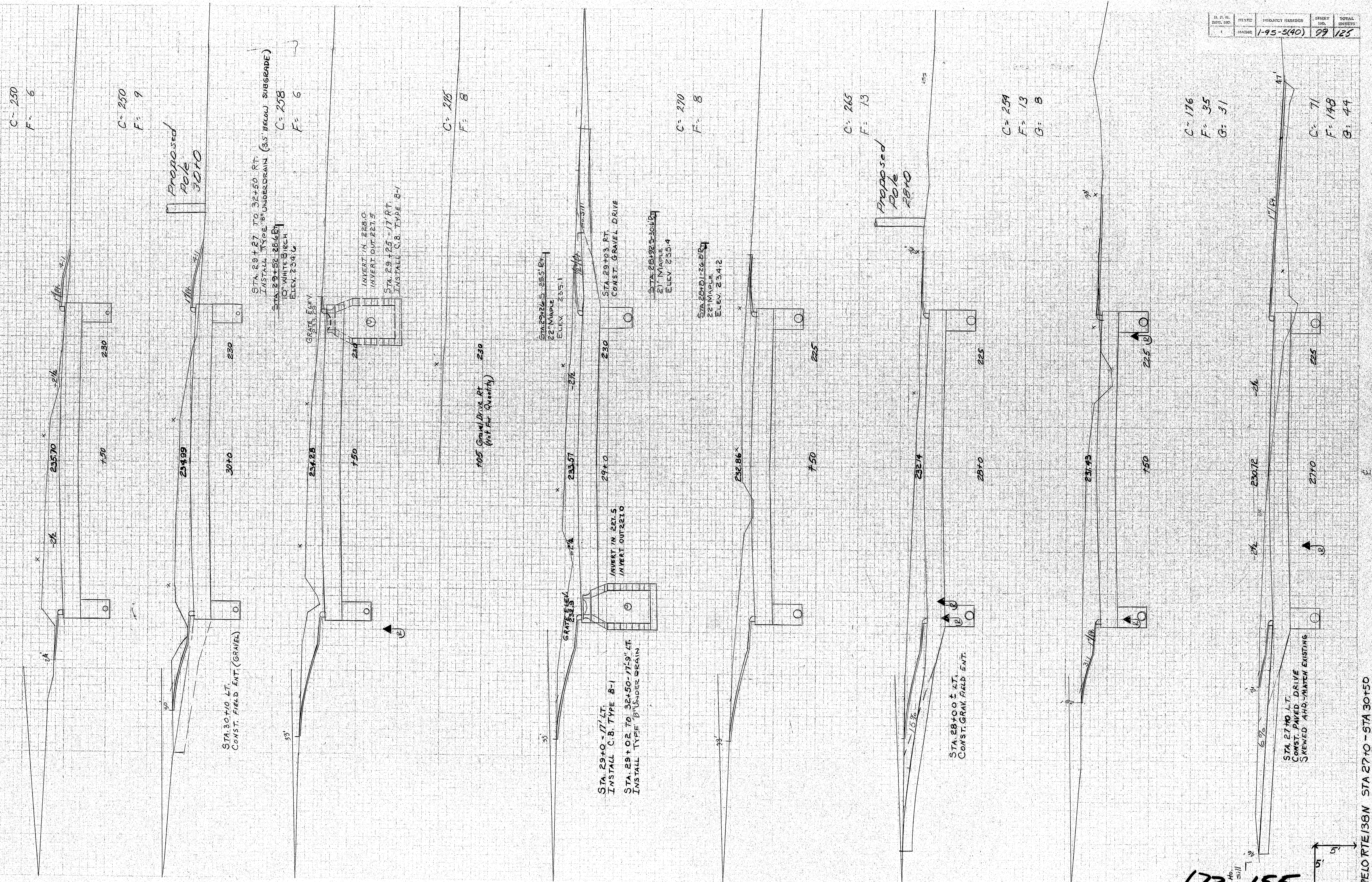


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NO. 1600		
AREAS CHECKED		

FINAL SURVEY	BY	DATE
NO. 3000		
AREAS CHECKED		



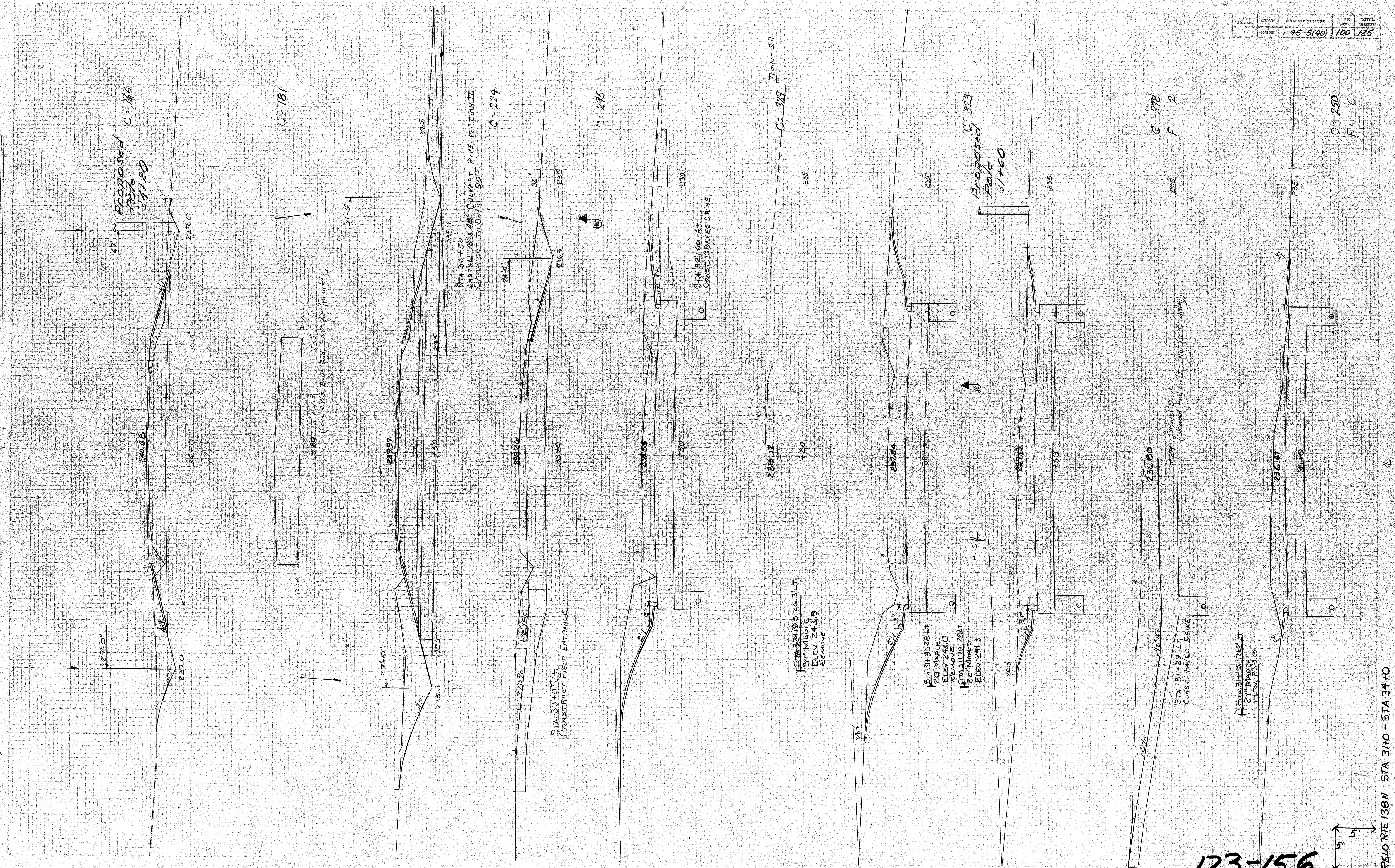
173-155
BOWDOINHAM I-95-3(40)

RELOCATE/38N STA 27+00 - STA 30+50

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	1-95-3(40)	29	125

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED	WJH/BAL	8-69
NOTES		
NO. 2562 AREAS CHECKED		

FINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTES		
NO. 2562 AREAS CHECKED		



D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	100	125

173-156
BOWDOINHAM I-95-5(40)

RELO RTE 138N STA 310 - STA 341.0

FINAL SURVEY	DATE
NO. 100	BY
NO. 101	DATE
NO. 102	BY
NO. 103	DATE
NO. 104	BY
NO. 105	DATE
NO. 106	BY
NO. 107	DATE
NO. 108	BY
NO. 109	DATE
NO. 110	BY
NO. 111	DATE
NO. 112	BY
NO. 113	DATE
NO. 114	BY
NO. 115	DATE
NO. 116	BY
NO. 117	DATE
NO. 118	BY
NO. 119	DATE
NO. 120	BY
NO. 121	DATE
NO. 122	BY
NO. 123	DATE
NO. 124	BY
NO. 125	DATE
NO. 126	BY
NO. 127	DATE
NO. 128	BY
NO. 129	DATE
NO. 130	BY
NO. 131	DATE
NO. 132	BY
NO. 133	DATE
NO. 134	BY
NO. 135	DATE
NO. 136	BY
NO. 137	DATE
NO. 138	BY
NO. 139	DATE
NO. 140	BY
NO. 141	DATE
NO. 142	BY
NO. 143	DATE
NO. 144	BY
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NO. 151	DATE
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NO. 153	DATE
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NO. 183	DATE
NO. 184	BY
NO. 185	DATE
NO. 186	BY
NO. 187	DATE
NO. 188	BY
NO. 189	DATE
NO. 190	BY
NO. 191	DATE
NO. 192	BY
NO. 193	DATE
NO. 194	BY
NO. 195	DATE
NO. 196	BY
NO. 197	DATE
NO. 198	BY
NO. 199	DATE
NO. 200	BY

ORIGINAL SURVEY	DATE
NO. 100	BY
NO. 101	DATE
NO. 102	BY
NO. 103	DATE
NO. 104	BY
NO. 105	DATE
NO. 106	BY
NO. 107	DATE
NO. 108	BY
NO. 109	DATE
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NO. 112	BY
NO. 113	DATE
NO. 114	BY
NO. 115	DATE
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NO. 193	DATE
NO. 194	BY
NO. 195	DATE
NO. 196	BY
NO. 197	DATE
NO. 198	BY
NO. 199	DATE
NO. 200	BY

B. P. D.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	101	125

C=95

C=166

LIMIT OF WORK
STA 35+00

MATCH EXISTING ROADWAY
35+10

STA 34+50
END FULL CONSTRUCTION

34+46.08 Center of
34+40.75 Traverse Line

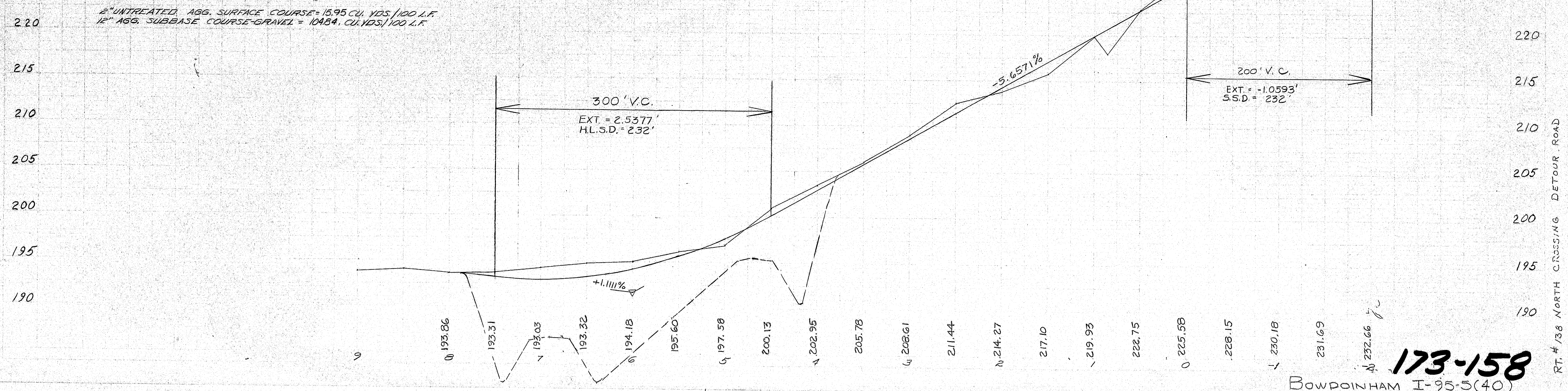
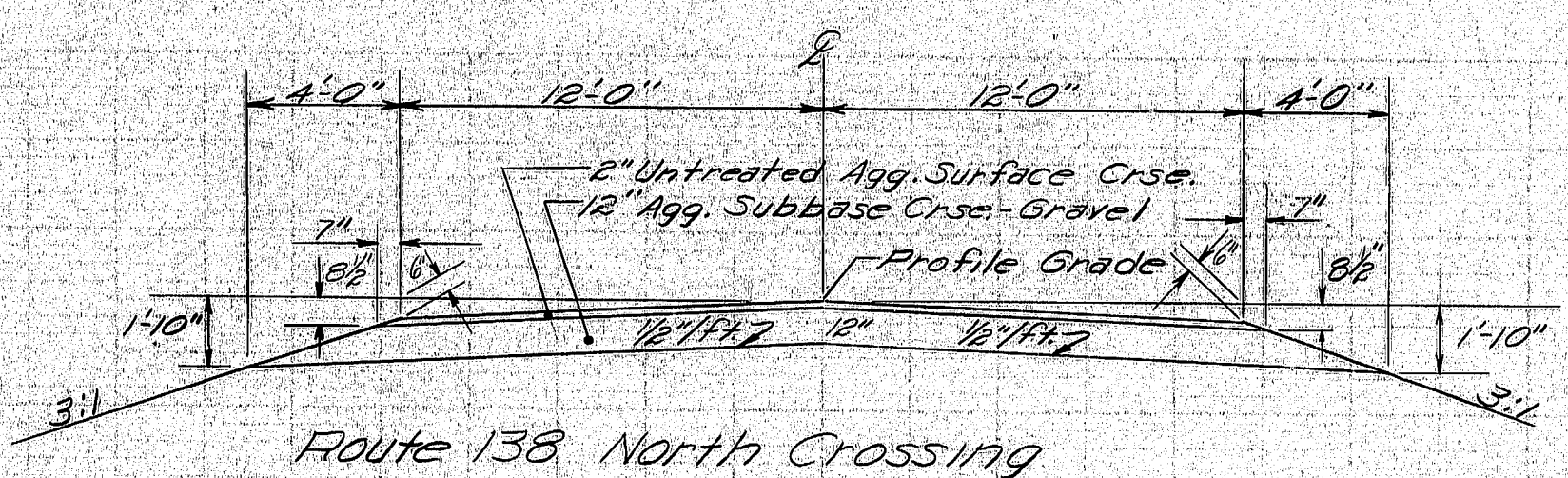
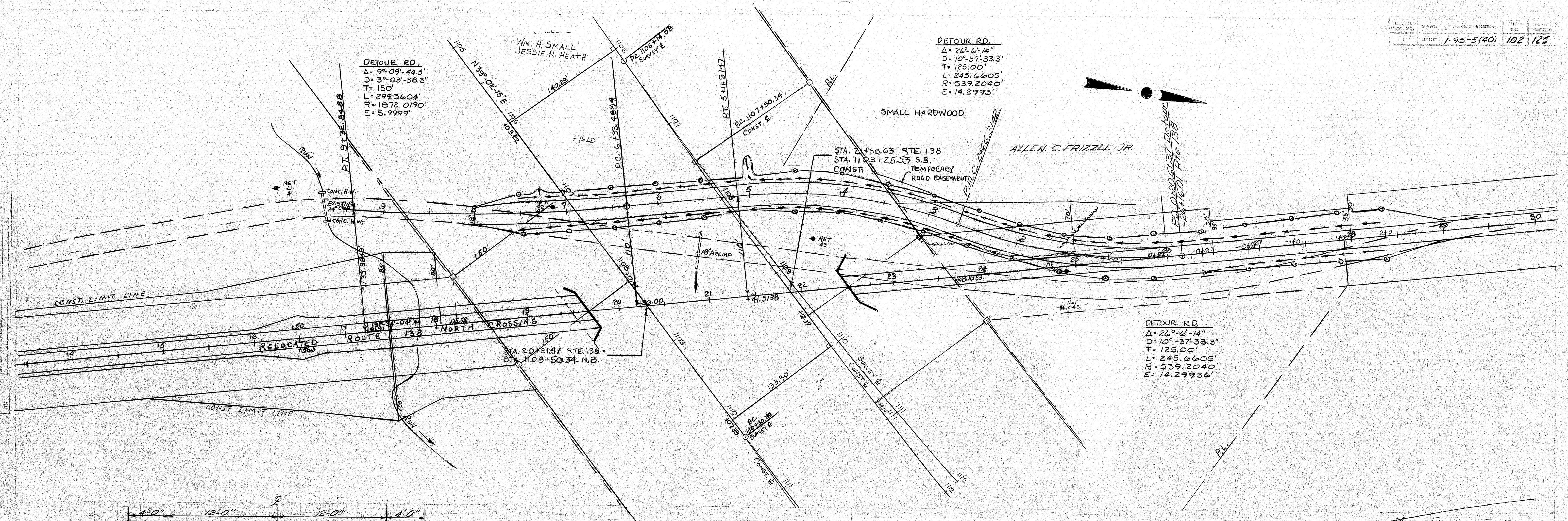
RELO RTE 138N STA 34+46 - STA 38+0

173-157
BOWDOINHAM I-95-5(40)

DATE	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1-95-5(40)	102	125		

DATE	BY	CHKD.	APP'D.

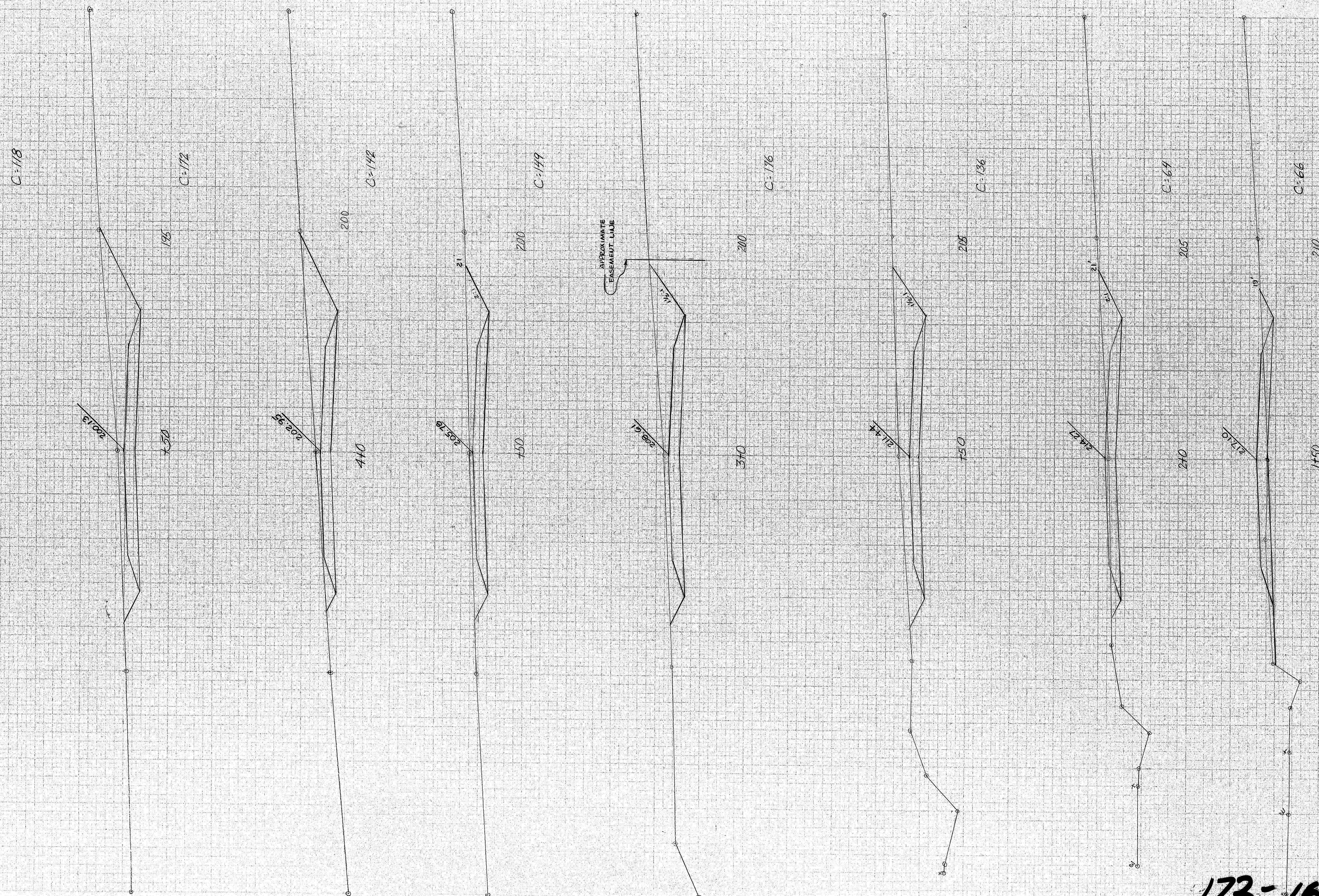
DATE	BY	CHKD.	APP'D.



173-158
 BOWDOINHAM I-95-5(40)

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

P.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	1-95-5(40)	104	125



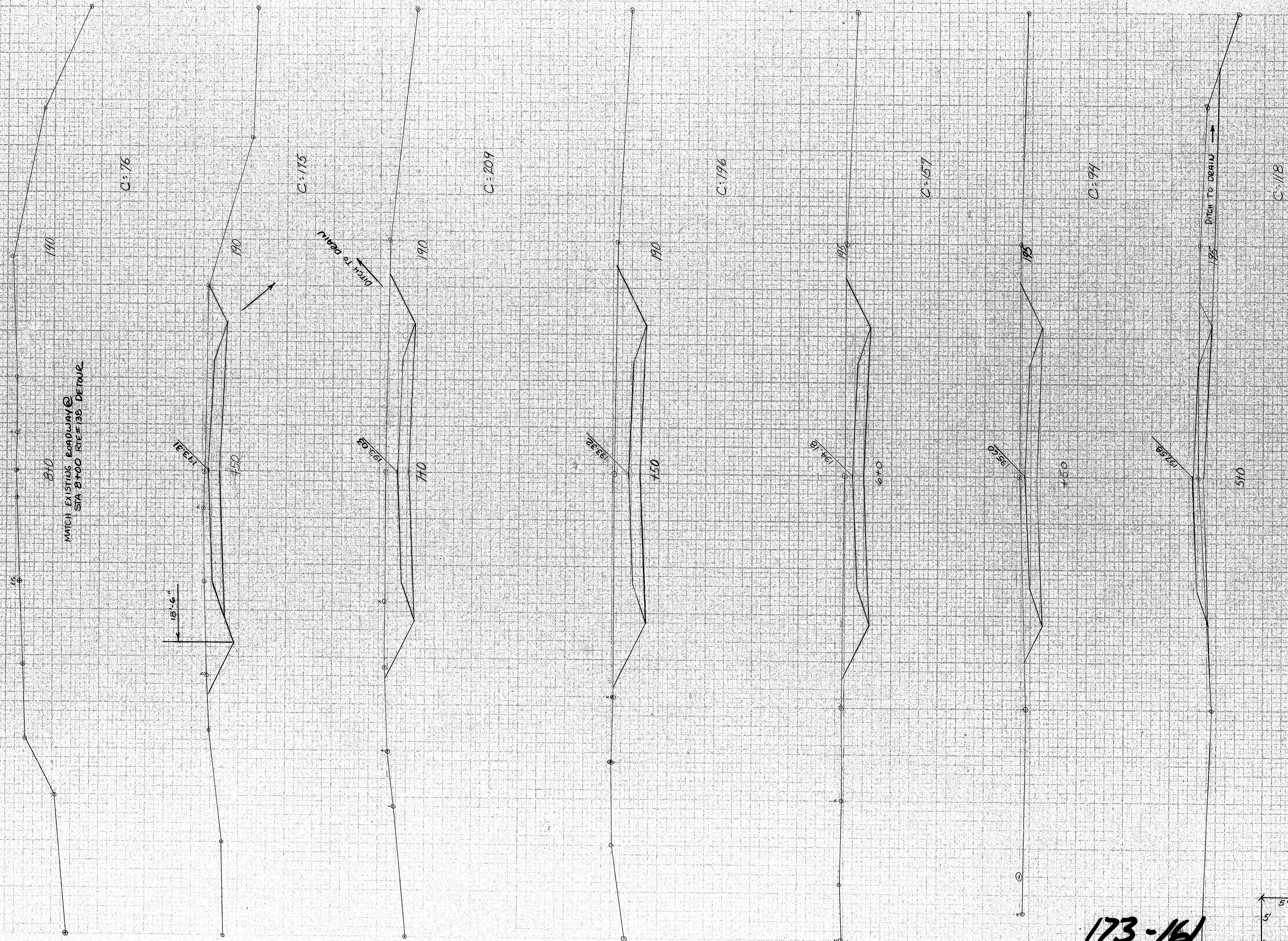
173-160
Bowdoinham I-95-5(40)

RTE. 138 DETOUR STA. 1750 - 4750

ORIGINAL SURVEY	DATE	BY
10/1/57	12/2/57	CB
NO. 100		
AREAS		
CHECKED		

FINAL SURVEY	DATE	BY
10/1/57	12/2/57	CB
NO. 100		
AREAS		
CHECKED		

F.H.W.A.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	105	125



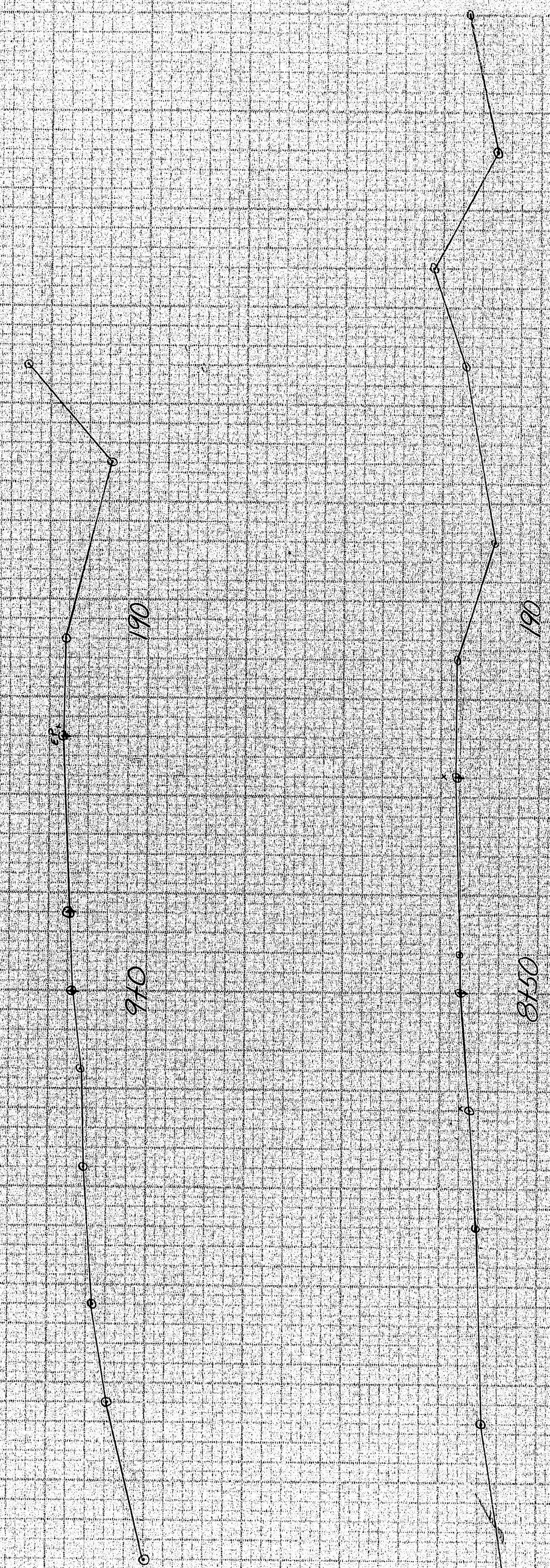
173-161
BOWDOINHAM I-95-5(40)

RTE. 138 DETOUR STA 540 - 810

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED	<i>W. J. Hall</i>	7-27-72
NOTED		
AREAS CHECKED		

FINAL SURVEY	BY	DATE
NOTED		
AREAS CHECKED		

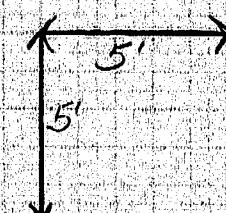
ER. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	106	125



123-162

Bowdoinham I-95-5(40)

RTE. 138 DETOUR STA 8750 - 970



FINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

ORIGINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	107	125

LIMIT OF WORK
STA 1111+00

MATCH EXISTING DITCH
@ STA 1114+00

C-213

C-611

C-1269

C-1006

C-1987

C-852

STA 1108+58 TO STA 1110+60 L.T.
INSTALL 24" x 172' CULV. PIPE, OPTION II

LIMIT OF WORK
STA 1107+58

SB 1107+00 TO 1110+00
RT 130 AREA

173-163

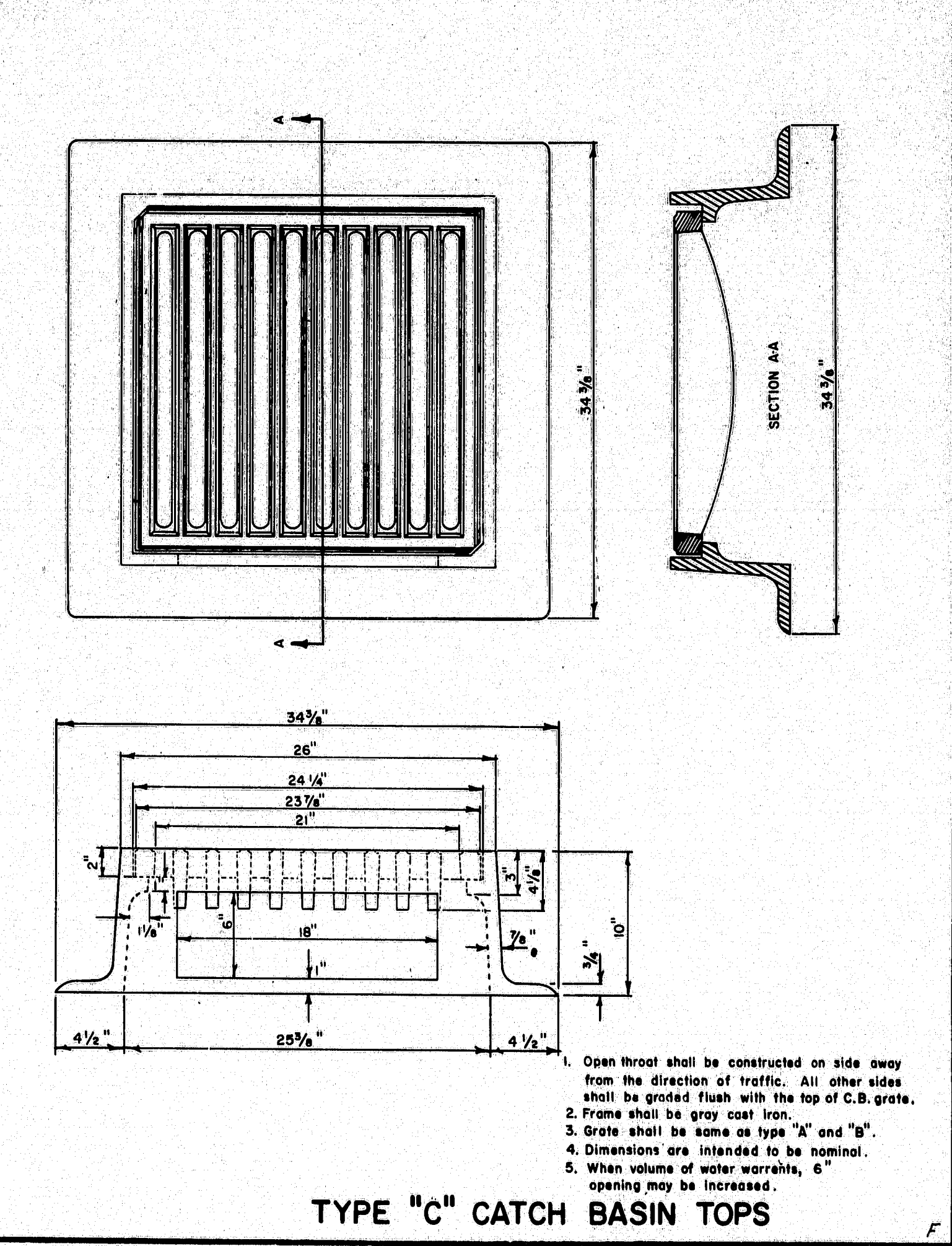
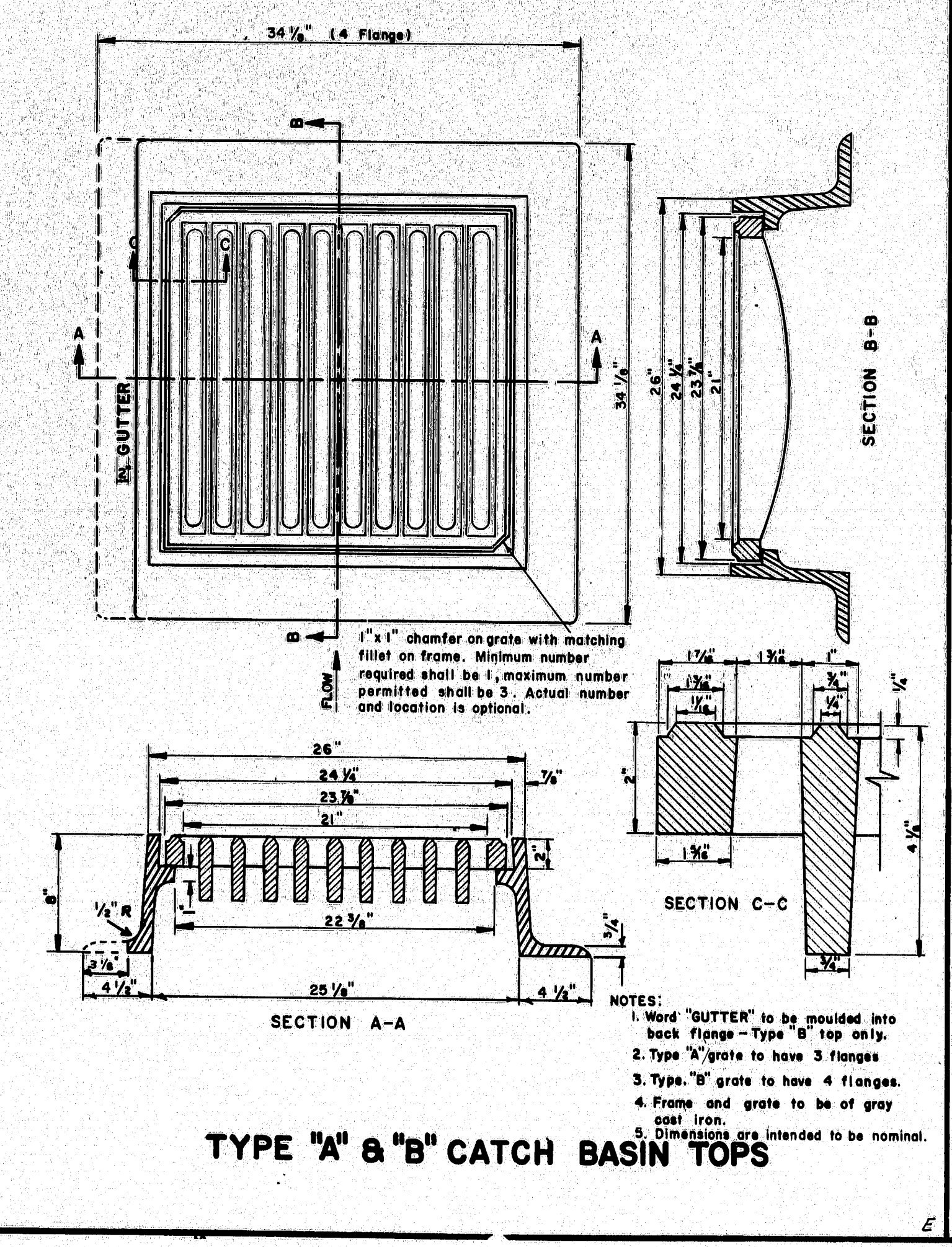
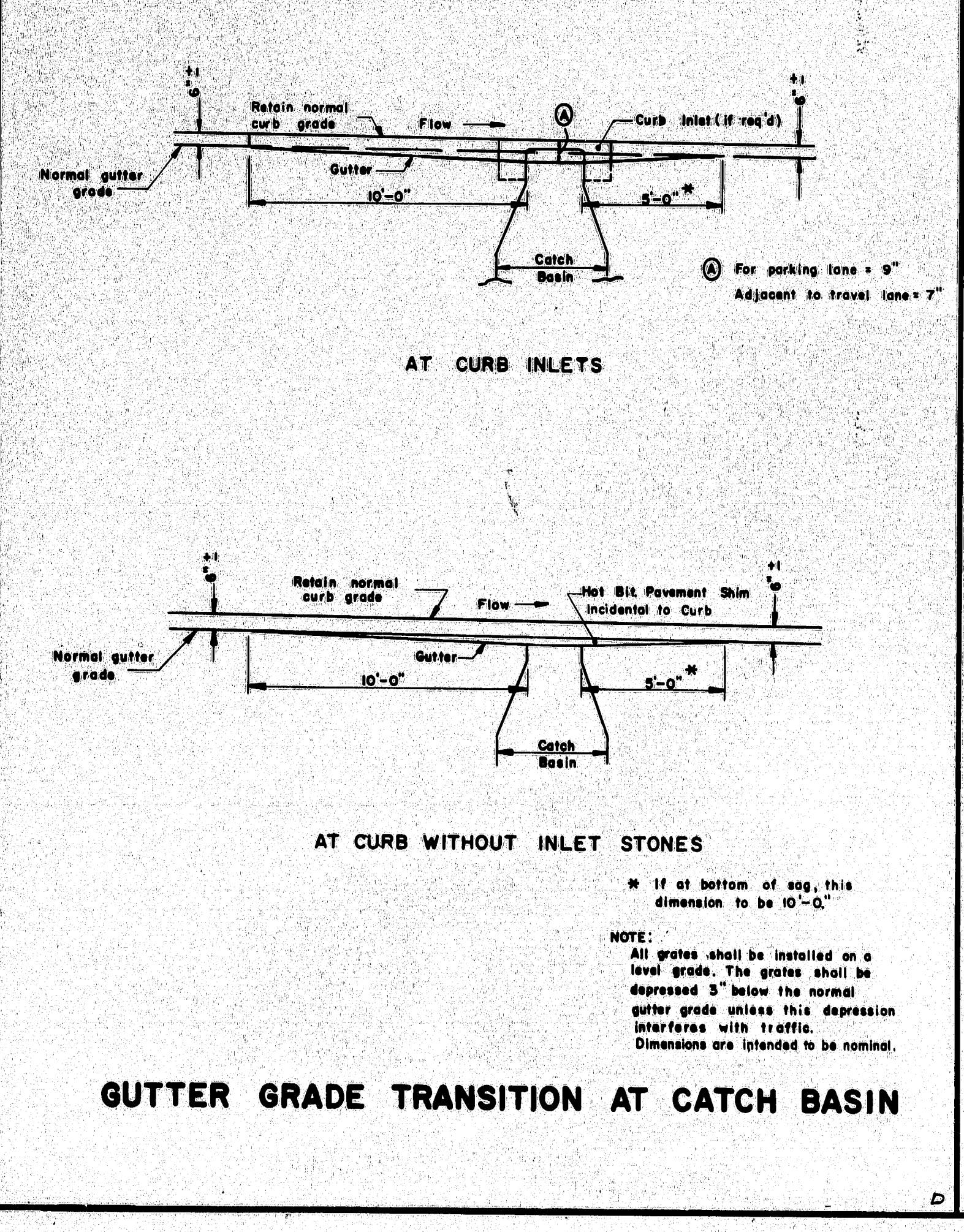
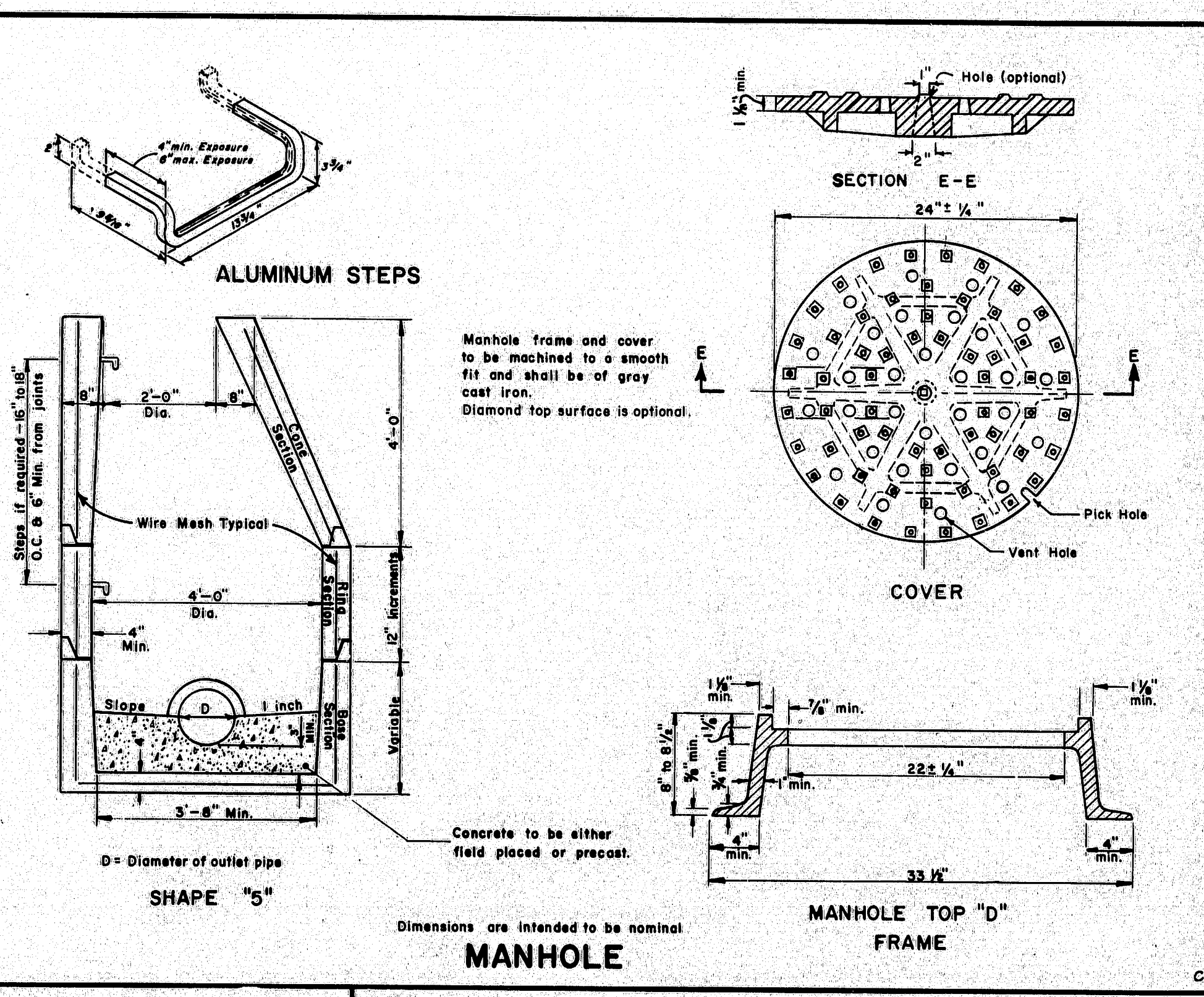
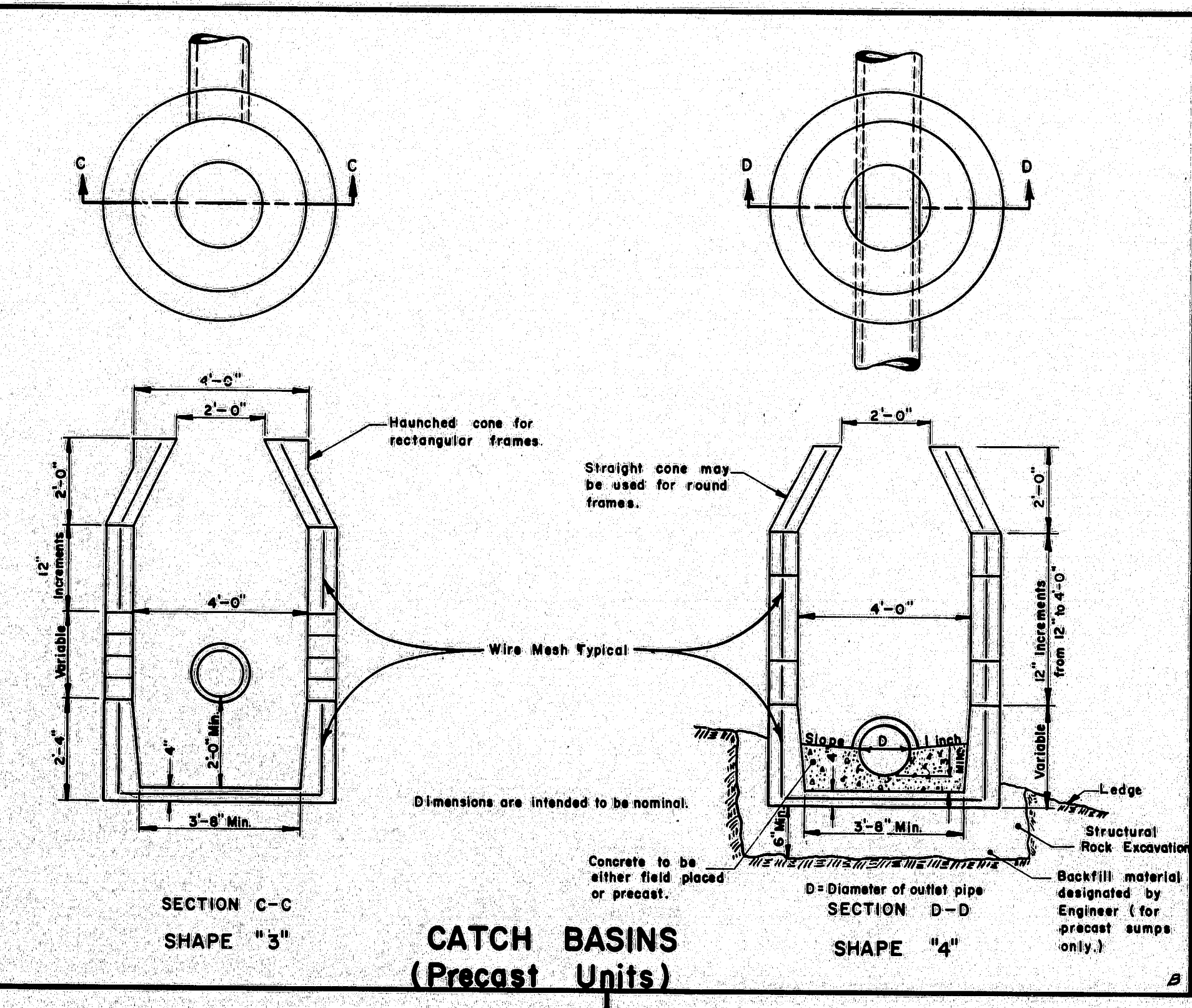
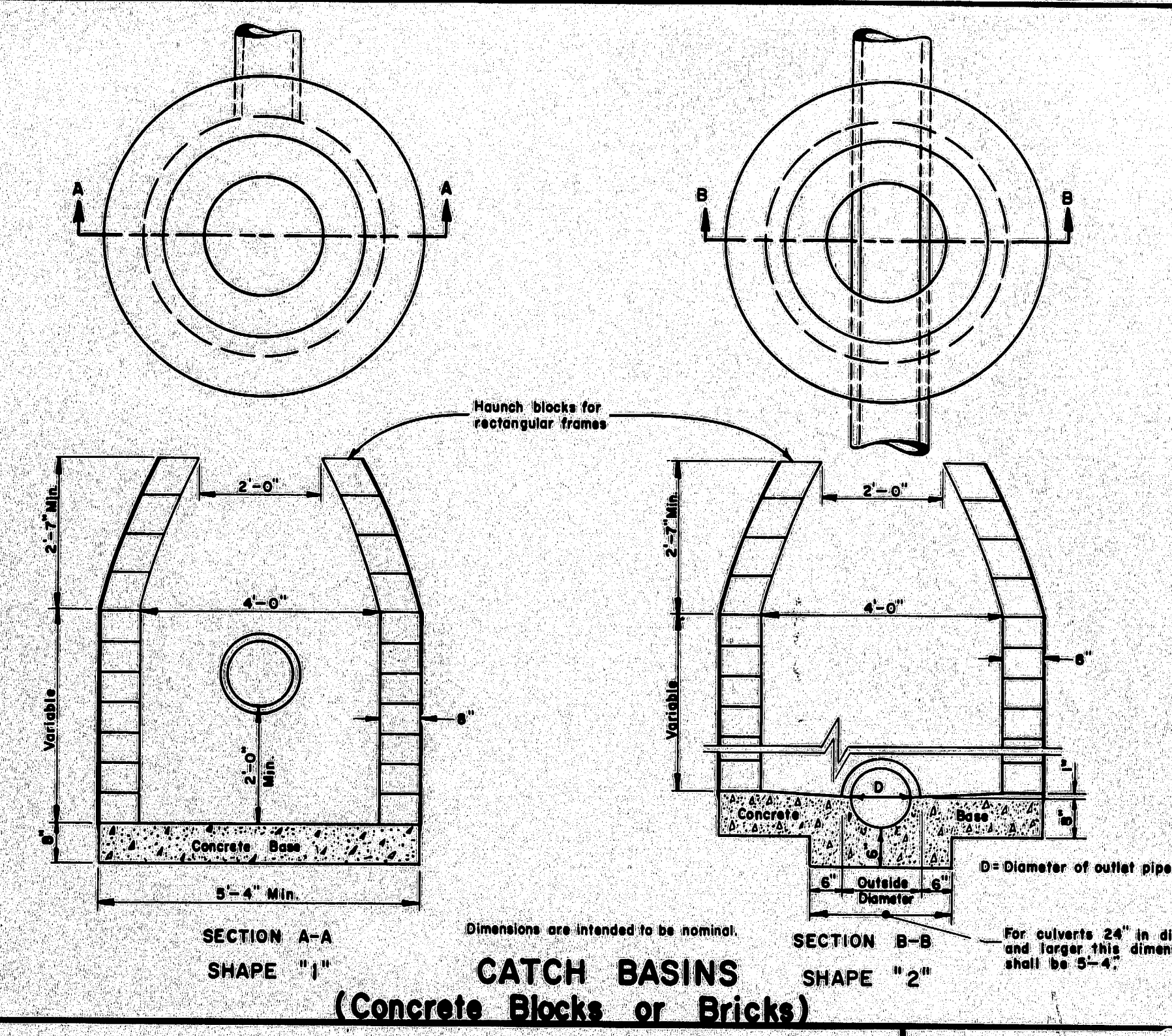
DONN HAM 1-95-5(40)

GENERAL NOTES — ALL CATCH BASINS AND MANHOLES

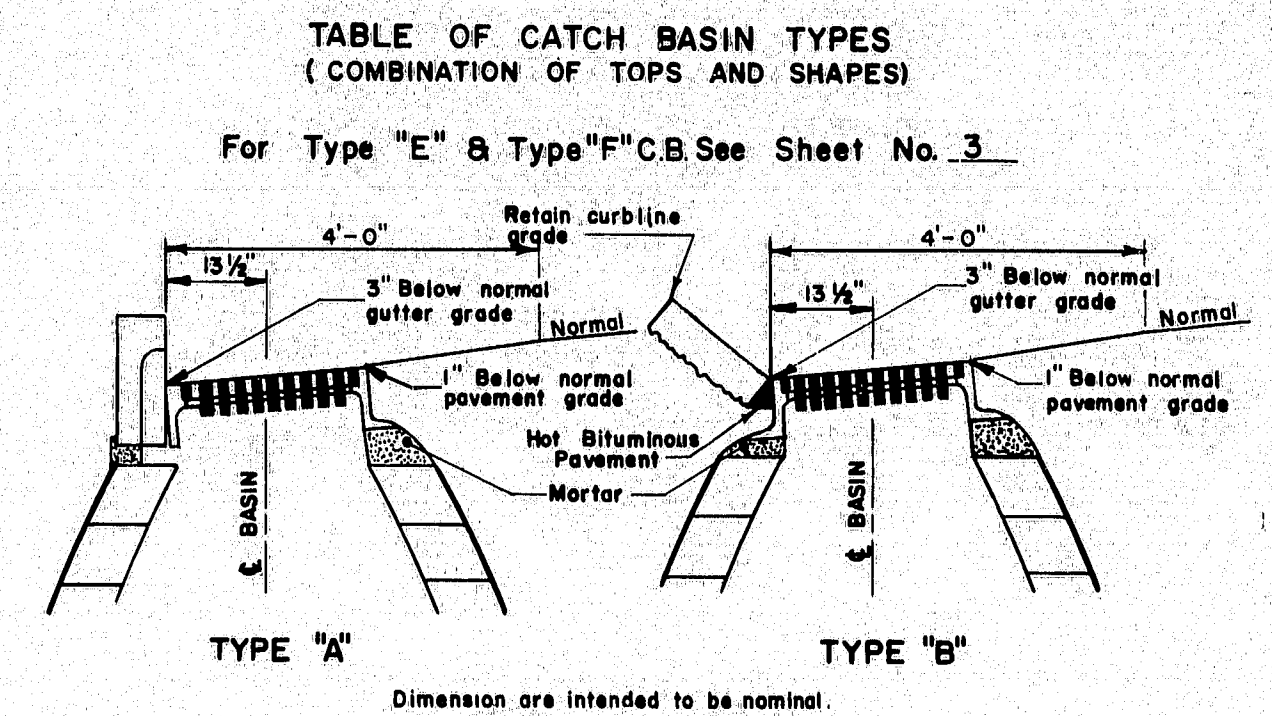
- Any Catch Basin in excess of 8' in depth shall, if directed be provided with steps similar to those detailed for Manholes.
- Frames, Grates & Covers shall be considered as part of the structure, and no separate payment shall be made.

GENERAL NOTES — PRECAST CATCH BASINS AND MANHOLES

- Drain holes in precast sumps to be not over 3" in diameter, and shall be plugged with mortar when constructed.
- All precast sections of less than 8" wall thickness shall have tongue and groove joints.
- Cone and Ring sections wall thickness min. 4", max. 8"
- Minimum wall thickness of sump may be 4" as specified in A.S.T.M. C-478; however, if concrete blocks are used around the inlet and outlet pipes, the wall thickness of sump shall be 8".
- Wall around inlet and outlet pipes may be built of 8" concrete blocks or a precast ring with an opening 2" larger than the outside diameter of the pipe may be used.
- Lift Holes shall be provided.



STRUCTURE		TOP				SHAPE				
CATCH	BASIN	A	B	C	D	1	2	3	4	5
Type	A-1	X				X		X		
Type	A-2	X					X		X	
Type	B-1		X			X		X		
Type	B-2		X				X		X	
Type	C-1			X		X		X		
Type	C-2			X			X		X	
MANHOLE					X		X		X	X



6

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE
CATCH BASINS TOPS A-B-C	10-21-69	
PLATE "E"	4-21-71	

STANDARD DETAILS

CATCH BASINS
AND
MANHOLES

AUG. 1969

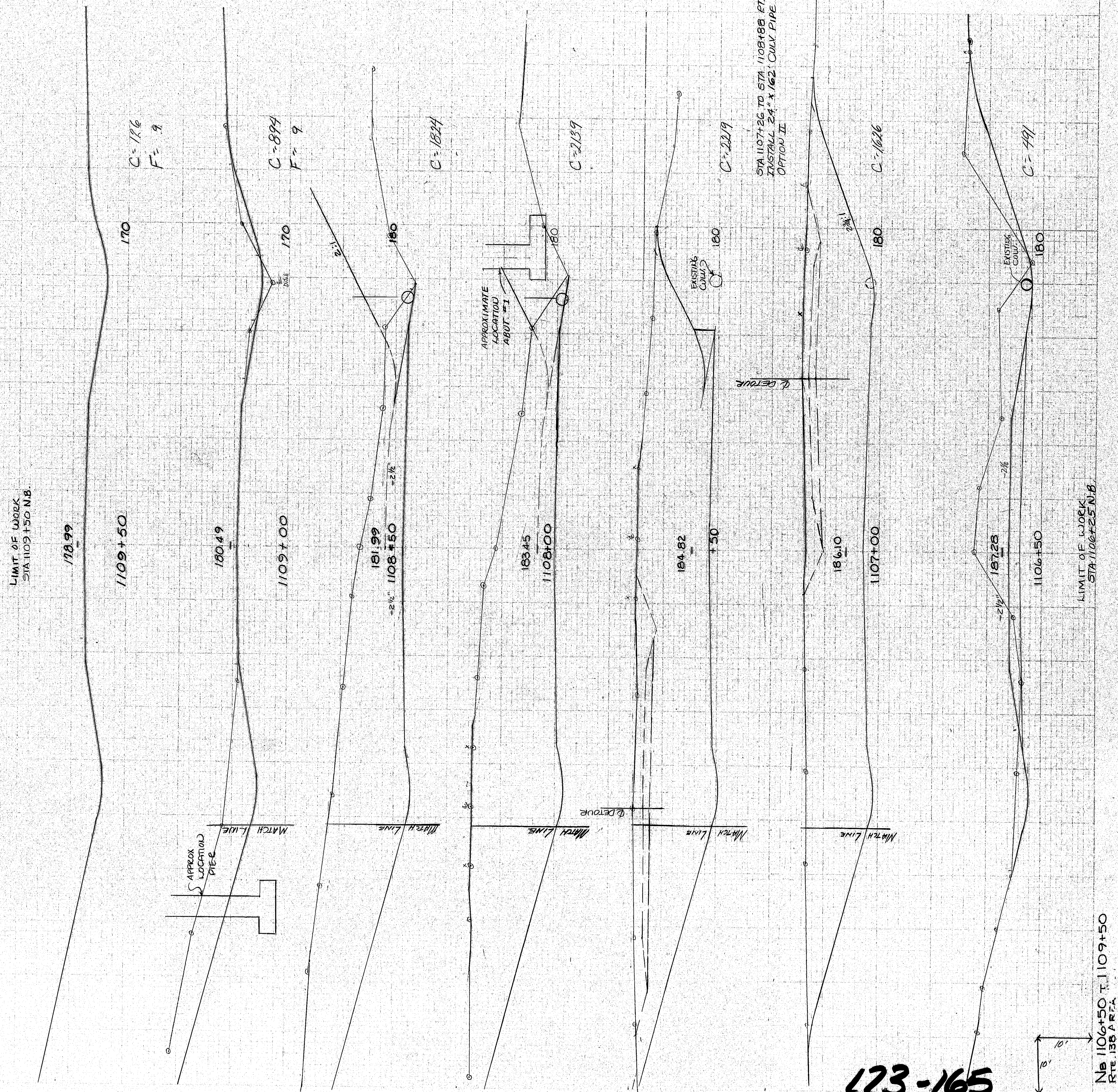
STANDARD DETAILS

**CATCH BASINS
AND
MANHOLES**

AUG. 1969

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
INSTRUMENT	
AREAS CHECKED	

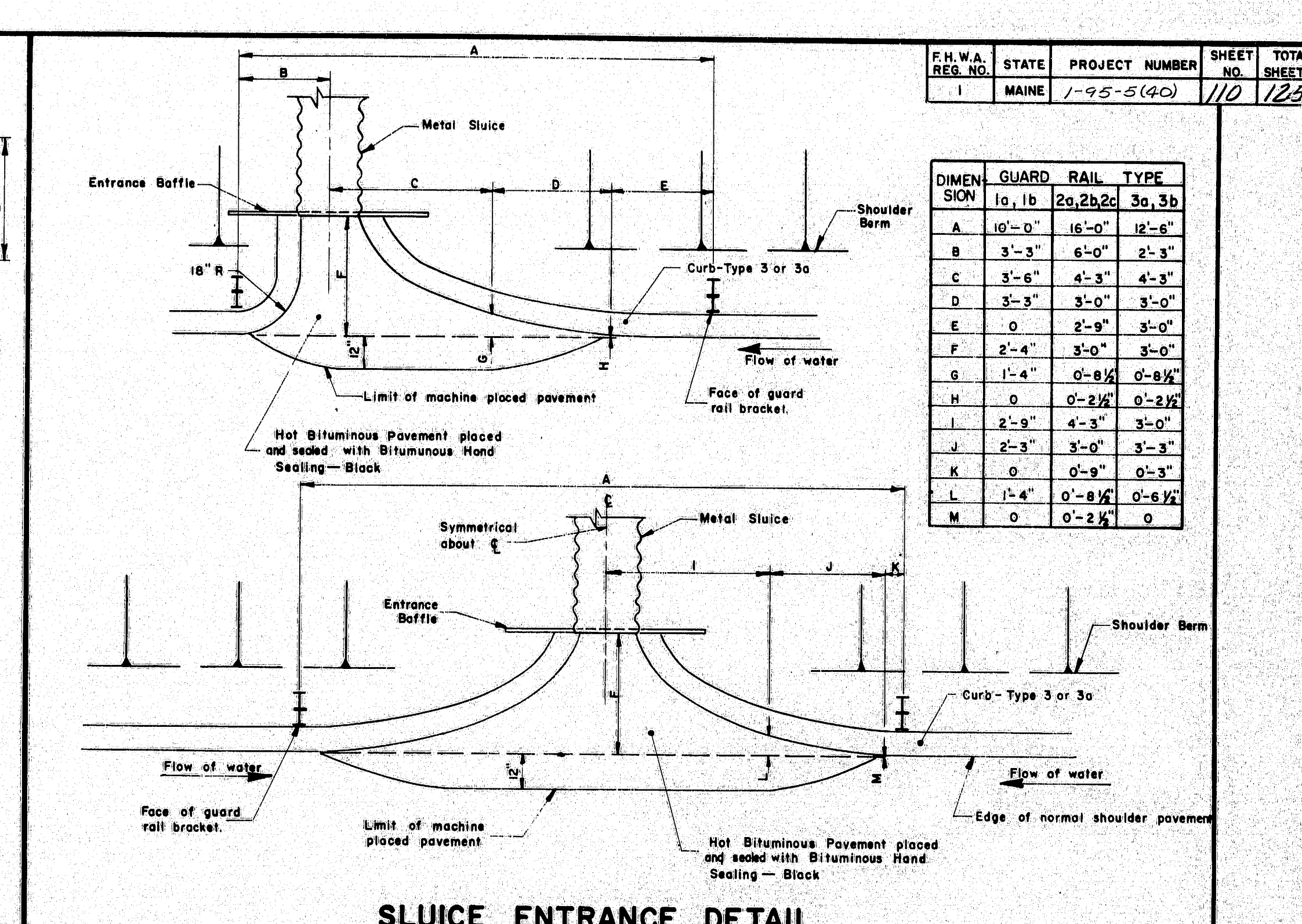
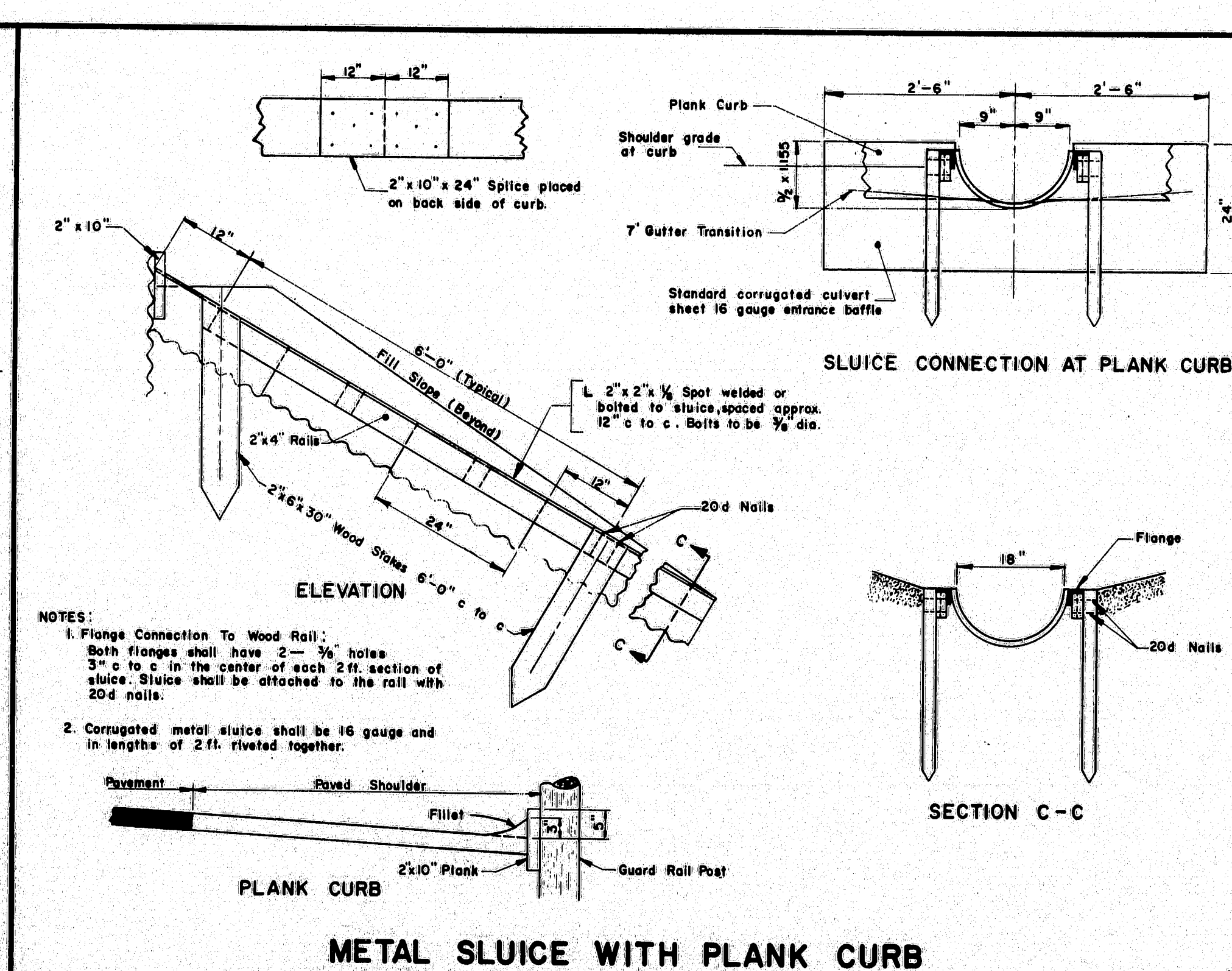
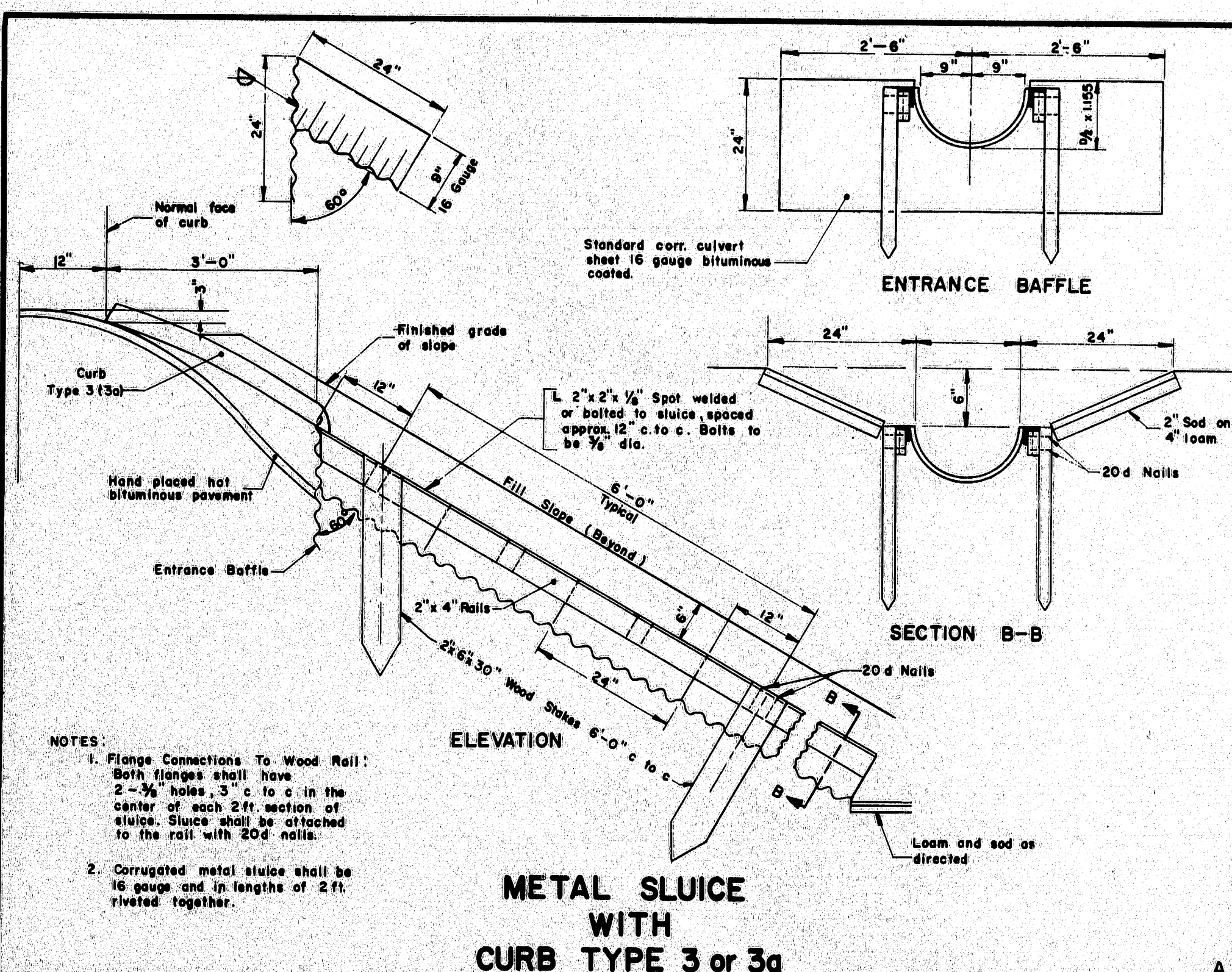
FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
INSTRUMENT	
AREAS CHECKED	



FWA NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	108	125

173-165
BOWDINHAM I-95-5(40)

N.B. 1106+50 T. 1109+50
RTE 138 AREA

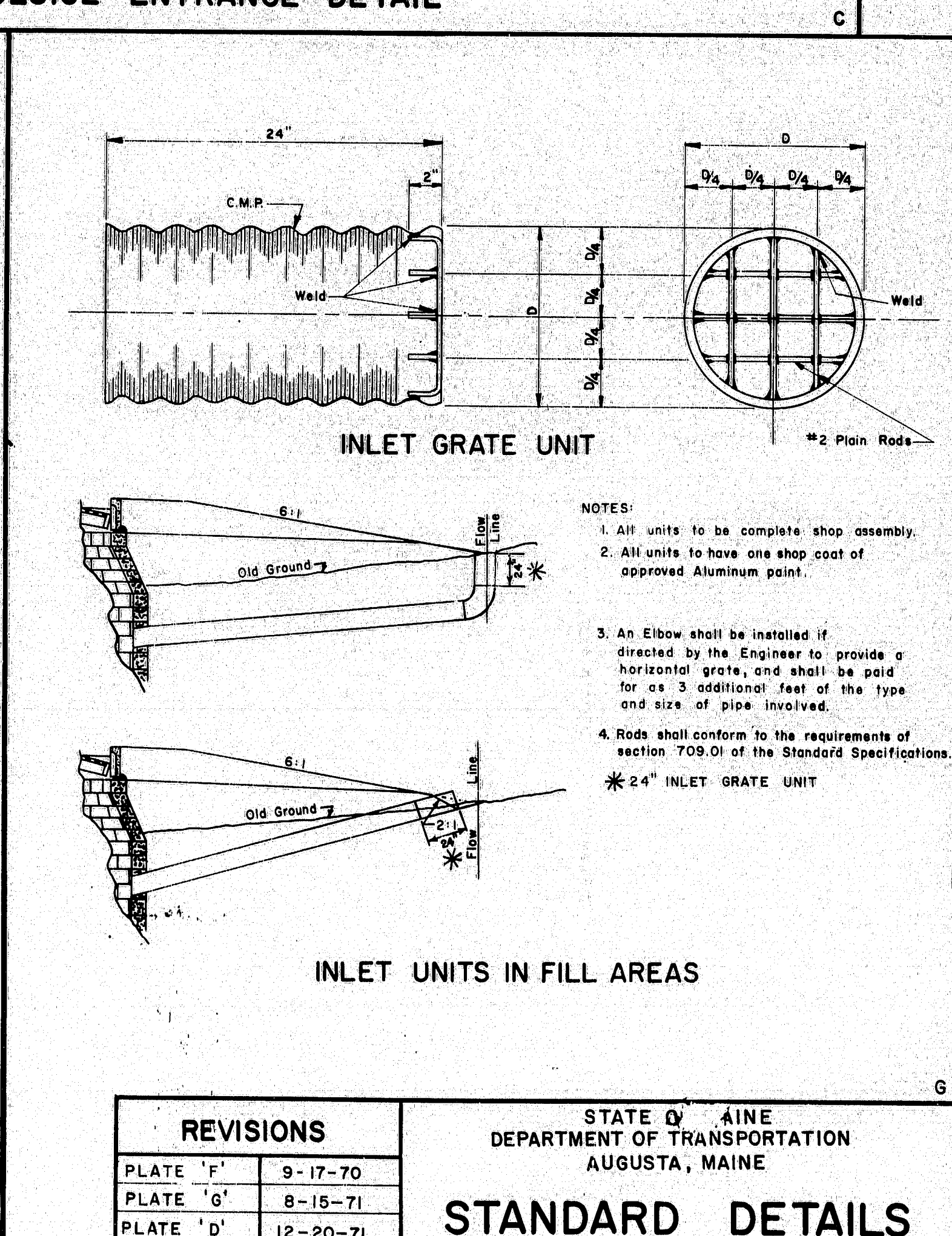
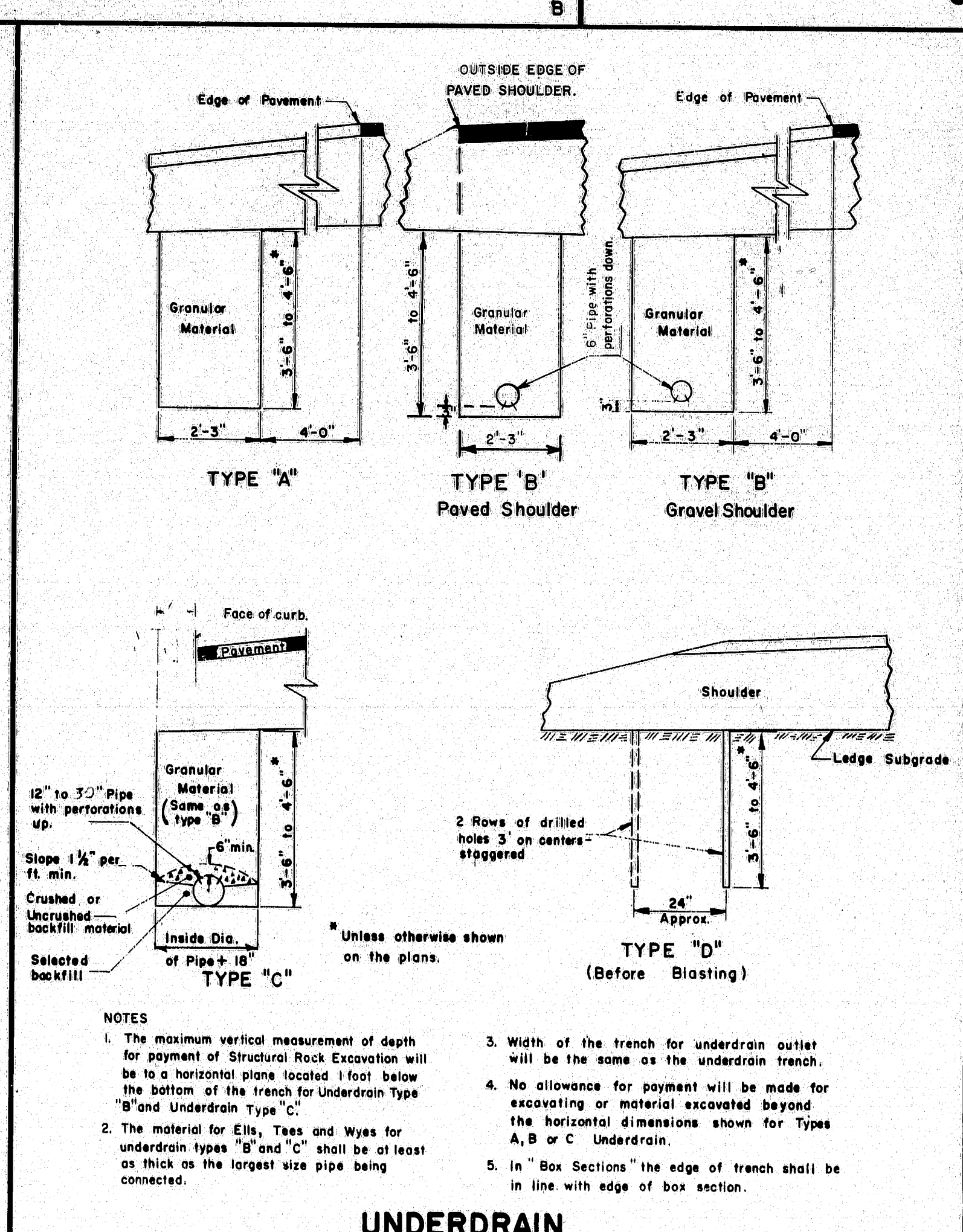
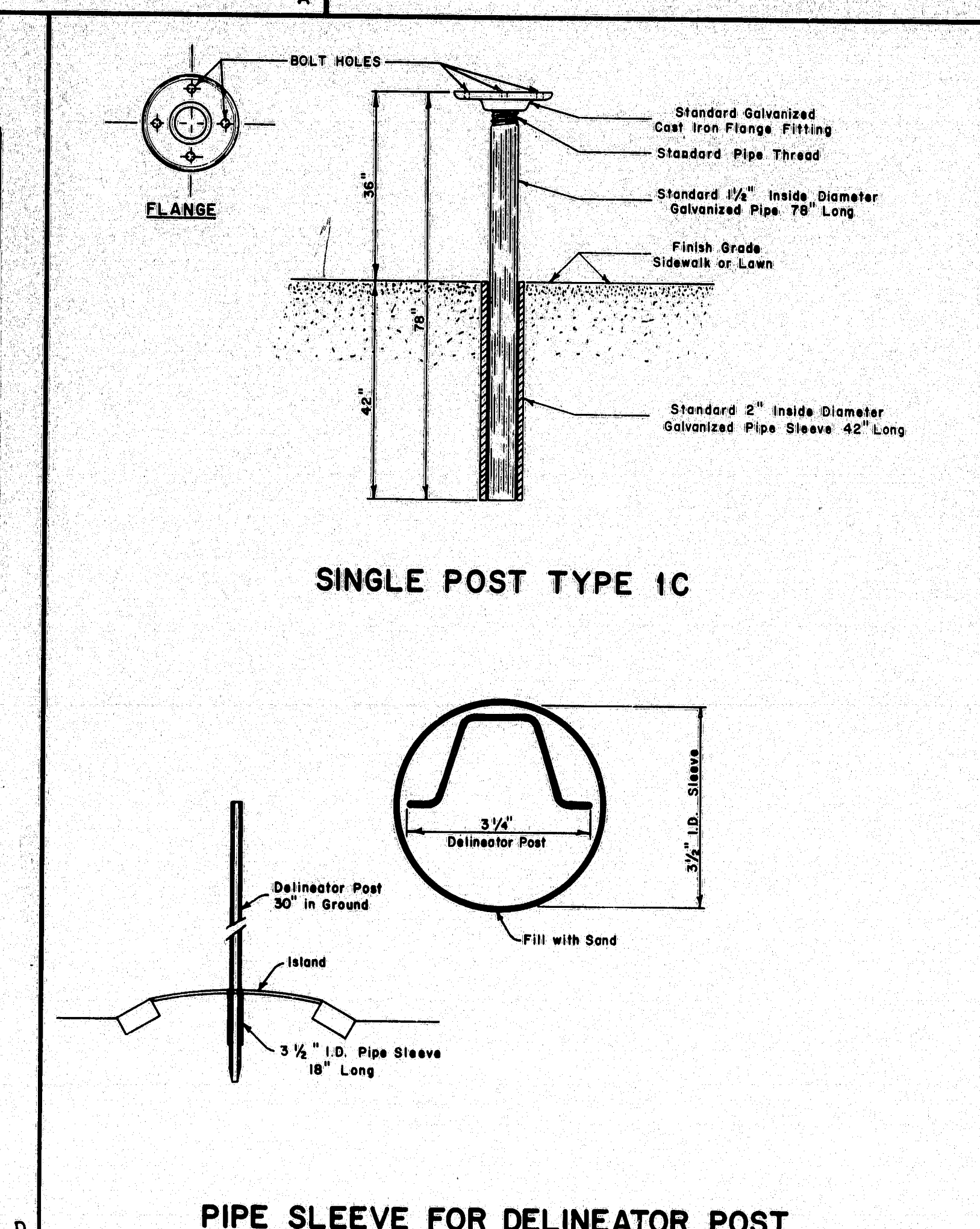


CIRCULAR			
NOMINAL INSIDE DIAMETER	THICKNESS IN INCHES	CLASS	CLASS
	CMP or BCCMP	and WALL RCP	ASBESTOS CEMENT PIPE
8 inch	.064		
10 "	.064		
12 "	.064		
15 "	.064		
18 "	.064		
21 "	.064		
24 "	.064		
30 "	.079		
36 "	.079		
42 "	.109		
48 "	.109		
54 "	.109		
60 "	.135		
66 "	.135		
72 "	.165		
84 "	.165		

PIPE ARCH		
NOMINAL SIZES	GAUGE BCCMPA-CMPA	THICKNESS (Inches) CAPA
18" span x 11" rise	16	.060
22" " x 13" "	16	.060
25" " x 16" "	16	.060
29" " x 18" "	14	.075
36" " x 22" "	14	.075
43" " x 27" "	12	.105
50" " x 31" "	12	.105
58" " x 36" "	10	.135
65" " x 40" "	10	.135
72" " x 44" "	8	.164

CMP = Corrugated Metal Pipe
BCCMP = Bituminous Coated Corrugated Metal Pipe
CAP = Corrugated Aluminum Pipe
RCP = Reinforced Concrete Pipe
Above abbreviations followed by "A" indicate "Arch"
All RCPA shall be class III
Minimum thickness, class, and wall types for culvert pipe, unless otherwise designated.

CULVERT PIPE DATA

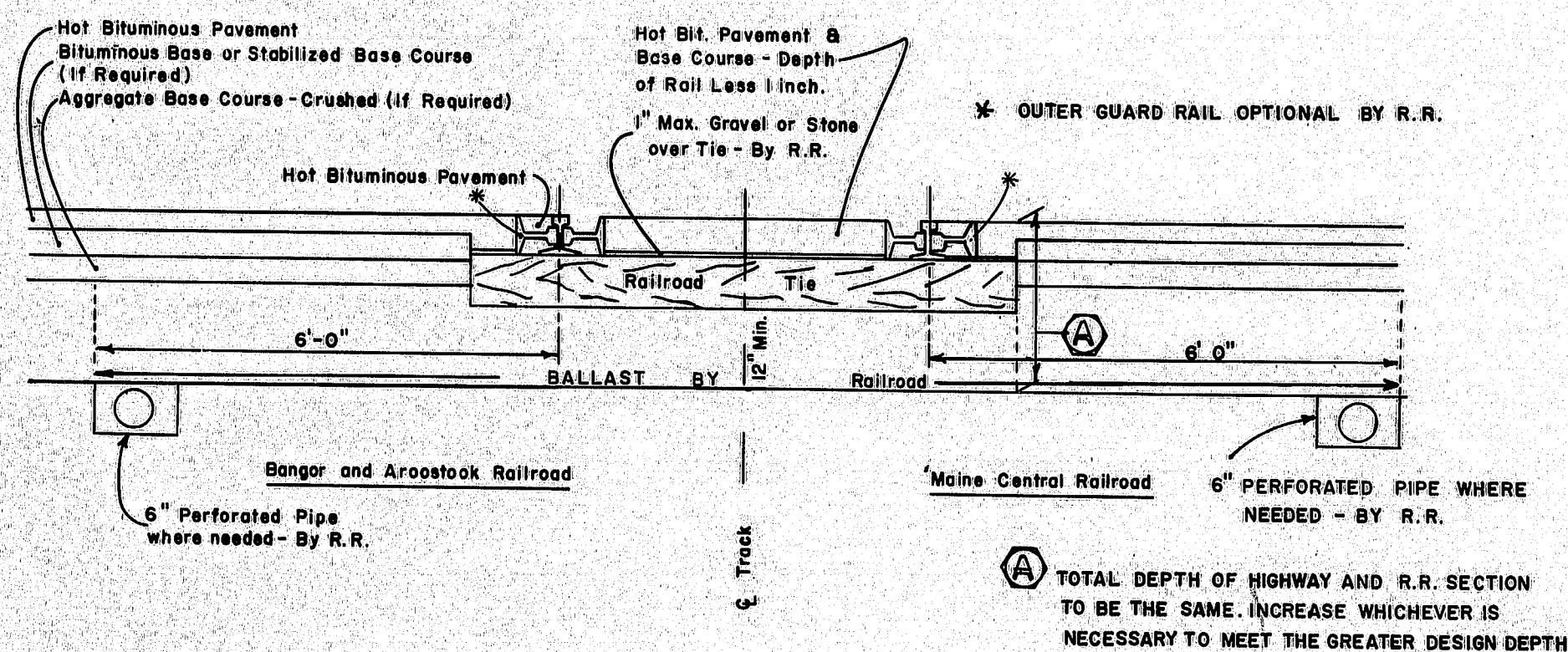


REVISIONS	
PLATE 'F'	9-17-70
PLATE 'G'	8-15-71
PLATE 'D'	12-20-71

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE	
STANDARD DETAILS	
METAL SLUICE - UNDERDRAIN - CULVERT PIPE DATA CULVERT INLET GRATE	
173-166 AUG. 1969 (2)	
BOWDOIN HAM 1-95-5(40)	

NOTES:

1. CROSSTIES THROUGH CROSSING.
2. RAIL JOINTS IN CROSSING TO BE WELDED.
3. STONE BALLAST TO EXTEND ALONG TRACK BEYOND EACH SIDE OF THE CROSSING FOR A DISTANCE OF APPROXIMATELY 40' AT SAME MINIMUM DEPTH AS THRU CROSSING - THEN TAPER TO A MIN. DEPTH UNDER TIES OF 6" IN THE NEXT 40'.
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.
5. PAVING ALONG TRACK TO BE OUT TO OUT OF SHOULDER. TAPERED TO NORMAL PAVING WIDTH IN ABOUT 25 FEET.
6. STYRA FOAM IS OPTIONAL UNDER HIGHWAY APPROACHES TO THE CROSSING AREA.
7. NOT TO SCALE.



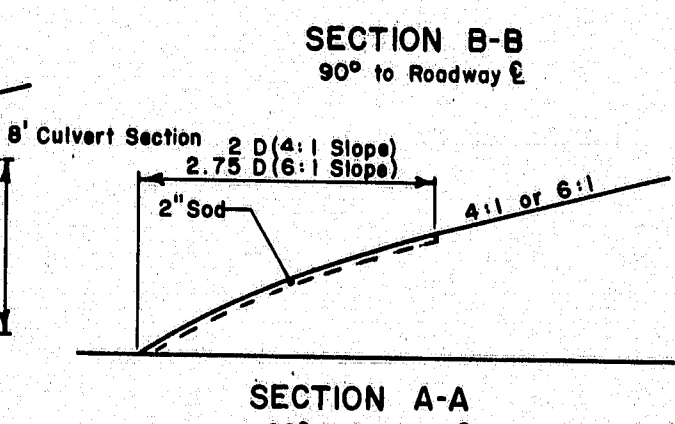
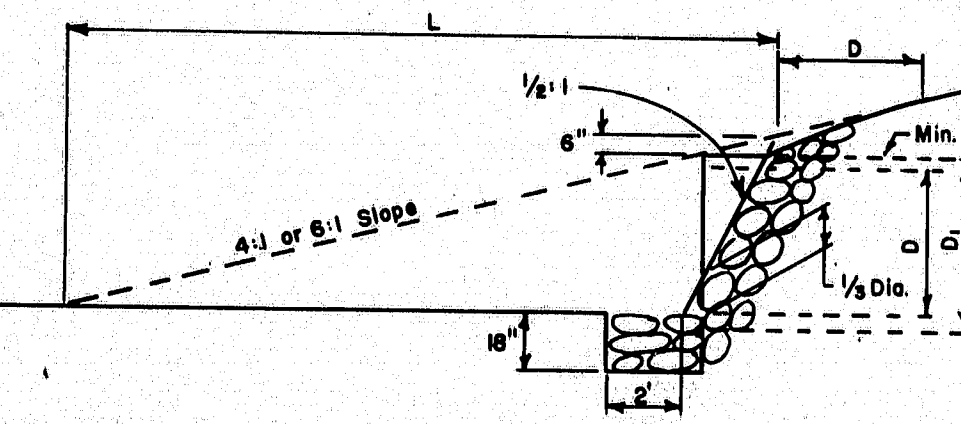
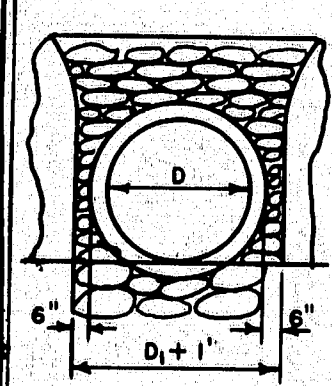
RAILROAD GRADE CROSSING DETAIL

TABLE B

Culvert Diameter	4:1 Slope	6:1 Slope
18"	9'-0"	13'-0"
24"	10'-0"	15'-0"
30"	11'-0"	18'-0"
36"	13'-0"	20'-0"
42"	15'-0"	23'-0"
48"	17'-6"	25'-0"
54"	19'-6"	29'-6"
60"	22'-0"	32'-6"
66"	24'-0"	36'-0"
72"	26'-0"	42'-6"
84"	32'-0"	49'-0"

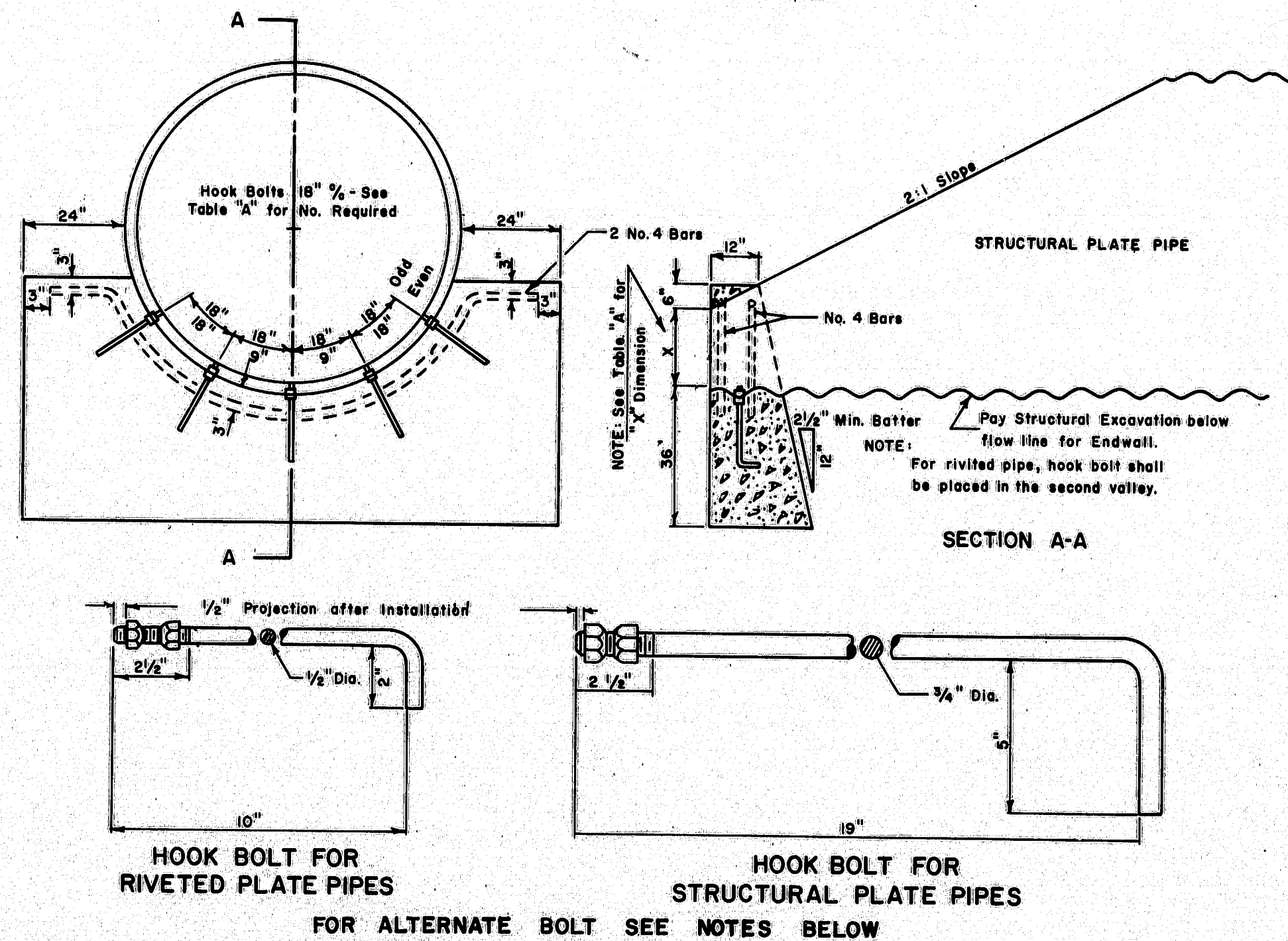
NOTES:

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 slopes 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 mowed as directed by the engineer.
4. 24" diameter culverts and under may be sodded around ends of culvert.



ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS

CONCRETE INLET ENDWALL



CONCRETE INLET ENDWALL

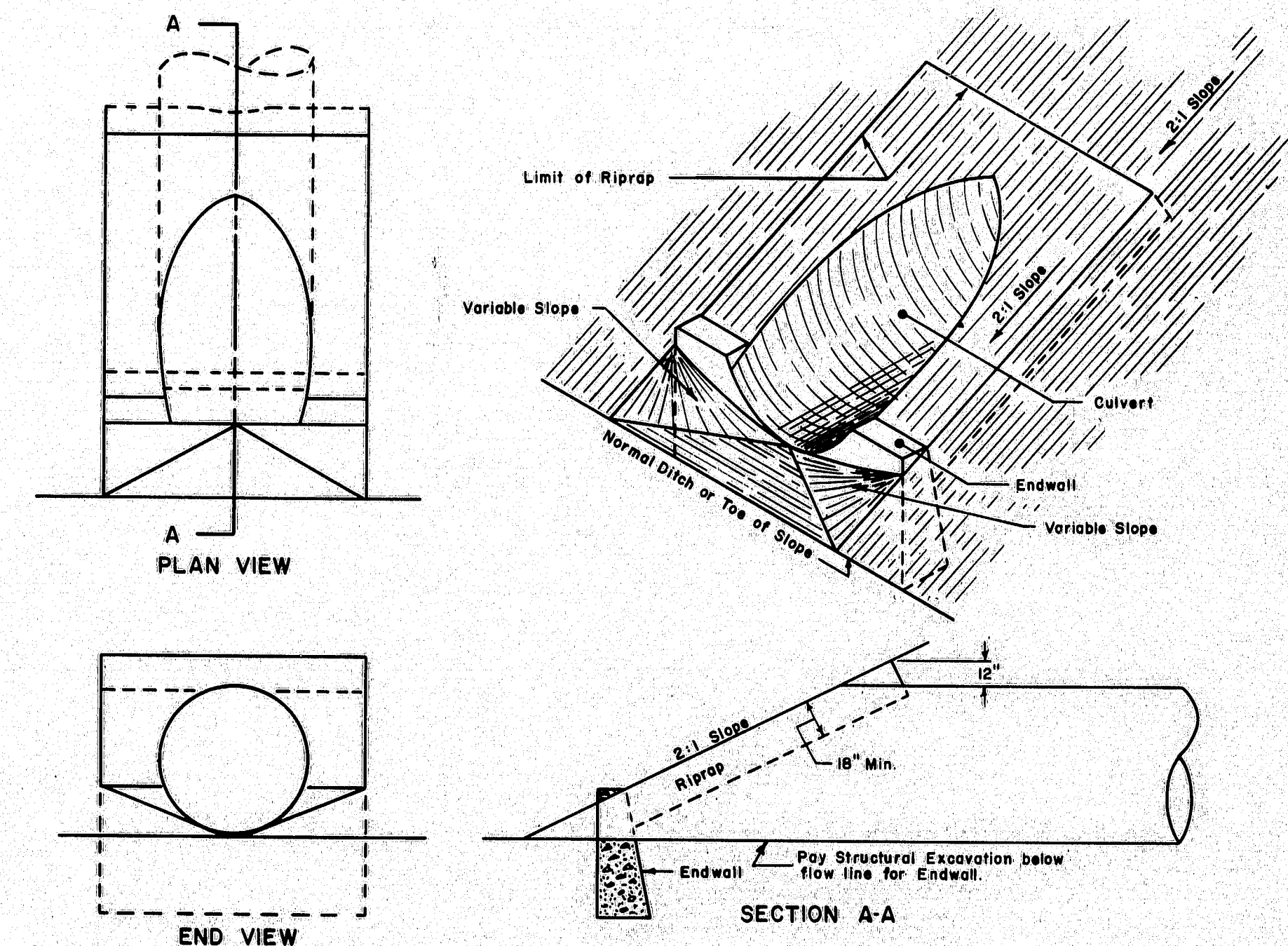
TABLE A

RIVETED PIPES		
SIZE	NO. 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. BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5
78"	5	1.825
84"	5	1.75
90"	5	1.875
96"	6	2.0
102"	6	2.125
108"	6	2.25
114"	7	2.375
120"	7	2.5
126"	7	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

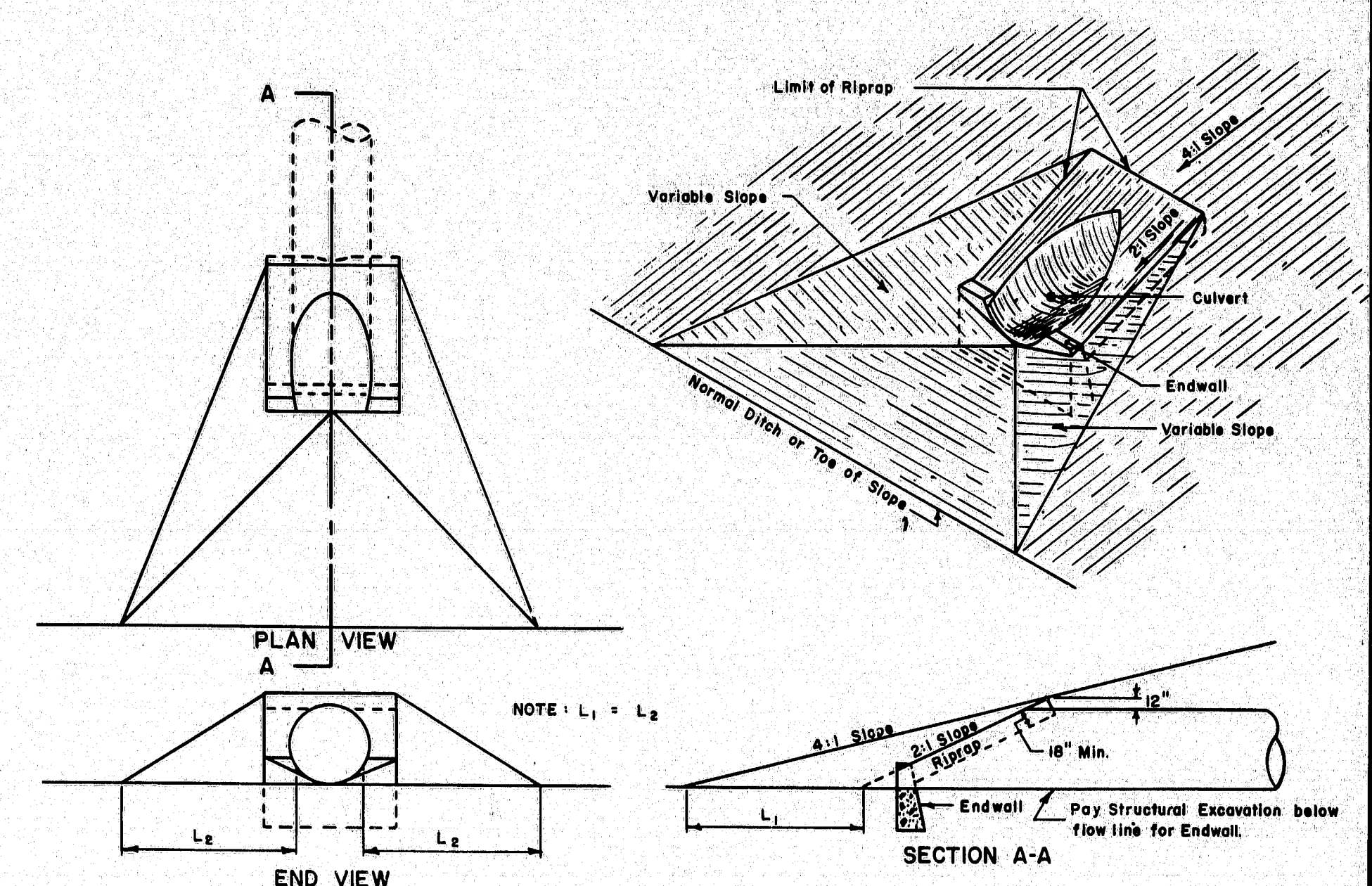
NOTES

1. Culverts installed under 2:1 slopes shall have riprap laid on 2:1 slopes and no ditch transitions. All riprap as shown shall be hand laid.
2. Excavation required to grade culvert inlets and outlets as shown will not be paid separately, but will be incidental to the culvert.
3. Bolts are required in metal pipes only and will be incidental to concrete items.
4. 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.
5. Standard galvanized carriage or machine bolts 1/2" x 8" long or 3/4" x 12" long with minimum of 2" thread, may be furnished in place of hook bolts. Washers shall be furnished at the head of each bolt.
6. 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 ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES



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



REVISIONS

Plate 4-D	12-23-69
PLATE A,B,C	2-15-72
PLATE A	6-18-74

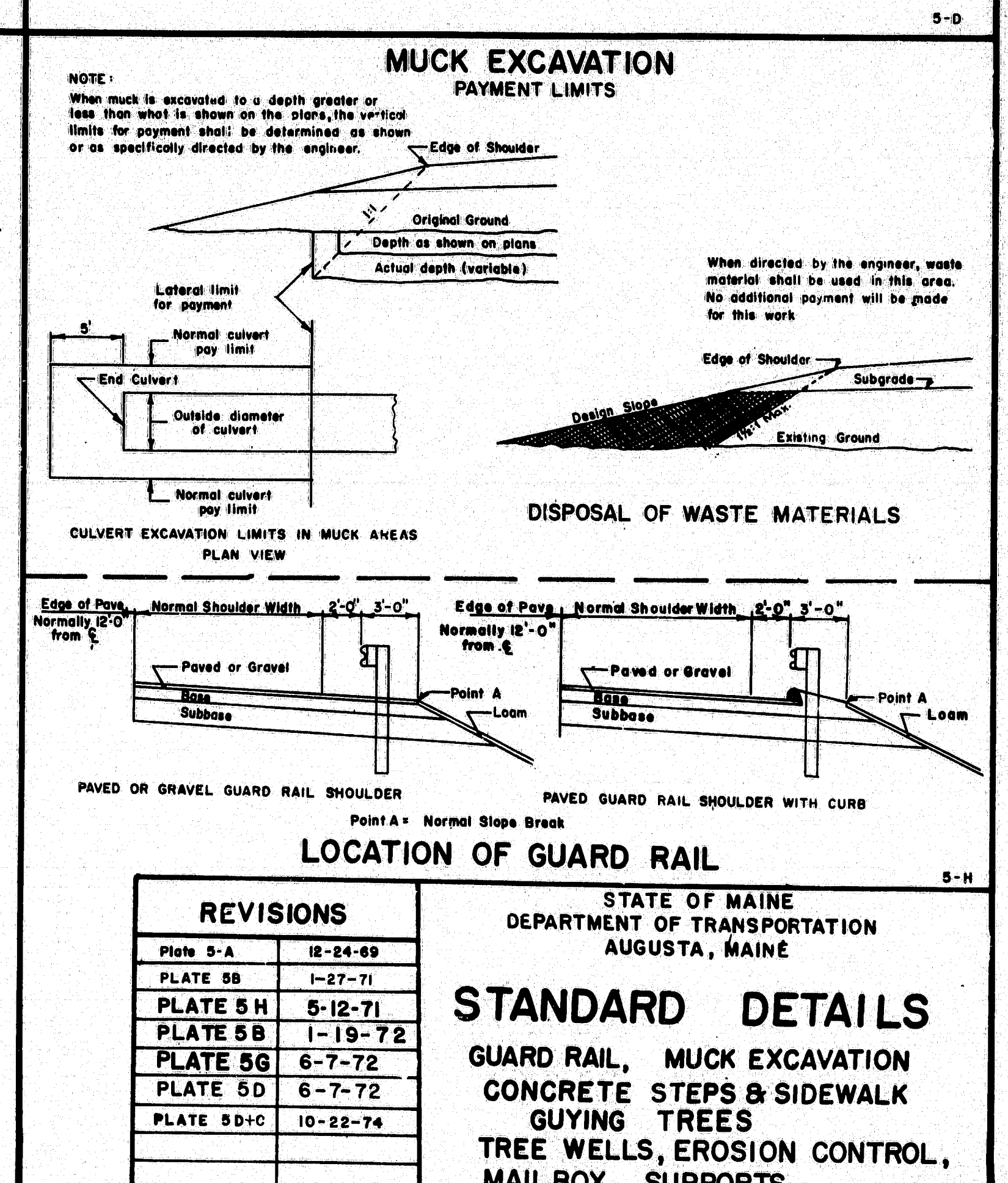
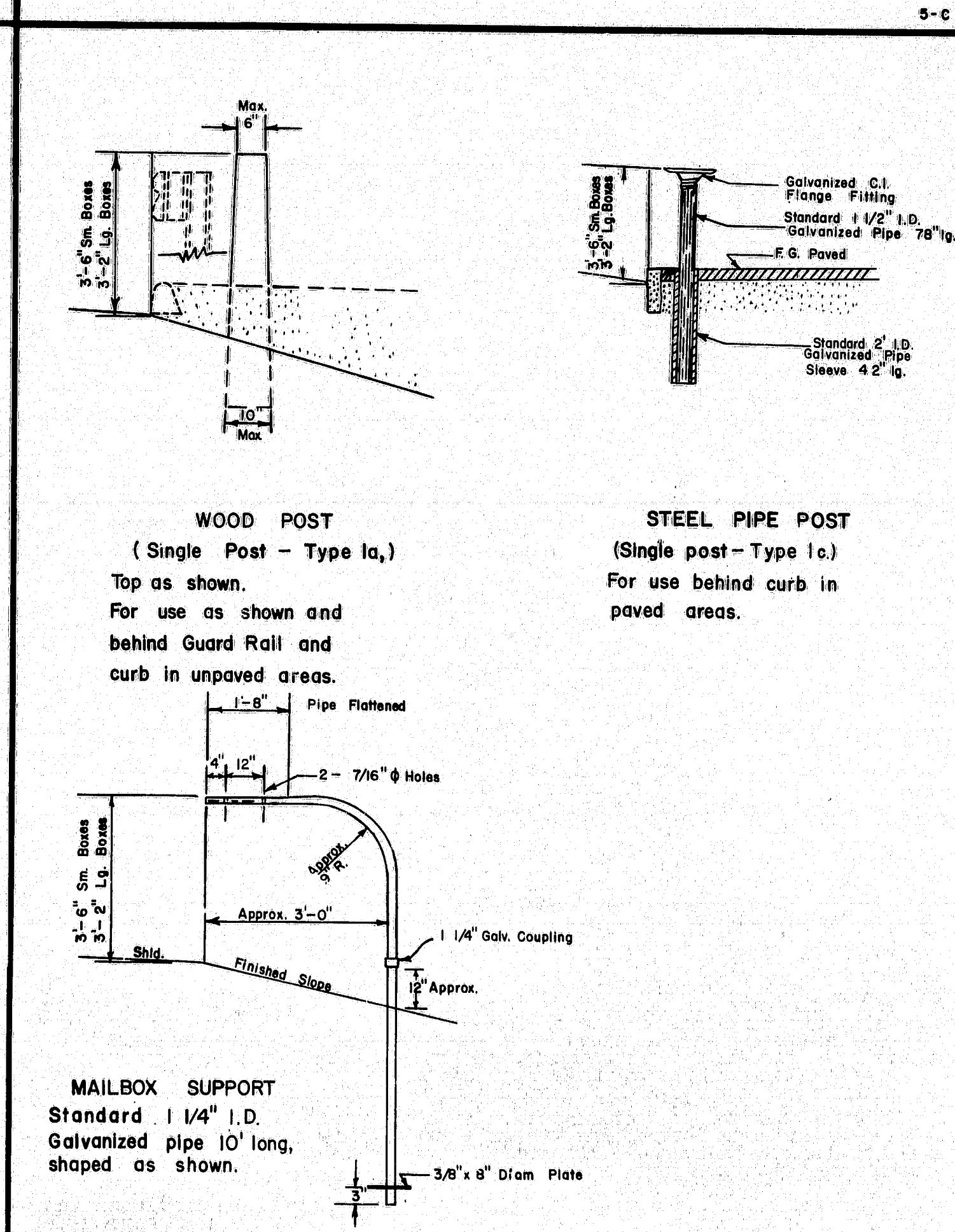
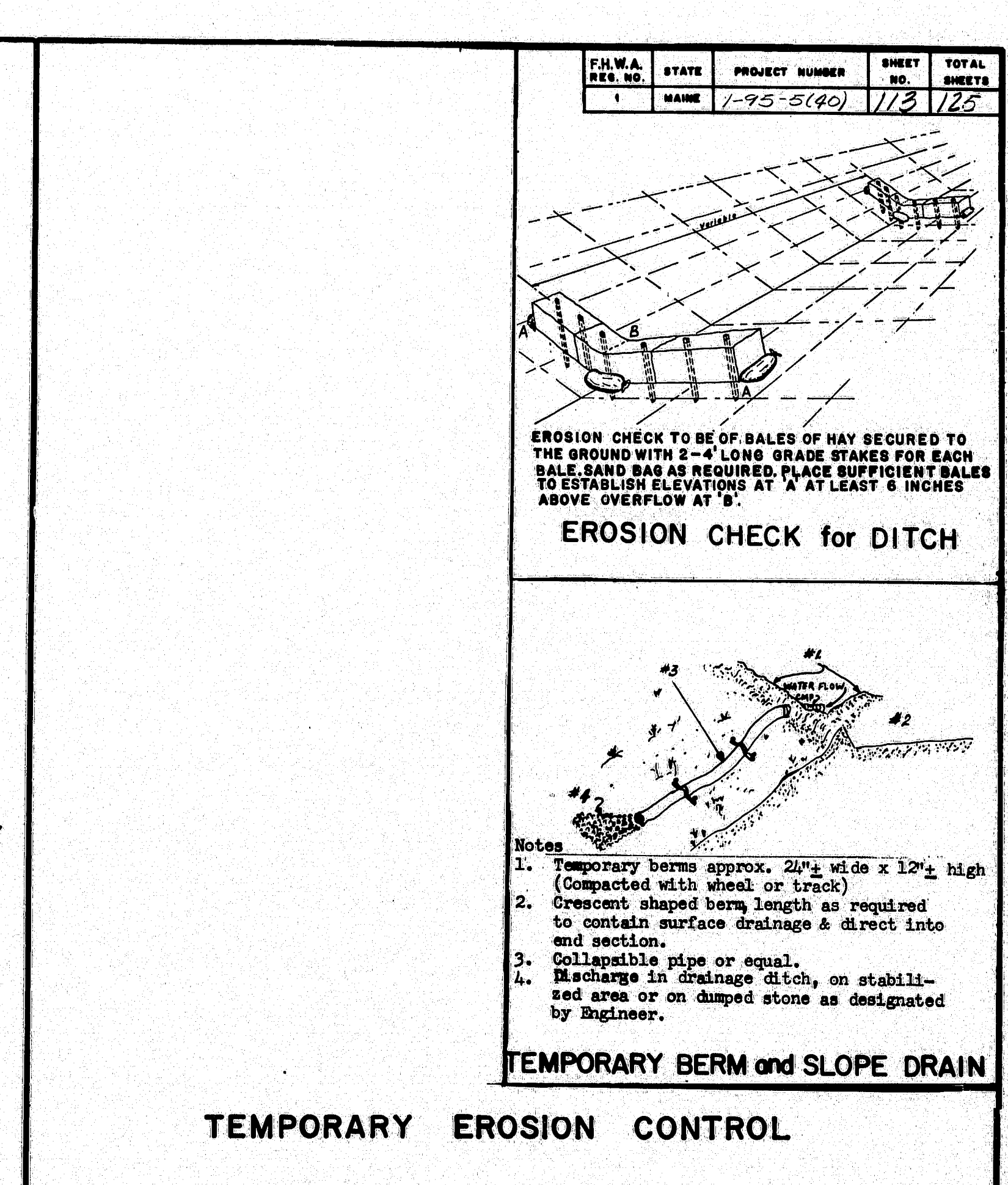
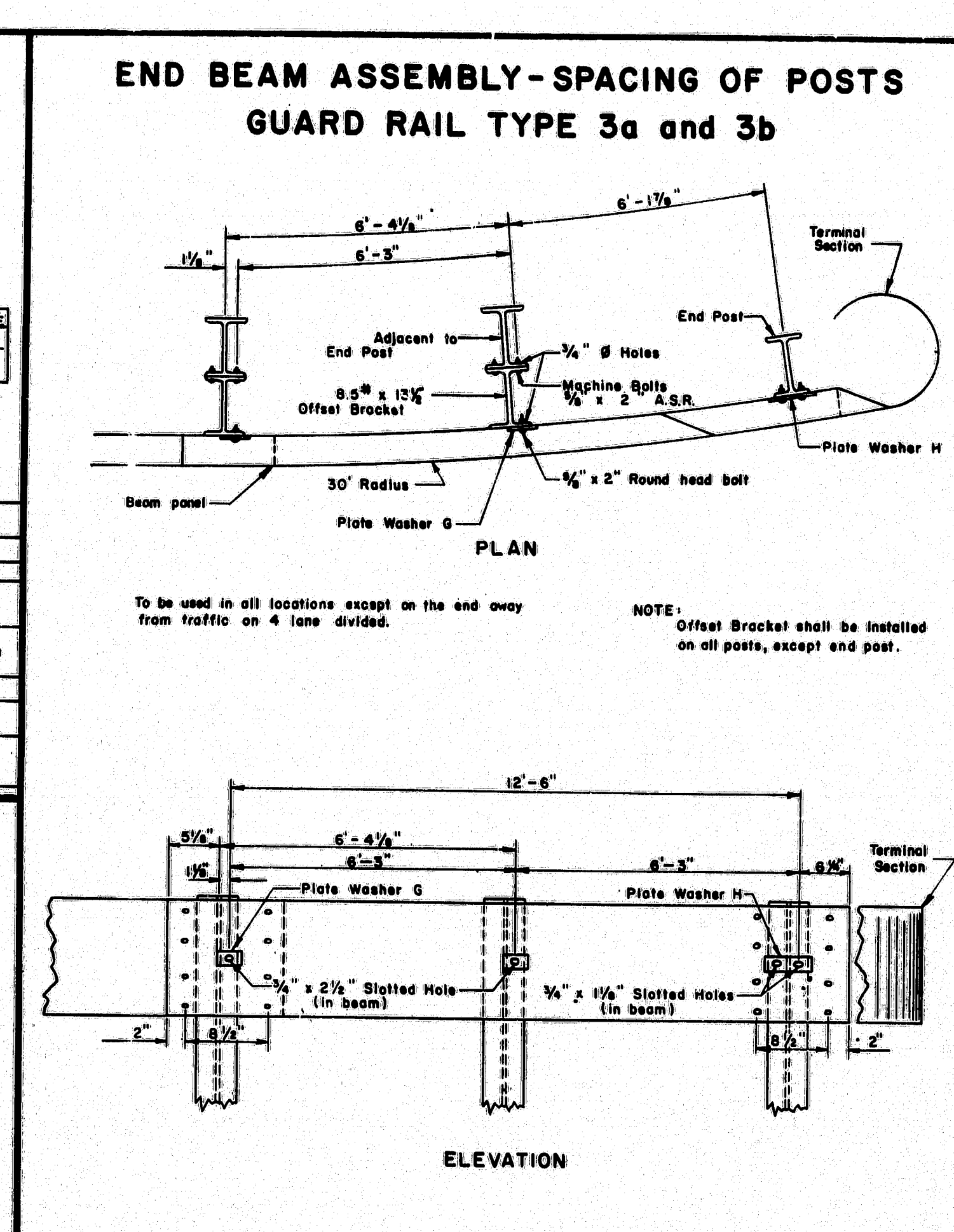
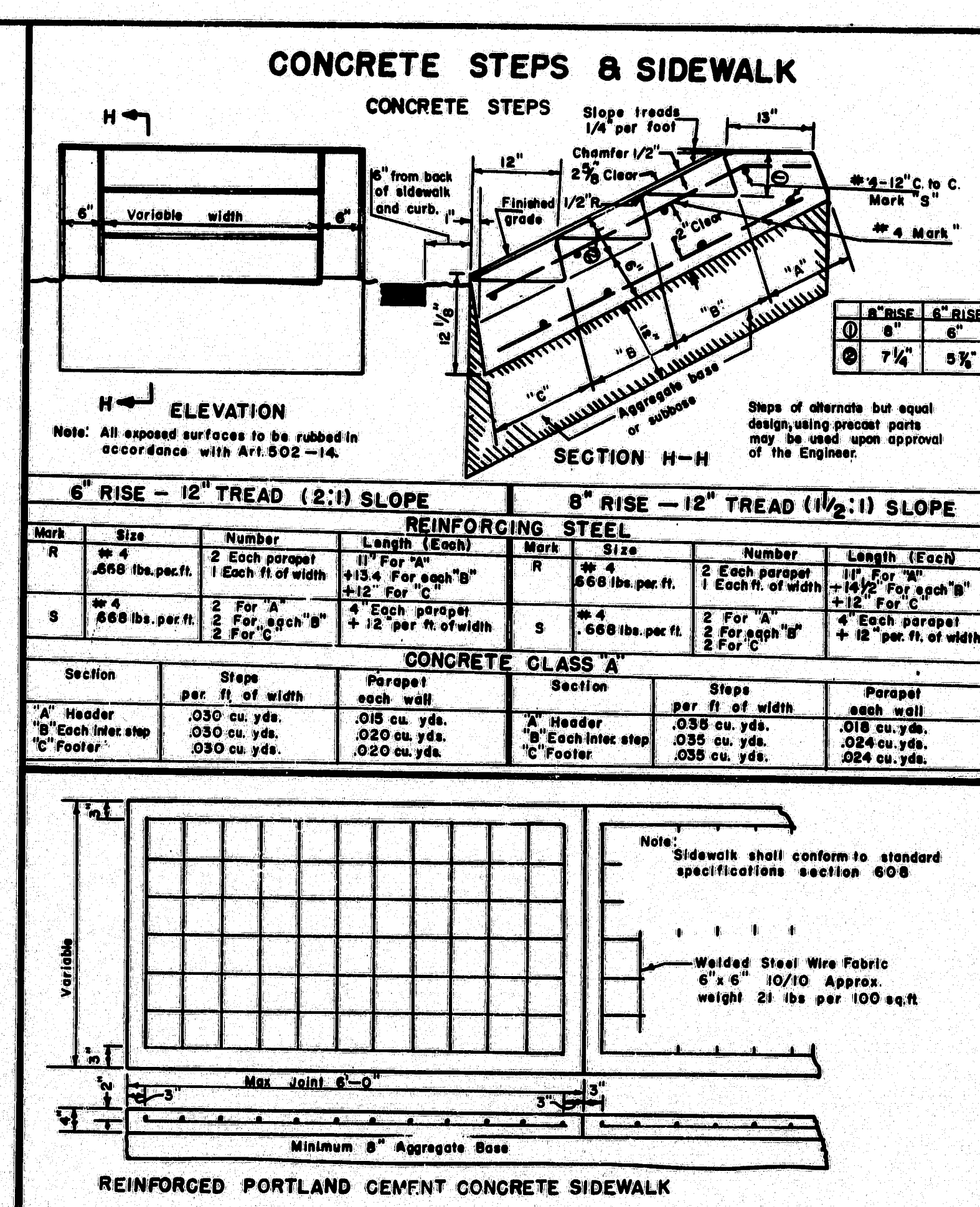
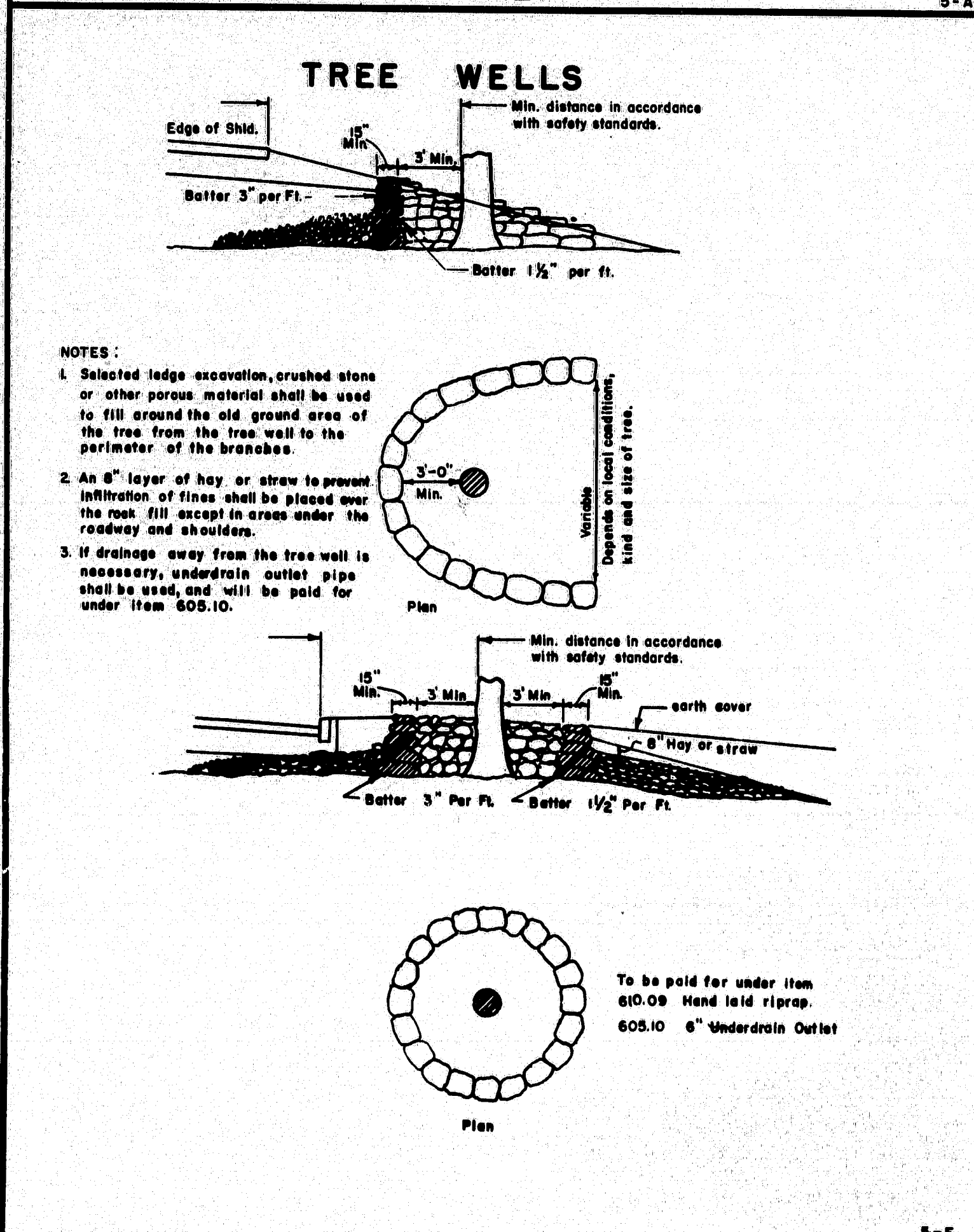
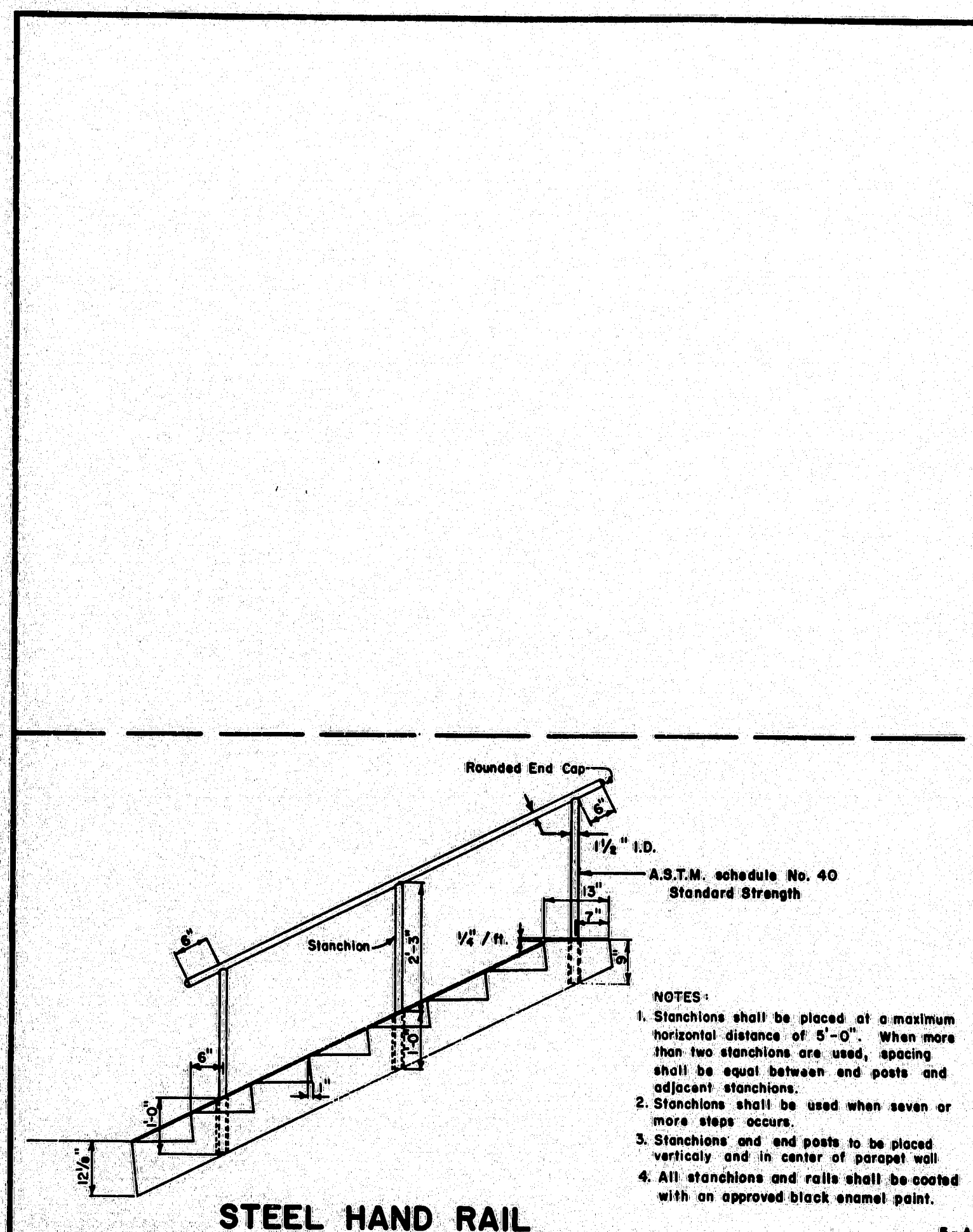
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

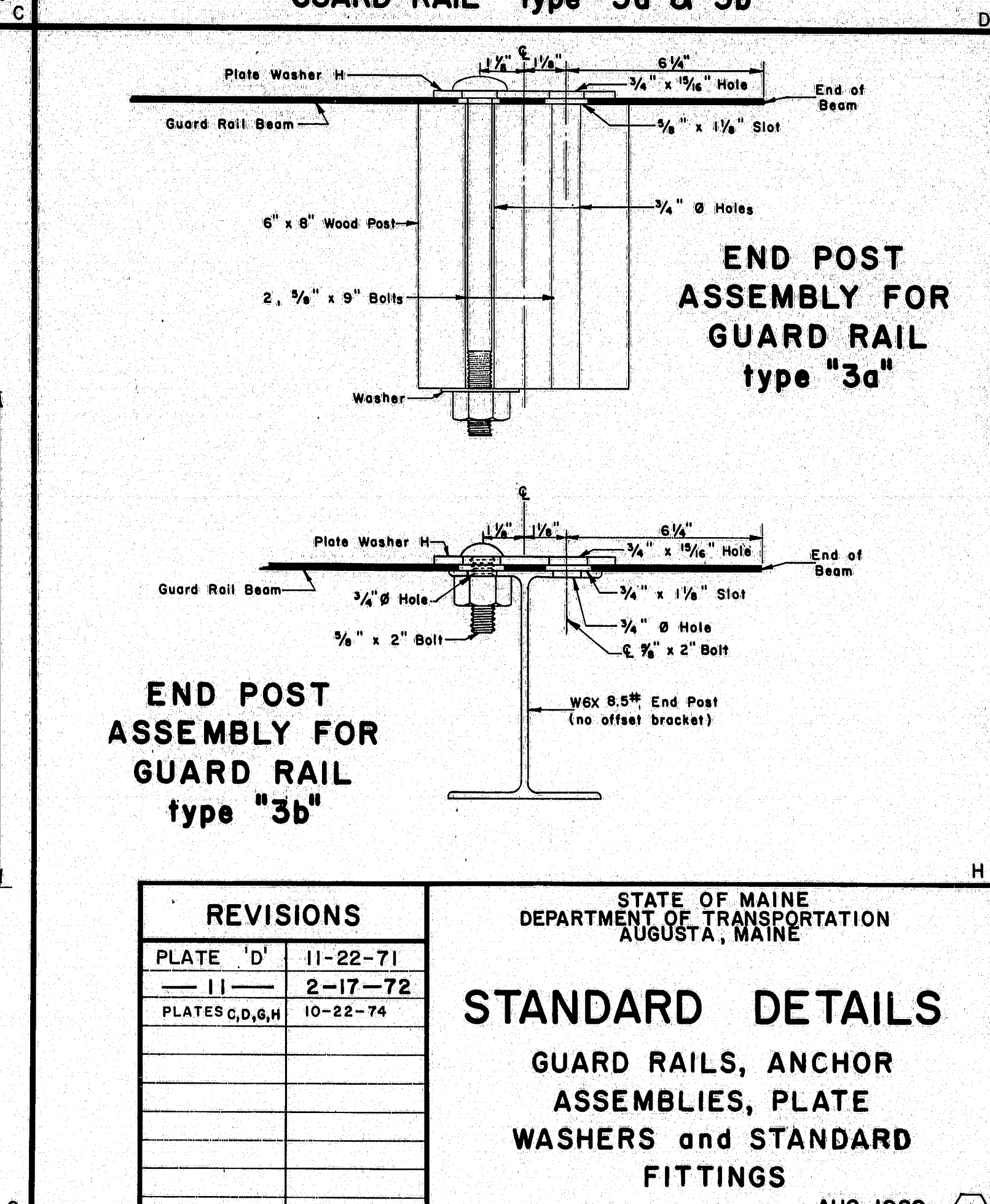
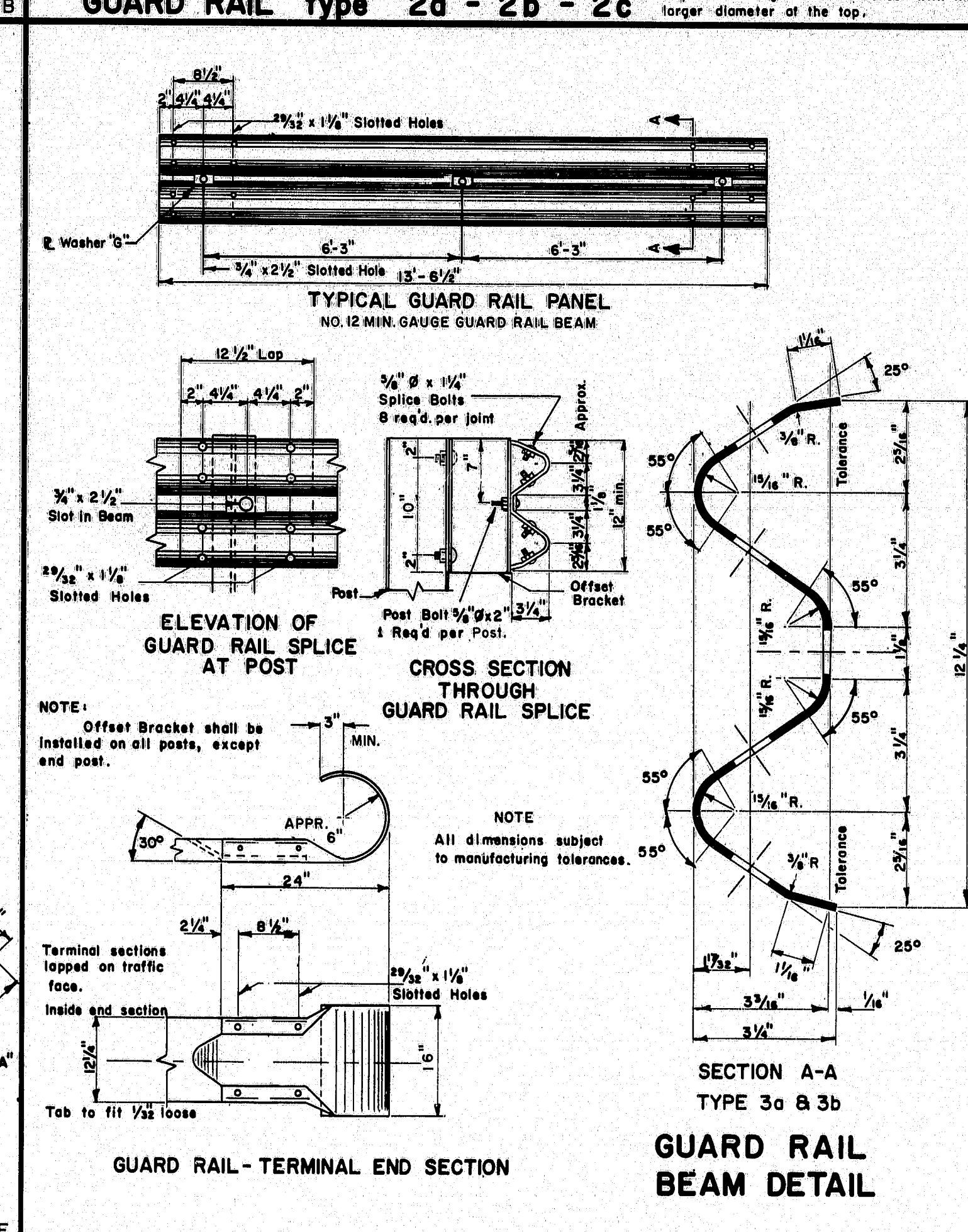
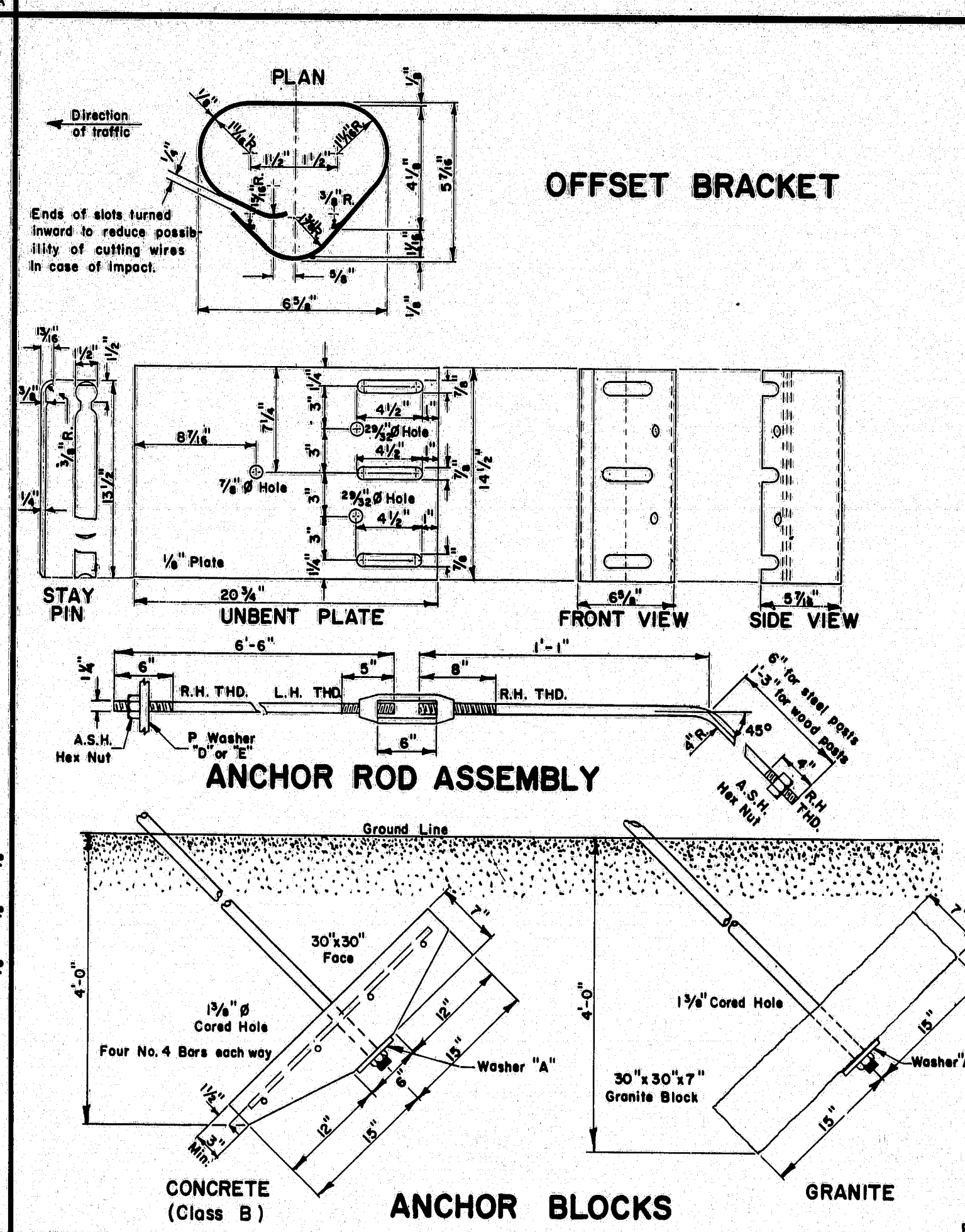
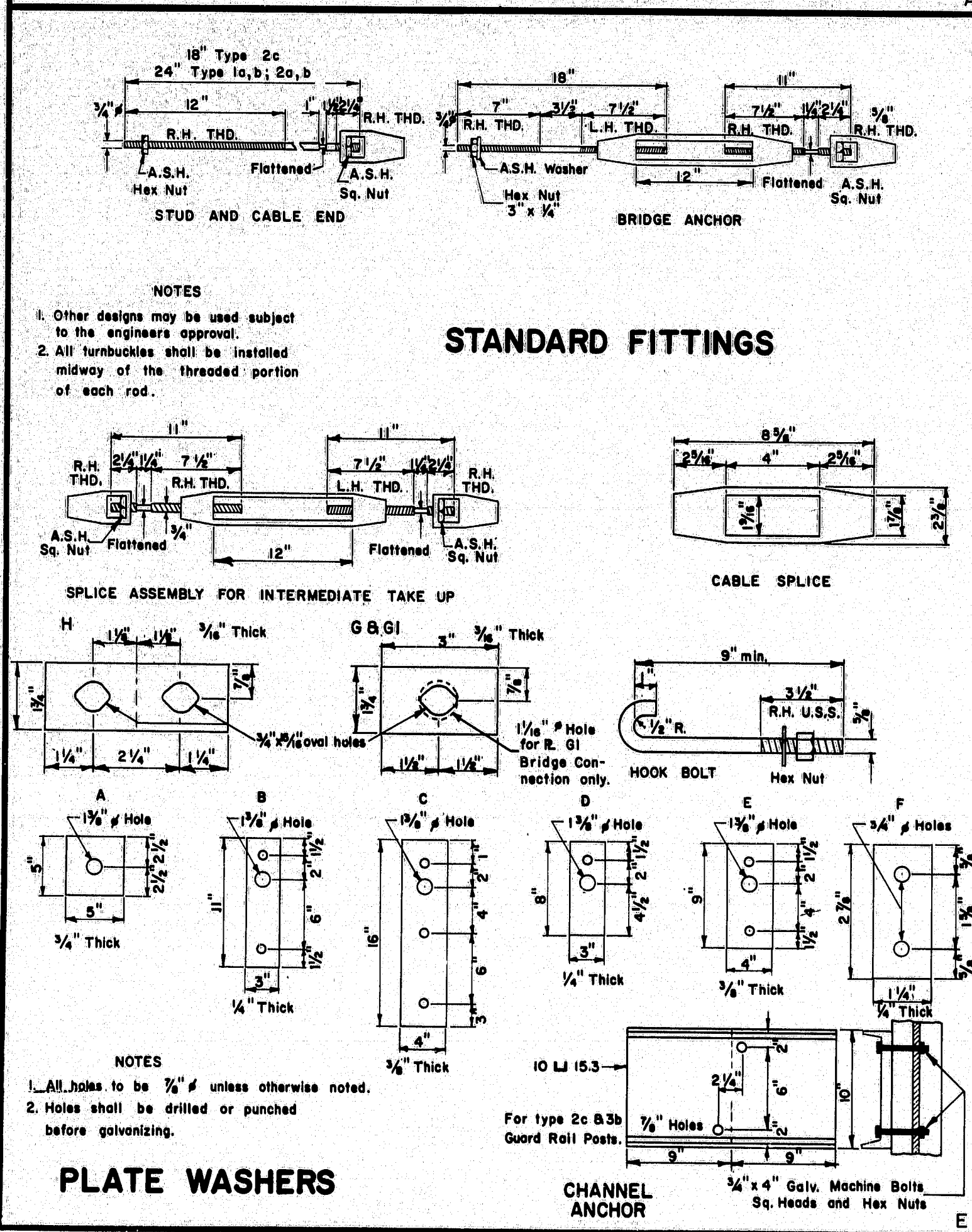
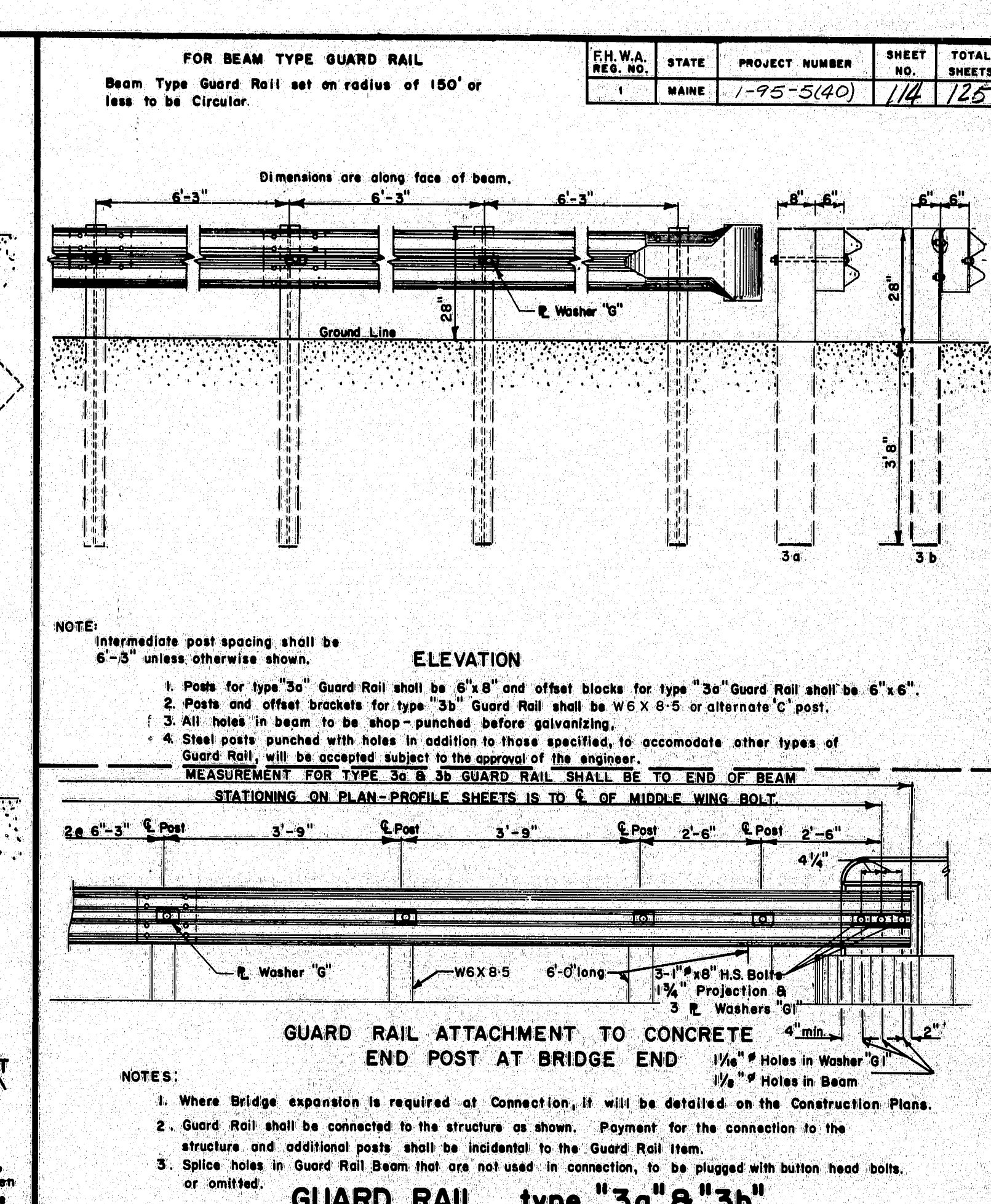
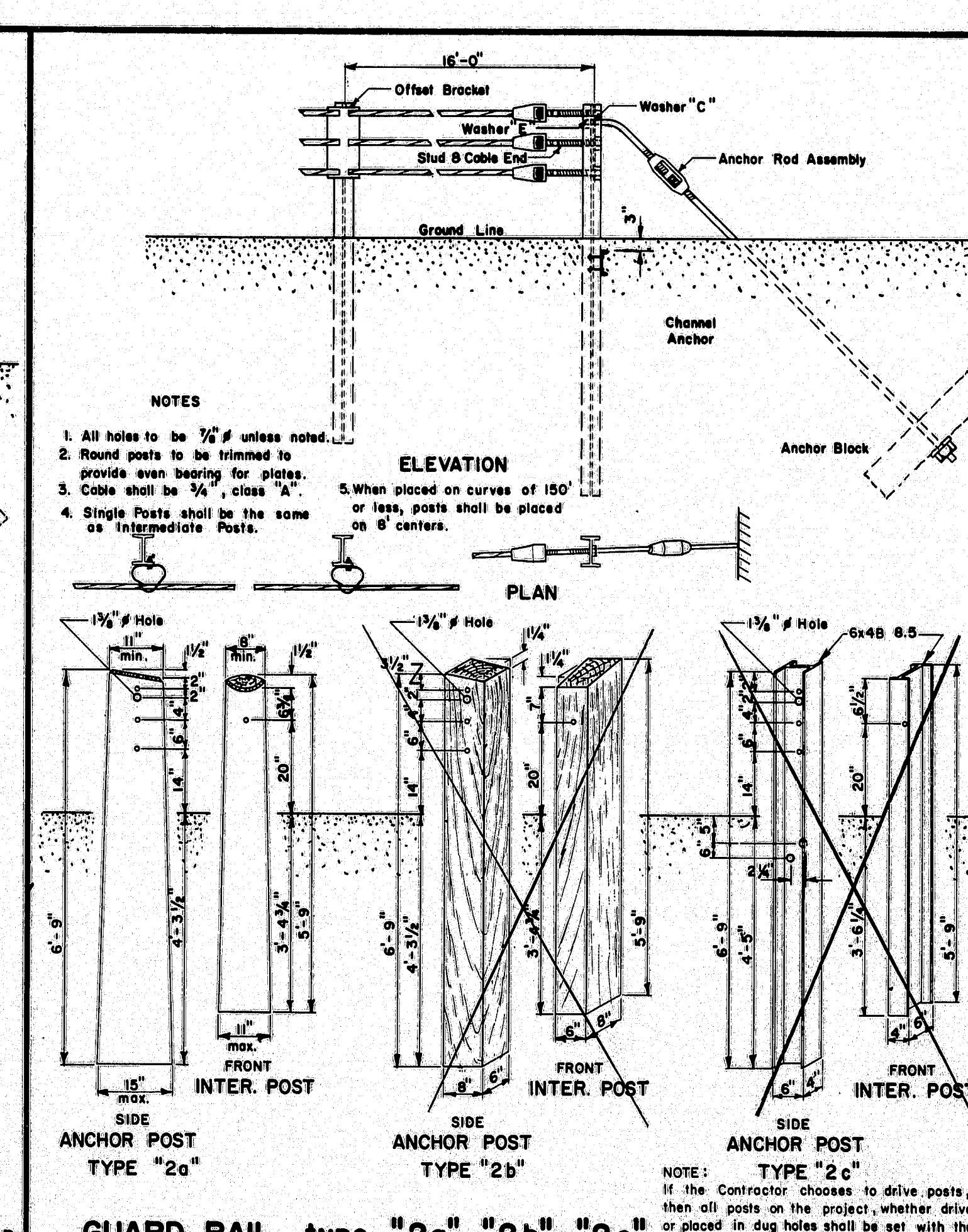
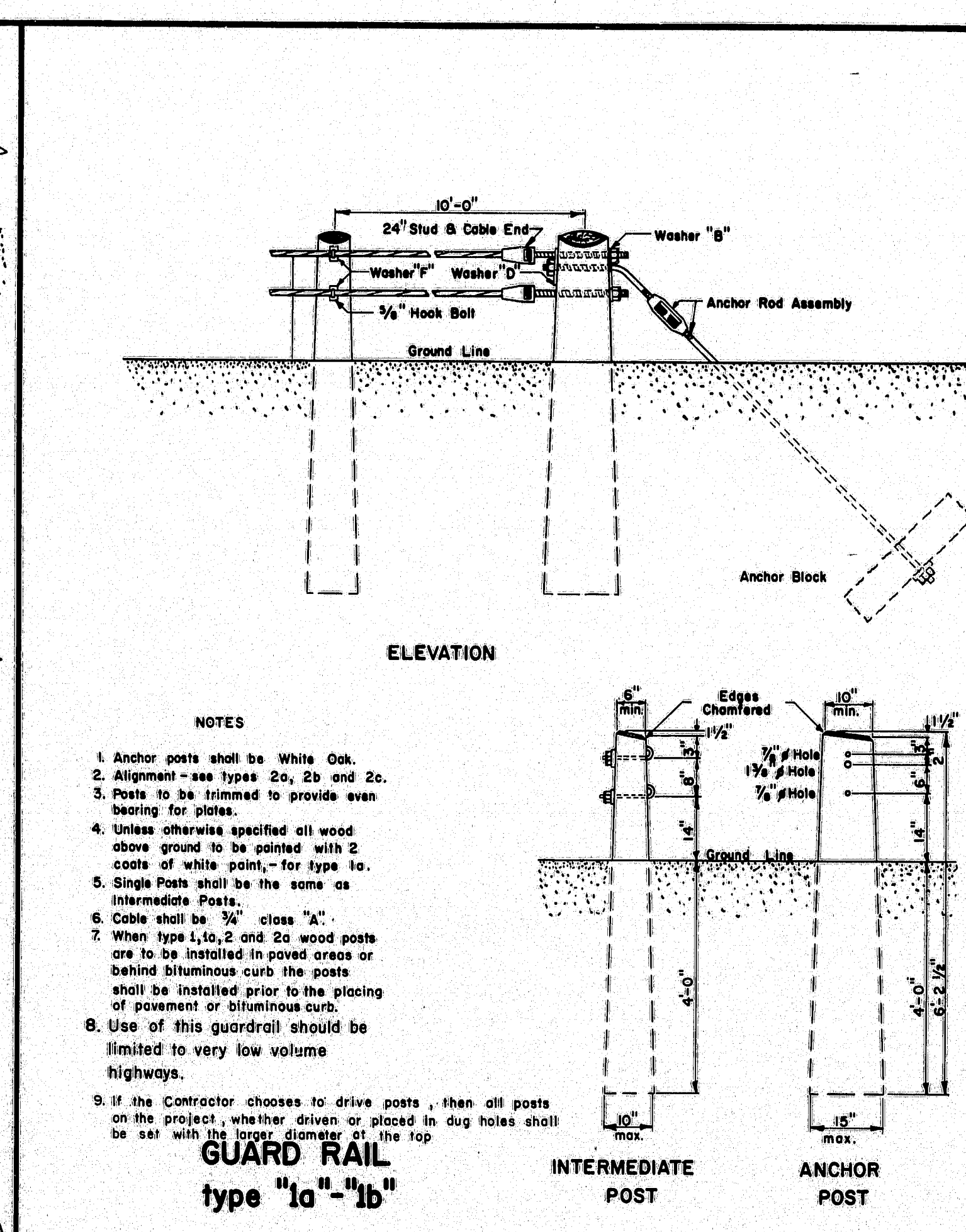
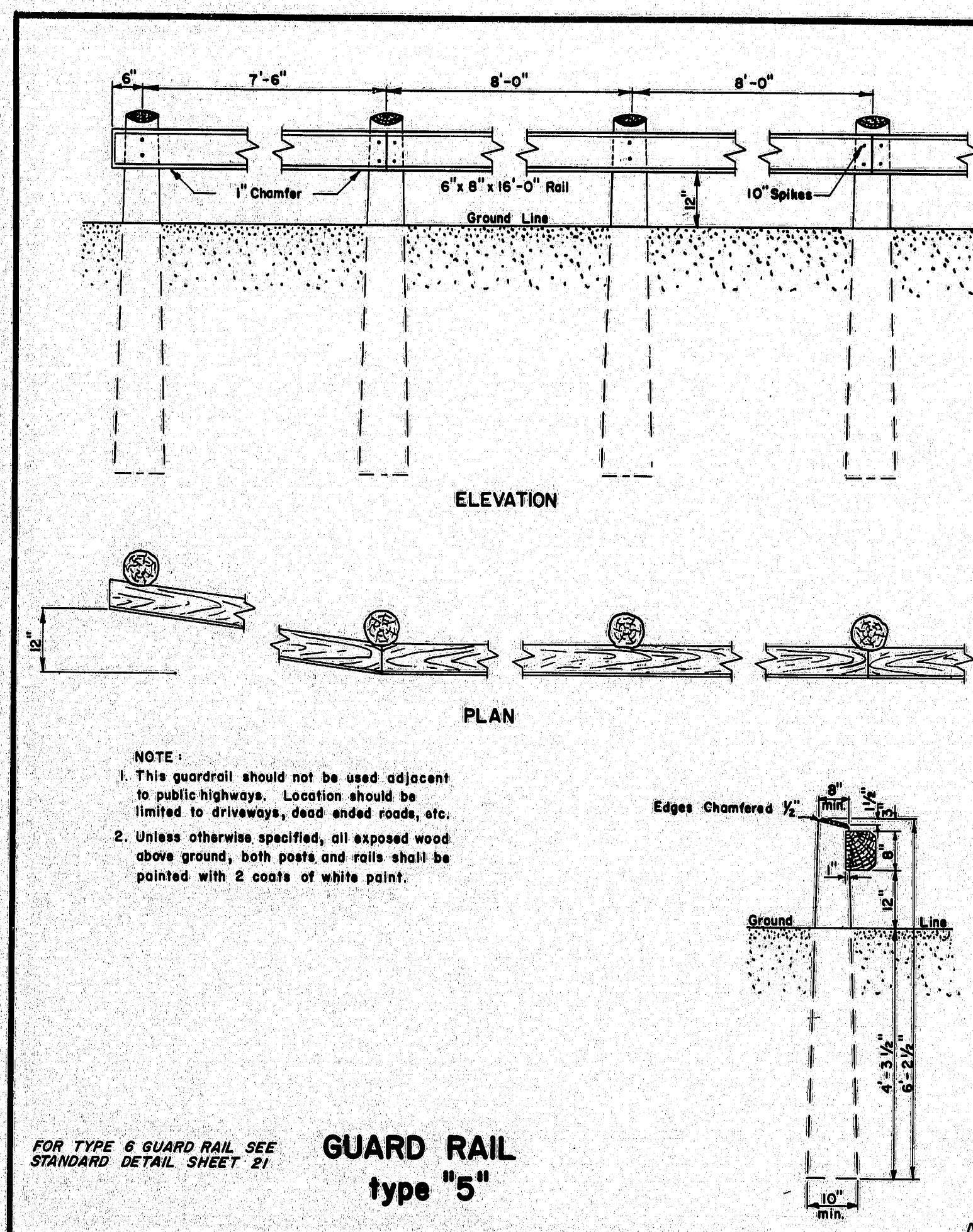
STANDARD DETAILS

CULVERT INLETS & OUTLETS

AUG. 1969

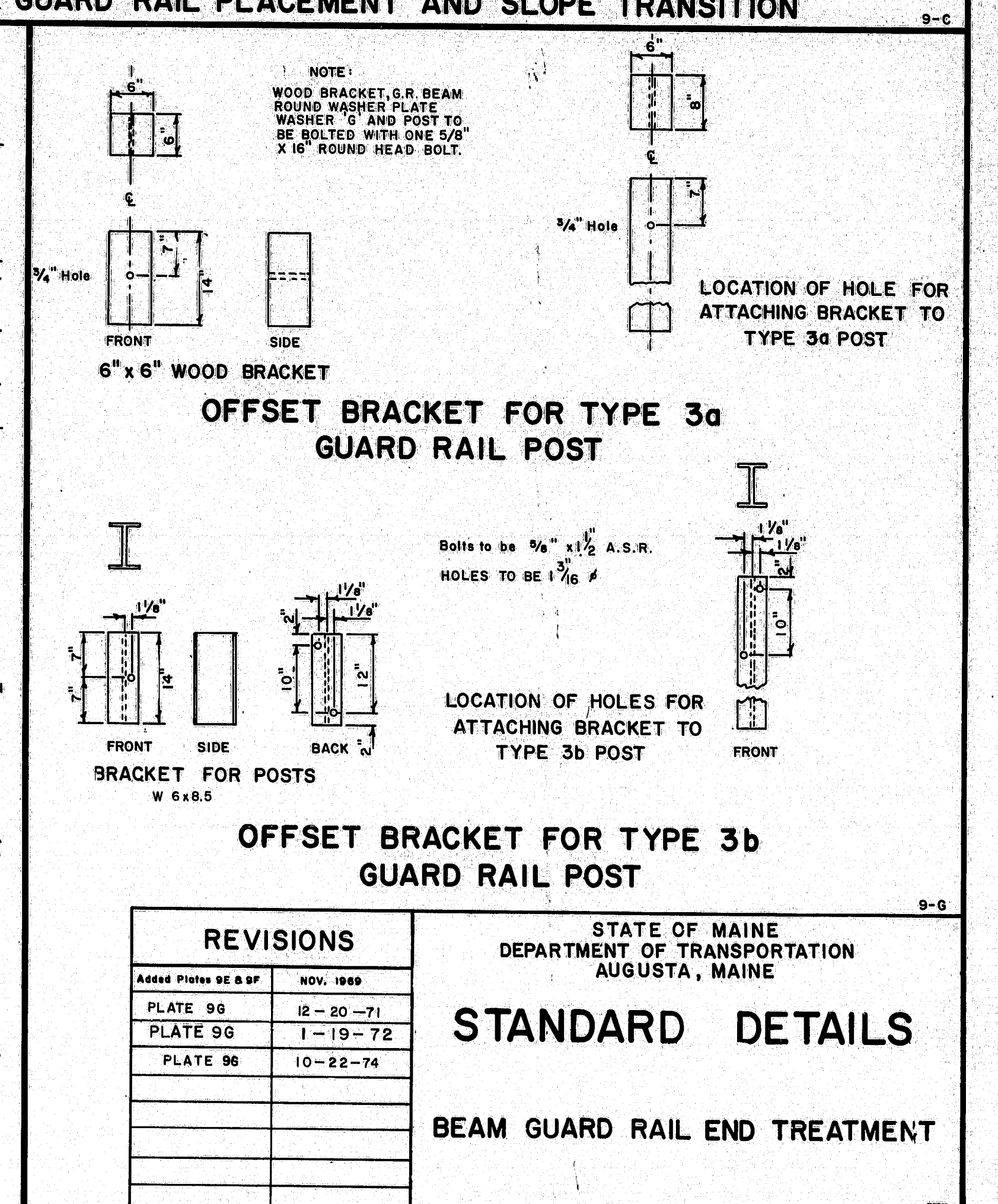
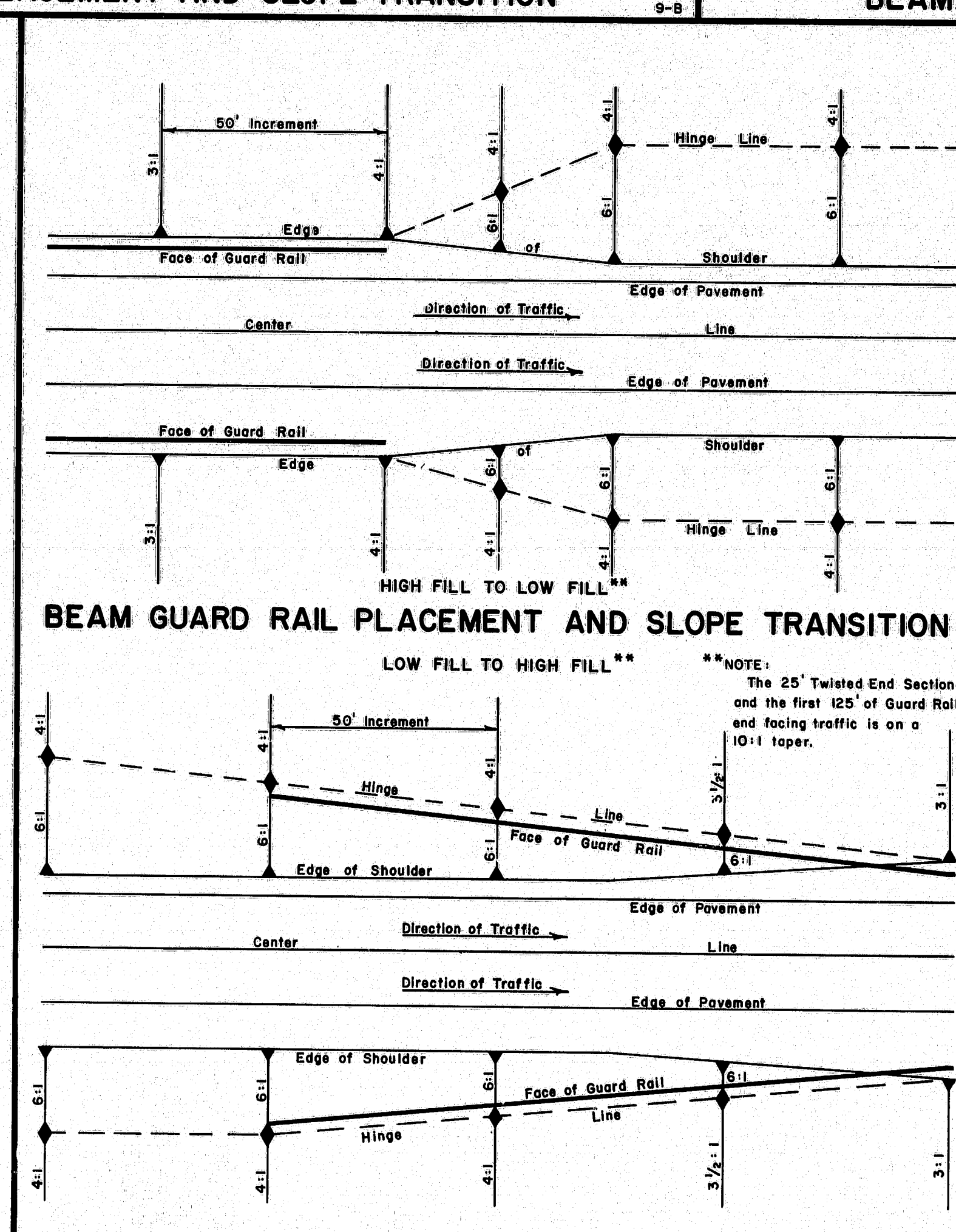
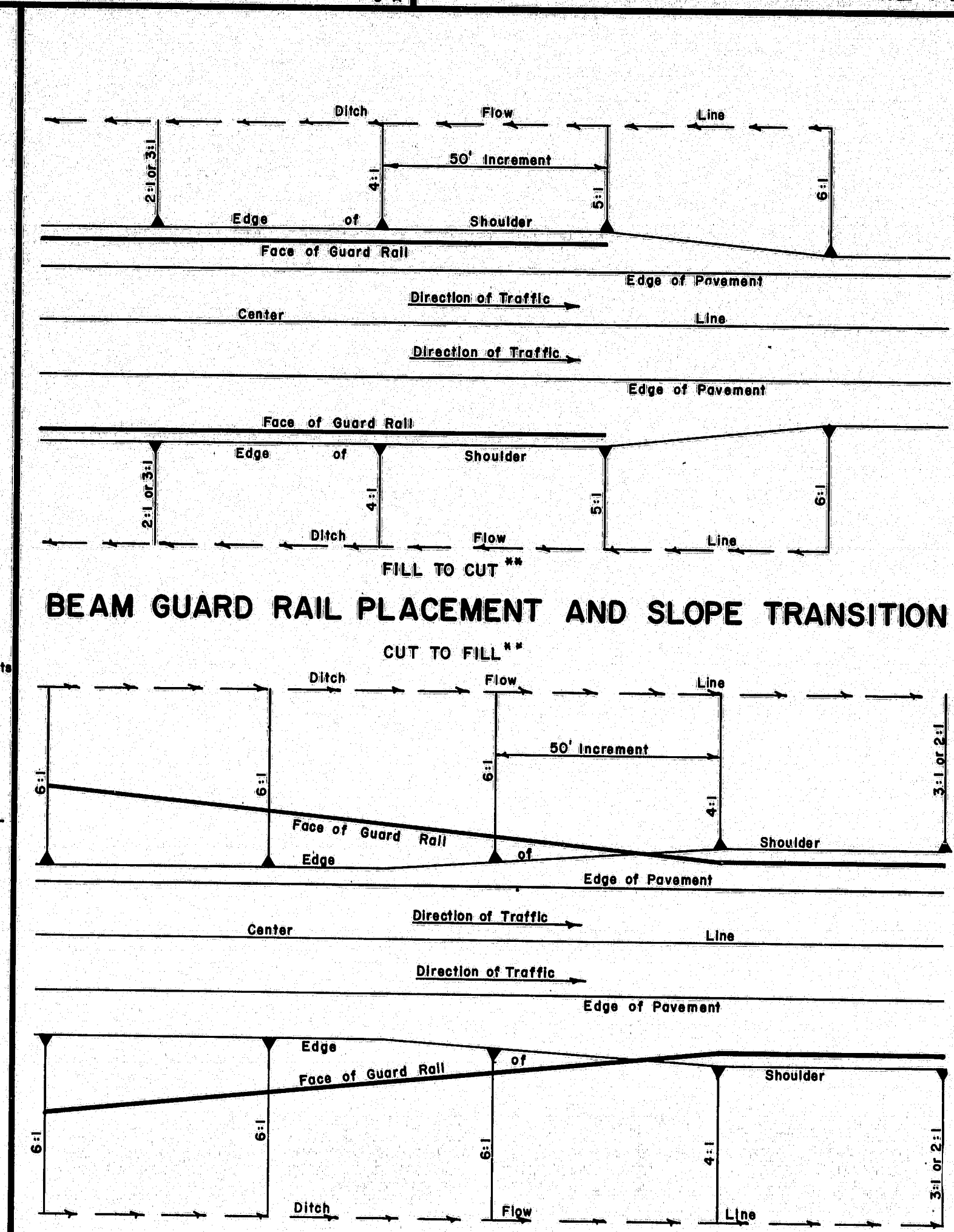
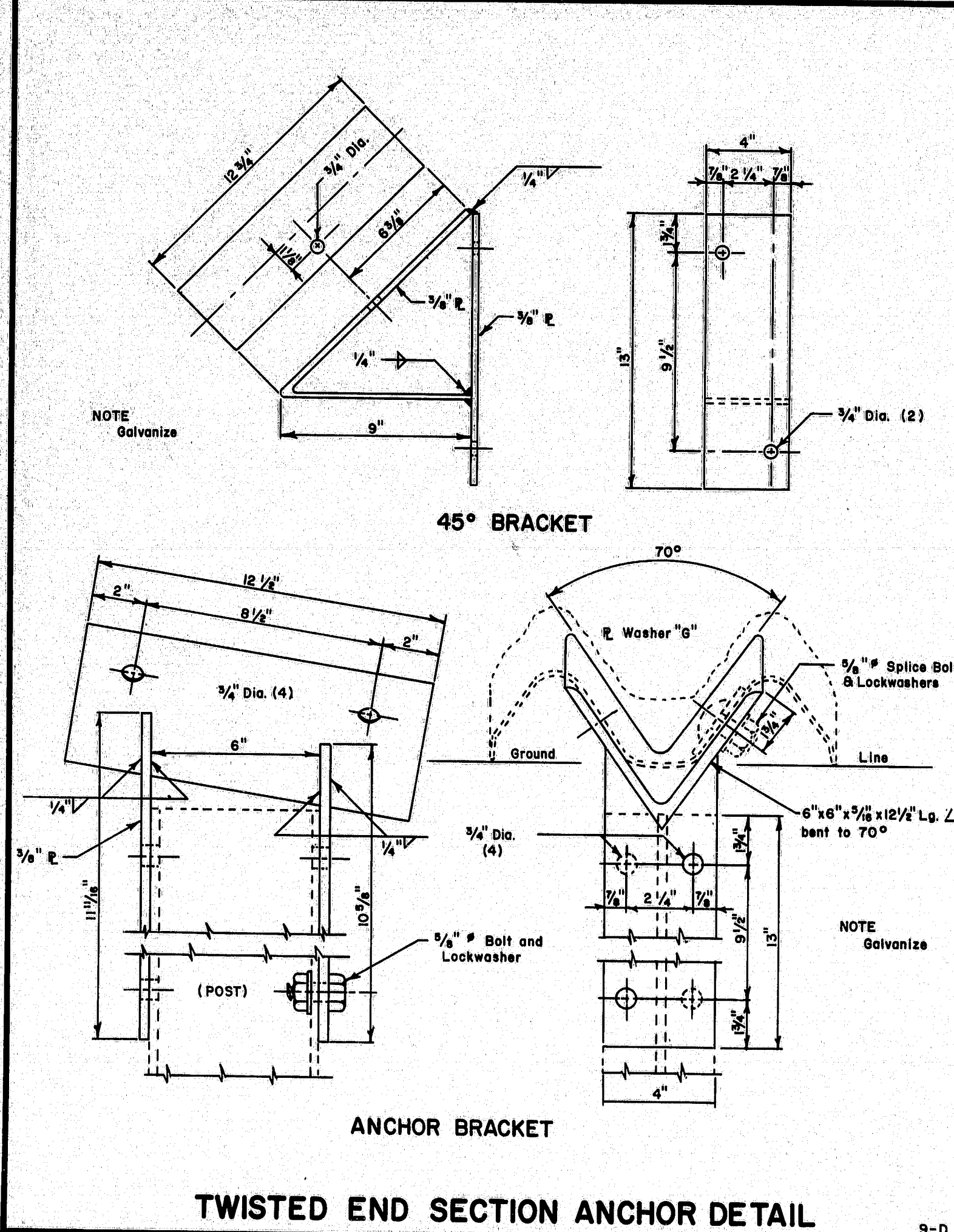
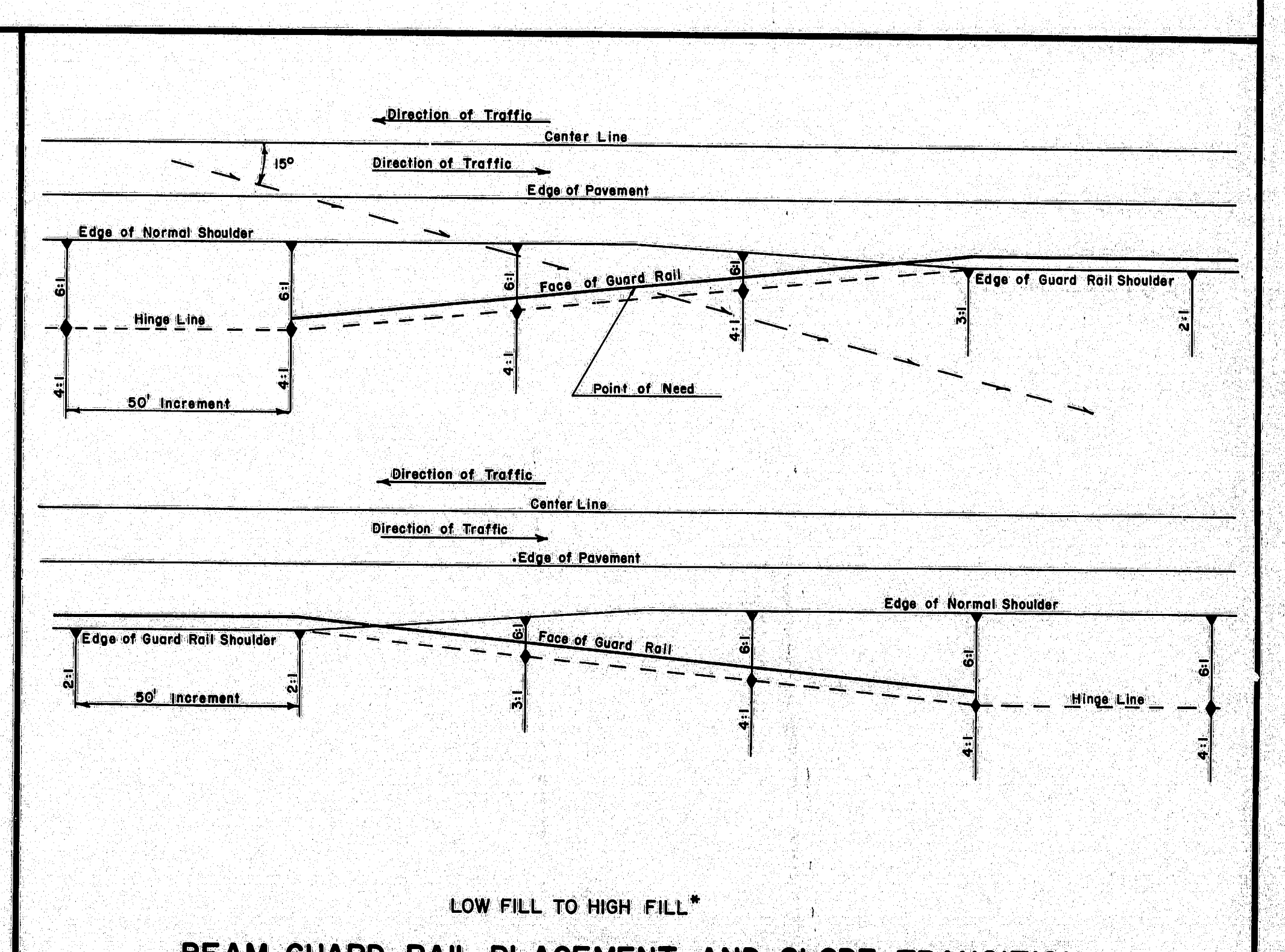
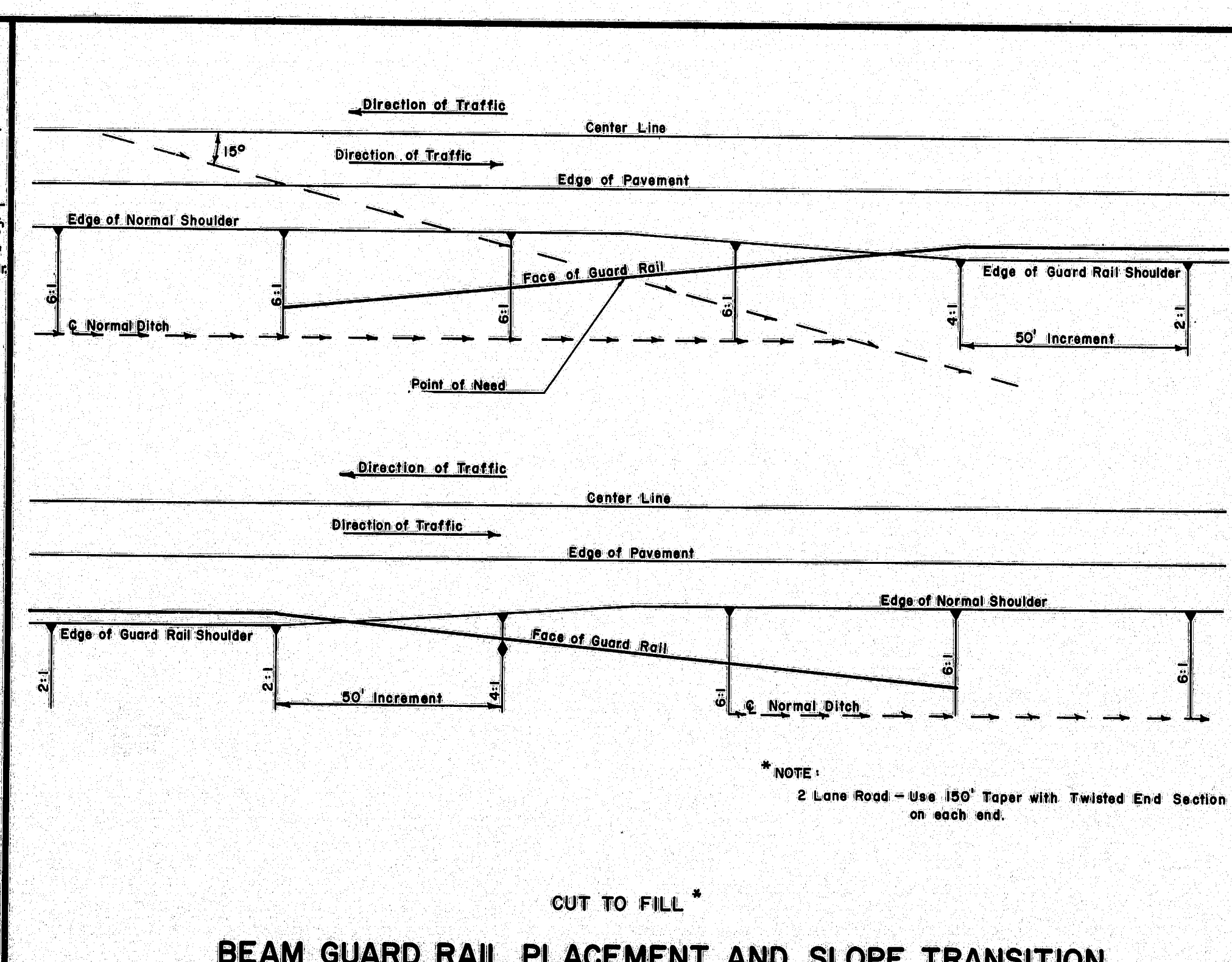
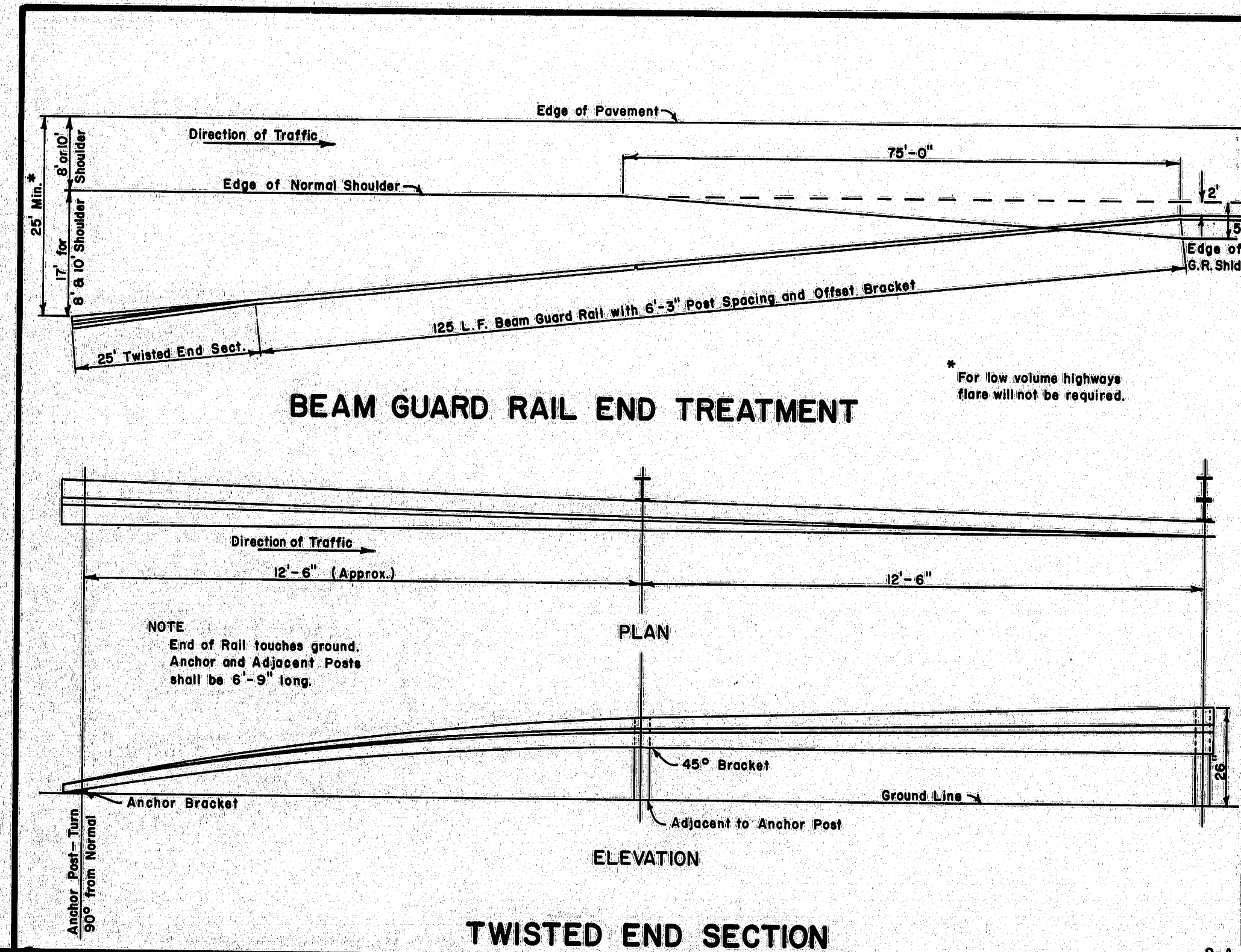
173-168-5(40)



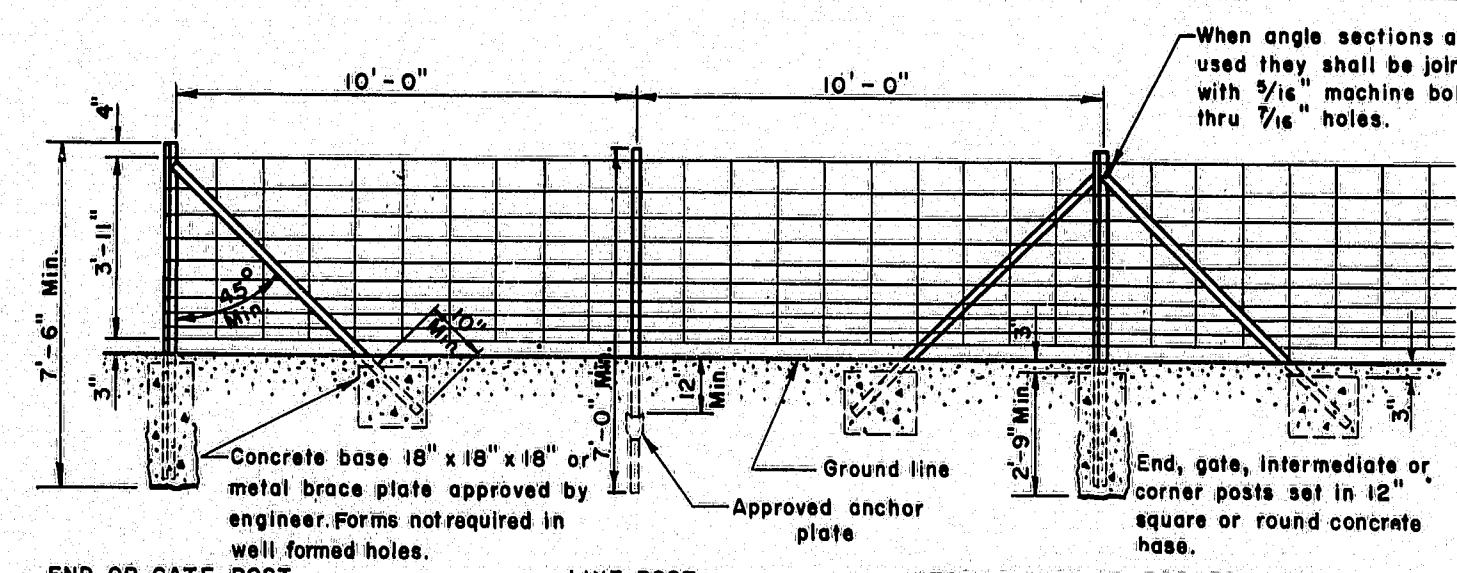


REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE	
PLATE 'D'	11-22-71	STANDARD DETAILS GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS	
11	2-17-72		
PLATES C,D,G,H	10-22-74		
		AUG. 1969	

173-170 75-5(40)



F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	116	125



END OR GATE POST LINE POST INTERMEDIATE OR CORNER POST

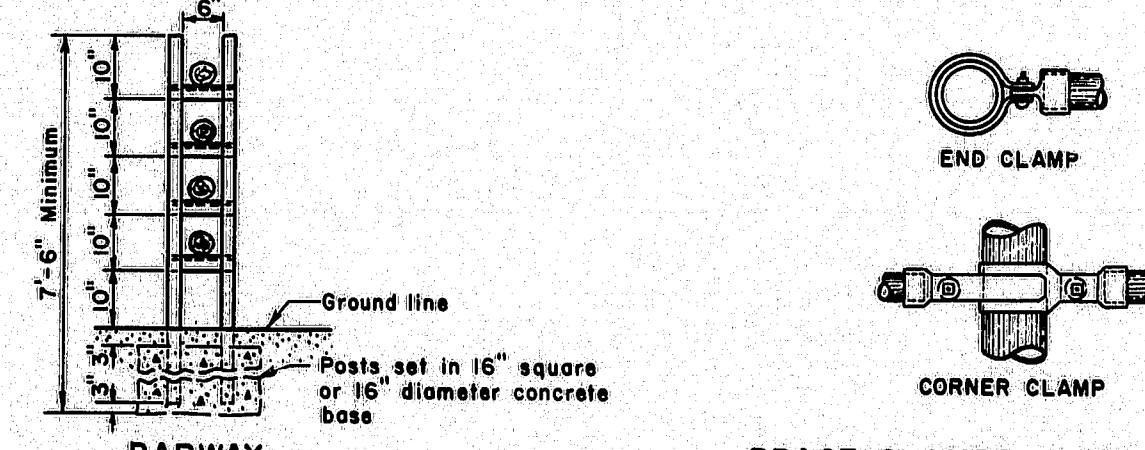
END, INTERMEDIATE AND CORNER POSTS - $2\frac{1}{2}$ " x $2\frac{1}{2}$ " x $\frac{1}{4}$ " angle or nominal diameter 2" galvanized steel pipe minimum weight of 3.65 pounds per foot with approved top cap, length 7'-6"

GATE POSTS - $3\frac{1}{2}$ " x $3\frac{1}{2}$ " x $\frac{1}{4}$ " rolled angle section, or nominal diameter $2\frac{1}{2}$ " galvanized steel pipe with minimum weight of 5.79 pounds per foot. Pipe shall be filled with concrete and have an approved top cap, length 7'-6"

BRACES - $1\frac{3}{4}$ " x $1\frac{3}{4}$ " x $\frac{1}{4}$ " rolled angle section, or nominal diameter $1\frac{1}{4}$ " galvanized steel pipe with minimum weight of 2.27 pounds per foot.

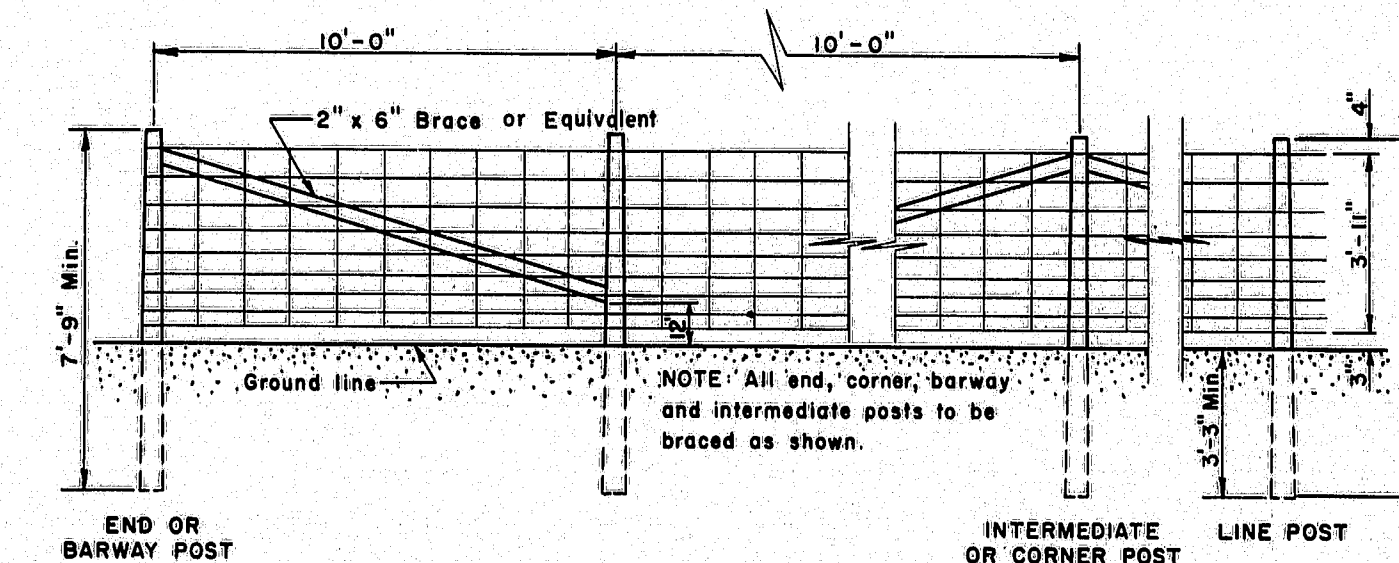
LINE POSTS - Standard studded "T" post with minimum weight of 1.33 pounds per foot or standard lug "U" post with minimum weight of 1.12 pounds per foot, length 7'-0"

WOVEN WIRE FENCING - METAL POSTS



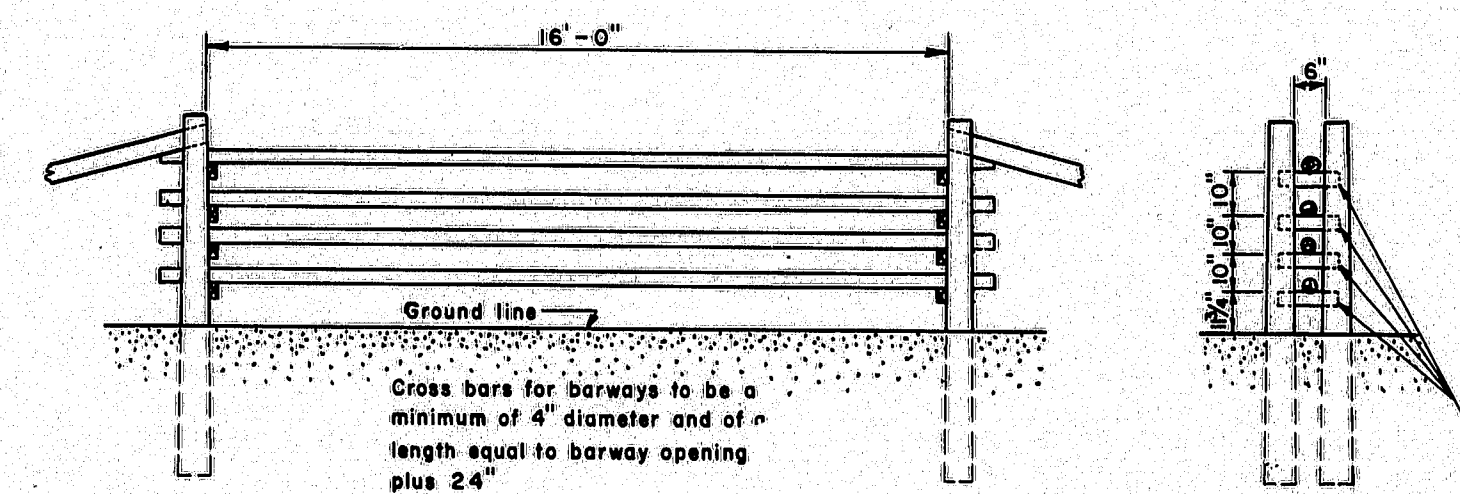
BARWAYS - Metal posts shall be installed for a 16'-0" opening. Barway posts and braces shall conform to requirements of "Gate Posts" and "Braces" under "Woven Wire Fencing - Metal Posts". Cross bar supports for barways shall be $1\frac{3}{4}$ " x $1\frac{3}{4}$ " x $\frac{1}{4}$ " rolled angle section. When round gate posts are used, length of cross bar supports shall equal center to center of posts plus 2 inches and they shall be attached to the barway post with $\frac{5}{16}$ " x $4\frac{1}{2}$ " machine bolts. When angle section gate posts are used, the length of cross bar supports shall be equal to the out to out dimensions of the angle sections and shall be attached with $\frac{5}{16}$ " x $1\frac{1}{2}$ " machine bolts. All bracing shall conform to the requirements of "Woven Wire Fencing - Metal Posts". Cross bars shall be as required for "Barways - Wood Posts."

BARWAYS - METAL POSTS

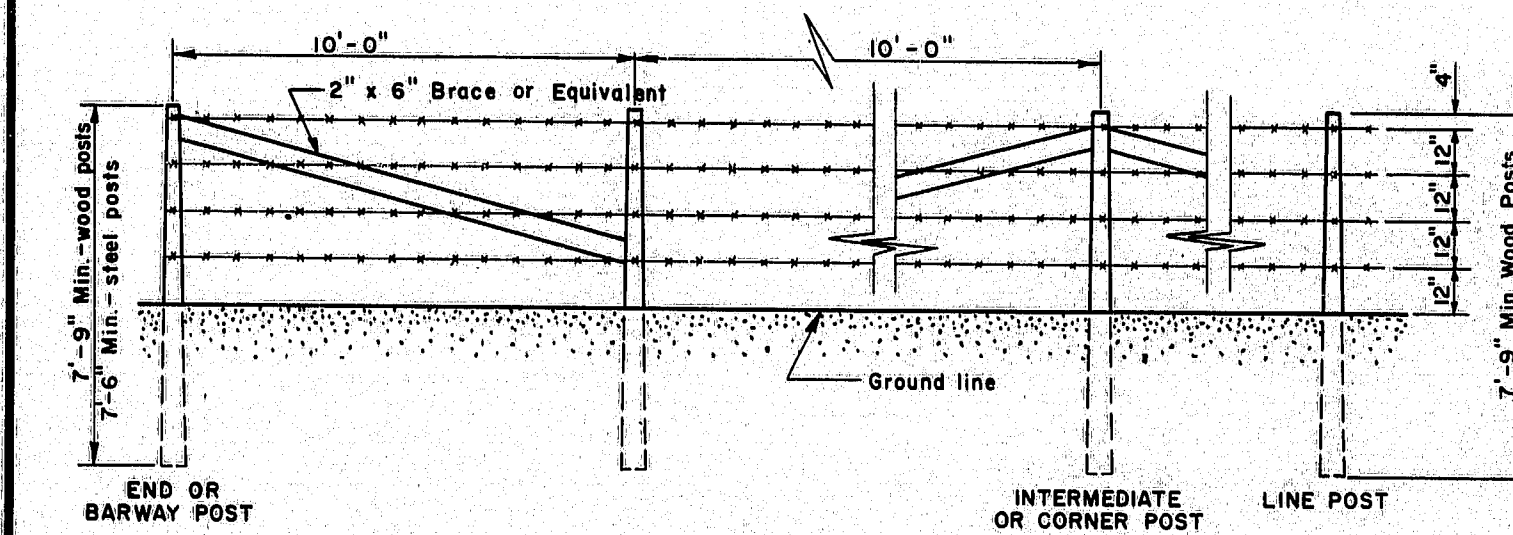


WOVEN WIRE FENCING - WOOD POSTS

Staples for wood posts to be 9 ga. $1\frac{1}{2}$ ", placed according to the specifications.

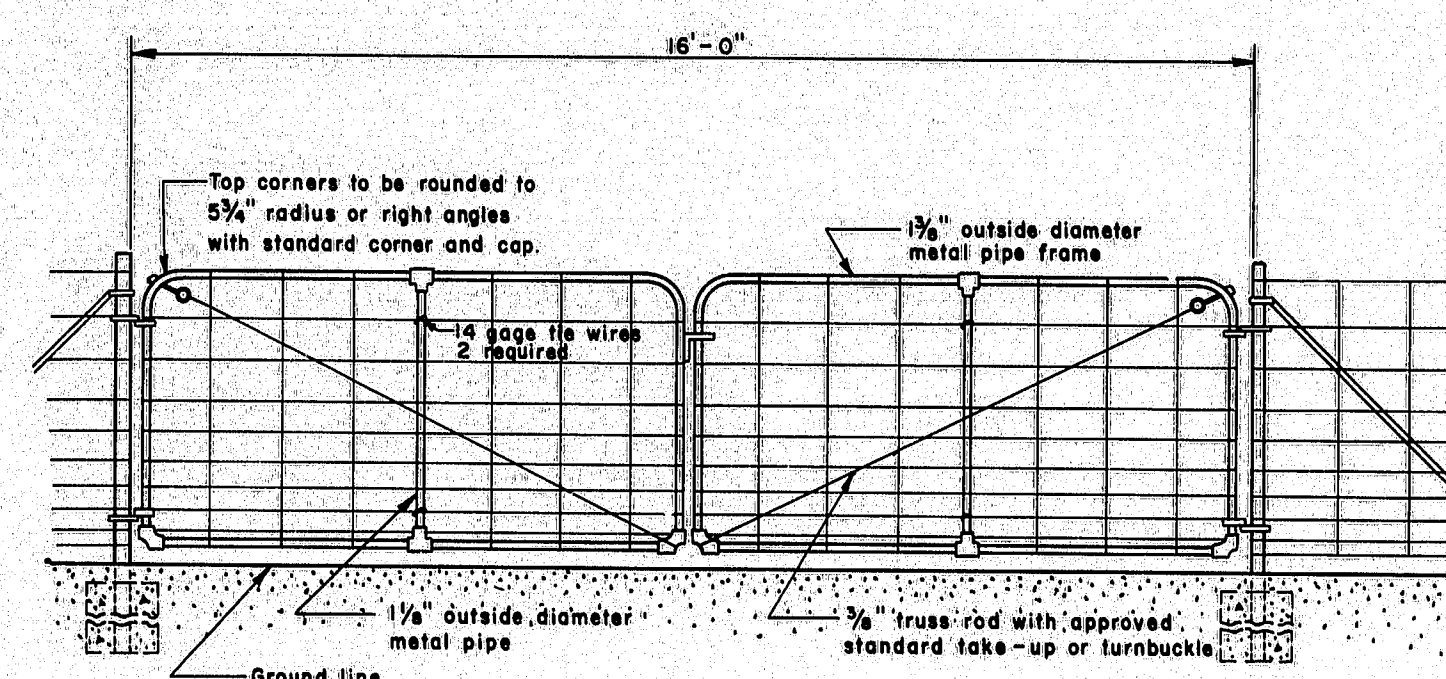
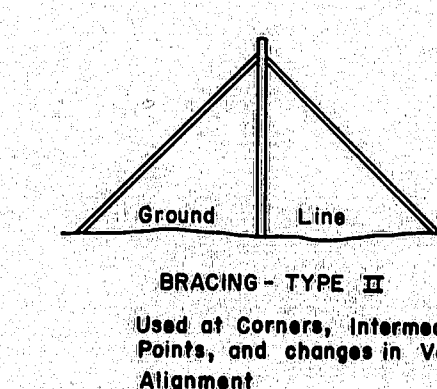
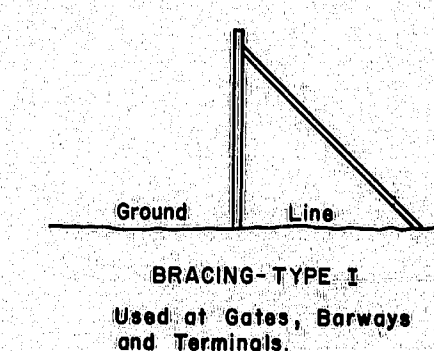


BARWAYS - WOOD POSTS



"Barbed Wire - Metal Posts" shall be constructed with the post and wire spacing shown above. Metal posts and braces shall conform to all the requirements noted and shown for "Woven Wire Fencing - Metal Posts," including concrete bases.

BARBED WIRE FENCING - WOOD POSTS AND BARBED WIRE FENCING - METAL POSTS



Gate posts, braces and anchorages to be as specified under "woven wire fencing - metal posts."

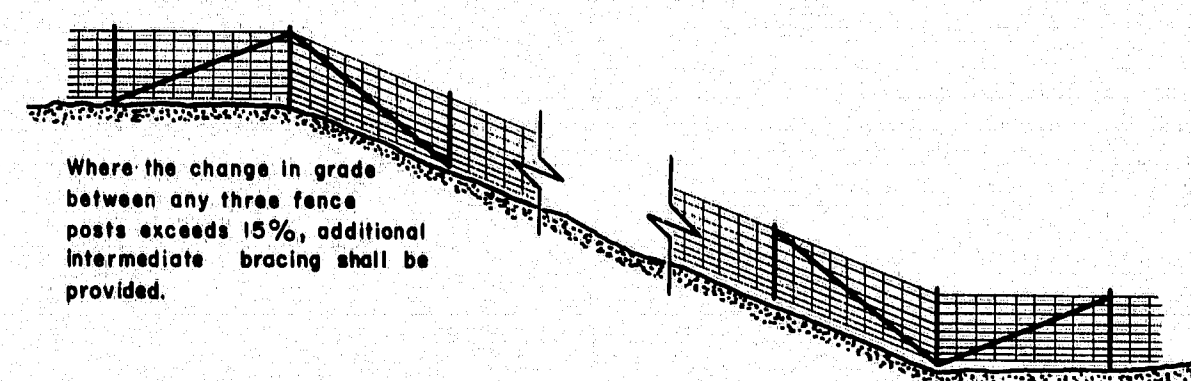
All gates shall be installed with the top hinge pin pointing down

Wire for gates shall conform to A.S.T.M. A116, class I, design no. 1047-12-11.

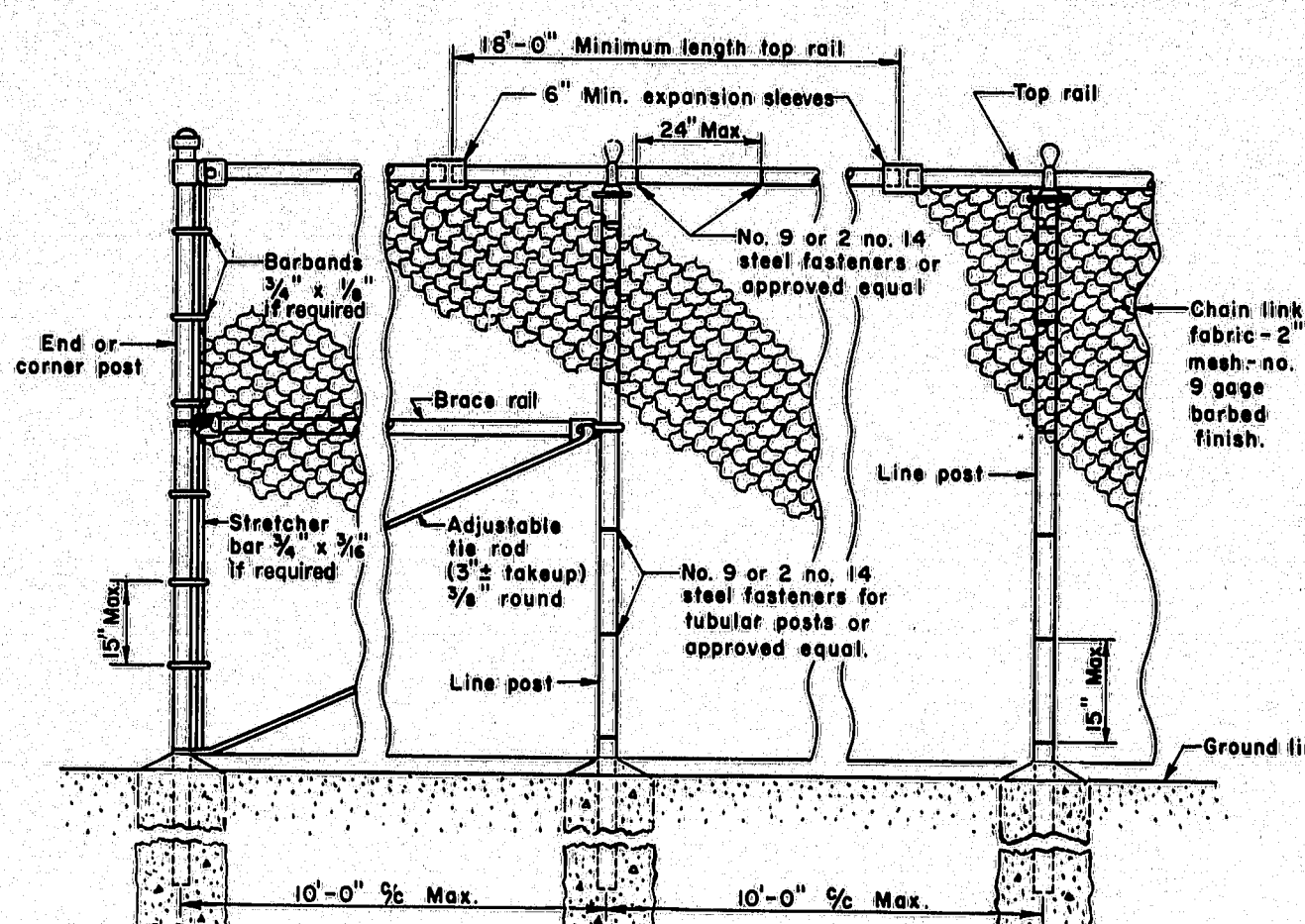
The required fittings for fence and gates shall be steel or malleable iron of approved standard type.

Gates shall be furnished with standard fork latch and one piece of $3/4$ " straight link, alloy steel chain, 24" long. One end shall be attached to gate frame and attached to the other end shall be a snap lock or other approved fastening device.

DRIVE GATEWAYS - 16 FEET



INTERMEDIATE BRACING

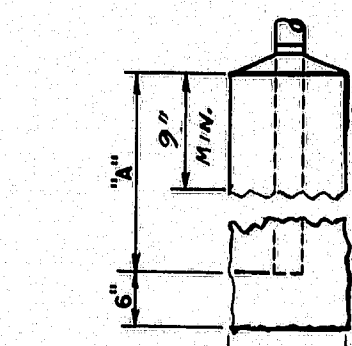


END OR CORNER POSTS: Nominal 2" diameter, galvanized steel pipe, minimum 3.65 pounds per linear foot or $2\frac{1}{4}$ " x 2" "H" section, 4.10 lbs./l.f., or $3\frac{1}{2}$ " x $3\frac{1}{2}$ " "L" section with with integral fabric loops 5.14 lbs./l.f.

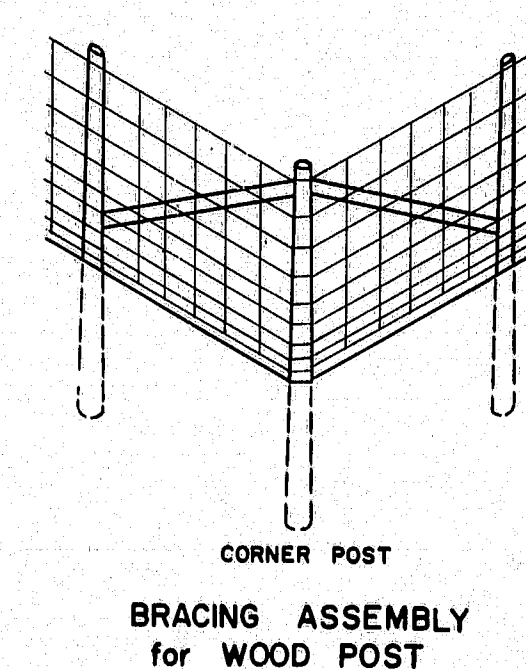
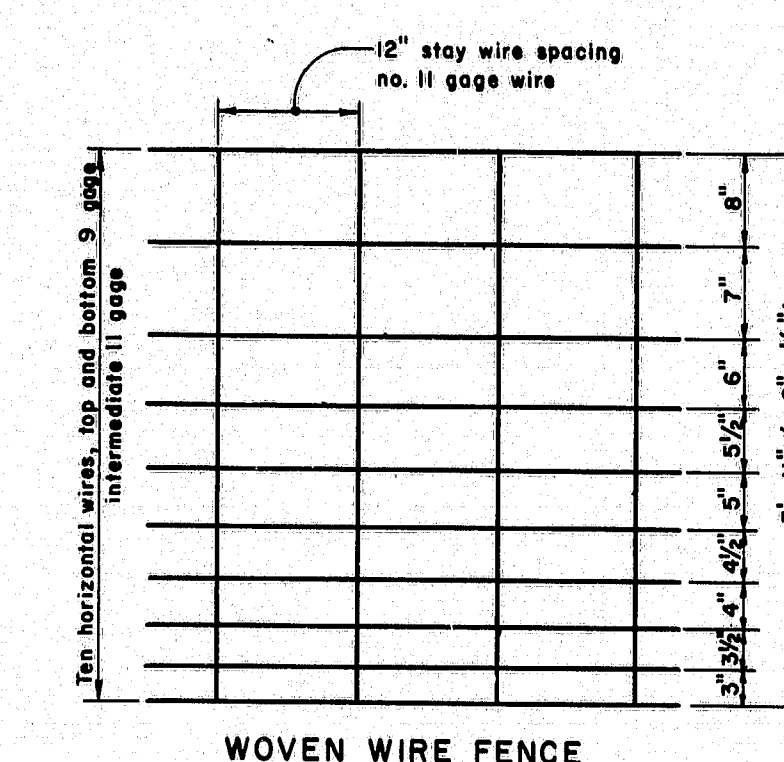
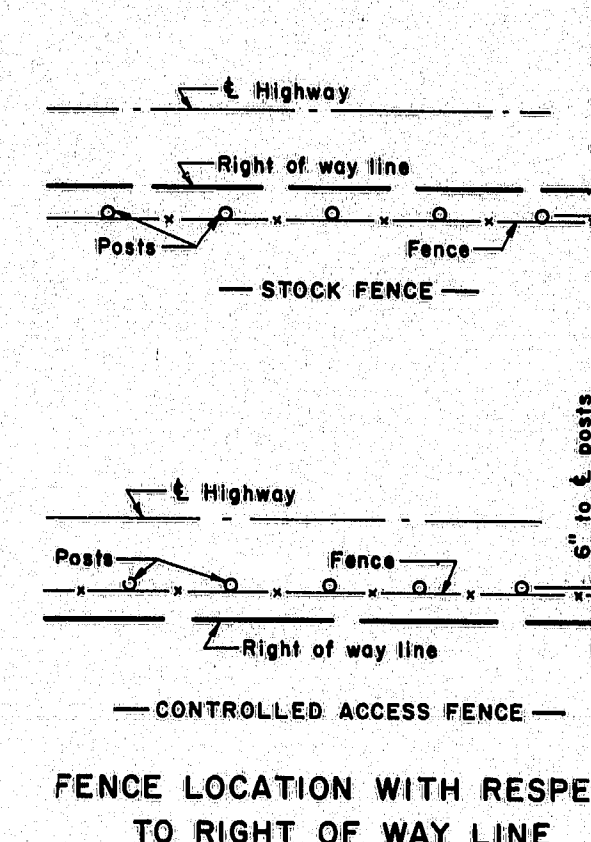
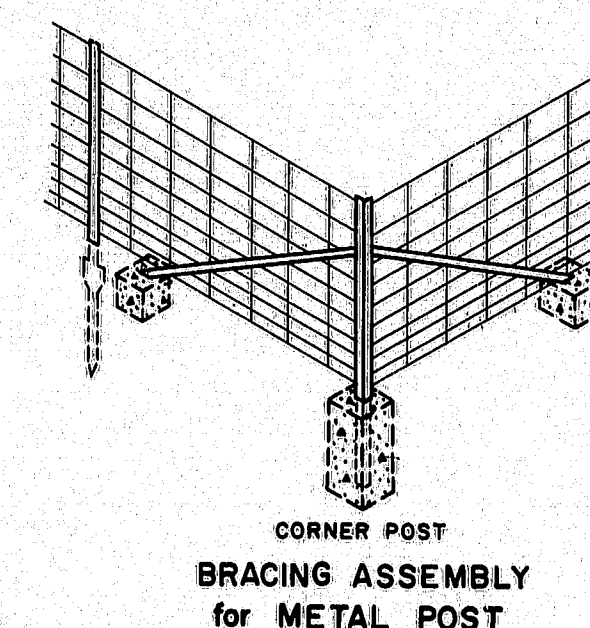
LINE POSTS: Nominal $1\frac{1}{2}$ " diameter, galvanized steel pipe, minimum weight 2.72 pounds per linear foot or $1\frac{1}{2}$ " x $1\frac{1}{2}$ " steel "H" section 2.70 lbs./l.f.

TOP & BRACE RAILS: Nominal $1\frac{1}{4}$ " diameter, galvanized steel pipe, minimum weight 2.27 lbs./l.f. or $1\frac{1}{4}$ " x $1\frac{1}{4}$ " "H" shaped, rolled section.

STRETCHER BARS: Length to be 1" less than full height of fabric. One stretcher bar for each gate and end post, and two stretcher bars for corner and bracing.



CHAIN LINK FENCE



GENERAL NOTES: FENCING

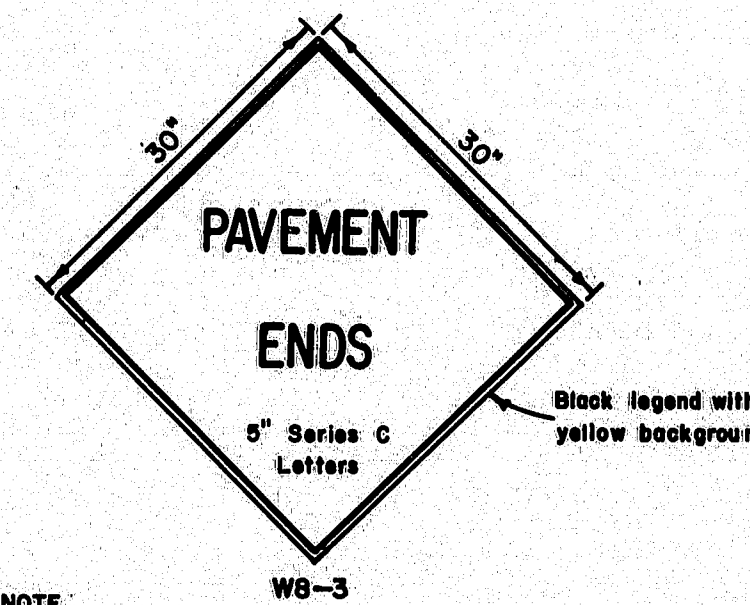
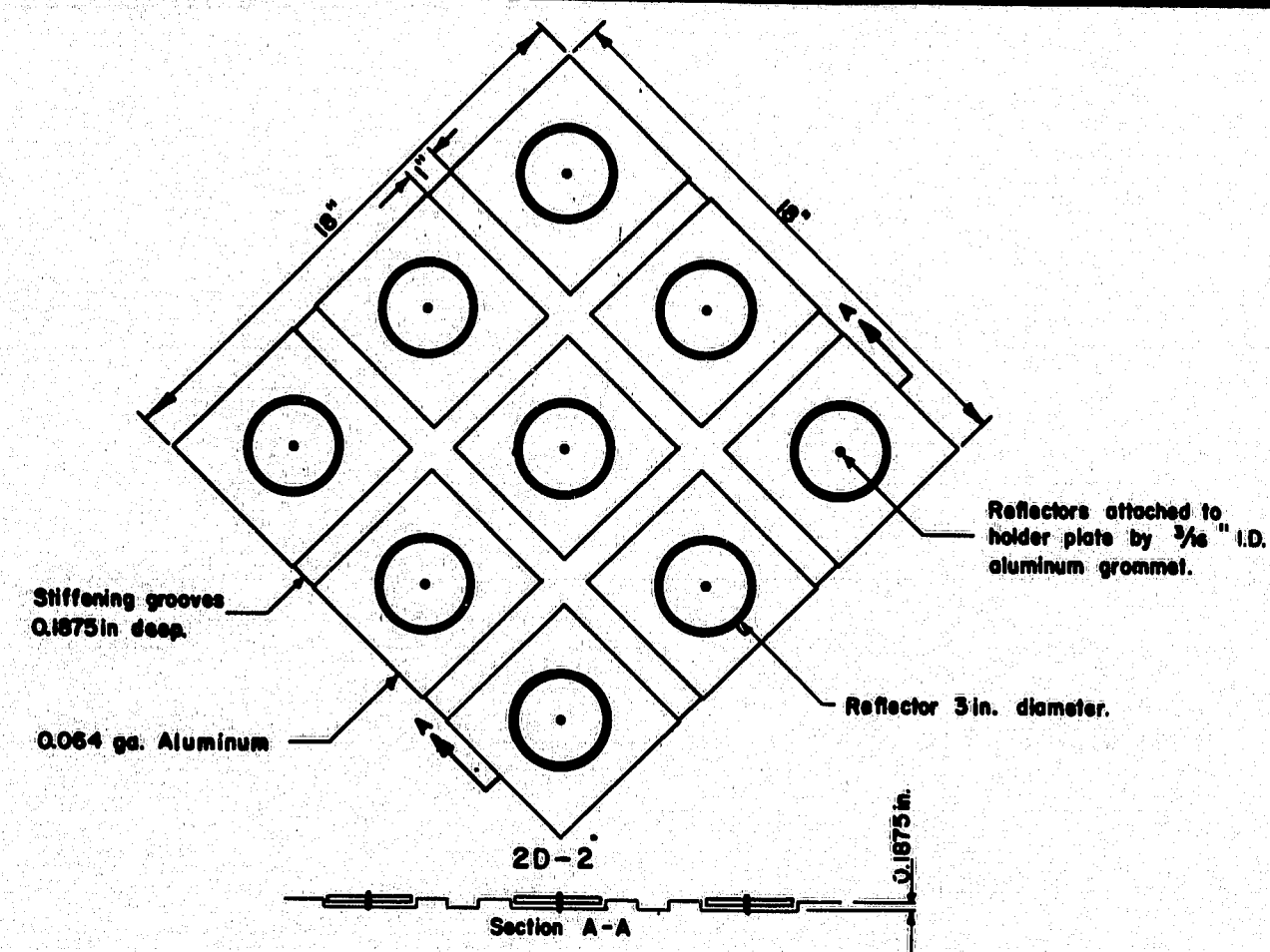
- When ledge is encountered, steel posts shall be set and grouted 12" deep unless the posts penetrate the ground to the depth indicated on the drawings.
- When wood posts are used, braces shall be attached to posts with a minimum of 4, 40 penny nails per attachment.
- When the word "standard" is used, it shall be interpreted as "if it were followed by the expression 'to the fence industry'"
- Woven Wire and Barbed Wire Fencing shall be attached to wood posts with 9 gauge $1\frac{1}{2}$ " galvanized staples.
- Concrete for post foundations shall be class B.
- In well formed holes with vertical walls, forms will be required only at the top 9 inches. Holes which cannot be well formed shall have forms for the full depth of the base.

SPACING OF FENCE POSTS ON CURVES:	Normal spacing
Radius of curve at fence location	
Over 500 feet	10 feet
Over 200 feet to 500 feet	8 feet
Over 100 feet to 200 feet	6 feet
100 feet or less	5 feet

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE
PLATE F	8 - 10 - 70	
PLATES B,C,D,F,H	7 - 10 - 72	

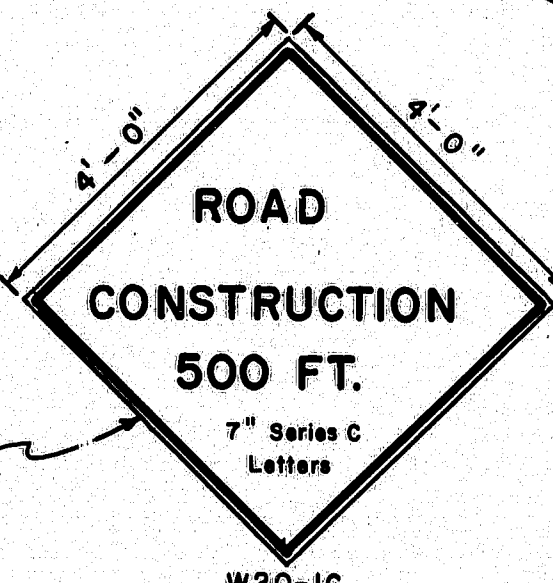
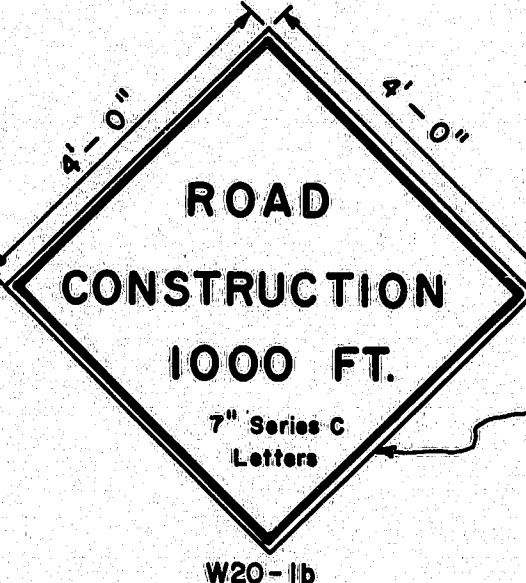
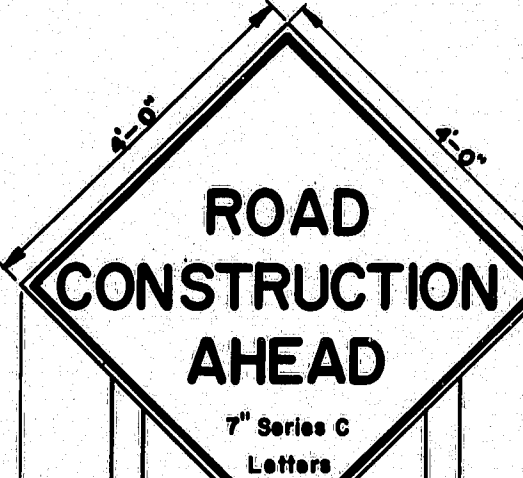
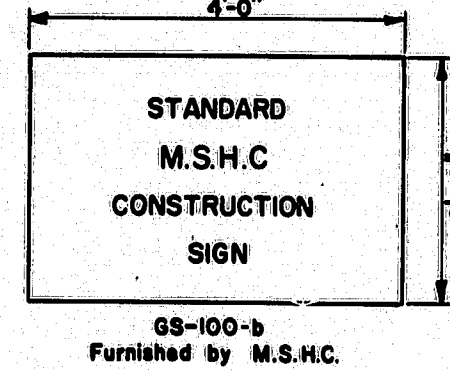
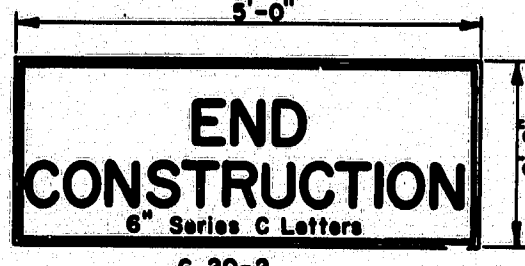
AUG. 1969

173-172-5(40)



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

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

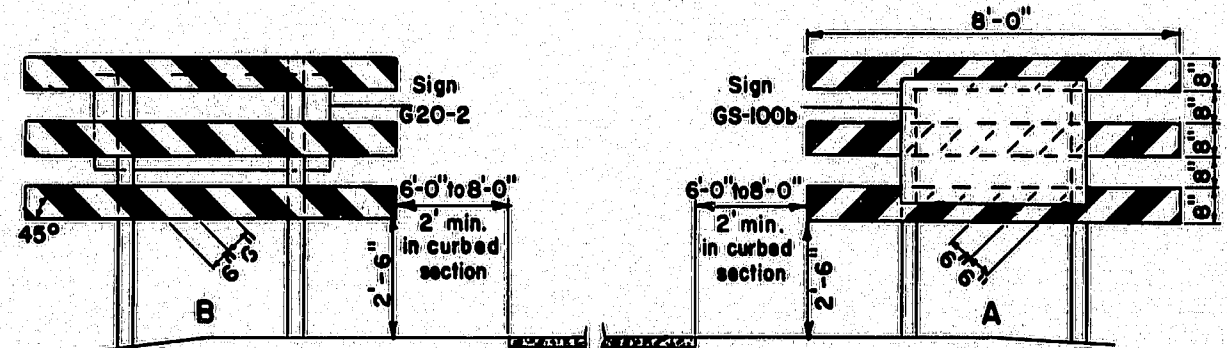


CONSTRUCTION SIGNS

- GENERAL NOTES - BARRICADES
- 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.
 - White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black background or orange reflective background to form the black or orange and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
 - All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1966.
 - Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

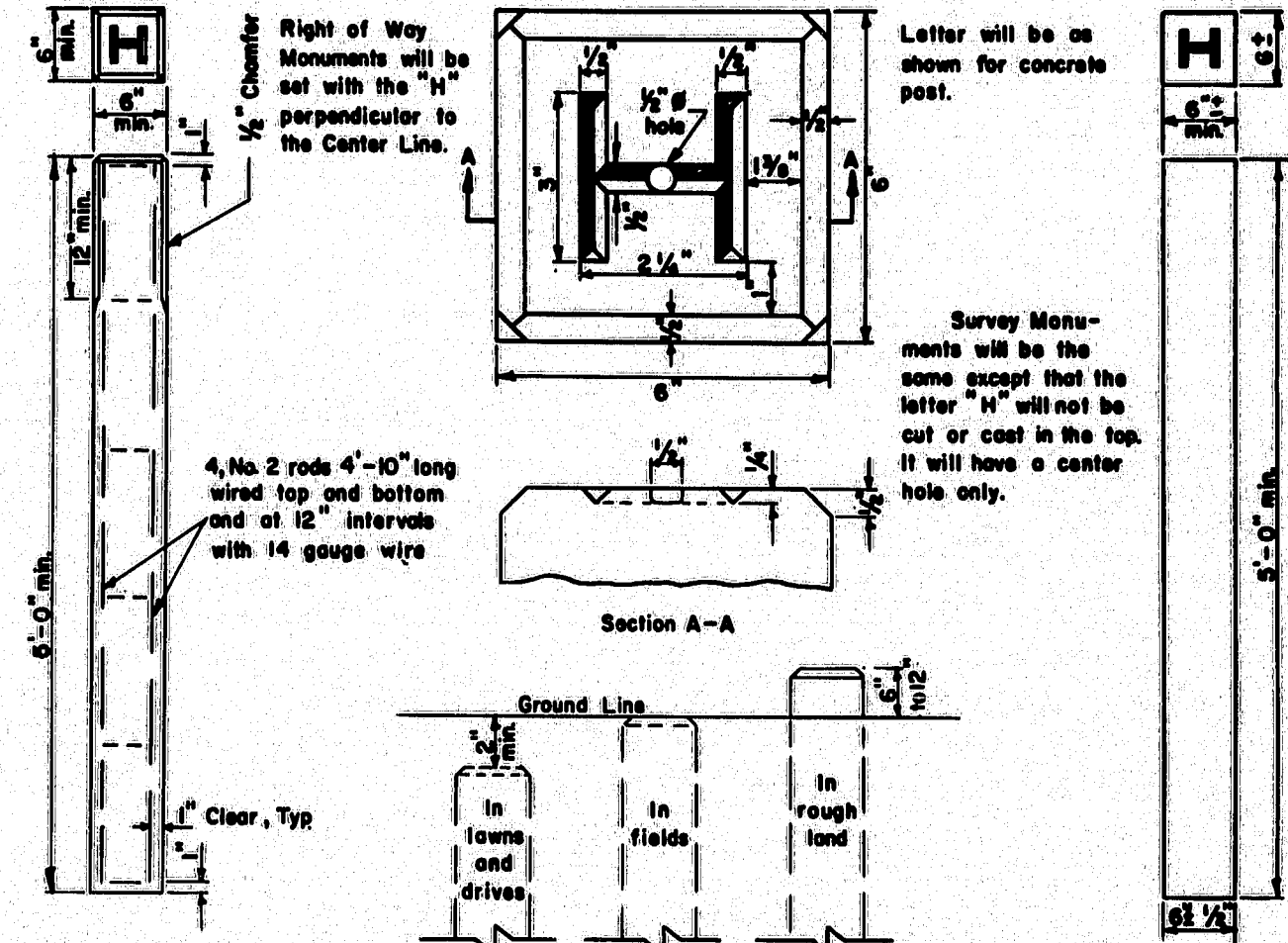
- NOTES - PORTABLE BARRICADES
- Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
 - The detour sign shall be an oversized M-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
 - 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.
 - When two W1-6 signs are required, R11-2, R11-3, or R11-4 signs shall be omitted.
 - Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
 - Location of electric service and meter to be determined after the power source has been located.

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

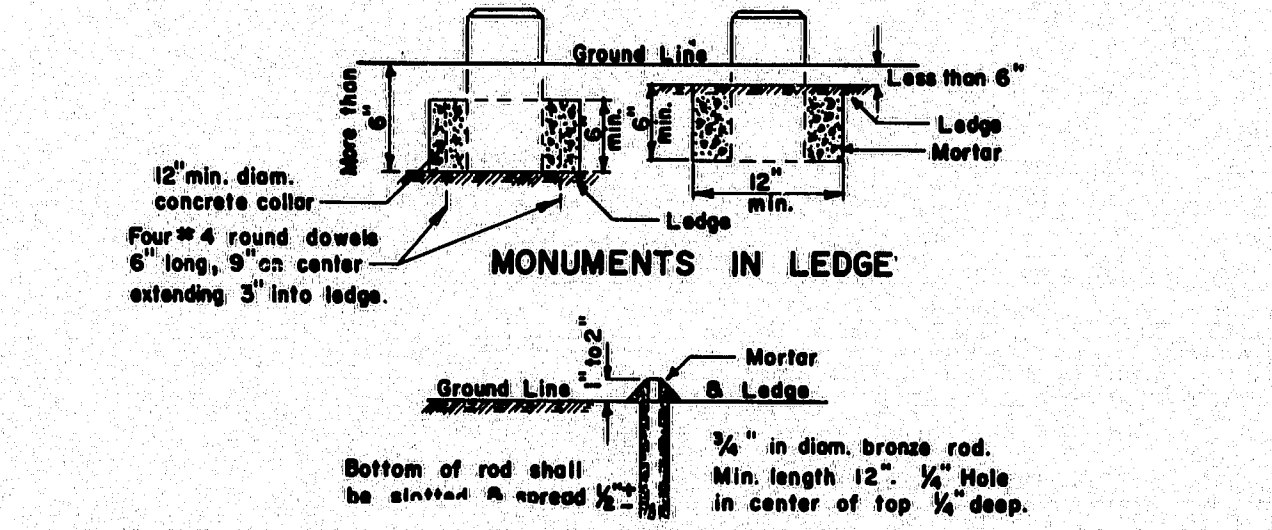


WING BARRICADES

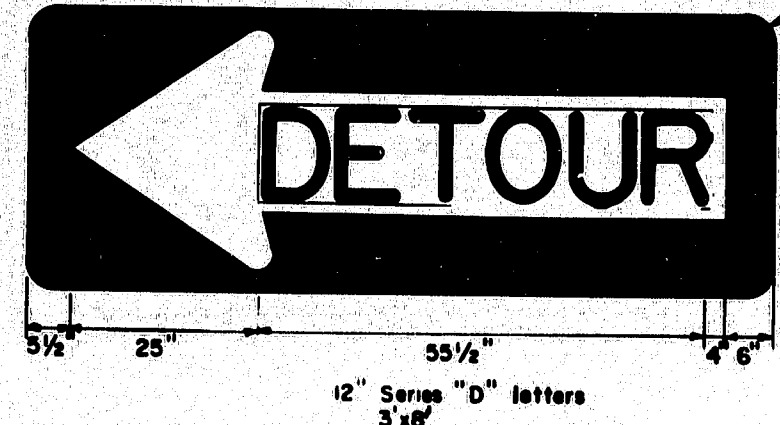
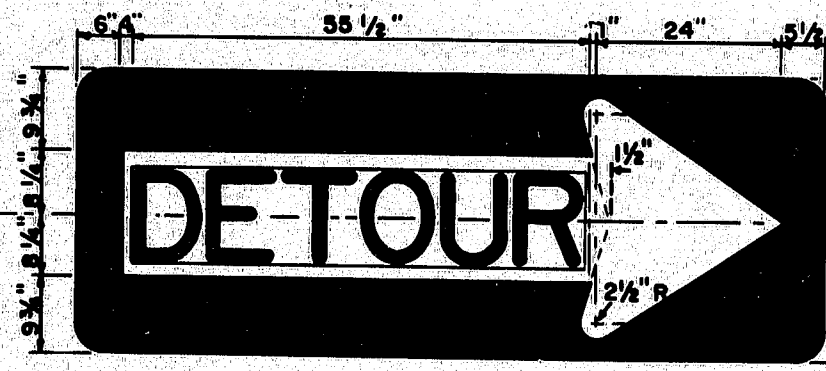
RIGHT OF WAY & SURVEY MONUMENTS



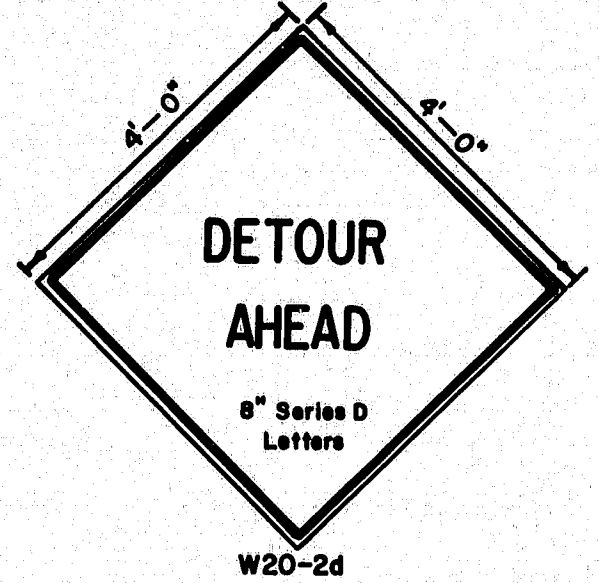
CONCRETE MONUMENT, MONUMENTS IN EARTH, GRANITE MONUMENT



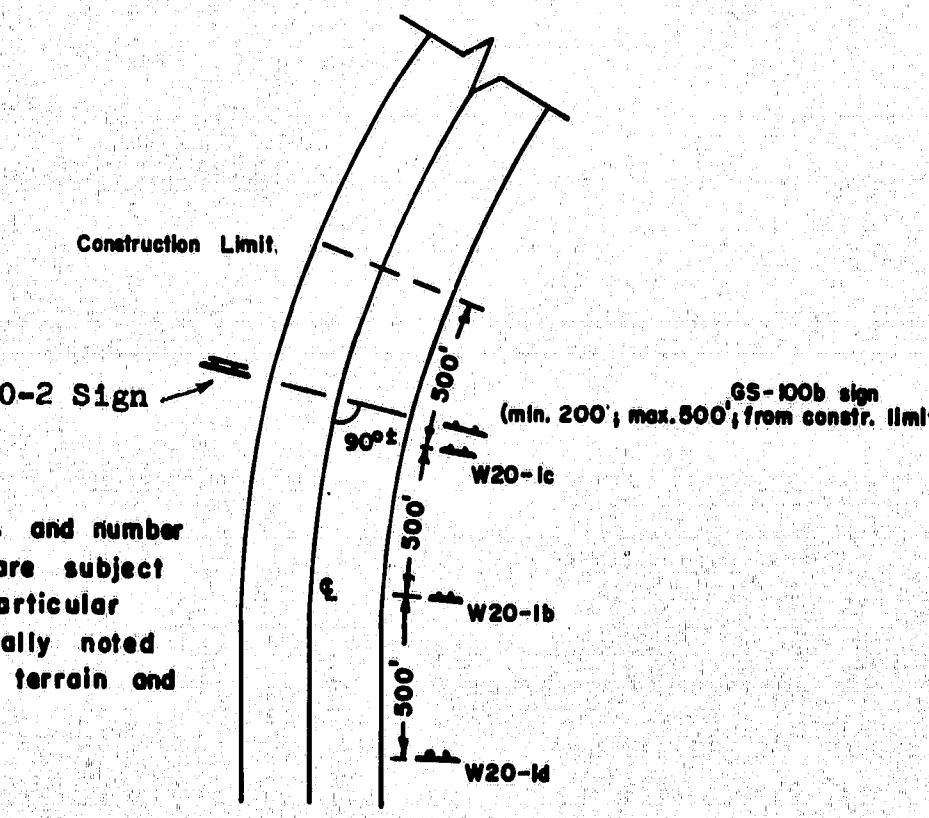
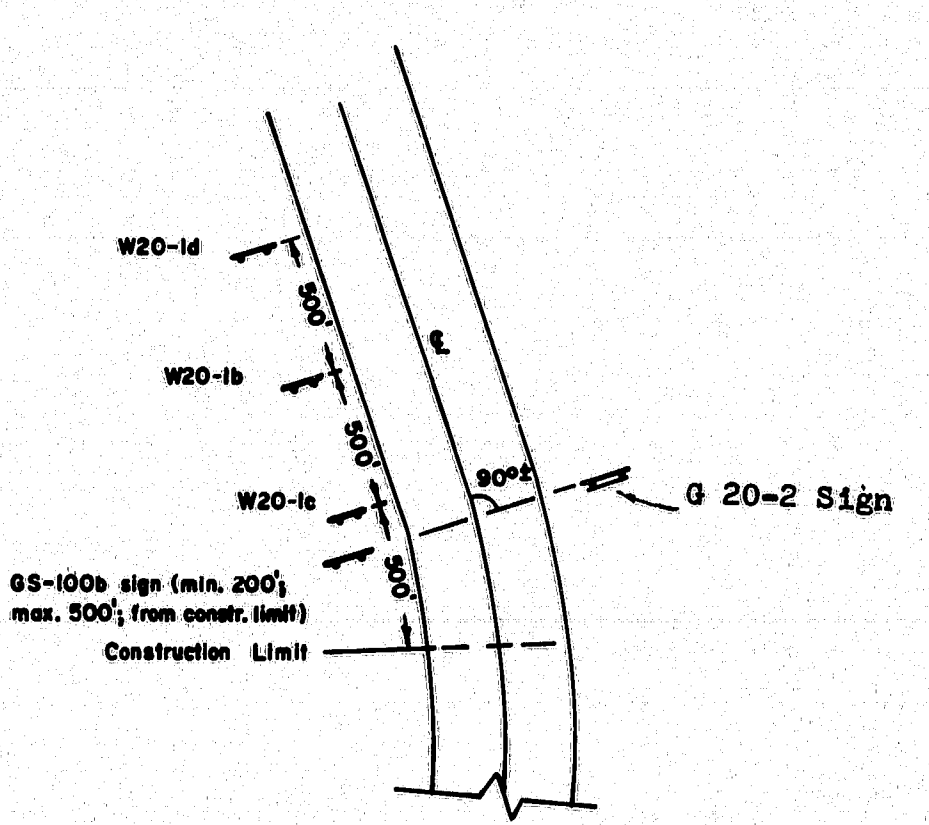
BRONZE PIN MARKERS



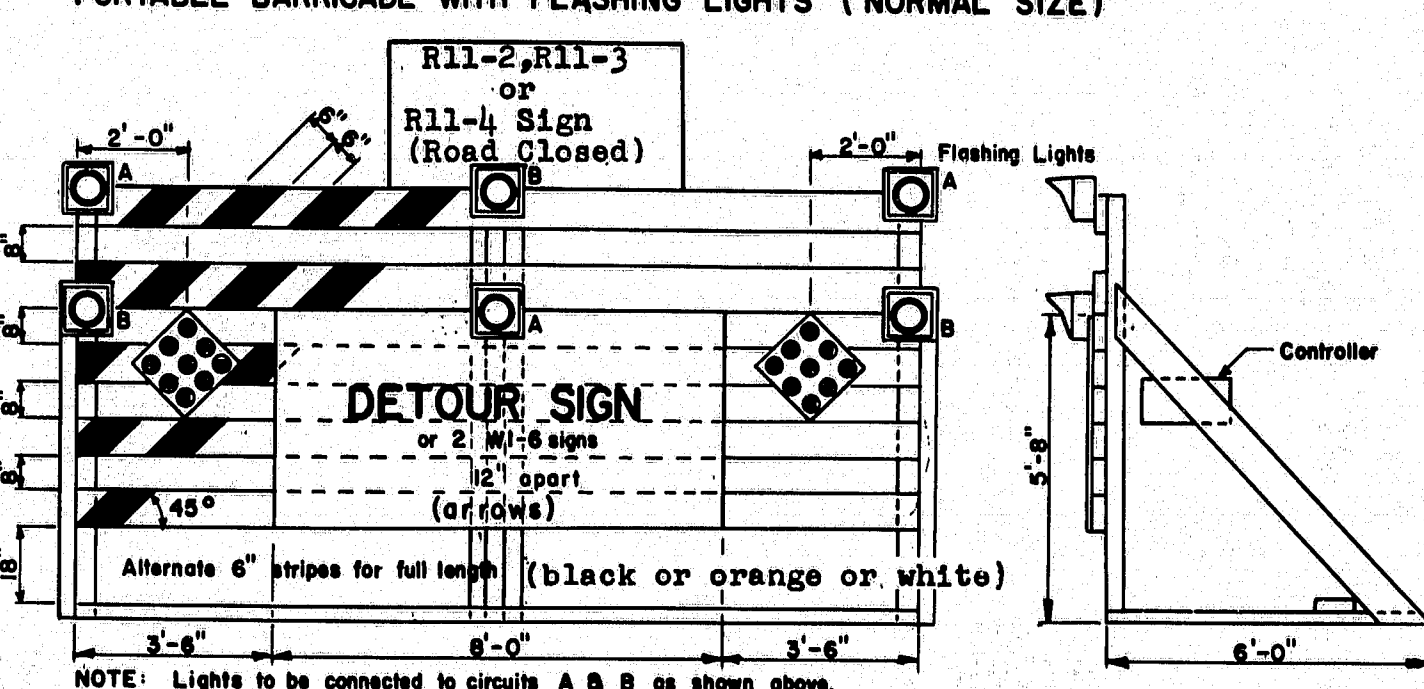
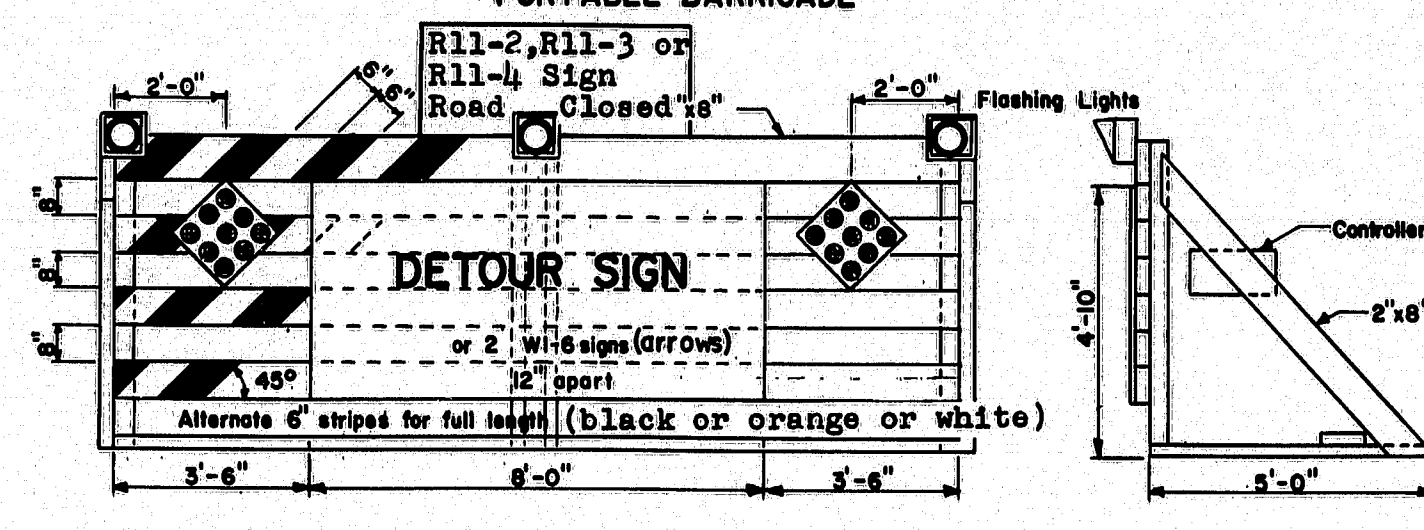
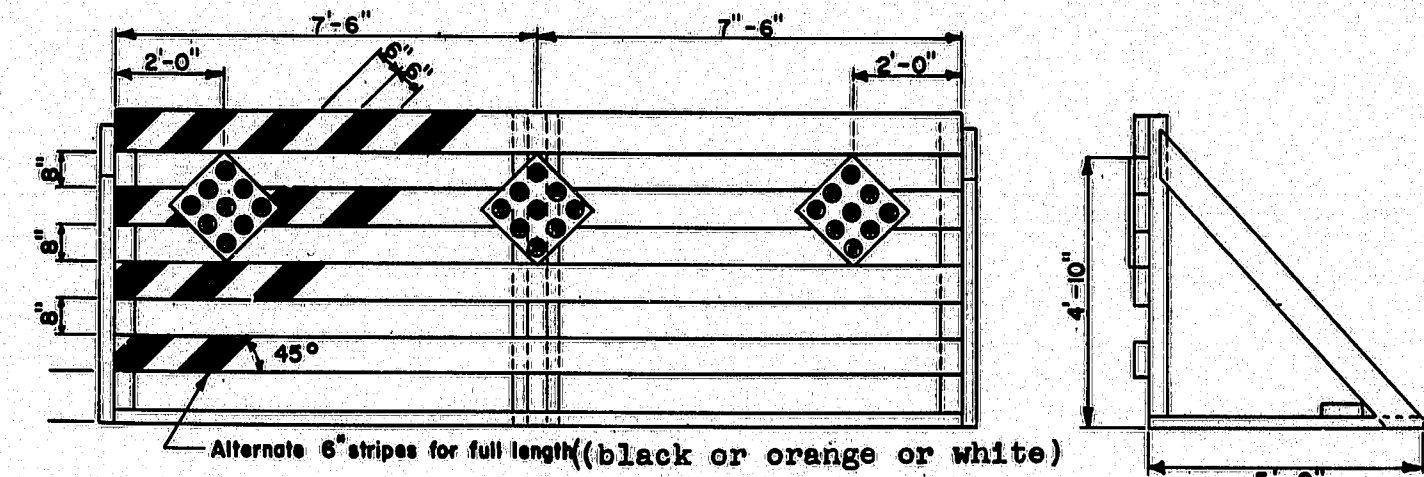
DETOUR SIGN M 4-(L)



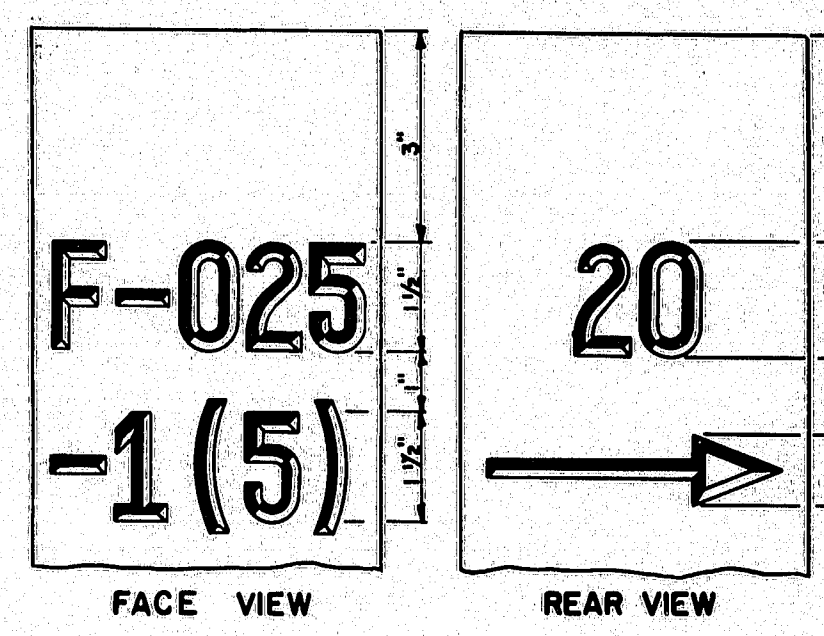
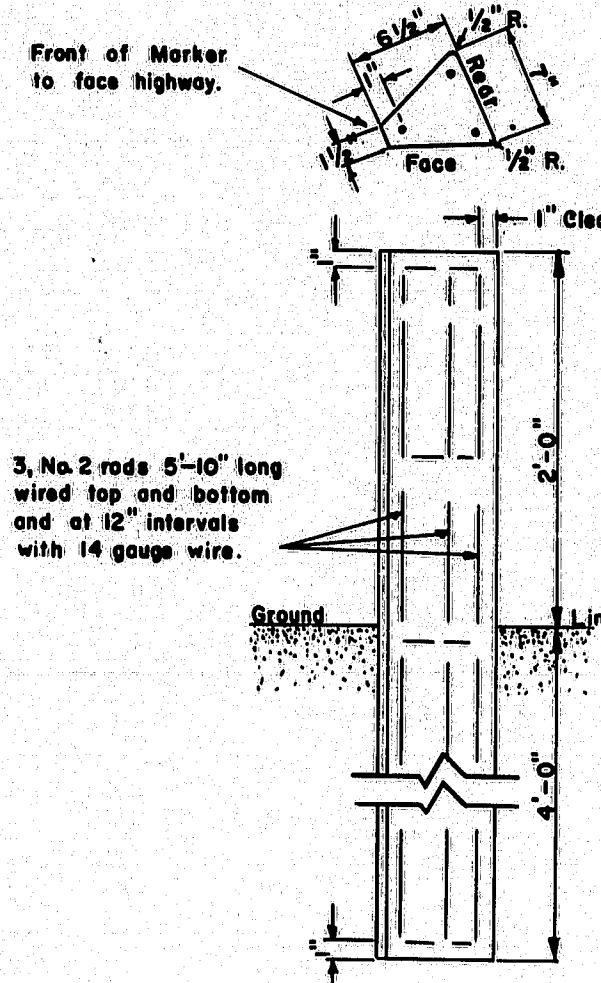
STANDARD SIGN LOCATIONS



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.



OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS BARRICADES

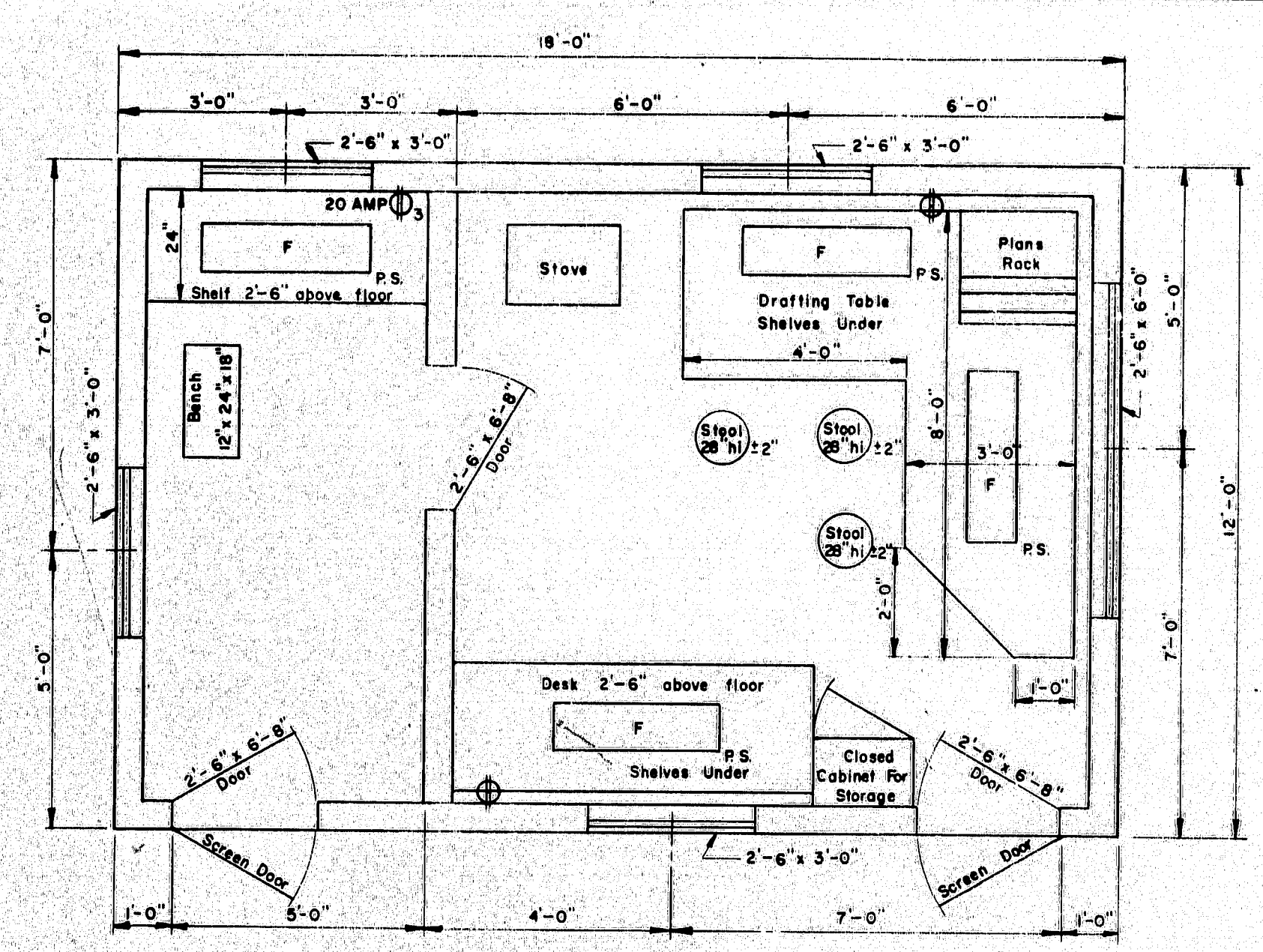


- NOTES
- Distance from roadway shall be 30' minimum.
 - When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3" down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
 - All markings to be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

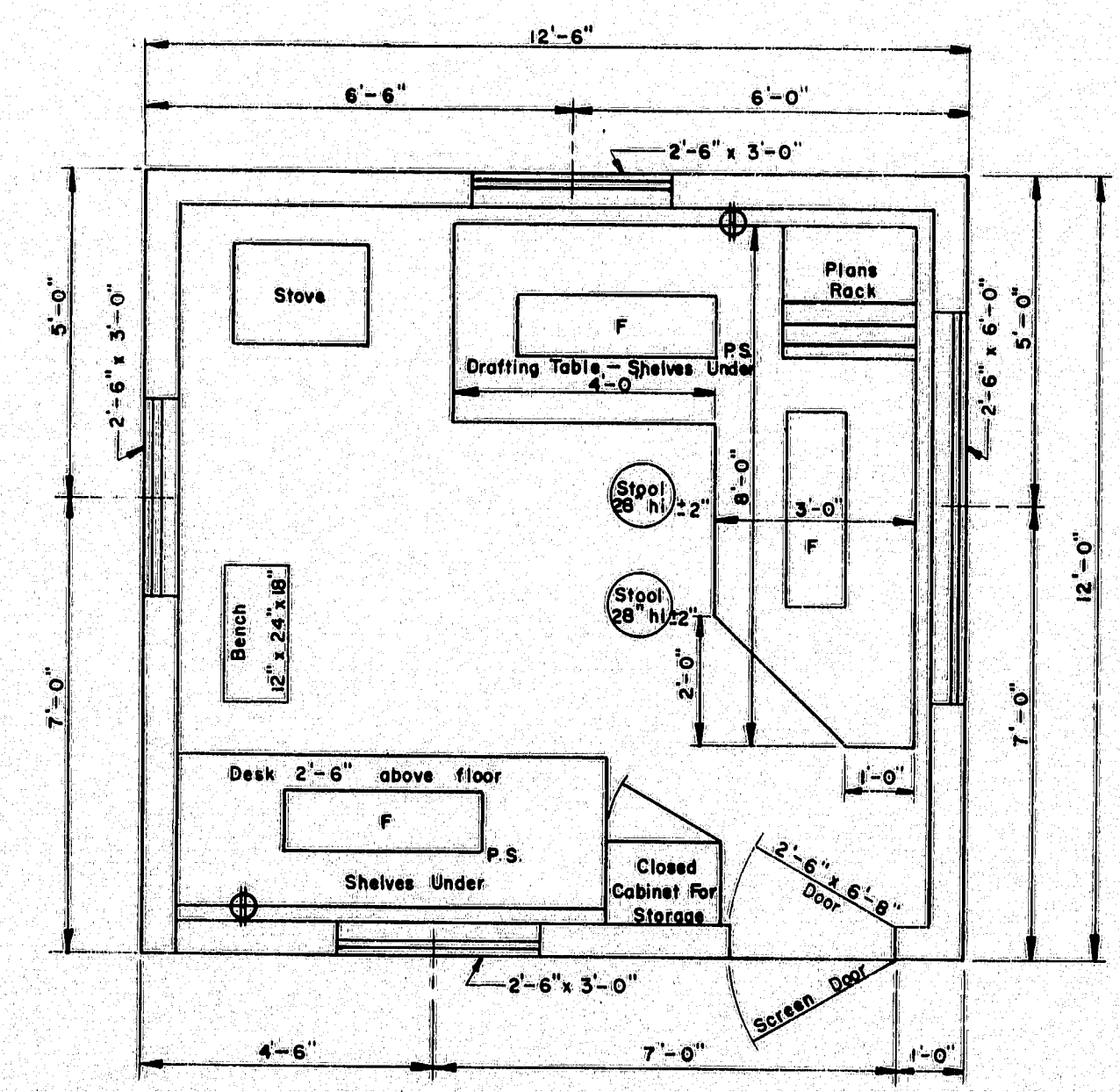
PROJECT MARKERS

REVISION		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE	
PLATE B	12-21-70	BARRICADES WARNING SIGNS MONUMENTS PROJECT MARKERS	
PLATE C	12-15-71		
PLATE D	10-12-72		
		AUG. 1969	

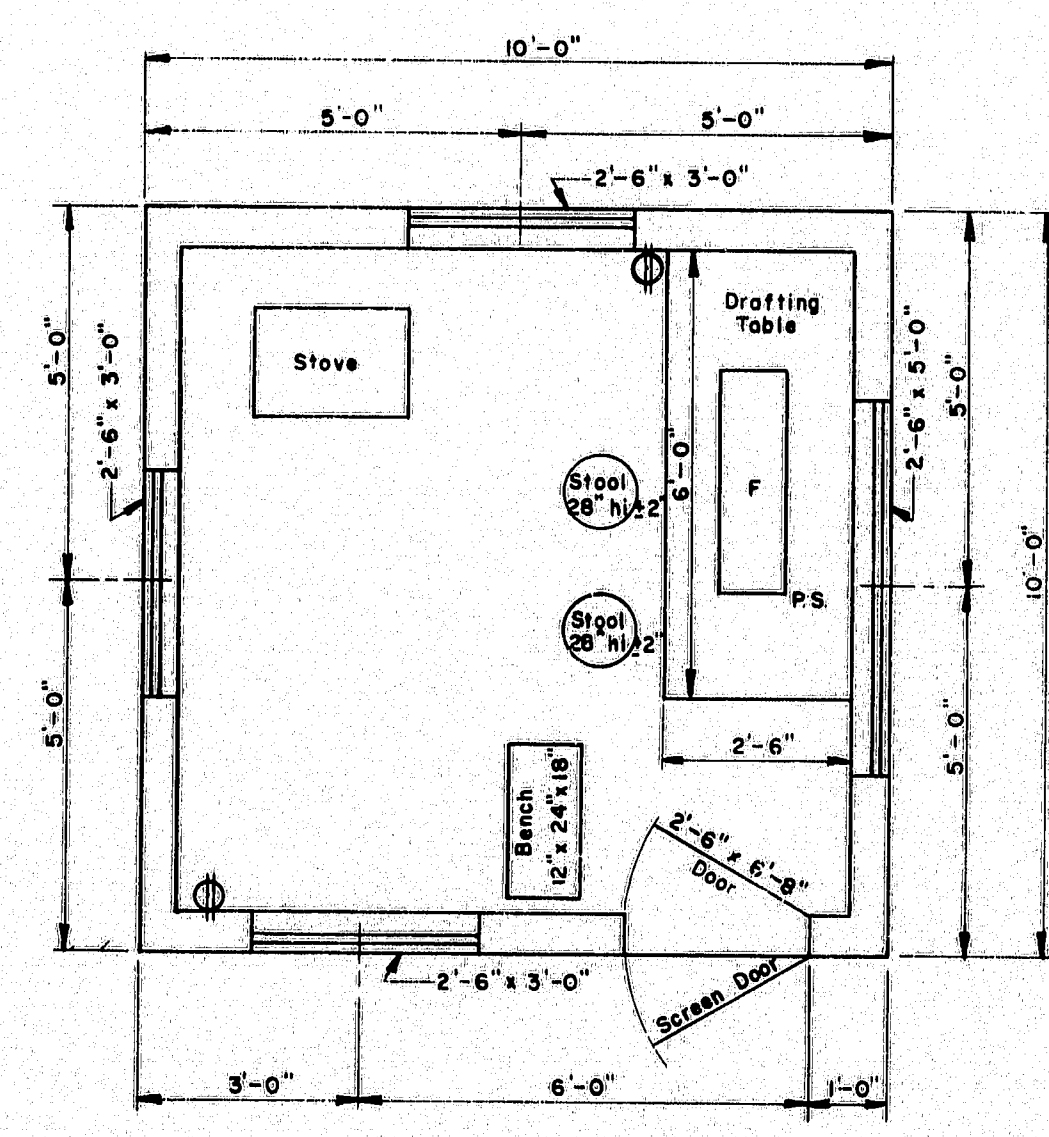
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-75-5(40)	118	125



FLOOR PLAN
TYPE "A"

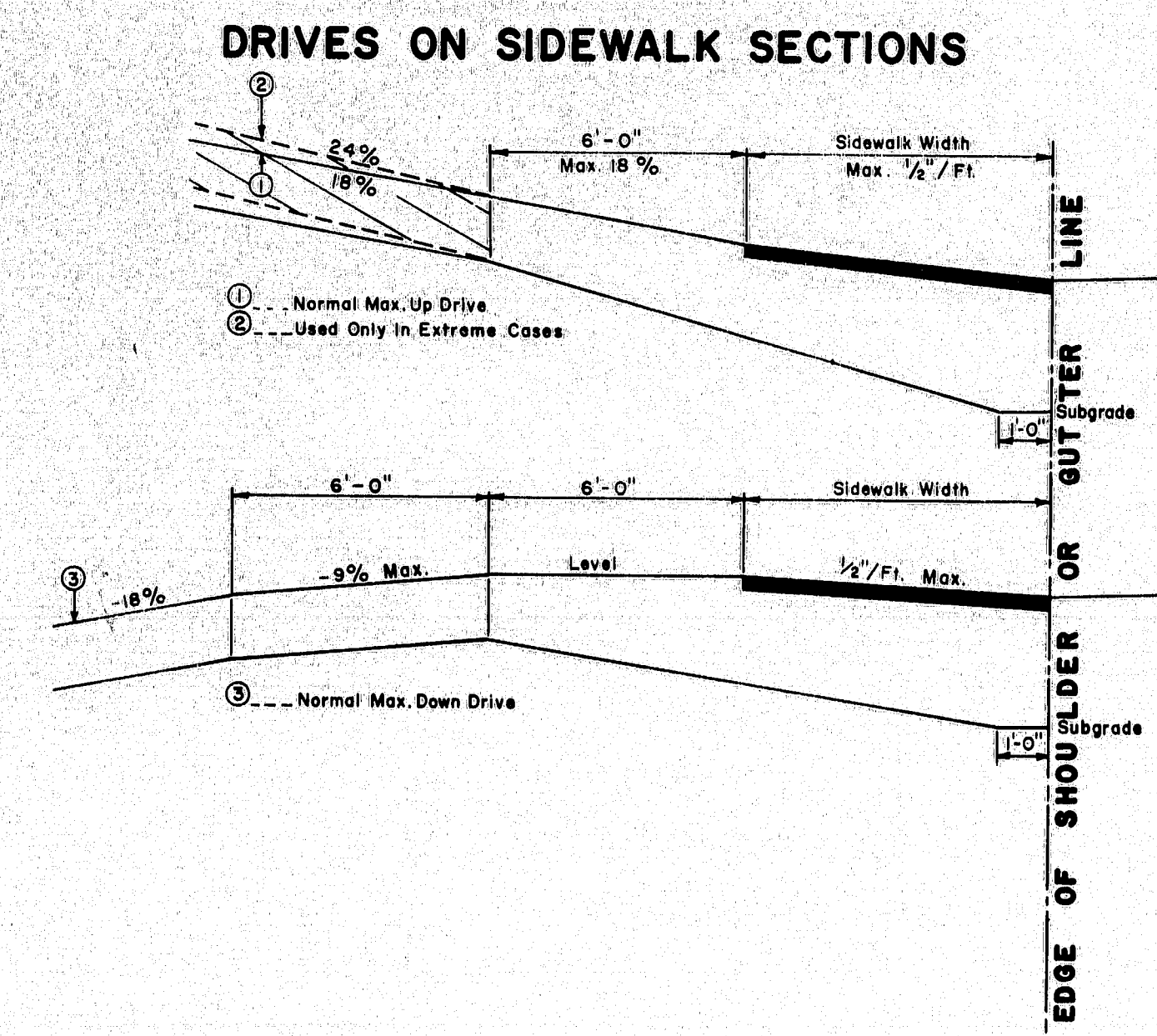


FLOOR PLAN
TYPE "B"

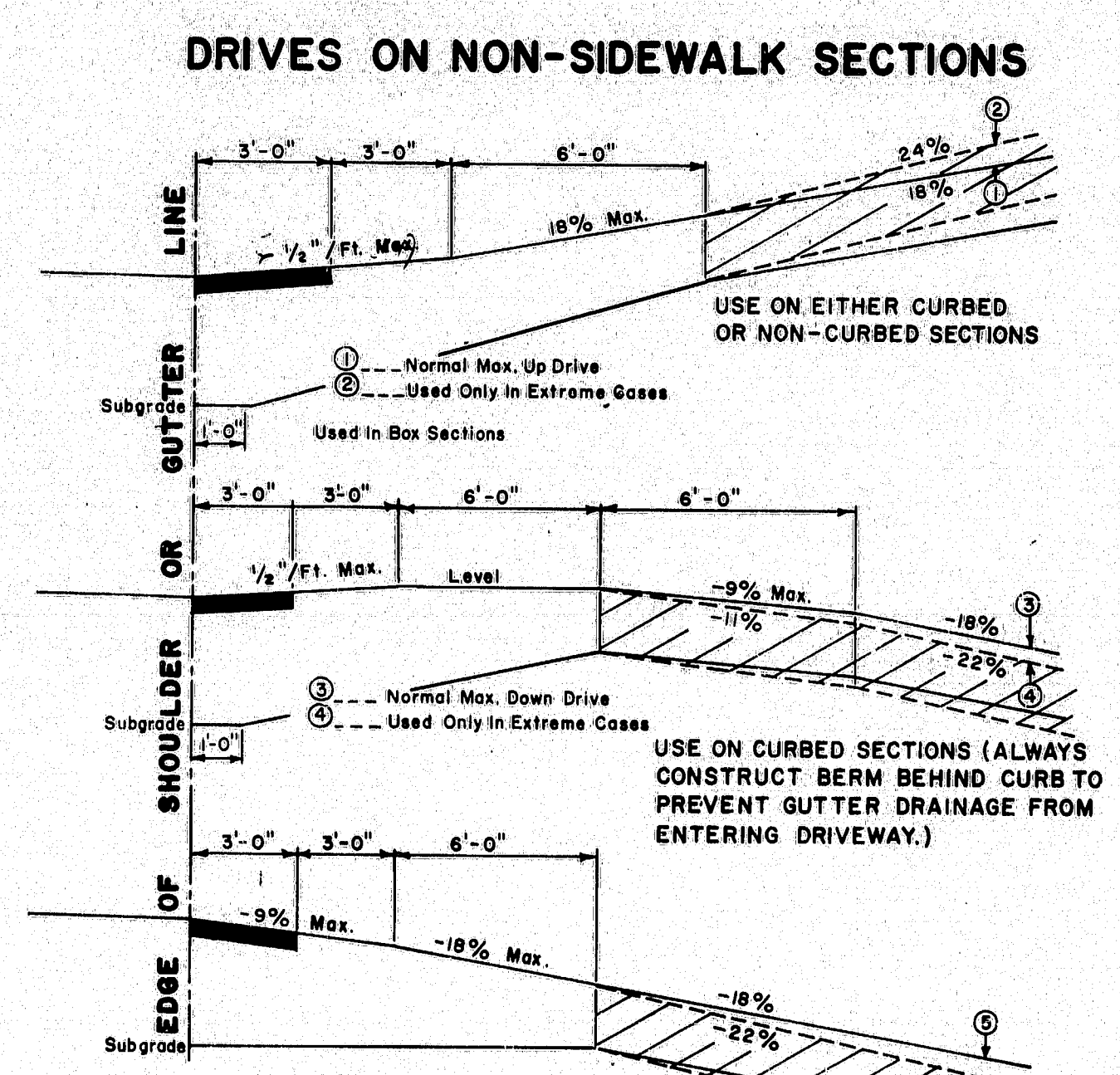


FLOOR PLAN
TYPE "C"

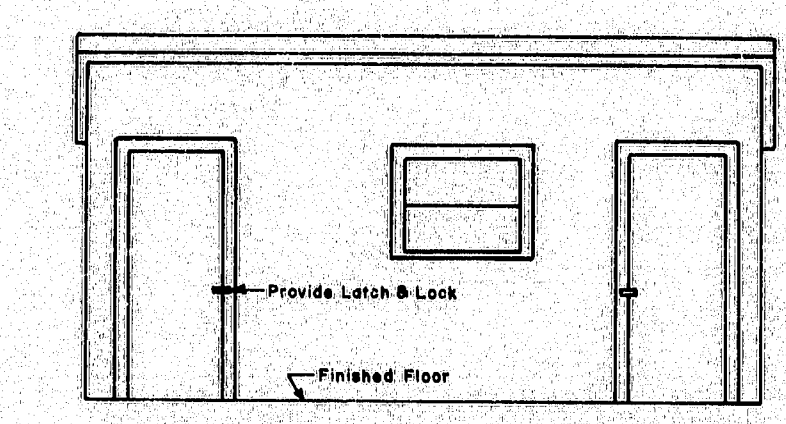
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct 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.



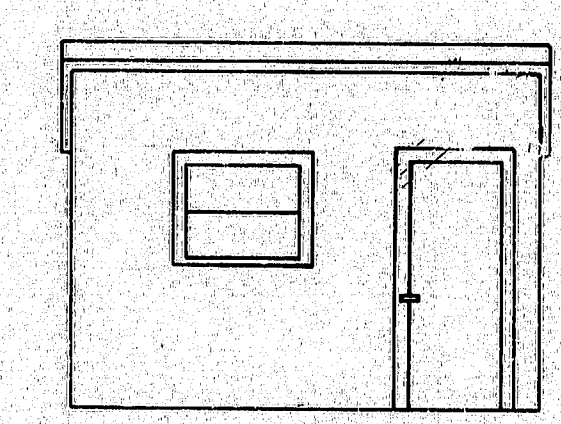
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



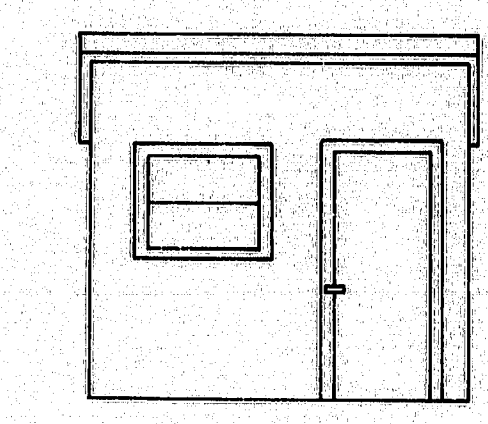
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
 - Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
 - When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.



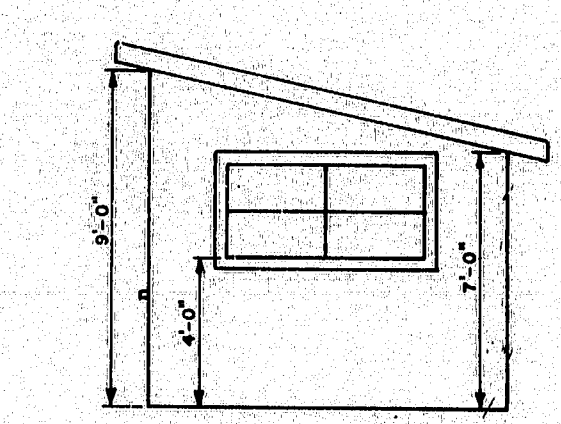
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



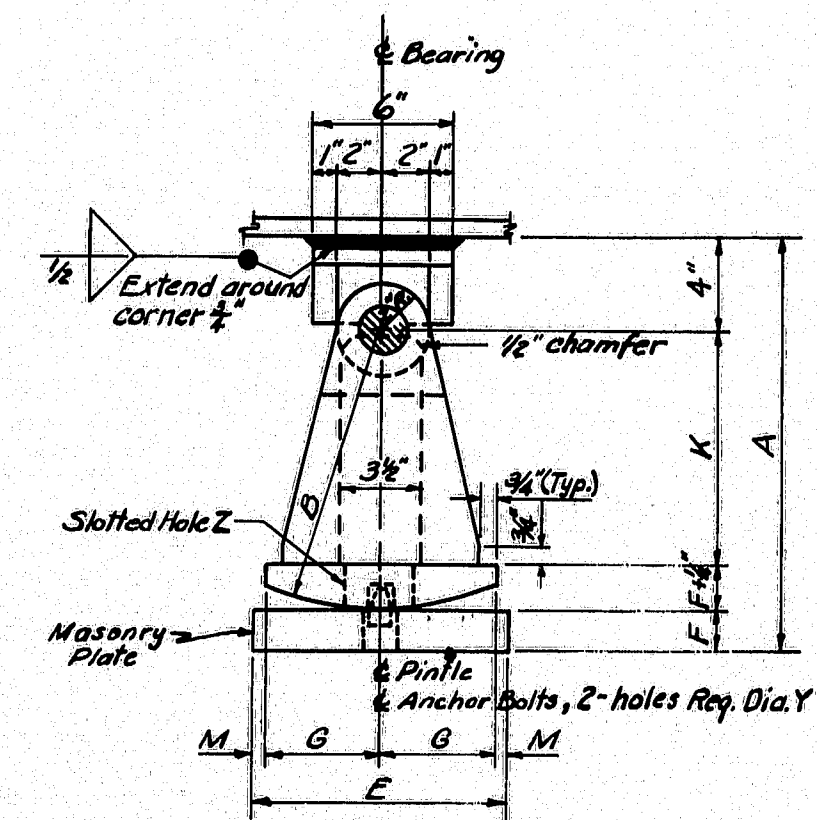
FRONT ELEVATION
TYPE "C"



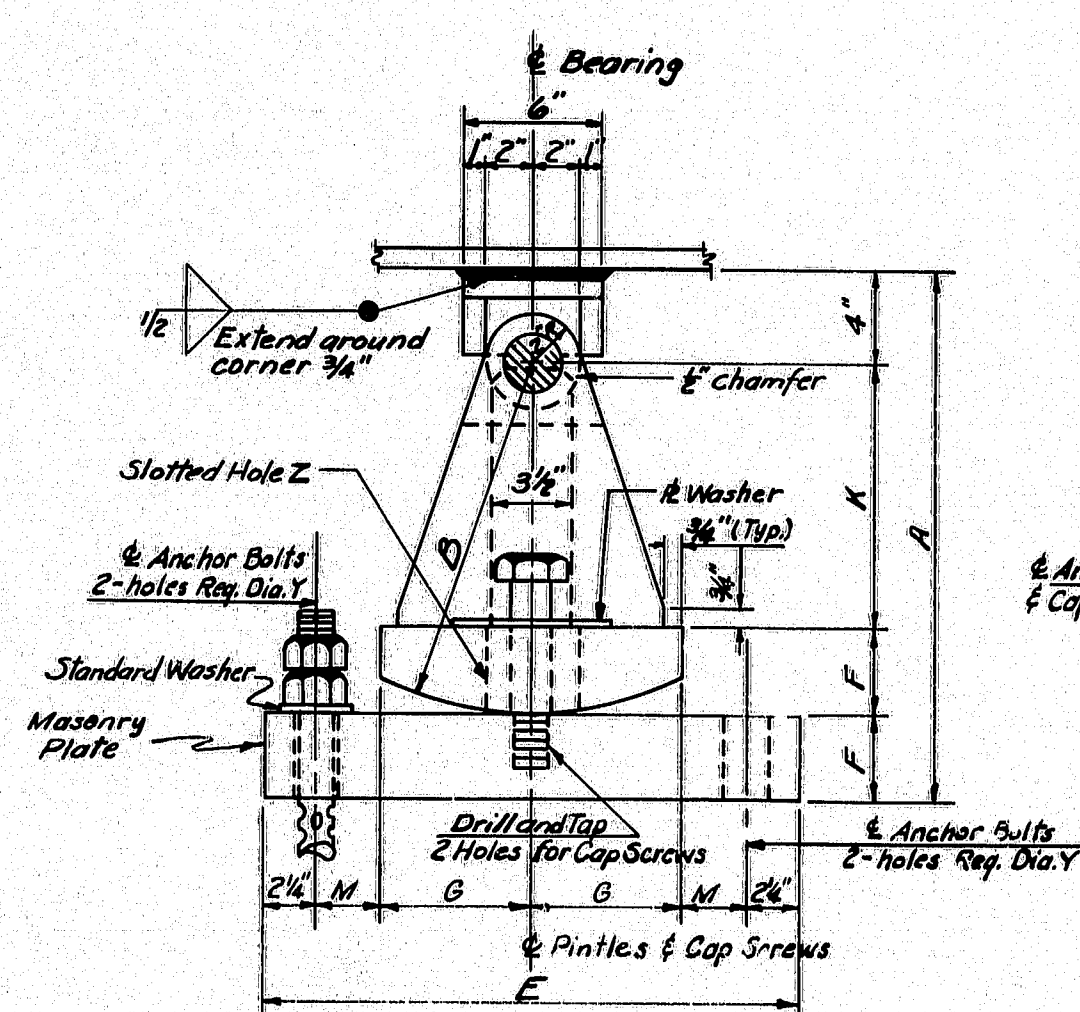
SIDE ELEVATION
TYPES "A", "B", & "C"

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE
PLATE	DATE	
3-16-73		STANDARD DETAILS
		DRIVEWAY DETAILS
		FIELD OFFICES
		TESTING LABORATORY
		AUG. 1969

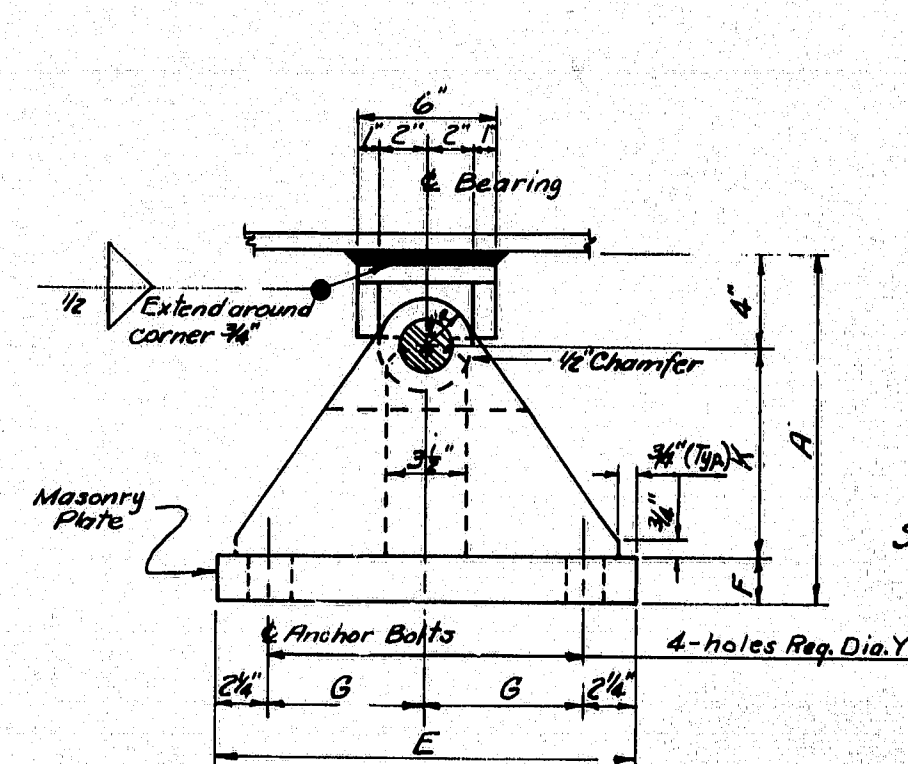
173-124 (40)



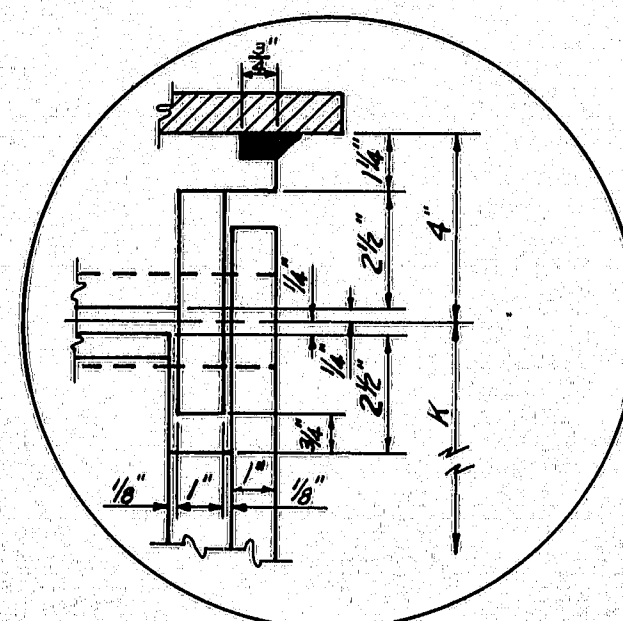
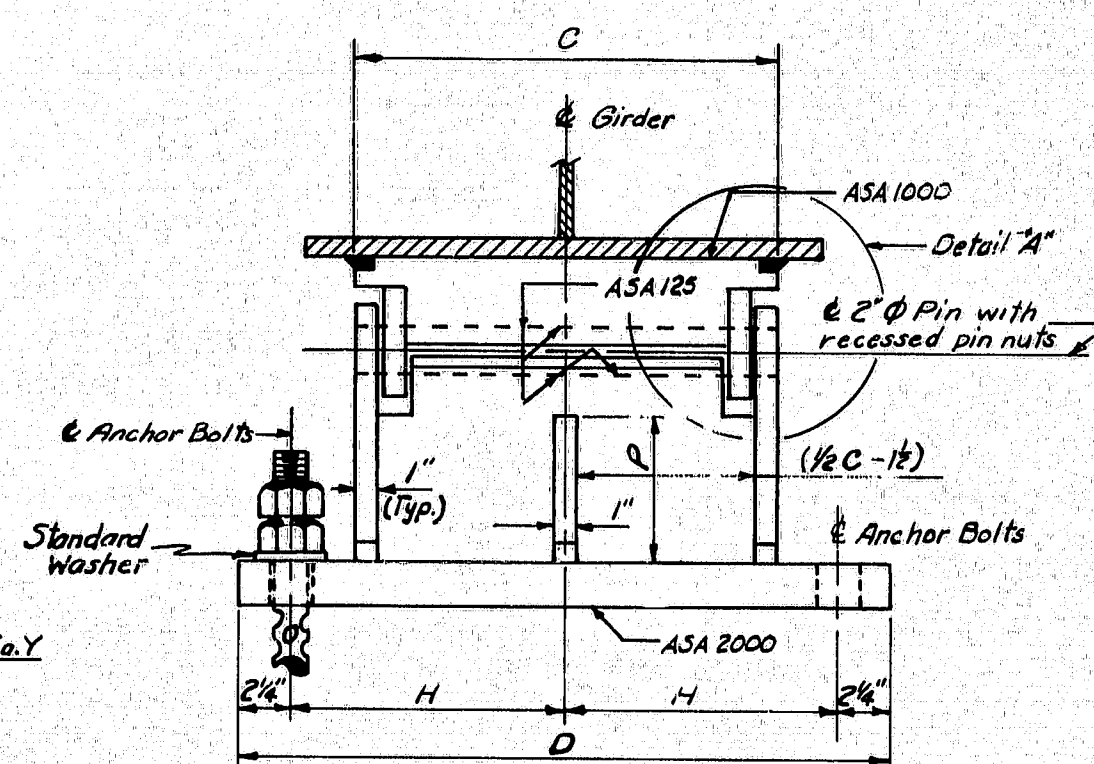
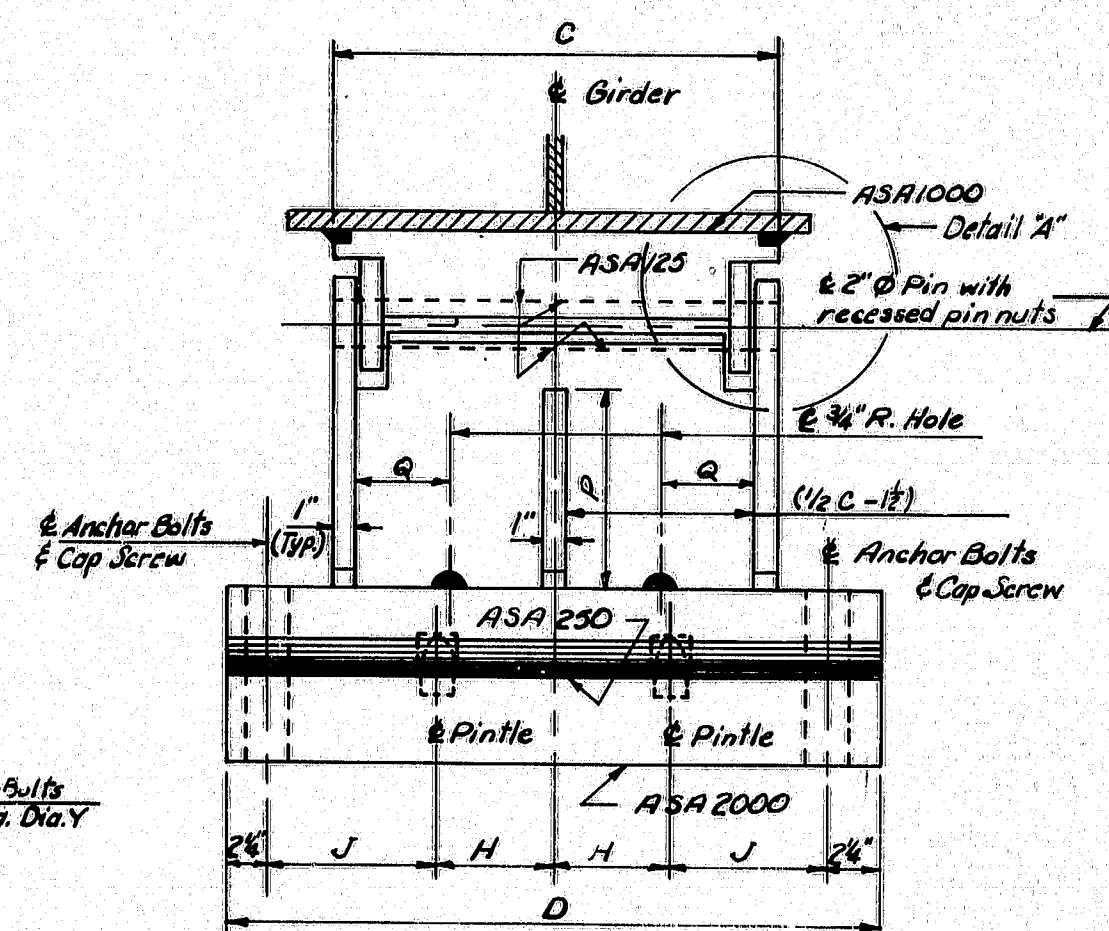
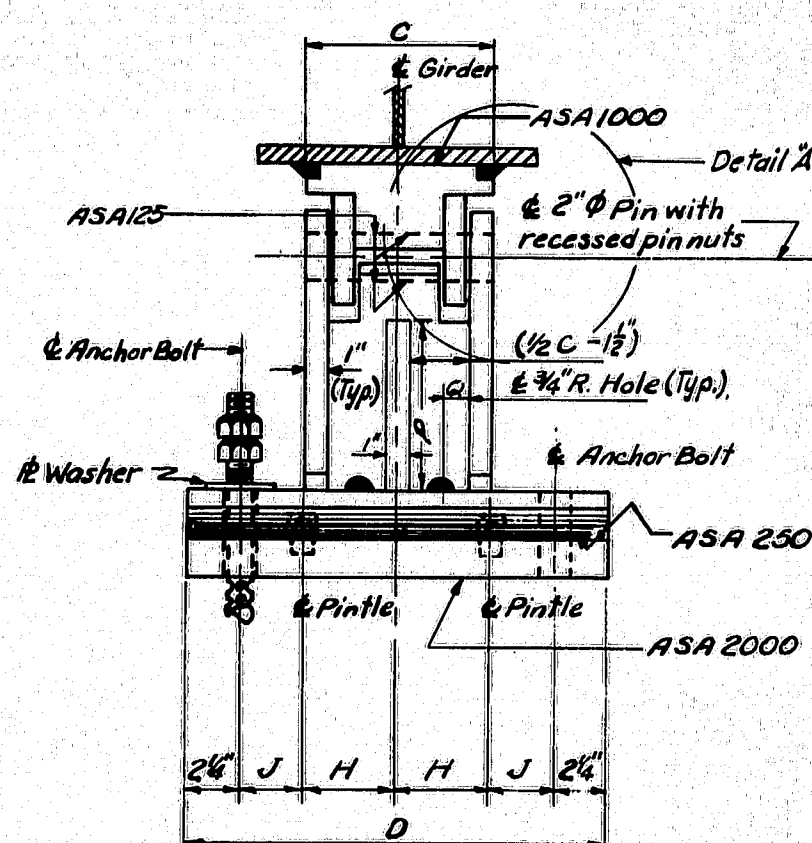
EXPANSION PEDESTAL — EPD



EXPANSION PEDESTAL — EPE



FIXED PEDESTAL — FPD



DETAIL "A"

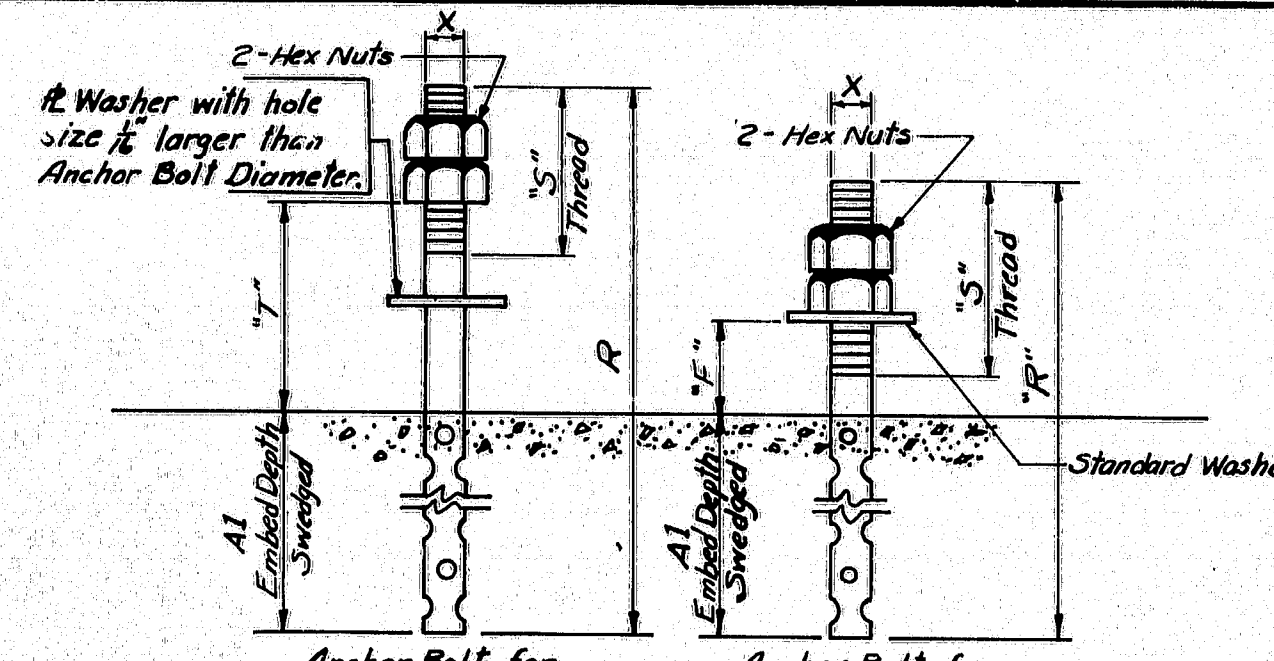
CAP SCREW DETAIL

GENERAL NOTES:

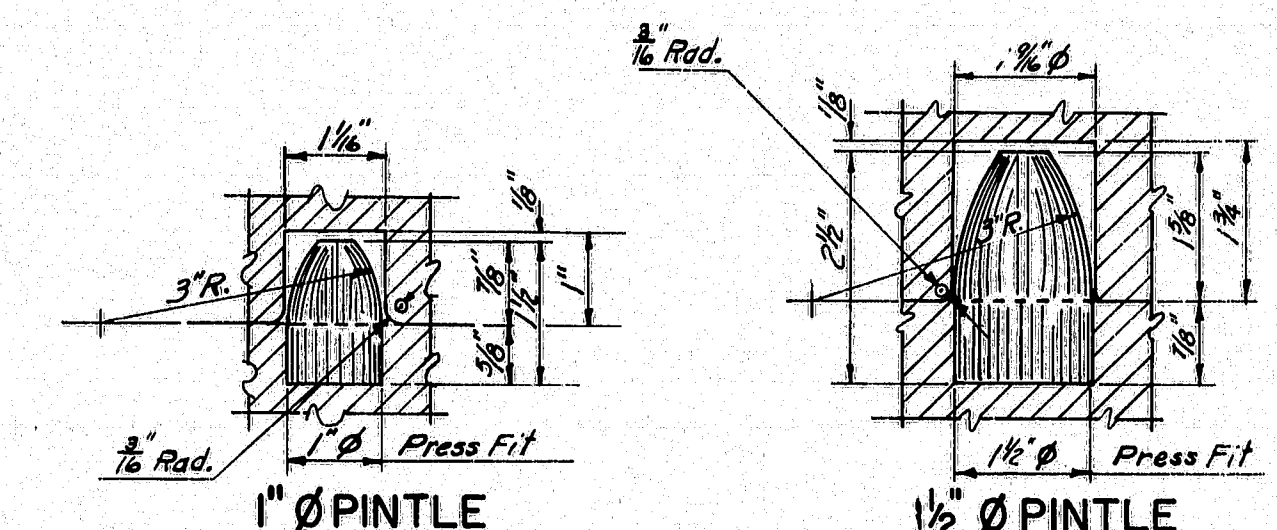
At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge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

Fabricate pedestals with 1/2" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than 1/16 inch. Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole. Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes. Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes. Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

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	W-Washer Size for Anchor Bolts or Cap Screws	AI Embedment Depth	MARK
EPD-1	100K	1'-2 1/2"	9"	8"	1'-6"	8"	1 1/2"	3 1/2"	4"	2 1/2"	7"	1 1/2"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-1
EPD-2	100K	1'-2 1/2"	9"	8"	1'-6"	9"	1 1/2"	4"	4"	2 1/2"	7"	1 1/2"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-2
EPD-3	100K	1'-2 1/2"	9"	8"	1'-6"	10"	1 1/2"	4"	4"	2 1/2"	7"	1 1/2"	—	3"	1'-4 1/2"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-3
EPD-4	100K	1'-3 1/2"	1'-0"	8"	1'-6"	11"	1 1/2"	5"	4"	2 1/2"	10"	1 1/2"	—	3"	1'-5"	3"	4 1/2"	—	1"	1 1/2"	2	3" x 1 1/2"	3" x 5" x 1/2"	10"	EPD-4
EPD-5	200K	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"	1 1/2"	—	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	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-1"	2 1/2"	6"	4"	3 1/2"	1'-0 1/2"	1 1/2"	—	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	200K	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"	1 1/2"	—	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	200K	1'-9 1/2"	1'-3"	10"	1'-8"	1'-3"	2 1/2"	7"	4"	3 1/2"	1'-0 1/2"	1 1/2"	—	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	300K	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7 1/2"	5"	4 1/2"	11 1/2"	1 1/2"	—	6"	2'-2 1/2"	4"	8"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-9
EPD-10	400K	1'-10 1/2"	1'-3"	1'-6"	2'-4"	1'-6"	3 1/2"	8 1/2"	6"	5 1/2"	11 1/2"	1 1/2"	—	6 1/2"	2'-3"	4"	8 1/2"	—	1 1/2"	1 1/2"	2	5" x 1 1/2"	4" x 8" x 1/2"	1'-3"	EPD-10
EPE-1	200K	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3 1/2"	1'-0"	2 1/2"	—	4"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	3 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-1
EPE-2	200K	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-2
EPE-3	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4 1/2"	3 1/2"	1'-0"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5 1/2" x 1/2"	1'-3"	EPE-3
EPE-4	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6 1/2"	4 1/2"	3 1/2"	1'-0"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-4
EPE-5	200K	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4 1/2"	3 1/2"	1'-0"	2 1/2"	—	4 1/2"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-5
EPE-6	300K	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4 1/2"	1'-0"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	2 1/2" x 1 1/2"	3 1/2" x 4 1/2" x 1/2"	1'-3"	EPE-6
EPE-7	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-8"	3 1/2"	5"	4"	4 1/2"	1'-0"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4"	1 1/2"	1 1/2"	4	3" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-7
EPE-8	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	1'-10"	3 1/2"	6"	5"	4 1/2"	1'-0"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-8
EPE-9	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-0"	3 1/2"	7"	5"	4 1/2"	1'-0"	2 1/2"	—	6"	1'-10"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 6 1/2" x 1/2"	1'-3"	EPE-9
EPE-10	300K	1'-10 1/2"	1'-3"	1'-2"	1'-11"	2'-3"	3 1/2"	8"	5"	4 1/2"	1'-0"	2 1/2"	—	6"	1'-10"	4 1/2"	—	5 1/2"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 7" x 1/2"	1'-3"	EPE-10
EPE-11	400K	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-7"	3 1/2"	4 1/2"	5"	6 1/2"	11 1/2"	2 1/2"	9"	4"	1'-10"	4 1/2"	—	5 1/2"	1 1/2"	1 1/2"	4	4" x 1 1/2"	3 1/2" x 5" x 1/2"	1'-3"	EPE-11
EPE-12	400K	1'-10 1/2"	1'-3"	1'-7"	2'-4"	1'-11"	3 1/2"	6 1/2"	5"	6 1/2"	11 1/2"	2 1/2"	8 1/2"	4"	1'-10 1/2"	4 1/2"	—	5"	1 1/2"	1 1/2"	4	5" x 1 1/2"	3 1/2" x 6" x 1/2"	1'-3"	EPE-12
EPE-13	400K	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8 1/2"	5"	6 1/2"	11"	3 1/2"	8 1/2"	4"	1'-11"	4 1/2"	—	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	3 1/2" x 8" x 1/2"	1'-3"	EPE-13
EPE-14	600K	2'-2 1/2"	1'-6"	1'-11"	3'-0"	1'-10"	3 1/2"	6"	7"	8 1/2"	1'-2 1/2"	2 1/2"	11 1/2"	5"	1'-10 1/2"	4 1/2"	—	4 1/2"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	4" x 5 1/2" x 1/2"	1'-3"	EPE-14
EPE-15	600K	2'-2 1/2"	1'-6"	1'-11"	3'-0"	2'-5"	4 1/2"	9"	7"	8 1/2"	1'-1 1/2"	3 1/2"	11 1/2"	5"	1'-11"	4 1/2"	—	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 5" x 1/2"	1'-3"	EPE-15
EPE-16	800K	2'-2 1/2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6 1/2"	10"	10 1/2"	1'-2"	2 1/2"	11 1/2"	6 1/2"	1'-11"	4 1/2"	—	5"	1 1/2"	1 1/2"	4	4 1/2" x 1 1/2"	4" x 6" x 1/2"	1'-3"	EPE-16
EPE-17	800K	2'-2 1/2"	1'-6"	2'-6"	3'-10"	2'-5"	4 1/2"	9"	10"	10 1/2"	1'-1 1/2"	3 1/2"	10 1/2"	6 1/2"	1'-11 1/2"	4 1/2"	—	6 1/2"	1 1/2"	1 1/2"	4	6 1/2" x 1 1/2"	4" x 6 1/2" x 1/2"	1'-3"	EPE-17
FPD-1	100K	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	10"	FPD-1
FPD-2	200K	1'-0"	—	8"	1'-8"	1'-2"	2"	4 1/2"	7 1/2"	—	6"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-2
FPD-3	300K	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	1'-3"	FPD-3
FPD-4	400K	1'-3"	—	1'-8"	2'-4"	1'-6"	2"	6 1/2"	11 1/2"	—	9"	—	—	—	1'-8"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-4
FPD-5	600K	1'-3"	—	1'-11"	3'-0"	1'-10"	3"	7 1/2"	13 1/2"	—	8"	—	—	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-5
FPD-6	800K	1'-3"	—	2'-6"	3'-10"	1'-11"	3"	9 1/2"	15 1/2"	—	8"	—	—	—	1'-9"	4"	—	—	1 1/2"	1 1/2"	4	—	Standard	1'-3"	FPD-6



ANCHOR BOLT DETAILS



PINTLE DETAILS

NOTE:
Use 1" ϕ Pintles with 1" ϕ Anchor Bolts & 1 1/2" ϕ Pintles with 1 1/2" ϕ Anchor Bolts.

DESIGN SPECIFICATIONS

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

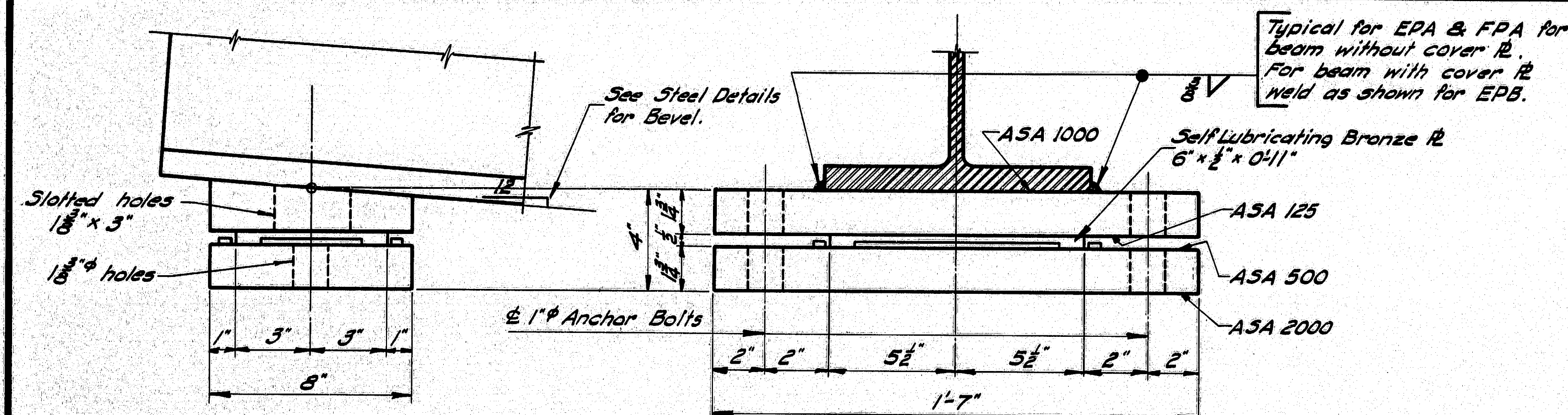
A.S.T.M. STEEL CLASSIFICATION

All structural steel shall be A-36 except the following:
2" ϕ Pin - A-36; A-235, Class E or A-108, Grade 1016 - 1030 inclusive.

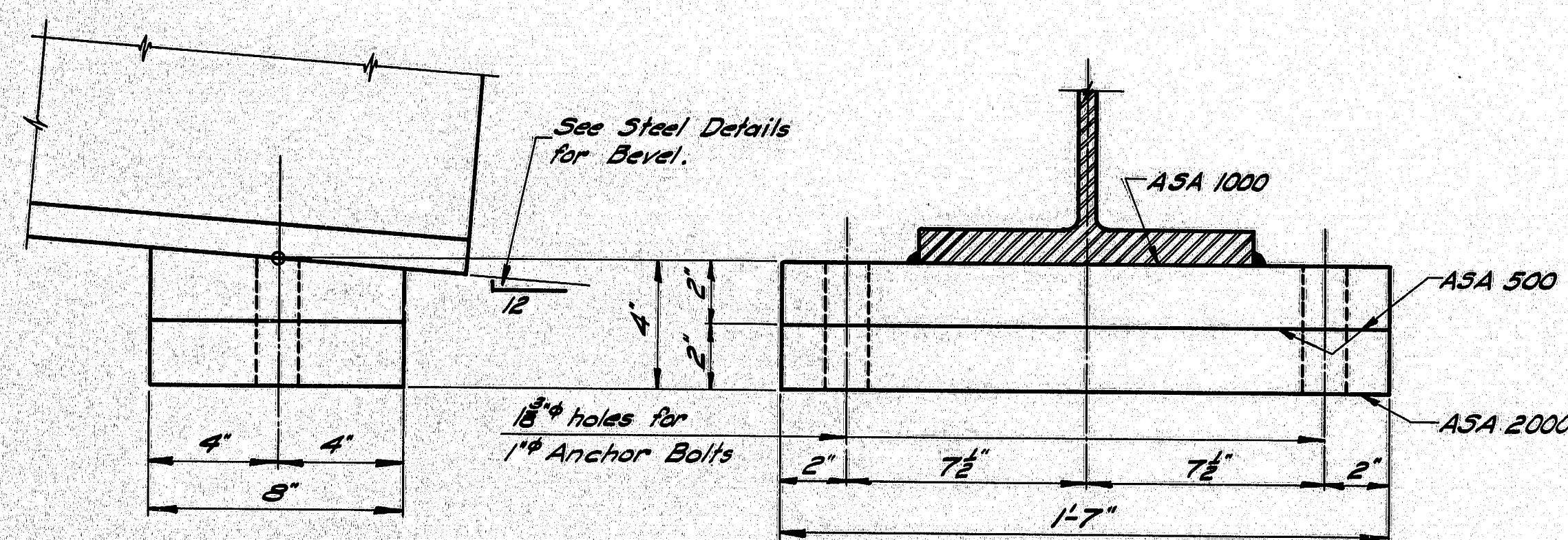
A	Charpy V-Notch tests are not required	2-5-75
REVISIONS		DATE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS (BD 100-71)
BEARING PEDESTALS
AUGUSTA, MAINE JULY 1971

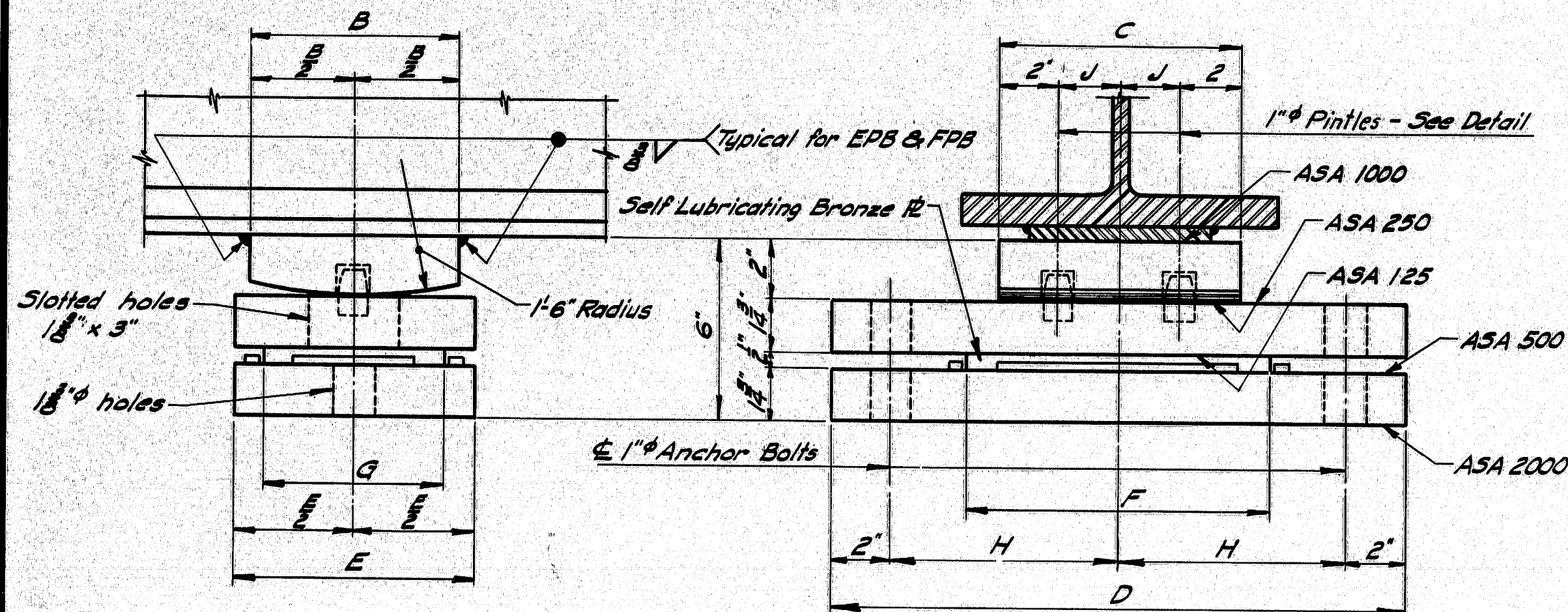
173-175



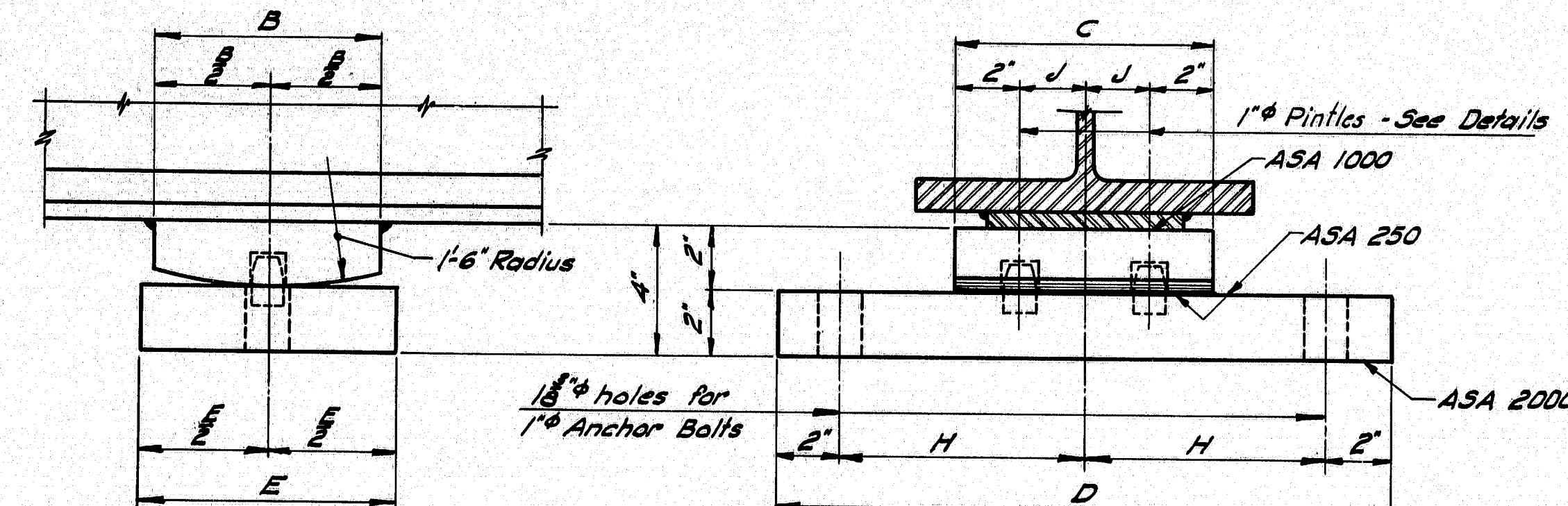
EXPANSION PEDESTAL - EPA



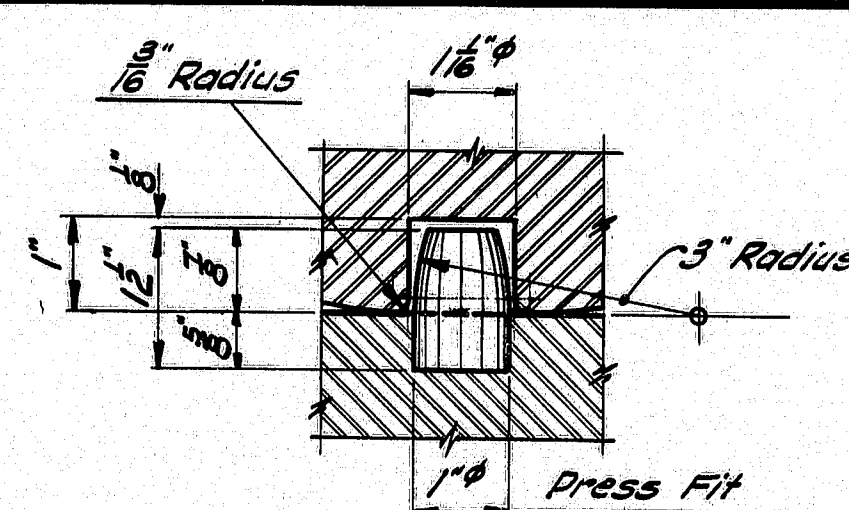
FIXED PEDESTAL - FPA



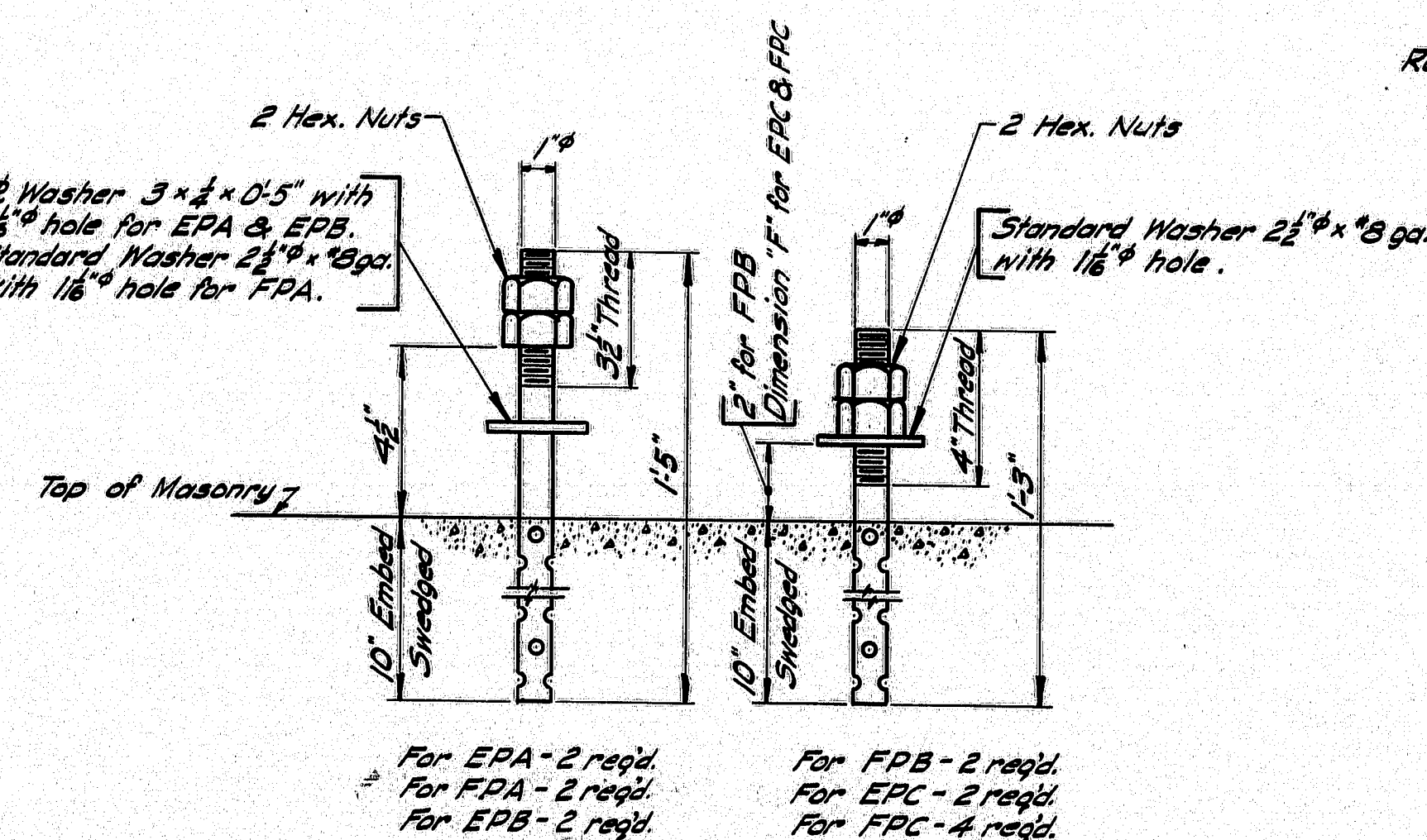
EXPANSION PEDESTAL - EPB



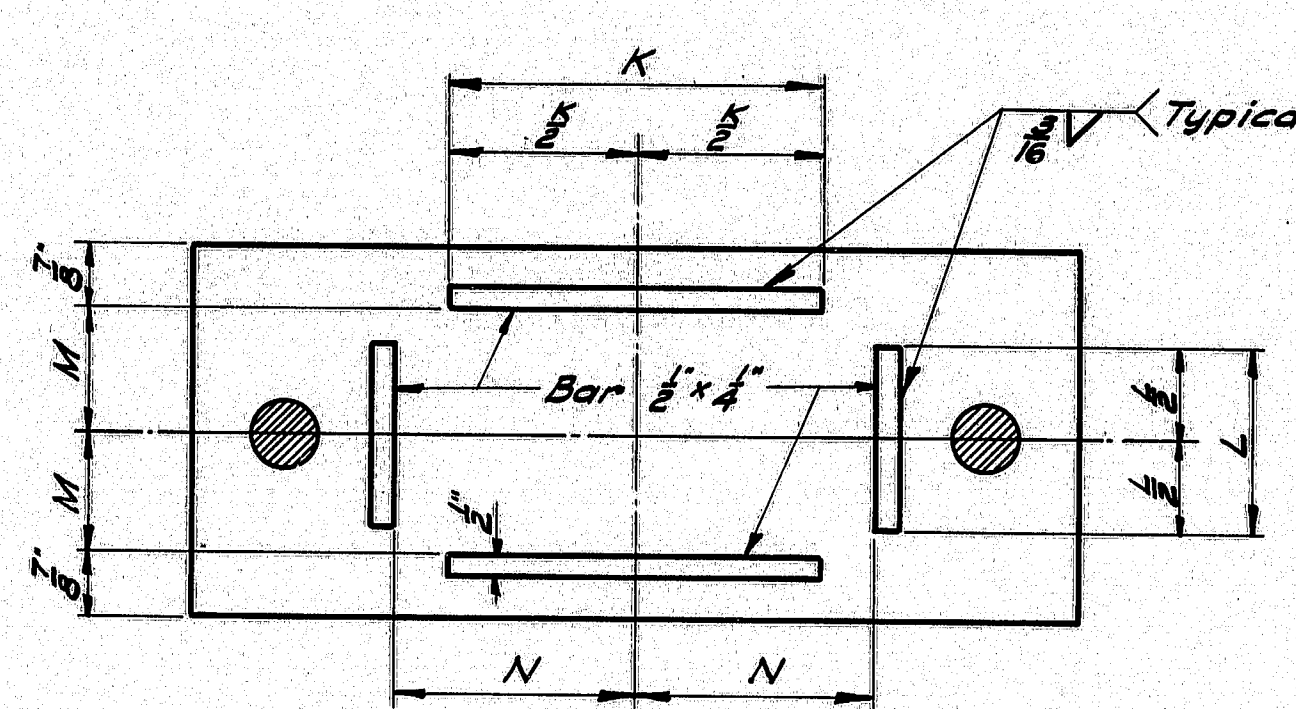
FIXED PEDESTAL - FPB



PINTLE DETAIL

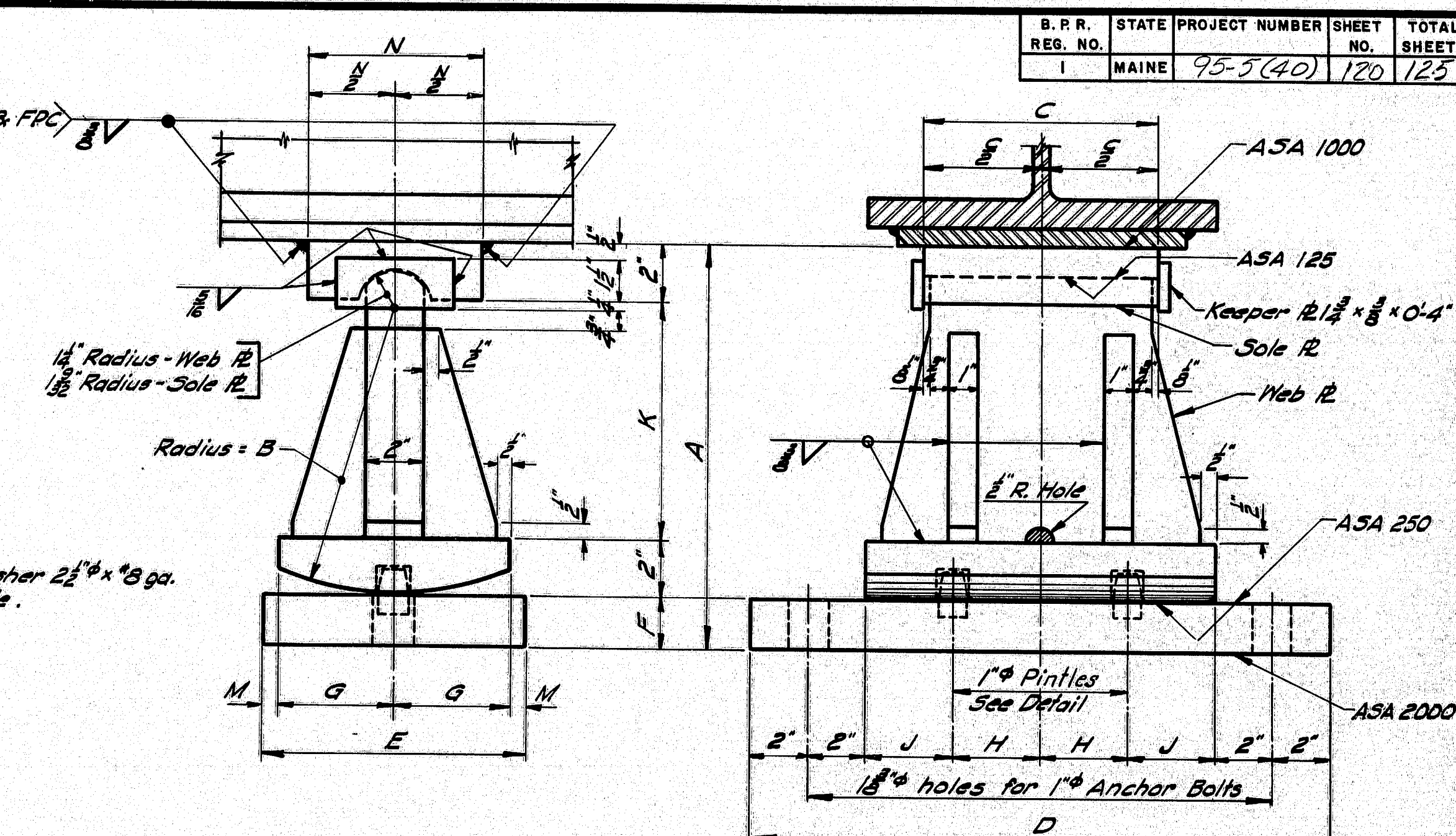


ANCHOR BOLT DETAIL

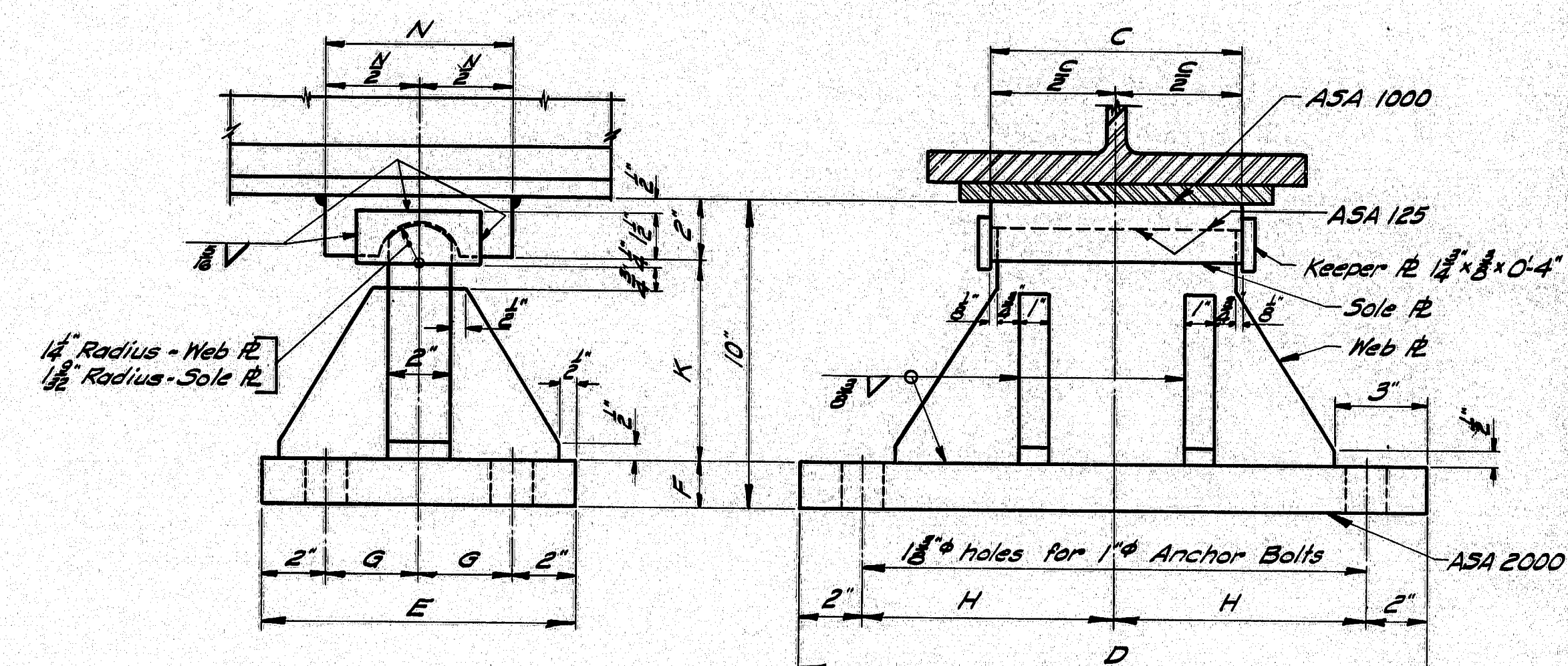


FOR EPA & EPB
MASONRY PLATE

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS													
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M
EPA	132K	-	-	-	-	-	-	-	-	-	-	8"	4"
FPA	130K	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120K	-	6"	8"	14"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"
EPB-2	165K	-	7"	10"	14 1/2"	9"	14 1/2"	7"	8"	3"	10"	5"	3 1/2"
EPB-3	224K	-	8"	11"	20"	10"	14 1/2"	8"	10"	4 1/2"	11 1/2"	5"	4 1/2"
FPB-1	120K	-	6"	8"	14"	8"	-	-	7 1/2"	2"	-	-	-
FPB-2	165K	-	7"	10"	14 1/2"	9"	-	-	8"	3"	-	-	-
FPB-3	224K	-	8"	11 1/2"	20"	10"	-	-	10"	5"	-	-	-
EPC-1	70K	9 1/2"	6"	8"	14 1/2"	8"	14 1/2"	3 1/2"	3"	3"	4 1/2"	-	6"
EPC-2	100K	11 1/2"	8"	8"	14 1/2"	8"	14 1/2"	3 1/2"	3"	3"	6 1/2"	-	6"
EPC-3	130K	15 1/2"	10"	8"	14 1/2"	9"	14 1/2"	4"	3"	3"	8 1/2"	-	7"
EPC-4	160K	17 1/2"	10"	8"	14 1/2"	9"	14 1/2"	4"	3"	3"	8 1/2"	-	7"
EPC-5	190K	19 1/2"	10"	9"	20"	10"	2"	4 1/2"	5"	3"	8 1/2"	-	8"
EPC-6	220K	21 1/2"	10"	10"	20"	10"	2 1/2"	5"	5"	3"	10 1/2"	-	8"
EPC-7	250K	24 1/2"	10"	10"	20"	10"	2 1/2"	5"	5"	4"	10 1/2"	-	8"
FPC-1	100K	-	-	8"	14 1/2"	9"	14 1/2"	2 1/2"	8"	-	6 1/2"	-	6"
FPC-2	160K	-	-	8"	14 1/2"	10"	14 1/2"	3"	8"	-	6 1/2"	-	7"
FPC-3	190K	-	-	9"	20"	10"	12"	3"	10"	-	6 1/2"	-	8"
FPC-4	220K	-	-	10"	20"	10"	14 1/2"	4"	10"	-	6 1/2"	-	8"
FPC-5	250K	-	-	10"	20"	10"	2"	4"	10"	-	6"	-	8"



EXPANSION PEDESTAL - EPC



FIXED PEDESTAL - FPC

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 exact elevations shown on the plans. If dressed areas are 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 2" 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, 1973

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36
All other - A36.

A	Charpy V-Notch tests are not required	2-5-75
REVISIONS		DATE

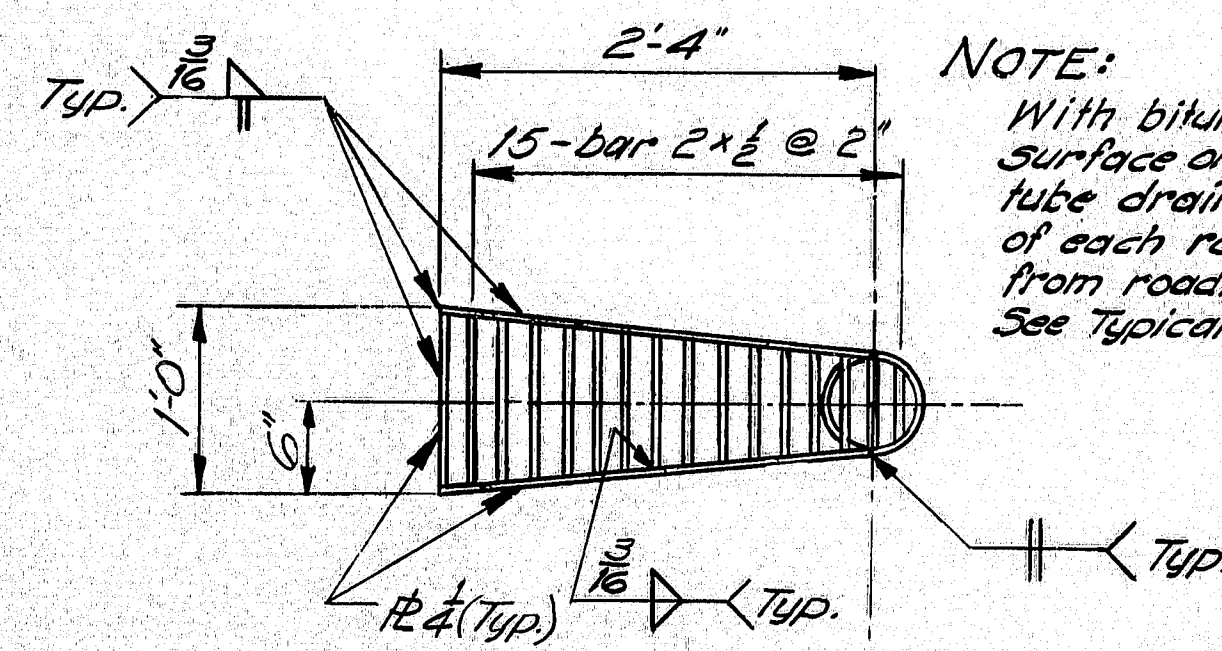
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 101-74)

BEARING PEDESTALS

SHEET 120 OF 126 AUGUSTA, ME. APRIL, 1974

173-176

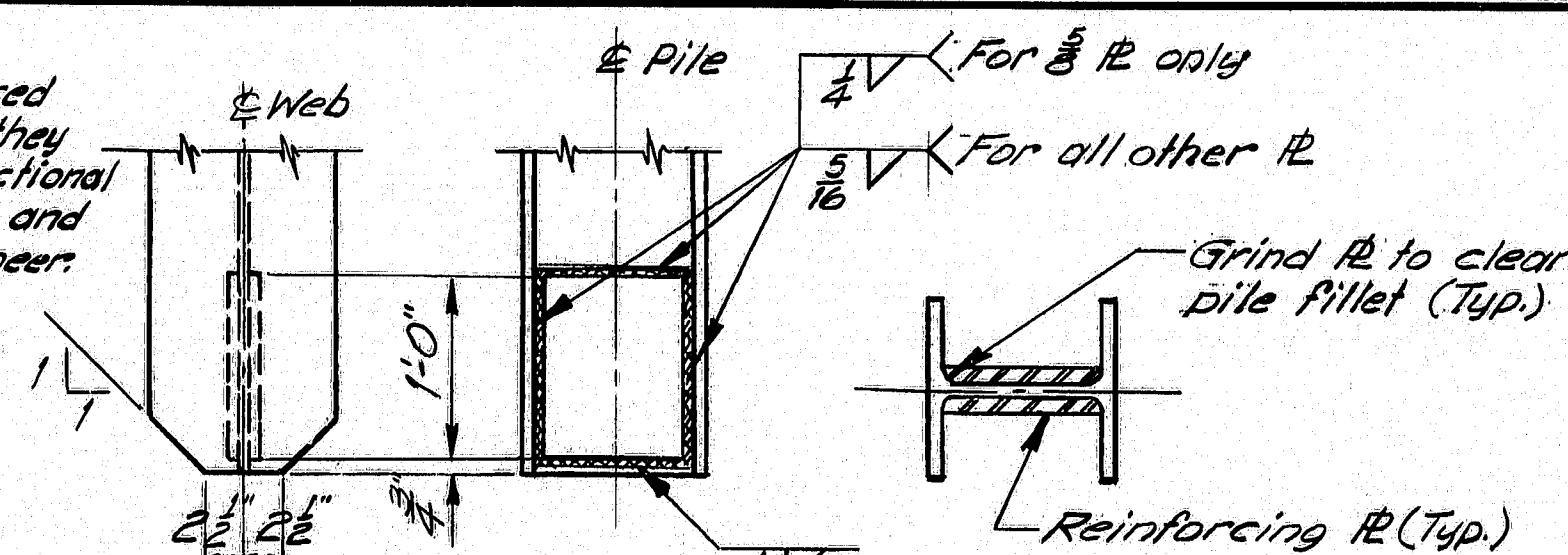


NOTE:

With bituminous wearing surface only, place 1' plastic tube drain on upgrade side of each roadway drain, 3' from roadway drain. See Typical Curb Section.

NOTE:

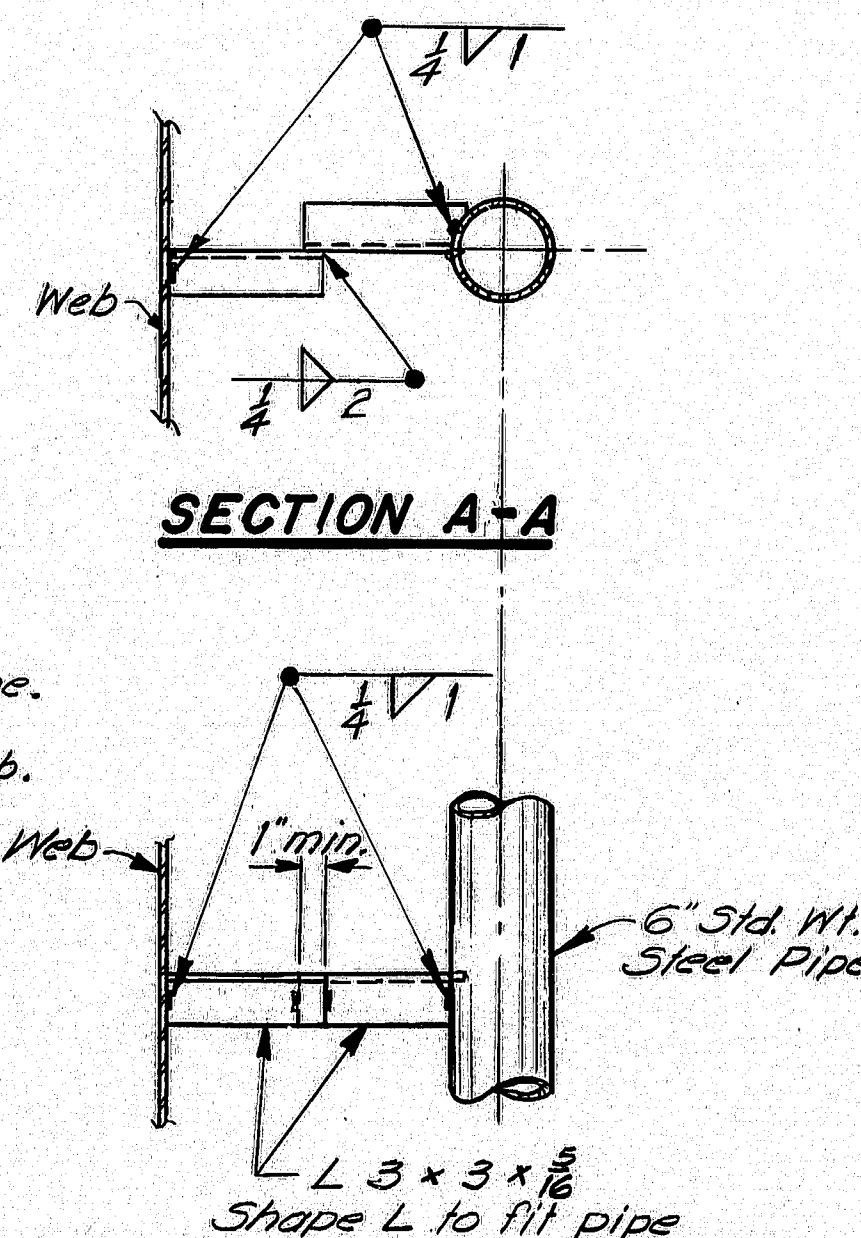
Alternate pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pile tip shown, and are approved by the Engineer.



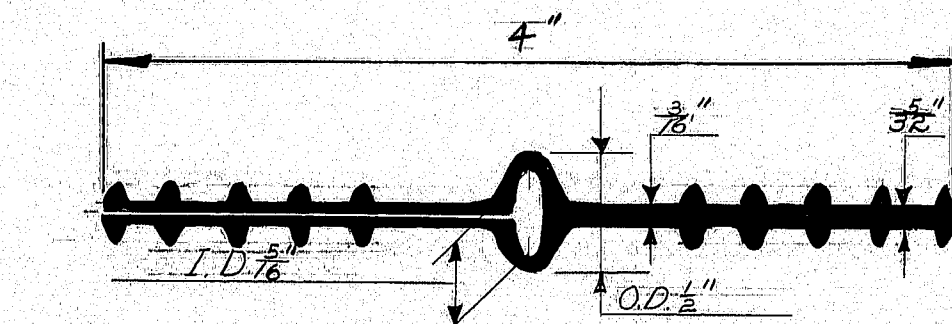
POINTED REINFORCED PILE TIP

NOTE: Plates may be shop or field welded

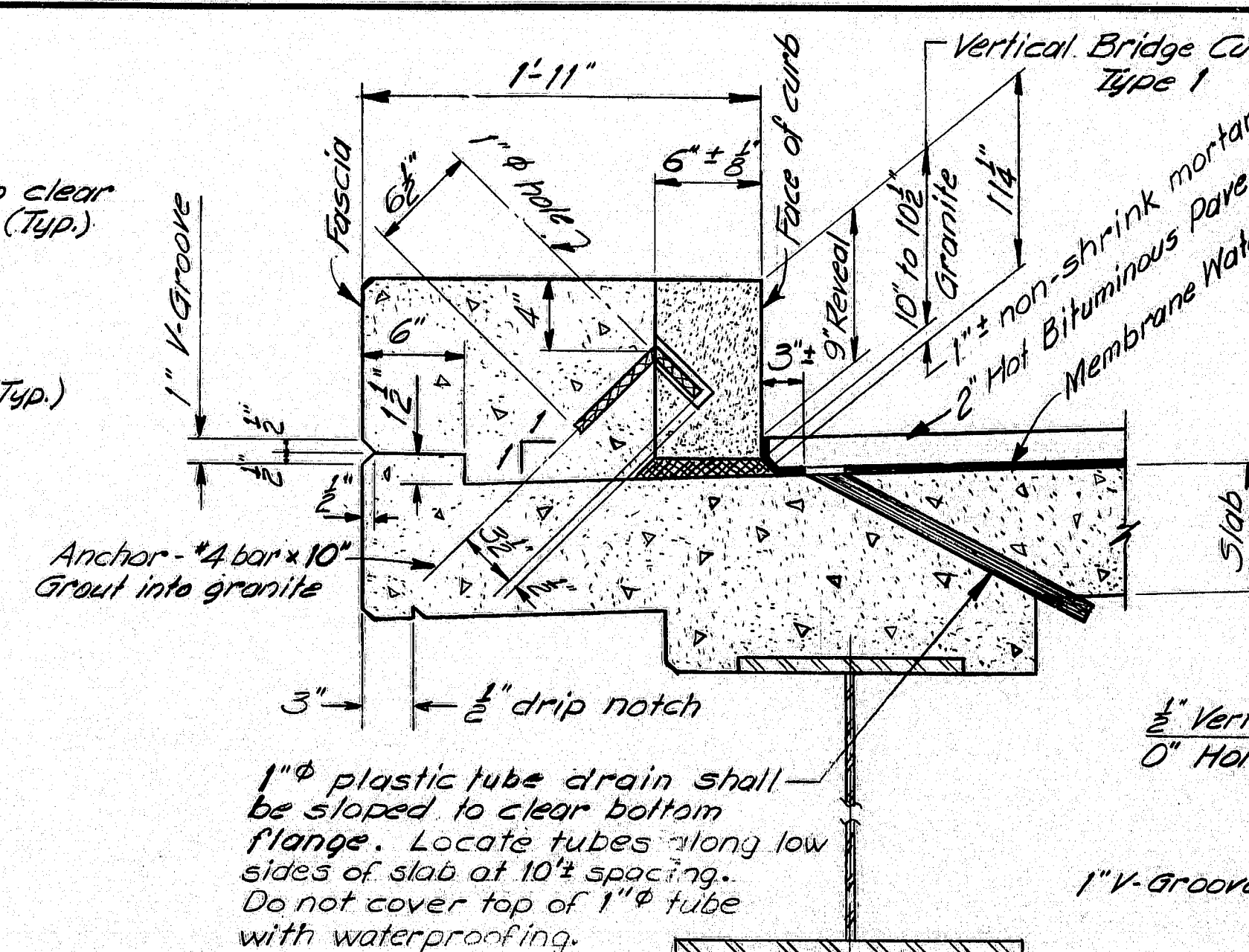
PILE SIZE	REIN. R SIZE
HP 10 x 42	8# x 1/2 x 1'-0"
HP 10 x 57	8# x 3/4 x 1'-0"
HP 12 x 53	10# x 3/4 x 1'-0"
HP 12 x 74	10# x 3/4 x 1'-0"
HP 14 x 73	12# x 3/4 x 1'-0"
HP 14 x 89	12# x 1 x 1'-0"



SECTION A-A

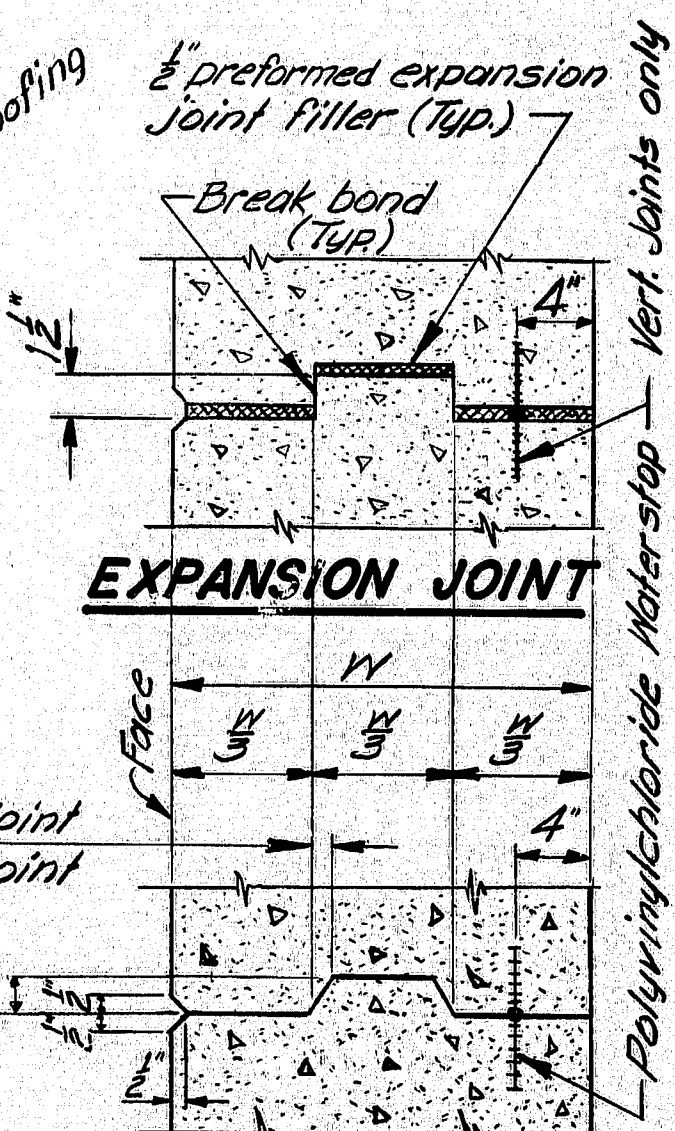


POLYVINYLCHLORIDE WATERSTOP



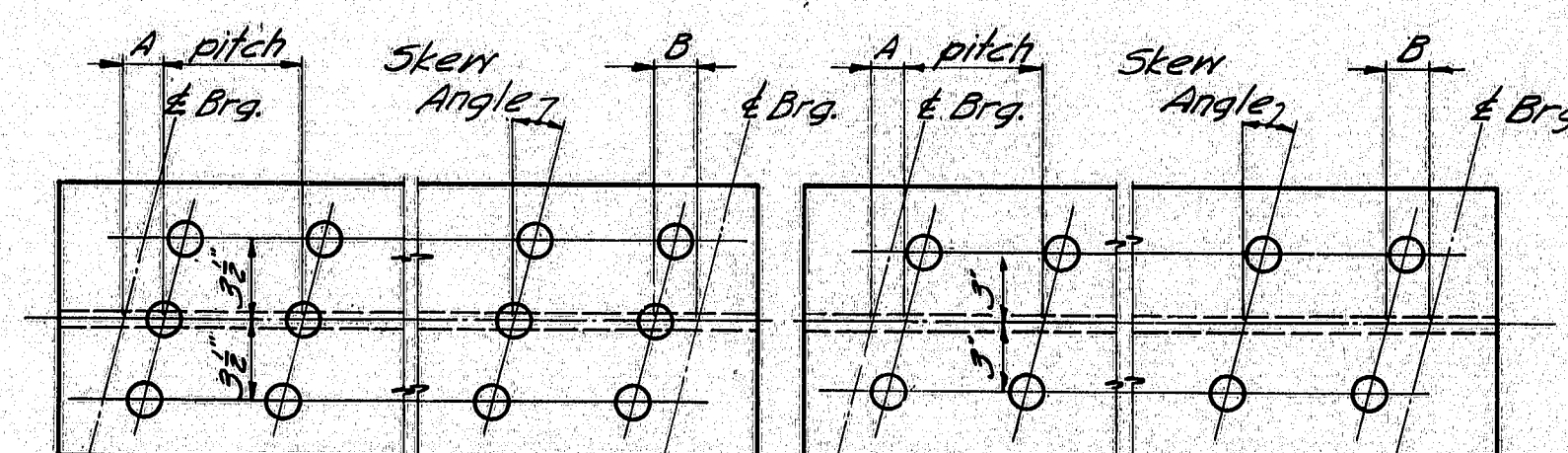
CURB SECTION

(Hot Bituminous Pavement only)



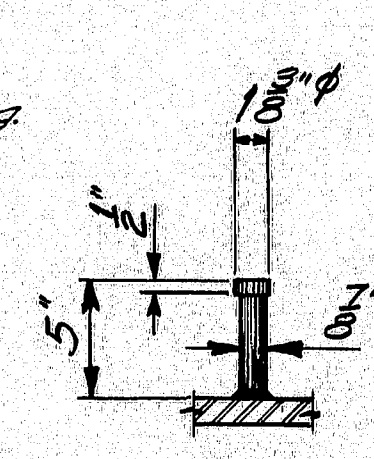
EXPANSION JOINT

CONSTRUCTION & CONTRACTION JOINTS



TRIPLE STUDS

DOUBLE STUDS



STUD DETAIL

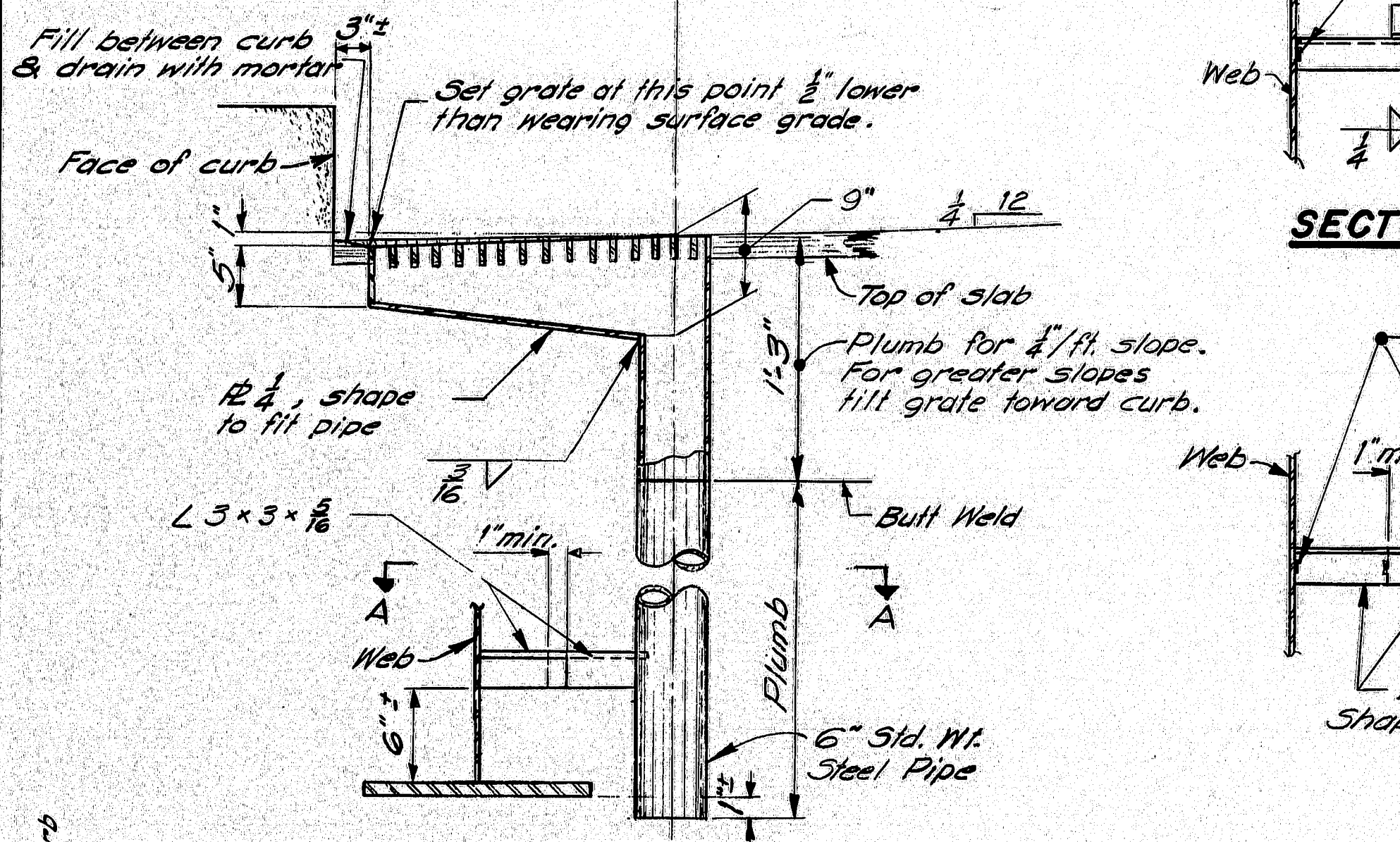
NOTE

1. Studs shall be granular or solid flux filled and automatically 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.

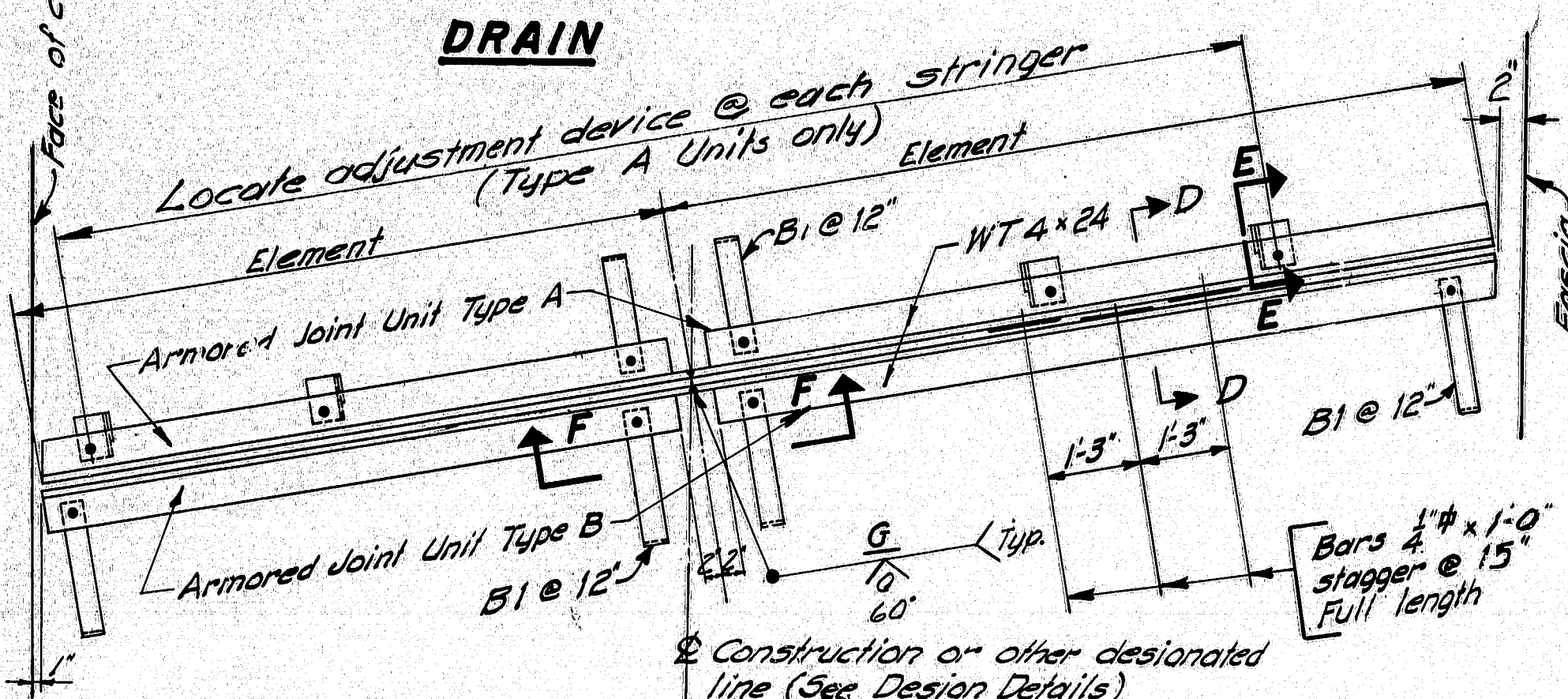
SHEAR CONNECTORS

NOTE

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



DRAIN



HALF PLAN

Curb to curb

HALF PLAN

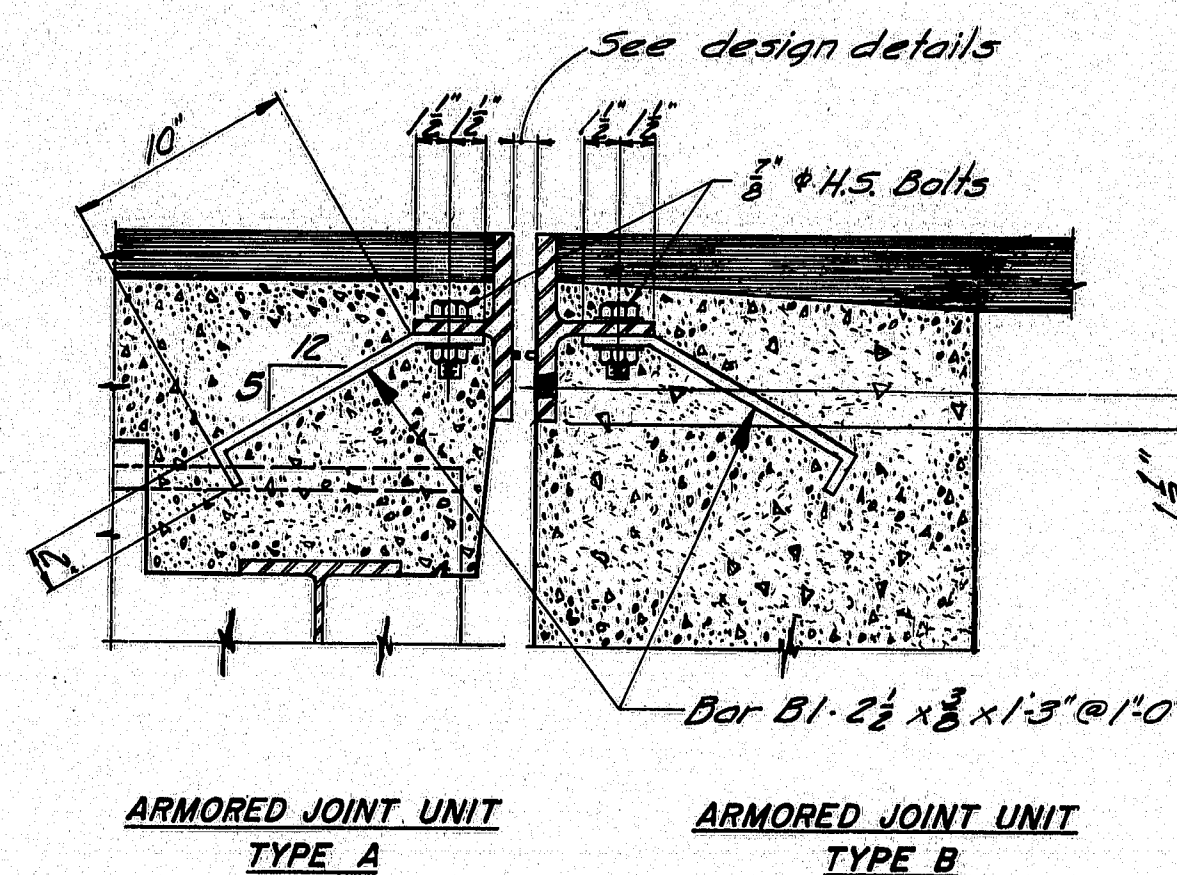
Fascia to fascia

NOTE

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. When more elements than two (2) are required by the design details, the elements of both units shall be field welded together in the same manner as shown in Section F-F.
3. Armored Joints to be paid for as Structural Steel.

ARMORED JOINT

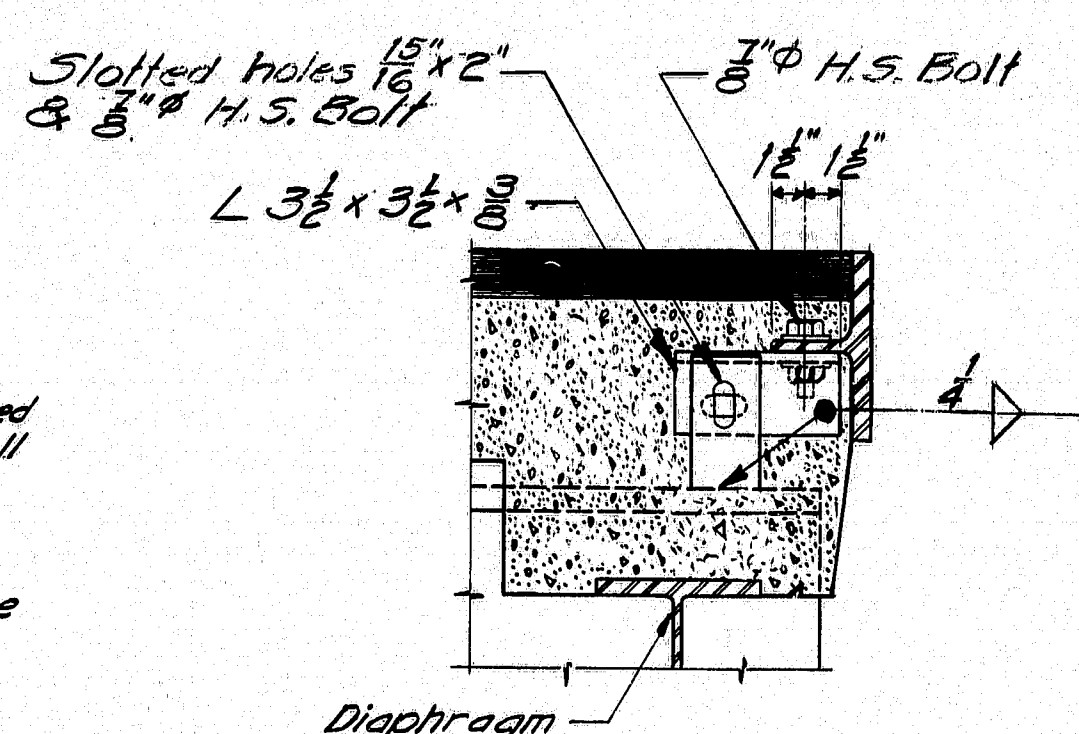
An armored joint consists of two armored joint units. See note 1.



ARMORED JOINT UNIT TYPE A

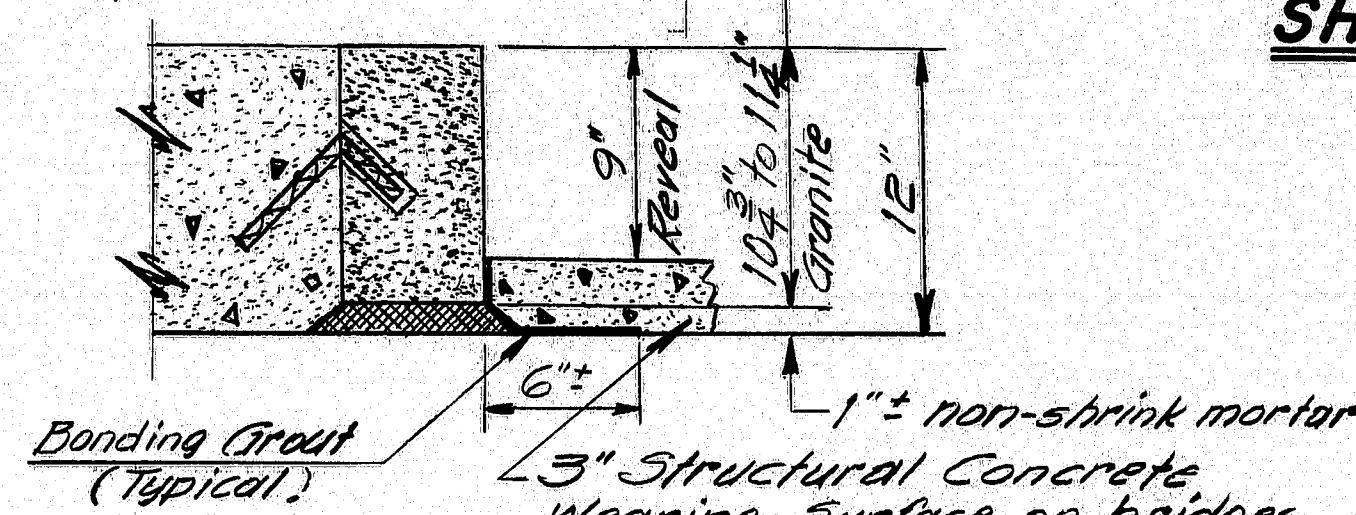
ARMORED JOINT UNIT TYPE B

SECTION D-D



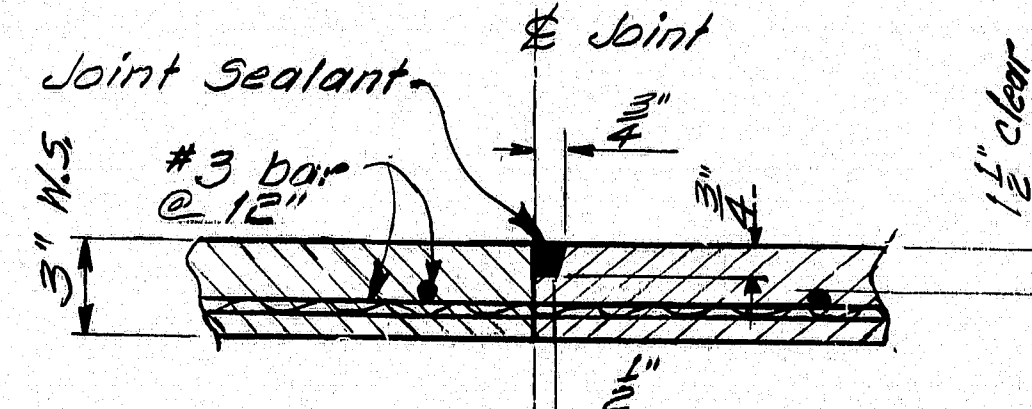
SECTION E-E

Showing Adjustment Device Armored Joint Unit Type A only After Unit is in final position weld bar to angle with 1/2 fillet.



CURB SECTION

(Structural Concrete Wearing Surface)



CONSTRUCTION JOINT

(Typical for concrete wear surf.)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

(BD 104-73)

ARMORED JOINT, DRAIN

SHEAR CONNECTORS

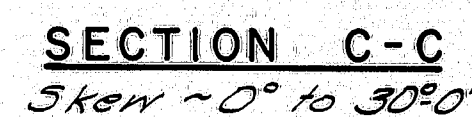
MISC. STRUCTURAL DETAILS



Bar B3 may be vertical or inclined as indicated, depending on design conditions.
After Adjustment Device is in final position weld bars B2 to B3 with $\frac{1}{4}$ " fillet weld.



See design details for construction & to curb dimensions, skew, crown slope, slab thickness, other dimensions & angles that are necessary to complete fabrication details and location of Roadway Expansion Dam.



Skew over 30°



TYPE	V	W	X	Y	Z
Exp. Length	100'-280'	280'-440'	440'-600'	600'-760'	760'-920'
T	3"	4"	5"	6"	7"

CURB AND SIDEWALK EXPANSION DAM - DETAILS

TABLE OF DIMENSIONS												
Type	Exp.Length	Skew	# K	L	G	H	K ₄₅	V ₄₅	M	N	P	Q
A	100'-280'	0°-5° incl.	7	4"	3"	3"	9"	2 1/2"	—	—	—	21
		5°-10°	7 1/2	4 1/2	2 1/2	3 1/2	9 1/2	2 1/2"	—	—	—	22
		10°-20°	8	4 1/2	2 1/2	3 1/2	10"	2 1/2"	—	—	—	22
		20°-30°	8 1/2	5 1/2	2 1/2	3 1/2	10 1/2	2 1/2"	—	—	—	23
		30°-40°	9 1/2	5 1/2	2 1/2	3 1/2	11 1/2	2 1/2"	—	—	—	23
		40°-50° incl.	11 1/2	6 1/2	2 1/2	3 1/2	13 1/2	2 1/2"	—	—	—	23
B	280'-440'	0°-5° incl.	9	6"	3"	3"	12"	3 1/2"	—	—	—	23
		5°-10°	9 1/2	6 1/2	2 1/2	3 1/2	12 1/2	3 1/2"	—	—	—	24
		10°-20°	10	6 1/2	2 1/2	3 1/2	13"	3 1/2"	—	—	—	24
		20°-30°	10 1/2	7 1/2	2 1/2	3 1/2	13 1/2	3 1/2"	—	—	—	25
		30°-40°	12	8	2 1/2	3 1/2	15"	3 1/2"	—	—	—	25
		40°-50° incl.	13 1/2	8 1/2	2 1/2	3 1/2	16 1/2	3 1/2"	—	—	—	25
C	440'-600'	0°-10° incl.	11 1/2	8 1/2	3"	3"	13 1/2	4 1/2"	9"	4"	1 1/2"	26
		10°-20°	12	8 1/2	2 1/2	3 1/2	16"	4 1/2"	10"	4"	1 1/2"	26
		20°-30°	12 1/2	9 1/2	2 1/2	3 1/2	16 1/2	4 1/2"	11"	4"	1 1/2"	26
		30°-40°	14	10"	2 1/2	3 1/2	18"	4 1/2"	11"	4"	1 1/2"	26
		40°-50° incl.	15 1/2	10 1/2	2 1/2	3 1/2	19 1/2	4 1/2"	12"	4"	1 1/2"	26
		0°-10° incl.	13 1/2	10 1/2	3"	3"	18 1/2	5 1/2"	11"	5"	2"	30
D	600'-760'	10°-20°	14	10 1/2	2 1/2	3 1/2	19"	5 1/2"	12"	5"	2"	30
		20°-30°	14 1/2	11 1/2	2 1/2	3 1/2	19 1/2	5 1/2"	13"	5"	2"	30
		30°-40°	16	12"	2 1/2	3 1/2	21"	5 1/2"	13"	5"	2"	30
		40°-50° incl.	17 1/2	13"	2 1/2	3 1/2	22 1/2	5 1/2"	15"	5"	2"	30
		0°-10° incl.	15 1/2	12 1/2	3"	3"	21 1/2	6 1/2"	13"	6"	2 1/2"	36
		10°-20°	16	12 1/2	2 1/2	3 1/2	22"	6 1/2"	14"	6"	2 1/2"	36
E	760'-920'	20°-30°	16 1/2	13 1/2	2 1/2	3 1/2	22 1/2	6 1/2"	15"	6"	2 1/2"	36
		30°-40°	18	14"	2 1/2	3 1/2	24"	6 1/2"	15"	6"	2 1/2"	36
		40°-50° incl.	19 1/2	15"	2 1/2	3 1/2	25 1/2	6 1/2"	17"	6"	2 1/2"	36
		0°-10° incl.	17 1/2	14 1/2	3"	3"	23 1/2	7 1/2"	16"	6"	2 1/2"	36

GENERAL NOTES

If there is conflict between this Standard Detail and the design details, the requirements of the design details shall be followed.

Steel Classification : A.S.T.M. A36

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

(BD 105 - 74)

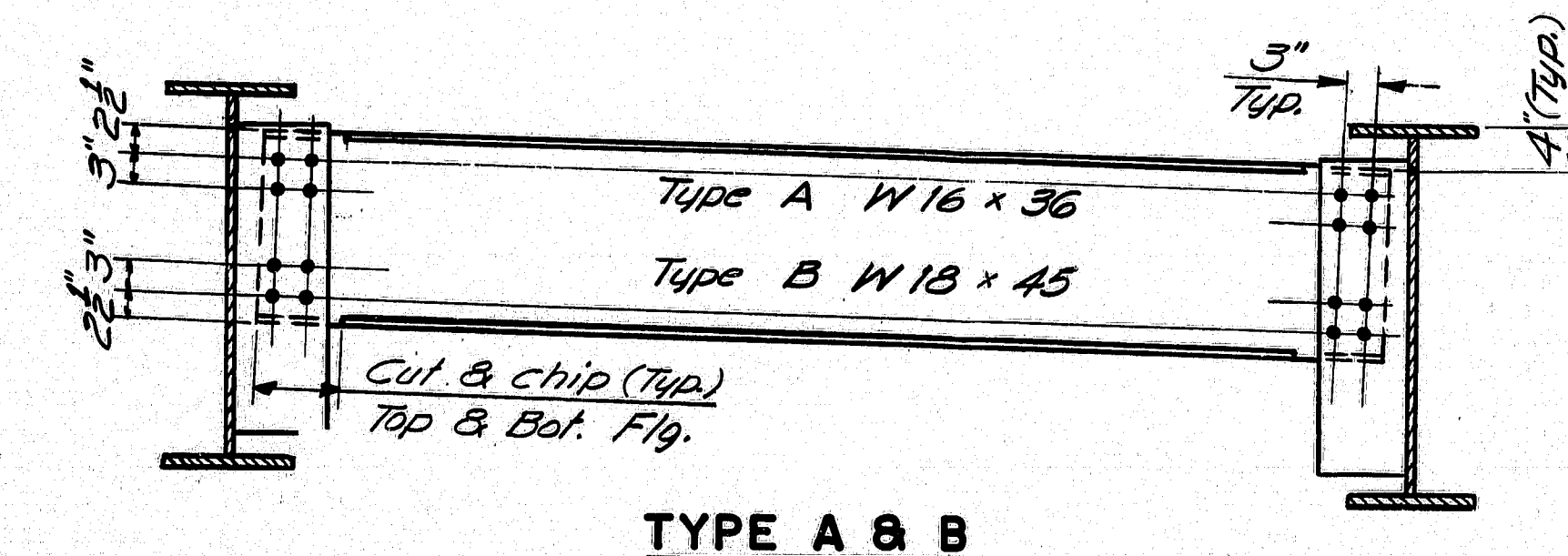
EXPANSION DAMS

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	75-5 (40)	123	125

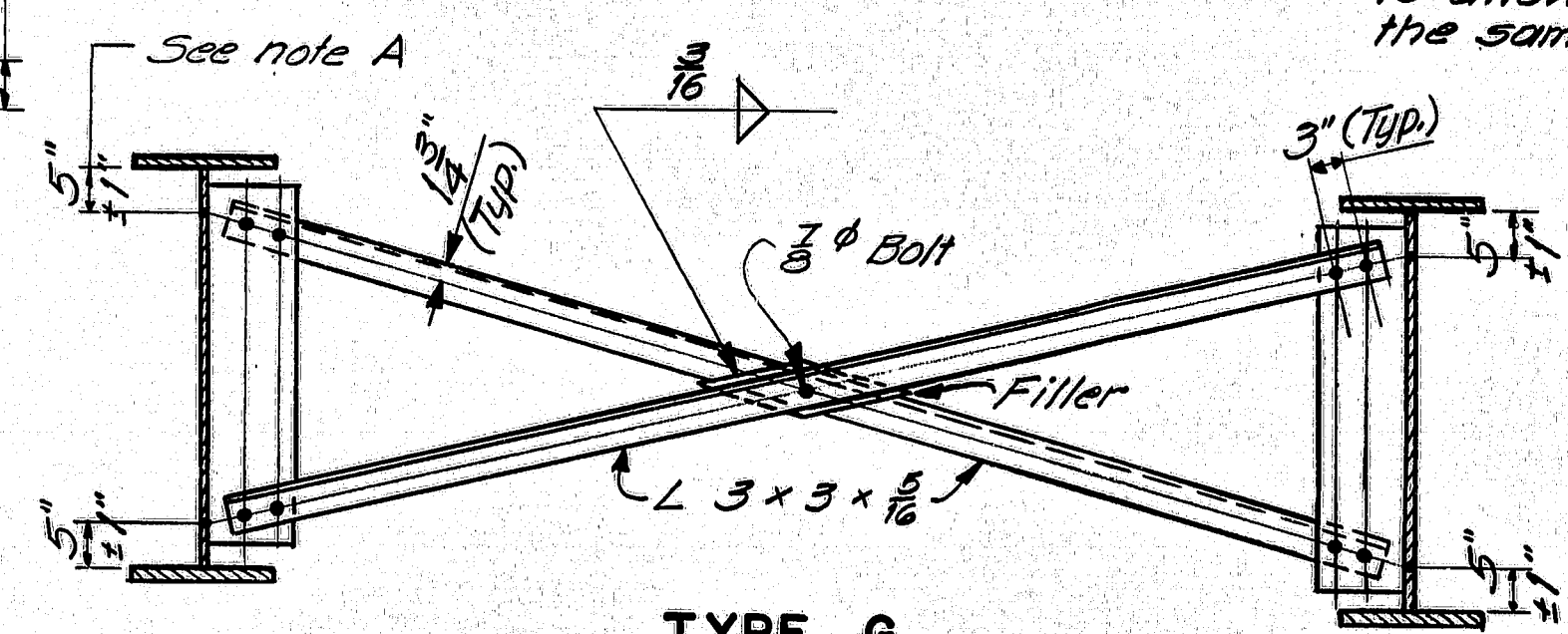
FABRICATION NOTES

1. For location and type of diaphragm or crossframe see design details.
 2. Holes for $\frac{3}{8}$ " diameter bolts shall be $\frac{15}{16}$ " dia. and edge distances shall be $1\frac{1}{2}$ " minimum unless otherwise shown.
 3. Connection plates and gusset plates shall have a minimum thickness of $\frac{3}{8}$ " and shall have sufficient width to provide erection clearances. When bearing stiffeners or intermediate stiffeners are used as connection plates, the plate size will be given on the design details.
 4. Connection plates shall be fastened to beam and girder webs as follows:
0° to 30° skew... fillet weld both sides.
Over 30° skew... full penetration groove weld (See Detail B) except as indicated in Note 5
Over 45° skew... weld prequalification will be required.
- The skew angle is the angle between the connection plate and a line normal to the beam.
5. Bearing stiffeners shall be used as connection plates when the skew is not over 30°. When the skew is over 30° a bent connection plate shall be attached to the web adjacent to the bearing stiffener as shown in Detail A.
 6. All fillet weld sizes shall be the minimum for the thickness of metal being joined according to AWS Specifications for welded Highway & Railway Bridges.
 7. Connection plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression or when used as a bearing stiffener or intermediate stiffener.
 8. Connection plates shall extend to the bottom flange when used as a bearing stiffener, at points where lateral bracing is attached & on welded beams and girders in areas where the bottom flange is always in compression.
 9. When a conn. plate is extended to a flange it shall be a tight fit except as otherwise indicated on design details.
 10. Conn. plates shall be $2\frac{1}{2}$ " clear from flanges, except as indicated by Notes T&B.
 11. Use only those items called for on the design details. In case of conflict between these standard details and the design details, the design details shall be followed.

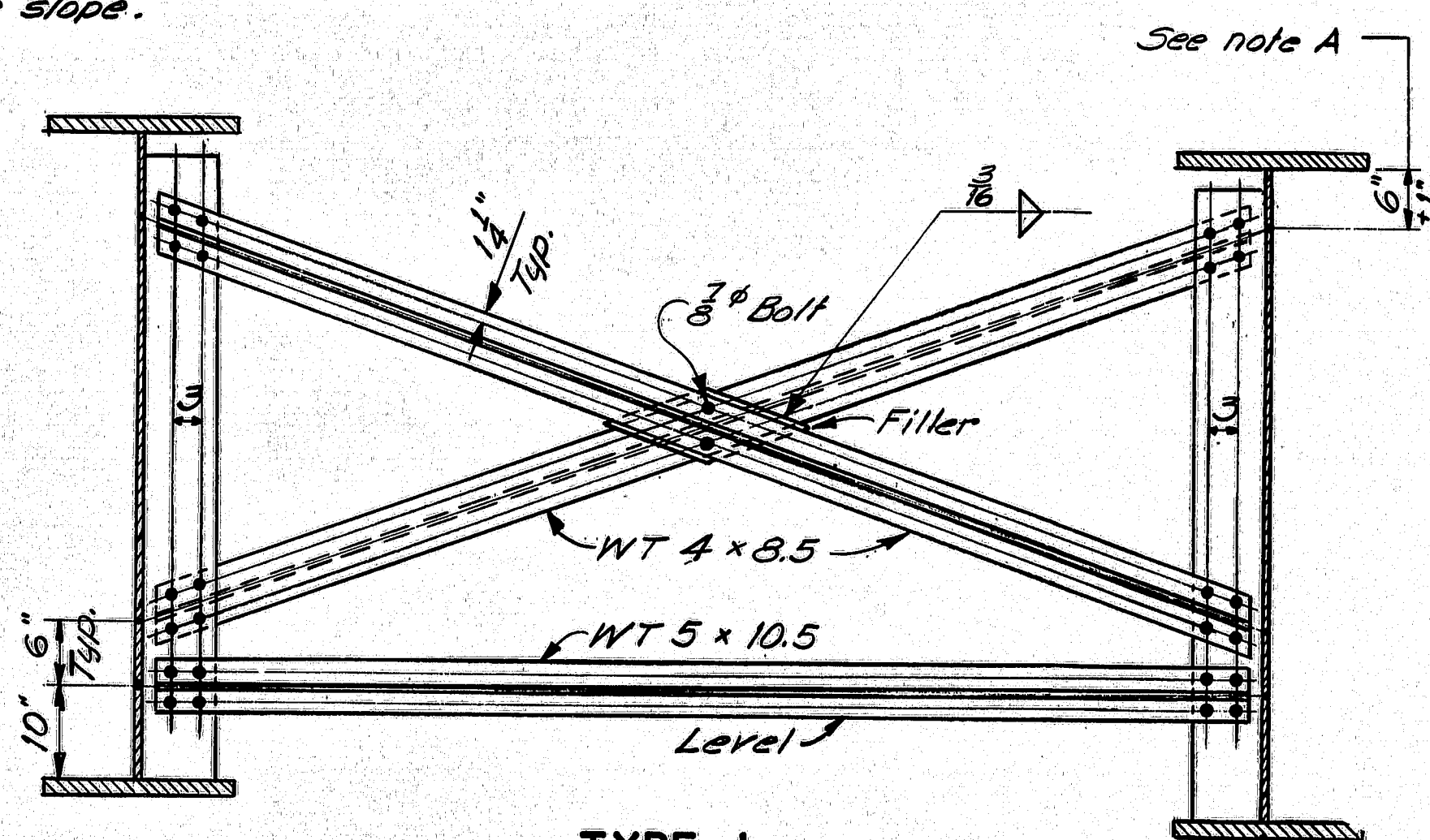
NOTE A This dimension may be varied ($\pm 1"$) to allow a series of diagonals to have the same slope.



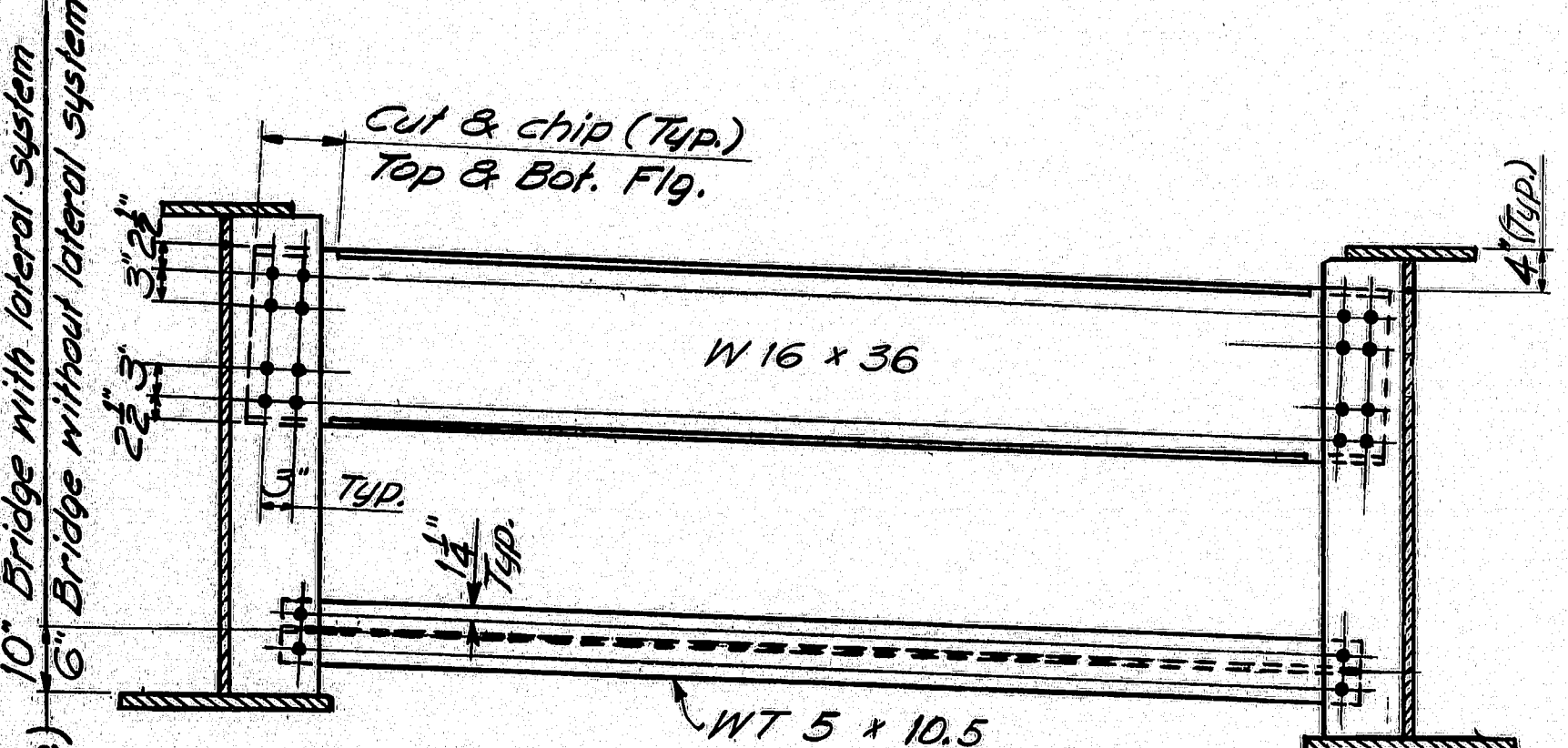
TYPE A & B



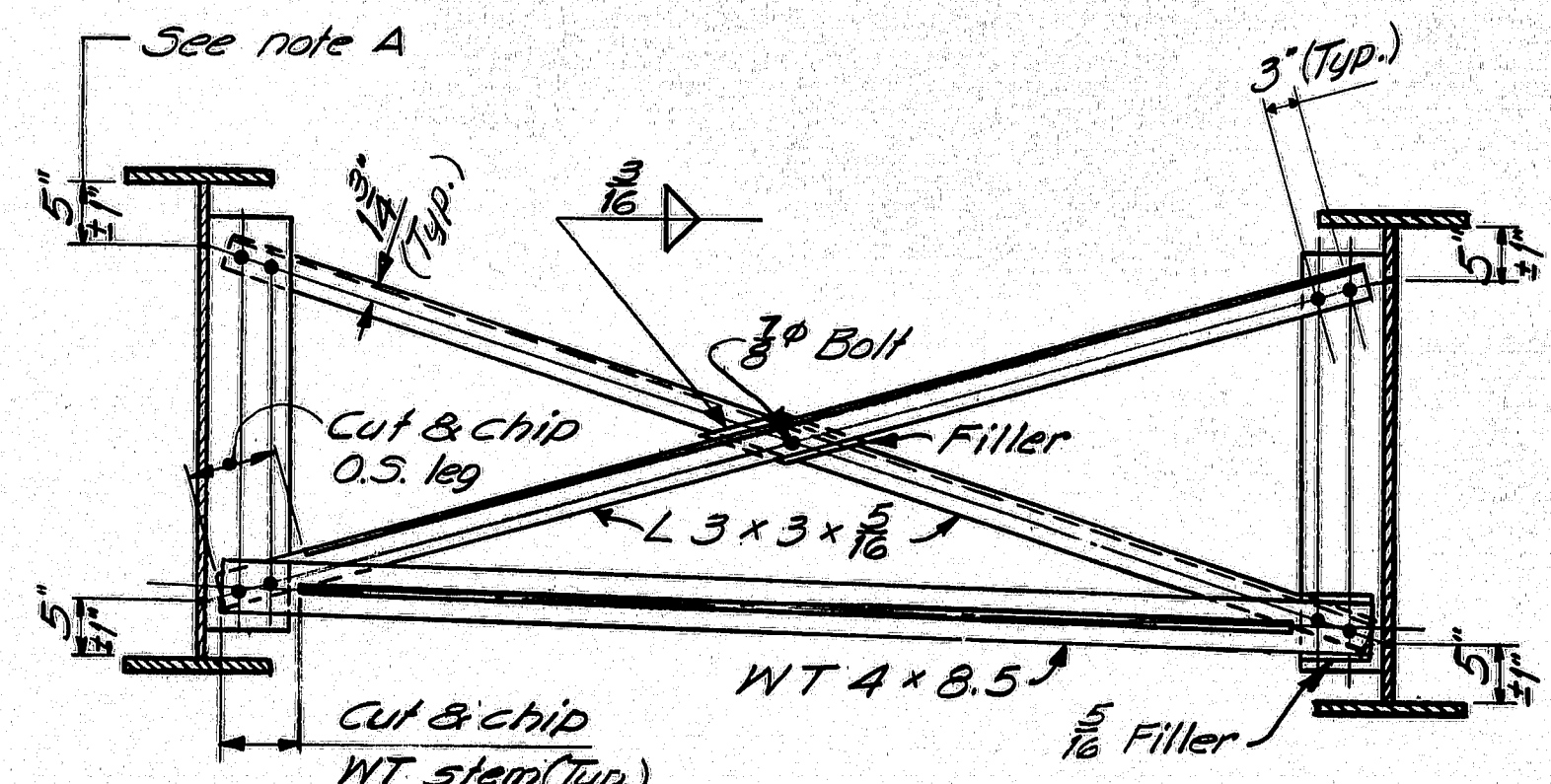
TYPE G



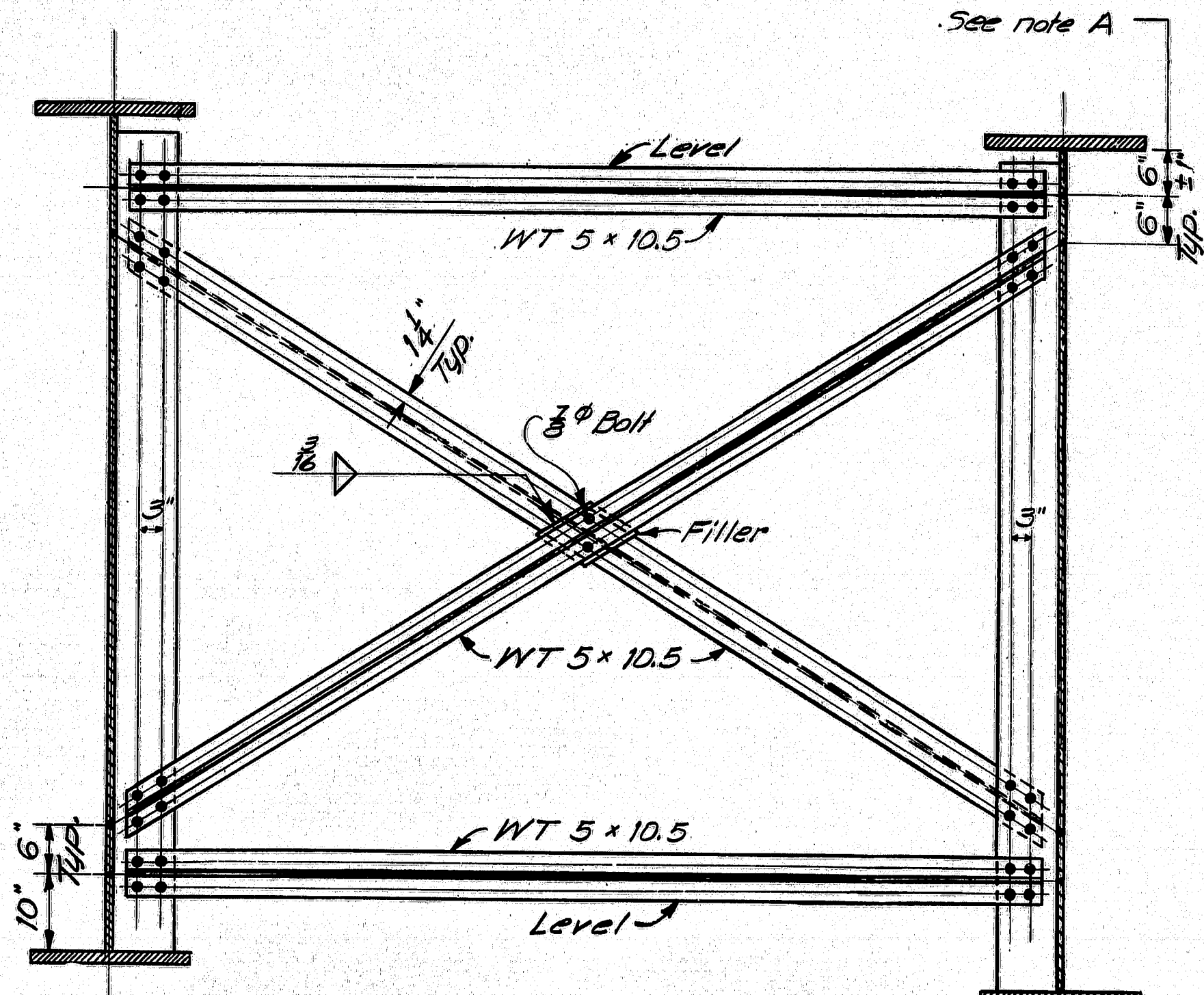
TYPE L



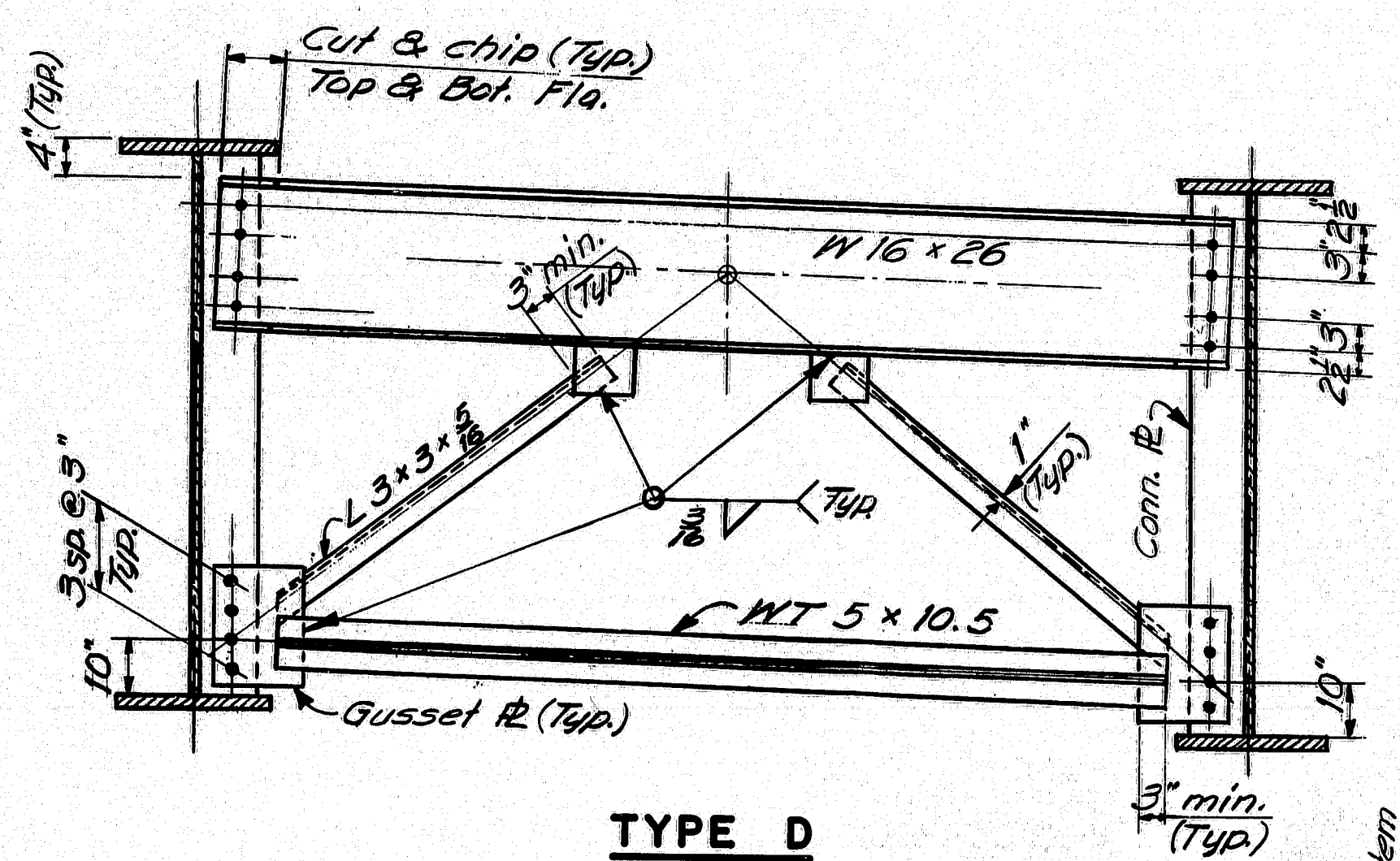
TYPE C



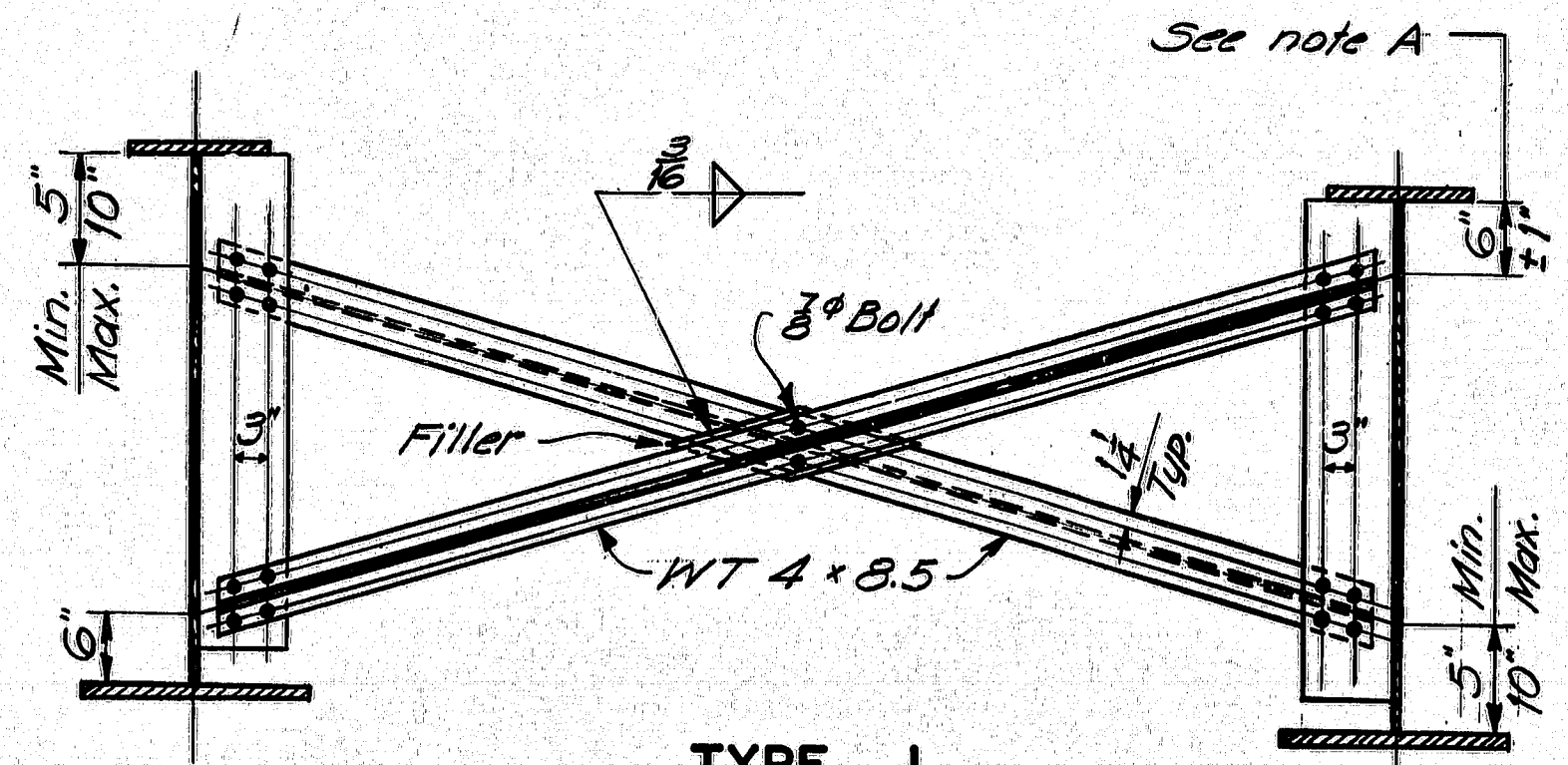
TYPE H



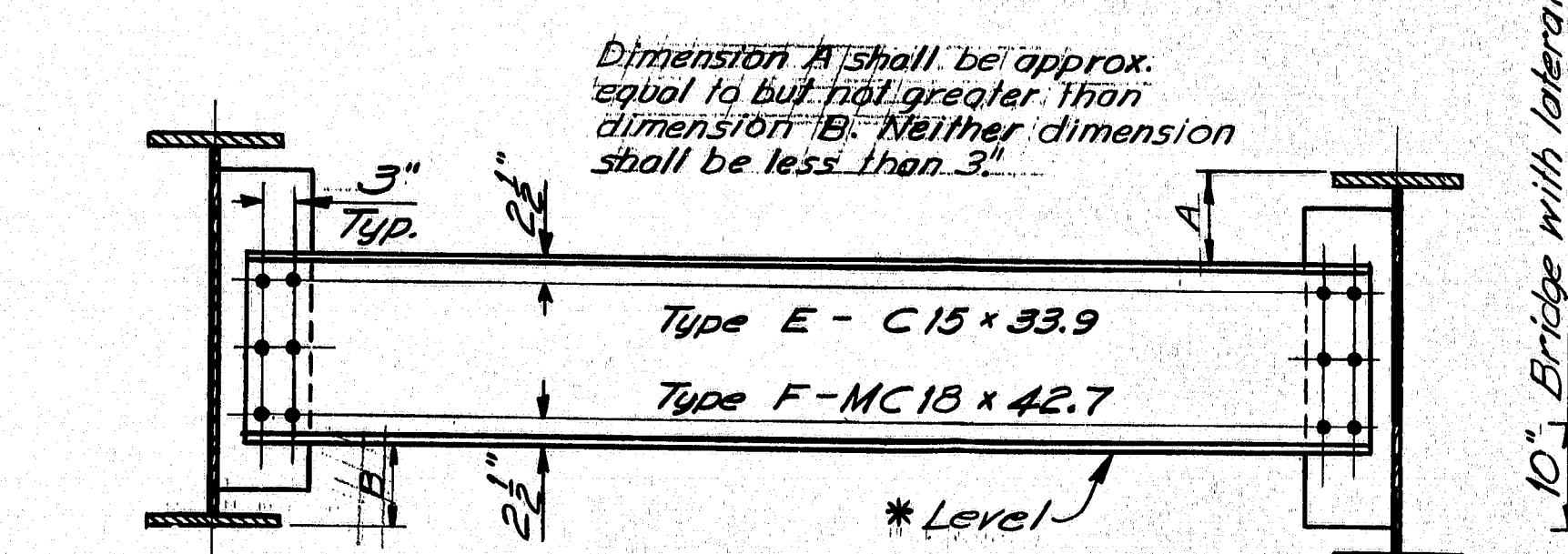
TYPE M



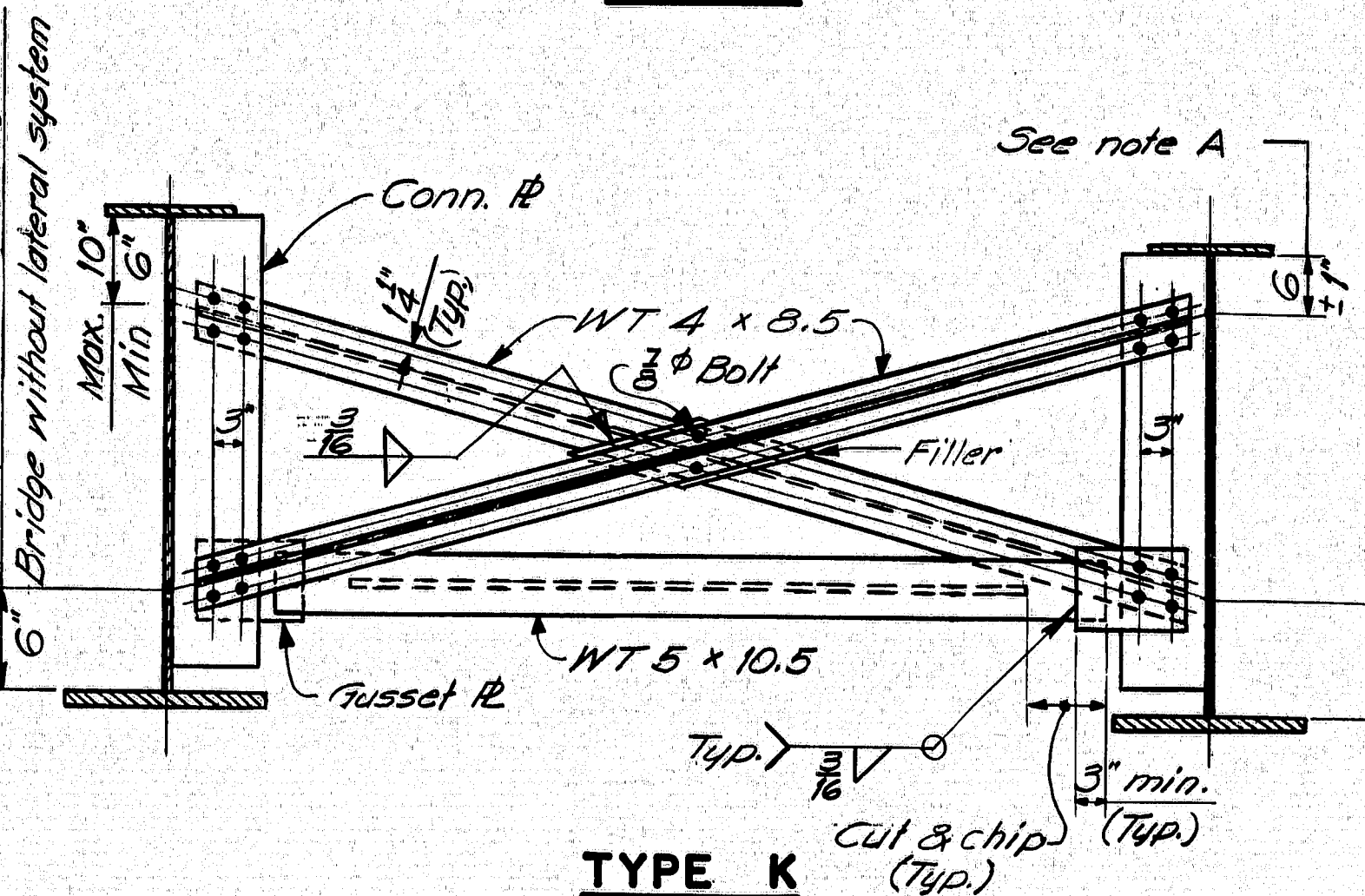
TYPE D



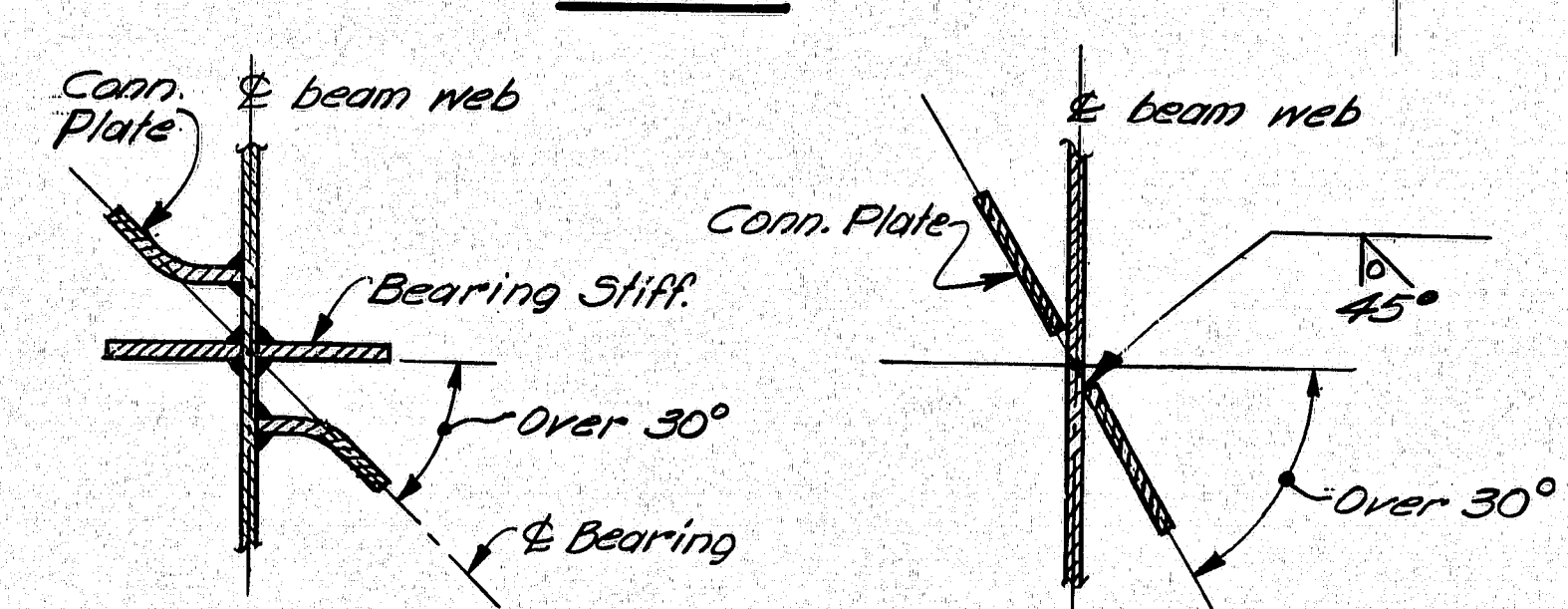
TYPE J



TYPE E & F



TYPE K



DETAIL A

Referenced from Note 5

DETAIL B

Referenced from Note 4

MATERIALS

Diaphragms, Crossframes and All Plates (Filler, gusset, and connection) ASTM A36
High Strength Bolts $\frac{3}{8}$ " diameter — — — ASTM A325

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS (BD 113 - 72) DIAPHRAGMS & CROSSFRAMES

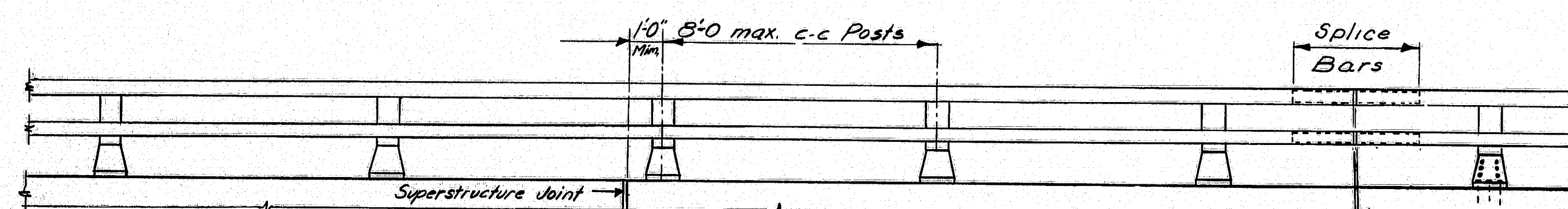
SHEET 123 OF 125 AUGUSTA, MAINE SEPT. 1972

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PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

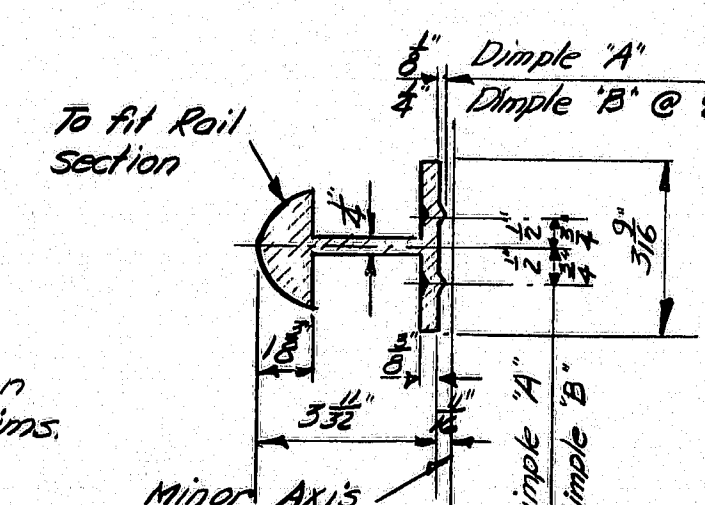
F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	75-5 (40)	124	125

DESIGN SPECIFICATIONS
AASHTO Standard Specifications for
Highway Bridges, 1969 and
Interim Specifications.

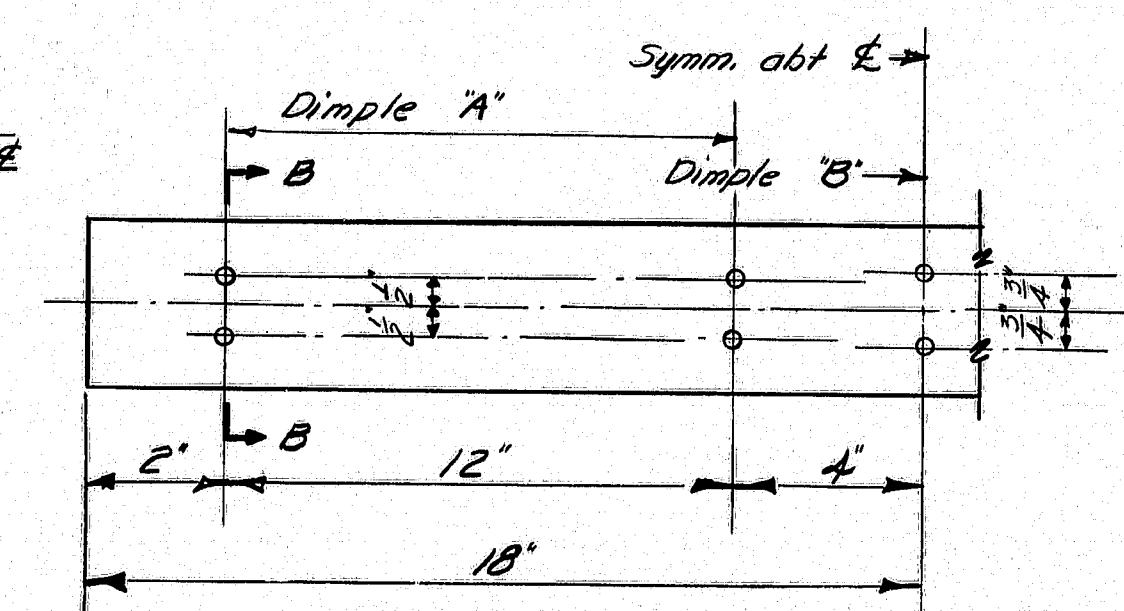


RAIL - ELEVATION

Lengths of rail shall be attached to a minimum of four (4) rail posts wherever possible, and in any case never less than two (2). Rail posts are to be set normal to grade unless otherwise shown on the Bridge Plans.

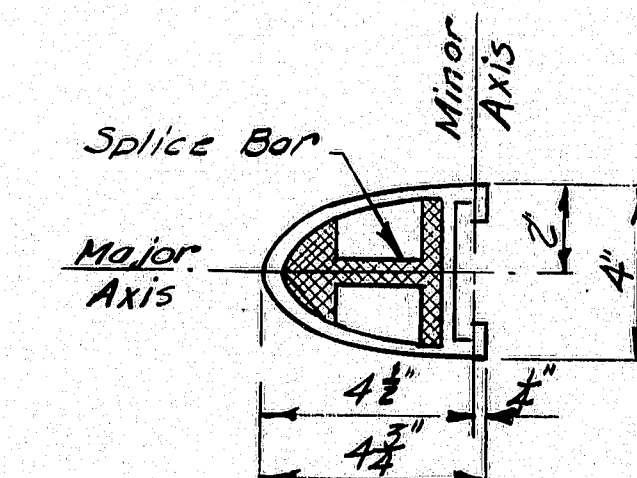


SECTION B-B



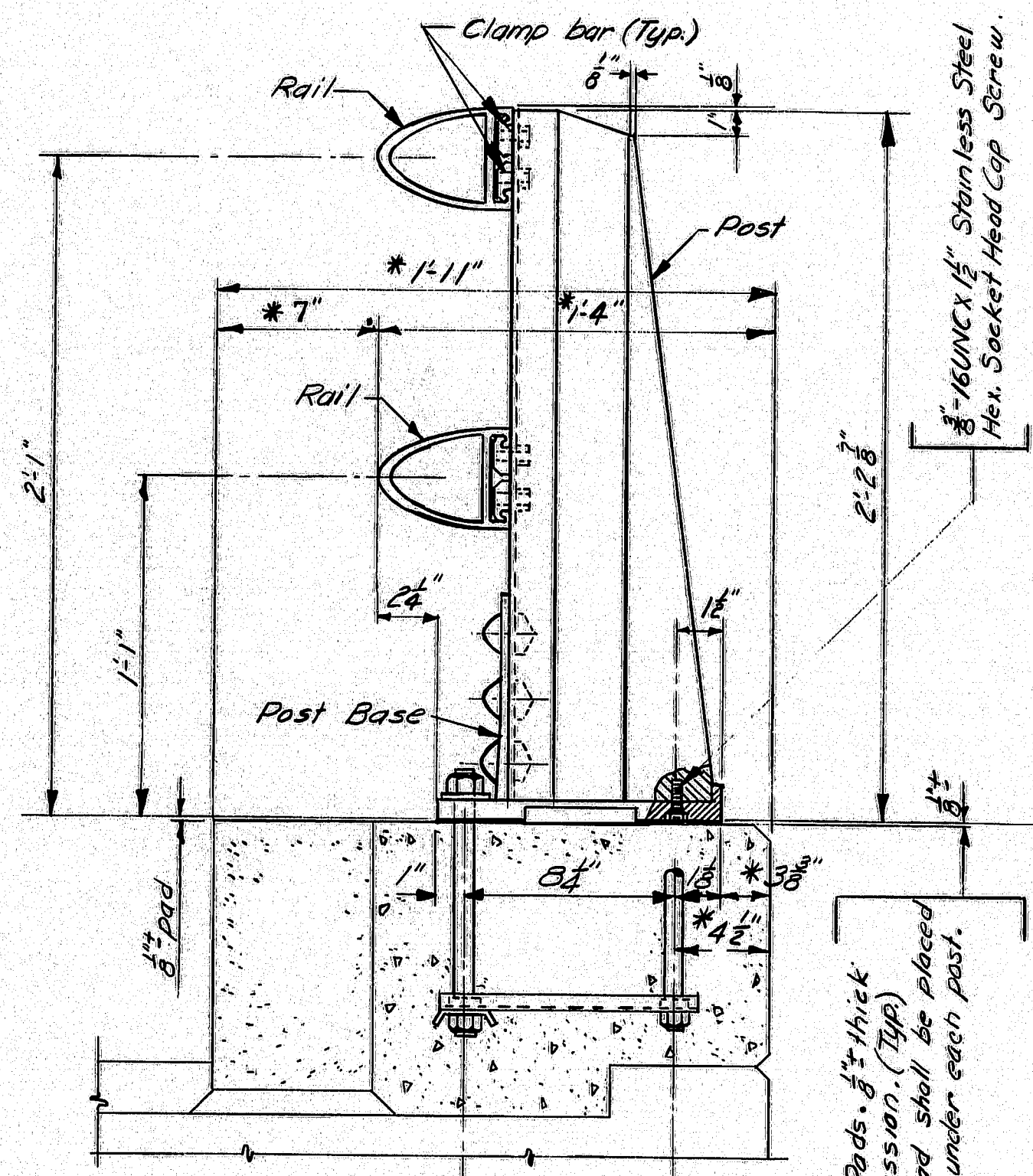
SPLICE BAR

Note - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



RAIL SECTION

See "Rail Detail"



BRIDGE RAIL

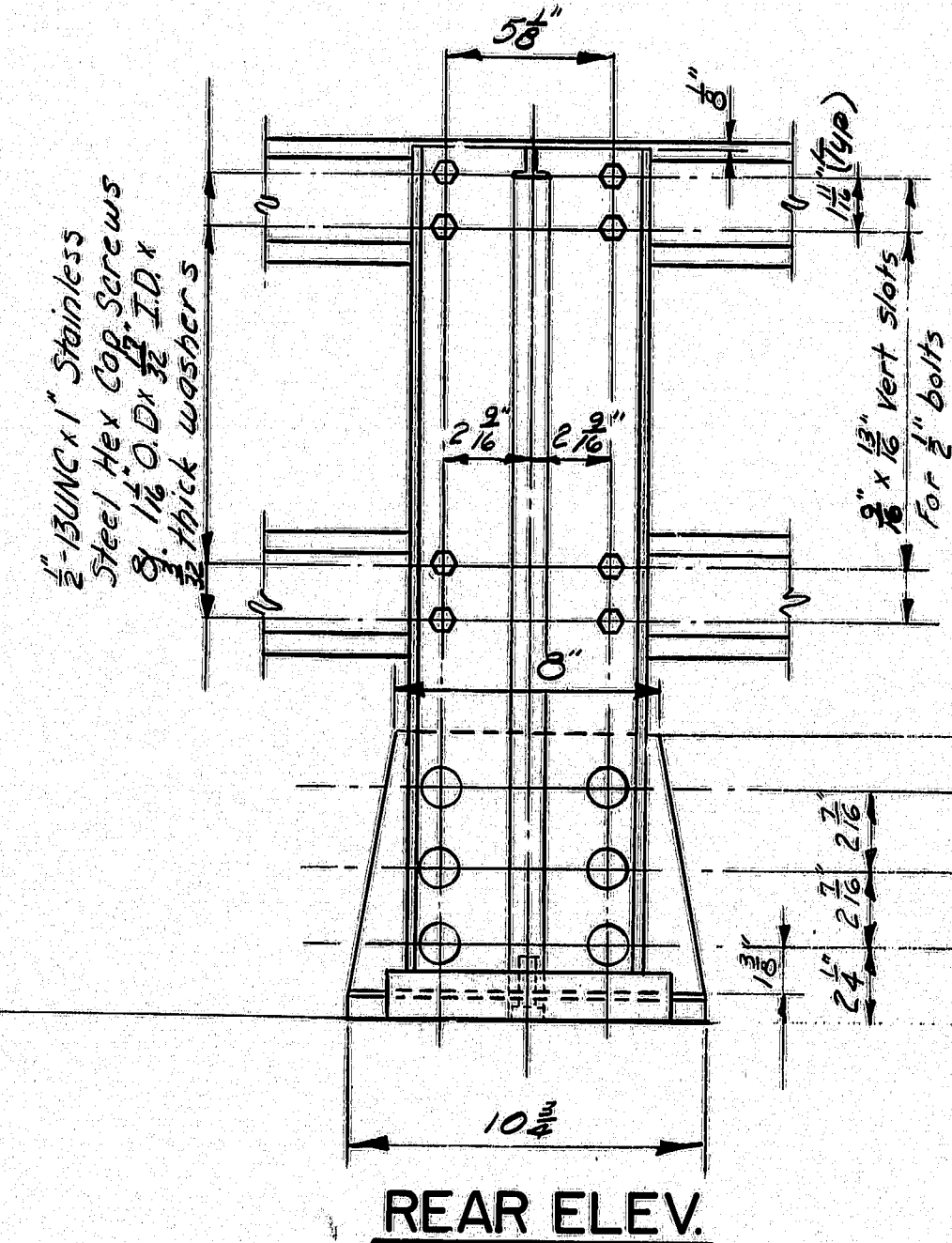
(Assembly)

* Preferable minimum dimensions. For actual dimensions see Bridge Plan.

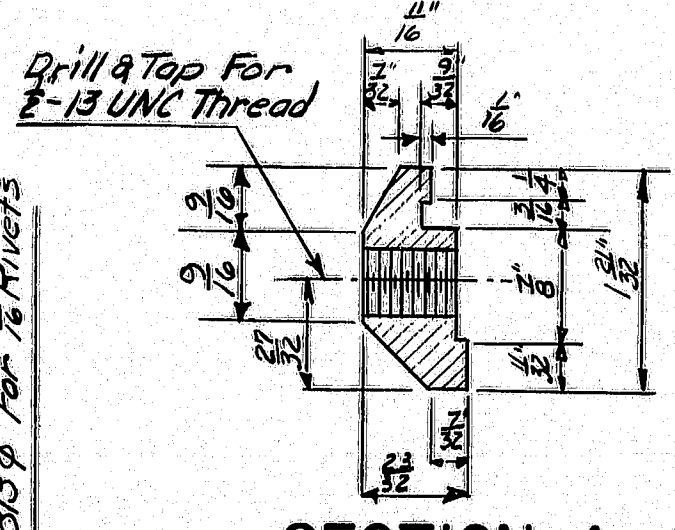
Anchor Bolts

Anchor Bolts

Preformed Pads, 1/2" thick after compression, (Type) At least one pad shall be placed at front & back under each post.

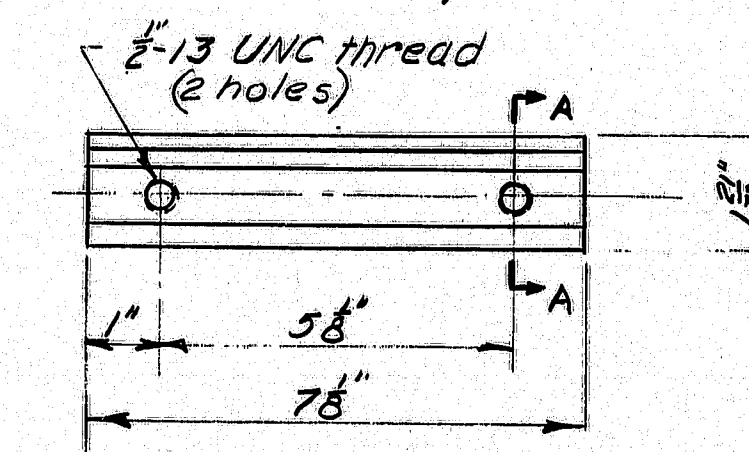


REAR ELEV.

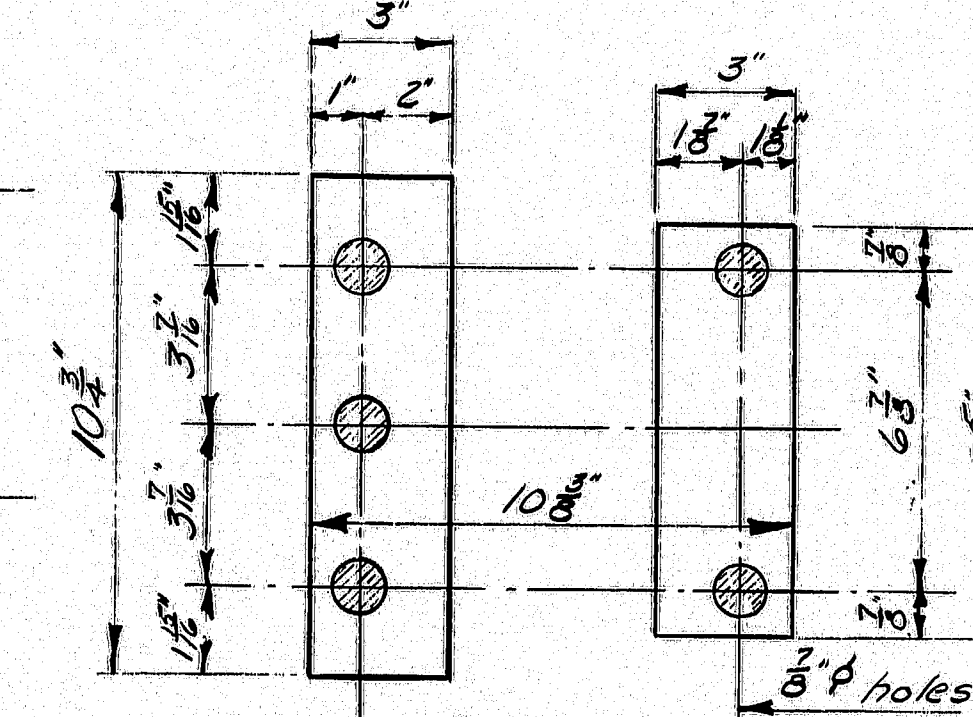


SECTION A-A

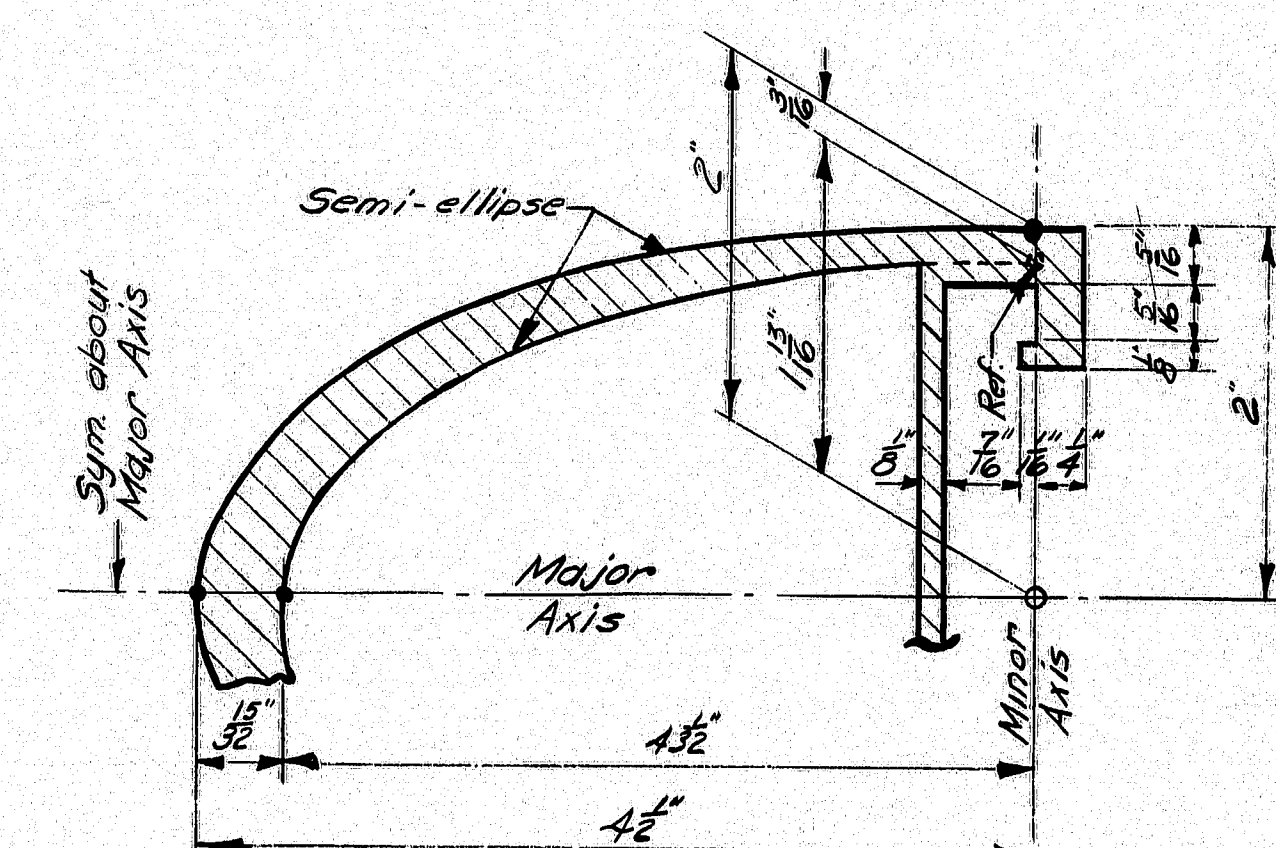
POST BASE SECTION



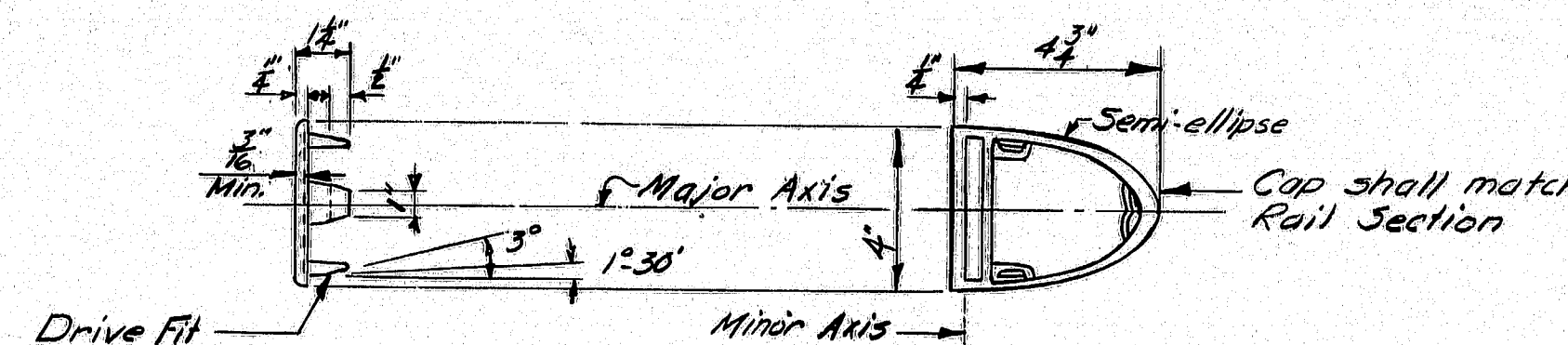
CLAMP BAR



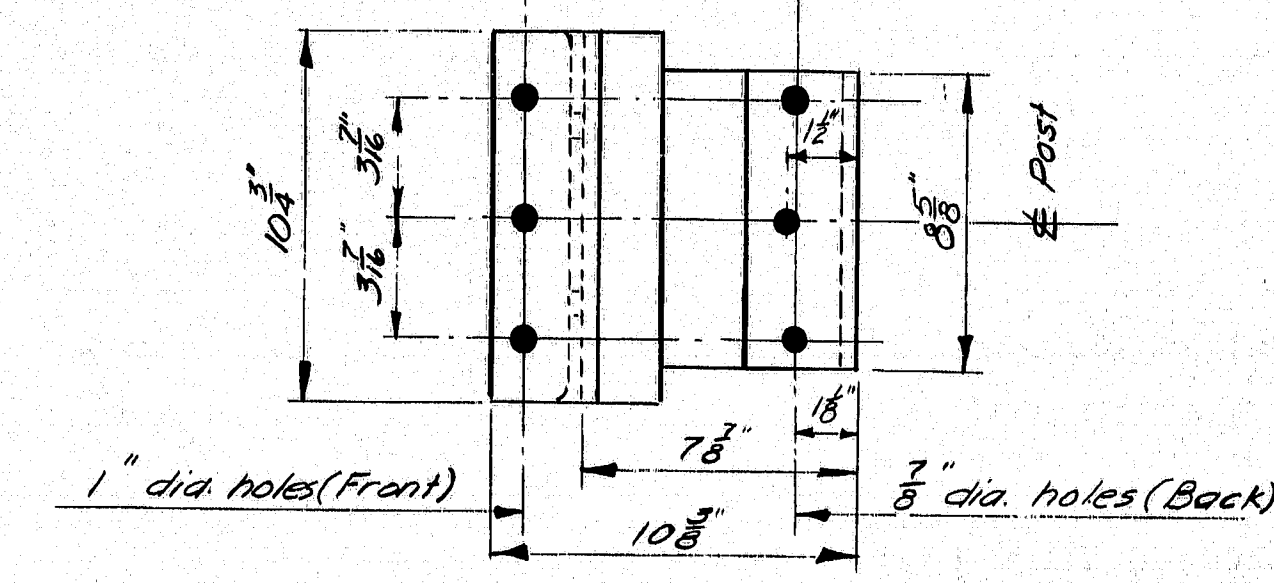
PREFORMED PADS



RAIL DETAIL

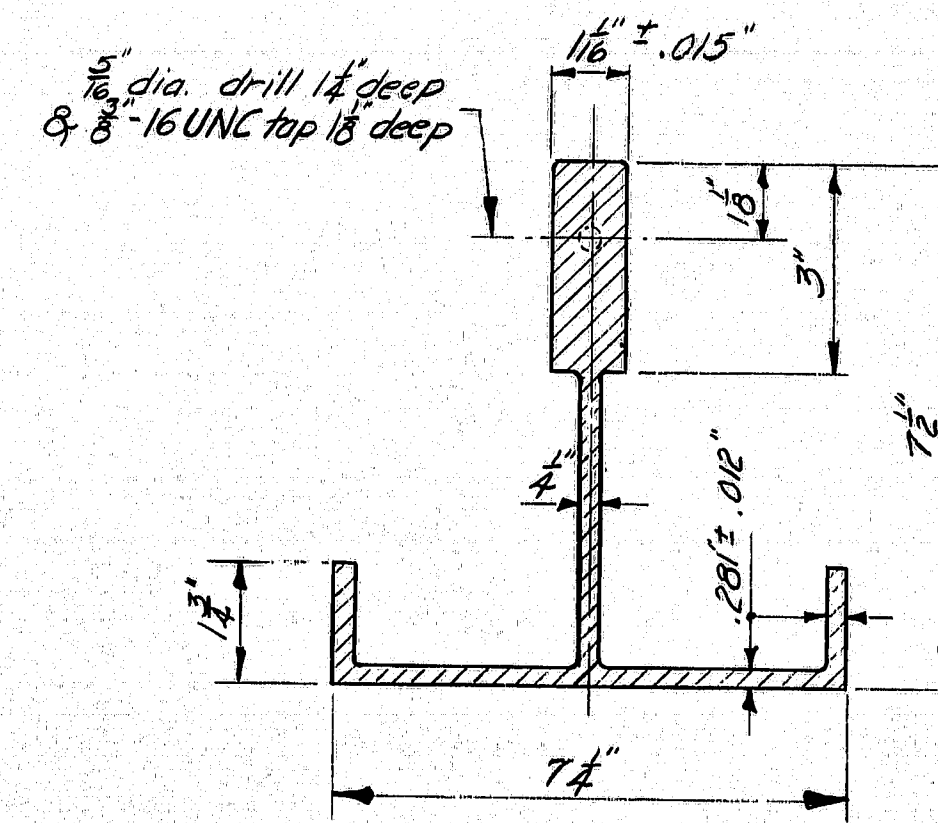


RAIL CAP

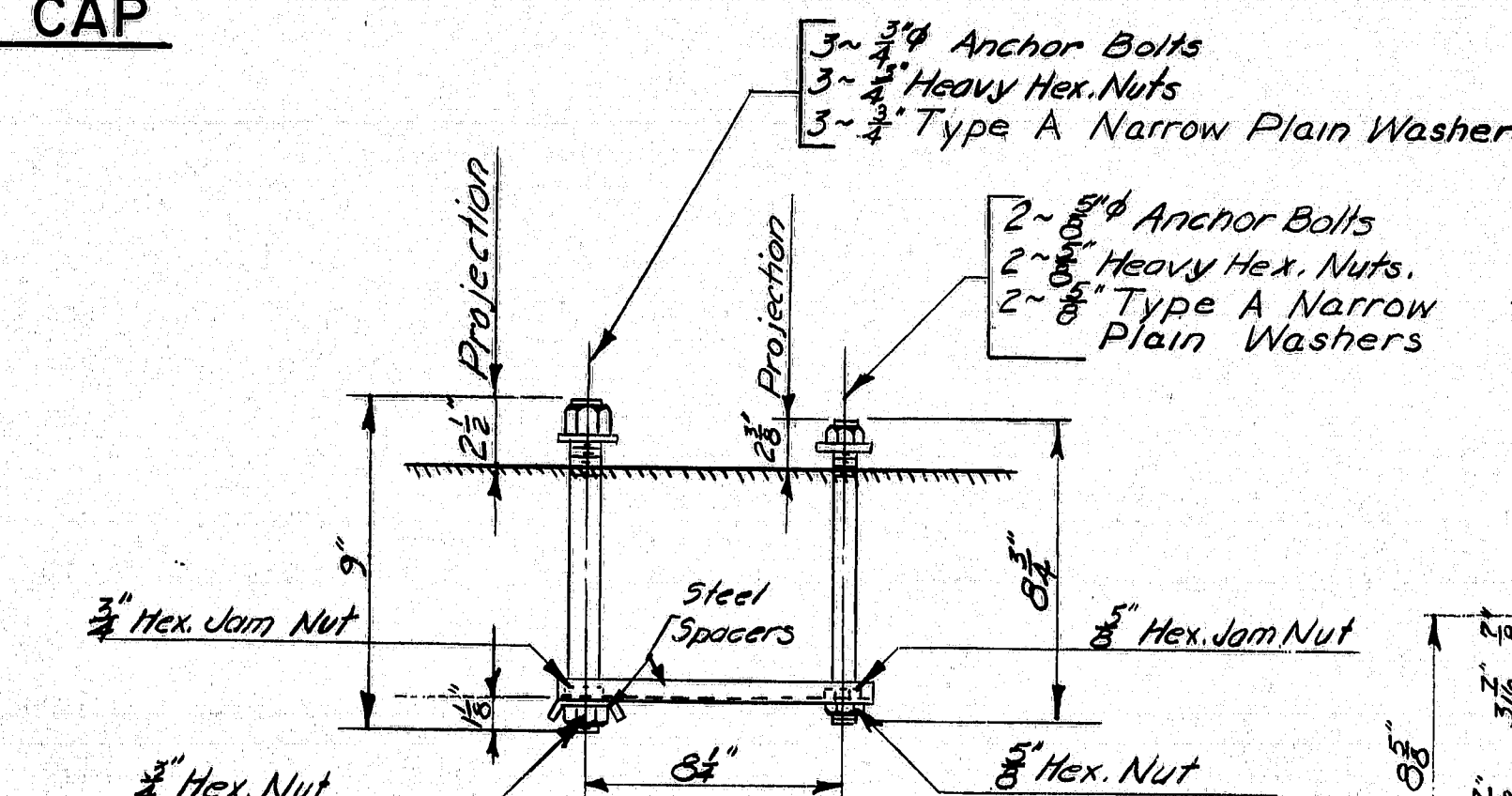


POST BASE

(Bottom View)

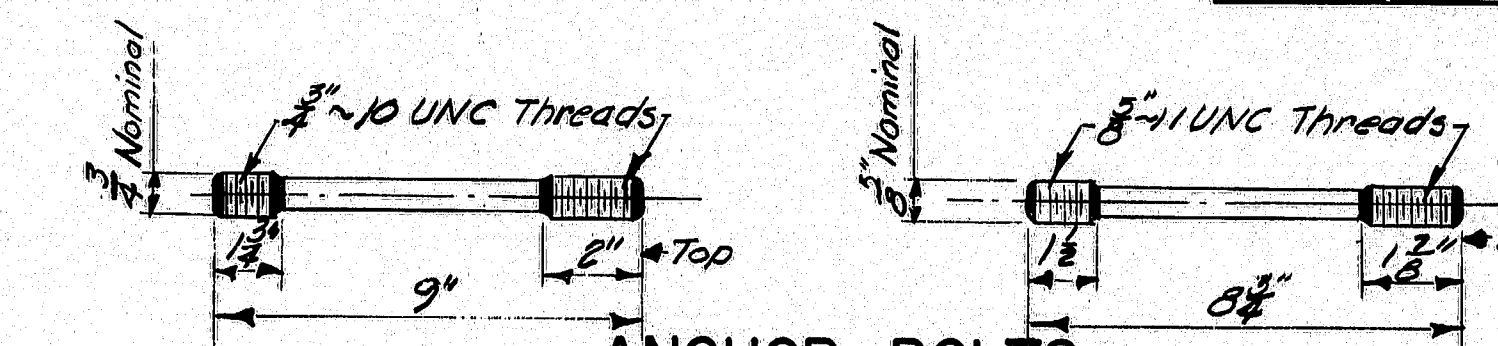


POST SECTION



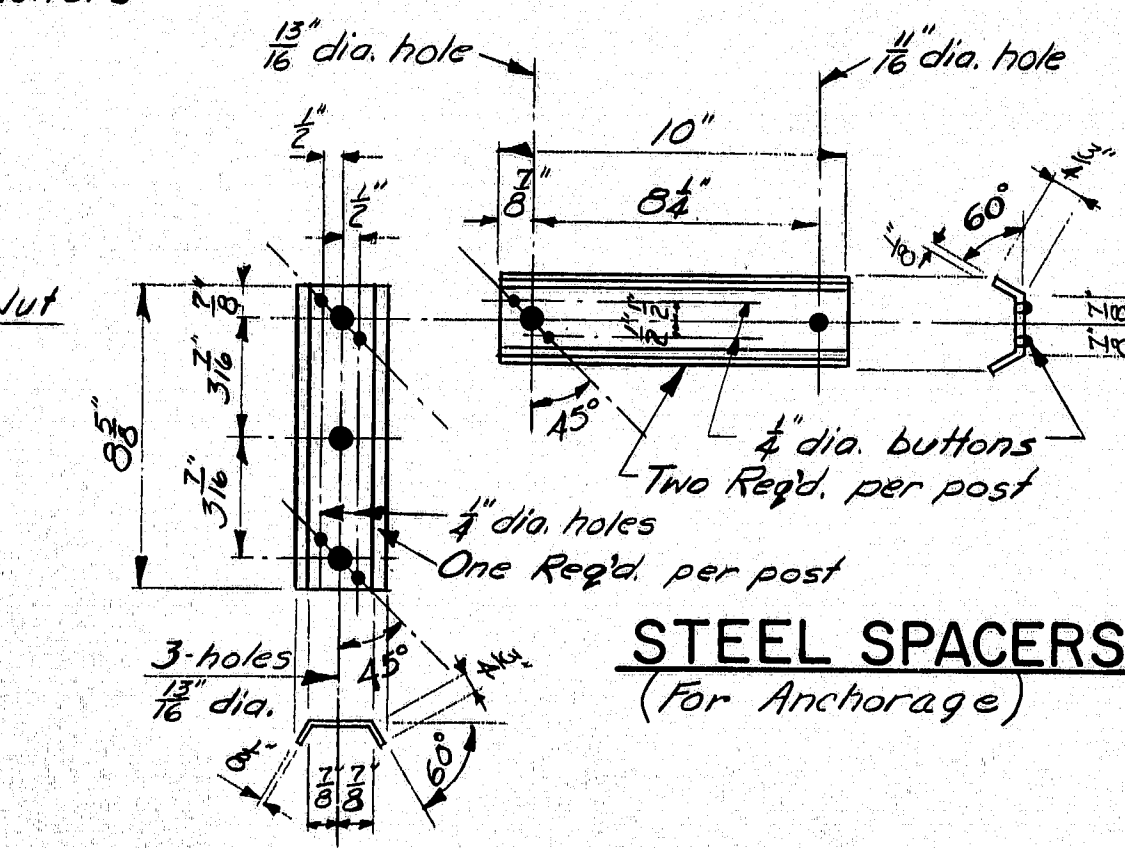
RAIL POST ANCHORAGE

(Assembly)



ANCHOR BOLTS

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



STEEL SPACERS

(For Anchorage)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS
(BD 114-73)
ALUMINUM RAILING
2-BAR (SEMI-ELLIPSE)
EXTRUDED POST

SHEET 124 OF 125 AUGUSTA, MAINE, FEBRUARY 1973

173-180

DATE	BY
1/1/73	K. Leach
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

