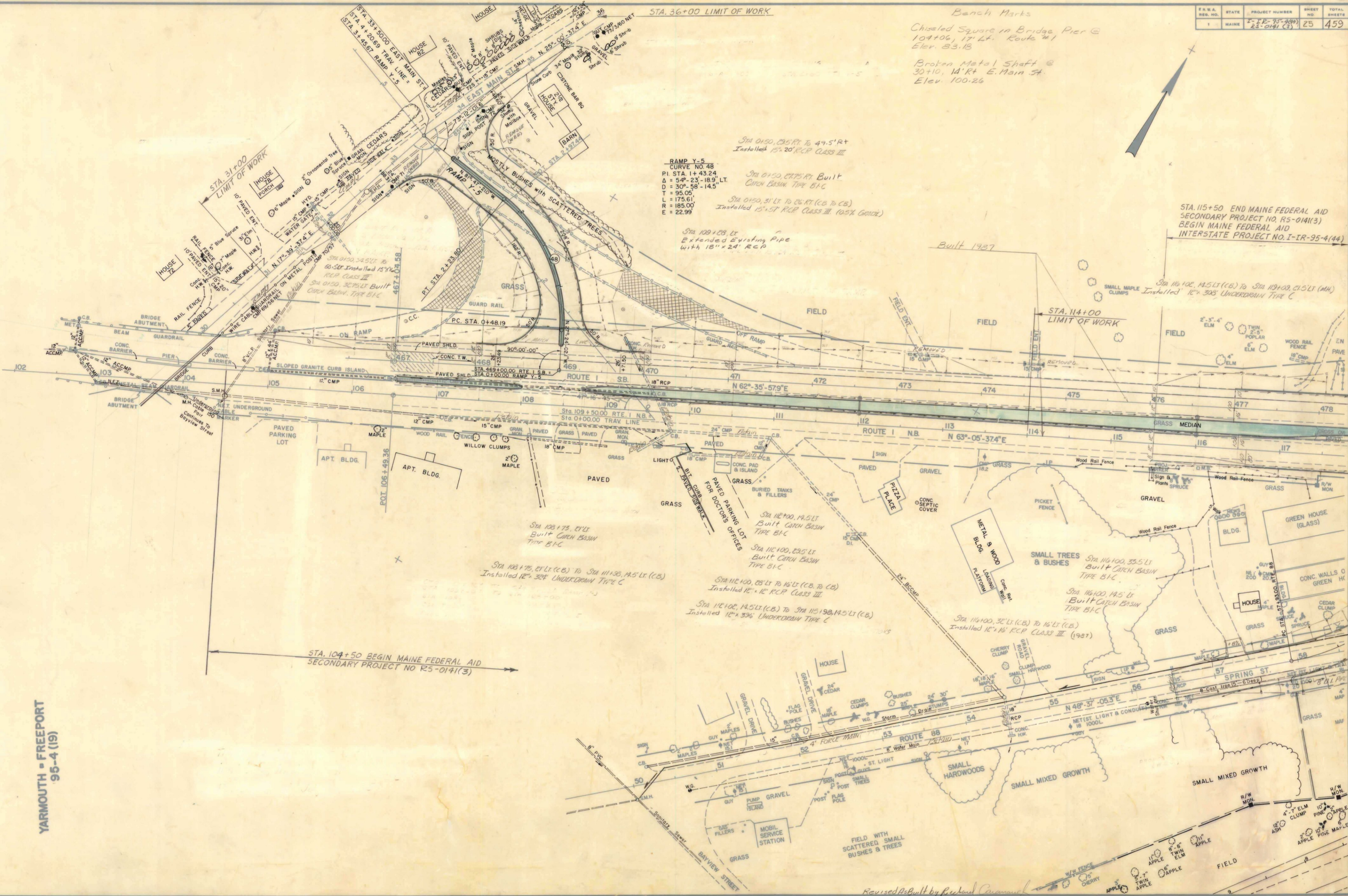


F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IR-95-4(19)	25	459

YARMOUTH - FREEPORT
95-4 (19)

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



ITEM 606.55 GUARD RAIL TYPE 3 SINGLE RAIL

STA 541+69 TO STA 544+340 I-95 NB RT
 STA 545+31.5 TO STA 545+194 I-95 NB RT
 STA 543+17.5 TO STA 544+42.5 I-95 NB LT
 STA 544+82 TO STA 544+80 I-95 NB LT
 STA 544+82 TO STA 544+82 I-95 NB RT
 STA 545+57 TO STA 544+19.5 I-95 SB RT
 STA 13+65 TO STA 14+15 Y-4 RT

ITEM 606.36 GUARD RAIL REMOVE & RESET

STA 541+503 TO STA 541+69 I-95 NB RT
 STA 10+27.5 TO STA 14+15 Y-4 RT
 STA 544+42.5 TO STA 544+50 I-95 NB LT
 STA 544+82 TO STA 545+57 I-95 SB RT

ITEM 606.56 GUARD RAIL TYPE 3 DOUBLE RAIL

STA 541+80 TO STA 543+17.5 I-95 NB LT
 STA 547+19.5 TO STA 548+32 I-95 SB RT

ITEM 606.77 BREAKAWAY CABLE TERMINAL

STA 541+55 TO STA 541+80 I-95 NB LT
 STA 548+32 TO STA 548+57 I-95 SB RT
 STA 10+02 TO STA 10+27 Y-4 RT
 STA 554+20 TO STA 554+45 I-95 NB RT

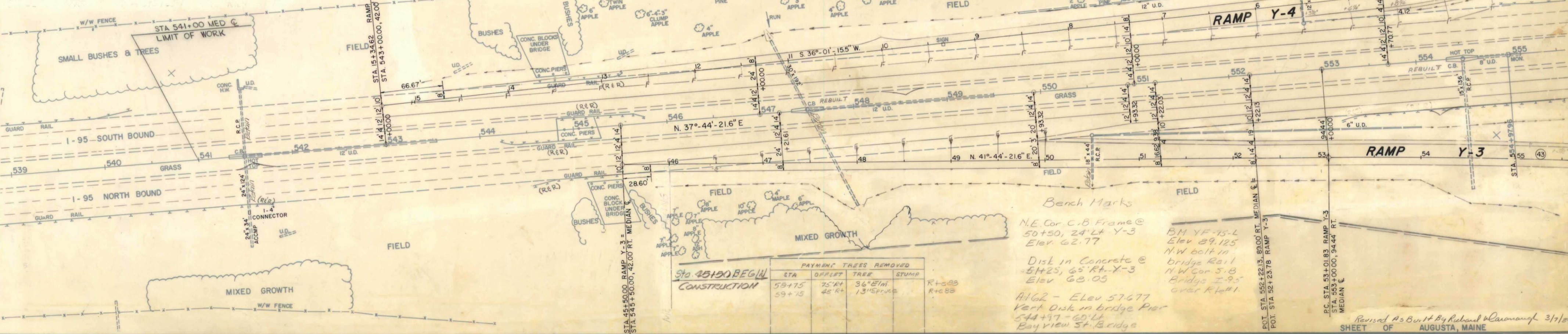
ITEM 607.17 CHAIN LINK FENCE - 6 FOOT

STA 541+50 TO STA 541+50 RT Y-3
 STA 541+50 TO STA 541+50 RT Y-3
 STA 541+50 TO STA 541+50 RT Y-3
 STA 541+50 TO STA 541+50 RT Y-3

REBUILT CATCH BASIN WITH
 TYPE B-1 FRAME AND GRATE
 STA 541+50, MID. E
 STA 554+50, MID. E

Item 607.17 Chain Link Fence - 6 Foot

STA 46+70 RT Y-3 to STA 52+50 60' RT Y-3
 STA 52+50 60' RT Y-3 to STA 53+50 100' RT Y-3
 STA 53+50 100' RT Y-3 to STA 54+50 100' RT Y-3
 STA 54+50 100' RT Y-3 to STA 55+50 100' RT Y-3
 STA 55+50 100' RT Y-3 to STA 56+50 100' RT Y-3
 STA 56+50 100' RT Y-3 to STA 57+50 100' RT Y-3
 STA 57+50 100' RT Y-3 to STA 58+50 100' RT Y-3
 STA 58+50 100' RT Y-3 to STA 59+50 100' RT Y-3
 STA 59+50 100' RT Y-3 to STA 60+50 100' RT Y-3
 STA 60+50 100' RT Y-3 to STA 61+50 100' RT Y-3
 STA 61+50 100' RT Y-3 to STA 62+50 100' RT Y-3
 STA 62+50 100' RT Y-3 to STA 63+50 100' RT Y-3
 STA 63+50 100' RT Y-3 to STA 64+50 100' RT Y-3
 STA 64+50 100' RT Y-3 to STA 65+50 100' RT Y-3
 STA 65+50 100' RT Y-3 to STA 66+50 100' RT Y-3
 STA 66+50 100' RT Y-3 to STA 67+50 100' RT Y-3
 STA 67+50 100' RT Y-3 to STA 68+50 100' RT Y-3
 STA 68+50 100' RT Y-3 to STA 69+50 100' RT Y-3
 STA 69+50 100' RT Y-3 to STA 70+50 100' RT Y-3
 STA 70+50 100' RT Y-3 to STA 71+50 100' RT Y-3
 STA 71+50 100' RT Y-3 to STA 72+50 100' RT Y-3
 STA 72+50 100' RT Y-3 to STA 73+50 100' RT Y-3
 STA 73+50 100' RT Y-3 to STA 74+50 100' RT Y-3
 STA 74+50 100' RT Y-3 to STA 75+50 100' RT Y-3
 STA 75+50 100' RT Y-3 to STA 76+50 100' RT Y-3
 STA 76+50 100' RT Y-3 to STA 77+50 100' RT Y-3
 STA 77+50 100' RT Y-3 to STA 78+50 100' RT Y-3
 STA 78+50 100' RT Y-3 to STA 79+50 100' RT Y-3
 STA 79+50 100' RT Y-3 to STA 80+50 100' RT Y-3
 STA 80+50 100' RT Y-3 to STA 81+50 100' RT Y-3
 STA 81+50 100' RT Y-3 to STA 82+50 100' RT Y-3
 STA 82+50 100' RT Y-3 to STA 83+50 100' RT Y-3
 STA 83+50 100' RT Y-3 to STA 84+50 100' RT Y-3
 STA 84+50 100' RT Y-3 to STA 85+50 100' RT Y-3
 STA 85+50 100' RT Y-3 to STA 86+50 100' RT Y-3
 STA 86+50 100' RT Y-3 to STA 87+50 100' RT Y-3
 STA 87+50 100' RT Y-3 to STA 88+50 100' RT Y-3
 STA 88+50 100' RT Y-3 to STA 89+50 100' RT Y-3
 STA 89+50 100' RT Y-3 to STA 90+50 100' RT Y-3
 STA 90+50 100' RT Y-3 to STA 91+50 100' RT Y-3
 STA 91+50 100' RT Y-3 to STA 92+50 100' RT Y-3
 STA 92+50 100' RT Y-3 to STA 93+50 100' RT Y-3
 STA 93+50 100' RT Y-3 to STA 94+50 100' RT Y-3
 STA 94+50 100' RT Y-3 to STA 95+50 100' RT Y-3
 STA 95+50 100' RT Y-3 to STA 96+50 100' RT Y-3
 STA 96+50 100' RT Y-3 to STA 97+50 100' RT Y-3
 STA 97+50 100' RT Y-3 to STA 98+50 100' RT Y-3
 STA 98+50 100' RT Y-3 to STA 99+50 100' RT Y-3
 STA 99+50 100' RT Y-3 to STA 100+50 100' RT Y-3



Bench Marks

N.E. Cor. C.B. Frame @
7+91, 23' Lt Y-2
Elev. 64.88

P.I. STA. 8+68.22
Δ = 23° 51' - 48.9" LT.
D = 6° 00' - 00"
T = 201.79'
L = 397.73'
E = 21.09'
R = 954.93'

Sta 25+23.5, 35' LT (CB) to Sta 27+00, 42' LT
Installed 24" x 10" RCP CLASS III
Sta 25+71.5, 45' LT to 40' LT (CB)
Installed 24" x 8" RCP CLASS III
Sta 25+71.5, 35' LT
Installed CATCH BASIN TYPE B1

RAMP Y-1
CURVE NO. 53
P.I. STA. 36+79.97
Δ = 13° 42' - 32.0" RT.
D = 3° 00' - 00"
T = 229.58'
L = 456.96'
R = 1909.86'
E = 13.75'

P.I. STA. 15+46.49
Δ = 26° 30' - 00" RT.
D = 5° 58' - 35.4"
T = 225.74'
L = 443.40'
R = 958.685'
E = 26.22'

Sta 125+60, 33.75' LT
Built CATCH BASIN TYPE B-1-C

Sta 35+45, 30.5' RT to Sta 34+80, 12' LT (CB)
Installed 24" x 10" RCP CLASS III

Sta 36+10, 11' RT to 31' RT
Installed 15" x 20" RCP CLASS III

Sta 36+10, 34+78 RT Y-1
Installed 6" x 10" Ty. 8

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

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PC STA 34+50.40 RAMP Y-1

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PC STA 34+50.40 RAMP Y-1

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PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

PC STA 34+50.40 RAMP Y-1

ITEM 606.77 BREAKAWAY CABLE TERMINAL
Sta 55+30 to Sta 55+75 RT Y-3
Sta 558+00 to Sta 558+25 LT I-95 NB
Sta 567+38 to Sta 567+57 RT I-95 SB
Sta 569+52 to Sta 569+77 LT I-95 SB

ITEM 606.77 BREAKAWAY CABLE TERMINAL
Sta 55+30 to Sta 55+75 RT Y-3
Sta 558+00 to Sta 558+25 LT I-95 NB
Sta 567+38 to Sta 567+57 RT I-95 SB
Sta 569+52 to Sta 569+77 LT I-95 SB

ITEM 606.77 BREAKAWAY CABLE TERMINAL
Sta 55+30 to Sta 55+75 RT Y-3
Sta 558+00 to Sta 558+25 LT I-95 NB
Sta 567+38 to Sta 567+57 RT I-95 SB
Sta 569+52 to Sta 569+77 LT I-95 SB

ITEM 606.77 BREAKAWAY CABLE TERMINAL
Sta 55+30 to Sta 55+75 RT Y-3
Sta 558+00 to Sta 558+25 LT I-95 NB
Sta 567+38 to Sta 567+57 RT I-95 SB
Sta 569+52 to Sta 569+77 LT I-95 SB

ITEM 606.77 BREAKAWAY CABLE TERMINAL
Sta 55+30 to Sta 55+75 RT Y-3
Sta 558+00 to Sta 558+25 LT I-95 NB
Sta 567+38 to Sta 567+57 RT I-95 SB
Sta 569+52 to Sta 569+77 LT I-95 SB

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

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Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

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Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 607.17 Chain Link Fence - 6 FT. LT.
Sta 58+30, 40' RT, Rte 88 Trav. to Sta 62+51.71, 40' RT
Sta 62+51.71, 40' RT, " to Sta 123+15, 40' RT, Rte 180

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

ITEM 606.36 GUARD RAIL REMOVE & RESET - LF
Sta 560+62.5 to Sta 561+34.2 LT I-95 NB
Sta 564+32.5 to Sta 564+98 RT I-95 SB
Sta 569+102 to Sta 569+27 LT I-95 SB

RAMP Y-3
CURVE NO. 44
P.I. STA. 65+53.90
Δ = 39° 53' - 05.8" LT.
D = 10° 00' - 00"
T = 207.89'
L = 398.85'
R = 572.96'
E = 36.55'

RAMP Y-2
CURVE NO. 54
P.I. STA. 7+12.53
Δ = 35° 58' - 25.3" RT.
D = 22° 55' - 05.9"
T = 81.17'
L = 156.96'
R = 2500.00'
E = 12.85'

RAMP Y-4
CURVE NO. 45
P.I. STA. 2+40.12
Δ = 37° 04' - 10.2" RT.
D = 8° 00' - 00"
T = 240.12'
L = 463.37'
R = 716.20'
E = 39.18'

RAMP Y-3
CURVE NO. 43
P.I. STA. 57+22.81
Δ = 8° 24' - 15.9" RT.
D = 1° 00' - 00"
T = 420.97'
L = 840.44'
R = 5729.58'
E = 15.44'

ITEM 606.17 GUARD RAIL TYPE 30 SINGLE RAIL
Sta 55+75 to Sta 59+50 RT Y-3
Sta 559+25 to Sta 540+75 LT I-95 NB
Sta 560+30 to Sta 560+80 RT I-95 SB
Sta 569+27 to Sta 569+52.5 LT I-95 SB
Sta 564+78 to Sta 565+28 LT I-95 NB
Sta 564+95 to Sta 566+32.5 RT I-95 SB

ITEM 606.17 GUARD RAIL TYPE 30 SINGLE RAIL
Sta 55+75 to Sta 59+50 RT Y-3
Sta 559+25 to Sta 540+75 LT I-95 NB
Sta 560+30 to Sta 560+80 RT I-95 SB
Sta 569+27 to Sta 569+52.5 LT I-95 SB
Sta 564+78 to Sta 565+28 LT I-95 NB
Sta 564+95 to Sta 566+32.5 RT I-95 SB

ITEM 606.17 GUARD RAIL TYPE 30 SINGLE RAIL
Sta 55+75 to Sta 59+50 RT Y-3
Sta 559+25 to Sta 540+75 LT I-95 NB
Sta 560+30 to Sta 560+80 RT I-95 SB
Sta 569+27 to Sta 569+52.5 LT I-95 SB
Sta 564+78 to Sta 565+28 LT I-95 NB
Sta 564+95 to Sta 566+32.5 RT I-95 SB

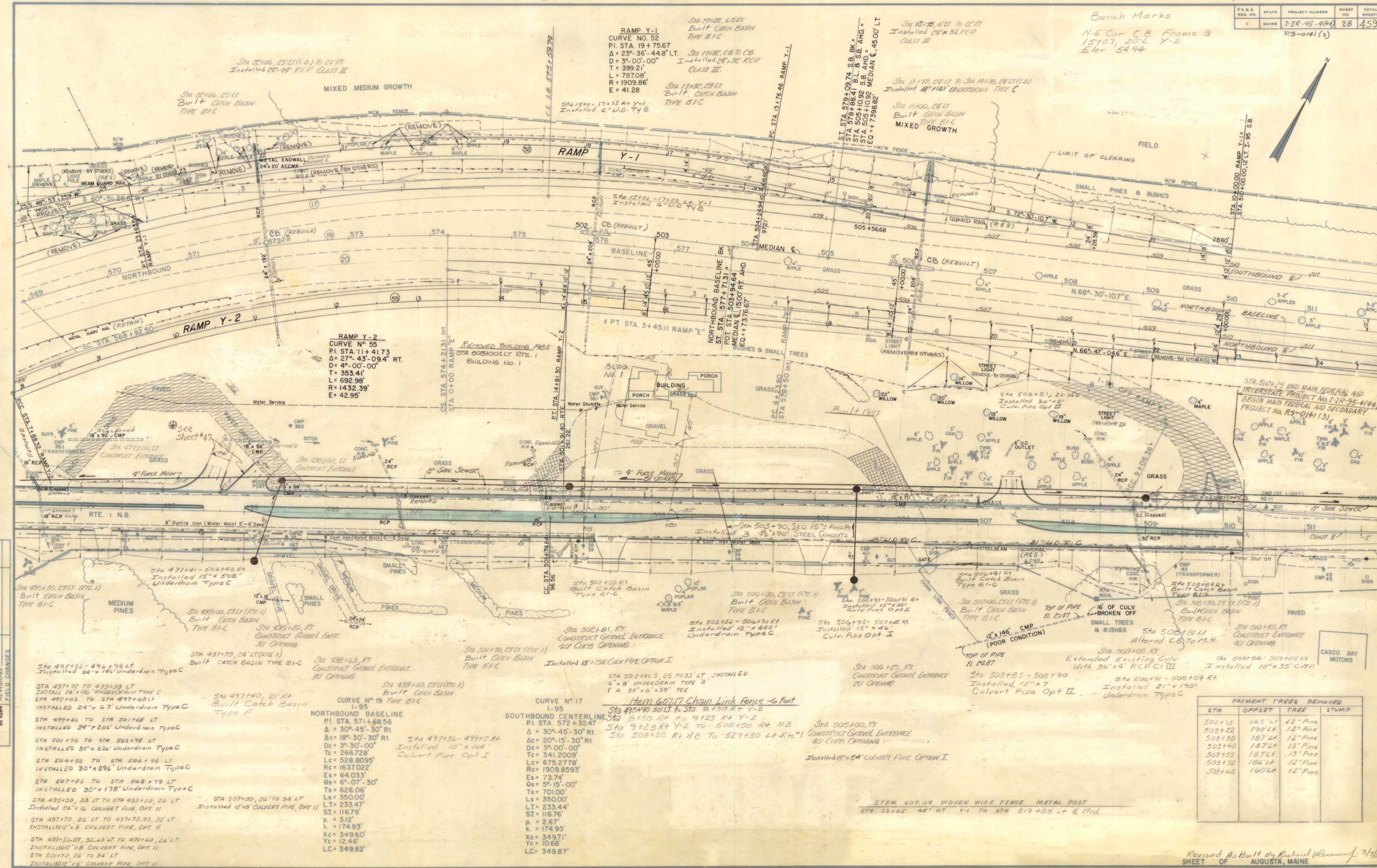
ITEM 606.17 GUARD RAIL TYPE 30 SINGLE RAIL
Sta 55+75 to Sta 59+50 RT Y-3
Sta 559+25 to Sta 540+75 LT I-95 NB
Sta 560+30 to Sta 560+80 RT I-95 SB
Sta 569+27 to Sta 569+52.5 LT I-95 SB
Sta 564+78 to Sta 565+28 LT I-95 NB
Sta 564+95 to Sta 566+32.5 RT I-95 SB

ITEM 606.17 GUARD RAIL TYPE 30 SINGLE RAIL
Sta 55+75 to Sta 59+50 RT Y-3
Sta 559+25 to Sta 540+75 LT I-95 NB
Sta 560+30 to Sta 560+80 RT I-95 SB
Sta 569+27 to Sta 569+52.5 LT I-95 SB
Sta 564+78 to Sta 565+28 LT I-95 NB
Sta 564+95 to Sta 566+32.5 RT I-95 SB

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

Bench Marks

N.E. Cor C.B. Frame ©
15+07, 20' L Y-2
Elev. 54.94



PAYMENT TREES REMOVED			
STA	OFFSET	TREE	STUMP
502+73	165' Lt	42" Pine	
503+22	190' Lt	12" Pine	
503+30	187' Lt	12" Pine	
503+40	187' Lt	13" Pine	
503+55	187' Lt	13" Pine	
503+72	186' Lt	12" Pine	
508+65	160' Lt	12" Pine	

Revised As Built By Richard W. Crammond 3/76
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

PAYMENT TREES REMOVED			
STA	OFFSET *	TREE	STUMP
525+99	68' LT	12" PINE	12"

* OFFSETS MEASURED FROM MED Q

CATCH BASIN TYPE B-1-EA

STA. 519+18 MED & (1) Installed
STA. 523+55 6' LT. MED & (1) Installed

STA. 519+18, 2' LT. TO 102' LT. MED. &
Installed 24" x 100' RCP CLASS III

STA. 519+18, 2' TO 102' RT. MED. &
Installed 24" x 100' RCP CLASS III

ITEM NO. 605.89 6 INCH UNDERDRAIN TYPE B -LF

STA. 521+50, 1' LT. TO STA. 523+53, 6' LT. MED & (204') Installed STA 23+65 45' RT Y-1 TO STA 519+88 140' LT MED &
STA. 523+57, 6' LT. TO STA. 527+50, 16' LT. MED & (394') Installed

ITEM 607.07 WOVEN WIRE FENCE, METAL POST

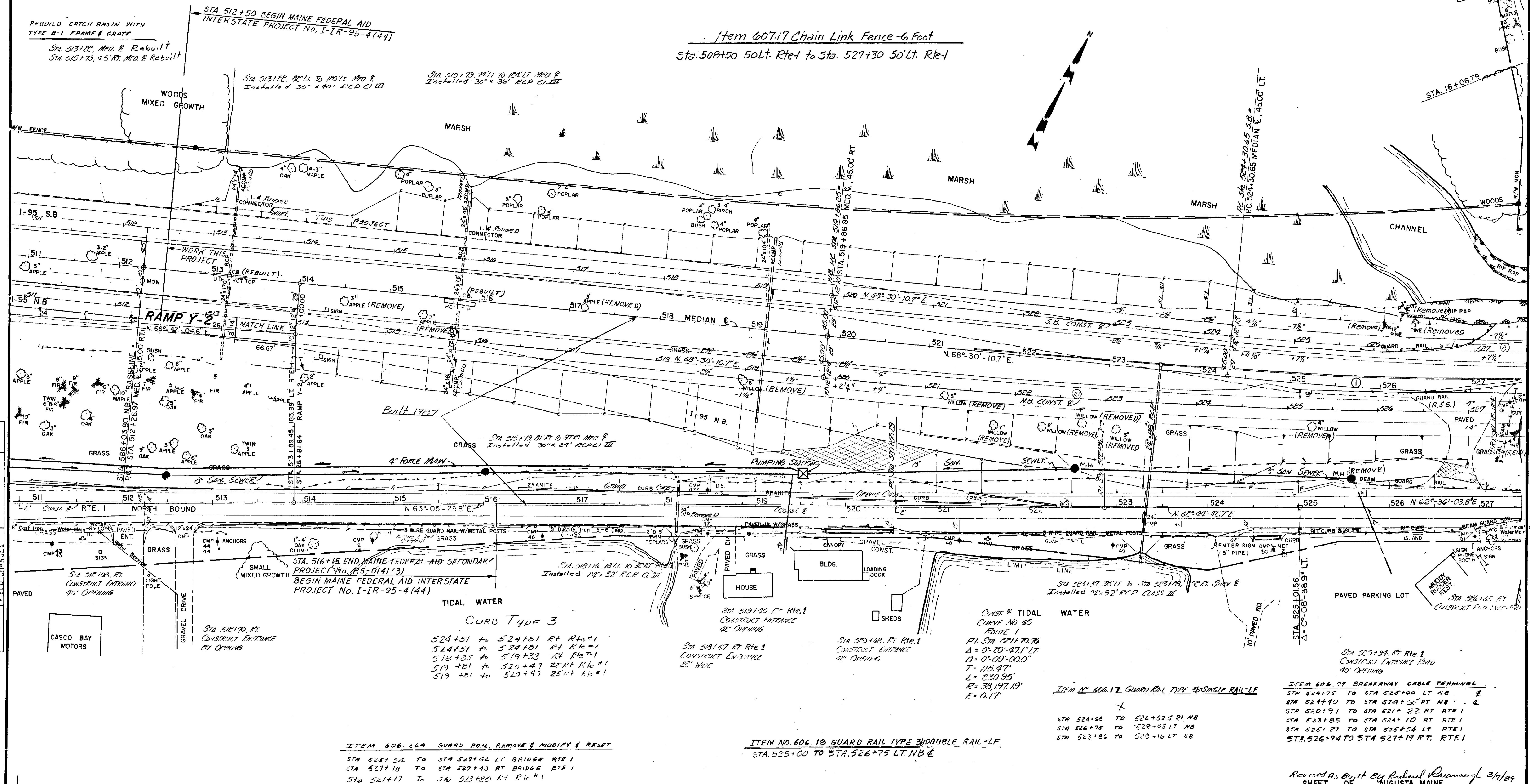
A 23+65 45' RT Y-1 TO STA 519+88 140' LT MED &

CURVE N° 1
MEDIAN CENTERLINE
P.I. STA. 530+96.88
 $\Delta = 19^{\circ} 47' - 16.6''$ LT.
 $D = 1^{\circ} 30' - 00''$
 $T = 666.23'$
 $L = 1,319.20'$
 $R = 3,819.72'$
 $E = 57.67'$

CURVE NO. 10
I-95 NORTH BOUND
P.I. STA. 524 + 34.40
 $\Delta = 6^{\circ}-42'-20.2''$ L Δ
 $D = 0^{\circ}-45'-00''$
 $T = 447.55'$
 $L = 294.08'$
 $R = 7639.44'$
 $E = 13.10'$

CURVE NO. 8
I-95 SOUTHBOUND
P.I. STA. 530+89.03
 $\Delta = 19^{\circ}-47'-16.6''$ LT.
 $D = 1^{\circ}-31'-07.4''$
 $T = 658.38'$
 $L = 1303.66'$
 $R = 3774.72'$
 $E = 56.99'$

Item 607.17 Chain Link Fence - 6 Foot
Sta. 508+50 50'Lt. Rte-1 to Sta. 527+30 50'Lt. Rte-1



FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	11R-95-4(44)	29	459

Revised As Built By Richard P. Ramanough 3/7/29
SHEET OF AUGUSTA, MAINE

ITEM NO. 606.77 BREAKAWAY CABLE TERMINAL
 STA. 531+97 MED. SB TO STA. 532+22 RT SB &
 STA. 538+53 LT TO STA. 538+78 LT SB &

STA 540+52 TO STA 544+45 LT 2 Med
 Installed 6" UNDERDRAIN TYPE B

ITEM NO. 606.18 GUARD RAIL TYPE 36 DOUBLE RAIL
 STA. 530+58 MED. SB TO STA 531+97 RT SB &

ITEM NO. 606.17 GUARD RAIL TYPE 36
 528+73 TO STA. 535+35 RT NB &
 BRIDGE TO STA. 538+53 LT SB &
 BRIDGE TO STA. 530+58 RT SB &

CURVE NO. 8
 I-95 SOUTHBOUND
 PI STA. 530+83.03
 $\Delta = 19^{\circ}47'16.6"$ LT
 $D = 1^{\circ}31'09.4"$
 $T = 658.33'$
 $L = 1303.66'$
 $R = 3774.72'$
 $E = 56.99'$

CURVE NO. 11
 I-95 NORTHBOUND
 PI STA. 532+62.69
 $\Delta = 1^{\circ}21'31.5"$ LT
 $D = 1^{\circ}29'33.3"$
 $T = 381.76'$
 $L = 761.01'$
 $R = 3338.72'$
 $E = 18.94'$

CURVE NO. 10
 I-95 NORTHBOUND
 PI STA. 524+34.40
 $\Delta = 6^{\circ}42'20.6"$ LT
 $D = 0^{\circ}45'00"$
 $T = 447.55'$
 $L = 894.08'$
 $R = 7639.44'$
 $E = 13.10'$

CURVE NO. 12
 I-95 NORTHBOUND
 PI STA. 545+96.00
 $\Delta = 14^{\circ}14'18.7"$ LT
 $D = 0^{\circ}45'00"$
 $T = 954.15'$
 $L = 1898.37'$
 $R = 7639.44'$
 $E = 59.36'$

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

CURVE NO. 9
 I-95 SOUTHBOUND
 PI STA. 545+67.03
 $\Delta = 12^{\circ}30'53.6"$ LT
 $D = 0^{\circ}45'00"$
 $T = 837.66'$
 $L = 1668.65'$
 $R = 7639.44'$
 $E = 45.79'$

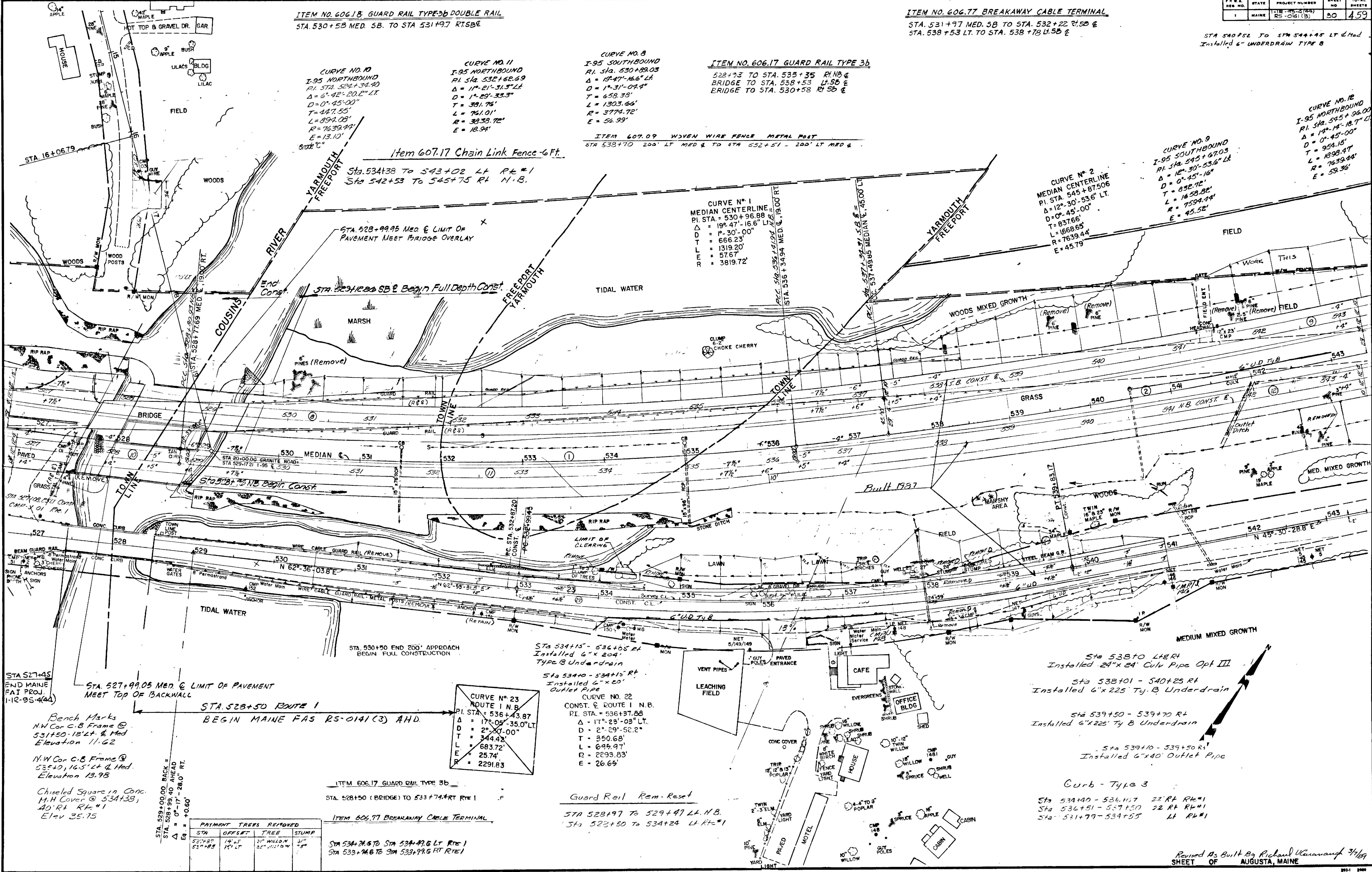
ITEM 607.09 WOVEN WIRE FENCE METAL POST
 STA 538+70 200' LT MED & TO STA 552+51 - 200' LT MED &

Item 607.17 Chain Link Fence - 6 Ft.
 Sta. 534+38 To 543+02 LT RT #1
 Sta 542+53 To 545+75 RT N.B.

Sta. 528+99.95 MED & LIMIT OF PAVEMENT MEET BRIDGE OVERLAY
 STA. 528+99.95 SB & Begin Full Depth Const.

CURVE NO. 1
 MEDIAN CENTERLINE
 PI STA. 530+96.88
 $\Delta = 19^{\circ}47'16.6"$ LT
 $D = 1^{\circ}30'00"$
 $T = 666.23'$
 $L = 1319.20'$
 $R = 3819.72'$
 $E = 57.67'$

PROJECT DESIGN ENGINEER	DATE
BY	2-83
PLANS	DESIGN - CHECKED
REV. NO. 58	REV. NO. 58
REV. NO. 59	REV. NO. 59
REV. NO. 60	REV. NO. 60
REV. NO. 61	REV. NO. 61
REV. NO. 62	REV. NO. 62
REV. NO. 63	REV. NO. 63
REV. NO. 64	REV. NO. 64
REV. NO. 65	REV. NO. 65
REV. NO. 66	REV. NO. 66
REV. NO. 67	REV. NO. 67
REV. NO. 68	REV. NO. 68
REV. NO. 69	REV. NO. 69
REV. NO. 70	REV. NO. 70
REV. NO. 71	REV. NO. 71
REV. NO. 72	REV. NO. 72
REV. NO. 73	REV. NO. 73
REV. NO. 74	REV. NO. 74
REV. NO. 75	REV. NO. 75
REV. NO. 76	REV. NO. 76
REV. NO. 77	REV. NO. 77
REV. NO. 78	REV. NO. 78
REV. NO. 79	REV. NO. 79
REV. NO. 80	REV. NO. 80
REV. NO. 81	REV. NO. 81
REV. NO. 82	REV. NO. 82
REV. NO. 83	REV. NO. 83
REV. NO. 84	REV. NO. 84
REV. NO. 85	REV. NO. 85
REV. NO. 86	REV. NO. 86
REV. NO. 87	REV. NO. 87
REV. NO. 88	REV. NO. 88
REV. NO. 89	REV. NO. 89
REV. NO. 90	REV. NO. 90
REV. NO. 91	REV. NO. 91
REV. NO. 92	REV. NO. 92
REV. NO. 93	REV. NO. 93
REV. NO. 94	REV. NO. 94
REV. NO. 95	REV. NO. 95
REV. NO. 96	REV. NO. 96
REV. NO. 97	REV. NO. 97
REV. NO. 98	REV. NO. 98
REV. NO. 99	REV. NO. 99
REV. NO. 100	REV. NO. 100



STA 527+99.05 MED. & LIMIT OF PAVEMENT MEET TOP OF BACKWALL

STA. 528+50 ROUTE 1
 BEGIN MAINE FAS RS-0141(3) AHD.

CURVE NO. 23
 ROUTE 1 N.B.
 PI STA. 536+43.87
 $\Delta = 17^{\circ}05'35.0"$ LT
 $D = 2^{\circ}00'00"$
 $T = 344.42'$
 $L = 683.72'$
 $R = 2291.83'$
 $E = 25.74'$

Sta 534+15 - 536+65 RT
 Installed 6"x20" Type B Underdrain
 Sta 534+10 - 534+15 RT
 Installed 6"x20" Outlet Pipe

CURVE NO. 22
 CONST. & ROUTE 1 N.B.
 PI STA. 536+37.68
 $\Delta = 17^{\circ}23'03"$ LT
 $D = 2^{\circ}29'52.2"$
 $T = 350.68'$
 $L = 649.97'$
 $R = 2293.83'$
 $E = 26.65'$

ITEM 606.17 GUARD RAIL TYPE 36
 STA. 528+50 (BRIDGE) TO 533+74 RT RT #1

ITEM 606.77 BREAKAWAY CABLE TERMINAL
 STA 534+74.6 TO STA 534+79.6 LT RT #1
 STA 533+74.6 TO STA 533+79.6 RT RT #1

Guard Rail Rem-Reset
 STA 528+97 To 529+47 LT N.B.
 STA 523+50 To 534+24 LT RT #1

Sta 538+00 L&RT
 Installed 24"x24" Culp Pipe Opt III
 Sta 538+01 - 540+25 RT
 Installed 6"x225" Ty. B Underdrain

Sta 539+50 - 539+70 RT
 Installed 6"x225" Ty B Underdrain
 Sta 539+10 - 539+50 RT
 Installed 6"x40" Outlet Pipe

Curb - Type 3

Sta 534+10 - 536+107 22" RT RT #1
 Sta 536+51 - 537+50 22" RT RT #1
 Sta 531+79 - 534+55 LT RT #1

Built 5' CATCH BASIN TYPE B-1 EA.
STA. 544+50, 10' LT. MED. & (1)

STA. 544+50, 8' LT. TO 80' RT. MED. &
Installed 42"x88" RCP CLASS III
STA. 544+50, 12' LT. TO 108' LT. MED. &
Installed 42"x92" RCP CLASS III

ITEM NO. 605.09 6 INCH UNDERDRAIN TYPE B LF.
STA. 544+62, 40' LT. TO STA. 546+35, 41' LT. I-95 NB. (174') Installed

STA. 552+81, 87' RT. TO 103' RT. MED. &
Installed 18"x16" RCP CLASS III

Bench Marks

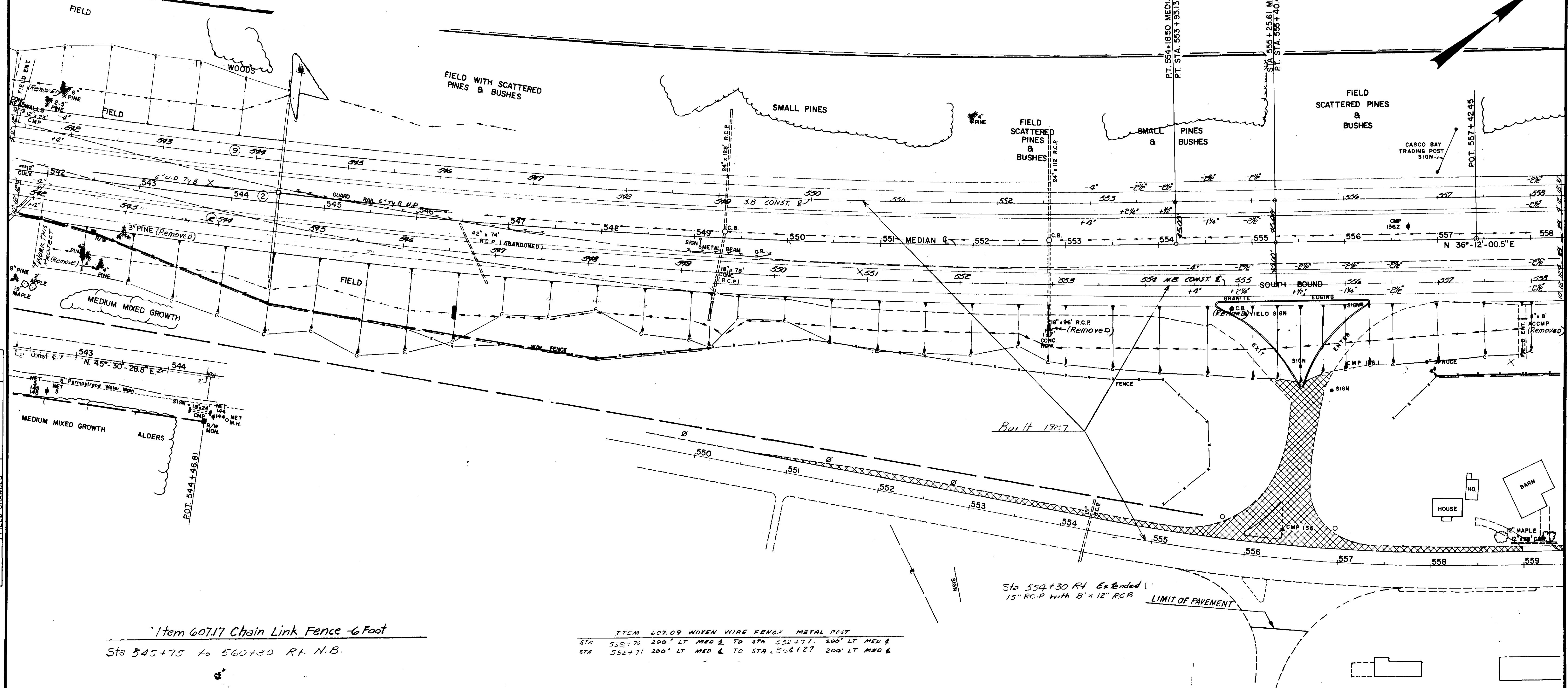
N.W. Cor C.B. Frame - 9' LT. & Med.
Sta 549+33, Elevation 70.11

N.W. Cor C.B. Frame - 7' LT. & Med.
Sta 552+81 Elevation 71.26

CURVE NO. 9
I-95 SOUTHBOUND
PI. STA. 545+67.03
 $\Delta = 12^\circ 30' - 53.6" \text{ LT.}$
 $D = 0^\circ 45' - 16"$
 $T = 832.72'$
 $L = 1650.82'$
 $R = 7594.44'$
 $E = 45.52'$

CURVE NO. 12
I-95 NORTHBOUND
PI. STA. 545+96.09
 $\Delta = 14^\circ 14' - 13.7" \text{ LT.}$
 $D = 0^\circ 45' - 00"$
 $T = 954.15'$
 $L = 1893.47'$
 $R = 7639.44'$
 $E = 59.36'$

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



*Item 607.17 Chain Link Fence - 6 Foot
Sta 545+75 to 560+30 R.T. N.B.

ITEM 607.09 WOVEN WIRE FENCE METAL POST
STA 538+70 200' LT MED & TO STA 552+71 200' LT MED &
STA 552+71 200' LT MED & TO STA 564+27 200' LT MED &

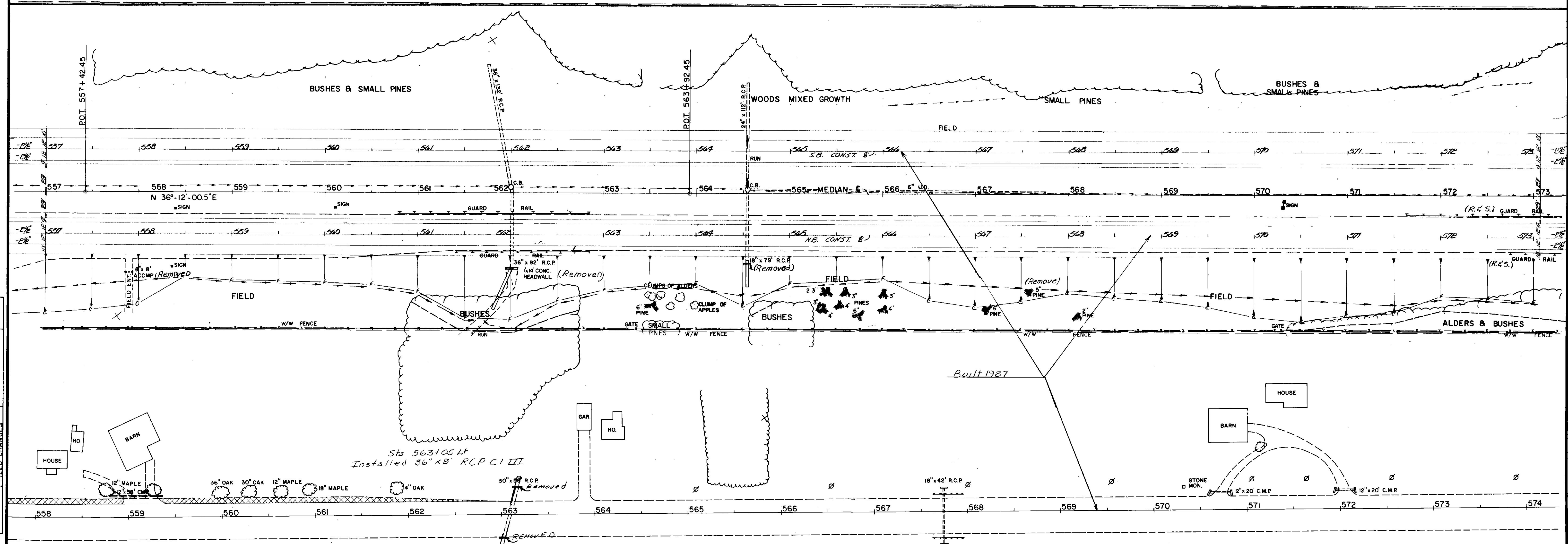
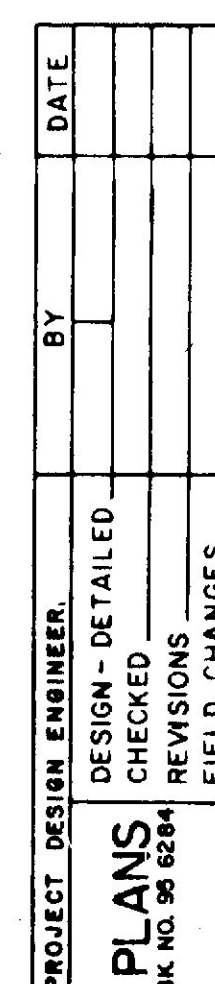
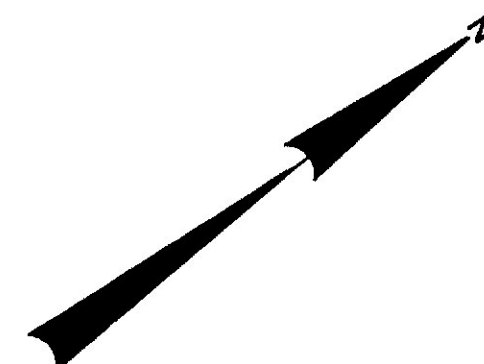
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-IR-95-4(A) PS-2141(3)	32	459

ITEM	607.09	WOVEN WIRE FENCE	METAL POST
STA 552+71	200' LT MED &	TO STA 564+27	200' LT MED &
STA 564+27	200' LT MED &	TO STA 578+40	200' LT MED &

N.W. Cor C.B. Frame @
562+00, 7' Lt. 4 Med
Elev. 76.58

BM YF-95-F
Elev 76.795
Steel Rod with Aluminum Disk
567+03, 143' Rt

Sta 560+30 to 575+50 Rt. N.B.



Sta 563+0 R+.
Installed 30"x8' RCP CI III

Revised As Built By Richard McCaranagh 3/1/04
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IR-95-4(4) PS-0141(3)	33	459

ITEM 607.09 WOVEN WIRE FENCE METAL POST			
STA	564+27	200' LT MED & TO	STA 578+40 200' LT. MED &
STA	578+40	200' LT MED & TO	STA 590+90 200' LT MED &

Item 607.17 Chain Link Fence - 6 Foot

Sta 560+30 to 575+50 145 Rt & Med

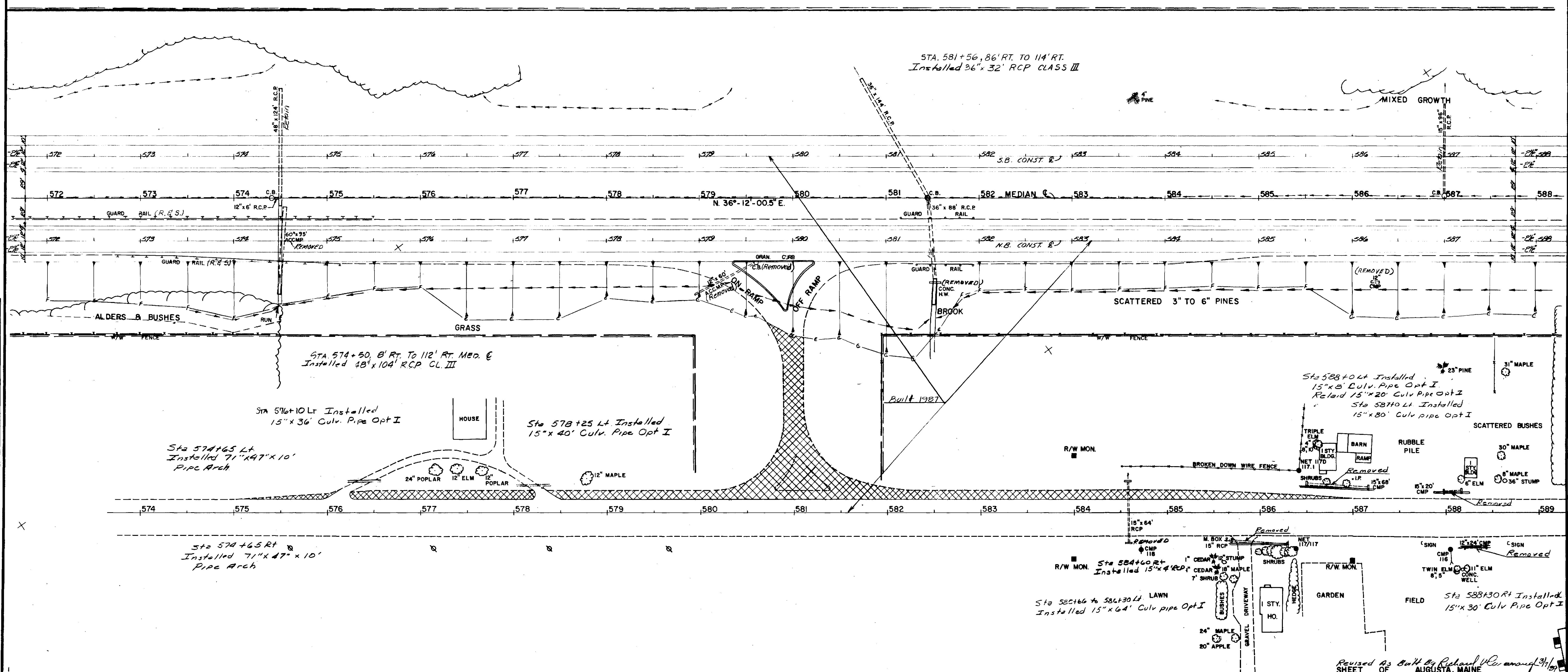
Sta 575+50 to 591+70 - 145' R/L & Med

Bench Marks

N.W. Cor C.B. Frame @
574+40 & Med.
Elev. 74.13

N.W. Cor C.B. Frame @
581+50 1 Lt & Med.
Elev. 77.17

N.W. Cor. C.B. Frame @
587+0, 4' Lt & Med.
Elev. 84.72



Revised As Built By Richard W. C. among 3/1/97
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

2001 2000

Bench Marks

N.W. Cor. C.B. Frame @
604+52, 3' R.T. & Med.
Elev. 98.55

N.W. Cor. C.B. Frame @
610+0, 4' Med.
Elev. 112.62

STA	OFFSET	TREE	STUMP
608+81	95' RT	20' ASH	20"
608+81	115' RT	24' ASH	24"

ITEM 606.77 BREAKAWAY CABLE TERMINAL

STA 50+52.40 TO STA. 50+71.40 RT
STA 50+56.10 TO STA. 50+81.10 LT
STA 51+23.40 TO STA. 51+48.40 RT
STA 51+27.10 TO STA. 51+52.10 LT

ITEM 606.17 GUARD RAIL TYPE 3b L.F.

STA 50+71.40 TO STA. 52+39.90 RT (BRIDGE)
STA 50+81.10 TO STA. 52+43.60 LT (BRIDGE)
STA 54+35.90 (BRIDGE) TO STA. 51+23.40 RT
STA 54+39.60 (BRIDGE) TO STA. 51+27.10 LT

Built 1987

MIXED GROWTH & ALDERS

MIXED GROWTH & ALDERS

FIELD

Sta 617+15 (IR-95-4(44))
"WEIGH IN Motion SYSTEM"
SEE SHEET No. 38 TO 92
FOR DETAILS

STA 53+39.75 NEW CO. ROAD
STA 604+06.19 MED. C

FIELD & SCATTERED ALDERS

ALDERS

11" WOOD POST GUARD RAIL REMOVED
(REMOVED) (REMOVED)

FIELD WITH SCATTERED
BUSHES & ALDERS
3' TO 6" PINES

FIELD

FIELD

STA 50+15 TO STA 52+33.93
CONSTRUCTION THIS PROJECT

STA 604+75 INSTALLED
13" X 106' CONCRETE PIPE - OPTION III
Built Catch Basin Type B1
51' LT

STA 603+57 90' RT TO
STA 604+81 90' RT 5-95 MED. &
Installed 24" X 130' CULVERT
PIPE OPTION II
(BY OTHERS)

FIELD WITH
SCATTERED ALDERS

STA. 609+50 END MAINE FEDERAL AID INTERSTATE PROJECT No. I-IR-95-4(44)
BEGIN MAINE FEDERAL AID SECONDARY PROJECT No. RS-0141(3)

Item 607.17 Chain Link Fence - 6 Foot

Sta. 603+45/45' RT. Med. E. to Sta. 603+74 RT. Med. E.
Sta. 604+35 RT. Med. E. to Sta. 604+85/45' RT. Med. E.
Sta. 604+85 to 621+12 - 145' RT. Med. E.
Sta. 604+23 to 604+75 LT & Med.
Sta. 604+75 to 621+29 - 150' LT & Med.

STA. 614+44, 5' RT. TO STA. 614+46.5,
112' RT. MED. & Installed 18" X 104'
RCP CLASS III.

Sta 615+70 LT
Installed 24" X 6' RCP

Sta 615+70 RT
Installed 24" X 6' RCP CLASS III

SMALL GROWTH
MOSTLY ALDERS
CURVE No. 24
ROUTE 1 N.B.
Δ = 1°-07'-00" RT.
D = 0°-22'-20"
T = 150.00'
L = 300.00'
R = 15,392.90'
E = 0.73'
PI. STA. 602+00.37

STA. 605+10 57.5' RT. TO STA. 605+60 58' RT.
Installed 18" X 50' CULVERT PIPE - OPTION I

CURB TYPE 3

603+35 to 604+09 LT R4#1
604+48 LT R4#1 to 605+55 LT R4#1

CULTIVATED LAND

FIELD

STA	OFFSET	TREE	STUMP
606+83	34.5' LT	29" MAPLE	-
607+06	33.5' LT	31" MAPLE (DOWN)	-
607+96	35' LT	22" MAPLE	22"

ITEM 607.09 WOVEN WIRE FENCE METAL POST

STA 590+90 200' LT MED. E. TO STA. 603+20 200' LT MED. E.
STA 603+20 200' LT MED. E. TO STA. 604+50 LT N.C.R.

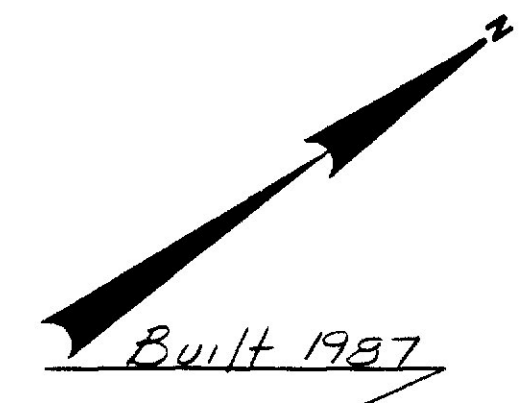
Revised As Built By Richard W. Wampanag 3/7/89
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

PROJECT DESIGN ENGINEER	DATE
BY E. Vigue	1-89
DESIGN - DETAILED	REVISIONS
CHECKED	FIELD CHANGES
PLANS	NO. 968278
REVISIONS	968278

Bench Marks
Most Northeastly bridge rail bolt
52+45, 18' R+ N.C.R.
Elev. 123.06
Chiseled Square in Ledge
57+0, 60' R+ N.C.R.
Elev. 115.67

Trees Removed
65+30 L+ 12" Pine



Curb - Type 3
62+24 to 63+40 L+ N.C.R.
63+44 to 65+06 L+ N.C.R.
65+28 to 65+50 L+ N.C.R.
13+21 to 13+50 L+ N.C.R. Spur
15+73 to 14+50 L+ N.C.R. Spur

CURVE #42
COUNTY ROAD
SPUR LINE
P.I. STA. 14+10.25
Δ = 13° 08' 43.7"
D = 5° 02' 00"
L = 130.89'
R = 260.63'
E = 1135.59'

NEW CURVE #30
COUNTY ROAD
SPUR LINE
P.I. STA. 64+8.15
Δ = 50° 42' 00"
D = 8° 00' 00"
L = 833.75'
R = 762.00'
E = 763'

CURVE #31
COUNTY ROAD
SPUR LINE
P.I. STA. 16+39.31
Δ = 37° 49' 45"
D = 20° 00' 00"
L = 189.15'
R = 286.48'
E = 1535'

Revised As Built by Richard W. Hamann 3/1/89
SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DEF	07/20
DESIGN - DETAILED	DEF	
CHECKED		
REVISIONS		
FIELD CHANGES		

STA	OFFSET	TREE	STUMP
626+35	84' RT	6" PINE	6"

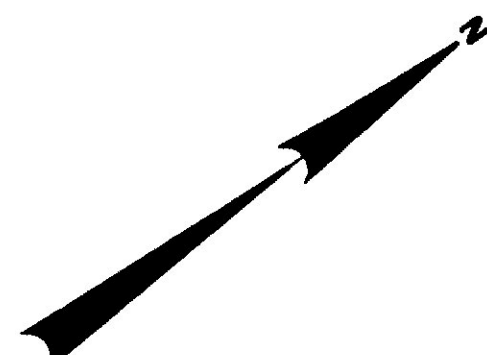
* MEASURED FROM I-95 MED &

Item 607.17 Chain Link Fence - 6 Foot

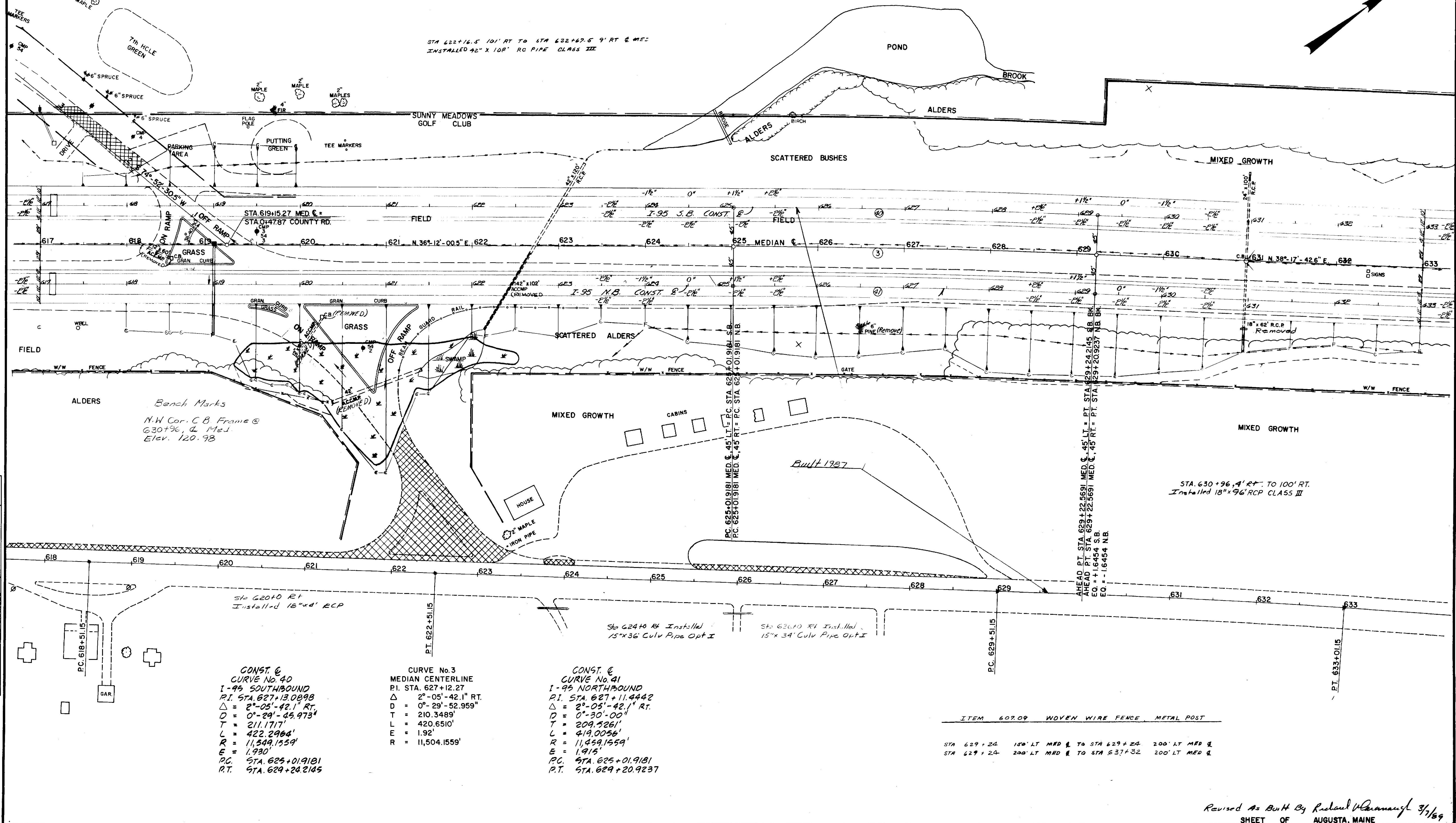
Sta 604+85 to 621+12 - 145' R+L Med
 Sta 621+12 to 636+70 - 145' R+L Med
 Sta 609+75 to 621+29 - 150' L+L Med
 Sta 621+29 to 624+69 - 150' L+L Med
 Sta 625+35 to 629+24 - 150' L+L Med

STA. 619+00 3' LT. & MED.
 BUILT TYPE B-1 CATCH BASIN
 STA. 619+00 1' LT. & MED. TO 115' RT.
 Installed 116" x 12" RCP CLASS III (1987)

STA 622+16.5 101' RT TO STA 622+67.5 9' RT & MED
 INSTALLED 92" X 108" RC PIPE CLASS III



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



CONST. &
 CURVE No. 40
 I-95 SOUTHBOUND
 P.I. STA. 627+13.0898
 $\Delta = 2^\circ-05'-42.1''$ RT.
 $D = 0^\circ-29'-45.973''$
 $T = 211.1717'$
 $L = 422.2964'$
 $R = 11,549.1559'$
 $E = 1.930'$
 PC STA. 625+01.9181
 RT STA. 629+24.145

CURVE No. 3
 MEDIAN CENTERLINE
 P.I. STA. 627+12.27
 $\Delta = 2^\circ-05'-42.1''$ RT.
 $D = 0^\circ-29'-45.973''$
 $T = 210.3489'$
 $L = 420.6510'$
 $E = 1.92'$
 $R = 11,504.1559'$

CONST. &
 CURVE No. 41
 I-95 NORTHBOUND
 P.I. STA. 627+11.4442
 $\Delta = 2^\circ-05'-42.1''$ RT.
 $D = 0^\circ-30'-00''$
 $T = 209.5261'$
 $L = 419.0056'$
 $R = 11,459.1559'$
 $E = 1.915'$
 PC STA. 625+01.9181
 RT STA. 629+20.9237

ITEM 607.09 WOVEN WIRE FENCE METAL POST

STA 629+24 150' LT MED & TO STA 629+24 200' LT MED &
 STA 629+24 200' LT MED & TO STA 637+32 200' LT MED &

STA. 634+46, 79' RT. TO 99' RT. MED. &
Installed 24" x 20' RCP CLASS III

STA. 637+56.5, 73' RT. TO 93' RT. MED. &
Installed 18" x 20' RCP CLASS III

STA. 645+98, 10' RT. TO 98' RT. MED. &
Installed 24" x 20' RCP CLASS III

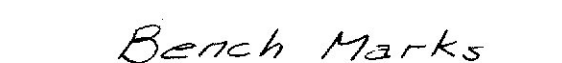
RS 0141 (3)

Item 607.17 Chain Link Fence - 6 Foot

Sta. 621+12	To 636+70	145' RT & Med
Sta. 636+70	To 647+17	145' RT & Med
Sta. 647+17	To 31+47	75' RT Ramp F-3
Sta. 31+47	To 54+80	75' RT Ramp F-3

ITEM 607.09 WOVEN WIRE FENCE, METAL POST

STA 629+24	200' LT MED & TO STA	X 637+32 200' LT MED &
STA 637+32	200' LT MED & TO STA	G 56+32 200' LT MED &



N.W. Cor. C.B. Frame @
634+50, 2' Lt, & Med.
Elev. 120.57

N.W. Cor. C.B. Frame @
637+50, 3' Lt. of Med.
Elev. 122.93

N.W. Cor. C.B. Frame @
6410, 2' Lt. & Med.
Elev. 126.88

Built 1987

SMALL TO MEDIUM MIXED GROWTH

Sta 643+87 Lt
Installed 24"x4' RCP

GRAVEL PARKING Sta 643+87 Rt
Installed 15"x8' R.C.P.

Revised As Built by Richard Wharmann 3/7/89
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEPORT I-95

STA. 662+37.59' LT. TO STA. 662+13.43.5' RT SB &
Installed 24"x104" RCP CLASS III

STA. 662+23.43' LT. TO STA. 661+95.80' RT NB &
Installed 24"x128" RCP CLASS III

STA. 661+97.80' RT. TO STA. 663+50.91' RT. NB &
Installed 24"x159" CULVERT PIPE OPTION II

ITEM 607.09 WOVEN WIRE FENCE METAL POST
STA 637+32 200' LT MED & TO STA 656+32 200' LT MED &
STA 656+32 200' LT MED & TO STA 661+97 100' RT F-4
STA 661+97 100' RT F-4 TO STA 663+50 100' RT F-4

ITEM 604.09 CATCH BASIN, TYPE B-1 EA.

STA. 661+95.80' RT NB & Built CATCH BASIN, TYPE B1
STA. 662+13.43.5' RT SB & Built CATCH BASIN, TYPE B-1

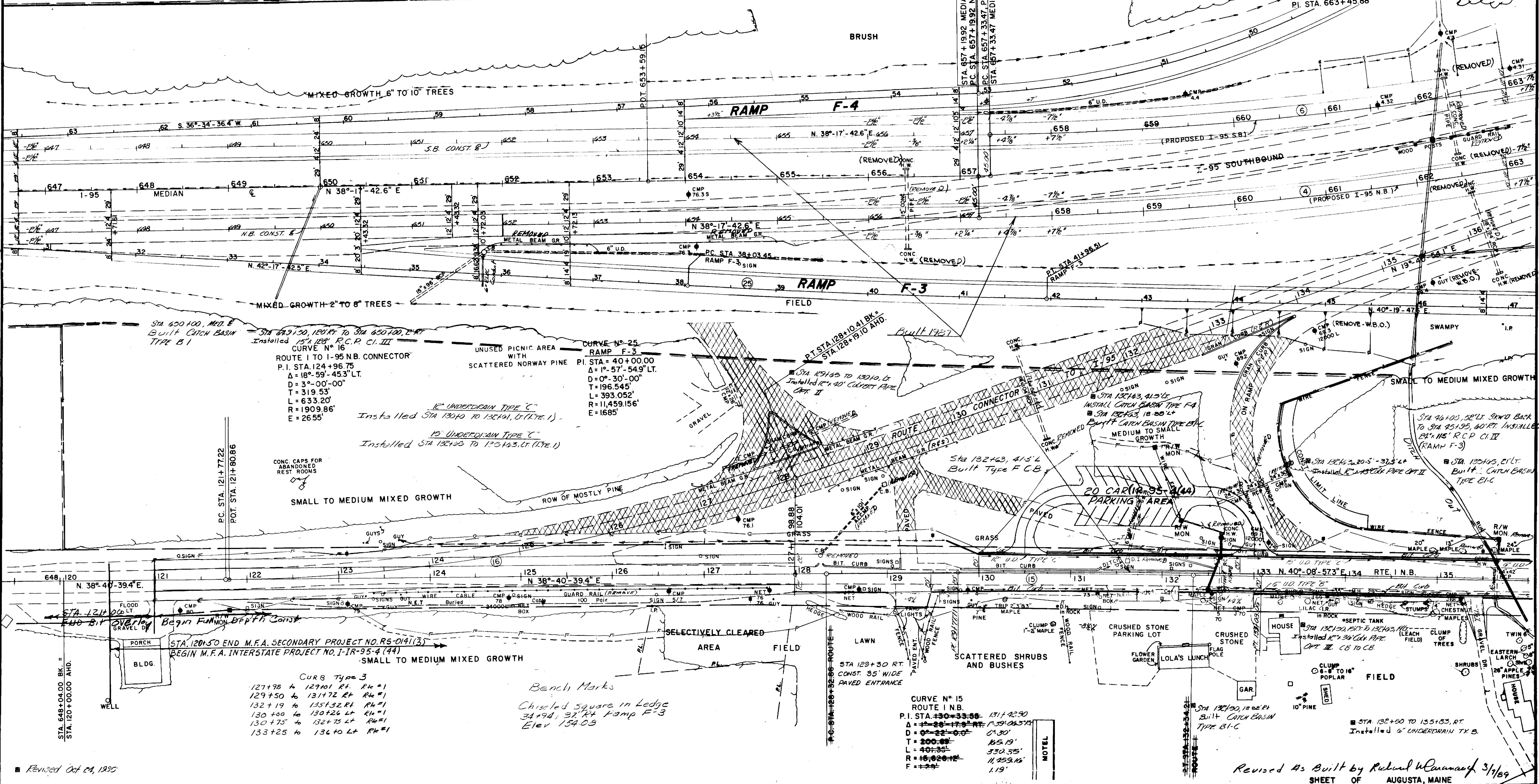
Item 607.17 Chain Link Fence -6 Foot

Sta 31+47 to 34+80 - 75' RT F-3
Sta 34+80 to 43+40 - 75' RT F-3

CURVE No 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 No 6
PROPOSED I-95 SB
 $\Delta = 15^\circ - 52' - 19.3''$ LT.
 $D = 1^\circ - 30' - 00''$
 $T = 532.48'$
 $L = 1058.13'$
 $R = 3819.72'$
 $E = 36.94'$
P.I. STA. 662+65.95

CURVE No 4
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



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

CURB Type 3
127+98 to 129+01 RT. Rk #1
129+50 to 131+72 RT. Rk #1
132+19 to 135+32 RT. Rk #1
130+00 to 130+26 LT. Rk #1
130+75 to 132+15 LT. Rk #1
133+25 to 136+00 LT. Rk #1

Bench Marks
Chiseled Square in Ledge
34+94.91' RT Ramp F-3
Elev 154.03

CURVE No 15
ROUTE I.N.B.
P.I. STA. 130+33.88
 $\Delta = 28^\circ - 17' - 13.3''$ RT.
 $D = 0^\circ - 22' - 00''$
 $T = 200.88'$
 $L = 401.35'$
 $R = 11,259.16'$
 $E = 1.19'$

Revised As Built by Robert W. Wainwright 3/1/59
SHEET OF AUGUSTA, MAINE

YARMOUTH-FREEMONT I-95

CURVE N° 6
I-95 SOUTHBOUND
PI STA 662+6595
Δ = 15°-52'-19.3" LT.
D = 1°-30'-00"
T = 532.48'
L = 1058.13'
R = 3819.72'
E = 36.94'

STA 667+71.49' LT SB E TO STA 668+105.64' RT NB E
Installed 24"x19" RCP, CL III

STA 669+26.52 I-95 S.B.
STA 8+99.01 DESERT OF MAINE RD.
PT. STA 667+91.60
PROPOSED I-95 S.B.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-4(44)	40	459

CURVE N° 32
RAMP F-2
PI 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
PI 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'

ITEM 606.77 BREAKAWAY CABLE TERMINAL
STA 666+40 NB RT - 666+65 NB RT
STA 667+12 NB LT - 667+31 NB LT
STA 672+72 - 672+97 LT F-3

GUARDRAIL TYPE 3b (1971) ROAD AND LESS
STA 51+54 - 51+53, LT (DOM. RD.)
STA 51+53 - 51+53, RT (DOM. RD.)

GUARDRAIL TYPE 3b OVER 15 FT. ROAD
STA 52+97 (F-3) - 51+54 (DOM. RD.) LT
STA 51+53 (F-2) - 51+49, RT (DOM. RD.)

ITEM 606.17 GUARDRAIL TYPE 3b SINGLE RAIL
STA 5+43 - 7+48 D.O.M. LT
STA 5+58 TO 7+36 D.O.M. RT
STA 666+65 NB RT - 670+15 NB RT
STA 667+87 NB LT - 668+62 NB LT

CURB Type 3
136+30 TO 139+37 LT.
135+52 RT Rte 1 to 73+50 LT Pine St
74+50 RT Pine St to 140+52 LT Rte 1

CURVE N° 29
DESERT OF MAINE ROAD
PI STA = 3+22.235
10° POLE Δ = 87°-22'-55.8" RT.
D = 14°-00'-00"
T = 390.971'
L = 624.158'
R = 409.256'
E = 156.738'

CURVE N° 18
ROUTE 1 N.B.
PI STA 144+99.25
Δ = 7°-57'-08" LT.
D = 2°-20'-00"
T = 170.68'
L = 245.53'
R = 340.81'
E = 5.92'

STA 4+90.00 DESERT OF MAINE ROAD =
STA 53+78.25 RAMP F-3
STA 20+00.00 RAMP F-2

CURVE N° 4
I-95 NORTHBOUND
PI STA = 663+45.88
Δ = 18°-36'-48.5" LT.
D = 1°-30'-00"
T = 625.96'
L = 1240.90'
R = 3819.72'
E = 50.95'

STA 139+78 TO 142+63 LT RTE 1
Installed 12"x15" U.D. TYPE C

STA 136+69 TO 136+74 LT
Installed 24"x19" Culv. Pipe Opt. II

STA 136+69 TO 136+74 LT
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STA 136+69 TO 136+74 LT
Installed 24"x19" Culv. Pipe Opt. II

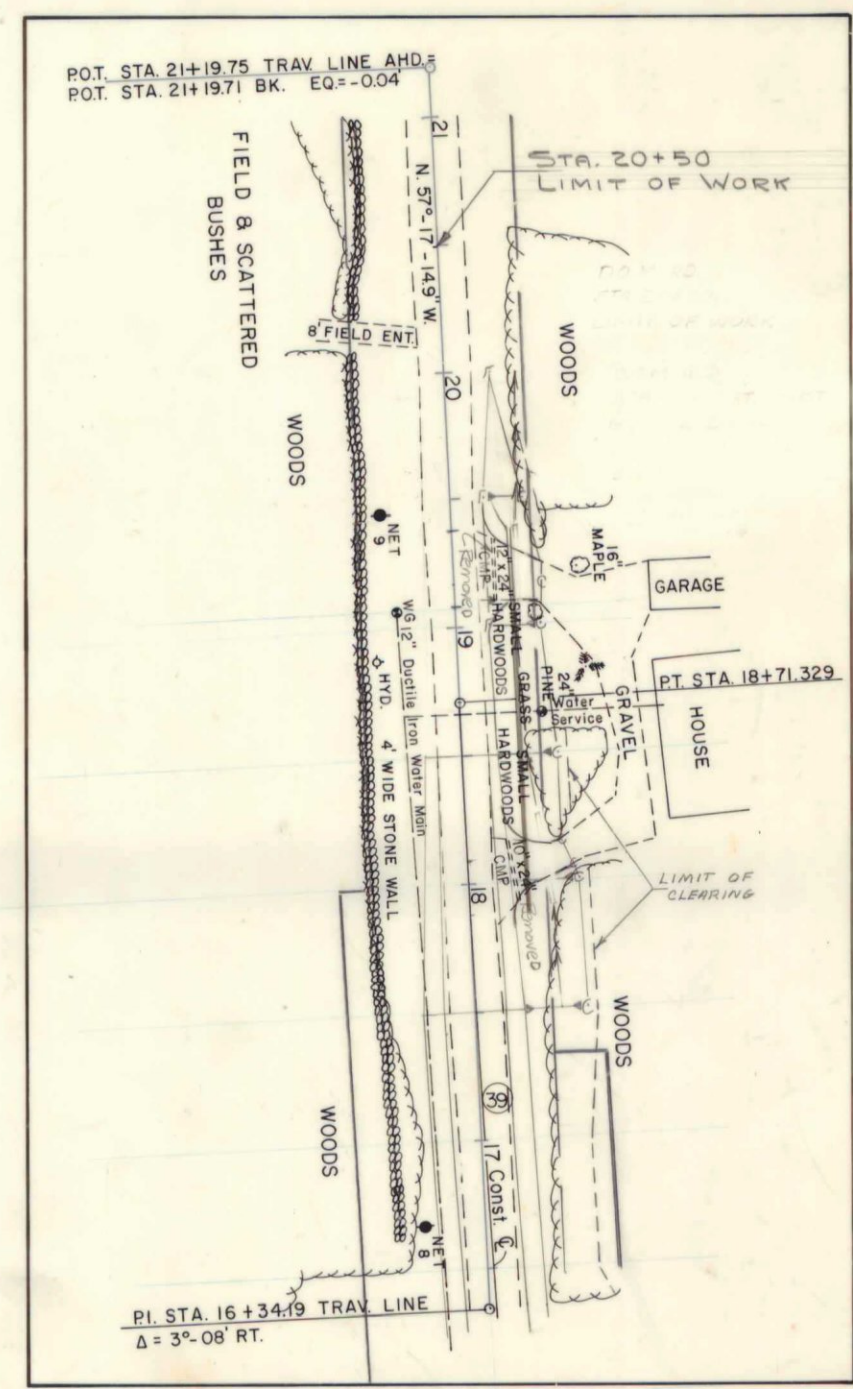
STA 136+69 TO 136+74 LT
Installed 24"x19" Culv. Pipe Opt. II

STA 136+69 TO 136+74 LT
Installed 24"x19" Culv. Pipe Opt. II

PAYMENT TREES REMOVED - PINE ST.					
STA	OFFSET	TREE	STUMP	STA	OFFSET
72+19	20' LT	18" MAPLE	15'	74+00	21' RT
72+43	18' LT	15" POPLAR	15'		
72+62	14' LT	15" POPLAR	15'		
72+62	14' LT	22" POPLAR	20'		
73+03	23' LT	22" MAPLE	20'		

PAYMENT TREES REMOVED D.O.M.			
STA	OFFSET	TREE	STUMP
141+0	8' RT	13" MAPLE	13'

Revised As-Built by Richard Warrington 3/7/59
SHEET OF AUGUSTA, MAINE
YARMOUTH-FREEPORT I-95



ITEM 605.10 6" UNDERDRAIN OUTLET LF
STA 10+87.175 LT TO 175' RT D.O.M. RD.
INSTALL 6"x35" UNDERDRAIN OUTLET

DOM RD
Sta 17+90 - 19+38, 22' RT
Installed 15"x148"
Culv. Pipe Opt. I

STA 12+50, 21.5' TO 50' RT D.O.M. RD
Installed 18"x40" RCP, CL. III
STA 12+50, 14.5' TO 54.5' LT D.O.M. RD
Installed 18"x40" RCP, CL. III
STA 675+35, 40' TO 68' LT I-95 SB
Installed 24"x24" RCP, CL. III

STA 14+00.00 DESERT of MAINE ROAD=
STA 40+00.00 RAMP F-4

PT. STA 18+71.329
DESERT of MAINE ROAD

ITEM 606.17 BREAKAWAY CABLE TERMINAL EA.
STA 23+90 TO STA 24+15 LT (F-1)
STA 671+50 TO STA 671+75 LT SB I-95 MED C

ITEM 606.21 GUARD RAIL TYPE 34-1/2" RAD AND LESS LF
Sta 13123 - 13137, LT (DOM RD)
Sta 13162 - 13170, RT (DOM RD)

CURVE No 39
DESERT of MAINE ROAD
PI STA = 15+58.07
Δ = 3° 08' 00" RT.
D = 0° 30' 00"
T = 313.412'
L = 626.667'
R = 1459.156'
E = 4.285'

ITEM 606.22 GUARD RAIL TYPE 36 OVER 15 FT. RAD. LF
Sta 13137 (DOM RD - 4070 (F-1) LT
Sta 13170, RT (DOM RD) - 241' LT (F-1) - 12' LT

ITEM 606.17 GUARD RAIL TYPE 34 SINGLE RAIL LF
STA 9+66 TO 13183, LT (DOM RD)
STA 9+68 TO 13182, RT (DOM RD)
STA 24+15 LT - 24+65 LT (F-1)
STA 668+50 LT - 671+50 LT SB I-95 MED C - 300 LF

SMALL TO MEDIUM
HARDWOOD

STA 15+50.00 DESERT of MAINE ROAD =
STA 142+39.55 HUNTER ROAD
N 32° 27' - 09.3" E.

HUNTER ROAD

CURVE No 37
HUNTER ROAD
PI STA = 145+96.515
Δ = 35° 37' - 14.6" RT.
D = 6° 00' 00"
T = 306.785'
L = 593.679'
R = 954.930'
E = 48.070'

CURVE No 36
RAMP F-1
PI STA = 21+95.703
Δ = 30° 35' - 56.2" LT
D = 6° 00' 00"
T = 261.227'
L = 509.978'
R = 954.930'
E = 39.086'

CURVE No 38
HUNTER ROAD
PI 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 No 35
RAMP F-1
PI STA = 16+38.559
Δ = 36° 50' 00" RT.
D = 6° 00' 00"
T = 317.971'
L = 613.889'
R = 954.930'
E = 51.548'

CURVE No 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'
PI STA 151+76.64

CURVE No 7
I-95 SOUTHBOUND
Δ = 10° 03' - 27.6" RT.
D = 1° 00' 00"
T = 504.18'
L = 1005.77'
R = 5729.58'
E = 22.14'
PI STA 678+67.66

CURVE No 26
RAMP F-4
PI STA = 50+13.076
Δ = 36° 13' - 15.3" RT.
D = 6° 00' 00"
T = 312.312'
L = 603.682'
R = 954.930'
E = 49.774'

CURVE No 4
PROPOSED I-95 N.B.
Δ = 18° 32' - 48.5" LT.
D = 1° 30' 00"
T = 625.96'
L = 1240.90'
R = 3819.72'
E = 50.95'
PI STA 663+45.88

N.B. PC. STA 145+34.83 AHD. =
NB. STA 671+74.26 BK.
EQ. = 52639.43

CURVE No 32
RAMP F-2
PI STA = 27+80.809
Δ = 25° 10' - 22.6" RT.
D = 4° 10' - 52.6"
T = 305.958'
L = 602.040'
R = 1370.295'
E = 33.742'

Revised As Built by R. Quam 3/7/89
SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
CHECKED		
REVISIONS		
FIELD CHANGES		