

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



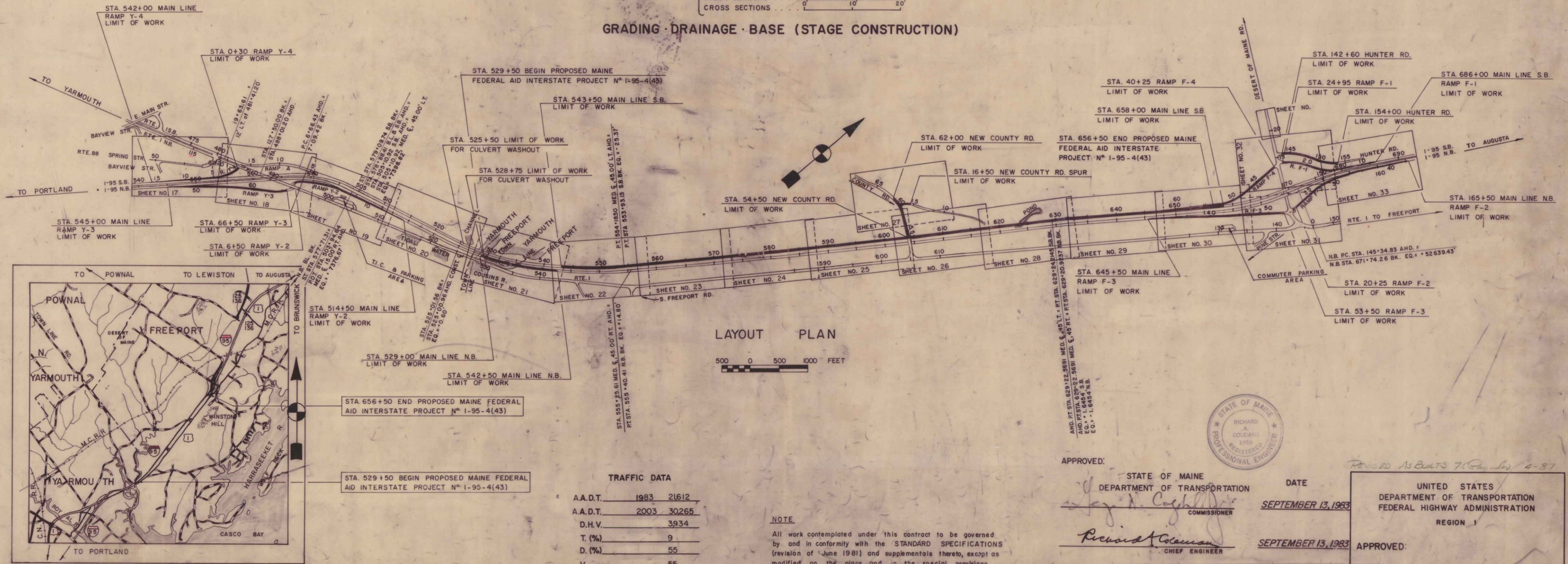
YARMOUTH - FREEPORT CUMBERLAND COUNTY MAINE FEDERAL AID INTERSTATE

PROJECT NO. 1-95-4(43)62
TOTAL LENGTH 2405 MILES

SCALE	PLANS	50'	100'
	PROFILE	50'	100'
	CROSS SECTIONS	5'	10'
	CROSS SECTIONS	10'	20'

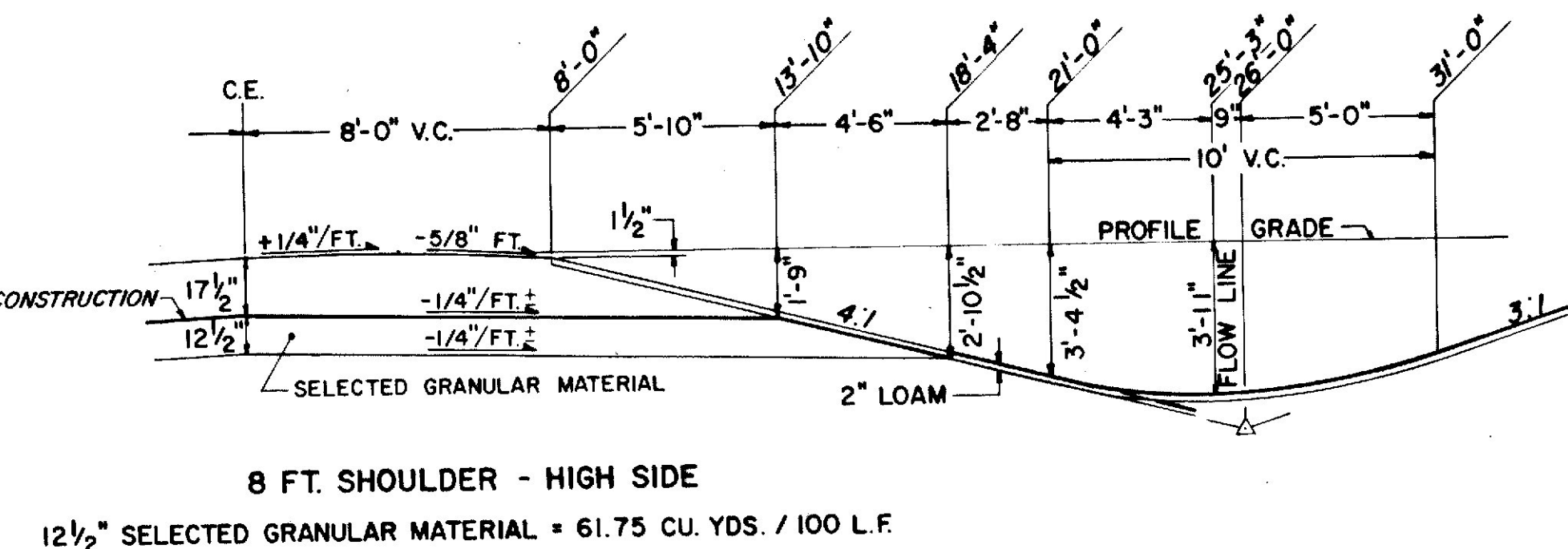
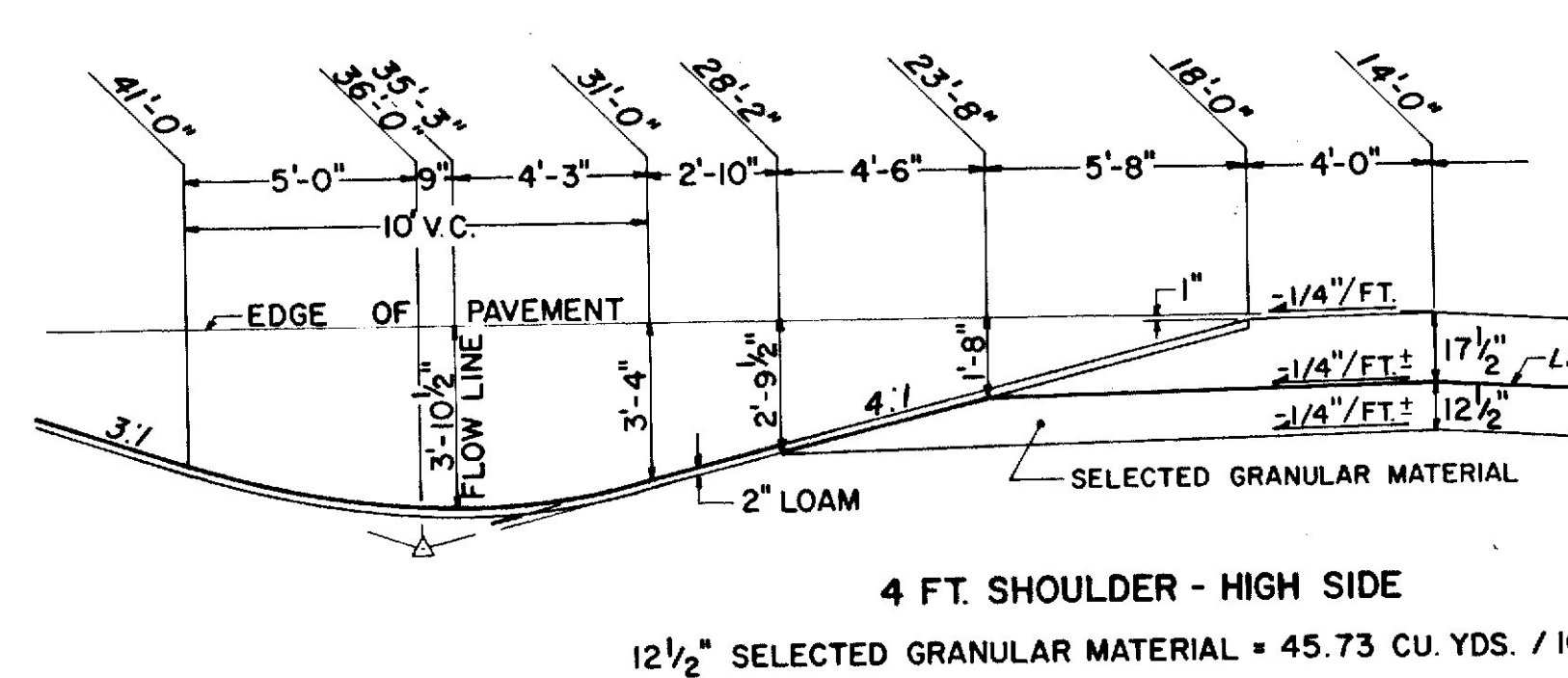
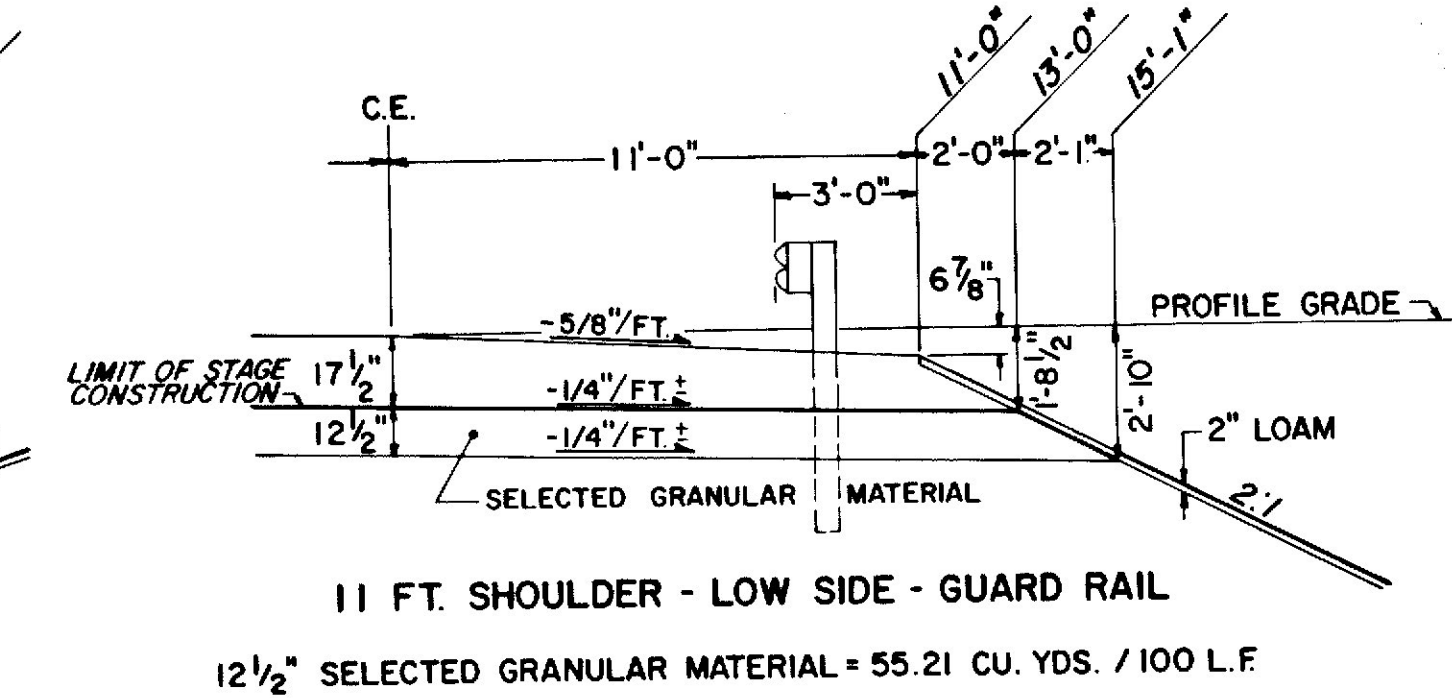
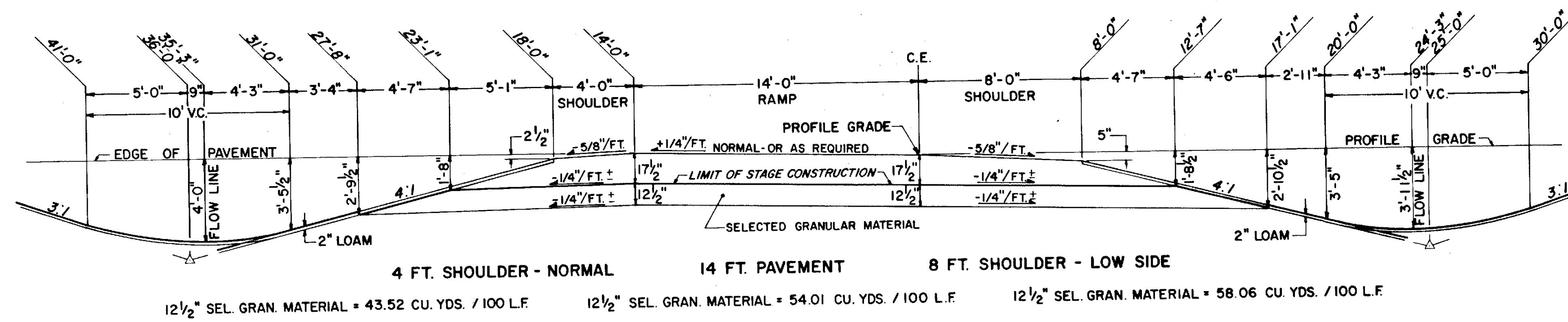
GRADING · DRAINAGE · BASE (STAGE CONSTRUCTION)

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-5	TYPICAL SECTIONS
6	ESTIMATED QUANTITIES & SUMMARY OF EXCAVATION AND BORROW
7	DRAINAGE SUMMARY SHEET
8-12	STANDARD DETAILS
13-15	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES
16	GENERAL NOTES & CONSTRUCTION NOTES
17-33	PLANS
34-55	PROFILES
56-219	CROSS SECTIONS
220-224	PLANS & CROSS SECTIONS FOR CULVERT WASHOUT
225-247	RIGHT OF WAY PLANS



A PORTION OF CUMBERLAND COUNTY

STAGE CONSTRUCTION



NOTES:

PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

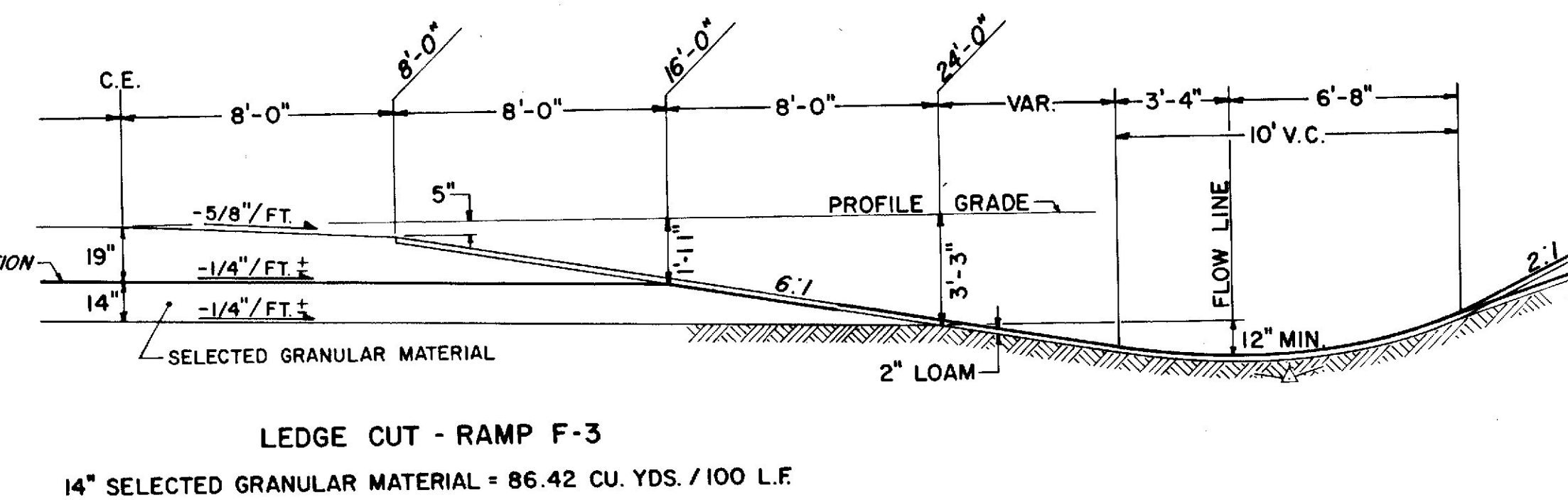
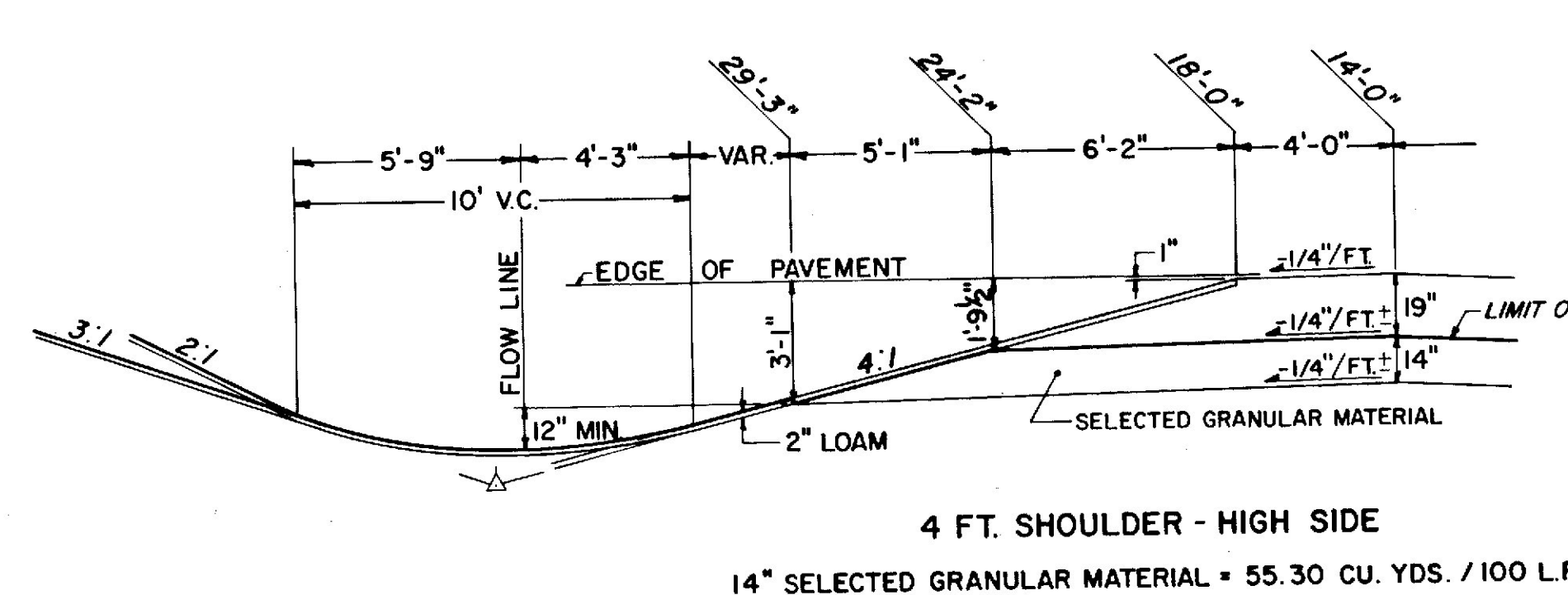
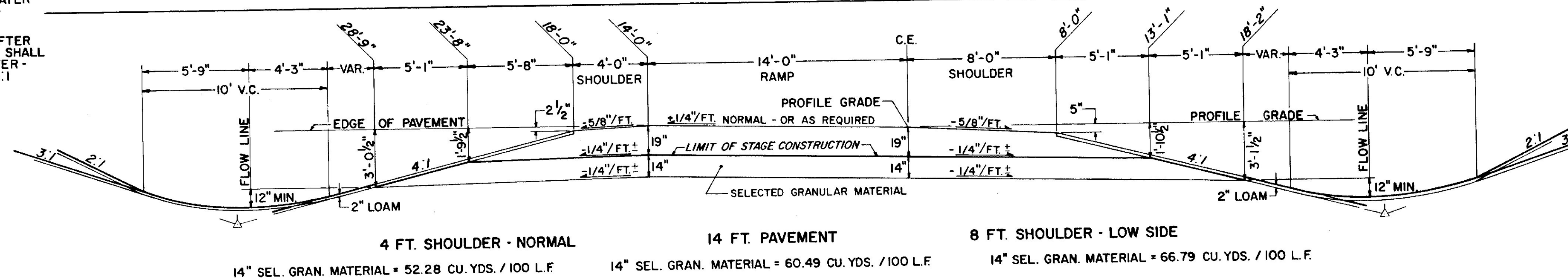
WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 5/8" PER FOOT, THE LOW SIDE SHOULDER SHALL BE SLOPED AT THE SAME RATE.

THE INVERT OF NORMAL DITCHES SHALL BE 12" ± BELOW SUBGRADE.

WHERE THE INVERT OF THE DITCH IS GREATER THAN 10' BELOW EXISTING GROUND, 2:1 BACK-SLOPES SHALL BE USED.

FOR A DISTANCE OF 200' ± BEFORE OR AFTER MAINLINE GORE AREAS, THE RAMP SHOULDERS SHALL HAVE SIDE SLOPES CONSISTENT WITH THE INTER-STATE SAFETY TREATMENT (6:1 SLOPE OR 6:1 SLOPE WITH HINGE TO 4:1).

RAMP Y3 & Y4



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SHEET 2 OF 4 AUGUSTA, MAINE

YARMOUTH - FREEPORT

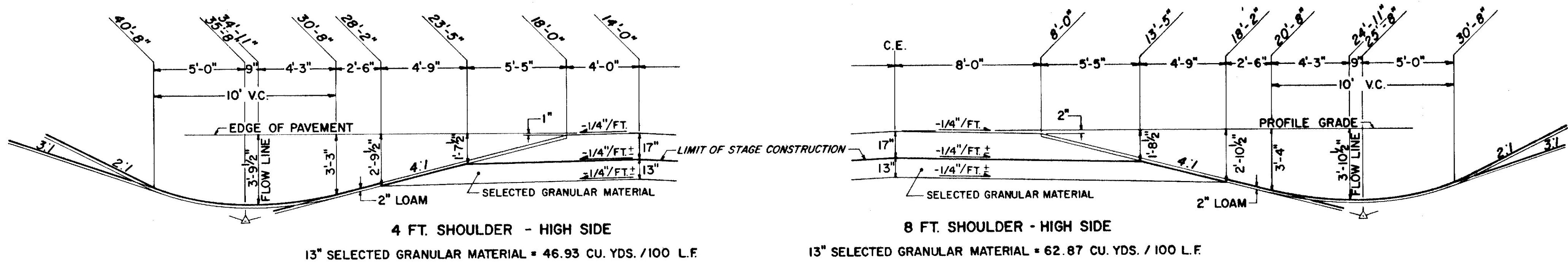
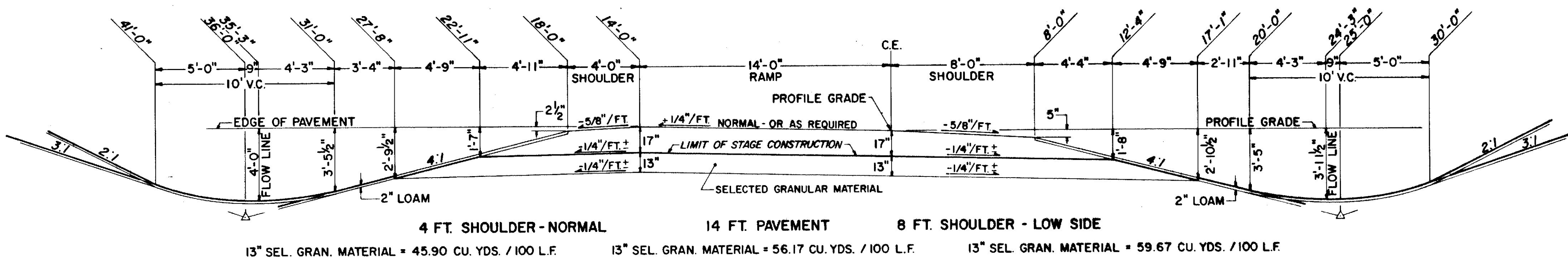
1-95-4(43)

RAMP Y2 & F3

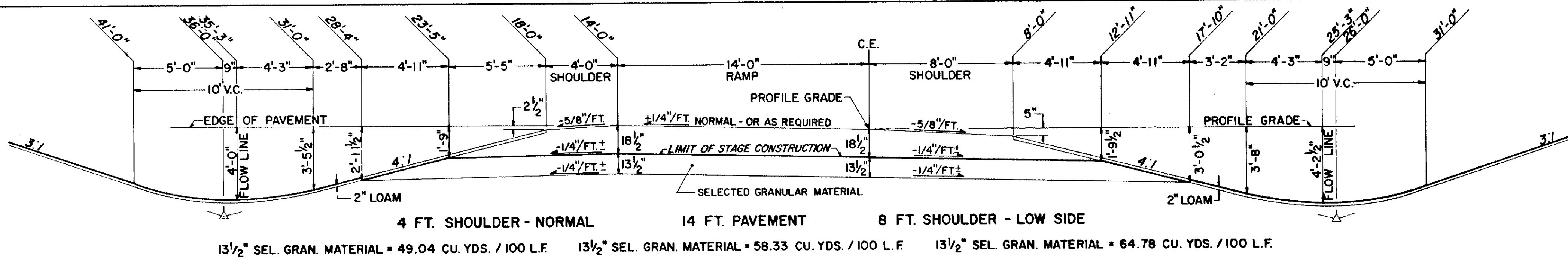
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

STAGE CONSTRUCTION

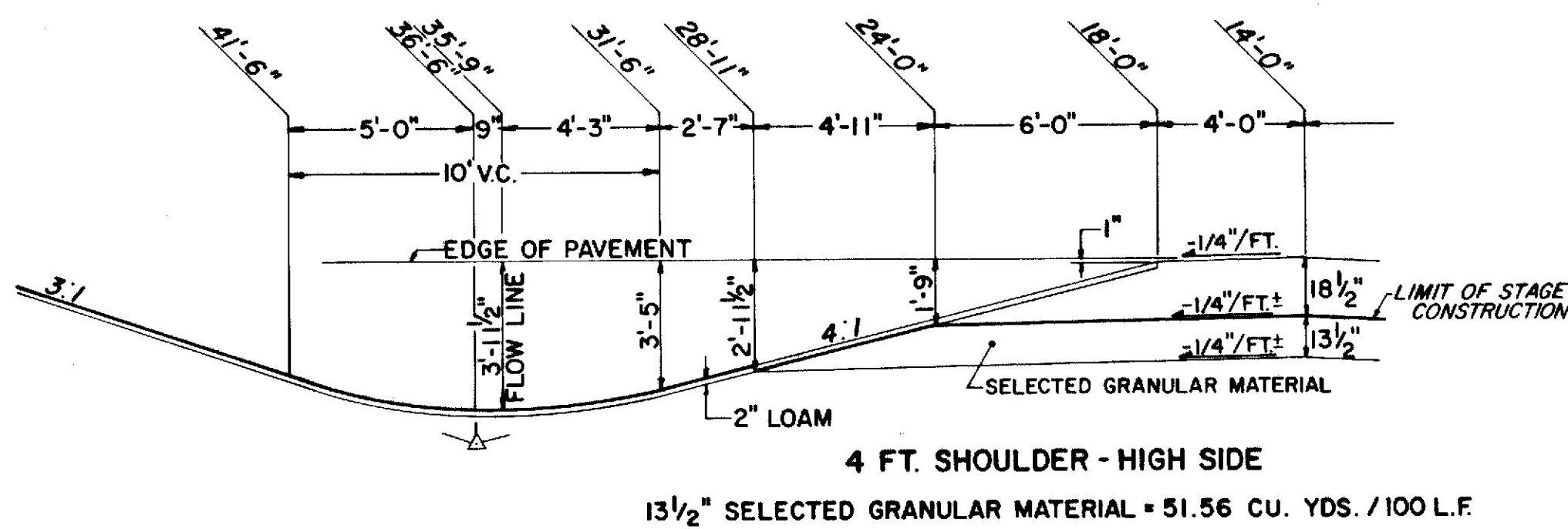
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-4(43)	4	247



RAMP FI & F2



- NOTES:
- PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 - WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 5/8" PER FOOT THE LOW SIDE SHOULDER SHALL BE SLOPED AT SAME RATE.
 - THE INVERT OF NORMAL DITCHES SHALL BE 12" BELOW SUBGRADE.
 - WHERE THE INVERT OF THE DITCH IS GREATER THAN 10' BELOW EXISTING GROUND, 2:1 BACKSLOPES SHALL BE USED.
 - FOR A DISTANCE OF 200' BEFORE OR AFTER MAIN-LINE GORE AREAS, THE RAMP SHOULDERS SHALL HAVE SIDE SLOPES CONSISTENT WITH THE INTERSTATE SAFETY TREATMENT (6:1 SLOPE OR 6:1 SLOPE WITH HINGE TO 4:1).



RAMP F4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SHEET 3 OF 4 AUGUSTA, MAINE

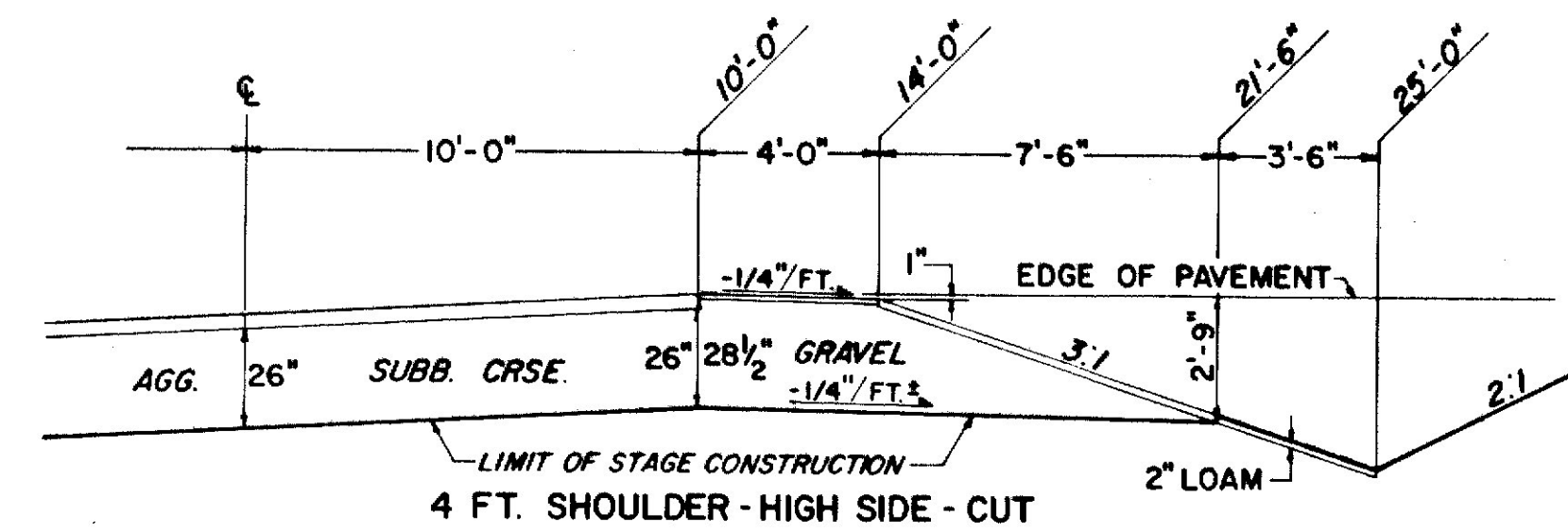
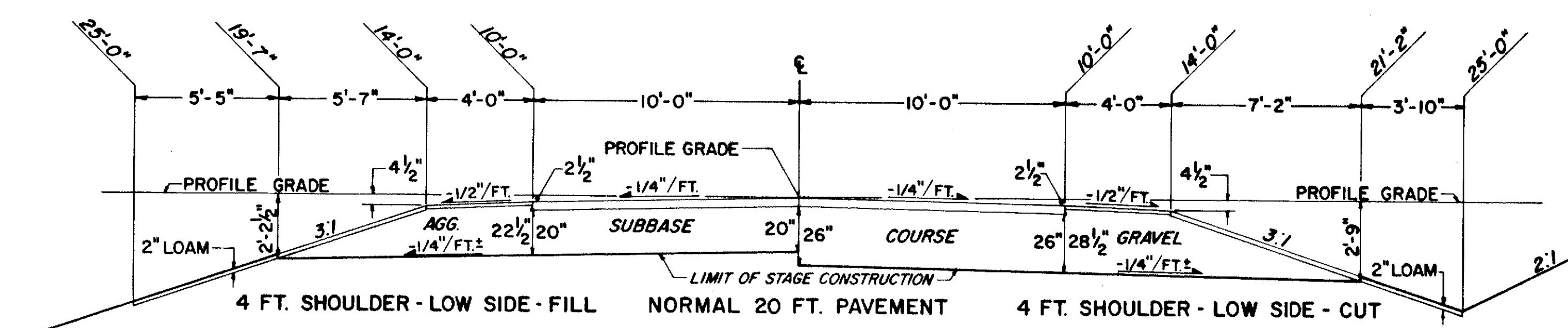
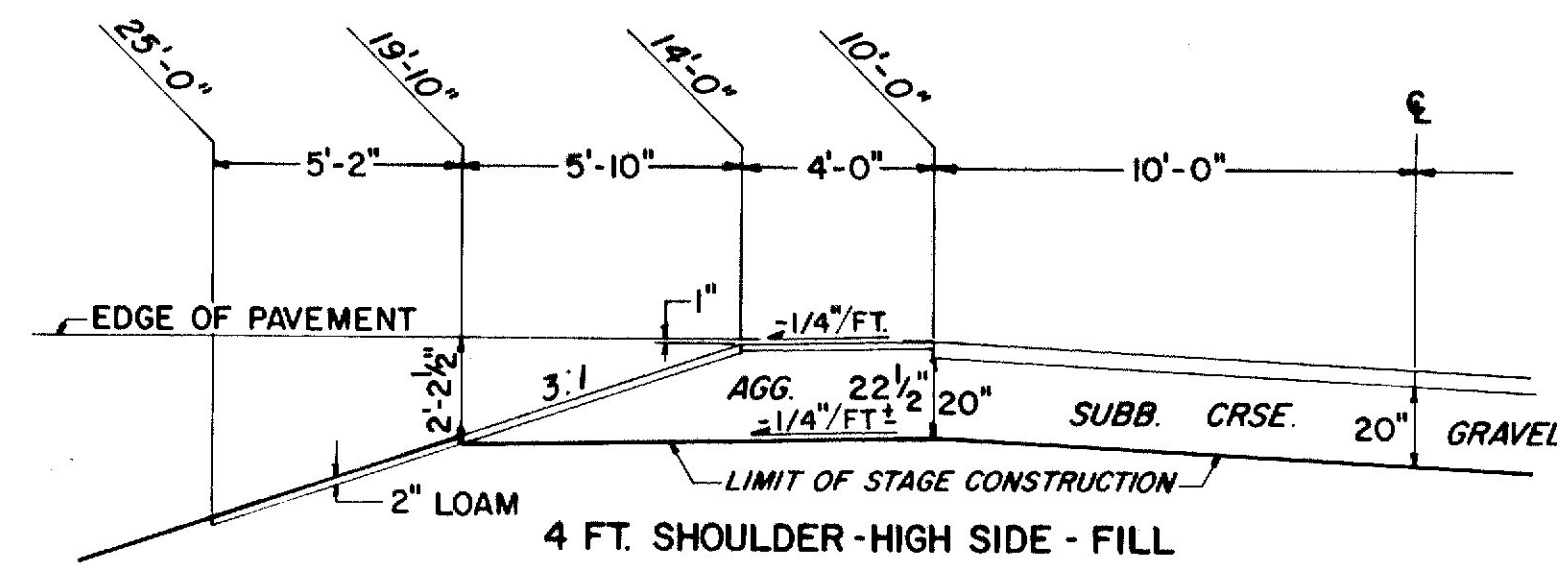
YARMOUTH - FREEPORT

I-95-4(43)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

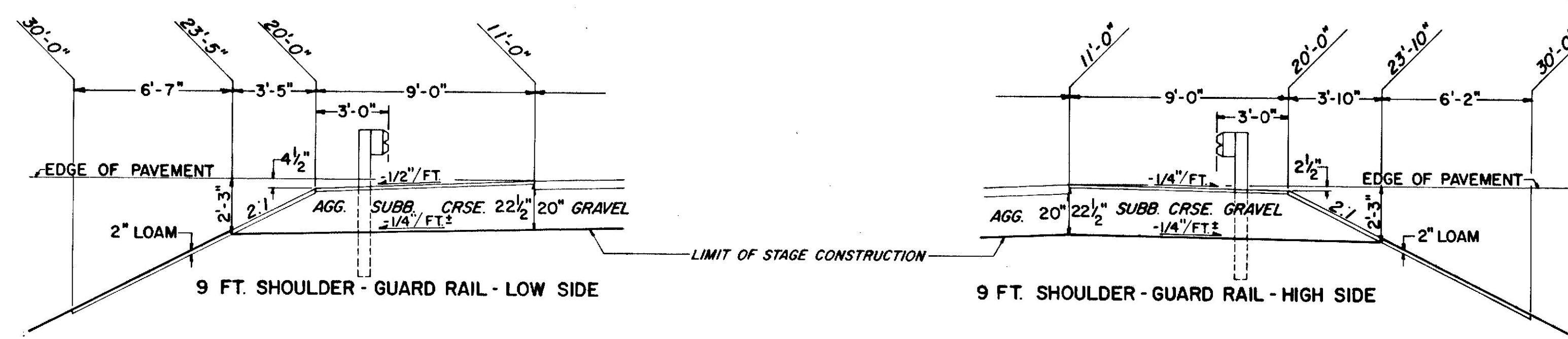
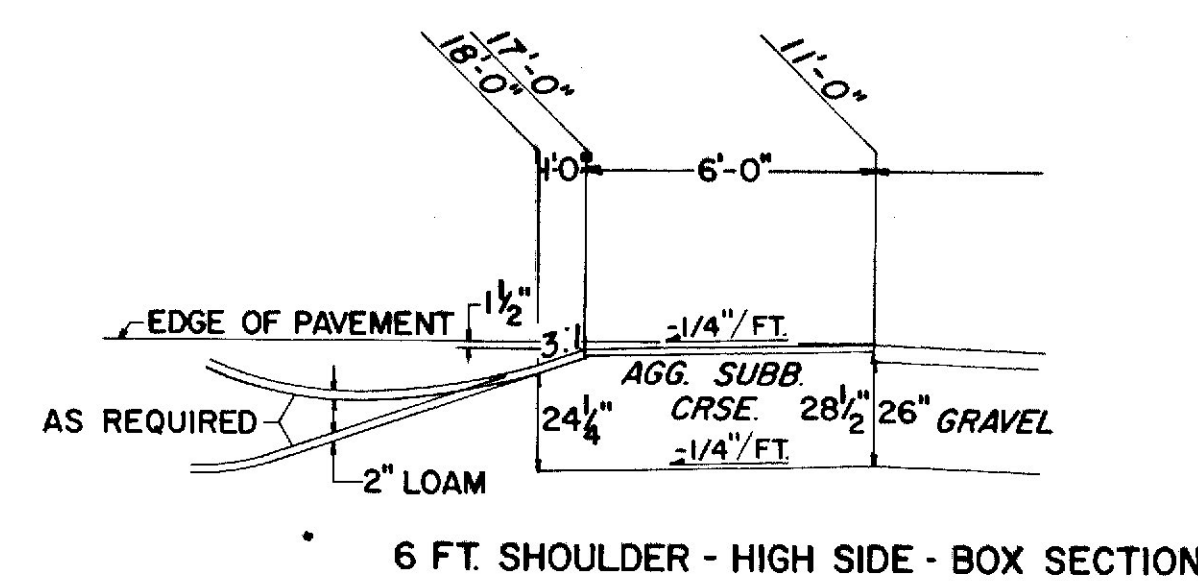
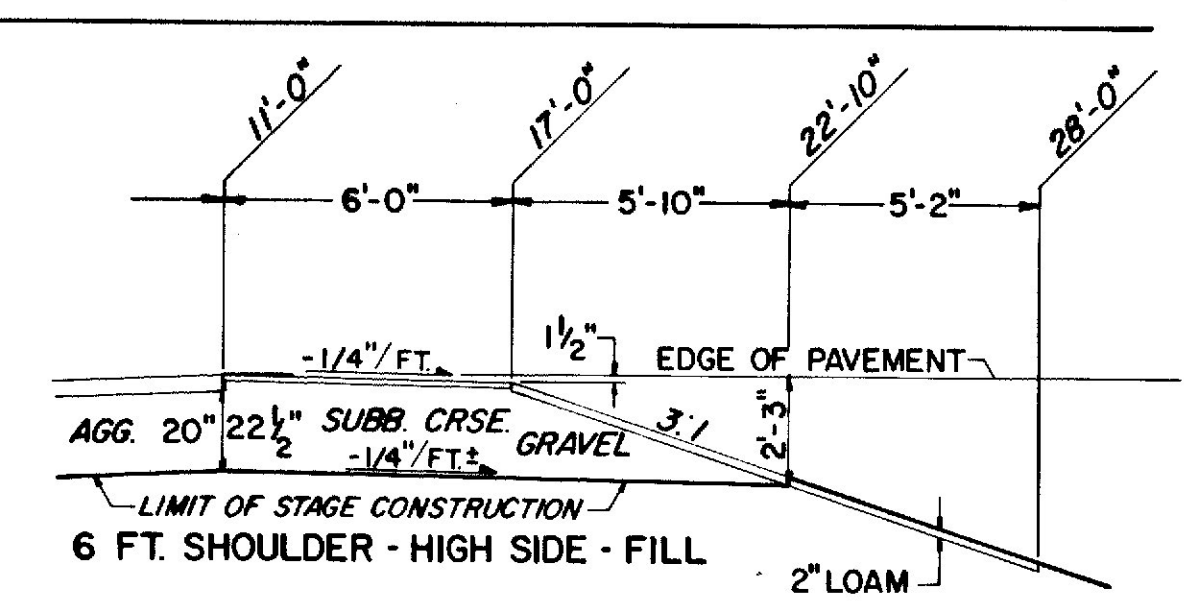
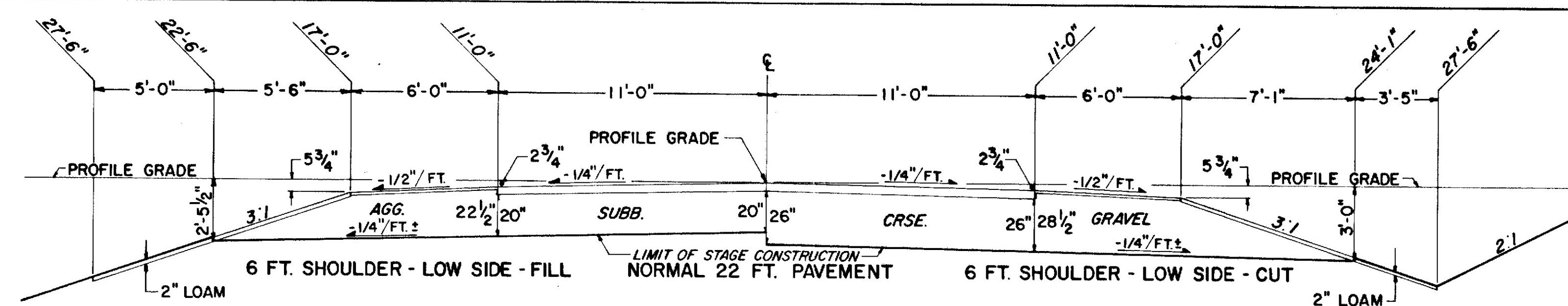
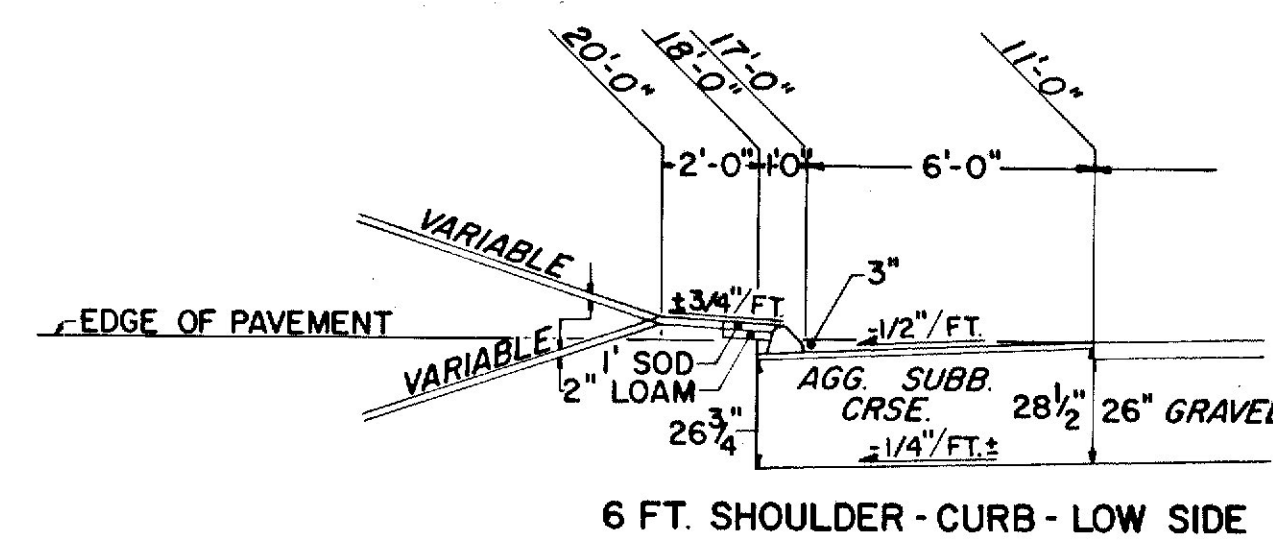
BRUNING 44-132 45710-1

STAGE CONSTRUCTION



NOTES:
PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS
ARE INTENDED TO BE NOMINAL.
WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN
1/2" PER FOOT THE LOW SIDE SHOULDER SHALL BE SLOPED AT
THE SAME RATE.
CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS
FOR ALL COURSES OF SUBBASE, BASE AND PAVEMENT SHALL BE
STRAIGHT.

HUNTER ROAD



NEW COUNTY ROAD

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SHEET 4 OF 4 AUGUSTA, MAINE

YARMOUTH - FREEPORT

I-95-4 (43)

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

PLANS

BRUJING 44-132 (57) 10-1

[illegible]

<u>COMPUTATION OF GRANULAR BORROW FOR ESTIMATE</u>	
GRANULAR BORROW TO REPLACE MUCK	<u>19,825</u>
GRANULAR BORROW IN LOW WET AREAS	<u>2,000</u>
GRANULAR BORROW =	<u>21,825</u> x 1.15 = 25,099
COMMON BORROW =	<u>164,512</u>

DRAINAGE CONT'D.

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH		BASINS		MAN HOLES	UNDERDRAINS				REMARKS		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	C	P	B1		C1	E	F	B'		C'	B' OUTLET
																		LENGTH		SIZE	LENGTH
ROADWAY CULVERTS																					
RAMP Y-2																					
7+45	24"	64'	III																		
7+91 Lt	18"	13.5'	III																	TO C.B.	
7+91	15"	44'	III																	FROM C.B.	
11+24	24"	64'	III																		
15+07	24"	68'	III																		
19+04	24"	36'	III																		
26+02	24"	12'	III																		
RAMP Y-3																					
47+94	30"	56'	III																		
50+50	18"	44'	III																		
54+50	15"	80'	III																		
57+05	24"	104'	IV																		
58+00				15"	6'	+4'	ELBOW													INCLUDED TRENCH PLUS 1-15'x4' ELBOW INDUCED TRENCH	
58+73	30"	112'	IV																		
59+25	24"	116'	IV																		
63+66	24"	68'	III																		
RAMP Y-4																					
1+30 to 1+64 Lt										18"	36'									OPT II to C.B.	
1+91 Lt to 2+12 Rt	24"	103'	IV																		
2+14 - 50 to 54 Rt	24"	47.3'	III																	TO C.B.	
5+50	12"	40'	III																	C.B. D.C.B.	
11+07 Rt	30"	8'	II																		
RAMP F-1																					
10+14.5 Rt	18"	52'	III																		
14+40 Rt	18"	46'	III																		
22+00	30"	92'	III																		
RAMP F-2																					
25+50	24"	84'	III																		
35+06 Rt	18"	24'	III																		
RAMP F-3																					
35+80 Lt to 35+0 Rt	15"	96'	III																	FROM C.B.	
RAMP F-4																					
47+70	18"	72'	III																		
COUNTY RD.																					
55+00	48"	152'	V																		
COUNTY RD SPUR																					
17+62										18"	84'									OPT II	
I-95 NORTHBOUND																					
531+50	15"	76'	III																		
535+00	15"	36'	III																		
540+50	15"	100'	III																		
549+31	18"	20'	III																	EWO. #18	
I-95 SOUTHBOUND																					
549+31-12 Lt to 5 Lt	18"	4'	III																		
549+31-3 Lt to 137 Lt	24"	120'	III																		
552+81-4 Lt to 4 Rt	21"	8'	III																		
552+81-7 Lt to 119 Lt	24"	116'	III																		
561+75-137 Lt to 562+10-9 Lt	36"	127'	IV																		
562+10-5 Lt to 1 Lt	36"	4'	IV																		
562+100-1 Lt to 3 Rt	36"	8'	-																	Remove & Re/lay	
564+54-2.5 Lt to 12 Rt	18"	15'	III																		
564+54-6 Lt to 118 Lt	24"	112'	III																		
574+40 to 574+46	12"	8'	III																	FROM C.B. TO CULVERT EXIST-CULVERT (Remove)	
574+50-8 Rt to 116 Lt	48"	120'	III																		
580+74-126 Lt to 581+5-2 Lt	36"	144'	IV																		
587+00-5 Lt to 101 Lt	15"	96'	III																	471+77 Y-3 30"x40" ACCM	
593+03.5 Rt	24"	4'	III																	471+75 Y-3(1-4) Cons.	
593+03.5-2 Lt to 592+78-128 Lt	30"	158'	IV																	54+00 Y-3 15"x26" ACCM	
597+21.5 Rt to 12 Rt	24"	8'	III																	54+00 Y-3 24"x22" ACCM	
597+21.5-4 Rt to 112 Lt	24"	116'	III																	54+00 Y-3 20"x16" ACCM	
600+96-5.5 Rt to 12 Rt	18"	6'	III																	54+00 Y-3 REMOVED 32"x15	
600+96-1.5 Rt to 110.5 Lt	24"	112'	III																	LT 58+00 Y-4 24"x18" ACCM	
610+00-1 Lt to 121 Lt	15"	120'	III																	RT 2+50 Y-2 24"x28" ACCM	
614+37-5 Rt to 115 Lt	48"	112'	III																	LT 7+45 Y-2 24"x28" ACCM	
622+68-7 Rt to 623+30-96 Lt	42"	116'	III																	LT 7+91 Y-2 15"x26" ACCM	
630+95-3 Rt to 7 Rt	24"	4'	III																	LT 7+50 Y-2 Cons.(1-4)	
630+99-1 Lt to 101 Lt	34"	100'	III																	LT 15+07 Y-2 24"x52" RCP(1-4)	
634+49-2 Lt to 102 Lt	24"	100'	III																	49+04 Y-2 24"x28" RCP	
634+49-2 Rt to 6 Rt	24"	4'	III																	RT 538+50 NB 15"x34" CMP	
637+56.5-4 Rt to 12 Rt	24"	12'	III																	RT 561+00 NB 36"x8" REM. RM	
637+59.0 Q to 96 Lt	24"	92'	III																	Med 571+50 12"x20" CMP	
641+00-3 Lt to 99 Lt	15"	36'	III																	RT 574+50 NB 48"x18" ACCM	
645+98-2 Rt to 10 Rt	24"	8'	III																	Med 577+00 12"x20" CMP	
645+98-2 Lt to 106 Lt	24"	100'	III																	Med 580+90 12"x20" CMP	
HUNTER RD.																					
146+00	30"	68'	III																	Med 583+00 12"x15" CMP	
																				Med 592+68 S-3 24"x40" File Pipe	
																				RT 591+10 NB 18"x4" ACCM	
																				RT 605+25 NB 15"x50" CMP	
																				RT 607+00 NB 15"x20" CMP	
																				Med 608+00 12"x15" CMP	
																				RT 161+50 12"x24" CMP	
																				RT 627+50 NB 12"x6" CMP	
																				Med 634+46 24"x4" Cons.	
																				Med 637+51 24"x4" Cons.	
																				RT 717+10 E-3 12"x40" 53'x12'	
																				636+10 SE, 15'x30" Cons. Pipe	
																				Med 597+22 18"x4" ACCM	

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	B5	E	F		B		C			B OUTLET
																		LENGTH	SIZE	LENGTH	LENGTH		
CATCH BASINS																						Exist. Culv.(Remove)	
RAMP Y-2																						622+68 42"X20' ACCMP	
7+91 -23' Lt.												1										Y-3 24"x 4 RCP	
15+07 -19.5' Lt.													136									58+73 Y-3 30"x20' ACCMP	
RAMP Y-3																						11+07 Y-4 18"x32' CMP	
50+50 -25.5 Lt												1										549+31 Y-4 30"x12' ACCMP	
RAMP Y-4																						18"x 12 RCP	
1+64 -49' Lt.												28											
2+14 -AB Rt												1		136									
5+50 -20.5 Rt													1										
5+50 -21' Lt														1									
RAMP F-3																							
55+80 -24' Lt													1										
I-95 NORTHBOUND																							
531+50 -17 Lt												1											
535+00 -15 Lt												1											
540+50 -11.5' Lt												1											
I-95 SOUTHBOUND																							
549+31 -7 Lt												14											
552+81 -5.5' Lt.												1											
562+00 -7' Lt												2											
564+54 -4.5' Lt												1											
574+40 - E												1											
581+45 - E												136											
587+00 -3' Lt												1											
593+03.5 - E												136											
597+21.3 -G Rt												1											
600+96 -3.5 Rt												1											
604+50 -3 Rt												1											
610+00 -1 Rt												1											
630+30 -1 Rt												1											
634+49 - E												1											
637+56.5 -2' Rt												1											
641+00 -1 Lt												1											
645+98 - E												1											
UNDERDRAIN																							
RAMP Y-3																							
50+52-25.5 Lt to 54+00-32 Lt																		348					
35+82-24 Lt to 39+50-34.25 Lt.																		368					
RAMP Y-4																							
1+59 -12 Lt to 1+64 -49 Lt																							
5+52 to 8+50 Rt																		12"	298		46'	Plus 1'-22 1/2" ELEV	
RAMP F-4																							
50+25-46.16 Lt to 50+50-42.8 Lt																							
50+50-42.8 Lt to 53+0 -20.51 Lt																		250'			25'		
I-95 SOUTHBOUND																							
564+56 to 567+75 Lt																		320'					
595+68 -17' Lt to 593+03.5 E																		40'					
600+98 -3.5 Rt to 605+48-3 Rt																		12"	348			12"x6"x12" TEE	
601+38 -3 Rt																							
Ramp F-2																							
30+83 ~ 30+85																		2				CO 15	
27+50 ~ 30+33																		283					
20+60 ~ 23+00																		250					
30+33 ~ 30+33 F-2																					50		
27+50 ~ 27+00 F-2																					50		
20+50 F-2																					50'		
58+00 F-4																					35'	Conduit	
18+70 F-1																					32		
51+70 Y-3																					35		
1+0 Y-4																					33		
19+04 Y-2																					25		

REVISED AS BUILT TO Specs, APRIL 87

YARMOUTH - FREEPORT

DECLASSIFIED BY 132 25026

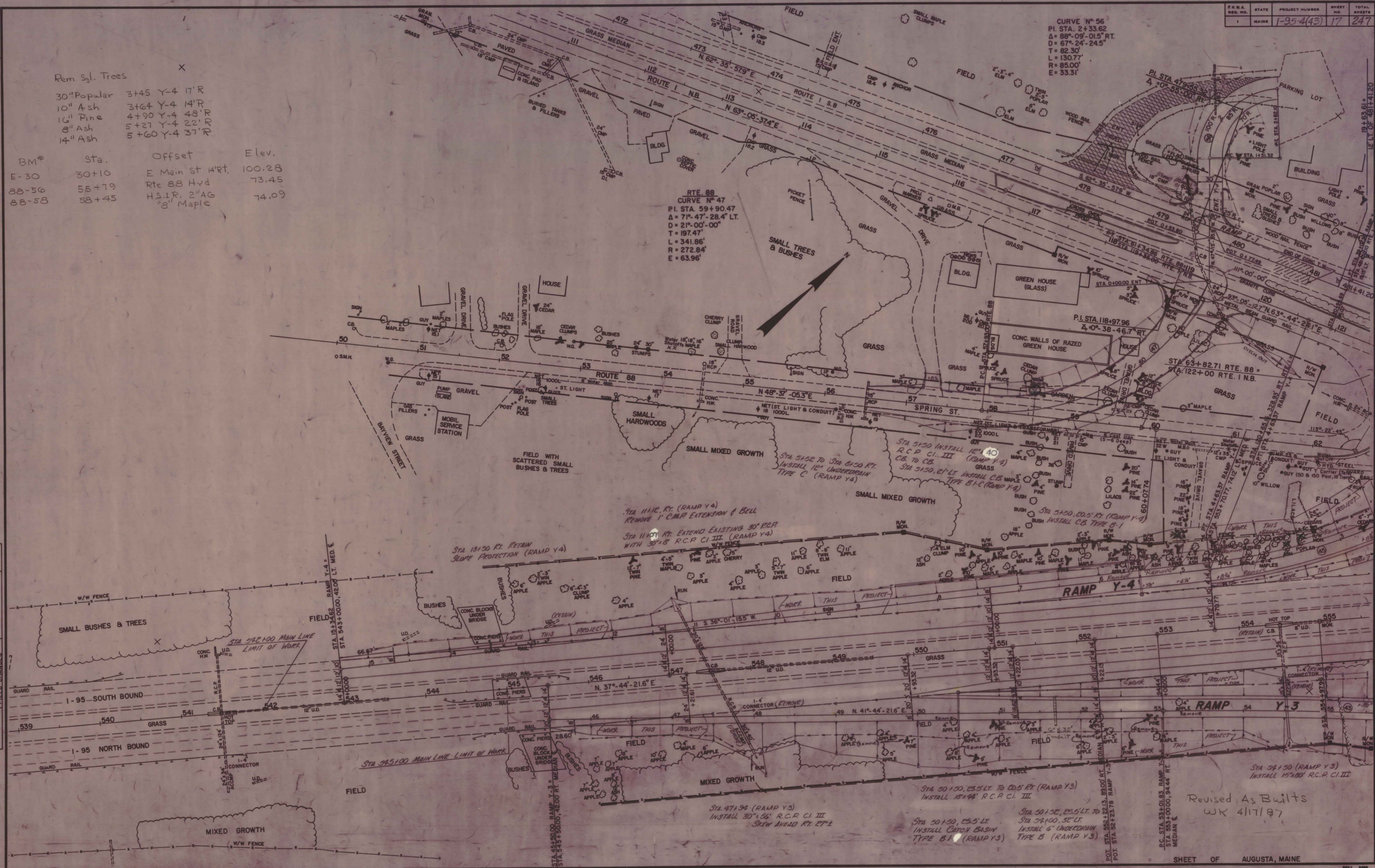
CURVE N° 56
 P.I. STA. 2+33.62
 $\Delta = 88^\circ 09' 01.5''$ RT.
 $D = 67^\circ 24' 24.5''$
 $T = 82.30'$
 $L = 130.77'$
 $R = 85.00'$
 $E = 33.31'$

Rem. Spl. Trees

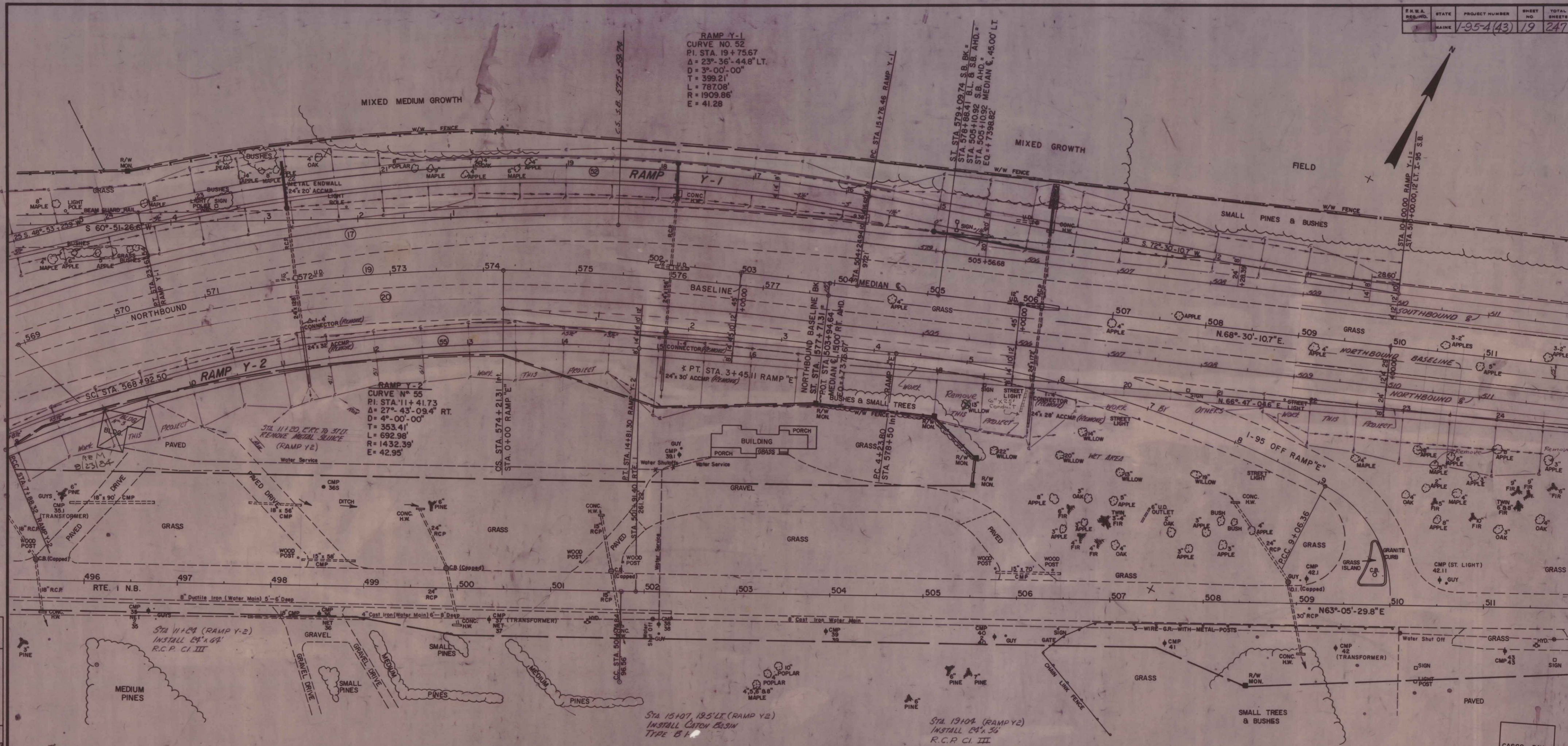
30" Popular	3+45 Y-4 17'R
10" Ash	3+64 Y-4 14'R
16" Pine	4+90 Y-4 48'R
8" Ash	5+27 Y-4 22'R
14" Ash	5+60 Y-4 31'R

BM#	Sta.	Offset	Elev.
E-30	30+10	E Main St 14' RT.	100.28
88-56	55+79	Rte 88 Hyd	73.45
88-58	58+45	H.S.I.R. 2" AG "8" Maple	74.09

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	



Revised As Builts
 WK 4117/97



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

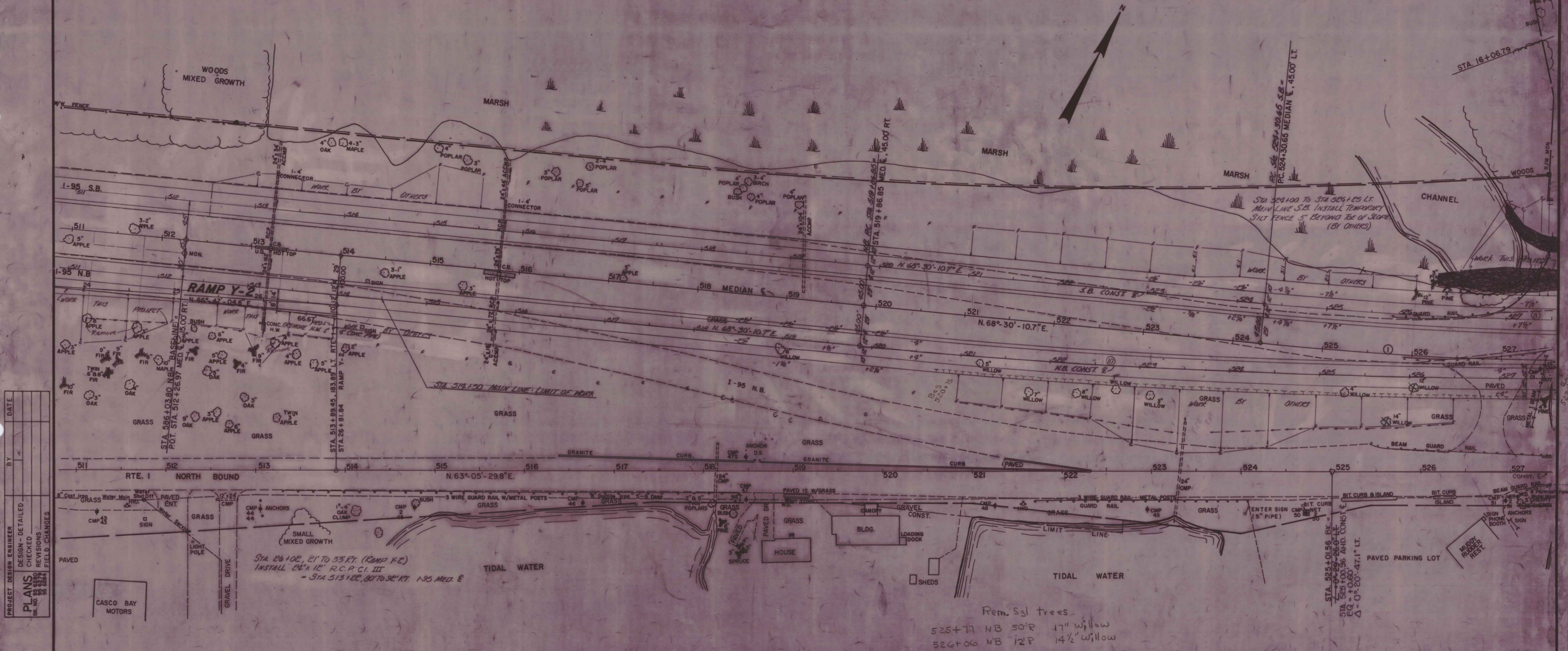
BM#	Loc	Offset	Elev.
508	507+91	73' RT. & Med	39.51
506A	506+00	Top sign Post	
		4" AG 75' RT	40.04
Y-2	7+91	23' Lt Ramp Y-2	64.88
		NE Cor. C.B. Frame	
Y-F95K	502+76	Chiseled Sq. Conc. Headwall 90' Lt.	55.36
Y-2-13	13+16	Top NE Cor E Con. Sign Base	59.12

Curve No.	Station	Description	Elev.
19	571+68.56	Northbound Baseline	
17	572+35.47	Southbound Centerline	

Revised As Built
 WK 4117/87

BM	Loc	offset	Elev
522	521+84	204' Rt & Med	13.84
Y-2-15	15+07	26' Lt Ramp Y-2 NE. CB Frame	54.44
Y-2-21	20+71	25' Lt Ramp Y-2 Exit 17 Sign base	39.51
512A	512+29	78' Rt	36.40
522	521+57	Top Bolt in Hyd 36.5' Rt	13.85

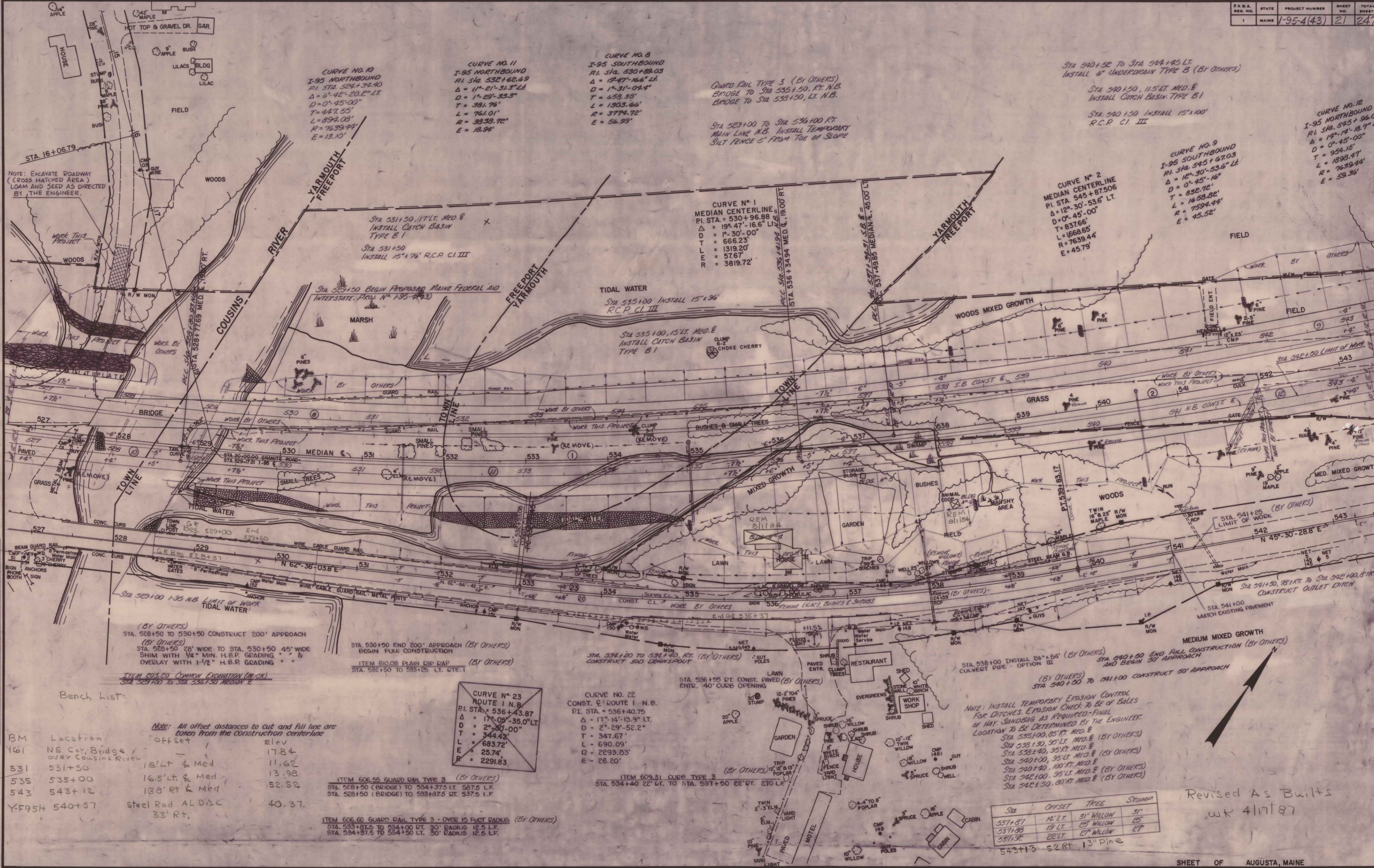
CURVE No. 8
I-95 SOUTHBOUND
P.I. STA. 530+89.03
 $\Delta = 19^{\circ}-47'-16.6''$ LT.
 $D = 1^{\circ}-31'-04.4''$
 $T = 658.38'$
 $L = 1303.66'$
 $R = 3774.72'$
 $E = 56.99'$



Rem. Sgl trees

525+77	NB	50' R	17" willow
526+06	NB	12' P	14 1/2" willow

Revised as Bwllts
WK 4/17/87



PROJECT DESIGN ENGINEER	DATE
BY	2-89
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

Bench List

BM	Location	Offset	Elev
161	NE Cor. Bridge over Cousins River		17.84
531	531+50	18' Lt. & Med	11.62
535	535+00	16.5' Lt. & Med	13.98
543	543+12	138' Rt. & Med	52.52
YF95H	540+57	Steel Rod AL DISC 33' Rt.	40.37

Curve Data

Curve No.	Route	P.I. Sta.	Δ	D	T	L	R
23	ROUTE 1 N.B.	536+43.87	17°-05'-35.0" LT.	2°-30'-00"	344.42'	683.72'	25.74'
22	CONST. & ROUTE 1 N.B.	536+40.75	17°-14'-15.9" LT.	2°-29'-52.2"	347.67'	690.09'	2293.83'

Tree and Stump Data

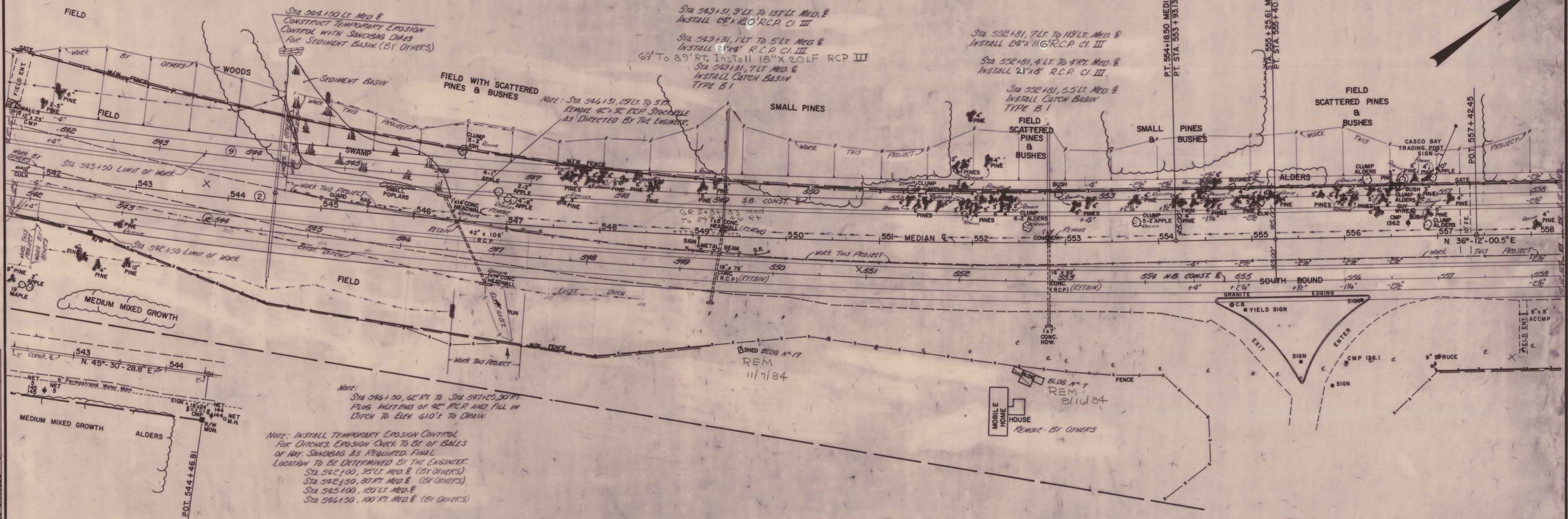
Sta	Offset	Tree	Stump
531+87	14' Lt.	31' Willow	31"
531+88	19' Lt.	25' Willow	25"
531+92	22' Lt.	27' Willow	27"
543+13	52 Rt.	13' Pine	

Revised As Built
wk 4/17/87

CURVE NO. 9
 I-95 SOUTHBOUND
 PI STA. 545+67.03
 $\Delta = 12^\circ 30' - 53.6" \text{ LT.}$
 $D = 0^\circ 45' - 16"$
 $T = 832.72'$
 $L = 1658.82'$
 $R = 7599.44'$
 $E = 45.52'$

CURVE NO. 12
 I-95 NORTHBOUND
 PI STA. 545+96.09
 $\Delta = 14^\circ 14' - 18.7" \text{ LT.}$
 $D = 0^\circ 45' - 00"$
 $T = 954.15'$
 $L = 1898.47'$
 $R = 7639.44'$
 $E = 59.36'$

CURVE NO. 2
 MEDIAN CENTERLINE
 PI STA. 545+87.506
 $\Delta = 12^\circ 30' - 53.6" \text{ LT.}$
 $D = 0^\circ 45' - 00"$
 $T = 837.66'$
 $L = 1668.65'$
 $R = 7639.44'$
 $E = 45.79'$



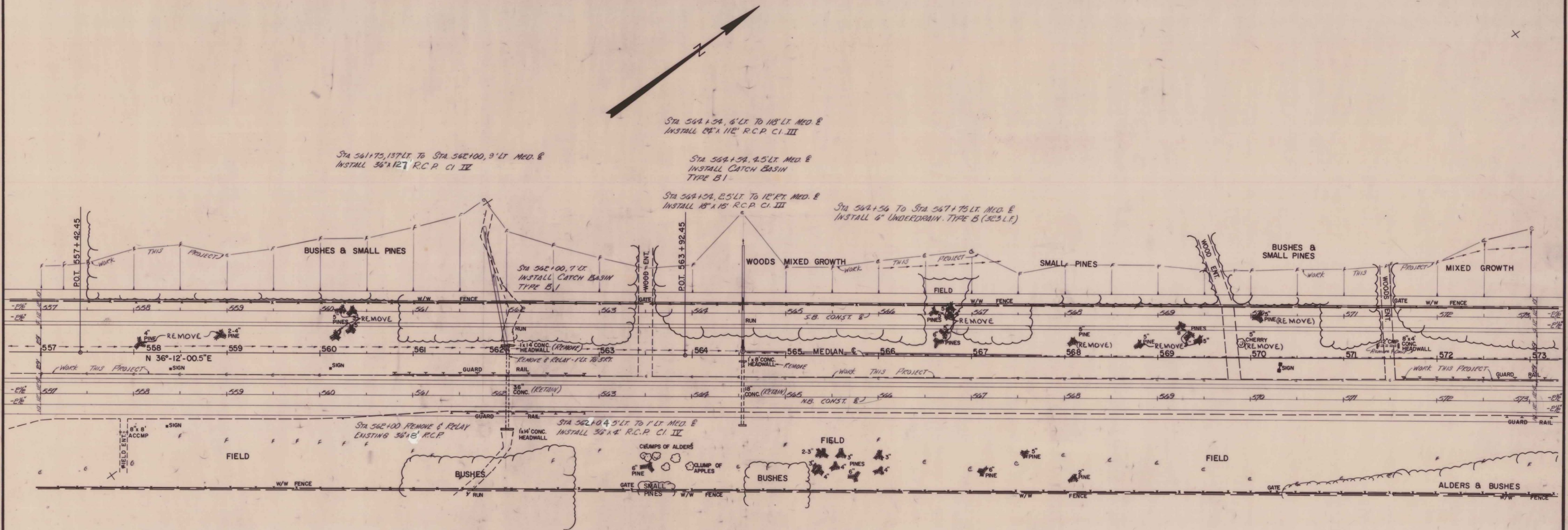
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

BM #	Loc	Offset	Elev
549	549+33	9' LT	70.11
541	541+51	NE, Cor. CB	46.48
A-162	544+97	Vert Disc - Bridge Bay View St. 60' LT	57.68
555	554+51	NE, Cor. CB 1' RT	70.44

Revised as Built
 WK 4/17/87

BM	Sta	Offset	Elev
553	552+81	7' Lt	77.26'
559	559+35	110' Lt	75.74'
562	562+00	7' Lt	76.58'
564	563+93	120' Rt	72.74'
Y-F95F	567+03	steel rod w/AL Disc 143' Rt	76.79

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(43)	23	247

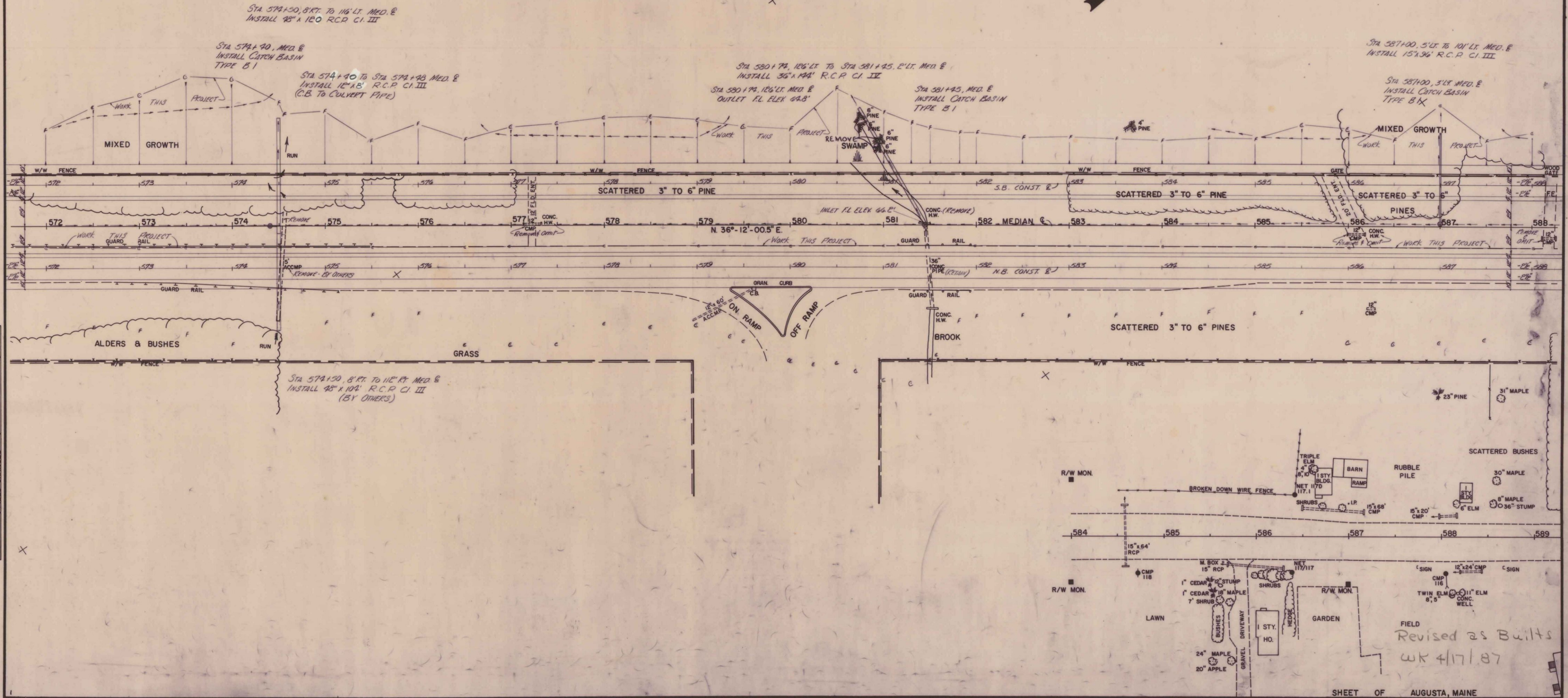


PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	BY
CHECKED	
REVISIONS	
FIELD CHANGES	

Revised as Built
WK 4/17/87

BM # 574	574+40	E	74.13
581	581+50	1' Lt	77.17
587	587+00	4' Lt	84.72
A 160A	576+85	Steel Rod	
160	578+71	Driven to Refusal	
		120' R+	83.12
		Disc in Conc	
		50' Lt	83.13

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4 (43)	24	247



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	
8K. NO. 24 8279	
95 8284	

Revised as Built
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SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	1-95-4 (43)	25	247

BM	Sta.	Offset	Elev.
593	593+06	1' Lt	86.62
597	597+22	4' Rt	84.10
601	601+00	2' Rt	88.23
605	604+52	3' Rt	98.55
600	600+08	V SIR 8"	
606	603+71	Poplar 48' Rt	107.82
		V SIR 14" Oak	
		148' Rt	107.62
Y-F95E	588+76	Steel Rod w/Alum	91.94
Y-F95D	601+02	Disc 143' Rt	
		chiseled Sq in Headwall	
		75' Rt	88.44

STA 392+68, 17' LT. TO STA 593+03.5 MED. @
INSTALL 6" x 40' UNDERDRAIN TYPE B

STA. 593+03.5, 2' LT. TO STA 592+78, 128' LT.
INSTALL 30" x 128' R.C.P. C.I. IV
SKEW BACK LEFT $11\frac{1}{2}^{\circ}$

STA 593+03.5 RT. REMOVE HEADWALL, REMOVE 24"x4'
CONC. CULVERT AND INSTALL 24"x4' R.C.P. CI. III

STA 532+68, 17' LT. MED. E
REMOVE 24" PIPE AT SPRING
(SEE CROSS-SECTION 9)

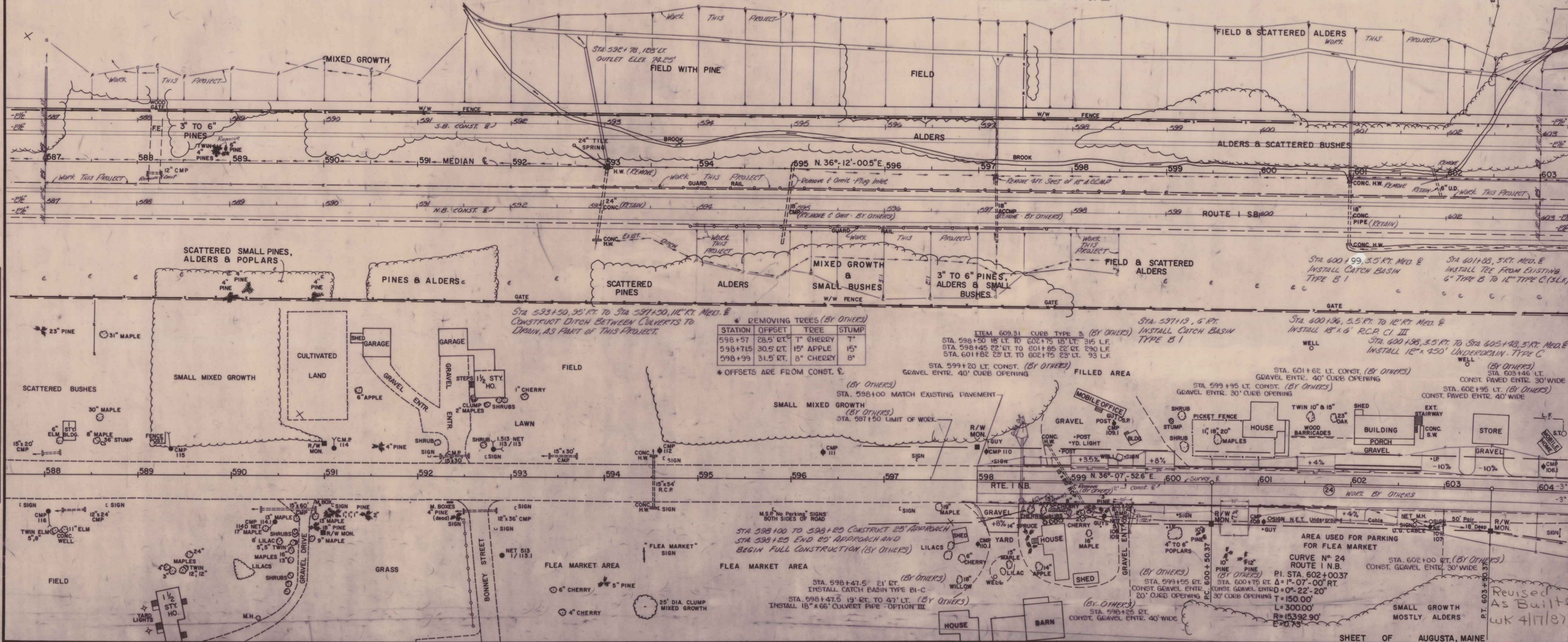
STA. 593+03.5 MED. E
INSTALL CATCH BASIN
TYPE B 1

STA 397+19, 5' RT. TO 12' RT.
REMOVE 18" x 7' A.C.C.M.P.

STA. 397+21.58 RT. TO 12' RT
INSTALL 64" x 8' R.C.P. CI. III

STA. 597+21.5, 112' LT. TO 4' RT. MED. E
INSTALL 24" x 116' R.C.P. CI III

Sta. 600+96 1.5' RT TO 110.5' LT. MED. &
INSTALL 24" x 112" R.C.P. CI. III



SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

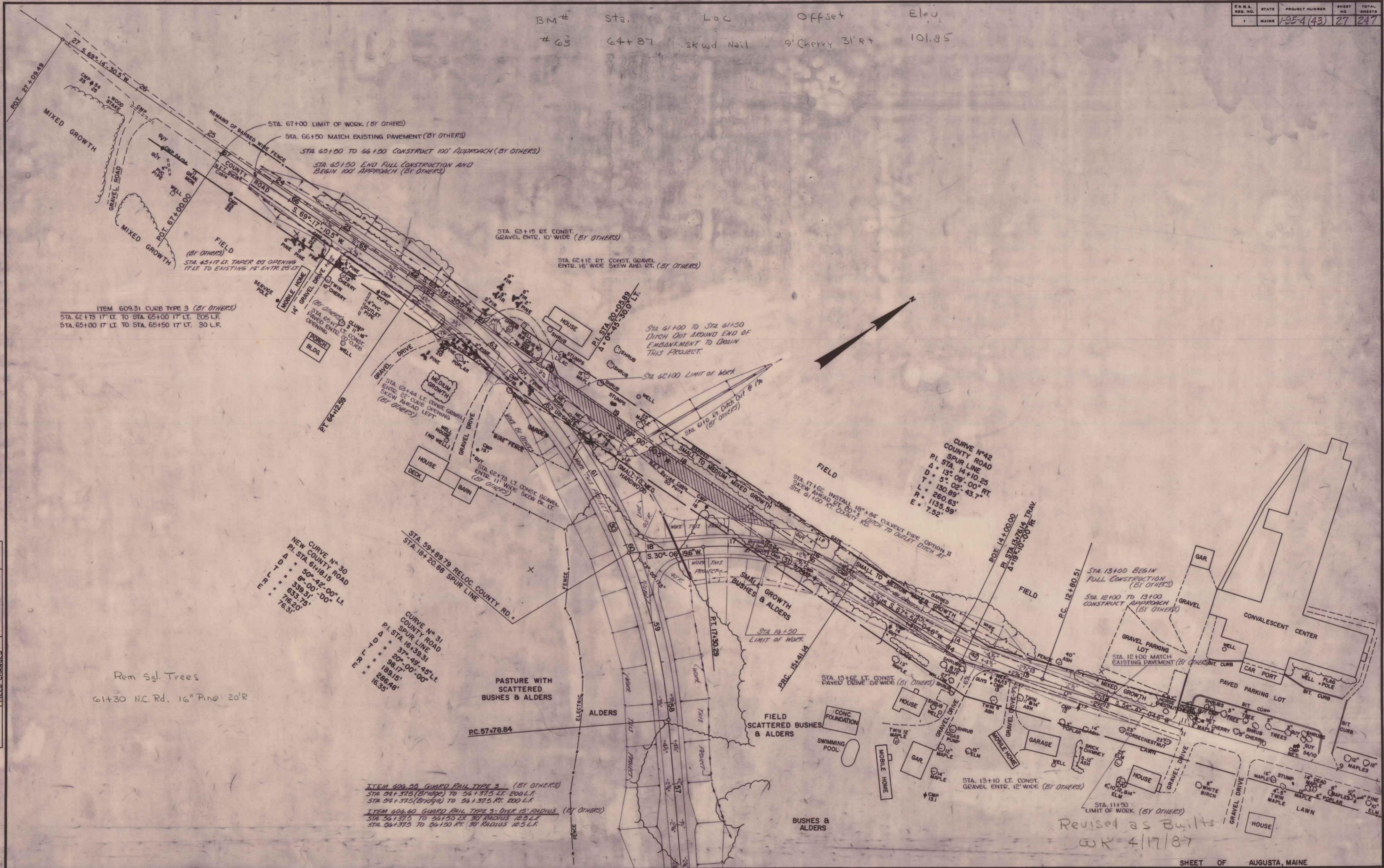
203-1 2000

PROJECT DESIGN PLANS
BK. NO. 95 6279
95 6276

* OFFSETS ARE FROM CONST. CENTERL

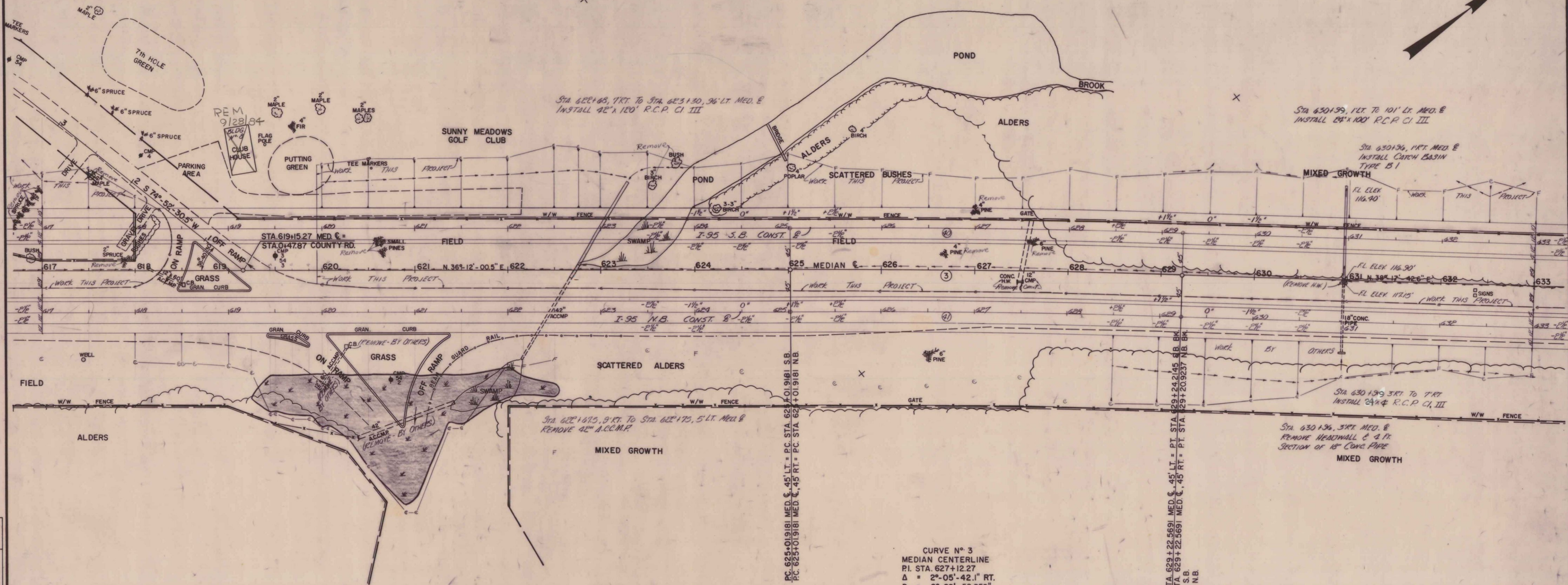
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	1-95-4 (43)	27	247

BM #	Sta.	Loc	Offset	Elev
# 63	64+87	skwd Nail	9' Cherry 31' R+	101.85



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	D.F.K.	Jan. 83
CHECKED		
REVISED		
FIELD CHANGES		

BM #	Sta	Loc	Offset	E
625	624+55		121' R+	122.29
628	627+75		128' Lt	118.32
631	630+96		± Med.	120.98
A 159	627+73	Disc in ledge outcrop	23' Lt	122.48



<p>CURVE NO. 3 MEDIAN CENTERLINE P.I. STA. 627+12.27 Δ = 2°-05'-42.1" RT. D = 0°-29'-52.959" T = 210.3489' L = 420.6510' E = 1.92' R = 11,504.1559'</p> <p>CONST. & CURVE NO. 40 I-95 SOUTHBOUND P.I. STA. 627+13.0898 Δ = 2°-05'-42.1" RT. D = 0°-29'-45.973" T = 211.1717' L = 422.2964' R = 11,549.1559' E = 1.930' P.C. STA. 625+01.9181 P.T. STA. 629+24.2145</p>	<p>CONST. & CURVE NO. 41 I-95 NORTHBOUND P.I. STA. 627+11.4442 Δ = 2°-05'-42.1" RT. D = 0°-30'-00" T = 209.5261' L = 419.0056' R = 11,459.1559' E = 1.915' P.C. STA. 625+01.9181 P.T. STA. 629+20.9237</p>
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PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

Revised as Built
wk 4117/87