

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY "295" PORTLAND CUMBERLAND COUNTY

FEDERAL AID PROJECT NO. 1-295-3(2)51

INTERSTATE STA. 23+27 TO STA. 46+00
GRADING, DRAINAGE & BASE
N.B. & S.B. RAMPS, VERANDA ST. N.B. & S.B. AND CONNECTING RAMPS
GRADING, DRAINAGE & PAVING
INCLUDING VERANDA ST. BRIDGE
TOTAL LENGTH 0.426 MILES

PLAN 1 IN. = 30 FT.
PROFILE HOR. 1 IN. = 50 FT.
VER. 1 IN. = 10 FT.
CROSS HOR. 1 IN. = 10 FT.
SECTIONS VER. 1 IN. = 10 FT.

CONVENTIONAL SIGNS	
STATE OR NATIONAL LINE	SURVEY LINE
COUNTY LINE	CULVERT
TOWN LINE	DROP INLET
UNFENCED PROPERTY	TROLLEY POLE
FENCE	POWER POLE
RIGHT OF WAY LINE	TEL. POLE
TRAVELED WAY	MARSH
RAILROAD	TREES
RETAINING WALL	STONE WALL

TRAFFIC DATA	
1960 A.D.T.	8128
1980 A.D.T.	11084
D.H.V.	1663
T.	15%
D.	65%
V.	60 M.P.H.

INDEX OF SHEETS

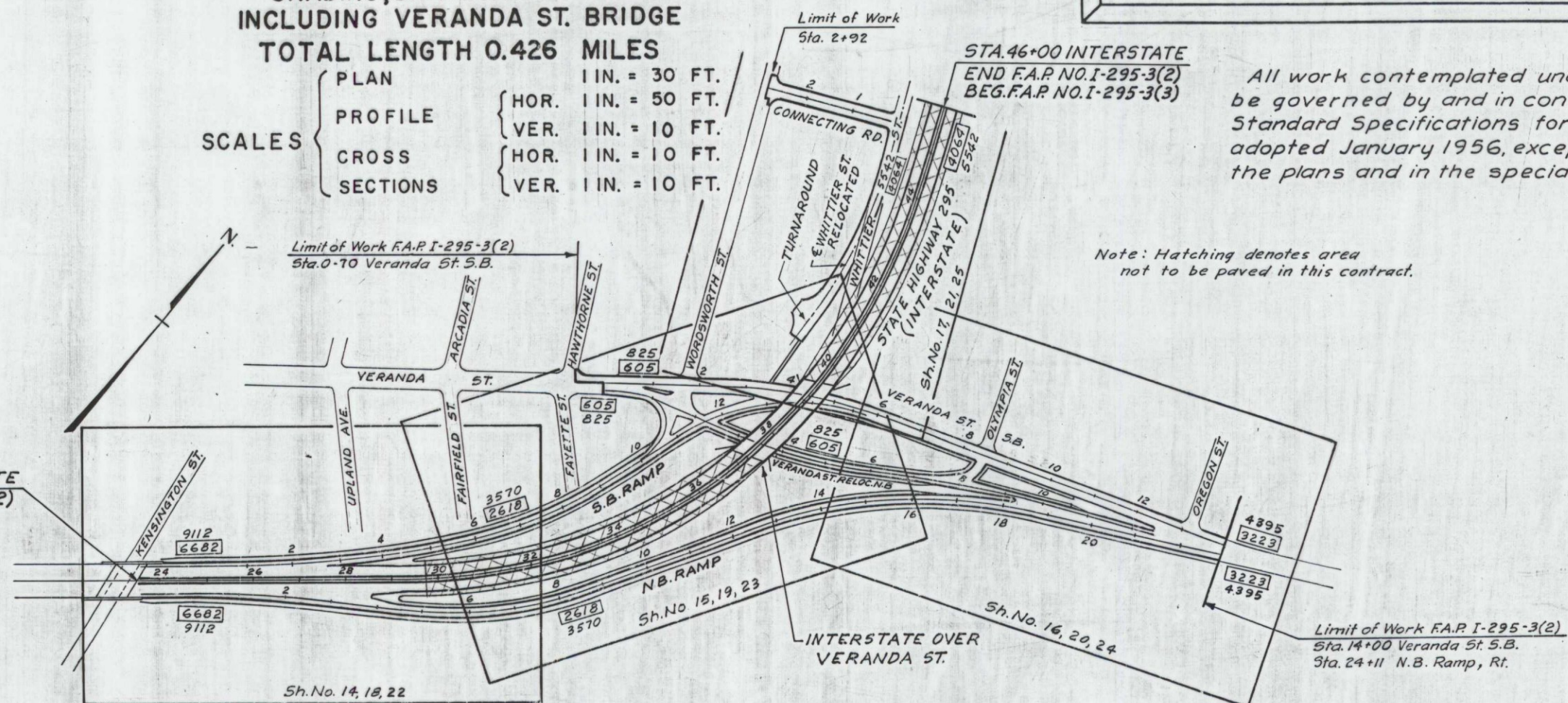
SHEET NO. 1	TITLE PAGE
SHEET NO. 2 & 3	TYPICAL SECTIONS
SHEET NO. 4 - 6	QUANTITIES
SHEET NO. 7 - 11	STANDARD DETAILS
SHEET NO. 14 - 29	PLAN AND PROFILE
SHEET NO. 42 - 59	CROSS SECTIONS
SHEET NO. 30 - 41	BRIDGES
SHEET NO. 12 & 13	SPECIAL DETAILS

Sheet 30 to 41 to
B.P. Mount

All work contemplated under this contract to be governed by and in conformity with the Standard Specifications for Highways and Bridges adopted January 1956, except as modified on the plans and in the special provisions.

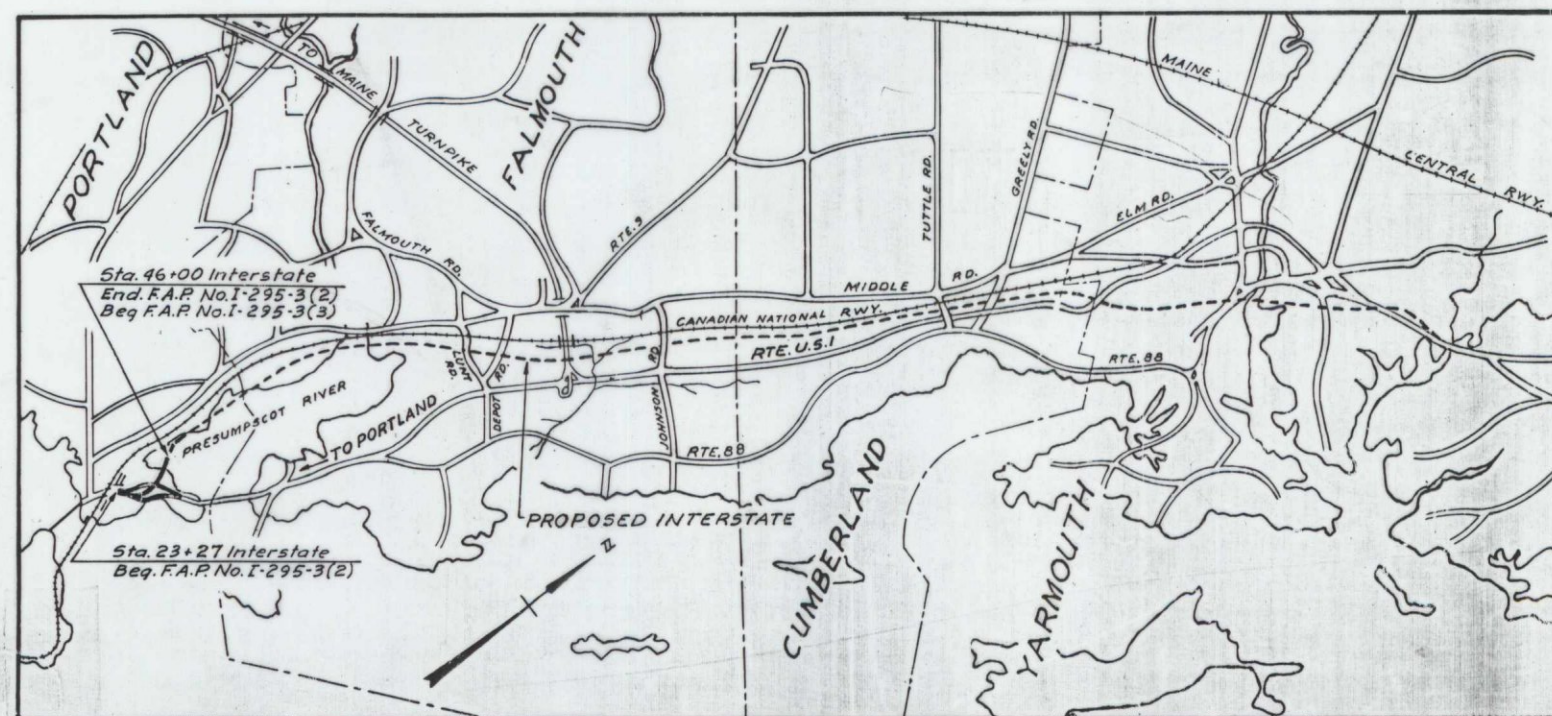
Note: Hatching denotes area not to be paved in this contract.

STA. 23+27 INTERSTATE
BEG. F.A.P. NO. 1-295-3(2)



LAYOUT PLAN
Scale: 1 Inch = 200 Ft.

Datum: Mean Sea Level
Boring data shown on these plans represent only the findings at the site of the borings and are not in themselves representations of actual sub-surface conditions. The Contractor is to form his own opinion and make his own interpretation of the borings. The Engineer does not warrant the finding to be accurate or complete.



A PORTION OF CUMBERLAND COUNTY
Approximate Scale: 1 Inch = 1 Mile

PREPARED BY
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

APPROVED:
MAINE STATE HIGHWAY COMMISSION
DATE 2/24/60
CHAIRMAN
2/24/60
2/24/60
2/24/60
2/24/60
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I
DIVISION ENGINEER
DATE

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE STATE HIGHWAY "295" PORTLAND CUMBERLAND COUNTY

FEDERAL AID PROJECT NO. 1-295-3(2)51

INTERSTATE STA. 23+27 TO STA. 46+00

GRADING, DRAINAGE & BASE

N.B. & S.B. RAMP, VERANDA ST. N.B. & S.B. AND CONNECTING RAMP

GRADING, DRAINAGE & PAVING

INCLUDING VERANDA ST. BRIDGE

TOTAL LENGTH 0.426 MILES

SCALES
PLAN 1 IN. = 30 FT.
PROFILE 1 IN. = 50 FT.
CROSS 1 IN. = 10 FT.
SECTIONS 1 IN. = 10 FT.

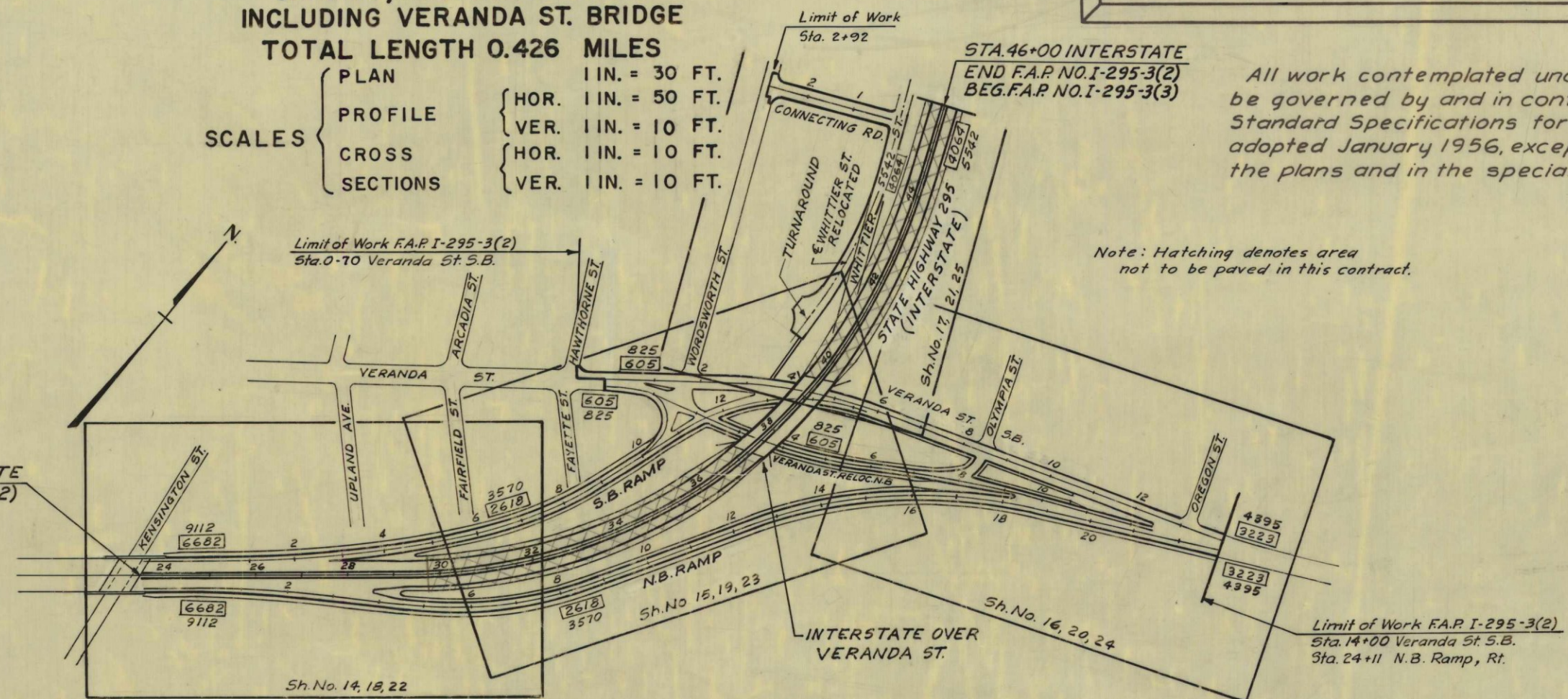
CONVENTIONAL SIGNS	
STATE OR NATIONAL LINE	SURVEY LINE
COUNTY LINE	CULVERT
TOWN LINE	DROP INLET
UNFENCED PROPERTY	TROLLEY POLE
FENCE	POWER POLE
RIGHT OF WAY LINE	TEL. POLE
TRAVELED WAY	MARSH
RAILROAD	TREES
RETAINING WALL	STONE WALL

INDEX OF SHEETS

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SHEET NO. 30 - 41	BRIDGES
SHEET NO. 42 - 59	SPECIAL DETAILS

TRAFFIC DATA	
1960 A.D.T.	8128
1980 A.D.T.	11084
D.H.V.	1663
T.	15%
D.	65%
V.	60 M.P.H.

STA. 23+27-INTERSTATE
BEG. F.A.P. NO. 1-295-3(2)



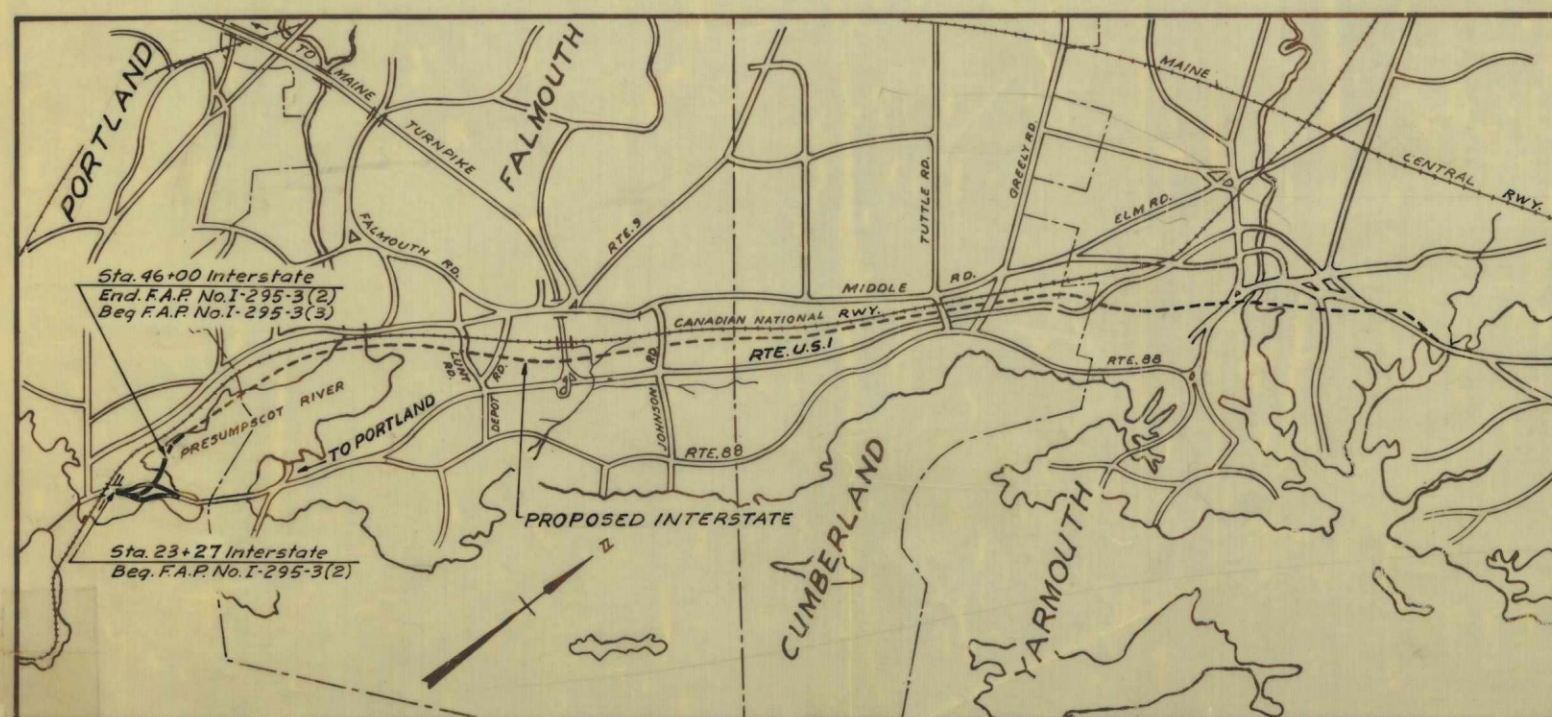
All work contemplated under this contract to be governed by and in conformity with the Standard Specifications for Highways and Bridges adopted January 1956, except as modified on the plans and in the special provisions.

Note: Hatching denotes area not to be paved in this contract.

LAYOUT PLAN

Scale: 1 Inch = 200 Ft

Datum: Mean Sea Level
Boring data shown on these plans represent only the findings at the site of the borings and are not in themselves representations of actual sub-surface conditions. The Contractor is to form his own opinion and make his own interpretation of the borings. The Engineer does not warrant the finding to be accurate or complete.



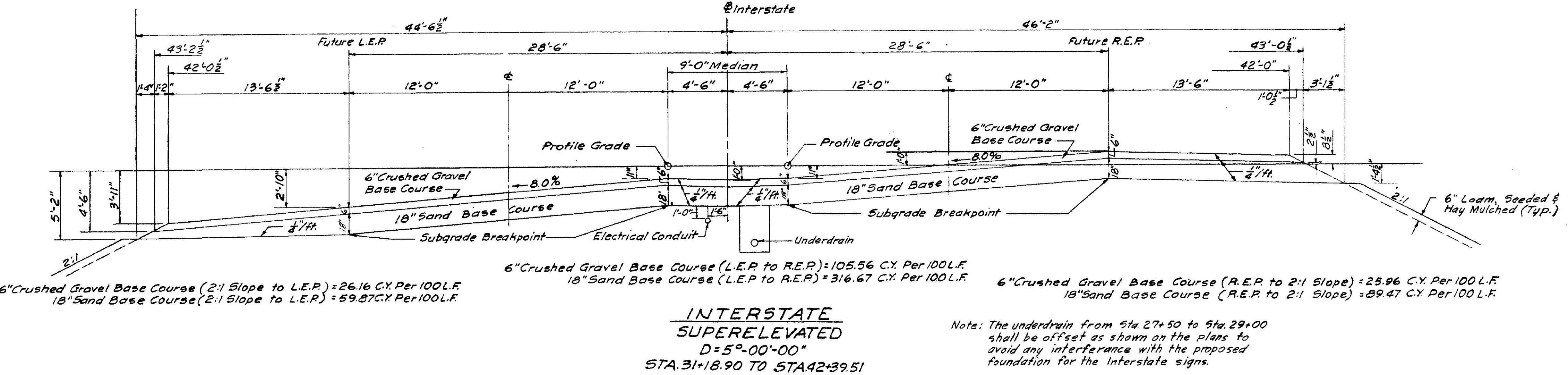
A PORTION OF CUMBERLAND COUNTY
Approximate Scale: 1 Inch = 1 Mile

PREPARED BY
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON-PORTLAND

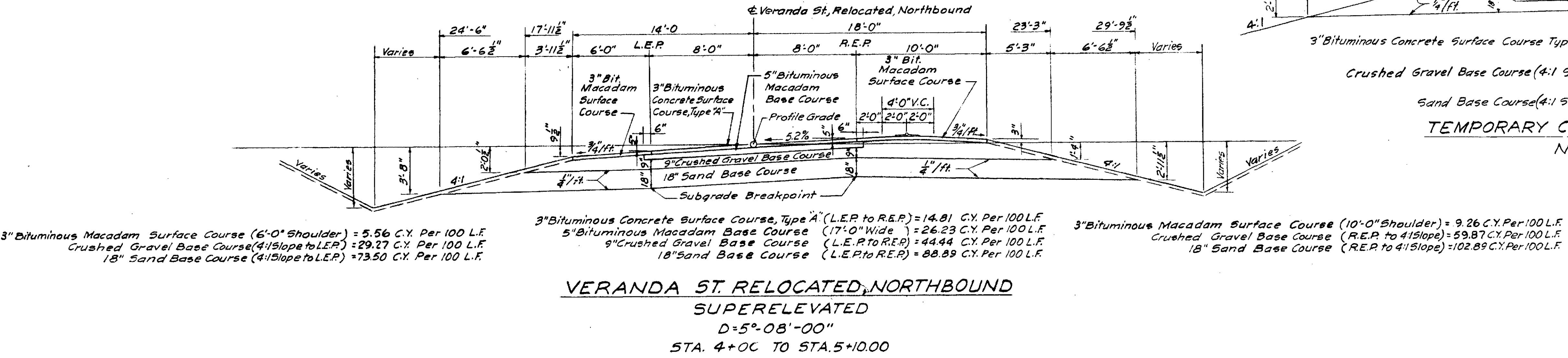
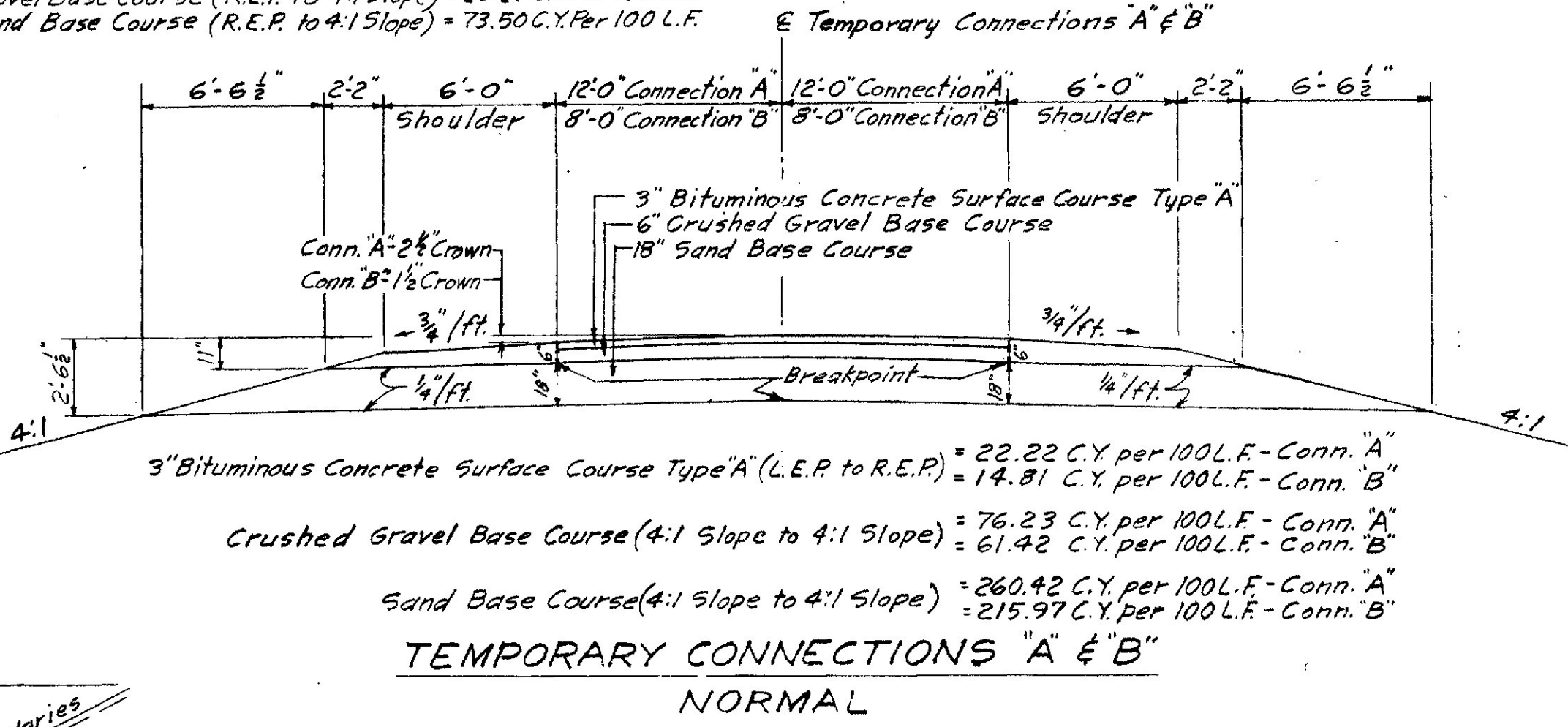
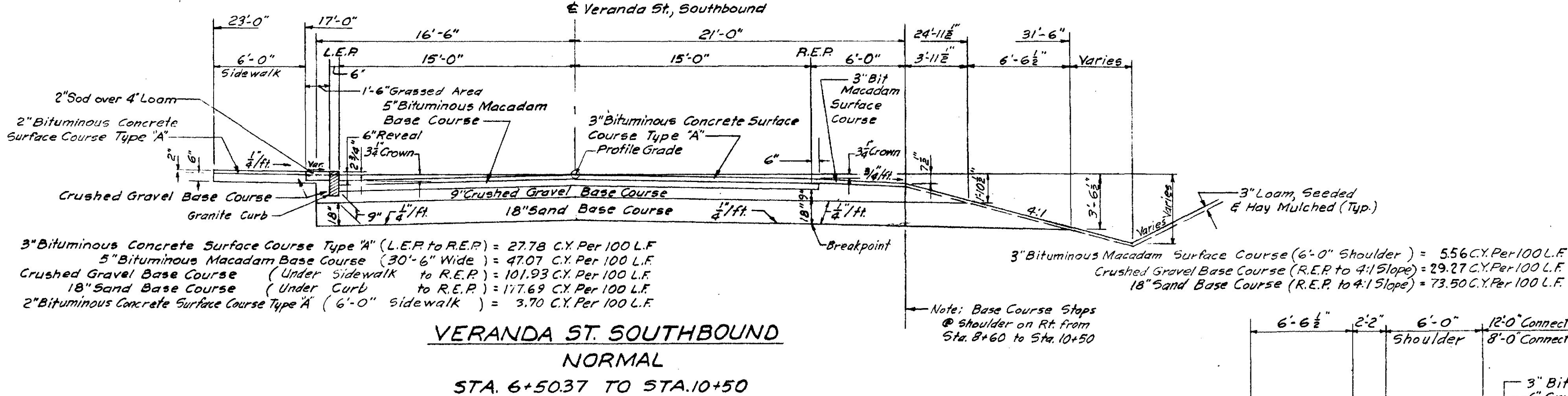
APPROVED:
MAINE STATE HIGHWAY COMMISSION
DATE 2/24/60
CHAIRMAN
2/24/60
2/24/60
2/24/60
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION I
DIVISION ENGINEER DATE

Grading Contract - Stage Construction
Interstate 295 to be constructed to top of
Crushed Gravel Base Course only,
unless otherwise indicated or specified.



3" BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"



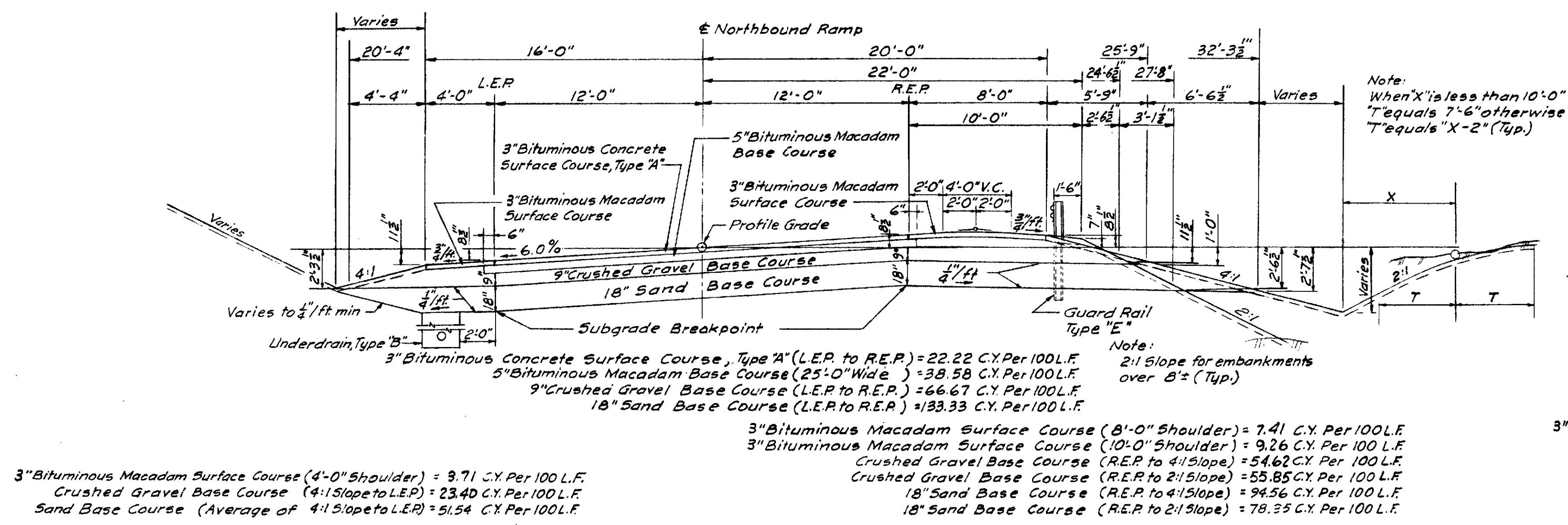
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
TYPICAL CROSS SECTIONS INTERSTATE VERANDA ST. SOUTHBOUND & VERANDA ST. RELOCATED, NORTHBOUND	
SHEET NO. 2 OF 59	SCALE: HOR. 1"=5'-0" VERT. 1"=5'-0"
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS	BOSTON, MASS. Qm-14 702

DES.	J.C.P.
DR.	F.S.
CHK.	J.C.P. & B.
APP.	

3" BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"

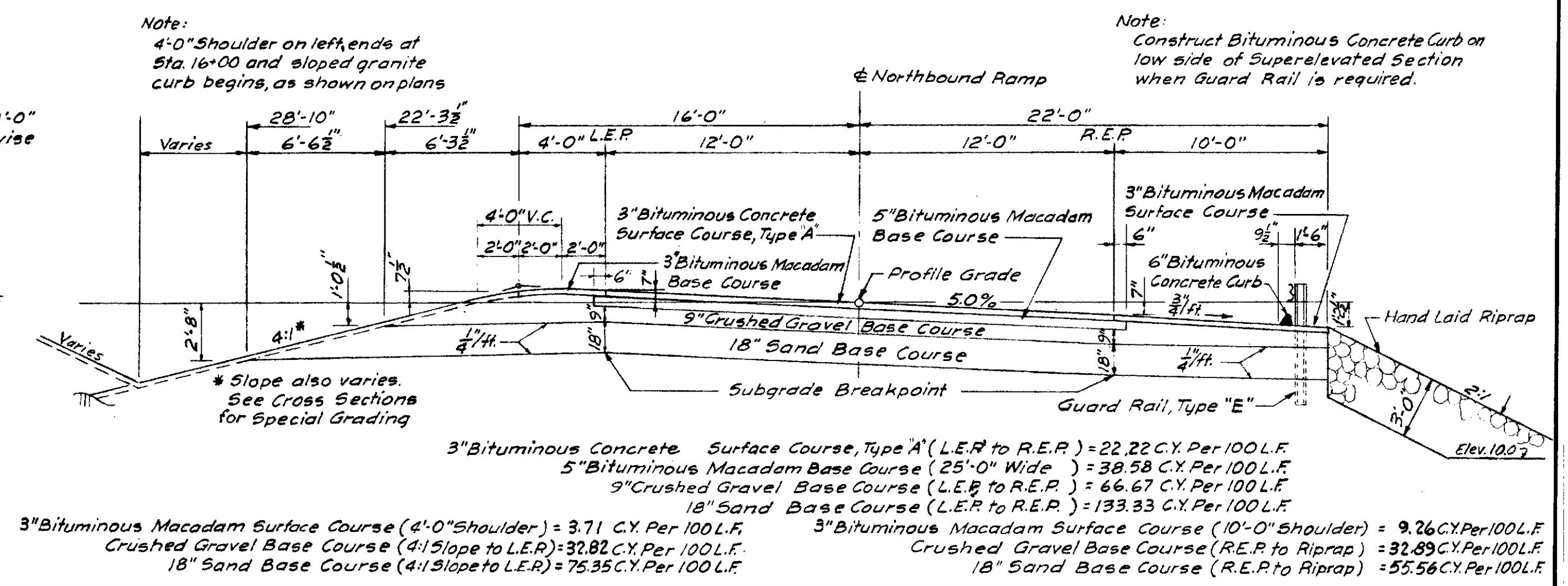
B. P. R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	PROJ. NO.	NO.	NO.	SHEETS
1	MAINE	1295-3(2)	3	59

PORTLAND

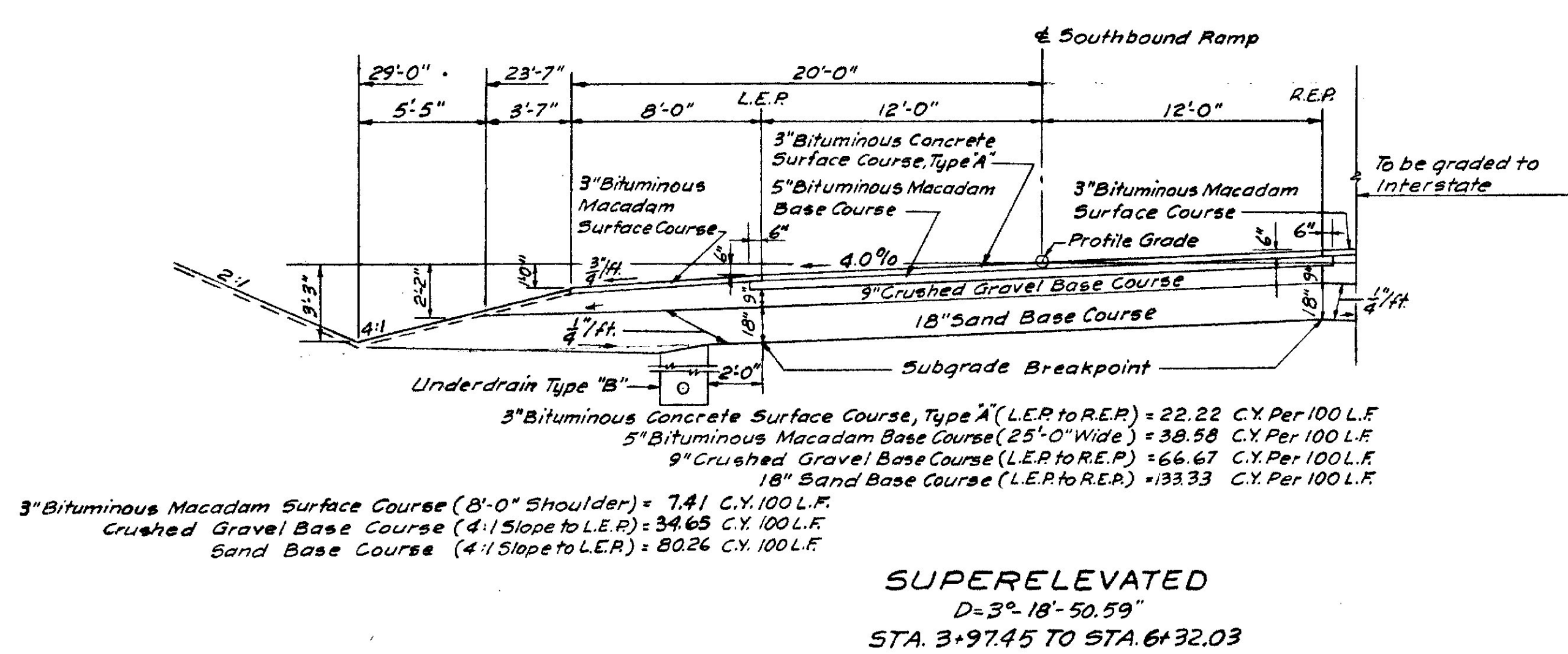


SUPERELEVATED
 D = 5°-56'-16.15"
 STA. 4+91.85 TO STA. 8+50

NORTHBOUND RAMP

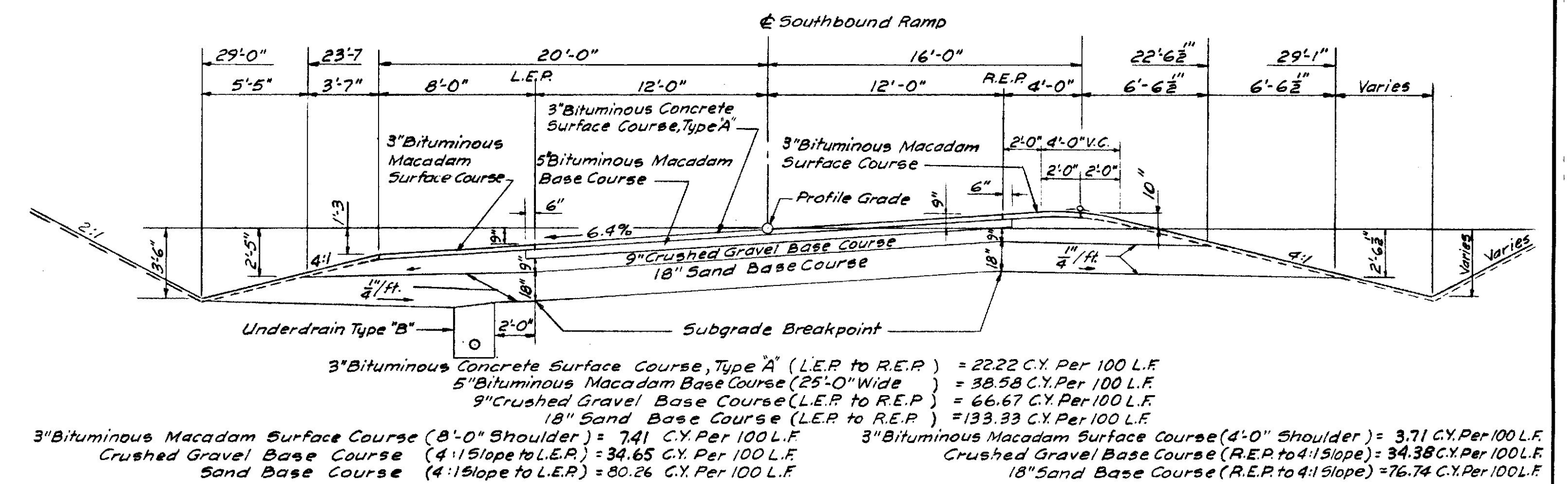


SUPERELEVATED
 D = 4°-46'-14.34"
 STA. 13+00 TO STA. 17+65.41



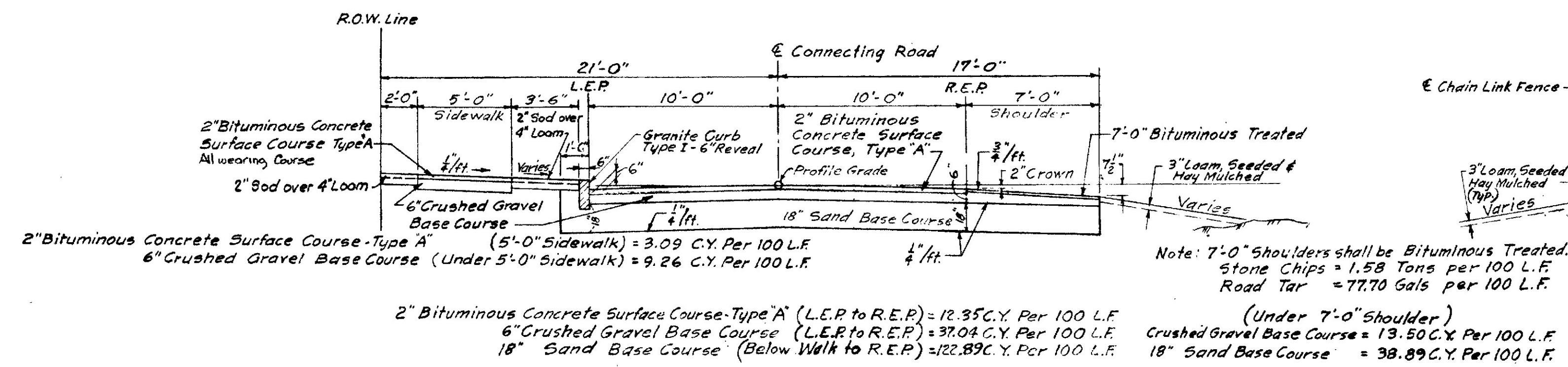
SUPERELEVATED
 D = 3°-18'-50.59"
 STA. 3+97.45 TO STA. 6+32.03

SOUTHBOUND RAMP

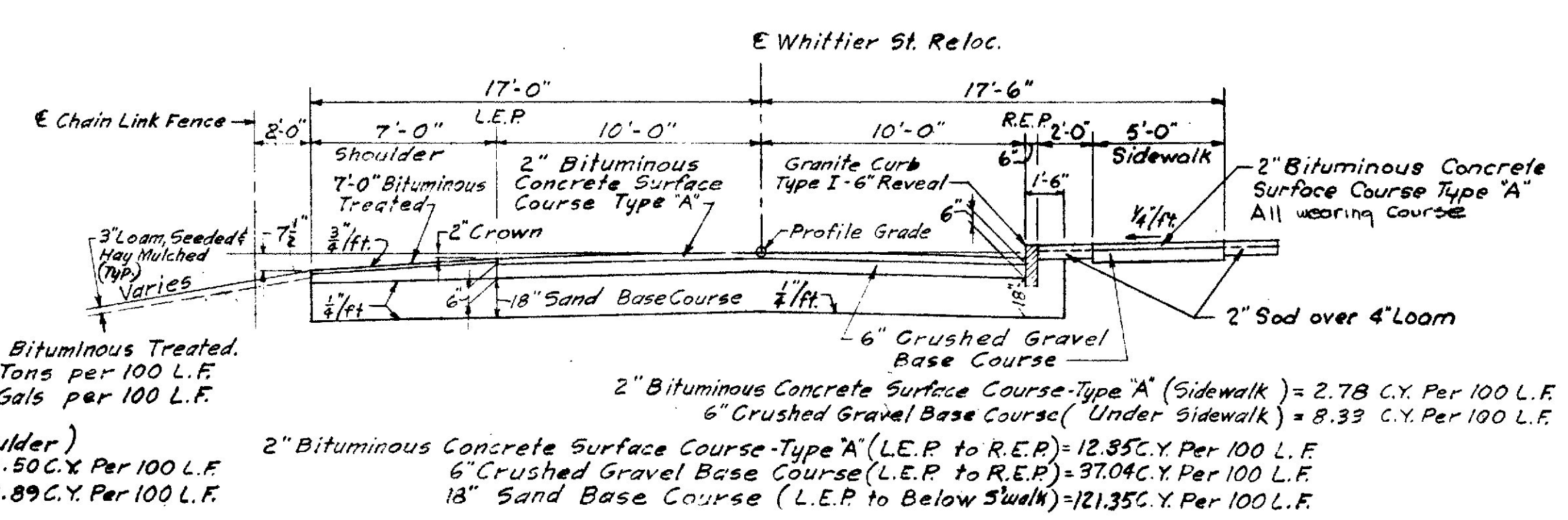


SUPERELEVATED
 D = 6°-51'-33.03"
 STA. 6+69.02 TO STA. 8+50

2" BITUMINOUS CONCRETE SURFACE COURSE, TYPE "A"



CONNECTING ROAD
 NORMAL



WHITTIER ST. RELOCATED
 NORMAL

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
TYPICAL CROSS SECTIONS NORTHBOUND RAMP, SOUTHBOUND RAMP, CONNECTING ROAD, WHITTIER ST. RELOCATED
SHEET NO. 3 OF 59
SCALE: HOR. 1"=5'-0" VERT. 1"=5'-0"

FAY, SPOFFORD & THORNDIKE, INC.
 ENGINEERS BOSTON, MASS.

Qm-14
 703

PORTLAND

FINAL DRAINAGE																				
STATION	SIZE	A.C.C.M.P.		A.C.C.M.P.	PIPE	METHOD	ADJUST TO GRADE		CONCRETE ENDWALLS				MANHOLE TYPE "A"	CATCH BASINS				HAND LAID		REMARKS
		LEFT		RIGHT	CONN.		MANHOLE	CATCH BASIN	P.C.C.	PORT CEMENT	REINF. STEEL-LBS.	TYPE "C"		TYPE "F"	TYPE "H"	TYPE "I"	RIPRAP			
		L.F.		L.F.	EA.		EA.	C.Y.	BBL.	DEL'D.	PLACING	EA.		EA.	EA.	EA.	C.Y.			
INTERSTATE																				
23+52								1												
23+80								1												
24+05	10																			
27+35 to 27+40	15		64			A								1	1 1/4					
31+00	18		116			A								2			1 1/8			
34+00	15		101	16	1	A								1			1 1/8			
40+00	15		71			A								1			1 1/8			
40+00 to 43+00	18		278			A														
43+00	15		65			A								1			1 1/4			
43+00 to 46+34	18		326			A												3		
46+00	15	18	36		1	A											1 1/8			
CONNECTING RD.																				
2+76	15		109											1				2		
N.B. RAMP																				
6+55 to 7+80	18			151		A												3		
14+25	18		22			A										1				
S.B. RAMP																				
9+50	15		61			A			1.7	3	6	6		1					1 Conc. Endwall - Rt.	
12+46 to 12+80	15		52			A									2					
VERANDA ST. RELOC. N.B.																				
2+42 to 3+28	15		116			A			1.7	3	6	6							1 Conc. Endwall - Rt.	
3+28 to 4+90	18		153			A										1				
4+90 to 5+18	18		75			A														
6+87																1				
VERANDA ST. S.B. (-) 10+04								1												
1+46								1	1											
1+67																				
1+70 to 1+90	15		27																Plug Existing Pipe Leaving C.B. Lt.	
1+70 to 1+88	15		33			A											1 1/8		Plug Exist. Manhole Lt.	
1+78								1												
1+85								1												
1+88 to 2+85	15		95			A														
2+82								1												
3+18, 3+65; 3+77								2											Backfill Existing Manhole	
4+70								1												
5+72								1												
5+84																				
6+93								2								1			Backfill Existing Manhole	
8+15																			Plug Storm Drain Inlet to Manhole, Lt.	
8+42								2												
8+73																			Convert Inlet to Manhole	
9+38																1				
9+38 to 10+54	15		111			A											1		Backfill Exist. Manhole on E	
10+20								1											Cut, Plug & Abandon Exist. Pipe	
10+92								1												
13+26; 13+50; 13+53								2	1											
RAMP 1.																				
0+60	15		78			A											1			
KENSINGTON ST.																				
9+68 to 10+45	15		72			A														
10+45	15		10			A							1		1					
WHITTIER ST. RELOC.																				
6+40	15		27			A		1	1					1 1/8						
8+30								1												
3+21 to 4+25	15		100											1				2		

FINAL GUARD RAIL TYPE "E"				
STA. TO STA.	SIDE	LENGTH (L.F.)	TERMINAL SECTIONS (EA.)	REMARKS
INTERSTATE 23+57 to 26+05	Rt.	250	2	
24+05 to 26+05	Lt.	200	2	
28+87 to 29+70	Rt.	101.8		Nose
23+83.6 - 24+21.1	Median	.75		Median Rail Div. around Elec. Handhole
28+32.7 - 28+81.5	Median	97.6		Median Rail Divided around Sign Post
N.B. RAMP 3+90	Rt.	25	2	Upland Ave. Barrier
4+52 to 5+40	Lt.	62.6	1	Nose
6+25	Rt.	25	2	Fairfield St. Barrier
3+80 to 22+16+	Rt.	1,836.9	2	
S.B. RAMP 3+50	Lt.	25	2	Upland Ave. Barrier
6+00	Lt.	25	2	Fairfield St. Barrier
8+50	Lt.	25	2	Fayette St. Barrier
TURNAROUND	Rt.	25	2	Barrier
TURNAROUND	End	25	2	Barrier

FINAL DOUBLE FACED GUARD RAIL TYPE "E"			
STA. TO STA.	SIDE	LENGTH (L.F.)	BARRIER ENDS
INTERSTATE 23+52.5 to 23+74.2	Median	21.9	2
24+21.1 to 25+56.7	Median	135.6	2
25+63.7 to 27+32.0	Median	168.3	
27+46.6 to 28+32.7	Median	86.1	1
28+81.5 to 29+71.3	Median	89.8	
BRIDGE		188.0	

*Note: Sign Post to be located in this run under a concurrent contract.

FINAL GUARD RAIL REMOVED AND STACKED			
STA. TO STA.	SIDE	LENGTH (L.F.)	REMARKS
N.B. RAMP 8+86+ to 21+89+	Lt & Rt.	1,326.7	Rt. Shoulder on Exist. Ramp "F"
INTERSTATE 23+53+ to 25+78+	Rt.	273	Rt. Shoulder on Exist. Hwy. "C"
24+03+ to 25+78+	Lt.	176	Lt. Shoulder on Exist. Hwy. "C"

FINAL UNDERDRAIN						
STA. TO STA.	SIDE	UNDERDRAIN				REMARKS
		TYPE "B" 6"	TYPE "C" 15"	OUTLETS	OUTLET (EA.)	
		L.F.	L.F.	L.F.	MARKERS	
INTERSTATE 24+84 to 27+38	Median	254				Underdrain offset to avoid sign foundations
27+42 to 30+98	Median		357			
31+02 to 33+96	Median	294				
34+02 to 36+78	Median	276				
39+52 to 39+98	Median	46				
40+04 to 42+98	Median	294				
43+04 to 45+98	Median	294				
46+04 to 46+34	Median	46				
N.B. RAMP 3+97 to 6+52	Lt.	260				
6+56 to 9+72	Lt.	316				
9+76 to 12+12	Lt.	238				
RAMP 1. 0+66		80				
S.B. RAMP 1+79 to 2+58	Lt.	120				
2+59 to 9+48	Lt.	682				
9+52 to 10+18	Lt.	70				
12+80 to 13+00	Rt.	20				
VERANDA ST. RELOC. N.B. 3+05 to 5+18	Rt.	220				In front of Abutment Footing
0+50	Rt.	130				
VERANDA ST. S.B. 1+88	Rt.	144				
2+85+ to 6+93	Lt.	400				
4+13 to 6+93	Rt.	280	132			In front of Abutment Footing To Connect to Existing 6" VCP Underdrain
6+95 to 8+27						
WHITTIER ST. 4+25		34				
WHITTIER ST. 8+00		42				
CONNECTING ROAD		10				

PRELIMINARY REMOVAL OF EXISTING DRAINAGE STRUCTURES			
STATION	SIDE	ITEM	REMARKS
INTERSTATE 26+50	Lt.	10" V.C.C.C. Catch Basin	Reclaim Casting
26+50	Rt.	Catch Basin	
30+02	Lt.	Catch Basin	
30+02 to 30+62	Lt. & Rt.	10" V.C.C.C. Catch Basin	
33+35	Lt.	Catch Basin	
33+35	Lt. & Rt.	10" V.C.C.C. Catch Basin	
36+39 to 36+60	Rt.	10" V.C.C.C. Catch Basin	
36+60	Rt.	Catch Basin	
S.B. RAMP 12+57	Rt.	Catch Basin	
VERANDA ST. RELOC. N.B. 3+00 to 4+05	Lt.	10" V.C.C.C. Manhole	
4+05	Lt.	10" V.C.C.C. Catch Basin	
4+05 to 4+09	Lt.	Catch Basin	
4+09	Lt.	10" V.C.C.C. Manhole & 12" R.C.P.	
4+05 to 5+45	Lt. & Rt.	10" V.C.C.C. Catch Basin	
5+45	Rt.	10" V.C.C.C. Catch Basin	
5+45 to 5+50	Rt.	10" V.C.C.C. Catch Basin	
5+50	Rt.	Catch Basin	
6+88 to 7+12	Lt.	10" V.C.C.C. Catch Basin	
7+12	Lt.	Catch Basin	
VERANDA ST. S.B. 6+93	Rt.	Headwall	
6+93 to 7+50	Rt.	10" V.C.C.C. Catch Basin	
7+50	Rt.	Catch Basin	
9+38	Rt.	Catch Basin	

FINAL REMOVAL OR RAZING OF BUILDINGS			
STATION	ITEM NO.	SIDE	DIST. FROM OR (FT.)
INTERSTATE 39+50+	926-16	Lt.	90±
40+00±	926-17	Rt.	60±
40+30±	926-17	Rt.	25±
40+30±	926-18	Rt.	90±
40+75±	926-18	Rt.	105±
40+30±	926-19	Lt.	70±
40+80±	926-20	Lt.	90±
41+05±	926-20	Rt.	20±
41+55±	926-20	Rt.	60±
44+45±	926-21	Rt.	30±
44+60±	926-21	Lt.	30±
42+30±	926-22	Lt.	110±
N.B. RAMP 4+40±	926-7	Rt.	50±
4+80±	926-7	Rt.	66±
5+15±	926-8	Rt.	5±
5+60±	926-8	Lt.	25±
5+20±	926-9	Rt.	50±
5+60±	926-9	Rt.	30±
6+70±	926-10	Rt.	35±
7+45±	926-11	Lt.	25±
S.B. RAMP 7+35±	926-12	Lt.	28±
7+85±	926-12	Lt.	40±
9+10±	926-13	Lt.	40±
10+15±	926-14	Lt.	30±
10+15±	926-15	Rt.	5±
11+00±	926-15	Lt.	50±

FINAL STONE CHIPS		
STA. TO STA.	LOCATION	REMARKS
CONNECTING RD. 0-10 to 2+76	Rt. Shoulder	Full Width - Coated with Road Tar
WHITTIER ST. 3+65 to 8+00	Lt. Shoulder	Full Width - Coated with Road Tar
TURNAROUND	All Shoulders	Full Width - Coated with Road Tar

QUANTITIES

Qm-14
704

DES. B.T.K.
DR. J.C.P.
TR.
CHK.
APPD.

*See Detail Sheet No. 11

PORTLAND

FINAL

TREES REMOVED			
STATION	SIDE	DIST. FROM E OR W	DESCRIPTION
INTERSTATE			
27+00	Rt.	60' to 100'	7 over 9", 1 over 24"
27+30	Rt.	64'	14" Apple
28+45	Lt.	80'	23" Maple
28+50	Rt.	50'	16" Maple
28+55	Rt.	83'	16" Maple
30+39	Lt.	90'	28" Basswood
30+93	Rt.	20'	22" Maple
30+93	Rt.	98'	26" Ash
31+29	Rt.	87'	16" Maple
31+52	Rt.	41'	20" (Stump)
31+75	Rt.	103'	16" Maple
31+78	Rt.	135'	17" Cherry
32+00	Rt.	97'	34" (Stump)
32+06	Lt.	107'	30" Maple
32+25	Rt.	47'	14" Elm
32+97	Lt.	94'	26" Poplar
33+55	Lt.	138'	14" (Stump)
33+58	Lt.	80'	12" Ash
33+62	Lt.	104'	12" Ash
33+70	Lt.	123'	16" (Stump)
34+10	Lt.	92'	9" Apple
34+19	Lt.	109'	12" Apple
34+23	Lt.	85'	16" Maple
34+71	Lt.	113'	16" Cherry
38+90	Lt.	80'	12" Spruce
39+00	Lt.	67'	10" Spruce
39+56	Rt.	42'	32" Maple
39+72	Lt.	25'	40" Maple
39+80	Lt.	60'	9" Apple
39+95	Lt.	98'	12" Elm
40+14	Lt.	42'	26" (Stump)
40+18	Rt.	31'	20" Apple
40+62	Lt.	55'	48" Maple
41+04	Lt.	65'	48" Elm
41+19	Lt.	17'	42" Elm
41+70	Lt.	30'	45" Maple
42+00	Lt.	88'	48" Maple
42+15	Lt.	38'	22" Maple
42+57	Lt.	97'	30" Maple
43+07	Lt.	50'	32" Maple
43+32	Lt.	52'	30" Maple
44+28	Lt.	55'	18" Maple
42+90	Lt.	104'	30" Maple
43+42	Lt.	105'	33" Maple
CONNECTING RD.			
2+65	E		28" Maple
1+00	Rt.	34'	4 OVER 9"
0+50	Rt.	34'	2 OVER 9"

Stations and Offsets are Approximate

LOAM, SEED, & HAY MULCH*		
STA. TO STA.	SIDE	REMARKS
INTERSTATE		
23+50 to 24+78	Lt. & Rt.	On Slopes to Shoulder
29+75 to 37+56**	Lt. & Rt.	On Slopes below Subgrade
39+25 to 46+00**	Lt. & Rt.	On Slopes below Subgrade
N.B. RAMP		
0+19 to 4+35±	Rt.	On Slopes to Shoulder
4+35± to 18+37±	Lt. & Rt.	On Slopes to Shoulder
18+37± to 22+38±	Rt.	On Slopes to Shoulder
S.B. RAMP		
0+00 to 4+75±	Lt.	On Slopes to Shoulder
4+75± to 10+06±	Lt. & Rt.	On Slopes to Shoulder
10+06± to 15+27±	Rt.	On Slopes to Shoulder
VERANDA ST. RELOC. N.B.		
1+68± to 1+99±	Rt.	Island
2+35± to 7+00±	Lt. & Rt.	On Slopes to Shoulder
VERANDA ST. S.B.		
1+89± to 3+20±	Rt.	Island
5+75± to 12+50±	Rt.	On Slopes to Shoulder
OLYMPIA ST. RAMP		
0+00± to 1+70±	Lt. & Rt.	On Slopes to Shoulder
CONNECTING RD.		
0+10± to 2+76±	Rt.	On Slopes to Shoulder
WHITTIER ST. RELOC. TURNAROUND		
	Lt.	Slopes to Shoulder To Right-of-Way

* 3" Loam - 2 lbs. Hay Mulch per S.Y.
** 6" Loam - On 2:1 Slopes of Interstate 2 lbs. Hay Mulch per S.Y.

SODDING AND LOAM*		
STATION	SIDE	REMARKS
INTERSTATE		
24+12	Lt.	Sodded Gutter Outlet
30+83	Lt.	Sodded Gutter Outlet
32+90	Lt.	Sodded Gutter Outlet
34+97	Lt.	Sodded Gutter Outlet
40+06	Lt.	Sodded Gutter Outlet
41+87	Lt.	Sodded Gutter Outlet
43+94	Lt.	Sodded Gutter Outlet
45+94	Lt.	Sodded Gutter Outlet
45+97 - 46+32	Lt.	Sodded Gutter Type A
N.B. RAMP		
12+12 to 14+09	Lt.	Sodded Gutter, Type "B"
CONNECTING RD.		
0+18± to 2+73±	Lt.	2'-0" & 3'-6" Widths
WHITTIER ST. RELOC.		
4+03± to 8+10±	Rt.	As Noted on Plans (Includes 2'-0" Grassed Area)
SIDEWALK TO VERANDA ST.		
VERANDA ST. S.B.	Lt. & Rt.	As Noted on Plans
0+00 to 12+50	Lt.	1'-6" Grassed Area between Sidewalk & Road

* 2" Sod over 4" Loam
Note: For other Locations of Sodded Gutters, see Plans and Cross Sections.

GRANITE FACED PRECAST CONCRETE EDGING REMOVED AND STACKED					
STA. TO STA.	SIDE	STRAIGHT LENGTH (FT.)	CIRCULAR LENGTH	RADIUS	REMARKS
23+45 (INTERSTATE) TO 15+20 (N.B. RAMP)					
15+20 (N.B. RAMP)	Lt.	3,265±	3.5'±	1'-1"	Median Existing Highway "C"
S.B. RAMP					
12+87± to 12+94±	Rt.	16±	3.5'±	1'-1"	Nose-Existing Island
13+68± to 13+95±	Rt.	63±	7.0'±	1'-1"	Curbing-Existing Island
VERANDA ST. RELOC. N.B.					
3+67± to 3+79±	Rt.	19±	3.5'±	1'-1"	Nose-Existing Island
4+91± to 5+00±	Lt.	17±	3.5'±	1'-1"	Nose-Existing Island
6+07± to 11+95±	Lt. & Rt.	1,190±	3.5'±	1'-1"	Existing Island
6+07±	Lt.		3.5'±	1'-1"	Nose-Existing Island

QUANTITIES

FINAL

SLOPED GRANITE CURB					
STA. TO STA.	SIDE	STRAIGHT	CIRCULAR		REMARKS
		LENGTH (L.F.)	LENGTH (L.F.)	RADIUS (FT.)	
INTERSTATE					
23+29.9 to 23+75.7	Median	90.7	.		Begin Curb at Approach Slab
23+75.7	Median		7.9	2.5	
23+84.2 to 27+35.7	Median	701.2			
23+84.2	Median		8.0	2.5	
27+35.7	Median		8.0	2.5	
27+44.2 to 29+75	Median	461.6			
27+44.2			8.0	2.5	
VERANDA ST. BRIDGE	Median	401.8			Sloped Granite Bridge Curb
N.B. RAMP					
16+00 to 18+37.6	Lt.	239.7			Lt. Edge Shoulder & Pavement
18+37.6	Lt.		12.6	4	Nose
S.B. RAMP					
10+88.6 to 11+40.2	Lt.	51.8			Island
10+88.6	Lt.		4.8	2	Island Nose
11+40.2	Lt.		4.9	2	Island Nose
11+65.5 to 12+78.2	Lt.	109.9			Island
11+65.5	Lt.		2.1	2	Island Nose
VERANDA ST. RELOC. N.B.					
1+68 to 1+99	Rt.	30.9			Island
1+68	Rt.		3.2	2	Island Nose
1+79± to 2+14±*	Lt.	50.9	2 @ 3.2	2	Island
7+00 to 9+37.8	Rt.	238.3			Rt. Edge Shoulder & Pavement
10+35 to 12+37.4	Lt.	202.4			Lt. Edge Shoulder & Pavement
VERANDA ST. S.B.					
0+72 to 1+43	Rt.	144.1			Island-Includes Both Sides
0+72	Rt.		6.3	2	Island Nose
1+43	Rt.		6.3	2	Island Nose
1+89 to 3+20.4	Rt.	123.2			Island
1+89	Rt.		3.2	2	Island Nose
3+20.4	Rt.		5.1	2	Island Nose
10+50 to 12+50.1*	Rt.	191.7	2 @ 3.2		Rt. Edge Pavement
12+50.1	Rt.		22.0	7	Nose
RAMP I					
0+66± to 0+93.2	Lt.	38.9			Island

* Note: Includes Break for Opening to Catch Basin as shown on Plan
FOR FINAL QUANTITIES AND LOCATIONS - SEE PROFILE SHEETS

GRANITE CURB REMOVED AND RESET TO BE USED IN LIEU OF GRANITE CURB TYPE I					
STA. TO STA.	SIDE	STRAIGHT	CIRCULAR		REMARKS
		LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	
VERANDA ST. S.B. (TRAVERSE LINE) 4+72 to 4+96 4+72 4+96					
VERANDA ST. S.B. 0+00 to 0+31 0+31 0+37 0+37 to 0+87 0+45 0+45 to 0+88 0+87 0+88 0+96 0+96 to 1+41 1+07 to 1+90 1+07 1+46 to 1+61 1+90 2+08 to 2+10 2+08 2+10 2+51 to 3+41 3+41 3+55 to 4+34 3+55 4+95 to 5+41 5+41 5+57 to 5+83 5+57 5+83 6+77 to 9+49 8+17 8+72 to 9+49 8+72 9+49 9+49 to 10+21					
Lt. Lt. Lt. Rt. Rt. Lt. Rt. Rt. Lt. Rt. Lt. Lt. Rt. Rt. Lt. Lt. Rt. Rt. Lt. 					

Stations are Approximate

FINAL

BITUMINOUS CONCRETE CURB			
STA. TO STA.	SIDE	LENGTH (L.F.)	REMARKS
INTERSTATE			
29+62 to 29+75	Lt.	13	
N.B. RAMP			
11+89 to 12+72	Rt.	81.8	
12+75 to 12+78	Rt.	199	
14+81 to 16+79	Rt.	195.2	
16+82 to 18+86	Rt.	200.8	
18+89 to 20+87	Rt.	198.4	
20+90 to 24+11	Rt.	321.1	

FOR FINAL QUANTITIES AND LOCATIONS - SEE PROFILE SHEETS

GRANITE CURB TYPE "I"					
STA. TO STA.	SIDE	STRAIGHT	CIRCULAR		REMARKS
		LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	
INTERSTATE					
VERANDA ST. BRIDGE	Lt. & Rt.	464			Vertical Granite Bridge Curb *
VERANDA ST. S.B.					
(TRAVERSE LINE STA.)					
4+72 to 5+03	Lt.	31			
4+72	Lt.		20±	8	Corner - Fayette St.
5+03	Lt.		3.2	2	Driveway
VERANDA ST. S.B.					
0+37 to 0+84	Lt.	47			
0+37	Lt.		3.2	2	Driveway
0+84	Lt.		3.2	2	Driveway
0+96 to 1+46	Lt.	50			
0+96	Lt.		3.2	2	Driveway
1+46	Lt.		20.9	15	Corner - Wordsworth St.
2+10 to 3+41	Lt.	131			
2+10	Lt.		28.8	15	Corner - Wordsworth St.
3+41	Lt.		3.2	2	Driveway
3+55 to 7+19	Lt.	364			
3+55	Lt.		3.2	2	Driveway
7+19	Lt.		3.2	2	Driveway
7+33 to 8+17	Lt.	84			
7+33	Lt.		3.2	2	Driveway
8+17	Lt.		22±	15	Corner - Olympia St.
8+72 to 9+06	Lt.	34			
8+72	Lt.		22±	15	Corner - Olympia St.
9+06	Lt.		3.2	2	Driveway
9+22 to 10+65	Lt.	143			
9+22	Lt.		3.2	2	Driveway
10+65	Lt.		3.2	2	Driveway
10+79 to 12+04	Lt.	125			
10+79	Lt.		3.2	2	Driveway
12+04	Lt.		3.2	2	Driveway
12+16 to 13+00	Lt.	84			
12+16	Lt.		3.2	2	Driveway
13+00	Lt.		23.6	15	Corner - Oregon St.
13+50	Lt.		23.6	15	Corner - Oregon St.
VERANDA ST. RELOC. N.B.					
0+00 to 0+28	Rt.	28			
0+28	Rt.		3.2	2	Driveway
0+44 to 0+86	Rt.	42			
0+44	Rt.		3.2	2	Driveway
RAMP I					
0+00 to 1+71 (1)	Rt.	171	2 @ 3.2	2	
CONNECTING RD.					
0+30	Lt.		31.4	20	Corner-Whittier St.
0+30 to 2+56	Lt.	226			
2+56	Lt.		31.4	20	Corner - Wordsworth St.
WHITTIER ST. RELOC.					
4+12 to 4+94	Rt.	82			
4+94	Rt.		3.2	2	Driveway
5+06	Rt.		3.2	2	Driveway
5+06 to 5+50	Rt.	44			
5+50	Rt.		3.2	2	Driveway
5+62	Rt.		3.2	2	Driveway
5+62 to 6+26	Rt.	64			
6+26	Rt.		3.2	2	Driveway
6+38	Rt.		3.2	2	Driveway
6+38 to 8+24	Rt.	186			

PORTLAND

PRELIMINARY

SUMMARY OF CLASSIFIED EXCAVATION AND BORROW	
Total Excavation from Cross Sections	37,098 C.Y.
Minus Unsuitable Material	- 2,000 C.Y.
Sub-total Earth Excavation from Cross Sections	35,098 C.Y.
Plus Unlisted Locations of Miscellaneous Earth Excavation	+ 902 C.Y.
Grand Total Usable Earth Excavation	36,000 C.Y.
Estimated Earth Shrinkage Factor = 15%	x 0.85
Available Embankment from Earth Excavation	30,600 C.Y.
Earth Embankment Required from Cross Sections	83,363 C.Y.
Plus Unlisted Locations of Earth Embankment	+ 1,637 C.Y.
Total Embankment Required from Cross Sections	85,000 C.Y.
Minus Available Embankment	-30,600 C.Y.
Deficient Embankment Required	54,400 C.Y.
Estimated Borrow Shrinkage Factor = 10%	x 1.10
Net Borrow Required	59,900 C.Y.
Minus Granular Borrow Required	-17,000 C.Y.
Net Common Borrow Required	42,900 C.Y.

PRELIMINARY

COMPUTATION FOR GRANULAR BORROW	
Total Earth Embankment To be Stabilized	85,000 C.Y.
Stabilization Factor = 20%	x 0.20
Total Granular Borrow Required	17,000 C.Y.

PRELIMINARY - SEE PROFILE SHEETS FOR "AS-BUILT" DETAILS

BASE COURSE QUANTITIES				
STA. TO STA.	6" CRUSHED GRAVEL BASE COURSE	9" CRUSHED GRAVEL BASE COURSE	18" SAND BASE COURSE	GRAVEL BASE COURSE
	QUANTITY (C.Y.)	QUANTITY (C.Y.)	QUANTITY (C.Y.)	QUANTITY (C.Y.)
INTERSTATE 23+25 to 29+75		1,266	2,436	
29+75 to 37+38	1,170		3,461	
BRIDGE 39+43 to 47+00	1,146		3,522	95
N.B. RAMP 0+00 to 22+35		2,688	5,130	
SIDEWALK - RT.	114			
S.B. RAMP 0+00 to 15+27		1,530	3,161	
VERANDA ST. RELOC. N.B. 0+00 to 12+38		974	1,883	
VERANDA ST. S.B. 0+00 to 13+50		1,377	2,706	
SIDEWALK - LT. & ENTRANCE TO DRIVEWAYS	145			
RAMP I 0+00 to 1+71		154	288	
WORDSWORTH ST. 0+00 to 1+73		25	48	
OLYMPIA ST. RAMP 0+00 to 1+73		163	235	
OLYMPIA ST. 0+00 to 1+73		14	31	
CONNECTING RD. 0+10 to 2+76	140		447	
SIDEWALK - LT.	25			
WHITTIER ST. RELOC. 3+72 to 8+00	216		588	
SIDEWALK - RT. & ENTRANCE TO DRIVEWAYS	36			
TURNAROUND SIDEWALK TO VERANDA ST. S.B.	167		307	
KENSINGTON ST. - 11 C.Y. Crushed Gravel Base Course at 12" Depth				
TEMP. CONNECTION "A"	414		1,414	
TEMP. CONNECTION "B"	68		238	
MEDIAN PAVING UNDER BR.	105			

FOR FINAL QUANTITIES AND LOCATIONS
SEE PLAN SHEETS

RIGHT-OF-WAY FENCE			
STA. TO STA.	SIDE	FENCING CHAIN LINK (L.F.)	
INTERSTATE 22+95± to 23+02±	Rt.	17	
22+95± to 23+35±	Rt.	48	
23+35± to 28+20±	Rt.	485	
23+55± to 23+87±	Lt.	50	
23+87± to 27+02±	Lt.	315	
39+00± to 39+21±	Lt.	42	
39+00± to 46+30±	Lt.	700	
39+57± to 39+93±	Rt.	110	
39+93± to 41+05±	Rt.	130	
41+05± to 41+92±	Rt.	94	
41+92± to 45+19±	Rt.	345	
45+19± to 45+89.51	Rt.	75	
45+89.51 to 46+00	Rt.	11	
N.B. RAMP 3+66± to 5+20±	Rt.	160	
5+20± to 6+13±	Rt.	97	
6+13± to 7+93±	Rt.	188	
S.B. RAMP 2+27± to 8+20±	Lt.	578	
8+20± to 9+38±	Lt.	112	
9+38± to 10+56±	Lt.	120	
RAMP I 0+00 to 1+13.80	Rt.	90	

FINAL

RIGHT-OF-WAY MONUMENTS			
STATION	LT.	RT.	NO.
INTERSTATE 41+05±		101±	1
41+90		100'	1
45+19±		100' & 80"	2
45+89.51 S.T.		100'	1
N.B. RAMP 2+71		57±	1
3+62±		49±	1
4+14±		54±	1
5+10±		67±	1
5+99±		55±	1
6+47±		55±	1
7+13±		57±	1
S.B. RAMP 6+15±	40'±		1
7+18±	48'±		1
8+22±	45'±		1
8+79±	46'±		1
8+92±	72'±		1
9+39±	51'±		1
RAMP I 1+32±		23±	1
VERANDA ST. S.B. 2+67.41	24'		1
3+55±	24'		1
6+01±	24'		1
VERANDA ST. RELOC. N.B. 0+52.16		14'	1
0+85		14'	1
WHITTIER ST. RELOC. 3+53±		25'	1
4+03		25'	1
6+20±		17'	1
7+62.50		17'	1
8+12±		17'	1
8+27±		59±	1
WORDSWORTH ST. 3+08.68		25	1
3+58.68		25	1

ESTIMATED QUANTITIES

ITEM NOS.	DESCRIPTION	PRELIMINARY		FINAL	
		QUANTITIES	UNIT	QUANT.	
908-9	Loam Borrow	3,500	C.Y.	3,512	
909-7	Sodding	3,100-	S.Y.	3,357	
910-12	Seeding - Method No. 1	300	Units	245.1	
912-7	Hay Mulch	30	Tons	22.08	
915-6	Right-of-Way Monuments	32	Each	32	
916-6	Underdrain Outlet Markers	3	Each	0	
917-6	Traffic Officers	500	Hrs.	224	
919-7	Metal Sluice	80	L.F.	0	
926-7	Removal or Razing Buildings No. 1	1	Each	0	
926-8	Removal or Razing Buildings No. 2	1	Each	1	
926-9	Removal or Razing Buildings No. 3	1	Each	1	
926-10	Removal or Razing Buildings No. 4	1	Each	1	
926-11	Removal or Razing Buildings No. 5	1	Each	0	
926-12	Removal or Razing Buildings No. 6	1	Each	1	
926-13	Removal or Razing Buildings No. 7	1	Each	1	
926-14	Removal or Razing Buildings No. 8 Credit	1	Each	0	
926-15	Removal or Razing Buildings No. 9 Credit	1	Each	0	
926-16	Removal or Razing Buildings No. 10	1	Each	0	
926-17	Removal or Razing Buildings No. 11	1	Each	0	
926-18	Removal or Razing Buildings No. 12	1	Each	0	
926-19	Removal or Razing Buildings No. 13	1	Each	0	
926-20	Removal or Razing Buildings No. 14 Credit	1	Each	1	
926-21	Removal or Razing Buildings No. 15 Credit	1	Each	0	
926-22	Removal or Razing Buildings No. 16 Credit	1	Each	1	
931-8	Bituminous Concrete Curb	1,050	L.F.	1,196	
932-10	Portable Barricades	6	Each	6	
933-14	Over-size Portable Barricades with Flashing Lights	2	Each	2	
934-10	Light Standards for Permanent Lighting	Lump Sum	L.S.	L.S.	
934-11	Electrical Handholes	9	Each	9	
935-6	4" Reinforced Concrete Paved Medians and Islands	305	S.Y.	327	
940-1	Rigid Steel Conduit - 3"	800	L.F.	1,291.8	
940-2	Bituminous Fiber or Cement Asbestos Conduit - Type II - 3"	3,600	L.F.	3,591	
**508-7	Sand Filled Emulsified Asphalt Sealing Compound (Green)	200	S.Y.	159.33	
***508-8	Sand Filled Emulsified Asphalt Sealing Compound (Black)	800	S.Y.	792	
EW-5	Rock Excavation	0	C.Y.	1,412	
EW-9	Furnish and Install Light Poles	0	Each	24	
EW-11	Conc. Steps at No. 30 Whittier St.	0	L.S.	L.S.	
	Two Aluminum Lt. Poles with 15' Arms Furnished but not installed	0	L.S.	L.S.	

PRELIMINARY - SEE PROFILE SHEETS FOR "AS-BUILT" DETAILS

PAVING QUANTITIES				
STA. TO STA.	2" BITUMINOUS CONC. SURF. COURSE - TYPE "A"	3" BITUMINOUS CONC. SURF. COURSE - TYPE "A"	3" BITUMINOUS * MAC. SURF. COURSE	5" BITUMINOUS ** MAC. BASE COURSE
	QUANTITY (TONS)	QUANTITY (TONS)	QUANTITY (TONS)	QUANTITY (TONS)
INTERSTATE 23+25 to 29+75		690	73	1,000
N.B. RAMP 0+00 to 22+85		1,044	404	1,522
SIDEWALK - RT.	81			
S.B. RAMP 0+00 to 15+27		613	229	913
VERANDA ST. RELOC. N.B. 0+00 to 12+38		354	153	527
VERANDA ST. S.B. 0+00 to 14+00		821	59	1,139
SIDEWALK - LT. & ENTRANCE TO DRIVEWAYS	102			
RAMP I 0+00 to 1+71		89		127
WORDSWORTH ST. 0+00 to 1+73		16		23
OLYMPIA ST. RAMP 0+00 to 1+73		30	19	44
OLYMPIA ST. TEMP. CONNECTION "A"		10		16
TEMP. CONNECTION "B"		252		
CONNECTING RD. 0+10 to 2+76		72		
SIDEWALK - LT.		18		
WHITTIER ST. RELOC. 3+72 to 8+00		113		
SIDEWALK - RT. & ENTRANCE TO DRIVEWAYS		25		
TURNAROUND SIDEWALK TO VERANDA ST. S.B.		67		
KENSINGTON ST.		7		6

Median Paving under Bridge - 110 Tons - Bit. Conc. Surface Course Type A (Hand Placed)
* Use 15.6 Gals. of Emulsified Asphalt and 2.6 Gals. of Asphalt Cement per ton of 3" Bituminous Macadam Surface Course.
** Use 7.4 Gals. of Asphalt Cement per ton of 5" Bituminous Macadam Base Course.
Around Catch Basins - 30 Tons Bit. Conc. Surface Course Type A (Hand Placed)

ESTIMATED QUANTITIES

ITEM NOS.	DESCRIPTION	PRELIMINARY		FINAL	
		QUANTITIES	UNIT	QUANT.	
202-5	Removing Trees (9" - 24")	39	Each	36½	
202-6	Removing Trees (over 24")	21	Each	19	
203-9	Earth Excavation	38,000	C.Y.	38,465	
204-10	Structural Earth Excavation, Drainage	3,800	C.Y.	4,935	
204-12	Structural Earth Excavation, Abutments and Retaining Walls	1,200	C.Y.	1,031	
204-14	Structural Earth Excavation, Piers	405	C.Y.	373	
205-8	Common Borrow	43,000	C.Y.	53,667	
205-9	Granular Borrow	17,000	C.Y.	17,000	
207-10	Machine Aerating	300	Hrs.	32.75	
301-7	Sand Base Course - In Place Measurement	26,000	C.Y.	26,271	
302-7	Gravel Base Course - In Place Measurement	95	C.Y.	88	
302-9	Crushed Gravel Base Course - In Place Measurement	100	C.Y.	100	
303-8	Bituminous Macadam Base Course	12,000	C.Y.	11,944	
307-8	Reinforced Portland Cement Concrete Approach Slabs	5,400	Tons	5,098.53	
		130	S.Y.	147.26	
309-5	Stripping Pits	9,000	C.Y.	102	
310-6	Sprinkling	300	Units	0	
311-6	Calcium Chloride	10	Tons	3.50	
402-16	Stone Chips	15	Tons	17.48	
403-13	Bituminous Macadam Surface Course	950	Tons	973.62	
404-28	Bituminous Concrete Surface Course (Type "A")	4,500	Tons	4,439.6	
404-30	Bituminous Concrete, Surface Course (Hand Placed) Type "A"	1,140	Tons	1,170.04	
501-7	Road Tar	700	Gals.	700	
502-7	Asphalt Cement	42,000	Gals.	43,220	
503-8	Emulsified Asphalt (Quick Setting Grade)	15,000	Gals.	18,671	
503-11**	Asphalt Mulch Binder	2,100	Gals.	685	
602-17**	15" Asphalt Coated Corrugated Metal Pipe	40	L.F.	34	
602-12	18" Asphalt Coated Corrugated Metal Pipe	150	L.F.	158	
603-11	15" Reinforced Concrete Pipe Class III	1,300	L.F.	1,239	
603-12	18" Reinforced Concrete Pipe Class III	1,000	L.F.	970	
604-12	10" Vitrified Clay Pipe	10	L.F.	0	
605-16	Catch Basins, Type C	3	Each	3½	
605-19	Manholes - Type A	1	Each	1	
605-23	Adjusting Catch Basins Manholes and Drop Inlets to Grade	17	Each	26	
605-24	Catch Basins, Type F	8	Each	8	
605-26	Catch Basins, Type H	8	Each	8½	
605-27	Catch Basins, Type I	8	Each	8½	
606-10	Underdrain, Type B	4,100	L.F.	4,550	
606-12	15" Underdrain, Type C	400	L.F.	489	
606-16	Underdrain Outlets	150	L.F.	4	
701-33	Portland Cement Concrete Abutments and Retaining Walls	1,185	C.Y.	1,217.08	
701-37	Portland Cement Concrete, Substructure, Columns, Column Bases, Bents, Collision Walls, Girders, Struts, etc.	260	C.Y.	260.08	
701-40	Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges	435	C.Y.	443.16	
701-45	Portland Cement Concrete, Culvert End Walls	5	C.Y.	3.4	
701-47	Portland Cement	2,826	Bbls.	2,895.1	
701-48	Cast Iron Roadway Drains	6	Each	6	
702-103	Structural Steel - Fabricated and Delivered	575,000	Lbs.	575,890	
702-104	Structural Steel - Erection	575,000	Lbs.	575,890	
702-105	Structural Steel - Field Painting	575,000	Lbs.	575,890	
705-13	Reinforcing Steel, Delivered	218,100	Lbs.	219,810	
705-14	Reinforcing Steel, Placing	218,100	Lbs.	219,810	
705-17	Shear Connectors	Lump Sum	L.S.	L.S.	
708-16	Steel H-Beam Piles - 42 lbs. per foot	5,295	L.F.	5,796.8	
708-17	Steel H-Beam Piles - 53 lbs. per foot	16,615	L.F.	16,894.5	
710-6	Waterproofing Joints	105	L.F.	95.5	
804-6	French Drains	375	C.Y.	426	
806-7	Aluminum Rail, Delivered and Erected	455	L.F.	465.6	
901-8	Granite Curb - Type I	700	L.F.	1,190.9	
901-9	Granite Curb - Type I - Circular	180	L.F.	141	
901-12	Sloped Granite Curb	2,700	L.F.	2,675.3	
901-13	Sloped Granite Curb, Circular	120	L.F.	115.2	
901-16	Vertical Granite Bridge Curb	460	L.F.	464	
901-17	Sloped Granite Bridge Curb	410	L.F.	401.8	
901-18	Granite Curb, Removed and Reset	1,250	L.F.	569.6	
901-19	Granite Curb, Circular, Removed and Reset	130	L.F.	147.2	
901-20	Granite Faced Precast Concrete Edging Removed and Stacked	4,600	L.F.	4,406	
905-27	Guard Rail, Type "E"	2,400	L.F.	2,798.5	
905-37	Guard Rail, Type "E", Terminal Sections	24	Each	23	
905-39	Guard Rail, Type "E" Double Face	825	Each	7	
905-40	Guard Rail, Type "E" Double Face Barrier Ends	5	Each	7	
905-41	Guard Rail, Removed and Stacked	1,730	L.F.	1,776	
906-25	72" Chain Link Fence	3,800	L.F.	3,823.7	
907-10	Hand Laid Riprap	1,300	G.Y.	1,141.3	

QUANTITIES

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MAINE	1-295-3(2)	14	59

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

PORTLAND

CURVE DATA

S. B. Ramp

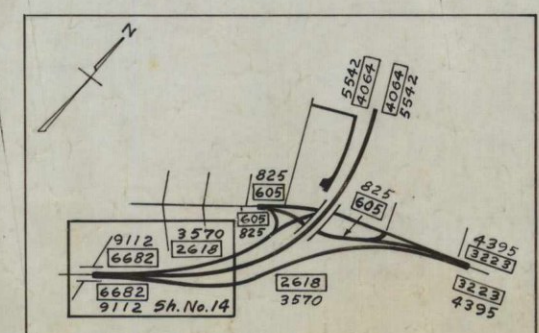
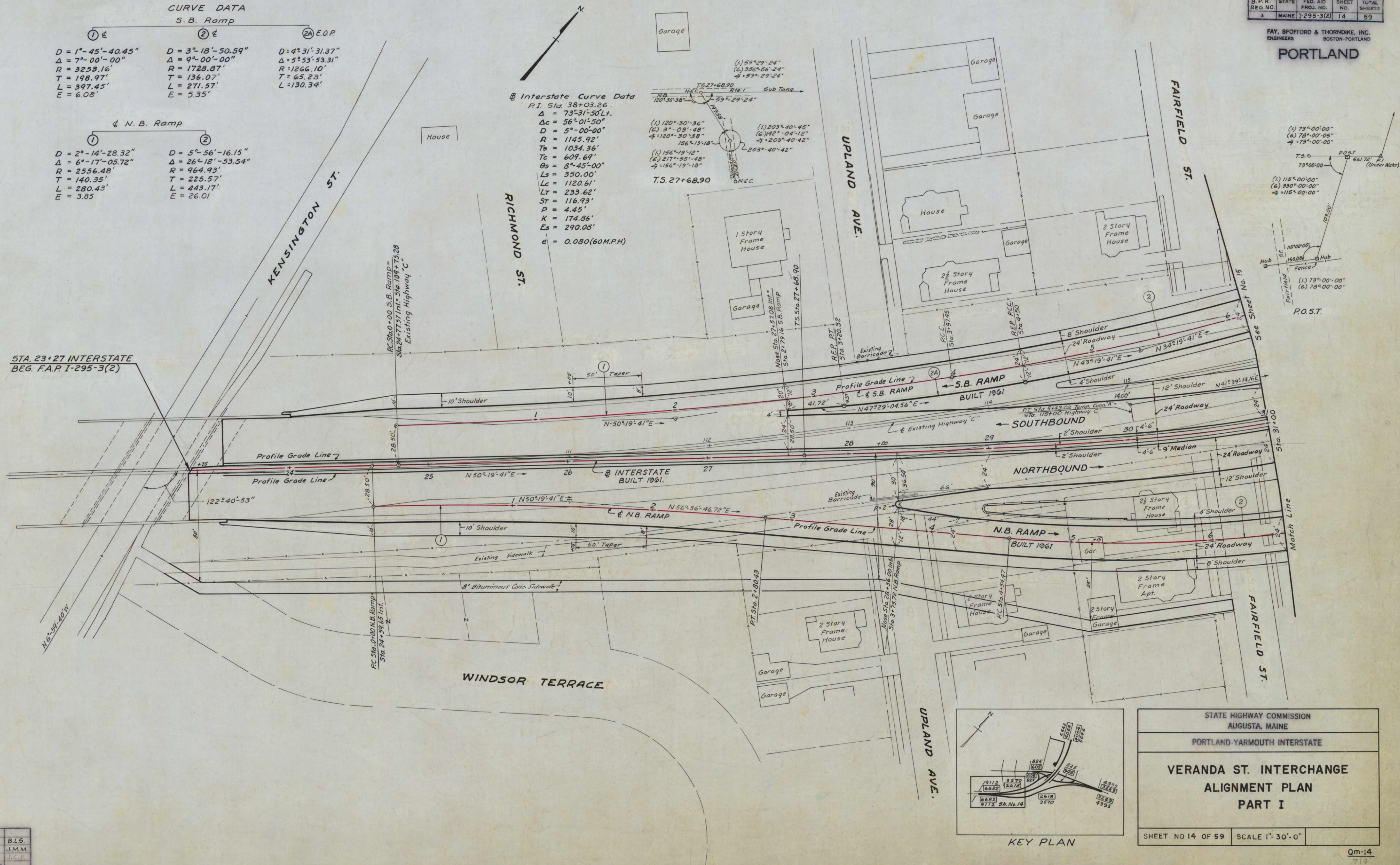
(1) $\Delta = 1^\circ-45'-40.45''$ $R = 3253.16'$ $T = 198.97'$ $L = 397.45'$ $E = 6.08'$	(2) $\Delta = 3^\circ-18'-50.59''$ $R = 1728.87'$ $T = 136.07'$ $L = 271.57'$ $E = 5.35'$	(2A) E.O.P. $\Delta = 4^\circ-31'-31.37''$ $R = 1266.10'$ $T = 65.23'$ $L = 130.34'$
---	---	---

N. B. Ramp

(1) $\Delta = 2^\circ-14'-28.32''$ $R = 2556.48'$ $T = 140.35'$ $L = 280.43'$ $E = 3.85'$	(2) $\Delta = 5^\circ-56'-16.15''$ $R = 964.93'$ $T = 225.57'$ $L = 443.17'$ $E = 26.01'$
---	---

Interstate Curve Data
P.I. Sta. 38+03.26
 $\Delta = 73^\circ-31'-50''$
 $\Delta c = 56^\circ-01'-50''$
 $D = 5^\circ-00'-00''$
 $R = 1145.92'$
 $Ts = 1034.36'$
 $Tc = 609.69'$
 $\theta s = 8^\circ-45'-00''$
 $Ls = 350.00'$
 $Lc = 1120.61'$
 $LT = 233.62'$
 $ST = 116.93'$
 $P = 4.45'$
 $K = 174.86'$
 $Es = 290.03'$
 $e = 0.080(60M.P.H)$

STA. 23+27 INTERSTATE
BEG. F.A.P. I-295-3(2)



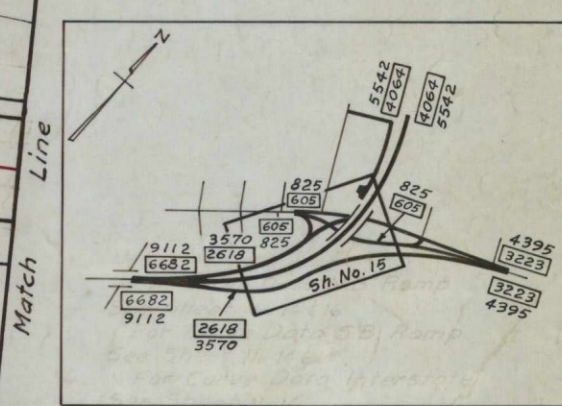
KEY PLAN

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
VERANDA ST. INTERCHANGE ALIGNMENT PLAN PART I	
SHEET NO 14 OF 59	SCALE 1"= 30'-0"

DES	B.L.S.
TR	J.M.M.
CHK	J.C.P.
APPD	

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON-PORTLAND

PORTLAND



KEY PLAN

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

VERANDA ST. INTERCHANGE ALIGNMENT PLAN PART II

SHEET NO. 15 OF 59

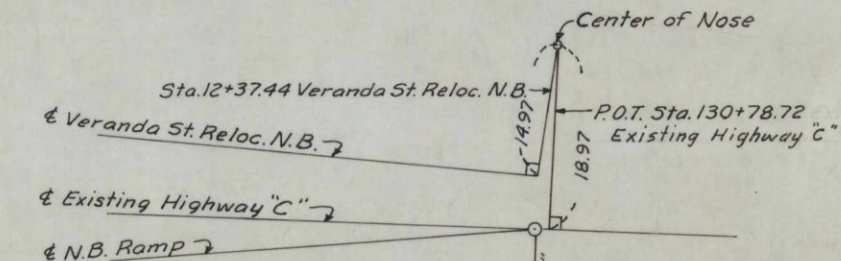
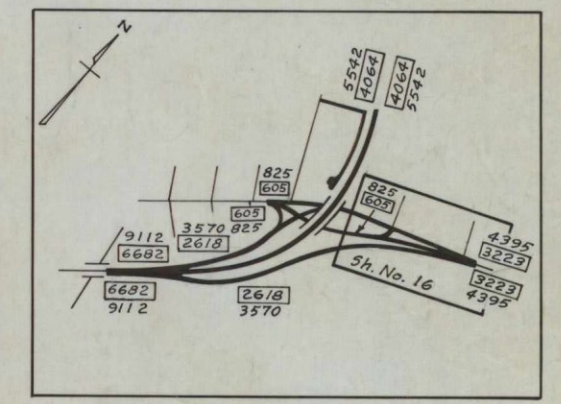
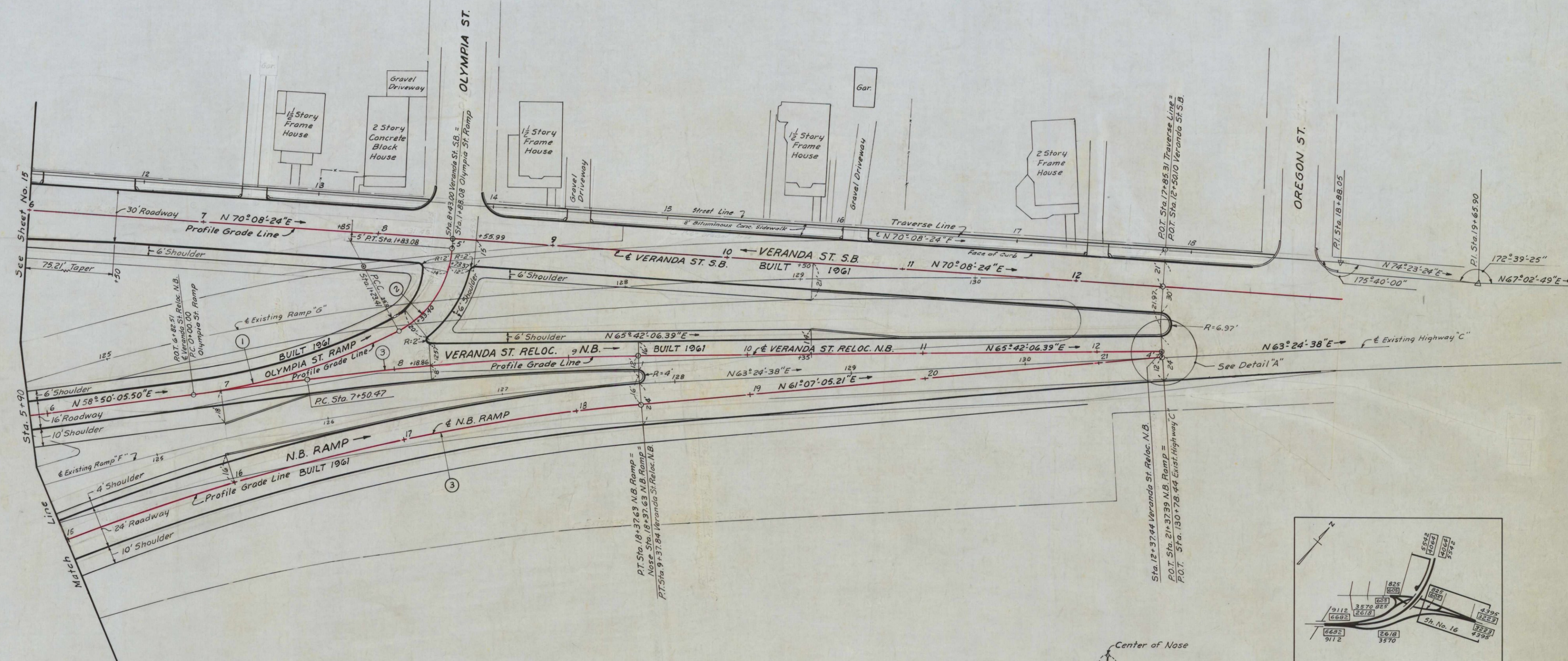
SCALE: 1" = 30'-0"

Qm-14
715

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-3(2)	16	59

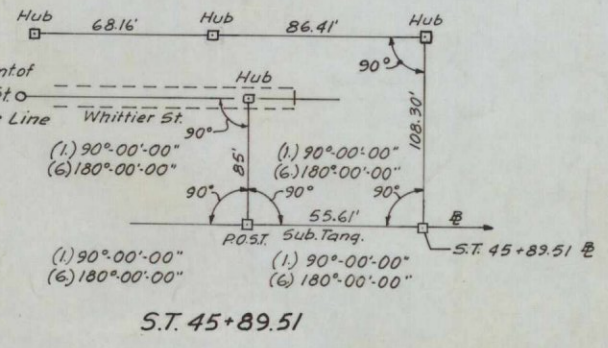
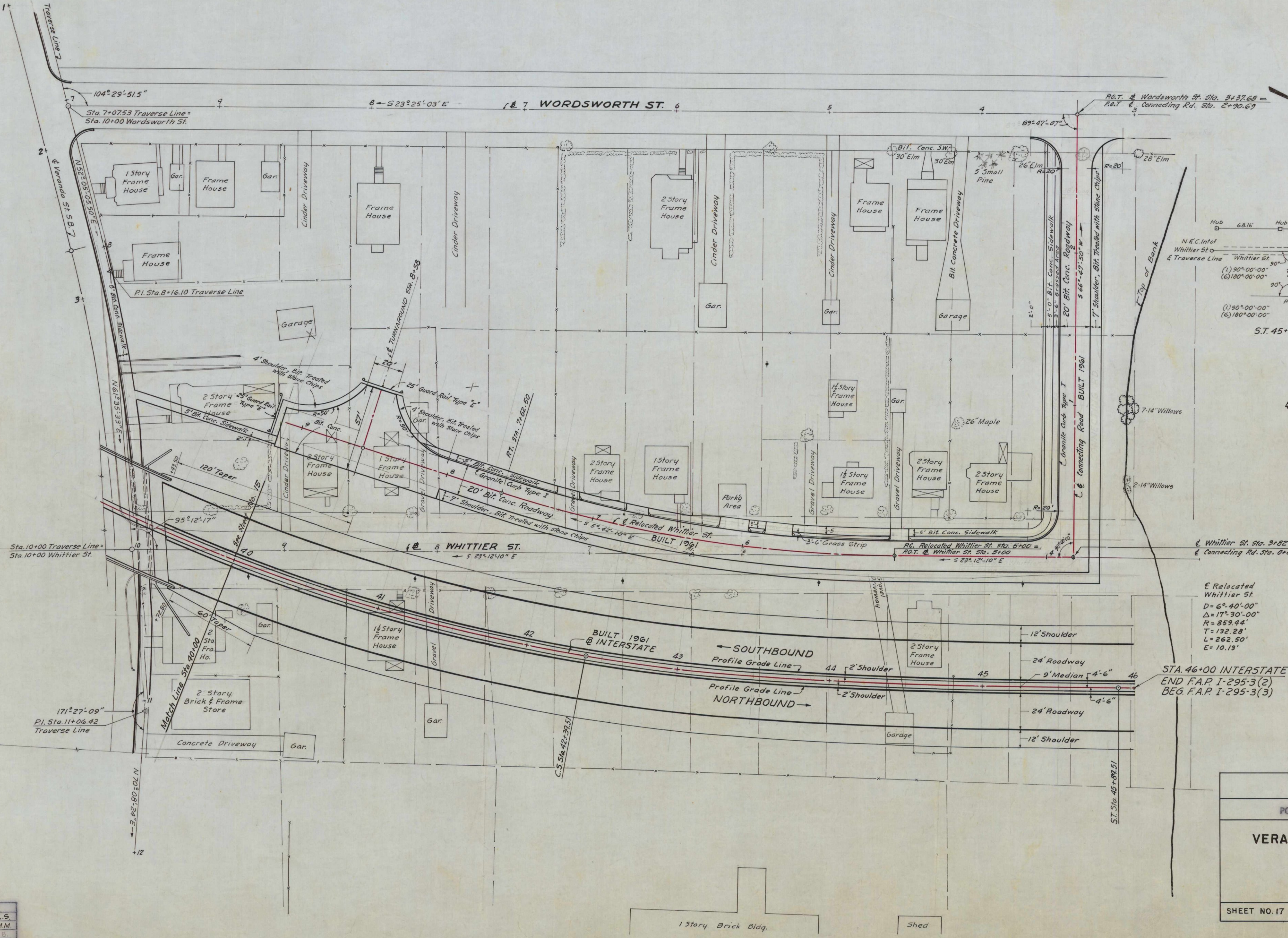
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND
PORTLAND

CURVE DATA			
Olympia St. Ramp		N.B. Ramp	
①	②	③	④
$D = 16^{\circ}00'15.89''$	$D = 98^{\circ}47'09.10''$	$D = 4^{\circ}46'14.34''$	$D = 3^{\circ}39'53.24''$
$\Delta = 19^{\circ}45'05.81''$	$\Delta = 58^{\circ}56'35.69''$	$\Delta = 30^{\circ}49'12.03''$	$\Delta = 6^{\circ}52'00.89''$
$R = 358.00'$	$R = 58.000'$	$R = 1201.01'$	$R = 1563.41'$
$T = 62.33'$	$T = 32.78'$	$T = 331.04'$	$T = 93.80'$
$L = 123.41'$	$L = 59.69'$	$L = 646.03'$	$L = 187.38'$
$E = 5.38'$	$E = 8.62'$	$E = 44.79'$	$E = 2.81'$



STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
VERANDA ST. INTERCHANGE ALIGNMENT PLAN PART III	
SHEET NO. 16 OF 59	SCALE: 1" = 30' - 0"

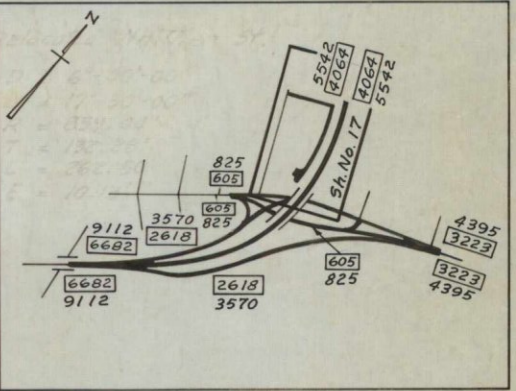
DES.	B.L.S.
TR.	F.S.
CHK.	J.C.P.



Interstate Curve Data
 P.I. Sta. 38+03.26
 $\Delta = 73^\circ 31' 50''$ Lt.
 $\Delta c = 56^\circ 01' 50''$
 $D = 5^\circ 00' 00''$
 $R = 1145.92'$
 $T_s = 1034.36'$
 $T_c = 609.69'$
 $\theta_s = 8^\circ 45' 00''$
 $L_s = 350.00'$
 $L_c = 1120.61'$
 $L_t = 233.62'$
 $Sr = 116.93'$
 $P = 4.45'$
 $K = 174.86'$
 $E_s = 290.08'$
 $e = 0.080 (60 \text{ M.P.H.})$

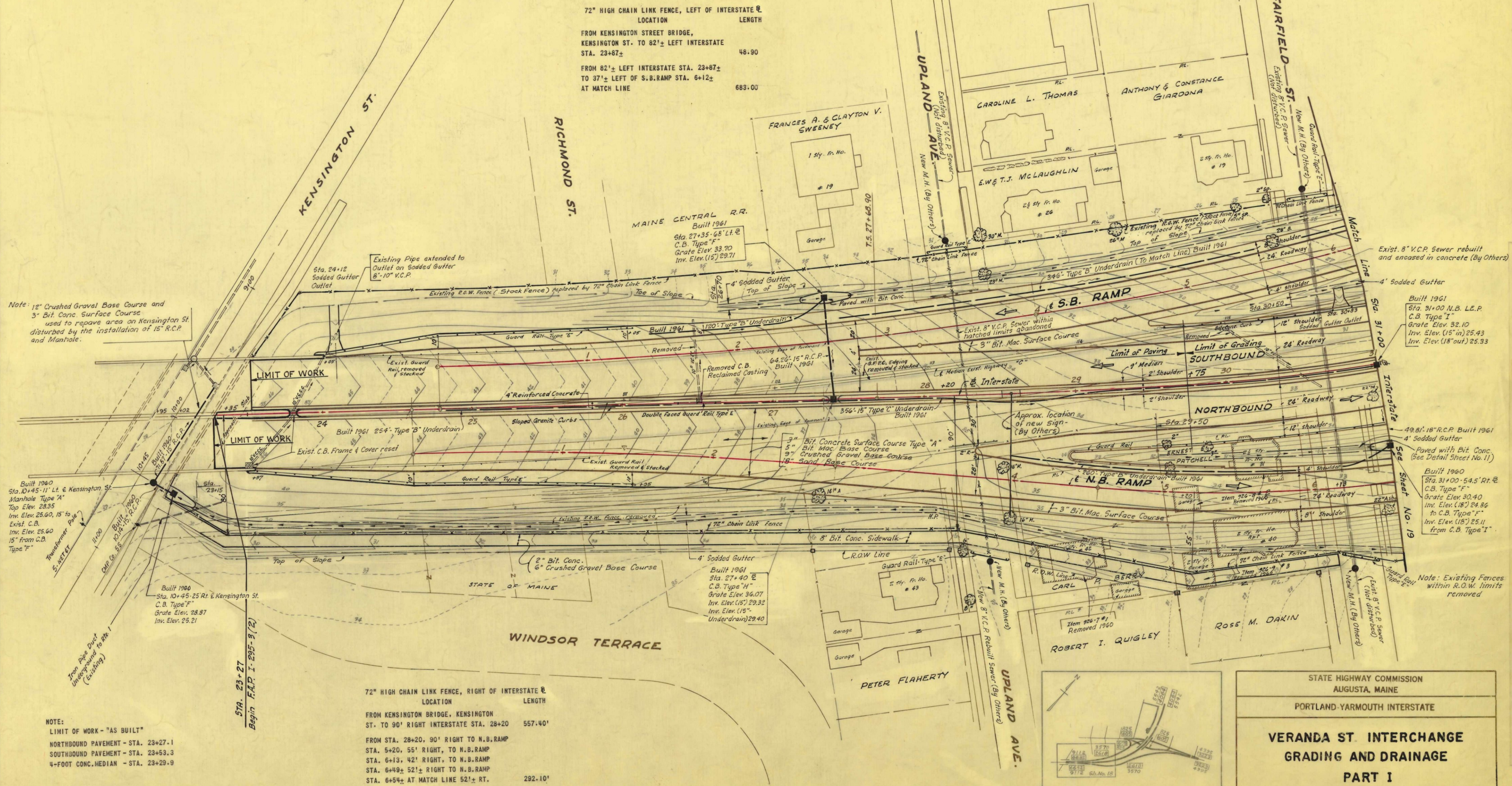
Relocated Whittier St.
 $D = 6^\circ 40' 00''$
 $\Delta = 17^\circ 30' 00''$
 $R = 859.44'$
 $T = 132.28'$
 $L = 262.50'$
 $E = 10.13'$

STA. 46+00 INTERSTATE
 END F.A.P. I-295-3(2)
 BEG. F.A.P. I-295-3(3)



KEY PLAN

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
VERANDA ST. INTERCHANGE ALIGNMENT PLAN PART IV	
SHEET NO. 17 OF 59	SCALE: 1" = 30'-0"



STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

**VERANDA ST. INTERCHANGE
GRADING AND DRAINAGE
PART I**

SHEET NO 18 OF 59 SCALE: 1"= 30'-0"

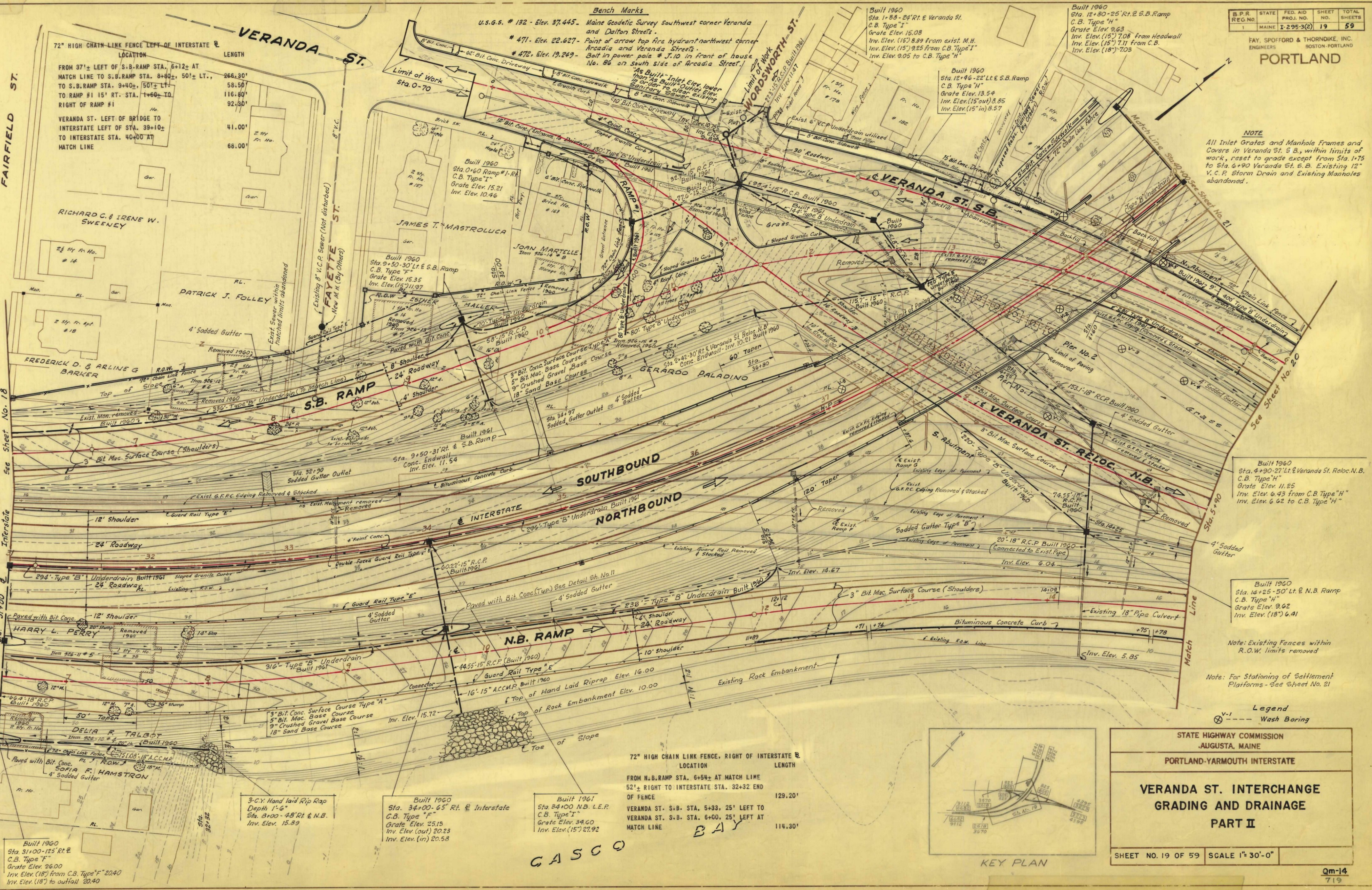
DES	B.L.S.
DR	B.L.S.
TR	B.L.S.
CHK	J.C.P.-B.B.
APPD	

S.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(2)	19	59

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

PORTLAND

NOTE
All Inlet Grates and Manhole Frames and Covers in Veranda St. S.B., within limits of work, reset to grade except from Sta. 1+75 to Sta. 6+90 Veranda St. S.B. Existing 12" V.C.P. Storm Drain and Existing Manholes abandoned.



72" HIGH CHAIN LINK FENCE LEFT OF INTERSTATE 95

LOCATION	LENGTH
FROM 371± LEFT OF S.B. RAMP STA. 8+12± AT MATCH LINE TO S.B. RAMP STA. 8+80± 501± LT., TO S.B. RAMP STA. 9+40± 501± LT. TO RAMP #1 15' RT. STA. 1+60± TO RIGHT OF RAMP #1	266.30' 58.50' 116.80' 92.30'
VERANDA ST. LEFT OF BRIDGE TO INTERSTATE LEFT OF STA. 39+10± TO INTERSTATE STA. 40+00 AT MATCH LINE	41.00' 68.00'

72" HIGH CHAIN LINK FENCE, RIGHT OF INTERSTATE 95

LOCATION	LENGTH
FROM N.B. RAMP STA. 6+54± AT MATCH LINE 521± RIGHT TO INTERSTATE STA. 32+32 END OF FENCE	129.20'
VERANDA ST. S.B. STA. 6+33, 25' LEFT TO VERANDA ST. S.B. STA. 6+00, 25' LEFT AT MATCH LINE	114.30'

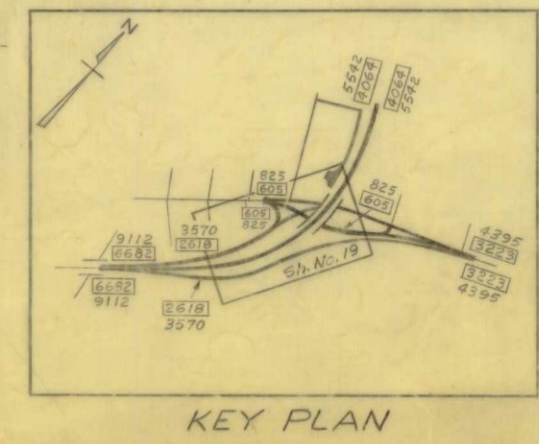
STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

**VERANDA ST. INTERCHANGE
GRADING AND DRAINAGE
PART II**

SHEET NO. 19 OF 59 SCALE 1"=30'-0"

Qm-14
719



CASCO BAY

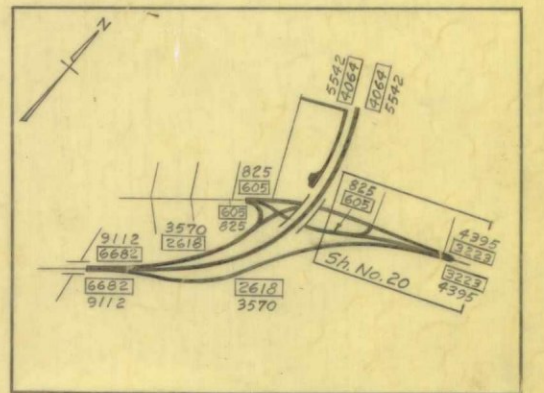
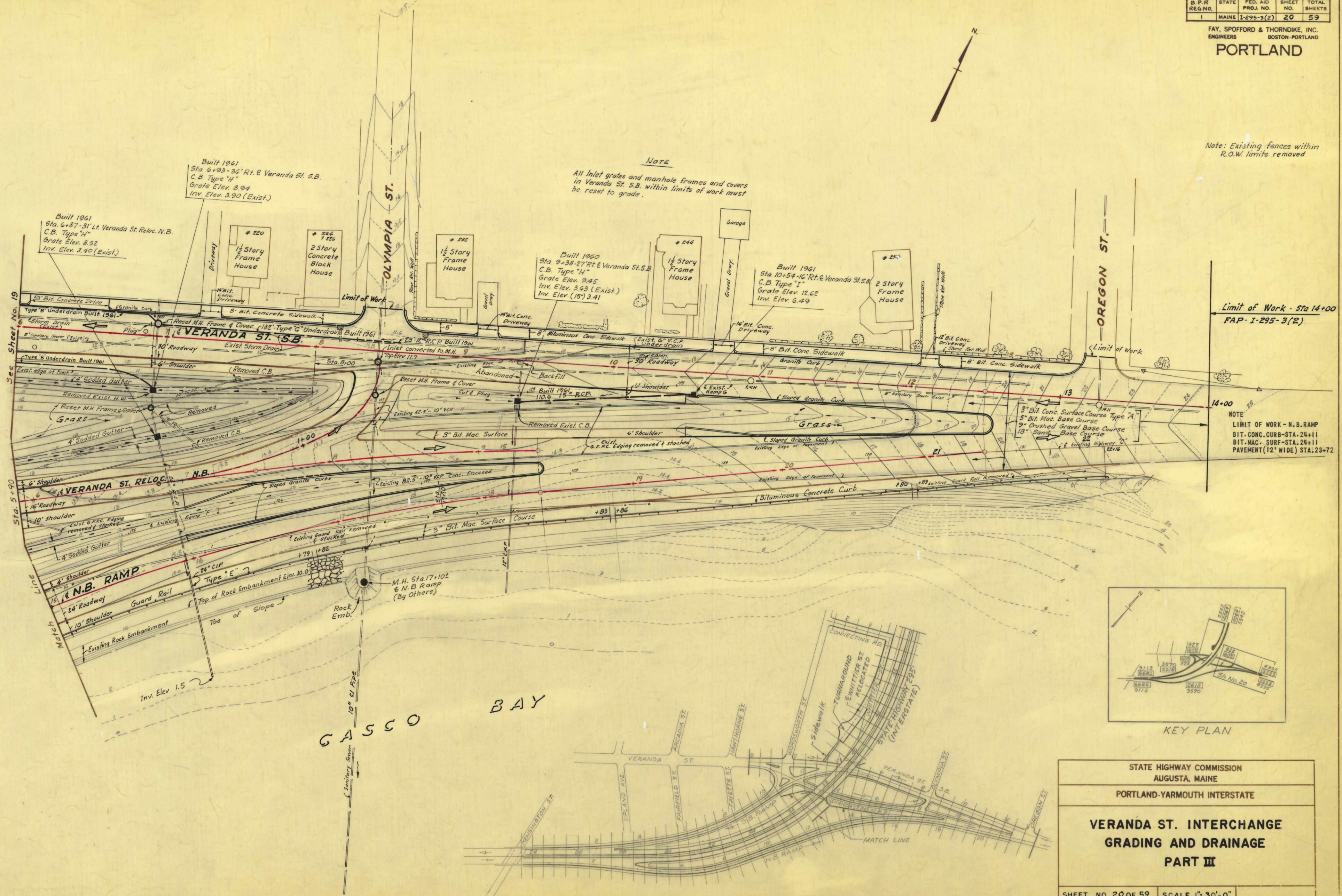
B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(2)	20	59

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

PORTLAND

Note: Existing fences within R.O.W. limits removed

NOTE
All Inlet grates and manhole frames and covers in Veranda St. S.B. within limits of work must be reset to grade.



KEY PLAN

KEY PLAN FOR CROSS SECTIONS
SCALE: 1" = 200'

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
VERANDA ST. INTERCHANGE GRADING AND DRAINAGE PART III	
SHEET NO. 20 OF 59	SCALE 1" = 30'-0"

DES.	B.L.S.
DR.	F.B.
CHK.	J.C.P.-B.B.
APP'D.	

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(2)	21	59

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND
PORTLAND

SETTLEMENT PLATFORMS INTERSTATE

Sta. 35+00	- 40' Lt. & 40' Rt.
Sta. 37+00	- 34' Lt. & 35' Rt.
Sta. 39+50	- 38' Lt. & 34' Rt.
Sta. 40+50	- 40' Lt. & 40' Rt.
Sta. 41+50	- 40' Lt. & 40' Rt.

Built 1960
Sta. 2+76
30' Lt. &
C.B. Type 'C'
Grate Elev. 17.00
Inv. Elev. 11.65

72" HIGH CHAIN LINK FENCE LEFT OF INTERSTATE
LOCATION LENGTH

FROM INTERSTATE STA. 40+00 AT
MATCH LINE TO INTERSTATE STA.
46+00 LEFT END OF FENCE 600.00'

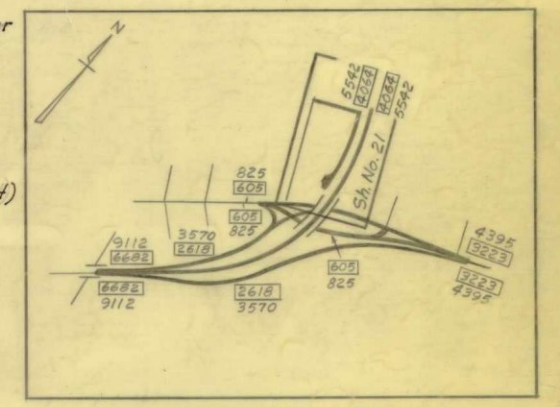
7 WORDSWORTH ST. 6

Limit of Work
Sta. 2+92 F.A.P. I-295-3(2)

108.5-15" R.C.P.
Built 1960
Inv. Elev. 11.15
2-C.Y. Hand Laid Rip Rap
Depth 1'-6"

Note: Existing Fences within
R.O.W. limits removed.

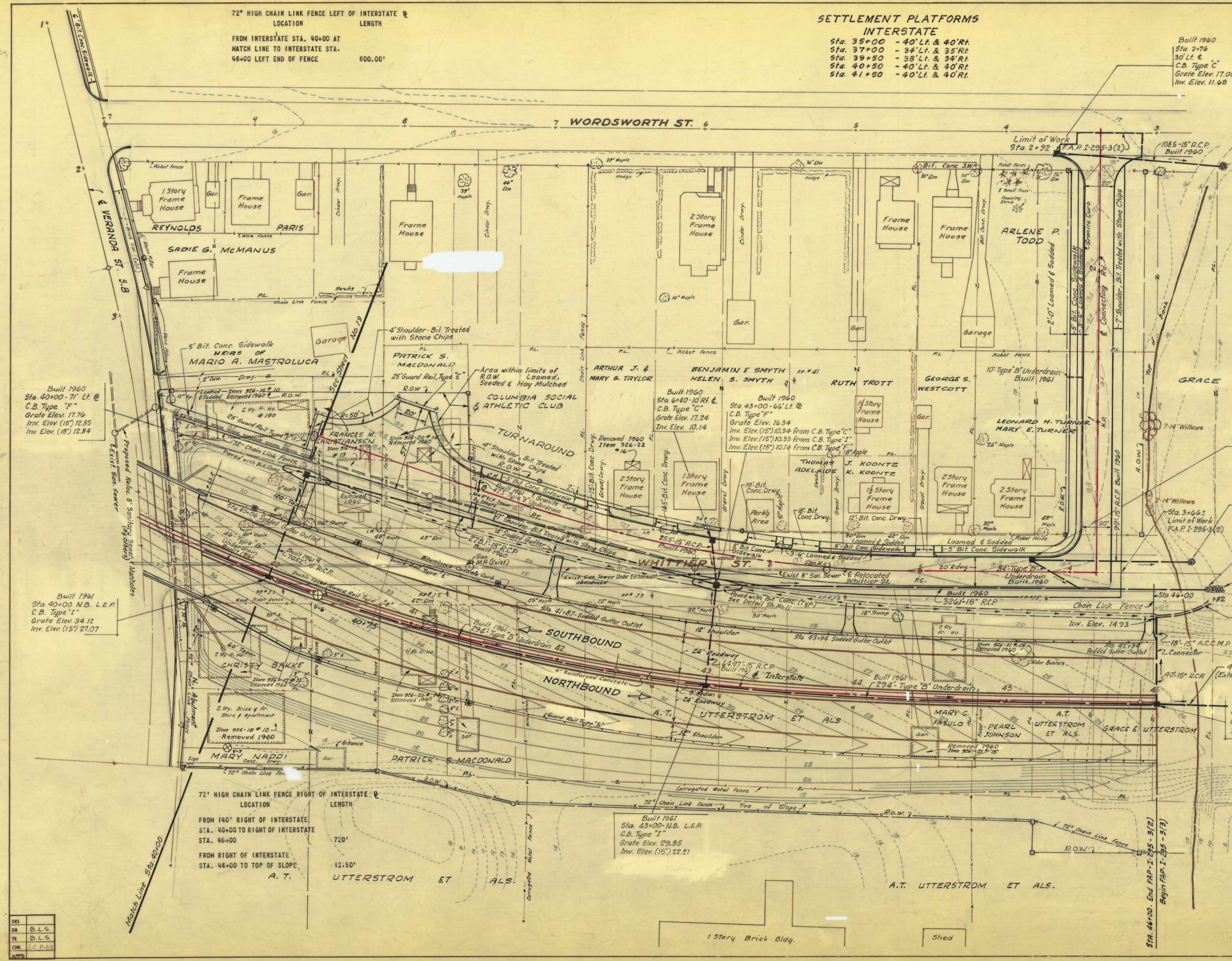
Legend
v-6 Wash Boring



STATE HIGHWAY COMMISSION
AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
**VERANDA ST. INTERCHANGE
GRADING AND DRAINAGE
PART IV**

SHEET NO. 21 OF 59 SCALE: 1"=30'-0"

Qm-14
721



DES	B.L.S.
TR	B.L.S.
CHK	J.C.P.-R.B.
APPD	

B.P.R. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-3(2)	23	59

FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON-PORTLAND

PORTLAND

Note:
Conductors from PP#24 (New location)
to PP#26 to be installed after bridge
const. is completed.

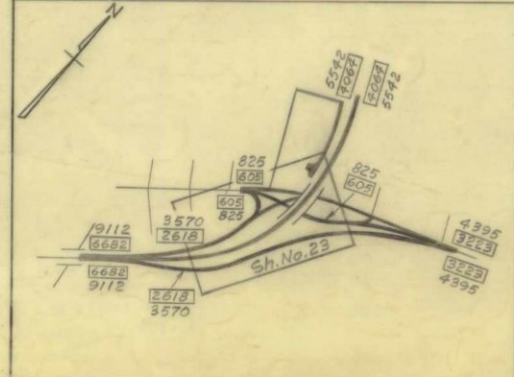
Note:
Existing 12" Water Main to be
relocated from Sta. 2+00 to
Sta. 13+00 at Veranda St.
S.B. (By others)

Note:
Proposed Perm. Loc. for PP#25 f Anchor
To be set after bridge
const. is completed

Note:
Proposed Perm. Loc. for PP#26 f Anchor
To be set after bridge
const. is completed

Note: The Sanitary Sewer and
Storm Drain Systems are shown
on the Grading and Drainage Plans

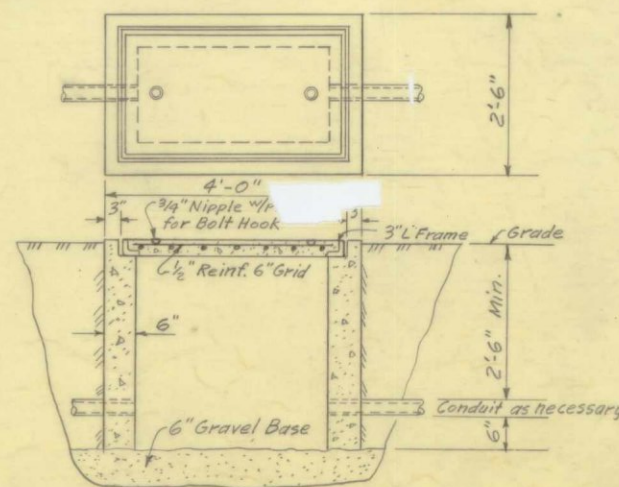
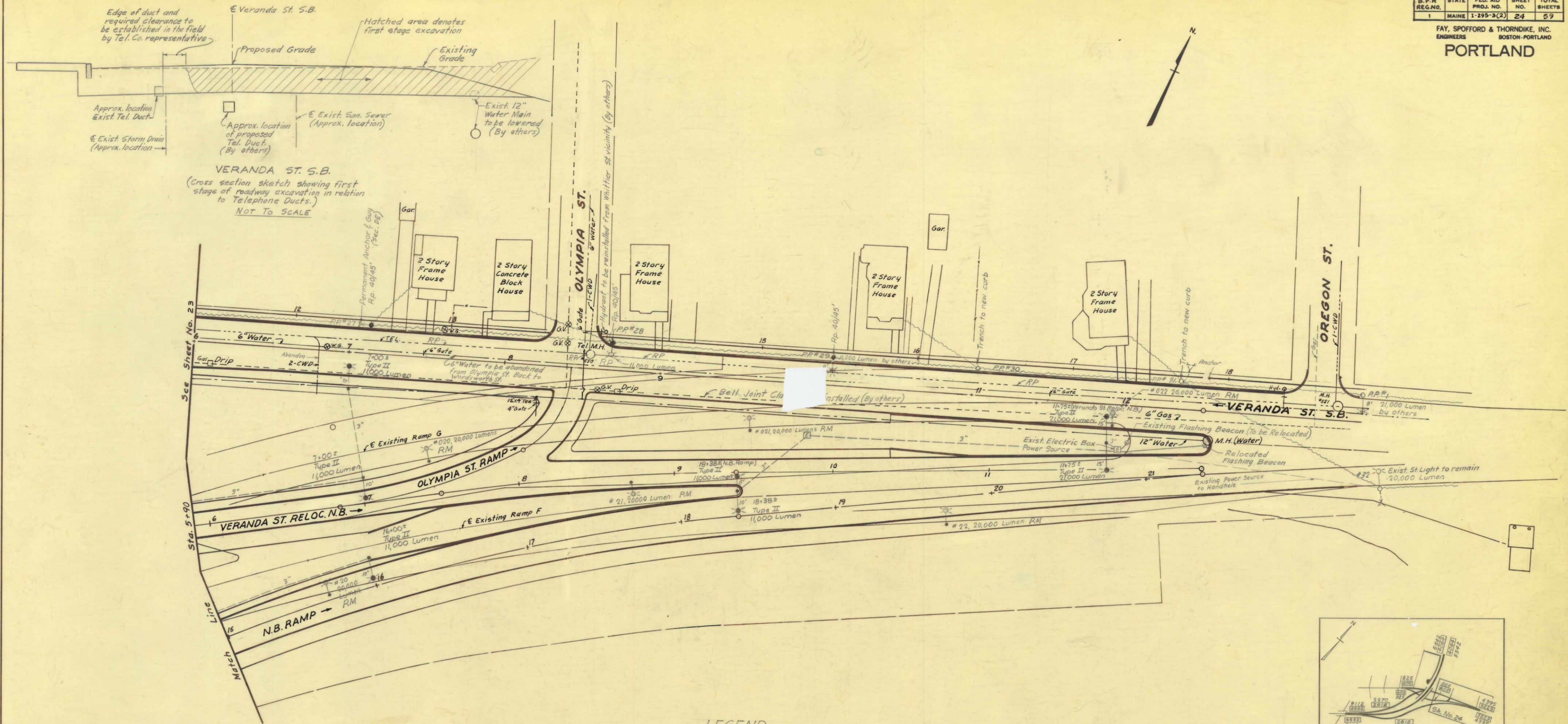
Notes: For Legend see Sheet No. 24
For Electrical Handhole details see Sheet No. 24
For Light Base details see Sheet No. 22



KEY PLAN

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
VERANDA ST. INTERCHANGE UTILITIES PART II	
SHEET NO. 23 OF 59	SCALE: 1"= 30'-0"

DES	
DR	B.L.S.
TE	J.M.M.
CHE	B.B.-D.F.
APPD	



HANDHOLE FOR
STREET LIGHTING
(Not for Street Traffic)

PROPOSED

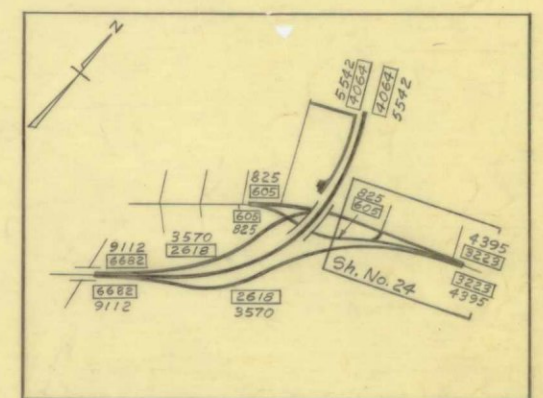
- Temporary Distribution Lines (By others)
- Distribution Lines to be installed after Bridge is completed (By others)
- Overhead Distribution Lines to be installed (By others)
- Pole to be set after Bridge is completed (By others)
- New Street Light Mounted on Utility Company Wood Pole and connected either overhead or underground (By others)
- New Lighting Standard with bracket length, station, type of distribution and no. of lumens as shown.
- Bit Fiber or Cement Asbestos Conduit - 3" conduit under paved area to be Rigid Steel Conduit - 3"
- Electric Handhole (See Detail this Sheet)
- Duct Marker
- Pole with Push Brace (By others)
- Anchor and Guy (By others)
- Pole to Pole or Tree Guy (By others)
- Temporary Poles (By others)
- New Permanent location of C.M.P. Co. Pole (By others)
- Telephone (By others)
- Gas (By others)
- Water (By others)

LEGEND

EXISTING

- RL — Overhead Distribution Lines to be maintained until houses are removed.
- Overhead Distribution Lines to remain
- Overhead Distribution Lines to be removed (By others)
- Existing Street Light Mounted on Street Light Standard
- Existing Street Light Mounted on Utility Company Wood Pole to be replaced (RP) by an 11,000 Lumen lamp (or as noted) on an 8' bracket arm (Type II) to be done by others except Pole # 25 which is to be removed (RM)
- Power Pole to be removed (By others)
- Power pole
- Anchor and Guy to remain
- RM To be removed (By others)
- RP To be replaced (By others)
- Telephone
- Gas
- Water

Note: For Light Base details see Sheet No. 22



KEY PLAN

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

**VERANDA ST. INTERCHANGE
UTILITIES
PART III**

SHEET NO. 24 OF 59 SCALE: 1" = 30' - 0"

PROFILE - INTERSTATE

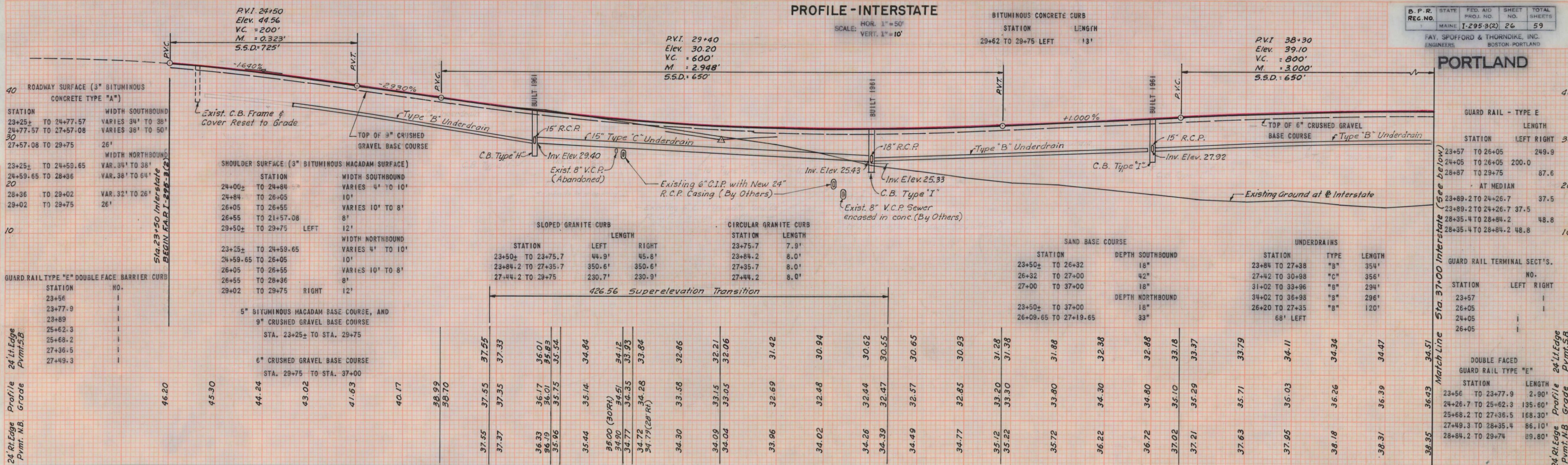
SCALE: HOR. 1"=50'
VERT. 1"=10'

BITUMINOUS CONCRETE CURB
STATION LENGTH
29+62 TO 29+75 LEFT 13'

B.P.R.	STATE	FED. AID	SHEET	TOTAL
REG. NO.	PROJ. NO.	NO.	NO.	SHEETS
1	MAINE	I-295-3(2)	26	59

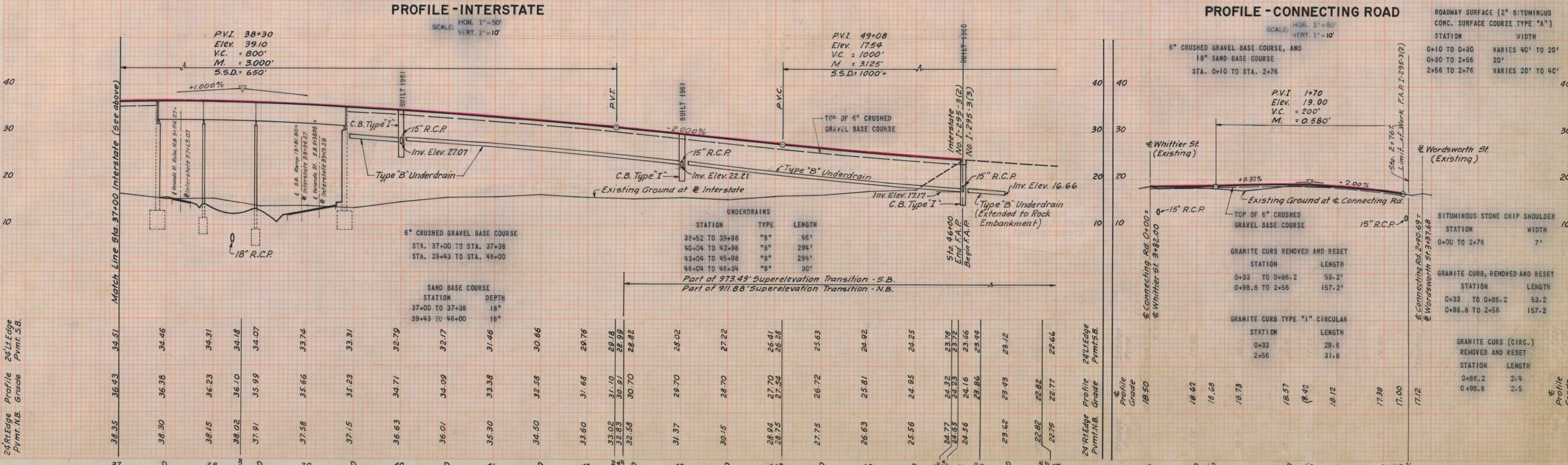
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS BOSTON-PORTLAND

PORTLAND



PROFILE - INTERSTATE

SCALE: HOR. 1"=50'
VERT. 1"=10'



PROFILE - NORTHBOUND RAMP

SCALE: HOR. 1"=50'
VERT. 1"=10'

BITUMINOUS CONCRETE CURB

STATION LENGTH

11+89 TO 12+72 RT. 82'
12+75 TO 14+00 RT. 125'

P.V.I. 7+70
Elev. 33.19
V.C. = 600'
M. = 2.280'
S.S.D. = 550'

P.V.I. 2+95
Elev. 35.37
V.C. = 200'
M. = 0.645'
S.S.D. = 650'

P.V.I. 12+40
Elev. 16.74
V.C. = 200'
M. = 0.775'
S.S.D. = 400'

Grading Intersection with N.B. Interstate

ROADWAY SURFACE (3" BITUMINOUS CONC. SURFACE COURSE TYPE "A")

STATION WIDTH
0+00 TO 3+75.72 SEE PROFILE - INTERSTATE
3+75.72 TO 4+19.72 VARIES 28' TO 24'
4+19.72 TO 14+00 24'

5" BITUMINOUS MACADAM BASE COURSE & 9" CRUSHED GRAVEL BASE COURSE
STATION
0+00 TO 3+75.72 SEE PROFILE - INTERSTATE
3+75.72 TO 14+00

SAND BASE COURSE

STATION DEPTH
0+00 TO 3+75.72 SEE PROFILE - INTERSTATE
3+75.72 TO 5+25 18"
5+25 TO 7+00 36" (15' WIDTH, 18" DEPTH OTHERWISE)
7+00 TO 14+00 18"

SHOULDER SURFACE (3" BITUMINOUS MACADAM SURFACE COURSE)

STATION LEFT RIGHT
0+00 TO 3+75.72 SEE PROFILE - INTERSTATE
3+75.72 TO 4+41.72 VARIES 4' TO 22' 8'
4+41.72 TO 7+00 4' 8'
7+00 TO 7+50 4' VARIES 8' TO 10'
7+50 TO 14+00 4' 10'

UNDERDRAINS
STATION TYPE LENGTH
3+97 TO 6+52 "8" 260'
6+60 TO 9+77 "8" 316'
9+76 TO 12+12 "8" 238'

GUARD RAIL TYPE "E" LENGTH
STATION LEFT RIGHT
3+90 25' 10
4+52 TO 5+40 62.6' 2
6+25 25' 2
3+80 TO 14+00 1020' 1

150' Superelevation Transition

150' Superelevation Transition

150' Superelevation Transition

Tie to Interstate Grading

Existing 6" C.I. Pipe with New 24" R.C.P. Casing (By Others)

Existing 8" V.C.P. Sewer encased in Conc. (By Others)

TOP OF 9" CRUSHED GRAVEL BASE COURSE

15" R.C.P.

Match Line Sta. 14+00 Northbound Ramp (See below)

PROFILE - NORTHBOUND RAMP

SCALE: HOR. 1"=50'
VERT. 1"=10'

ROADWAY SURFACE (3" BITUMINOUS CONC. SURFACE COURSE TYPE "A")

STATION WIDTH
14+00 TO 22+85 24'

5" BITUMINOUS MACADAM BASE COURSE, AND 9" CRUSHED GRAVEL BASE COURSE
STATION 14+00 TO 22+85

18" SAND BASE COURSE
STATION 14+00 TO 22+85

P.V.I. 19+80
Elev. 13.78
V.C. = 240'
M. = 1.200'
S.S.D. = 325'

Existing 18" Pipe Culvert

Existing Ground at N.B. Ramp

Existing 24" C.I.P.

Existing 10" V.C.P. Conc. encased

Existing 12" C.M.P.

72.22' Superelev. Trans.

N.B. Ramp 18+37.63
Veranda St. Reloc. N.B.
9+37.64

SHOULDER SURFACE (3" BITUMINOUS MACADAM SURFACE COURSE)

STATION LEFT RIGHT
14+00 TO 16+00 4' 10'
16+00 TO 16+82+ 4' 10'
16+82 TO 21+70 NONE 10'
21+70 TO 22+16 NONE 10' TO 8'
22+16 TO 22+83 NONE 8'
22+83 TO 23+72 NONE 8' TO 4'
23+72 TO 24+11 NONE 4' TO 0'

Tie to Veranda St. Reloc. N.B. Grading

GUARD RAIL TYPE "E" LENGTH
STATION LEFT RIGHT
14+00 TO 22+16 816.9

GUARD RAIL TERMINAL SECTIONS
STATION NO.
22+16 1

BITUMINOUS CONCRETE CURB
STATION LENGTH
14+00 TO 14+78 74'
14+81 TO 16+79 195'
16+82 TO 18+86 201'
20+89 TO 20+87 198'
20+80 TO 24+11 321'

Tie to Existing Highway "C"

TOP OF 9" CRUSHED GRAVEL BASE COURSE

SLOPED GRANITE CURB LENGTH
STATION STRAIGHT CIRCULAR
16+00 TO 18+37.6 240' 12.6'

PROFILE - OLYMPIA ST. RAMP

SCALE: HOR. 1"=50'
VERT. 1"=10'

ROADWAY SURFACE (3" BITUMINOUS CONC. SURFACE COURSE TYPE "A")

STATION WIDTH
0+00 TO 1+33.40 VARIES 16' TO 40.57'
1+33.40 TO 1+73 VARIES 20' TO 26'

SHOULDER SURFACE (3" BITUMINOUS MACADAM SURFACE COURSE)
STATION LEFT RIGHT
0+00 TO 1+33.40 6' SEE PROFILE VERANDA
1+33.40 TO 1+73 6' ST. REL. N.B.

5" BITUMINOUS MACADAM BASE COURSE, 9" CRUSHED GRAVEL BASE COURSE, AND 18" SAND BASE COURSE
STATION 0+00 TO 1+73

Veranda St. S.B.

Olympia St.

Existing Ground at Olympia St. Ramp

TOP OF 9" CRUSHED GRAVEL BASE COURSE

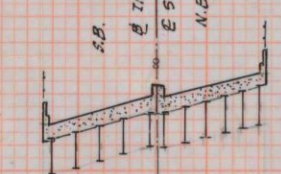
Exist. 10" V.C.P.

Veranda St. S.B.
8+43.00

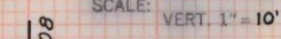
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BY: F.S.
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DATE: 1/5/1978
BY: F.S.
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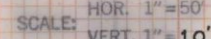
PORTLAND



ROADWAY SURFACE (3" BITUMINOUS CONC.
SURFACE COURSE TYPE "A")



ROADWAY SURFACE (2" BITUMINOUS
CONCRETE SURFACE COURSE TYPE "A")



DATE: 1-7-1958
BY: F.S.
PROJECT: VERANDA ST. SOUTHBOUND
SHEET: 29 OF 59
SCALE: HORIZ. 1"=50'
VERT. 1"=10'

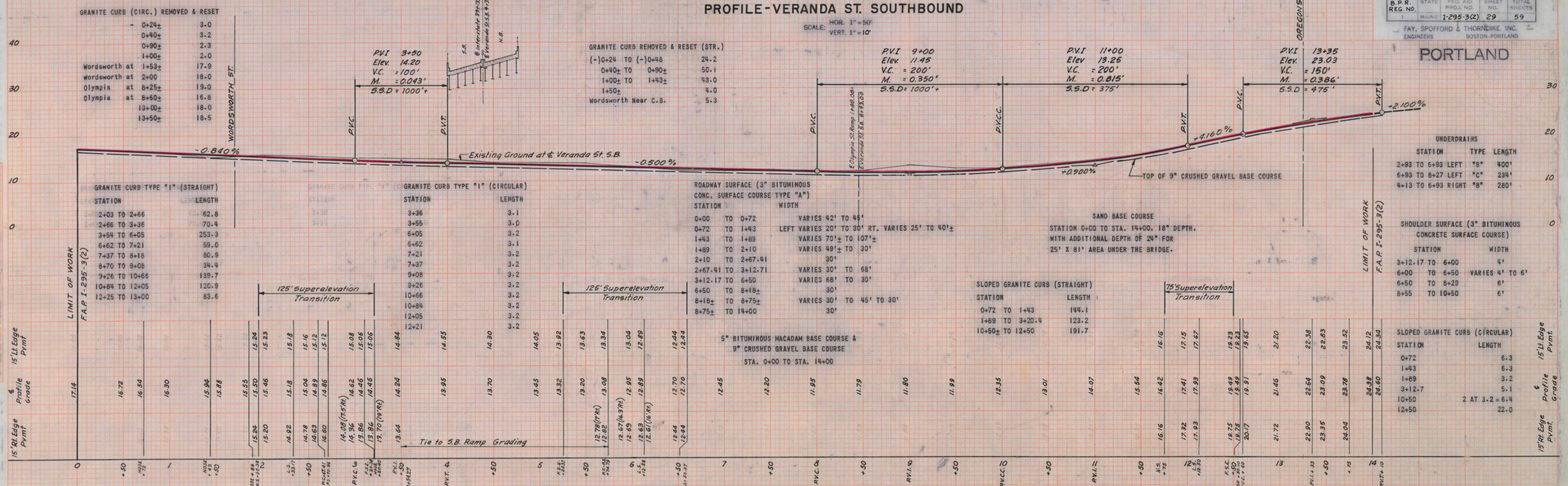
DATE: 1-7-1958
BY: F.S.
PROJECT: VERANDA ST. SOUTHBOUND
SHEET: 29 OF 59
SCALE: HORIZ. 1"=50'
VERT. 1"=10'

Qm-14
729

PROFILE-VERANDA ST. SOUTHBOUND

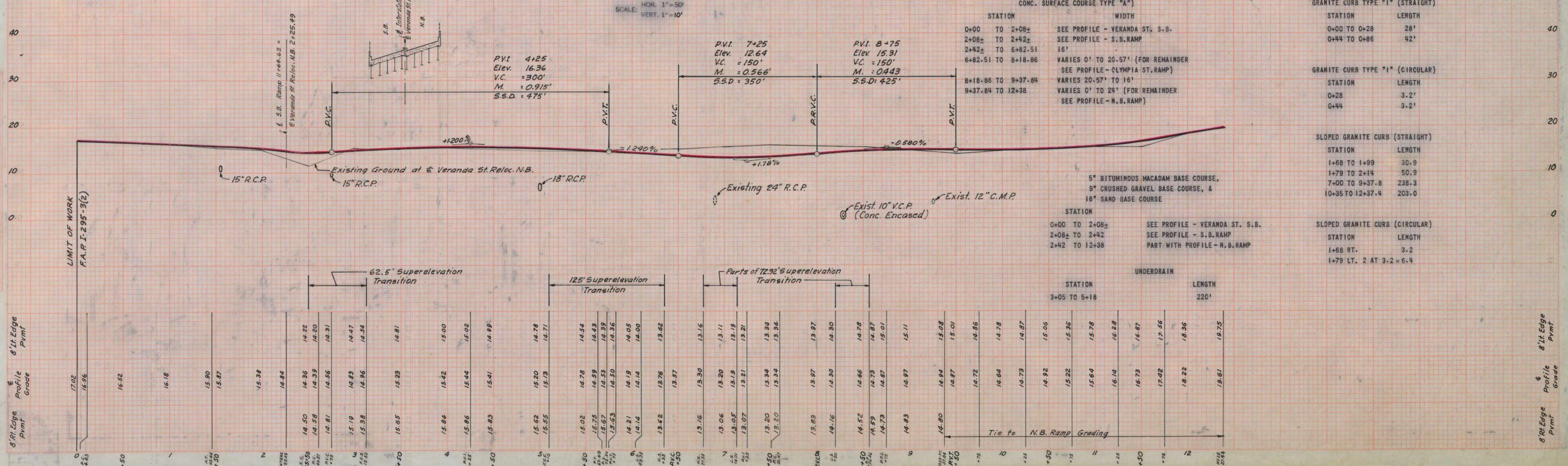
SCALE: HORIZ. 1"=50'
VERT. 1"=10'

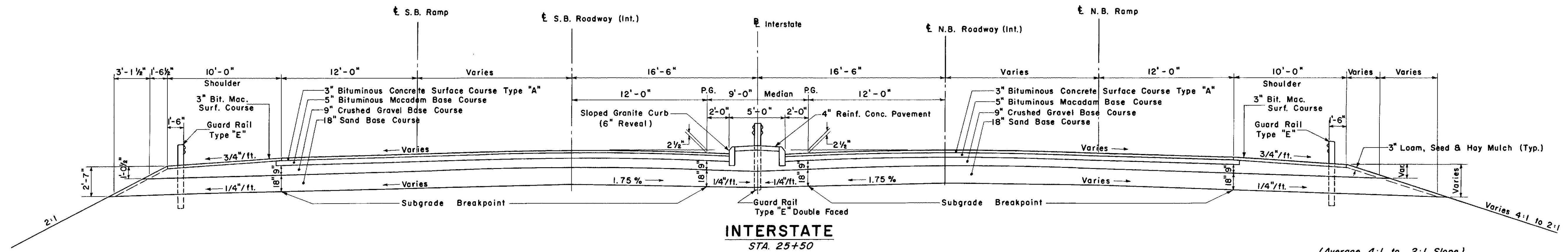
PORTLAND



PPOFILE-VERANDA ST. RELOCATED NORTHBOUND

SCALE: HORIZ. 1"=50'
VERT. 1"=10'





10'-0" PAVED SHOULDER

3" Bituminous Macadam Surface Course	9.26	C.Y. per 100 L.F.
9" Crushed Gravel Base Course	36.71	C.Y. per 100 L.F.
18" Sand Base Course	72.80	C.Y. per 100 L.F.

℄ S.B. RDWY. (INT.) TO ℄ N.B. RDWY. (INT.)

3" Bituminous Concrete Surface Course Type "A"	25.92	C.Y. per 100 L.F.
5" Bituminous Macadam Base Course	43.21	C.Y. per 100 L.F.
9" Crushed Gravel Base Course	104.49	C.Y. per 100 L.F.
18" Sand Base Course	183.34	C.Y. per 100 L.F.
4" Reinforced Concrete Pavement (Median)	4.94	S.Y. per 100 L.F.

10'-0" PAVED SHOULDER

3" Bituminous Macadam Surface Course	9.26	C.Y. per 100 L.F.
9" Crushed Gravel Base Course	38.08	C.Y. per 100 L.F.
18" Sand Base Course	82.29	C.Y. per 100 L.F.

12'-0" PAVEMENT

3" Bituminous Concrete Surface Course Type "A"	11.11	C.Y. per 100 L.F.
5" Bituminous Macadam Base Course	18.51	C.Y. per 100 L.F.
9" Crushed Gravel Base Course	33.33	C.Y. per 100 L.F.
18" Sand Base Course	66.67	C.Y. per 100 L.F.