

PROJECT DESIGN ENGINEER	DATE
BY	2-28-84
DESIGN - DETAILER	1-50-P
CHECKED	RJR
REVISIONS	3-24
PLANS	
REVISIONS	
DATE	

ESTIMATED QUANTITIES				
ITEM NUMBER	DESCRIPTION	UNIT	95-6(55) QUANTITY	95-6(56) TOTAL QUANTITY
202.201	Removing Bituminous Pavement (Including Membrane Waterproofing)	Sq.Yd.	1,850	7,150
203.20	Common Excavation	Cu.Yd.	500	500
203.24	Common Borrow	Cu.Yd.	1,300	500
304.10	Aggregate Subbase Course - Gravel	Cu.Yd.	2,100	1,400
403.07	Hot Bituminous Pavement, Grading B	Tons	281	183
403.08	Hot Bituminous Pavement, Grading C	Tons	300	1,200
502.70	Bridge Drains	Each	-	12
503.12	Reinforcing Steel Fabricated & Delivered	Lbs.	1,500	10,400
503.13	Reinforcing Steel Placing	Lbs.	1,500	10,400
504.70	Structural Steel Fabricated & Delivered	L.S.	-	1
504.71	Structural Steel Erection	L.S.	-	1
506.141	Field Painting New Structural Steel	L.S.	-	1
506.142	Field Painting Existing Structural Steel	L.S.	0.20	0.80
506.16	Surface Preparation Of Existing Structural Steel	M.H.	1,600	8,300
508.10	Membrane Waterproofing	Sq.Yd.	1,850	7,150
514.06	Curing Box For Concrete Cylinders	Each	0.20	0.80
515.20	Protective Coating For Concrete Surfaces	Sq.Yd.	25	80
515.21	Protective Coating For Concrete Surfaces	L.S.	-	105
517.57	Shotcrete	Sq.Ft.	3200	-
520.2401	Expansion Device Modification Abutment Compression Seals	Each	-	2
520.2402	Expansion Device Modification (Pier Compression Seals)	Each	6	6
520.2403	Expansion Device Modification (Pier Gland Seals)	Each	-	10
526.301	Temporary Concrete Barrier, Type I	L.S.	0.5	0.5
603.16	15 Inch Culvert Pipe Option I	L.F.	-	406
603.17	18 Inch Culvert Pipe Option I	L.F.	124	-
603.19	24 Inch Culvert Pipe Option I	L.F.	26	-
604.14	30 Inch Catch Basin Type E	Each	1	1
606.351	Guard Rail Delineator Post Remove & Reset	Each	2	2
606.36	Guard Rail, Remove And Reset	L.F.	200	300
606.367	Replace Unusable Existing Guard Rail Post	Each	10	10
615.07	Loam	Cu.Yd.	520	296
617.09	Erosion Control Mesh	Sq.Yd.	50	50
618.14	Seeding Method Number 2	Unit	86	49
618.15	Temporary Seeding	Lbs.	9	7
619.12	Mulch	Unit	98	59
626.32	24 Inch Foundation	Each	4	-
627.61	4 Inch Solid White Pavement Marking Line	L.F.	450	1,300
627.62	4 Inch Broken White Pavement Marking Line	L.F.	1,700	2,500

ESTIMATED QUANTITIES				
ITEM NUMBER	DESCRIPTION	UNIT	95-6(55) QUANTITY	95-6(56) TOTAL QUANTITY
627.63	4 Inch Solid Yellow Pavement Marking Line	L.F.	450	1,300
627.67	Remove Pavement Markings	Sq.Ft.	150	150
627.68	Temporary 4 Inch Painted Pavement Marking Line, Yellow Or White	L.F.	2,600	2,000
627.69	Temporary 4 Inch Plastic Pavement Marking Line, Yellow Or White	L.F.	2,000	2,000
629.05	Hand Labor, Straight Time	M.H.	200	440
631.10	Air Compressor (Including Operator)	Hr.	40	90
631.11	Air Tool (Including Operator)	Hr.	40	90
631.12	All Purpose Excavator (Including Operator)	Hr.	40	40
631.13	Bulldozer (Including Operator)	Hr.	40	40
631.171	Truck - Small (Including Operator)	Hr.	40	40
631.172	Truck - Large (Including Operator)	Hr.	80	80
631.22	Front End Loader (Including Operator)	Hr.	40	40
631.32	Culvert Cleaner (Including Operator)	Hr.	5	5
639.19	Field Office Type B	Each	0.20	0.80
639.22	Testing Facilities Bituminous Mixes	L.S.	0.5	0.5
645.251	Roadside Guide Signs - Type I	Sq.Ft.	217	-
645.287	Steel H-Beam Poles	Lbs.	1,000	-
652.30	Flashing Arrow Board	Each	1	1
652.31	Type I Barricades	Each	37	38
652.34	Cones	Each	10	10
652.35	Construction Signs	Sq.Ft.	300	300
652.36	Maintenance Of Traffic Control Devices	L.S.	0.5	0.5
652.38	Flagger	M.H.	150	600
656.50	Baled Hay, In Place	Each	3	3
656.51	Sandbags, In Place	Each	3	3
657.24	Seeding Pits	Unit	51	29
659.10	Mobilization	L.S.	0.20	0.80

ESTIMATE OF LUMP SUM QUANTITIES				
504.70	Structural Steel Fabricated & Delivered	Lbs.	-	22,800
504.71	Structural Steel Erection	Lbs.	-	22,800
506.142	Field Painting Existing Structural Steel	Lbs.	588,000	3,000,000

P.C.M.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-6(55)	2	23
		95-6(56)		

CONSTRUCTION NOTES

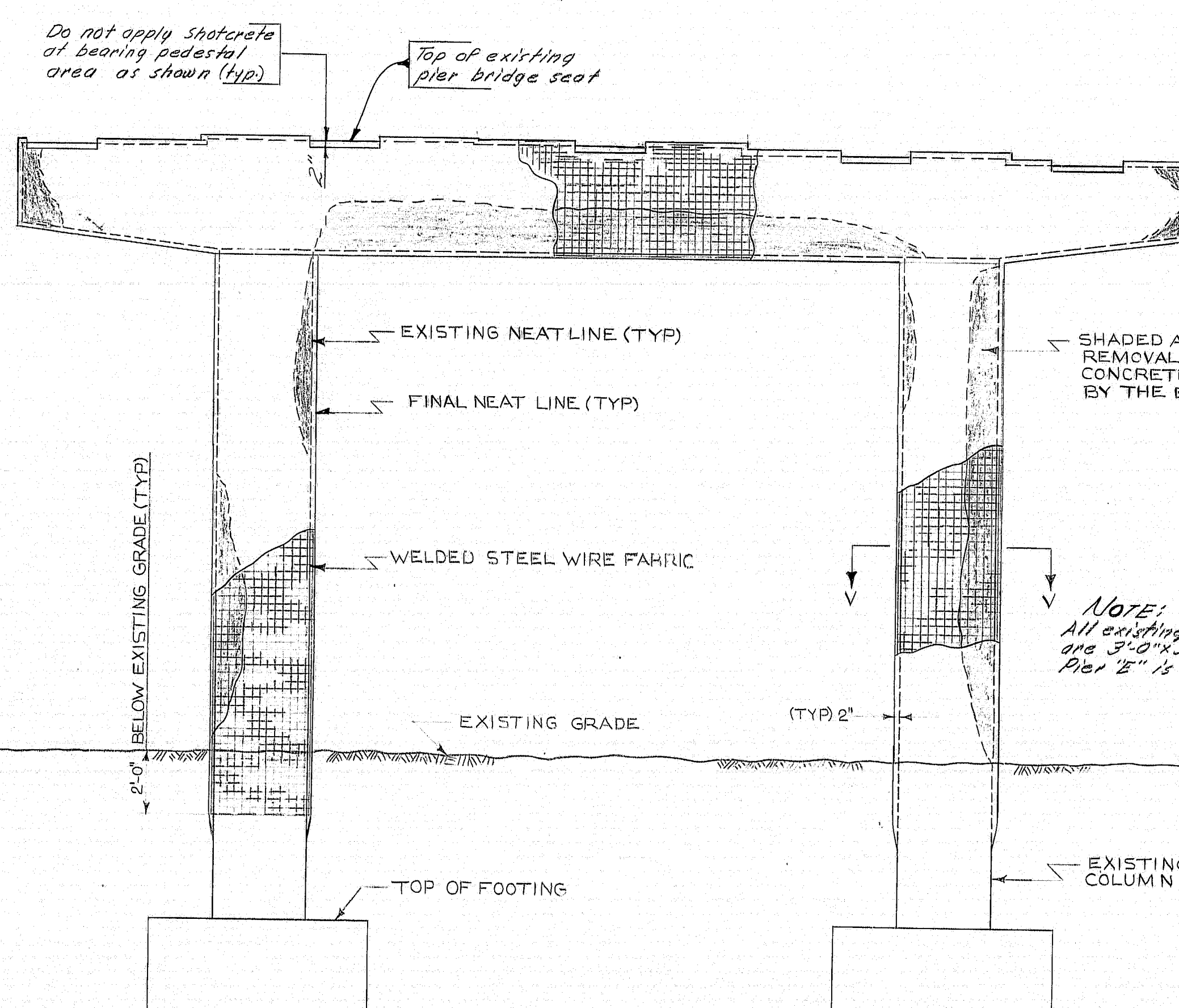
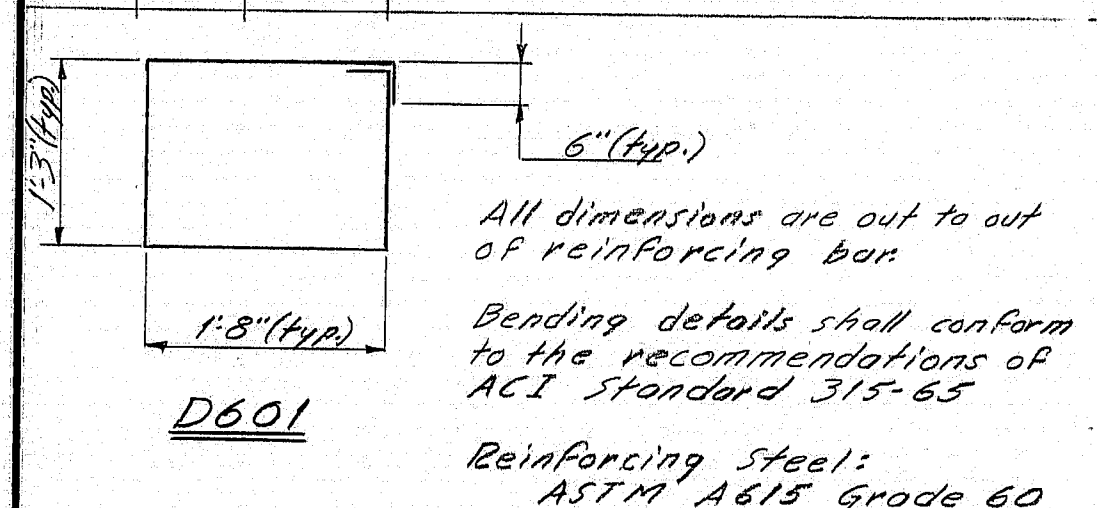
- Reinforcing steel shall have 2 inches cover unless otherwise indicated.
- Form a dummy horizontal 1 inch V-groove on the fascias to match existing groove between the existing curb and slab.
- Protective coating for concrete surfaces, Item 515.20 shall be applied to the following areas:
 - Abutments #1 (Messalonskee Stream) -
 - Face and top of concrete curb.
 - Top of backwall.
 - At all joints (both structures) -
 - All new exposed concrete from face and top of curb to bottom of fascia.
 - Top of new exposed concrete surface across roadway.
- For removal of existing Drainage Slots and installation of new Drains, see Special Provisions, Section 502.
- For Hinge Splice and related work, see Special Provisions, Section 504.
- For Expansion Device Modifications, see Special Provisions, Section 520.
- Two way traffic shall be maintained via crossovers. All superstructure work, excluding painting, shall be completed from start to finish on the non-traveled structures, while traffic is maintained on the opposing structures. Reinstitution of crossovers for painting will not be allowed.

97-310

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 OVER M.C.R.R. & COUNTY ROAD AND MESSALONSKEE STREAM & QUARRY ROAD IN THE CITY OF WATERVILLE Estimated Quantities Construction Notes SHEET 2 OF 23 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

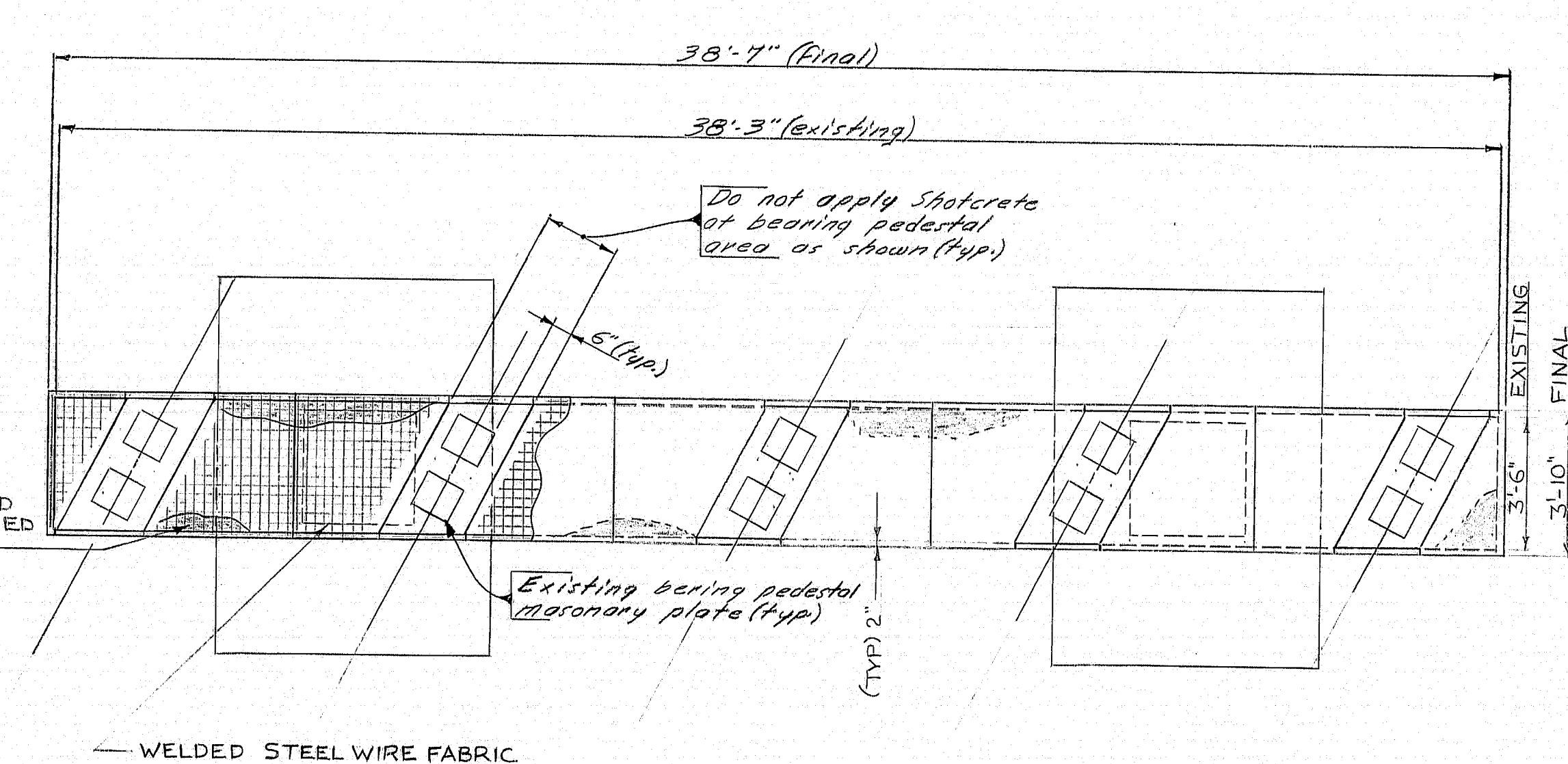
Mark	No.	Length	Location
D600	24	34'8"	4 @ eo. Joints
D601	24	7'10"	4 @ eo. Joints



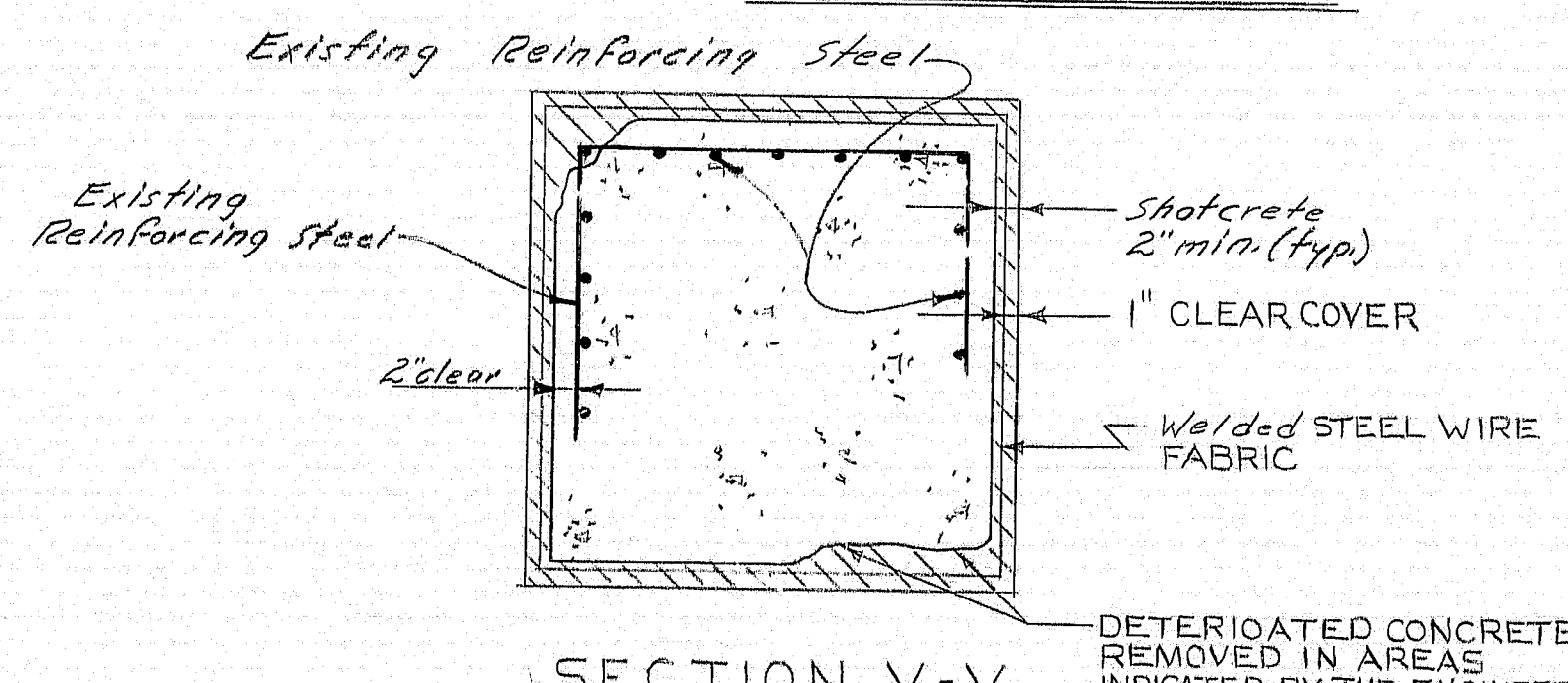
TYPICAL PIER ELEVATION

PIER NOTES

1. Welded Steel Wire Fabric shall have 1 inch min. cover.
2. Shotcrete shall be applied to all exposed existing concrete surfaces, including 2 feet below grade of Piers A, B, D, E and the cap of Pier G, except that a strip 6 inches outside the bearing pedestal masonry plates and extending 2 inches down the face of the cap, as shown on the plans, shall not receive Shotcrete. See Special Provision 502. Shotcrete.
3. The existing drain extension attached to the piers shall be removed and reset after the Shotcrete application or directed by the Engineer. Payment for removing and resetting drain extensions shall be made under the appropriate labor and equipment items. Materials will be considered incidental.
4. Hook-type bolts for tying welded steel wire fabric shall be 3/8 inch min. dia. and spaced not greater than 2 feet vertically and horizontally.
5. Welded Steel Wire Fabric shall be 3"x3"x10 Gauge or 2"x2"x12 Gauge.
6. All finished shotcrete surfaces shall receive protective coating, Item 515.21 (concrete penetrating sealer) in accordance with Special Provisions, section 515.



PIER PLAN



SECTION V-V

97-311

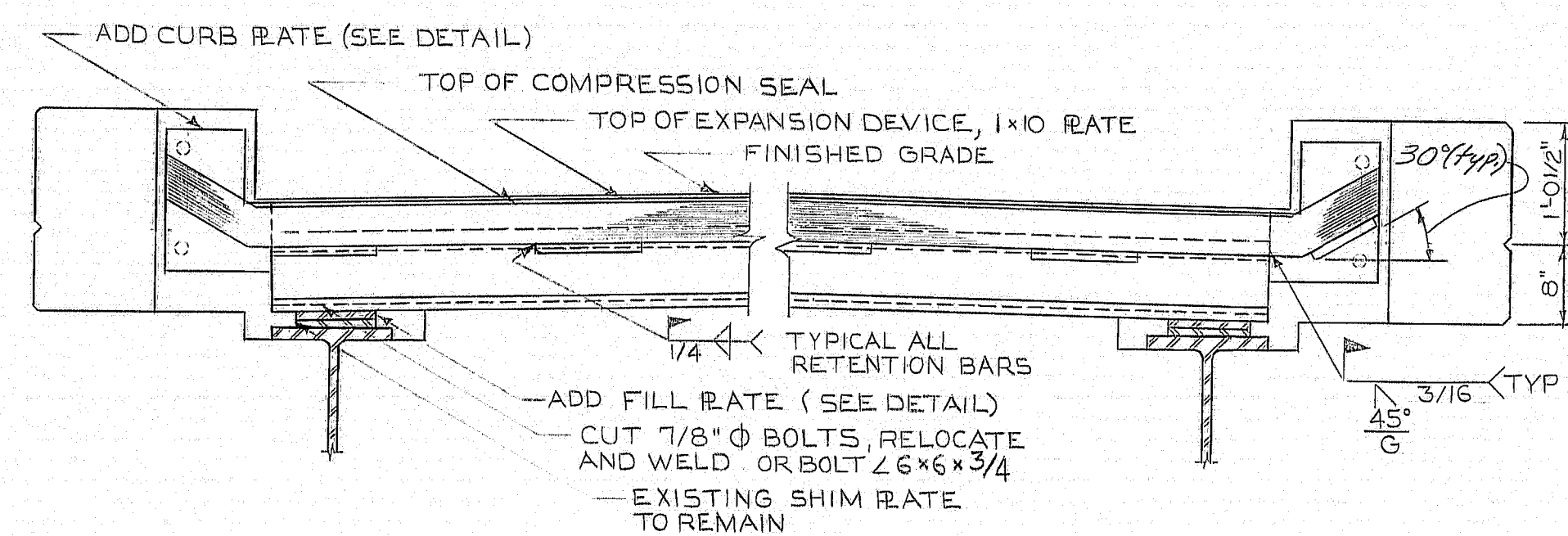
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
M.C.R.R. & COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
PIER REPAIR &
REINFORCING STEEL SCHEDULE
SHEET 3 OF 23, AUGUSTA, MAINE

PROJECT ENGINEER	DATE
DESIGNER	DATE
CHECKED	DATE
REVISIONS	
FIELD CHANGES	

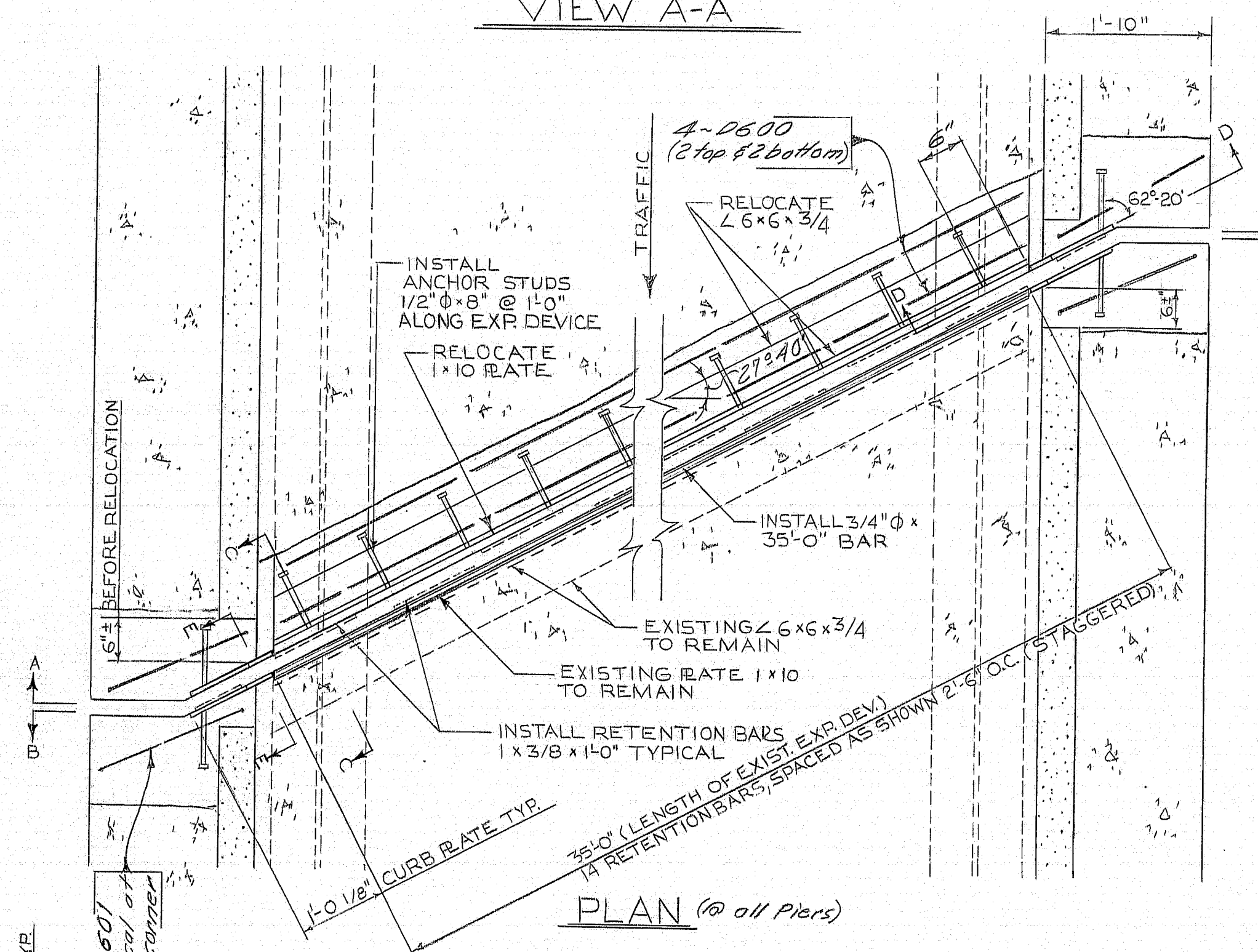
PLANS

BRIDGE 44 122 427 04

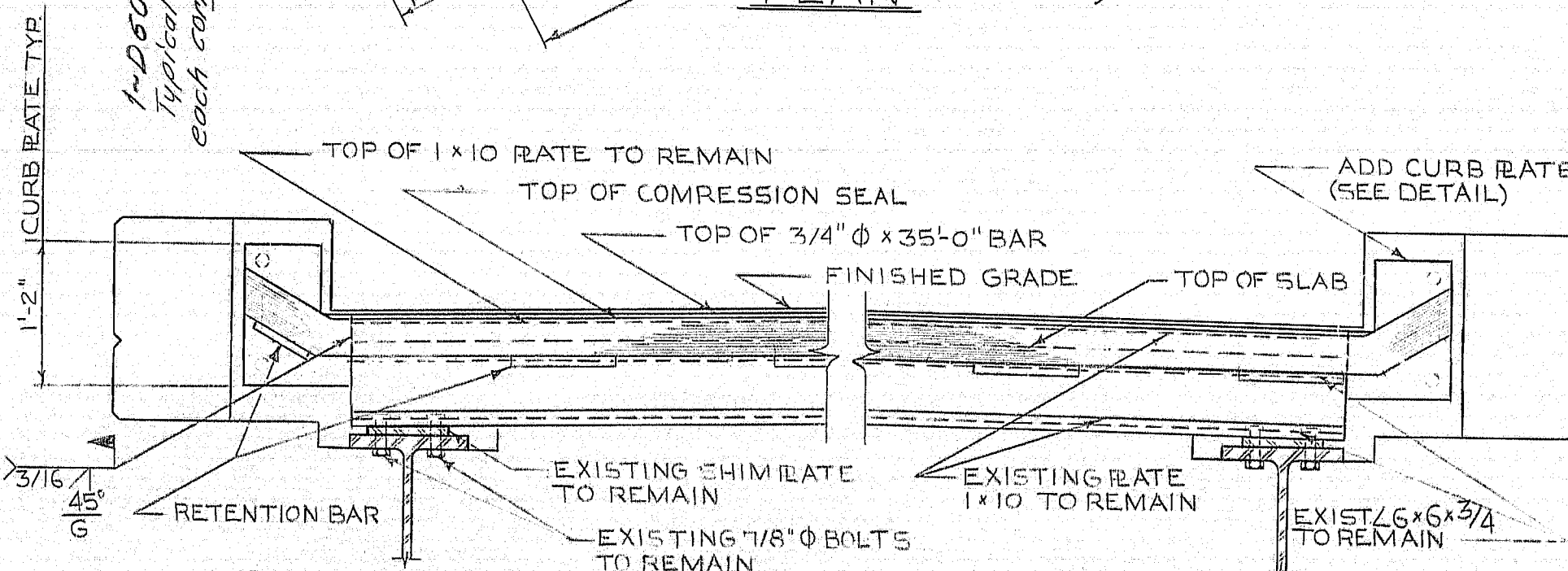
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	4-57
CHECKED	2-55
FIELD CHANGES	
PLANS	



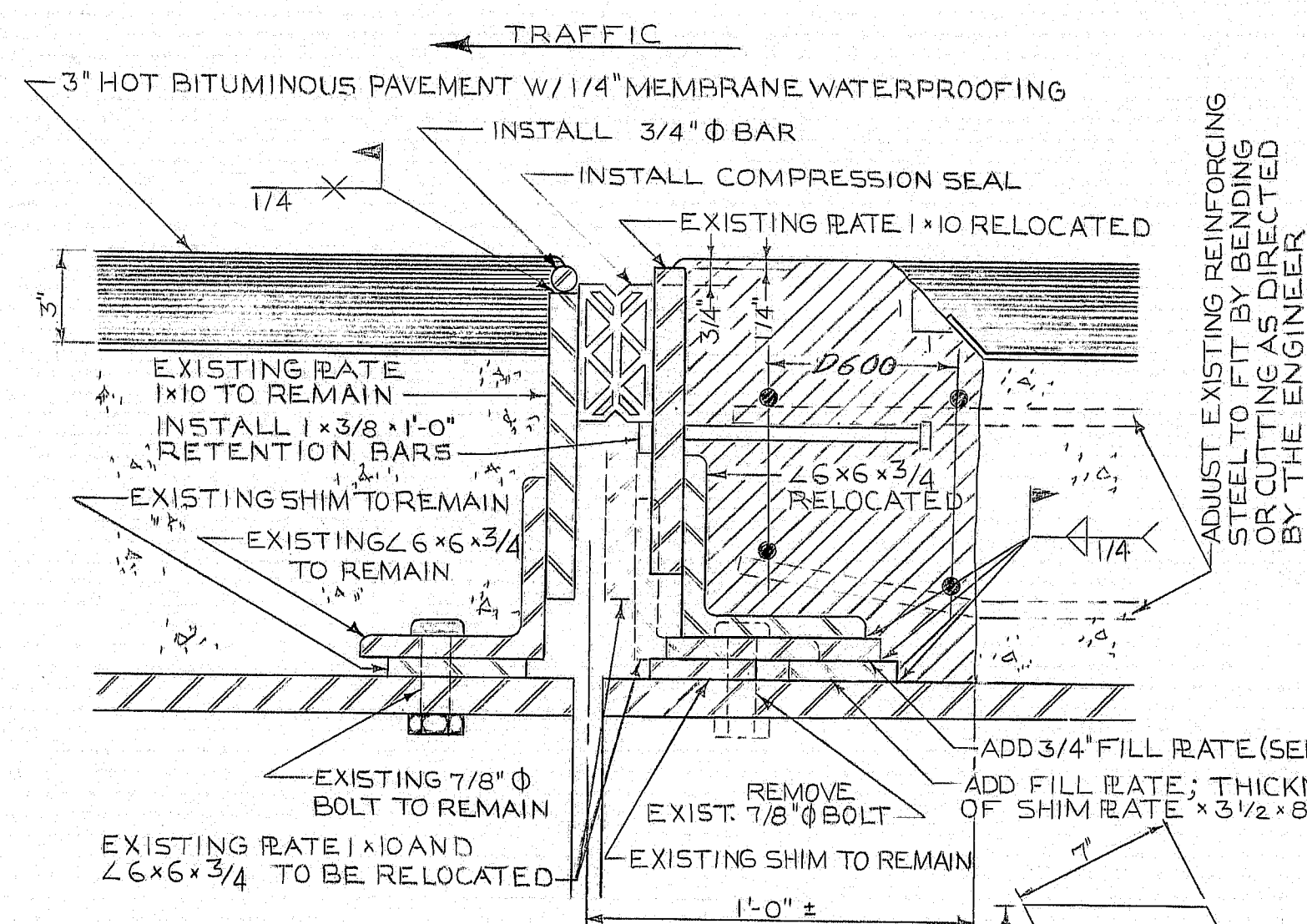
VIEW A-A



PLAN (for all Piers)

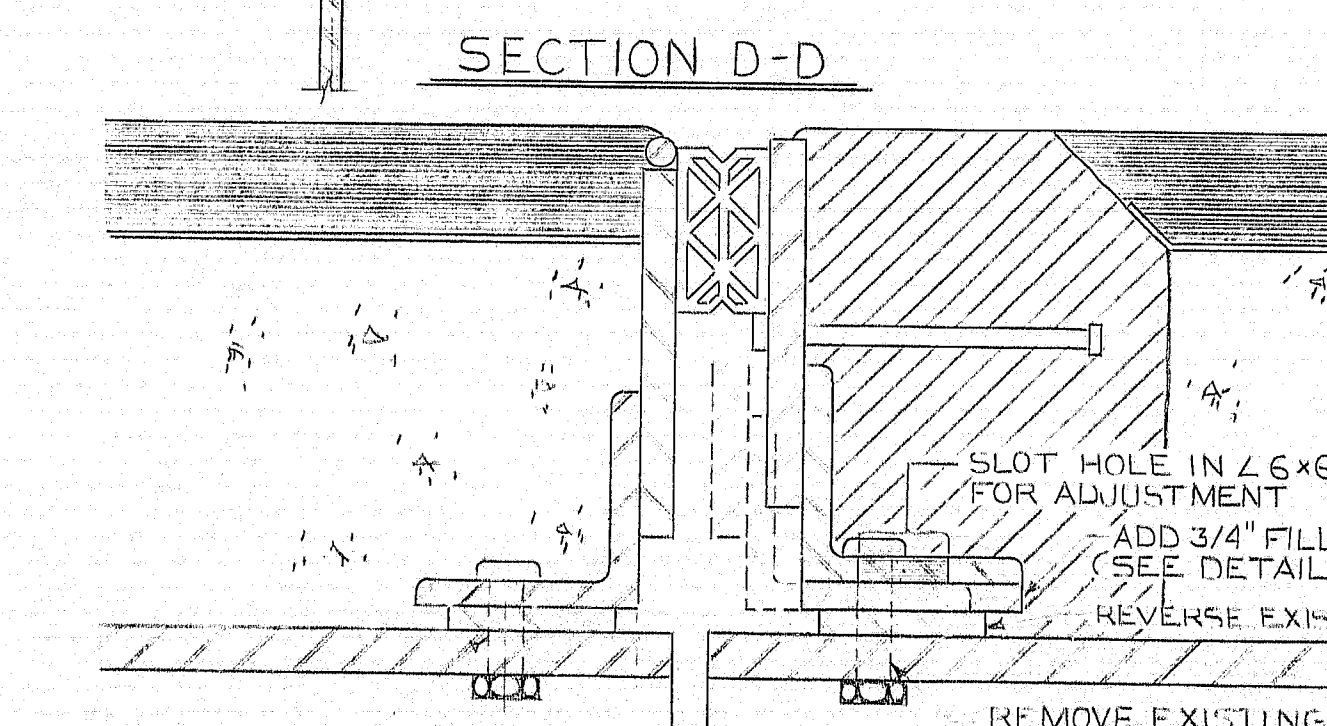
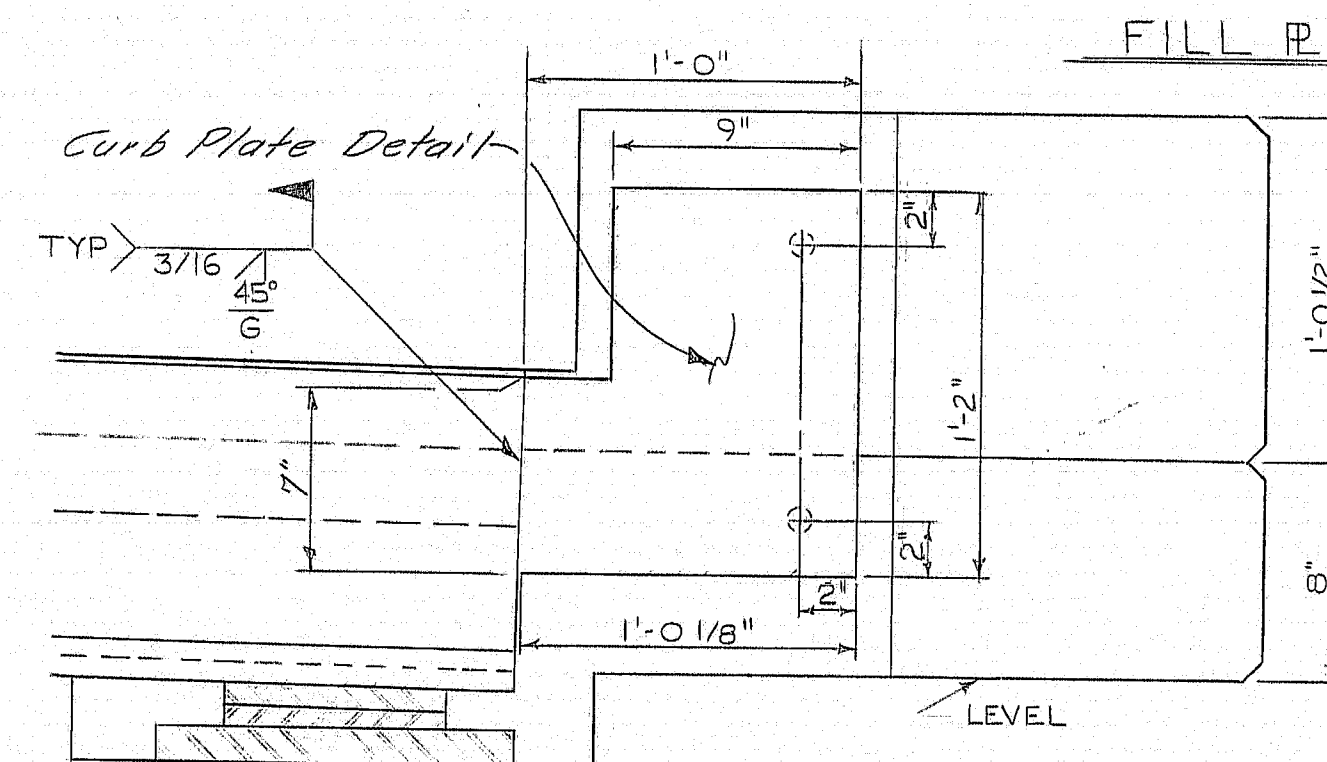


VIEW B-B

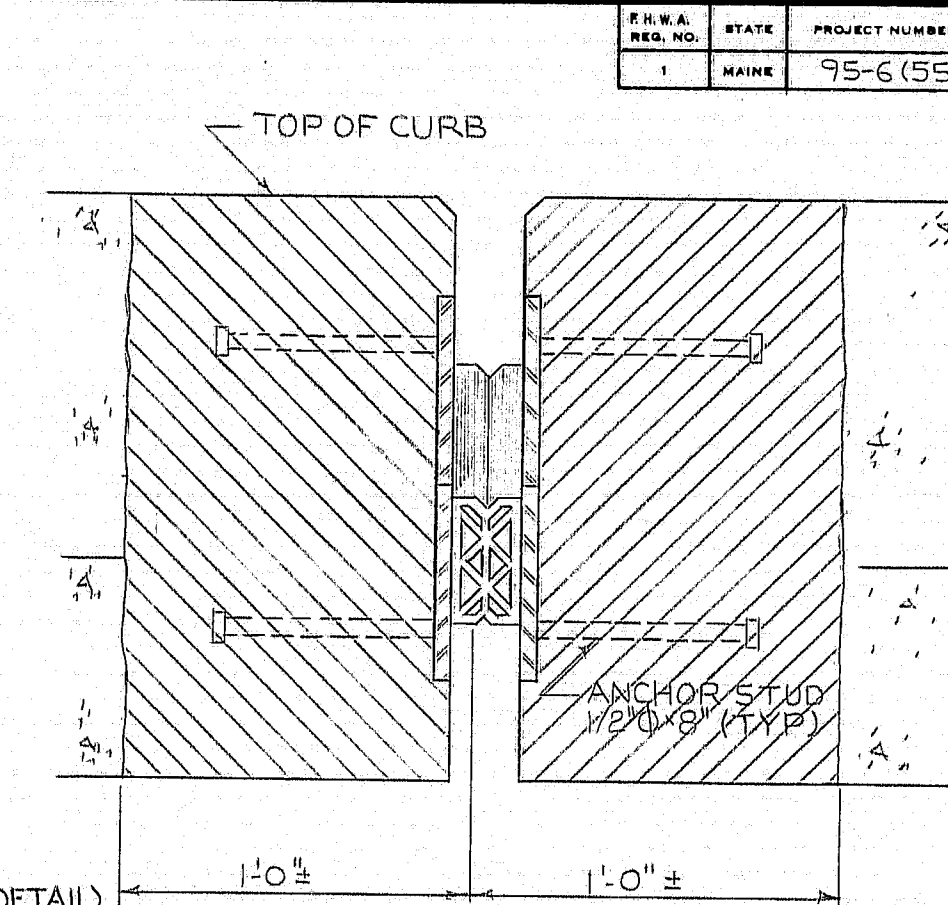


SECTION C-C

NOTE: TO RELOCATE EXPANSION DEVICE USE EITHER METHOD SHOWN IN SECTION C-C



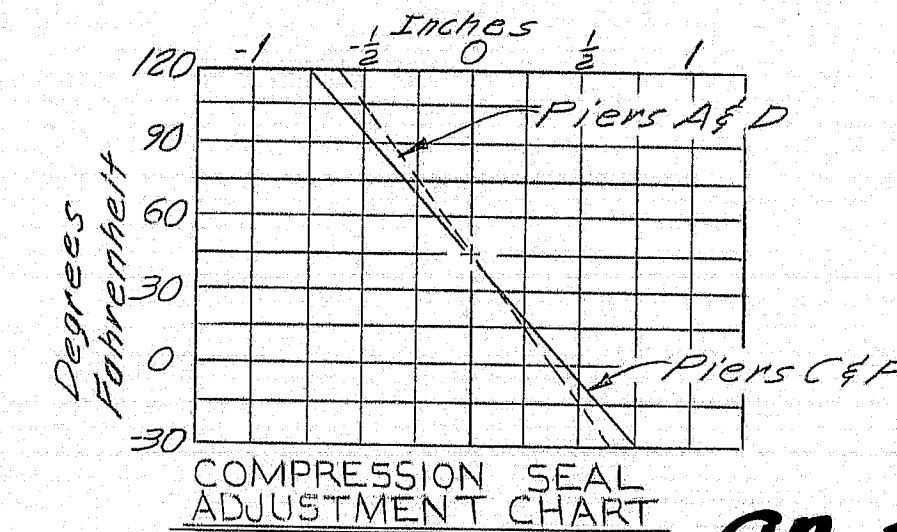
SECTION C-C



SECTION E-E

NOTES

1. THE SEALS TO BE FURNISHED SHALL HAVE A MINIMUM MOVEMENT RATING OF:
PIERS B,E = 1/2"
PIERS A,C,D,F = 15/8"
2. THE SEAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO FABRICATION OF THE JOINT ARMOR.
3. THE JOINT OPENING WILL VARY DEPENDING ON THE DIMENSIONS OF THE SEAL SELECTED BY THE CONTRACTOR. THE JOINT OPENING SHALL BE SET ACCORDING TO THE OPENING SHOWN ON THE APPROVED SHOP DETAIL DRAWINGS.
4. THE COMPRESSION SEAL ADJUSTMENT CHART SHOWS THE ADJUSTMENT NECESSARY TO ADJUST THE JOINT OPENING SHOWN ON THE SHOP DETAIL DRAWINGS FOR TEMPERATURES OTHER THAN 45°F. ADJUSTMENT IS TO BE MEASURED PARALLEL TO THE CENTERLINE OF CONSTRUCTION.

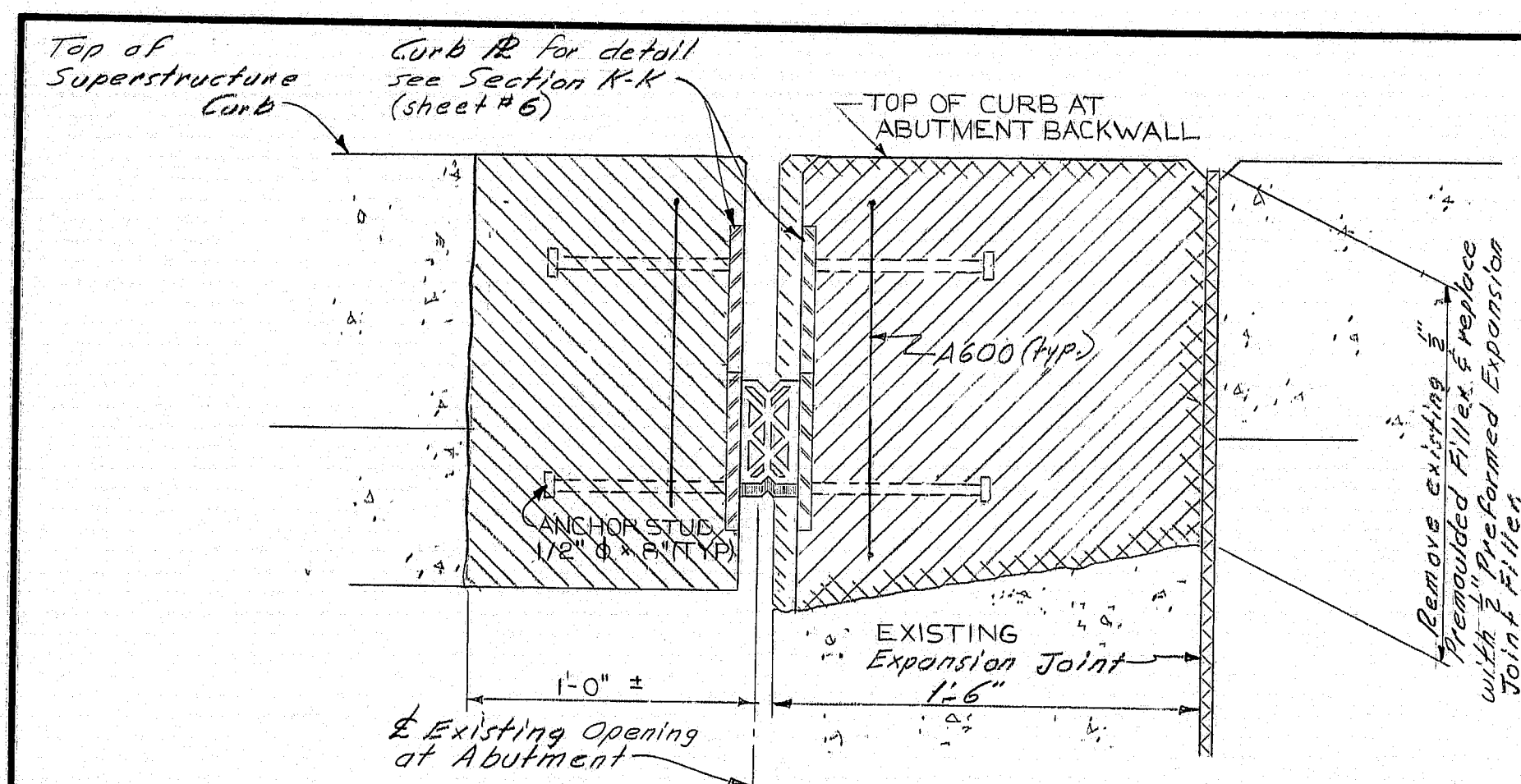


97-312

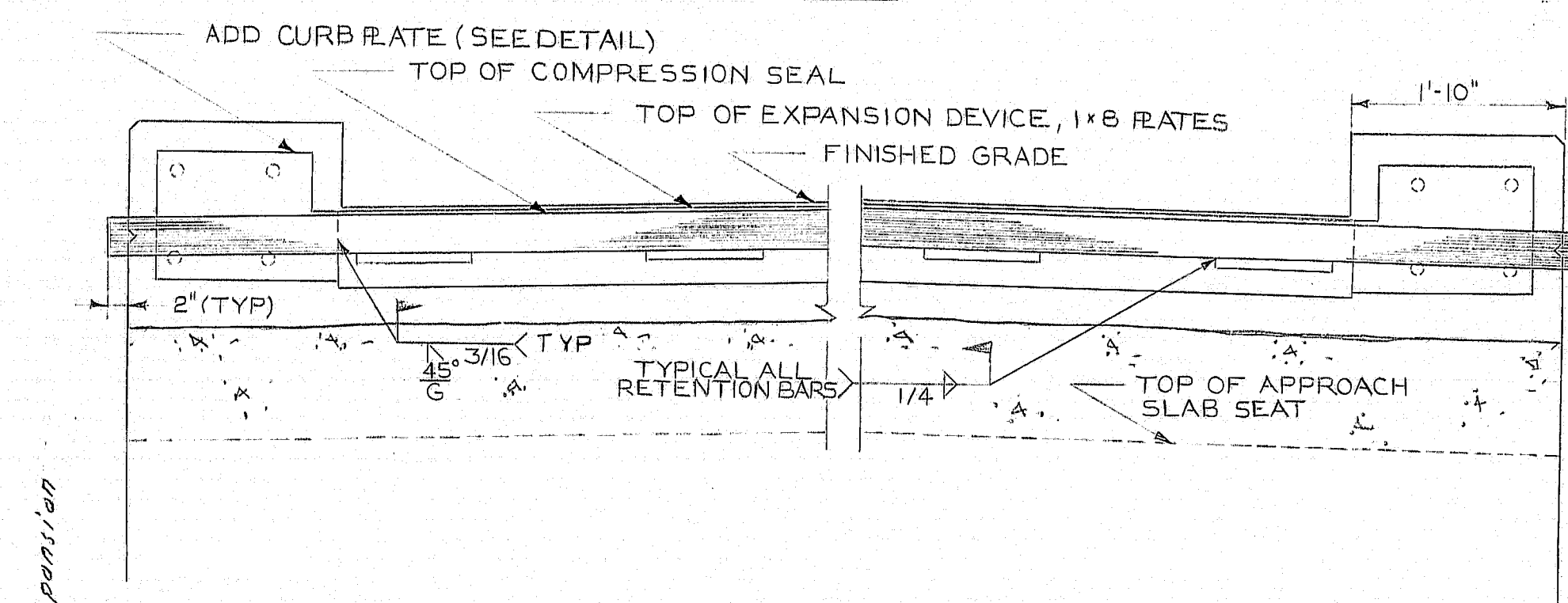
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
M.C.R.R. &
COUNTY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
JOINT DETAILS
SHEET 2 OF 23 AUGUSTA, MAINE

PROJECT	DESIGN	ENGINEER	DATE
PLANS	DESIGN-DETAILED	SBD/SSP	6-82
	CHECKED	JEP	7-84
	FIELD CHANGES		

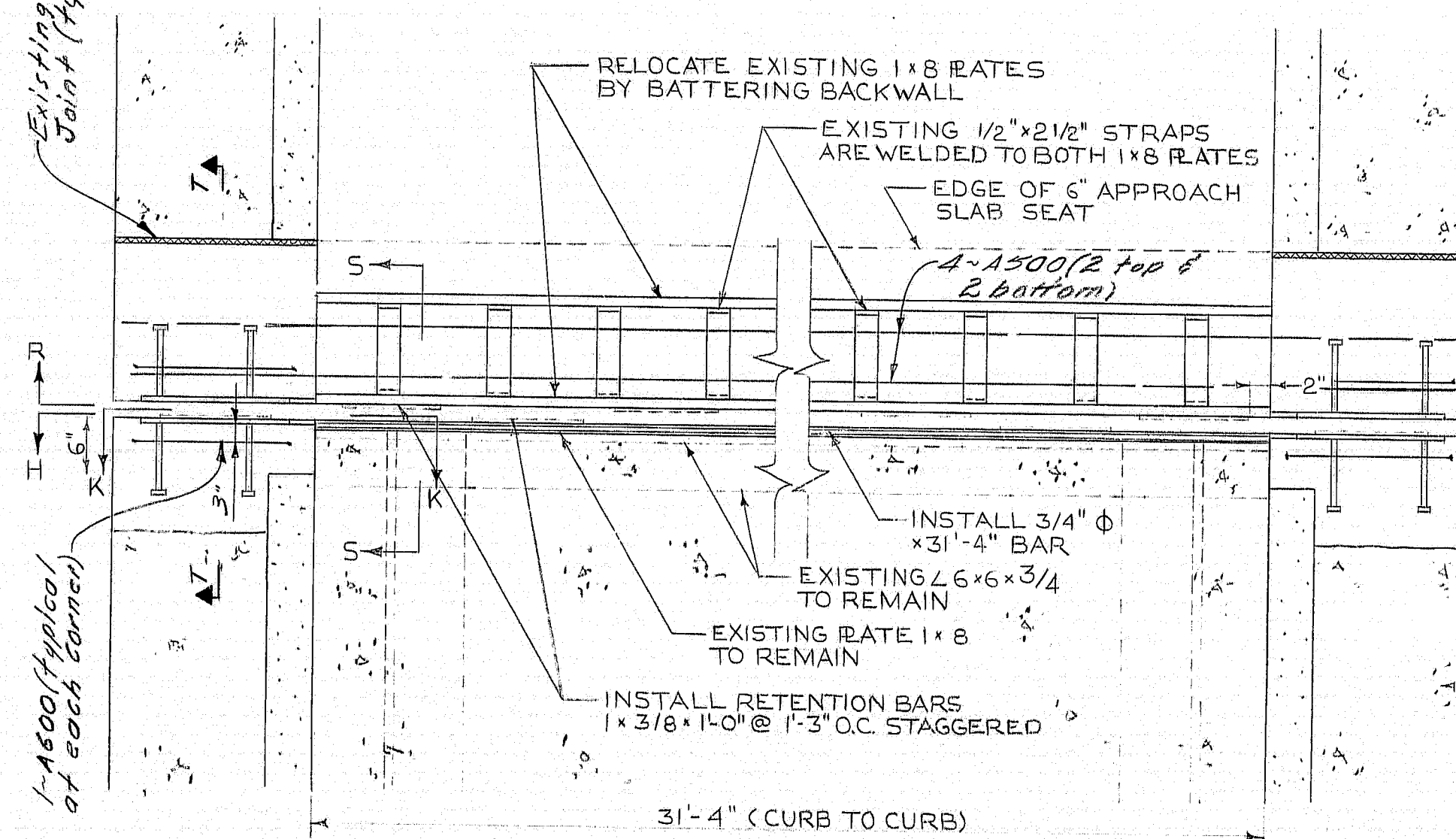
BRIDGE 44122 45701



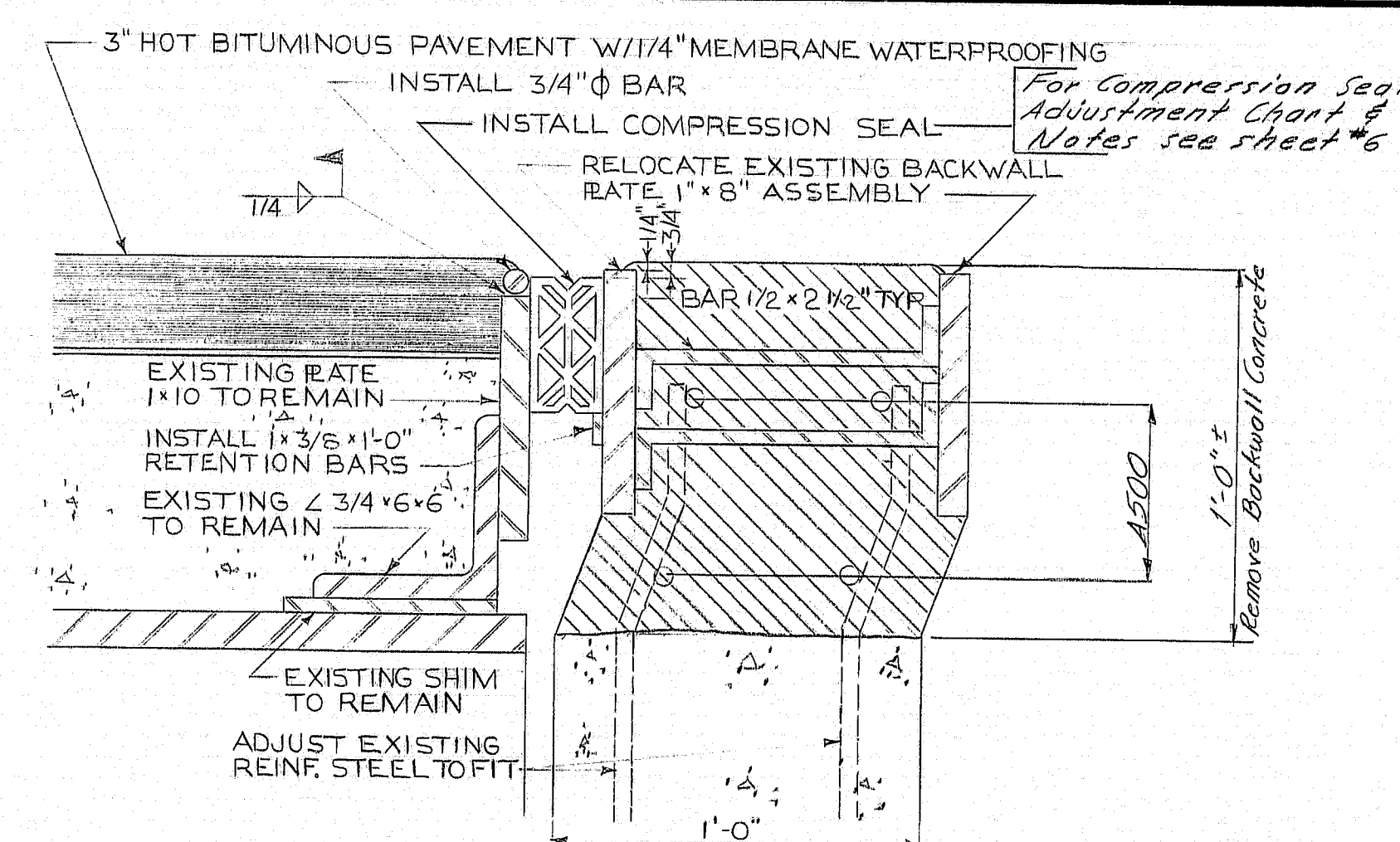
SECTION T-T



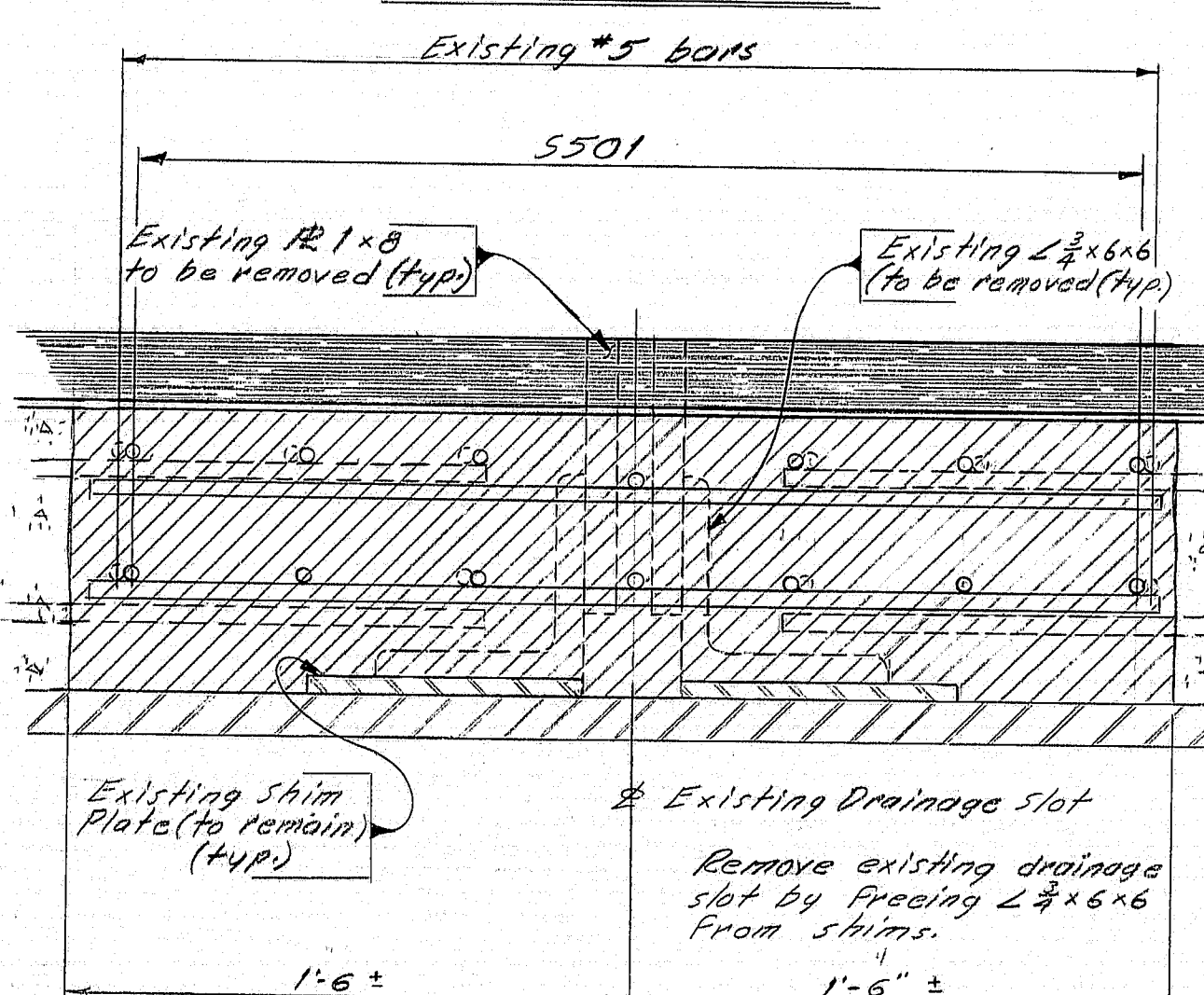
VIEW R-R



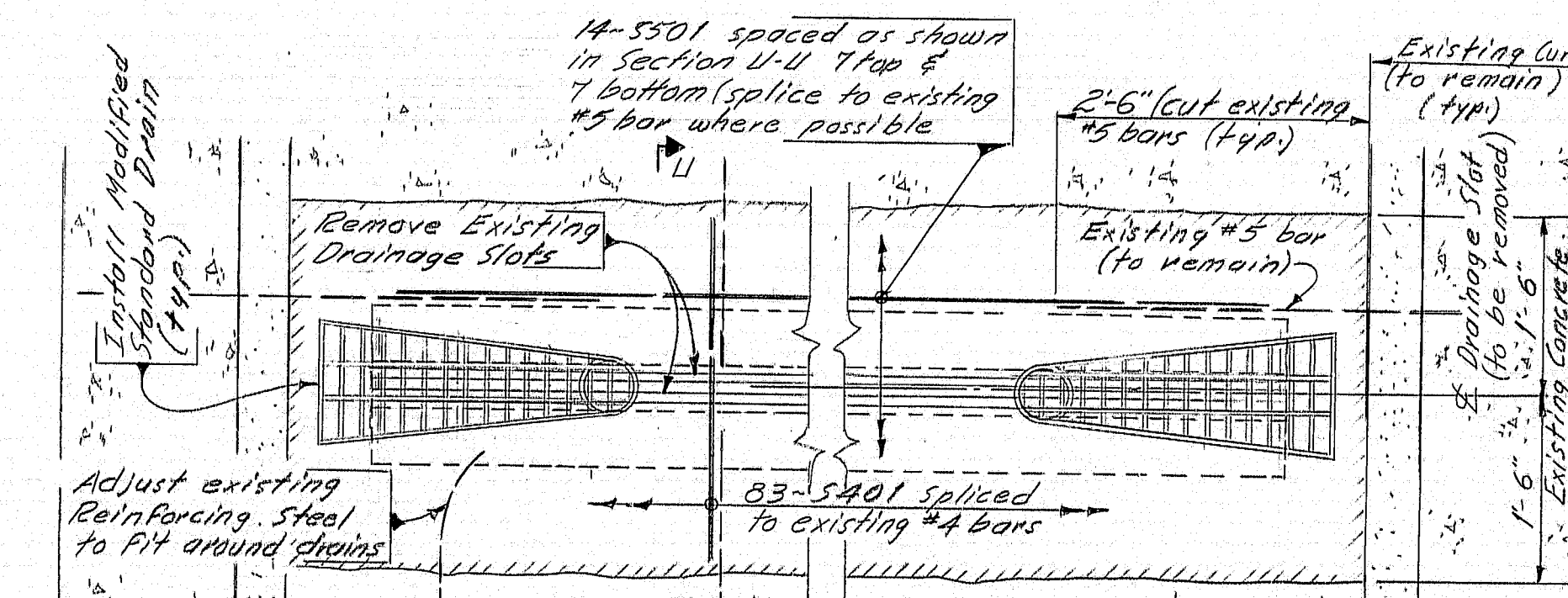
PLAN (@ ABUTMENT #1)



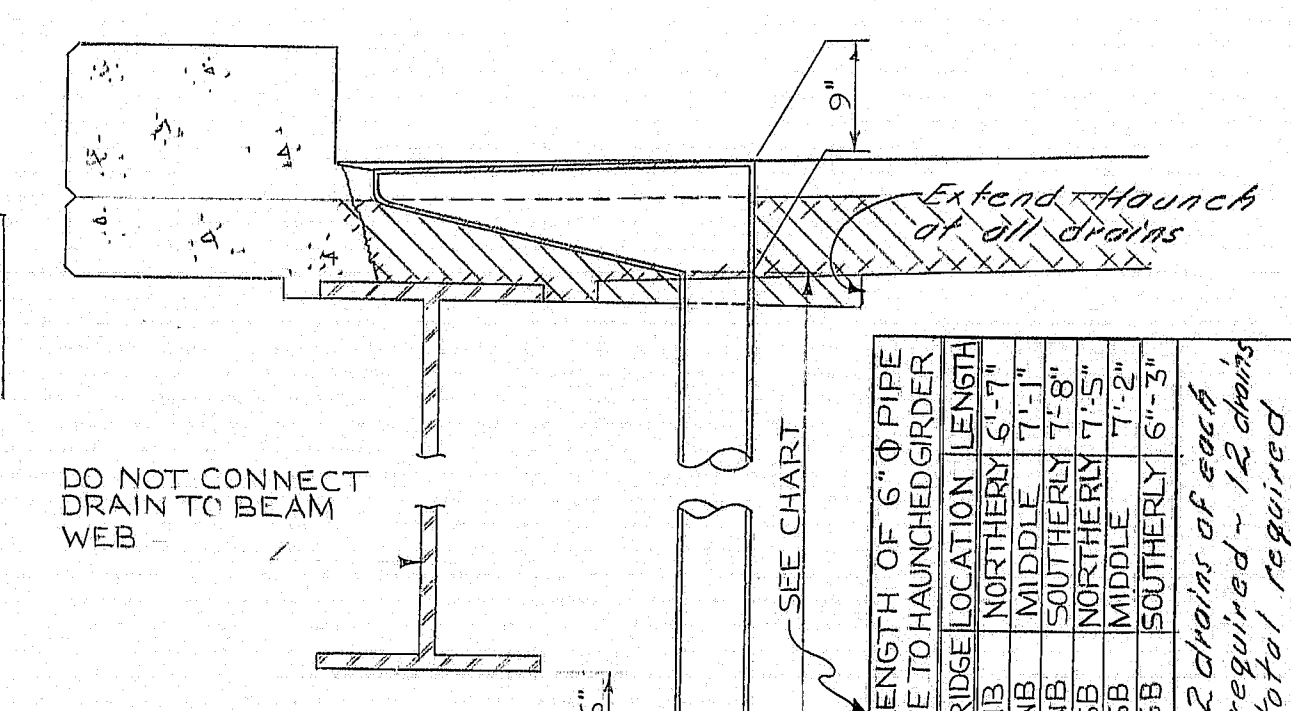
SECTION S-S



SECTION U-U



PLAN (@ DRAINAGE SLOTS)



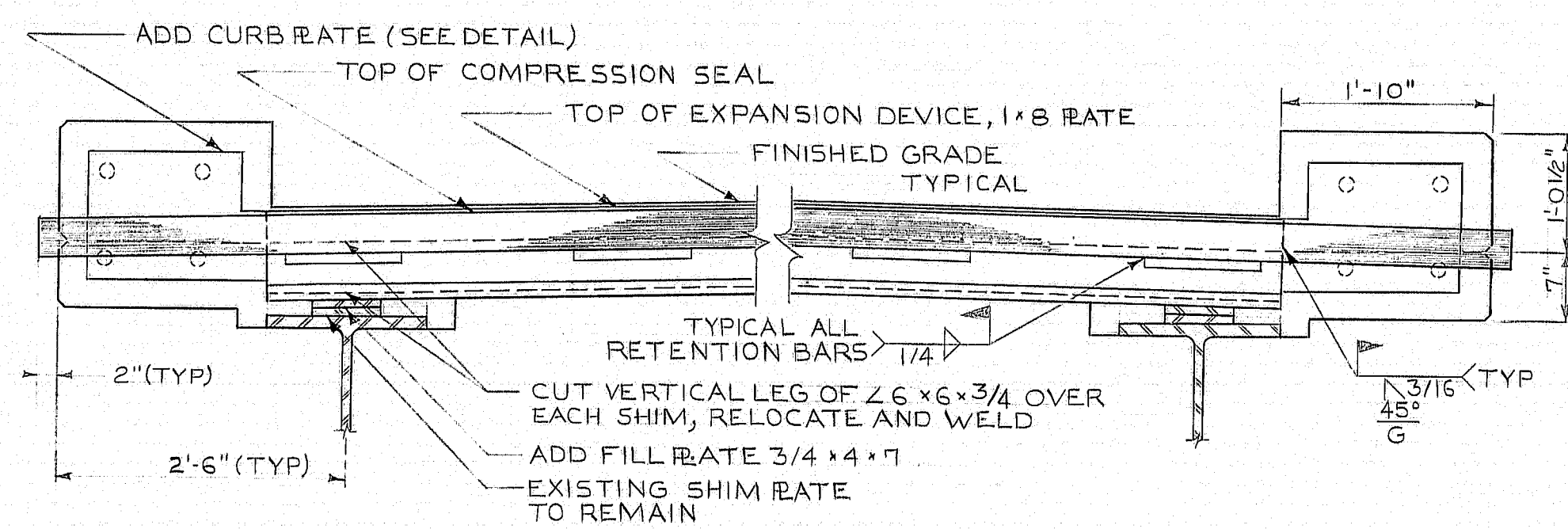
MODIFIED STANDARD BRIDGE DRAIN
EXCEPT FOR MODIFICATION 5 SHOWN, USE STANDARD DETAIL (BD 126-81) FOR BRIDGE DRAINS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD
IN THE CITY OF
WATERVILLE
JOINT AT ABUTMENT No. 1
DRAINAGE SLOTS & MODIFIED DRAINS
SHEET 5 OF 23 AUGUSTA, MAINE

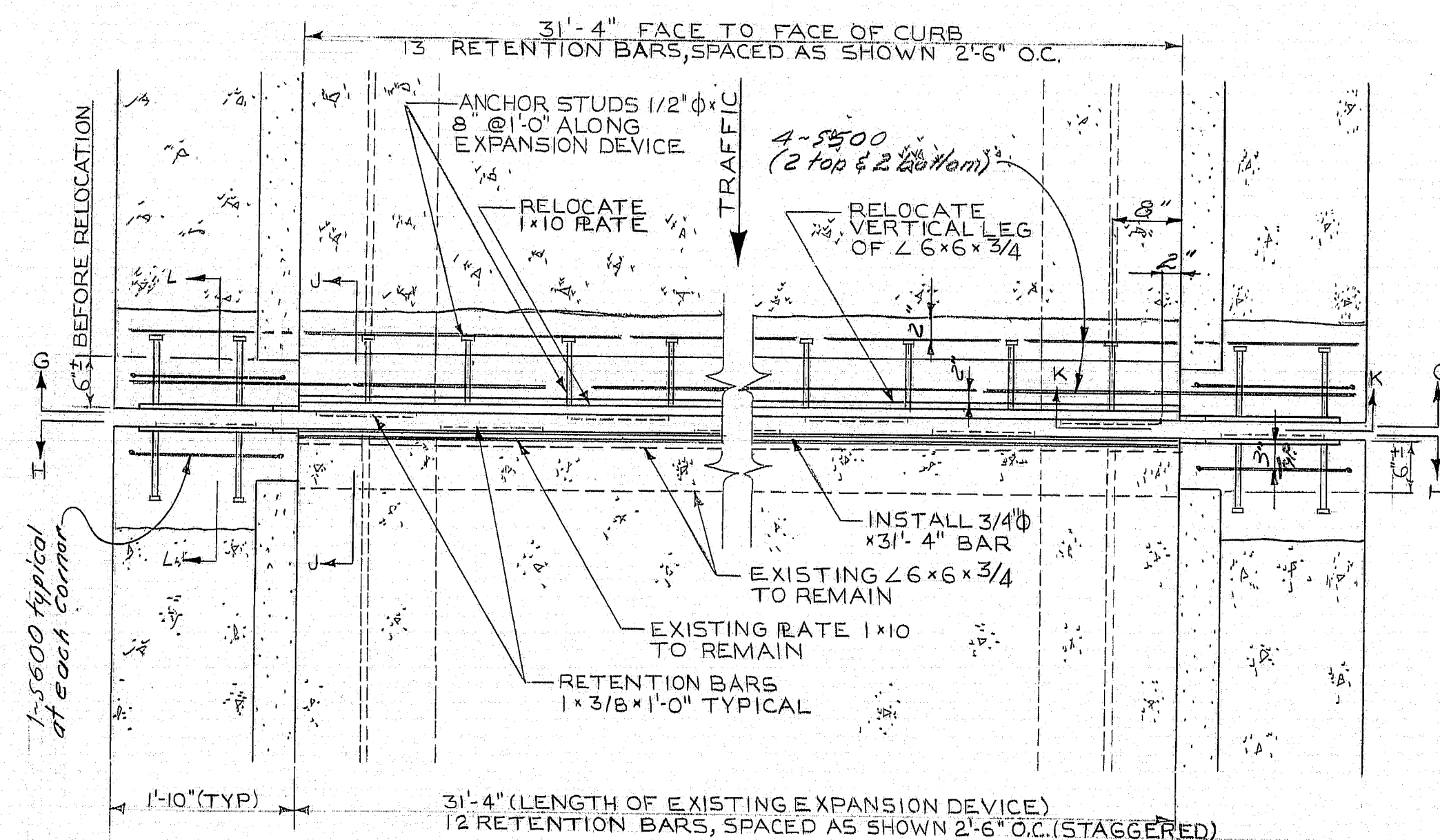
97-313

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	4-57
CHECKED	2-58
FIELD CHANGES	
PLANS	

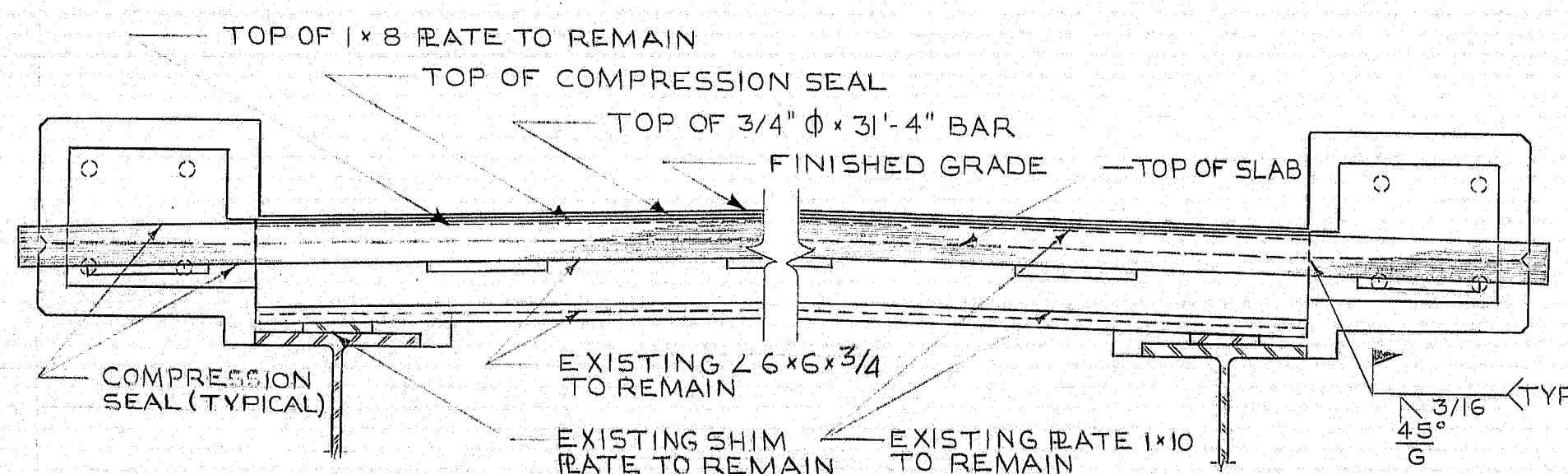
BRUNING 44-132-457(1)



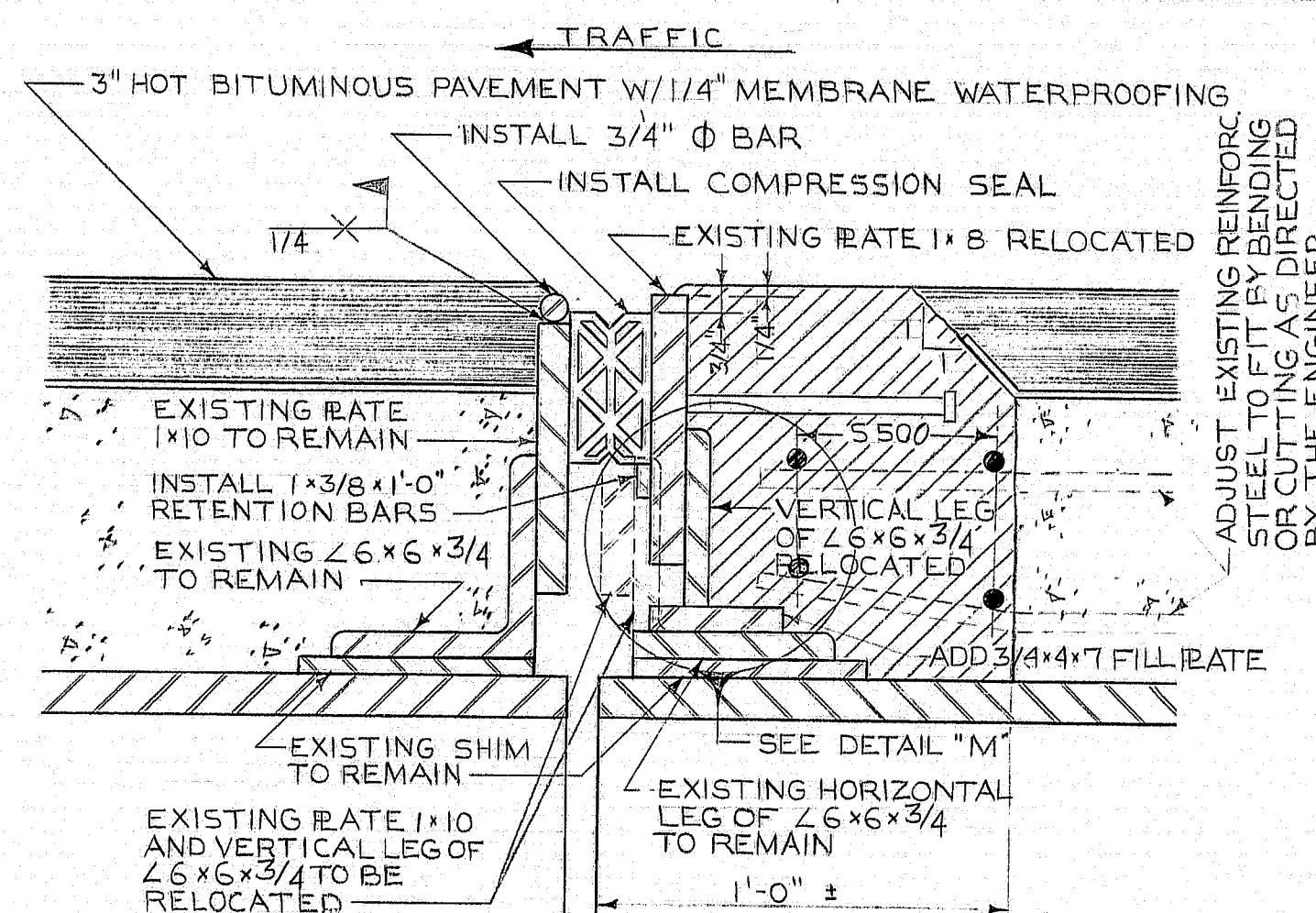
VIEW G-G



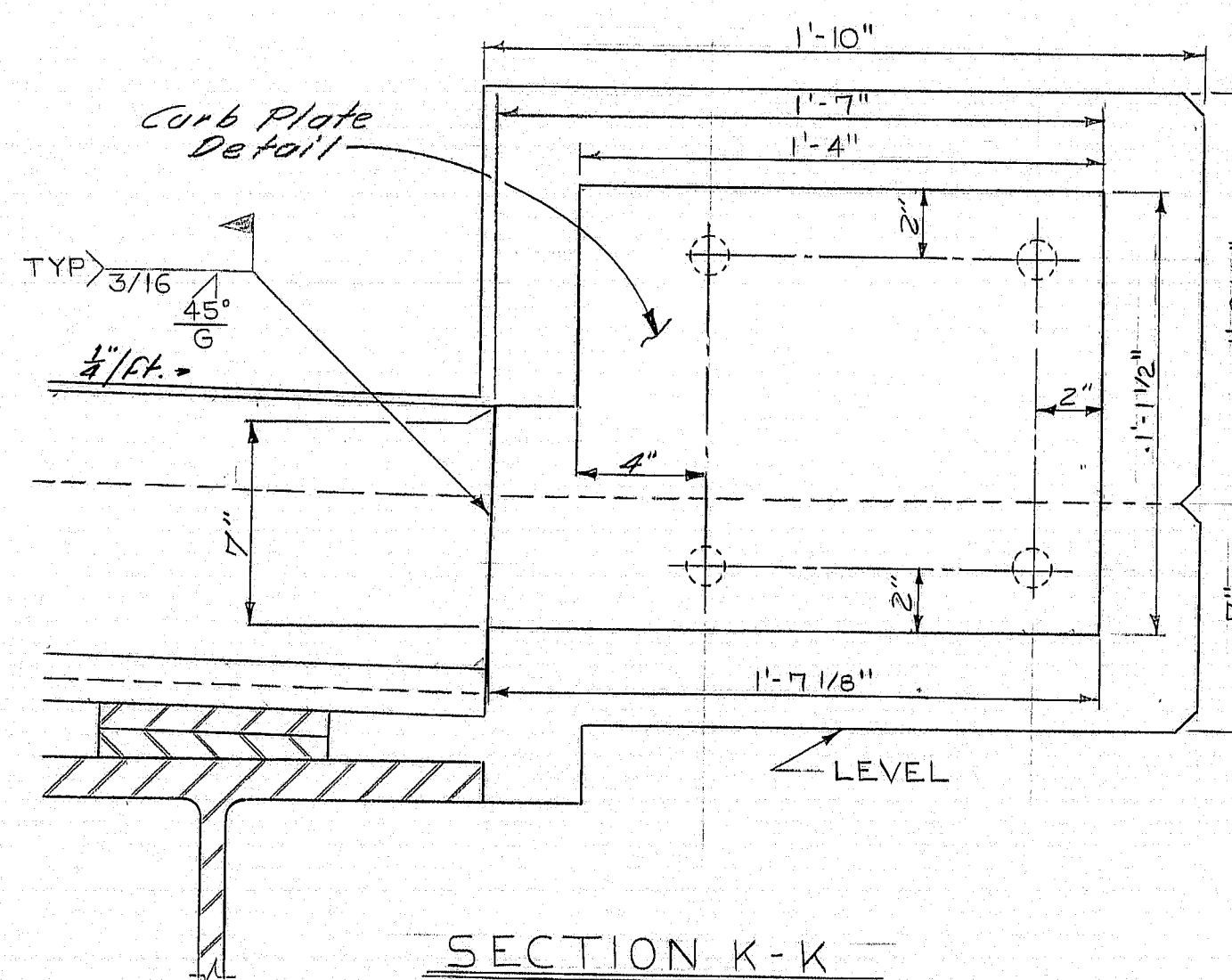
PLAN (PIERS E, G, J, P, R, T)



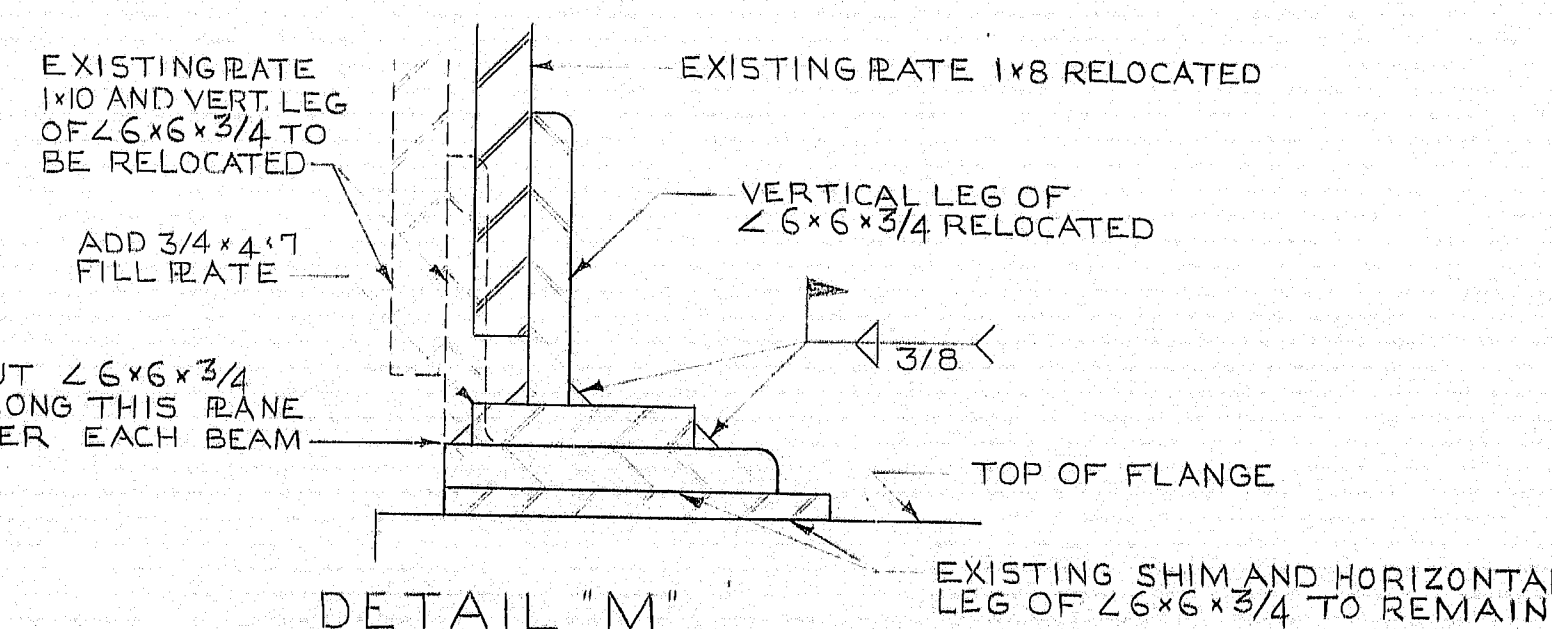
VIEW H-H



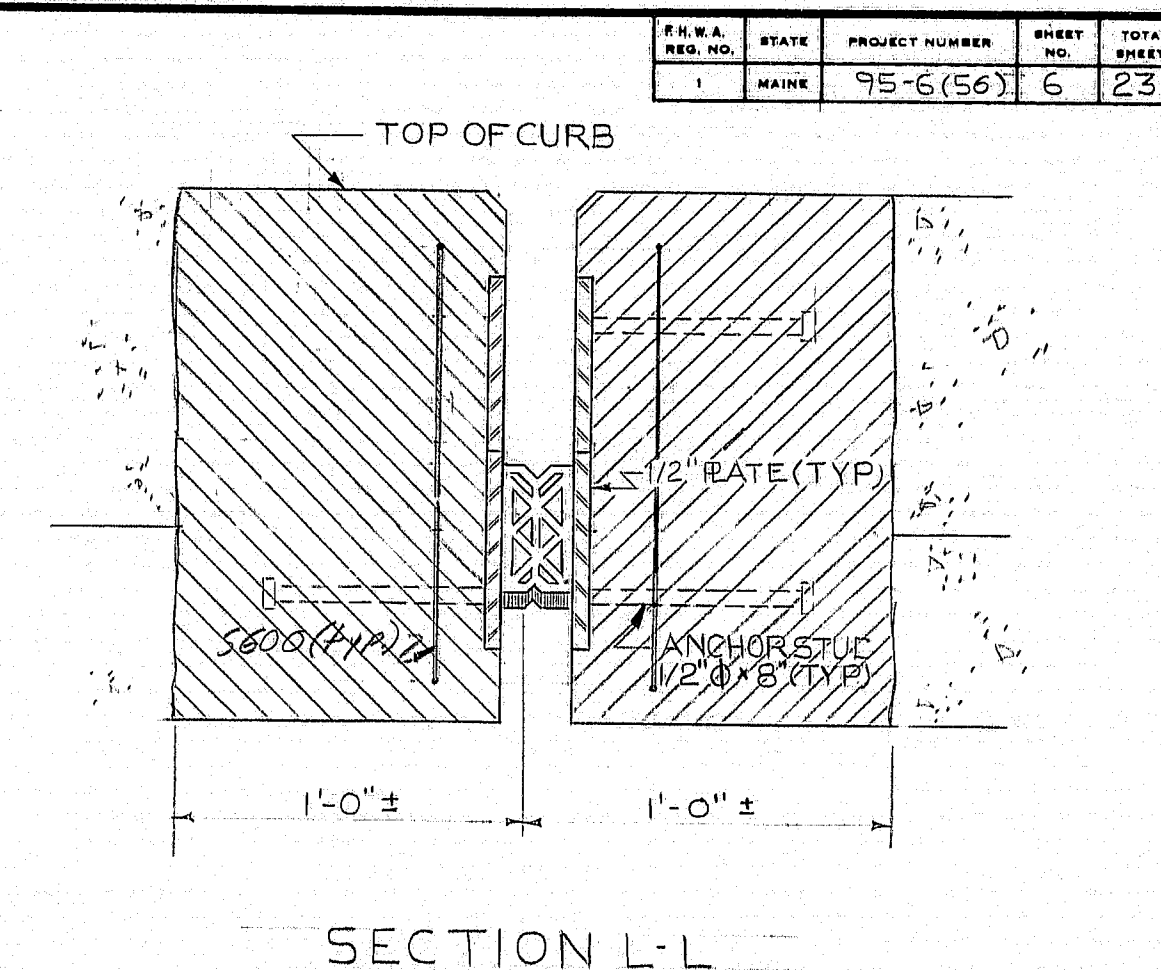
SECTION J-J



SECTION K-K



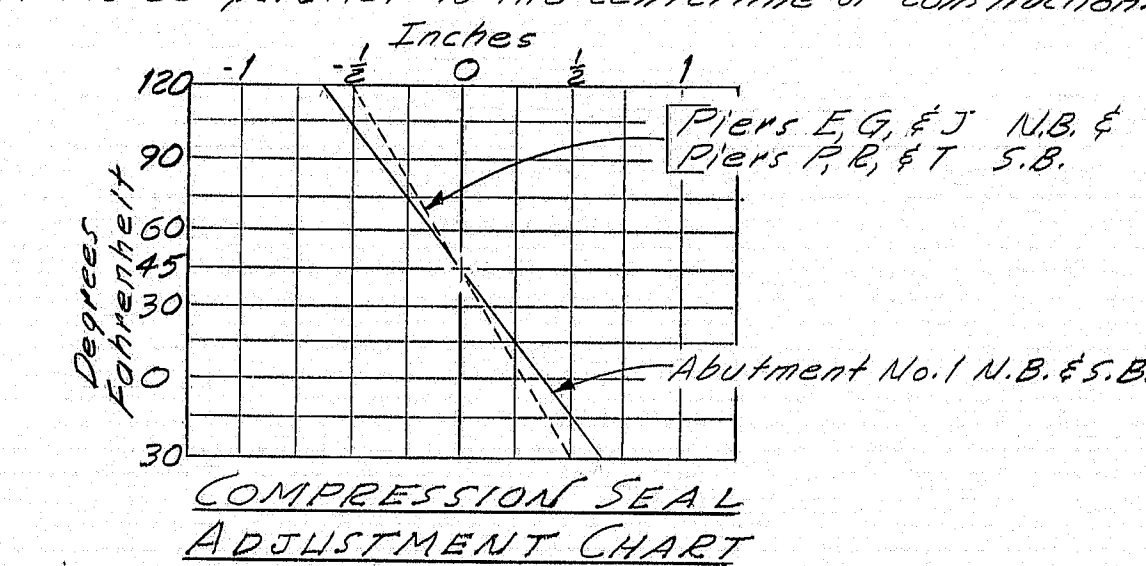
DETAIL "M"



SECTION L-L

COMPRESSION SEAL NOTES

- The seal to be furnished shall have a minimum Movement Rating of:
Abutment #1 N.B. & S.B. 16"
Piers E, G & J S.B. 8"
Piers P, R & T N.B. & S.B.
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

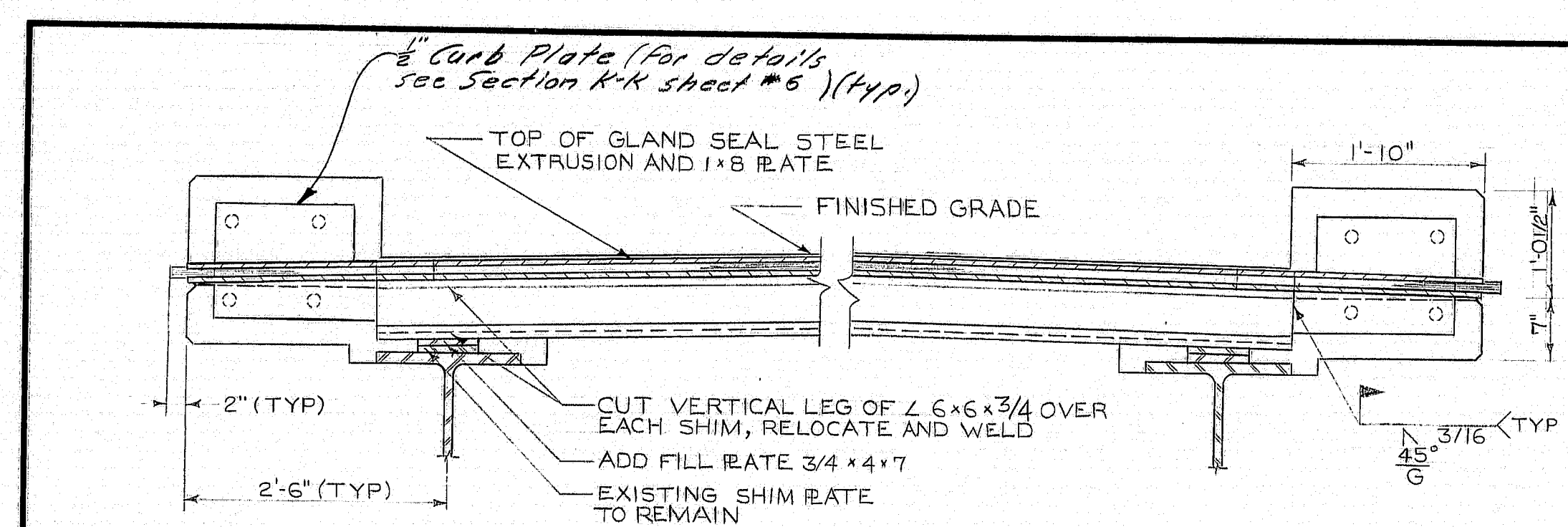


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD
IN THE CITY OF
WATERVILLE
KENNEBEC COUNTY
JOINT DETAILS (COMPRESSION SEALS)

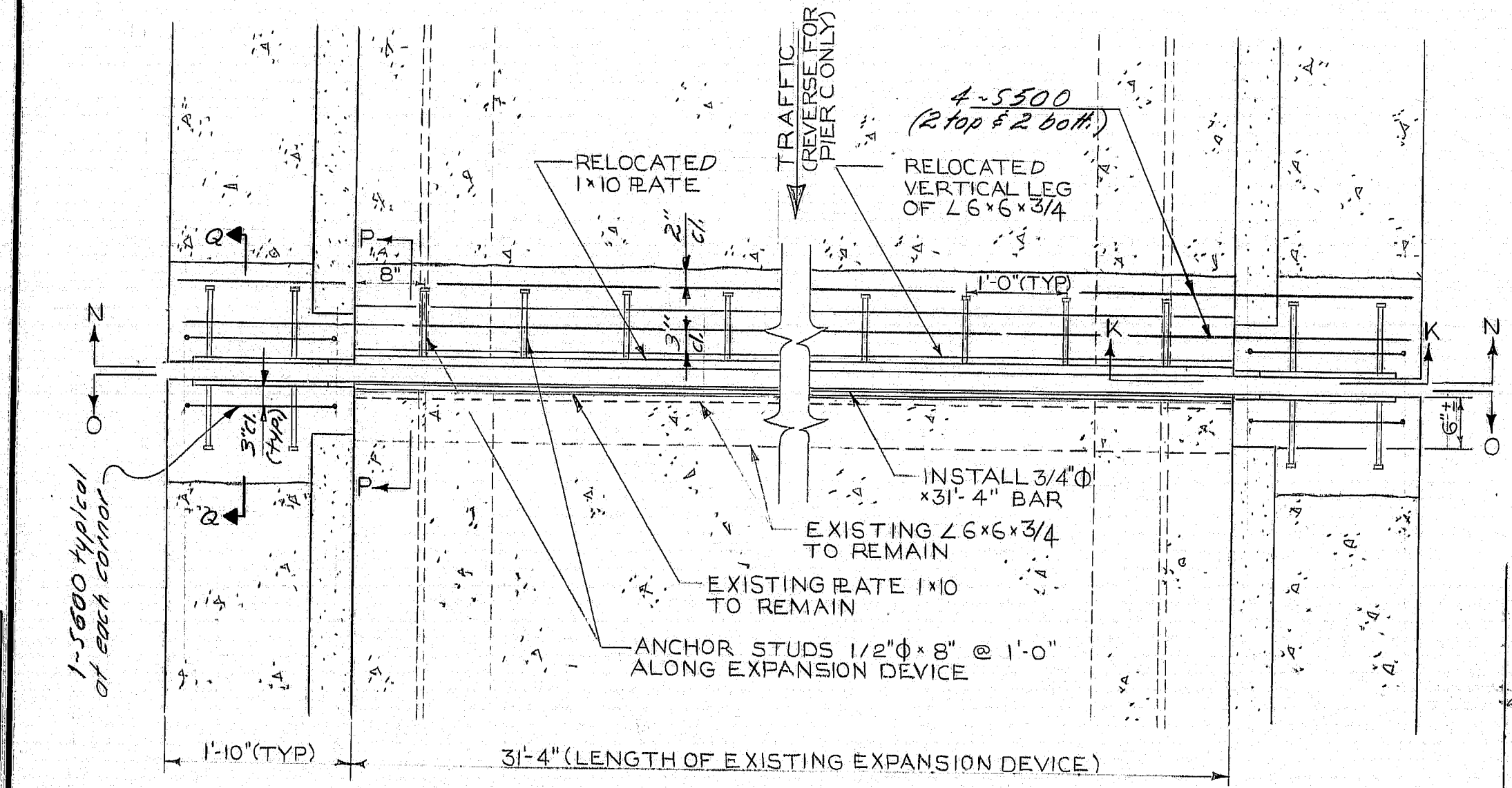
97-314

SHEET 6 OF 23 AUGUSTA, MAINE

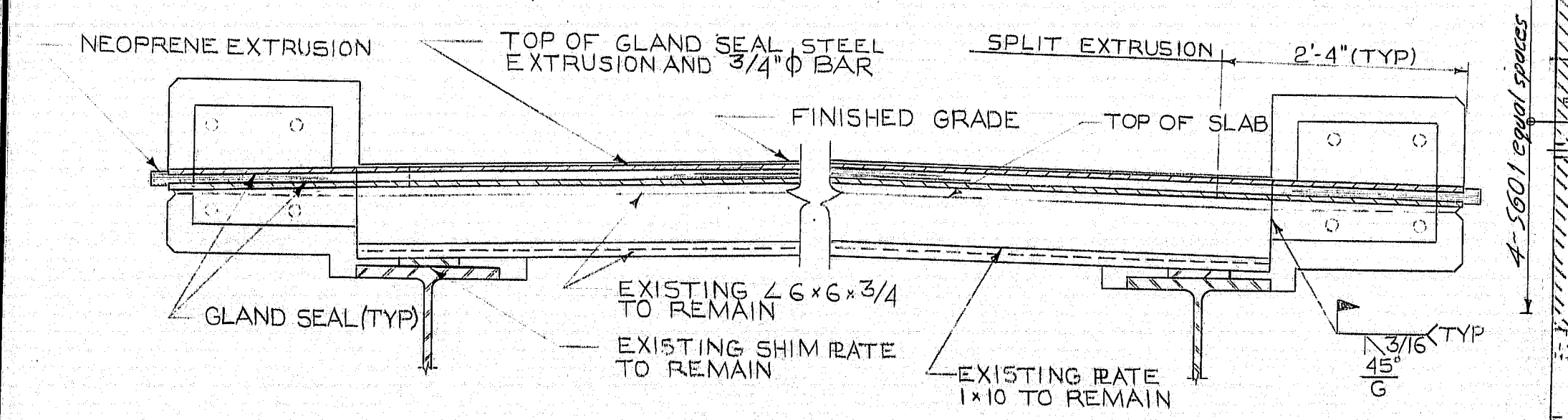
PROJECT ENGINEER	DATE	BY
DESIGNED	12-23-95	SHD/BRP
CHECKED	1-10-96	SHD
REVISIONS		
FIELD CHANGES		



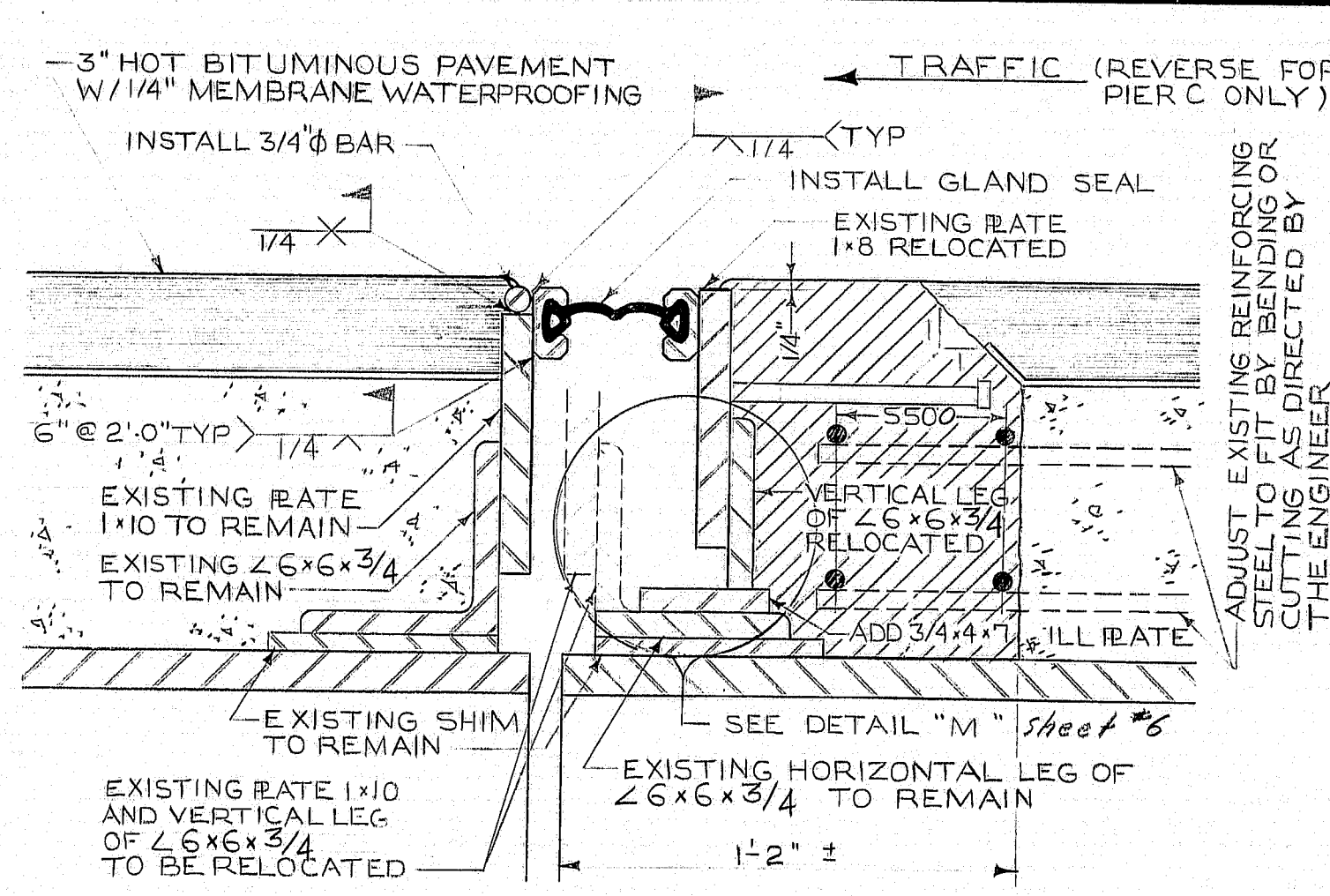
VIEW N-N



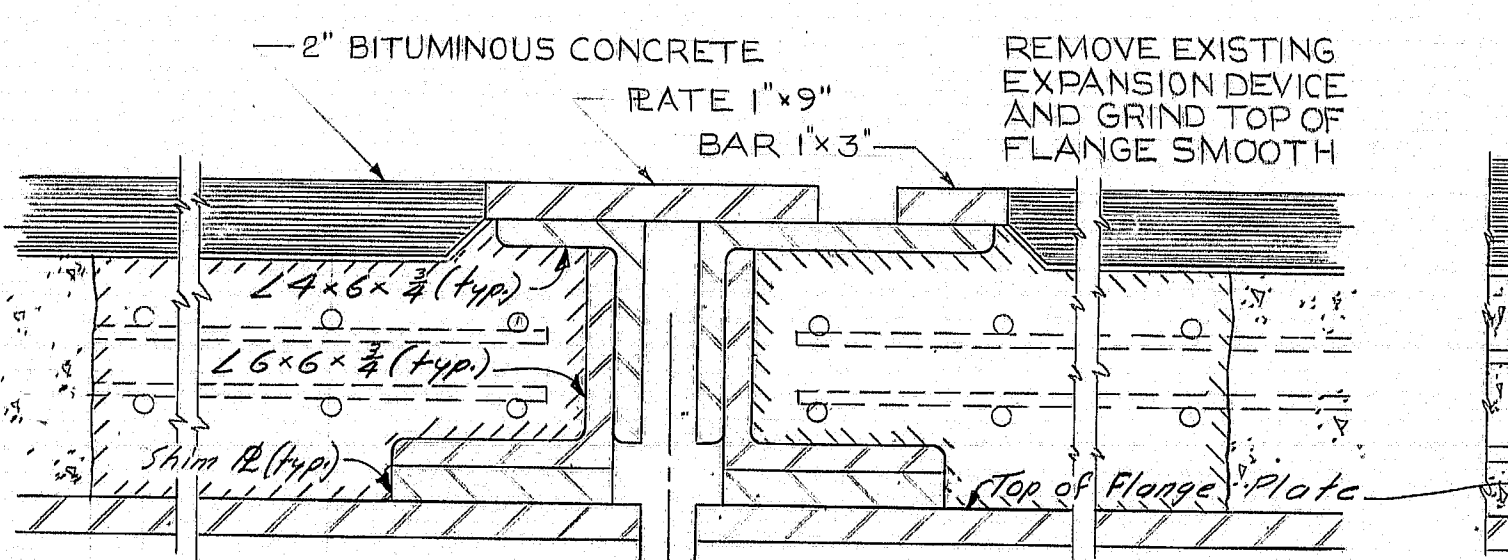
PLAN (PIERS C,D,F,H,K,N,Q,Q,S,U)



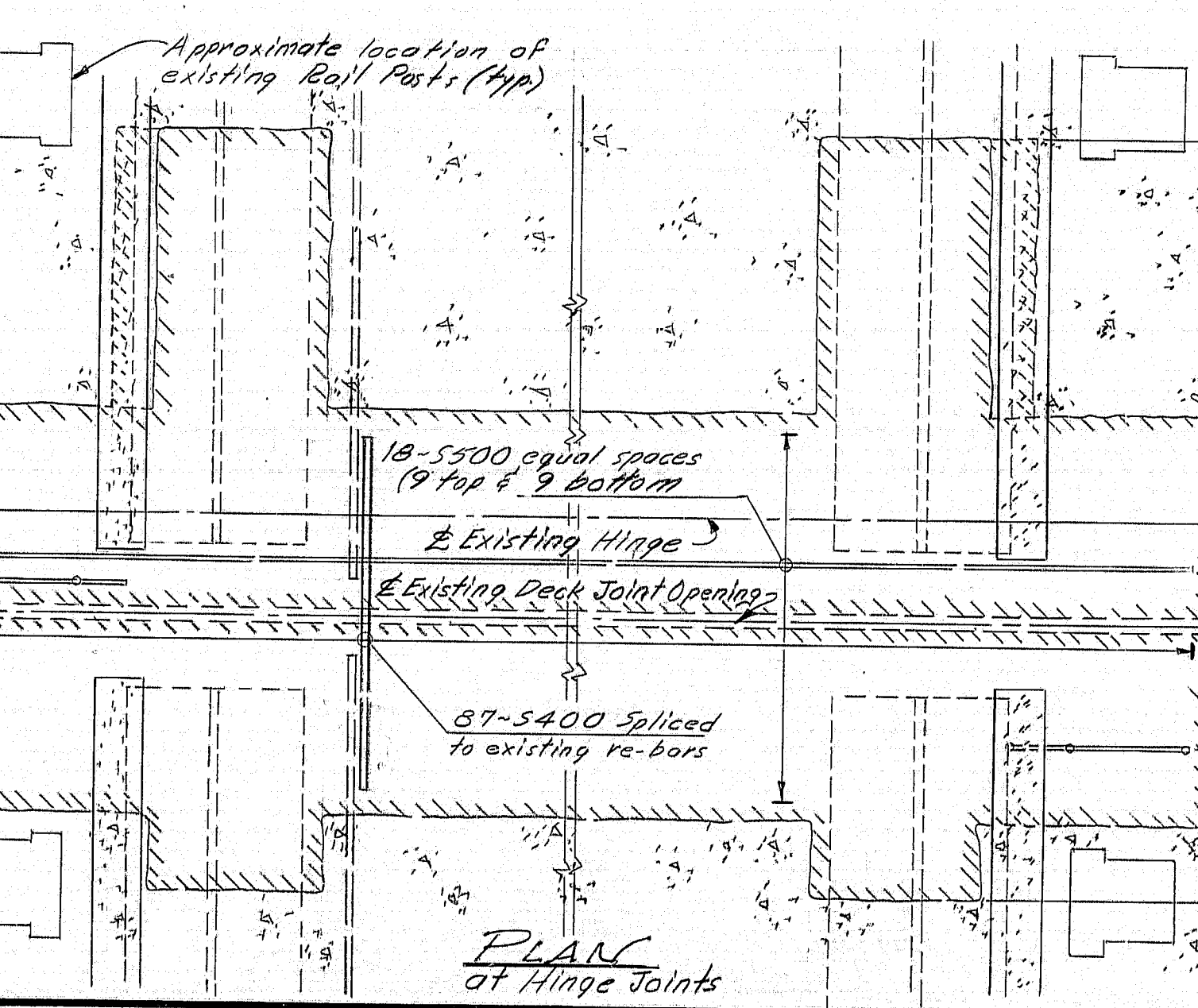
VIEW O-O



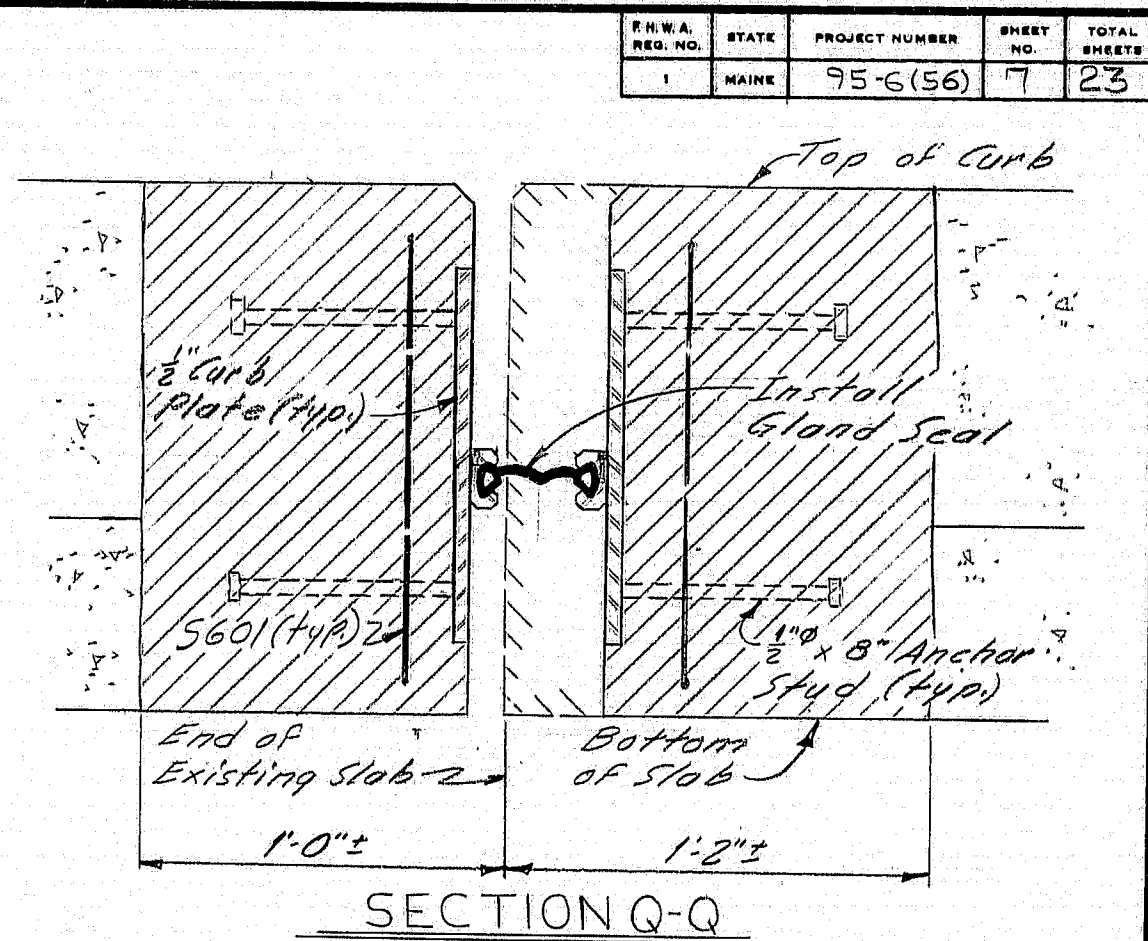
SECTION P-P



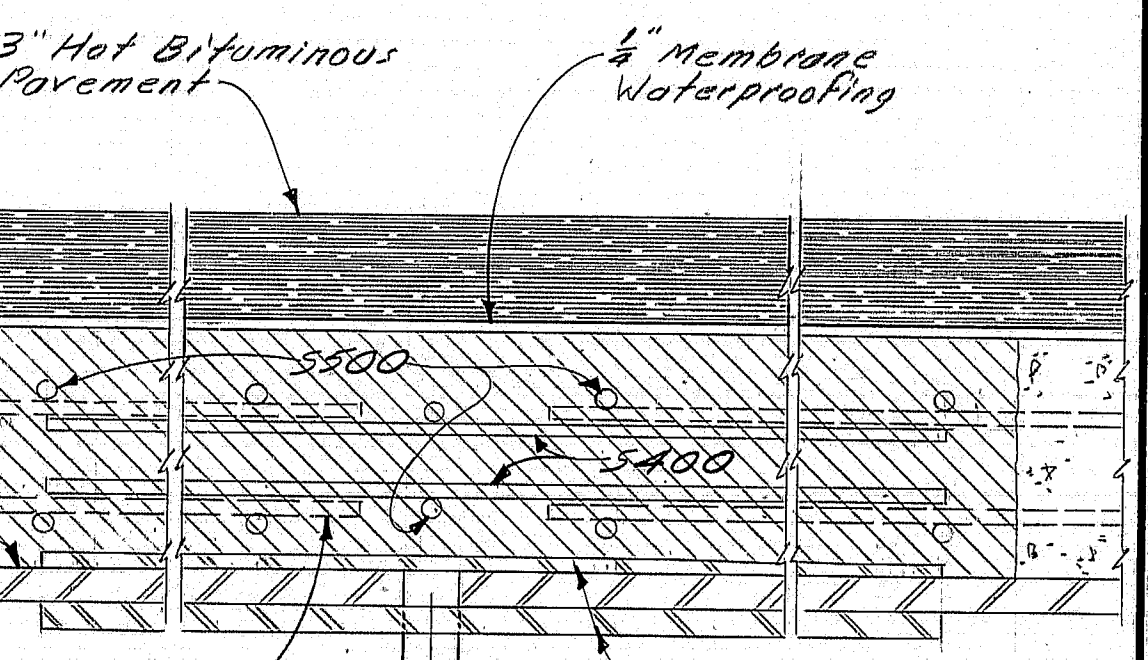
EXISTING SECTION (@ HINGE JOINTS)



PLAN at Hinge Joints



SECTION Q-Q

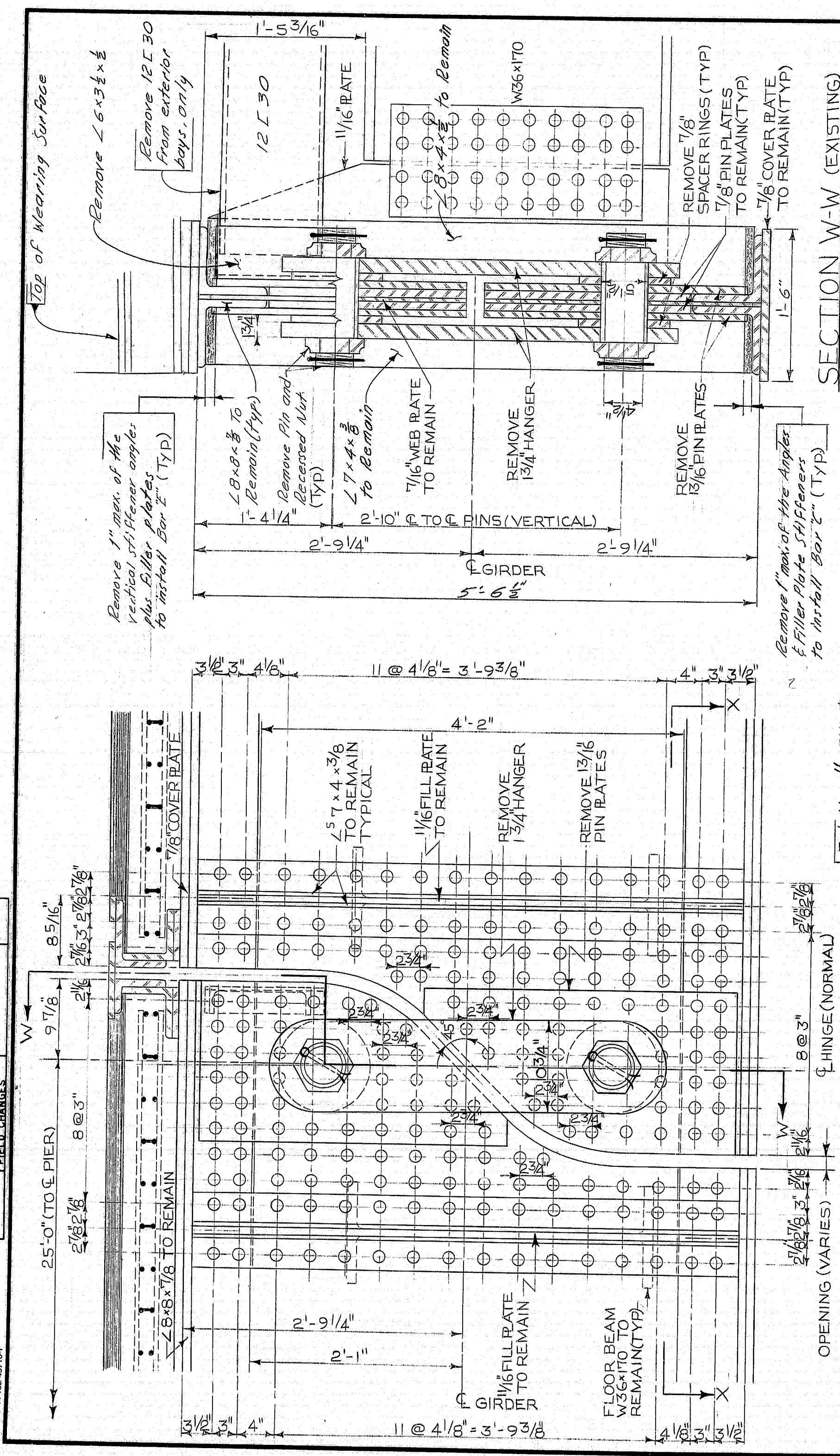


SECTION AT HINGE JOINT (New Construction)

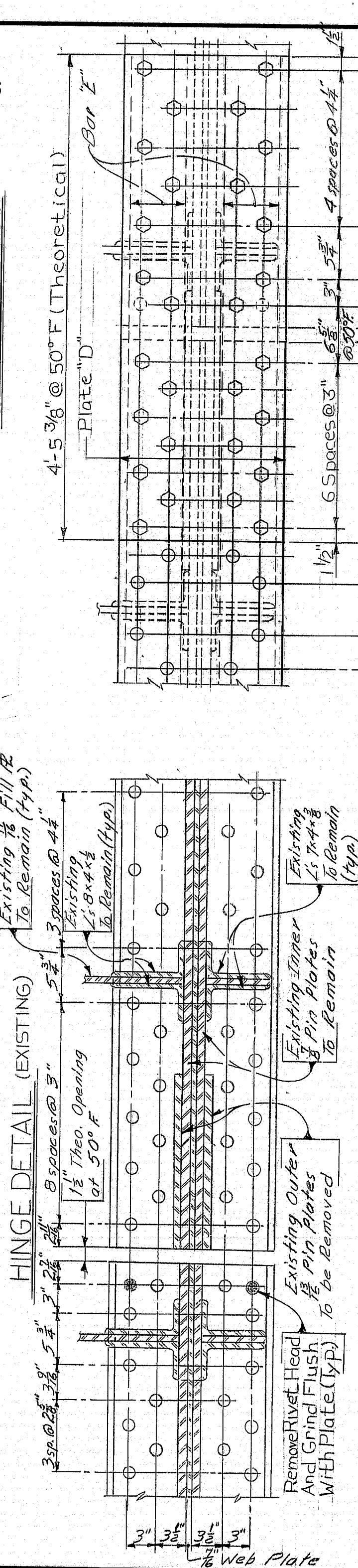
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD
IN THE CITY OF
WATERVILLE
JOINT DETAILS (GLAND SEAL)
& HINGE JOINT DETAILS
97-315
SHEET 7 OF 23 AUGUSTA, MAINE

PROJECT DESIGN CHANGES	BY	DATE
DESIGN-REVIEWED	ASB	10/23/83
CHECKED	SBP	10/23/83
REVISIONS		
FIELD CHANGES		

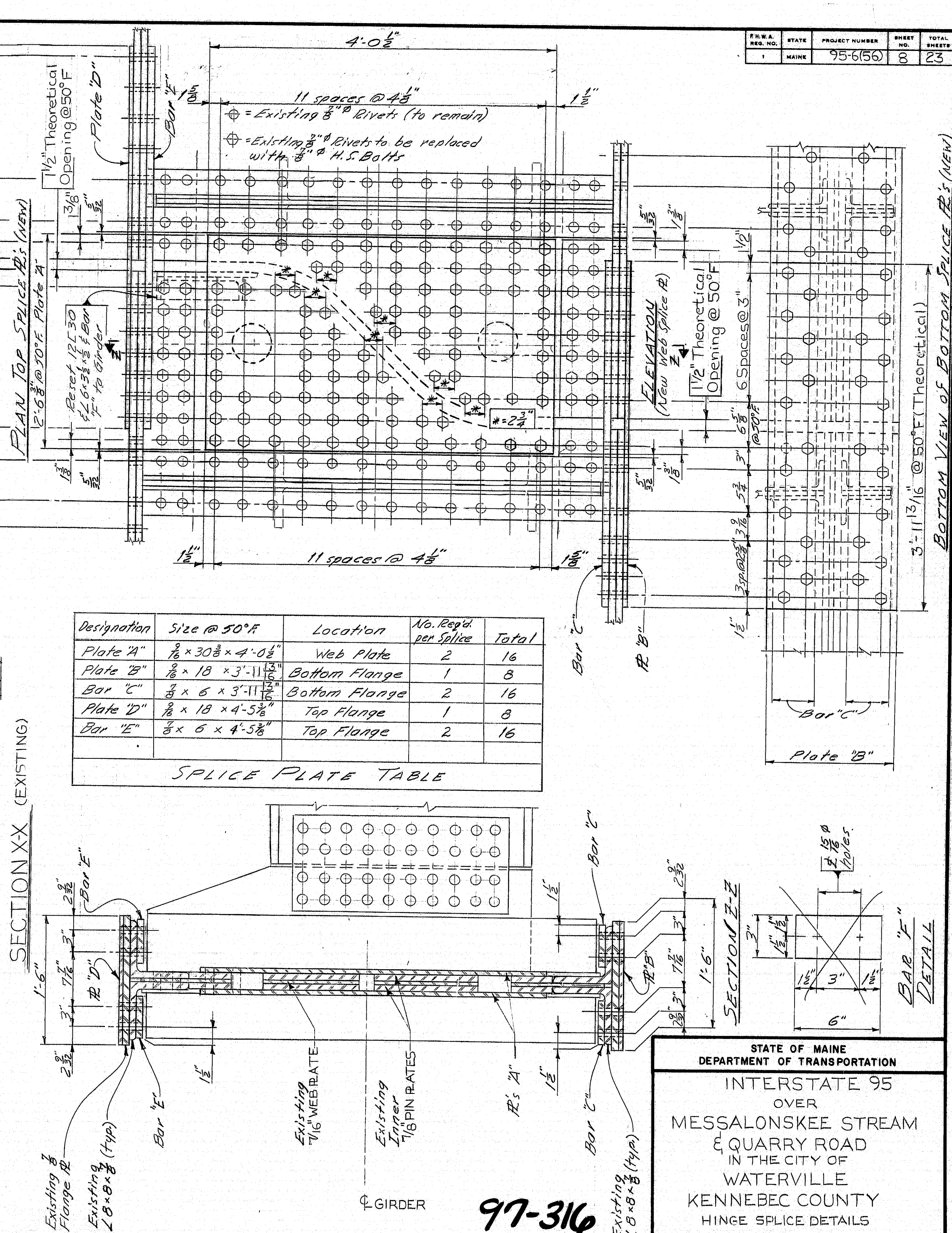
BRIDGE 44-123 4070-1



SECTION W-W (EXISTING)



SECTION XX (EXISTING)



Designation	Size @ 50° F	Location	No. Rivets per Splice	Total
Plate 'A'	1/2" x 30" x 4'-0"	Web Plate	2	16
Plate 'B'	1/2" x 18" x 3'-11 1/2"	Bottom Flange	1	8
Bar 'C'	3/8" x 6" x 3'-11 1/2"	Bottom Flange	2	16
Plate 'D'	1/2" x 18" x 4'-5 1/2"	Top Flange	1	8
Bar 'E'	3/8" x 6" x 4'-5 1/2"	Top Flange	2	16

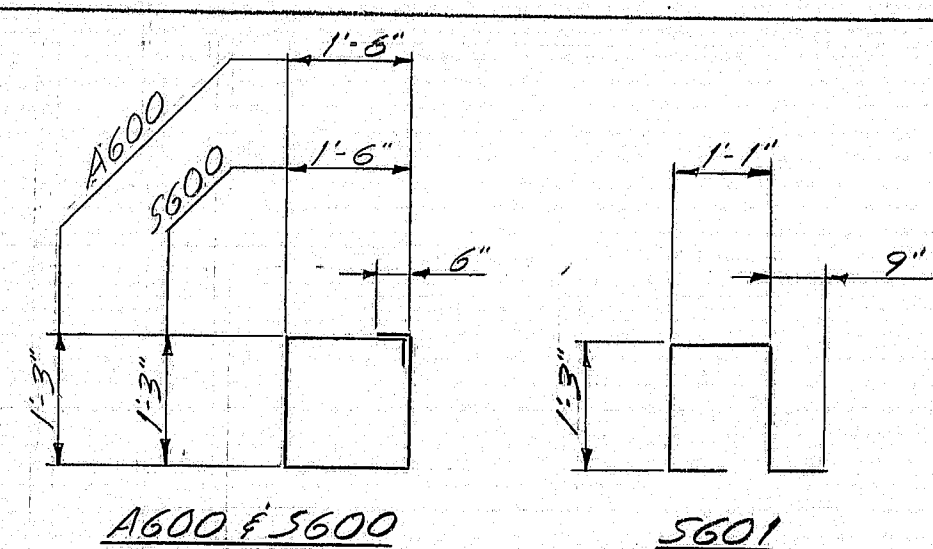
SPlice PLATE TABLE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
MESSALONSKEE STREAM
QUARRY ROAD
THE CITY OF
WATERVILLE
KENNEBEC COUNTY
HINGE SPICE DETAILS
SHEET 2 OF 23 AUGUSTA, MAINE

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	95-6(56)	8	23

REINFORCING STEEL SCHEDULE

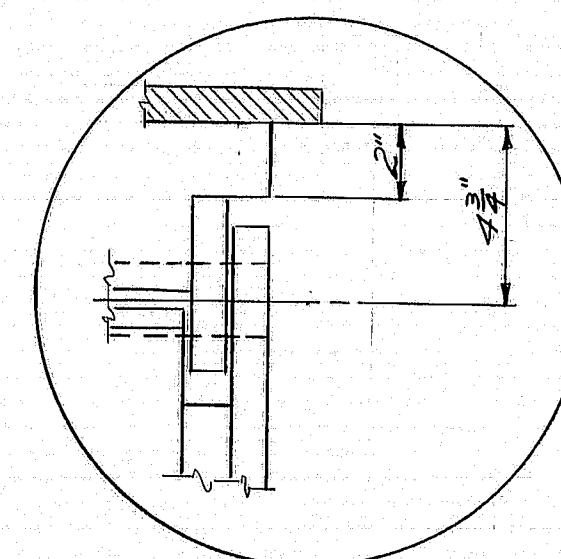
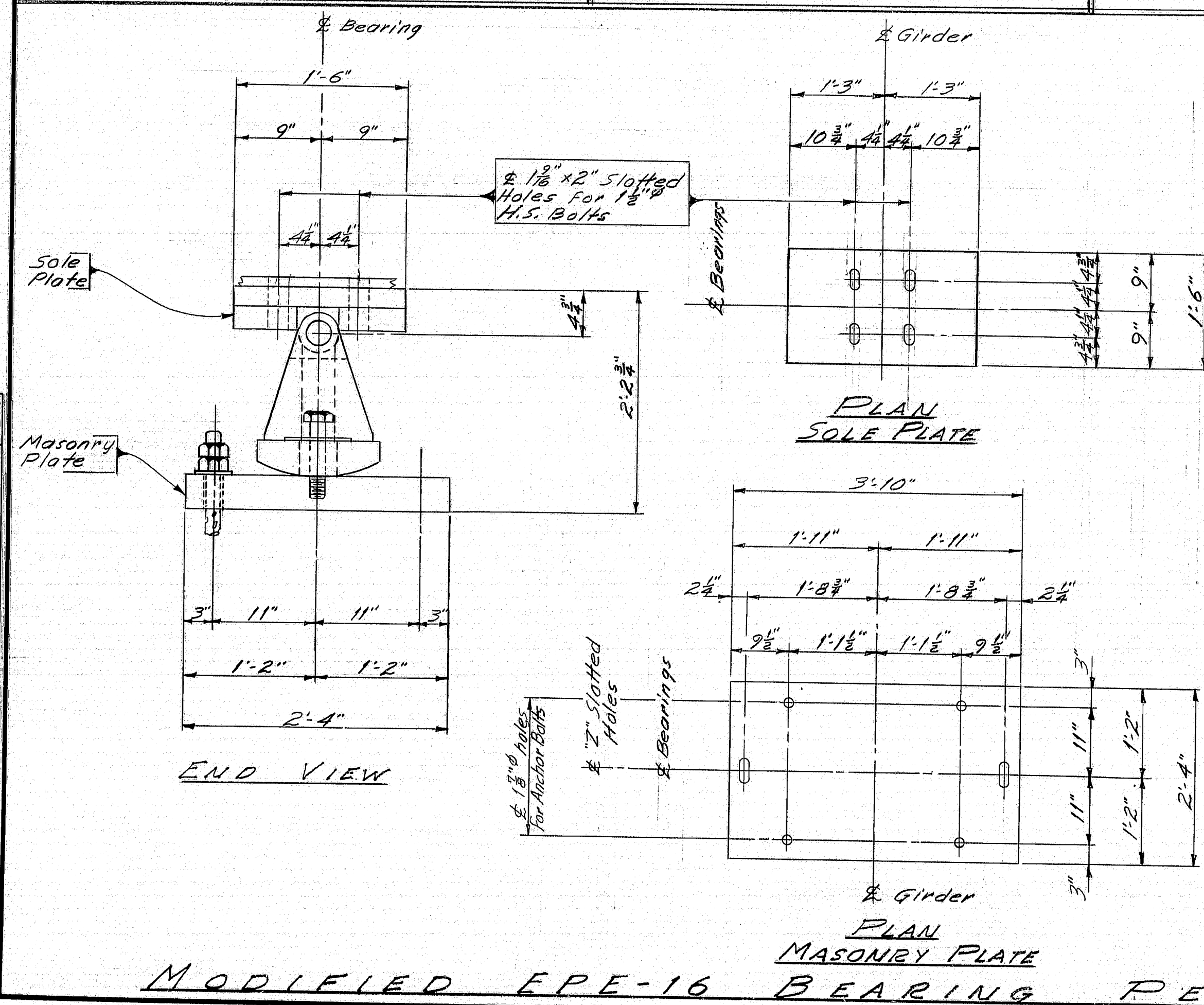
MARK	NO.	LENGTH	LOCATION
A500	8	34'-8"	4 @ Abut. #1 N.B. & 4 @ Abut. #1 S.B.
A600	8	6'-6"	4 @ Abut. #1 N.B. & 4 @ Abut. #1 S.B.
S400	348	3'-2"	87 @ ea. Hinge Joint
S401	498	2'-8"	83 @ ea. Drain Slot
S500	136	34'-8"	4 @ ea. Compression Seal Joint 4 @ ea. Gland Seal Joint 18 @ ea. Hinge Joint
S501	84	30'-0"	14 ea. Drain Slot
S600	64	6'-6"	4 @ ea. Compression Seal Joint 4 @ ea. Gland Seal Joint
S601	32	5'-1"	8 @ ea. Hinge Joint



All dimensions are out to out of reinforcing bar.
Bending details shall conform to the recommendations of ACI Standard 315-65.
Reinforcing Steel: ASTM A615 Grade 60.

DATE	BY	REVISION
2-28-84	RJA	DESIGN DETAIL
	LES	CHECKED
		REVISIONS
		FIELD CHANGES

PLANS



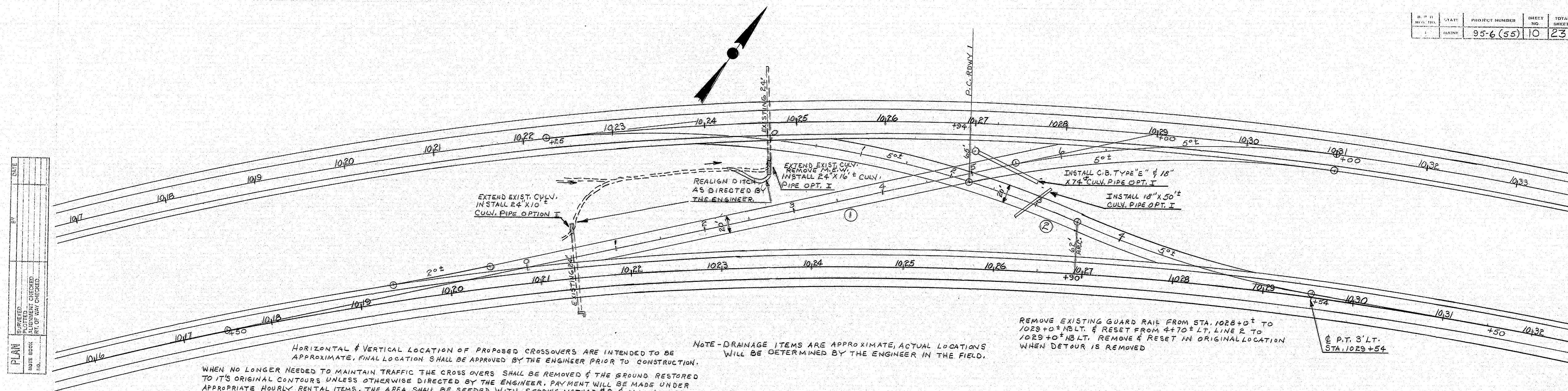
DETAIL A

NOTE: For dimensions not shown see Standard Detail Sheet BD 100-81.
4-Modified EPE-16 required (2 at Pier B and 2 at Pier M)

STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
MAINE	95-6(56)	9	23

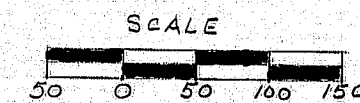
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95
OVER
MESSALONSKEE STREAM
& QUARRY ROAD
IN THE CITY OF
WATerville
REINFORCING STEEL SCHEDULE
MODIFIED BEARING PEDESTAL
SHEET 9 OF 23 AUGUSTA, MAINE

97-317

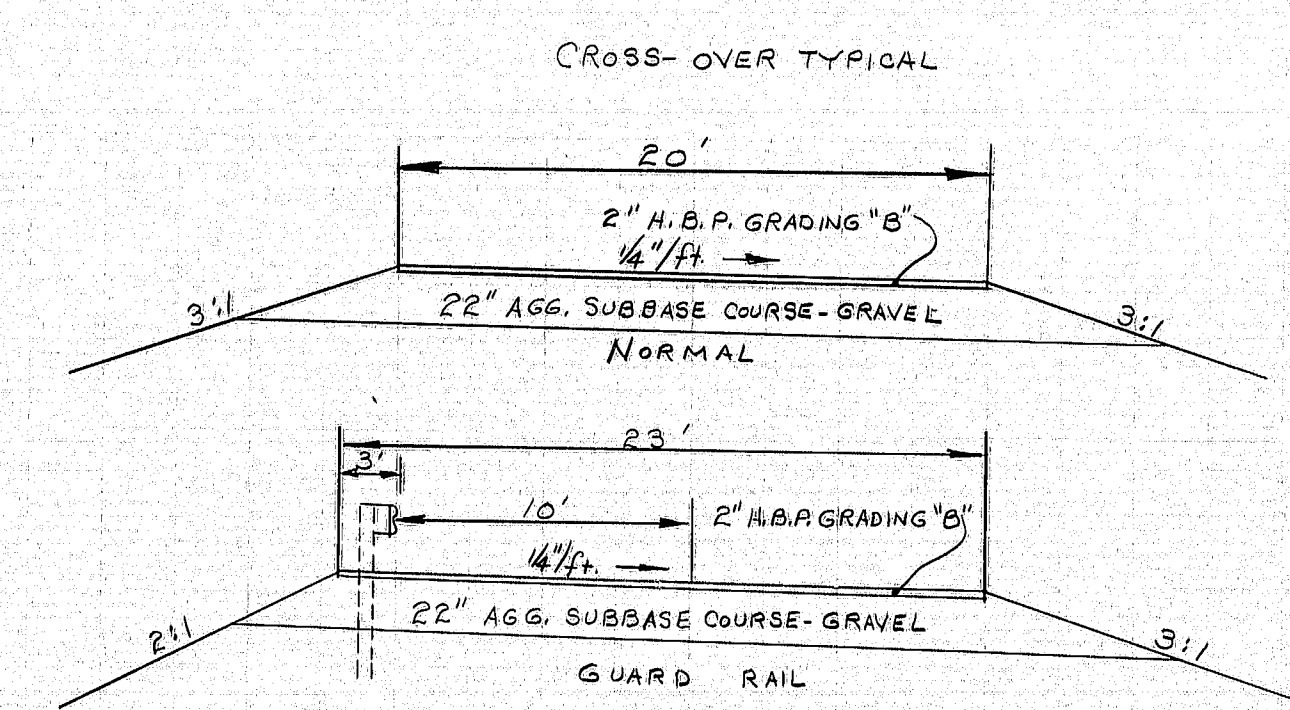
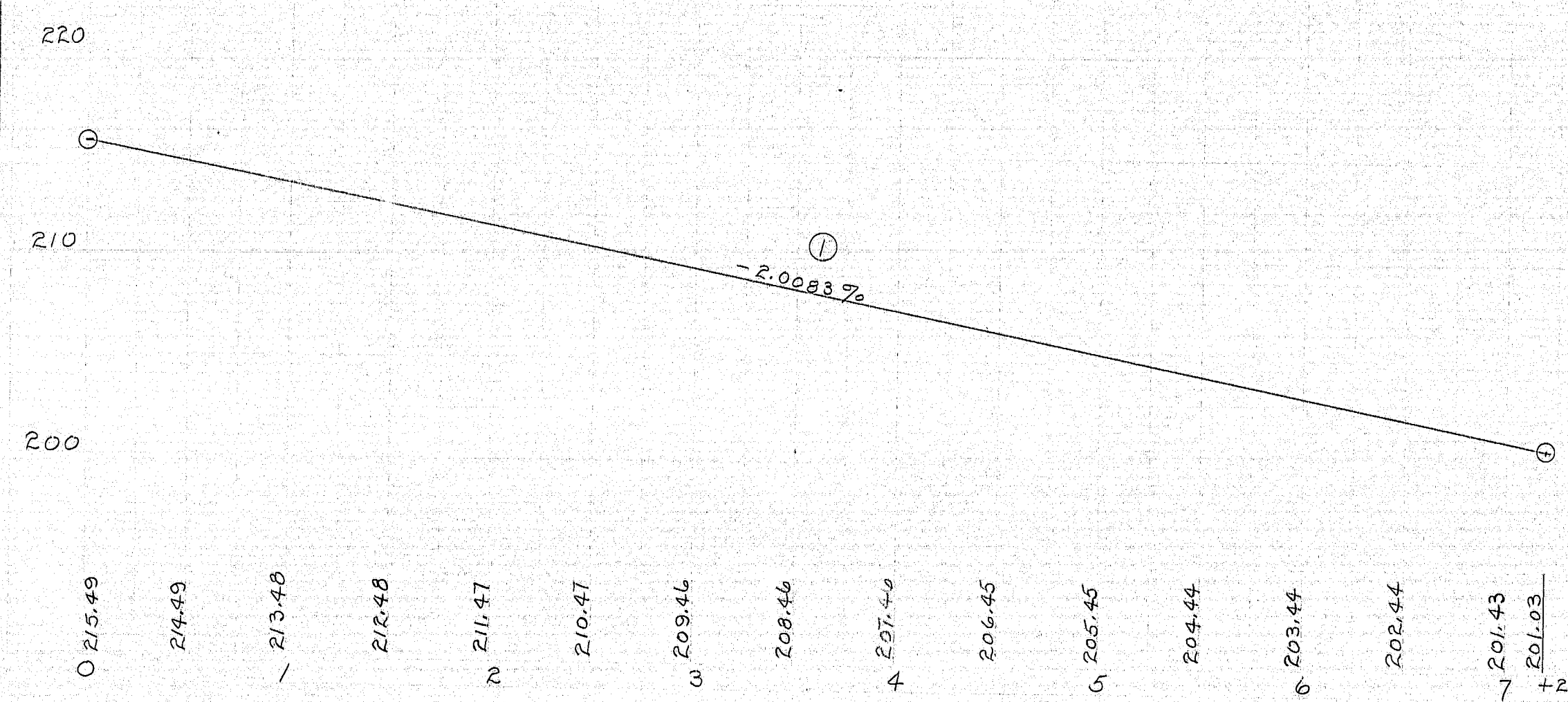


HORIZONTAL & VERTICAL LOCATION OF PROPOSED CROSSOVERS ARE INTENDED TO BE APPROXIMATE. FINAL LOCATION SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC THE CROSSOVERS SHALL BE REMOVED & THE GROUND RESTORED TO ITS ORIGINAL CONTOURS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER APPROPRIATE HOURLY RENTAL ITEMS. THE AREA SHALL BE SEEDING METHOD #2 & MULCHED AS DEEMED NECESSARY BY THE ENGINEER. THE CATCH BASIN & CULVERTS INSTALLED DURING CONSTRUCTION OF THE CROSSOVERS SHALL BE REMOVED & STOCKPILED AS DIRECTED BY THE ENGINEER FOR PICK-UP BY MAINTENANCE FORCES.

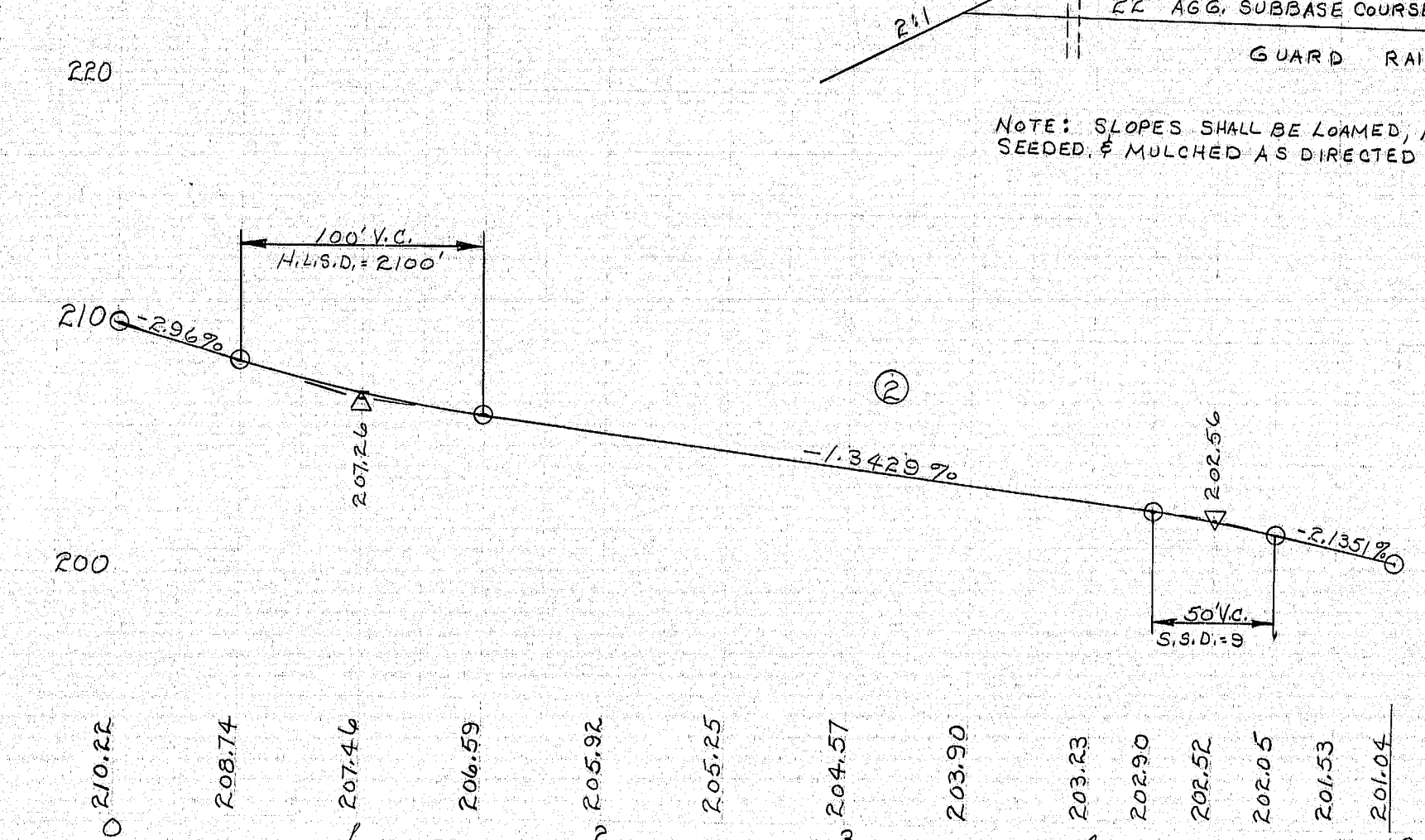
NOTE-DRAINAGE ITEMS ARE APPROXIMATE, ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.



DATE	BY	REVISION



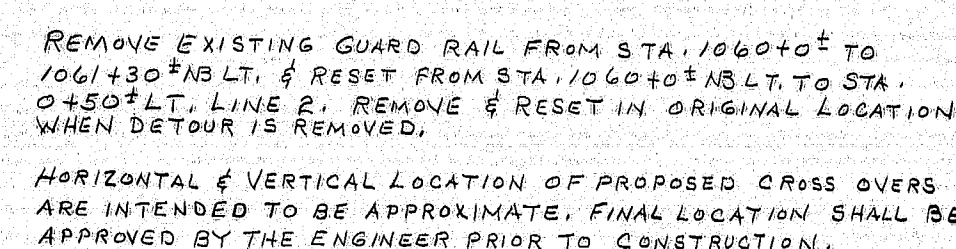
NOTE: SLOPES SHALL BE LOAMED, IF DIRECTED BY THE ENGINEER, SEEDING, & MULCHED AS DIRECTED BY THE ENGINEER.



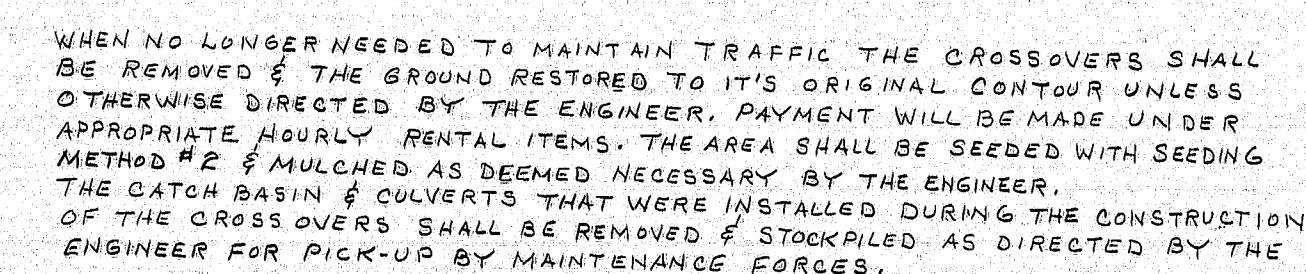
CROSSOVER - SOUTH APPROACH (M.C.R.R. & COUNTY ROAD) SHEET 10 OF 23

97-318

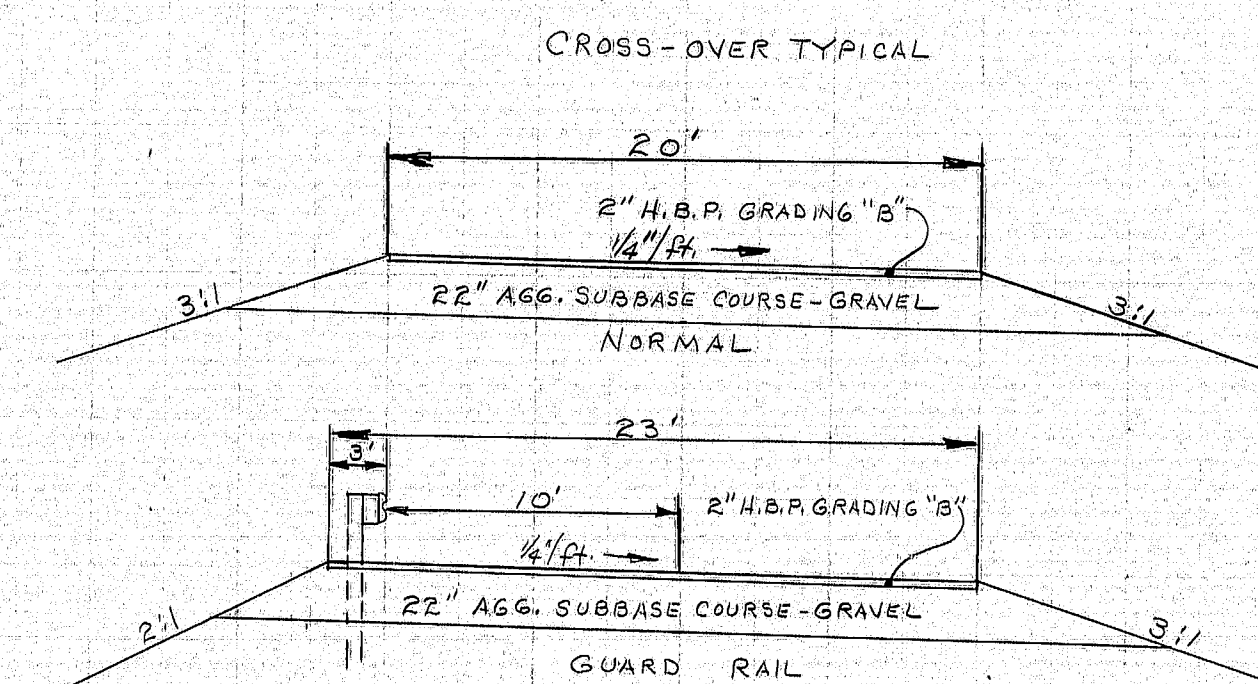
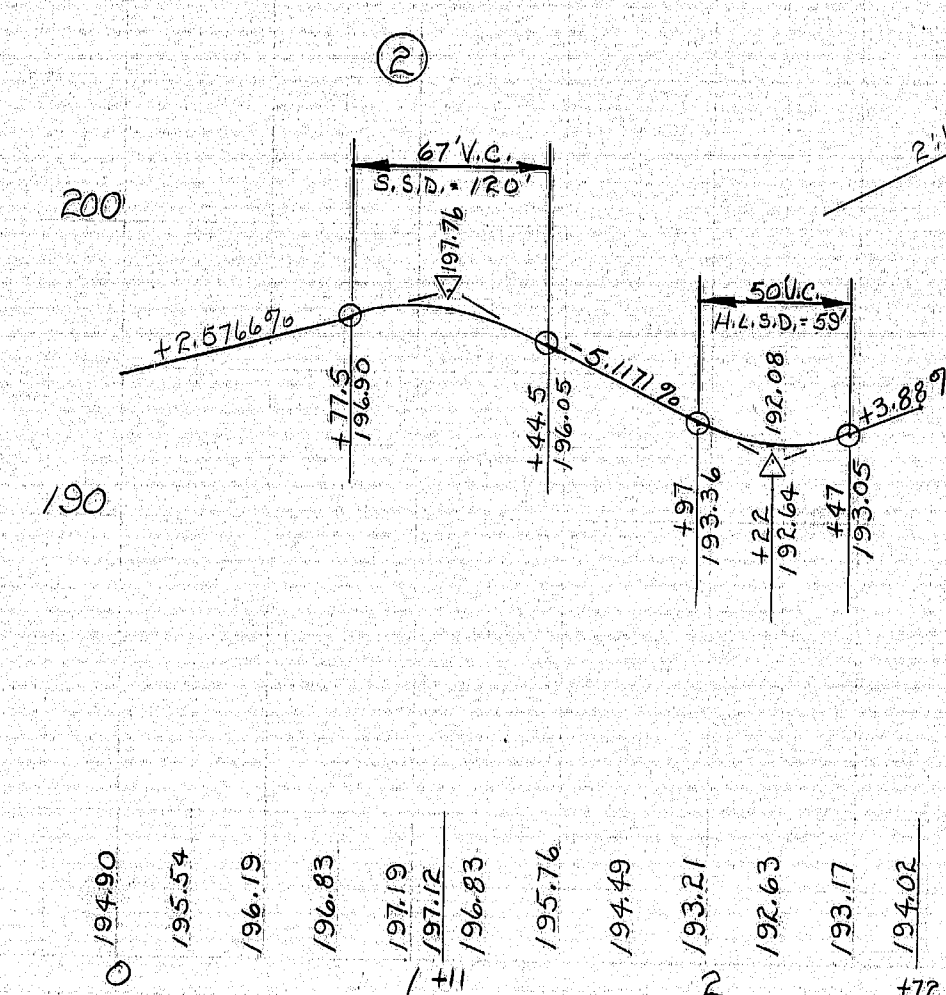
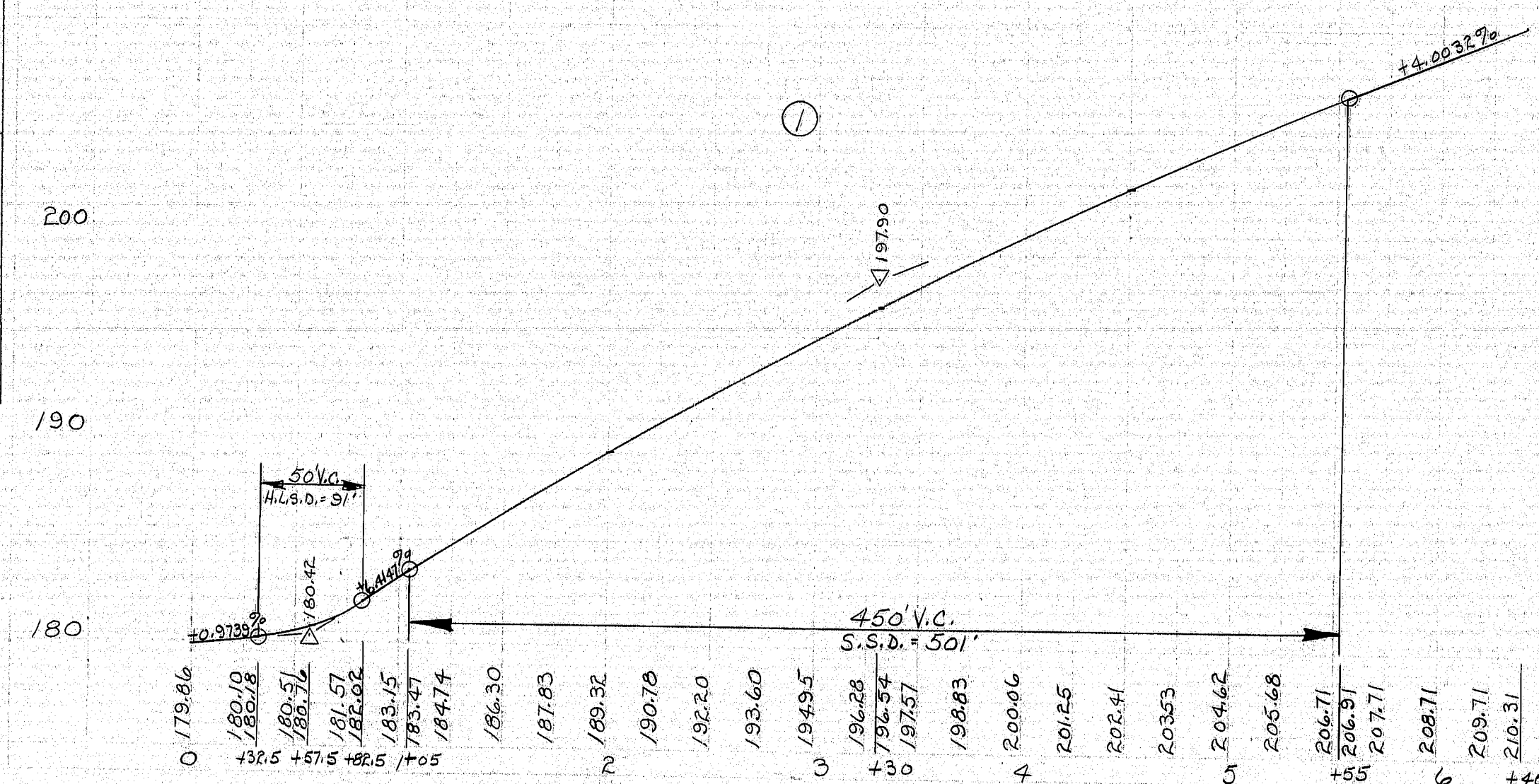
PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		



NOTE - DRAINAGE ITEMS ARE APPROXIMATE, ACTUAL LOCATIONS
WILL BE DETERMINED BY THE ENGINEER IN THE FIELD



PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	GRADES CHECKED		
	B.M.s NOTED		
	STRUCTURE NOTATIONS CARRIED		

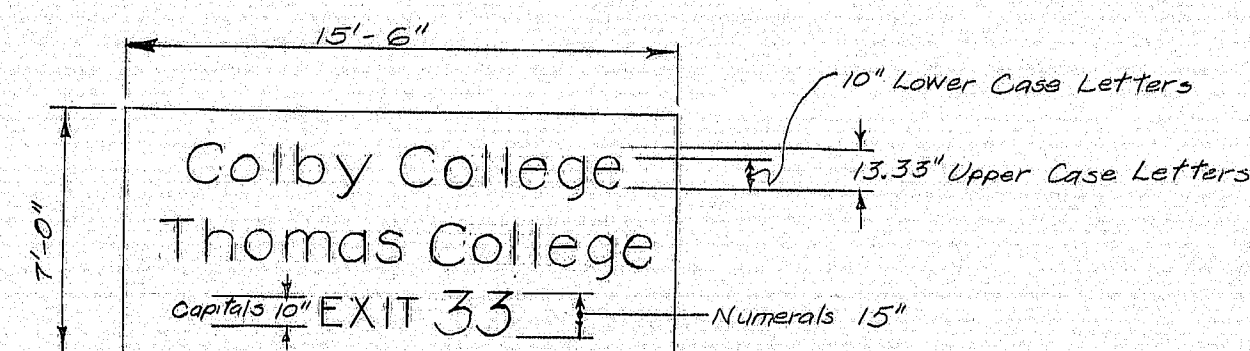
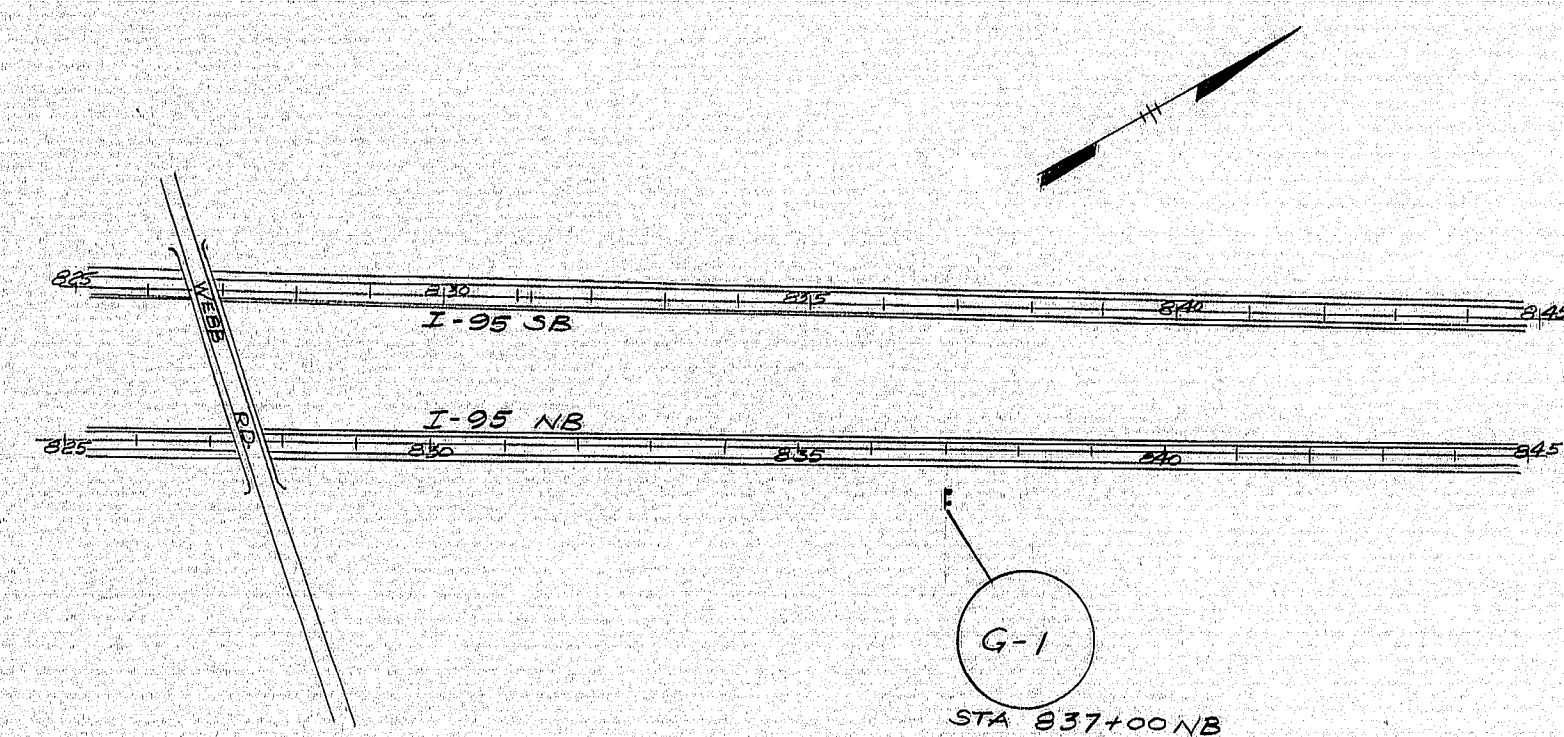


NOTE: SLOPES SHALL BE LOAMED, IF DIRECTED BY THE ENGINEER.
SEEDED & MULCHED AS DIRECTED BY THE ENGINEER.

97-319

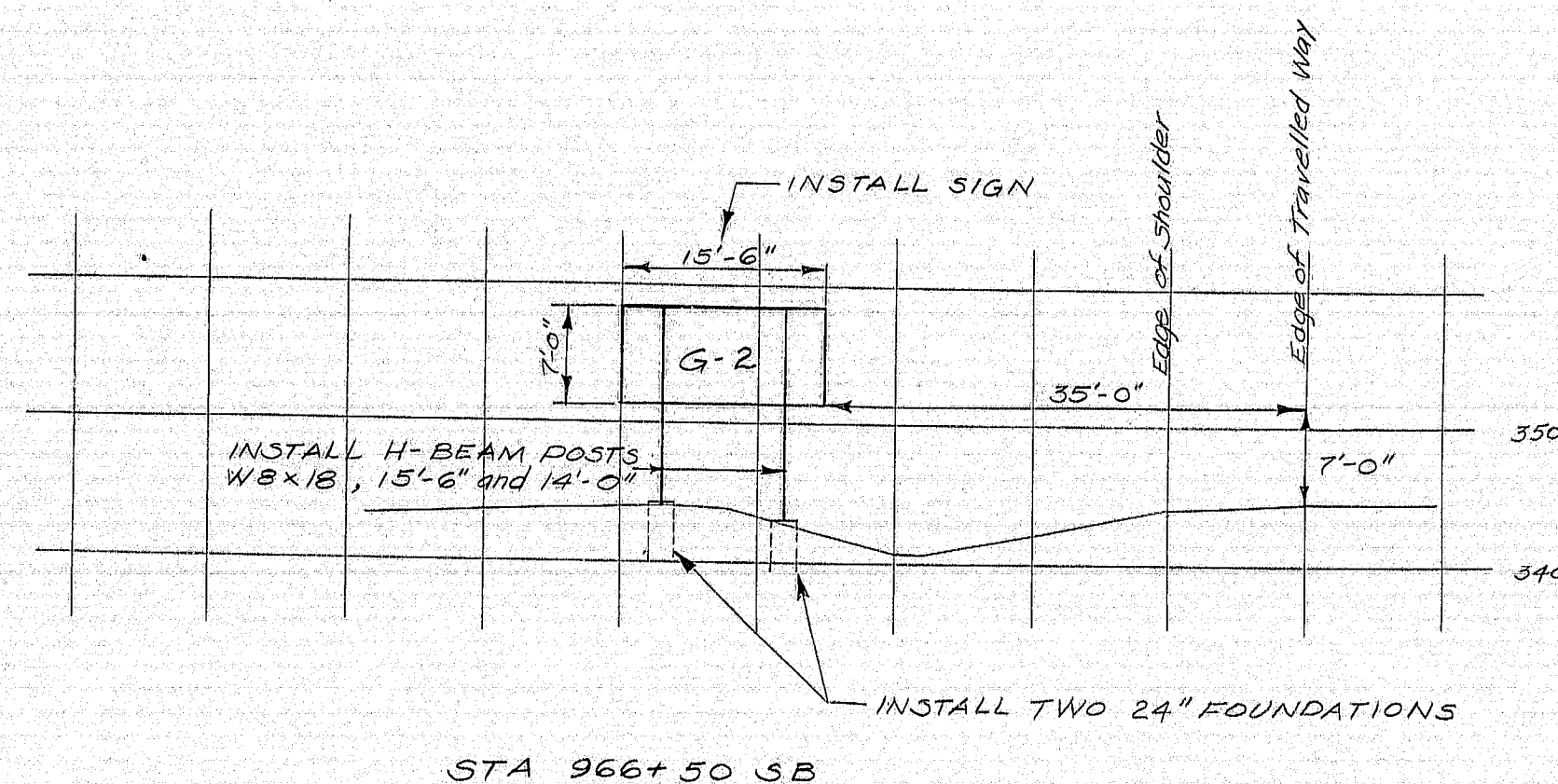
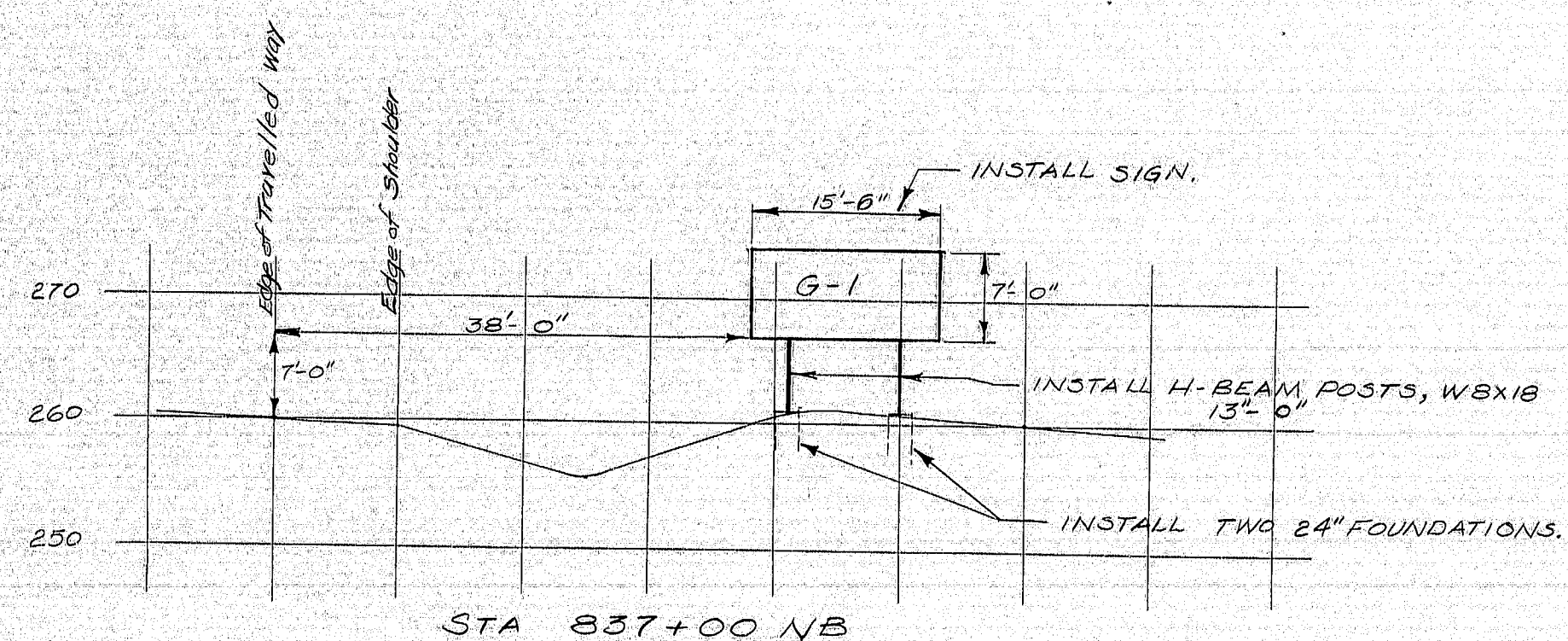
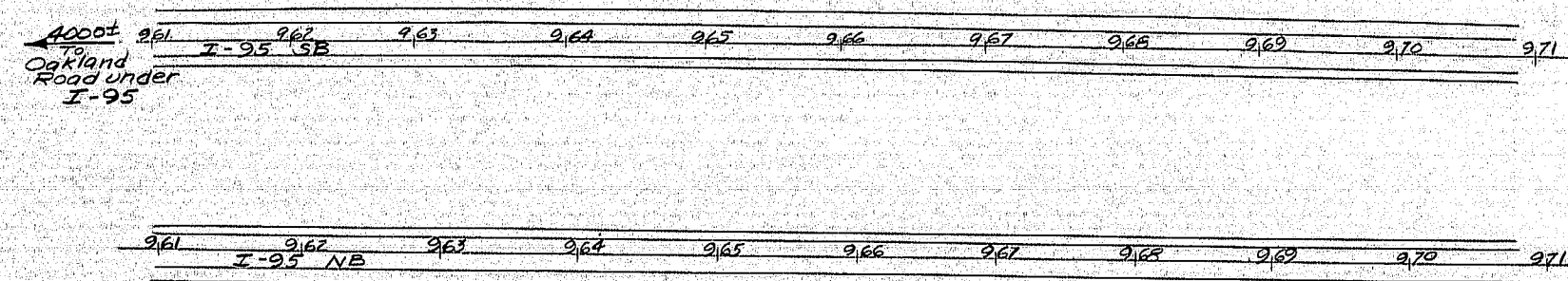
4 ⁵ ⁶ Crossover ~ North Approach
(Messalonskee Stream & Quarry Road) sheet 11 of 23

FIRM & FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-6(56)	12	23



G-1
G-2

TYPE 1 GUIDE SIGNS - White Legend and Border
Green Background

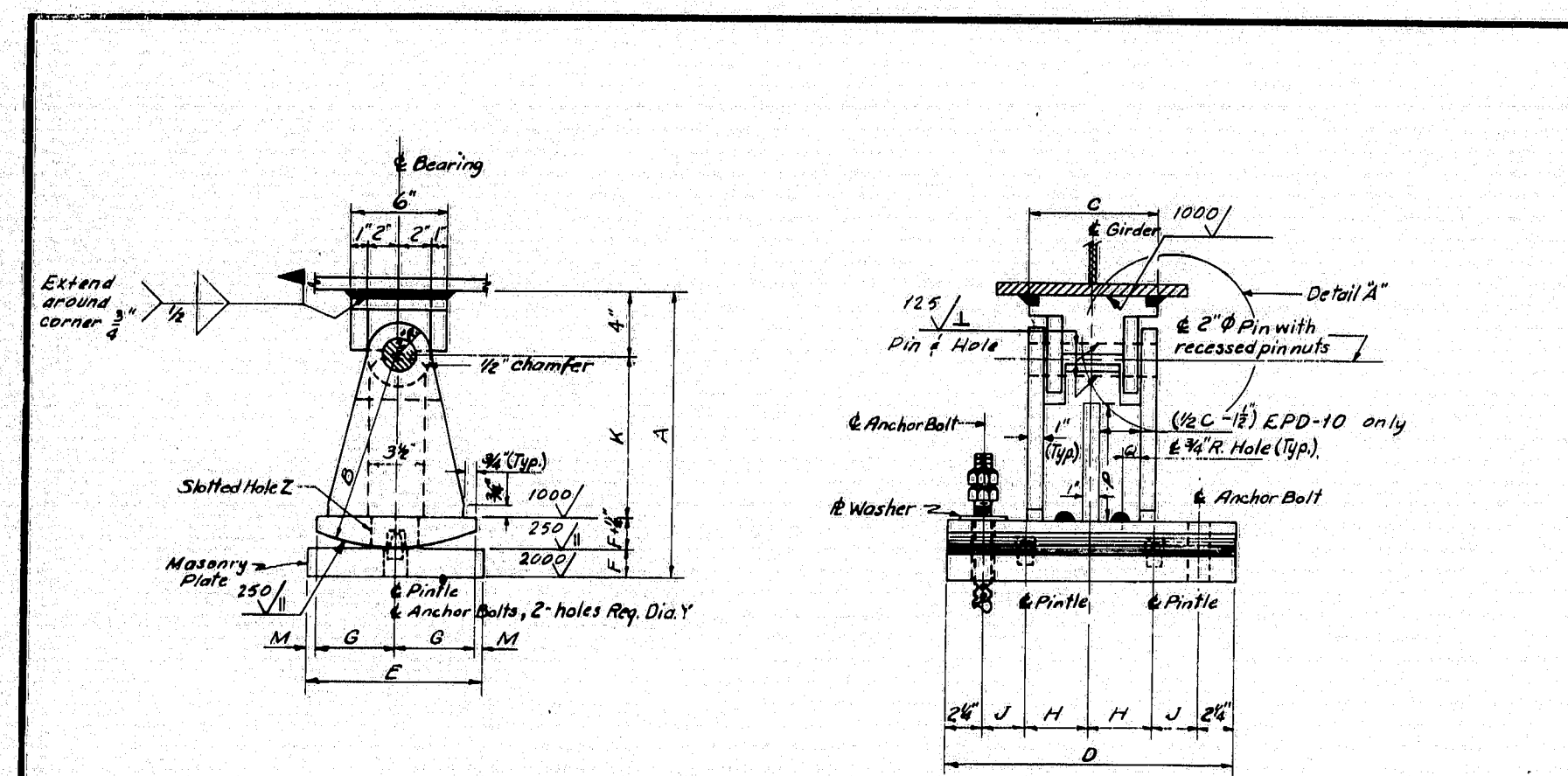


PROJECT ENGINEER	DATE
DESIGN - DETAILED	
REVISIONS	
FIELD CHANGES	

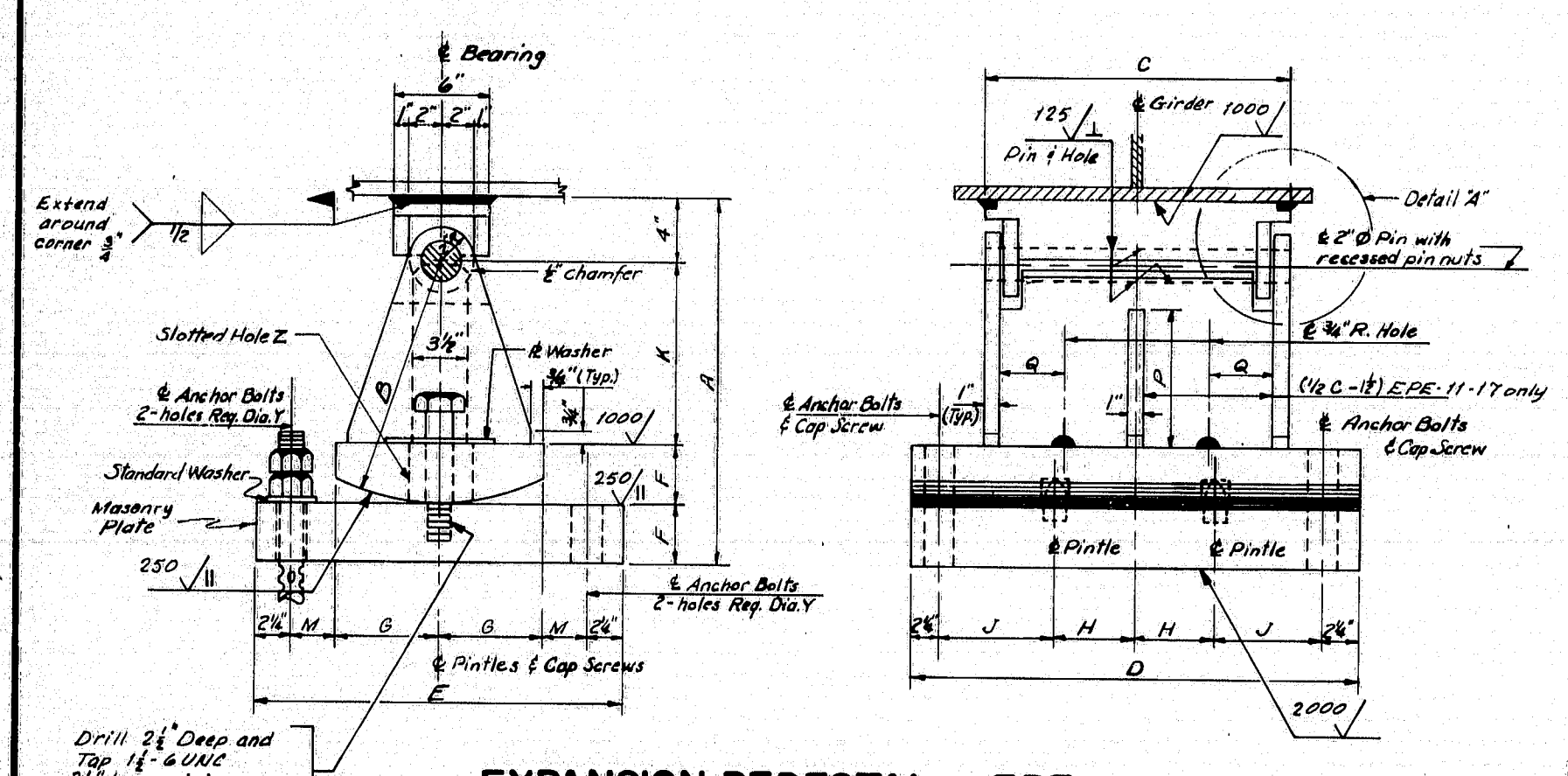
PLANS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
I-95 SIGNING
WATERVILLE
SHEET 12 OF 23 AUGUSTA, MAINE

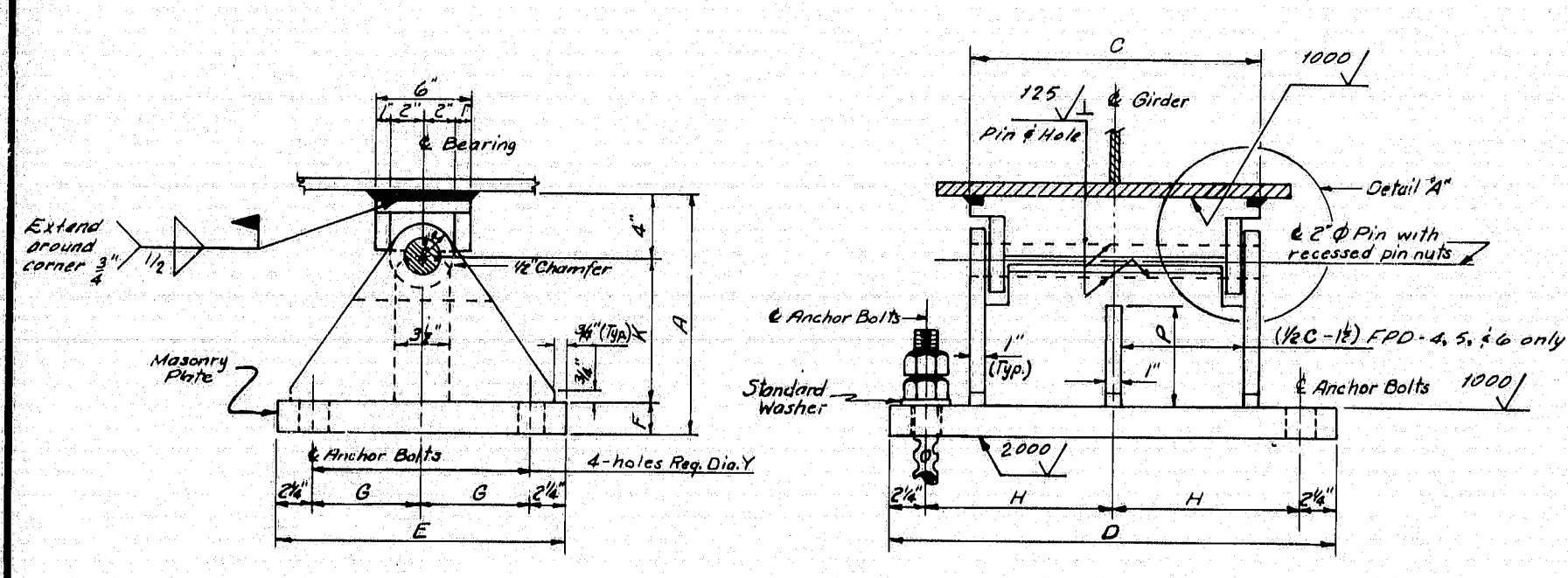
97-320



EXPANSION PEDESTAL — EPD

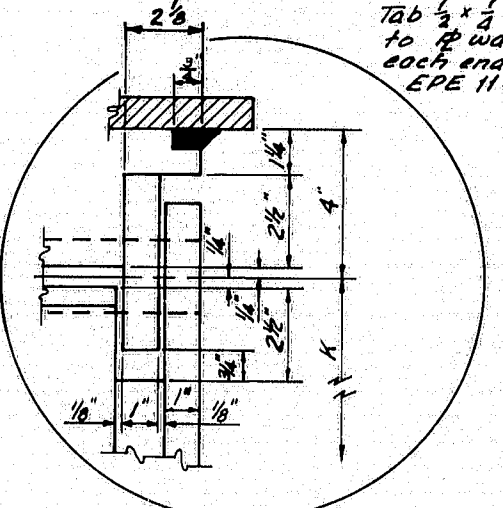


EXPANSION PEDESTAL — EPE

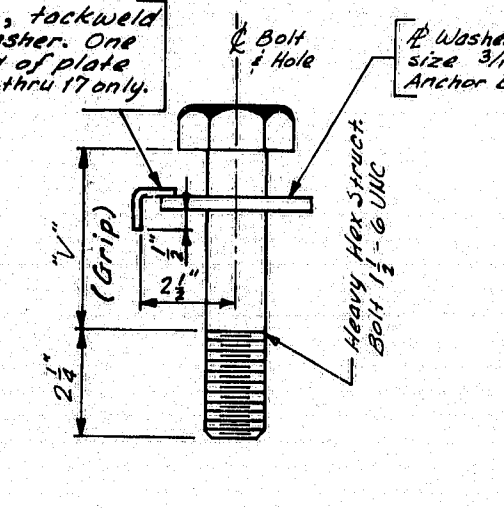


FIXED PEDESTAL — FPD

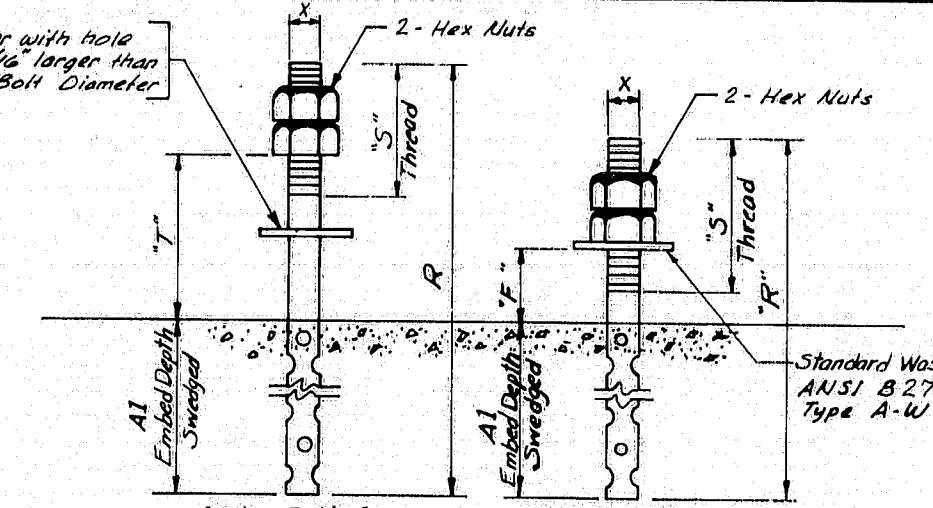
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T	V	X — Anchor Bolt Diameter	Y — Masonry Plate Hole Size	Number Anchor Bolts Required	Z — Slotted Hole for Anchor Bolts or Cap Screws	Washer Size for Anchor Bolts or Cap Screws	A1 — Embedment Depth	MARK
EPD-1	100*	1'-2 1/2"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	9"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-1
EPD-2	100*	1'-2 1/2"	9"	8"	1'-6"	9"	1 1/2"	4"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	9"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-2
EPD-3	100*	1'-2 1/2"	9"	8"	1'-6"	10"	1 1/2"	4 1/2"	4"	2 1/2"	7"	4"	—	3"	1'-4 1/2"	9"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-3
EPD-4	100*	1'-3"	1'-0"	8"	1'-6"	11"	1 1/2"	5"	4"	2 1/2"	10"	4"	—	3"	1'-5"	9"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-4
EPD-5	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-0"	2 1/2"	5 1/2"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-0 1/2"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-5
EPD-6	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-1"	2 1/2"	6"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-1"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-6
EPD-7	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-2"	2 1/2"	6 1/2"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-1"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-7
EPD-8	200*	1'-9 1/2"	1'-3"	10"	1'-8"	1'-3"	2 1/2"	7"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	2'-1"	4"	6 1/2"	—	1 1/2"	1 1/2"	2	4" x 1 1/2"	4" x 7" x 1/2"	1'-3"	EPD-8
EPD-9	300*	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7 1/2"	5"	4 1/2"	1'-0 1/2"	4"	—	6"	2'-2 1/2"	4"	8"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 10" x 1/2"	1'-3"	EPD-9
EPD-10	400*	1'-10 1/2"	1'-3"	1'-6"	2'-4"	1'-6"	3 1/2"	8 1/2"	6"	5 1/2"	1'-1 1/2"	4"	—	6"	2'-3"	4"	8 1/2"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 10" x 1/2"	1'-3"	EPD-10
EPE-1	200*	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3 1/2"	1'-0 1/2"	4"	—	4"	1'-10"	4"	—	3 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-1
EPE-2	200*	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5 1/2"	4 1/2"	3 1/2"	1'-0 1/2"	4"	—	4 1/2"	1'-10"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-2
EPE-3	200*	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4 1/2"	3 1/2"	1'-0 1/2"	4"	—	4 1/2"	1'-10"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-3
EPE-4	200*	1'-10"	1'-3"	11"	1'-8"	1'-11"	3"	6 1/2"	4 1/2"	3 1/2"	1'-0 1/2"	4"	—	4 1/2"	1'-10"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-4
EPE-5	200*	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4 1/2"	3 1/2"	1'-0 1/2"	4"	—	4 1/2"	1'-10"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-5
EPE-6	300*	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4 1/2"	1'-0 1/2"	4"	—	6"	1'-10"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-6
EPE-7	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-8"	3 1/2"	5"	5"	4 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-7
EPE-8	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-10"	3 1/2"	6"	5"	4 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-8
EPE-9	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-0"	3 1/2"	7"	5"	4 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-9
EPE-10	300*	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-3"	3 1/2"	8"	5"	4 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-10
EPE-11	400*	1'-10 1/2"	1'-3"	1'-2"	2'-4"	1'-7"	3 1/2"	4 1/2"	5"	6 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-11
EPE-12	400*	1'-10 1/2"	1'-3"	1'-2"	2'-4"	1'-11"	3 1/2"	6 1/2"	5"	6 1/2"	1'-1 1/2"	4"	—	6"	1'-10 1/2"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-12
EPE-13	400*	1'-11"	1'-3"	1'-2"	2'-4"	2'-4"	4"	8 1/2"	5"	6 1/2"	1'-1 1/2"	4"	—	6 1/2"	1'-11"	4"	—	4 1/2"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 4" x 1/2"	1'-3"	EPE-13
EPE-14	600*	2'-1 1/2"	1'-6"	1'-11"	3'-0"	1'-10"	3 1/2"	6"	7"	8 1/2"	1'-2 1/2"	4 1/2"	—	6 1/2"	1'-11"	5"	—	5"	1 1/2"	1 1/2"	4	4" x 1 1/2"	4" x 5" x 1/2"	1'-3"	EPE-14
EPE-15	600*	2'-2 1/2"	1'-6"	1'-11"	3'-0"	2'-5"	4 1/2"	8"	7"	8 1/2"	1'-2 1/2"	4 1/2"	—	6 1/2"	1'-11"	5"	—	5"	1 1/2"	1 1/2"	4	4" x 1 1/2"	4" x 5" x 1/2"	1'-3"	EPE-15
EPE-16	800*	2'-2 1/2"	1'-6"	2'-4"	3'-10"	1'-11"	4"	6 1/2"	10"	10 1/2"	1'-2 1/2"	4 1/2"	—	6 1/2"	1'-11"	4 1/2"	—	5 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	4" x 5" x 1/2"	1'-3"	EPE-16
EPE-17	800*	2'-2 1/2"	1'-6"	2'-4"	3'-10"	2'-5"	4 1/2"	9"	10"	10 1/2"	1'-2 1/2"	4 1/2"	—	6 1/2"	1'-11"	4 1/2"	—	5 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	4" x 5" x 1/2"	1'-3"	EPE-17
FPD-1	100*	1'-0"	—	8"	1'-6"	9"	2"	2 1/2"	6 1/2"	—	6"	—	—	—	1'-3"	3 1/2"	—	—	1"	1 1/2"	4	Standard	Standard	10"	FPD-1
FPD-2	200*	1'-0"	—	10"	1'-8"	1'-2"	2"	4 1/2"	7 1/2"	—	6"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	Standard	Standard	1'-3"	FPD-2
FPD-3	300*	1'-0"	—	1'-2"	2'-0"	1'-4"	2"	5 1/2"	9 1/2"	—	6"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	Standard	Standard	1'-3"	FPD-3
FPD-4	400*	1'-3"	—	1'-6"	2'-4"	1'-6"	2"	6 1/2"	11 1/2"	—	9"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	Standard	Standard	1'-3"	FPD-4
FPD-5	600*	1'-3"	—	1'-11"	3'-0"	1'-10"	3"	8 1/2"	13 1/2"	—	9"	—	—	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	Standard	Standard	1'-3"	FPD-5
FPD-6	800*	1'-3"	—	2'-6"	3'-10"	1'-11"	3"	9 1/2"	15 1/2"	—	9"	—	—	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	Standard	Standard	1'-3"	FPD-6



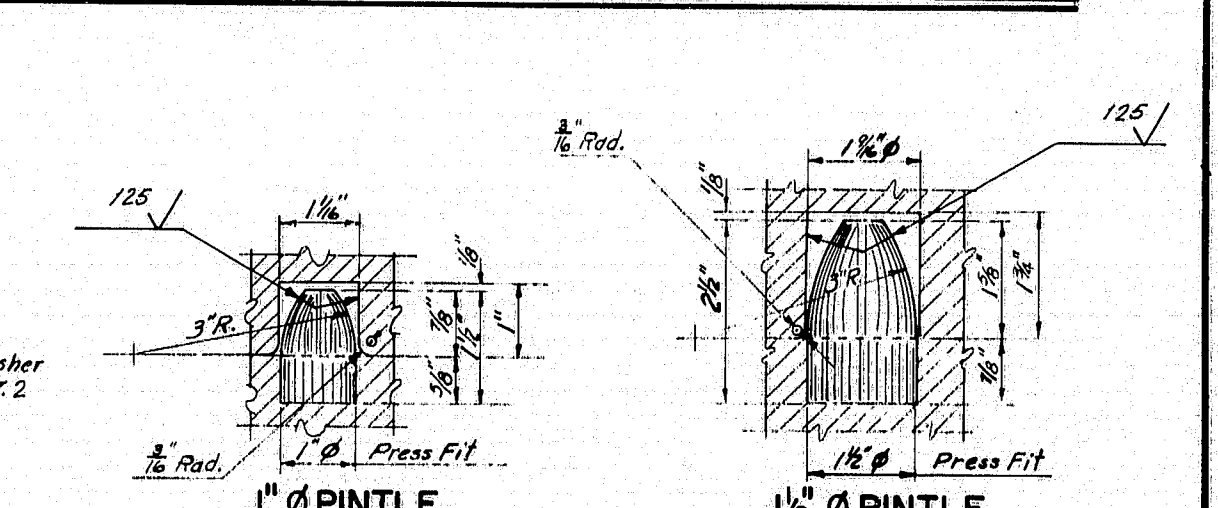
DETAIL "A"



CAP SCREW DETAIL



ANCHOR BOLT DETAILS



PINTLE DETAILS

GENERAL NOTES

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut at the edge of the bridge seat for drainage waters required by the Engineer. Channels shall have a min. width of 2" and a min. slope of 1/4" per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with 1/4" fillet welds. The diameter of the pin hole shall not exceed that of the pin but more than 1/8" inch. Pedestals EPD and EPE without center stiffeners have only one drainage hole. Pedestals FPD have no drainage holes.

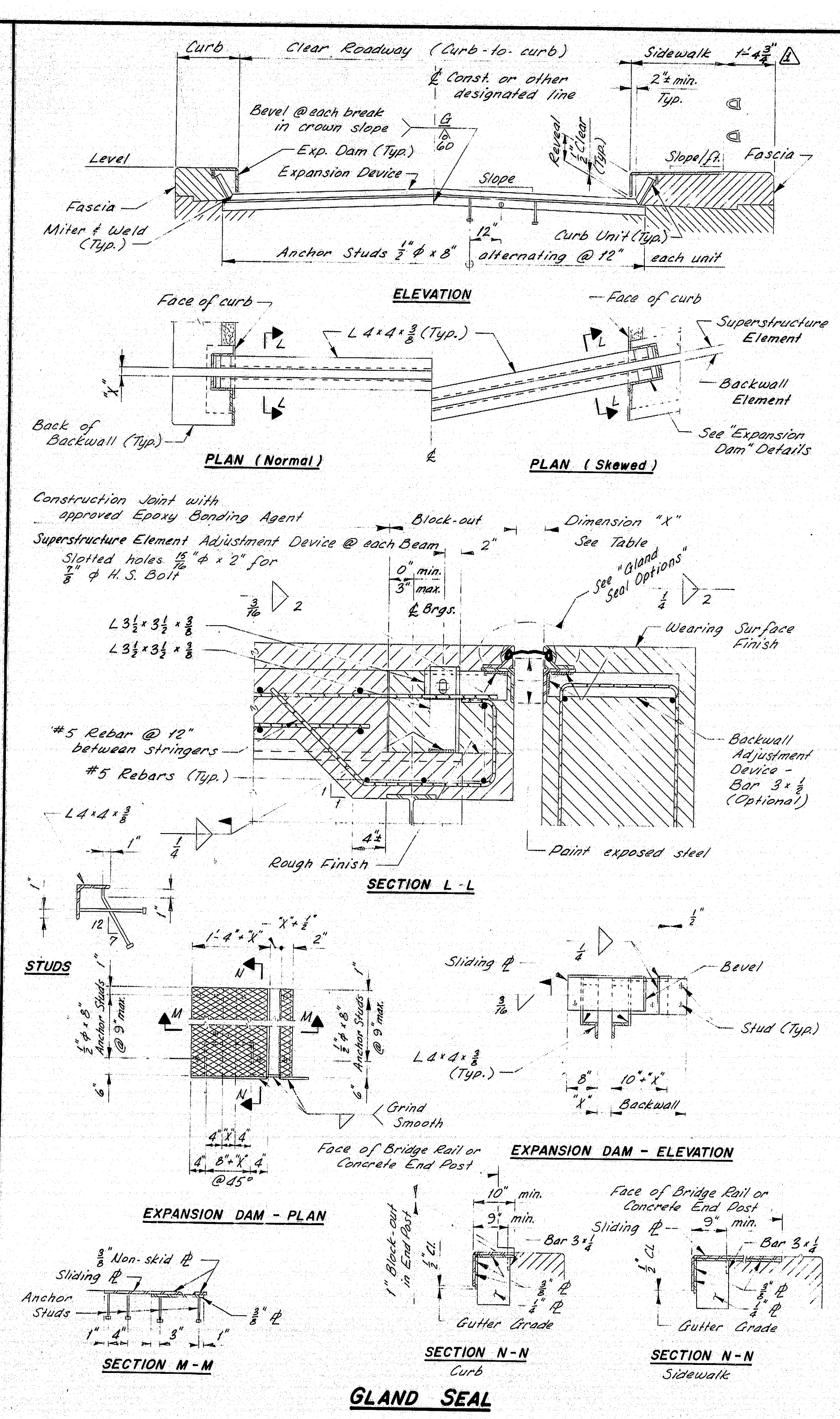
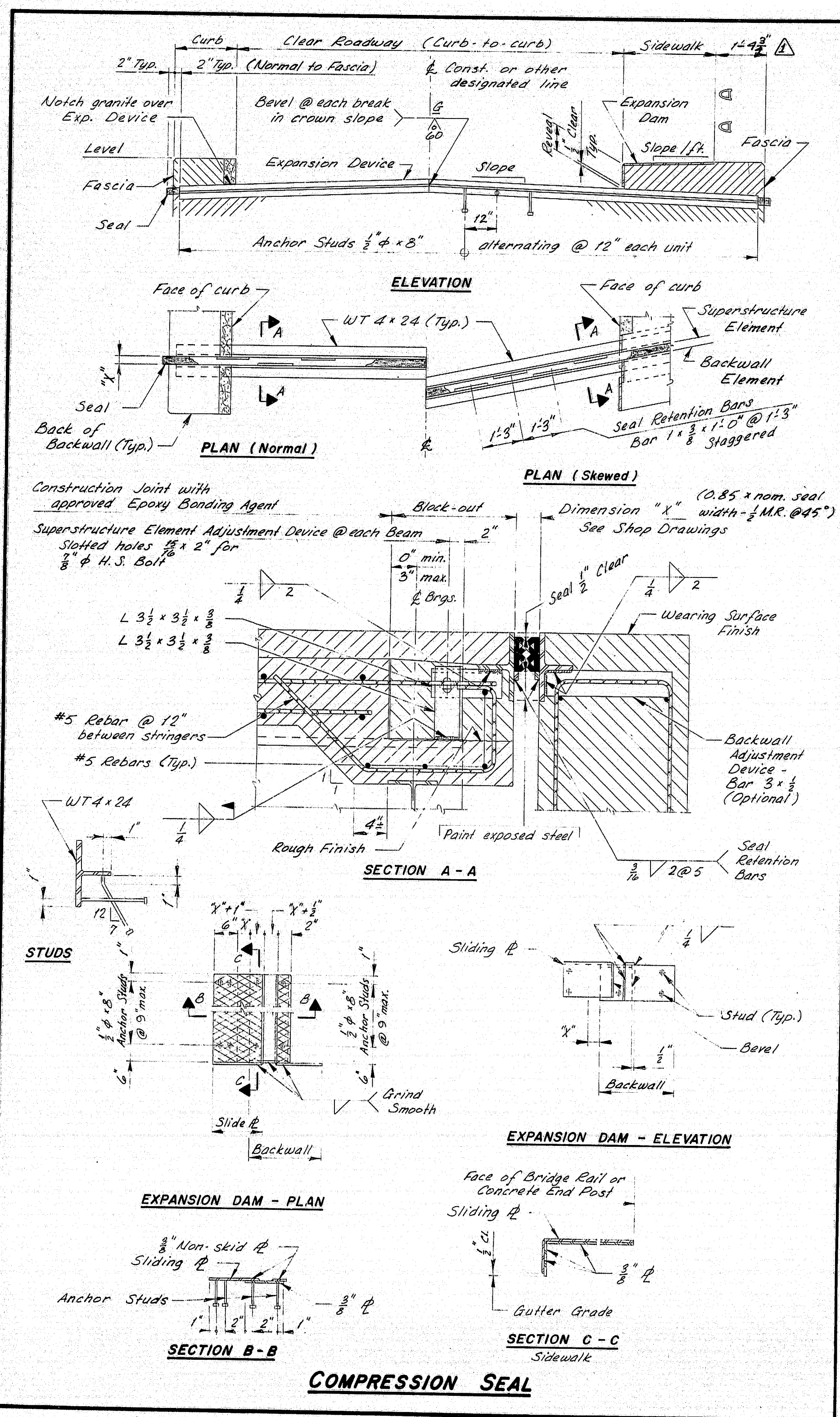
A.S.T.M. STEEL CLASSIFICATION

1. Charpy V-notch tests are not required for steel in bearing pedestals.
 2. When structural steel is specified to be unpainted, all steel including anchor bolts and 2" pin shall be A528 unpainted, except cap screws for EPE pedestals shall be A.S.T.M. A325, Type 2.
 3. When structural steel is specified to be painted, all steel including anchor bolts shall be A36, except the following: 2" pin - A36, A66B, Class D or A108B, Grade 121B, 123D inclusive; cap screws for EPE pedestals shall be A.S.T.M. A325, Type 1.

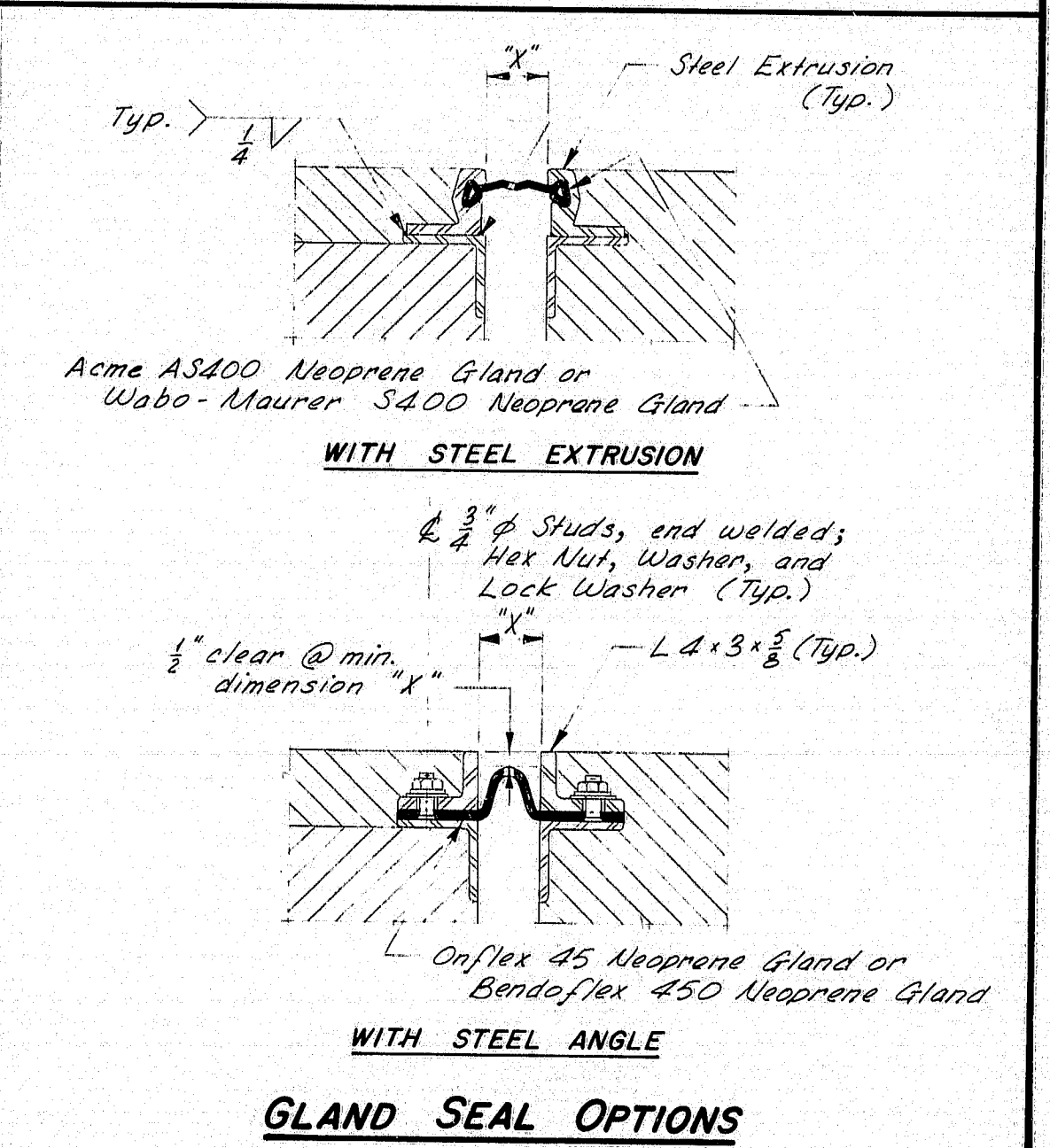
REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
STANDARD DETAILS (BD 100-81)	
BEARING PEDESTALS	

97-321

Massachusetts Stream & Quarry Road



- NOTES:**
- Each Expansion Device Unit consists of one pair of matching Elements and Expansion Dams as required. At joints over Piers, two Superstructure Elements shall be used.
 - Welding to reinforcing steel will be allowed in the top 1'-6" of the Abutment backwall.
 - See Design Drawings for dimensions, slopes, skew, and all other information necessary to fabricate and install the units. Expansion Devices shall be installed normal to grade.
 - The concrete in the Superstructure Adjustment Device Block-out may be placed with the Sidewalk and Curb Concrete.



GLAND SEAL SETTING TABLE

Total Movement Required	Dim. "X" (Measured parallel to 1/2 of Roadway)											
	120"	105"	90"	75"	60"	45"	30"	15"	0"	-15"	-30"	-45"
1 1/2"	1"	1 1/8"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 1/2"	2 3/4"	2 7/8"
2"	1 1/8"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 1/2"	2 3/4"	2 7/8"	3"
2 1/2"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 1/2"	2 3/4"	2 7/8"	3"	3 1/8"
3"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/8"	2 1/4"	2 1/2"	2 3/4"	2 7/8"	3"	3 1/8"	3 1/4"

* Multiply expanding length of Superstructure, in feet, by 0.125 in./ft. @ -30°F

REVISIONS

REVISIONS	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
Revised Title Block	7-82	
Revised dimension	1-83	
Revised Note #4	1-83	

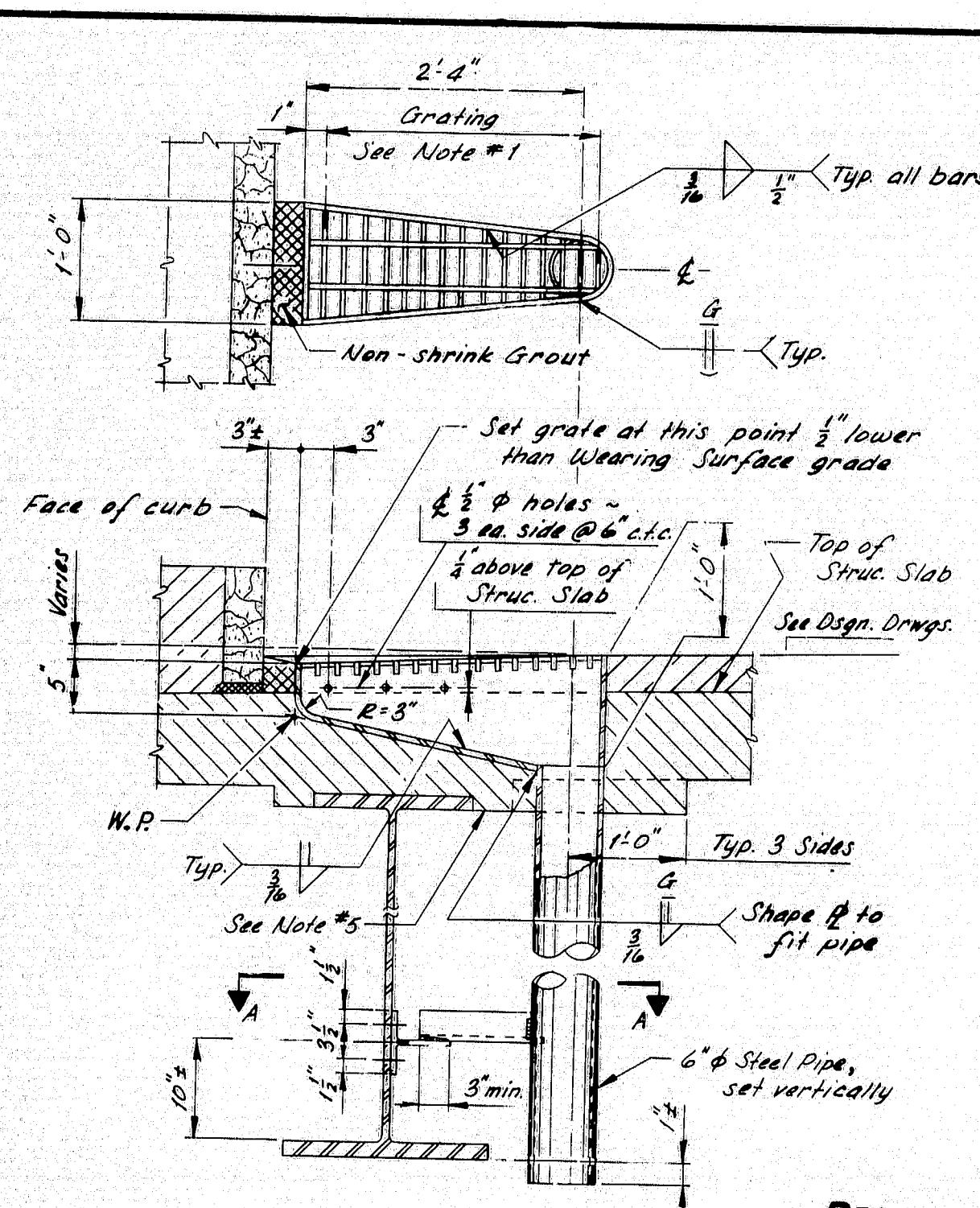
STANDARD DETAILS
(BD 124 - 81)
(FOR USE WITH STRUCTURAL CONCRETE WEARING SURFACE)
EXPANSION DEVICE
COMPRESSION SEAL
GLAND SEAL

97-322

PROJECT REVIEW ENGINEER	DATE
BY	12/20/81
CHECKED	12/22/81
REVISIONS	
FIELD CHANGES	

PLANS	DATE
BY	12/20/81
CHECKED	12/22/81
REVISIONS	
FIELD CHANGES	

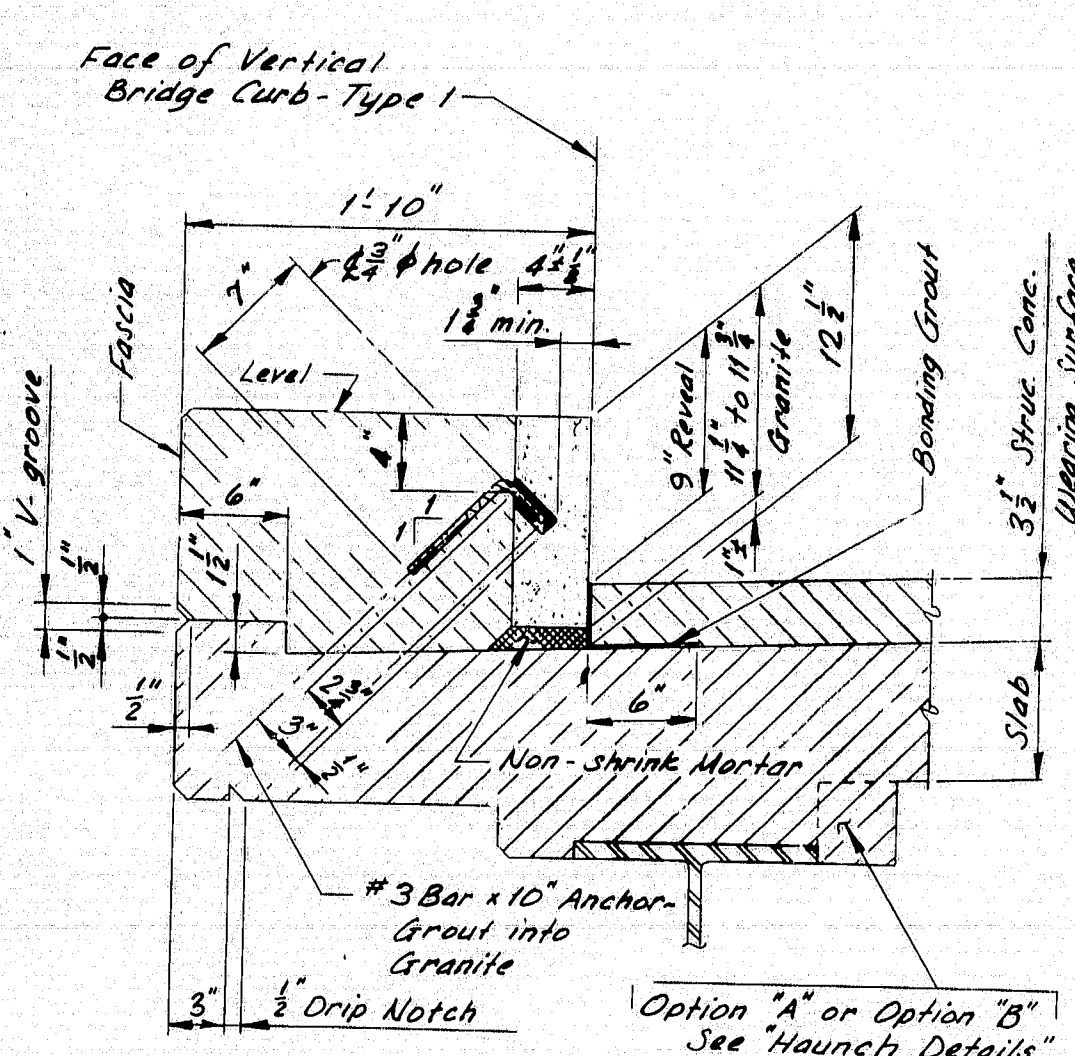
BRIDGE 4412 20710



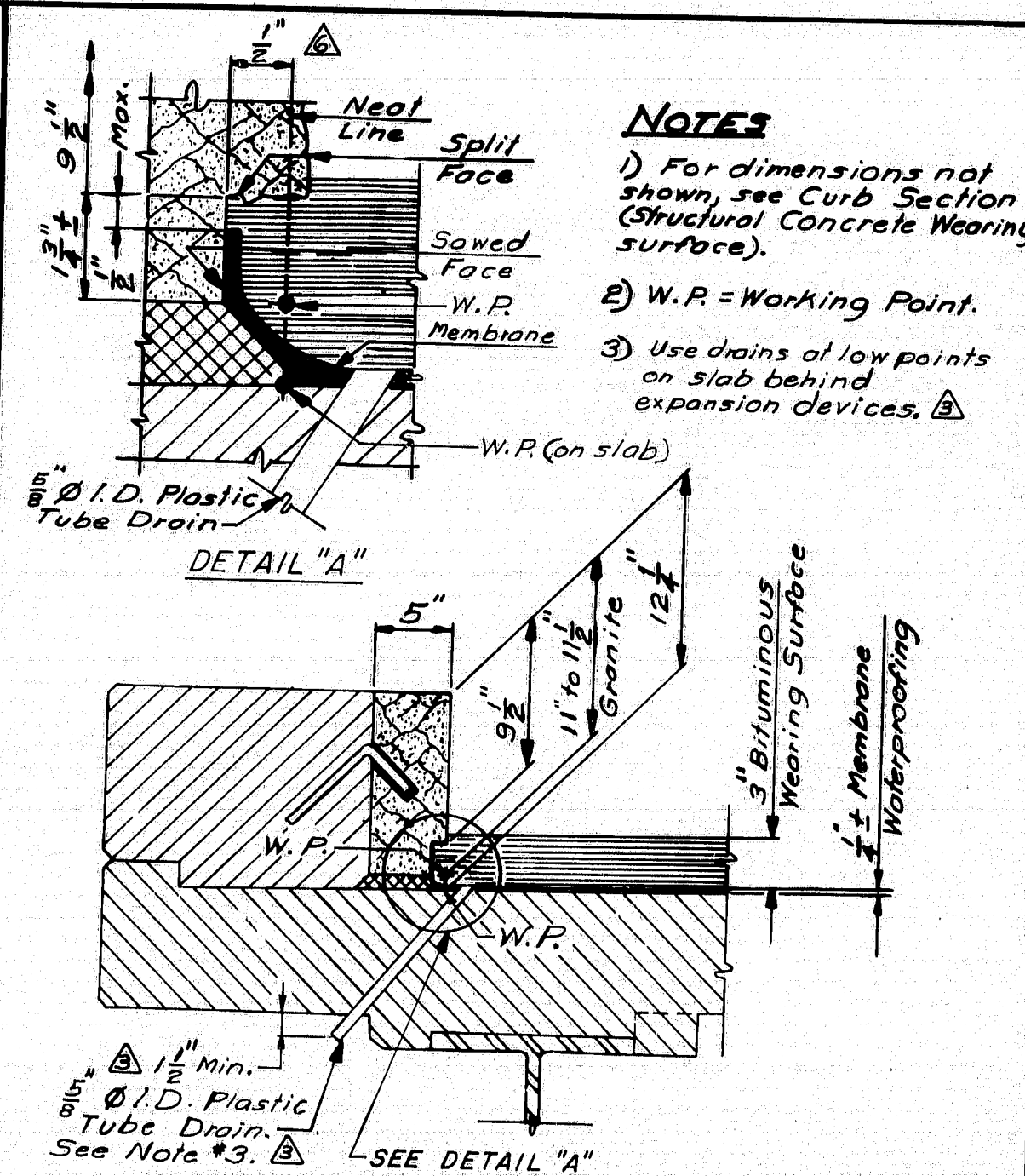
NOTES:

- Grating shall be a commercial heavy-duty grating with $1\frac{1}{2}$ " x $\frac{3}{4}$ " bearing bars spaced at 2" c.c., and $\frac{3}{4}$ " x $\frac{3}{4}$ " cross bars spaced at 4" c.c.
- Plates shall be A.S.T.M. A36, $\frac{1}{2}$ " thick.
- WT 6x13 shall be of the same material as the beam web.
- At the option of the Contractor, the Bridge Drain may be modified to allow the use of T.S. 6x6x $\frac{1}{2}$ conforming to A.S.T.M. A501 or A.S.T.M. A500, Gr. "A", in place of the 6" x 6" steel pipe.
- If the minimum thickness of concrete below the Drain is 2" or less, the haunch shall be extended as shown.
- Painting will not be required when the structural steel is specified to be unpainted.
- Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.

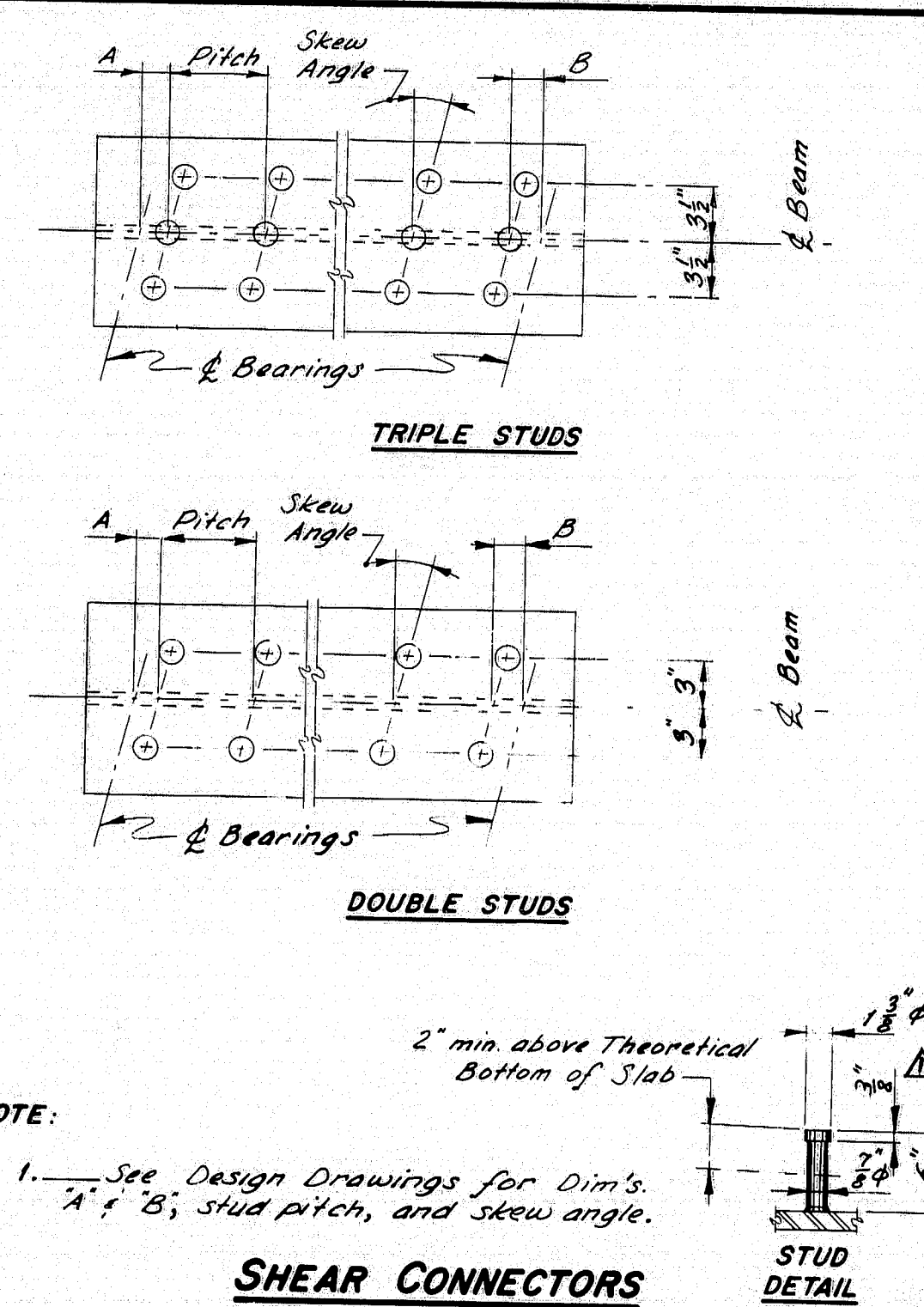
BRIDGE DRAIN



CURB SECTION TYPE 1A (STRUCTURAL CONCRETE WEARING SURFACE)



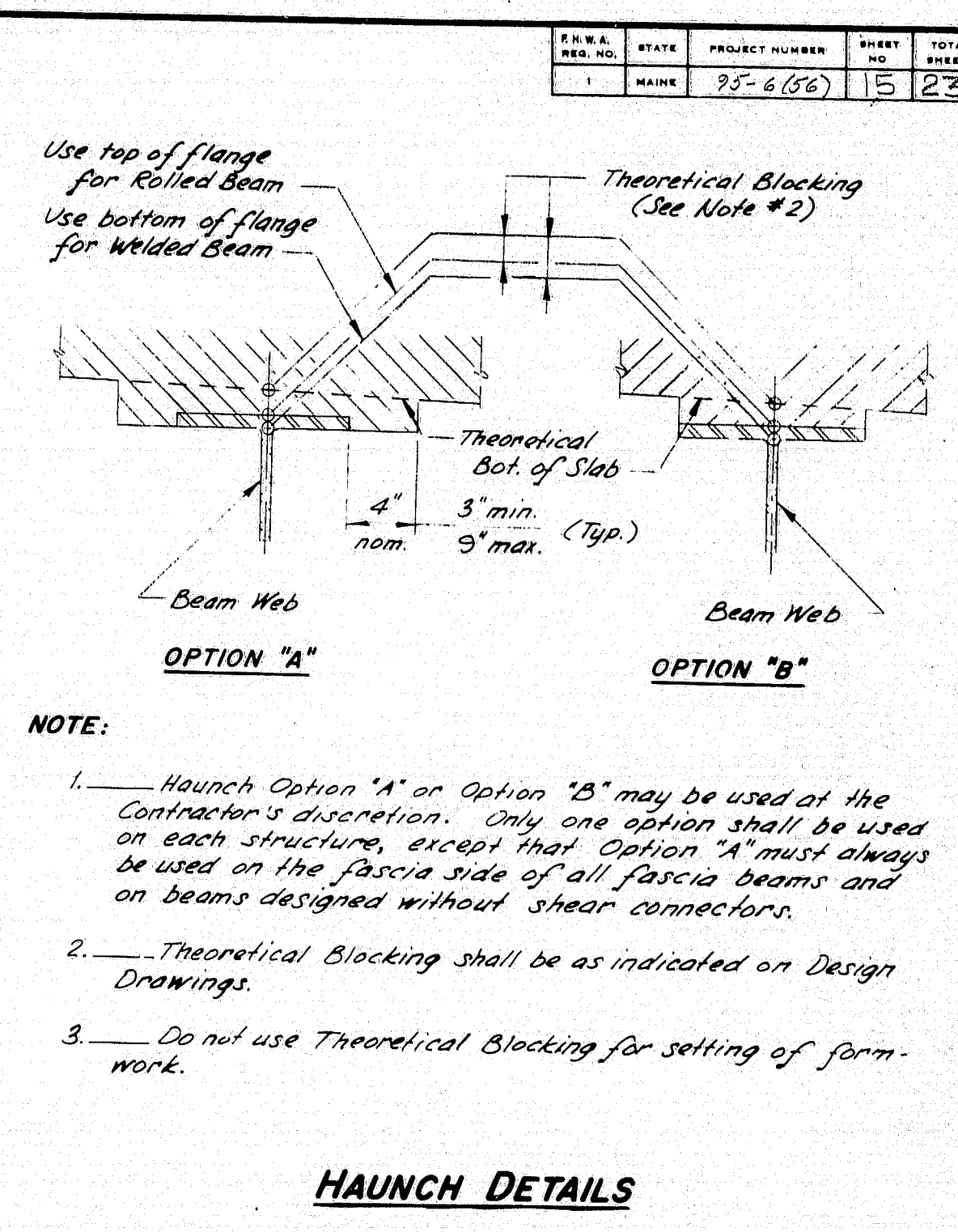
CURB SECTION TYPE 1B (BITUMINOUS WEARING SURFACE)



NOTE:

- See Design Drawings for Dim's "A" & "B", stud pitch, and skew angle.

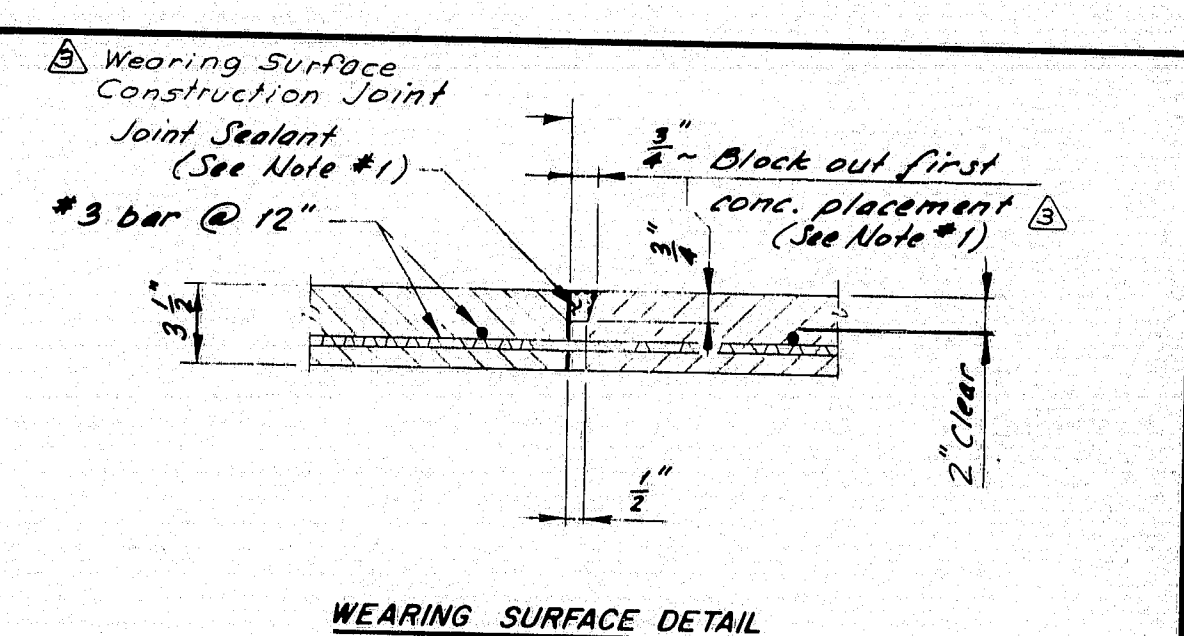
SHEAR CONNECTORS



NOTE:

- Haunch Option "A" or Option "B" may be used at the Contractor's discretion. Only one option shall be used on each structure, except that Option "A" must always be used on the fascia side of all fascia beams and on beams designed without shear connectors.
- Theoretical Blocking shall be as indicated on Design Drawings.
- Do not use Theoretical Blocking for setting of form-work.

HAUNCH DETAILS

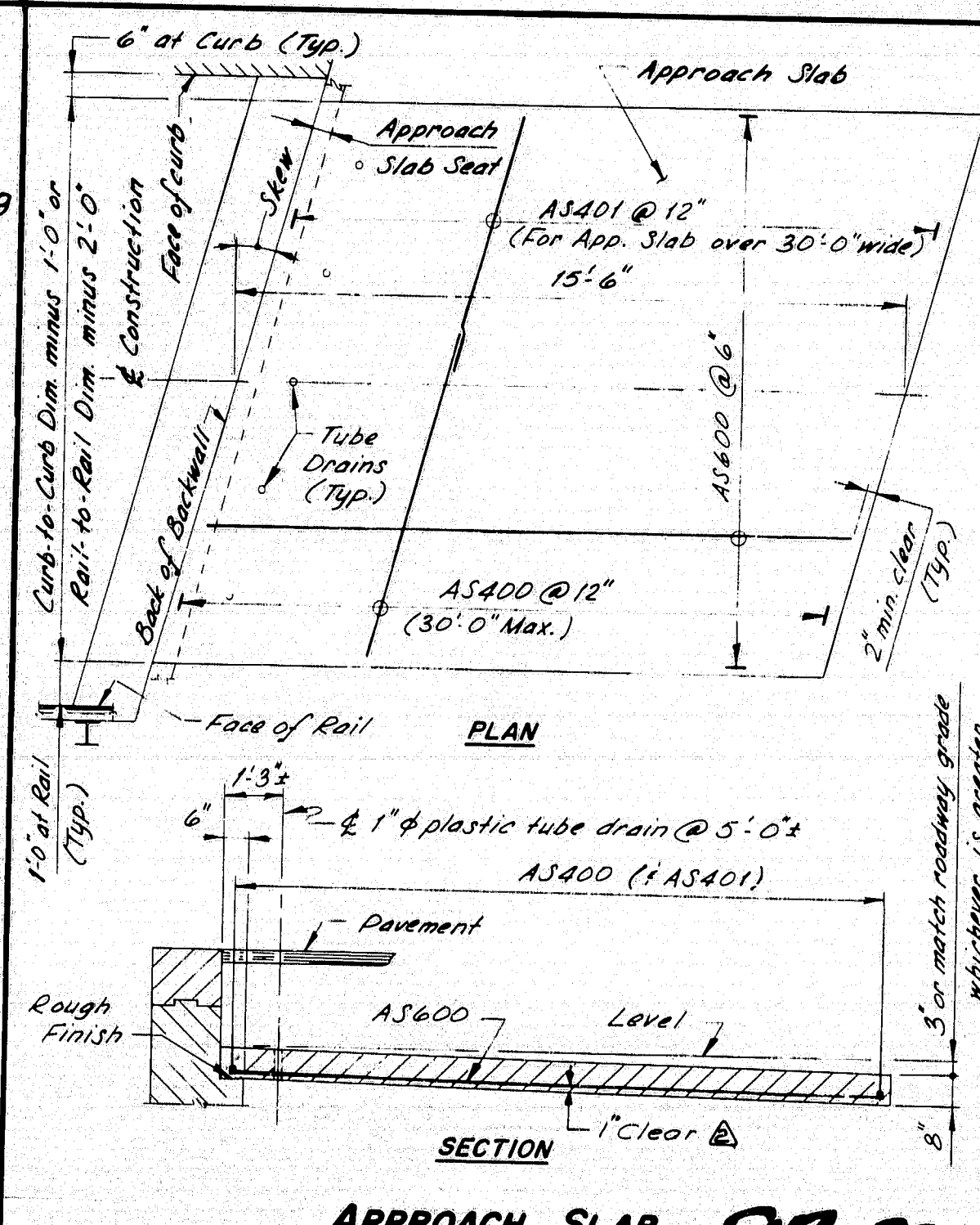


WEARING SURFACE DETAIL

NOTE:

- Use Block-out and Sealant only at Wearing Surface Construction Joints over Structural Slab Construction Joints. At all other joints, brush joint with neat cement paste before making adjacent concrete placement.

STRUCTURAL CONCRETE WEARING SURFACE



APPROACH SLAB 97-323

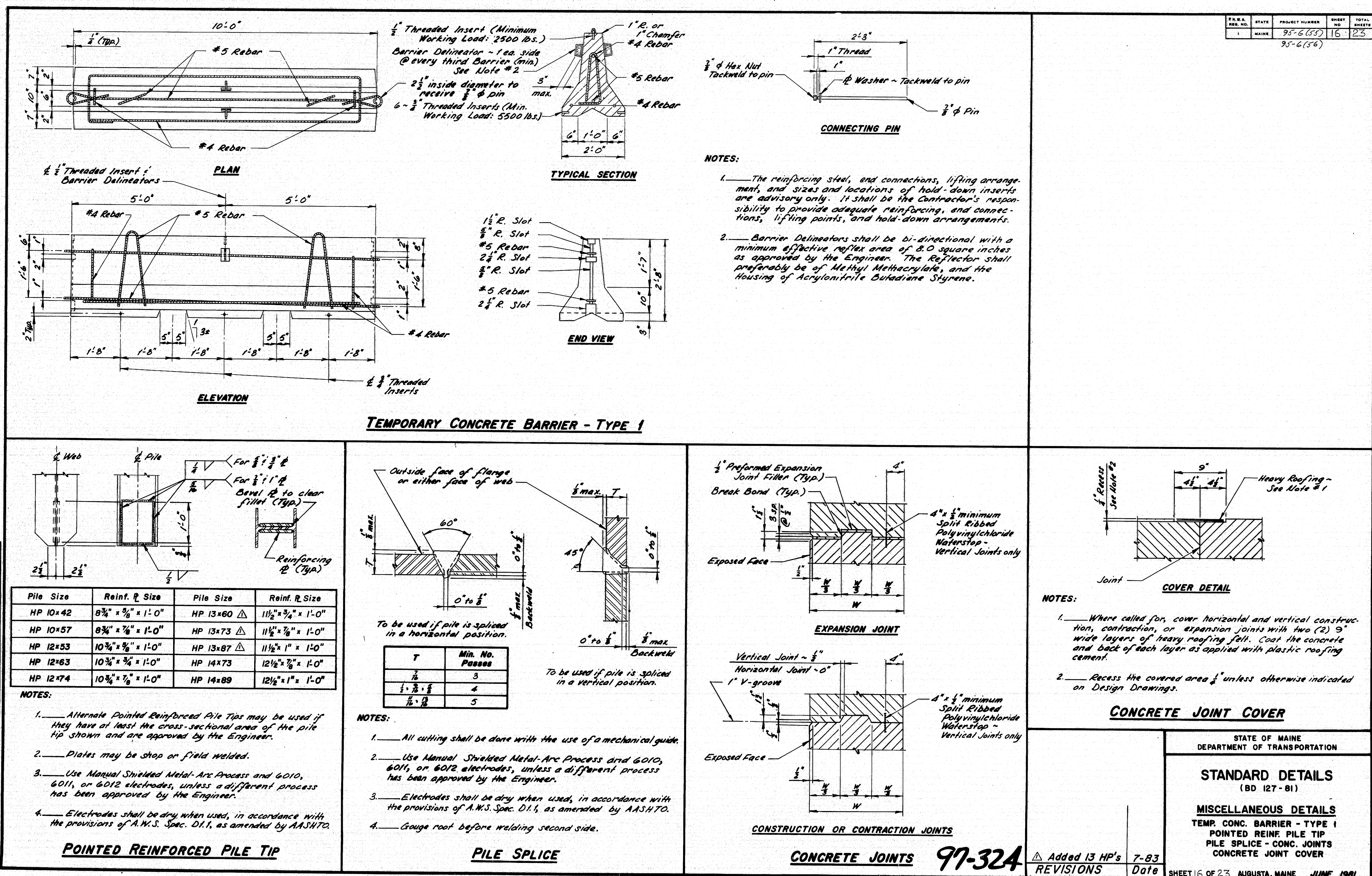
3'-0" match roadway grade whichever is greater

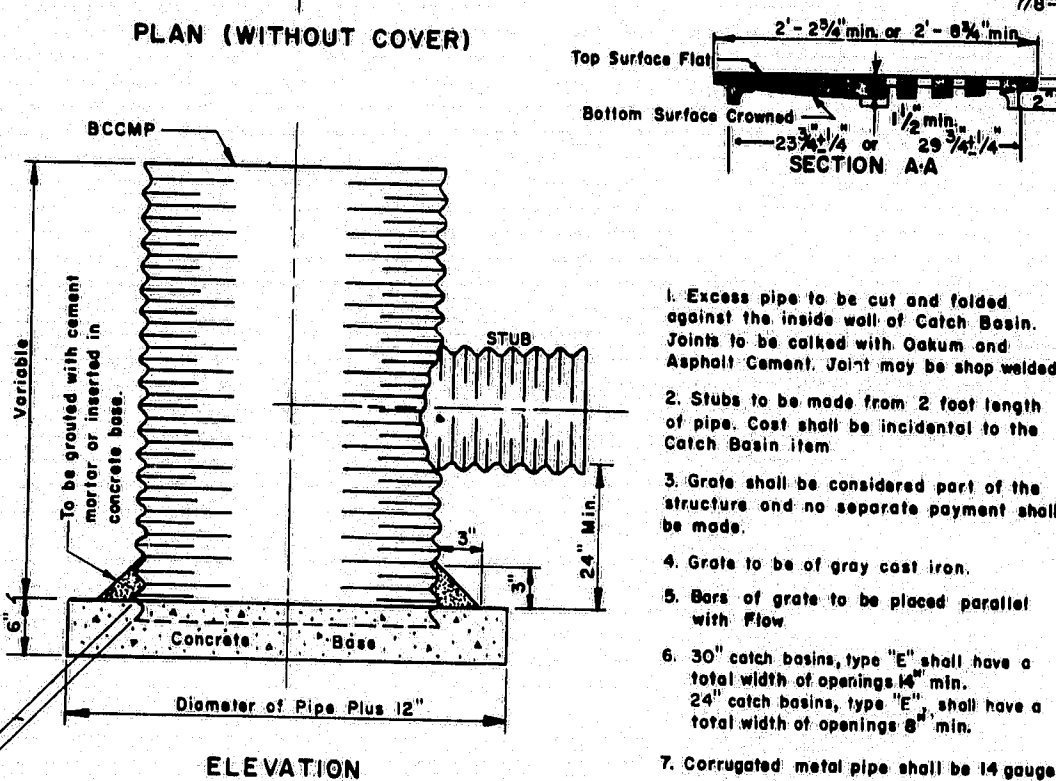
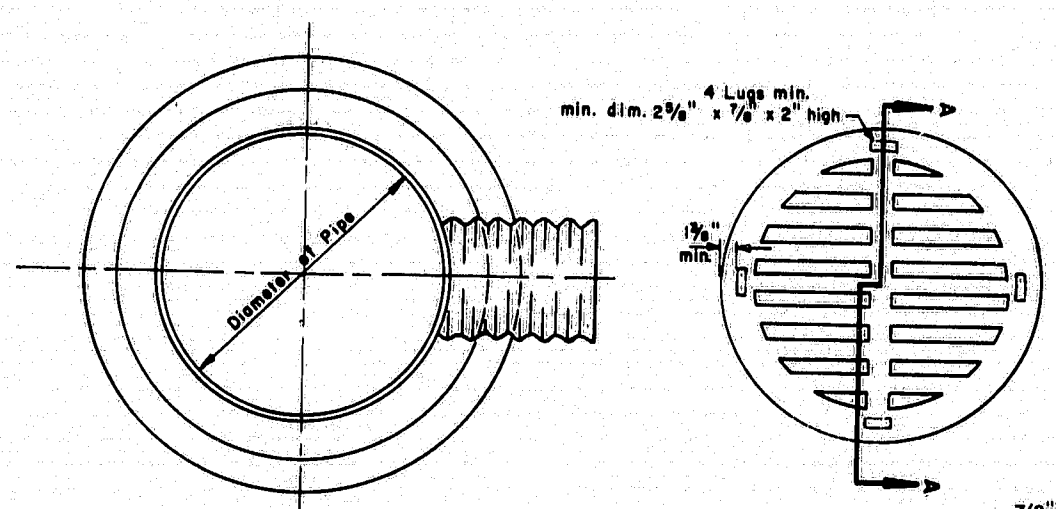
REVISIONS	DATE
Added Stud Detail	3-82
Added Curb Section	7-82
Added Plastic Tube Drain & modified Structural Concrete Wearing Surface	11-82
Revise Curb Anchorage	2-83
Revise Curb Title	6-83
Revise Curb Type 1B	11-83

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS (BD 126-81)
MISCELLANEOUS DETAILS BRIDGE DRAIN - SHEAR CONNECTORS STRUC. CONC. WEAR. SURFACE CURB SECTION - APPROACH SLAB HAUNCH DETAILS

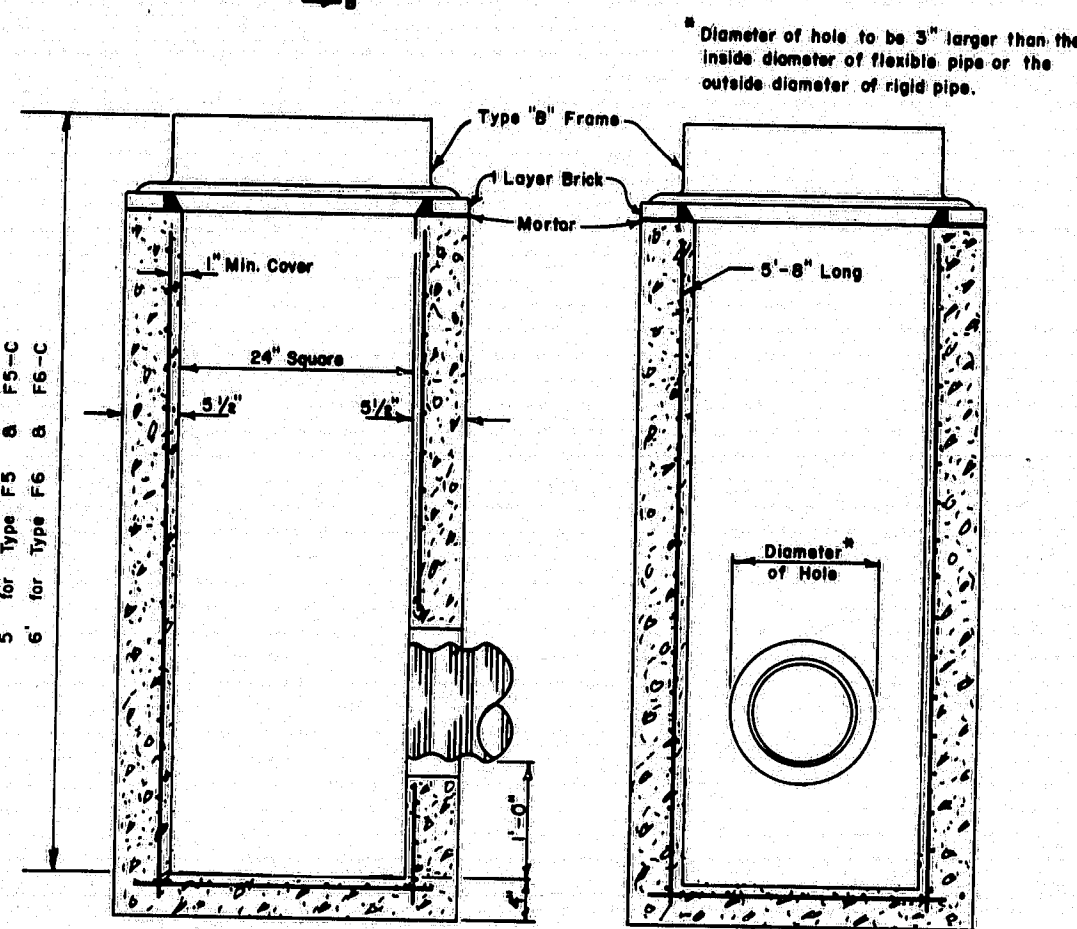
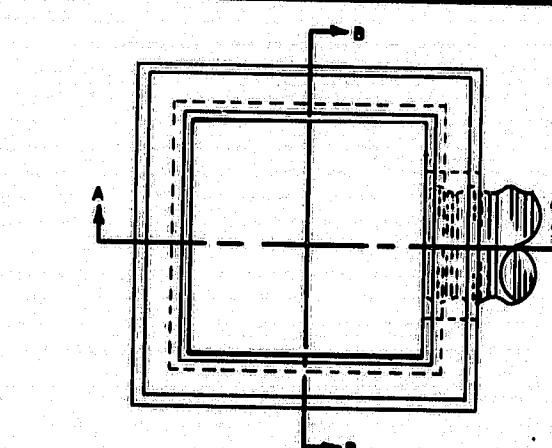
SHEET 15 OF 23 AUGUSTA, MAINE JUNE 1981

Mossolonskac Stream & Quarry Road

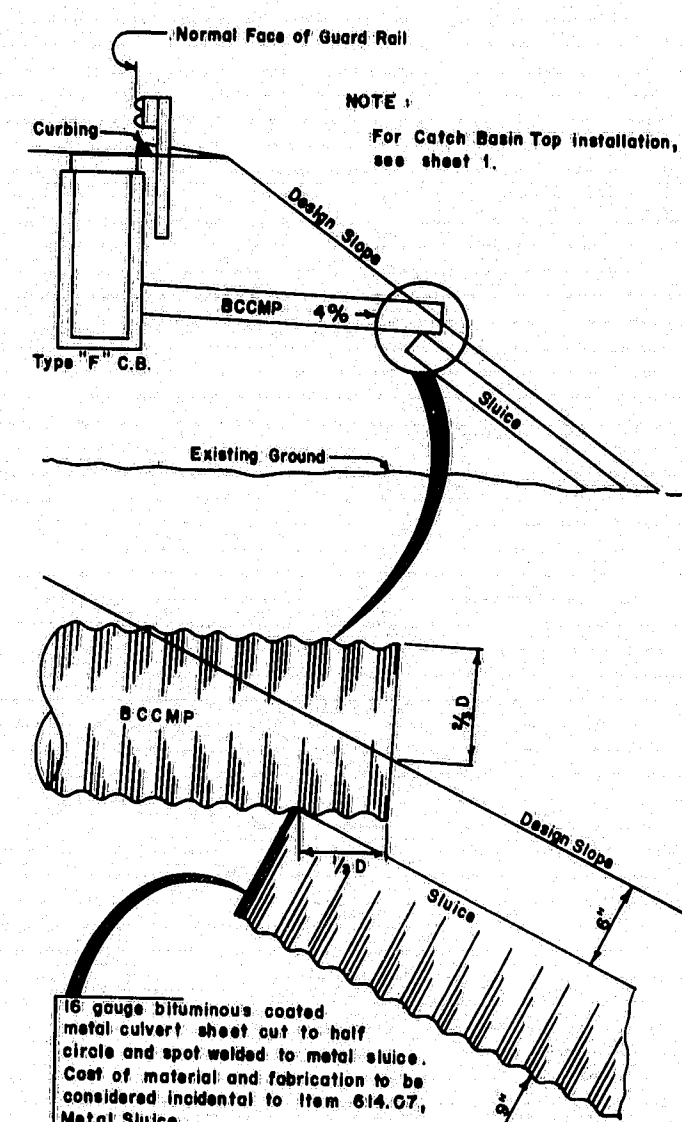




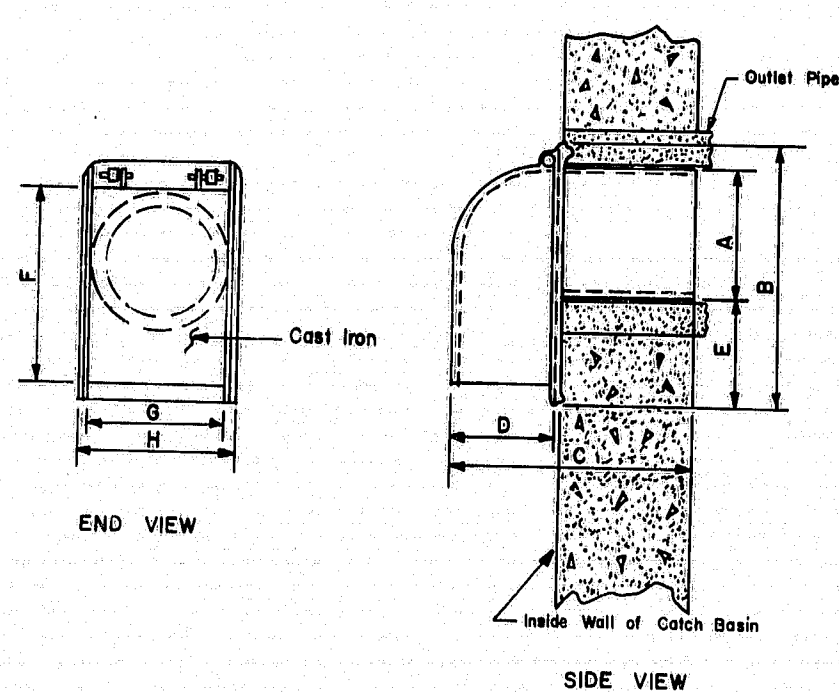
CATCH BASIN TYPE "E"



CATCH BASIN TYPE "F"



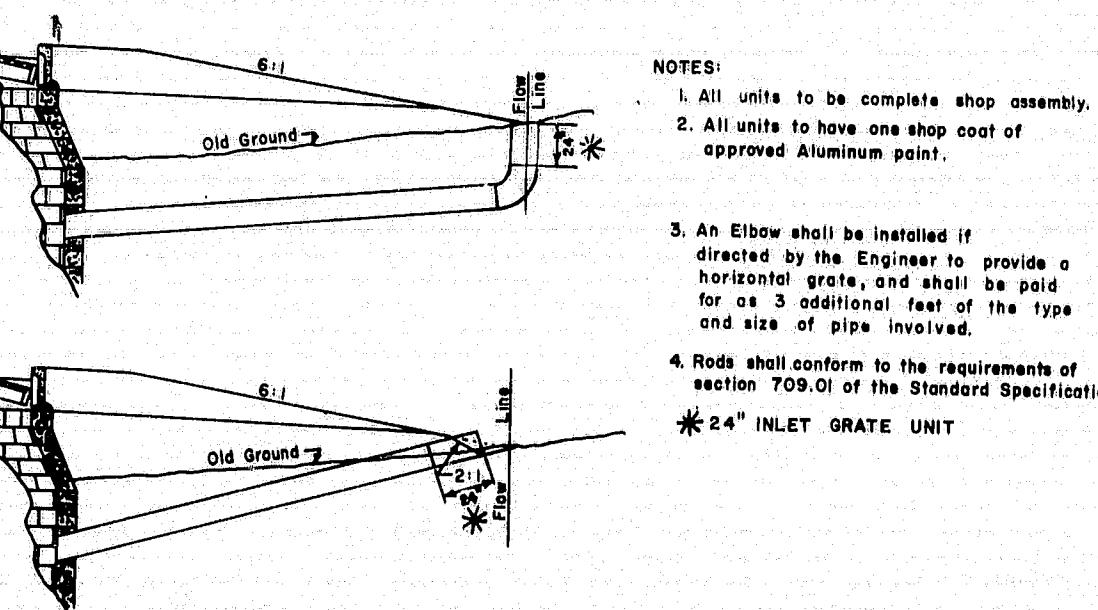
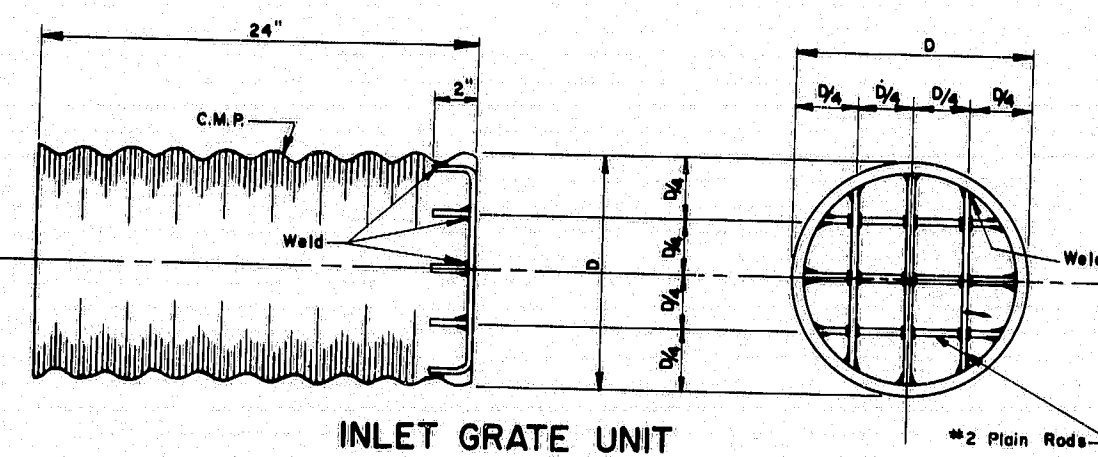
TYPE "F" CATCH BASIN WITH OUTLET PIPE (SLUICE OPTIONAL)



SIZE	A	B	C	D	E	F	G	H
6 in.	2 1/2	13 3/8	13 3/8	13 3/8	13 3/8	13 3/8	13 3/8	13 3/8
8 in.	3 1/2	15 1/8	15 1/8	15 1/8	15 1/8	15 1/8	15 1/8	15 1/8
10 in.	4 1/2	17 1/8	17 1/8	17 1/8	17 1/8	17 1/8	17 1/8	17 1/8
12 in.	5 1/2	19 1/8	19 1/8	19 1/8	19 1/8	19 1/8	19 1/8	19 1/8
15 in.	6 1/2	21 1/8	21 1/8	21 1/8	21 1/8	21 1/8	21 1/8	21 1/8

CATCH BASIN TRAP DETAIL

Traps of equal design and quality may be furnished if approved.



- NOTES:
- All units to be complete shop assembly.
 - All units to have one shop coat of approved Aluminum paint.
 - An Elbow shall be installed if directed by the Engineer to provide a horizontal grate, and shall be paid for as 3 additional feet of the type and size of pipe involved.
 - Rods shall conform to the requirements of section 709.01 of the Standard Specifications.

* 24" INLET GRATE UNIT

REVISIONS	APPROVAL
Description	MAINT FHWA
Original Plan	Nov. 1980
Revised Plan A	Feb. 1982
Revised Plan A/C	Dec. 1982
Plan A Deleted	Aug. 1983

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
TYPE E & F CATCH BASINS
INLET GRATE UNIT
TRAP DETAIL
SPECIFICATION SECTION 604
SHEET 170F23 AUGUSTA, MAINE

M.C.R. & County Road
Messadonkee Strg Quarry Road

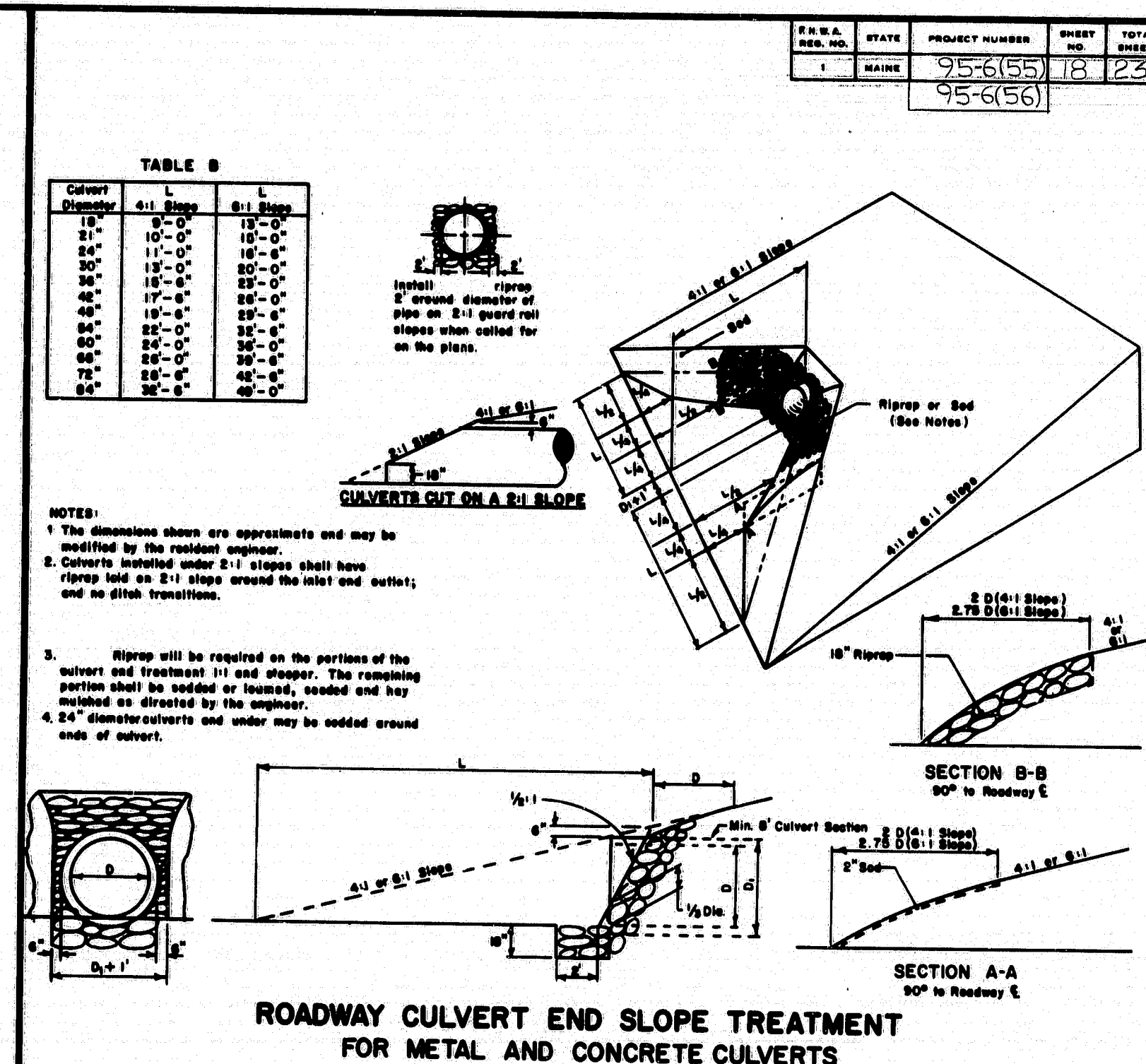
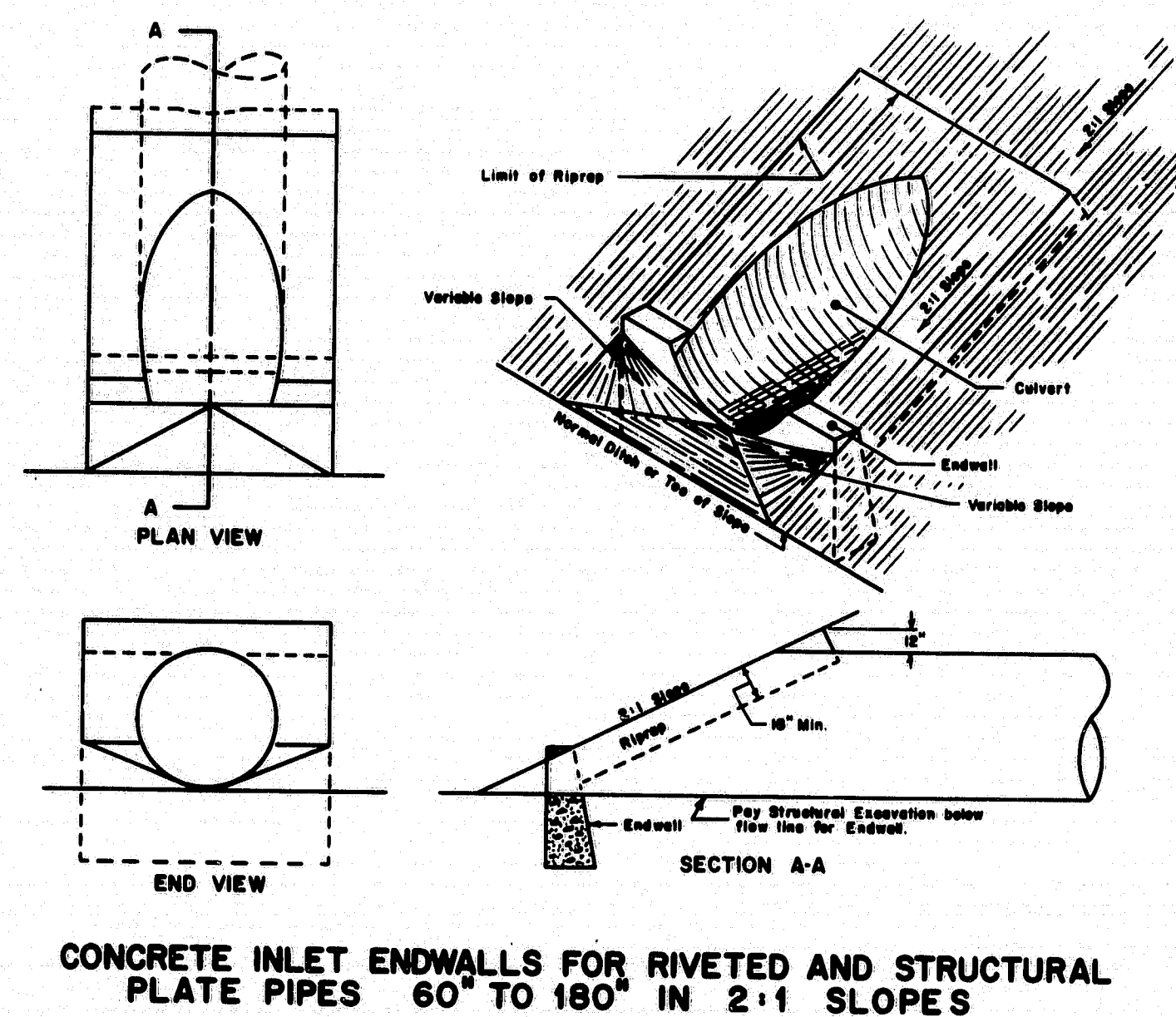
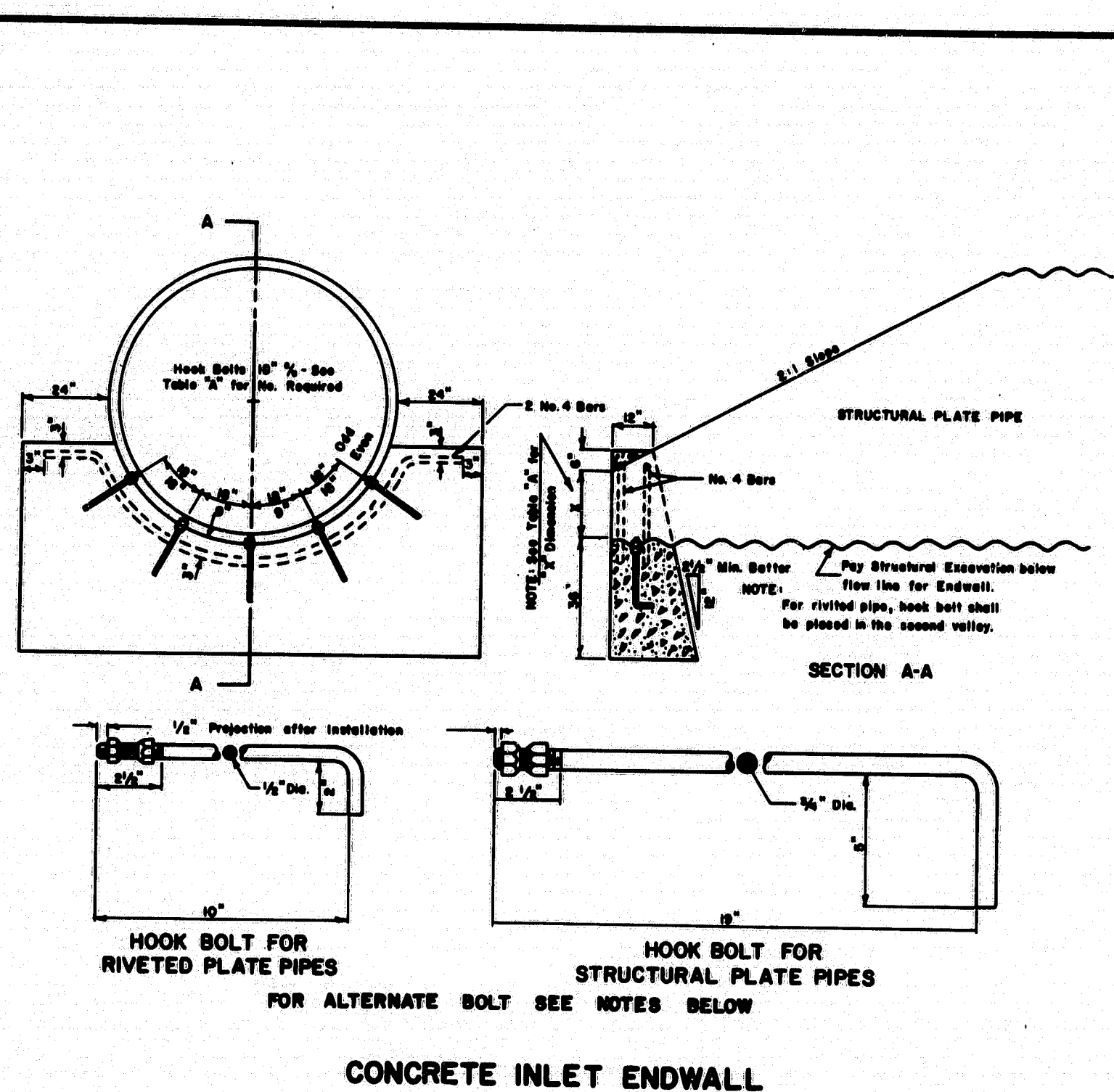
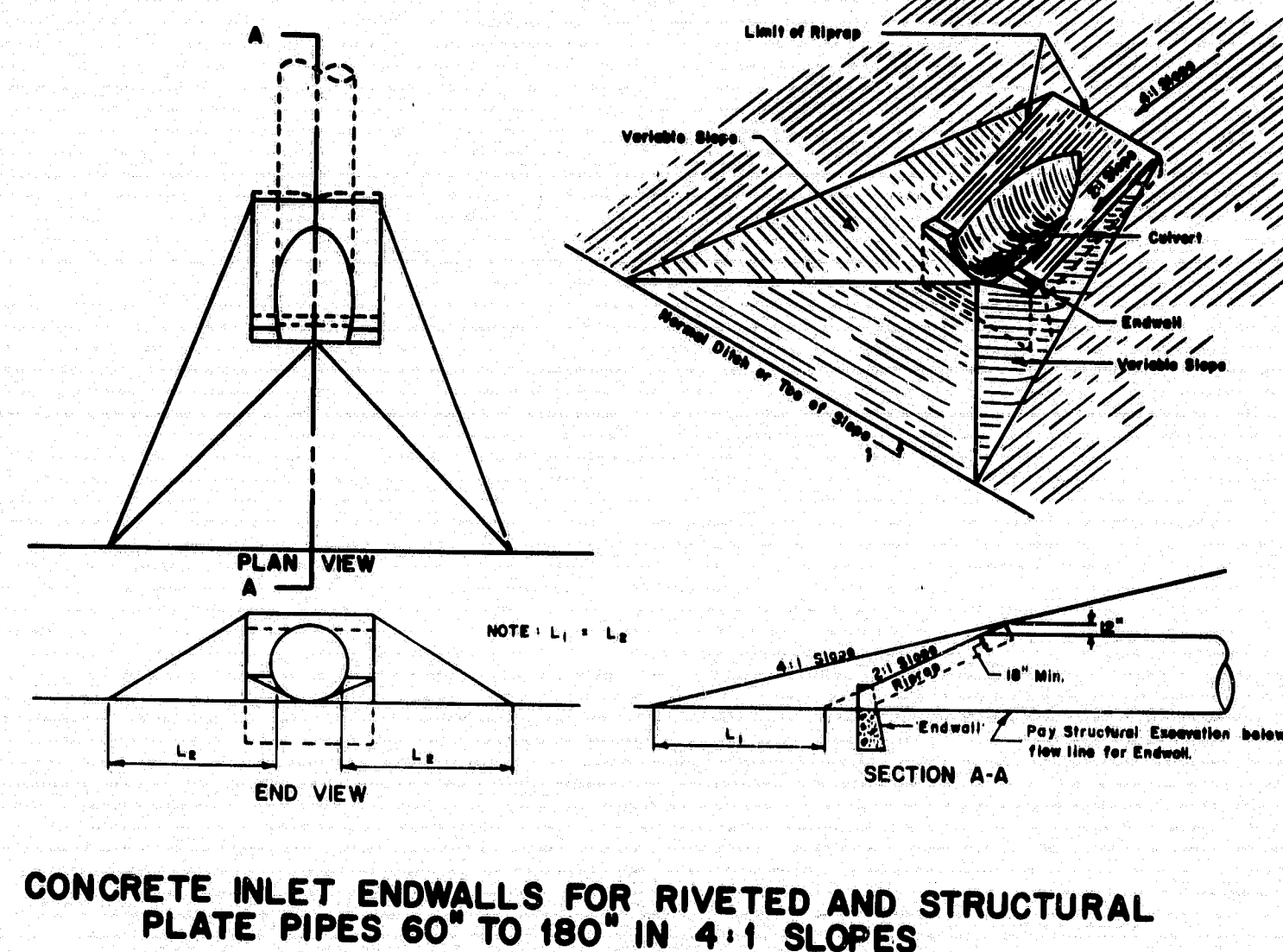


TABLE A

RIVETED PIPES			
SIZE	NO. BOLTS REQUIRED	"X" DIMENSION	"Y" DIMENSION
24"	4	1.8"	1.8"
30"	4	1.8"	1.8"
36"	4	1.8"	1.8"
42"	4	1.8"	1.8"
48"	4	1.8"	1.8"
54"	4	1.8"	1.8"
60"	4	1.8"	1.8"
66"	4	1.8"	1.8"
72"	4	1.8"	1.8"
78"	4	1.8"	1.8"
84"	4	1.8"	1.8"
90"	4	1.8"	1.8"
96"	4	1.8"	1.8"
102"	4	1.8"	1.8"
108"	4	1.8"	1.8"
114"	4	1.8"	1.8"
120"	4	1.8"	1.8"
126"	4	1.8"	1.8"
132"	4	1.8"	1.8"
138"	4	1.8"	1.8"
144"	4	1.8"	1.8"
150"	4	1.8"	1.8"
156"	4	1.8"	1.8"
162"	4	1.8"	1.8"
168"	4	1.8"	1.8"
174"	4	1.8"	1.8"
180"	4	1.8"	1.8"

- NOTES**
- Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope and no ditch transitions. All riprap as shown shall be hand laid.
 - Excavation required to grade culvert inlets and outlets as shown will not be paid separately, but will be incidental to the culvert.
 - Bolts are required in metal pipes only and will be incidental to concrete items.
 - Concrete endwalls shall be structural concrete class "A" and shall be paid for as Item 502.32 structural concrete culvert endwalls. Reinforcing steel will not be paid for separately but will be considered incidental to Item 502.32.
 - Standard galvanized carriage or machine bolts 1/2" x 6" long or 3/4" x 6" long with minimum of 2" thread, may be furnished in place of hook bolts. Washers shall be furnished at the head of each bolt.
 - Bolt material shall conform to ASTM A307. Nuts shall conform to ASTM A563. Bolts, nuts, and washers shall be hot dip galvanized after fabrication to meet ASTM A153.

CONCRETE INLET ENDWALL



CIRCULAR CULVERT
Minimum Wall Thickness in Inches

Nominal Inside Diameter in Inches	2 2/3 x 1/2 inch Corrugations unless noted otherwise							
	CMP	Pre-Coated Steel	CAP	SLCSP	SLCAP	PVCP	RCP	NCP
8	.064	.064	.060	.052	.048	.036	.240	
10	.064	.064	.060	.052	.048	.036	.301	
12	.079	.064	.075	.052	.048	.036	.358	
15	.079	.064	.075	.052	.048	.036	.438	
18	.079	.064	.075	.052	.048	.036		
21	.079	.064	.075	.052	.048	.036		
24	.079	.064	.075	.052	.048	.036		
30	.109	.079	.075	.052	.048	.036		
36	.109	.079	.075	.052	.048	.036		
42	.138		.105	.079	.034	.105	.060	
48	.138		.105	.079	.034	.105	.060	
54	.138		.105	.079	.034	.105	.060	
60	.168		.135	.109	.034	.105	.060	
66	.168		.135	.109	.034	.105	.060	
72	.168		.164					
84	.168		.164					

PIPE ARCH CULVERT
Minimum Wall Thickness in Inches

Nominal Span in Inches	2 2/3 x 1/2 inch Corrugations unless noted otherwise		
	CMPA	Pre-Coated Steel	CAPA
17 x 13	.079	.064	.075
21 x 15	.079	.064	.075
24 x 18	.079	.064	.075
28 x 20	.109	.079	.105
30 x 24	.109	.079	.105
40 x 31	.138	.079	.135
42 x 29 (2)	.138	.079	.135
46 x 36	.138	.079	.135
49 x 33 (2)	.138	.079	.135
53 x 41	.168	.079	.164
57 x 36 (2)	.168	.079	.164
60 x 46	.168	.079	.164
64 x 43 (2)	.168	.079	.164
66 x 51	.168	.079	.164
71 x 47 (2)	.168	.079	.164

CULVERT PIPE DATA

REVISIONS	APPROVED	REVISIONS	APPROVED
Description	Mo. DOT / FHWA	Description	Mo. DOT / FHWA
Original Plan	Nov. 1980	Revised Plan, F	Nov. 1980
Revised Plan, F	Nov. 1980	Revised Plan, F	Nov. 1980

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

MUCK EXCAVATION PAY LIMITS

Excavation for pipe culverts in grubbing and muck areas. Pay Earth Excav. or Muck Excav. as designated.

When directed by the engineer, waste material shall be used in this area, except that waste shall not be placed in fills designed with slopes of 2:1 or less. No additional payment will be made for this work.

DISPOSAL OF WASTE MATERIALS
(Waste Storage Area)

MUCK EXCAVATION AND WASTE DISPOSAL
SPECIFICATION SECTION 203

SLOPE BLANKET - BACKSLOPE

SLOPE BLANKET - FILL SLOPE

HAND LAID RIP RAP DOWNSPOUT

Construct berm ditch as shown on the plans or as directed by the engineer. Where a 2:1 slope is not practical, use a 1 1/2:1 slope.

Where "T" is 5 or less, "T" = X, otherwise "T" = 5. To avoid property damage and to move shade trees, this formula may be modified by the engineer.

For all sections, depth of ditch depends on local conditions.

BERM DITCH
SPECIFICATION SECTIONS 203 & 616
DITCHES AND SLOPES

EROSION CONTROL MESH
SPECIFICATION SECTION 617

EROSION CHECK for DITCH

NOTES:

- Temporary berms approx. 24" x 12" high (Compacted with wheel or track)
- Crescent shaped berm, length as required to contain surface drainage & direct into end section.
- Collapsible pipe or equal.
- Discharge in drainage ditch, on stabilized area or on dumped stone as indicated by Engineer.

TEMPORARY BERM and SLOPE DRAIN

TEMPORARY EROSION CONTROL
SPECIFICATION SECTION 656

CURB TYPES 1 & 5 ON CURVES			
RADIUS OF CURVE	LENGTH	PAID FOR AS	STONE IS CUT OR CAST
0' to 60' Incl.	4' Min.	Circular	Arc To Fit Curve
Over 60' to 160'	4' to 6'	Straight	Straight Pieces
0' to 8' Incl.	2' Min.	Circular	To Fit Curve
Over 8' to 30' Incl.	12' Min. Chord	Circular	Straight Pieces, Radial Ends
Over 30' and Under 160'	2' to 3'	Straight	Straight Pieces
160' and Over	3' to 4'	Straight	Straight Pieces

TERMINAL CURB SECTION

TERMINAL SECTION TYPE "I"

TERMINAL SECTION TYPE "S"
(Use when shown on plans only)

CURB TRANSITION
SPECIFICATION SECTION 609

CURB TYPE "5"

TRANSITION SECTION "C"
Curb type "5" to sloped type "I"

CURB TRANSITION
SPECIFICATION SECTION 609

CURB TYPE 3 & 3A

VERTICAL CURB TYPE "1" & "2"
SPECIFICATION SECTION 609

GUTTER GRADE TRANSITION AT CATCH BASIN

NOTE: Cascade gates shall be installed on gradient of the gutter. The gates shall be depressed 2" below the normal gutter grade unless this depression interferes with traffic. Parallel bar gates shall be installed on a level gradient. Dimensions are intended to be nominal.

STANDARD DETAILS
CURB, DITCHES AND SLOPES
EROSION CONTROL
MUCK EXCAVATION AND WASTE DISPOSAL

REVISIONS

Description	Me.DOT	FHWA
Original Plan	Nov. 1980	Sept. 10, 1981
Added Plate II	Mar. 1981	Mar. 15, 1983
Revised Plate A	Dec. 1981	Mar. 15, 1983

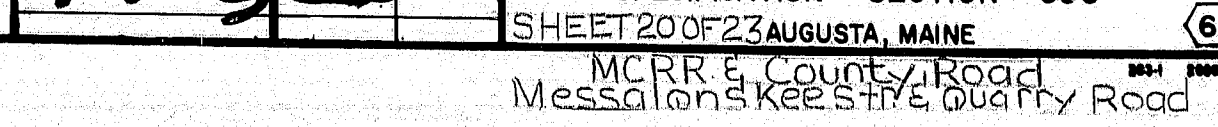
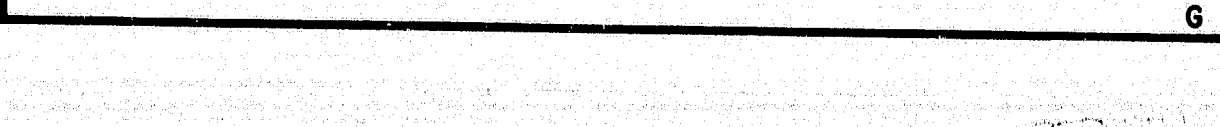
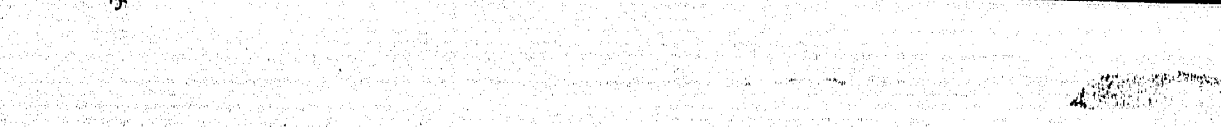
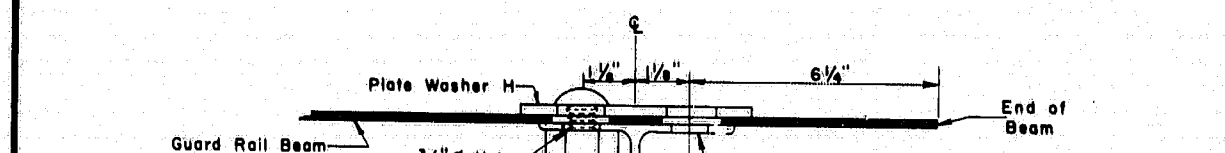
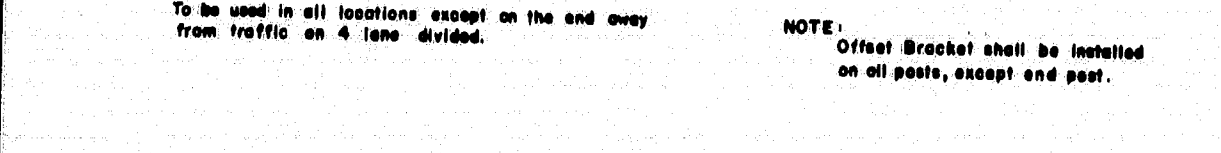
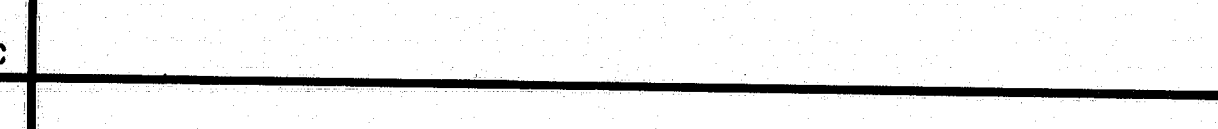
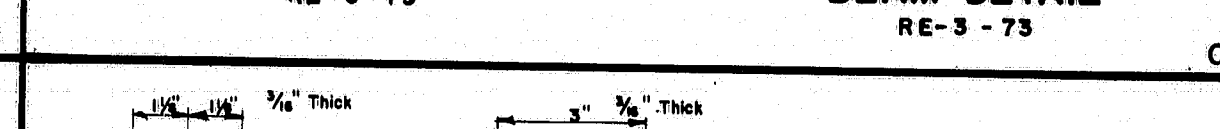
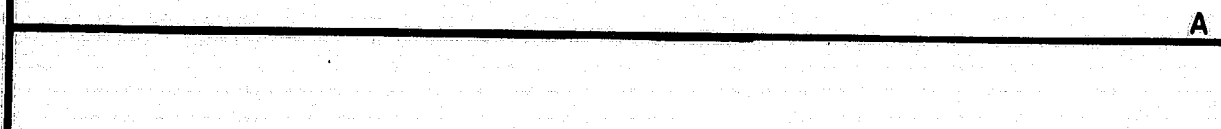
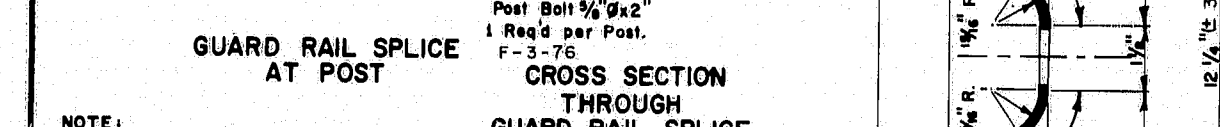
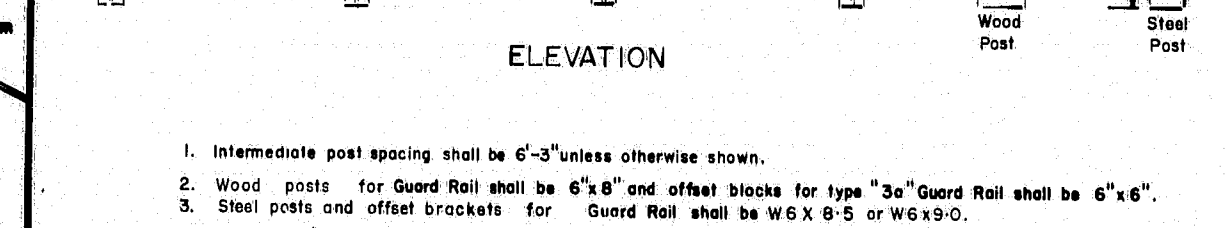
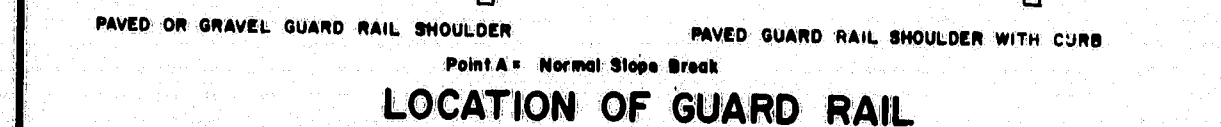
APPROVED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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SHEET 19 OF 23 AUGUSTA, MAINE

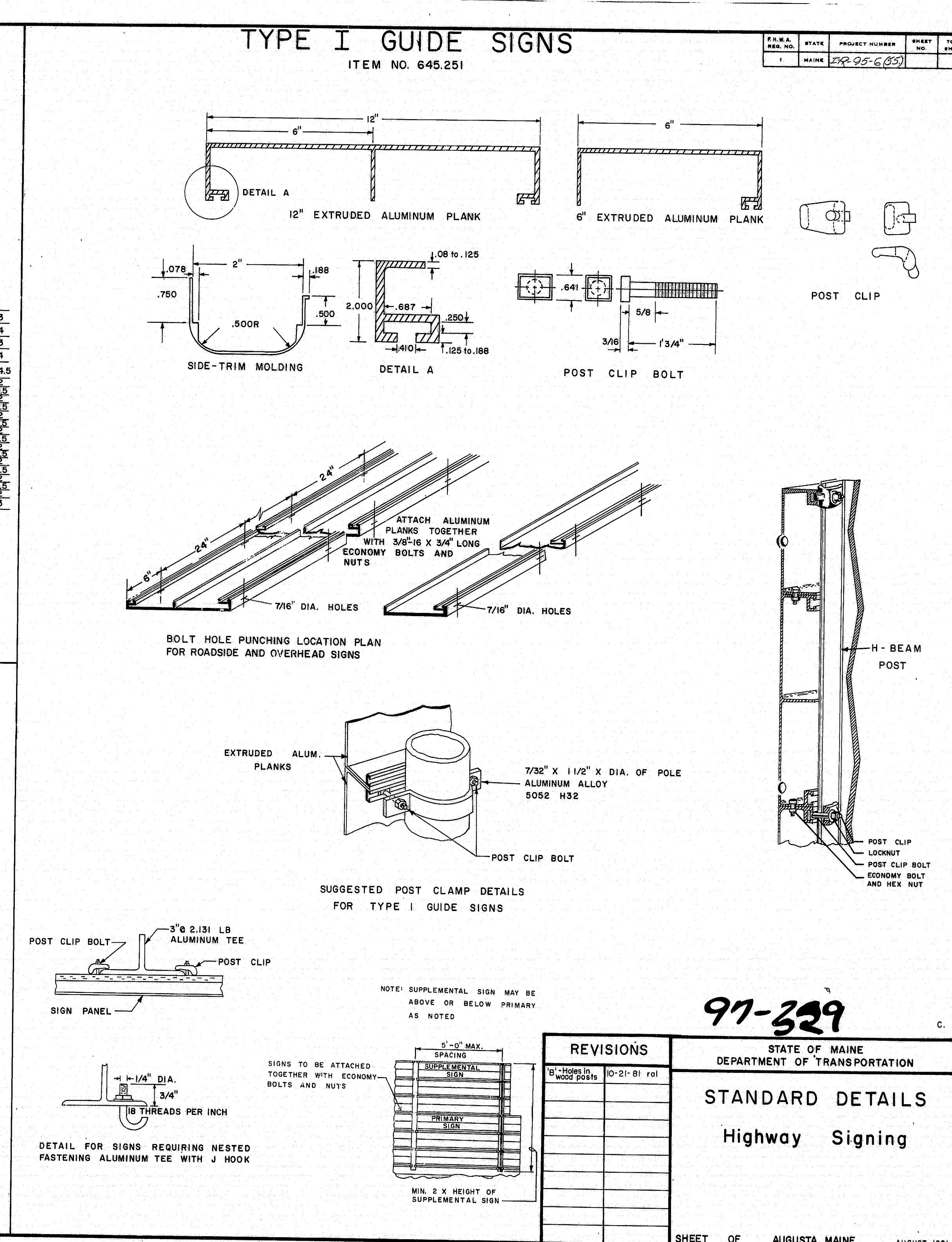
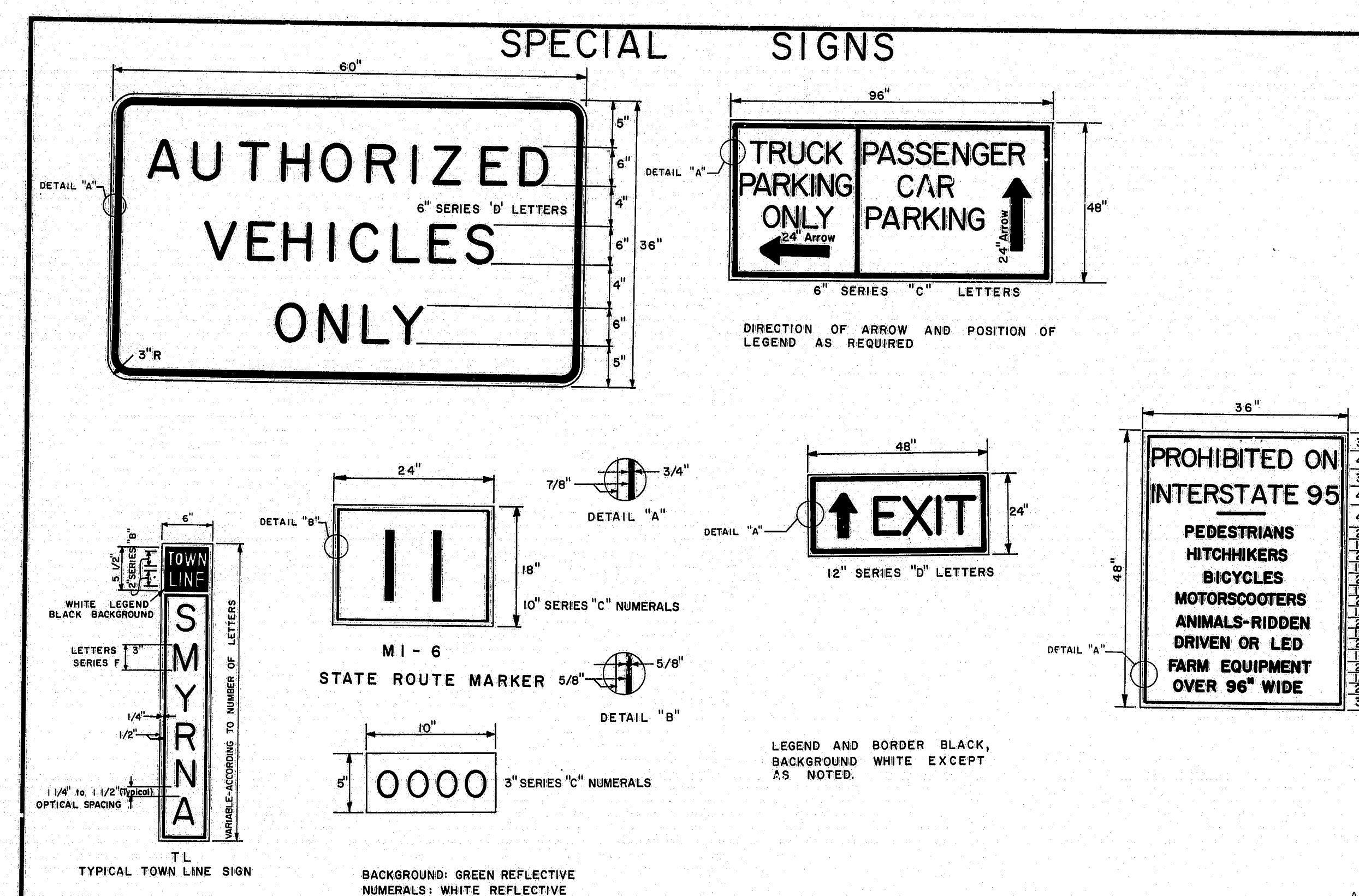
M.C.R.R. & County Road
Messalonskee St. & Quarry Road



NOTE: Identification letters and numbers on drawings refer to the standard detail drawings shown in "A Guide to Standardized Highway Barrier Rail Hardware" by AASHTO - AGC - ARTBA Joint Cooperative Committee.

[illegible]

SPECIFICATION SECTION 606
SHEET 20 OF 23 AUGUSTA, MAINE
MCPRR County Road
Messalonskee St & Quarry Road



PROJECT DESIGN ENGINEER	DATE
CHECKED	BY
REVISIONS	DATE
FIELD CHANGES	DATE

PLANS

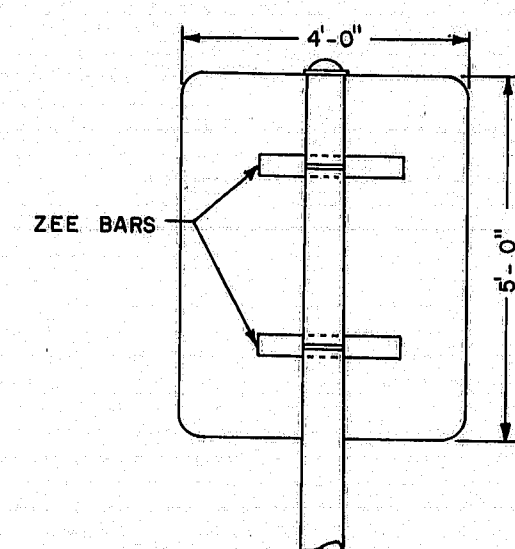
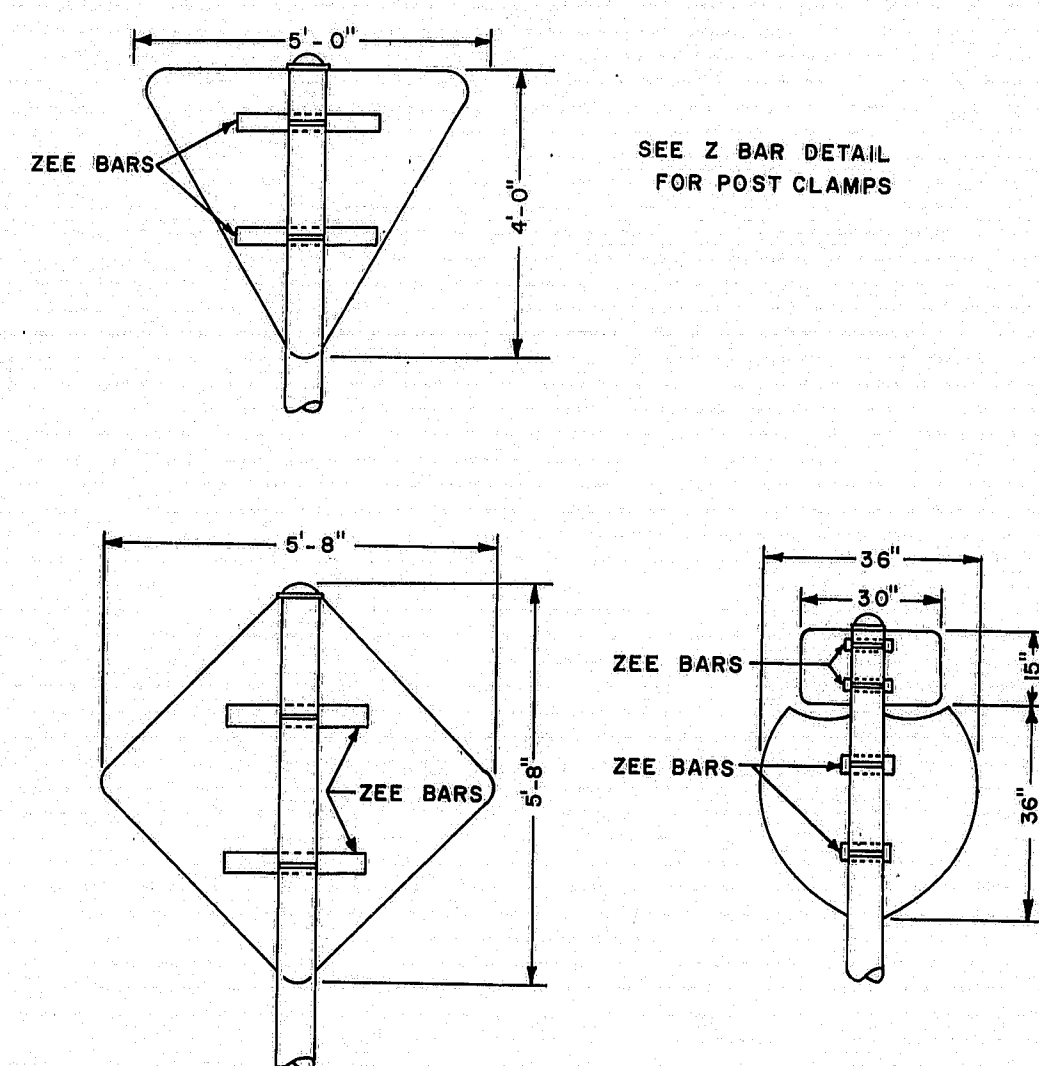
METHOD OF ATTACHING CROSS-MEMBERS ON SIGN ASSEMBLIES

NOTE: ON 6" X 6" WOOD POSTS ONLY DRILL TWO 3/4" DIA. HOLES AT RIGHT ANGLES TO ONE ANOTHER, 4" ABOVE GROUND LINE.

97-329

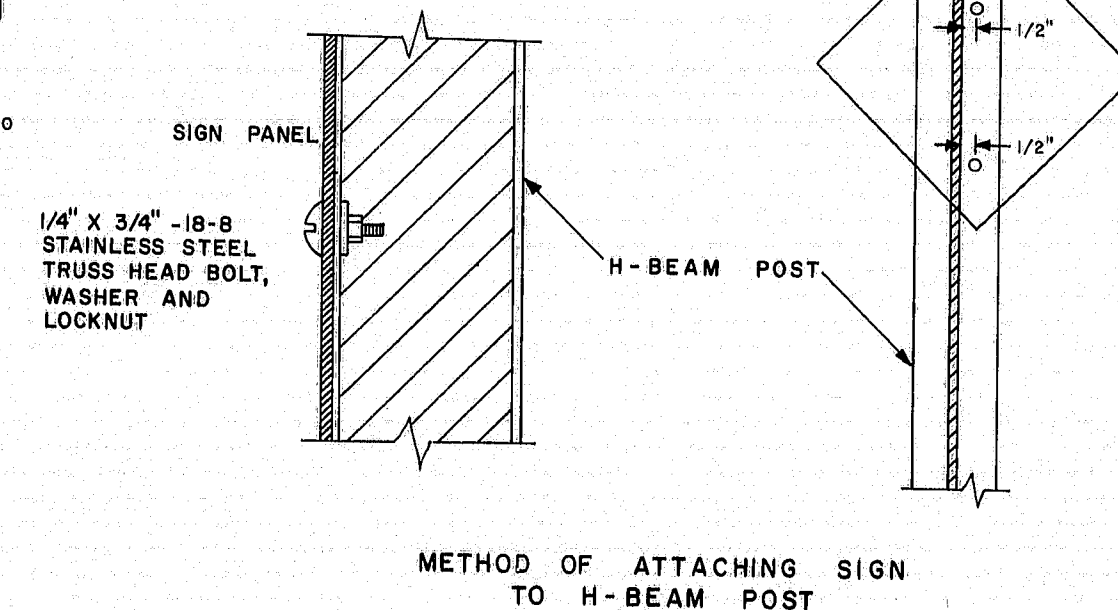
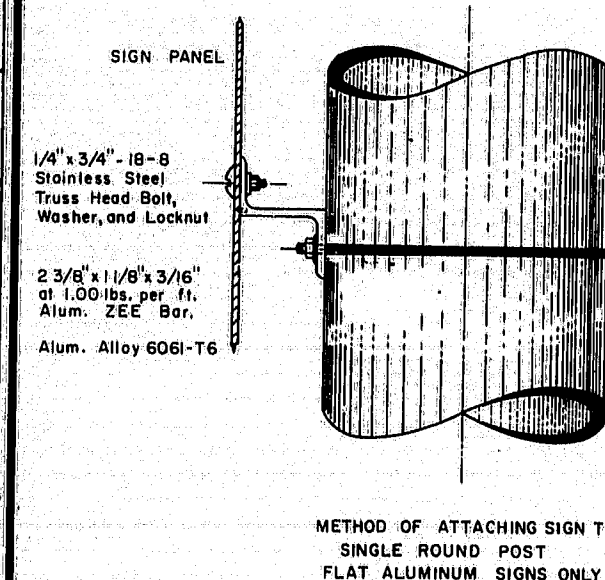
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
Highway Signing

TYPE I REGULATORY, WARNING AND ROUTE MARKER ASSEMBLY SIGNS ITEM NO. 645.271

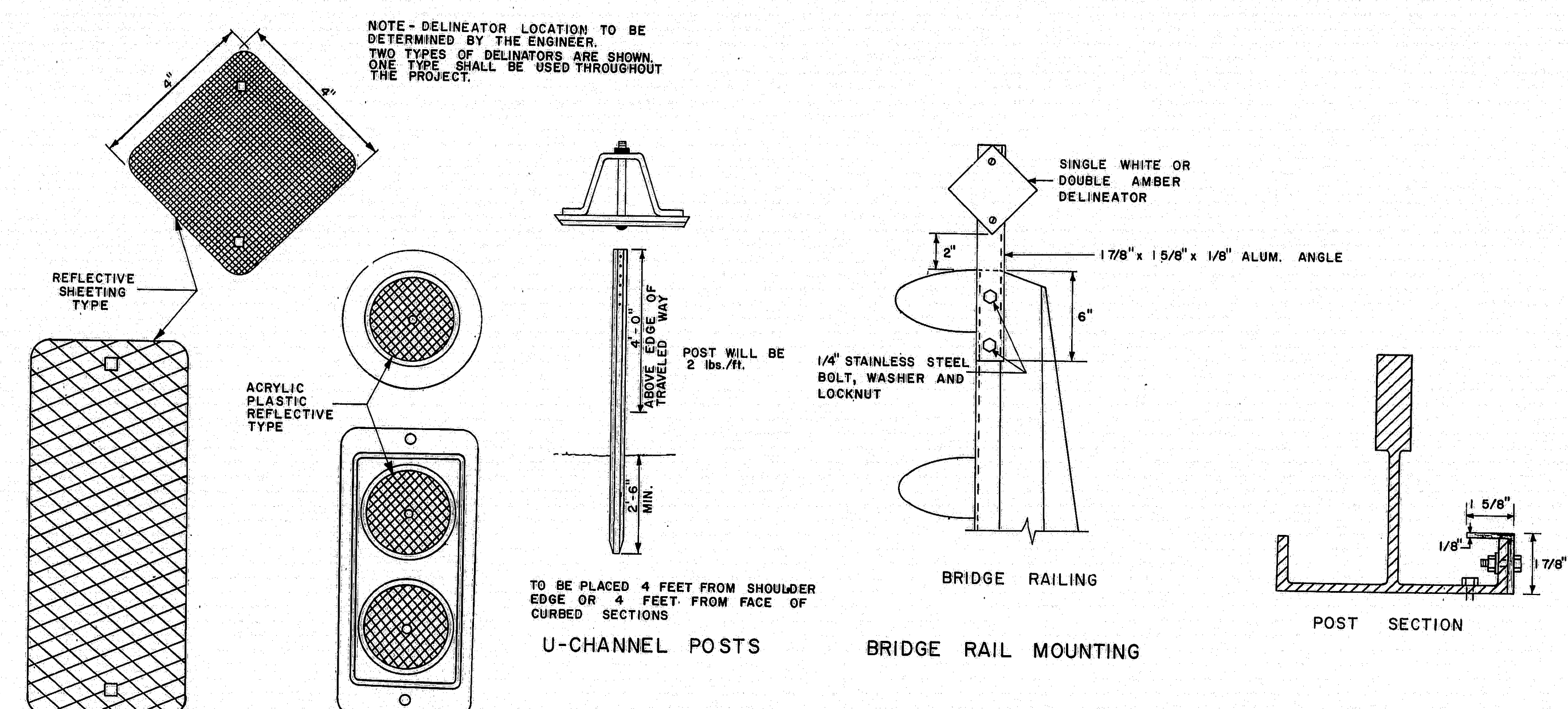


NOTE: BOLT HOLES IN SIGN PANELS SHALL BE LOCATED ACCORDING TO THE "BLANK STANDARDS" SECTION OF STANDARD HIGHWAY SIGNS. FOR H-BEAM POST MOUNTED SIGNS USE LARGEST SPACING LISTED FOR TWO BOLT HOLES ON VERTICAL AXIS OF SIGN OF THAT SLOPE.

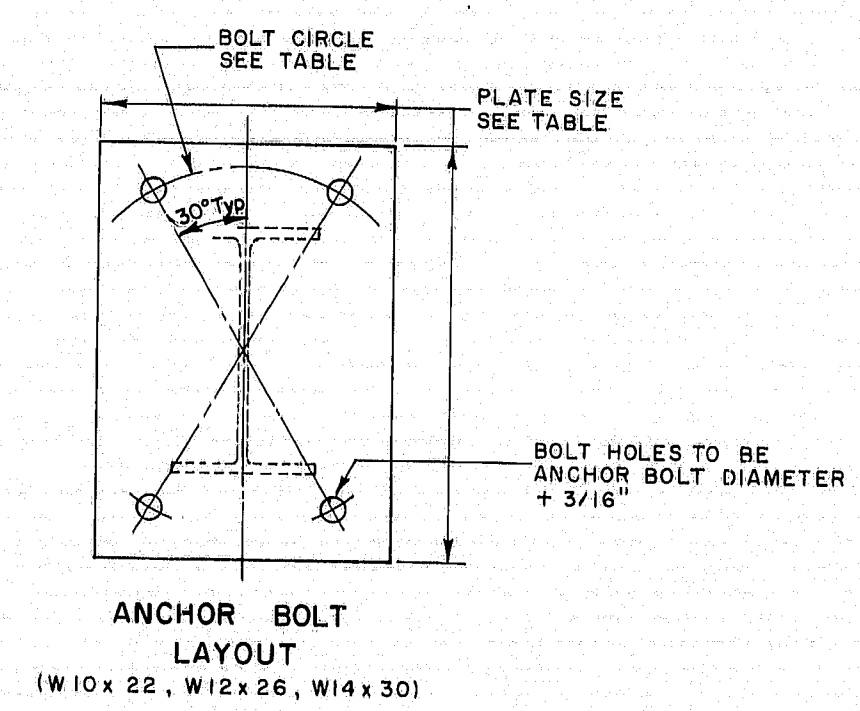
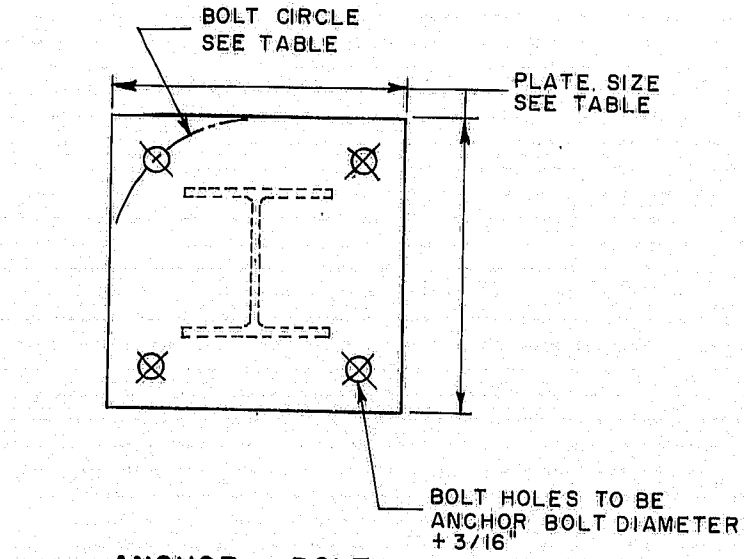
PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	



DELINEATORS



STANDARD H-BEAM POSTS



SINGLE SUPPORT SIGNS								
Foundation Diameter	Sign Area (A)	Sign Width (W)	Post Size	Base Plate (1) (3)	Material	Anchor Bolts (2)	Bolt Circle	Maximum Mounting Height
18"	10' < A ≤ 161ft²	W = 4'-0" Max. But Includes 5.0 ft Yield Sign	W6 x 9	12" x 12" x 1" 41 LBS	A36	1" φ x 3'-0"	12"	12 Feet to Sign Center
18"	16' < A ≤ 25ft²	W = 5'-0" Max.	W6 x 15	2' x 12" x 1" 41 LBS	A36	1" φ x 3'-0"	12"	
24"	25' < A ≤ 361ft²	W = 6'-0" Max.	W8 x 24	14" x 14" x 1" 55 LBS	A36	1 1/4" φ x 3'-6"	14"	
MULTIPLE SUPPORT SIGNS								
24"	To 601ft²/Post		W8 x 18	14" x 14" x 1" 55 LBS	A36	1 1/4" φ x 3'-6"	14"	20 Feet to Sign Center
24"	60-851ft²/Post		W10 x 22	2' x 12" x 1" 72 LBS	A36	1 1/4" φ x 3'-6"	15"	
30"	85-1101ft²/Post		W12 x 26	3' x 10" x 1 1/4" 87 LBS	A36	1 1/2" φ x 4'-0"	17"	
30"	110-1351ft²/Post		W14 x 30	14" x 2' x 1 1/4" 104 LBS	A36	1 1/2" φ x 4'-0"	19"	

NOTE
(1) FOR BOLT LAYOUT SEE BOLT LAYOUT PLANS LEFT.
(2) BOLTS TO HAVE 50000 PSI MINIMUM YIELD STRENGTH.
(3) POST TO BASE PLATE WELD SHALL BE 5/16" FILLET WELD.
(4) BASE PLATES SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE TO SECTION 720.06
(5) PAYMENT FOR WEIGHT OF BASE PLATES SHALL BE INCIDENTAL TO ITEM 645.289

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Added Plate C	5-12-82 RAL	STANDARD DETAILS Highway Signing	
Notes (4) & (5)	Base Plate Wts		
5-25-82 SCH			
		SHEET OF AUGUSTA, MAINE	

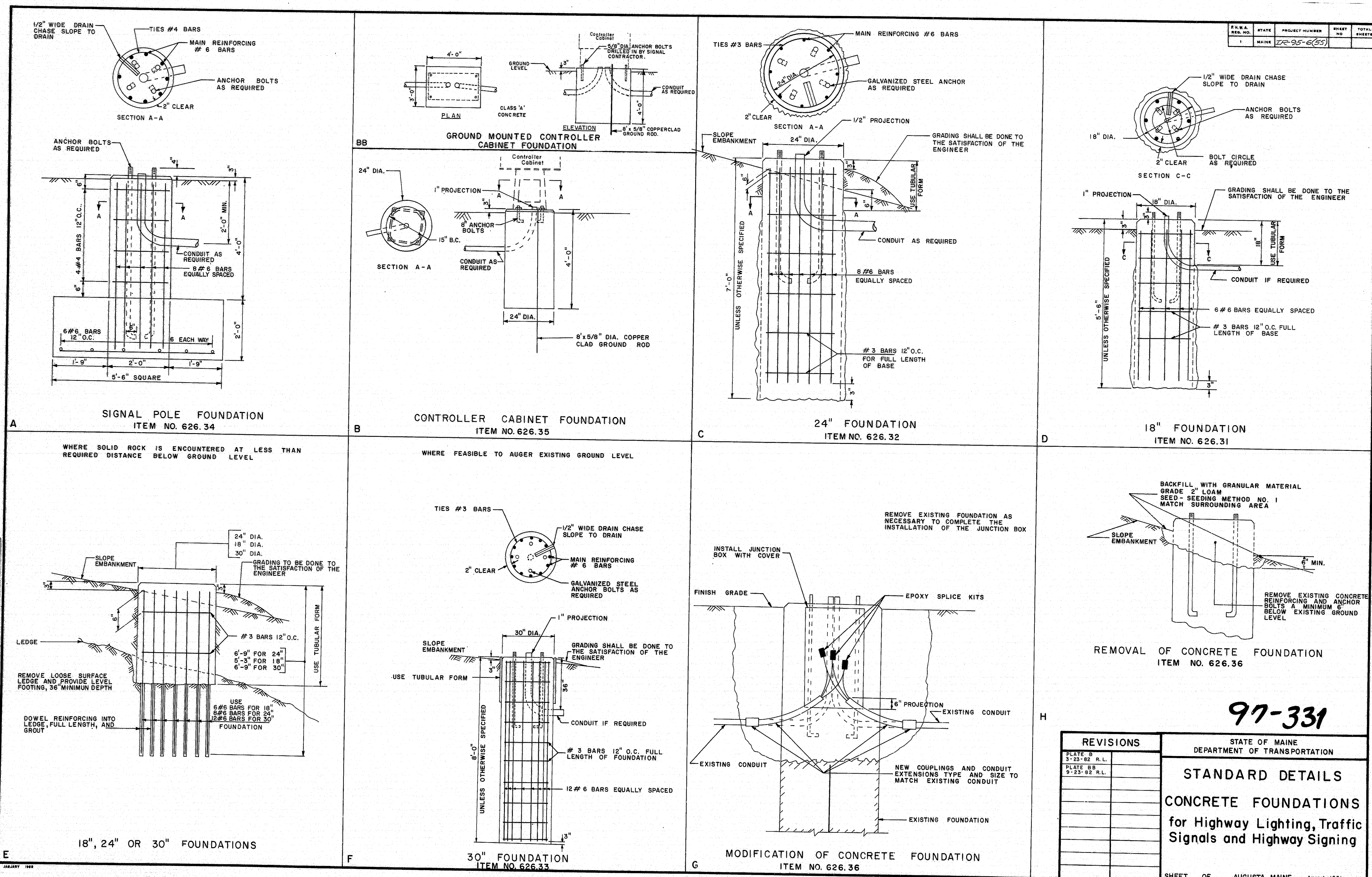
97-330

A

B

C

AUGUST, 1981



PROJECT DESIGN ENGINEER	DATE
DESIGNED BY	BY
CHECKED	CHECKED
REVISIONS	REVISIONS
FIELD CHANGES	FIELD CHANGES

97-331

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PLATE B	R.L.	3-23-82	R.L.
PLATE BB	R.L.	9-23-85	R.L.
		STANDARD DETAILS	
		CONCRETE FOUNDATIONS	
		for Highway Lighting, Traffic	
		Signals and Highway Signing	
		SHEET OF	AUGUSTA, MAINE August, 1981

