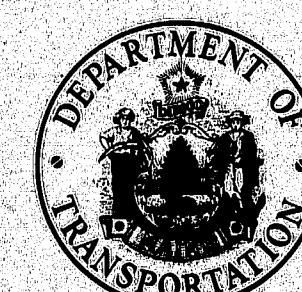


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS INTERSTATE 95 SOUTHBOUND OVER SALMON STREAM IN THE TOWN OF MEDWAY PENOBSCOT COUNTY PROJECT NO. I-95-91611240 PROJECT LENGTH 0.015 MILES

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

INDEX OF SHEETS	
1	TITLE SHEET
2	GENERAL PLAN AND ESTIMATED QUANTITIES
3	SURVEY
4	PROFILE
5	FOUNDATION SURVEY
6	BORING DETAILS
7	ABUTMENT NO.1
8	ABUTMENT NO.2
9	STRUCTURAL STEEL
10	BOTTOM OF SLAB ELEVATIONS
11	SUPERSTRUCTURE SLAB
12	APPROACH SLABS
13	REINFORCING STEEL SCHEDULE
14	RIGHT-OF-WAY MAP
STANDARD DETAILS	
15	BD 101-74 BEARING PEDESTALS
16	BD 104-73 ARMORED JOINT, DRAINS, SHEAR CONNECTORS
17	BD 113-72 DIAPHRAGMS AND CROSSFRAMES
18	BD 114-73 ALUMINUM BRIDGE RAILING
19	AUGUST 1969 (2) FIELD OFFICES
20	TYPICAL CONSTRUCTION OF DECELERATION LANES AND TRAFFIC SIGNING

SPECIFICATIONS
DESIGN - A.A.S.H.T.O. Standard Specifications for Highway Bridges, 1973 and Interim Specifications, 1974, 1975.

CONTRACT - State of Maine, State Highway Commission Standard Specifications Highways and Bridges, Revisions of June 1968

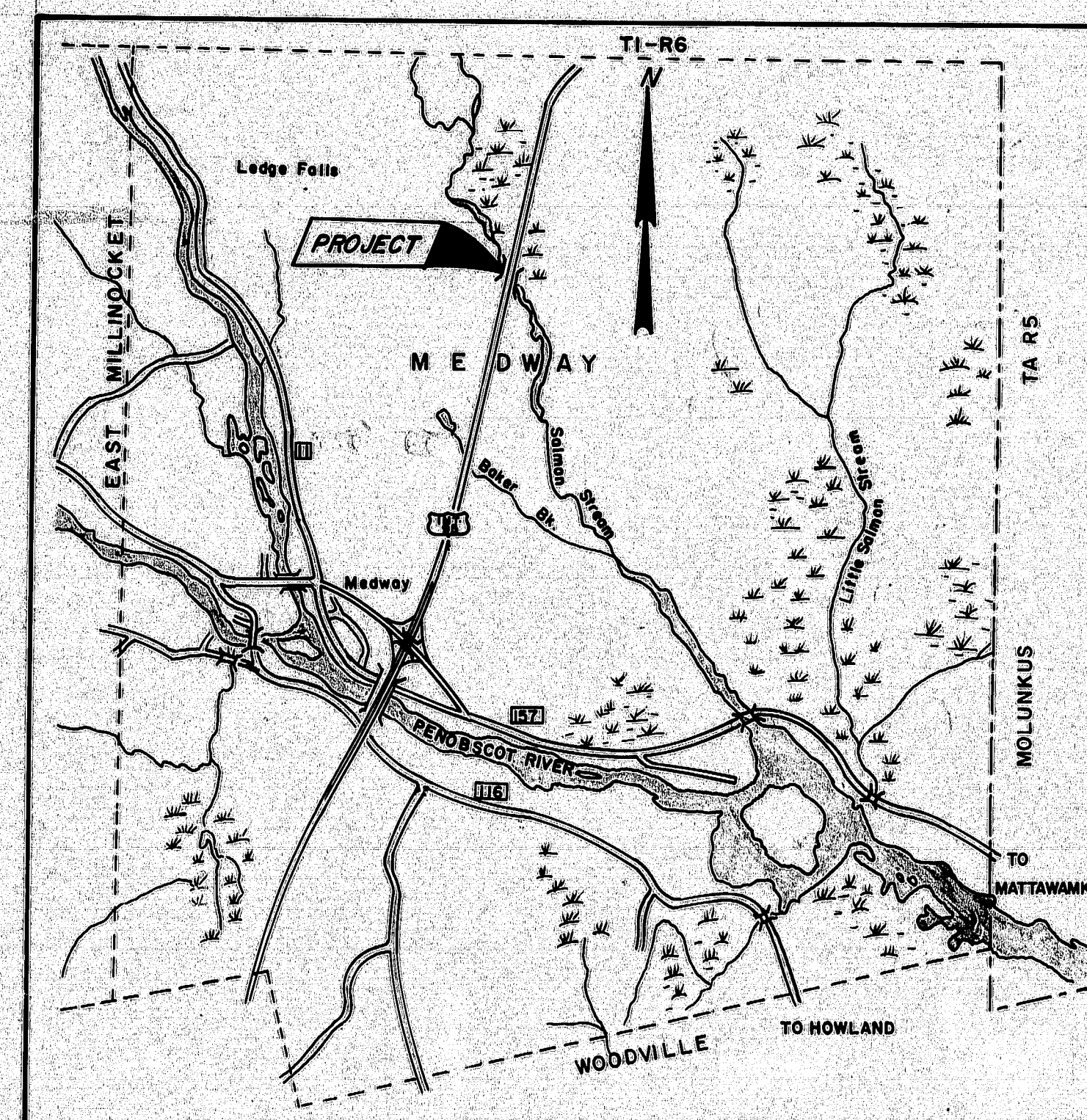
DESIGN LOADING
LIVE LOADING - HS20-44 (MODIFIED FOR INTERSTATE)

MATERIALS
CONCRETE - All Concrete Shall be Class "A"
REINFORCING STEEL - A.S.T.M. A615 Grade 60
STRUCTURAL STEEL - A.S.T.M. A588 (UNPAINTED)

BASIC ALLOWABLE STRESSES
CONCRETE - $f_c = 12,000 \text{ psi}$ $n = 10$
REINFORCING STEEL - $f_s = 24,000 \text{ psi}$
STRUCTURAL STEEL - A.S.T.M. A588 $f_s = 27,000 \text{ psi}$

HYDROLOGY DATA
DRAINAGE AREA = 64 sq. Miles
DESIGN DISCHARGE (Q50) = 2350 cfs.
CHECK DISCHARGE (Q100) = 2800 cfs.
HIGH WATER at Q50 = Elev. 285.0'
MEAN VELOCITY at Q50 = 6 fps.
HIGH WATER at Q100 = Elev. 285.7'
MEAN VELOCITY at Q100 = 6.5 fps.

TRAFFIC DATA
ADT 1975 = 1685
ADT 1995 = 3398
DHV 476
T(%) DHV 17



LOCATION MAP
SCALE IN MILES

NOTE:
ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF JUNE 1968) AND SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

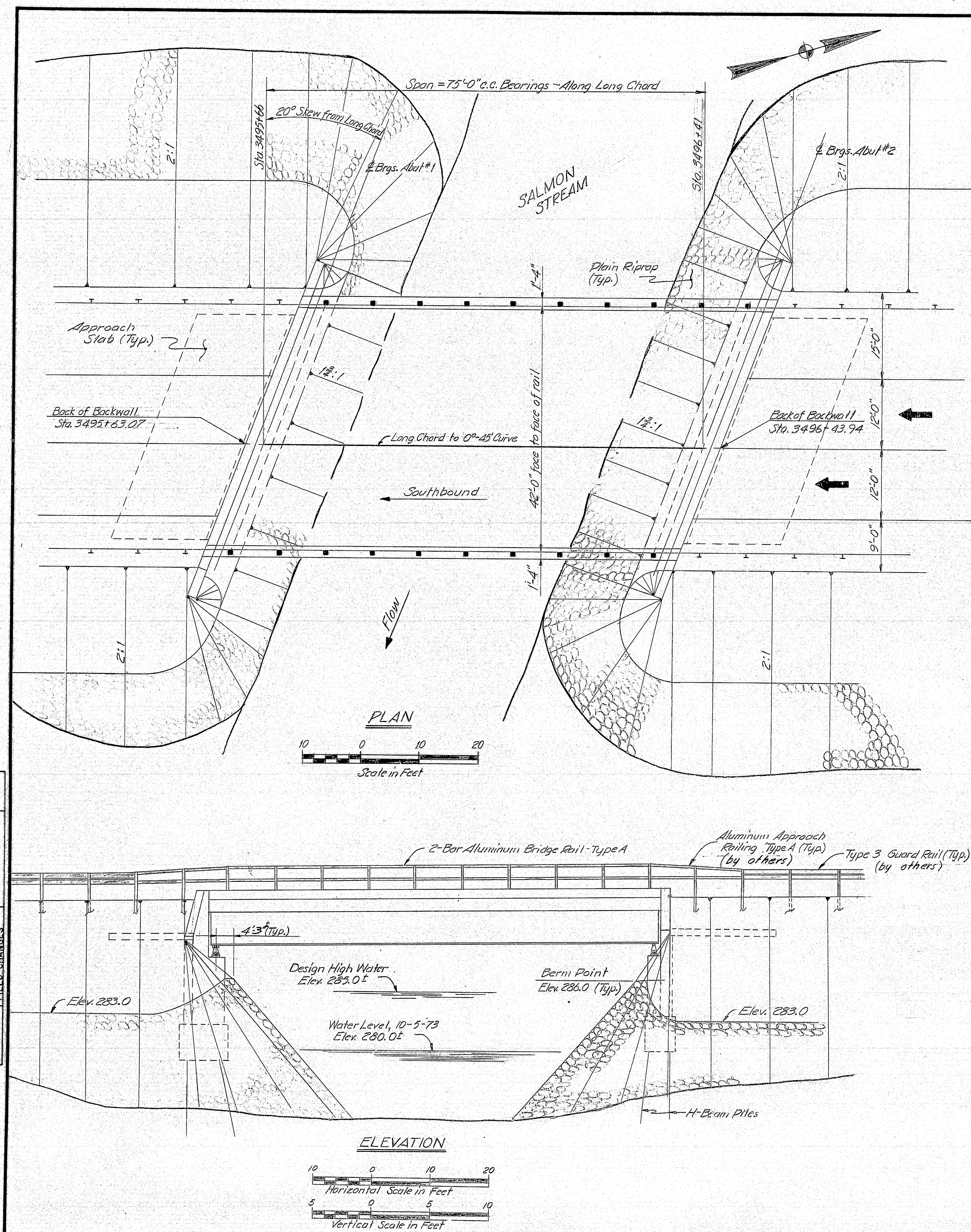
APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
Richard A. Fitch
CHIEF ENGINEER AND BUREAU DIRECTOR

DATE
Jan-20-1976
Jan-20-1976

as built: R.J. Townsend 10/2/77
UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION I
APPROVED:
DIVISION ENGINEER
DATE

169-88

PROJECT DESIGN ENGINEER	DATE
BY	2-26
DESIGN - CHECKED	3-76
REVISIONS	
FIELD CHANGES	
PLANS	



ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
203.26	Gravel - Borrow	Cu. Yds.	1,700
206.08	Str. Earth Excar. - Abuts & Ret. Walls	Cu. Yds.	44
501.212	Steel H-beam Piles, 42 lbs./ft.	Lin. Ft.	1,650
502.21	Structural Concrete Abutments & Retaining Walls	Cu. Yds.	220
502.26	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	L.S.	1
502.29	Structural Concrete Wearing Surface on Bridges	L.S.	1
502.31	Structural Concrete Approach Slabs	L.S.	1
503.12	Reinforcing Steel, Fabricated & Delivered	Lbs.	40,160
503.13	Reinforcing Steel, Placing	Lbs.	40,160
504.70	Structural Steel, Fabricated & Delivered	L.S.	1
504.71	Structural Steel, Erection	L.S.	1
505.08	Shear Connectors	L.S.	1
507.141	Aluminum Bridge Railing, Type A	Lin. Ft.	150
512.07	French Drains (stones only)	Cu. Yds.	20
514.06	Curing Box for Concrete Cylinders	Each	1
515.20	Protective Coating for Concrete Surfaces	Sq. Yds.	410
608.13	Vertical Bridge Curb - Type 1	Lin. Ft.	181
610.08	Plain Riprap	Cu. Yds.	365
618.15	Temporary Seeding	Lbs.	8
629.05	Labor, Straight Time	M. Hr.	20
631.13	Bulldozer (inc. operator)	Hour	10
631.171	Truck, Small (inc. operator)	Hour	10
631.22	Front End Loader (inc. operator)	Hour	10
639.09	Field Office, Type B	Each	1
656.50	Baled Hay, in place	Each	100
656.51	Sandbags, in place	Each	133
656.60	Temporary Berms	Lin. Ft.	266
659.10	Mobilization	L.S.	1

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS			
502.26	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges = 106 Cu. Yds.		
502.29	Structural Concrete Wearing Surface on Bridges = 33 Cu. Yds.		
502.31	Structural Concrete Approach Slabs = 31 Cu. Yds.		
504.70	Structural Steel, Fabrication & Delivered = 88,500 lbs.		
504.71	Structural Steel, Erection = 88,500 lbs.		
505.08	Shear Connectors = 984 reqd. or 984 lbs.		

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (61)	2	20

as built - F. J. Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY**

GENERAL PLAN

SHEET 2 OF 20 AUGUSTA, MAINE JUNE 1974

169-89

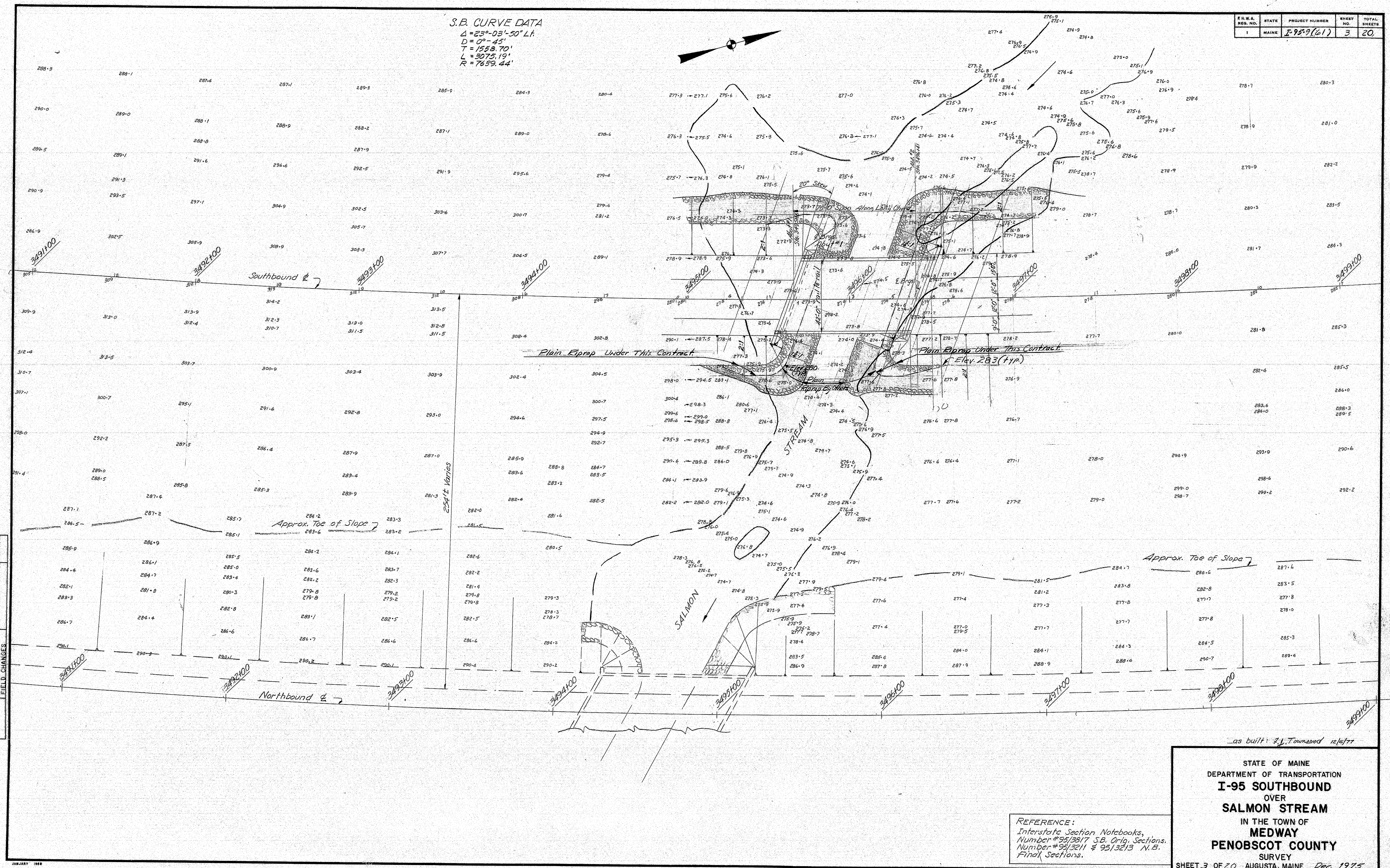
S.B. CURVE DATA
 $\Delta = 23^{\circ}03'50''$ LK
 $D = 0^{\circ}45'$
 $T = 1553.70'$
 $L = 3075.19'$
 $R = 7659.44'$

R.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95(61)	3	20

Survey Plotted

DESIGN - DETAILED	DATE
CHECKED	3-76
REVISIONS	
FIELD CHANGES	

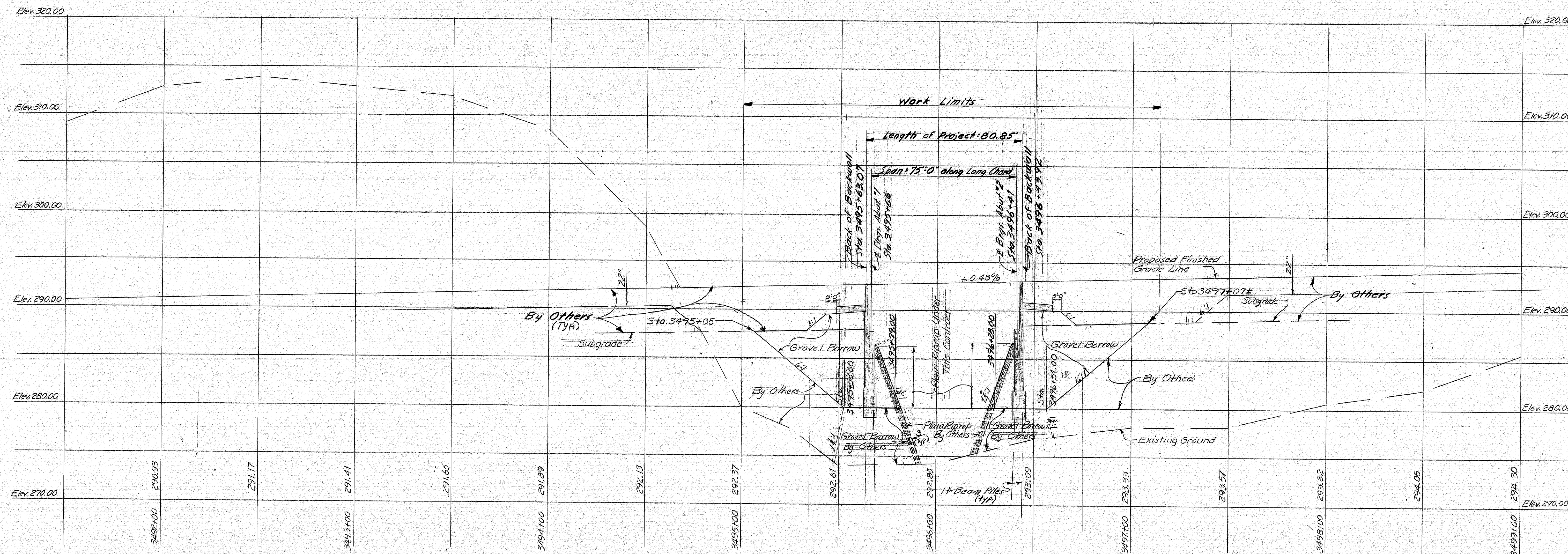
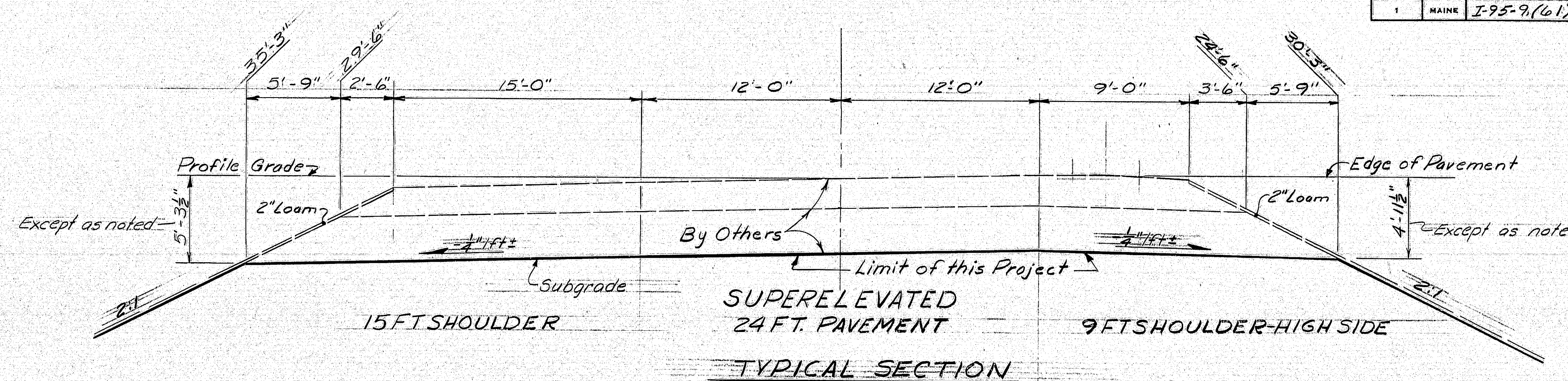
PLANS



REFERENCE:
 Interstate Section Notebooks,
 Number #95/2817 S.B. Orig. Sections.
 Number #95/3211 & 95/3213 N.B.
 Final Sections.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
I-95 SOUTHBOUND
 OVER
SALMON STREAM
 IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
 SURVEY
 SHEET 3 OF 20 AUGUSTA, MAINE Dec. 1975
169-90

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-9(41)	4	20



PROFILE
I-95 SOUTHBOUND

Note: Any necessary unwatering shall be incidental to contract items.

as built: J. L. Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
PROFILE

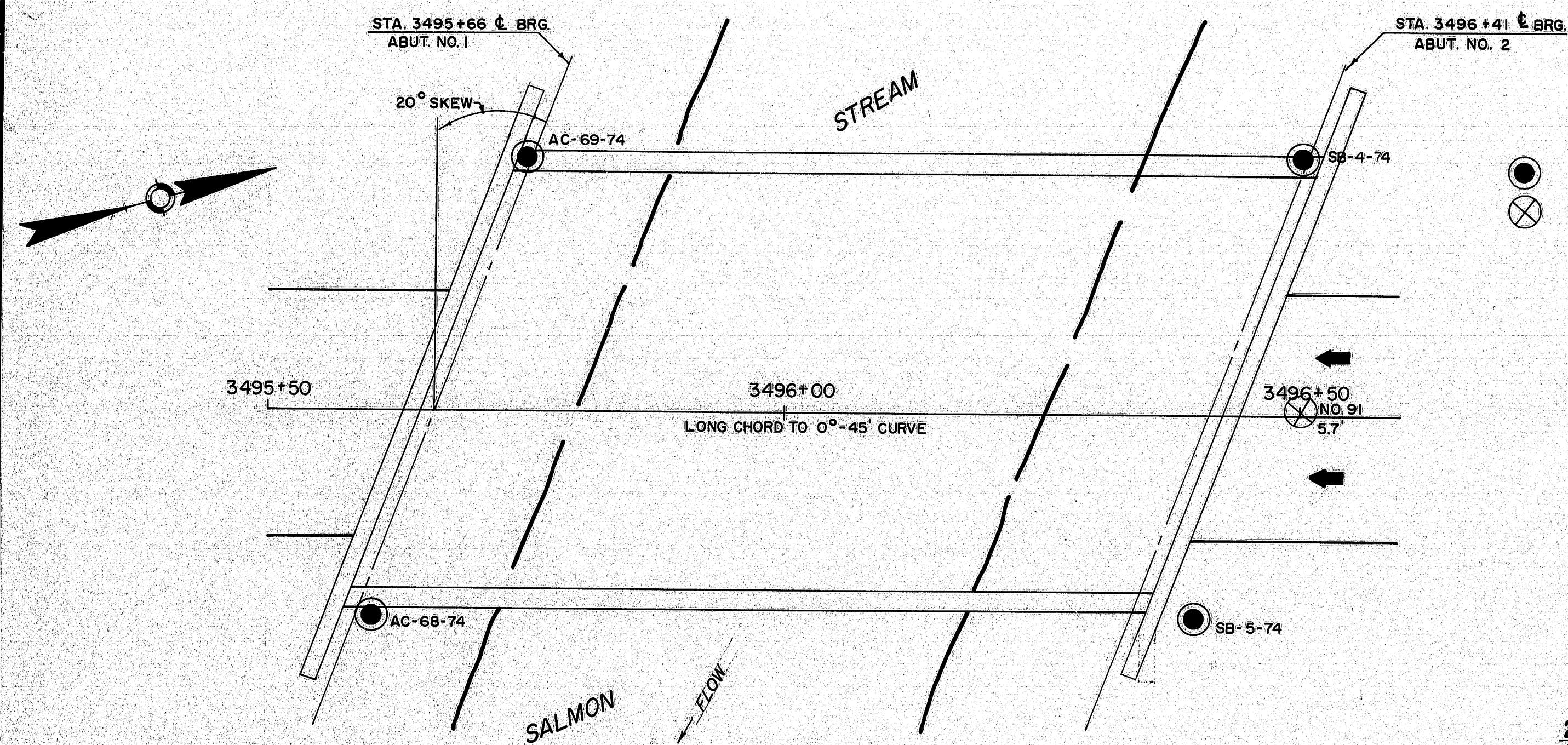
SHEET 4 OF 20 AUGUSTA, MAINE Dec. 1975

169-91

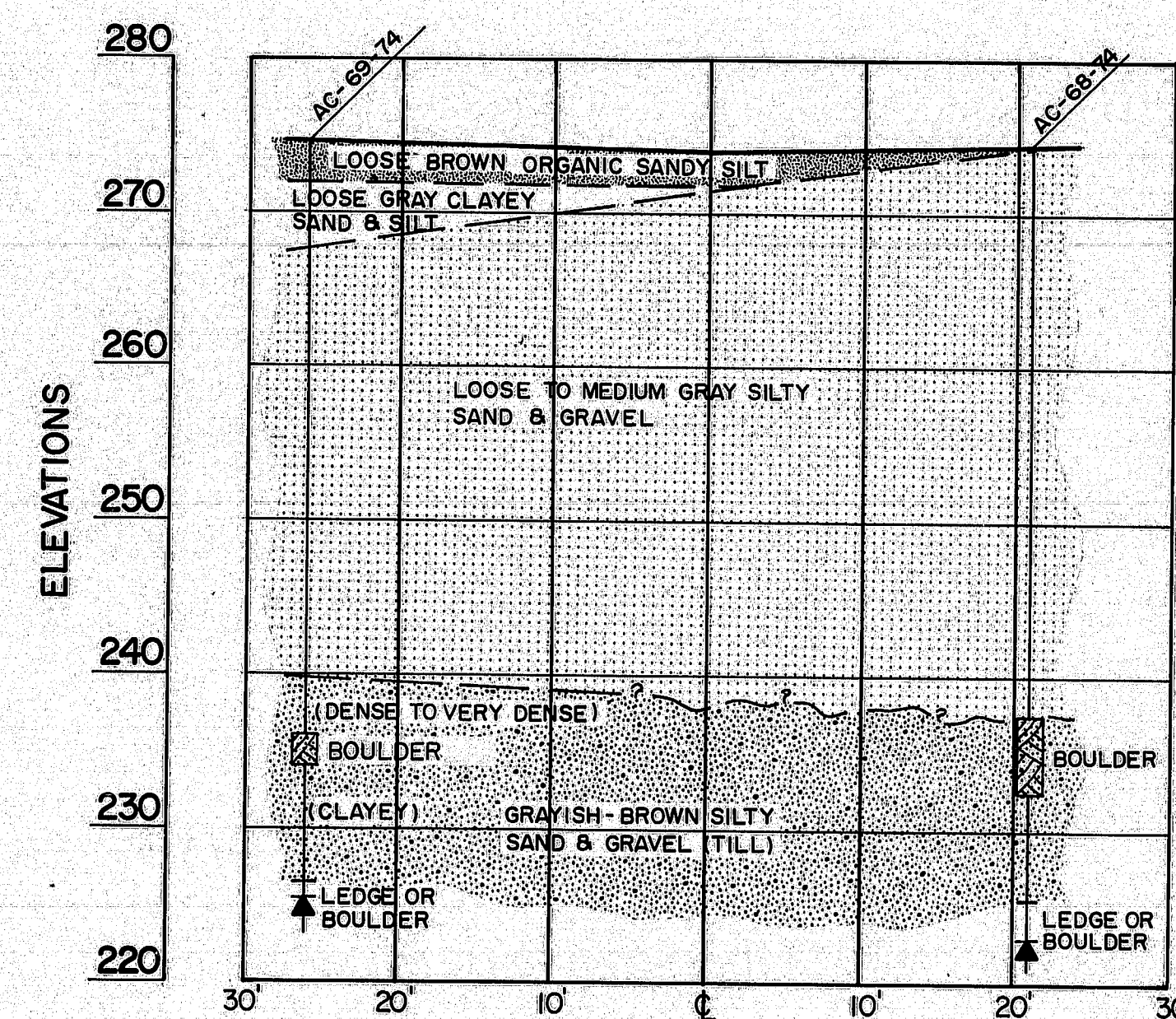
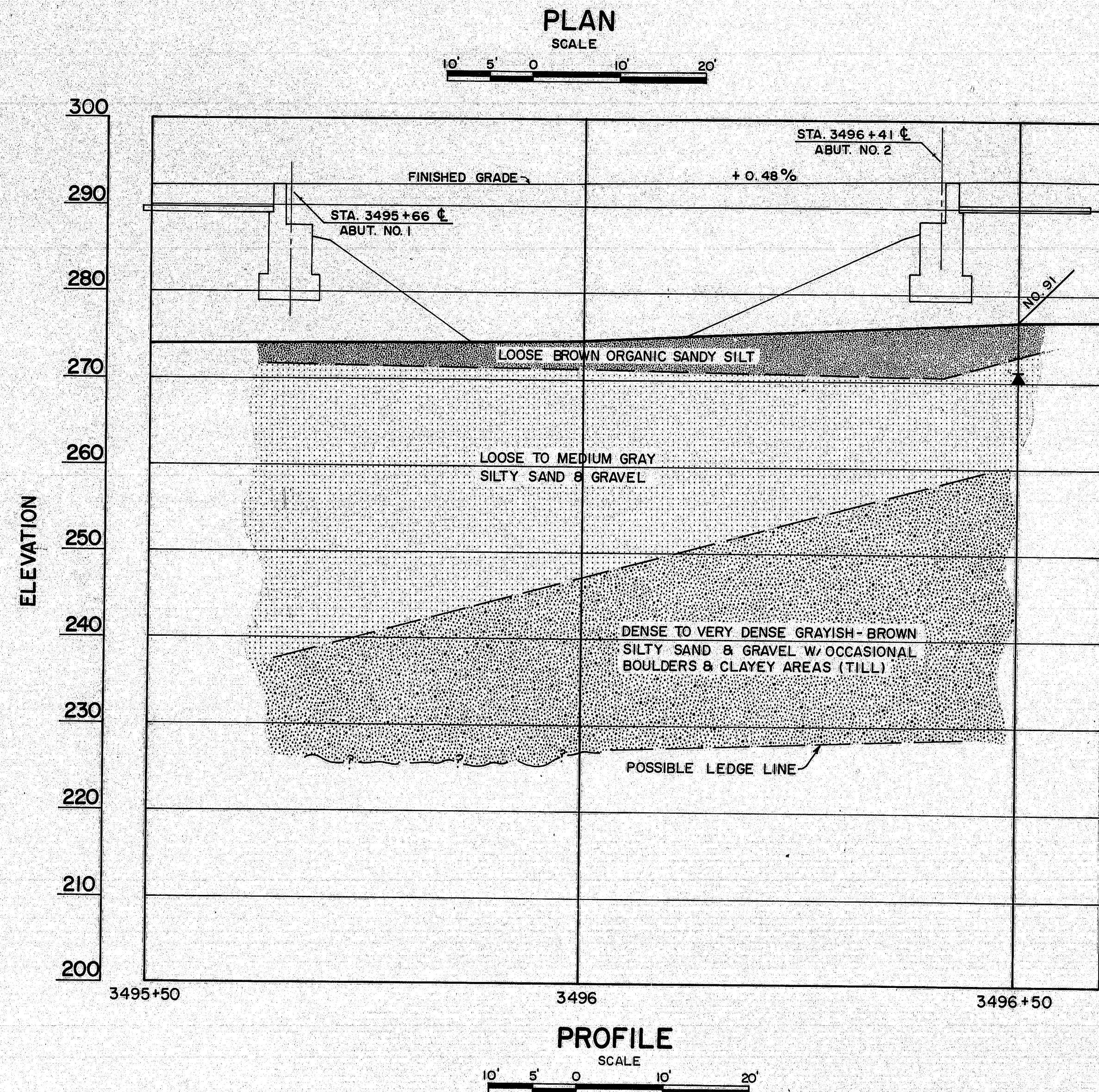
Profile Plotted

DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY J.L.C.	BY J.L.C.		
DATE 12-27-73	DATE 3-76		

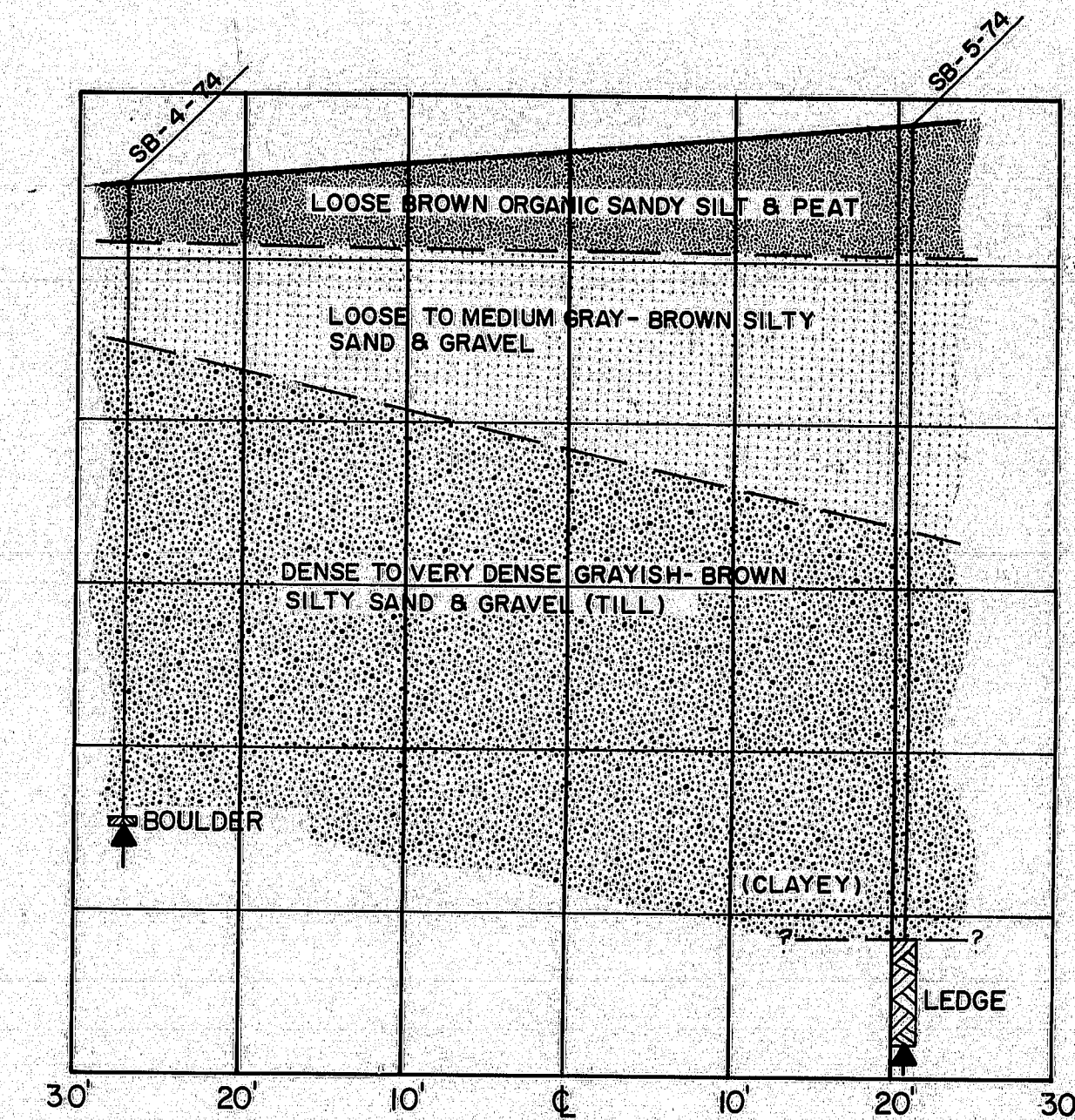
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(161)	5	20



LEGEND
 ● WASHBORING
 ⊗ AUGER BORING



STA. 3495+66 CL BRG.
ABUT. NO. 1



STA. 3496+41 CL BRG.
ABUT. NO. 2

TRANSVERSE SECTIONS

SCALE
 10' 5' 0' 10' 20'

DESIGN - DETAILED	BY	DATE
CHECKED	SA/S	9-72
FIELD CHANGES	70/L	

PLANS

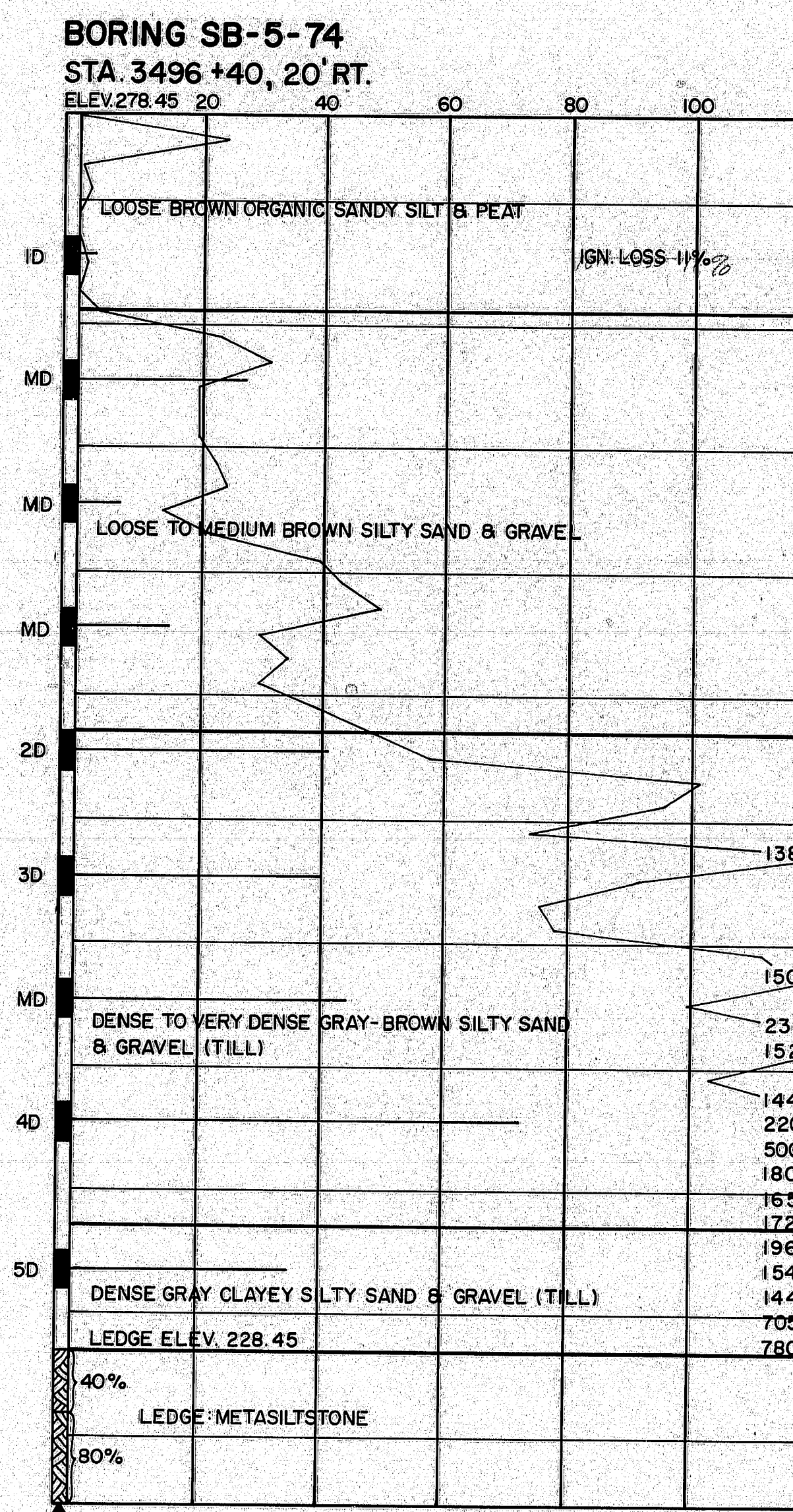
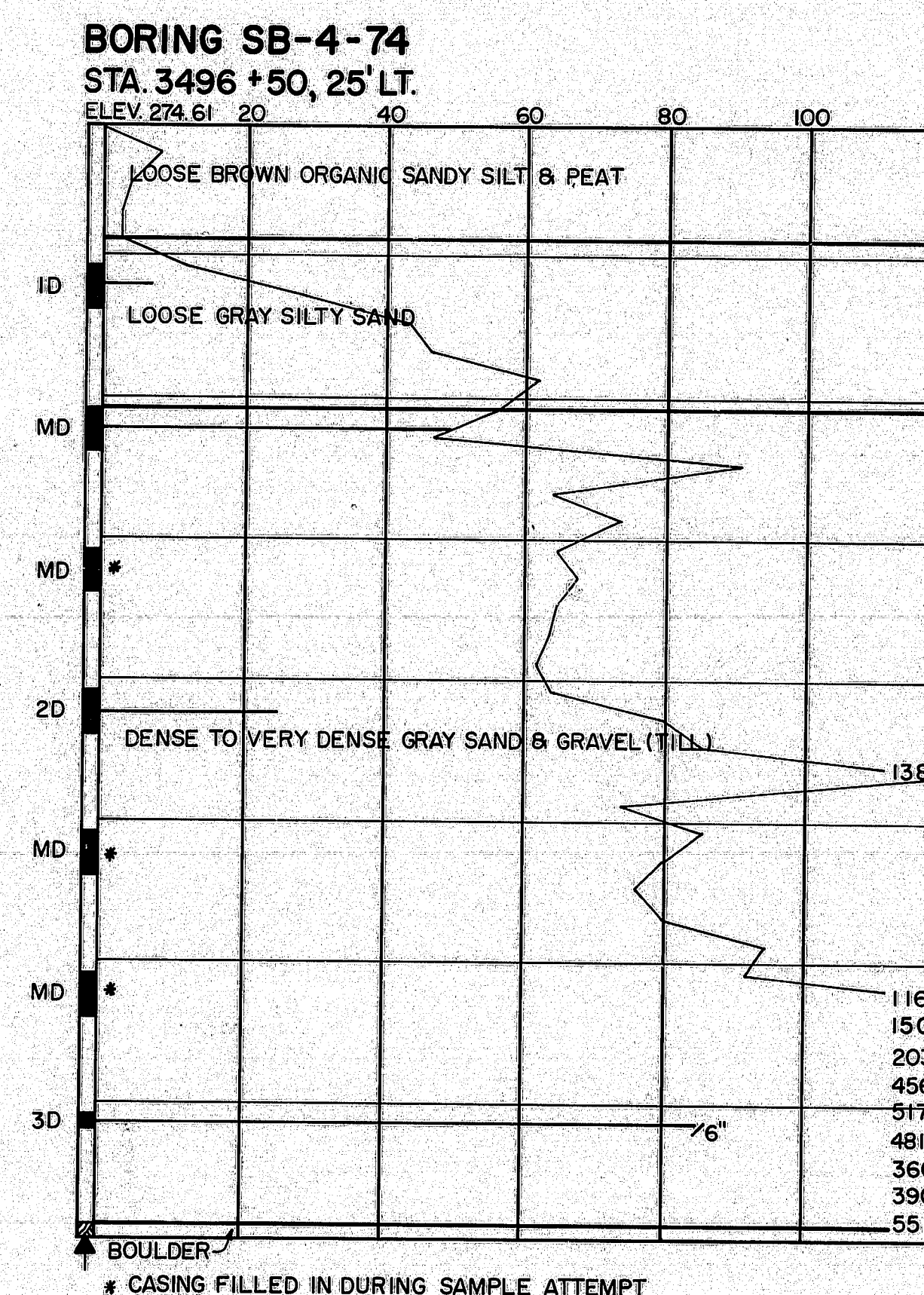
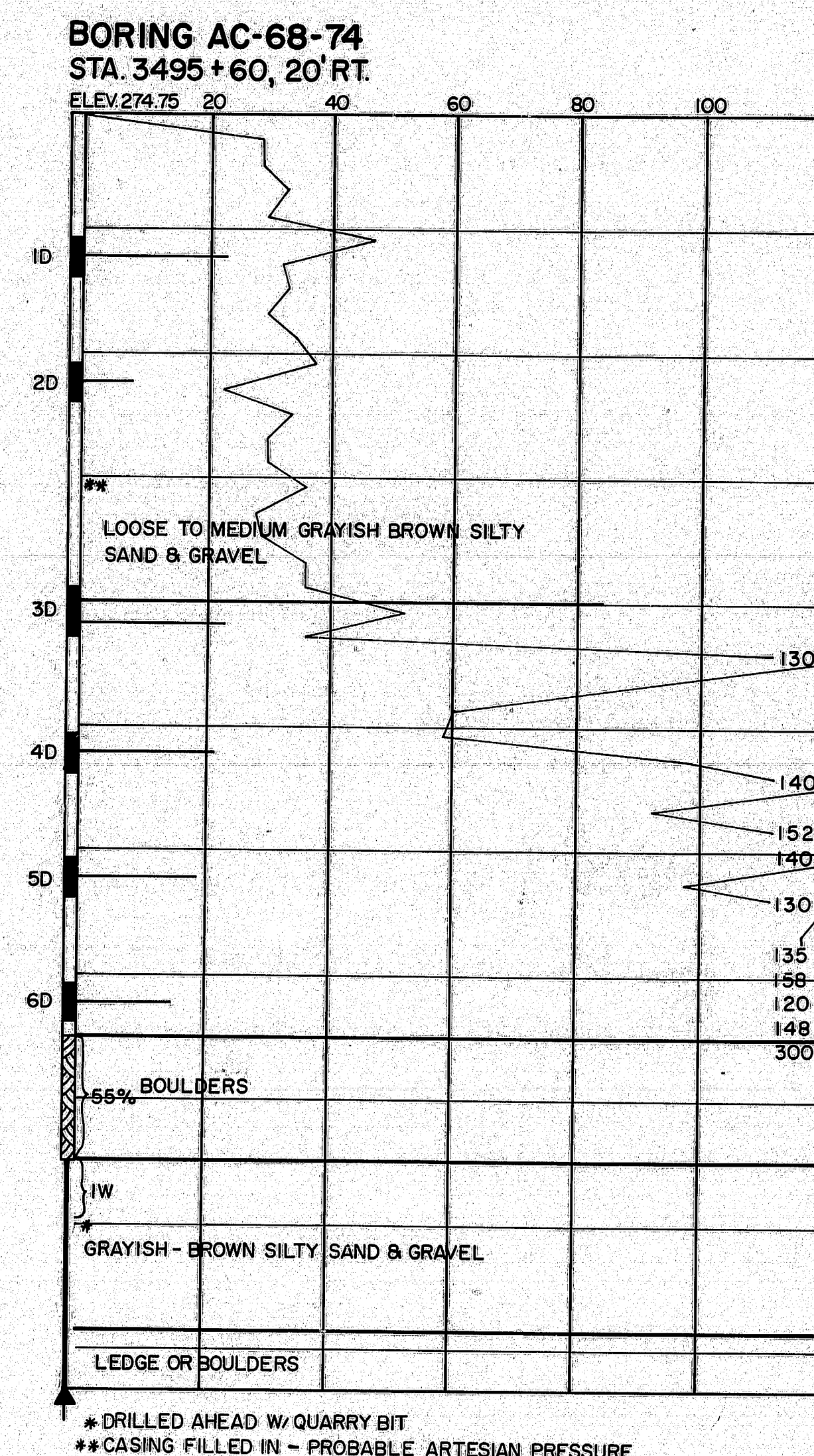
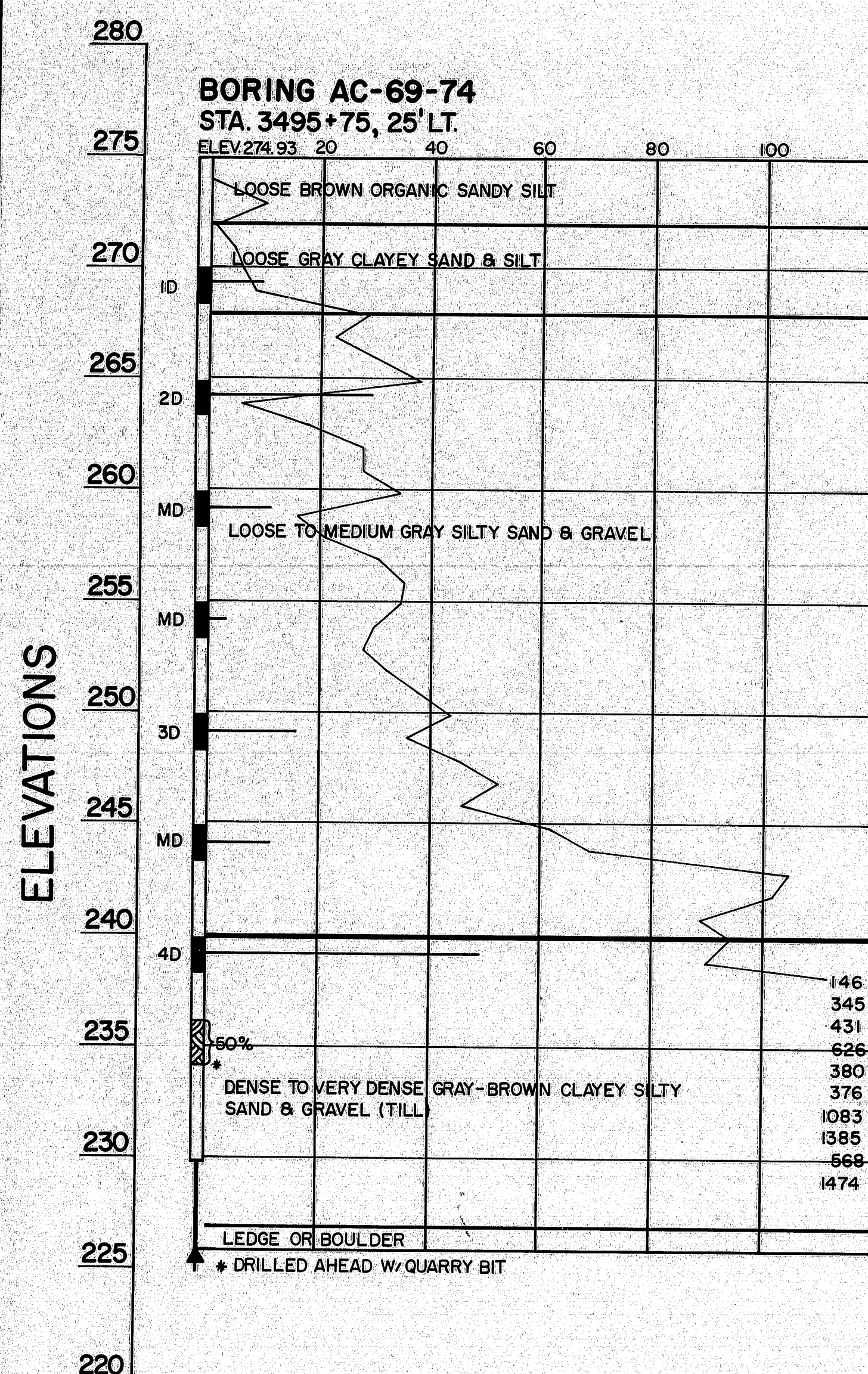
as built: J.A. Townsend 12/6/77
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
I-95 SOUTHBOUND
 OVER
SALMON STREAM
 IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
 FOUNDATION SURVEY
 SHEET 5 OF 20 AUGUSTA, MAINE Dec. 1975

169-92

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(61)	6	20

ABUTMENT NO. 1

ABUTMENT NO. 2



BORING NOTES

- All samples and vane are made ahead of casing
- Water elevation
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- S & H Sampler # 1290's
- Wash sample and number
- Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- Bottom of boring (may not be bottom of soil strata)
- Locations cored by diamond bit and per cent recovery of rock
- Ignition losses are given as per cent of dry weight

as built: A.J. Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
BORING DETAILS

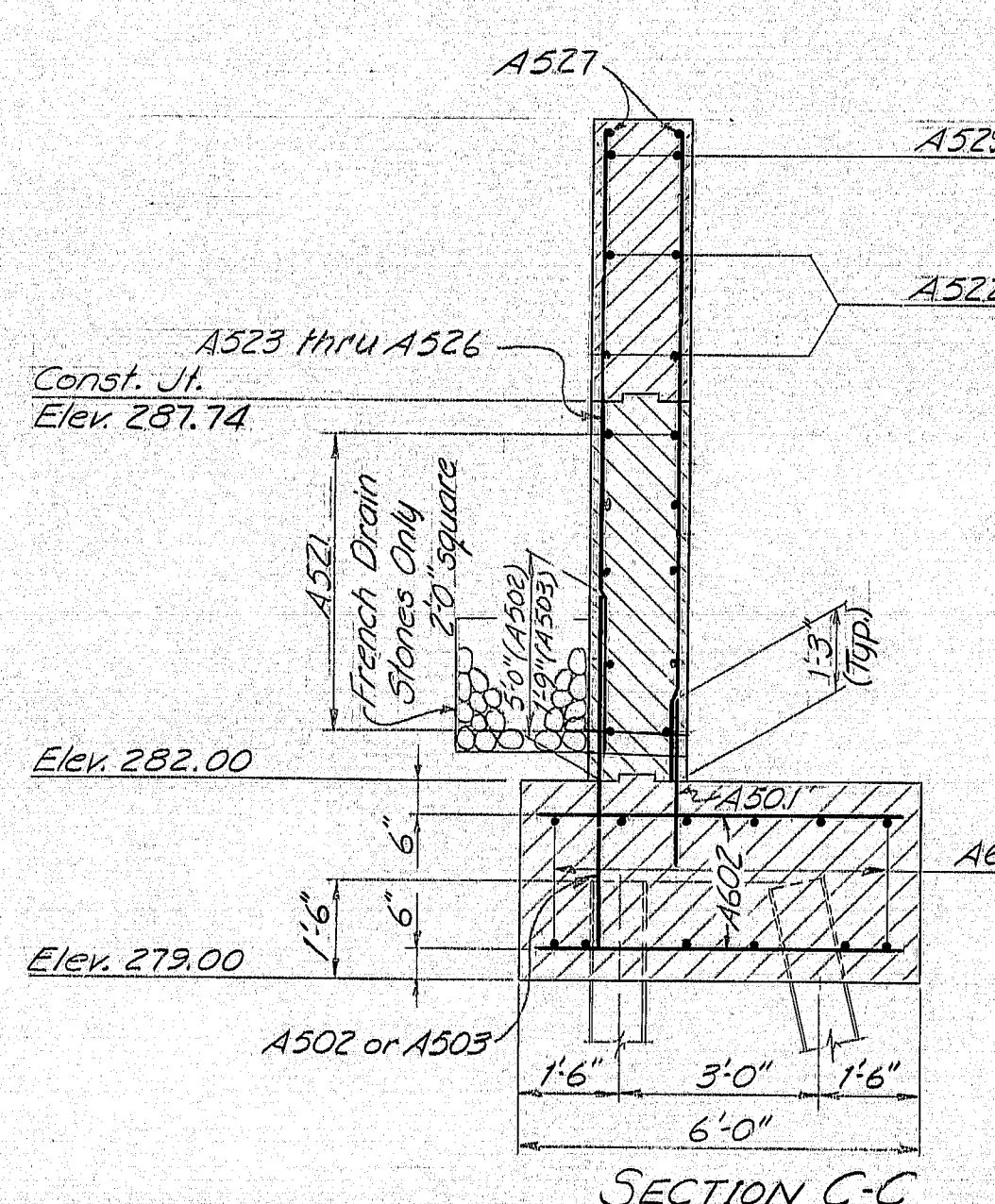
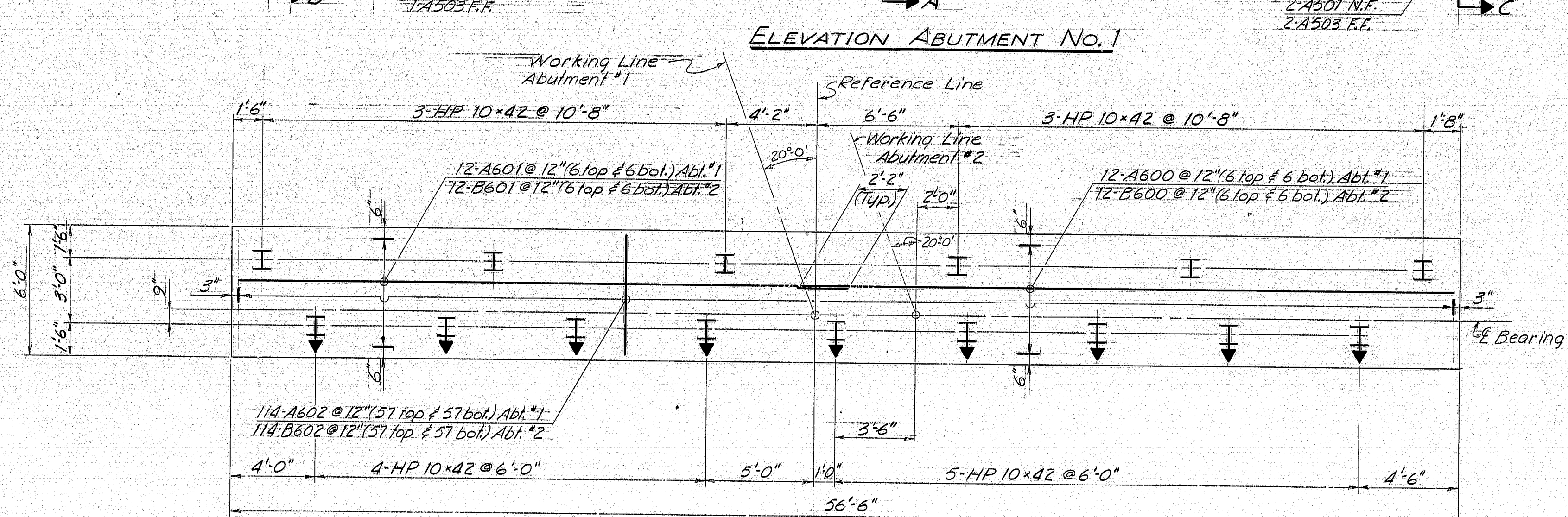
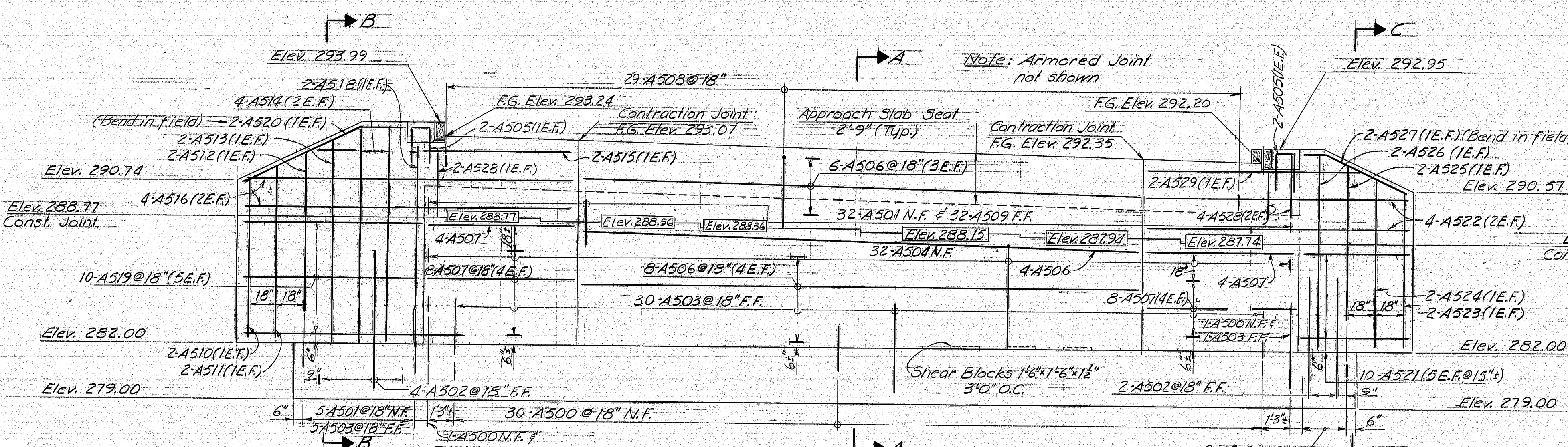
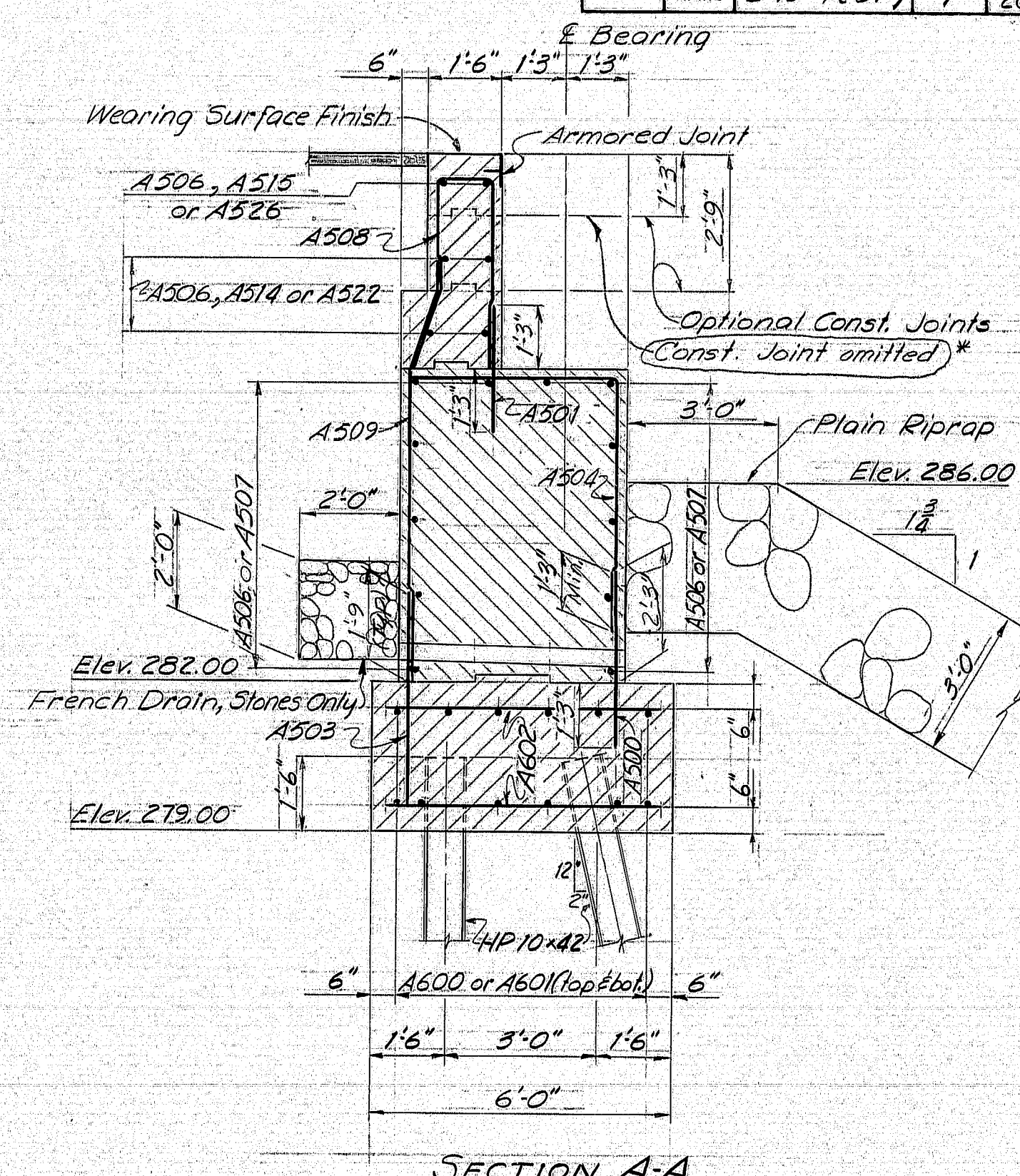
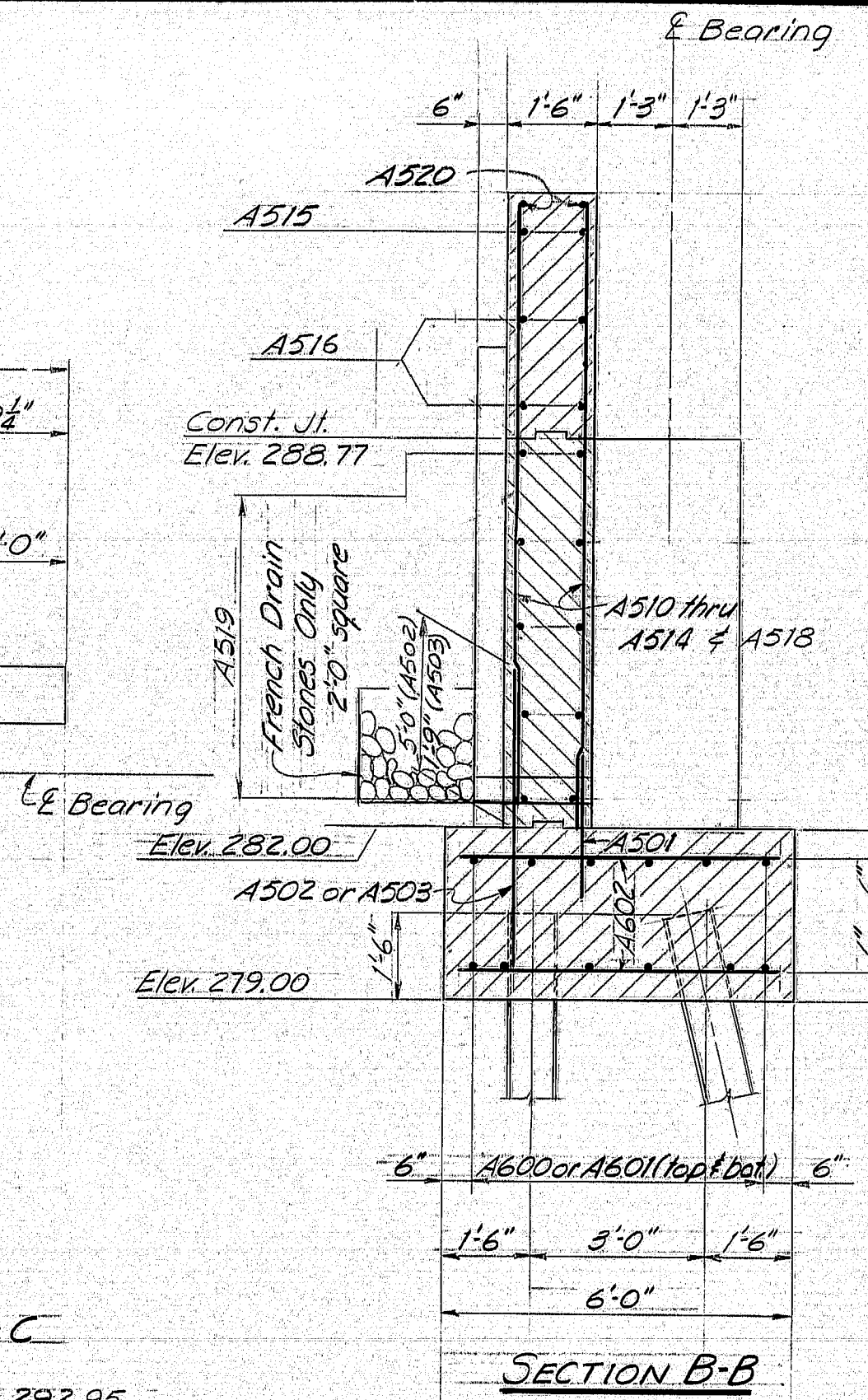
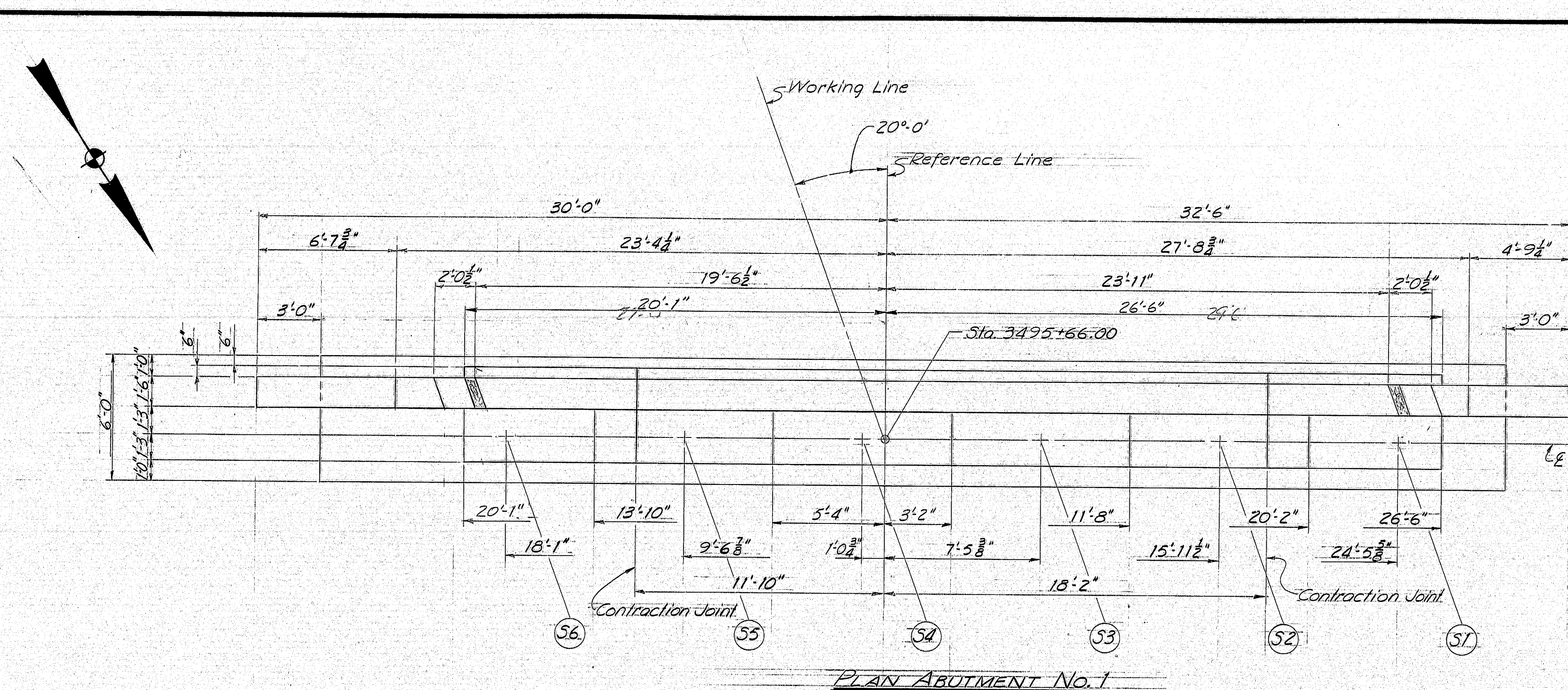
SHEET 6 OF 20 AUGUSTA, MAINE Dec. 1975

169-93

DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE		
SA/K	3-76		
PUL			

JANUARY 1978


R.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(61)	7	20



REFERENCES

For Armored Joint see Standard
(BD 104-73) sheet *16
for Abutment Notes see Sheet *8
for Pointed Reinforced Pile in Detail
see Standard Sheet (BD 104-73) sheet *16
for Detail of Curb at Armored Joint see
Sheet *9
For Contraction Joints & Construction Joints
see Standard (BD 104-73) sheet *16

PILE NOTES

1. *Piles shall be driven to ledge or practical refusal.*
2. *All piles shall have Pointed Reinforced*
Pile tips as shown on Standard Detail BD-104.
3. *Alternate types of Pointed Reinforced*
Pile Tips may be used if they have at least the
cross-sectional area of the Pointed Reinforced
Pile Tip shown on the plans and are approved
by the Engineer.
4. *Estimated driven lengths of piles are*
determined from available soils information
with no allowance for uncertain pile penetration.
5. *Piles which are embedded into footings a*
distance of 1'-6" may vary between 1'-0" and 2'-0";
however, payment shall be allowed only for the
actual embedment length up to a maximum of
1'-6".
6. *Piles marked thus: , shall be battered*
2 inches per foot in the direction of the arrow.
7. *Maximum pile loads: 51 tons*
8. *Following are pile locations, number of*
piles required, size of piles and estimated
driven lengths:
Abutment #1 15-HP 10x42 @ 55'
Abutment #2 13-HP 10x42 @ 55'

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	<i>P.J.L.</i>	<i>8-22-75</i>
	CHECKED	<i>R. W. M.</i>	<i>3-4-76</i>
	REVISIONS		
	FIELD CHANGES		

*as built J.J. Townsend 12/6/77

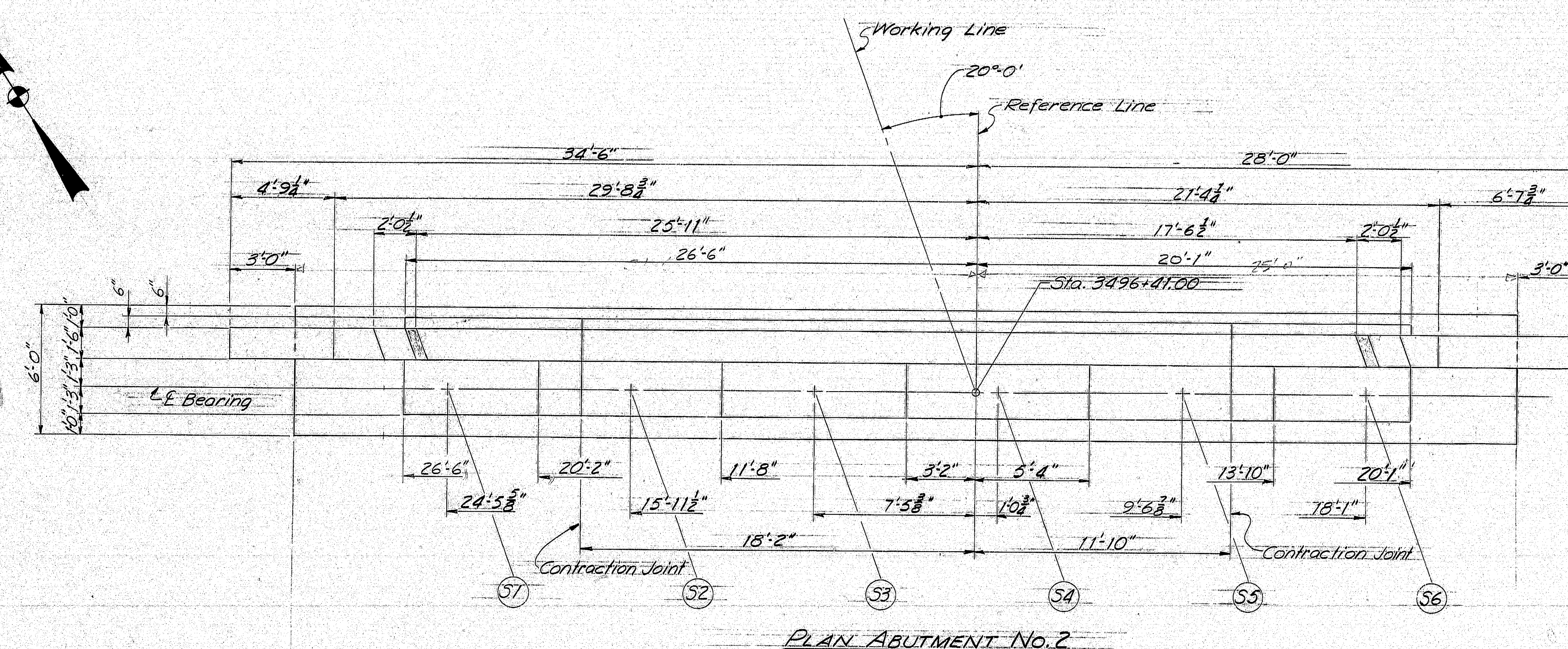
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
ABUTMENT NO. 1**

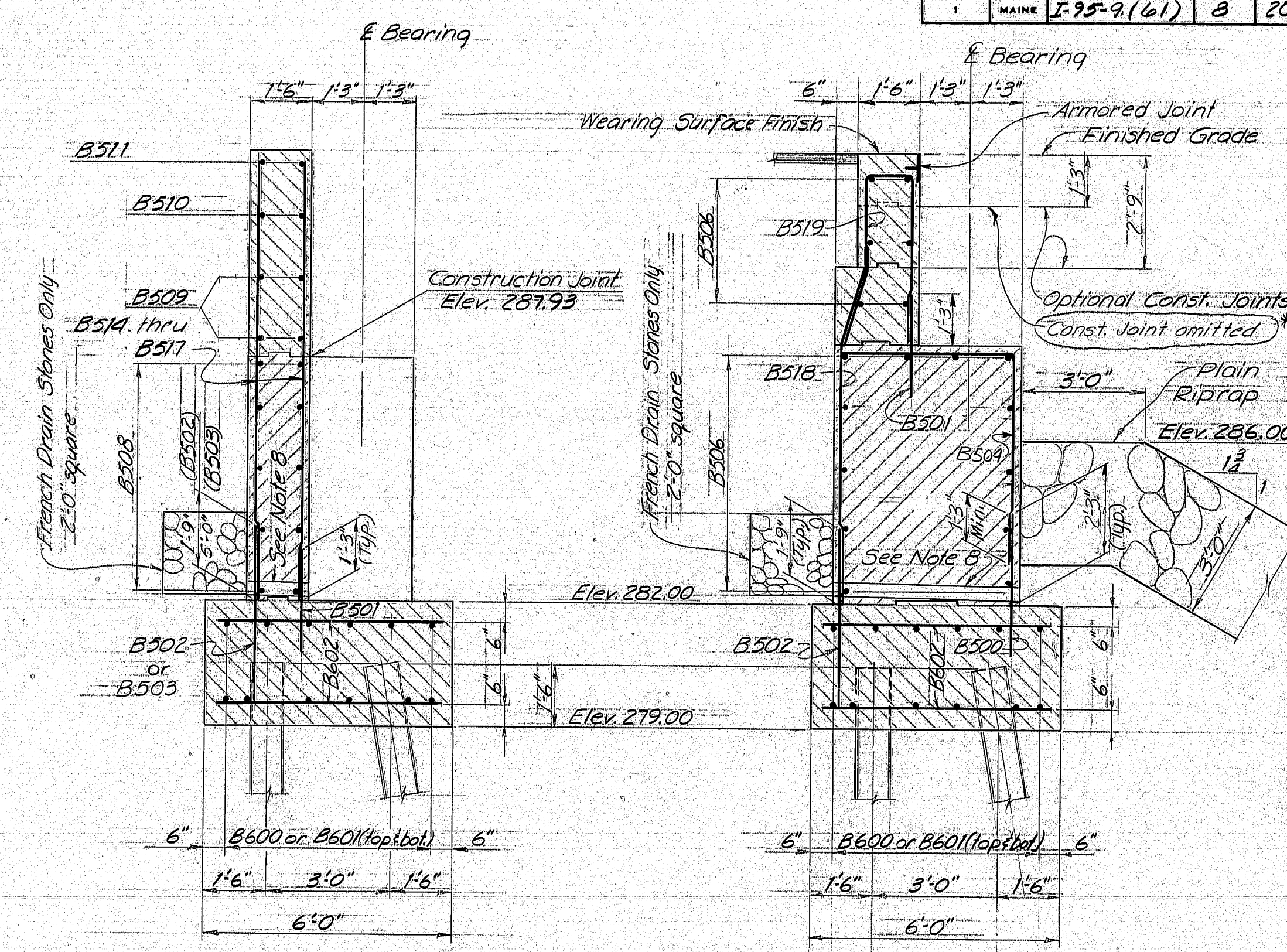
SHEET 7 OF 20 AUGUSTA, MAINE Dec. 1975

AUGUSTA, MAINE *Dec.*
160-94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE	F-95-9(61)	8	20



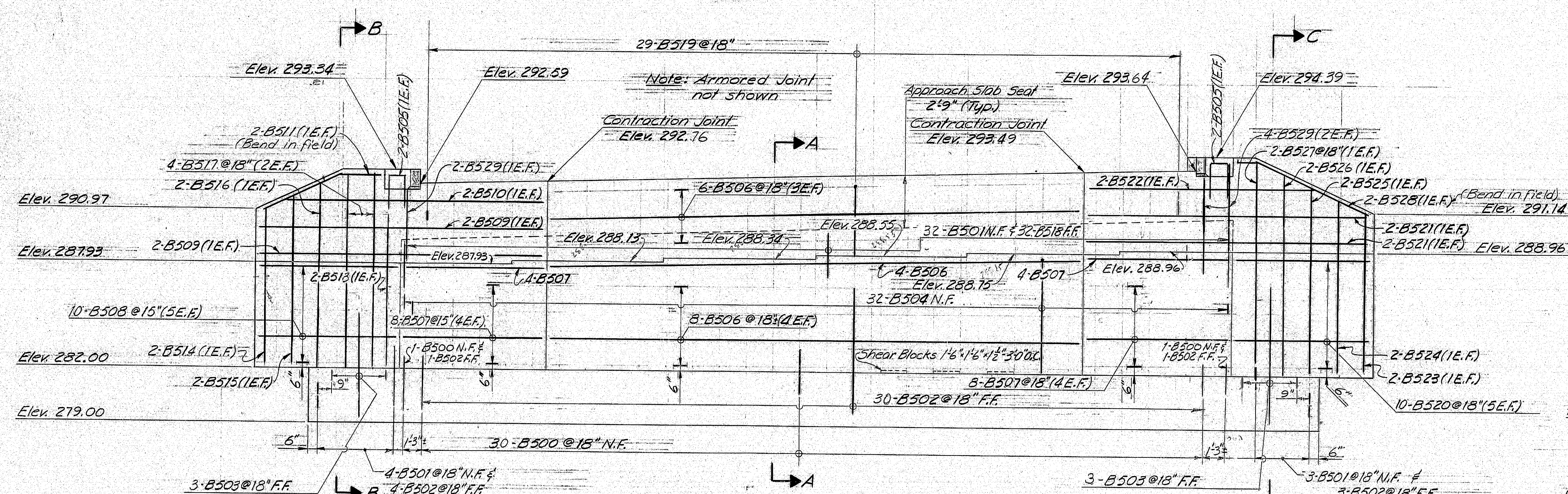
PLAN ABUTMENT No. 2



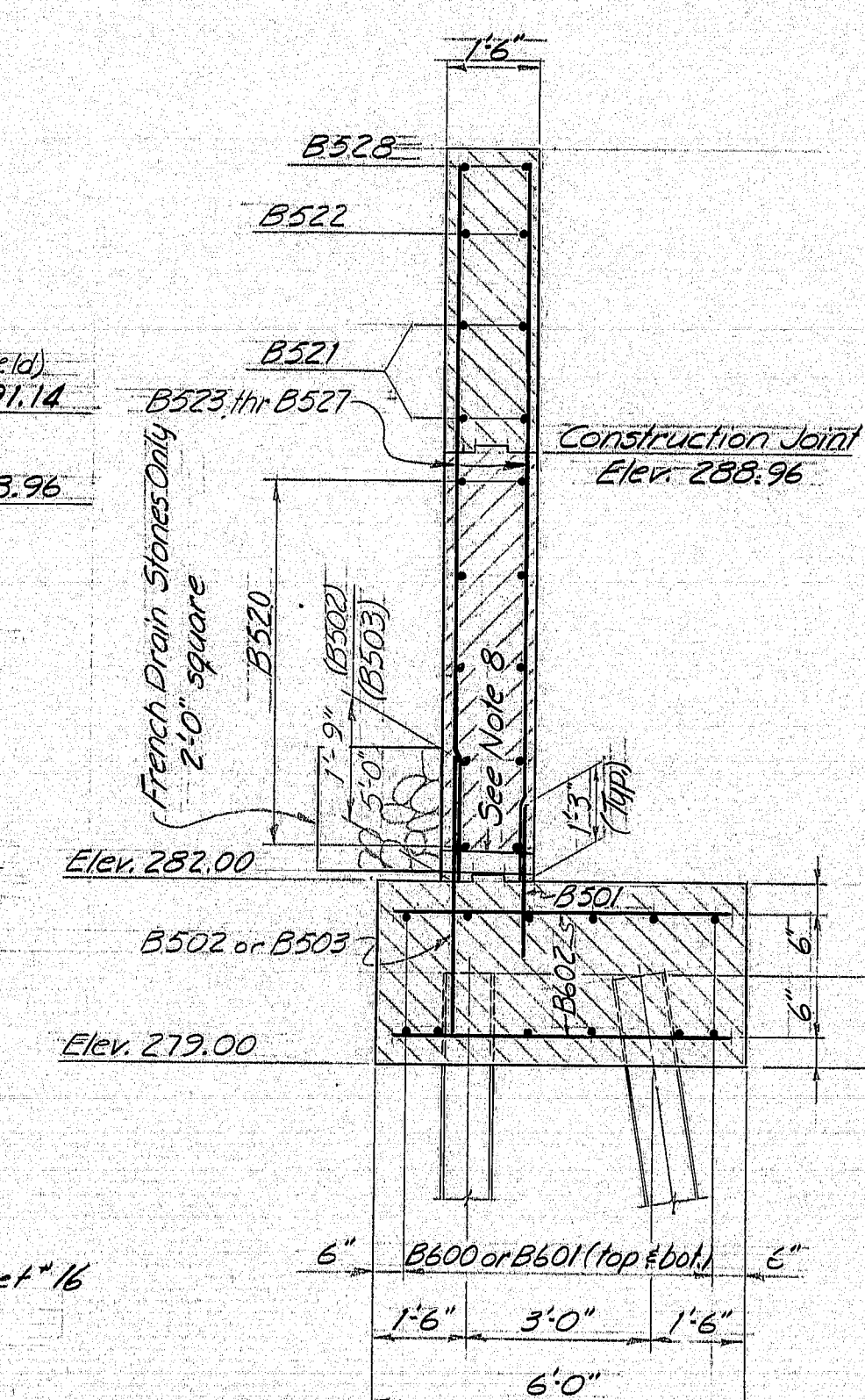
SECTION B-B

SECTION A-A

Note: All piles are HP 10x42. All front piles battered 2 inches per foot. See Pile Plan.



ELEVATION ABUTMENT NO. 2



SECTION C-C

ABUTMENT NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between $\frac{1}{2}$ " and $\frac{3}{4}$ " inclusive, unless otherwise indicated.
2. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
3. Place reinforcement steel in bridge seats to clear anchor bolts.
4. Break bond at vertical contraction joints by a method approved by the Engineer.
5. Polyvinylchloride waterstops as shown on Standard Details BD-104 shall be placed in all vertical contraction joints.
6. Waterstops shall not be required in horizontal construction joints.
7. Protective coating for concrete surfaces shall be applied to the following areas: top of concrete curbs and parapets (top of backwalls).
8. Place 4" diameter drains in breastwall and wings at 20' maximum spacing. Exact location to be determined by the Engineer in the field.
9. Welding of reinforcing steel will be allowed in the top 2' of the abutment backwall.

*as built: 71 Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY**

ABUTMENT NO. 2

SHEET 5 OF 20 AUGUSTA, MAINE

169-95

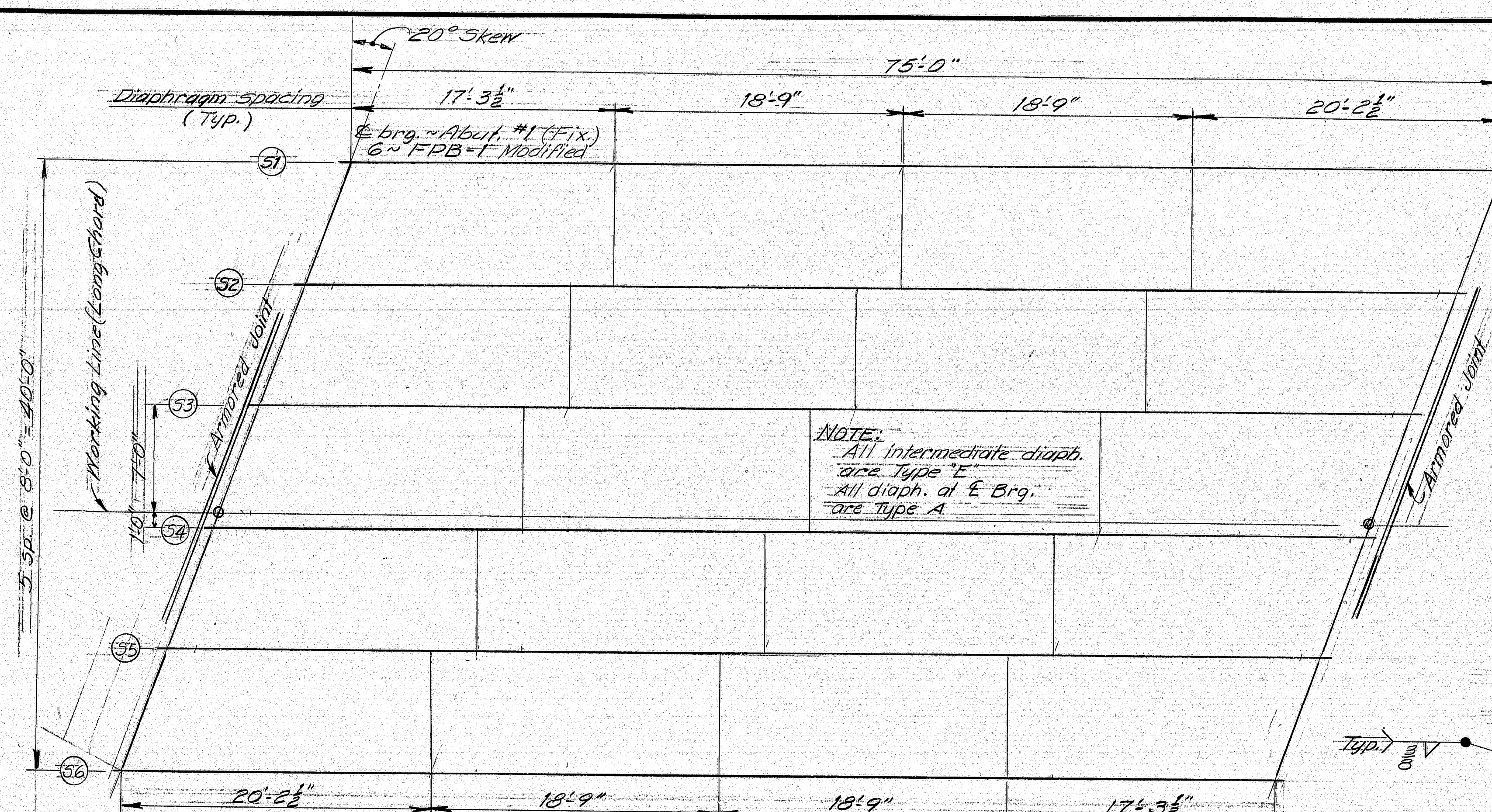
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	P. L. R. C. B.	9-3-75
CHECKED	R. W. M.	3-4-76
REVISIONS		
FIELD CHANGES		

REFERENCES

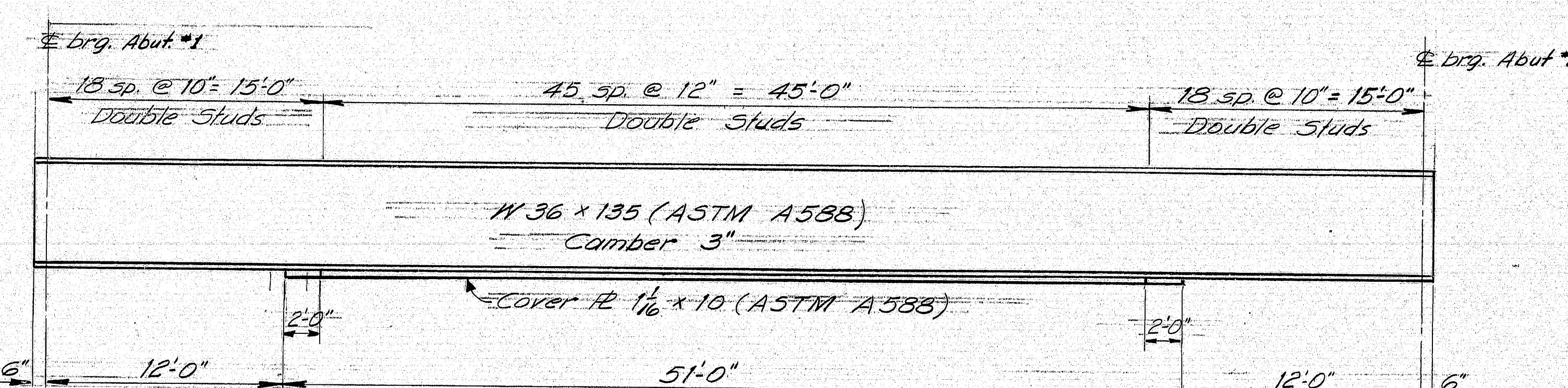
REFERENCE

For Armored Joint see Standard (BD-104-73) sheet #16
For Pile Notes see Sheet # 7
For Footing and Pile Plan see Sheet # 7
For Painted Reinforced Pile Tip see Standard
Sheet (BD 104-73) sheet #16.
For Contraction Joints & Construction Joints see
Standard (BD104-73) sheet #16

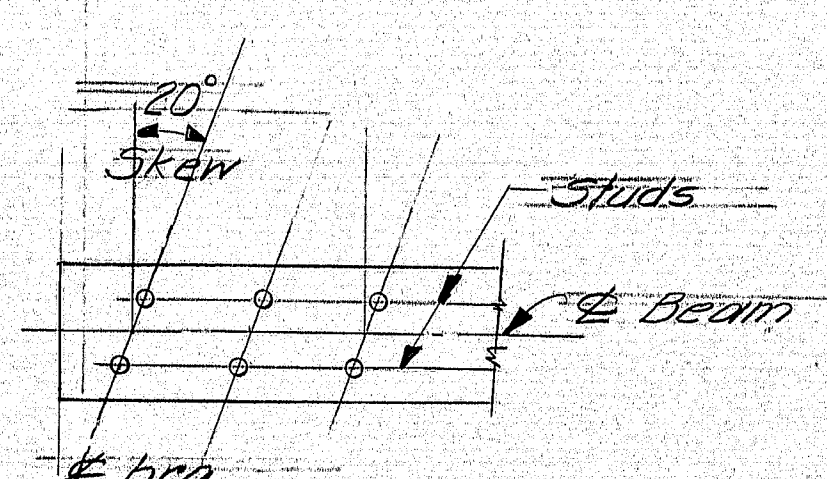
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9(61)	9	20



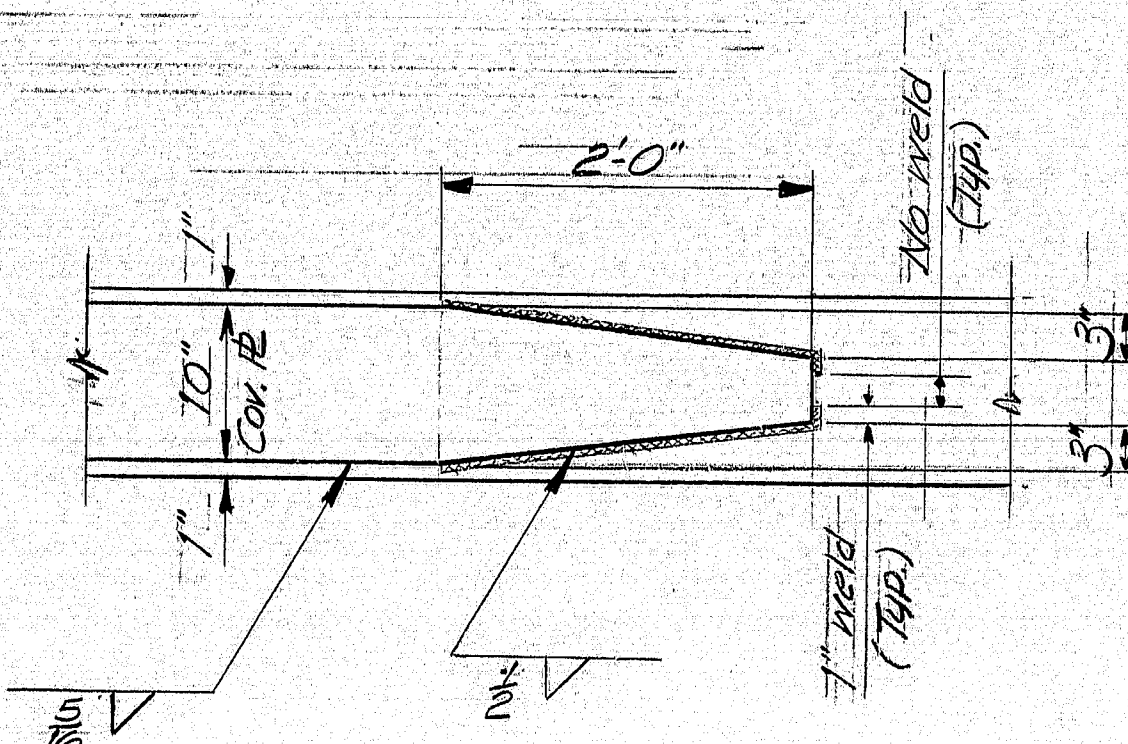
FRAMING PLAN
NOTE: All dimensions are horizontal



BEAMS 1 THRU 6

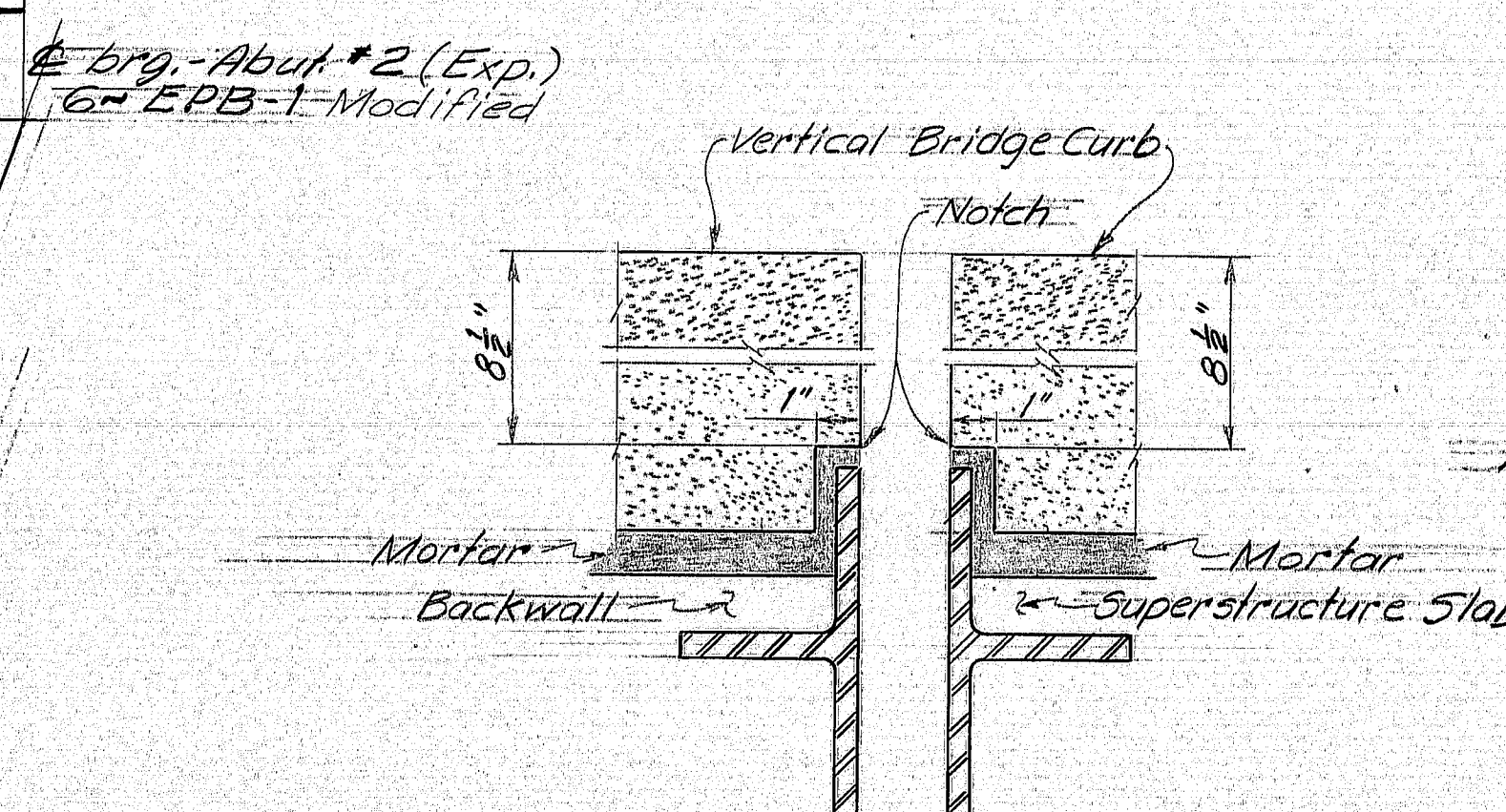


SHEAR CONNECTORS
164 Studs per Beam
Total Studs - 984
For details see BD 104-73

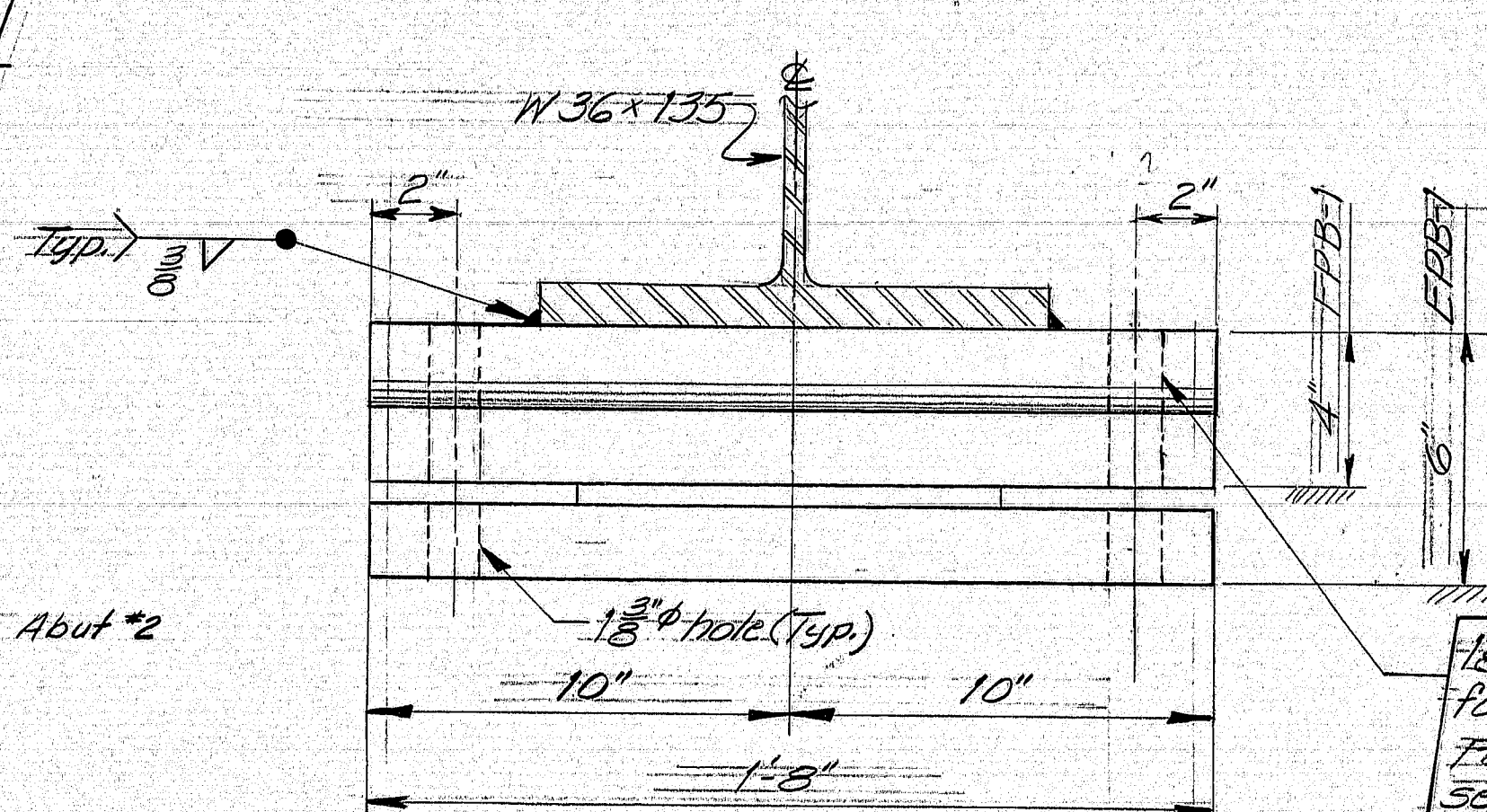


COVER PLATE

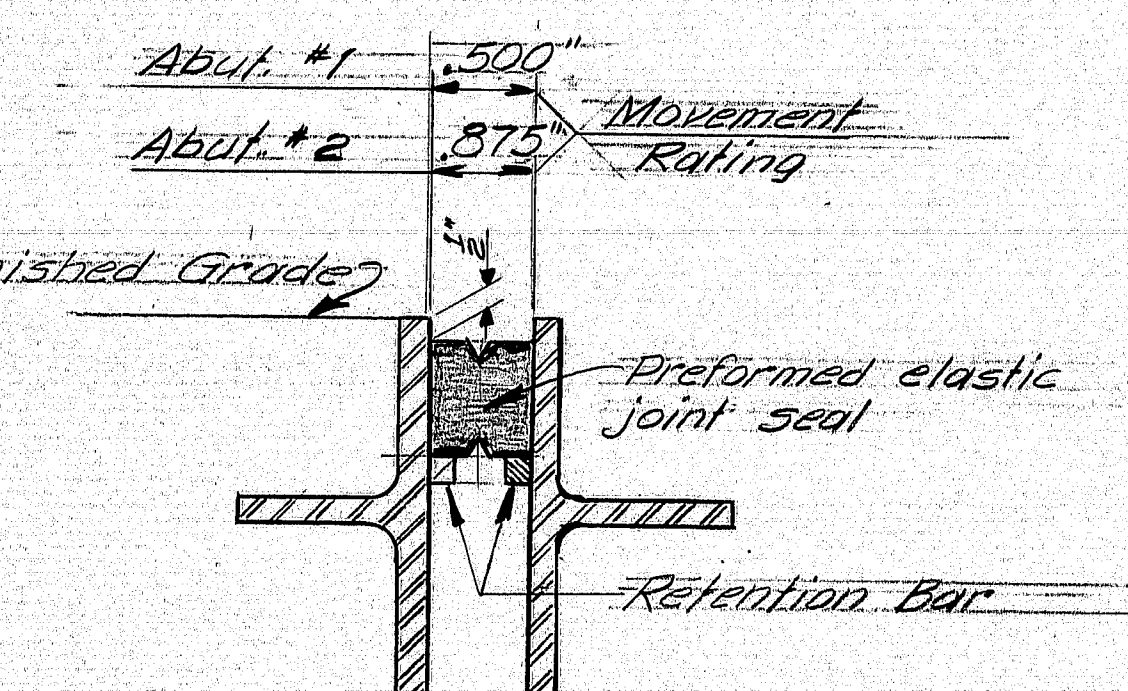
BEAM DETAILS



CURB AT ARMORED JOINT

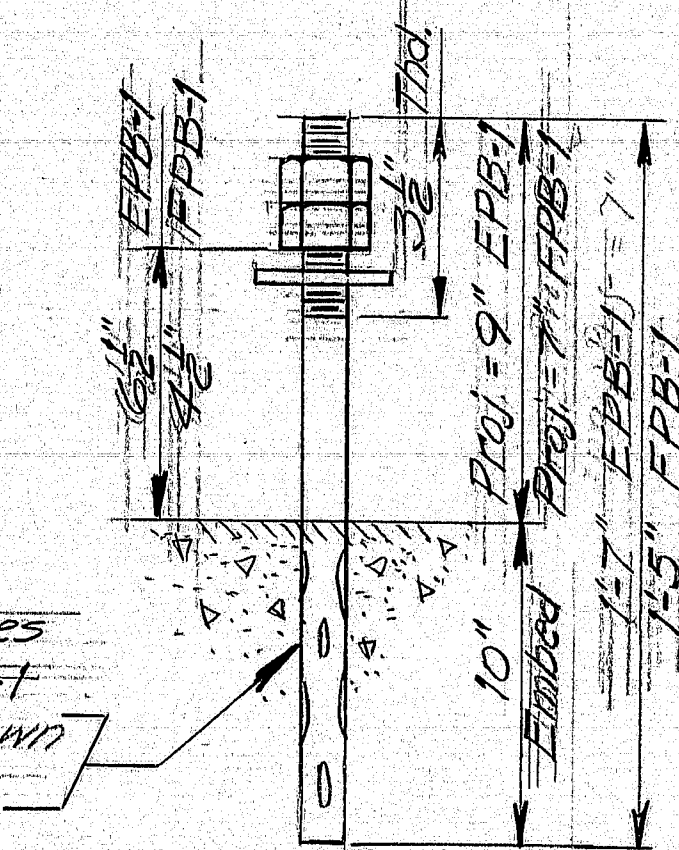


EPB-1 & FPB-1
Modified



SEALED ARMORED JOINT

NOTE: Joint openings not shown.
Set joint openings according to the opening as shown on approved shop detail drawings of Armored Joints.

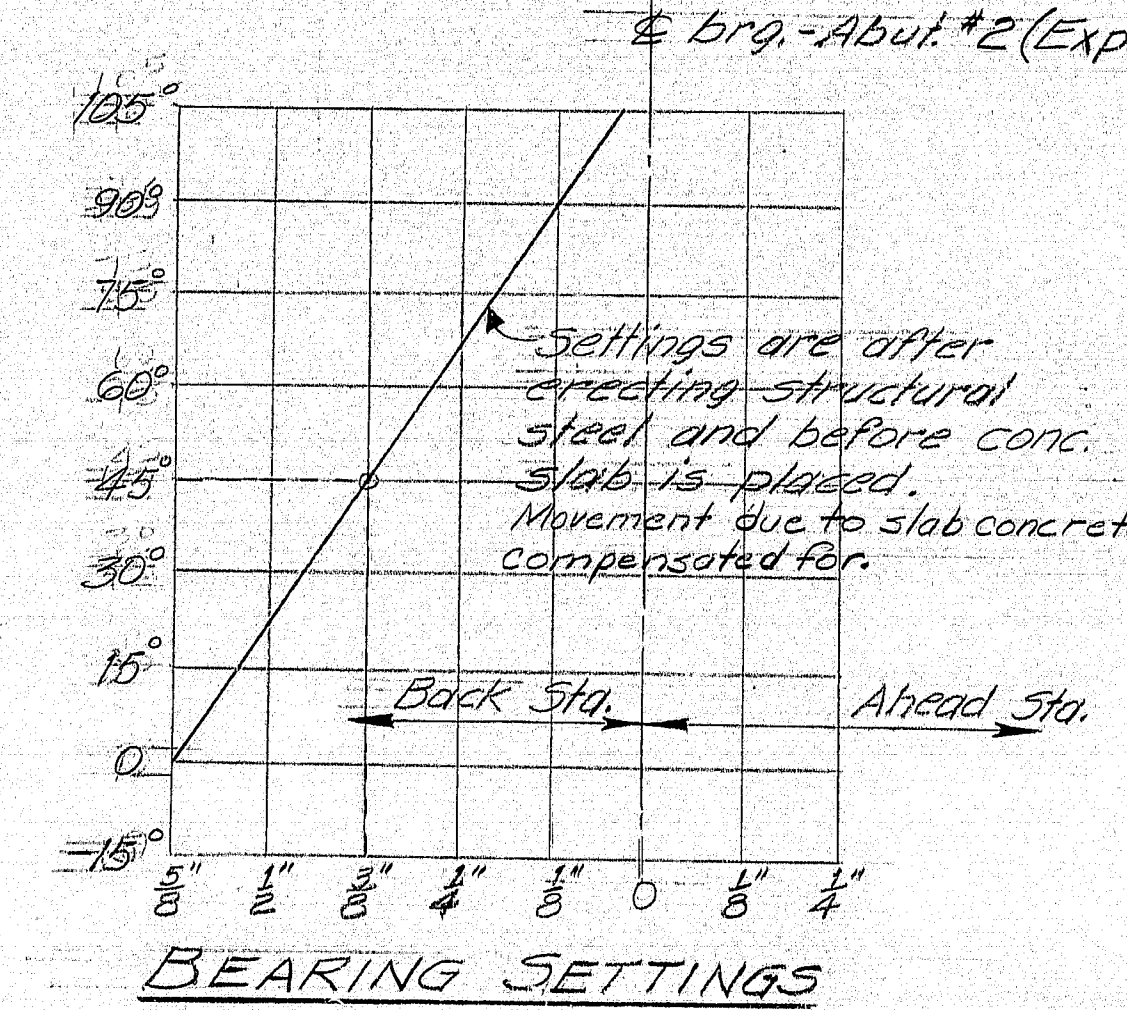


ANCHOR BOLTS

STANDARD DETAILS

- 55#12 (BD 101-74) Bearing Pedestals
- 55#16 (BD 104-73) Armored Joint & Shear Connectors
- 55#18 (BD 113-72) Diaphragms & Crossframes

Note: Structural steel shall not be painted and shall be prepared as specified in the Supplemental Specifications.



BEARING SETTINGS

as built: J.J. Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY

STRUCTURAL STEEL

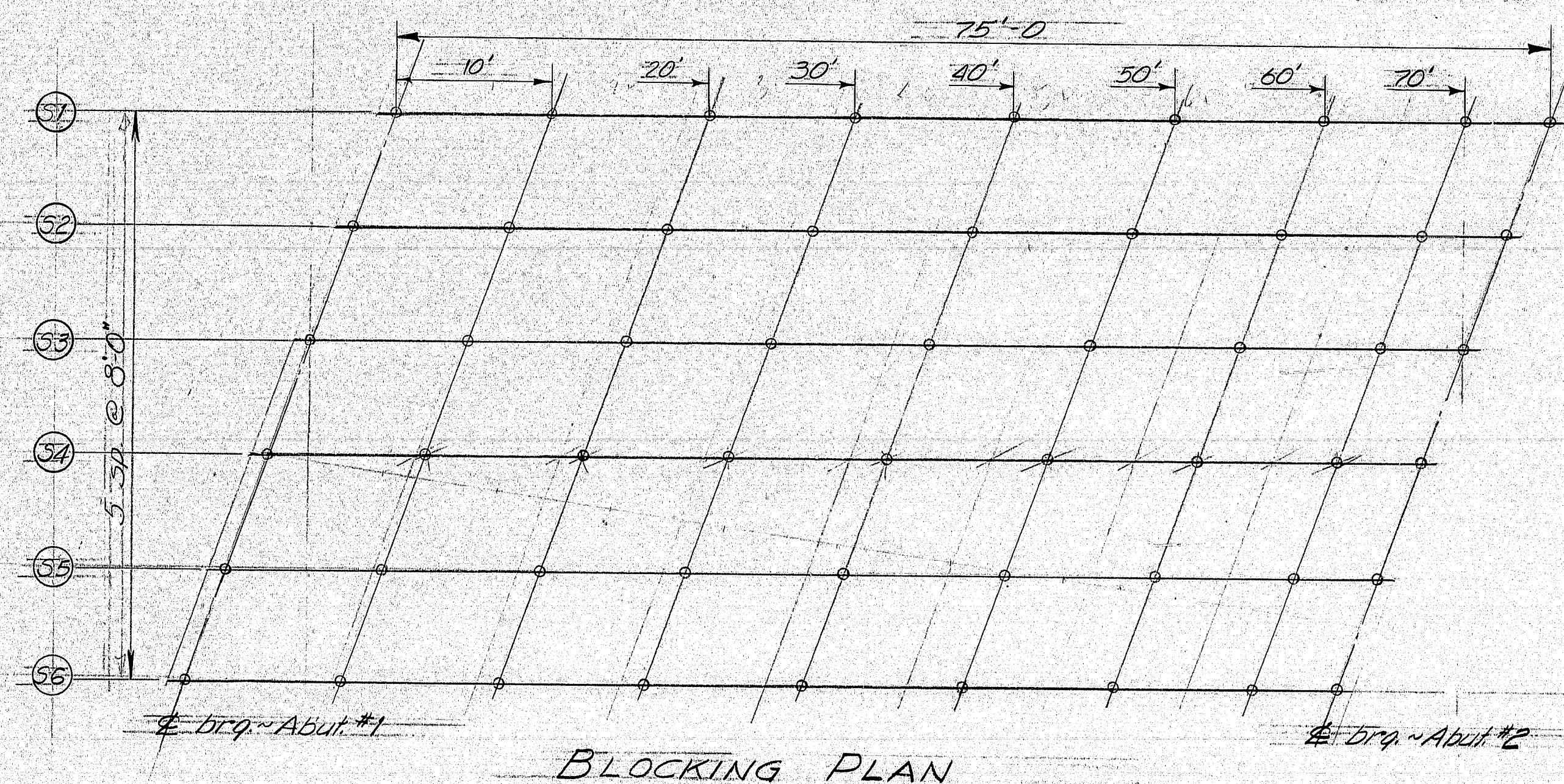
SHEET 9 OF 20 AUGUSTA, MAINE Dec. 1975

169-96

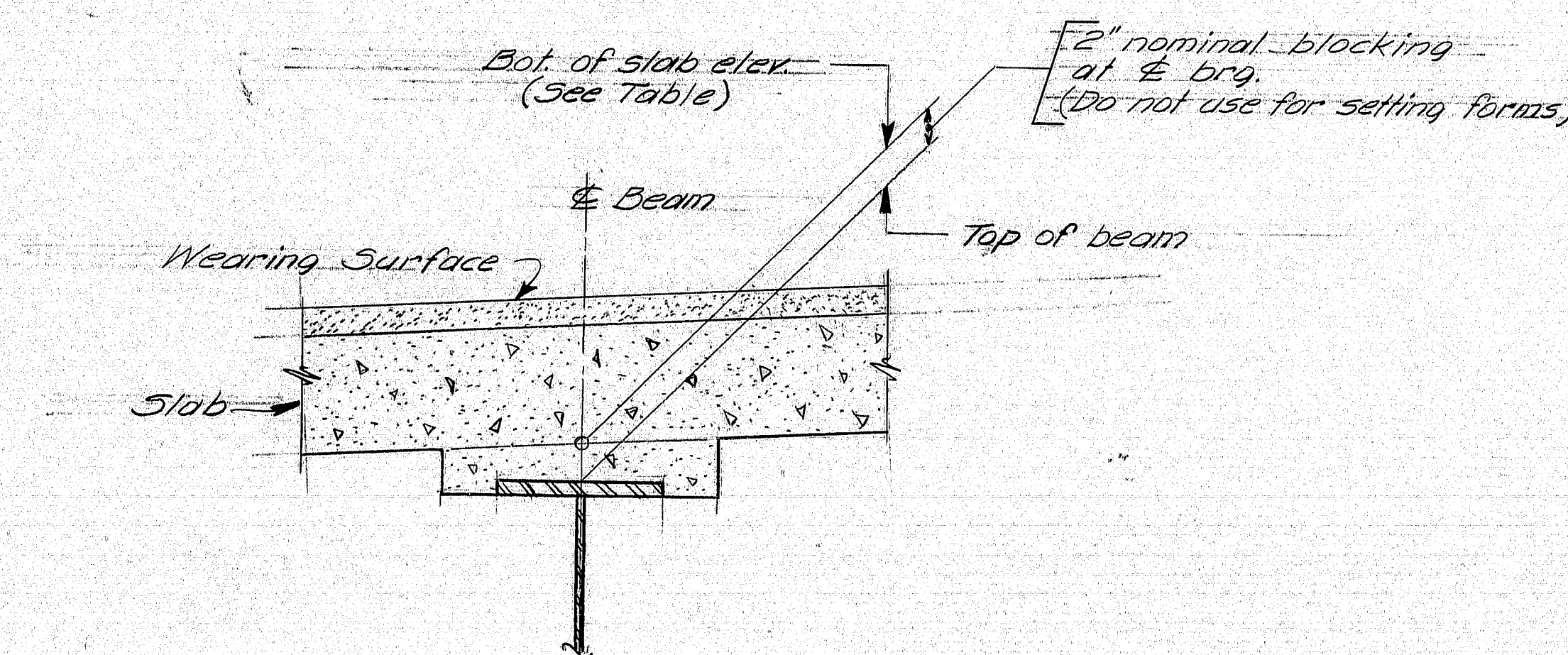
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-9 (41)	10	20

BOTTOM OF SLAB ELEVATIONS									
POINT BEAM	At Brg. Abut. #1	10'	20'	30'	40'	50'	60'	70'	At Brg. Abut. #2
51	291.20	291.33	291.44	291.53	291.59	291.61	291.61	291.58	291.56
52	291.40	291.53	291.65	291.74	291.79	291.82	291.81	291.78	291.76
53	291.61	291.74	291.86	291.94	292.00	292.02	292.02	291.99	291.97
54	291.82	291.95	292.06	292.15	292.21	292.23	292.22	292.20	292.18
55	292.02	292.15	292.27	292.36	292.41	292.44	292.43	292.40	292.38
56	292.23	292.36	292.47	292.56	292.62	292.64	292.64	292.61	292.59
DEAD LOAD DEFLECTIONS IN FEET - EACH BEAM									
STEEL	0.00	0.01	0.03	0.03	0.04	0.03	0.02	0.01	0.00
FLUID	0.00	0.07	0.13	0.16	0.17	0.15	0.10	0.03	0.00
SUPERIMPOSED	0.00	0.01	0.02	0.03	0.03	0.03	0.02	0.01	0.00

NOTE: Bottom of slab elevations are adjusted to compensate for dead load deflections.



BLOCKING PLAN



BLOCKING DETAIL

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	5/2/72
REVISIONS	5-4-72
FIELD CHANGES	

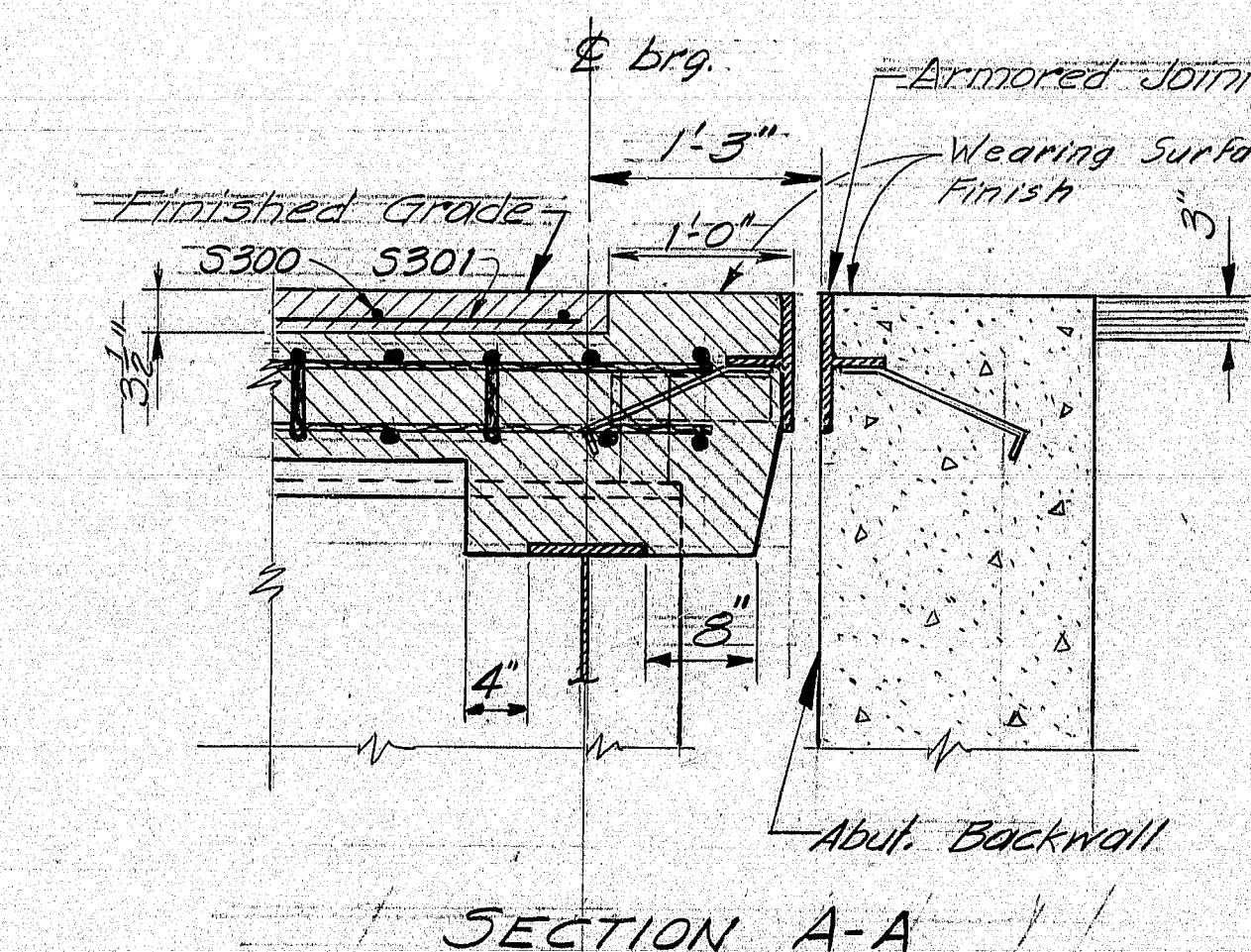
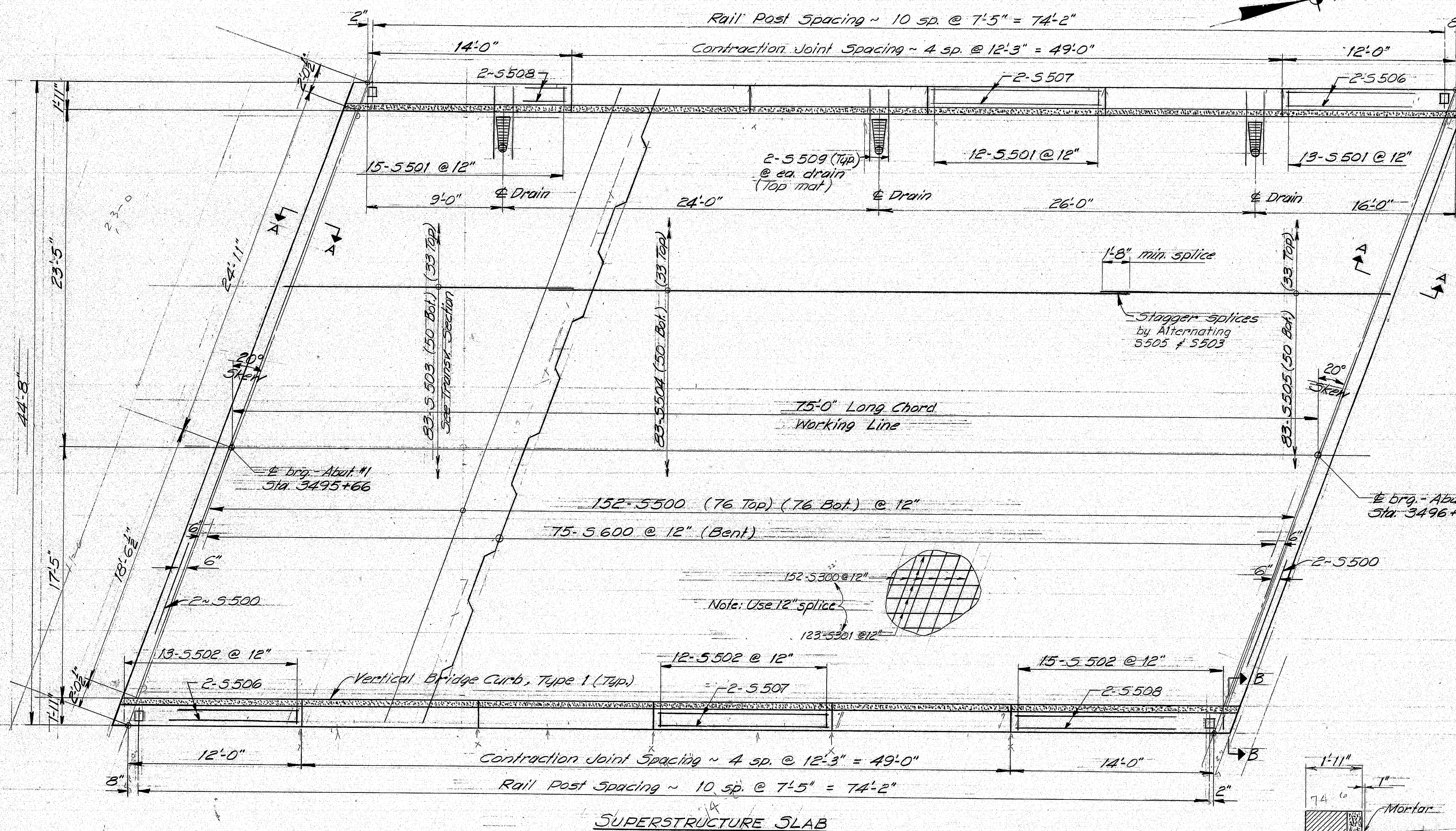
as built - J.J. Townsend 12/6/77
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
BOTTOM OF SLAB ELEVATION

SHEET 10 OF 20 AUGUSTA, MAINE Dec. 1975

169-97

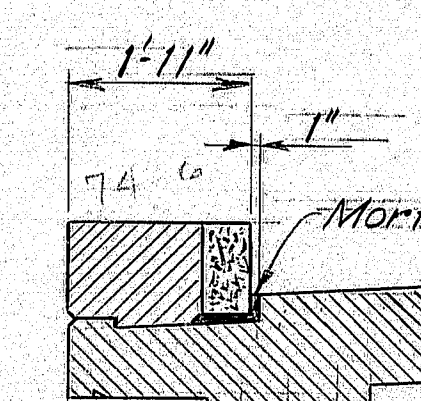
R.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TO SHEET
1	MAINE	I-95-9(61)	11	20



SUPERSTRUCTURE NOTES

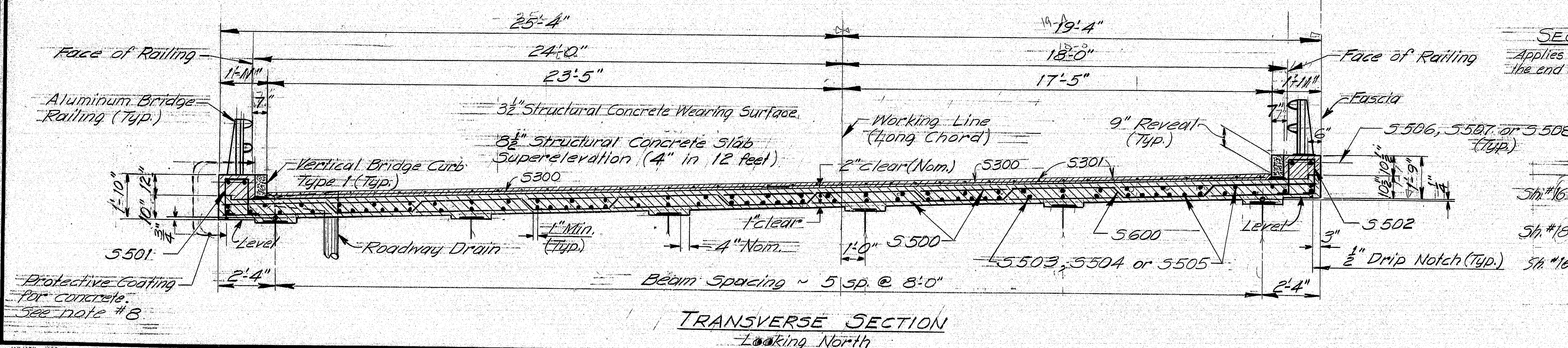
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. Form a 1 inch V-groove on the outside face of each contraction joint in curbs and at the joint between the curb and slab.
3. Break the bond in contraction joints in the concrete curbs by a method approved by the Engineer.
4. Provide joints in the Vertical Bridge Curb Type 1, at each contraction joint in concrete curb.
5. Reinforcing Steel shall have a minimum cover of 2 inches unless otherwise indicated.

6. Superstructure slab shall be placed continuous.
7. Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of concrete curb and fascia to drip notch and wearing surface.
8. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.



SECTION B-E

Applies to the areas 1'-0" from the end of slab at all 4 corners.



STANDARD DETAILS

- Sh.#16 (BD 104-73) Drains and Misc.
Structural Details.
Sh.#18 (BD 114-73) Aluminum Bridge
Railing, Type A
Sh.#16 (BD 104-73) Armored Joints.

as built : F.L. Townsend 12/6/77

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

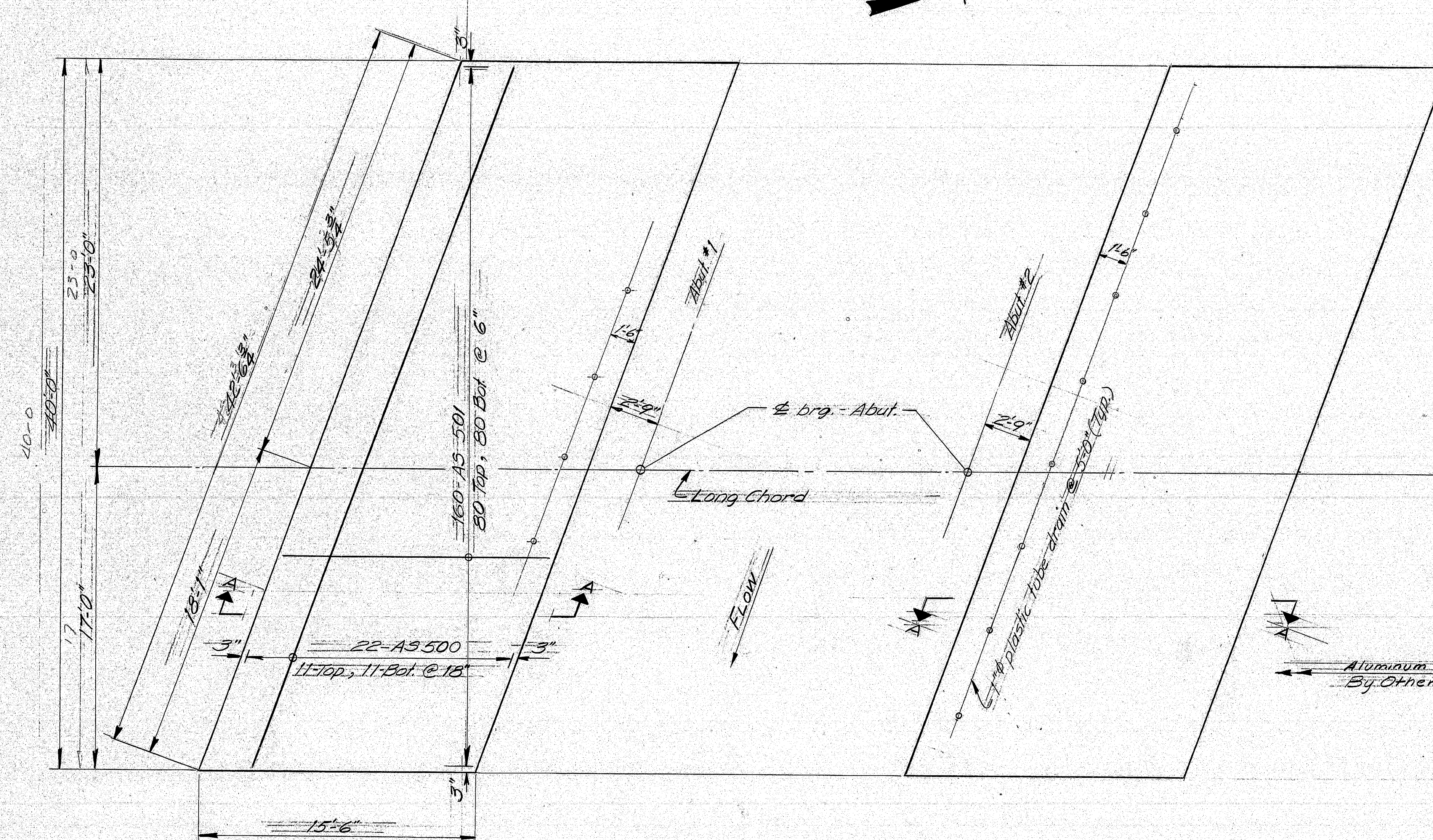
**I-95 SOUTHBOUND
OVER
SALMON STREAM
IN THE TOWN OF
MEDWAY
PENOBSCOT COUNTY
SUPERSTRUCTURE SLAB**

SHEET 11 OF 20 AUGUSTA, MAINE Dec. 1977

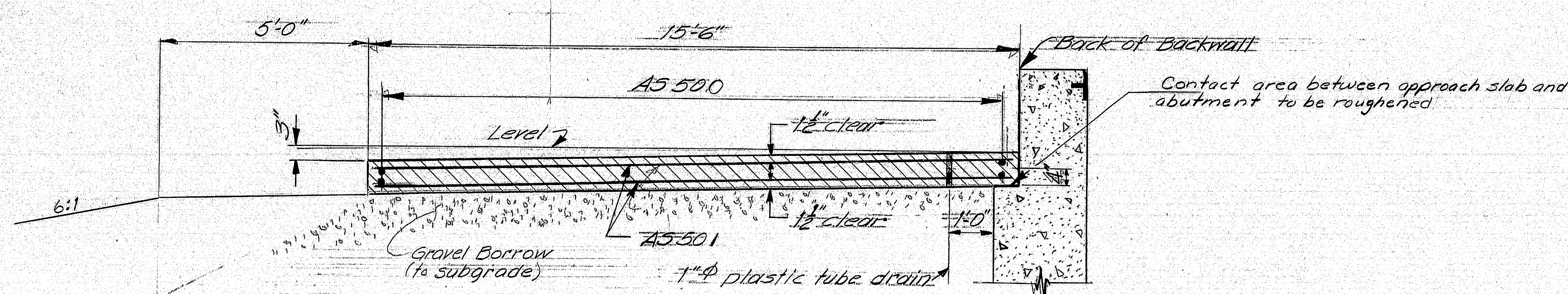
169-98

PLANS	PROJECT DESIGN ENGINEER		BY	DATE
	DESIGN - DETAILED		PUL GMC	8-2-75
	CHECKED		R.W.M.	3-4-76
	REVISIONS			

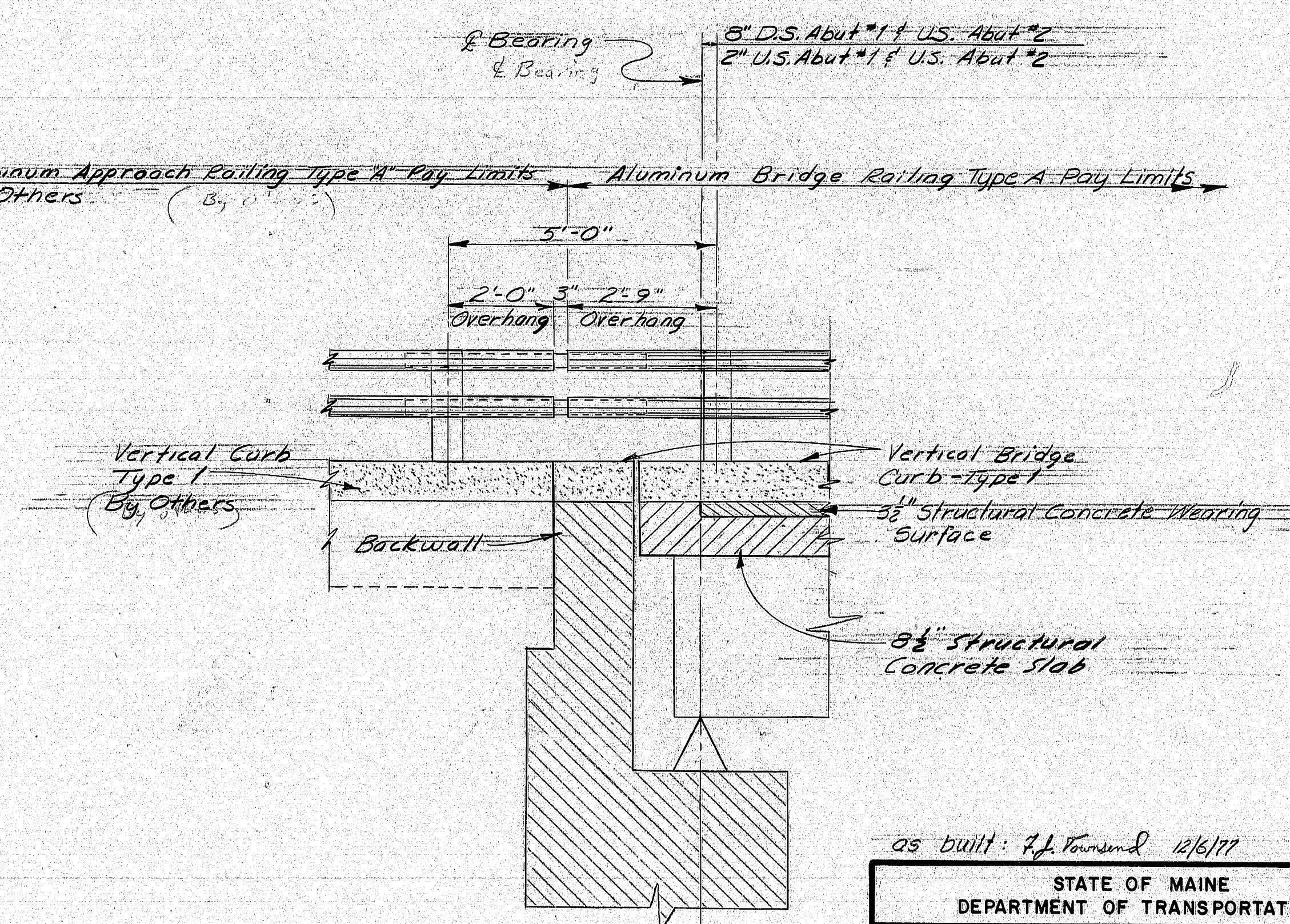
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	I-95-9(61)	12	20



APPROACH SLABS
 8" Structural Concrete Slabs
 NOTE: Reinforcement and dimensions are the same for each slab.



SECTION A-A



as built: R.J. Townsend 12/6/77

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

**I-95 SOUTHBOUND
 OVER
 SALMON STREAM
 IN THE TOWN OF
 MEDWAY
 PENOBSCOT COUNTY**

APPROACH SLABS

SHEET 12 OF 20 AUGUSTA, MAINE Dec. 1975

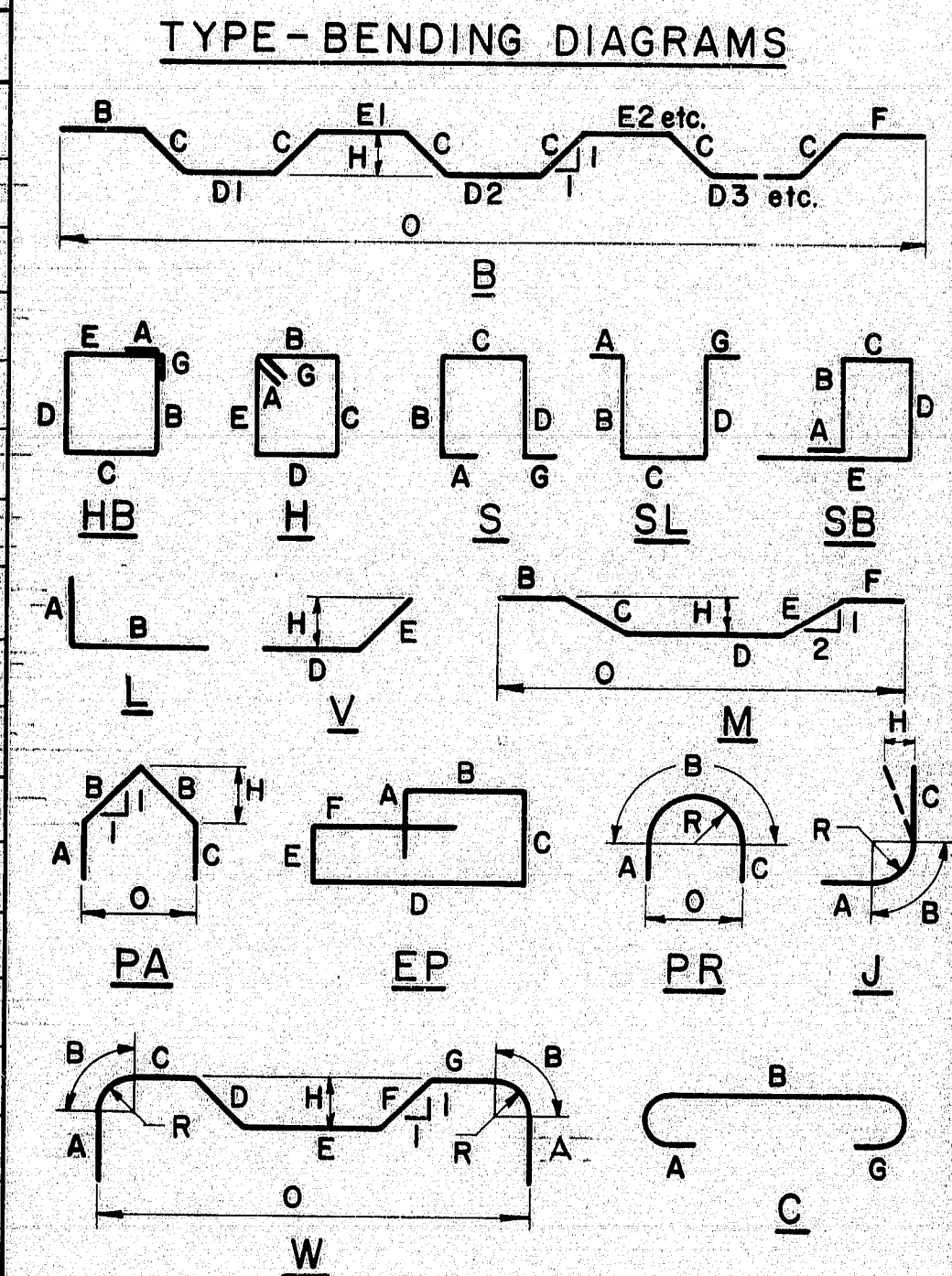
169-99

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	8-2-77
CHECKED	8-1-77
REVISIONS	
FIELD CHANGES	

PROJECT DESIGN ENGINEER: RZL
 DATE: 12/15/77
 BY: RZL
 DESIGN - DETAIL: RZL
 CHECKED: RZL
 REVISIONS: RZL
 FIELD CHANGES: RZL
 PLANS: RZL

REINFORCING STEEL SCHEDULE

STRAIGHT BARS								BENT BARS																				
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION		
<u>ABUTMENT No. 1</u> R.L.				<u>ABUTMENT No. 2</u> R.L.				<u>ABUTMENT No. 1</u> R.O.B.																				
A500	32	3'-6"	Footings	B500	32	3'-6"	Footings																					
A501	39	2'-6"	Footings, Breastwall	B501	39	2'-6"	Footings, Breastwall																					
A506	18	29'-8"	Breastwall, Backwall	B506	18	29'-8"	Breastwall, Backwall																					
A507	24	8'-0"	Breastwall	B507	24	8'-0"	Breastwall					A504	31	9'-8"	L	4'-2"	5'-6"	—	—	—	—	—	—	—	—	Breastwall		
				B508	10	9'-9"	West Wing					A505	4	5'-8"	S	—	2'-3"	1'-2"	2'-3"	—	—	—	—	—	—	Curbs		
A509	32	8'-8"	Breastwall	B509	4	16'-0"																						
A510	2	8'-5"	East Wing	B510	2	14'-6"						A508	29	8'-8"	S	—	3'-9"	1'-2"	3'-9"	—	—	—	—	—	—	Backwall		
A511	2	9'-3"		B511	2	6'-10"																						
A512	2	10'-0"																										
A513	2	10'-10"		B513	2	10'-0"																						
A514	4	11'-6"		B514	2	8'-9"																						
A515	2	14'-2"		B515	2	9'-5"																						
A516	4	17'-10"		B516	2	10'-2"																						
				B517	4	11'-0"	West Wing																					
A518	2	10'-6"		B518	32	8'-8"	Breastwall	<u>APPROACH SLAB</u> G.M.C.																				
A519	10	11'-8"		B520	10	9'-2"	East Wing					B504	32	10'-4"	L	4'-2"	6'-2"	—	—	—	—	—	—	—	—	Breastwall		
A520	2	9'-2"	East Wing	B521	4	15'-10"		A5500	44	42'-2"	App. Slab	B505	4	5'-8"	S	—	2'-3"	1'-2"	2'-3"	—	—	—	—	—	—	Curbs		
A521	10	7'-9"	West Wing	B522	2	12'-8"		A5501	320	15'-0"	App. Slab	B519	29	9'-2"	S	—	4'-0"	1'-2"	4'-0"	—	—	—	—	—	—	Backwall		
A522	4	14'-0"		B523	2	8'-9"																						
A523	2	8'-2"		B524	2	9'-8"																						
A524	2	9'-0"		B525	2	10'-6"																						
A525	2	10'-0"		B526	2	11'-3"	East Wing																					
A526	2	10'-8"		B527	2	12'-0"	Breastwall	<u>SUPERSTRUCTURE</u> G.M.C.																				
A527	2	6'-0"		B528	2	8'-4"	East Wing					<u>SUPERSTRUCTURE</u> G.M.C.																
A528	6	4'-0"	West Wing	B529	6	4'-2"	Backwall	S500	156	47'-2"	Slab	S501	76	4'-10"	S	6"	1'-5 1/2"	1'-0"	1'-5"	—	—	5 1/2"	—	—	—	Left Curb		
A529	2	11'-6"	West Wing					S503	83	20'-0"	Slab	S502	76	4'-8"	S	6"	1'-4"	1'-0"	1'-4 1/2"	—	—	5 1/2"	—	—	—	Right Curb		
A531	7	7'-2"	Wings					S504	83	35'-0"	Slab																	
A502	6	6'-9"	Footings	B502	39	3'-6"	Footings	S505	83	25'-0"	Slab	S600	75	49'-0"	B	—	4'-3 3/4"	7 3/4"	3'-6 3/8"	4'-0 1/2"	4'-3 3/4"	—	5 1/2"	47'-2"	—	Slab		
A503	39	3'-6"	"	B503	6	6'-9"	"	S506	4	12'-6"	Curbs																	
								S507	16	12'-0"	Curbs																	
								S508	4	15'-0"	Curbs																	
								S509	6	5'-0"	Slab @ drains																	
A600	12	30'-0"	Footings	B600	12	30'-0"	Footings																					
A601	12	28'-2"	"	B601	12	28'-2"	"	S300	152	22'-0"	Wearing Surface																	
A602	114	5'-6"	"	B602	114	5'-6"	"	S301	123	26'-0"	"																	



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

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A 502) bar size - #5
 Mark (P 1001) bar size - #10
 Mark (S 603) bar size - #6

Each truss bar, S600, may be replaced by two straight bars, 1-top & 1-bot, of the same bar size as the truss bar. Payment in either case, shall be based on truss bars as scheduled on the plans.

as built: 7/3/1978

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

**I-95 SOUTHBOUND
 OVER
 SALMON STREAM
 IN THE TOWN OF
 MEDWAY
 PENOBSCOT COUNTY**

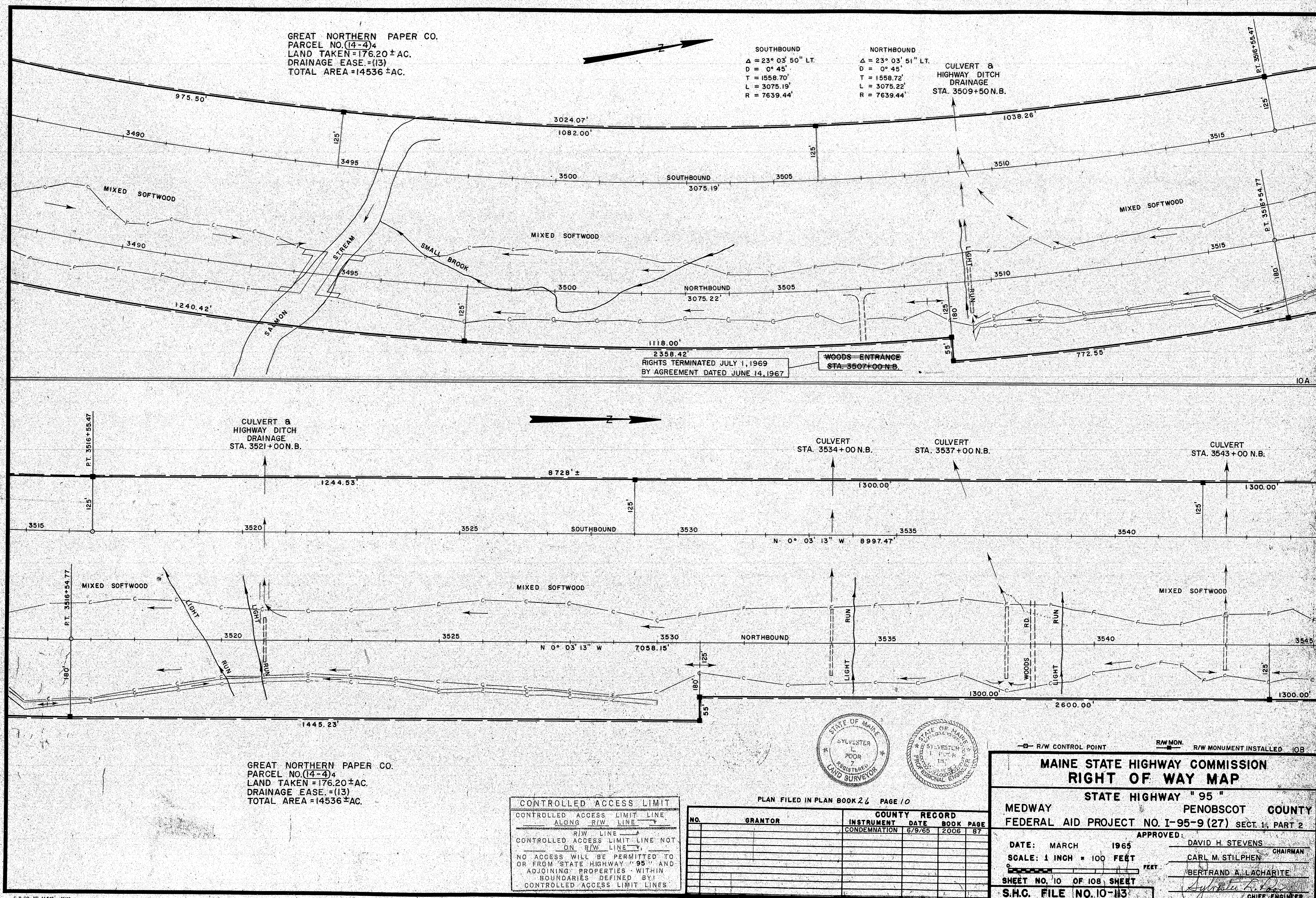
REINFORCING STEEL SCHEDULE

SHEET 13 OF 20 AUGUSTA, MAINE Dec. 1977

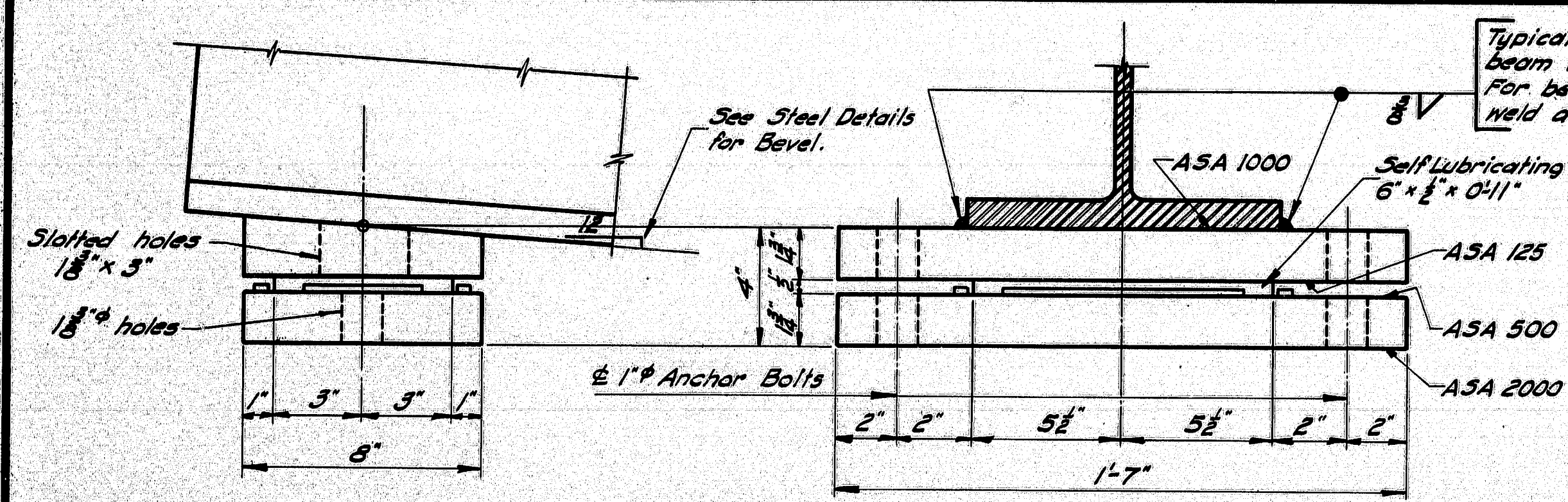
169-100

REVISIONS		NO.	DATE	DESCRIPTION	BY
1					
2					
3					
4					
5					

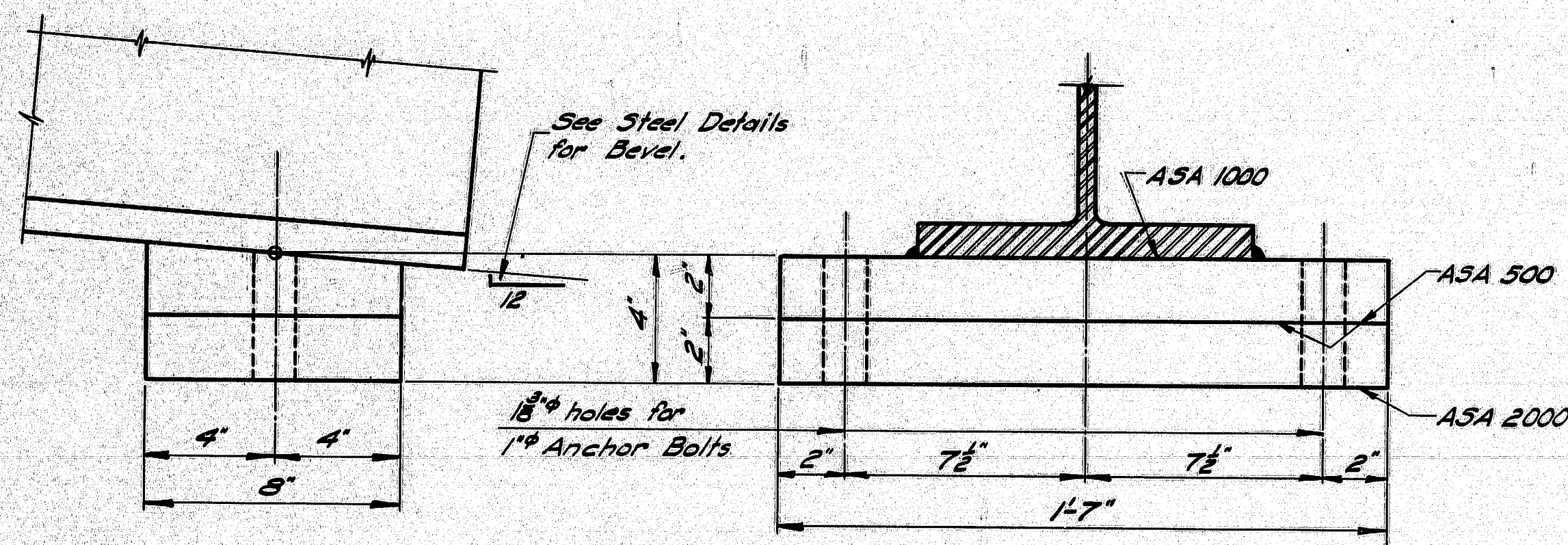
ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE			
TOPOGRAPHY			
R/W LINES			
R/W MON.			
CO. RECORD			



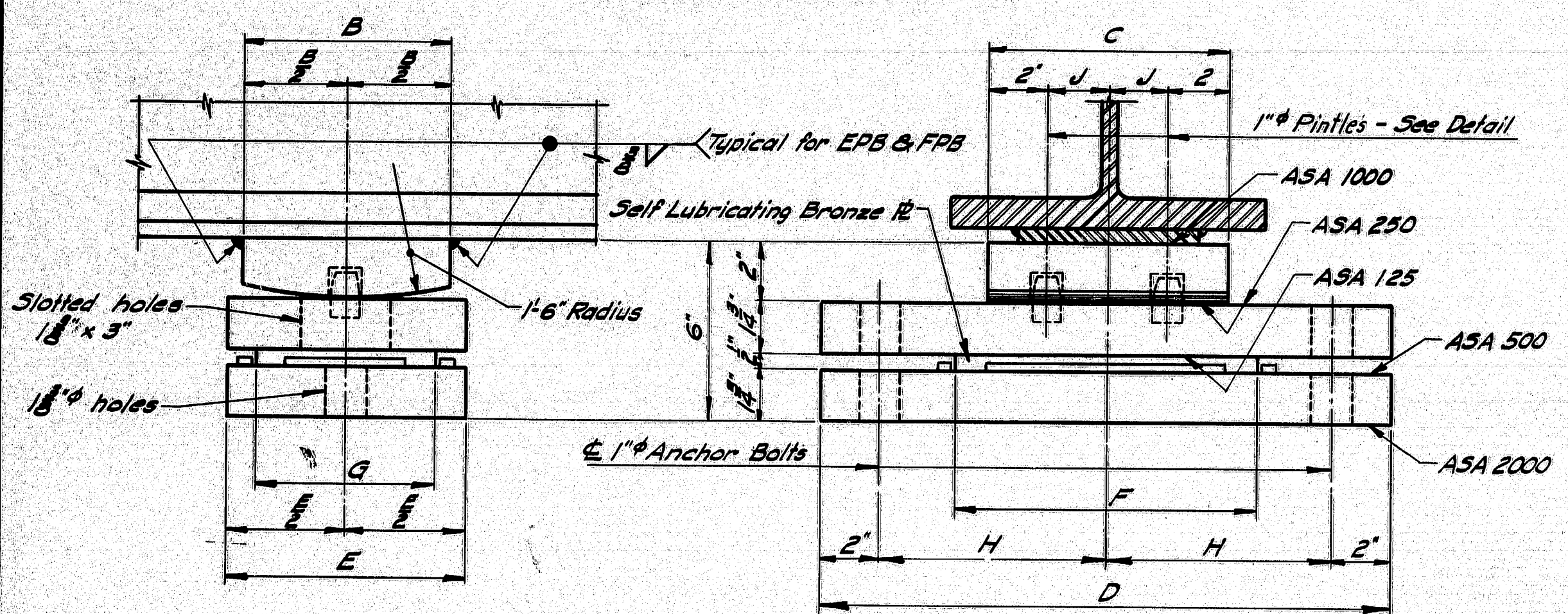
169-101



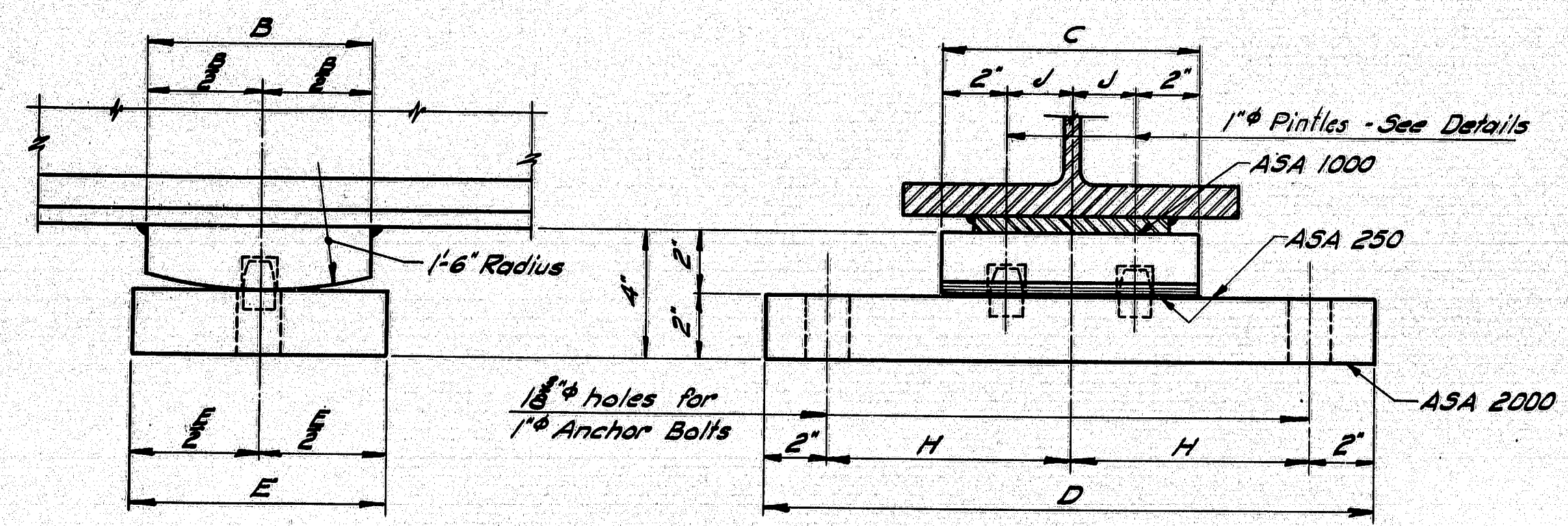
EXPANSION PEDESTAL - EPA



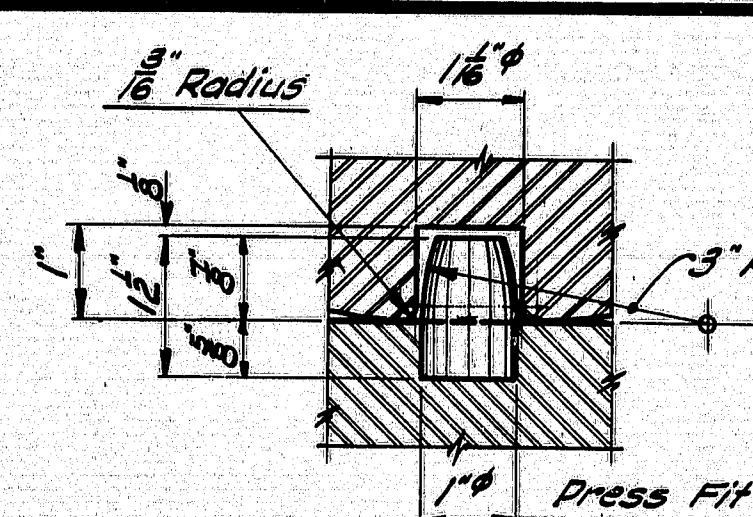
FIXED PEDESTAL - FPA



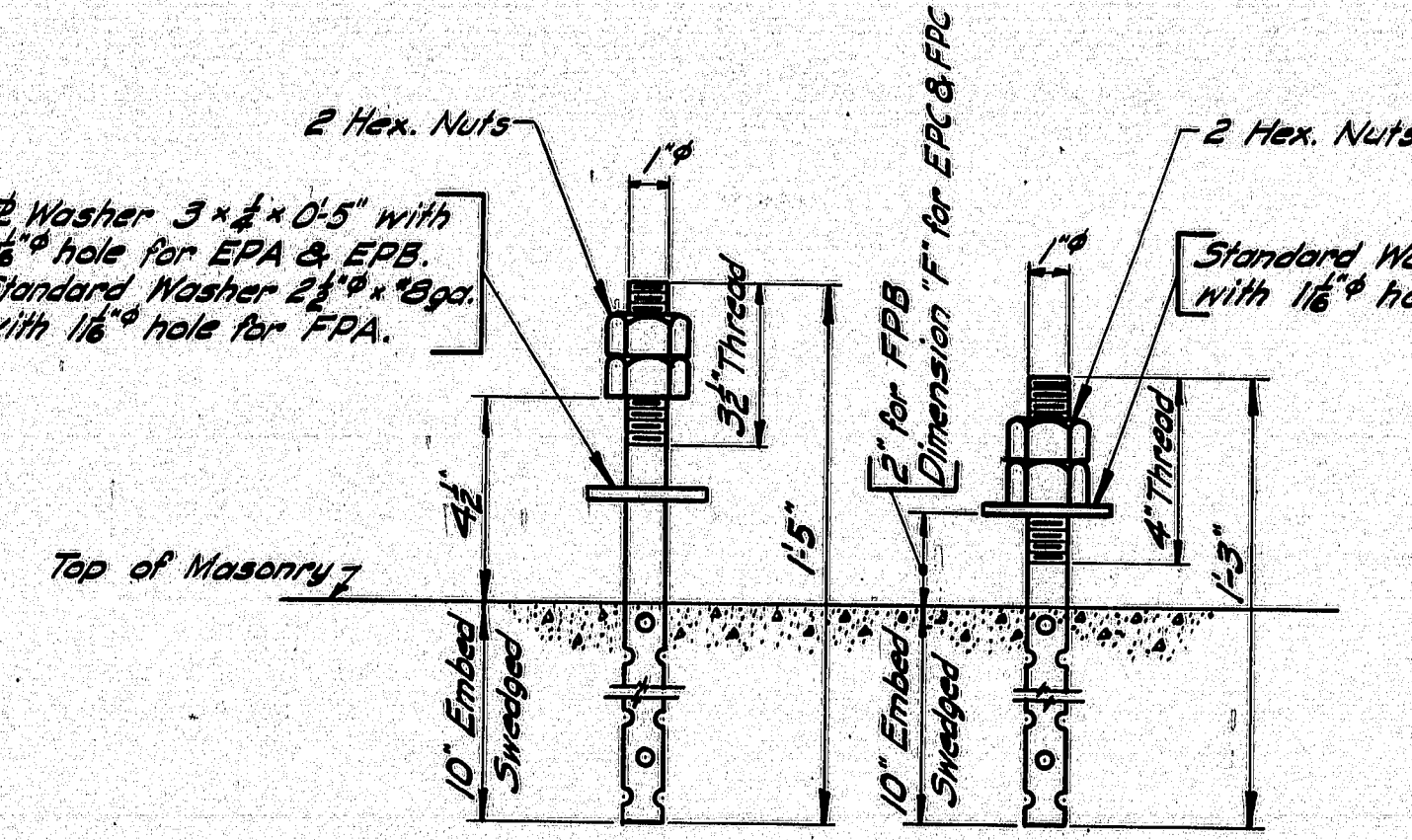
EXPANSION PEDESTAL - EPB



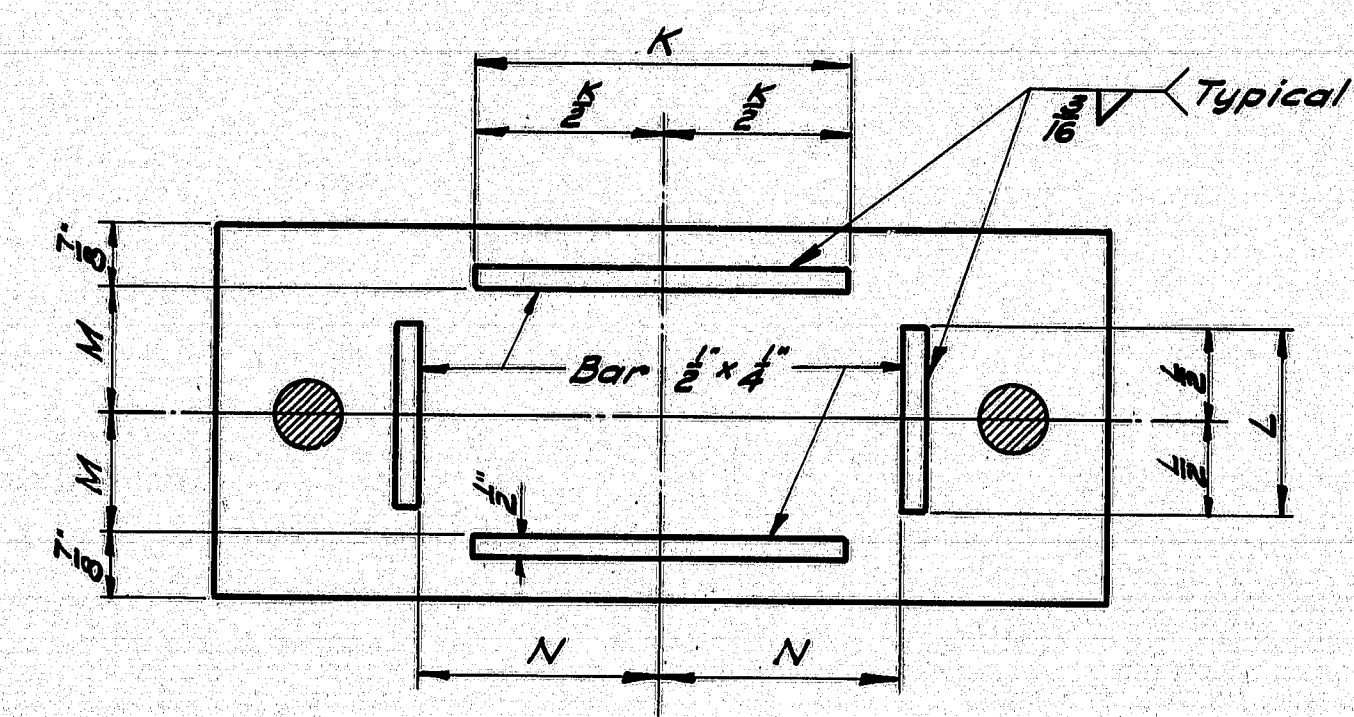
FIXED PEDESTAL - FPB



PINTLE DETAIL

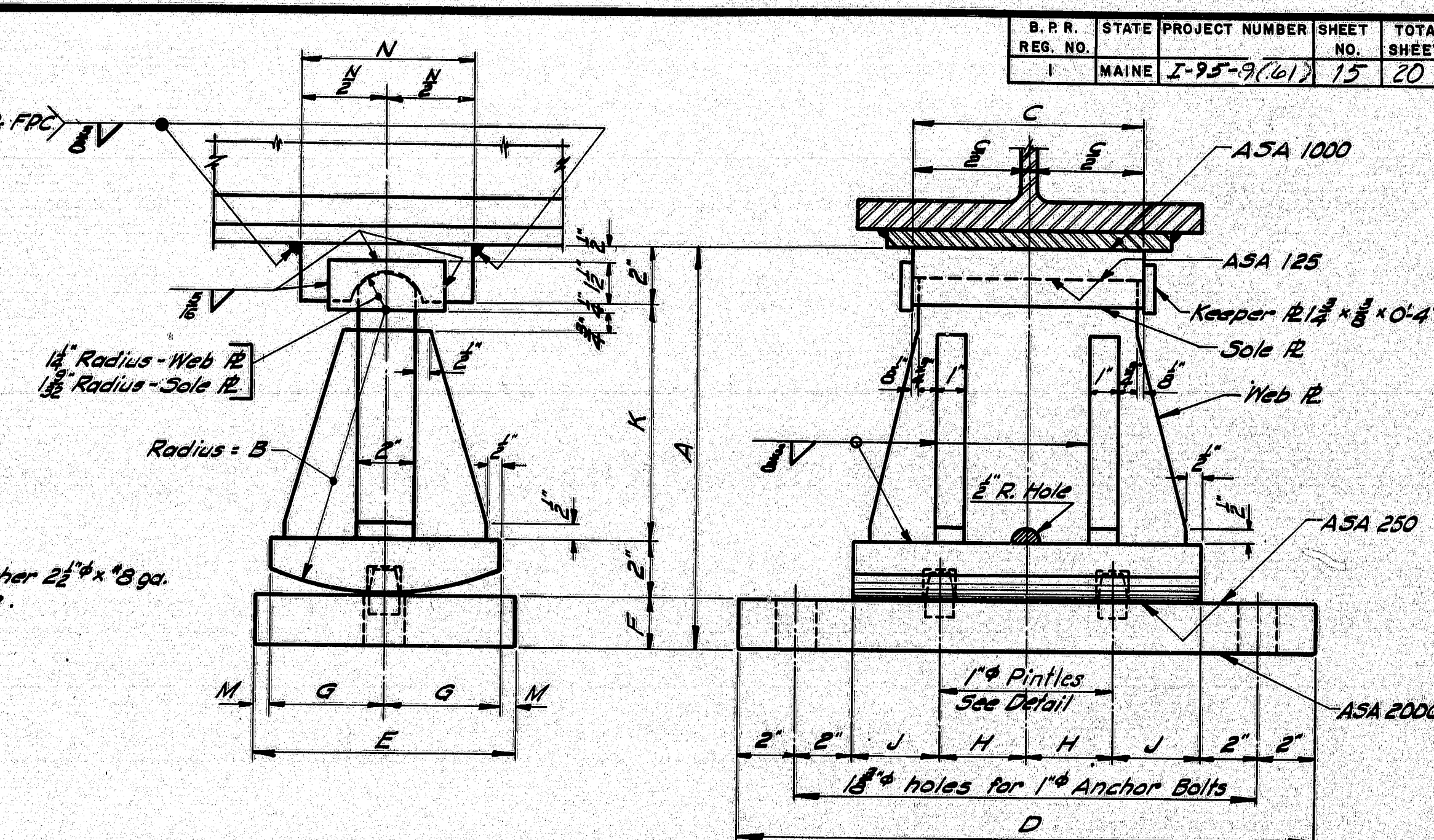


ANCHOR BOLT DETAIL

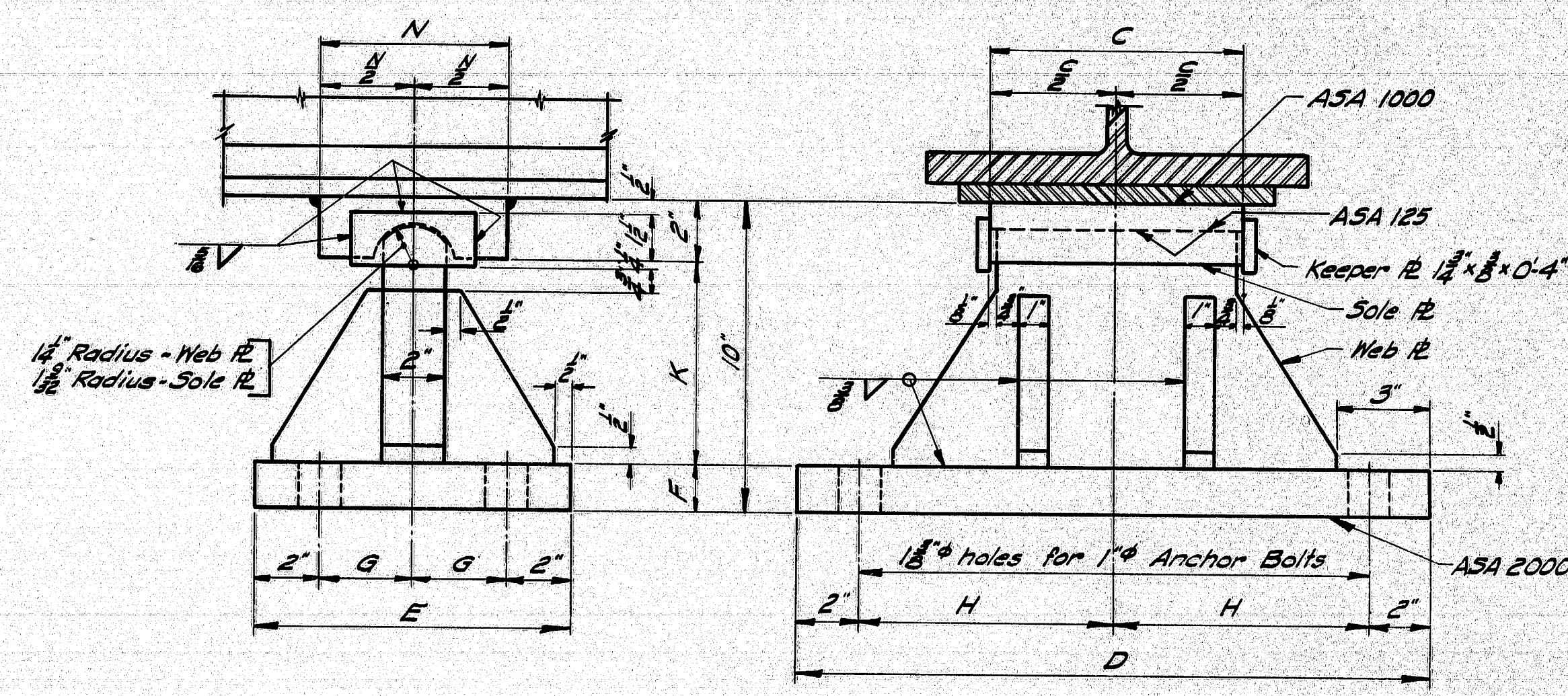


FOR EPA & EPB
MASONRY PLATE

PEDESTALS - ALLOWABLE LOADS & DIMENSIONS														
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132K	-	-	-	-	-	-	-	-	-	8"	4"	3 1/2"	5 1/2"
FPA	130K	-	-	-	-	-	-	-	-	-	-	-	-	-
EPB-1	120K	-	6"	8"	1'-7"	8"	10"	6"	7 1/2"	2"	8"	4"	3 1/2"	5 1/2"
EPB-2	165K	-	7"	10"	1'-8"	9"	1'-0"	7"	8"	3"	10"	5"	3 1/2"	6 1/2"
EPB-3	224K	-	8"	1'-1"	2'-0"	10"	1'-4"	8"	10"	4 1/2"	1'-2"	5"	4 1/2"	6 1/2"
FPB-1	120K	-	6"	8"	1'-7"	8"	-	-	7 1/2"	2"	8"	-	-	-
FPB-2	165K	-	7"	10"	1'-8"	9"	-	-	8"	3"	-	-	-	-
FPB-3	224K	-	8"	1'-2"	2'-0"	10"	-	-	10"	5"	-	-	-	-
EPC-1	70K	9 1/2"	6"	8"	1'-8"	8"	1'-2"	3 1/2"	3"	3"	4 1/2"	-	1 1/2"	6"
EPC-2	100K	11 1/2"	8"	8"	1'-8"	8"	1'-2"	3 1/2"	3"	3"	4 1/2"	-	1 1/2"	6"
EPC-3	130K	1'-2"	10"	8"	1'-8"	9"	1'-2"	4"	3"	3"	4 1/2"	-	1 1/2"	6"
EPC-4	160K	1'-2"	10"	8"	1'-10"	9"	1'-2"	4"	4"	3"	4 1/2"	-	1 1/2"	7"
EPC-5	190K	1'-2 1/2"	10"	9"	2'-0"	10"	2"	4 1/2"	5"	3"	4 1/2"	-	1 1/2"	8"
EPC-6	220K	1'-4 1/2"	1'-0"	10"	2'-0"	1'-0"	2 1/2"	5"	5"	3"	1'-0"	-	1 1/2"	8"
EPC-7	250K	1'-4 1/2"	1'-0"	1'-0"	2'-2"	1'-0"	2 1/2"	5"	5"	4"	1'-0"	-	1 1/2"	8"
FPC-1	100K	-	-	8"	1'-8"	9"	1'-2"	3 1/2"	8"	-	6 1/2"	-	-	6"
FPC-2	160K	-	-	8"	1'-8"	10"	1'-2"	3"	8"	-	6 1/2"	-	-	7"
FPC-3	190K	-	-	9"	2'-0"	10"	1'-2"	3"	10"	-	6 1/2"	-	-	8"
FPC-4	220K	-	-	10"	2'-0"	1'-0"	1'-2"	4"	10"	-	6 1/2"	-	-	8"
FPC-5	250K	-	-	1'-0"	2'-0"	1'-0"	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 1/4" 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

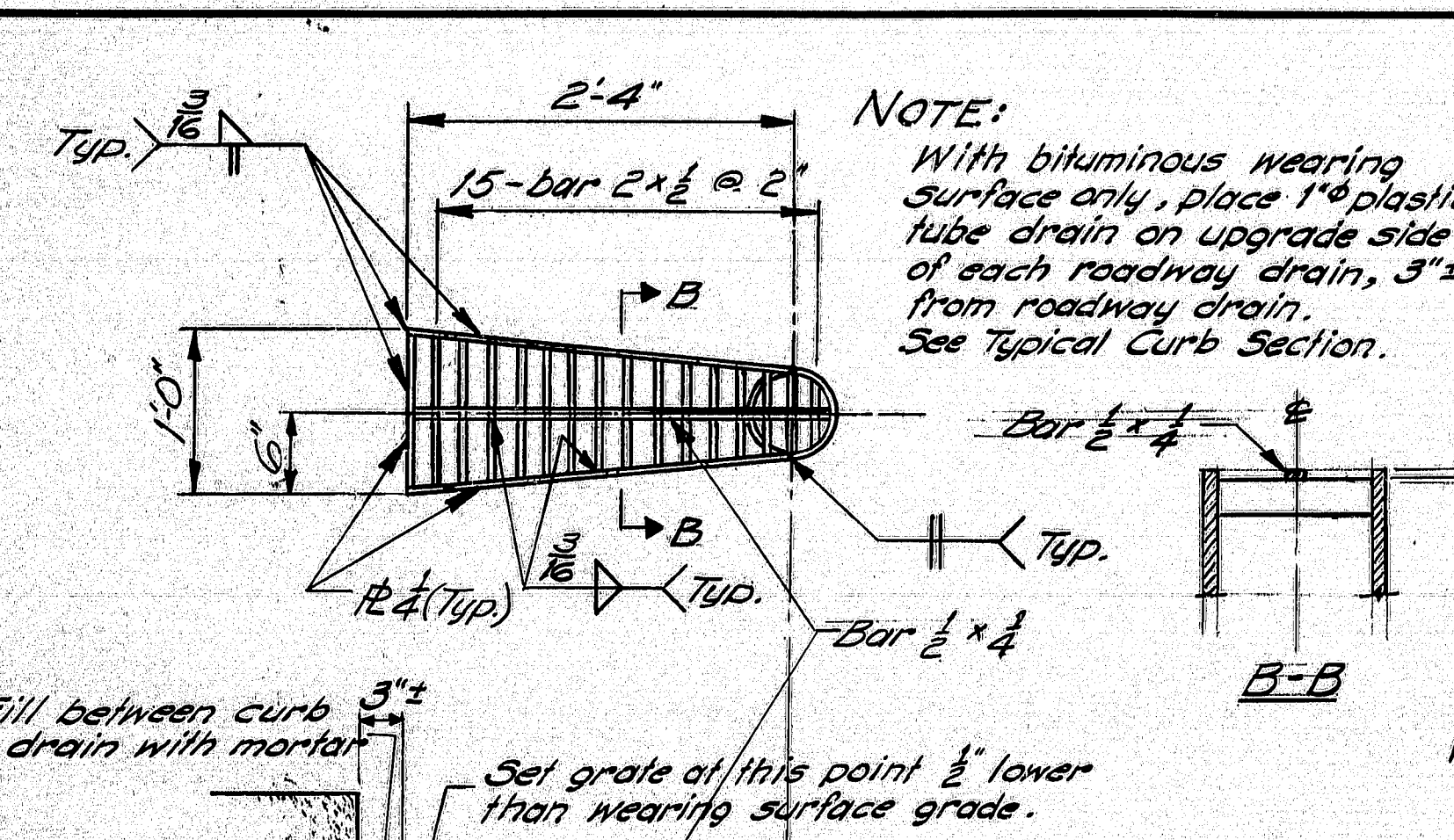
Anchor Bolts - A36
All other - A36

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

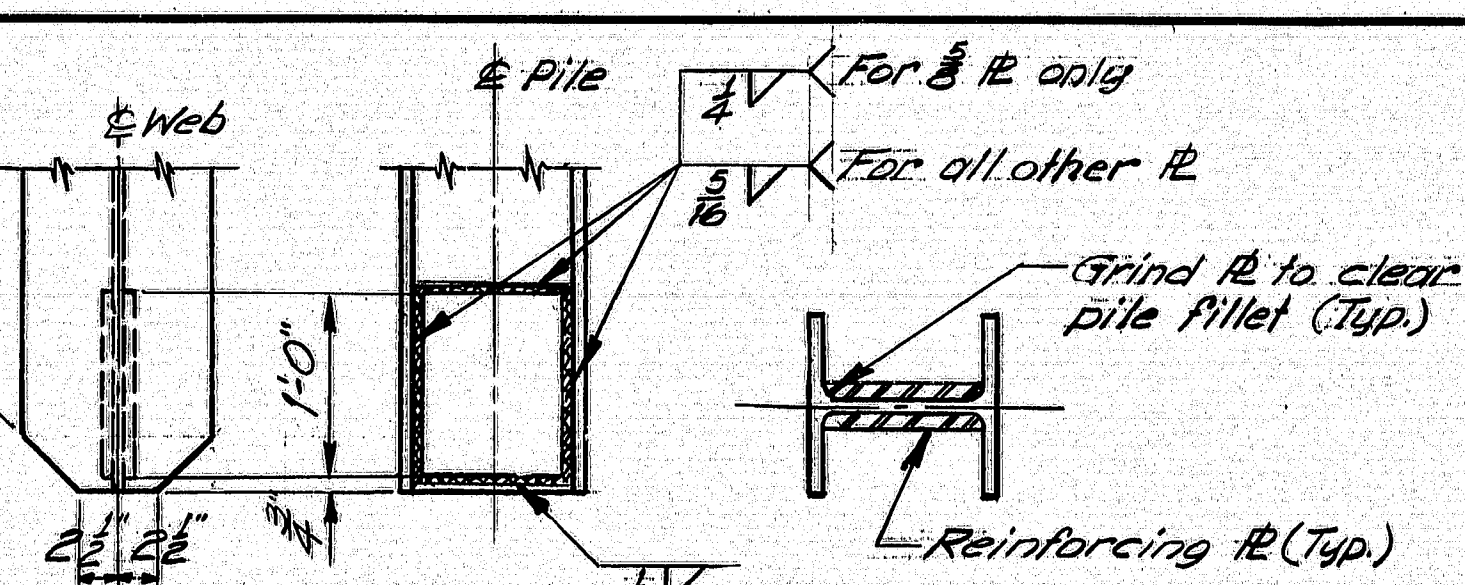
STANDARD DETAILS
(BD 101-74)

BEARING PEDESTALS

A	Charpy V-Notch tests are not required	2-575
REVISIONS	DATE	

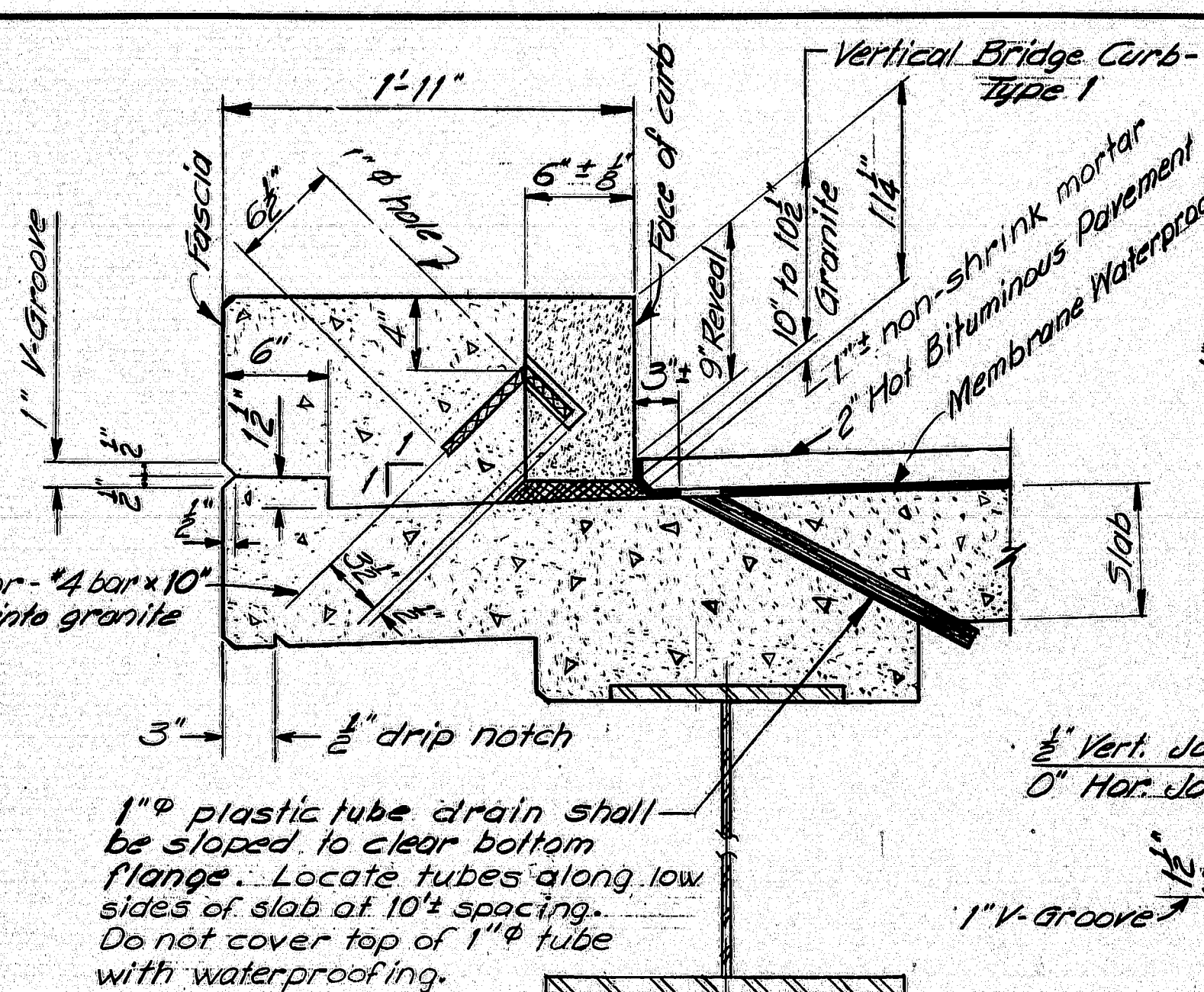


NOTE:
Alternate pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pile tip shown, and are approved by the Engineer.

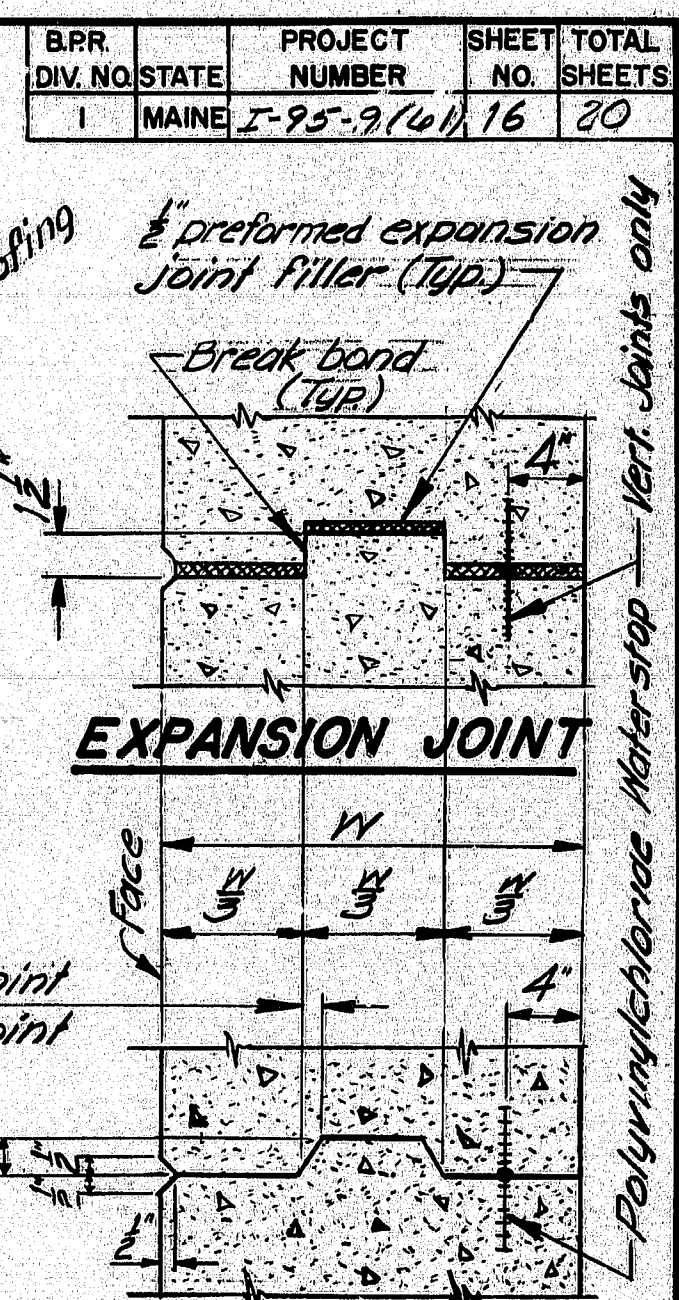


POINTED REINFORCED PILE TIP
NOTE: Plates may be shop or field welded

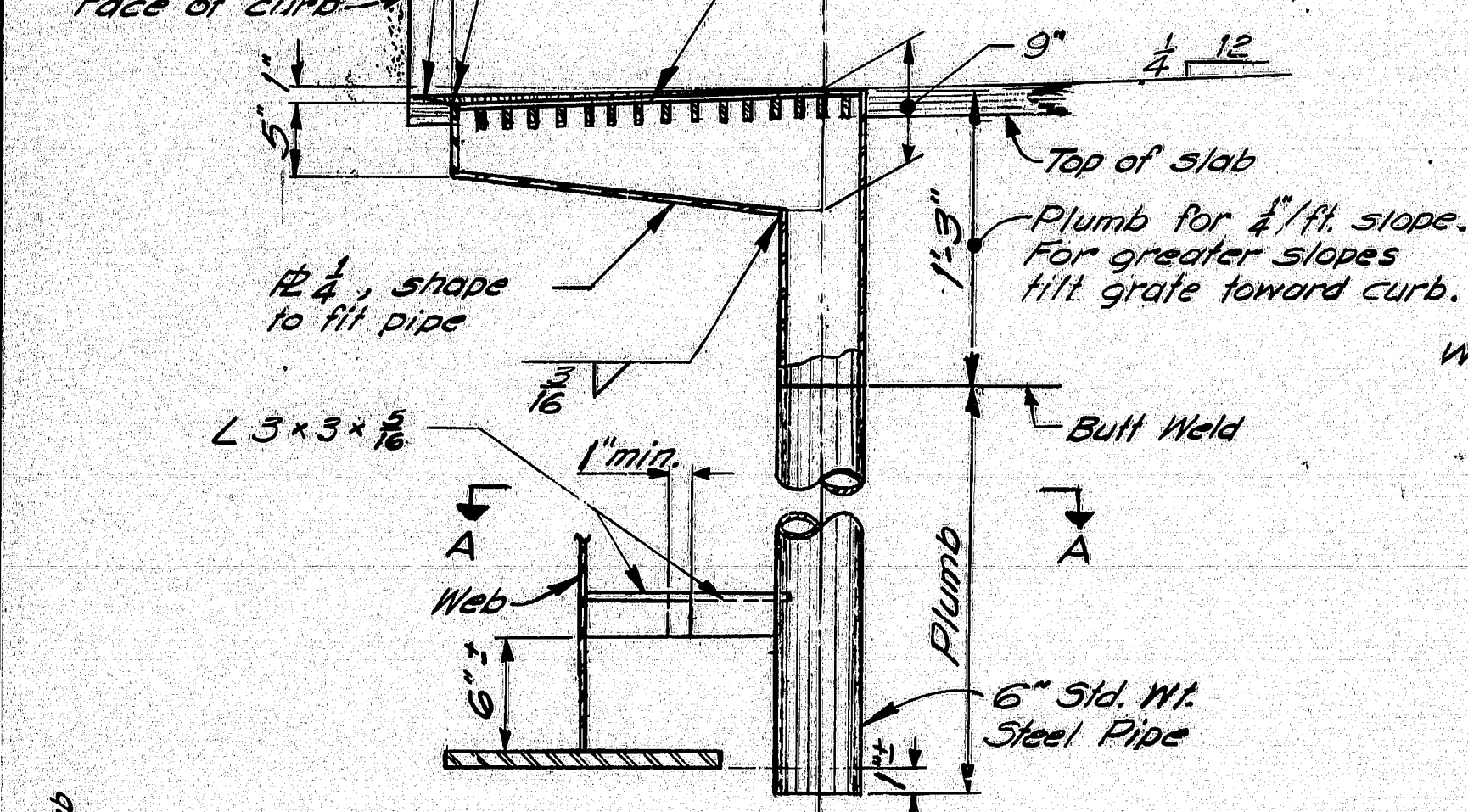
PILE SIZE	REIN. R. SIZE
HP 10 x 42	3/4" x 3/8" x 1'-0"
HP 10 x 57	3/4" x 3/8" x 1'-0"
HP 12 x 53	10/8" x 5/8" x 1'-0"
HP 12 x 74	10/8" x 5/8" x 1'-0"
HP 14 x 73	12/8" x 5/8" x 1'-0"
HP 14 x 89	12/8" x 1" x 1'-0"



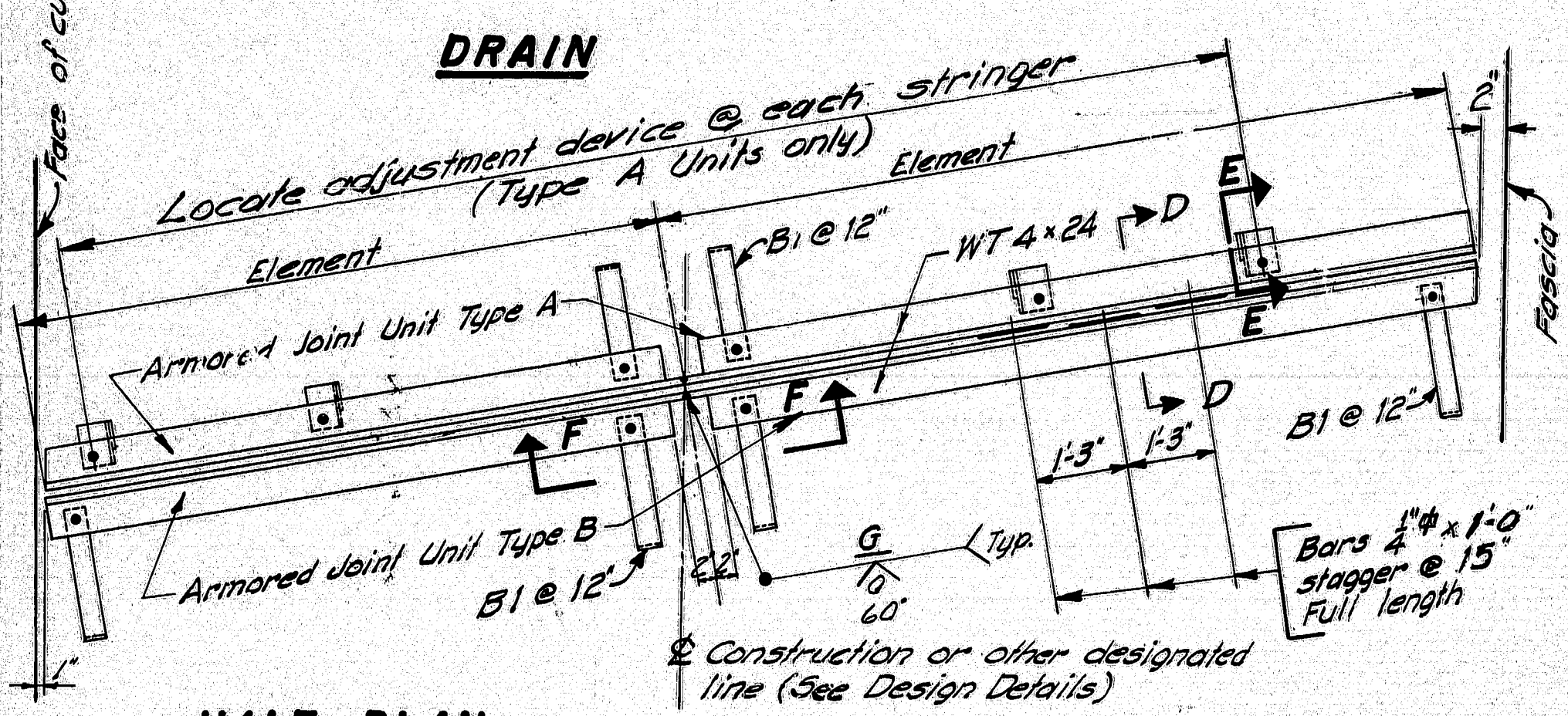
CURB SECTION
(Hot Bituminous Pavement only)



EXPANSION JOINT



DRAIN



HALF PLAN
Curb to curb

HALF PLAN
Fascia to fascia

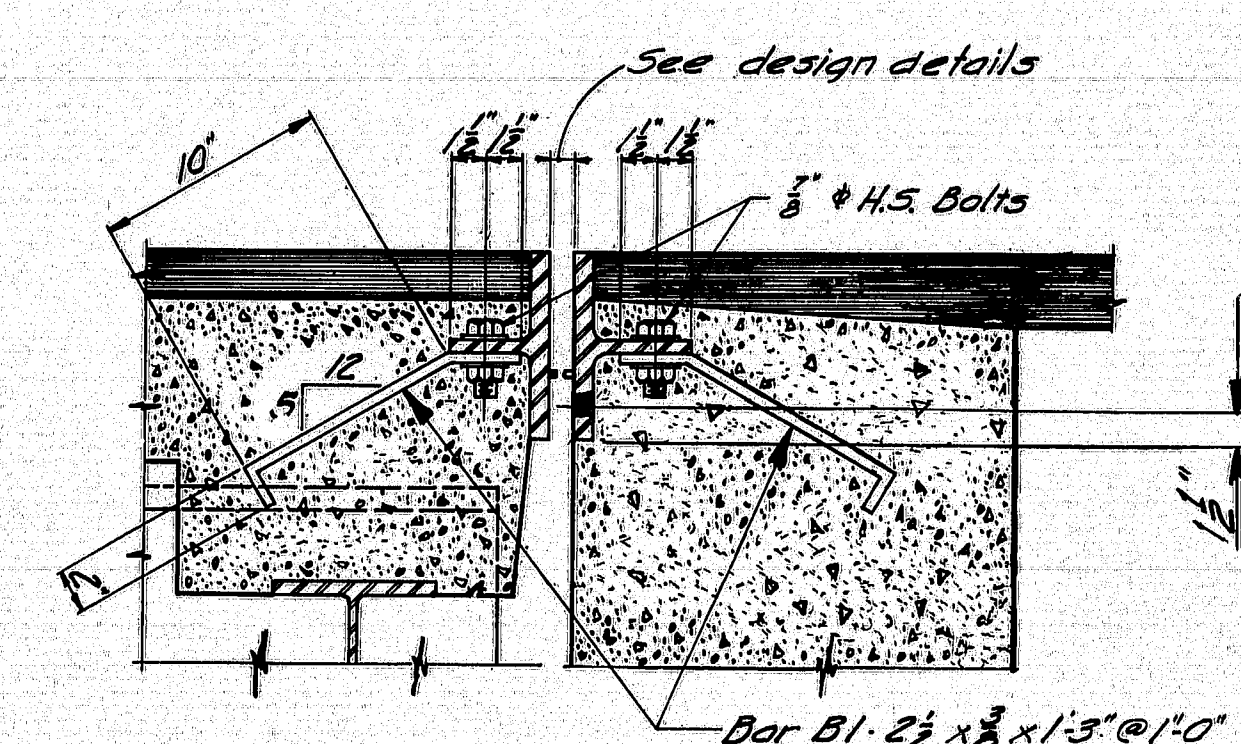
NOTE

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

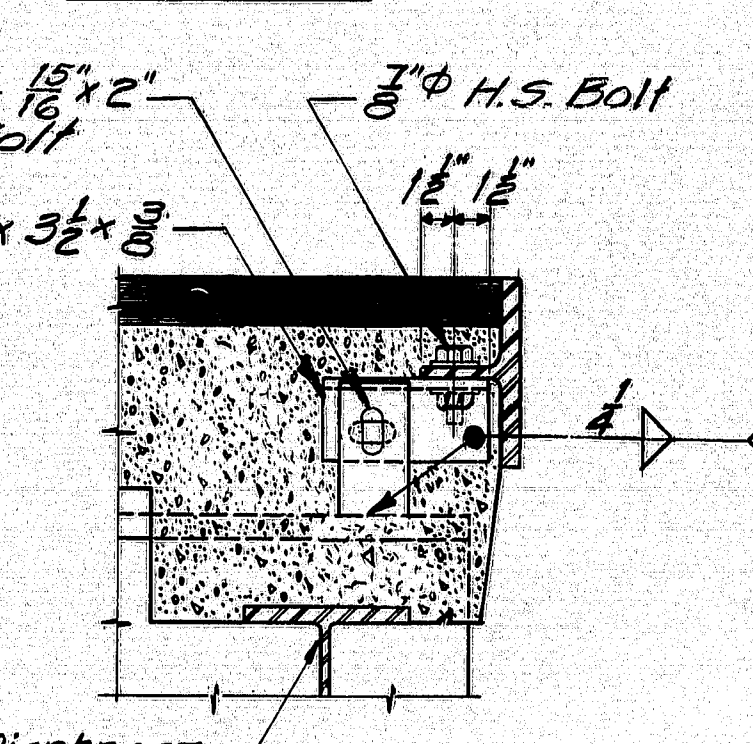
An armored joint consists of two armored joint units. See note 1.

POLYVINYLCHLORIDE WATERSTOP



ARMORED JOINT UNIT TYPE A

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 inch fillet

1/2 inch holes @ 3'-0" Type B Units only

See Curb Section (Hot Bit. Pavt.) for details of Vertical Bridge Curb Type 1, except as shown.

TRIPLE STUDS

DOUBLE STUDS

STUD DETAIL

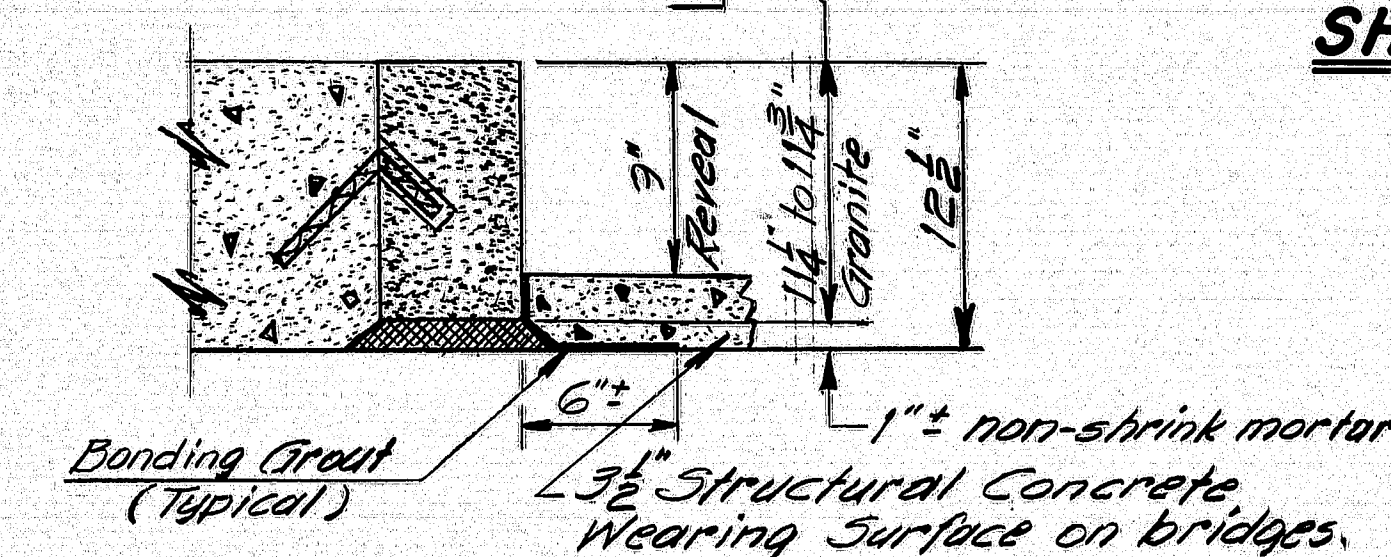
NOTE

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

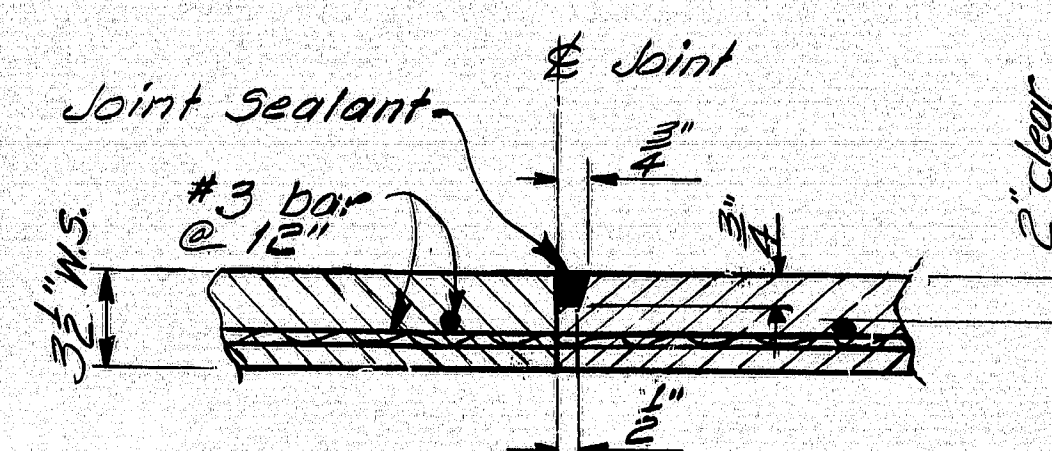
NOTE

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



CURB SECTION

(Structural Concrete Wearing Surface)



CONSTRUCTION JOINT

(Typical for concrete wear surf.)

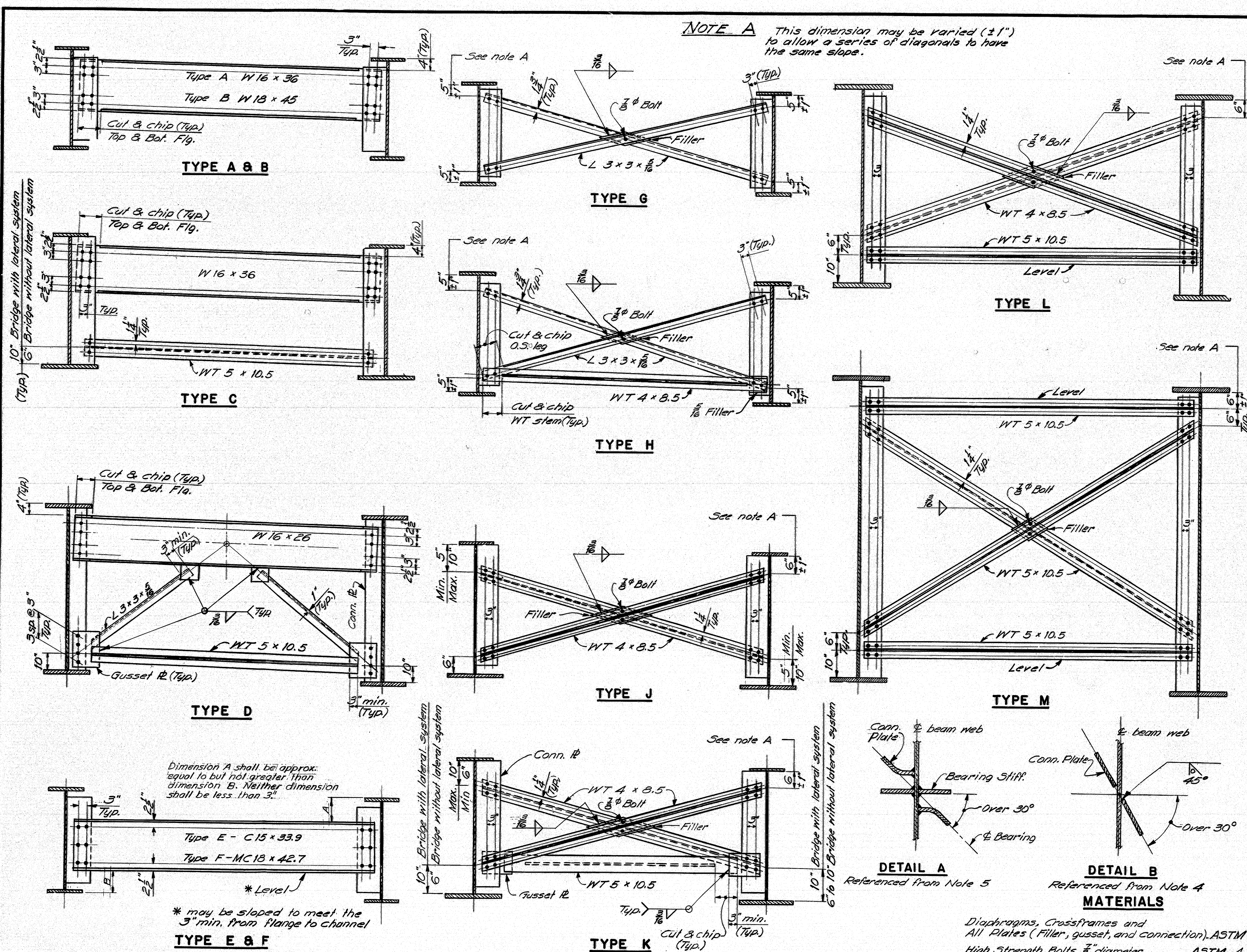
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 104-73)

ARMORED JOINT, DRAIN
SHEAR CONNECTORS
MISC. STRUCTURAL DETAILS

SHEET 16 OF 20 AUGUSTA, ME. JULY 1973

SALMON STREET MEDIAN 169-103



DESIGN SPECIFICATIONS
A.A.S.H.O. Standard Specifications for
Highway Bridges 1969 and
Interim Specifications.

The diagram illustrates the elevation of a railing system. It shows three horizontal rails supported by vertical posts. Key dimensions and features include:

- Post Spacing:** The distance between rail posts is labeled as "8'-0 max. c-c Posts".
- Post Diameter:** The diameter of a rail post is indicated as "1'-0" Dia".
- Splice Bars:** A section of the railing is labeled "Splice Bars", showing a break in the rail with a dashed line.
- Superstructure Joint:** A vertical line marks the "Superstructure joint".
- Typical Dimensions:** At the "Typ. At Superstr. Exp. Joints", the railing height is specified as $\frac{3}{4}$ " and the base width as $\frac{1}{2}$ " min. A note says "See Design Dwg's. for actual Dims."

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.

Technical drawing of a rail section showing dimensions and labels:

- To fit Rail section**: Label pointing to the rail head.
- Minor Axis**: Label pointing to the vertical centerline.
- Major Axis**: Label pointing to the horizontal centerline.
- Dimple A'**: Label pointing to the top surface of the rail head.
- Dimple B' @ E**: Label pointing to the top surface of the rail base.
- Dimensions**:
 - Top width: $5\frac{1}{2}"$
 - Top thickness: $\frac{1}{4}"$
 - Head thickness: $\frac{1}{2}"$
 - Head width: $3\frac{1}{2}"$
 - Head height: $1\frac{1}{2}"$
 - Head radius: $1\frac{1}{2}"$
 - Head width at base: $3\frac{1}{2}"$
 - Head height at base: $1\frac{1}{2}"$
 - Head radius at base: $1\frac{1}{2}"$
 - Head width at base: $3\frac{1}{2}"$
 - Head height at base: $1\frac{1}{2}"$
 - Head radius at base: $1\frac{1}{2}"$
 - Head width at base: $3\frac{1}{2}"$
 - Head height at base: $1\frac{1}{2}"$
 - Head radius at base: $1\frac{1}{2}"$

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

Splice Bar

Major Axis

Minor Axis

4 1/2"

4 3/4"

1/2"

1.315" dia

1/2" dia holes

UNC thread

58"

1"

78"

A

A

Hand-drawn structural detail of a column-beam joint. The column is 108 inches high and 18 inches wide. The beam is 18 inches deep. Reinforcement includes 6 #4 bars in the column, 3 #4 bars in the beam, and 3 #4 bars in the joint. Dimensions for lap lengths and clearances are provided.

Technical drawing of a mechanical part showing front and top views with dimensions.

Front View (Left):

- Overall height: $10\frac{3}{4}"$
- Overall width: $3"$
- Section 1 (top): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 2 (middle): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 3 (bottom): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Three circular features (holes) are located in the center of each section.

Top View (Right):

- Overall length: $10\frac{3}{4}"$
- Overall width: $3"$
- Section 1 (left): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 2 (middle): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 3 (right): $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Three circular features (holes) are located in the center of each section.

Dimensions and Notes:

- Section 1: $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 2: $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Section 3: $1\frac{1}{2}"$ wide, $3\frac{1}{2}"$ high.
- Overall height: $10\frac{3}{4}"$
- Overall width: $3"$
- Overall length: $10\frac{3}{4}"$
- Overall width: $3"$

Hand-drawn technical drawing of a quarter-circle fillet connecting two perpendicular plates. The fillet is labeled "Semi-ellipse" and is shaded with diagonal lines. Dimensions include a radius of 100, a fillet thickness of 10, and a plate thickness of 5. The major axis is 110 and the minor axis is 110. The fillet is labeled "Major Axis" and "Minor Axis". The fillet is labeled "Semi-ellipse".

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

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

Technical drawing of a rail section showing dimensions and labels:

- Labels:** Drive Fit, Min, Major Axis, Minor Axis, Semi-ellipse, Cap shall match Rail Section.
- Dimensions:**
 - Top flange: 1 1/4" (width), 1" (height), 1/2" (thickness).
 - Web: 1" (width), 1/2" (thickness).
 - Bottom flange: 1" (width), 1/2" (thickness).
 - Head: 4 3/8" (width), 1 1/2" (height).
 - Head profile: 3° angle, 1° 30' angle.
 - Head shape: Semi-ellipse.
 - Head thickness: 1/2".

If cut threads are used, body diameter shall be not less than nominal diameter.

Hand-drawn technical drawing of a mechanical part, likely a bracket or support, showing dimensions and labels:

- Overall Width:** $10\frac{3}{8}"$
- Top Section Width:** $3\frac{1}{2}"$
- Top Section Height:** $3\frac{1}{2}"$
- Bottom Section Width:** $7\frac{3}{8}"$
- Bottom Section Height:** $1\frac{1}{8}"$
- Post Diameter:** $\varnothing 1\frac{1}{8}"$
- Post Label:** \varnothing Post
- Front Holes:** $1" \text{ dia. holes (Front)}$
- Back Holes:** $7\frac{3}{8} \text{ dia. holes (Back)}$
- Overall Length:** $10\frac{3}{8}"$

Technical drawing of a CAP (Cable Anchoring Plate) showing two vertical anchor bolts. The drawing includes the following dimensions and callouts:

- Dimensions:**
 - Overall height: 9"
 - Distance between bolts: 8 1/4"
 - Distance from top to first nut: 2 1/8"
 - Distance between nuts: 1 1/8"
 - Distance from bottom nut to base: 5"
 - Base width: 8 1/4"
 - Base height: 5 1/8"
 - Base width (bottom): 5 1/8"
- Callouts:**
 - 3~ 3/4" Anchor Bolts
 - 3~ 3/4" Heavy Hex. Nuts
 - 3~ 3/4" Type A Narrow Plain Washers
 - 2~ 3/4" Anchor Bolts
 - 2~ 3/4" Heavy Hex. Nuts
 - 2~ 3/4" Type A Narrow Plain Washers
 - 2 1/8" Projection
 - 1 1/8" Projection
 - 5" Hex. Jam Nut
 - 5" Hex. Nut
 - Steel Spacers
 - 3/4" Hex. Jam Nut
 - 3/4" Hex. Nut

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 114 - 73)

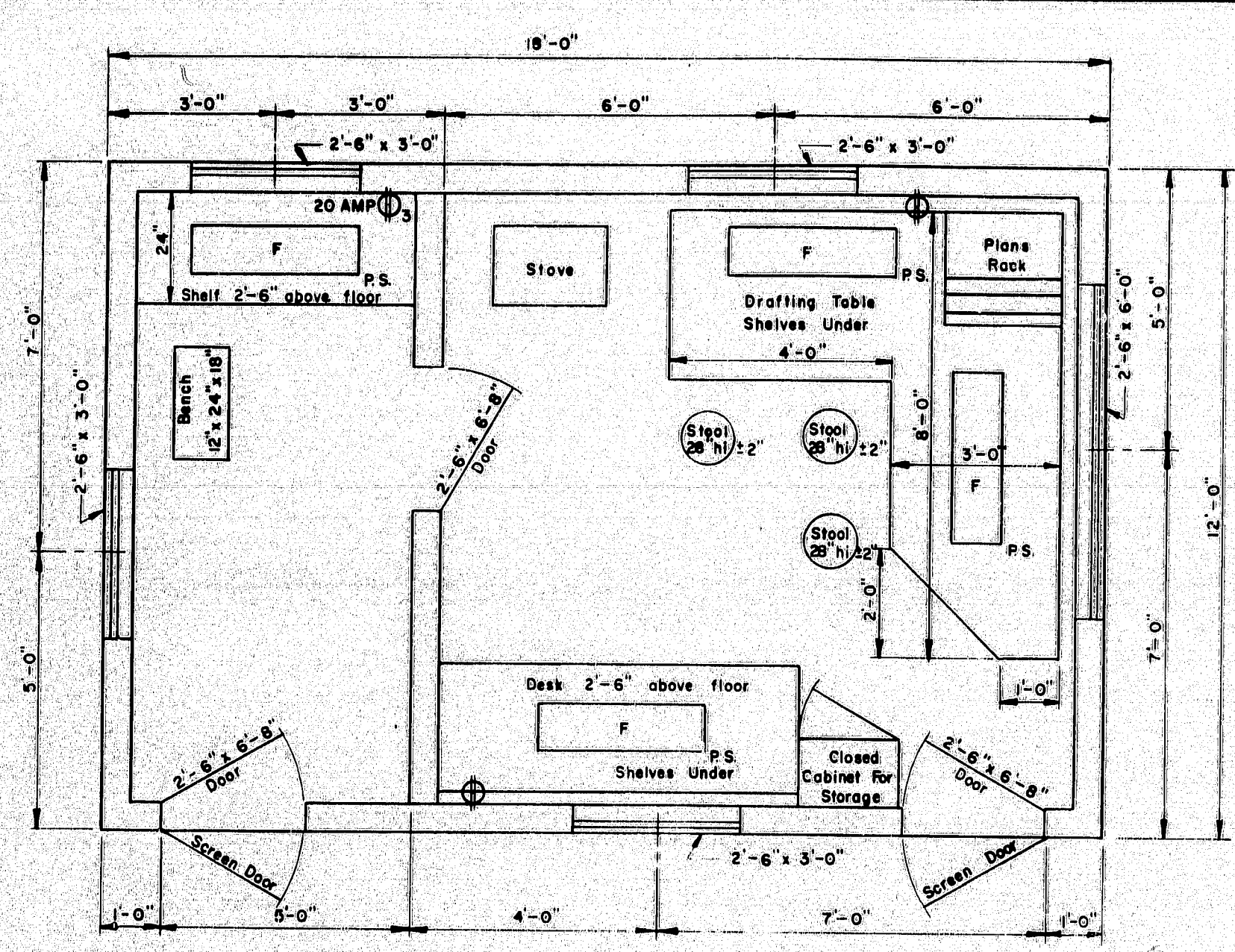
ALUMINUM BRIDGE RAILING

2 - BAR (SEMI-ELLIPSE)
TYPE "A"

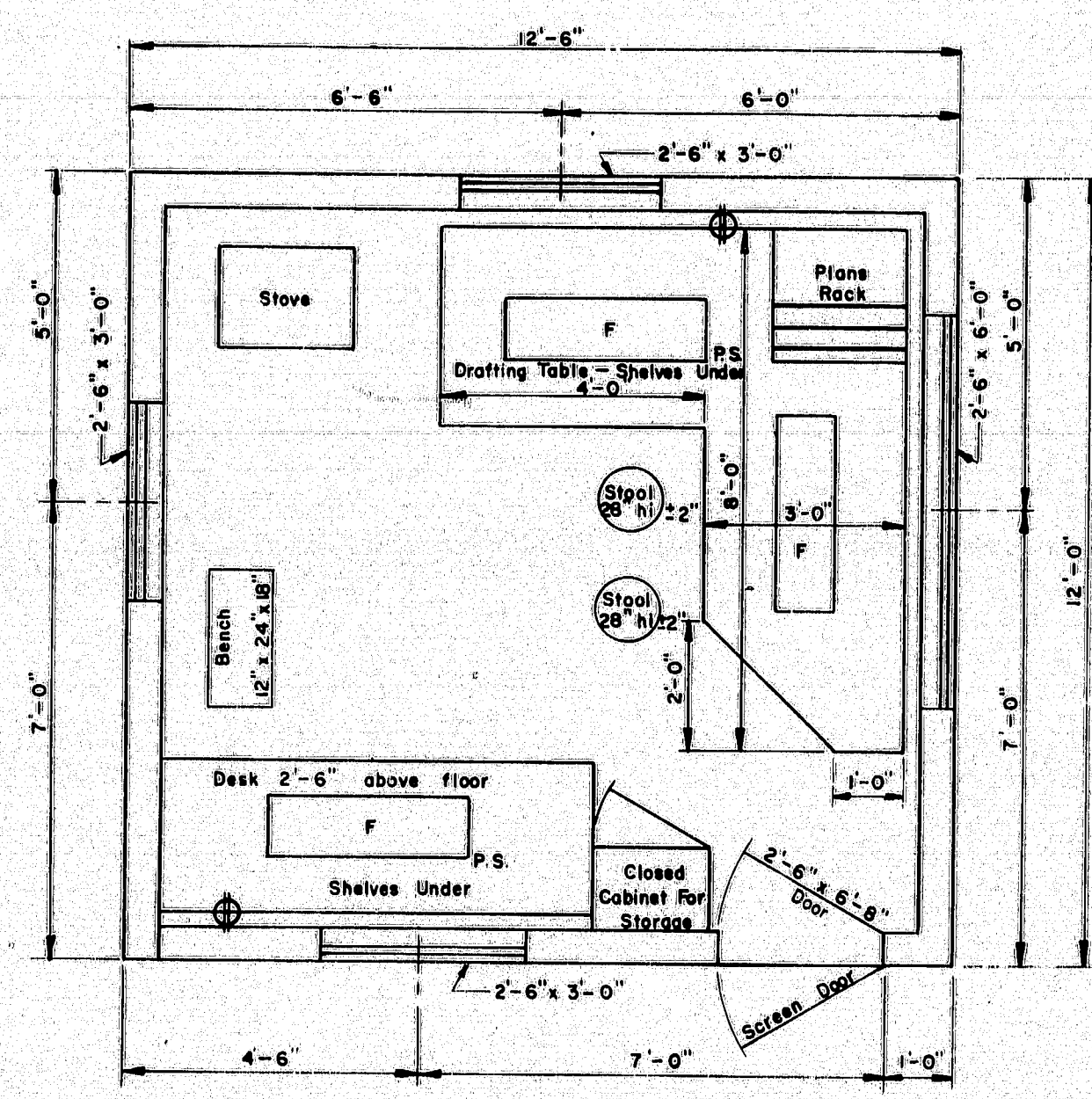
SHEET 18 OF 20 AUGUSTA, MAINE FEBRUARY 1977

SALMON STEER 169-105

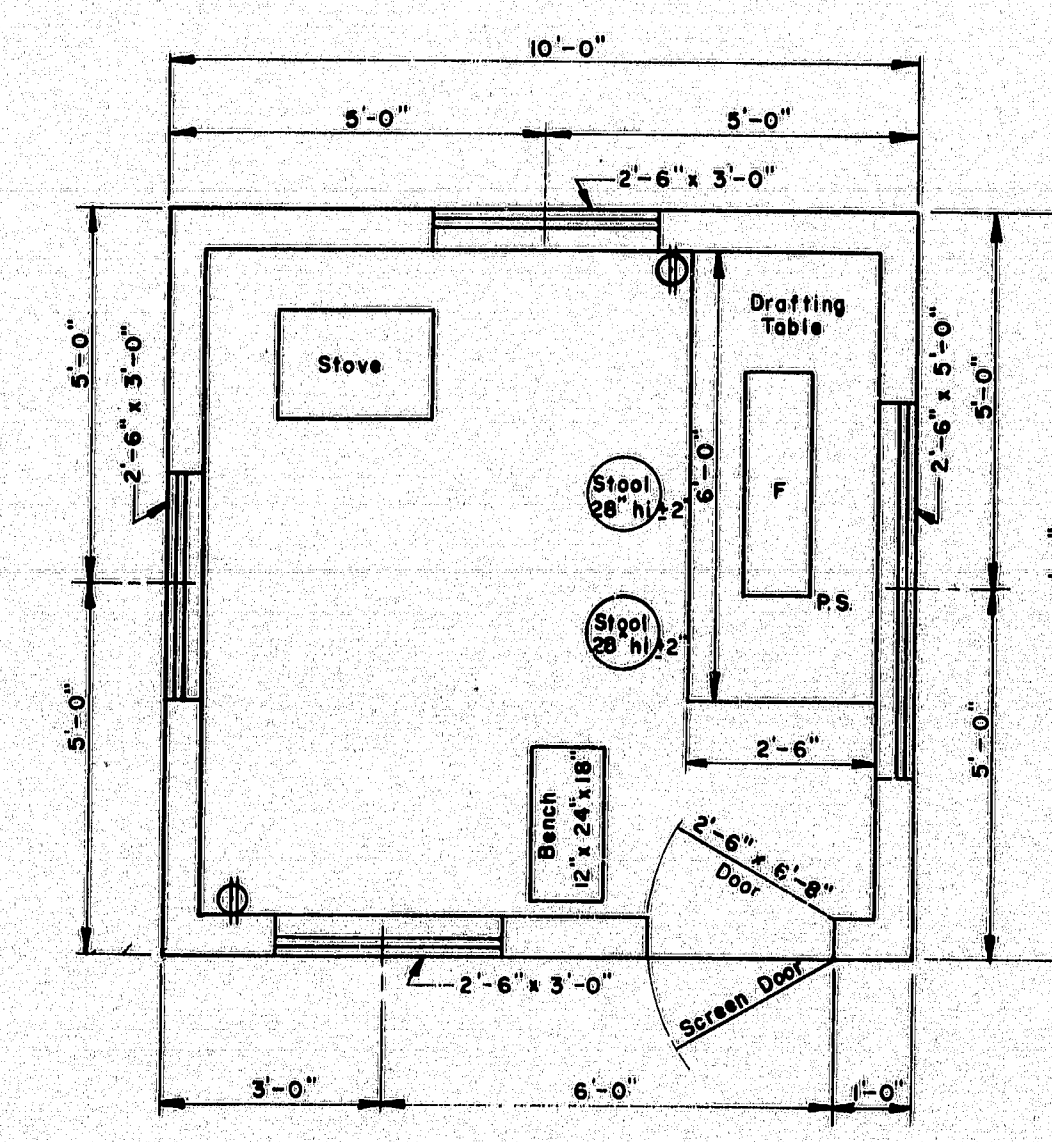
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	7-95-3(61)	19	20



FLOOR PLAN
TYPE "A"

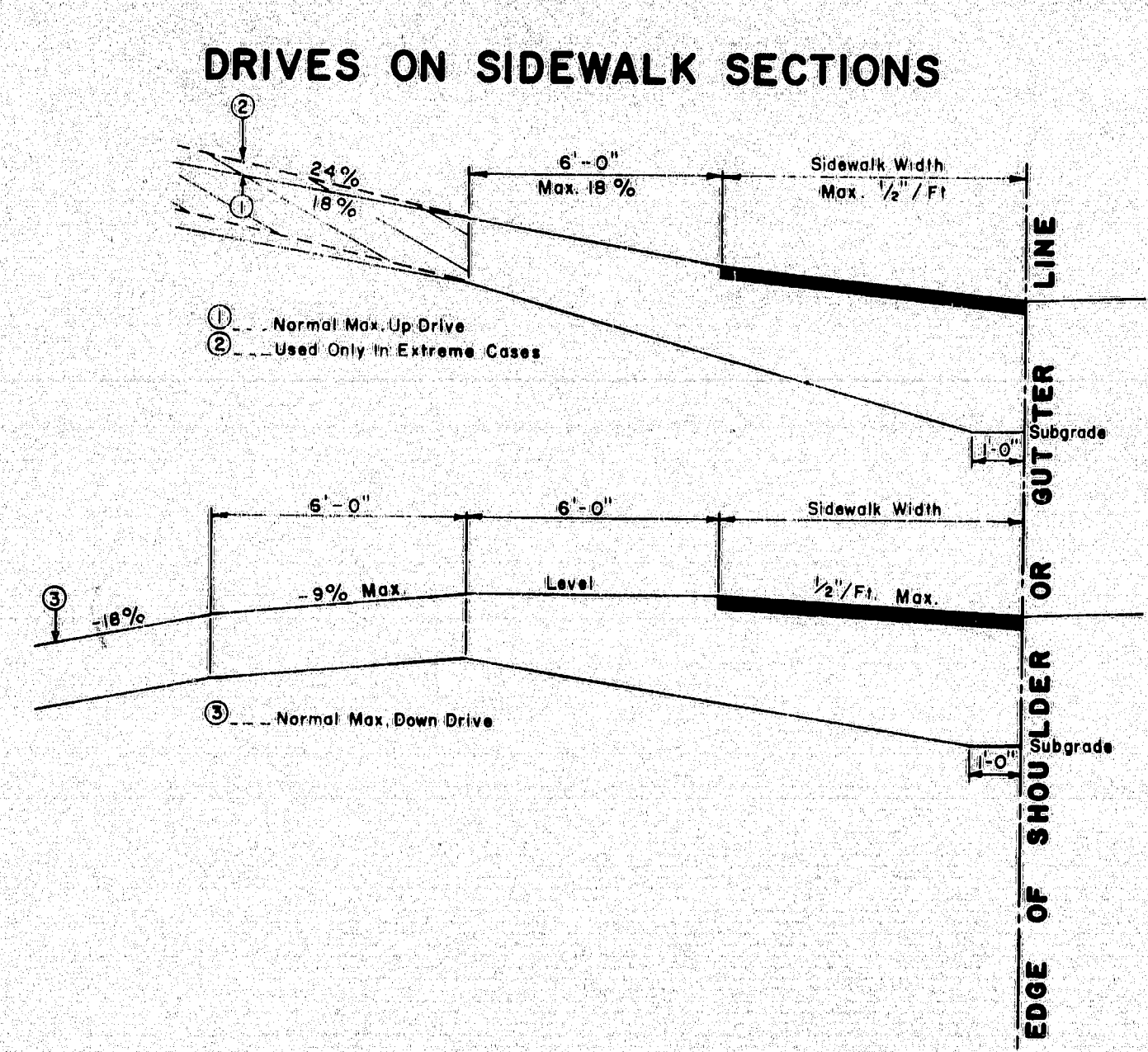


FLOOR PLAN
TYPE "B"

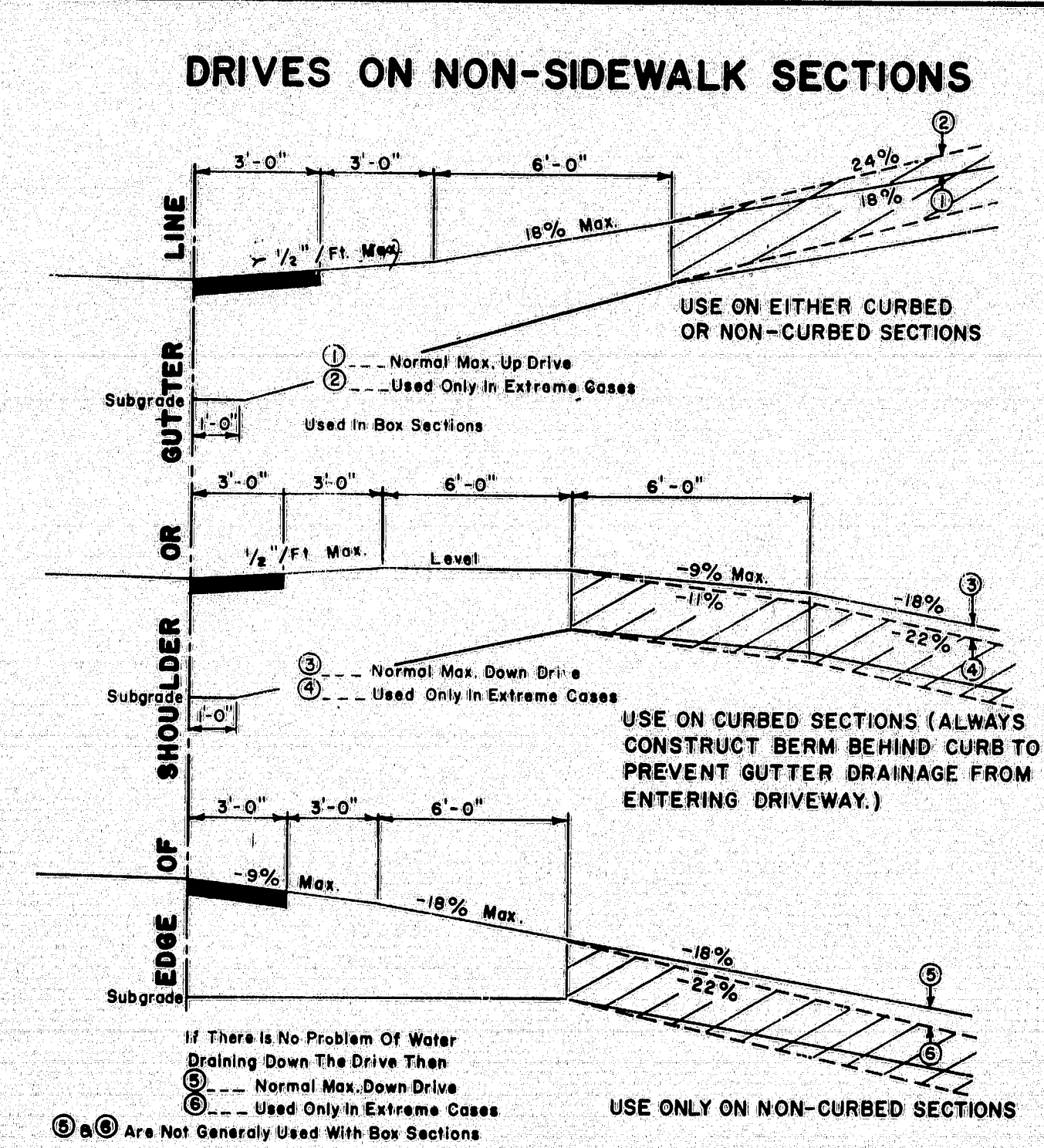


FLOOR PLAN
TYPE "C"

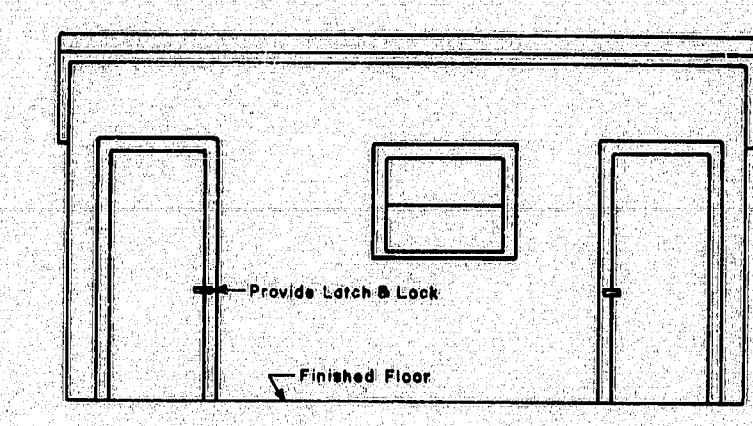
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct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



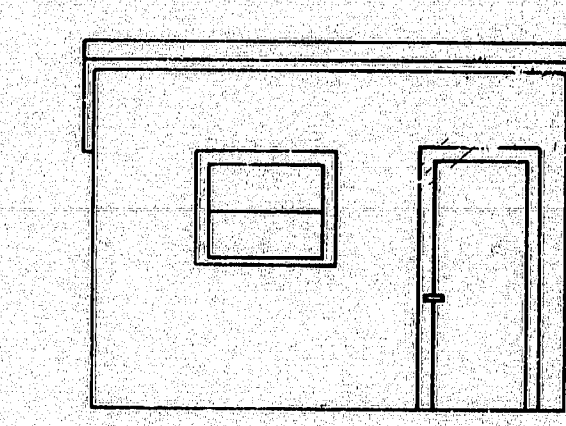
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 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.



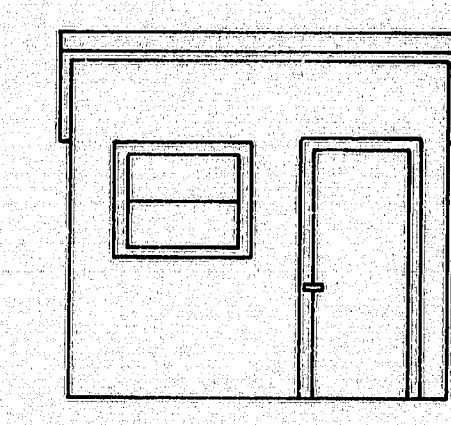
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives 10% and over shall be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main 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.



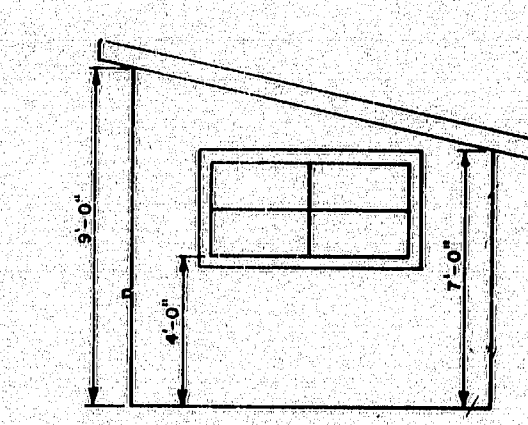
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



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

REVISIONS	
PLATE	D'E 3-16-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

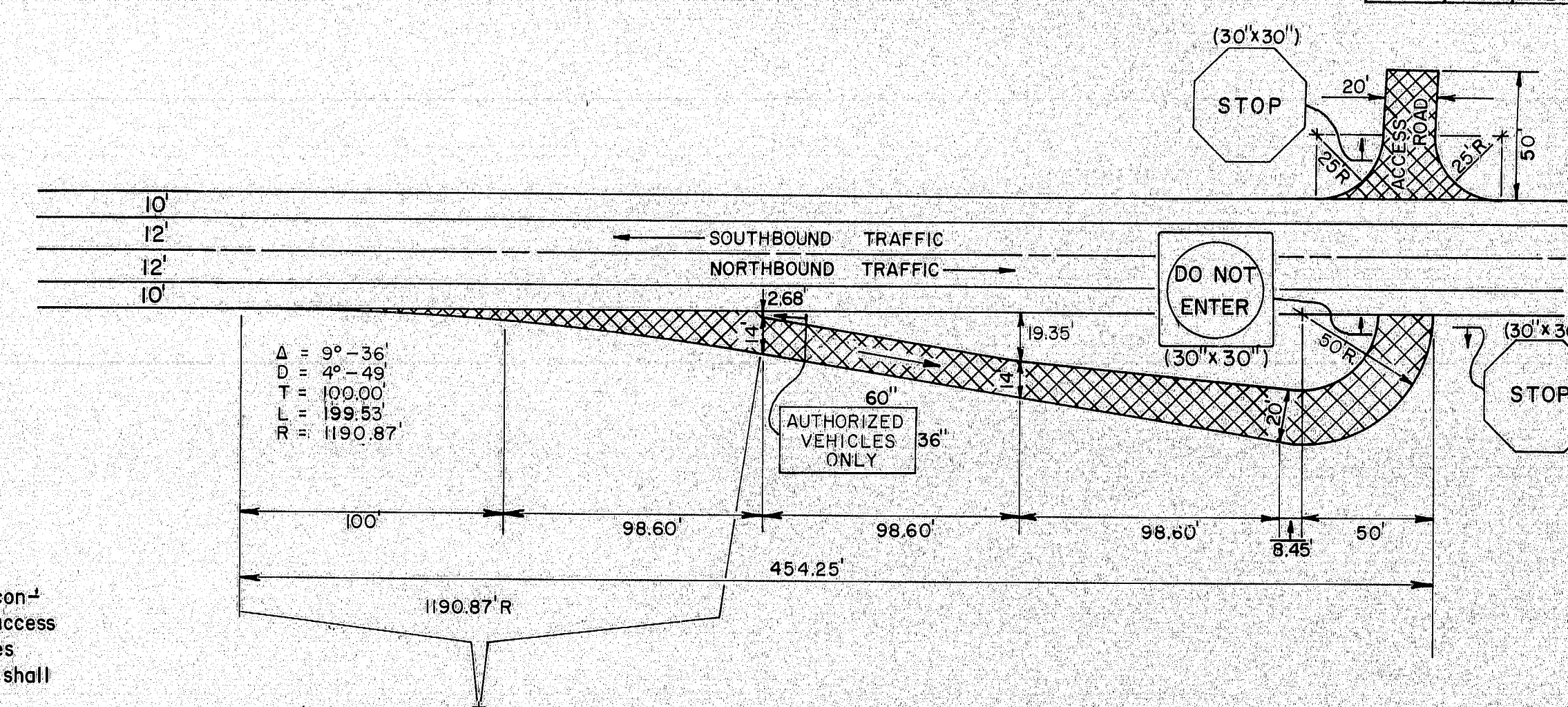
DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

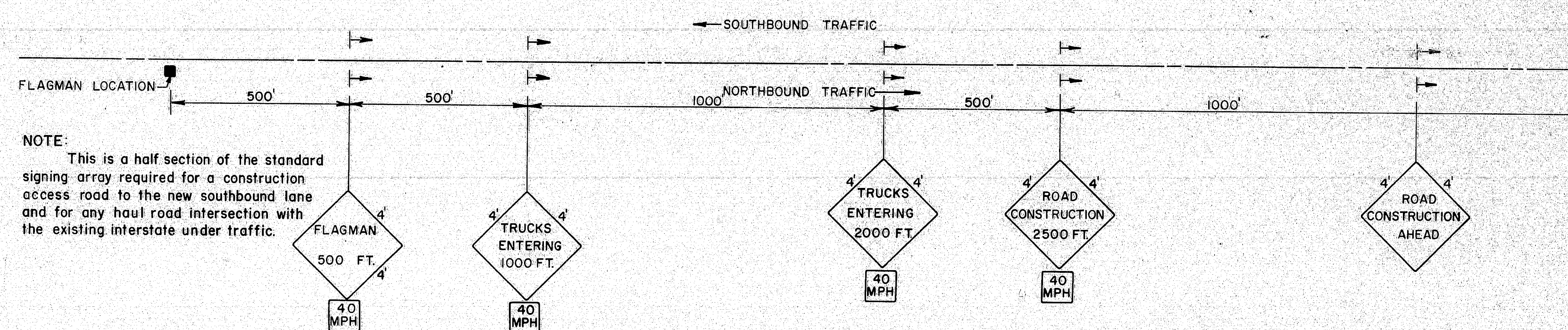
SALMON 169-106

Plan view of the proposed interchange showing the layout of the bridge, approach, and interchange structure. The diagram includes dimensions for the bridge (110.463' R), approach (150.20'), and interchange (99.80'). It also shows the location of the 'STOP' sign and 'DO NOT ENTER' sign, and the 'AUTHORIZED VEHICLES ONLY' sign. The interchange is labeled 'AUTHORIZED VEHICLES ONLY' and '60'.

NOTE: Slopes for construction access roads shall be constructed at 4:1 where the edge of pavement for the access road is within 30' of the I-95 traveled way. All slopes shall be seeded and mulched. Payment for this work shall be incidental to the various contract items.



TYPICAL NORTHBOUND CONSTRUCTION ACCESS DECELERATION LANE



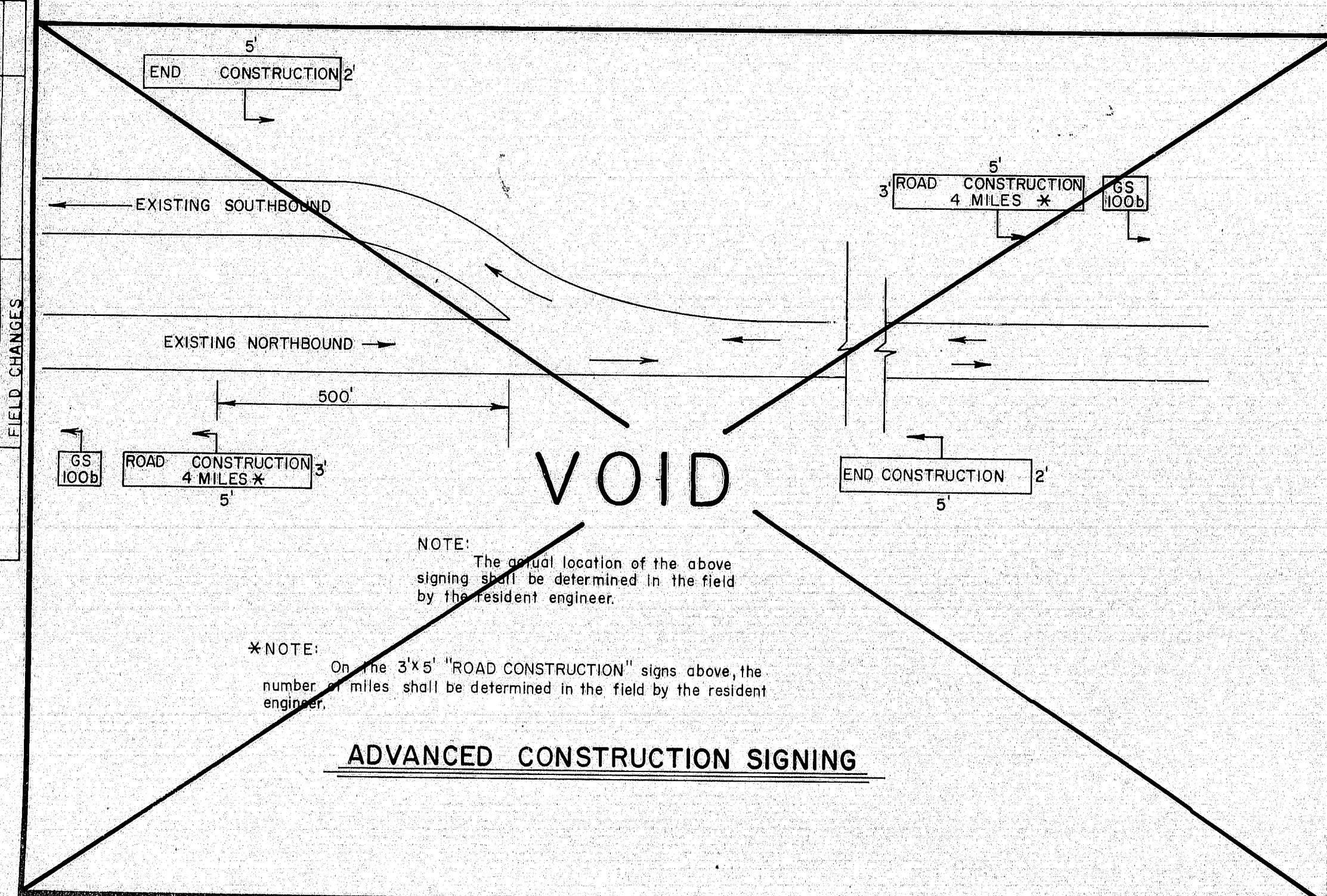
CONSTRUCTION TRAFFIC SIGNING

SIGNING NOTES

- EXISTING NOTES**
1. All signs shall be removed from the pavement and shoulders and turned away from the direction of traffic or covered when not in use and during the contractors non-working hours.
2. All signs shall be mounted on easels, with the edge of the sign 18 feet from the roadway centerline or 6 feet beyond the roadway pavement edge. OPTION I
3. If the contractor elects to mount signs on posts, the near edge of the sign shall be 2 feet beyond and 5 feet above the edge of shoulder and shall be properly covered when not in use and during the contractors non-working hours. OPTION II
4. Existing regulatory signs shall be covered during the periods that the construction signing is in effect.
5. The contractor shall be responsible for barricading and signing the access roads and deceleration lanes to prevent use by the public.

PAVEMENT NOTE

- PAVEMENT NOTE**
1. The cross hatched areas shall be paved with a minimum of 2 inch hot bituminous pavement. Payment shall be considered as incidental to the pay items being hauled.



ADVANCED CONSTRUCTION SIGNING

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL CONSTRUCTION OF DECELERATION LANES AND TRAFFIC SIGNING

SHEET OF AUGUSTA, MAIN

OF AUGUSTA, MAINE
169-107