B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	178(504)	1	24

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLANS

GRAFTON NOTCH
OXFORD COUNTY
MAINE STATE
PROJECT NO. 178 (504)

TOTAL LENGTH 0.322 MILES

SCALES
- PLAN — 1 IN. = 50 FT.
- PROFILE — HOR. 1 IN. = 50 FT.; VER. 1 IN. = 5 FT.
- CROSS SECTIONS — 1 IN. = 5 FT.

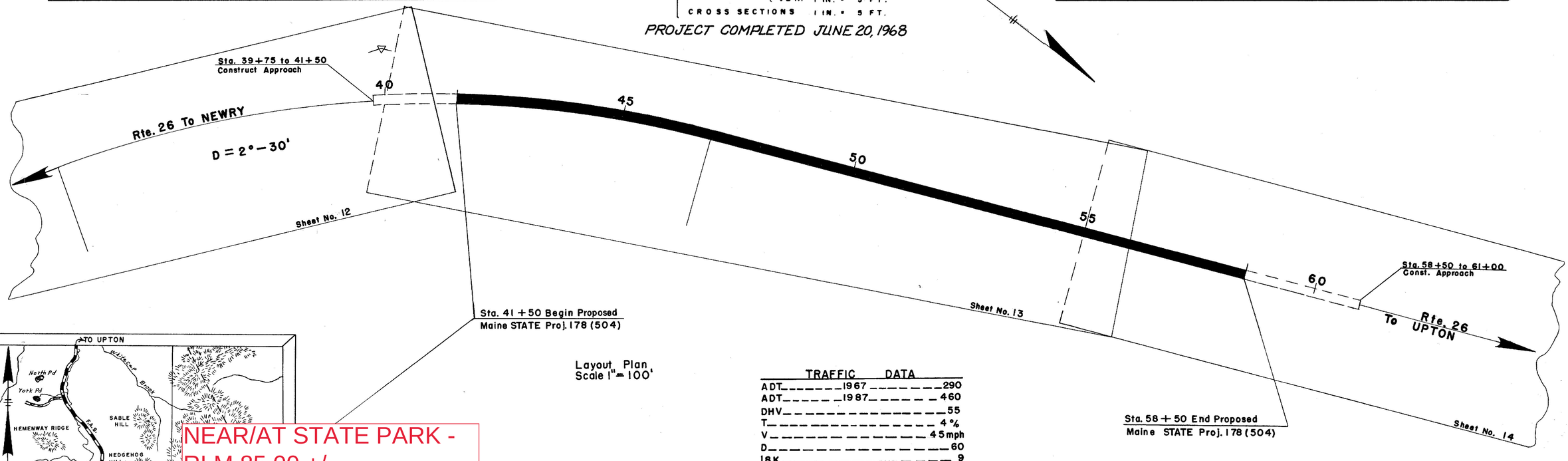
PROJECT COMPLETED JUNE 20, 1968

Microfilm #7 on Reel 153

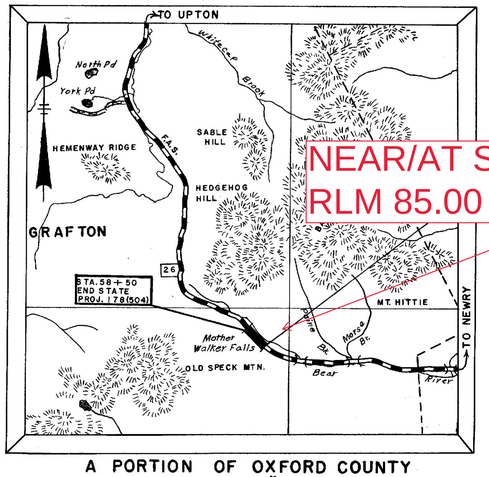
CONVENTIONAL SIGNS

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



Layout Plan
Scale 1"=100'



A PORTION OF OXFORD COUNTY
SCALE 1" = 1 Mile

NEAR/AT STATE PARK - RLM 85.00 +/-

TRAFFIC DATA

ADT 1967	290
ADT 1987	460
DHV	55
T	4 %
V	45 mph
D	60
18K	9

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1965) and supplementals thereto, except as modified on the plans and in the special provisions.

APPROVED:
MAINE STATE HIGHWAY COMMISSION — DATE

Dwight W. Stevens, CHAIRMAN — JUNE 14, 1967
Bertrand G. Lockhart — JUNE 14, 1967
Steven D. Shaw — JUNE 14 1967
Sylvester L. Poor, CHIEF ENGINEER — JUNE 14, 1967

STATE OF MAINE — SYLVESTER L. POOR 187 — REGISTERED PROFESSIONAL ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

APPROVED:

DIVISION ENGINEER — DATE

OGILVIE PRESS, INC., BROOKLYN 17, N. Y. STOCK NO. 545 IMPERIAL

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOT SHE
1	MAINE	178(504)	2	2

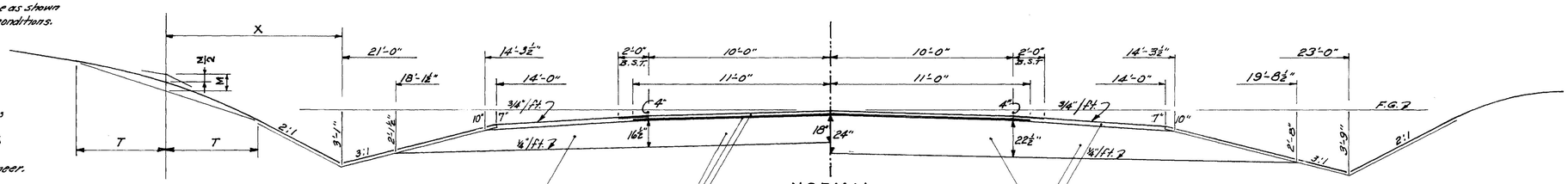
L55-0178(1)

STANDARD SECTIONS – PROJ. NO. 178(504)

For all sections depth of ditch depends on local conditions. Depth of base as shown may be changed to meet local conditions.

Where "X" = 7 or less, "T" = X-2, otherwise "T" = 5.

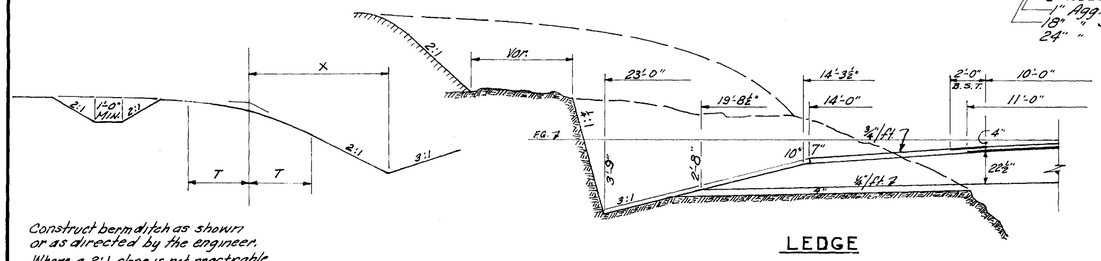
To avoid property damage and to save shade trees, this formula may be modified by the engineer.



16½" Agg. Subbase Crs. 29.18 C.Y. Per 100'

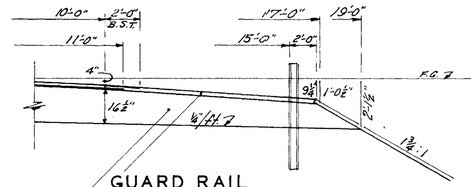
NORMAL

2" Road Mix Bit. Pave. 20' Wide		12.35 C.Y. Per 100'
1" Agg. Surf. Crs. Primed	22' "	6.79 " " "
18" " Subbase Crs.	20' "	106.48 " " "
24" " " "	20' "	143.52 " " "
3" Agg. Surf. Crs.		3.29 C.Y. Per 100'
22½" Agg. Subbase Crs.		45.77 " " "



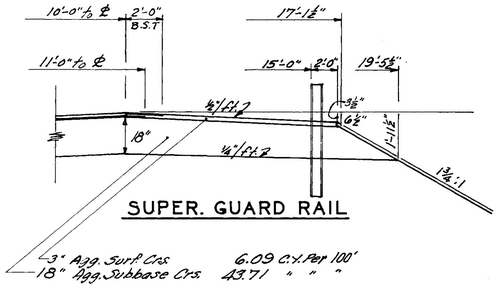
Construct berm ditch as shown or as directed by the engineer. Where a 2:1 slope is not practicable use a 1½:1 slope in cuts.

LEDGE



GUARD RAIL

9" Agg. Surf. Crs.		6.40 C.Y. Per 100'
16½" Agg. Subbase Crs.		35.26 " " "

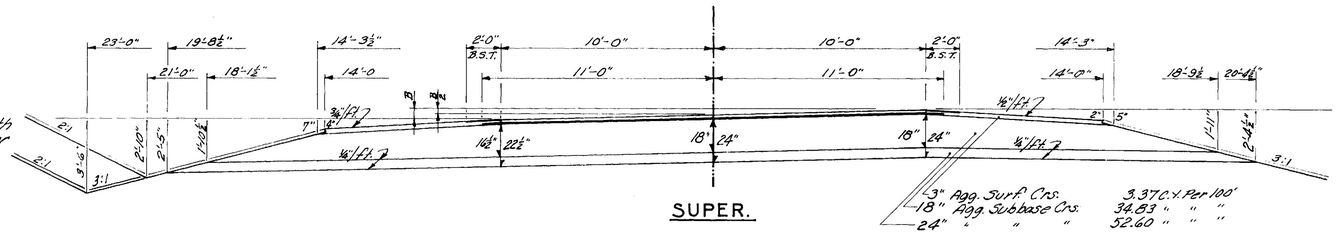


SUPER. GUARD RAIL

3" Agg. Surf. Crs.		6.09 C.Y. Per 100'
18" Agg. Subbase Crs.		43.71 " " "

Seeding Method No. 1 and Sodded areas shall require a max. depth of four (4) inches of loam unless otherwise specified.

All embankment slopes, ditches and backslopes shall be seeded by Method No. 2 with a max. depth of two (2) inches of loam except where sodding or Seeding Method No. 1 is noted.

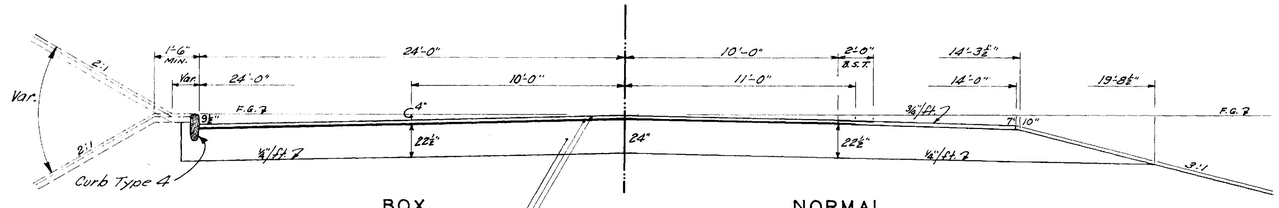


SUPER.

3" Agg. Surf. Crs.		3.37 C.Y. Per 100'
18" " Agg. Subbase Crs.		34.83 " " "
24" " " "		52.60 " " "

The pavement and base depths as shown are intended to be nominal.

The Surface of all Courses shall be Straight Crown.

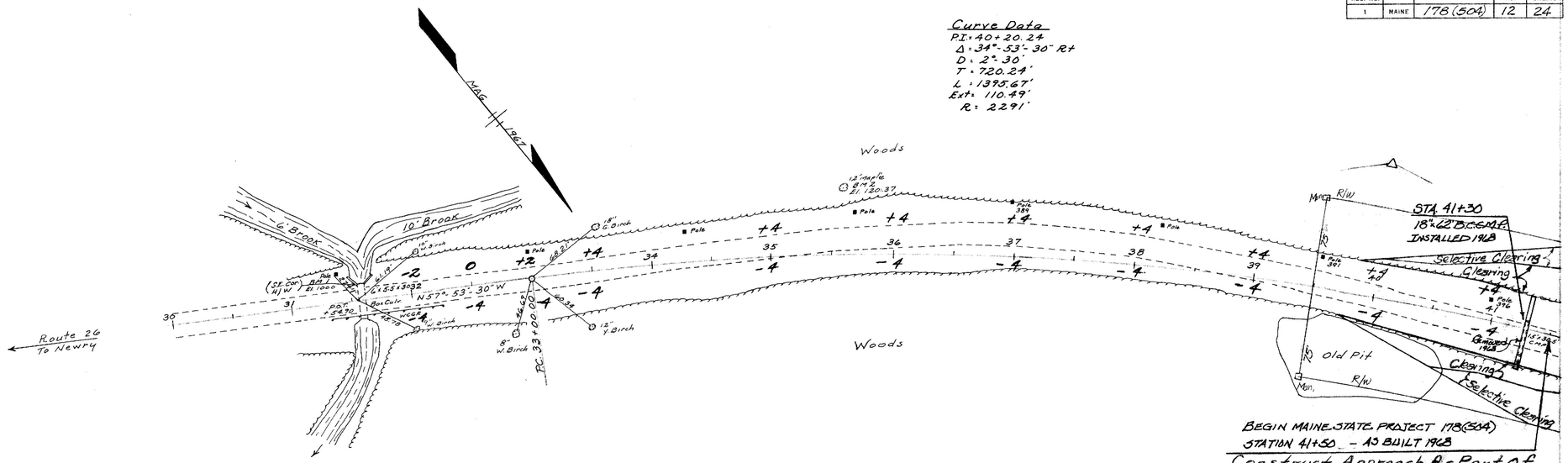


BOX

NORMAL

2" Road Mix Bit. Pave.	34' Wide	20.99 C.Y. Per 100'
1" Agg. Surf. Crs. Primed	35' "	10.80 " " "
24" " Subbase Crs.	35' "	227.20 " " "

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	178(504)	12	24



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	178(504)	13	24

Curve Data
P.I. 40+20.24
Δ = 34°-53'-30" Rt
D = 2°-30'
T = 720.24'
L = 1395.67'
Ext = 110.49'
R = 2291'

Note;
Proposed Van Tel & Tel. Lines on Trees at Selective Clearing Line

MAG 1967

STA. 41+30.0
18"×62' B.C.C.M.P. C.M.P.
INSTALLED 1968

STA. 43+38
30"×66' B.C.C.M.P.
INSTALLED 1968

STA. 41+50
18"×66' B.C.C.M.P.
INSTALLED 1968

STA. 49+88
18"×66' B.C.C.M.P.
INSTALLED 1968

STA. 41+50 BEGIN MAINE STATE
PROJECT NO. 178(504) AS BUILT 1968

Sta 39+75 to 41+50 Construct Approach as Part of Project.

Route 26

N 23°-00 W

MOOSE CAVE LOOP????

Bear River

+10.00% 236.24 -3.04%

STA. 41+0 TO STA. 50+75 18" AGGR. SUBBASE

STA. 50+75 TO STA. 55+25 24" AGGR. SUBBASE

500' V.C.
EXT. = 5.475'
H.S.D. = 281'

Sta. 39+75 to 41+50
Const. Approach as Part of Project

STA. 41+50 BEGIN MAINE STATE
PROJECT NO. 178(504) BUILT 1968

+1.24%

AS BUILT 1968

+10.00%

500' V.C.
Ext. = 4.225'
S.S.D. = 322'

150.01 Approach
150.58 Approach
Approach

CURB - TYPE 4 INSTALLED 1968
STA. 51+0 TO 53+0 LT.
STA. 52+75 TO 55+75 RT.

UNDERDRAIN - TYPE 'B' - AS INSTALLED 1968
STA. 51+0 TO STA. 54+50 LT. - 350 L.F.

6" UNDERDRAIN OUTLET - AS INSTALLED 1968
STA. 50+50 TO STA. 51+0 LT. - 50 L.F.

R/W MONUMENTS - AS INSTALLED 1968
STA. 47+00.00 - 75' LT. & RT.
STA. 53+50.00 - 75' LT. & RT.

GUARD RAIL - TYPE 2b - INSTALLED 1968
STA. 42+10 TO STA. 42+50 RT.
STA. 45+35 TO STA. 45+53 LT.
STA. 56+54 TO STA. 57+24 RT.

Sheet Quantities
Sta. 40+50 to 55+50

Cut	989 C.Y.
Rock	2518 C.Y.
Fill	12,823 C.Y.
Grub	182 C.Y.

550' V.C.
Ext. = -8.965'
S.S.D. 243'

Scenic Turnout
Sta. 53+25 to Sta. 55+50 Rt.

Taper to Scenic Turnout
Sta. 52+80 to Sta. 53+25 Rt.
Sta. 55+50 to Sta. 56+25 Rt.

Taper to Curb
Sta. 50+0 to Sta. 51+0 Lt.
Sta. 53+0 to Sta. 54+0 Lt.

PLATE 1 - PLAN - PROFILE

Grafton Notch 178(504)

(2)

D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	178(504)	14	24

Curve Data

PI = 67+65.07
Δ = 07°-37'-30" Lt.
D = 3°-00'
T = 127.27'
L = 254.17'
Ext = 4.24'
R = 1909.853

MAG 1967

STA. 57+94
30"x82' B.C.C.M.P.
INSTALLED 1968

Selective Clearing

Clearing

3' Brook

R/W Mon.

Woods

Spring

10 to 20 yd. Boulders
Large Boulders
Sta 60+0 to 61+0 Lt.

Ledge
Sta 62+0 to 63+50 Lt.

22" Birch
Ext. 229.27

PC 66+37.80

Evergreen

14" Beech

14" Beech

12" Beech

18" Yellow Birch

PT 68+91.97

Pole

To UPTON

N 30°-37'-30" W

AS BUILT 1968

18" RCP CMP Removed 1968

N 23°-00 W

Sidewalk

Ledge Outcrop

Selective Clearing

Bear River

R/W Mon.

Cone Retaining Wall

9" Yellow Birch

7" Beech

16" Beech

4' Brook

21" Pine
BMG
El. 221.89

STA. 58+50
END MAINE STATE PROJECT NO. 178(504)
AS BUILT 1968

Construct Approach as part of This Project Sta 58+50 to 61+0

STA. 55+25 to STA. 59+25 18" AGGR. SUBBASE

RW MONUMENTS - AS INSTALLED 1968
STA. 61+00.00 - 75' LT. & RT.

Scenic Turnout
Sta. 53+25 to Sta. 55+50 Rt.

Taper to Scenic Turnout
Sta. 55+50 to Sta. 56+25 Rt.

GUARD RAIL - TYPE 2b - AS INSTALLED 1968
STA. 56+34 to STA. 59+24 Rt.

STA. 58+50
END MAINE STATE PROJECT NO. 178(504)
BUILT 1968
Construct Approach as part of This Project Sta 58+50 to 61+0

400' V.C.
Ext. = 2.72'
H.S.D. 343'

650' V.C.
Ext. = -8.965'
SSD = 243'

AS BUILT 1968

-3.04%

+2.40%

Approach Grade

400' V.C.
Ext. = 1.34'
H.S.D. = 791'

+5.08%

Future

Future

Sheet Quantities
Sta. 55+50 to 61+0

Cut	1 C.Y.
Fill	1,440 C.Y.
Grub	141 C.Y.

Grafton Notch 178(504)

3

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178(3)	1	48

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Microfilm Reel 193

BUREAU OF HIGHWAYS

NEWRY
OXFORD COUNTY
MAINE FEDERAL AID SECONDARY
PROJECT NO. RS-0178(3)

TOTAL LENGTH .0.625 MILES

SCALES
- PLAN 0 50 100 FEET
- PROFILE HOR. 0 50' 100 FEET; VER. 0 5' 10 FEET
- CROSS SECTIONS 0 5 10 FEET

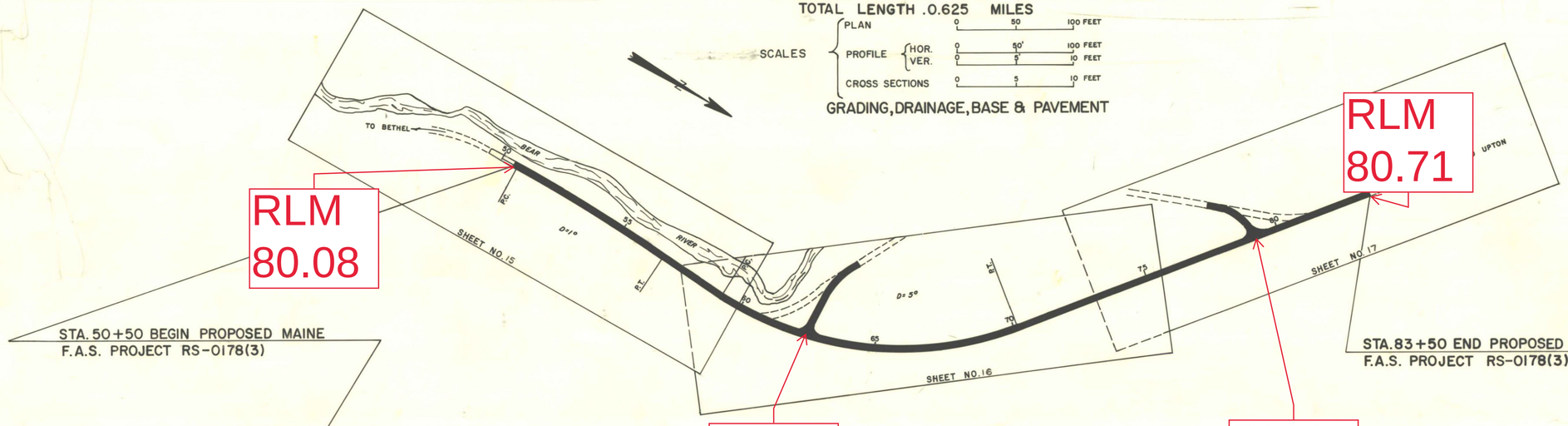
GRADING, DRAINAGE, BASE & PAVEMENT

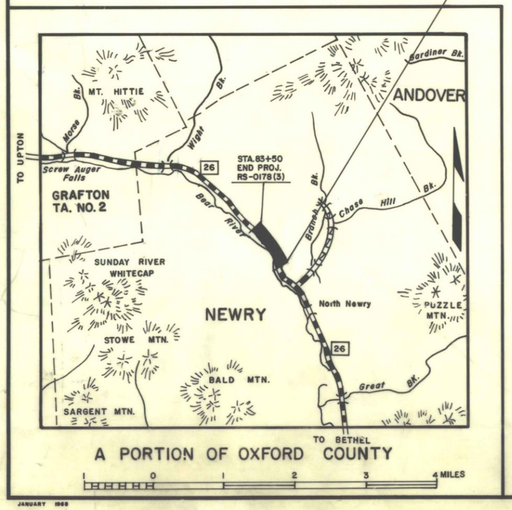
CONVENTIONAL SIGNS

COUNTY LINES		TRAVELLED WAY - PROPOSED	
TOWN LINES		UNDERGROUND UTILITIES - EXISTING	
PROPERTY LINES		UNDERGROUND UTILITIES - PROPOSED	
R/W LINES - EXISTING		RAILROAD - SINGLE TRACK	
R/W LINES - NEW - ACCESS CONTROL		RAILROAD - DOUBLE TRACK	
R/W LINES - NEW - NO ACCESS CONTROL		UTILITY POLE - EXISTING	
CULVERT - EXISTING		UTILITY POLE - JOINT OCCUPANCY	J
CULVERT - PROPOSED		PROPOSED UTILITY POLE - TEMPORARY	X
CURBING - EXISTING		PROPOSED UTILITY POLE - PERMANENT	
CURBING - PROPOSED		TREES	hardwood, softwood
TRAVELLED WAY - EXISTING		WOODS	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2,3	TYPICAL SECTIONS
4	ESTIMATED QUANTITIES & SUMMARY OF EXCAVATION & BORROW
5	DRAINAGE SUMMARY & GENERAL NOTES
6-14	STANDARD DETAILS
15-17	PLAN & PROFILE
18-48	CROSS SECTIONS





LAYOUT PLAN 0' 0 200' 400'

TRAFFIC DATA

A.D.T.	1977	400
A.D.T.	1997	560
D.H.V.		112
T. (%)		10
D. (%)		60
V.		50
P.S.D. (%)		49.3
18 KIPS		20

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1968) and supplementals thereto, except as modified on the plans and in the special provisions.

STATE OF MAINE RICHARD A. LUETTICH, SR. 1728 REGISTERED PROFESSIONAL ENGINEER

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER — DATE JULY 11, 1977

CHIEF ENGINEER & BUREAU DIRECTOR — DATE JULY 11, 1977

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR — DATE

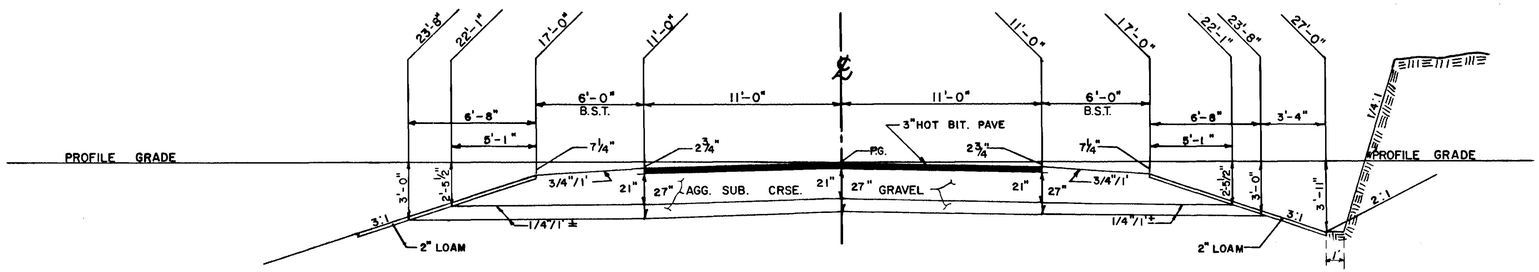
As built 1978 E. Morrill

JANUARY 1969

DD-33

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	RS-0178(3)	2	48

3" HOT BIT. PAVEMENT *



6 FT. SHLD. NORMAL

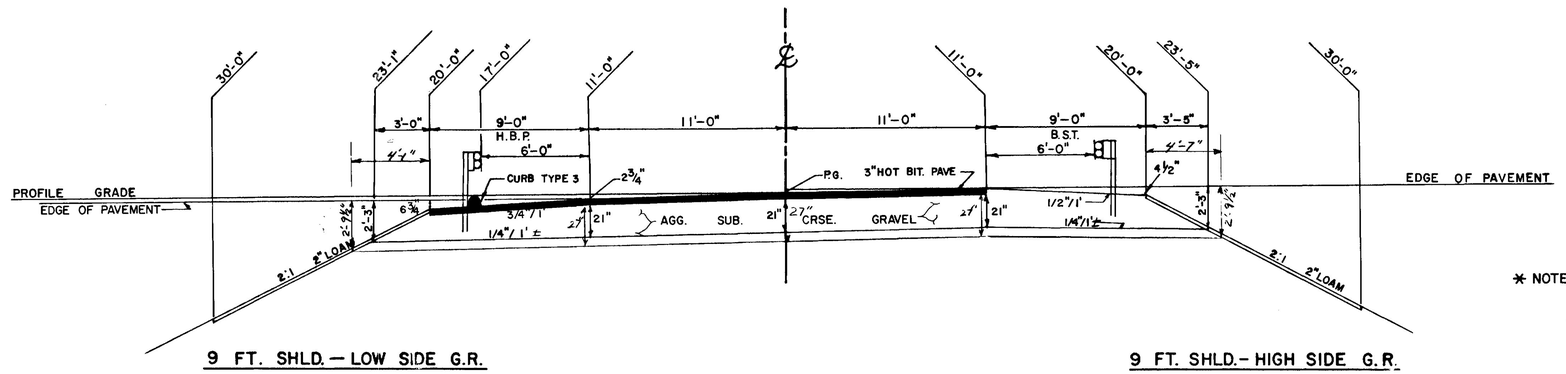
21" AGG. SUBBASE CRSE. GRAVEL = 56.55 C.Y. / 100 L.F.
STA. 71+00 TO 84+00 LT.

22 FT. PAVEMENT

21"AGG. SUBBASE – 11' WIDE = 142.59 C.Y./100 L.F.
27"AGG. SUBBASE – 11' WIDE = 183.33 C.Y./100 L.F.

27"AGG. SUBBASE CRSE. GRAVEL = 78.57 C.Y./100 L.F.
STA. 71+00 TO 84+00 RT.

NORMAL



9 FT. SHLD. — LOW SIDE G.R.

21" AGG. SUBBASE – GRAVEL = 60.65 C.Y./100 L.F.
STA. 59+00 TO 61+00 LT.

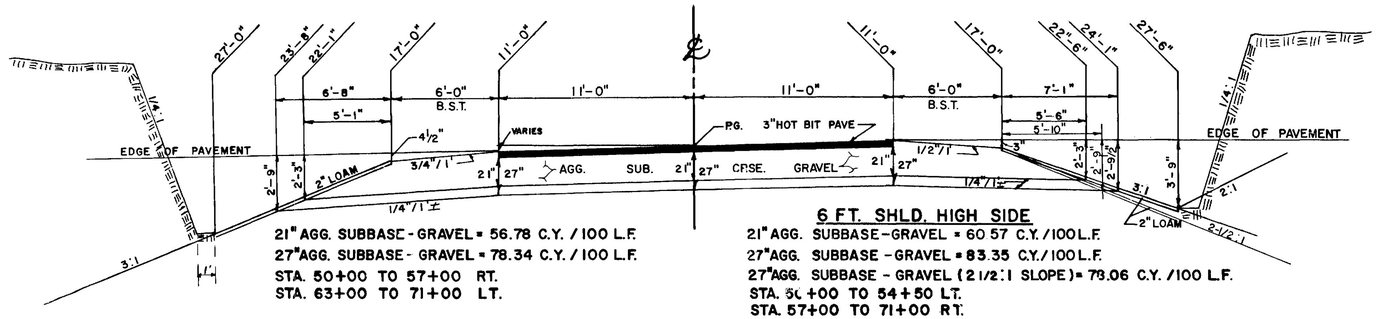
27" AGG. SUBBASE - GRAVEL = 83.88 C.Y./100 L.F.
STA. 57+25 TO 59+00 LT.
STA. 61+00 TO 62+00 LT.

9 FT. SHLD. – HIGH SIDE G.R.

21" AGG. SUBBASE CRSE. GRAVEL = 73.81 C.Y./100 L.F.

27" AGG. SUBBASE CRSE. GRAVEL = 98.27 C.Y./100 L.F.
STA. 55+50 TO 57+25 LT.

SUPERELEVATED



6 FT. SHLD. HIGH SIDE

21" AGG. SUBBASE - GRAVEL = 56.78 C.Y. / 100 L.F.
27" AGG. SUBBASE - GRAVEL = 78.34 C.Y. / 100 L.F.
STA. 50+00 TO 57+00 RT.
STA. 63+00 TO 71+00 LT.

21" AGG. SUBBASE – GRAVEL = 60.57 C.Y./100 L.F.
27" AGG. SUBBASE – GRAVEL = 83.35 C.Y./100 L.F.
27" AGG. SUBBASE – GRAVEL (2 1/2:1 SLOPE) = 78.06 C.Y./100 L.F.
STA. 50+00 TO 54+50 LT.
STA. 57+00 TO 71+00 RT.

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

WHEN SUPERELEVATION EXCEEDS 3/4" PER FOOT LOW SIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	MEF	12-76
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NEWRY S-0178(3)

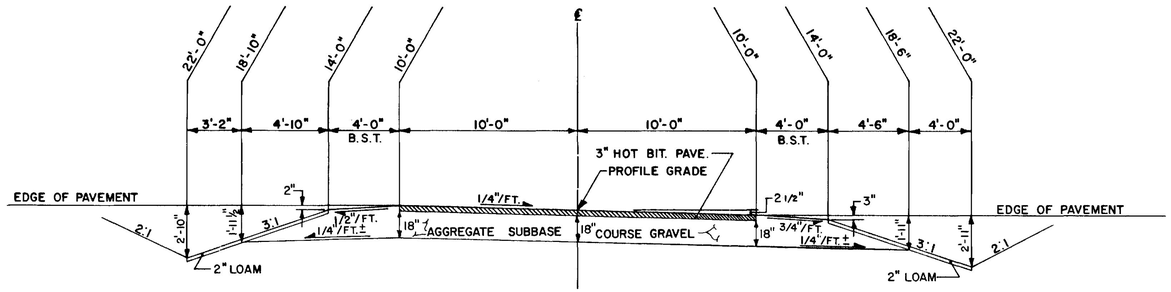
SHEET OF AUGUSTA, MAINE

JANUARY 1968

203-1 2000

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178(3)	3	48

3" HOT BITUMINOUS PAVEMENT *



4 FT. SHLD. - HIGH SIDE

AGGREGATE SUBBASE COURSE GRAVEL = 38.91 C.Y. / 100 L.F.

20 FT. PAVEMENT

18" AGGREGATE SUBBASE COURSE GRAVEL = 111.11 C.Y. /100 L.F.

4 FT. SHLD. - NORMAL

AGGREGATE SUBBASE COURSE GRAVEL = 36.42 C.Y. / 100 L.F.

TYPICAL SECTION - CONNECTORS

CONNECTOR AT STA. 62+50
STA. 11+50 TO 13+00 LT. MAINLINE EDGE OF PAVEMENT TO STA. 13+00 RT.
MAINLINE EDGE OF PAVEMENT TO STA. 11+50 LT.

CONNECTOR AT STA. 79+25
MAINLINE EDGE OF PAVEMENT TO STA. 12+00 RT. MAINLINE EDGE OF PAVEMENT TO STA. 12+00 LT.

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

WHEN SUPERELEVATION EXCEEDS 3/4" PER FOOT LOW SIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NEWRY RS-0178(3)

SHEET OF AUGUSTA, MAINE

JANUARY 1968

203-1 2000

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178 (3)	15	48

PLAN — SURVEYED: — PLOTTED: — DRAWN: Carp MBP — CHECKED: — ST. OF MAY CHECKED: — NOTE BOOK — NOTE BOOK — DATE — BY

Lucia E. Smith

Excavate, Loam & Seed Abandoned Road Bed

Sta. 57+25 to 62+30± Lt.
Pave Shoulder
Install Type 3 Curb

WOODS

Design in rock concerning nearby falls (2.5' x 2.5')
Presently covered by shoo. grav.)
Potential for Scenic Turnout

HORSE SHOE FALLS

BEAR RIVER

R/W ?

WOODS

BEAR RIVER

WOODS

Survey Mon.

Clearing Line ?

(Trans. CMP 105) N 2°-09'-57" W

N 4°-54'-50.9" W

15"x36" CMP

12"x24" CMP

48+00 50.00

Sta 49+50
Match Existing Road
Limit of Const.

1949 V.K.S. Prop. Marker Post

Sta 50+50
Begin Proj. RS-0178(3)
AS BUILT IN 1978

Proposed CMP 106

12"x32" CMP (Remove)

AS BUILT CONST. E 1978

Clearing Line ?

Ledge Outcrop

Proposed CMP 107

SURVEY ℄

15"x34" CMP

Rock Outcrop

Clearing Line ?

Sta. 52+04
Install Option II
Culvert 18" x 52'
Sod Inlet & Outlet
AS BUILT IN 1978

Ledge Outcrop

Proposed CMP 108

18"x36" CMP

Drainage Ditch

Rock Outcrop

12"x42" CMP (Remove)

P.C. 59+21.71

Clearing Line

Rock Outcrop

N 3°-57'-20"E

R/W Mon.

WOODS

Sta 57+50
Install Catch Basin, Type B-1 C With 18"x44" Inlet & 18"x12' Outlet Pipes
Sod Inlet & Outlet (option II)
AS BUILT IN 1978

Construct Downspout Lt. From Culvert
Item #610.08 Plain Riprap

Sta. 57+00± Rt. Construct Ditch Block To Elev. 801.5
As Directed By The Engineer
Cost to be Incidental to Common Excavation
Use Waste Material

BEAR RIVER

Rock Outcrop

Wooden Post

R/W ?

P/L

CAMP Alvin G. Gallant
Jeanne Gallant

Madeline Kilgore

CMP 103 — 12"x40" CMP — CMP 104

Rock Outcrop

Rock Outcrop

Sta 49+50 to 50+00
Const. Approach
Remove Existing Pavement to a Minimum Depth of 3" Below Finish Grade.
Pave to Finish Grade With Hot Bit. Pavement, Item #403.08 (1¼" Wearing) Item #403.07 (1¾" Binder)

P.I. Sta. 53+69.563
Δ 6°-07'-17.4 Rt.
D 1°-00'-00"
T 306.366'
L 612.148'
E 8.185'
R 5,729.578

Sta 53+00 to 57+00
& Sta 58+00 to 59+00
As Directed By The Engineer
Const Embankment of Rock Excavation To 3' Below Subgrade, Complete to Subgrade With Granular Material

Vicinity of Sta 57+30
As Directed By The Engineer
Remove Soft Organic Sand & Muck
Payment to be Under Common Excavation
(Estimated Quantity 250 C.Y.)

Construct Ditch Block to Elev. 794.5
Between Sta 50+00 and 50+50 Rt.
As Directed By The Engineer
Cost to be Incidental to Common Excavation
Use Waste Material

Grid North
West Zone

Sta. 50+00 Begin Full Depth Const.
Sta. 50+75 to 62+50 Rt
Clear to R/W Line

PT. 56+75.35

Depth of Roadbed (Profile Grade to Subgrade)

AS BUILT IN 1978	Sta 50+00	to 59+00	30"
	Sta 59+00	to 61+00	24"
	Sta 61+00	to 63+00	30"
	Sta 63+00	to 78+50	24"
	Sta 78+50	to 85+00	30"

Grubbing Areas
Sta 53+50 to 79+00

Note: "Grubbing Areas" as listed are for guidelines and estimating purposes only. Actual "Grubbing Areas" will be designated by the engineer as field conditions require

Monuments to be Installed:

	Item #623.06	
Right of Way		
P.C. 50+63.20		50' Rt.
P.T. 56+75.35		50' Rt.
P.C. 59+21.71		50' Rt.
63+75	60' Lt.	50' Rt.
86+00	32' Lt.	50' Rt.
P.C. 11+69.86 Conn.		40' Rt.
P.T. 12+70.36 Conn.	28' Lt.	40' Rt.

AS BUILT IN 1978

Survey	Item #623.07	
P.C. 50+63.20	30' Lt.	
P.T. 56+75.35	50' Lt.	
P.C. 59+21.71	35' Lt.	
P.T. 70+12.61	25' Lt.	25' Rt.
78+00	25' Lt.	25' Rt.
P.C. 11+69.86 Conn.	40' Lt.	

AS BUILT IN 1978

Install Left:
Sta. 55+00 Terminal End - Single Rail #606.26
Sta. 55+00 to 55+12.5 Guard Rail Type 3 - Circular #606.60
Sta. 55+12.5 to 62+12.5 Guard Rail Type 3 - Single Rail #606.55
Sta. 62+12.5 to 62+25± Guard Rail Type 3 - Circular #606.60
Sta. 62+25± Terminal End - Single Rail #606.26
Sta 55+12± GUARD RAIL DELINEATOR POST
AS BUILT IN 1978

Clearing
Sta. 50+25 to 59+35 Rt, & 50+75 to 54+30 Lt
Sta. 61+25 to 76+80 Lt. & Rt.
Sta. 80+70 to 81+00 Lt.
Conn. at 62+50
From ML to 13+20 Rt
From ML to 11+50 Lt.
Sta 12+70 to 13+25 Lt.

PROFILE — SURVEYED: — PLOTTED: — DRAWN: Carp — CHECKED: — H. Wt. NOTED: — STRUCTURE NOTE NO. CH NO. — NOTE BOOK — NO. 7756 — DATE: May 76 — BY

V.C. = 200'
Ex. = 0.1225
HLSD = 2100+

0.95 %

AS BUILT IN 1978

30"

18" Culvert

795.40

P.V.C. 794.25± Match Existing Road

P.V.I. 794.76

P.V.I. 795.32

P.V.T. 795.95

P.V.C. 796.64

P.V.I. 797.36

798.08

798.80

799.52

800.24

800.96

801.68

P.V.C. 802.40

803.08

803.66

804.16

804.57

P.V.I. 804.89

805.12

805.26

805.31

+54.02 805.31 High

805.27

806.00

-0.34 %

1.44 %

subgrade

30"

24"

24" Culvert

18" Culvert

Utility Pole #5 To Remain

V.C. = 500'
Ex. = -1.1138'
SSD = 642'
PSD = 1175'

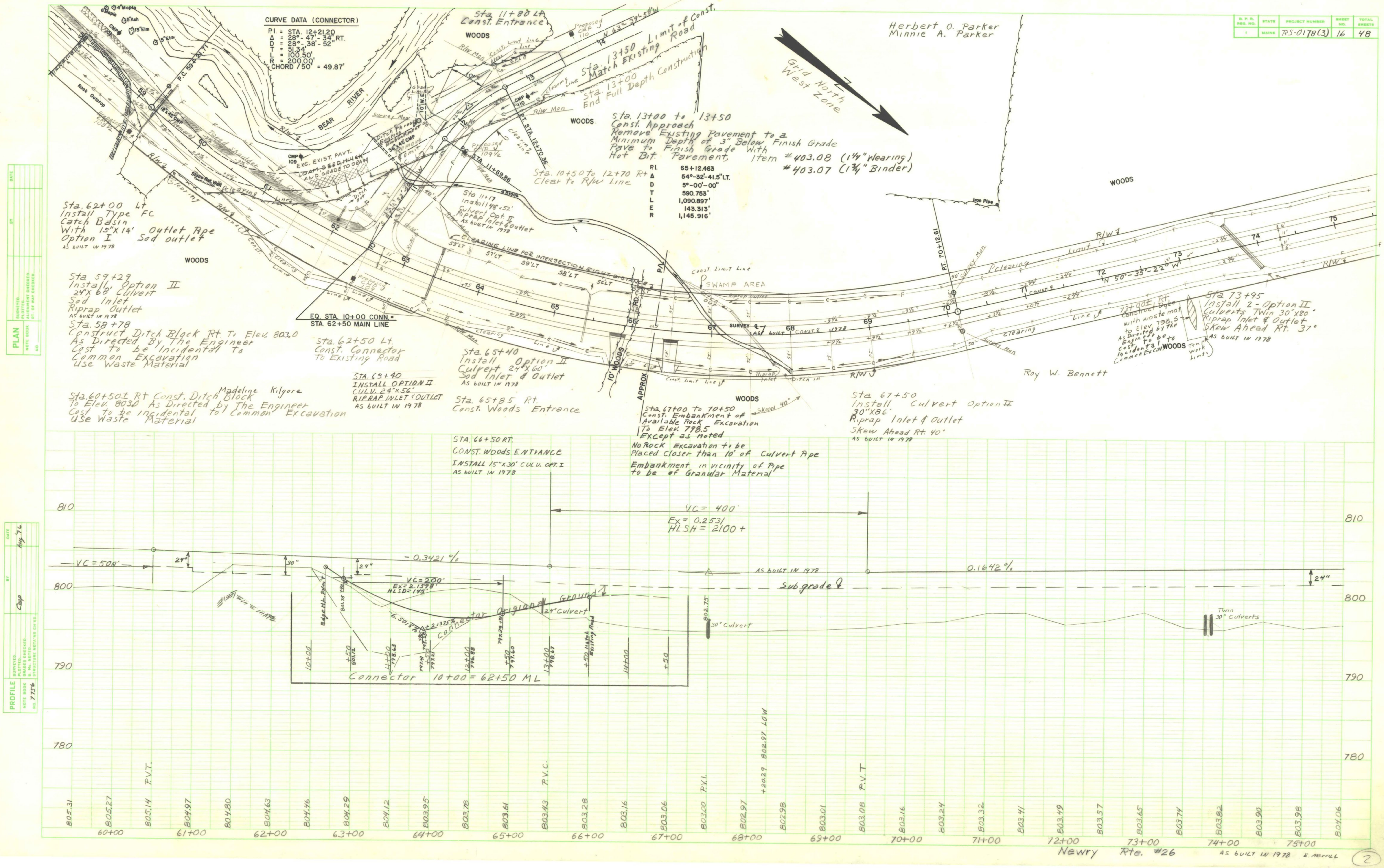
810 / 800 / 790 / 780

45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

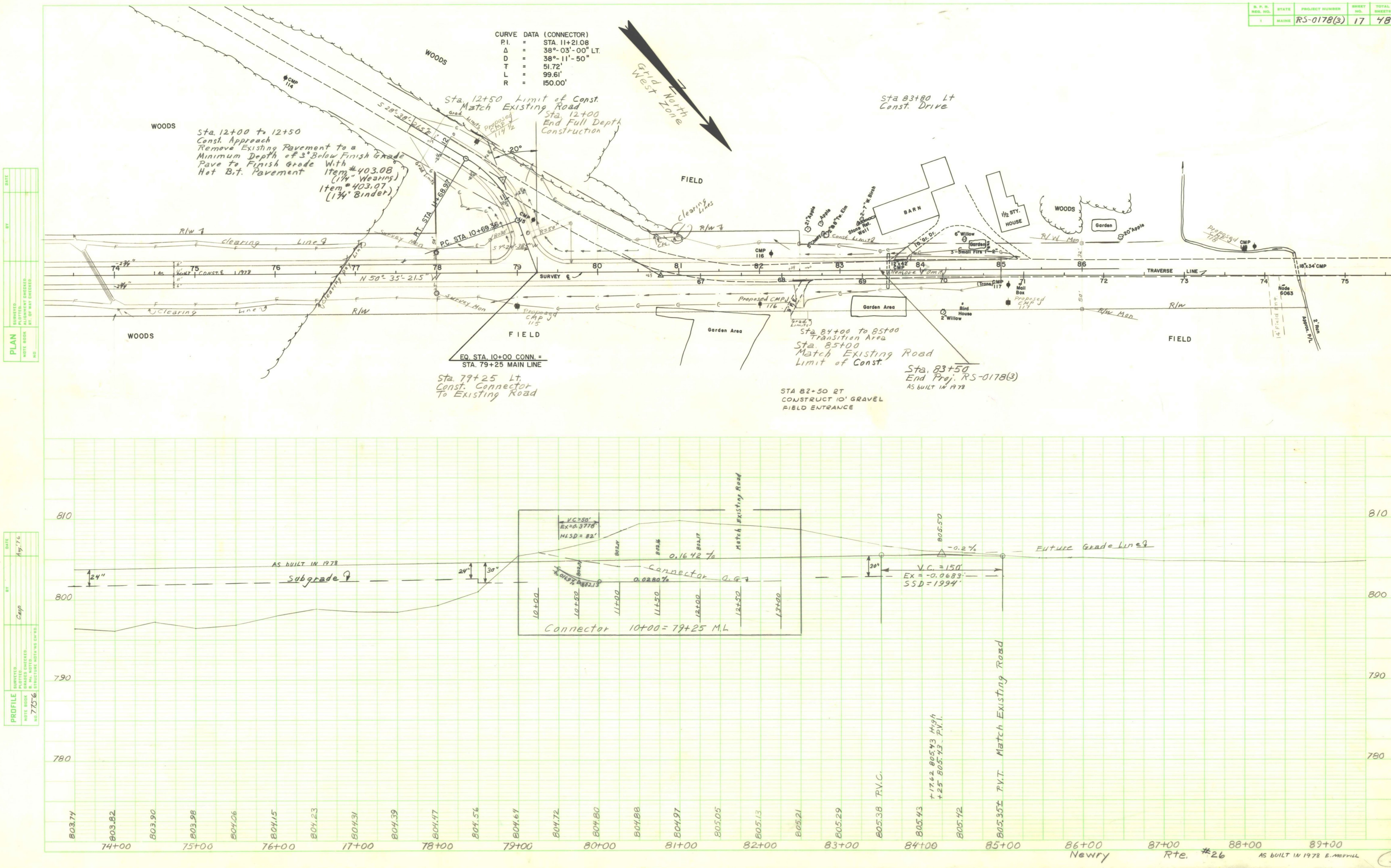
Newry Rte. # 26

AS BUILT 1978 E. MERRILL

(1)



STATE
MAINE
PROJECT NUMBER
RS-0178(3)
SHEET NO.
16
TOTAL SHEETS
48
CURVE DATA (CONNECTOR)
P.I. = STA. 12+21.20
Δ = 28°-47'-34" RT.
D = 28°-38'-52"
T = 51.34'
L = 100.50'
R = 200.00'
CHORD / 50' = 49.87'
Sta 11+80 Lt
Const. Entrance
WOODS
Sta 13+50 Limit of Const.
Match Existing Road
Sta 13+00
End Full Depth Construction
Grid North
West Zone
Herbert O. Parker
Minnie A. Parker
Sta. 13+00 to 13+50
Const. Approach
Remove Existing Pavement to a
Minimum Depth of 3" Below Finish Grade
Pave to Finish Grade With
Hot Bit. Pavement, Item #403.08 (1¼" Wearing)
#403.07 (1¾" Binder)
P.I. 65+12.463
Δ 54°-32'-41.5" LT.
D 5°-00'-00"
T 590.753'
L 1,090.897'
E 143.313'
R 1,145.916'
Sta. 10+50 to 12+70 Rt
Clear to R/W Line
BEAR RIVER
Rock Outcrop
P.C. 59+21.71
PT. STA. 12+70.36
STA. 11+69.86
EXC. EXIST. PAVT.
LOAM, SEED, MULCH AND GRADE TO DRAIN
Sta 11+17
Install 48"x52" Culvert Opt II
Riprap Inlet & Outlet
AS BUILT IN 1978
CLEARING LINE FOR INTERSECTION SIGHT DISTANCE
Iron Pipe
WOODS
Sta. 62+00 Lt
Install Type FC
Catch Basin
With 15"X14' Outlet Pipe
Option I Sod outlet
AS BUILT IN 1978
WOODS
Sta 59+29
Install Option II
24"X68' Culvert
Sod Inlet
Riprap Outlet
AS BUILT IN 1978
Sta. 58+78
Construct Ditch Block Rt. To Elev. 803.0
As Directed By The Engineer
Cost To be Incidental To
Common Excavation
Use Waste Material
EQ. STA. 10+00 CONN = STA. 62+50 MAIN LINE
Sta. 62+50 Lt.
Const. Connector
To Existing Road
Sta. 65+40
Install Option II
Culvert 24"x60'
Sod Inlet & Outlet
AS BUILT IN 1978
STA. 63+40
INSTALL OPTION II
CULV. 24"x56'
RIPRAP INLET & OUTLET
AS BUILT IN 1978
Sta. 65+85 Rt.
Const. Woods Entrance
Madeline Kilgore
Sta. 60+50± Rt Const. Ditch Block
To Elev. 803.0 As Directed by The Engineer
Cost to be incidental to Common Excavation
Use Waste Material
SWAMP AREA
Const. Limit Line
PT. 70+12.61
N 50°-35'-22" W
R/W
Clearing
Limit
WOODS
APPROX
Sta. 67+00 to 70+50
Const. Embankment of
Available Rock Excavation
To Elev. 798.5
Except as noted
No Rock Excavation to be
Placed Closer than 10' of Culvert Pipe
Embankment in vicinity of Pipe
to be of Granular Material
Skew 40°
Sta 67+50
Install Culvert Option II
30"X86'
Riprap Inlet & Outlet
Skew Ahead Rt. 40°
AS BUILT IN 1978
Roy W. Bennett
73+00± Rt.
Construct Dyke with waste mat. to elev 798.5
As Directed by the Engineer. Cost to be incidental to Common Excav.
Sta 73+95
Install 2 - Option II
Culverts Twin 30"x80'
Riprap Inlet & Outlet
Skew Ahead Rt. 37°
AS BUILT IN 1978
STA. 66+50 RT.
CONST. WOODS ENTRANCE
INSTALL 15"x30' CULV. OPT. I
AS BUILT IN 1978
VC = 400'
Ex = 0.2531
HLSD = 2100 +
VC = 500'
24"
30"
-0.3421%
0.1642%
AS BUILT IN 1978
VC = 200'
Ex = 2.1598
HLSD = 145'
Subgrade
Connector Original Ground
24" Culvert
30" Culvert
Twin 30" Culverts
Connector 10+00 = 62+50 ML
P.V.T.
P.V.C.
P.V.I.
P.V.T.
+20.29 802.97 LOW
810
800
790
780
805.31 805.27 805.14 804.97 804.80 804.63 804.46 804.29 804.12 803.95 803.78 803.61 803.43 803.28 803.16 803.06 803.00 802.97 802.98 803.01 803.08 803.16 803.24 803.32 803.41 803.49 803.57 803.65 803.74 803.82 803.90 803.98 804.06
60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00
PLAN
PROFILE
Aug. 76
NOTE BOOK NO. 7756
Newry Rte. #26
AS BUILT IN 1978
(2)



STATE MAINE PROJECT NUMBER RS-0178(3) SHEET NO. 17 TOTAL SHEETS 48
CURVE DATA (CONNECTOR)
P.I. = STA. 11+21.08
Δ = 38°-03'-00" LT.
D = 38°-11'-50"
T = 51.72'
L = 99.61'
R = 150.00'
Grid North West Zone
WOODS
FIELD
Sta. 12+50 Limit of Const. Match Existing Road
Sta. 12+00 End Full Depth Construction
Sta. 12+00 to 12+50 Const. Approach Remove Existing Pavement to a Minimum Depth of 3" Below Finish Grade Pave to Finish Grade With Hot Bit. Pavement Item #403.08 (1¼" Wearing) Item #403.07 (1¾" Binder)
Sta 83+80 Lt Const. Drive
BARN
1½ STY. HOUSE
Garden
PC. STA. 10+69.36
RT. STA. 11+68.97
N 50°-35'-21.5" W
SURVEY ℄
TRAVERSE LINE
EQ. STA. 10+00 CONN. = STA. 79+25 MAIN LINE
Sta. 79+25 Lt. Const. Connector To Existing Road
Garden Area
Sta. 84+00 to 85+00 Transition Area
Sta. 85+00 Match Existing Road Limit of Const.
Sta. 83+50 End Proj. RS-0178(3) AS BUILT IN 1978
STA 82+50 RT CONSTRUCT 10' GRAVEL FIELD ENTRANCE
PLAN
PROFILE
NOTE BOOK No. 7756
Aug. 76
810
800
790
780
AS BUILT IN 1978
Subgrade ℄
24"
30"
VC=50' Ex=0.3778' HLSD=82'
0.1642%
0.0280%
Connector ℄
Match Existing Road
V.C. = 150' Ex = -0.0683' SSD=1994'
-0.2%
Future Grade Line ℄
Connector 10+00 = 79+25 M.L
P.V.C.
+17.62 805.43 High +25 805.43 P.V.I.
P.V.T. Match Existing Road
803.74 803.82 803.90 803.98 804.06 804.15 804.23 804.31 804.39 804.47 804.56 804.64 804.72 804.80 804.88 804.97 805.05 805.13 805.21 805.29 805.38 805.43 805.42 805.35±
74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00
Newry Rte. #26
AS BUILT IN 1978 E. MERRILL
3

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178(5)	1	28

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Rec'd 2/3

BUREAU OF HIGHWAYS
NEWRY
OXFORD COUNTY
MAINE FEDERAL AID SECONDARY
PROJECT NO. RS-0178(5)

TOTAL LENGTH 0.391 MILES

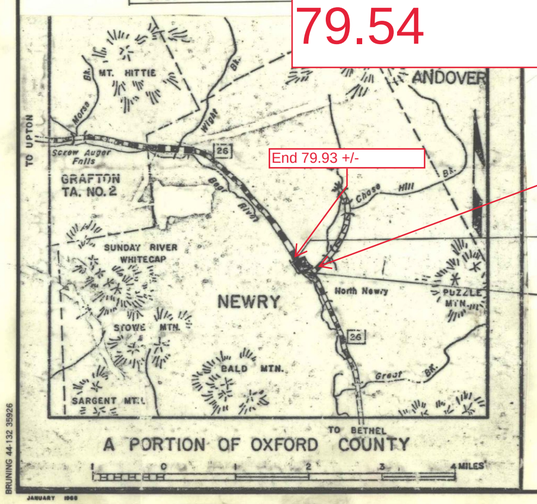
SCALES
- PLAN 0 50 100 FEET
- PROFILE HOR. 0 50 100 FEET; VER. 0 5 10 FEET
- CROSS SECTIONS 0 5 10 FEET

GRADING, DRAINAGE, BASE, & PAVEMENT
Constructed 1981

CONVENTIONAL SIGNS

COUNTY LINES		TRAVELLED WAY - PROPOSED	
TOWN LINES		UNDERGROUND UTILITIES - EXISTING	
PROPERTY LINES		UNDERGROUND UTILITIES - PROPOSED	
R/W LINES - EXISTING		RAILROAD - SINGLE TRACK	
R/W LINES - NEW - ACCESS CONTROL		RAILROAD - DOUBLE TRACK	
R/W LINES - NEW - NO ACCESS CONTROL		UTILITY POLE - EXISTING	o
CULVERT - EXISTING		UTILITY POLE - JOINT OCCUPANCY	o
CULVERT - PROPOSED		PROPOSED UTILITY POLE - TEMPORARY	x
CURBING - EXISTING		PROPOSED UTILITY POLE - PERMANENT	⊕
CURBING - PROPOSED		TREES	hardwood, softwood
TRAVELLED WAY - EXISTING		WOODS	

INDEX OF SHEETS



LAYOUT PLAN
100 0 50 100 200 FEET

STA. 50+50 END PROPOSED MAINE
PROJ. NO. RS-0178(5)

STA. 29+85.28 BEGIN PROPOSED MAINE
PROJ. NO. RS-0178(5)

TRAFFIC DATA

A.D.T.	1980	425
A.D.T.	2000	595
D.H.V.		119
T. (%)	(AADT)	10
D. (%)		60
V.		50
P.S.D. (%)		0
18 KIPS	P2.0	22

NOTE
All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of June 1968) and supplementals thereto except modified on the plans and in the special provisions.

STATE OF MAINE
RICHARD A. LUETTICH, SR. 1728
REGISTERED PROFESSIONAL ENGINEER

APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Richard A. Luettich — ACTING COMMISSIONER — DATE 4/9/80
CHIEF ENGINEER AND BUREAU DIRECTOR — DATE 4/9/80

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ADMINISTRATOR DATE

DD-33

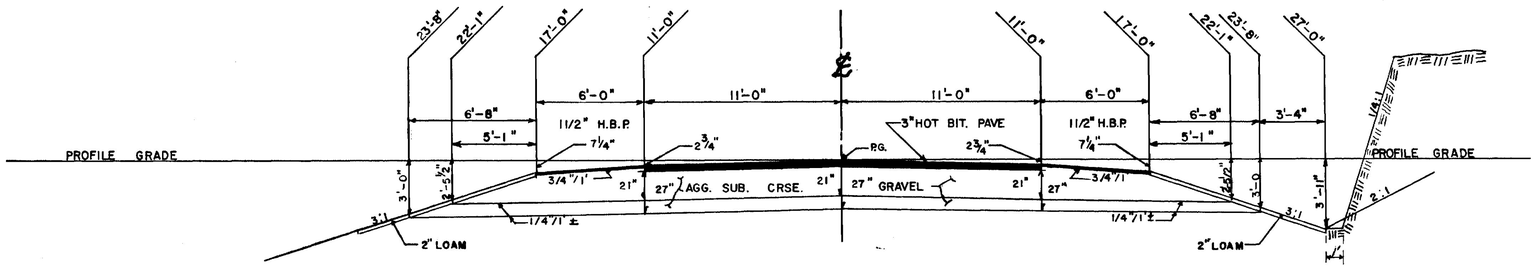
BRUNING 44-132-35926 JANUARY 1968

NEWRY PROJ. RS-0178 (5) RTE. 26

203-1 2080

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	RS-0178(5)	2	28

3" HOT BIT. PAVEMENT *



6 FT. SHLD. NORMAL
21" AGG. SUBBASE CRSE. GRAVEL = 56.55 C.Y. / 100 L.F.

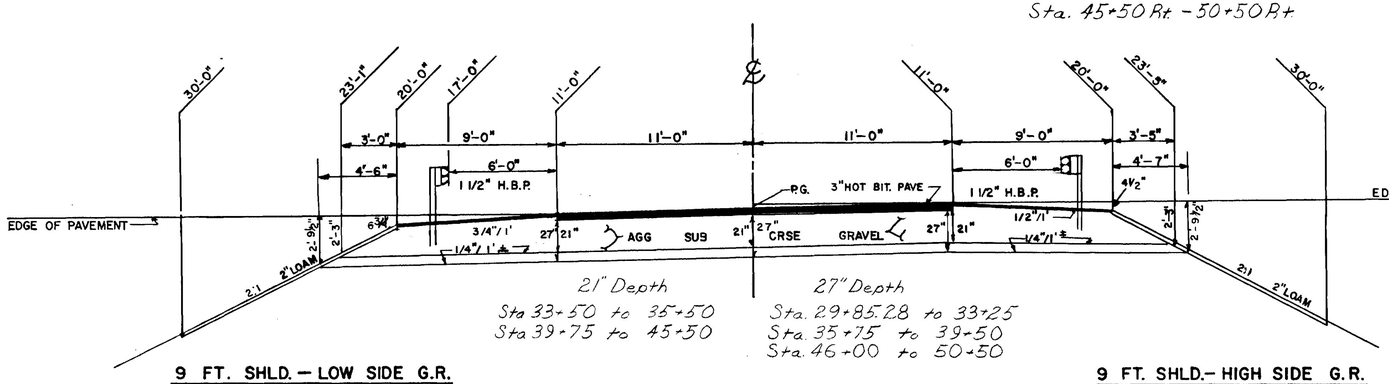
Sta. 33+25 Rt. - 35+50 Rt.
Sta. 40+50 Rt. - 45+50 Rt.

22 FT. PAVEMENT
21" AGG. SUBBASE - 11' WIDE = 142.59 C.Y. /100 L.F.
27" AGG. SUBBASE - 11' WIDE = 183.33 C.Y. /100 L.F.

6 FT. SHLD. NORMAL
27" AGG. SUBBASE CRSE. GRAVEL = 78.57 C.Y. /100 L.F.

Sta. 30+00 Rt. - 33+25 Rt.
Sta. 35+50 Rt. - 37+00 Rt.
Sta. 37+00 Lt. - 39+50 Lt.
Sta. 45+50 Rt. - 50+50 Rt.

NORMAL



21" Depth
Sta 33+50 to 35+50
Sta 39+75 to 45+50

27" Depth
Sta. 29+85.28 to 33+25
Sta. 35+75 to 39+50
Sta. 46+00 to 50+50

9 FT. SHLD. — LOW SIDE G.R.
21" AGG. SUBBASE - GRAVEL = 60.65 C.Y./100 L.F.
27" AGG. SUBBASE - GRAVEL = 83.88 C.Y./100 L.F.

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

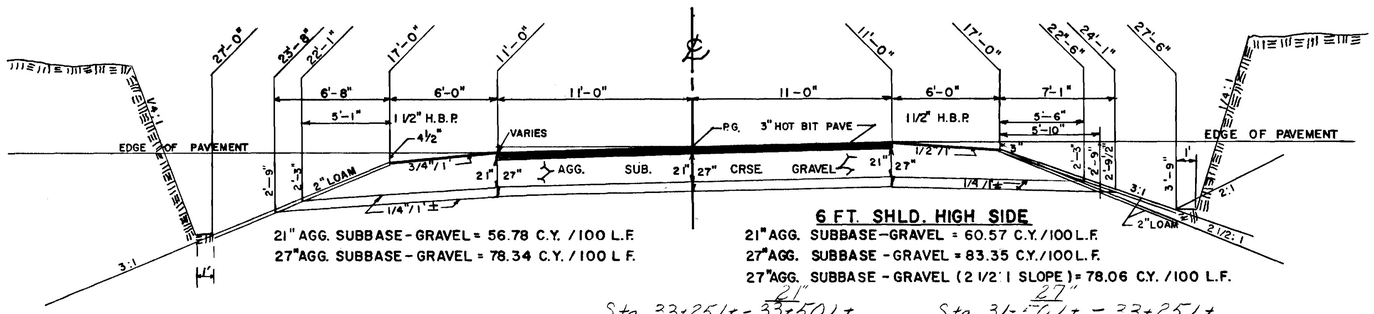
WHEN SUPERELEVATION EXCEEDS 3/4" PER FOOT LOW SIDE SHOULDER SHALL HAVE SAME SLOPE AS PAVEMENT.

9 FT. SHLD.- HIGH SIDE G.R.
21" AGG. SUBBASE CRSE. GRAVEL = 73.81 C.Y./100 L.F.
27" AGG SUBBASE CRSE. GRAVEL = 98.27 C.Y./100 L.F.

21"
Sta. 33+50 Lt - 35+50 Lt.
Sta. 43+00 Lt. - 45+50 Lt

27"
Sta 30+00 Lt - 31+50 Lt.
Sta 35+50 Lt - 36+50 Lt.
Sta. 45+50 Lt - 47+00 Lt.

SUPERELEVATED



6 FT. SHLD. HIGH SIDE
21" AGG. SUBBASE - GRAVEL = 56.78 C.Y. / 100 L.F.
27" AGG. SUBBASE - GRAVEL = 78.34 C.Y. / 100 L.F.

21" AGG. SUBBASE - GRAVEL = 60.57 C.Y. / 100 L.F.
27" AGG. SUBBASE - GRAVEL = 83.35 C.Y. / 100 L.F.
27" AGG. SUBBASE - GRAVEL (2 1/2:1 SLOPE) = 78.06 C.Y. / 100 L.F.

21"
Sta. 33+25 Lt - 33+50 Lt.
Sta. 39+50 Lt - 43+00 Lt.
Sta 39+50 Rt. - 40+50 Rt.

27"
Sta 31+50 Lt - 33+25 Lt.
Sta. 37+00 Rt - 39+50 Rt.
Sta 47+00 Rt - 50+50 Rt.

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

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NEWRY PROJ. RS-0178(5)

SCALE
4' 0' 4 FEET

SHEET / OF / AUGUSTA, MAINE

JANUARY 1968

NEWRY PROJ. RS-0178 (5) RTE.26

DRAINAGE

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS
																		'B'	'C'		'B' OUTLET	
ROADWAY	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	C1	E	F		LENGTH	SIZE	LENGTH	LENGTH	
37+41								18"	72'													OPT. II
39+06								24"	74'													OPT. II
44+56								18"	62'													OPT. II
49+00								18	72'													OPT. II
DRIVES																						
31+50 RT.								15"	30'													OPT. I
UNDERDRAIN																						
30+0 - 33+00 Rt.																		300'				2-45° Elbows
92+66 - 93+75 Rt.																		110'			20'	1-45° Elbow
45+50 - 49+0 Rt.																		350'			50'	2-45° Elbows

DRAINAGE CONT'D.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178(5)	4	28

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS
																		'B'	'C'		'B' OUTLET	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	C1	E	F		LENGTH	SIZE	LENGTH	LENGTH	

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE:
   (a.) CENTRAL MAINE POWER CO.
   (b.) CONTINENTAL TEL CO.
   ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITES UNLESS NOTED.

2. WARNING LIGHTS SHALL BE INSTALLED AT EACH END OF THE PROJECT.

3. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL MESH, SOD, STONE DITCH PROTECTION, AND RIP RAP FOR DITCH PROTECTION SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

4. CLEARING LIMITS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER

5. THE CLEARING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR PAYMENTS SHALL BE ESTABLISHED IN THE FIELD BY THE ENGINEER.

6. WHEN THE DEPTH OF AN EMBANKMENT MEASURED VERTICALLY BELOW SUBGRADE IS FIVE FEET OR LESS THE AREA UPON WHICH THE EMBANKMENT IS TO BE PLACED SHALL BE GRUBBED. THE OUTSIDE GRUBBING LIMITS SHALL BE DETERMINED BY INTERSECTING A 1:1 SLOPE FROM THE SHOULDER EDGE WITH THE OLD GROUND BUT SHALL NOT BE LESS THAN THE WIDTH OF THE SUBGRADE. DEPTH OF GRUBBING HAS BEEN ESTIMATED AS 6" IN FIELDS, 12" IN WOODED AREAS.

7. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

8. DRIVEWAY FILL SIDE SLOPES SHALL BE 3:1 UNLESS OTHERWISE NOTED.

9. UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH 14" AGGREGATE SUBBASE COURSE- GRAVEL.

10. LOAM SHALL BE PLACED AS SHOWN ON THE TYPICAL SECTIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. 30% OF THE REMAINING UNLOAMED AREA HAS BEEN ESTIMATED FOR LOAMING AT UNDETERMINED LOCATIONS.

11. LOAM DEPTHS ARE AS FOLLOWS:
   (a) UNDER SOD 2"
   (b) SEEDED AREAS – METHOD NO. 2 2"
   DEPTHS SHOWN ARE NOMINAL

12. SOD INLETS AND OUTLETS of ALL CULVERTS.

13. ALL SLOPES SHALL BE SEEDED WITH SEEDING METHOD NUMBER 2.

14. MULCH SHALL BE APPLIED IN ALL AREAS SEEDED.

15. NO PAYMENT FOR STRUCTURAL EXCAVATION WILL BE MADE EXCEPT AS PROVIDED IN SUPPLEMENTAL SPECIFICATIONS 206. ESTIMATED STRUCTURAL EXCAVATION REQUIRED 135± C.Y.

16. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW, AND WILL BE PAID FOR AS GRANULAR BORROW OR COMMON EXCAVATION

17. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARDRAIL END

18. THERE SHALL BE AN APRON OF HOT BIT. PAVEMENT, GRADING C AT EACH DRIVE OPENING, (DEPTH 2", WIDTH 3', LENGTH 20')

19. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

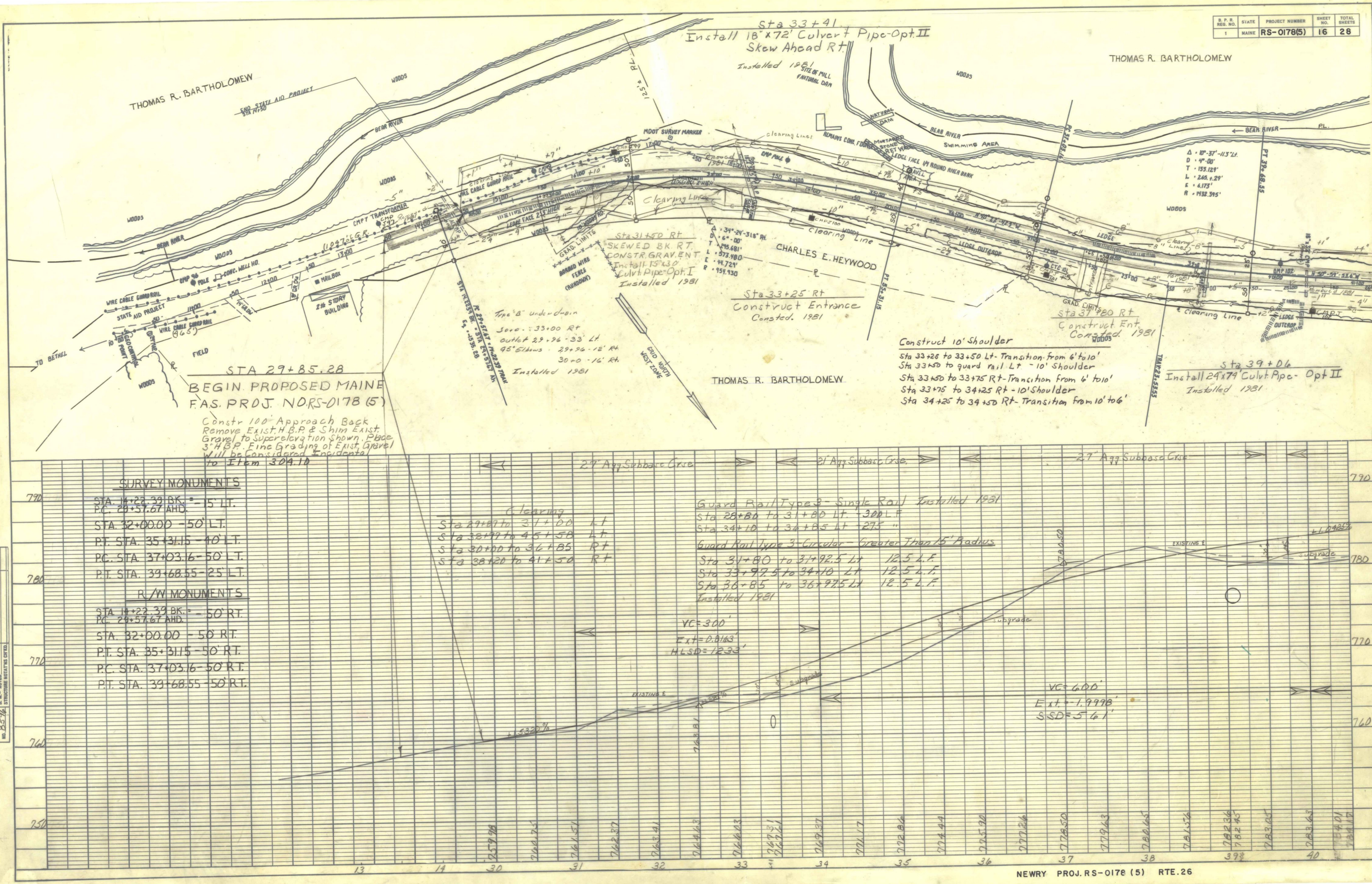
20. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW- UNDERWATER BACKFILL.

21. ALL JOINTS BETWEEN EXISTING & PROPOSED HOT BITUMINOUS PAVEMENTS SHALL BE BUTTED UNLESS OTHERWISE DIRECTED By THE ENGINEER. PAYMENT WILL BE INCIDENTAL TO ITEM 403.

22. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS IT SHALL MEET THE REQUIRMENTS FOR GRANULAR BORROW- UNDERWATER BACKFILL & WILL BE PAID FOR AS GRANULAR BORROW OR COMMON EXCAVATION.

23. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARD RAIL END & AT UNDERDRAIN OUTLET

BRUNING 44-132 35926


B.P.R. REG. NO. 1 | STATE MAINE | PROJECT NUMBER RS-0178(5) | SHEET NO. 16 | TOTAL SHEETS 28
Sta 33+41
Install 18"x72' Culvert Pipe-Opt.II
Skew Ahead Rt.
Installed 1981
THOMAS R. BARTHOLOMEW
THOMAS R. BARTHOLOMEW
END STATE AID PROJECT
WOODS
BEAR RIVER
MDOT SURVEY MARKER
SITE OF MILL & NATURAL DAM
NATURAL DAM
SWIMMING AREA
Δ = 18°-37'-11.3" Lt.
D = 4°-00'
T = 133.129'
L = 265.+29'
E = 6.173'
R = 1432.395'
PT 39+68.55
Clearing Line
CMP TRANSFORMER
WIRE CABLE GUARD RAIL
WIRE CABLE GUARD RAIL
STATE AID PROJECT
MAILBOX
2½ STORY BUILDING
TO BETHEL
FIELD
CHARLES E. HEYWOOD
Sta 31+50 Rt
SKEWED BK. RT.
CONSTR. GRAV. ENT
Install 15"x30' Culvert Pipe-Opt.I
Installed 1981
BARBED WIRE FENCE (RUNDOWN)
GRAD. LIMITS
Sta 33+25 Rt
Construct Entrance
Consted. 1981
Sta 37+80 Rt
Construct Ent.
Consted. 1981
Construct 10' Shoulder
Sta 33+25 to 33+50 Lt - Transition from 6' to 10'
Sta 33+50 to guard rail Lt - 10' Shoulder
Sta 33+50 to 33+75 Rt - Transition from 6' to 10'
Sta 33+75 to 34+25 Rt - 10' Shoulder
Sta 34+25 to 34+50 Rt - Transition from 10' to 6'
Sta 39+06
Install 24"x74' Culvt Pipe - Opt II
Installed 1981
STA 29+85.28
BEGIN PROPOSED MAINE
F.A.S. PROJ. NO. RS-0178 (5)
Constr 100' Approach Back
Remove Exist. H.B.P. & Shim Exist. Gravel to Superelevation Shown. Place 3" H.B.P. Fine Grading of Exist. Gravel Will be Considered Incidental to Item 304.10
GRID NORTH WEST ZONE
27' Agg. Subbase Crse.
31' Agg. Subbase Crse.
27' Agg. Subbase Crse.
SURVEY MONUMENTS
STA. 14+22.39 BK. = P.C. 29+57.67 AHD. - 15' LT.
STA. 32+00.00 - 50' LT.
P.T. STA. 35+31.15 - 40' LT.
P.C. STA. 37+03.16 - 50' LT.
P.T. STA. 39+68.55 - 25' LT.
R/W MONUMENTS
STA. 14+22.39 BK. = P.C. 29+57.67 AHD. - 50' RT.
STA. 32+00.00 - 50' RT.
P.T. STA. 35+31.15 - 50' RT.
P.C. STA. 37+03.16 - 50' RT.
P.T. STA. 39+68.55 - 50' RT.
Clearing
Sta 29+87 to 31+00 Lt
Sta 38+99 to 45+58 Lt
Sta 30+00 to 36+85 Rt
Sta 38+20 to 41+50 Rt
Guard Rail Type 3 - Single Rail Installed 1981
Sta 28+80 to 31+80 Lt 300 L.F.
Sta 34+10 to 36+85 Lt 275 "
Guard Rail Type 3 - Circular - Greater Than 15' Radius
Sta 31+80 to 31+92.5 Lt 12.5 L.F.
Sta 33+97.5 to 34+10 Lt 12.5 L.F.
Sta 36+85 to 36+97.5 Lt 12.5 L.F.
Installed 1981
VC = 300'
Ext = 0.8163'
HLSD = 1233'
VC = 600'
Ext = -1.9998'
SSD = 561'
EXISTING Ⓔ
Subgrade
PROFILE
NEWRY PROJ. RS-0178 (5) RTE. 26

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0178(5)	17	28

G.P.S. NORTH WEST ZONE

CHARLES E. HEYWOOD

THOMAS R. BARTHOLOMEW

STEPHEN H. YATES

MADELINE KILGORE

WOODS

BEAR RIVER

HORSESHOE FALLS

TRAV. 42+91.98

STA 50+50 BEGINNING OF PREVIOUS PROJECT RS-0178(3)

TRAV. 58+91.49

CMP 103

CMP 104

CMP 105

CMP 106

CMP 107

CMP 108

PROPERTY MARKER R1149

PROPERTY MARKER R1149-WS

PROPERTY MARKER POST

LEDGE OUTCROPS

Clearing Line

Removed 1981

GRAD. LIMIT

TRANSFORMER

CAMP

Sta 48+73 Rt CONST. LIMIT LINE

Constr Gravel Drive & Tiewall Constd. 1981

Δ = 45°-55'-27" Rt.
D = 5°-00'
T = 485.438'
L = 918.349'
E = 98.581'
R = 1145.916'

Sta 44 + 56
Install 18"x62' Culvt Pipe
Installed 1981 Opt II

Sta 44+45 Rt
Construct Ditch Block
Elev. 786.5
Constd 1981

Type 'B' Underdrain
42+66 - 43+75 Rt
Outlet - 42+50 - 32' Rt
45° Elbow - 42+66 - 16' Rt.
Installed 1981

Sta 49 +00
Install 18"x72' Culvt Pipe
Installed 1981 Opt II

Type 'B' Underdrain
45+50 - 49+00 Rt
Outlet 45+50 - 35' Lt.
45° Elbow - 45+96 - 12' Rt.
Installed 1981

STA 50+50 END
PROPOSED MAINE F.A.S. PROJ NO. RS-0178(5)

NOTE: NEWE WAS COMPOUNDED INTO PREVIOUSLY CONSTRUCTED (78)3). CURVE WHOSE P.C. WAS 50+63.20. STATION OF P.C. 59+21.71 WAS HELD.

21' Agg Subbase Crse

27' Agg Subbase Crse

Clearing
Sta 42+00 to 50+50 Rt

SURVEY MONUMENT
P.C. STA. 41+45.74 - 30' LT.
STA. 46+50.00 - 40' LT.

R/W MONUMENT
P.C. STA. 41+45.74 - 50' RT.
STA. 46+50.00 - 50' RT.

Guard Rail Type 3 - Single Rail
Sta 43+60 to 46+85 Lt. 325 L.F. - Installed 1981

Guard Rail Type 3 - Circular - Greater Than 15' Radius
Sta 43+47.5 to 43+60 Lt 12.5 L.F
Sta 46+85 to 46+97.5 Lt 12.5 L.F
Installed 1981
25.0 L.F.

VC = 400'
Ext. 0.3788'
H.S.D. = 2100'

VC = 3.00'
Ext = -0.47'
S.S.D. = 706'

VC = 3.00'
Ext = 0.144'
H.S.D. = 2100'

Sta 50+50 to 52+00 - Construct Approach
Remove Existing H.B.P. & Shim Exist. Gravel to Super-elevation shown, Place 3" H.B.P. - Fine Grading of Exist. Gravel will be Considered Incidental to Item No 304.10

VC = 100'
Ext 0.06'
H.S.D. = 2100'

Subgrade

EXISTING ℄

PROFILE
SURVEYED
PLOTTED
WORK BOOK
No. 857A
BY: S. Brown & Crew / Judy Lindsey
DATE: 2/73 / 6/73 / 10/73
GRADES CHECKED
BM & ∆ VERIFIED
STRUCTURE NOTATIONS CHKD.

NEWRY PROJ. RS-0178 (5) RTE. 26