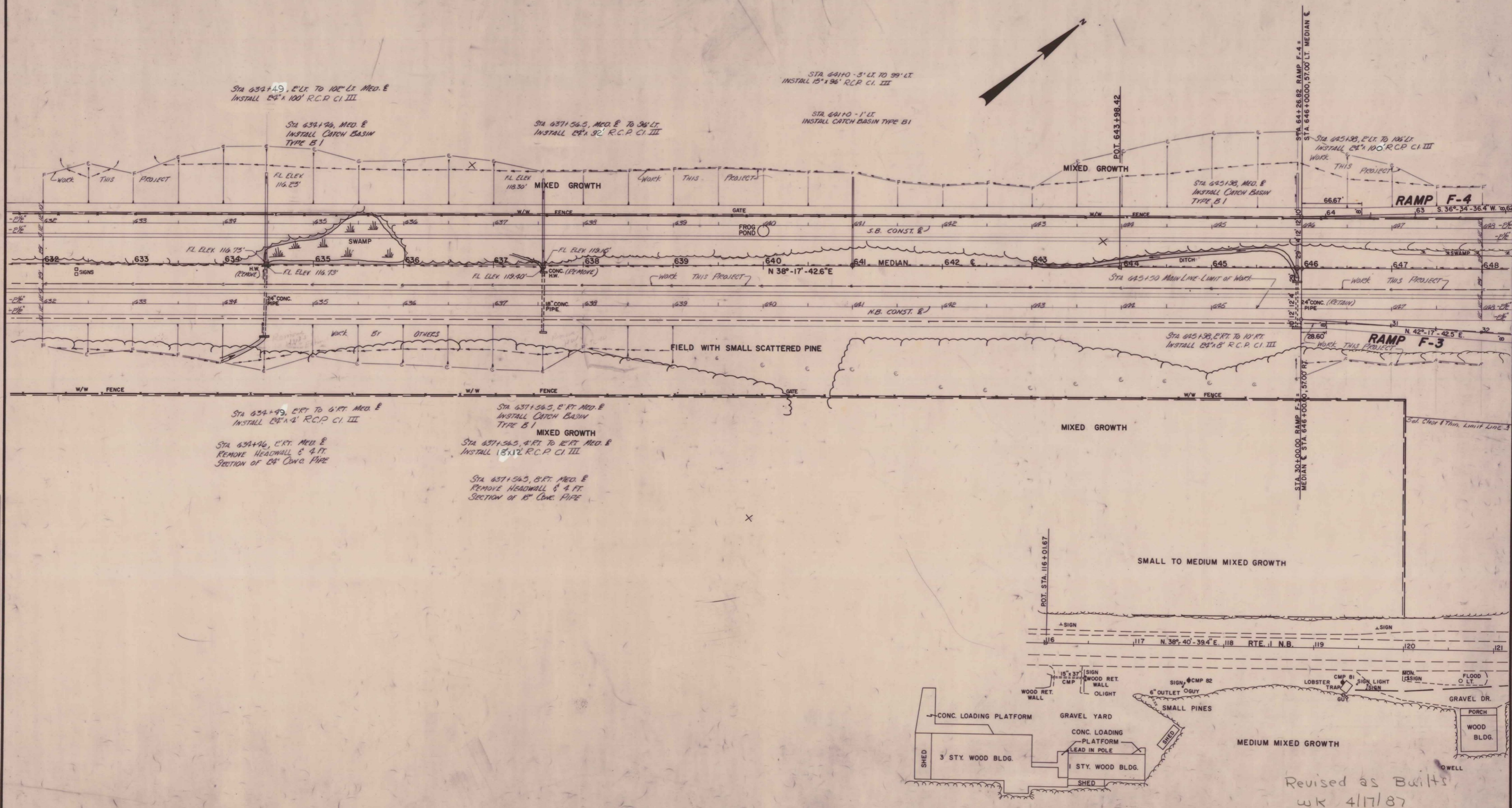


BM	Sta.	Loc	Offset	EI
634	634+50		21' Lt Med	120.57
638	637+58		3' Lt	122.93
641	641+00		2' Lt	126.88
Y-595-B	637+55	chiseled Sq in Head wall	77' Rt	123.03



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

Revised as Built  
wk 4/17/87

BM# 648 - 647+77 116' LT 142.40  
 656 656+00 140' LT 155.15  
 F- 4-52 52+35 VS 10" Stump 155.41  
 F- 4-59 58+55 85' RT  
 651+71 VS 10" Spruce 148.18  
 145+41 70' RT  
 F-3-30 30+03 chiseled Sq in Conc Headwall 10.5' RT 140.01  
 F-3-36 36+55 VSIR 24" (Nov Pine) 159.09  
 F-3-35 34+94 chiseled Sq in Ledge 154.08  
 Y-F95-A 651+30 chiseled Sq in Ledge outcrop 132' RT 159.22

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
1	MAINE	195-4(43)	30	247

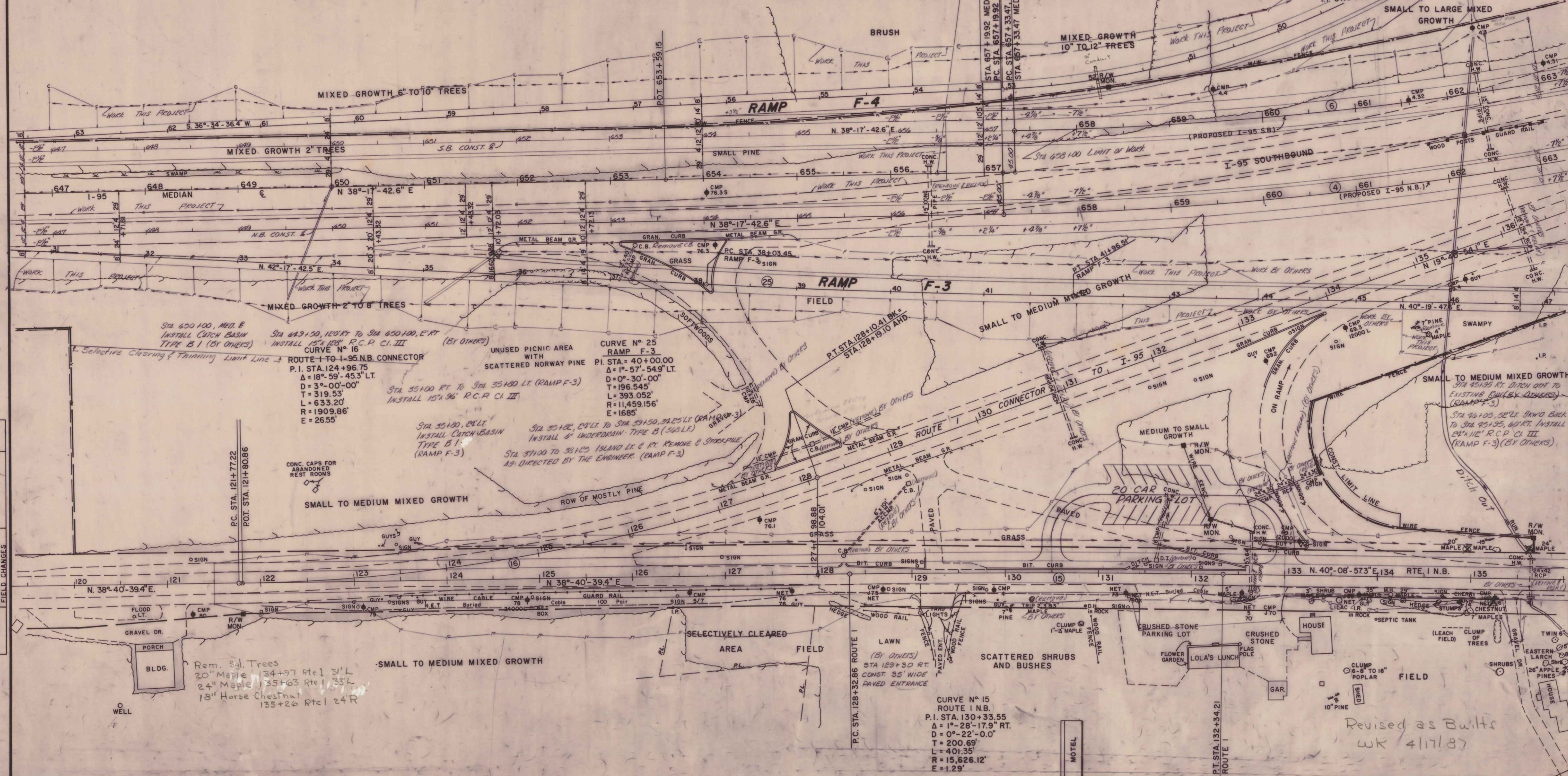
CURVE N° 26  
 RAMP F-4  
 P.I. STA = 50+13.076  
 $\Delta = 36^\circ-13'-15.3''$  RT.  
 $D = 6^\circ-00'-00''$   
 $T = 312.312$   
 $L = 603.682$   
 $R = 954.930$   
 $E = 49.774$

CURVE N° 6  
 PROPOSED I-95 SB  
 $\Delta = 15^\circ-52'-19.3''$  LT.  
 $D = 1^\circ-30'-00''$   
 $T = 532.48$   
 $L = 1058.13$   
 $R = 3819.72$   
 $E = 50.95$   
 P.I. STA. 662+65.95

(RAMP F-4)  
 STA 50+25, 46.16' LT TO  
 STA 50+50, 42.90' LT. INSTALL  
 6" UNDERDRAIN OUTLET.  
 (RAMP F-4)  
 STA 50+50, 42.90' LT TO  
 STA 53+00, 80.51' LT. INSTALL  
 6" UNDERDRAIN TYPE 'B'

STA 41+70 (RAMP F-4)  
 INSTALL 18" R.C.P. CI III  
 PROPOSED I-95 N.B.  
 $\Delta = 18^\circ-36'-48.5''$  LT  
 $D = 1^\circ-30'-00''$   
 $T = 625.96$   
 $L = 1240.80$   
 $R = 3819.72$   
 $E = 50.95$   
 P.I. STA. 663+45.88

STA 654+50 END PROPOSED MAINE FEDERAL  
 AND INTERSTATE. PROJ. N° 1-95-4(43)



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

Revised as Built  
 WK 4117/87

CURVE N° 6  
I-95 SOUTHBOUND  
P.I. STA. 662+65.95  
Δ=15°-52'-19.3" LT.  
D=1°-30'-00"  
T=532.48'  
L=1058.13'  
R=3819.72'  
E=36.94'

4" TO 8" PINES

STA. 669+26.52 I-95 S.B.  
STA. 8+99.01 DESERT OF MAINE RD.  
PROPOSED I-95 S.B.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	195-4(43)	31	247

CURVE N° 32  
RAMP F-2  
P.I. STA. = 27+80.809  
Δ=25°-10'-22.6" RT.  
D=4°-10'-52.6"  
T=305.958'  
L=602.04'  
R=1370.295'  
E=33.742'

CURVE N° 5  
I-95 NORTHBOUND  
P.I. STA. = 151+76.64  
Δ=12°-46'-58.2" RT.  
D=1°-00'-00"  
T=641.81'  
L=1278.28'  
R=5729.58'  
E=35.83'

BM# 2 40+51 PK in Conc Headwall 150.76  
46+90 PK in Conc Headwall 142.94  
22+26 Chiseled Sq in Ledge 103' LT 167.21  
# 148 148+05 PK in Conc Sign base 155.80  
BM# 0 0+22 V.S.R. 32" Oak 42' RT 162.33  
BM# 4 3+75 NE bolt in Sonoco Sign base 106' LT 151.09

CURVE N° 29  
DESERT OF MAINE ROAD  
P.I. STA. = 3+22.235  
Δ=87°-22'-55.8" RT.  
D=14°-00'-00"  
T=390.971'  
L=624.158'  
R=409.256'  
E=156.738'

SMALL - MEDIUM MIXED GROWTH  
CURVE N° 18  
ROUTE 1 N.B.  
P.I. STA. 144+99.25  
Δ=7°-57'-08" LT.  
D=2°-20'-00"  
T=170.68'  
L=2455.53'  
R=340.81'  
E=5.92'

CURVE N° 28  
ROUTE 1 SPUR  
P.I. STA. 142+25.00  
Δ=25°-48'-41.3" LT.  
D=7°-00'-00"  
T=187.55'  
L=368.735'  
R=818.511'  
E=21.212'

STA. 143+04.08 RTE. 1 N.B.  
STA. 1+91.29 DESERT OF MAINE RD.

STA. 141+00.00 RTE. 1 N.B.  
STA. 77+00.00 PINE ST.

CURVE N° 4  
I-95 NORTHBOUND  
P.I. STA. = 663+45.88  
Δ=118°-36'-48.5" LT.  
D=1°-30'-00"  
T=625.96'  
L=1240.90'  
R=3819.72'  
E=50.95'

CURVE N° 27  
CONST. C.  
PINE ST.  
P.I. STA. 73+50.00  
Δ=41°-11'-47.0" LT.  
D=18°-00'-00"  
T=119.633'  
L=228.869'  
R=318.310'  
E=21.739'

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(43)	32	247

BM# 15A 15+29 Top Bolt in Hyd 24' LT 151.43  
 #19 18+87 Top Bolt on Hyd 30' LT 141.39  
 YA-10 Disc in hedge F-1 LT 170.18  
 Merrill Disc in hedge F-1 LT 170.97  
 F-1-20 198+87 Chiseled Sq in hedge 156.43  
 118' LT

Rem. Sgl. Trees  
 17" Maple 142+60 Hunter Rd G'R

Rem. Stumps  
 17" Maple 142+60 Hunter Rd G'R  
 15" Maple 144+10 Hunter Rd T'R

CURVE No 38  
 HUNTER ROAD  
 PI STA = 151+90.297  
 $\Delta = 35^\circ - 37' - 12.6''$  LT.  
 $D = 6^\circ - 00' - 00''$   
 $T = 306.889'$   
 $L = 593.867'$   
 $R = 954.930'$   
 $E = 48.101'$

CURVE No 35  
 RAMP F-1  
 PI STA = 16+38.559  
 $\Delta = 36^\circ - 50' - 00''$  RT.  
 $D = 6^\circ - 00' - 00''$   
 $T = 317.971'$   
 $L = 613.889'$   
 $R = 954.930'$   
 $E = 51.548'$

CURVE No 5  
 I-95 NORTHBOUND  
 $\Delta = 12^\circ - 46' - 58.2''$  RT.  
 $D = 1^\circ - 00' - 00''$   
 $T = 641.81'$   
 $L = 1278.28'$   
 $R = 5729.58'$   
 $E = 35.83'$   
 PI STA 151+76.64

CURVE No 7  
 I-95 SOUTHBOUND  
 $\Delta = 10^\circ - 03' - 27.6''$  RT.  
 $D = 1^\circ - 00' - 00''$   
 $T = 504.18'$   
 $L = 1005.77'$   
 $R = 5729.58'$   
 $E = 22.14'$   
 PI STA 678+67.66

POT. STA 21+19.75 TRAV LINE AND  
 POT. STA 21+19.71 BK. EQ = -0.04

W.T.P. = Work This Project

CURVE No 39  
 DESERT of MAINE ROAD  
 PI STA = 15+58.07  
 $\Delta = 3^\circ - 08' - 00''$  RT.  
 $D = 0^\circ - 30' - 00''$   
 $T = 313.412'$   
 $L = 626.667'$   
 $R = 1459.156'$   
 $E = 4.285'$

STA 146+00 (HUNTER ROAD) INSTALL 30"x68"  
 R.C.P. CI. III

STA 145+00 LT. HUNTER RD.  
 CONSTRUCT GRAVEL ENTRANCE  
 14" AGGREGATE SUBBASE COURSE GRAVEL

SMALL TO MEDIUM  
 HARDWOOD

STA 15+50.00 DESERT of MAINE ROAD =  
 STA 142+39.55 HUNTER ROAD

TAN TO CURVE 91° 20' - 48.2"

STA 142+60 LIMIT OF WORK

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\* BY OTHERS

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	V-95-4(43)	33	247

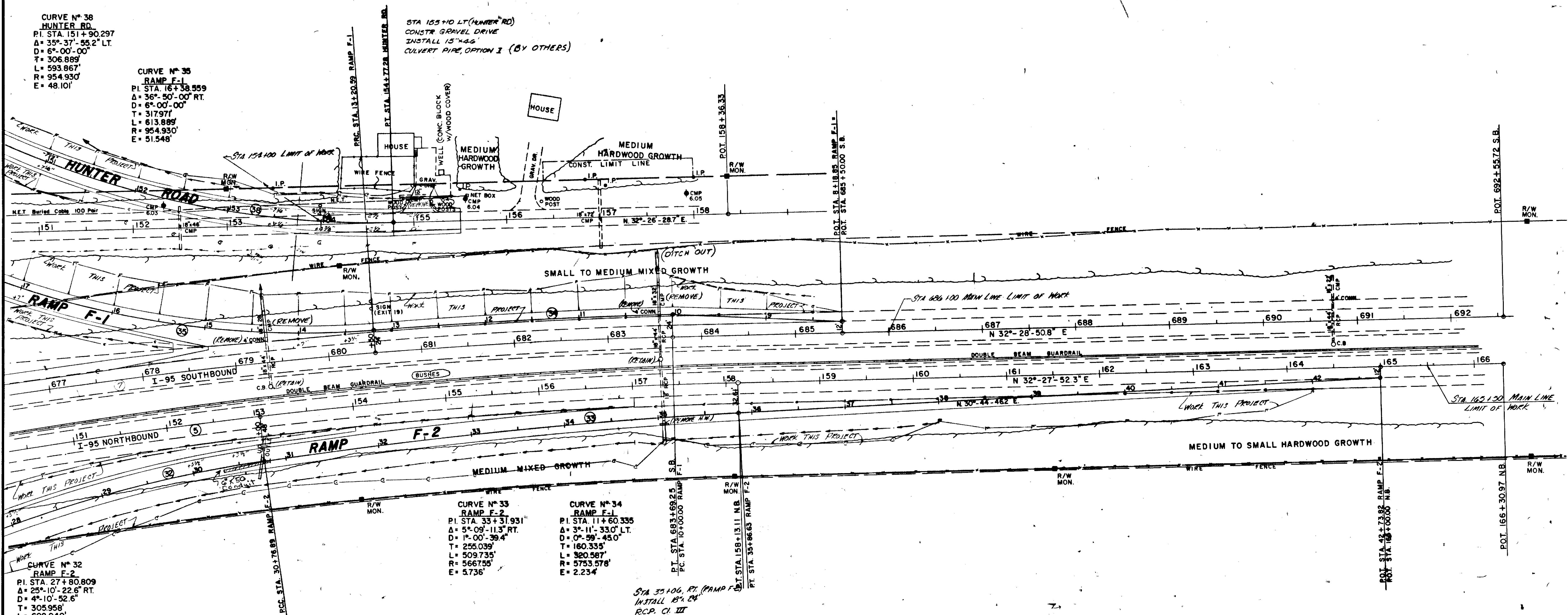
BM -155 H 155+38 ch. selad Sq in Ledge 165.70  
24' RT

CURVE N° 38  
HUNTER RD.  
P.I. STA. 151+90.297  
Δ = 35°-37'-55.2" LT.  
D = 6°-00'-00"  
T = 306.889'  
L = 593.867'  
R = 954.930'  
E = 48.101'

CURVE N° 35  
RAMP F-1  
P.I. STA. 16+58.559  
Δ = 36°-50'-00" RT.  
D = 6°-00'-00"  
T = 317.971'  
L = 613.889'  
R = 954.930'  
E = 51.548'

STA 155+10 LT (HUNTER RD)  
CONSTR GRAVEL DRIVE  
INSTALL 15"x46"  
CULVERT PIPE, OPTION 1 (BY OTHERS)

STA 10+14.5 RT (RAMP F-1)  
REMOVE EXIST. 18"x32" ACCOMP  
AND CONC COLLAR AND INSTALL  
18"x52" R.C.P. CI. III



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

I-95 SOUTHBOUND  
Δ = 9°-57'-11.6" RT.  
D = 1°-00'-00"  
T = 498.80'  
L = 995.32'  
R = 5729.58'  
E = 21.68'

CURVE N° 5  
I-95 NORTHBOUND  
Δ = 12°-46'-58.2" RT.  
D = 1°-00'-00"  
T = 641.81'  
L = 1278.28'  
R = 5729.58'  
E = 35.83'  
P.I. STA. 151+76.64

CURVE N° 7  
I-95 SOUTHBOUND  
P.I. STA. 678+67.66  
Δ = 10°-03'-27.6" RT.  
D = 1°-00'-00"  
T = 504.18'  
L = 1005.77'  
R = 5729.58'  
E = 22.14'

CURVE N° 33  
RAMP F-2  
P.I. STA. 33+31.931'  
Δ = 5°-09'-11.3" RT.  
D = 1°-00'-39.4"  
T = 255.039'  
L = 509.735'  
R = 5667.55'  
E = 5.736'

CURVE N° 34  
RAMP F-1  
P.I. STA. 11+60.335  
Δ = 3°-11'-33.0" LT.  
D = 0°-59'-45.0"  
T = 160.335'  
L = 320.587'  
R = 5753.578'  
E = 2.234'

STA 35+106, RT. (RAMP F-1)  
INSTALL 18"x24"  
R.C.P. CI. III

Revised as Built's  
WK 4/17/87



FINAL SURVEY  
NOTE BOOK  
NO.

BY

DATE

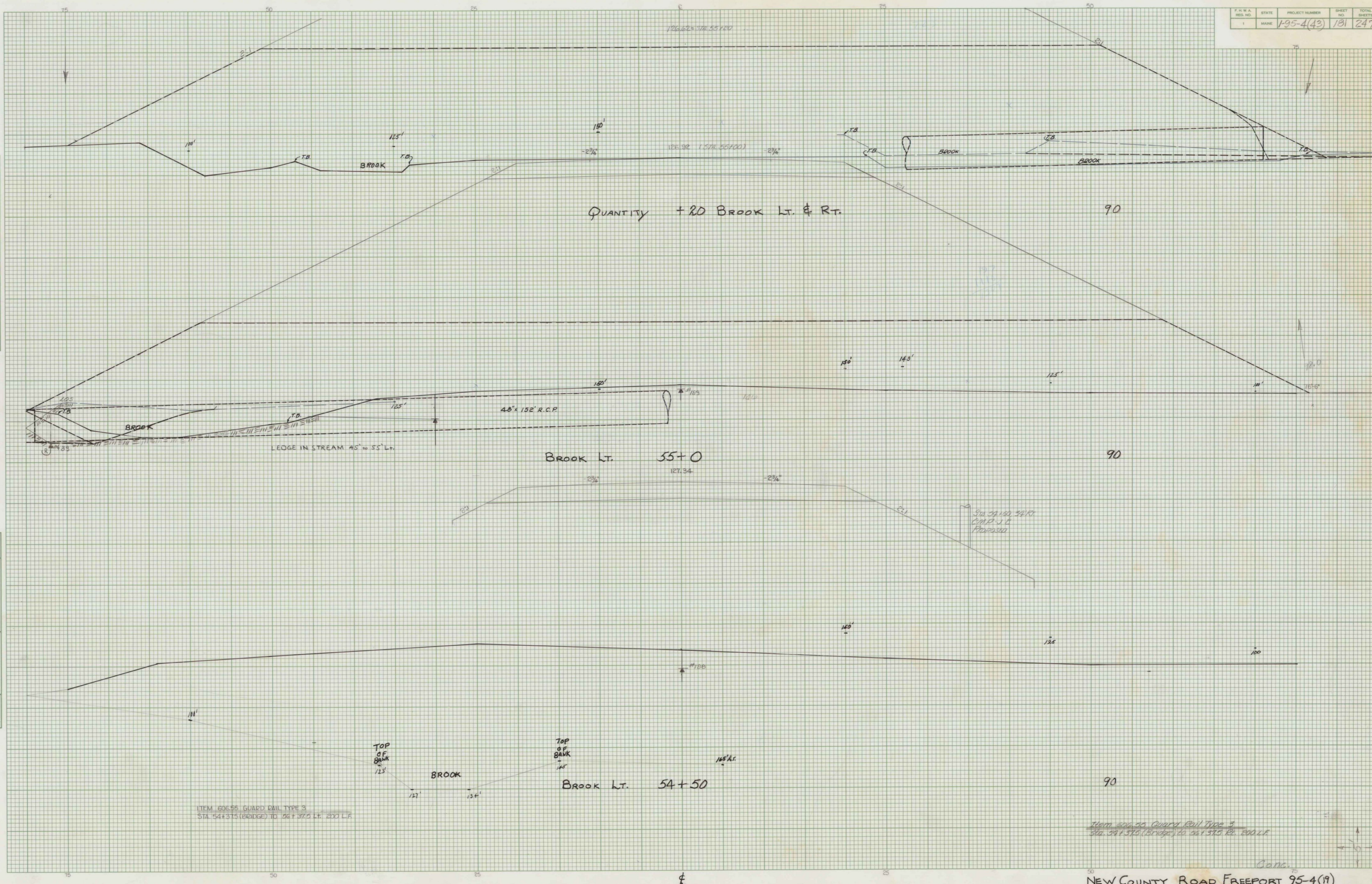
SURVEYED  
PLOTTER  
AREA CHECKED

ORIGINAL SURVEY  
NOTE BOOK  
NO. 2276

BY

DATE

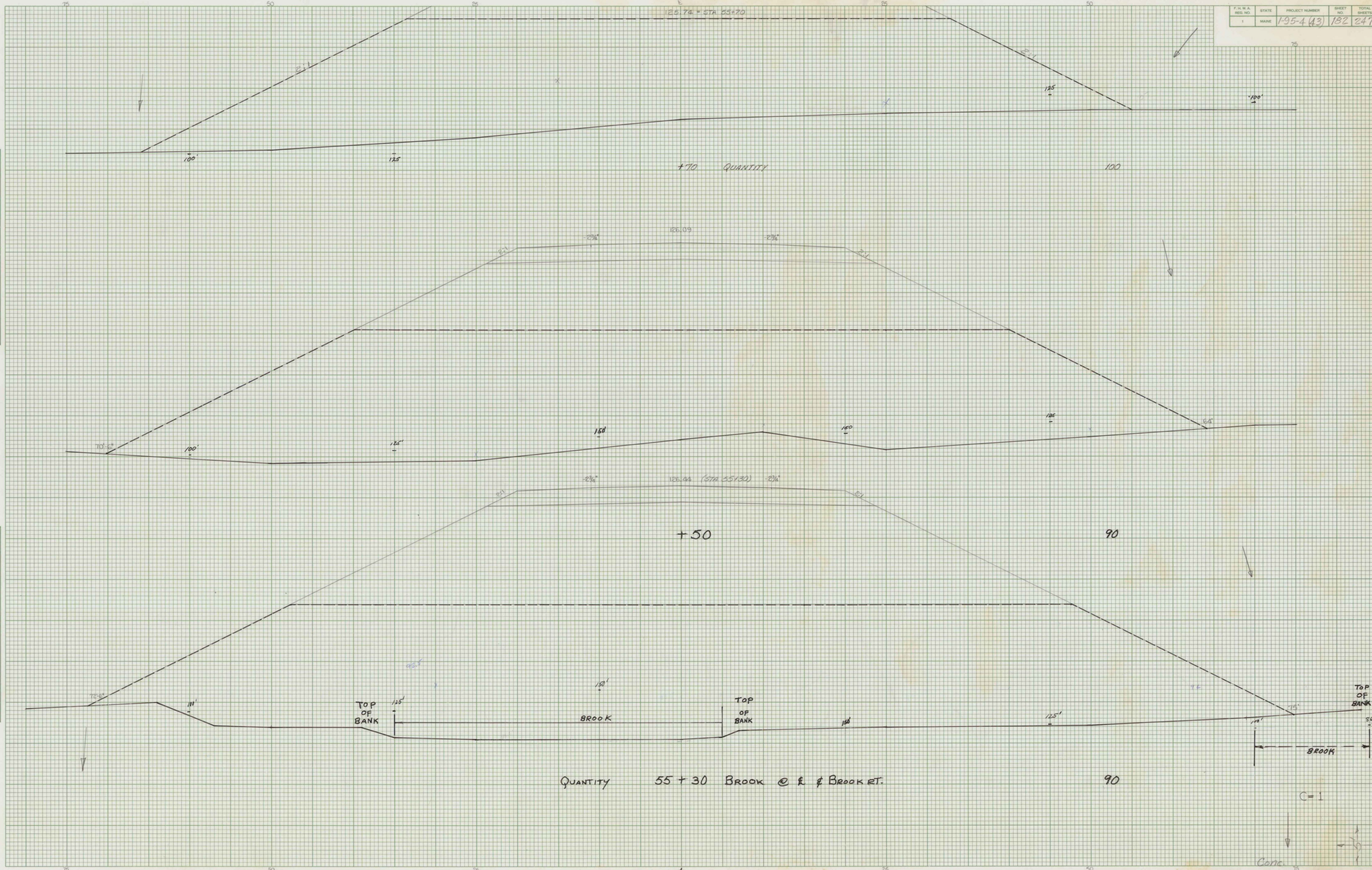
SURVEYED  
PLOTTER  
AREA CHECKED



STA 54+50 To 55+20

FINAL SURVEY	DATE	BY
SURVEYED	5/1/11	D. Voute
PLOTTED	5/1/11	D. Voute
REPLAID		
NOTES		
AREAS CHECKED		

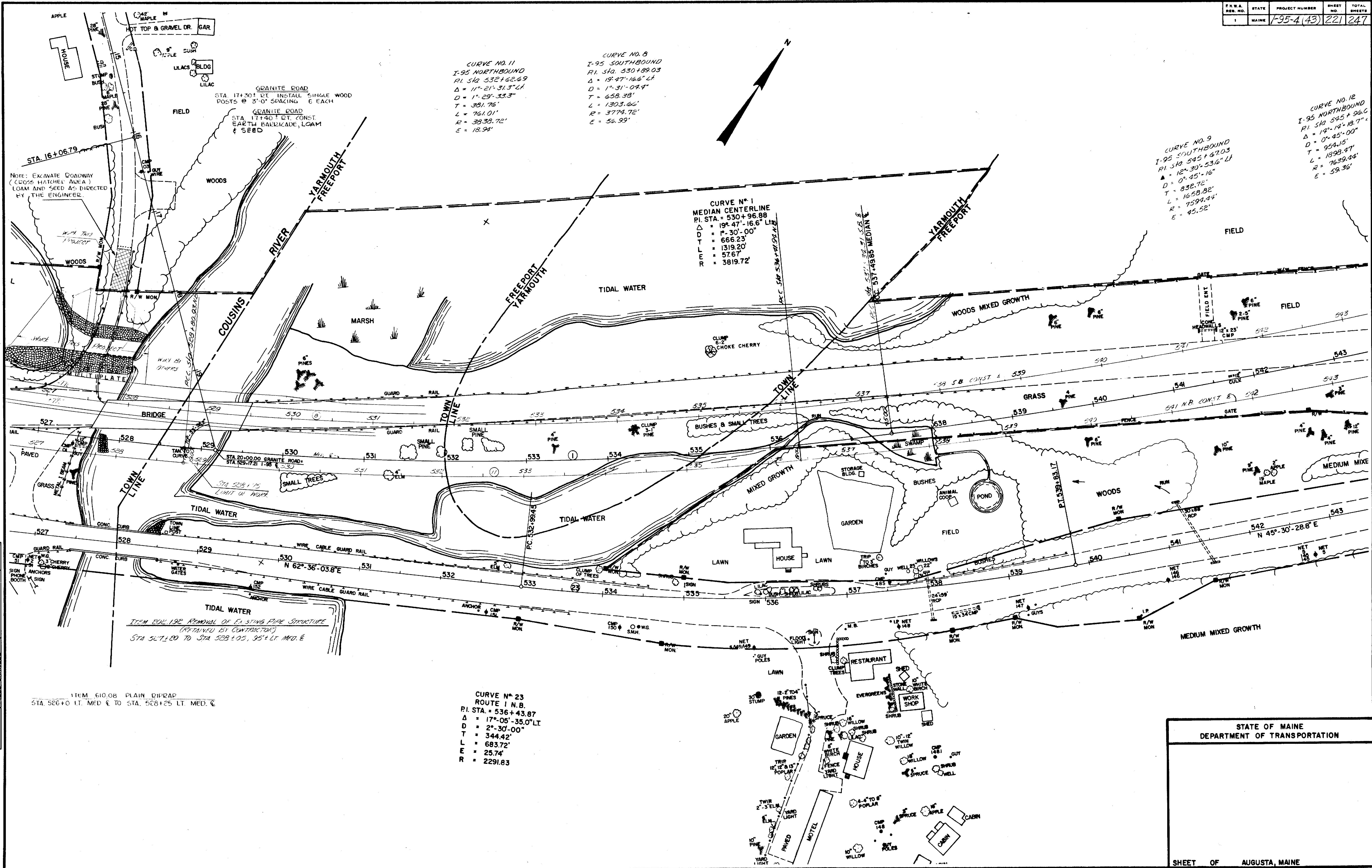
ORIGINAL SURVEY	DATE	BY
SURVEYED	5/1/11	D. Voute
PLOTTED	5/1/11	D. Voute
REPLAID		
NOTES		
AREAS CHECKED		





PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

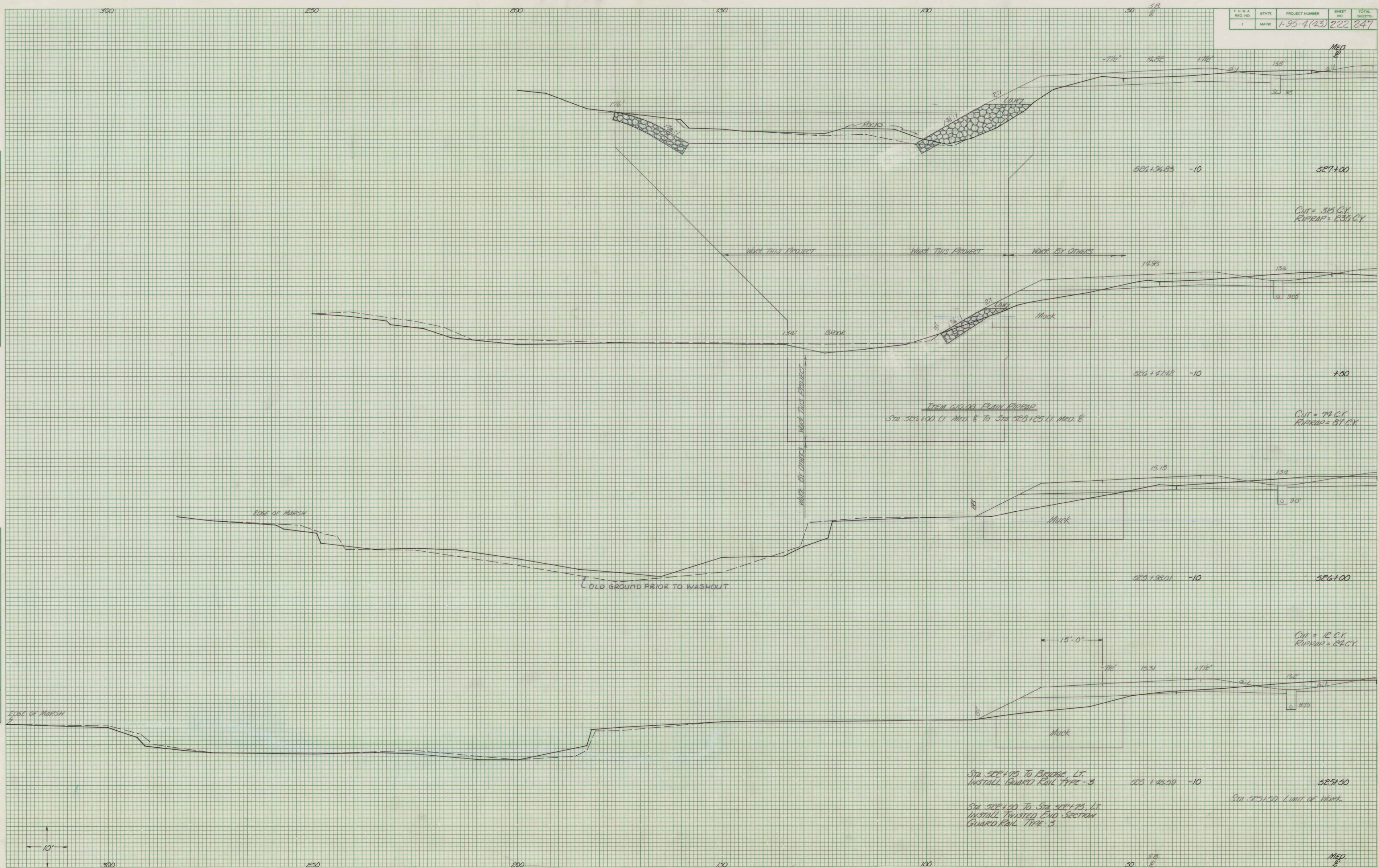
# PLANS



F. H. W. A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(43)	222	247

DATE	BY	FINAL SURVEY	NO.
5-83	FRANK E. CREW	PLOTTED	
5-85	M. S. MOSEIN	NOTED	
		AREA CHECKED	

DATE	BY	ORIGINAL SURVEY	NO.
5-83	FRANK E. CREW	PLOTTED	
5-85	M. S. MOSEIN	NOTED	
		AREA CHECKED	



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-4(43)	223	247

GRANITE ROAD  
STA. 177.30 RT. INSTALL SINGLE WOOD  
POSTS AT 3'-0" SPACINGS - 6 EACH

GRANITE ROAD  
STA 17+40 RT. CONSTRUCT  
Earth BARRICADE, LOAM  
& SEED

NOTE: EXCAVATE ROADWAY.  
LOAM AND SEED AS DIRECTED  
BY THE ENGINEER.

## WORK THIS PROJECT

## WORK BY OTHERS

MED  
Q

CUT = 845 C.Y.  
RIPRAP = 233 C.Y.

ITEM 202.192 REMOVAL OF EXISTING PIPE STRUCTURE  
(RETAINED BY CONTRACTOR)  
STA 587+20 TO STA 588+05, 95" LT. MEET E

CUT = 275 C.Y.  
RIPRAP = 84 C.Y.

CUT = 419 CY  
RIPRAP = 165 CY

CUT. = 250 CY  
RIFRAP = 147 CY

YARMOUTH-FREEPORT I-95

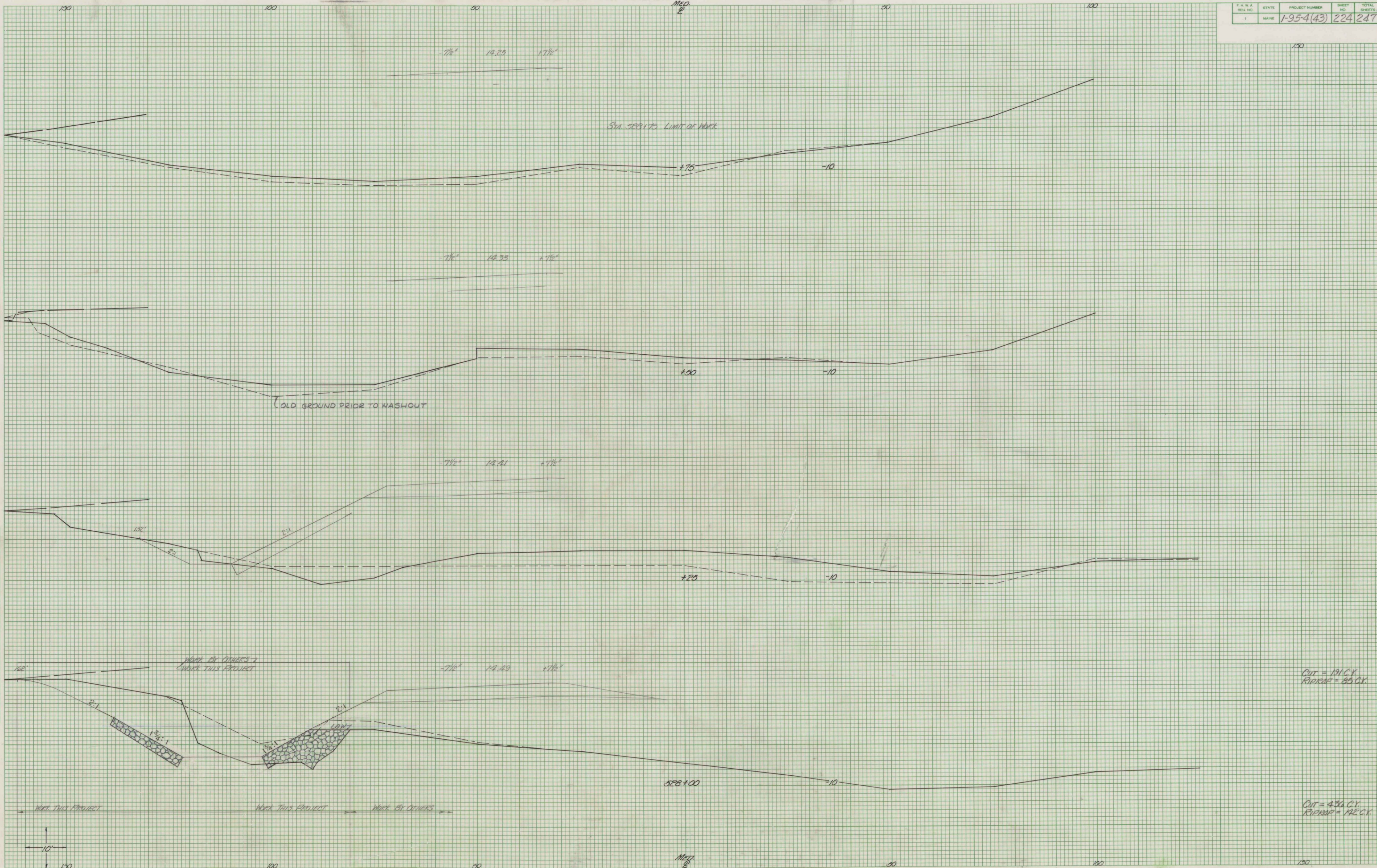
STA. 527+20 TO STA. 527+80 CULVERT WASHOUT

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED	BRAUN & CREW	7-83
NOTE BOOK	TEMPLATE	M. S. MOORE	5-83
	AREAS		
	AREAS CHECKED		

DATE	BY	SURVEYED	PLOTTED	DATE	AREA CHECKED
FINAL SURVEY		NO. 5083			

DATE	BY	SURVEYED	PLOTTED	DATE	AREA CHECKED
5-83	BRUNN & CREW			5-83	
ORIGINAL SURVEY		NO. 5082			



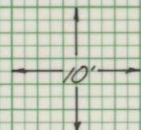
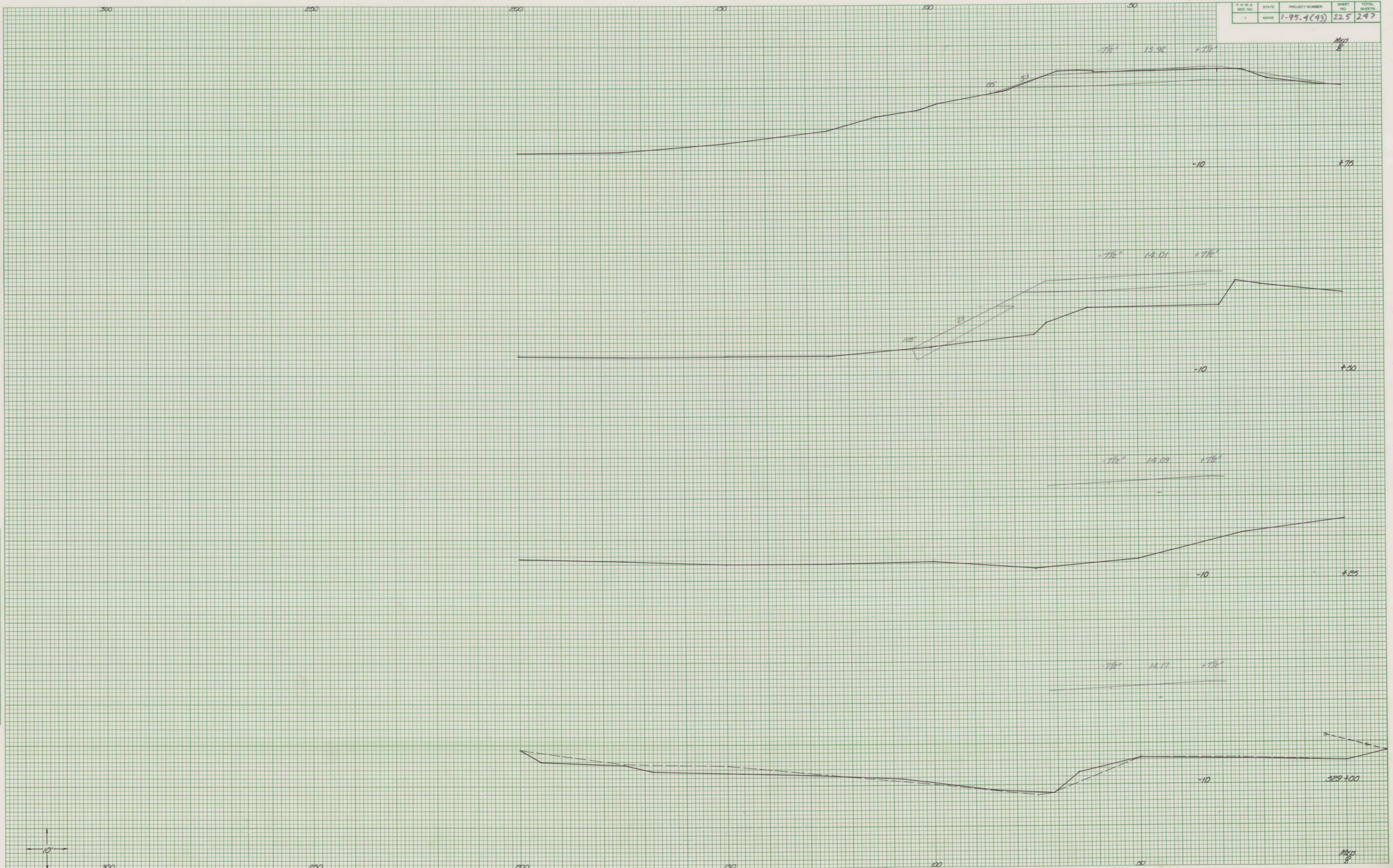
Cut = 191 CY  
Riemer = 85 CY

Cut = 436 CY  
Riemer = 142 CY

STA 528+00 TO STA 528+75  
CULVERT WASHOUT

FINAL SURVEY	SURVEYED PLOTTED NOTE BOOK NO.	DATE BY

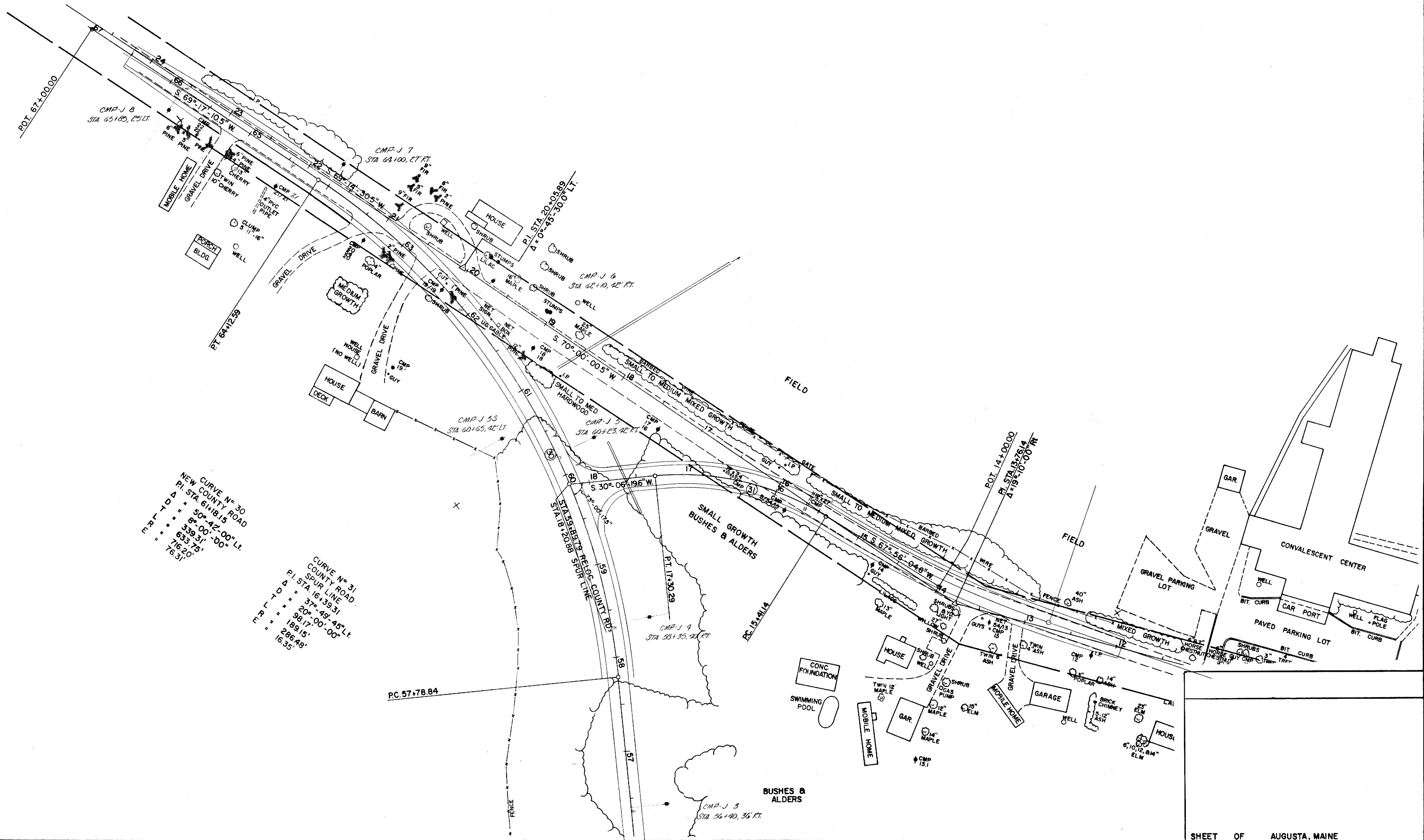
ORIGINAL SURVEY	SURVEYED PLOTTED NOTE BOOK NO.	DATE BY



YARMOUTH-FREEPORT I-95

CULVERT WASHOUT

STA 589+00 TO STA 589+75



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

PROJECT DESIGN	PLANS
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\* OFFSETS ARE FROM CONST. CENTERLINE

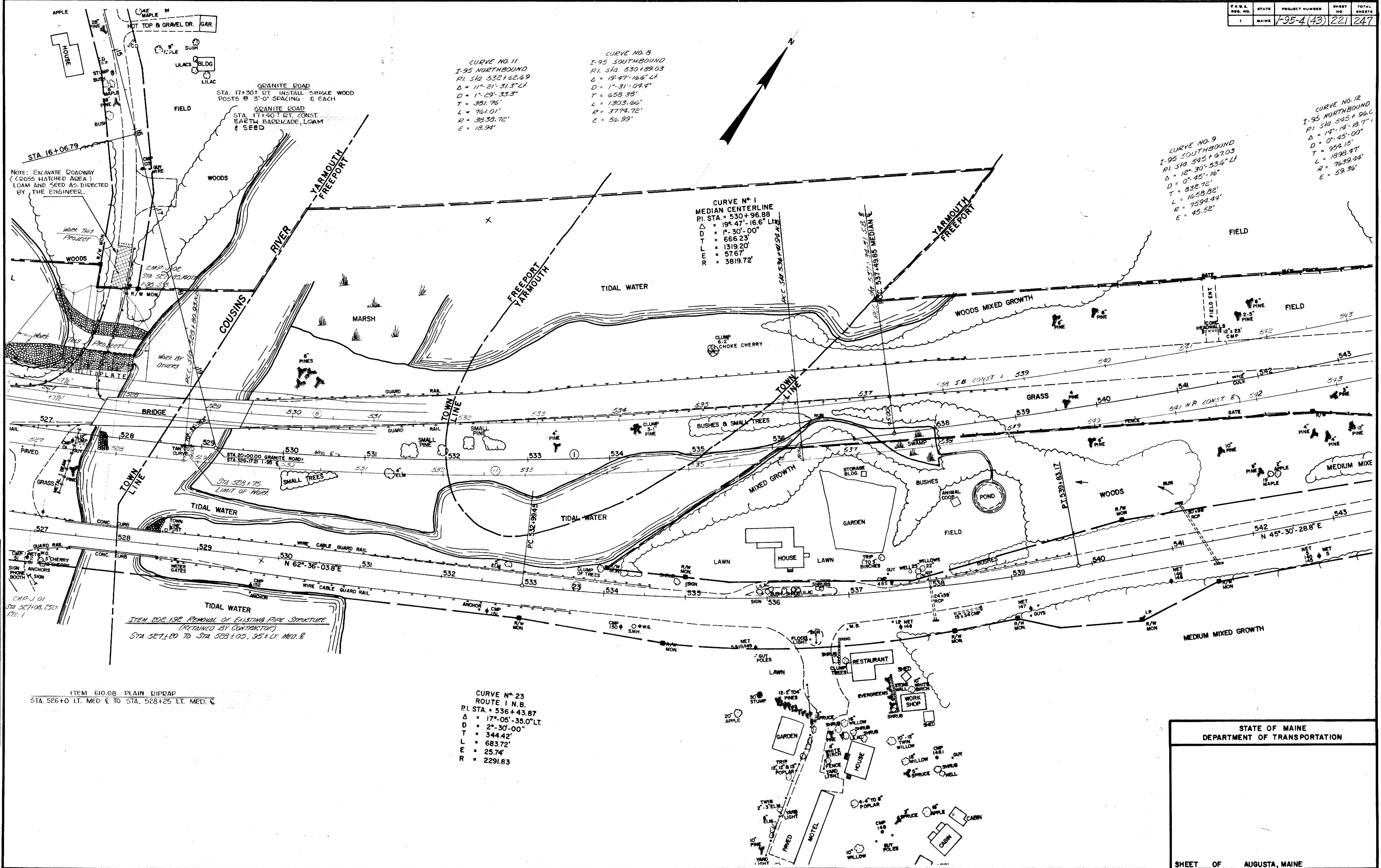
## DRAINAGE

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH		BASINS		MAN HOLES	UNDERDRAINS				REMARKS		
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	A1-P	B1	B1-C		C1	E	F	B' LENGTH		C' SIZE	C' LENGTH
ROADWAY CULVERTS																					
RAMP Y-2																					
7+45	24"	64'	III																		
7+91 Lt.	15"	12'	III																	TO C.B. FROM C.B.	
7+91	15"	44'	III																		
11+24	24"	64'	III																		
15+07	24"	52'	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"	100'	IV																		
58+00				15"	6'															INDUCED TRENCH PLUS 1'-15x8' ELBOW INDUCED TRENCH	
58+72	30"	112'	IV																		
59+25	24"	116'	IV																		
63+66	24"	68'	III																		
RAMP Y-4																					
1+30 to 1+64 Lt.																					
1+64 Lt. to 2+12 Rt.	24"	104'	IV						18"	36'										OPT II to C.B.	
2+14 - 50 to 54 Rt.	24"	4'	III																	TO C.B. C.B. TO C.B.	
2+50	12"	38'	III																		
11+12 Rt.	30"	8'	III																		
RAMP F-1																					
10+14.5 Rt.	18"	52'	III																		
14+40 Rt.	18"	48'	III																		
22+00	30"	108'	III																		
RAMP F-2																					
25+50	24"	92'	III																		
35+06 Rt.	18"	24'	III																		
RAMP F-3																					
35+60 Lt. to 35+0 Rt.	15"	96'	III																	FROM C.B.	
RAMP F-4																					
47+70	18"	80'	III																		
COUNTY RD.																					
55+00	48"	152'	I																		
COUNTY RD. SPUR																					
17+62									18"	84'										OPT II	
I-95 NORTHBOUND																					
531+50	15"	76'	III																		
535+00	15"	96'	III																		
540+50	15"	100'	III																		
I-95 SOUTHBOUND																					
549+31-12' Lt. to 5 Lt.	18"	4'	III																		
549+31-92' Lt. to 137' Lt.	24"	128'	III																		
552+81-42' Lt. to 4' Rt.	18"	8'	III																		
552+81-72' Lt. to 119' Lt.	24"	112'	III																		
561+75-137' Lt. to 562+10-92' Lt.	36"	132'	IV																		
562+10-52' Lt. to 12' Lt.	36"	4'	IV																		
562+10-12' Lt. to 3' Rt.	36"	4'	-																		
564+54-252' Lt. to 12' Rt.	18"	15'	III																	Remove & Relay	
564+54-62' Lt. to 1182' Lt.	24"	112'	III																		
574+42 to 574+48	12"	6'	III																		
574+50-82' Lt. to 1162' Lt.	48"	124'	III																	FROM C.B. TO CULVERT	
580+74-1262' Lt. to 581+4522' Lt.	36"	144'	IV																		
587+00-52' Lt. to 1012' Lt.	15"	96'	III																		
593+03.5 Rt.	24"	4'	III																		
593+03.522' Lt. to 592+782282' Lt.	30"	128'	IV																		
597+19-82' Lt. to 12 Rt.	24"	4'	III																		
597+19-42' Lt. to 1122' Lt.	24"	116'	III																		
600+196-552' Rt. to 122' Rt.	18"	6'	III																		
600+96-152' Rt. to 11052' Lt.	24"	112'	III																		
610+00-12' Lt. to 1212' Lt.	15"	120'	III																		
614+37-52' Rt. to 1152' Lt.	48"	120'	III																		
622+68-72' Lt. to 623+30-962' Lt.	42"	120'	III																		
630+96-32' Rt. to 72' Rt.	18"	4'	III																		
630+96-12' Lt. to 1012' Lt.	24"	100'	III																		
634+46-22' Lt. to 1022' Lt.	24"	100'	III																		
634+46-22' Rt. to 62' Rt.	24"	4'	III																		
637+56.5-42' Rt. to 122' Rt.	18"	8'	III																		
637+56.5 2 to 962' Lt.	24"	96'	III																		
641+00-32' Lt. to 992' Lt.	15"	96'	III																		
645+98-22' Rt. to 102' Rt.	24"	8'	III																		
645+98-22' Lt. to 1062' Lt.	24"	104'	III																		
HUNTER RD.																					
146+00	30"	76'	III																		

## 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	A1-P	B1	B1-C	B5	E		F	B' LENGTH	C' SIZE	C' LENGTH	
CATCH BASINS																					
RAMP V-2																					
7+91 - 23' LT.												/									
15+07 - 19.5' LT.													1 1/2								
RAMP Y-3																					
50+50 - 25.5' Lt												/									
RAMP Y-4																					
1+64 - 49' Lt.												2 1/2									
2+14 - 48' Rt													1 3/4								
5+50 - 20.5' Rt												/									
5+50 - 21' Lt.													/								
RAMP F-3																					
35+80 - 24' Lt.													/								
I-95 NORTHBOUND																					
53+50 - 17' Lt.												/									
535+00 - 15' Lt.												/									
640+50 - 11.5' Lt.												/									
I-95 SOUTHBOUND																					
549+31 - 7' Lt.													1 1/4								
552+81 - 5.5' Lt.												/									
562+00 - 7' Lt.												2									
564+54 - 4.5' Lt.												/									
574+40 - E												/									
581+45 - E												1 3/4									
587+40 - 3' Lt.												/									
593+03.5 - E												1 3/4									
597+19 - 6' Rt.												/									
600+96 - 3.5' Rt.												/									
605+50 - 3' Rt.												/									
610+00 - 1' Rt.												/									
630+96 - 1' Rt.												/									
634+44 - E												/									
637+56.5 - 2' Rt.												/									
641+00 - 1' Lt.												/									
645+98 - E												/									
UNDERDRAIN																					
RAMP Y-3																					
50+52 - 25.5' Lt to 54+00 - 32' Lt.																	34.8'				
35+82 - 24' Lt. to 39+50 - 34.25' Lt.																	36.8'				
RAMP Y-4																					
1+39 - 12' Lt to 1+64 - 49' Lt.																					
5+52 to 8+50 Rt.																	12"	298'		40' Plus 1 - 22 1/2" ELBOW	
RAMP F-4																					
50+25 - 44.16' Lt to 50+50 - 42.8' Lt.																					
50+50 - 42.8' Lt to 53+0 - 20.51' Lt.																	251'			25'	
I-95 SOUTHBOUND																					
564+56 to 567+75 Lt.																	323'				
592+68 - 17' Lt to 593+03.5 E																	40'				
600+98 - 3.5' Rt to 605+48 - 3' Rt.																	12"	450'			
601+88 - 3' Rt.																				12" x 6" x 12" TEE	





PROJECT DESIGN ENGINEER	DATE
CHECKED	BY
REVISIONS	
FIELD CHANGES	

PLANS

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

SHEET OF AUGUSTA, MAINE