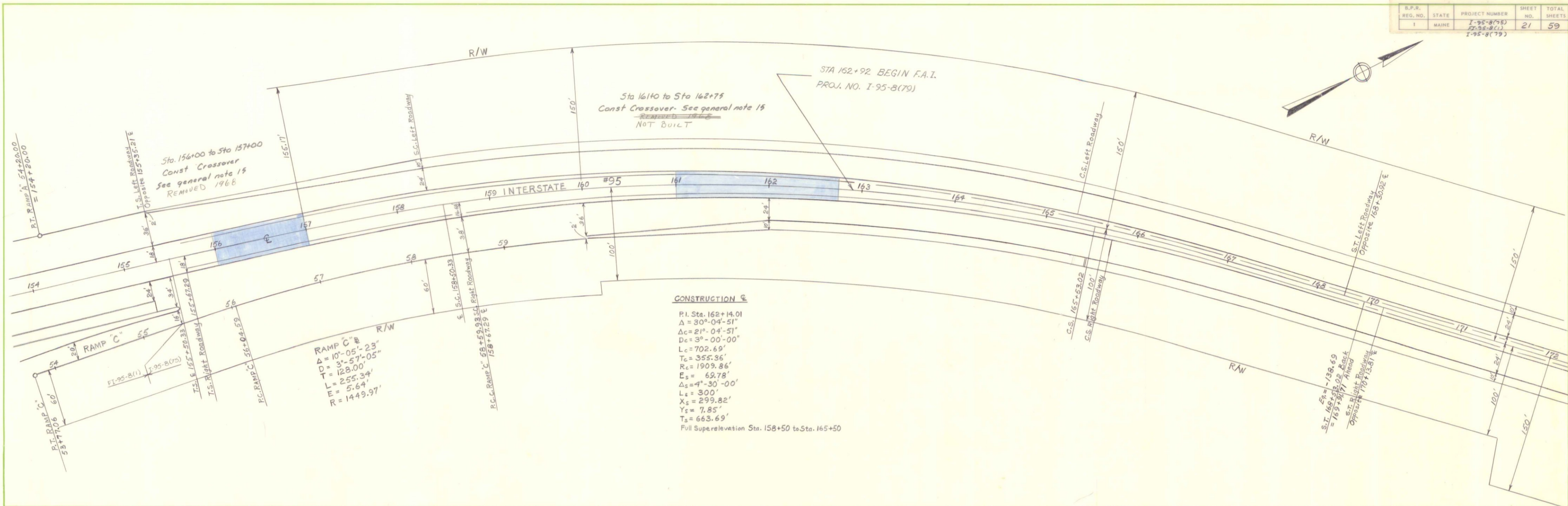


PLAN  
 SURVEYED BY F.A. SNELL  
 DATE 1-24-47  
 TRACED AND CHECKED BY M. M. NOTED  
 NO. OF WAY CHECKER

PROFILE  
 SURVEYED BY F.A. SNELL  
 DATE 1-24-47  
 PLOTTED AND CHECKED BY M. M. NOTED  
 NO. OF WAY CHECKER



SUPERELEVATION TRANSITIONS (1968)

STA	LT	RT
SOUTH BOUND		
155	-2 1/2	-2 1/2
160	- 1/2	-2 1/2
156	+ 1 1/2	-2 1/2
150	+ 1 1/2	-3 1/2
157	+ 5 1/2	-5 1/2
150	+ 7 1/2	-7 1/2
158	+ 9 1/2	-9 1/2
150	+ 9 1/2	-9 1/2
165+50	+ 9 1/2	-7 1/2
166	+ 7 1/2	-7 1/2
150	+ 5 1/2	-5 1/2
167	+ 3 1/2	-3 1/2
150	+ 1 1/2	-2 1/2
168	- 1/2	-2 1/2
150	- 2 1/2	-2 1/2
NORTH BOUND		
155	- 2 1/2	-2 1/2
150	- 1/2	-2 1/2
156	+ 1 1/2	-2 1/2
150	+ 3 1/2	-3 1/2
157	+ 5 1/2	-5 1/2
150	+ 7 1/2	-7 1/2
158	+ 9 1/2	-9 1/2
166	+ 9 1/2	-9 1/2
150	+ 7 1/2	-7 1/2
167	+ 5 1/2	-5 1/2
150	+ 3 1/2	-3 1/2
168	+ 1 1/2	-2 1/2
150	- 1/2	-2 1/2
169	- 2 1/2	-2 1/2

GUTTER LINE LOCATION 1968  
 STA 162+92 TO 176+0 LEFT OF MEDIAN

606.142 ADJUSTING GUARD RAIL 1968  
 STA. 169+28 TO 172+23 NB RT (25)  
 STA. 160+0 TO 162+75 SB LT (25)

606.181 GUARD RAIL TYPE 36, DOUBLE RAIL REMOVED AND RESET  
 STA. 163+00 TO STA. 214+25 MEDIAN (4681') 1968

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA. 158+0 RT  
 STA. 166+0 LT  
 STA. 170+50 LT

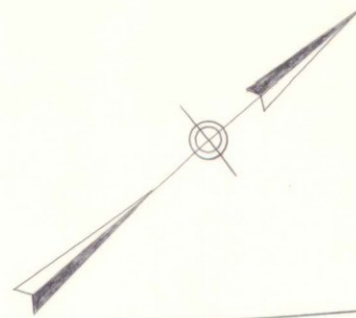
609.441 AND 609.442 CURBBING REMOVED AND STACKED 1968  
 STA. 163+00 TO STA. 279+38 LT. AND RT. MEDIAN (20,685.6')  
 NOT INCLUDING BRIDGES

604.161 ALTERING CATCH BASINS 1968  
 STA 155+00 &  
 STA 158+00 &

605.18 6-INCH LATERAL DRAINS  
 STA 165+50 - NB RT SHOULDER 101E 1968

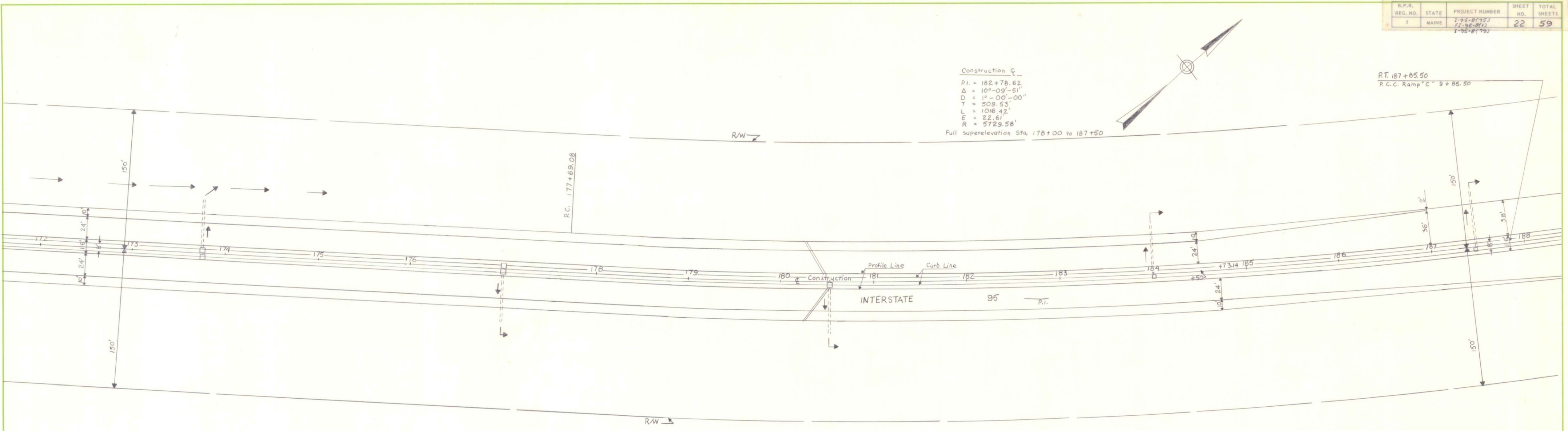
605.10 6-INCH UNDERDRAIN OUTLET  
 STA. 165+50 - N.B. RT. SHOULDER - 15 L.F. 1968

Construction  $\phi$   
 P.I. = 182+78.62  
 $\Delta = 10^{\circ}-09'-51''$   
 $D = 18^{\circ}-00'-00''$   
 $T = 509.53'$   
 $L = 1016.42'$   
 $E = 22.61'$   
 $R = 5729.58'$   
 Full superelevation Sta. 178+00 to 187+50



P.T. 187+85.50  
 R.C.C. Ramp "C" 9+85.50

**PLAN**  
 SURVEYED BY H. KIMBALL  
 DATE 5-24-67  
 CHECKED BY  
 DATE  
 NO. OF WAY CHECKED



**PROFILE**  
 SURVEYED BY  
 DATE  
 CHECKED BY  
 DATE  
 NO. OF WAY CHECKED

**SUPERELEVATION TRANSITIONS (1968)**

STA.	LT.	RT.
175+50	-2 1/2	-2 1/2
176	-2 1/2	-1 1/2
+50	-2 1/2	+ 1/4
177	-2 1/2	+1 1/2
+50	-3	+3
178	-3	+3
187+50	-3	+3
188	-3	+3
+50	-2 1/2	+1 1/2
189	-2 1/2	+ 1/4
189	-2 1/2	-1 1/2
190	-2 1/2	-2 1/2
<b>NORTHBOUND</b>		
175+50	-2 1/2	-2 1/2
176	-2 1/2	-1 1/2
+50	-2 1/2	+ 1/4
177	-2 1/2	+1 1/2
+50	-3	+3
178	-3	+3
+50	-3	+3
187+50	-3	+3
188	-3	+3
+50	-2 1/2	+1 1/2
189	-2 1/2	+ 1/4
+50	-2 1/2	-1 1/2
190	-2 1/2	-2 1/2

**GUTTER LINE LOCATION 1968**  
 STA. 162+92 TO 176+00 LEFT OF MEDIAN  
 STA. 176+00 TO 176+50 TRANSITION-LT. TO RT.  
 STA. 176+50 TO 289+50 RIGHT OF MEDIAN

**604.16 ALTERING CATCH BASINS TO MANHOLES 1968**  
 STA. 173+75 RT.  
 STA. 177+00 LT.

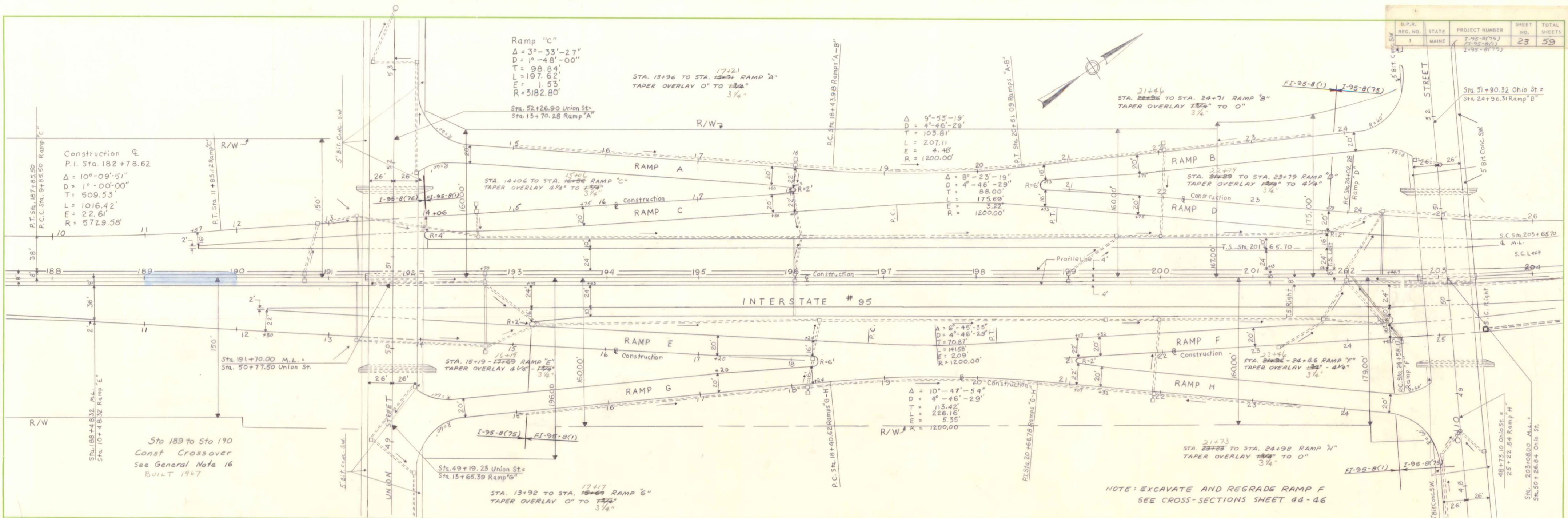
**604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968**  
 STA. 173+75 LT.  
 STA. 177+00 RT.  
 STA. 180+50 RT.  
 STA. 184+00 RT.  
 STA. 187+50 RT.

**605.18 6-INCH LATERAL UNDERDRAINS**  
 STA 180+25, 42' LT TO STA 180+50, 7' RT - OUTLET INTO BASIN STA 180+50 55 LF 1968  
 STA 180+25, 42' RT TO STA 180+50, 7' RT - OUTLET INTO BASIN STA 180+50 44 LF 1968

**606.142 ADJUSTING GUARD RAIL 1968**  
 STA. 181+25 TO 182+00 NB RT. (75')  
 STA. 176+50 TO 177+25 S.B. LT. (75')

DATE: 5/31/77  
 BY: H. C. MARAL  
 SUPERVISOR: H. C. MARAL  
 CHECKED: H. C. MARAL  
 NO. OF WAY CHECKED: RT. OF WAY CHECKED.

DATE:  
 BY:  
 SUPERVISOR:  
 CHECKED:  
 NO. OF WAY CHECKED:  
 STRUCTURE NOTATIONS: CHKD



STA. 190+00 TO 190+10 TAPER CURB TO 1/4" TO 1/4"	STA. 192+00 TO 192+80 TAPER OVERLAY 5/4" TO 5/4"	STA. 191+00 TO STA. 209+45 STA. 192+00 TO STA. 202+06 4 1/4" OVERLAY	604.16 ALTER CATCH BASIN TO MANHOLE 1968 STA. 173+75 RT. STA. 177+00 LT. STA. 190+75 LT. STA. 192+20 LT. STA. 196+00 LT. STA. 199+00 LT. STA. 202+00 LT.
606.142 ADJUSTING GUARD RAIL 1968 STA. 14+0 TO 17+25 RAMP G LT. (325') STA. 22+50 TO 24+50 RAMP B RT. (200')	609.38 RESETTING CURB TYPE 1 1968 STA. 23+25 TO STA. 30+00 RAMP F STA. 23+25 RAMP E RT. TO 214+30 1/8 RT. (128') STA. 23+25 TO 24+53 RAMP F LT. (128')	605.18 6-INCH LATERAL UNDERDRAINS 1968 STA. 191+30 RT - OUTLET INTO MANHOLE RT 63 LF STA. 191+32 LT - OUTLET INTO MANHOLE LT 68 LF STA. 192+70 RT - OUTLET INTO CATCH BASIN RT 63 LF STA. 196+00 LT - OUTLET INTO CATCH BASIN LT 37 LF STA. 196+00 RT - OUTLET INTO CATCH BASIN RT 37 LF STA. 202+37 LT - OUTLET INTO CATCH BASIN LT 60 LF STA. 202+60 RT - OUTLET INTO CATCH BASIN RT 74 LF	604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968 STA. 16+25 RAMP E STA. 16+70 RAMP G STA. 21+89 RAMP H STA. 18+05 RAMP A STA. 22+05 RAMP B STA. 18+00 RAMP C STA. 190+75 RT. STA. 192+70 RT. STA. 196+00 RT. STA. 199+00 RT. STA. 202+00 RT. STA. 14+62 RAMP C (OVERLAY DEPTH 3 3/4") STA. 23+25 RAMP E (OVERLAY DEPTH 3") 3/4" STA. 24+40 RAMP F (OVERLAY DEPTH 4 1/4") STA. 201+75 RT. (OVERLAY DEPTH 2 3/4") STA. 202+60 RT. (OVERLAY DEPTH 4 1/4")
604.09 CATCH BASINS TYPE B-1 STA. 25+50 RAMP F STA. 30+00 RAMP F 1968	605.11 12-INCH UNDERDRAIN TYPE C 1968 STA. 25+52 TO STA. 29+98 RAMP F 535 LF STA. 30+02 TO STA. 214+03 520 LF	604.161 ALTERING CATCH BASINS 1968 STA. 18+05 LT RAMP A STA. 22+05 LT RAMP B STA. 14+62 LT RAMP C STA. 18+10 RT RAMP G STA. 21+89 RT RAMP H STA. 192+70 RT. STA. 202+50 RT. STA. 202+45 LT.	

**Construction B**  
Left & Right Median Edges

P.I. Sta. 204+86.88  
 $\Delta = 8^{\circ} 49' 41''$   
 $\Delta_c = 4^{\circ} 49' 41''$   
 $D_c = 2^{\circ} 00' 00''$   
 $L_c = 241.40'$   
 $T_c = 120.77'$   
 $R_c = 2864.79'$   
 $E_s = 9.11'$   
 $\Delta_s = 2^{\circ} 00' 00''$   
 $L_s = 200.00'$   
 $X_s = 199.98'$   
 $Y_s = 2.33'$   
 $T_s = 321.18'$   
 Full Superelevation  
 Sta. 204+00 to Sta. 206+00



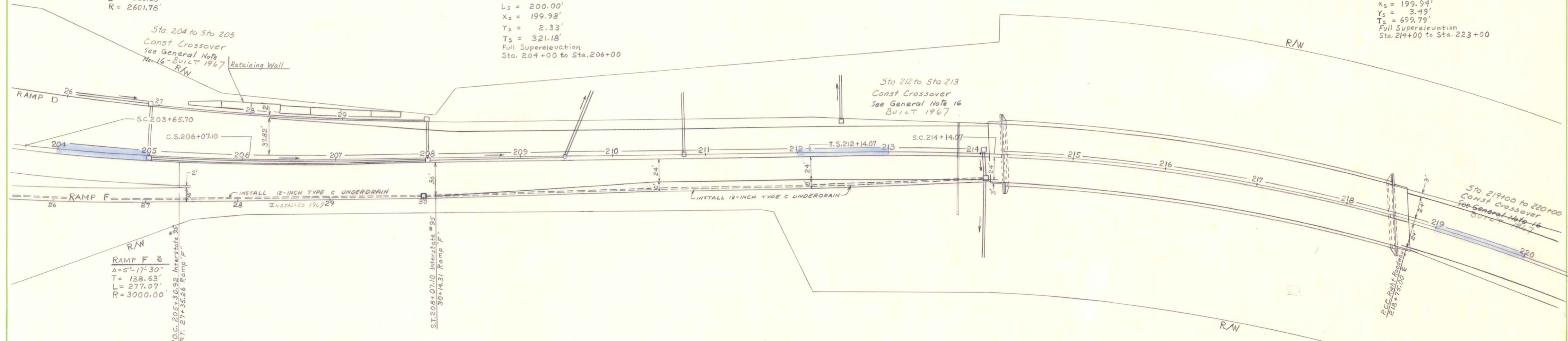
**Construction C**  
 P.I. Station 219+13.86  
 $\Delta = 3^{\circ} 51' 19''$   
 $\Delta_c = 2^{\circ} 51' 19''$   
 $D_c = 3^{\circ} 00' 00''$   
 $L_c = 961.84'$   
 $T_c = 491.35'$   
 $R_c = 1909.86'$   
 $E_s = 32.80'$   
 $\Delta_s = 3^{\circ} 00' 00''$   
 $L_s = 200.00'$   
 $X_s = 199.94'$   
 $Y_s = 3.49'$   
 $T_s = 692.79'$   
 Full Superelevation  
 Sta. 214+00 to Sta. 223+00

**RAMP D**  
 $\Delta = 13^{\circ} 39' 33''$   
 $T = 311.61'$   
 $L = 620.26'$   
 $R = 2601.78'$

Sta. 204 to Sta 205  
 Const Crossover  
 See General Note  
 No. 16 - BUILT 1967  
 Retaining Wall

Sta 212 to Sta 213  
 Const Crossover  
 See General Note 16  
 BUILT 1967

Sta. 219+00 to 220+00  
 Const Crossover  
 See General Note 16  
 BUILT 1967



**RAMP F**  
 $\Delta = 5^{\circ} 17' 30''$   
 $T = 138.63'$   
 $L = 277.07'$   
 $R = 3000.00'$

R/W  
 P.O.C. 205+30.92 Interstate #95  
 AT: 27+35.28 Ramp F

S.T. 208+07.10 Interstate #95  
 AT: 14.31 Ramp F

STA. 191+00 TO STA. 209+95 S.B.  
 4 1/4" OVERLAY

STA. 209+95 TO STA. 214+20 S.B.  
 TAPER OVERLAY 4 1/4" TO 0"

STA. 191+00 TO STA. 210+76 N.B.  
 4 1/4" OVERLAY

STA. 210+76 TO STA. 214+26 N.B.  
 TAPER OVERLAY 4 1/4" TO 3/4"

606.174 ADJUSTING GUARD RAIL 1968  
 STA. 210+25 TO 214+25 NO RT.  
 STA. 218+65 TO 214+25 NO RT.  
 STA. 218+95 TO 214+25 S.B. RT.  
 STA. 218+50 TO 214+25 S.B. LT.

STA. 218+49 TO STA. 222+74 S.B.  
 TAPER OVERLAY 0" TO 4 1/4"

STA. 218+55 - 222+05 N.B.  
 TAPER OVERLAY 3/4" - 4 1/4"

**SUPERELEVATION TRANSITIONS (1968)**

SOUTHBOUND			NORTHBOUND		
STA.	LT.	RT.	LT.	RT.	
201	-2 1/2	-2 1/2	-2 1/2	-2 1/2	
+50	-2 1/2	-1 1/2	-2 1/2	-1	
202	-2 1/2	+1/2	-2 1/2	+1/2	
+50	-2 1/2	+1 1/2	-2 1/2	+2 1/2	
203	-3	+3	-3 1/2	+3 1/2	
+50	-4 1/2	+4 1/2	-5 1/2	+5 1/2	
204	-6	+6	-7	+7	
+50	-4 1/2	+4 1/2	-5 1/2	+5 1/2	
207	-3	+3	+3 1/2	+3 1/2	
+50	-2 1/2	+1 1/2	-2 1/2	+2 1/2	
208	-2 1/2	+4	-2 1/2	+3 1/2	
+50	-2 1/2	-1 1/2	-2 1/2	-1	
209	-2 1/2	-2 1/2	-2 1/2	-2 1/2	
+50	-1	-2 1/2	-1	-2 1/2	
211	+2 1/2	-2 1/2	+2	-2 1/2	
+50	+2	-2 1/2	+3 1/2	-3 1/2	
212	+3 1/2	-3 1/2	+5	-5	
+50	+5	-5	+6 1/2	-6 1/2	
213	+6 1/2	-6 1/2	+8	-8	
+50	+8	-8	+9 1/2	-9 1/2	
214	+9 1/2	-9 1/2	+9 1/2	-9 1/2	

**GUTTER LINE LOCATION 1968**  
 STA. 176+50 TO 209+50 RIGHT OF MEDIAN  
 STA. 209+50 TO KENDUSKEAG STREAM BRIDGE LEFT OF MEDIAN  
 KENDUSKEAG BRIDGE TO BROADWAY BRIDGE LEFT OF MEDIAN

ALTER MANHOLE TO CATCH BASIN 1968  
 STA. 209+50 E

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968

STA. 205+00 LT.  
 STA. 208+00 LT. (OVERLAY DEPTH 2 1/4")  
 STA. 208+00 RT.  
 STA. 210+75 E  
 STA. 214+05 LT.

606.181 GUARD RAIL, TYPE 3B, DOUBLE RAIL, REMOVED AND RESET  
 STA. 218+47 TO 279+35 MEDIAN (5780') 1968  
 BRIDGE NET INCLUDED

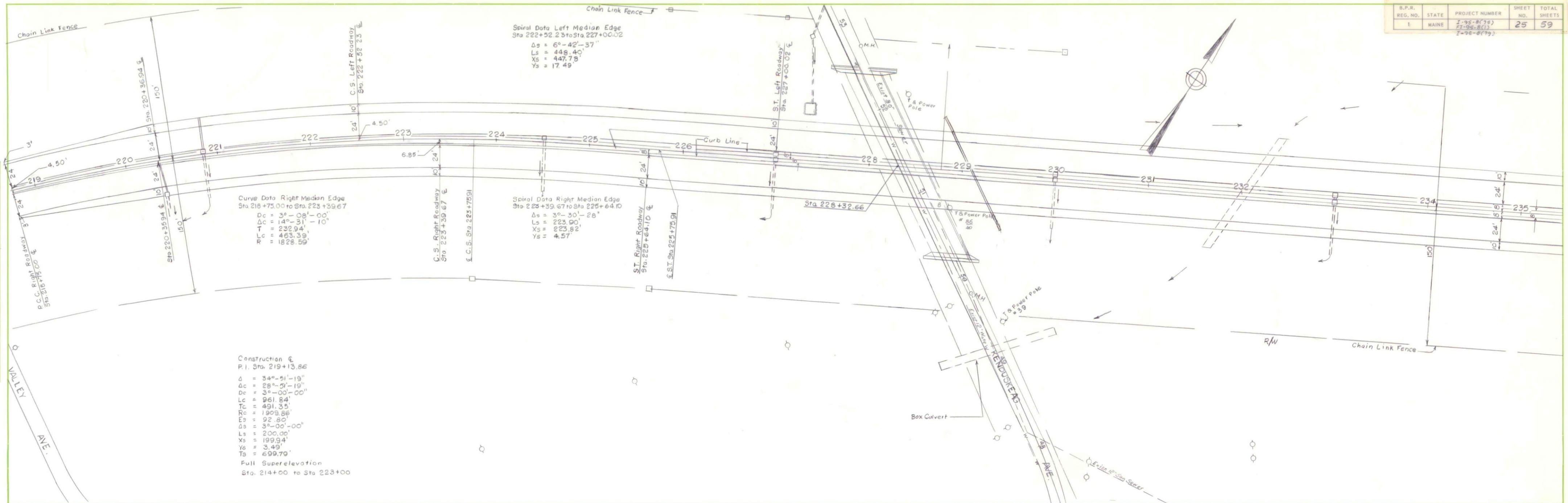
609.441 AND 609.442 CURBINGS REMOVED AND STACKED (SEE SHEET # 21)  
 STA. 218+55 TO 279+30 LT. AND RT. MEDIAN (12,175')

605.18 6-INCH LATERAL UNDERDRAINS  
 STA 213+75 - OUTLET RT 66 LF 1968

605.10 6-INCH UNDERDRAIN OUTLET  
 STA. 213+75 RT. - 20 LIN. FT. 1968

DATE: 5-21-67  
 BY: F.A. SNELL  
 SURVEYED: Trace & Al  
 NOTE BOOK: RT. OF WAY CHECKED

DATE:  
 BY:  
 SURVEYED:  
 NOTE BOOK:  
 GRADES CHECKED:  
 B. M.'S. NOTED:  
 STRUCTURE NOTATIONS CHECKED:



Spiral Data Left Median Edge  
Sta 222+52.23 to Sta 227+00.02  
 $\Delta s = 6^{\circ}-42'-37''$   
 $Ls = 448.40'$   
 $Xs = 447.75'$   
 $Ys = 17.49'$

Curve Data Right Median Edge  
Sta 216+75.00 to Sta 223+39.67  
 $Dc = 3^{\circ}-08'-00''$   
 $Lc = 14^{\circ}-31'-10''$   
 $Tc = 232.94'$   
 $Rc = 463.39'$   
 $Ey = 1828.59'$

Spiral Data Right Median Edge  
Sta 223+39.67 to Sta 225+64.0  
 $\Delta s = 3^{\circ}-30'-28''$   
 $Ls = 223.00'$   
 $Xs = 223.82'$   
 $Ys = 4.57'$

Construction &  
P.I. Sta. 219+13.86  
 $\Delta = 34^{\circ}-51'-19''$   
 $\Delta c = 28^{\circ}-51'-19''$   
 $Dc = 3^{\circ}-00'-00''$   
 $Lc = 961.84'$   
 $Tc = 491.35'$   
 $Rc = 1908.86'$   
 $Ey = 92.80'$   
 $\Delta s = 3^{\circ}-00'-00''$   
 $Ls = 200.00'$   
 $Xs = 199.94'$   
 $Ys = 3.49'$   
 $Ts = 699.70'$   
 Full Superelevation  
Sta. 214+00 to Sta 223+00

PLAN  
 SURVEYED, PLOTTED, CHECKED, BY: [blank]  
 DATE: [blank]  
 NOTE BOOK NO. [blank]  
 NO. OF WAYS CHECKED [blank]

PROFILE  
 SURVEYED, GRADED, BY: A. HALLETT  
 DATE: 5/24/67  
 NOTE BOOK NO. [blank]  
 B.M. NOTED [blank]  
 STRUCTURE NOTATIONS (if any) [blank]

STA 218+49 TO STA. 222+74  
TAPER OVERLAY 0" TO 4 1/4"

STA. 218+55 TO STA. 222+05  
TAPER OVERLAY 3/4" TO 4 1/4"

SUPERELEVATION TRANSITIONS (1968)

SOUTHBOUND		
STA.	LT.	RT.
223	+9 1/2	-9 1/2
+50	+8	-8
224	+6 1/2	-6 1/2
+50	+5	-5
225	+3 1/2	-3 1/2
+50	+2	-2 1/2
226	+1 1/2	-2 1/2
+50	-1	-2 1/2
227	-2 1/2	-2 1/2
NORTHBOUND		
223	+9 1/2	-9 1/2
+50	+8	-8
224	+6 1/2	-6 1/2
+50	+5	-5
225	+3 1/2	-3 1/2
+50	+2	-2 1/2
226	+1 1/2	-2 1/2
+50	-1	-2 1/2
227	-2 1/2	-2 1/2

STA. 222+74 TO STA. 250+27 S.B.  
4 1/4" OVERLAY

STA. 222+05 TO STA. 251+28 N.B.  
4 1/4" OVERLAY

GUTTER LINE LOCATION 1968  
FROM KENDUSKEAG STREAM BRIDGE TO BROADWAY BRIDGE - LEFT OF MEDIAN

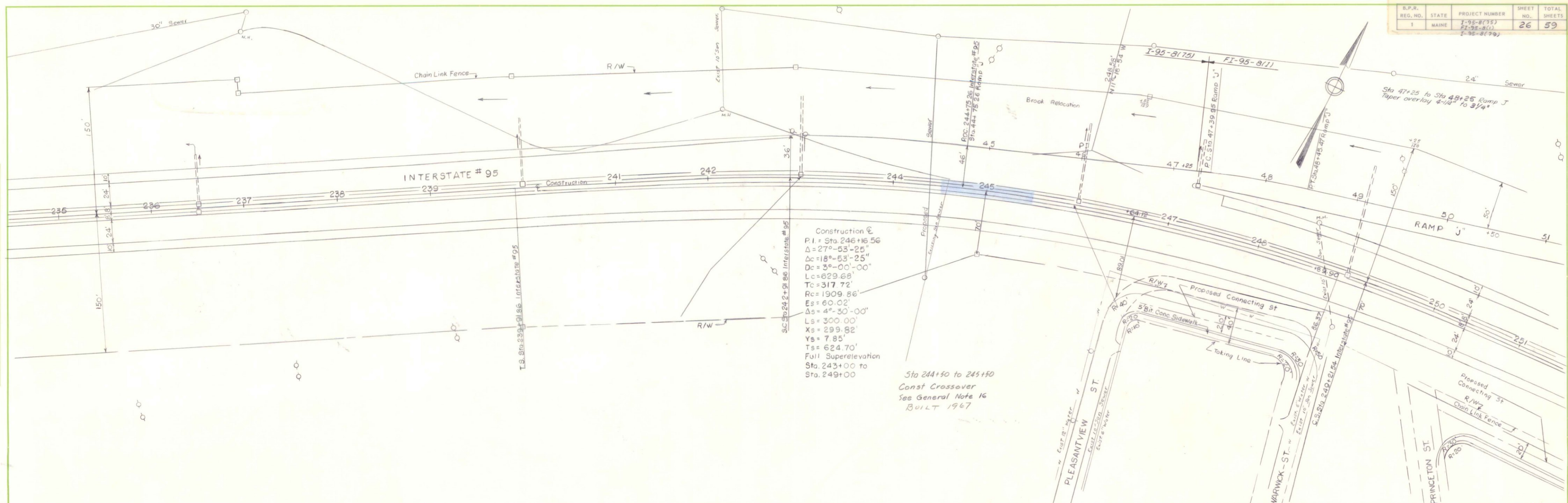
606.142 GUARD RAIL - ADJUSTED  
 STA. 230+50 TO 233+50 RT. (300')  
 STA. 231+50 TO 234+75 LT. (325')  
 STA. 227+82 TO 228+86 RT. (104')  
 STA. 228+0 TO 229+0 LT. (100')

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA. 220+84 LT.  
 STA. 224+50 LT.  
 STA. 227+00 LT.  
 STA. 230+00 LT.  
 STA. 233+00 LT.  
 STA. 220+36 RT.

604.16 ALTERING CATCH BASINS TO MANHOLES 1968  
 STA. 227+00 RT.  
 STA. 230+00 RT.  
 STA. 233+00 RT.

605.10 6-INCH UNDERDRAIN OUTLET 1968  
 STA. 229+16 LT. - 20 LIN. FT.

605.18 6-INCH LATERAL UNDERDRAINS 1968  
 STA 220+36 RT - OUTLET INTO CATCH BASIN RT 36 LF  
 STA 220+84 LT - OUTLET INTO CATCH BASIN LT 34 LF  
 STA 229+10 - OUTLET RT 91 LF



SUPERELEVATION		TRANSITIONS (1968)		
NORTH BOUND		STA.	SOUTH BOUND	
L.T.	R.T.		L.T.	R.T.
-2 1/2	-2 1/2	239	-2 1/2	-2 1/2
-1	-2 1/2	+50	-1	-2 1/2
+3/8	-2 1/2	240	+3/8	-2 1/2
+2 1/8	-2 1/2	+50	+2 1/8	-2 1/2
+3 3/4	-3 3/4	241	+3 3/4	-3 3/4
+5 1/4	-5 1/4	+50	+5 1/4	-5 1/4
+6 7/8	-6 7/8	242	+6 7/8	-6 7/8
+8 1/2	-8 1/2	+50	+8 1/2	-8 1/2
+10	-10	243	+10	-10
+10	-10	249	+10	-10
+8 1/2	-8 1/2	+50	+8 1/2	-8 1/2
+6 7/8	-6 7/8	250	+6 7/8	-6 7/8
+5 1/4	-5 1/4	+50	+5 1/4	-5 1/4
+3 3/4	-3 3/4	251	+3 3/4	-3 3/4
+2 1/8	-2 1/8	+50	+2 1/8	-2 1/8
+3/8	-2 1/2	252	+3/8	-2 1/2
-1	-2 1/2	+50	-1	-2 1/2
-2 1/2	-2 1/2	253	-2 1/2	-2 1/2

GUTTER LINE LOCATION - 1968  
 FROM KEADUSKAG STREAM BRIDGE TO BROADWAY BRIDGE - LT. OF MED.

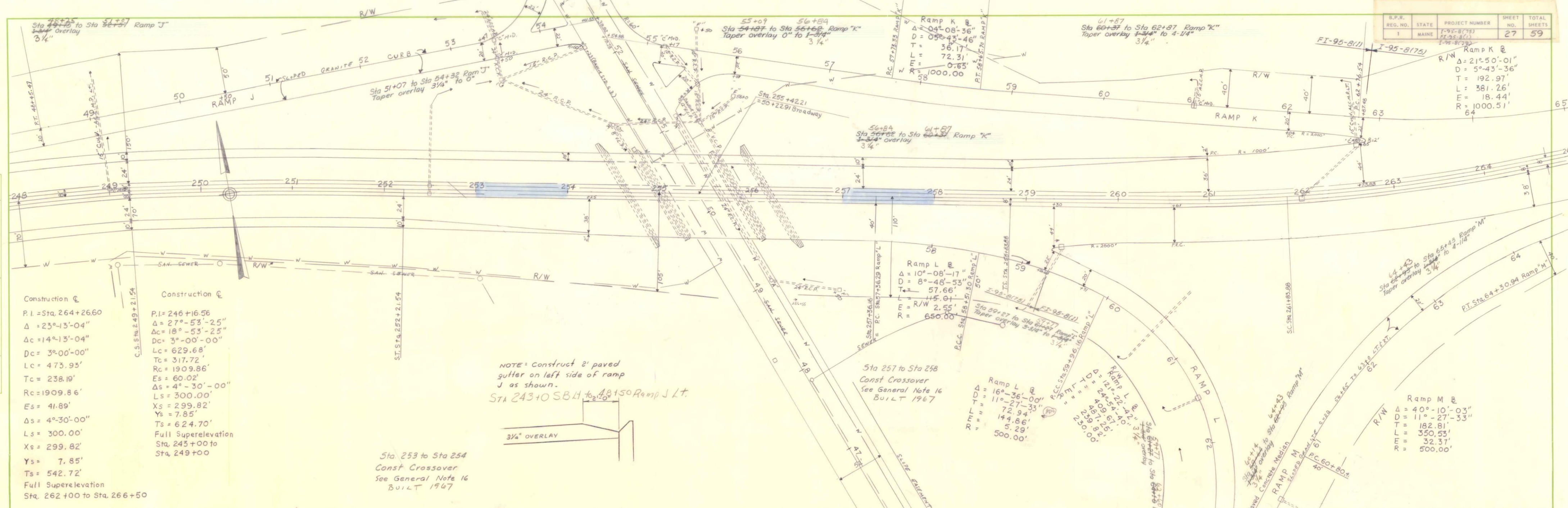
606.142 GUARD RAIL - ADJUSTED 1968  
 STA. 237+50 TO 247+00 LT. (950')  
 STA. 249+50 TO 254+36 LT. (486')

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA. 236+50 LT.  
 STA. 240+00 LT.  
 STA. 242+00 LT.  
 STA. 246+00 LT.  
 STA. 249+00 LT.  
 STA. 47+30 RAMP J (OVERLAY DEPTH 4 1/4")

604.16 ALTERING CATCH BASINS TO MANHOLES 1968  
 STA. 236+50 RT.

PLAN  
 SURVEYED BY: A.M./M.V.  
 DATE: 6/1/69  
 NOTE BOOK NO. [ ]  
 RT. OF WAY CHECKED [ ]

PROFILE  
 SURVEYED BY: [ ]  
 DATE: [ ]  
 PLOTTED BY: [ ]  
 CHECKED BY: [ ]  
 NOTE BOOK NO. [ ]  
 STRUCTURE NOTATIONS: [ ]



Construction  $\epsilon$   
 P.I. = Sta. 264+26.60  
 $\Delta = 23^\circ-13'-04"$   
 $D_c = 14^\circ-13'-04"$   
 $D_c = 3^\circ-00'-00"$   
 $L_c = 473.93'$   
 $T_c = 238.19'$   
 $R_c = 1909.86'$   
 $E_s = 41.89'$   
 $\Delta_s = 4^\circ-30'-00"$   
 $L_s = 300.00'$   
 $X_s = 299.82'$   
 $Y_s = 7.85'$   
 $T_s = 542.72'$   
 Full Superelevation  
 Sta. 243+00 to Sta. 266+50

Construction  $\epsilon$   
 P.I. = 246+16.56  
 $\Delta = 27^\circ-53'-25"$   
 $D_c = 18^\circ-53'-25"$   
 $D_c = 3^\circ-00'-00"$   
 $L_c = 629.68'$   
 $T_c = 317.72'$   
 $R_c = 1909.86'$   
 $E_s = 1909.86'$   
 $\Delta_s = 4^\circ-30'-00"$   
 $L_s = 300.00'$   
 $X_s = 299.82'$   
 $Y_s = 7.85'$   
 $T_s = 624.70'$   
 Full Superelevation  
 Sta. 243+00 to Sta. 249+00

NOTE: Construct 2' paved gutter on left side of ramp J as shown.  
 STA 243+0 S.B. to 243+0 RAMP J LT.

Sta. 253 to Sta. 254  
 Const Crossover  
 See General Note 16  
 BUILT 1967

PLAN  
 SURVEYED, TRACED, ALIGNED, CHECKED, BY: H. KIMBALL  
 DATE: 5-31-47  
 NOTE BOOK NO. 10

EEG

PROFILE  
 SURVEYED, PLOTTED, CHECKED, BY: H. KIMBALL  
 DATE: 5-31-47  
 NOTE BOOK NO. 10

SUPERELEVATION TRANSITIONS (1968)			
SOUTHBOUND		NORTHBOUND	
STA.	RT.	LT.	RT.
-2 1/2	-2 1/2	258	-2 1/2
-2 1/2	-1	+50	-2 1/2
-2 1/2	+1/2	259	-2 1/2
-2 1/2	+1 1/2	+50	-2 1/2
-3 1/2	+3 1/2	260	-3 1/2
-3 1/2	+5 1/2	+50	-3 1/2
-6 1/2	+6 1/2	261	-6 1/2
-8 1/2	+8 1/2	+50	-8 1/2
-10	+10	262	-9 1/2

Sta. 250+27 to Sta. 254+52 S.B.  
 Taper overlay 4 1/4" to 0"

Sta. 251+25 to Sta. 254+78 N.B.  
 Taper overlay 4 1/4" to 3/4"

GUTTER LINE LOCATION - 1968  
 KENDUKEEK STRAIGHT BRIDGE TO BROADWAY BRIDGE - LT. OF MED.  
 BROADWAY BRIDGE TO STA. 279+38 - RT. OF MED.

Sta. 266+08 to Sta. 260+85 S.B.  
 Taper overlay 0" to 4 1/4"

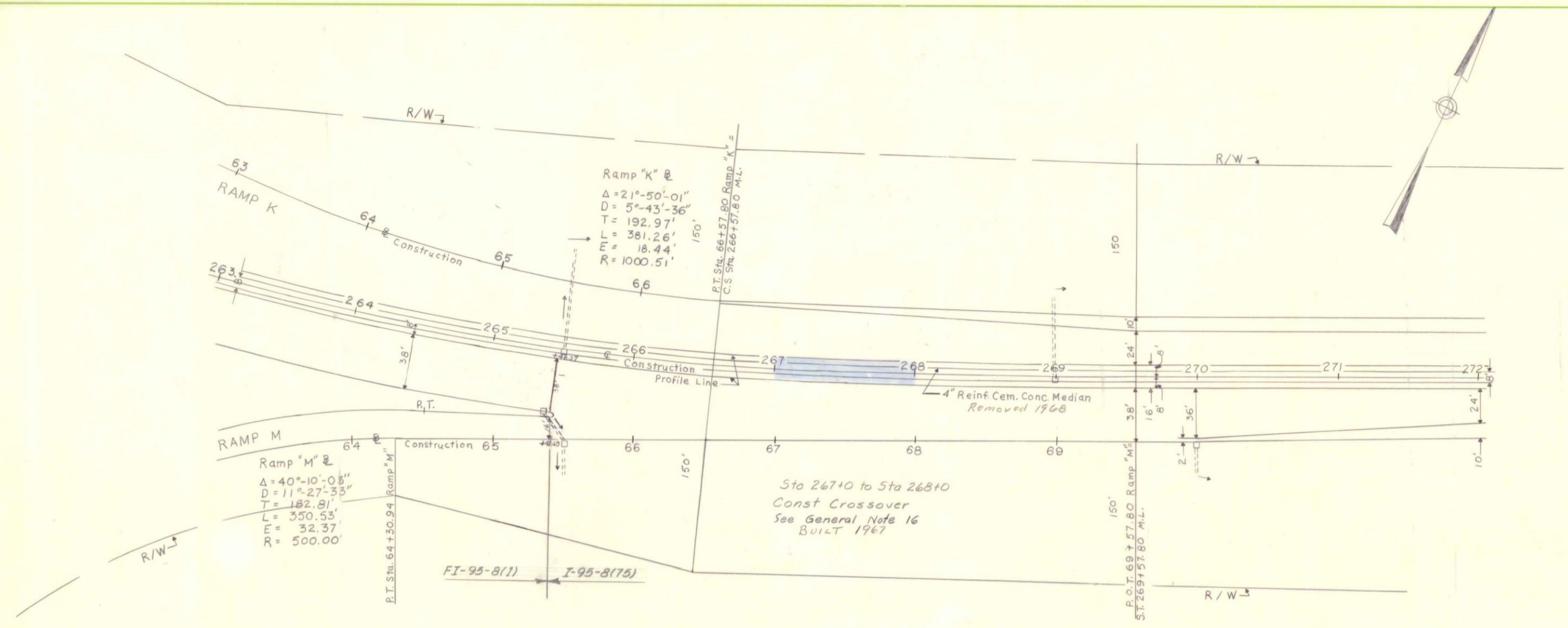
Sta. 266+34 to Sta. 259+84 N.B.  
 Taper overlay 0" to 4 1/4"

606.142 GUARD RAIL - ADJUSTED  
 STA. 251+00 TO 254+28 RT. (255)  
 STA. 255+95 TO 262+68 LT. (673)  
 STA. 59+50 TO 63+12 RAMP L RT. (343)  
 STA. 256+50 TO 259+50 RT. (342)  
 STA. 259+85 TO 262+97.5 RT. (372.5)  
 STA. 47+38 TO 50+65 "J" (275)

Ramp M  $\epsilon$   
 $\Delta = 31^\circ-30'-06"$   
 $D = 20^\circ-54'-39"$   
 $T = 77.28'$   
 $L = 150.65'$   
 $E = 10.67'$   
 $R = 274.00'$

- 604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968
- STA. 259+35 RT. (OVERLAY DEPTH 4 1/4")
  - STA. 262+74 LT. (OVERLAY DEPTH 4 1/4")
  - STA. 252+50 LT.
  - STA. 262+00 RT.
  - STA. 61+00 RAMP K (OVERLAY DEPTH 2 1/4")
  - STA. 61+30 RAMP K
  - STA. 55+0 RAMP K
- 604.16 ALTERING CATCH BASINS TO MANHOLES 1968
- STA. 252+50 RT.
- 604.161 ALTERING CATCH BASINS 1968
- STA. 55+0 RAMP K
  - STA. 56+0 RAMP K
  - STA. 53+50 RAMP J LT. & RT.

Construction  $\epsilon$   
 P.I. = Sta. 264+26.00  
 $\Delta = 23^\circ-13'-04''$   
 $\Delta c = 14^\circ-13'-04''$   
 $Dc = 3^\circ-00'-00''$   
 $Lc = 475.93'$   
 $Tc = 258.19'$   
 $Rc = 1909.86'$   
 $E_s = 41.89'$   
 $\Delta_s = 4^\circ-30'-00''$   
 $L_s = 300.00'$   
 $X_s = 299.82'$   
 $Y_s = 7.85'$   
 $T_s = 542.72'$   
 Full Superelevation Sta. 262+00 to Sta. 266+50



SUPERELEVATION TRANSITIONS (1968)

SOUTHBOUND		STA.	NORTHBOUND	
L.T.	R.T.		L.T.	R.T.
-10	+10	266+50	-7 1/2	+7 1/2
-8 1/2	+8 1/2	267	-8	+8
-6 3/4	+6 3/4	+50	-6 1/2	+6 1/2
-5 1/4	+5 1/4	268	-5	+5
-3 1/4	+3 1/4	+50	-3 1/2	+3 1/2
-2 1/2	+2 1/2	269	-2 1/2	+2
-2 1/4	+2 1/4	+50	-2 1/4	+1 1/2
-2 1/2	-1	270	-2 1/2	-1
-2 1/2	-2 1/2	+50	-2 1/2	-2 1/2

GUTTER LINE LOCATION - 1968  
 BROADWAY BRIDGE TO STA 279+38 - RT OF MED.

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE - 1968

- STA. 265+40 RT. (OVERLAY DEPTH 4 1/4")
- STA. 265+60 RT. (OVERLAY DEPTH 4 1/4")
- STA. 270+00 RT. (OVERLAY DEPTH 4 1/4")
- STA. 265+50 RT.
- STA. 269+00 RT.
- STA. 266+50 LT.

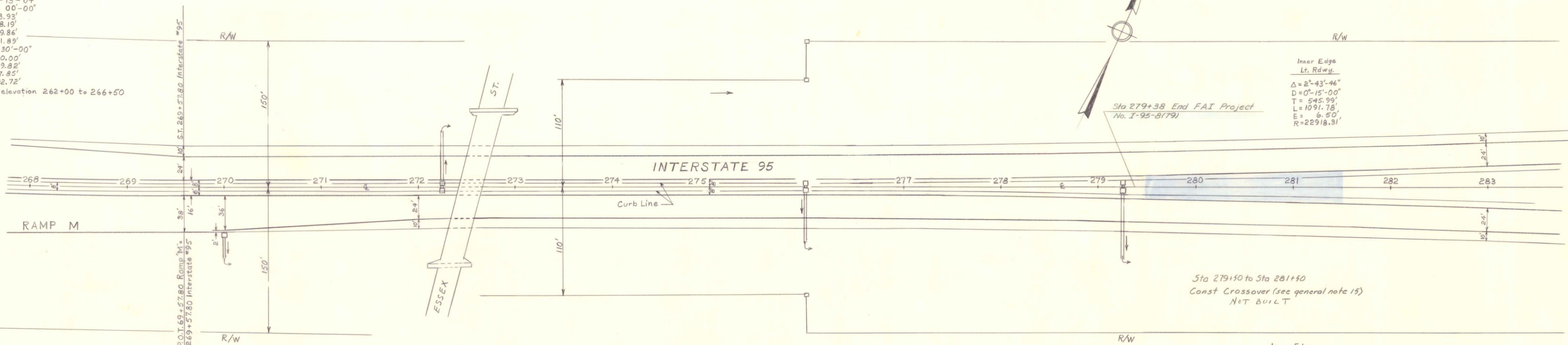
606.192 ADJUSTING GUARD RAIL - 1968

- STA. 271+56 TO 272+56 NB RT. (100')
- STA. 267+27 TO 268+12 SB LT. (25')

PLAN  
 SURVEYED BY: H. KIRBALL  
 DATE: 6-7-67  
 NOTE BOOK NO. [ ]  
 RT. OF WAY CHECKED [ ]

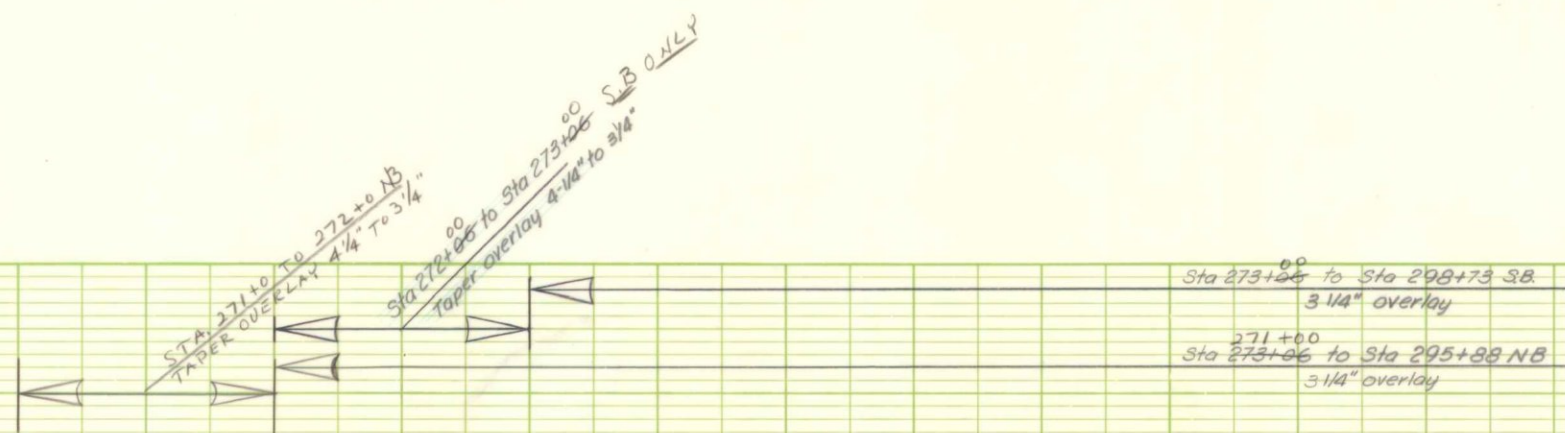
PROFILE  
 SURVEYED BY: [ ]  
 DATE: [ ]  
 NOTE BOOK NO. [ ]  
 GRADES CHECKED [ ]  
 B. M.'S. NOTED [ ]  
 STRUCTURE NOTATIONS CHECKED [ ]

**CONSTRUCTION C**  
 P.I. = Sta. 264+26.60  
 $\Delta = 23^\circ - 13' - 04''$   
 $\Delta_C = 14^\circ - 13' - 04''$   
 $D_C = 3^\circ - 00' - 00''$   
 $L_C = 473.93'$   
 $T_C = 238.19'$   
 $R_C = 1909.86'$   
 $E_S = 41.89'$   
 $\Delta_S = 4^\circ - 30' - 00''$   
 $L_S = 300.00'$   
 $X_S = 299.82'$   
 $Y_S = 7.85'$   
 $T_S = 542.72'$   
 Full Superelevation 262+00 to 266+50



Inner Edge  
Rt. Rdwy.  
 $\Delta = 2^\circ - 43' - 46''$   
 $D = 0^\circ - 15' - 00''$   
 $T = 545.99'$   
 $L = 1091.78'$   
 $E = 6.50'$   
 $R = 22918.31'$

Inner Edge  
Rt. Rdwy.  
 $\Delta = 2^\circ - 43' - 46''$   
 $D = 0^\circ - 15' - 00''$   
 $T = 545.99'$   
 $L = 1091.78'$   
 $E = 6.50'$   
 $R = 22918.31'$



606.142 GUARD RAIL - ADJUSTED 1968  
 STA. 280+90 TO 288+90 RT. (1800')  
 STA. 281+20 TO 301+45 LT. (2025')  
 STA. 272+55 TO 273+55 (100')

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA. 272+25 RT.  
 STA. 276+00 RT.  
 STA. 279+25 RT.

604.16 ALTERING CATCH BASINS TO MANHOLES 1968  
 STA. 272+25 LT.  
 STA. 276+00 LT.  
 STA. 279+25 LT.

Traced F.A. SNELL 6-1-67

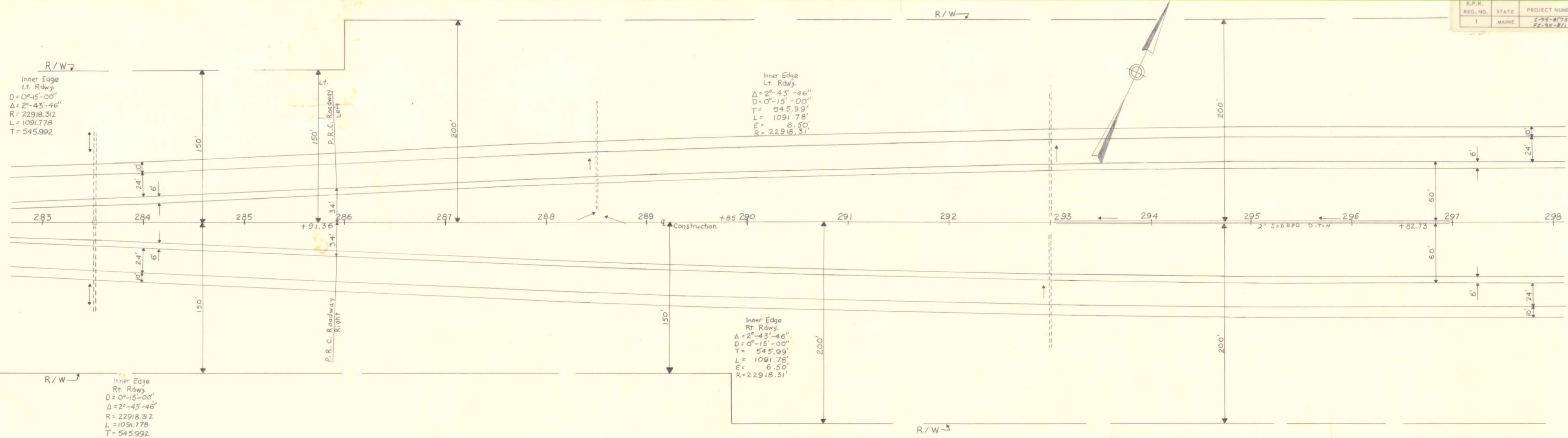
PLAN  
 SURVEYED, PLOTTED, CHECKED, NOTE BOOK, RT. OF WAY CHECKED, NO.

PROFILE  
 SURVEYED, GRADES CHECKED, B. M. NOTED, STRUCTURE NOTATIONS CHECKED, NO.

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-8(23) P-96-8(1)	30	59

PLAN  
 SURVEYED BY DATE  
 H. KIRKALL 6-17  
 NOTE BOOK NO.  
 PLANNING CHECKED BY  
 STRUCTURE NOTATIONS D.H.A.D.

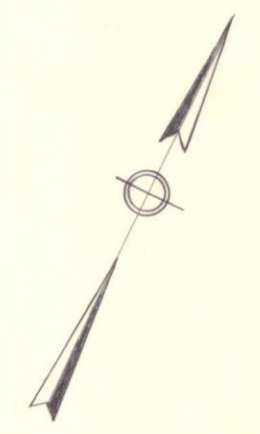
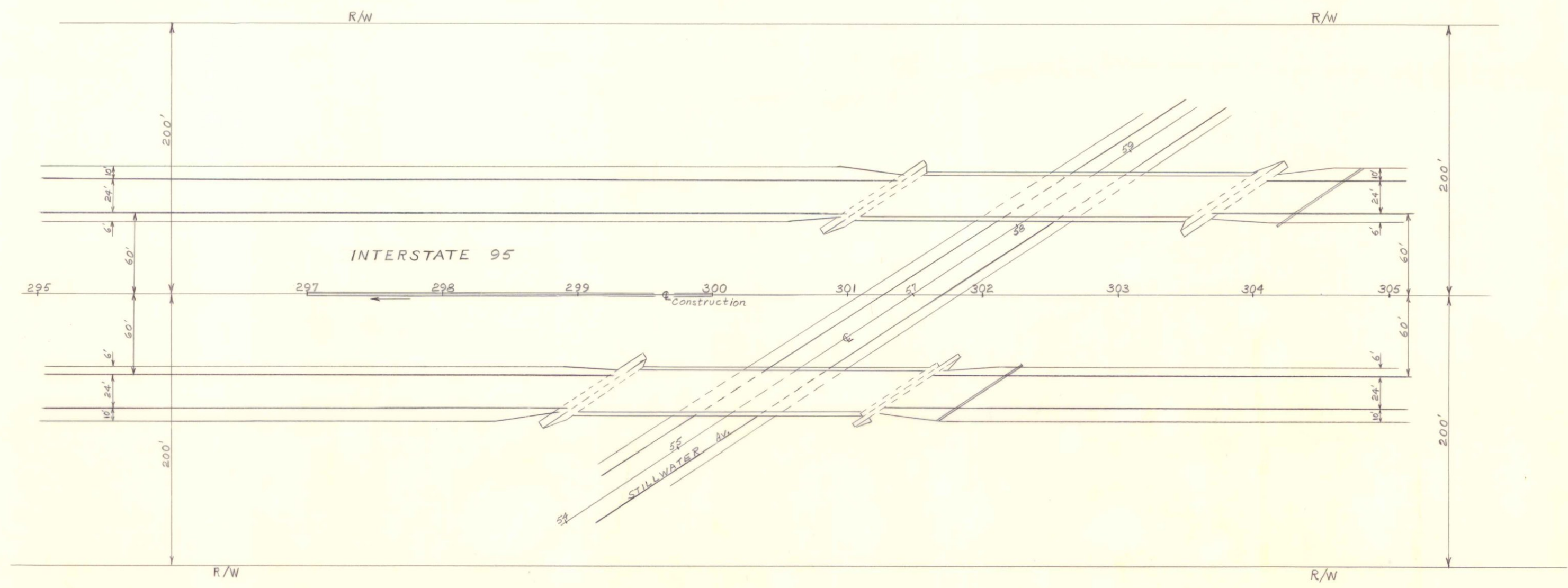
PROFILE  
 SURVEYED BY DATE  
 B. M. S. NOTED  
 STRUCTURE NOTATIONS D.H.A.D.



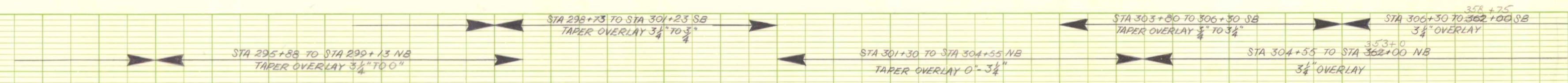
606.142 GUARD RAIL - ADJUSTED 1968  
 STA. 288+25 TO 288+75 RT. MEDIAN (50')  
 STA. 288+25 TO 289+25 LT. MEDIAN (100')  
 STA. 291+25 TO 300+25 LT. MEDIAN (100')  
 STA. 291+25 TO 299+40 RT. MED. (775')  
 STA. 287+90 TO 295+90 RT. (1115')  
 STA. 285+76 TO 301+40 LT. (2265')

604.161 ALTERING CATCH BASINS 1968  
 STA 283+50

PLAN  
 SURVEYED BY F. A. SWELL  
 DATE 6-5-57  
 TRACED BY F. A. SWELL  
 CHECKED BY F. A. SWELL  
 NO. OF BAY CHECKED



PROFILE  
 SURVEYED BY  
 DATE  
 PLOTTED BY  
 CHECKED BY  
 NO. OF BAY CHECKED

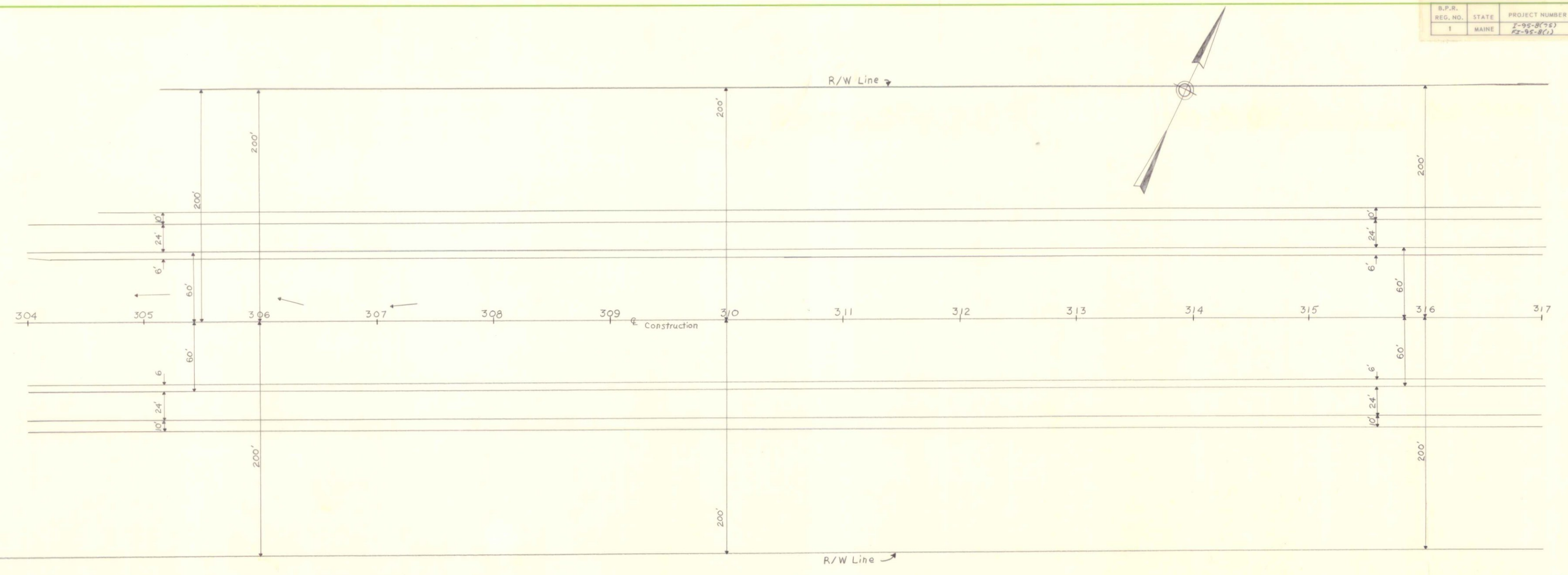


606.142 GUARD RAIL - ADJUSTED 1966  
 STA. 301+09 TO 305+84 RT. (488')  
 STA. 301+54 TO 305+79 RT. MEDIAN (438')  
 STA. 303+70 TO 305+57 LT. MEDIAN (189')  
 STA. 304+19 TO 307+09 LT. (289')

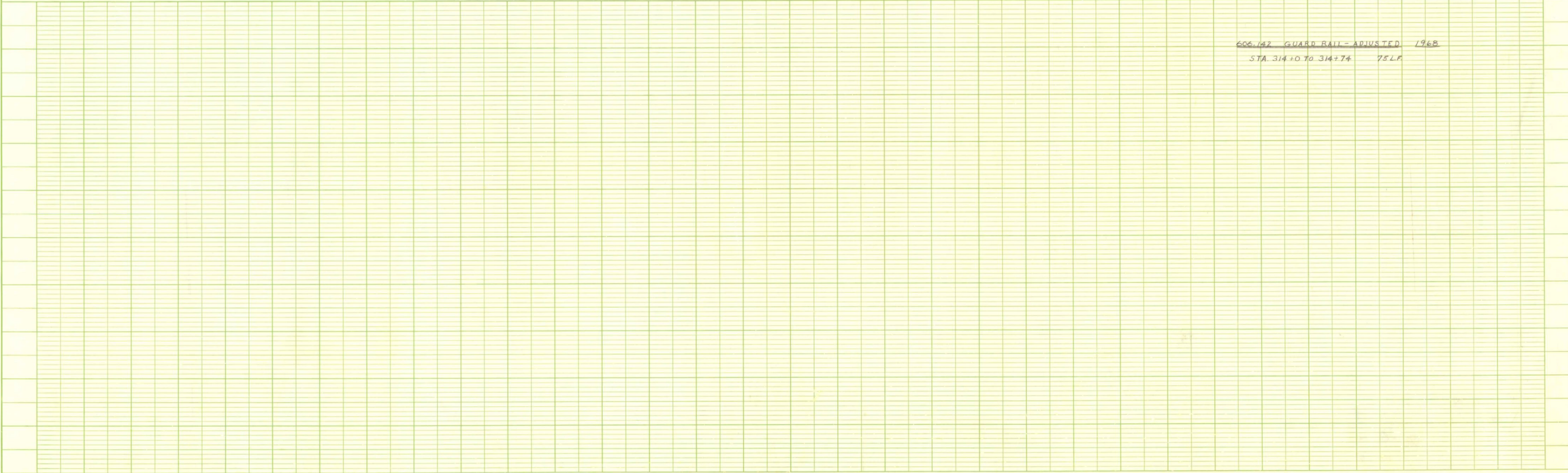
605.18 6-INCH LATERAL UNDERDRAINS 1968  
 STA 302+00 NB SK'W AHEAD LT 56'-37" - OUTLET LT TALE  
 STA 304+30 SB SK'W AHEAD LF 56'-37" - OUTLET RT TOLF

605.10 4" UNDERDRAIN OUTLET 1967  
 STA 302+18 24'  
 STA 304+50 SB 20'

PLAN  
 SURVEYED: HARRIS, TRAGED  
 NOTE BOOK NO. 11  
 BY: H. CHAMBERLAIN  
 DATE: 5-3-67



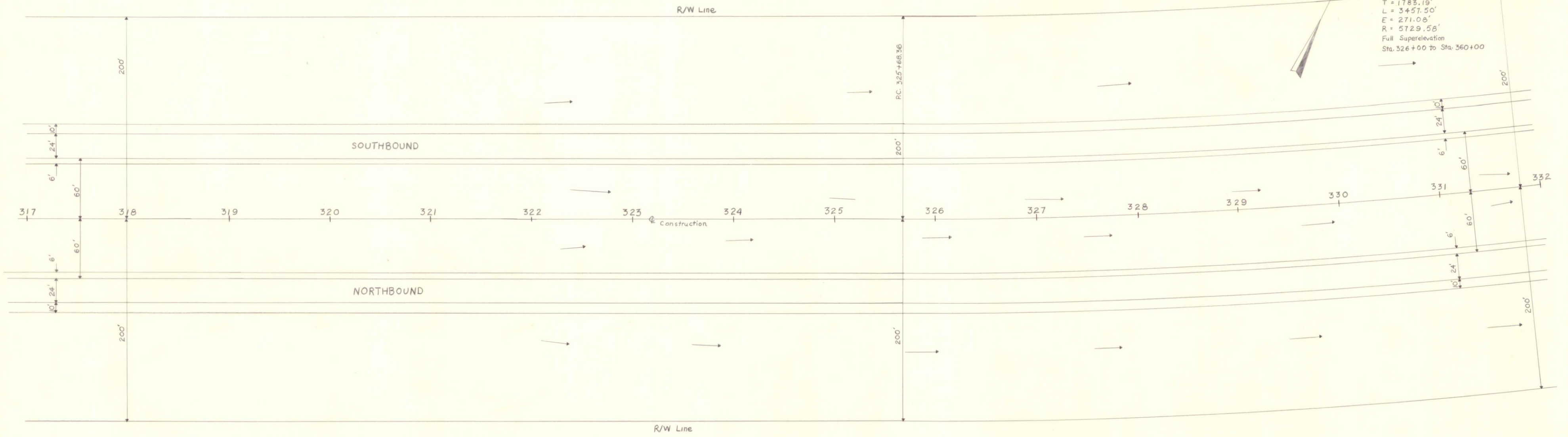
PROFILE  
 SURVEYED: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_



B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-8(55) E-95-8(1)	33	59

PLAN  
 SURVEYED BY H. KIMBALL  
 DATE 6-3-67  
 NOTE BOOK NO. 1  
 GRADES CHECKED BY T. J. WOOD  
 STRUCTURE NOTATIONS CH. 40  
 ALIGNMENT CHECKED BY T. J. WOOD  
 RT. OF WAY CHECKED BY T. J. WOOD

PROFILE  
 SURVEYED BY H. KIMBALL  
 DATE 6-3-67  
 NOTE BOOK NO. 1  
 GRADES CHECKED BY T. J. WOOD  
 STRUCTURE NOTATIONS CH. 40

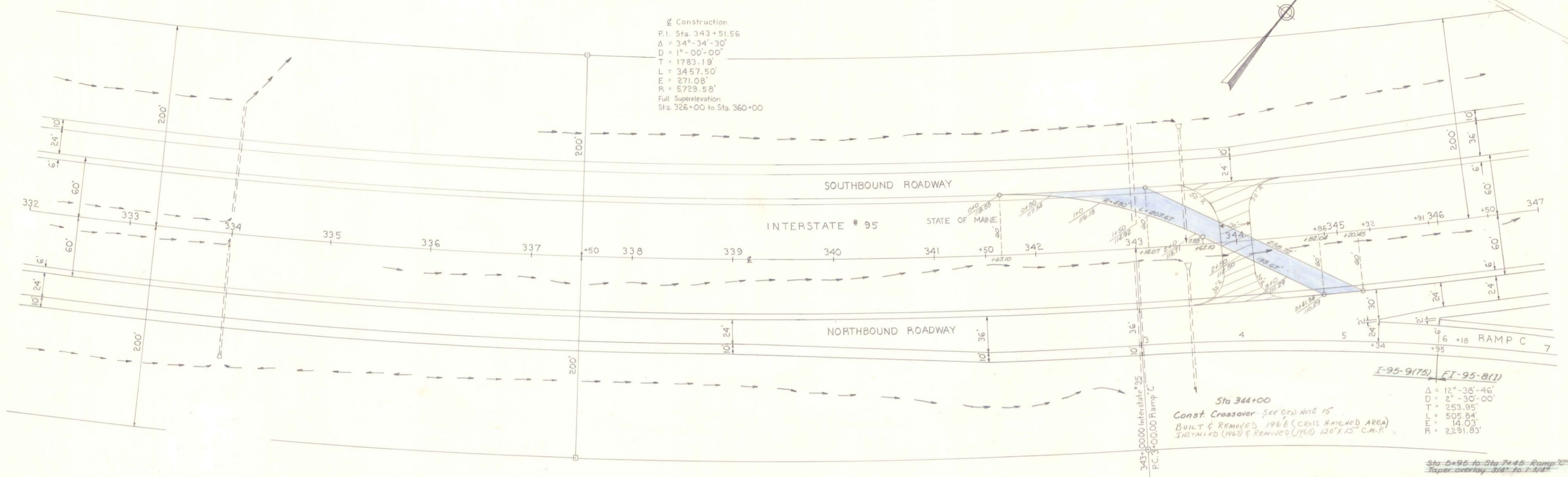
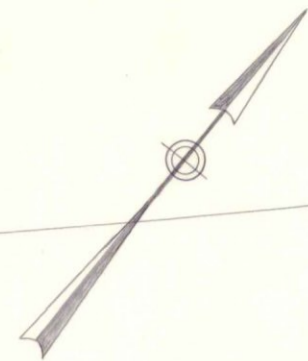


Construction  
 P.I. Sta. 343+51.56  
 $\Delta = 34^{\circ}-34'-30''$   
 $D = 1^{\circ}-00'-00''$   
 $T = 1783.19'$   
 $L = 3457.50'$   
 $E = 271.08'$   
 $R = 5729.56'$   
 Full Superlevation  
 Sta. 326+00 to Sta. 360+00

SUPERELEVATION TRANSITIONS (1968)

SOUTHBOUND		STA	NORTHBOUND	
LT.	RT.		LT.	RT.
-2 1/2	-2 1/2	323		
-2 1/2	-1 1/4	+50		
-2 1/2	0	324	-2 1/2	-2 1/2
-2 1/2	+1 1/4	+50	-2 1/2	-1 1/4
-2 1/2	+3	325	-2 1/2	0
-3	+4	+50	-2 1/2	+1 1/4
-4	+4	326	-3 3/4	+2 1/4
		+50	-4	+4

Construction  
 P.I. Sta 343+51.56  
 $\Delta = 34^{\circ}-34'-30''$   
 $D = 1^{\circ}-00'-00''$   
 $T = 1783.19'$   
 $L = 3457.50'$   
 $E = 271.08'$   
 $R = 5729.58'$   
 Full Superelevation  
 Sta. 326+00 to Sta. 360+00



Sta 344+00  
 Const Crossover - See GEN. NOTE 15  
 BUILT & REMOVED 1968 (CROSS HATCHED AREA)  
 INSTALLED (1967) & REMOVED (1968) 120' X 15' C.M.P.

Sta 5+95 to Sta 7+45 Ramp 20'  
 Taper overlay 3/4" to 1-3/4"

~~606.141 GUARD RAIL REMOVED AND RESET  
 STA. 346+28 TO 349+25 LT. MEDIAN (200')~~

606.142 GUARD RAIL - ADJUSTED 1968  
 STA. 340+95 TO 345+95 RT. (474')  
 STA. 347+60 TO 352+00 LT. MEDIAN (662')  
 STA. 5+95 TO 13+96 RT. RAMP C (801')  
 STA. 6+08 TO 14+08 LT. RAMP C (732')  
 STA. 338+40 TO 339+45 RT. (75')  
 STA. 345+90 TO 347+13 RT. (95')

PLAN  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 RT. OF WAY CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_

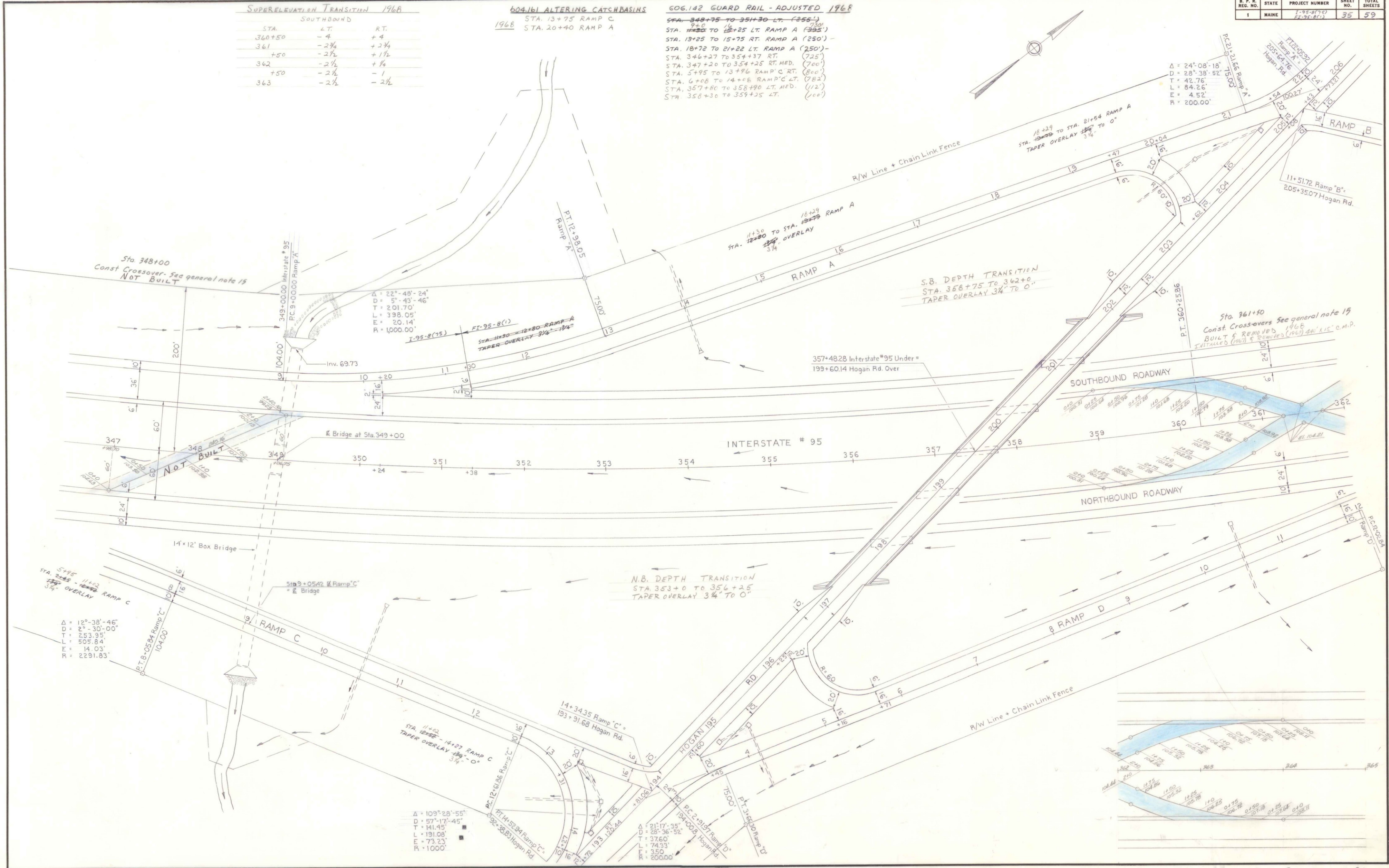
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 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 B. M. S. NOTED \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_

**SUPERELEVATION TRANSITION 1968**

STA.	SOUTHBOUND	RT.
360+50	-4	+4
361	-2 1/2	+2 1/2
+50	-2 1/2	+1 1/2
362	-2 1/2	+1 1/2
+50	-2 1/2	-1
363	-2 1/2	-2 1/2

**604.161 ALTERING CATCHBASINS**  
1968  
STA. 13+75 RAMP C  
STA. 20+40 RAMP A

**606.142 GUARD RAIL - ADJUSTED 1968**  
STA. 348+75 TO 351+30 LT. (255')  
STA. 11+30 TO 15+25 LT. RAMP A (250')  
STA. 13+25 TO 15+75 RT. RAMP A (250')  
STA. 18+72 TO 21+22 LT. RAMP A (250')  
STA. 346+27 TO 354+37 RT. MED. (725')  
STA. 347+20 TO 354+25 RT. MED. (700')  
STA. 5+95 TO 13+96 RAMP C RT. (800')  
STA. 6+08 TO 14+06 RAMP C LT. (782')  
STA. 357+80 TO 358+90 LT. MED. (112')  
STA. 358+30 TO 359+25 LT. (100')

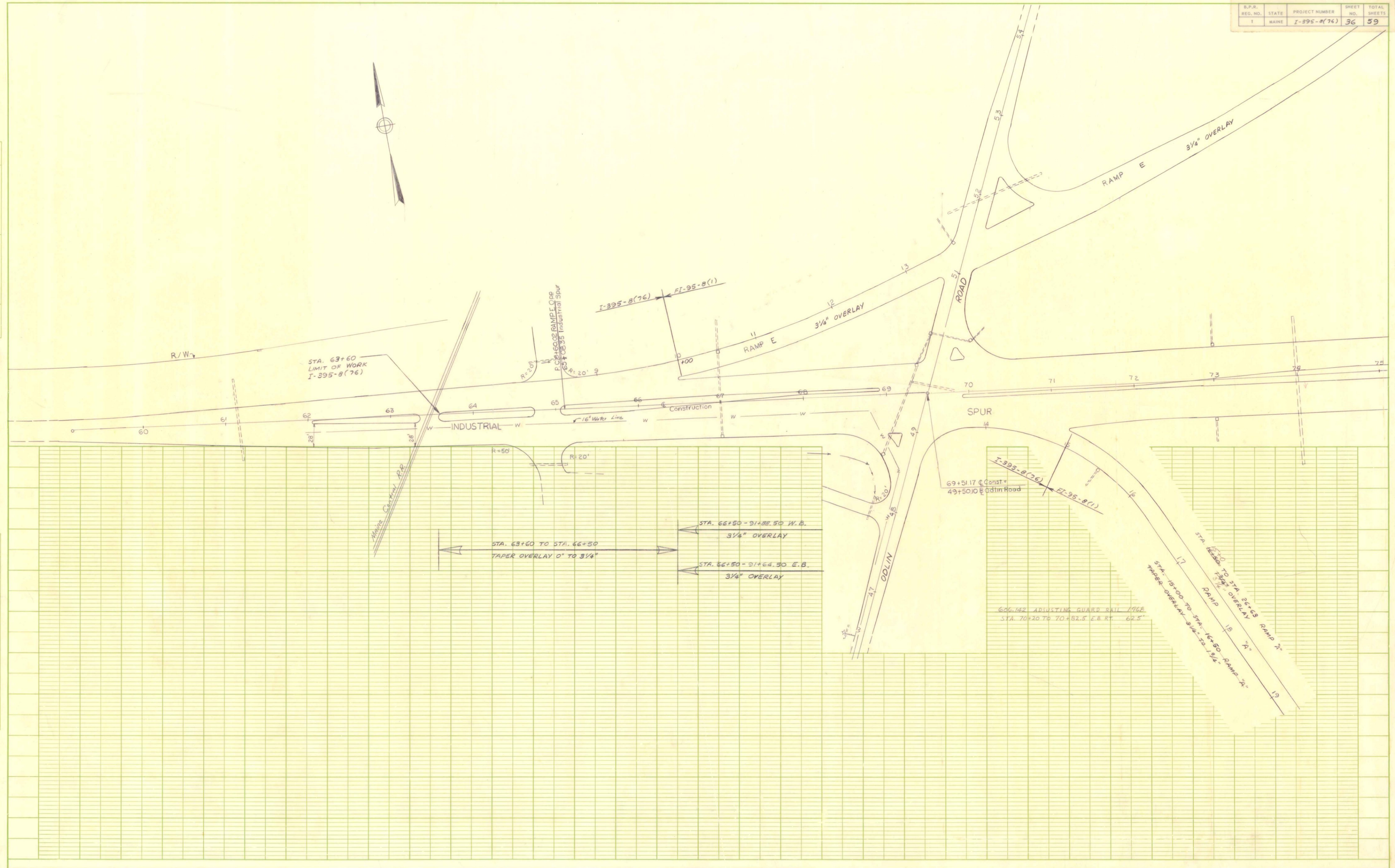


B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-395-8(76)	36	59



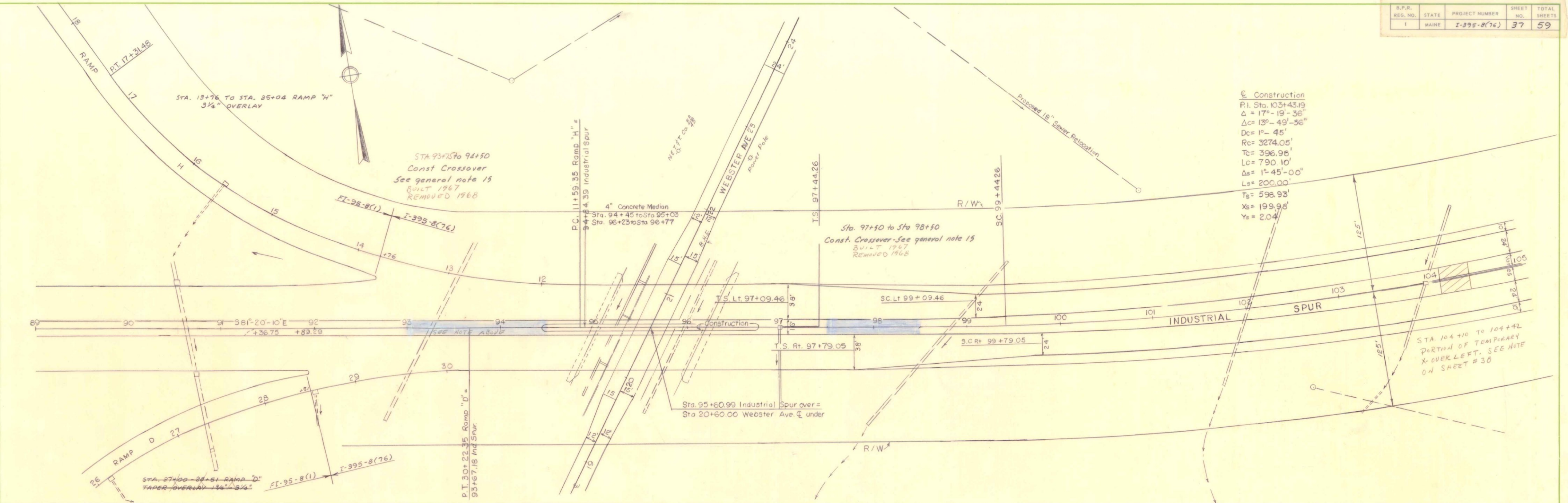
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 SURVEYED BY  
 PLOTTED BY  
 ALIGNMENT CHECKED BY  
 INT. OF R/W CHECKED BY  
 NO.

PROFILE  
 SURVEYED BY  
 PLOTTED BY  
 VERTICAL CHECKED BY  
 STRUCTURE NOTATIONS CHECKED BY  
 NO.



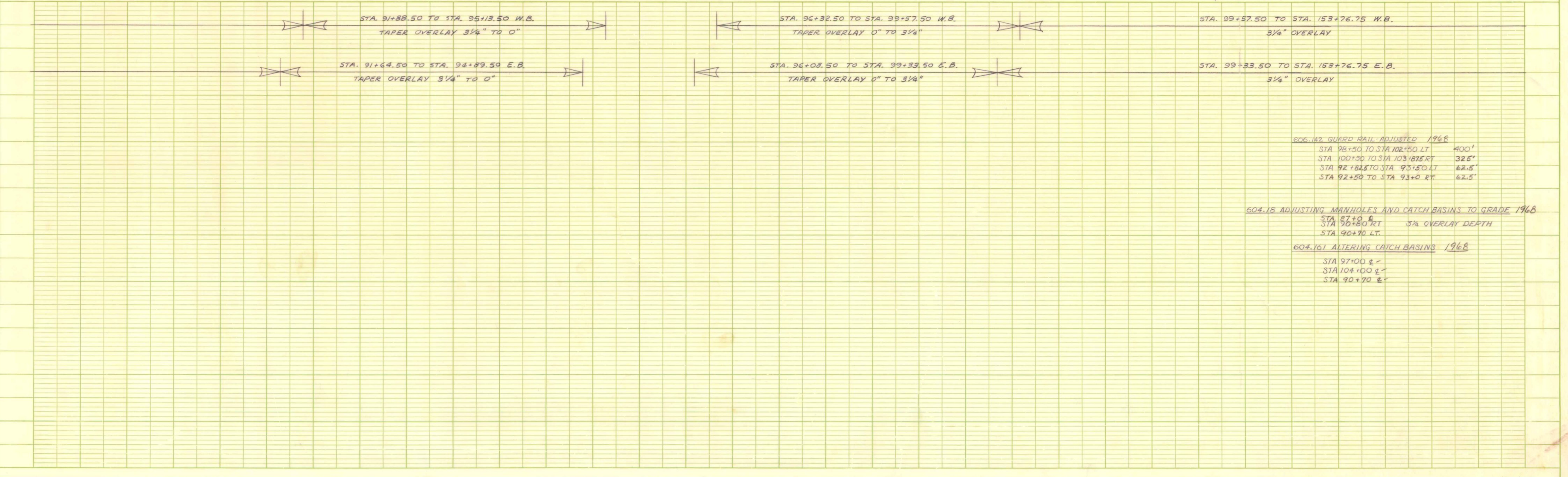
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 DATE: 5/2/67  
 CHECKED BY: [blank]  
 DATE: [blank]  
 NO. [blank]

PROFILE  
 SURVEYED BY: [blank]  
 DATE: [blank]  
 CHECKED BY: [blank]  
 DATE: [blank]  
 NO. [blank]



Construction  
 P.I. Sta. 103+43.19  
 $\Delta = 17^\circ-19'-36"$   
 $\Delta C = 13^\circ-49'-36"$   
 $D_c = 1^\circ-45'$   
 $R_c = 3274.05'$   
 $T_c = 396.96'$   
 $L_c = 790.10'$   
 $\Delta s = 1^\circ-45'-00"$   
 $L_s = 200.00'$   
 $T_s = 598.93'$   
 $X_s = 199.98'$   
 $Y_s = 2.04'$

STA. 104+10 TO 104+42  
 PORTION OF TEMPORARY  
 X-OVER LEFT. SEE NOTE  
 ON SHEET # 38



606.182 GUARD RAIL-ADJUSTED 1968  
 STA. 98+50 TO STA. 102+50 LT. 400'  
 STA. 100+50 TO STA. 103+82.5 RT. 325'  
 STA. 92+82.5 TO STA. 95+150 LT. 62.5'  
 STA. 92+50 TO STA. 93+0 RT. 62.5'

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA. 87+0 E.  
 STA. 90+80 RT. 3/4" OVERLAY DEPTH  
 STA. 90+70 LT.

604.161 ALTERING CATCH BASINS 1968  
 STA. 97+00 E.  
 STA. 104+00 E.  
 STA. 90+70 E.

B.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-19-75	38	39

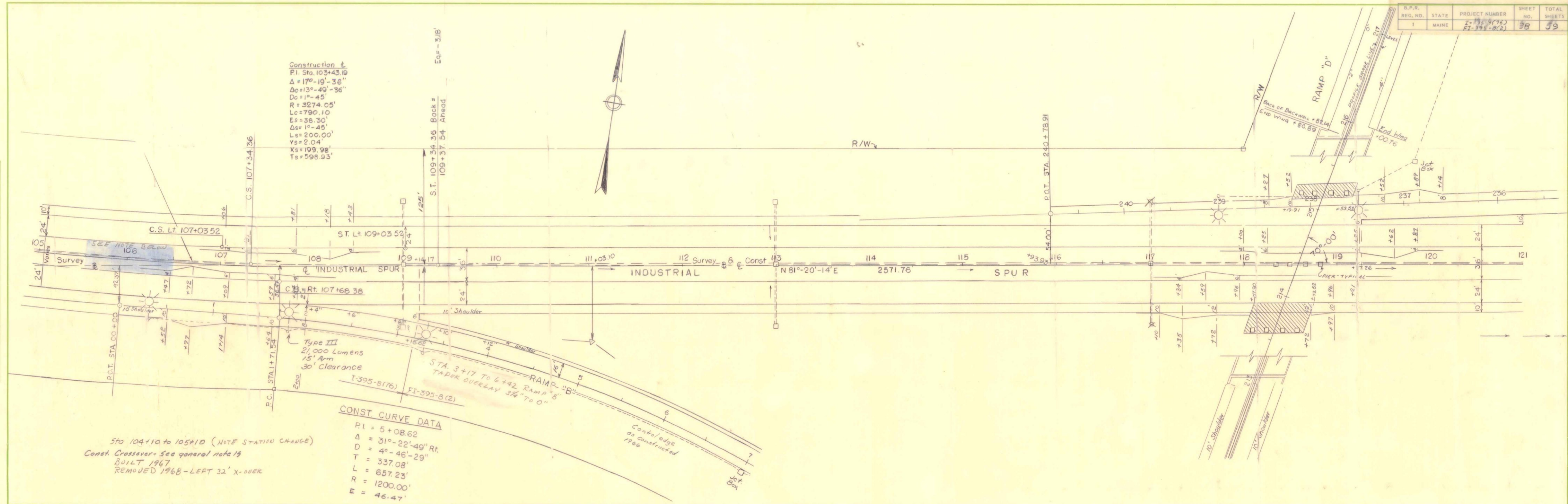
SURVEYED BY: A. J. J. / 5/24/75  
 CHECKED BY: /  
 DATE: /  
 NO. OF WAY CHECKED: /  
 NO. OF WAY CHECKED: /  
 NO. OF WAY CHECKED: /

SURVEYED BY: /  
 CHECKED BY: /  
 DATE: /  
 NO. OF WAY CHECKED: /  
 NO. OF WAY CHECKED: /  
 NO. OF WAY CHECKED: /

Construction &  
 P.I. Sta. 103+43.16  
 $\Delta = 176^{\circ}10'36''$   
 $D = 13^{\circ}49'36''$   
 $D_c = 1^{\circ}45'$   
 $R = 3274.05'$   
 $L_c = 790.10'$   
 $E_s = 38.30'$   
 $\Delta s = 1^{\circ}45'$   
 $L_s = 200.00'$   
 $Y_s = 2.04'$   
 $X_s = 199.98'$   
 $T_s = 598.93'$

**CONST CURVE DATA**  
 $P.I. = 5+08.62$   
 $\Delta = 31^{\circ}22'49''$  RT  
 $D = 4^{\circ}46'29''$   
 $T = 337.08'$   
 $L = 857.23'$   
 $R = 1200.00'$   
 $E = 46.47'$

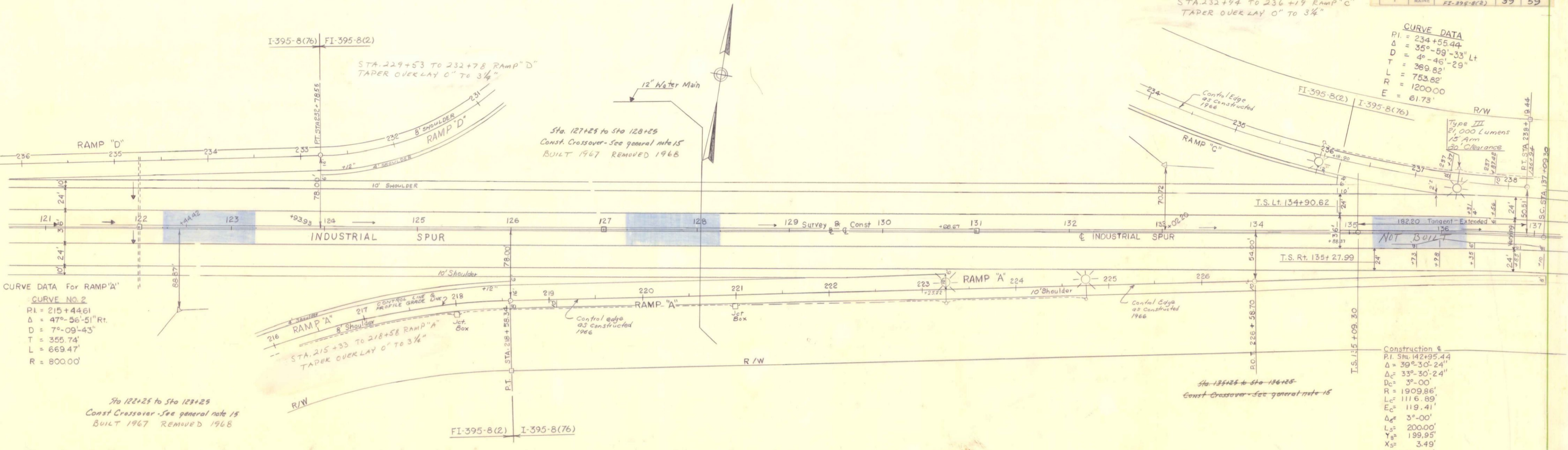
Sta 104+10 to 105+10 (NOTE STATION CHANGE)  
 Const. Crossover - see general note 19  
 BUILT 1967  
 REMOVED 1968 - LEFT 32' X-OVER



606.42 ADJUSTING GUARD RAIL 1968	604.161 ALTERING CATCH BASINS 1968
STA 106+70 TO 107+57 RT. MEDIAN 88"	STA 109+00 #
STA 106+70 TO 107+37 RT. 88"	STA 113+00 #
STA 117+35 TO 118+72.5 RT. 137.5"	
STA 117+60 TO 118+97.5 RT. MEDIAN 137.5"	
STA 107+30 TO 108+17.5 LT. MEDIAN 87.5"	
STA 118+25 TO 119+02.5 LT. MEDIAN 137.5"	
STA 118+30 TO 119+02.5 LT. 137.5"	

STA. 232+94 TO 236+19 RAMP "C"  
TAPER OVER LAY 0" TO 3 1/4"

**CURVE DATA**  
 PI = 234+55.44  
 Δ = 35°-59'-33" Lt  
 D = 4°-46'-29"  
 T = 389.82'  
 L = 753.82'  
 E = 1200.00  
 R = 61.73'



**CURVE DATA For RAMP "A"**  
**CURVE NO. 2**  
 PI = 215+44.61  
 Δ = 47°-56'-51" Rt.  
 D = 7°-09'-43"  
 T = 355.74'  
 L = 669.47'  
 R = 800.00'

**Construction @**  
 P.I. Sta. 142+95.44  
 Δ = 39°-30'-24"  
 Dc = 33°-30'-24"  
 R = 1909.86'  
 Lc = 1116.89'  
 Ec = 119.41'  
 Δg = 3°-00'  
 Lg = 200.00'  
 Yg = 199.95'  
 Xg = 3.49'  
 Tg = 786.14'

Sta. 122+25 to Sta. 123+25  
Const. Crossover - See general note 15  
BUILT 1967 REMOVED 1968

Sta. 127+25 to Sta. 128+25  
Const. Crossover - See general note 15  
BUILT 1967 REMOVED 1968

Sta. 135+25 to Sta. 136+25  
Const. Crossover - See general note 15

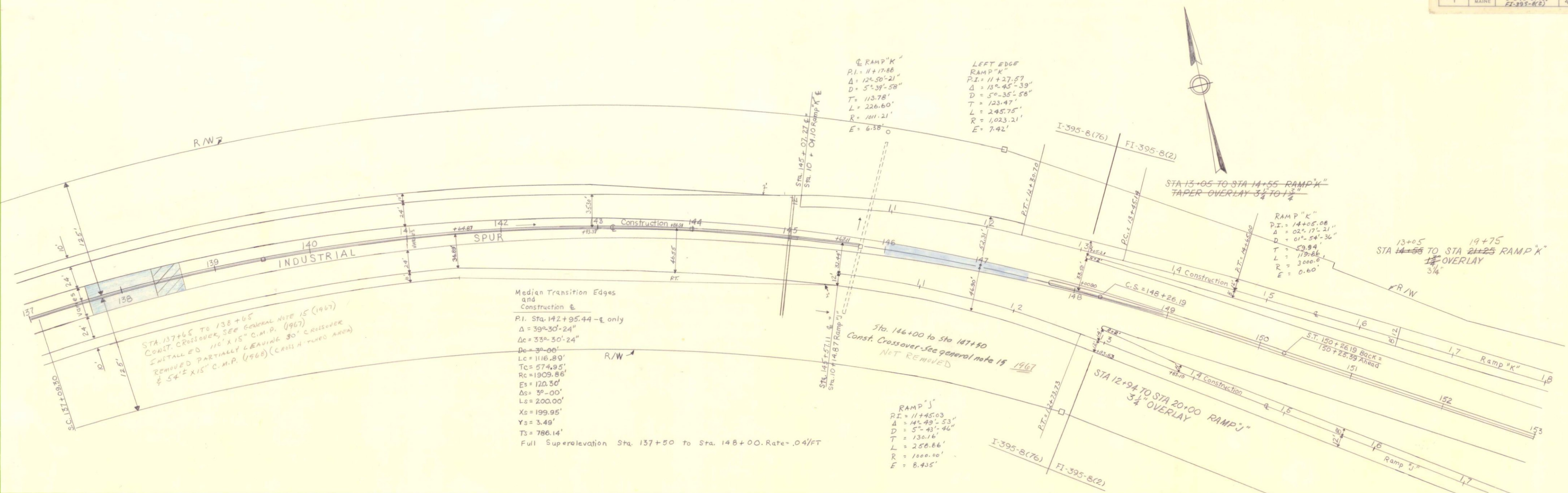
406.742 ADJUSTING GUARD RAIL 1968		604.161 ALTERING CATCH BASINS 1968
STA 121+75 TO 122+62.5 RT.	47.5'	STA 122+00 &
STA 135+98 TO 136+88.5 RT. MEDIAN	47.5'	STA 127+00 &
STA 136+55 TO 137+42.5 LT. MEDIAN	47.5'	STA 131+00 &
STA 136+55 TO 137+30 LT.	25.0'	STA 135+00 &

**PLAN**  
 SURVEYED BY: H. KIMBALL-ASHLEY 5-24-47  
 NOTE BOOK NO. 100  
 GRADES CHECKED BY: [ ]  
 STRUCTURE LOCATIONS CHECKED BY: [ ]

**PROFILE**  
 SURVEYED BY: [ ]  
 PLOTTED BY: [ ]  
 NOTE BOOK NO. [ ]  
 GRADES CHECKED BY: [ ]  
 STRUCTURE LOCATIONS CHECKED BY: [ ]

PLAN  
 SURVEYED BY: H. KIRBALL  
 DATE: 5-25-47  
 CHECKED BY: [blank]  
 NO. [blank]

PROFILE  
 SURVEYED BY: [blank]  
 DATE: [blank]  
 CHECKED BY: [blank]  
 NO. [blank]



604.17A ADJUSTING GUARD RAIL 1968  
 STA 140+45 TO 141+70 RT. (125')  
 STA 141+95 TO 146+20 RT. MEDIAN (425')  
 STA 149+0 TO 157+12.5 RT. (825')

604.16I ALTERING CATCH BASINS 1968  
 STA 139+50 e  
 STA 144+00 e No Basin  
 STA 145+70 e  
 STA 147+67 e

605.18-6 Lateral Underdrain  
 Sta. 148+00. Outlet RA. 130' 1967

605.19 Lateral Underdrain Outlet  
 Sta. 148+00 e

604.18 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE 1968  
 STA 148+33 RT 3 1/4" OVERLAY DEPTH  
 STA 148+60 e 3 1/4"  
 STA 148+70 RT 3 1/4"  
 STA 151+90 e 3 1/4"  
 STA 151+90 LT 3 1/4"  
 STA 152+00 RT 3 1/4"