

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MAINE	258-C	7	33	

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE
STATE HIGHWAY "T"
GRAFTON

OXFORD COUNTY
FEDERAL AID PROJECT NO. 258-C

TOTAL LENGTH 1.893 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. 72+0 - 173+50
SHEET No. 2	TYPICAL SECTIONS	
SHEET No. 3-10	PLAN AND PROFILE	STA. 72+0 - 173+50
SHEET No. 11-33	CROSS-SECTIONS	STA. 72+0 - 173+50
SHEET No.	BRIDGES	STA.
SHEET No.	SPECIAL DETAILS	

ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE SPECIFICATIONS REVISED MAY 1935 EXCEPT AS MODIFIED ON THESE PLANS.



STA. 173+50 =
END F.A. PROJECT 258-C

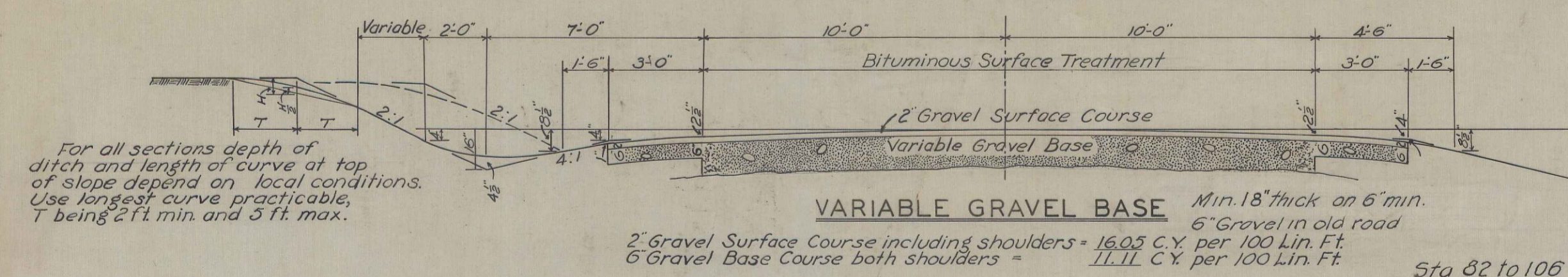
Sta. 163+50 to Sta. 165+0
Not a part of this Project.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
Paul C. Reardon
CHAIRMAN
Sturges
CHIEF ENGINEER
Wm. D. Demore
CHIEF ENGINEER

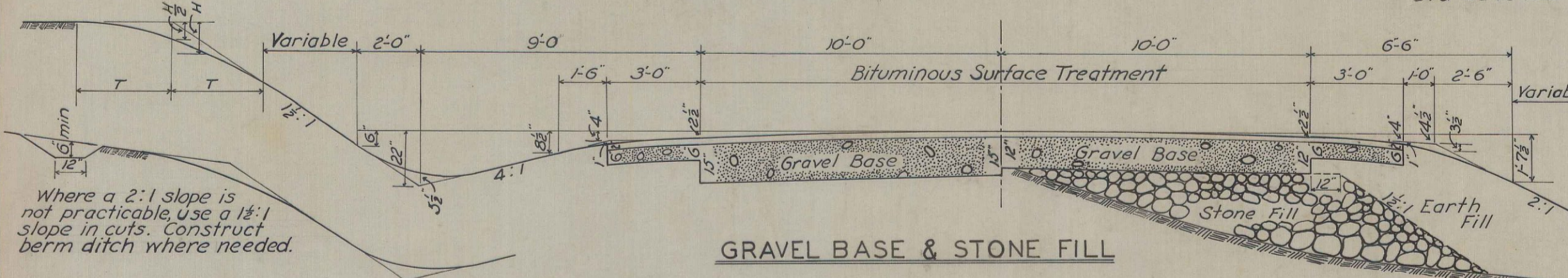
APPROVED:
U. S. BUREAU OF PUBLIC ROADS
[Redacted]
DISTRICT ENGINEER
[Redacted]
CHIEF ENGINEER
[Redacted]
DIRECTOR

A PORTION OF OXFORD COUNTY

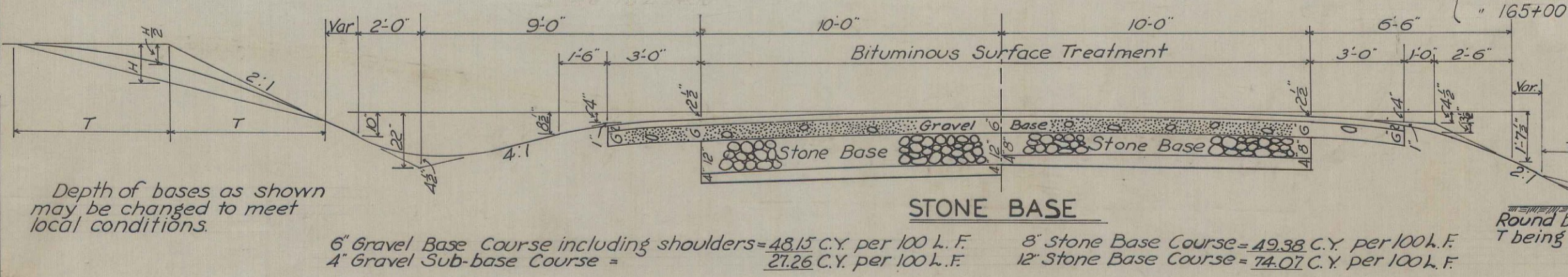
GRAVEL SURFACE COURSE



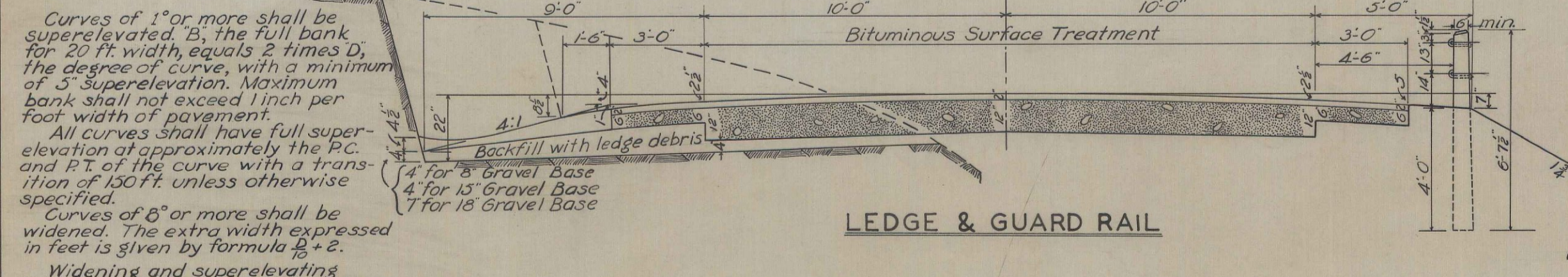
For all sections depth of ditch and length of curve at top of slope depend on local conditions. Use longest curve practicable, T being 2 ft. min. and 5 ft. max.



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



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

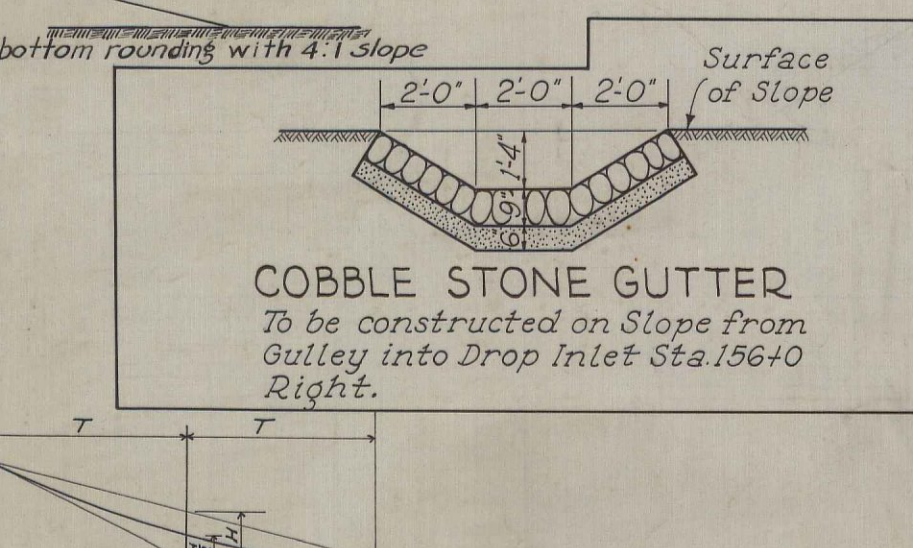
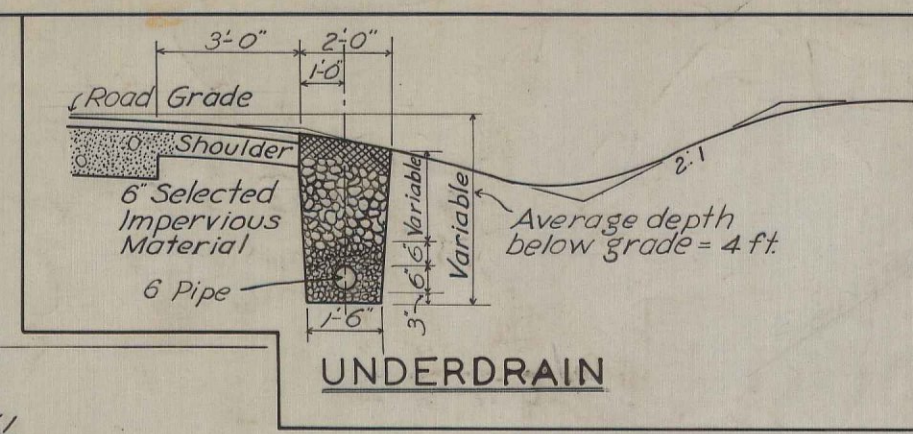
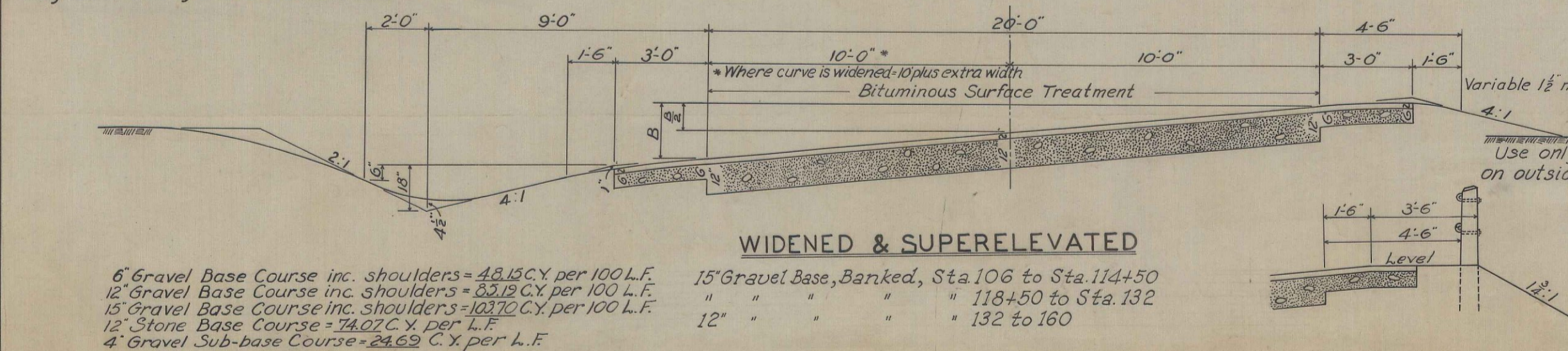


Curves of 1° or more shall be superelevated. B, the full bank for 20 ft. width, equals 2 times D, the degree of curve, with a minimum of 5" superelevation. Maximum bank shall not exceed 1 inch per foot width of pavement.

All curves shall have full superelevation at approximately the P.C. and P.T. of the curve with a transition of 150 ft. unless otherwise specified.

Curves of 8° or more shall be widened. The extra width expressed in feet is given by formula $\frac{D}{10} + 2$.

Widening and superelevating may be limited by unusual conditions.



placed as a barrier in the old stream bed at entrance to Diversion Channel and as Reinforcement for slopes where needed particularly from 121+50 to 123+50 Payment under item of Rock Excavation

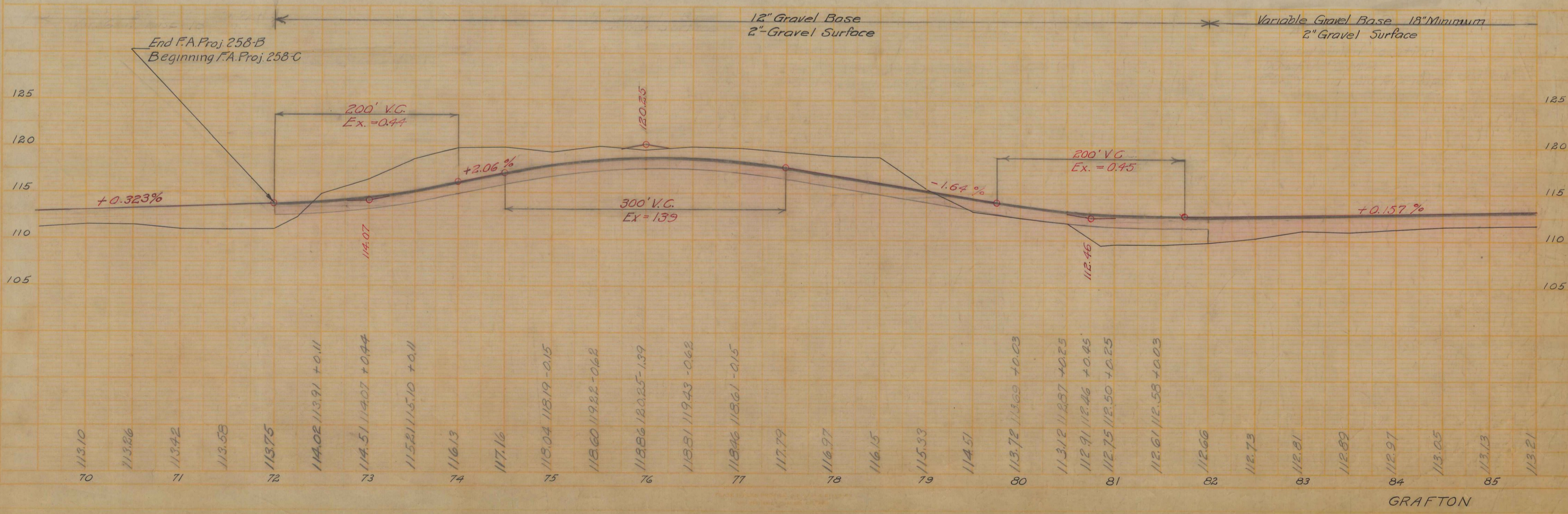
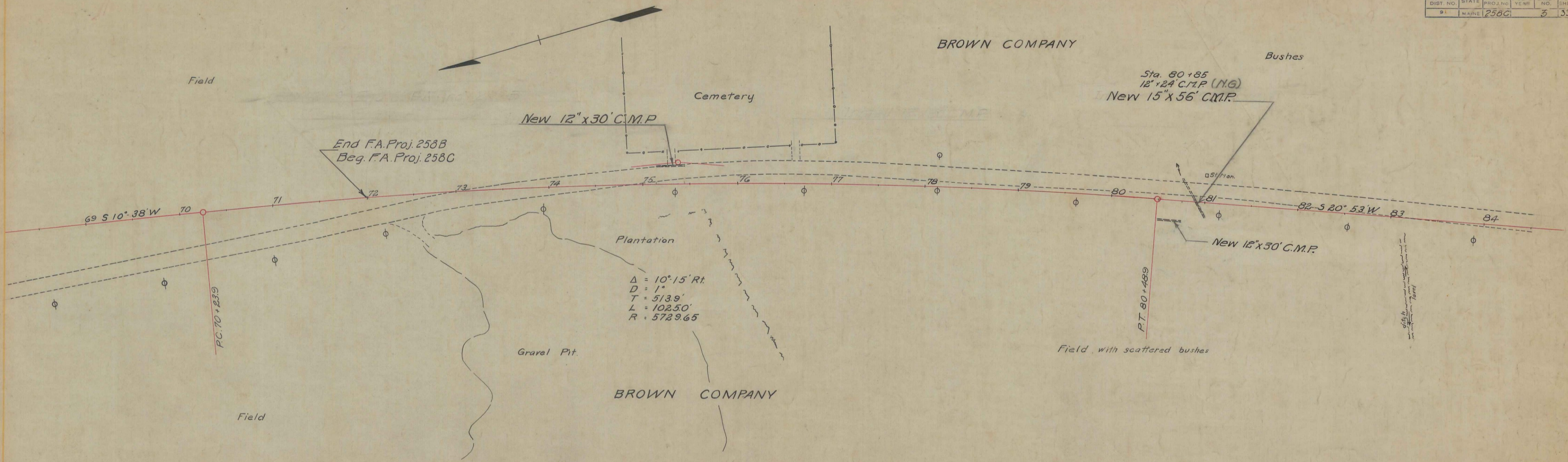
Excavated material from Diversion Channel shall be used in roadway embankments and paid for as Channel Excavation

ESTIMATED QUANTITIES

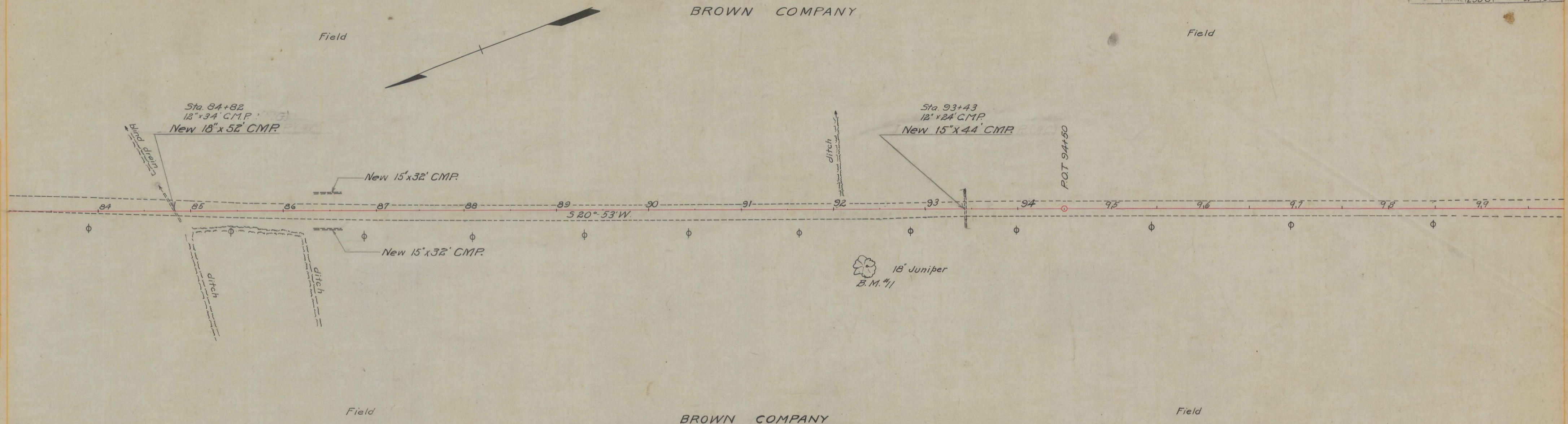
ITEM	DESCRIPTION	QUANTITY	UNIT
11	Clearing and Grubbing	10	Acres
12A	Earth Excavation	26,000	C.Y.
12B	Rock Excavation	1,100	C.Y.
12C	Trees Removed	5	
13	Excavation For Structures	250	C.Y.
	Rock Excav. for Structures	140	C.Y.
17-A	Common Borrow	7,000	C.Y.
23	Gravel Base Course	10,300	C.Y.
27	Gravel Surface Course	1,650	C.Y.
40-A	12" C.M.P.	160	L.F.
40-B	15" C.M.P.	550	L.F.
40-C	18" C.M.P.	360	L.F.
40-G	36" C.M.P.	134	L.F.
40-H	42" C.M.P.	124	L.F.
45-B	Drop Inlets, Type "A"	1	Each
47	Hand Laid Rip-Rap	100	Sq.Yds
48-G	Underdrain - Type "A"	450	L.F.
51-A	W.C.G.R.	5048	L.F.
51-B	Anchorages for W.C.G.R.	27	Each
55	Bituminous Treatment	13,600	Gals.
49	Cobble Stone Gutter	40	Sq.Yds

CULVERT DATA

STATION	KIND	SIZE	LENGTH	REMARKS
75+30	C.M.P.	12"	30'	D.W., Left
76+10	"	12"	30'	" "
	"	12"	100'	Undetermined
80+85	"	15"	56'	
84+82	"	18"	52'	
93+43	"	15"	40'	
102+33	"	15"	52'	
112+00	"	18"	58'	
114+35	"	15"	68'	
116+50	"	18"	56'	
119+50	"	15"	40'	
122+50	"	36"	68'	
126+50	"	15"	50'	
130+00	"	18"	40'	
134+00	"	18"	52'	
141+00	"	15"	50'	
142+80	"	36"	66'	
145+00	"	15"	50'	
149+65	"	42"	124'	Two 62" C.M.P.s
152+00	"	15"	50'	
156+00	"	15"	48'	Drop Inlet Rt. Type A
160+50	"	18"	56'	
168+25	"	15"	46'	
170+24	"	18"	46'	

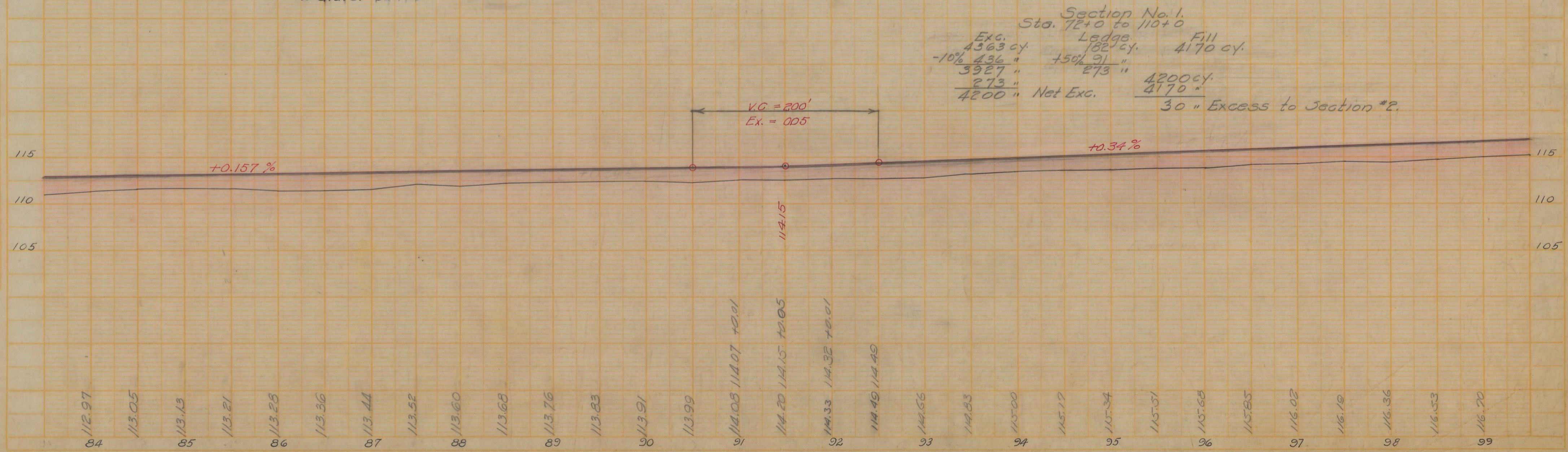


BROWN COMPANY



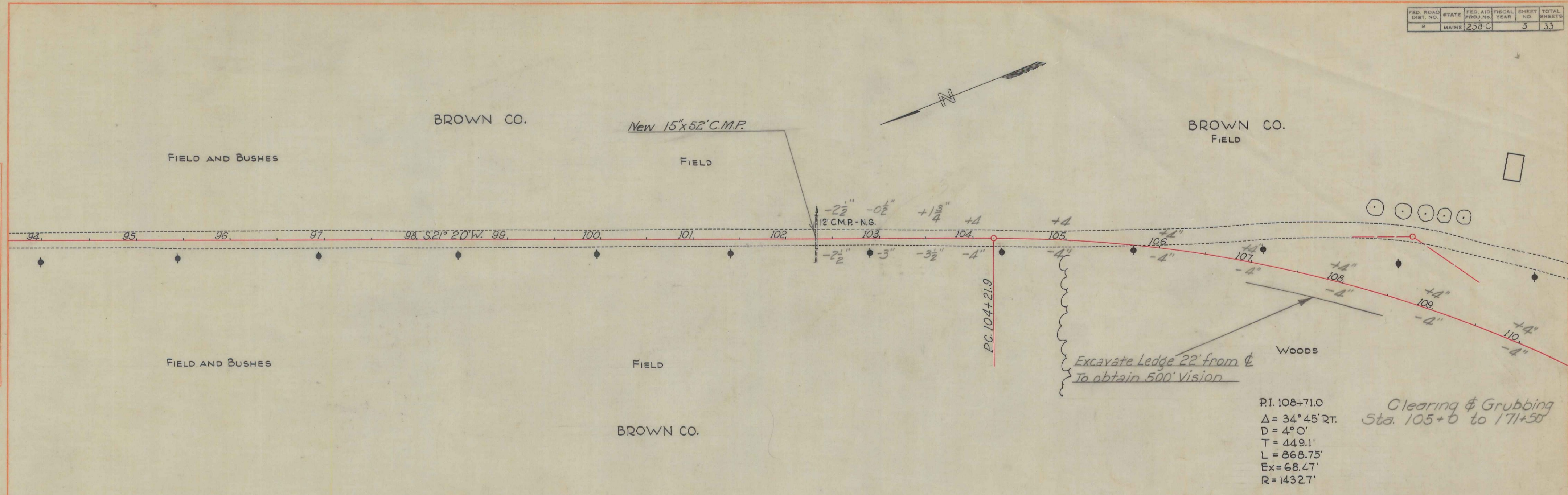
BROWN COMPANY

Variable Gravel Base - (18" Minimum)
2" Gravel Surface

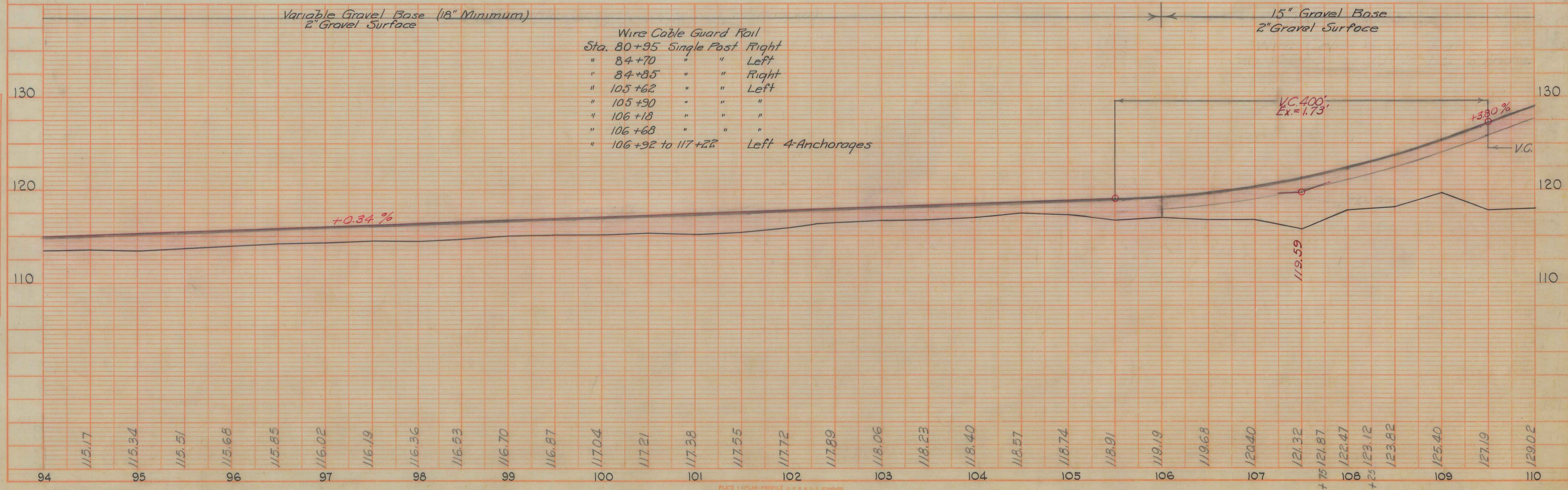


GRAFTON

DATE: 5-31
 BY: S. STEWART, E. WHITTEN
 SURVEYED: []
 PLANNING CHECKED: []
 NOTE BOOK NO. []
 PLAN: []
 STRUCTURE NOTATION: []

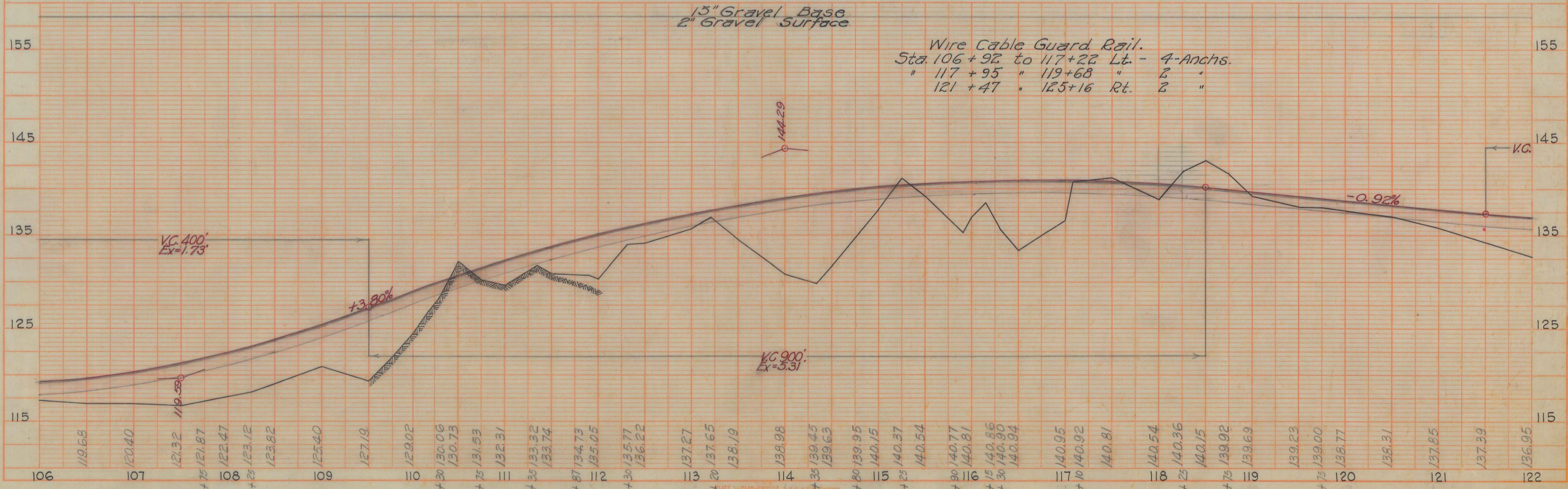
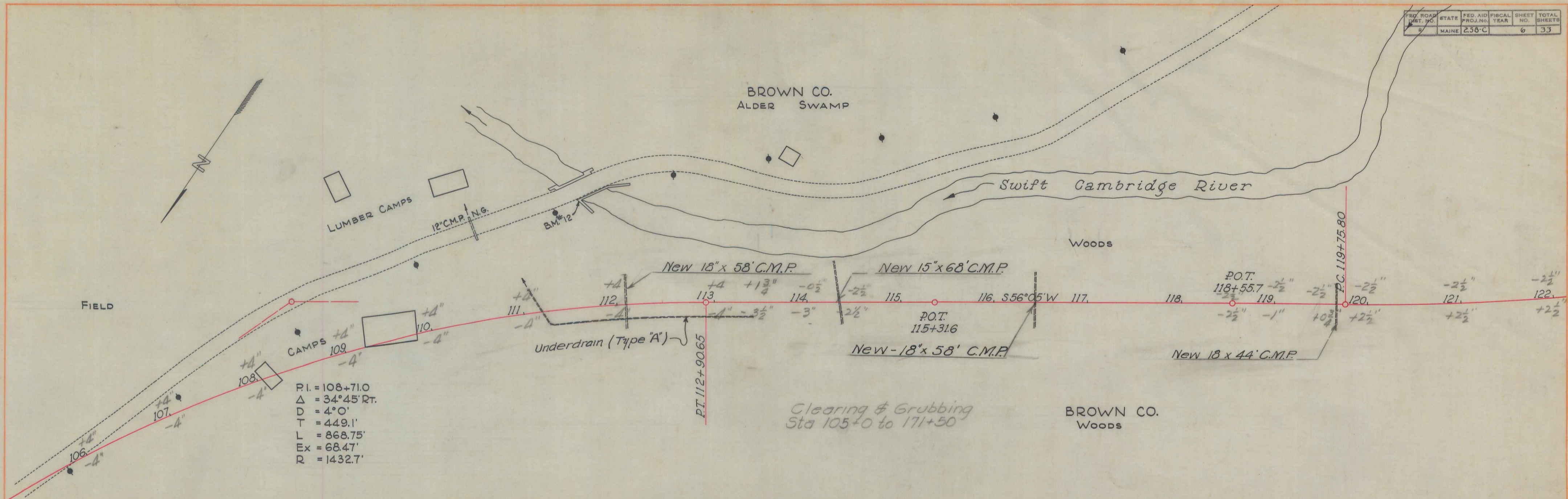


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 BY: S. STEWART, E. WHITTEN
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DATE: 5-31
6-31
BY: S. STEWART
E. WHITTEN
CHECKED: S. STEWART
E. WHITTEN
NOTE: BOOK ALIGNMENT CHECKED.
NO.:

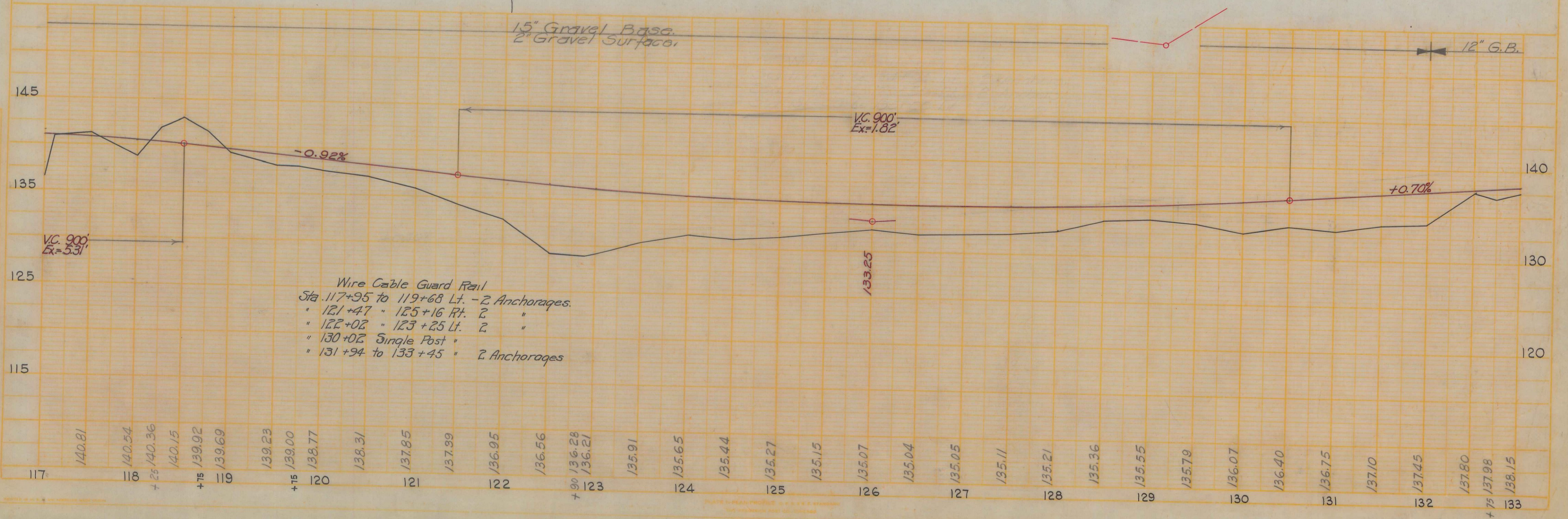
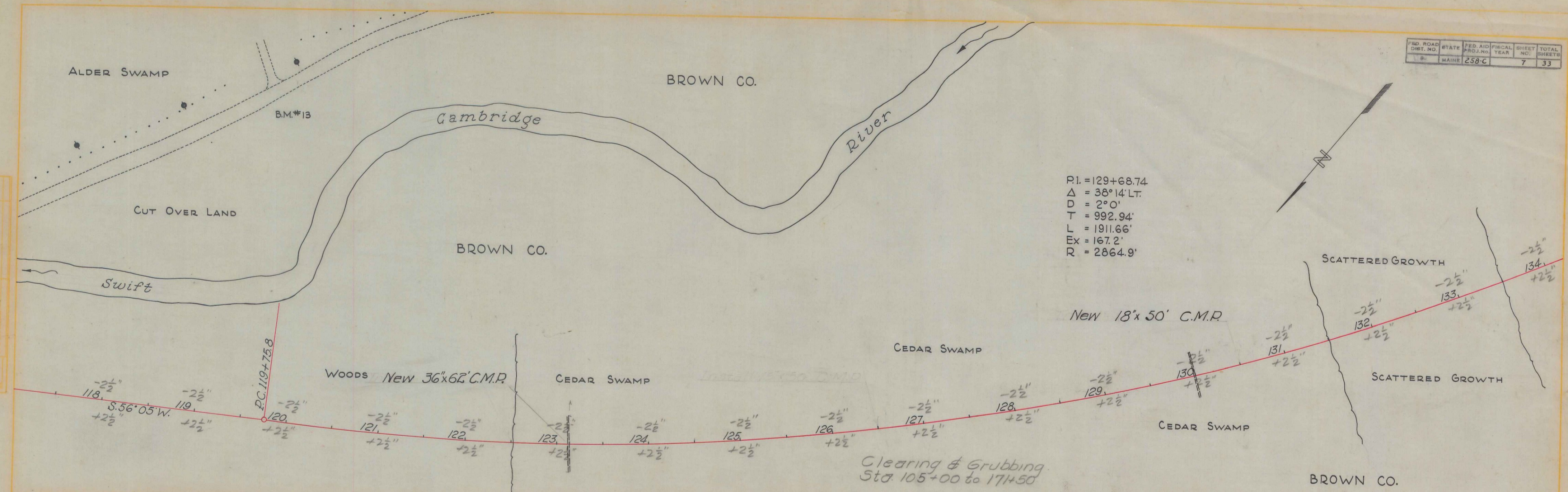
DATE: 5-31
6-31
BY: S. STEWART
E. WHITTEN
CHECKED: S. STEWART
E. WHITTEN
NOTE: BOOK ALIGNMENT CHECKED.
NO.:



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FILE
S. STEWART
E. WHITTEN
5-37
6-37

FILE
D. BARTLETT
J. GENDRON
5-37
6-37

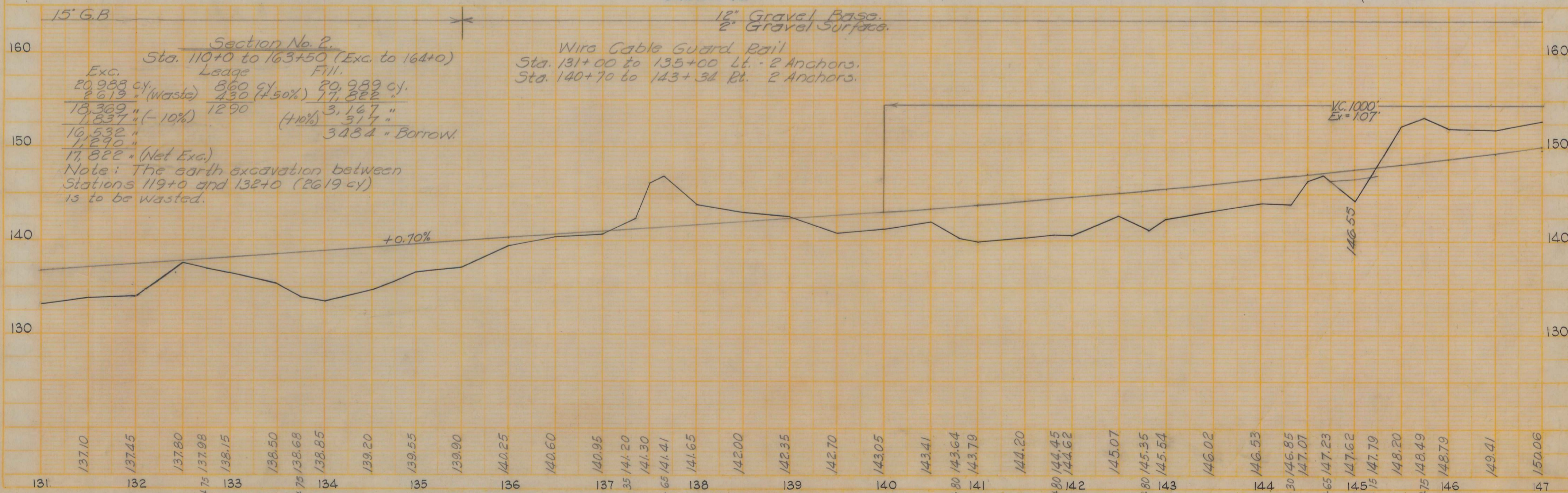
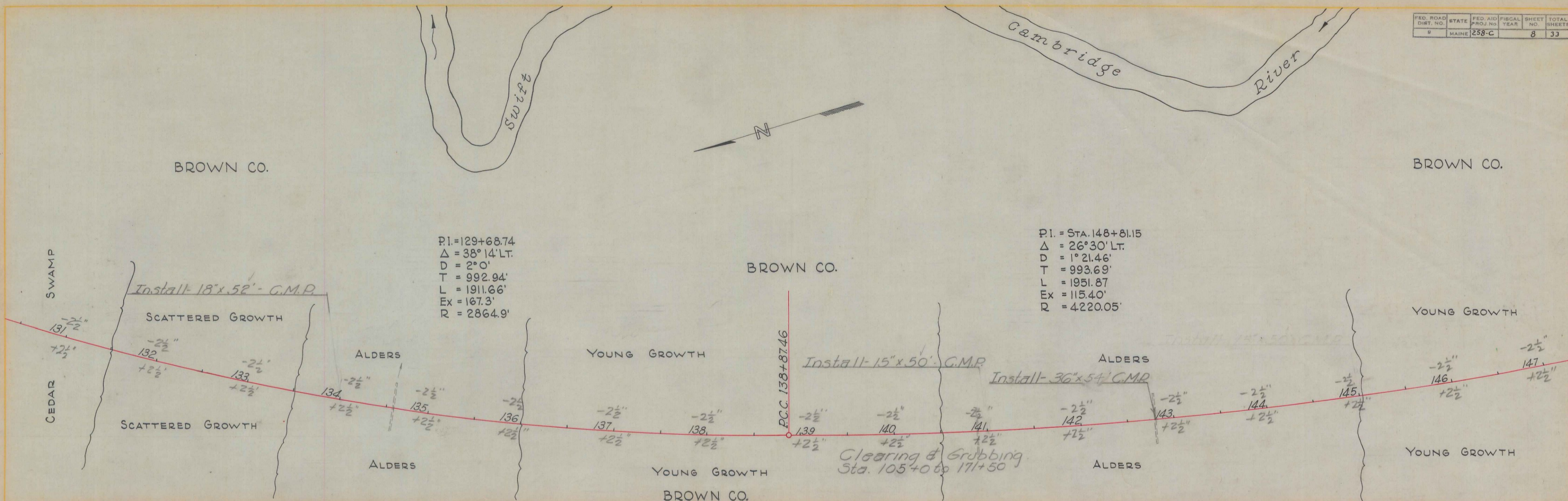


BROWN CO.

BROWN CO.

E. STEWART
E. WHITTEN
5-31
6-31

D. BARTLETT
J. GENDRON
5-31
6-31



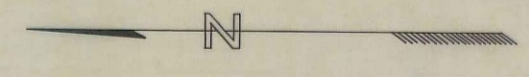
Section No. 2
Sta. 110+0 to 163+50 (Exc. to 164+0)

Exc.	Leage	Fill.
20,988 cy.	860 cy (+50%)	20,989 cy.
2619 " (Waste)	430 " (+50%)	17,822 "
18,369 "	1290 "	3,167 "
11,837 " (-10%)		317 "
10,532 "		3484 " Borrow.
1,290 "		
17,822 " (Net Exc.)		

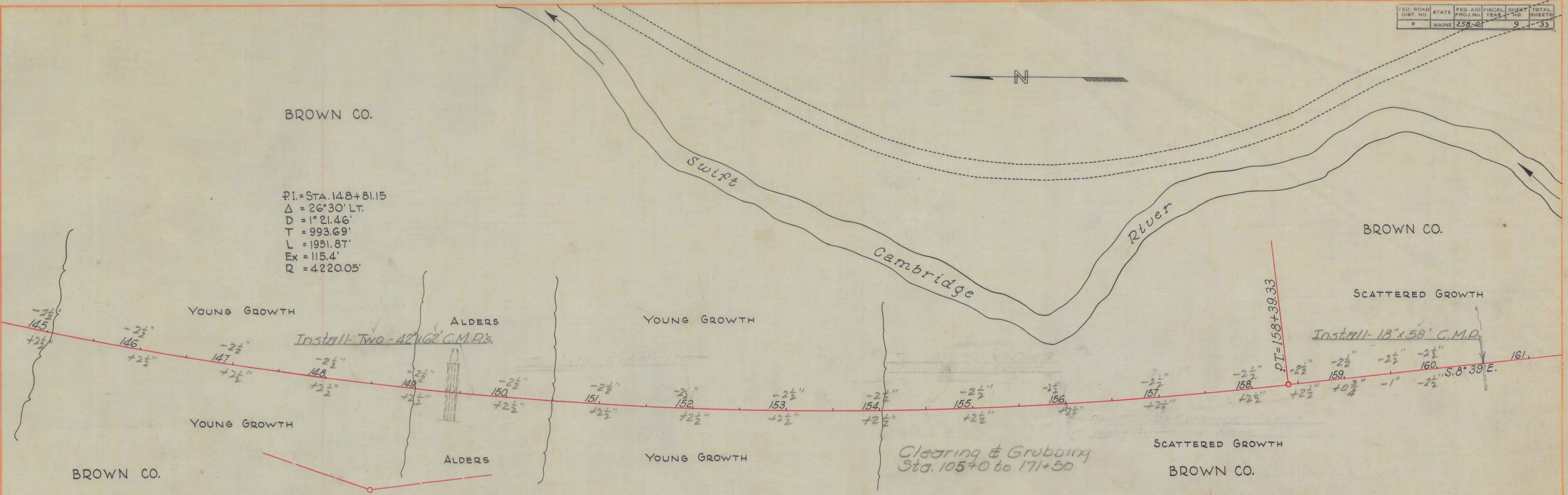
Note: The earth excavation between Stations 119+0 and 132+0 (2619 cy) is to be wasted.

BROWN CO.

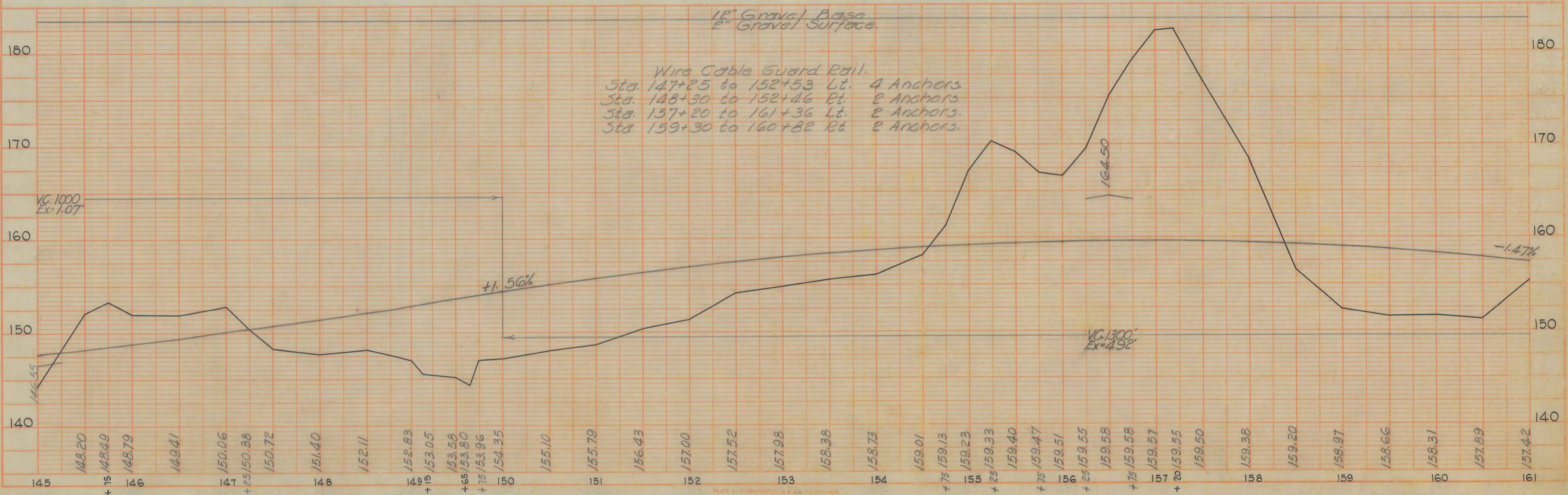
P.I. = STA. 148+81.15
 $\Delta = 26^{\circ}30' \text{ L.T.}$
 $D = 1^{\circ}21.46'$
 $T = 993.69'$
 $L = 1951.87'$
 $Ex = 115.4'$
 $R = 4220.05'$



DATE 5-31
 6-31
 BY S. STEWART
 E. WHITTEN
 CHECKED
 PLAN SURVEYED
 PLOTTED
 NOTE BOOK
 NO.



DATE 5-31
 6-31
 BY D. BARTLETT
 V. DAGGETT
 CHECKED
 PROFILE SURVEYED
 PLOTTED
 NOTE BOOK
 NO.



DATE: 5-31
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BY: S STEWART
E SWATTEN
CHECKED: []
NO. []

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BY: D.T. BARTLETT
CHECKED: []
NO. []

