F. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN 01-1(8) Contract 2	1	18

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY 1

FREEPORT-BRUNSWICK

CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. I(52)IN-95-4(1)
(or I-IN 01-1(8))

TOTAL LENGTH 5.435 MILES

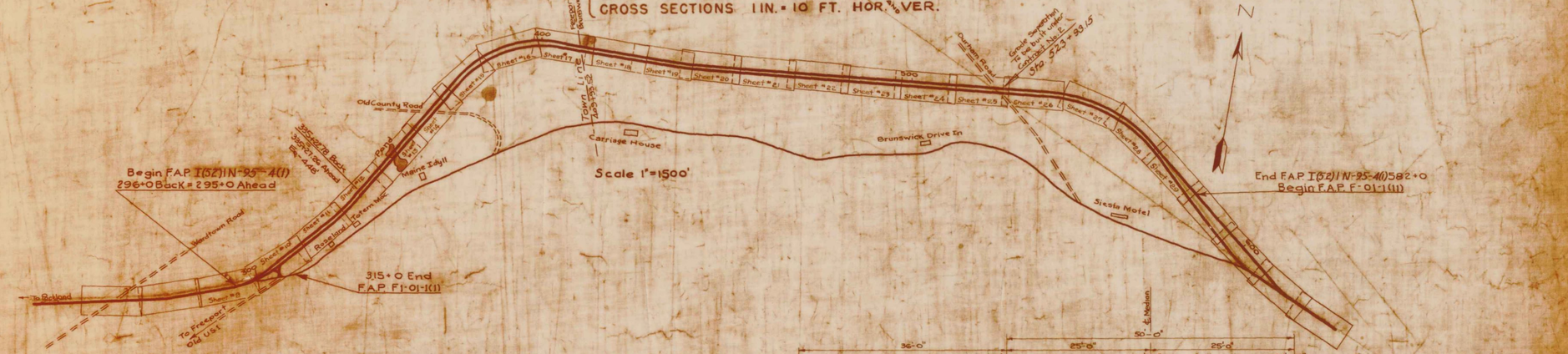
SCALES
- PLAN 1 IN. = 50 FT.
- PROFILE HOR. 1 IN. = 50 FT. / VER. 1 IN. = 5 FT.
- CROSS SECTIONS 1 IN. = 10 FT. HOR. & VER.

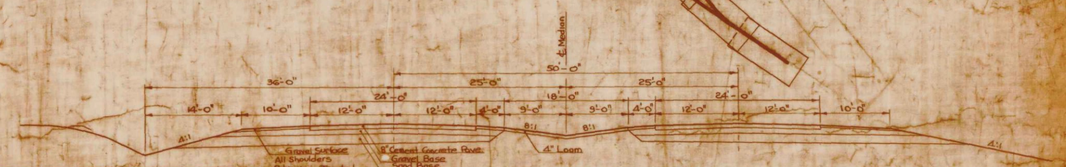
CONVENTIONAL SIGNS

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

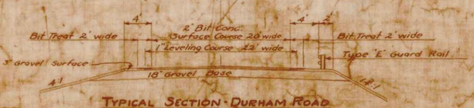
INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE	STA. 295+0 to 582+0
SHEET NO. 2 & 3	TYPICAL SECTIONS	
SHEET NO. 4	QUANTITIES	
SHEET NO. 6,7 & 8	STANDARD DETAILS	
SHEET NO. 9 to 29	PLAN AND PROFILE	STA. 295+0 to 582+0
SHEET NO. 30 to 115	CROSS SECTIONS	STA. 295+0 to 582+0
SHEET NO.	BRIDGES	STA.
SHEET NO. 5	SPECIAL DETAILS (STEEL)	





Typical Section - Interstate Highway



TYPICAL SECTION - DURHAM ROAD

A PORTION OF CUMBERLAND COUNTY SCALE 1" = 1 MILE

CONTRACT NO. 2
DURHAM ROAD UNDERPASS

SCALES
- PLAN 1 IN = 50 FT.
- PROFILE HOR. 1 IN = 50 FT. / VER. 1 IN = 5 FT.
- CROSS SECTIONS 1 IN = 5 FT. HOR. & VER.

INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE
SHEET NO. 2	GENERAL PLAN & ESTIMATED QUANTITIES
SHEET NO. 3	SURVEY
SHEET NO. 4	FOUNDATION SURVEY
SHEET NO. 5,6,7 & 8	CROSS SECTIONS
SHEET NO. 9	ABUTMENT NO. 1
SHEET NO. 10	PIERS NOS. 1, 2 & 3
SHEET NO. 11	ABUTMENT NO. 2
SHEET NO. 12	GENERAL PLAN & RAIL
SHEET NO. 13 & 14	SUPERSTRUCTURE DETAILS
SHEET NO. 15	APPROACH SLAB & REINFORCING STEEL
SHEET NO. 16, 17 & 18	STRUCTURAL STEEL
SHEET NO. 19	STANDARD DETAILS

INTERSTATE HIGHWAY	DURHAM ROAD
A.D.T. (1957) = 6,535	A.D.T. (1957) = 350
A.D.T. (1977) = 8,690	A.D.T. (1977) = 465
D.H.V. = 1300	D.H.V. = 70
D = 50%	D = 50%
T = 20%	T = 20%
V = 60 M.P.H.	V = 40 M.P.H.

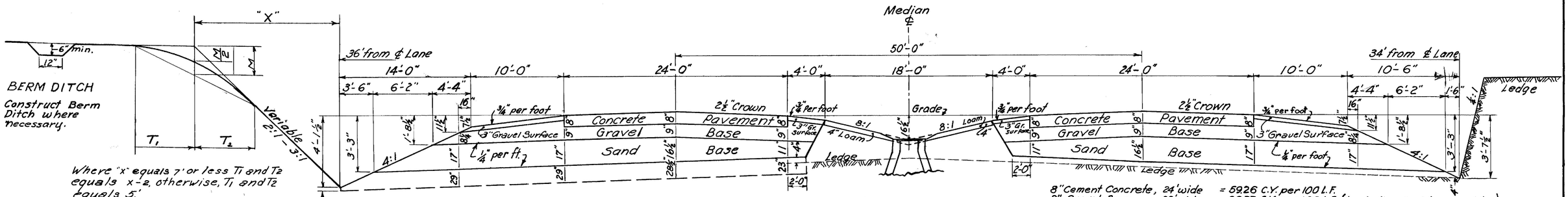
All work contemplated under these contracts to be governed and in conformity with the specifications adopted May 1953 except as modified on these Plans.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
CHAIRMAN
ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION 1
APPROVED:
DISTRICT ENGINEER DATE

P.R.S. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	2	115

PLAIN PORTLAND CEMENT CONCRETE PAVEMENT



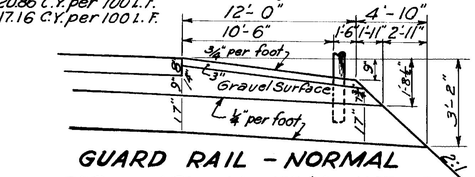
Where "x" equals 7' or less T1 and T2 equals x-2, otherwise, T1 and T2 equals 5'.
To avoid property damage and to save shade trees this formula may be modified.

3" Gravel Shoulder 10' Wide = 9.88 c.y. Per 100 L.F.
14"-8 1/4" Gravel Base (Under Shoulder) = 42.73 c.y. Per 100 L.F.
17" Sand Base (Under Shoulder) = 91.38 c.y. Per 100 L.F.
29" Sand Base (Under Shoulder) = 175.14 c.y. Per 100 L.F.

4" Loam, 18' wide = 22.22 C.Y. per 100 L.F.
3" Gravel Shoulder, 4' wide = 3.70 C.Y. per 100 L.F.

8" Cement Concrete, 24' wide = 59.26 C.Y. per 100 L.F.
9" Gravel Base, 28' wide = 80.37 C.Y. per 100 L.F. (Including Inside shoulder)
11"-17" Sand Base, 26' wide = 120.86 C.Y. per 100 L.F.
23"-29" Sand Base, 26' wide = 217.16 C.Y. per 100 L.F.

NORMAL - ONE LEVEL

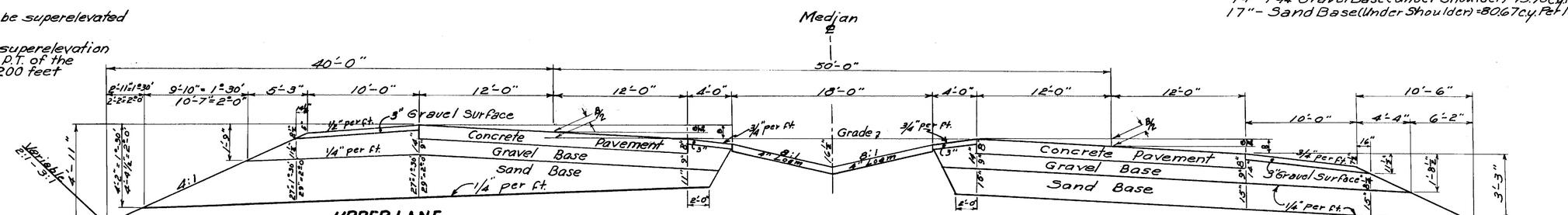


GUARD RAIL - NORMAL

3" Gravel Shoulder 12' Wide = 11.37 c.y. Per 100 L.F.
14"-7 3/4" Gravel Base (Under Shoulder) = 43.78 c.y. Per 100 L.F.
17" - Sand Base (Under Shoulder) = 80.67 c.y. Per 100 L.F.

Curves over 1°-0' shall be superelevated as shown on plans.

All curve shall have full superelevation at approximately the P.C. and P.T. of the curve with a transition of 200 feet unless otherwise specified.

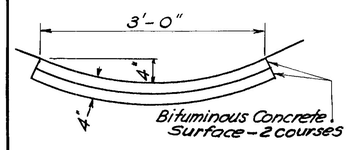


UPPER LANE

11"-27" Sand Base 26' Wide = 148.35 c.y. Per 100 L.F.
11"-29" Sand Base 26' Wide = 155.77 c.y. Per 100 L.F.
3" Gravel Shoulder 10' Wide = 9.88 c.y. Per 100 L.F.
14"-11 1/4" Gravel Base (Under Shoulder) = 50.67 c.y. Per 100 L.F.
27"- Sand Base (Under Shoulder) = 168.06 c.y. Per 100 L.F.
29"- Sand Base (Under Shoulder) = 183.86 c.y. Per 100 L.F.

LOWER LANE

(Incl. Inside Shoulder) 9" Gravel Base 28' Wide = 79.24 c.y. Per 100 Lin. Ft.
15" Sand Base 26' Wide = 123.26 c.y. Per 100 Lin. Ft.
15" Sand Base Under Shoulder = 80.63 c.y. Per 100 Lin. Ft.



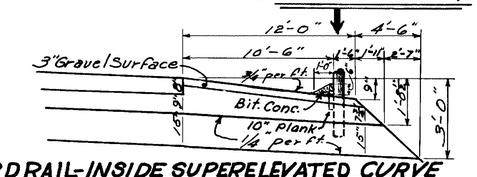
PAVED GUTTER

for Culvert Outlets on filled slopes

NOTE: Gutter surfaces are to be paid for as Bituminous Concrete Surface.

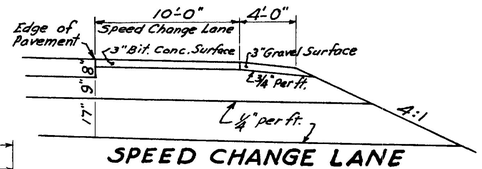
SUPERELEVATED - ONE LEVEL

BITUMINOUS CONCRETE CURB
Paid for as Bit. Concrete Pavement.

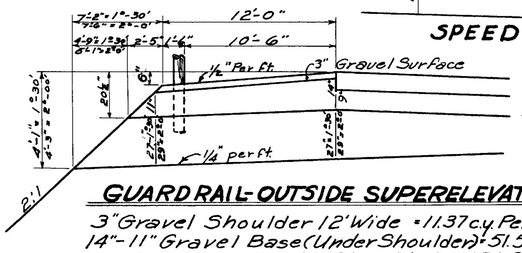


GUARD RAIL - INSIDE SUPERELEVATED CURVE

15" Sand Base (Under Shoulder) = 70.41 c.y. Per 100 L.F.

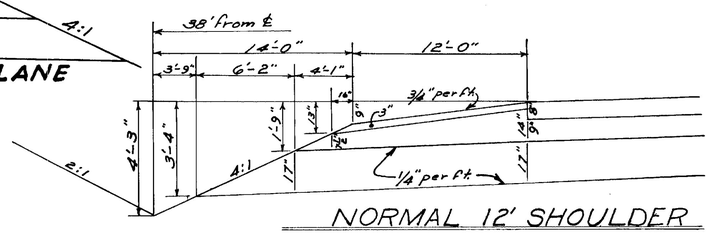


SPEED CHANGE LANE



GUARD RAIL - OUTSIDE SUPERELEVATED CURVE

3" Gravel Shoulder 12' Wide = 11.37 c.y. Per 100 L.F.
14"-11" Gravel Base (Under Shoulder) = 51.55 c.y. Per 100 L.F.
27" Sand Base (Under Shoulder) = 139.93 c.y. Per 100 L.F.
29" Sand Base (Under Shoulder) = 151.78 c.y. Per 100 L.F.



NORMAL 12' SHOULDER

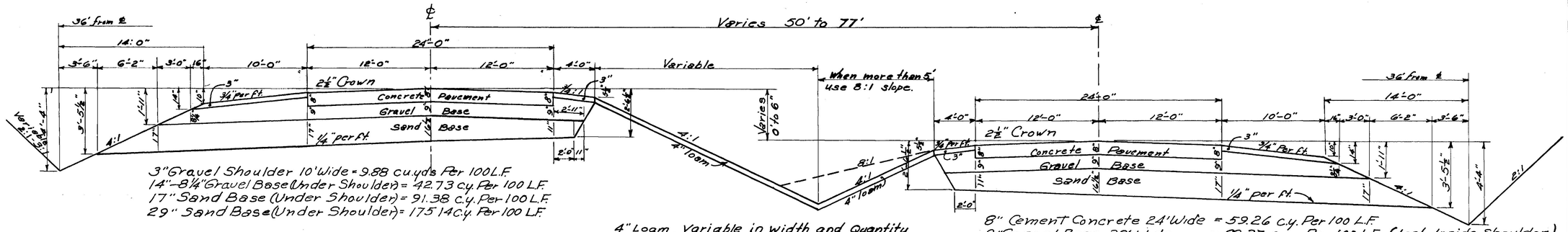
3" Gravel Shoulder 12' Wide = 11.73 cu. yds. Per 100 L.F.
7 1/2"-14" Gravel Base (Under Shoulder) = 47.42 cu. yds. Per 100 L.F.
17" Sand Base (Under Shoulder) = 100.57 cu. yds. Per 100 L.F.

Note: Loam all areas outside of shoulders. (2" depth). Treat all shoulders full width with special bituminous treatment.

FREEPORT-BRUNSWICK - INTERSTATE

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5	MAINE	I-IN-01-(8)	3	115

PLAIN PORTLAND CEMENT CONCRETE PAVEMENT

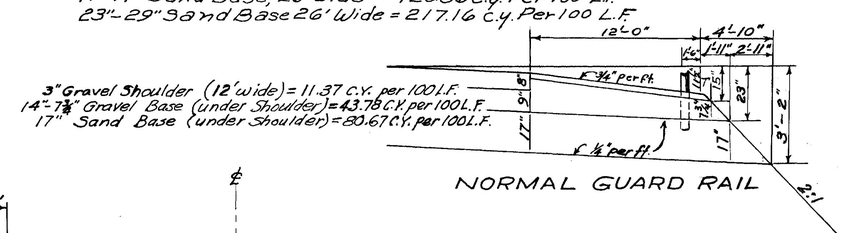


3" Gravel Shoulder 10' Wide = 9.88 cu.yds Per 100 L.F.
14"–8¼" Gravel Base (Under Shoulder) = 42.73 c.y. Per 100 L.F.
17" Sand Base (Under Shoulder) = 91.38 c.y. Per 100 L.F.
29" Sand Base (Under Shoulder) = 175.14 c.y. Per 100 L.F.

4" Loam Variable in width and Quantity
3" Gravel Shoulder, 4' wide = 3.70 C.Y. Per 100 L.F.

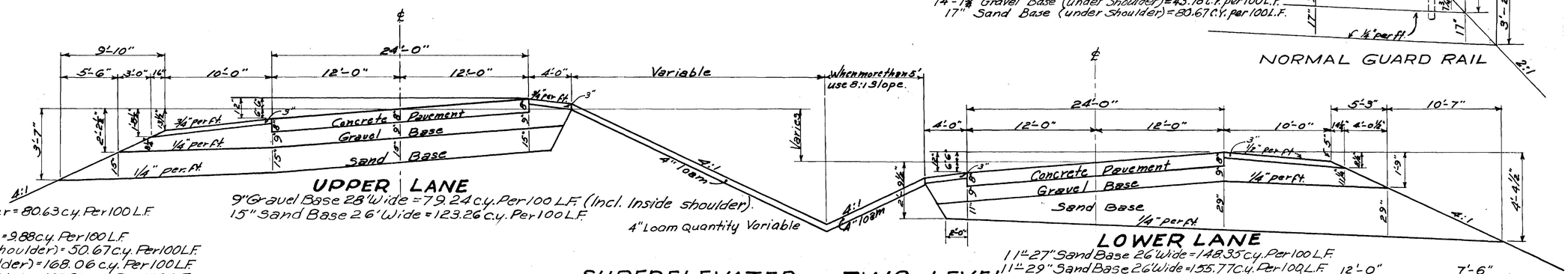
8" Cement Concrete 24' Wide = 59.26 c.y. Per 100 L.F.
9" Gravel Base 28' Wide = 80.37 c.y. Per 100 L.F. (Incl. Inside Shoulder)
11"–17" Sand Base, 26' Wide = 120.86 c.y. Per 100 L.F.
23"–29" Sand Base 26' Wide = 217.16 c.y. Per 100 L.F.

NORMAL – TWO LEVEL



3" Gravel Shoulder (12' wide) = 11.37 C.Y. per 100 L.F.
14"–7¾" Gravel Base (under Shoulder) = 43.78 C.Y. per 100 L.F.
17" Sand Base (under Shoulder) = 80.67 C.Y. per 100 L.F.

NORMAL GUARD RAIL



SHOULDER QUANTITIES

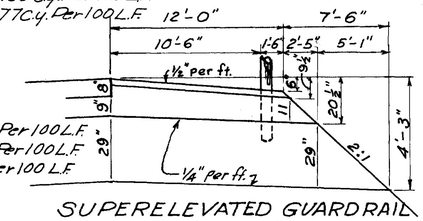
UPPER LANE:
15" Sand Base Under Shoulder = 80.63 c.y. Per 100 L.F.

LOWER LANE:
3" Gravel Shoulder 10' Wide = 9.88 c.y. Per 100 L.F.
14"–11¼" Gravel Base (Under Shoulder) = 50.67 c.y. Per 100 L.F.
27" Sand Base (Under Shoulder) = 168.06 c.y. Per 100 L.F.
29" Sand Base (Under Shoulder) = 183.86 c.y. Per 100 L.F.

UPPER LANE
9" Gravel Base 28' Wide = 79.24 c.y. Per 100 L.F. (Incl. Inside shoulder).
15" Sand Base 26' Wide = 123.26 c.y. Per 100 L.F.
4" Loam Quantity Variable

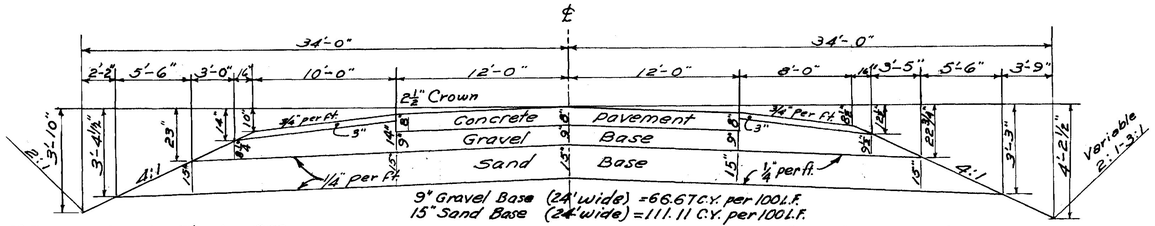
LOWER LANE
11"–27" Sand Base 26' Wide = 148.35 c.y. Per 100 L.F.
11"–29" Sand Base 26' Wide = 155.77 c.y. Per 100 L.F.

SUPERELEVATED – TWO LEVEL



3" Gravel Shoulder 12' Wide = 11.37 c.y. Per 100 L.F.
14"–11" Gravel Base (Under Shoulder) = 51.55 c.y. Per 100 L.F.
29" Sand Base (Under Shoulder) = 151.78 c.y. Per 100 L.F.

SUPERELEVATED GUARD RAIL OUTSIDE



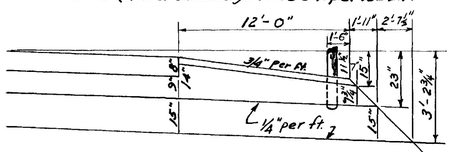
9" Gravel Base (24' wide) = 66.67 C.Y. per 100 L.F.
15" Sand Base (24' wide) = 111.11 C.Y. per 100 L.F.

3" Gravel Shoulder, 10' Wide = 9.88 C.Y. per 100 L.F.
8½"–14" Gravel Base (under shoulder) = 42.73 C.Y. per 100 L.F.
15" Sand Base (under shoulder) = 79.09 C.Y. per 100 L.F.

"WEST" Lane	10' Shoulder Left 8' Shoulder Right
"EAST" Lane	10' Shoulder Right 8' Shoulder Left

3" Gravel Shoulder (8' wide) = 8.04 C.Y. per 100 L.F.
14"–9½" Gravel Base (under Shoulder) = 38.86 C.Y. per 100 L.F.
15" Sand Base (under Shoulder) = 71.76 C.Y. per 100 L.F.

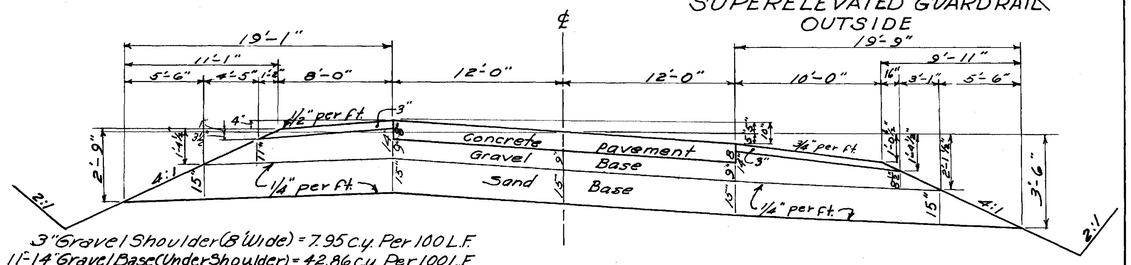
NORMAL – ONE LANE



3" Gravel Shoulder (12' wide) = 11.37 C.Y. per 100 L.F.
14"–7¾" Gravel Base (under shoulder) = 43.78 C.Y. per 100 L.F.
15" Sand Base (under shoulder) = 70.41 C.Y. per 100 L.F.

NORMAL GUARD RAIL – ONE LANE

All shoulders Bituminous Treated (Full width) Using Stone Chip cover.



3" Gravel Shoulder (8' Wide) = 7.95 C.Y. Per 100 L.F.
11"–14" Gravel Base (Under Shoulder) = 42.86 C.Y. Per 100 L.F.
15" Sand Base (Under Shoulder) = 75.62 C.Y. Per 100 L.F.

14"–8½" Gravel Base (Under Shoulder) = 43.55 C.Y. Per 100 L.F.
15" Sand Base (Under Shoulder) = 79.48 C.Y. Per 100 L.F.

SUPERELEVATED – ONE LANE

FREEPORT – BRUNSWICK – INTERSTATE

B.P.R. Dy. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	2	115

GUARD RAIL-TYPE "E"

STA. to STA.	SIDE	LENGTH	PLANK CURB	END WINGS
347+60 - 348+15	LT	115	115	2
357+15 - 358+25	LT	50	50	2
384+25 - 391+25	LT	700		2
396+25 - 397+85	LT	160		2
401+25 - 402+75	LT	150		2
426+25 - 427+75	LT	150	150	2
475+25 - 477+75	LT	250	250	2
480+60 - 481+30	LT	70	70	2
487+75 - 488+75	LT	100	100	2
492+75 - 494+0	LT	125	125	2
504+30 - 504+60	LT	30	30	2
505+25 - 506+25	LT	100	100	2
535+75 - 536+25	LT	50		2
545+25 - 546+25	LT	100		2
551+75 - 552+25	LT	50		2
557+60 - 560+35	LT	275		2
W 568+25 - 570+25	LT	200	200	2
W 571+25 - 571+75	LT	50	50	2
E 568+25 - 569+75	LT	150		2
5+75 - 7+25	Spur RT	150		2
308+60 - 312+75	RT	415		2
316+75 - 317+75	RT	100	100	2
318+60 - 324+75	RT	615	615	2
323+25 - 336+25	RT	700	700	2
340+75 - 344+75	RT	400	400	2
345+75 - 346+25	RT	50	50	2
346+75 - 347+80	RT	105	105	2
353+75 - 359+75	RT	600	600	2
398+25 - 402+75	RT	450	450	2
404+25 - 404+75	RT	50	50	2
410+75 - 411+25	RT	50	50	2
424+75 - 426+25	RT	150	150	2
427+75 - 430+75	RT	300	300	2
438+25 - 440+75	RT	250	250	2
450+25 - 459+75	RT	950	950	2
470+75 - 473+75	RT	300	300	2
474+25 - 479+75	RT	550	550	2
481+25 - 482+75	RT	150	150	2
486+25 - 488+75	RT	250	250	2
492+75 - 494+0	RT	125	125	2
503+75 - 505+25	RT	150	150	2
533+75 - 535+80	RT	205	205	2
551+25 - 560+35	RT	310	310	2
E 568+25 - 569+75	RT	150	150	2
W 570+25 - 571+75	RT	150	150	2
W 568+25 - 569+75	RT	150	150	2

GRADING SUMMARY

Earth Excavation	260,000 - waste, 40,000 x 85% =	187,000 cy
Rock "	200,000 x 125% =	250,000 cy
		437,000 cy
Fill		430,000 cy
Surplus Carry to Primary		7,000 cy
Allow for Side Roads, etc	Borrow	15,000 cy

DRAINAGE

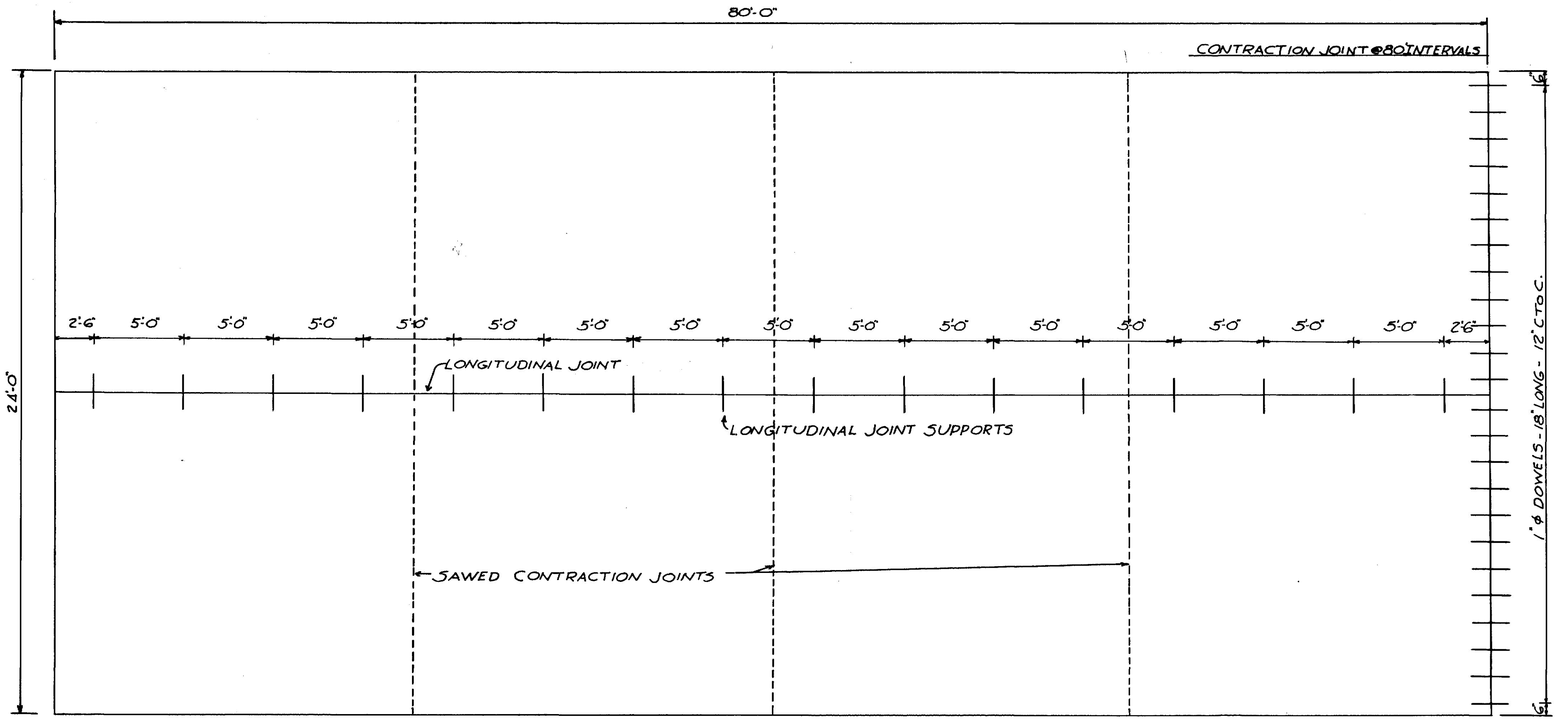
STA.	SIZE	ACCMP LT	ACCMP RT	RCP LT	RCP RT	Connectors	ENDWALLS LT Conc	ENDWALLS LT Metal	ENDWALLS RT Conc	ENDWALLS RT Metal	C.B Type A	REMARKS
300+08	24"				88		1				1	Roadway Culv.
304+0	24"		18	84	56	1	1				1	
310+50	24"		10	84	52	1	1				1	
314+50	24		24	80	44	1	1				1	
315+50	36"		24	68	44	1	1				1	
322+50	24		10	64	44	1	1				1	
335+0	24	10	12	48	48	1	1				1	
340+0	24	14	16	44	48	1					1	
344+0	24	16	8	44	48	1					1	
347+70	36	18	22		104	1						Roadway Culv.
348+0	12		20		44	1					1	
354+20	24	22	16	48	48	1					1	Extra Depth
358+0	36	24	24		96	1						Roadway Culv
359+50	12		14		44	1					1	
366+0	12	10		48		1					1	
368+0	24	22	14		96	1						Roadway Culv
373+0	12	10		48		1					1	
378+0	12		10		48	1					1	
383+50	12	20		48		1					1	
385+0	30	12	12		100	1						Roadway Culv
387+50	12	8		48		1					1	
389+0	24	14			108	1			1			Roadway Culv
391+0	12	10		48		1					1	
398+50	24	26	14		92	1						Roadway Culv
401+0	12		4		48	1					1	
402+50	24	18	20		104	1						Roadway Culv.
405+31	24		18	66	44	1	1				1	
409+0	12		22		44	1					1	
411+0	30	28	16		100	1						Roadway Culv
414+50	30	18	26	48	48	1					1	
417+50	12		14		48	1					1	
422+0	24	10	16	44	48	1					1	
426+0	30	22	14	48	48	1					1	
429+50	24	24	14	48	48	1					1	
433+0	24		14	54	48	1	1				1	
436+50	24		20	60	48	1	1				1	
440+50	24		22	60	44	1	1				1	
450+0	24		20	56	48	1	1				1	
453+0	24		6		116	1	1					Roadway Culv
454+50	24		10	60	48	1	1				1	
458+0	12		6		48	1					1	
459+50	24		10		116	1	1					Roadway Culv
461+0	12		12		48	1					1	
468+0	24		18	56	48	1	1				1	
471+50	24		10	64	48	1	1				1	
476+50	12		6		48	1					1	
477+25	42				248		1		1			Roadway Culv
481+22	24	24	22		112	1						" "
481+50	12		16		48	1					1	
486+0	24	38	18		100	1						Roadway Culv
487+72	60				168		1		1			" "
488+50	12		6		48	1					1	
493+50	36				136		1		1			Roadway Culv
494+0	12		8		48	1					1	
505+10	30				212		1		1			Roadway Culv
505+50	12		16		48	1					1	
508+50	24	10	16		96	1						Roadway Culv
510+50	12		16		44	1					1	
520+0	24	20	22	44	48	1					1	
529+0											1	
529+02 - 533+98	12				496							℄ Median
534+0	15		8		48	1					1	
536+50	12		14		48	1					1	
541+50	24	20	10	48	48	1					1	Extra Depth
545+33	30	22	18	48	48	1					1	" "
547+50	12	24		48		1					1	
552+35	36	12	10	48	48	1					1	
555+50	12	14		48		1					1	
557+77	30	22	22		100	1						Roadway Culv
559+0	12		6		48	1					1	
561+0	12		10		48	1					1	
E 569+0	24	20	16		48	1						Roadway Culv
W 569+0	24	24	22		48	1						" "
W 571+50	24	18	18		48	1						" "
W 575+0	24	18	14		44	1						" "

ESTIMATED QUANTITIES

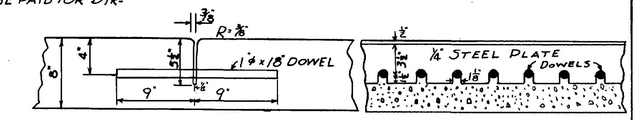
ITEM	DESCRIPTION	QUANTITY	UNIT
201-5	Clearing	110	Acres
202-5	Removing Trees (9"-24")	10	Each
202-6	Removing Trees (over 24")	10	Each
203-9	Earth Excavation	260,000	Cu Yds
203-10	Rock Excavation	200,000	Cu Yds
203-12	Muck Excavation	1,000	Cu Yds
204-10	Structural Earth Excavation - Drainage	4,000	Cu Yds
204-11	Structural Rock Excavation - Drainage	800	Cu Yds
205-2	Granular Borrow	15,000	Cu Yds
301-7	Sand Base Course - In Place Measurement	135,000	Cu Yds
302-7	Gravel Base Course In Place Measurement	76,000	Cu Yds
302-8	Screening Gravel Base Course - In Place Meas	35,000	Cu Yds
305-5	Overhaul - In Place Measurement	11,000	Yd Mi
309-5	Stripping Pits	5,000	Cu Yds
310-6	Seeding	300	Units
311-6	Calcium Chloride	30	Tons
401-10	Gravel Surface Course	9,000	Cu Yd
404-28	Bit Conc Surface Course Type A	1,200	Tons
405-17	Plain Portland Cem Concrete Pavement	153,600	Sq Yd
602-10	12 in Asphalt Coated Corr Metal Pipe	300	L.F.
602-11	15 in " " " " "	10	L.F.
602-14	24 in " " " " "	580	L.F.
602-15	30 in " " " " "	240	L.F.
602-16	36 in " " " " "	140	L.F.
603-10	12 in Reinforced Concrete Pipe	1,830	L.F.
603-11	15 in " " "	60	L.F.
603-13	24 in " " "	3600	L.F.
603-14	30 in " " "	850	L.F.
603-15	36 in " " "	640	L.F.
603-16	42 in " " "	250	L.F.
603-19	60 in " " "	170	L.F.
605-13	Catch Basins, Type "A"	54	Each
605-16	" " Type "D"	2	Each
606-10	Underdrain Type "B"	1,000	L.F.
606-11	12 in Underdrain Type "C"	500	L.F.
606-16	Underdrain Outlets	100	L.F.
701-45	Portland Cem. Conc. Culvert Endwalls	110	Cu Yds
701-47	Portland Cement	140	Bbls
705-13	Reinforcing Steel, Delivered	400	Lbs
705-14	" " Placing	400	Lbs
901-12	Granite Edging	1,000	L.F.
901-13	" " Circular	20	L.F.
905-26	Guardrail Type "E"	11,000	L.F.
905-33	End Wings	100	Each
906-18	Fencing - Metal Posts	56,000	L.F.
906-23	Relocate Fencing	2,000	L.F.
907-10	Hand Laid Rip-Rap	70	Cu Yds
908-8	Loam Excavation	17,000	Cu Yds
909-7	Sodding	6,000	Sq Yds
910-9	Seeding - Roadside Mixture	1,700	Units
912-6	Hay Mulch	130	Tons
913-6	Project Markers	2	Each
914-6	Right of Way Monuments	80	Each
915-6	Underdrain Outlet Markers	5	Each
916-6	Traffic Officers	1,500	Man Hr
917-9	Plank Curb	8,000	L.F.
918-7	Metal Sluice	1,000	L.F.
919	Removing Concrete Pavement	700	S.Y.
402-16	Stone Chips	1,500	Ton
401-7	Road Tar	34,000	Gals.

B.P.R. DIV. NO.	STATE	PROJECT NO.	SHEET	TOTAL
1	MAINE	I-IN-01-1(8)	5	115

SLAB DETAIL PLAIN PORTLAND CEMENT CONCRETE PAVEMENT

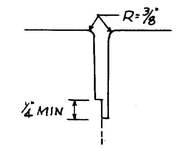


DOWELS MUST BE ACCURATELY HELD IN PLACE BY SUPPORTS OF A TYPE APPROVED BY THE ENGINEER.
ONE HALF OF THE DOWEL SHALL BE COATED WITH BITUMINOUS MATERIAL SUFFICIENT TO BREAK THE BOND.
THE COST OF DOWELS, SUPPORTS, OR OTHER DEVICES SHALL BE INCLUDED IN THE PRICE OF "CEMENT CONCRETE PAVEMENT" AND SHALL NOT BE PAID FOR DIRECTLY.

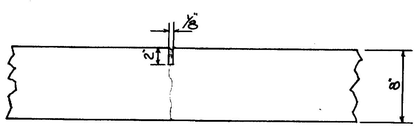


DOWEL CONTRACTION JOINT

PART-DEPTH CONTRACTION JOINT SHALL BE FORMED BY INSERTING 1/4" x 5" REMOVABLE STEEL PLATE IN DOWEL ASSEMBLY. PLATE SHALL NOT BE REMOVED UNTIL AFTER BURLAP FINISH OF PAVEMENT.



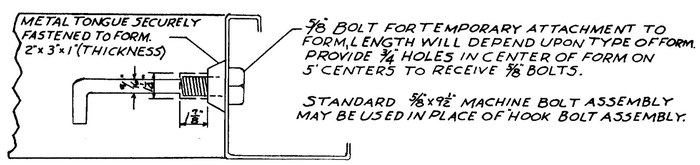
DETAIL OF FINISHING LONGITUDINAL JOINT. HALF WIDTH CONST.



SAWED TRANSVERSE JOINT

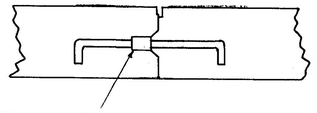
TO BE CUT ON 20' CENTERS BETWEEN 80' CONTRACTION JOINTS.

Joints shall be sawed Full Width (24') in not less than 12 days, nor more than 14 days.
Sawing of Joints will not be paid for directly, but shall be Incidental to "Plain Portland Cement Concrete Pavement."

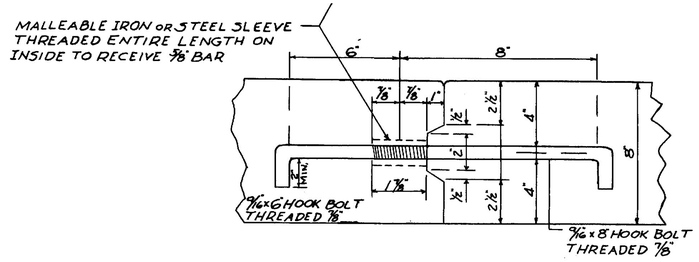


LONGITUDINAL JOINT SUPPORT
SHOWING TEMPORARY ATTACHMENT TO FORM

THE COST OF LONGITUDINAL JOINT SUPPORTS AND DEVICES SHALL BE INCLUDED IN THE PRICE OF "CEMENT CONCRETE PAVEMENT" AND SHALL NOT BE PAID FOR DIRECTLY.



LONGITUDINAL TONGUE AND GROOVE JOINT



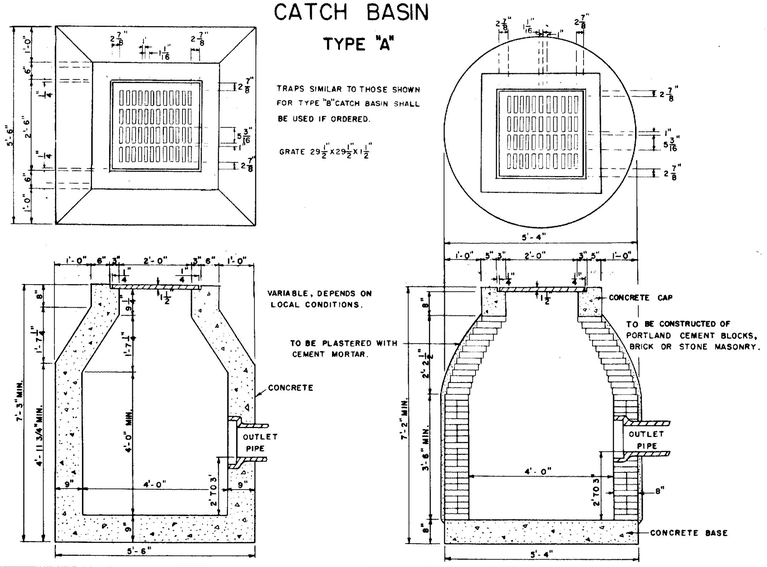
LONGITUDINAL JOINT SUPPORT

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-18	6	115

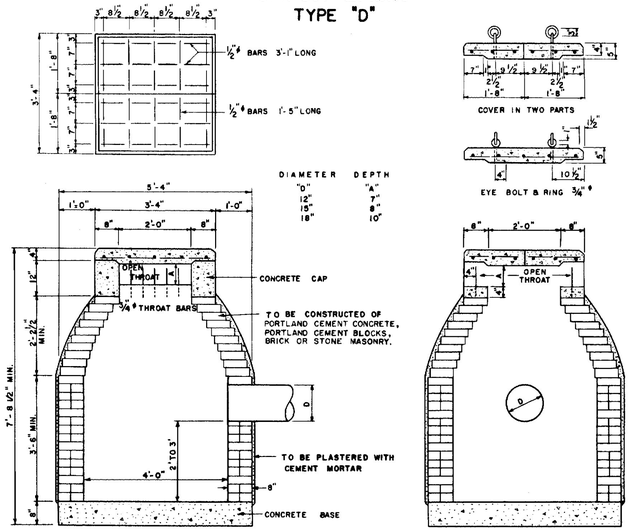
CATCH BASIN
TYPE "A"

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED IF ORDERED.

GRATE $29\frac{1}{2}'' \times 29\frac{1}{2}'' \times 1\frac{1}{2}''$

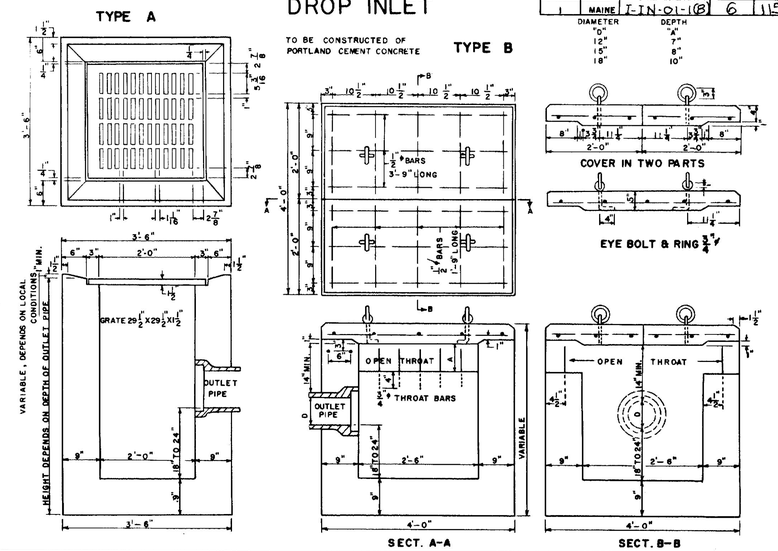


CATCH BASIN
TYPE "D"



DROP INLET

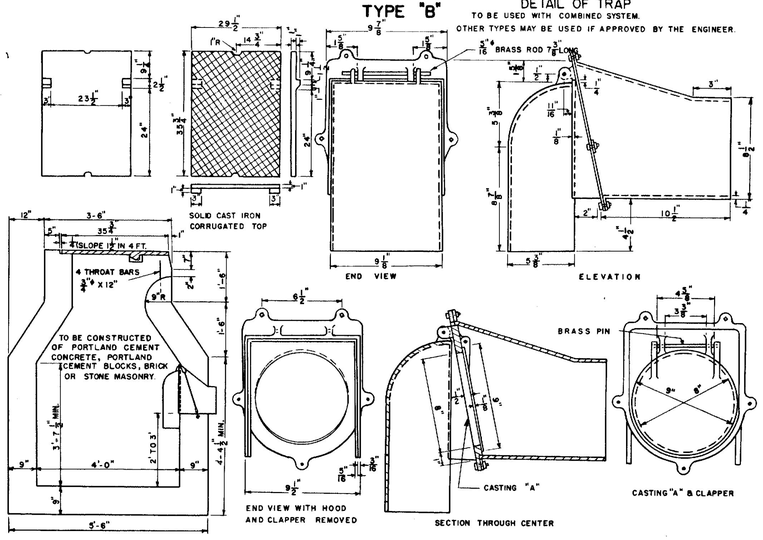
TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE



CATCH BASIN
TYPE "B"

DETAIL OF TRAP

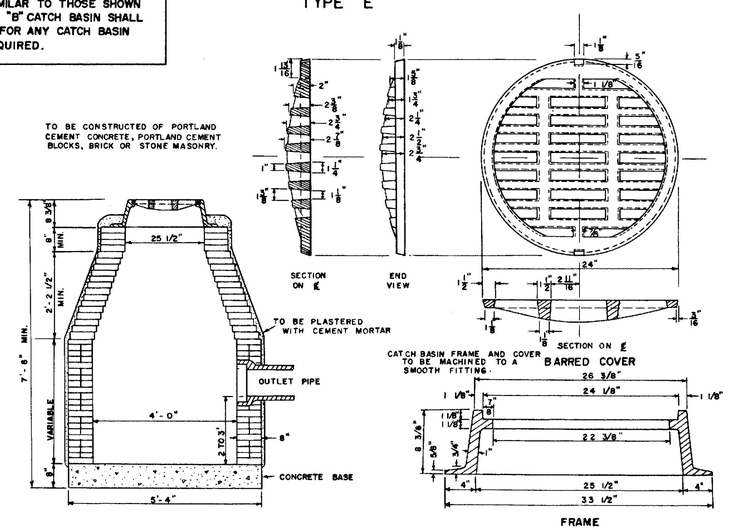
TO BE USED WITH COMBINED SYSTEM.
OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER.



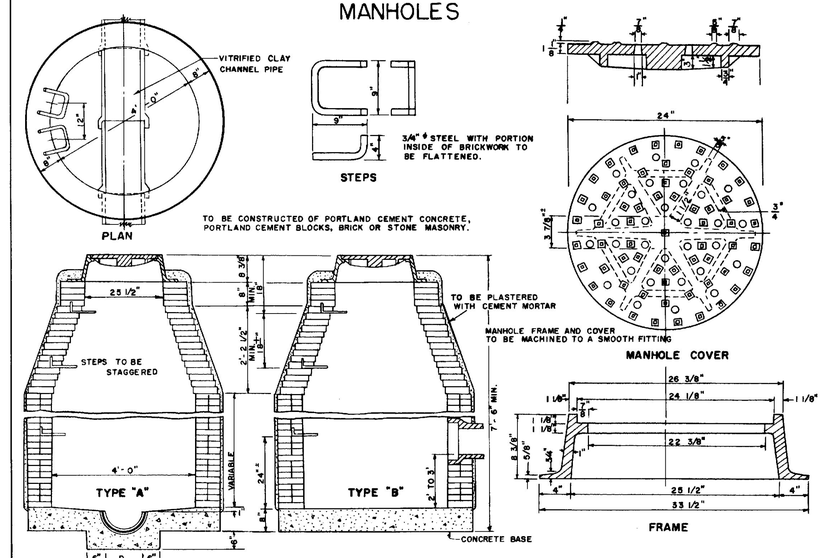
NOTE

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED FOR ANY CATCH BASIN WHEN REQUIRED.

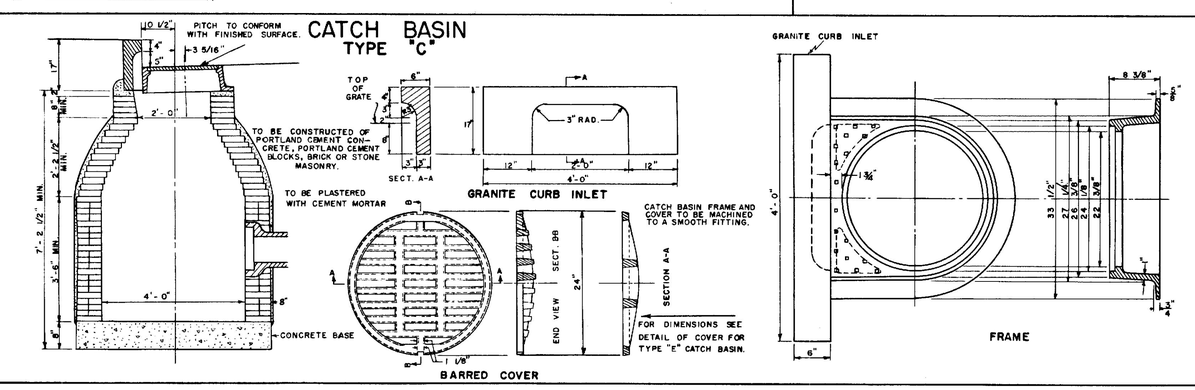
CATCH BASIN
TYPE "E"



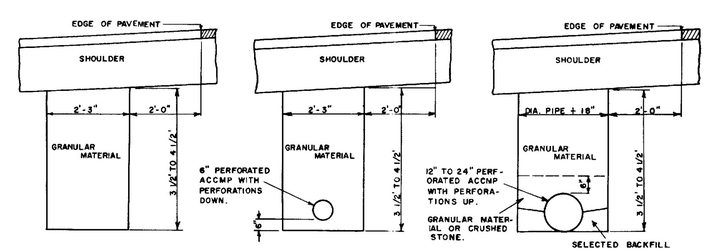
MANHOLES



CATCH BASIN
TYPE "C"



UNDERDRAIN

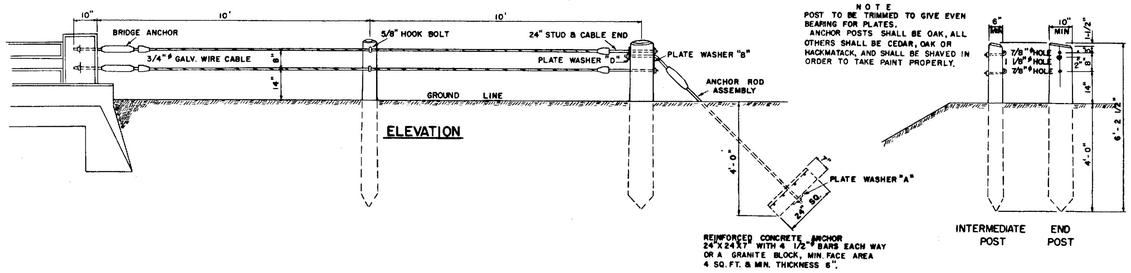


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

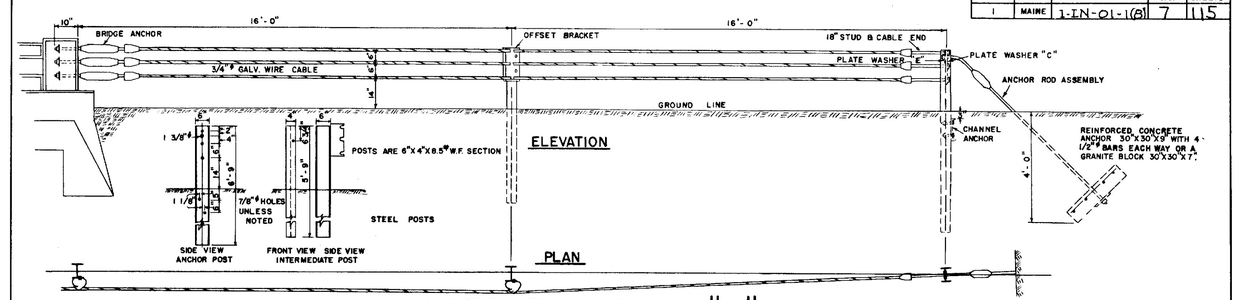
STANDARD DETAILS

CATCH BASINS, MANHOLES, DROP INLETS AND UNDERDRAINS

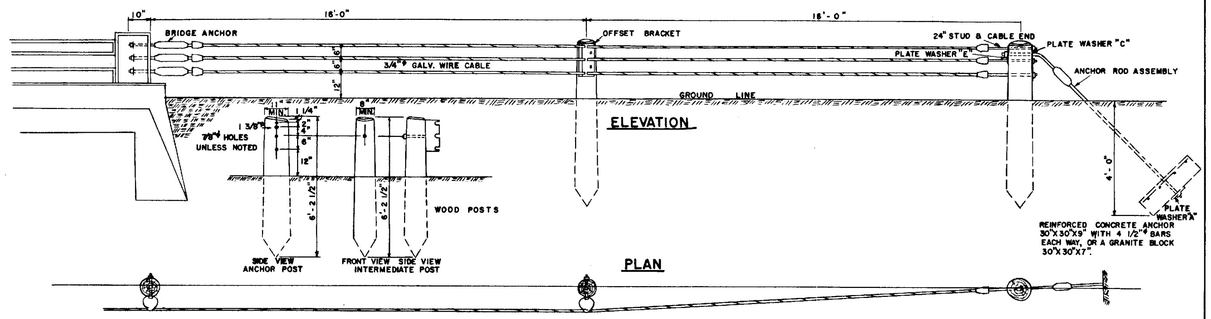
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-IN-01-1(8)	7	115



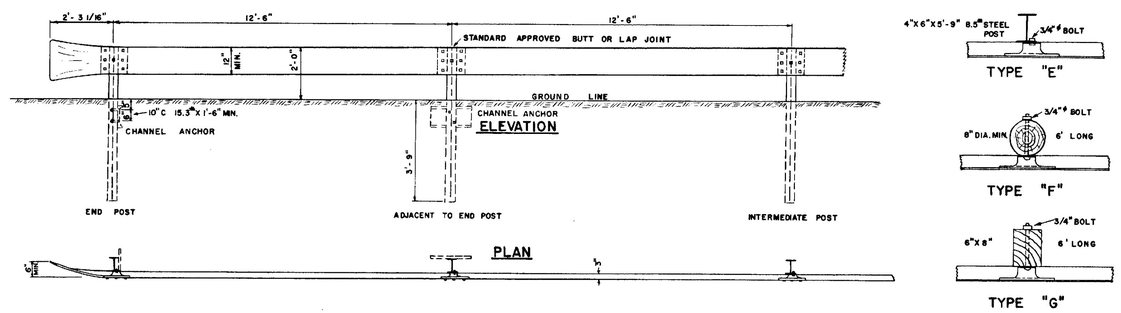
GUARD RAIL TYPE "A" & "B"



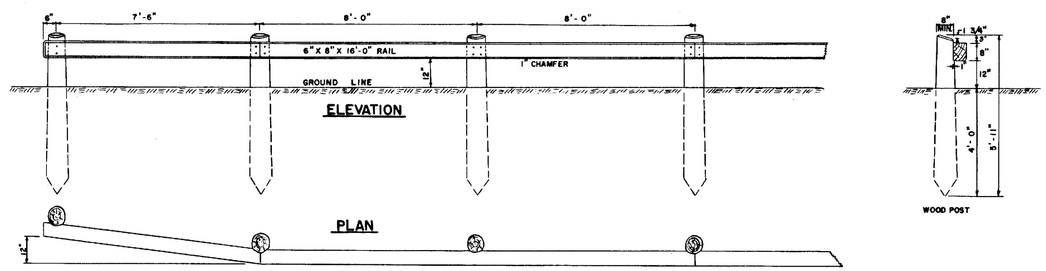
GUARD RAIL TYPE "C"



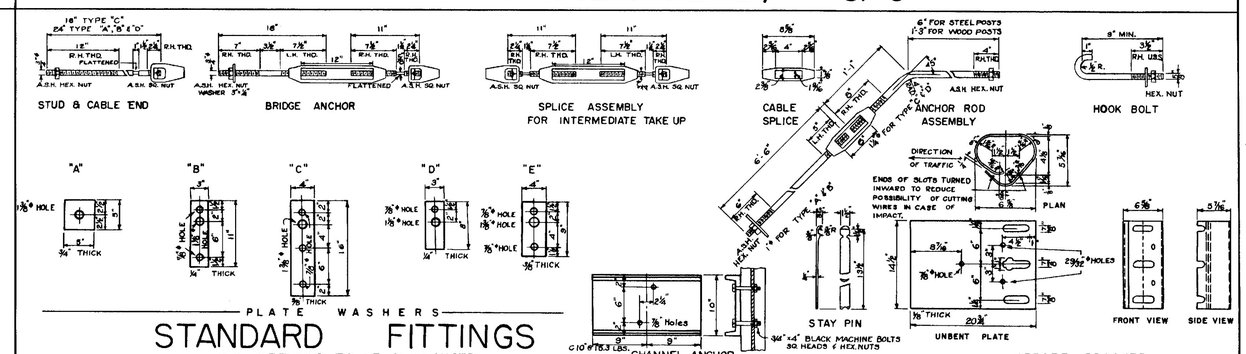
GUARD RAIL TYPE "D"



GUARD RAIL TYPE "E", "F" & "G"

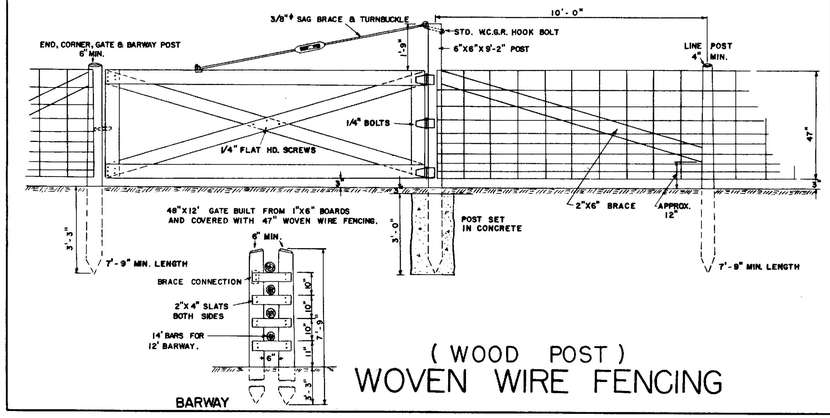


GUARD RAIL TYPE "H"

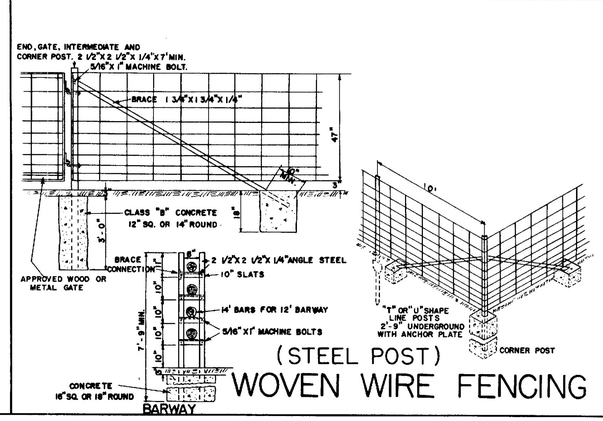


STANDARD FITTINGS

ALL FITTINGS TO BE GALVANIZED

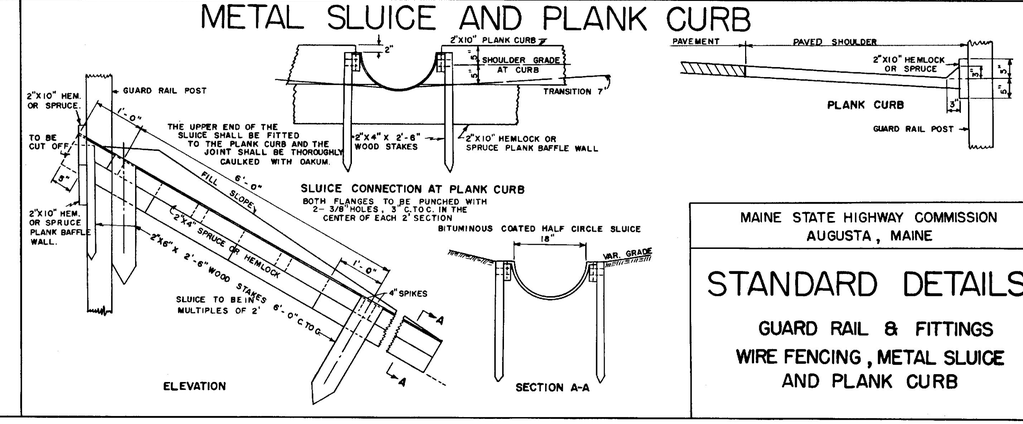


(WOOD POST)
WOVEN WIRE FENCING



(STEEL POST)
WOVEN WIRE FENCING

METAL SLUICE AND PLANK CURB



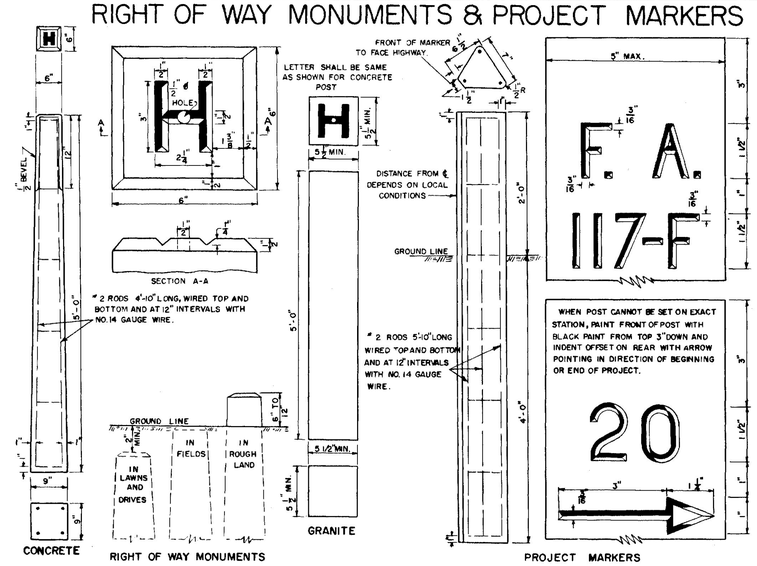
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

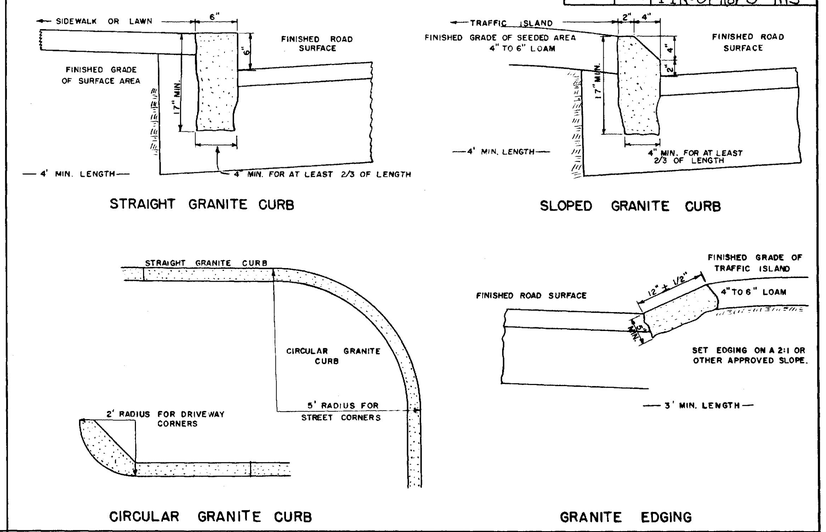
GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE
AND PLANK CURB

B. P. R. DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	8	115

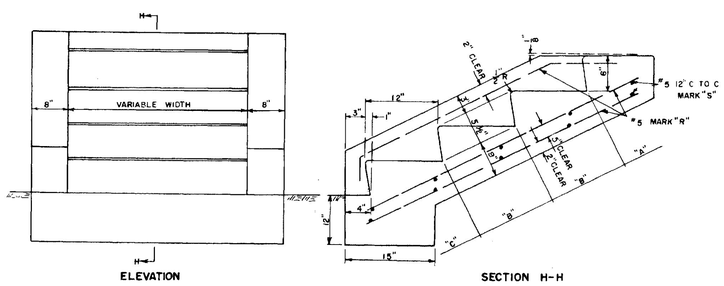
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



GRANITE CURB & EDGING



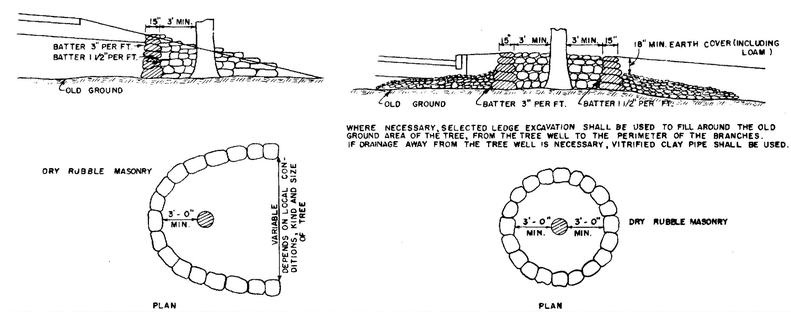
CONCRETE STEPS



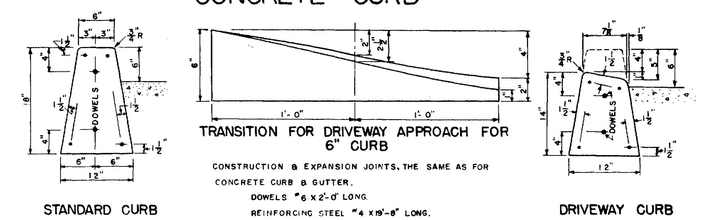
CONCRETE CLASS "A"		
SECTION	STEPS PER FT. OF WIDTH	PARAPET EACH WALL
"A" HEADER	.032 CU. YDS.	.022 CU. YDS.
"B" EA. INTER. ST.	.040 CU. YDS.	.040 CU. YDS.
"C" FOOTER	.071 CU. YDS.	.065 CU. YDS.

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#5 (1.043 LBS. PER FT.)	3 EACH PARAPET 2 EACH FT. OF WIDTH	8" FOR "A" +13" FOR EACH "B" +16" FOR "C"
S	#5 (1.043 LBS. PER FT.)	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	6" EACH PARAPET +12" PER FT. OF WIDTH

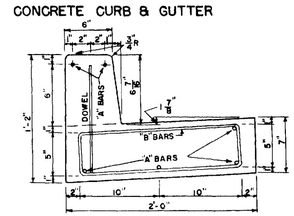
TREE WELLS



CONCRETE CURB



CONCRETE CURB & GUTTER

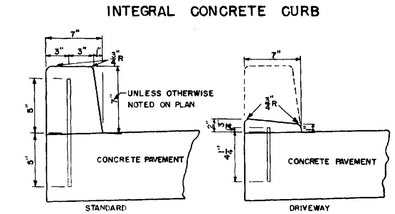


TO BE CONSTRUCTED IN 20' SECTIONS. CONSTRUCTION JOINTS TO BE PAINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40'. ½" THICK PREMOLDED MATERIAL SHALL BE PLACED IN EACH EXPANSION JOINT.

"A" BARS #3 X 19'-8" LONG. "B" BARS #3 X 4'-6" LONG. PLACE A "B" BAR 1'-3" FROM EACH END OF THE SECTION AND THEN SPACE THEM 3'-6" C. TO C. THE REST OF THE SECTION.

DOWELS #4 X 1'-0" LONG, SPACED 1'-0" C. TO C.

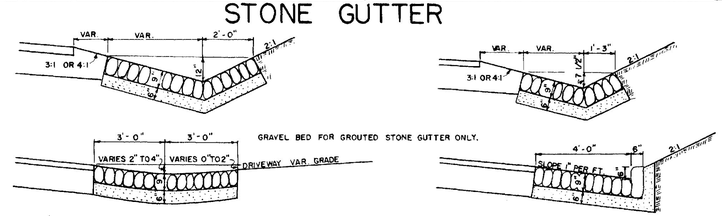
INTEGRAL CONCRETE CURB



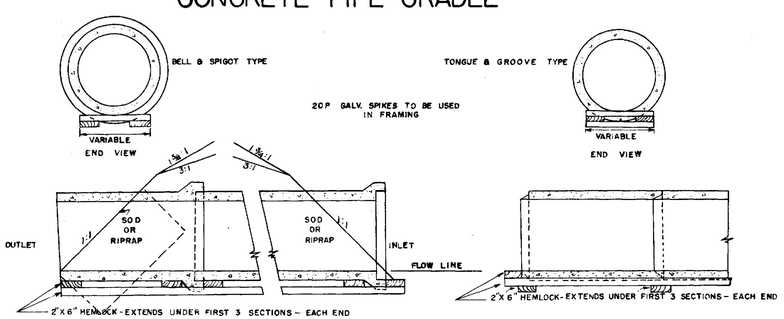
EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.

DOWELS #4 SPACED 1'-0" C. TO C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT.

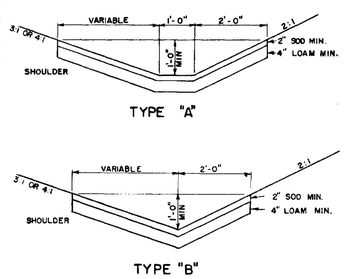
STONE GUTTER



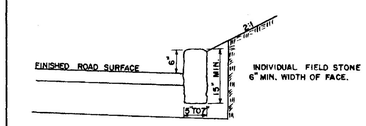
CONCRETE PIPE CRADLE



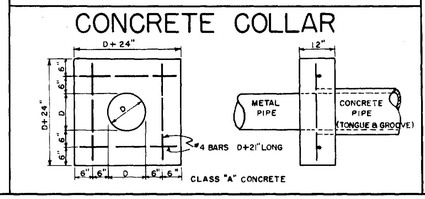
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR

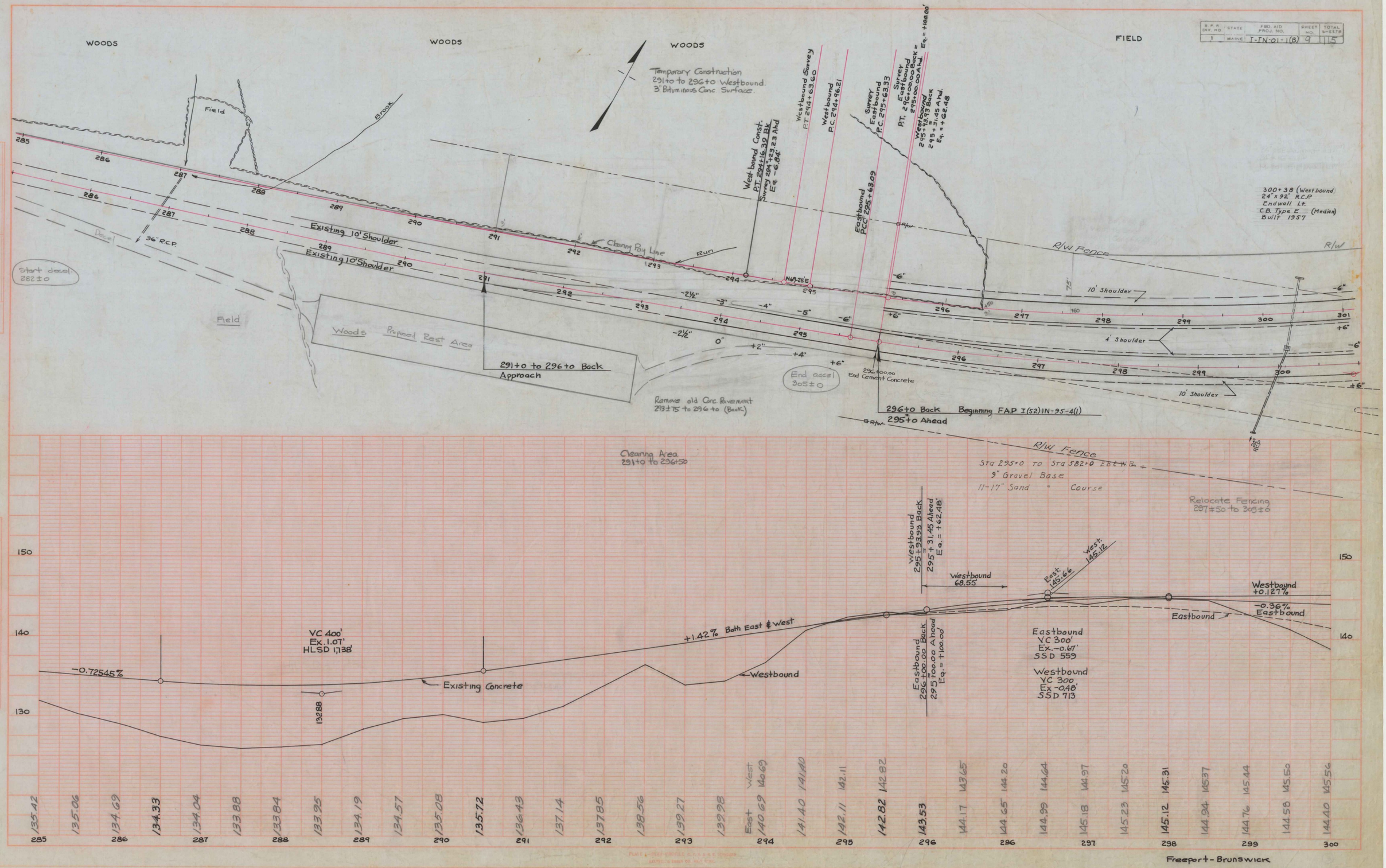


MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

S.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	9	15



B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET No.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	10	15

300+38 (Westbound)
24"x92' R.C.P.
Endwall Lt
C.B. Type 'E' Median
Built 1957

WESTBOUND
P.I. = 301+20.02
Δ = 26°-56'-30" Lt.
D = 2°
T = 686.29
L = 1347.08
E = 81.05
R = 2864.93

Survey
EASTBOUND
P.I. = 301+75.46
Δ = 27°-55' Lt.
D = 2°
T = 712.11
L = 1395.83
E = 87.17
R = 2864.93

Const. East.
P.I. 301+72.31
Δ = 28°-02'-09"
D = 2°-01'-01"
T = 709.23
L = 1390.02
E = 87.18
R = 2,840.75

FIELD

304+0 (East.)
Conc. 'L' Endwall Lt.
24"x84' R.C.P. Lt.
C.B. Type 'E' Median
24"x64' R.C.P. Rt.
24"x18' A.C.C.M.P. Rt.
Pipe Connector Rt
Built 1957

SWAMPY

Westbound P.T. 301+80.81

Survey Eastbound P.T. 308+91.8

Eastbound Const. P.T. Sta 308+30.30

WOODS

FIELD

Clearing Pay Line

11" & 8" Cherry

10' Shoulder

4' Shoulder

N42°-29'E

N41°-30'E

Cabin

R/W

R/W Fence

SMALL WOODS

Decel. Lane

Accel. Lane

24" R.C.P.

Existing Channel 299+0 to 310+0 Rt. consisting of 2" Bit. Conc. Surf. and 6" Macadam base to be removed. Removal of this material to be paid for under the item "Earth Excavation." this area then to be shaped and loamed.

Const. - Eastbound PI = 301+72.31

Survey Eastbound PI = 301+75.46

Mixed Growth

Open Ditch

φ CMP #79.1

φ CMP #79.1.1

15" C.M.P. Remove 1957

φ CMP #79.1.2

φ CMP #79.1.4

C.B.

346±0 Rt
Granite Edging
960 L.F. Straight
15 L.F. Circular

310+50 (East.)
Conc. 'L' Endwall Lt.
24"x88' R.C.P. Lt.
C.B. Type 'E' Median
24"x52' R.C.P. Rt.
24"x10' A.C.C.M.P. Rt.
Pipe Connector Rt
Built 1957

314+50 (East.)
Conc. 'L' Headwall Lt.
24"x76' R.C.P. Lt.
C.B. Type 'E' Median
24"x44' R.C.P. Rt.
24"x24' A.C.C.M.P. Rt.
Pipe Connector Rt
Built 1957

Sta 295+0 to Sta 582+0 E.B. & W.B.
9" Gravel Base
11"-17" Sand Base Course

Plain Portland Cement Concrete Pavement
Westbound 295+0 to 582+0
Eastbound 293+0 to 582+0

Basin Ramp

Δ 0°-21' Lt.

NET&T #78

NET&T #79

NET&T #80

NET&T #81

NET&T #82

NET&T #83

NET&T #84

15" CMP

11+0 End Ramp

Pine Growth 12" & Under

8" Triple Pine

Ho.

Drive

Small Growth

3+09 Rt 15"x30' CMP

Field

Small Bushes

3+065
5+00

Clearing Area 301+0 to 303 (Westbound.)

LINNIE B. ANDERSON

JESSE DUNNING

C.C. THOMPSON

Eastbound
VC 1,200
Ex 5.41
HLSD 1,300'

Westbound
VC 1,000'
Ex 3.77
HLSD 1391'

TYPE 'E' Guard Rail
E.B. Rt. Sta 308+30 to 312+30 = 400 L.F.
Old Road Sta 5+75 to 7+25 = 150 L.F.

House

Barn

+3.14%

+3.25%

+0.127%

-0.36%

Westbound

Eastbound

146.58 West bound

141.52 Eastbound

Gravel Shoulders
0.7 gal/sy Penetration
0.3 gal/sy Seal
Approx. 30 lbs/sy Stone chips

Station	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315
East	144.76	144.58	144.40	144.22	144.04	143.86	143.68	143.54	143.47	143.48	143.56	143.72	143.94	144.26	144.64	145.08	145.63
West	145.44	145.50	145.56	145.63	145.69	145.75	145.82	145.88	145.95	146.05	146.22	146.48	146.80	147.20	147.69	148.24	148.86

Station	308	309	310	311	312	313	314	315
East	146.93	147.66	148.52	149.41	150.42	151.48	152.61	153.83
West	150.35	151.21	152.13	153.14	154.12	155.37	156.60	157.91

Station	312	313	314	315
East	155.12	156.46	157.92	159.43
West	159.29	160.75	162.28	163.85

Station	314	315
East	161.02	162.64
West	165.42	166.99

Station	315
East	164.27
West	168.56

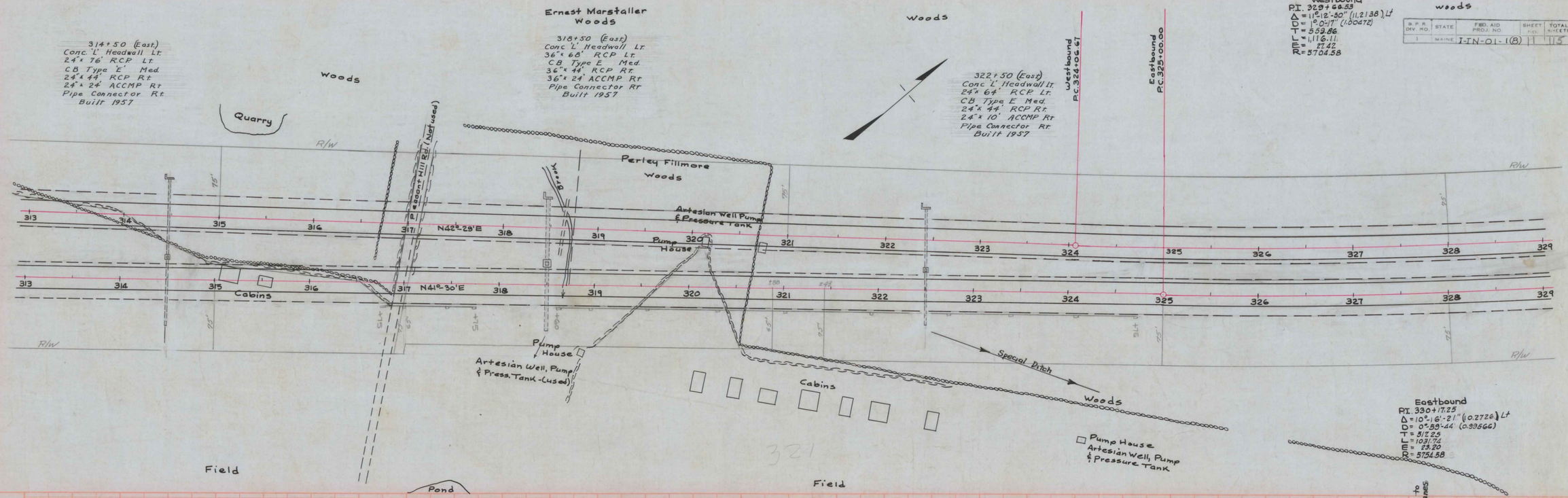
Freeport - Brunswick.

PLAN — SURVEYED, PLOTTED, NOTE BOOK, ALIGNMENT CHECKED, R/W PLOTTED, R/W CHECKED, NO.

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, GRADES CHECKED, STRUCTURE NOTES CHECKED, NO.

DD16

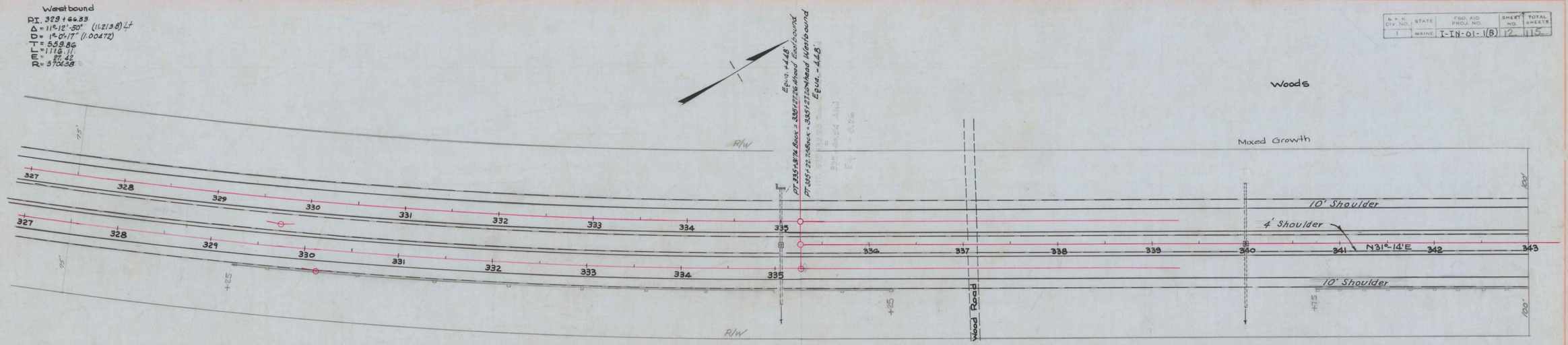
B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	11	115



DD16

B. & R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	12	115

Westbound
P.I. 329+66.33
Δ = 11°-12'-50" (11.2138) Lt
D = 1°-0'-17" (1.00472)
T = 559.86
L = 1116.11
E = 27.42
R = 5704.58



Eastbound
P.I. 330+17.25
Δ = 10°-16'-21" (10.2726) Lt
D = 0°-59'-41" (0.99566)
T = 517.25
L = 1031.74
E = 23.20
R = 5754.58

335+0 (West)
Conc. 1' Endwall Lt
24" x 60' RCP Lt
CB Type E Med
24" x 48' RCP Rt
24" x 12' ACCMP Rt
Pipe Connector
Built 1957

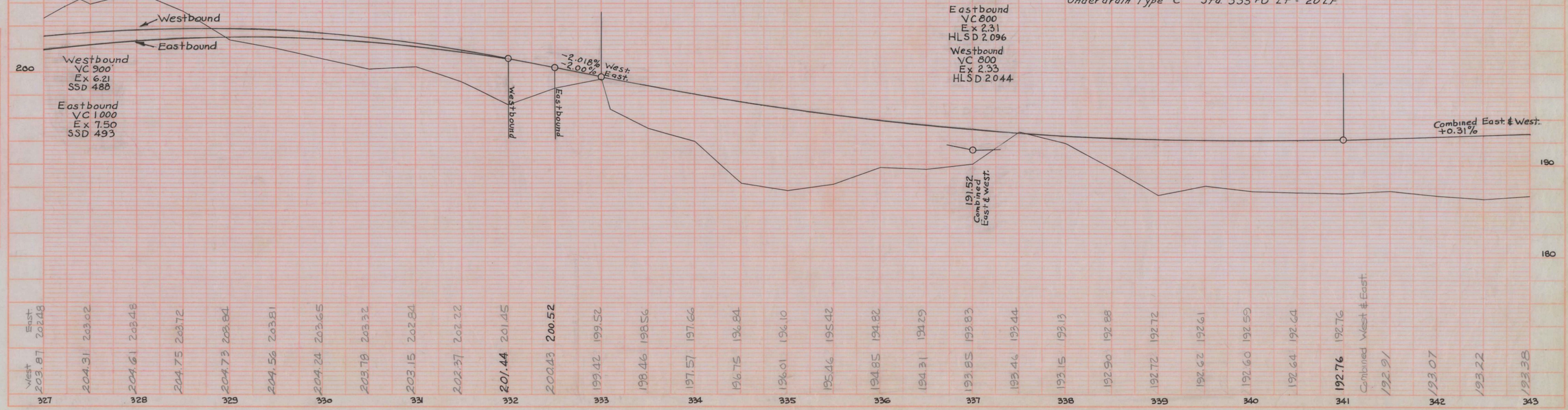
340+0
24" x 52' RCP Lt
24" x 12' ACCMP Lt
CB Type E Med.
24" x 48' RCP Rt.
24" x 16' ACCMP Rt.
Pipe Connector Rt.
Built 1957

Sta 295+0 to Sta 582+0 EB & W.B.
9" Gravel Base
11"-17" Sand Base Course

Clearing Area
309+0 to 348+20

TYPE 'E' GUARD RAIL
E.B. Rt. Sta 329+17 to Sta 336+04.5 = 687.5 L.F.
E.B. Rt Sta 341+93 to Sta 344+43 = 250 L.F.

Underdrain Type B Sta 335+0 Lt = 20 L.F.
Underdrain Type C Sta 335+0 Lt = 20 L.F.



Freeport - Brunswick.

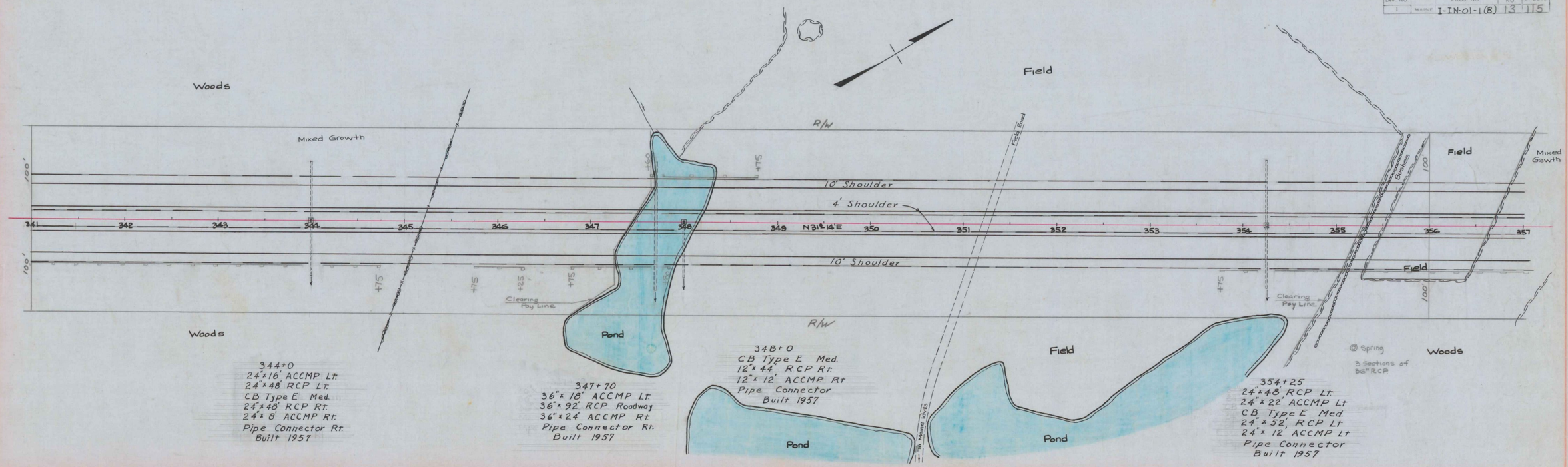
PLATE 1 - PLAN-PROFILE - U.S.B.R. & B.P.R. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K&E 10 X 10 TO 1/2 INCH 359-10

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / BY OF VAT CHECKED — NOTE BOOK / NO. — DATE — BY

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BY OF VAT CHECKED / STRUCTURE NOTES CHKD. — NOTE BOOK / NO. — DATE — BY

PP16

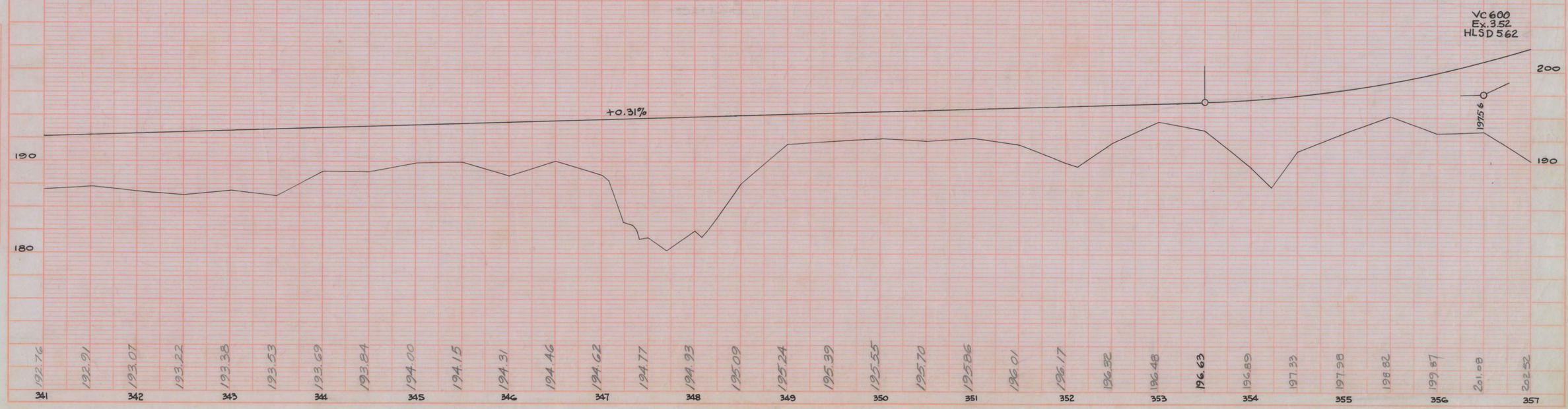
B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	13	115



TYPE E GUARD RAIL

E.B. Rt	Sta 346+04	to	Sta 348+29	=	225 L.F.
W.B. Lt.	Sta 347+75	to	Sta 349+12	=	137 L.F.
E.B. Rt.	Sta 352+96	to	Sta 359+71	=	675 L.F.

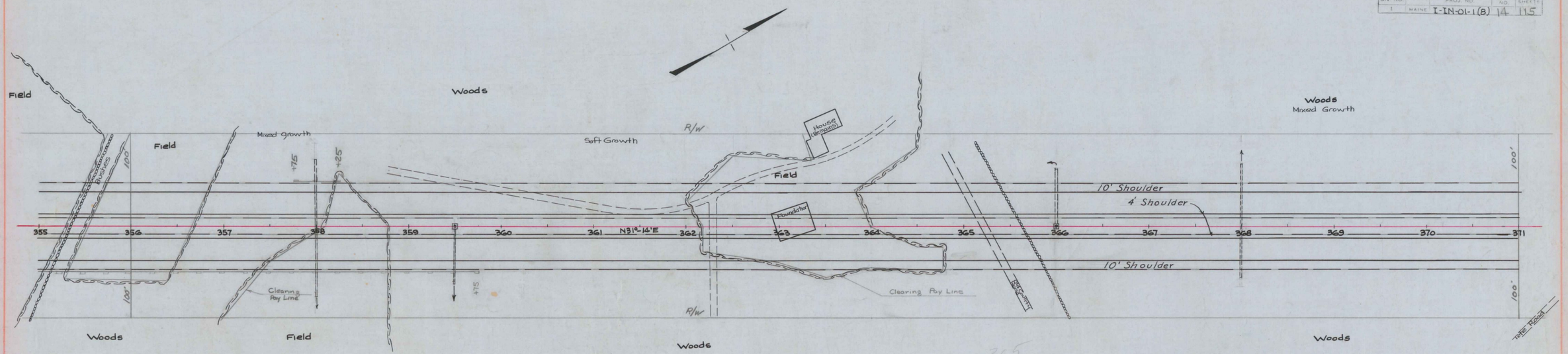
Sta 295+0 to Sta 582+0 E.B. & W.B.
9" Gravel Base
11"-17" Sand Base Course



Freeport - Brunswick.

PLATE 1 - PLAN-PROFILE & P.R.R. & B.E. STANDARD
ALBERT & SUTER CO., NEW YORK
K & E Co. No. 348-10

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	14	115



358+0
36" x 24' ACCMP Lt
36" x 96' RCP Roadway
36" x 24' ACCMP Rt
Pipe Connector Rt
Built 1957

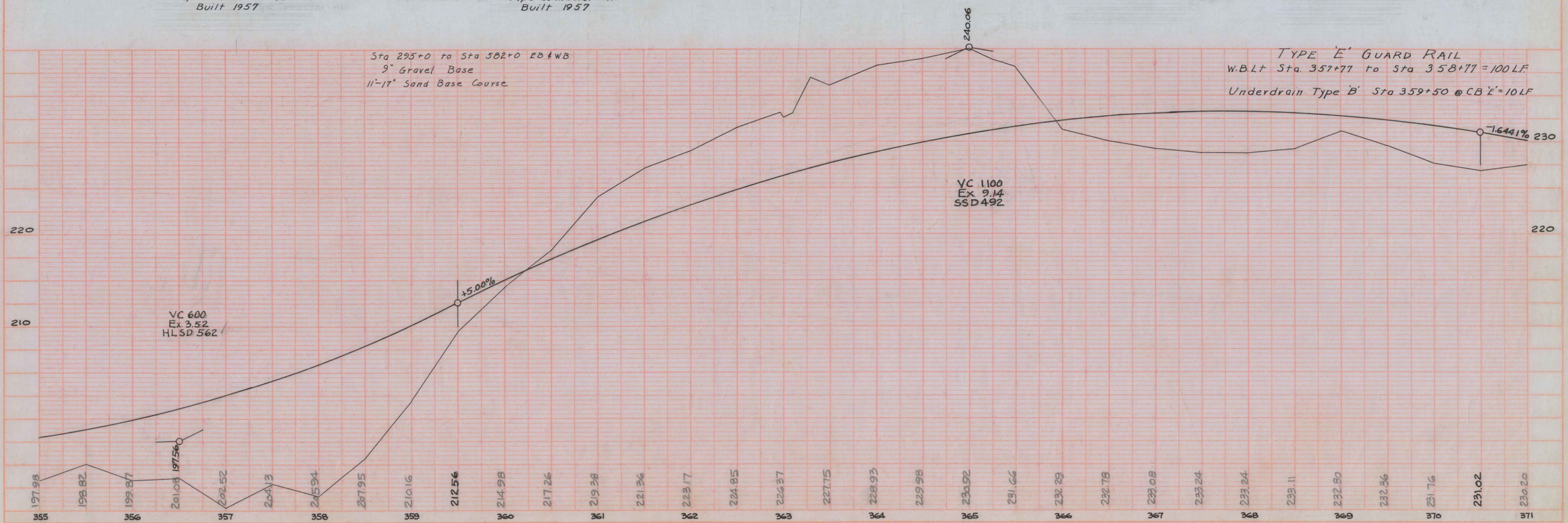
359+50
CB Type E Med.
12" x 44' RCP Rt.
12" x 14' ACCMP Rt.
Pipe Connector Rt
Built 1957

366+0
CB Type E Med.
12" x 48' RCP Lt.
12" x 10' ACCMP Lt.
Pipe Connector Lt
Built 1957

368+0
24" x 22' ACCMP Lt
24" x 92' RCP Roadway
24" x 14' ACCMP Rt.
Pipe Connector Rt
Built 1957

Sta 295+0 to Sta 582+0 EB & WB
9" Gravel Base
11"-17" Sand Base Course

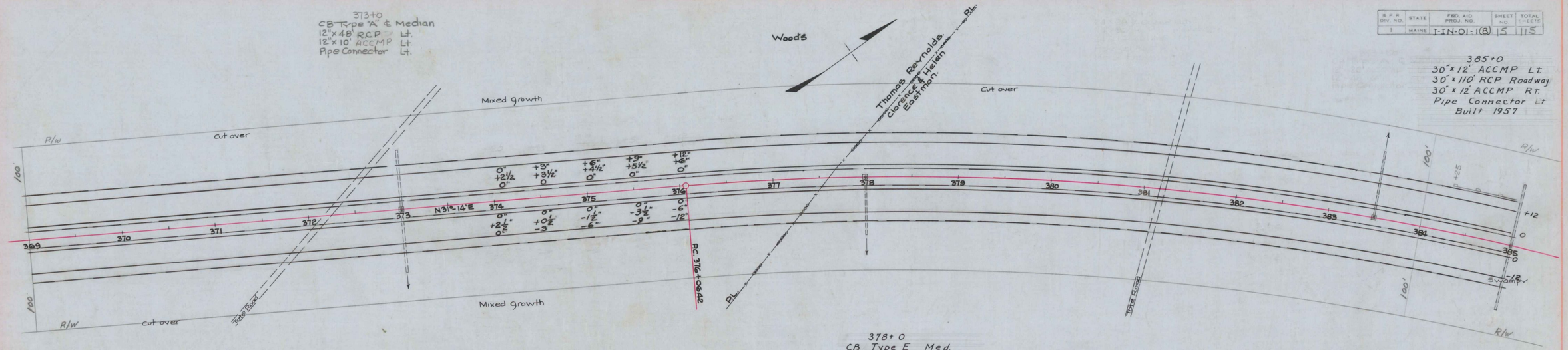
TYPE 'E' GUARD RAIL
W.B. Lt Sta. 357+77 to Sta 358+77 = 100 L.F.
Underdrain Type 'B' Sta 359+50 @ CB 'E' = 10 LF



Freeport - Brunswick.

PLATE 1 - PLAN-PROFILE B.P.R. & B.R.E. STANDARD
PELTIER & ESSER CO., NEW YORK
K & E Co. No. 346-10

S.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	15	115



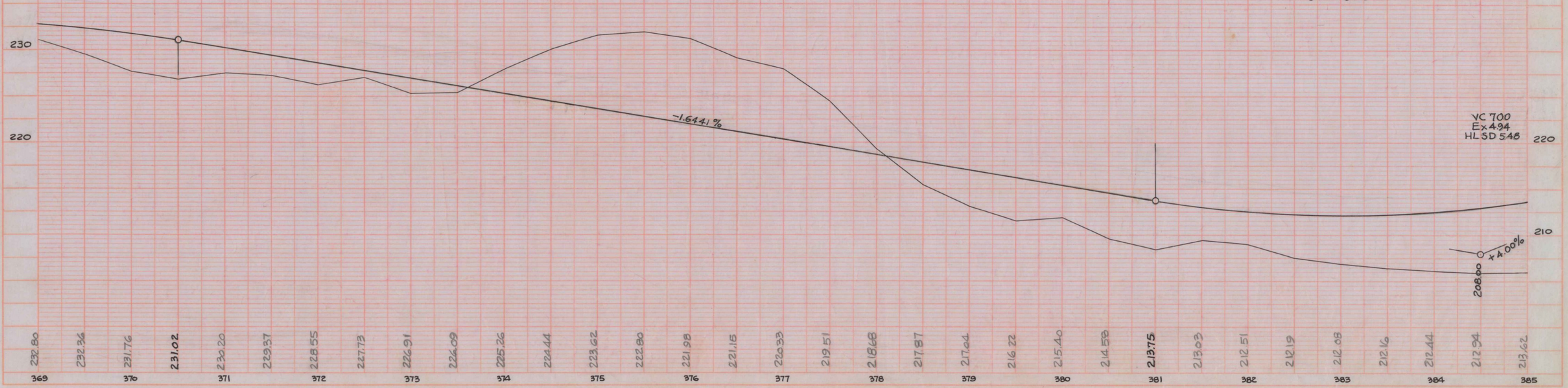
UNDERDRAIN

Type B Sta 378+0 @ CB = 6 L.F.
Type B Sta 378+0 in pipe trench = 31 L.F.
Type C Sta 378+0 Rt " " " = 30 L.F.

TYPE 'E' GUARD RAIL

W.B. Lt. Sta 384+25 to Sta 389+25 = 500 L.F.

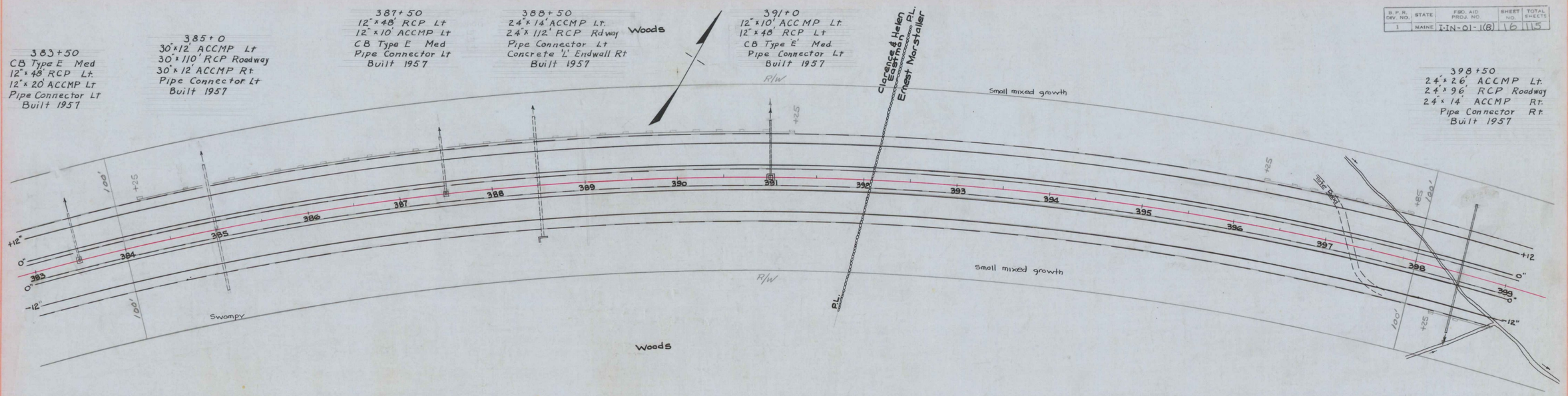
Sta 295+0 to 582+0
9" Gravel Base
11-17" Sand Base



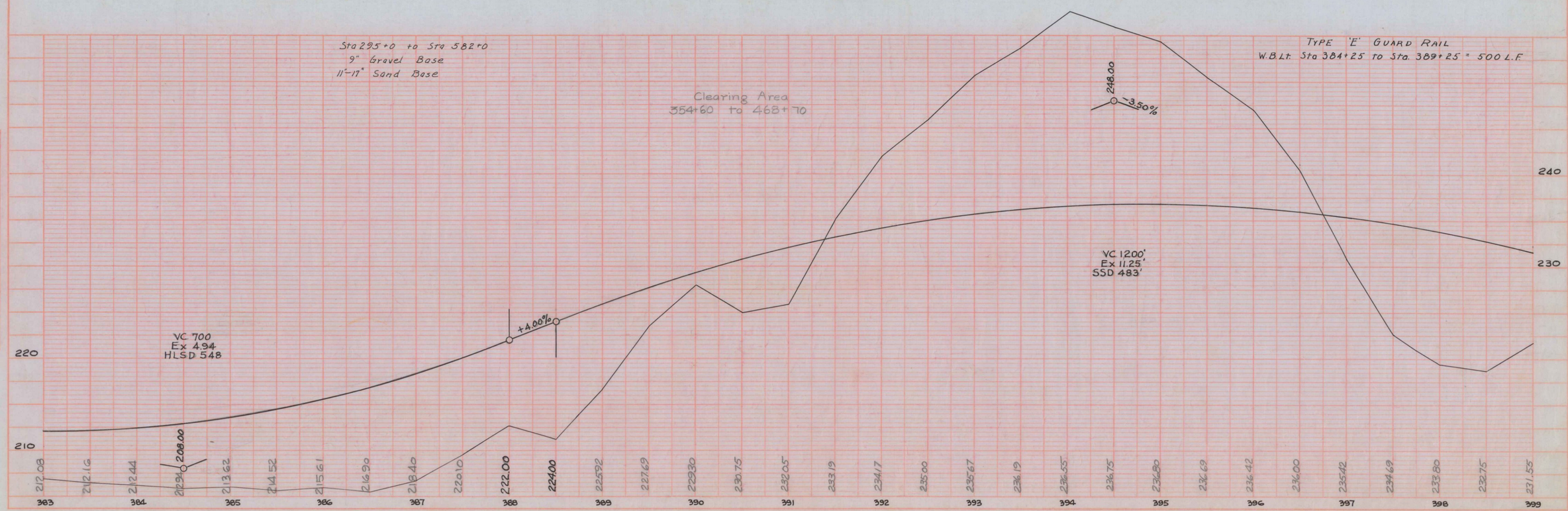
Freeport - Brunswick.

PLATE 1 - PLAN-PROFILE A.P.R.R. & A.R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.
R & E Co. No. 346-10

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	16	115



P.I. 391+91.22
Δ = 57°-54' Rt.
D = 2°
T = 1,584.80
L = 2,895.00
E = 409.1
R = 2,864.79



Freeport- Brunswick.

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BY
DATE

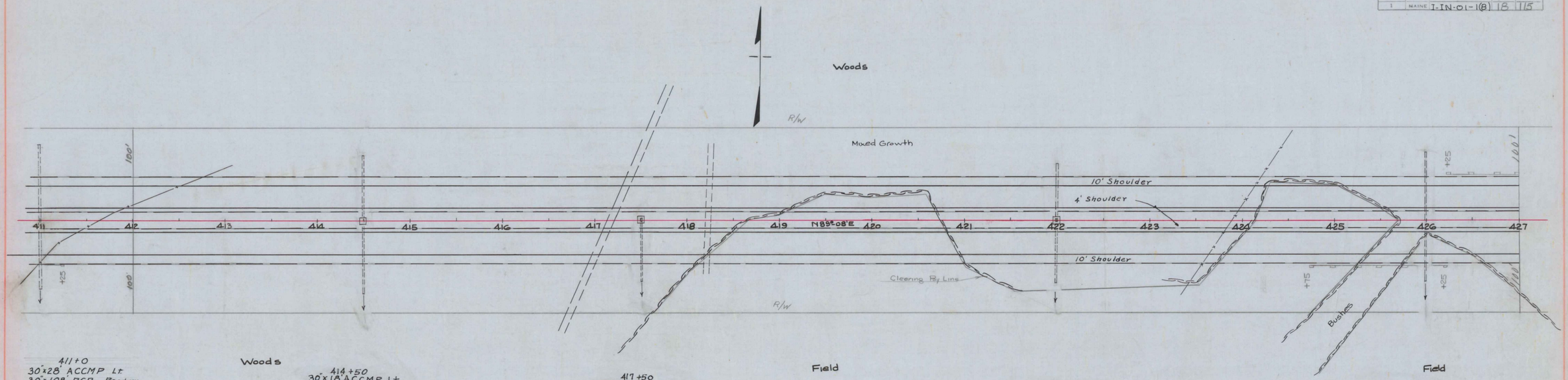
PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
R.S. NOTED
STRUCTURES CHECKED
BY
DATE

PLATE 1—PLAN-PROFILE G.A.B.P.O.E. STANDARD

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	17	115

PLATE 1.—PLAN-PROFILE B.P.R. & A.R.C. STANDARD
PRINTED BY BYRNE CO., NEW YORK

S. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	18	115



411+0
30"x28' ACCMP Lt.
30"x108' RCP Roadway
30"x16' ACCMP Rt.
Pipe Connector Rt
Built 1957

414+50
30"x18' ACCMP Lt.
30"x52' RCP Lt.
CB Type E Median
30"x48' RCP Rt.
30"x26' ACCMP Rt.
Pipe Connector Rt
Built 1957

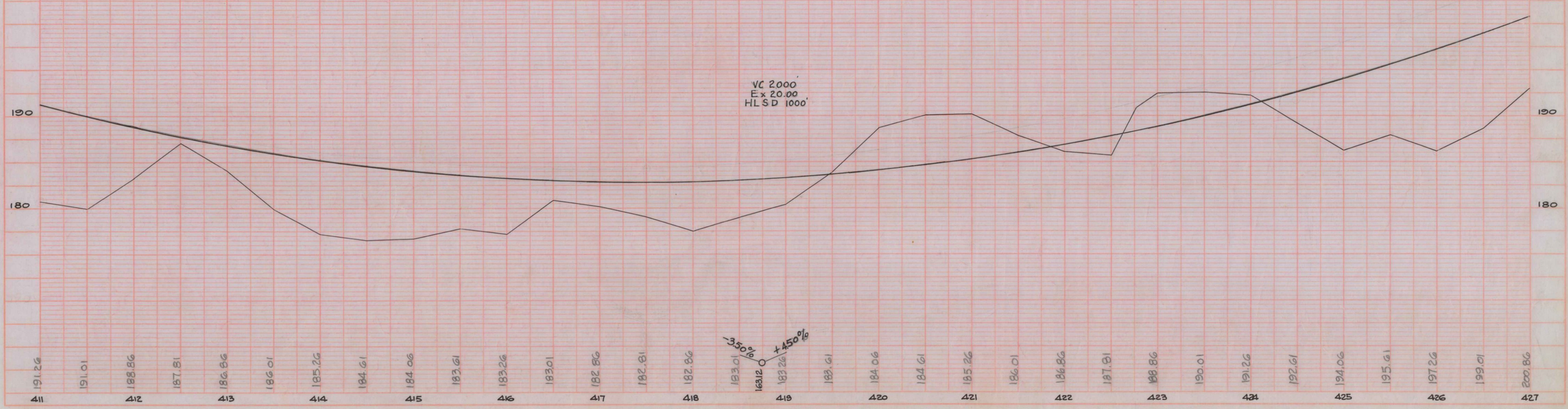
417+50
CB Type E Median
12"x48' RCP Rt.
12"x14' ACCMP Rt.
Pipe Connector Rt.
Built 1957

422+0
24"x10' ACCMP Lt.
24"x52' RCP Lt.
CB Type E Median
24"x48' RCP Rt.
24"x16' ACCMP Rt.
Pipe Connector Rt.
Built 1957

426+0
30"x22' ACCMP Lt.
30"x52' RCP Lt.
CB Type E Median
30"x48' RCP Rt.
30"x14' ACCMP Rt.
Pipe Connector Rt
Built 1957

TYPE 'E' GUARD RAIL
E.B.Rt. Sta 424+75 to Sta 426+25 = 150 L.F.

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base

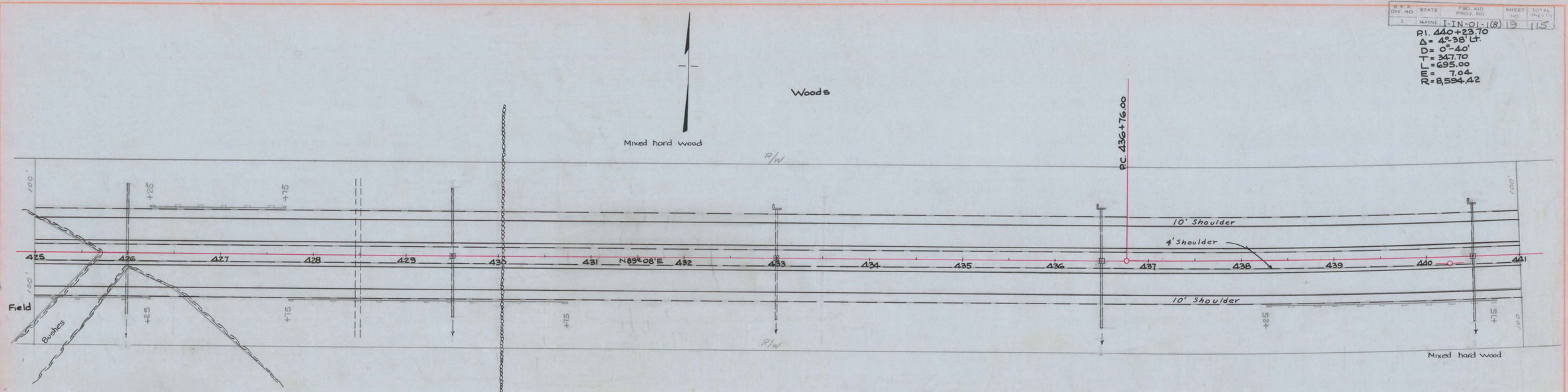


Freeport - Brunswick.

PLATE 1—PLAN-PROFILE G.P.R. & A.K.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K.&E. Co. No. 34-8-10
1950

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	19	115

P.I. 440+23.70
Δ = 4°-38' Lt.
D = 0°-40'
T = 347.70
L = 695.00
E = 7.04
R = 8,594.42



Field
426+0
30"x22' ACCMP Lt.
30"x52' RCP Lt.
CB Type E Median
30"x48' RCP Rt.
30"x14' ACCMP Rt.
Pipe Connector Rt.
Built 1957

429+50
24"x24' ACCMP Lt.
24"x48' RCP Lt.
CB Type E Median
24"x48' RCP Rt.
24"x14' ACCMP Rt.
Pipe Connector Rt.
Built 1957

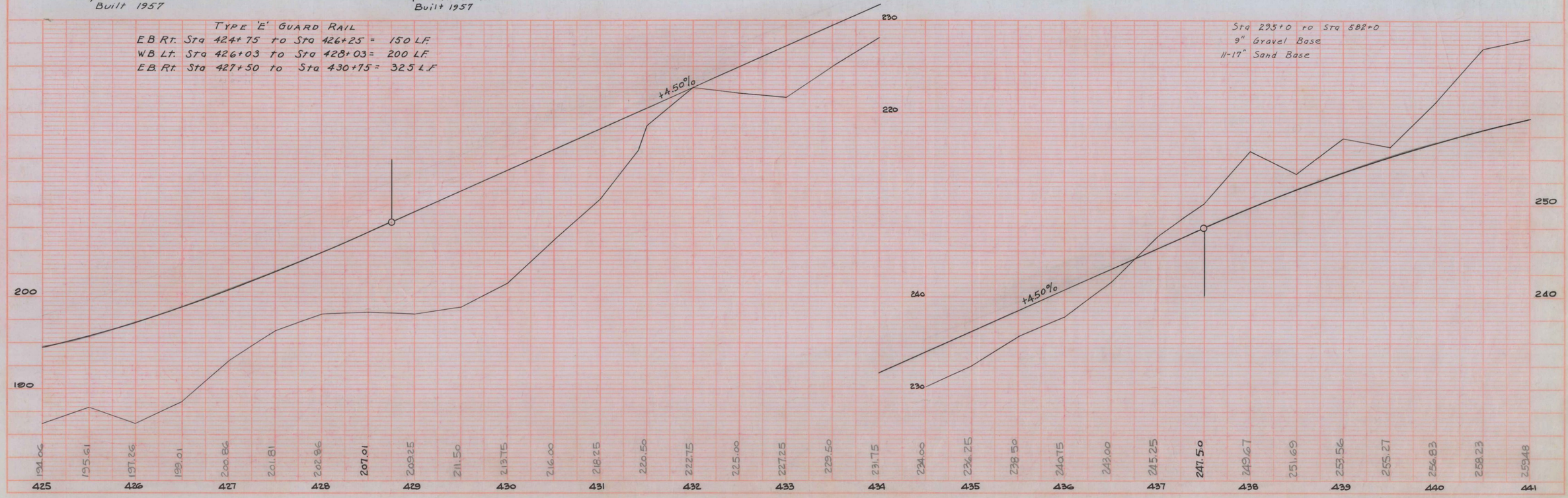
433+00
Conc. Endwall Lt. "L"
24"x52' RCP Lt.
CB Type E Median
24"x48' RCP Rt
24"x14' ACCMP Rt
Pipe Connectior Rt.
Built 1957

436+50
Conc 'L' Endwall Lt.
24"x56' RCP Lt.
CB Type E Median
24"x48' RCP Rt.
24"x20' ACCMP Rt.
Pipe Connector Rt.
Built 1957

440+50
Conc. L Endwall Lt.
24"x56' RCP Lt.
CB Type E Median
24"x44' RCP Rt.
24"x22' ACCMP Rt.
Pipe Connector Rt
Built 1957

TYPE 'E' GUARD RAIL
EB Rt. Sta 424+75 to Sta 426+25 = 150 L.F.
WB Lt. Sta 426+03 to Sta 428+03 = 200 L.F.
EB Rt. Sta 427+50 to Sta 430+75 = 325 L.F.

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base



Freeport - Brunwick.

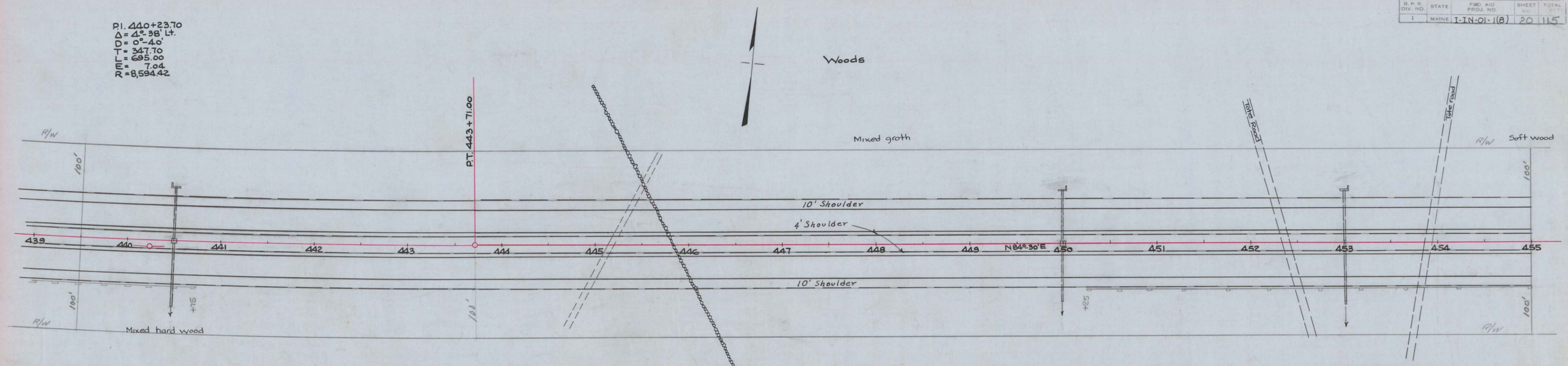
PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
NO. PT OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK GRADES CHECKED
NO. BRIDGE STRUCTURE
APPROVED STRUCTURE
BY
DATE

PLATE 1 - RUN-PROFILE © P.R.A. & N.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K & E Co. No. 348-10

B. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHTS.
1	MAINE	I-IN-01-1(8)	20	115

P.I. 440+23.70
Δ = 4°-38' Lt.
D = 0°-40'
T = 347.70
L = 695.00
E = 7.04
R = 8,594.42



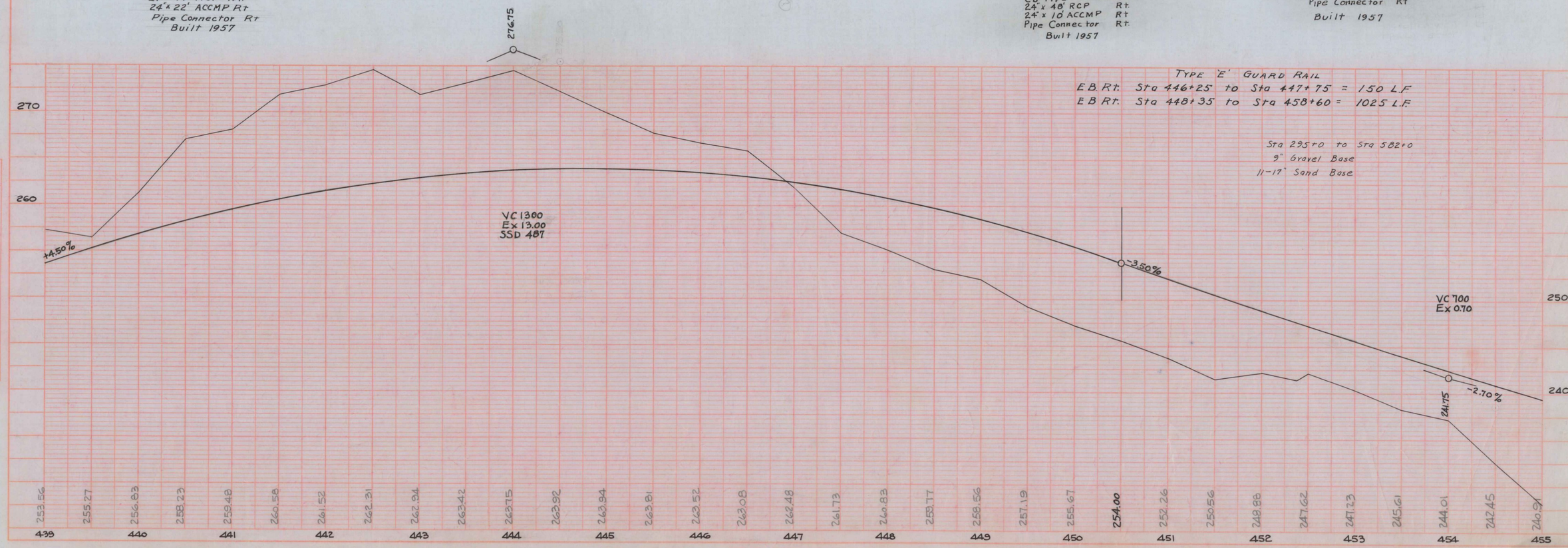
440+50
Conc. L Endwall Lt.
24" x 56' RCP Lt
CB Type E Median
24" x 44' RCP Rt.
24" x 22' ACCMP Rt
Pipe Connector Rt
Built 1957

450+0
Conc. L Endwall Lt.
24" x 56' RCP Lt
CB Type E Median
24" x 48' RCP Rt.
24" x 10' ACCMP Rt
Pipe Connector Rt.
Built 1957

453+0
Conc. L Endwall Lt.
24" x 112' RCP Roadway
24" x 6' ACCMP Rt
Pipe Connector Rt
Built 1957

TYPE 'E' GUARD RAIL
E.B. Rt. Sta 446+25 to Sta 447+75 = 150 L.F.
E.B. Rt. Sta 448+35 to Sta 458+60 = 1025 L.F.

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base



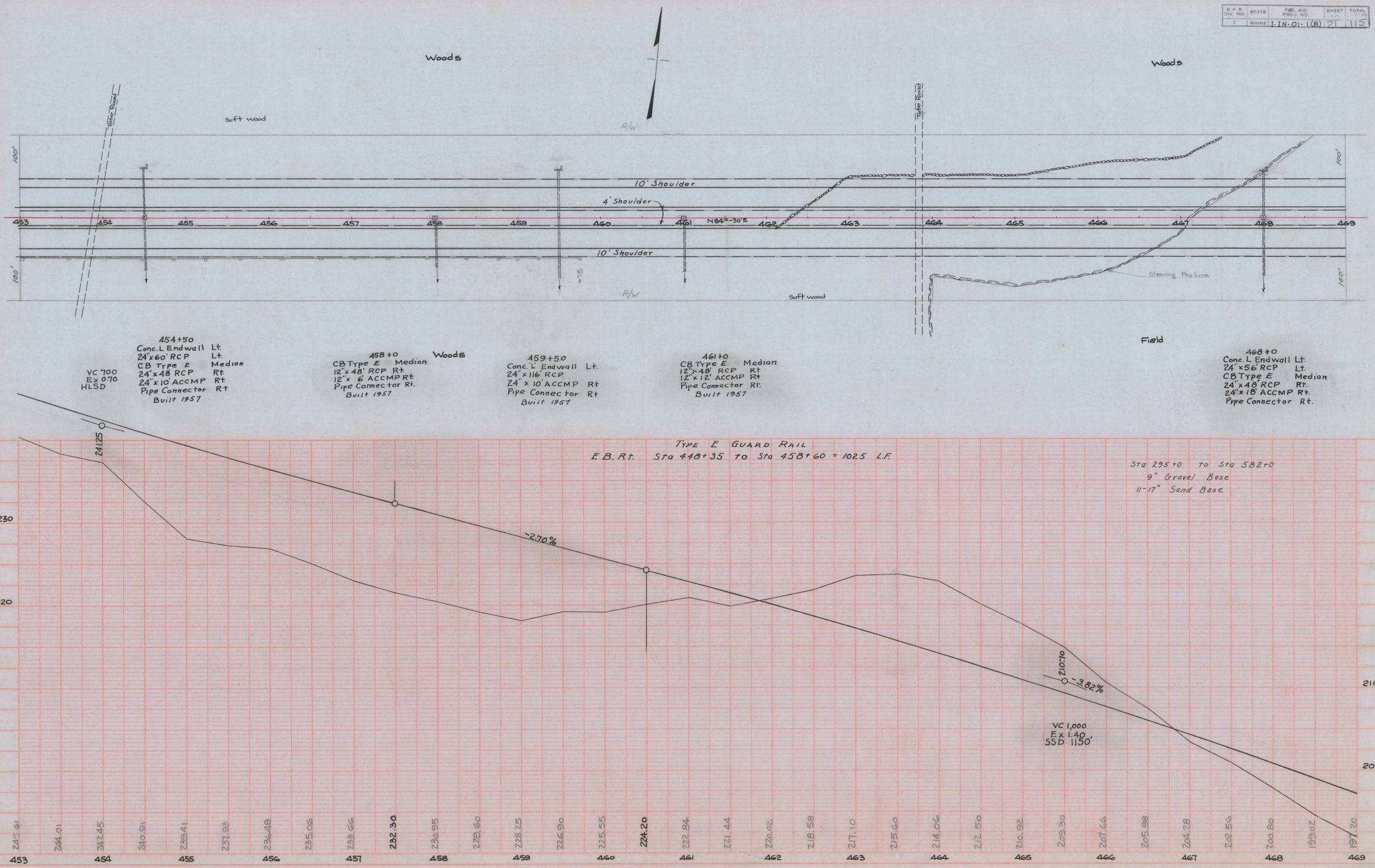
Freeport - Brunswick.

PLAN
NOTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
DRAWN CHECKED
NO.
STRUCTURE NOTES NO OF NO.
DATE
BY

PLATE 1 - PLAN-PROFILE C.P.R. & A.S.C. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K & E CO. NO. 346-10

B. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	21	115



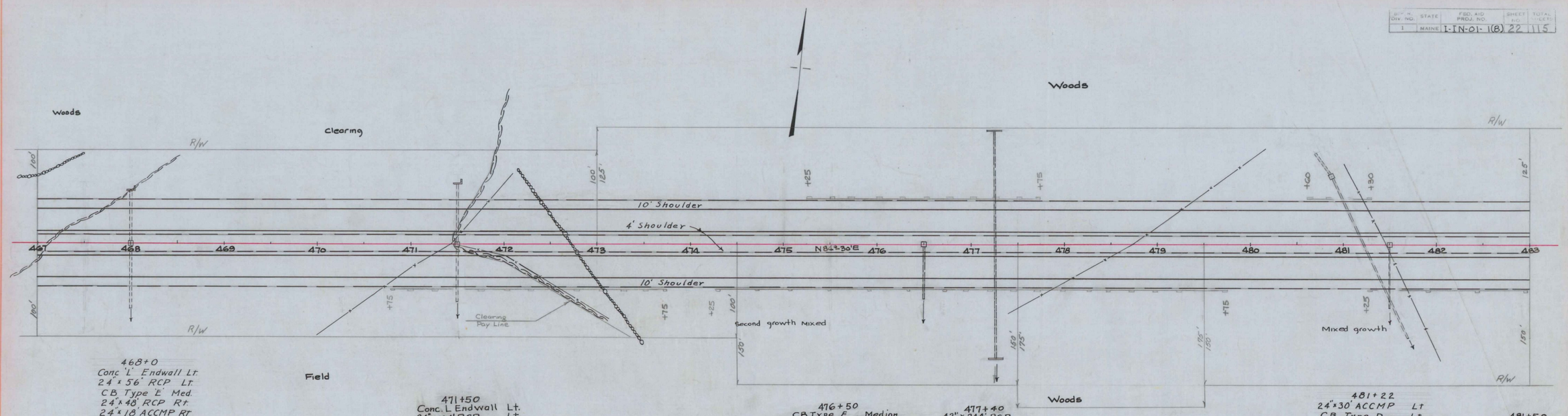
Freeport - Brunswick.

PLAN — DIRECTED / PLOTTED / NOTE BOOK / ALIGNMENT CHECKED / NO. / PT. OF MAX CHECKED / DATE / BY

PROFILE — DIRECTED / PLOTTED / GRADES CHECKED / NOTE BOOK / STRUCTURE NOTS PIS CHKD. / NO. / DATE / BY

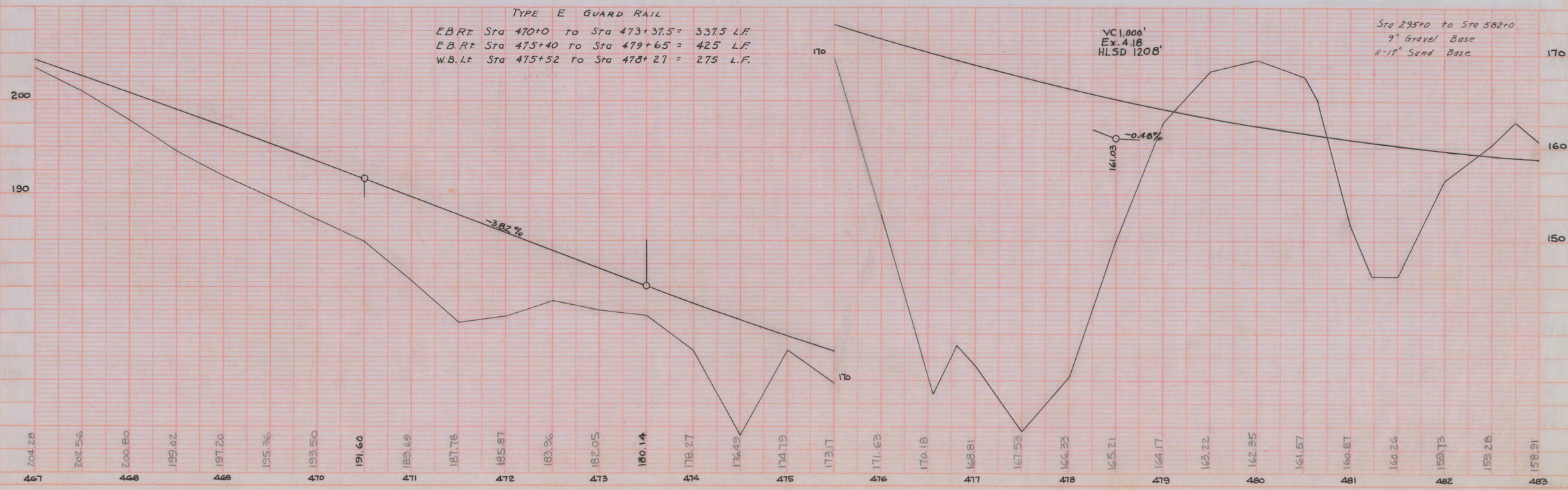
PLATE 1—PLAN-PROFILE U. S. P. R. & S. E. STANDARD
SEMPELL & COYER CO., NEW YORK
K & E CO. No. 348-10

DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(B)	22	115



TYPE E GUARD RAIL

E.B. Rt. Sta 470+0 to Sta 473+37.5 = 337.5 L.F.
E.B. Rt. Sta 475+40 to Sta 479+65 = 425 L.F.
W.B. Lt. Sta 475+52 to Sta 478+27 = 275 L.F.



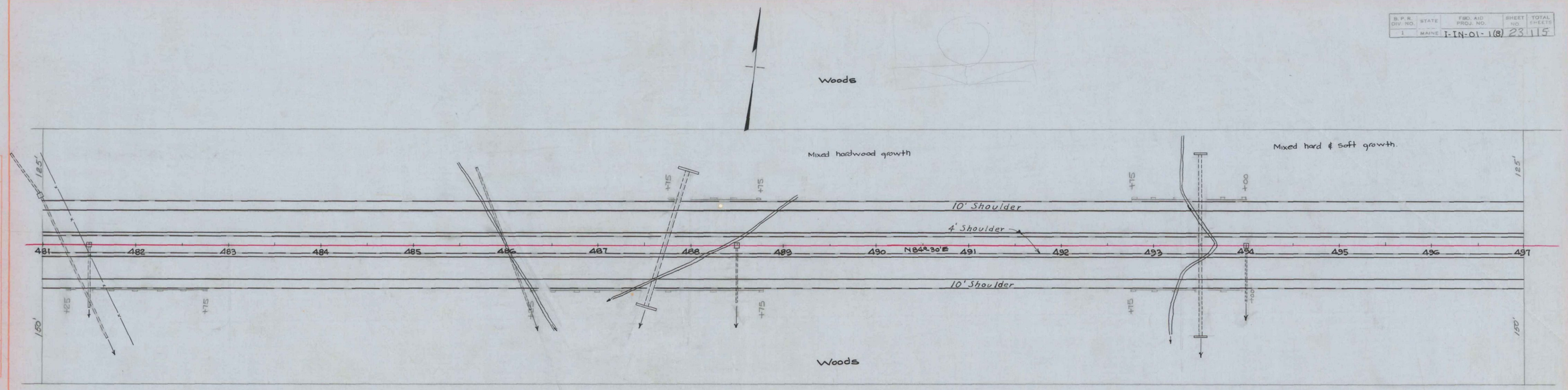
Freeport - Brunswick.

PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
PT. OF WAY CHECKED
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
NOTE BOOK GRADES CHECKED
B.M. REFERENCE
NO.
STRUCTURE LOCATIONS CHKD.
DATE
BY

PLATE 1—PLAN-PROFILE R.I.P.R.A. & R.E. STANDARD
MORTEL & ESSER CO., NEW YORK
R & E Co. No. 346-10

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	23	115



481+22
24" x 30' ACCMP Lt.
CB Type D Lt.
24" x 22' ACCMP Lt.
24" x 118' RCP Rdway
24" x 48' ACCMP Rt.
Pipe Connector Rt.
Skew ahead 25° on Rt.
Built 1957

481+50
CB Type E Med.
12" x 44' RCP Rt.
12" x 20' ACCMP Rt.
Pipe Connector Rt
Built 1957

486+0
Skewed back on Lt 20°
24" x 38' ACCMP Lt.
24" x 104' RCP Rdway
24" x 18' ACCMP Rt.
Pipe Connector Rt.
Built 1957

487+72
Conc. Endwall Lt.
60" x 16' ACCMP Lt.
60" x 136' RCP Rdway
Conc. Endwall Rt.
Skewed back on Rt. 17°
Built 1957

488+50
CB Type E Median
12" x 52' RCP Rt.
12" x 6' ACCMP Rt.
Pipe Connector Rt.
Built 1957

493+50
36" x 196' RCP Rdway
2 Conc. Endwalls
Built 1957

494+0
CB Type E Med
12" x 48' RCP Rt.
12" x 8' ACCMP Rt.
Pipe Connector Rt
Built 1957

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base

TYPE E GUARD RAIL

E.B. Rt.	Sta 485+35	to	Sta 488+60	=	325 L.F.
E.B. Rt.	Sta 491+91	to	Sta 493+91	=	200 L.F.
W.B. Lt.	Sta 487+25	to	Sta 488+75	=	150 L.F.
W.B. Lt.	Sta 493+02	to	Sta 494+77	=	175 L.F.

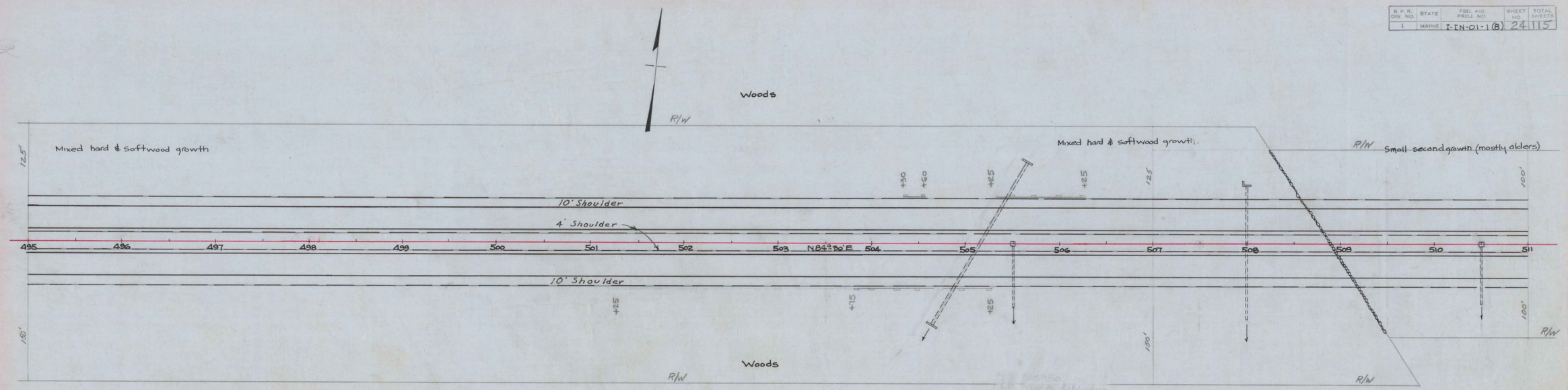
Freeport - Brunswick.

PLAN
SURVEYED
PLOTTED
TEMPLATE
HOURS
NOTE BOOK
NO.
DRAWN
CHECKED
STRUCTURE
DATE
BY

PROFILE
SURVEYED
PLOTTED
TEMPLATE
HOURS
NOTE BOOK
NO.
DRAWN
CHECKED
STRUCTURE
DATE
BY

PLATE 1—CLASS PROFILE U.S.P.R.A. & B.R. STANDARD
KEUFFEL & ESSER CO., NEW YORK.
K & E Cat. No. 348-10

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	24	115



505+15
Skewed ahead Lt 30°
30" x 200' RCP Roadway
2 Conc. Endwalls
Built 1957

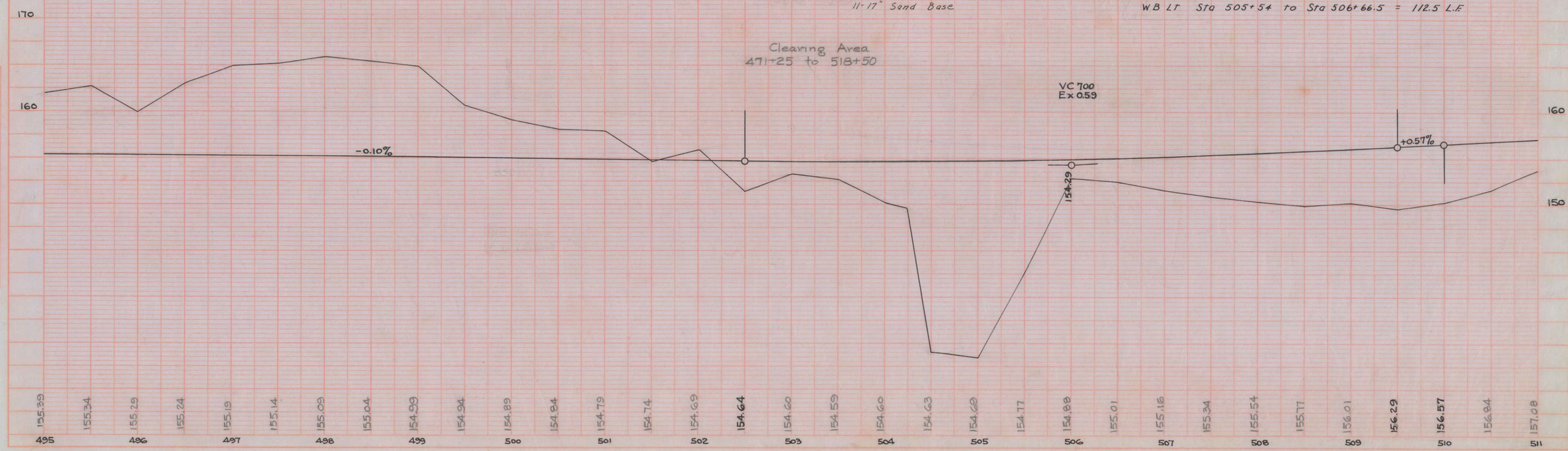
505+50
C.B. Type E Median
12" x 44' RCP Rt.
12" x 16' ACCMP Rt
Pipe Connector Rt.
Built 1957

508+0
Conc. 'L' Endwall Lt
24" x 122' RCP Rdway
24" x 16' ACCMP Rt.
Pipe Connector Rt
Built 1957

510+50
CB Type E Median
12" x 44' RCP Rt.
12" x 16' ACCMP Rt.
Pipe Connector Rt
Built 1957

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base

TYPE E GUARD RAIL
EB Rt. Sta 501+93 to Sta 504+30.5 = 237.5 L.F.
WB Lt Sta 505+54 to Sta 506+66.5 = 112.5 L.F.



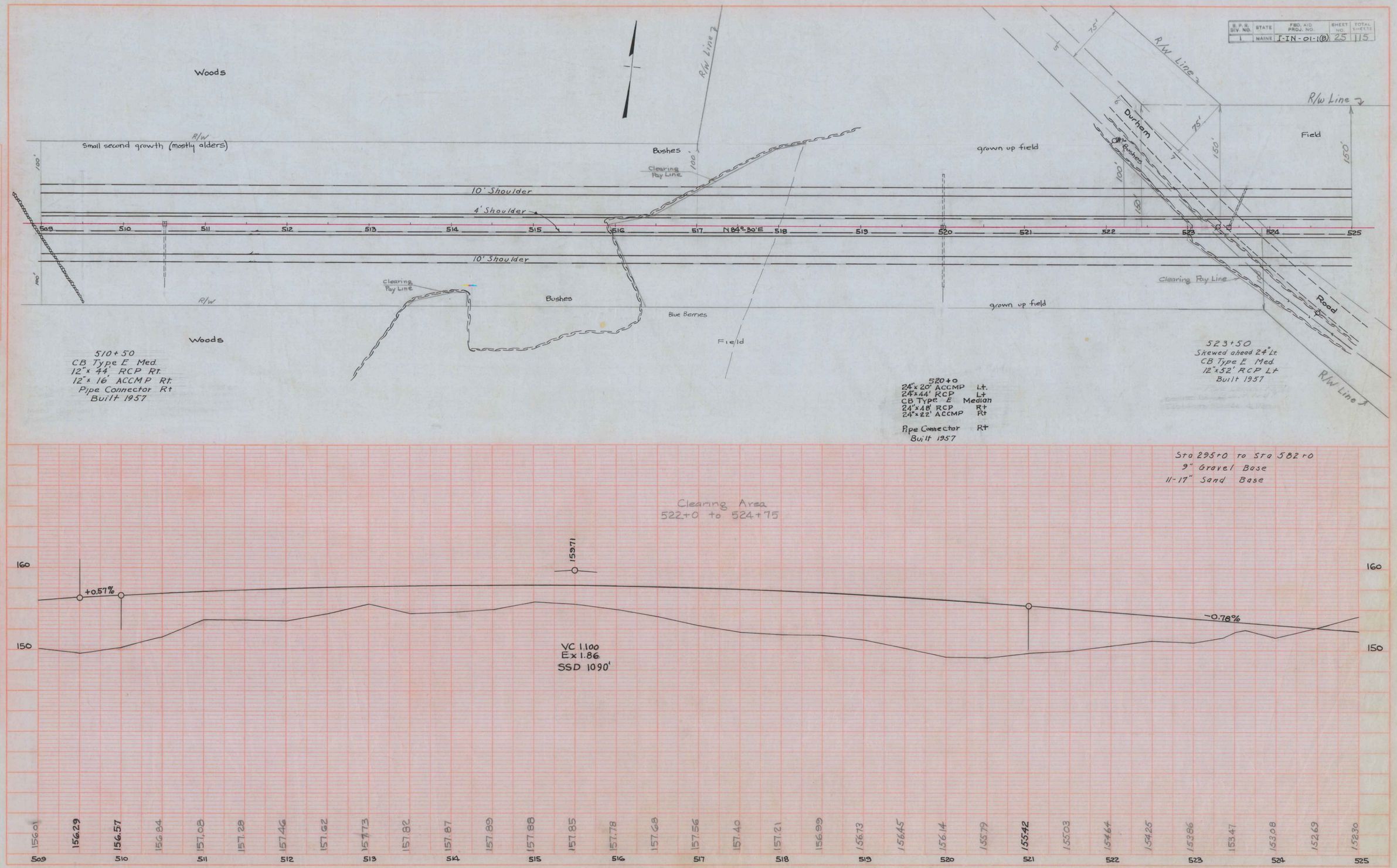
Freeport- Brunswick.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RIGHT OF WAY CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
TOPOGRAPHY
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
R.W.P. NOTED
STRUCTURE DATA TO OFFICE

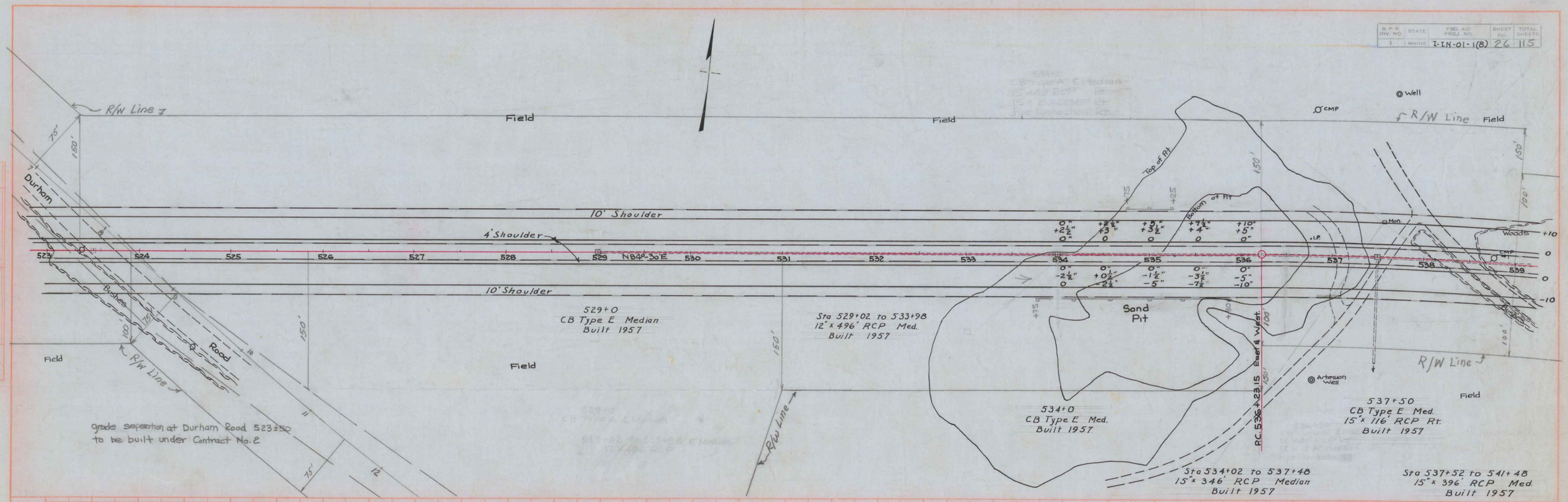
PLATE 1—PLAN-PROFILE P.R.A. & B.C. STANDARD
KEUFFEL & ESSER CO., NEW YORK.
K & E Co. No. 348-10

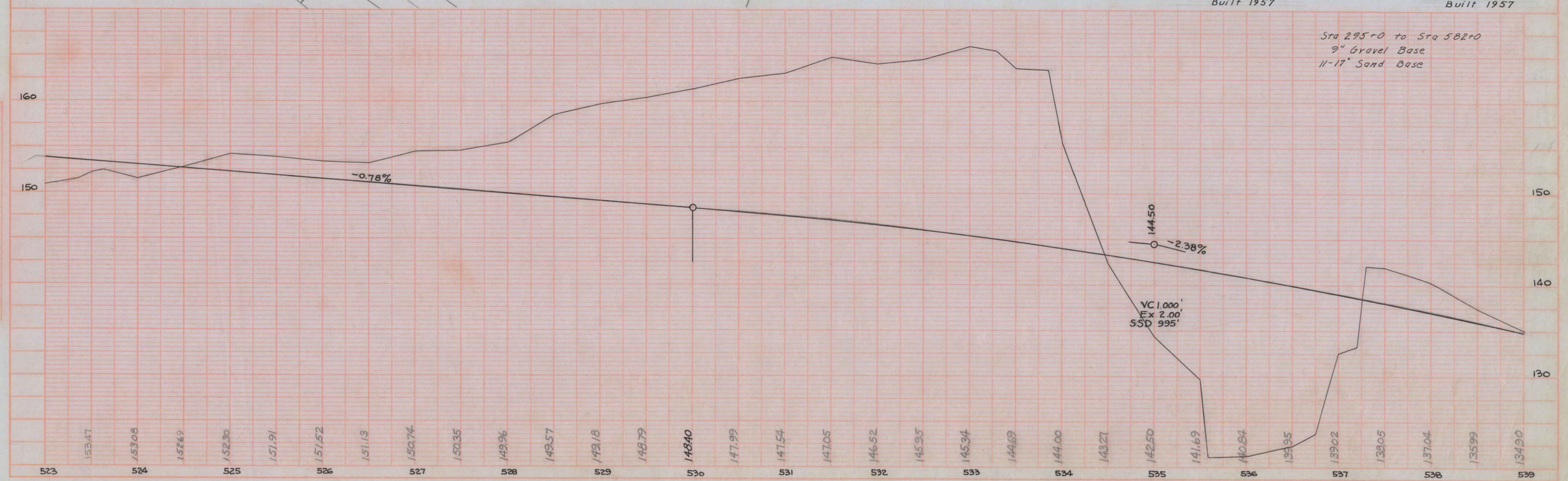
B. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	25	115



Freeport - Brunswick.

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	26	115





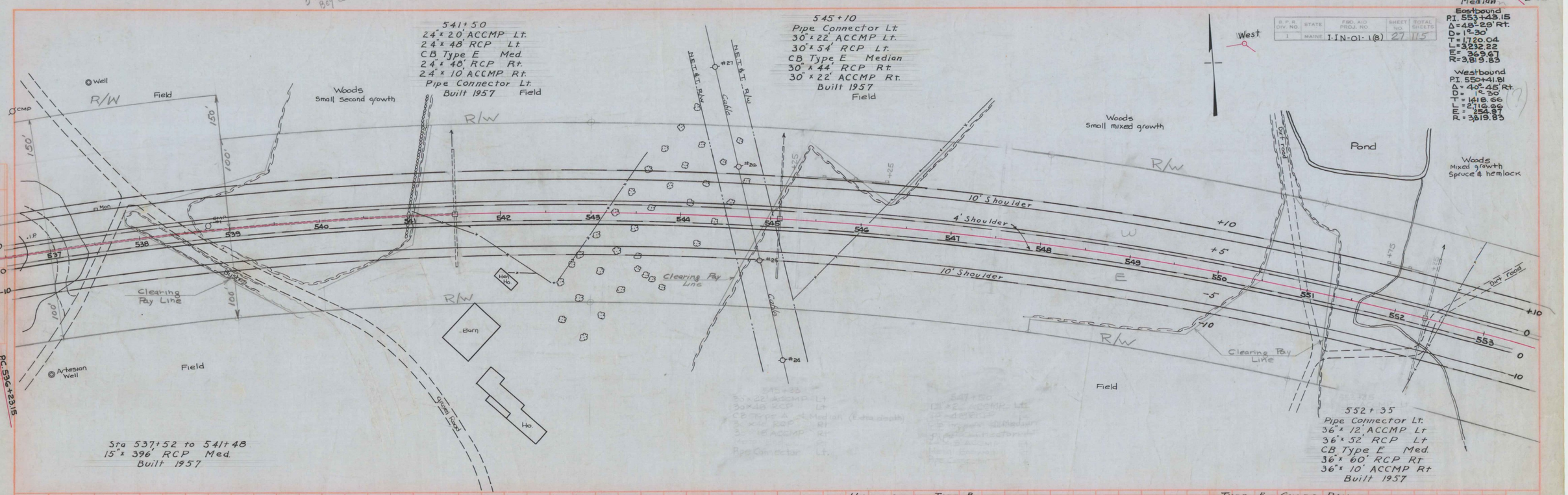
Freeport- Brunswick.

F. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	27	115

Median — East

Eastbound
P.I. 553+43.15
Δ = 48°-28' Rt.
D = 1°-30'
T = 1,720.04
L = 3,232.22
E = 363.67
R = 3,819.83

Westbound
P.I. 550+41.81
Δ = 40°-45' Rt.
D = 1°-30'
T = 1418.66
L = 2,716.66
E = 254.97
R = 3,819.83

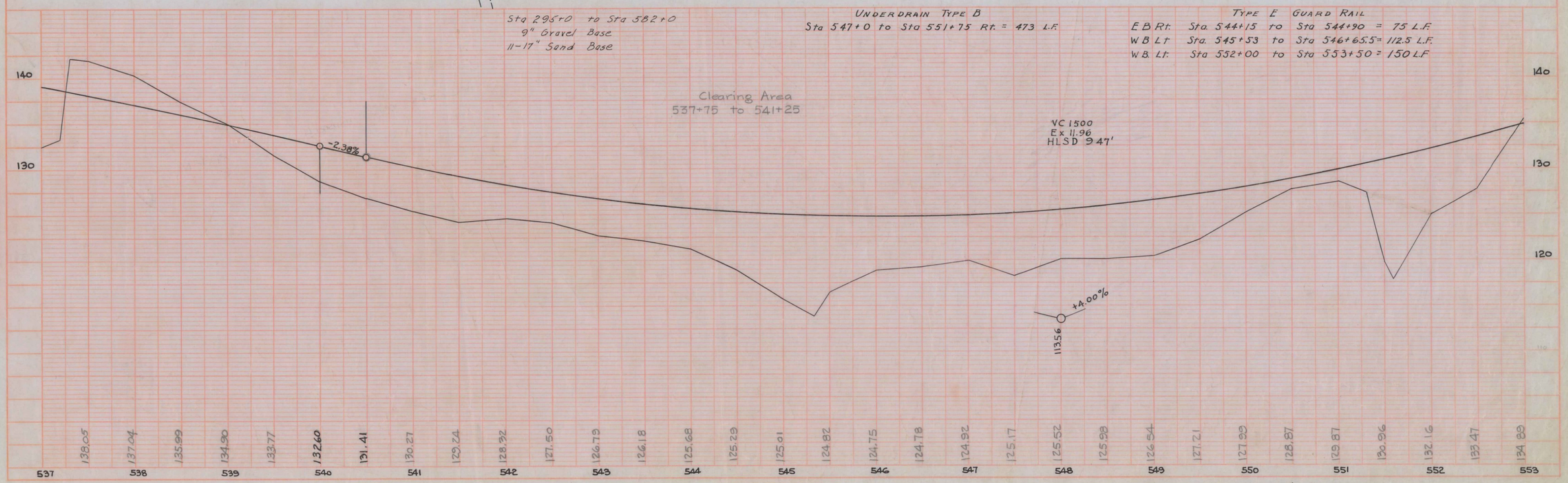


Sta 537+52 to 541+48
15" x 396' RCP Med.
Built 1957

Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base

UNDERDRAIN TYPE B
Sta 547+0 to Sta 551+75 Rt. = 473 L.F.

TYPE E GUARD RAIL
EB Rt. Sta. 544+15 to Sta 544+90 = 75 L.F.
WB Lt Sta. 545+53 to Sta 546+65.5 = 112.5 L.F.
WB Lt. Sta 552+00 to Sta 553+50 = 150 L.F.



Freeport - Brunswick.

S.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)	28	115

Eastbound	Westbound
P.I. 553+43.15	P.I. 550+41.81
Δ = 48° 29' Rt.	Δ = 40° 45' Rt.
D = 1° 30'	D = 1° 30'
T = 1,720.04	T = 1,418.66
L = 3,232.22	L = 2,716.66
E = 369.67	E = 254.97
R = 3,819.83	R = 3,819.83

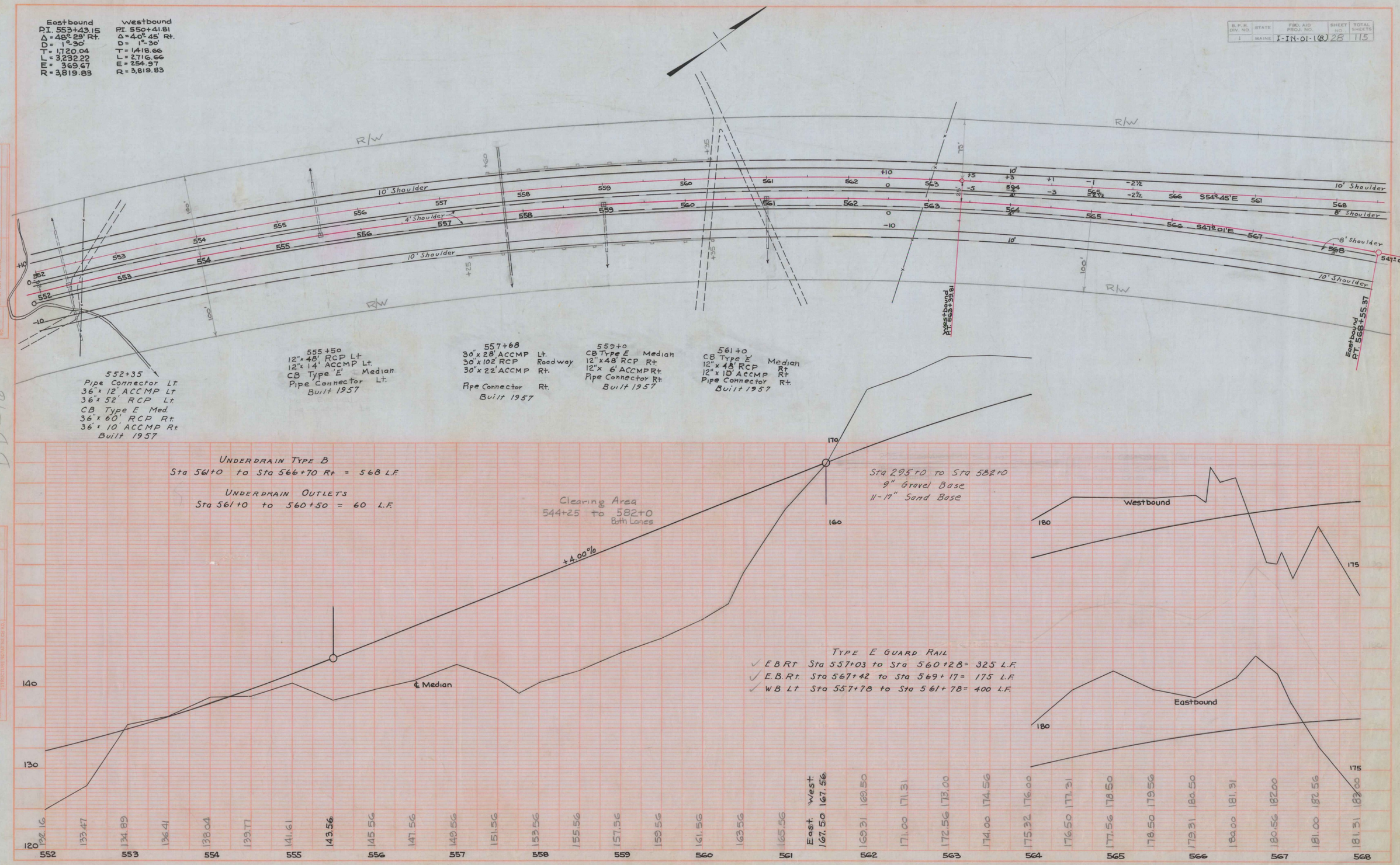
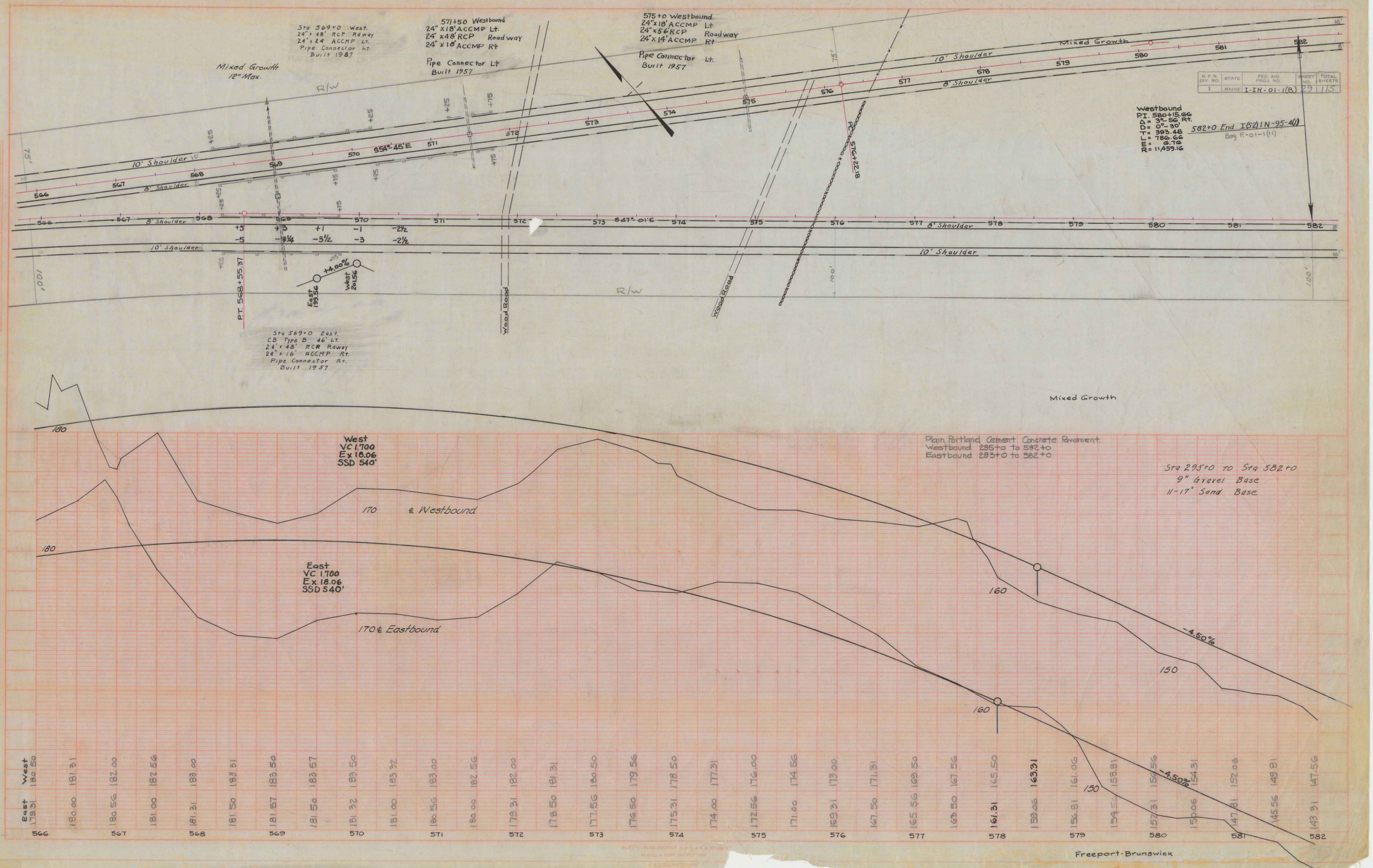
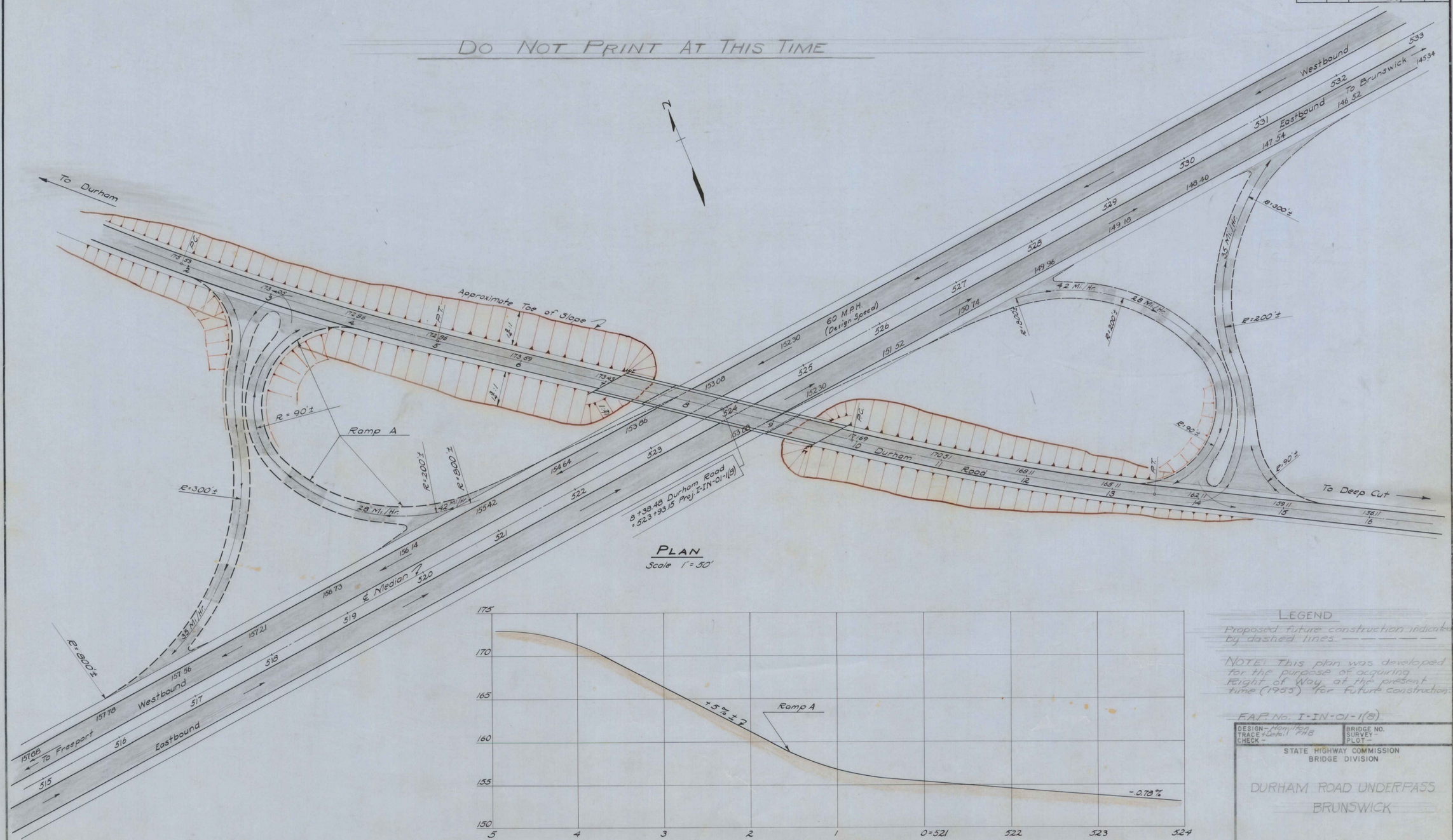


PLATE 1 - PLAN-PROFILE U.P.S. & A.E.S. Standard
RUFFEL & ERKER CO., NEW YORK


Sta 569+0 West.
24" x 48' RCP Rdway
24" x 24' ACCMP Lt.
Pipe Connector Lt.
Built 1987
Mixed Growth
12" Max.
571+50 Westbound
24" x 18' ACCMP Lt.
24" x 48' RCP Roadway
24" x 18' ACCMP Rt
Pipe Connector Lt
Built 1957
575+0 Westbound
24" x 18' ACCMP Lt.
24" x 56' RCP Roadway
24" x 14' ACCMP Rt
Pipe Connector Lt.
Built 1957
Mixed Growth
10' Shoulder
8' Shoulder
R/W
S54°-45'E
S47°-01'E
P.T. 568+55.37
+4.00%
East 199.56
West 201.56
Sta 569+0 East.
CB Type B 46' Lt.
24" x 48' RCP Rdway
24" x 16' ACCMP Rt.
Pipe Connector Rt.
Built 1957
Wood Road
PC 576+22.18
Westbound
P.I. 580+15.66
Δ = 38°-56' Rt.
D = 0°-30'
T = 393.48
L = 786.66
E = 6.76
R = 11,459.16
582+0 End I(52) IN-95-A(1)
Bog F-01-1(11)
B.P.R. DIV. NO. I
STATE MAINE
FED. AID PROJ. NO. I-IN-01-1(8)
SHEET NO. 29
TOTAL SHEETS 113
Mixed Growth
Plain Portland Cement Concrete Pavement.
Westbound 285+0 to 582+0
Eastbound 285+0 to 582+0
Sta 295+0 to Sta 582+0
9" Gravel Base
11-17" Sand Base
West
VC 1,700
Ex 18.06
SSD 540'
℄ Westbound
East
VC 1,700
Ex 18.06
SSD 540'
℄ Eastbound
-4.50%
-4.50%
Freeport-Brunswick

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IN-01-1(8)		

DO NOT PRINT AT THIS TIME



LEGEND

Proposed future construction indicated by dashed lines — — — — —

NOTE: This plan was developed for the purpose of acquiring Right of Way at the present time (1965) for future construction.

F.A.P. No. I-IN-01-1(8)

DESIGN- Hamilton TRACE + Detail FAB CHECK -	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

DURHAM ROAD UNDERPASS

BRUNSWICK

Future Proposed Construction

SHEET OF AUGUSTA, MAINE Dec. 1965

Do Not Print at this time