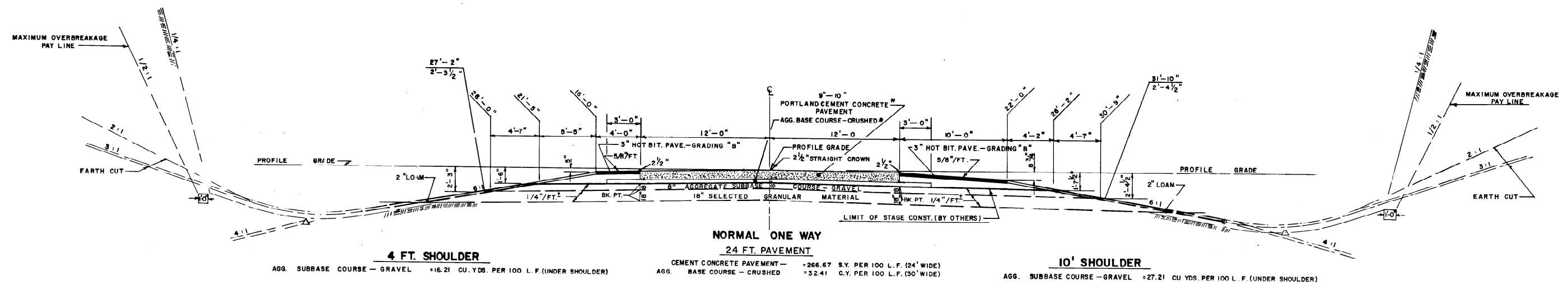


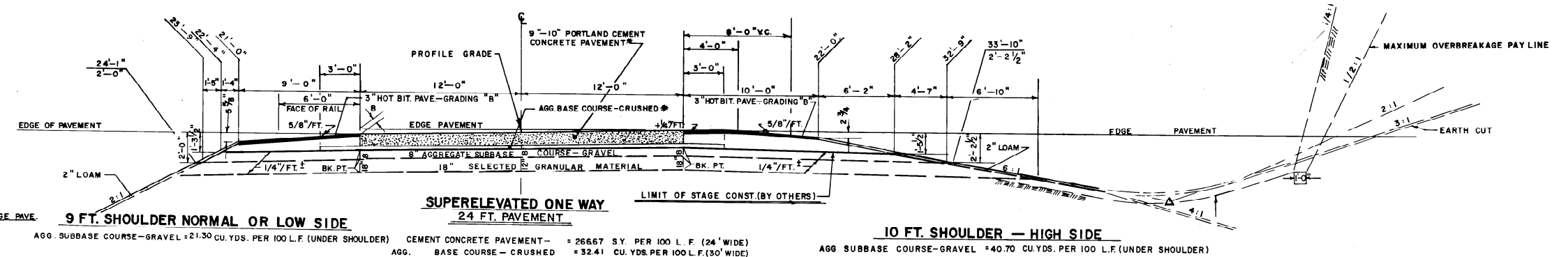
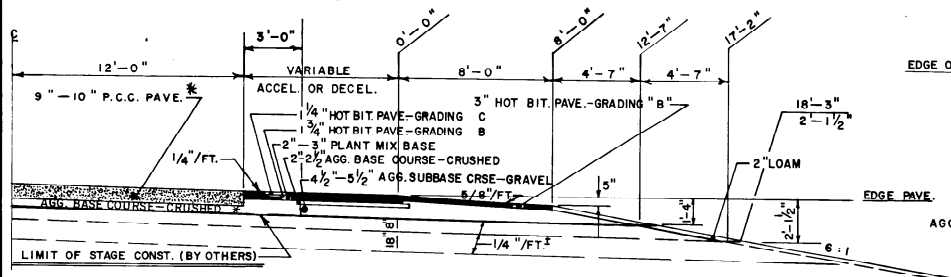
PORTLAND CEMENT CONCRETE PAVEMENT

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(14)B1	2	53

CONTRACT 2

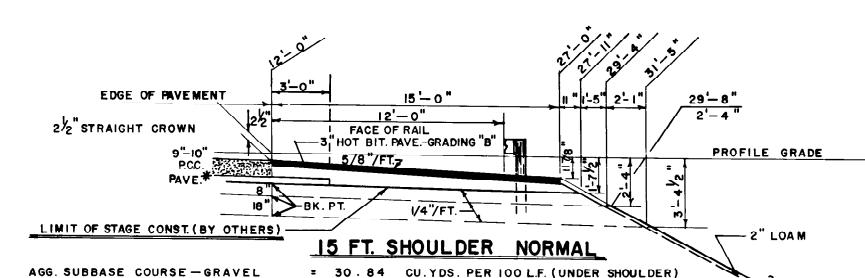


NOTE:
THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE, BASE AND PAVEMENT SHALL BE STRAIGHT.
WHEN SUPERELEVATION EXCEEDS 5/8" / FT., LOW SIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT.

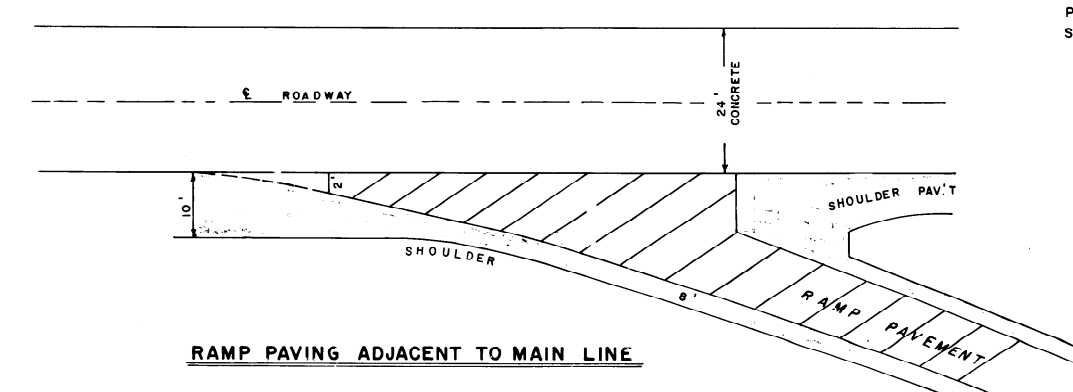
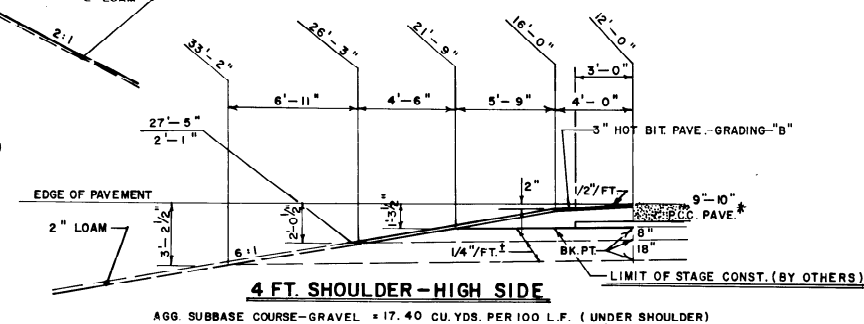
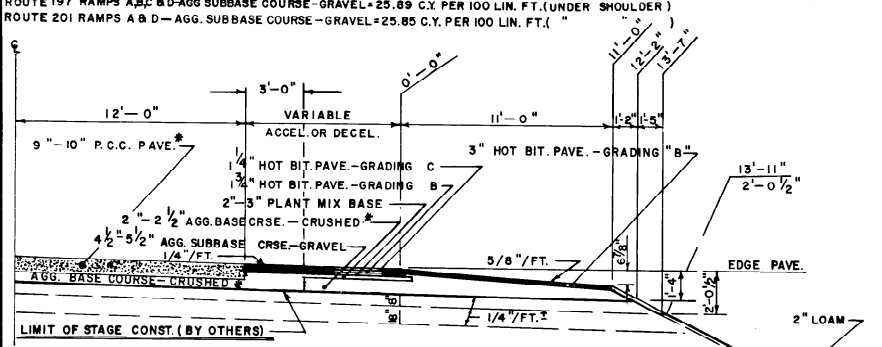


* FOR TABULATION OF FLEXURE STRENGTH AND DEPTHS OF P.C.C. PAVEMENT AND AGGREGATE BASE COURSE - CRUSHED SEE SHEET NO. 7.

NOTE:
THE QUANTITIES SHOWN FOR AGGREGATE BASE COURSE-CRUSHED AND AGGREGATE SUBBASE COURSE - GRAVEL PER 100 LINEAR FEET HAVE BEEN COMPUTED ON A DEPTH OF 3 1/2" FOR THE AGGREGATE BASE COURSE CRUSHED, AND 9 1/2" FOR THE PORTLAND CEMENT CONCRETE PAVEMENT. THESE COMPUTED QUANTITIES WILL BE THE RESPECTIVE PAY QUANTITIES PER 100 LINEAR FEET FOR AGGREGATE BASE COURSE - CRUSHED AND AGGREGATE SUBBASE COURSE - GRAVEL REGARDLESS OF THE CONCRETE FLEXURE STRENGTH AND DEPTH. THE ACTUAL DEPTH OF AGGREGATE BASE COURSE - CRUSHED SHALL BE ADJUSTED WITH RESPECT TO THE FINAL DEPTH OF PORTLAND CEMENT CONCRETE PAVEMENT SUCH THAT THE PROFILE GRADE LINE AS SHOWN ON THE PLANS IS MET.



NOTE:
FOR DETAIL OF JOINT BETWEEN CEMENT CONCRETE PAVEMENT AND HOT BITUMINOUS PAVEMENT SEE NEXT SHEET.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**MAIN LINE
TYPICAL SECTIONS**

SCALE 0 5 10 15 (FEET)

SHEET OF AUGUSTA, MAINE

BOWDOINHAM - RICHMOND - GARDINER

I-95-5 (14) B1 Cont'd 2

PROJECT DESIGN ENGINEER	DATE
BY	10/1/83
DESIGN - CHECKED	REVISIONS
PLANS	FIELD CHANGES