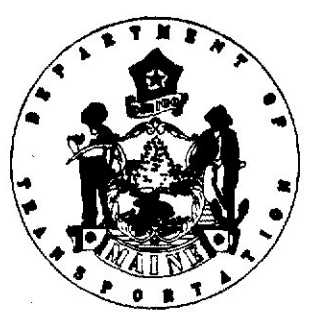
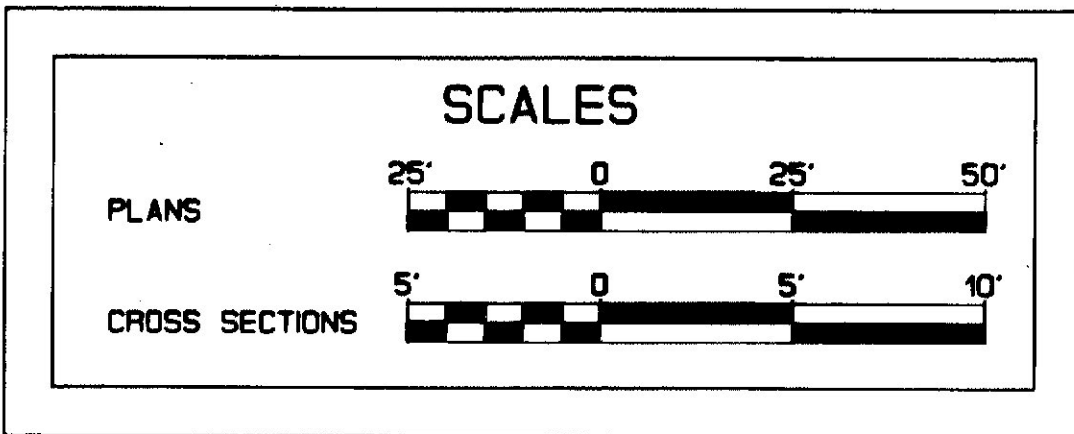


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PIN NO.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
5163.00	1	MAINE	95-4(70) 64	1	41

1R-1M FREEPORT

REEL 306



PLANS

**FREEPORT**

**CUMBERLAND COUNTY**

MAINE FEDERAL AID INTERSTATE

**PROJECT NO. 1R-IM-95-4(70) 64**

PROJECT LENGTH: 0.365 MILES

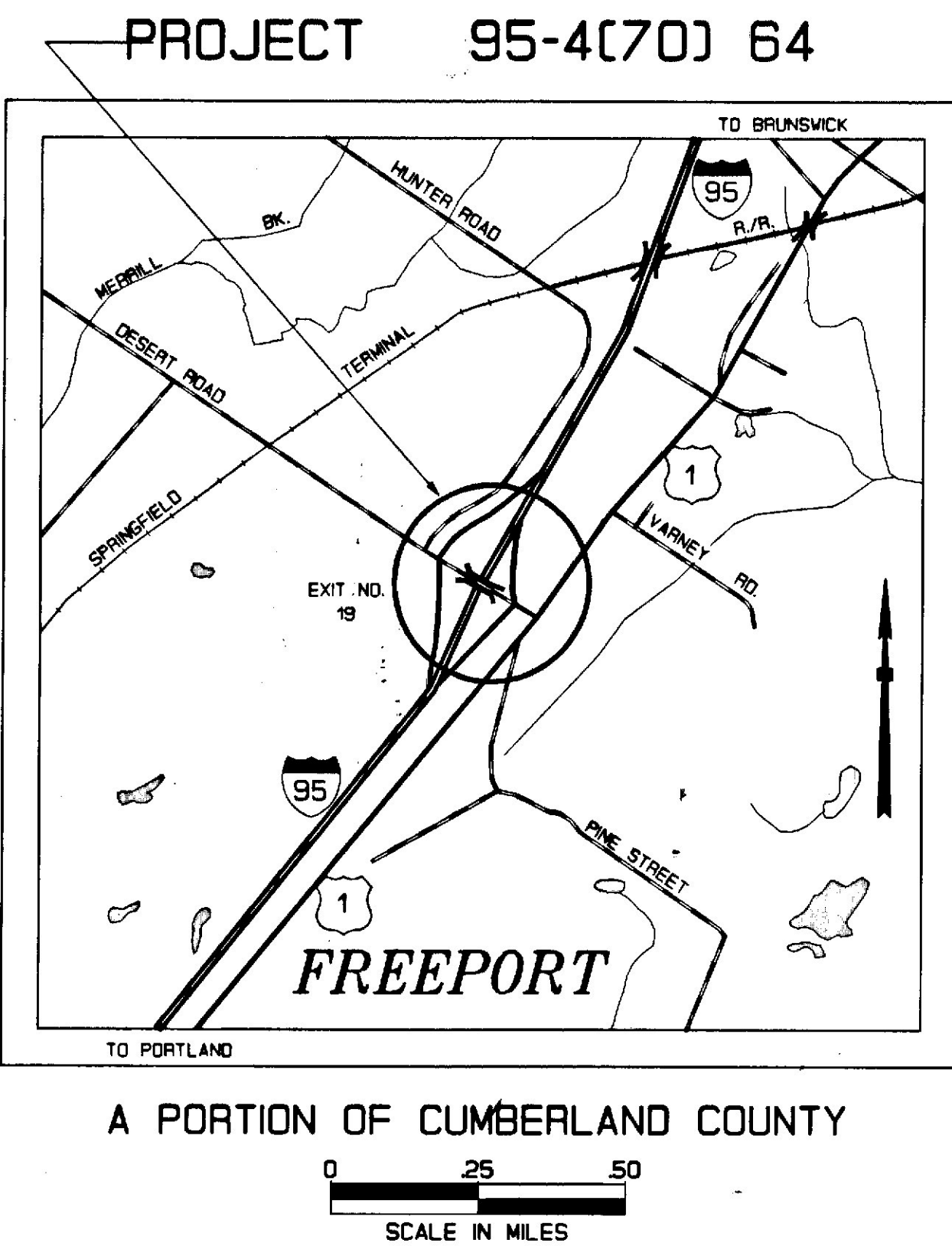
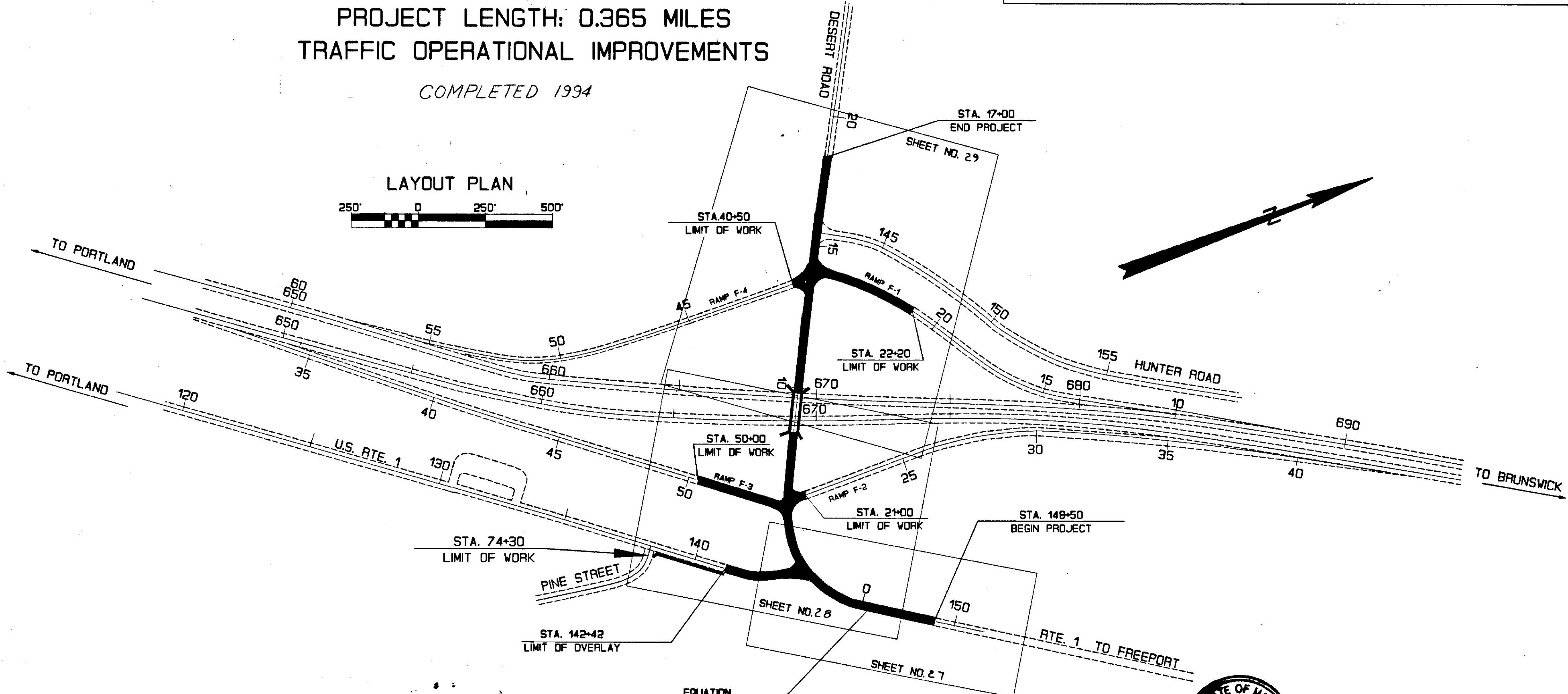
TRAFFIC OPERATIONAL IMPROVEMENTS

COMPLETED 1994

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	ESTIMATED QUANTITIES & TRENCH DETAIL
4	DRAINAGE & GENERAL NOTES
5-13	STANDARD DETAILS
14-17	TRAFFIC & SIGNAL PLANS
18-20	PAVEMENT STRIPING PLANS
21-24	BRIDGE PLANS
25-26	GEOMETRIC PLANS
26	GEOMETRIC LAYOUT TABLE
27-29	PLANS
30-41	CROSS SECTIONS

EXCEPT TO BR. MTC.



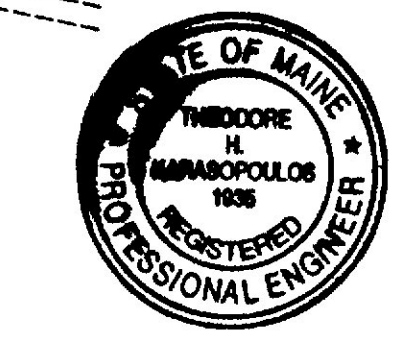
	RTE. 1 S/O DESERT RD.	RTE. 1 N/O DESERT RD.	DESERT RD. RTE. 1	I-95 OFF RAMP N.B.	DESERT RD. BETWEEN RAMPS
A.A.D.T. 1993	10,580	15,690	9,970	3,790	6,030
A.A.D.T. 2013	16,930	25,100	15,950	6,060	9,650
D.H.V.	2,201	3,263	2,074	727	1,255
T.(%D.H.V.)	2	3	3	3	3
D.(%D.H.V.)	60	56	55	100	75
V.	X MPH				
P.S.D.(%)	N/A	N/A	N/A	N/A	N/A
18 KIPS P 2.5	260	292	186	142	184

NOTE  
ALL WORK CONTEMPLATED UNDER THIS CONTRACT TO BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF OCTOBER 1990) AND SUPPLEMENTALS THERETO AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

APPROVED:

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

*[Signature]*  
COMMISSIONER  
*[Signature]*  
CHIEF ENGINEER



8-12-93  
DATE  
8-12-93  
DATE

UNITED STATES  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE



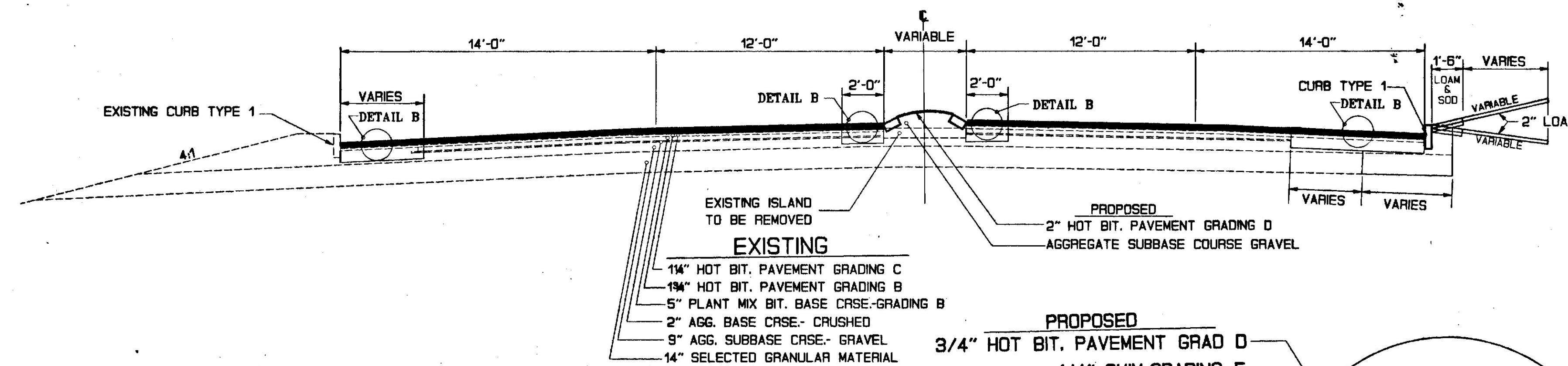
# 1" HOT BIT. PAVEMENT OVERLAY

## DESERT ROAD

F.H.V.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(70)64	2	41

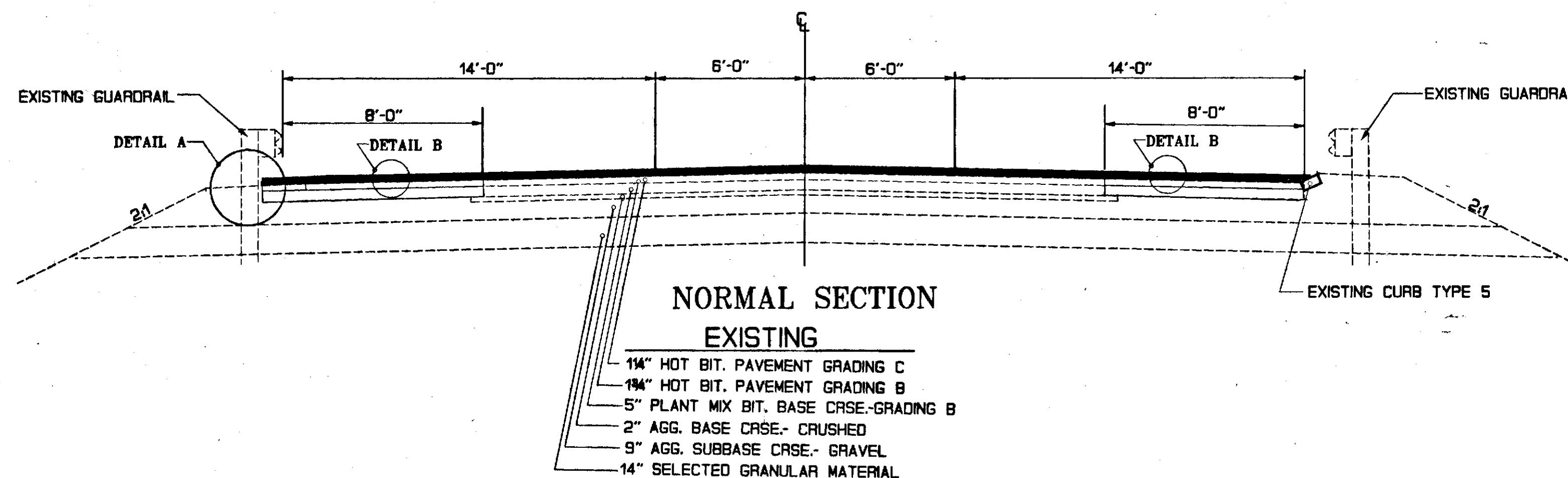
### NOTES:

FOR PAVING PURPOSES, GUARD RAIL BEAM AND BLOCKOUTS SHALL BE REMOVED AND REINSTALLED AS NECESSARY TO ALLOW FULL DEPTH PAVING OF EACH LAYER WITHIN 3'± OF GUARDRAIL POSTS. NO SEPERATE PAYMENT WILL BE MADE FOR THIS WORK.



### NORMAL SECTION

### DESERT ROAD



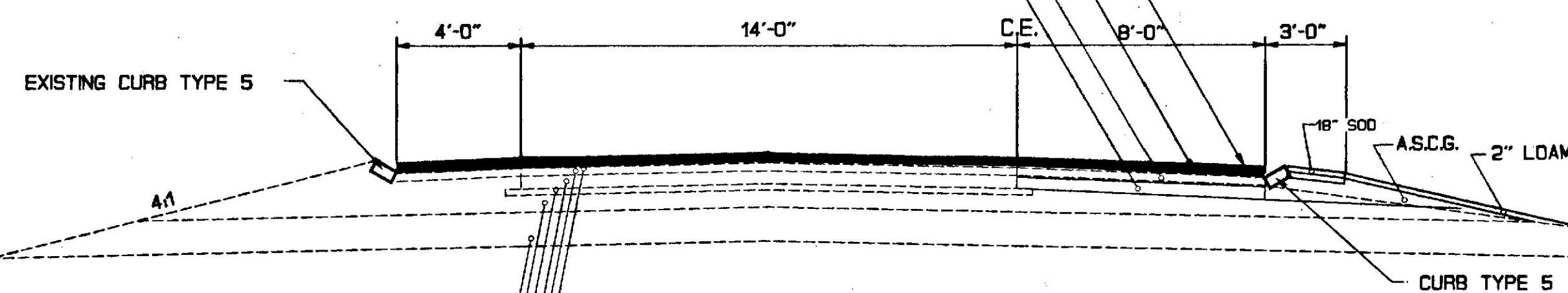
### NORMAL SECTION

### EXISTING

- 1 1/4" HOT BIT. PAVEMENT GRADING C
- 1 1/4" HOT BIT. PAVEMENT GRADING B
- 5" PLANT MIX BIT. BASE CRSE.-GRADING B
- 2" AGG. BASE CRSE.- CRUSHED
- 9" AGG. SUBBASE CRSE.- GRAVEL
- 14" SELECTED GRANULAR MATERIAL

### PROPOSED

- 3/4" HOT BIT. PAVEMENT GRAD C
- 1/4" SHIM-GRADING E
- 3" H. B. P. GRADING C
- 3" P.M.B. GRADING B



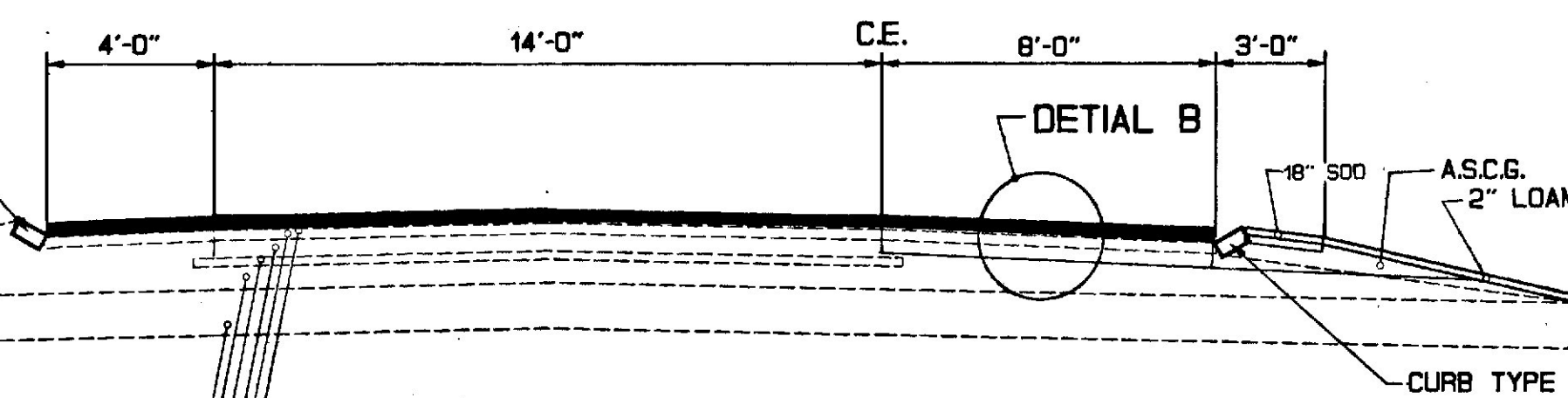
### RAMP-F1

### NORMAL SECTION

### EXISTING

- 1 1/4" HOT BIT. PAVEMENT GRADING C
- 1 1/4" HOT BIT. PAVEMENT GRADING B
- 5" PLANT MIX BIT. BASE CRSE.-GRADING B
- 2" AGG. BASE CRSE.- CRUSHED
- 9" AGG. SUBBASE CRSE.- GRAVEL
- 13" SELECTED GRANULAR MATERIAL

### EXISTING CURB TYPE 5



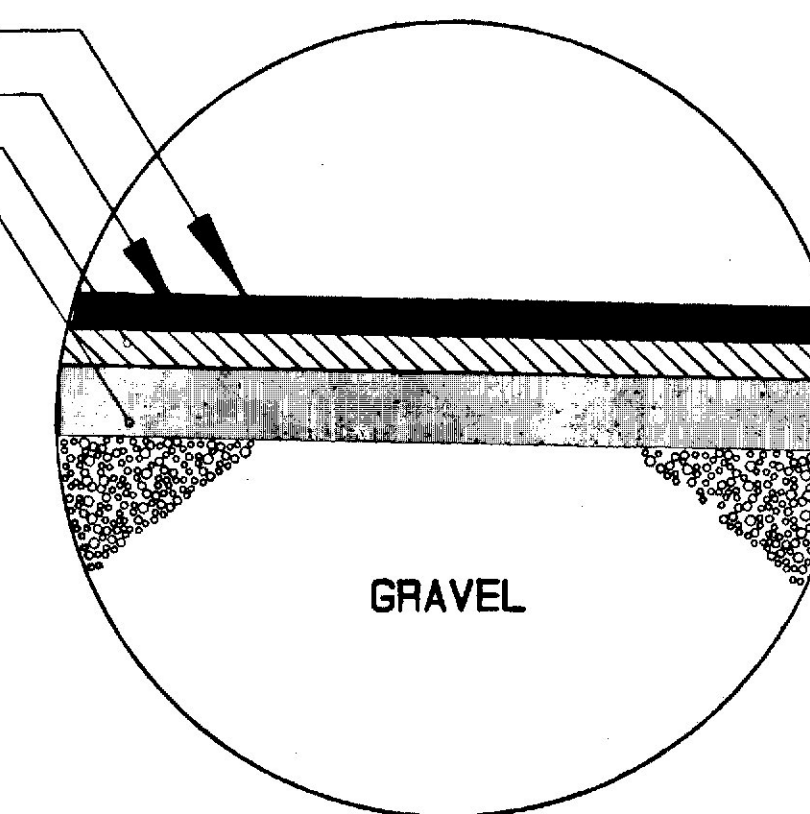
### NORMAL SECTION

### EXISTING

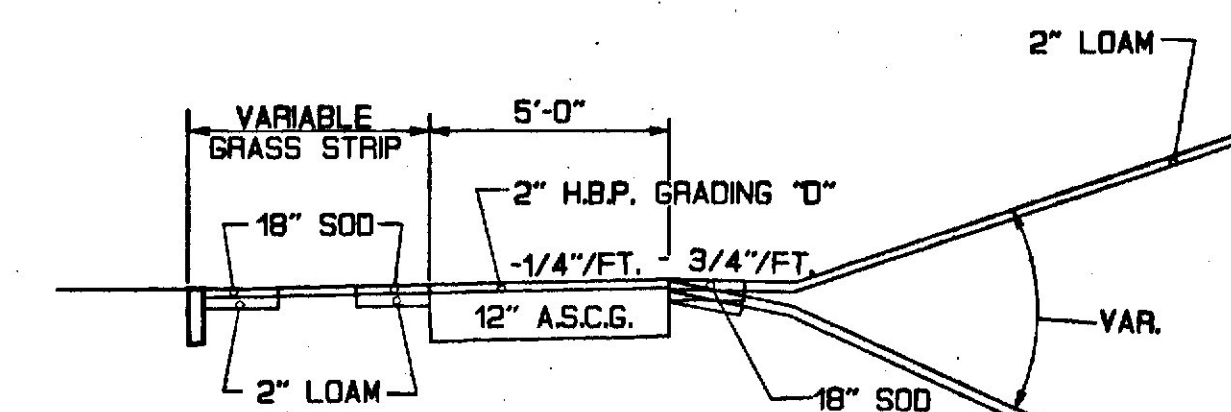
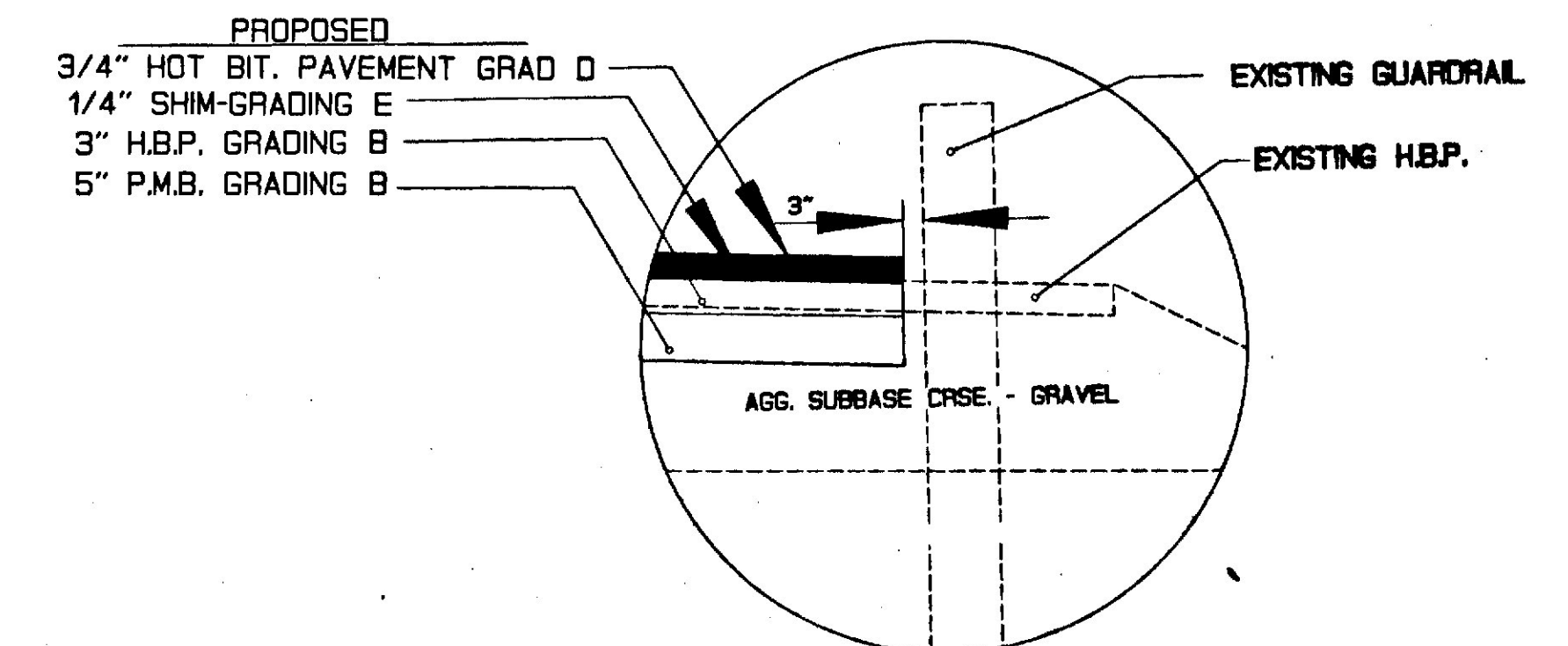
- 1 1/4" HOT BIT. PAVEMENT GRADING C
- 1 1/4" HOT BIT. PAVEMENT GRADING B
- 5" PLANT MIX BIT. BASE CRSE.-GRADING B
- 2" AGG. BASE CRSE.- CRUSHED
- 9" AGG. SUBBASE CRSE.- GRAVEL
- 14" SELECTED GRANULAR MATERIAL

### RAMP-F3

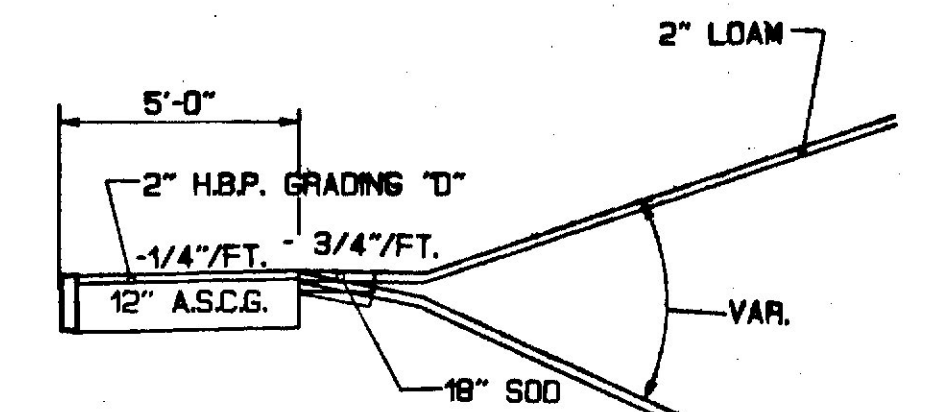
### DETAIL B



### DETAIL A



### 5 FT. SIDEWALK SIDEWALK FOR DESERT RD.



### 5 FT. SIDEWALK SIDEWALK FOR RTE. 1

- NOTES
- THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
  - WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
  - CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

### TYPICAL SECTIONS

PIN 5163.00

SHEET 1 OF 1 AUGUSTA, MAINE TYPICAL1

FREEPORT RTE. 1

PROJECT DESIGN ENGINEER	DATE
MIKE B.	1999
CHECKED	BY
NEP.	NEP.
REVISIONS	FIELD CHANGES
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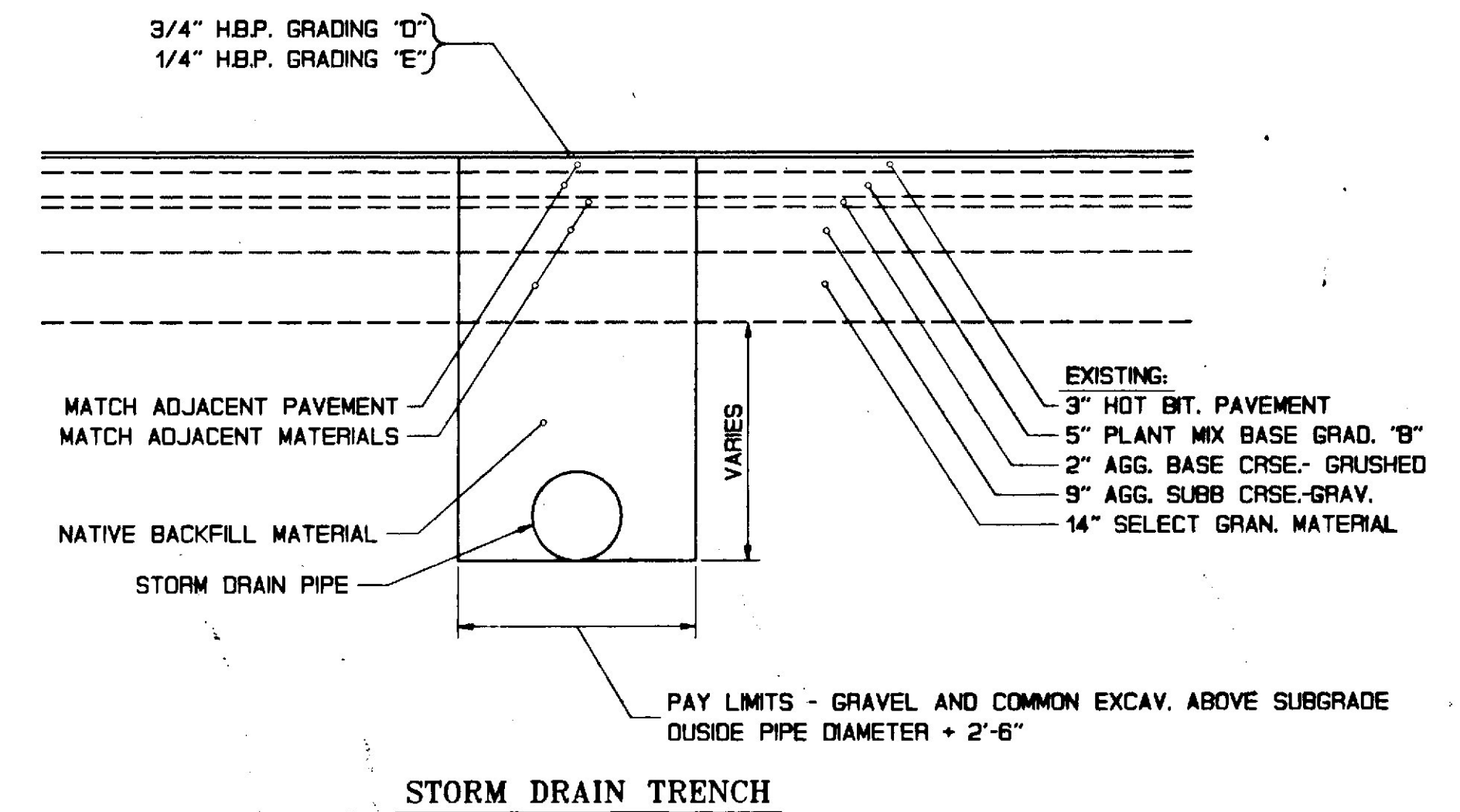
11JAN94-010050

Revised "As Built" by Gary Jewell 12-14-94



ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.203	PAVEMENT BUTT JOINTS	1,790	SY
203.20	COMMON EXCAVATION	1,070	CY
301.09	PLANT MIX BITUMINOUS BASE COURSE, GRADING B	880	TONS
304.10	AGGREGATE SUBBASE COURSE--GRAVEL	485	CY
403.07	HOT BITUMINOUS PAVEMENT, GRADING B	540	TONS
403.10	HOT BITUMINOUS PAVEMENT, GRADING D	530	TONS
403.101	HOT BIT. PYMT., GRD D (SIDEWALKS, SHIMS, DRIVES, INCIDENTALS)	90	TONS
403.121	HOT BITUMINOUS PAVEMENT, GRADING E (SHIMMING)	180	TONS
409.15	BITUMINOUS TACK COAT, APPLIED	185	GAL
507.0945	ALUMINUM BRIDGE RAILING, 4 BAR, WITH PALES	420	LF
526.301	TEMPORARY CONCRETE BARRIER TYPE I	1	LS
527.32	PORTABLE CRASH BARRELS	10	EA
603.159	12 INCH CULVERT PIPE OPTION III	11	LF
603.16	15" CULVERT PIPE OPT I	24	LF
604.09	CATCH BASIN TYPE B1	1	EACH
604.16	ALTERING CATCH BASIN TO MANHOLE	1	EACH
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	1	EACH
604.245	INSTALL C.B. TYPE FA-C	1	EACH
606.17	GUARD RAIL TYPE 3b--SINGLE RAIL	215	LF
606.1731	BRIDGE CONNECTIONS TYPE 1	4	EA
606.178	GUARD RAIL BEAM	100	LF
606.351	GUARD RAIL DELINEATOR POST REMOVE AND RESET	2	EACH
606.364	GUARD RAIL, REMOVE, MODIFY AND RESET	100	LF
606.367	REPLACE UNUSABLE EXISTING GUARD RAIL POST	12	EACH
606.771	BREAKAWAY CABLE TERMINAL, REMOVE & RESET	2	EACH
609.11	VERTICAL CURB TYPE 1	43	LF
609.12	VERTICAL CURB TYPE 1--CIRCULAR	48	LF
609.234	TERMINAL CURB TYPE 1, 4 FT.	2	EACH
609.237	TERMINAL CURB TYPE 1, 7 FT.	2	EACH
609.34	CURB TYPE 5	1,457	LF
609.35	CURB TYPE 5--CIRCULAR	61	LF
609.38	RESET CURB TYPE 1	360	LF
609.40	RESET CURB TYPE 5	345	LF
615.07	LOAM	95	CY
616.08	SODDING	270	SY

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
618.13	SEEDING METHOD NUMBER 1	8	UNIT
618.14	SEEDING METHOD NUMBER 2	10	UNIT
618.19	REFERTILIZATION	50	LB
618.20	ANNUAL RYE	1	LB
619.12	MULCH	20	UNIT
626.21	Metallic Conduit	100	Lf
626.111	PRECAST CONCRETE JUNCTION BOX	3	EA
626.22	NON-METALLIC CONDUIT	280	LF
626.31	18 INCH FOUNDATION	1	EA
626.32	24 INCH FOUNDATION	1	EA
626.33	30 INCH FOUNDATION	1	EA
627.61	4 INCH SOLID WHITE PAVEMENT MARKING LINE	2,000	LF
627.611	6 INCH SOLID WHITE PAVEMENT MARKING LINE	250	LF
627.62	4 INCH BROKEN WHITE PAVEMENT MARKING LINE	600	LF
627.63	4 INCH SOLID YELLOW PAVEMENT MARKING LINE	3,200	LF
627.631	6 INCH SOLID YELLOW PAVEMENT MARKING LINE	250	LF
627.65	WHITE OR YELLOW PAVEMENT AND CURB MARKING	1,000	SF
627.67	REMOVING PAVEMENT MARKINGS	100	SF
627.68	TEMP. 4" PAINTED PAVEMENT MARKING LINE, YELLOW OR WHITE	15,000	LF
629.05	HAND LABOR, STRAIGHT TIME	5	MH
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	5	HOUR
631.172	TRUCK--LARGE (INCLUDING OPERATOR)	5	HOUR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	6	HOUR
639.19	FIELD OFFICE TYPE B	1	EACH
639.22	TESTING FACILITIES BITUMINOUS MIXES	1	LS
643.80	TRAFFIC SIGNALS AT: US RTE. 1 AND DESERT RD.	1	LS
643.91	MAST POLE ARM	2	EACH
643.92	PEDESTAL POLE	1	EACH
652.31	TYPE I BARRICADE	10	EACH
652.311	TYPE II BARRICADE	5	EACH
652.33	DRUM	15	EACH
652.34	CONE	50	EACH
652.35	CONSTRUCTION SIGNS	710	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	85	CD
652.38	FLAGGER	1000	MH
656.50	BALED HAY, IN PLACE	6	EACH
656.51	SANDBAG, IN PLACE	6	EACH
656.632	30" TEMPORARY SILT FENCE	1,000	LF
658.20	ACRYLIC LATEX COLOR FINISH, GREEN	545	SY
659.10	MOBILIZATION	1	LS
EWO	INSTALLED 3 1/2' CHAIN LINK FENCE BEHIND THE BRIDGE RAIL	416	LF





## DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(70) 64	4	41

[illegible][illegible]

1. ALL UTILITY FACILITES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS NOTED.

2. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.
3. ESTIMATED STRUCTURAL EXCAVATION REQUIRED 15 C.Y.
4. WHERE DEEMED NECESSARY BY THE ENGINEER, WINTER SAND SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE HOURLY RENTAL ITEMS.
5. ANY EXISTING PAVED SIDE ROADS OR SHOULDERS SHALL BE RESURFACED AS DETERMINED IN THE FIELD BY THE ENGINEER.
6. ALL PAVED WALKS TO BE CONSTRUCTED WITH:  
2" HOT BITUMINOUS PAVEMENT AND  
12" AGGREGATE SUBBASE COURSE-GRAVEL.

7. A VARIABLE DEPTH SHIM COURSE (ITEM 403.121) SHALL BE APPLIED PRIOR TO PLACING THE 3/4" HOT BITUMINOUS PAVEMENT.

8. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE ENGINEER.  
PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).

9. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE ENGINEER.

10. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.

11. AS DIRECTED BY THE ENGINEER, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY.

12. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARDRAIL END AND UNDERDRAIN OUTLET.

13. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.

14. BREAKAWAY CABLE TERMINALS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.

15. THE FOUR FEET OR SEVEN FEET OF CIRCULAR CURB TYPE 1 REQUIRED TO BE CUT FOR A TERMINAL CURB SECTION SHALL BE PAID FOR UNDER ITEM 609.234 OR ITEM 609.237 RESPECTIVELY.

16. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DESIGNATED BY THE ENGINEER.

17. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL FORESLOPES FROM THE EDGE OF SHOULDER TO THE DITCH LINE OR TOE OF FILL; SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL BACKSLOPES AND ON ALL GUARDRAIL FILL SLOPES.

18. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 3, SEEDING METHOD NO. 2 AND SEEDING METHOD NO. 1.

19. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.

20. PLACE SOD STRIP 18 IN. WIDE IN THE FOLLOWING LOCATIONS WHEN DIRECTED BY THE ENGINEER:

- OUTER EDGE OF SIDEWALKS  
BEHIND CURBS IN BOX SECTIONS

22. ALL PEDESTRIAN RAMPS SHALL BE 6' WIDE.

23. PLAN SHEETS OF PREVIOUSLY CONSTRUCTED PROJECTS IN THIS AREA ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: I-IR-95-4(44)

24. TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEMS 629.05, HAND LABOR; 631.12, ALL PURPOSE EXCAVATOR; AND 631.172, TRUCK LARGE.

25. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

26. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

27. IT IS ANTICIPATED THAT THE FILL REQUIREMENT OF 180 C.Y. WILL BE ADEQUATELY FULFILLED BY THE 1075 C.Y. OF EXCAVATION.

28. THE CROSS HATCHED AREAS SHOWN ON THE PLANS INDICATE PAVEMENT AREAS THAT MAY BE REQUIRED TO BE REMOVED AND REGRADED AS DETERMINED BY THE ENGINEER. THE ACTUAL AREAS FOR EXCAVATION SHALL BE ESTABLISHED IN THE FIELD BY THE ENGINEER. AFTER THESE AREAS HAVE BEEN REGRADED, THEY SHALL BE PAVED AS SHOWN ON THE TYPICAL SECTIONS. EXCAVATION OF PAVEMENT AND GRAVEL SHALL BE PAID FOR UNDER ITEM NO. 203.20. ANY GRADING NECESSARY WILL NOT BE PAID FOR UNDER THIS ITEM.

29. DRAINAGE ELEVATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.



# KEY TO PAVEMENT MARKINGS

4"Y	4 inch double yellow center line
4"W	4 inch white lane line
6"W	6 inch white cross walk line
12"W	12 inch white stop line
←	white left or right arrow
↑	white thru arrow
ONLY	white "ONLY" message

INSTALL SIGN, 4" X 4" PRESSURE TREATED WOOD POST, WEST OF BRIDGE.

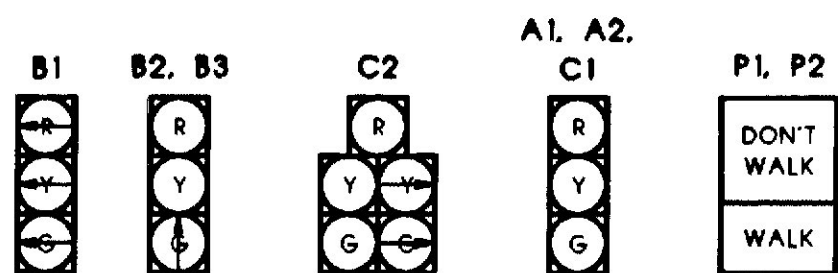
## SIGNAL TIMING

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	3	3	3	3	3	3	3	3
Extension	2	2	2	2	2	2	2	2
Max I	10	10	10	10	10	10	10	10
Max II	3	3	3	3	3	3	3	3
Van Clear	1	1	1	1	1	1	1	1
Red Clear	1	1	1	1	1	1	1	1
Walk	1	1	1	1	1	1	1	1
Red Clear	1	1	1	1	1	1	1	1
Recall	1	1	1	1	1	1	1	1

## GENERAL NOTES:

- The Contractor shall meet all requirements of the utility companies when installing equipment on their poles. The Contractor shall be responsible for contacting the utility companies to determine their requirements.
- The Electrical Contractor shall make the necessary connections for a #6 AWG bonding wire to an existing utility's vertical ground wire. If this vertical ground wire does not exist the contractor shall leave enough bonding wire to reach the system neutral. The local utility should be notified when the bonding wire is ready to be connected. The utility will make that connection.
- The locations of all equipment shown are approximate. Final locations shall be determined in the field by the Resident Engineer.
- If a steel cabinet is used it shall be 14 gauge steel.
- The new controller shall be a N.E.M.A. standard solid state menu-driven unit capable of providing the phasing shown. It shall have an internal time clock/calendar for flash and max II operations. The controller shall also be capable of volume density operation on all phases and shall have a programmable lead/lag function.
- Any signal equipment removed is the property of the State of Maine and shall be returned to the State as directed by the Engineer.
- The cost of pole risers shall be incidental to the cost of item 643.80.

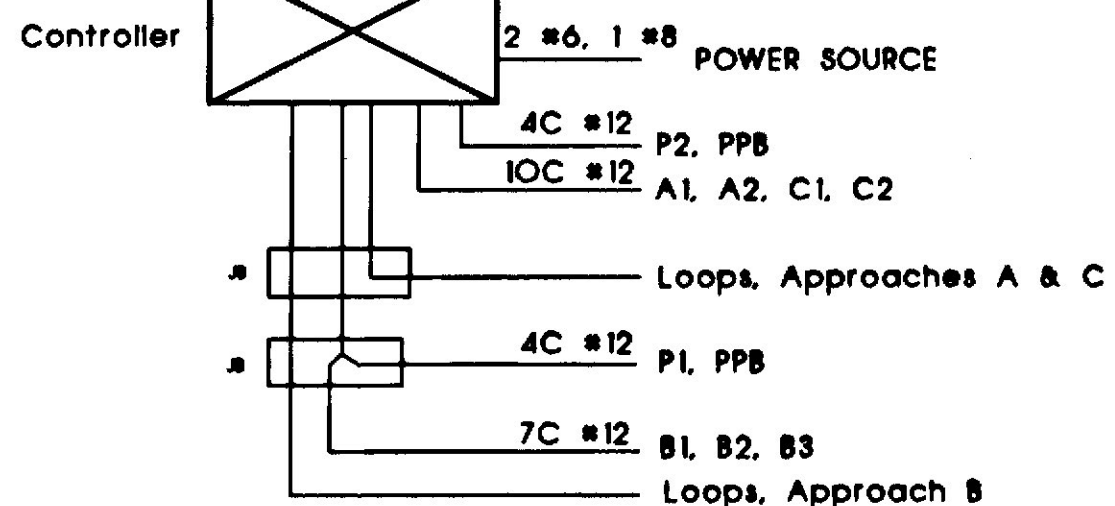
## INDICATIONS



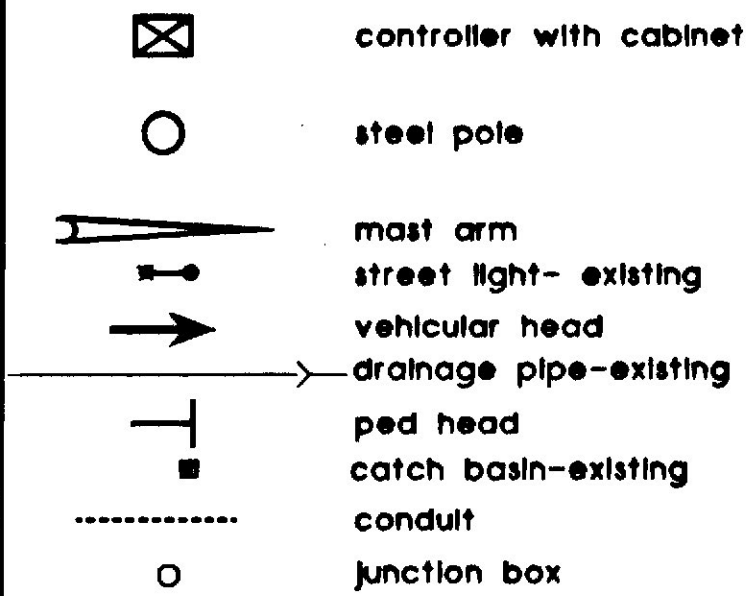
NOTE: ALL INDICATIONS SHALL BE 12"

INSTALL SIGN, 4" X 4" PRESSURE TREATED WOOD POST 500FT +/- NORTH OF SIGNAL.

## FIELD WIRING DIAGRAM



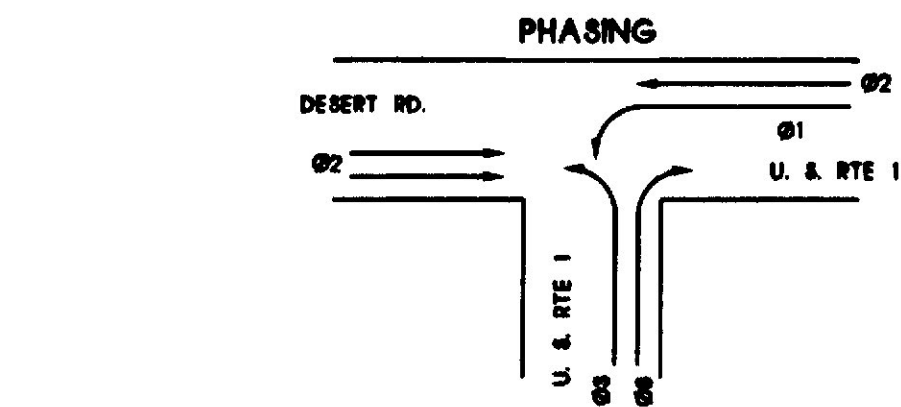
## LEGEND



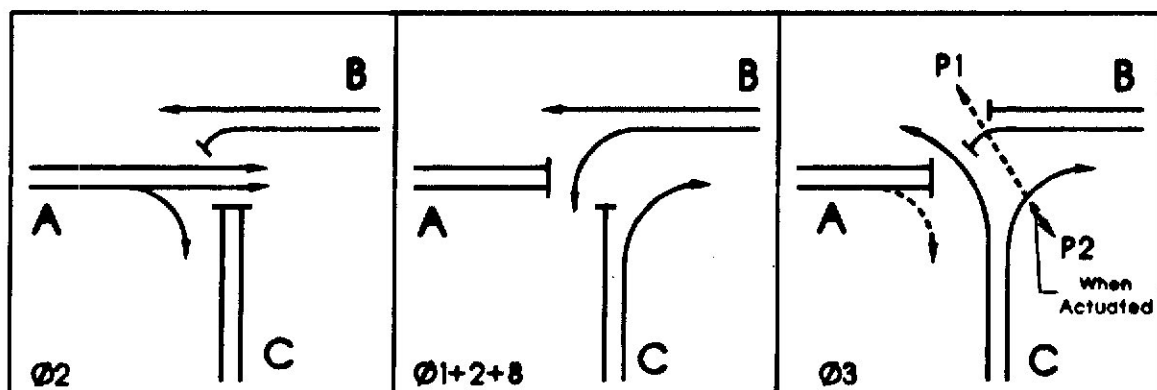
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

Traffic Signals  
U. S. Rte 1 and Desert Road  
Freeport

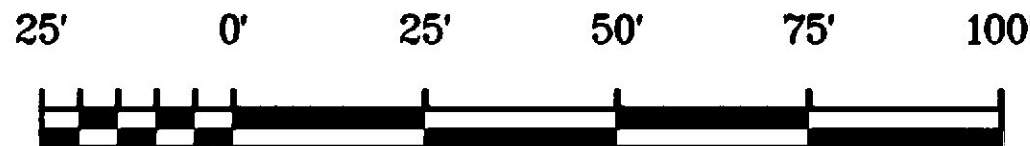
SHEET 1 OF 1 AUGUSTA, MAINE PIN 5163.00



## PHASE DIAGRAM



FLASH OPERATION - Approaches A & B shall flash Yellow. Approach C shall Red.



SCALE

PROJECT DESIGN ENGINEER	DATE
BY	0-93
CHECKED	RAI
REVISIONS	
FIELD CHANGES	

PLANS

16JAN94-010100

Revised "As Built" by Gary Jewell 12-14-94

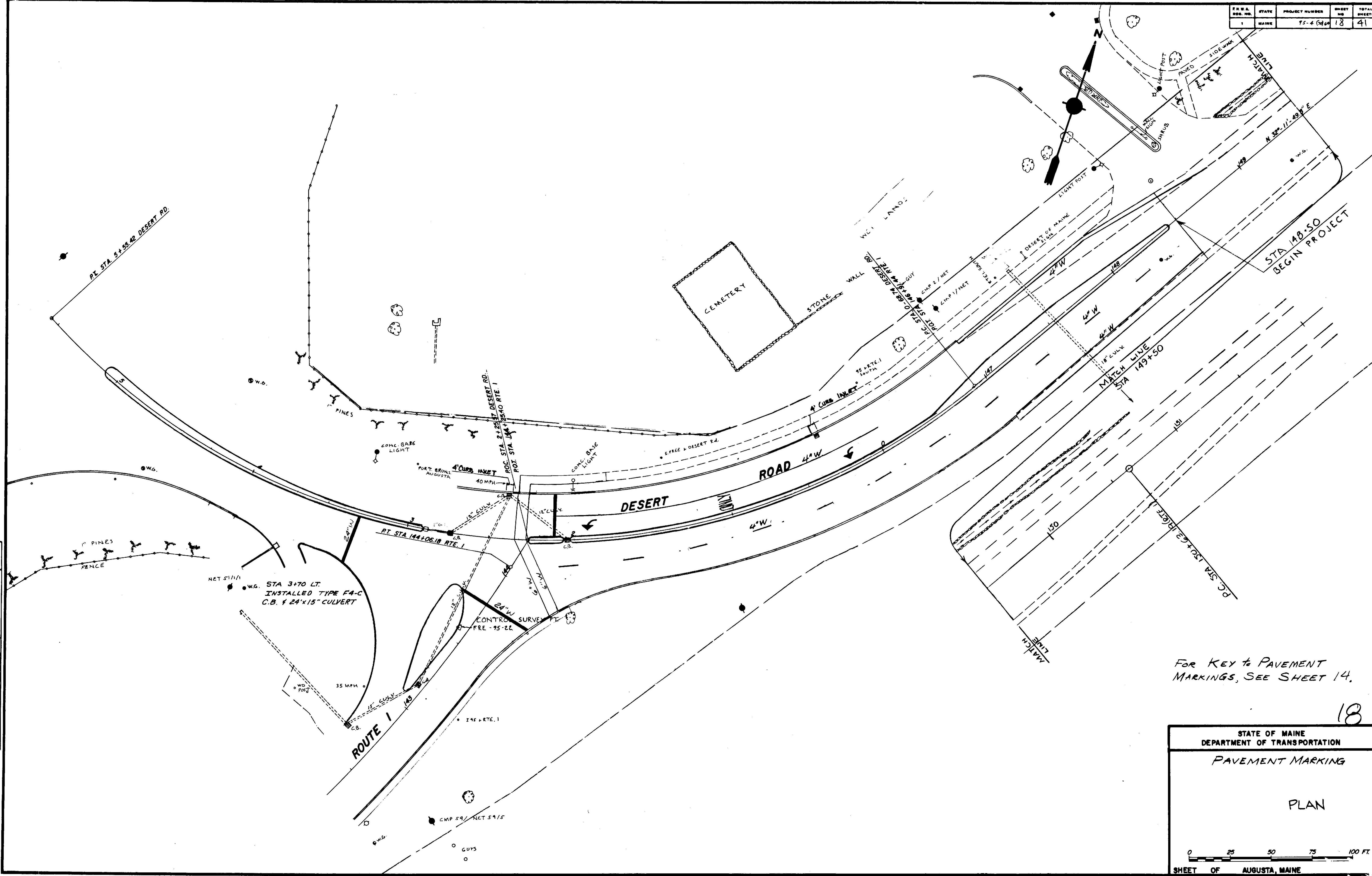


AREA NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	TS-4 684	18	41

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

PLANS

DRAWING 44-132 45710-1



FOR KEY TO PAVEMENT MARKINGS, SEE SHEET 14.

18

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

PLAN

0 25 50 75 100 FT.

SHEET OF AUGUSTA, MAINE

Revised "As Built" by Gary Jewell 12-14-94





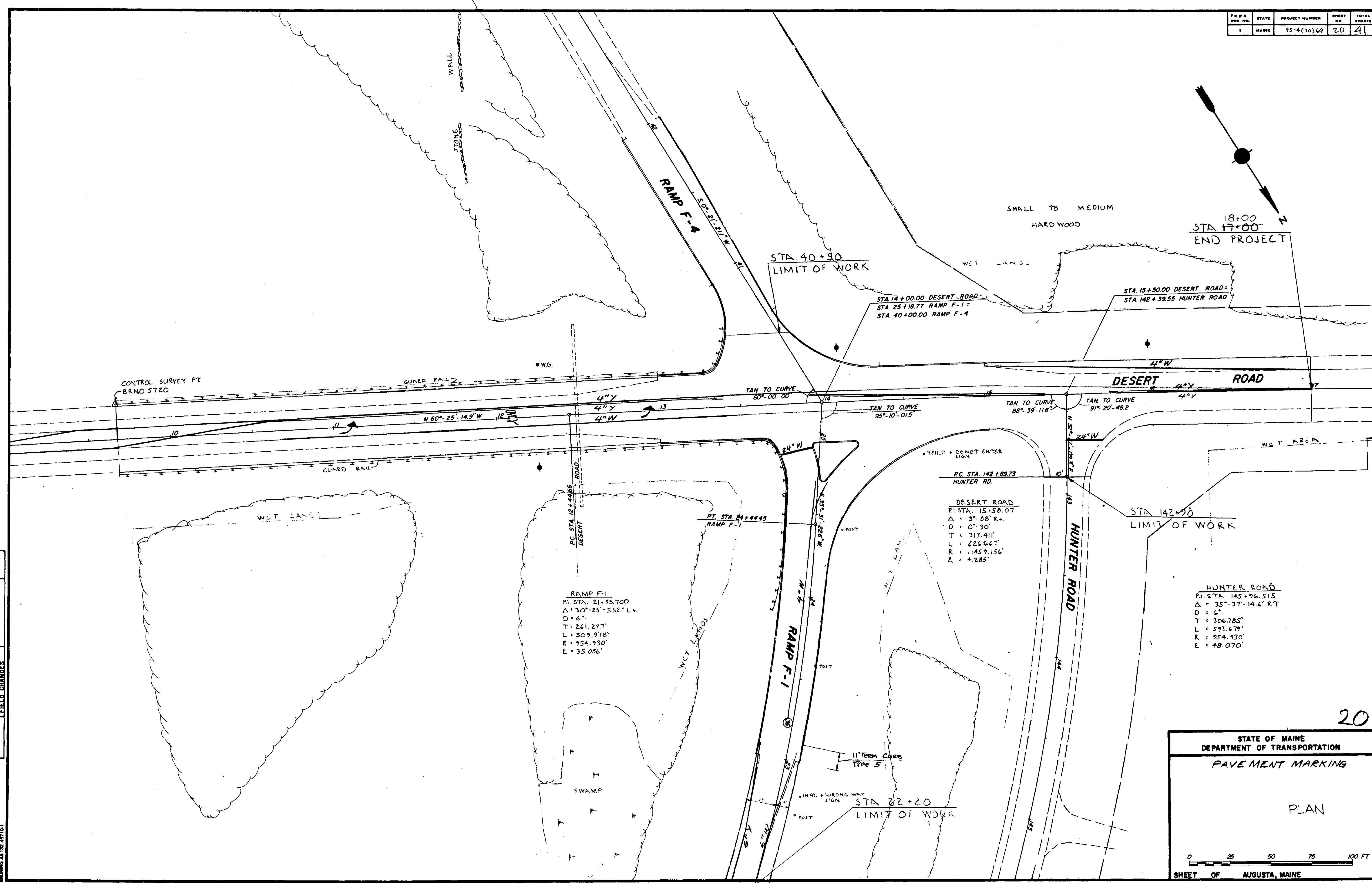


F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(70)64	20	4

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

PLANS

MAINE 44-122-457(10-1)



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
PAVEMENT MARKING

PLAN

0 25 50 75 100 FT.  
SHEET OF AUGUSTA, MAINE

20

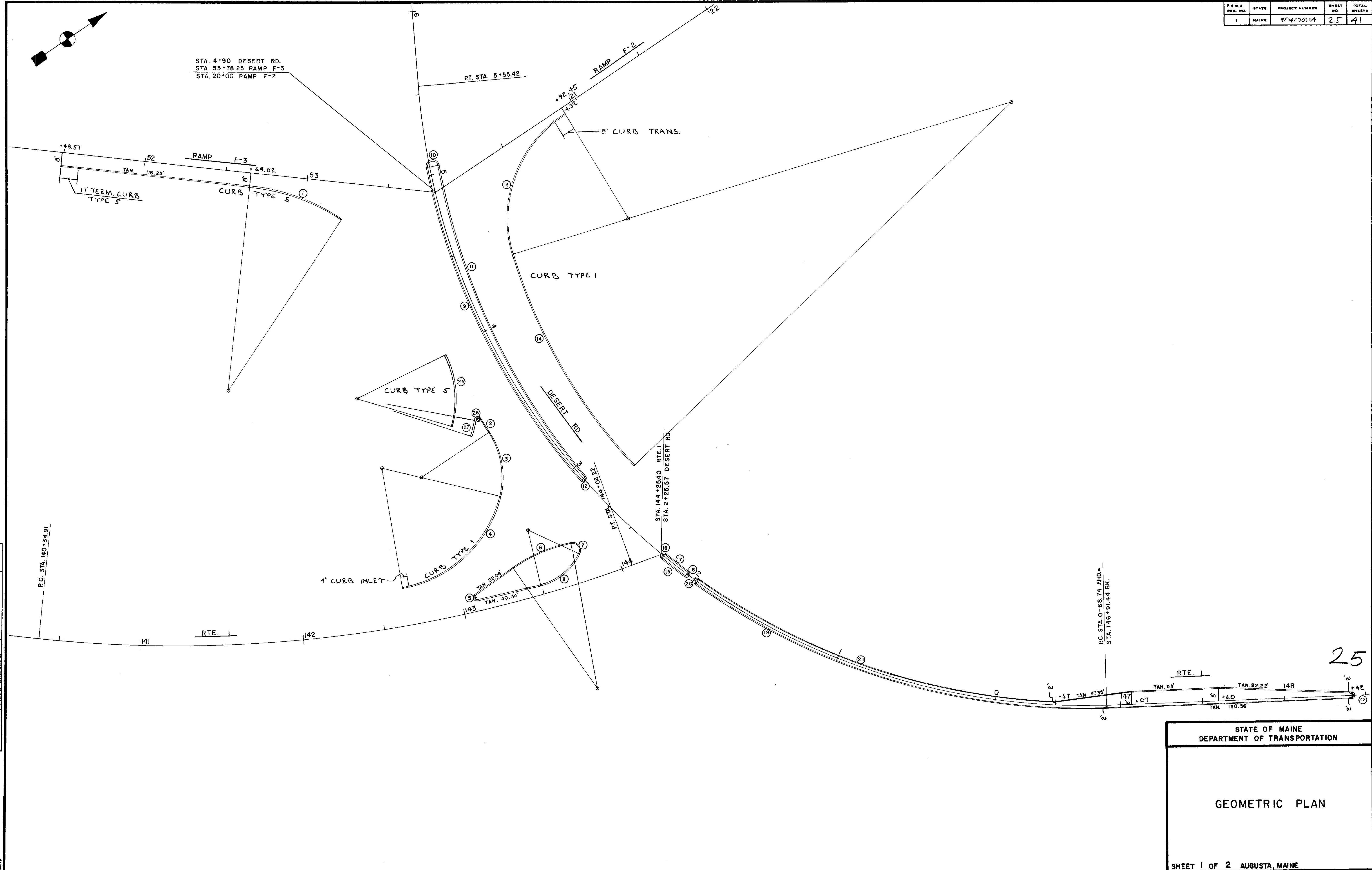
Revised "As Built" by Gary Jewell 12-20-94



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-4(70)64	25	41

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

PLANS



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

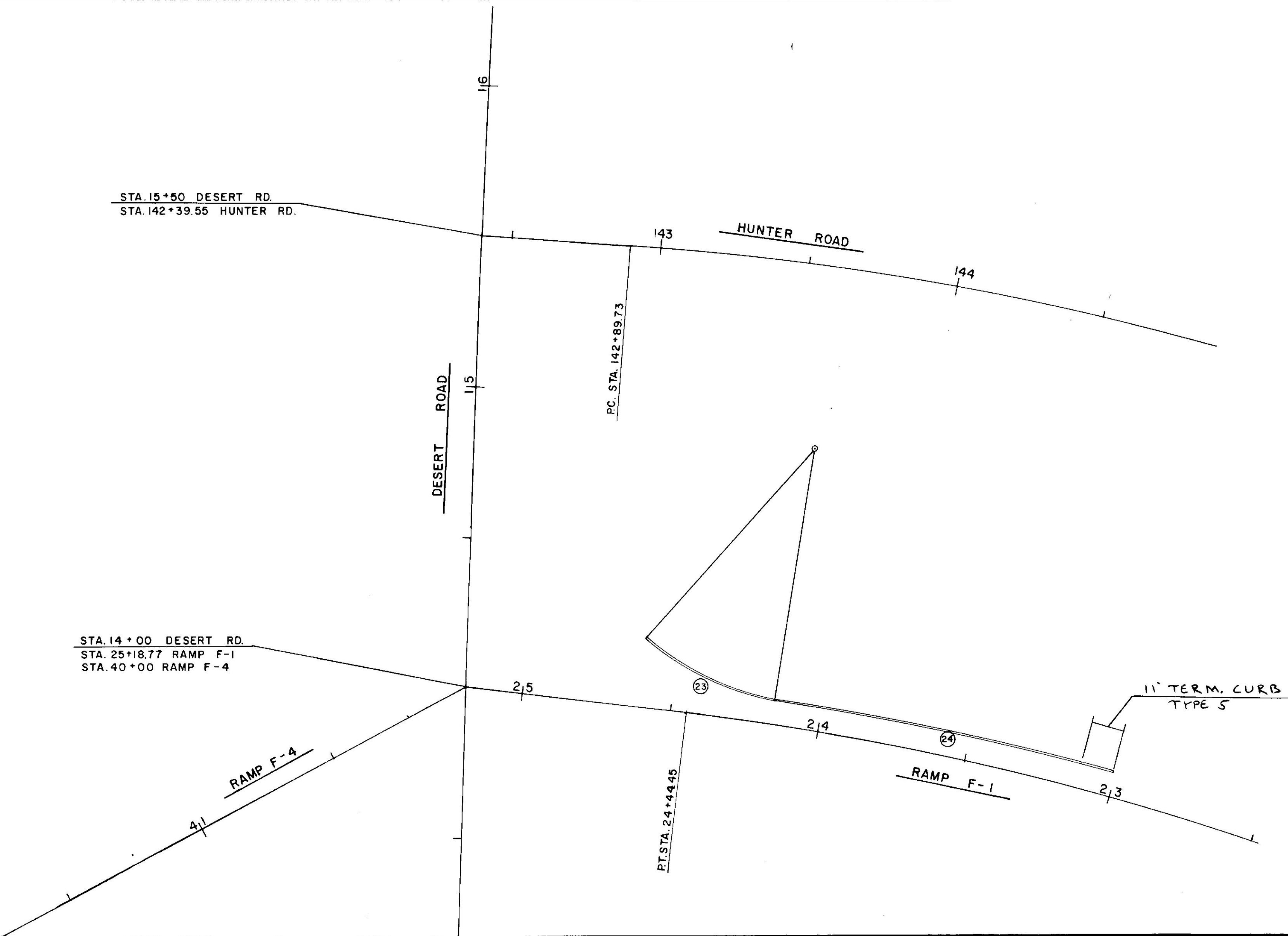
GEOMETRIC PLAN

SHEET 1 OF 2 AUGUSTA, MAINE

Freeport



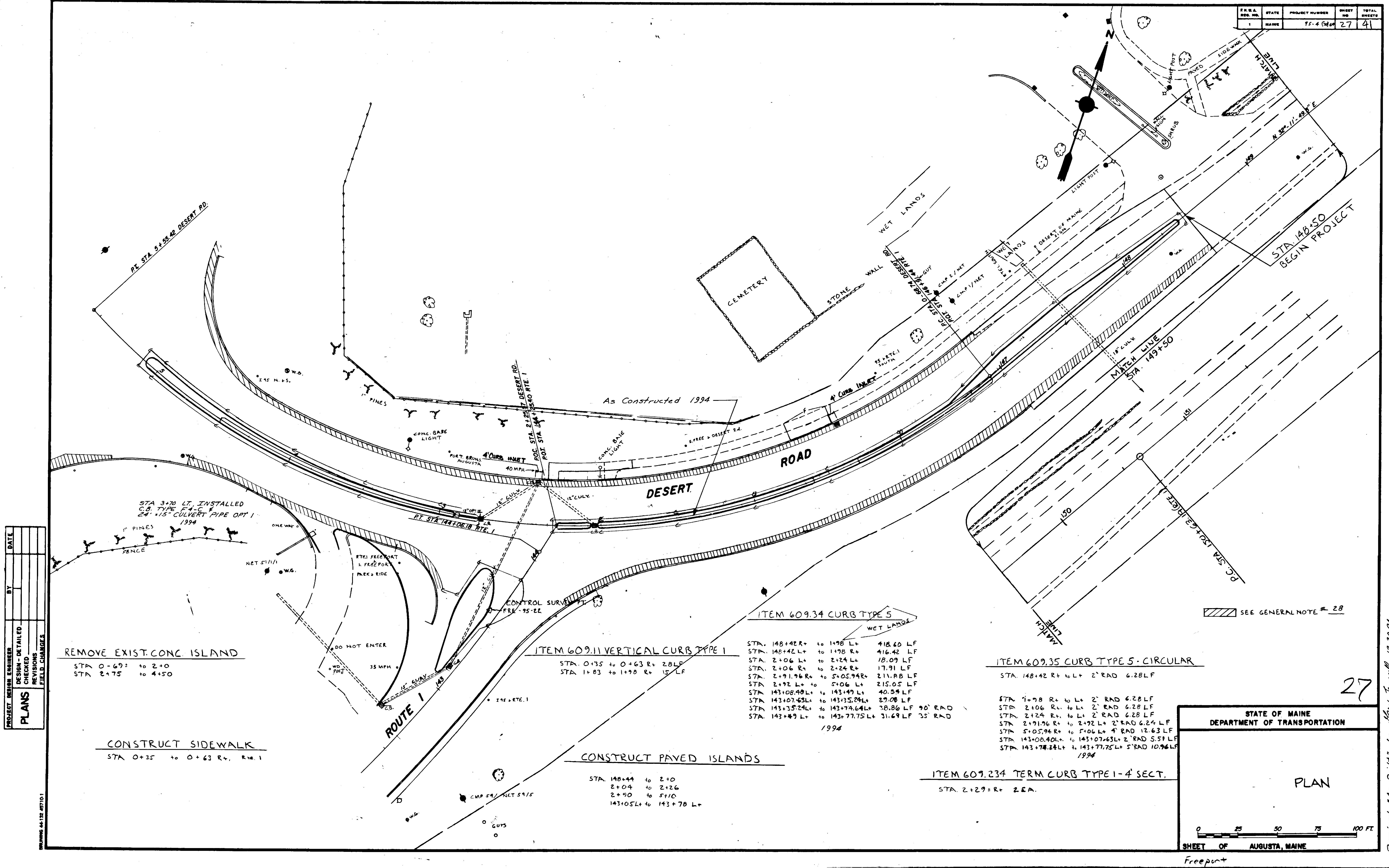
CURVE NO.	Δ	D	T	L	R	E	P.C.			P.T.			C.O.C.			REMARKS
							STA	OFFSET	COGO NO	STA	OFFSET	COGO NO	STA	OFFSET	COGO NO	
1	27°39'-37.6" R+	45°-50'-11.8"	30.77'	60.35'	125'	3.73'	52+64.82	8' R+	809	53+22.85	22.29' R+	810	52+64.82	133' R+	808	
2	1°-10'-13.4" L+	13°-6'-12.6"		9.25'	437.26'		3+56.51	28' L+	1004	3+47.86	28' L+	612	0+68.74	409.26' R+	399	
3	47°-0'-15.9" R+	114°-35'-29.6"	21.74'	41.02'	50'	4.52'	3+47.86	28' L+	612	3+14.90	45.38' L+	611	3+47.86	78' L+	610	
4	66°-41'-54.8" R+	76°-23'-39.7"	49.36'	87.31'	75'	14.78'	143+39.85	64.18' L+	611	142+65	22' L+	613	142+65	97' L+	609	
5	157°-45'-23" R+		10.17'	5.51'	2'	8.37'	143+08.40	6' L+	507	143+07.63	9.86' L+	506	143+08.40	8' L+	505	
6	24°-44'-27.8" R+	63°-39'-43.1"	19.74'	38.86'	90'	2.14'	143+35.24	20.43' L+	503	143+74.64	24.88' L+	512	143+64.27	64.5' R+	508	
7	125°-37'-47" R+		9.74'	10.96'	5'	5.94'	143+74.64	24.88' L+	512	143+77.75	16.51' L+	511	143+74	17.91' L+	510	
8	51°-52'-20.2" R+	163°-42'-8"	17.02'	31.69'	35'	3.92'	143+77.75	16.51' L+	511	143+49	5' L+	501	143+50.82	39.96' L+	509	
9	29°-39'-45.3" L+	14°-0'	108.37'	211.88'	409.26'	14.10'	5+05.94	6' R+	146	2+91.96	2' R+	147	146+98.38	403.84' R+	148	
10	178°-48'-7.1" R+			6.24'	2'		2+91.96	2' R+	147	2+92	2' L+	143	2+92	E	141	
11	29°-57'-36" R+	13°-55'-54.9"	110.04'	215.05'	411.26'	14.47'	2+92	2' L+	143	5+06	2' L+	144	0+68.74	409.26' R+	399	
12	180°-54'-2.3" R+			12.63'	4'		5+06	2' L+	144	5+05.94	6' R+	146	5+06	2' R+	145	
13	74°-59'-58.8" L+	76°-23'-39.7"	57.55'	98.17'	75'	19.54'	20+92.45	4.32' R+	704	4+37.85	33.64' R+	706	20+89.89	79.28' R+	703	
14	26°-55'-4.9" L+	17°-55'-33.8"	76.49'	150.16'	319.62'	9.03'	4+37.85	33.64' R+	706	2+76.01	28' R+	707	2+76.01	347.63' R+	705	
15	2°-31'-12" R+	13°-55'-54.9"	9.05'	18.09'	411.26'	0.10'	2+06	2' L+	129	2+24	2' L+	130	0+68.74	409.26' R+	399	
16	180°-0" R+			6.28'	2'		2+24	2' L+	130	2+24	2' R+	132	2+24	E	124	
17	2°-31'-12" L+	14°-4'-7.5"	8.96'	17.91'	407.26'	0.10'	2+24	2' R+	132	2+06	2' R+	131	0+68.74	409.26' R+	399	
18	180°-0" R+			6.28'	2'		2+06	2' R+	131	2+06	2' L+	129	2+06	E	123	
19	37°-20'-36.9" R+	13°-55'-54.9"	138.98'	268.04'	411.26'	22.85'	-68.74	2' L+	106	1+98	2' L+	126	0+68.74	409.26' R+	399	
20	180°-0" R+			6.28'	2'		1+98	2' L+	126	1+98	2' R+	128	1+98	E	122	
21	32°-54' L+	14°-4'-7.5"	120.25'	233.85'	407.26'	17.38'	1+98	2' R+	128	0+37	2' R+	113	0+68.74	409.26' R+	399	
22	180°-0" R+			6.28'	2'		148+42	2' L+	110	148+42	2' R+	107	148+42	E	101	
23	33°-13'-48.5" R+	67°-24'-24.5"	25.36'	49.30'	85'	3.70'	24+15.19	8' R+	911	24+61.08	22.87' R+	912	24+15.19	93' R+	910	
24	6°-54'-40.4" L+	5°-57'-0.5"	58.15'	116.15'	962.93'	1.75'	23+00	8' R+	901	24+15.19	8' R+	911	19+34.48	954.93' L+	396	
25	42°-58'-17.6" R+	95°-29'-32.4"	23.62'	45.0'	60'	4.48'	3+97.99	28' L+	602	3+61.17	45.94' L+	1002	3+97.99	88.0' L+	1001	
26	137°-31'-27.8" L+		6.43'	6.0'	2.5"	4.40'	3+56.51	28' L+	1004	3+58.08	32.35' L+	1005	3+56.51	30.5' L+	1003	
27	7°-57'-27.9" R+	79°-34'-38.4"	5.01'	10.0'	72'	0.17'	3+58.08	32.35' L+	1005	3+51.78	39.62' L+	1006	3+97.99	88.0' L+	1001	



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

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
GEOMETRIC LAYOUT TABLE  
&  
GEOMETRIC PLAN







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

\*STATIONS AND OFFSETS ARE FROM DESERT ROAD CONSTRUCTION CENTERLINE TANGENT FROM P.T. STATION 5+55.42 TO P.C. STATION 12+44.66 AND ITS EXTENSION IN BOTH DIRECTIONS

BRUNING 44-132 45710-1

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* INCLUDES 4' HEADER
** INCLUDES 8' TRANSITION SECT.
*** INCLUDES 11' TERMINAL
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 SEE GENERAL NOTE # 28

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

28

SHEET OF AUGUSTA, MAINE

Freeport +

Revised "As Built" by Larry Tinsall 12-20-94



ITEM 606.178 GUARD RAIL BEAM

STA. 9+64± TO 9+89± LT. 25 L.F.  
STA. 9+69± TO 9+94± RT. 25 L.F.

ITEM 606.364 G.R. REM., MOD., RES., TYPE 3b

STA. 9+64± TO 9+89± LT. 25 L.F.  
STA. 9+69± TO 9+94± RT. 25 L.F.

ITEM 609.40 RESET CURB TYPES

OLD LOC. STA. 23+0 TO 24+61.08 RT 165.94 LF  
NEW LOC. STA. 23+0 TO 24+61.08 RT 165.45 LF  
LENGTH INCLUDES 11' TERM.

ITEM 606.17 GUARD RAIL TYPE 3b SINGLE RAIL

STA. 23+27.5 TO 24+15 LT RAMP F-1 87.5 LF

ITEM 606.771 BREAKAWAY CABLE TERMINAL, REMOVE + RESET

STA. 23+90 - 24+15 LT TO 23+02.5 - 23+27.5 LT RAMP F-1

RAMP F-1  
PI. STA. 21+75.700  
Δ = 30°-25'-55.2" L.  
D = 6'  
T = 241.227'  
L = 509.978'  
R = 754.930'  
E = 35.086'

DESERT ROAD  
PI. STA. 15+58.07  
Δ = 3°-08' R.  
D = 0'-30'  
T = 313.411'  
L = 626.667'  
R = 1145.9156'  
E = 4.285'

HUNTER ROAD  
PI. STA. 145+96.515  
Δ = 35°-37'-14.6" RT  
D = 6'  
T = 306.785'  
L = 593.679'  
R = 754.930'  
E = 48.070'

SEE GENERAL NOTE # 28

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

29

PLAN

0 25 50 75 100 FT.

SHEET OF AUGUSTA, MAINE

Freeport

Revised "As Built" by Abby Jewell 12.20.94