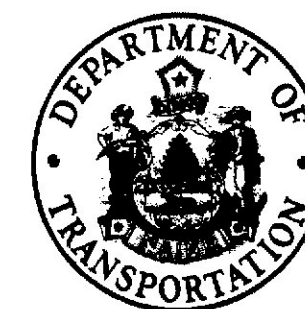


JEFFERSON - SOMERVILLE - WASHINGTON

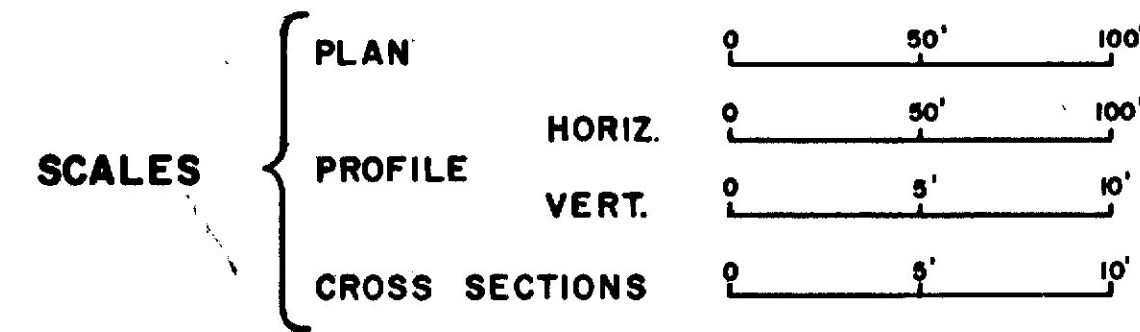
Reel 241

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS JEFFERSON - SOMERVILLE - WASHINGTON LINCOLN AND KNOX COUNTIES MAINE FEDERAL AID PRIMARY PROJECT NO. RF-F-30-1(16)

TOTAL LENGTH 5.124 MILES



GRADING, DRAINAGE, BASE & PAVEMENT

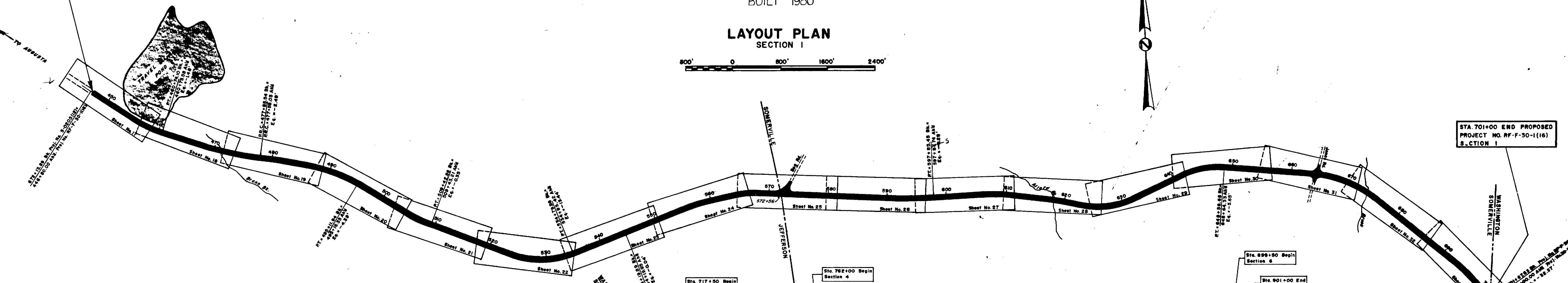
BUILT 1980

LAYOUT PLAN SECTION 1

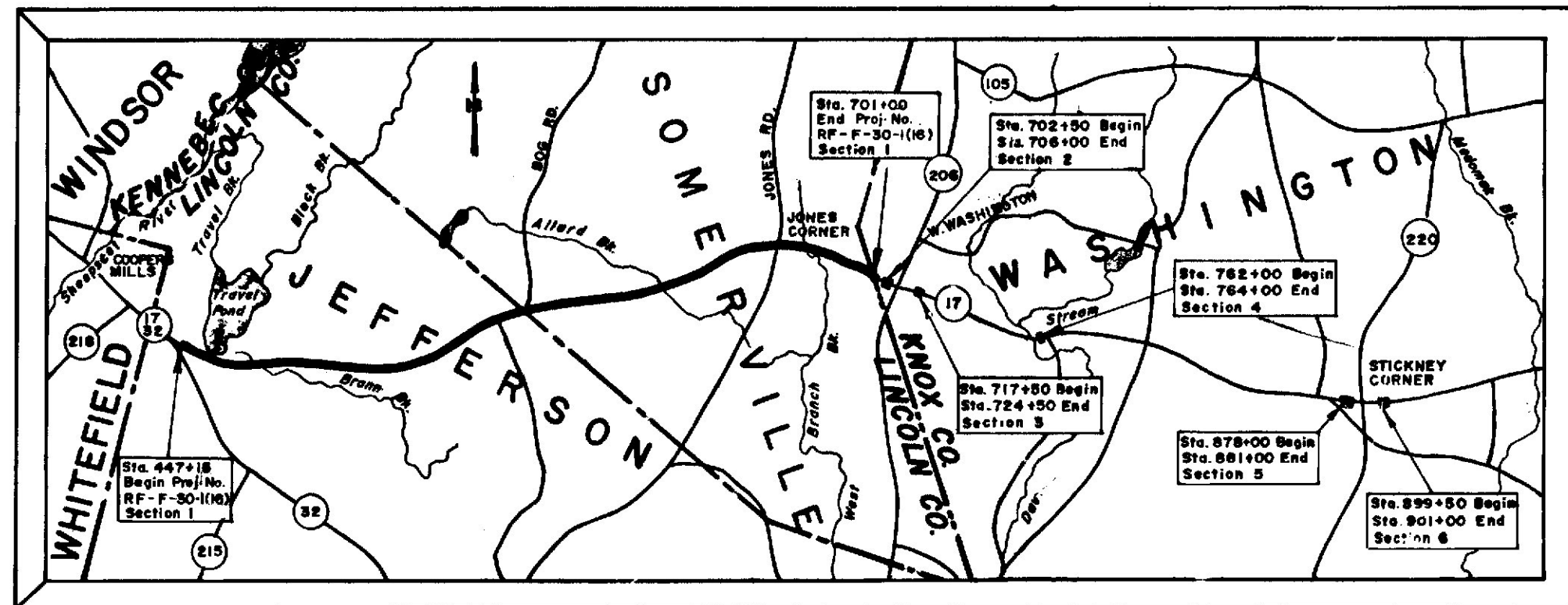


STA. 447+15 BEGIN PROPOSED PROJECT NO. RF-F-30-1(16) SECTION 1

RW-34



STA 701+00 END PROPOSED PROJECT NO. RF-F-30-1(16) SECTION 1



A PORTION OF LINCOLN AND KNOX COUNTIES

LAYOUT PLAN SECTIONS 2 TO 6



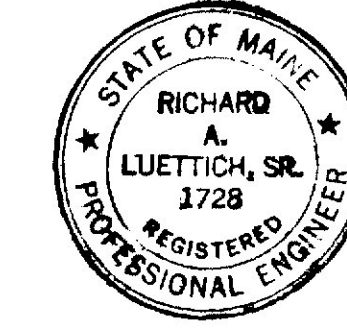
TRAFFIC DATA

A.D.T.	1979	1760
A.D.T.	1999	2560
D.H.V.		307
T. (%)		8
D. (%)		60
V.		50
P.S.D. (%)		8
18 KIPS		51

NOTE:
ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF 1968) AND SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

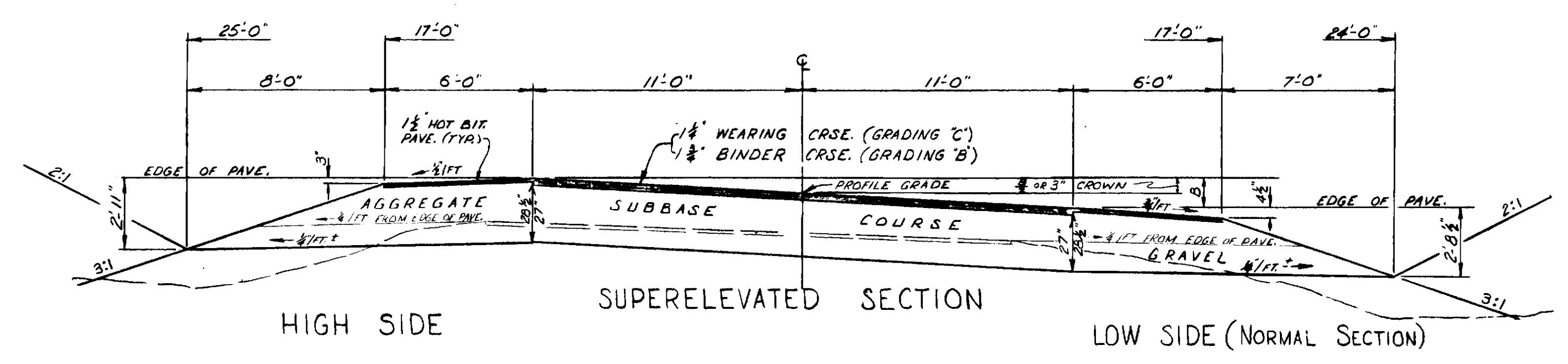
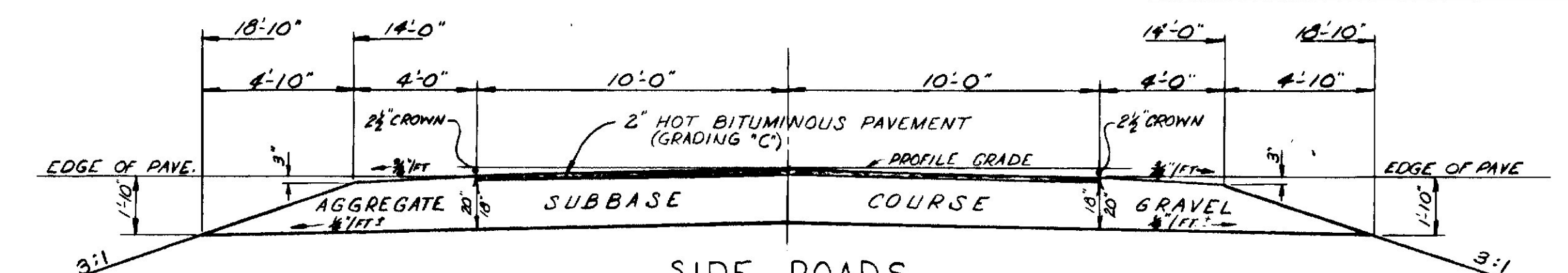
APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Richard A. Luettich, Sr.
COMMISSIONER
Richard A. Luettich, Sr.
CHIEF ENGINEER & BUREAU DIRECTOR

DATE
FEB. 13, 1979
FEB. 13, 1979



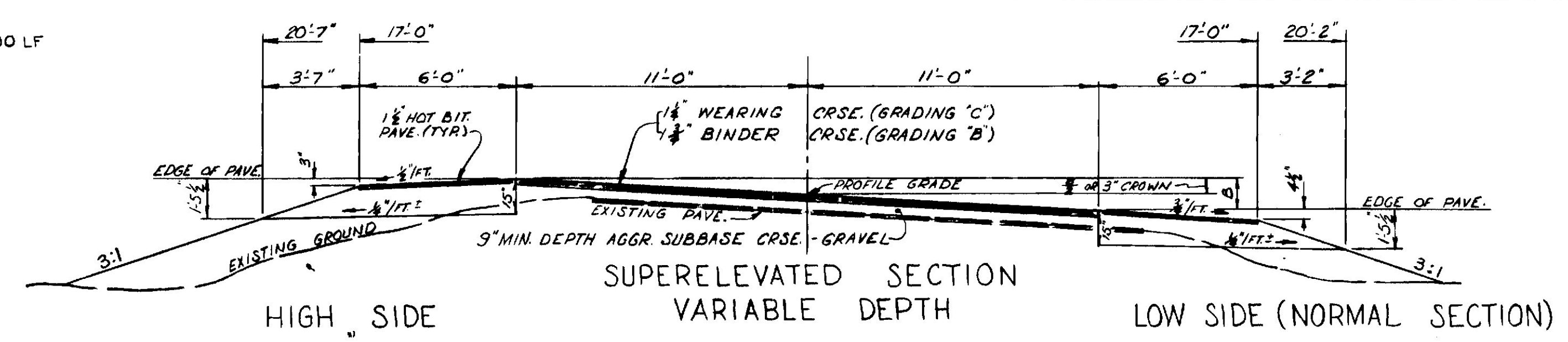
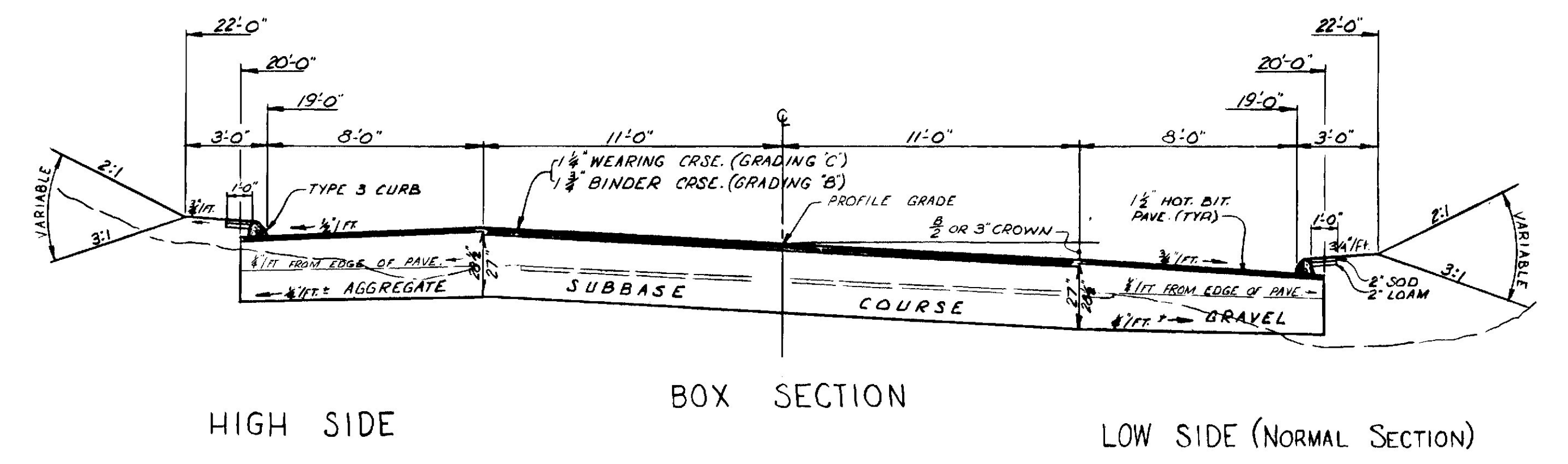
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I
APPROVED:
DIVISION ADMINISTRATOR DATE

3" HOT BITUMINOUS PAVEMENT *

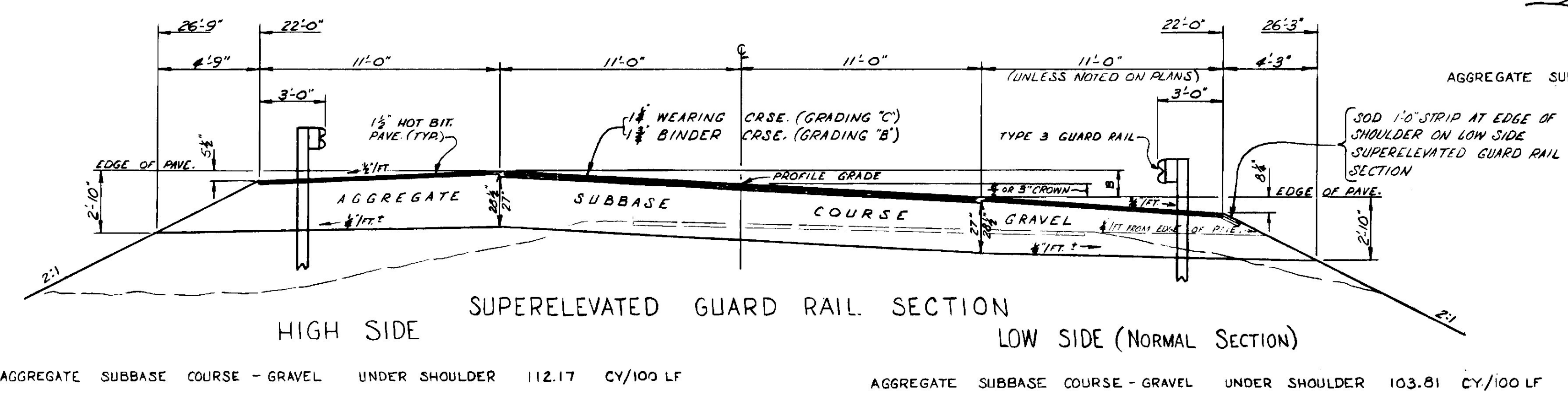


SIDE ROADS
NORMAL SECTION

LEFT SHOULDER		ROADWAY		RIGHT SHOULDER	
6' LO	447+15 - 447+50	6' LO	447+50 - 447+50	6' LO	447+15 - 447+50
6' HI	447+50 - 449+0	6' HI	447+50 - 449+0	6' LO	448+0 - 449+0
8' LO	449+0 - 468+0	6' HI	449+0 - 459+50	8' LO	449+0 - 449+50
VAR	449+0 - 468+0	VAR	449+0 - 459+50	VAR	449+0 - 449+50
6' LO	468+0 - 470+0	6' LO	459+50 - 461+0	6' LO	450+0 - 459+25
VAR	470+0 - 480+0	VAR	461+0 - 468+0	VAR	459+25 - 460+0
6' HI	480+0 - 481+50	6' LO	468+0 - 469+50	6' HI	460+0 - 469+50
VAR	481+50 - 486+50	VAR	469+50 - 480+0	VAR	469+50 - 470+0
6' HI	486+50 - 487+50	6' LO	480+0 - 505+0	6' HI	470+0 - 479+50
VAR	487+50 - 488+0	VAR	505+0 - 508+50	6' LO	479+50 - 483+50
6' HI	488+0 - 494+50	6' LO	508+50 - 533+50	VAR	483+50 - 484+50
VAR	494+50 - 496+50	VAR	533+50 - 535+0	8' LO	484+50 - 487+40
6' LO	496+50 - 505+0	6' HI	535+0 - 542+0	VAR	487+40 - 489+0
VAR	505+0 - 506+0	VAR	542+0 - 550+0	6' LO	489+0 - 492+0
6' HI	506+0 - 506+75	6' LO	550+0 - 553+0	VAR	492+0 - 493+50
VAR	506+75 - 507+85	VAR	553+0 - 553+50	6' HI	493+50 - 495+80
8' LO	507+85 - 509+20	6' LO	553+50 - 556+0	VAR	495+80 - 496+60
VAR	509+20 - 511+70	VAR	556+0 - 557+80	6' LO	496+60 - 497+65
8' LO	511+70 - 518+10	6' HI	557+80 - 542+0	VAR	497+65 - 498+70
VAR	518+10 - 518+75	VAR	542+0 - 550+0	6' LO	498+70 - 500+50
6' LO	518+75 - 533+50	6' LO	550+0 - 550+50	VAR	500+50 - 501+50
VAR	533+50 - 534+25	VAR	550+50 - 550+50	6' LO	501+50 - 503+0
6' HI	534+25 - 534+75	6' LO	550+50 - 551+10	VAR	503+0 - 504+0
VAR	534+75 - 534+75	VAR	551+10 - 553+50	6' LO	504+0 - 504+90
6' LO	535+0 - 536+0	6' LO	553+50 - 569+0	VAR	504+90 - 506+50
VAR	536+0 - 537+80	VAR	569+0 - 571+0	6' HI	506+50 - 507+27
6' LO	537+80 - 542+0	6' LO	571+0 - 571+50	VAR	507+27 - 512+50
VAR	542+0 - 550+0	VAR	571+50 - 605+0	6' LO	512+50 - 517+27
8' LO	550+0 - 550+50	6' LO	605+0 - 605+0	VAR	517+27 - 519+0
VAR	550+50 - 551+10	VAR	605+0 - 605+0	6' LO	519+0 - 521+50
6' LO	551+10 - 553+50	6' LO	605+0 - 605+0	VAR	521+50 - 525+0
VAR	553+50 - 569+0	VAR	605+0 - 605+0	6' HI	525+0 - 525+50
6' LO	569+0 - 571+0	6' LO	605+0 - 605+0	VAR	525+50 - 526+0
VAR	571+0 - 571+50	VAR	605+0 - 605+0	8' HI	526+0 - 528+0
6' LO	571+50 - 605+0	6' LO	605+0 - 605+0	VAR	528+0 - 529+0
		VAR	605+0 - 605+0	6' HI	529+0 - 534+0
		VAR	605+0 - 605+0	VAR	534+0 - 538+75
		VAR	605+0 - 605+0	6' LO	538+75 - 542+25
		VAR	605+0 - 605+0	VAR	542+25 - 550+0
		VAR	605+0 - 605+0	6' LO	550+0 - 553+0
		VAR	605+0 - 605+0	VAR	553+0 - 557+0



SUPERELEVATED SECTION
VARIABLE DEPTH



SUPERELEVATED GUARD RAIL SECTION

- NOTES:
- ALL VERTICAL DIMENSIONS ARE FROM EDGE OF PAVEMENT GRADE
 - LOW SIDE OF BANK - TO FIND TOTAL VERTICAL DIMENSION FROM FINISH GRADE, ADD CROWN (3") OR 5/8"
 - HIGH SIDE OF BANK - TO FIND TOTAL VERTICAL DIMENSION FROM FINISH GRADE SUBTRACT 5/8"
 - THE PAVEMENT AND SUBBASE DEPTHS AS SHOWN ON PLANS ARE INTENDED TO BE NOMINAL.
 - CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT
 - WHEN SUPERELEVATION EXCEEDS 3/4" FT, LOW SIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT
 - VARIABLE SECTIONS, THE SHOULDER DEPTH FROM EDGE OF PAVEMENT TO SUBGRADE LINE SHALL HAVE A MINIMUM DEPTH OF 15"
 - VARIABLE SECTIONS, FROM EDGE OF PAVEMENT ON EXISTING ROADWAY SUBBASE LINE SHALL BE 3/4" FT TO INSLOPE LINE, SHOWN WITH DASH LINES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

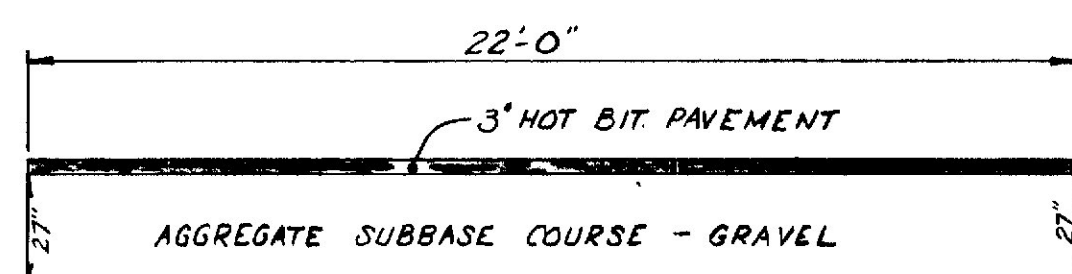
JEFFERSON - SOMERVILLE

RF-F 30-1(16)

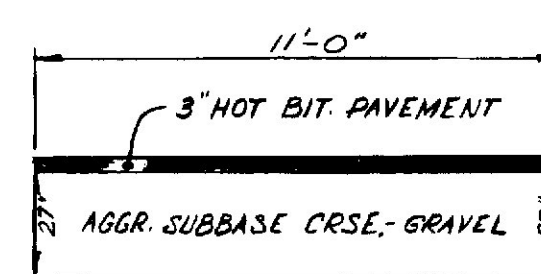
SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
CHECKED	12-28
REVISIONS	
FIELD CHANGES	

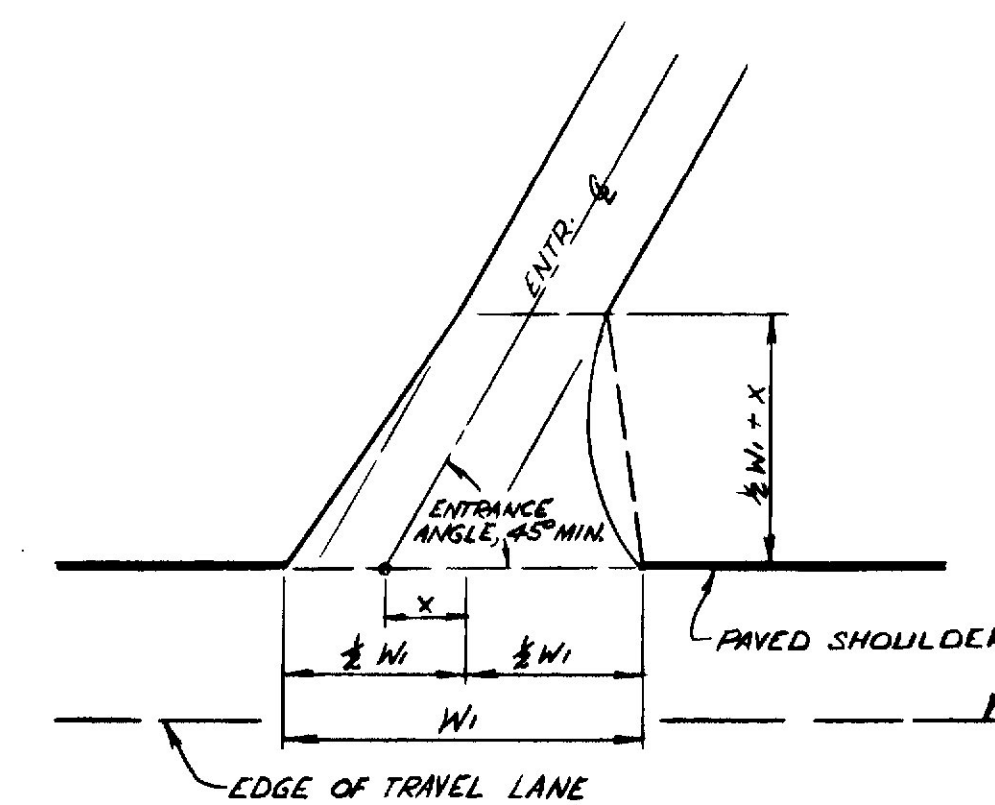
TYPICAL SECTION SECTIONS 2 THRU 6



VARIABLE AGGR. SUBBASE CRSE - GRAVEL 22' WIDE 183.33 CY/100 LF
 STA. 717+50 TO STA. 717+75
 STA. 724+25 TO STA. 724+50
 STA. 878+00 TO STA. 878+25
 STA. 880+75 TO STA. 881+00

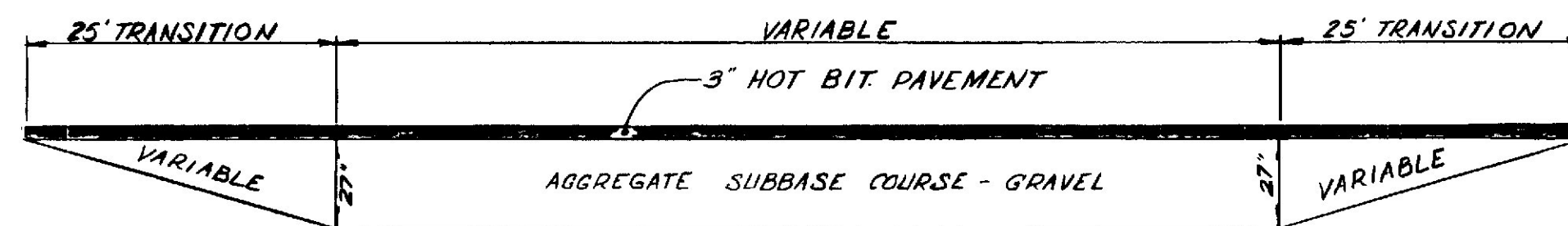


VARIABLE AGGR. SUBBASE CRSE - GRAVEL 11' WIDE 91.67 CY/100 LF
 STA. 702+50 TO STA. 702+75 LT.
 STA. 705+75 TO STA. 706+00 LT.
 STA. 762+00 TO STA. 762+25 LT.
 STA. 763+75 TO STA. 764+00 LT.
 STA. 899+50 TO STA. 899+75 LT.
 STA. 900+75 TO STA. 901+00 LT.

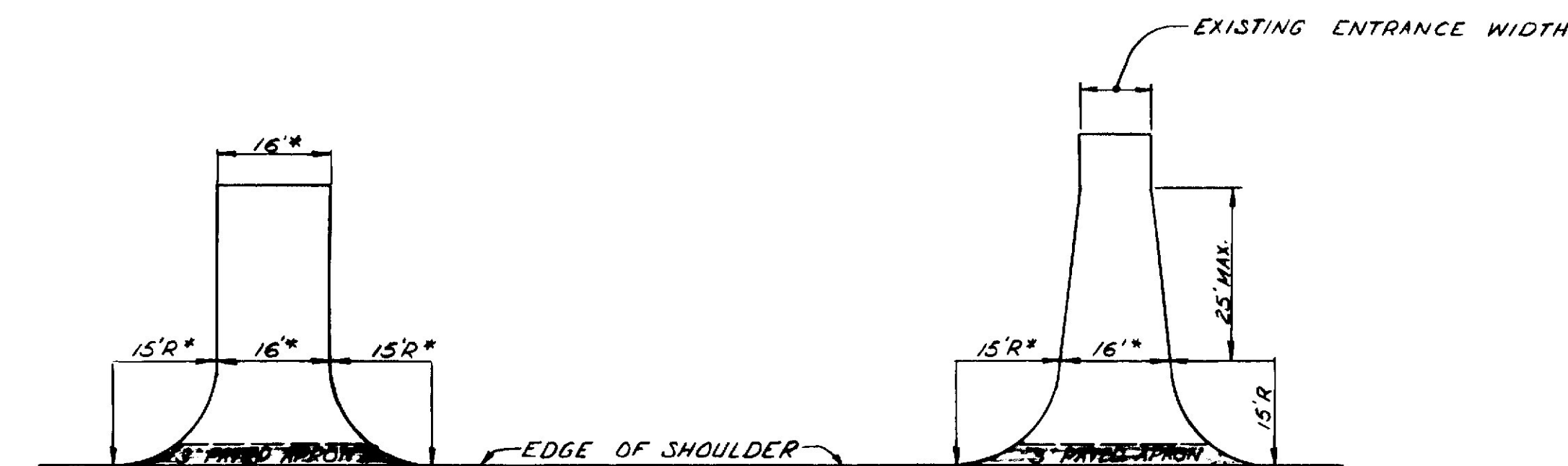


CURB OPENING W.	ENTR. ANGLE	'X'
20	90	0
20	85	1
22	80	2
22	75	3
24	70	4
26	65	5
28	60	6
30	55	7
36	50	8
38	45	9

SKEWED ENTRANCE - CURBED



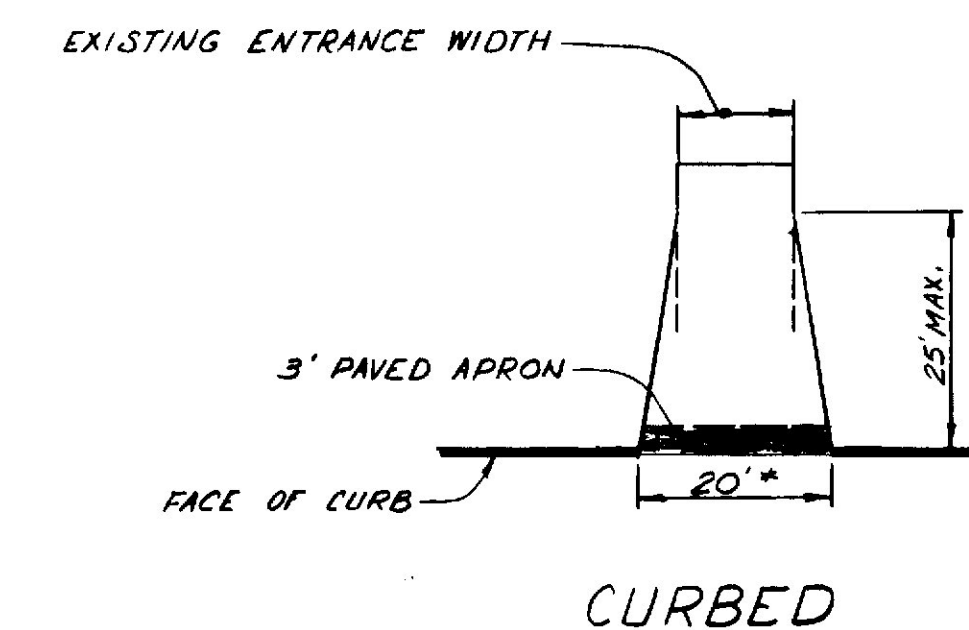
PROFILE SECTION



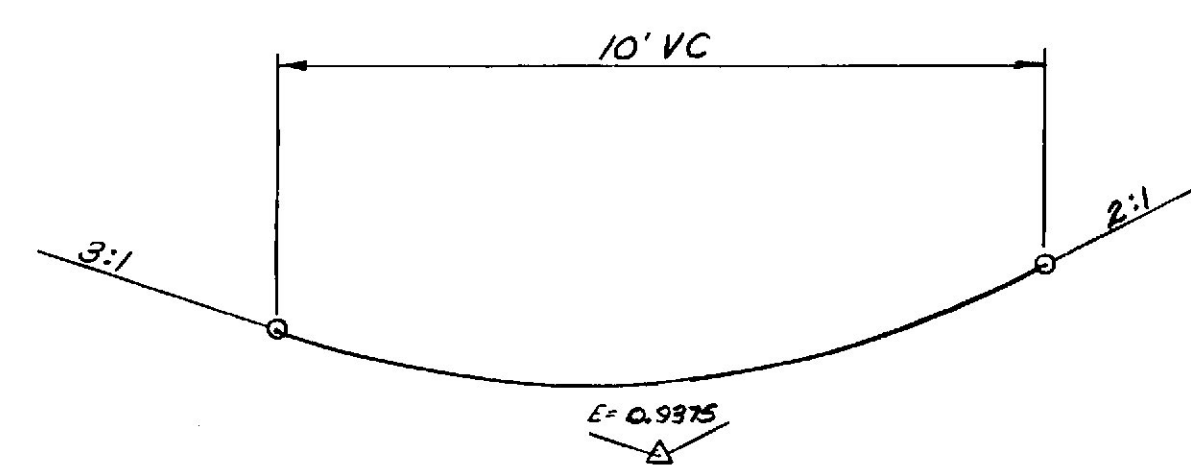
NEW LOCATION UNCURBED EXISTING LOCATION

* UNLESS OTHERWISE NOTED OR SHOWN ON THE PLANS

THE PAVED APRON FOR GRAVEL DRIVES SHALL BE 3' WIDE UNLESS OTHERWISE NOTED OR SHOWN ON THE PLANS.



CURBED



CIRCULAR DITCH

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	CH	2-28-79
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

JEFFERSON - SOMERVILLE
 WASHINGTON
 TYPICAL SECTIONS (SECTIONS 2 THRU 6)
 ENTRANCE DESIGN
 MISCELLANEOUS

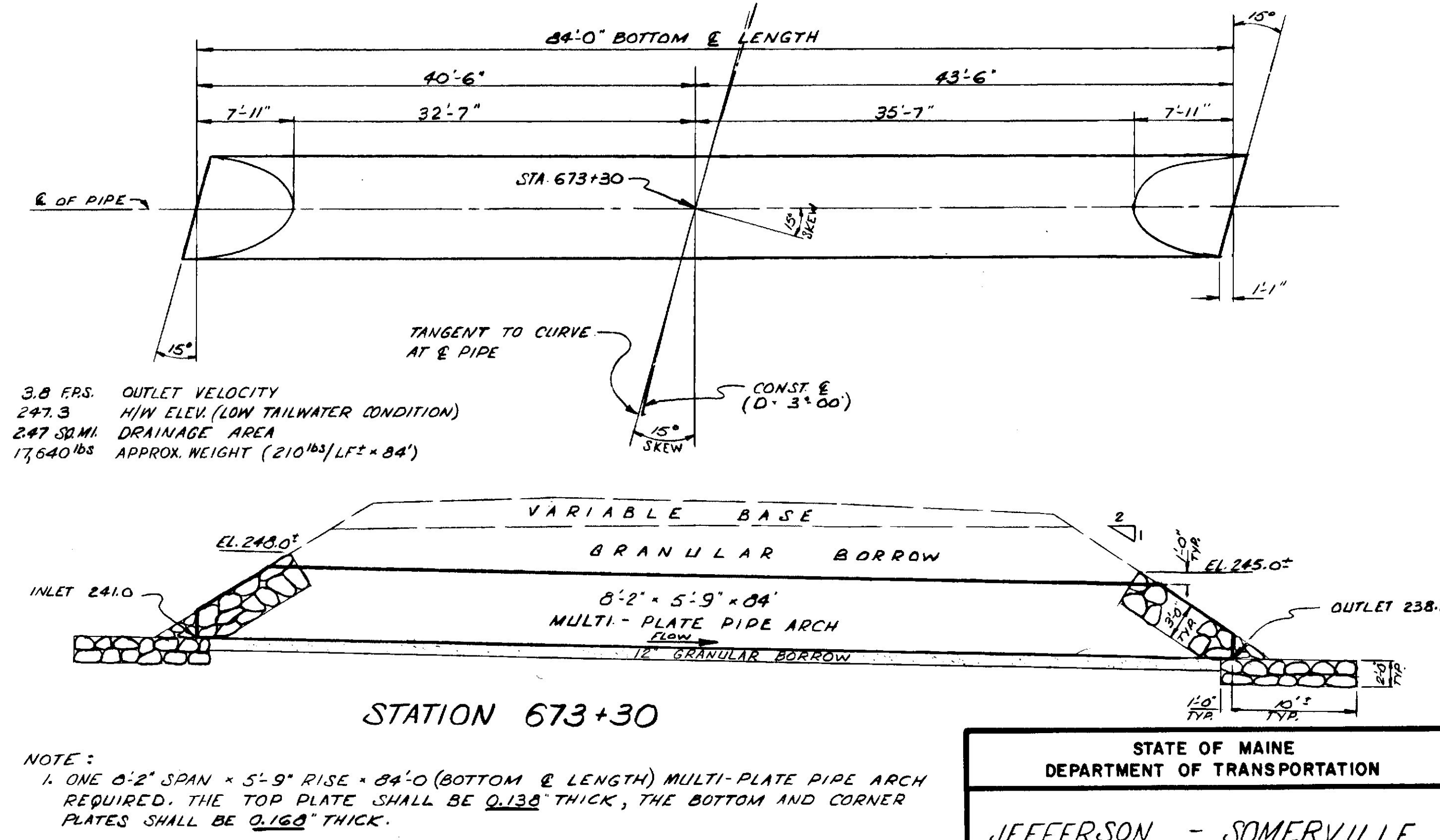
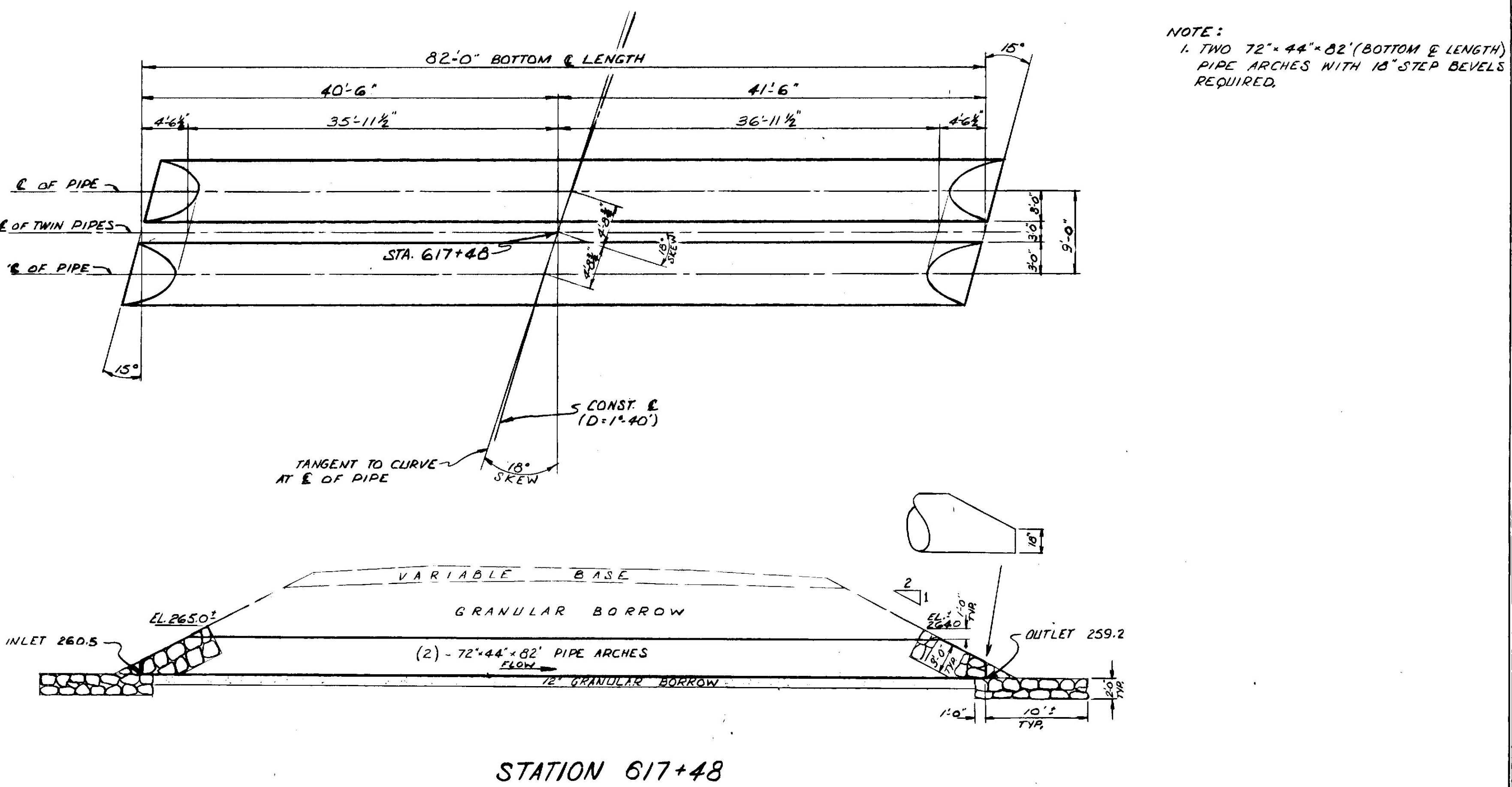
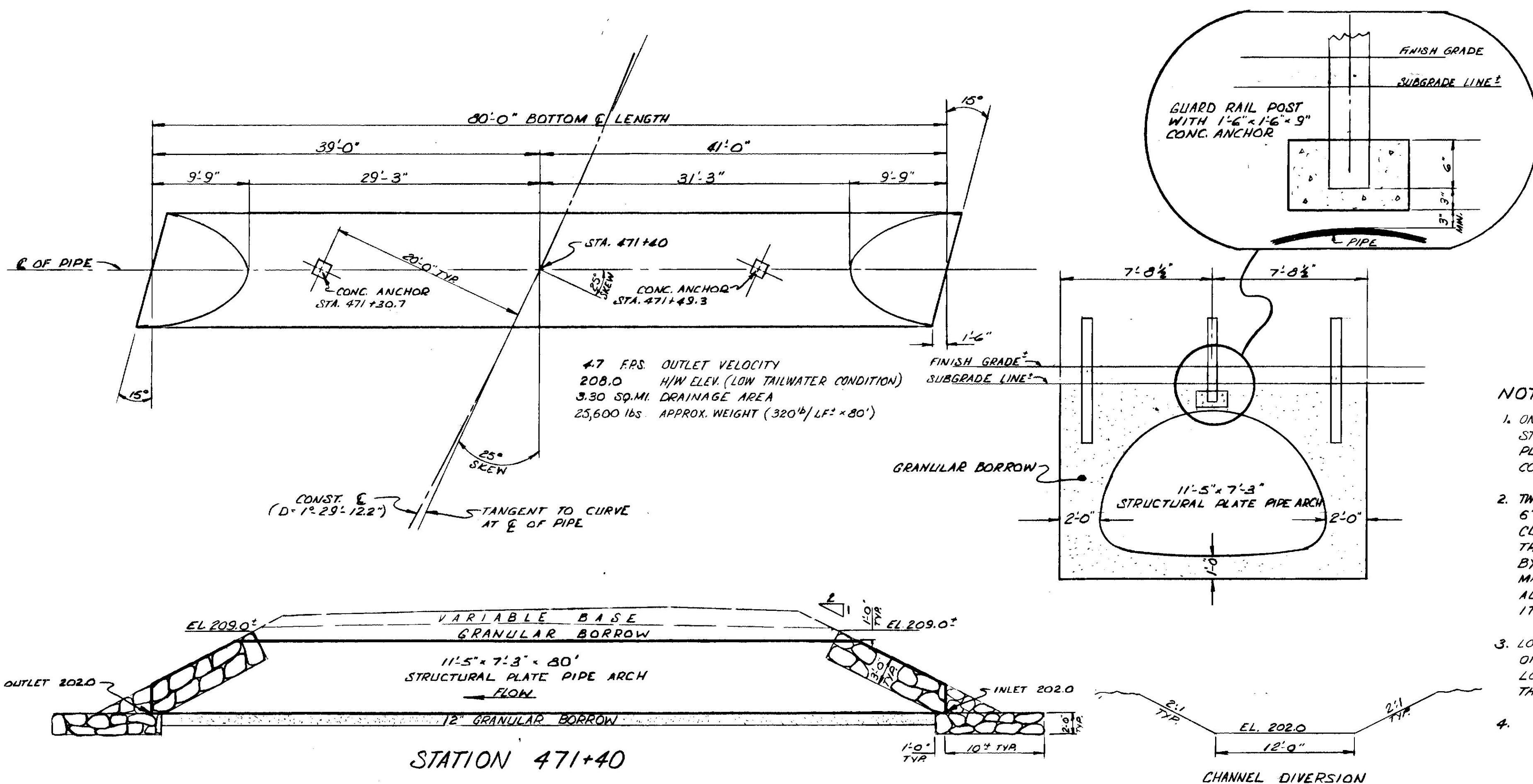
SHEET 3 OF 121 AUGUSTA, MAINE

GENERAL NOTES:

1. ENDS SHALL BE CUT TO THE SLOPE AND SKEW AS SHOWN ON DETAILS.
2. RIPRAP SHALL BE CAREFULLY PLACED AROUND THE ENDS OF THE PIPES SO THAT THE FINISHED SLOPE WILL MATCH THE END OF THE PIPES, AND IN SUCH A MANNER THAT WILL NOT CAUSE DAMAGE TO THE PIPE. NO SEPARATE PAYMENT WILL BE MADE FOR EXTRA WORK REQUIRED TO PLACE THE RIPRAP ADJACENT TO THE PIPE IN THIS MANNER. PAYMENT FOR ALL WORK AND MATERIALS WILL BE MADE UNDER ITEM 610.28 PLAIN RIPRAP.
3. GRANULAR BORROW SHALL MEET THE REQUIREMENTS OF SUBSECTION 703.19 MATERIAL FOR UNDERWATER BACKFILL. THE LIMITS OF GRANULAR BORROW SHALL BE 2'-0" FROM SIDE PIPE WALL AS SHOWN ON PIPE DETAIL STA. 471+40.
4. GRANULAR BORROW MAY BE OMITTED UNDER THE PIPE ARCH IF THE EXISTING MATERIAL IS SUITABLE.
5. THE USE OF COFFERDAMS AND THE UNWATERING OF THE STREAM WILL NOT BE A REQUIREMENT FOR THE INSTALLATION OF THE PIPE ARCHES. BEDDING AND BACKFILL MATERIAL TO BE PLACED UNDERWATER SHALL BE PLACED UNIFORMLY AND THE PIPE ARCHES SHALL BE MOVED BACK AND FORTH LONGITUDINALLY ON THE BEDDING MATERIAL TO SHADE AND COMPACT IT PRIOR TO RELEASING THE PIPE ARCH IN ITS FINAL POSITION AS SHOWN ON THE PLANS. THE BEDDING MATERIAL AND THE PIPE ARCHES SHALL NOT BE PLACED AT TIMES OF HIGH WATER. THE CONTRACTOR SHALL OBTAIN APPROVAL OF THE ENGINEER PRIOR TO PLACING THE BEDDING MATERIAL AND THE PIPE ARCHES.

NOTE:

1. ONE 11'-5" SPAN x 7'-3" RISE x 80'-0" (BOTTOM & LENGTH) STRUCTURAL PLATE PIPE ARCH REQUIRED. THE TOP PLATE SHALL BE 0.168" THICK, THE BOTTOM AND CORNER PLATES SHALL BE 0.138" THICK.
2. TWO GUARD RAIL POSTS SHALL BE CUT AND EMBEDDED 6" INTO A CONCRETE ANCHOR. THE ANCHORS SHALL CLEAR THE STRUCTURAL PLATE PIPE BY 3" MIN. THE QUALITY OF THE CONCRETE WILL BE APPROVED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE CONCRETE BLOCKS AND FOR CUTTING POSTS. ALL COSTS WILL BE CONSIDERED INCIDENTAL TO ITEM 606.55 GUARD RAIL TYPE 3 - SINGLE RAIL.
3. LOCATE GUARD RAIL POSTS WITH CONCRETE ANCHORS ON APPROX. & OF PIPE AS SHOWN ON DETAIL, THIS LOCATION WILL DETERMINE THE STATIONING OF THE GUARD RAIL.
- 4.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
JEFFERSON - SOMERVILLE
RF-30-1(16)
PIPE ARCHES

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		12-78
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STA. 447+15 BEGIN
PROJ. No. RF-F-030-1(16)

ARTHUR F QUINN
PENELOPE D. QUINN

W DAVID CROSBY

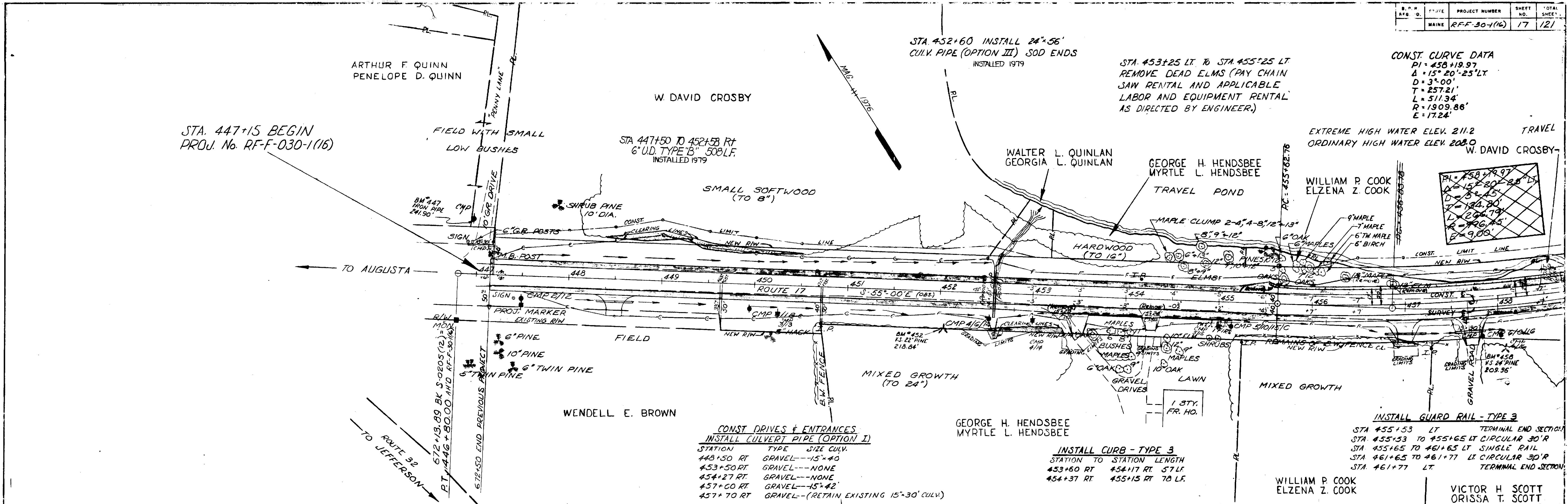
STA 452+60 INSTALL 24"x36"
CULV. PIPE (OPTION III) SOD ENDS
INSTALLED 1979

STA. 453+25 LT. TO STA. 455+25 LT.
REMOVE DEAD ELMS (PAY CHAIN
SAW RENTAL AND APPLICABLE
LABOR AND EQUIPMENT RENTAL
AS DIRECTED BY ENGINEER.)

CONST. CURVE DATA
PI = 458+19.97
Δ = 15° 20' 25" LT
D = 3° 00'
T = 257.21'
L = 511.34'
R = 1909.86'
E = 17.24'

EXTREME HIGH WATER ELEV. 211.2
ORDINARY HIGH WATER ELEV. 208.0
W. DAVID CROSBY

DATE 12-76
BY J. ST. CLAIR
CHECKED J. MEEHAN
NO. 20180



CONST. DRIVES & ENTRANCES
INSTALL CULVERT PIPE (OPTION I)

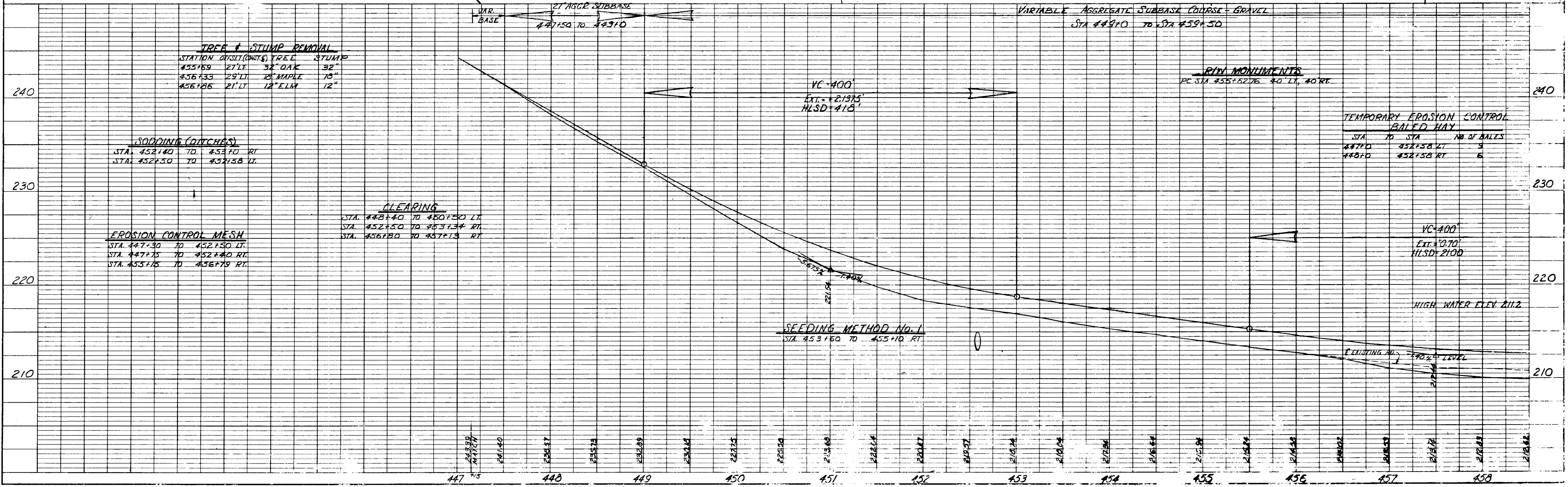
STATION	TYPE	SIZE CULV.
443+50 RT	GRAVEL	15"x40"
453+50 RT	GRAVEL	NONE
454+27 RT	GRAVEL	NONE
457+00 RT	GRAVEL	15"x42"
457+70 RT	GRAVEL	(RETAIN EXISTING 15"x30" CULV.)

INSTALL CURB - TYPE 3

STATION TO	STATION LENGTH
453+60 RT	454+17 RT 57 LF.
454+37 RT	455+15 RT 78 LF.

INSTALL GUARD RAIL - TYPE 3

STATION	SECTION
455+53 LT	TERMINAL END SECTION
455+53 TO 455+65 LT	CIRCULAR 30'R
455+65 TO 461+65 LT	SINGLE RAIL
461+65 TO 461+77 LT	CIRCULAR 30'R
461+77 LT	TERMINAL END SECTION



DATE 12-76
BY F. SIOCOMB
CHECKED J. MEEHAN
NO. 20180

W. ROBERT LILLY (Trustee for
KENDRA BACHE-WIIG
MYHRE BACHE-WIIG)

CONST. CURVE DATA
 PI = 458+19.97
 Δ = 15°20'25"LT
 D = 3°00'
 T = 257.21'
 L = 511.34'
 R = 1909.86'
 E = 17.24'

INSTALL GUARD RAIL - TYPE 3
 STA 455+53 LT. TERMINAL END SECTION
 STA 455+53 TO 455+65 LT. CIRCULAR 30'R
 STA 455+65 TO 461+65 LT. SINGLE RAIL
 STA 461+65 TO 461+77 LT. CIRCULAR 30'R
 STA 461+77 LT. TERMINAL END SECTION

STA 470+56 LT. TERMINAL END SECTION
 STA 470+56 TO 470+68 LT. CIRCULAR 30'R
 STA 470+68 TO 471+93 LT. SINGLE RAIL
 STA 471+93 TO 472+05 LT. CIRCULAR 30'R
 STA 472+05 LT. TERMINAL END SECTION

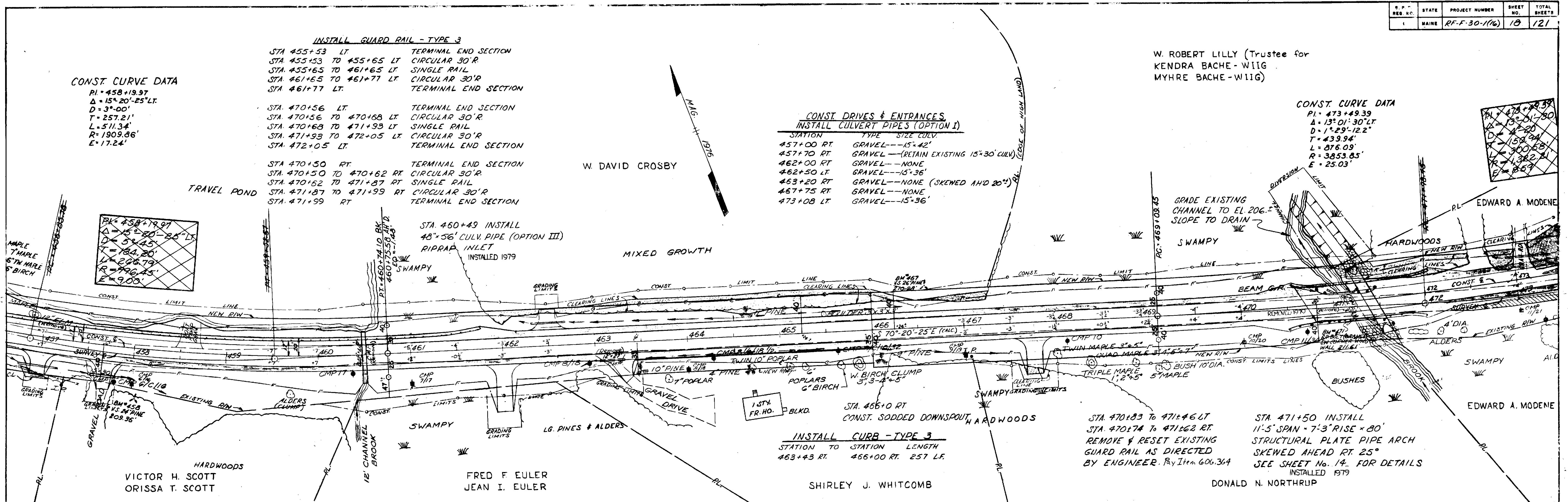
STA 470+50 RT. TERMINAL END SECTION
 STA 470+50 TO 470+62 RT. CIRCULAR 30'R
 STA 470+62 TO 471+87 RT. SINGLE RAIL
 STA 471+87 TO 471+99 RT. CIRCULAR 30'R
 STA 471+99 RT. TERMINAL END SECTION

**CONST. DRIVES & ENTRANCES
INSTALL CULVERT PIPES (OPTION I)**

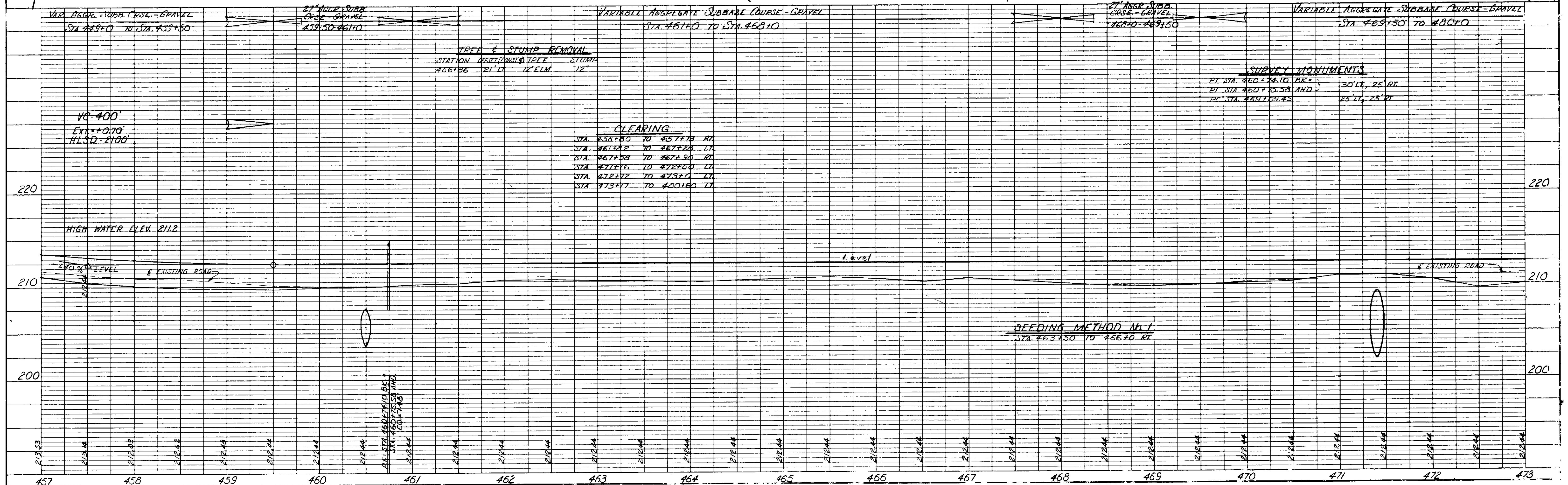
STATION	TYPE	SIZE CULV.
457+00 RT	GRAVEL	15" x 42"
457+70 RT	GRAVEL	(RETAIN EXISTING 15" x 30" CULV.)
462+00 RT	GRAVEL	NONE
462+50 LT	GRAVEL	15" x 36"
463+20 RT	GRAVEL	NONE (SKEWED AND 20")
467+75 RT	GRAVEL	NONE
473+08 LT	GRAVEL	15" x 36"

CONST. CURVE DATA
 PI = 473+49.39
 Δ = 13°01'30"LT
 D = 1°29'12.2"
 T = 439.94'
 L = 816.09'
 R = 3853.85'
 E = 25.03'

DATE: 12/7/76
 BY: J. MACCLAY
 CHECKED: J. MACCLAY
 NO. 29/76
 PLAN
 SURVEYED, PLOTTED, ALIGNED, CHECKED, RT. OF WAY CHECKED.



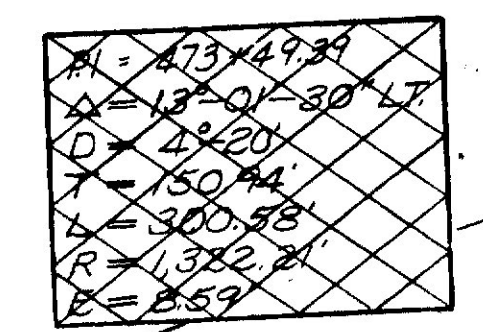
DATE: 12/7/76
 BY: S. J. WHITCOMB
 CHECKED: S. J. WHITCOMB
 NO. 29/76
 PROFILE
 SURVEYED, PLOTTED, GRADES CHECKED, E. W. NOTED, STRUCTURE HEIGHTS CHECKED.



N. ROBERT LILLY (Trustee for KENDRA BACHE-WIIG + MYHRE BACHE-WIIG)

S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RF-F-30-1(16)	19	121

CONST. CURVE DATA
 PI: 473+49.39
 Δ: 13°01'30"LT
 D: 1°29'12.2"
 T: 439.94'
 L: 676.09'
 R: 3053.85'
 E: 25.03'



W. ROBERT LILLY (Trustee for KENDRA BACHE-WIIG MYHRE BACHE-WIIG)
 EDWARD A. MODENE

INSTALL GUARD RAIL - TYPE 3
 STA. 487+85 RT. TERMINAL END SECTION
 STA. 487+86 TO 488+00 RT. CIRCULAR 30'R
 STA. 488+00 TO 492+87.5 RT. SINGLE RAIL
 STA. 492+87.5 TO 492+99.5 RT. CIRCULAR 30'R
 STA. 492+99.5 RT. TERMINAL END SECTION

CYRUS BENNETT
 EVELYN BENNETT
 STA. 483+50 TO 487+60 LT.
 INSTALL 6"x40" TYPE 'B' UD.
 INSTALLED 1979

MICHAEL BENNETT
 STA. 487+60 RT.
 CONST. SODDED DOWNSPOUT

THOMAS L. STEVENSON
 CARRIE SUE STEVENSON

STA. 483+01 TO 483+50 LT.
 INSTALL 6"x50" TYPE 'B'
 U.D. OUTLET.
 INSTALLED 1979

STA. 484+40 LT.
 CONST. SODDED DOWNSPOUT

STA. 484+50 RT.
 CONST. SODDED DOWNSPOUT

LEO F. GLIDDEN
 GLADYS GLIDDEN

STA. 487+40 RT.
 CONST. SODDED DOWNSPOUT

WILFRED GLIDDEN
 RUTH F. GLIDDEN

CONST. CURVE DATA
 PI: 490+58.67
 Δ: 20°37'22.5"RT
 D: 2°15'
 T: 463.30'
 L: 916.57'
 R: 2546.48'
 E: 41.80'

DATE	BY	REVISION
12-76	J. McCLAY	1. LAYOUT
6-77		2. CHECKED

DATE	BY	REVISION
12-76	F. SULLIVAN	1. LAYOUT
30/80		2. CHECKED

