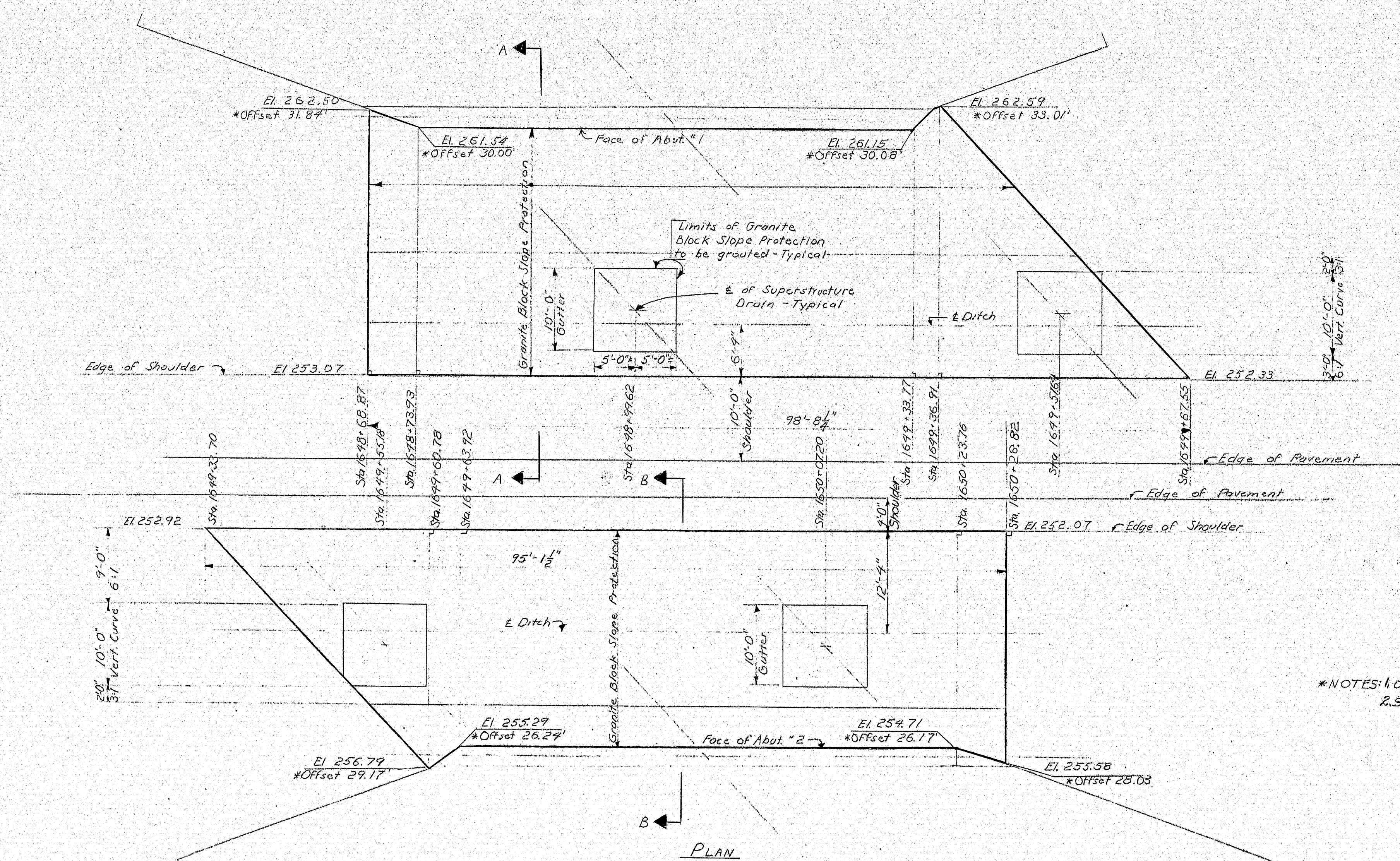
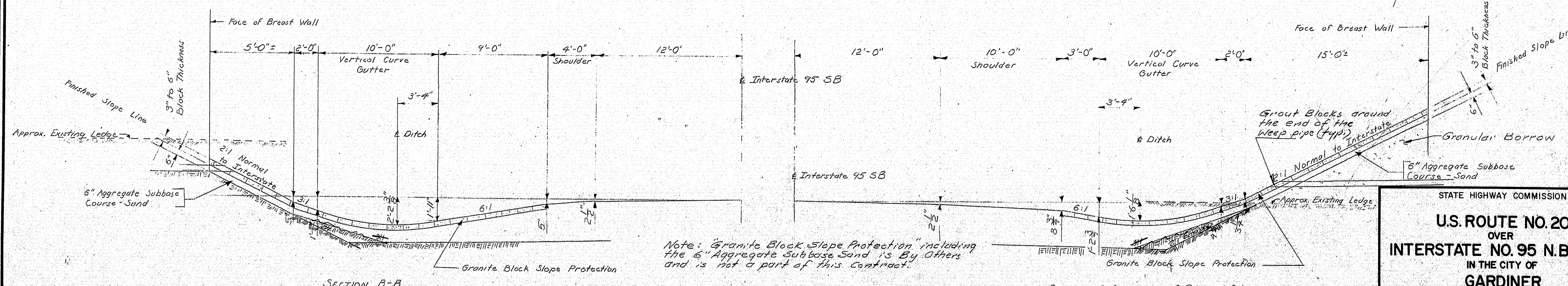


SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-5(6) 34	29	55



\*NOTES: 1. Offsets are from Edge of Shoulder.  
2. Slope Protection to be by Others.

PLAN



Note: "Granite Block Slope Protection" including the 6" Aggregate Subbase Sand is by Others and is not a part of this Contract.

SECTION A-A  
ORIGINAL SHEET USED  
IN I-95-5(26)  
PAVING PROJECT

STATE HIGHWAY COMMISSION  
U.S. ROUTE NO. 201  
OVER  
INTERSTATE NO. 95 N.B. & S.B.  
IN THE CITY OF  
GARDINER  
KENNEBEC COUNTY  
SLOPE PROTECTION BR. NO. 1  
SHEET 29 OF 55 AUGUSTA, MAINE APRIL 1971

152-60

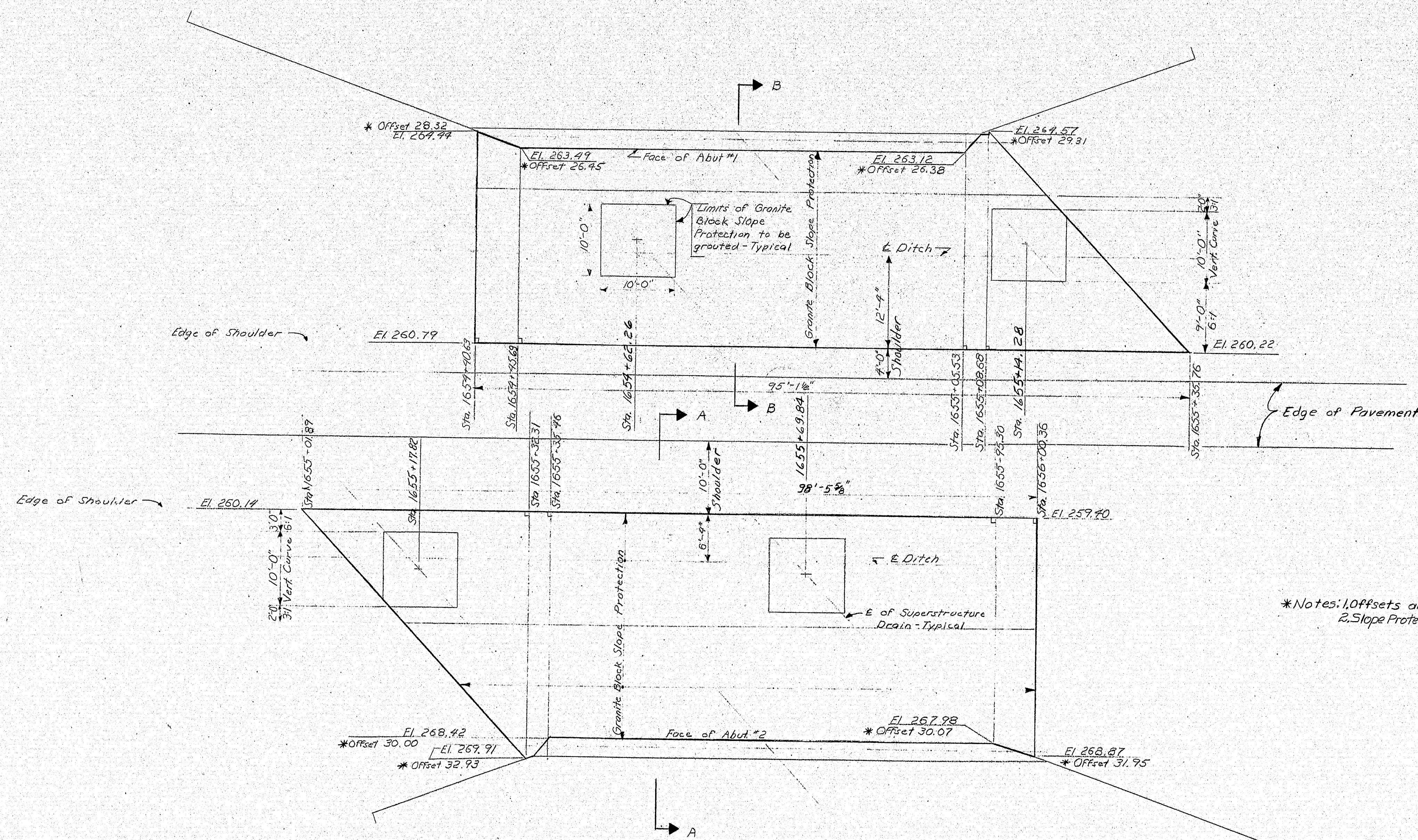
DESIGNED BY	DATE
CEC	7-71
CHECKED BY	
WKC	
FIELD CHANGES	
MCE	3/5/72

PLANS



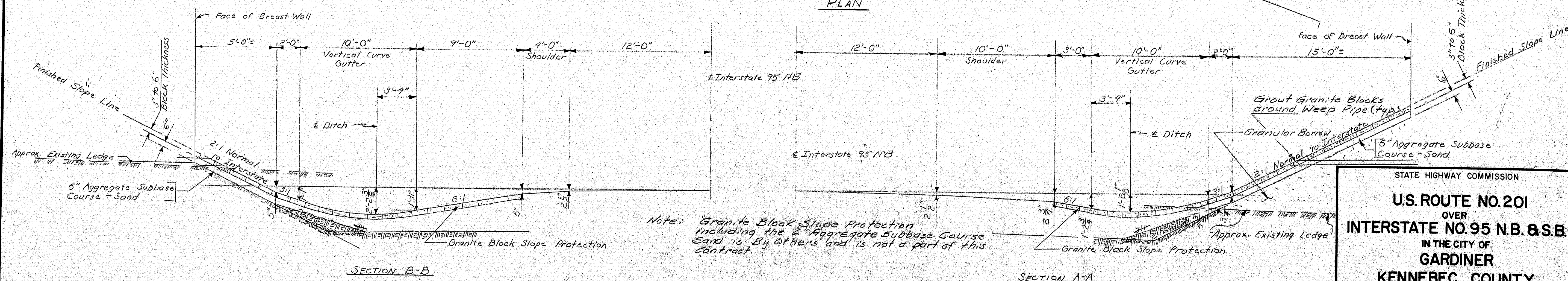


B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(6)94	30	55



\*Notes: 1. Offsets are from edge of shoulder.  
2. Slope Protection to be by Others.

PLAN

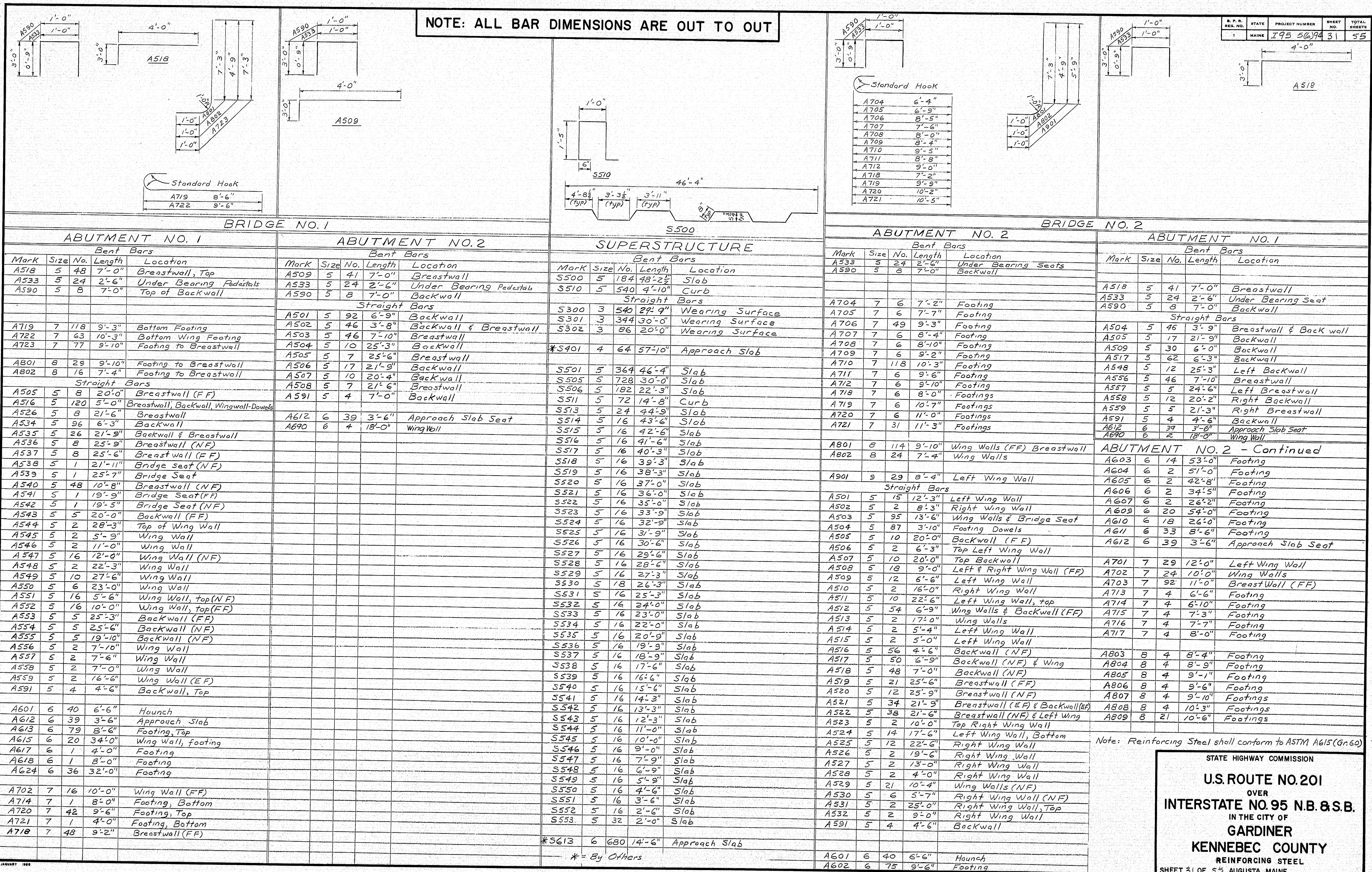


Note: Granite Block Slope Protection including the 6" Aggregate Subbase Course is by Others and is not a part of this contract.

STATE HIGHWAY COMMISSION  
U.S. ROUTE NO. 201  
OVER  
INTERSTATE NO. 95 N.B. & S.B.  
IN THE CITY OF  
GARDINER  
KENNEBEC COUNTY  
SLOPE PROTECTION BR. NO. 2  
SHEET 30 OF 55 AUGUSTA, MAINE APRIL 1971

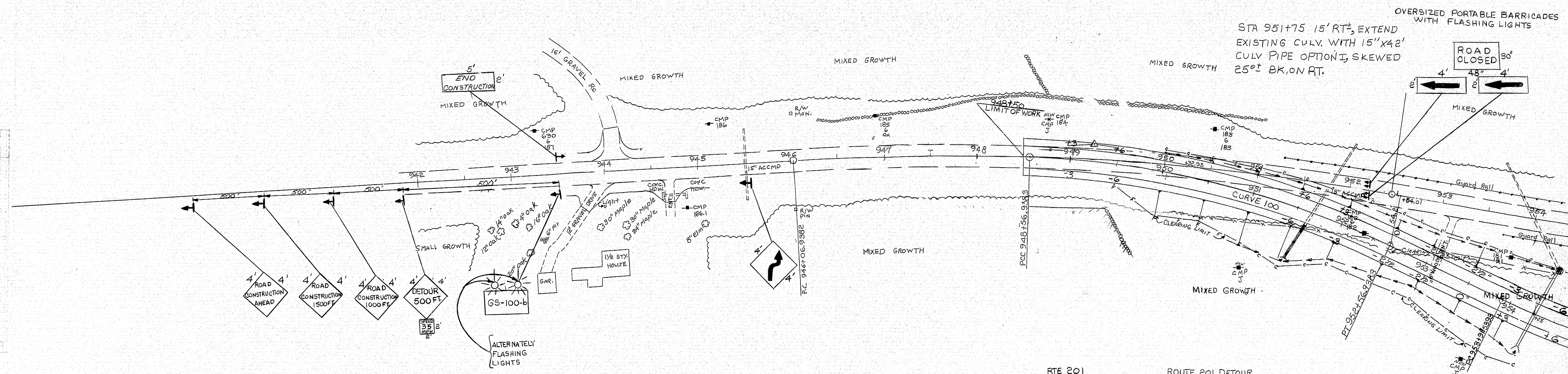
DESIGN	CHECKED	DATE
DESIGN - DETAILED	W/K	9-71
REVISIONS	W/K	
FIELD CHANGES	W/K	







D. P. D.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195 5694	32	55



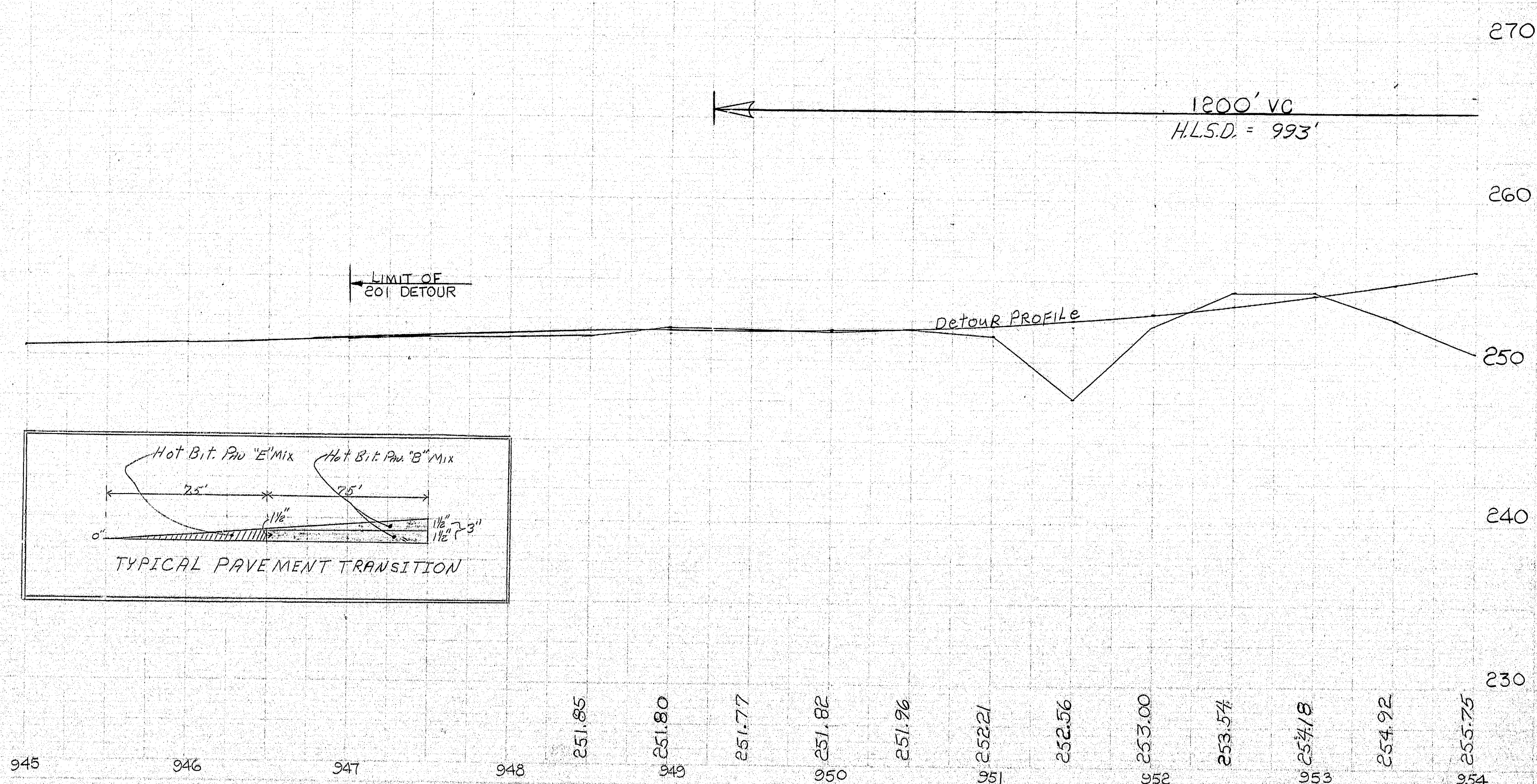
RTE 201  
 $\Delta = 12^\circ - 51' \text{ RT.}$   
 $D = 2^\circ - 00'$   
 $T = 322.7'$   
 $L = 642.5'$   
 $R = 2865'$   
 $E = 18.1'$

ROUTE 201 DETOUR  
 CURVE 100  
 $\Delta = 24^\circ - 00' - 00''$   
 $D = 6^\circ - 00'$   
 $T = 202.976'$   
 $L = 400.00'$   
 $R = 954.93'$   
 $E = 21.837'$

0 25 50  
 SCALE

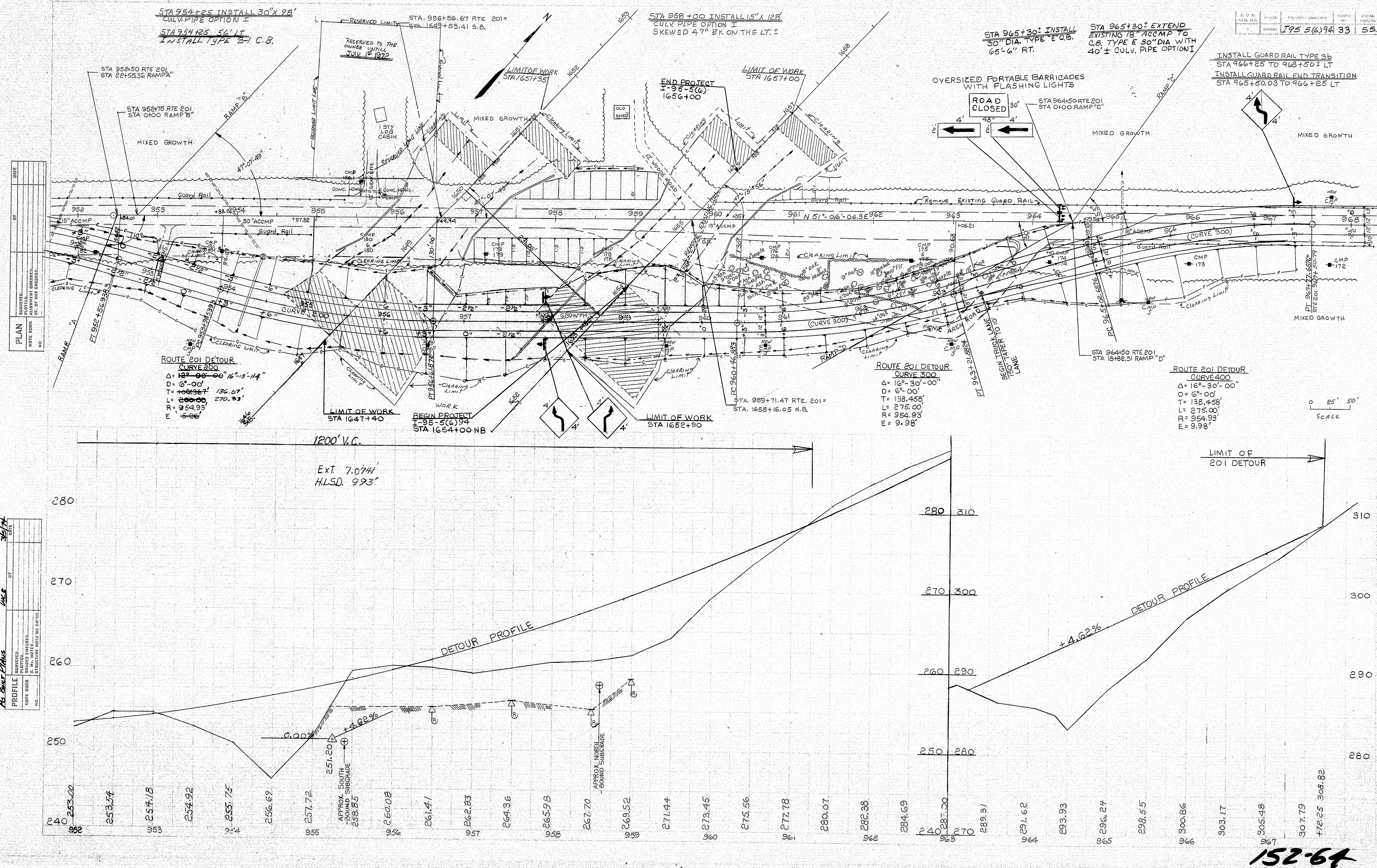
# GENERAL NOTES

- ① UTILITY  
 THE UTILITIES INVOLVED IN THIS CONTRACT ARE:  
 CENTRAL MAINE POWER CO.  
 NEW ENGLAND TELEPHONE AND TELEGRAPH
- ② UTILITY ADJUSTMENT  
 ALL UTILITIES ARE TO BE ADJUSTED BY THE RESPECTIVE UTILITIES.
- ③ CLEARING  
 CLEARING LIMITS ARE AS SHOWN ON THE PLANS. THE QUANTITY OF CLEARING FOR PAYMENT SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
- ④ PRESPLITTING ROCK  
 THE AREAS TO BE PRESPLIT ARE AS FOLLOWS:  
 NB STA 1653+00 TO STA 1656+25 LT.  
 NB STA 1653+00 TO STA 1657+00 RT.  
 SB STA 1647+50 TO STA 1650+50 LT.  
 SB STA 1647+50 TO STA 1651+25 RT.  
 NOTE: SEE NOTE SHEET NO. 12 INVOLVING LEDGE IN THE AREAS OF THE STRUCTURES.
- ⑤ EXCAVATION LIMITS NB AND SB  
 THE AREAS TO BE EXCAVATED ARE AS FOLLOWS:  
 NB STA 1653+50 TO STA 1656+00 LT.  
 NB STA 1654+00 TO STA 1656+75 RT.  
 SB STA 1648+00 TO STA 1650+25 LT.  
 SB STA 1648+50 TO STA 1651+00 RT.  
 THE AREAS THAT ARE NOT TO BE EXCAVATED ARE CROSS HATCHED ON THE PLAN SHEETS.
- ⑥ COMMON BORROW  
 COMMON BORROW HAS BEEN ESTIMATED TO COMPLETE THE 201 DETOUR IN THE EVENT THAT THE EXCAVATION GENERATED IS NOT SUFFICIENT TO COMPLETE THE DETOUR.
- ⑦ SEEDING  
 ALL SEEDING ON THIS PROJECT SHALL BE SEEDING METHOD NO. 2 WITH HAY MULCH. NO LOAM WILL BE USED ON THE PROJECT. THE THREE INCH GROWTH REQUIREMENT IS WAIVED ON THIS PROJECT.
- ⑧ LOAM  
 NO LOAM REQUIRED ON THIS PROJECT.
- ⑨ EROSION CONTROL MESH, SODDING  
 ALL EROSION CONTROL MESH AND SODDING 270 WILL BE PLACED WITHOUT LOAM. THE AREAS REQUIRING THE ABOVE WILL BE HAND RAKED TO LOSE THE EXISTING GROUND PRIOR TO INSTALLATION.
- ⑩ SURPLUS EARTH EXCAVATION  
 ALL SUITABLE EARTH EXCAV. IN ACCESS OF THAT REQUIRED TO CONSTRUCT THE ROUTE 201 DETOUR WILL BE PLACED WITHIN THE LIMITS OF EXISTING ROUTE 201, EXCEPT THE AREAS REQUIRING GRANULAR BORROW AT THE ABUTMENTS. 260 THE SURPLUS EARTH EXCAVATION SHALL BE PLACED UNIFORMLY AND GRADED TO DRAIN AS DIRECTED BY THE RESIDENT ENGINEER.
- ⑪ SURPLUS ROCK EXCAVATION  
 SEE NOTE: ROCK EXCAVATION SHEET NO. 4
- ⑫ RESERVED AREA ACCESS  
 THE CONTRACTOR WILL PROVIDE SUITABLE ACCESS TO THE RESERVED AREA SHOWN ON THE PLANS. STA 955+00 TO STA 956+50 LEFT OF ROUTE 201. THE ACCESS SHALL BE MAINTAINED UNTILL NO LATER THAN JULY 1st 1972.
- ⑬ EXISTING PICNIC HARDWARE  
 ALL EXISTING HARDWARE IN THE EXISTING 201 PICNIC AREA SHALL BE REMOVED BY OTHERS.



152-63



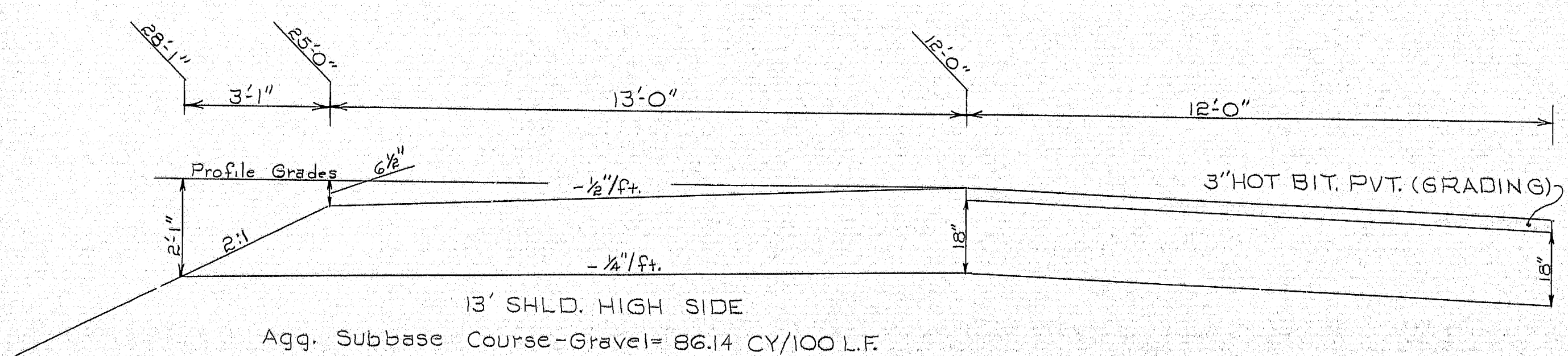
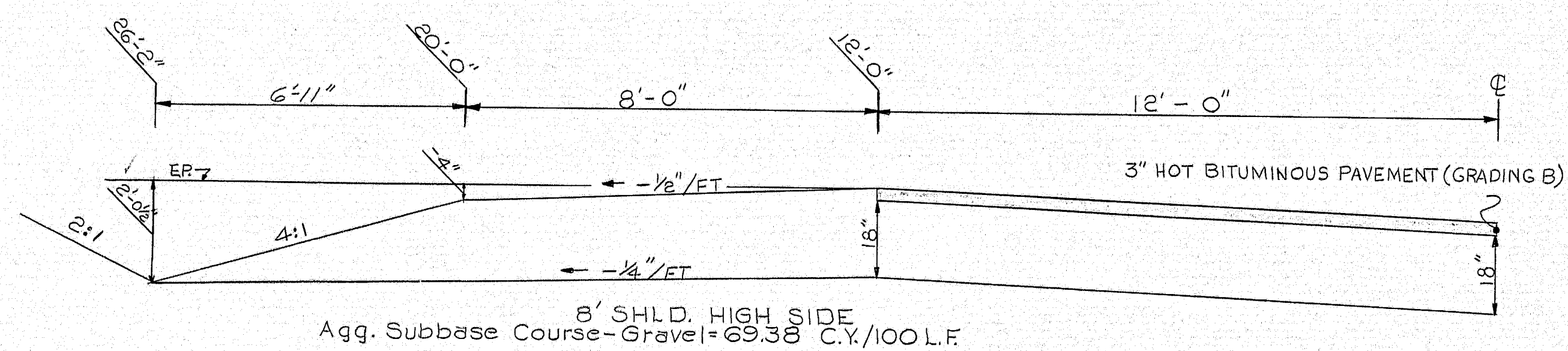
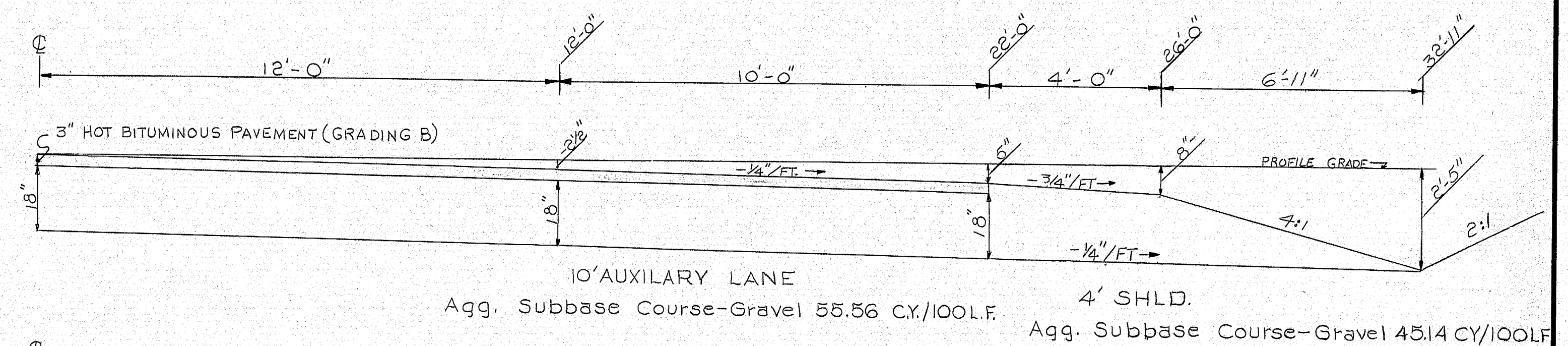
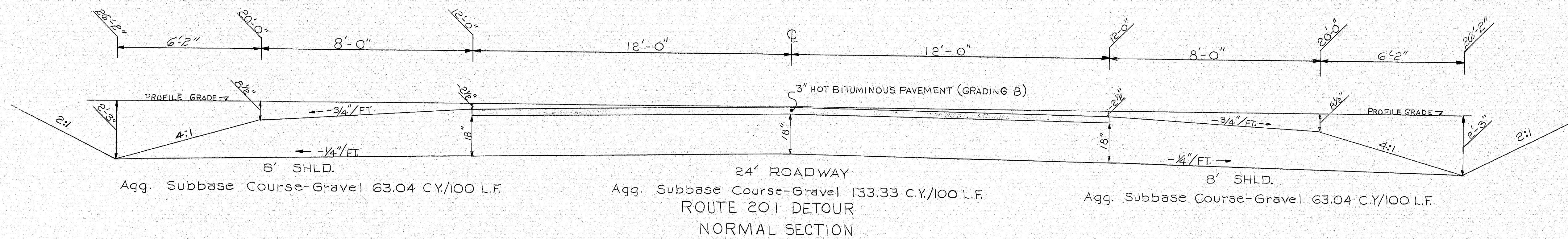


152-64



# 3" HOT BITUMINOUS PAVEMENT ROUTE 201 DETOUR

S. P. D. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	795 5(6)94	34	55



BITUMINOUS PAVEMENT ITEMS						
DESCRIPTION OF COURSE	GRADATION	ITEM NO.	BITUMEN CONTENT PERCENT BY WEIGHT	TOTAL THICKNESS INCHES	NUMBER OF LAYERS	NOTES
HOT BIT PAVEMENT	"B"	403.07	5.0-6.5	3"	2	1, 2
HOT BIT PAVEMENT	"E"	403.121	6.5-8.0	VARIABLE	1	1, 2, 3
1. THE BITUMINOUS MATERIAL SHALL BE ASPHALT CEMENT PENETRATION GRADE 120-150 OR VISCOSITY GRADE PC 10.						
2. THE ASPHALT CONTENTS SHOWN ARE TO SERVE AS A GUIDE ONLY.						
3. DENSITY REQUIREMENTS ARE WAIVED.						

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	DATE
1/1	1/1	1/1	1/1	3/1/78

STATE HIGHWAY COMMISSION  
TYPICAL SECTIONS  
ROUTE 201 DETOUR  
SCALE 1"=2'

SHEET 34 OF 55 AUGUSTA, MAINE

152-65

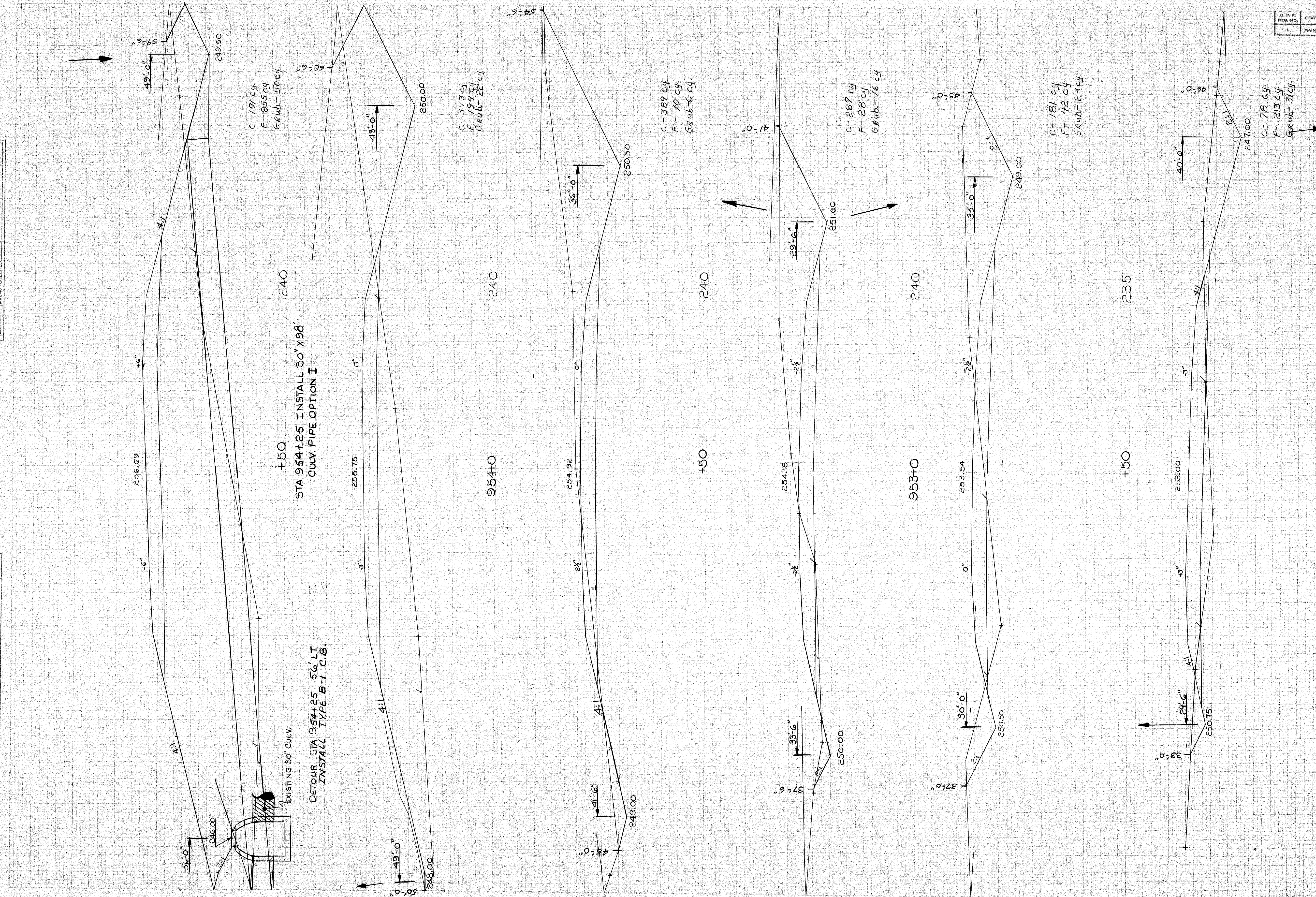






ORIGINAL SURVEY	DATE	BY
SURVEYED	DEC 71	DATE
RECALCULATED	12/71	BY
NOTED	12/71	DATE
CHECKED	12/71	BY

FINAL SURVEY	DATE	BY
SURVEYED	DEC 71	DATE
RECALCULATED	12/71	BY
NOTED	12/71	DATE
CHECKED	12/71	BY



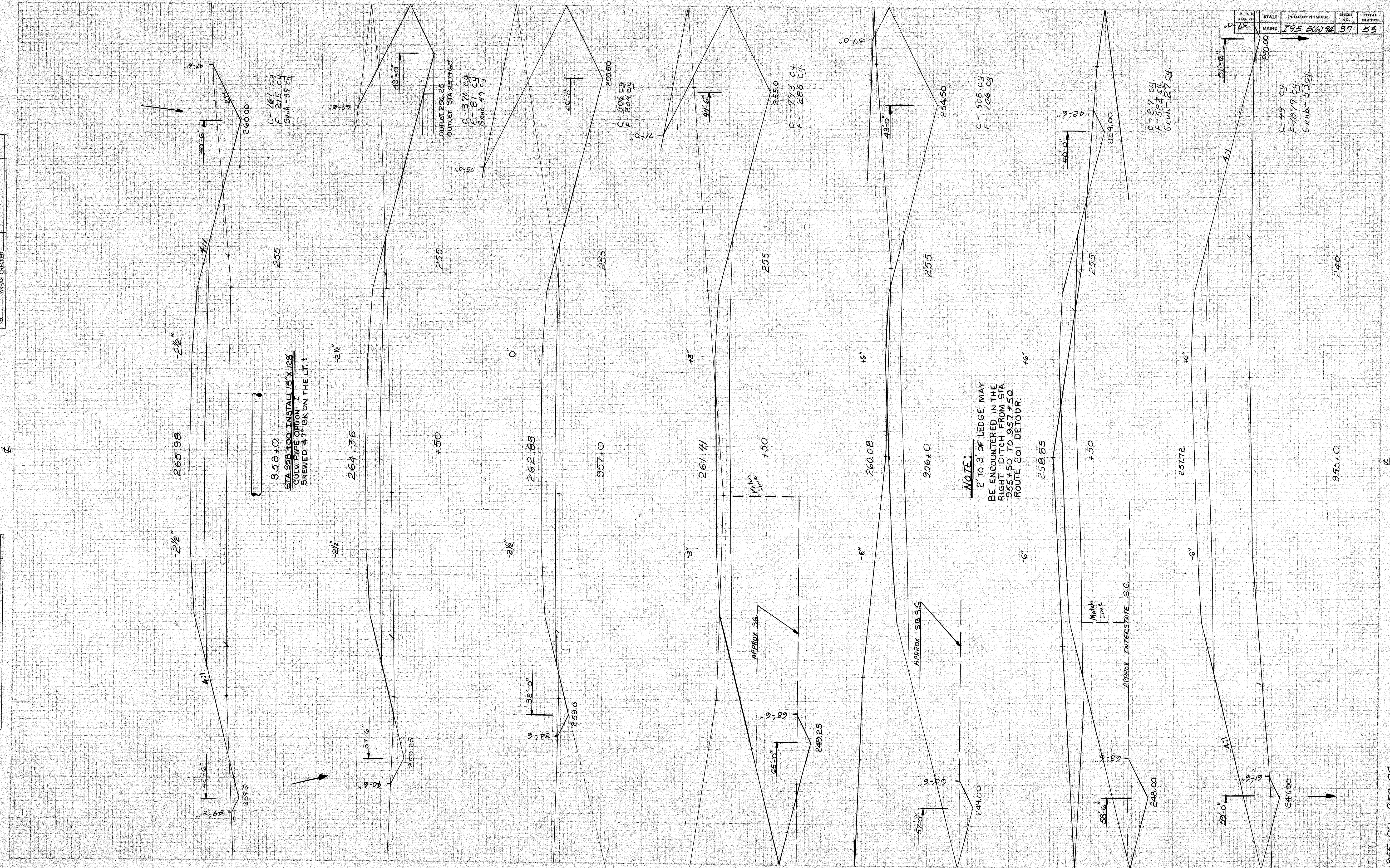
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	195 5(6)94 30	55	55

952+0 - 954+50

152-67



FINAL SURVEY	SURVEYED PLOTTED TEMPLATE AREAS	BY	DATE
NOTE BOOK			



955+00 - 958+00







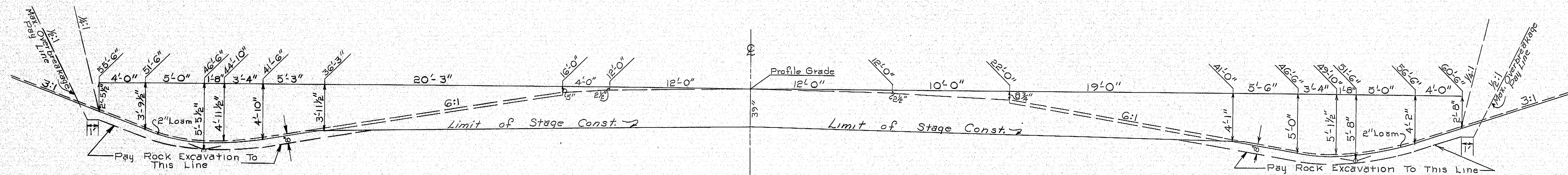








B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I95 5(6)94	41	55

[illegible]

152-72

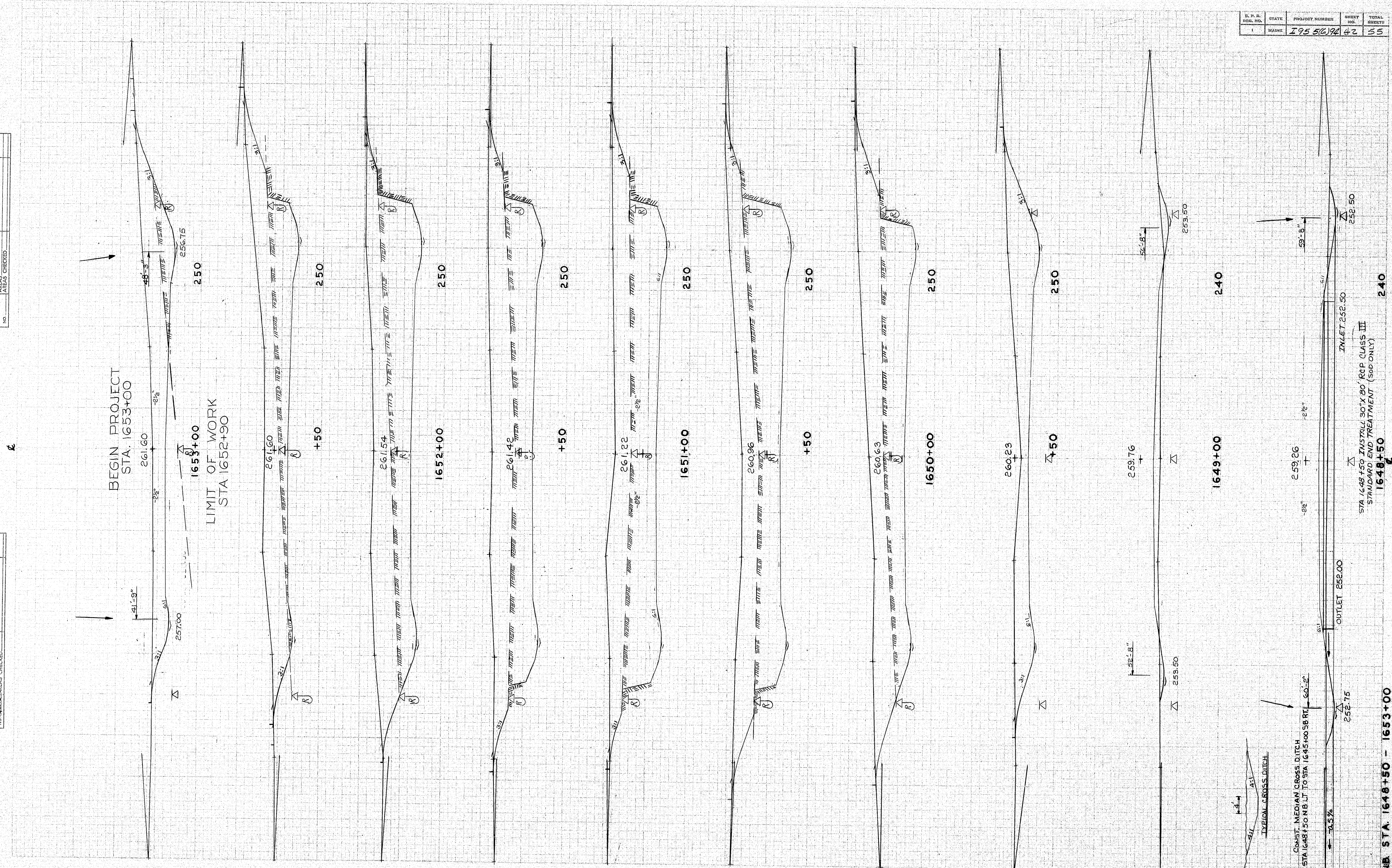
203-1 2080

152-72



ORIGINAL SURVEY	BY ANDREW	DATE 8-5-68
NOTED FOR NO. 392515	FOR 11/2/42	FOR 12-77

FINAL SURVEY	BY DATE
NOTED FOR NO. 392515	FOR 11/2/42



152-73

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	195 516 192	42	55

NB STA 1648+50 - 1653+00

INLET 252.50  
STA 1648+50 INSTALL 30"X 50" ROP (CLASS III)  
STANDARD END TREATMENT (SOP ONLY)  
1648+50

OUTLET 252.00

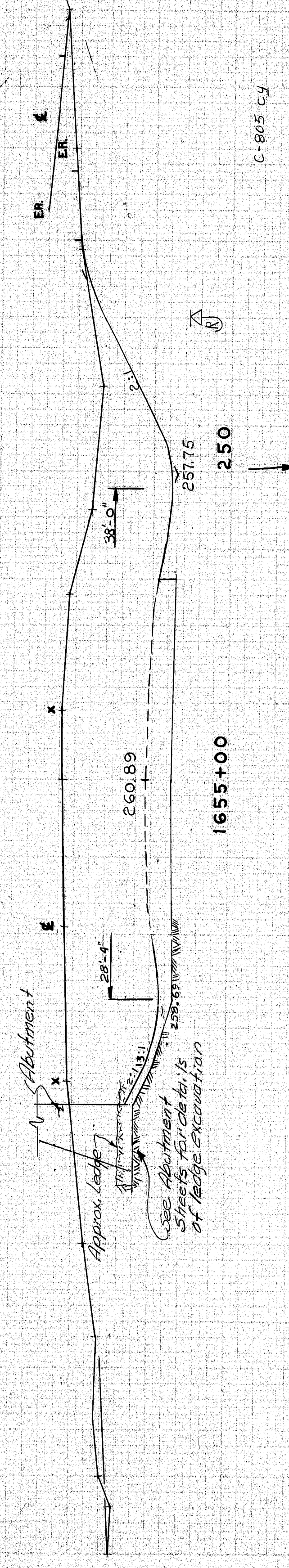
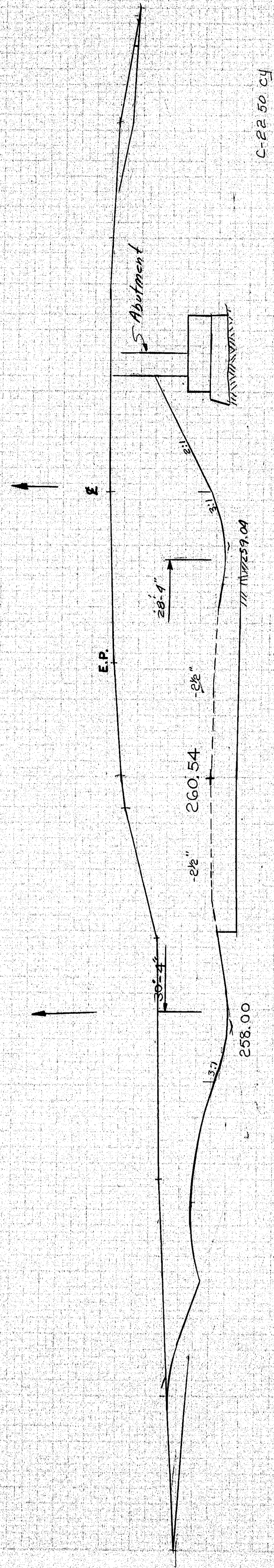
CONST. MEDIAN CROSS DITCH  
STA 1648+50 NB LT TO STA 1645+00 36 FT 60.2"

TRANSVERSE DITCH

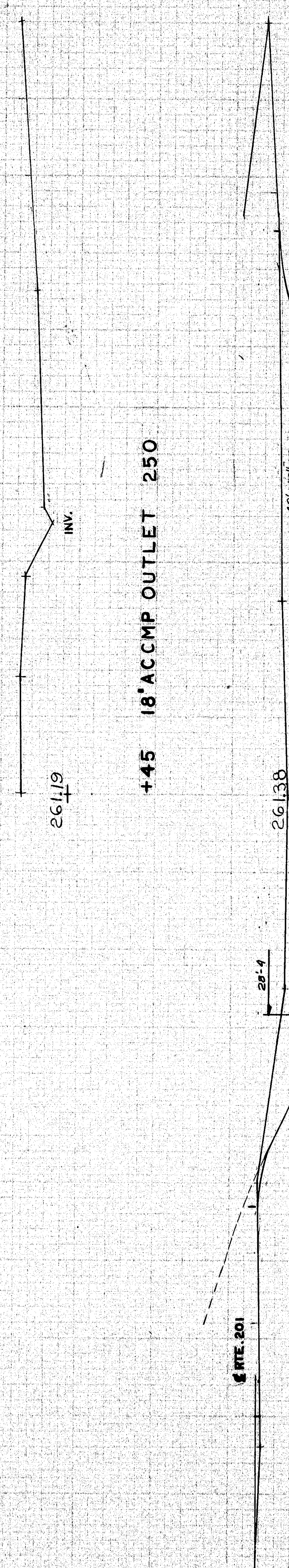
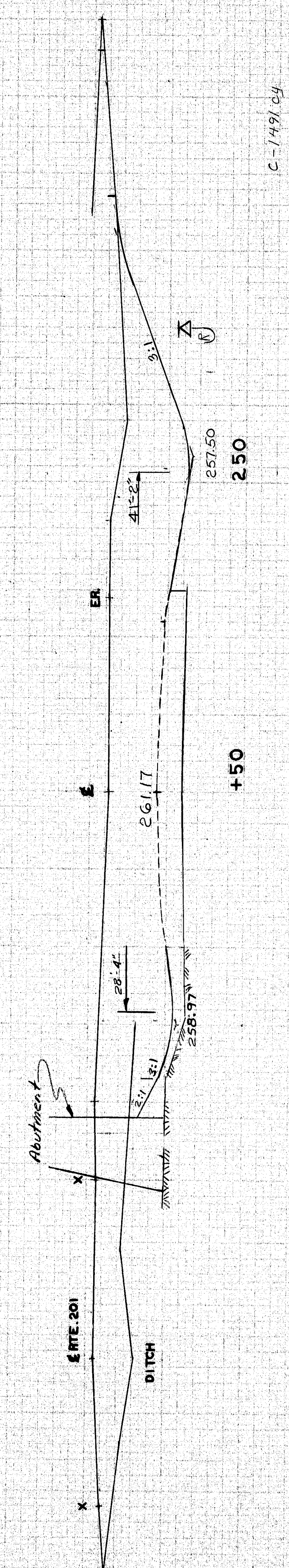
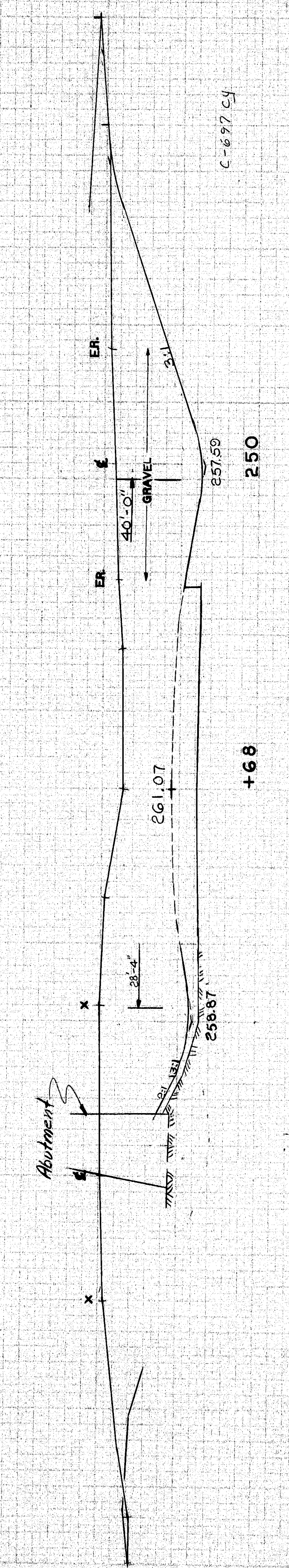
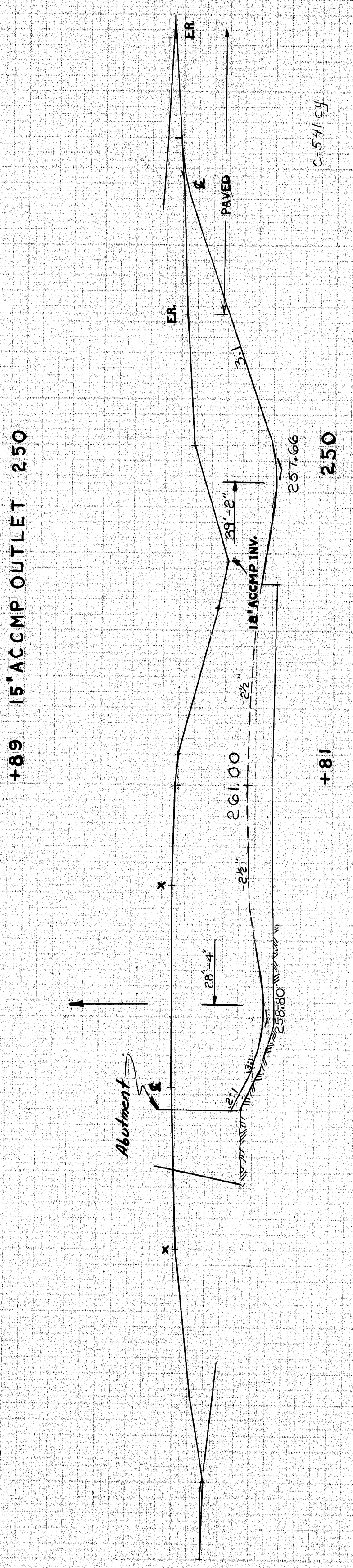


ORIGINAL SURVEY	DATE
SURVEYED BY	DATE
NOTED BY	DATE
NO. 93515	11/28/74
AREAS CHECKED	1/2/77

FINAL SURVEY	DATE
SURVEYED BY	DATE
NOTED BY	DATE
NO. 93515	11/28/74
AREAS CHECKED	1/2/77



NOTE:  
See Abutment plans and Abutment notes on Sheet 12 before blasting ledge in the area of the bridge structure.  
The exact location of the abutments shall be determined on the ground before blasting is done. The location of the abutments shown on these cross sections is not to be assumed to be exact.



S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
195	50	74	43	55

RT. LIMIT OF NB. EXCAV.  
STA 1654+00.15

LT. LIMIT OF NB. EXCAV.  
STA 1653+50. NB.

152-74

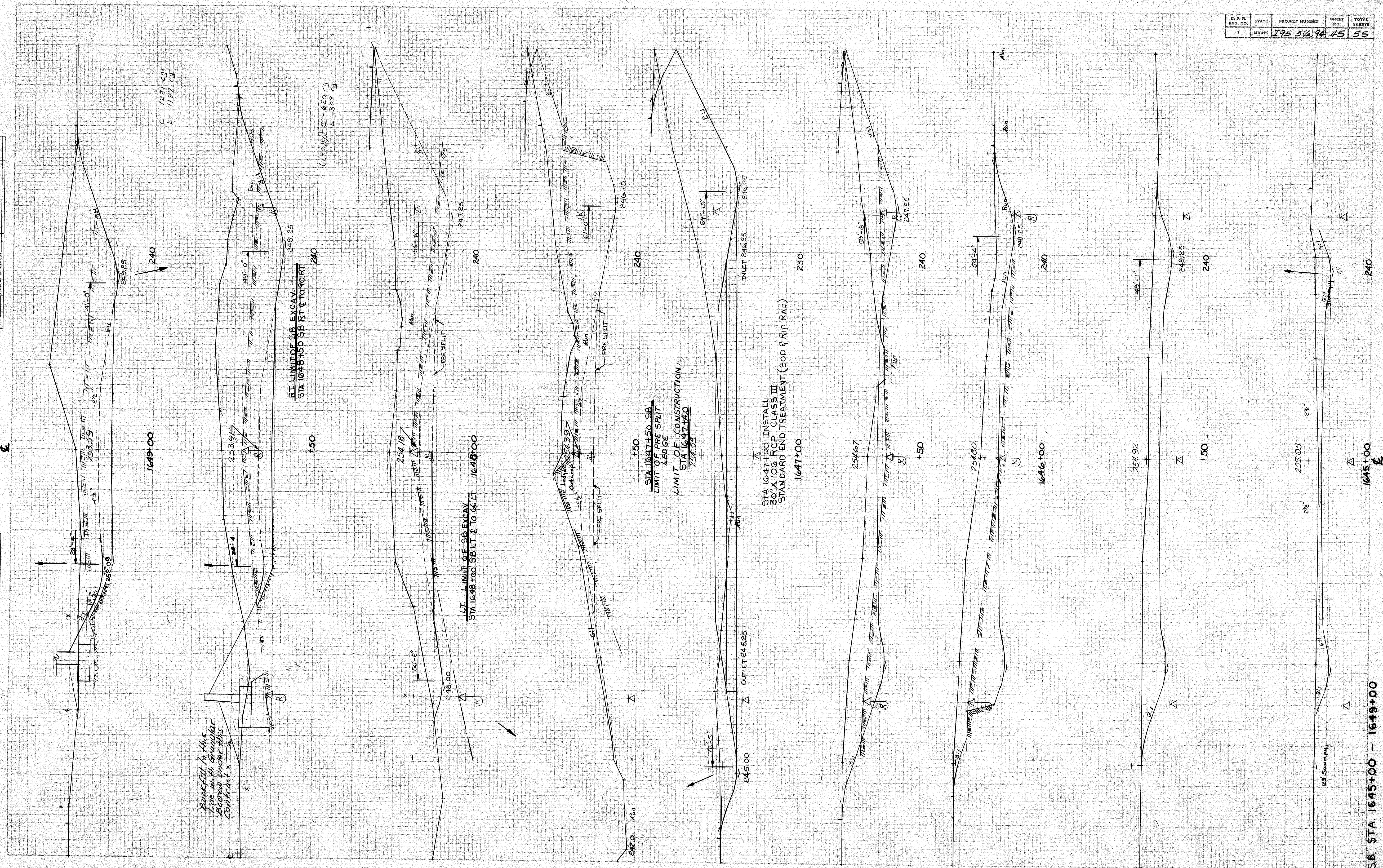
STA 1653+50 - 1655+50







FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED TEMPLATE AREAS NO. _____ AREAS CHECKED _____		



S.B. STA. 1645+00 - 1649+00









PEDESTALS — ALLOWABLE LOADS & DIMENSIONS														
<i>Pedestal</i>	<i>Load</i>	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132 <sup>K</sup>	—	—	—	—	—	—	—	—	—	8"	4"	3½"	5½"
FPA	150 <sup>K</sup>	—	—	—	—	—	—	—	—	—	—	—	—	—
EPB-1	120 <sup>K</sup>	—	6"	8"	12"	8"	10"	6"	7½"	2"	8"	4"	3½"	5½"
EPB-2	165 <sup>K</sup>	—	7"	10"	14½"	9"	14"	7"	8"	3"	10"	5"	3½"	6½"
EPB-3	224 <sup>K</sup>	—	8"	11"	21"	10"	14"	7"	10"	4½"	12"	5"	3½"	6½"
FAB-1	120 <sup>K</sup>	—	6"	8"	12"	8"	—	—	7½"	2"	—	—	—	—
FAB-2	165 <sup>K</sup>	—	7"	10"	14½"	9"	—	—	8"	2"	—	—	—	—
FAB-3	224 <sup>K</sup>	—	8"	12"	21"	10"	—	—	10"	5"	—	—	—	—
EPC-1	70 <sup>K</sup>	9½"	6"	8"	18"	8"	12"	3½"	3"	3"	4½"	—	—	6"
EPC-2	100 <sup>K</sup>	11½"	8"	8"	18"	8"	12"	3½"	5"	3"	6½"	—	—	6"
EPC-3	130 <sup>K</sup>	14½"	10"	8"	18"	9"	14"	4"	5"	3"	8½"	—	—	7"
EPC-4	160 <sup>K</sup>	14½"	10"	8"	14½"	9"	18"	4"	4"	3"	8½"	—	—	7"
EPC-5	190 <sup>K</sup>	14½"	10"	9"	21"	10"	21"	4½"	5"	3"	8½"	—	—	7"
EPC-6	220 <sup>K</sup>	14½"	10"	10"	21"	10"	21"	5"	5"	3"	10½"	—	—	8"
EPC-7	250 <sup>K</sup>	14½"	10"	10"	21"	10"	21"	5"	5"	4"	10½"	—	—	8"
FPC-1	100 <sup>K</sup>	—	—	8"	18"	9"	12"	2½"	8"	—	6½"	—	—	6"
FPC-2	160 <sup>K</sup>	—	—	8"	18"	10"	12"	3"	8"	—	6½"	—	—	7"
FPC-3	190 <sup>K</sup>	—	—	9"	21"	10"	12"	3"	10"	—	6½"	—	—	8"
FPC-4	220 <sup>K</sup>	—	—	10"	24"	10"	14"	4"	10"	—	6½"	—	—	8"
FPC-5	250 <sup>K</sup>	—	—	10"	24"	10"	21"	4"	10"	—	6"	—	—	8"

*NOTE: 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 small elevations shown on the plans. If dressed areas below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 6" and min slope of 1/8 inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.*

## DESIGN SPECIFICATIONS

*A.A.S.H.O., Standard Specifications  
for Highway Bridges, 1969*

## A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36  
All other - A36.

*Revised- Design Specifications and  
A.S.T.M. Steel Classification 1969.*

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

## STANDARD DETAILS

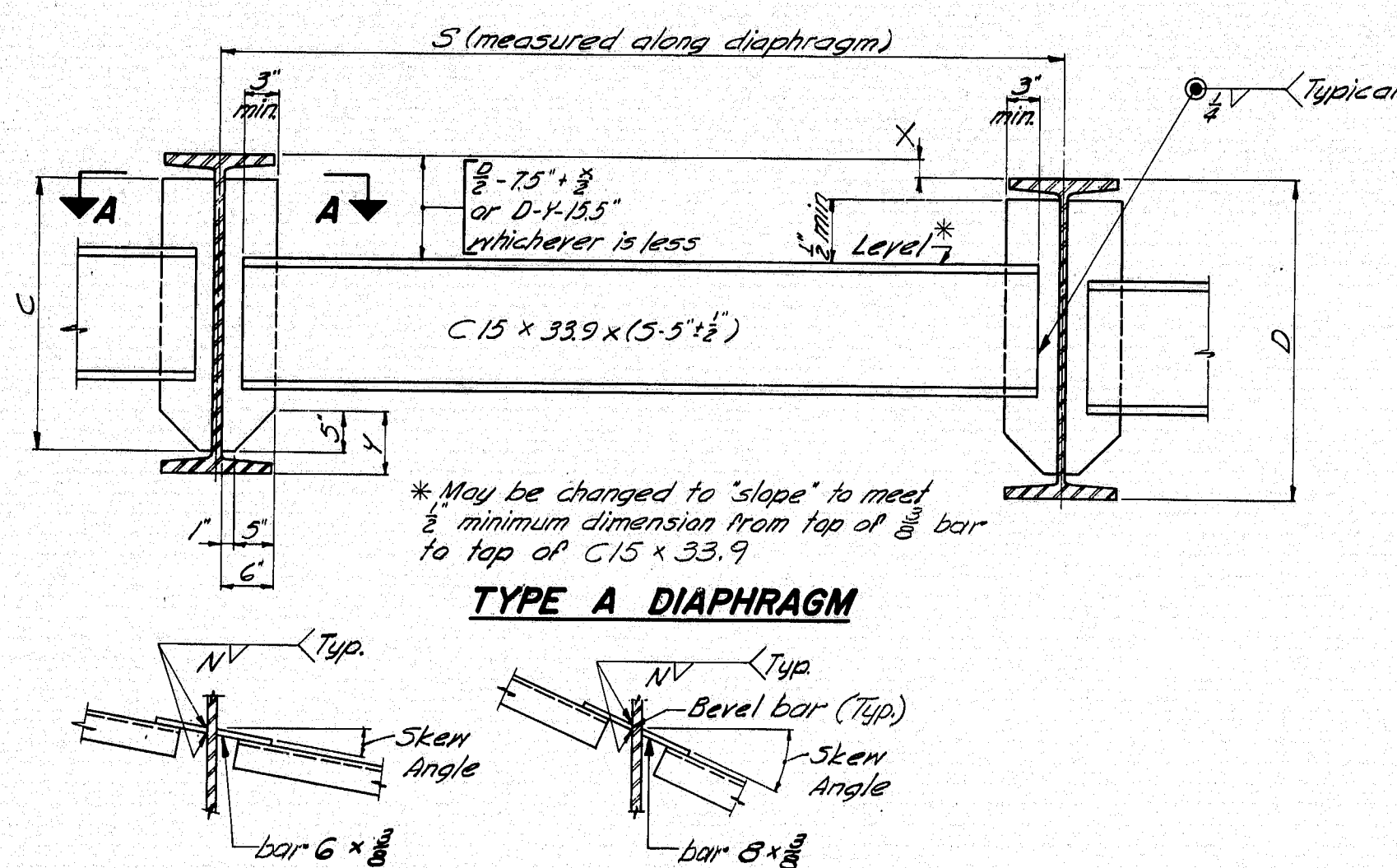
( BD 101 - 70 )

## BEARING PEDESTALS

JANUARY 1970

152-78

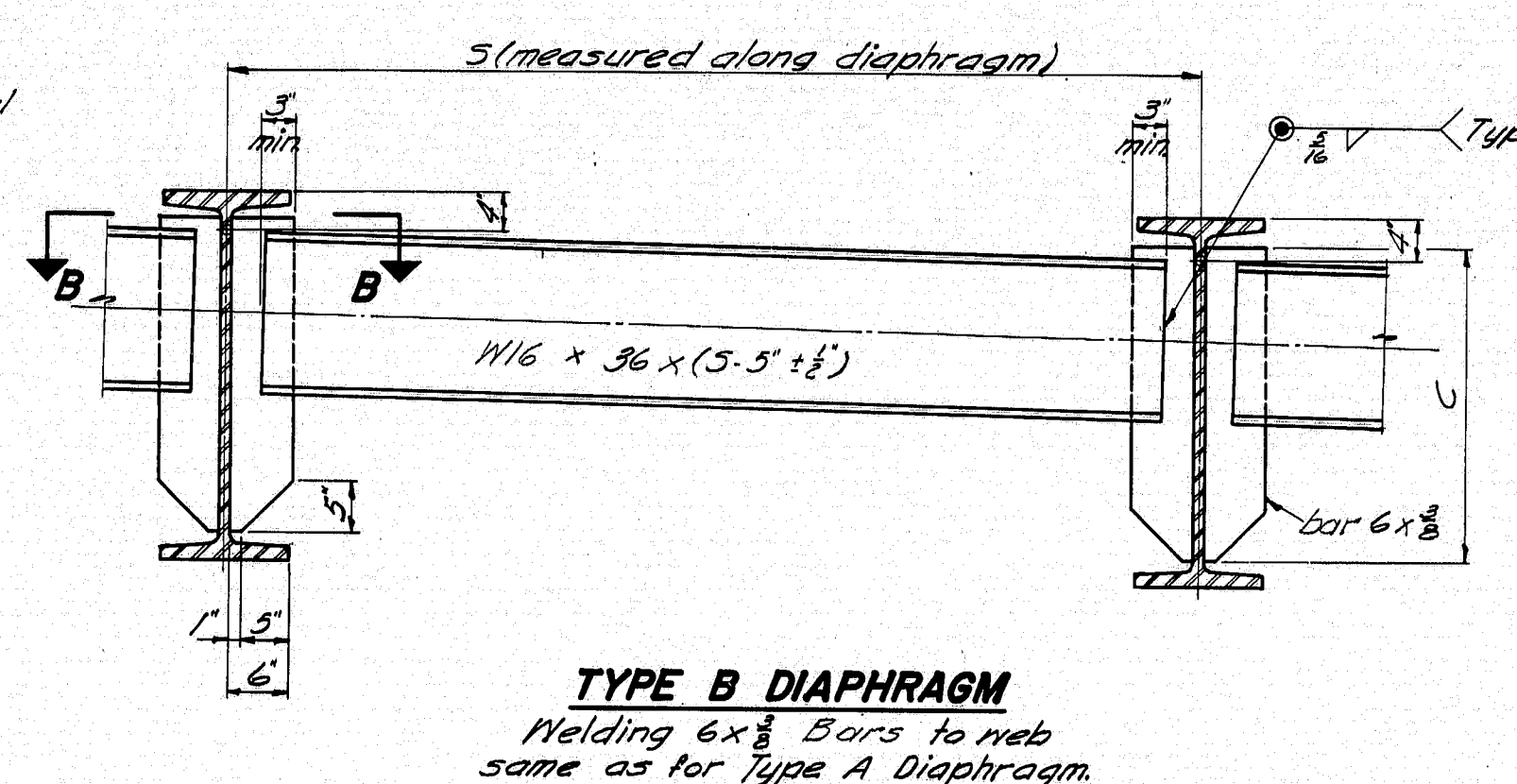




**SECTION A-A**  
Skew Angle 0° to 10°00'

**SECTION A-A**  
Skew Angle over 10°00' to 20°00'

BEAM	C	N
W27 x 84 to 114 incl.	1-11"	1/2"
W30 x 99 to 132 incl.	2-2"	1/2"
W33 x 118 to 152 incl.	2-5"	1/2"
W36 x 135 to 184 incl.	2-7"	1/2"
W36 x 230 to 300 incl.	2-6"	1/2"

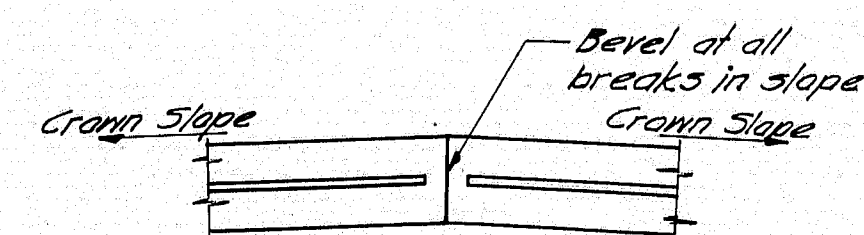
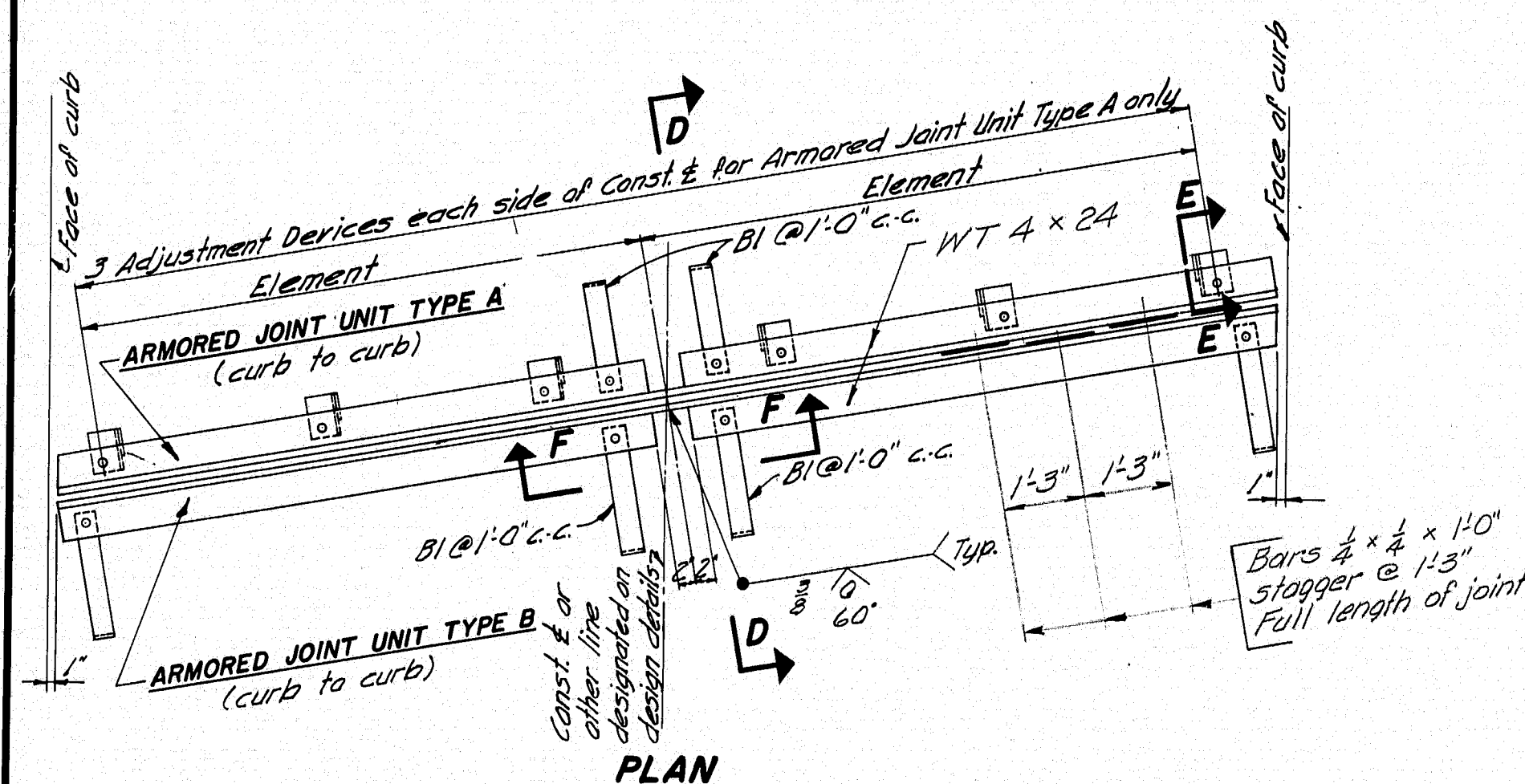


**SECTION B-B**  
Skew Angle 0° to 10°00'

**SECTION B-B**  
Skew Angle over 10°00'

**NOTE**  
See design details for diaphragm type, location and skew.

## DIAPHRAGMS

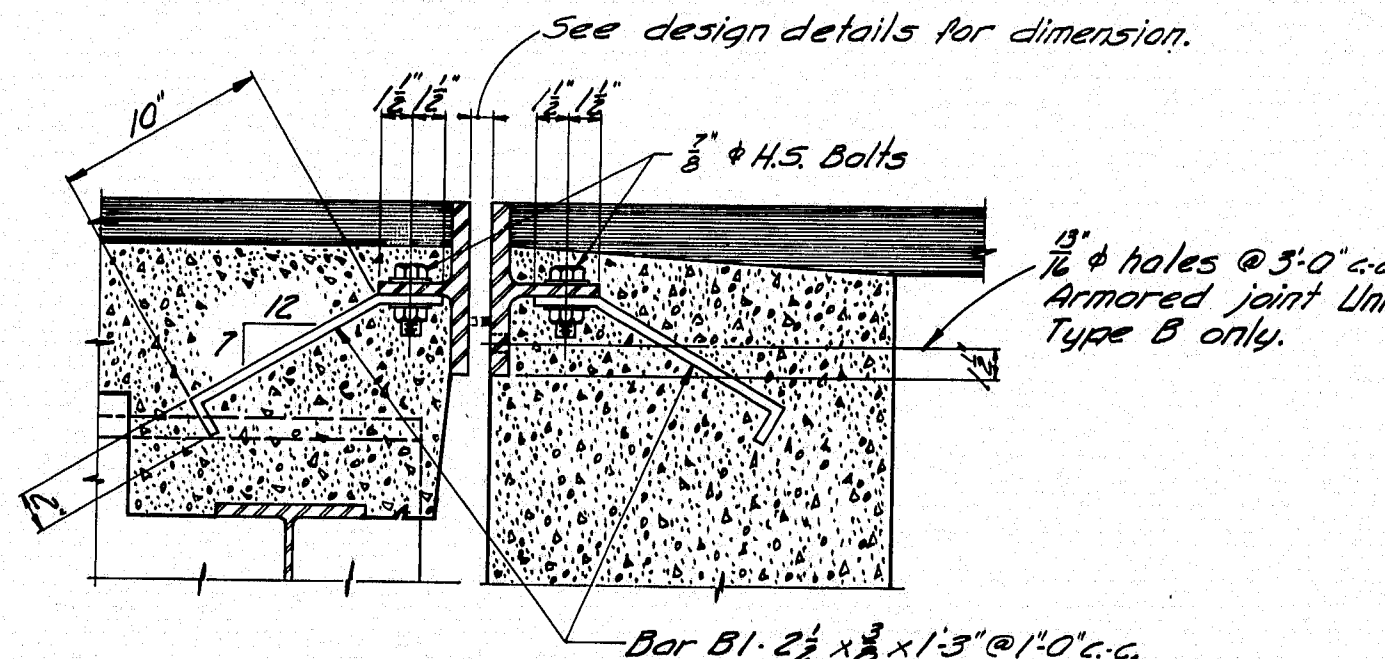


**SECTION F-F**

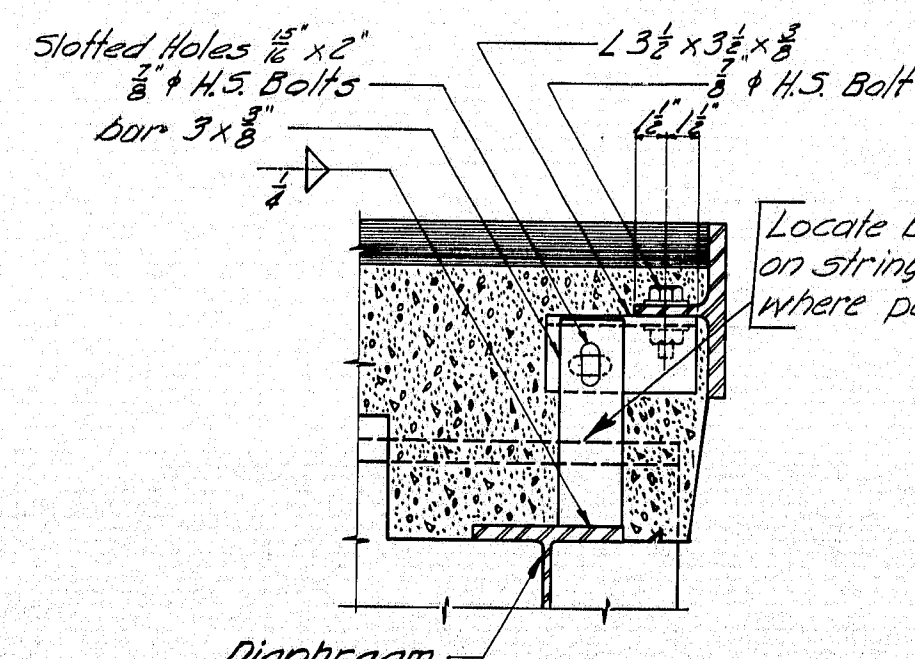
Note: See design details for Const. & curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

## ARMORED JOINT

An armored joint consists of two armored joint units. See note 1.



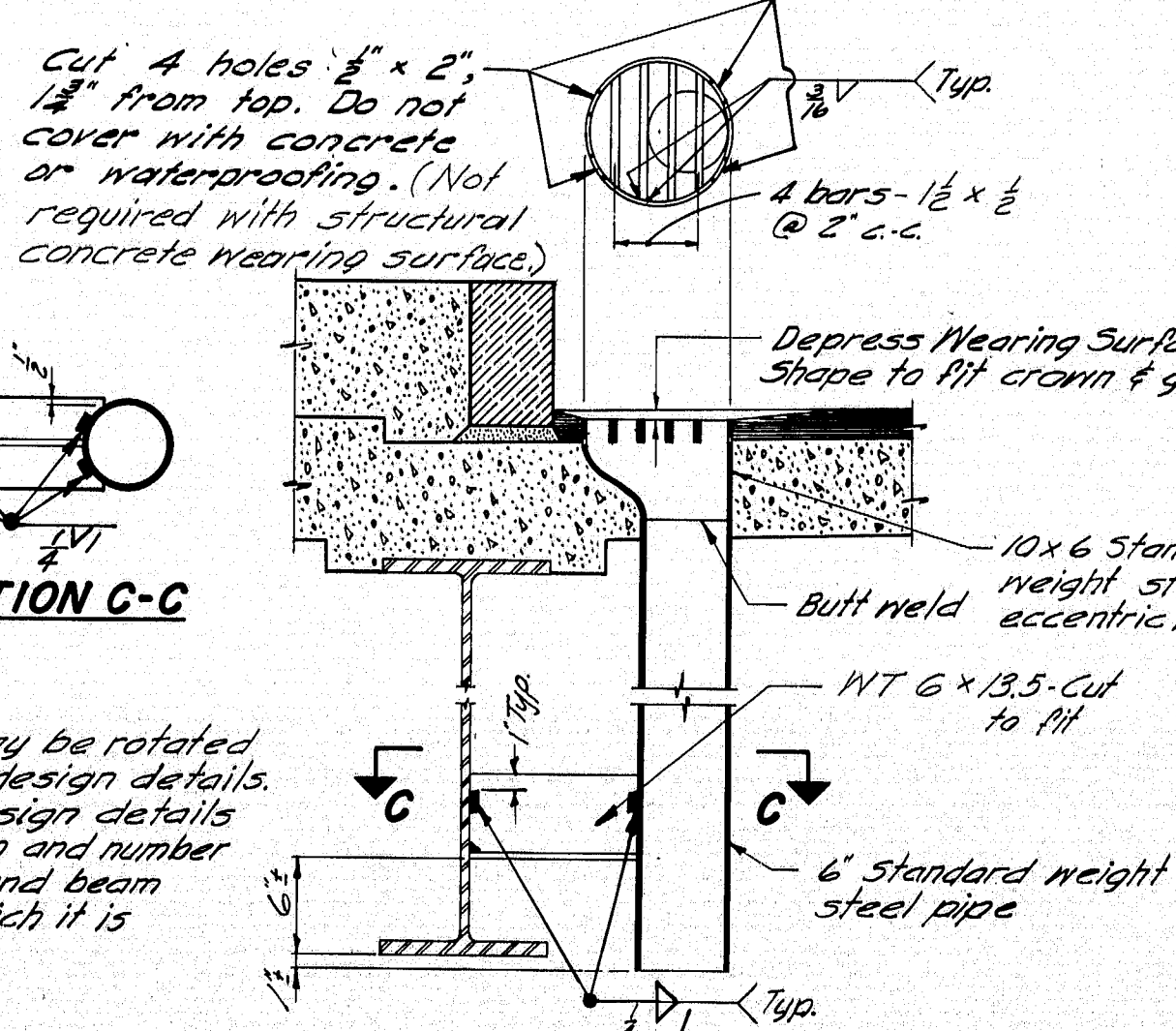
**SECTION D-D**



**NOTE**

1. Drain may be rotated 180°. See design details.  
2. See design details for location and number of drains and beam size to which it is connected.

**SECTION C-C**



**TRIPLE STUDS**

**DOUBLE STUDS**

**STUD DETAIL**

**NOTE**

1. Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.  
2. See the design details for Dimensions 'A' & 'B', stud pitch and skew angle for studs.

## SHEAR CONNECTORS

## GENERAL NOTE

Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.  
Drains to be incidental, see Section 502.20

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

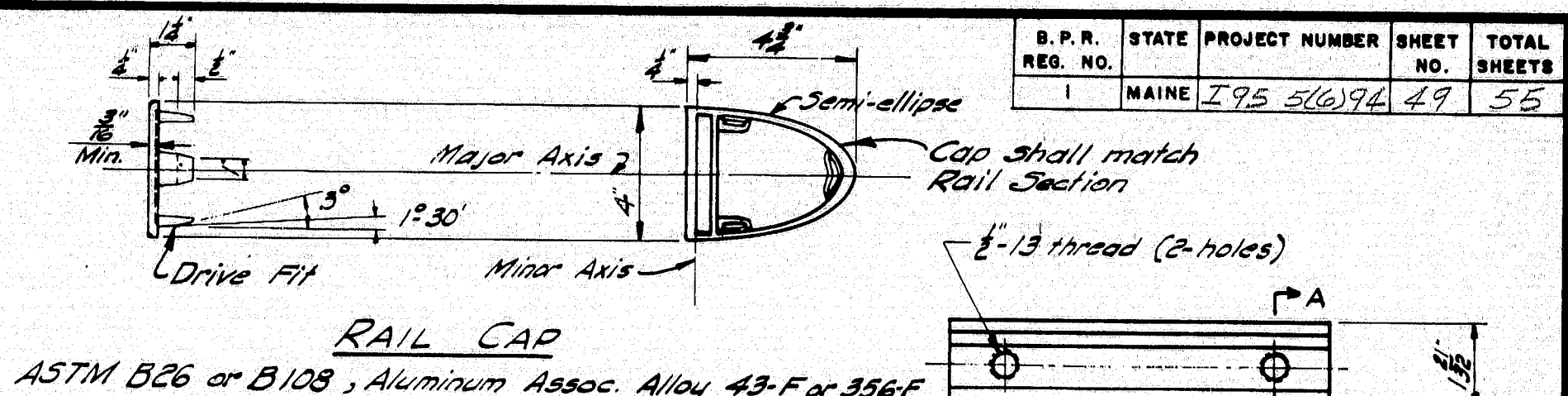
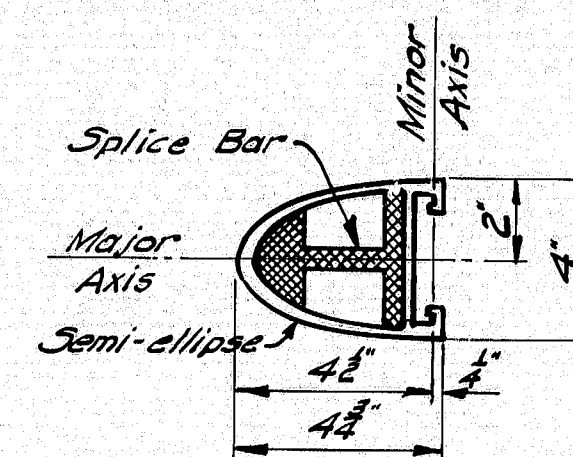
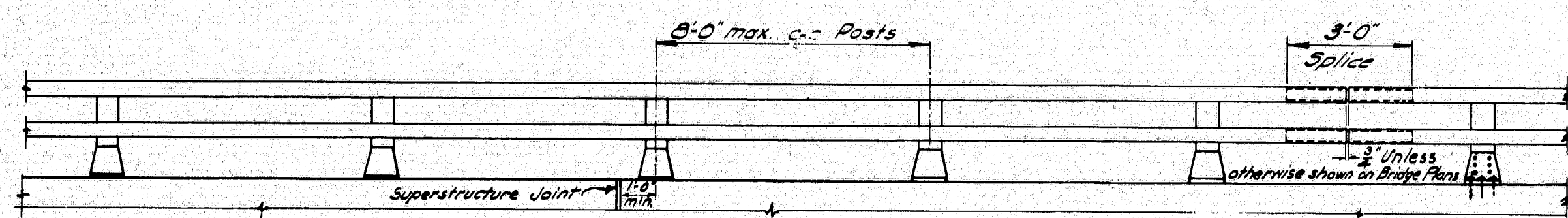
## STANDARD DETAILS

(BD 104-71)  
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

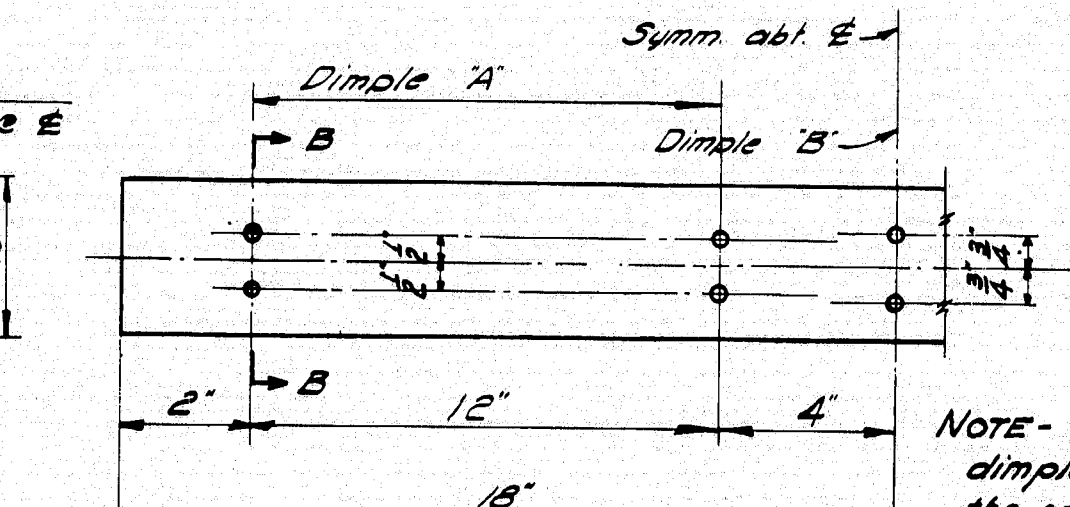
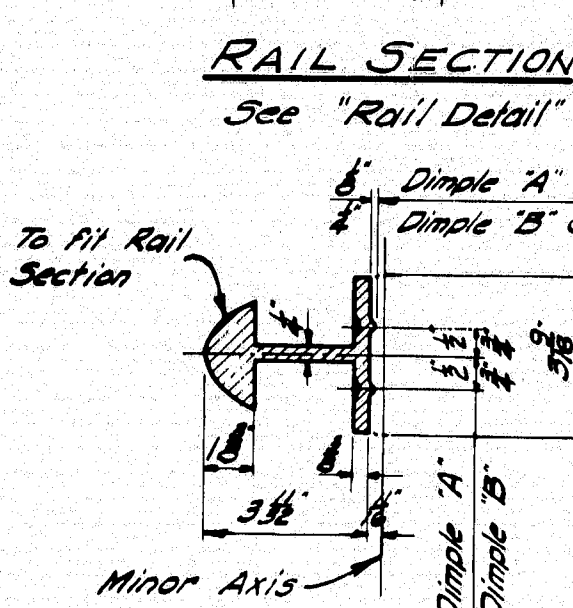
DECEMBER 1971

152-79



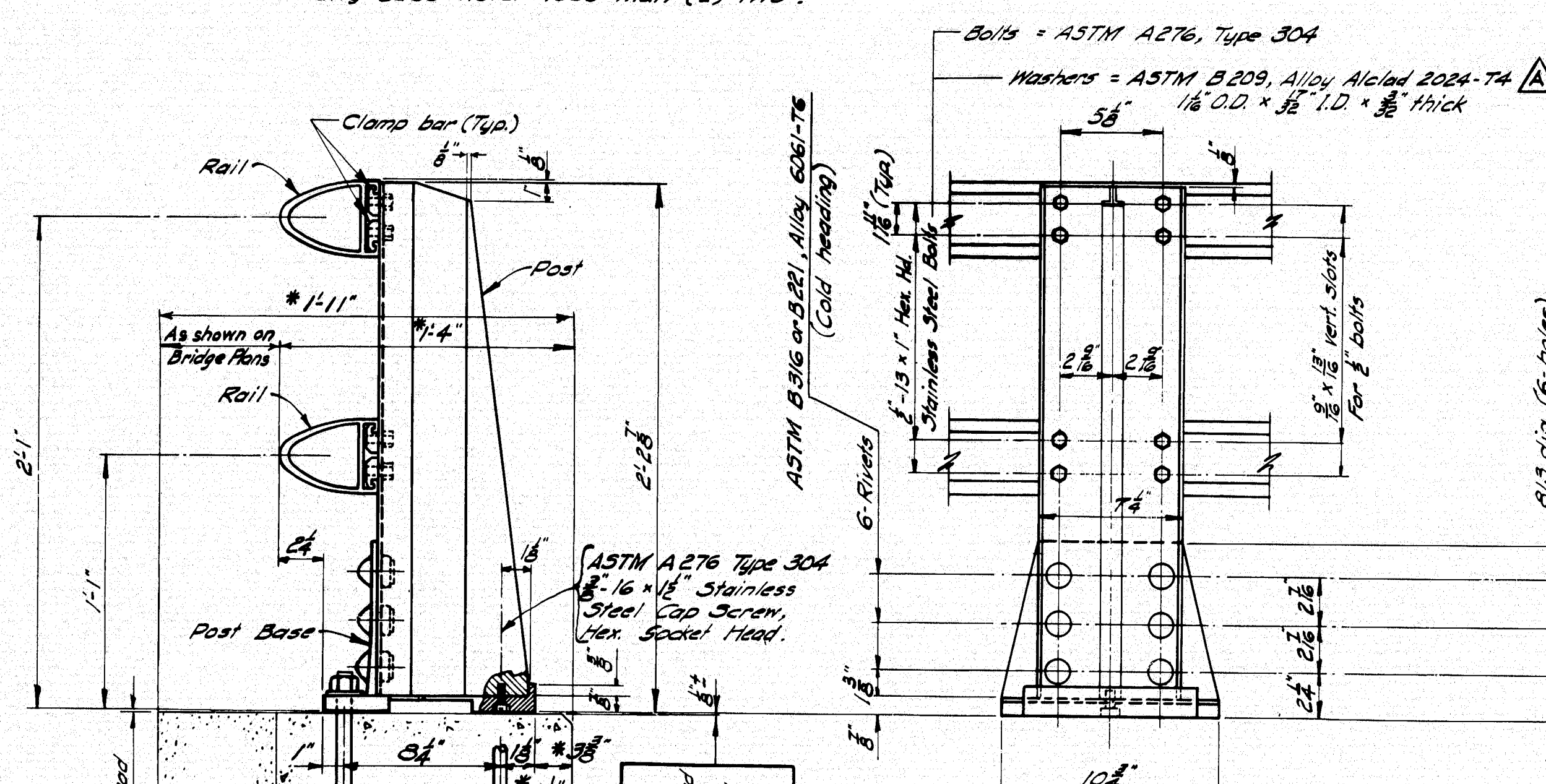


S.P.R.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	198 5(6)94	49	55



CLAMP BAR

SECTION A-A

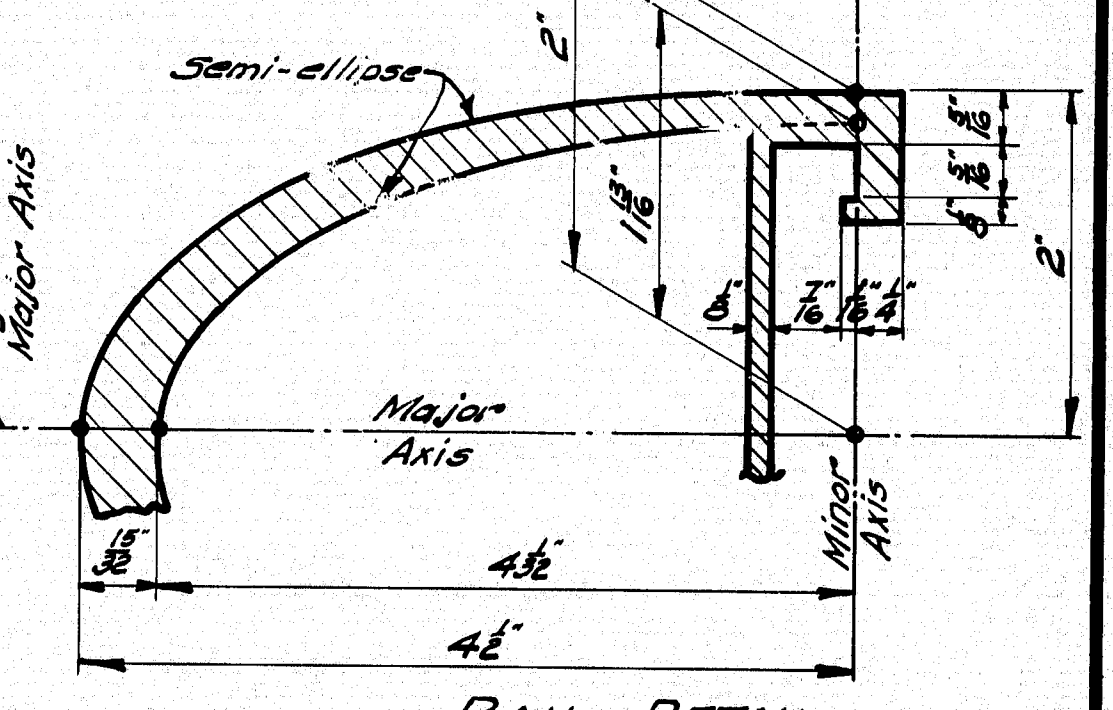


REAR ELEV.

POST BASE SECTION

PREFORMED PADS

See Subsection 713.03 Standard Specifications Revision of June 1968 for pad.

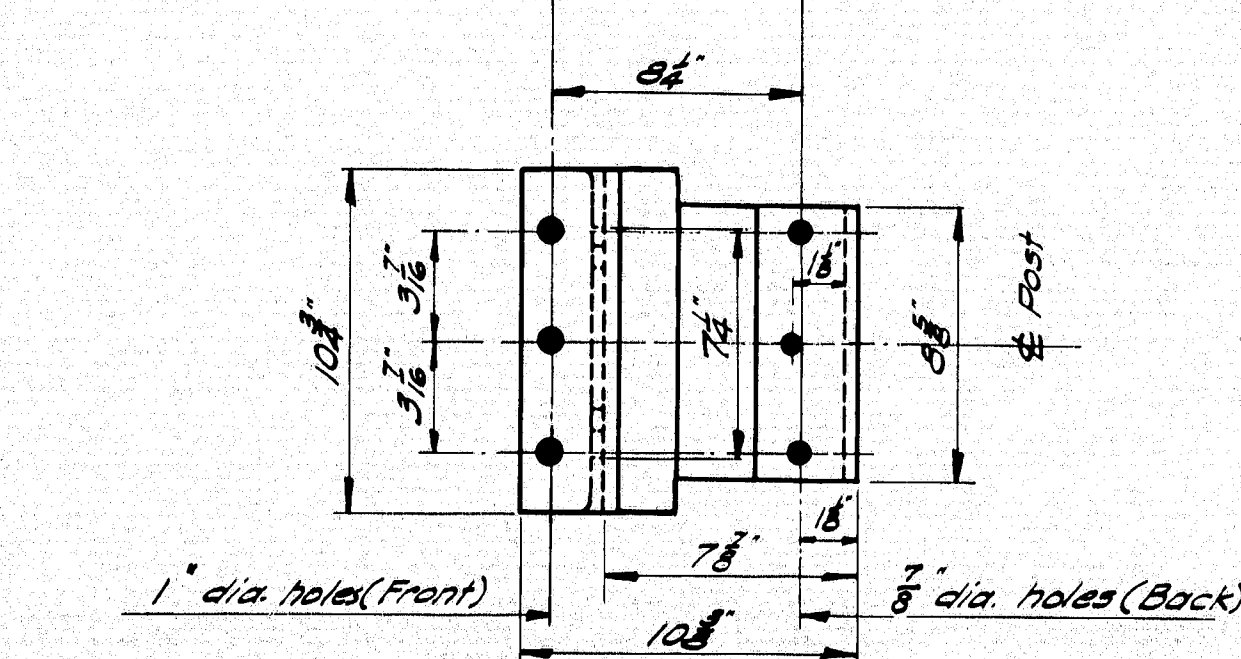


RIVET

Shop rivet rail post to base

ANCHOR BOLTS

If cut threads are used bolt diameter shall be not less than nominal diameter.  
If rolled threads are used bolt diameter shall be not less than root diameter of nominal diameter.



POST SECTION

RAIL POST ANCHORAGE Assembly

NOTE: Anchor Bolts, exposed Hex. Nuts (Amer. Std. Heavy) and washers shall conform to Designation "Stainless".  
\* ASTM A276, Type 304, Ultimate Tensile Strength 100,000 psi minimum, Elongation 15-25 minimum.  
Hex. Nuts embedded in concrete shall conform to Steel Designation ASTM A307.  
\* See Supplemental Specification.

STEEL SPACERS

For Anchorage ASTM A36

DESIGN SPECIFICATIONS

A.A.S.H.O. 1969 and Interim Specifications.

Changed ASTM B221, to include Alloy 6351-T5 for Rail, Splice & Clamp Bars.  
Changed ASTM Designations A276 & B209 A276 Type 304 to 304 (Post Anchorage) B209 - T5 to T4 (Washers)  
Changed AASHTO Design Specifications from 1965 to 1969.

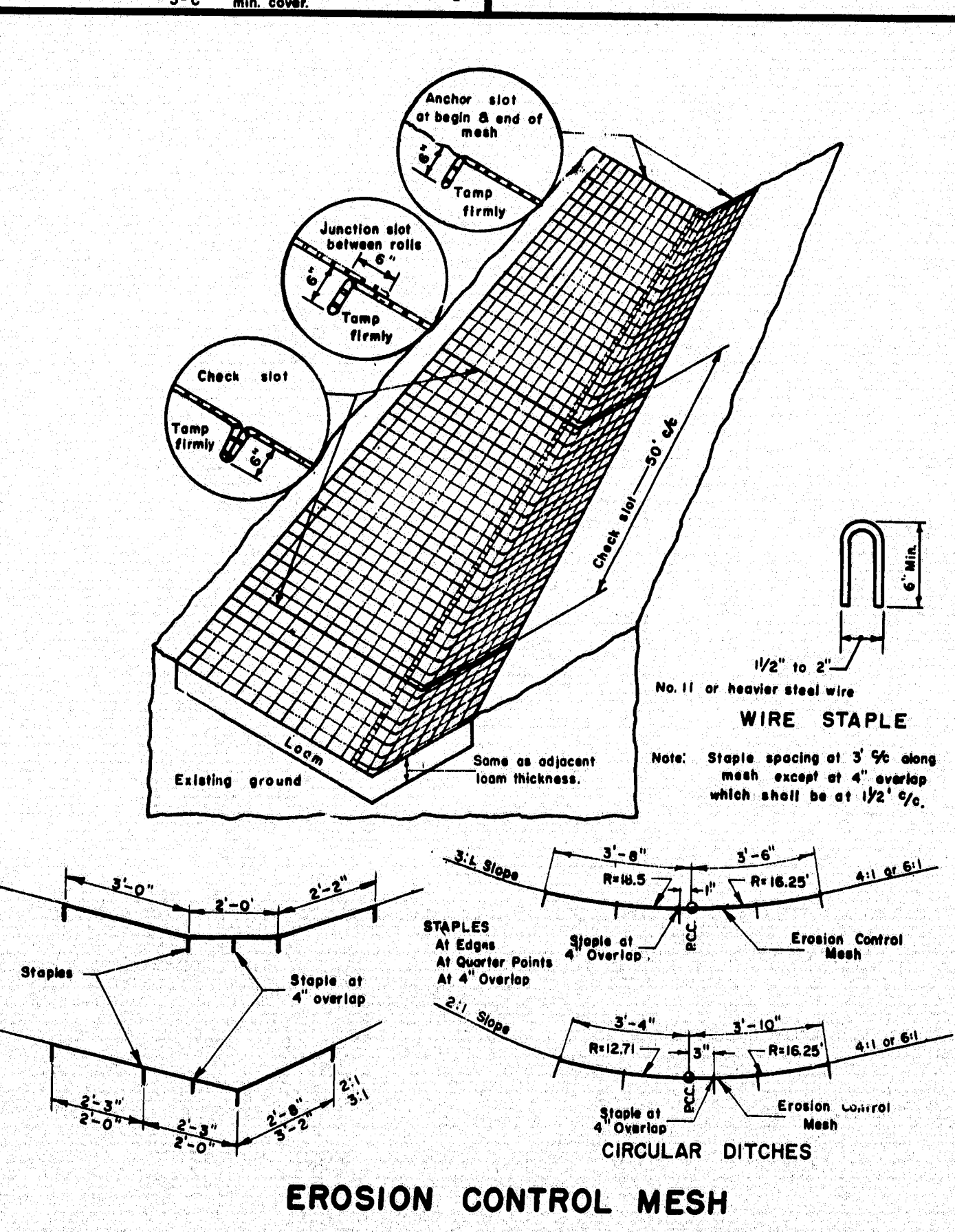
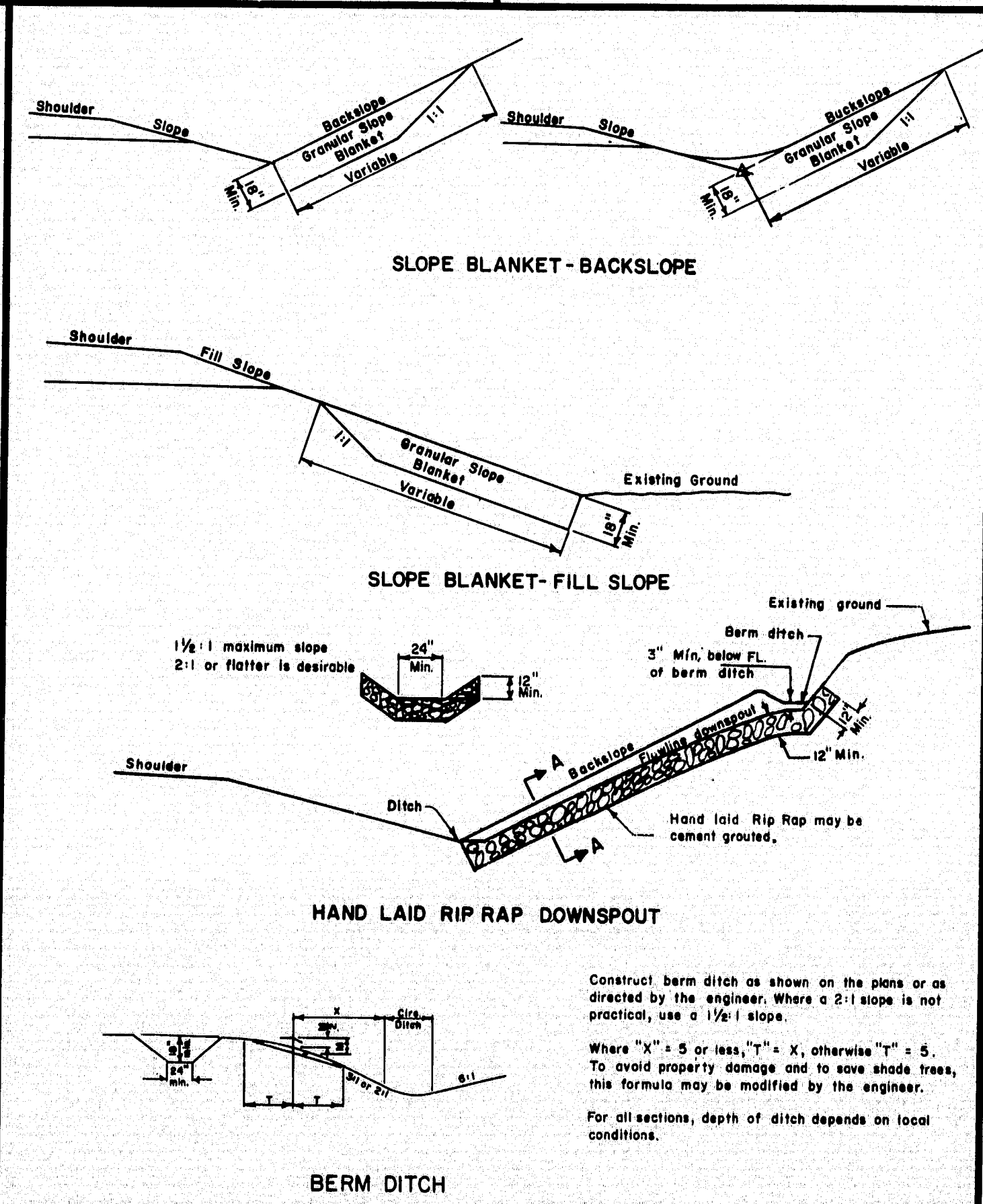
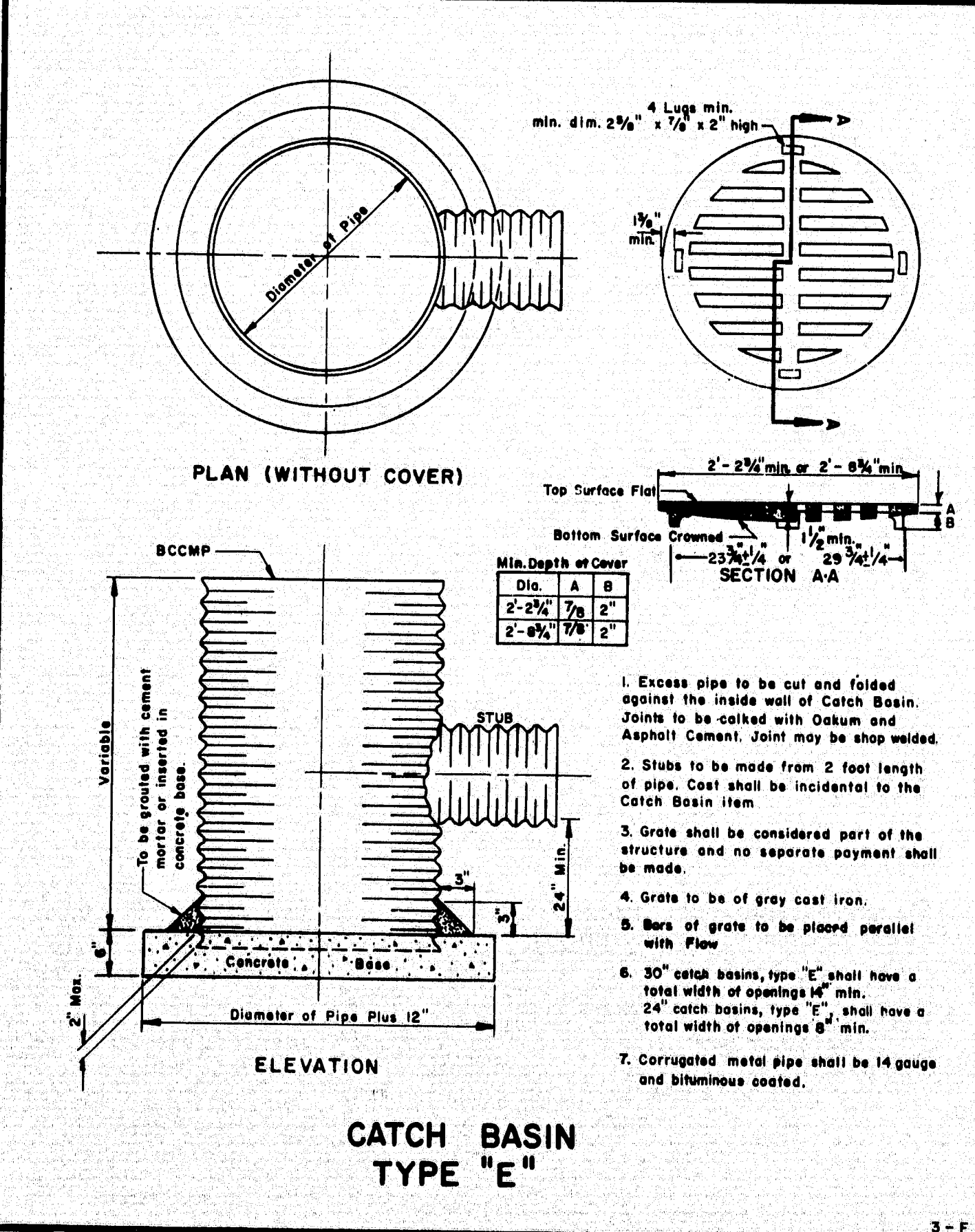
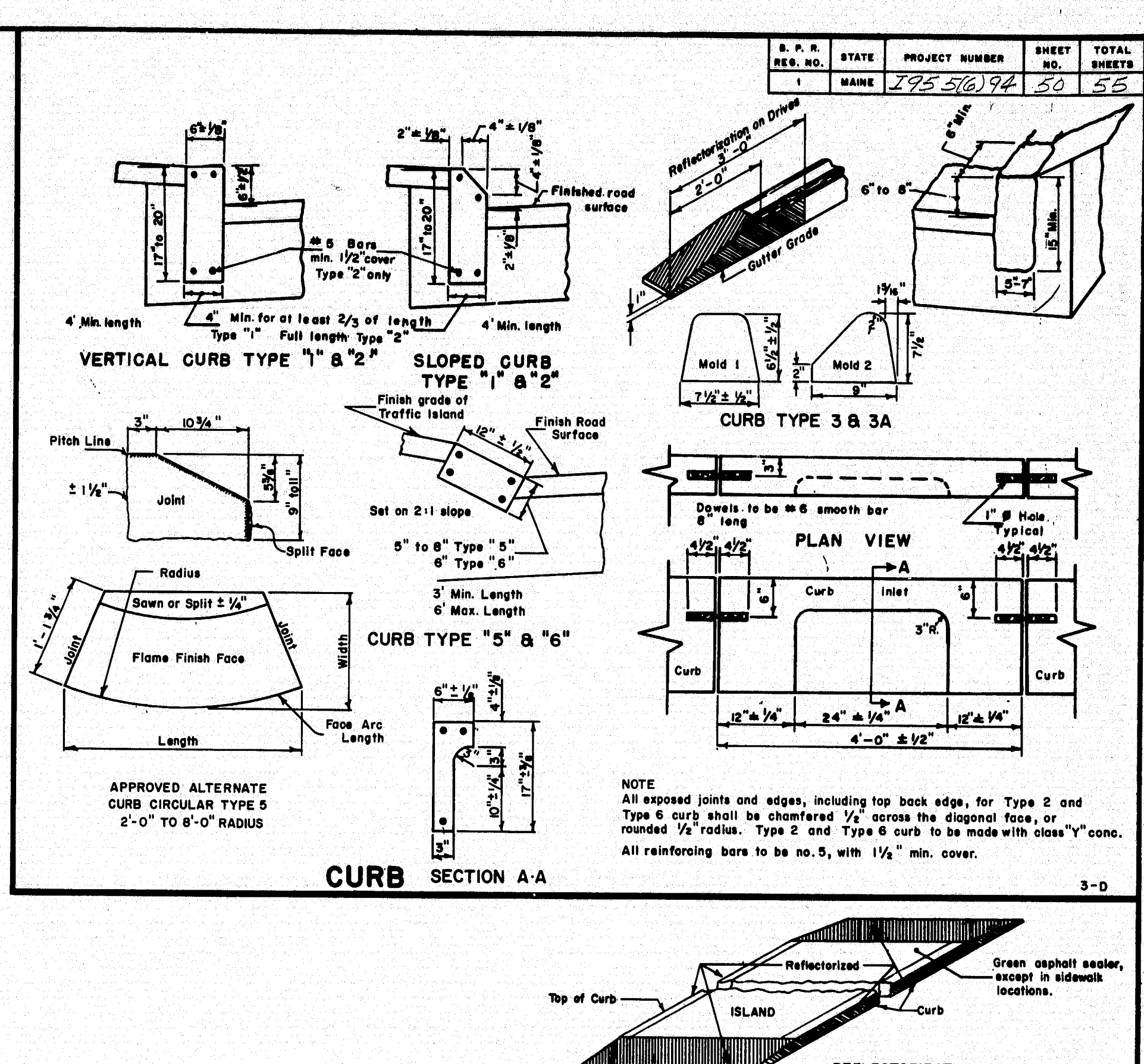
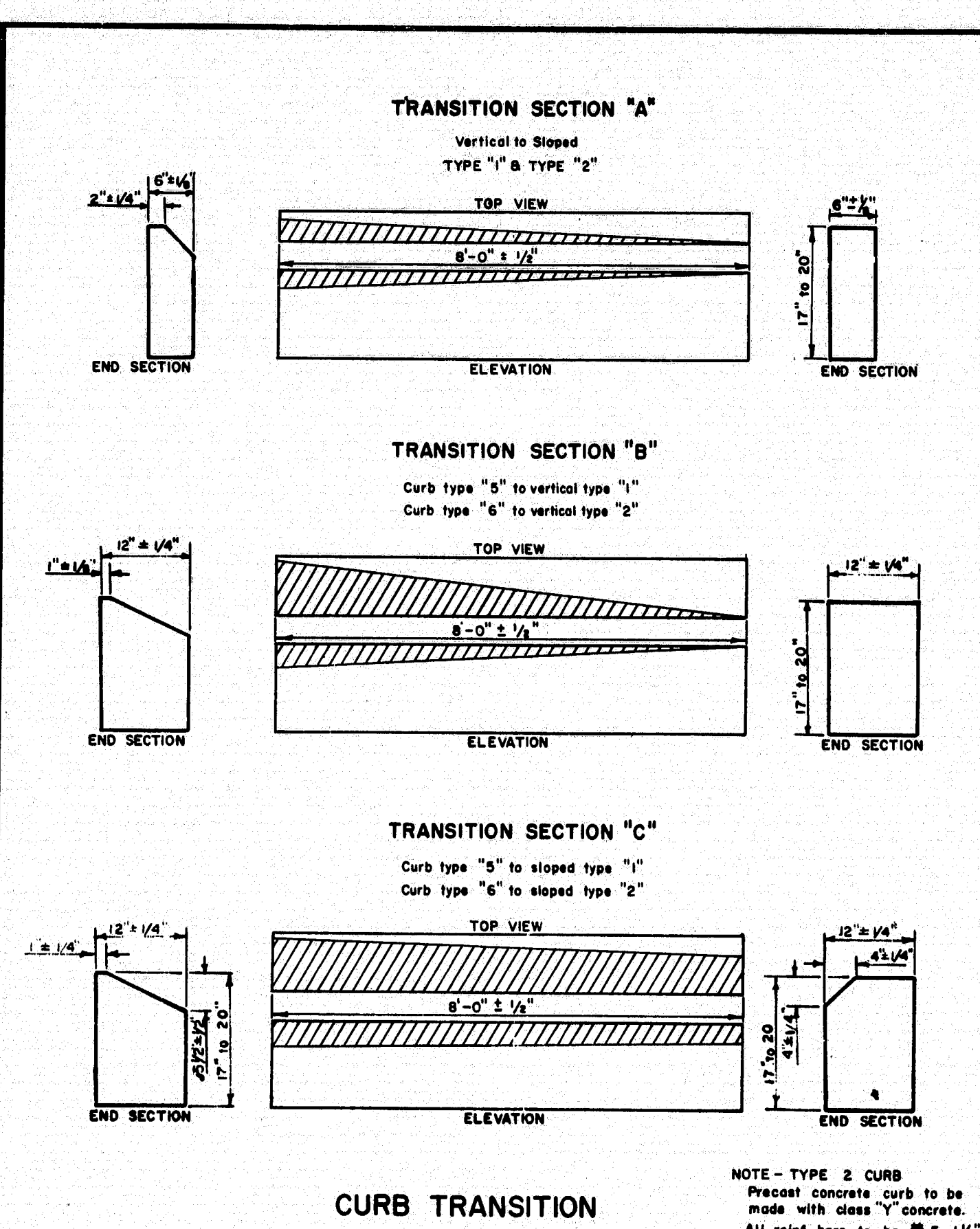
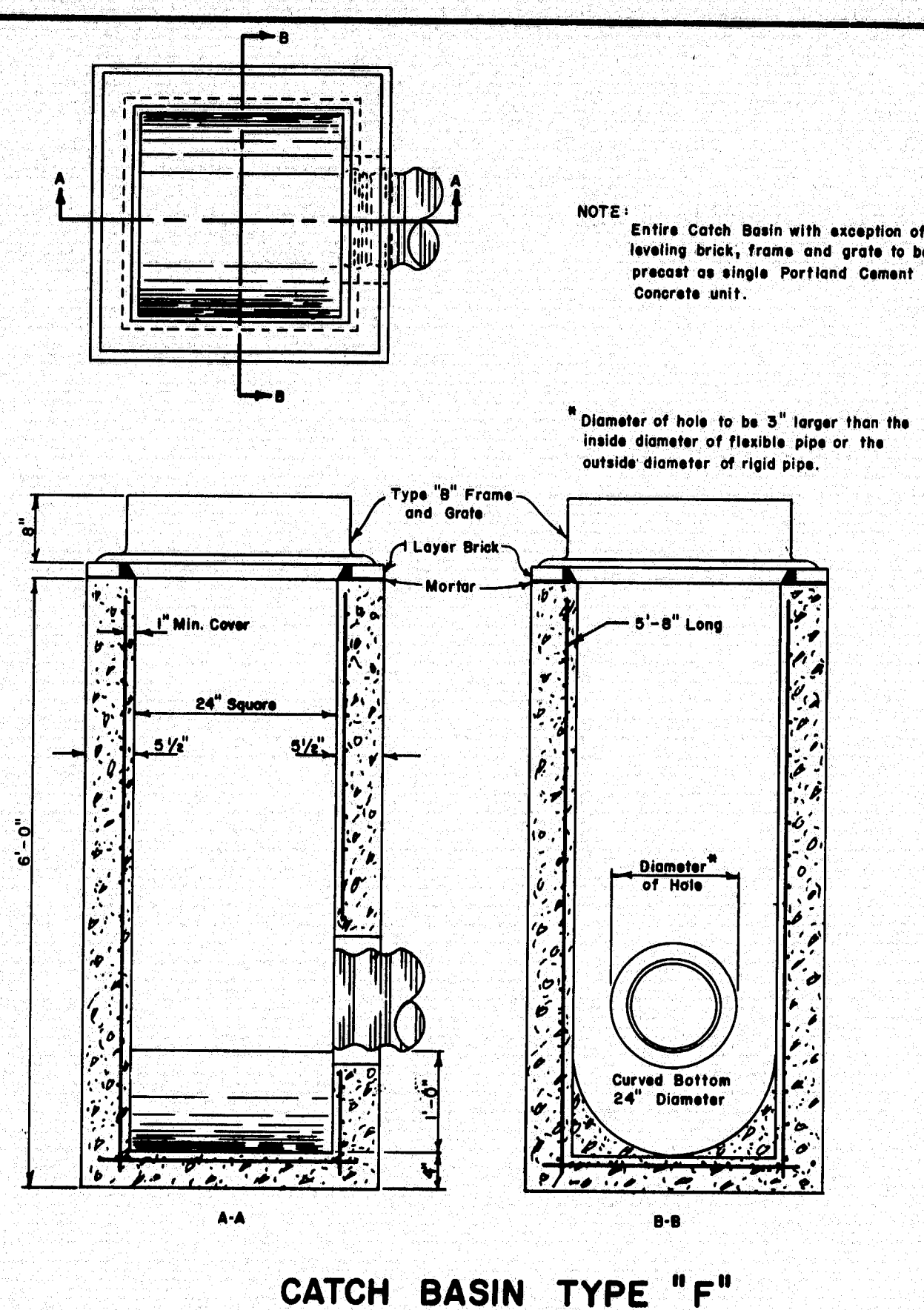
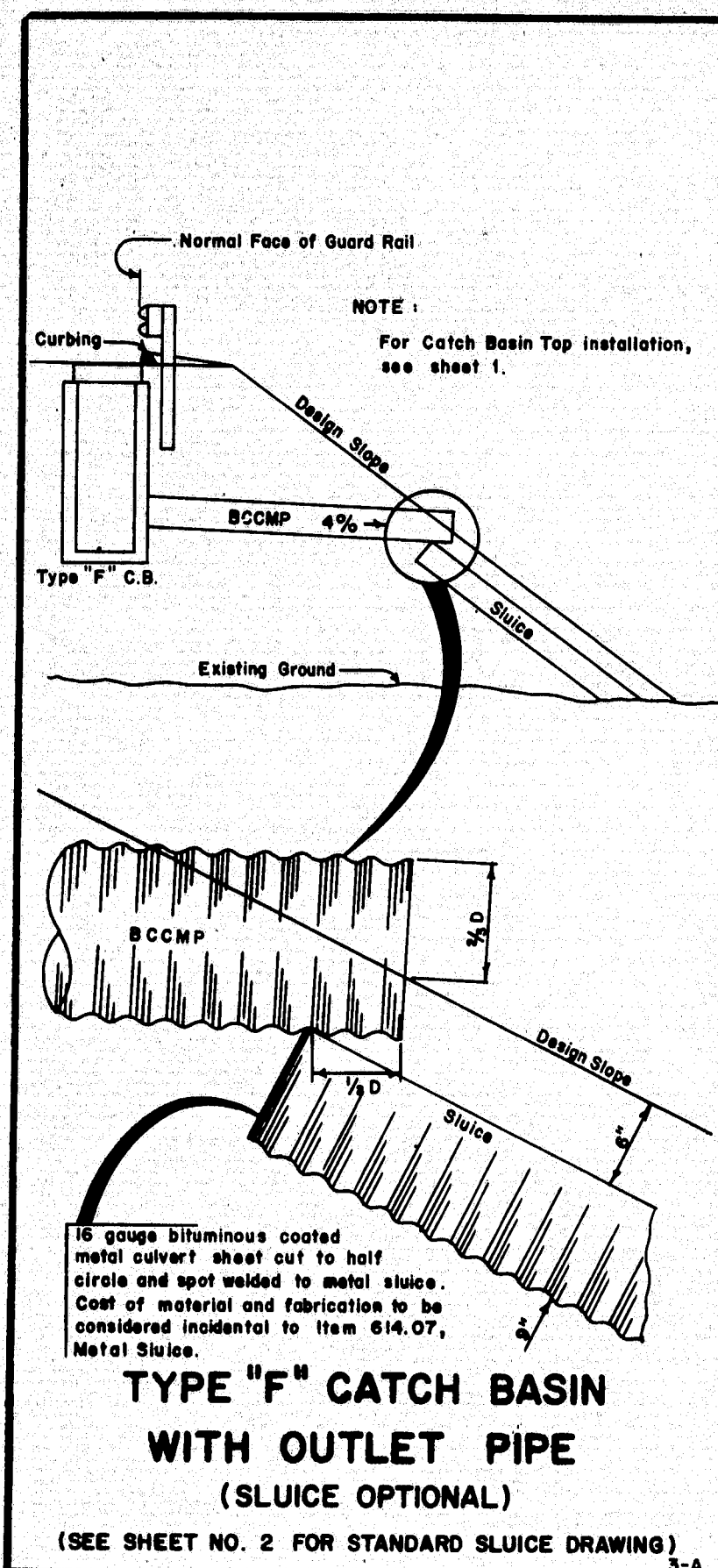
ALTERATIONS

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

STANDARD DETAILS  
(BD 106 - 69)  
ALUMINUM RAILING  
2 - BAR (SEMI-ELLIPSE)  
EXTRUDED POST  
JANUARY 1969

152-80





CURB TYPES (1 & 2), (5 & 6) 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 180'	4' to 6'	Straight	Straight Places
0' to 8' Incl.	2' Min.	Circular	To Fit Curve
Over 8' to 30' Incl.	12' Min. Chord	Circular	Straight Places, Radial Ends
Over 30' and Under 180'	2' to 3'	Straight	Straight Places
180' and Over	3' to 6'	Straight	Straight Places

TERMINAL CURB SECTION	
Top of Curb	4'-0" Min.
6" Exposed Face	2'-0" Nominal
Limit of Payment	Limit of Payment
Curb Type 1 of 2	Terminal Section

TERMINAL SECTION TYPE "1" & "2"	
Top of Curb Type 5 or 6	11'-0" ±
Edge of Pavement	Edge of Pavement

TERMINAL SECTION TYPE "5" & "6" (Use when shown on plans only)	
Top of Curb	4'-0" Min.
6" Exposed Face	2'-0" Nominal
Limit of Payment	Limit of Payment
Curb Type 1 of 2	Terminal Section

REVISIONS	
Plate 3-G	12-25-69
Plate 3-F	5-27-70
Plate 3-J	7-15-70
PLATE 3G	3-4-71

MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
<b>STANDARD DETAILS</b>	
CURB, DITCHES AND SLOPES, AND CATCH BASINS TYPE "E"	

152-81



NOTES:

1. Crosscut ties through crossing.
2. Rail joints in crossing to be welded.
3. Stone Ballast to extend along track beyond each side of the crossing approximately 40'-0" By Railroad.
4. Work to be done by Railroad.
  - A. Placement of Ballast.
  - B. Placement of Ties and Rails.
  - C. Placement of 1" max. Gravel over Ties.

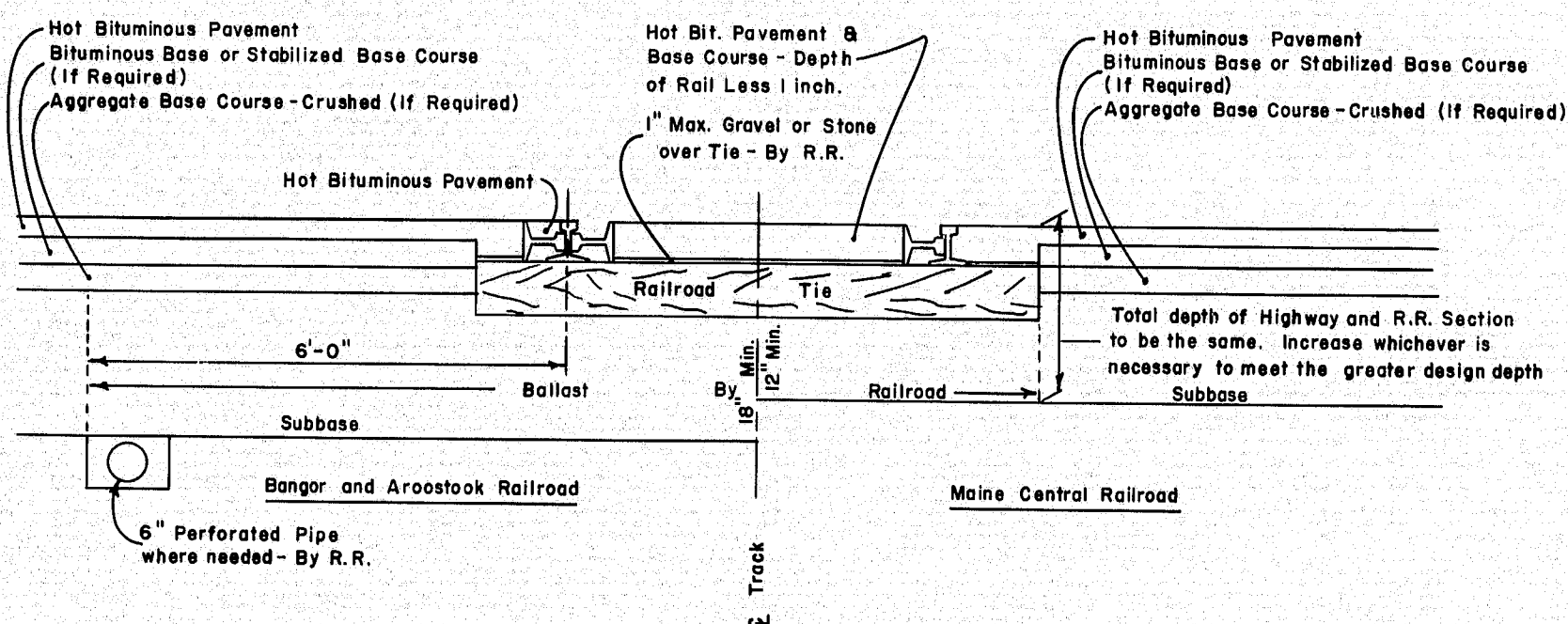


TABLE A

SIZE	NO. HOOK BOLTS REQUIRED	"X" DIMENSION
60"	4	1.5
66"	4	1.5
72"	4	1.5
78"	5	1.5
84"	5	1.5

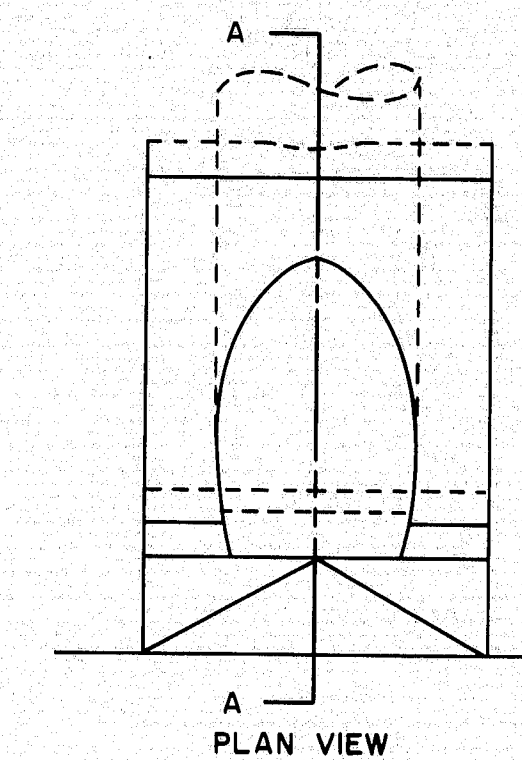
STRUCTURAL PLATE PIPE

SIZE	NO. HOOK BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5
78"	5	1.5
84"	5	1.5
90"	5	1.5
96"	6	2.0
102"	6	2.125
108"	6	2.25
114"	7	2.375
120"	7	2.5
126"	8	2.625
132"	8	2.75
138"	8	2.875
144"	9	3.0
150"	9	3.125
156"	9	3.25
162"	10	3.375
168"	10	3.5
174"	10	3.625
180"	11	3.75

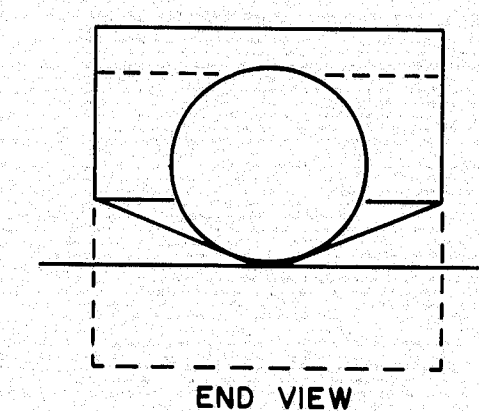
NOTES

1. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope and no ditch transitions.
2. Excavation required to grade culvert inlets and outlets as shown will not be paid separately, but will be incidental to the culvert.
3. Hook bolts are required in metal pipes only and will be incidental to concrete item.
4. Concrete endwall shall be structural concrete class "A" and shall be paid for as item 502.32, structural concrete culvert endwalls.
5. All riprap as shown shall be hand laid.

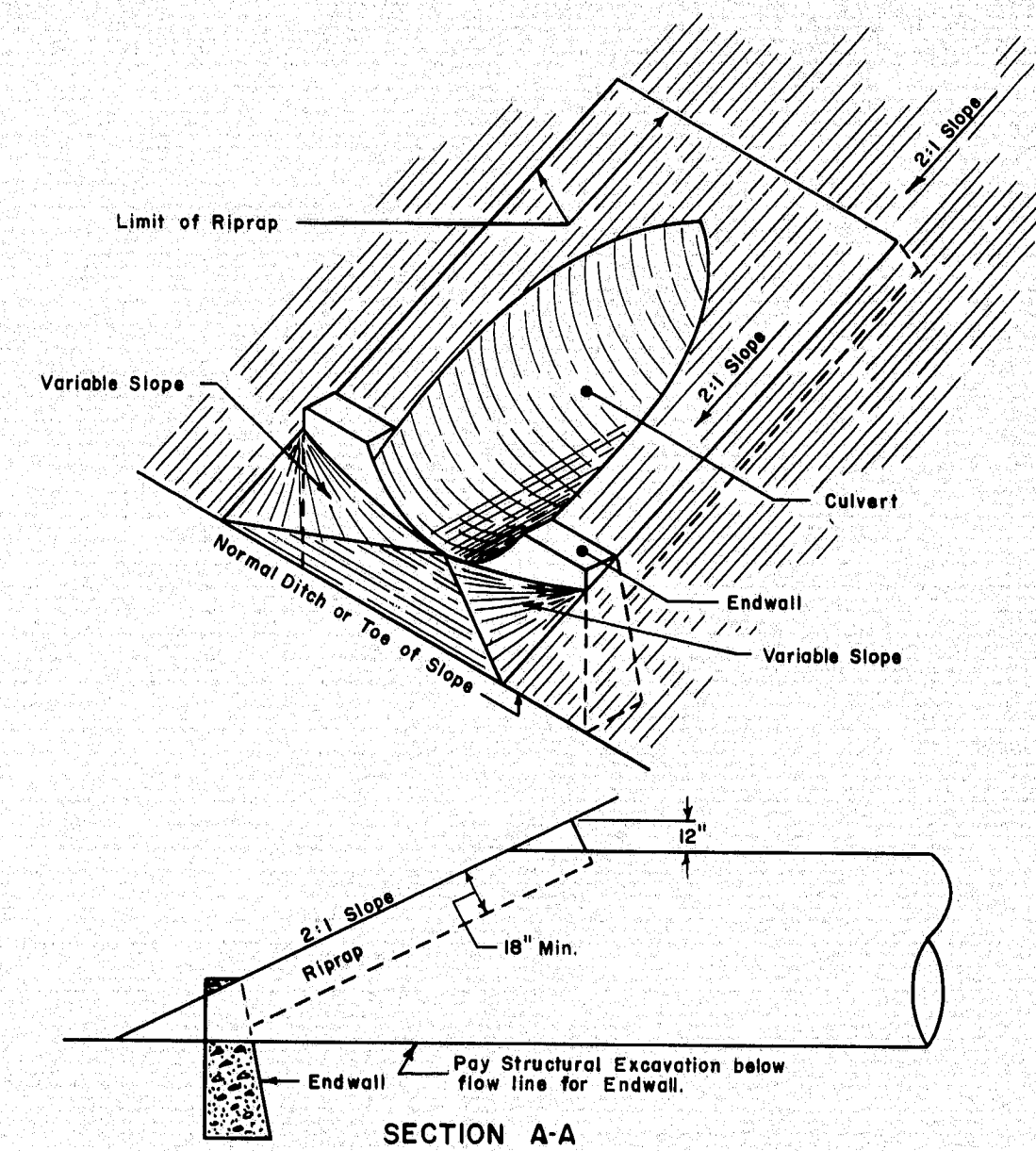
CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES



PLAN VIEW

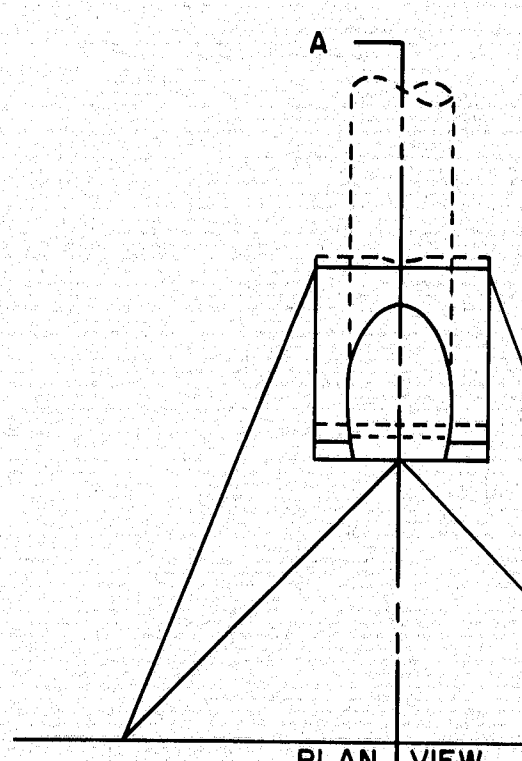


END VIEW

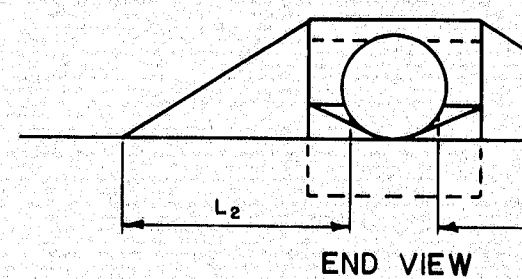


SECTION A-A

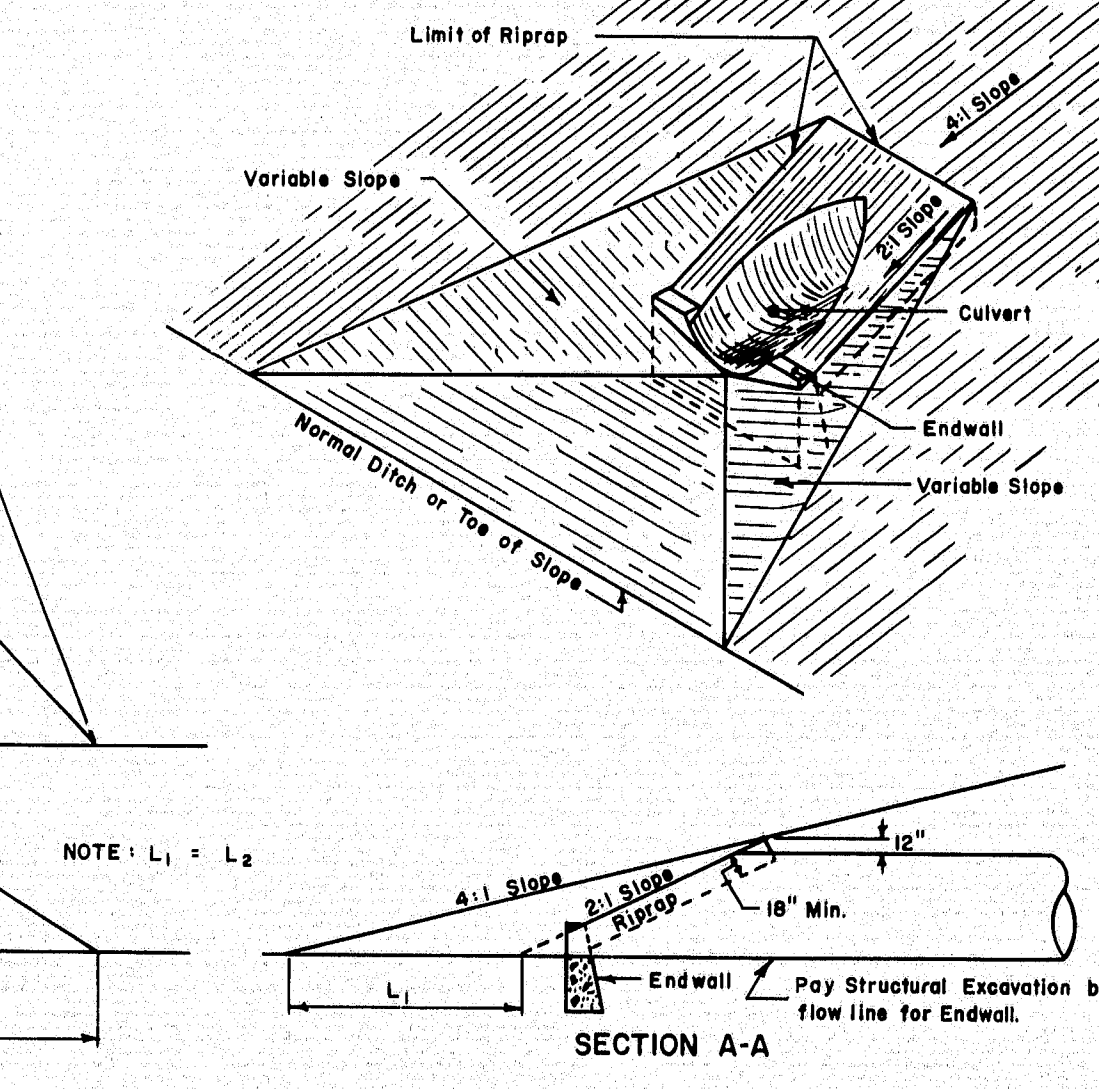
CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 4:1 SLOPES



PLAN VIEW

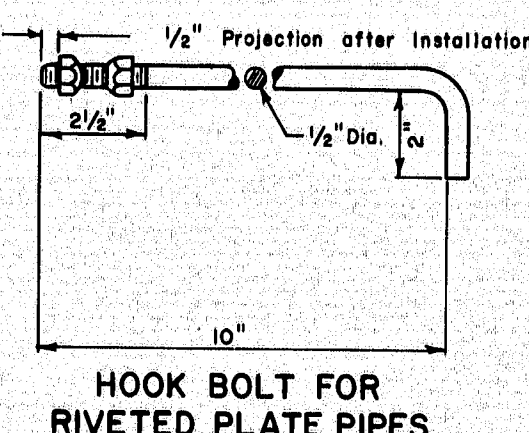
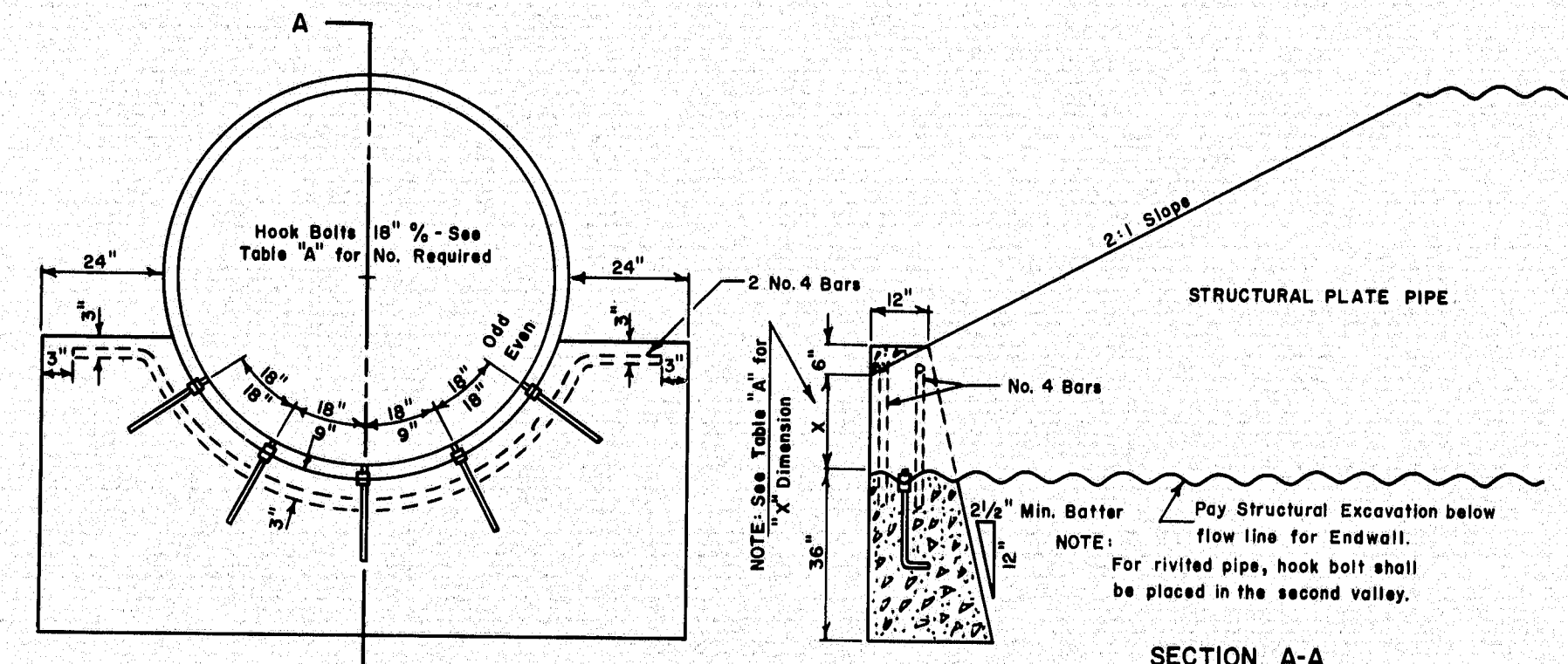


END VIEW

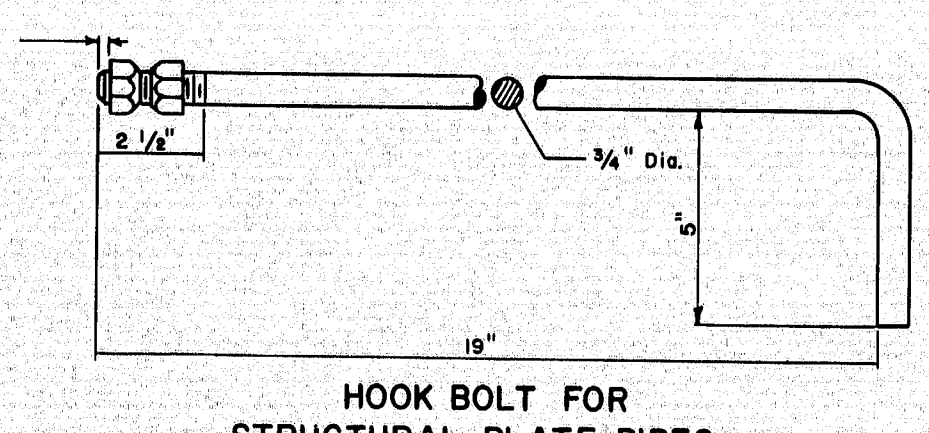


SECTION A-A

CONCRETE INLET ENDWALL



HOOK BOLT FOR RIVETED PLATE PIPES



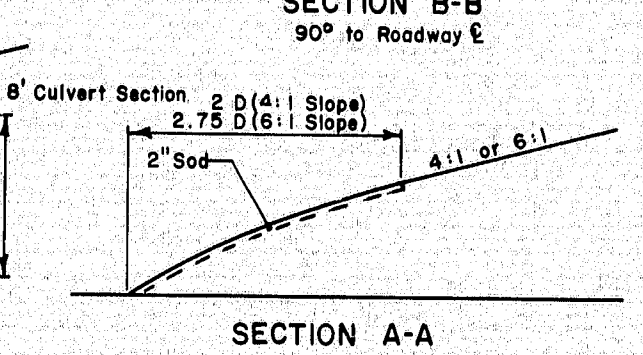
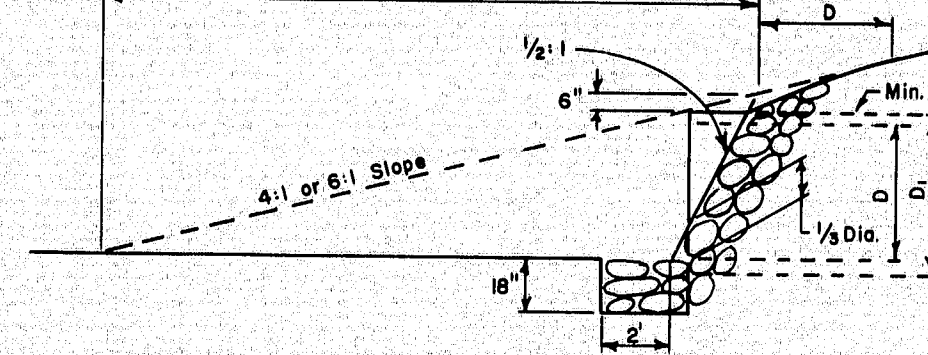
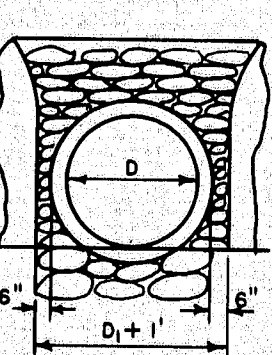
HOOK BOLT FOR STRUCTURAL PLATE PIPES

ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS

Culvert Diameter	4:1 Slope	6:1 Slope
18"	9'-0"	13'-0"
24"	10'-0"	15'-0"
30"	13'-0"	20'-0"
36"	15'-0"	23'-0"
42"	17'-0"	26'-0"
48"	19'-0"	29'-0"
54"	22'-0"	32'-0"
60"	24'-0"	35'-0"
66"	26'-0"	38'-0"
72"	28'-0"	42'-0"
84"	32'-0"	49'-0"

NOTES:

1. The dimensions shown are approximate and may be modified by the resident engineer.
2. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slope around the inlet and outlet, and no ditch transitions.
3. Riprap will be required on the portions of the culvert end treatment 1:1 and steeper. The remaining portion shall be sodded or loamed, seeded and hay mulched as directed by the engineer.
4. 24" diameter culverts and under may be sodded around ends of culvert.



SECTION A-A

REVISIONS

Plate 4-D	12-23-69

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

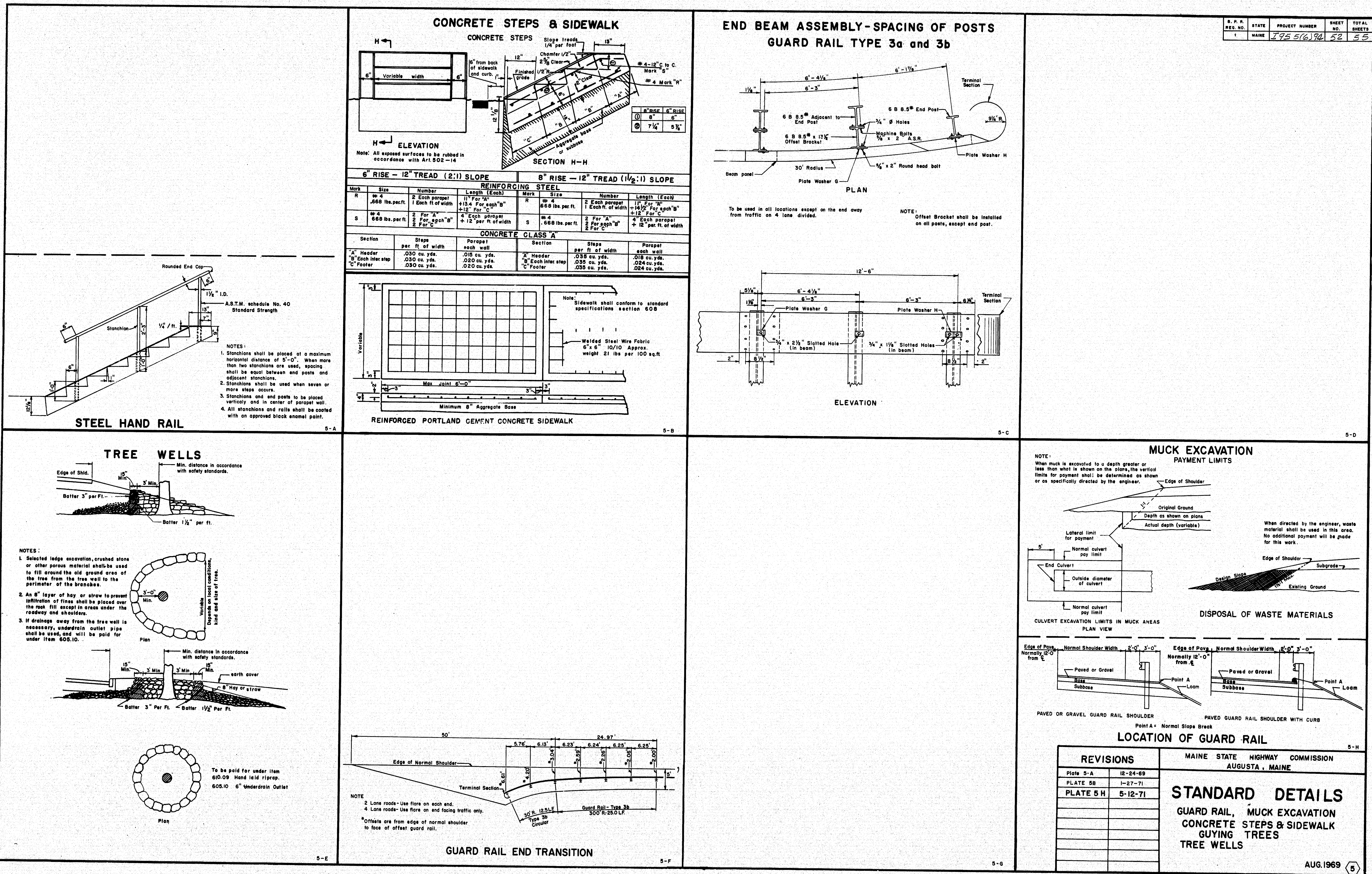
STANDARD DETAILS

CULVERT INLETS & OUTLETS

AUG. 1969

152-82













NOTE

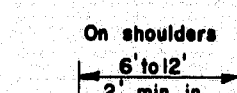
SIGNING IN AN AREA WHERE BLASTING IS NECESSARY SHALL BE PLACED AS OUTLINED IN THE "MANUAL", AND THE PRECAUTIONS OF SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS SHALL BE OBSERVED.

**GENERAL NOTE** **W8-3**

**Construction Signs**

**I. Sign Borders:** All signs shall have borders conforming to the sizes and spacing as shown below:

- a. 30" x 30" Sign - 3/4" Border, 1/4" Space from sign edge.
- b. 2' x 5' Sign - 3/8" Border, 3/8" Space from sign edge.
- c. 3' x 4' Sign - 3/4" Border, 1/2" Space from sign edge.
- d. 4' x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.



## CONSTRUCTION SIGNS



GENERAL NOTES - BARRICADES

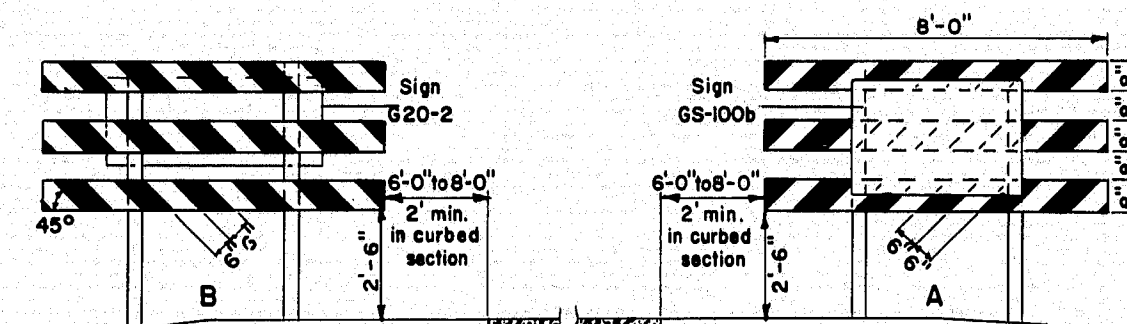
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration, 1971.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum .16 minimum gauge minimum edgewise. Individual white sheeting may extend the full width of the sign to a black or orange painted 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 backing with an adhesive tape applied to the back of the stripes.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to sub-section 721.25, Maine State Highway Commission, Standard Specifications.
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

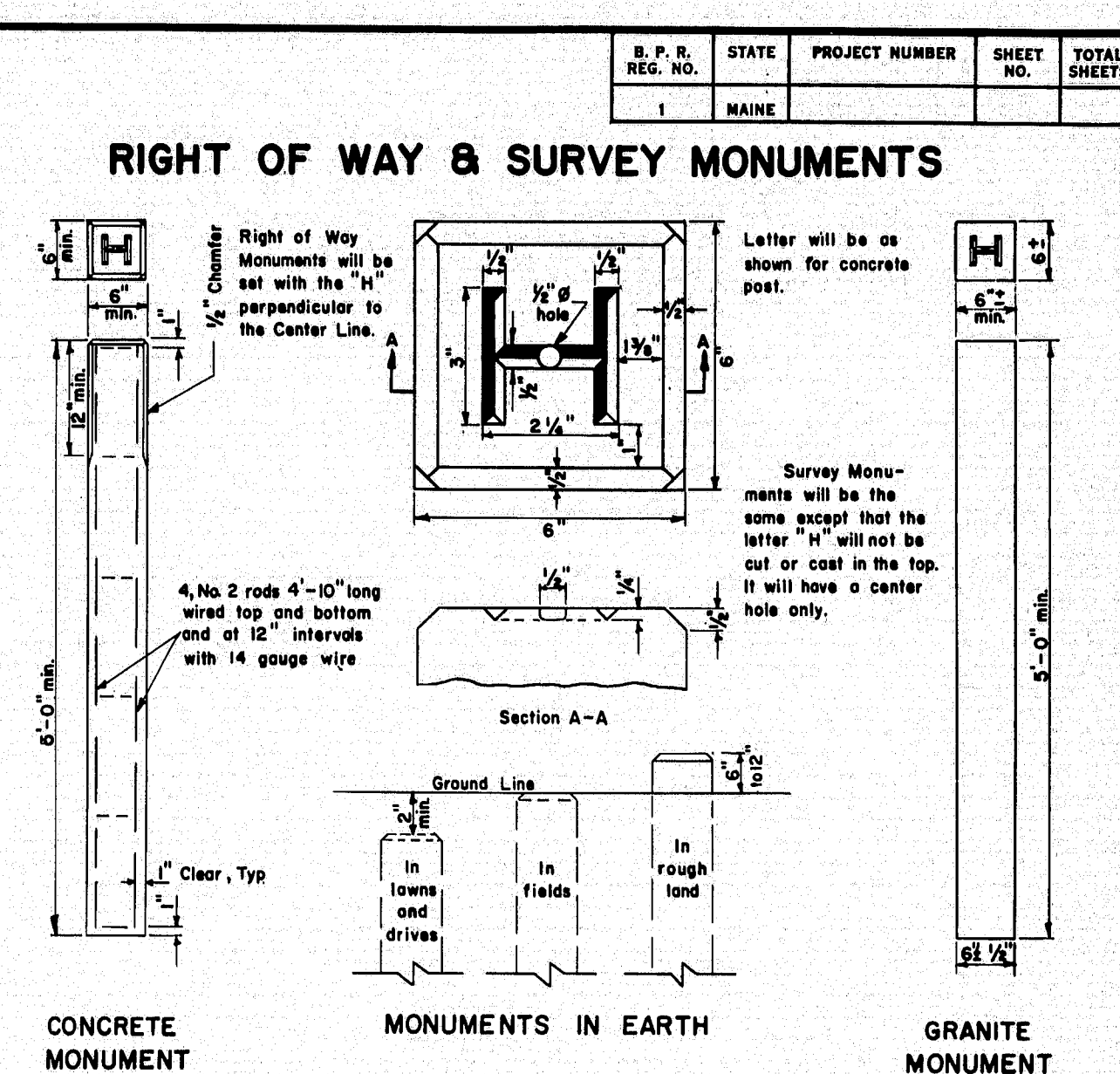
1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M4-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 3/4" plywood, masonite, sheet steel or sheet aluminum.
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 M4-6 signs are required, R11-2, R11-3, or R11-1 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

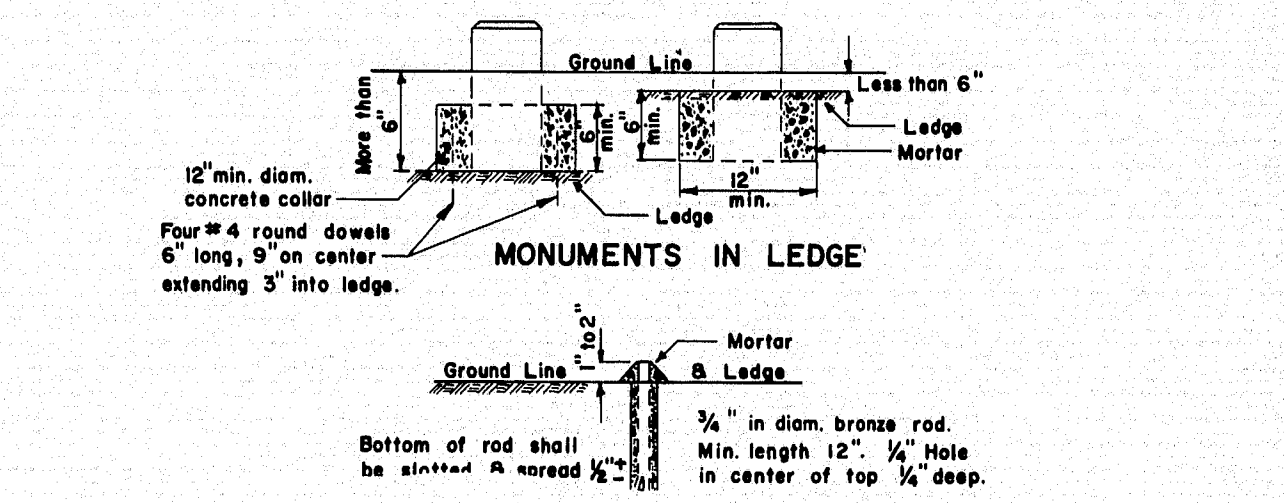
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.



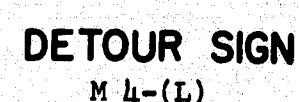
## WING BARRICADES



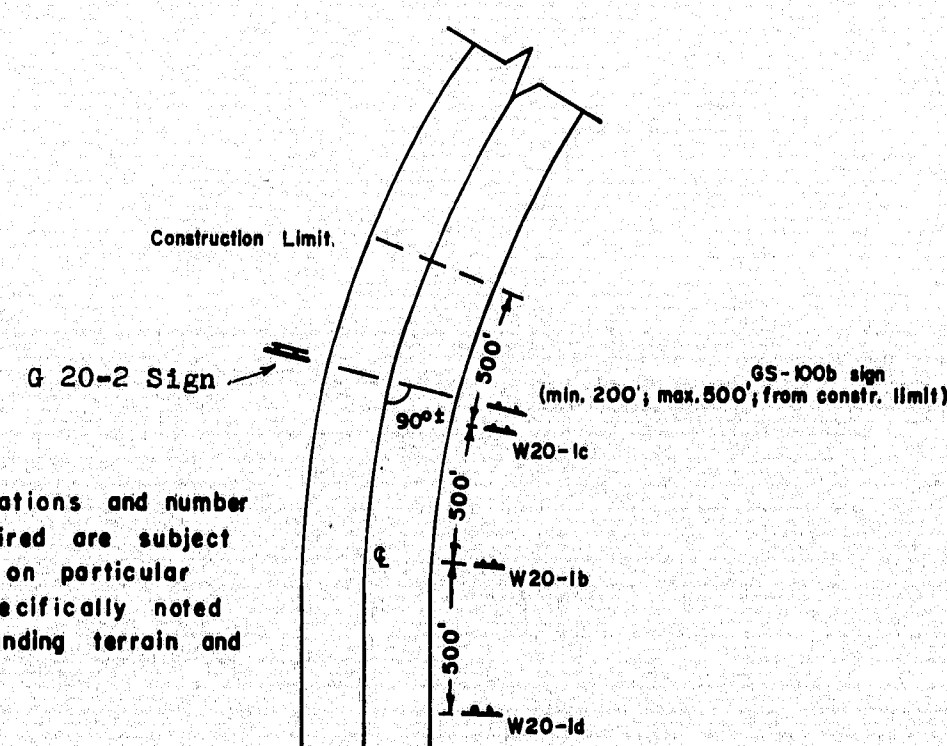
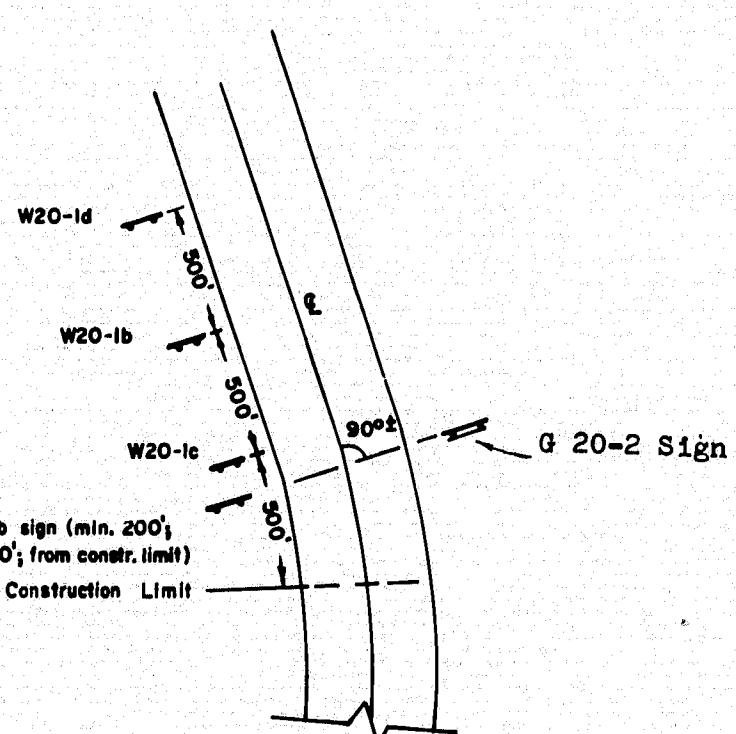
## RIGHT OF WAY & SURVEY MONUMENTS



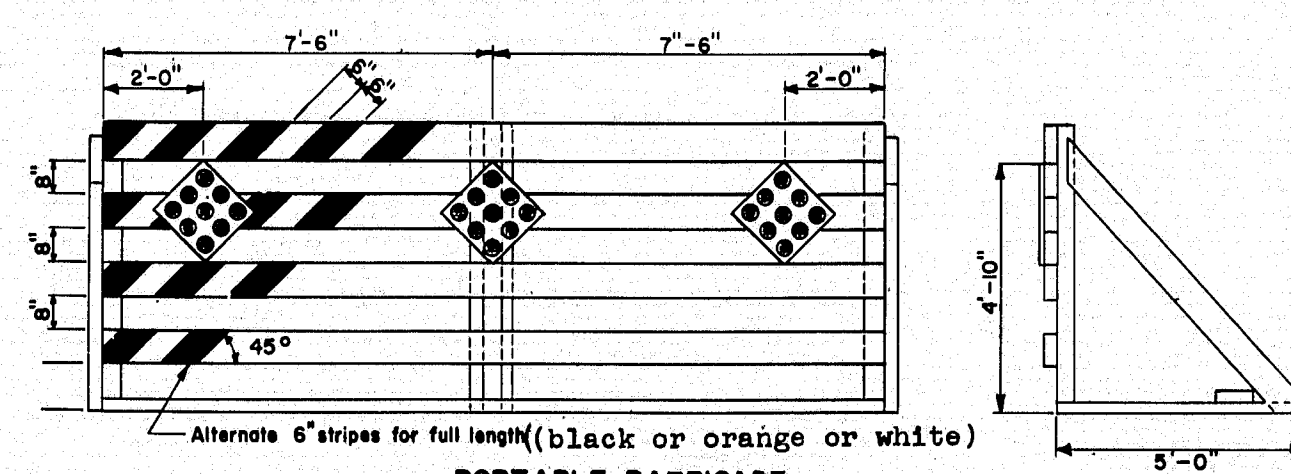
BRONZE PIN MARKERS



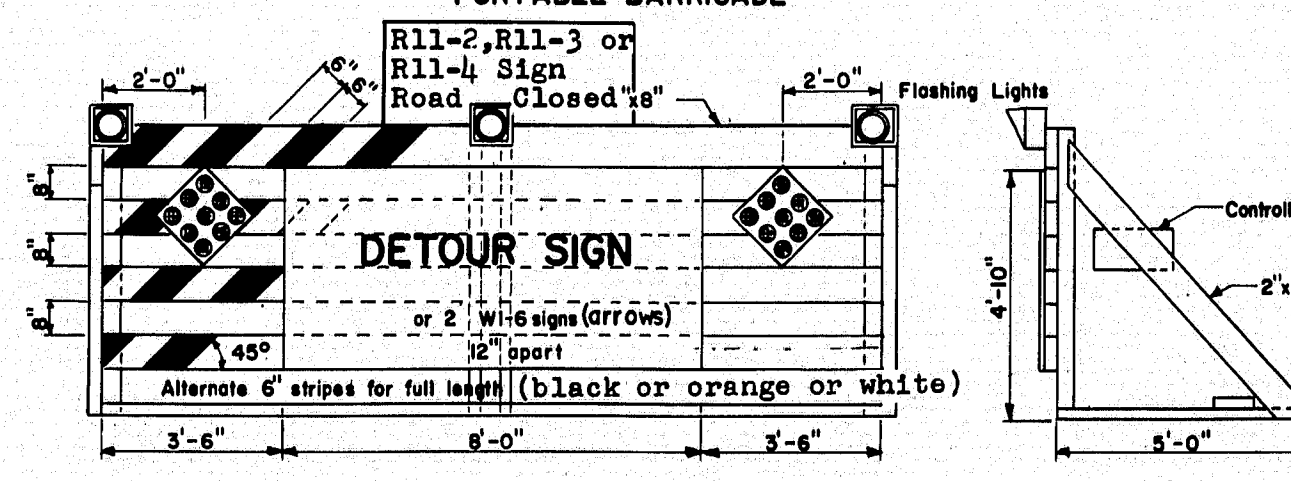
## STANDARD SIGN LOCATIONS



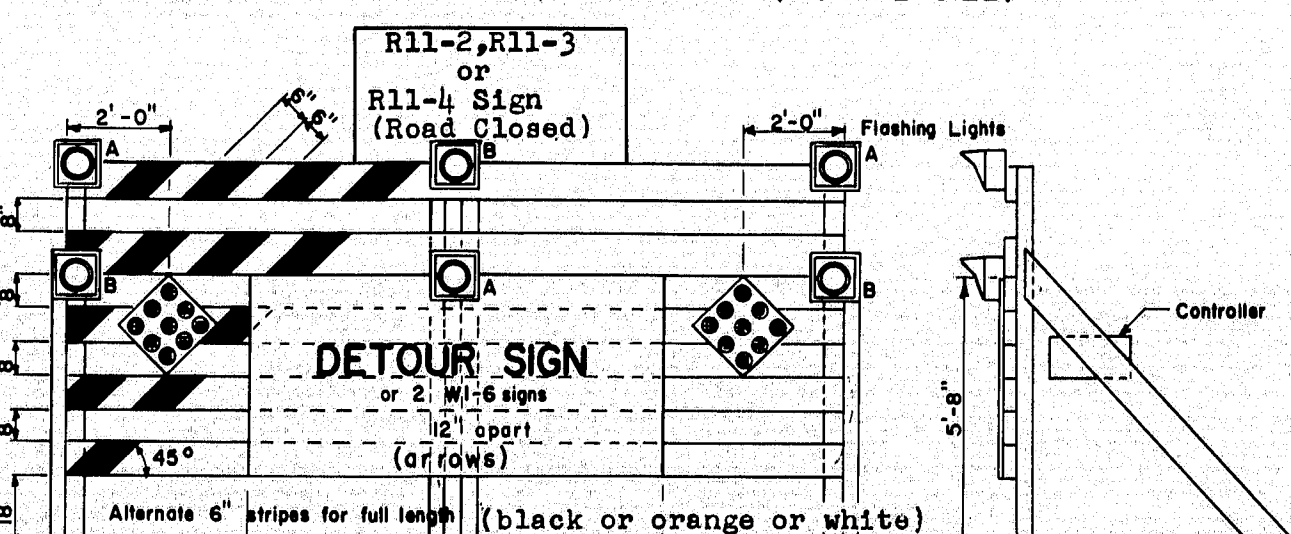
**NOTE:**  
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.



### PORTABLE BARRICADE

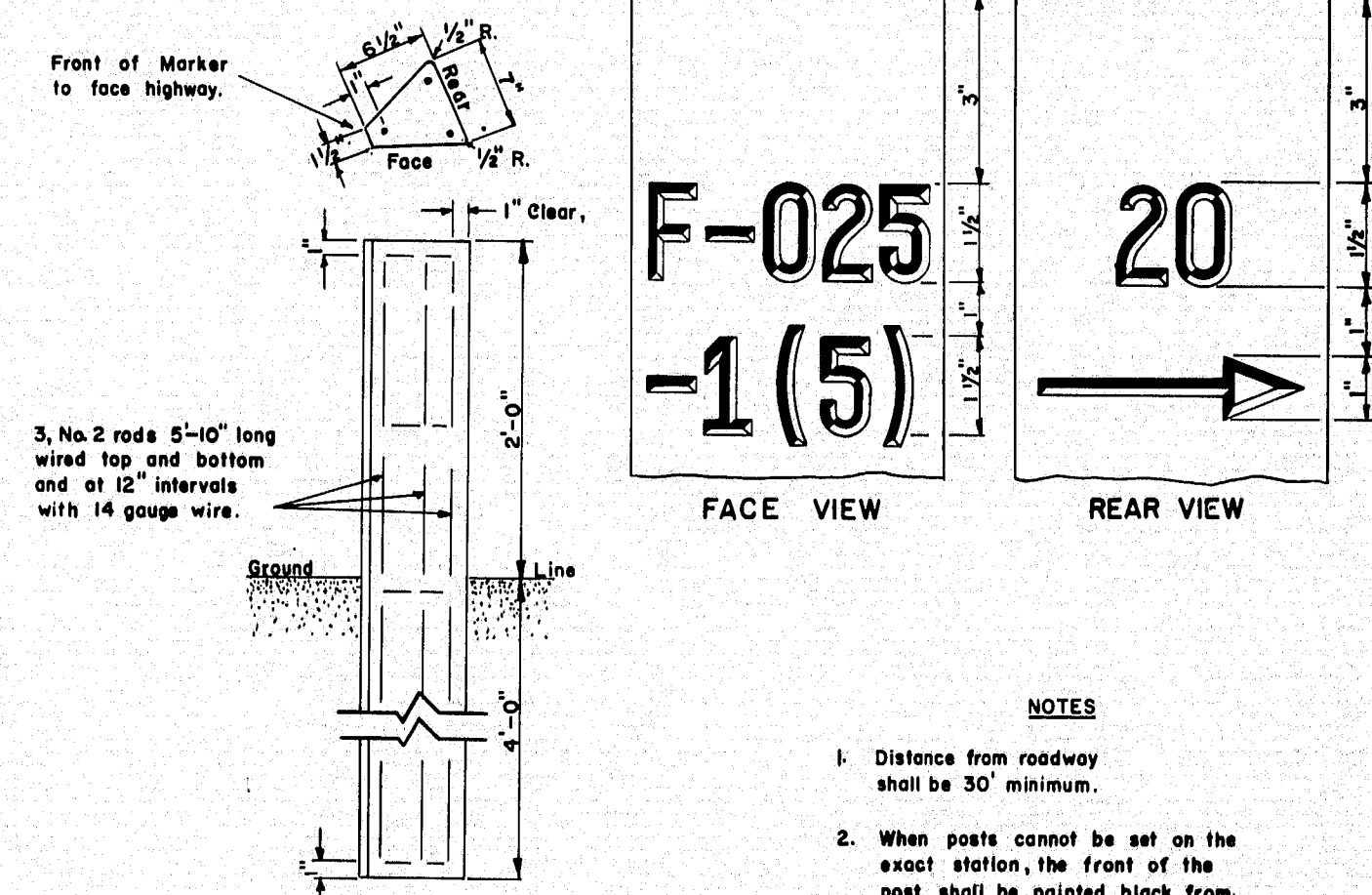


PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



**OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS**

## BARRICADES



## 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 off 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.

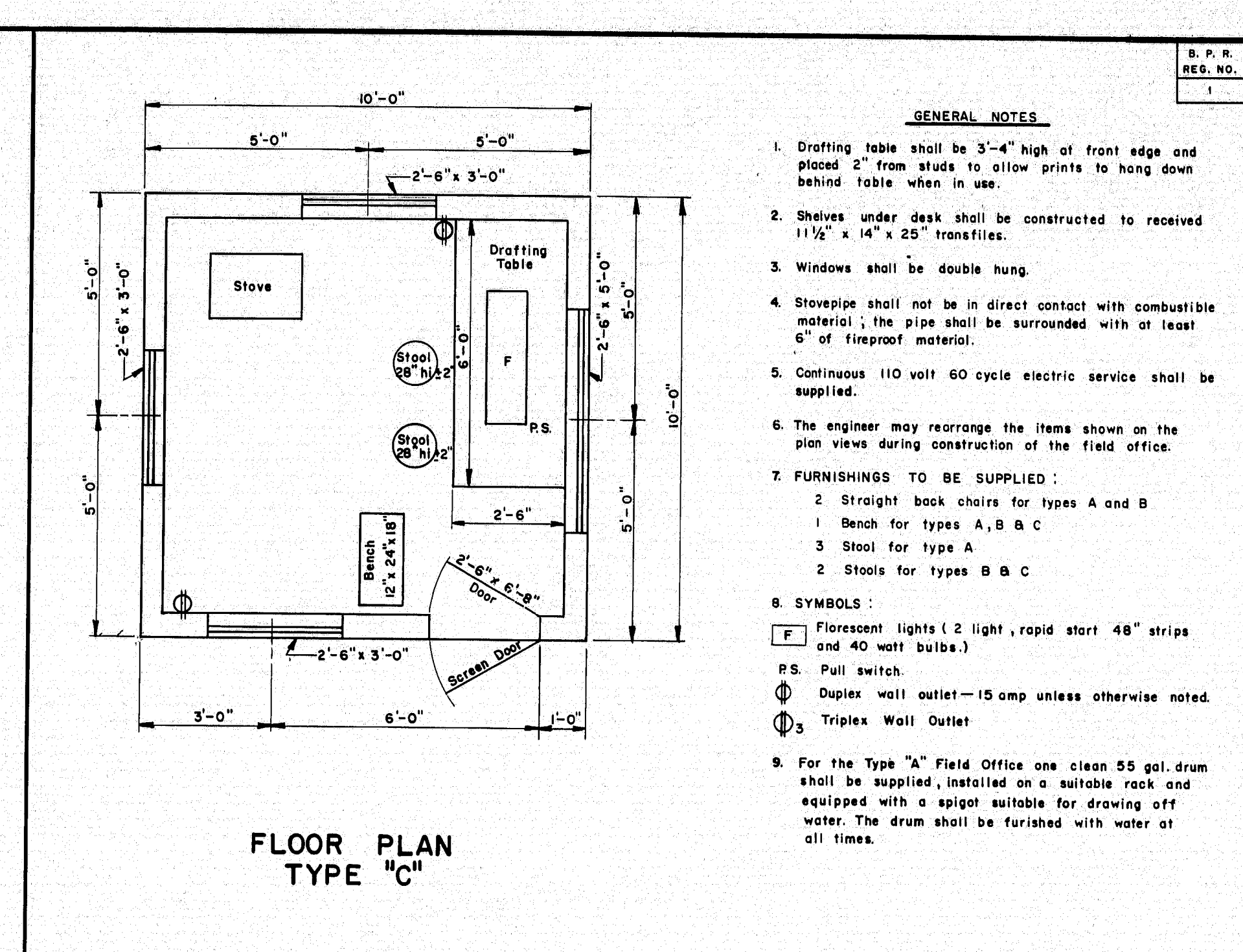
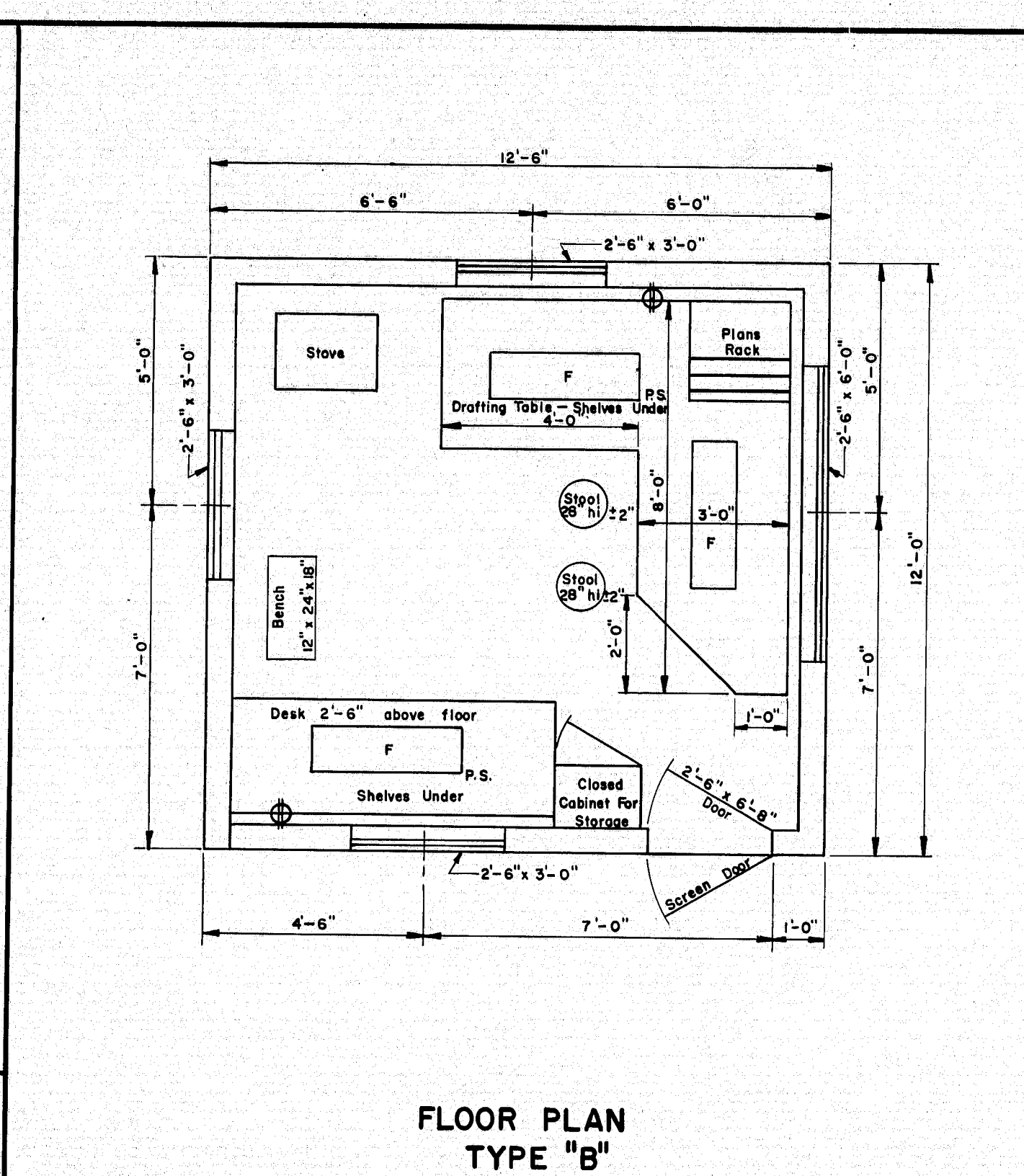
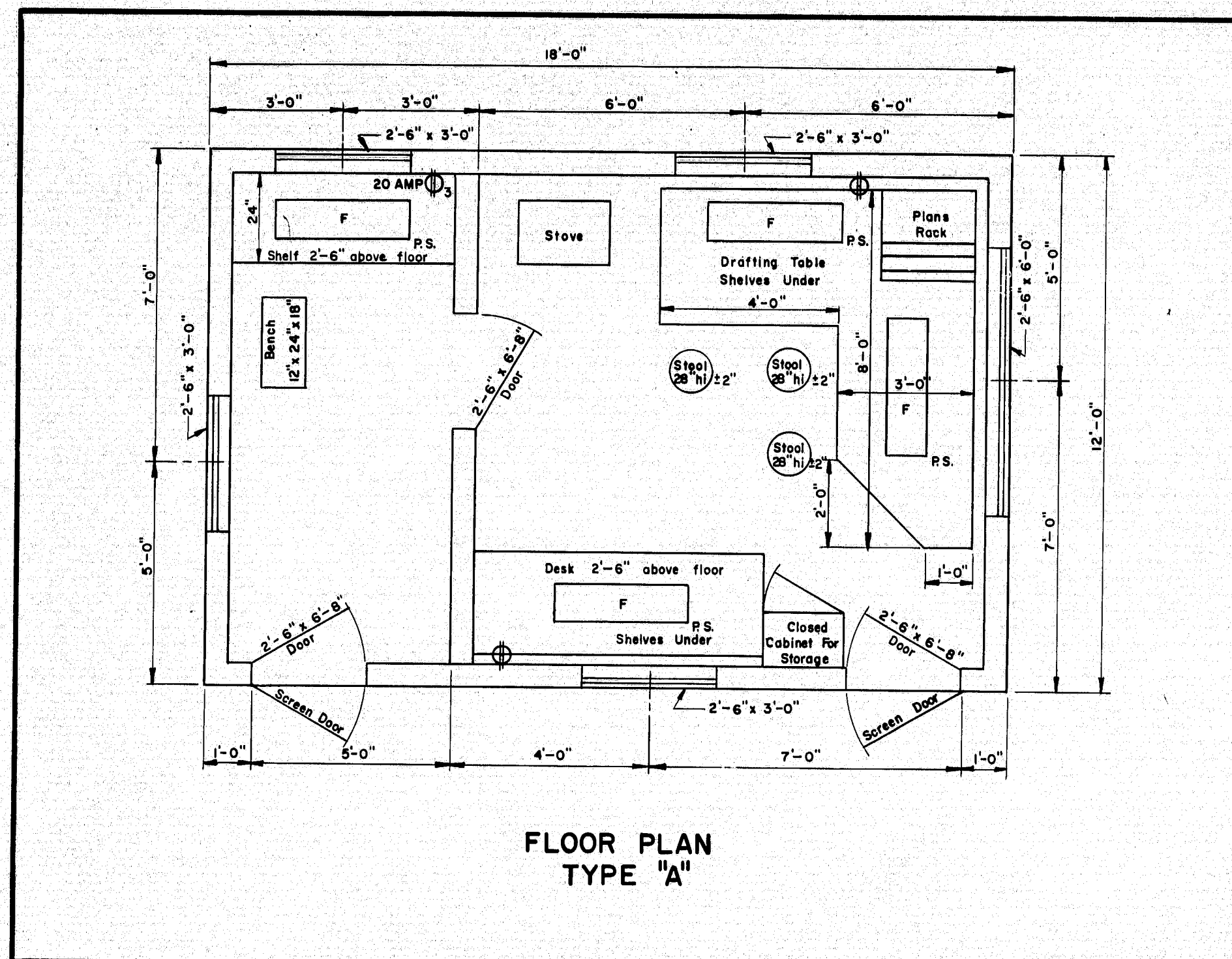
## PROJECT MARKERS

[illegible]

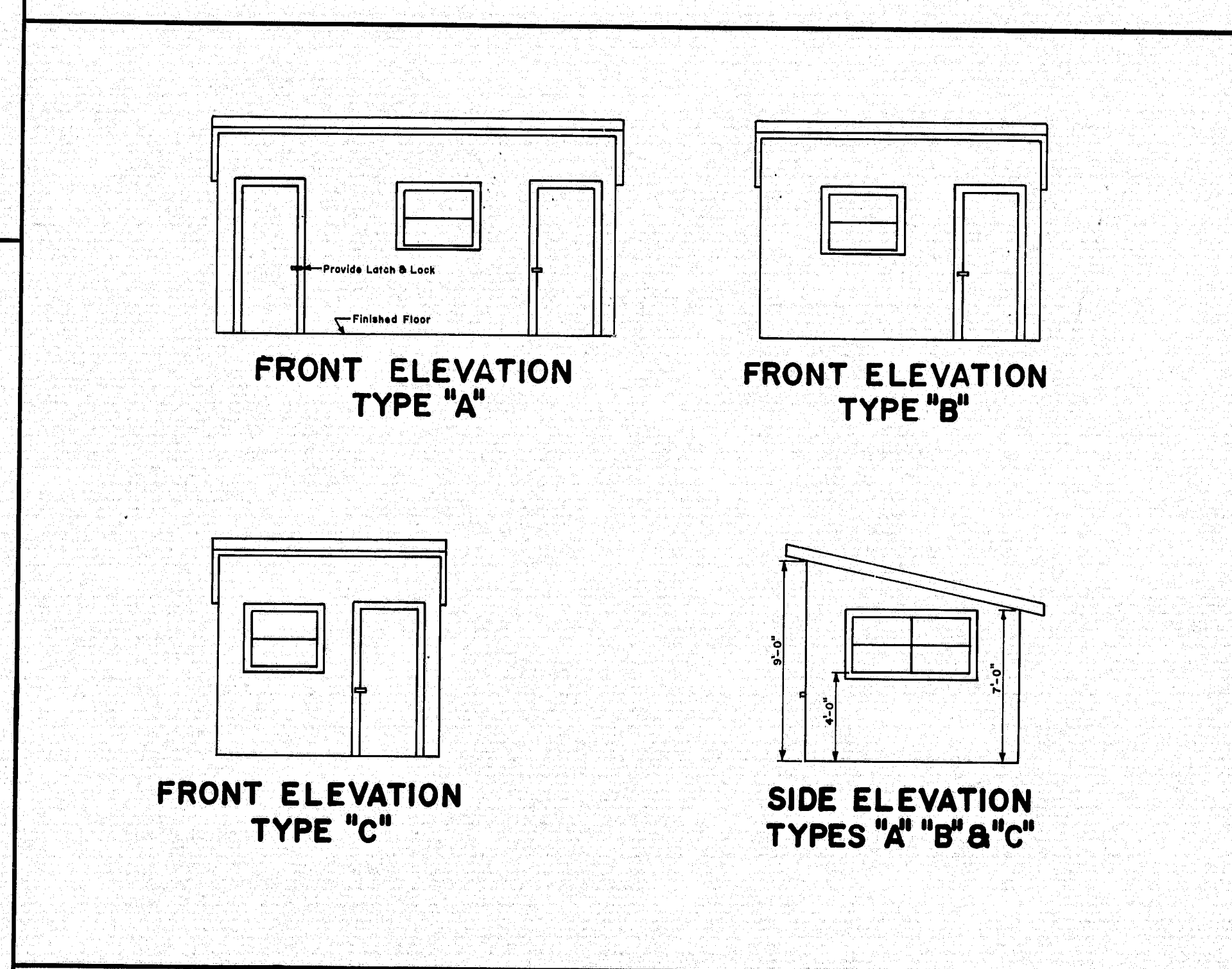
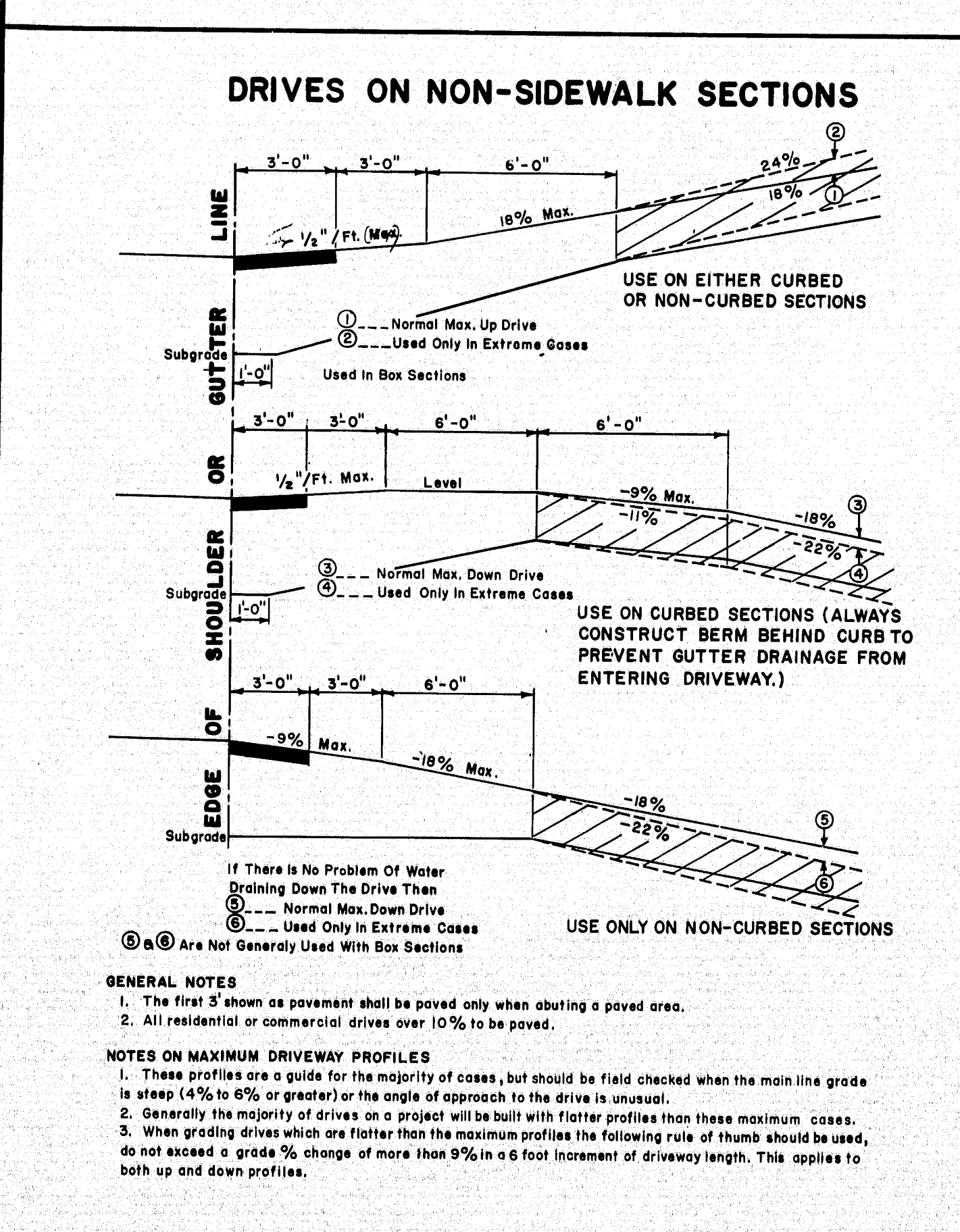
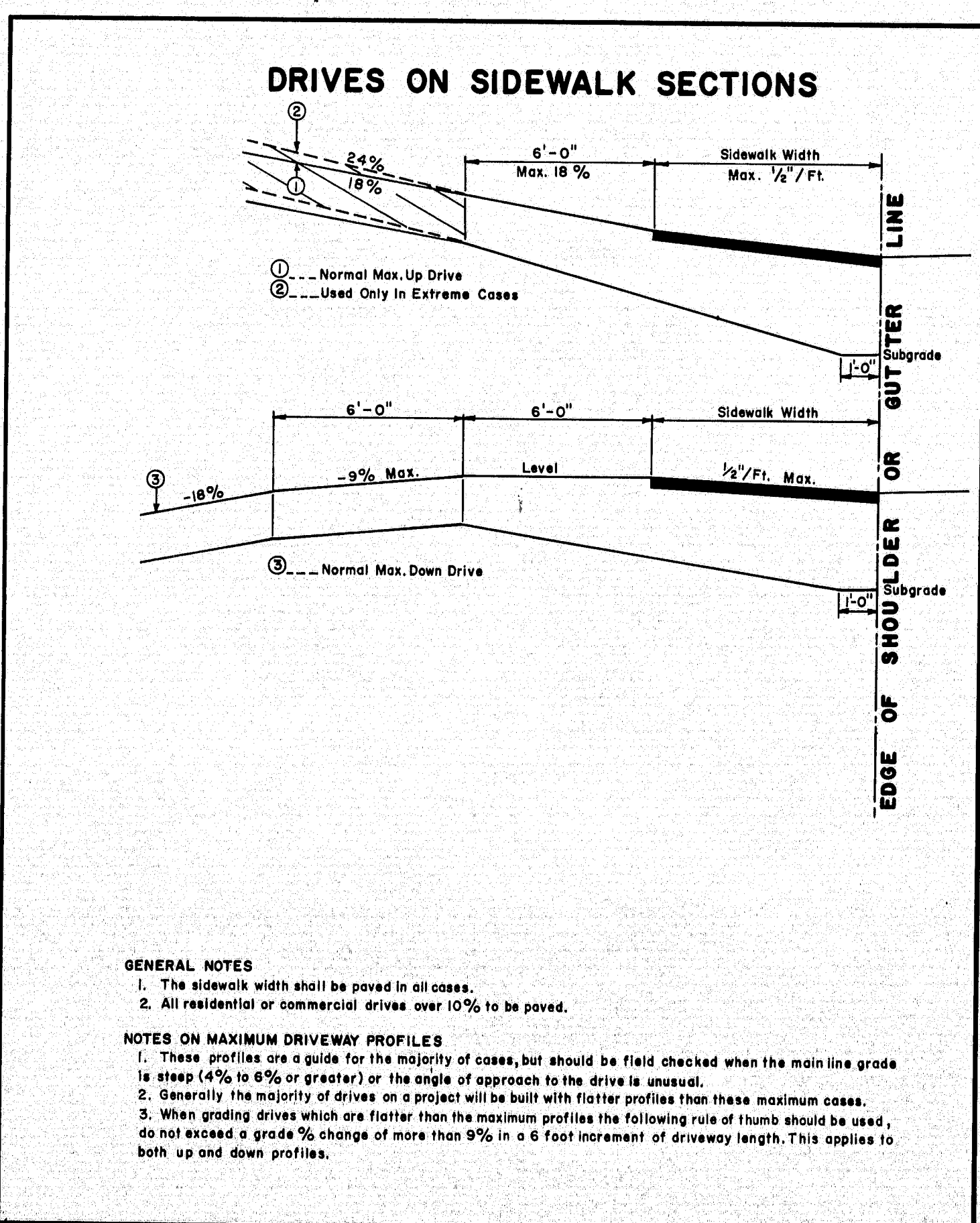
AUG. 1969

**152-85**





- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
  - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
  - Windows shall be double hung.
  - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
  - Continuous 110 volt 60 cycle electric service shall be supplied.
  - The engineer may rearrange the items shown on the plan views during construction of the field office.
  - 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
  - SYMBOLS:**
    - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
    - P.S. Pull switch.
    - ⊕ Duplex wall outlet—15 amp unless otherwise noted.
    - ⊕ Triplex Wall Outlet
  - 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 furnished with water at all times.



REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		<b>STANDARD DETAILS</b>	
		DRIVEWAY DETAILS	
		FIELD OFFICES	
		TESTING LABORATORY	
		AUG. 1969	

152-86