

**STATE OF MAINE
STATE HIGHWAY COMMISSION**

**PLAN AND PROFILE
STATE HIGHWAY "D"
JACKSON
WALDO COUNTY**

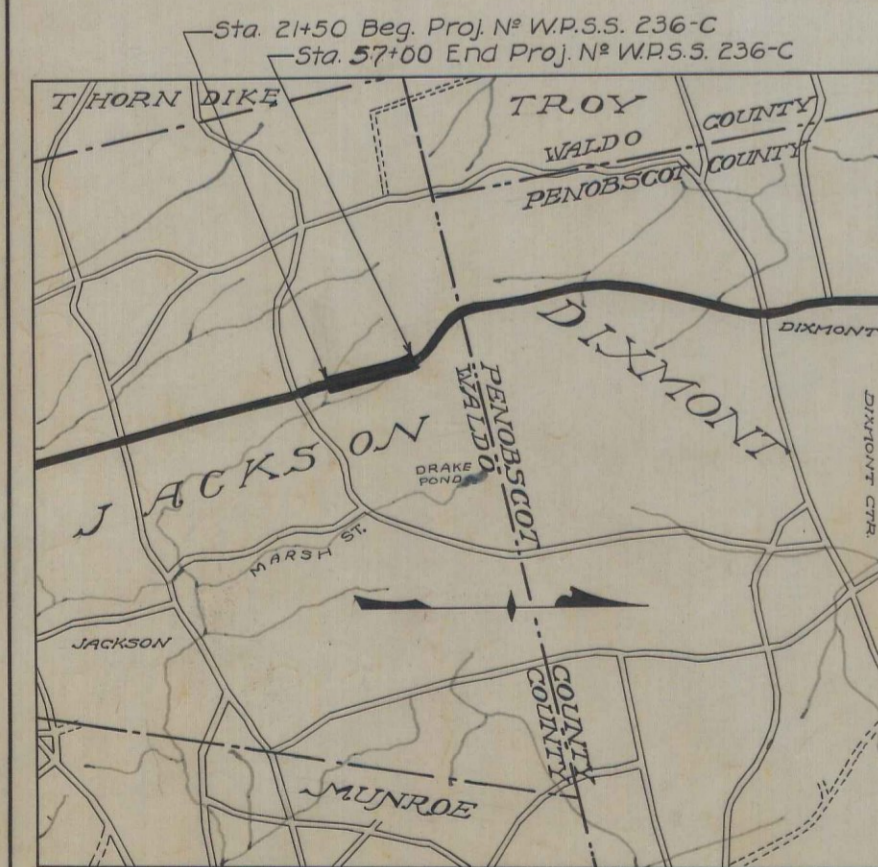
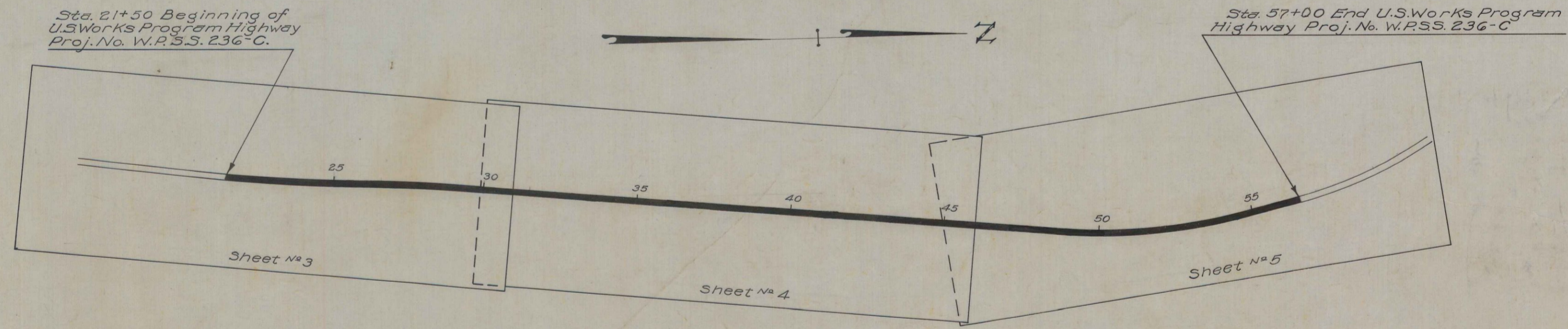
U.S. WORKS PROGRAM HIGHWAY PROJ. NO. W.P.S.S. 236-C.

TOTAL LENGTH 0.672 MILES

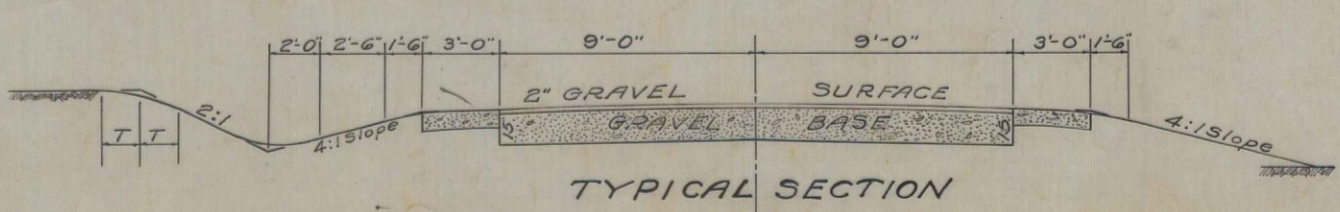
SCALES { PLAN 1 IN. = 50 FT.
 { PROFILE { HOR. 1 IN. = 50 FT.
 { VER. 1 IN. = 5 FT.
 { CROSS SECTIONS 1 IN. = 5 FT.

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.	TITLE PAGE	STA.
SHEET NO. 1	TYPICAL SECTIONS	
SHEET NO. 2	PLAN AND PROFILE	STA. 21+50 - 57+00
SHEET NO. 3-5	CROSS-SECTIONS	STA. 21+50 - 57+00
SHEET NO. 6-9	BRIDGES	STA.
SHEET NO.	SPECIAL DETAILS	



A Portion of Waldo County approx. scale 1 in. = 1 mi.



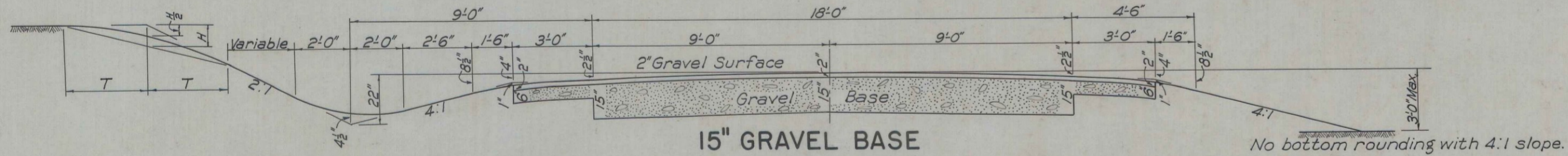
TYPICAL SECTION

NOTE:
All work contemplated under this CONTRACT to be governed by and in conformity with the specifications approved Sept. 20, 1935, except as modified on this plan.

APPROVED:
MAINE STATE HIGHWAY COMMISSION
Paul C. Kinsler
CHAIRMAN
Stewart D. Swan
CHIEF ENGINEER
William D. Barron
CHIEF ENGINEER

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

GRAVEL SURFACE COURSE

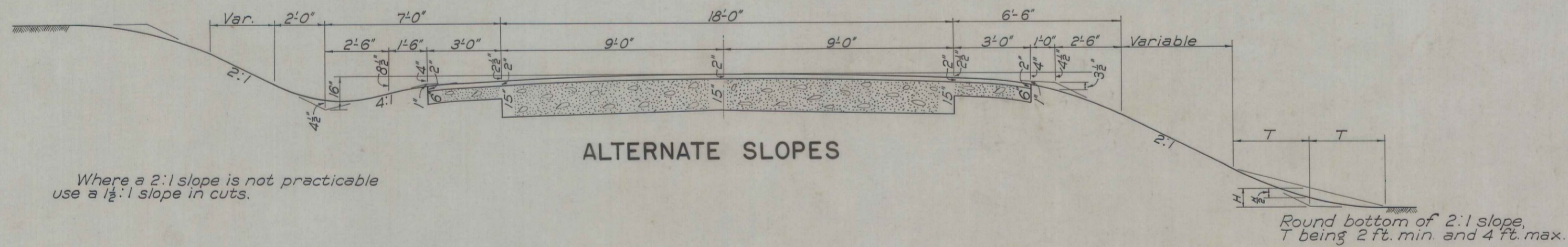


For all sections depth of ditch and length of curve at top of slope depend on local conditions. Use longest curve practicable, T being 2 ft. min. and 5 ft. max.

2" Gravel Surface Course including shoulders = 14.82 C.Y. per 100 L.F.
15" Base = 96.53

No bottom rounding with 4:1 slope.

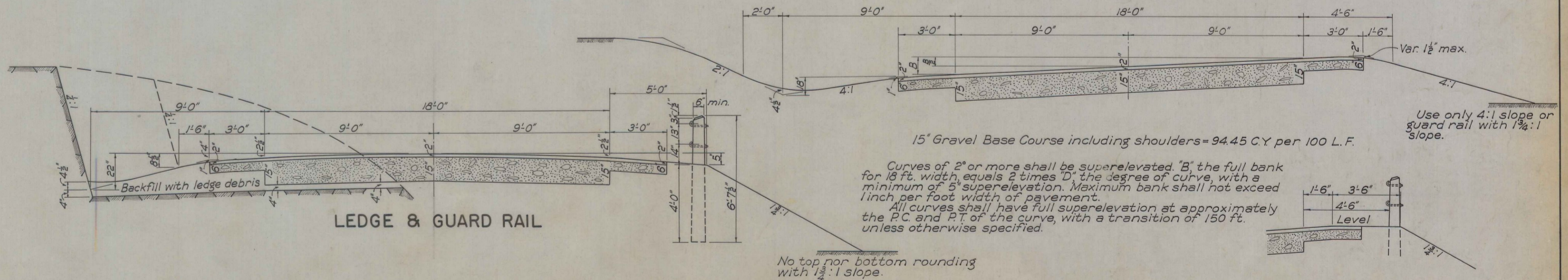
QUANTITIES			
Quan.	Unit	Description	
12A	2250 C.Y.	Earth Excavation	
12B	525 C.Y.	Rock Excavation	
12C	3 Each	Trees Removed	
13	30 C.Y.	Excav. for Structures	
	2 C.Y.	Rock Excav. for Structures	
17A	2400 C.Y.	Common Borrow	
23	3400 C.Y.	Gravel Base Course	
	525 C.Y.	Gravel Surface Course	
40A	200 L.F.	12" C.M.P. (Plain)	
41F	38 L.F.	30" C.M.P. (Asphalt Coated)	
51A	1480 L.F.	W.C.G.R.	
51B	18 Each	Anchorages for W.C.G.R.	
56	7850 Yd.M.	Gravel Overhaul	



Where a 2:1 slope is not practicable use a 1 1/2:1 slope in cuts.

Round bottom of 2:1 slope, T being 2 ft. min. and 4 ft. max.

CULVERTS			
Sta.	Size	Kind	Remarks
26+0 R+	12"x20'	C.M.P.	D-Way
27+0 R+	12"x20'	"	"
32+50 R+	12"x20'	"	"
37+0 L+	12"x20'	"	"
37+90 L+	12"x20'	"	"
38+50 L+	12"x20'	"	"
43+50	30"x38'	"	Asphalt Coated (Rd-Way)
49+80 R+	12"x20'	"	D-Way
50+50 R+	12"x20'	"	"
50+50 L+	12"x20'	"	"
51+0 L+	12"x20'	"	"

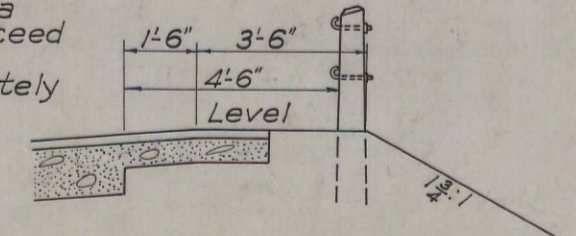


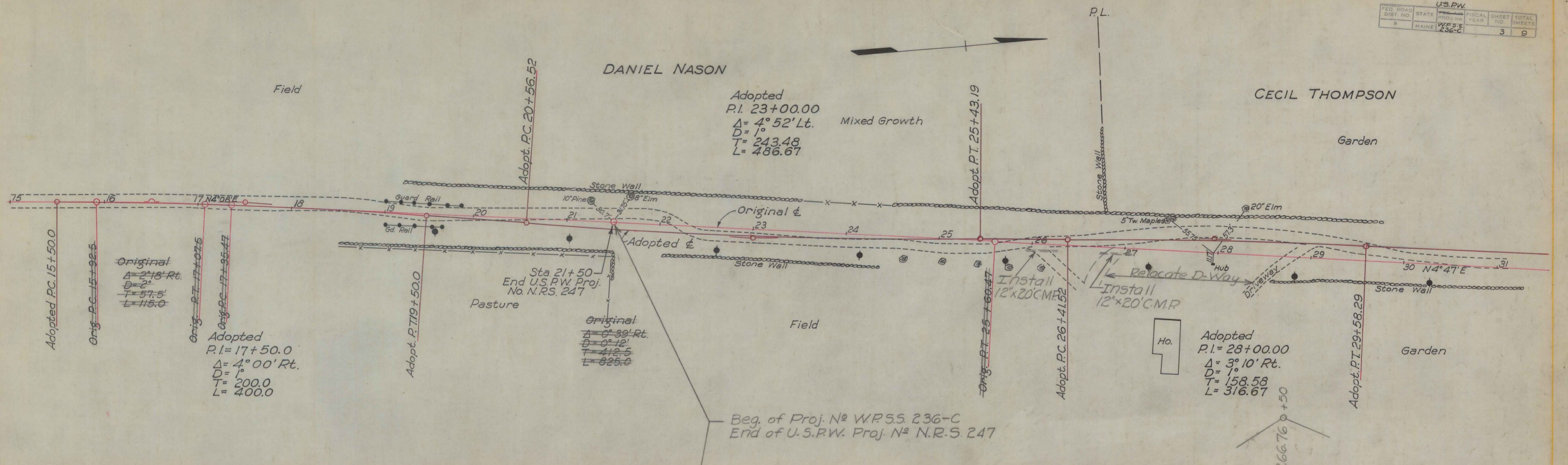
15" Gravel Base Course including shoulders = 94.45 C.Y. per 100 L.F.

Curves of 2° or more shall be superelevated. "B" the full bank for 18 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.

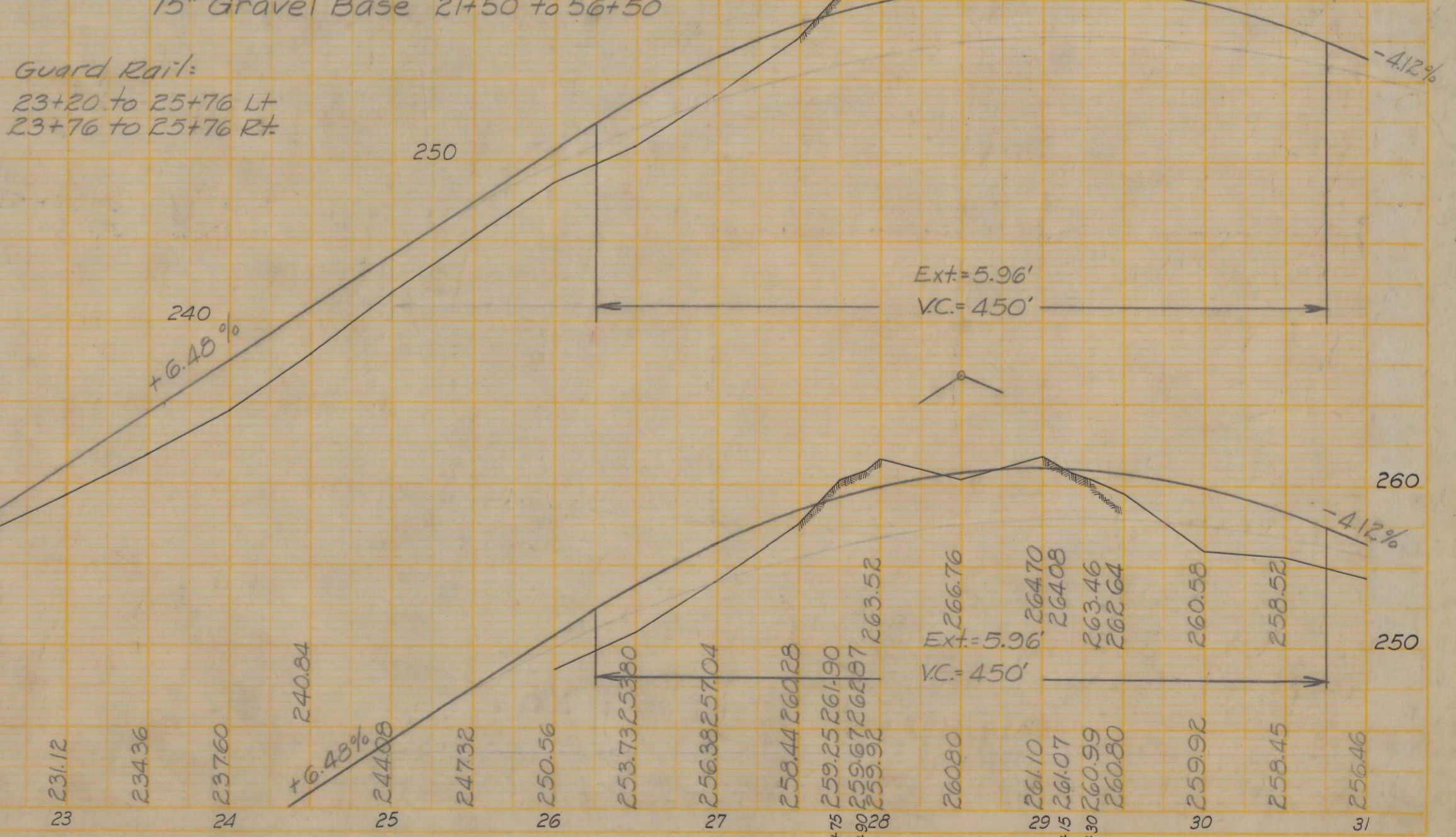
All curves shall have full superelevation at approximately the P.C. and P.T. of the curve, with a transition of 150 ft. unless otherwise specified.

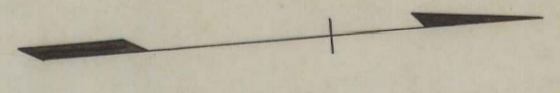
No top nor bottom rounding with 1 1/4:1 slope.



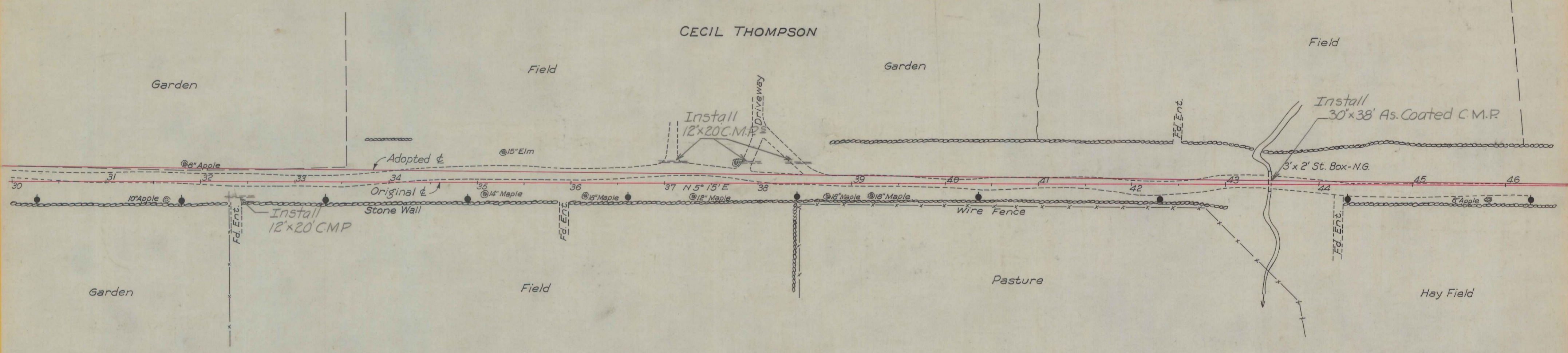


Earth Works 21+50 to 56+50
 Earth Cut = 2247 C.Y. x 90% = 2022
 Rock Cut = 525 C.Y. x 150% = 785
 2807
 Fill = 4947 C.Y.
 Cut = 2807 C.Y.
 2140 x 110% = 2354 C.Y. of Borrow

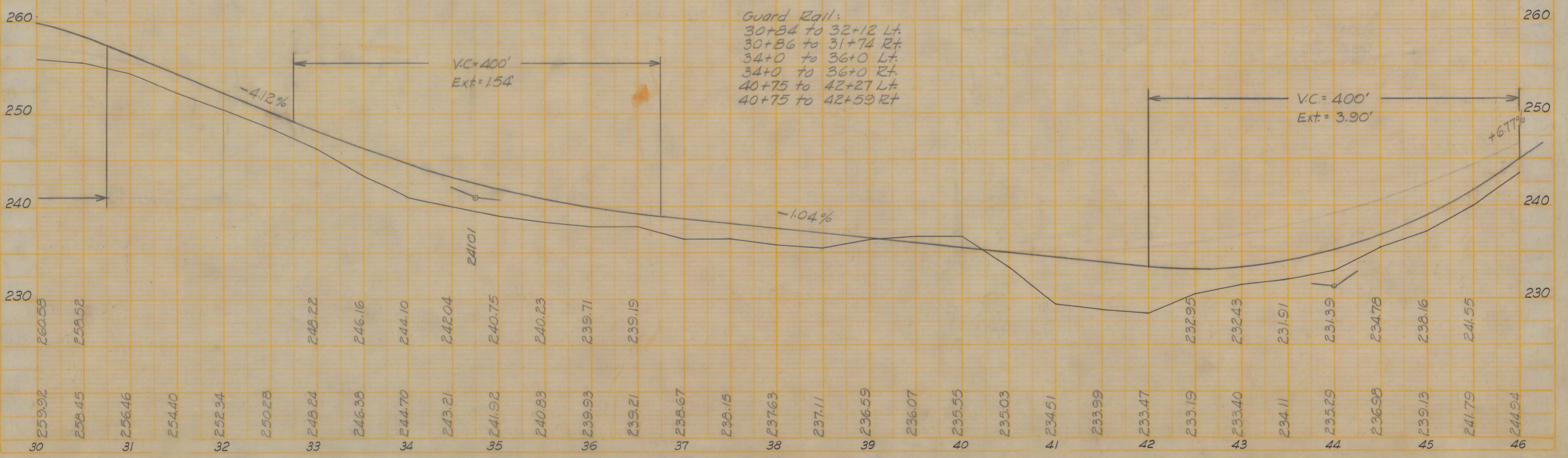




CECIL THOMPSON



15" Gravel Base 21+50 to 56+50



Guard Rail:
 30+84 to 32+12 Lt.
 30+86 to 31+74 Rt.
 34+0 to 36+0 Lt.
 34+0 to 36+0 Rt.
 40+75 to 42+27 Lt.
 40+75 to 42+59 Rt.

PLA
 DATE
 SHEET NO.

PROFILE
 DATE
 SHEET NO.

U.S.P.W.				
FED. ROAD DIST. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MAINE	V.R.S.S. 236-C	5	9

Adopted
 $\Delta = 28^{\circ}32' Lt.$
 $D = 4"$
 $T = 364.22$
 $L = 714.44$

Original
 $\Delta = 28^{\circ}32' Lt.$
 $D = 6"$
 $T = 162.11$
 $L = 356.66$

Adopted
 $\Delta = 19^{\circ}17' Lt.$
 $D = 4"$
 $T = 243.35$
 $L = 482.12$

Original
 $\Delta = 18^{\circ}56' Lt.$
 $D = 4"$
 $T = 236.85$
 $L = 473.33$

Orig. P.I. 53+16.38
 Adopt. P.T. 53+20.67 = 53+20.88 Orig.
 Eq. - 0.21'

Adopted P.C. 55+46.05

Orig. P.C. 57+66.16

