B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1 (1)	1	70

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY "C-4"
FREEPORT
CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. F.I.-01-1 (1)

TOTAL LENGTH 3.669 MILES

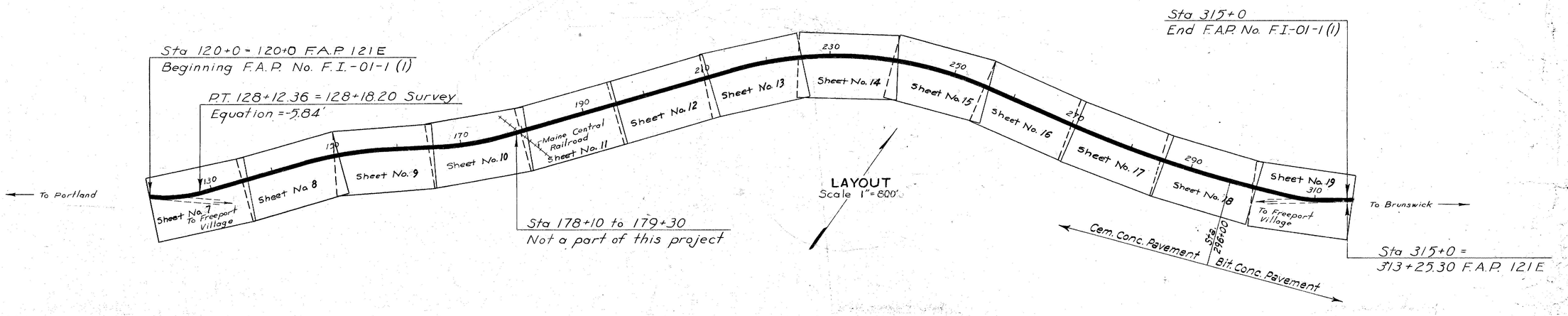
SCALES
- PLAN 1 IN. = 50 FT.
- PROFILE HOR. 1 IN. = 50 FT. / VER. 1 IN. = 5 FT.
- CROSS SECTIONS 1 IN. = 5 FT.

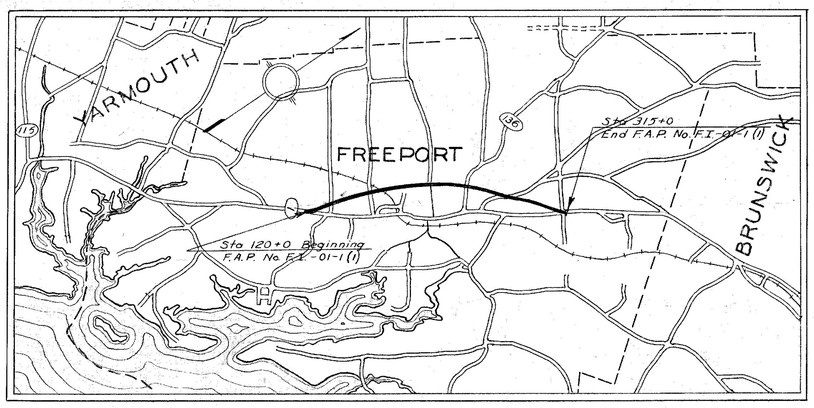
CONVENTIONAL SIGNS

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

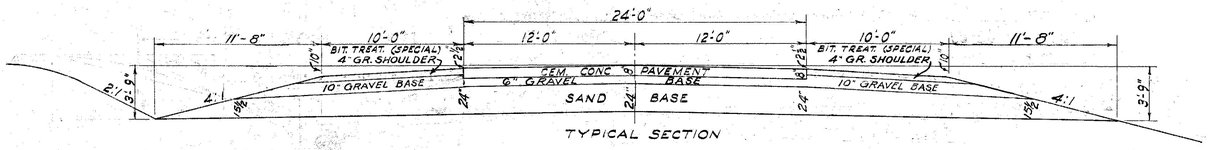
INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE	STA. 120+0 - 315+0
SHEET NO. 2	TYPICAL SECTIONS	
SHEET NO. 3	QUANTITIES	
SHEET NO. 5-6	STANDARD DETAILS	
SHEET NO. 7-19	PLAN AND PROFILE	STA. 120+0 to 315+0
SHEET NO. 20-70	CROSS SECTIONS	STA. 120+0 to 315+0
SHEET NO.	BRIDGES	STA.
SHEET NO. 4	SPECIAL DETAILS (STEEL SHEET)	





A PORTION OF CUMBERLAND COUNTY SCALE 1 INCH = 1 MILE



TYPICAL SECTION

Note: All work contemplated under this contract to be governed by and in conformity with the specifications approved May 24, 1945 except as modified on these plans.

APPROVED:
MAINE STATE HIGHWAY COMMISSION

Lloyd B. Moto
CHAIRMAN

C. J. Rousseau

Harley D. Walsh

Lucius D. Barrows
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

APPROVED DATE

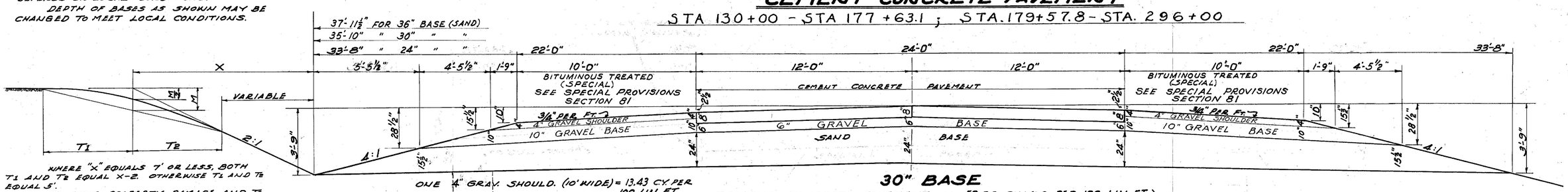
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F.I.-01-1 (1)	2	70

FOR ALL SECTIONS DEPTH OF DITCH DEPENDS ON LOCAL CONDITIONS.
DEPTH OF BASES AS SHOWN MAY BE CHANGED TO MEET LOCAL CONDITIONS.

CEMENT CONCRETE PAVEMENT

STA 130+00 - STA 177+63.1 ; STA. 179+57.8 - STA. 296+00



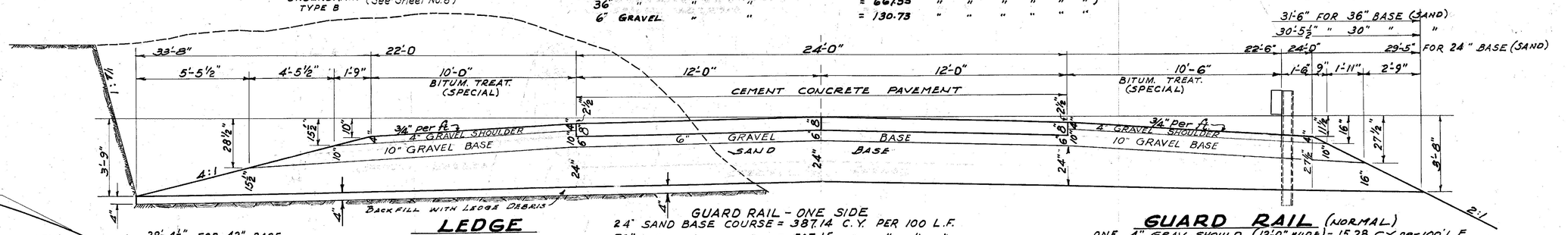
WHERE "X" EQUALS 7' OR LESS, BOTH T1 AND T2 EQUAL X-2. OTHERWISE T1 AND T2 EQUAL 5'.
TO AVOID PROPERTY DAMAGE AND TO SAVE SHADE TREES THIS FORMULA MAY BE MODIFIED.

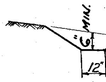
ONE 4" GRAV. SHOULD. (10' WIDE) = 13.43 C.Y. PER 100 LIN. FT.

30" BASE

8" CEMENT CONCRETE PAVEMENT	= 59.26 CU. YDS. PER 100 LIN. FT.	4:1 SLOPE BOTH SIDES
24" SAND BASE COURSE	= 401.87 " " " " " "	
30" " " "	= 530.91 " " " " " "	
36" " " "	= 667.53 " " " " " "	
6" GRAVEL " "	= 130.73 " " " " " "	

UNDERDRAIN (See Sheet No. 6) TYPE B





BERM DITCH

WHERE A 2:1 SLOPE IS NOT PRACTICABLE USE A 1½:1 SLOPE IN CUTS.
CONSTRUCT A BERM DITCH WHERE NEEDED.

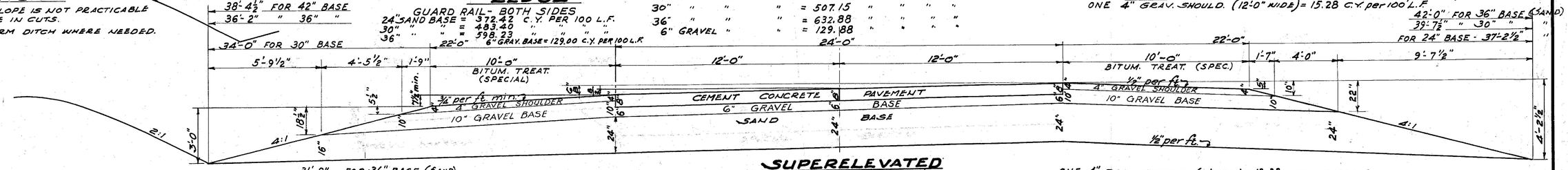
LEDGE

GUARD RAIL - BOTH SIDES
24" SAND BASE = 372.42 C.Y. PER 100 L.F.
30" " " = 483.40 " " " "
36" " " = 598.23 " " " "
6" GRAV. BASE = 129.00 C.Y. PER 100 L.F.

GUARD RAIL - ONE SIDE
24" SAND BASE COURSE = 387.14 C.Y. PER 100 L.F.
30" " " " = 507.15 " " " "
36" " " " = 632.88 " " " "
6" GRAVEL " " = 129.88 " " " "

GUARD RAIL (NORMAL)

ONE 4" GRAV. SHOULD. (12'0" WIDE) = 15.28 C.Y. per 100' L.F.



CURVES OF 0°-45' OR MORE SHALL BE SUPERELEVATED. "B" THE FULL BANK FOR 24' WIDTH EQUALS 4 TIMES "D", THE DEGREE OF CURVE, WITH A MINIMUM OF 6" SUPERELEVATION. MAXIMUM BANK SHALL NOT EXCEED 1 INCH PER FOOT WIDTH OF PAVEMENT.
ALL CURVES SHALL HAVE FULL SUPERELEVATION AT APPROXIMATELY THE P.C. AND P.T. OF THE CURVE WITH A TRANSITION OF 150 FEET UNLESS OTHERWISE SPECIFIED.

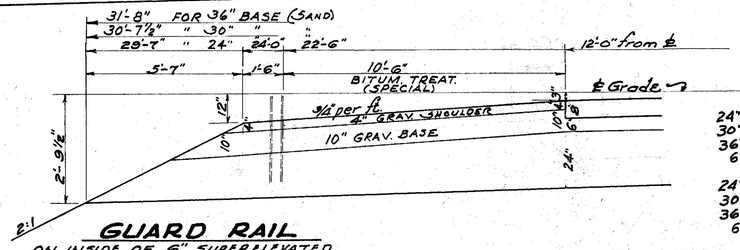
SUPERELEVATED

(6" SUPERELEVATION SHOWN)

24" SAND BASE COURSE	= 443.90 C.Y. PER 100 L.F.	4:1 SLOPE BOTH SIDES
30" " " "	= 580.11 " " " "	
36" " " "	= 724.78 " " " "	
6" GRAV. " "	= 129.56 " " " "	

GUARD RAIL - OUTSIDE
24" SAND BASE = 416.64 C.Y. PER 100 L.F.
30" " " = 539.84 " " " "
36" " " = 669.29 " " " "
6" GRAV. " = 129.68 " " " "

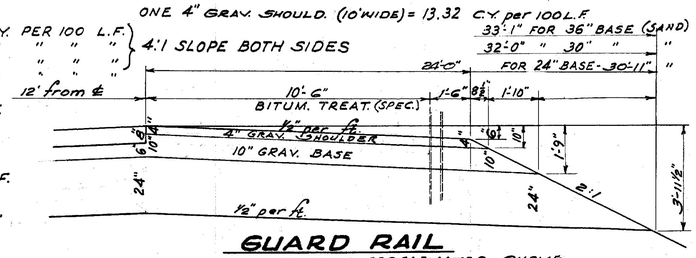
GUARD RAIL - BOTH SIDES
24" SAND BASE = 401.35 C.Y. PER 100 L.F.
30" " " = 515.28 " " " "
36" " " = 633.14 " " " "
6" GRAV. BASE = 128.85 " " " "



GUARD RAIL

ON INSIDE OF 6" SUPERELEVATED CURVE.

ONE 4" GRAV. SHOULD. (10' WIDE) = 13.32 C.Y. per 100 L.F.

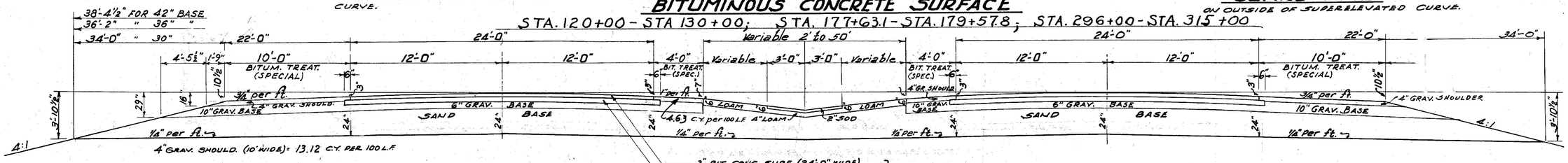


GUARD RAIL

ON OUTSIDE OF SUPERELEVATED CURVE.

BITUMINOUS CONCRETE SURFACE

STA. 120+00 - STA 130+00; STA. 177+63.1 - STA. 179+57.8 ; STA. 296+00 - STA. 315+00



4" GRAV. SHOULD. (10' WIDE) = 13.12 C.Y. PER 100 L.F.

2" BIT. CONC. SURF. (24'-0" WIDE)
6" CRUSH. STONE BASE (25'-0" WIDE) } TONNAGE BASIS

STA. 296± TO STA. 302± - VARIABLE WIDTH 24' to 58' - CROWN ¼" PER FT.
2" BIT. CONC. SURF. - 6" CRUSH. STONE BASE - 30" SAND BASE

STA. 302± TO STA. 312±

STA. 312± to STA. 315± - VARIABLE WIDTH 24' to 58' - BANK ½" PER FT.
2" BIT. CONC. SURF. - 6" CRUSH. STONE BASE 30" SAND BASE

"C" FREEPORT

P.R.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	8	70

LOAM AND SODDING

STATION TO STATION	SIDE	REMARKS
227+20 to 228+05	Lt.	Sodded Gutter
252+50 to 256+90	Lt.	Sodded Gutter
252+50 to 257+20	Rt.	Sodded Gutter
257+20 to 260+10	Lt.	Sodded Gutter
257+50 to 259+0	Lt.	Slope Checks & Strip Sodding
257+70 to 259+80	Rt.	Sodded Gutter
258+20 to 259+40	Rt.	Slope Checks & Strip Sodding
262+90 to 268+0	Rt.	Sodded Gutter
263+10 to 268+0	Lt.	Sodded Gutter
263+20 to 266+50	Rt.	Slope Checks & Strip Sodding
263+50 to 266+50	Lt.	Slope Checks & Strip Sodding
302+0 to 312+0	Ctr.	Sodded Gutter

INCIDENTAL NOTES

Surface material for road approaches shall meet specifications for Gravel Shoulders and shall be paid for under Item #19 Gravel Shoulders.

Underdrain undetermined location

WIRE CABLE GUARD RAIL

STATION TO STATION	SIDE	LENGTH	ANCHORS
123+40 to 129+0	Rt.	560'	2
167+80 to 170+52	Lt.	272'	2
174+26 to 178+10	Lt.	384'	2
174+26 to 178+10	Rt.	384'	2
179+30 to 185+38	Lt.	608'	2
179+30 to 182+82	Rt.	352'	2
213+70 to 215+62	Lt.	192'	2
213+70 to 215+62	Rt.	192'	2
219+60 to 221+84	Lt.	224'	2
223+20 to 228+32	Lt.	512'	2
256+90 to 257+22	Lt.	32'	2
257+40 to 257+72	Rt.	32'	2
259+80 to 262+68	Rt.	288'	2
260+10 to 262+82	Lt.	272'	2

CLEARING AND GRUBBING

STATION TO STATION
120+0 to 133+0
142+25 to 217+0
231+0 to 236±0
243+0 to 246+0
256+0 to 272+0
283+75 to 304+0
308+75 to 311+0

ROADWAY CULVERTS

STATION	SIZE	LENGTH	KIND	CONCRETE A	CONCRETE B	STEEL	REMARKS
131+0	18"	100'	R.C.P.				2 Con. Hdw'lls
136+18	18"	88'	"				2 Con. Hdw'lls
143+0	18"	64'	"				2 Con. Hdw'lls
157+32	18"	92'	"				2 Con. Hdw'lls
168+0	18"	60'	"				1 Hdw'll Lt. D.I. (B) Rt.
170±40	18"	64'	"				1 Hdw'll Lt. D.I. (B) Rt.
175+50	24"	92'	"				2 Con. Hdw'lls
214+90	36"	108'	"				2 Con. Hdw'lls
217+14	18"	80'	"				1 Hdw'll Lt. D.I. (B) Rt
218±75	18"	76'	"				2 Con. Hdw'lls
224+29	18"	88'	"				2 Con. Hdw'lls
228+05	24"	64'	"				2 Con. Hdw'lls
233+0	18"	76'	"				2 Con. Hdw'lls
242+24	18"	60'	"				2 Con. Hdw'lls
257+29	36"	124'	"				2 Con. Hdw'lls
262+0	96"	162'	Sect. Pl.				Cut on 2:1 slope
272+97	24"	80'	R.C.P.				2 Con. Hdw'lls
278±87	18"	76'	"				2 Con. Hdw'lls
281+0	24"	82'	"				2 Con. Hdw'lls
287+0	36"	84'	"				2 Con. Hdw'lls
300+50	24"	118'	"				2 Con. Hdw'lls
309±62	36"	176	"				2 Con. Hdw'lls DI(R)
141±80	18"	68	"				2 Con. Hdw'lls
144±75	18"	76'	"				2 Con. Hdw'lls
206+0	18"	72	"				2 Con. Hdw'lls.

GRADING SUMMARY

STATION TO	STATION	CUT	FILL	ROCK CUT	REMARKS
120+0	131+0	2407	370	143	Cu. Yds.
131+0	142±50	1166	762	-	
142+50	153+62	2001	4618	592	
153+62	166+0	4242	2353	2383	
166+0	176+50	7879	8251	1046	
176+50	185+0	84	19350	38	
185+0	197+0	2229	5231	2870	
197+0	208+0	3240	7183	1003	
208+0	217+0	6390	6039	-	
217+0	226+0	5626	3382	-	
226+0	237+0	2276	4339	1146	
237+0	246+25	2555	3318	83	
246+25	256+0	8537	54	1274	
256+0	263+0	8308	23395		
263+0	273+50	21350	1306		
273+50	284+50	3970	1999		
284+50	296+50	2668	7521		
296+50	298+0	1473	546		
298+0	309+50	5632	8820		
309+50	315+0	3304	3273	90	

DRIVEWAY CULVERTS

STATION	SIDE	SIZE	L' GT	KIND	REMARKS
129+25	Rt.	18"	66'	C.M.P.	2 Con. Hdw'lls
306+0	Rt.	18"	110'	C.M.P.	2 Con. Hdw'lls 1 DI Type "A"
		15"	200	C.M.P.	UNDETERMINED LOC.

BASE COURSES

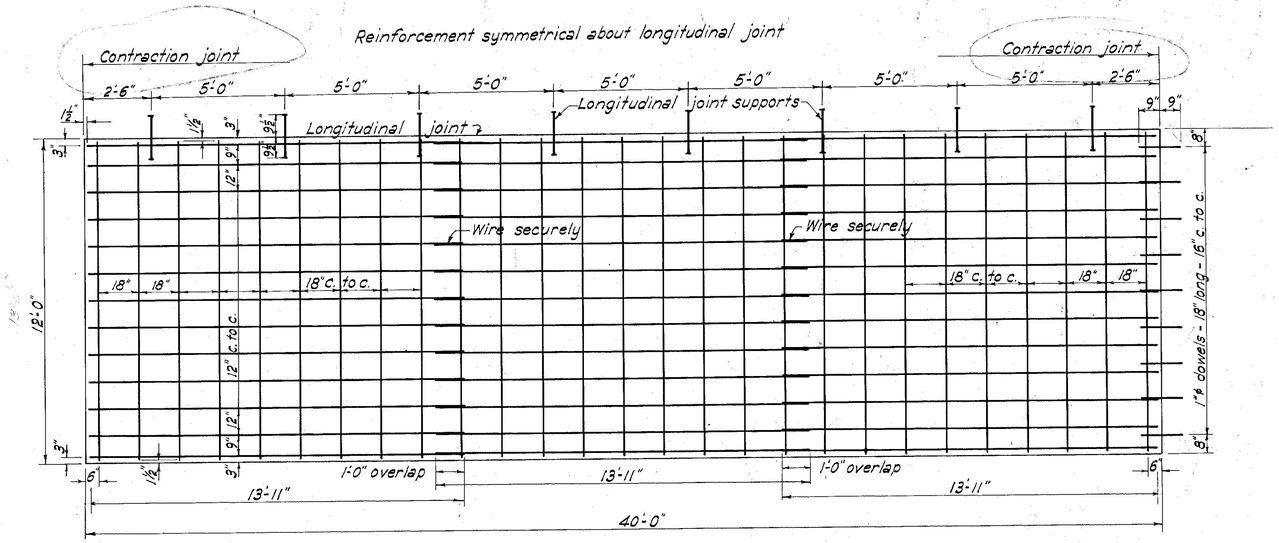
STATION TO STATION	GRAVEL	SAND
120+0 - 122+0 VARIABLE	6 - 24"	
122+0 - 130+0	6"	24"
130+0 - 173+10	6"	24"
173+30 - 254+0	6"	24"
254+0 - 257+50	6"	30"
257+50 - 259+50	6"	36"
259+50 - 262+75	6"	30"
262+75 - 265+50	6"	36"
265+50 - 268+0	6"	30"
268+0 - 307+0	6"	24"
307+0 - 315+0	6"	24"

NOTE: ALL SAND BASE FOR APPROACH ROADS SHALL BE COVERED WITH 6" GRAVEL BASE.

ESTIMATED QUANTITIES

ITEM	DESCRIPTION	QUANTITY	UNIT
11	CLEARING & GRUBBING	30	ACRES
12-A	EARTH EXCAVATION	97,000	CU. YDS.
12-B	ROCK EXCAVATION	12,000	CU. YDS.
12-E	TREES REMOVED	15	EACH
12-F	TRIMMING SLOPES	102,000	SQ. YDS.
12-G	STRIPPING PITS	4,000	CU. YDS.
13-B	ROCK EXCAVATION FOR STRUCTURES	100	CU. YDS.
17-A	COMMON BORROW	25,000	CU. YDS.
19	GRAVEL SHOULDERS	5600	CU. YDS.
23	SAND BASE COURSE	97,400	CU. YDS.
24-A	GRAVEL BASE COURSE	30,000	CU. YDS.
	GRAVEL FOR FOUNDATIONS	200	CU. YDS.
26	CRUSHED STONE BASE COURSE	3,500	TONS
36-B	ASPHALT CEMENT	29,000	GALS.
37-A	BITUMINOUS CONCRETE SURF. COURSE	1,400	TONS
38	CEMENT CONCRETE PAVEMENT	10,400	CU. YDS.
39-A	STEEL REINF. FOR CONC. PAVEMENT	460,000	SQ. YDS.
42-B	CLASS "B" CONCRETE	121	CU. YDS.
43	STEEL REINF. FOR CONC. STRUCTURES	500	LBS.
47-E	18" CORRUGATED METAL PIPE	184	LIN. FT.
50-C	18" REINF. CONCRETE PIPE	1140	LIN. FT.
50-D	24" REINF. CONCRETE PIPE	436	LIN. FT.
52-A	DROP INLETS - TYPE "A"	1	EACH
52-B	DROP INLETS - TYPE "B"	5	EACH
54	HAND LAID RIPRAP	100	CU. YDS.
55-B	UNDERDRAIN - TYPE "B"	2000	LIN. FT.
55-G	UNDERDRAIN OUTLETS	200	LIN. FT.
57	SLOPE CHECKS	2000	LIN. FT.
65-B	WIRE CABLE GUARD RAIL - TYPE "B"	1,410	LIN. FT.
65-C	ANCHORAGES	20	EACH
65-D	GUARD POSTS	20	EACH
67-A	LOAM EXCAVATION	2,000	CU. YDS.
67-B	LOAM BORROW	100	CU. YDS.
68	SODDING	3,000	SQ. YDS.
69	PROJECT MARKERS	2	EACH
70	RIGHT OF WAY MONUMENTS	75	EACH
72	UNDERDRAIN OUTLET MARKERS	4	EACH
73	TRAFFIC OFFICERS	700	M. HRS.
74	FENCING	38,000	LIN. FT.
75	GRAVEL OVERHAUL	40,000	YD. MI.
76	CALCIUM CHLORIDE	5	TONS
77	36" SECTIONAL PLATE CULVERT	162	LIN. FT.
78	REMOVING OLD CONC. PAVEMENT	300	SQ. YDS.
79	HAY MULCH	10	TONS
80	BINDER	1,000	CU. YDS.
81	BITUMINOUS TREATMENT	43,000	GALS.
82	LONGITUDINAL JOINT SUPPORTS	3,700	EACH
13	EXCAVATION FOR STRUCTURES	2300	CU. YDS.
50-F	36" REINF. CONC. PIPE	492	LIN. FT.
47-D	15" CORRUGATED METAL PIPE	200	LIN. FT.

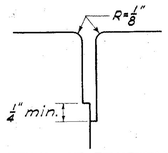
B.P.R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F.I.-01-1(1)	4	70



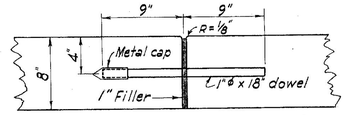
PLAN OF PAVEMENT REINFORCEMENT

REINFORCING DATA

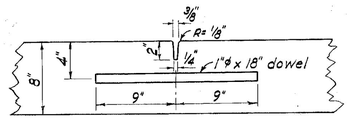
3/8" diam. bars - 0.376 lbs. per lin. ft.
1" " " - 2.670 " " " "
Longitudinal bars - 13'-11" long - 3/8" diam.
Transverse " - 11'-9" " - 3/8" "
Dowels - 18" long - 1" diam.
Each 12' x 40' section contains 39 longitudinal bars, 27 transverse bars and 9 dowels.
Total weight of steel including dowels = 6.739 lbs. per sq. yd.
17.97 lbs. per lin. ft. (24' width pavement)



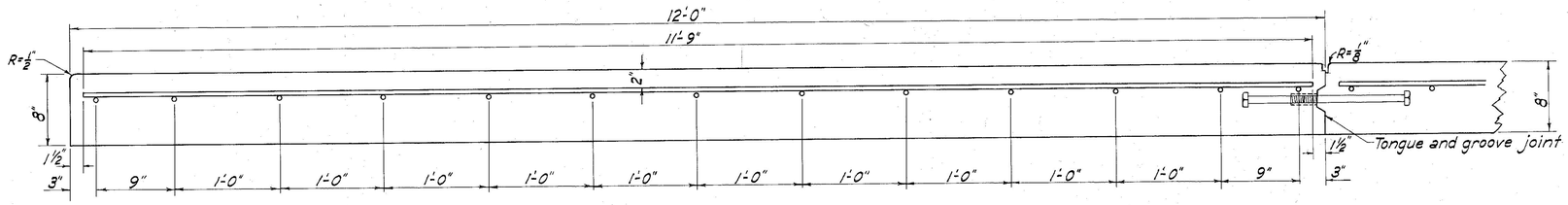
DETAIL OF FINISHING OF LONGITUDINAL JOINT



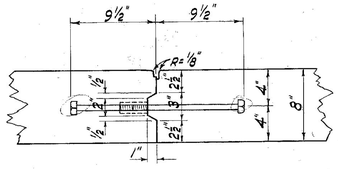
EXPANSION JOINT
At end of day's run and at structures.



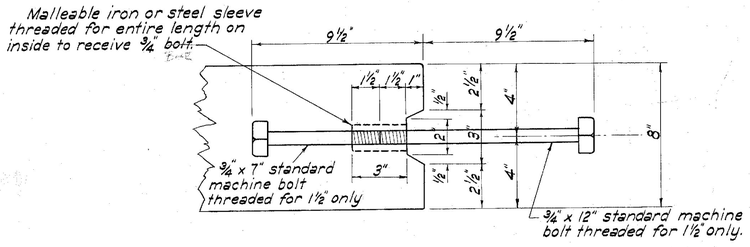
CONTRACTION JOINT
DOWEL JOINTS



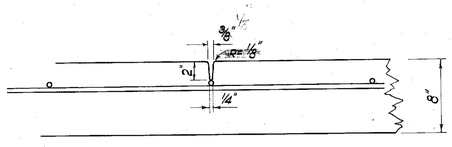
TRANSVERSE SECTION



LONGITUDINAL JOINT

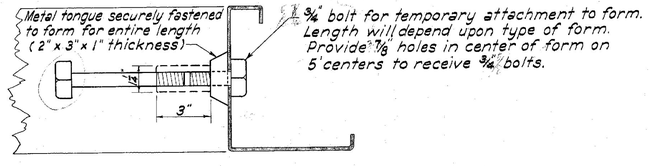


LONGITUDINAL JOINT SUPPORT



DUMMY JOINT

To be constructed midway between contraction joints in rock cuts only.



LONGITUDINAL JOINT SUPPORT
(Showing temporary attachment to form.)

DOWEL JOINTS

Dowels must be accurately held in place perpendicular to the plane of the cross-section of the pavement by chairs or supports of a type approved by the Engineer.

One-half of the dowel shall be coated with bituminous material sufficiently to break the bond.

Dowels at expansion joints shall be provided with a 6" approved tight-fitting metal cap, which will allow an expansion of 3/4 of an inch.

WIRE MESH REINFORCEMENT

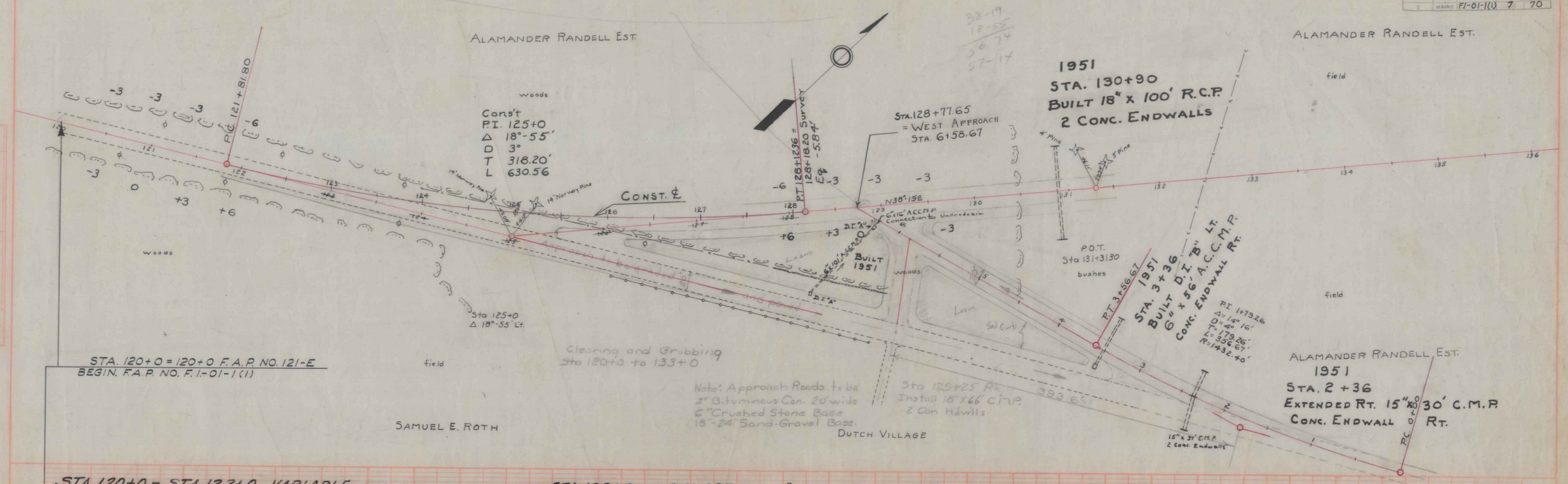
When wire mesh is used, No. 2 longitudinal wires shall be spaced 6 inches.

Transverse wires shall be No. 2 spaced 12 inches.

The mesh shall be supplied in mats 11'-6" wide by 14'-0" long and laid to overlap 13 1/2".

Weight of mesh per 40' section = 269.82 lbs.
" " dowels " " " = 36.05 "
Total weight " " " = 305.87 "
Weight per square yard = 5.735 lbs.

P.R.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-01-1(1)	7	70



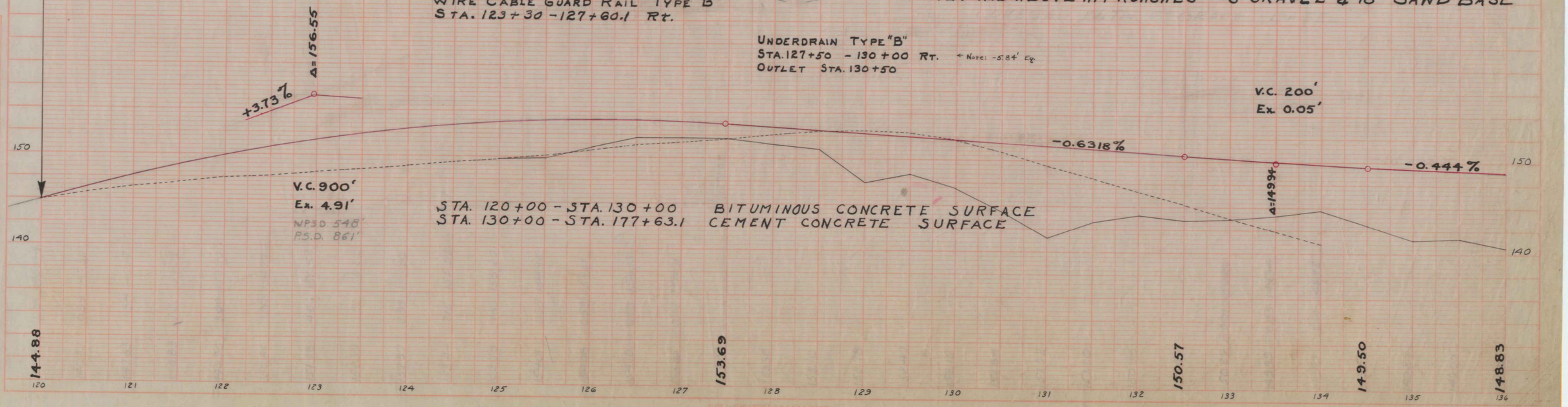
STA. 120+0 - STA. 122+0 VARIABLE & 24" GRAVEL BASE

STA. 122+0 - STA. 127+0 6" GRAVEL - & VARIABLE SAND BASE
STA. 127+0 - STA. 140+0 6" GRAVEL & 24" SAND BASE

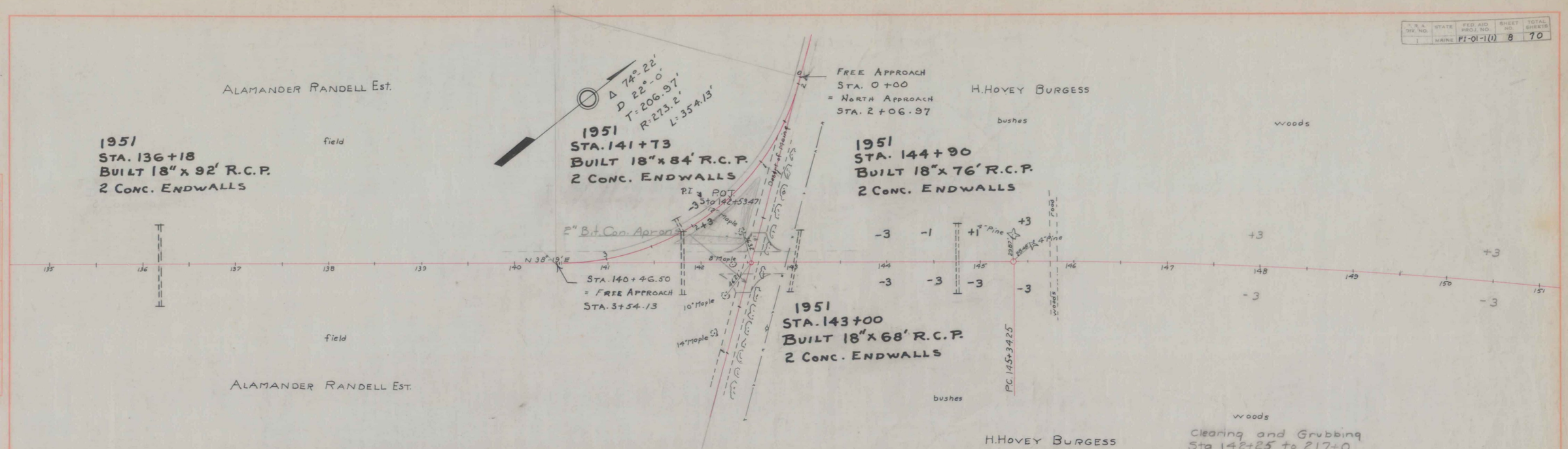
NOTE: ALL ABOVE APPROACHES 6" GRAVEL & 18" SAND BASE

WIRE CABLE GUARD RAIL TYPE "B"
STA. 123+30 - 127+60.1 Rt.

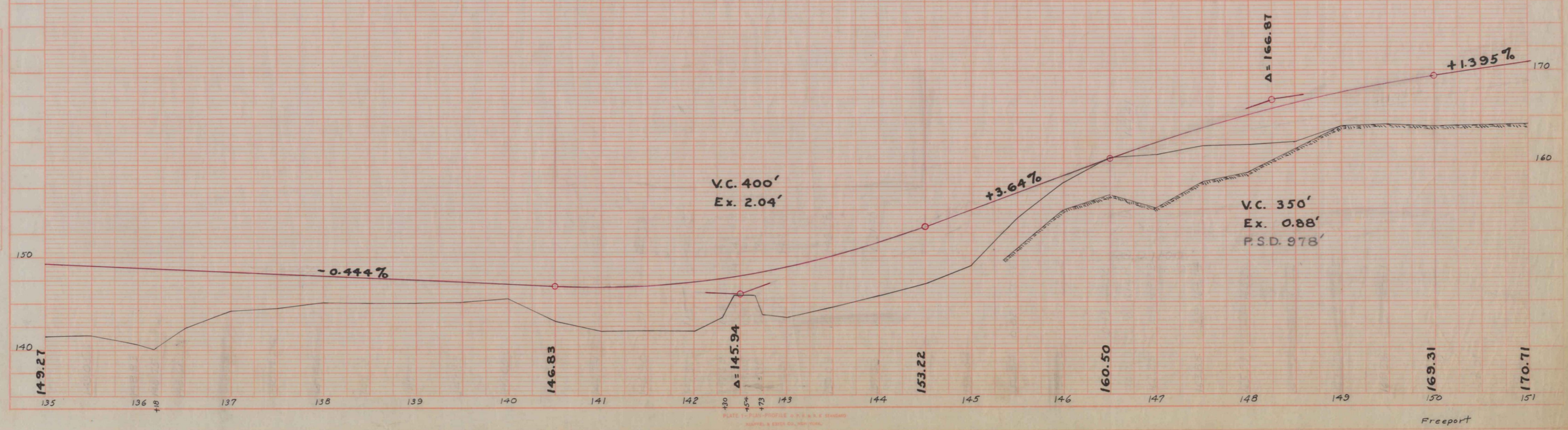
UNDERDRAIN TYPE "B"
STA. 127+50 - 130+00 Rt. * Note: -5.84' Eq.
OUTLET STA. 130+50



U.S.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	8	70

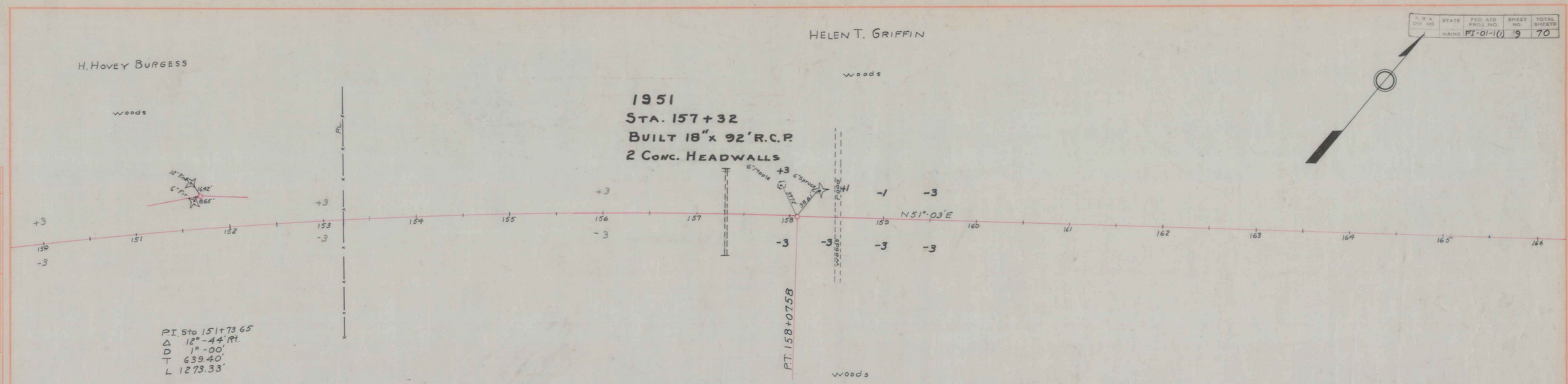


STA. 140+0 - STA. 141+50 6" GRAVEL & 48" SAND BASE
STA. 141+50 - STA 178+10 6" GRAVEL & 24" SAND BASE
DESERT OF MAINE APPROACHES 6" GRAVEL & VARIABLE SAND BASE



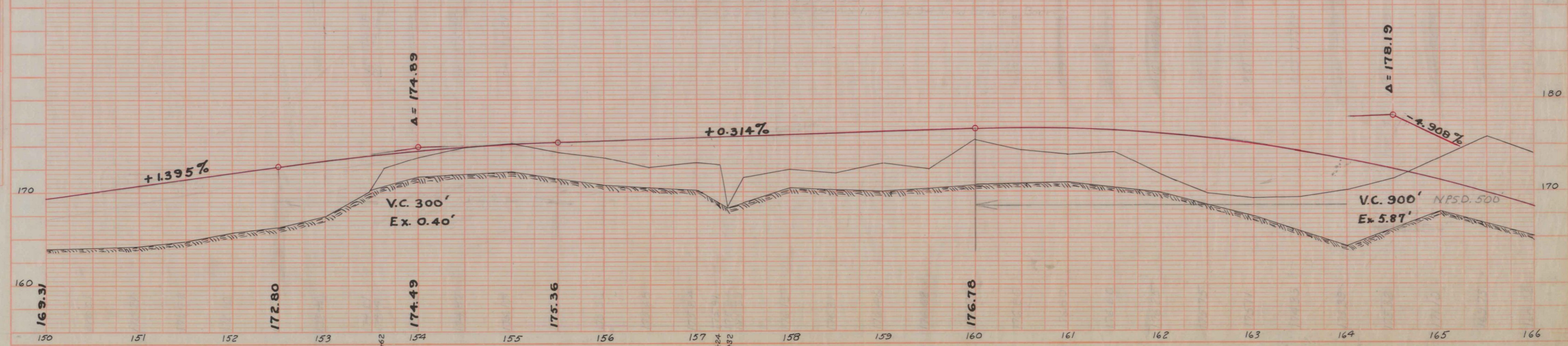
Freeport

U.R.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	MAINE	FI-01-1(1)	9	70



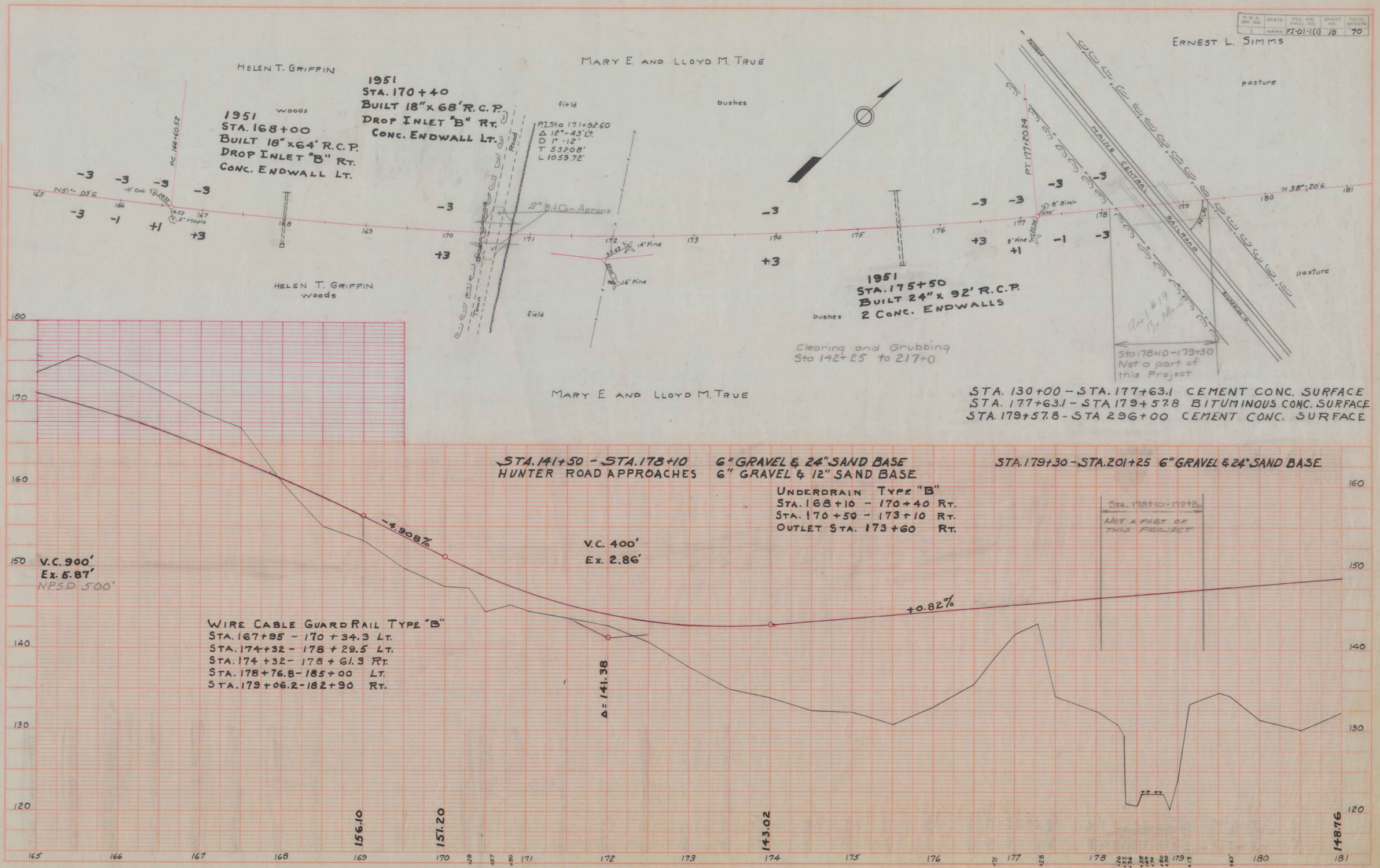
STA. 141+50 - STA. 178+10 6" GRAVEL & 24" SAND BASE

UNDERDRAIN TYPE "B"
STA. 153+50 - 156+50 RT.
OUTLET STA. 153+0

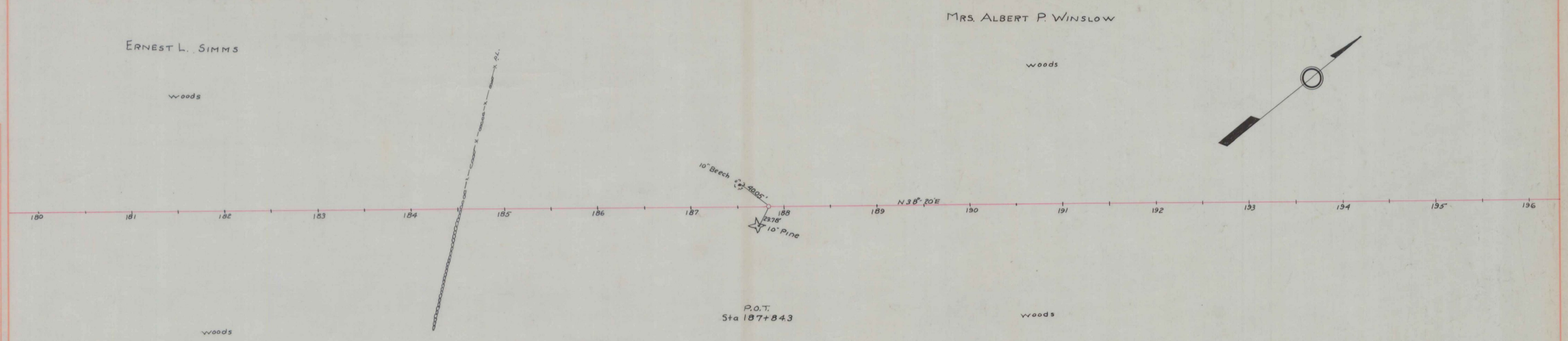


F. A. P. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	10	70

8825

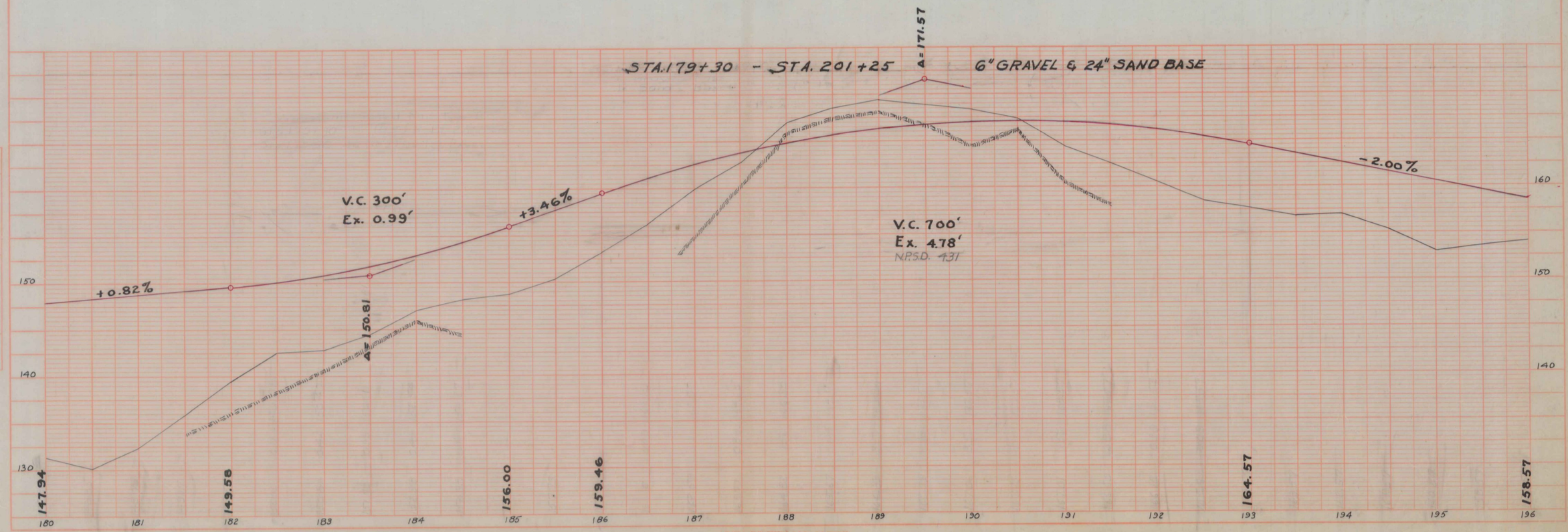


P. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	11	70



Clearing and Grubbing
Sta 142+25 to 217+0

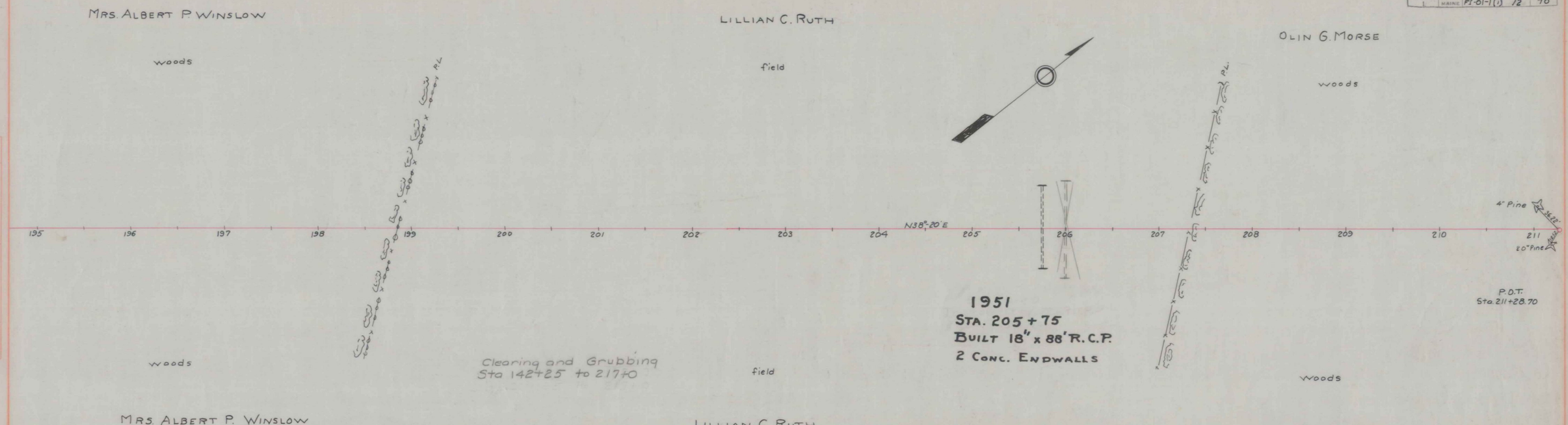
STA. 179+30 - STA. 201+25 6" GRAVEL & 24" SAND BASE



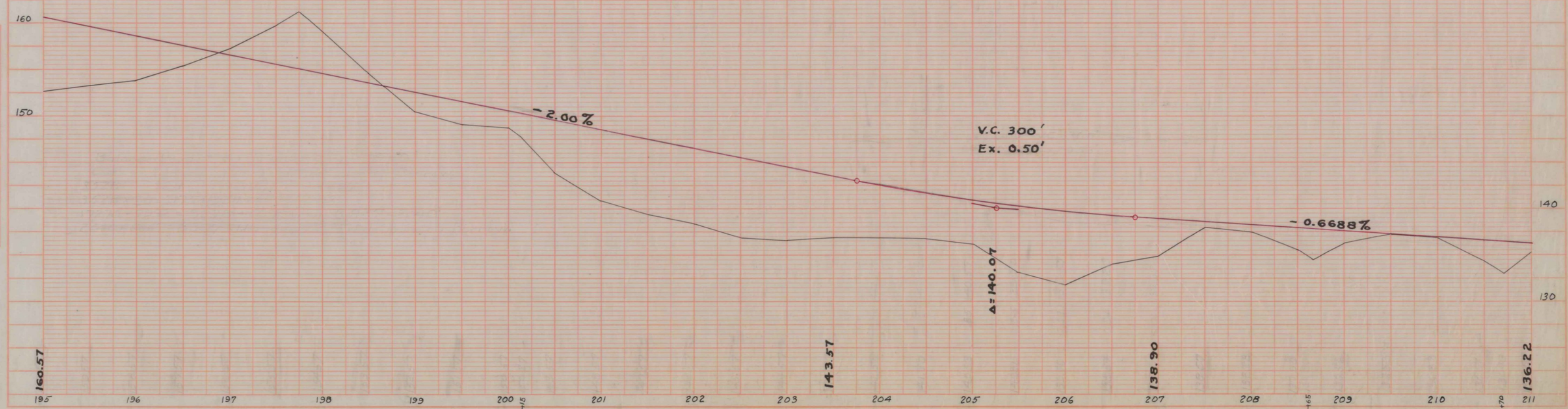
Freeport

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

F. A. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	12	70



STA. 179+30 - STA. 201+25 6" GRAVEL & 24" SAND BASE
STA 201+25 - STA. 205+75 6" GRAVEL & 36" SAND BASE
STA. 205+75 - STA. 220+0 6" GRAVEL & 24" SAND BASE

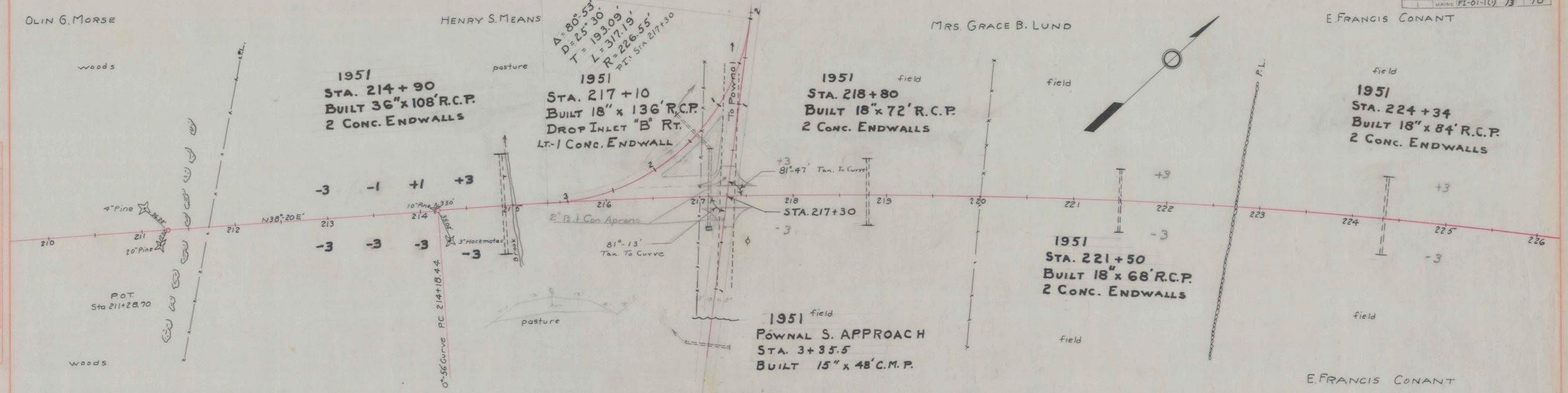


Freeport

PLATE 1 - PLAN-PROFILE G. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

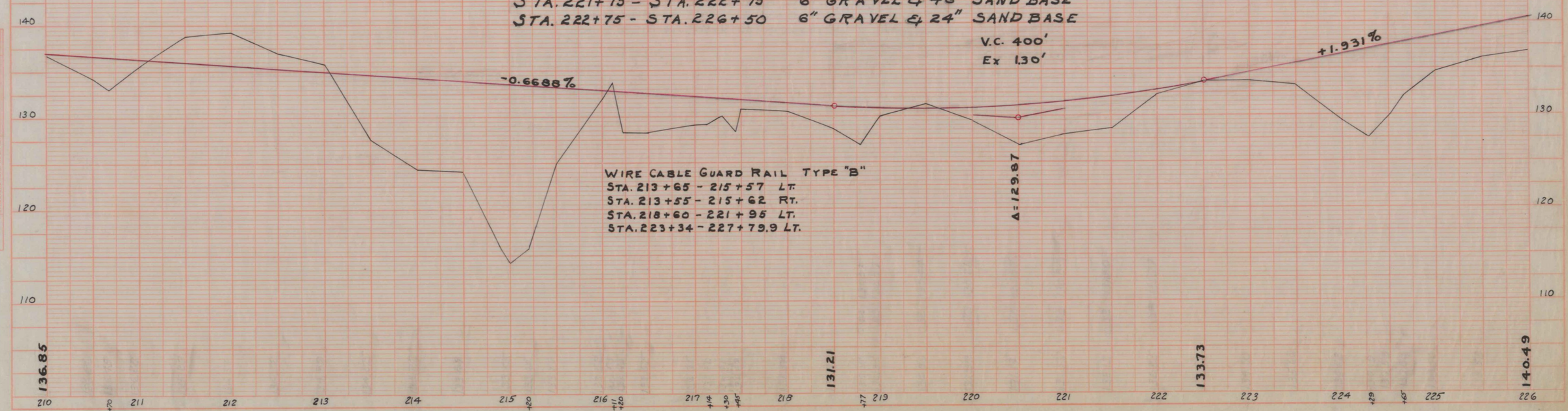
K. & E. Co. No. 348-10F

U. S. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F1-01-1(1)	13	70



STA. 205+75 - STA. 220+0 6" GRAVEL & 24" SAND BASE
STA. 220+0 - STA. 221+0 6" GRAVEL & 48" SAND BASE
STA. 221+0 - STA. 221+75 6" GRAVEL & 24" SAND BASE
STA. 221+75 - STA. 222+75 6" GRAVEL & 48" SAND BASE
STA. 222+75 - STA. 226+50 6" GRAVEL & 24" SAND BASE

POWNAL ROAD APPROACHES 6" GRAVEL & 18" SAND BASE



Freeport

P. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	14	70

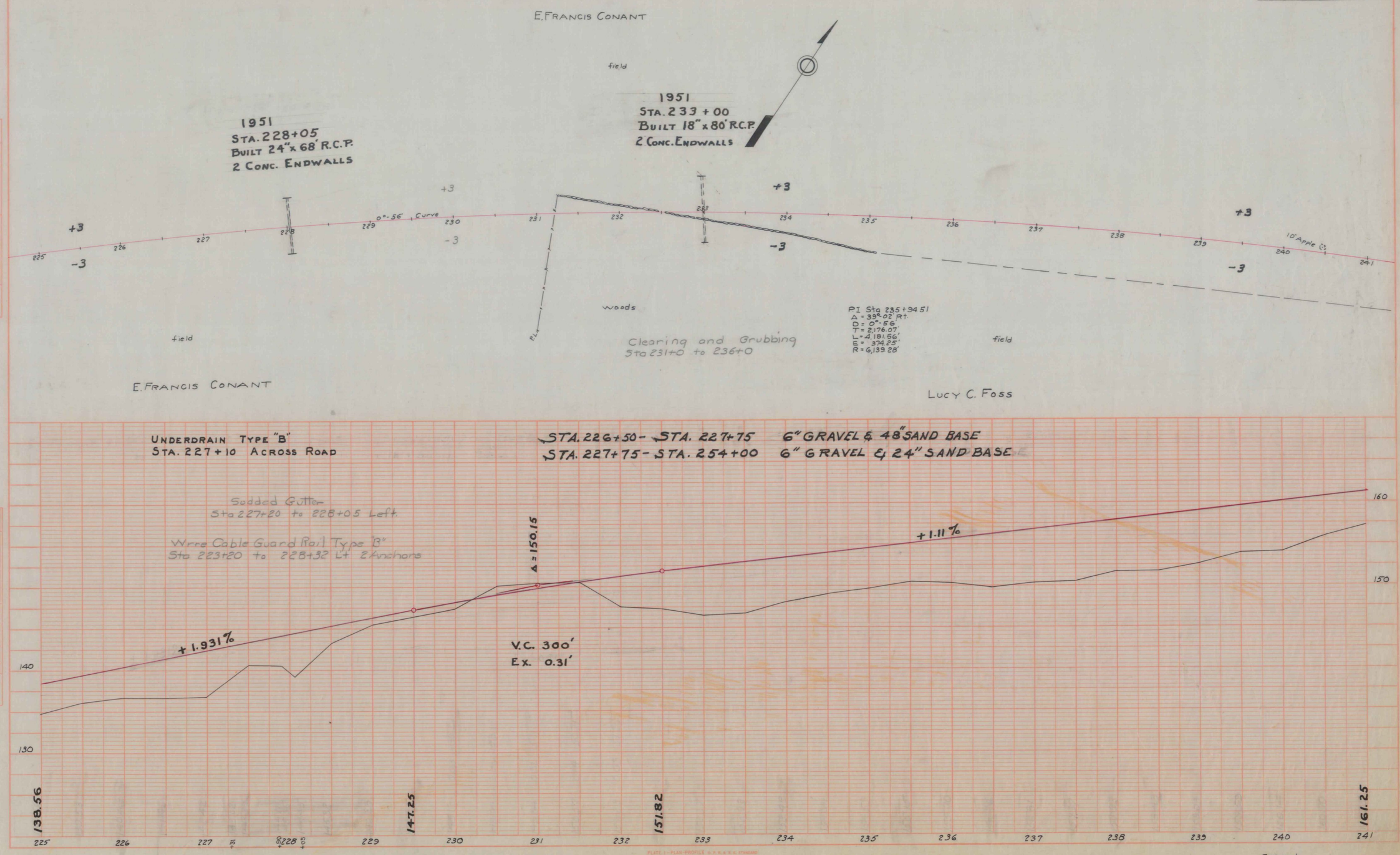
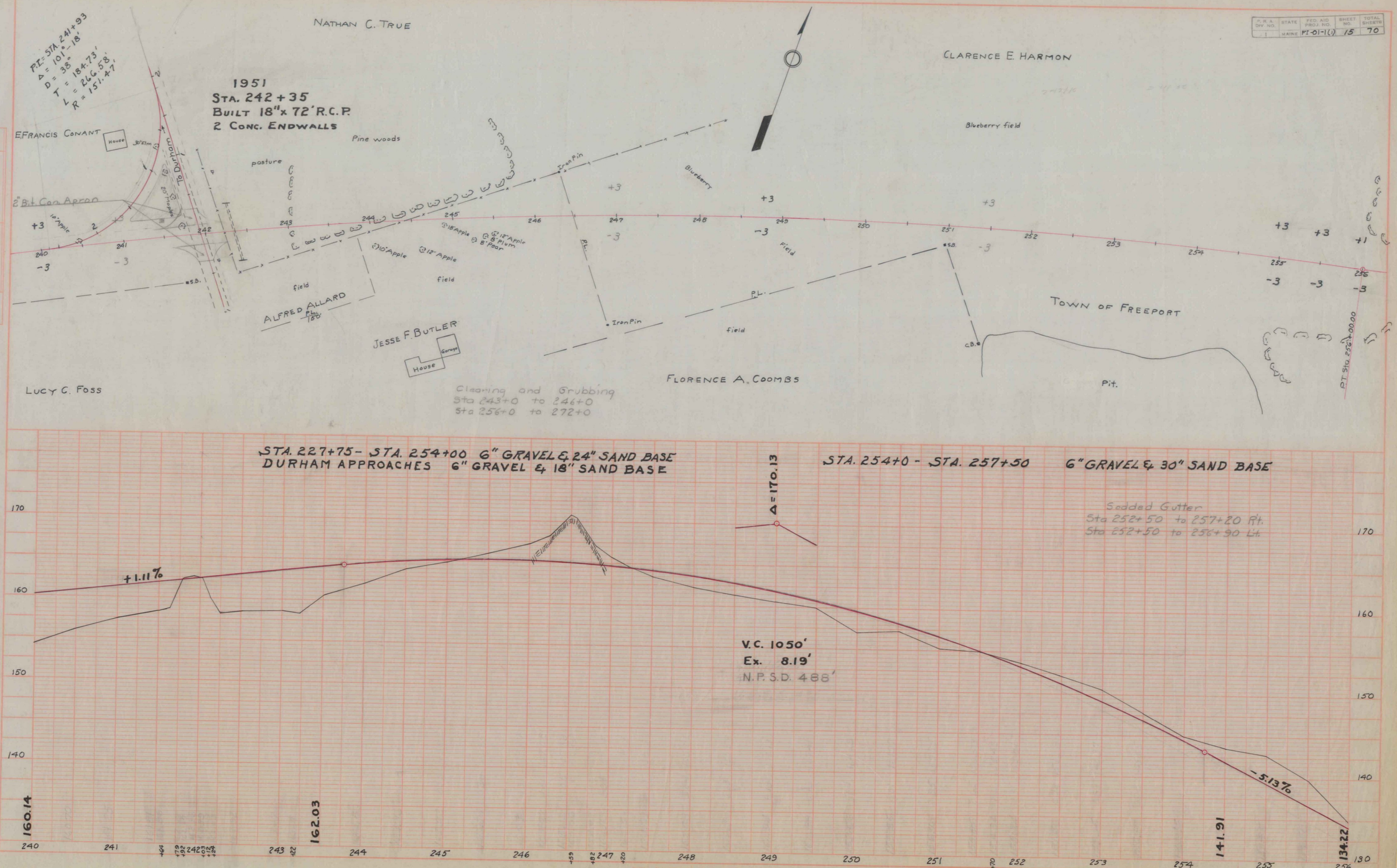


PLATE 1—PLAN-PROFILE U. P. R. & W. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK
K & E Co. No. 346-10P

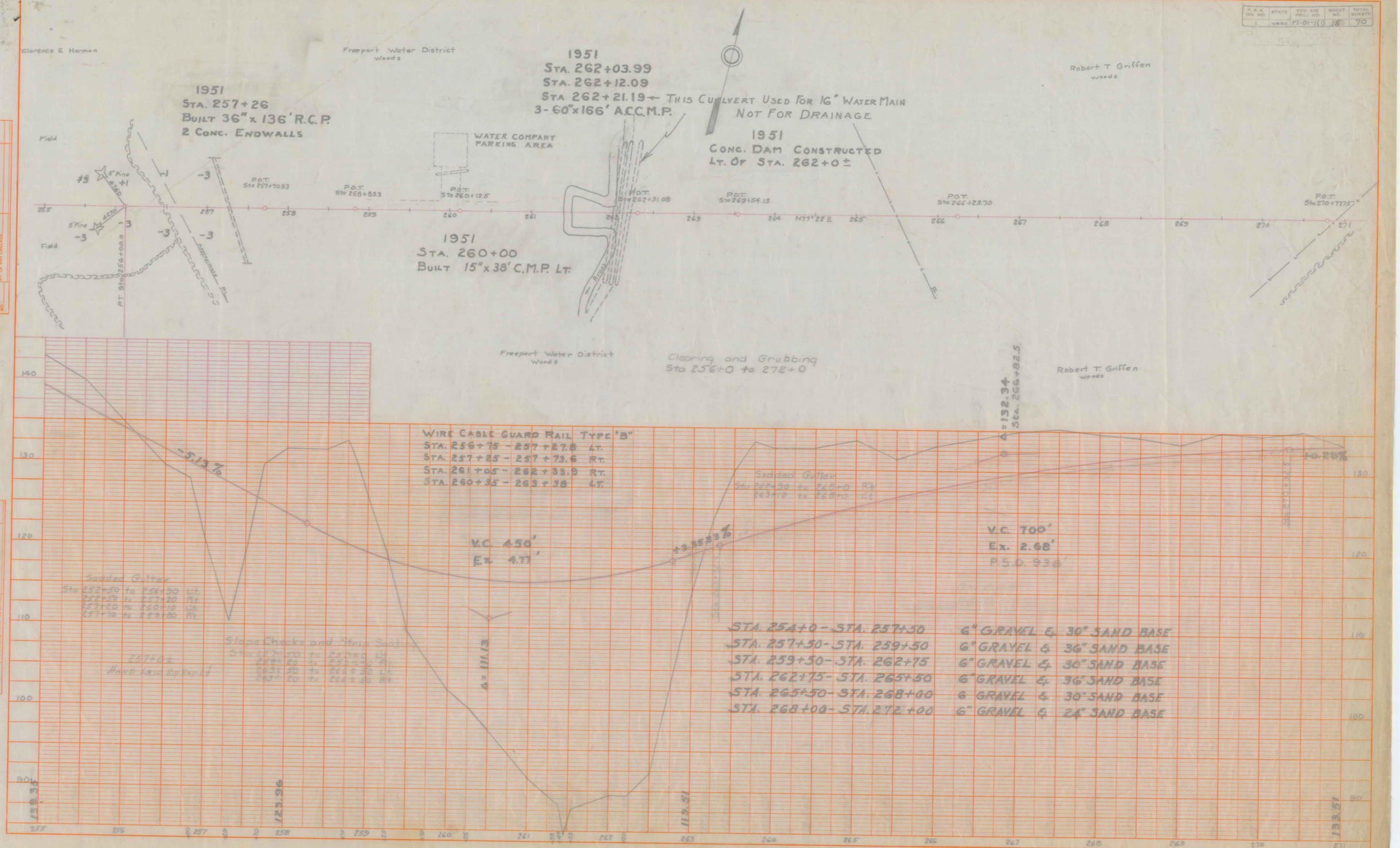
PLAN
DATE
BY
DRAWN
TRACED
PLOTTED
NOTE BOOK
SHADED CHECKED
ALIGNMENT CHECKED
NO.
PT. OF MAT. CHANGE

PROFILE
DATE
BY
DRAWN
TRACED
PLOTTED
NOTE BOOK
SHADED CHECKED
B.M. NOTED
NO.
ENGINEER'S ESTIMATE (CY.C.)

U. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	15	70



P.R.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	FI-01-1(1)	16	70



PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, S. M. & NOTED, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, S. M. & NOTED, STRUCTURE NOTATIONS CH'D., NO., BY, DATE

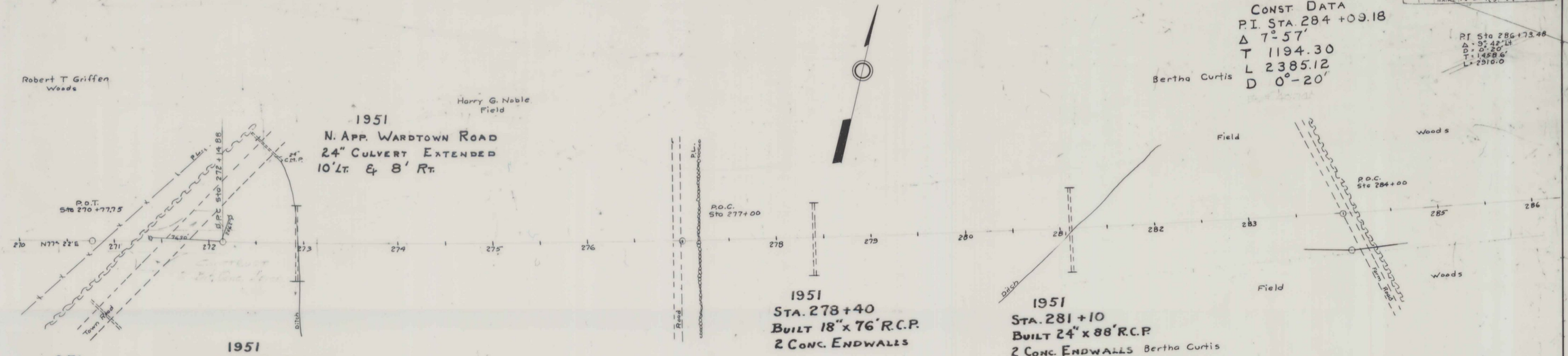
PLATE 1—PLAN-PROFILE O. P. R. A. & R. R. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Freeport

U.S.R.A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
I	MAINE	FI-01-1(1)	77	70

CONST. DATA
P.I. STA. 284 +09.18
Δ 7°-57'
T 1194.30
L 2385.12
D 0°-20'

P.I. Sta 286+73.48
Δ = 9°-42'-14"
D = 0°-20'
T = 1458.6'
L = 2910.0



951
270+79 69' Rt.
15" x 46' C.M.P.

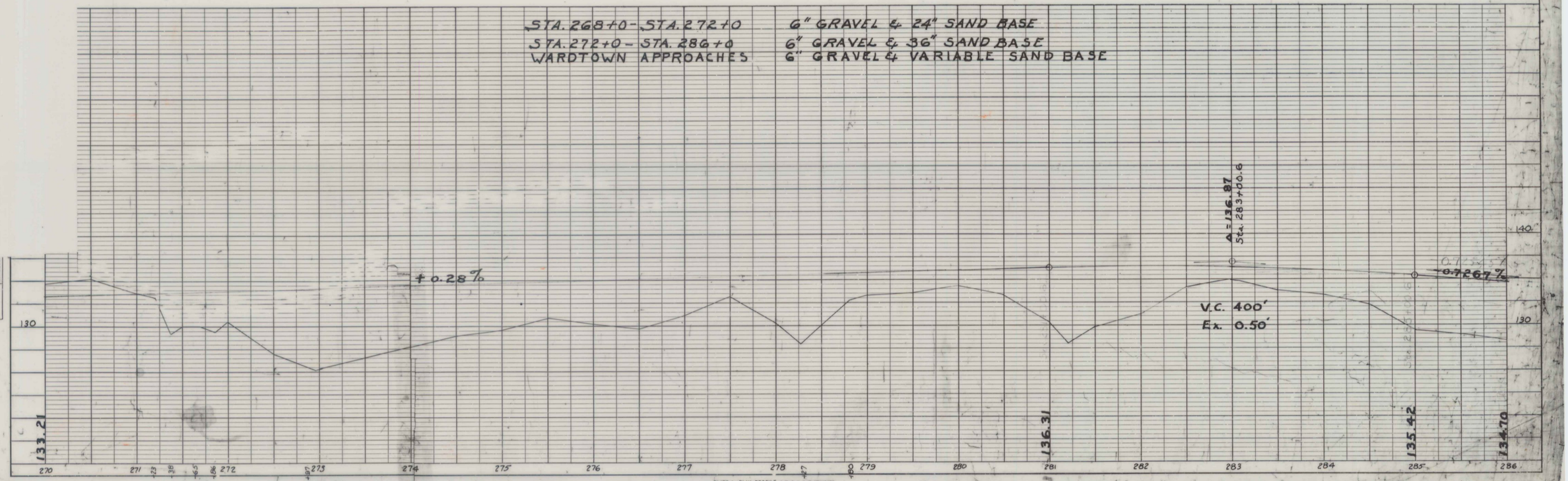
1951
STA. 272+85
BUILT 24" x 80' R.C.P.
2 CONC. ENDWALLS

1951
STA. 278+40
BUILT 18" x 76' R.C.P.
2 CONC. ENDWALLS

1951
STA. 281+10
BUILT 24" x 88' R.C.P.
2 CONC. ENDWALLS

Clearing and grubbing
Sta 251+0 to 272+0
Sta 283+25 to 304+0

STA. 268+0 - STA. 272+0 — 6" GRAVEL & 24" SAND BASE
STA. 272+0 - STA. 286+0 — 6" GRAVEL & 36" SAND BASE
WARDTOWN APPROACHES — 6" GRAVEL & VARIABLE SAND BASE



PROFILE
SURVEYED
PLOTTED
NOTE BOOK
GRADES CHECKED
BY
NO.
SURVEYED
DATE
BY
MENT CHECKED
Y WAY CHECKED

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

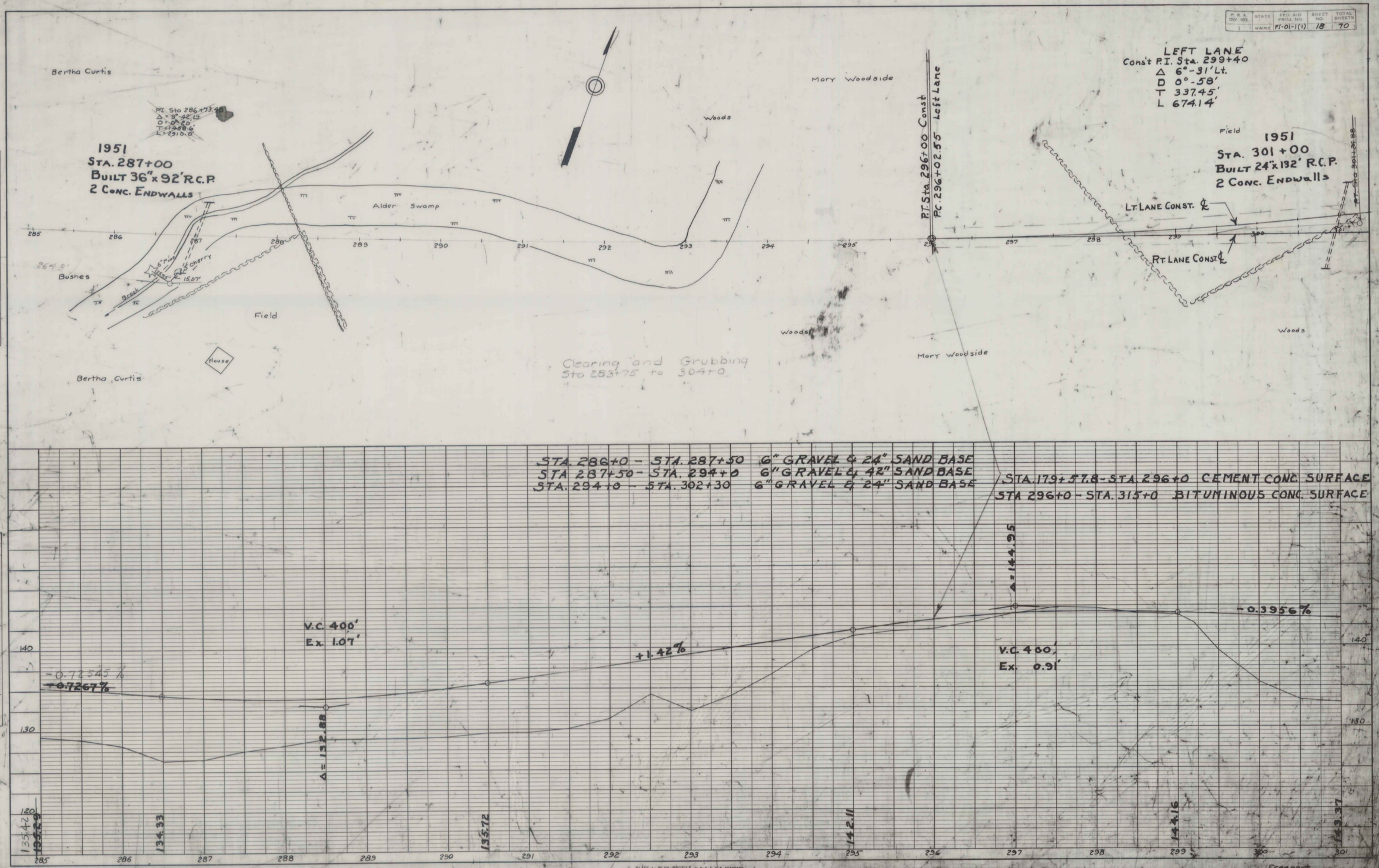
K & E Co. No. 348-ICP
"PRUDENCE" TRACING CLOTH

Freeport

P. R. A. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	PI-01-1(1)	18	70

3825

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



PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	B. M.'S NOTED		
NO.	STRUCTURE NOTAT'NS CH'KD.		

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

Freeport

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MAINE	F.I.-01-1(1)	19	70

LEFT LANE
Const. P.I. Sta. 305+77.01
Δ 5°-12'
D 0°-52'
T 300.23
L 600.00

RIGHT LANE
P.I. Sta 309+76.6±
Δ 17°-29'
D 3°-30'
T 251.72
L 499.52

CONST. DATA
RT. LANE
P.I. STA. 309+77.60
Δ 17°-19'
D 3°-30'
T 249.29'
L 494.74'

CONST. DATA
LEFT LANE
P.I. STA. 314+73.82
Δ 29°-50'
D 3°-24'
T 448.92
L 877.45

P.I. Sta 312+66.66
Δ = 27°-26' Lt.
D = 2°-18'
T = 608.09'
L = 1,192.74
E = 72.9'

LEFT LANE
P.I. Sta 314+77.27±
Δ 29°-20'
D 3°-30'
T 498.49
L 838.10

Mary Woodside Field

1951
STA. 301+00
BUILT 24" x 132' R.C.P.
2 CONC. ENDWALLS

P.T. Sta 301+24.88

P.T. 302+76.69

P.C. 302+76.78

N 67°-40' E

Woods

Edgar S. Pritham Field

1951
STA. 305+0
BUILT 15" x 24' C.M.P.
2 CONC. ENDWALLS

P.C. 305+58.57

Rt. Lane P.C. 307+28.31

APPROACH
P.I. 2+40.88
Δ 12°-0'
D 2°-30'
T 240.88
L 480.00

1951
APPROACH STA. 6+30
BUILT 15" x 56' C.M.P.
2 CONC. ENDWALLS
APPROACH STA. 6+95.46
= Lt. Lane Sta 308+50

Approach Sta. 5+73.61
= Rt. Lane Sta. 307+53.70

Lt. Lane P.C. 310+24.90

Bushes

P.T. 312+23.05

Russell W. Sherburne Field

STA. 315+0 Rt. Lane
= STA. 314+90.36 Lt. Lane
= STA. 313+25.30 F.A.P. 121E

camp

12" Apple

Poplar

Path

15" x 46' R.C.P.

Spread 25.24' C.M.P.

House

Cleaning and Grubbing
Sta 283+75 to 304+0
Sta 308+75 to 311+0

1951 OLD CONC. PAVE. REMOVED

Rt. curb exposed
existing concrete to be removed

Note: Approach Roads to be
2"-0" Bituminous Concrete 20' wide
6" Crushed Stone Base
18" of Sand-Gravel Base

1951
STA. 311+20 - STA. 315+00 Rt. LANE
REMOVED OLD CONC. PAVEMENT

1951
Lt. LANE STA. 309+70
BUILT 36" x 132' R.C.P.
D.I. TYPE "B"
2 CONC. ENDWALLS

36" x 42' R.C.P.

Carroll C. Thompson Field

Bank Intersection
312+0 to 315+0 ½" per ft.

Sodded Gutter
Sta 305+0 + 312+
Center in Median Strip

Lt. Lane P.T. 308+76.78

STA. 315+00
END F.A.P. NO. F.I.-01-1(1) =
STA. 313+25.3
F.A.P. NO. 121-E

RIGHT LANE
STA. 302+30 - 303+50 6" GRAVEL & 24" SAND BASE
STA. 303+50 - 305+20 SPECIAL 6" GRAVEL 36" & 24" SAND BASE
STA. 305+20 - 311+75 6" GRAVEL & 24" SAND BASE

LEFT LANE
STA. 302+30 - 304+50 6" GRAVEL & 24" SAND BASE
STA. 304+50 - 305+0 6" GRAVEL & 36" SAND BASE
STA. 305+0 - 311+75 6" GRAVEL & 24" SAND BASE

BOTH LANES
STA. 311+75 - 312+25 6" GRAVEL & 24" SAND BASE
STA. 312+25 - 313+50 SPECIAL 6" GRAVEL & 36" SAND BASE
STA. 313+50 - 315+0 6" GRAVEL & 24" SAND BASE
ALL ABOVE APPROACHES 6" GRAVEL & 18" SAND BASE

UNDERDRAIN 50' TYPE "B"
STA. 309+70

Left Lane

Rt. Lane
V.C. 300'
Ex. 0.60'

Rt. Lane
V.C. 250'
Ex. 0.57'

-0.3956%

+1.20%

+3.02%

Right Lane

℄ Left Lane

Right Lane

PLANE OF PROFILE IS N.A.G.S. STANDARD