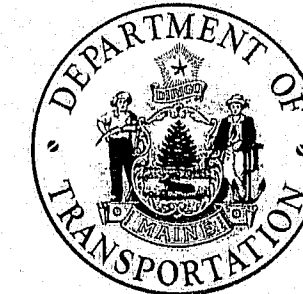


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC R.R.
IN
T2 - R8

PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. IG-95-8(106)222
PROJECT LENGTH 0.137 MILES

As Built 1976 HNF

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	95-8(106)	7	26

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	---

SPECIFICATIONS

DESIGN - AASHTO Specifications for Highway Bridges 1973

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

DESIGN LOADING

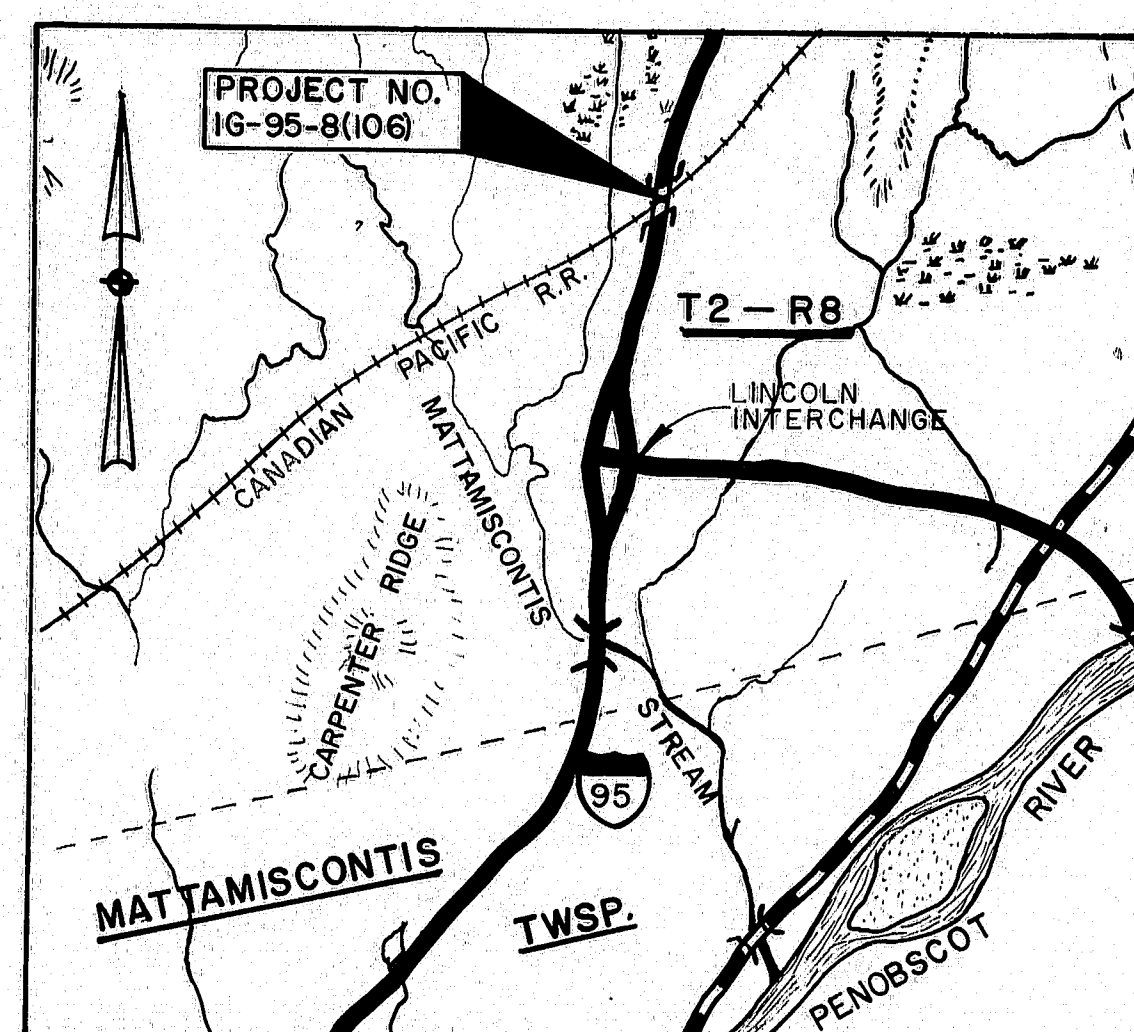
LIVE LOAD = HS 20-44 (as modified for Interstate Highways)

MATERIALS

CONCRETE	Class "A"
REINFORCING STEEL	ASTM A615, Grade 60
STRUCTURAL STEEL	Beams ASTM A572 Grade 50
	All other ASTM A36
	High Strength Bolts ASTM A325

BASIC ALLOWABLE STRESSES

CONCRETE	$f_c = 1200 \text{ psi}$	$n = 10$
REINFORCING STEEL	$f_s = 24,000 \text{ psi}$	
STRUCTURAL STEEL	ASTM A572 Grade 50	$f_s = 27,000 \text{ psi}$
	ASTM A36	$f_s = 20,000 \text{ psi}$
	ASTM A325	$f_v = 13,500 \text{ psi}$



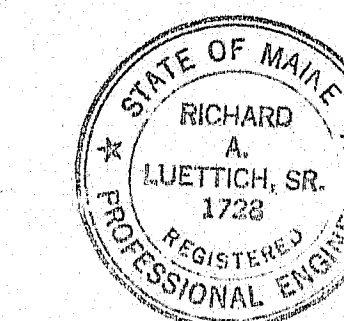
LOCATION MAP
SCALE OF MILES

TRAFFIC DATA

A.D.T.	1978	2270
A.D.T.	1998	4275
D.H.V.		718
T. (%)		8
D. (%)		100
V.		70
P.S.D. (%)		N/A
18 KIPS		441

INDEX OF SHEETS

1.	TITLE
2.	ESTIMATED BRIDGE QUANTITIES
3.	GENERAL PLAN
4.	SURVEY
5.	EMBANKMENT SURVEY
6-7.	FOUNDATION SURVEY
8.	ABUTMENT NO. 1
9.	ABUTMENT NO. 2
10.	APPROACH SLABS
11.	PIERS 1&2
12.	STRUCTURAL STEEL
13.	BOTTOM OF SLAB ELEVATIONS
14.	SUPERSTRUCTURE SPANS 1&2
15.	SUPERSTRUCTURE SPAN 3
16.	SLOPE PROTECTION
17-18.	REINFORCING STEEL SCHEDULE
19.	RIGHT OF WAY MAP
20.	DECELERATION LANES & TRAFFIC SIGNING
	STANDARD DETAILS
21.	BEARING PEDESTALS (BD101-74) APRIL, 1974
22.	ARMORED JOINT, DRAIN ETC. (BD104-73) JULY, 1973
23.	EXPANSION DAMS (BD105-74) MAY, 1974
24.	DIAPHRAGMS & CROSSFRAMES (BD113-72) SEPT, 1972
25.	ALUMINUM RAILING (BD114-73) FEB, 1973
26.	FIELD OFFICE AUG, 1969 (2)



APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Richard A. Luettich, Sr.
COMMISSIONER
BUREAU DIRECTOR AND CHIEF ENGINEER

DATE
Feb. 5, 1975
Feb. 5, 1975

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED:
DIVISION ENGINEER DATE

14-5-116

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	0.4	Acre
203.20	Common Excavation	130	C.Y.
203.24	Common Borrow	31,650	C.Y.
203.25	Granular Borrow	20,350	C.Y.
203.29	Selected Granular Material	2750	C.Y.
206.10	Structural Earth Excavation - Piers	350	C.Y.
501.212	Steel H-Beam Piles 42 lbs/ft	1050	LF
502.21	Structural Concrete, Abuts. & Retaining Walls	214	C.Y.
502.23	Structural Concrete, Piers	213	C.Y.
502.26	Str. Conc., Roadway & Sidewalk Slabs on Stl Brgs	1	L.S.
502.31	Structural Concrete, Approach Slabs	1	L.S.
503.12	Reinf. Steel, Fab. & Delivered	92,200	Lb.
503.13	Reinf. Steel, Placing	92,200	Lb.
504.70	Str. Steel, Fab. & Delivered	1	L.S.
504.71	Str. Steel, Erection	1	L.S.
505.08	Shear Connectors	1	L.S.
506.14	Field Painting, Structural Steel	1	L.S.
507.141	Aluminum Bridge Railing, Type "A"	396	LF
513.20	Aggregate for Slope Protection	820	SY.
513.21	Bit. Material for Slope Protection	1600	Gal.
514.06	Curing Box for Concrete Cyls.	1	Ea.
515.20	Protective Coating for Concrete Surfaces	220	SY.
603.148	24 Inch Culvert Pipe, Option II	210	LF
604.15	Vertical Bridge Curb, Type I	396	LF
610.09	Hand Laid Riprap	28	C.Y.
610.12	Portland Cement for Riprap Grout	11	Bbl.
618.15	Temporary Seeding	160	Lb.
619.09	Hay Mulch	150	Unit
629.05	Labor, Straight Time	10	M.Hr.
631.13	Bulldozer (Inc. Operator)	10	Hour
631.171	Truck - Small (Inc. Op.)	10	Hour
631.22	Front End Loader (Inc. Op.)	10	Hour
639.09	Field Office, Type B	1	Ea.
657.201	Seed & Application, Method A	150	Unit
659.10	Mobilization	1	L.S.
656.55	Dumped Stone	12	C.Y.
656.60	Temporary Berms	6000	LF
656.62	Temporary Slope Drains	230	LF
ESTIMATED QUANTITIES FOR LUMP SUM ITEMS			
502.26	Str. Conc., Roadway & Sidewalk Slabs on Steel Brgs.	219	C.Y.
502.31	Str. Conc., Approach Slabs	30.5	C.Y.
504.70	Str. Steel, Fab. & Delivered	166,300	Lb.
504.71	Str. Steel, Erection	166,300	Lb.
505.08	Shear Connectors	2,198	Ea.
506.14	Field Painting, Str. Steel	166,300	Lb.

[illegible]

SUMMARY OF EXCAVATION AND BORROW

PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	1/16/95
	CHECKED	
	REVISIONS	
PLANS	FIELD CHANGES	

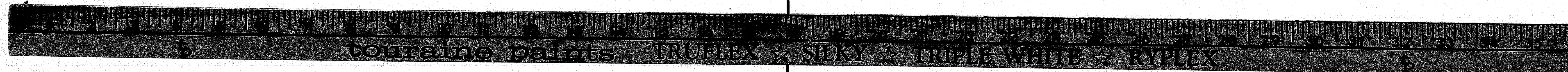
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY

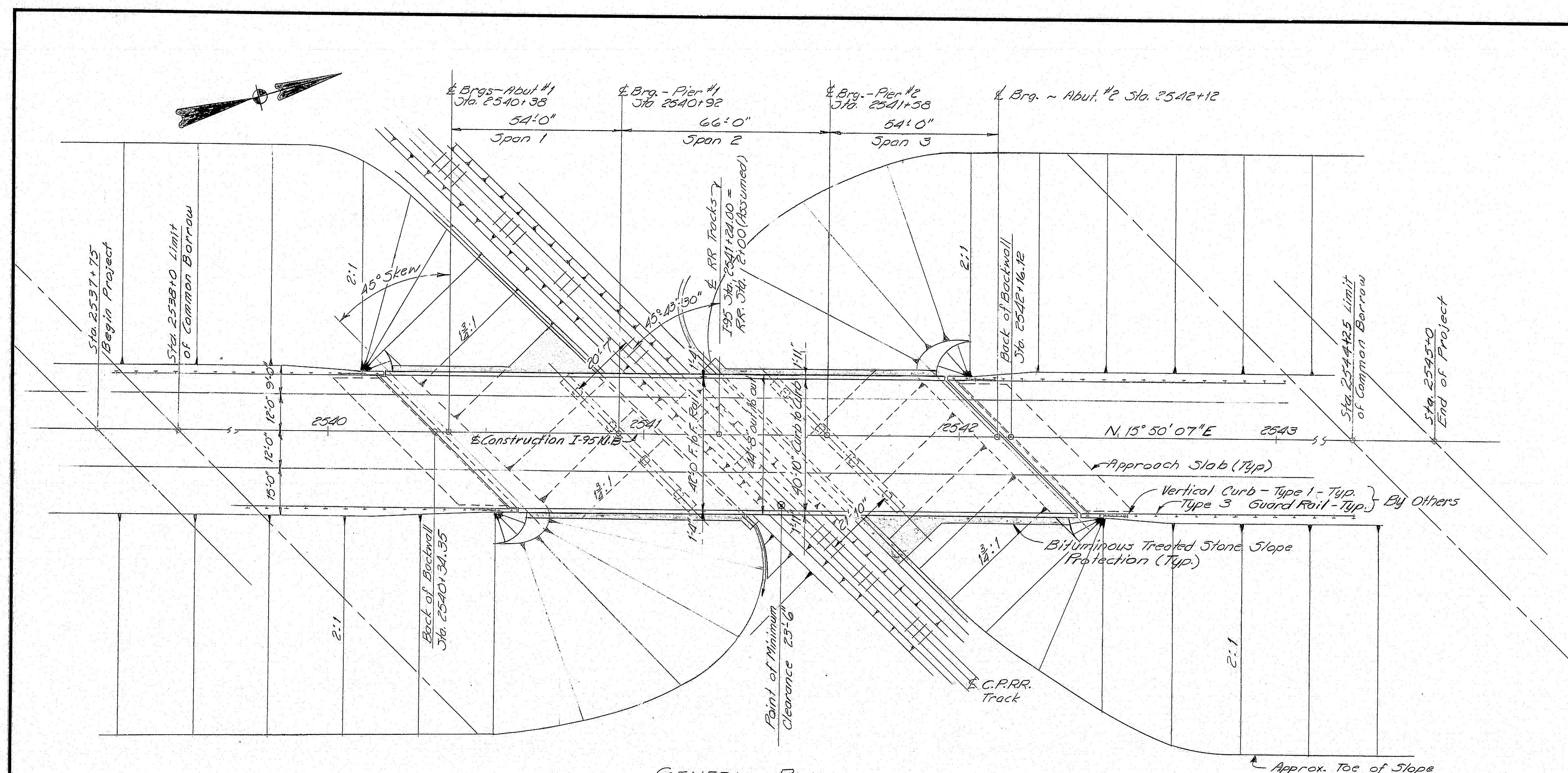
ESTIMATED BRIDGE QUANTITIES

SHEET 2 OF 26 AUGUSTA, MAINE Feb. 1975

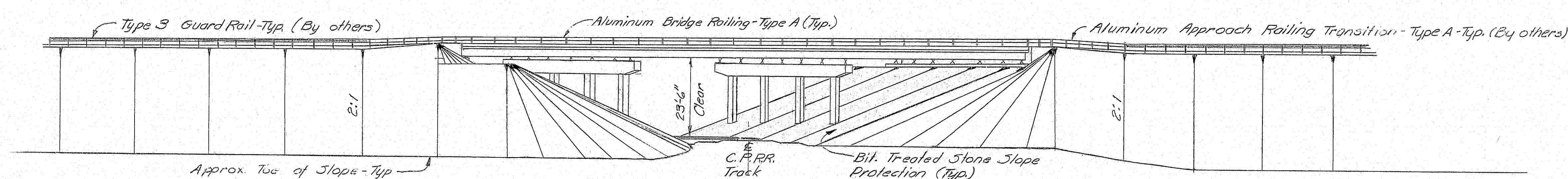
145-117



F.H.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	3	26



GENERAL PLAN

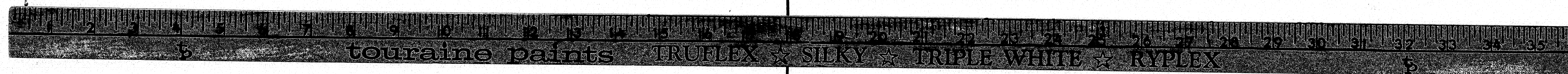


ELEVATION

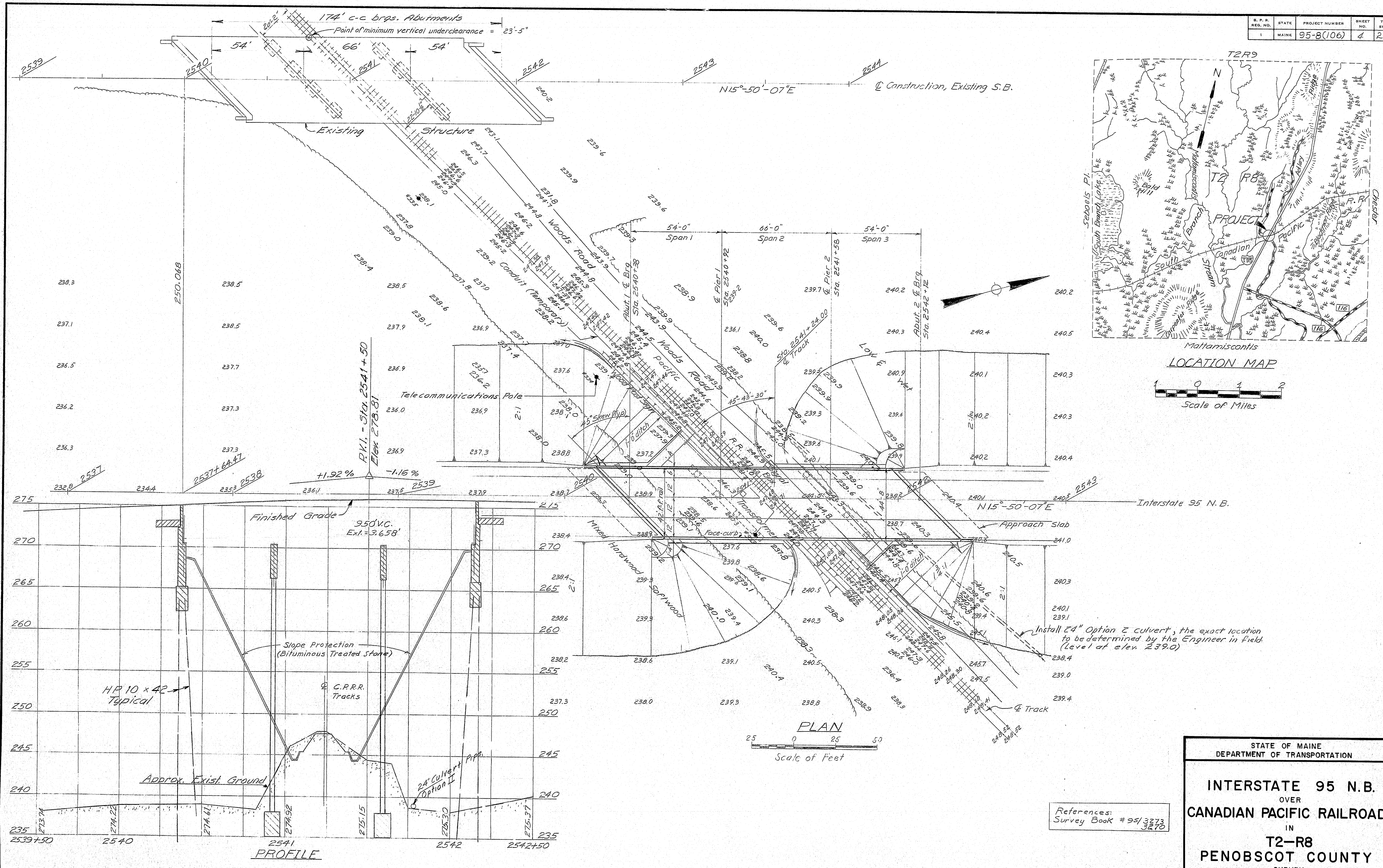
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	EUM	9/74
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 N.B. OVER CANADIAN PACIFIC RAILROAD IN T2-R8 PENOBSCOT COUNTY GENERAL PLAN
SHEET 3 OF 26 AUGUSTA, MAINE FEB 1975

145-118



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	4	26



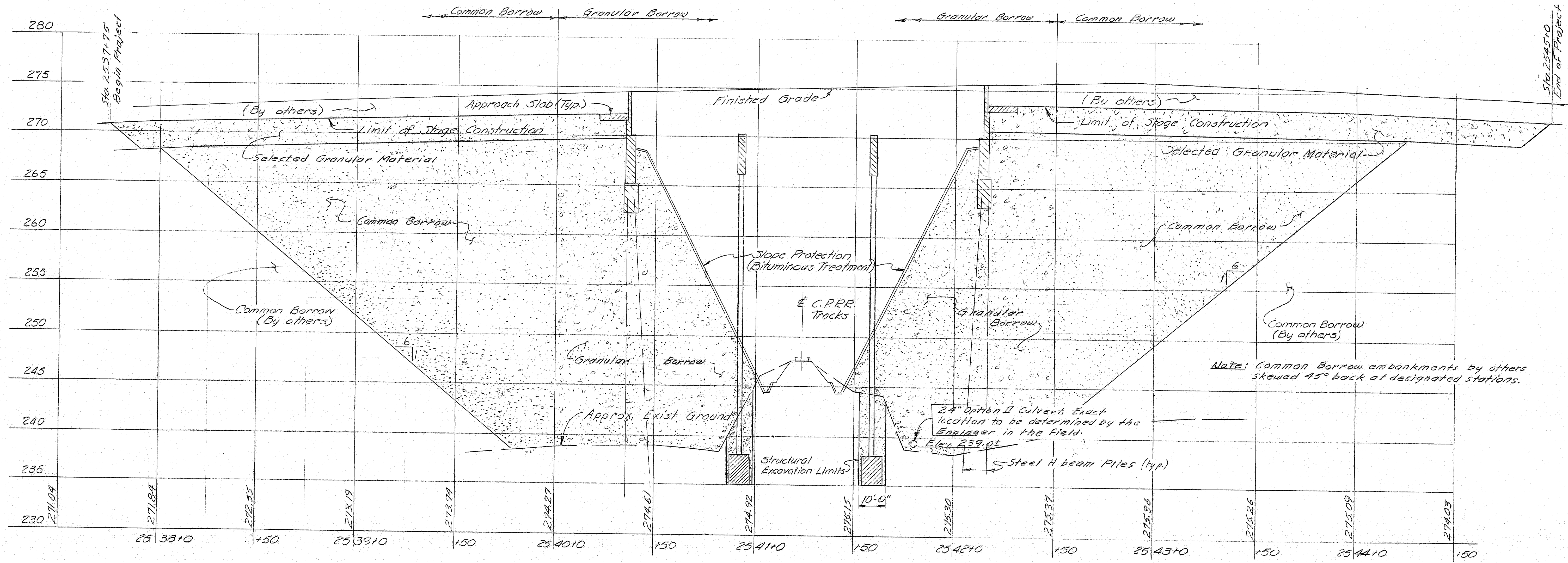
Survey Checked C. 11/11 4-73
 Survey Flatted J. 10-23-71
 PROJECT DESIGN ENGINEER BY DATE
 DESIGN - DETAILED P.M. 1-73
 CHECKED P.M.
 FIELD CHANGES

References:
 Survey Book # 95/3273
 3270

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 INTERSTATE 95 N.B.
 OVER
 CANADIAN PACIFIC RAILROAD
 IN
 T2-R8
 PENOBSCOT COUNTY
 SURVEY
 SHEET 4 OF 26 AUGUSTA, MAINE MAR. 1968

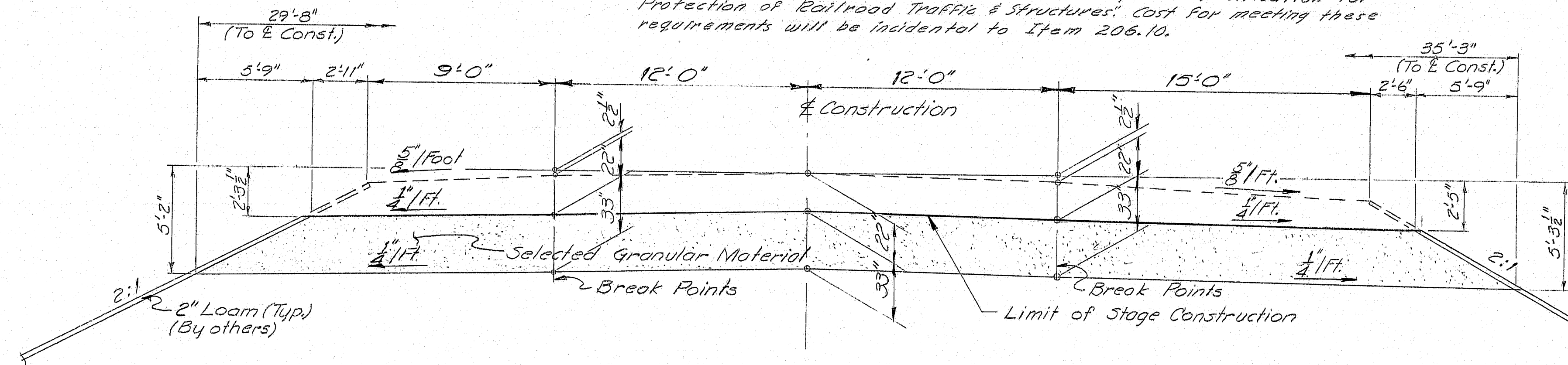
145-119

F.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	5	26



LONGITUDINAL EMBANKMENT SECTION
(Along & Construction)

Note: Bracing, Shoring or other support for the excavation for Piers #1 & #2 shall meet the requirements of the C.P.R.R. See Special Specification for Protection of Railroad Profile & Structures. Cost for meeting these requirements will be incidental to Item 206.10.



APPROACH SECTION
(195 N.B. Looking North -Typ.)

NOTES

Pier areas shall be prepared in accordance with Supplemental Specification 203 (Preparation of Foundations and Construction of Embankments in the Abutment and Pier areas).

If within the area of excavation for Piers, unsuitable material is encountered below elev. 235.0, excavation shall continue to the "medium to dense brownish gray clayey silty sand and gravel (M) strata." Payment for excavation will be paid for in accordance with Subsect 206.05 and backfill shall be placed in accordance with Supplemental Specification 203 (Preparation of Foundations and Construction of Embankments in Abutment and Pier Areas).

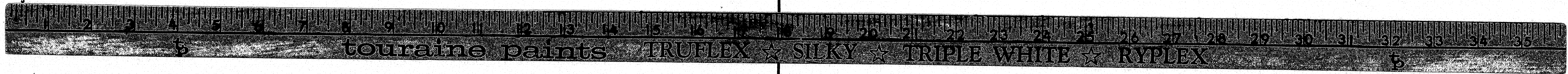
DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
3/19/75	K.L.L.	P.W.	P.J.L.		
1-73					
PLANS					

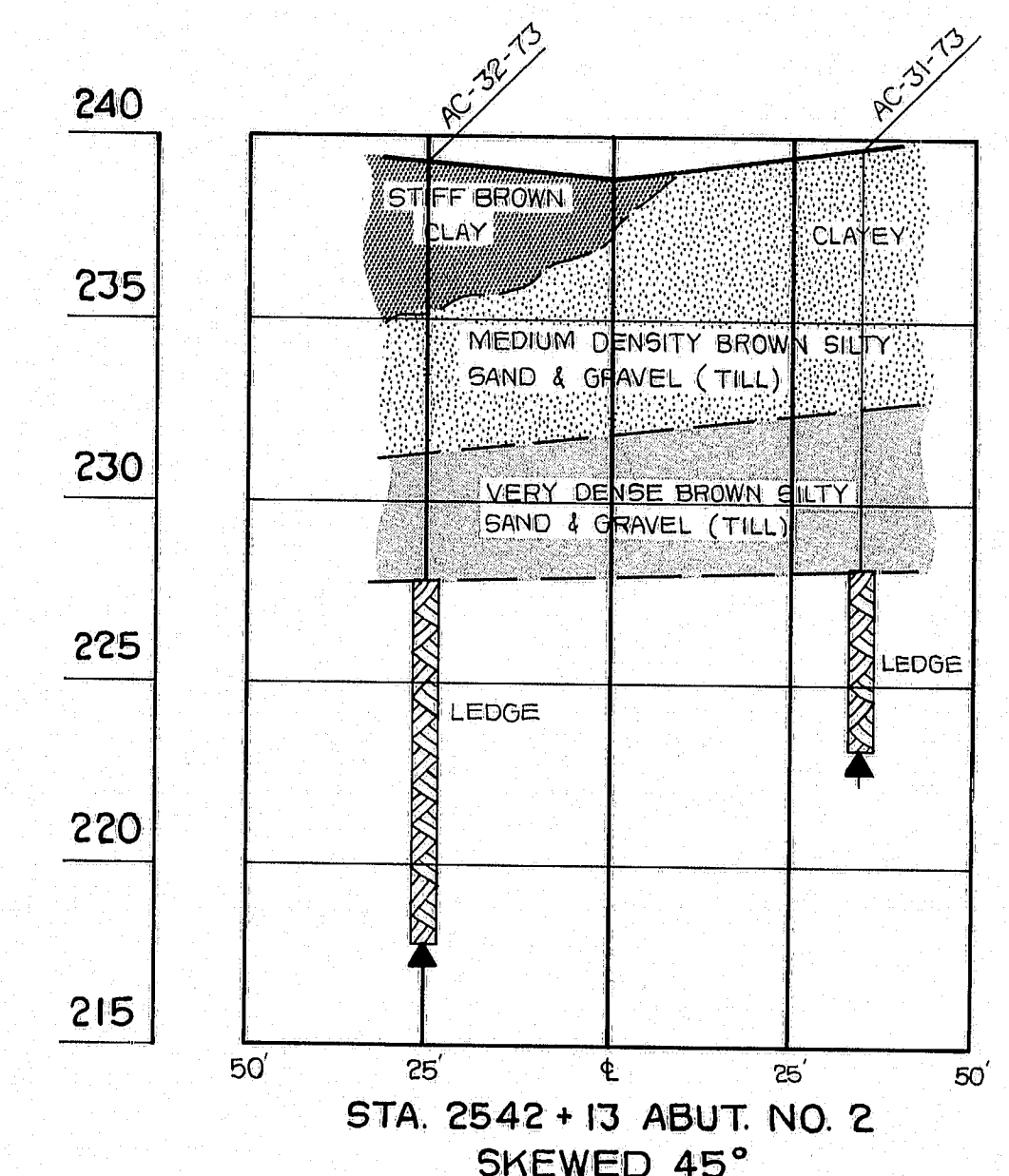
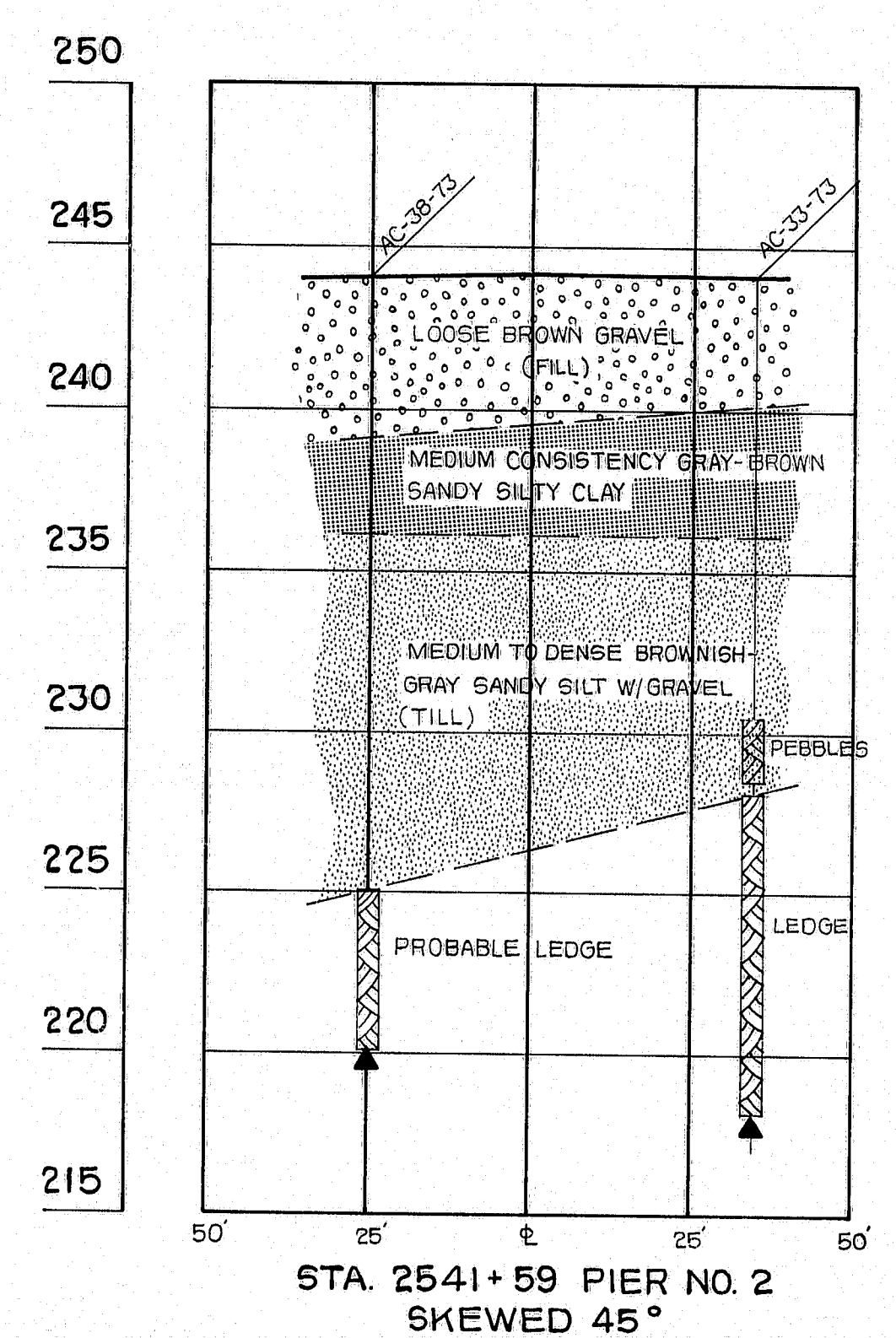
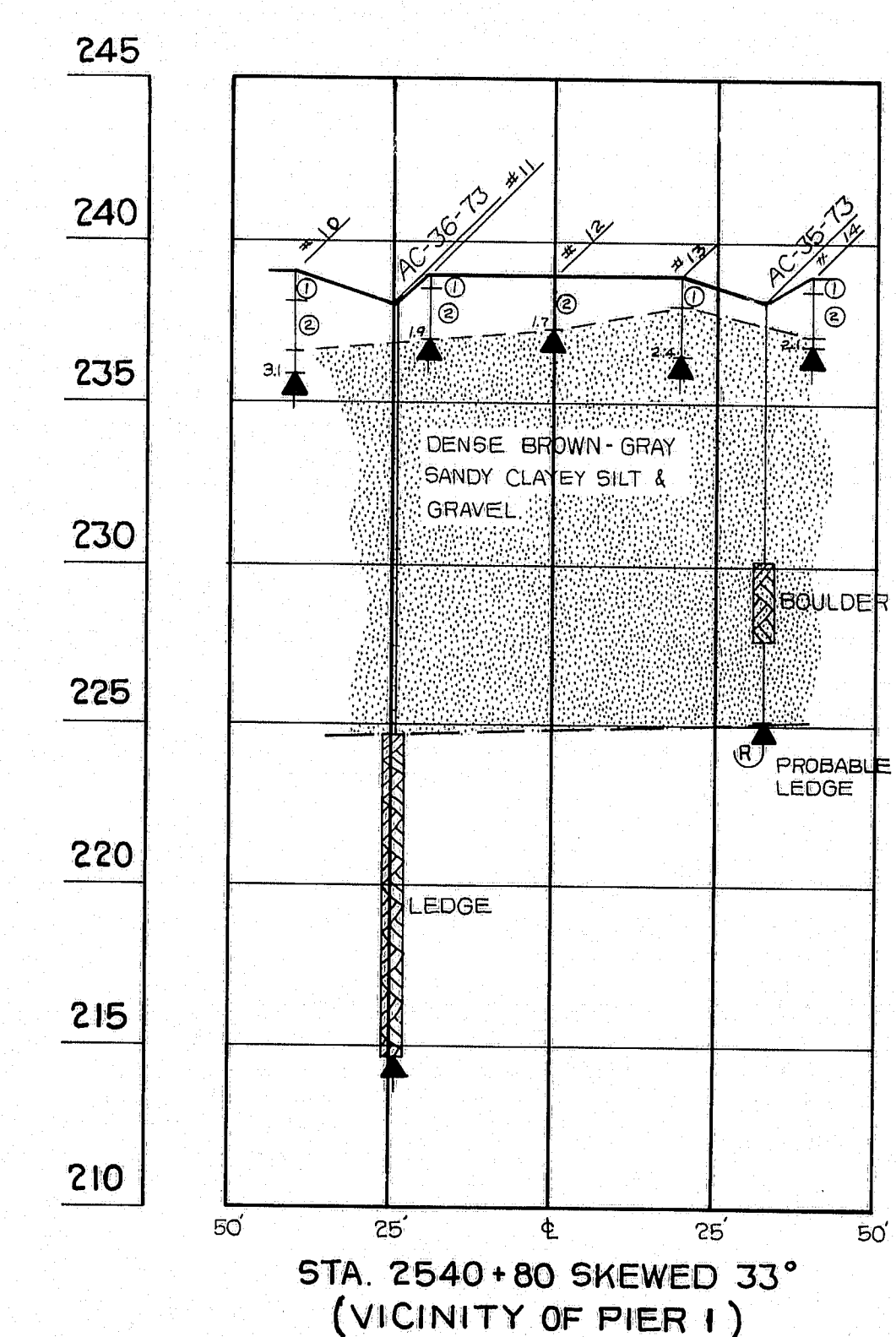
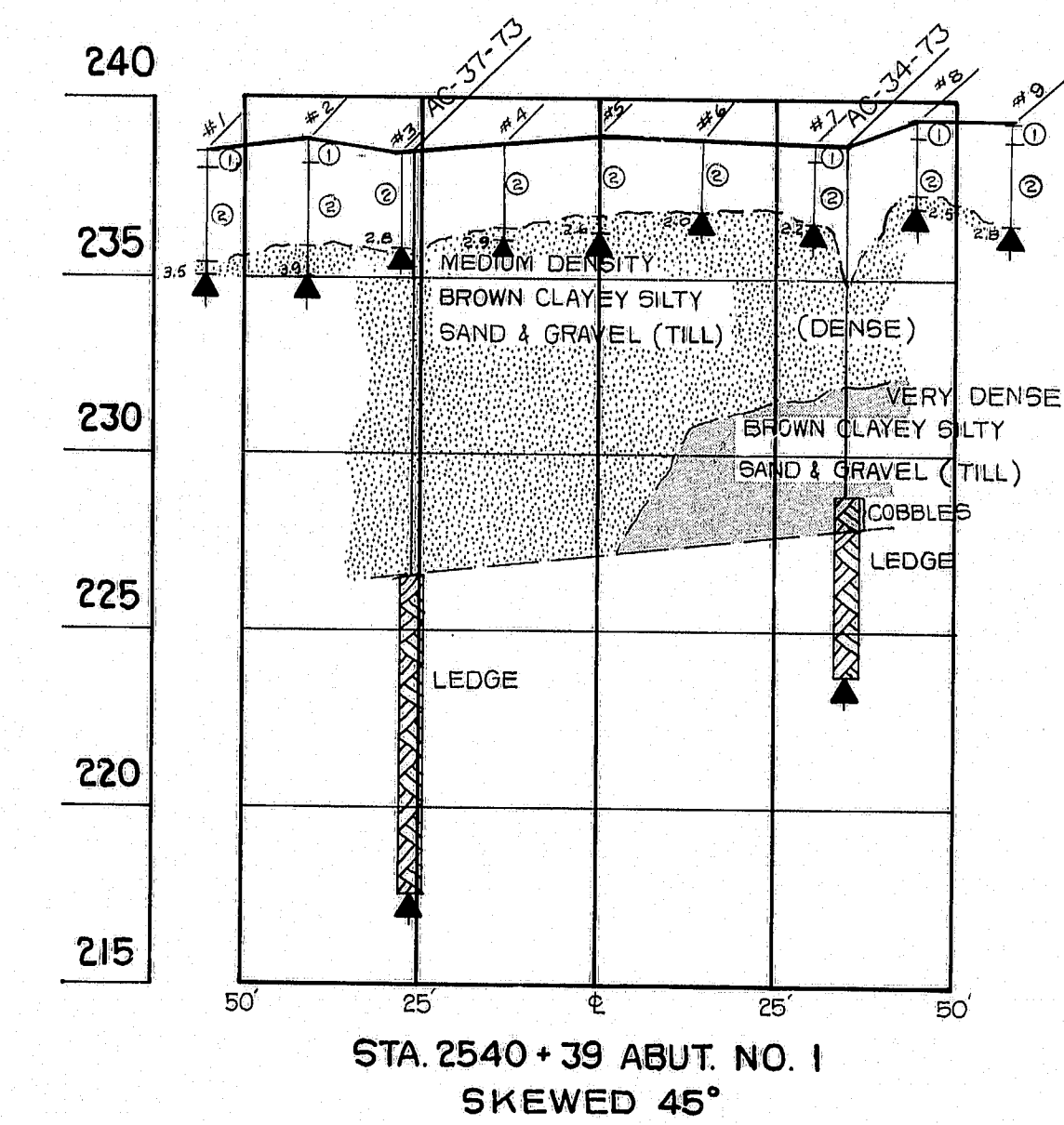
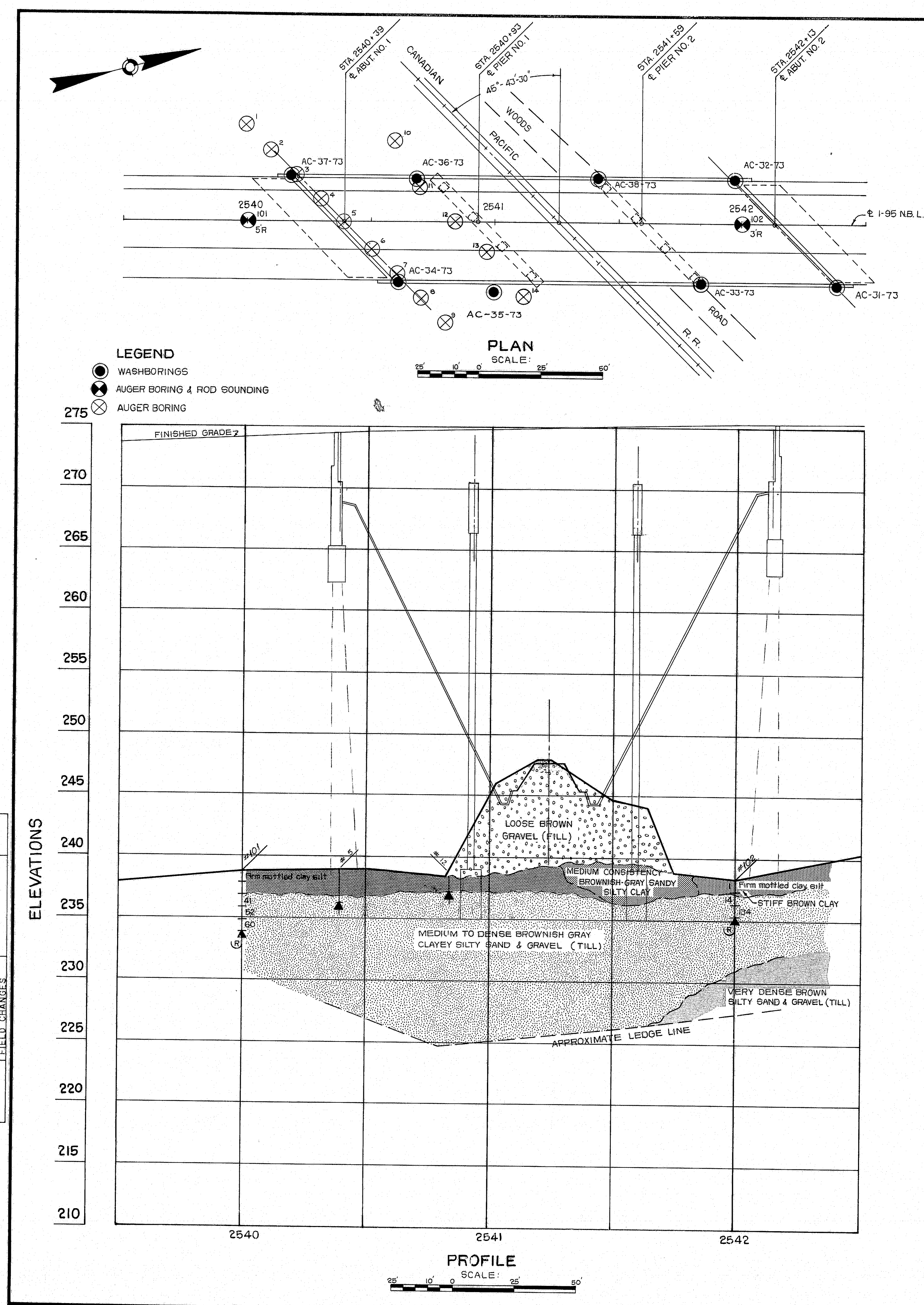
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
EMBANKMENT SECTIONS

SHEET 5 OF 26 AUGUSTA, MAINE FEB. 1975

145-120





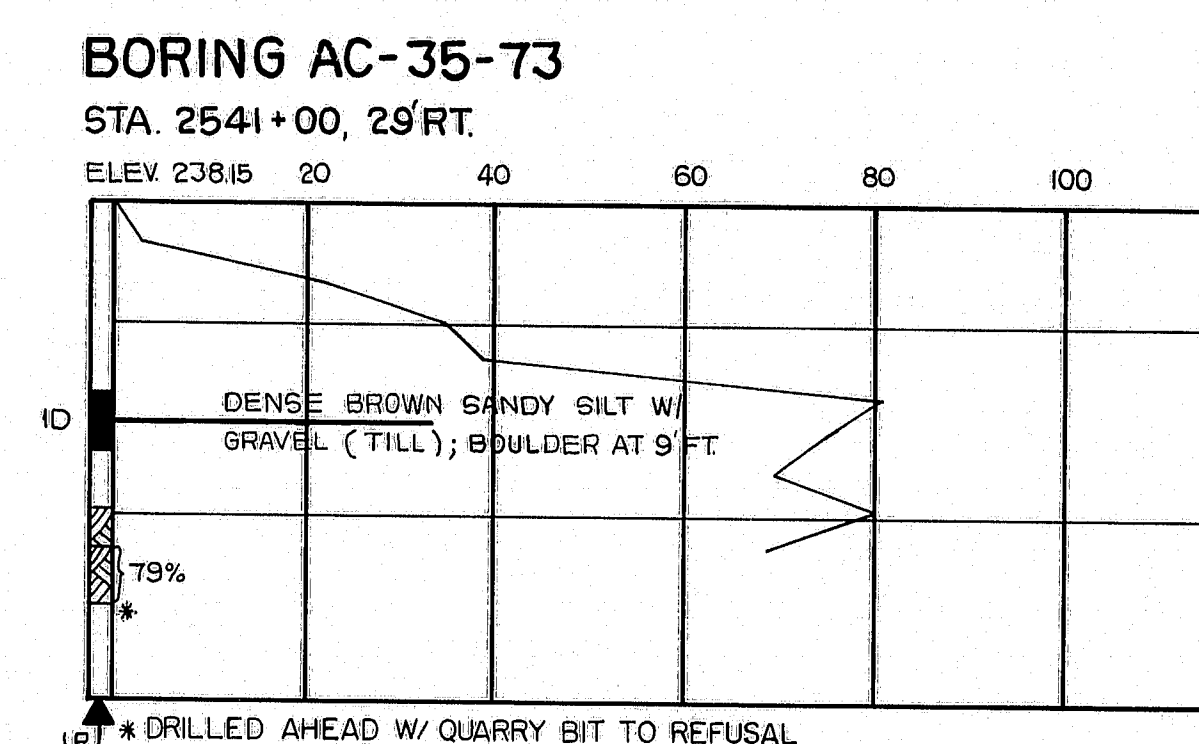
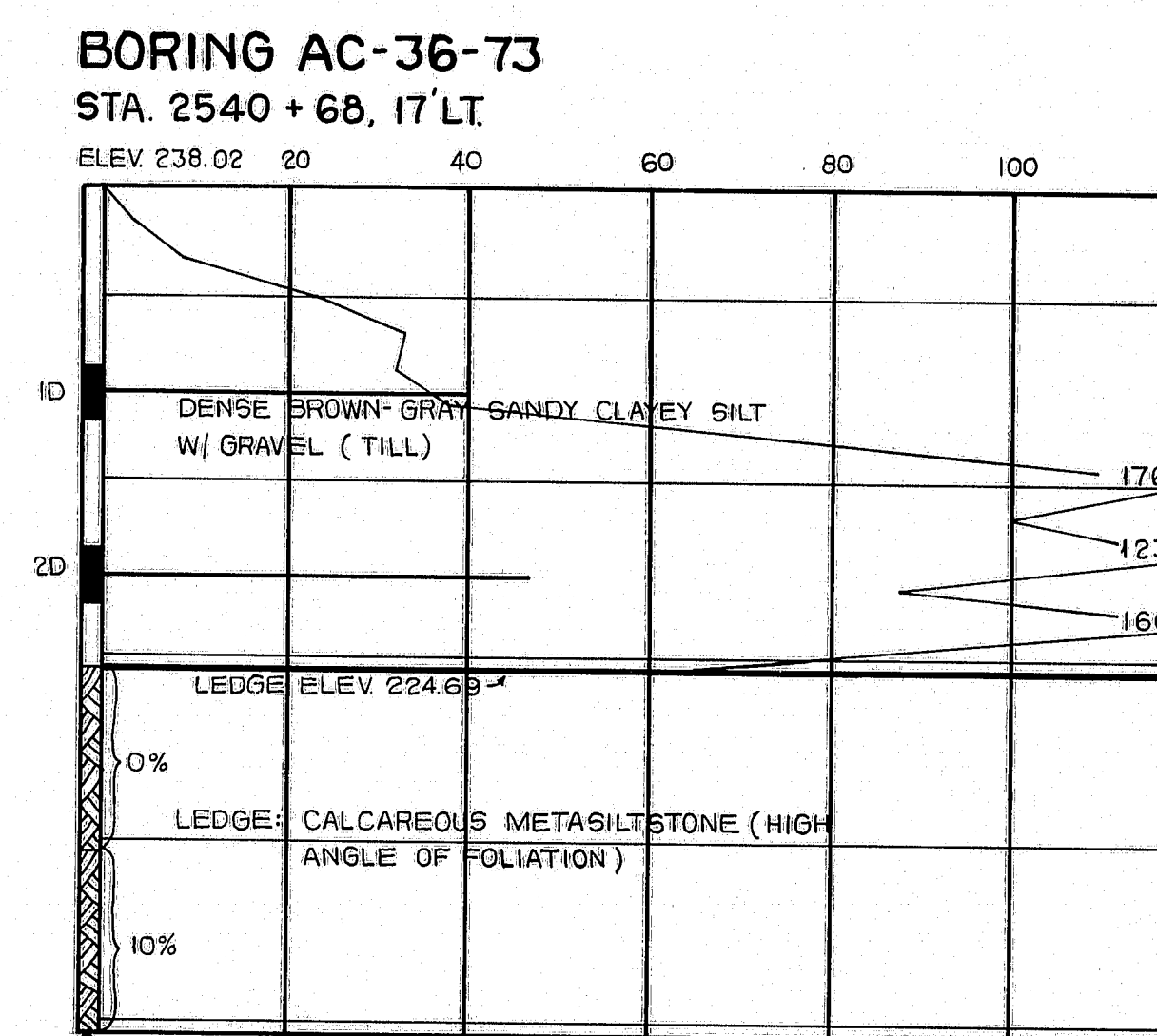
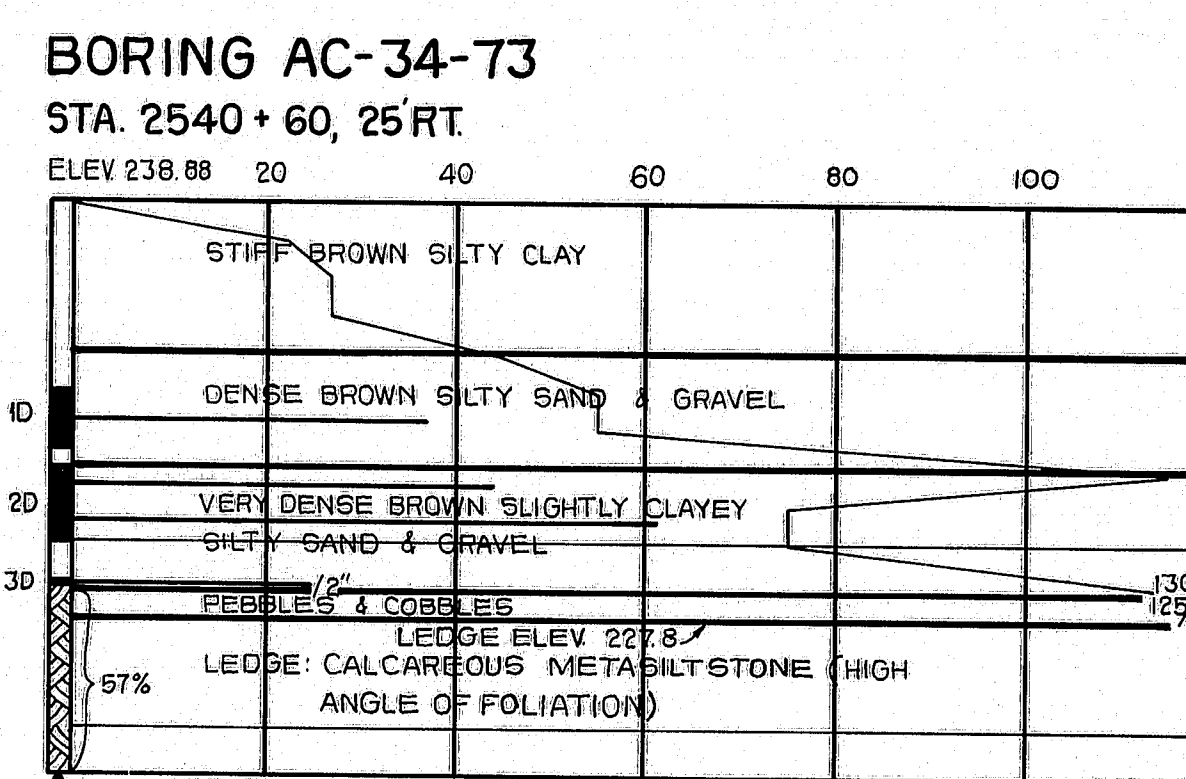
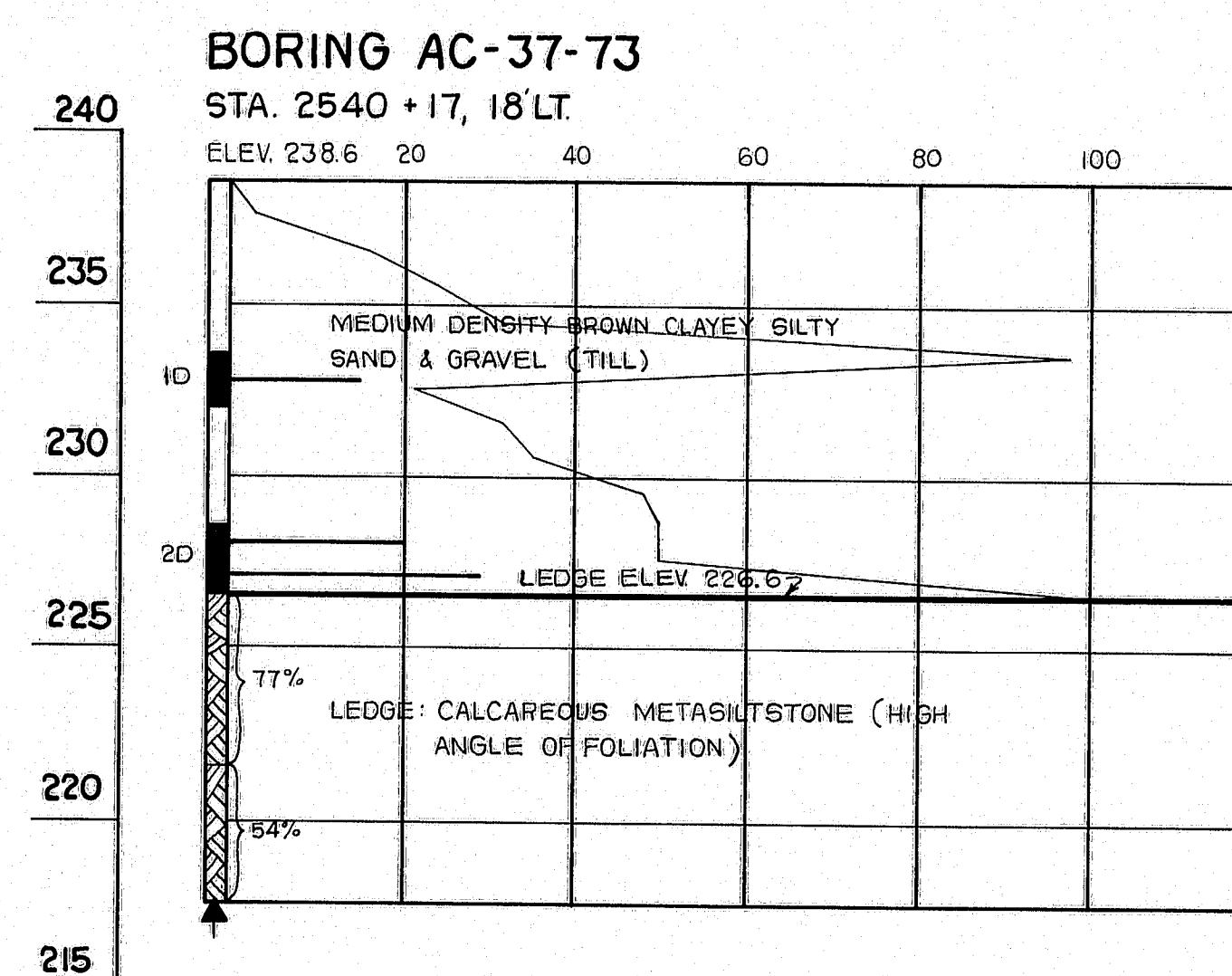
TRANSVERSE SECTIONS
SCALE: 1" = 25'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2, R8
PENOBSCOT COUNTY
FOUNDATION SURVEY
SHEET 6 OF 26
AUGUSTA, MAINE

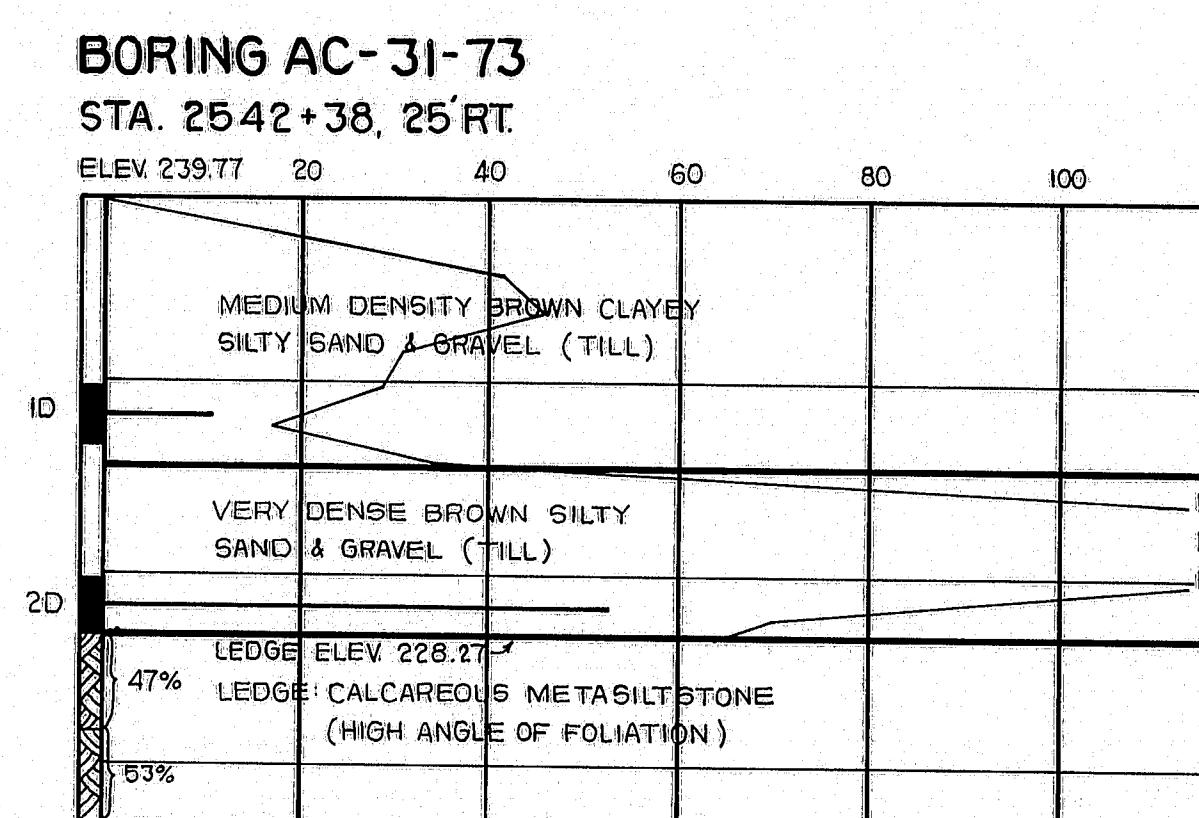
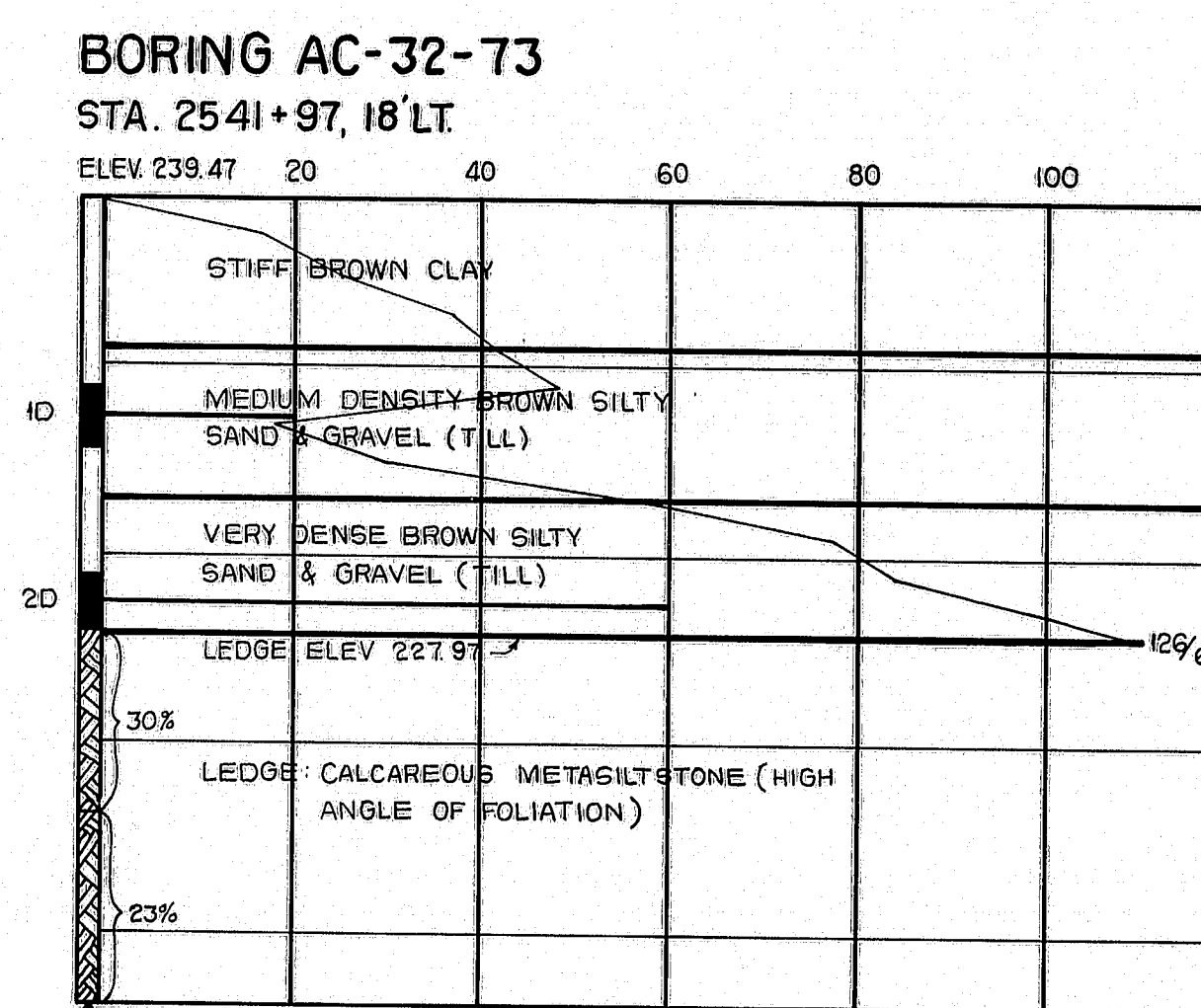
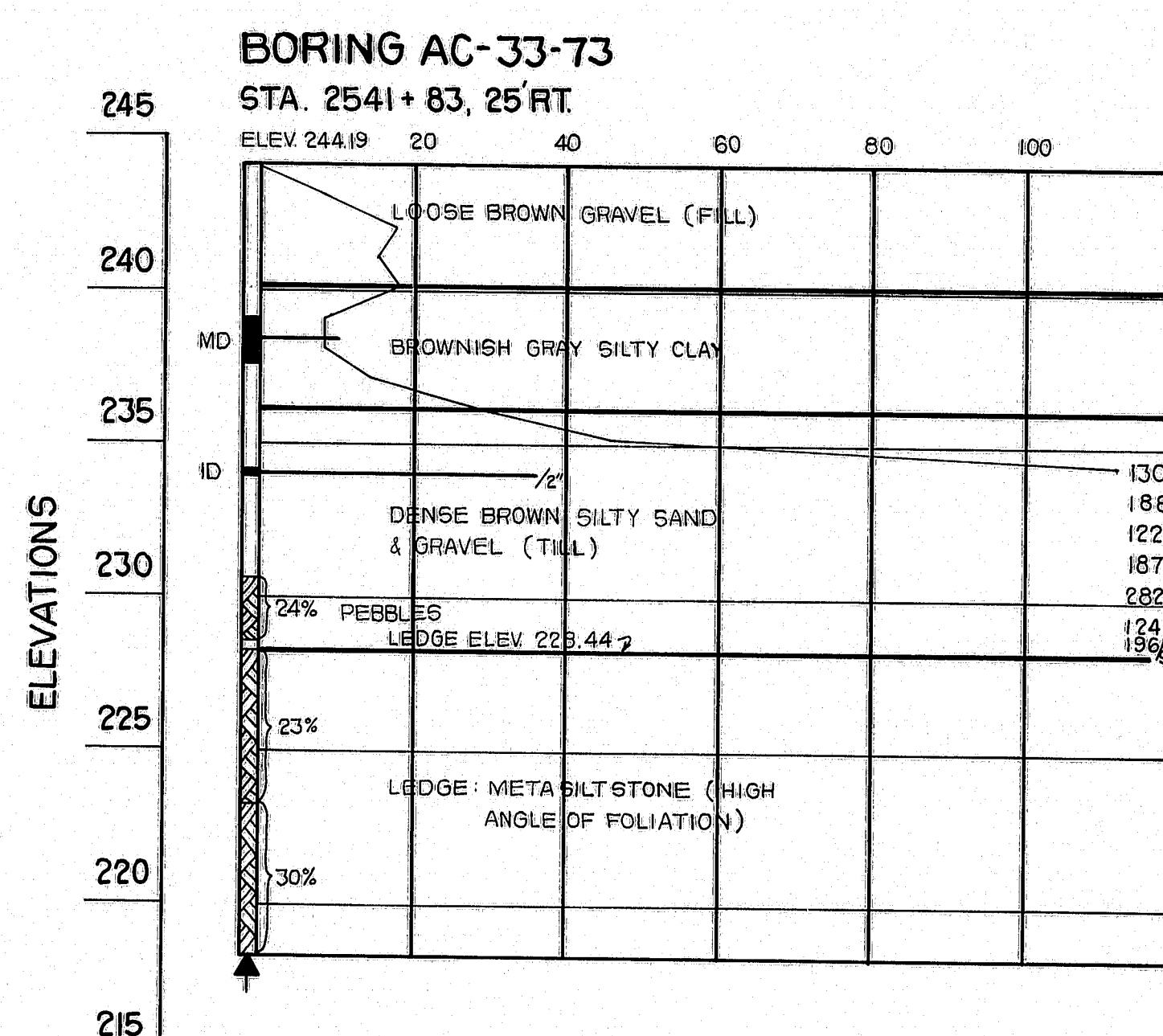
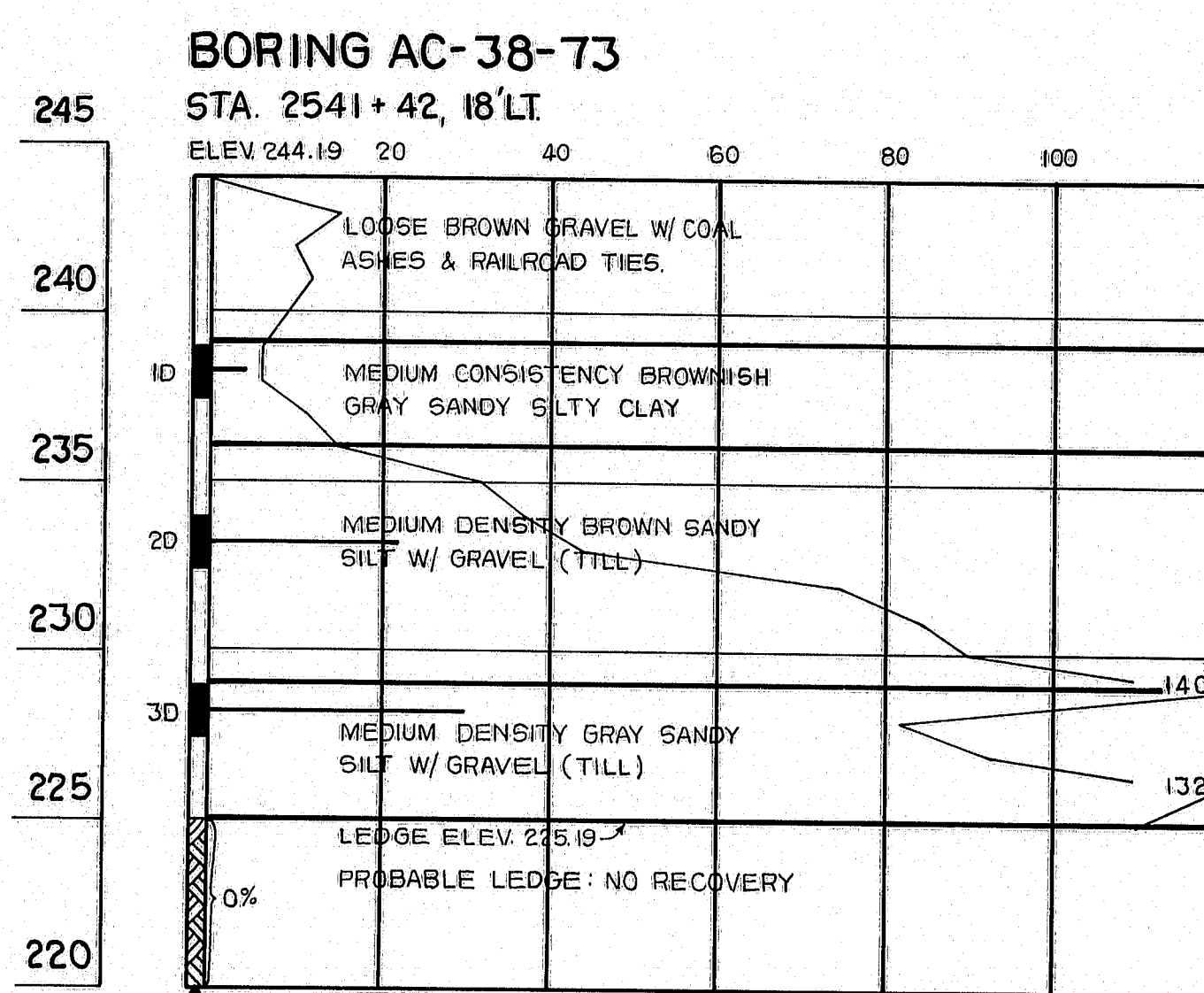
145-121

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-B(06)	7	26

ABUTMENT NO. 1



PIER NO. 2



BORING NOTES

- ALL SAMPLES AND VANS 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
- ID S.B.H. SAMPLER # (290's)
- 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)
- REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)
- LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

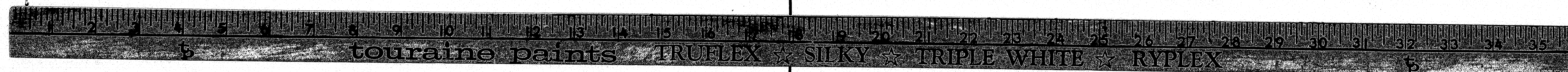
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
FOUNDATION SURVEY

SHEET 7 OF 26 AUGUSTA, MAINE

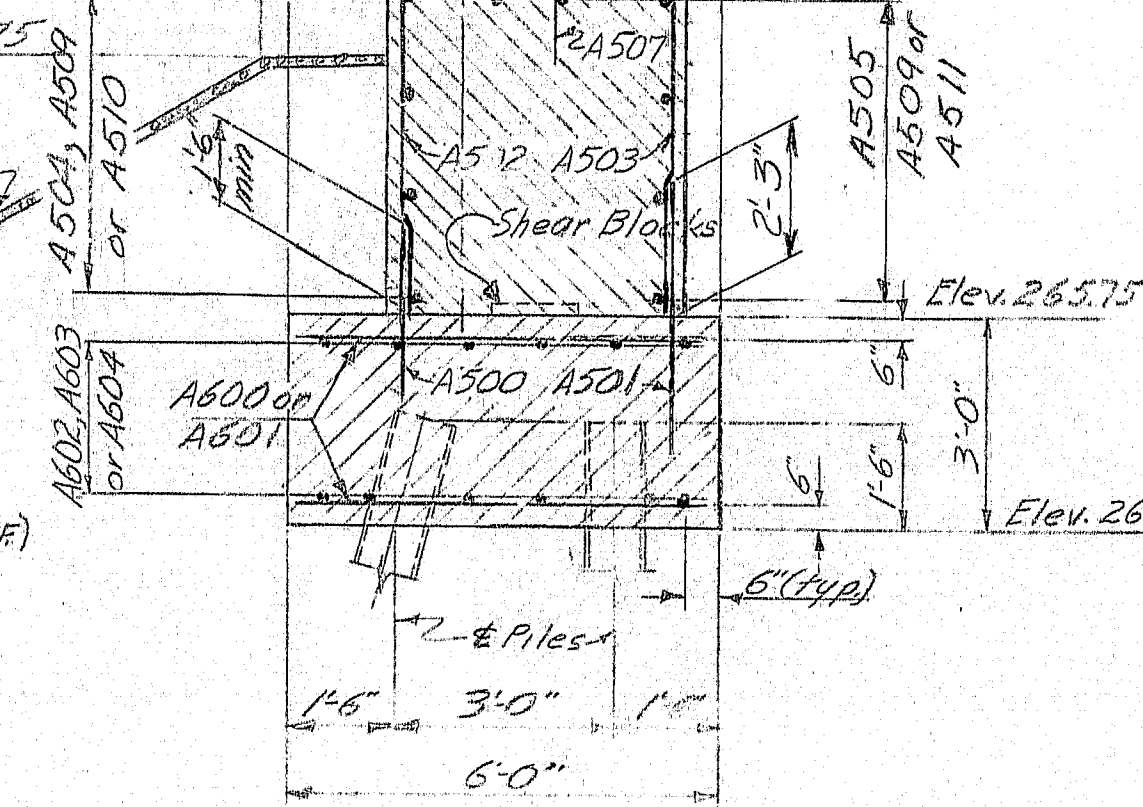
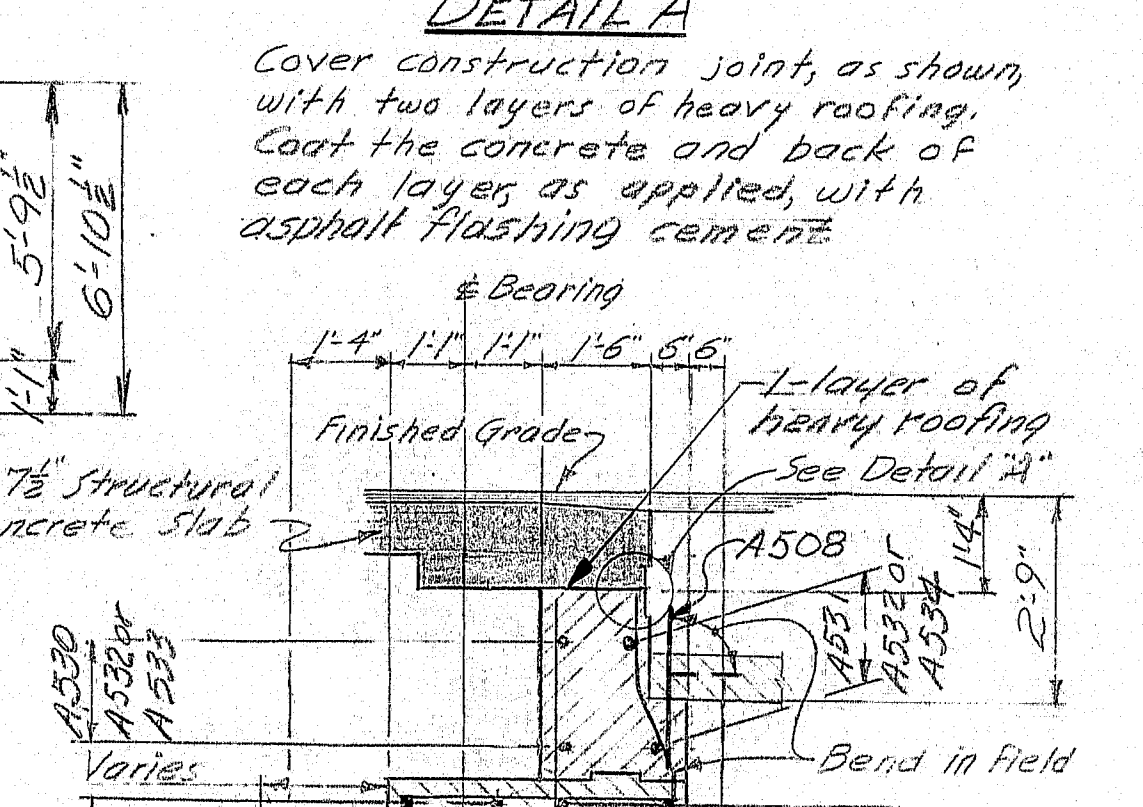
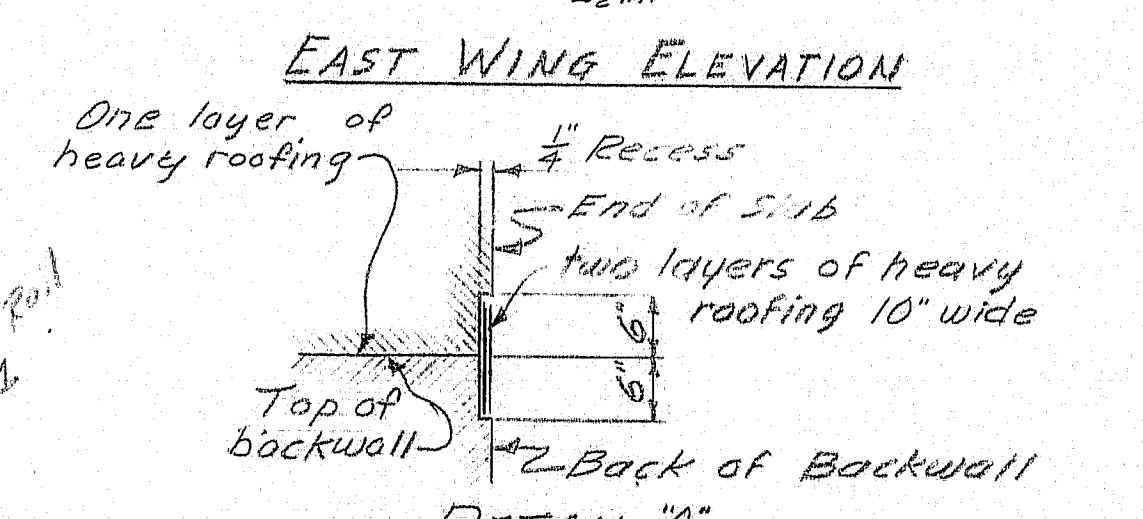
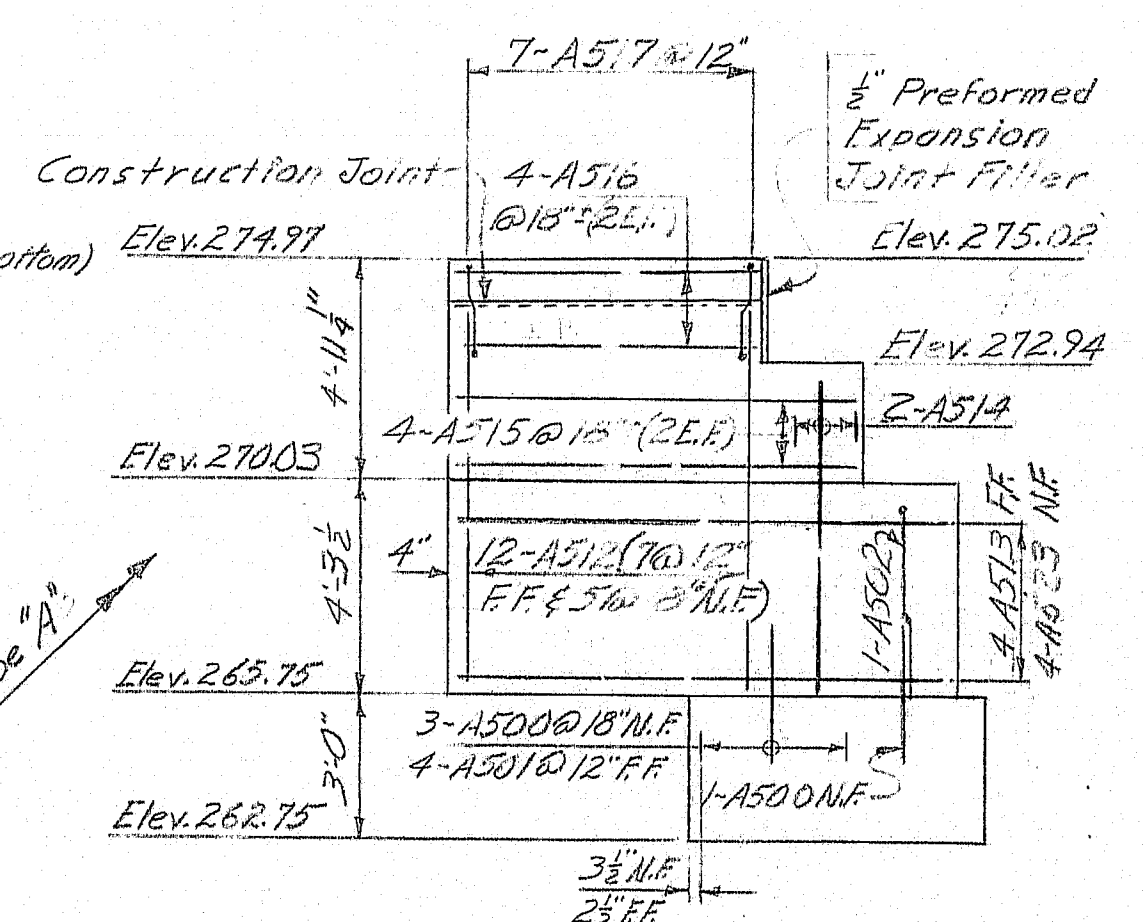
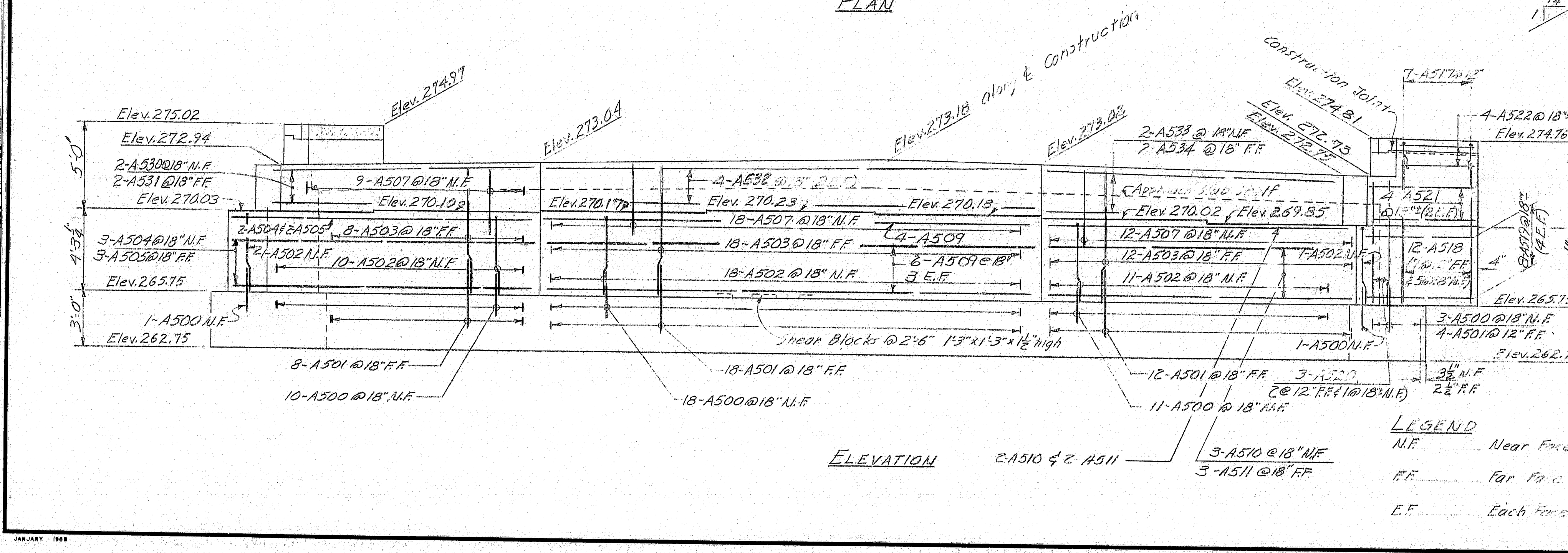
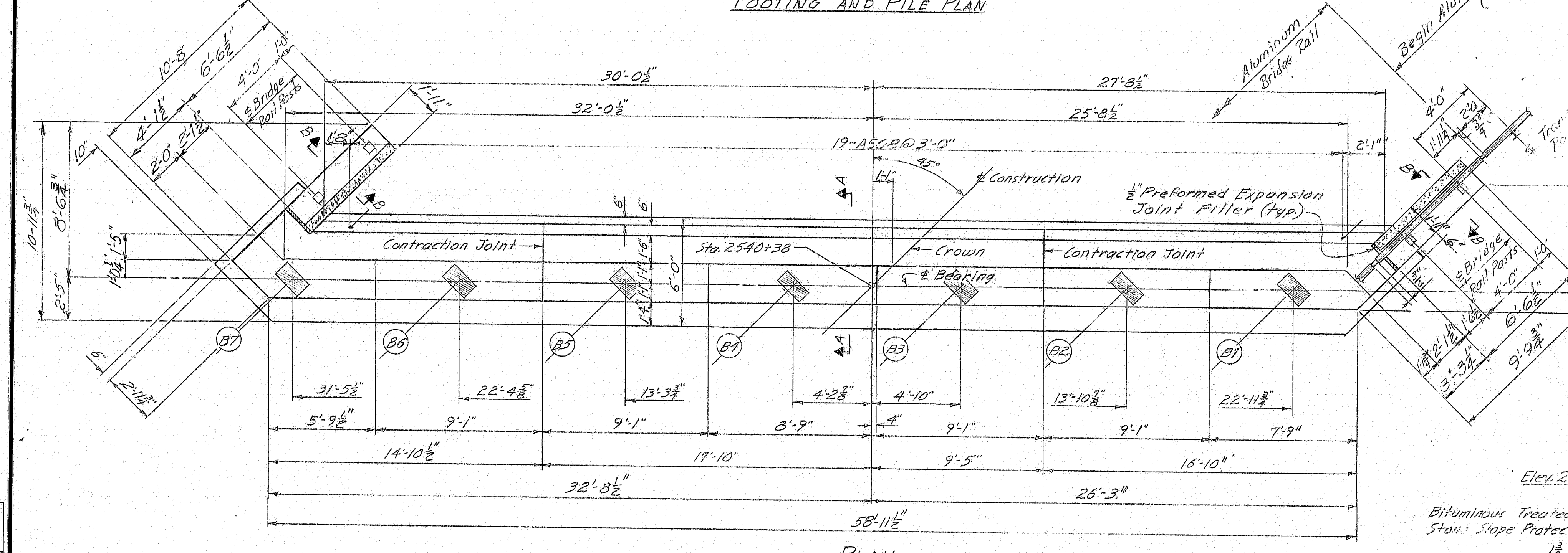
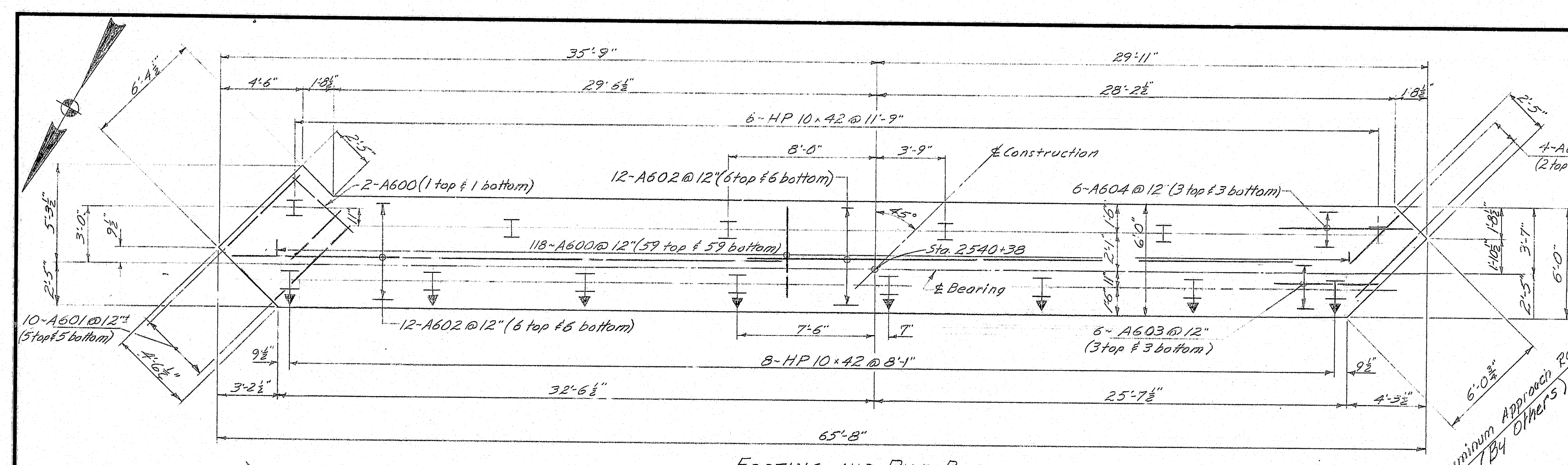
145-122

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

JANUARY 1988



F.R.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	8	26



- PILE NOTES**
1. Piles shall be driven to ledge or pre-fixed refusal.
 2. All piles shall have painted reinforced tips.
 3. Estimated driven lengths of piles are determined from available soil information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
 4. Piles marked thus, $\frac{1}{2}$, shall be battered 3 inches per foot in the direction of the arrow.
 5. Maximum pile load equals 55.5 tons.
 6. Following are pile locations, number of piles required, size of piles and estimated driven lengths:
Abutment No. 1: 14-HP 10x42 @ 37'
Abutment No. 2: 14-HP 10x42 @ 37'

- ABUTMENT NOTES**
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
 2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
 3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
 4. Place reinforcing steel in bridge seats to clear anchor bolts.
 5. Break bond at vertical contraction joints by a method approved by the Engineer.

6. Polyvinylchloride waterstops shall be placed in all vertical contraction and expansion joints.
7. Waterstops are not required in horizontal construction joints.
8. Protective Coating for Concrete Surfaces shall be applied to the following areas:
BOTH ABUTMENTS: concrete curb and exposed surfaces of wingwalls, bridge seat and exposed line ABUTMENT N.F. = Type of reinforcing bar 1/2" below finished ground line; bridge seat and face of backwall.

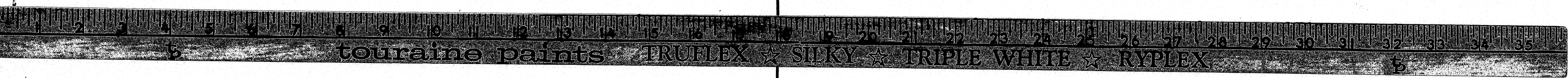
- REFERENCES**
- For Bituminous Treated Stone Slope Protection see sheet #16.
For Approach Slab see sheet #10.
For Construction & Contraction Joints see Standard sheet BD 104-73 (Sheet #22).
For Aluminum Bridge Railing see Standard sheet BD 114-73 (Sheet #25).

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

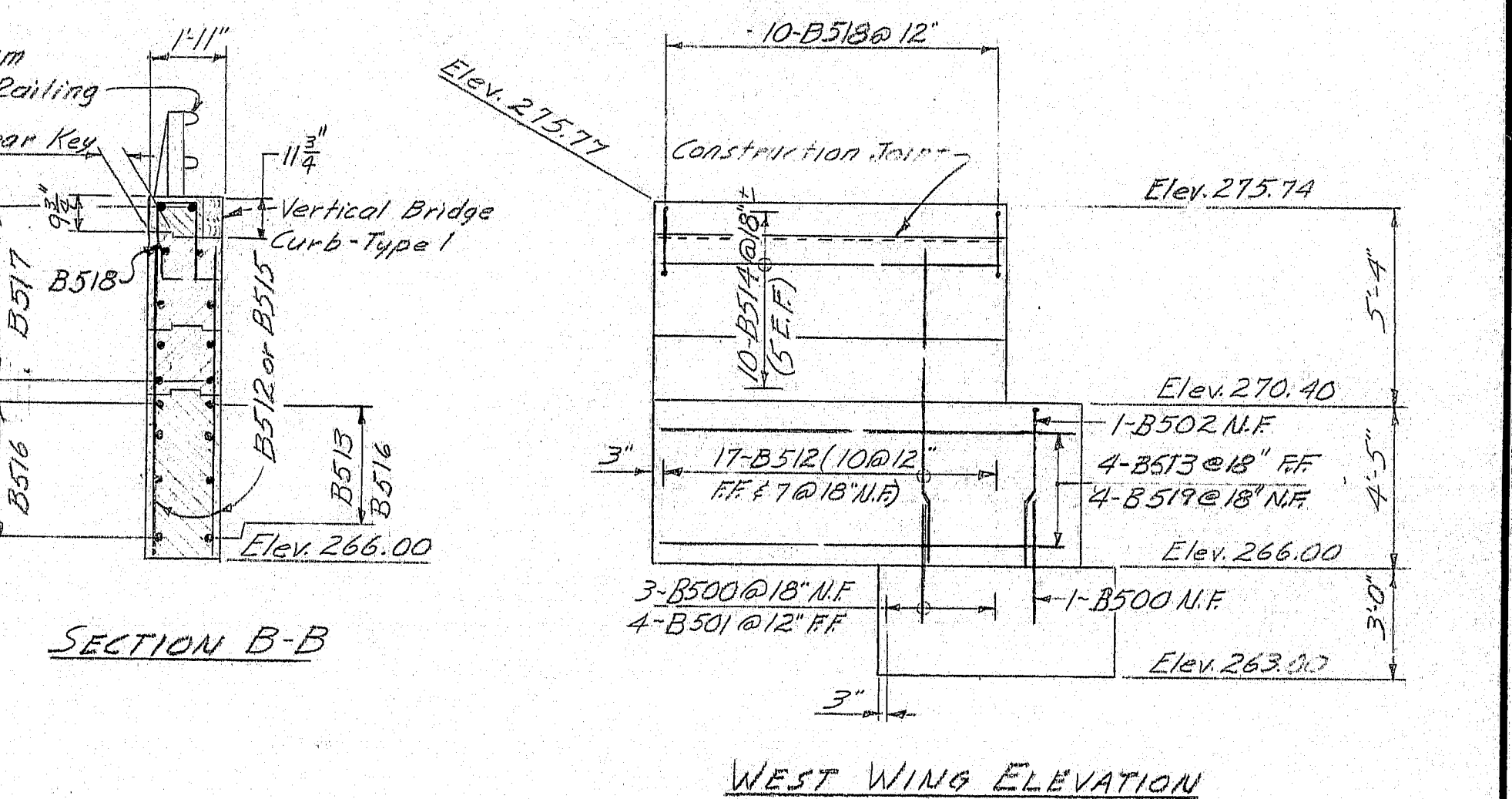
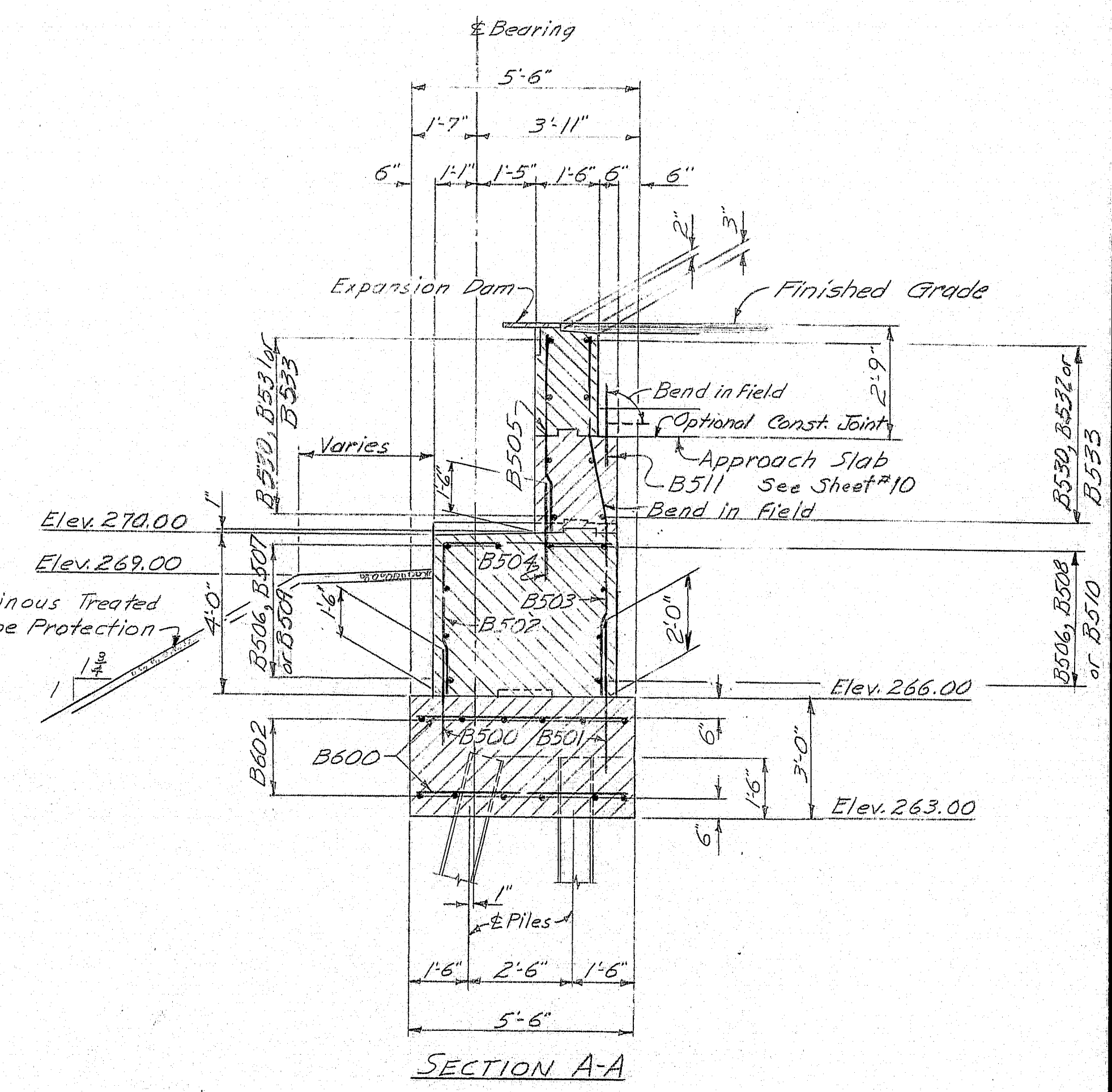
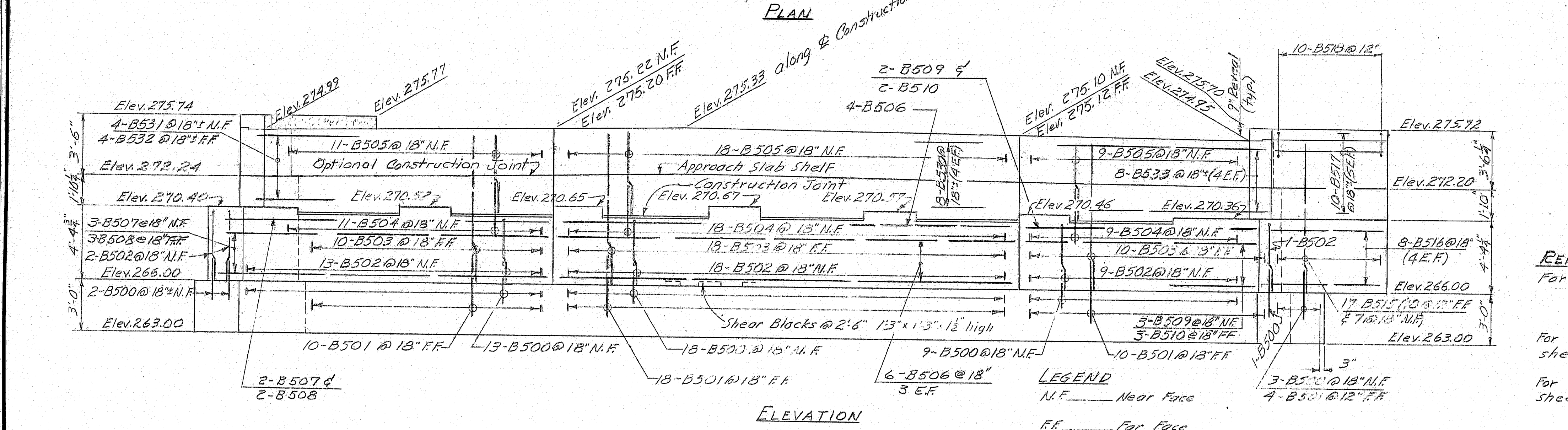
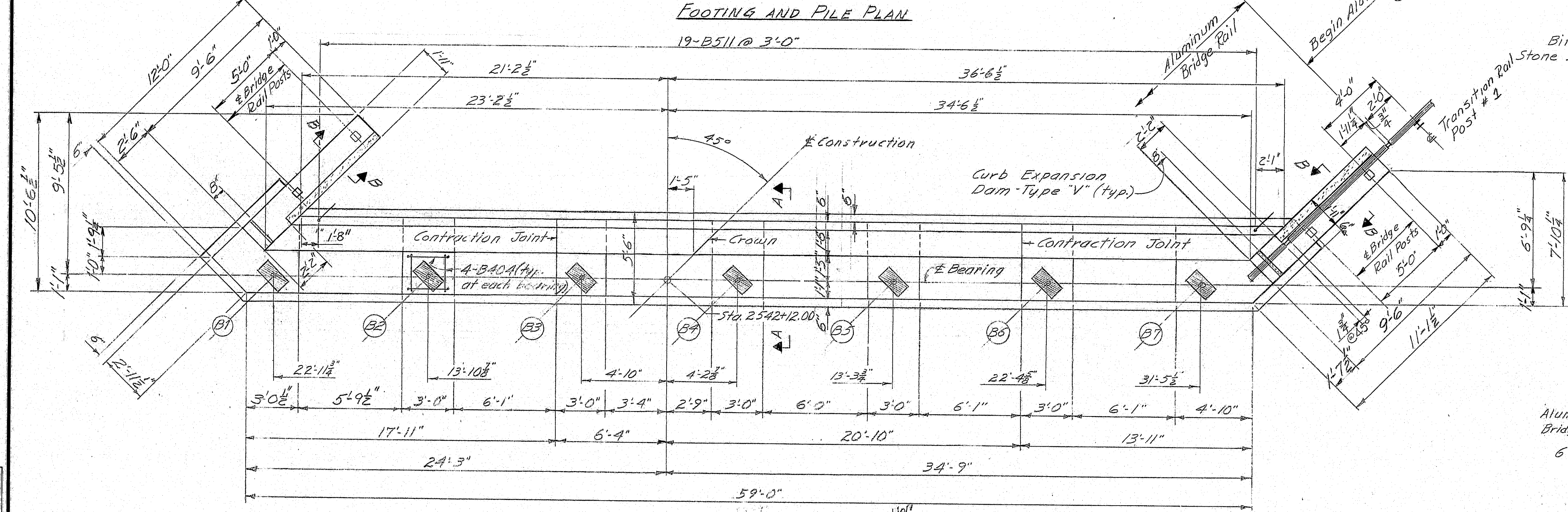
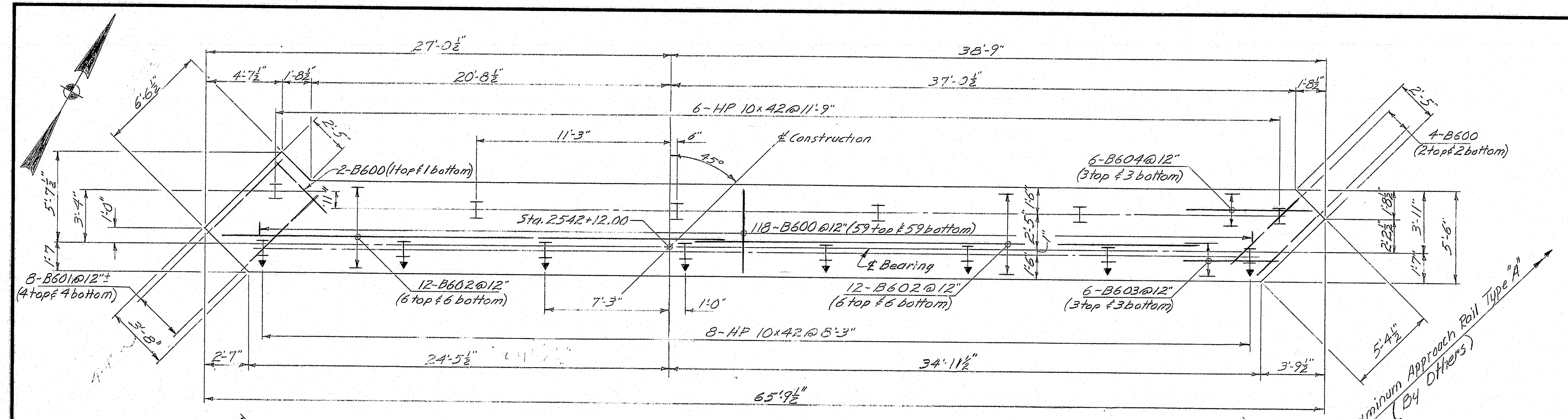
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
ABUTMENT 1
SHEET 8 OF 26 AUGUSTA, MAINE Feb. 1995

145-123

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	3-74
CHECKED	1-75
REVISIONS	
FIELD CHANGES	



F.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-B(106)	9	26



REFERENCES

For Abutment & Pile Notes see sheet # 8

For Construction & Contraction Joints see Standard sheet BD 104-73 (Sheet # 22)

For Aluminum Bridge Railing see Standard sheet BD 114-73 (Sheet # 25)

For Bituminous Treated Stone Slope Protection see sheet # 16

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

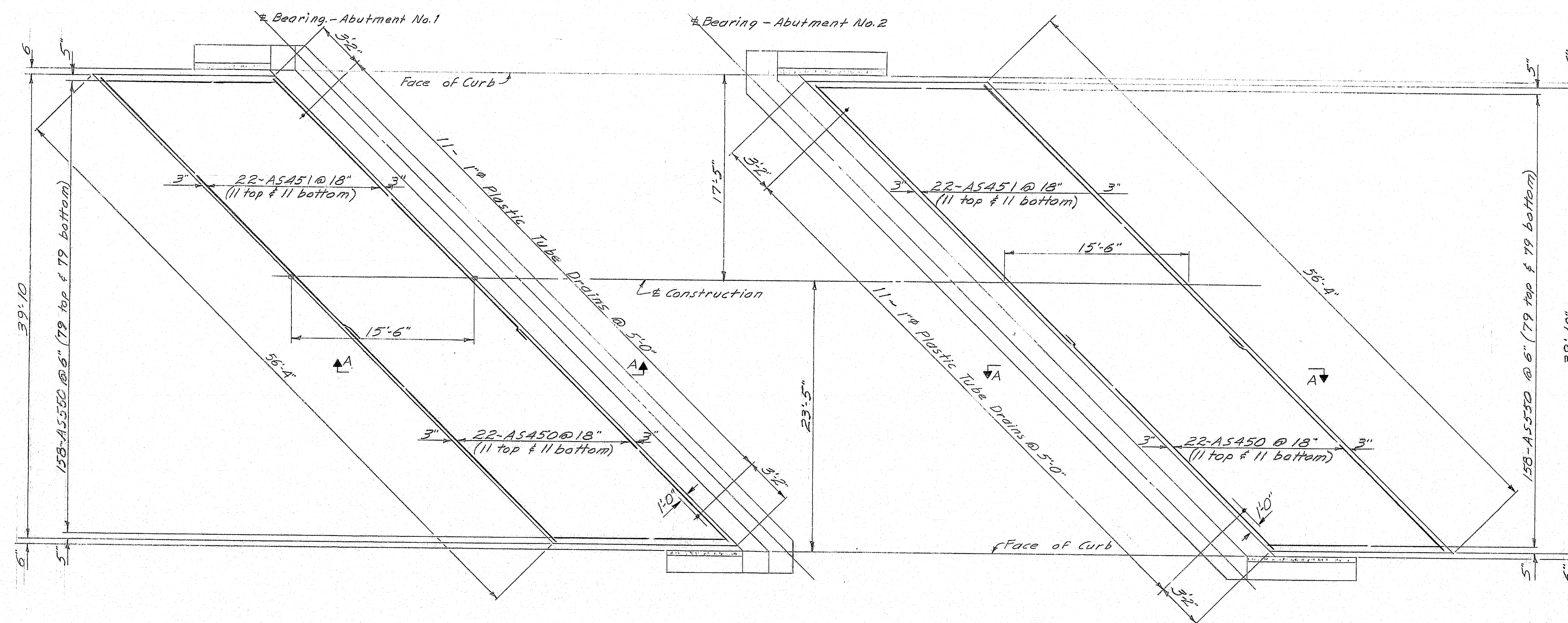
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
ABUTMENT 2

SHEET 9 OF 26 AUGUSTA, MAINE Feb. 1975

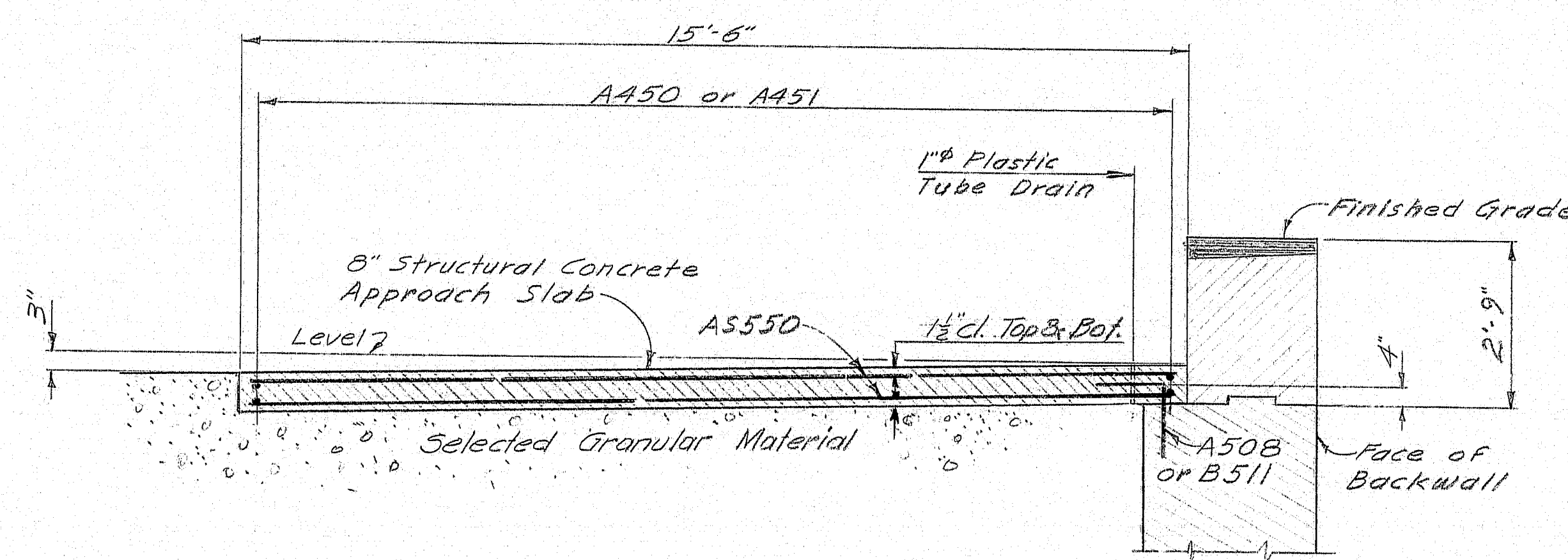
145-124

PROJECT DESIGN ENGINEER	DATE
BY	3-74
DESIGN - DETAIL	3-74
CHECKED	7-75
REVISIONS	
FIELD CHANGES	

F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	10	26



APPROACH SLABS



SECTION A-A

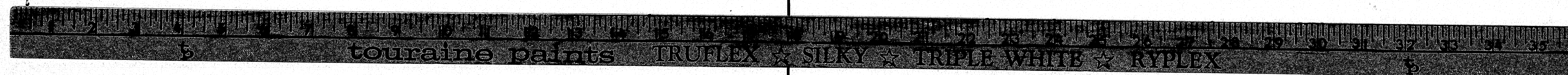
The 1 inch diameter plastic tube drains shall be flush at the top of the approach slab concrete.

References:
See Sheet # 8 for Abut. #1 Details & Notes
See Sheet # 9 for Abut. #2 Details

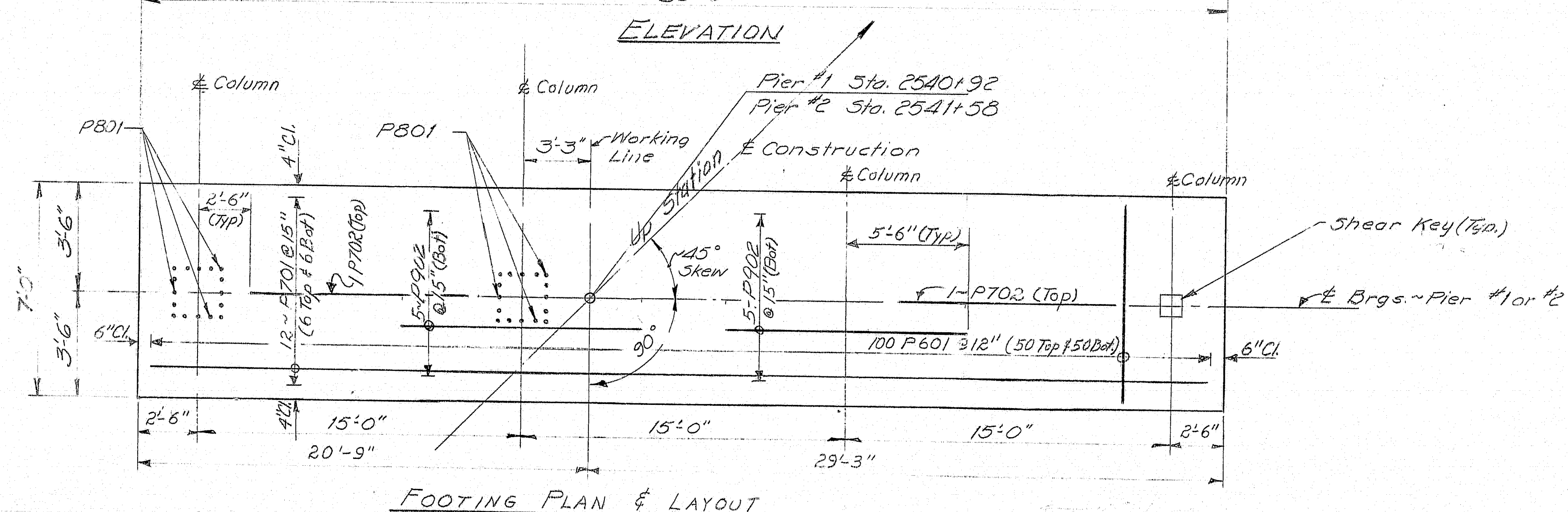
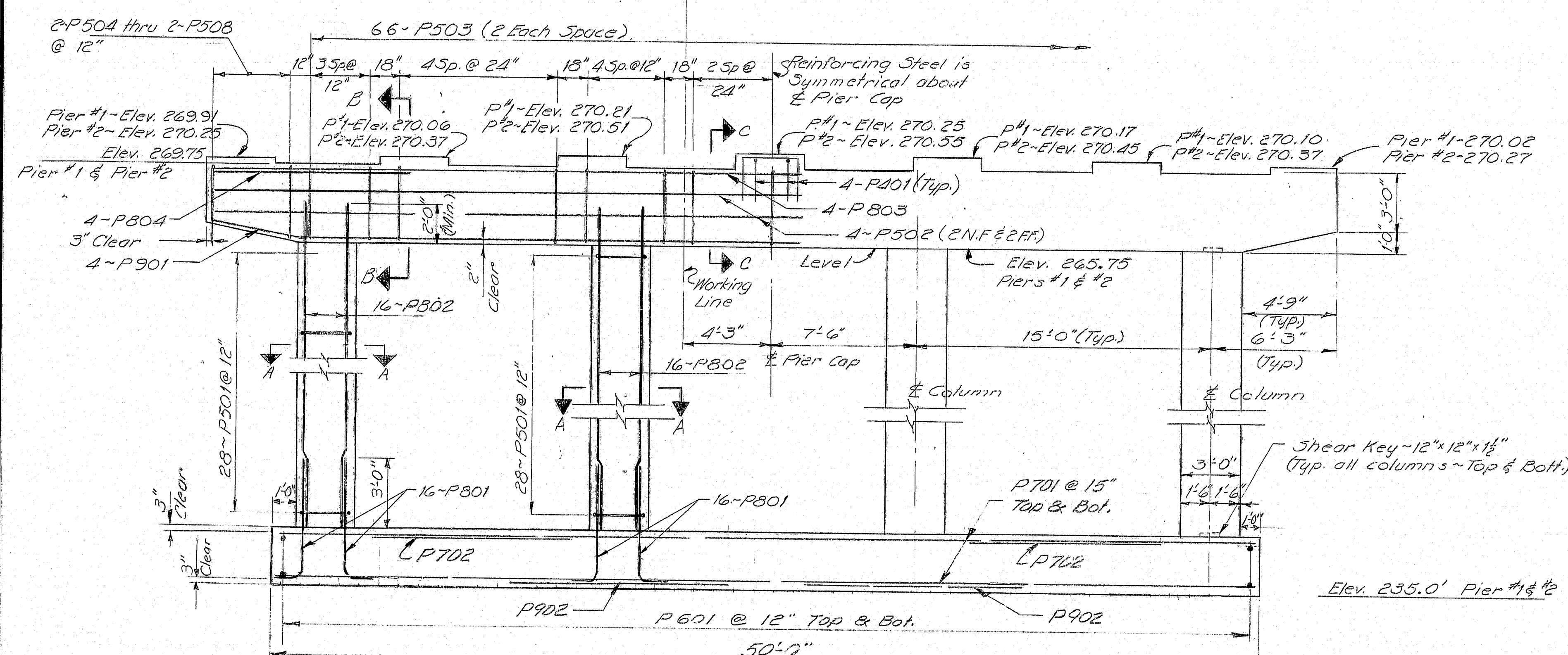
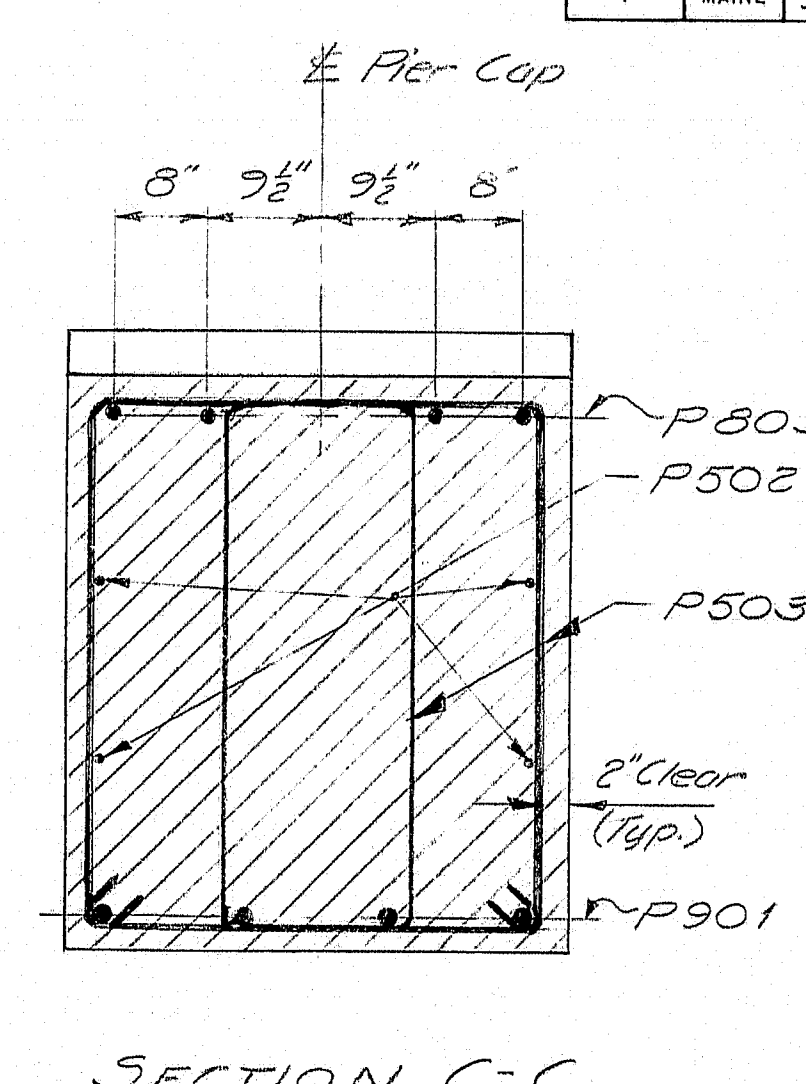
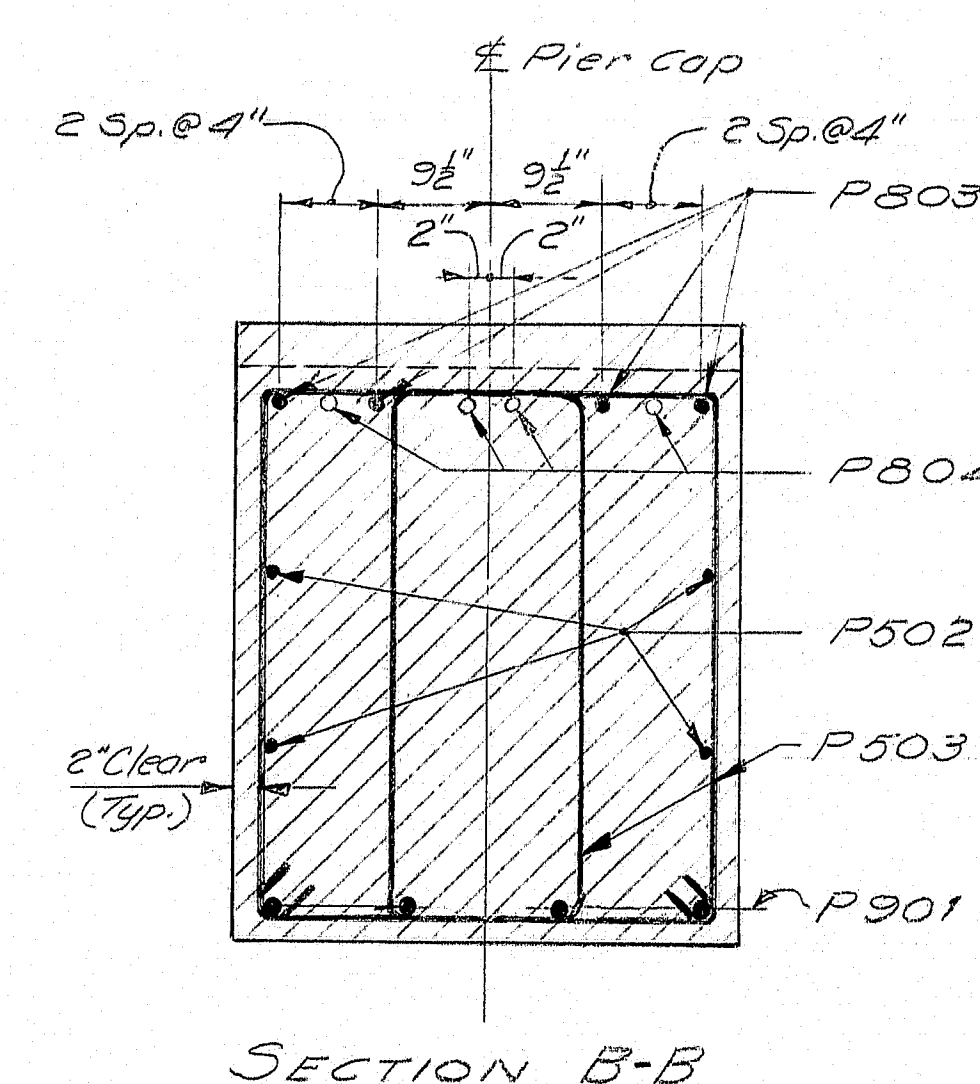
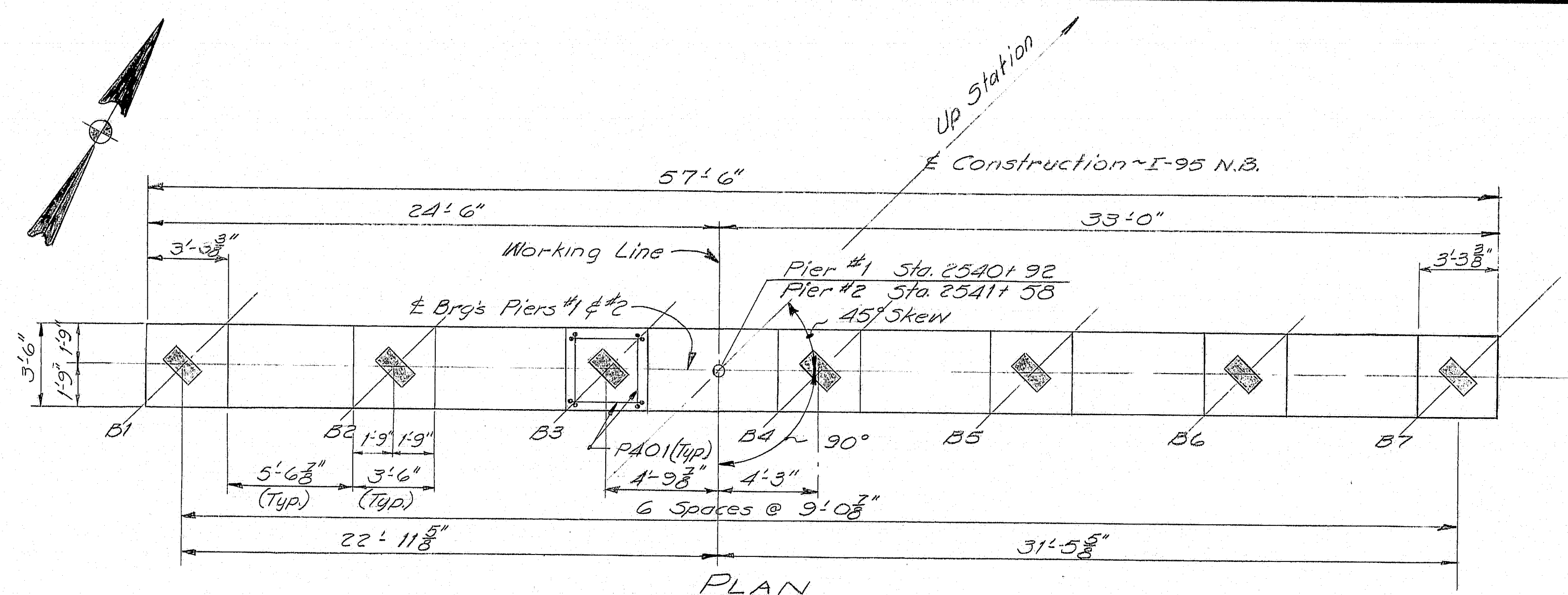
PROJECT DESIGN ENGINEER	BY	DATE
PLANS	RM	3-74
DESIGN-DRAWING	RM	3-74
CHECKED	RM	3-74
REVISIONS		
FIELD CHANGES		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 N.B. OVER CANADIAN PACIFIC RAILROAD IN T2-R8 PENOBSCOT COUNTY
APPROACH SLABS
SHEET 10 OF 26 AUGUSTA, MAINE FEB. 1975

145-125



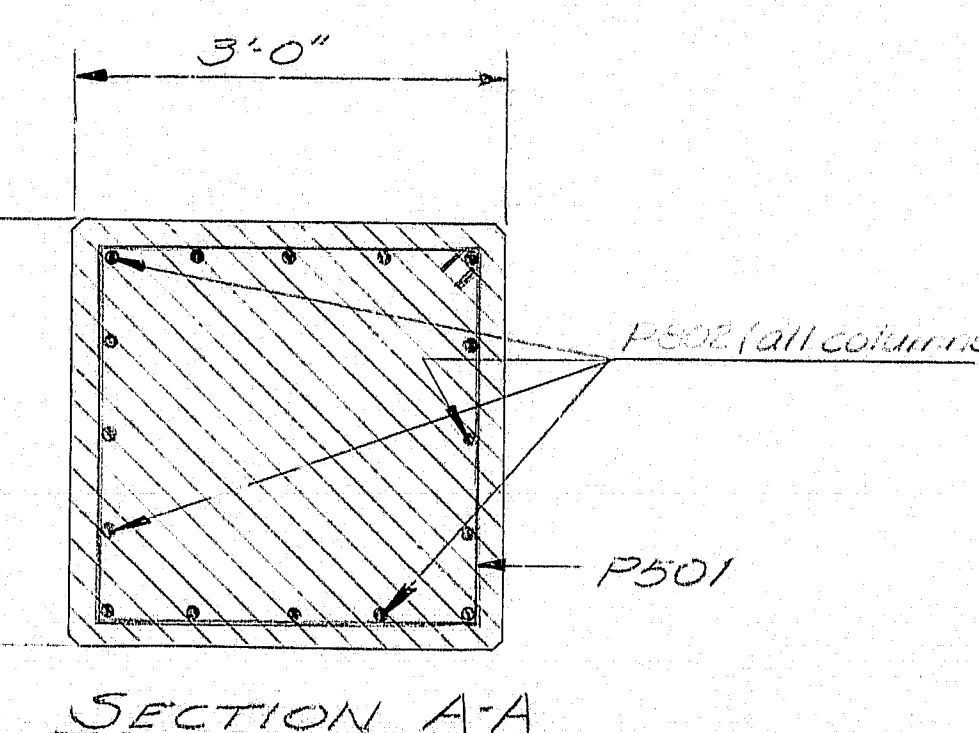
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(06)	11	26



- PIER NOTES**
- Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
 - Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
 - Place reinforcing steel in bridge seats to clear anchor bolts, and as shown in Section B-B.
 - All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
 - Maximum calculated footing pressure = 4.0 tons per square foot.
 - For treatment of foundation area see sheet # 5

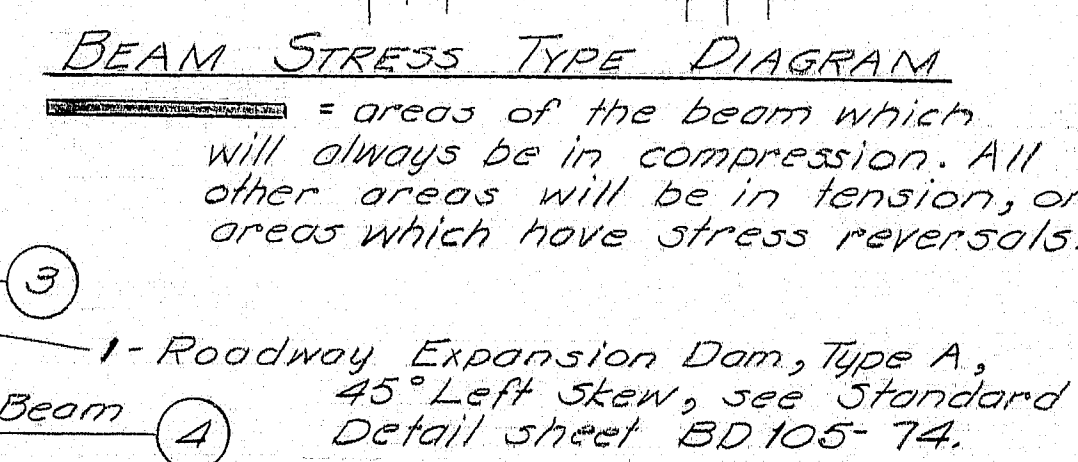
Design Criteria
Critical AASHTO Loading - Group III
Wind: Lateral - 17 psf
Longitudinal - 19 psf

LEGEND
NF = Near face
FF = Far face



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
PIERS
SHEET 11 OF 26 AUGUSTA, MAINE Feb 1975

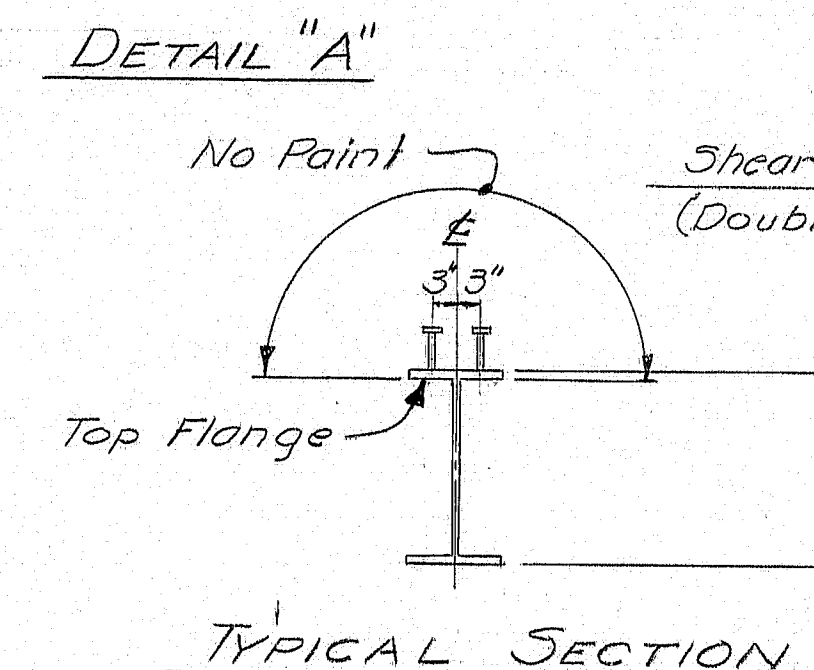
145-126



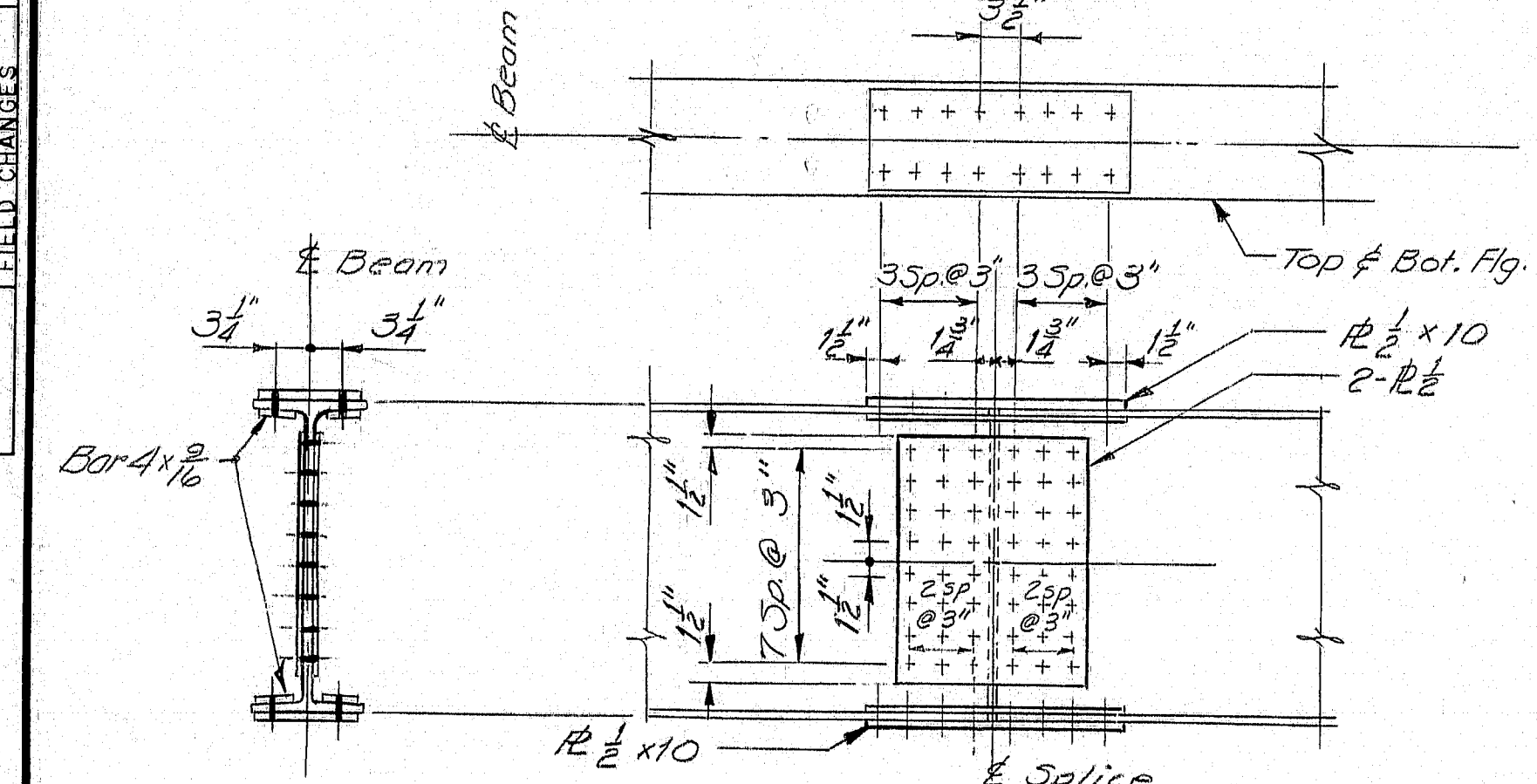
5"

Cope Top Flange only @ About No. 2

Beam



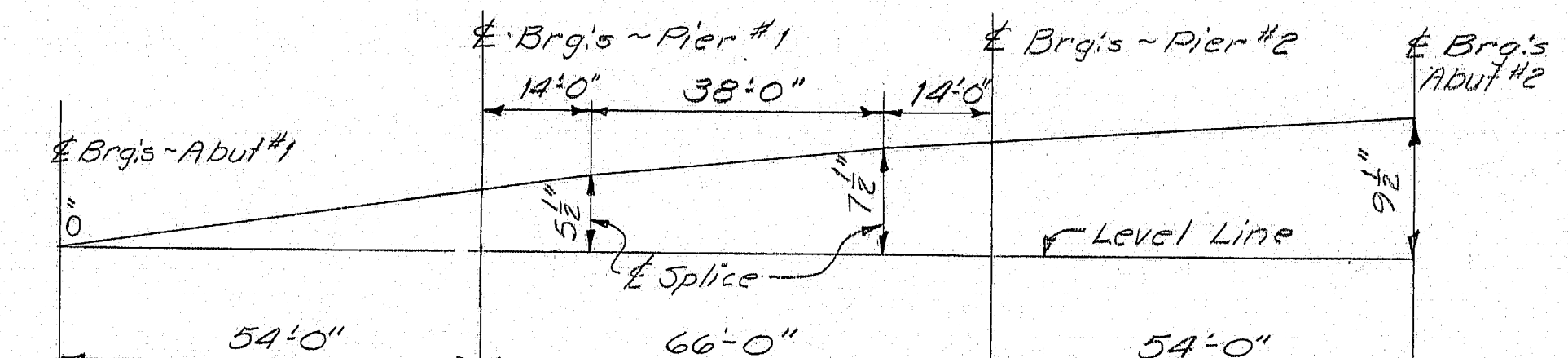
TYPICAL SECTION



All bolts shall be 7" ϕ High Strength Bolts, ASTM A325.
Holes shall be $\frac{1}{16}$ " ϕ . Splice R's shall be ASTM A36.

This table of rocker settings compensates for longitudinal movement due to temperature change and dead load

Rocker Setting Data as shown shall be used as a guide only. No extra payment will be made for resetting of the rocker bearings, subsequent to the original setting, made by the contractor as required by the Engineer to make the rocker setting conform with Paragraph four (4) of Subsection 504.68.



STRUCTURAL STEEL NOTE

STRUCTURAL STEEL NOTE
Diaphragm connection plates may be either plumb or normal to top flange.

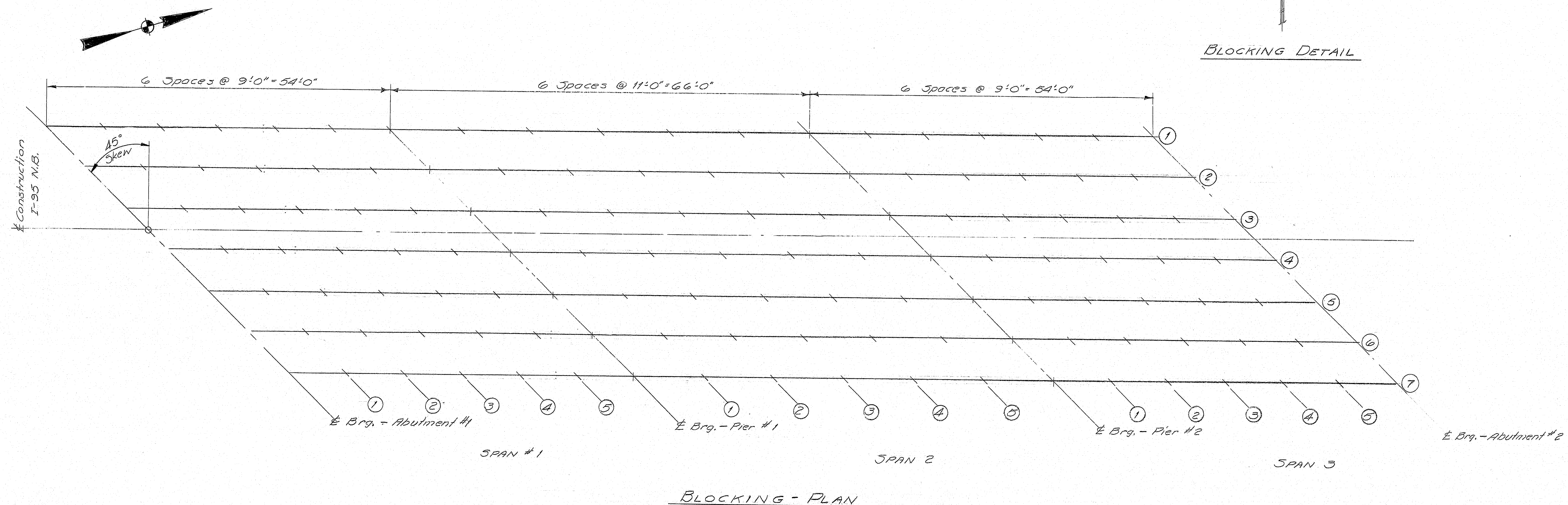
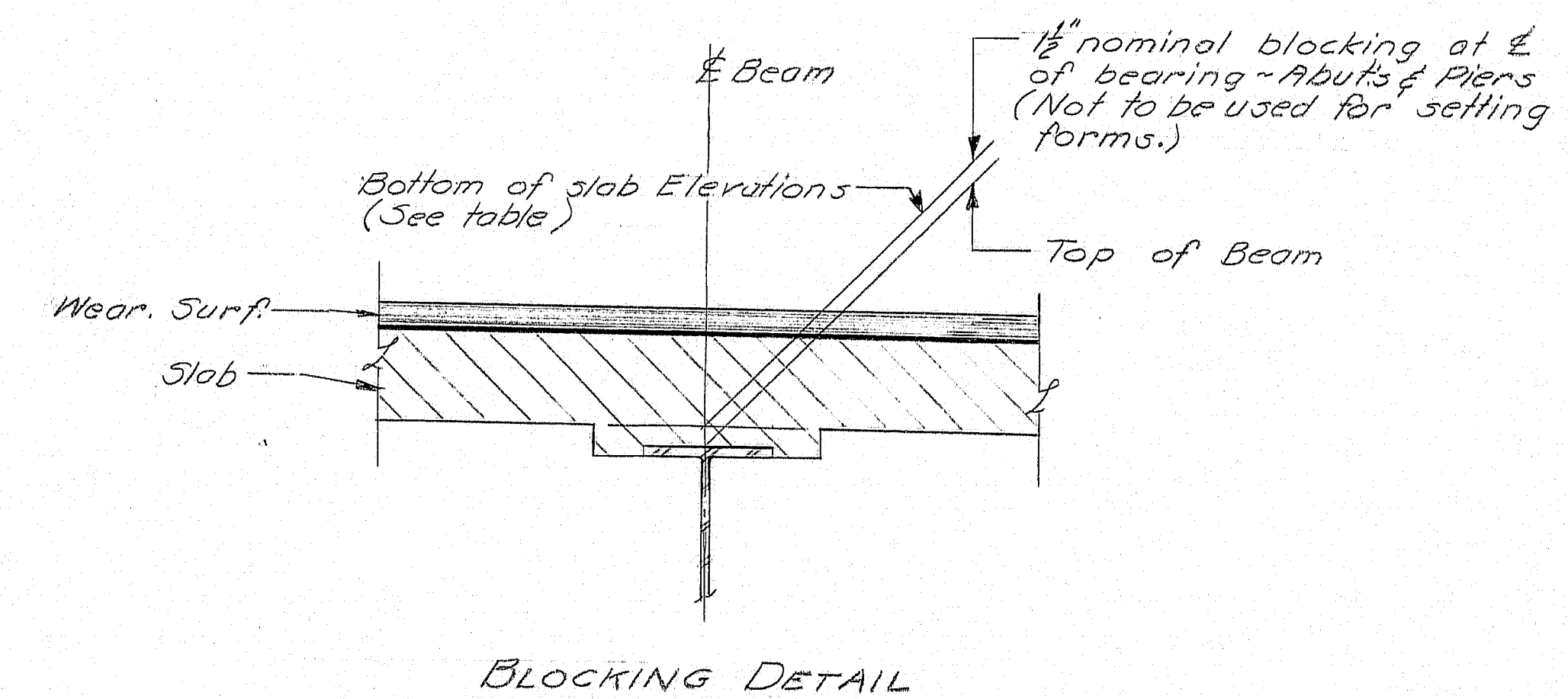
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
STRUCTURAL STEEL

SHEET 12 OF 26 AUGUSTA, MAINE

F.R.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(06)	13	26

BOTTOM OF SLAB ELEVATIONS																			
Point Beam	E Brg. Abut. #1	1	2	3	4	5	E Brg. Pier #1	1	2	3	4	5	E Brg. Pier #2	1	2	3	4	5	E Brg. Abut. #2
1	273.30	273.40	273.48	273.55	273.60	273.64	273.69	273.77	273.86	273.92	273.97	274.00	274.03	274.07	274.12	274.16	274.19	274.20	274.20
2	273.47	273.56	273.64	273.70	273.75	273.79	273.84	273.92	274.00	274.07	274.11	274.13	274.16	274.21	274.26	274.30	274.32	274.33	274.32
3	273.63	273.72	273.80	273.86	273.91	273.94	273.99	274.06	274.15	274.21	274.25	274.27	274.30	274.34	274.39	274.43	274.45	274.45	274.45
4	273.68	273.77	273.85	273.91	273.95	273.99	274.03	274.11	274.18	274.25	274.28	274.30	274.33	274.37	274.41	274.45	274.47	274.48	274.47
5	273.62	273.70	273.78	273.84	273.88	273.91	273.95	274.03	274.10	274.16	274.20	274.22	274.24	274.28	274.32	274.35	274.37	274.38	274.37
6	273.55	273.64	273.71	273.77	273.81	273.84	273.88	273.95	274.02	274.08	274.11	274.13	274.15	274.18	274.22	274.26	274.28	274.28	274.26
7	273.48	273.57	273.64	273.69	273.73	273.76	273.80	273.87	273.94	273.99	274.02	274.04	274.05	274.09	274.13	274.16	274.18	274.17	274.16



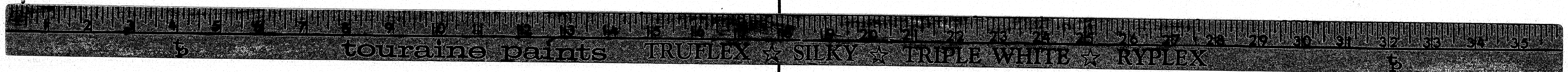
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RJM/KLL	2-79
CHECKED	FUL	1-79
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
BOTTOM OF SLAB ELEVATIONS

SHEET 13 OF 26 AUGUSTA, MAINE FEB. 1975

145-128



[illegible]

1'-6"

2" Clear

5503 to 5539

3"

2 Layers of Heavy Roofing
See Detail A Sh. #3

6"

6"

1/4" Recess

1 Layer of Heavy Roofing

1'-6"

Backwall

1'-1"

Brg.

5541

5551

5542

4" (Typ)

5503 to 5539

SECTION A-A

1. Chamfer all exposed edges of exposed concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. Form a 1" V-groove on the outside faces of each contraction joint in the curbs and at the joint between the curb and slab.
3. Break band in contraction joints in the concrete curbs by method approved by the engineer.
4. Provide joints in the Vertical Bridge Curb, Type I at each contraction joint in the concrete curb.
5. Reinforcing steel shall have a minimum cover of 2 inches unless otherwise indicated.
6. Reinforcing steel splices shall be a minimum of 36 bar diameters unless otherwise indicated.
7. Place 1" Ø plastic tube drains at 10 foot intervals along the curb each side of the superstructure and as described in Subsection 502.17.
8. The superstructure slab shall be placed continuously. The contractor's method of placement shall be approved by the engineer. The concrete shall be kept plastic one complete span back of the span being placed. Approved self-retarding admixtures shall be used when authorized by the engineer.
9. The structural slab shall have a lightly broomed finish.
10. Protective coating for concrete surfaces shall be applied to the following areas: Top of concrete curb, fascia and under slab to drip notch.
11. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

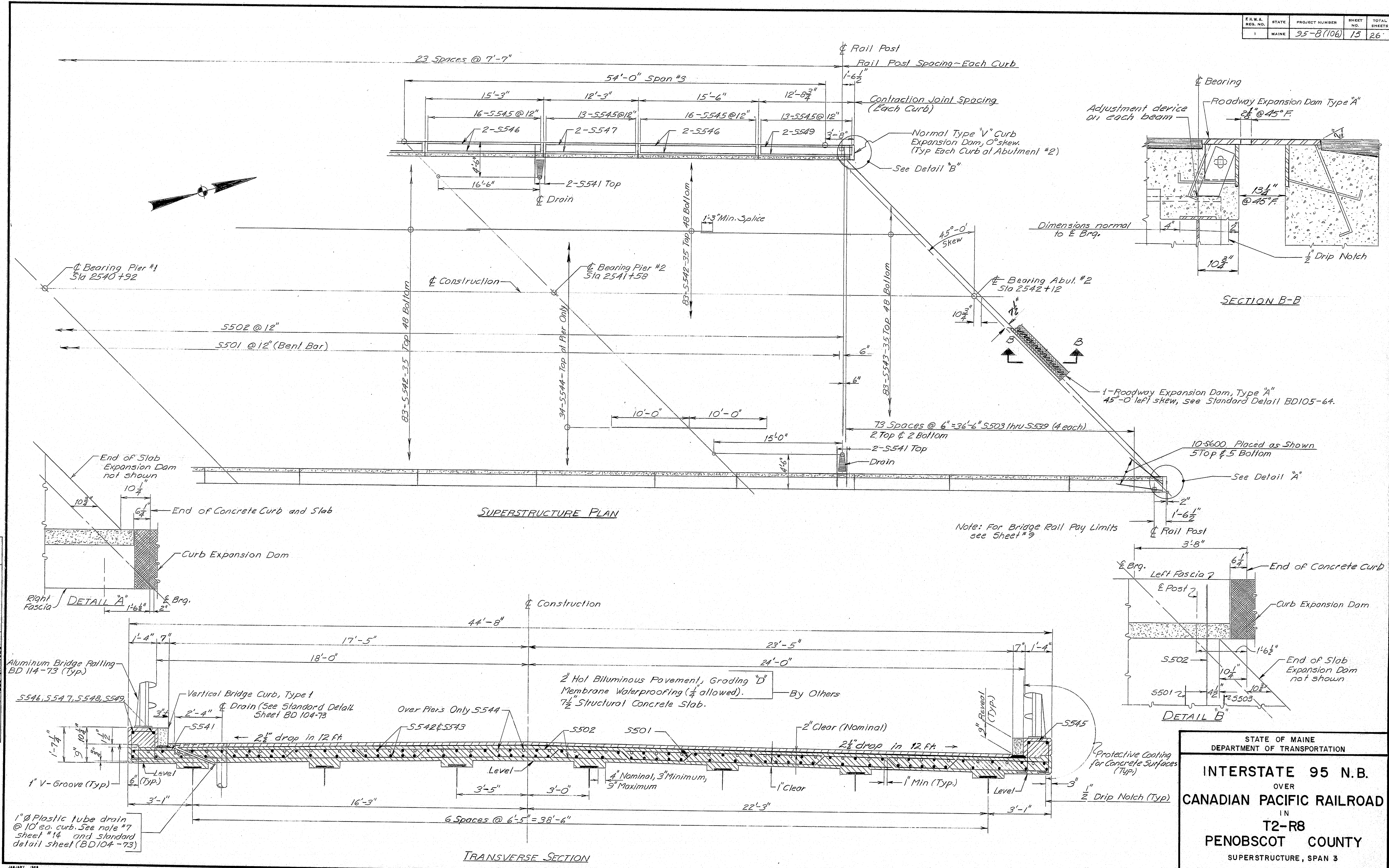
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY

SUPERSTRUCTURE, SPANS 1 AND 2

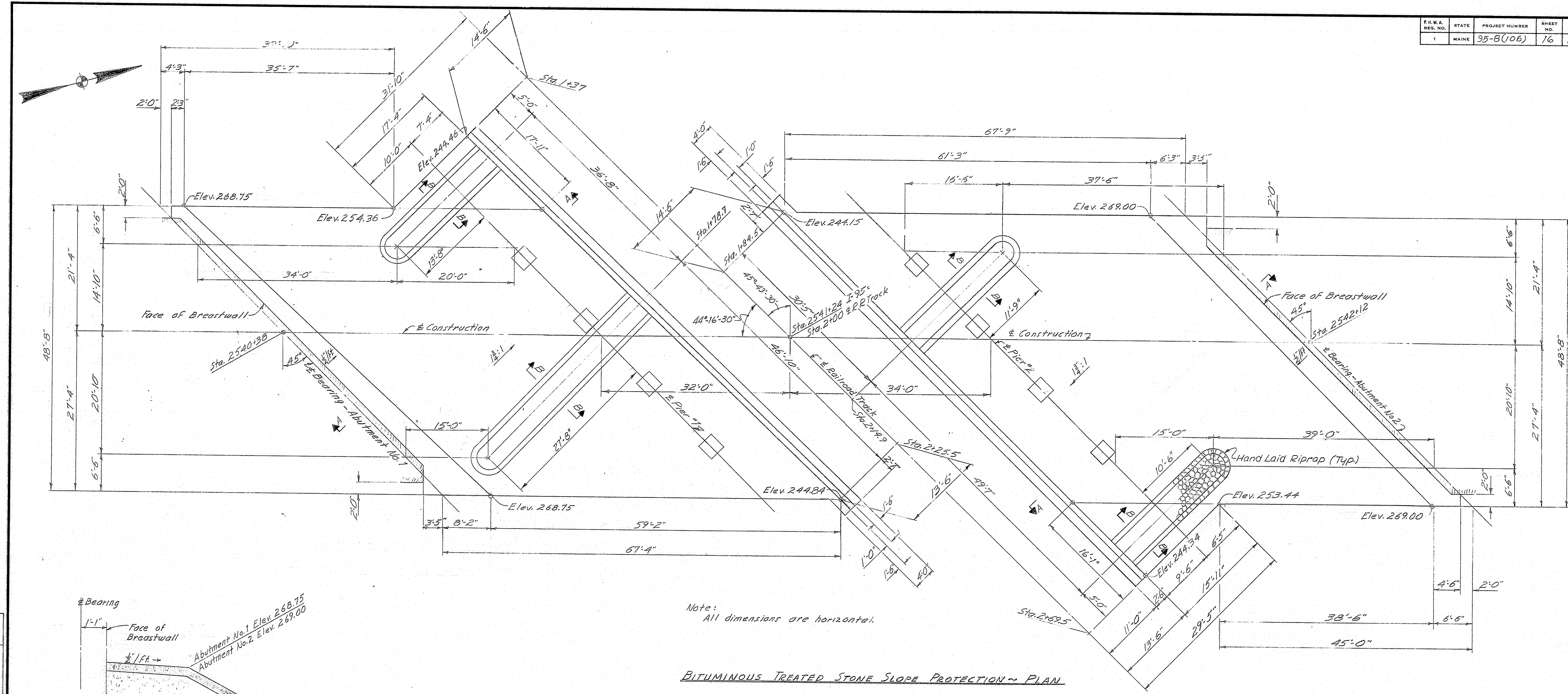
SHEET 4 OF 26 AUGUSTA, MAINE Feb. 1975

145-129

F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-87106	13	26

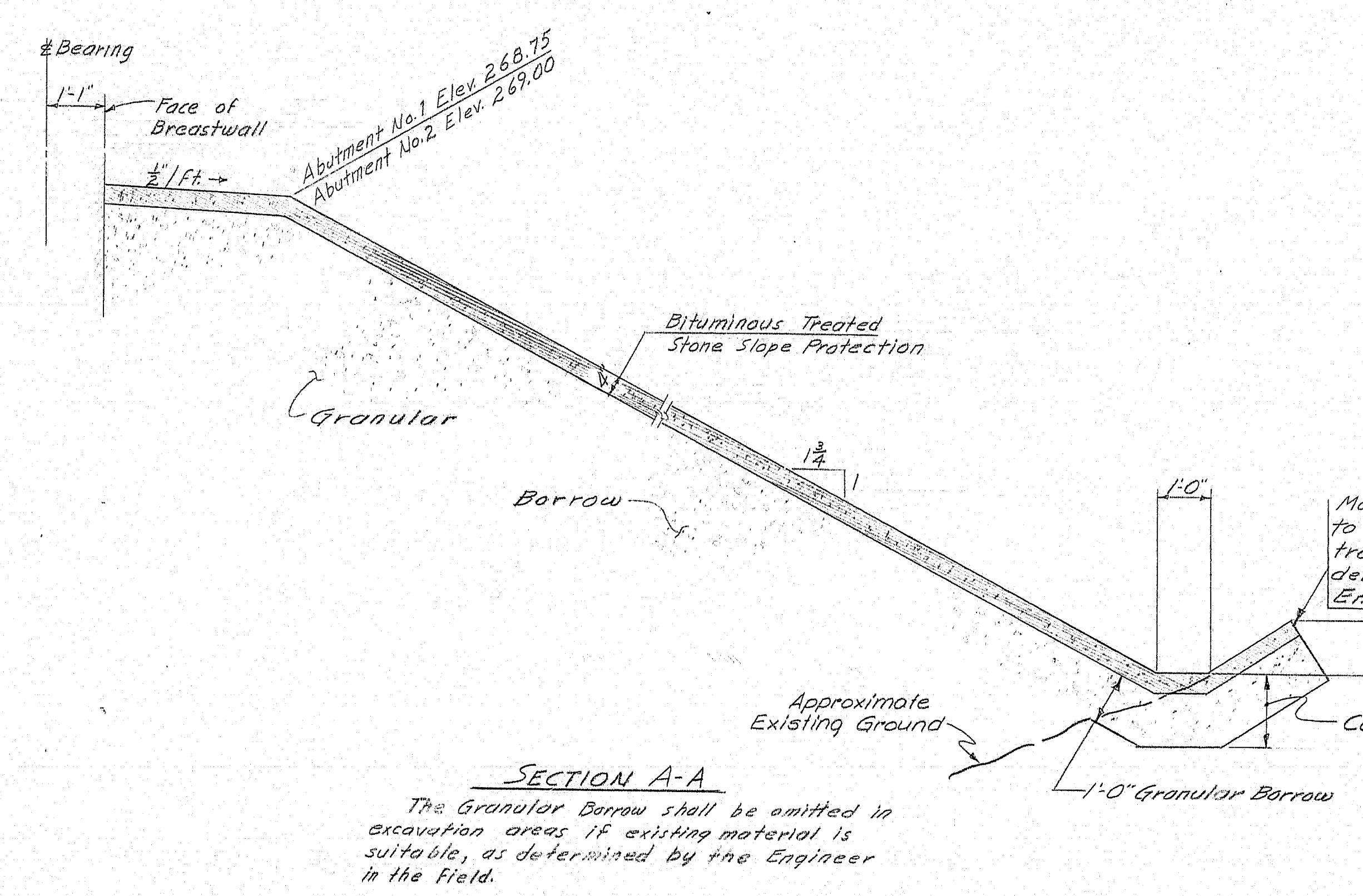


F.R.W.B. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(102)	16	26

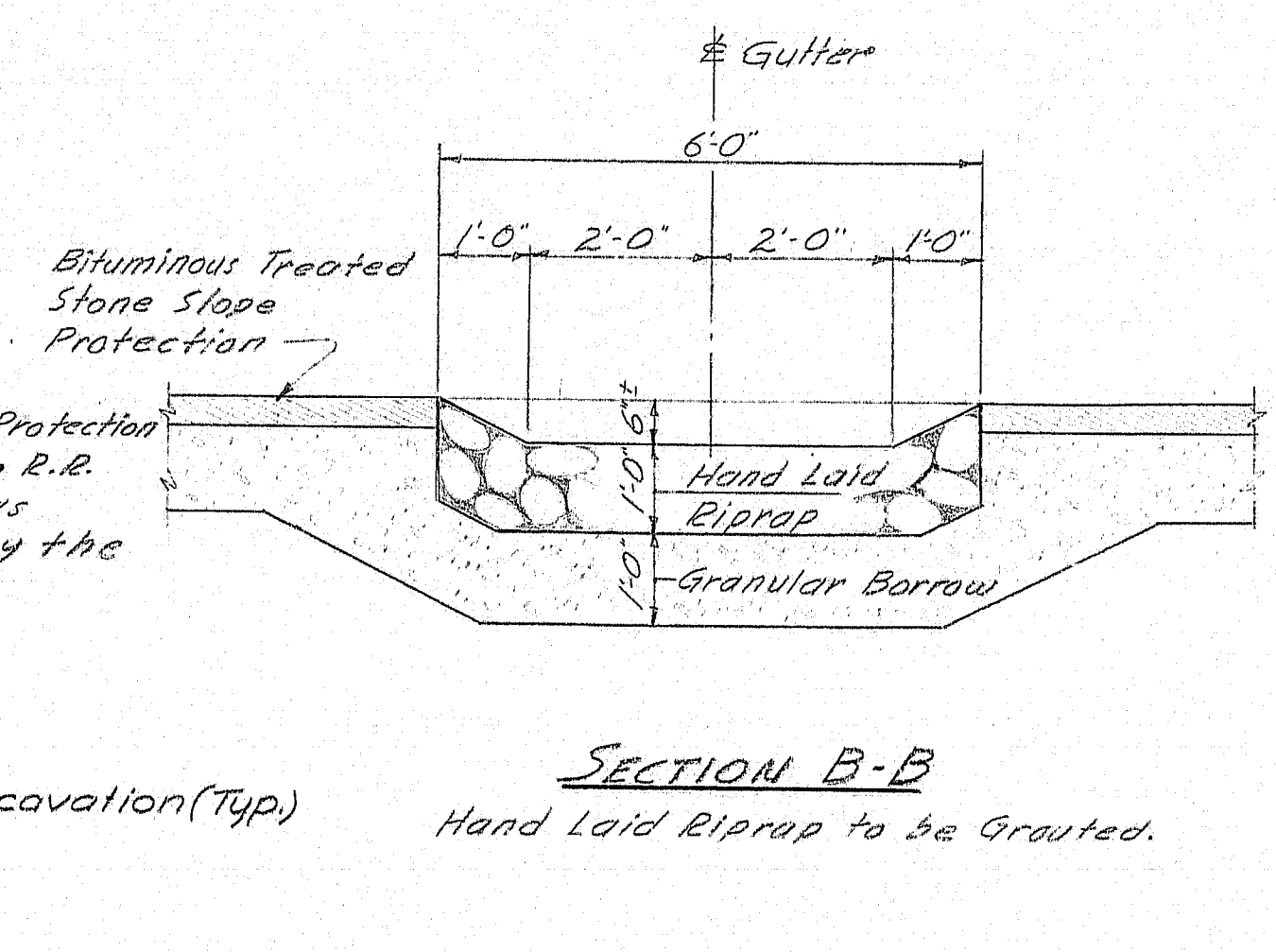


Note:
All dimensions are horizontal.

BITUMINOUS TREATED STONE SLOPE PROTECTION - PLAN



SECTION A-A
The Granular Borrow shall be omitted in excavation areas if existing material is suitable, as determined by the Engineer in the field.



SECTION B-B
Hand Laid Riprap to be Grouted.

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAIL	1-23
CHECKED	1-23
REVISIONS	
FIELD CHANGES	

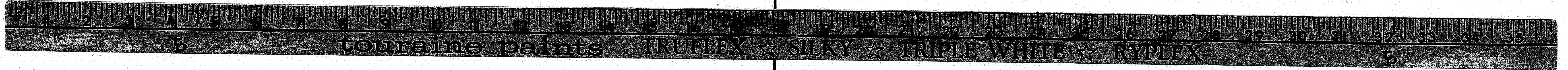
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY

SLOPE PROTECTION

SHEET 16 OF 26 AUGUSTA, MAINE FEB. 1975

145-131



REINFORCING STEEL SCHEDULE																										
STRAIGHT BARS				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.T.A.				<u>PIERS</u> R.L.T.				<u>ABUTMENT No. 2</u> R.T.A.				<u>ABUTMENT No. 1</u>														
A531	2	14'-0"	Backwall	P502	16	30'-0"	Horizontal - Cap	B530	8	26'-10"	Backwall	A530	2	15'-9"	V	—	—	—	14'-0"	1'-9"	—	—	1'-3"	—	—	Backwall
A532	4	26'-10"	↑	P601	200	6'-6"	Footings	B532	4	17'-0"	Backwall															
A533	2	18'-8"	↓					B533	8	17'-6"	Backwall															
A534	2	20'-0"	Backwall	P701	24	49'-6"	Footings					A502	42	7'-8"	L	3'-10"	3'-10"	—	—	—	—	—	—	—	—	Breastwall
				P702	4	10'-0"	Footings					A504	5	17'-6"	V	—	—	—	14'-8"	2'-10"	—	—	2'-0"	—	—	Breastwall
												A510	5	19'-8"	V	—	—	—	16'-8"	3'-0"	—	—	1'-5"	—	—	Breastwall
A500	48	3'-0"	Dowel	P802	128	30'-0"	Vertical - Column					A517	14	5'-8"	S	6"	1'-10"	1'-0"	1'-10"	—	—	6"	—	—	Wing Curbs	
A501	46	4'-0"	Dowel	P803	16	30'-0"	Horizontal - Cap	B500	50	2'-8"	Dowel	A523	4	12'-0"	L	2'-0"	10'-0"	—	—	—	—	—	—	—	East Wing	
A503	38	6'-7"	Breastwall	P804	16	10'-0"	Horizontal - Cap	B501	58	4'-0"	Dowel															
A505	5	14'-2"	Breastwall	P902	20	11'-0"	Footings	B503	38	8'-5"	Breastwall															
								B504	38	3'-3"	Dowel															
A507	39	4'-1"	Backwall					B505	38	4'-2"	Backwall															
A508	19	2'-0"	Dowel to Approach Slab					B506	10	26'-10"	Breastwall															
A509	10	26'-10"	Breastwall					B508	5	17'-0"	Breastwall															
A511	5	20'-0"	Breastwall					B510	5	17'-9"	Breastwall	B531	4	18'-5"	V	—	—	—	16'-8"	1'-9"	—	—	1'-3"	—	—	Backwall
A512	12	8'-0"	East Wing					B511	19	2'-0"	Dowel to Approach Slab	B404	28	4'-0"	S	0"	12"	2'-0"	12"	—	—	0"	—	—	Bearing Pads	
A513	8	10'-4"	↑					B512	17	8'-5"	West Wing															
A514	2	7'-0"	↓					B513	4	11'-8"	West Wing															
A515	4	8'-4"	↓					B514	10	9'-2"	West Wing	B502	44	7'-11"	L	3'-9"	4'-2"	—	—	—	—	—	—	—	Breastwall	
A516	4	6'-0"	East Wing					B515	17	8'-5"	East Wing	B507	5	2												

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	17	26

Figure 1 displays 18 diagrams (A-W) illustrating various types of structural cross-sections and their corresponding stress distributions. The diagrams show different shapes like rectangles, I-beams, and channels, with labels for stress points (A, B, C, D, E, F, G, H, I) and stress values (B, C, D1, D2, D3, E1, E2, etc.).

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.

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

A = Abut. # 1
B = Abut. # 2
P = Pier
S = Superstructure

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
REINFORCING STEEL SCHEDULE

SHEET 17 OF 26 AUGUSTA, MAINE Feb. 1975

145-132

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	
SUPERSTRUCTURE SLAB								SUPERSTRUCTURE SLAB																			
5502	276	44'-4"	Bridge Deck	5600	20	8'-0"	Bridge Deck @ Ends	5501	137	46'-4"	B	—	4'-5½"	6½"	2'-7"	3'-1"	4'-5½"	—	4½"	44'-4"	—						Bridge Deck
5503	8	41'-9"																X12	X6	X5							
5504		40'-9"						5545	376	4'-8"	S	6"	1'-4"	1'-0"	1'-4"	—	—	6"	—	—	—	—	—	—	—	—	Curb Panels
5505		39'-9"																									
5506		38'-9"																									
5507		37'-9"																									
5508		36'-9"																									
5509		35'-9"																									
5510		34'-9"																									
5511		33'-9"																									
5512		32'-9"																									
5513		31'-9"																									
5514		30'-9"																									
5515		29'-9"																									
5516		28'-9"																									
5517		27'-9"																									
5518		26'-9"																									
5519		25'-9"																									
5520		24'-9"																									
5521		23'-9"																									
5522		22'-9"																									
5523		21'-9"																									
5524		20'-9"																									
5525		19'-9"																									
5526		18'-9"																									
5527		17'-9"																									
5528		16'-9"																									
5529		15'-9"																									
5530		14'-9"																									
5531		13'-9"																									
5532		12'-9"																									
5533		11'-9"																									
5534		10'-9"																									
5535		9'-9"																									
5536		8'-9"																									
5537		7'-9"																									
5538		6'-9"																									
5539	8	5'-9"																									
5541	8	5'-0"																									
5542	415	30'-0"																									
5543	83	35'-0"	Bridge Deck																								
5544	68	20'-0"	Bridge Deck Over Piers																								
5546	28	15'-0"	Curb Panels																								
5547	16	12'-0"																									
5548	4	10'-0"																									
5549	4	12'-4"	Curb Panels																								
5550	4	30'-0"	Over Abut. #1																								
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION													

FHWA REG. NO. 1	STATE MAINE	PROJECT NUMBER 95-8(106)	SHEET NO. 18	TOTAL SHEETS 26
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TYPE-BENDING DIAGRAMS

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 A 615 Grade 60

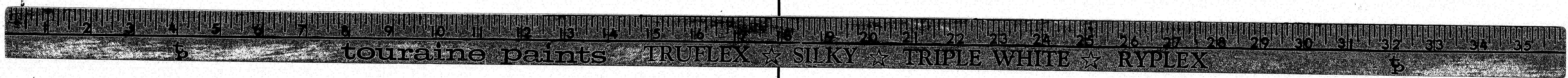
GENERAL NOTES

- 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 (S501) may be replaced by two straight bars (S502 - one top and one bottom) of the same bar size as the truss bar. Payment, in either case, shall be based on truss bars as scheduled on the plans.

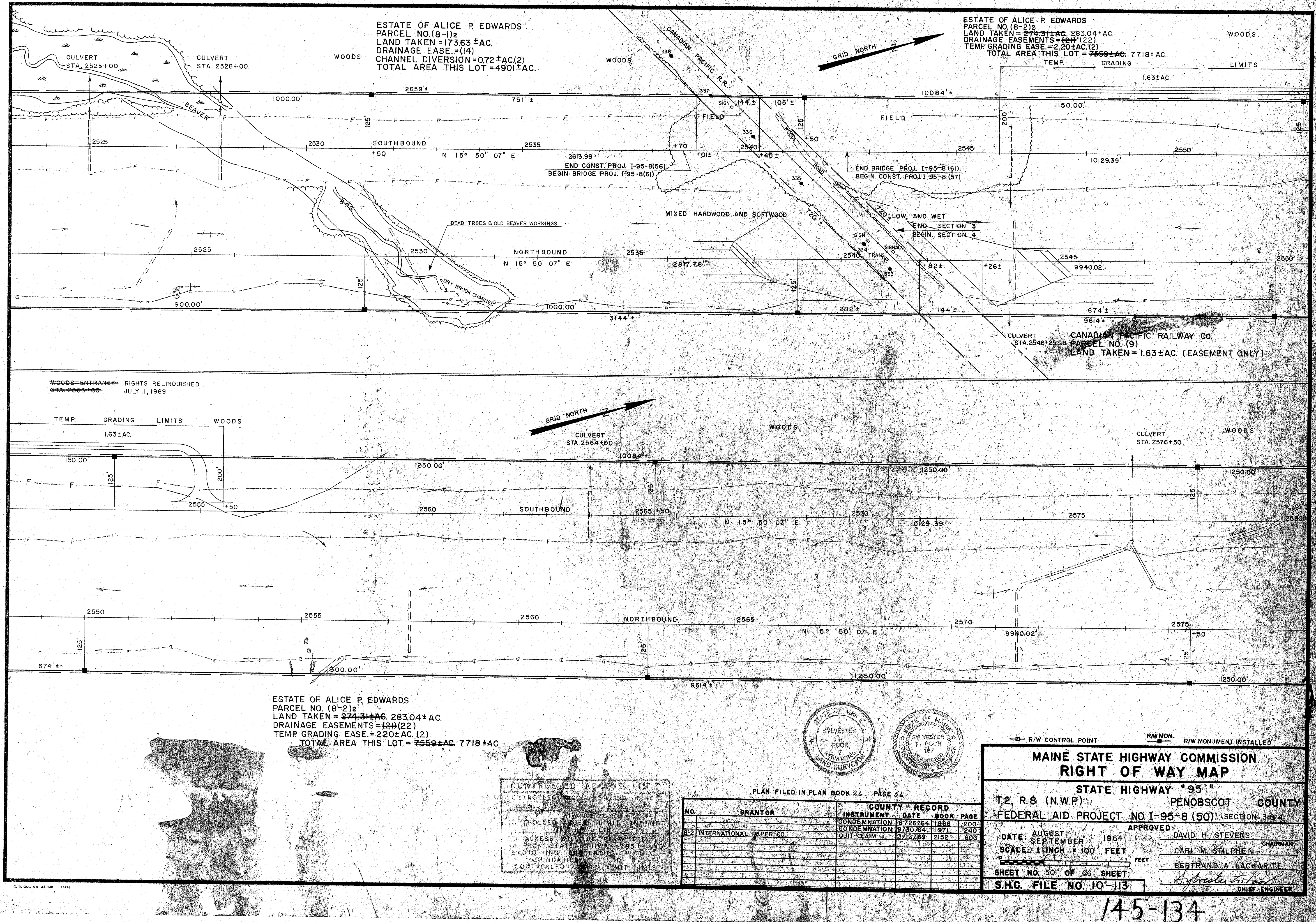
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

INTERSTATE 95 N.B.
 OVER
CANADIAN PACIFIC RAILROAD
 IN
T2-R8
PENOBSCOT COUNTY
 REINFORCING STEEL SCHEDULE
 SHEET 18 OF 26 AUGUSTA, MAINE Feb 1995

145-133



Sheet No. 19 of 26



ITEM	FIGURED	NOTED	CHECKED	REVISIONS		BY
				NO.	DATE	
DESCRIPTION				1		
R/W LINES				2		
AREAS				3		
R/W MON.				4		
CO. RECORD				5		

ESTATE OF ALICE P. EDWARDS
PARCEL NO. (8-2)2
LAND TAKEN = 274.31±AC. 283.04±AC.
DRAINAGE EASEMENTS = 44±AC. (22)
TEMP GRADING EASE = 220±AC. (2)
TOTAL AREA THIS LOT = 7559±AC. 7718±AC

CONTROLLED ACCESS LIMIT
NO THROUGH TRAFFIC
NO U-TURNS
NO REVERSE TRAFFIC
NO ACCESS TO BE PERMITTED TO
PROXIMATE STATE HIGHWAY 95 AND
ADJACENT PROPERTIES
ADJUTANT GENERAL
SOUTH COAST
SOUTH COAST

PLAN FILED IN PLAN BOOK 24 PAGE 54

COUNTY RECORD		BOOK PAGE	
NO.	GRANTOR	INSTRUMENT DATE	BOOK PAGE
8-2	INTERNATIONAL PAPER CO.	CONDEMNATION 8/26/64	195 240
		CONDEMNATION 9/30/64	197 240
		QUIT CLAIM 3/12/69	2152 600

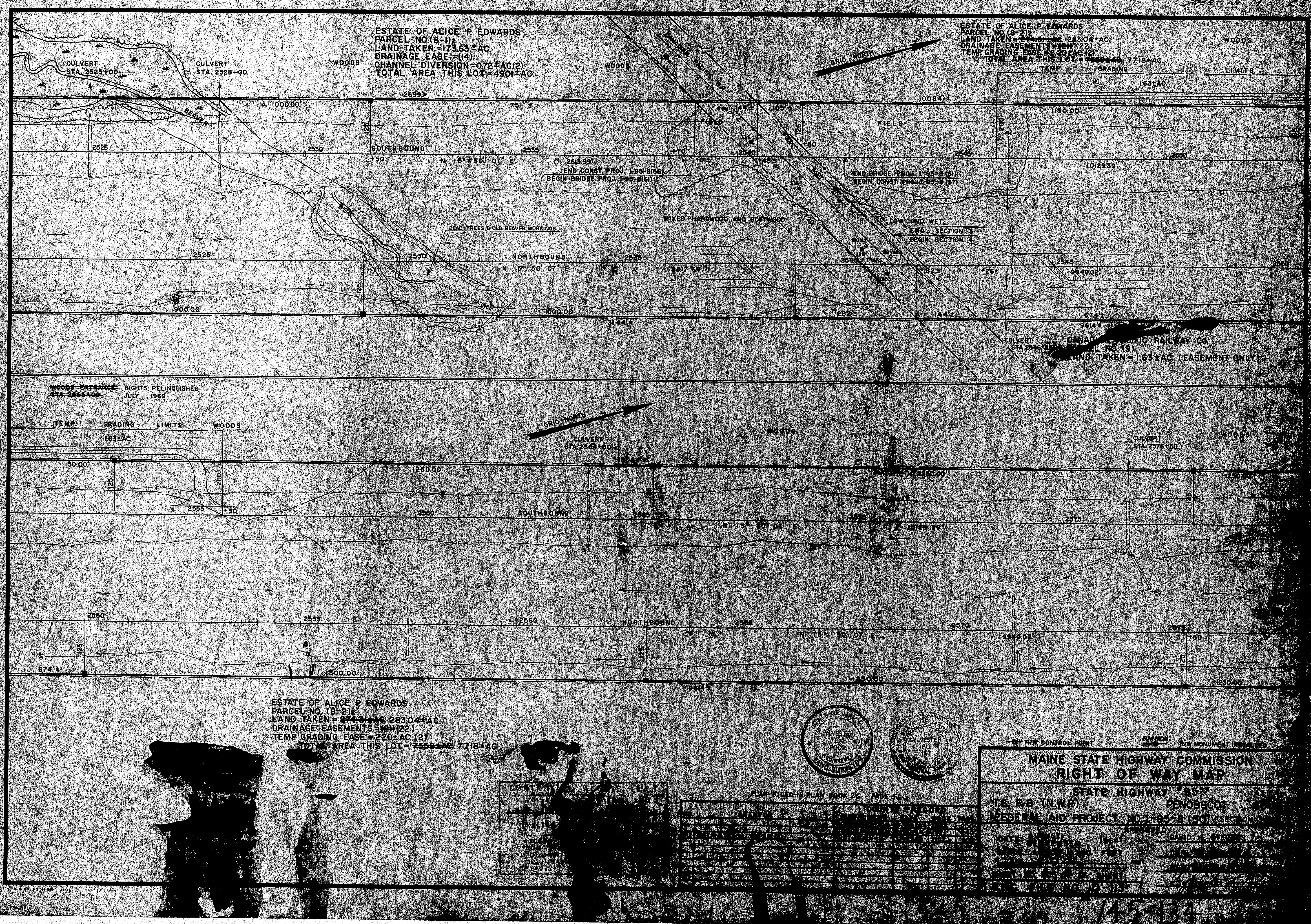
MAINE STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP

STATE HIGHWAY "95"
T.2, R.8 (N.W.P) PENOBSCOT COUNTY
FEDERAL AID PROJECT NO I-95-8 (50) SECTION 3 & 4

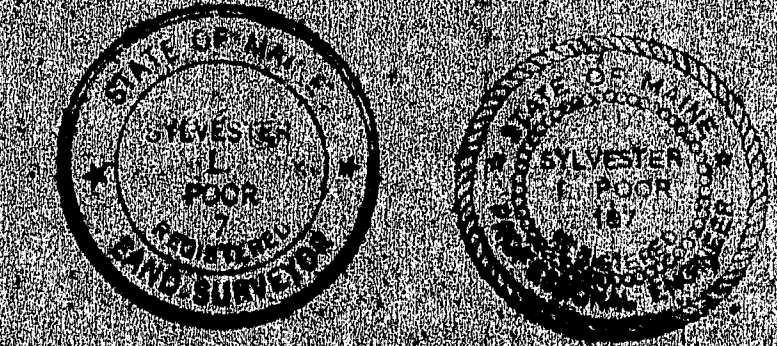
APPROVED: DAVID H. STEVENS CHAIRMAN
CARL M. STILPHEN
BERTRAND A. LACHARITE
S.H.C. FILE NO. 10-113

145-134

ITEM	DESCRIPTION	DATE	BY
1	PLAN	1955	W. J. BROWN
2	FIELD	1955	W. J. BROWN
3	OFFICE	1955	W. J. BROWN
4	REVISION	1955	W. J. BROWN
5	REVISION	1955	W. J. BROWN

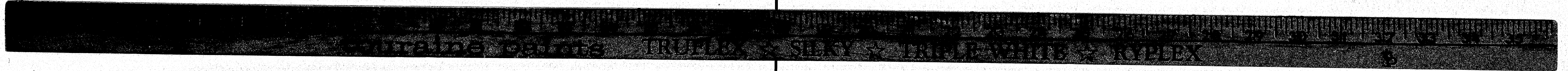


ESTATE OF ALICE P. EDWARDS
 PARCEL NO. (18-2)
 LAND TAKEN = 283.04 AC
 DRAINAGE EASEMENTS = 46H(22)
 TEMP. GRADING EASE = 220 AC (2)
 TOTAL AREA THIS LOT = 7718 AC

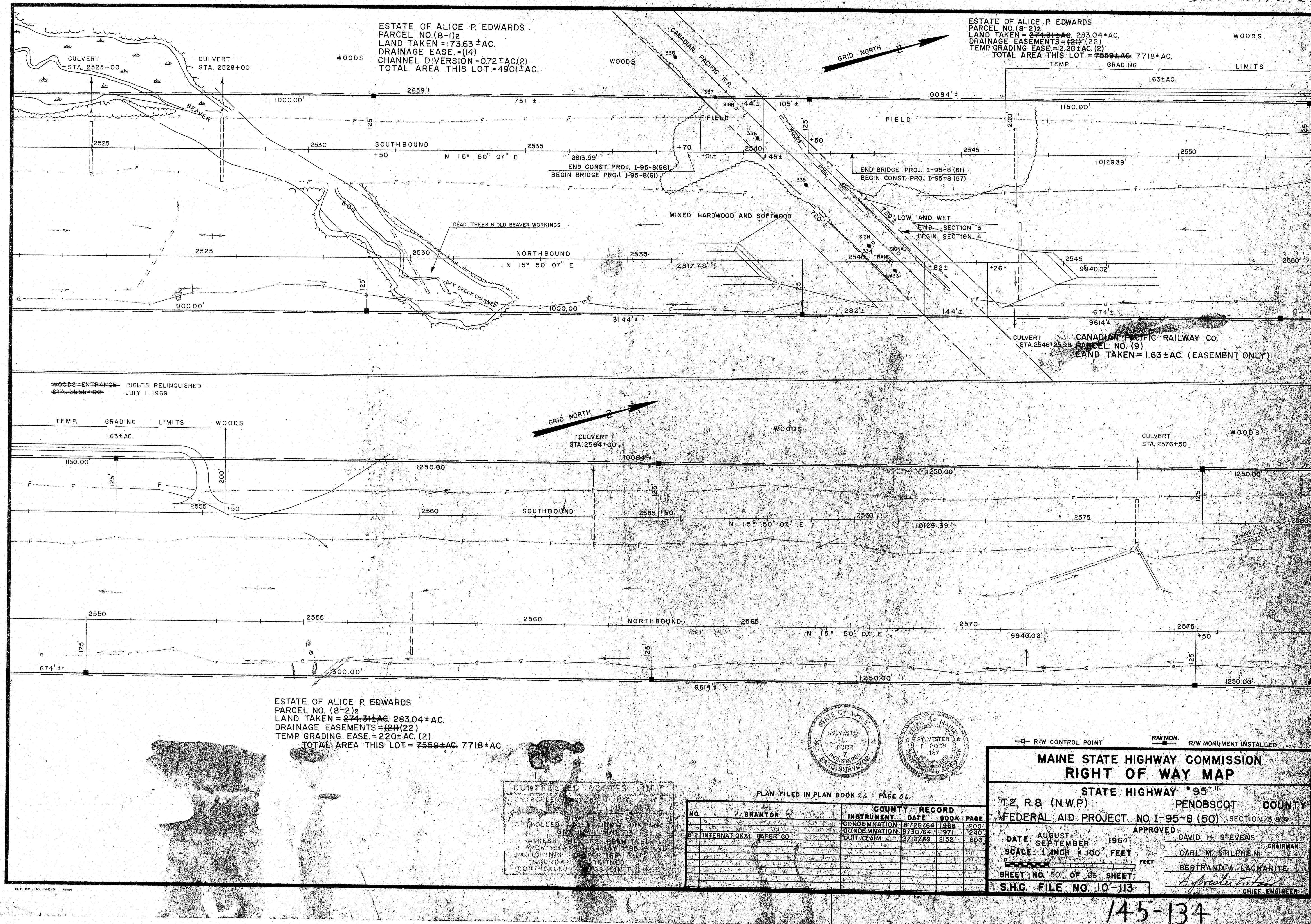


MAINE STATE HIGHWAY COMMISSION
 RIGHT OF WAY MAP
 STATE HIGHWAY 95
 TE. R. 8 (N.W.P.)
 MODERN AID PROJECT NO. 1-95-8 (50) SECTION 1
 DATE: 1955
 BY: W. J. BROWN
 CHECKED: [Signature]
 APPROVED: [Signature]

145-134



Sheet No. 19 of 26



ITEM	FIGURED	NOTED	CHECKED	BY
1. PLAN				
2. ELEVATION				
3. AREA				
4. R/W MON.				
5. RECORD				

ESTATE OF ALICE P. EDWARDS
PARCEL NO. (8-2)2
LAND TAKEN = 274.31± AC. 283.04± AC.
DRAINAGE EASEMENTS = 48± (22)
TEMP. GRADING EASE = 220± AC. (2)
TOTAL AREA THIS LOT = 7559± AC. 7718± AC.

CONTROLLED ACCESS
POINT
POLLED ACCESS LINE NOT
ON CHAIN
ACCESS WILL BE PERMITTED TO
FROM STATE HIGHWAY 95 AND
ADJACENT PROPERTIES
CUT-THROTT ACCESS LIMIT LINES

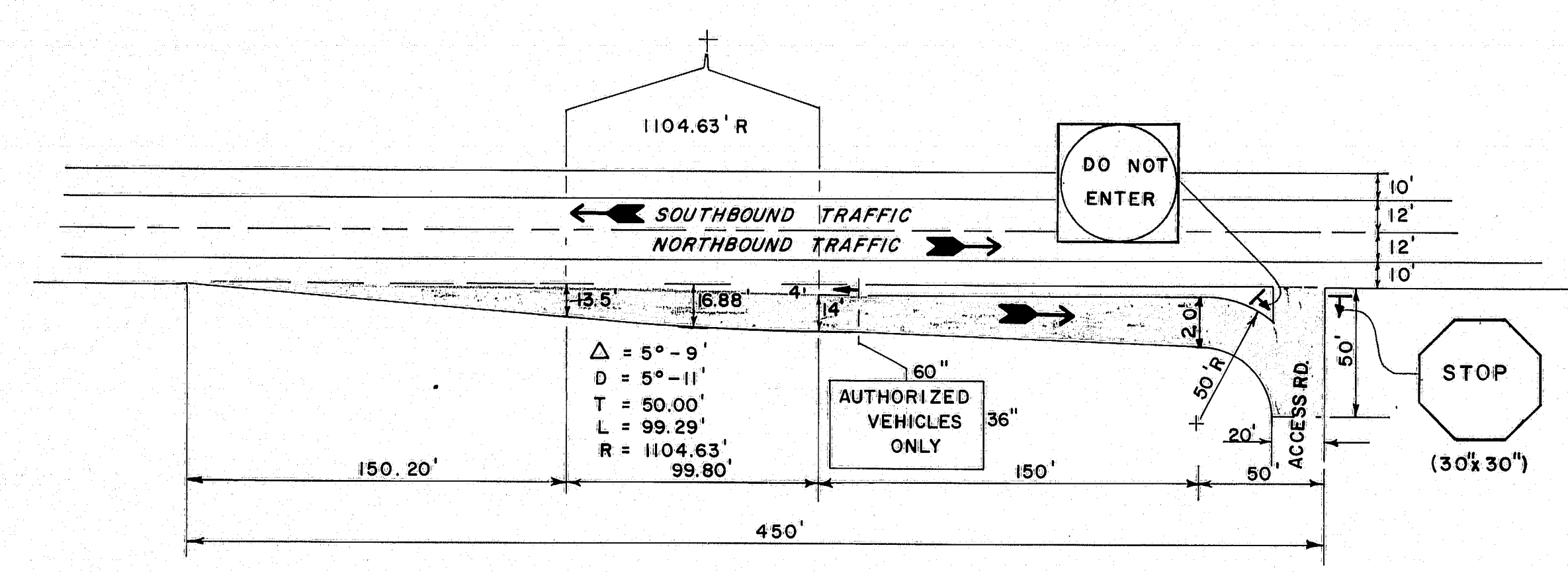
PLAN FILED IN PLAN BOOK 26 : PAGE 56

NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE
1	INTERNATIONAL PAPER CO.	CONDEMNATION	18/26/64	1868	1200
2	INTERNATIONAL PAPER CO.	CONDEMNATION	9/30/64	1971	240
3	INTERNATIONAL PAPER CO.	QUIT-CLAIM	3/12/69	2152	600

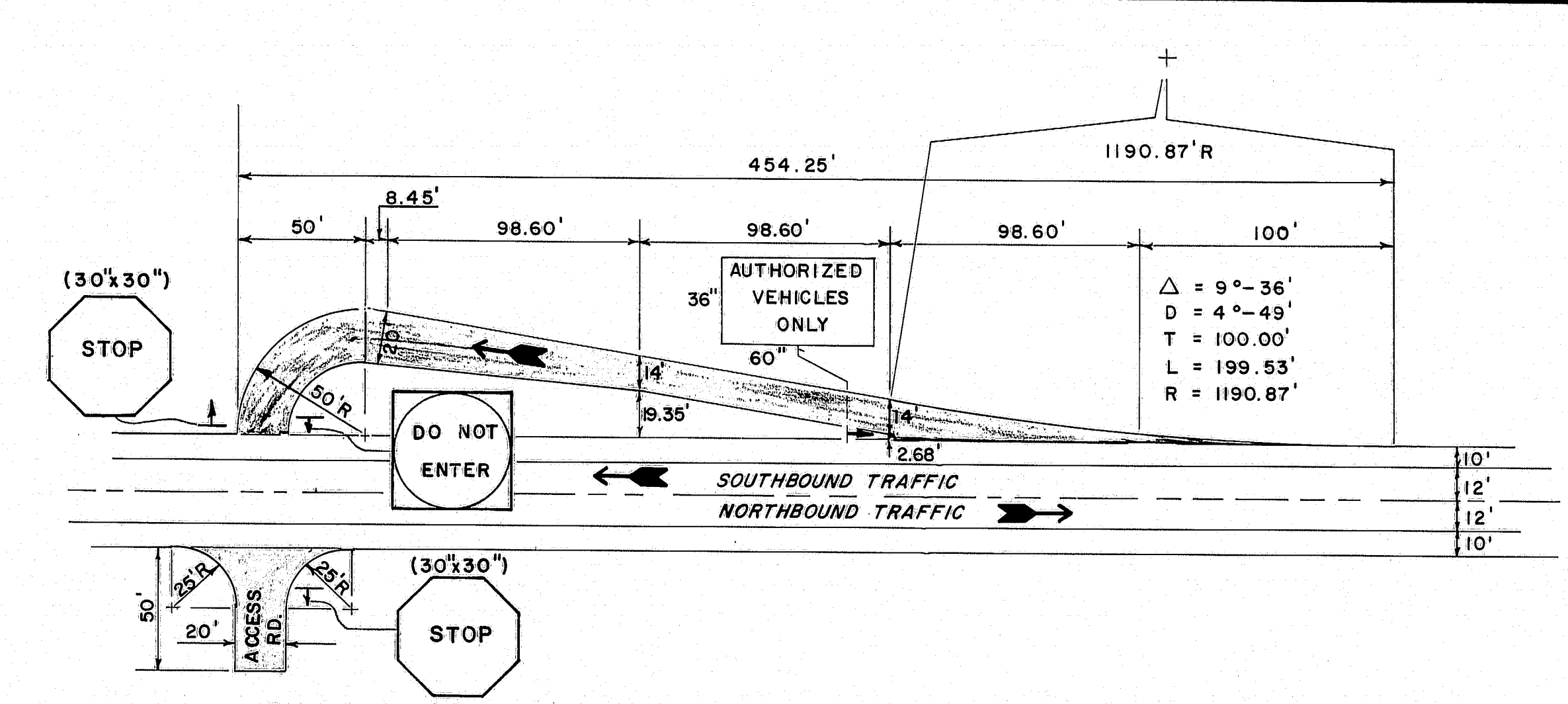
MAINE STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP
STATE HIGHWAY 95
T.2, R.8 (N.W.P.) PENOBSCOT COUNTY
FEDERAL AID PROJECT NO. I-95-8 (50) SECTION 3 B.4
APPROVED: DAVID H. STEVENS CHAIRMAN
CARL M. STILPHEN
BERTRAND A. LACHARITE
SHEET NO. 50 OF 66 SHEET
S.H.C. FILE NO. 10-113

145-134

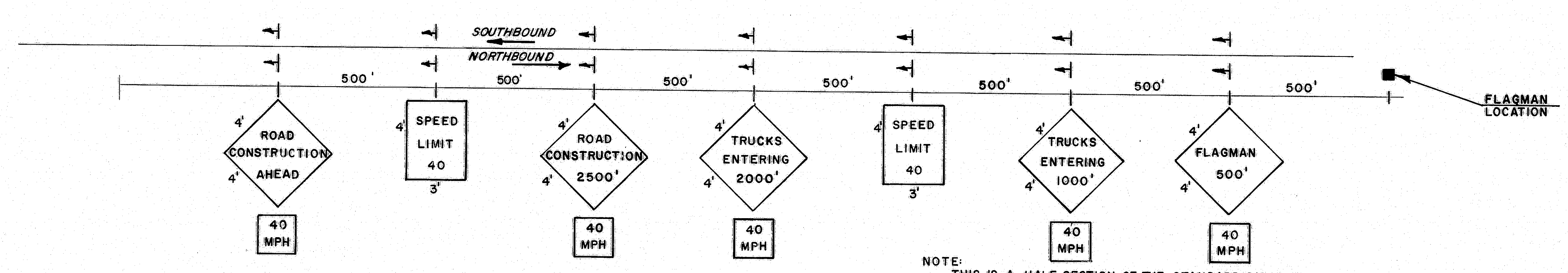
F.R.W.S. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(106)	20	26



TYPICAL NORTHBOUND CONSTRUCTION ACCESS DECELERATION LANE



TYPICAL SOUTHBOUND CONSTRUCTION ACCESS DECELERATION LANE



CONSTRUCTION TRAFFIC SIGNING

NOTE: THIS IS A HALF SECTION OF THE STANDARD SIGNING ARRAY REQUIRED FOR A CONSTRUCTION ACCESS ROAD TO THE NEW NORTHBOUND LANE AND FOR ANY HAUL ROAD INTERSECTION WITH THE EXISTING INTERSTATE UNDER TRAFFIC.

SIGNING NOTES:

1. ALL SIGNS SHALL BE REMOVED FROM THE PAVEMENT AND SHOULDERS AND TURNED AWAY FROM THE DIRECTION OF TRAFFIC WHEN NOT IN USE AND DURING THE CONTRACTOR'S NON-WORKING HOURS.
2. ALL SIGNS SHALL BE MOUNTED ON EASELS, WITH THE EDGE OF THE SIGN 18 FEET FROM THE ROADWAY & OR 6 FEET BEYOND THE ROADWAY PAVEMENT EDGE.
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 CONTRACTOR'S NON-WORKING HOURS.
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

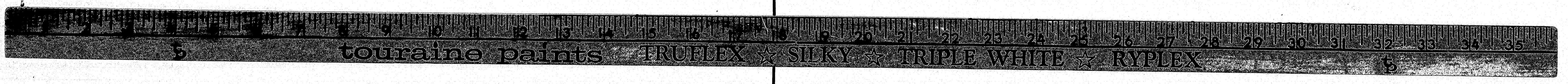
1. SHADED AREAS SHALL BE PAVED WITH A MINIMUM OF 2 INCH BITUMINOUS PAVEMENT. PAYMENT SHALL BE CONSIDERED AS INCIDENTAL TO THE PAY ITEMS BEING HAULED.

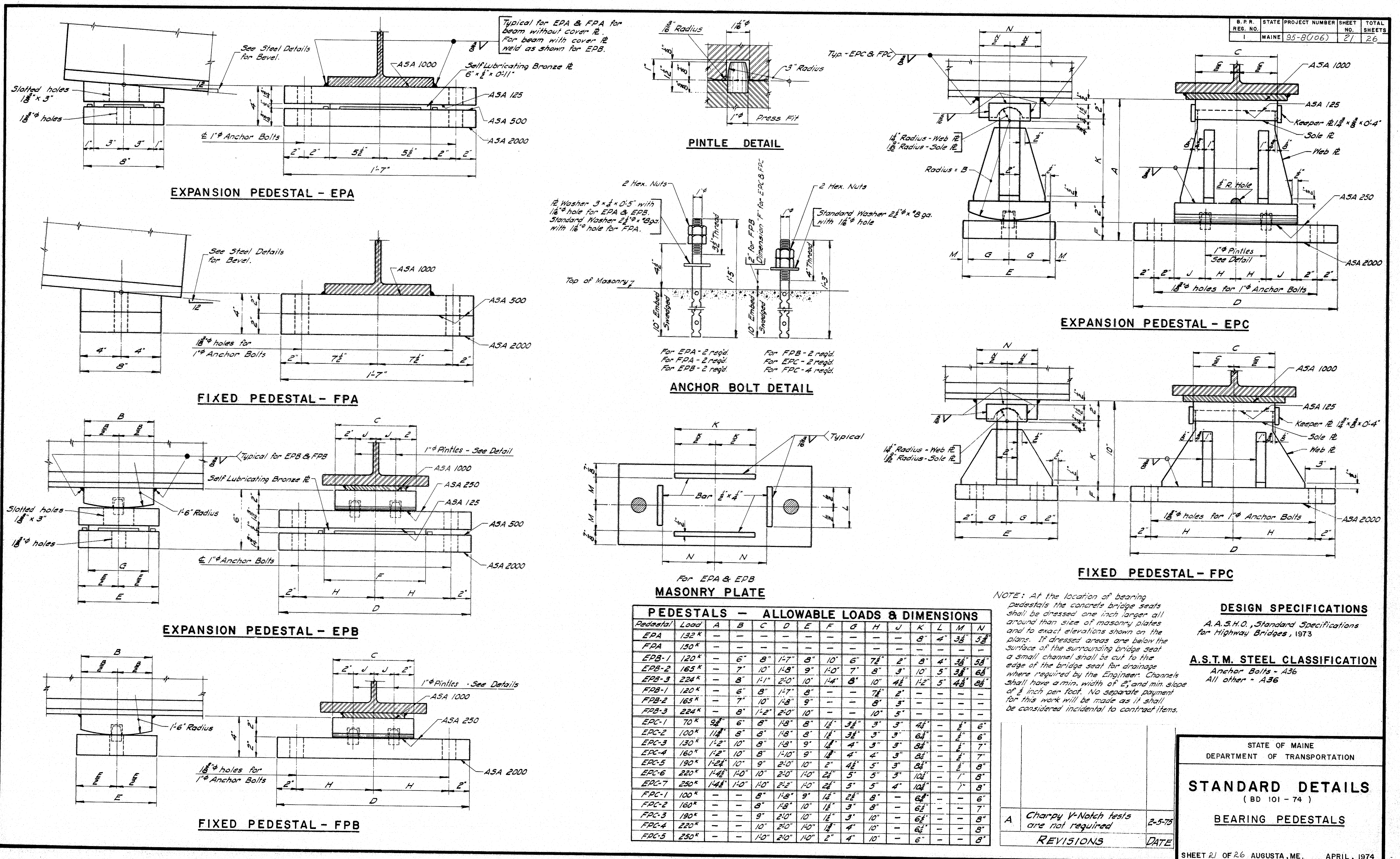
PLANS	DESIGN	DATE
	Detailed	3/1/00
	Check	
	Revisions	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

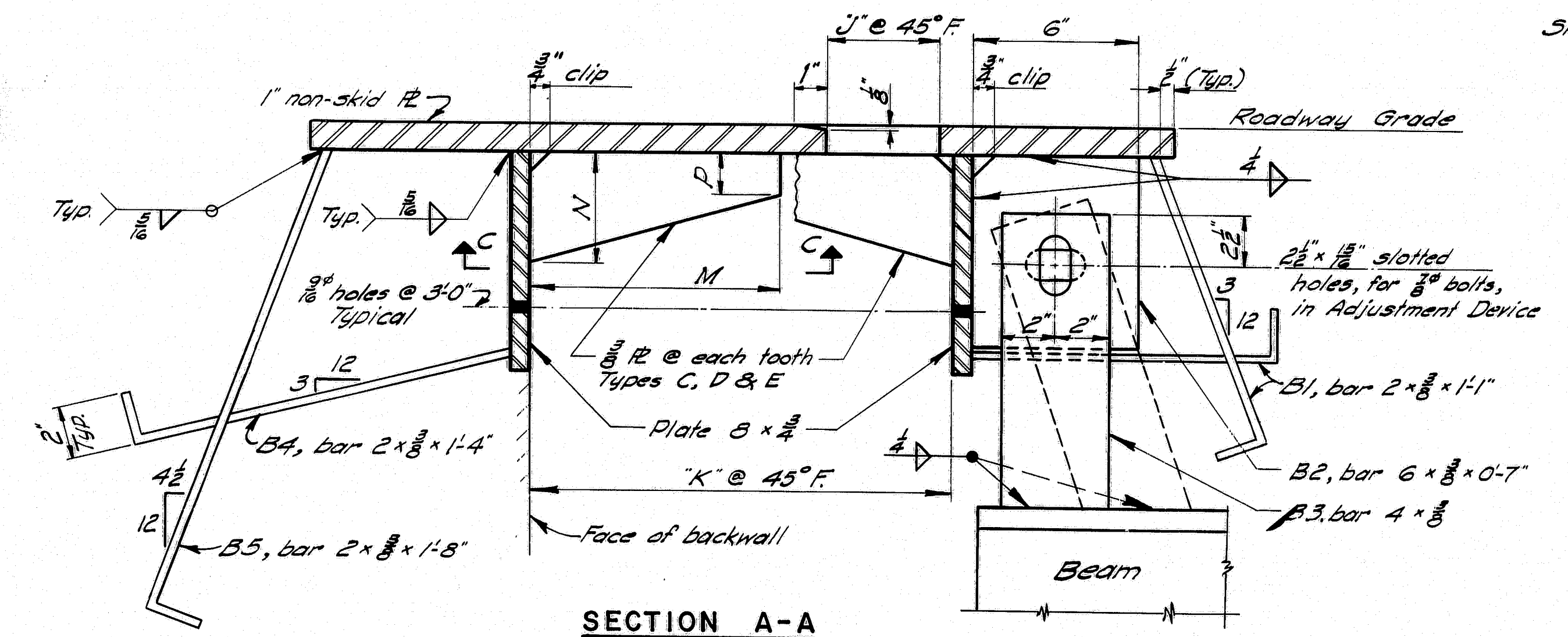
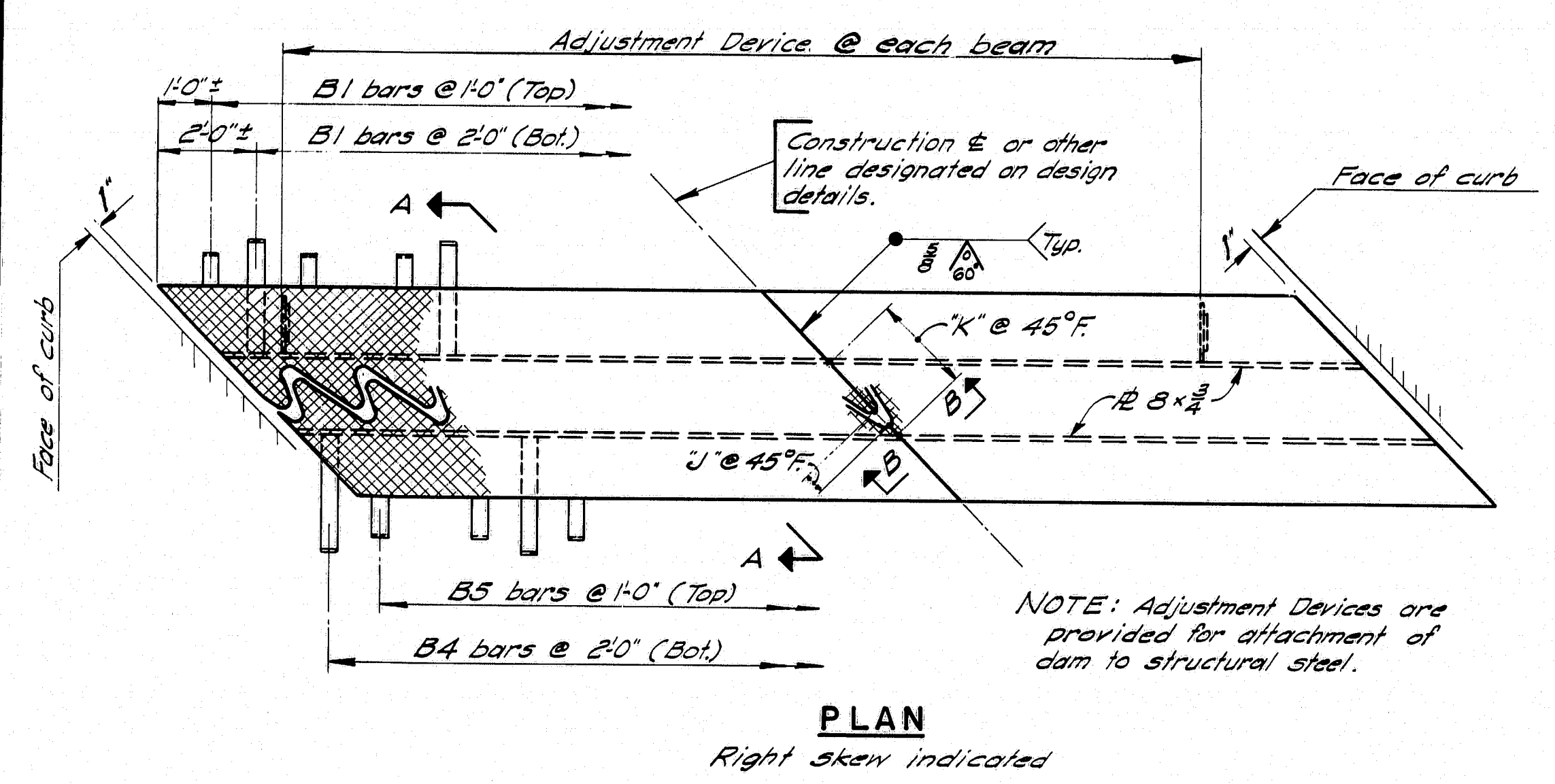
INTERSTATE 95 N.B.
OVER
CANADIAN PACIFIC RAILROAD
IN
T2-R8
PENOBSCOT COUNTY
DECELERATION LANES & TRAFFIC SIGNING
SHEET 20 OF 26 AUGUSTA, MAINE

145-135

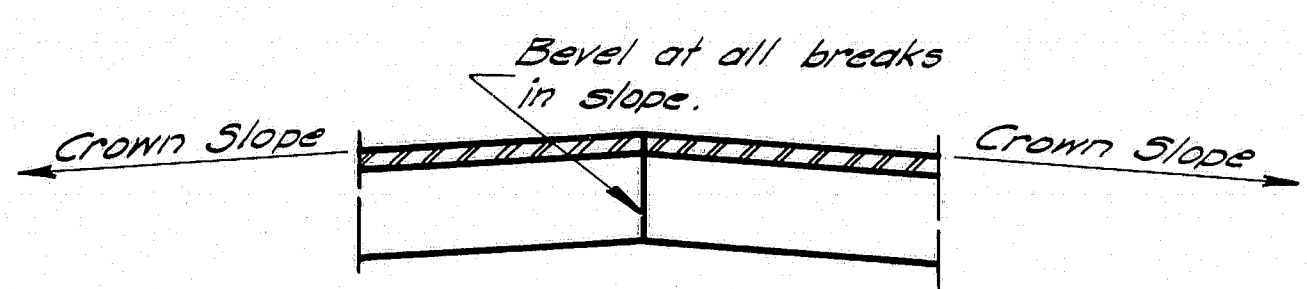
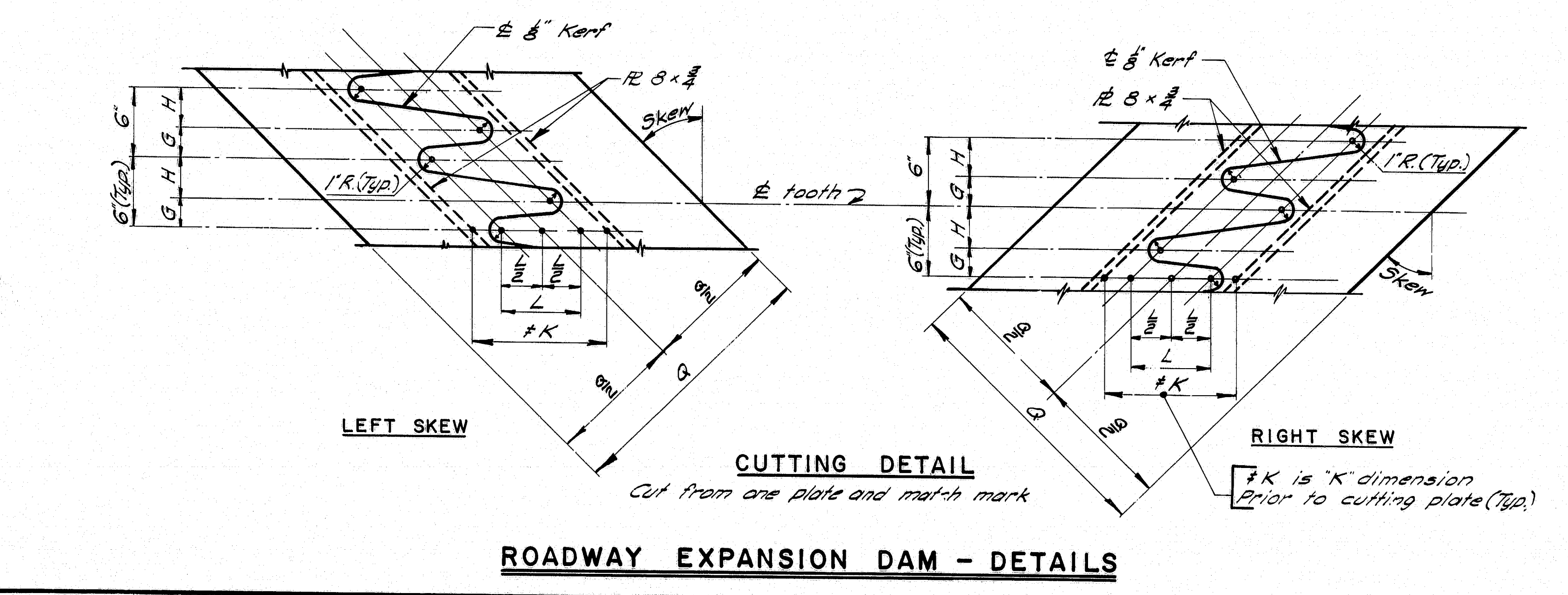




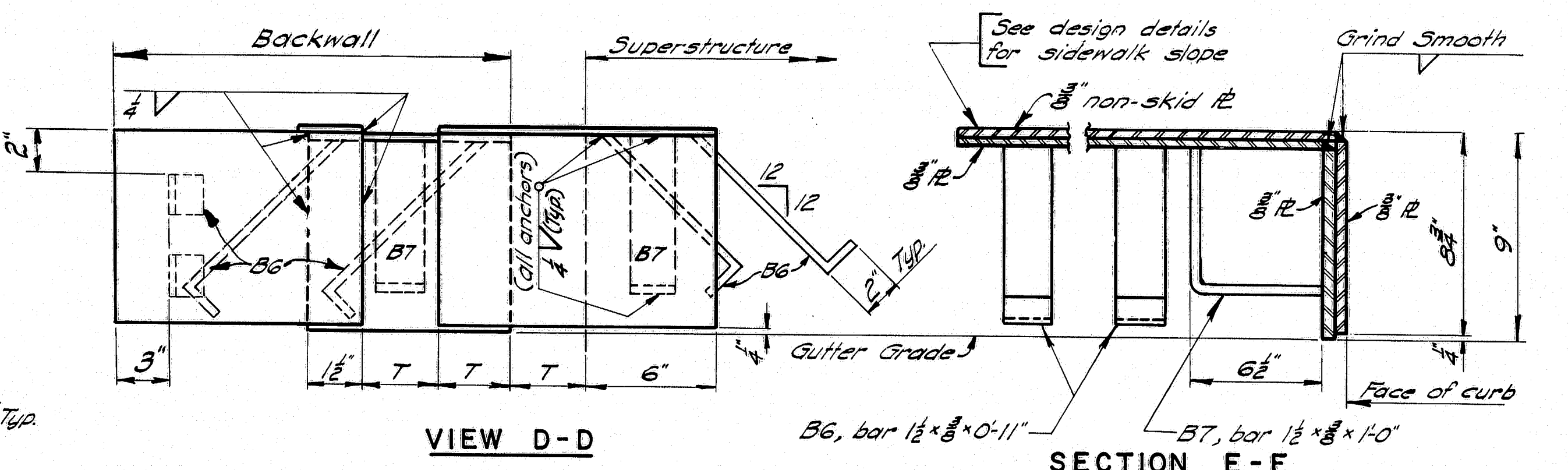
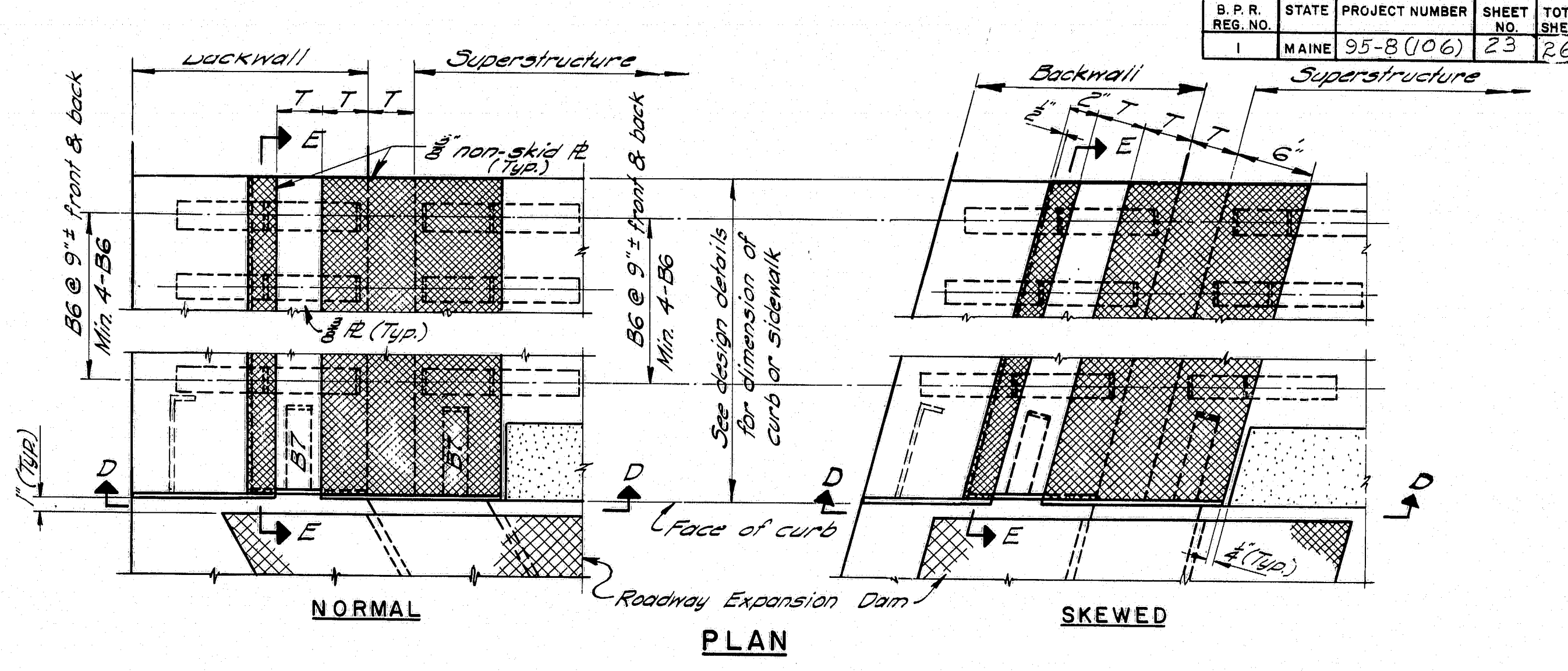
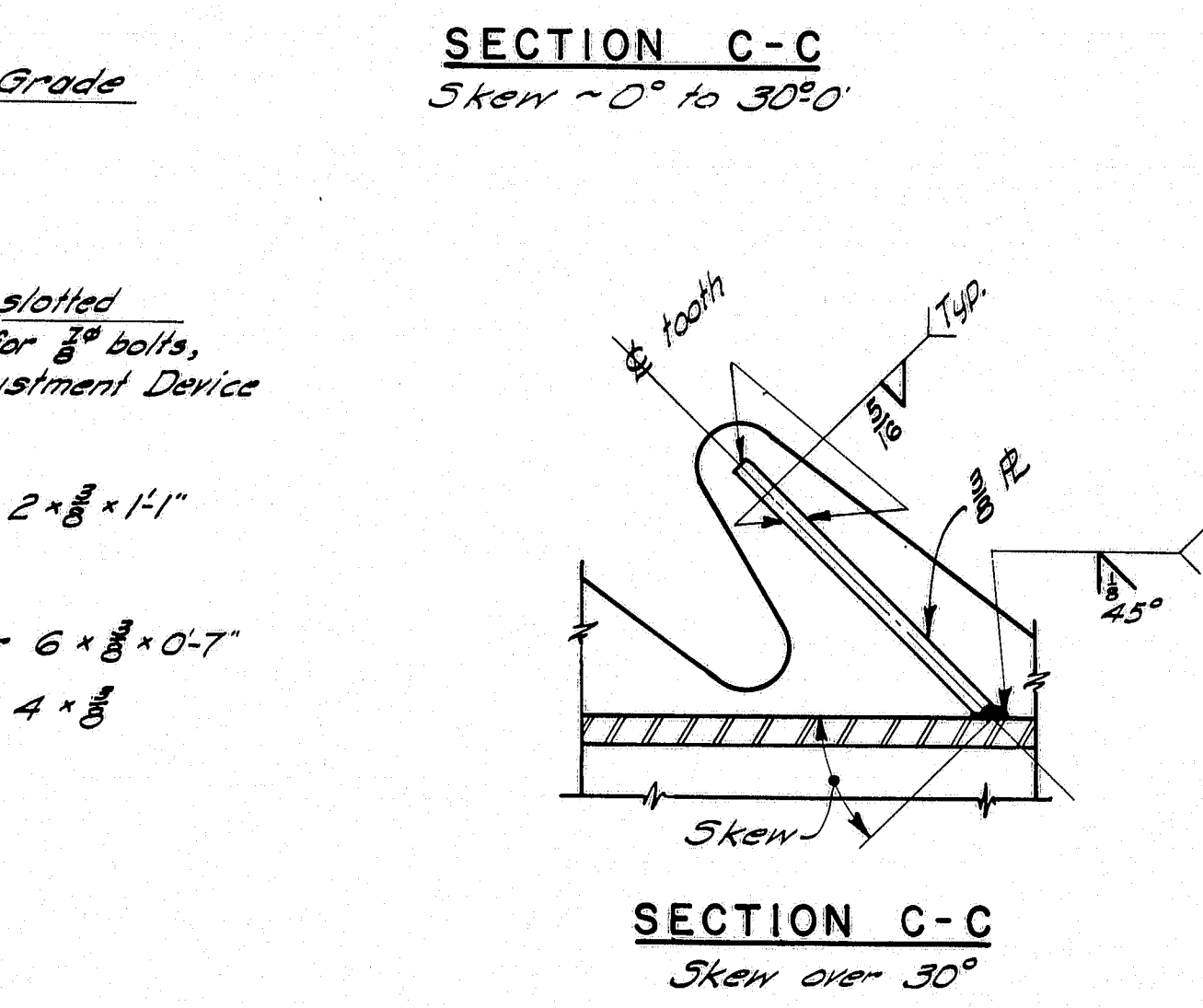
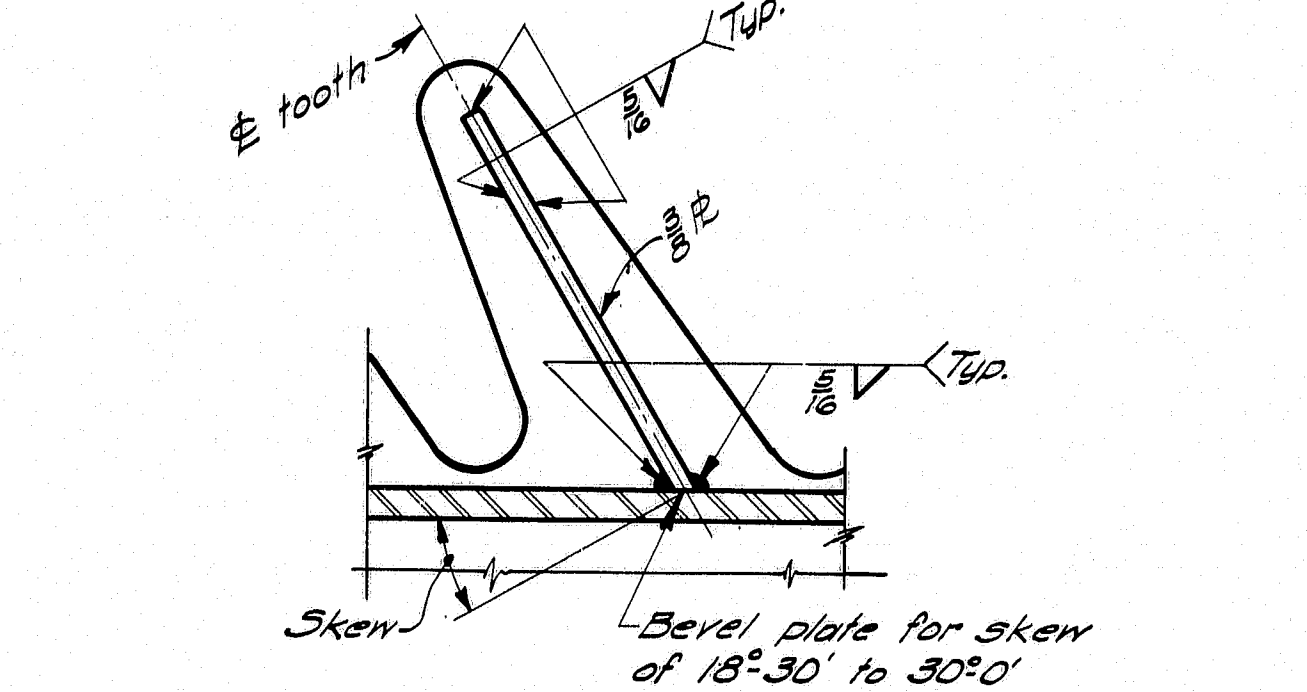




Bar B3 may be vertical or inclined as indicated, depending on design conditions. After Adjustment Device is in final position weld bars B2 to B3 with $\frac{1}{4}$ " fillet weld.



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



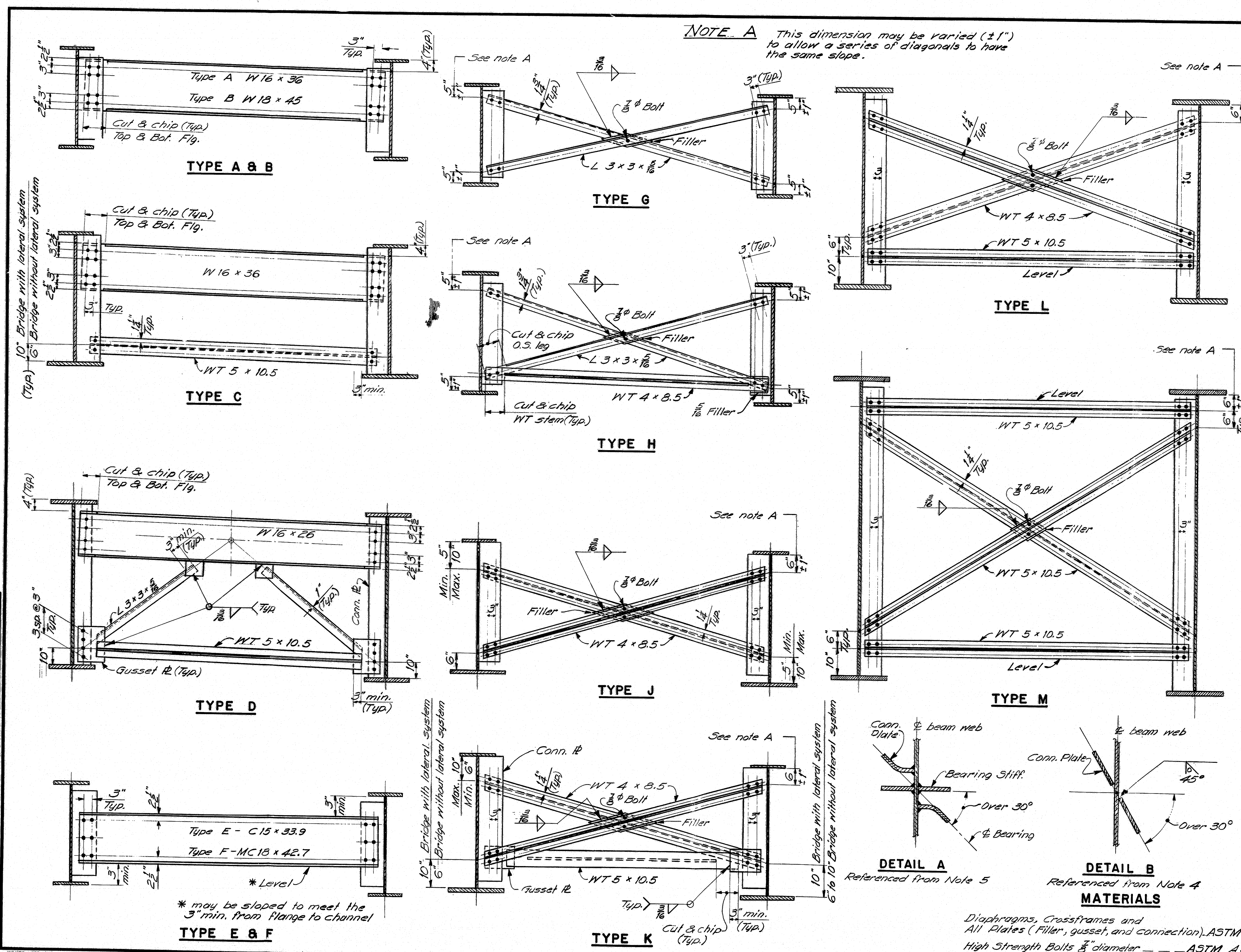
TYPE	V	W	X	Y	Z
Exp. Length	100'-280'	280'-440'	440'-600'	600'-760'	760'-920'
T	3"	4"	5"	6"	7"

CURB AND SIDEWALK EXPANSION DAM - DETAILS

TABLE OF DIMENSIONS											
Type	Exp. Length	Skew	#K	L	G	H	K@45°	M	N	P	Q
A	100'-280'	0°-5° incl.	7	4"	3"	3"	9"	28"	—	—	21"
		5°-10°	7	4"	3"	3"	9"	28"	—	—	21"
		10°-20°	8	4"	3"	3"	10"	28"	—	—	22"
		20°-30°	8	4"	3"	3"	10"	28"	—	—	23"
		30°-40°	9	5"	3"	3"	11"	28"	—	—	23"
B	280'-440'	0°-5° incl.	11	6"	3"	3"	12"	38"	—	—	23"
		5°-10°	9	6"	3"	3"	12"	38"	—	—	23"
		10°-20°	10	6"	3"	3"	13"	38"	—	—	24"
		20°-30°	10	6"	3"	3"	13"	38"	—	—	25"
		30°-40°	12	8"	3"	3"	15"	38"	—	—	25"
C	440'-600'	0°-5° incl.	13	8"	3"	3"	13"	48"	9"	4"	18"
		5°-10°	12	8"	3"	3"	13"	48"	10"	4"	18"
		10°-20°	12	8"	3"	3"	13"	48"	11"	4"	18"
		20°-30°	14	10"	3"	3"	15"	48"	11"	4"	18"
		30°-40°	15	10"	3"	3"	15"	48"	12"	4"	18"
D	600'-760'	0°-5° incl.	13	8"	3"	3"	13"	48"	11"	5"	2"
		5°-10°	13	8"	3"	3"	13"	48"	11"	5"	2"
		10°-20°	14	10"	3"	3"	15"	48"	12"	5"	2"
		20°-30°	14	10"	3"	3"	15"	48"	13"	5"	2"
		30°-40°	16	12"	3"	3"	17"	48"	13"	5"	2"
E	760'-920'	0°-5° incl.	17	13"	3"	3"	17"	58"	15"	5"	2"
		5°-10°	17	13"	3"	3"	17"	58"	15"	5"	2"
		10°-20°	18	14"	3"	3"	19"	58"	16"	5"	2"
		20°-30°	18	14"	3"	3"	19"	58"	16"	5"	2"
		30°-40°	18	14"	3"	3"	19"	58"	16"	5"	2"

GENERAL NOTES
Expansion Dams to be paid for as Structural Steel.
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



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



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.



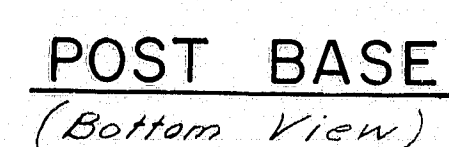
NOTE - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.



see "Rail Detail"



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



(Bottom View)



(Assembly)



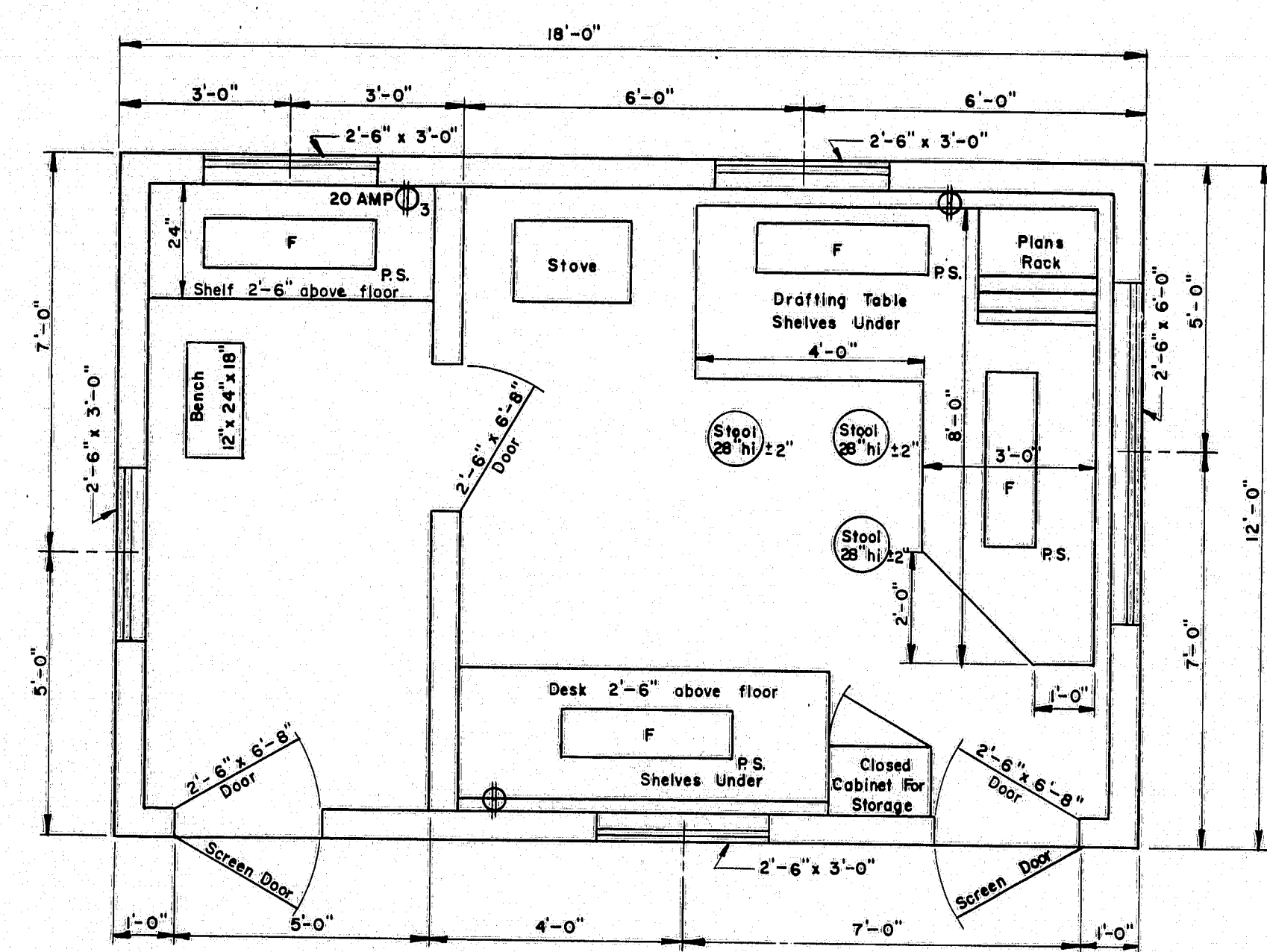
If cut threads are used, body diameter shall be not less than nominal diameter.



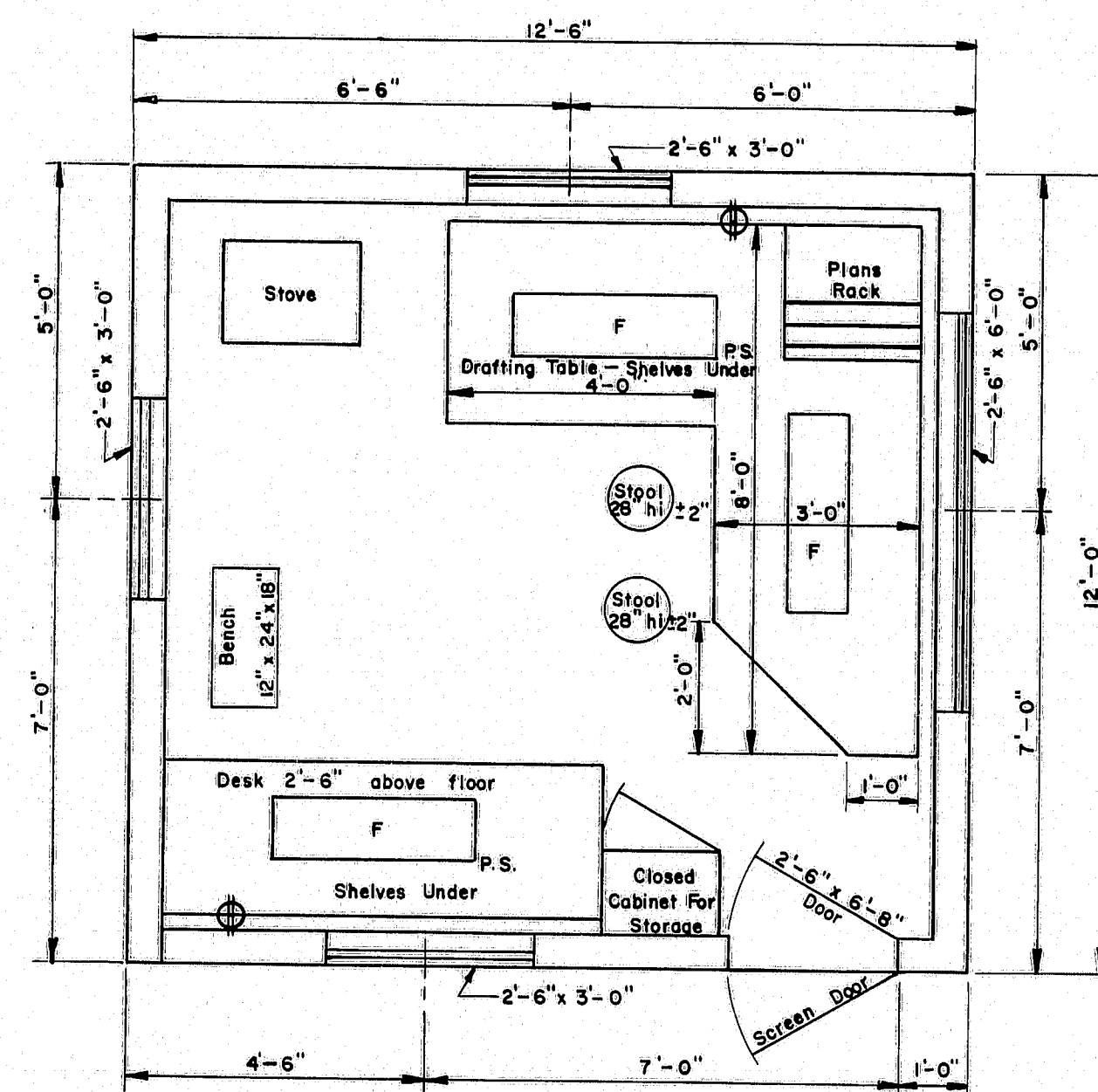
(for mortgage)

SHEET 25 OF 26 AUGUSTA, MAINE FEBRUARY 1973

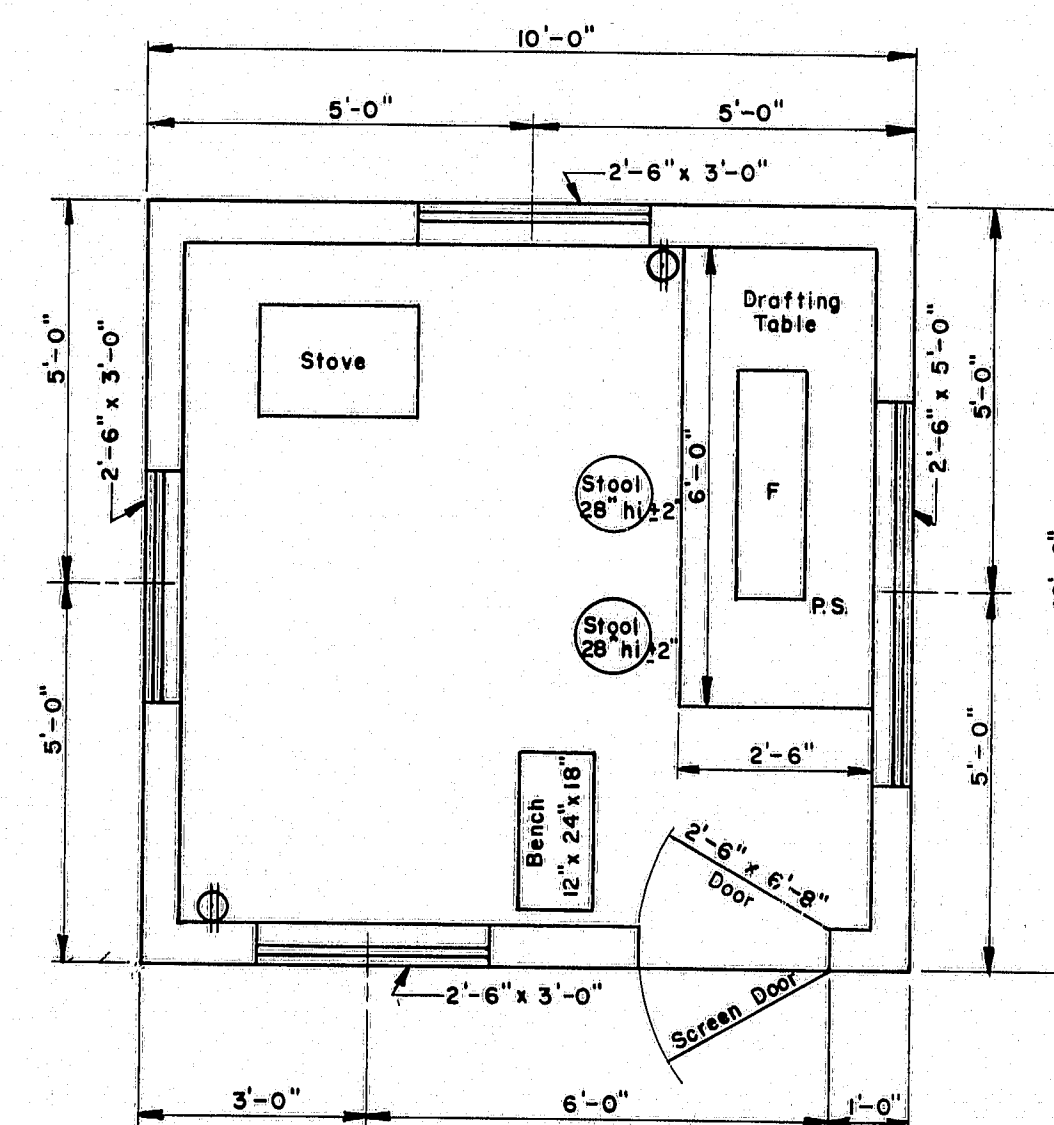
145-140



FLOOR PLAN
TYPE "A"

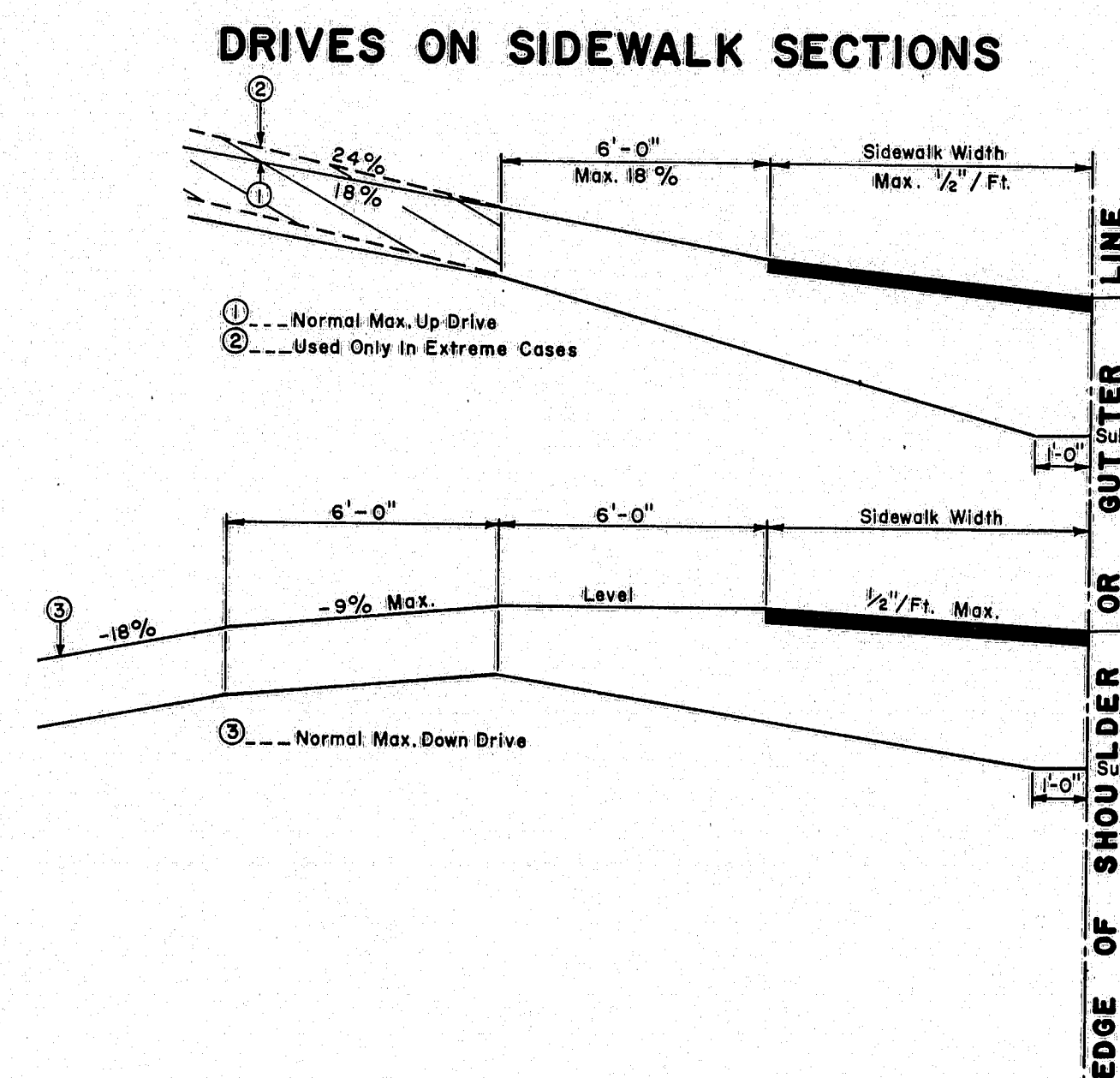


FLOOR PLAN
TYPE "B"

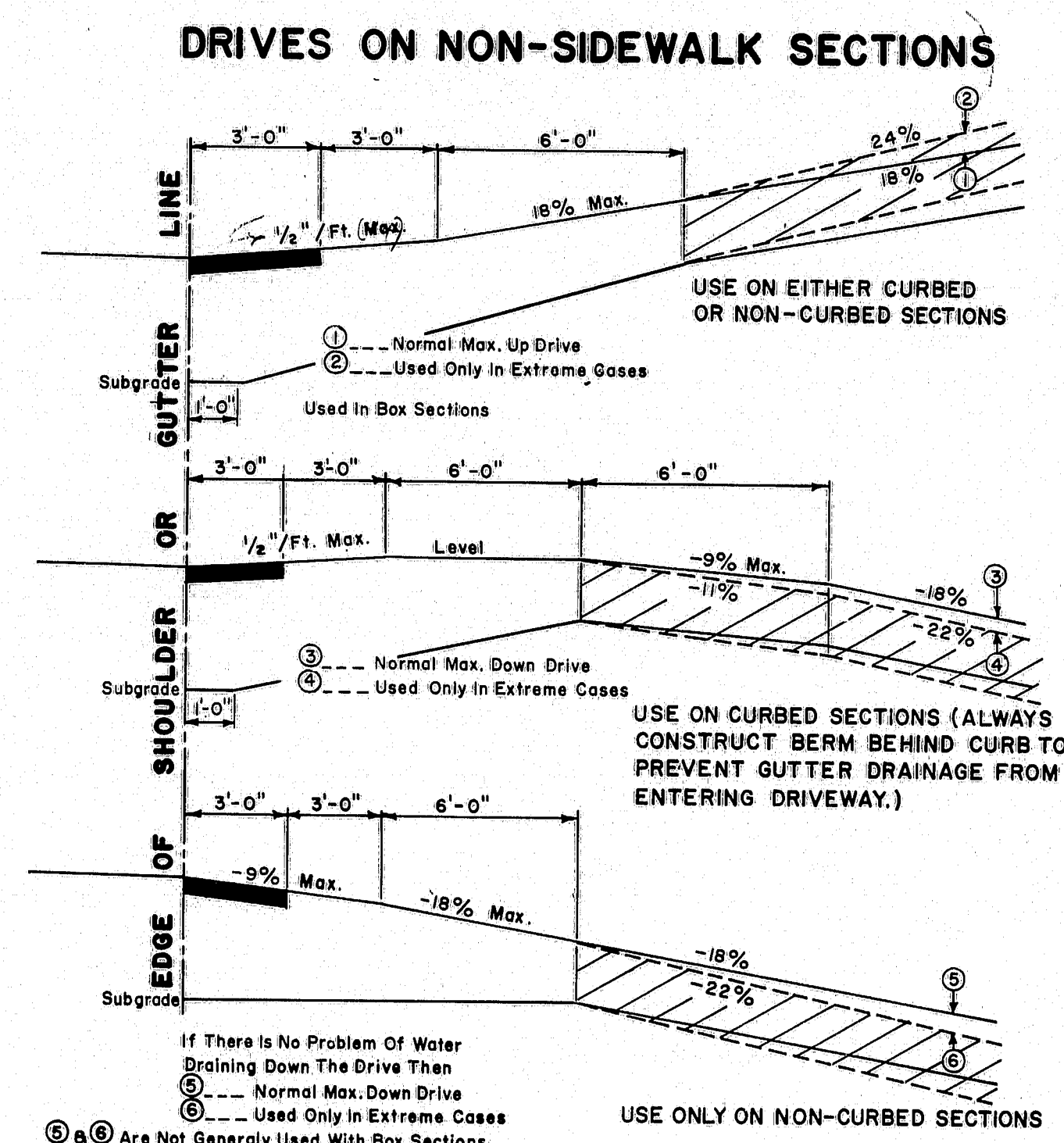


FLOOR PLAN
TYPE "C"

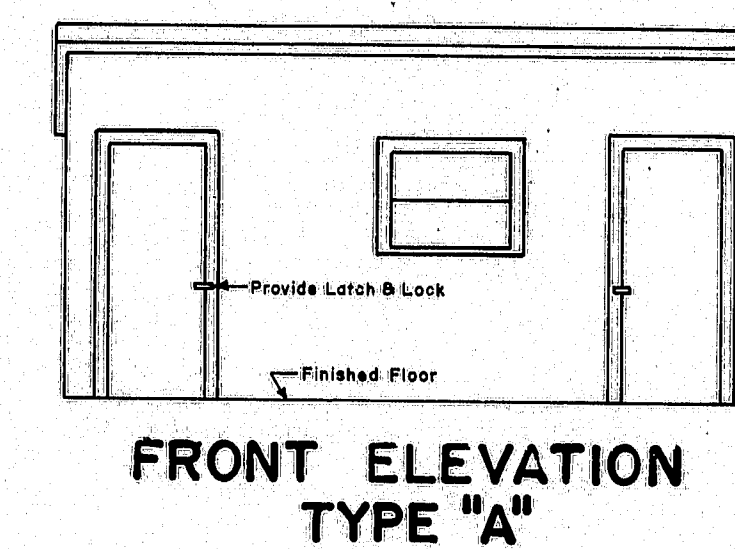
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to received 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct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



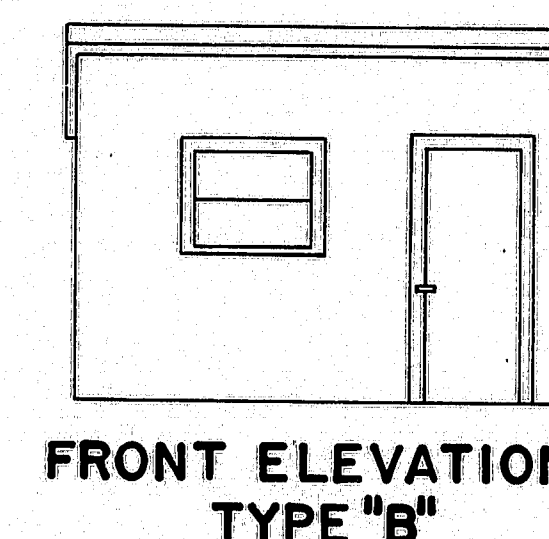
- GENERAL NOTES**
- The sidewalk width shall be paved in all cases.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) 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.



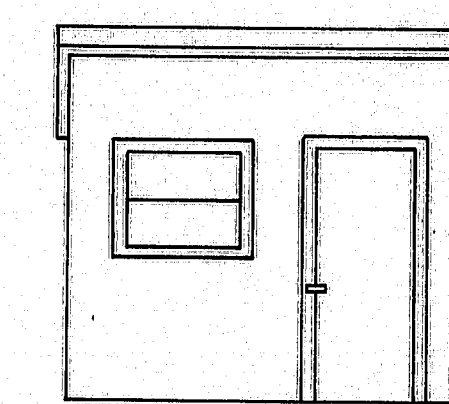
- GENERAL NOTES**
- The first 3' shown as pavement shall be paved only when abutting a paved area.
 - All residential or commercial drives over 10% to be paved.
- NOTES ON MAXIMUM DRIVEWAY PROFILES**
- These profiles are a guide for the majority of cases, but should be field checked when the main line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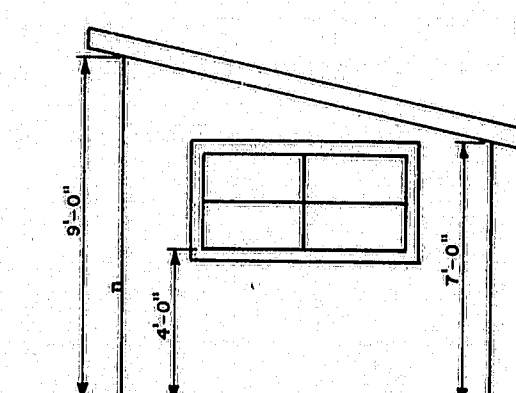
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



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

REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		DRIVEWAY DETAILS	
		FIELD OFFICES	
		TESTING LABORATORY	
		Sheet 26 of 26	
		AUG. 1969	