

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY PP Z⁹⁹
TOPSHAM
SAGADAHOC COUNTY
FEDERAL AID PROJECT NO. 147-C

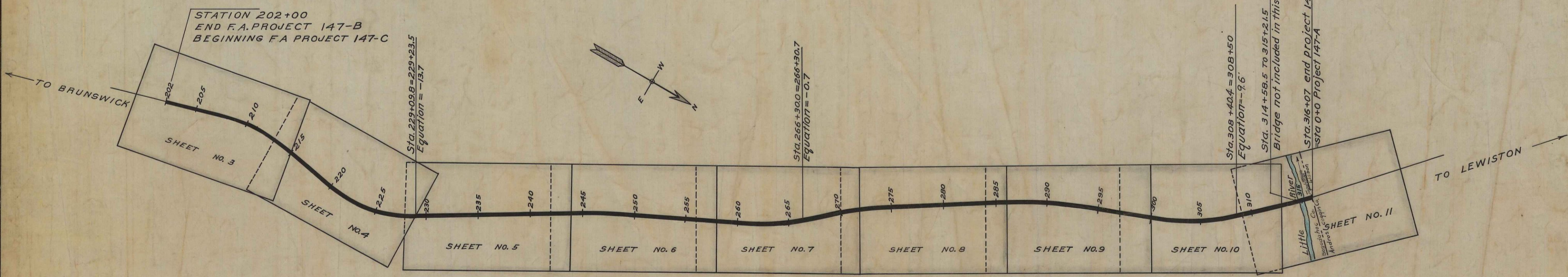
CONVENTIONAL SIGNS

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

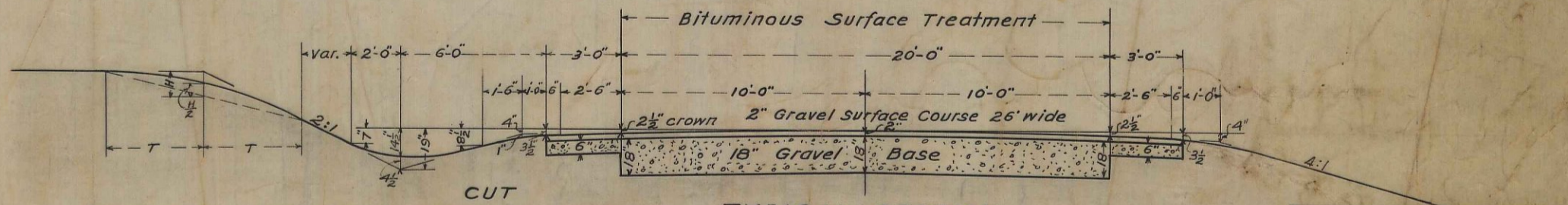
INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE	STA.
SHEET NO. 2	TYPICAL SECTIONS	
SHEET NO. 3-11	PLAN AND PROFILE	STA. 202+00 - 316+07
SHEET NO. 12-41	CROSS-SECTIONS	STA. 202+00 - 316+07
SHEET NO.	BRIDGES	STA.
SHEET NO.	SPECIAL DETAILS	

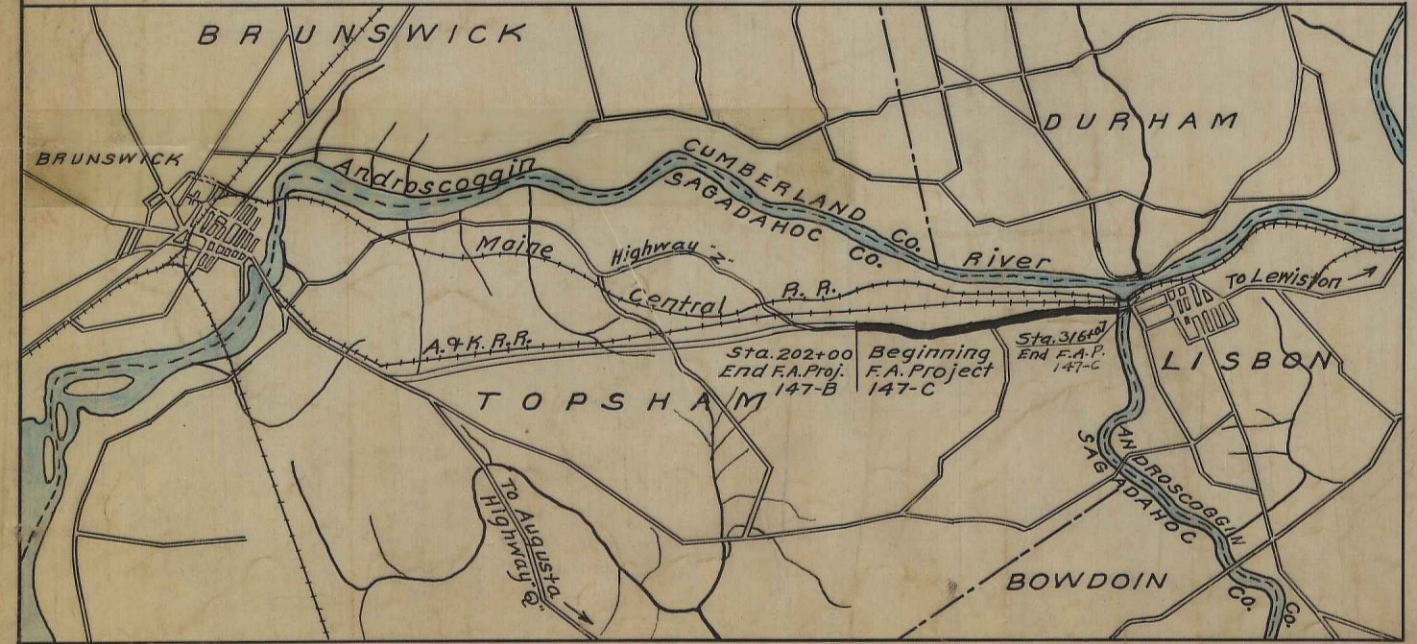
TOTAL LENGTH 2.41 MILES
 SCALES { PLAN 1 IN. = 50 FT.
 { PROFILE { HOR. 1 IN. = 50 FT.
 { VER. 1 IN. = 5 FT.
 { CROSS SECTIONS 1 IN. = 5 FT.



LAYOUT PLAN
Scale 1 inch = 500 feet



CUT
For all sections depth of ditch and length of curve at top of slope depend on local conditions. Use longest curve practicable T being 2' minimum and 5' maximum.

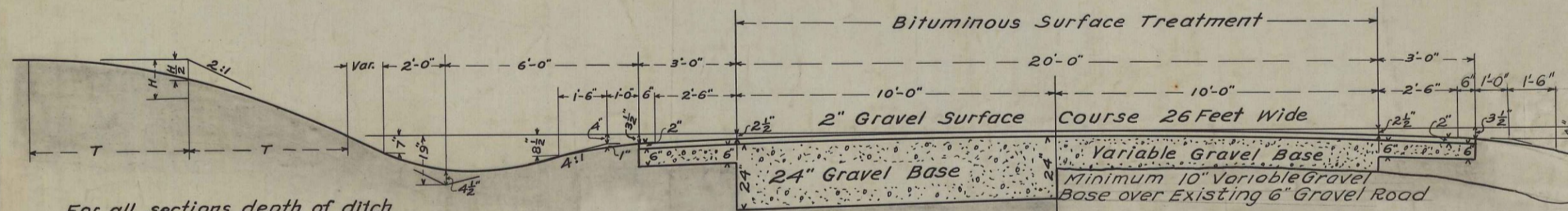


NOTE—
All work contemplated under this contract to be governed by and in conformity with the specifications revised May 1937 except as modified on these plans.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
Paul C. Weston
CHAIRMAN
Glenn
Lucas O. Barron
CHIEF ENGINEER

APPROVED:
U. S. BUREAU OF PUBLIC ROADS
[Signature]
DISTRICT ENGINEER
[Signature]
CHIEF ENGINEER
[Signature]
DIRECTOR

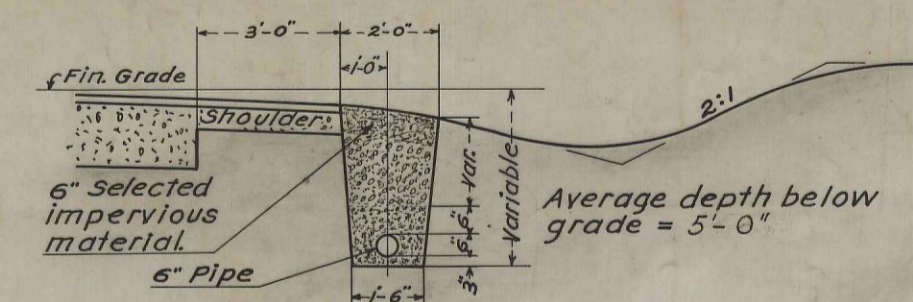
GRAVEL SURFACE COURSE



For all sections depth of ditch and length of curve at top of slope depend on local conditions. Use longest curve practicable T being 2' min. and 5' max.

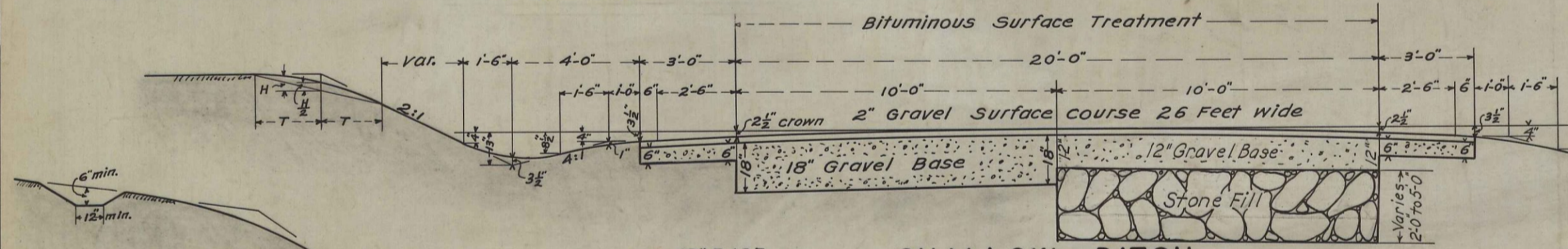
24" BASE	2" Gravel surface course including shoulders	16.05 C.Y. Per 100 Lin. Ft.
Sta. 207+00 - 216+50	6" Gravel Base course both shoulders	11.11 " " " "
" 221+00 - 223+00	18" " " including both shoulders	124.79 " " " "
" 227+00 - 235+00	24" " " " " " " " "	161.83 " " " "
" 242+50 - 254+30	30" " " " " " " " "	198.87 " " " "
" 254+30 - 266+30		
" 269+64 - 272+00 Lt.		
" 270+10 Rt. to 270+88 Lt. (Under Sub-Grade)		
" 274+00 to 275+10 Lt.		
" 274+15 to 285+00 Rt. (Under Cobble Gutter)		

Depth of bases as shown may be changed to meet local conditions.



UNDERDRAIN

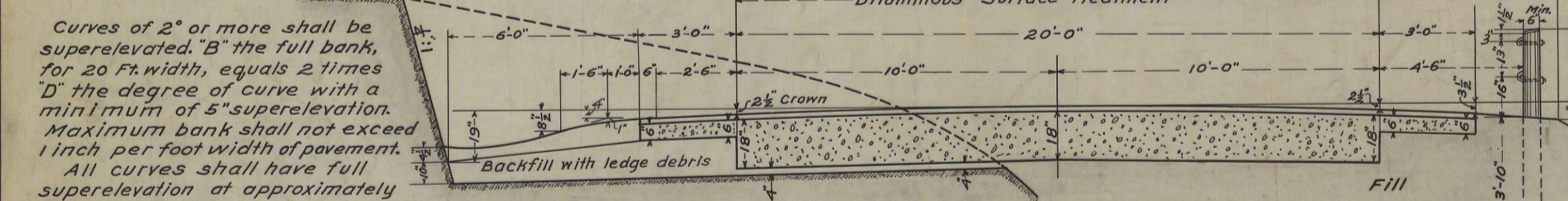
STA. 226+43 to 228+50 Left
 " 249+10 Left to 250+35 Rt. (Under Sub-Grade)
 " 264+50 to 266+50 Rt.
 " 269+64 to 272+00 Lt.
 " 270+10 Rt. to 270+88 Lt. (Under Sub-Grade)
 " 274+00 to 275+10 Lt.
 " 274+15 to 285+00 Rt. (Under Cobble Gutter)



SHALLOW DITCH

18" BASE	30" BASE
Sta. 202+00 - 207+00	Sta. 243+00 - 251+00
" 216+50 - 221+00	" 290+50 - 300+00
" 236+00 - 242+50	" 290+50 - 300+00
" 237+50 - 238+35	12" Gravel Base (over Stone Fill)
" 238+35 - 239+00	STA. 270+00 - 274+00
" 244+00 - 250+50	
" 255+50 - 259+00	

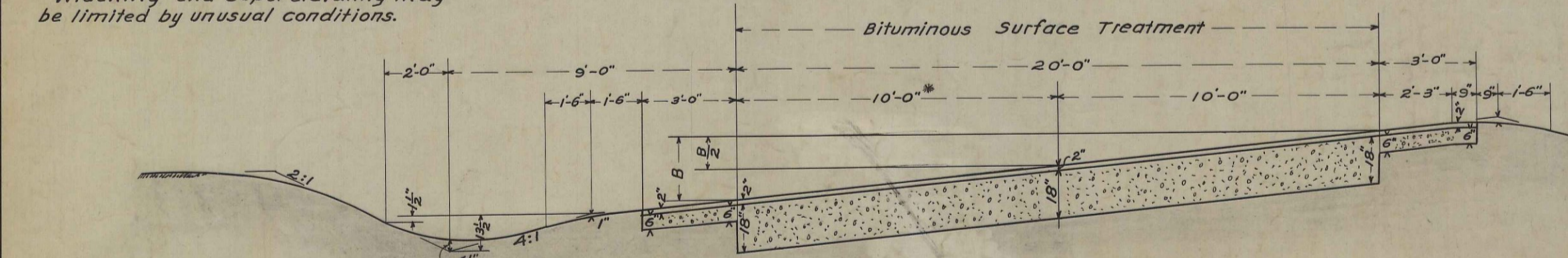
where a 2:1 slope is not practicable use a 1 1/2:1 slope in cuts. Construct a berm ditch where needed.



LEDGE & GUARD RAIL

Curves of 2° or more shall be superelevated. "B" the full bank, for 20 Ft. width, equals 2 times "D" the degree of curve with a minimum of 5" superlevation. Maximum bank shall not exceed 1 inch per foot width of pavement. All curves shall have full superlevation at approximately the PC and PT of the curve with a transition of 150 Ft. unless other wise specified.

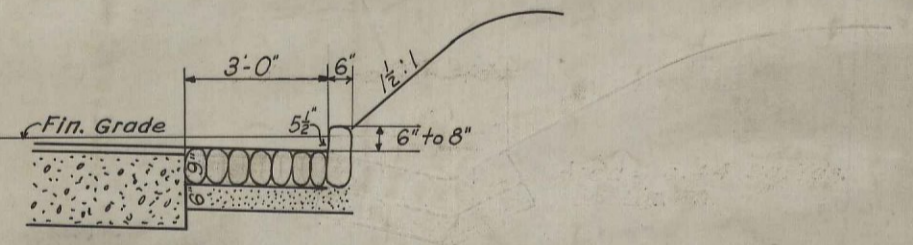
Curves of 6° or more shall be widened. The extra width expressed in feet is given by formula $\frac{D}{10} + 2$. Widening and superlevating may be limited by unusual conditions.



WIDENED & SUPERELEVATED

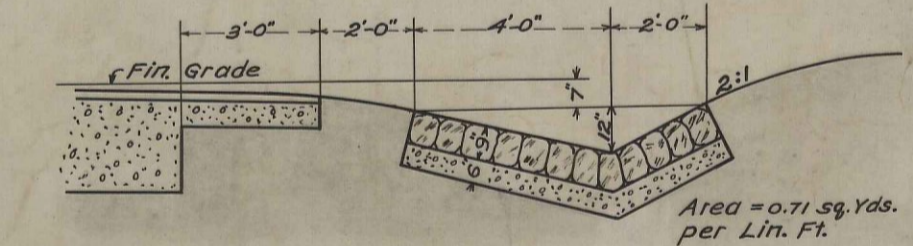
18" Gravel Base Course including shoulders	= 122.22 C.Y. Per 100 L.F.
24" " " " " " " " "	= 159.26 " " " "
30" " " " " " " " "	= 196.29 " " " "

* Where curve is widened equals 10 Ft. plus extra width.



COBBLE STONE GUTTER AND CURB

262+00 to 263+91 Left



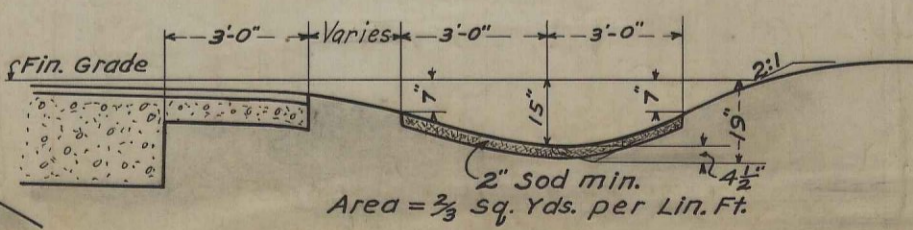
COBBLE STONE GUTTER

STA. 226+36 to 230+25 Left
 " 245+00 to 249+80 Rt.
 " 279+48 to 285+00 Rt.
 " 296+50 to 298+14 Rt.
 " 298+61 to 300+50 Rt.

Do not round bottom or top with 1 1/2:1 slope

STA.	DESCRIP.	REMARKS
204+40 Rt.	12" x 24" C.M.P.	2-Std. E.W.s
214+0 Rt.	15" x 34" C.M.P.	No E.W.s
214+50 Rt.	15" x 52" C.M.P.	" " " "
218+00 Rt.	3' x 3' x 38" Conc. Box Culv. Ext.	L-Wall Rt.
218+10 Lt.	3' x 3' x 10" Conc. Box Culv. Ext.	R-Stand. E.W. Lt.
225+00	3' x 5' x 14' Conc. Box Culv.	Flared End Walls
256+45 Lt.	5' x 6' x 14" Conc. Box Culv. Ext.	Flared End Wall Left
268+81	3' x 3' x 80" Conc. Box Culv.	2-Stand. E.W.s
269+55 Rt.	24" x 45" C.M.P.	No E.W.s

use only 4:1 slope or guard rail on outside of superelevated curve.



SODDED GUTTER

Sta. 230+25 to 234+20 Left

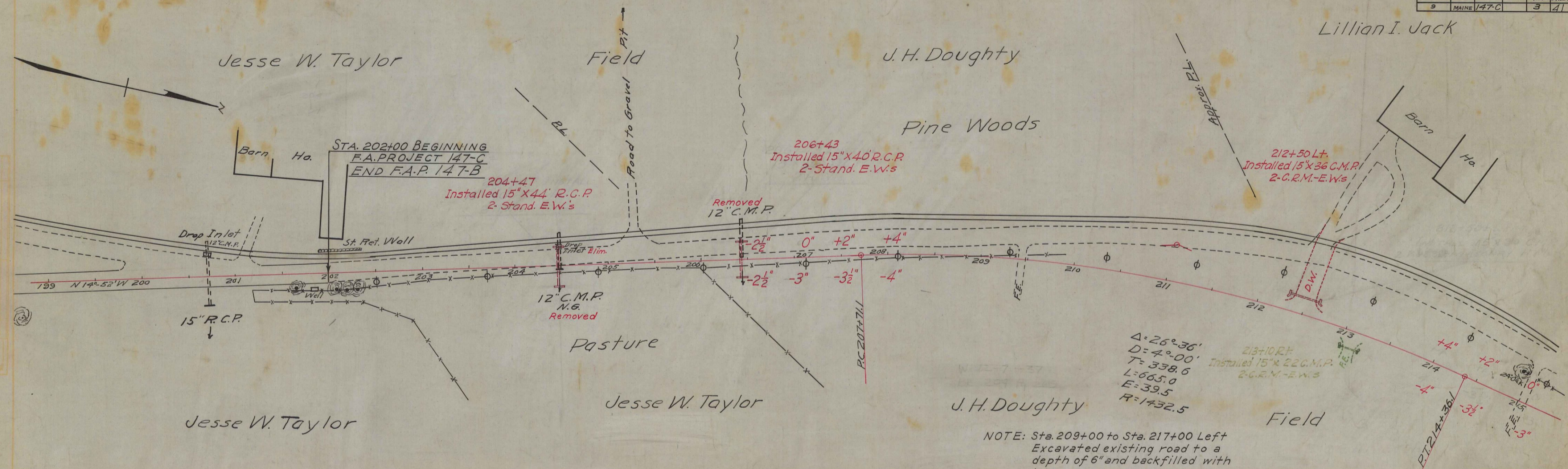
ESTIMATED QUANTITIES

ITEM	DESCRIPTION	QUANTITY
12-A	Earth Excavation	35,118 Cu.Yds.
12-B	Rock Excavation	3,031 " "
	Rock Excav. for Structures	8.6 " "
12-C	Trees Removed	54 Each
13	Excav. for Structures	2,933 Cu.Yds.
* 16	Stone Fill	891.6 " "
17-A	Common Borrow	1,996 " "
23	Gravel Base	17,570 " "
27	Gravel Surface	2,072 " "
35-A	Class "A" Concrete	78.3 " "
35-B	" " " " " "	229.4 " "
36	Steel Reinforcing	9,620 Lbs.
38	Cement Rubble Masonry	14.8 Cu.Yds.
40-A	12" C.M.P.	168 Lin.Ft.
40-B	15" C.M.P.	242 " "
* 40-E	24" C.M.P.	4.8 " "
43-B	15" R.C.P.	192 " "
43-C	18" R.C.P.	336 " "
43-D	24" R.C.P.	148 " "
* 47	Hand Laid Rip-Rap	123.4 Cu.Yds.
48	Type "A" Underdrain	1,543 Lin.Ft.
49	Cobble Gutter	1,354 Sq.Yds.
51-A	Wire Cable Guard Rail	7,359 Lin.Ft.
51-B	Anchorage for W.C.G.R.	59 Each
51-C	Bridge Anchorages	1 " "
52	Loam	662 Cu.Yds.
54	Sodding	345 sq.yds.
55	Bituminous Treatment	15,371 Gals.
*	Agreement Price	

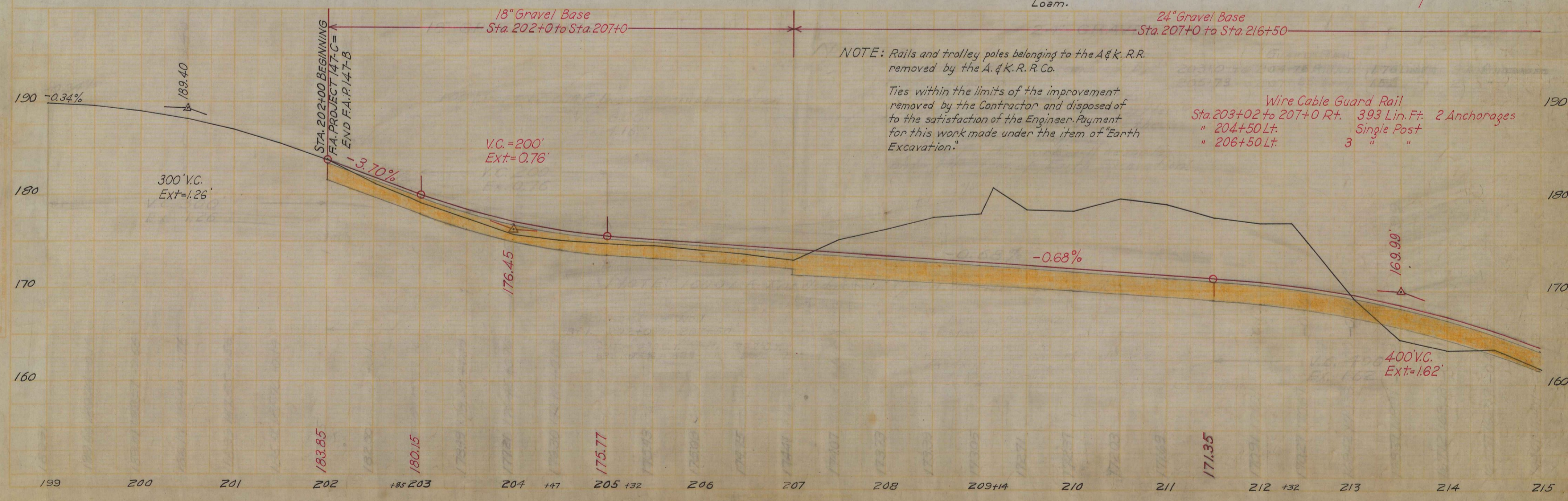
CULVERTS

STATION	DESCRIPTION	REMARKS
204+47	15" x 44" R.C.P.	2 Stand. E.W.s
206+43	15" x 40" R.C.P.	" " " "
220+75	18" x 52" R.C.P.	" " " "
237+93	15" x 48" R.C.P.	" " " "
240+16	15" x 60" R.C.P.	" " " "
275+06	18" x 48" R.C.P.	" " " "
277+15	18" x 45" R.C.P.	" " " "
278+38	24" x 56" R.C.P.	" " " "
291+43	18" x 48" R.C.P.	" " " "
298+18	24" x 44" R.C.P.	Stand. E.W. Lt.-L.W. Rt.
300+50	18" x 52" R.C.P.	" " " "
303+66	24" x 48" R.C.P.	2 Stand. E.W.s
304+77	18" x 44" R.C.P.	" " " "
306+75	18" x 44" R.C.P.	" " " "
212+50 Lt.	15" x 36" C.M.P.	2-C.R.M.-E.W.s
213+10 Rt.	15" x 22" C.M.P.	" " " "
238+60 Rt.	12" x 22" C.M.P.	" " " "
243+20 Rt.	15" x 32" C.M.P.	" " " "
257+90 Rt.	12" x 22" C.M.P.	" " " "
275+40 Lt.	15" x 30" C.M.P.	1-C.R.M.-E.W.
279+40 Rt.	15" x 22" C.M.P.	2- " " "
283+70 Lt.	12" x 26" C.M.P.	2- " " "
285+15 Rt.	12" x 26" C.M.P.	2- " " "
288+30 Rt.	12" x 22" C.M.P.	2- " " "
291+80 Rt.	12" x 26" C.M.P.	2- " " "
297+80 Rt.	15" x 14" C.M.P.	2- " " "

Lillian I. Jack



NOTE: Sta. 209+00 to Sta. 217+00 Left
Excavated existing road to a
depth of 6" and backfilled with
Loam.

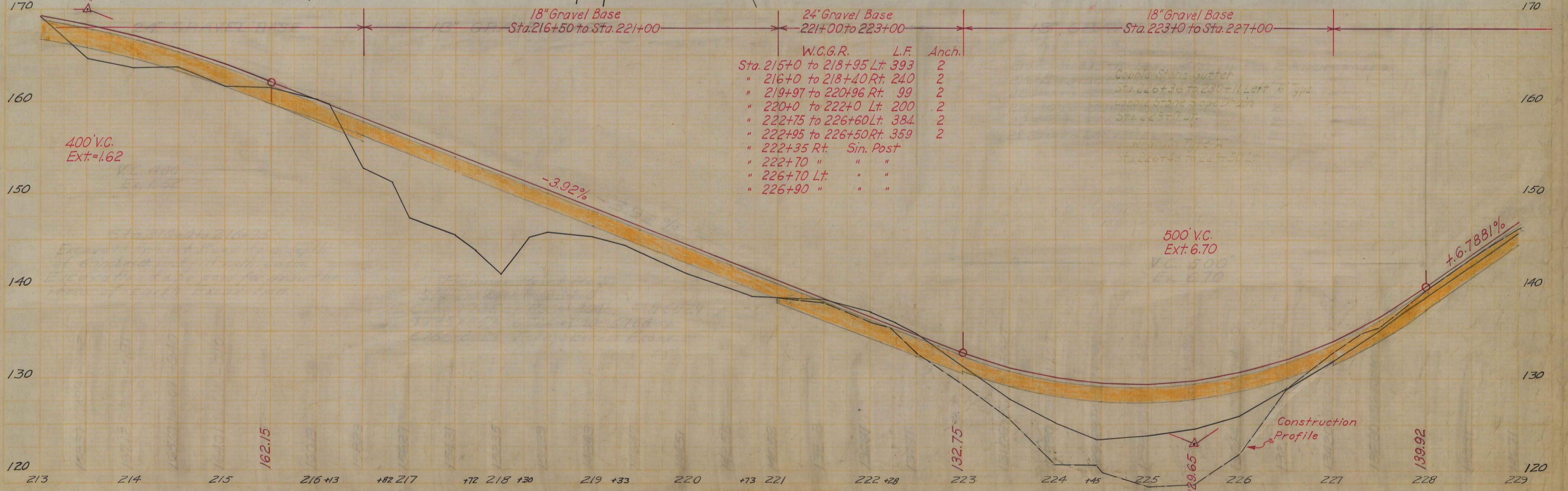
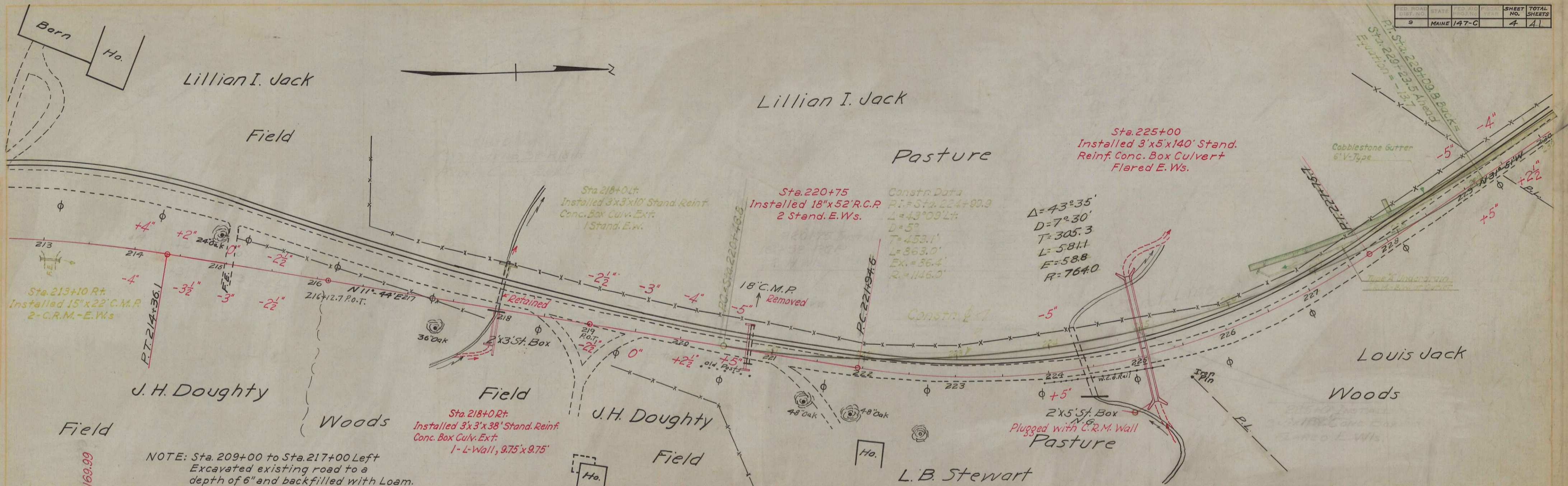


NOTE: Rails and trolley poles belonging to the A & K. R.R.
removed by the A. & K. R. R. Co.

Ties within the limits of the improvement
removed by the Contractor and disposed of
to the satisfaction of the Engineer. Payment
for this work made under the item of "Earth
Excavation."

Wire Cable Guard Rail
Sta. 203+02 to 207+0 Rt. 393 Lin. Ft. 2 Anchorages
" 204+50 Lt. Single Post
" 206+50 Lt. 3 " "

400' V.C.
Ext = 1.62'



Sta.	W.C.G.R.	L.F.	Anch.
Sta. 215+0 to 218+95	Lt.	393	2
" 216+0 to 218+40	Rt.	240	2
" 219+97 to 220+96	Rt.	99	2
" 220+0 to 222+0	Lt.	200	2
" 222+75 to 226+60	Lt.	384	2
" 222+95 to 226+50	Rt.	359	2
" 222+35	Rt.	Sin. Post	
" 222+70	"	"	
" 226+70	Lt.	"	
" 226+90	"	"	

Cobble Stone Gutter
Sta. 226+36 to 230+11 Left 6" Type
Cobble Stone Gutter
Sta. 223+0 Lt.
Underdrain Type A
Sta. 226+43 to 227+50 Lt.

500' V.C.
Ext. 6.70
V.C. 500'
Ext. 6.70

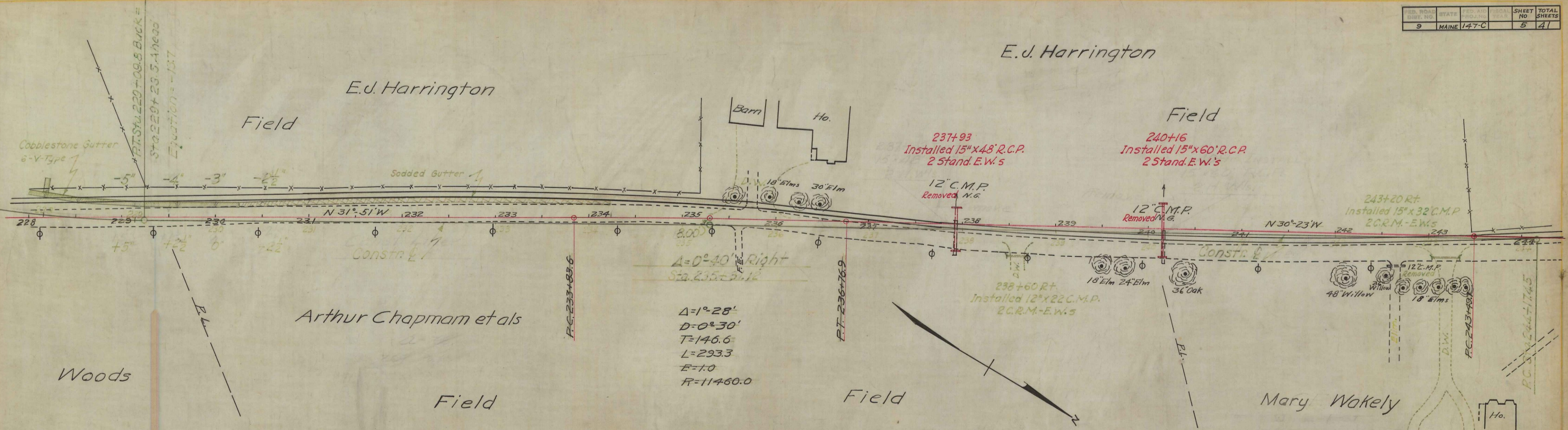
Construction Profile

RD. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	MAINE	147-C	5	41

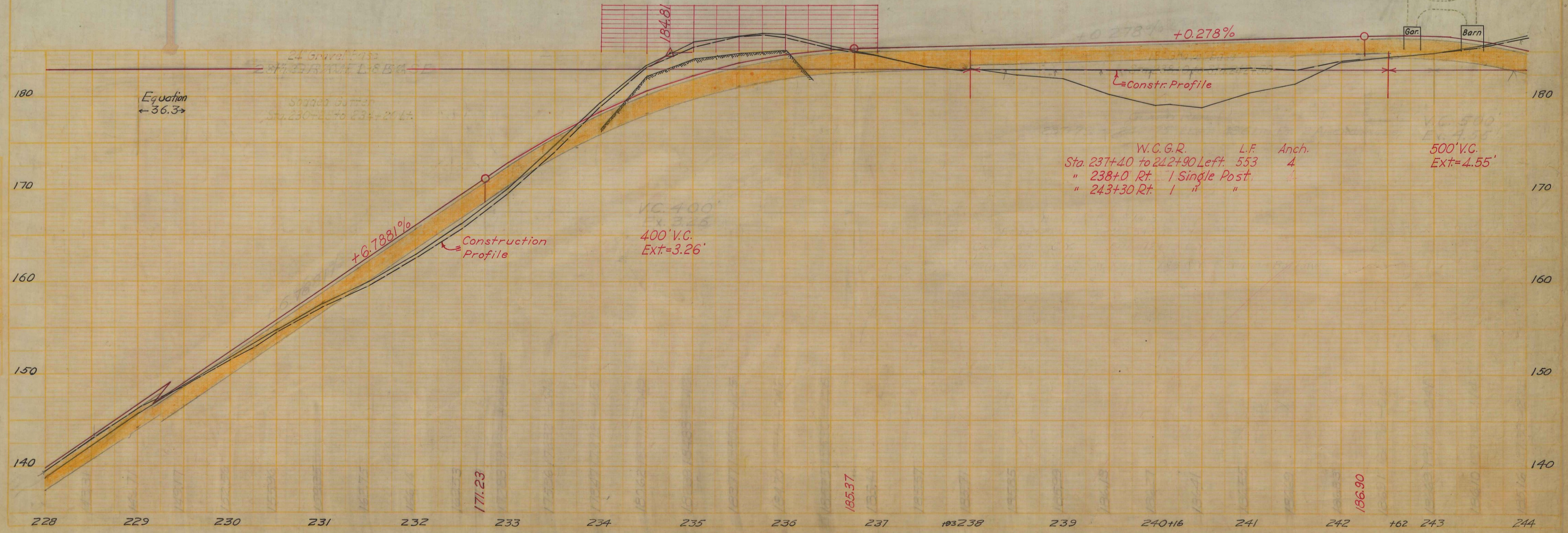
E.J. Harrington

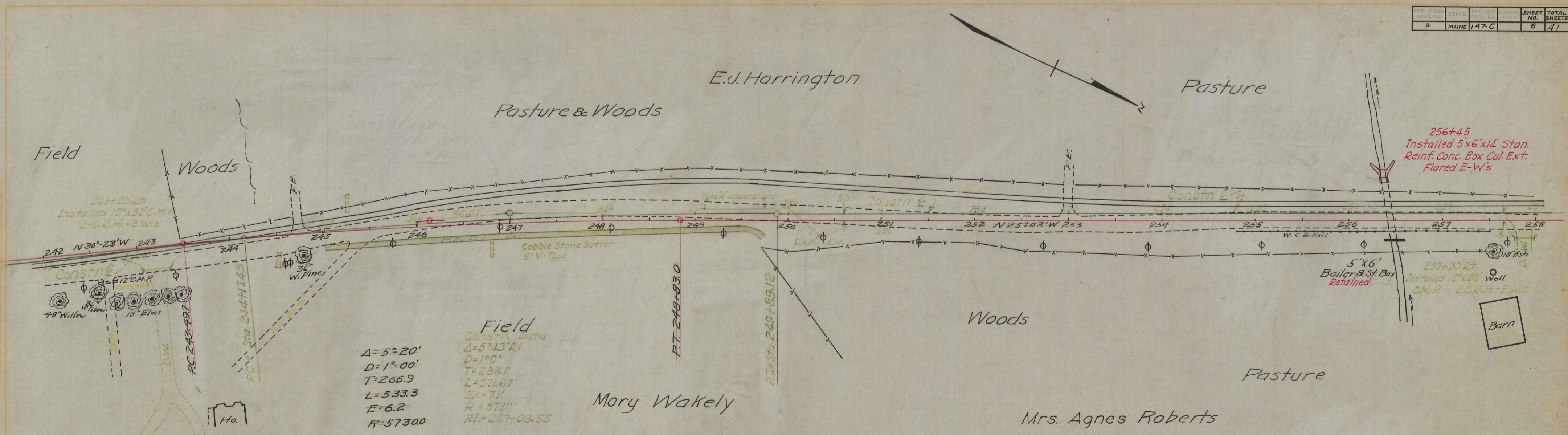
E.J. Harrington

Field

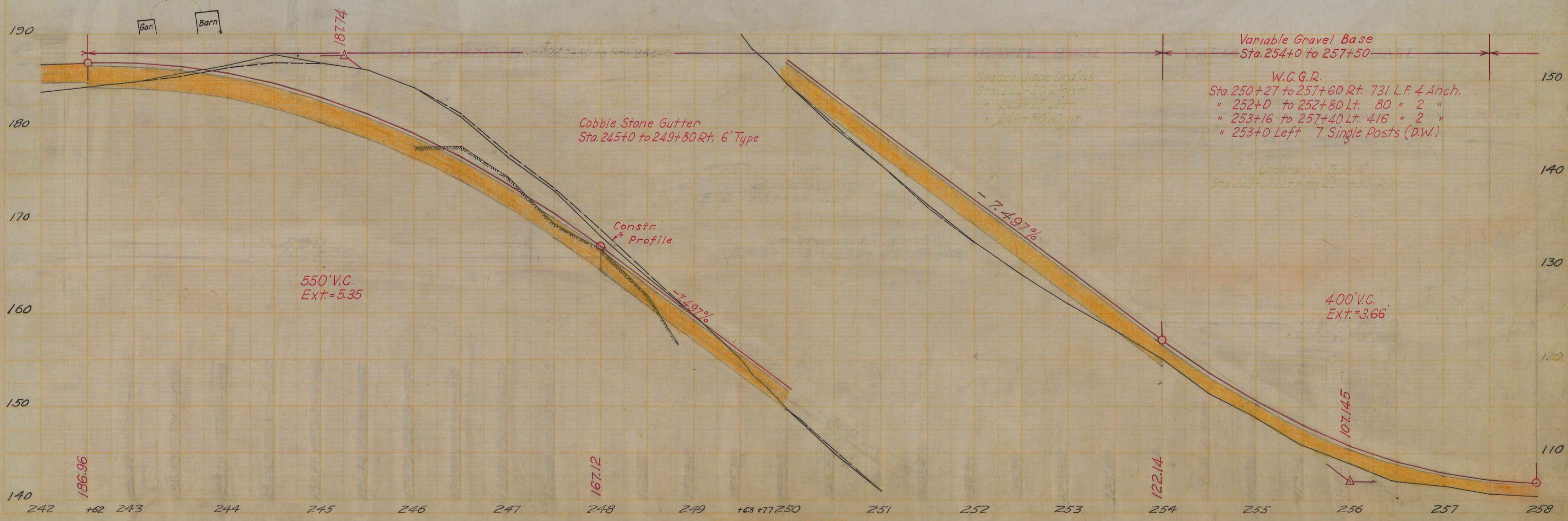


$\Delta = 1^{\circ}28'$
 $D = 0^{\circ}30'$
 $T = 146.6$
 $L = 293.3$
 $E = 1.0$
 $R = 11460.0$





Field
 CONSTN. DATA
 $\Delta = 5^\circ 43' \text{ Rt.}$
 $D = 1^\circ 00'$
 $T = 286.1'$
 $L = 571.67'$
 $EX = 71'$
 $R = 5730'$
 $PI = 247+03.55$



Variable Gravel Base
 Sta. 254+0 to 257+50

W.C.G.R.
 Sta. 250+27 to 257+60 Rt. 731 L.F. 4 Anch.
 " 252+0 to 252+80 Lt. 80 " 2 "
 " 253+16 to 257+40 Lt. 416 " 2 "
 " 253+0 Left 7 Single Posts (D.W.)

Cobble Stone Gutter
 Sta. 245+0 to 249+80 Rt. 6' Type

Underdrain Type A
 Sta. 249+0 Left to 250+35 Right

550' V.C.
 Ext. = 5.35

400' V.C.
 Ext. = 3.66

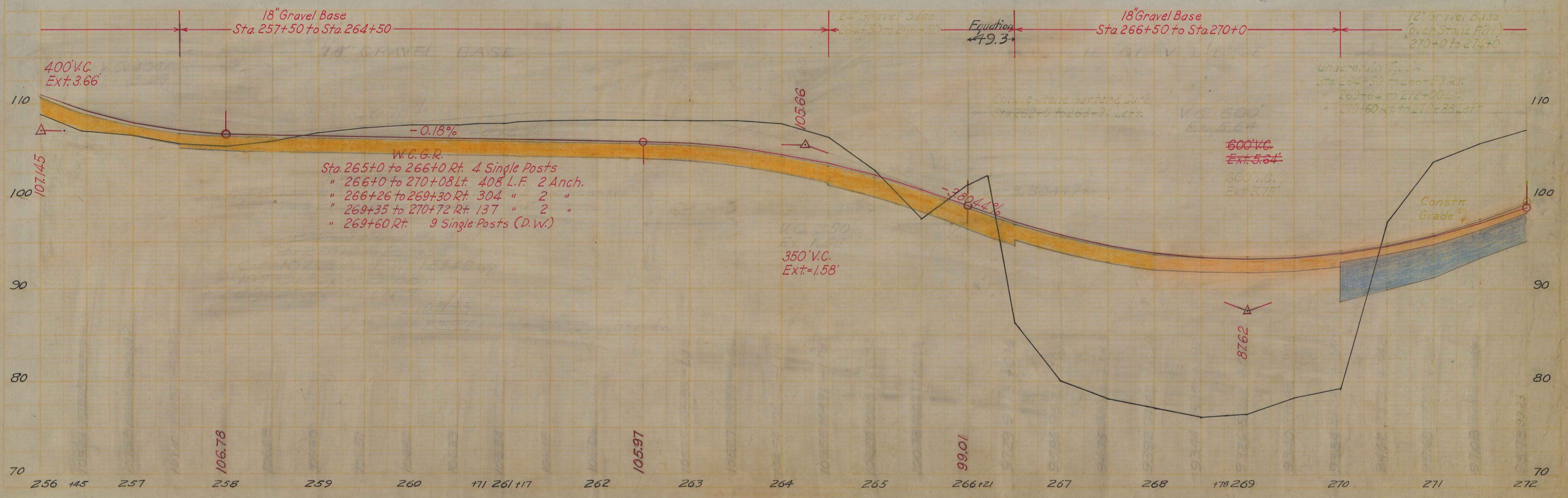
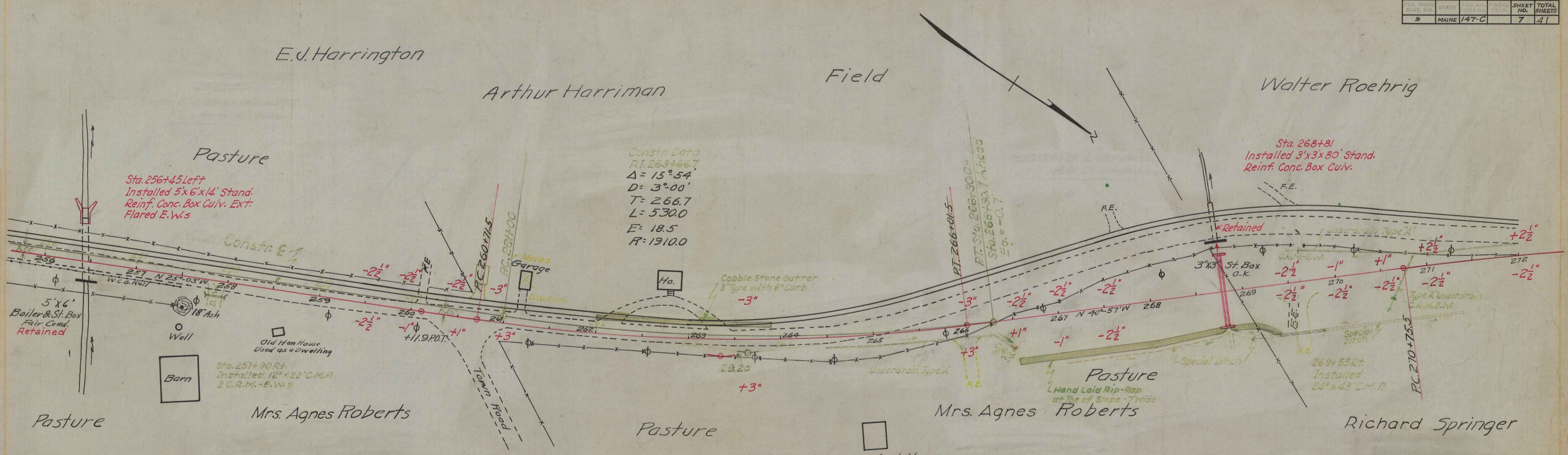
167.12

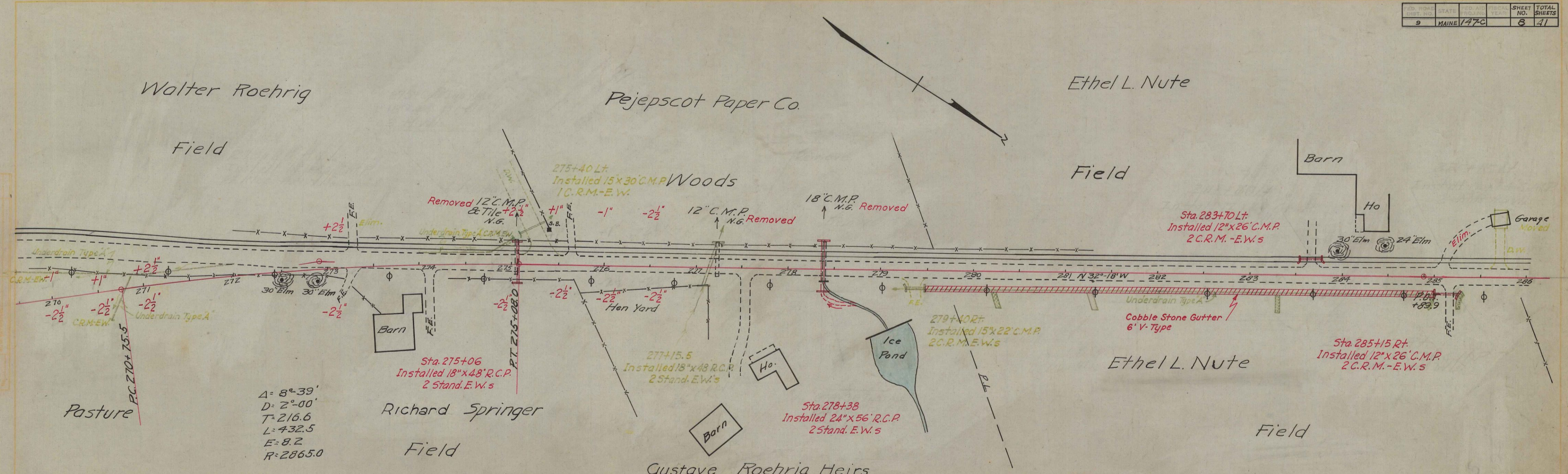
122.14

107.145

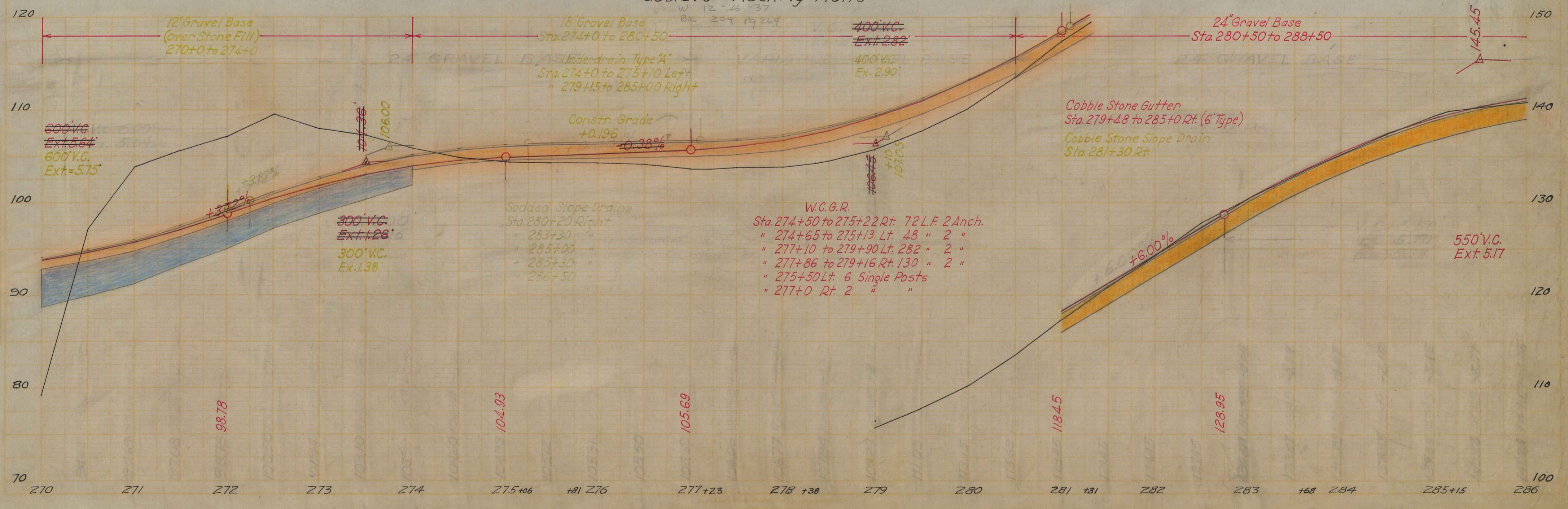
186.96

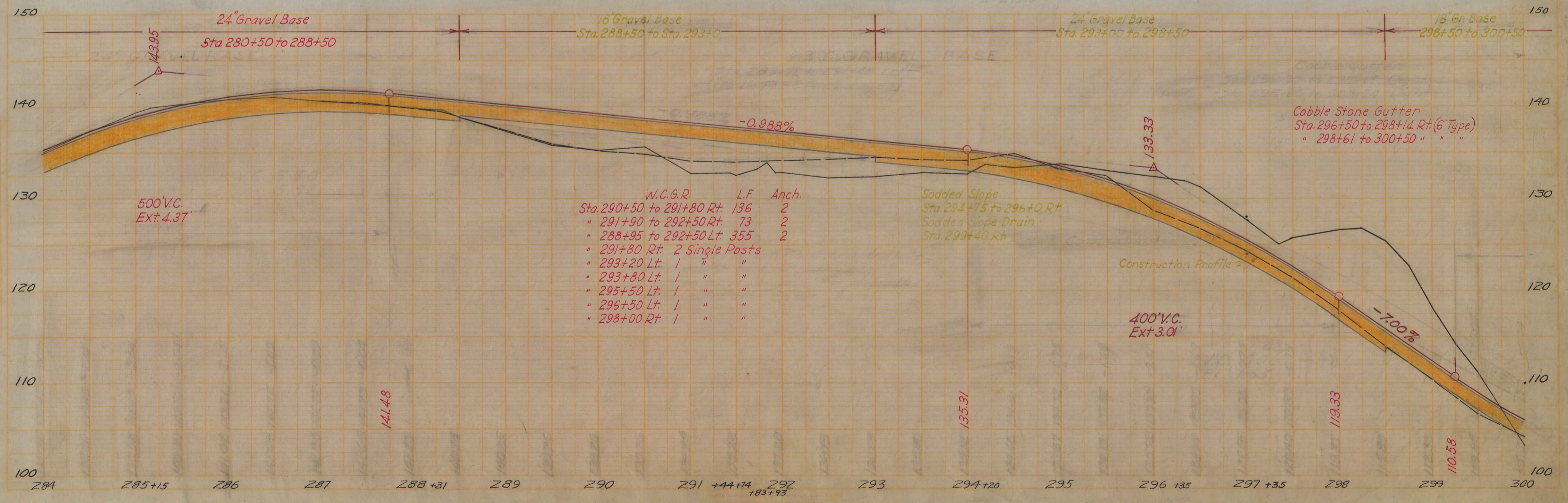
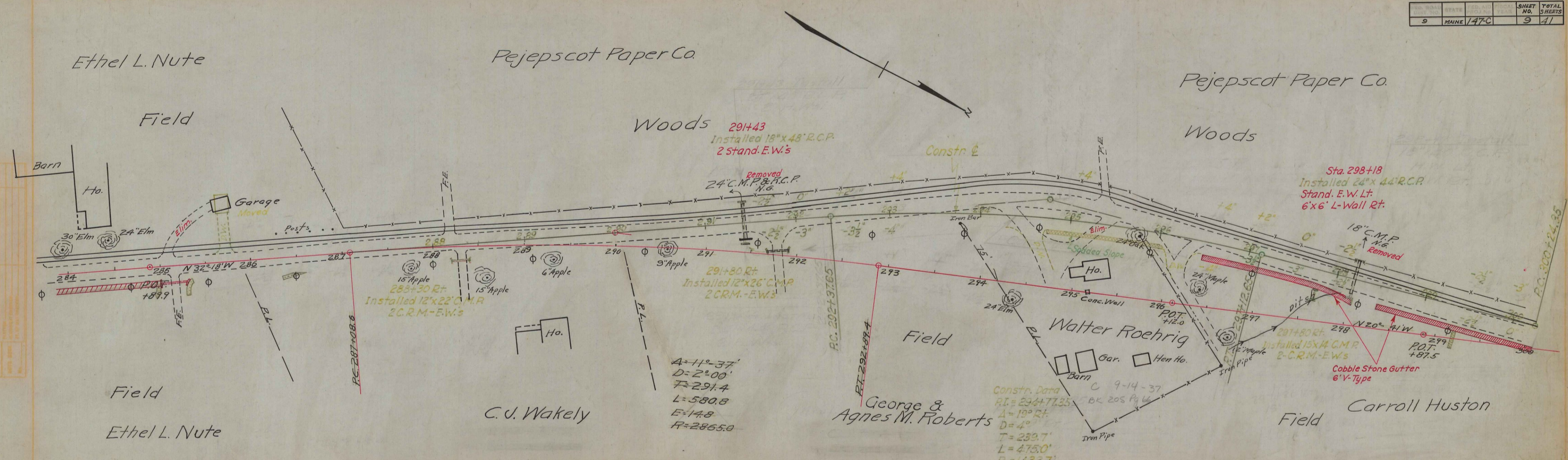
187.74

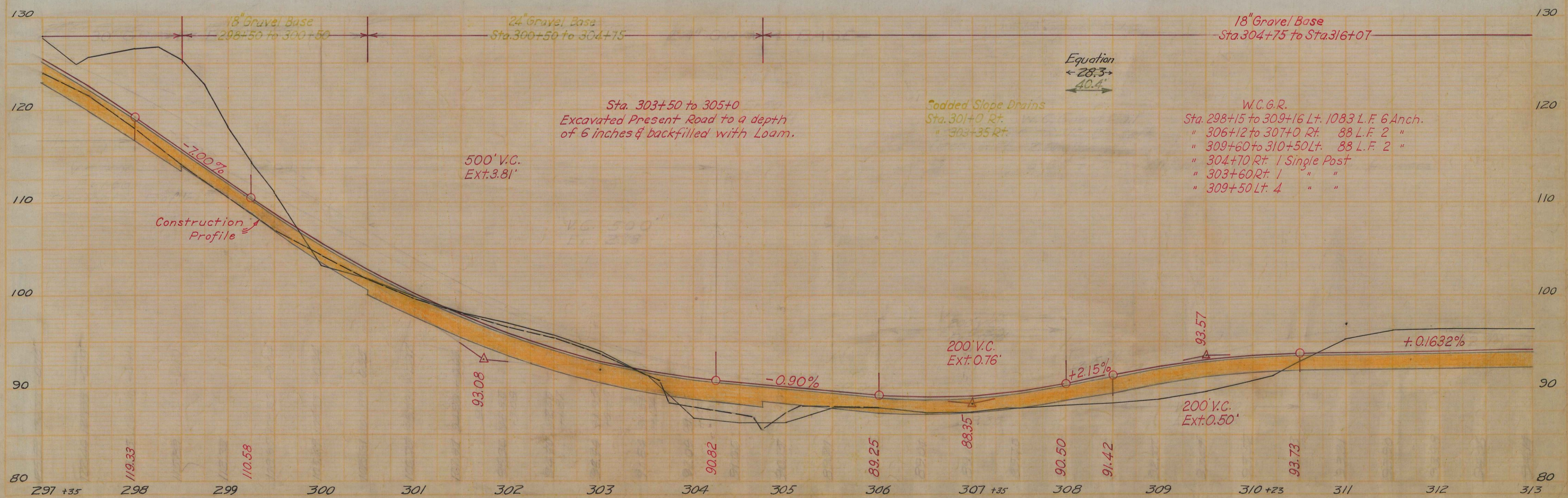
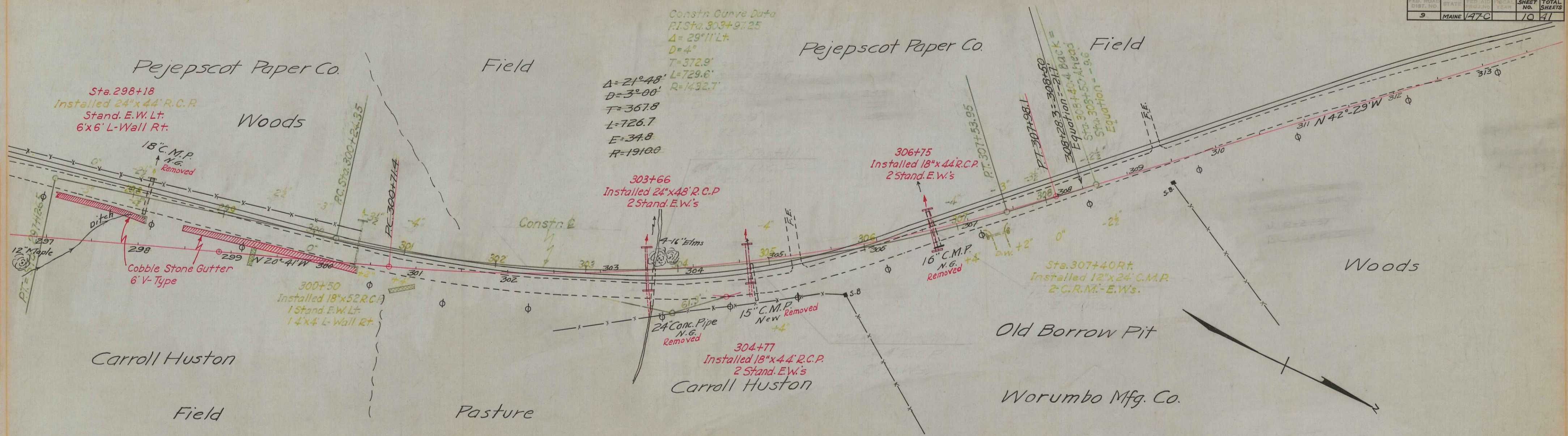




$A = 8^{\circ}39'$
 $D = 2^{\circ}00'$
 $T = 216.6$
 $L = 432.5$
 $E = 8.2$
 $R = 2865.0$



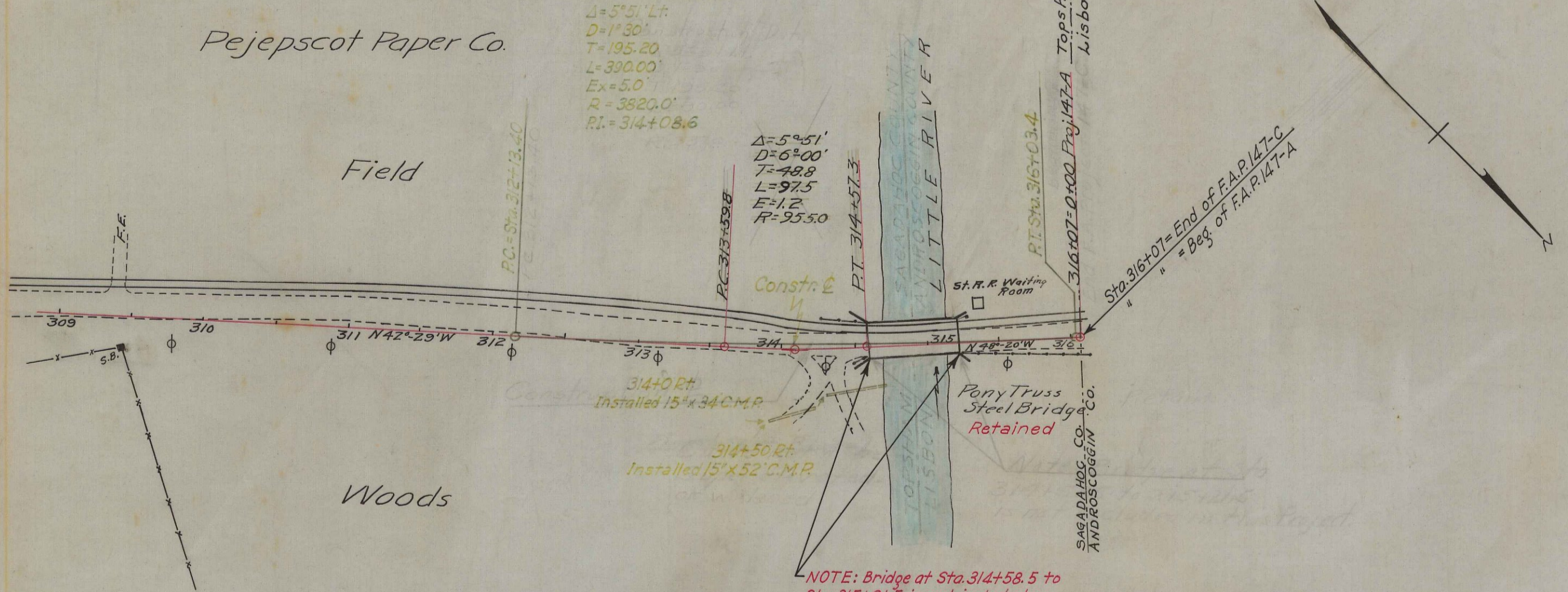




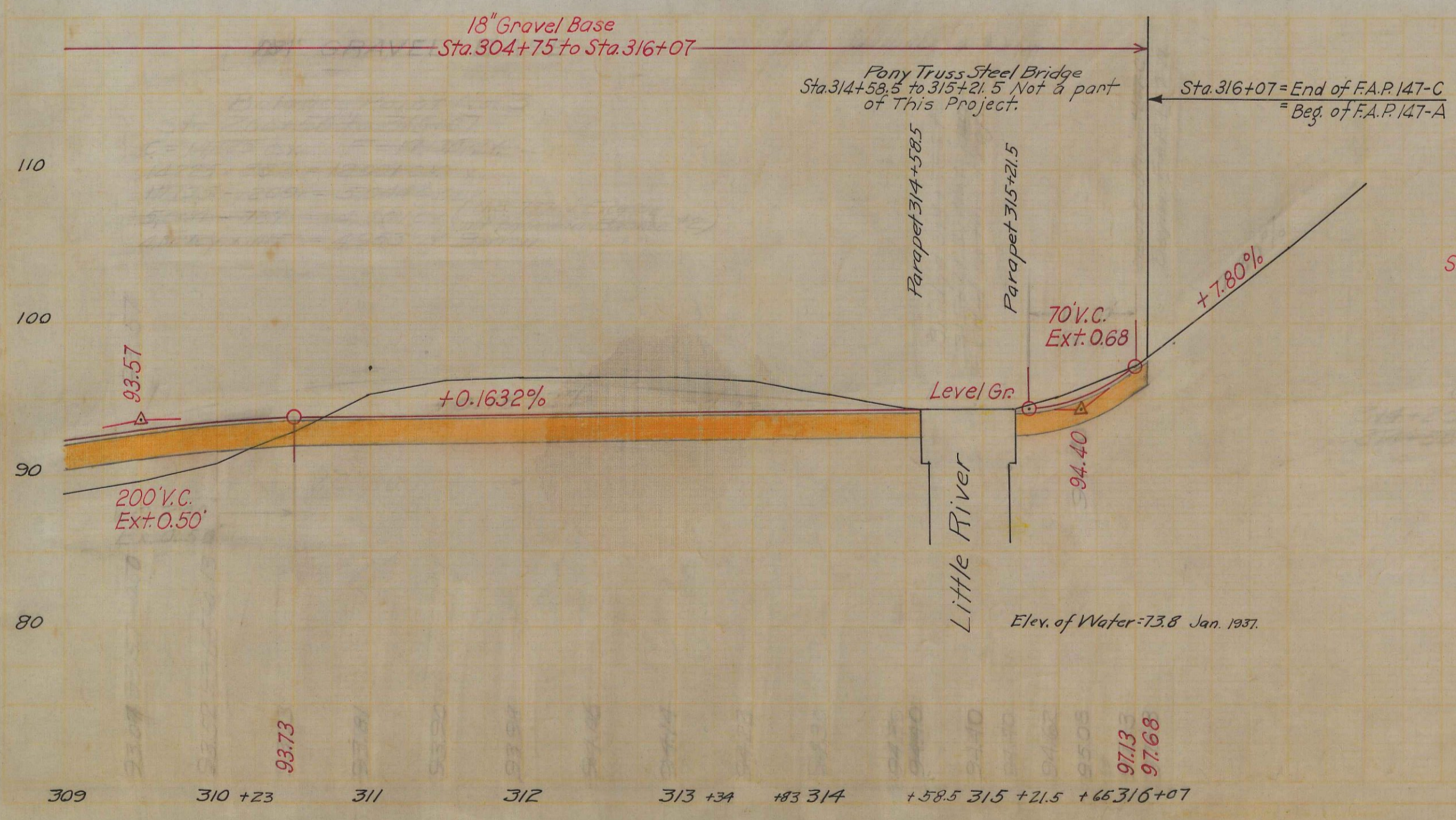
Pejepscot Paper Co.

Const'n Curve Data
 $\Delta = 5^{\circ}51'$
 $D = 1^{\circ}30'$
 $T = 195.20$
 $L = 390.00$
 $E_x = 5.0$
 $R = 3820.0'$
 $P.I. = 314+08.6$

$\Delta = 5^{\circ}51'$
 $D = 6^{\circ}00'$
 $T = 48.8$
 $L = 97.5$
 $E = 1.2$
 $R = 955.0$



NOTE: Bridge at Sta. 314+58.5 to Sta. 315+21.5 is not included in this Project.



NOTE: Rails and trolley poles belonging to the A. & K. R. R. removed by the A. & K. R. R. Co. Ties within the limits of the improvement removed and disposed of by the Contractor.

W.G.R.	L.F.	Anch.
Sta. 314+15 to 314+61 Lt.	46	1
" 314+50 Rt. (D.W.)	64	1 & 1 Bridge Anchor
" 315+25 Lt.	32	1
" 315+0 Rt.	1	Single Post

93.73

97.13
97.68