Reel #80
168-77
to
168-173 inc
#4

F.A.U.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-0810(1)	1	16

BRIDGE CODE NO. 3987

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAYS

LITTLE BRIDGE
OVER
MILL BROOK
IN THE CITY OF
WESTBROOK
CUMBERLAND COUNTY

PROJECT NO. M-0810(1)

COMPLETED 8/25/77

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	

SPECIFICATIONS

DESIGN — AASHO Standard Specifications for Highway Bridges 1973.

CONTRACT — State of Maine, State Highway Commission, Standard Specifications, Highway and Bridges Revision of June 1968.

LIVE LOADING

HS20-44

INDEX OF SHEETS

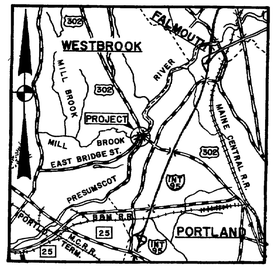
STANDARDS

AUG. 1969 (5) EROSION CONTROL

AUG. 1969 (6) GUARD RAIL

AUG. 1969 (11) BARRICADES, WARNING SIGNS

AUG. 1969 (12) FIELD OFFICES



LOCATION MAP

0 1 2

SCALE OF MILES

ESTIMATED QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
201.11	Clearing	Acre	1.80
203.20	Common Excavation	C.Y.	4266
203.24	Common Borrow	C.Y.	2220
203.25	Granular Borrow	C.Y.	2220
205.04	Overhaul (P.T. Time Measure)	C.Y.M.	4100
205.05	Overhaul (P.T. Measure)	C.Y.M.	2220
206.06	Structural Earth Excavation - Drain. & Minor Struct	C.Y.	415
206.12	Structural Earth Excavation - Channel	C.Y.	600
304.10	Aggregate Subbase Course - Gravel	C.Y.	2050
403.07	Hot Bituminous Pavement - Grading B	Ton	320
403.08	Hot Bituminous Pavement - Grading C	Ton	310
403.101	Hot Bituminous Pavement - Grading D	Ton	20
410.161	Cover Coat Material, Sand (Levelling)	C.Y.	35
509.11	132" Structural Plate Pipe	L.S.	1
511.07	Cofferdams	L.S.	1
603.162	15" BCCMP - ELIMINATED	L.F.	~~540~~
603.172	18" BCCMP	L.F.	34
606.26	Terminal Ends - Single Rail	Ea.	4
606.35	Guard Rail Delineator Posts	Ea.	4
606.55	Guard Rail, Type 3 - Single Rail	L.F.	362
606.60	Guard Rail, Type 3 Circular-Greater than 15 Rad Fasting	L.F.	50
610.03	Plain Riprap	C.Y.	240
615.07	Loam	C.Y.	110
616.03	Seeding	S.Y.	75
615.14	Seeding, Method Number 2	Unit	55
619.15	Temporary Seeding	Lb.	25
615.17	Red Canary Grass	Lb.	1
619.12	Mulch	Unit	85
623.05	Labor, Straight Time	M.Hr.	30
	Traffic Officers	M.Hr.	40
631.171	Truck, Small (Including Operator)	Hr.	20
631.22	Front End Loader (Including Operator)	Hr.	10
636.03	Warning Lights	Grp.	3
637.07	Sprinkling	Unit	20
637.03	Calcium Chloride	Ton	1
639.10	Field Office, Type C	Each	1
656.30	Baled Hay, In Place	Each	10
656.51	Sand Bags, In Place	Each	10
627.201	Seed & Application, Method A	Unit	30
659.10	Mobilization	L.S.	1

HYDROLOGY DATA

Drainage Area = 14 square miles
Design Discharge (Q_{50}) = 750 cfs
Check Discharge (Q_{100}) = 900 cfs
Discharge Velocity (w. Q_{50}) = 11 ft/sec
High Water Elevation is controled by the Presumpscot River.

TRAFFIC DATA

A.D.T.	1976	1990
A.D.T.	1996	2960
D.H.V.	296	
T. (%)	4	
D. (%)	55	
V.	35	
P.S.D. (%)		
18 KIPS	P2.5	11

APPROVED:

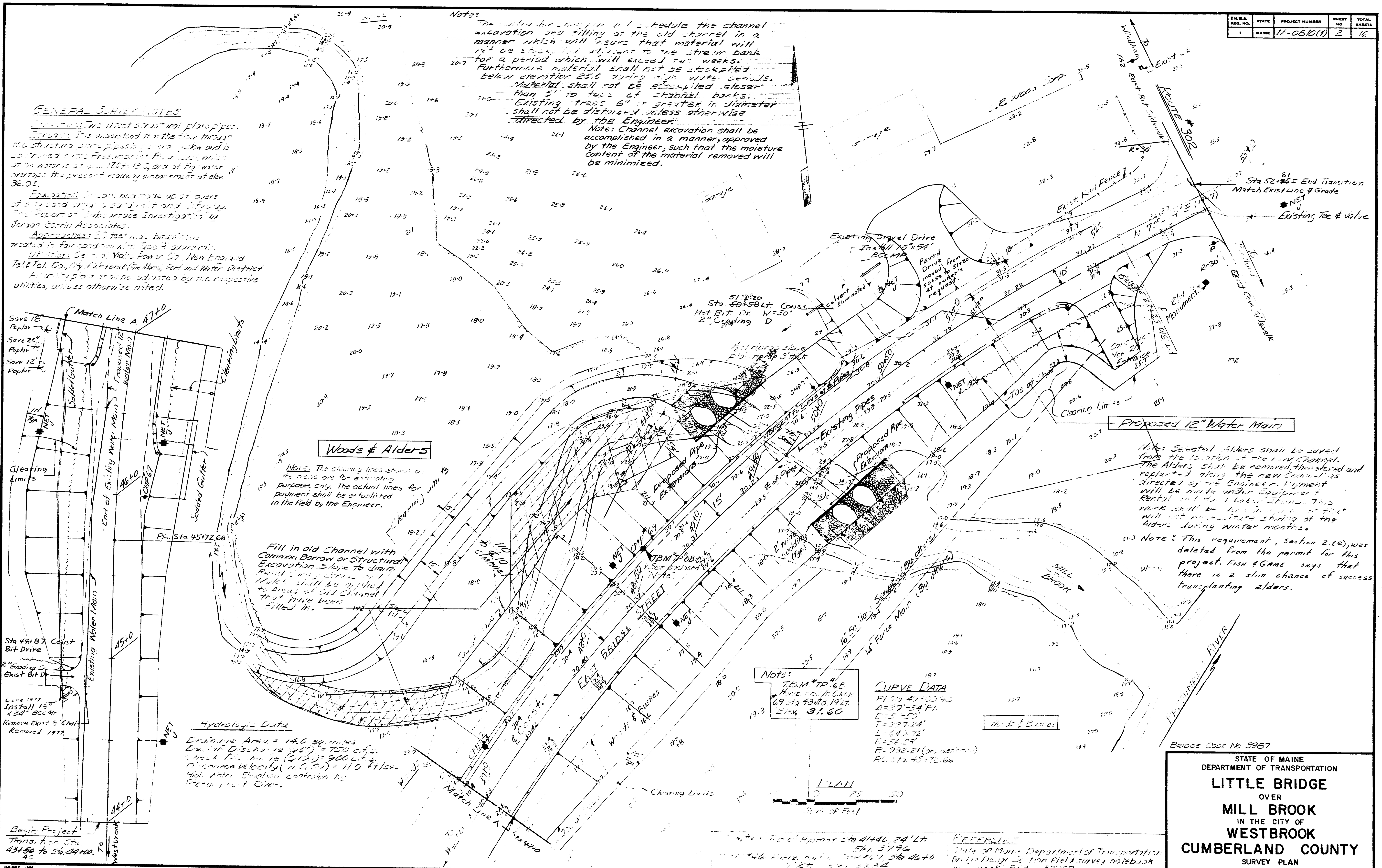
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER — DATE Sept. 5, 1979

CHIEF ENGINEER & BUREAU DIRECTOR — DATE Aug. 26, 1979

"REVISED AS BUILT" 2/4/81

168-77



GENERAL SURVEY NOTES

Structure: Two 11 foot structural plate pipes.
Stream: It is understood that the flow through the structural plate pipes is [illegible] and is controlled by the Presumpscot River level, which at low water is at elev. 17.0 to 18.0, and at high water overtops the present roadway embankment at elev. 36.0±.
Foundation: Stream bed made up of layers of silty sand, organic sandy silt and silty clay. See "Report of Subsurface Investigation" by Jordan Gorrill Associates.
Approaches: 20 feet wide bituminous treated in fair condition with Type 'A' guardrail.
Utilities: Central Maine Power Co., New England Tel. & Tel. Co., City of Westbrook (Fire Alarm), Portland Water District.
All utility plant shall be adjusted by the respective utilities, unless otherwise noted.

Note: The contractor shall plan and schedule the channel excavation and filling of the old channel in a manner which will insure that material will not be stockpiled adjacent to the stream bank for a period which will exceed two weeks. Furthermore material shall not be stockpiled below elevation 25.0 during high water periods. Material shall not be stockpiled closer than 5' to tops of channel banks. Existing trees 6" or greater in diameter shall not be disturbed unless otherwise directed by the Engineer.

Note: Channel excavation shall be accomplished in a manner, approved by the Engineer, such that the moisture content of the material removed will be minimized.

Note: The clearing lines shown on the plans are for estimating purposes only. The actual lines for payment shall be established in the field by the Engineer.

Note: Selected Alders shall be saved from the location of the new Channel. The Alders shall be removed, then stored and replanted along the new Channel as directed by the Engineer. Payment will be made under Equipment Rental and Hand Labor Items. This work shall be done in a manner that will not necessitate storing of the Alders during winter months.

Note: This requirement, Section 2.(e), was deleted from the permit for this project. Fish & Game says that there is a slim chance of success transplanting alders.

Hydrologic Data

Drainage Area = 14.0 sq. miles
Design Discharge (Q50) = 750 c.f.s.
Check Discharge (Q100) = 900 c.f.s.
Discharge Velocity (W.S. 50) = 11.0 ft/sec.
High Water Elevation controlled by Presumpscot River.

Note: T.B.M. #TP 6B Horiz. nail in C.M.P. 69 Sta 48+18, 19' Lt. Elev. 31.60

CURVE DATA

PI Sta 49+09.90
Δ=37°-54' Rt.
D=5°-50'
T=337.24'
L=649.72'
E=56.29'
R=982.21 (as defined)
P.C. Sta 45+72.66

TBM #21 Top of Hydrant Sta 41+40, 24' Lt. Elev. 37.96
TBM #46 Horiz. nail in CMP #67, Sta 46+0 [illegible] Elev. [illegible]

REFERENCE
State of Maine Department of Transportation Bridge Design Section Field survey notebook Westbrook Bridge #3987.

Bridge Code No 3987

PLANS	BY	DATE
DESIGN-DETAILED	[illegible]	Mar 74
CHECKED	CMP	Mar 74
REVISIONS	NEP	May 74
FIELD CHANGES	[illegible]	Jan 75

Survey Plotted J.H.C. 10-17-73 Feb 75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

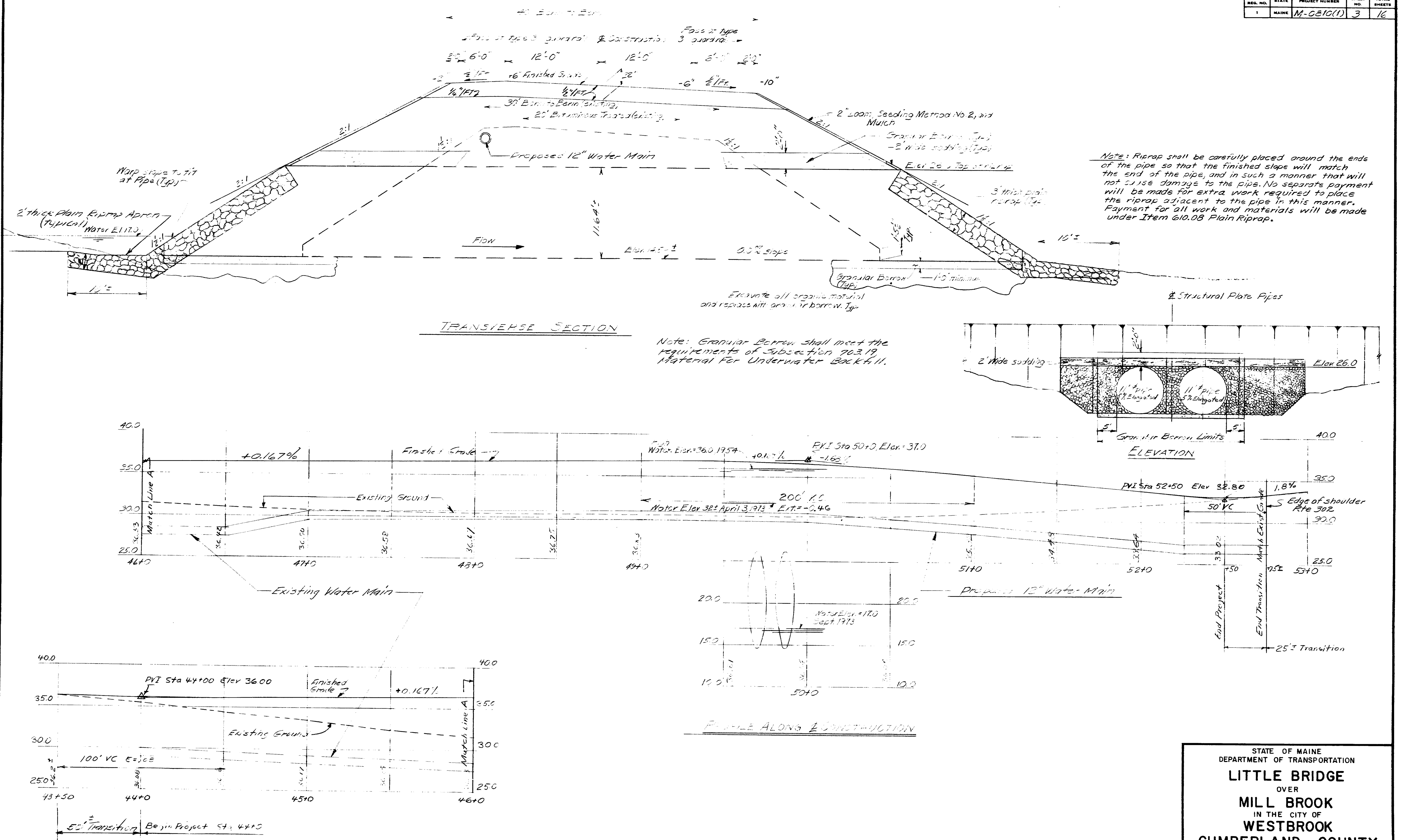
LITTLE BRIDGE
OVER
MILL BROOK
IN THE CITY OF
WESTBROOK
CUMBERLAND COUNTY

SURVEY PLAN
AUGUSTA, MAINE SEPT. 1973

JANUARY 1968 2034-1 2000

168-78 Revised As Built [illegible] 3/18/81

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-0810(1)	3	16

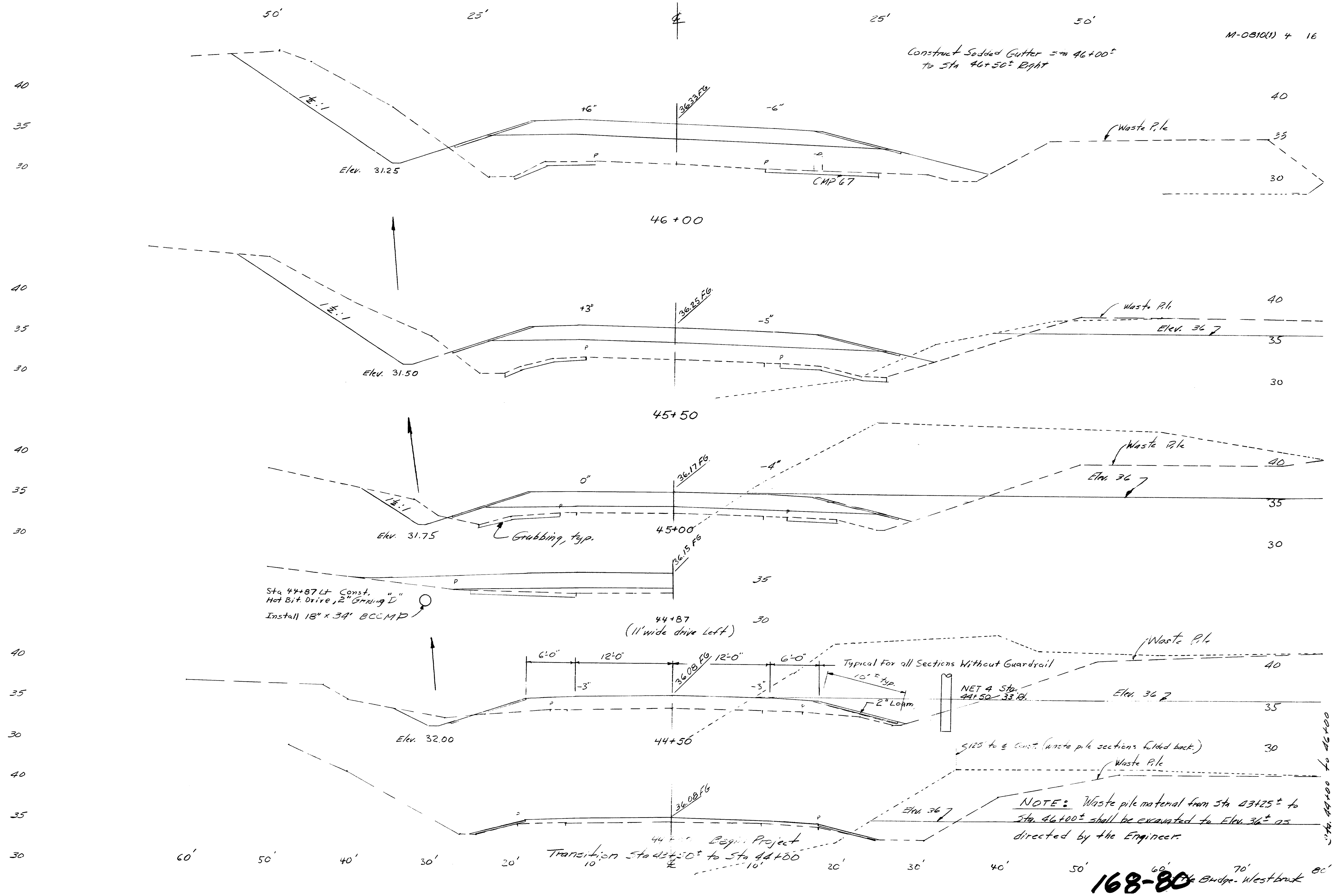


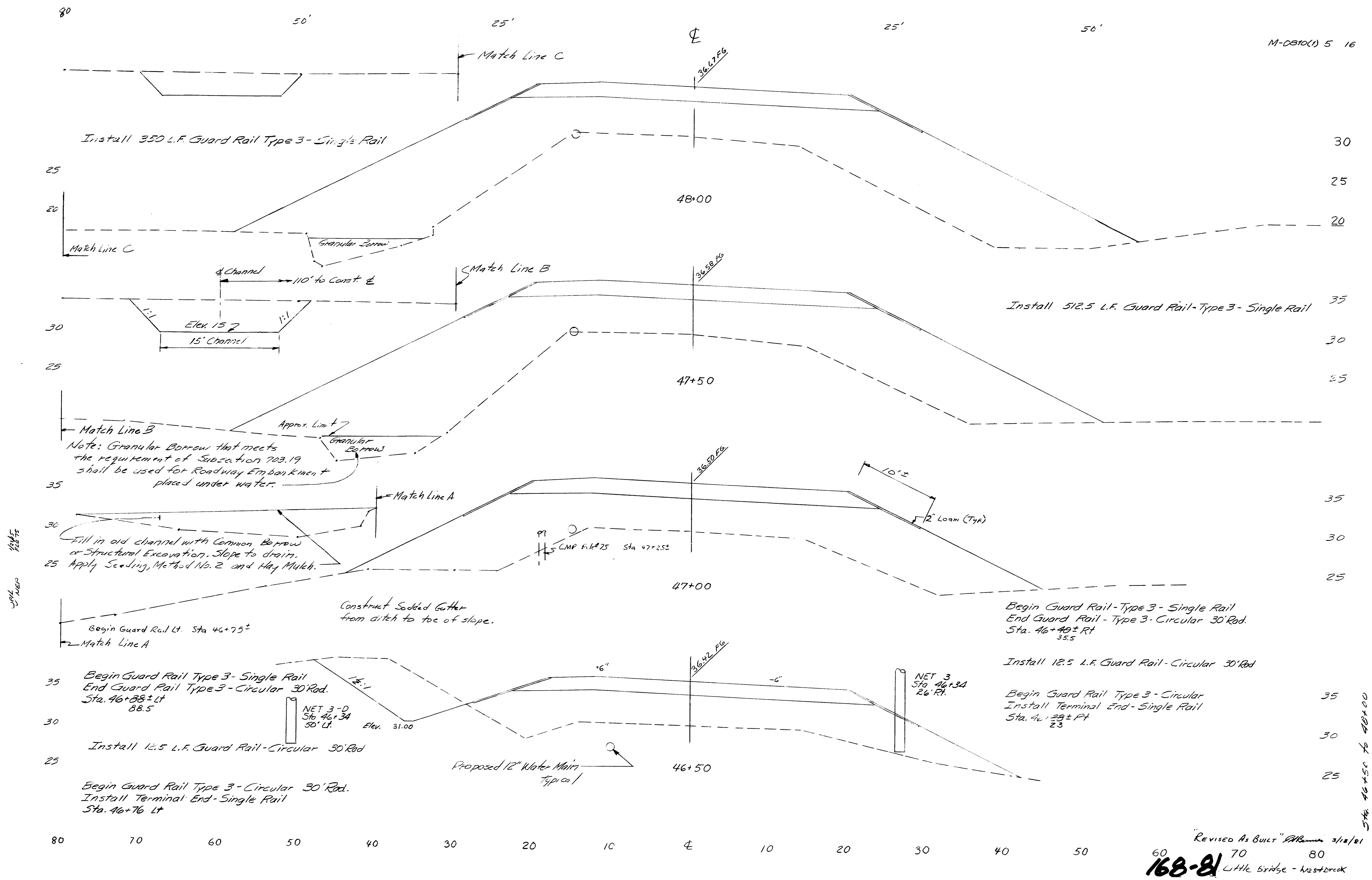
PLANS	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LITTLE BRIDGE
OVER
MILL BROOK
IN THE CITY OF
WESTBROOK
CUMBERLAND COUNTY
SURVEY PROFILE
AUGUSTA, MAINE 1973

168-79


M-0810(1) 4 16
Construct Sodded Gutter Sta 46+00± to Sta 46+50± Right
50' 25' ℄ 25' 50'
1½:1
36.33 FG
+6" -6"
Waste Pile
Elev. 31.25
CMP 67
46+00
36.25 FG
+3" -5"
Elev. 36
Elev. 31.50
45+50
36.17 FG
0" -4"
Elev. 31.75
Grubbing, typ.
45+00
36.15 FG
Sta 44+87 Lt Const. Hot Bit. Drive, 2" Grading "D"
Install 18" x 34' BCCMP
44+87
(11' wide drive left)
6'-0" 12'-0" 36.08 FG 12'-0" 6'-0"
-3" -3"
Typical For all Sections Without Guardrail
10' ± typ.
2" Loam
NET 4 Sta. 44+50 33' Rt.
Elev. 32.00
44+50
S125 to ℄ Const. (waste pile sections folded back.)
36.08 FG
NOTE: Waste pile material from Sta 43+25± to Sta. 46+00± shall be excavated to Elev. 36± as directed by the Engineer.
Begin Project
Transition Sta 43+50± to Sta 44+00
Sta. 44+00 to 46+00
60' 50' 40' 30' 20' 10' ℄ 10' 20' 30' 40' 50' 60' 70' 80'
40 35 30
168-80 Bridge - Westbrook


M-0810(1) 5 16
Match Line C
36.67 FG
Install 350 L.F. Guard Rail Type 3 - Single Rail
48+00
Granular Borrow
Match Line C
Match Line B
¢ Channel
110' to Const. ¢
36.58 FG
Install 512.5 L.F. Guard Rail - Type 3 - Single Rail
Elev. 15
15' Channel
47+50
Approx. Limit
Granular Borrow
Match Line B
Note: Granular Borrow that meets the requirement of Subsection 703.19 shall be used for Roadway Embankment placed under water.
36.50 FG
10'±
Match Line A
2" Loam (Typ)
Fill in old channel with Common Borrow or Structural Excavation. Slope to drain. Apply Seeding, Method No. 2 and Hay Mulch.
CMP Filled 75 Sta 47+25±
47+00
Construct Sodded Gutter from ditch to toe of slope.
Begin Guard Rail Lt. Sta 46+75±
Match Line A
Begin Guard Rail - Type 3 - Single Rail
End Guard Rail - Type 3 - Circular 30' Rad.
Sta. 46+35.5± Rt
Install 12.5 L.F. Guard Rail - Circular 30' Rad
Begin Guard Rail Type 3 - Single Rail
End Guard Rail Type 3 - Circular 30' Rad.
Sta. 46+88.5± Lt
NET 3-D Sta 46+34 50' Lt.
Elev. 31.00
+6"
36.42 FG
-6"
NET 3 Sta 46+34 26' Rt.
Begin Guard Rail Type 3 - Circular
Install Terminal End - Single Rail
Sta. 46+23± Rt
Install 12.5 L.F. Guard Rail - Circular 30' Rad
Proposed 12" Water Main Typical
46+50
Begin Guard Rail Type 3 - Circular 30' Rad.
Install Terminal End - Single Rail
Sta. 46+76 Lt
Sta 46+50 to 48+00
"Revised As Built" 3/18/81
168-81 Little Bridge - Westbrook

50' 25' 25' 50'

℄ Existing Structural Plate Pipes

3% Surface

2'-0"

Match Line C

Granular Borrow over Pipes

Channel Excavation

2' wide Sodding

Top of Pipe

49+50

30
25
20

20 Match Line C

Water El. = 170 Sept. 1973

Flow

15

8'-0" 12'-0" 12'-0" 8'-0"

+2" +6" 36.83 FG -6" -16"

10'-2"

2" Loam

Match Line B

1:1 1:1

2:1

Seeding Method No. 2, Mulch (Typ.)

2:1

49+00

Note - This Section is Typical from Sta 47+00 to Sta. 50+00

25 Match Line B

20

Match Line A

20

Elev. 157

15

NET 25 Sta 48+58 26' LT

Existing CMP "69 ℄ NET #3 @ Sta. 48+78

26.75 FG

NET 2 Sta 48+58 26' RT.

30 Match Line A

25

20

2:1

2:1

Granular Borrow

48+50

℄ of Construction

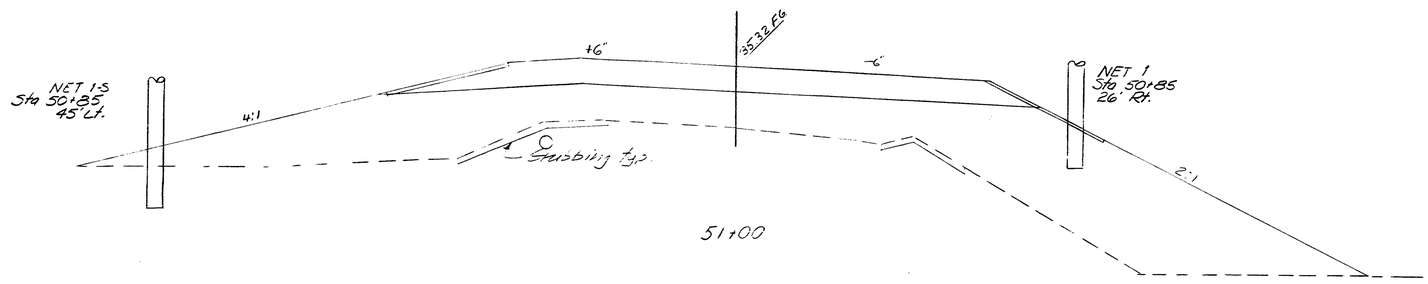
80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

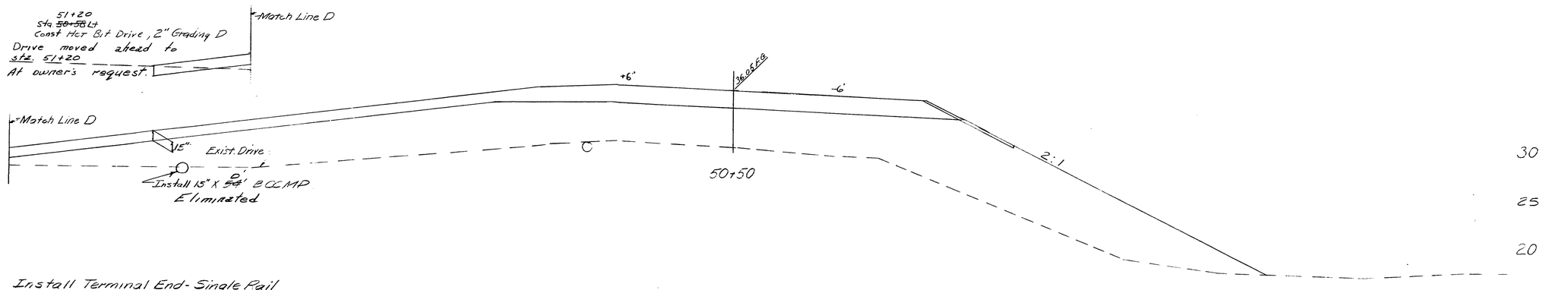
Sta 49+50 to 47+50

168-82 Little Brighton, Ia.

M-0810(1) 7 12

50' 25' 25' 50'

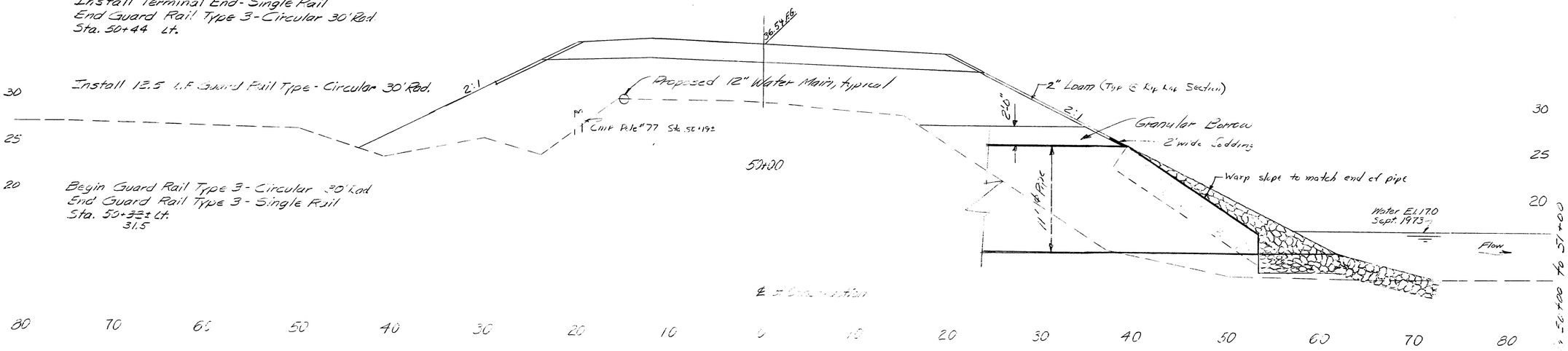




Install Terminal End - Single Rail
End Guard Rail Type 3 - Circular 30' Rad
Sta. 50+44 Lt.

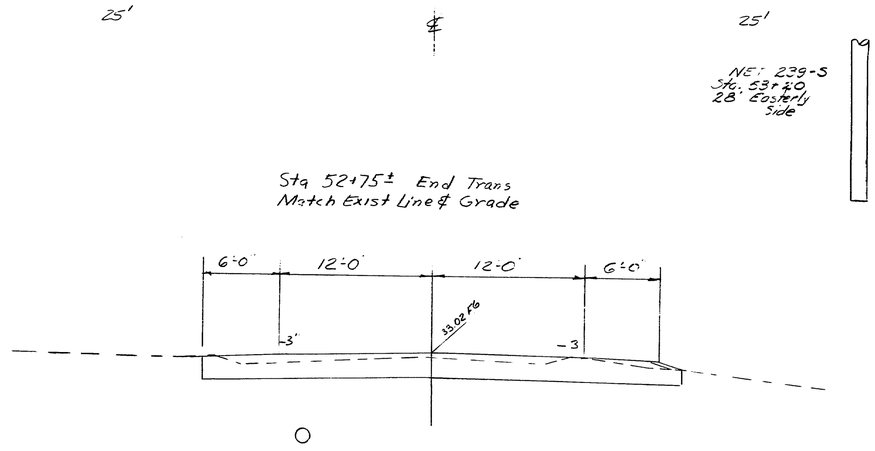
Install 13.5 L.F Guard Rail Type - Circular 30' Rad.

Begin Guard Rail Type 3 - Circular 30' Rad
End Guard Rail Type 3 - Single Rail
Sta. 50+32± Lt.
31.5

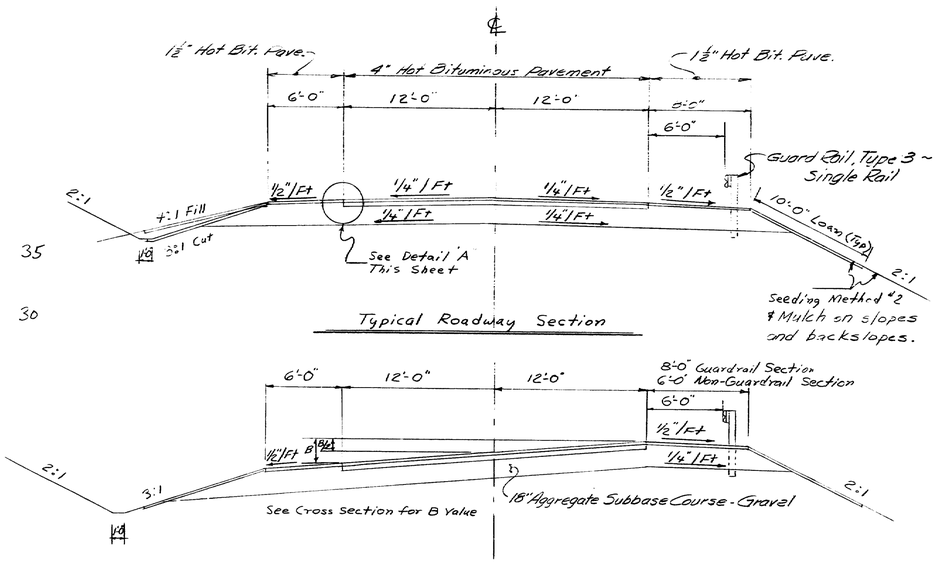


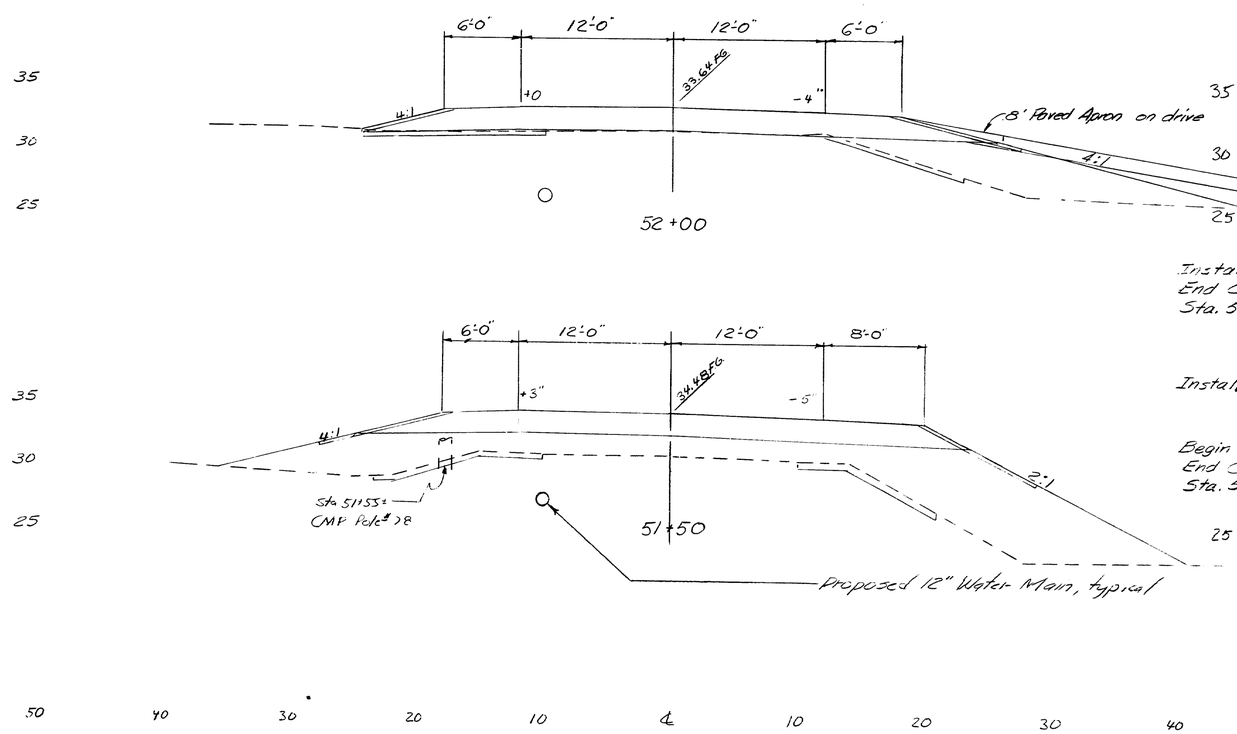
"Revised As Built" [illegible] 3/12/81

168-83 [illegible]

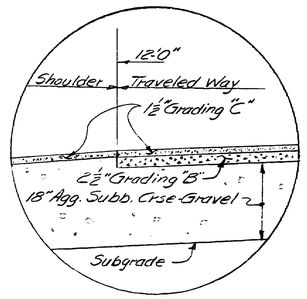


52+50 End Project, Begin 25'± Transition





Typical Superelevated Roadway Section



DETAIL "A"

Install Terminal End - Single Rail
End Guard Rail Type 3 - Circular 30' Rad.
Sta. 51+75± Rt.
70

Install 12.5 L.F. Guard Rail Type 3 - Circular 30' Rad.

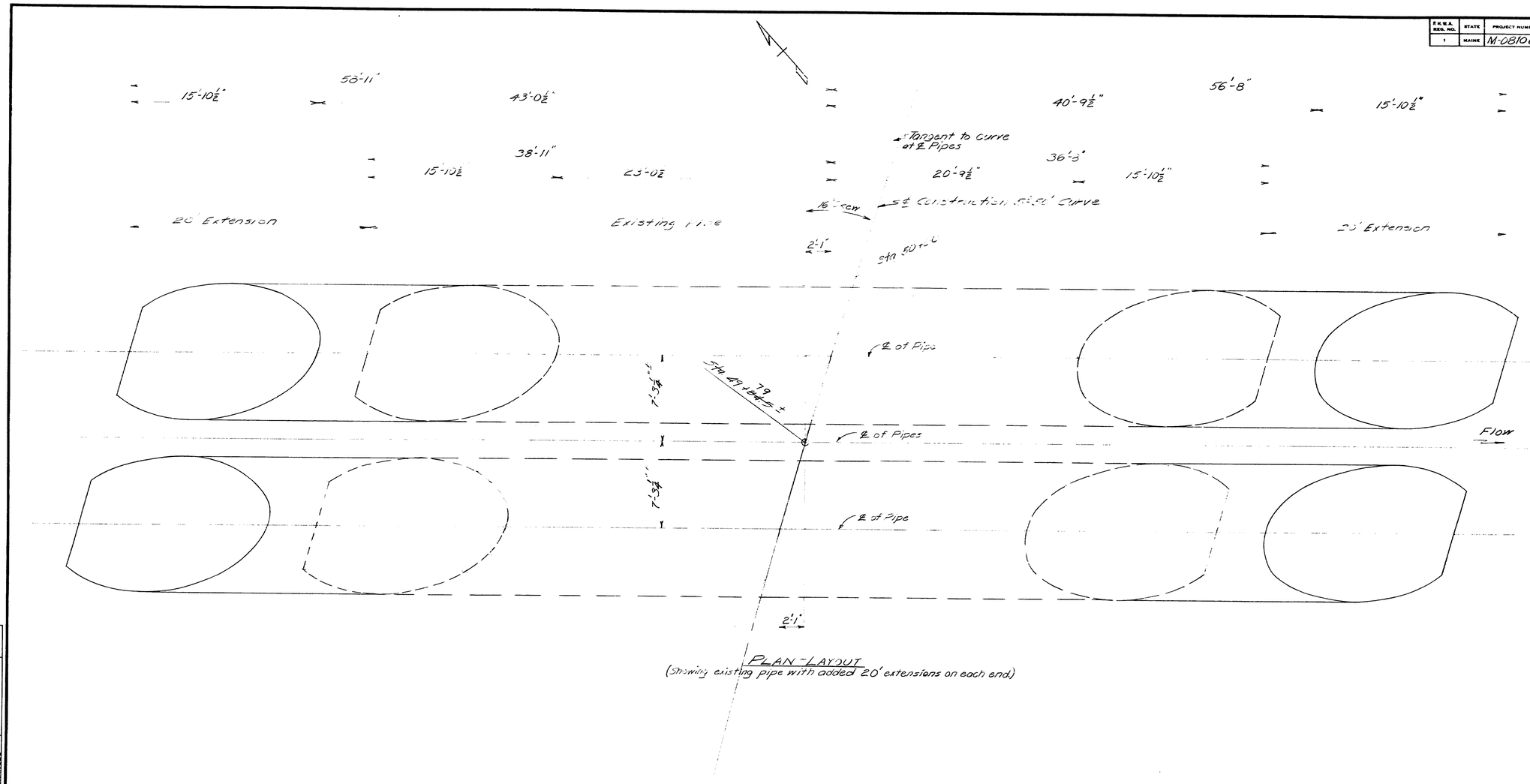
Begin Guard Rail Type 3 - Circular 30' Rad.
End Guard Rail Type 3 - Single Rail
Sta. 51+~~93~~± Rt
57.5

Sta. 51+50 to 52+50

"Revised As Built" GHBrown 3/18/81

168-84 Little Bridge - Westbrook

F.A.S.H.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	M-0810(1)	9	16



PLAN - LAYOUT

(Showing existing pipe with added 20' extensions on each end)

PLANS		BY	DATE
	DESIGN - DETAILED	[illegible]	[illegible]
	CHECKED	CMR	[illegible]
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LITTLE BRIDGE
OVER
MILL BROOK
IN THE CITY OF
WESTBROOK
CUMBERLAND COUNTY

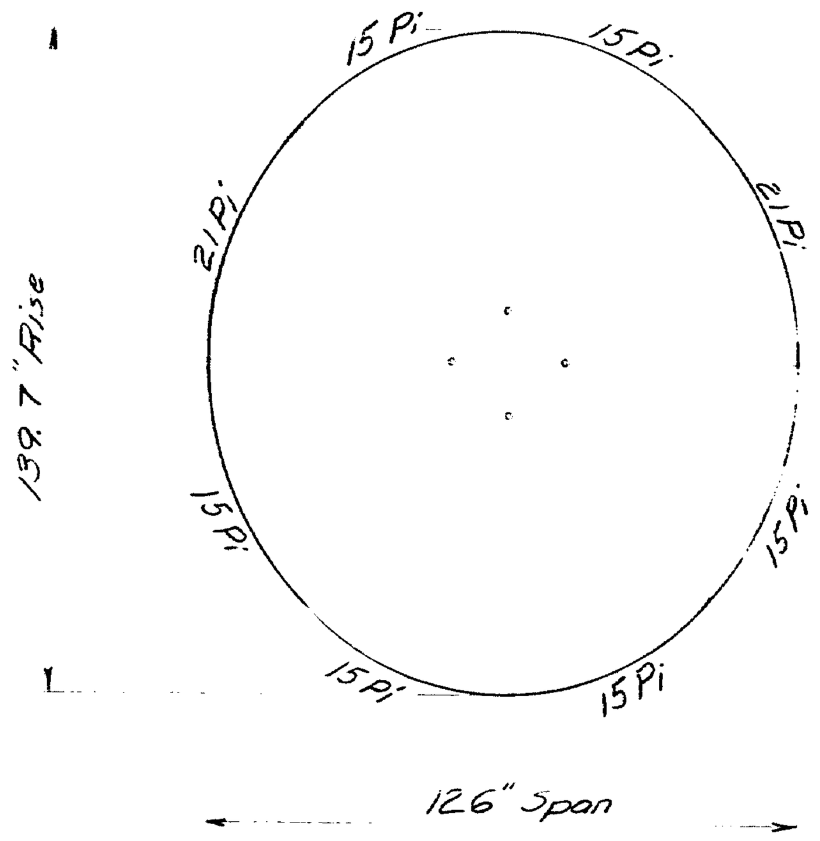
LAYOUT OF PIPES

AUGUSTA, MAINE AUG. 1974

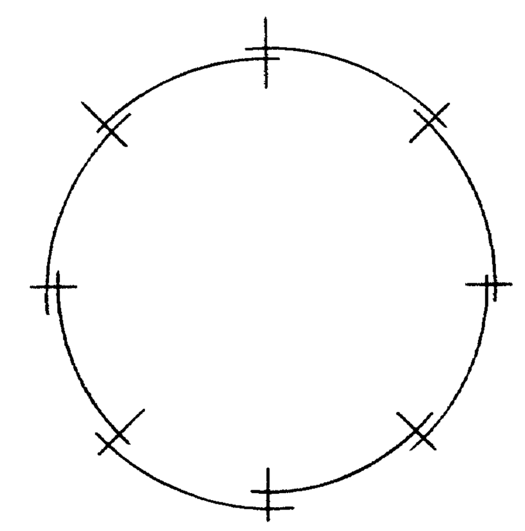
REVISED As BUILT [illegible] 3/18/81

168-85

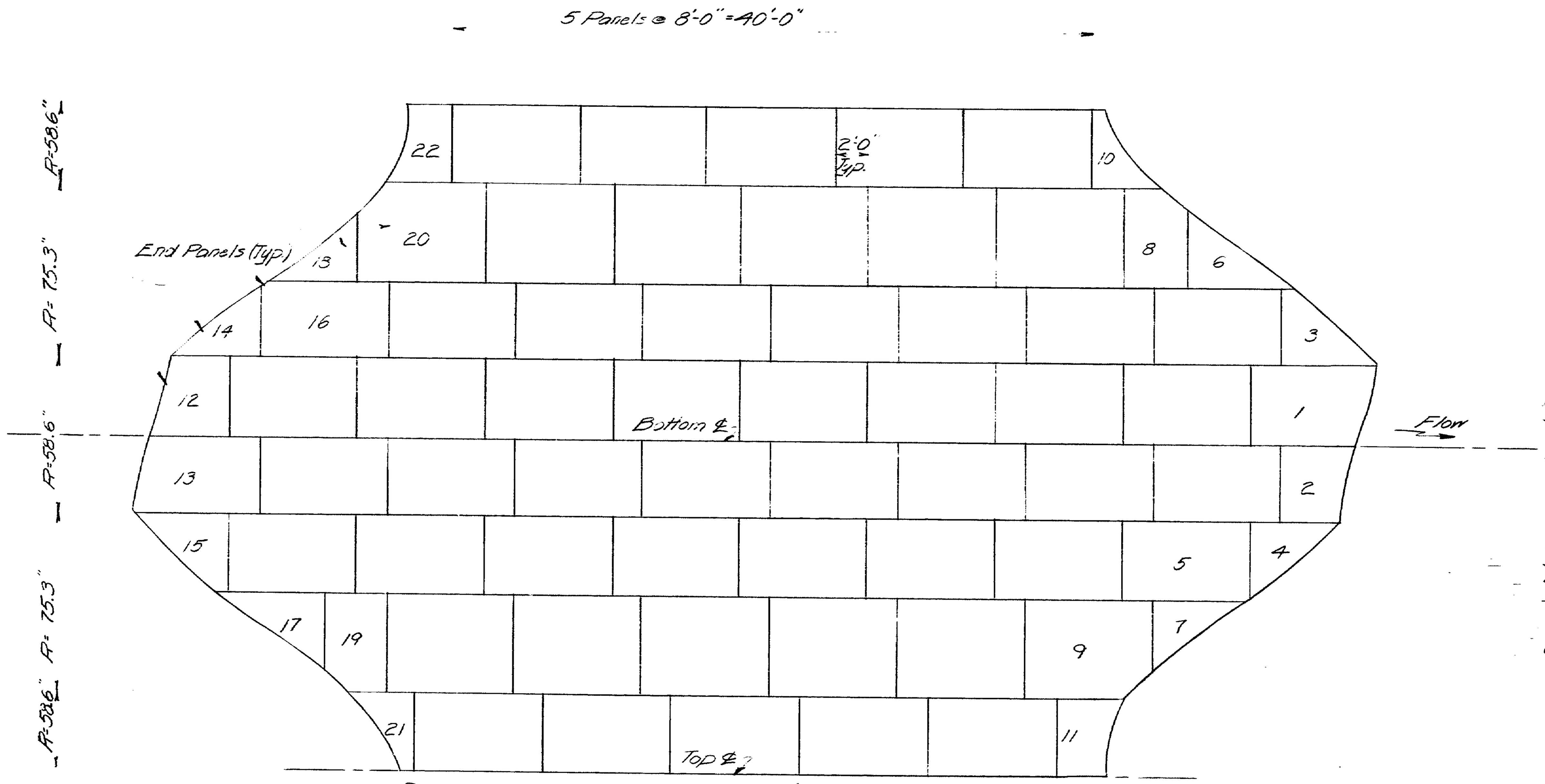
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-0810(1)	10	16



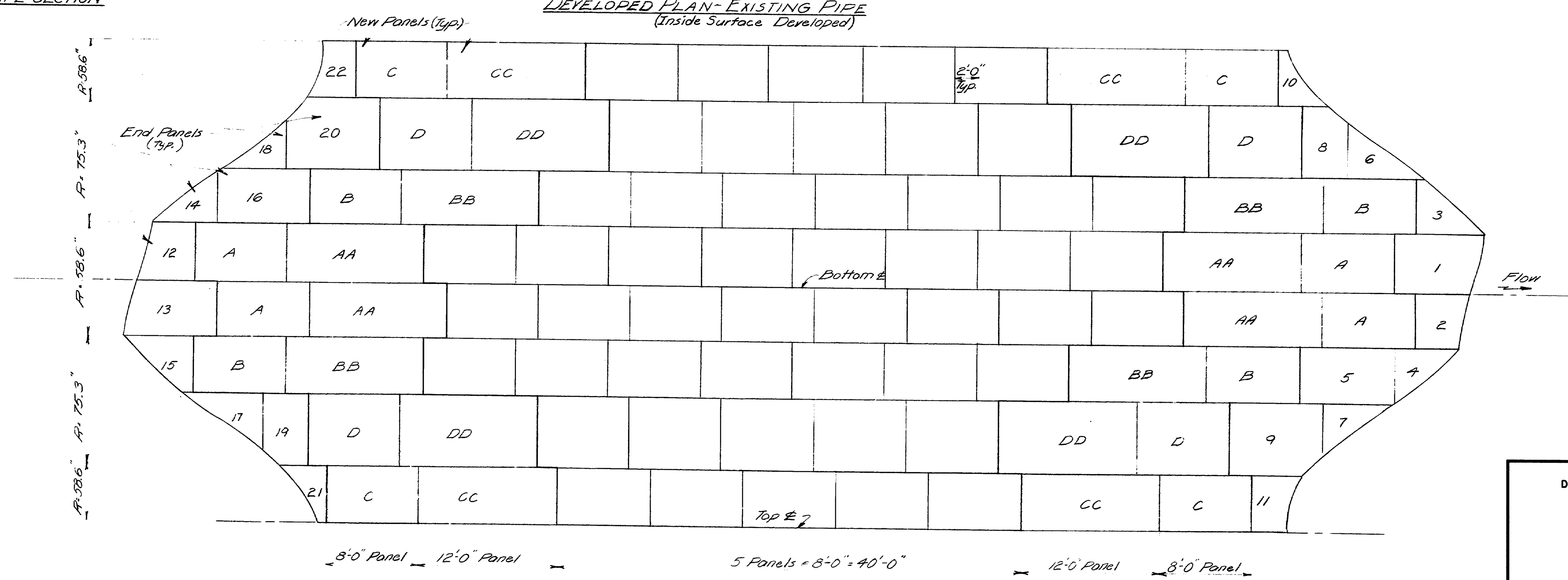
EXISTING PIPE SECTION



EXISTING PIPE SECTION



DEVELOPED PLAN - EXISTING PIPE
(Inside Surface Developed)



DEVELOPED PLAN - EXISTING PIPE EXTENDED
(Inside Surface Developed)

MATERIALS SCHEDULE					
Mark	*No.	Gage	Pi	Radius	Net Length
AA	8	7	15	58.6	12'-0"
BB	8	7	15	75.3"	12'-0"
CC	8	8	15	58.6"	12'-0"
DD	8	8	21	75.3"	12'-0"
A	8	7	15	58.6"	8'-0"
B	8	7	15	75.3"	8'-0"
C	8	8	15	58.6	8'-0"
D	8	8	21	75.3	8'-0"

* Total No. is for two pipes.

The structural plates shall meet the requirements of subsection 707.09 of the Standard Specifications. The corrugations are 6"x2" with 4 holes per foot along the longitudinal seam.

CONSTRUCTION NOTES

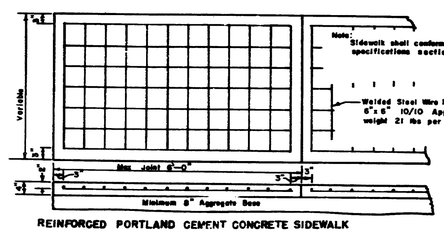
1. Remove cut, numbered, end panels. In removing existing bolts no torch cutting of bolts will be allowed.
2. Erect new lettered panels.
3. Re-erect end panels
4. Use all new 3/4"φ hot dipped galv. A449 bolts and A563 nuts.
5. Excavate only enough existing embankment along pipes to remove numbered plates. The horizontal pay limit beyond the sides of the pipes is 5'-0".
6. Plate thickness for 7 gage = 0.188" and 8 gage = 0.168".

PLANS	BY	DATE
DESIGN - DETAILED	DAIP	
CHECKED	CMK	
REVISIONS		
FIELD CHANGES		

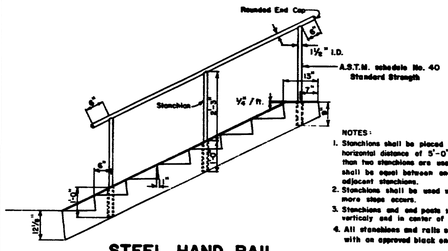
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LITTLE BRIDGE
OVER
MILL BROOK
IN THE CITY OF
WESTBROOK
CUMBERLAND COUNTY
DEVELOPED PLANS
AUGUSTA, MAINE Aug. 1974

168 - 86



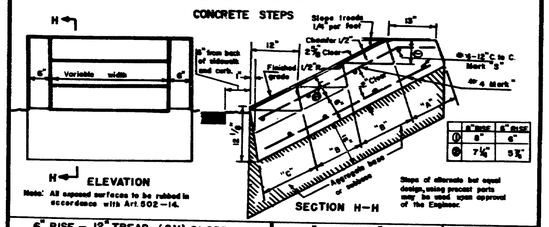
REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK



NOTES:
1. Stanchions shall be placed at a maximum horizontal distance of 5'-0". When more than two stanchions are used, spacing shall be equal between end posts and adjacent stanchions.
2. Stanchions shall be used when seven or more steps occurs.
3. Stanchions and end posts to be placed vertically and in center of parapet wall
4. All stanchions and rails shall be coated with an approved black enamel paint.

STEEL HAND RAIL 5-A

CONCRETE STEPS



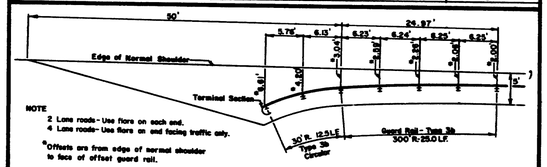
	8" RISE	6" RISE
A	8"	6"
B	7⅛"	5⅞"

Note: All exposed surfaces to be rubbed in accordance with Art. 502-14.

6" RISE – 12" TREAD (2:1) SLOPE				8" RISE – 12" TREAD (1½:1) SLOPE			
REINFORCING STEEL							
Mark	Size	Number	Length (Each)	Mark	Size	Number	Length (Each)
R	ø 4 .668 lbs. per ft.	2 Each parapet 1 Each ft. of width	11" For "R" +13.4 For each "B" +12" For "C"	R	ø 6 .668 lbs. per ft.	2 Each parapet 1 Each ft. of width	17" For "R" +19½" For each "B" +12" For "C"
S	ø 4 .668 lbs. per ft.	2 For "A" 2 For each "B" 2 For "C"	4" Each parapet + 12" per ft. of width	S	ø 6 .668 lbs. per ft.	2 For "A" 2 For each "B" 2 For "C"	4" Each parapet + 12" per ft. of width

CONCRETE GLASS "A"

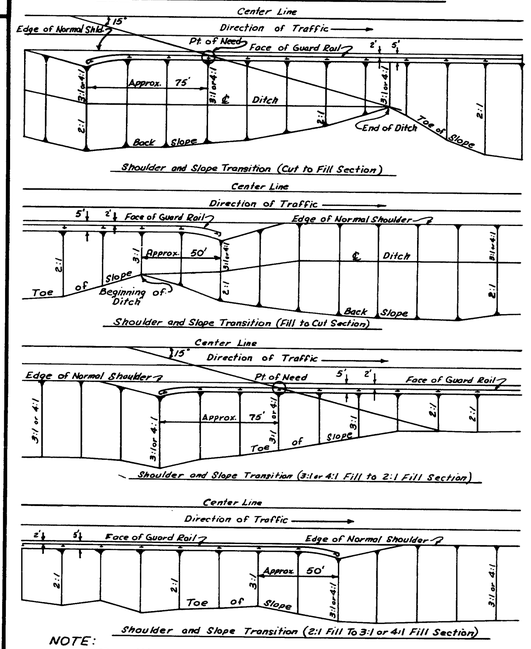
Section	Steps per ft. of width	Parapet each wall	Section	Steps per ft. of width	Parapet each wall
"A" Header	.030 cu. yds.	.015 cu. yds.	"A" Header	.038 cu. yds.	.018 cu. yds.
"B" Each later step	.030 cu. yds.	.020 cu. yds.	"B" Each later step	.035 cu. yds.	.024 cu. yds.
"C" Footer	.030 cu. yds.	.020 cu. yds.	"C" Footer	.038 cu. yds.	.024 cu. yds.



NOTE
2 Lane roads - Use flare on each end.
4 Lane roads - Use flare on end facing traffic only.
*Offsets are from edge of normal shoulder to face of offset guard rail.

GUARD RAIL END TRANSITION 5-B

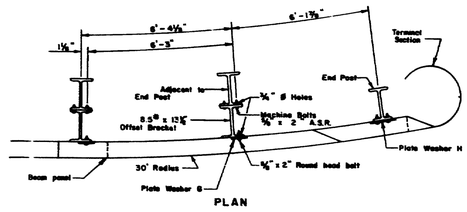
GUARD RAIL END SLOPE TRANSITIONS



NOTE:
The Transitions are a design guide only.
These slope Transitions shall be used with Beam Type Guard Rail.

5-F

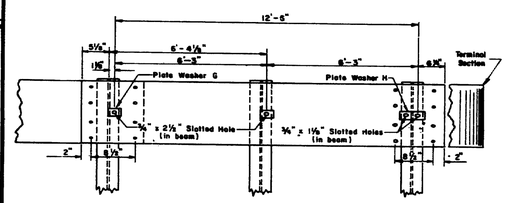
END BEAM ASSEMBLY - SPACING OF POSTS
GUARD RAIL TYPE 3a and 3b



PLAN

To be used in all locations except on the end away from traffic on 4 lane divided.

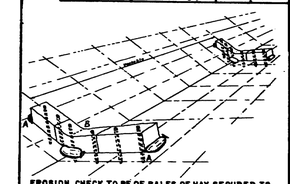
NOTE: Offset Bracket shall be installed on all posts, except end post.



ELEVATION

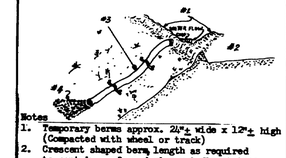
5-C

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-0810(1)	11	16



EROSION CHECK TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2-4' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT 'A' AT LEAST 6 INCHES ABOVE OVERFLOW AT 'B'.

EROSION CHECK for DITCH



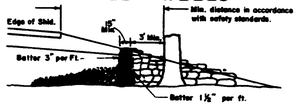
Notes
1. Temporary berms approx. 2½'± wide x 12"± high (Compacted with wheel or track)
2. Crescent shaped berm, length as required to contain surface drainage & direct into end section.
3. Collapsible pipe or equal.
4. Discharge in drainage ditch, on stabilized area or on dumped stone as designated by Engineer.

TEMPORARY BERM and SLOPE DRAIN

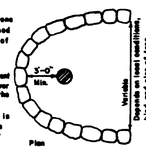
TEMPORARY EROSION CONTROL

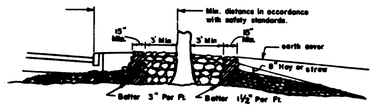
5-D

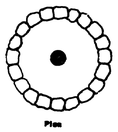
TREE WELLS



NOTES:
1. Selected ledge excavation, crushed stone or other porous material shall be used to fill around the old ground area of the tree from the tree wall to the perimeter of the branches.
2. An 8" layer of hay or straw to prevent infiltration of fines shall be placed over the rock fill except in areas under the roadway and shoulders.
3. If drainage away from the tree wall is necessary, underdrain outlet pipe shall be used, and will be paid for under item 605.10.

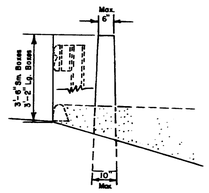




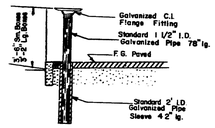


To be paid for under item
610.09 Hand laid riprap.
605.10 6" Underdrain Outlet

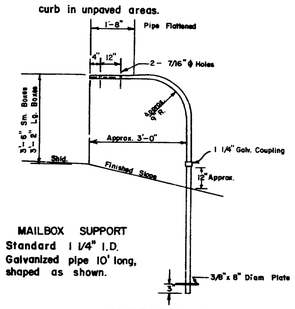
5-E



WOOD POST
(Single Post – Type Ia,)
Top as shown.
For use as shown and behind Guard Rail and curb in unpaved areas.



STEEL PIPE POST
(Single post – Type Ic.)
For use behind curb in paved areas.

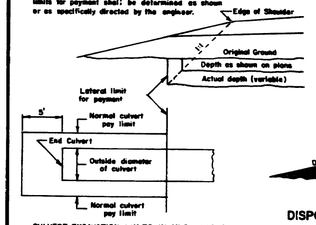


MAILBOX SUPPORT
Standard 1 1/4" I.D. Galvanized pipe 10' long, shaped as shown.

SUPPORTS FOR MAILBOXES 5-G

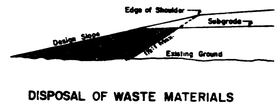
MUCK EXCAVATION
PAYMENT LIMITS

NOTE:
When muck is excavated to a depth greater or less than what is shown on the plans, the vertical limits for payment shall be determined as shown or as specifically directed by the engineer.

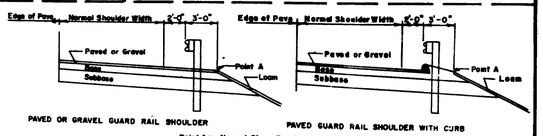


CULVERT EXCAVATION LIMITS IN MUCK AREAS
PLAN VIEW

When directed by the engineer, waste material shall be used in this area. No additional payment will be made for this work



DISPOSAL OF WASTE MATERIALS



PAVED OR GRAVEL GUARD RAIL SHOULDER
PAVED GUARD RAIL SHOULDER WITH CURB
Point A = Normal Slope Break

LOCATION OF GUARD RAIL

5-H

REVISIONS	
Plate 5-A	12-24-69
PLATE 5B	1-27-71
PLATE 5 H	5-12-71
PLATE 5 B	1-19-72
PLATE 5G	6-7-72
PLATE 5D	6-7-72
PLATE 5D+C	10-22-74
PLATE A,B,F,H	3-18-75

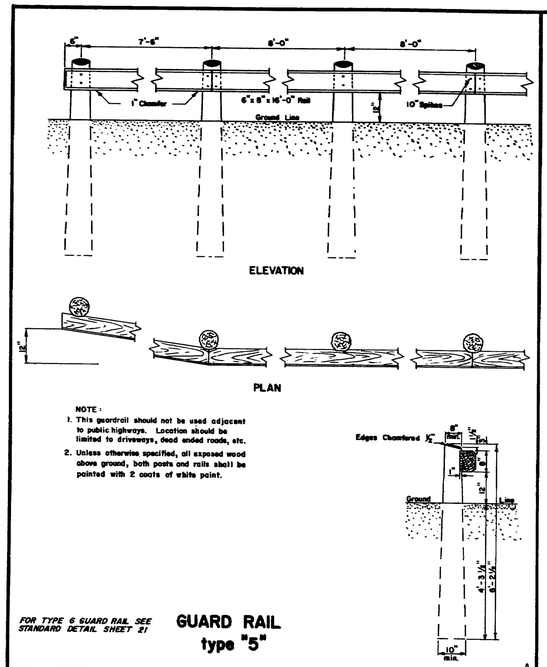
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

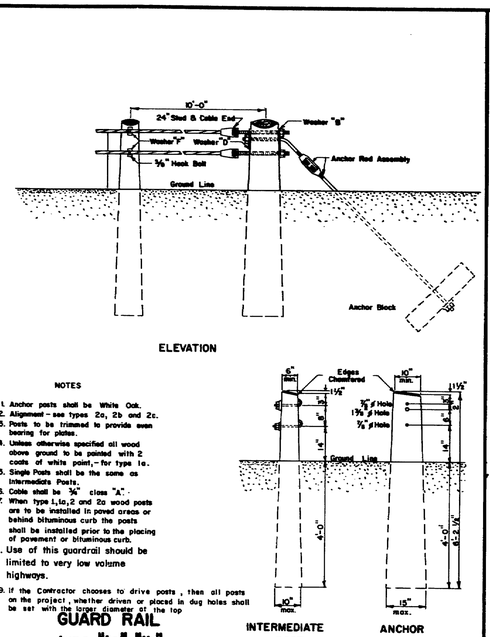
STANDARD DETAILS

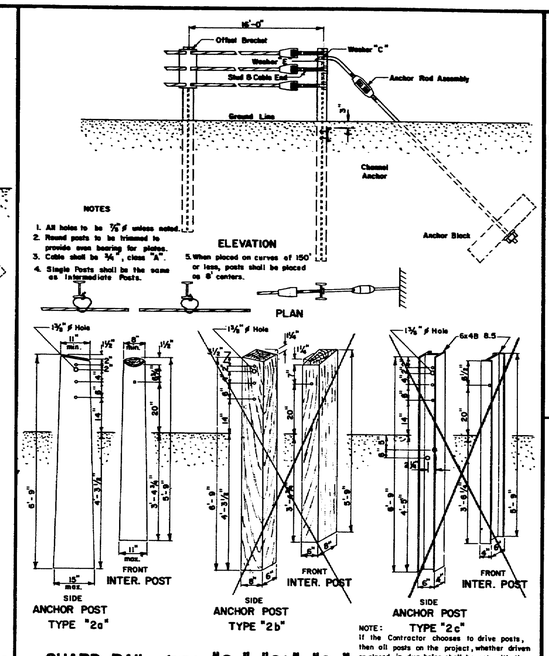
GUARD RAIL, MUCK EXCAVATION
CONCRETE STEPS & SIDEWALK
GUYING TREES
TREE WELLS, EROSION CONTROL,
MAILBOX SUPPORTS.

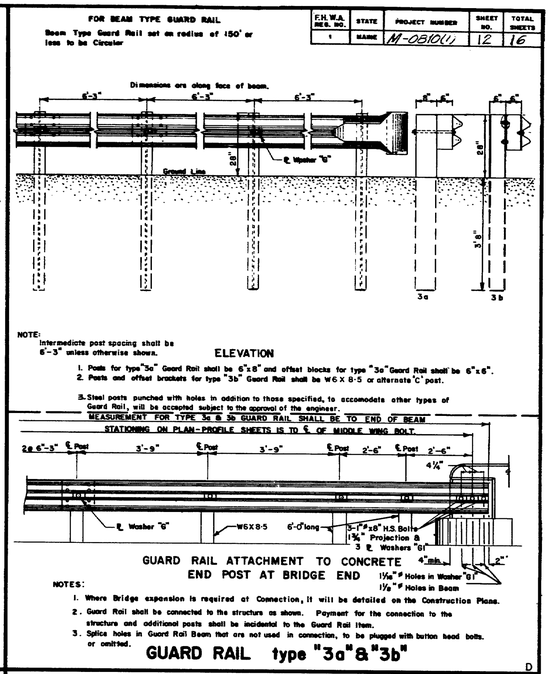
AUG. 1969 (5)

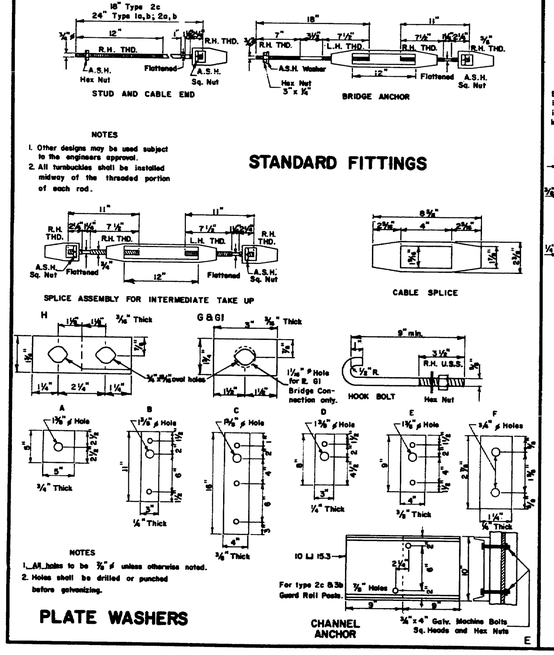
168-87

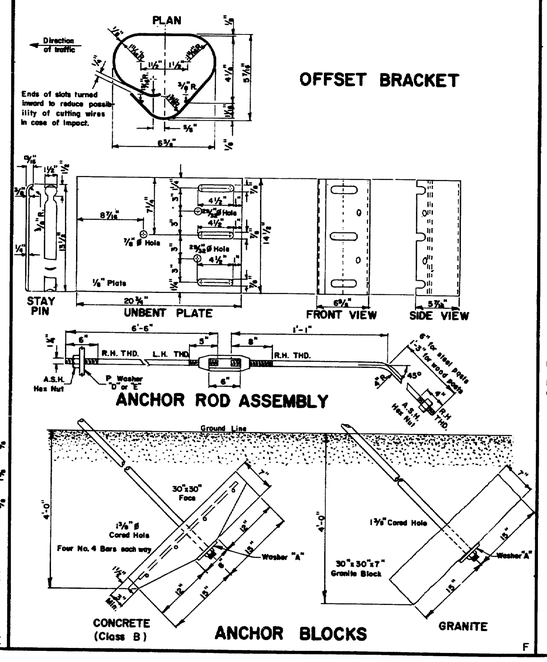


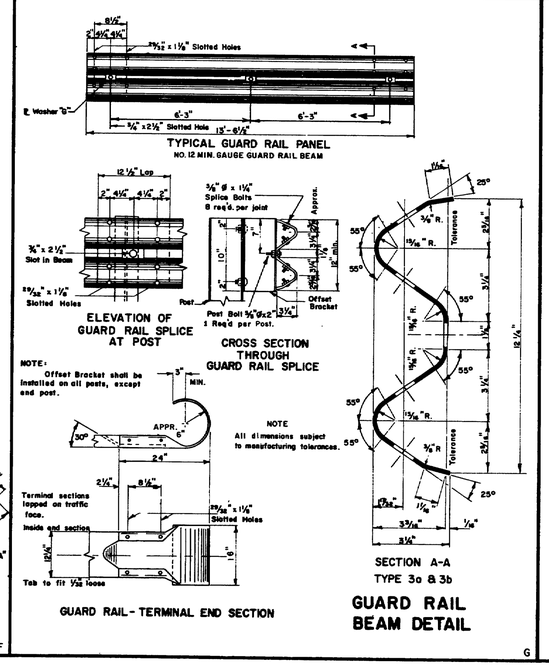


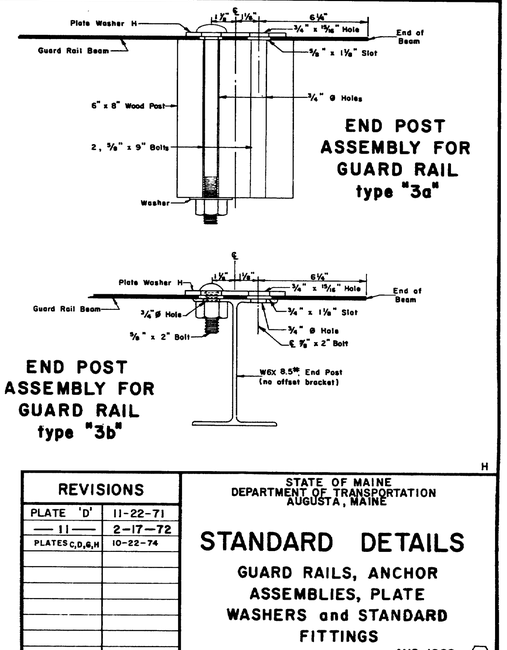












REVISIONS	
PLATE 'D'	11-22-71
— 11 —	2-17-72
PLATES C, D, G, H	10-22-74

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

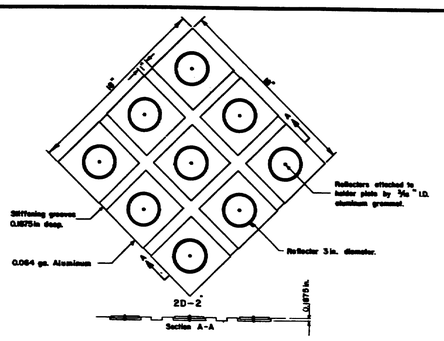
STANDARD DETAILS

GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS

AUG. 1969 (6)

168-88

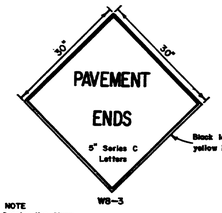
F.H.W.A. REGN. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	X-03(X1)	13	16



HAZARD MARKER

NOTE

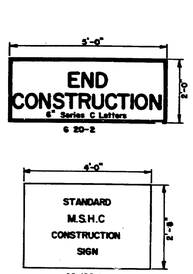
SIGNING IN AN AREA WHERE BLASTING IS NECESSARY SHALL BE PLACED AS OUTLINED IN THE "MANUAL", AND THE PRECAUTIONS OF SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS SHALL BE OBSERVED.

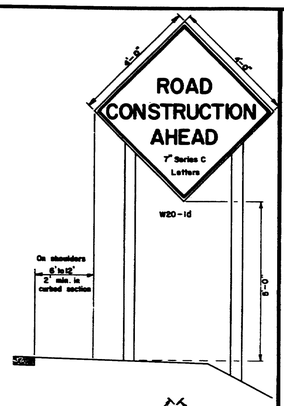


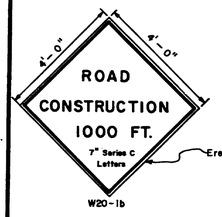
GENERAL NOTE
Construction Signs

i. Sign Borders: All signs shall have borders conforming to the sizes and spacing as shown below:
- a. 30"x30" Sign - 3/4" Border, 1/2" Space from sign edge.
- b. 2' x 5' Sign - 5/8" Border, 3/8" Space from sign edge.
- c. 3' x 4' Sign - 3/4" Border, 1/4" Space from sign edge.
- d. 4' x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.

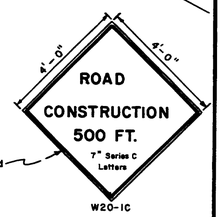
A







Erected in the same manner as W20-1d



CONSTRUCTION SIGNS

B

GENERAL NOTES - BARRICADES

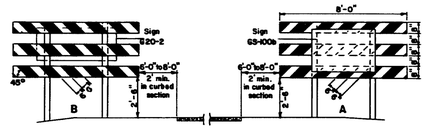
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration, 1971.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black background or orange reflectorized background to form the black or orange and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1968.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES

1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M4-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, K11-2, K11-3, or K11-4 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

NOTES-WING BARRICADES

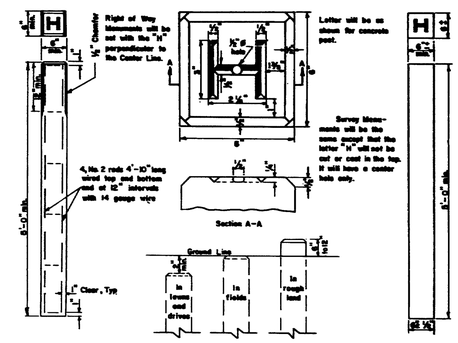
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.

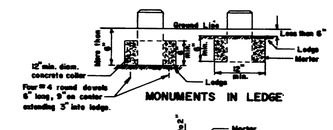


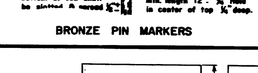
WING BARRICADES

C

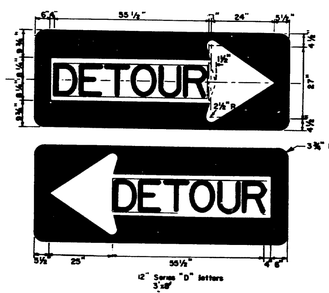
RIGHT OF WAY & SURVEY MONUMENTS







D

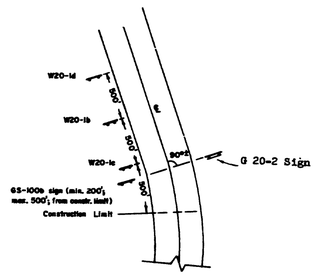


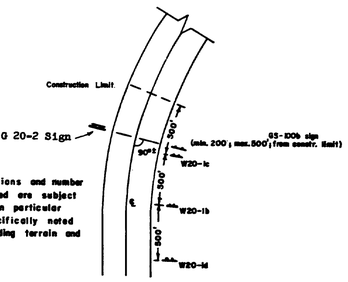
Detachable DETOUR message shall have 1" clearance from letters to edge on all sides.

DETOUR SIGN
M 4-(L)

E

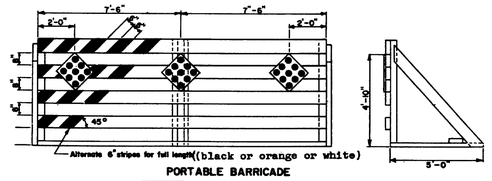
STANDARD SIGN LOCATIONS



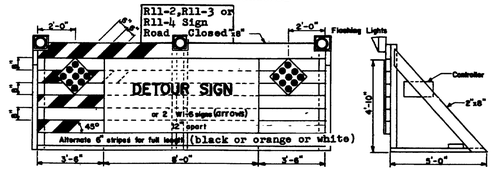


NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.

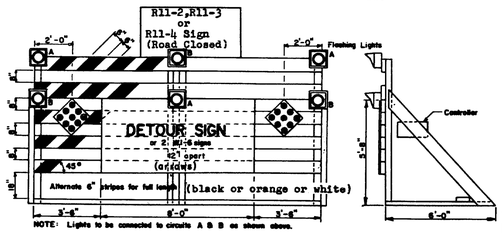
F



PORTABLE BARRICADE



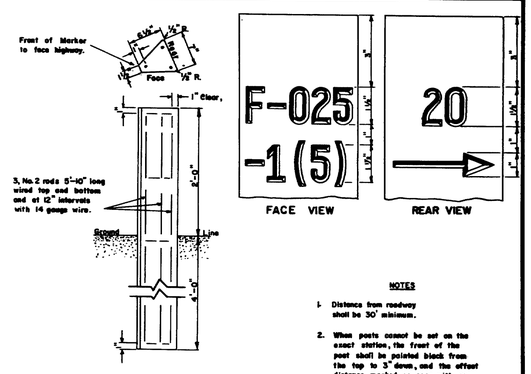
PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS

BARRICADES

G



NOTES

1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3" down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
3. All markings to be 1/4" deep and 3/4" wide.

PROJECT MARKERS

H

REVISION	
PLATE B	12-21-70
PLATES A, C, & F&G	12-15-71
PLATE C	10-12-72

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

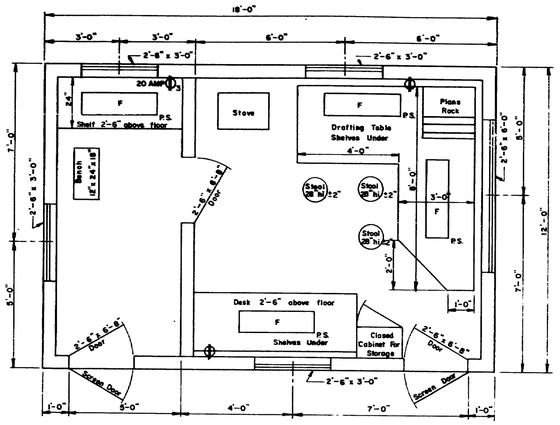
BARRICADES
WARNING SIGNS
MONUMENTS
PROJECT MARKERS

AUG. 1969

11

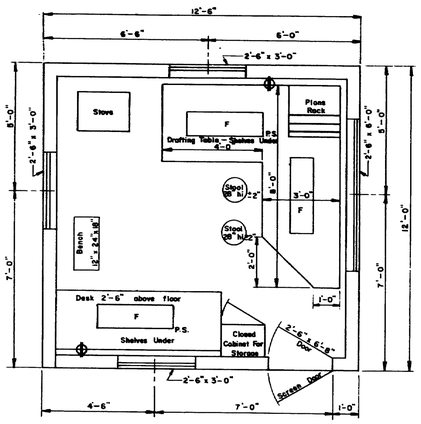
168-89

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	M-0810(1)	12	16



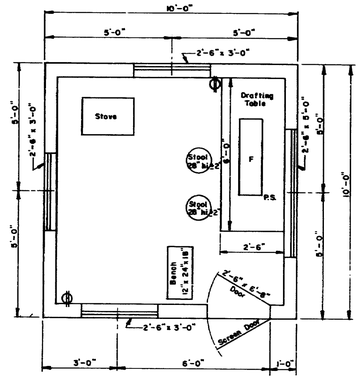
FLOOR PLAN
TYPE "A"

A



FLOOR PLAN
TYPE "B"

B

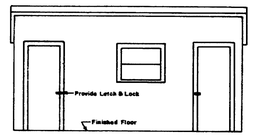


FLOOR PLAN
TYPE "C"

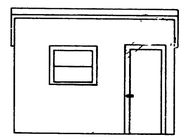
C

GENERAL NOTES

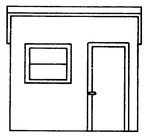
1. Drafting table shall be 3'-6" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11⅞" x 14" x 25" transfiles.
3. Windows shall be double hung.
4. Stovepipe shall not be in direct contact with combustible material ; the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. FURNISHINGS TO BE SUPPLIED :
   - 2 Straight back chairs for types A and B
   - 1 Bench for types A, B & C
   - 3 Stool for type A
   - 2 Stools for types B & C
8. SYMBOLS :
   - F — Florescent lights (2 light , rapid start 48" strips and 40 watt bulbs)
   - PS — Pull switch
   - Duplex wall outlet — 15 amp unless otherwise noted.
   - $\oplus_3$ Triplex Wall Outlet
9. For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furished with water at all times.



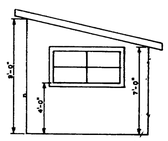
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



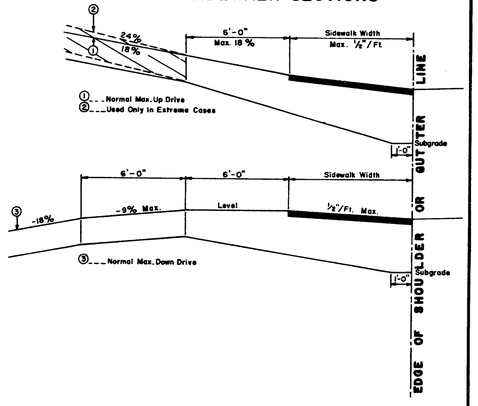
FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

F

DRIVES ON SIDEWALK SECTIONS



GENERAL NOTES

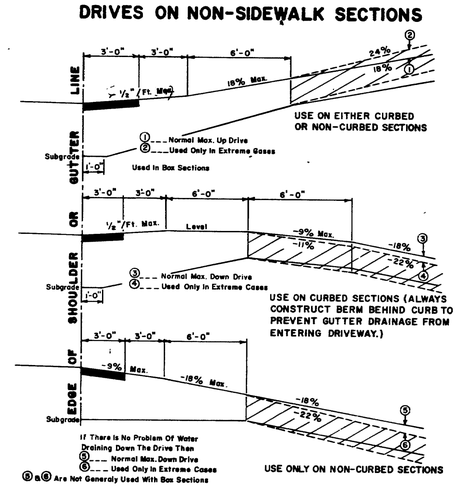
1. The sidewalk width shall be paved in all cases.
2. All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

1. These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

D

DRIVES ON NON-SIDEWALK SECTIONS



① & ② Are Not Generaly Used With Box Sections

GENERAL NOTES

1. The first 3' shown as pavement shall be paved only when abuting a paved area.
2. All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

1. These profiles are a guide for the majority of cases , but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

E

REVISIONS	
PLATE 'D' 'E'	3-16-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

12

168-90

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			15	16

SYMBOLS

- ⊙I.P. (IRON PIPE or PIN)
- □S.T.(SEPTIC TANK) ○D.P.(GESSPOOL)
- ○WELL ○SPRING
- W.L. WATER LINE or MAIN
- S.L. SEWER LINE
- C.D. CELLAR DRAIN
- UNDERGROUND WIRE or CABLE
- COMST. LIMIT LINE
- LIMITS of HWY. SLOPE EASEMENT
- GRADING LIMITS — LIMITS of GRADING RIGHTS
- P.L. PROPERTY LINE
- EXISTING RIGHT OF WAY
- NEW R/W
- NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE		P.A.T.	
TOPOGRAPHY		P.A.T.	
R/W LINES		L.F.R.	A.C.G.
AREAS	P.A.T		D.E.H.
R/W MON.			
CO. RECORD			

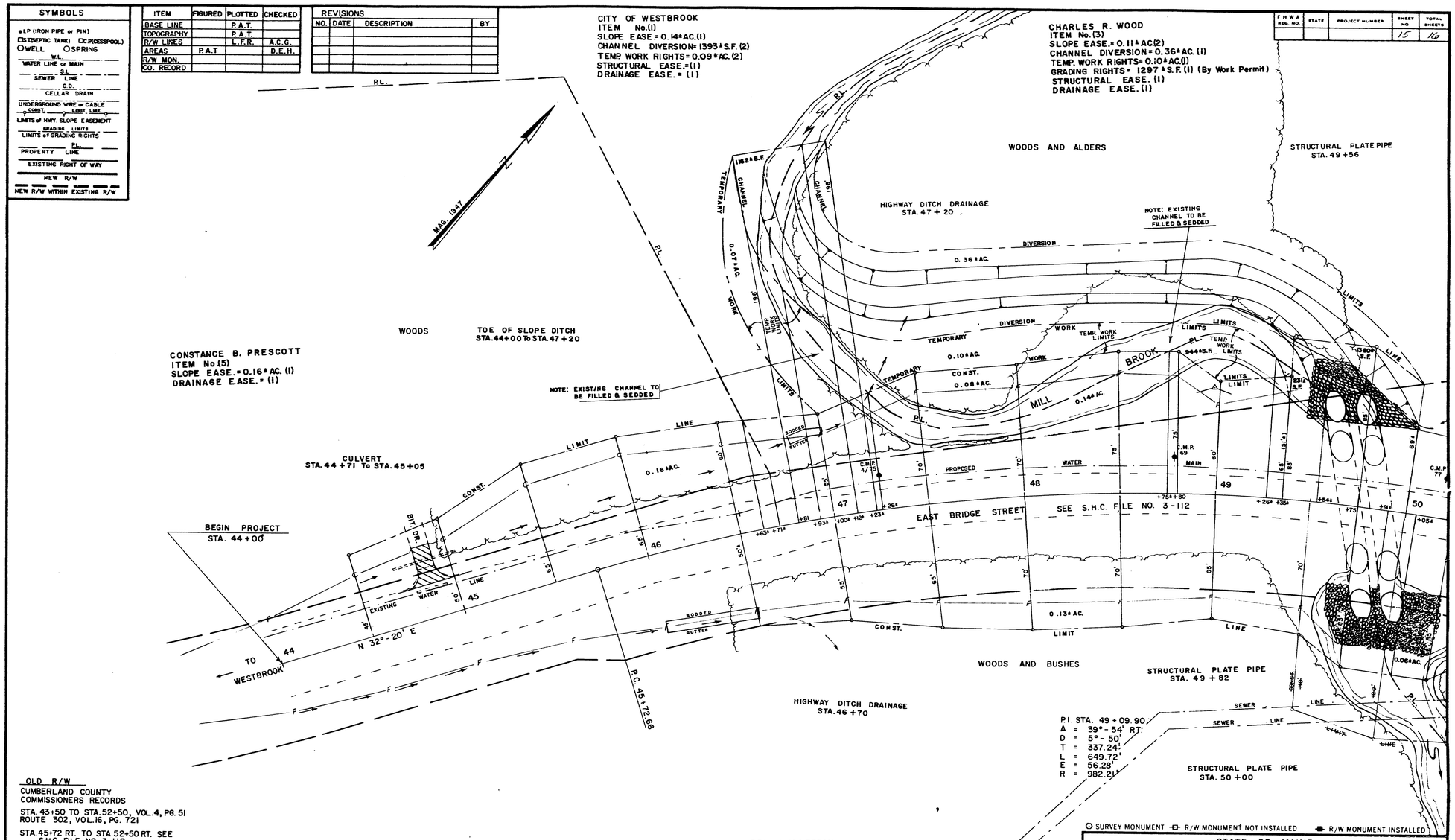
REVISIONS NO.	DATE	DESCRIPTION	BY

CITY OF WESTBROOK
ITEM No.(1)
SLOPE EASE.= 0.14± AC.(1)
CHANNEL DIVERSION= 1393± S.F. (2)
TEMP. WORK RIGHTS= 0.09± AC. (2)
STRUCTURAL EASE.=(1)
DRAINAGE EASE.= (1)

CHARLES R. WOOD
ITEM No.(3)
SLOPE EASE.= 0.11± AC.(2)
CHANNEL DIVERSION= 0.36± AC. (1)
TEMP. WORK RIGHTS= 0.10± AC.(1)
GRADING RIGHTS= 1297± S.F. (1) (By Work Permit)
STRUCTURAL EASE. (1)
DRAINAGE EASE. (1)

CONSTANCE B. PRESCOTT
ITEM No.(5)
SLOPE EASE.= 0.16± AC. (1)
DRAINAGE EASE.= (1)

REX GELLERSON
ITEM No.(2)
SLOPE EASE.= 0.13± AC.(1)
STRUCTURAL EASE.= (1)
DRAINAGE EASE.= (1)



OLD R/W
CUMBERLAND COUNTY
COMMISSIONERS RECORDS

STA. 43+50 TO STA. 52+50, VOL. 4, PG. 51
ROUTE 302, VOL. 16, PG. 721

STA. 45+72 RT. TO STA. 52+50 RT. SEE S.H.C. FILE NO. 3-112
STA. 52+50 RT. TO STA. 53+35 RT. (RTE. 302) SEE S.H.C. FILE NO. 3-25

ALSO SEE: PLAN OF EAST BRIDGE STREET, REDEFINED BY CUMB. CO. COMM. HEARING ON MAY 14, 1969, SURVEYED BY THE E.C. JORDAN CO, INC. PLAN DATED JULY 17, 1974

PLAN FILED IN PLAN BOOK		PAGE			
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
2	REX GELLERSON	COND. BY CITY OF WESTBROOK	7/25/75	3717	134
4	PORTLAND WATER DISTRICT	EASEMENT	6/11/74		
3	Charles R. Wood	Easement	7/8/76		
5	CONSTANCE B. PRESCOTT	EASEMENT	11/28/77	3969	27

○ SURVEY MONUMENT ⊖ R/W MONUMENT NOT INSTALLED ● R/W MONUMENT INSTALLED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP

EAST BRIDGE STREET (CITY STREET)
WESTBROOK CUMBERLAND COUNTY
LITTLE BRIDGE OVER MILL BROOK BRIDGE NO. 3907

APPROVED:
DATE: AUGUST 1974
SCALE: 1 INCH = 25 FEET

ROGER L. MALLAR, COMMISSIONER
RICHARD A. LUETTICH, BUREAU DIRECTOR
CHIEF ENGINEER

SHEET NO. 1 OF 2 SHEETS
D.O.T. FILE NO. 3-235

168-91

F H W A REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			16	16

SYMBOLS

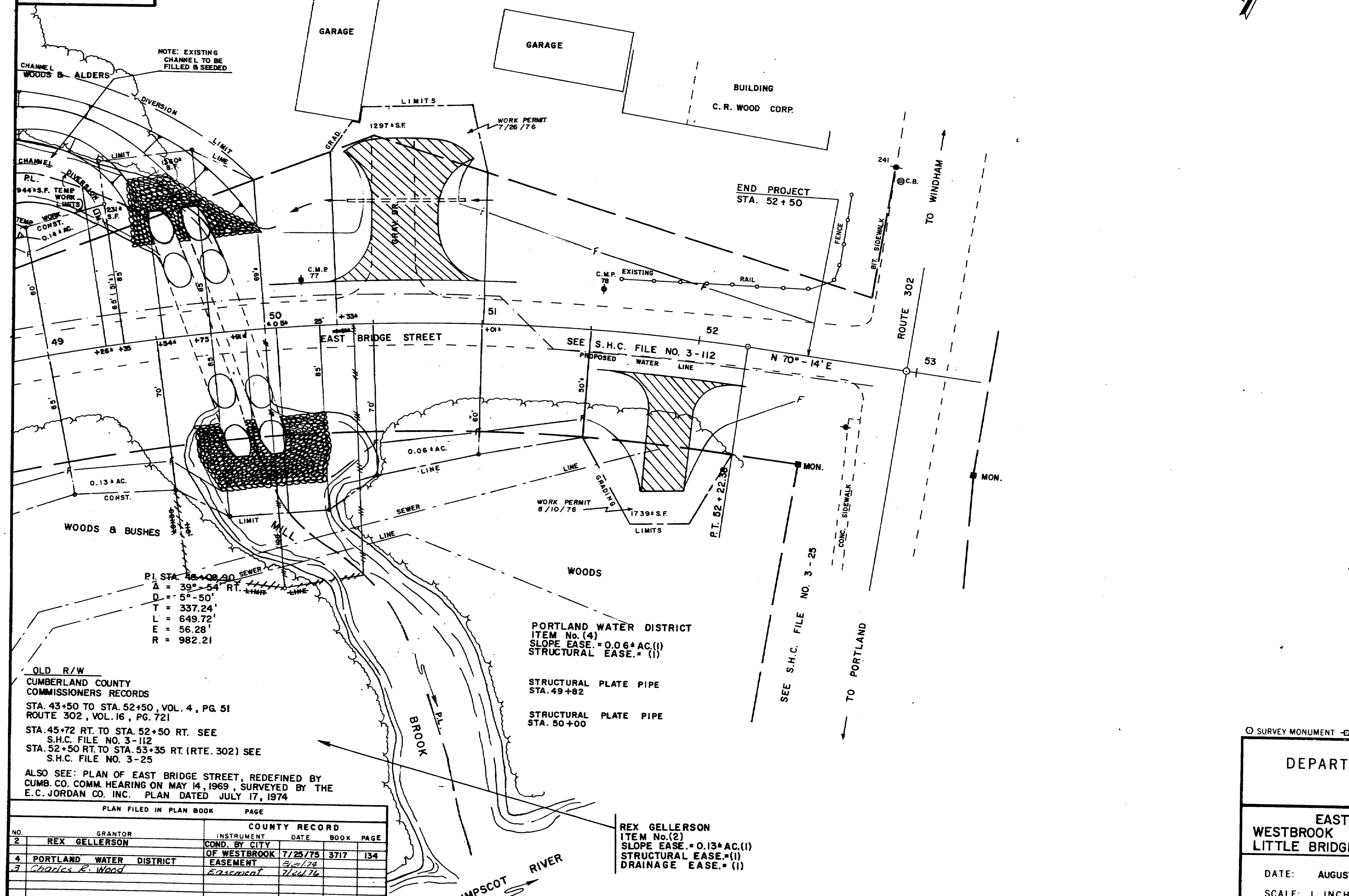
- I.P. (IRON PIPE or PIN)
- S.T. (SEPTIC TANK) C.P. (CESSPOOL)
- WELL, SPRING
- W.L. — WATER LINE or MAIN
- S.L. — SEWER LINE
- C.D. — CELLAR DRAIN
- UNDERGROUND WIRE or CABLE
- CONST. LIMIT LINE — LIMITS of HWY. SLOPE EASEMENT
- GRADING LIMITS — LIMITS of GRADING RIGHTS
- P.L. — PROPERTY LINE
- EXISTING RIGHT OF WAY
- NEW R/W
- NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE		P.A.T.	
TOPOGRAPHY		P.A.T.	
R/W LINES		L.F.R.	A.C.G.
AREAS	P.A.T.		D.E.H.
R/W MON.			
CO. RECORD			

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STRUCTURAL PLATE PIPE
STA. 49+56

CHARLES R. WOOD
ITEM No.(3)
SLOPE EASE. = 0.11 ± AC. (2)
CHANNEL DIVERSION = 0.36 ± AC. (1)
TEMPORARY WORK RIGHTS = 0.10 ± AC. (1)
GRADING RIGHTS = 1297 ± S.F. (1) (By Work Permit)
STRUCTURAL EASE. = (1)
DRAINAGE EASE. = (1)



P.I. STA. 48+08.90
Δ = 39° - 54' RT.
D = 5° - 50'
T = 337.24'
L = 649.72'
E = 56.28'
R = 982.21

PORTLAND WATER DISTRICT
ITEM No.(4)
SLOPE EASE. = 0.06 ± AC. (1)
STRUCTURAL EASE. = (1)

STRUCTURAL PLATE PIPE
STA. 49+82

STRUCTURAL PLATE PIPE
STA. 50+00

OLD R/W
CUMBERLAND COUNTY
COMMISSIONERS RECORDS

STA. 43+50 TO STA. 52+50, VOL. 4, PG. 51
ROUTE 302, VOL. 16, PG. 721

STA. 45+72 RT. TO STA. 52+50 RT. SEE S.H.C. FILE NO. 3-112
STA. 52+50 RT. TO STA. 53+35 RT. (RTE. 302) SEE S.H.C. FILE NO. 3-25

ALSO SEE: PLAN OF EAST BRIDGE STREET, REDEFINED BY CUMB. CO. COMM. HEARING ON MAY 14, 1969, SURVEYED BY THE E.C. JORDAN CO. INC. PLAN DATED JULY 17, 1974

REX GELLERSON
ITEM No.(2)
SLOPE EASE. = 0.13 ± AC. (1)
STRUCTURAL EASE. = (1)
DRAINAGE EASE. = (1)

PRESUMPSCOT RIVER

PLAN FILED IN PLAN BOOK PAGE

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
2	REX GELLERSON	COND. BY CITY OF WESTBROOK	7/25/75	3717	134
4	PORTLAND WATER DISTRICT	EASEMENT	8/21/74		
3	Charles R. Wood	Easement	7/26/76		

SURVEY MONUMENT — R/W MONUMENT NOT INSTALLED — R/W MONUMENT INSTALLED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP

EAST BRIDGE STREET (CITY STREET)
WESTBROOK — CUMBERLAND COUNTY
LITTLE BRIDGE OVER MILL BROOK — BRIDGE NO. 3987

DATE: AUGUST 1974
SCALE: 1 INCH = 25 FEET
SHEET NO. 2 OF 2 SHEETS
D.O.T. FILE NO. 3-235

APPROVED:
ROGER L. MALLAR, COMMISSIONER
RICHARD A. LUETTICH, BUREAU DIRECTOR
CHIEF ENGINEER

168-92