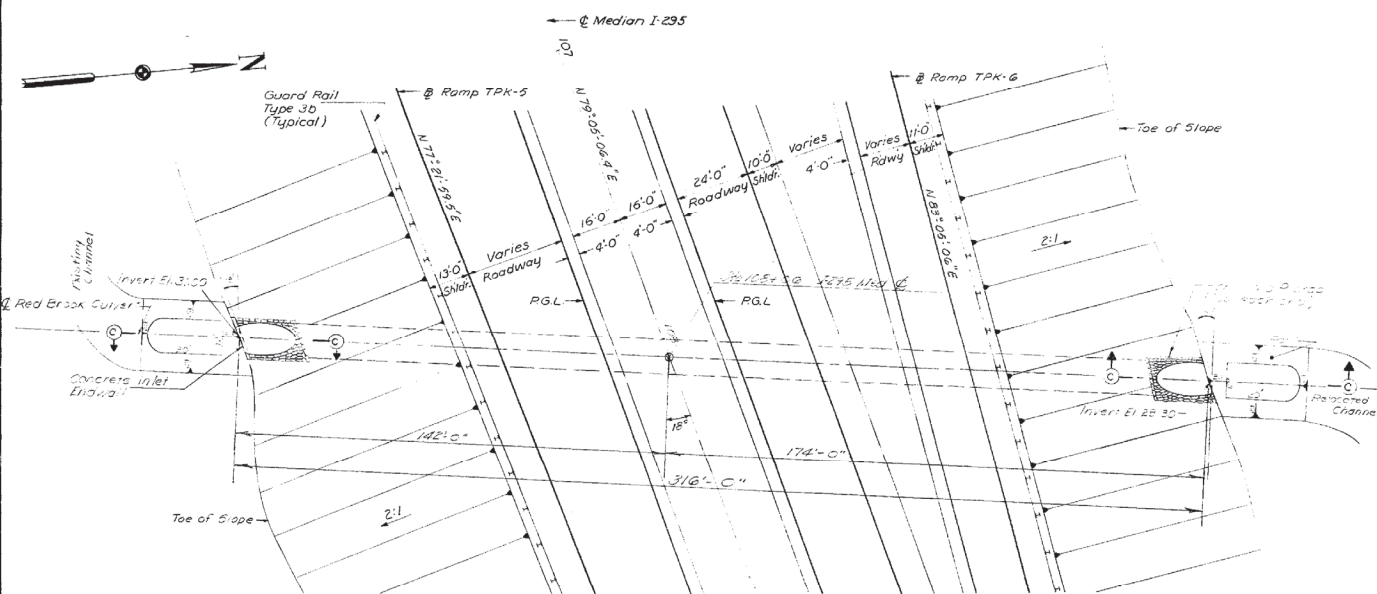


S.P.E. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-3 (43)	57	129

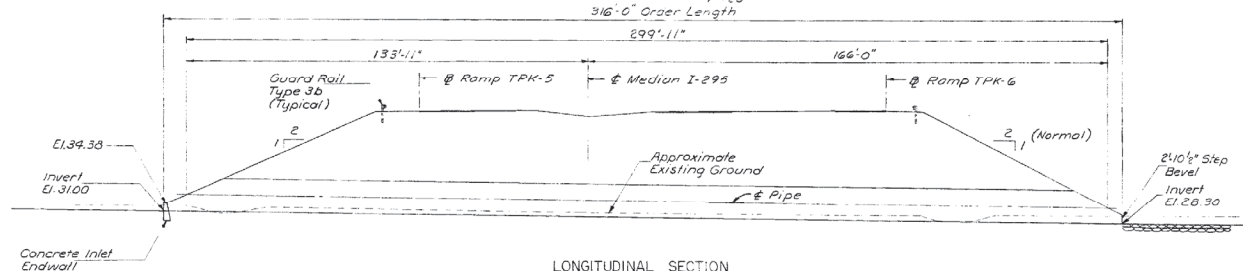
CULVERT QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203.25	Granular Borrow	CY	520
206.05	Structural Earth Excav-Drainage & Minor Structs.	CY	675
302.32	Structural Concrete Culvert Endwalls	CY	5
309.24	138 Inch Structural Plate Pipe (Steel or Alum.)	L.S.	1#
610.08	Plain Riprap	CY	85
610.09	Hand Laid Riprap	CY	25

* Estimated weight of Structural Plate Pipe: Steel 133,000 lbs.
Aluminum 24,000 lbs.

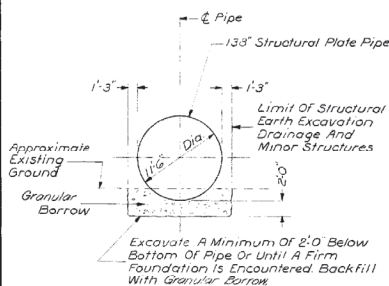


PLAN
1"=20'

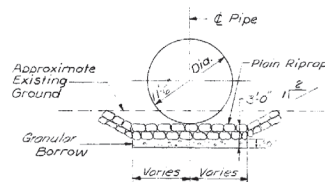


LONGITUDINAL SECTION
1"=20'

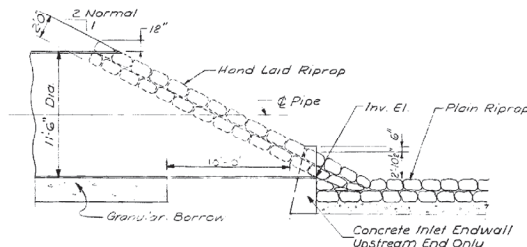
NOTES:
1. For notes see Sheet 52



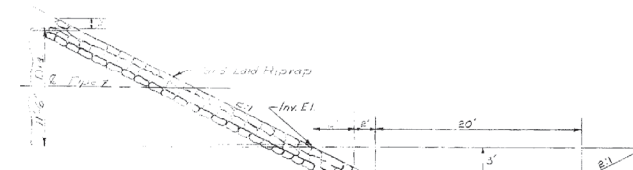
TYPICAL CROSS SECTION
EARTH EXCAVATION
2"=1'-0"



SECTION A-A
2"=1'-0"



SECTION B-B
2"=1'-0"



SECTION C-C
2"=1'-0"

Built 1971 using steel pipe.

Revised As Built
C.W. Harty, Jr. 5-15-74
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

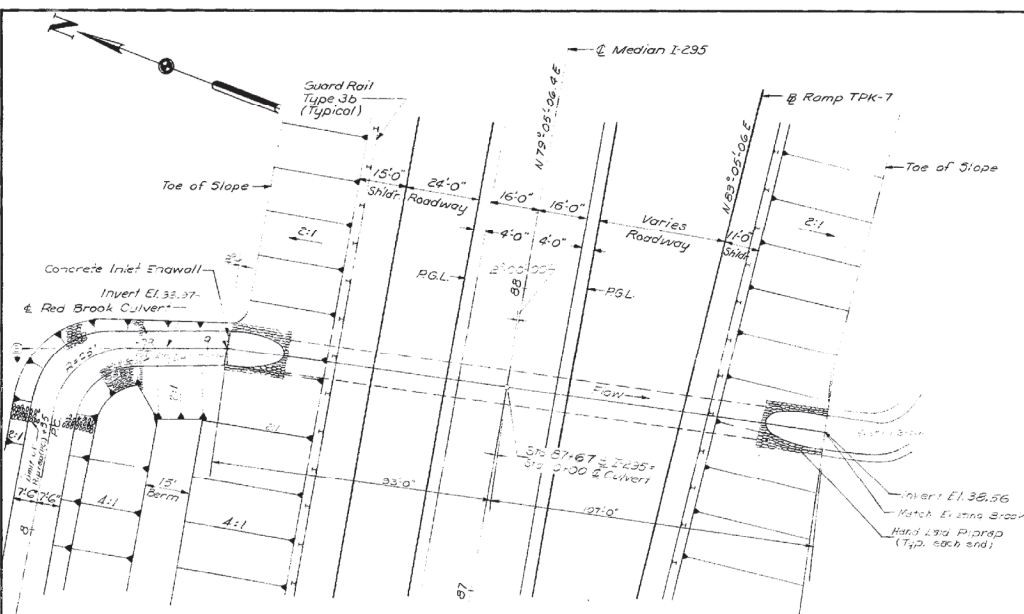
NEW YORK BOSTON MAINE CITY

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
1-295 (STA. 108+06)
OVER
RED BROOK
IN THE CITY OF
SOUTH PORTLAND
CUMBERLAND COUNTY

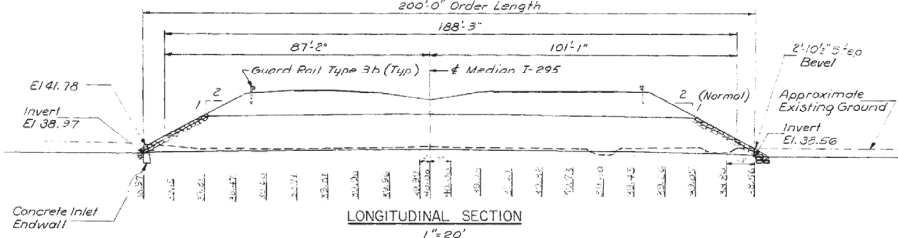
GENERAL PLAN

SHEET OF AUGUSTA, MAINE APRIL 1970

177 83



PLAN
 1"=20'
 200'-0" Order Length



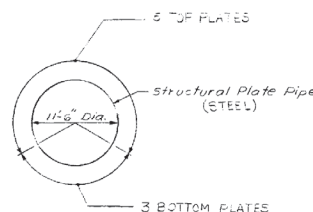
LONGITUDINAL SECTION
 1"=20'

Note: Pipe to be laid in the combined shape indicated by the elevations. Shown at 10 ft intervals from inlet to outlet.

Built 1971 using Steel pipe

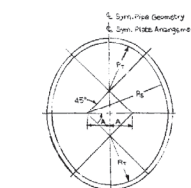
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203.25	Granular Borrow	C.Y.	460
206.06	Structural Earth Excav-Drainage & Minor Structures	C.Y.	560
502.32	Structural Concrete Culvert Endwalls	C.Y.	5
523.21	13/16" Structural Plate Pipe (Steel & Alum.)	L.S.	1#
610.08	Plain Riprap	C.Y.	310
610.09	Hand Laid Riprap	C.Y.	25

* Estimated weight of Structural Plate Pipe (Steel) 37,400 lbs.
 (Alum.) 12,500 lbs.



STEEL
 PIPE CONSTRUCTION

STATION	TOP PLATES		BOTTOM PLATES	
	No.	Gage	No.	Gage
81+82 I-295	5	10	3	8
12+70 TPK-5	5	2	3	7
2+35 TPK-7	5	10	3	8
108+100 I-295	5	2	3	7



ALUMINUM
 PIPE CONSTRUCTION

STATION	ELEV. %	A IN.	B IN.	R IN.	DIA. IN.	AREA SQ. FT.	PL. WAVE-UP NO. N.E.L.S.	GRADE
81+82 I-295	5	12.02	60.67	77.67	138	104.0	2-11N 4 2-18N	2125"
12+70 TPK-5	"	"	"	"	"	"	"	2180"
2+35 TPK-7	"	"	"	"	"	"	"	0.125"
108+100 I-295	"	"	"	"	"	"	"	0.200"

NOTES

- All exposed concrete corners to have 1" chamfer.
- For details not shown see Standard Detail Sheet 11 or 103.
- Pipe shall be fabricated elliptically so that the vertical diameter is approx. 5% greater and the horizontal diameter is approx. 5% less than nominal diameter.
- Temporary stream diversion shall be considered incidental to the lump sum bid for pipe.
- Payment for fabricating, delivering and placing of reinforcing steel in endwalls shall be considered incidental to concrete item.
- SPECIAL TREATMENT AT CONC. INLET ENDWALLS:
 Aluminum Structural Plate pipe, 2 coats Aluminum paint
 2 coats Asphalt paint
 Steel Structural Plate pipe, 2 coats Asphalt paint
 Concrete end walls 2 coats Asphalt paint

NOTES

- For notes see this sheet.
- For sections A-A and B-B see Sheet 54.
- For typical details see Sheet 54.
- For pipe construction detail see this sheet.

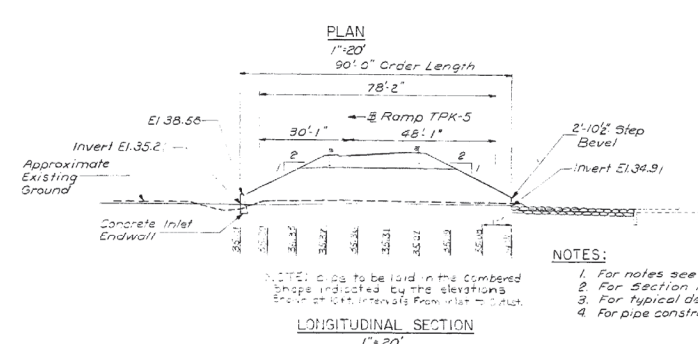
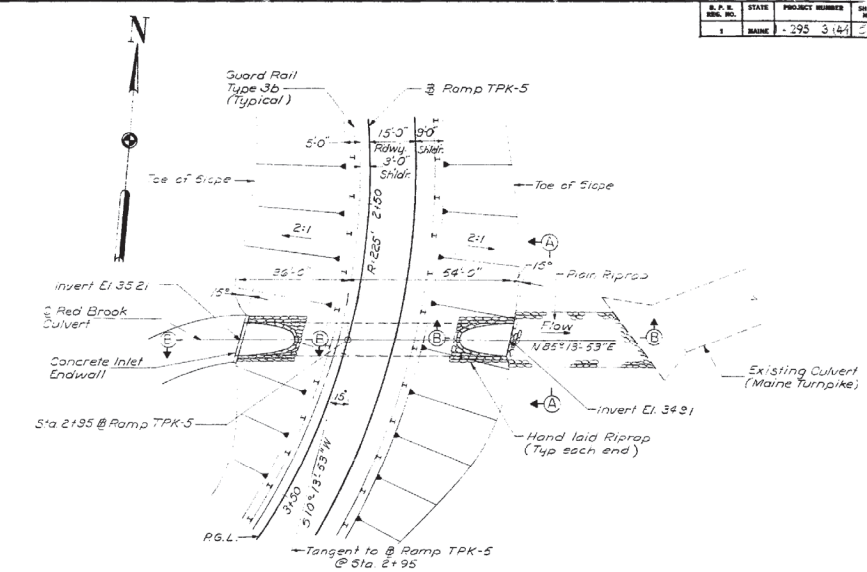
Revised As Built
 E.H. Hickey Jr. 5-13-74

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 CONSULTING ENGINEERS
 NEW YORK BOSTON PHILADELPHIA

DESIGN - E.H. DETAIL - TROY	BRIDGE NO. SURVEY -
CHECK - C.U.J.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION 1-295 (STA. 87+180) OVER RED BROOK IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY GENERAL PLAN	

SHEET OF AUGUSTA, MAINE APRIL 1970

Scarborough - South Portland 82



NOTES:

1. For notes see Sheet 53
2. For Section A-A and B-B see Sheet 54
3. For typical details see Sheet 54
4. For pipe construction detail see Sheet 52

CULVERT QUANTITIES		
ITEM NO	DESCRIPTION	UNIT QUANTITY
203.25	Granular Borrow	CY 145
206.06	Structural Earth Excav-Drainage & Minor Strucs	CY 160
502.32	Structural Concrete - Culvert Endwalls	CY 5
502.33	136 inch Structural Plate Pipe (Steel or Alloy)	LS 18
610.08	Plain Riprap	CY 60
610.09	Hand Laid Riprap	CY 25

* Estimated weight of Structural Plate Pipe Steel 30,400 lbs.
Aluminum 7,500 lbs.

Built in 1971 using Steel pipe

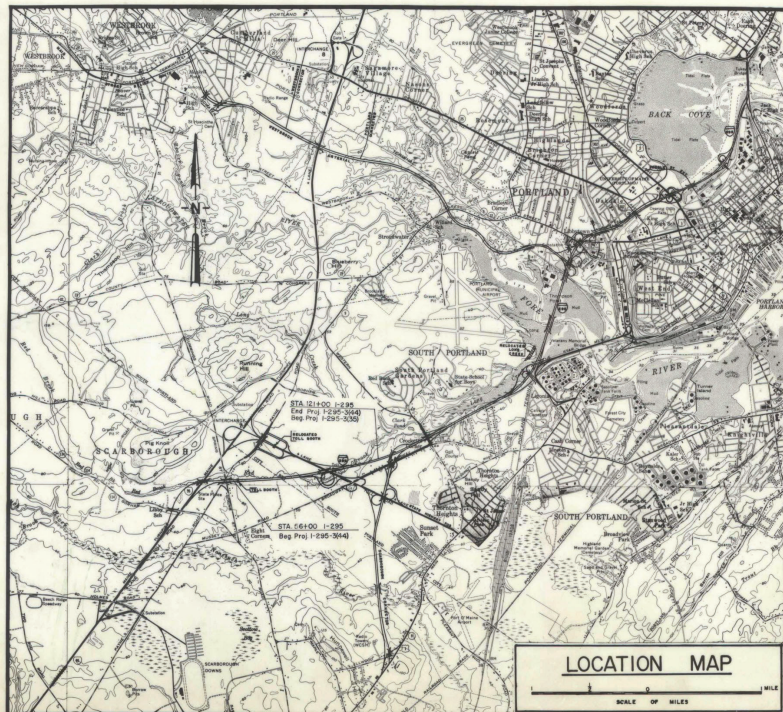
STATE OF MAINE STATE HIGHWAY COMMISSION



SCARBOROUGH - SOUTH PORTLAND CUMBERLAND COUNTY MAINE FEDERAL AID-INTERSTATE PROJECT NO. 1-295-3(44)45 TOTAL LENGTH 1.231 MILES GRADING, DRAINAGE and BASE PROJECT

SCALES: PLANS 1" = 50 FT
PROFILES { HORIZ. 1" = 50 FT
VERT. 1" = 5 FT } OR AS SHOWN
CROSS SECTIONS 1" = 10 FT

BUILT 1971



CONVENTIONAL SIGNS

COUNTY LINES	---	TRAVELLED WAY - PROPOSED	---
TOWN LINES	---	UNDERGROUND UTILITIES - EXISTING	---
PROPERTY LINES	---	UNDERGROUND UTILITIES - PROPOSED	---
R/W LINES - EXISTING	---	RAILROAD - SINGLE TRACK	---
R/W LINES - NEW - ACCESS CONTROL	---	RAILROAD - DOUBLE TRACK	---
R/W LINES - NEW - NO ACCESS CONTROL	---	UTILITY POLE - EXISTING	○
CULVERT - EXISTING	---	UTILITY POLE - JOINT OCCUPANCY	○
CULVERT - PROPOSED	---	PROPOSED UTILITY POLE - TEMPORARY	X
CURBING - EXISTING	---	PROPOSED UTILITY POLE - PERMANENT	⊗
CURBING - PROPOSED	---	TREES	⊗
TRAVELLED WAY - EXISTING	---	WOODS	⊗

INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL PROJECT INFORMATION SHEET
3-4	TYPICAL SECTIONS
5-6	QUANTITY AND DRAINAGE SHEET
7-19	STANDARD AND SPECIAL DETAIL SHEETS
20-47	1-295 STRUCTURES OVER STATE ROUTE 703
48-51	FOUNDATION PLANS - RED BROOK CULVERTS
52	RED BROOK CULVERT (STA.87+80 I-295)
53	" " (STA.12+70 RAMP TPK-7) & (STA.2+95 RAMP TPK-5)
54	" " (STA.108+00 I-295)
55-56	PLAN and PROFILE I-295 STA.50+00 to STA.65+00 & ACCESS ROAD
57	" " STA.65+00 to STA.80+00
58	" " STA.80+00 to STA.95+00 & RAMP TPK-7
59-61	" " STA.95+00 to STA.110+00, RAMP TPK-5, 6, 7, & SR.703
65	" " STA.110+00 to STA.125+00 & RAMP TPK-6
66	GRADING PLAN STA.59+50 to STA.70+25 (TOLL PLAZA AREA)
67-68	CROSS SECTIONS I-295 STA.53+00 to STA.121+00 SCALE: 1"=10'
67-01	" " RAMP TPK-5 STA.0+00 to STA.13+50 " "
92-93	" " RAMP TPK-6 STA.17+50 to STA.28+00 " "
94-98	" " RAMP TPK-7 STA.6+50 to STA.21+50 " "
99-101	" " ACCESS ROAD STA.11+00 to STA.24+00 SCALE: 1"=5'
102-103	ACCESS SIGNING PLANS

TRAFFIC DATA	N.B.	S.B.
A.D.T. 1970	2,630	2,680
A.D.T. 1990	3,704	5,004
D.H.V.	43	701
T. (%)	5	5
D. (%)		
V.	50	50
P.S.D. (%)		
18 KIPS		

FOR MORE DETAILED TRAFFIC DATA, SEE SHEET NO. 2,
GENERAL PROJECT INFORMATION.

NOTE

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

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David H. Sullivan
CHAIRMAN
James A. Lockwood
VICE CHAIRMAN
Samuel A. Shaw
SECRETARY
Lyons A. Foss
CHIEF ENGINEER

DATE
September 14, 1970
September 14, 1970
September 14, 1970
September 14, 1970

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY
Howard
MAY 27, 1970
DATE

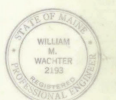
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 1
APPROVED:
DIVISION ENGINEER DATE

S. P. D. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-3(44)45	1	103

SCARBOROUGH
SO. PORTLAND

Reel 174

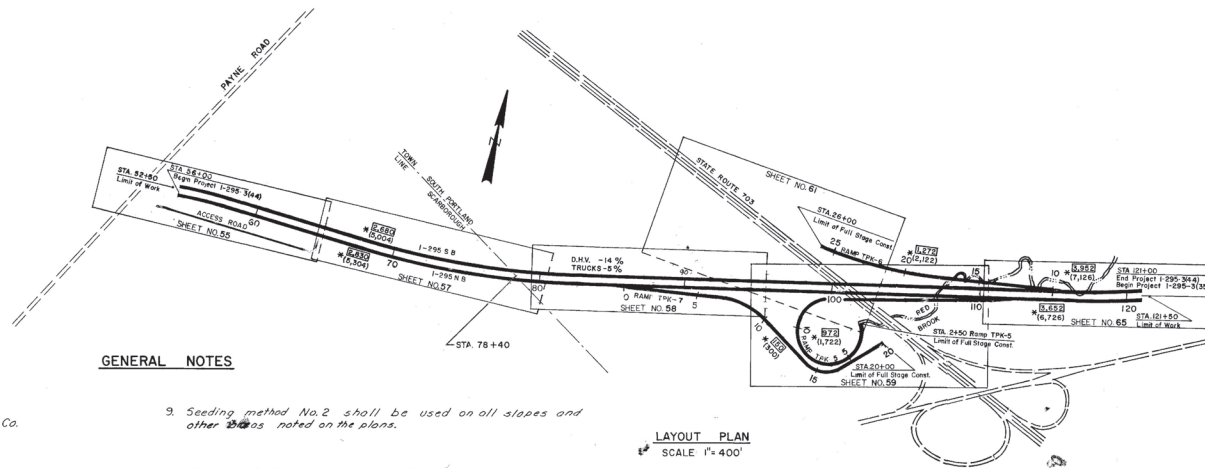
Bridge
Maine



GENERAL PROJECT INFORMATION

S. P. R. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	295-3 (4)	2	103

* TRAFFIC DATA:
1970 AADT 1073
1990 AADT (1990)



GENERAL NOTES

- The utilities involved in this contract are:
Central Maine Power Co.
New England Telephone & Telegraph Co.
Portland Water District
Portland Gas & Light Co.
- All utility facilities are to be adjusted as necessary by the respective utilities unless otherwise noted.
- Removal or abandonment of any existing drainage must first be approved by the Engineer.
- Grubbing in fill will not be required unless the subgrade is within 5' of the existing ground in woods and fields. The width of grubbing is determined by the intersection of a one to one slope from the shoulder berm and existing ground.
- Clearing shall be performed to 5' beyond the slope line in high fill-guard rail sections and in all ditched sections where the depth of ditch is 5' or greater. In low fill sections and ditched sections less than 5' in depth, clearing shall be 15' beyond the slope line. Selective clearing and thinning shall be performed between the clearing limits and ROW lines or selective clearing and thinning lines as shown on the plans.
- P.T.H. shown on the cross sections indicates "Planimeter to Here" for use in quantity calculations only.
- Where erosion control mesh or sod is required for circular ditches the width shall be 7'-2" and each edge shall be approximately the same elevation. Methods of construction shall conform to those shown in the "Standard Details".
- Landscaping - General
The loam, seed and hay mulch notes as shown apply as a general guide. In all cases the Engineer has final authority as to the placement of these items.
- Seeding method No. 2 shall be used on all slopes and other areas as noted on the plans.
- All loam depths shall be 3". All slopes shall be loamed on this basis unless otherwise noted on the plans.
- Hay mulch and asphalt binder shall be applied to all areas seeded by method No. 2.
- All ditch elevations shown on the cross sections are to the top of loam unless otherwise noted.
- All reinforced concrete pipe shall be class III unless otherwise noted on the plans.
- All excavation for relocated channels shall be paid for under item 206.12 Structural Earth Excavation - Channel.
- Riprap used on all relocated channel slopes shall be hand laid and that used on the bottom of the channel shall be plain riprap. Location of these items shall be as shown on the plans or as directed by the Engineer.
- The Contractor shall install Woven Wire fencing - Metal Posts Around the property Rt. of I-295 Sta 53+50 Before any other work in the area Begins.
- All muck excavation areas shall be backfilled to 1'-0" above existing ground with granular borrow or excavation meeting the requirements for granular borrow under water backfill.
- The Clearing Limit Lines shown on the plans are for estimating purposes only. The actual clearing Limit Lines for payment shall be field measured.
- Layout for sand drains shall be field adjusted (as directed by the soils Division) in the areas of the structural plate pipes and other culverts.
- Excavation for sight preparation where not shown as muck shall be paid for as Common Excavation.

LAYOUT PLAN
SCALE 1" = 400'

FIELD BOOKS RELATIVE TO PROJECT

- | | | |
|---------|--------------|--|
| 295/153 | 5a. Portland | X-sections Sta 116+00 to 121+00 |
| 295/234 | 5a. Portland | Alignment, ties, topo Sta 50+00 - Sta 116+00 & Med I-295, Sta 40+00 - Sta 50+00 S.B. lane I-295 |
| 295/235 | 5a. Portland | X-Sections Sta 50+00 - Sta 116+00 & Med I-295, Sta 40+00 - Sta 49+50 S.B. lane I-295 |
| 295/244 | 5a. Portland | Alignment, ties, topo, X-sections N.B. Ramps I-295 to take spur State Highway 703, Ramps TPK-5 and TPK-7 |
| 295/246 | 5a. Portland | Alignment, X-section Ramp "S.B." I-295, Ramp TPK-6 |
| 295/251 | 5a. Portland | Benchmarks, ties, X-sections, alignment I-295, Access Road & to toll house |

21. If the contractor elects to leave the build-up of material from the sand drains on the fill, the material shall be upgraded with Common borrow to a standard acceptable to the Engineer. The only payment will be for the Quantity of ITEM No. 203.24 Common Borrow actually used.

Revised As Built (General Note)
No. 14, only 1)
5-13-74

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

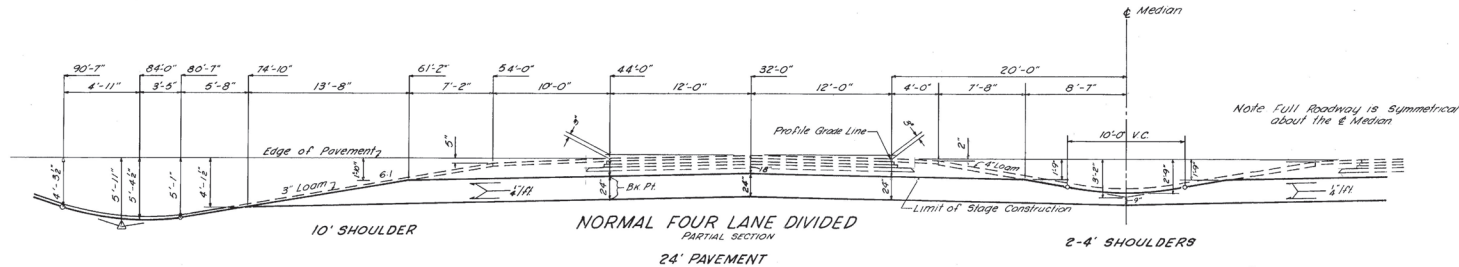
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

GENERAL PROJECT
INFORMATION SHEET

I-295 Scarborough - South Portland

STAGE CONSTRUCTION — GRADING AND SUBBASE

S. P. R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	295-3 (4)	3	103



24' Aggregate Subbase Course - Sand - 178.61 CY/100 L.F.

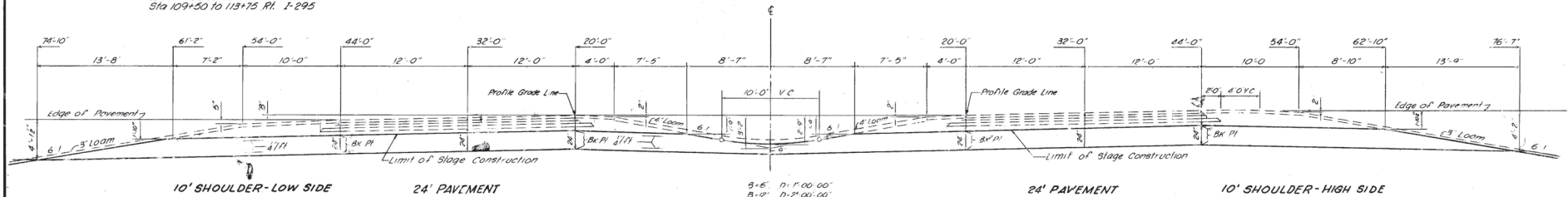
Sta 54+50 to 63+00 R.I. I-295
Sta 65+00 to 86+00 L.I. I-295
Sta 65+00 to 66+00 R.I. I-295
Sta 91+50 to 97+00 R.I. I-295
Sta 109+50 to 113+75 R.I. I-295

24' Aggregate Subbase Course - Sand - 177.78 CY/100 L.F.

24' Aggregate Subbase Course - Sand - 260.80 CY/100 L.F.

24' Aggregate Subbase Course - Sand - 141.04 CY/100 L.F.

Sta 86+50 to 97+00 L.I. I-295
Sta 114+30 to 115+00 R.I. I-295
Sta 115+00 to 119+00 L.I. I-295



24' Aggregate Subbase Course - Sand - 178.61 CY/100 L.F.

Sta 54+50 to 63+00 R.I. I-295
Sta 65+00 to 86+00 L.I. I-295
Sta 65+00 to 66+00 R.I. I-295
Sta 91+50 to 97+00 R.I. I-295
Sta 109+50 to 113+75 R.I. I-295

24' Aggregate Subbase Course - Sand - 177.78 CY/100 L.F.

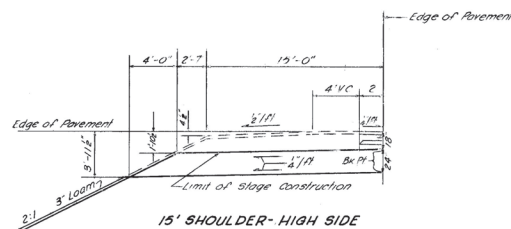
2'-4' SHOULDERS

24' Aggregate Subbase Course - Sand - 260.80 CY/100 L.F.

24' Aggregate Subbase Course - Sand - 177.78 CY/100 L.F.

24' Aggregate Subbase Course - Sand - 191.06 CY/100 L.F.

Sta 57+25 to 59+50 L.I. I-295
Sta 66+00 to 63+50 R.I. I-295



24' Aggregate Subbase Course - Sand - 143.00 CY/100 L.F.

Sta 54+50 to 56+50 L.I. I-295
Sta 115+00 to 117+50 L.I. I-295

Notes: (As Built, 1971)
(1) A 5" Layer of Aggregate Subbase Course - Gravel was placed in the following areas:

Main Line roadways & Shoulders NB & SB

Sta 56+00 to 63+50
Sta 64+50 to 85+25
85+25 to 93+25
93+00 to Bridge Approach NAB @ S.R. 703

Main Line roadways & Shoulders SB only

From Bridge Approach NAB @ S.R. 703
Ahead to Sta 108+00

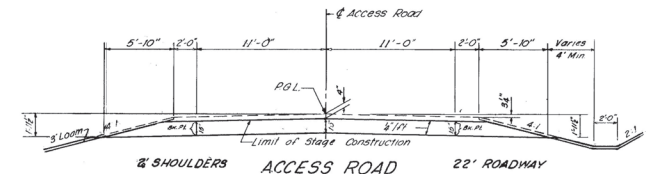
Ramp Tpk-7 roadway & Shoulders

Sta 3+50 ± (opposite ML 80+25) to 6+75.

(2) A 4" Layer of Agg. Subbase Crs. - Gravel was placed in the following areas:

Ramp Tpk-7 roadway & Shoulders

Sta 6+75 to 7+00 & Sta 12+50 to 20+00.



15' Aggregate Subbase Course - Gravel - 22.39 CY/100 L.F.

15' Aggregate Subbase Course - Gravel - 101.85 CY/100 L.F.

Revised As Built
(Added Gravel Notes)
S.W. Rutter Jr. 5-13-74

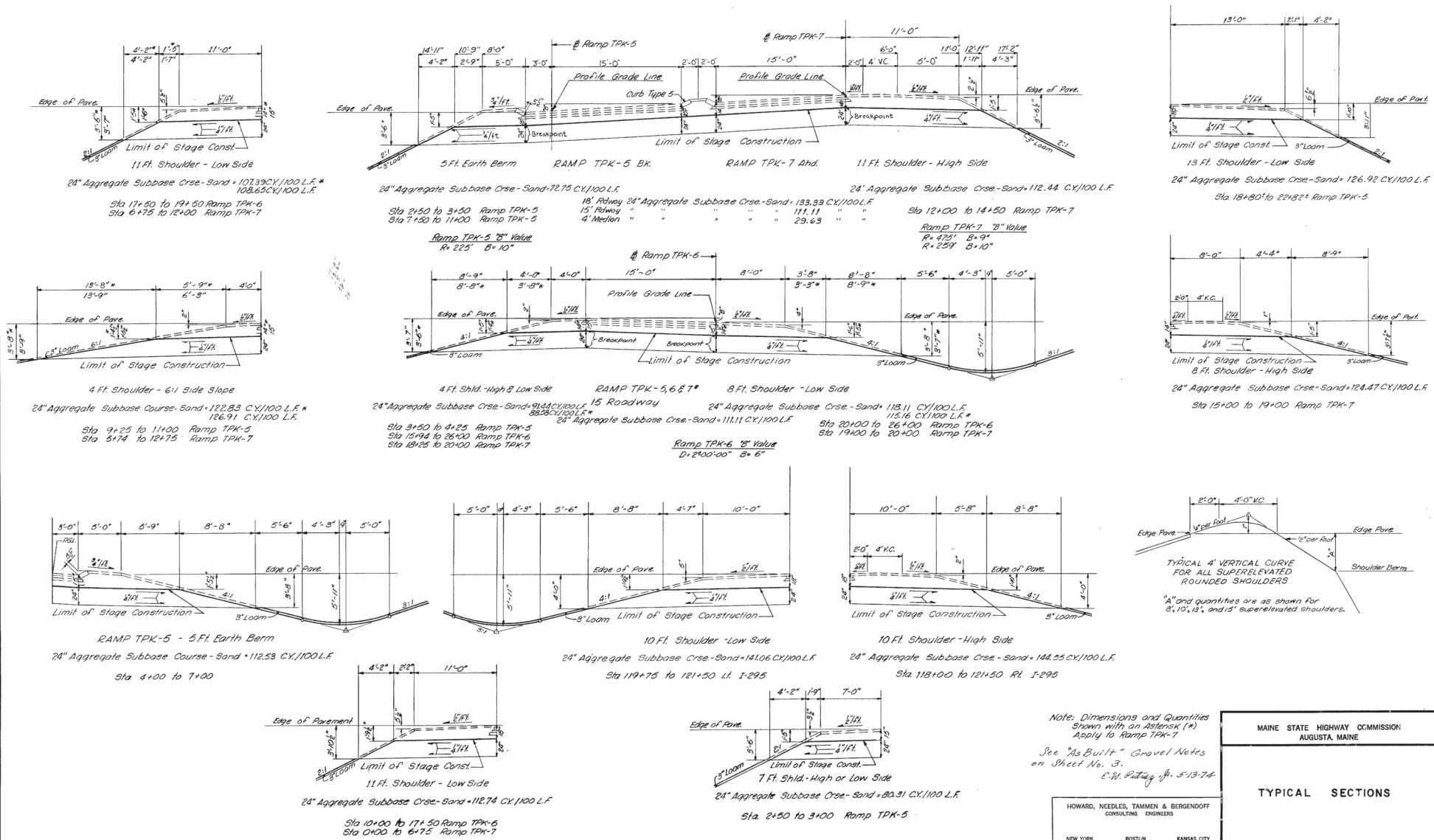
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

I-295 Scarborough - South Portland

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	- 295 - 3 (44)	4	103



*Note: Dimensions and Quantities
Shown with an Asterisk (*)
Apply to Ramp TPK-7*

*See "As Built" Gravel Notes
on Sheet No. 3.*

C.W. Putney, Jr. 5-13-74

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

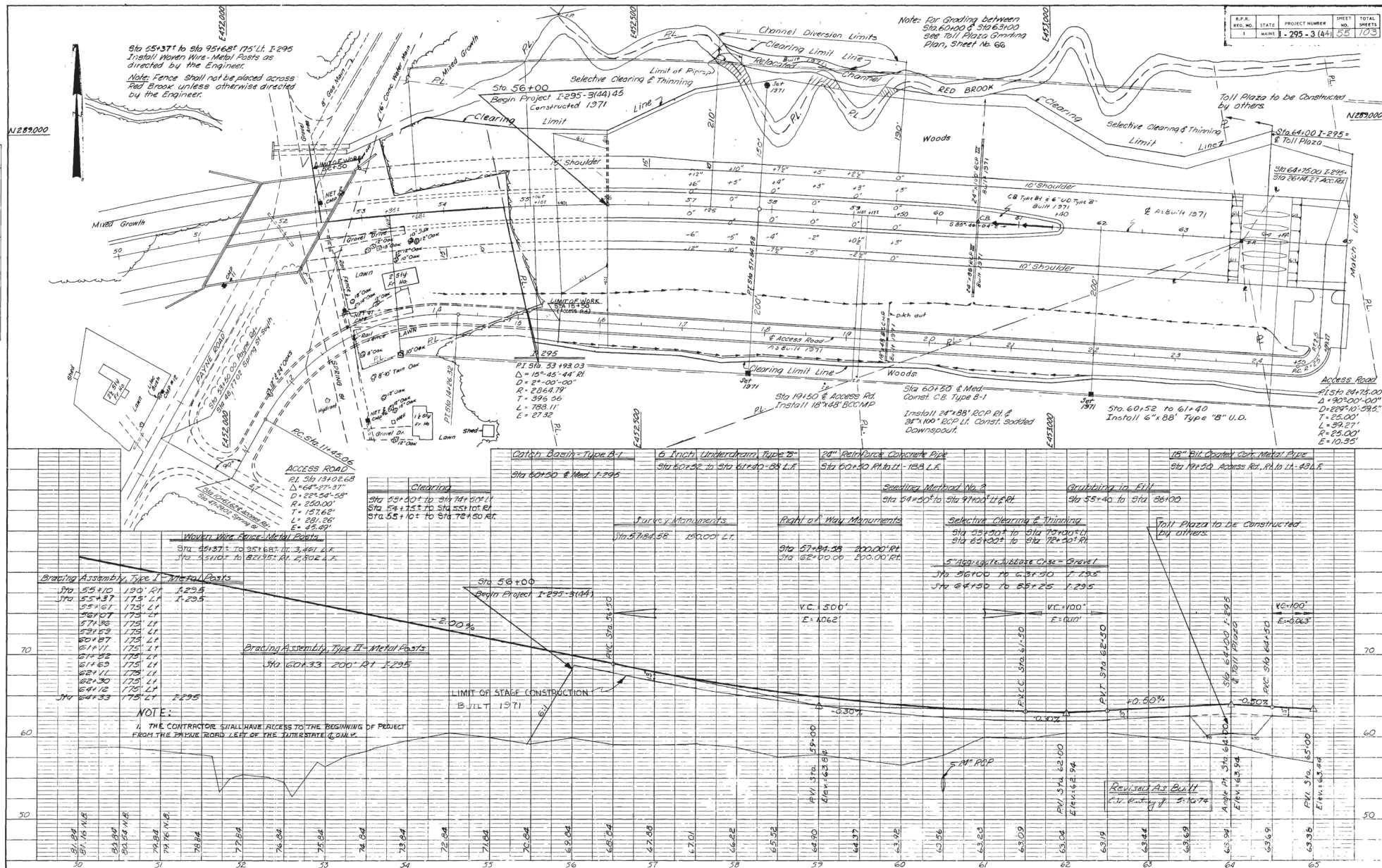
NEW YORK BOSTON KANSAS CITY

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

PLAN	DATE
DESIGNED BY	
CHECKED BY	
IN CHARGE BY	
NOTE BOOK	
RE OF WAY CHECKED	
NO.	

PROFILE	DATE
DESIGNED BY	
CHECKED BY	
IN CHARGE BY	
NOTE BOOK	
RE OF WAY CHECKED	
NO.	



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-295-3(44)	55	103

DATE	BY	DATE
2/1/78		
FINAL SURVEY	NOTED	DATE
NOTE BOOK	DATE	DATE
NO.	DATE	DATE

DATE	BY	DATE
2/1/78		
ORIGINAL SURVEY	NOTED	DATE
NOTE BOOK	DATE	DATE
NO.	DATE	DATE

R.P.R.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	1-295-3 (A)	56	103

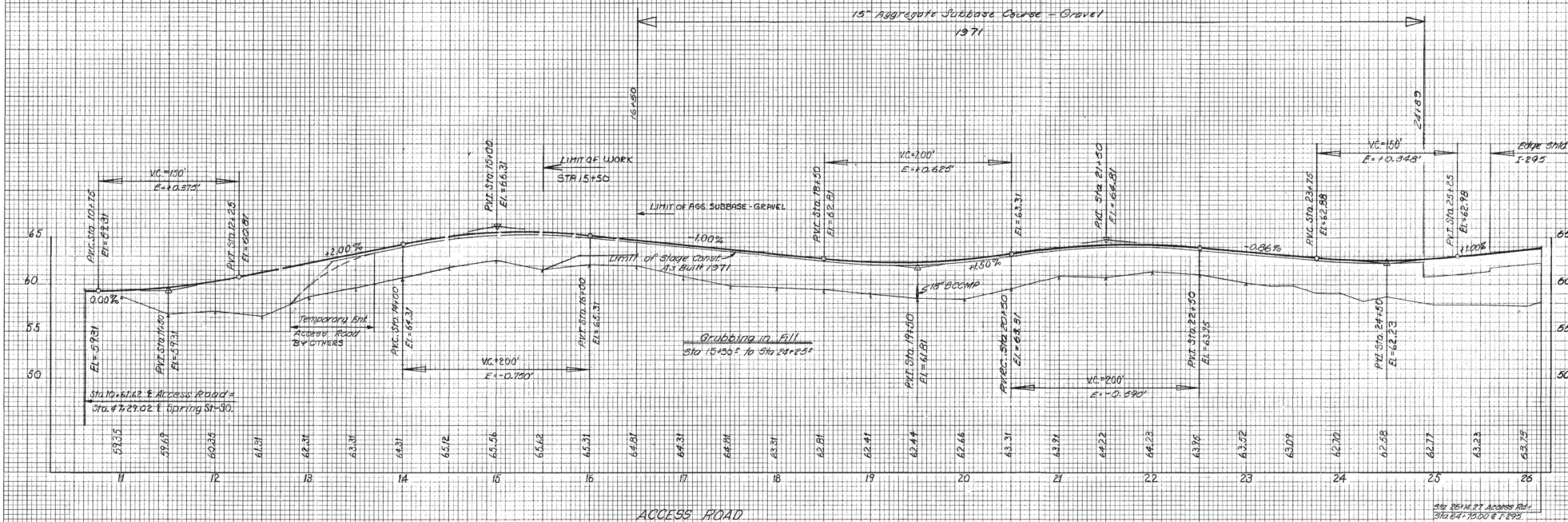


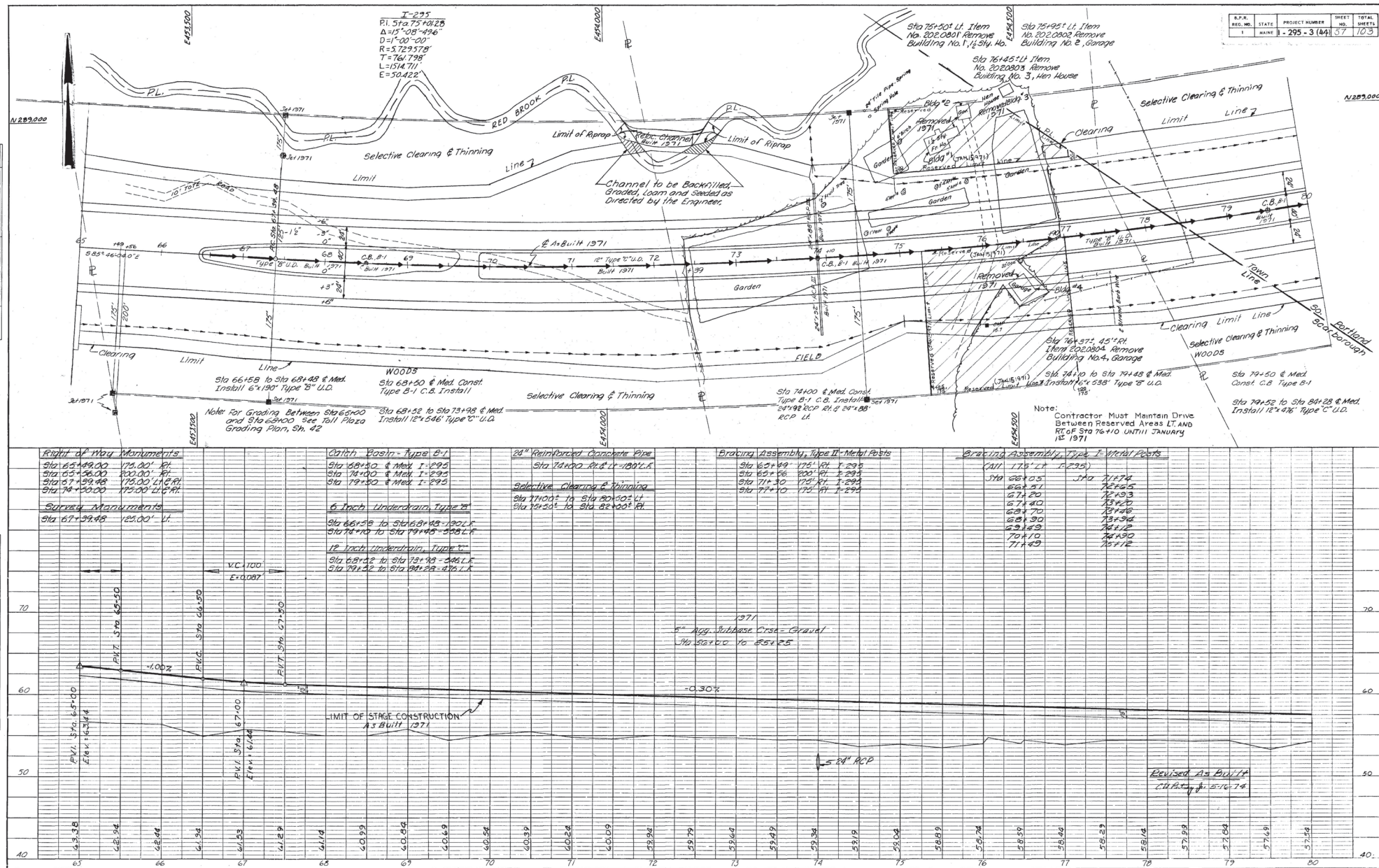
PLATE 3, CROSS SECTION
SCARBOROUGH & SOUTH PORTLAND

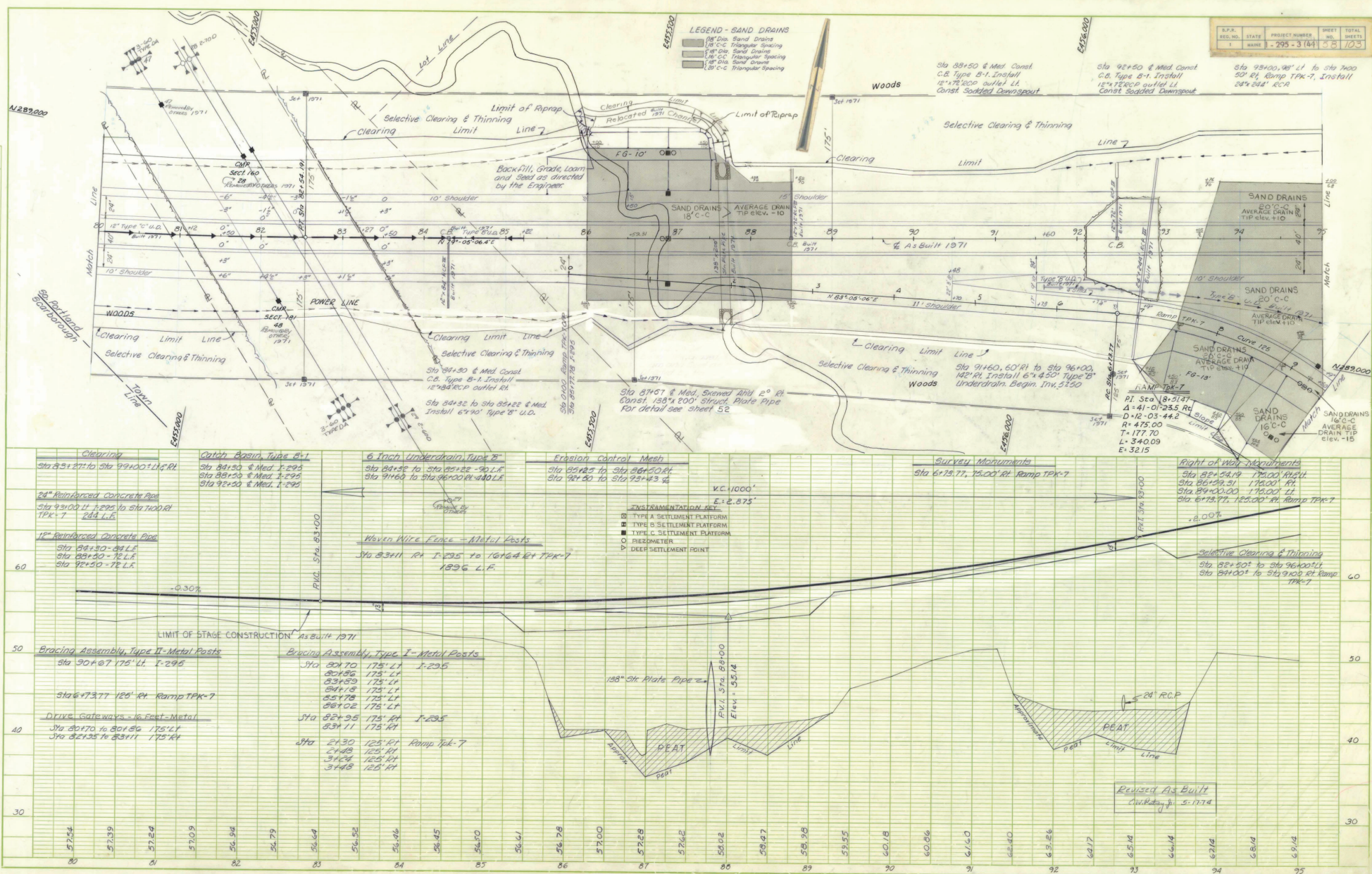
Revised As Built
C.H. Moseley
5/16/78

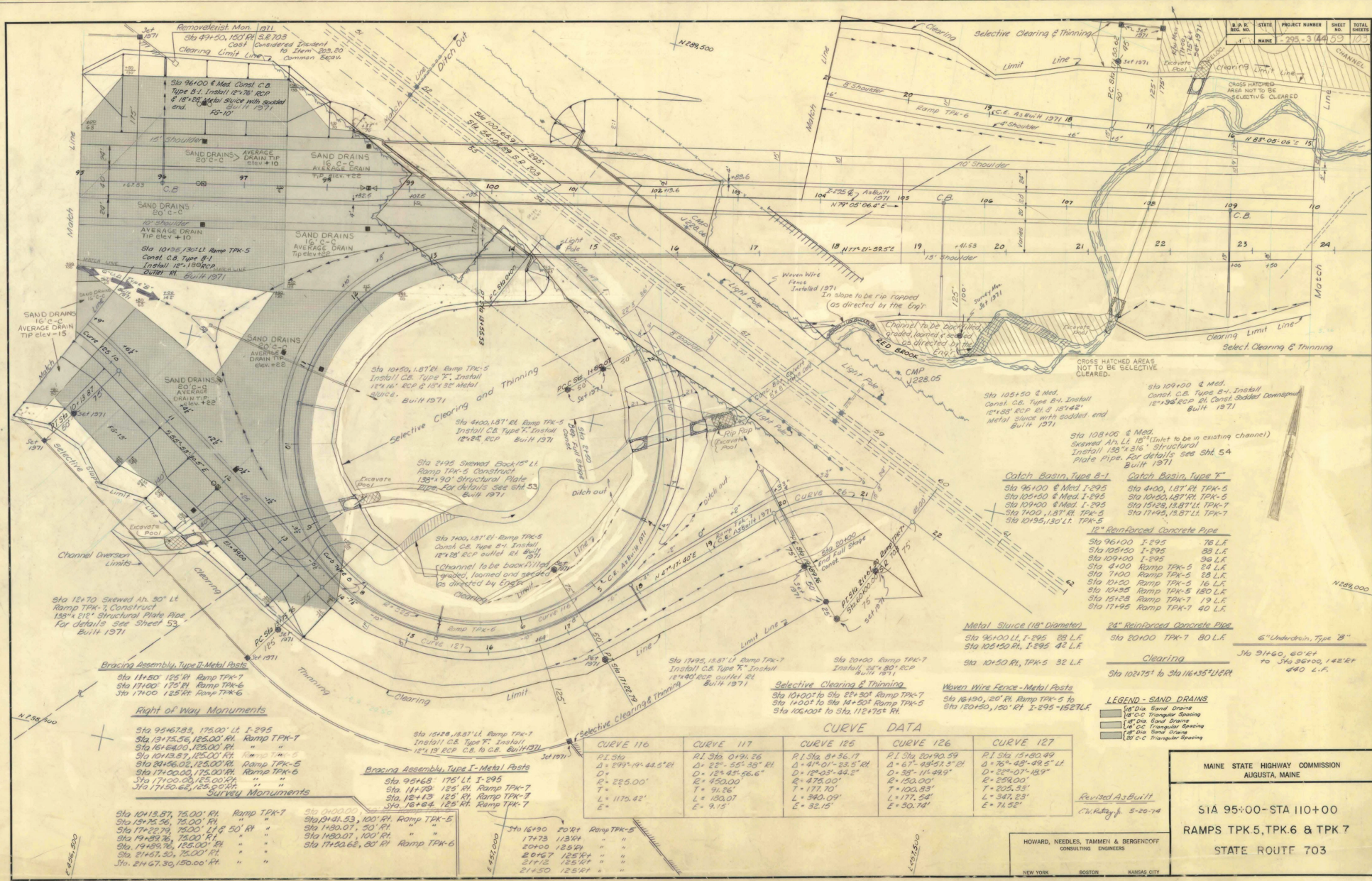
I-295 Scarborough - South Portland

PLAN	DATE	BY
NO.		
SURVEYED		
NOTES		
CHECKED		
BY		
DATE		

PROFILE	DATE	BY
NO.		
SURVEYED		
NOTES		
CHECKED		
BY		
DATE		







CURVE DATA					
CURVE 116	CURVE 117	CURVE 125	CURVE 126	CURVE 127	
PI Sta 94+00.00	PI Sta 94+00.00	PI Sta 94+00.00	PI Sta 94+00.00	PI Sta 94+00.00	
Δ = 22° 55' 38" E	Δ = 22° 55' 38" E	Δ = 22° 55' 38" E	Δ = 22° 55' 38" E	Δ = 22° 55' 38" E	
D = 124.43' 56.6"	D = 124.43' 56.6"	D = 124.43' 56.6"	D = 124.43' 56.6"	D = 124.43' 56.6"	
E = 950.00'	E = 950.00'	E = 950.00'	E = 950.00'	E = 950.00'	
T = 177.70'	T = 177.70'	T = 177.70'	T = 177.70'	T = 177.70'	
L = 340.09'	L = 340.09'	L = 340.09'	L = 340.09'	L = 340.09'	
E = 32.15'	E = 32.15'	E = 32.15'	E = 32.15'	E = 32.15'	

- LEGEND - SAND DRAINS**
- 18" Dia Sand Drains
 - 12" Dia Sand Drains
 - 12" Dia Sand Drains
 - 12" Dia Sand Drains
 - 12" Dia Sand Drains
 - 12" Dia Sand Drains

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

SIA 95+00-STA 110+00
 RAMPS TPK-5, TPK-6 & TPK-7
 STATE ROUTE 703

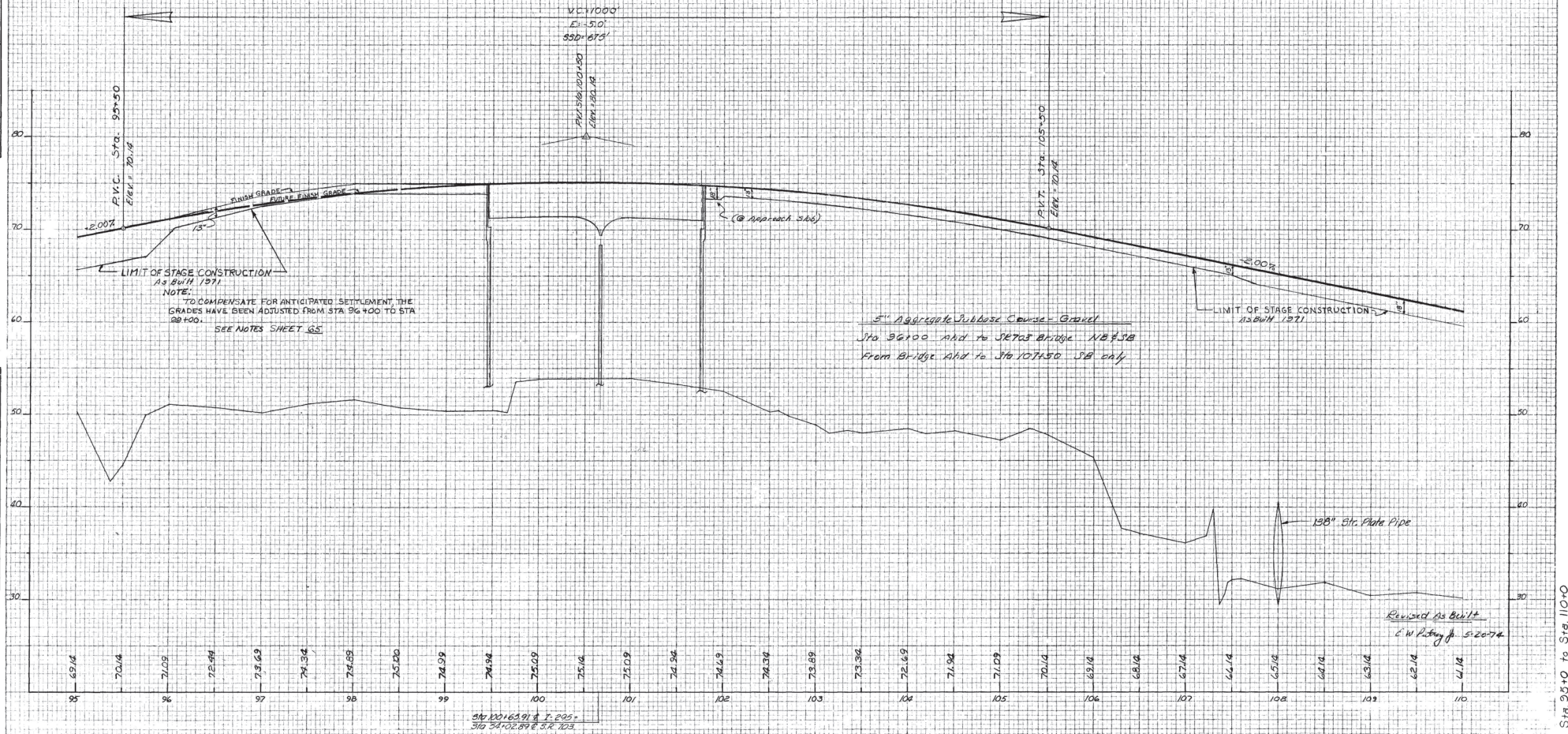
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 CONSULTING ENGINEERS

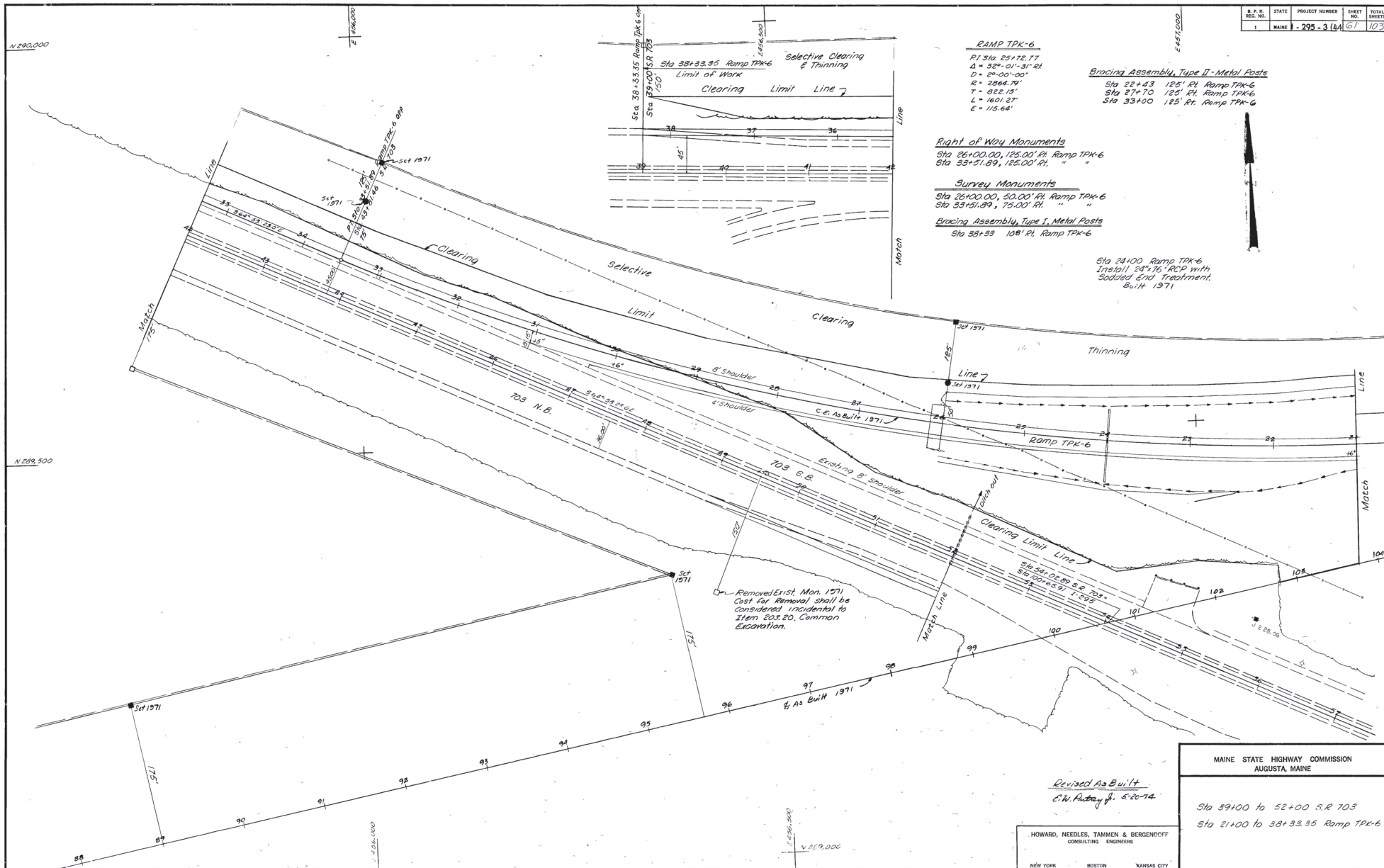
NEW YORK BOSTON KANSAS CITY

I-295 Scarborough-South Portland

FINAL SURVEY			SURVEYED _____						DATE _____
NOTE BOOK			PLOTTED _____						
			TEMPLATE _____						
			AREAS _____						
NO _____			AREAS CHECKED _____						

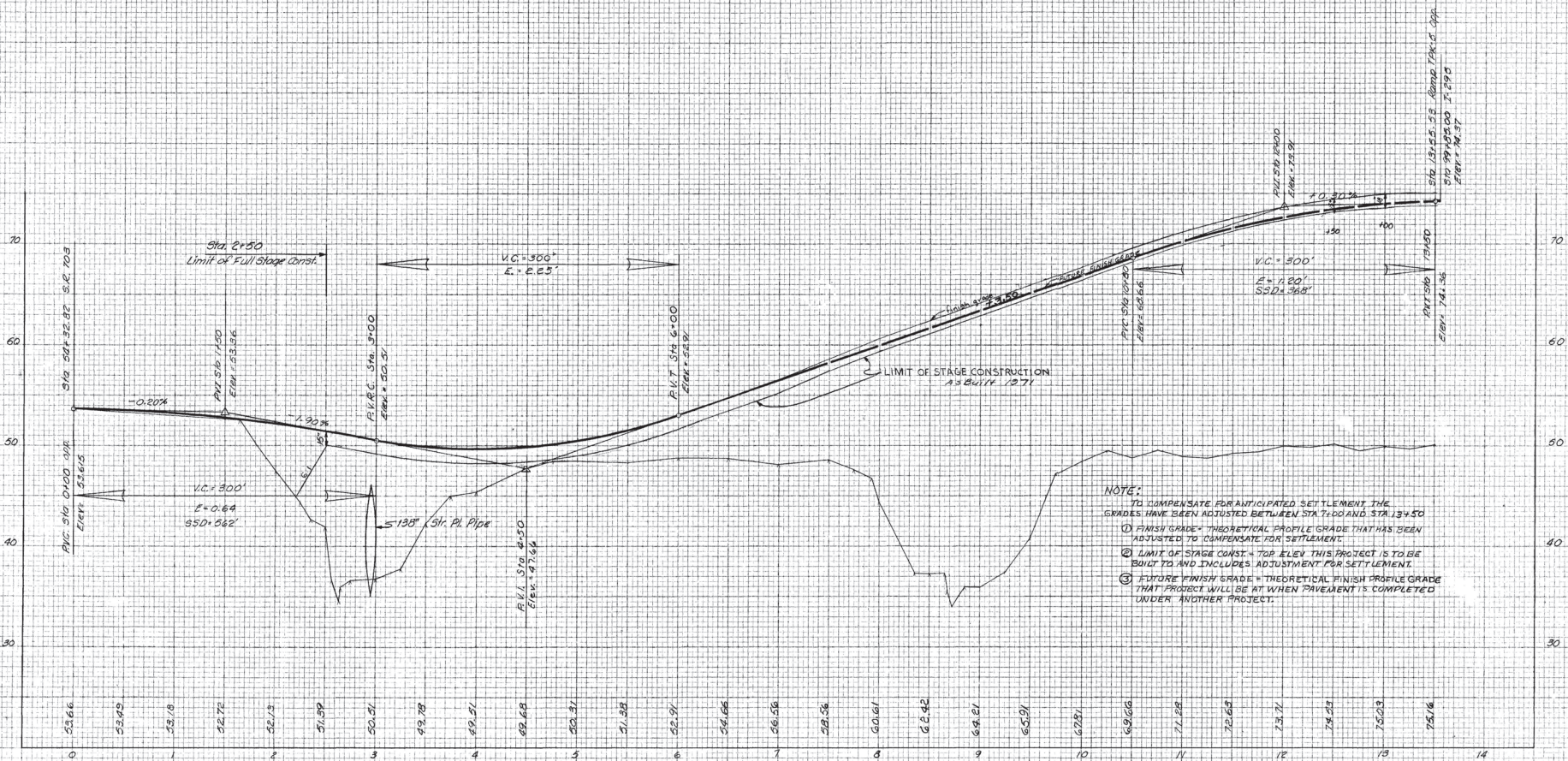
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	PLOTTED	T.L.W & R.C.A.
	TEMPLATE	
	AREAS	
	AREAS CHECKED	
	NO	295 / 298


$$St\bar{a}, 95+0 \text{ to } St\bar{a}, 110+0$$



DATE	BY
FINAL	
DESIGNED	
CHECKED	
NOTED	
APPROVED	
DATE	

DATE	BY
ORIGINAL	
DESIGNED	
CHECKED	
NOTED	
APPROVED	
DATE	



NOTE:
TO COMPENSATE FOR ANTICIPATED SETTLEMENT, THE GRADES HAVE BEEN ADJUSTED BETWEEN STA 7+00 AND STA 13+50.
① FINISH GRADE = THEORETICAL PROFILE GRADE THAT HAS BEEN ADJUSTED TO COMPENSATE FOR SETTLEMENT.
② LIMIT OF STAGE CONST. = TOP ELEV. THIS PROJECT IS TO BE BUILT TO AND INCLUDES ADJUSTMENT FOR SETTLEMENT.
③ FUTURE FINISH GRADE = THEORETICAL FINISH PROFILE GRADE THAT PROJECT WILL BE AT WHEN PAVEMENT IS COMPLETED UNDER ANOTHER PROJECT.

RAMP TPK-5

RAMP TPK-5
PROFILE

I-295 Scarborough - South Portland (Profile)

PLATE 3 CROSS SECTION B P R STANDARD
SCALE: HORIZONTAL - 1" = 40'; VERTICAL - 1" = 10'

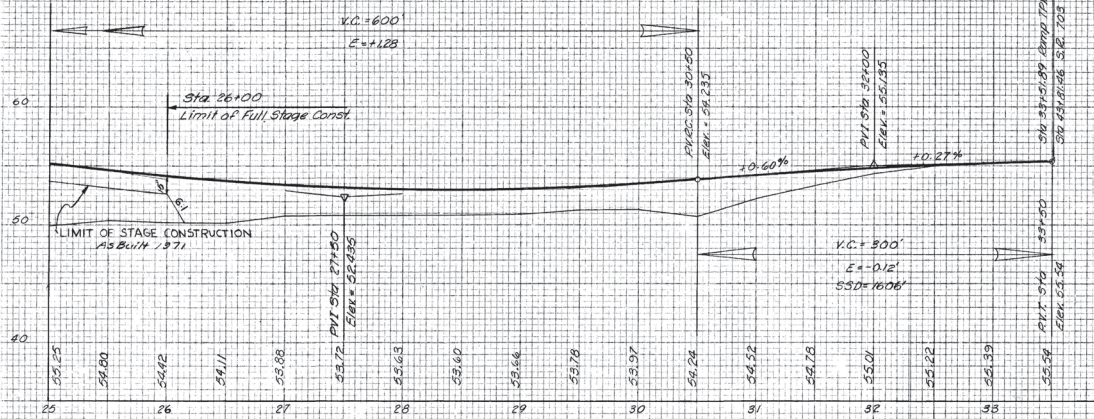
Printed in U.S.A.
On 100% Recycled Paper

Printed in U.S.A.
On 100% Recycled Paper

Sta. 0+0 to 14+0

FINAL SURVEY			BY	DATE
SURVEYED				
PLOTTED				
NOTE BOOK				
TEMPLATE				
AREAS				
AREAS CHECKED				
NO				

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PASTED _____	JRM	7/69
	TEMPLE _____	JRM	
	AIRAS _____		
NO.	AIRAS CHECKED _____		

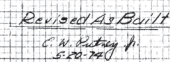


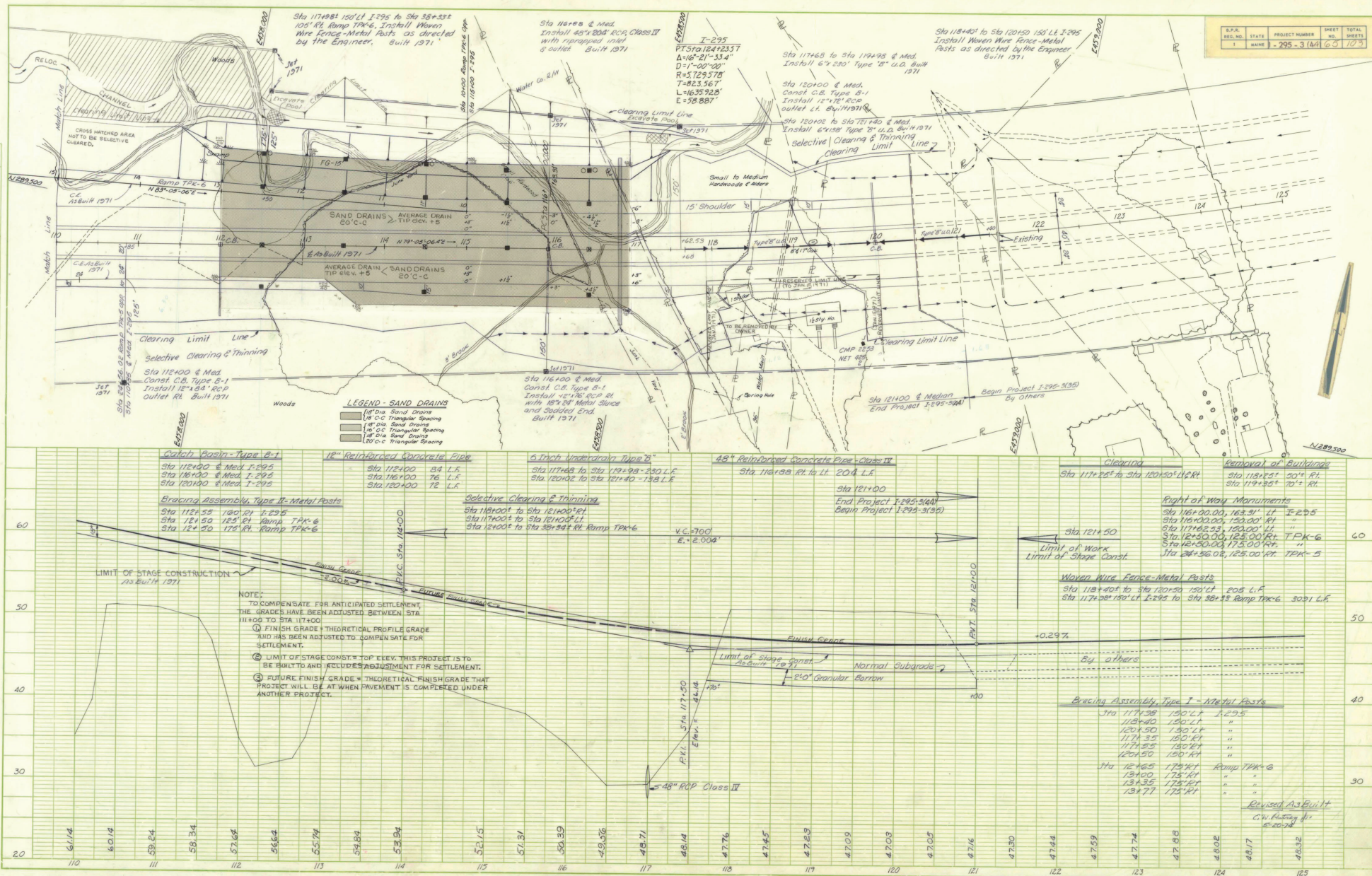
RAMP TPK-6
PROFILE

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On **IMPRIMA** Toppaper Co.

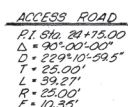
$$S + a, 10 + 0 \text{ to } S + a, 33 + 0$$

FINAL SURVEY		BY	DATE
SURVEYED			
PLOTTED			
TEMPLATE			
AREAS			
AREAS CHECKED			


$$\text{St}^{\pm}, 0+0 \text{ to St}^{\pm}, 22+0$$



Toll Plaza to be Constructed by others

TOLL PLAZA
GRADING PLAN

HOWARD, NEEDLES, TAMMEN & BERGENDORF

NEW YORK	BOSTON	KANSAS CIT
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