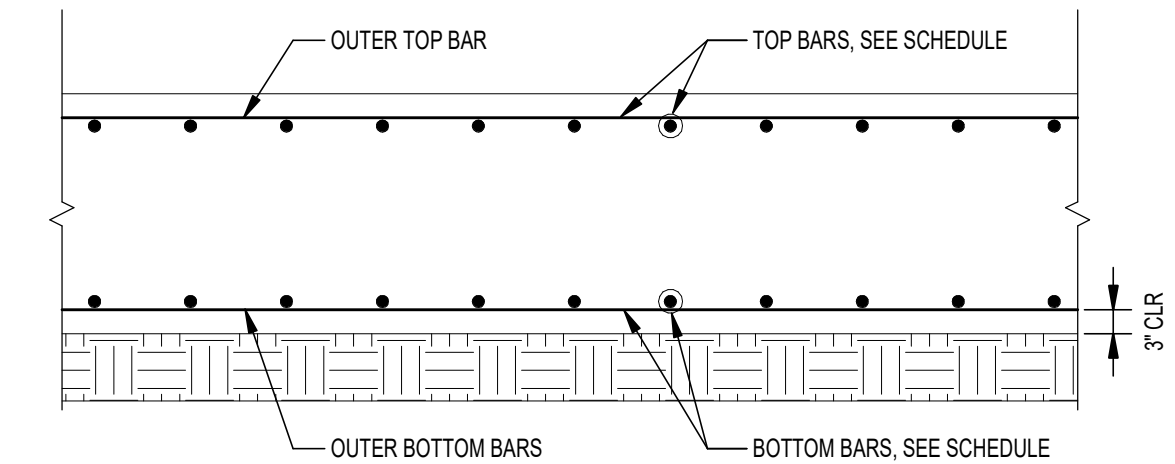
1 TYPICAL STANDARD HOOK
SCALE: N.T.S.



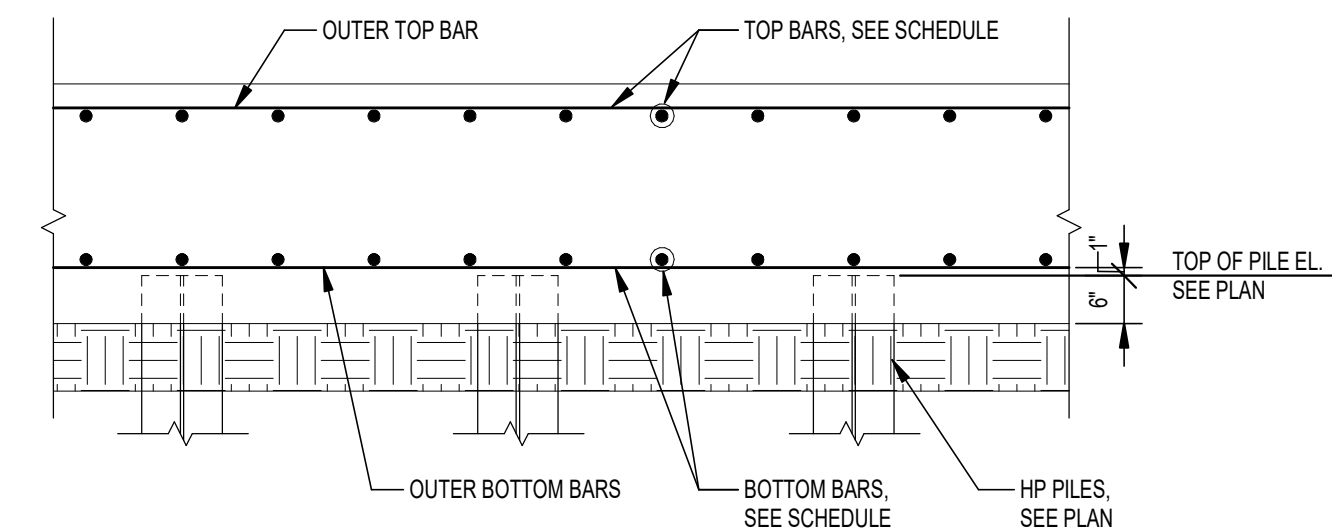
STANDARD 90° HOOK DEVELOPMENT LENGTHS Ldh (in)			
BAR SIZE	f _c (NORMAL WEIGHT CONCRETE), psi		
NO.	3000	4000	5000
#3	9	8	7
#4	11	10	9
#5	14	12	11
#6	17	15	13
#7	20	17	15
#8	22	19	17
#9	25	22	20
#10	28	25	22
#11	31	27	24
#14	38	33	29
#18	50	43	39



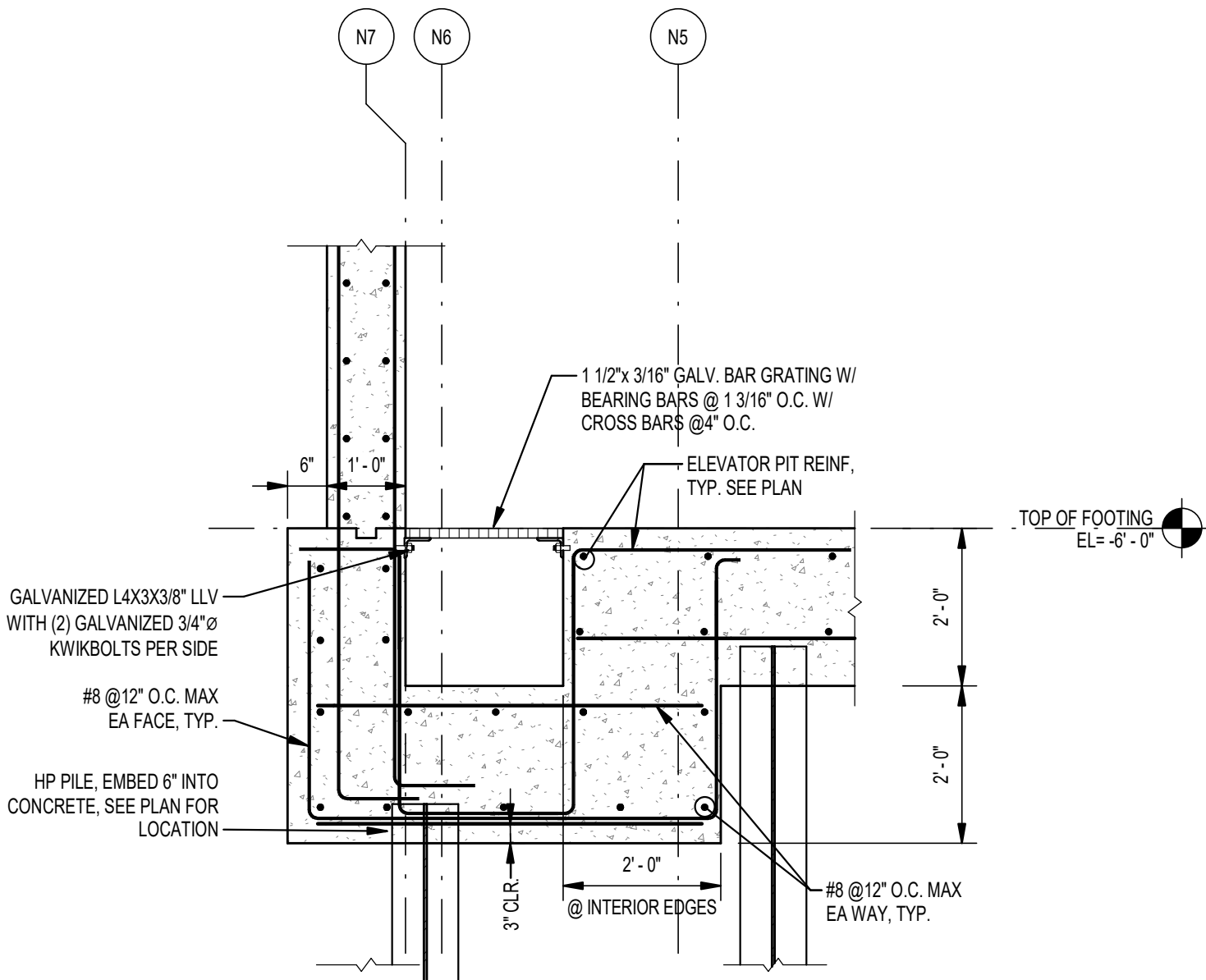
3 STIRRUP TIE CONFIGURATION TYPES
SCALE: NOT TO SCALE



4 MAT FOUNDATION TYPICAL DETAIL @ LOCATIONS WITH NO PILES
SCALE: NOT TO SCALE



5 MAT FOUNDATION TYPICAL DETAIL @ LOCATIONS WITH PILES
SCALE: NOT TO SCALE



6 SUMP PIT DETAIL
SCALE: 1/2" = 1'-0"

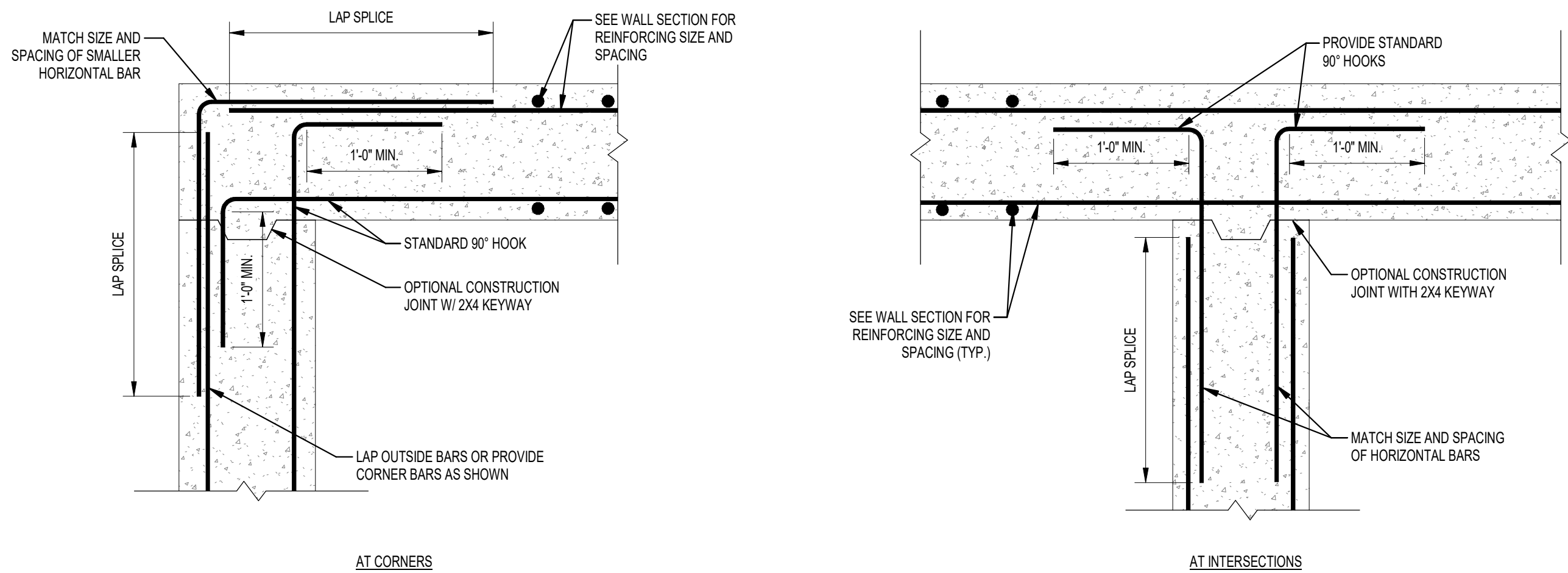
7 CONCRETE REINFORCING DEVELOPMENT LENGTH (ld) AND LAP SPLICE
SCALE: N.T.S.

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

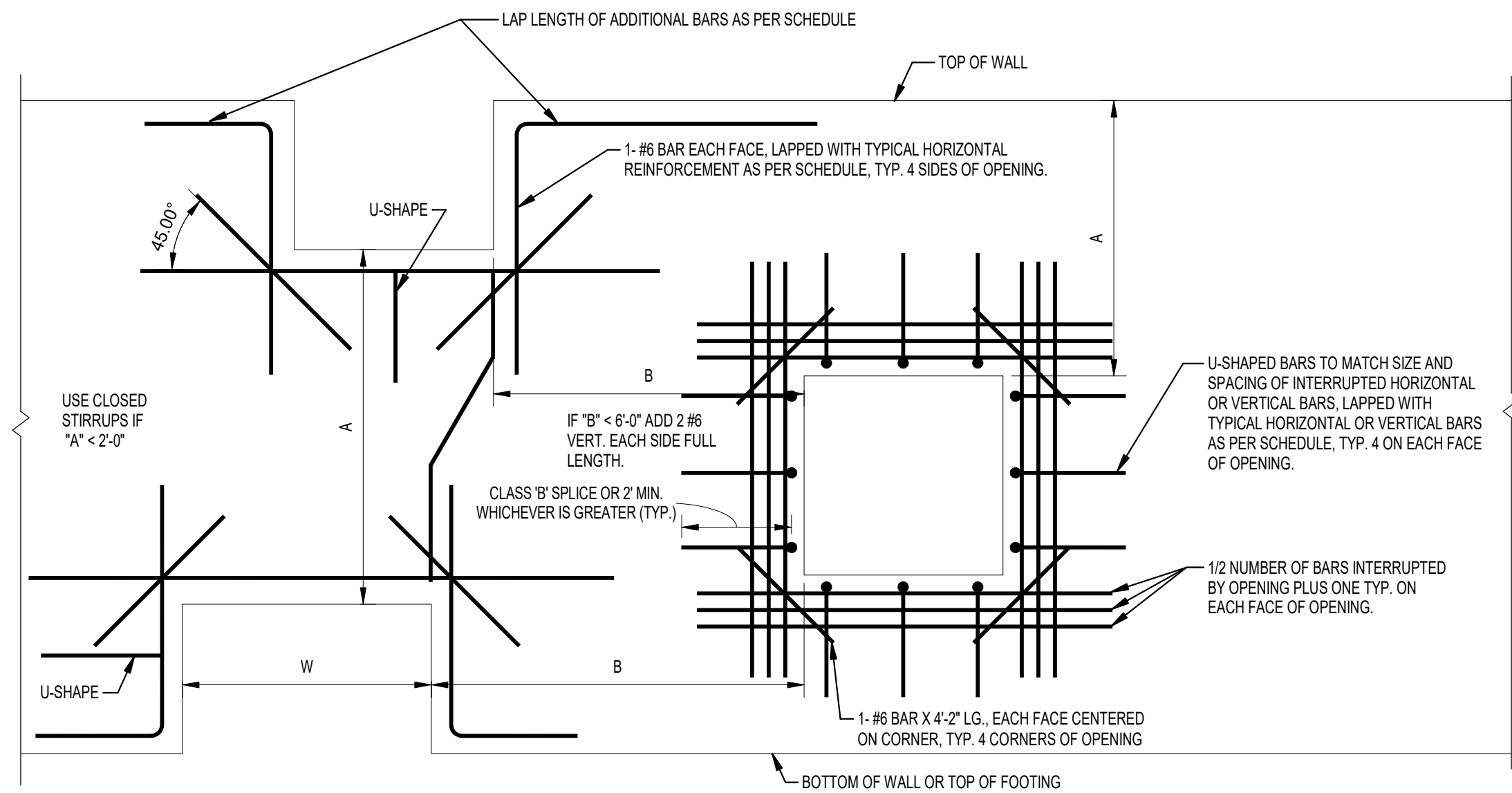
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
CONCRETE DETAILS SHEET 1

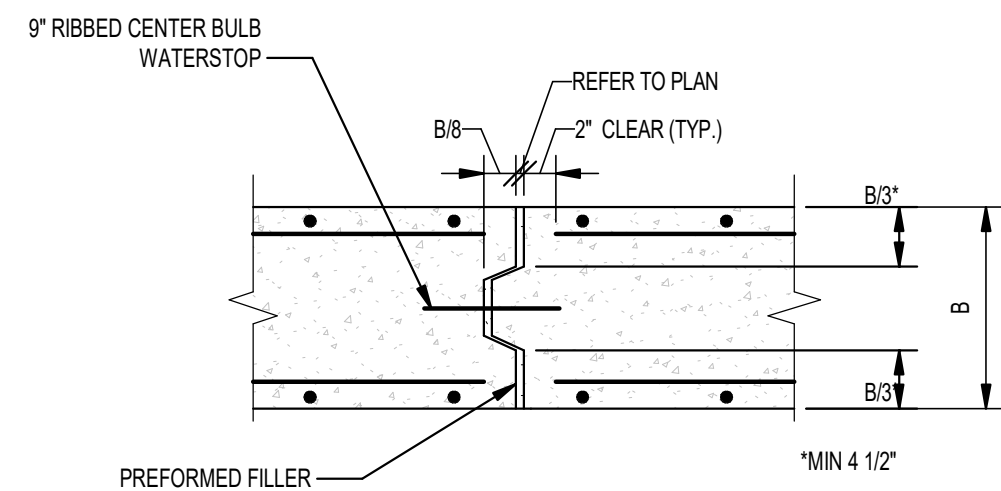
SHEET NUMBER
ST-501



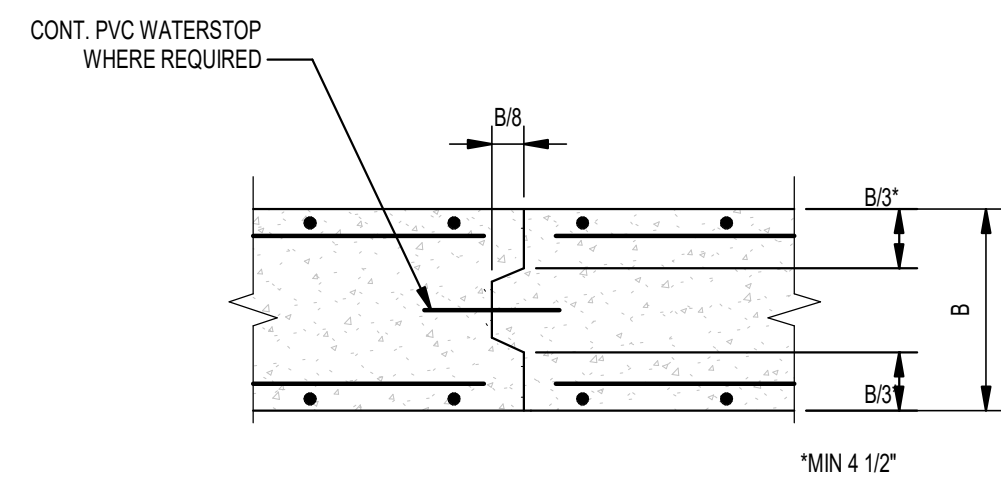
1
ST-505
HORIZONTAL WALL REINFORCEMENT DETAILS
SCALE: 1" = 1'-0"



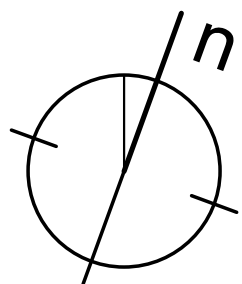
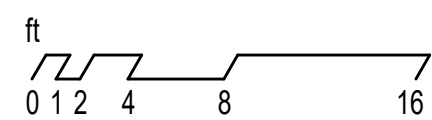
2
ST-506
TYPICAL CONCRETE WALL OPENING DETAIL
SCALE: 3/4" = 1'-0"



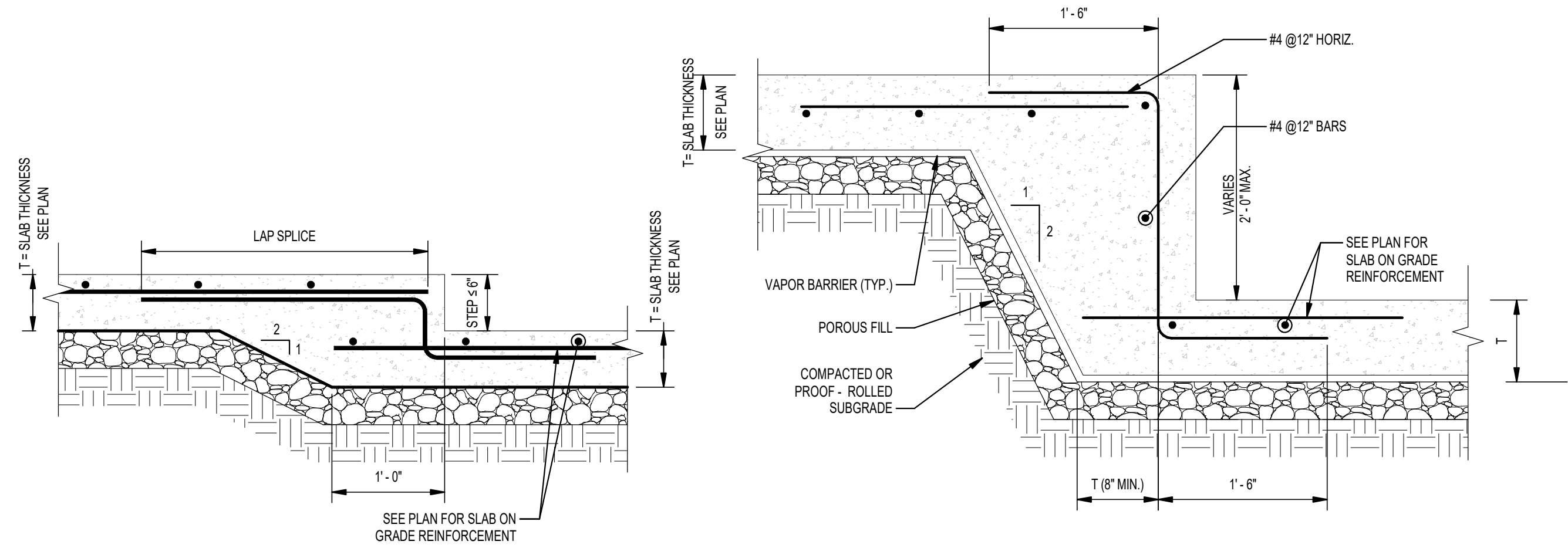
3
ST-507
TYPICAL WALL EXPANSION JOINT
SCALE: 1" = 1'-0"



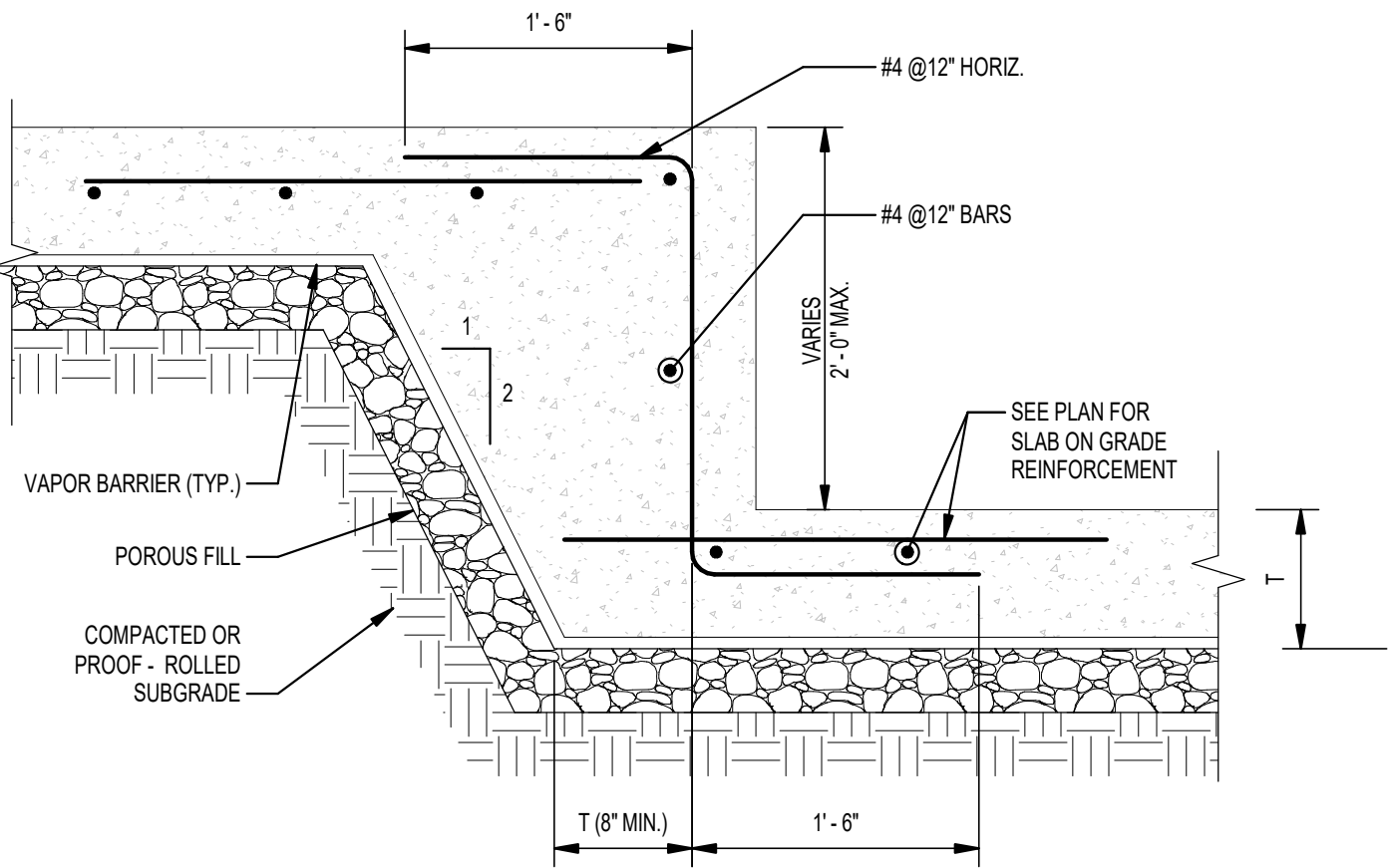
5
ST-508
TYPICAL WALL CONSTRUCTION JOINT
SCALE: 1" = 1'-0"



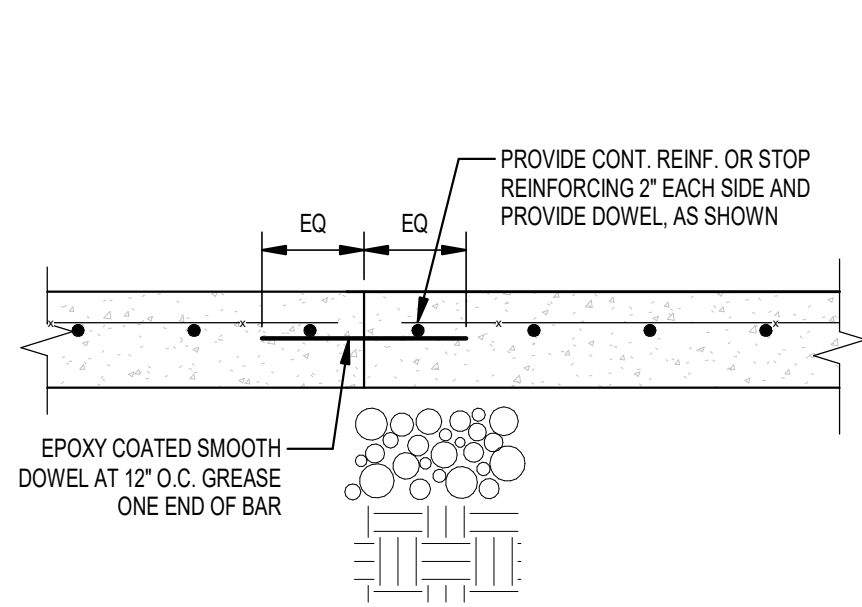
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



1 TYPICAL STEP SLAB ON GRADE STEP LESS THAN 6" DETAIL
SCALE: 1" = 1'-0"

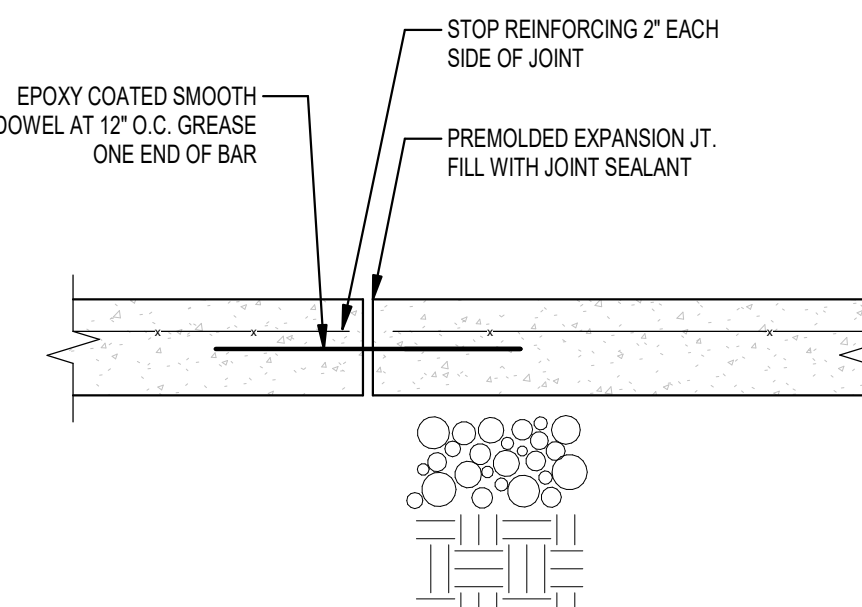


2 TYPICAL STEP IN SLAB GREATER THAN 6" BUT LESS THAN OR EQUAL TO 24"
SCALE: 1" = 1'-0"



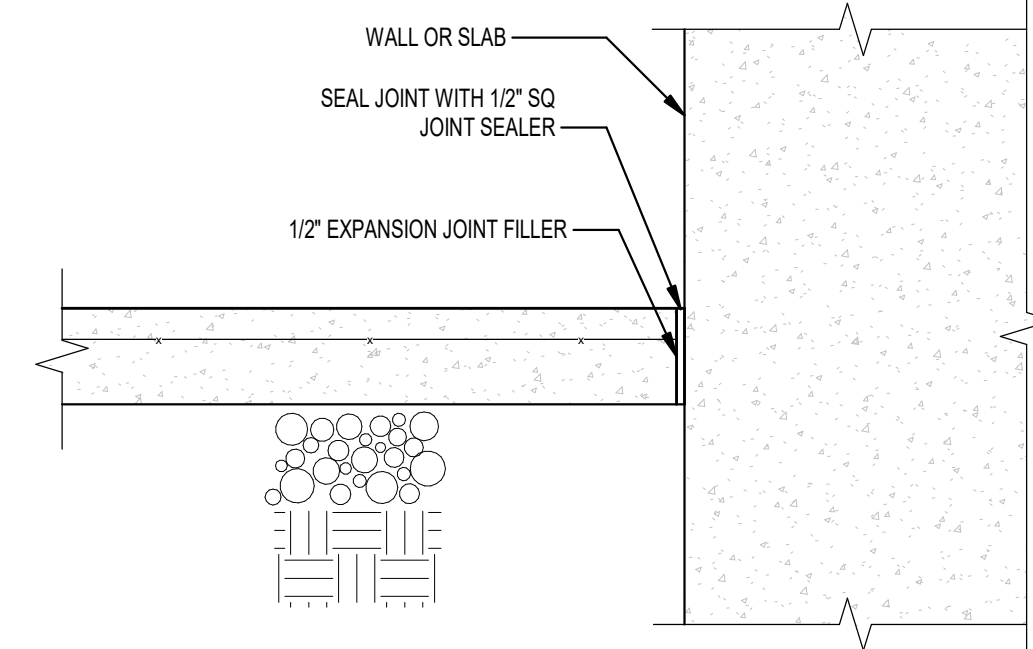
NOTE: DOWELS MUST BE INSTALLED LEVEL AND PERPENDICULAR TO JOINT

5 CONSTRUCTION JOINT
SCALE: NOT TO SCALE



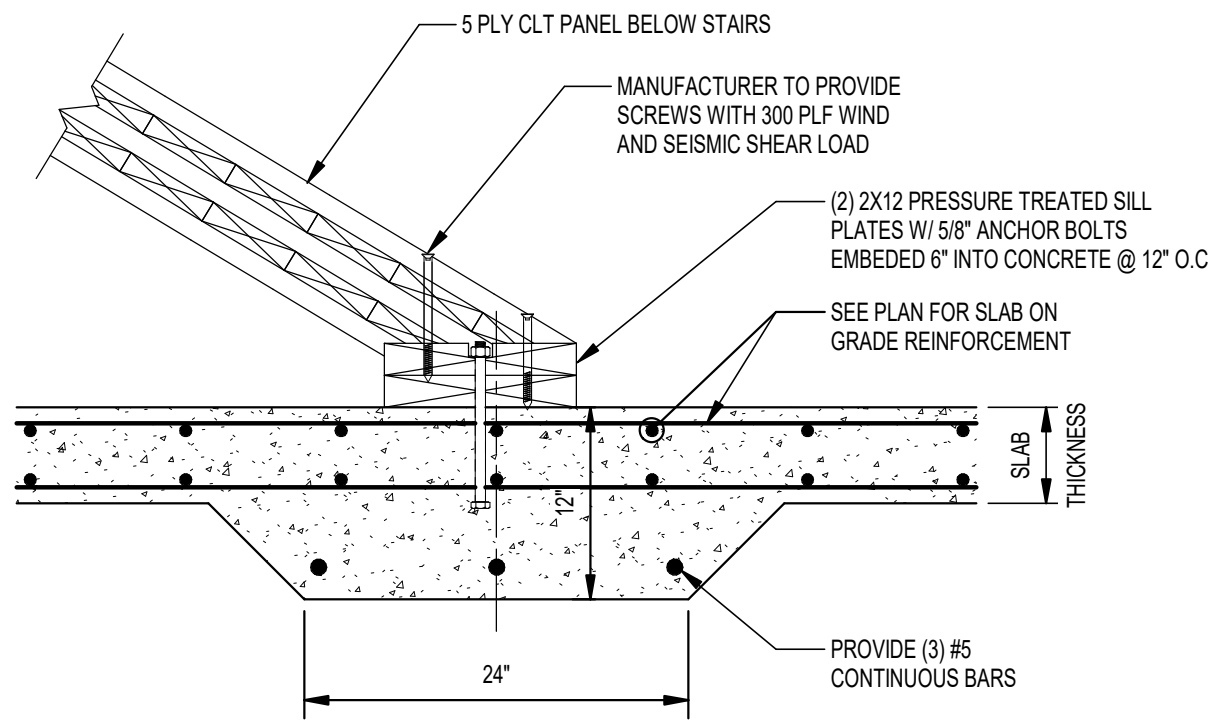
NOTE: DOWELS MUST BE INSTALLED LEVEL AND PERPENDICULAR TO JOINT

6 EXPANSION JOINT
SCALE: NOT TO SCALE

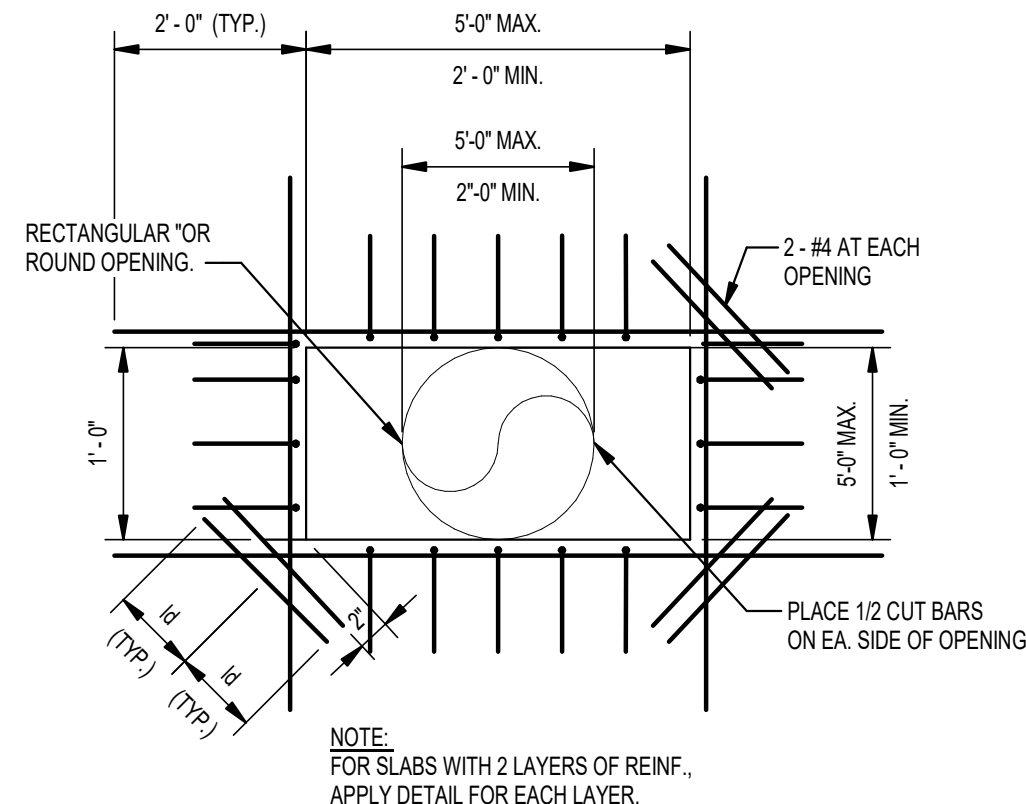


NOTE: WHEN ISOLATION JOINT IS AT RETAINING WALLS, CONTRACTOR SHALL OMIT SEALANT AND USE FULL HEIGHT EXPANSION JOINT FILLER.

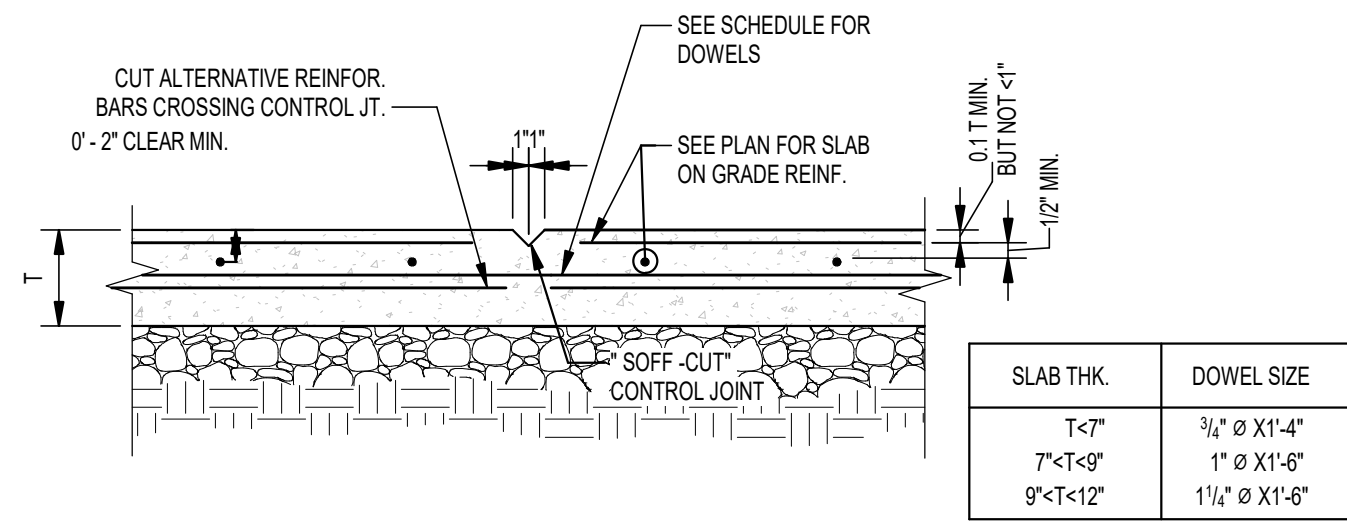
7 ISOLATION JOINT
SCALE: NOT TO SCALE



3 TYPICAL THICKENED SLAB @ STAIR LANDING DETAIL
SCALE: 1" = 1'-0"

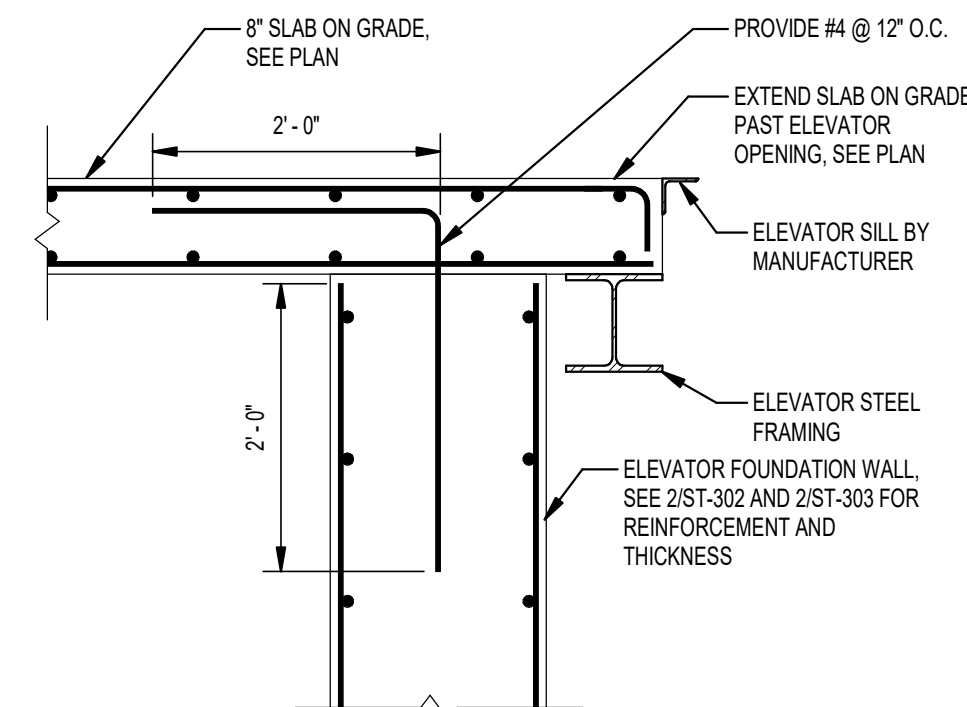


4 OPENING IN SLAB ON GRADE
SCALE: NOT TO SCALE

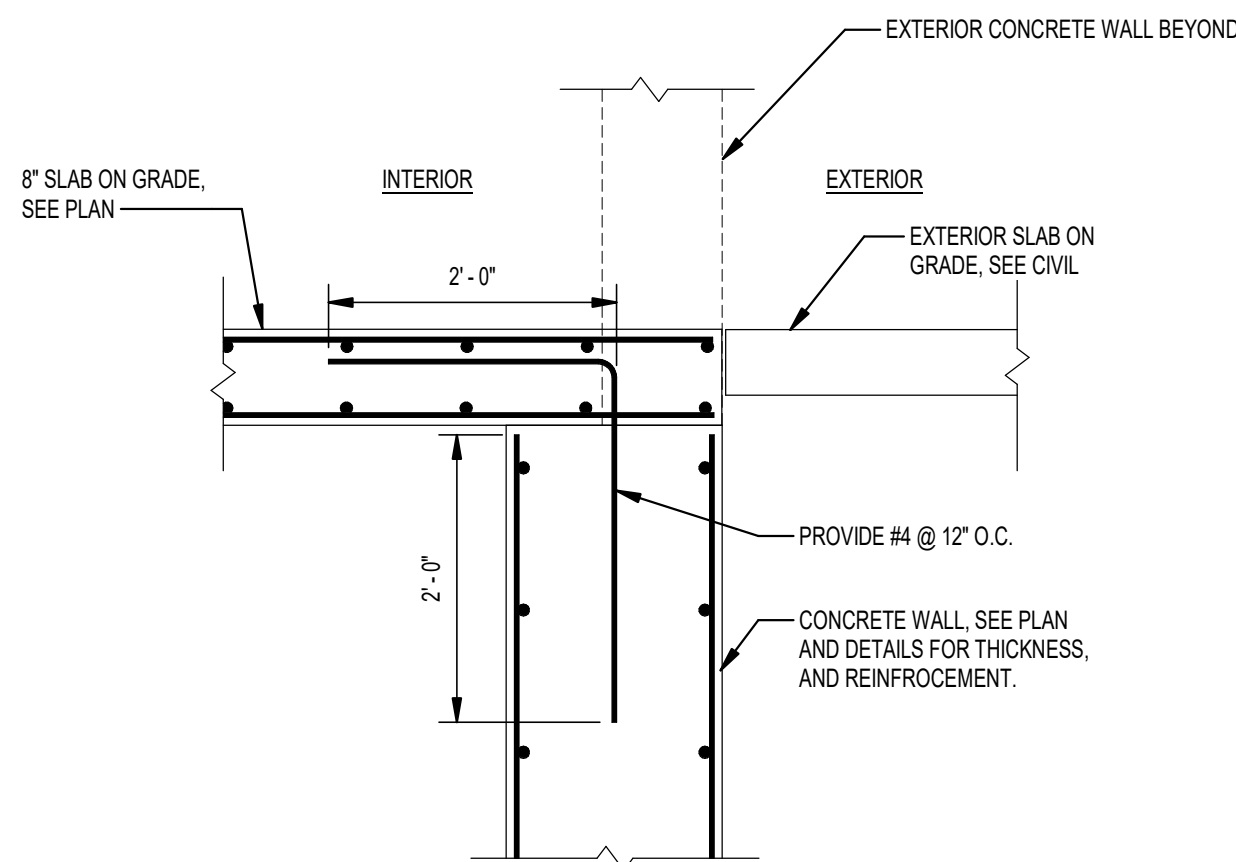


NOTES:
1. INSTALL CONSTRUCTION JOINT AT LOCATIONS SHOWN ON THE PLANS, OR AT A MAXIMUM SPACING OF 24'-0" O.C.
2. INSTALL EXPANSION JOINT AT LOCATIONS SHOWN ON THE PLANS, OR AT A MAXIMUM SPACING OF 72'-0" O.C.

8 TYPICAL SLAB ON GRADE DETAIL
SCALE: 1" = 1'-0"



9 CONCRETE ELEVATOR SILL DETAIL
SCALE: N.T.S.



10 TYPICAL CONCRETE WALL AT EXTERIOR ENTRANCE
SCALE: N.T.S.

TYPICAL SLAB ON GRADE NOTES:

1. INSTALL CONSTRUCTION JOINTS AT LOCATIONS SHOWN ON THE PLANS, OR AT A MAXIMUM SPACING OF 24'-0" O.C.
2. INSTALL EXPANSION JOINTS AT LOCATIONS SHOWN ON THE PLANS, OR AT A MAXIMUM SPACING OF 72'-0" O.C.

MARK	SLAB THICKNESS	REINFORCEMENT
SOG-1	D=8"	#5@12" EW, T&B

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

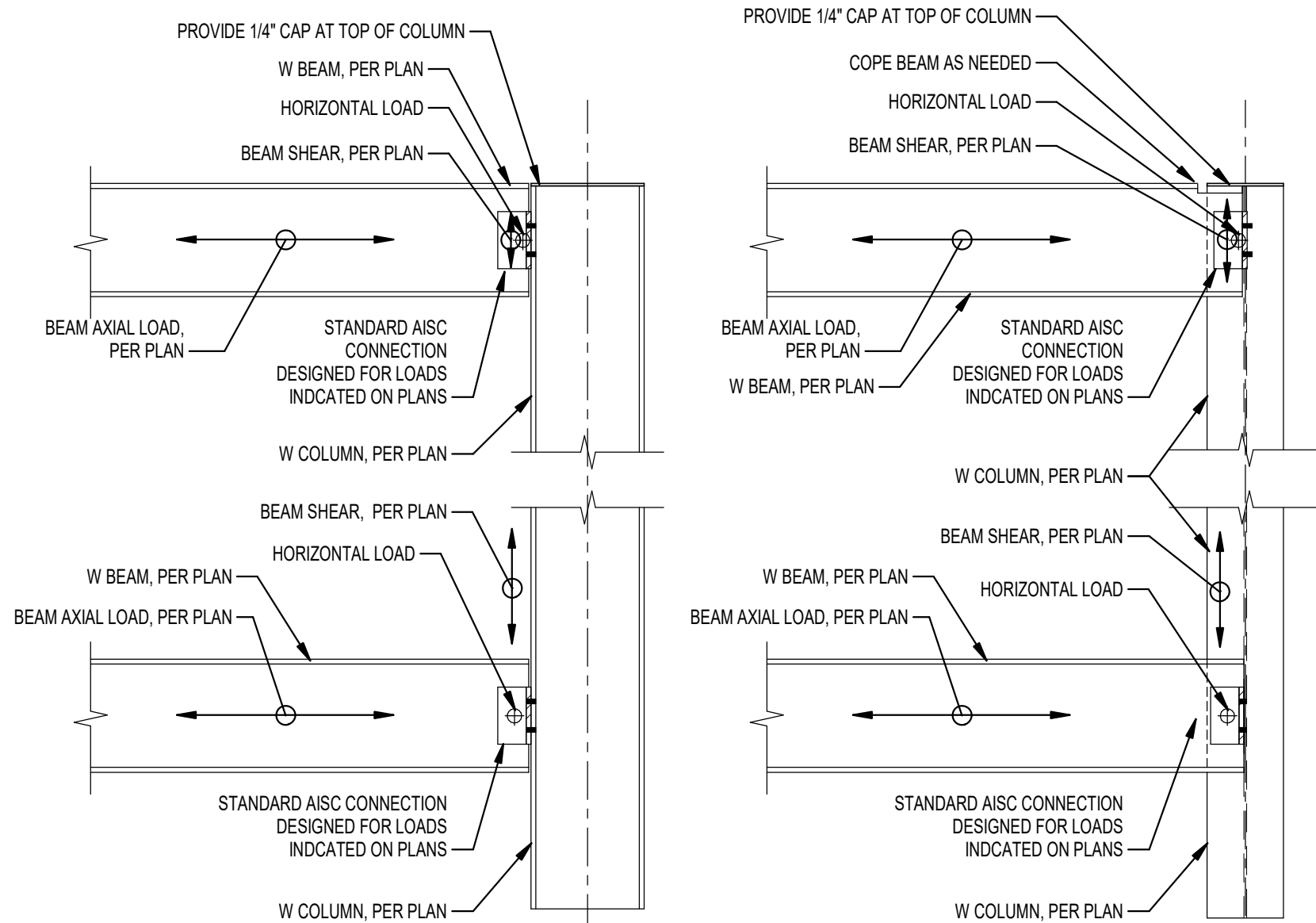
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

CONCRETE DETAILS SHEET 3

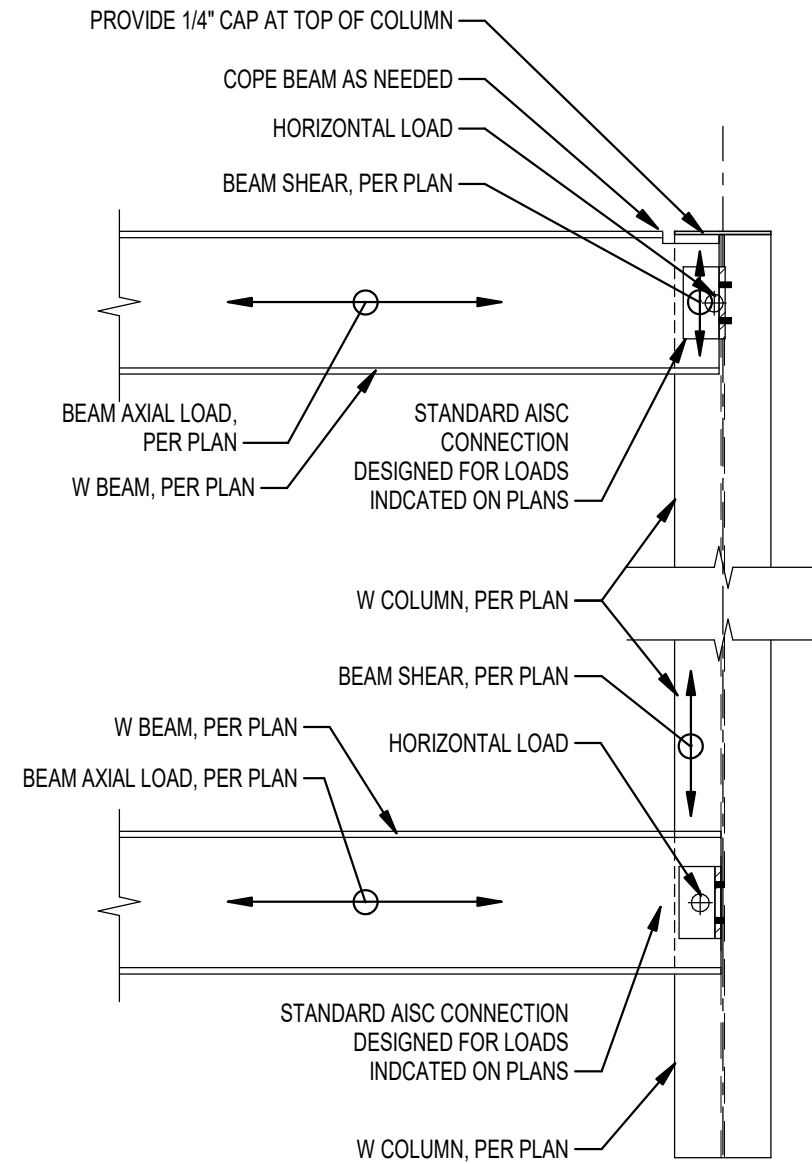
SHEET NUMBER

ST-503



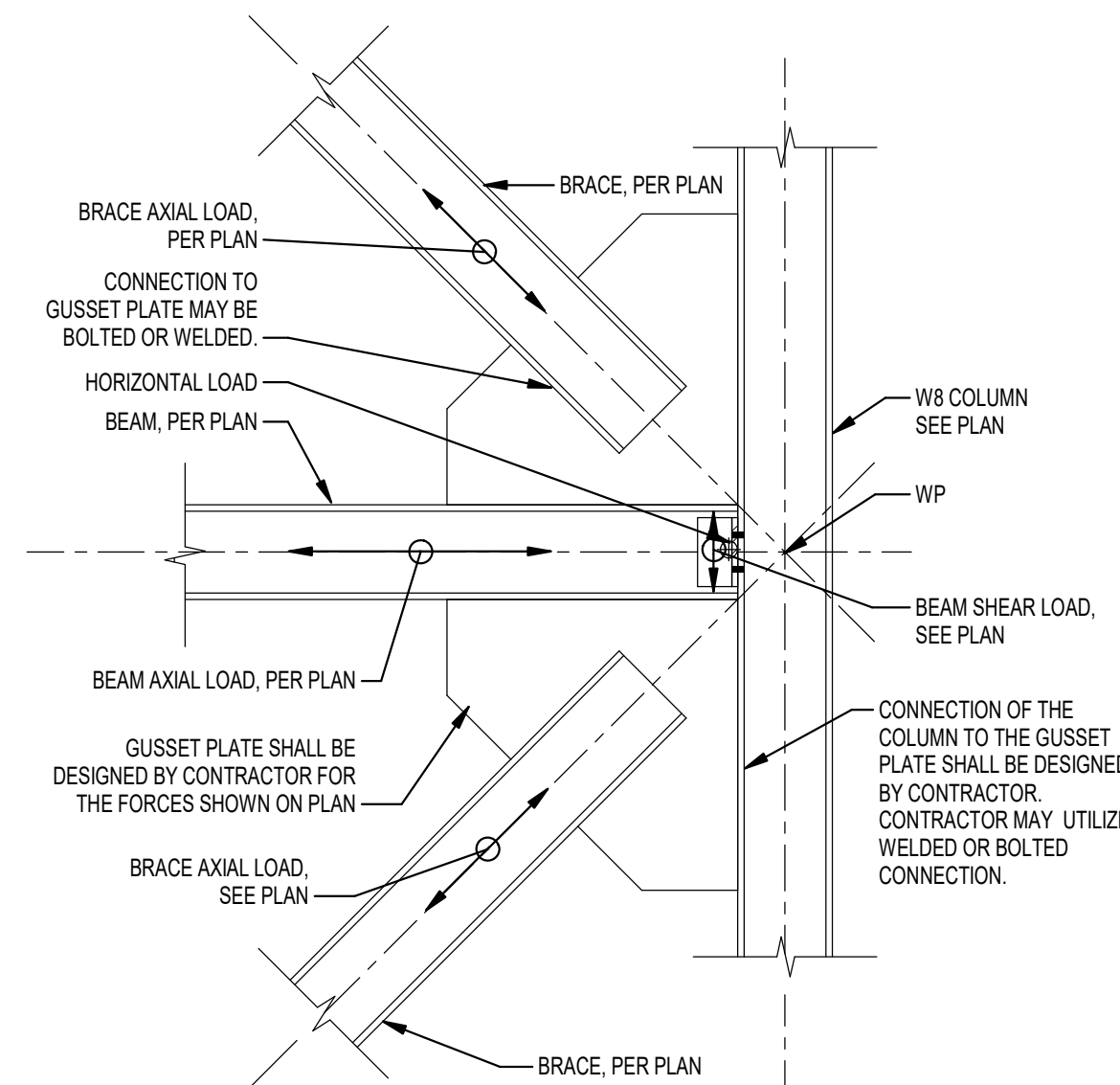
BEAM TO COLUMN FLANGE

NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN

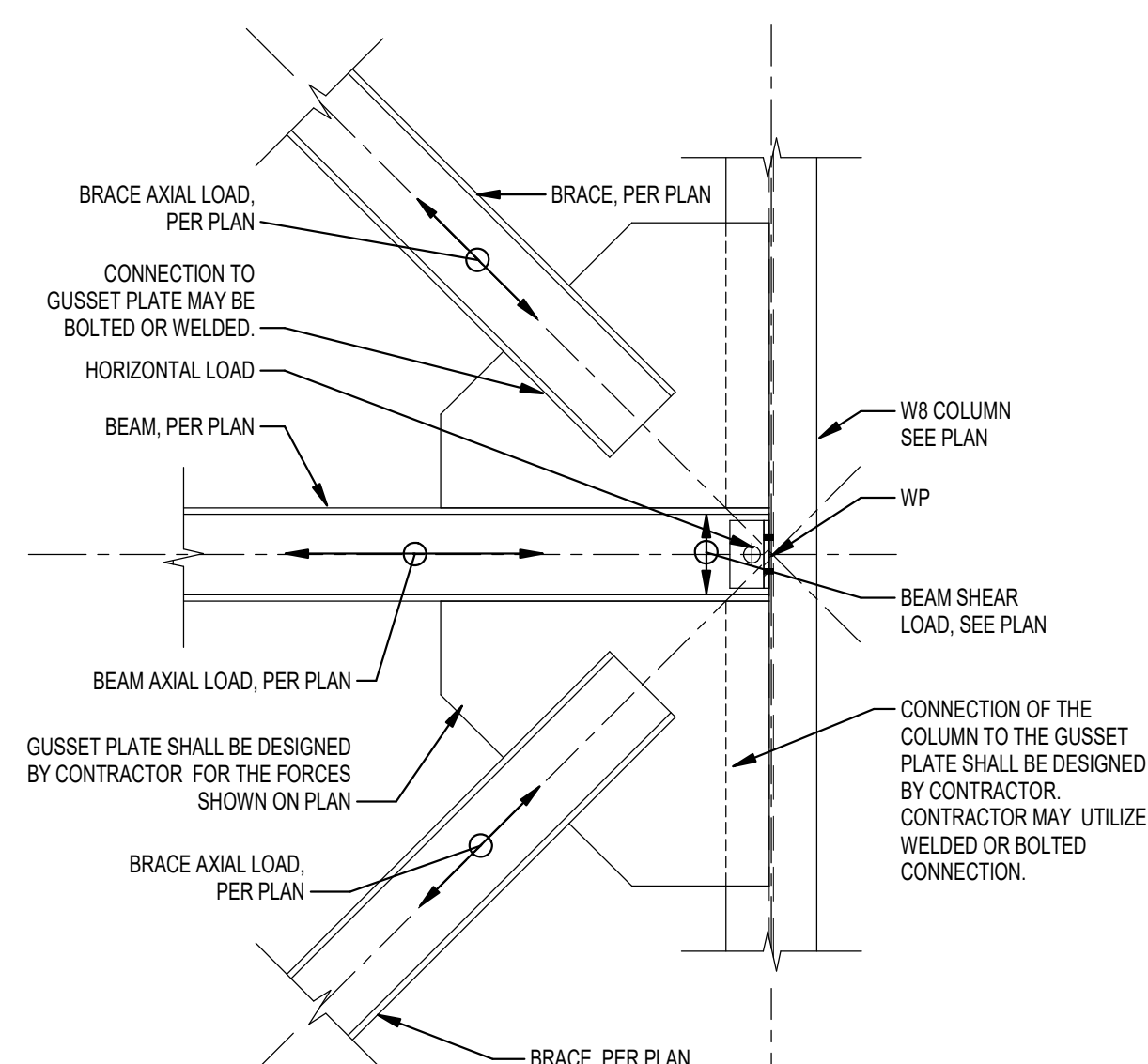


BEAM TO COLUMN WEB

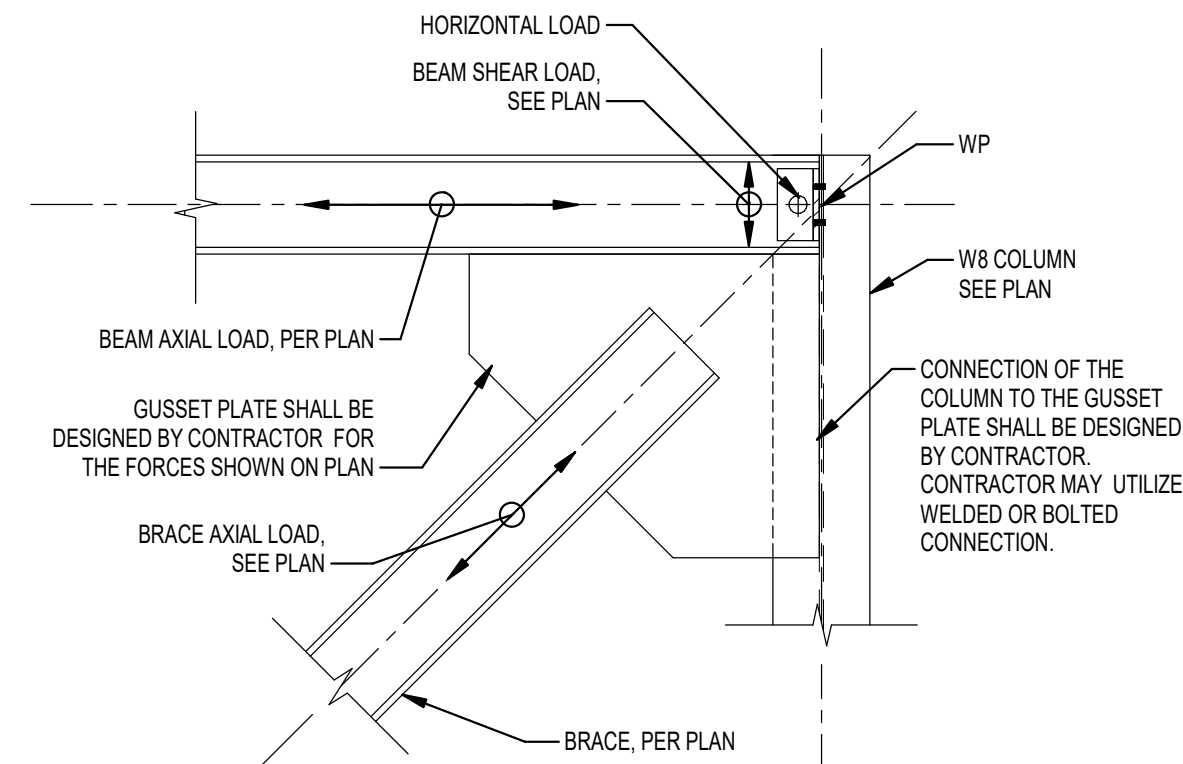
NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN



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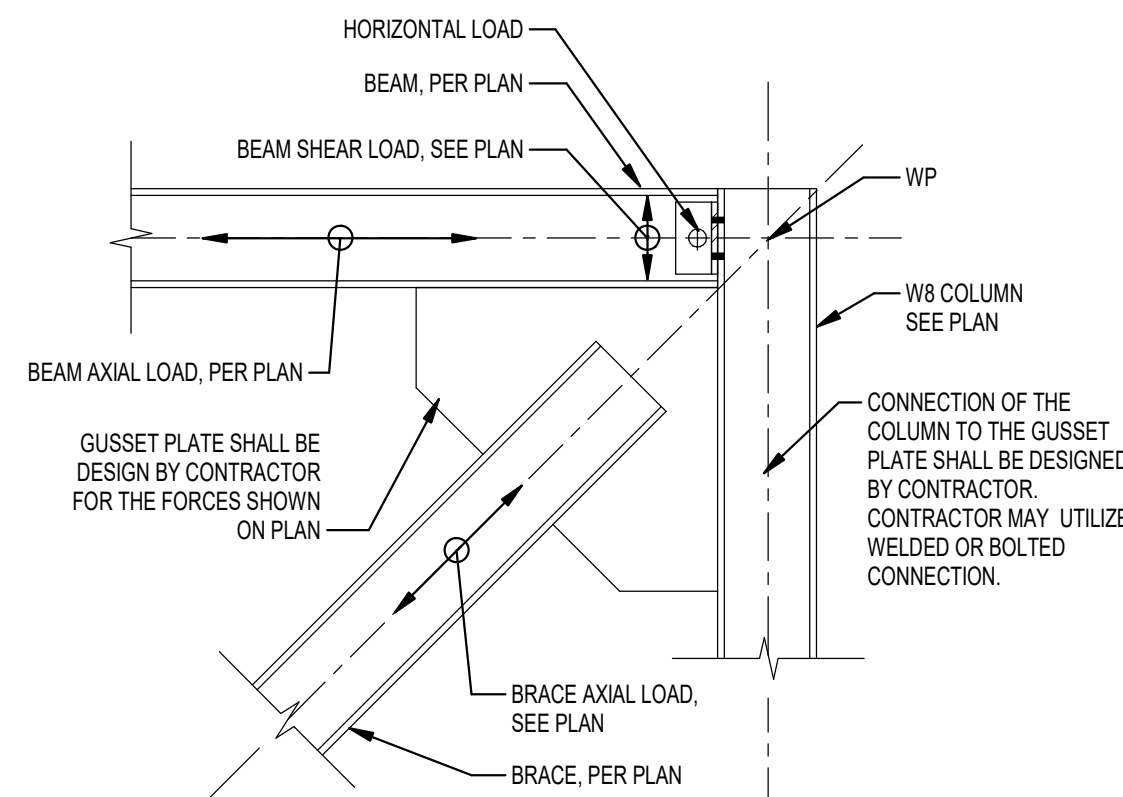
NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN

1 TYPICAL STEEL BEAM TO COLUMN SHEAR CONNECTION
SCALE: 3/4" = 1'-0"

2 TYPICAL ABOVE AND BELOW BRACE FRAME TO COLUMN FLANGE CONNECTION
SCALE: 3/4" = 1'-0"

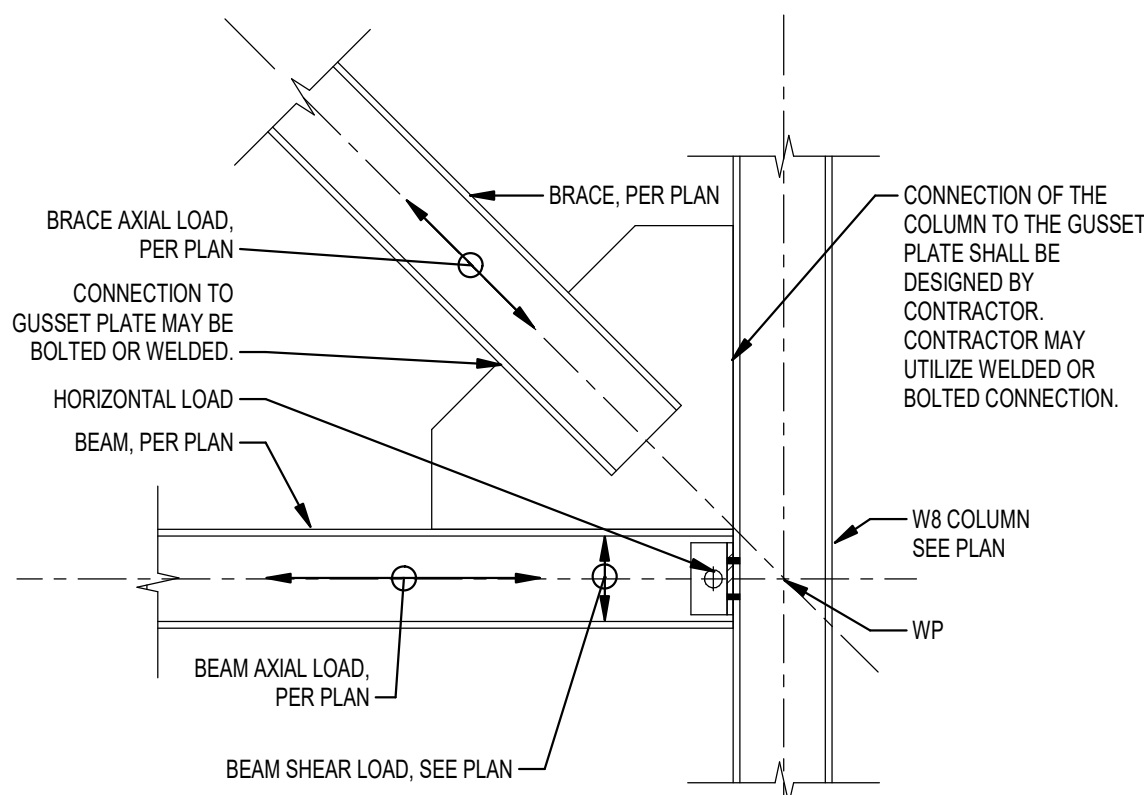
3 TYPICAL ABOVE AND BELOW BRACE FRAME TO COLUMN WEB CONNECTION
SCALE: 3/4" = 1'-0"

4 TYPICAL SECTION TOP BRACE FRAME TO COLUMN WEB CONNECTION
SCALE: 3/4" = 1'-0"



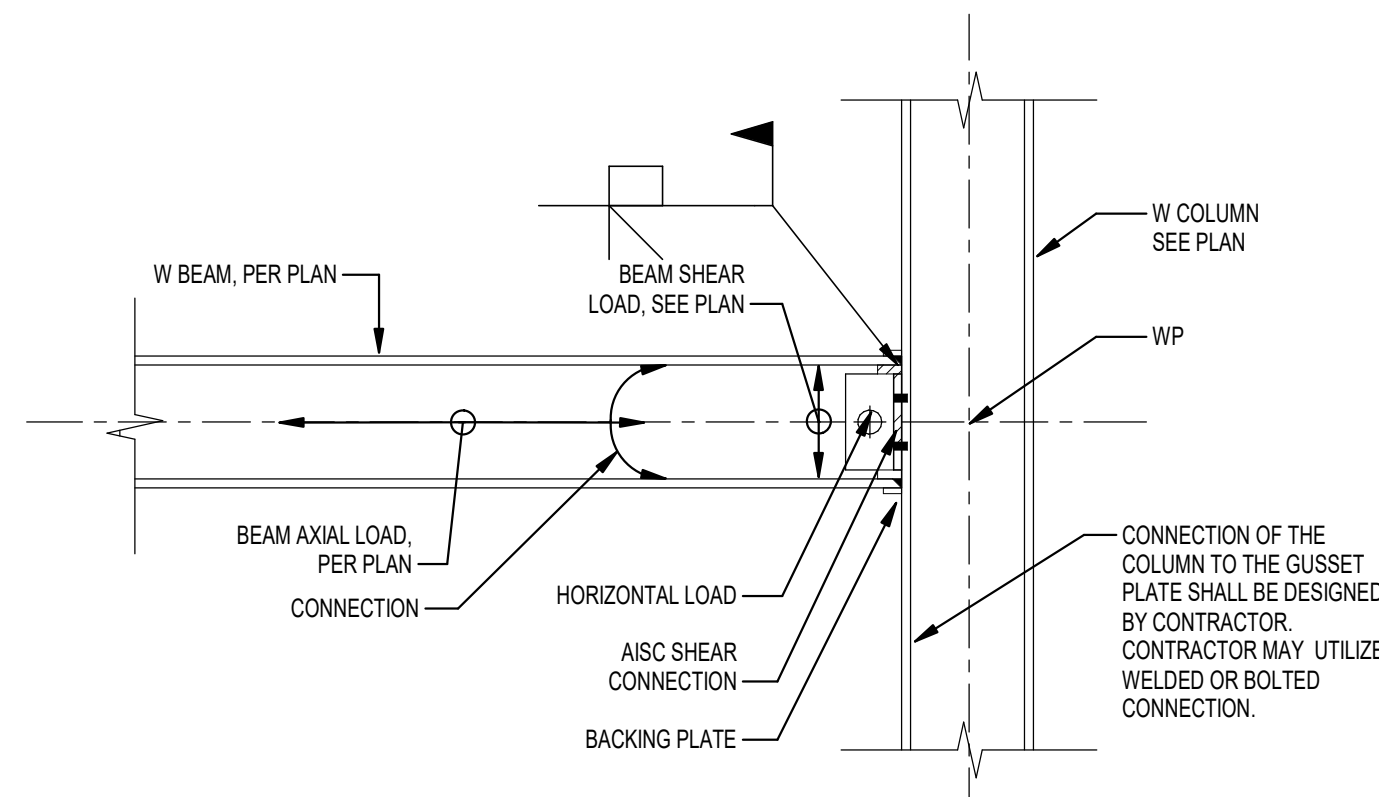
NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN

5 TYPICAL TOP BRACE FRAME TO COLUMN FLANGE CONNECTION
SCALE: 3/4" = 1'-0"



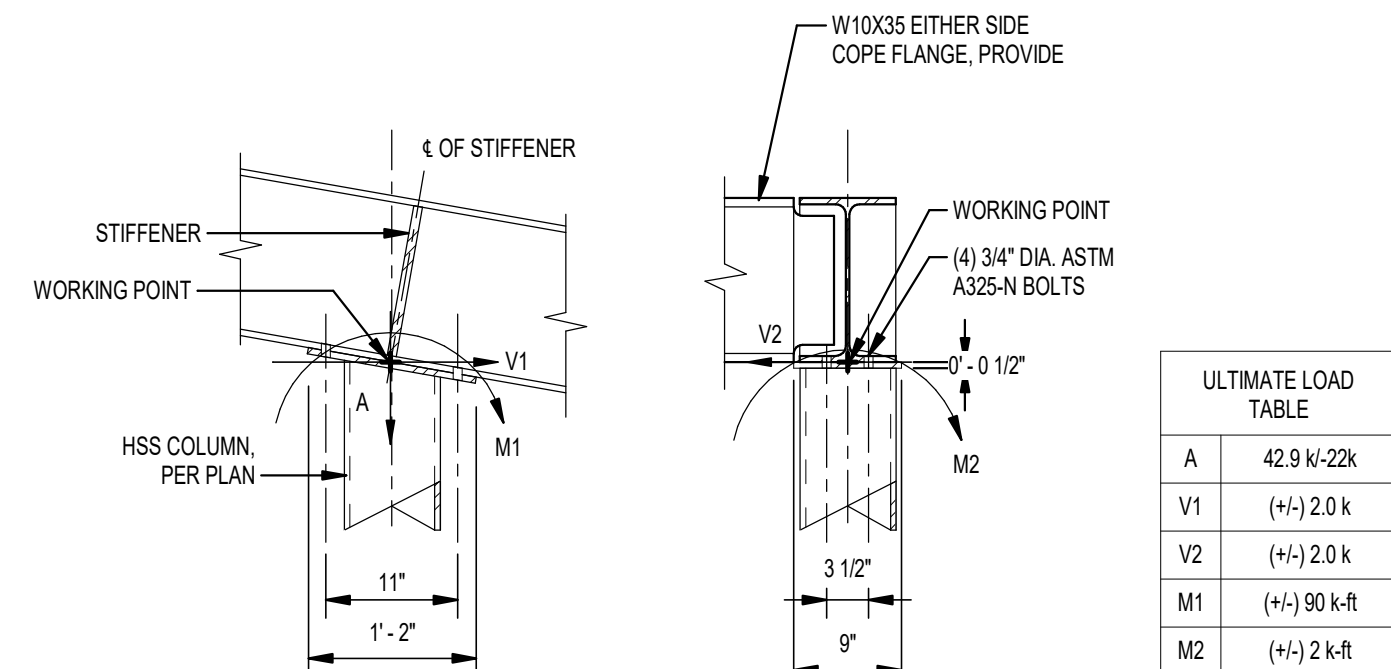
NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN

6 TYPICAL SECTION BRACE FRAME TO LOWER LEVEL COLUMN FLANGE CONNECTION
SCALE: 3/4" = 1'-0"



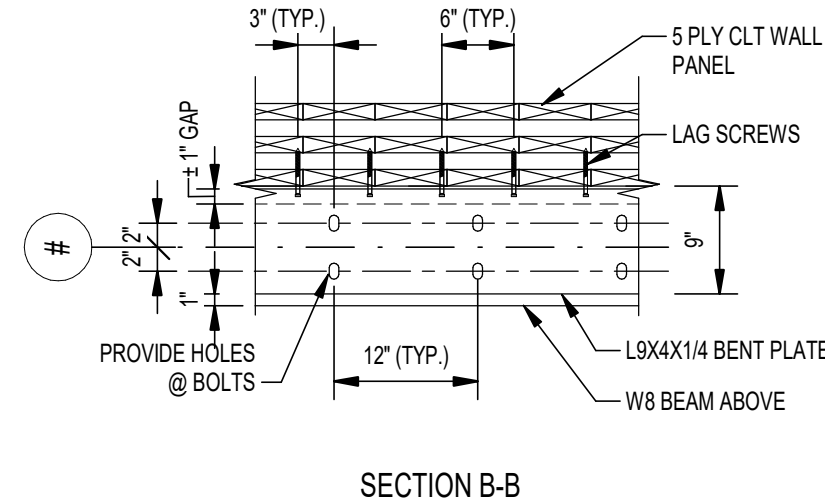
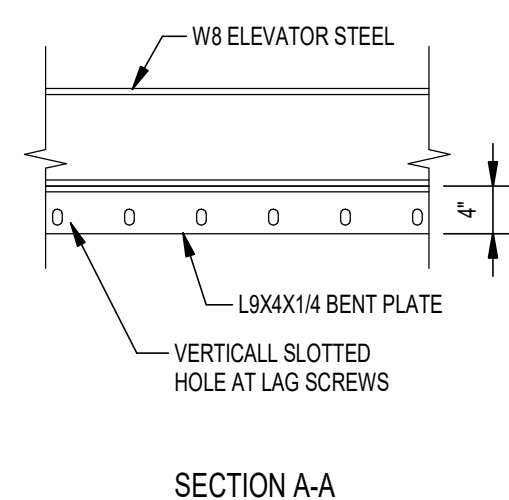
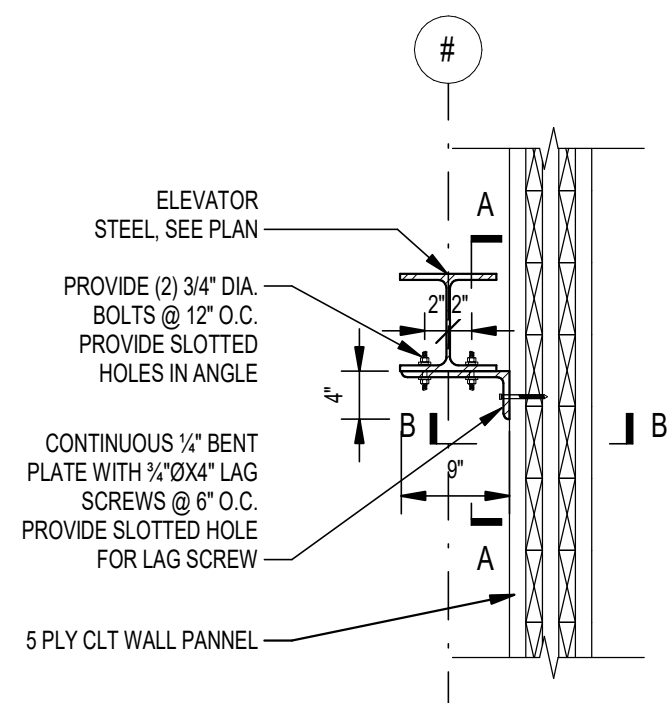
NOTES:
A. CONTRACTOR SHALL DESIGN, THICKNESS OF BACKING PLATE, SIZE OF FILLET WELDS, AND SHEAR CONNECTION FOR LOADS INDICATED ON PLAN.
B. AT TOP LEVEL PROVIDE COLUMN 1/4" THICK MIN. CAP PLATE.

7 TYPICAL MOMENT CONNECTION TO FLANGE
SCALE: 1" = 1'-0"



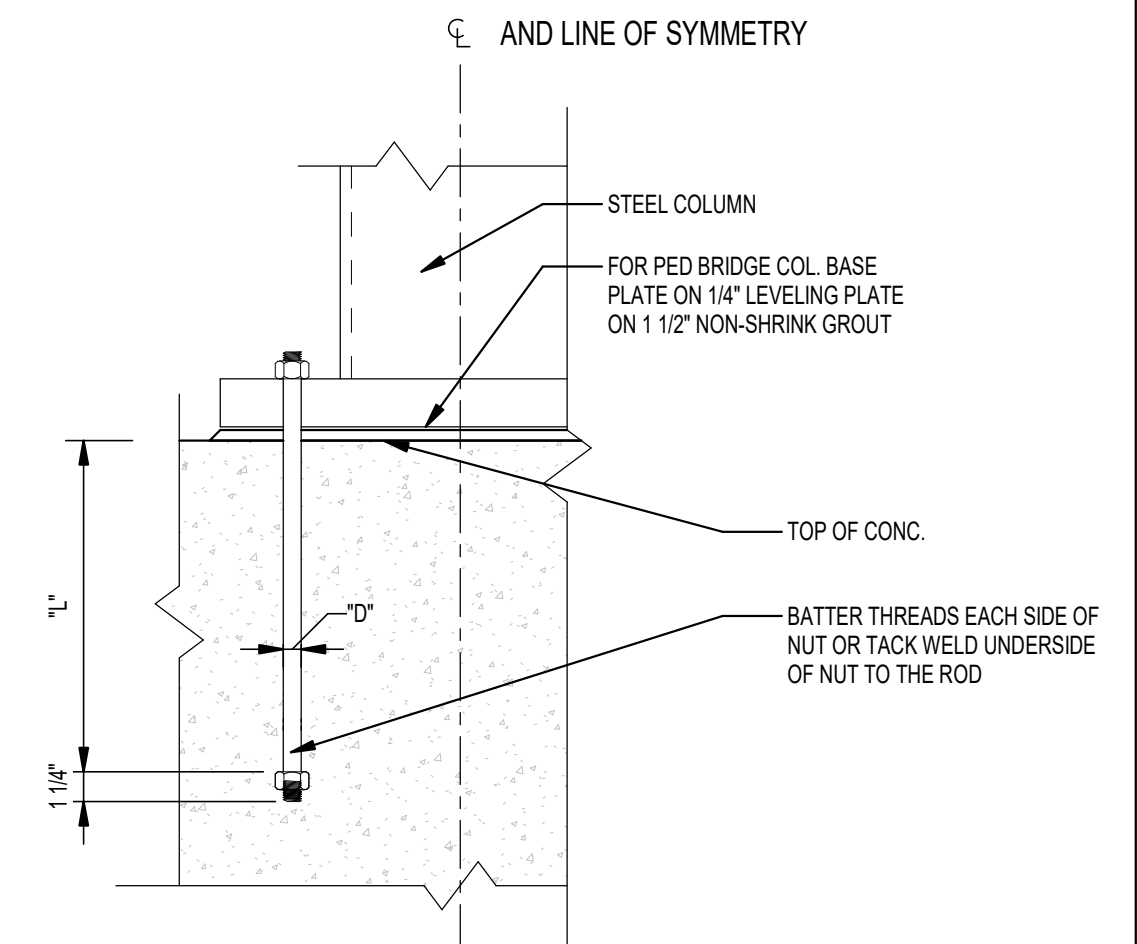
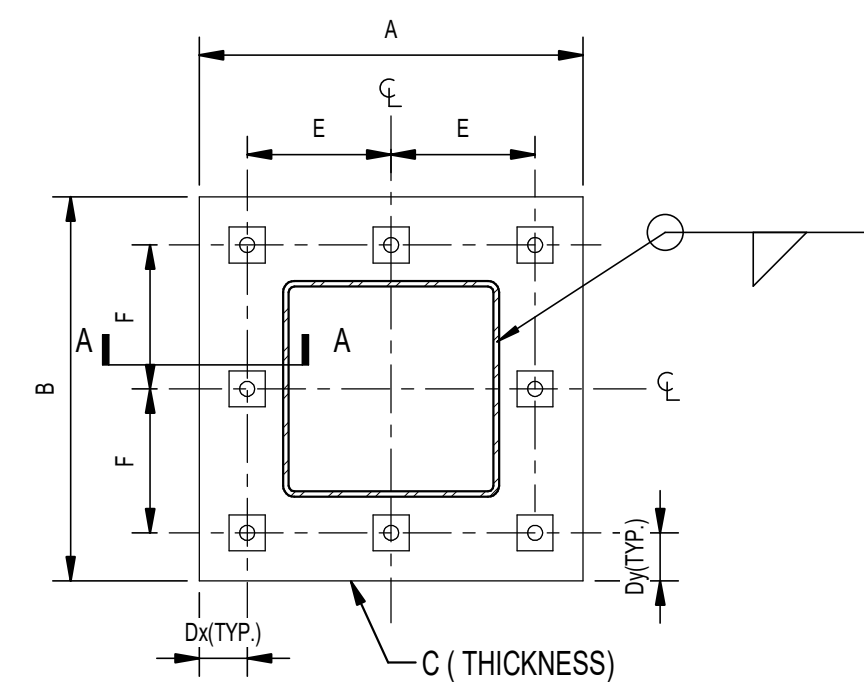
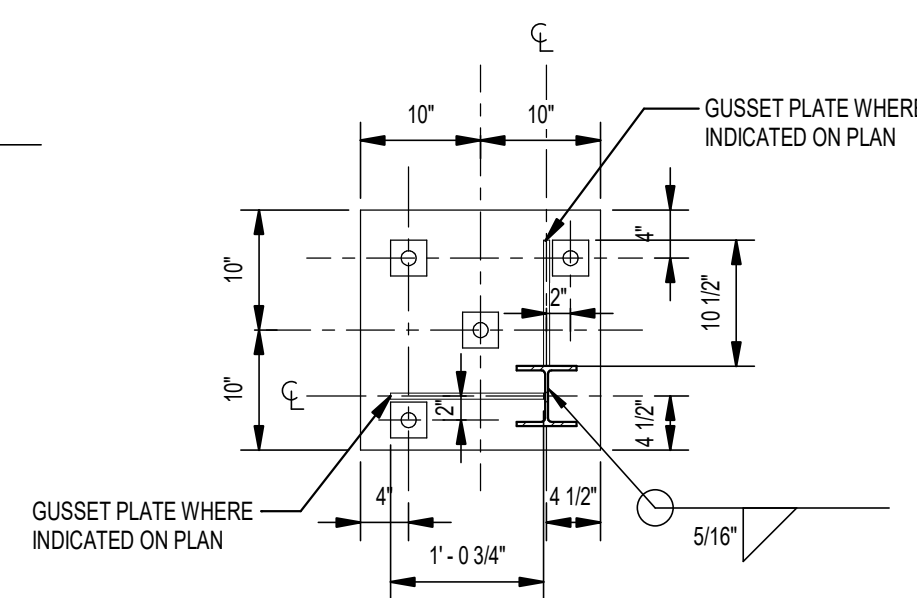
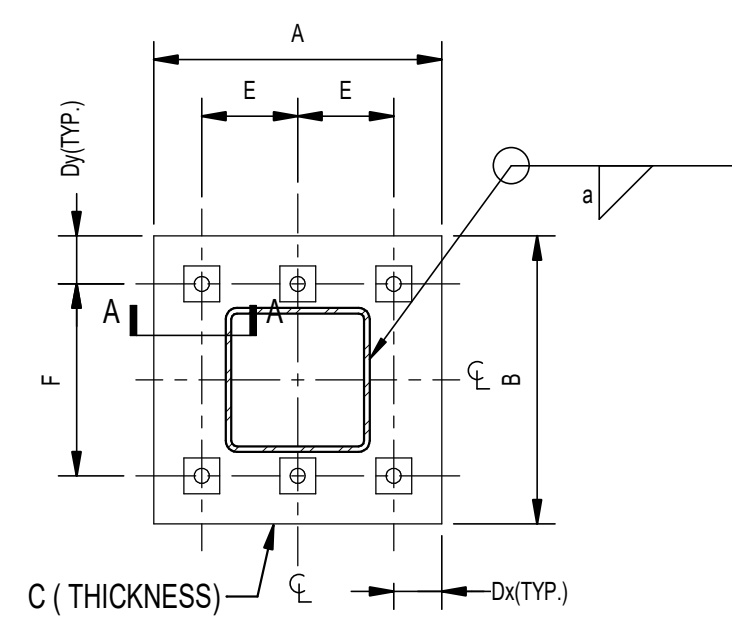
NOTE: CONNECTION SHOWN IS CONCEPTUAL, CONTRACTOR SHALL DESIGN CONNECTION FOR FORCES SHOWN ON PLAN FOR VERTICAL FORCES (-) IS UPLIFT AND (+) IS DOWNWARD

8 TYPICAL W BEAM OVER HSS CONNECTION
SCALE: 3/4" = 1'-0"



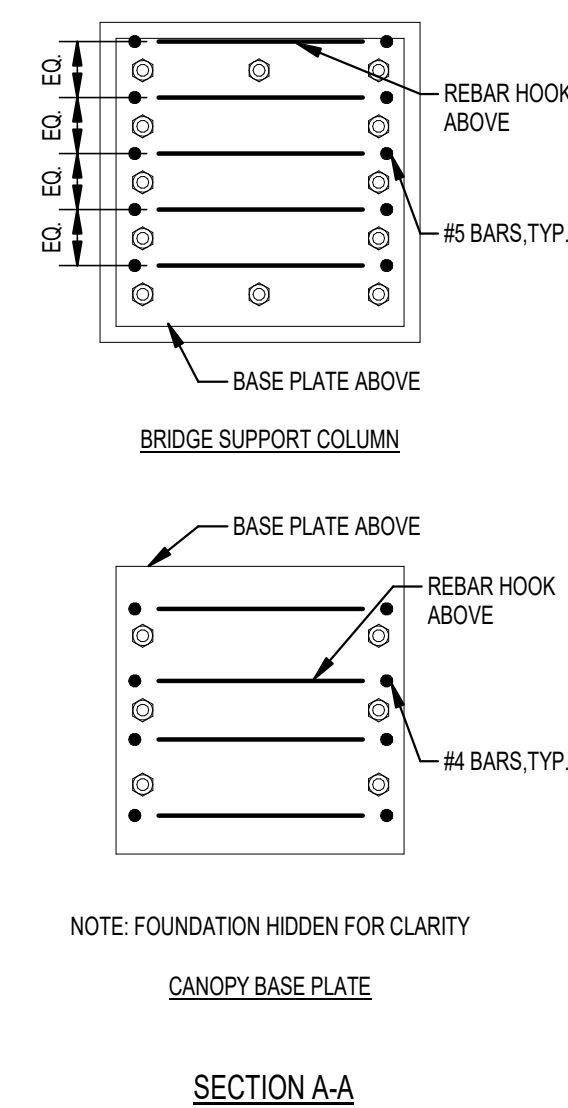
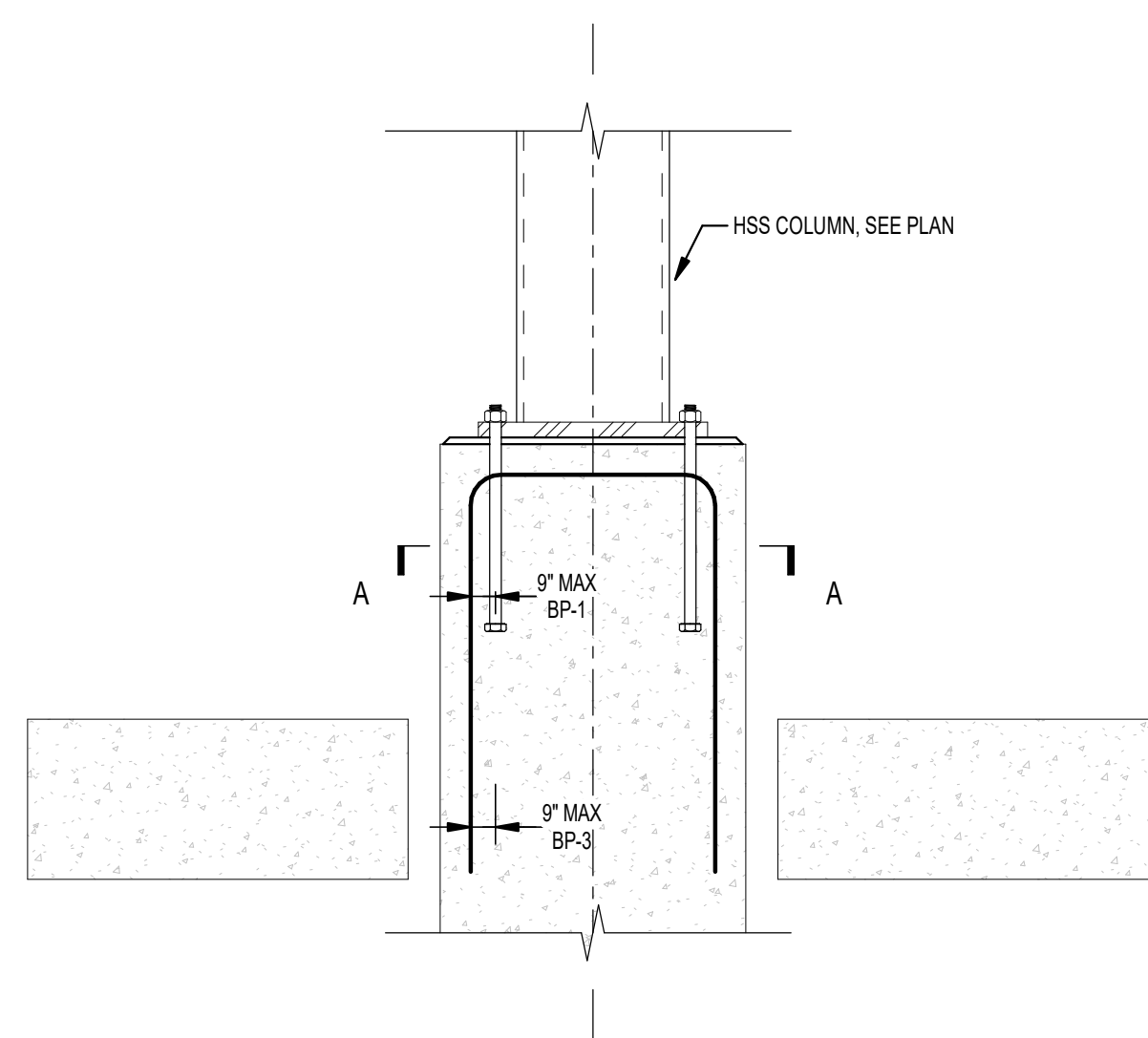
9 ELEVATOR STEEL TO CLT WALL DETAIL
SCALE: 3/4" = 1'-0"

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

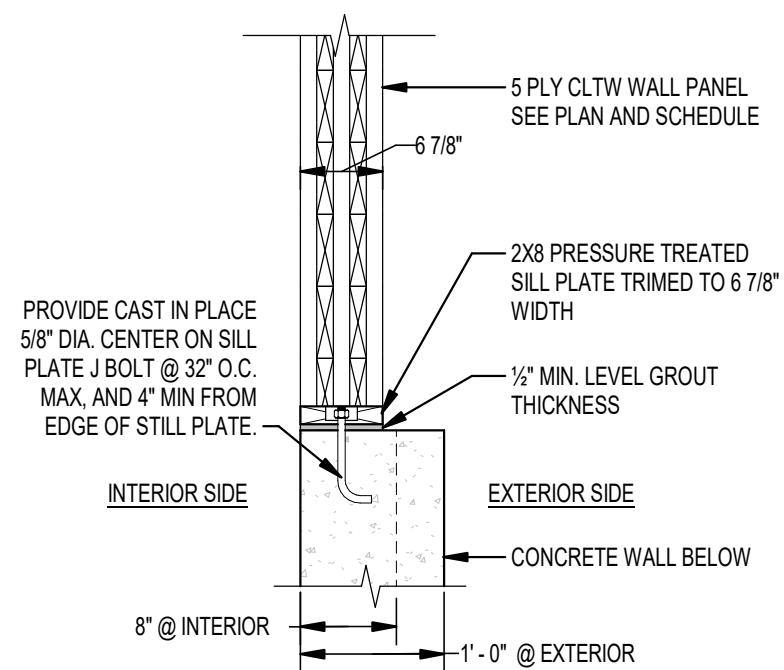


COLUMN BASE PLATE SCHEDULE												
BASE PLATE MARK	TYPE	ANCHOR ROD MARK	A	B	C	D	E	F	Dx	Dy	W	REMARKS
BP-1	A	AR-1	18"	18"	1.5"	-	6"	14"	3"	2"	3/8"	PLATFORM CANOPY
BP-2	B	AR-2	-	-	-	-	-	-	-	-	5/16	SEE ABOVE SKETCH FOR DIMENSIONS
BP-3	C	AR-3	28"	28"	1 3/4" A992 GR50	1 1/4"	11 1/2"	11 1/2"	2 1/2"	2 1/2"	1/2"	PEDESTRIAN BRIDGE SUPPORT COLUMN

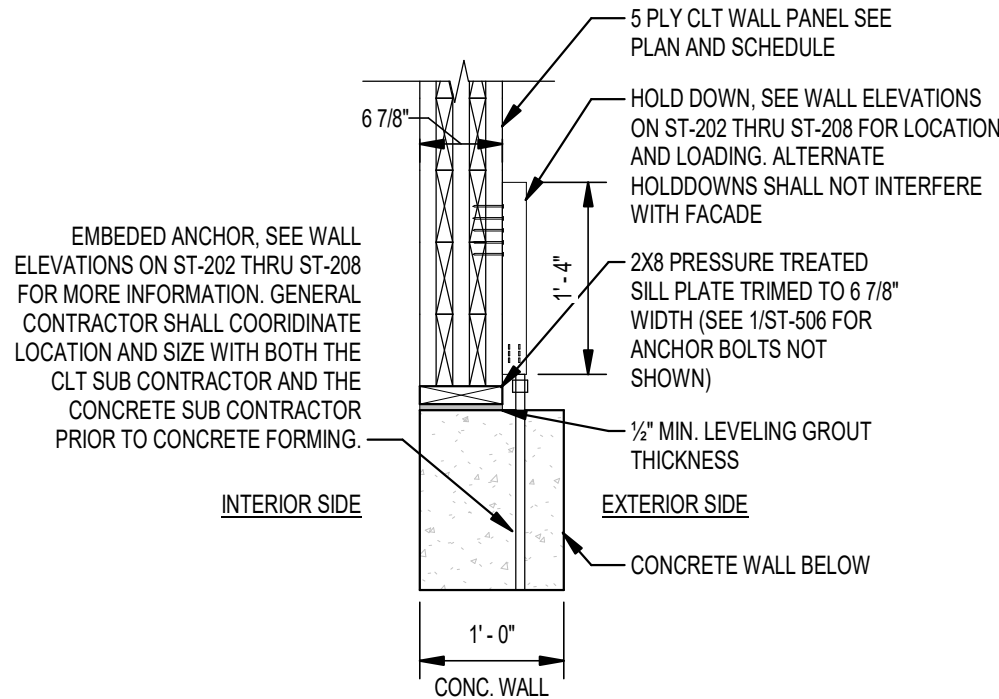
ANCHOR ROD AND PLATE WASHER SCHEDULE						
ANCHOR ROD MARK	EMBEDMENT "L"	DIA "D"	GROUT THICKNESS	PLATE WASHER THICKNESS	PLATE WASHER LXW	PLATE WASHER HOLE DIA.
AR-1	6"	1"	2"	3/8"	3" x 3"	1-5/16"
AR-2	18"	1"	2"	3/8"	3" x 3"	1-5/16"
AR-3	18"	1 1/4" w/ OVS HOLES IN THE BASE PLATE + 5/16"=1 9/16"	1 1/2"	1/2"	3.5" x 3.5"	1 3/8"



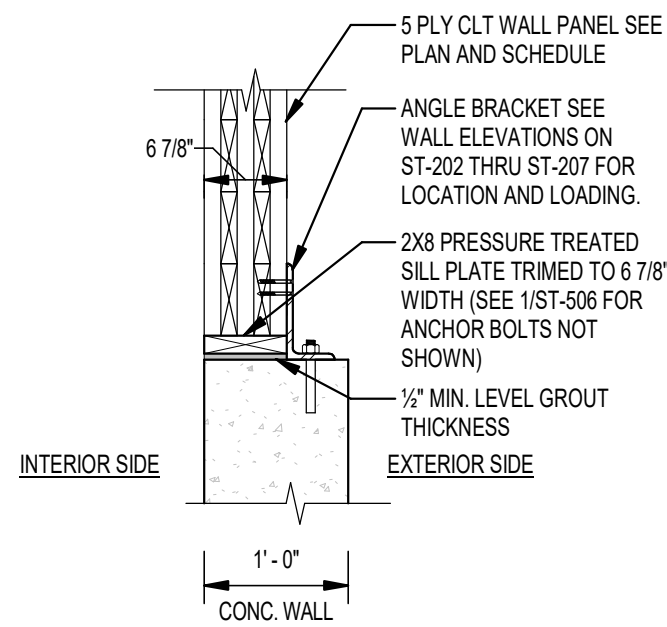
PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



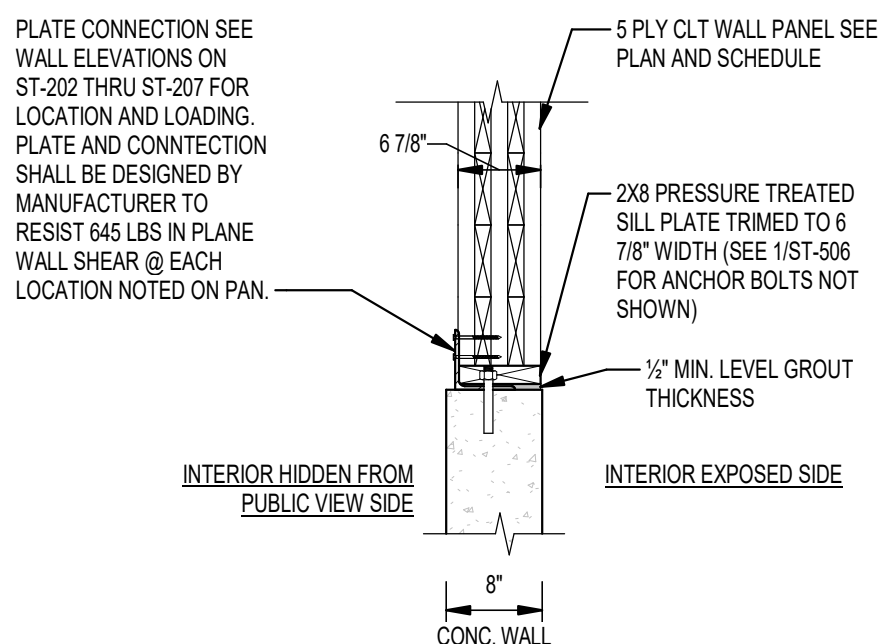
1 TYPICAL WALL PANEL BEARING DETAIL
SCALE: 3/4" = 1'-0"



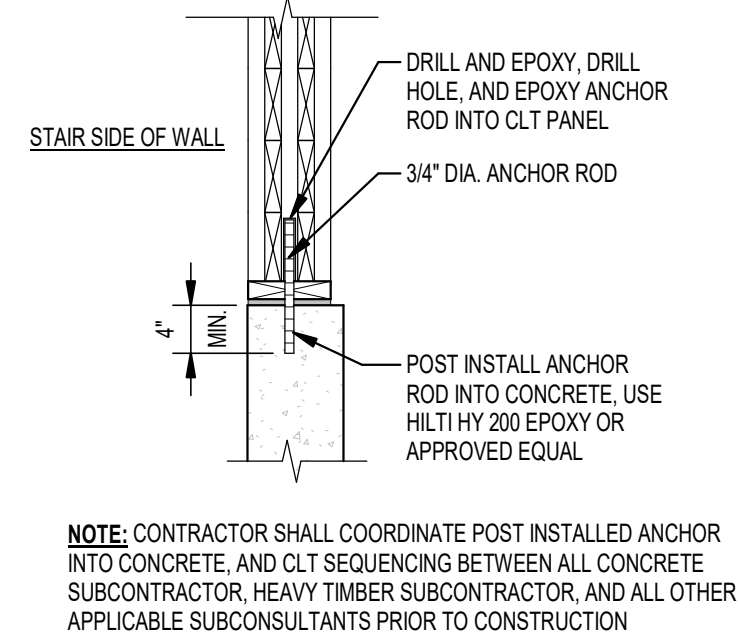
2 TYPICAL HOLD DOWN TO CONCRETE TYPICAL DETAIL
SCALE: 3/4" = 1'-0"



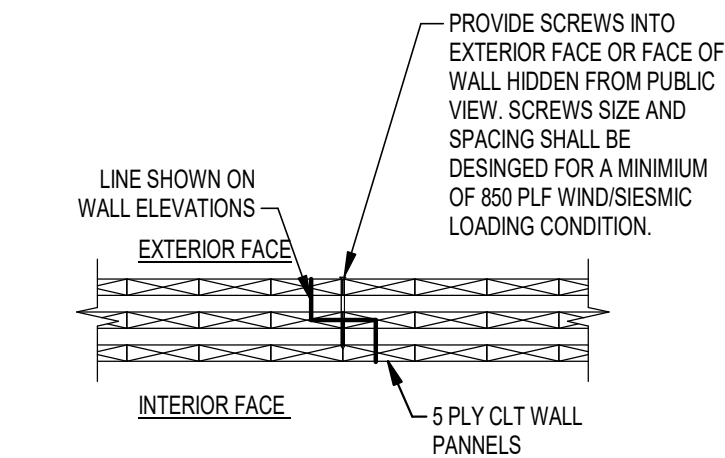
3 ANGLE BRACKET AT CLT BRACE DETAIL
SCALE: 3/4" = 1'-0"



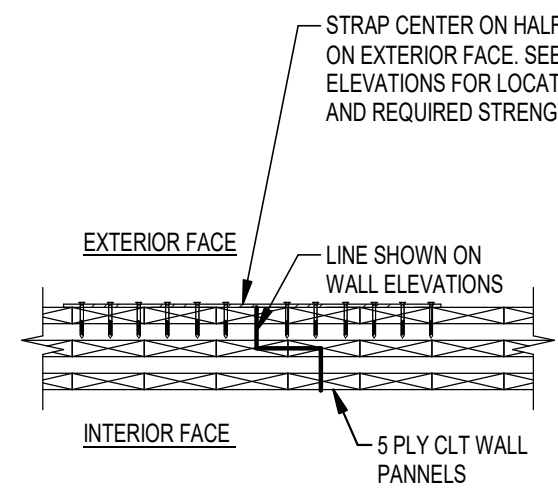
4 PLATE AT CLT WALL
SCALE: 3/4" = 1'-0"



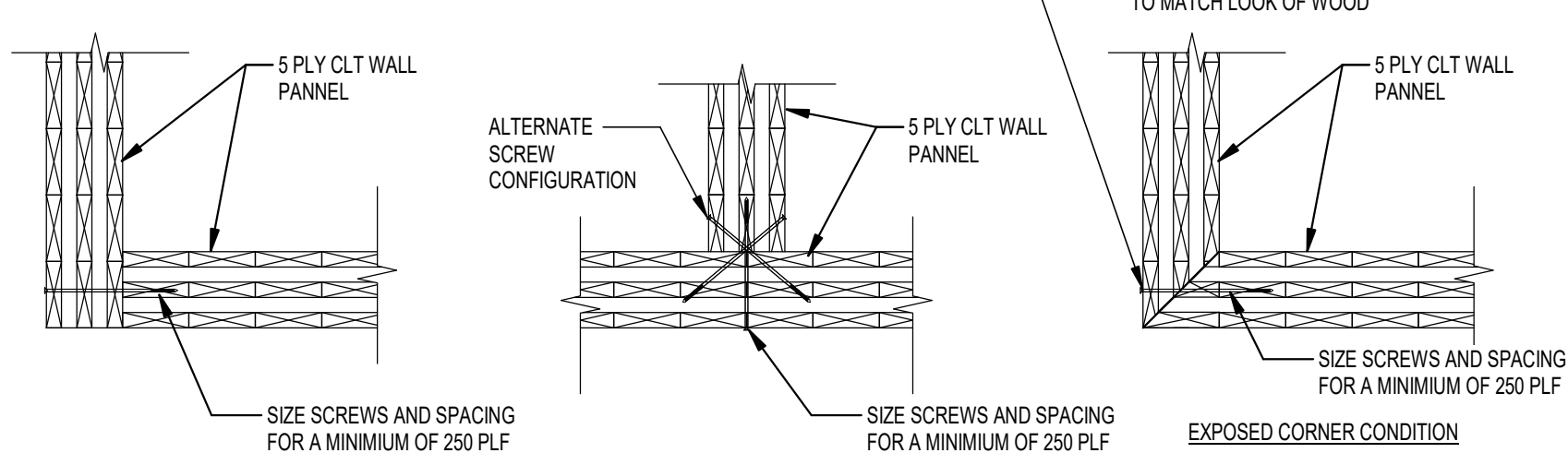
5 CONCEALED ANCHOR ROD AT CLT WALL
SCALE: 3/4" = 1'-0"



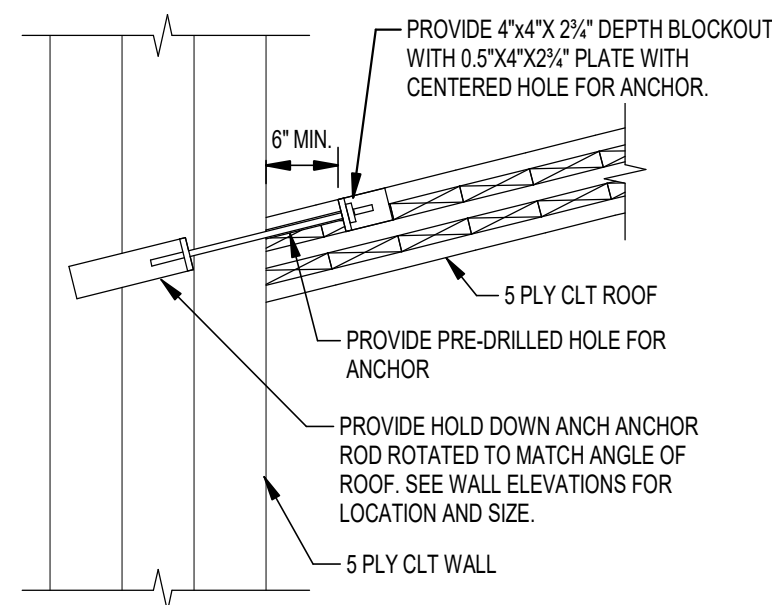
6 TYPICAL WALL PANEL HALF LAP CONNECTION
SCALE: 3/4" = 1'-0"



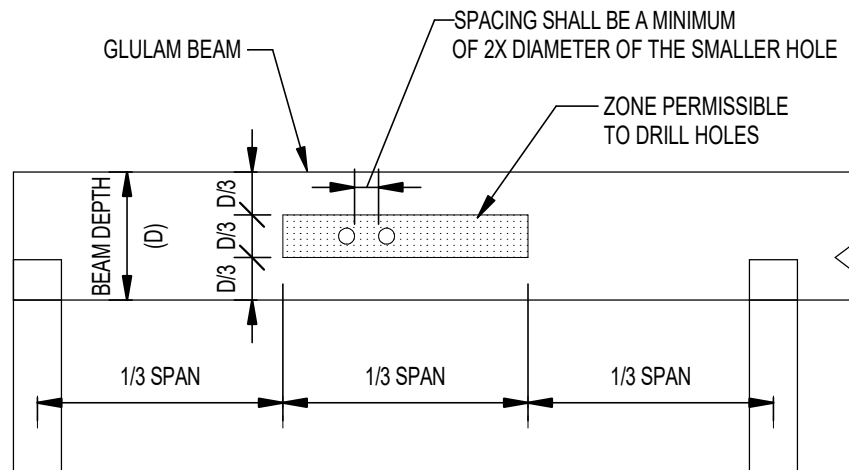
7 TYPICAL WALL PANEL STRAP @ HALF LAP
SCALE: 3/4" = 1'-0"



8 TYPICAL WALL TO WALL CONNECTION DETAIL
SCALE: 3/4" = 1'-0"

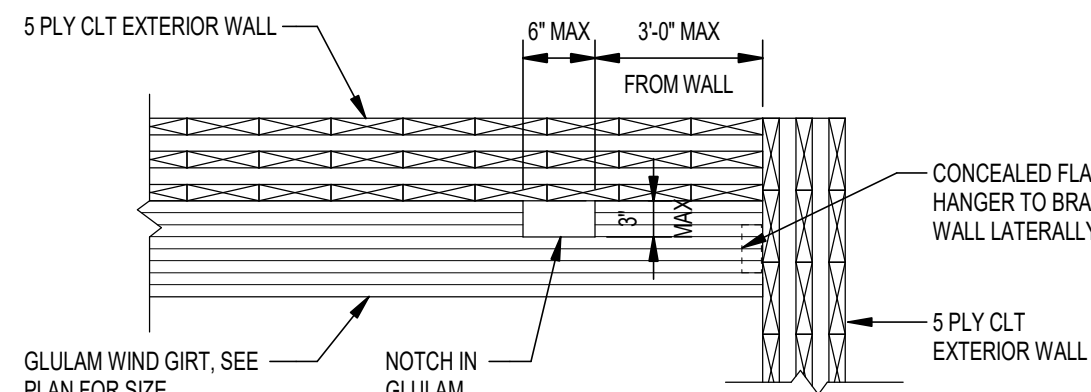


10 CLT ROOF PANEL TO WALL CONNECTION
SCALE: 3/4" = 1'-0"



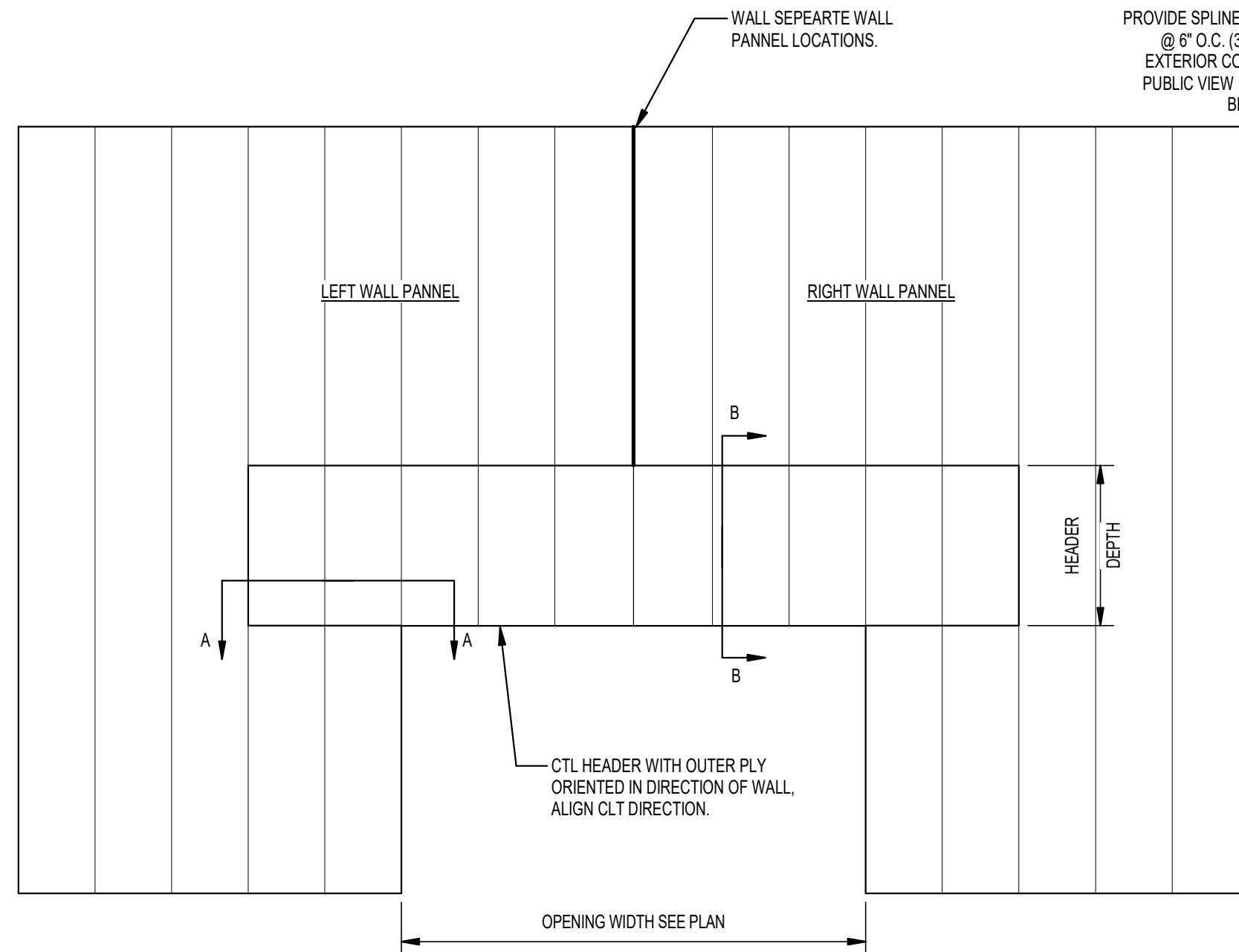
NOTE: FOR BEAMS LESS THAN 10" DEEP CONSULT ENGINEER PRIOR TO DRILLING. FOR ALL OTHER BEAMS MAX PERMISSIBLE HOLE SHALL BE 2" WITHOUT PRIOR APPROVAL FROM ENGINEER.

11 TYPICAL HOLE IN GLULAM BEAM
SCALE: N.T.S.



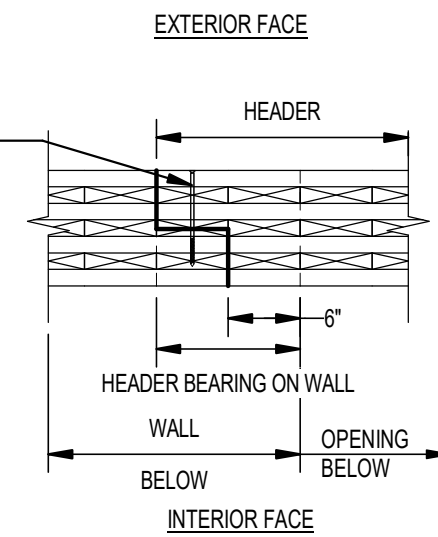
NOTE: THE NOTCH IN THE DETAIL ABOVE IS ONLY APPROVED AT THE LOCATION SHOWN ON PLAN. THE CONTRACTOR SHALL NOT USE THIS DETAIL IN ANY OTHER LOCATIONS WITHOUT APPROVAL FROM THE ENGINEER.

12 OPENING AT WIND GIRT
SCALE: N.T.S.

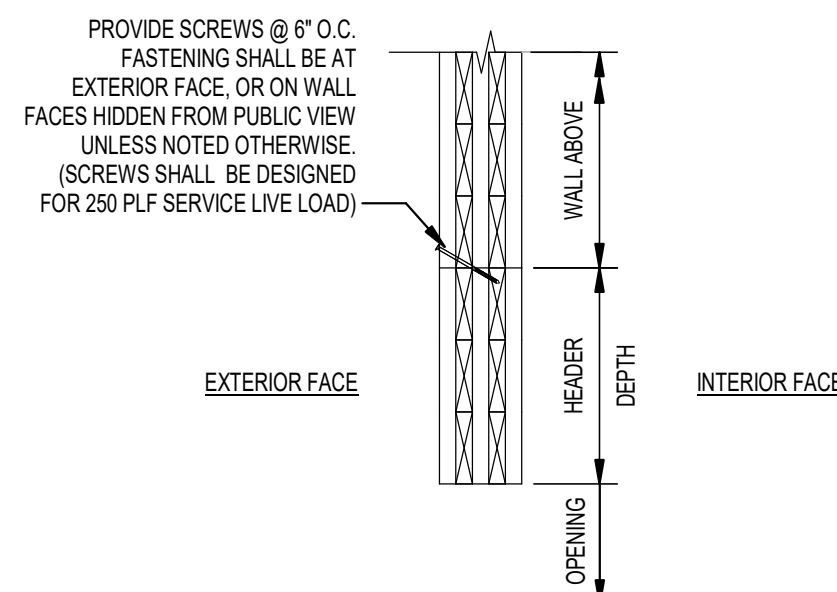


ELEVATION VIEW FROM INTERIOR FACE

PROVIDE SPLINE BETWEEN HEADER AND WALL WITH SCREWS @ 6" O.C. (3 SCREWS MINIMUM) FASTENING SHALL BE AT EXTERIOR CONDITIONS, OR ON WALL FACES HIDDEN FROM PUBLIC VIEW UNLESS NOTED OTHERWISE. (SCREWS SHALL BE DESIGNED FOR 250 PLF SERVICE LIVE LOAD)



SECTION A-A

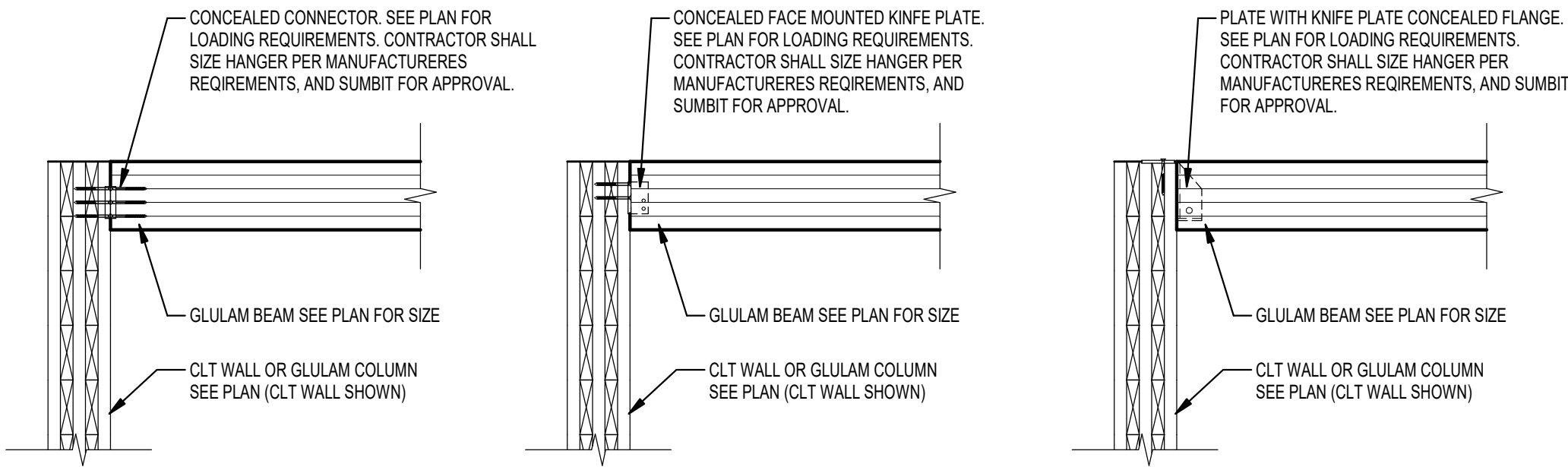


SECTION B-B

9 TYPICAL WALL OPENING WITH CLT HEADER
SCALE: 3/4" = 1'-0"

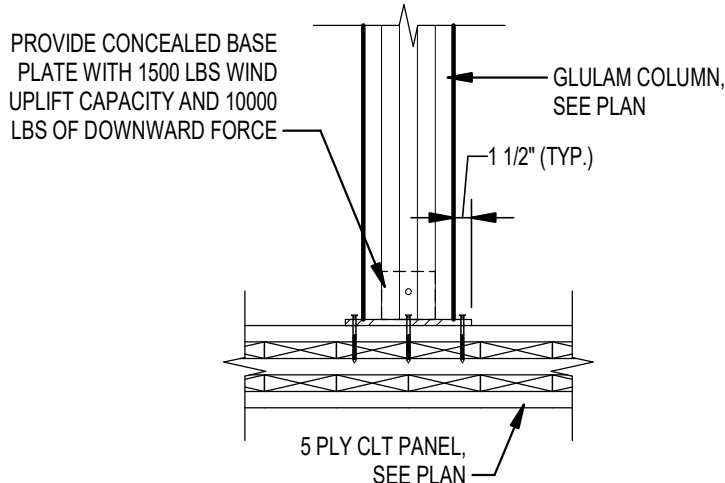
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

CLT PANNEL SCHEDULE			
MARK	LOCATION	NUMBER OF PLYS	THICKNESS
CLT-SC	CANOPY ROOF	5 PLYS	6 7/8"
CLT-SS	STAIR	5 PLYS	6 7/8"
CLT-SF	FLOOR	5 PLYS	6 7/8"
CLT-SR	ROOF	5 PLYS	6 7/8"



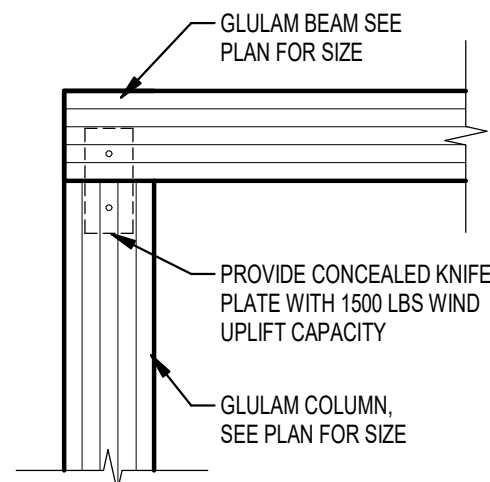
NOTE:
1. CONTRACTOR MAY DEVELOP AND UTILIZE AN ALTERNATE CONCEALED HANGER DETAIL, OR A POCKETED BEAM DETAIL. CONTRACTOR WILL SUBMIT MANUFACTURER DATA OR SIGNED AND SEALED CALCULATIONS SHOWING THAT THE ALTERNATE DETAIL WILL ACCOMMODATE LOAD INDICATED ON PLAN.
2. DOUBLE CONCEALED HANGERS MAY BE USED AS NEED TO PROVIDE ADDITIONAL CAPACITY.

1 CLT TYPICAL FRAMING DETAILS
SCALE: 3/4" = 1'-0"



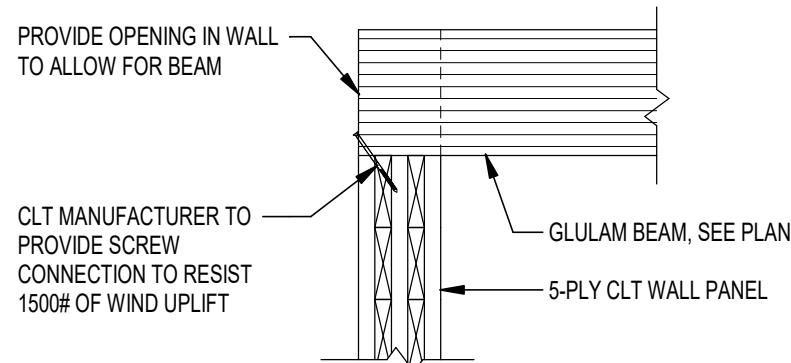
NOTE: CONCRETE TOPPING NOT SHOWN FOR CLARITY

2 TYPICAL COLUMN BEARING ON CLT DETAIL
SCALE: 3/4" = 1'-0"

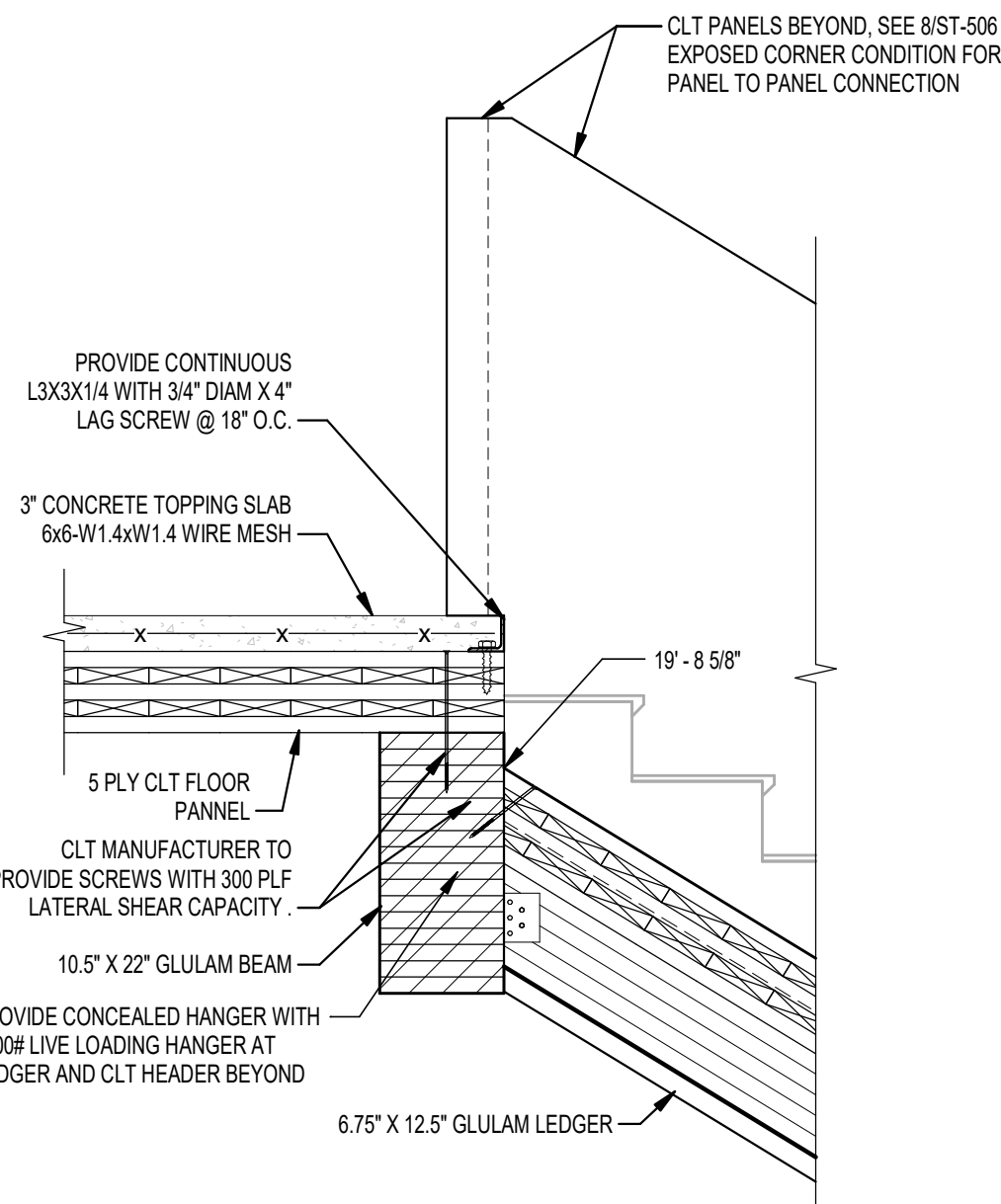


NOTE: FLOOR OR ROOF NOT SHOWN FOR CLARITY

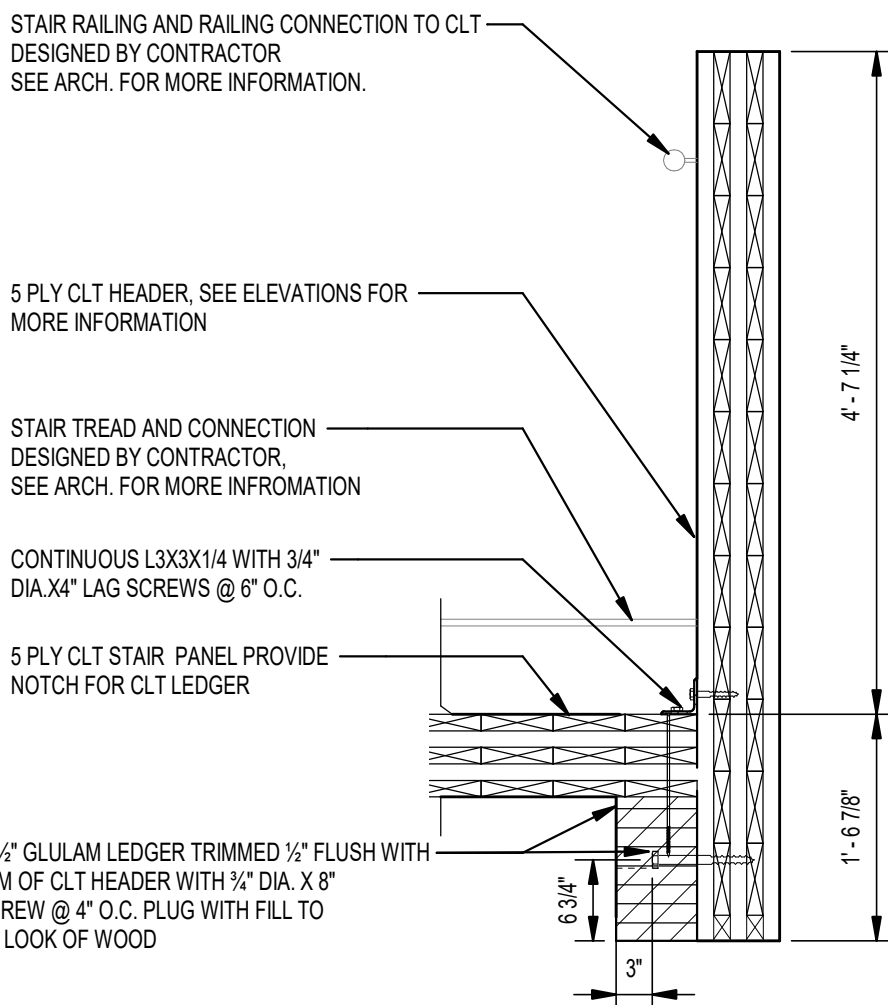
3 TYPICAL BEAM BEARING ON COLUMN DETAIL
SCALE: 3/4" = 1'-0"



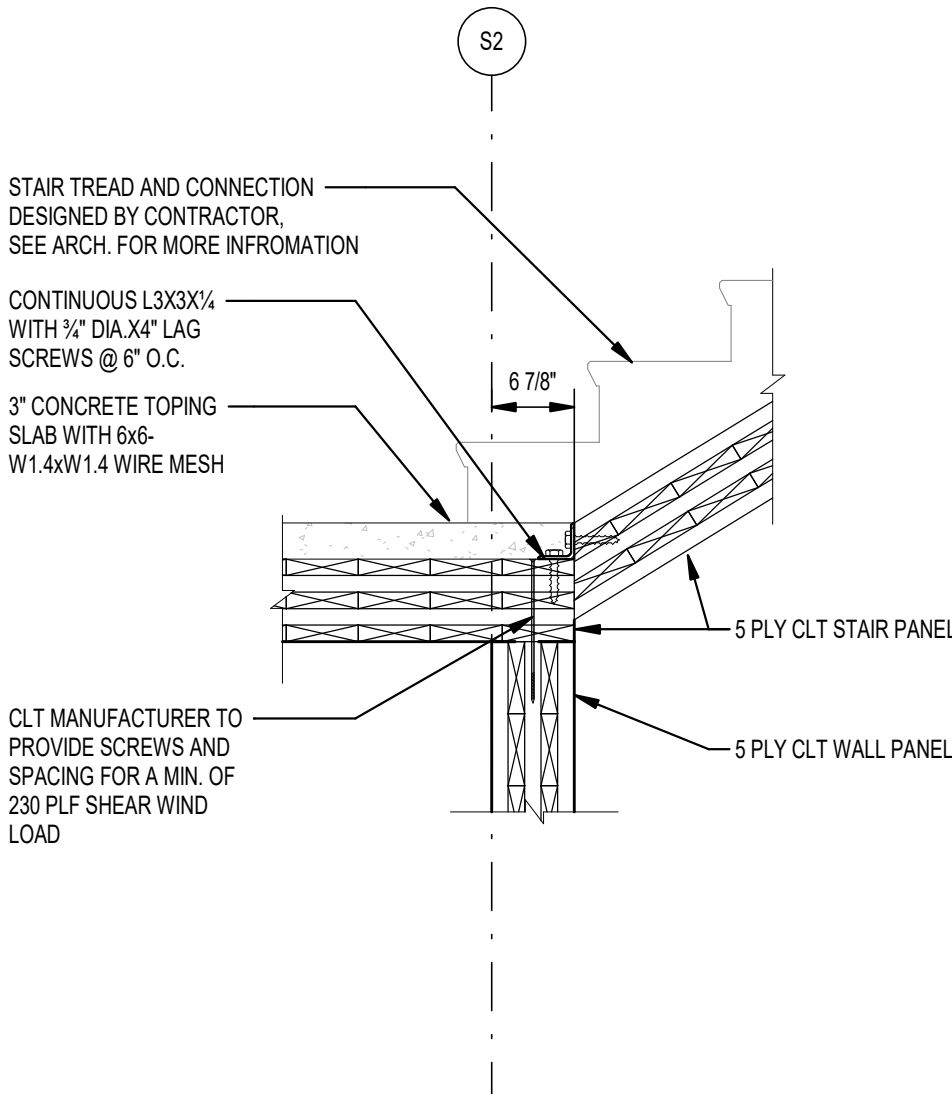
4 TYPICAL BEAM POCKETED INTO WALL
SCALE: 3/4" = 1'-0"



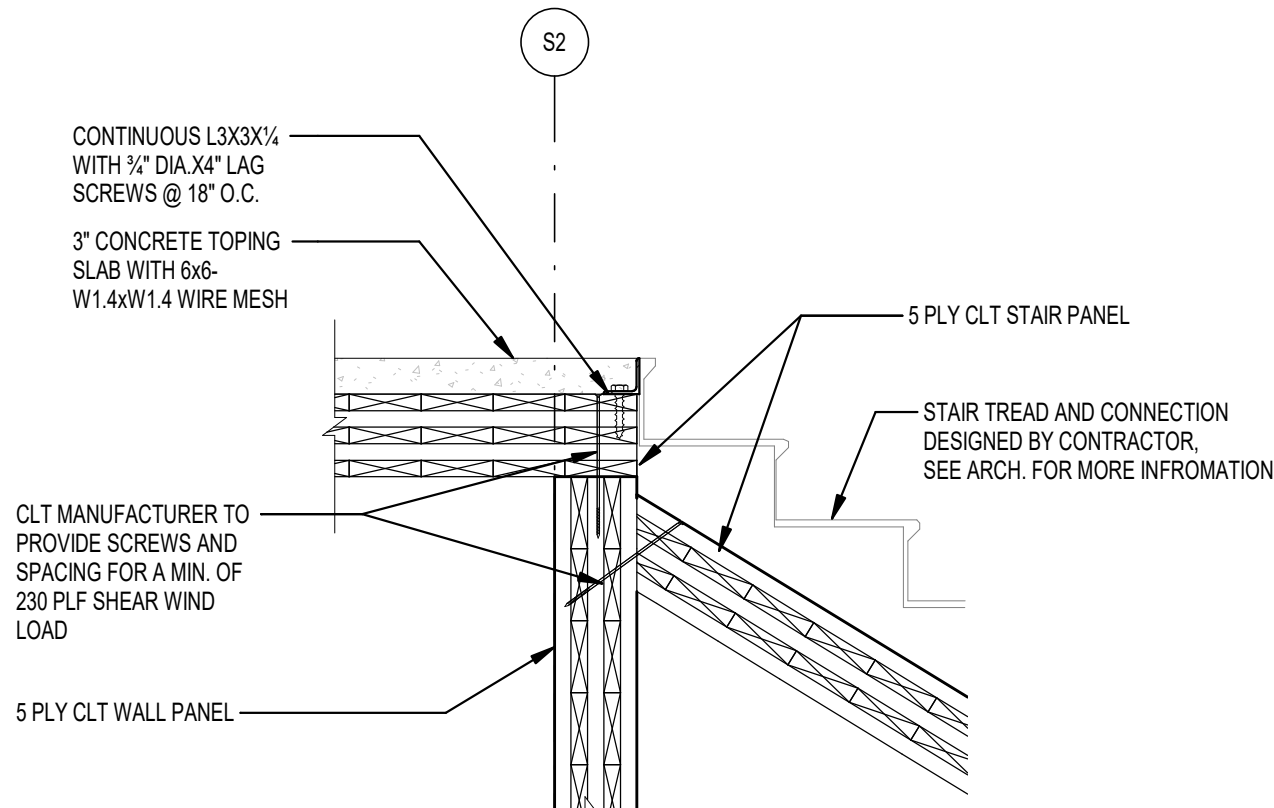
5 STAIR TO BRIDGE LEVEL FRAMING AT SOUTH
SCALE: 3/4" = 1'-0"



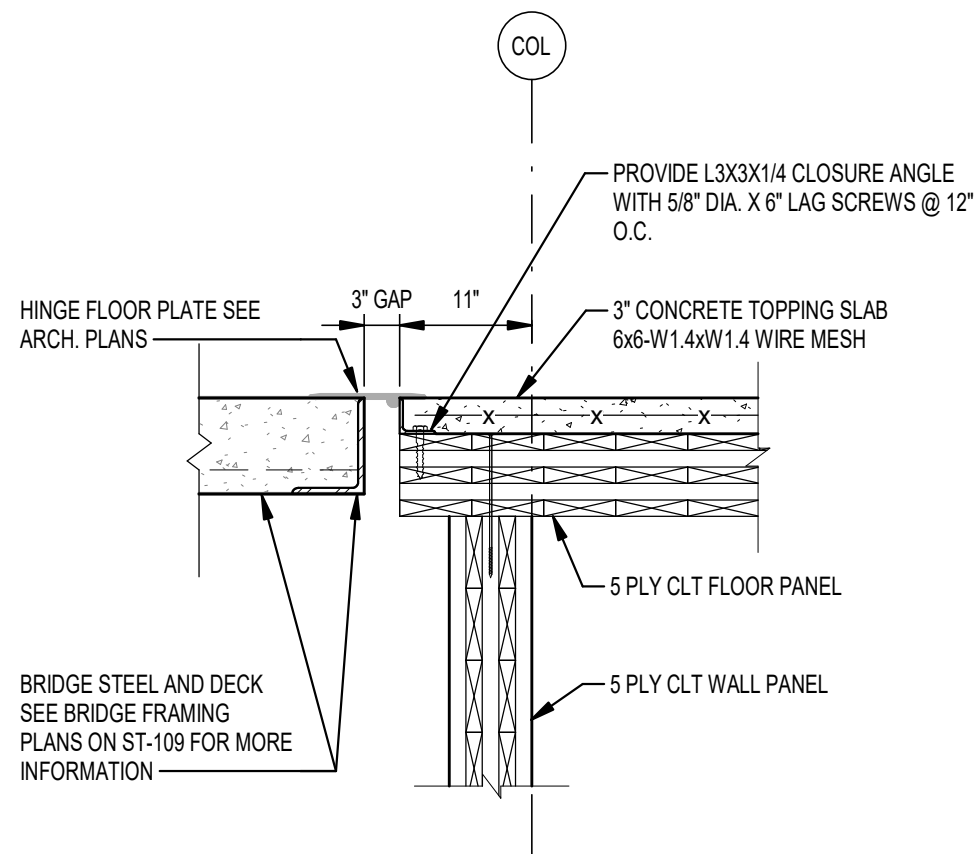
6 STAIR STRINGER AT SOUTH
SCALE: 3/4" = 1'-0"



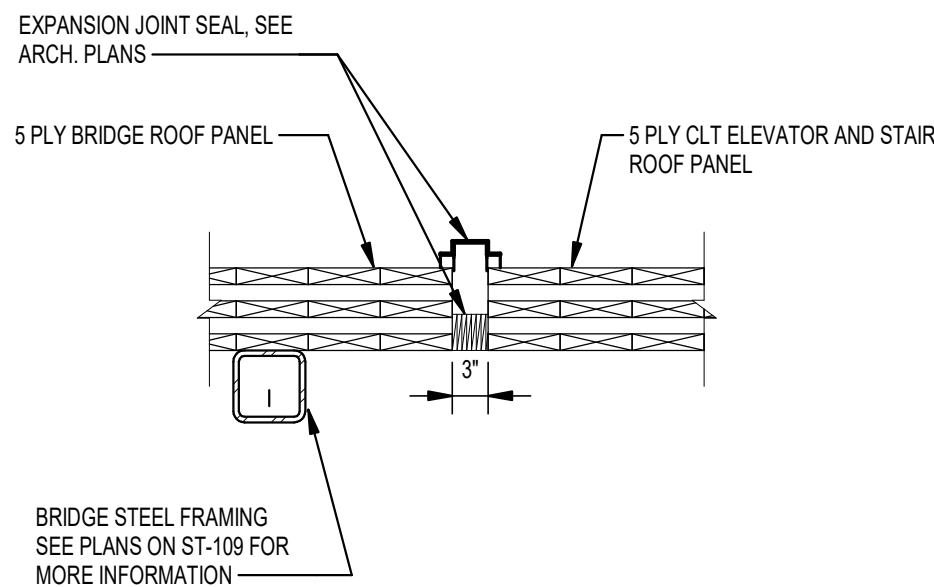
7 STAIR LANDING DETAIL 1 SOUTH
SCALE: 3/4" = 1'-0"



8 STAIR LANDING DETAIL 2 SOUTH
SCALE: 3/4" = 1'-0"



9 TYPICAL BRIDGE TO CLT FLOOR EXPANSION JOINT
SCALE: 3/4" = 1'-0"



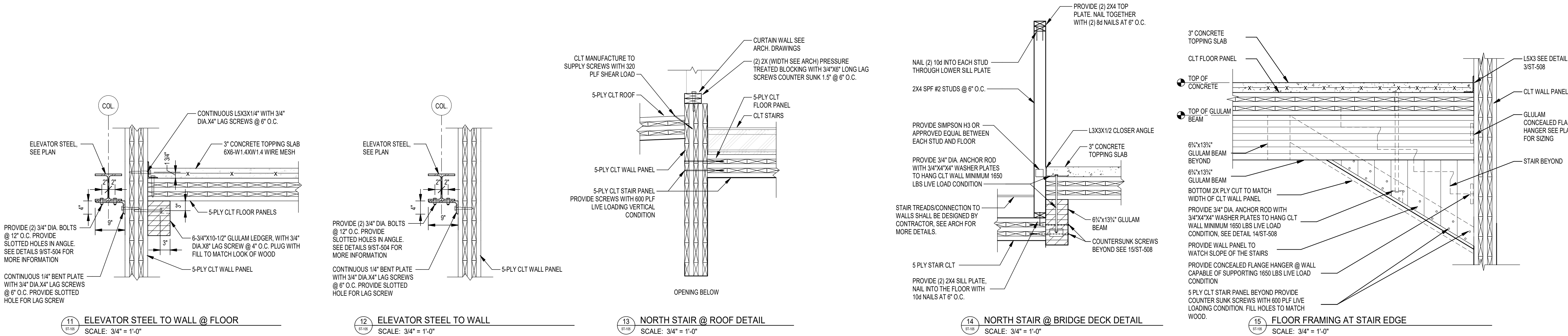
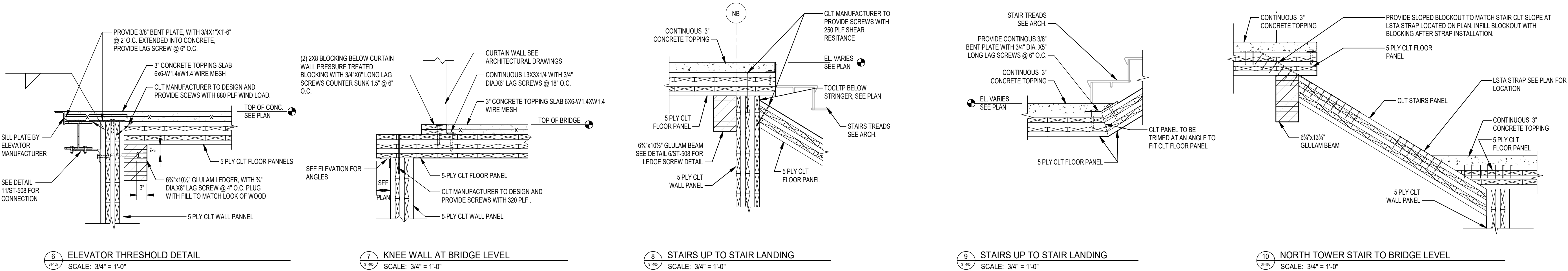
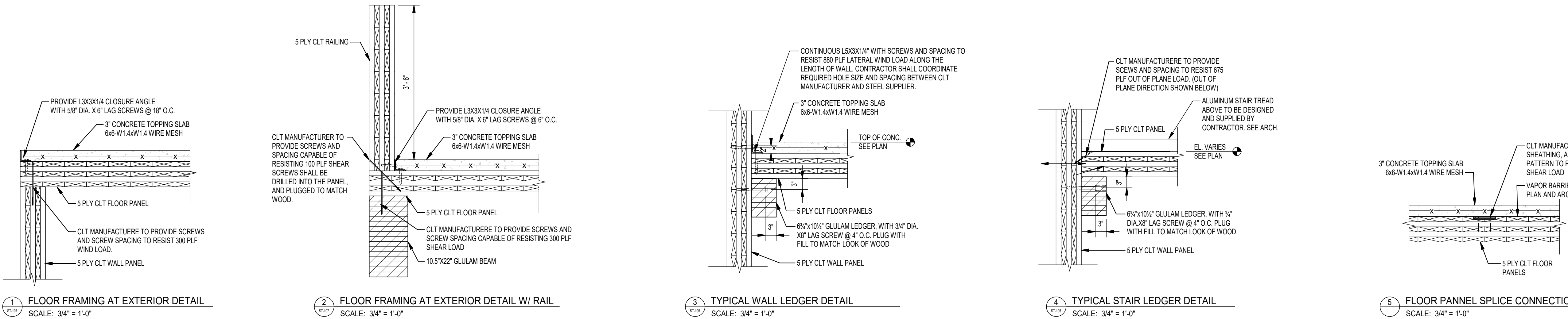
10 BRIDGE AND ELEVATOR TOWER ROOF EXPANSION JOINT
SCALE: 3/4" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION						
DATE	02/02/2024	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
				REVISION 4	REVISION 5	PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
CLT FRAMING DETAILS

SHEET NUMBER
ST-507



NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

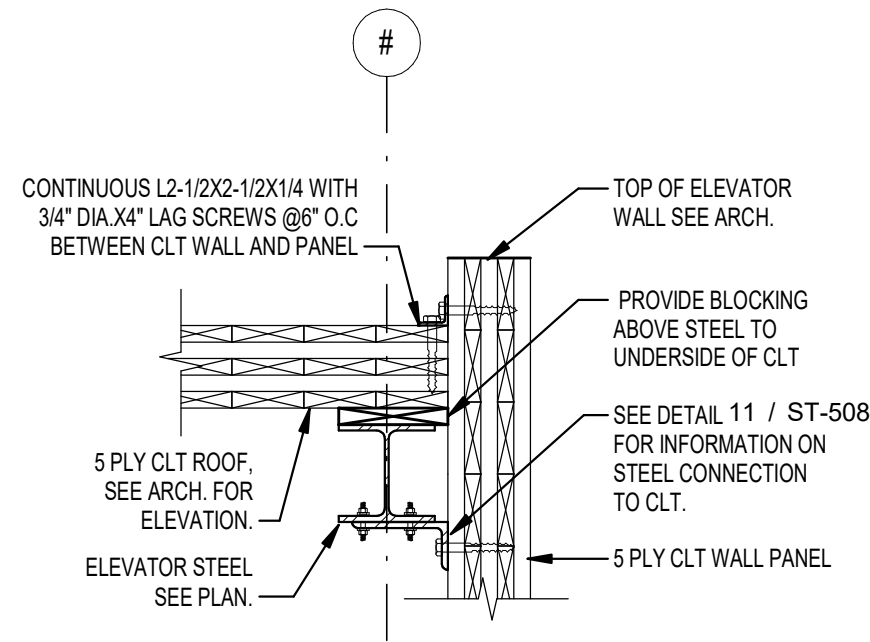
PROJECT INFORMATION				
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2
02/02/2024	VHB		REVISION 3	REVISION 4
			REVISION 5	
PROJECT COMPLETION DATE				

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

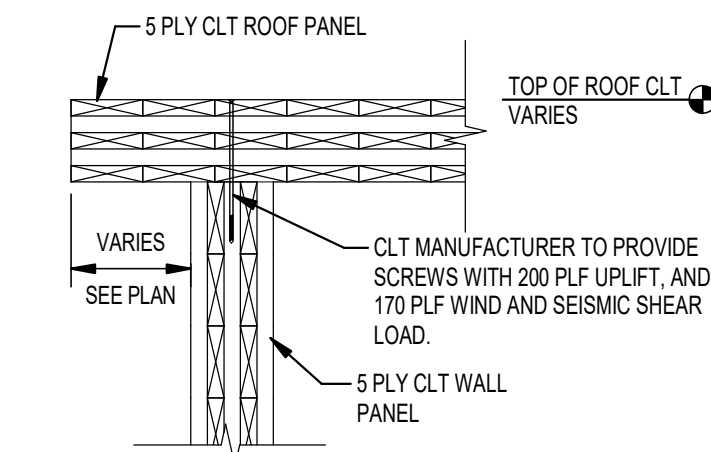
CLT FLOOR DETAILS

SHEET NUMBER

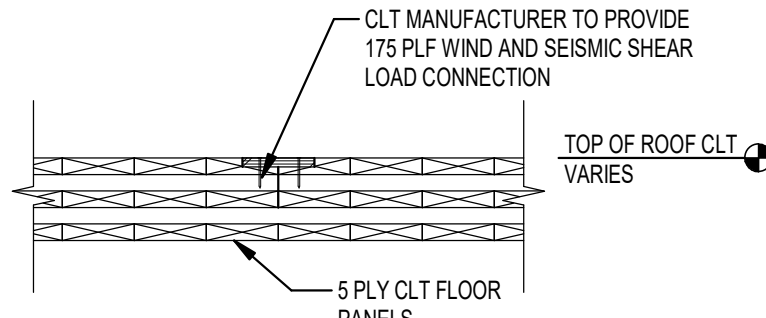
ST-508



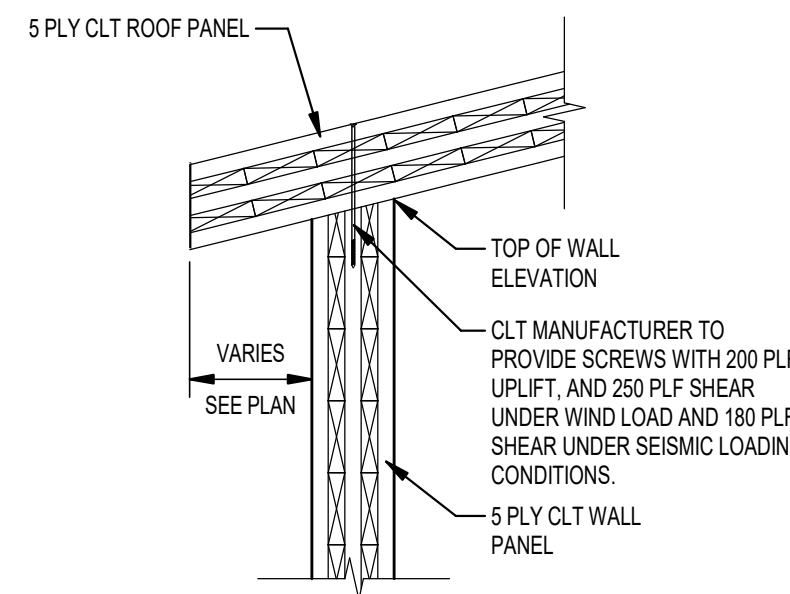
1 ELEVATOR ROOF TYPICAL DETAIL
SCALE: 3/4" = 1'-0"



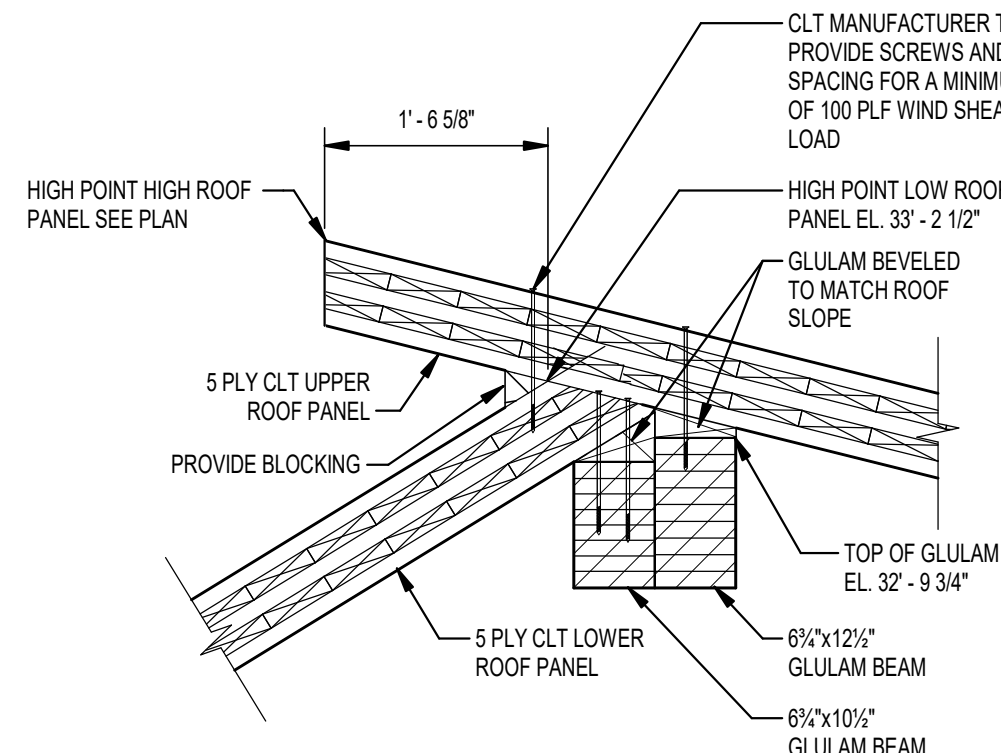
2 ROOF FRAMING AT EXTERIOR DETAIL
SCALE: 3/4" = 1'-0"



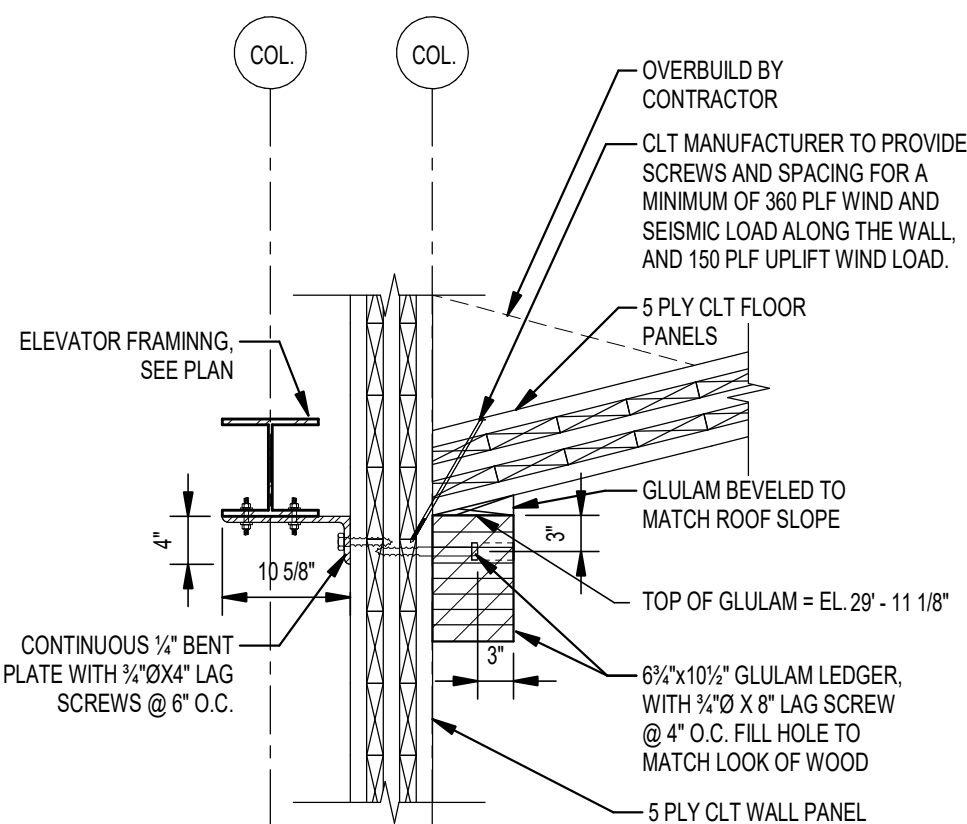
3 TYPICAL ROOF SPLINE CONNECTION
SCALE: 3/4" = 1'-0"



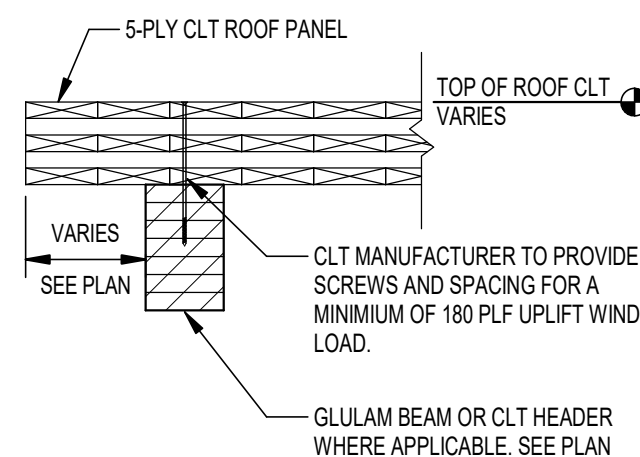
4 ROOF FRAMING AT EXTERIOR DETAIL
SCALE: 3/4" = 1'-0"



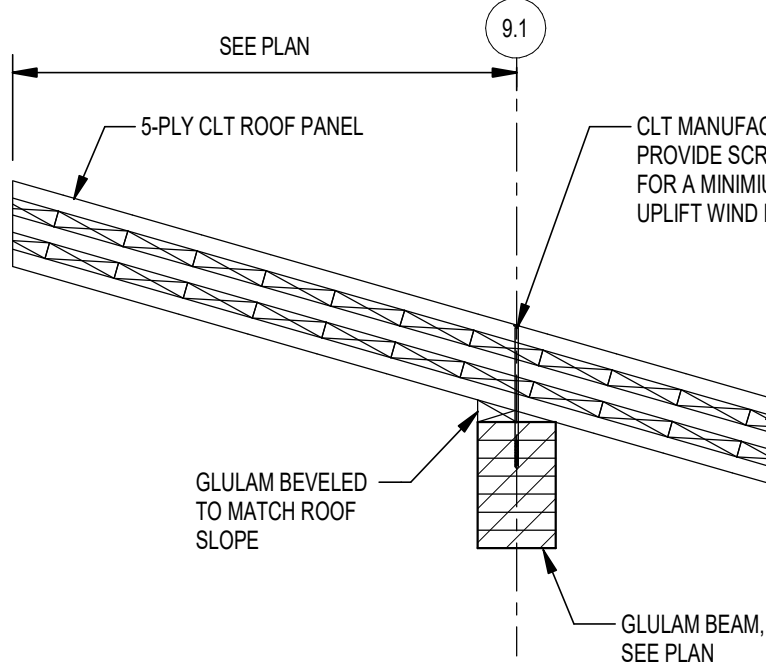
5 TYPICAL ROOF FRAMING AT EXTERIOR DETAIL
SCALE: 3/4" = 1'-0"



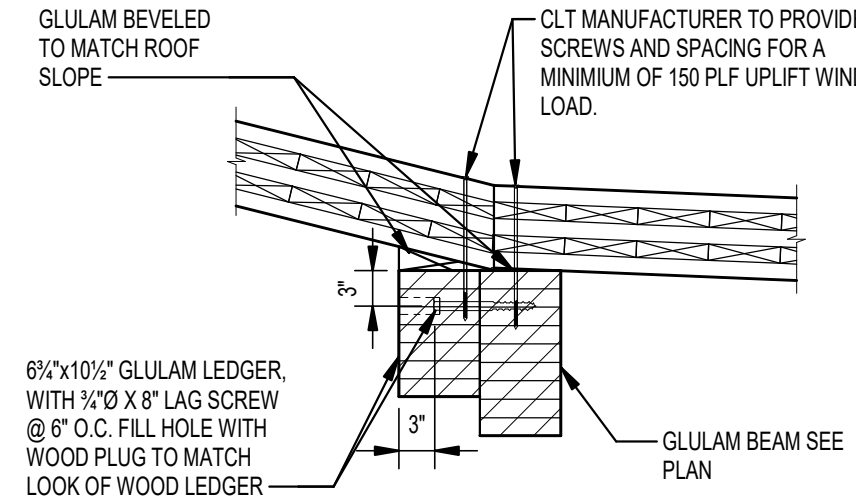
6 ROOF FRAMING AT EXTERIOR DETAIL 2
SCALE: 3/4" = 1'-0"



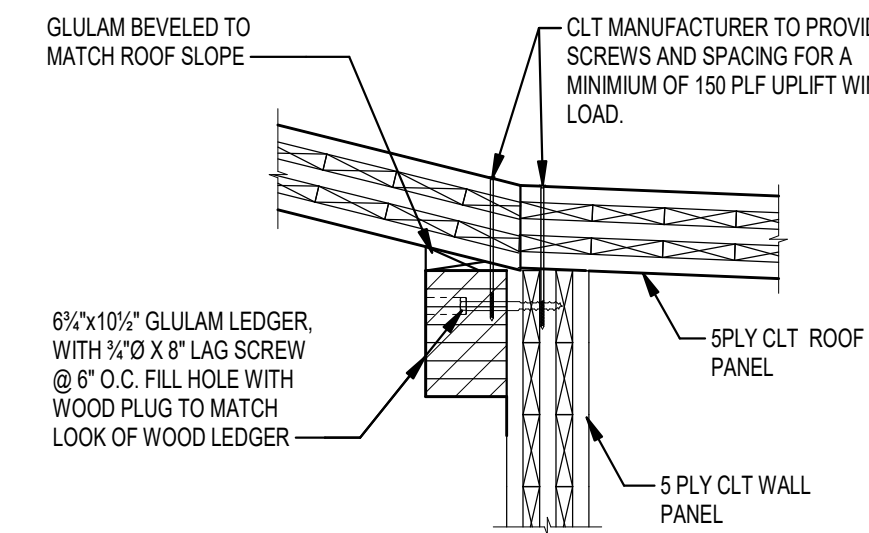
7 ROOF BEAM AT EDGE
SCALE: 3/4" = 1'-0"



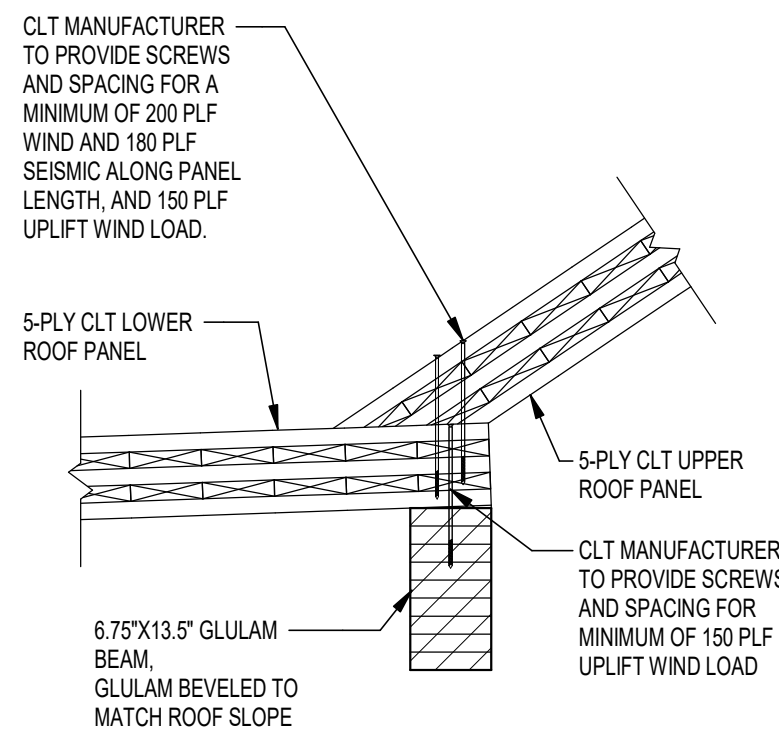
8 ROOF BEAM AT NORTH TOWER
SCALE: 3/4" = 1'-0"



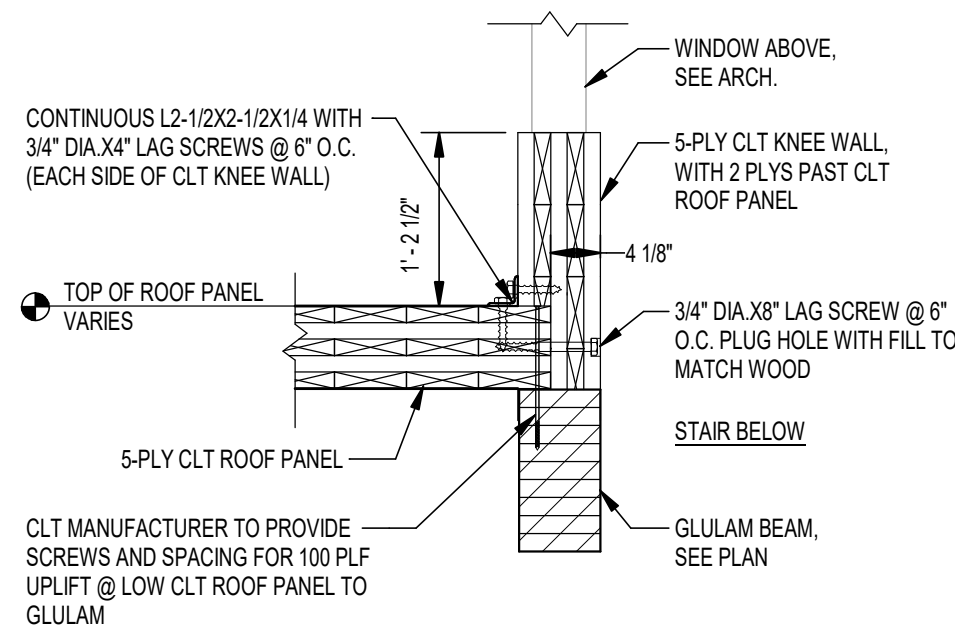
9 ROOF INFLECTION POINT BEAM
SCALE: 3/4" = 1'-0"



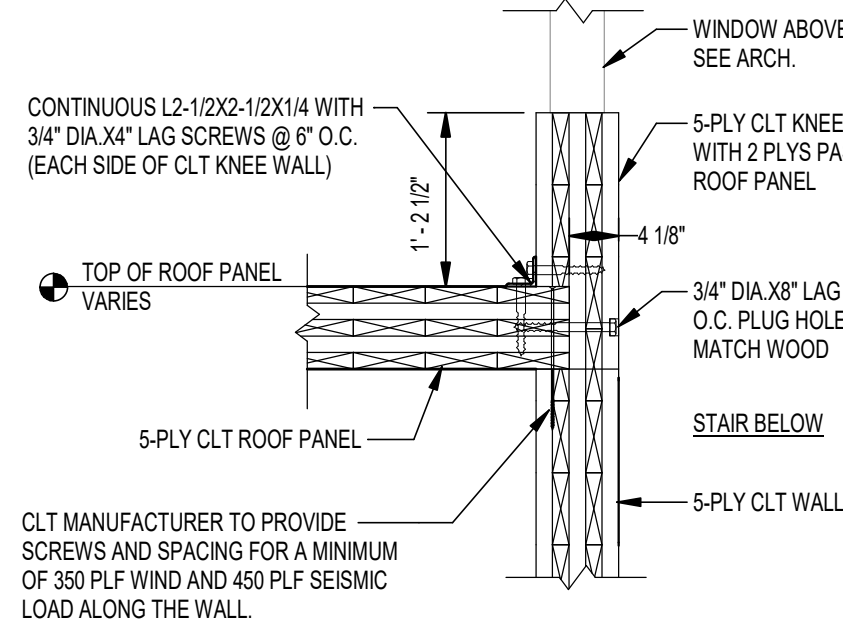
10 ROOF INFLECTION POINT AT COLUMN
SCALE: 3/4" = 1'-0"



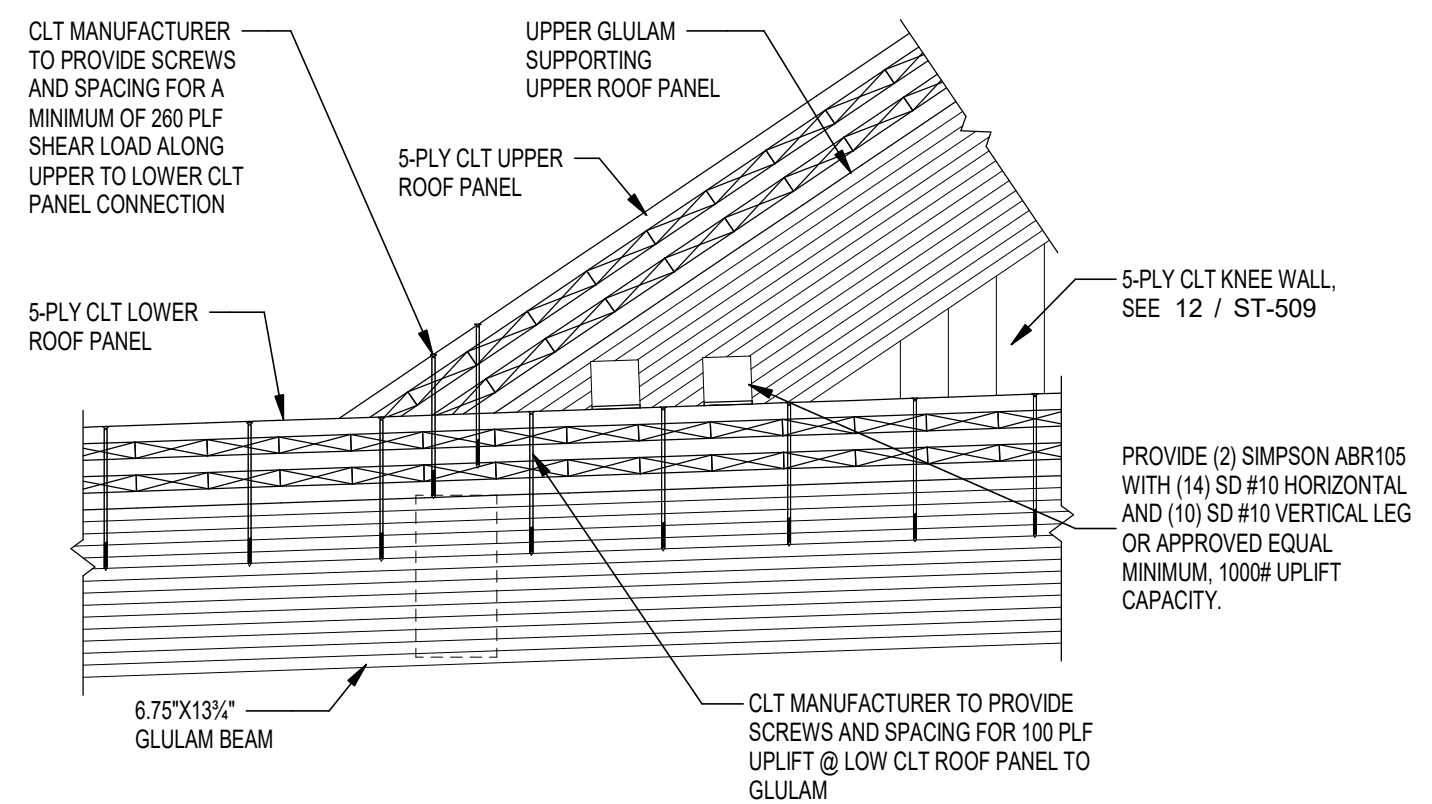
11 ROOF INFLECTION POINT AT NORTH TOWER LOW ROOF
SCALE: 3/4" = 1'-0"



12 NORTH TOWER ROOF WINDOW KNEE WALL 1
SCALE: 3/4" = 1'-0"



13 NORTH TOWER ROOF WINDOW KNEE WALL 2
SCALE: 3/4" = 1'-0"



14 NORTH TOWER UPPER AND LOWER ROOF INTERFACE
SCALE: 3/4" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

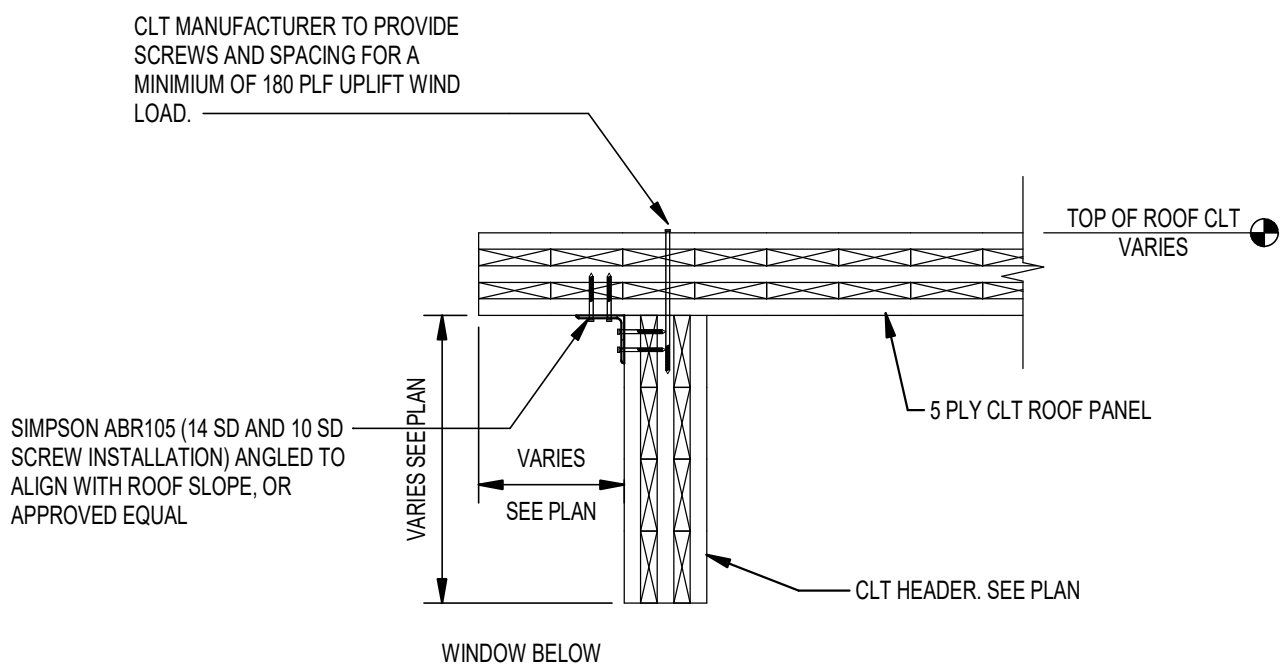
PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
02/02/2024	VHB				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

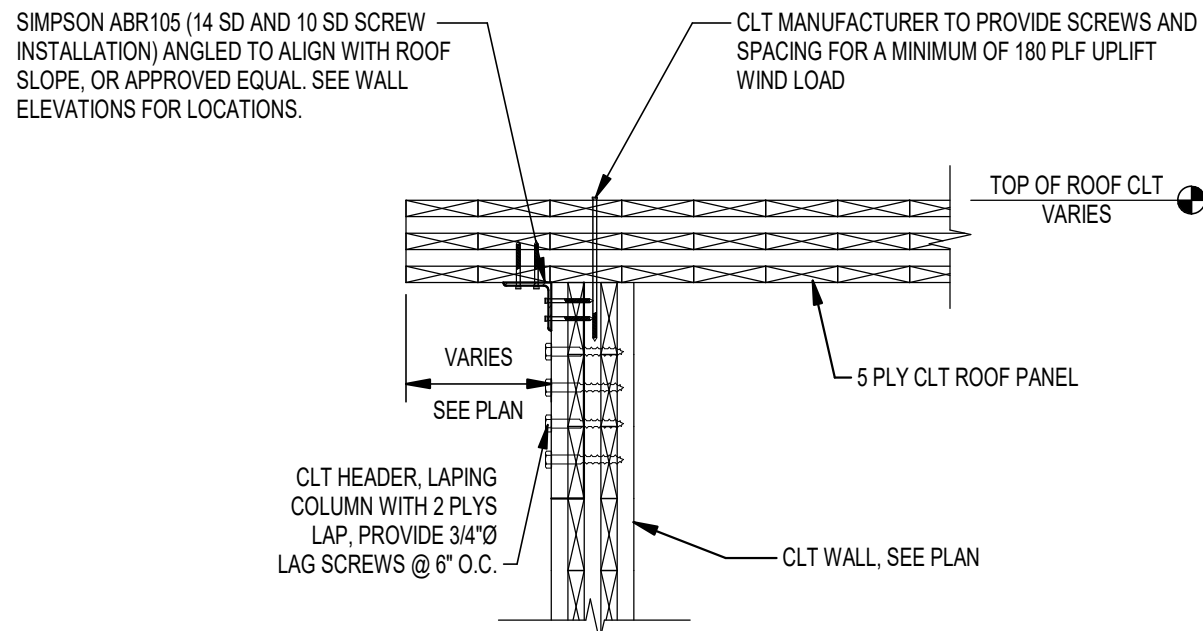
CLT ROOF DETAILS

SHEET NUMBER

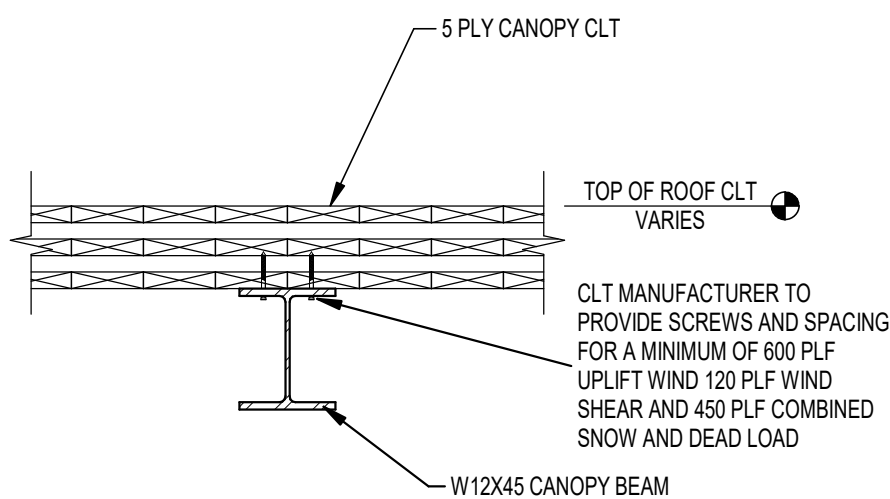
ST-509



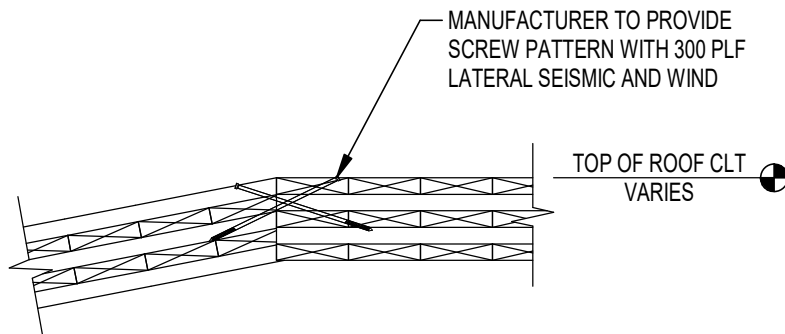
1 CLT ROOF HEADER WITH WINDOW BELOW
SCALE: 3/4" = 1'-0"



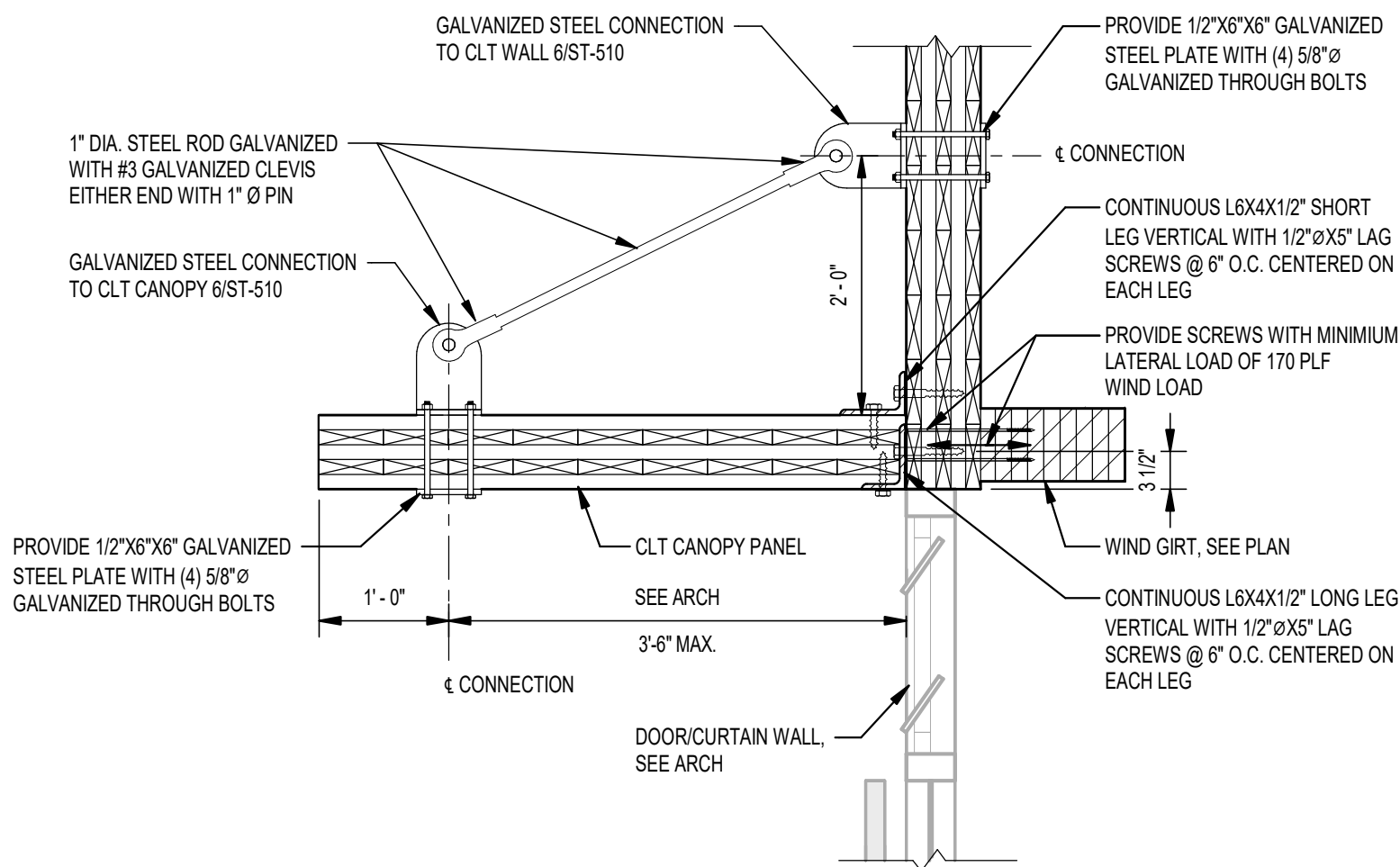
2 CLT ROOF HEADER WALL COLUMN
SCALE: 3/4" = 1'-0"



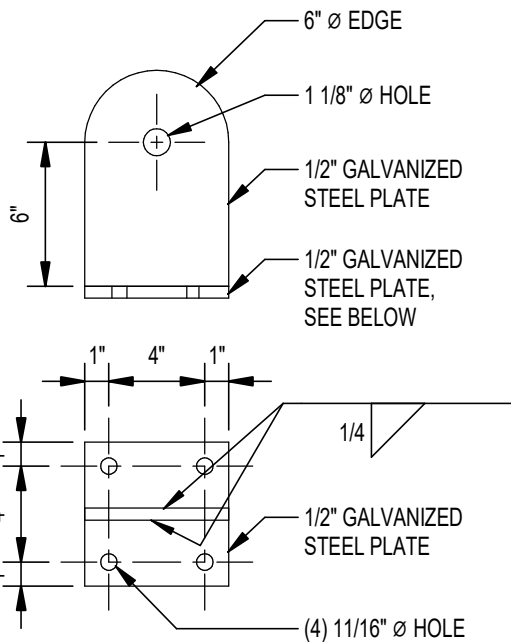
3 CLT TO CANOPY STEEL CONNECTION
SCALE: 3/4" = 1'-0"



4 ROOF PANEL TO ROOF PANEL AT STAIR SLOPE CHANGE
SCALE: 3/4" = 1'-0"



5 CANOPY AT ENTRANCE DETAIL
SCALE: 3/4" = 1'-0"



6 CANOPY TO CLT CONNECTION
SCALE: 1 1/2" = 1'-0"

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	02/02/2024
DESIGNER	VHB
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

CLT ROOF FRAMING

SHEET NUMBER

ST-510

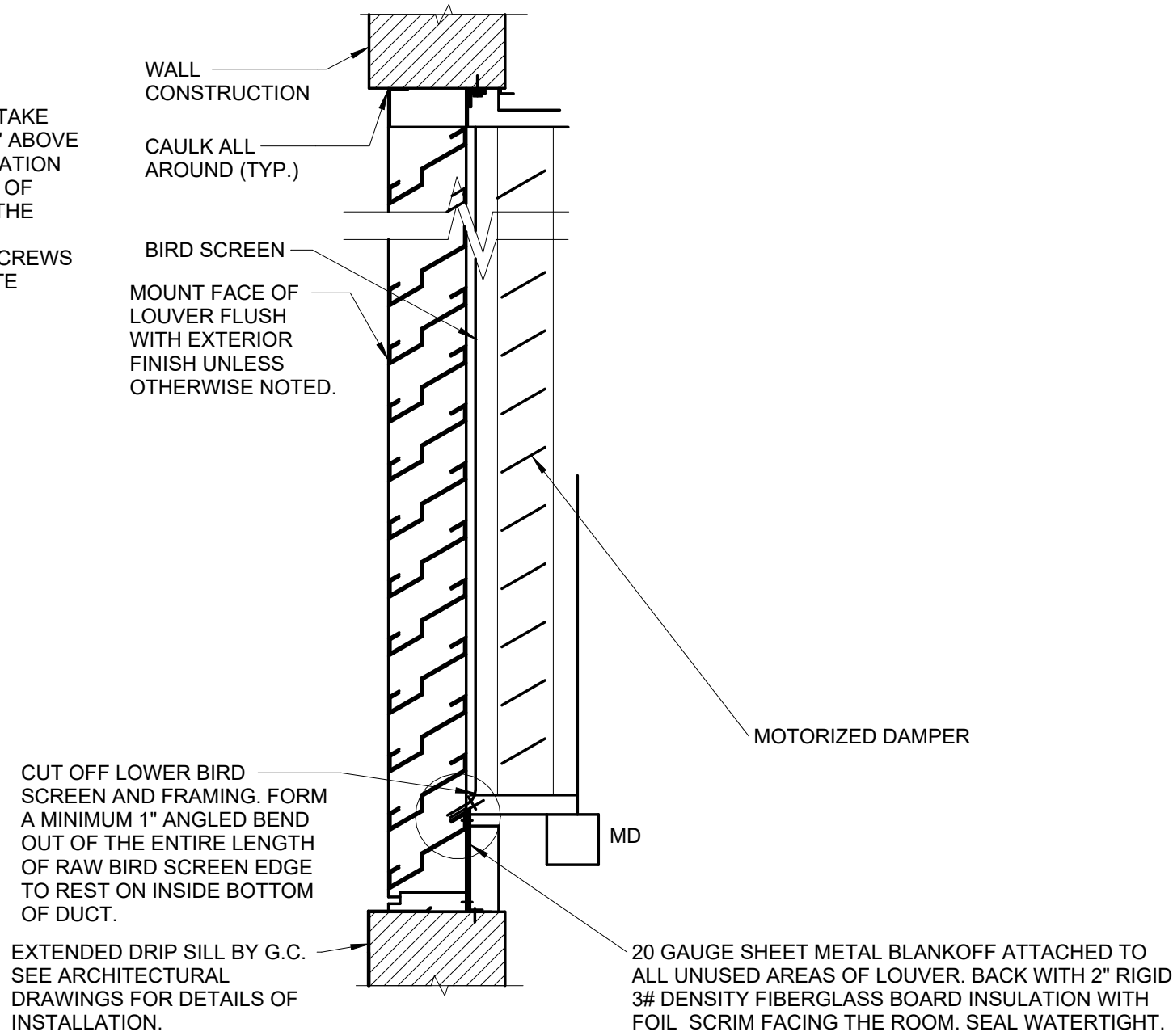
MECHANICAL GENERAL NOTES:

- THESE NOTES APPLY TO ALL MECHANICAL SHEETS AND TRADES, INCLUDING BUT NOT LIMITED TO, VENTILATION, PIPING AND TEMPERATURE CONTROL.
- DRAWINGS SHOWING LOCATIONS OF EQUIPMENT, DUCTWORK, PIPING, ETC. ARE DIAGRAMMATIC AND MAY NOT ALWAYS REFLECT EXACT INSTALLATION CONDITIONS. DRAWINGS SHOW THE GENERAL ARRANGEMENT OF DUCTWORK, PIPING, EQUIPMENT, ETC., AND MAY NOT INCLUDE ALL OFFSETS AND FITTINGS REQUIRED FOR COMPLETE INSTALLATION. THE DRAWINGS SHALL BE FOLLOWED AS CLOSELY AS ACTUAL BUILDING CONSTRUCTION AND THE WORK OF OTHERS WILL PERMIT.
 - DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS AND CLEARANCES FROM ARCHITECTURAL, STRUCTURAL, SUBMITTALS, AND OTHER APPROPRIATE DRAWINGS OR PHYSICALLY AT SITE. REVIEW ALL DRAWINGS, INCLUDING THOSE OF OTHER TRADES.
 - COORDINATE ALL WORK WITH ALL OTHER TRADES PRIOR TO INSTALLATION TO PROVIDE CLEARANCES REQUIRED FOR OPERATION, MAINTENANCE, CODE COMPLIANCE, AND TO VERIFY NON-INTERFERENCE WITH OTHER WORK. DO NOT FABRICATE PRIOR TO VERIFICATION OF NECESSARY CLEARANCES FOR ALL TRADES. BRING ANY INTERFERENCES OR CONFLICTS TO THE ATTENTION OF THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH FABRICATION OR EQUIPMENT ORDERS.
 - REVIEW SPACE REQUIREMENTS OF EQUIPMENT SPECIFIED OR SUBSTITUTED AND MAKE REASONABLE ACCOMMODATIONS IN LAYOUT AND POSITIONING TO PROVIDE PROPER ACCESS.
 - ANY CHANGES REQUIRED TO ELIMINATE CONFLICTS OR THAT RESULT FROM A FAILURE TO COORDINATE SHALL BE MADE BY THE CONTRACTOR WITHOUT ADDITIONAL COST OR EXPENSE TO OTHERS.
 - EACH CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH ELECTRICAL CHANGES REQUIRED FOR EQUIPMENT PROPOSED THAT DIFFERS FROM THE BASIS OF DESIGN.
 - REFER TO ARCHITECTURAL REFLECTED CEILING PLAN, ELECTRICAL, TECHNOLOGY AUDIOVISUAL, AND OTHER MECHANICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES, OTHER THAN SPRINKLERS.
 - EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
 - IN AREAS WITH DRYWALL CEILINGS COORDINATE LOCATIONS OF ACCESS PANELS WITH THE GC FOR ACCESS TO VALVES, DUCTWORK ACCESSORIES, DAMPERS, ETC. COORDINATE PANEL TYPE AND COLOR WITH ARCHITECT. NOTIFY THE GC OF THE REQUIRED ACCESS PANELS PRIOR TO BIDDING.
 - SEAL ALL WALL PENETRATIONS AIRTIGHT WHERE CONDUITS, PIPING, AND DUCTS PENETRATE. PENETRATIONS THROUGH EXTERIOR WALLS AND ROOF SHALL BE SEALED AIRTIGHT WITH WATERPROOFING MATERIALS RECOMMENDED BY MANUFACTURER FOR OUTDOOR USE.
 - CAULK ALL PIPE AND DUCT PENETRATIONS OF FULL HEIGHT NON-FIRE RATED WALL, PARTITION, FLOOR, AND ROOF ASSEMBLIES. THIS IS ESSENTIAL TO PREVENT NOISE TRANSMISSION FROM ONE ROOM TO ANOTHER AND TO PROVIDE THE DESIRED NC LEVELS WITHIN ROOMS.
 - WHERE PIPES AND DUCTS ARE SHOWN TO PENETRATE FLOORS, PROVIDE SLEEVED OPENINGS WITH THE TOP EDGE RAISED ABOVE FLOOR SURFACE IN ACCORDANCE WITH ALL RELEVANT SPEC SECTIONS. SEAL SLEEVE PERIMETER TO BE WATERTIGHT.
 - EQUIPMENT SIZES AND SERVICE CLEARANCE REQUIREMENTS VARY AMONG DIFFERENT MANUFACTURERS. CONSULT APPROVED SHOP DRAWINGS FOR EQUIPMENT SIZES AND REQUIRED SERVICE CLEARANCES. COORDINATE WITH LAYOUT OF EQUIPMENT PADS, PIPING, DUCTWORK, ETC.
 - DO NOT BLOCK TUBE PULL OR EQUIPMENT SERVICE CLEARANCES.
 - MAINTAIN A MINIMUM WORKING CLEARANCE OF 3'-6" IN FRONT OF ALL ELECTRICAL EQUIPMENT REQUIRING MAINTENANCE, INSPECTION, AND TESTING INCLUDING BUT NOT LIMITED TO PANELS, DISTRIBUTION PANELS, SWITCHBOARDS, MOTOR CONTROL CENTERS, TRANSFORMERS, EQUIPMENT DISCONNECTS AND STARTERS.
 - MAINTAIN THE DEDICATED ELECTRICAL EQUIPMENT SPACE DEFINED BY THE WIDTH / DEPTH OF ELECTRICAL EQUIPMENT MEASURED FROM THE FLOOR TO A HEIGHT 8'-0" ABOVE THE EQUIPMENT OR THE STRUCTURAL CEILING, WHICHEVER IS LOWER. SYSTEMS FOREIGN TO THE ELECTRICAL DISTRIBUTION SYSTEM ARE NOT ALLOWED IN THE DEDICATED ELECTRICAL SPACE INCLUDING; DUCTWORK, PIPING, ETC.
 - DO NOT SUPPORT EQUIPMENT, PIPING, OR DUCTWORK FROM METAL DECKING OR OTHER NON-STRUCTURAL BUILDING ELEMENTS. ANCHORS EMBEDDED IN CONCRETE SHALL BE CRACKED CONCRETE APPROVED IN ACCORDANCE WITH SPECIFICATIONS.

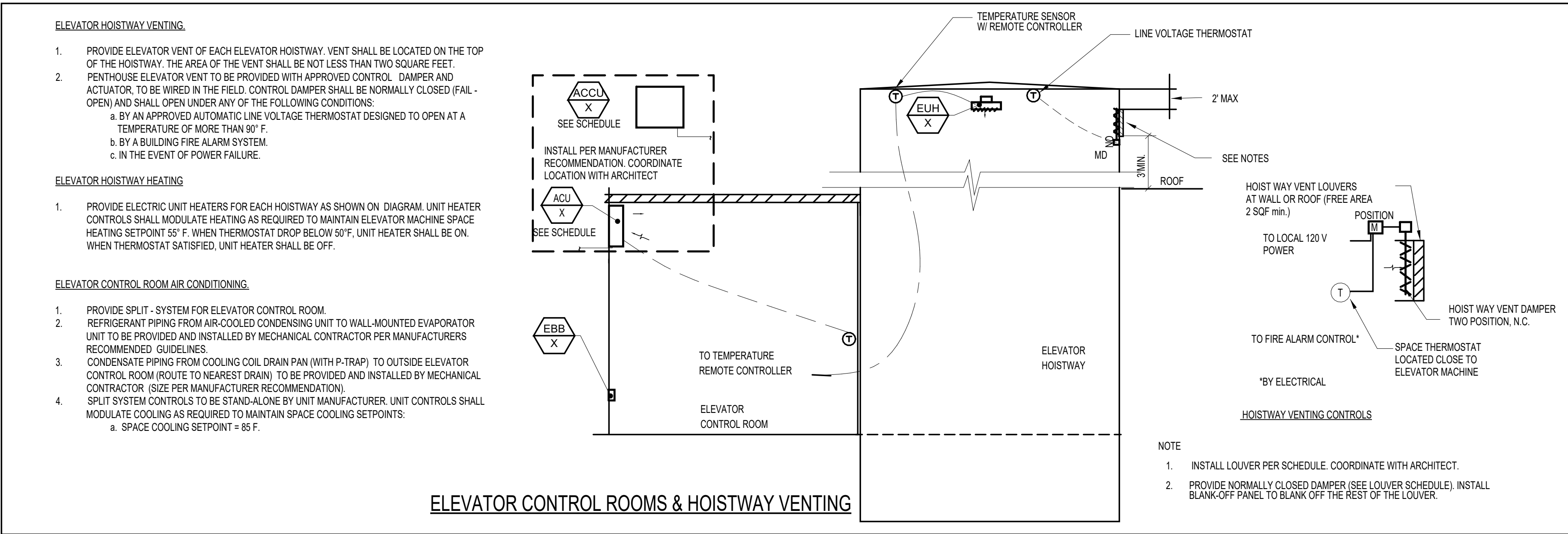
MECHANICAL ABBREVIATION KEY	
ABBR:	DESCRIPTION:
ACU	SPLIT SYSTEM INSIDE UNIT
ACCU	SPLIT SYSTEM CONDENSATE UNIT
EUH	ELECTRIC UNIT HEATER
EBB	ELECTRIC BASEBOARD HEATER
MD	MOTORIZED DAMPER
L	LOUVER
N.C.	NORMALLY CLOSED
N.O.	NORMALLY OPEN
OA	OUTSIDE AIR
OED	OPEN END
RA	RETURN AIR
SA	SUPPLY AIR
SD	SMOKE DAMPER
TAB	TERMINAL AIR BOX
TD	TRANSFER DUCT
TYP	TYPICAL
WMS	WIRE MESH SCREEN

NOTES:

- MOUNT BOTTOM OF INTAKE LOUVERS AT LEAST 40" ABOVE GRADE OR ROOF ELEVATION TO MINIMIZE CHANCES OF SNOW DRIFTING INTO THE LOUVER.
- CAULK SHEETMETAL SCREWS WHERE THE PENETRATE METAL.



LOUVER DETAILS



CONTROL SYSTEM NOTES

- UNLESS OTHERWISE NOTED, ALL CONTROLS SHALL BE DIRECT DIGITAL TYPE (DDC).
- ALL SETPOINTS INDICATED IN THE SEQUENCES SHALL BE ADJUSTABLE AT THE COMPUTER WORKSTATION AND VIA A LAPTOP COMPUTER CONNECTED TO ANY DDCFP.
- EACH SEQUENCE WITH A DEFINED OCCUPIED PERIOD SHALL HAVE THE PERIOD ADJUSTABLE GLOBALLY (SO THAT ALL CAN BE ON THE SAME TIME FRAME) AND INDIVIDUALLY (SO THAT ANY ONE OPERATION CAN HAVE A DIFFERENT OCCUPIED PERIOD).
- THE BAS (ALL CONTROL PANELS, WORKSTATION, HOST COMPUTER ETC) SHALL BE CONNECTED TO STANDBY POWER.
- REFER TO FLOOR PLANS FOR THE LOCATIONS OF ALL SPACE MOUNTED SENSORS AND TRANSMITTERS, TEMPERATURE TRANSMITTERS ARE INDICATED.
- ALL DDC FIELD PANELS (DDCFPS) SHALL BE CAPABLE OF INDEPENDENT OPERATION.

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE


PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Author
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
MECHANICAL COVER SHEET - PP, V

SHEET NUMBER

M000





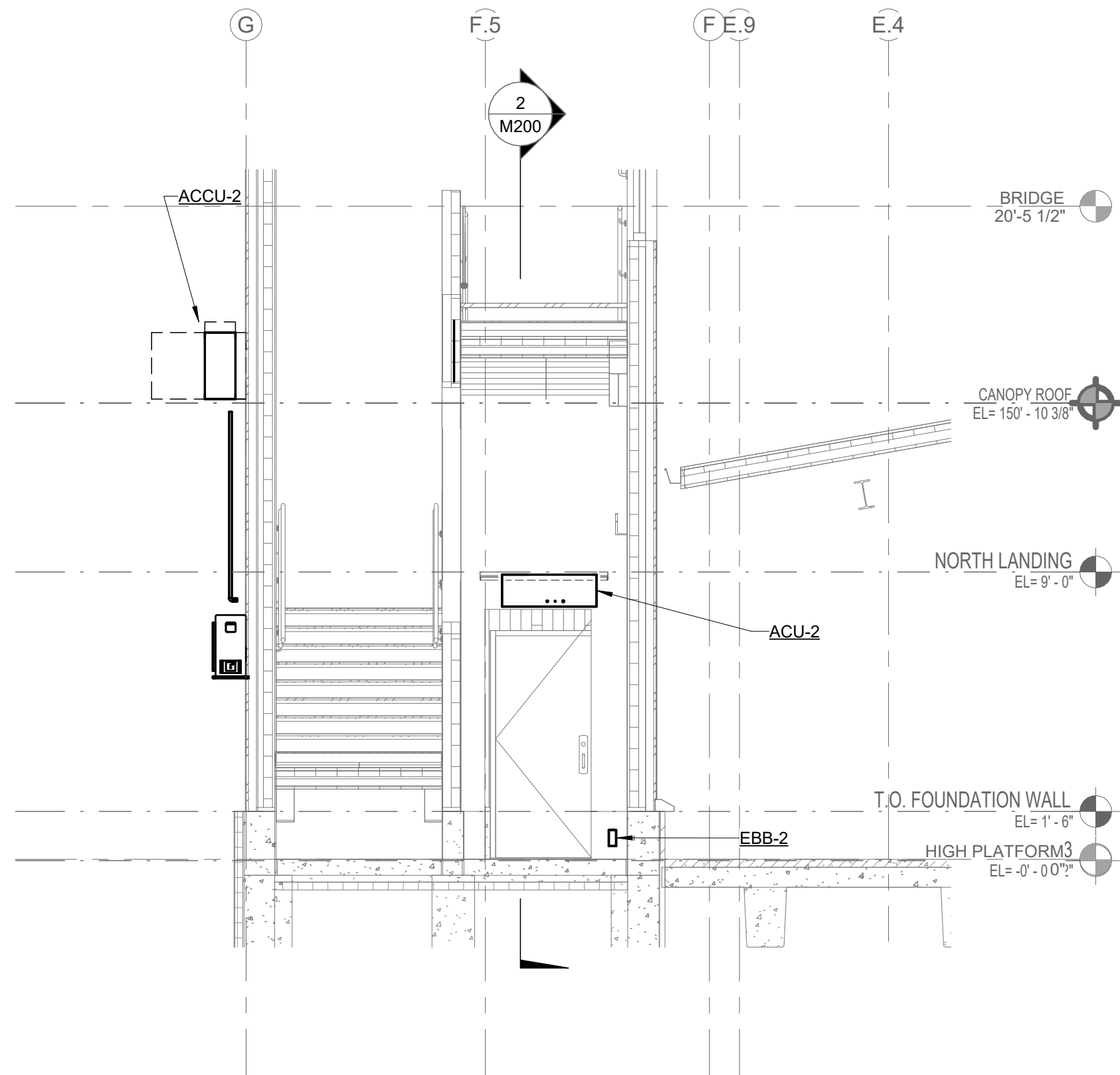
63 FRANKLIN STREET
BOSTON, MA 02110
P: 617.542.0810

www.imegcorp.com

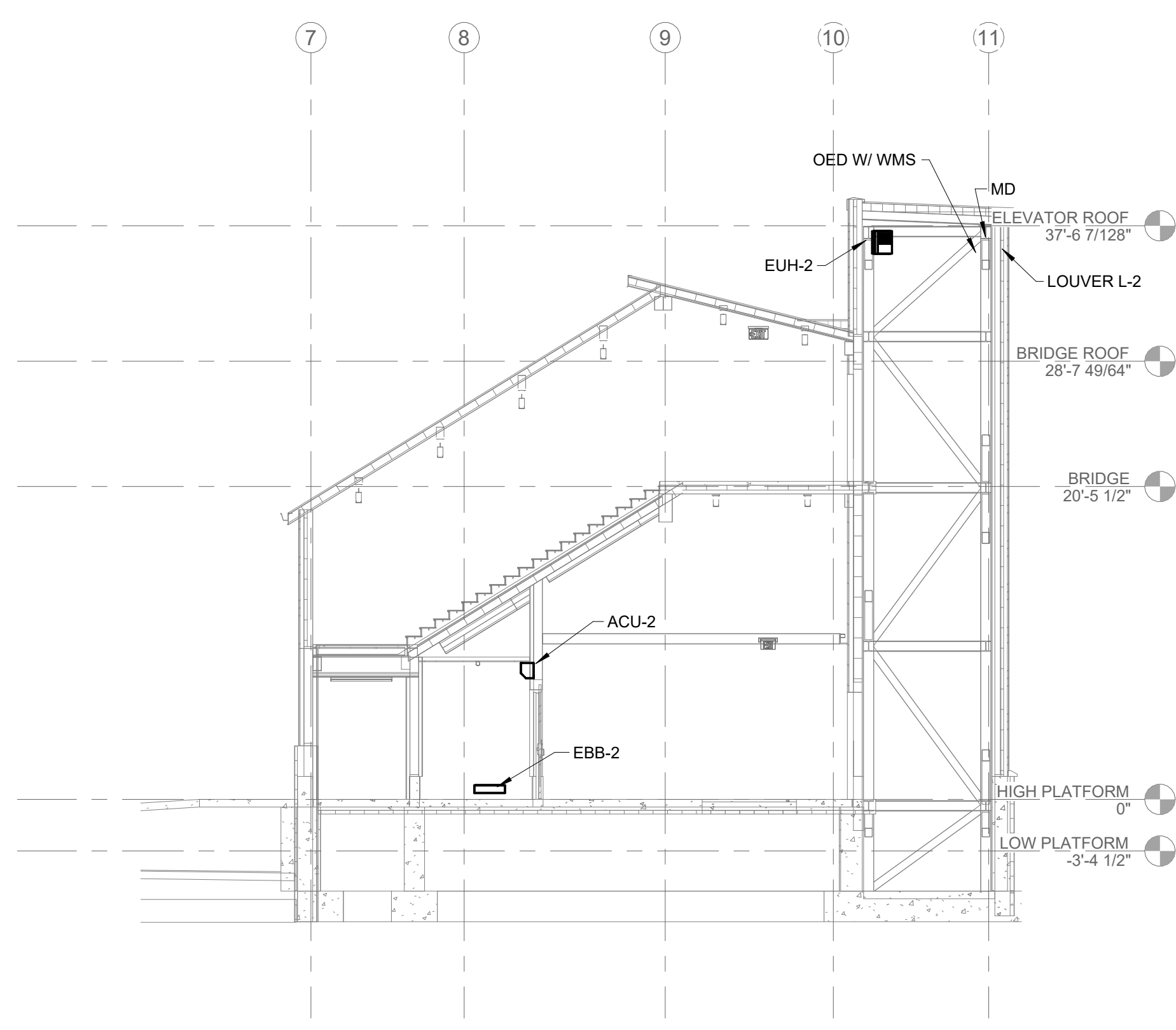
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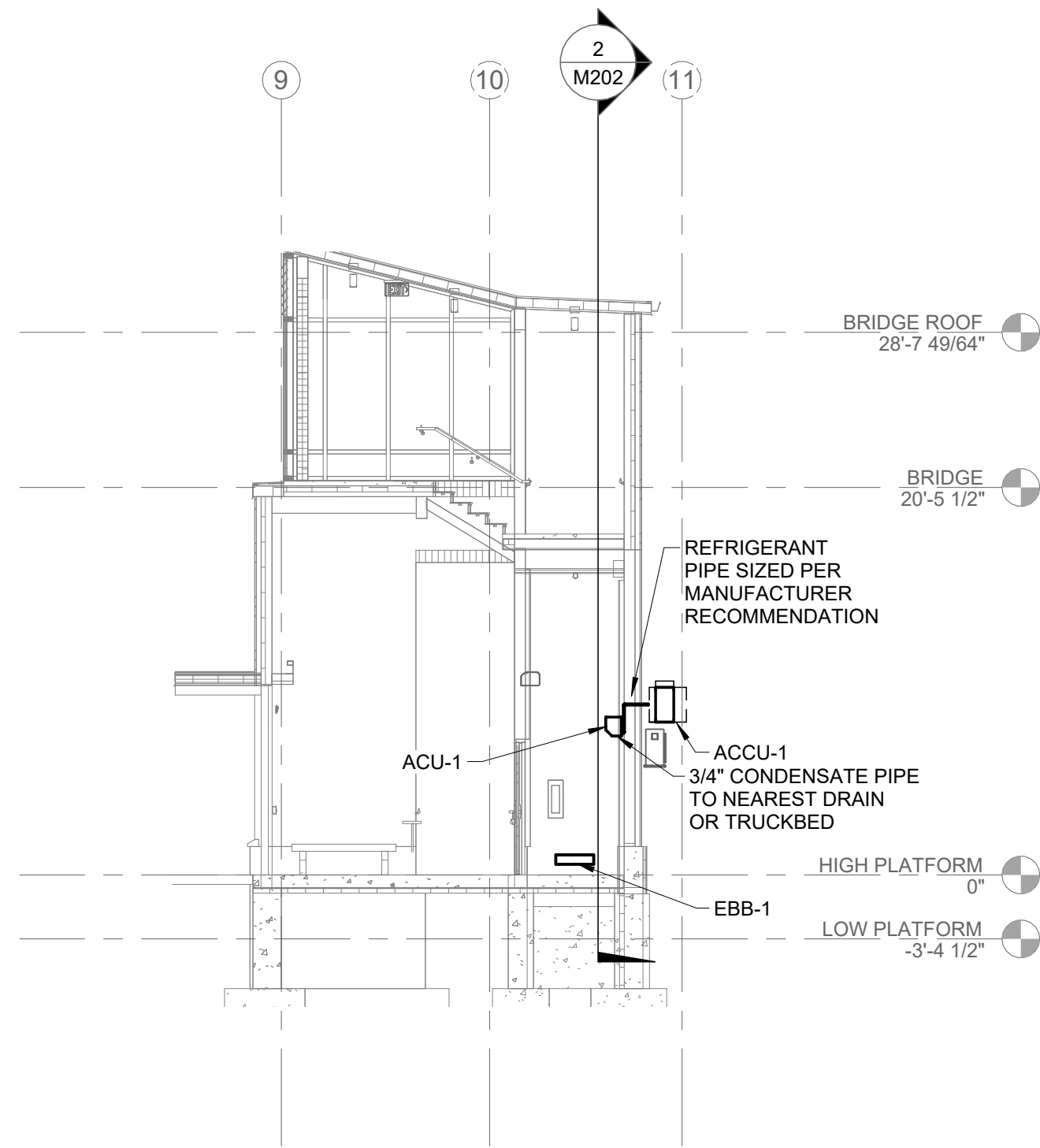
REF. SCALE IN INCHES PROJECT #22053.00



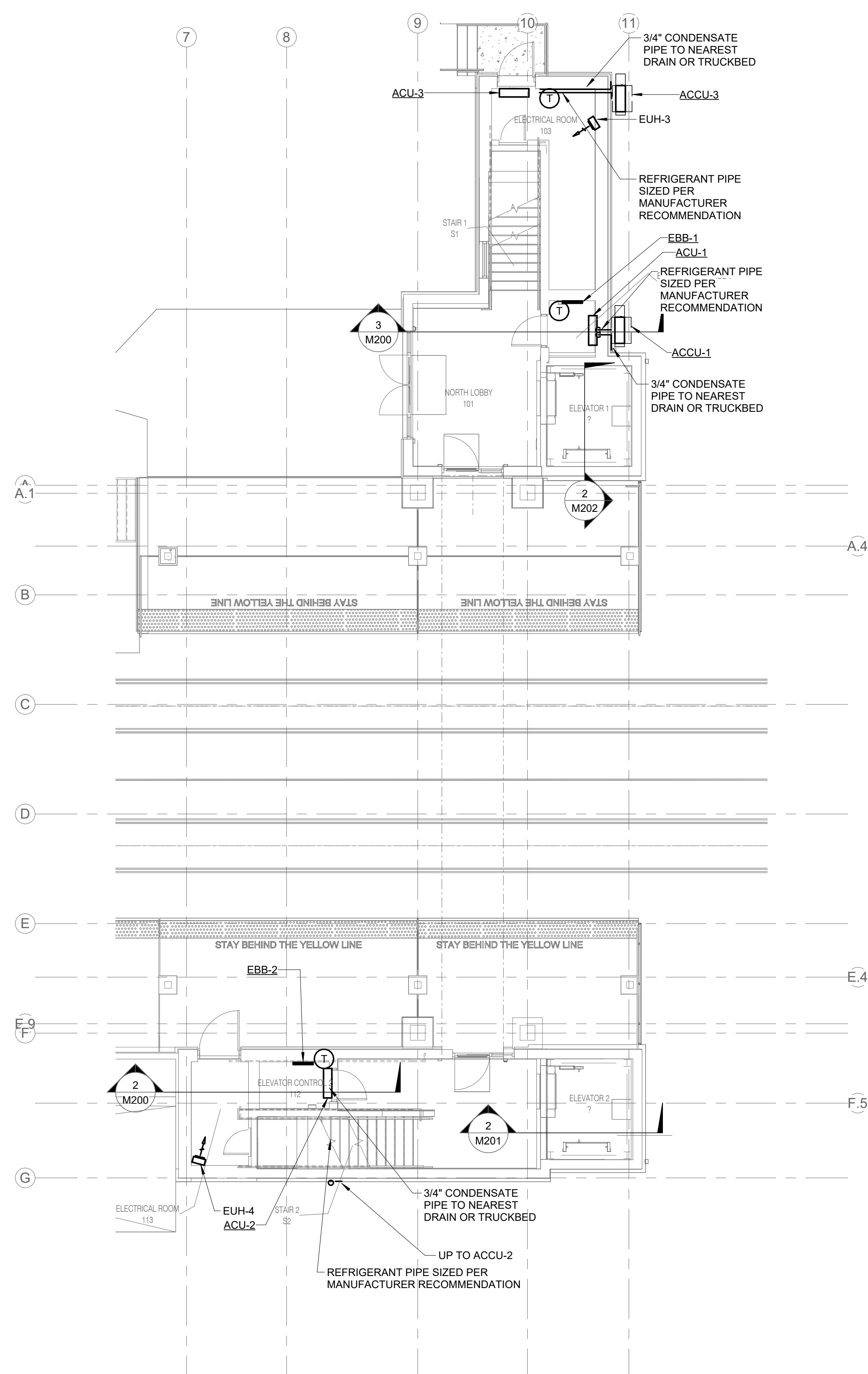
4 Section 12
1/4" = 1'-0"



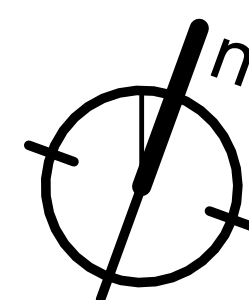
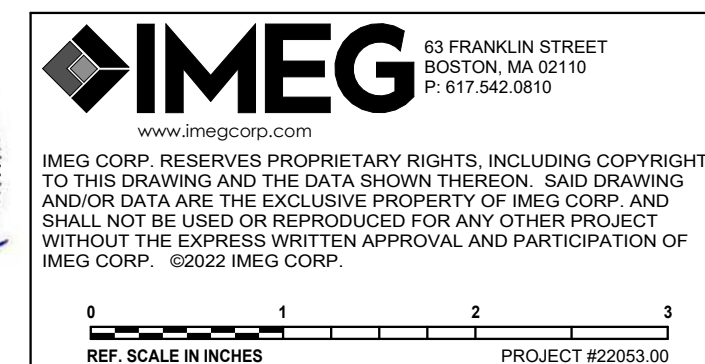
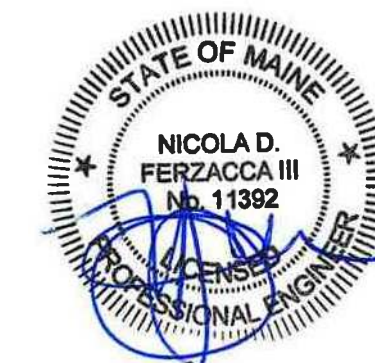
2 Section 1
1/8" = 1'-0"



3 Section 2
1/8" = 1'-0"



1 MECHANICAL HIGH PLATFORM PLAN
1/8" = 1'-0"



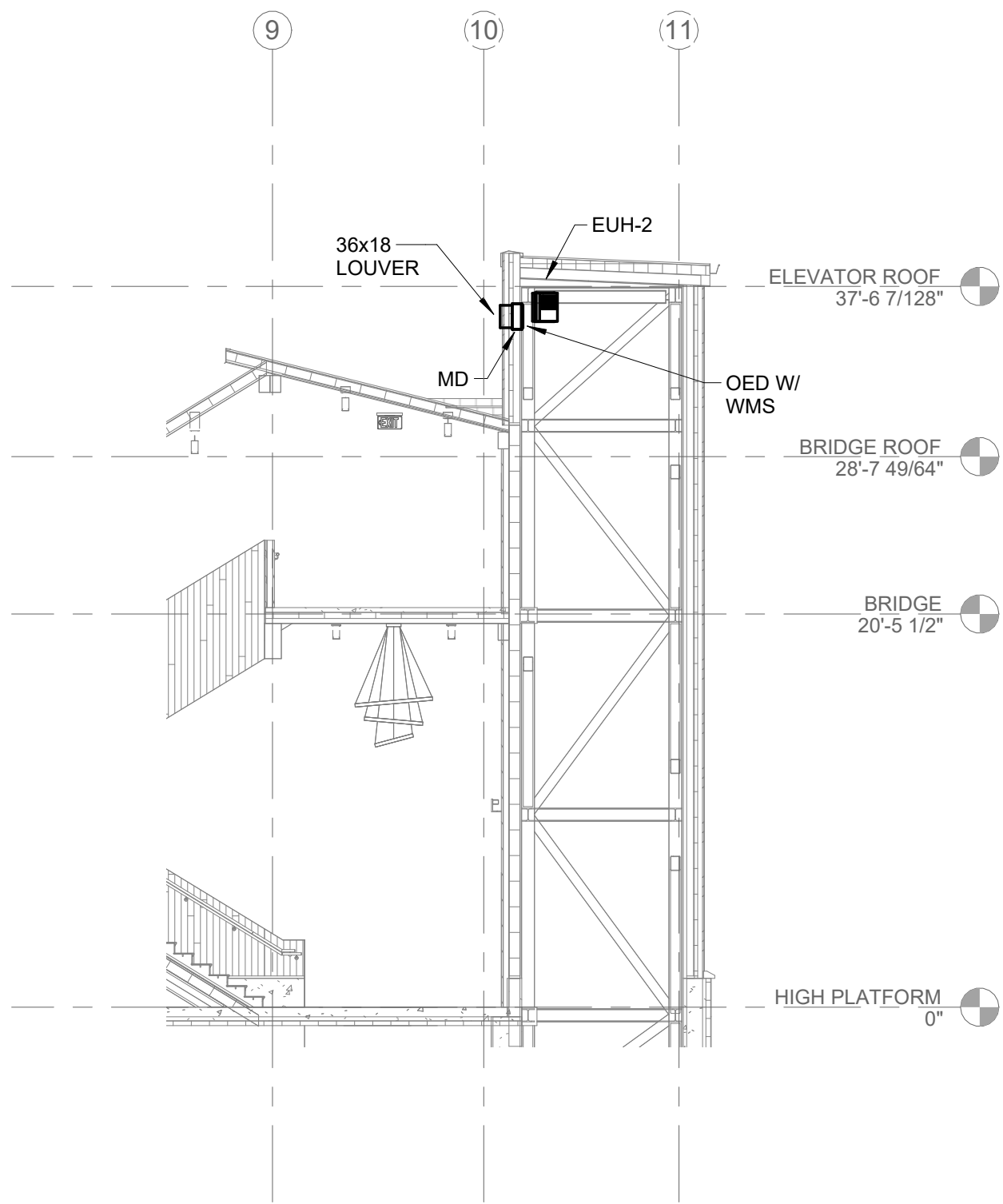
NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION				
DATE	01/29/24	DESIGNER	Author	
RAILROAD OWNER		REVISION 1		
REVISION 2		REVISION 3		
REVISION 4		REVISION 5		
PROJECT COMPLETION DATE				

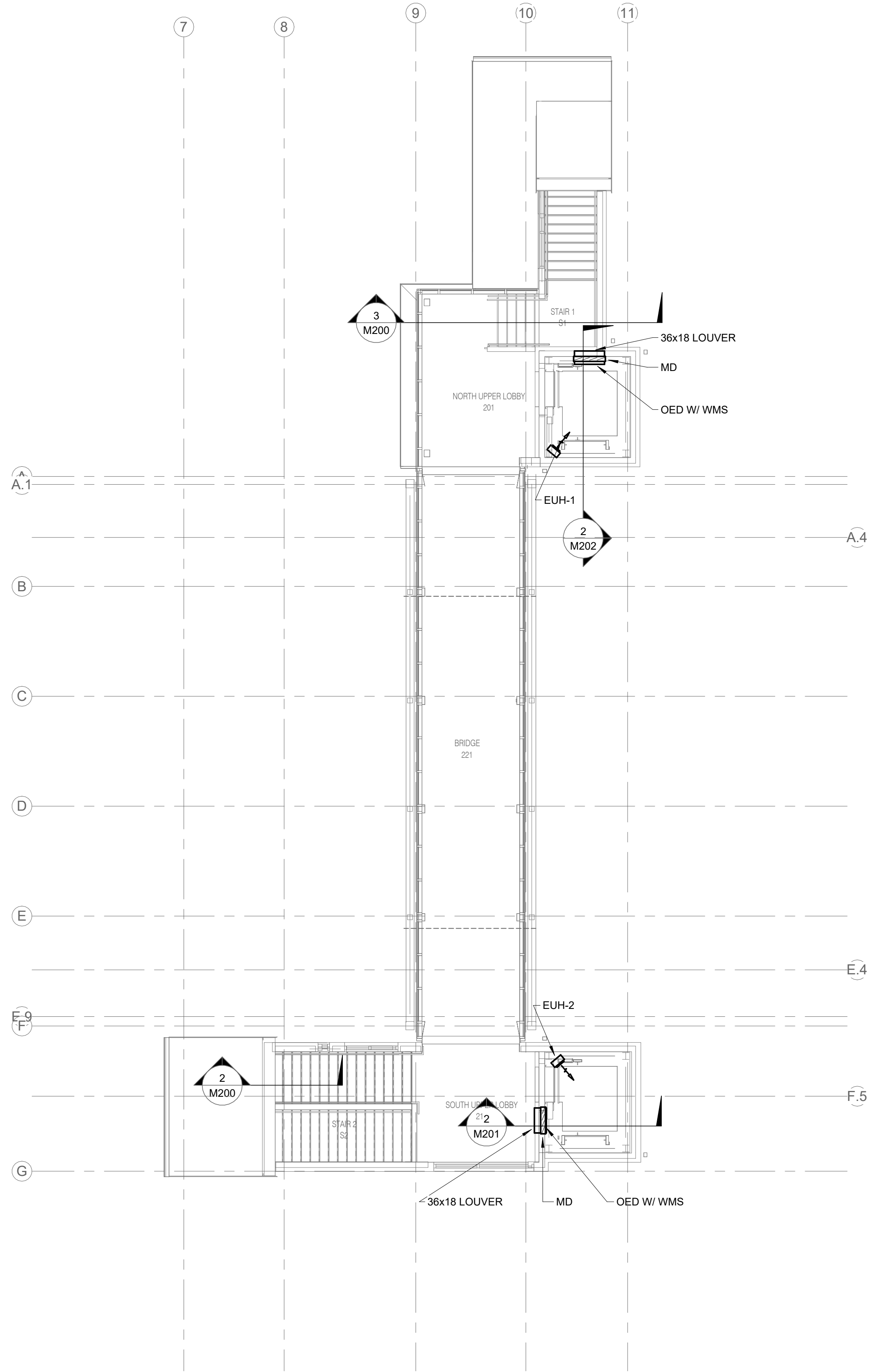
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
MECHANICAL HIGH PLATFORM PLAN

SHEET NUMBER

M200



2 Section 9
1/8" = 1'-0"



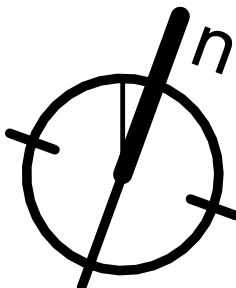
1 MECHANICAL BRIDGE PLAN
1/8" = 1'-0"



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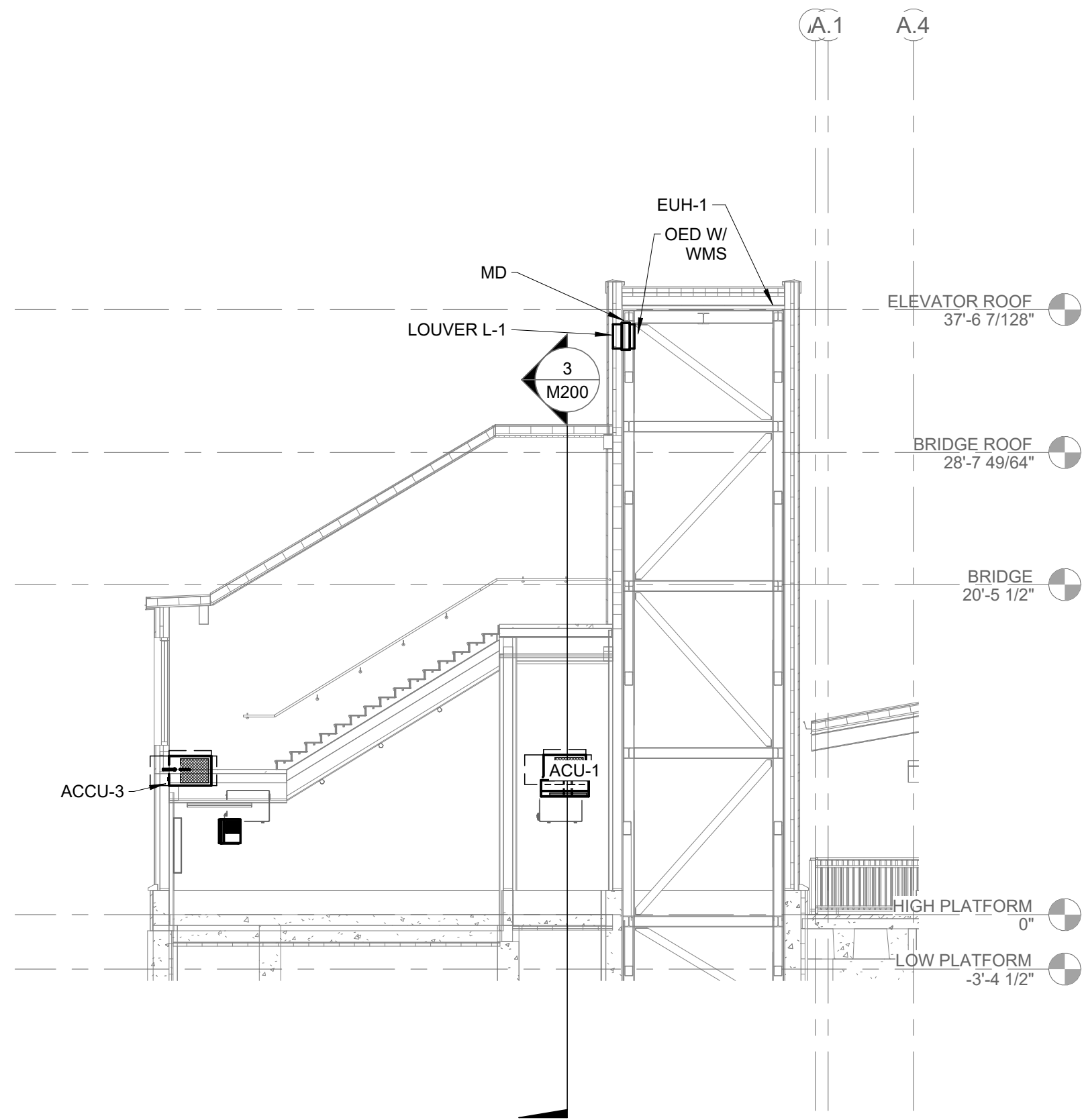
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

SHEET NUMBER

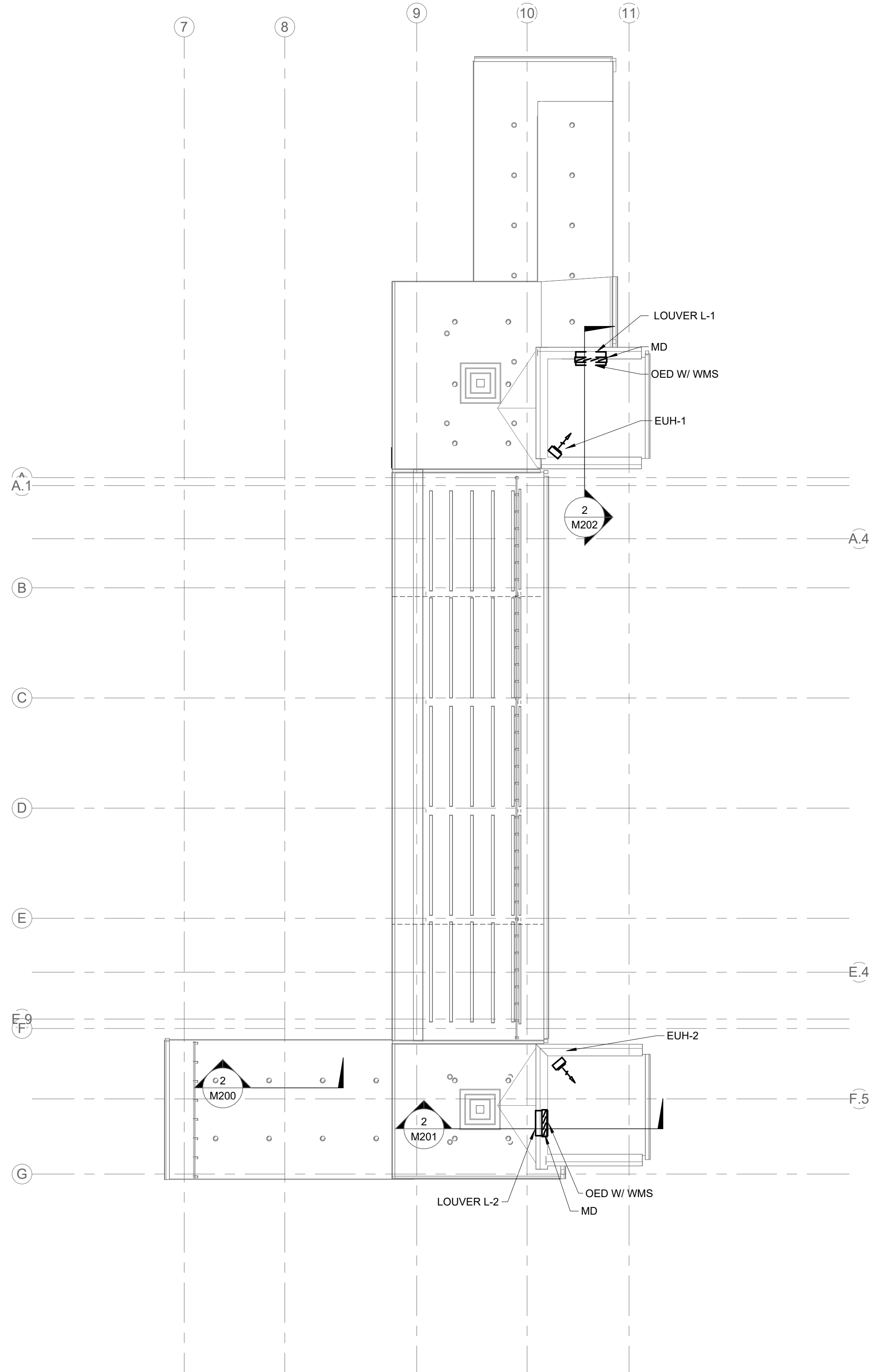
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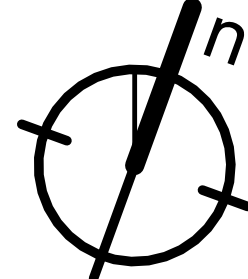
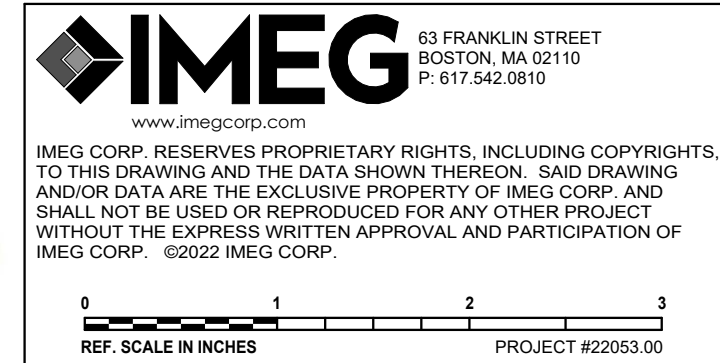
PROJECT INFORMATION				
DATE	01/29/24	DESIGNER	Author	
RAILROAD OWNER		REVISION 1		
REVISION 2		REVISION 3		
REVISION 4		REVISION 5		
PROJECT COMPLETION DATE				



2 Section 4
1/8" = 1'-0"



1 MECHANICAL ELEVATOR ROOF PLAN
1/8" = 1'-0"



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

SHEET NUMBER

M202

PROJECT INFORMATION	
DATE	01/28/24
DESIGNER	Author
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

ELECTRIC BASEBOARD HEATER SCHEDULE

PLAN MARK	MANUFACTURER & MODEL NUMBER (BASIS OF DESIGN)	LOCATION	CAPACITY (BTU/HR)	CAPACITY (WATTS)	LENGTH	ELECTRICAL		WEIGHT (LBS)	REMARKS
						AMPS	VOLT/PH		
EBB-1	MARLEY BKOC2503W	ROOM 102	3140	1000	4'	4.8	208/1	11.5	PROVIDE INTEGRAL THERMOSTAT
EBB-2	MARLEY BKOC2504W	ROOM 105	3140	1000	4'	4.8	208/1	11.5	PROVIDE INTEGRAL THERMOSTAT

LOUVER SCHEDULE

SYMBOL	SERVING	MANUFACTURER	TYPE	DAMPER FREE AREA (SF)	MODEL	LOUVER DIMENSIONS		REMARKS
						WIDTH (IN)	HEIGHT (IN)	
L-1, L-2	ELEVATOR HOISTWAY	GREENHECK	EXHAUST	2.25	EVH-501D	36	18	1, 2, 3
REMARK: 1. LOUVER SIZES, COLOR AND FINISH SHALL BE APPROVED BY ARCHITECT. 2. PROVIDE WITH INSECT SCREEN BEHIND LOUVER ON INTERIOR SIDE OF DISCHARGE. 3. PROVIDE NORMALLY OPEN MOTORIZED DAMPER (SEE LOUVER SCHEDULE). INSTALL BLANK-OFF PANEL TO BLANK OFF THE REST OF THE LOUVER IF NEEDED.								

ELECTRIC UNIT HEATER SCHEDULE

SYMBOL	SERVING	MOUNTING ARRANGEMENT	CFM	MBHP	VOLT.	KW	WEIGHT	MANUFACTURER & MODEL #	REMARK
EUH- 1, 2	ELEVATOR HOISTWAY	CEILING / WALL MOUNT	350	17.1	3	208	5.0	27 lbs	QMARK MUH0581-PRO 1, 2, 3
EUH- 3, 4	ELEC. RM 103, RM. 106	CEILING / WALL MOUNT	350	17.1	3	208	5.0	27 lbs	QMARK MUH0581-PRO 1, 2

1. PROVIDE THERMOSTAT AND DISCONNECT SWITCH.
2. UNITS SHALL BE UL LISTED.
3. PROVIDE WITH SEPARATE TEMPERATURE SENSOR AND CONTROLLER.

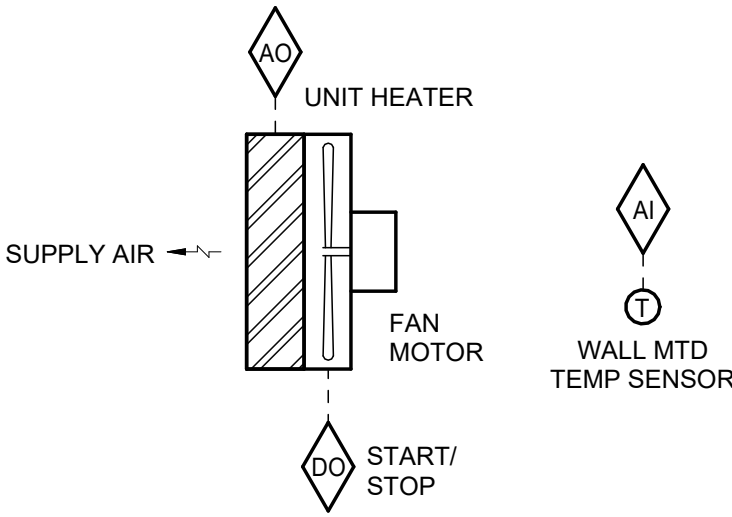
SPLIT SYSTEM SCHEDULE

SYMBOL	SERVICE	ASSOCIATED CONDENSING UNIT	TYPE	COOLING CAPACITY (MBH)	COOLING MIN. CAPACITY (MBH)	AIRFLOW (CFM)	ELECTRICAL				MANUFACTURER / MODEL #	WEIGHT (LBS.)	REMARKS
							V	PH	MCA	HZ			
ACU-1, 2	ELEVATOR MACHINE RM.	ACCU-1, 2	WALL-MOUNTED	12.0	5.8	570/635/700	208	1	1	60	TRANE-MITSUBISHI PKA-A12HA7	29	1, 2, 3, 4, 5
ACU- 3	ELECTRIC ROOM	ACCU-3	WALL-MOUNTED	12.0	5.8	570/635/700	208	1	1	60	TRANE-MITSUBISHI PKA-A12HA7	29	1, 2, 3, 4, 5, 6

1. PROVIDE WITH THERMOSTAT TO CONTROL UNIT.
2. REFRIGERANT LINE SIZES PER MANUFACTURER.
3. CONNECT 3/4" CONDENSATE PIPE TO A NEAREST DRAIN .COORDINATE CONDENSING UNIT LOCATIONS WITH ARCHITECT.
4. PROVIDE CONDENSING UNIT SUPPORT SYSTEM PER MANUFACTURER RECOMMENDATIONS.
5. PROVIDE WIND BAFFLE TO ENABLE LOW AMBIENT CONTROL.
6. LIMIT THE COMPRESSOR OPERATION DOWN TO 50% TO PREVENT SHORT CYCLING FROM OCCURRING.

SPLIT SYSTEM CONDENSING UNIT SCHEDULE

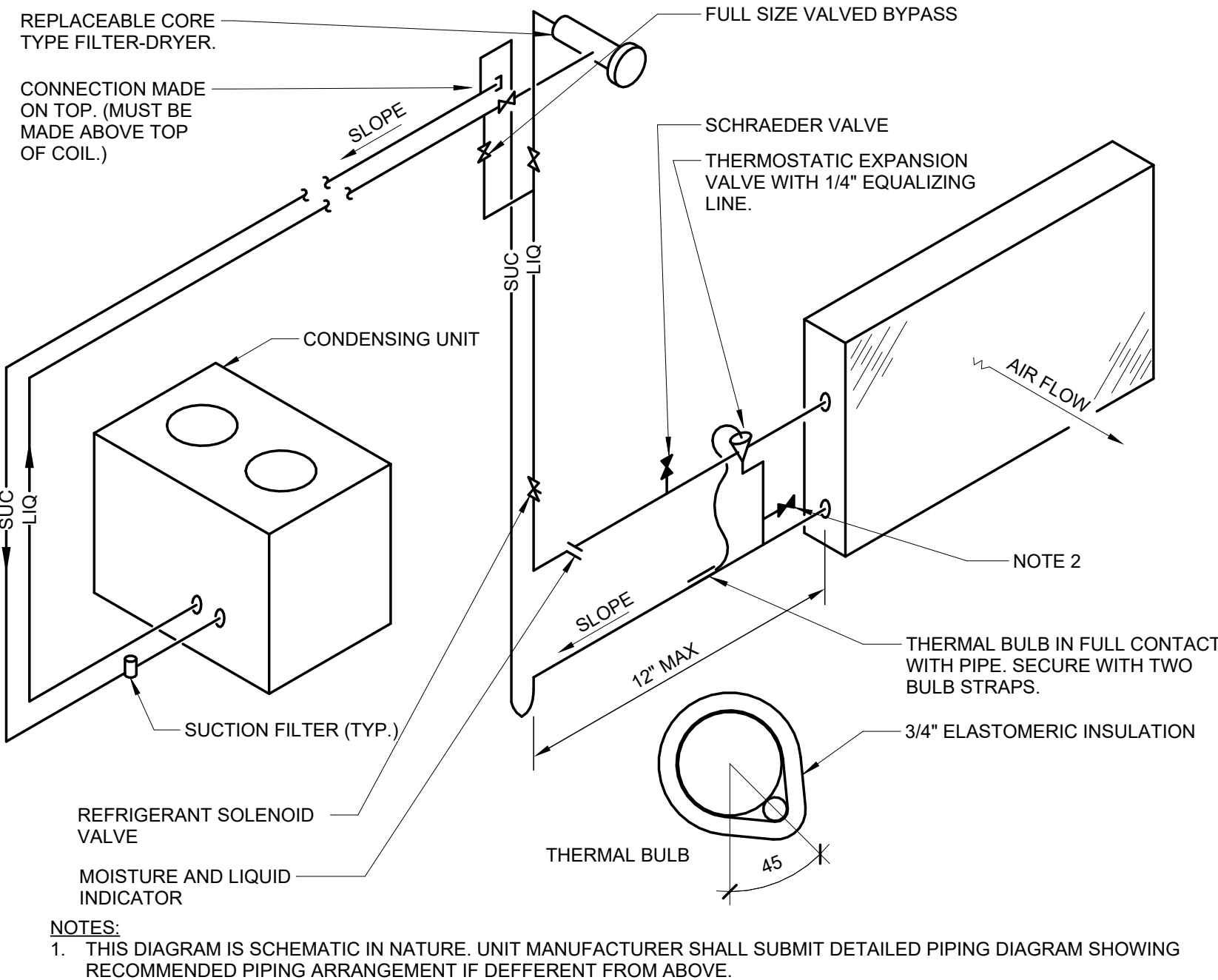
SYMBOL	SERVICE	COOLING CAPACITY (MBH)	REFRIGERANT	ELECTRICAL					MANUFACTURER / MODEL #	WEIGHT (LBS.)	REMARKS
				MOCP	MCA (A)	V	PH	HZ			
ACCU-1, 2	ACU-1, 2	12.0	R410A	28.0	11.0	208	1	60	TRANE-MITSUBISHI PUY-A12NKA7	92	1, 2, 3, 4, 5
ACCU- 3	ACU-3	12.0	R410A	28.0	11.0	208	1	60	TRANE-MITSUBISHI PUY-A12NKA7	92	1, 2, 3, 4, 5, 6



1

UNIT HEATER CONTROL -
ELECTRIC

NO SCALE



2

REFRIGERANT - PIPING DIAGRAM W/SINGLE COIL

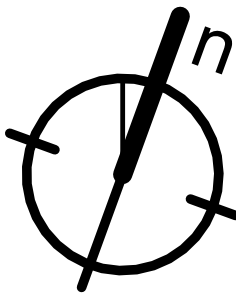
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NEPRA DOWNEASTER

WELLS AREA IMPROVEMENT PROJECT

WELLS MAINE

PROJECT INFORMATION				
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		REVISION 2		
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		REVISION 4		
		REVISION 5		
		PROJECT COMPLETION DATE		

WELLS TRANSPORTATION CENTER

WELLS STATION EXPANSION

MECHANICAL SCHEDULES

SHEET NUMBER

M600

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
AF	ARC FAULT
AV	ADJUSTABLE SPEAKERS "VC" INDICATES VOLUME CONTROL
BMS	BUILDING MANAGEMENT SYSTEM
EC	ELECTRICAL CONTRACTOR
EM	EMERGENCY
EMS	ENERGY MANAGEMENT SYSTEM
EWC	ELECTRIC WATER COOLER
FBO	FURNISHED BY OTHERS
GC	GENERAL CONTRACTOR
GFI	GROUND FAULT INTERRUPTER
IG	ISOLATED GROUND
MD	MOTORIZED DAMPER
MEC	MASSACHUSETTS ELECTRICAL CODE
NL	NIGHT LIGHT (UNSWITCHED)
NTS	NOT TO SCALE
RR	EXISTING TO BE REFURBISHED
SB	STANDBY
TTB	TELEPHONE TERMINAL BACKBOARD
UF	UNDER FLOOR
U.O.I.	UNLESS OTHERWISE INDICATED
VAV	VARIABLE AIR VOLUME
WP	WEATHER PROOF
XP	EXPLOSION PROOF

DEMO ABBREVIATIONS

EX	EXISTING TO REMAIN
ER	EXISTING TO BE REPLACED WITH NEW
EXR	EXISTING TO BE RELOCATED

LIGHT FIXTURE. LETTER REFERS TO FIXTURE SCHEDULE:

	LIGHT FIXTURE. CAPITAL LETTER INDICATES FIXTURE TYPE, NUMERAL INDICATES CIRCUIT NUMBER AND SMALLER LETTER SWITCH CONTROL. HATCH INDICATES EMERGENCY FIXTURE.
	EXIT SIGN - WALL MOUNTED - DIRECTIONAL ARROWS AS INDICATED
	EXIT SIGN - CEILING MOUNTED - DIRECTIONAL ARROWS AS INDICATED

SWITCHES. 48" TO A.F.F. EXCEPT AS NOTED:

S	SINGLE POLE
S	MULTI-GANG
S2	TWO POLE
S3	THREE WAY
S4	FOUR WAY
S _P	SINGLE POLE WITH RED PILOT LIGHT
S _M	SINGLE POLE WITH THERMAL ELEMENT

CONVENIENCE OUTLETS. UP 18" EXCEPT AS NOTED:

OUTLET SUBSCRIPTS:	
WP- WEATHERPROOF TYPE	
GFI - GROUND FAULT INTERRUPTER TYPE	
	DUPLEX - 20A, 125V, GROUNDING TYPE
	DUPLEX - 20A, 125V, GROUNDING TYPE, MTD, ABOVE COUNTER OR 42" A.F.F.
	QUAD - 20A, 125V, GROUNDING TYPE.

MISCELLANEOUS:

	DATA OUTLET, BLUE JACK. X DENOTES QTY JACKS
	TELEPHONE OUTLET, WHITE JACK. X DENOTES QTY JACKS
	TEL/DATA DOUBLE JACK OUTLET. WHITE PHONE, BLUE DATA.
	MOTOR, NUMERAL INDICATES HORSEPOWER
	MAGNETIC MOTOR STARTER. SIZED AS REQUIRED.
	COMBINATION MAGNETIC MOTOR STARTER/DISCONNECT. # OF POLES AND SIZE AS REQUIRED
	DISCONNECT SWITCH, FUSED, UNLESS NOTED OTHERWISE, # OF POLES AND RATING AS REQUIRED
	DISCONNECT SWITCH, UNFUSED, UNLESS OTHERWISE NOTED, NEMA 3R # OF POLES AND RATING AS REQUIRED
	CALL ASSISTANCE PHONE, PEDESTAL MOUNTED
	POWER AND/OR LIGHTING PANELBOARD
	JUNCTION BOX
	MECHANICAL EQUIPMENT - SEE MECH. EQUIP. SCHEDULE
	INGROUND HANDHOLE, SEE DETAIL E-601.

CONDUIT RUNS:

	TURNING UP
	TURNING DOWN
	HOMERUN TO PANELBOARD; 2#12 & #12G IN 1/2" C, TO 20A 1P CIRCUIT BREAKER (TYPICAL UNLESS NOTED OTHERWISE)
	UNDERGROUND

FIRE ALARM SYSTEM:

	MANUAL PULL STATION, M.H. 42" A.F.F. "C" INDICATES CONVENTIONAL DEVICE OTHERWISE DEVICE IS ADDRESSABLE
	COMBINATION AUDIO/VISUAL INDICATOR, M.H. 76" A.F.F. FIELD SELECTABLE CD RATING.
	HEAT DETECTOR, CEILING MOUNTED. "C" INDICATES CONVENTIONAL DEVICE OTHERWISE DEVICE IS ADDRESSABLE
	ADDRESSABLE SMOKE DETECTOR, CEILING MOUNTED
	ADDRESSABLE FIRE ALARM RELAY OR CONTROL MODULES
	EXTERIOR BEACON
	MONITOR MODULE
	BUILDING MASTER FIRE BOX
	FIRE ALARM CONTROL PANEL

ELECTRICAL INSTALLATION NOTES:

1. THE COMPLETE INSTALLATION SHALL BE IN ACCORDANCE WITH THE ADA STANDARDS FOR ACCESSIBLE DESIGN. REFER TO THE ADA GUIDELINES FOR ALL CONFIGURATION DETAILS ON THIS PAGE FOR ADDITIONAL INFORMATION.
2. CIRCUIT NUMBERS ARE SHOWN FOR CIRCUIT IDENTIFICATION. CIRCUITING SHALL AGREE WITH NUMBERING ON THE PANEL PROVIDED. COMMON NEUTRALS MAY NOT BE USED FOR BRANCH CIRCUITS. BALANCE THE LOAD ON PANEL AS EVENLY AS POSSIBLE BETWEEN EACH PHASE.
3. EMERGENCY BRANCH WIRING FOR FEEDERS AND BRANCH CIRCUITS SHALL BE ROUTED IN SEPARATE RACEWAY, JUNCTION BOXES, PULL BOXES, AND CABINETS. WIRING FOR EACH BRANCH SHALL BE INDEPENDENT FROM OTHER BRANCHES, INCLUDING THE NORMAL BRANCH
4. FLUSH MOUNT ALL LIGHTING CONTROL DEVICES AT +42" FROM FLOOR (CENTERLINE DIMENSION), EXCEPT WHERE OTHERWISE NOTED. DEVICES MAY BE SURFACE MOUNTED WHEN CONDUIT IS SPECIFIED EXPOSED.
5. FLUSH MOUNT ALL DUPLEX RECEPTACLES AND TECHNOLOGY OUTLETS AT +18" FROM FLOOR (CENTERLINE DIMENSION), EXCEPT WHERE OTHERWISE NOTED. RECEPTACLES AND OUTLETS MAY BE SURFACE MOUNTED WHEN CONDUIT IS SPECIFIED EXPOSED. MOUNT EXTERIOR LOCATED RECEPTACLES WITH WHILE-IN-USE COVERS AT +20" FROM FINISHED GRADE (CENTER DIMENSIONS) TO MAINTAIN INSTALLATION ADA COMPLIANCE.
6. ALL MATERIALS USED TO SEAL PENETRATIONS OF FIRE RATED WALLS AND FLOORS SHALL BE TESTED AND CERTIFIED AS A SYSTEM PER ASTM E814 STANDARDS FOR FIRE TESTS OF THROUGH-PENETRATION FIRESTOPS. REFER TO **26 05 03** FOR ADDITIONAL INFORMATION AND REQUIREMENTS SPECIFIC TO FIRESTOPPING.
7. MOUNT ALL FIRE ALARM PULL STATIONS AT +42" FROM FLOOR (CENTERLINE DIMENSION) EXCEPT WHERE OTHERWISE NOTED.
8. INSTALL ALL WALL MOUNTED FIRE ALARM NOTIFICATION DEVICES AT 90" ABOVE FINISHED FLOOR OR 6" BELOW THE CEILING, WHICHEVER IS LOWER, EXCEPT WHERE OTHERWISE NOTED. HEIGHT SHALL BE MEASURED TO THE TOP OF THE DEVICE.
9. CONTRACTOR SHALL COORDINATE THE LOCATION OF ALL CEILING MOUNTED DEVICES AND EQUIPMENT WITH LUMINAIRES, SPRINKLER, AND CEILING DIFFUSERS. CENTER ALL DEVICES IN CEILING TILE PATTERN. SMOKE DETECTORS AND OCCUPANCY/VACANCY SENSORS SHALL BE LOCATED NO CLOSER THAN 3 FEET TO AN AIR SUPPLY DIFFUSER OR RETURN GRILLE.
10. CONTRACTOR SHALL VERIFY ALL FURNITURE, MODULAR FURNITURE, AND EQUIPMENT LOCATIONS WITH ARCHITECTURAL PLANS, ELEVATIONS, AND REVIEWED SHOP DRAWINGS. PRIOR TO MAKING THE ACTUAL ELECTRICAL INSTALLATION, THIS CONTRACTOR SHALL ADJUST RECEPTACLES, OUTLETS, OR CONNECTION LOCATIONS TO ACCOMMODATE FURNITURE AND/OR EQUIPMENT.
11. ELECTRICAL AND TECHNOLOGY EQUIPMENT SHALL BE MOUNTED TO AVOID IMPEDANCE OF, OPERATION OF, AND/OR ACCESS TO ELECTRICAL AND MECHANICAL EQUIPMENT. ALL MOUNTING OF ELECTRICAL AND TELECOMMUNICATIONS EQUIPMENT, ON EQUIPMENT SUPPLIED BY ANOTHER CONTRACTOR, SHALL BE APPROVED IN ADVANCE BY THE OTHER CONTRACTOR.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OPENINGS REQUIRED IN WALLS. ALL OPENINGS SHALL BE REPAIRED TO MATCH EXISTING BY A QUALIFYING CONTRACTOR AT THE EXPENSE OF THIS CONTRACTOR. ALL CONDUITS THROUGH WALLS SHALL BE GROUTED OR SEALED INTO OPENINGS.
13. ALL WELDING SHALL BE ACCORDING TO AMERICAN WELDING SOCIETY STANDARDS. CONTRACTOR SHALL FURNISH TO THE ARCHITECT/ENGINEER CERTIFICATES QUALIFYING EACH WELDER, PRIOR TO START OF WORK. THE ARCHITECT/ENGINEER RESERVES THE RIGHT TO REQUIRE QUALIFYING DEMONSTRATION, AT THE CONTRACTOR'S EXPENSE, OF ANY WELDERS ASSIGNED TO THE JOB.
14. EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO THE WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
15. REFER TO ARCHITECTURAL REFLECTED CEILING PLAN AND ELECTRICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES.
16. ELECTRICAL IDENTIFICATION. REFER TO SPECIFICATION SECTION 26 05 53 FOR COLOR/LABEL REQUIREMENTS FOR CONDUIT, BOX, CABLE/WIRE, AND EQUIPMENT.

ELECTRICAL GENERAL NOTES:

1. "NL" INDICATES LUMINAIRE IS UNSWITCHED FOR NIGHT LIGHT.
2. "EM" INDICATES LUMINAIRE IS SWITCHED/CONTROLLED DURING NORMAL OPERATION AND OPERATES FROM AN EMERGENCY BATTERY AND INVERTER SYSTEM UPON LOSS OF POWER. EXTEND UNSWITCHED CIRCUIT LEG TO BATTERY CIRCUIT.
3. REFER TO SHEET **E-602** FOR LIGHTING CONTROL ONE-LINE DIAGRAM.
4. REFER TO SHEET **E-800** FOR LUMINAIRE SCHEDULE.
5. VACANCY/OCCUPANCY SENSOR LAYOUT: SENSORS ARE SHOWN ON THE PLANS FOR DESIGN INTENT AND MAY NOT REPRESENT EVERY DEVICE. PROVIDE MANUFACTURER SPECIFIC FLOOR PLAN LAYOUTS SHOWING LOCATION, ORIENTATION, AND COVERAGE AREA OF EACH CONTROL DEVICE, SENSOR, AND CONTROLLER/INTERFACE. AREAS REQUIRING MULTIPLE SENSOR DEVICES FOR APPROPRIATE COVERAGE, SUBMIT SPECIFIC MANUFACTURER-APPROVED SENSOR LAYOUT AS AN OVERLAY DIRECTLY ON THE PROJECT DRAWINGS, EITHER IN PRINT OR APPROVED ELECTRONIC FORM.

LUMINAIRE KEY:

	E1 = FIXTURE TAG
	1 = CIRCUIT NUMBER
	a = SWITCH DESIGNATION
LUMINAIRE	NL = SUBSCRIPT (IF APPLICABLE)
	Z = ZONE DESIGNATION

*IF LABEL IS ORIENTED HORIZONTALLY A SLASH WILL SEPARATE THIS INFORMATION. EX: F1 / 1 / a / NL

DEVICE KEY:

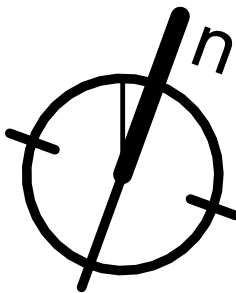
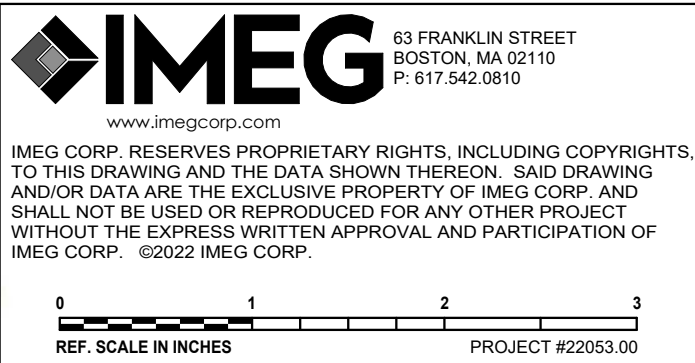
DEVICE	A = MOUNTING (IF APPLICABLE)
	1 = CIRCUIT NUMBER

*IF LABEL IS ORIENTED HORIZONTALLY A SLASH WILL SEPARATE THIS INFORMATION. EX: A / 1

ELECTRICAL MOUNTING SUBSCRIPT KEY:

A	MOUNT AT +6" TO CENTERLINE ABOVE COUNTER OR BACKSPLASH
C	MOUNT AT CEILING
H	MOUNT ORIENTED HORIZONTALLY
L	MOUNT IN CASEWORK
M	MOUNT IN MODULAR FURNITURE
R	MOUNT IN SURFACE RACEWAY
EWC	ELECTRIC WATER COOLER

APPLICABLE CODES	
CONTRACTOR SHALL COMPLY WITH APPLICABLE CODES AND LOCAL AMENDMENTS.	
BUILDING CODE:	IBC 2015
ELECTRICAL CODE:	NFPA 70 (NEC) 2020 EDITION
ENERGY CONSERVATION CODE:	IECC 2015

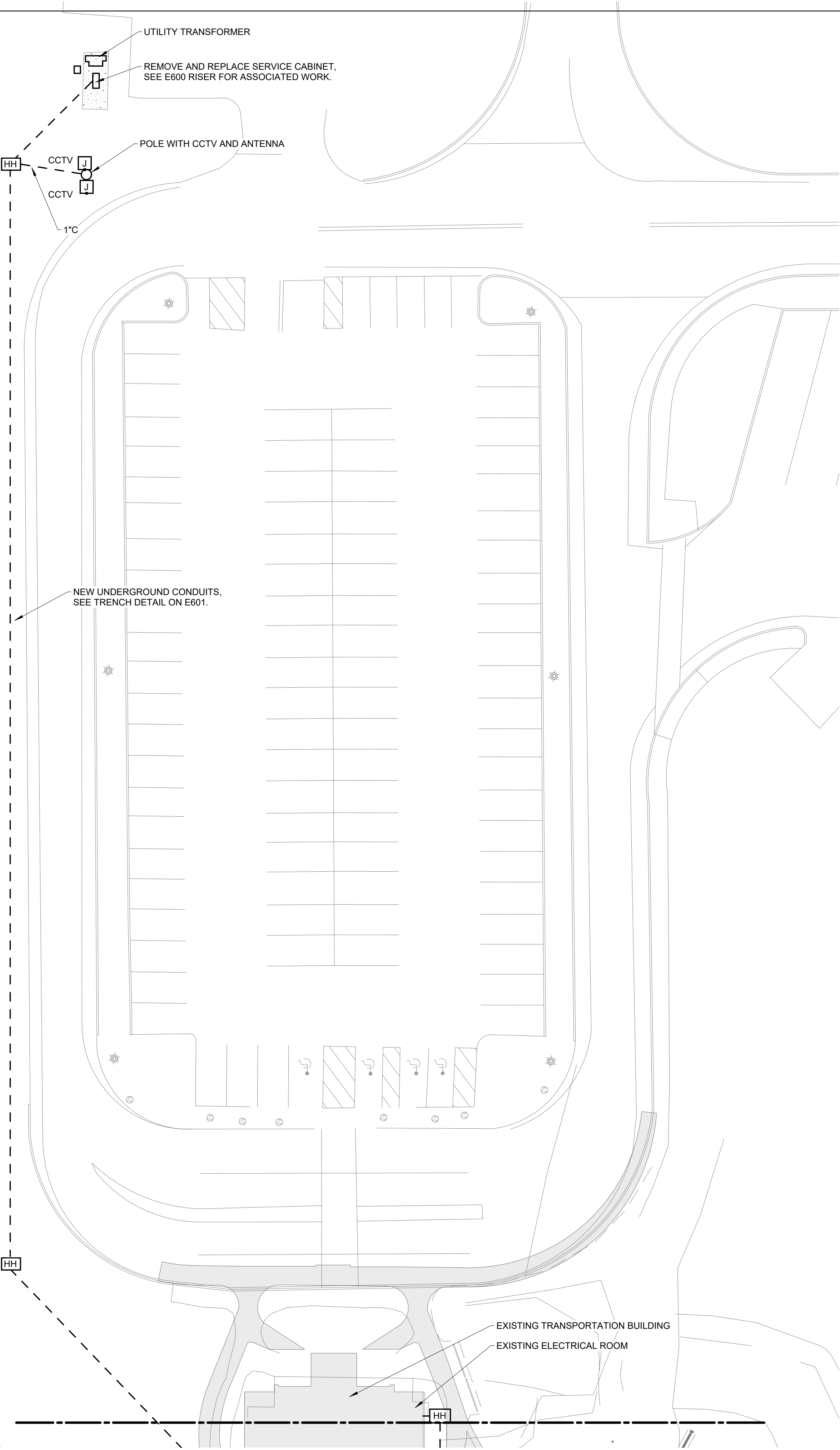



PROJECT INFORMATION					
DATE	01/29/24	DESIGNER	Michael Kowek	RAILROAD OWNER	
		REVISION 1		REVISION 2	
		REVISION 3		REVISION 4	
		REVISION 5			
					PROJECT COMPLETION DATE

1

POWER SITE PLAN - North

1" = 20'-0"





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BOSTON, MA 02110
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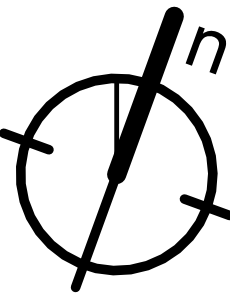
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PROJECT #22053.00



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WELLS STATION EXPANSION

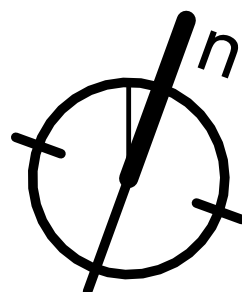
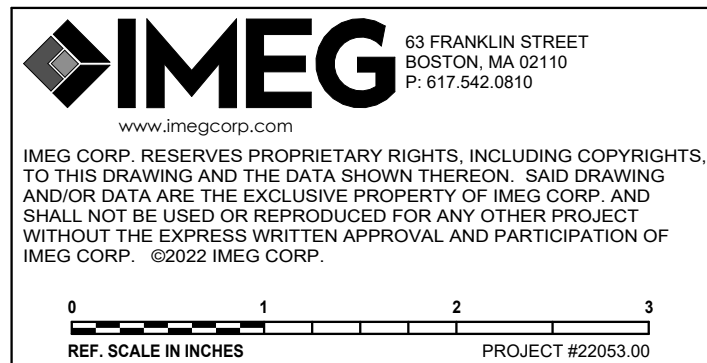
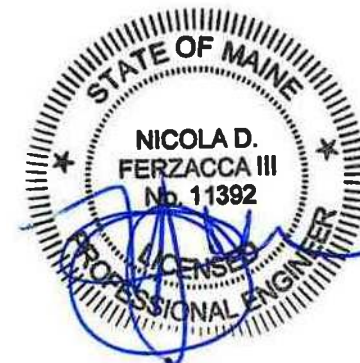
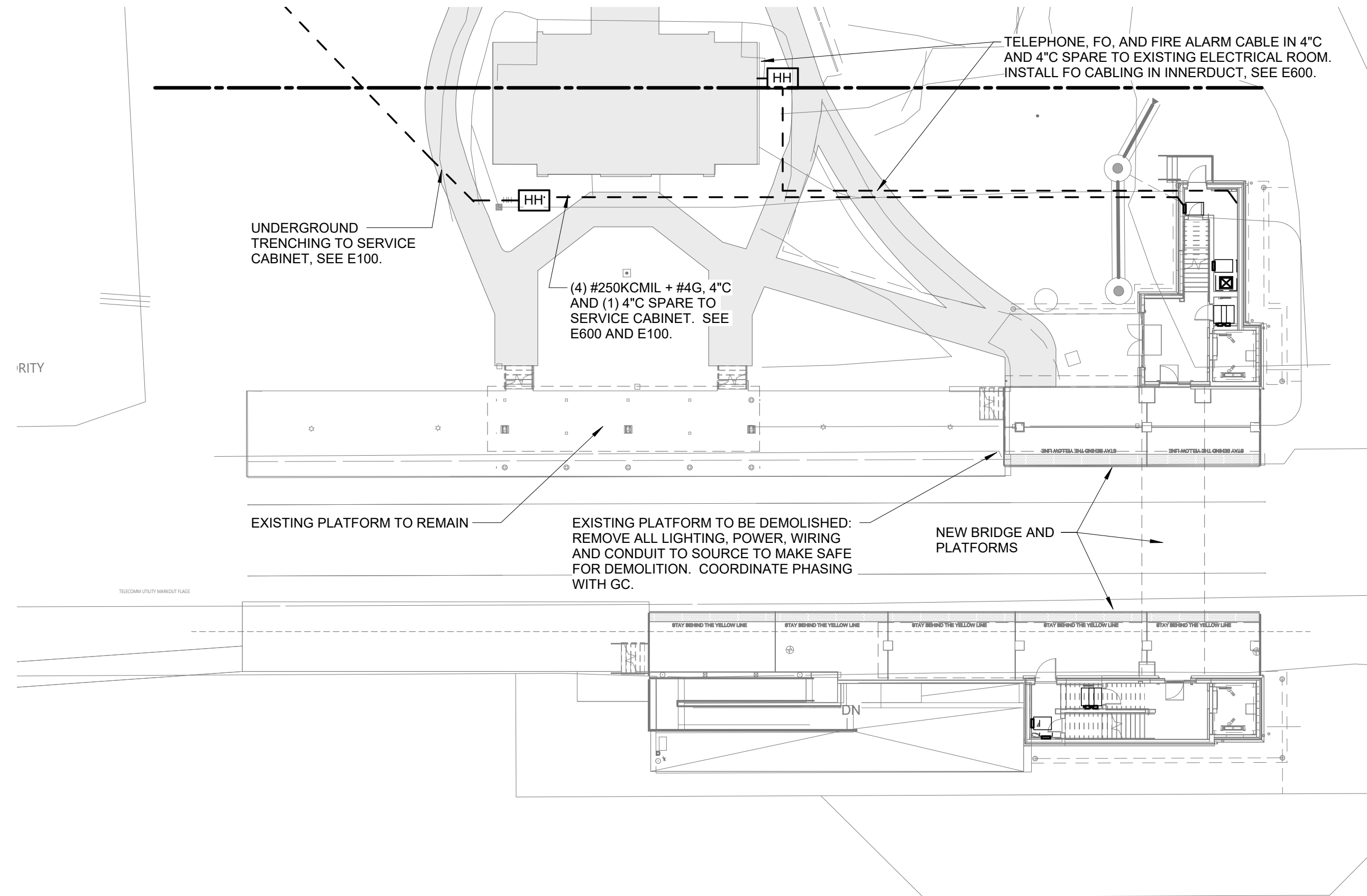
ELECTRICAL SITE PLAN

SHEET NUMBER
E100

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kovek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

1 POWER SITE PLAN - South
1" = 20'-0"



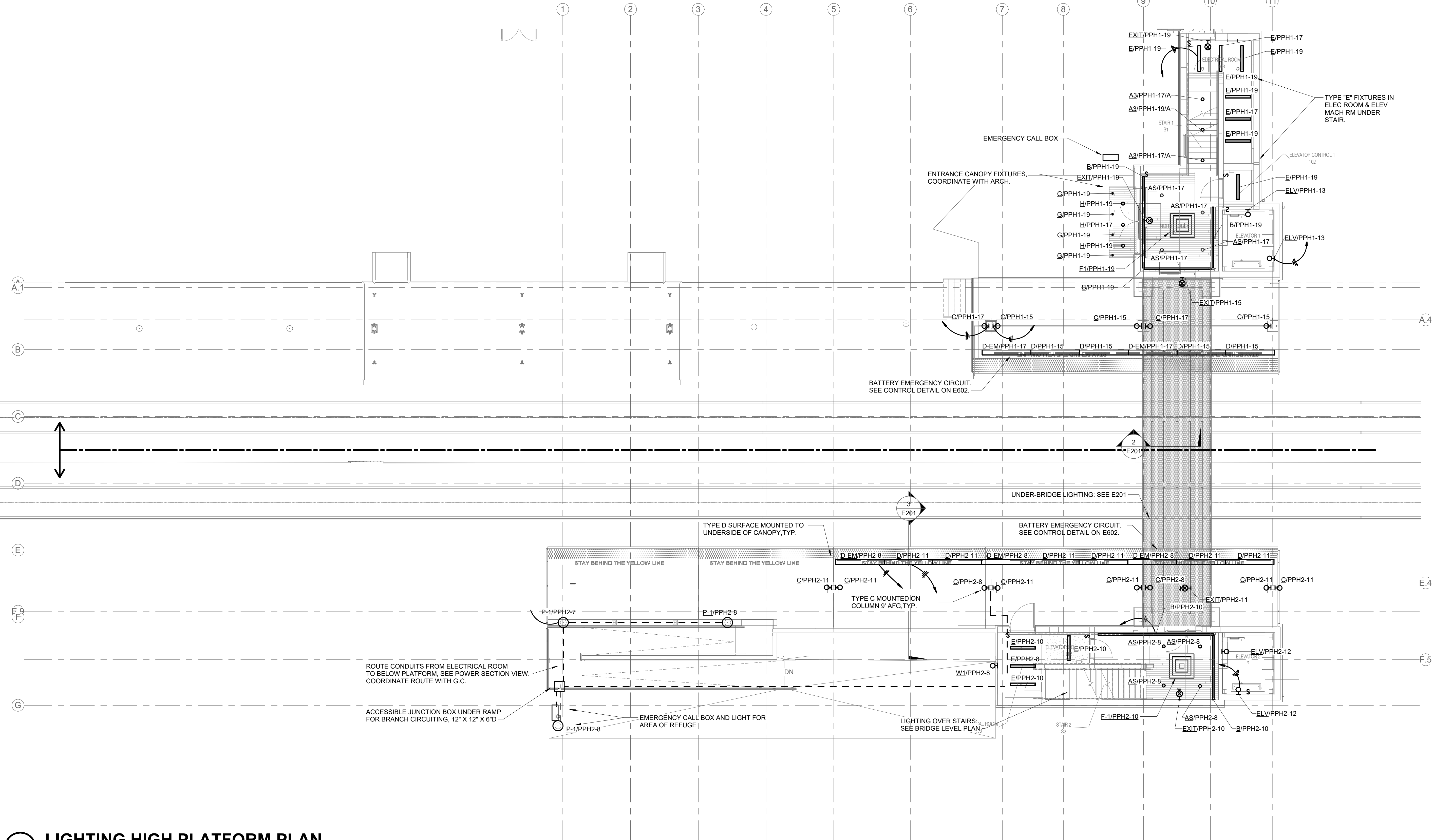
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

ELECTRICAL SITE PLAN

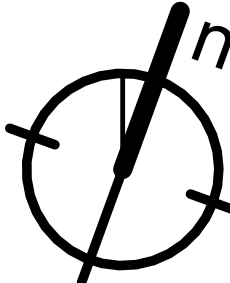
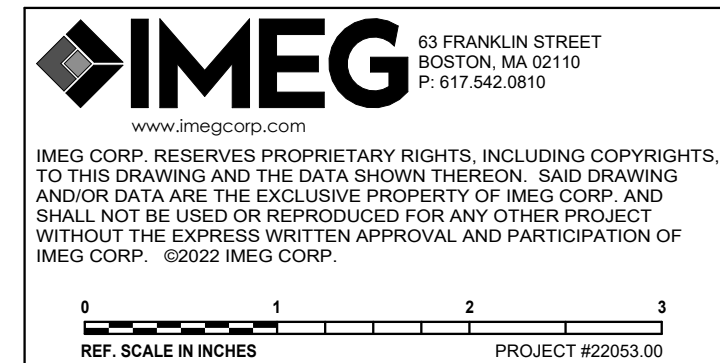
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E101

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WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

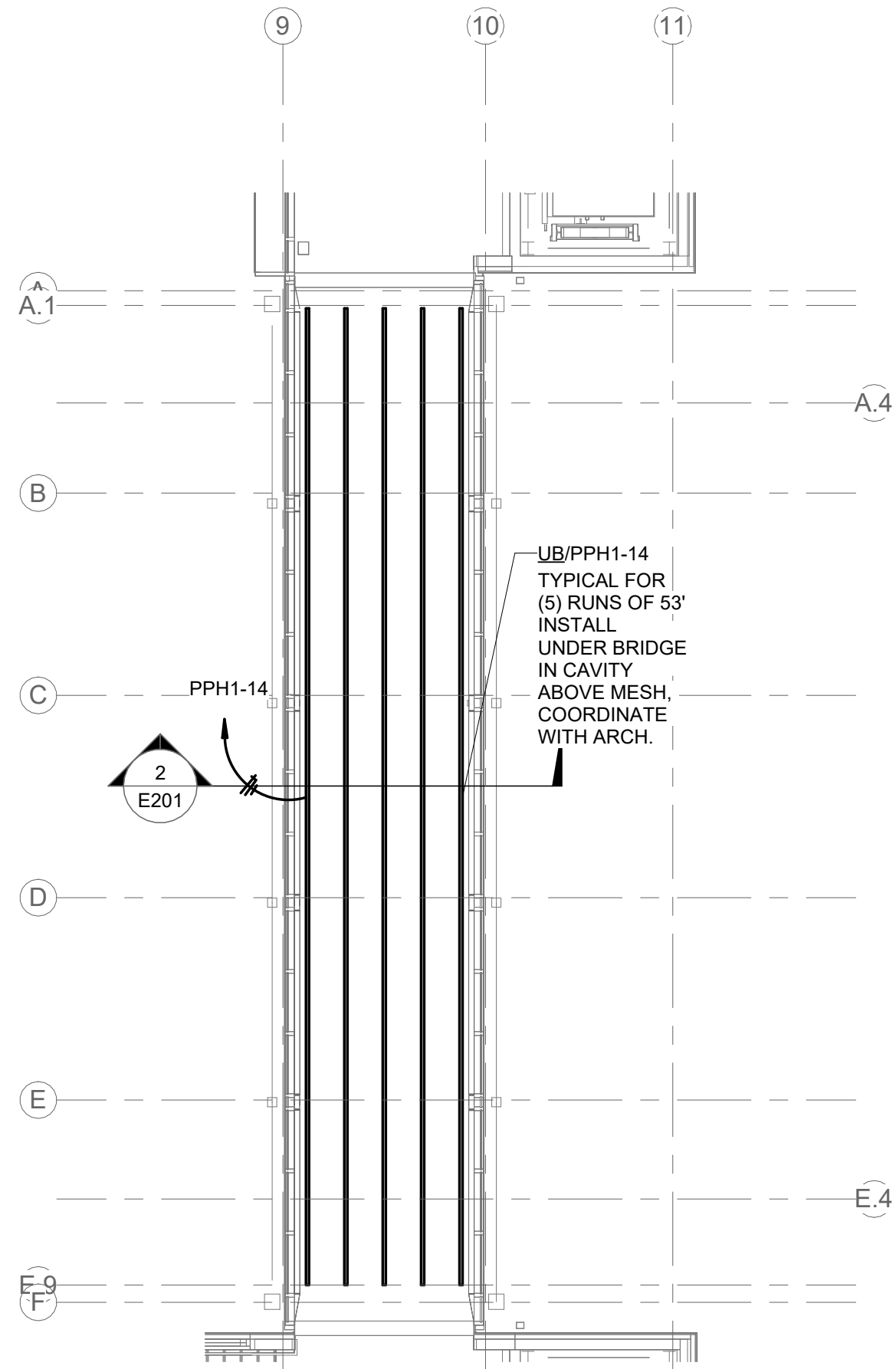
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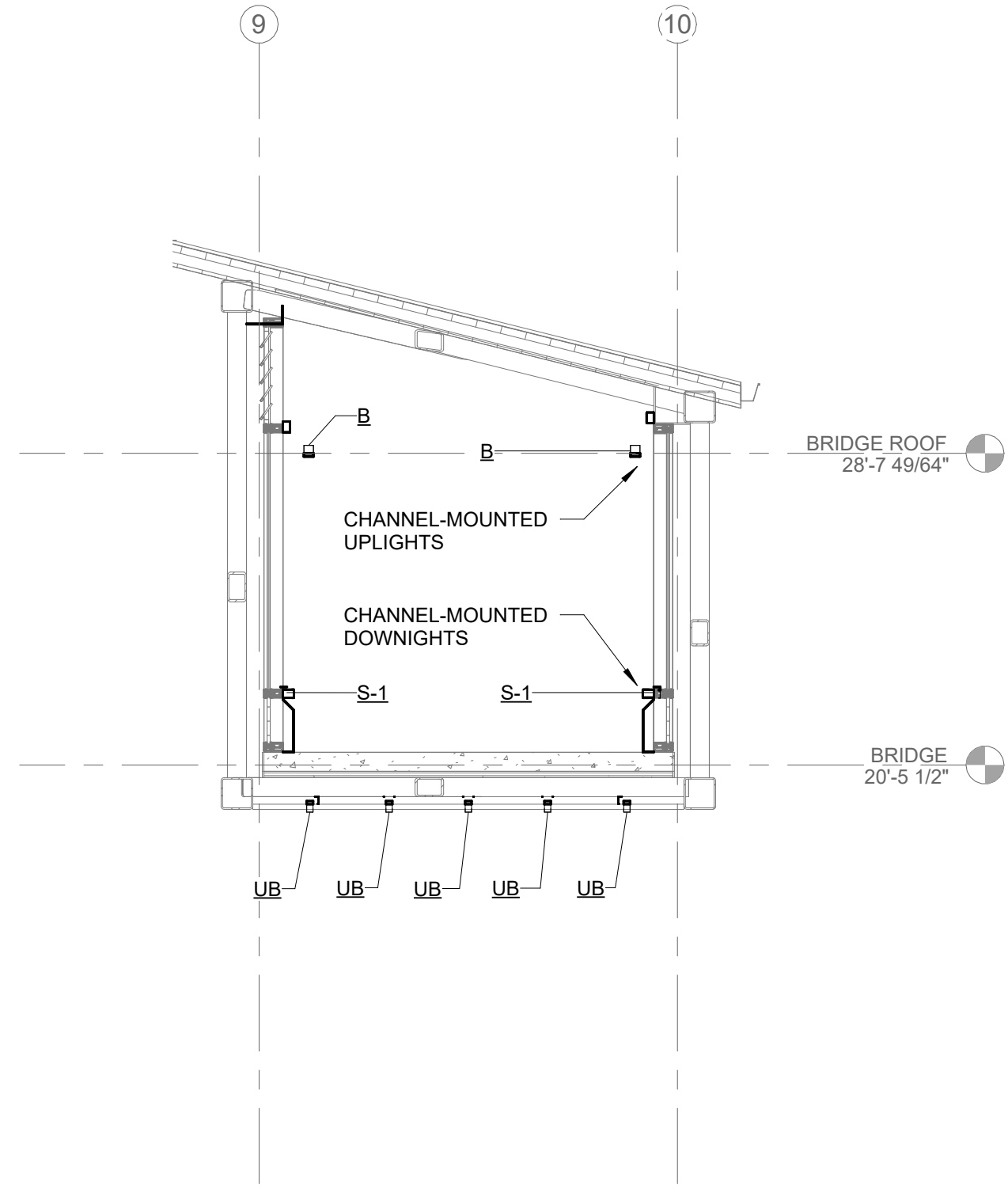
1 LIGHTING HIGH PLATFORM PLAN
1/8" = 1'-0"



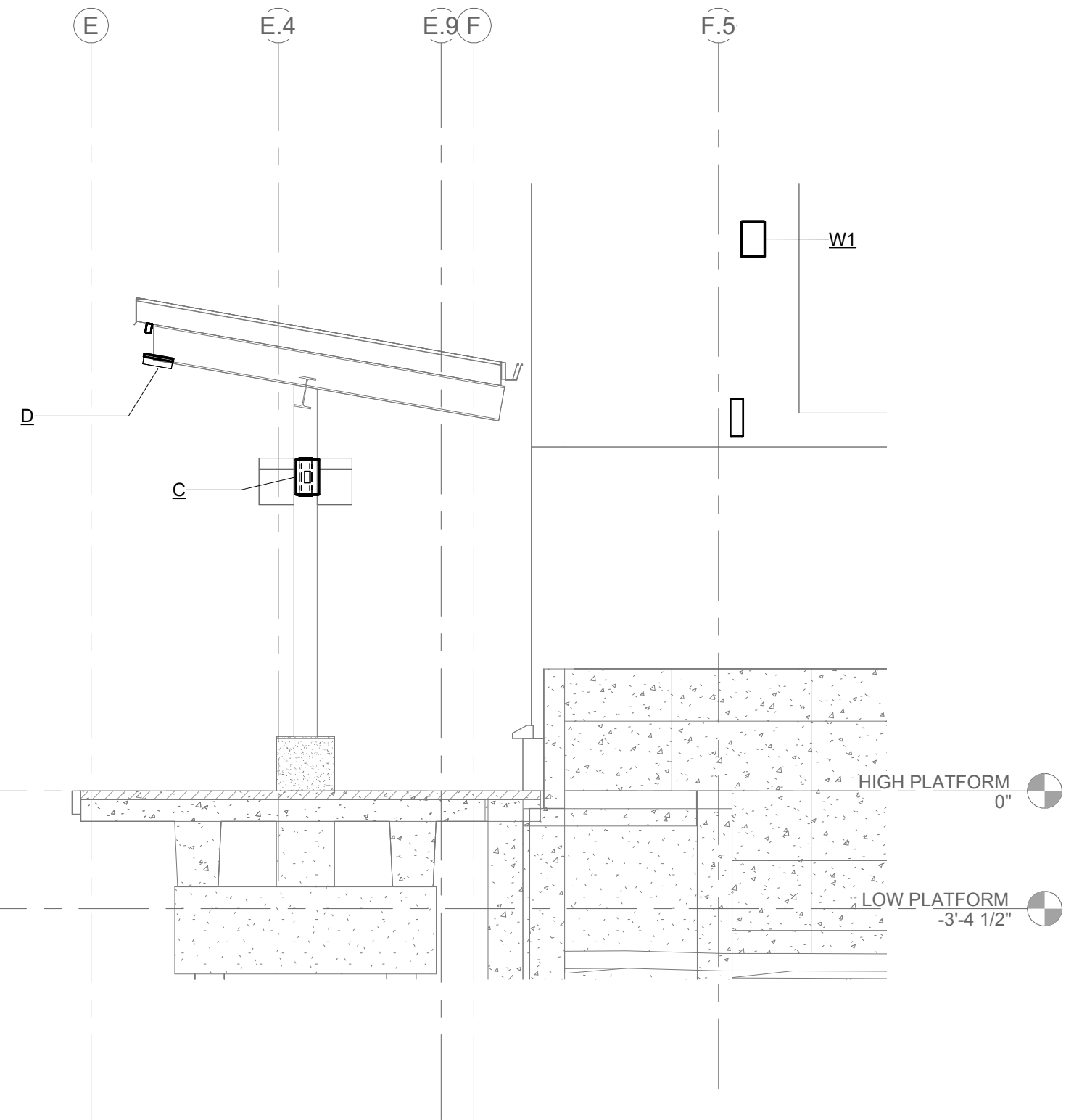
PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kovek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



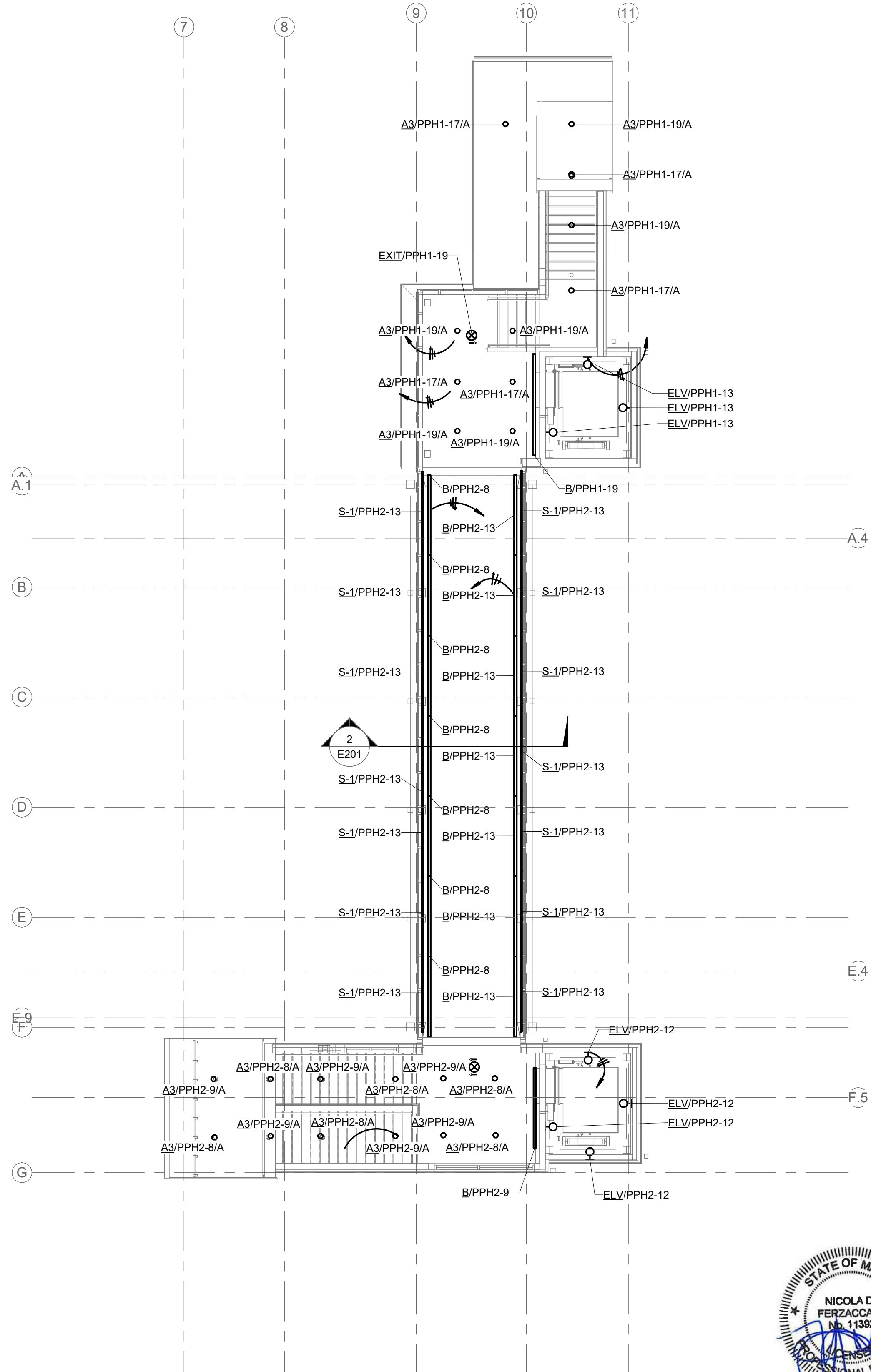
4 LIGHTING UNDER-BRIDGE PLAN
1/8" = 1'-0"



2 BRIDGE LIGHTING SECTION VIEW
1/4" = 1'-0"



3 PLATFORM LIGHTING SECTION VIEW
1/4" = 1'-0"

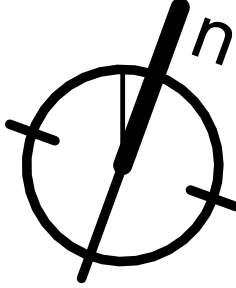


1 LIGHTING - RCP BRIDGE PLAN
1/8" = 1'-0"

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REF. SCALE IN INCHES PROJECT #22053.00

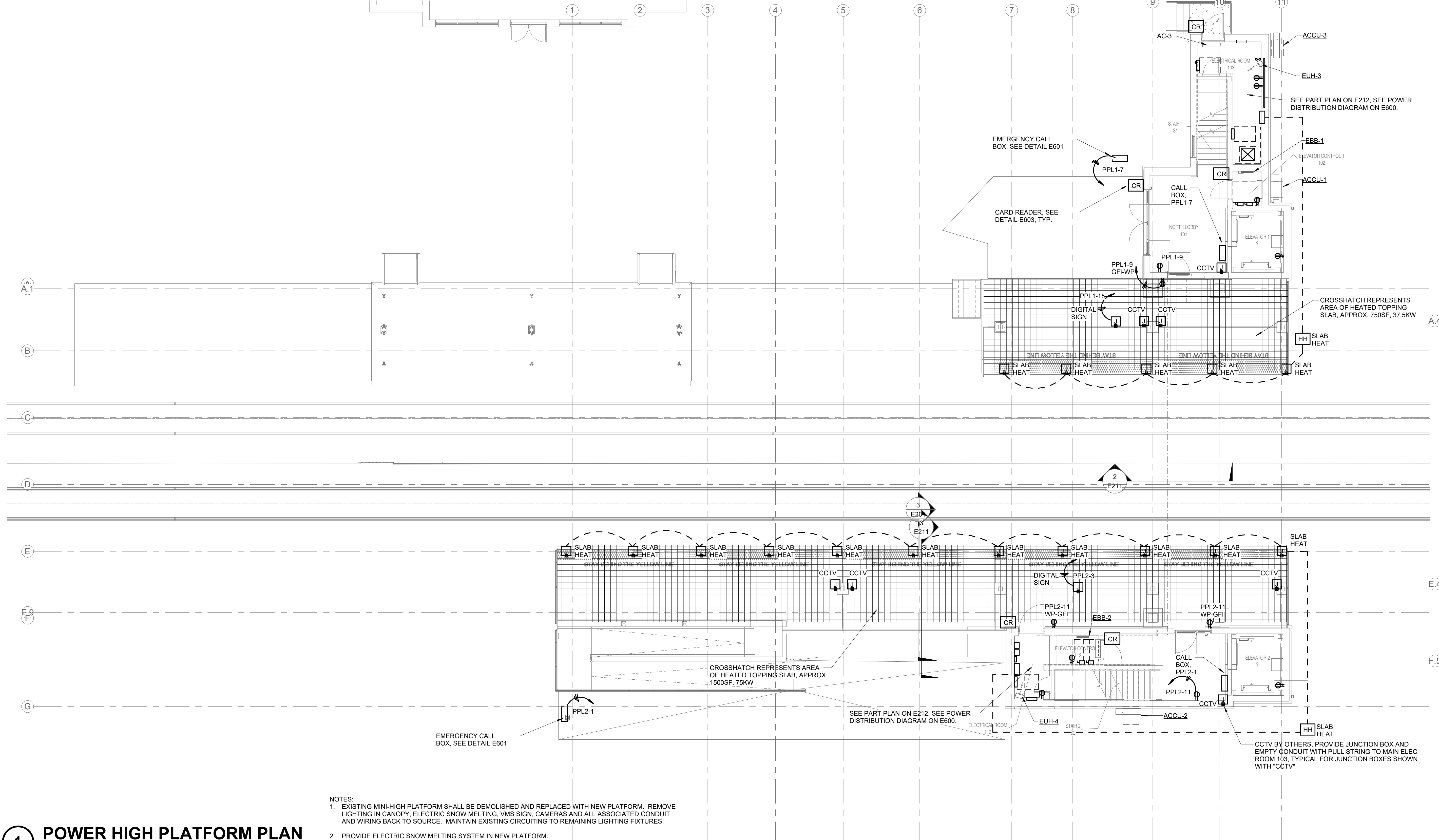


WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

SHEET NUMBER
E201

PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kowak
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



1 POWER HIGH PLATFORM PLAN

1/8" = 1'-0"

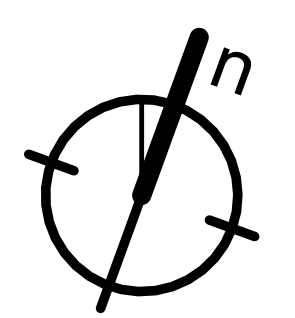
- NOTES:
- EXISTING MINI-HIGH PLATFORM SHALL BE DEMOLISHED AND REPLACED WITH NEW PLATFORM. REMOVE LIGHTING IN CANOPY, ELECTRIC SNOW MELTING, VMS SIGN, CAMERAS AND ALL ASSOCIATED CONDUIT AND WIRING BACK TO SOURCE. MAINTAIN EXISTING CIRCUITING TO REMAINING LIGHTING FIXTURES.
 - PROVIDE ELECTRIC SNOW MELTING SYSTEM IN NEW PLATFORM.
 - EXISTING CANOPY SHALL BE REMOVED AND REPLACED WITH NEW CANOPY, REMOVE EXISTING CAMERAS AND ASSOCIATED CONDUITS AND WIRING BACK TO SOURCE. NEW CCTV CAMERAS TO BE CONNECTED TO NEW ELECTRIC ROOM.
 - FOR MECHANICAL EQUIPMENT: SEE REQUIREMENTS ON E800, COORDINATE WITH DIVISION 23.
 - ALL CONDUITS MUST BE CONCEALED IN SPACES DESIGNATED ON PLANS. ANY EXPOSED CONDUIT ROUTES SHALL BE REVIEWED AND APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION. ANY UNAPPROVED EXPOSED CONDUITS WILL NEED TO BE REMOVED.



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REF. SCALE IN INCHES: 0 1 2 3
PROJECT #22053.00

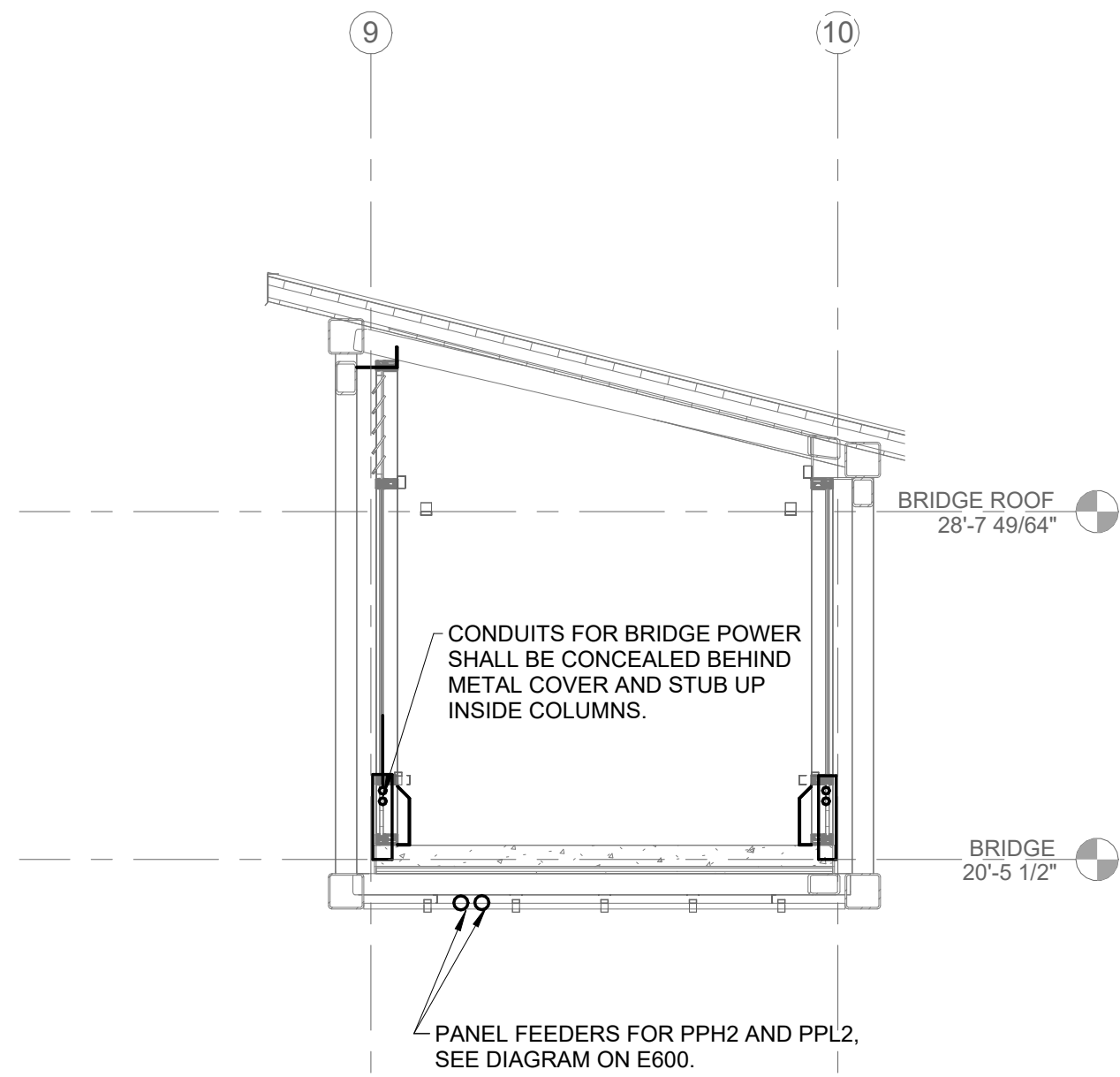


WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
POWER HIGH PLATFORM PLAN

SHEET NUMBER
E210

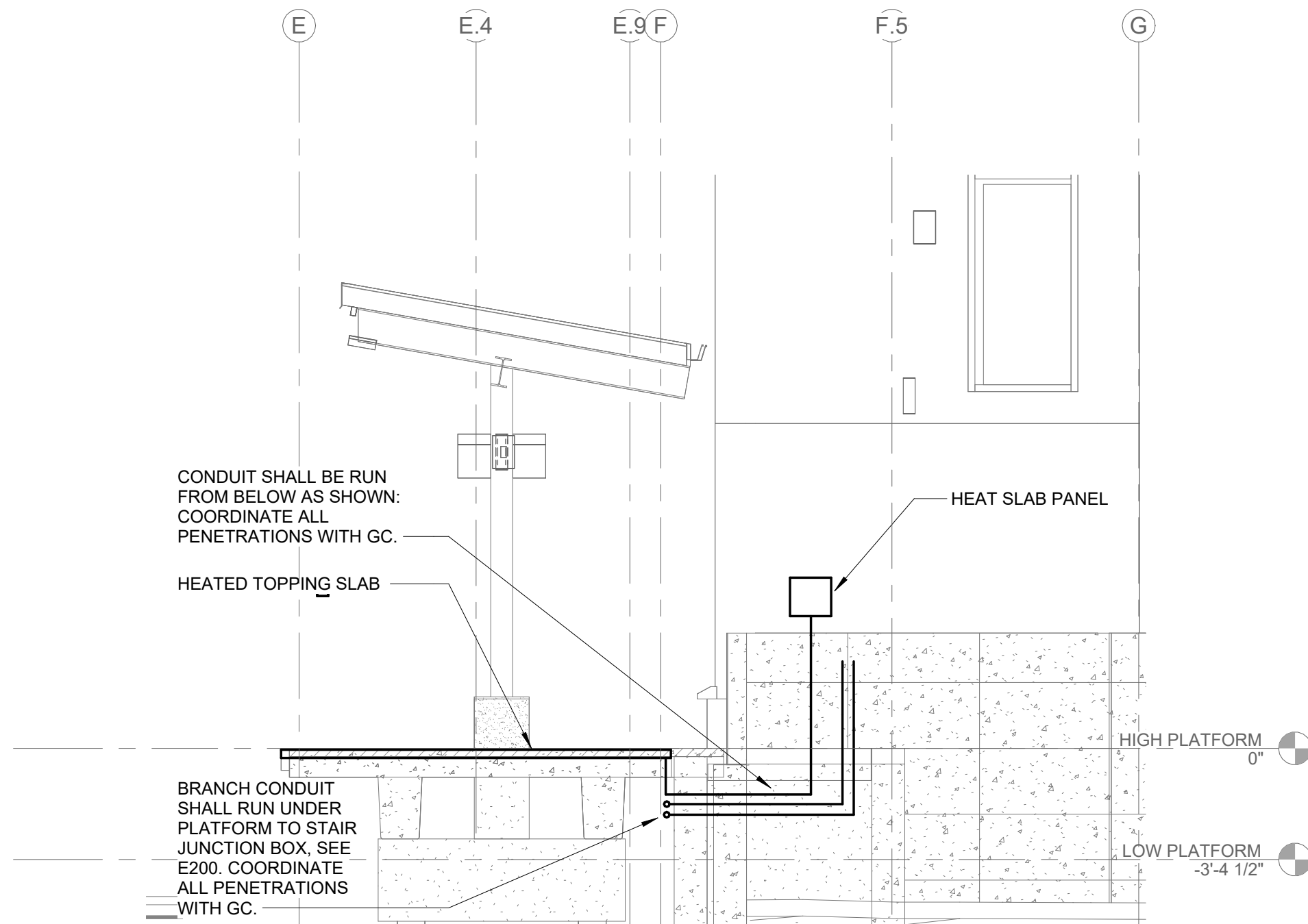
PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kowek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

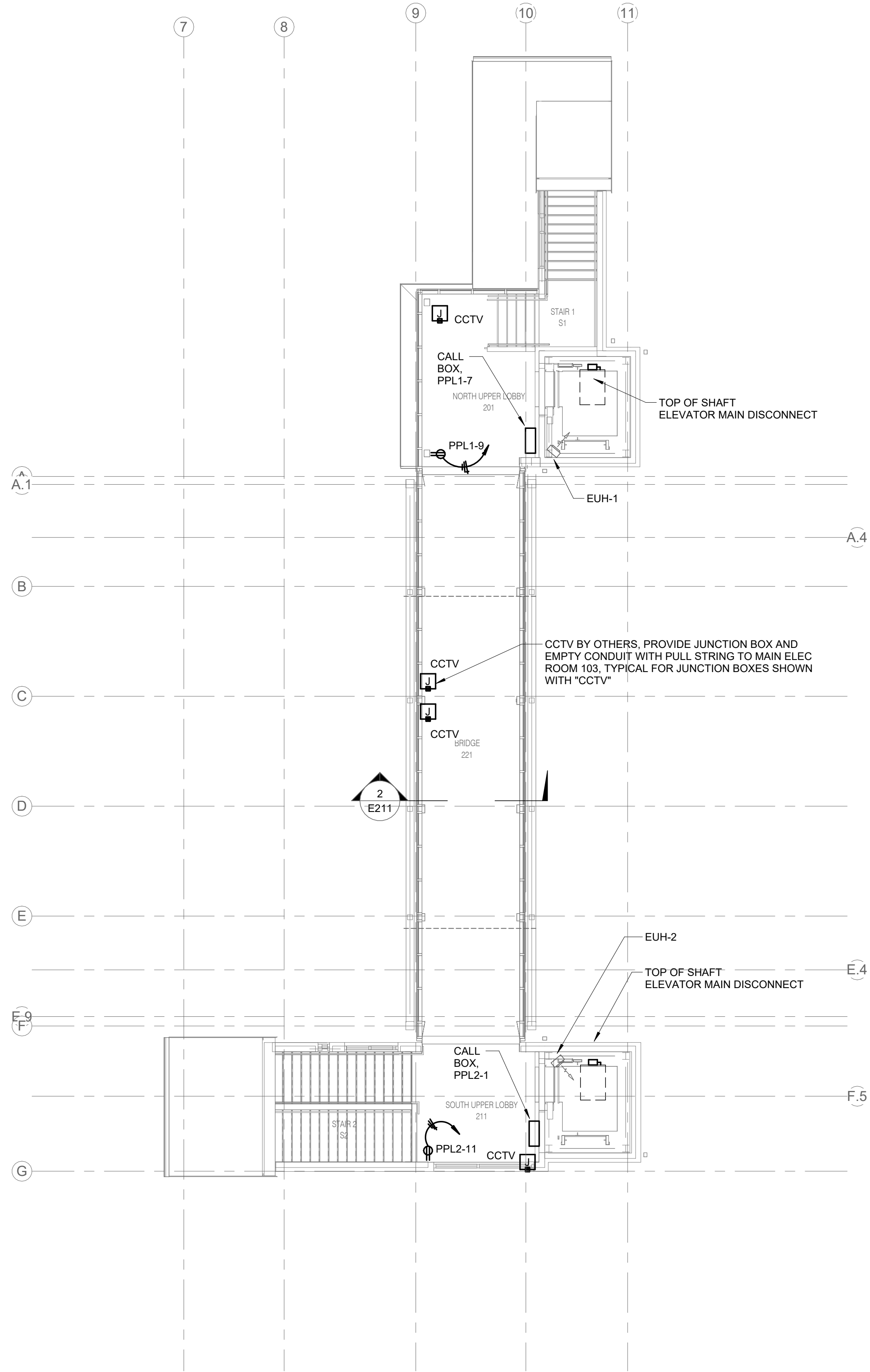


2 BRIDGE POWER SECTION VIEW
NO SCALE

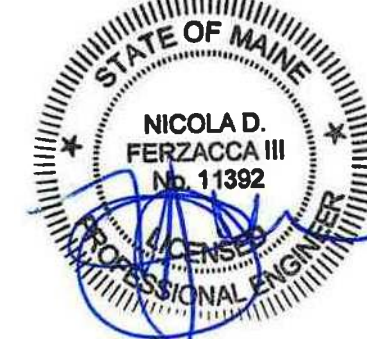
NOTE: ALL CONDUITS MUST BE CONCEALED IN SPACES DESIGNATED ON PLANS. ANY EXPOSED CONDUIT ROUTES SHALL BE REVIEWED AND APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION. ANY UNAPPROVED EXPOSED CONDUITS WILL NEED TO BE REMOVED.



3 PLATFORM POWER SECTION VIEW
1/4" = 1'-0"



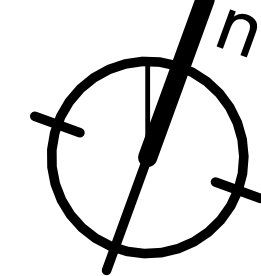
1 POWER BRIDGE PLAN
1/8" = 1'-0"



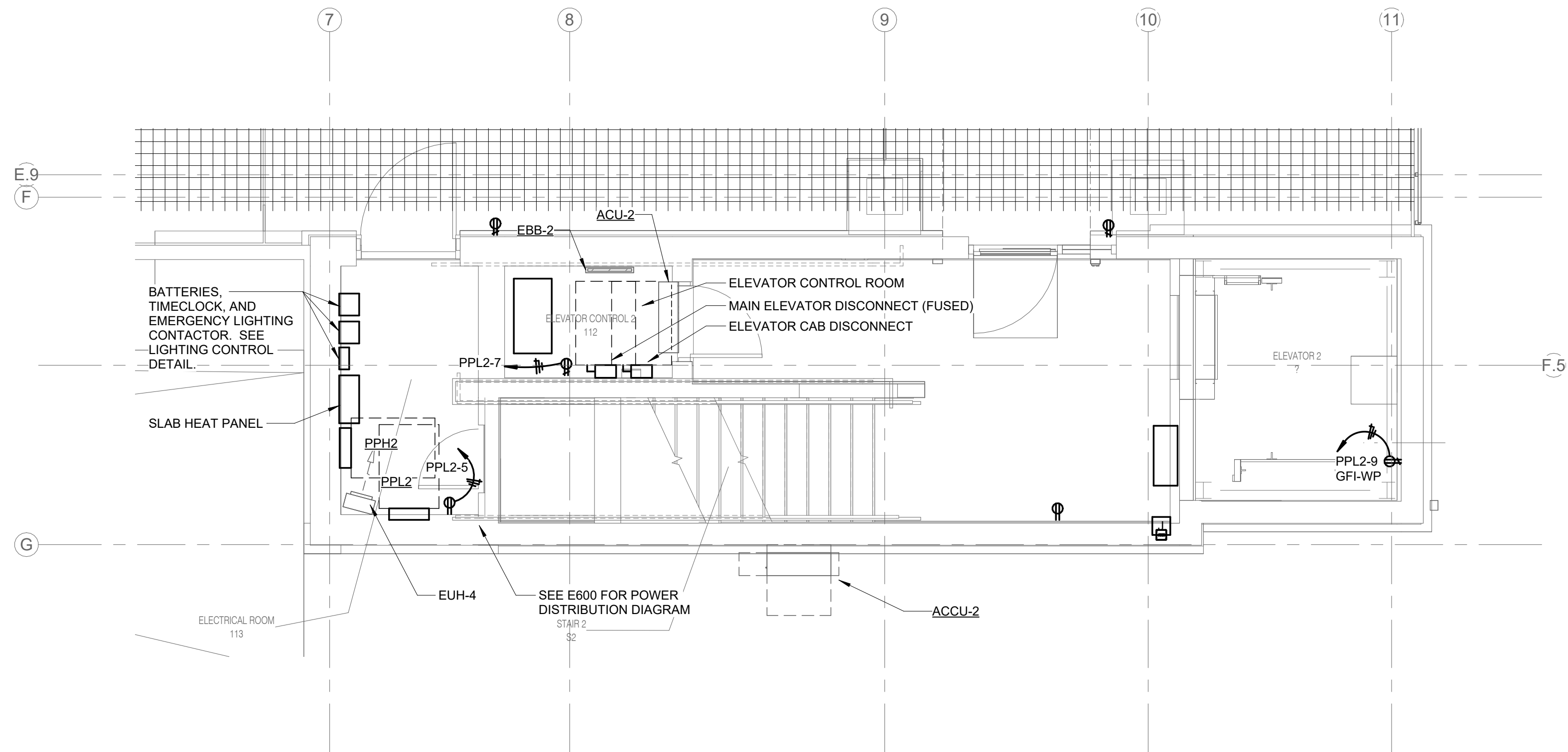
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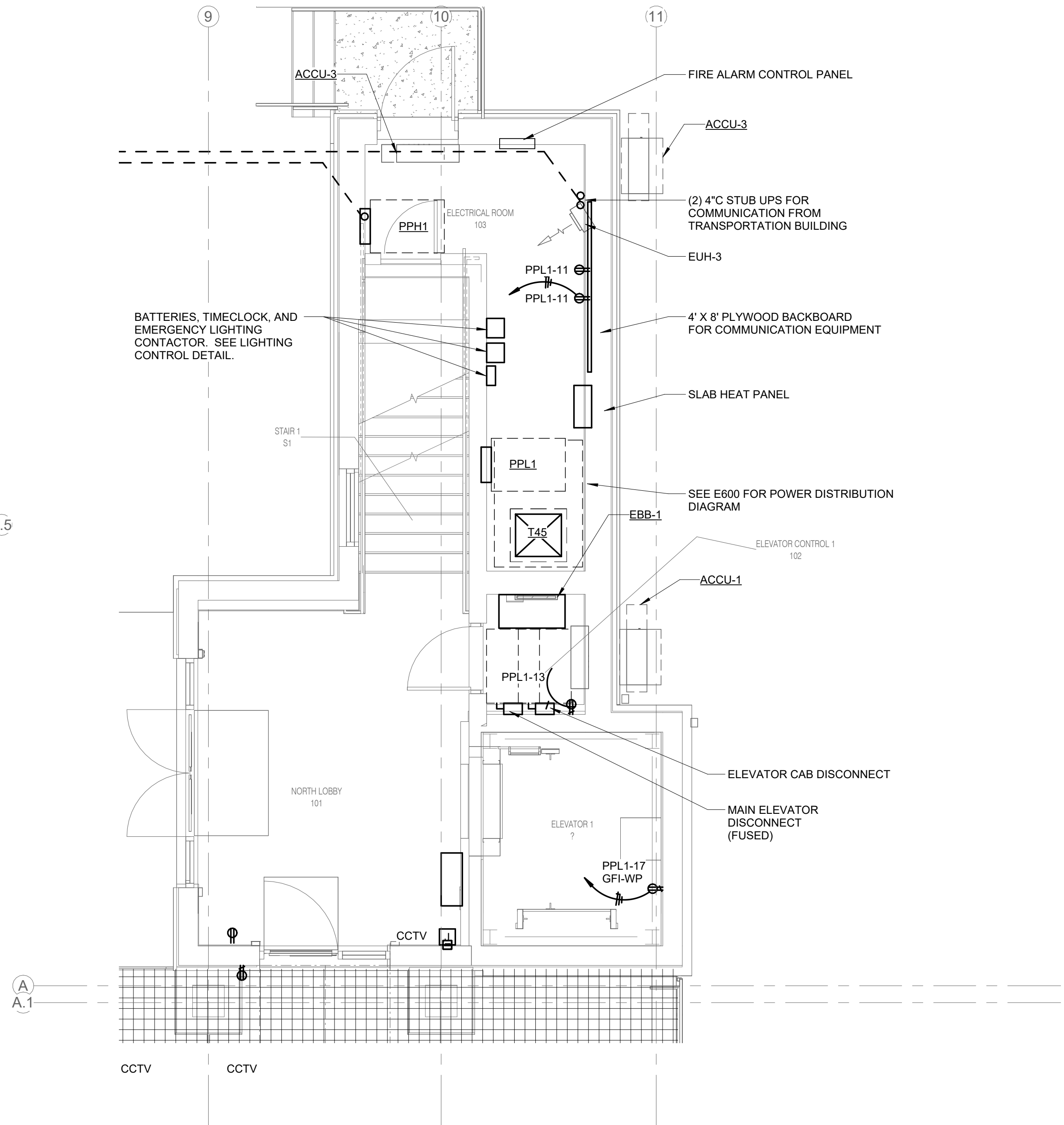
0 1 2 3
REF. SCALE IN INCHES PROJECT #22053.00



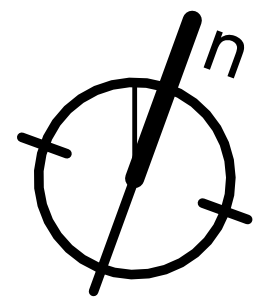
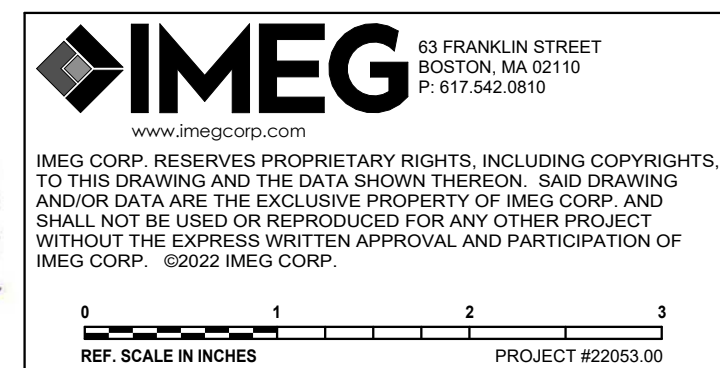
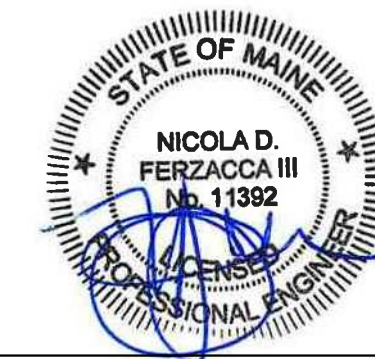
PROJECT INFORMATION				
DATE	01/29/24	DESIGNER	Michael Kowek	
RAILROAD OWNER		REVISION 1		
REVISION 2		REVISION 3		
REVISION 4		REVISION 5		
PROJECT COMPLETION DATE				



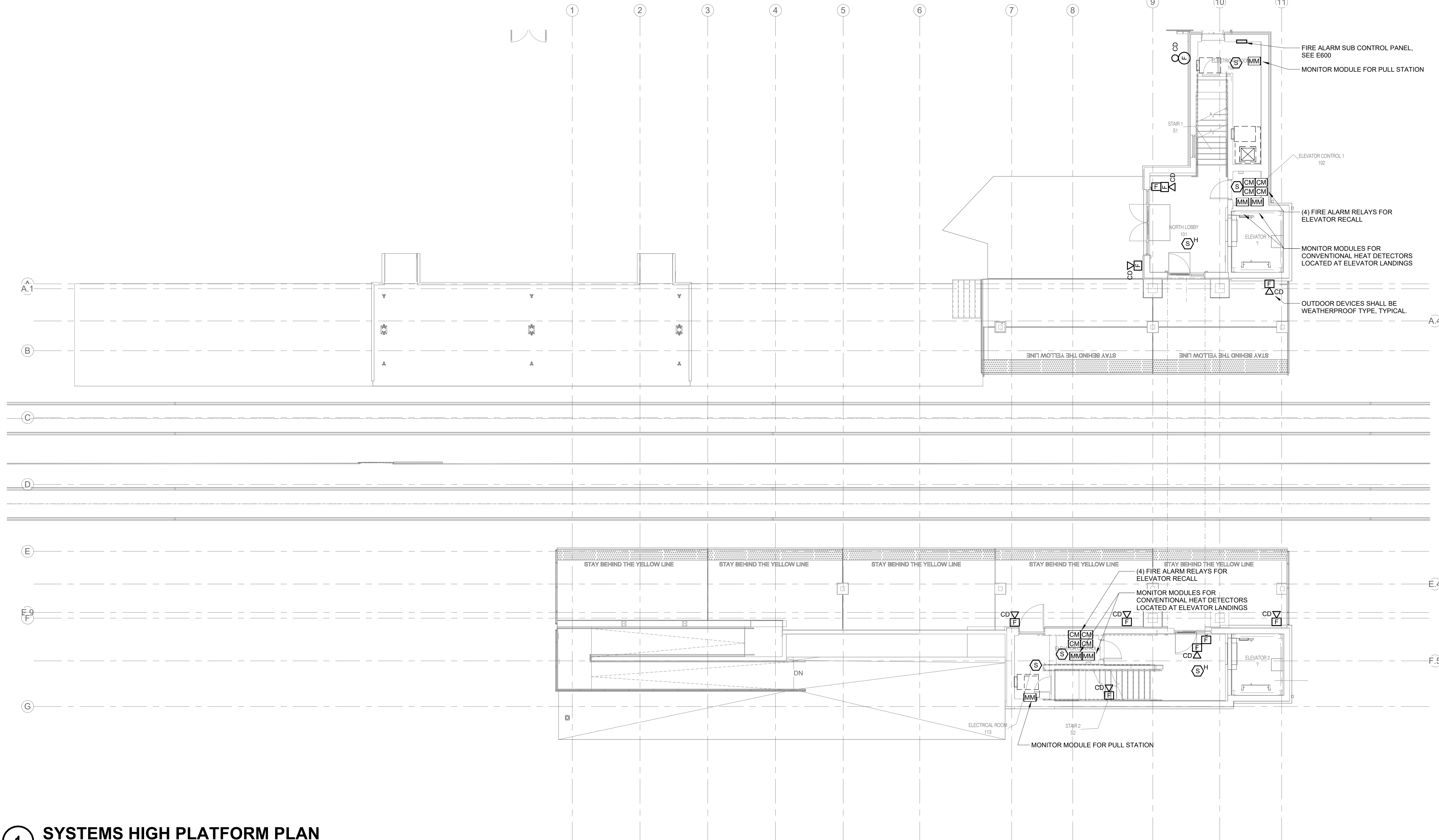
2 POWER ELECTRICAL ROOM SOUTH PART PLAN
1/4" = 1'-0"



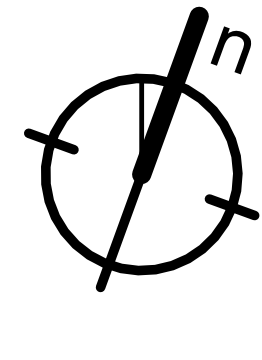
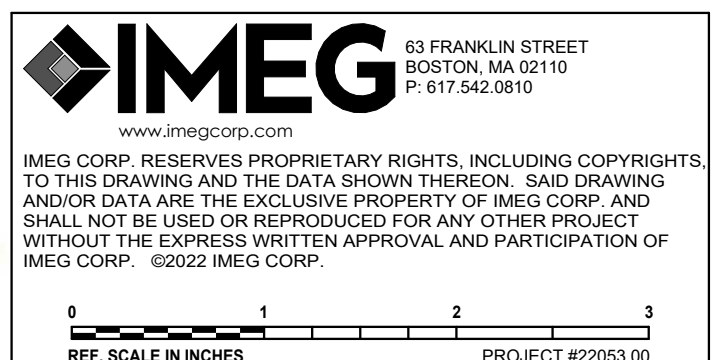
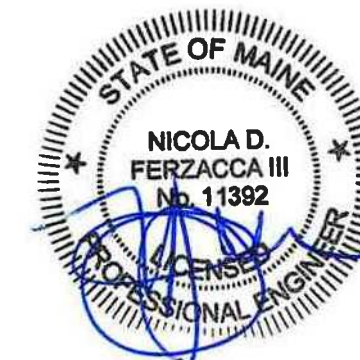
1 POWER ELECTRICAL ROOM NORTH PART PLAN
1/4" = 1'-0"



PROJECT INFORMATION				
DATE	01/29/24	DESIGNER	Author	
RAILROAD OWNER		REVISION 1		
		REVISION 2		
		REVISION 3		
		REVISION 4		
		REVISION 5		
		PROJECT COMPLETION DATE		



1 SYSTEMS HIGH PLATFORM PLAN
1/8" = 1'-0"

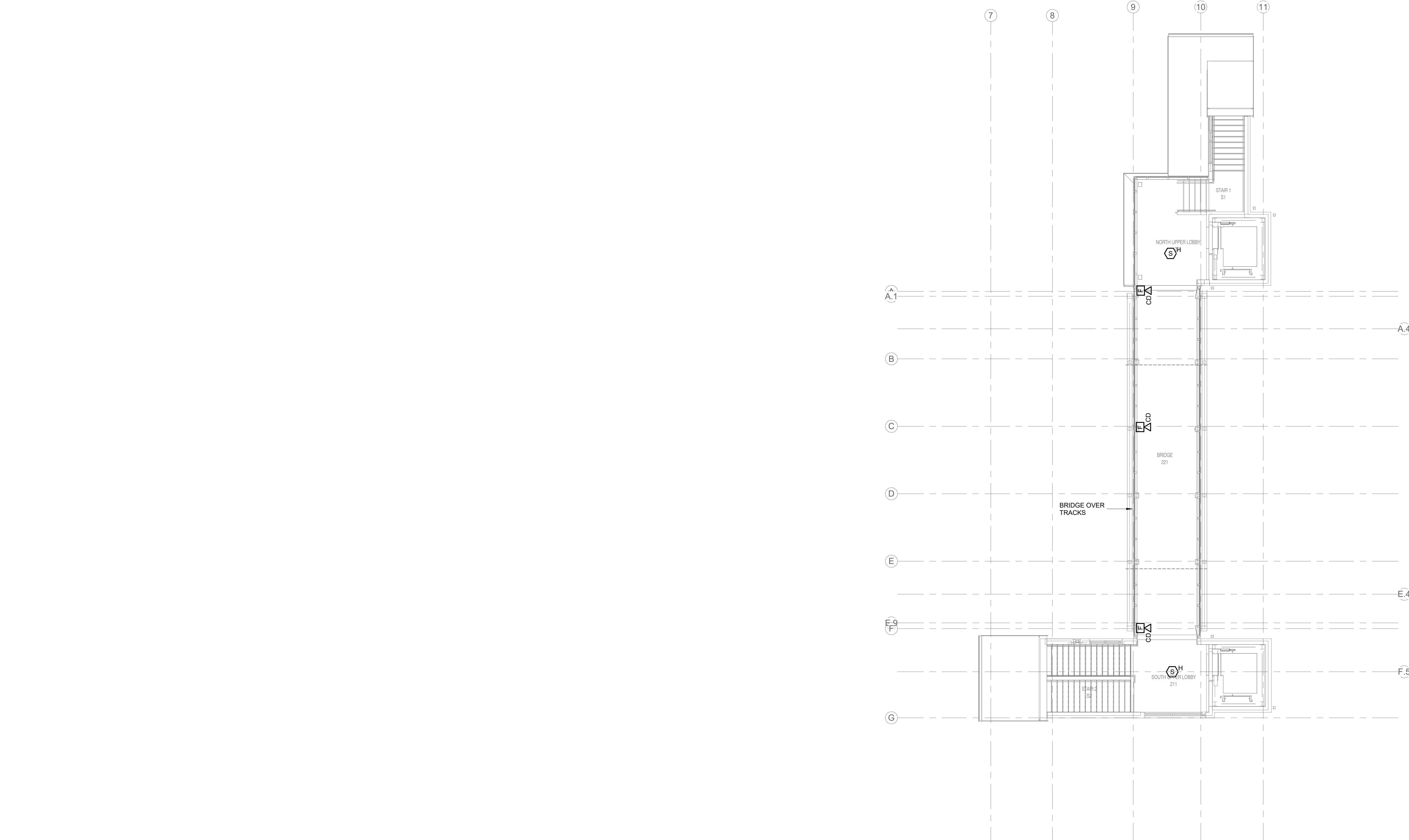


NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kovek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
SYSTEMS HIGH PLATFORM PLAN

SHEET NUMBER
E220



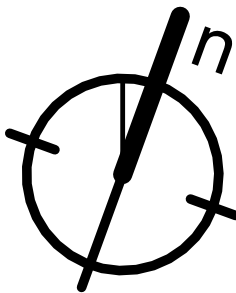
1 SYSTEMS BRIDGE PLAN
1/8" = 1'-0"



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0 1 2 3
REF. SCALE IN INCHES PROJECT #22053.00



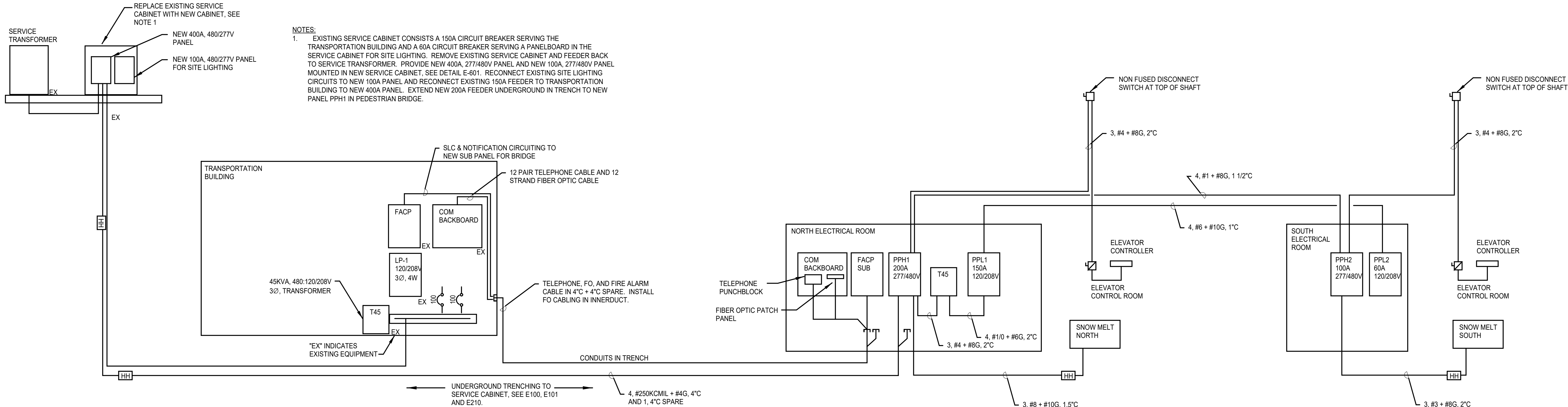
WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

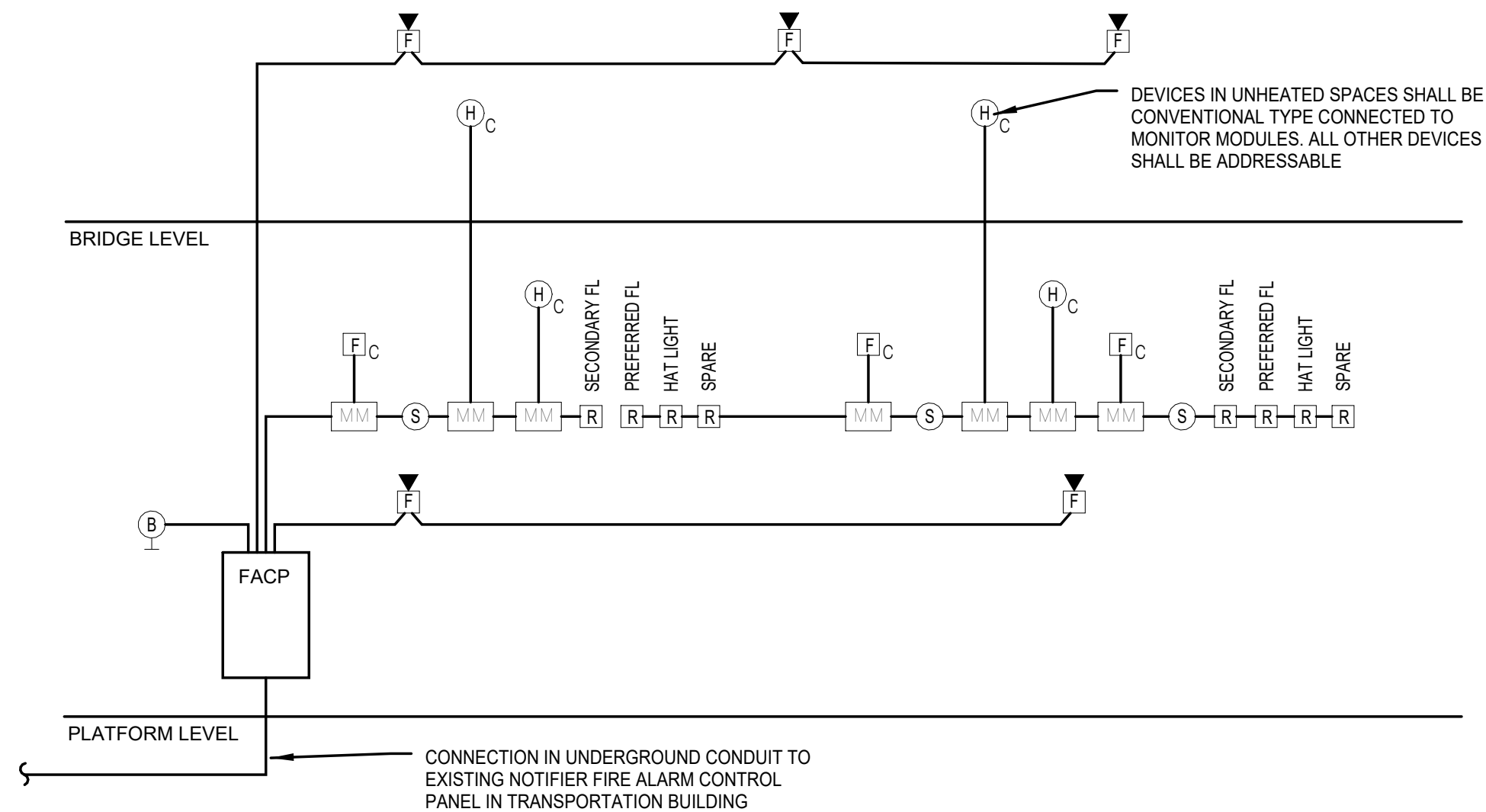
SHEET NUMBER

E221

PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kovek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

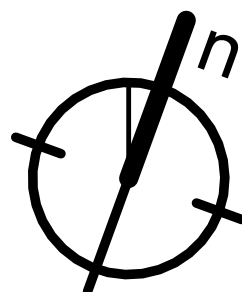
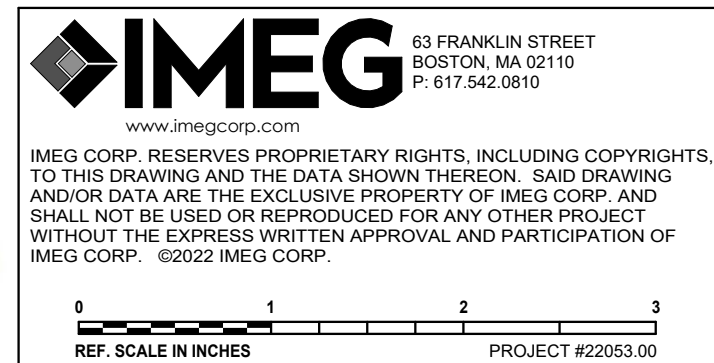


2 ELECTRICAL RISER SCHEDULE



3 FIRE ALARM RISER SCHEDULE

N.T.S.



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

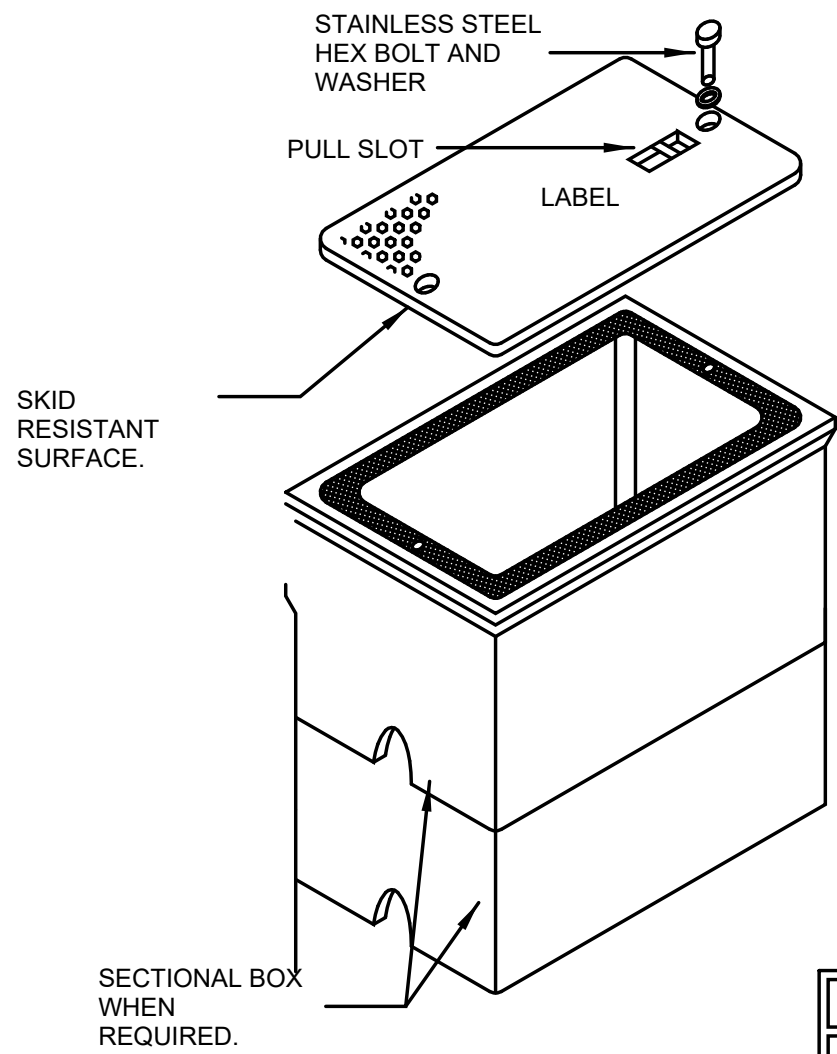
ELECTRICAL DETAILS

SHEET NUMBER

E600

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION	
DATE	01/29/24
DESIGNER	Michael Kovek
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

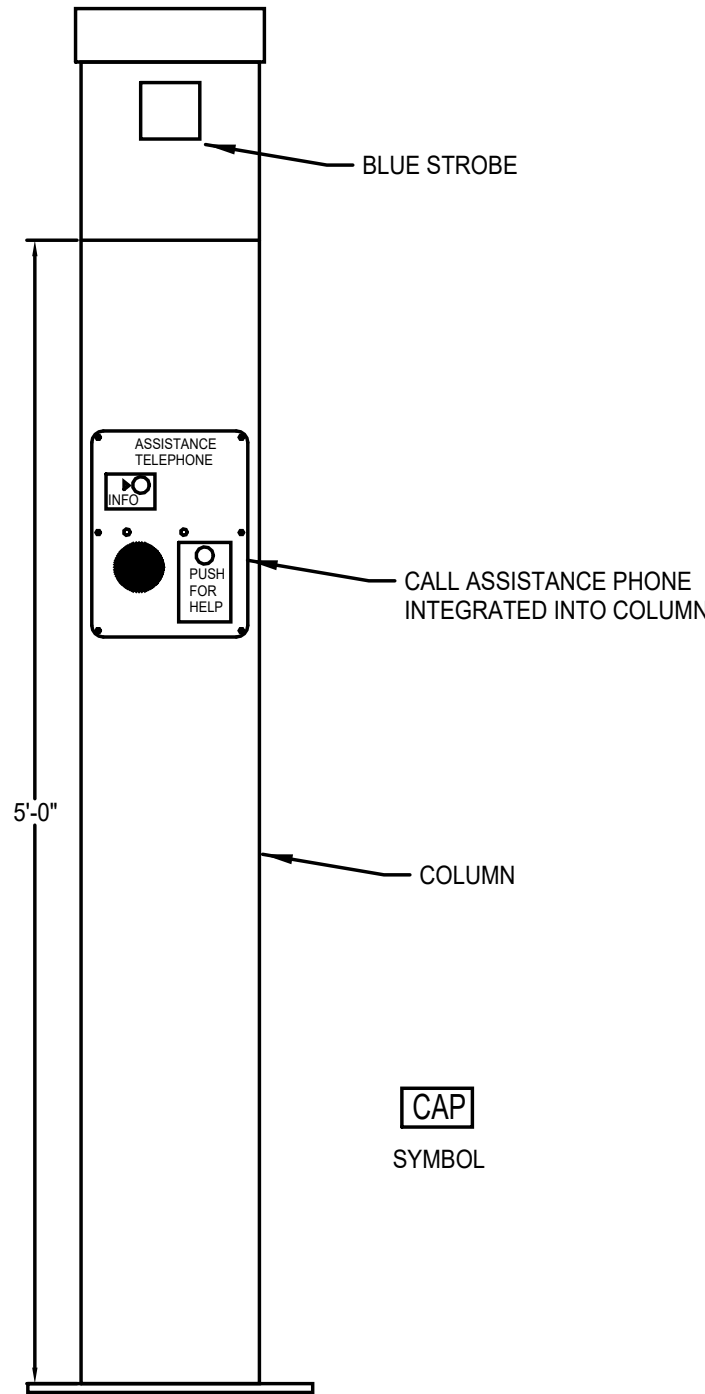


- HANDHOLE REQUIREMENTS**
- HOUSING SHALL BE A POLYMER CONCRETE REINFORCED WITH A HEAVY WEAVE FIBERGLASS REINFORCING WITH COMPRESSIVE STRENGTH OF NO LESS THAN 8,000 psi.
 - COVER AND BOX SHALL WITHSTAND A SERVICE LOAD OF NO LESS THAN 5,000 LBS OVER A 10" x 10" AREA, RATED TIER 22.
 - PROVIDE STAINLESS STEEL BOLTS AND INSERTS.
 - PROVIDE LABEL "ELECTRICAL" OR "COMMUNICATION" AS APPROPRIATE.
 - PROVIDE MEDIUM DUTY IN PARKING LOT AND SIDEWALKS, HEAVY DUTY H-20 RATED IN DRIVE AISLES.

HANDHOLE SIZING	
TYPE	DIMENSIONS
HH	24" X 36" X 24" DEEP

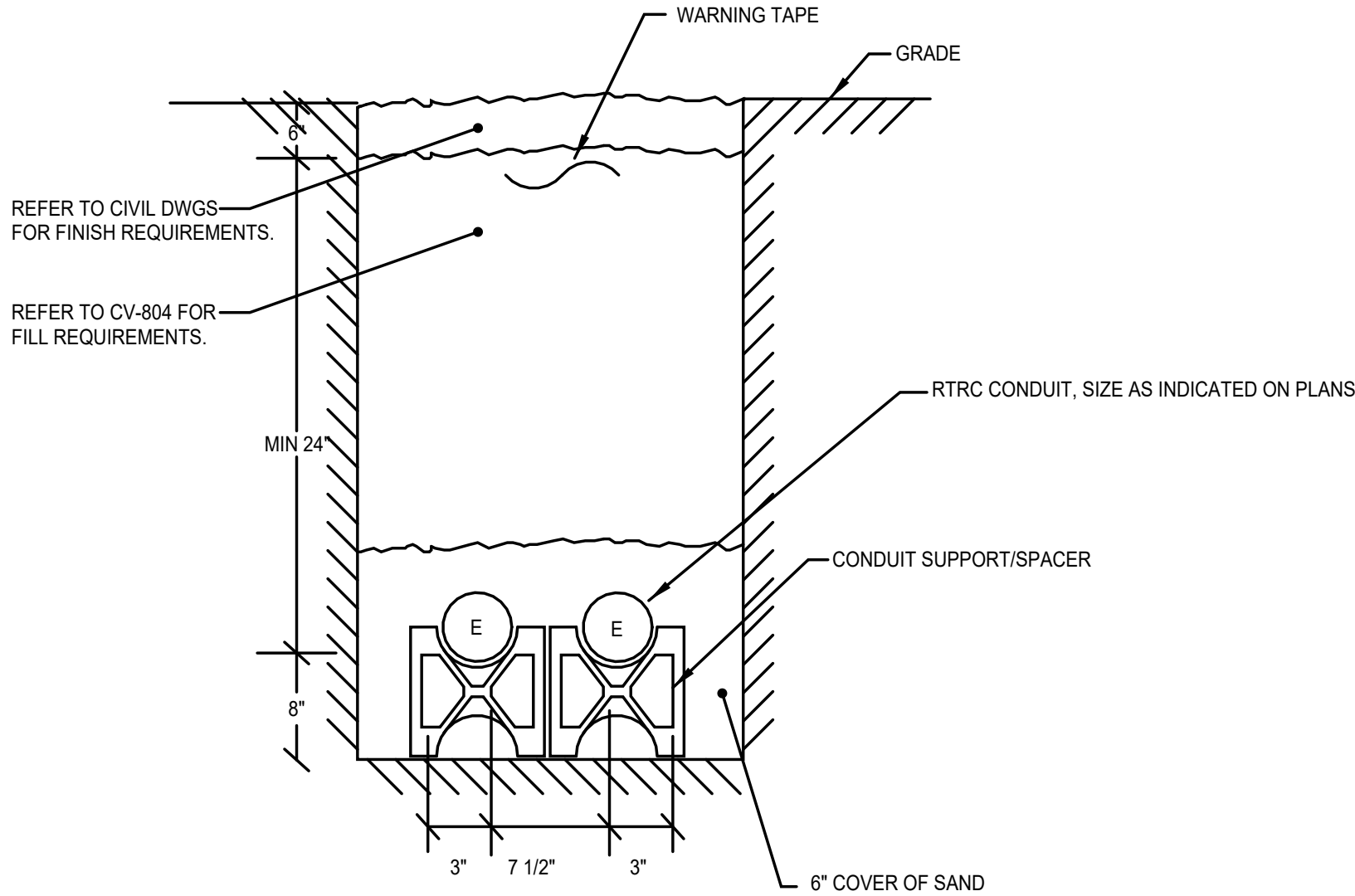
2 HANDHOLE DETAIL

N.T.S.



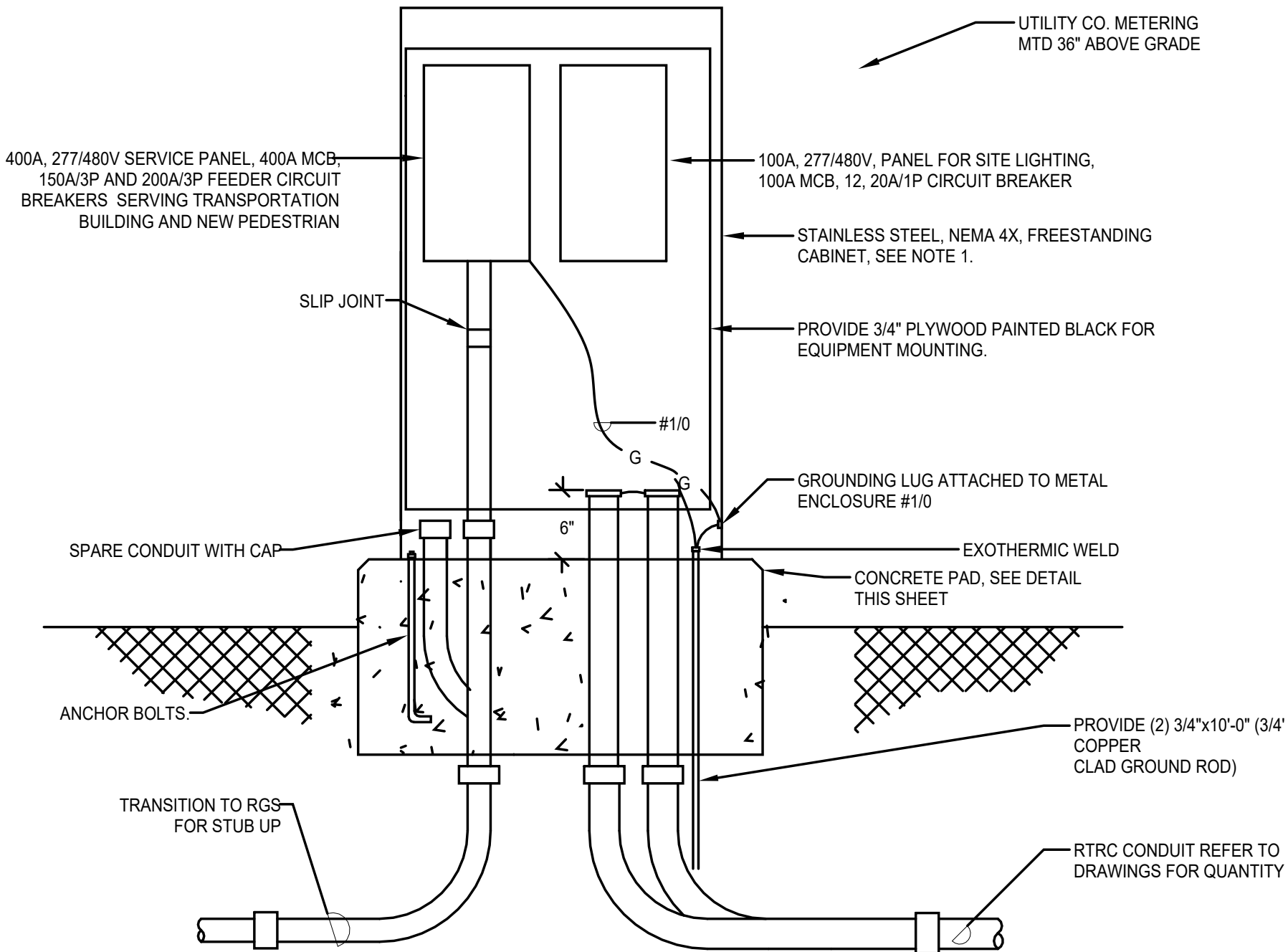
4 CALL ASSISTANCE PHONE DETAIL

N.T.S.



1 CONDUIT TRENCH DETAIL

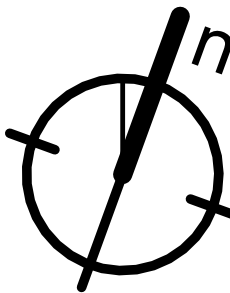
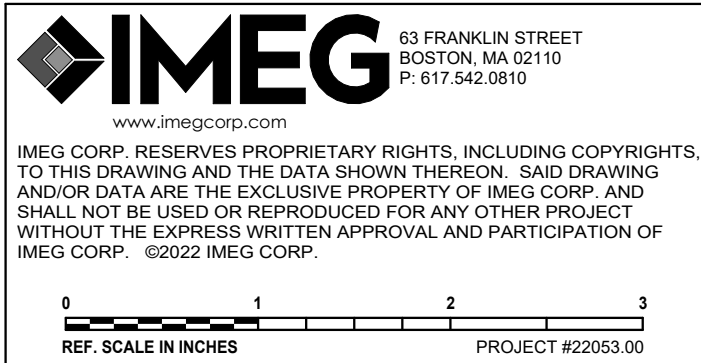
N.T.S.



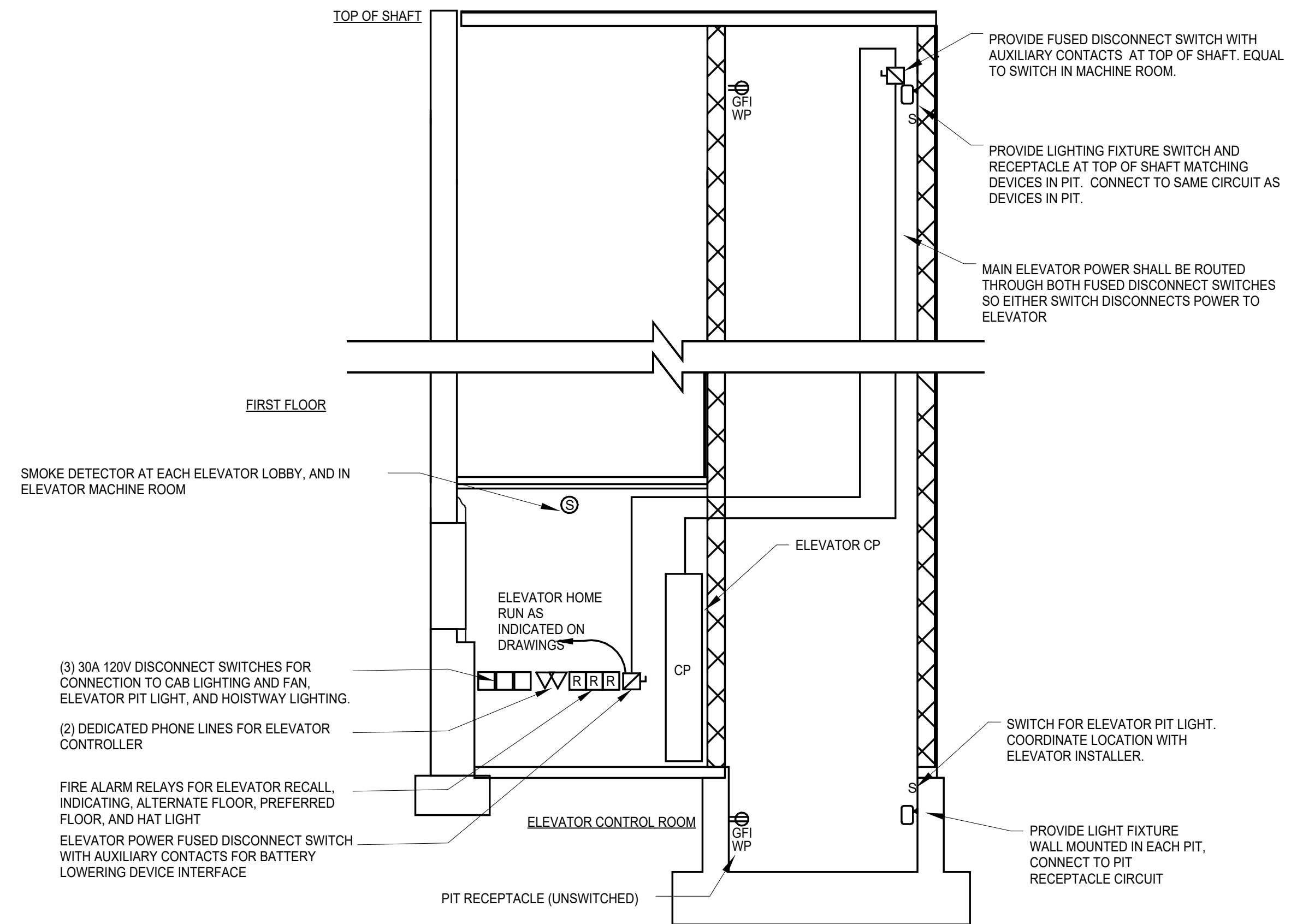
- NOTES:**
- CABINET SHALL BE 48"W x 24"D x 60"H, STAINLESS STEEL, NEMA 4X, FREE STANDING, HINGED DOOR, WITH VANDAL PROOF LOCKING DEVICE

3 EXTERIOR SERVICE DETAIL

N.T.S.



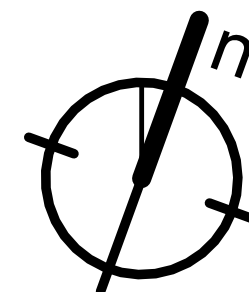
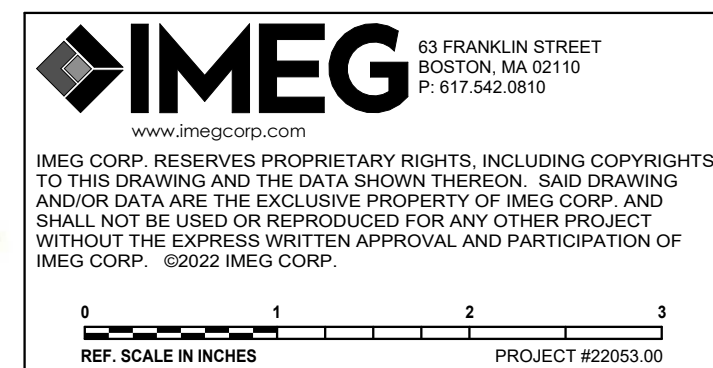
PROJECT INFORMATION	
DATE	01/28/24
DESIGNER	Michael Kovak
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	



NOTES:

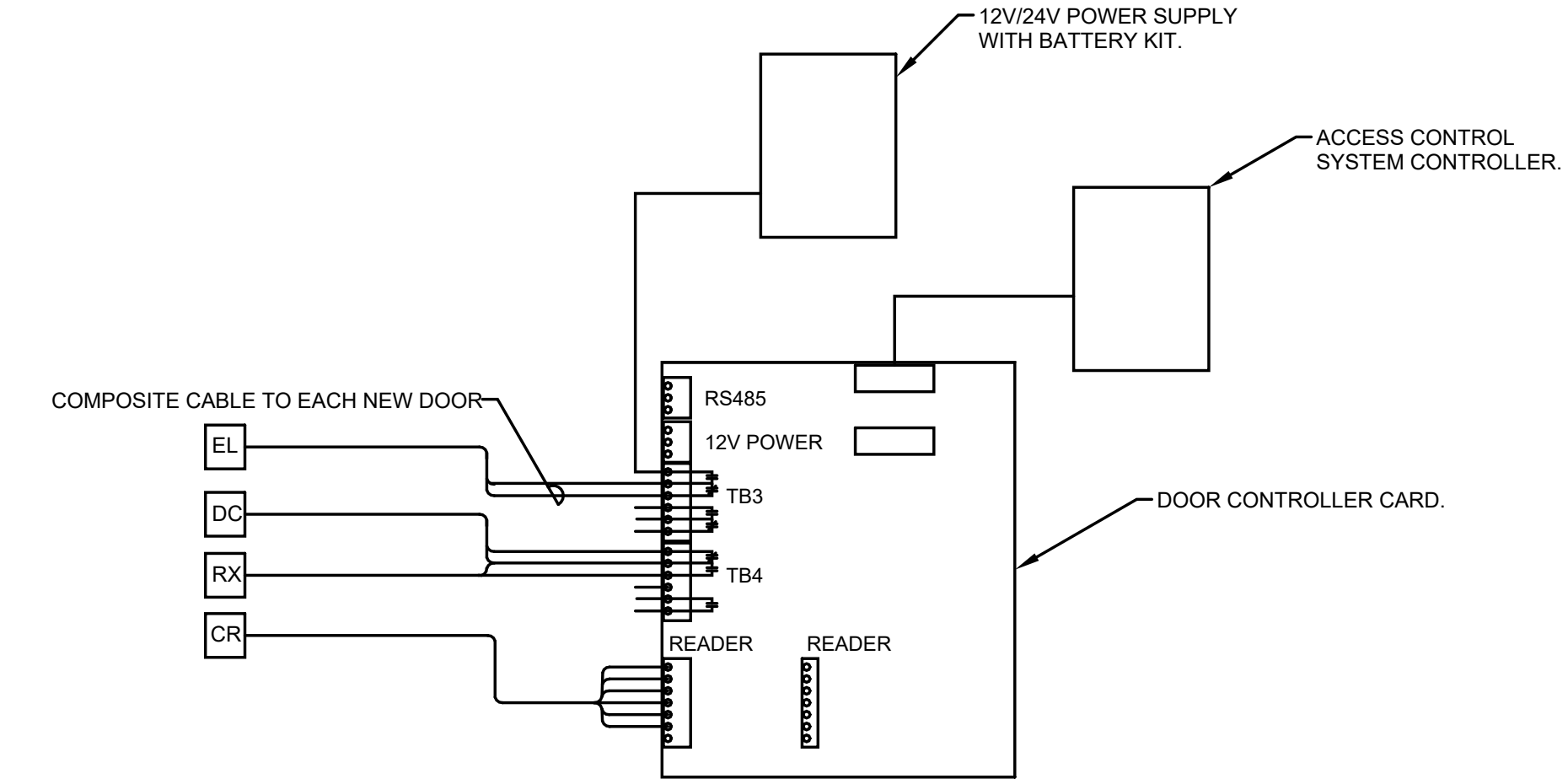
1. THIS DETAIL SHOWS DIAGRAMMATIC REQUIREMENTS ONLY, IT SHALL NOT BE USED FOR DIMENSIONS OR LAYOUTS.
2. ELEVATOR REQUIREMENTS VARY. REFER TO ELEVATOR MANUFACTURERS LAYOUT REQUIREMENTS FOR EXACT LOCATIONS.

- | LEGEND | |
|--------|-----------------------------------------------------------------------------------|
| 1 | PPH1 GROUNDING BUS |
| 2 | #1/0 BARE CU. GROUND CONDUCTOR IN 1" CONDUIT |
| 3 | BUILDING EXTERIOR WALL |
| 4 | #1/0 BARE CU. GROUND CONDUCTOR IN CONCRETE ENCASEMENT TO POLE MOUNTED TRANSFORMER |
| 5 | STRUCTURAL STE.(CADWELD) |
| 6 | GROUNDING CLAMP ON METALLIC PIPE |
| 7 | WATER SERVICE (STREET SIDE) |
| 8 | #1/0 BARE CU. GROUND LOOP EN CIRCLING THE BUILDING OR STRUCTURE |
| 9 | 1/0" X 3/4" COPPERWELD GROUND ROD DRIVEN WITH 1' BELOW GRADE. |
| 10 | #1/0 CU. GROUNDING CONDUCTOR IN 1" C |
| 11 | T45 GROUNDING BUS |
| 12 | #4 BARE CU. GROUND CONDUCTOR IN 1" CONDUIT |
| 13 | #1/0 BARE CU. GROUND CONDUCTOR IN CONCRETE ENCASEMENT TO POLE MOUNTED TRANSFORMER |
| 14 | #4 CU. GROUNDING CONDUCTOR IN 1" C |
| 15 | #4/0 BARE CU. GROUND CONDUCTOR TO MANHOLE. SEE SITE PLAN FOR MORE INFORMATION. |

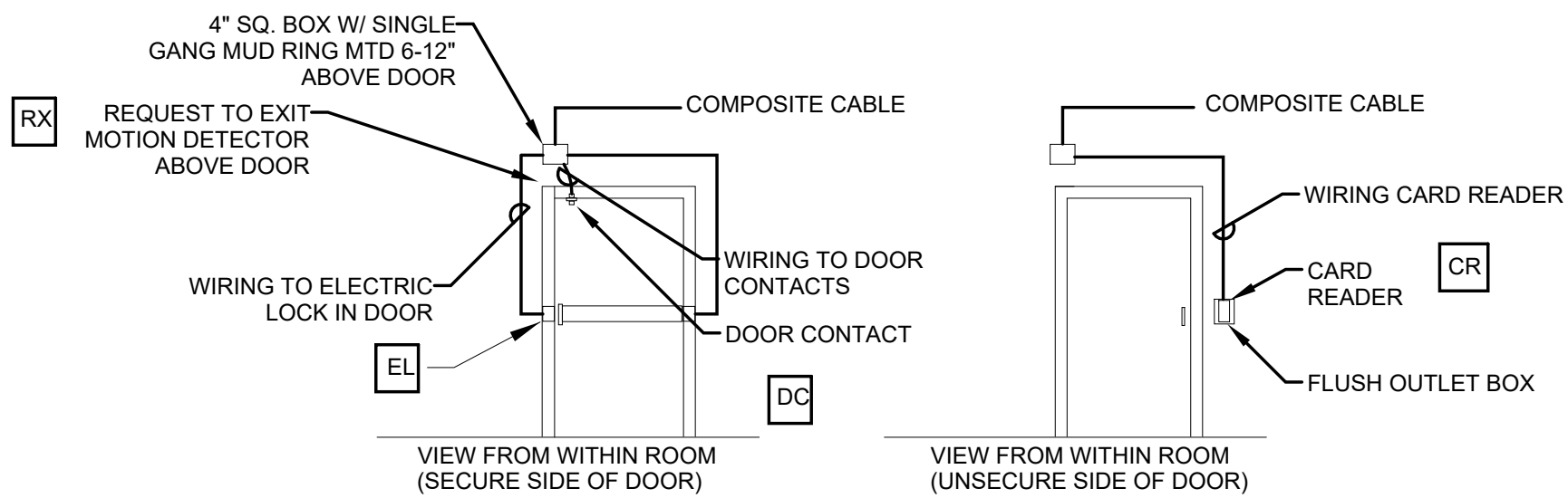


SHEET NUMBER

E602



CARD READER MODULE DETAIL



TYPICAL CONNECTIONS AT DOOR

- CR

CARD READER, PROVIDED BY DIV 26
- DC

DOOR CONTACT, PROVIDED BY DIV 26
- EL

ELECTRIC LOCK, PROVIDED BY DIV 26
- RX

REQUEST TO EXIT MOTION DETECTOR, PROVIDED BY DIV 26


1

CARD READER DETAIL

N.T.S.

- NOTES:
- BASIS OF DESIGN: KANTECH CORPORATE EDITION, SK-CE403, EK-403 EXPANSION KITS. CARD READER: P325XSF. CARD: P20D7E.
 - COORDINATE WITH GC DIVISION 8 FOR DOORS.
 - THIS DEVICE DETAIL IS DIAGRAMMATIC AND ACTUAL REQUIREMENTS VARY PER MANUFACTURER. PROVIDE ELECTRICAL HARDWARE FOR A FULLY FUNCTIONAL SYSTEM FOR ALL DOORS LABELED WITH "CR" ON PLANS.





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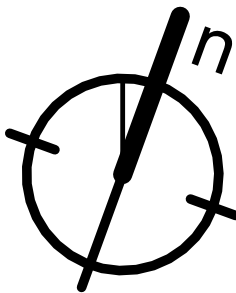
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0123

REF. SCALE IN INCHES

0123

PROJECT #22053.00



PROJECT INFORMATION						
DATE	01/29/24	DESIGNER	Author	RAILROAD OWNER		
				REVISION 1		
				REVISION 2		
				REVISION 3		
				REVISION 4		
				REVISION 5		
				PROJECT COMPLETION DATE		

MOUNTING: SURFACE
ENCLOSURE: NEMA PB 1
FED FROM: 0 A/OP @
LOCATION: ELECTRICAL ROOM 103

SOLID NEUTRAL
GROUND BUS

MAIN: 225 A MCB
VOLTS: 480/277 Wye
PHASE: 3
WIRE: 4
SCCR: 65 kA
ISC UNKNOWN 0.00 KA

NOTES:

K E Y	CKT NO.	LOAD DESCRIPTION	OCPD AMPS	P	WIRE SIZE H N G	A	B	C	WIRE SIZE G N H	P	OCPD AMPS	LOAD DESCRIPTION	CKT NO.	K E Y		
--	1	T45	90 A	3		0.36	27.07				3	100 A PPH2	2	--		
--	3	--	--	--	--		0.72	26.36		--	--	--	4	--		
--	5	--	--	--	--			1.44	30.34	--	--	--	6	--		
--	7	ELEVATOR	60 A	3		0	12.5			--	3	50 A HIGH PLATFORM HEATED SLAB	8	--		
--	9	--	--	--	--		0	12.5		--	--	--	10	--		
--	11	--	--	--	--			0	12.5	--	--	--	12	--		
--	13	ELEVATOR PIT LIGHTS	20 A	1		0	1.47				1	20 A UNDER-BRIDGE LIGHTING	14	--		
--	15	LIGHTING CANOPY	20 A	1			3.56						16	--		
--	17	LIGHTING EMERGENCY CKT	20 A	1				1.11					18	--		
--	19	LIGHTING INTERIOR	20 A	1		2.14							20	--		
--	21	--											22	--		
--	23	--											24	--		
--	25	--											26	--		
--	27	--											28	--		
--	29	--											30	--		
--	31	--											32	--		
--	33	SPARE	20 A	1	--	--	0	0		--	--	1	20 A SPARE	34	--	
--	35	SPARE	20 A	1	--	--		0	0	--	--	1	20 A SPARE	36	--	
--	37	SPARE	20 A	1	--	--	0	0		--	--	1	20 A SPARE	38	--	
--	39	SPARE	20 A	1	--	--		0	0	--	--	1	20 A SPARE	40	--	
--	41	SPARE	20 A	1	--	--			0	0	--	--	1	20 A SPARE	42	--
Total Load:						43.55 kVA	43.14 kVA	45.38 kVA								
Total Amps:						157.44	155.73	164.07								
LOAD SUMMARY																
LOAD CLASSIFICATION			CONNECTED LOAD		DEMAND FACTOR		ESTIMATED DEMAND		TOTALS*							
Lighting			17,049 kVA		100.00%		17,049 kVA									
Power			0 kVA		0.00%		0 kVA		TOTAL CONNECTED LOAD:							
Receptacles			2.52 kVA		100.00%		2.52 kVA		TOTAL ESTIMATED DEMAND LOAD:							
Spare			112.5 kVA		80.00%		90 kVA		TOTAL CONNECTED AMPS:							
									TOTAL ESTIMATED DEMAND AMPS:							
*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.																
CIRCUIT KEY NOTES:																

<div>MOUNTING: SURFACE ENCLOSURE: NEMA PB 1 FED FROM: 0 A/0P @ PPH1 LOCATION: ELECTRICAL ROOM 113</div>														<div>SOLID NEUTRAL GROUND BUS</div>														<div>MAIN: 225 A MCB VOLTS: 480/277 Wye PHASE: 3 WIRE: 4 SCCR: 65 kA ISC UNKNOWN 0.00 kA</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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K E Y	CKT NO.	LOAD DESCRIPTION										OCPD AMPS		P	WIRE SIZE H N G		A		B		C		WIRE SIZE G N H		P	OCPD AMPS	LOAD DESCRIPTION										CKT NO.	K E Y																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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<div>MOUNTING: SURFACE ENCLOSURE: NEMA PB 1 FED FROM: 0 A/O/P @ T45 LOCATION: ELECTRICAL ROOM 103</div>														<div>SOLID NEUTRAL GROUND BUS</div>														<div>MAIN: 150 A MCB VOLTS: 120/208 Wye PHASE: 3 WIRE: 4 SCCR: 65 kA ISC UNKNOWN 0.00 kA</div>													
NOTES:																																									
K E Y	CKT NO.	LOAD DESCRIPTION										OCPD AMPS	P	WIRE SIZE H N G			A		B		C		WIRE SIZE G N H			P	OCPD AMPS	LOAD DESCRIPTION										CKT NO.	K E Y		
--	1	PPL2										100 A	3				0.18 0												25 A	ACCU-1										2	--
--	3											--	--						0.18 0				0.9 0					--	--											4	--
--	5											--	--										0.9 0					--	25 A	ACCU-3										6	--
--	7	EMERGENCY CALL BOX										20 A	1				0 0											--	--											8	--
--	9	LOBBY RECEPTACLES										20 A	1						0.54 0									--	15 A	AC-1										10	--
--	11	ELEC ROOM RECEPTACLES										20 A	1								0.36 0							--	--											12	--
--	13	ECR RECEPTACLE										20 A	1				0.18 0											--	15 A	AC-3										14	--
--	15	DIGITAL SIGN										20 A	1						0 0									--	--											16	--
--	17	ELEVATOR PIT RECEPTACLE										20 A	1								0.18 0							--	15 A	EBB-1										18	--
--	19																0											--	--											20	--
--	21																		0									--	3 15 A	EUH-1										22	--
--	23																						0					--	--											24	--
--	25																0											--	--											26	--
--	27																		0									--	3 15 A	EUH-3										28	--
--	29																						0					--	--											30	--
--	31																0											--	--											32	--
--	33	SPARE										20 A	1	--	--	--			0 0				0 0					--	1 20 A	SPARE										34	--
--	35	SPARE										20 A	1	--	--	--							0 0					--	1 20 A	SPARE										36	--
--	37	SPARE										20 A	1	--	--	--	0 0											--	1 20 A	SPARE										38	--
--	39	SPARE										20 A	1	--	--	--			0 0				0 0					--	1 20 A	SPARE										40	--
--	41	SPARE										20 A	1	--	--	--							0 0					--	1 20 A	SPARE										42	--
Total Load:											0.36 kVA		0.72 kVA		1.44 kVA																										
Total Amps:											3.00		6.46		12.46																										
LOAD SUMMARY																																									
LOAD CLASSIFICATION											CONNECTED LOAD				DEMAND FACTOR				ESTIMATED DEMAND				TOTALS*																		
Power											0 kVA				0.00%				0 kVA																						
Receptacles											2.52 kVA				100.00%				2.52 kVA				TOTAL CONNECTED LOAD: 2.52 kVA																		
																							TOTAL ESTIMATED DEMAND LOAD: 6.99 A																		
																							TOTAL CONNECTED AMPS: 7 A																		
																							TOTAL ESTIMATED DEMAND AMPS: 7 A																		
*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.																																									
CIRCUIT KEY NOTES:																																									

NAME

10'-0"

LEVEL NAME

HEIGHT ABOVE PROJECT 0'-0"

1

INDICATES NOTE USED TO DESCRIBE ADDITIONAL INFORMATION ABOUT WORK REQUIRED, SPECIFIC TO THE SHEET AND/OR DETAIL

INDICATES DIRECTION OF TRUE NORTH

PLAN OR DETAIL NUMBER

PLAN OR DETAIL NAME

1/8" = 1'-0"

PLAN OR DETAIL SCALE

VIEW NAME

1

INDICATES SIMILAR DETAIL REFERENCED IN MULTIPLE LOCATIONS

DETAIL REFERRED TO BY SECTION CUT

SHEET DETAIL IS LOCATED ON

SIM

M101

T101

LINE TYPE AND TAG KEY:

NEW WORK BY THIS CONTRACTOR (WIDE LINE)

NEW

EXISTING TO BE REMOVED (SHORT DASHED PATTERN)

NEW UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

EXISTING TO REMAIN OR WORK BY OTHERS (NARROW LINE)

EXISTING

EXISTING TO BE REMOVED BY OTHERS (SHORT DASHED PATTERN)

EXISTING UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

HALFTONING DOES NOT MODIFY SCOPE.

'TAG'-E

TAGS WITH DASH 'E' INDICATES THE REFERENCED OBJECT IS EXISTING

TAG

UNDERLINED TAG INDICATES OBJECT IS IN-SCOPE. IF NEW, ADDITIONAL INFORMATION IS AVAILABLE IN A SCHEDULE, MATERIAL LIST, OR SYMBOL LIST

INDICATES AN EXISTING SYSTEM'S POINT OF CONNECTION/REMOVAL

1

ELEVATOR SUMP PUMP DETAIL

PLUMBING SYMBOL LIST	
NOT ALL SYMBOLS MAY APPLY.	
SYMBOL:	DESCRIPTION:
	COLD WATER - POTABLE
	DRAIN
	NATURAL GAS
	HOT WATER - POTABLE
	HOT WATER CIRCULATING - POTABLE
	HOT WATER - POTABLE NUMBER INDICATES TEMP
	HOT WATER CIRC. - POTABLE NUMBER INDICATES TEMP
	NON-POTABLE COLD WATER
	NON-POTABLE HOT WATER
	NITROUS OXIDE
	OXYGEN
	PROPANE GAS
	PUMPED DISCHARGE
	SANITARY DRAINAGE
	SOFT COLD WATER
	SOFT HOT WATER
	STORM DRAINAGE (ROOF SQUARE FOOTAGE)
	STORM DRAINAGE (SECONDARY)
	SOFT TEMPERED WATER
	TEMPERED WATER
	VENT
	LAB VACUUM
	SERVICE WATER - POTABLE
	WASTE ANETHESIA GAS DISPOSAL
	PIPE CONTINUATION
	PIPE CAP
	PIPE DOWN
	PIPE UP OR UP/DOWN
	PIPE SERVING FIXTURE ON FLOOR ABOVE (EXAMPLE: FD = FLOOR DRAIN)
	PITCH PIPE IN DIRECTION
	DIRECTION OF FLOW IN PIPE
	ROUTE TO DRAIN
	ROOF DRAIN PROPERTIES SYMBOL SIZE (ROOF SQ. FT.)
	DIELECTRIC CONNECTION
	UNION/FLANGE
	SHUTOFF VALVE NORMALLY OPEN
	SHUTOFF VALVE NORMALLY CLOSED
	BALANCING VALVE (NUMBER INDICATES GPM)
	CHECK VALVE
	BACKFLOW PREVENTER
	SOLENOID VALVE
	SAFETY/RELIEF VALVE
	VACUUM BREAKER
	PRESSURE GAUGE (FURNISHED WITH BALL VALVE)
	PRESSURE SENSOR (FURNISHED WITH BALL VALVE)
	TEMPERATURE SENSOR WITH WELL
	THERMOMETER WITH WELL (DIAL TYPE)
	THERMOMETER WITH WELL (FILLED TYPE)
	REDUCER - REFERENCE SPECIFICATION FOR CONCENTRIC/ECCENTRIC AND FOT/FOB
	PRESSURE REDUCING VALVE (LIQUID/GAS)
	PUMP
	METER
	ALIGNMENT GUIDE
	PIPE ANCHOR
	EXPANSION JOINT #.# IS THE EXPANSION TRAVEL INCHES
	AIR ADMITTANCE VALVE

PLUMBING MATERIAL LIST		
TAG NAME	DESCRIPTION	MANUFACTURER AND MODEL
SP-1	CAST IRON CASE & IMPELLER, SINGLE SEAL ELEVATOR SUMP PUMP WITH PIGGY BACK FLOAT CONTROL CAPABLE OF LIFTING 50GPM AT 15' HEADWEIL 1411 PUMP SHALL BE PLUG IN TYPE 120V 1/2HP WITH A 15FT WATER RESISTANT POWER CABLE SUMP SHALL BE 24"X24"X24".	

PLUMBING ABBREVIATION KEY	
ABBR:	DESCRIPTION:
AD	ACCESS DOOR
AFF	ABOVE FINISHED FLOOR
BFP	BACKFLOW PREVENTER
BT	BATHTUB
CB	CATCH BASIN
CI	CAST IRON
CO	CLEANOUT
CS	CLINICAL SINK
DB	DIALYSIS BOX
DF	DRINKING FOUNTAIN
DI	DUCTILE IRON
E	EXISTING
EE	EMERGENCY EYEWASH
ES	EMERGENCY SHOWER
ESE	EMERGENCY SHOWER/EYEWASH
EWC	ELECTRIC WATER COOLER
FCO	FLOOR CLEANOUT
FD	FLOOR DRAIN
FM	FLOW METER
FS	FLOOR SINK
GD	GARBAGE DISPOSER
GI	GREASE INTERCEPTOR
HB	HOSE BIBB
I.E.	INVERT ELEVATION (FOR REFERENCE ONLY)
LAV	LAVATORY
MB	MOP BASIN
MH	MANHOLE
MV	MIXING VALVE
NIC	NOT IN CONTRACT
NT	NEUTRALIZATION TANK
OS	OIL SEPARATOR
RD	ROOF DRAIN
SCCR	SHORT CIRCUIT CURRENT RATING
SH	SHOWER
SK	SINK
SS	SERVICE SINK
TD	TRENCH DRAIN
TP	TRAP PRIMER
TYP	TYPICAL
UR	URINAL
VTR	VENT THROUGH ROOF
WC	WATER CLOSET
WCO	WALL CLEANOUT
WF	WASH FOUNTAIN
WH	WATER HEATER
WMF	WASHING MACHINE FIXTURE
WM	WATER METER
WS	WATER SOFTENER
UB	UTILITY BOX
UON	UNLESS OTHERWISE NOTES
YCO	YARD CLEANOUT

PLUMBING SLOPE REQUIREMENTS:	
BASED ON PLUMBING CODE: [UPC]	
INTERIOR:	
SANITARY WASTE:	≤3"ø = 1/4" PER FOOT ≥4"ø = 1/8" PER FOOT
GREASE WASTE:	1/4" PER FOOT
STORM (GRAVITY):	1/8" PER FOOT
CONDENSATE AND INDIRECT DRAINAGE:	1/8" PER FOOT
SANITARY AND GREASE VENT:	NO SPECIFIC PITCH, PITCH TO FIXTURES
DOMESTIC WATER:	NO SPECIFIC PITCH, PITCH TO FIXTURES

PLUMBING GENERAL NOTES:

- THE SYMBOLS AND THE MATERIAL LIST ARE FOR THE CONVENIENCE OF THE CONTRACTOR. CONTRACTOR SHALL VERIFY QUANTITIES AND FURNISH ALL MATERIALS REQUIRED FOR FULLY OPERATIONAL SYSTEMS, WHETHER SPECIFIED OR NOT.
- CATALOG NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR A COMPLETE DESCRIPTION OF MATERIAL ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL TAKES PRECEDENCE OVER THE CATALOG NUMBER. THE FIRST MANUFACTURER LISTED IS THE BASIS OF DESIGN.
- CONTRACTOR SHALL VERIFY THAT FIXTURES SUPPLIED ARE APPROVED PER ALL APPLICABLE STATE, LOCAL AND GOVERNING AUTHORITIES.
- ALL FIXTURES SHALL CONFORM TO FEDERAL ACT S.3874
- INVERT ELEVATIONS ARE FROM EXISTING DRAWINGS AND MAY NOT BE ACCURATE. VERIFY ALL ELEVATIONS BEFORE BEGINNING WORK.
- VERIFY UNDERGROUND PIPE SIZES, INVERT ELEVATIONS, AND LOCATIONS PRIOR TO BEGINNING ANY WORK.
- REFER TO THE PLUMBING ROUGH-IN SCHEDULE FOR THE SIZES OF BRANCH PIPES TO PLUMBING FIXTURES.
- FOR CLARITY, NOT ALL VALVES HAVE BEEN SHOWN. PROVIDE SHUTOFF VALVES IN DOMESTIC WATER PIPING SERVING EACH ROOM WITH FIXTURES. ANGLE STOPS SHALL NOT BE CONSIDERED SHUTOFF VALVES.
- EXISTING CONDITIONS ON DEMOLITION PLANS ARE PROVIDED TO INDICATE THE GENERAL SCOPE OF ITEMS TO BE REMOVED. REFER TO SPECIFICATION SECTION 22 05 05 FOR ADDITIONAL DEMOLITION INFORMATION.
- P.C. SHALL CUT AND PATCH EXISTING AS REQUIRED FOR NEW OR DEMOLITION WORK UNLESS NOTED OTHERWISE. REFER TO SPECIFICATION SECTION 22 05 05 FOR ADDITIONAL INFORMATION.

CONTRACTOR ABBREVIATION KEY

ABBR:	DESCRIPTION:
A.C.	ASBESTOS ABATEMENT CONTRACTOR
A.V.C.	AUDIO/VISUAL CONTRACTOR
C.C.	CIVIL CONTRACTOR
C.M.	CONSTRUCTION MANAGER
E.C.	ELECTRICAL CONTRACTOR
F.P.C.	FIRE PROTECTION CONTRACTOR
F.S.C.	FOOD SERVICE CONTRACTOR
G.C.	GENERAL CONTRACTOR
H.C.	HEATING CONTRACTOR
M.C.	MECHANICAL CONTRACTOR
N.C.C.	NURSE CALL CONTRACTOR
P.C.	PLUMBING CONTRACTOR
S.C.	SECURITY CONTRACTOR
T.C.	TECHNOLOGY CONTRACTOR
T.C.C.	TEMPERATURE CONTROLS CONTRACTOR
V.C.	VENTILATION CONTRACTOR

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

PLUMBING COVERSHEET

SHEET NUMBER

P000

NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

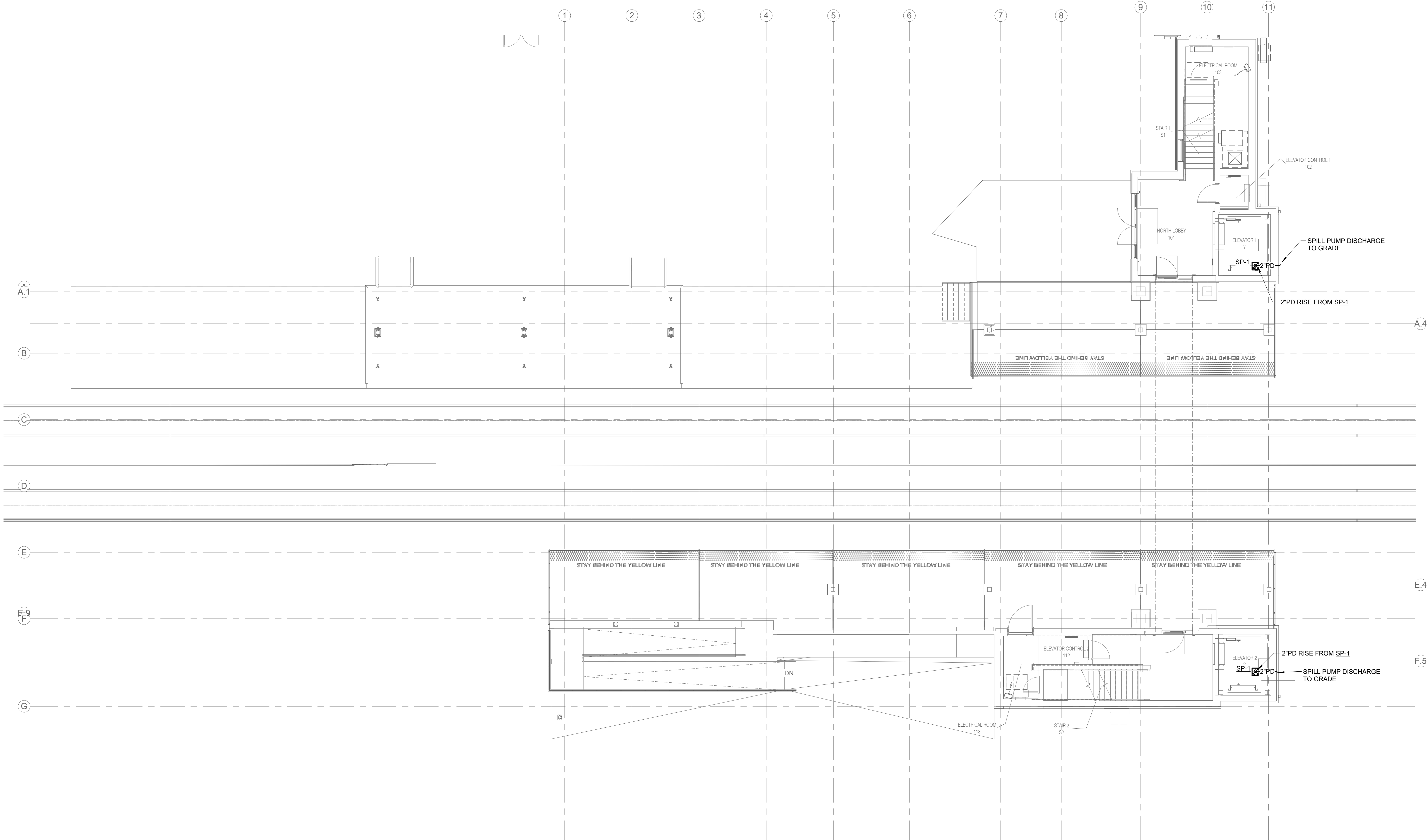
63 FRANKLIN STREET
BOSTON, MA 02110
P: 617.542.0810
www.imegcorp.com

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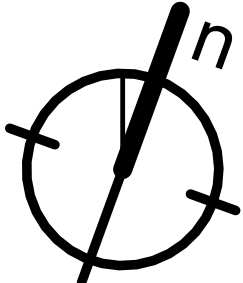
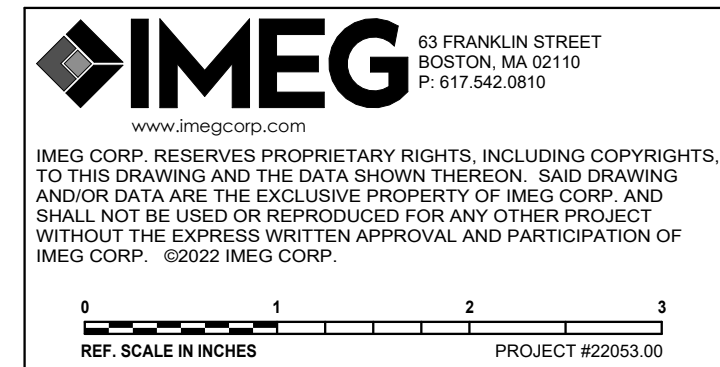
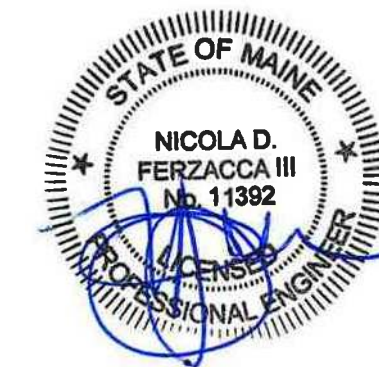
0123

REF. SCALE IN INCHES

PROJECT #22053.00



1 PLUMBING HIGH PLATFORM PLAN
1/8" = 1'-0"



NEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

PROJECT INFORMATION					
DATE	DESIGNER	RAILROAD OWNER	REVISION 1	REVISION 2	REVISION 3
01/29/24	FKC				
			REVISION 4	REVISION 5	
					PROJECT COMPLETION DATE

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION
PLUMBING HIGH PLATFORM PLAN

SHEET NUMBER
P200

Introduction

VHB has retained Code Red Consultants to provide fire protection, life safety, and accessibility code consulting services for the NNEPRA Wells Station Expansion project. This report describes our evaluation of the existing station in accordance with the Maine Uniform Building and Energy Code, NFPA 130, and the code compliance approach associated with the new work. This report is required to be included in the submission to the building official as part of the permit package.

Wells Station is situated on the Amtrak Downeaster Rail Line and is located between the Saco, ME and the Dover, NH stations. The station consists of a detached, single-story building that is used for ticket sales and information booths, and a single open platform that serves both inbound and outbound Amtrak Downeaster trains. The existing platform consists of a 150' long low-level platform with a 50' long mini-high platform on the East End. The platform contains two canopies with bench seating, constructed with non-combustible structural elements and a combustible wood roof.

The station is composed primarily of cast/poured concrete and is minimally classified as Type IIA, protected, noncombustible construction. The station is not equipped with a fire alarm and detection system, does not have a sprinkler system, and is not equipped with a standpipe system. Exit signage is not present throughout the station.

Project Description

The proposed project includes extending the existing No. 2 track, known as the Wells Siding, approximately 6 miles from CPF 228 to MP 234 and addition of a second platform at Wells Station to improve operational flexibility, mitigate the potential for schedule delays and allow for the operation of a sixth roundtrip for the Downeaster service. This report documents the code compliance associated with the proposed second station platform and the ramps, stairs, and walkways associated with the platform.

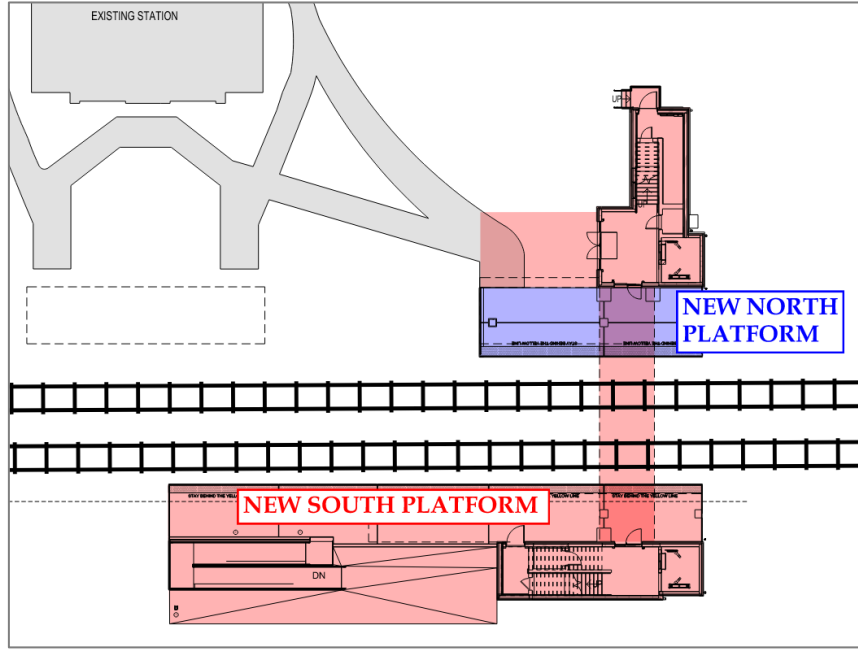


FIGURE 1: PROPOSED PLATFORM & PEDESTRIAN BRIDGE

Applicable Codes

Building	Maine Uniform Building Code (MUBC), referenced by the Maine Uniform Building and Energy Code (MUBEC) Chapter 3, which is an amended version of the 2015 International Building Code (IBC) and 2015 International Existing Building Code (IEBC)
Transit & Rail	2017 Edition of NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems as referenced by NFPA 1
Accessibility	2009 ICC A117.1, Accessible And Usable Buildings and Facilities 2010 ADA Standards for Accessible Design 2006 ADA Standards for Transit Facilities
Life Safety	2018 Edition of NFPA 101, <i>Life Safety Code</i> as adopted by the Rules of the State Fire Marshal Chapter 20
Fire	2018 Edition of NFPA 1, <i>Fire Code</i> as adopted by the Rules of the State Fire Marshal Chapter 30
Electrical	2020 NFPA 70, National Electric Code
Elevator	Maine Elevator & Tramway Rules & Laws (METRL), an amended version of the 2013 ASME A.17.1, Safety Code Fore Elevators And Escalators
Energy	Maine Uniform Energy Code (MUEC), referenced by the MUBEC Chapter 6, which an amended version of the 2015 International Energy Conservation Code (IECC)
Mechanical	2013 ASHRAE 62.1, Ventilation for Acceptable Indoor Air Quality 2015 International Mechanical Code (IMC)
Plumbing	Maine State Plumbing Code which adopts and amends the 2021 Uniform Plumbing Code (UPC)

This Code Report addresses the key fire and life safety features of MUBC, NFPA 130, and NFPA 1 only. Detailed requirements contained within the other applicable codes and standards are outside the scope of this Code Report unless specifically noted otherwise.

The primary intent of this Code Report is to (1) facilitate coordination of the fire and life safety code approach for the project between various design disciplines, (2) document fire and life safety code requirements for the project for the purposes of presenting to the Authorities Having Jurisdiction (AHJ), and (3) serve as a record document for the Owner.

Details of compliance are left to the construction documents prepared by the appropriate Registered Design Professionals and the Installing Contractors. Where there is a conflict between applicable codes, the most restrictive requirements should generally govern.

This Code Report is intended to address code requirements as enforced by the AHJ only.

- It is the responsibility of the design team to ensure that any additional Owner or insurance carrier requirements, which may exceed the provisions of the applicable codes and standards, are also met, as necessary.
- This Code Report does not address requirements of other authoritative agencies such as (but not limited to) the Occupational Health and Safety Administration (OSHA) and the Maine Department of Environmental Protection (ME DEP) / Environmental Protection Agency (EPA) which may apply to the facility. It is the Owner’s responsibility to ensure that all such requirements are adhered to, which may exceed the minimum requirements summarized herein for compliance with the applicable codes for the project.
- This Code Report does not address any zoning, permitting, and/or licensing requirements that may apply to the facility based on the applicable codes and/or requirements of the AHJ.

Existing Building Code Analysis

Existing Building Code Scoping Requirements

Portions of an existing building undergoing repair, alteration, addition, or a change in use are subject to the requirements of the IEBC. In general, existing materials are permitted to remain provided they were installed in conformance with the requirements or approvals in effect at the time of original installation and are not deemed a hazardous condition by the authority having jurisdiction (AHJ) (IEBC 302.3). All new work in existing buildings are required to be compliant with the materials and methods in accordance with MUBC or the applicable code for new construction unless otherwise specified by the IEBC (IEBC 302.4). Alterations to an existing building or portion thereof are not permitted to reduce the level of safety currently provided within the building unless portion altered complies with the requirements of MUBC for new construction (IEBC 701.2).

Where compliance with the requirements of the MUBC is impractical due to construction difficulties or regulatory conflicts, building officials are permitted to approve compliance alternatives. Any compliance alternatives being sought are required to be identified on the submittal documents (IEBC 104.11). **No compliance alternatives are planned for this project.**

Compliance Method & Classification of Work

IEBC Compliance Method & Classification of Work

The **Work Area Method** has been selected for use on this project (IEBC 301.1.2). The project is classified as a **Repair, Level 1 Alteration, Level 2 Alteration and Addition**, under the Work Area Method and is required to comply with IEBC Chapters 6, 7 and 8, and 11 as applicable. The work classifications are defined as follows:

Repairs – The patching or restoration or replacement of damaged materials, elements, equipment or fixtures for the purpose of maintaining such components in good or sound condition with respect to existing loads or performance requirements (IEBC 502.1).

Level 1 Alteration – The removal and replacement or the covering of existing materials, elements, equipment, or fixtures using new materials, elements, equipment, or fixtures that serve the same purpose (IEBC 503.1).

Level 2 Alteration – The reconfiguration of space, the addition or elimination of any door or window, the reconfiguration or extension of any system, or the installation of any additional equipment (IEBC 504.1).

Addition – An extension of increase in floor area, number of stories, or height of a building or structure (IEBC 507.1.)

The project does not include a change of occupancy or an addition.

NFPA 101 Classification of Work

- NFPA 101 43.4: Renovations
The replacement in kind, strengthening, or upgrading of building elements, equipment, or fixtures for the purpose of maintaining such materials, elements, equipment, or fixtures in good or sound condition.
 - The work completed is not permitted to make the building less conforming with other sections of NFPA 101, or with any previous approved alternative arrangements, than it was before the renovation was undertaken;
 - The capacity of means of egress is sufficient for the occupant load of the work area;
 - New interior finishes are required to meet the requirements for new construction.
- NFPA 101 43.5: Modifications
The reconfiguration of any space; the addition, relocation, or elimination of any door or window; the addition or elimination of load-bearing elements; the reconfiguration or extension of any system; or the installation of any additional equipment
 - Newly constructed elements, components, and systems are required to comply with NFPA 101 for new construction;
 - The work area is greater than 50% of the area of the building and therefore compliance with NFPA 101 43.6 is required.
- NFPA 101 43.6: Reconstructions
The reconfiguration of a space that affects an exit or a corridor shared by more than one occupant space, or the reconfiguration of a space such that the rehabilitation work area is not permitted to be occupied because existing means of egress and fire protection systems, or their equivalent, are not in place or continuously maintained.
 - Newly constructed elements, components, and systems are required to comply with NFPA 101 for new construction;
 - Means of egress in rehabilitation work areas shall be provided with illumination, emergency lighting, and marking of means of egress in accordance with the requirements of other sections of this Code applicable to new construction for the occupancy.
- NFPA 101 43.8: Additions
An increase in the building area, aggregate floor area, building height, or number of stories of a structure.
 - Newly constructed elements, components, and systems are required to comply with NFPA 101 for new construction;
 - Any repair, renovation, alteration, or reconstruction work within an existing building where an addition is being made must comply with Sections 43.3, 43.4, 43.5, and 43.6;
 - Additions must not increase the height of an existing building beyond that permitted for new building construction.

Existing Station Code Summary

The following documents key features associated with the existing station design focusing primarily on the work area.

Use and Occupancy:	Primary Use(s): Group A-3, Assembly	Accessory Use(s): N/A
Construction Type:	Minimally Type IIA Protected, Noncombustible Construction	
Station Classification:	The existing platform is classified as open.	
Fire Separations:	None Provided	
Means of Egress:	The existing platform is provided with two means of egress by means of two (2) open air stairways that discharge to a point of safety.	
Exit Signage & Emergency Lighting:	Not provided.	
Fire Alarm & Detection:	An existing fire alarm and detection system is not provided.	
Automatic Sprinklers:	Automatic sprinklers are not installed.	
Standpipes:	Standpipes are not installed.	
Emergency Ventilation:	Not applicable as platform is open air.	
Fire Extinguishers:	No fire extinguishers were observed in the station.	
Interior Finish & Contents:	No combustible interior finishes were observed in the station.	

New Work Code Review

The following sections describes the code compliance approach associated with the project. The requirements specified below apply to the new work only, unless specifically stated otherwise.

Primary Occupancies

The work area contains the occupancy groups shown in Table 1 (MUBC 302.1, 508.1).

Occupancy Groups			
Description	MUBC Classification	NFPA 101 Classification	Location
Lobby, Platforms	Group A-3	Assembly	All Levels
Station Support	Group B	Business	All Levels

TABLE 1: PRIMARY OCCUPANCY GROUPS

Building Construction

Construction Classification

The addition will consist of a combination of unprotected steel (Type IIB) and mass timber consistent with Type IV Heavy Timber (HT) construction. **Note due to the combustible components of Type IV construction, an engineering fire hazard analysis has been performed to determine that there is no risk to occupants and to the structure (NFPA 130, 5.2.2.2). The analysis documents that the appropriate level of safety is being achieved with the mixed construction type design. Refer to the fire hazard analysis located in Appendix B of the Code Report for details.**

Station Classification

NFPA 130 requires stations to be classified as open or enclosed (NFPA 130, 3.3.55). An open station is defined as a station that is constructed such that it is directly open to the atmosphere and smoke and heat are allowed to disperse directly into the atmosphere (NFPA 130, 3.3.55.2) Direct dispersion is passing to atmosphere without accumulation of smoke or heat in occupied areas. An enclosed station is defined as a station or portion thereof that does not meet the definition of an open station (NFPA 130, 3.3.55.1).

The station consists of platforms which are located outdoors and covered by canopies which allow smoke and heat to disperse readily. These portions of the station are considered as open. Further, the up-and-over pedestrian walkways, stairs, and ramps will be constructed such that smoke and heat will readily disperse and are considered ‘open’.

Structural Fire Resistance

Table 2 indicates the minimum fire-resistance ratings required for any new or altered building structural elements (MUBC 601). Note that the station will consist of a mixed construction type of both Type IIB and Type IV/HT construction. **The station’s structure will be designed such that any combustible components and connections minimally comply with the criteria for heavy timber contained in MUBC Section 602.4.**

Fire Resistance Rating of Building Elements		
Building Element	Type IIB [Type II (000)] Fire Resistance Rating	Type IV HT [Type IV(2HH)] Fire Resistance Rating
Primary structural frame	0 hours	HT
Exterior bearing walls	0 hours	2 hours
Interior bearing walls	0 hours	1/HT
Nonbearing exterior walls	See the Exterior Walls Section	
Floor construction and secondary members	0 hours	HT
Roof construction and secondary members	0 hours	HT

TABLE 2: FIRE-RESISTANCE RATINGS FOR BUILDING STRUCTURAL ELEMENTS

Building Height and Area

The height and area of the expansion must not exceed the limitations of MUBC 503 and NFPA 130 as determined by the fire hazard analysis of potential fire exposure hazards to the structure (NFPA 130, 5.2.2.1). The proposed addition of the station results in a footprint area of approximately 9,325 square feet and a two-story structure. **As the structure is minimally of Type IIB construction (most restrictive), the proposed addition is permitted within the limitations of MUBC 503 which permits 2-stories and 9,500 square feet without including increases for open frontage. Refer to the fire hazard analysis contained in Appendix B of the Code Report for additional details on compliance with NFPA 130.**

Exterior Walls

The opening limitations and ratings for exterior walls are based on the fire separation distance for each wall, measured from the building face to the closest interior lot line, the centerline of a street, alley, or public way, or to an imaginary lot line between two buildings (MUBC 202). MUBC Section 602 and 705.8 indicate the opening limitations and ratings required for the exterior walls based on fire separation distance.

The exterior walls of the station are provided with at least 30 feet of fire separation distance around the perimeter. As such the exterior walls are permitted to be non-fire-resistance rated with unlimited unprotected openings.

Interior Walls and Partitions

Fire/Smoke Resistive Assemblies

Table 3 identifies the interior walls and partitions within the work area which are required to be composed of fire/ smoke resistive assemblies.

Fire/Smoke Resistive Assemblies		
Type of Assembly	Construction	Code Reference
Public/Non-public occupancy separation	2-hour fire barrier and horizontal assembly	NFPA 130, 5.2.4.2 & MUBC 508.4

TABLE 3: FIRE/SMOKE RESISTIVE ASSEMBLIES

Please refer to sheet LS-101 for details regarding the locations of fire-resistance rated walls and partitions.

NFPA 130 Section 5.2.4.1(1) permits vertical openings such as stairs and escalators used by passengers to be unenclosed. Further, NFPA 130 Section 5.2.4.1(3) permits public areas on different levels in enclosed stations to be interconnected provided that fire separation is not required for smoke control or other fire protection purposes. In the case of this station, a fire rated separation is not required between the public floor levels for smoke control or fire protection purposes. As such, the new elevator hoistways are permitted to be composed of non-rated construction and will interconnect the public floor levels in accordance with NFPA 130.

Signage/Identification

All new or altered fire walls, fire barriers, fire partitions, smoke barriers, and smoke partitions, or any other wall required to have protected openings or penetrations within the work area will be permanently identified with signs or stenciling (MUBC 703.7). The identification will:

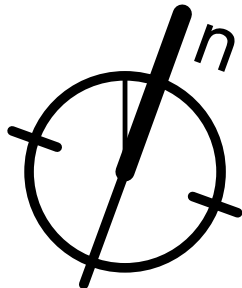
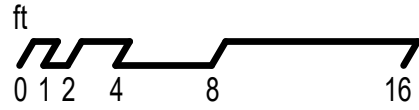
- Be located in accessible concealed floor, floor-ceiling, or attic spaces.
- Be located within 15 feet of the end of each wall and at intervals not exceeding 30 feet measured horizontally along the wall or partition.
- Include lettering not less than 3 inches in height, with a minimum 3/8-inch stroke width, in a contrasting color, incorporating the suggested wording “FIRE AND/OR SMOKE BARRIER – PROTECT ALL OPENINGS”.

Doors

New doors and their corresponding components are required to have fire-resistance ratings and meet the required testing standards as specified in Table 4. All doors required to be fire-resistance-rated are required to be designed, installed, and labeled in accordance with NFPA 80 (MUBC 716.5):

Door Requirements				
Wall Type	Required Wall Rating	Minimum Fire Door Rating	Performance Criteria	Code Reference
Fire barriers	1 hour	3/4 hours	NFPA 252 or UL 10C	MUBC 716.5
	2 hours	1.5 hours		

TABLE 4: DOOR REQUIREMENTS



NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT

WELLS MAINE

PROJECT INFORMATION

DATE	08/21/24
DESIGNER	AS/CH
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

CODE SUMMARY

SHEET NUMBER

LS-000

Penetrations

Penetrations of fire-resistance-rated walls and horizontal assemblies in the work area that are not protected with dampers or a shaft are required to comply with this section. Ducts and air transfer openings in the work area that are protected by dampers are required to comply with the “Ducts and Air Transfer Openings” section of this report.

Fire-Resistance-Rated Walls and Partitions

Through- and membrane-penetrations of fire-resistance-rated walls within the work area are required to comply with the following (MUBC 714.3.1):

- Penetrations are installed as tested in an approved fire-resistance-rated assembly (MUBC 714.3.1.1), or
- Penetrations are protected by an approved penetration firestop system installed as tested in accordance with ASTM E 814 or UL 1479, with a minimum positive pressure differential of 0.01 inch of water and will have an F rating of not less than the required fire-resistance rating of the wall penetrated (MUBC 714.3.1.2)
- Membrane penetrations by electrical boxes are permitted without an approved firestop system when protected in accordance with MUBC 714.3.2.

Horizontal Assemblies

Penetrations of fire-resistance rated floor, floor/ceiling assembly, or roof/ceiling assemblies in the work area are required to comply with the following (MUBC 714.4.1):

- Through penetrations are installed as tested in an approved fire-resistance-rated assembly (MUBC 713.4.1.1), or
- Through penetrations are protected by an approved penetration firestop system installed as tested in accordance with ASTM E 814 or UL 1479, with a minimum positive pressure differential of 0.01 inch of water and will have an F rating/T rating of not less than 1 hour but not less than the required fire-resistance rating of the floor penetrated (MUBC 714.4.1.2)

Refer to MUBC Sections 714.4.2 and 714.4.1.2 for various exceptions for through and membrane penetrations of horizontal assemblies.

Ducts and Air Transfer Openings

Fire and smoke dampers are required where ducts and air transfer openings penetrate walls as specified in MUBC. Where dampers are installed, they are required to be listed and bear the label of an approved testing agency (MUBC 717.3.1). Fire dampers are required to be tested in accordance with UL 555 and smoke dampers are required to be tested in accordance with UL 555S. Combination fire/smoke dampers are required to comply with both test standards.

Fire dampers are required to be rated for 1.5 hours unless they are installed in a 3-hour or greater assembly, they are required to be 3-hour rated (MUBC 717.3.2.1). Smoke damper leakage ratings are required to be Class I or II. Elevated temperature ratings are not permitted to be less than 250°F (MUBC 717.3.2.2). Combination fire/smoke dampers are required to comply with both rating requirements (MUBC 717.3.2.3). Refer to MUBC 716.3.3 for required damper actuation methods.

Fire, smoke, and fire/smoke dampers are required to be provided with an approved means of access that permits inspection and maintenance of the damper and its operating parts. Access points are required to have permanent labels with letters that are not less than ½ inch in height that reads “FIRE/SMOKE DAMPER, SMOKE DAMPER, or FIRE DAMPER”.

Interior Finishes, Furnishings, and Contents

Wall and Ceiling Finishes

New interior finishes are required to be noncombustible in enclosed portions of stations, unless they comply with one of the following (NFPA 130, 5.2.5.1):

- Exhibit a flame spread index not exceeding 25 and a smoke developed index not exceeding 450 when tested in accordance with ASTM E 84; or
- Are foam plastic insulation, textile wall or ceiling coverings, polypropylene high-density polyethylene, or another material tested in accordance with NFPA 286 and meeting the following criteria:
 - Flames must not spread to the ceiling during the 40 kW exposure;
 - Flames must not spread to the outer extremities of the sample on any wall or ceiling;
 - Flashover, as described in NFPA 286, must not occur;
 - The peak heat release rate must not exceed 800 kW; and
 - The total smoke released throughout the test must not exceed 1000 m².

New interior finishes in open portions of stations are required to comply with the requirements of MUBC Chapter 8 and NFPA 101 Section 10.2. The flame spread and smoke-developed indexes must not be greater than that specified in the Table below based on the occupancy classifications (MUBC 803.11 & NFPA 101, A10.2).

Minimum Interior Wall & Ceiling Finish Requirements			
Occupancy Classification	Exit Enclosures	Corridors, Exit Access Stairways/Ramps	Rooms and Enclosed Spaces
A-3	A	A	B
B	A	B	C

TABLE 5: MINIMUM WALL AND CEILING RATING REQUIREMENTS

Floor Finish

New interior floor finish materials are required to be noncombustible or exhibit a critical radiant flux not less than 0.8 W/cm² when tested in accordance with ASTM E 648 (NFPA 130, 5.2.5.2).

Combustible Furnishings and Contents

New permanent rubbish containers the station must be manufactured of noncombustible materials (NFPA 130, 5.2.7.2).

New seating furniture must be noncombustible or it must have limited rates of heat release when tested in accordance with ASTM E 1537 as follows (NFPA 130, 5.2.7.3):

- The peak rate of heat release for a single seating furniture item must not exceed 80 kW.
- The total energy released by a single seating furniture item during the first 10 minutes of the test must not exceed 25 MJ.

Fire Protection Systems

Automatic Sprinkler System

The existing station is not protected by an automatic sprinkler system. The existing and proposed expansion is not required to be sprinkler protected as part of the project as the station will not be enclosed (NFPA 130, 5.4.4.2). No new storage rooms or rooms with combustible loading will be created as a result of the project. Therefore, a sprinkler system is not required to be provided.

Standpipe System

The existing station is not served by a standpipe system. A new standpipe system is not required as the work area is not located more than 50 feet above or below the lowest level of fire department access and the station will not be enclosed (IEBC 804.3 & NFPA 130, 5.4.5.1).

Fire Extinguishers

Portable fire extinguishers are required within the work area and are required to be selected and installed in accordance with this section and NFPA 10 (MUBC 906.1). Fire extinguishers are required to be installed in the elevator machine rooms in accordance with MUBC Section 906.

In public areas, portable fire extinguishers are required in such number, size, type, and location as determined by the AHJ (NFPA 130, 5.4.6).

Emergency Systems

Fire Alarm and Detection Systems

The existing station is not protected by a fire alarm and detection system. The existing and proposed expansion is not required to be protected as part of the project as the station will not be enclosed (NFPA 130, 5.4.1). The station will be provided with a new fire alarm system with emergency voice/alarm capabilities as part of the project.

Emergency Communication

A public address (PA) system and emergency voice/alarm reporting devices, such as emergency telephone boxes or manual fire alarm boxes conforming to NFPA 72, are required in the station (NFPA 130, 5.4.2.1).

The station is required to be equipped with an approved emergency voice/alarm communication system so that appropriate announcements can be made regarding fire alarms, including provisions for giving necessary information and directions to the public upon receipt of any manual or automatic fire alarm signal (NFPA 130, 5.4.3 & 10.1).

Standby/Emergency Power Systems

The existing station is not provided with an emergency power system. An emergency power system will not be installed as the station will not be enclosed (NFPA 130, 5.4.8.1).

Means of Egress

Hazardous Means of Egress

MUBC Section 102.6.4 states that existing means of egress elements can retroactively be required to be upgraded regardless of the planned scope of work if deemed hazardous by the building official. Additionally, NFPA 1 Section 14.4.1 requires existing means of egress components to be maintained in a safe and operable condition. The following summarizes the hazardous conditions observed on site.

1. There is no exit signage on the platform or in the lobby. **This project will include the addition of exit signs throughout the station in accordance with MUBC 1013.1.**
2. Trash receptacles in the station are combustible (NFPA 130, 5.2.7.2). **The existing trash receptacles will be replaced with noncombustible trash containers as part of the project.**

Evacuation Time

The existing station utilizes two open air stairways from the platform to a point of safety. The proposed expansion would consist of an up-and-over platform that is served by a stair and a ramp on both platforms. The stair utilized by the up-and-over platform egress directly to a point of safety. A safe dispersal area will also be provided for the new platform to provide an additional means of egress for the platform.

An NFPA 130 emergency egress evaluation was performed for the station. The evaluation concluded that the station passes the 4-minute test and the 6-minute test. Refer to Appendix A for details associated with the station evacuation times.

NFPA 130 Egress Calculations			
Platform	Time to Clear Platform	Time to Reach a Point of Safety	Pass/Fail?
Existing Platform	0.52 minutes	0.63 minutes	Pass
New Platform	2.69 minutes	4.92 minutes	Pass

TABLE 6: EXISTING STATION NFPA 130 EGRESS TIMES

Number of Means of Egress

At least two remotely located means of egress are required to be provided from the platform (NFPA 130, 5.3.3.6). **The platforms are currently provided with at least two remote means of egress such that the station is compliant with NFPA 130. The safe dispersal area will be separated by 2-hour rated construction where adjacent to the station exit access stair extending to the end of the new south platform in order to afford adequate protection for evacuating passengers (NFPA 130, 3.3.42).**

Common Path of Travel

The common path of travel from the ends of the platforms is not permitted to exceed 82 feet or one car length, whichever is greater (NFPA 130, 5.3.3.5). **The common path of travel distance on both platforms is less than 82 feet which is compliant with NFPA 130.**

Travel Distance

The maximum travel distance from the most remote point on a platform to a point at which a means of egress route leaves the platform is not permitted to exceed 325 feet (NFPA 130, 5.3.3.4). **The maximum platform travel distance for the station platforms is 63' 5" respectively which is compliant with NFPA 130.**

Stairs

All new or altered stairways are required to be constructed in accordance with NFPA 130 and MUBC 1011 as indicated in this section. The width of stairways is required to be determined as specified in NFPA 130 based on required evacuation times, but is not permitted to be less than 44 inches (NFPA 130, 5.3.5.2). Stairways are required to have a minimum head room clearance of 80 inches, measured vertically from a line connecting the edge of the nosings. Such headroom is required to be continuous above the stairway to the point where the line intersects the landing below, one tread depth beyond the bottom riser. The minimum clearance is required to be maintained the full width of the stairway and landing (MUBC 1011.6).

Stair riser heights are required to be 7 inches maximum and 4 inches minimum. The riser heights are required to be measured vertically between the leading edges of adjacent treads. Rectangular tread depths are required to be 11 inches minimum measured horizontally between the vertical planes of the foremost projection of adjacent treads and at a right angle to the tread's leading edge (MUBC 1011.5.2). Stair treads and risers are required to be of uniform size and shape. The tolerance between the largest and smallest riser height or between the largest and smallest tread depth is not permitted to exceed 3/8 inch in any flight of stairs (MUBC 1011.5.4). A flight of stairs is not permitted to have a vertical rise greater than 12 feet between floor levels or landings (MUBC 1011.8).

A floor or landing is required at the top and bottom of each stairway. The width of landings is not permitted to be less than the width of stairways they serve. Every landing is required to have a minimum dimension measured in the direction of travel equal to the width of the stairway. Such dimension need not exceed 48 inches where the stairway has a straight run. Doors opening onto a landing are not permitted to reduce the landing to less than one-half the required width. When fully open, the door is not permitted to project more than 7 inches into a landing (MUBC 1011.6).

Exit Signage

Exit and exit access doors are required to be marked by an approved exit sign readily visible from any direction of egress travel (MUBC 1013.1). The path of egress travel to exits and within exits is required to be marked by readily visible exit signs to clearly indicate the direction of egress travel where the exit or path of travel is not immediately visible. Exit signs within corridors and exit passageways are required to be placed such that no point is more than 100 feet or the listed viewing distance for the sign, whichever is less, from the nearest visible exit sign. Exit signs are not required in rooms or areas that require only one exit or exit access. **Exit signage compliant with MUBC 1013 will be provided throughout the station.**

Egress Illumination

The means of egress, including the exit discharge, is required to be illuminated at all times the building served by the means of egress is occupied (MUBC 1008.1). The illumination level is not permitted to be less than 1 footcandle (11 lux) at the walking surface (MUBC 1008.2)

In the event of power supply failure, an emergency electrical system is required to automatically illuminate all of the following areas (MUBC 1008.3):

- Aisles and unenclosed egress stairways in rooms and spaces that require two or more means of egress.
- Corridors, interior exit stairways, and exit passageways.
- Exterior egress components at other than the level of exit discharge until exit discharge is accomplished.
- Interior exit discharge elements.
- Exterior landings for exit discharge doorways.

The emergency power system is required to provide power for a duration of not less than 90 minutes and is required to consist of storage batteries, unit equipment, or an on-site generator (MUBC 1008.3). The initial illumination is required to be an average of 1 footcandle (11 lux) and a minimum at any point of 0.1 footcandle (1 lux) measured along the path of egress at the floor level. Illumination levels are permitted to decline to 0.6 footcandle (0.6 lux) average and a minimum of 0.06 footcandle (0.6 lux) at the end of the emergency lighting time duration (MUBC 1008.3.5). **Emergency egress lighting compliant with MUBC 1013 will be provided throughout the station.**

Accessible Means of Egress

Accessible means of egress are not required in alterations to existing buildings (MUBC 1009.1 Exception 1). However, accessible means of egress are required to be provided for the new platform as part of this project. The accessible means of egress will consist of an exit access stairway, an accessible ramp, and the exterior area for assisted rescue (MUBC 1009.2).

The ramp must have a minimum clear width of 36 inches between the handrails to be considered an accessible route (ADA 405.5 & ICC A117.1 405.5). The exit access stair must provide at least 48" clear width between the handrails, however a safe dispersal area is not required since a two-way communication system will be provided at each elevator landing (MUBC 1009.3, Exception 4).

The exterior safe dispersal area must be sized to accommodate one wheelchair space of 30 inches by 48 inches for each 200 occupants or portion thereof, based on the occupant load served by the safe dispersal area (MUBC 1009.7.1). Based on the occupant load of the station, a total of three wheelchair spaces are required within the exterior safe dispersal area. Stairways that are part of the assisted rescue must provide a clear width of 48 inches between handrails (MUBC 1009.7.4).

Exit Discharge

The means of egress on the west end of the new platform will not provide access to a public way. As such, it will be designed as a safe dispersal area in accordance with MUBC Section 1028.5. The safe dispersal area will comply with the following:

1. Sized to accommodate not less than 5 square feet for each person (**minimum of 795 square feet**). The safe dispersal area will be provided with a total area of 908 sf.
2. Will be permanently maintained and identified as a safe dispersal area.
3. Will be provided with a safe and unobstructed path of travel from the platform.

Accessibility

ADA Application

All new work will be designed to be fully accessible in accordance with the MUBC and ADA.

The requirements of U.S. DOT's 2006 Americans with Disabilities Act accessibility standards are also applicable and will be enforced as provided by law. See 49 CFR Sections 37.9 and 37.11.

ADA requires altered portions of an existing building to be readily accessible to and usable by individuals with disabilities to the maximum extent feasible (ADA 36.402(a)(1)). Further, alterations to primary function areas should be made such that the level of accessibility, including the path of travel to the space, is made accessible to the maximum extent feasible. When determining if the upgrade is feasible, the ADA requirements stat-e that the upgrade to the path of travel is disproportionate to the project *when the cost to perform the work exceeds 20% of the cost of the alteration to the primary function area*. Primary function areas are not limited to public uses areas and may include lobbies, offices, meeting rooms, etc. In choosing which accessible elements to provide if the cost is disproportionate, priority should be given to those elements that will provide the greatest access, in the following order:

- An accessible entrance
- An accessible route to the altered area
- At least one accessible restroom for each sex or a single unisex restroom
- Accessible drinking fountains
- Accessible telephones

Energy

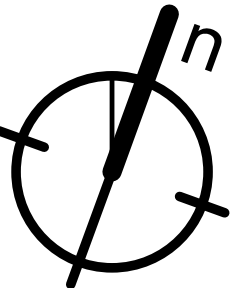
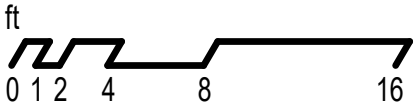
The proposed work is required to comply with the commercial provisions of the Maine Uniform Building and Energy Code, which is an amended version of the 2009 International Energy Conservation Code.

Additions, alterations, renovations, or repairs to an existing building, building system, or portion thereof are required to conform to the provisions of the 2015 IECC as they relate to new construction without requiring the unaltered portions of the existing building or building system to comply with the 2015 IECC (IECC 503.1).

Elevator

The new elevators are required to comply with the Maine Elevator & Tramway Rules & Laws (METRL) which is an amended version of ASME A17.1.

WELLS TRANSPORTATION CENTER WELLS STATION EXPANSION		PROJECT INFORMATION		NNEPRA DOWNEASTER WELLS AREA IMPROVEMENT PROJECT WELLS MAINE	
		DATE		06/21/24	
		DESIGNER		AS/CH	
		RAILROAD OWNER			
		REVISION 1			
		REVISION 2			
		REVISION 3			
CODE SUMMARY		REVISION 4			
		REVISION 5			
		PROJECT COMPLETION DATE			
SHEET NUMBER					
LS-001					



Wells Station - NFPA 130 Egress Calculations - Proposed Station				
New Platform - 4-Minute Timed Egress Evaluation (NFPA 130, 5.5.6.1)				
Occupant load =		344	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Pedestrian Walkway (Upward)</i>				
Stair 4	63	1.41	88	
(1) Single Leaf Door	-	60	60	
<i>Limiting Capacity</i> =			60	
Ramp 1	57	2.08	68	
<i>Total Capacity</i> =			128	
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	344	128		
F _p =	2.69	minutes		
In Test No. 1, the time to clear the platform is found to be 2.69 minutes. This meets the requirement of NFPA 130 Section 5.5.6.1.				

6-Minute Timed Egress Evaluation (NFPA 130, 5.5.6.2)				
Occupant Load Distribution to Means of Egress				
The occupants are distributed to each stair and ramp in a manner that is proportional to the egress components' width.				
New Platform				
Total Occupant Load =		344		
	Width	Capacity	Occupant Load	
Stair 4	62	87	193	
Ramp 1 (Safe Dispersal Area)	57	68	151	
Stair 4 Path to Point of Safety				
Occupant load =		193	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Pedestrian Bridge (Upward)</i>				
(1) Single Leaf Door	-	60	60	
Stair 4	62	1.41	87	
<i>Limiting Capacity</i> =			60	
<i>Pedestrian Bridge to Point of Safety</i>				
Stair 3	62	1.41	87	
Double Door	66	2.08	137	
<i>Limiting Capacity</i> =			87	
Stair 4 Path				
Walking Time for Longest Exit Route	ft	fpm	min	
<i>Platform to Point of Safety</i>				
On Platform to Stair 4, <i>T</i> ₁	64	124	0.52	
Stair 4 to Pedestrian Bridgeway, <i>T</i> ₂	21	48	0.44	
Pedestrian Bridge to Stair 3, <i>T</i> ₃	82	200	0.41	
Stair 3 to Lobby, <i>T</i> ₄	21	48	0.44	
Lobby to Pointof Safety, <i>T</i> ₅	23	200	0.12	
Total Walking Time, <i>T</i> = <i>T</i> ₁ + <i>T</i> ₂ + <i>T</i> ₃ + <i>T</i> ₄ + <i>T</i> ₅			1.93	
<i>Test No. 2</i> . Evacuate the platform occupant load from the most remote point on the platform to a point of safety in 6 minutes or less.				
W _p (waiting time on platform exits) = F _p - T ₁				
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	193	60		
F _p =	3.22	minutes		
W _p =	3.22 - 0.52 = 2.7	minutes		
W _e (waiting time to clear lobby exits) = F _e - F _p				
F _e (lobby exit flow time) =		Lobby Occupant Load Lobby Egress Capacity		
F _e =	193	87		
F _e =	2.22	minutes		
W _e =	2.22 - 3.22 = 0	minutes		
Total exit time = T + W _p + W _e				
Total exit time = 1.93 + 2.7 + 0.29				
Total exit time = 4.92 minutes				
In Test No. 2, the time to reach a point of safety is found to be 4.92 minutes. This meets the requirement of NFPA 130 Section 5.5.6.2.				

Walkway to Safe Dispersal Area				
Occupant load =		151	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Safe Dispersal Area</i>				
Ramp 1	57	2.08	68	
<i>Total Capacity</i> =			68	
Walkway Path				
Walking Time for Longest Exit Route	ft	fpm	min	
<i>Platform to Point of Safety</i>				
On Platform to Ramp 1 , <i>T</i> ₁	49	124	0.4	
Ramp 1 to Safe Dispersal Area, <i>T</i> ₂	79	200	0.4	
Total Walking Time, <i>T</i> = <i>T</i> ₁ + <i>T</i> ₂			0.8	

<i>Test No. 2</i> . Evacuate the platform occupant load from the most remote point on the platform to a point of safety in 6 minutes or less.				
W _p (waiting time on platform exits) = F _p - T ₁				
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	151	68		
F _p =	2.23	minutes		
W _p =	2.23 - 0.4 = 1.83	minutes		

Total exit time = T + W _p
Total exit time = 0.8 + 1.83
Total exit time = 2.63 minutes

In Test No. 2, the time to reach a point of safety is found to be 2.63 minutes. This meets the requirement of NFPA 130 Section 5.5.6.2.

Existing Platform - 4-Minute Timed Egress Evaluation (NFPA 130, 5.5.6.1)				
Occupant load =		344	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Point of Safety (Downward)</i>				
Walkway to Point of Safety (Note: 12 inches deducted at the lobby sidewall for capacity calculation)	294	2.08	611	
<i>North Lobby to Point of Safety</i>				
(1) Single Leaf Door	-	60	60	
Double Door	66	2.08	137	
<i>Limiting Capacity</i> =			60	
<i>Total Capacity</i> =			671	
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	344	671		
F _p =	0.52	minutes		
In Test No. 1, the time to clear the platform is found to be 0.52 minutes. This meets the requirement of NFPA 130 Section 5.5.6.1.				

6-Minute Timed Egress Evaluation (NFPA 130, 5.5.6.2)				
Occupant Load Distribution to Means of Egress				
The occupants are distributed to egress path in a manner that is proportional to the path's width.				
Existing Platform				
Total Occupant Load =		344		
	Width	Capacity	Occupant Load	
Platform to Point of Safety	294	611	314	
North Lobby Path	-	60	31	

Platform to Point of Safety				
Occupant load =		314	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Point of Safety</i>				
Walkway to Point of Safetv	294	2.08	611	
<i>Total Capacity</i> =			611	
Platform to Point of Safety				
Walking Time for Longest Exit Route	ft	fpm	min	
<i>Platform to Point of Safety</i>				
On Platform to Point of Safety, <i>T</i> ₁	28	124	0.23	
Total Walking Time, <i>T</i> = <i>T</i> ₁			0.23	

<i>Test No. 2</i> . Evacuate the platform occupant load from the most remote point on the platform to a point of safety in 6 minutes or less.				
W _p (waiting time on platform exits) = F _p - T ₁				
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	314	611		
F _p =	0.52	minutes		
W _p =	0.52 - 0.23 = 0.29	minutes		

Total exit time = T + W _p
Total exit time = 0.23 + 0.29
Total exit time = 0.52 minutes

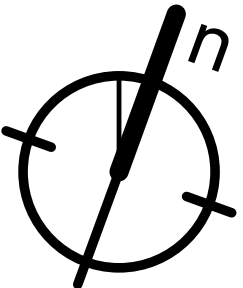
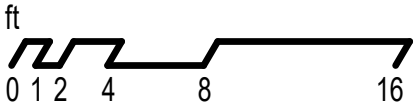
In Test No. 2, the time to reach a point of safety is found to be 0.52 minutes. This meets the requirement of NFPA 130 Section 5.5.6.2.

North Lobby Path				
Occupant load =		31	persons	
Egress Element	in.	pim	p/min	
<i>Platform to Point of Safety</i>				
(1) Single Leaf Door	-	60	60	
Double Door	66	2.08	137	
<i>Limiting Capacity</i> =			60	
<i>Total Capacity</i> =			60	
North Lobby Path				
Walking Time for Longest Exit Route	ft	fpm	min	
<i>Platform to Point of Safety</i>				
On Platform to the North Lobby, <i>T</i> ₁	31	124	0.25	
North Lobby to Point of Safety, <i>T</i> ₂	21	200	0.11	
Total Walking Time, <i>T</i> = <i>T</i> ₁ + <i>T</i> ₂			0.36	

<i>Test No. 2</i> . Evacuate the platform occupant load from the most remote point on the platform to a point of safety in 6 minutes or less.				
W _p (waiting time on platform exits) = F _p - T ₁				
F _p (time to clear platform) =		Platform Occupant Load Platform Exit Capacity		
F _p =	31	60		
F _p =	0.52	minutes		
W _p =	0.52 - 0.25 = 0.27	minutes		

Total exit time = T + W _p
Total exit time = 0.36 + 0.27
Total exit time = 0.63 minutes

In Test No. 2, the time to reach a point of safety is found to be 0.63 minutes. This meets the requirement of NFPA 130 Section 5.5.6.2.



WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

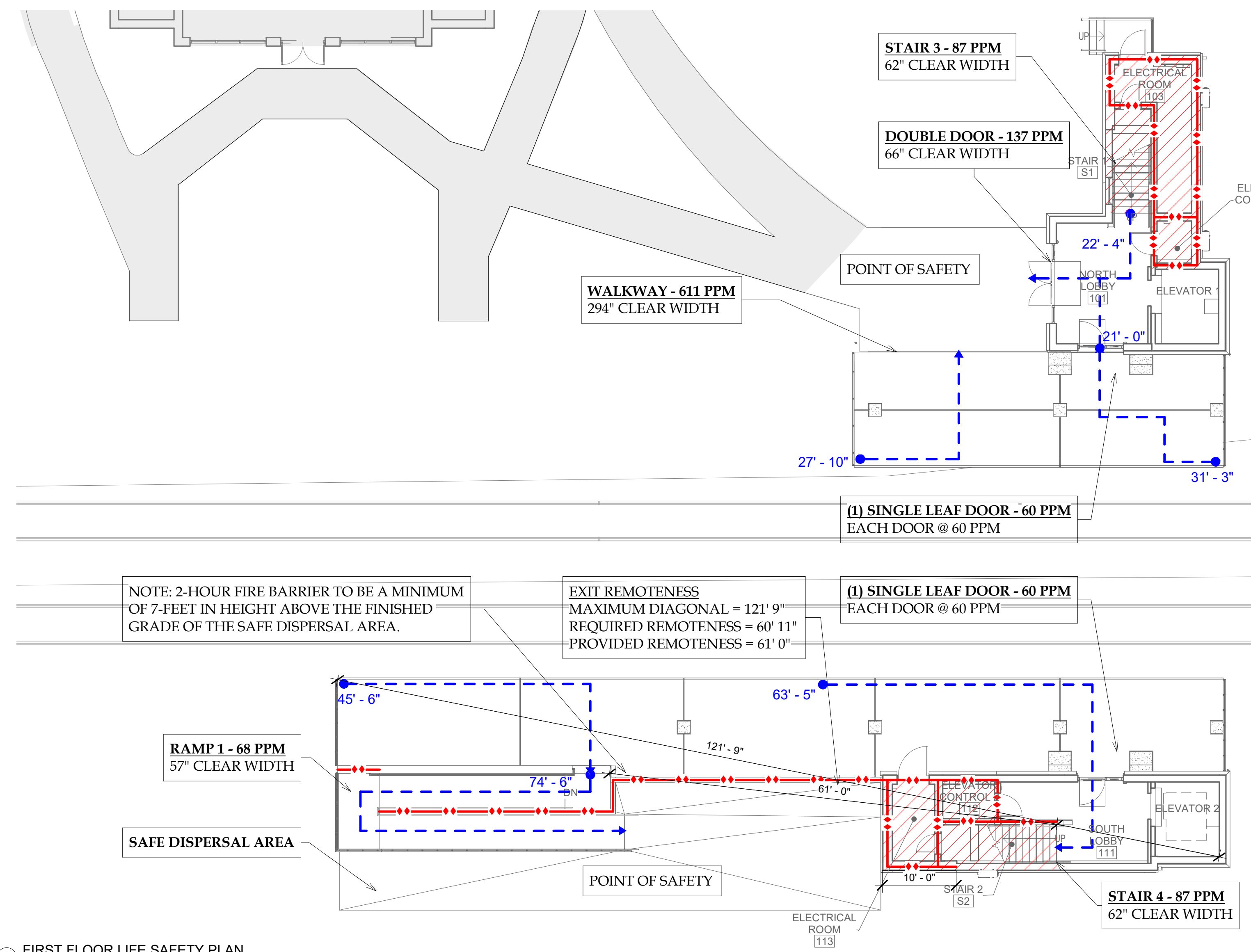
EGRESS CALCULATIONS

SHEET NUMBER

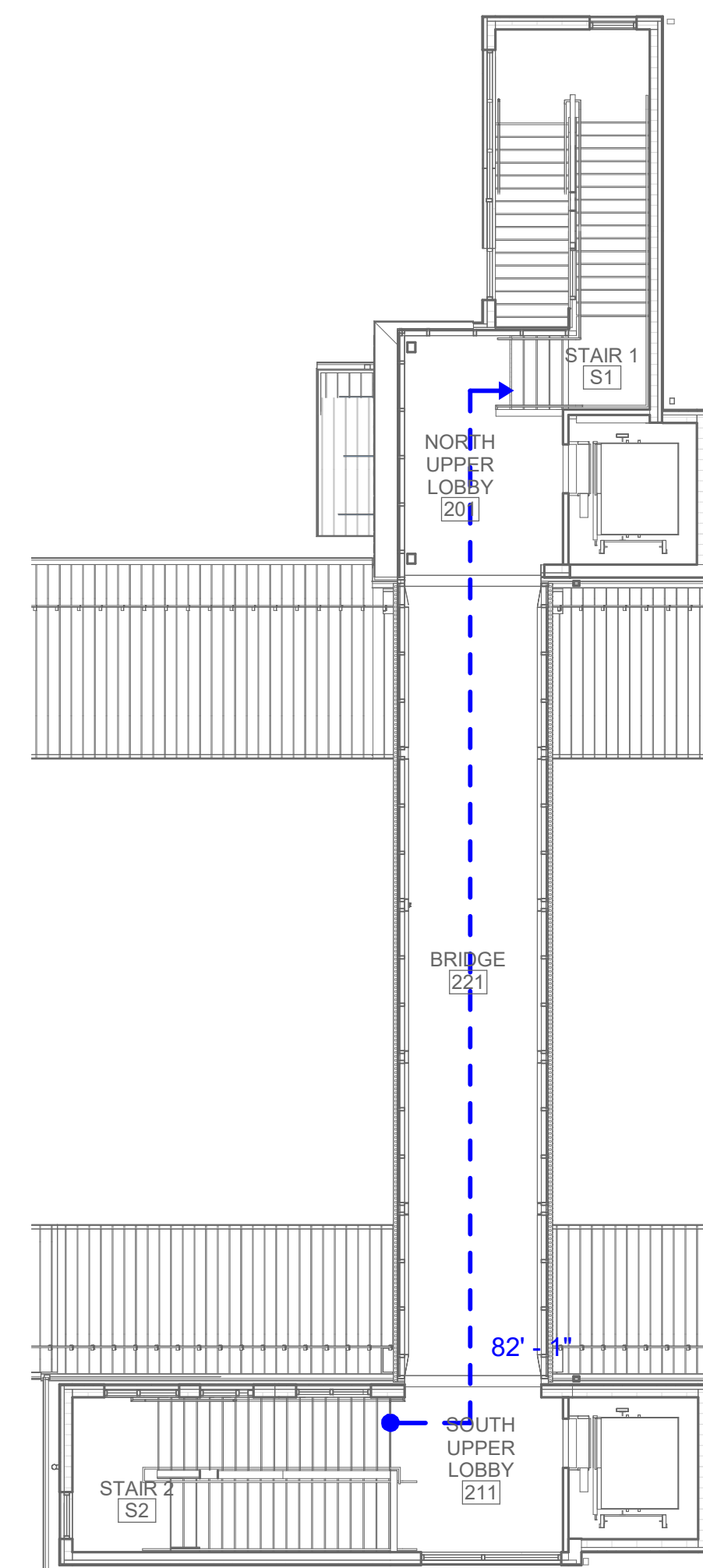
LS-002

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE

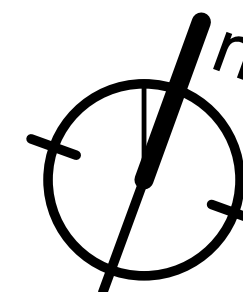
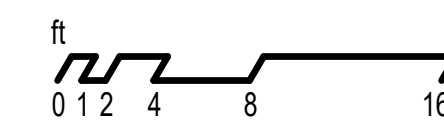
PROJECT INFORMATION		DATE	08/21/24
DESIGNER	AS/CH		
RAILROAD OWNER			
REVISION 1			
REVISION 2			
REVISION 3			
REVISION 4			
REVISION 5			
PROJECT COMPLETION DATE			



① FIRST FLOOR LIFE SAFETY PLAN
3/32" = 1'-0"



② SECOND FLOOR LIFE SAFETY PLAN
3/32" = 1'-0"



LIFE SAFETY LEGEND	
WALL RATINGS	
2-HOUR FIRE BARRIER	
2-HOUR HORIZONTAL ASSEMBLY	
TRAVEL DISTANCE	
TRAVEL DISTANCE TO EXIT ● XX'	
	AREAS OF EXISTING STATION

WELLS TRANSPORTATION CENTER
WELLS STATION EXPANSION

STATION LIFE SAFETY PLAN

SHEET NUMBER

LS-101

PROJECT INFORMATION	
DATE	08/2/24
DESIGNER	AS/CN
RAILROAD OWNER	
REVISION 1	
REVISION 2	
REVISION 3	
REVISION 4	
REVISION 5	
PROJECT COMPLETION DATE	

NNEPRA DOWNEASTER
WELLS AREA IMPROVEMENT PROJECT
WELLS MAINE