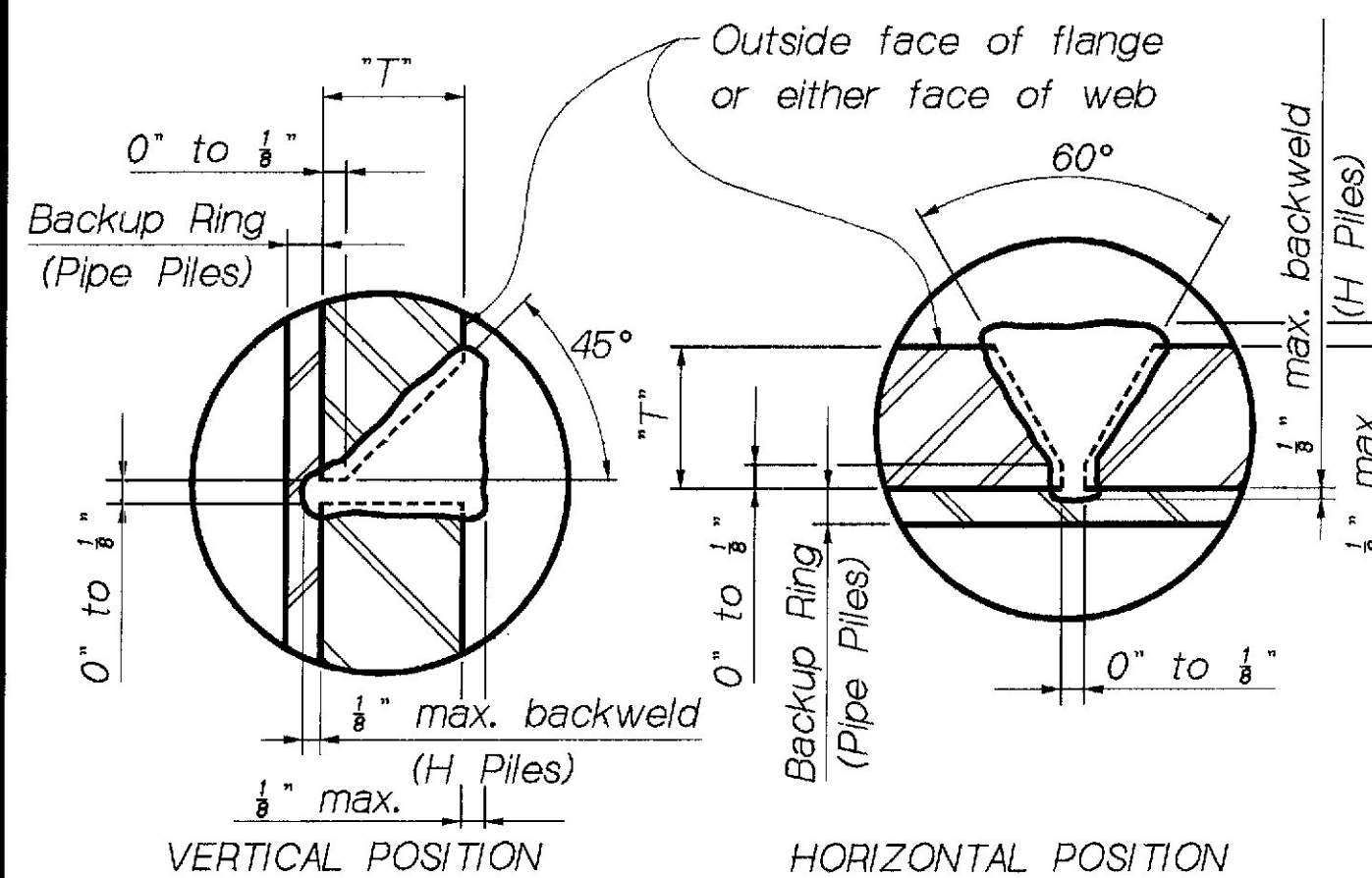
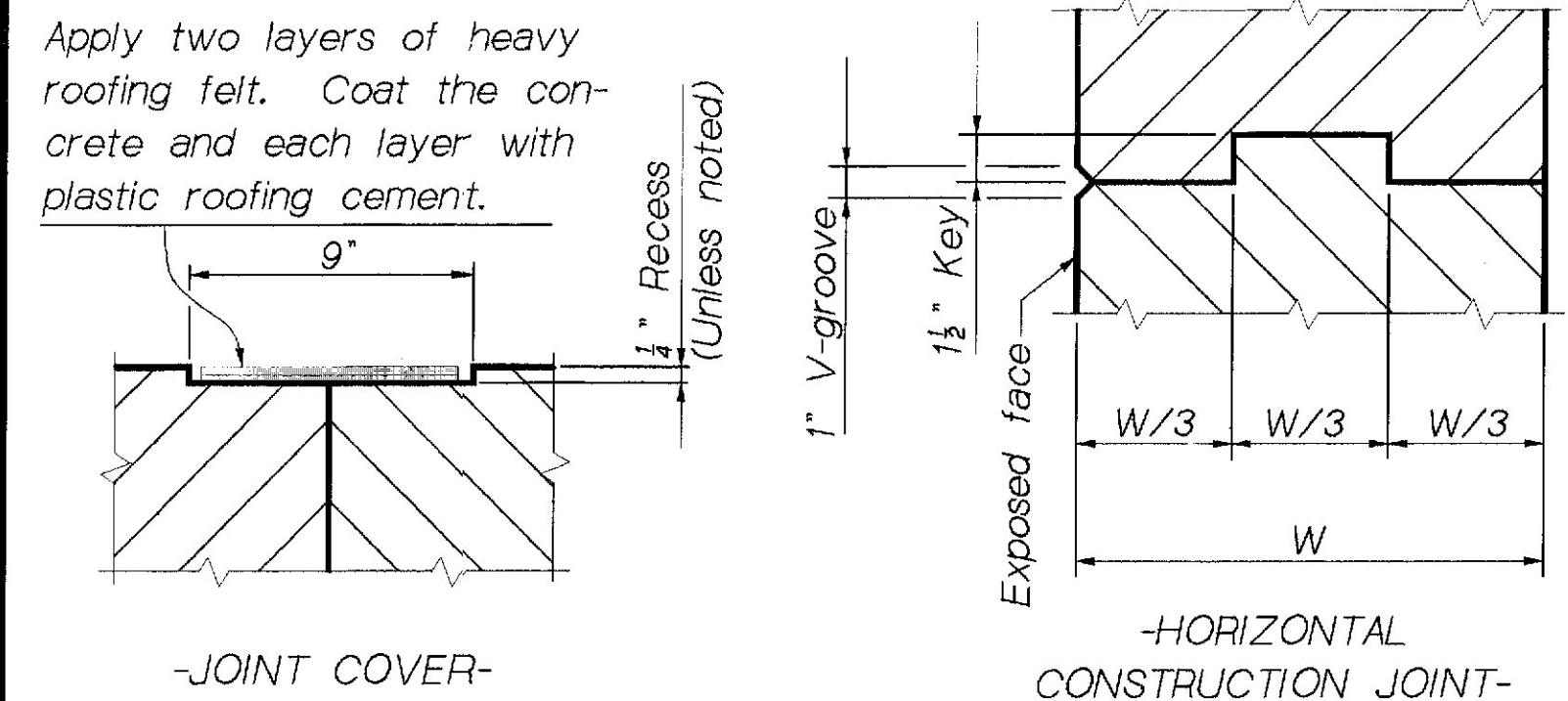
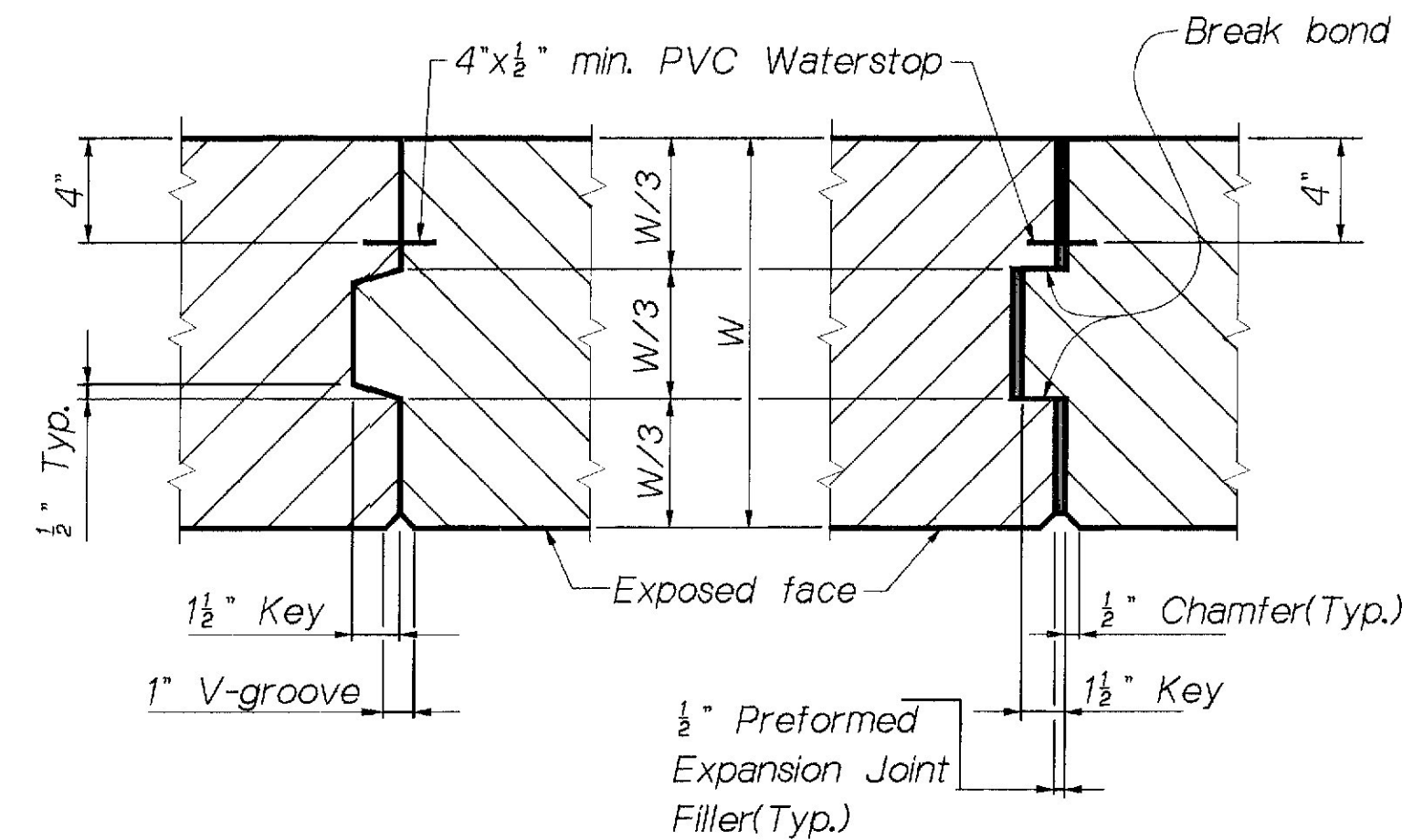
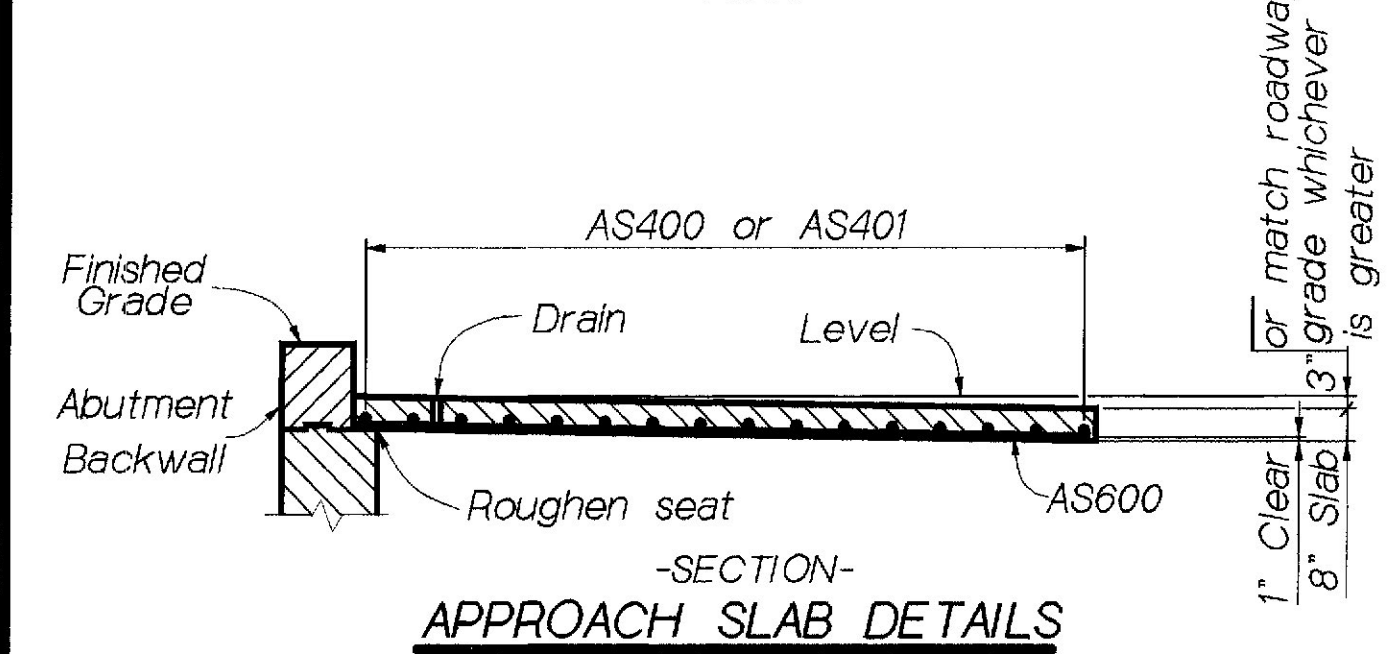
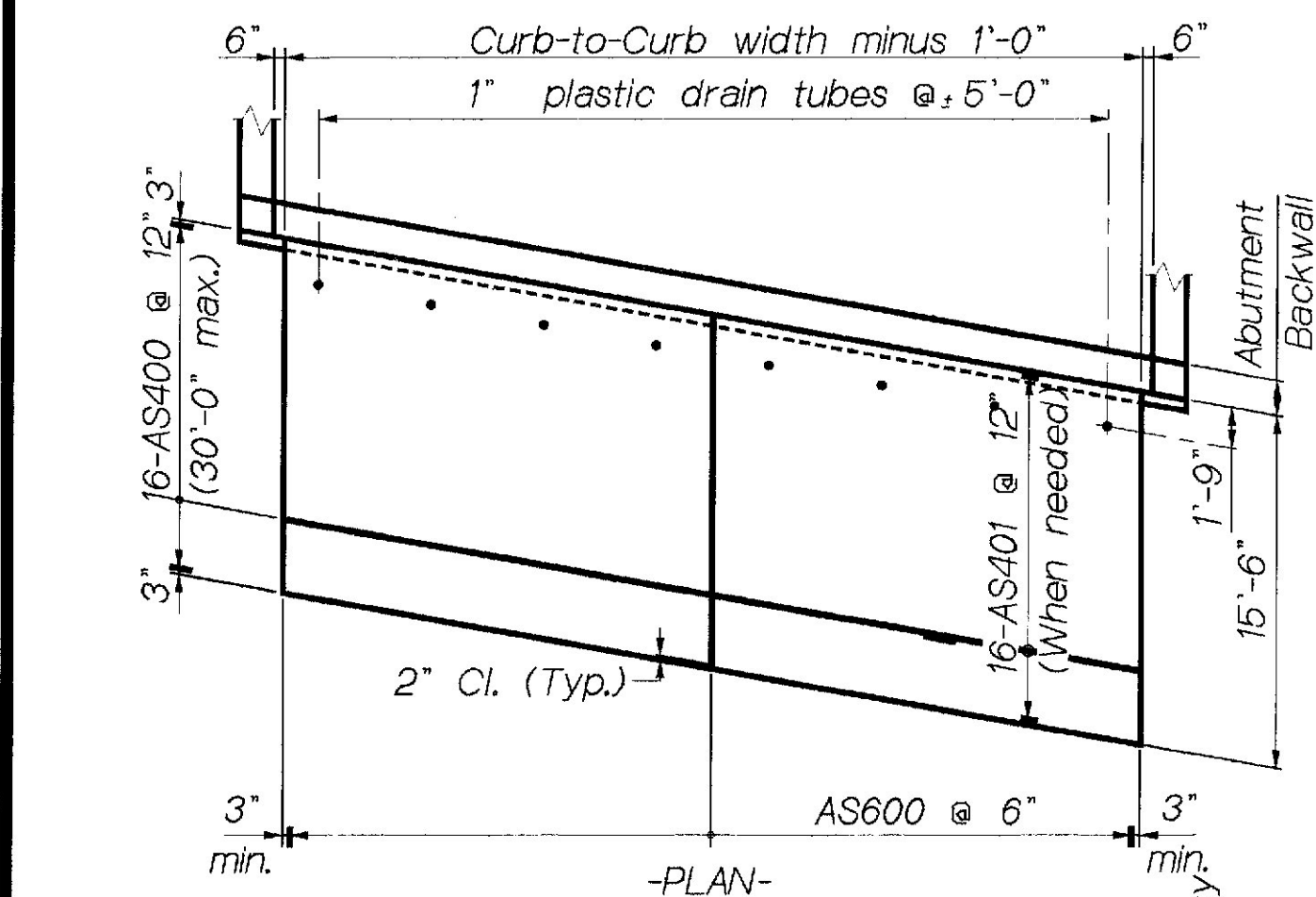
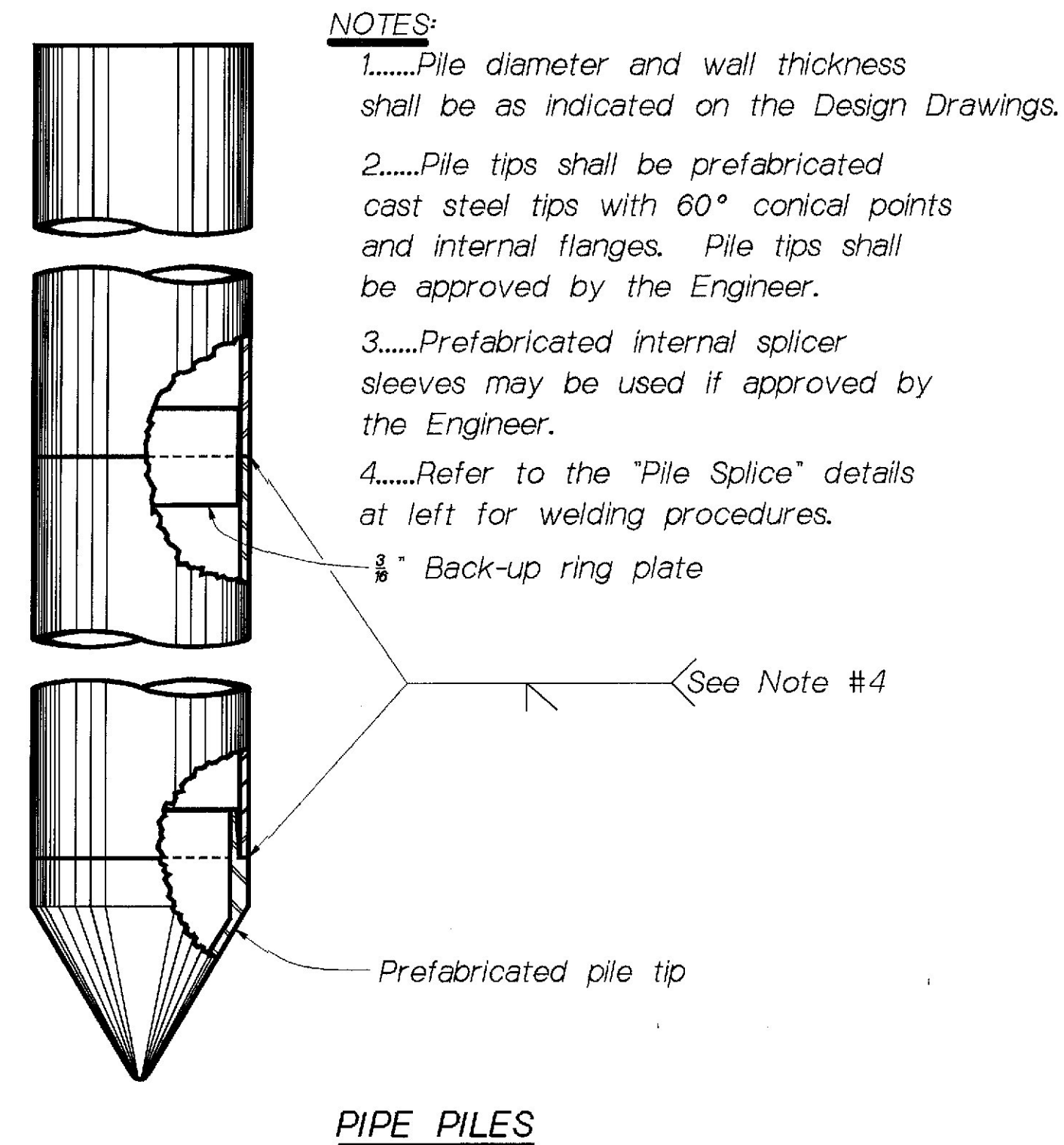




- 1.....All cutting shall be done with the use of a mechanical guide.
2.....Gouge root before welding second side. (H Piles).
3.....Use Manual Shielded-Arc Process and 6010 or 6011 electrodes, unless a different process has been approved by the Engineer.
4.....Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D15, as amended by AASHTO.

PILE SPLICE



NOTE: Use only those items called for on the design drawings.

GENERAL NOTE:
In case of conflict between these Standard Details and the Design Drawings, the requirements of the Design Drawings shall be followed.

REVISIONS Description	APPROVED	
	Me.DOT	FHWA
Original Plan	JULY, 1993	

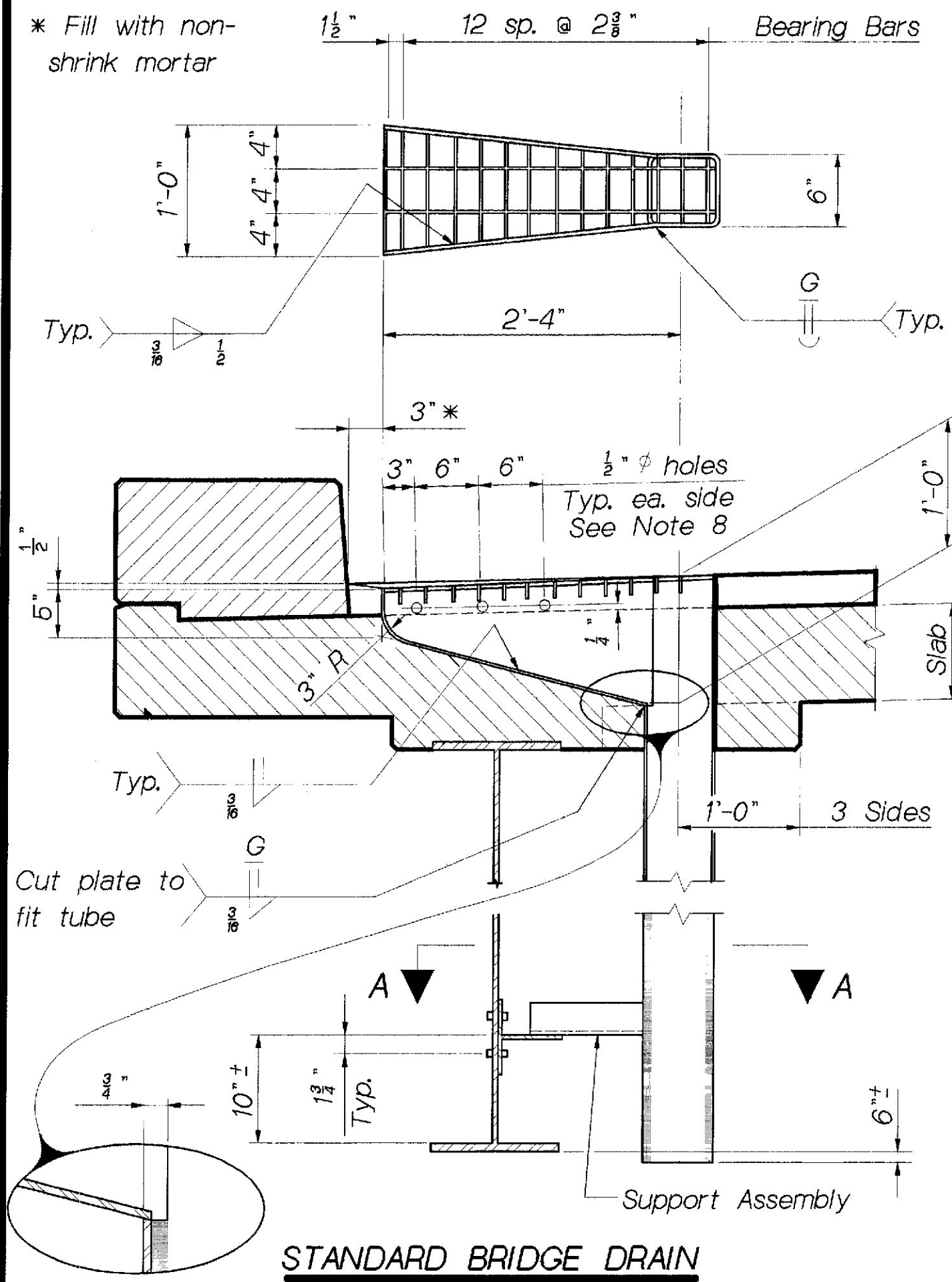
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 501 - 93

SUBSTRUCTURE DETAILS
APPROACH SLAB
CONCRETE JOINT DETAILS
PILE SPLICE ~ PIPE PILES

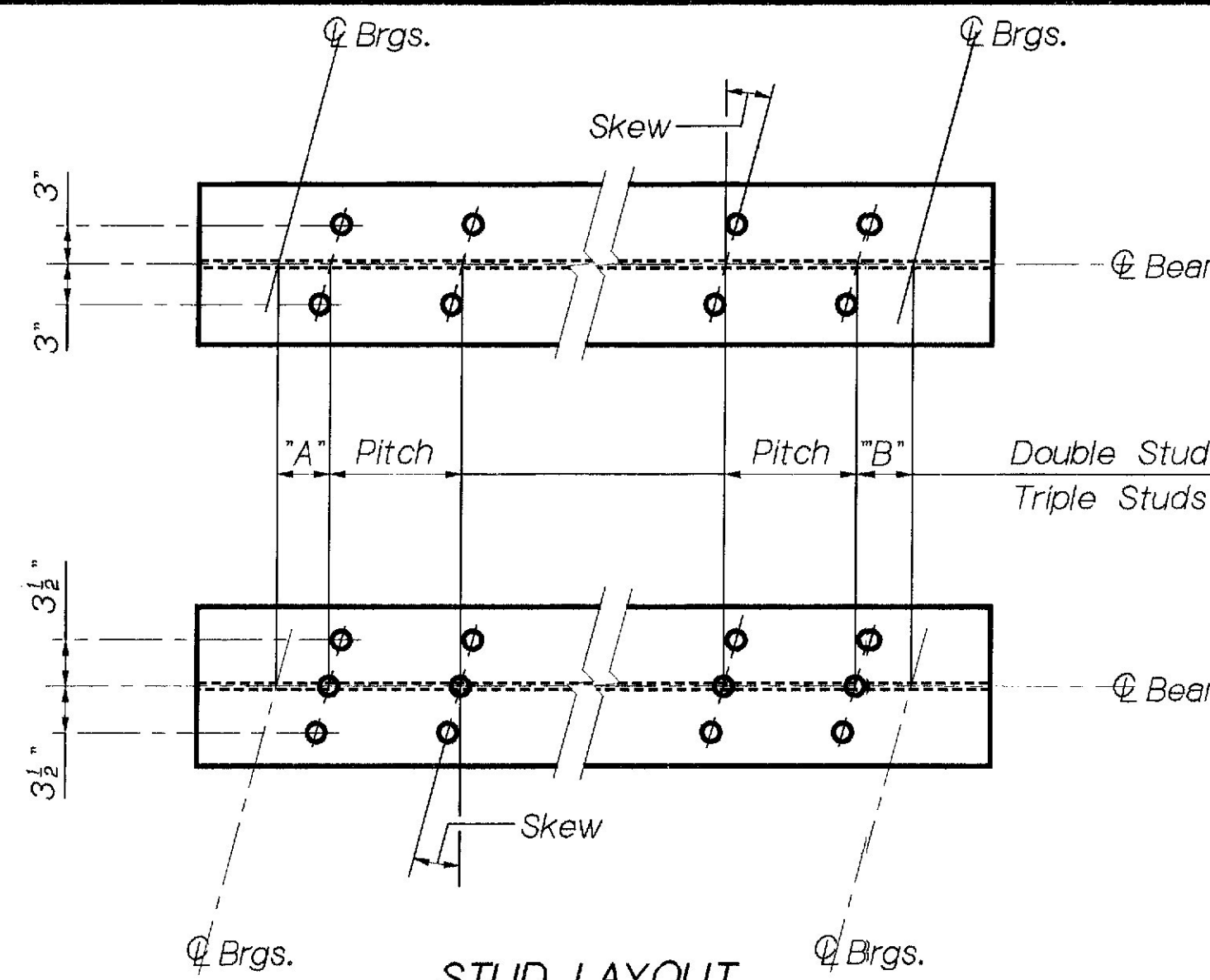
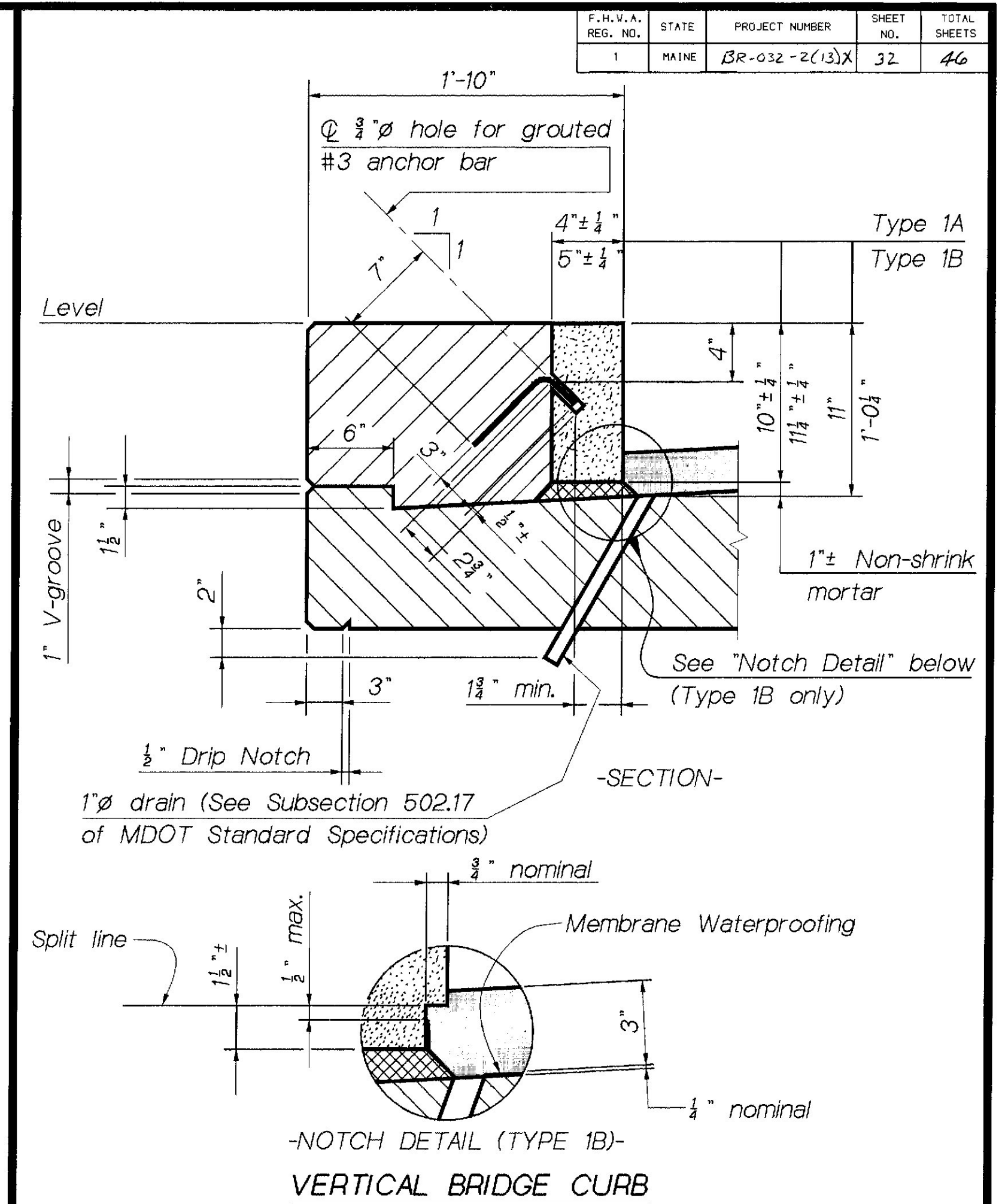
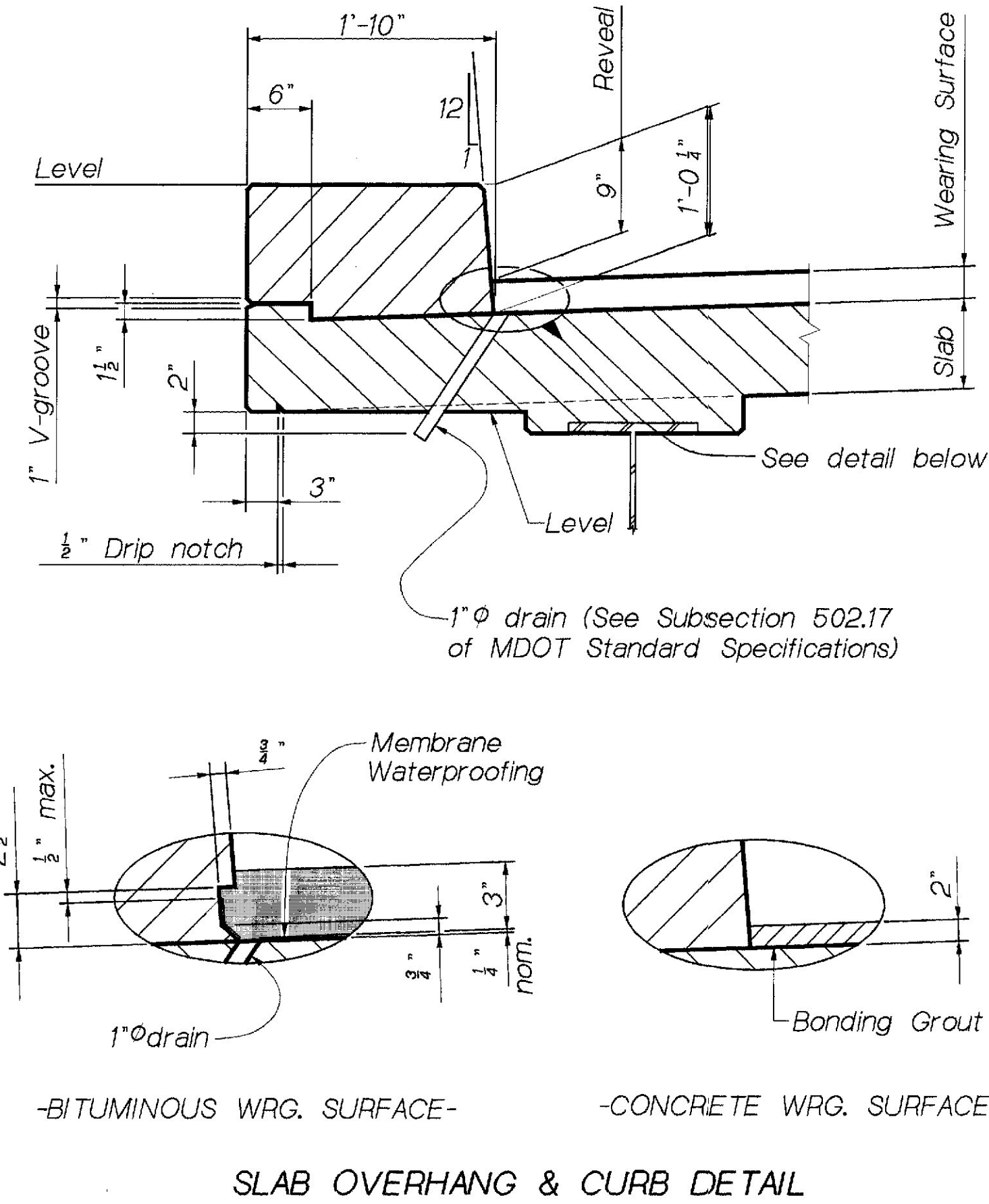
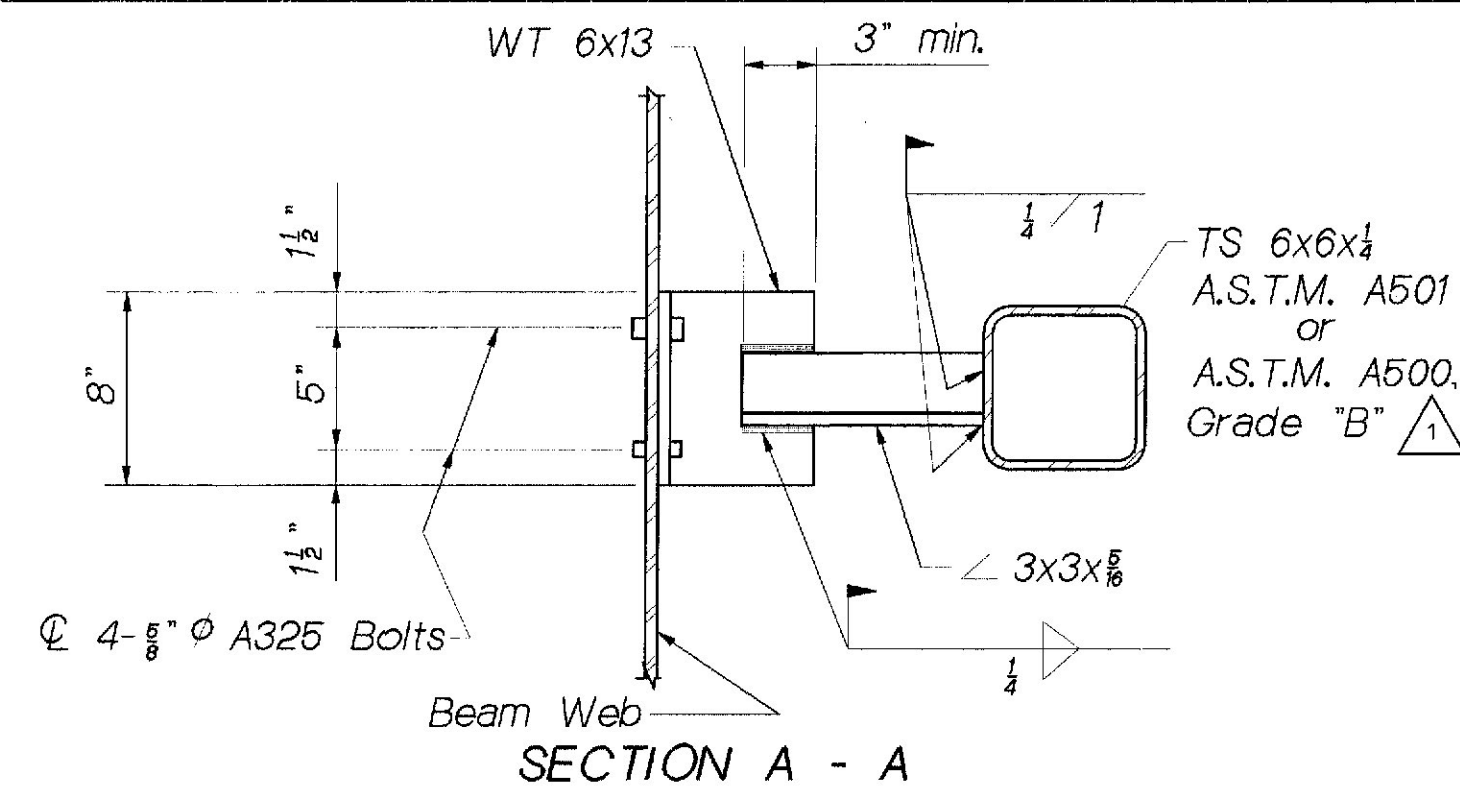
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		
PLANS		

16APR97-15:06:10
BD521



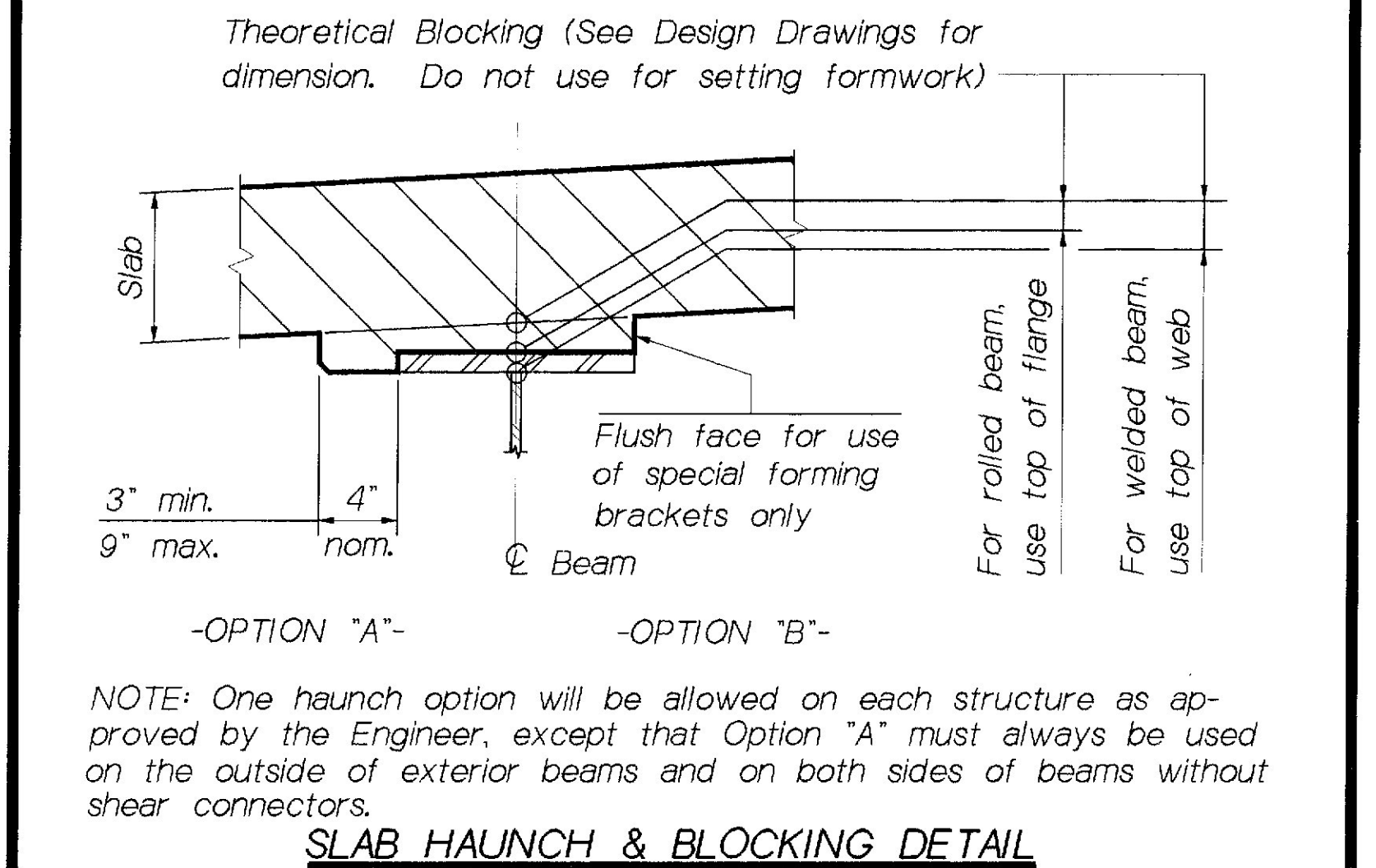
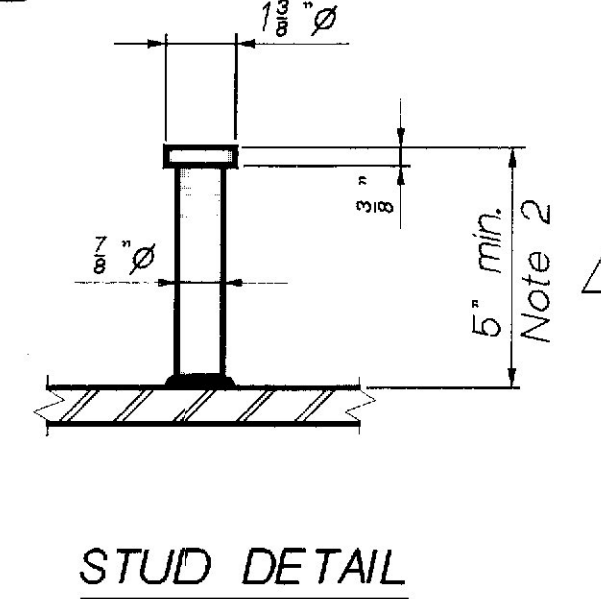
NOTES:

- At the option of the Contractor, the Bridge Drain may be modified to allow the use of a 6"Ø Schedule 40 Steel Pipe in place of the TS 6x6x1/4.
- Grating shall be a commercial heavy-duty grating with 1 1/2"x3/8" bearing bars, and 3/8"Ø cross bars.
- Plates shall be A.S.T.M. A36, 1/4" thick.
- WT 6x13 shall be of the same material as the beam web, and shall be paid for under the Structural Steel pay items.
- If the minimum thickness of concrete below the drain is 2" or less, the haunch shall be extended as shown.
- The Bridge Drain and $\angle 3 \times 3$ shall be galvanized to ASTM A123.
- Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.
- 1/2" Ø holes for bituminous wearing surface only.



NOTES:

- Refer to Design Drawings for dimensions "A" and "B", stud pitch and skew angle.
- Studs shall project at least two inches above the bottom of the slab.



NOTE: Use only those items called for on the design drawings.

GENERAL NOTE:

In case of conflict between these Standard Details and the Design Drawings, the requirements of the Design Drawings shall be followed.

REVISIONS	APPROVED	
Description	MeDOT	FHWA
Original Plan	JULY, 1993	
Revised drain tube grade	DEC.94	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 521 - 93

SUPERSTRUCTURE DETAILS
STANDARD BRIDGE DRAIN
SLAB OVERHANG & CURB DETAILS
VERT. BRIDGE CURB ~ SHEAR CONNECTORS
SLAB HAUNCH & BLOCKING DETAIL

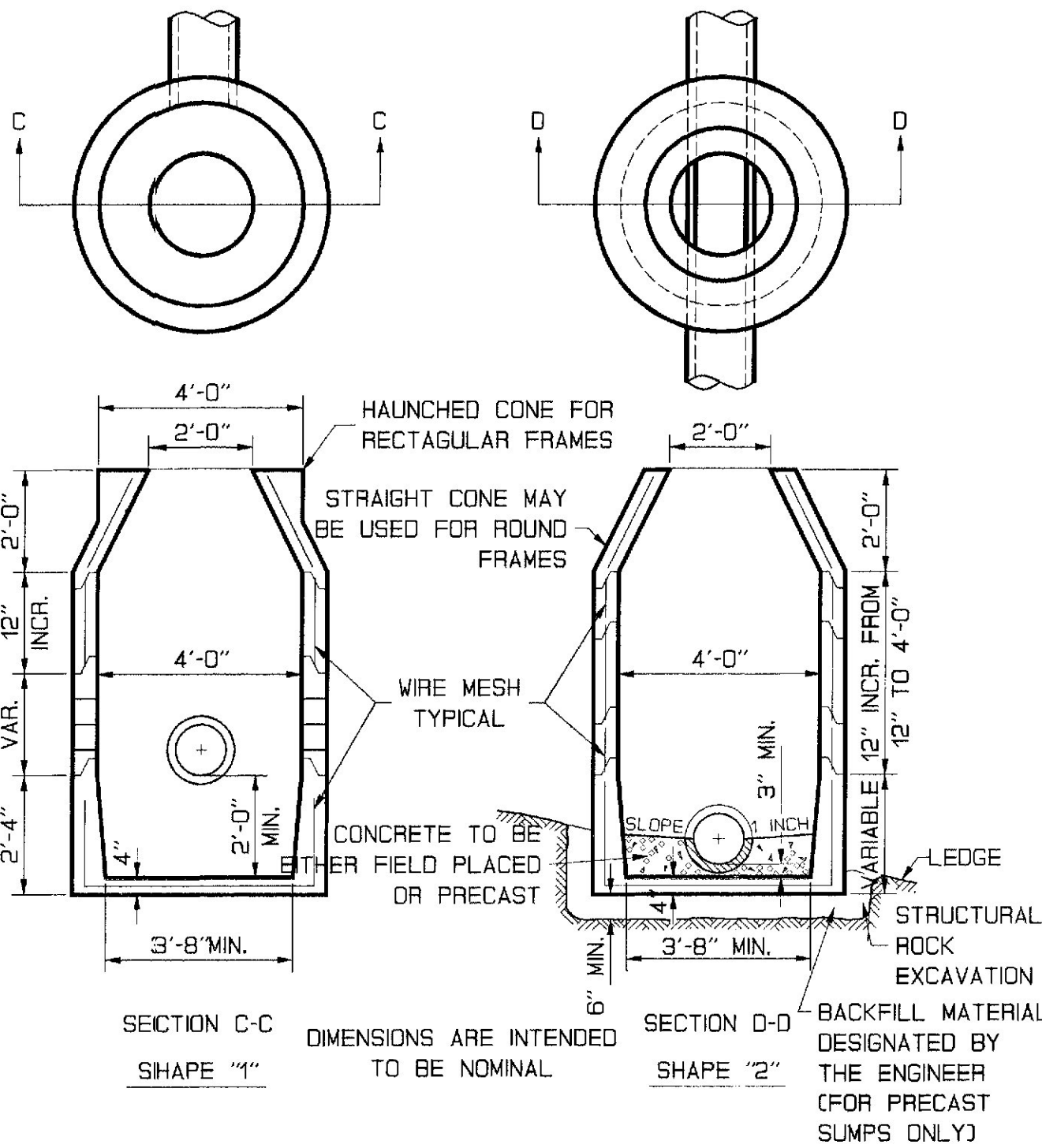
SHEET OF AUGUSTA, MAINE July 1993

GENERAL NOTES

1. CATCH BASINS IN EXCESS OF 8' IN DEPTH SHALL, IF DIRECTED, BE PROVIDED WITH STEPS SIMILAR TO THOSE DETAILED FOR MANHOLES.
2. DRAIN HOLES IN PRECAST SUMPS SHALL BE NOT OVER 3" IN DIAMETER AND SHALL BE PLUGGED WITH MORTAR WHEN CONSTRUCTED.
3. ALL PRECAST SECTIONS OF LESS THAN 8" WALL THICKNESS SHALL HAVE TONGUE AND GROOVE JOINTS.
4. CONE AND RING SECTIONS SHALL HAVE A WALL THICKNESS OF 4" MINIMUM TO 8" MAXIMUM.
5. MINIMUM WALL THICKNESS AT THE SUMP SHALL BE 4" AS SPECIFIED IN A.S.T.M. C-478.
6. THE WALL AROUND INLET AND OUTLET PIPES SHALL BE A PRECAST RING WITH AN OPENING 2" LARGER THAN THE OUTSIDE DIAMETER OF THE PIPE.
7. LIFT HOLES SHALL BE PROVIDED.

SPEC. 604

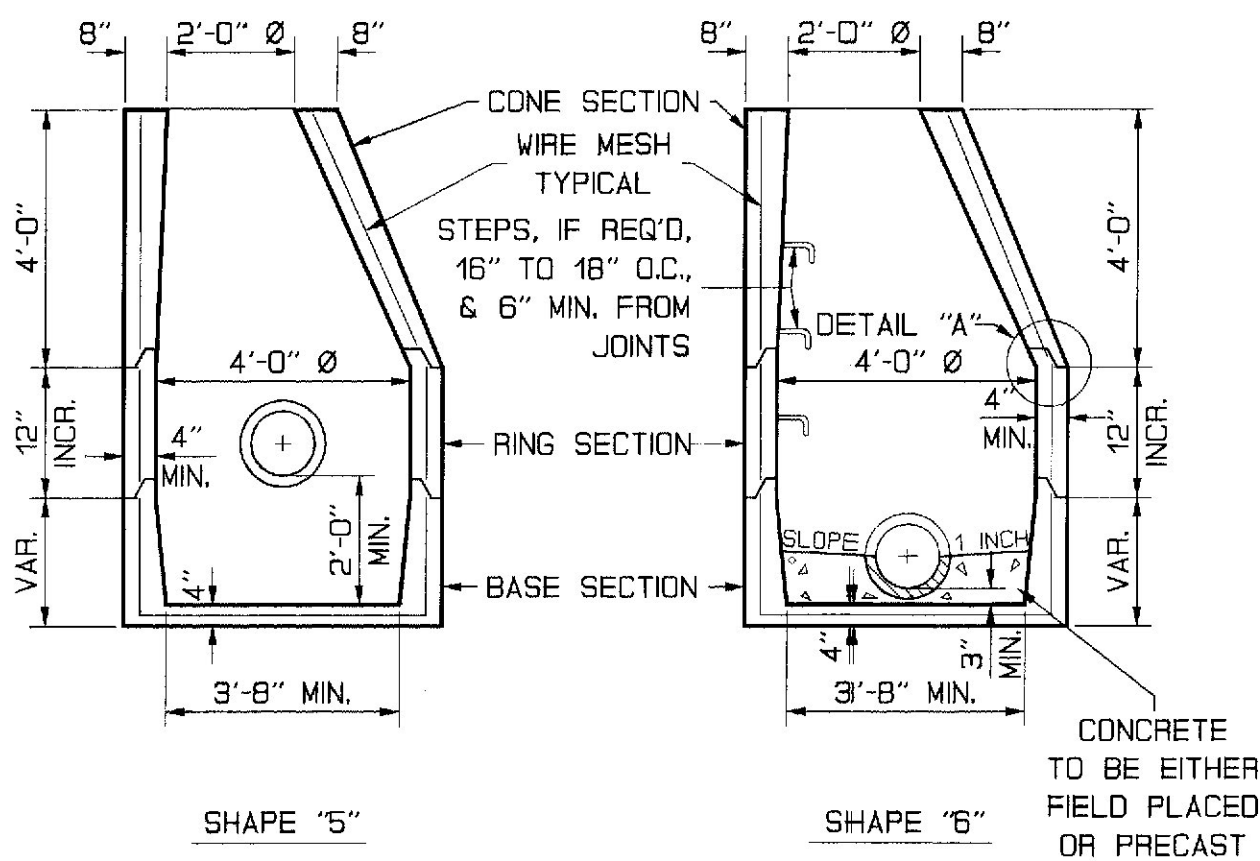
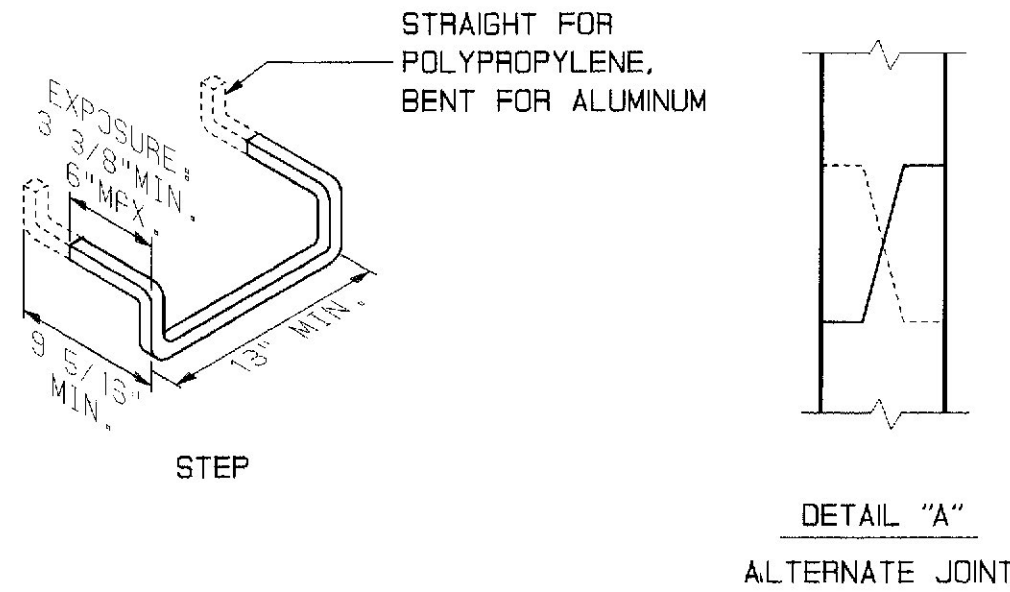
DR001



CATCH BASINS
(PRECAST UNITS)

SPEC. 604

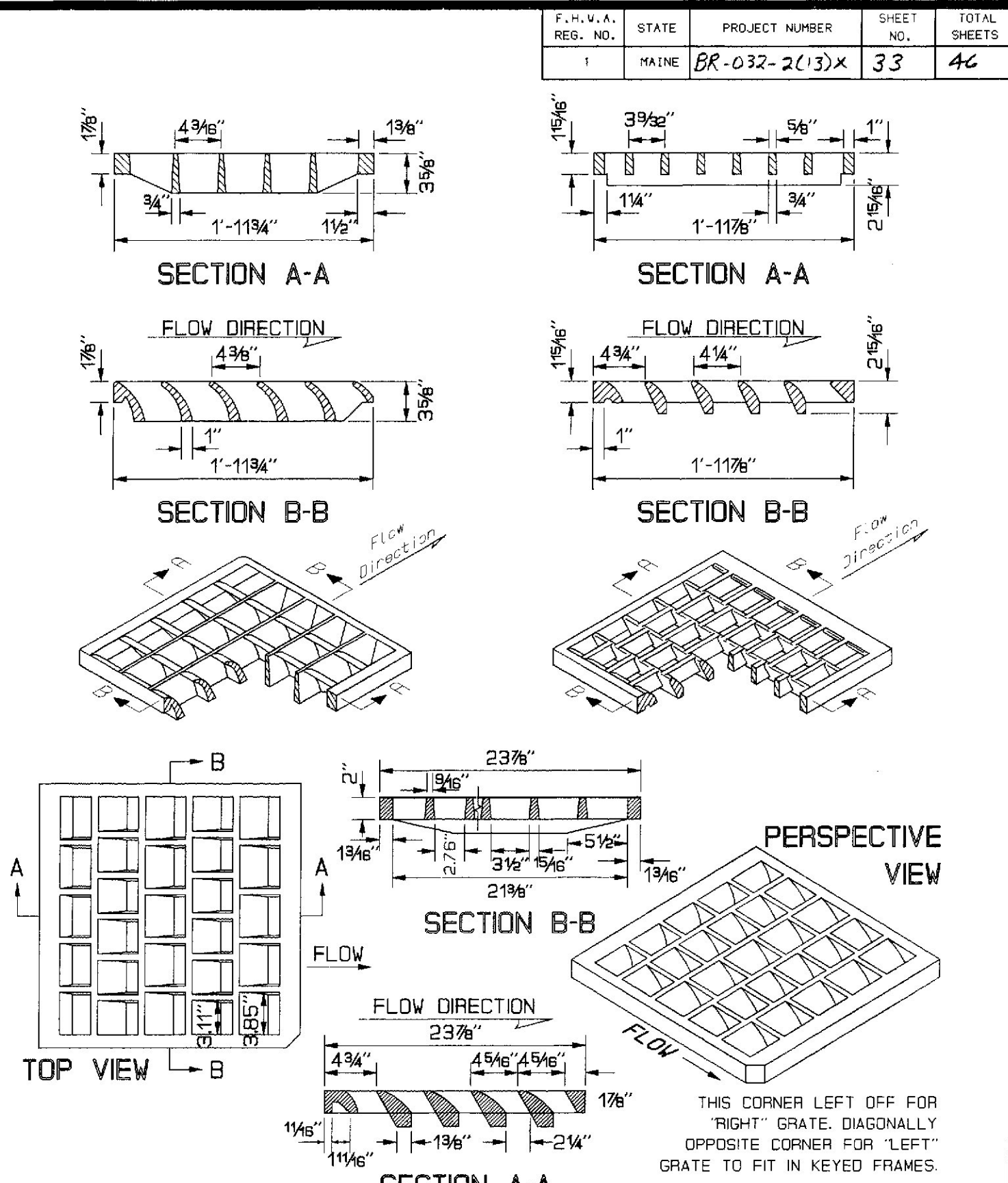
DR002



CATCH BASIN OR MANHOLE

SPEC. 604

DR003



NOTES:
TO BE USED WHERE PARALLEL BAR GRATES WOULD PRESENT A HAZARD TO BICYCLE TRAFFIC.
FOR USE ON CATCH BASIN TYPES:
A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

"CASCADE-TYPE" GRATES

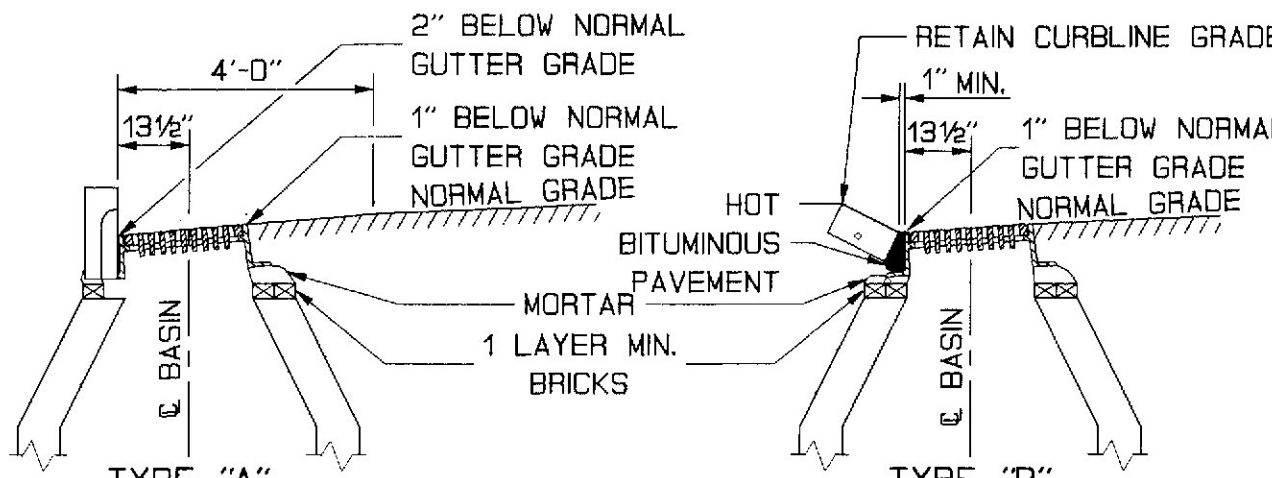
SPEC. 604

DR004

STRUCTURE	TOP				SHAPE					
	A	B	C	D	1	2	5	6		
CATCH BASIN										
TYPE A1										
TYPE A2										
TYPE B1										
TYPE B2										
TYPE C1										
TYPE C2										
MANHOLE										

TABLE OF CATCH BASIN TYPES
(COMBINATIONS OF TOPS AND TYPES)

FOR TYPE "E" & TYPE "F" CATCH BASINS SEE PANELS DR010 AND DR011



CATCH BASIN TOP INSTALLATION

SPEC. 604

DR008

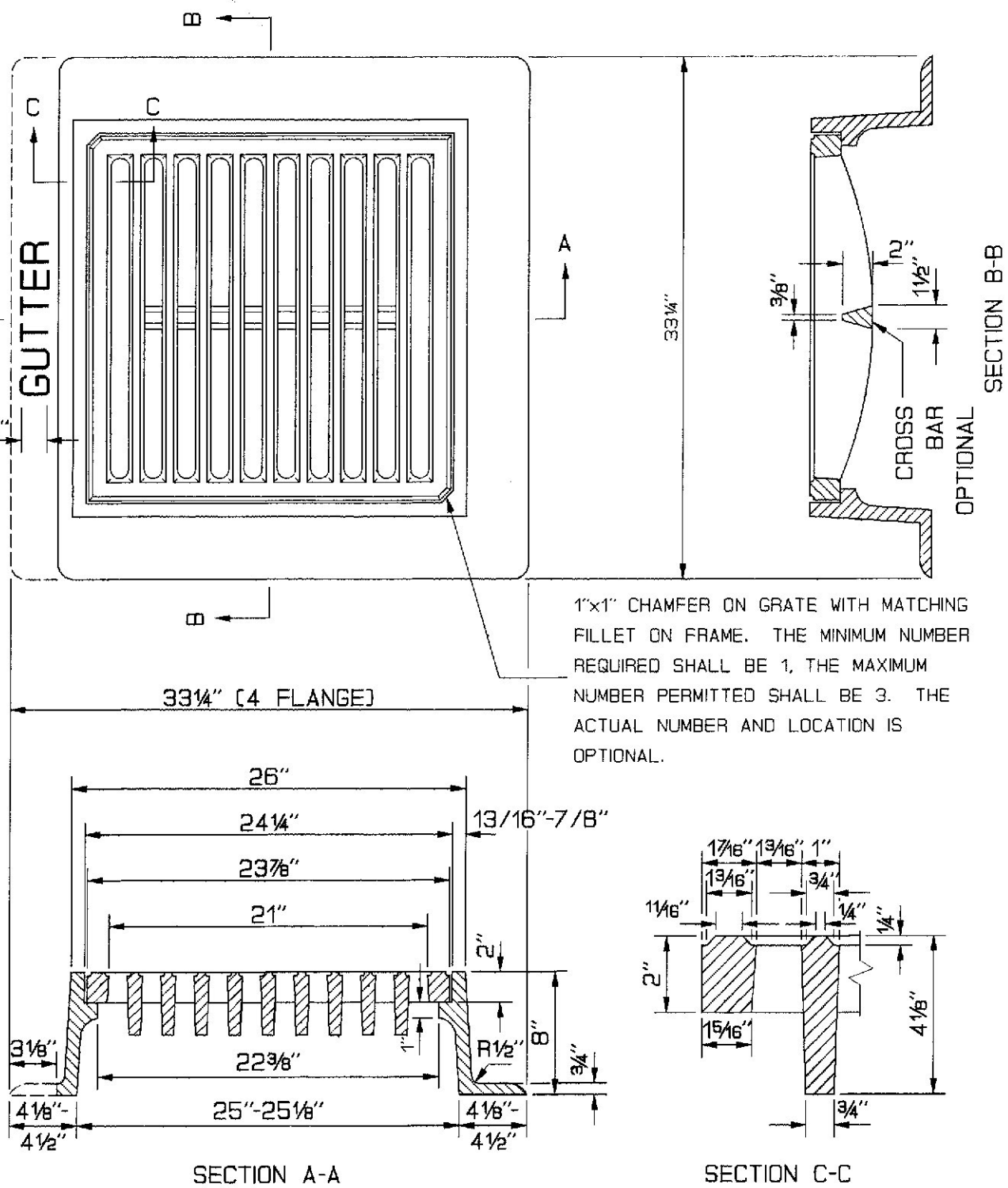
REVISIONS	APPROVED
Description	Me. DOT FHWA
ORIGINAL PLAN	OCT. 92 OCT. 93
DR004 - NEW GRATE	MAR. 93 OCT. 95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
TYPE A, B & C CATCH BASINS
AND MANHOLES

SHEET OF AUGUSTA, MAINE

HD-1

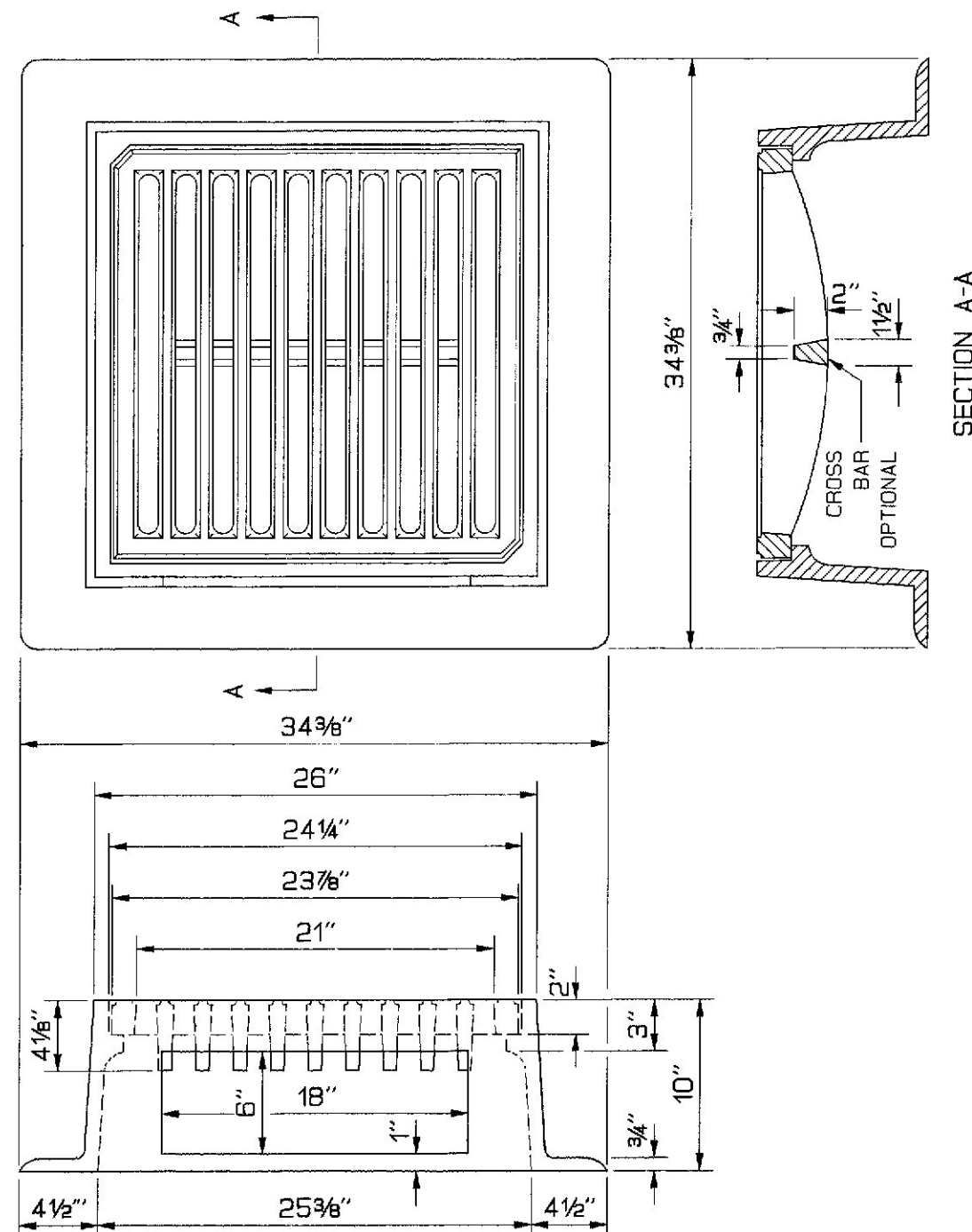


- NOTES:
1. TYPE "A" FRAMES ARE TO HAVE 3 FLANGES.
 2. TYPE "B" FRAMES ARE TO HAVE 4 FLANGES.
 3. THE WORD "GUTTER" IS TO BE MOULDED INTO THE BACK FLANGE-TYPE "B" ONLY.
 4. FRAMES AND GRATES ARE TO BE OF GRAY CAST IRON CONFORMING TO AASHTO M105, CLASS 30.
 5. DIMENSIONS ARE NOMINAL.

TYPE "A" & "B" CATCH BASIN TOPS

SPEC. 604

DR005

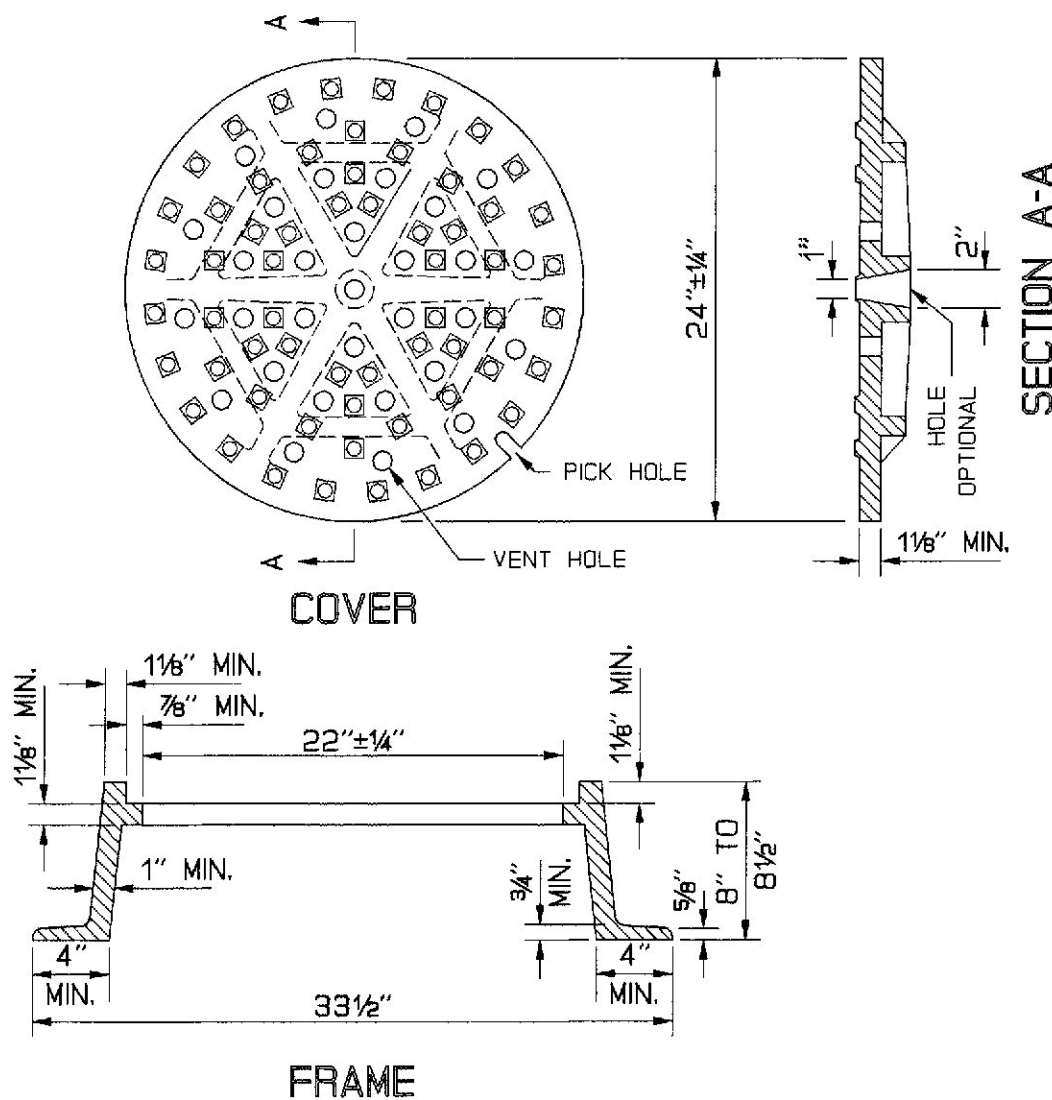


- NOTES:
1. OPEN THROAT SHALL BE CONSTRUCTED ON THE SIDE AWAY FROM THE DIRECTION OF TRAFFIC. ALL OTHER SIDES SHALL BE GRADED FLUSH WITH THE TOP OF THE CATCH BASIN GRATE.
 2. THE FRAME SHALL BE GRAY CAST IRON.
 3. THE GRATE SHALL BE THE SAME AS TYPES "A" AND "B".
 4. DIMENSIONS ARE INTENDED TO BE NOMINAL.

TYPE "C" CATCH BASIN TOPS

SPEC. 604

DR006

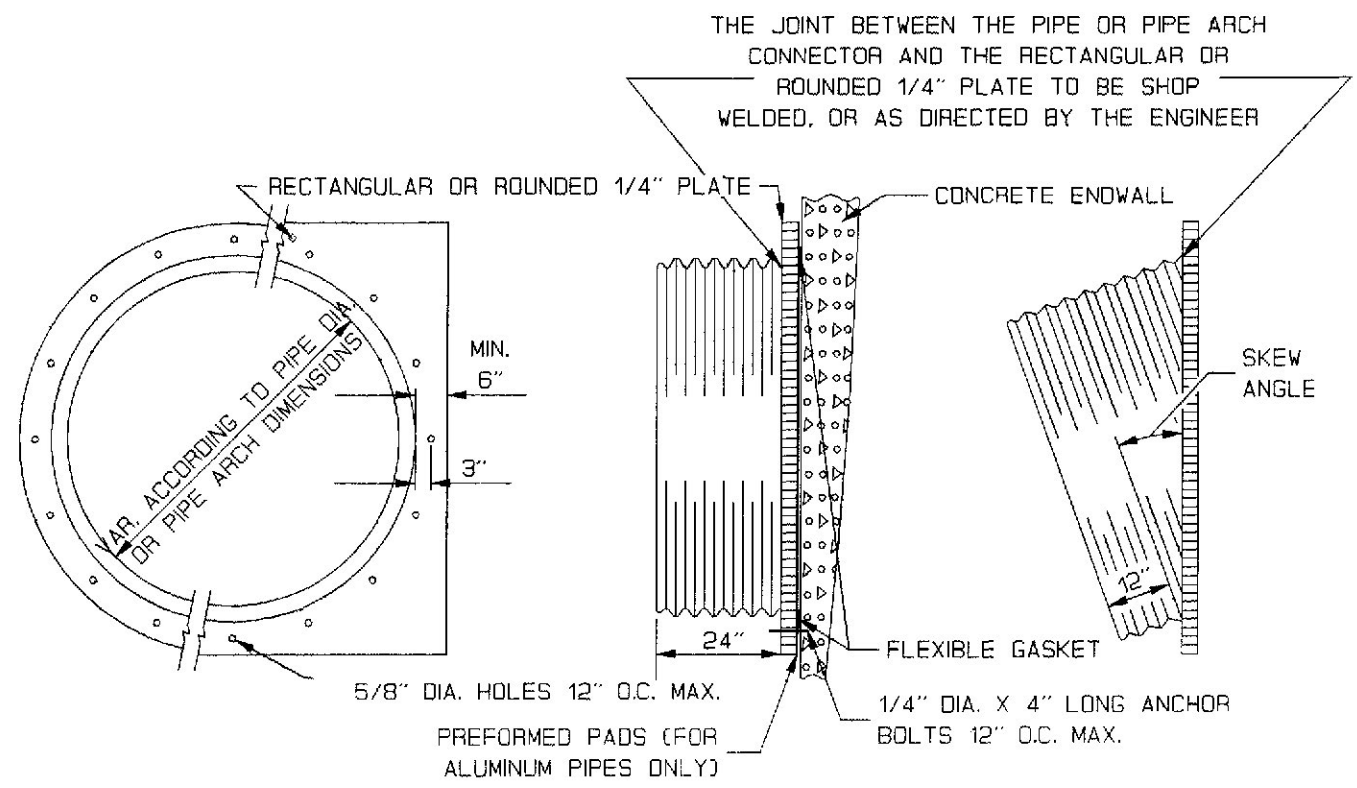


- NOTES:
1. MANHOLE FRAMES AND COVERS ARE TO BE MACHINED TO A SMOOTH FIT AND SHALL BE OF GRAY CAST IRON.
 2. DIAMOND TOP SURFACE IS OPTIONAL.

MANHOLE TOP "D"

SPEC. 604

DR007



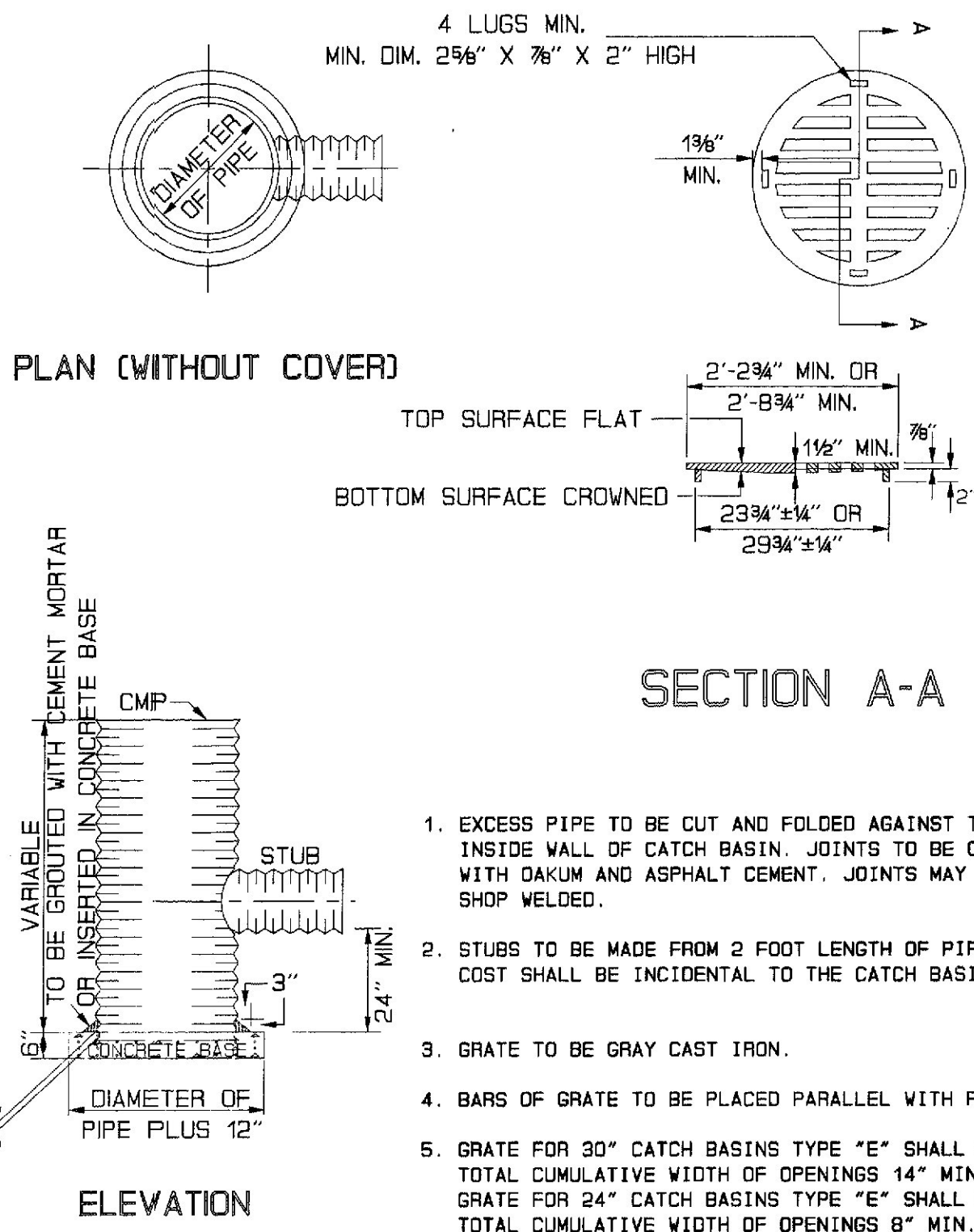
METAL CULVERT
CONNECTOR

CONNECTOR FOR
SKEWED PIPE

CONCRETE BOX CULVERT EXTENSION USING
CORRUGATED METAL PIPE & PIPE ARCHES

SPEC. 603

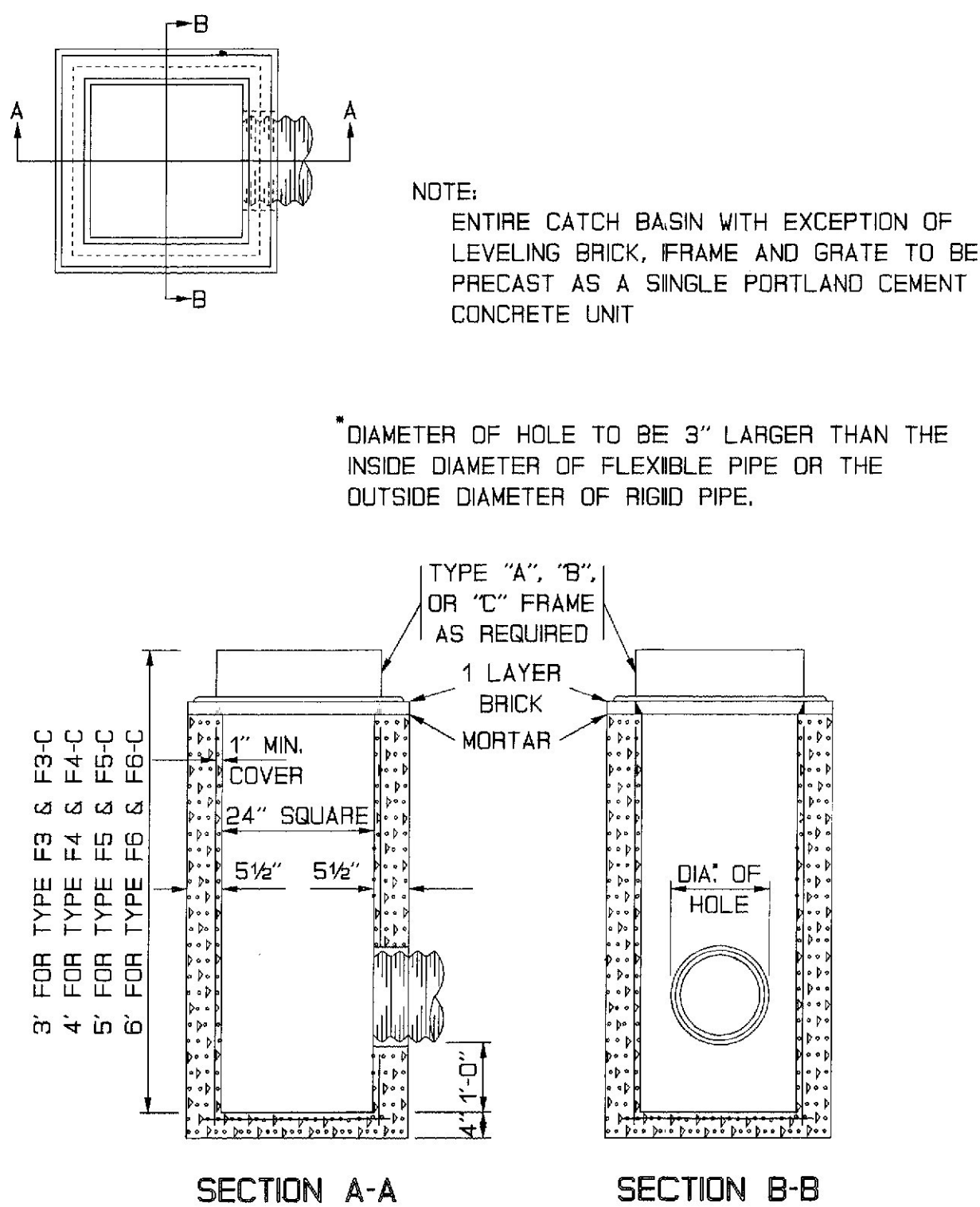
DR009



CATCH BASIN TYPE "E"

SPEC. 604

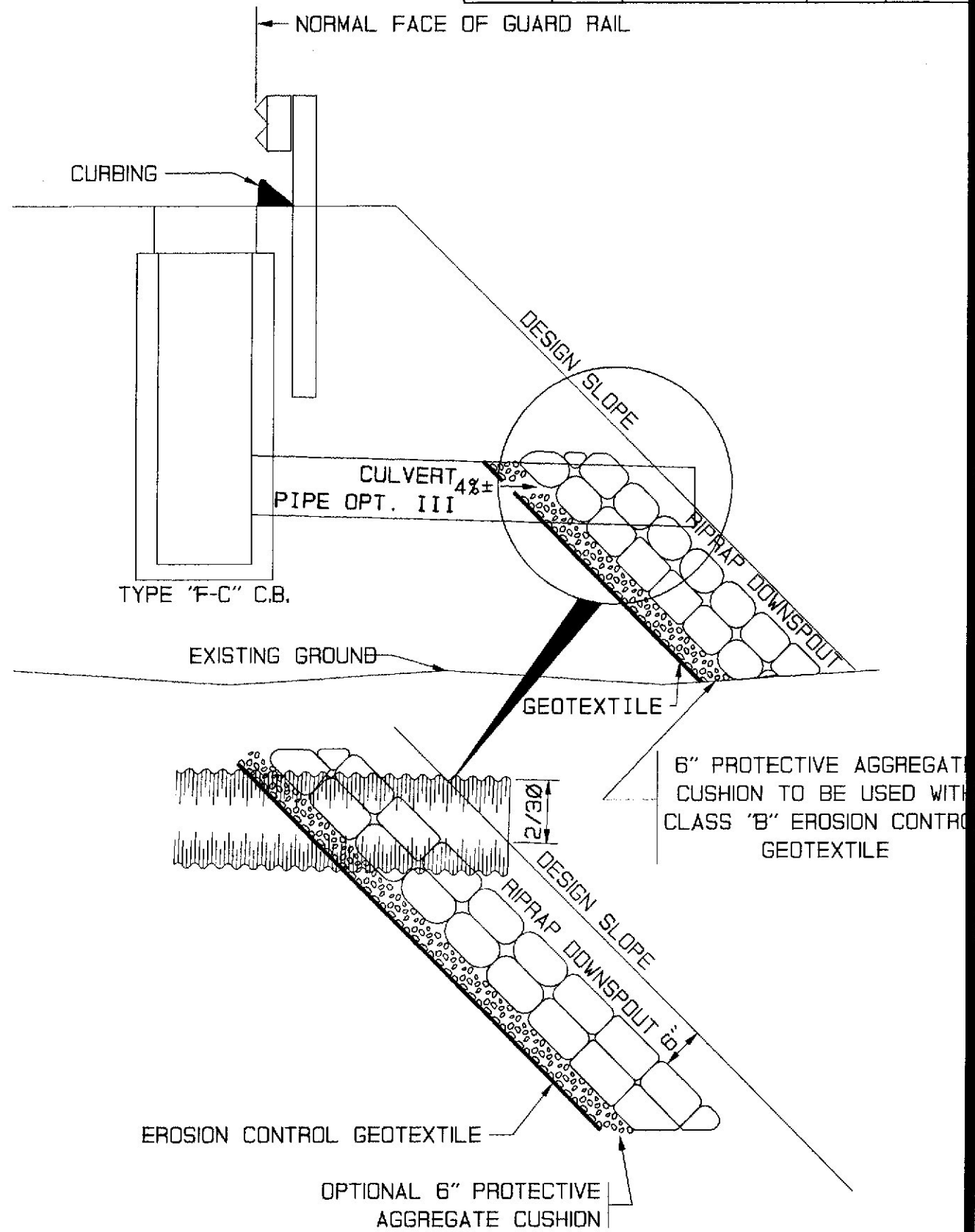
DR010



CATCH BASIN TYPE "F"

SPEC. 604

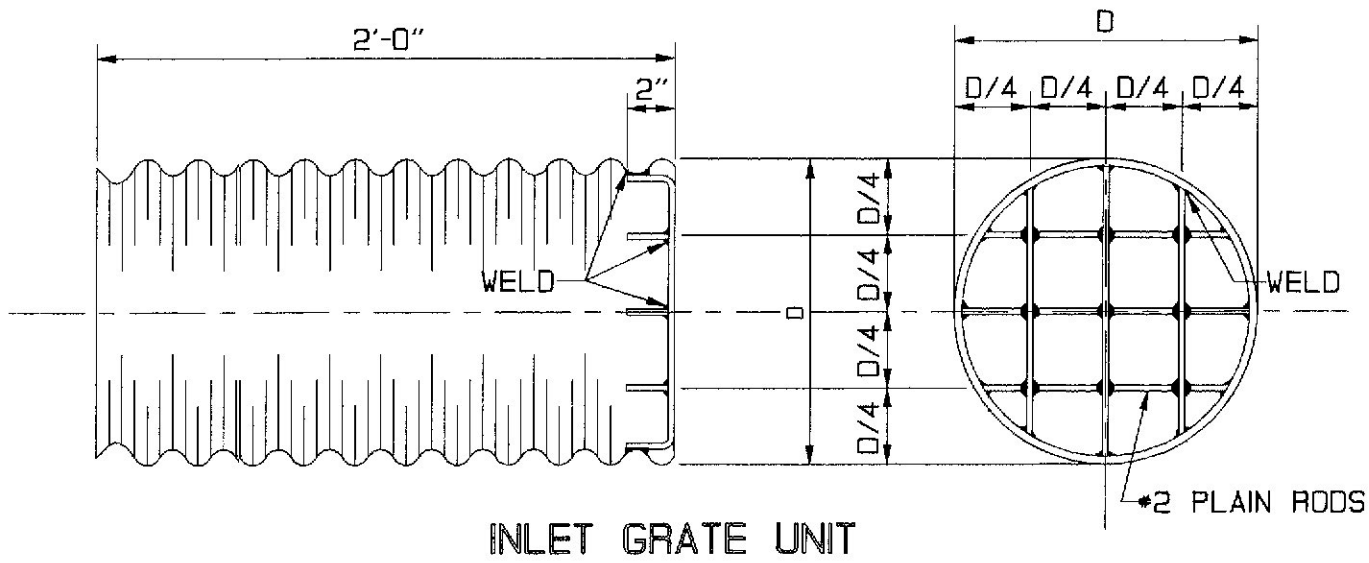
DR011



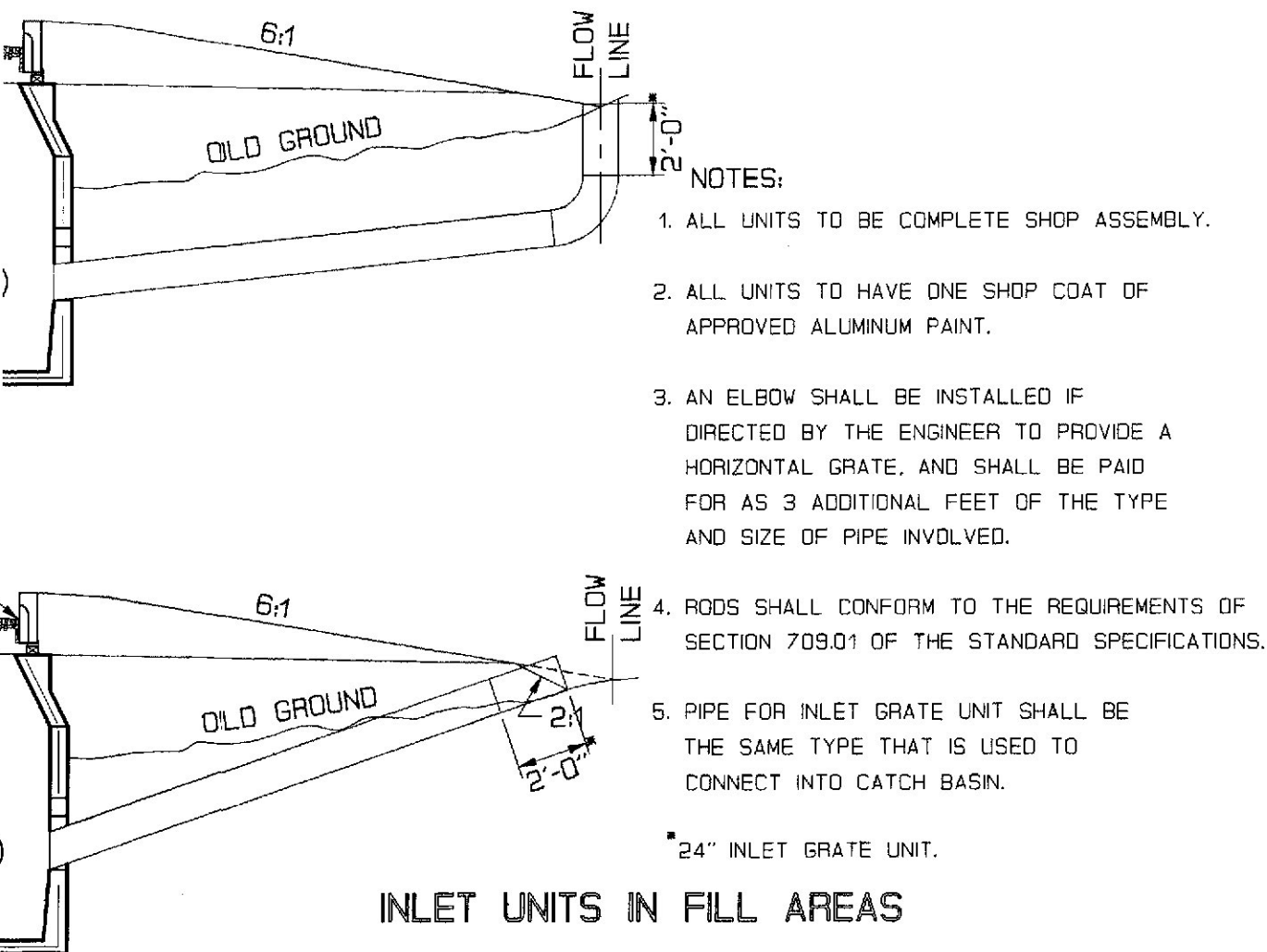
TYPE "F" CATCH BASIN
WITH OUTLET PIPE
(WITH RIPRAP)

SPEC. 604

DR012



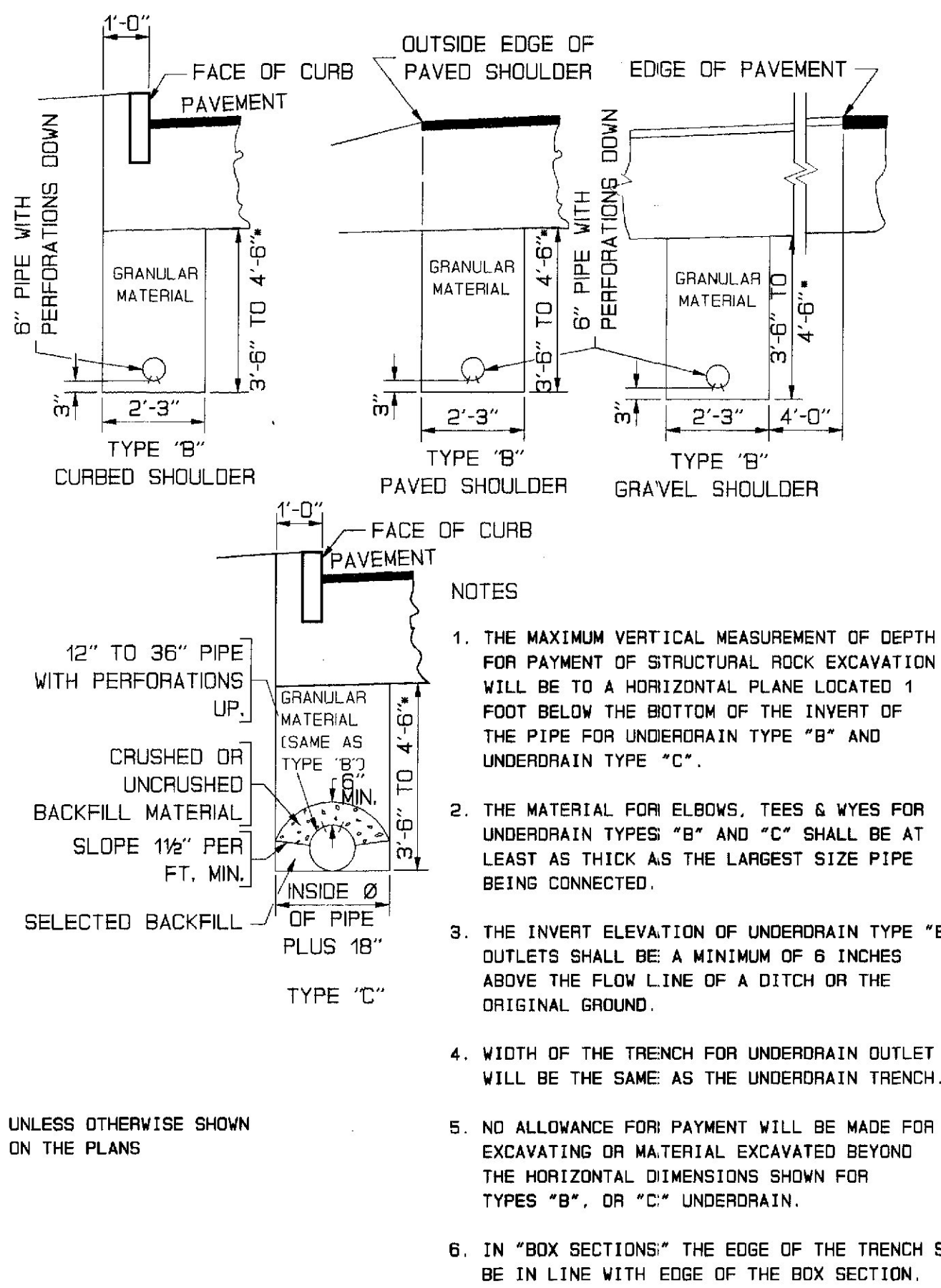
INLET GRATE UNIT



INLETS

SPEC. 604

DR014



UNDERDRAIN

SPEC. 605

DR015

TYPE "B" AND TYPE "C" UNDERDRAIN PIPE							
DIAMETER	METAL PIPE (NOMINAL WALL THICKNESS)			PLASTIC PIPE STIFFNESS @ 5% DEFLECTION			
	M 218	M 274	M 197	P V C PIPE M 278	ASTM F 949	POLYETHYLENE PIPE M 294 SP DUAL-WALL UNANCHORED	M 252 SP DUAL-WALL UNANCHORED
TYPE "B" 6"	0.064	0.052	0.048	46	50		60
TYPE "C" 12"	0.079	0.064	0.075	46		50	
15"	0.079	0.064	0.075	46		42	
18"	0.079	0.064	0.075			40	
21"	0.079	0.064	0.075				
24"	0.079	0.064	0.075			40	
30"	0.109	0.079	0.105			28	
36"	0.109	0.079	0.105			22	

M 218-Zinc coated (Galvanized) corrugated steel pipe
M 274-Aluminum coated (Type 2) corrugated steel pipe
M 197-Corrugated Aluminum Alloy pipe
M 278-Smoothwell PVC pipe
ASTM F 949-PVC corrugated sewer pipe with smooth interior
M 294 SP-Corrugated Polyethylene pipe with smooth inner liner
M 252 SP-Corrugated Polyethylene drainage tubing with smooth inner liner
Type "B" Underdrain outlet shall be metal pipe meeting the requirements of this chart.

SPEC. 605

DR016

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	
DR010 - NOTE 6	NOV. 93	
DR013 - DELETED	FEB. 94	
DR015 - ADDED DIMS.	FEB. 94	
DR010	APR. 95	OCT. 95
DR011	APR. 95	OCT. 95
DR012	APR. 95	OCT. 95
DR015	APR. 95	OCT. 95
DR016	APR. 95	OCT. 95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
TYPE E & F CATCH BASINS
INLET GRATE UNIT
UNDERDRAIN

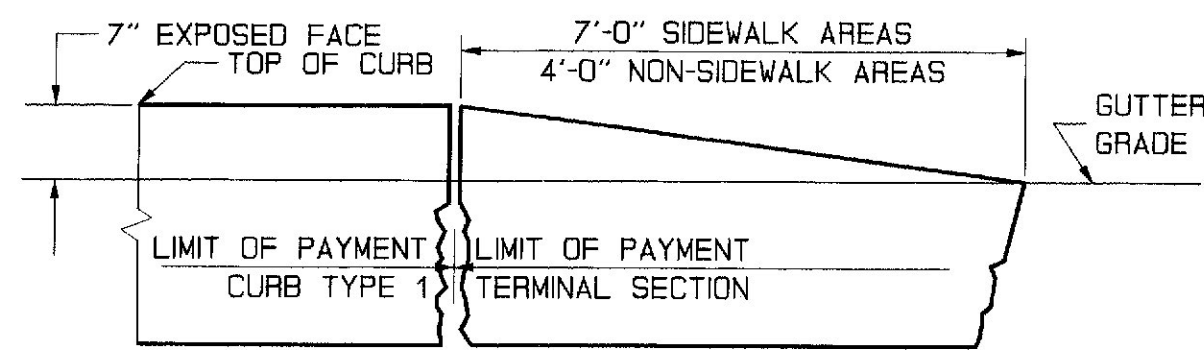
SHEET OF AUGUSTA, MAINE

HD-2

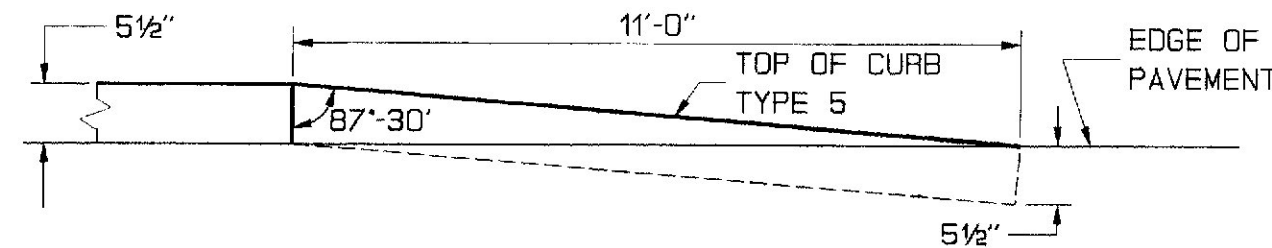
PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

16APR97-15:06:10

CURB TYPES 1 & 5 ON CURVES				
r_p	RADIUS OF CURVE	LENGTH	PAID FOR AS	STONE IS CUT OR CAST
1 & 2	0' TO 60' INCL.	4' MIN.	CIRCULAR	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT	STRAIGHT PIECES
5	0' TO 8' INCL.	2' MIN.	CIRCULAR	TO FIT CURVE
	OVER 8' TO 30' INCL.	12" MIN. CHORD	CIRCULAR	STR. PIECES, RADIAL ENDS
	OVER 30' & UNDER 160'	2' TO 3'	STRAIGHT	STRAIGHT PIECES
	160' AND OVER	3' TO 6'	STRAIGHT	STRAIGHT PIECES

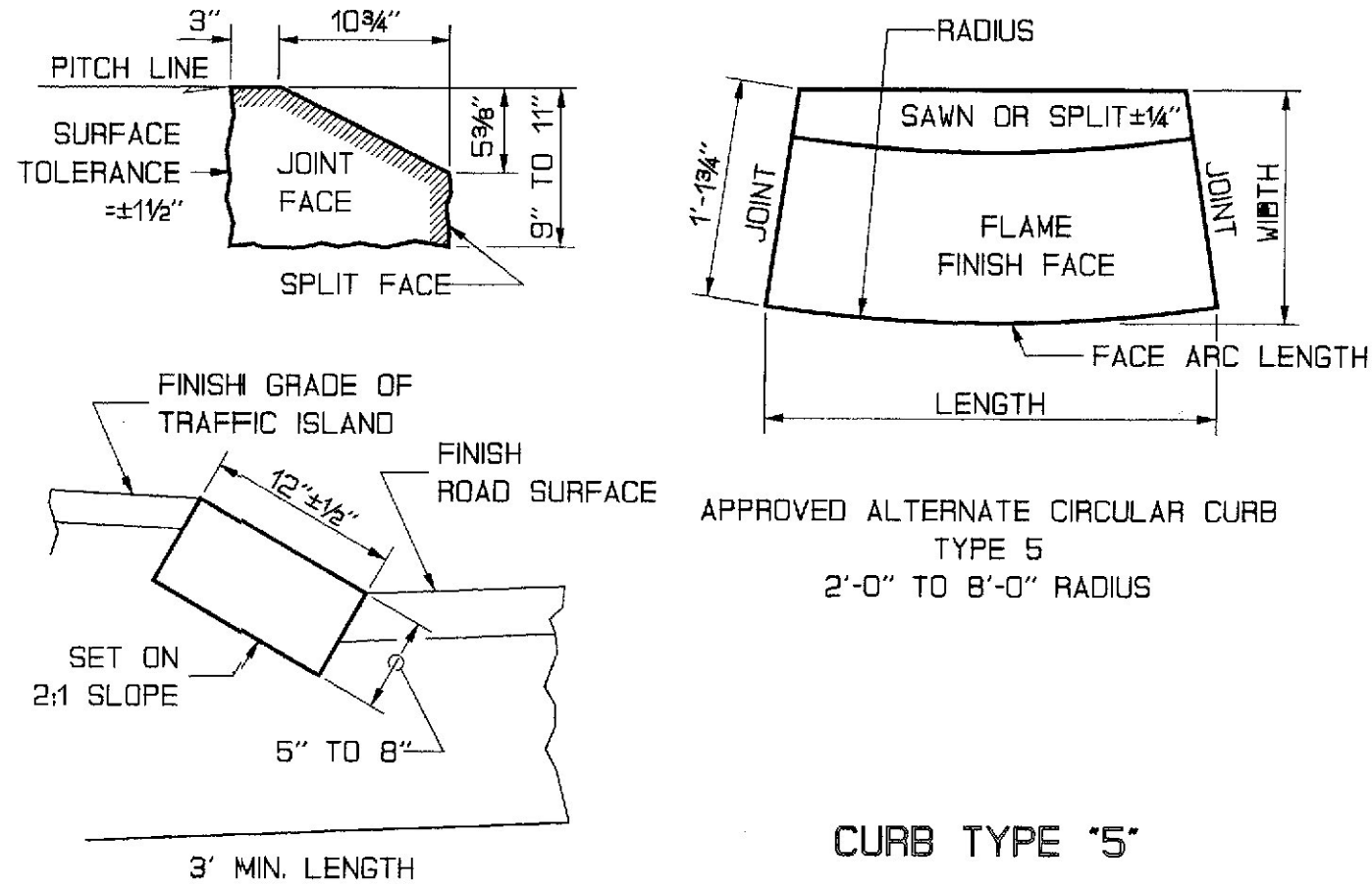


TERMINAL SECTION TYPE "1"

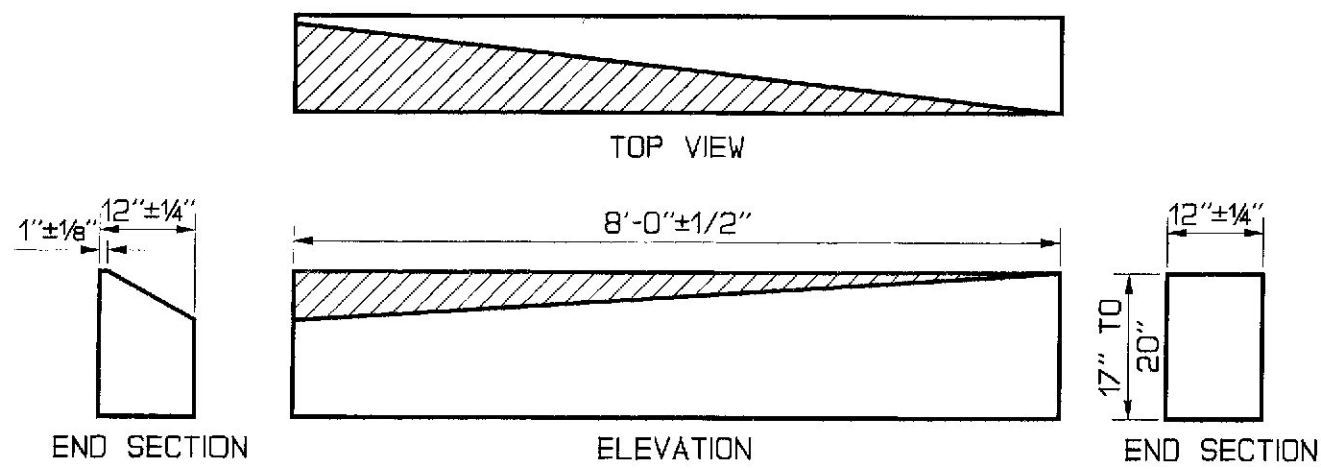


TERMINAL SECTION TYPE "5"
(USE WHEN SHOWN ON PLANS ONLY)

SPEC. 609 TERMINAL CURB SECTION CU001

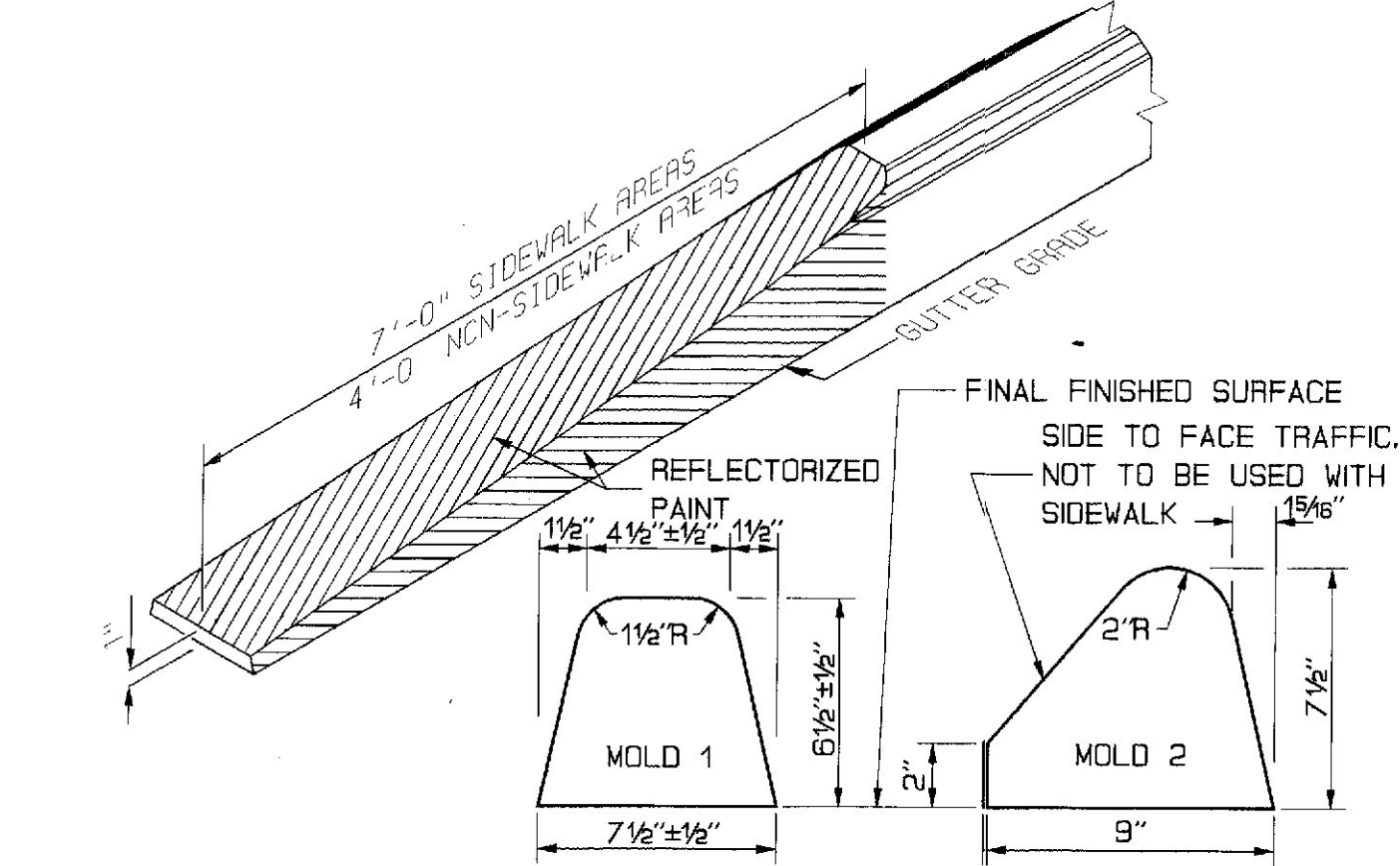


CURB TYPE "5"

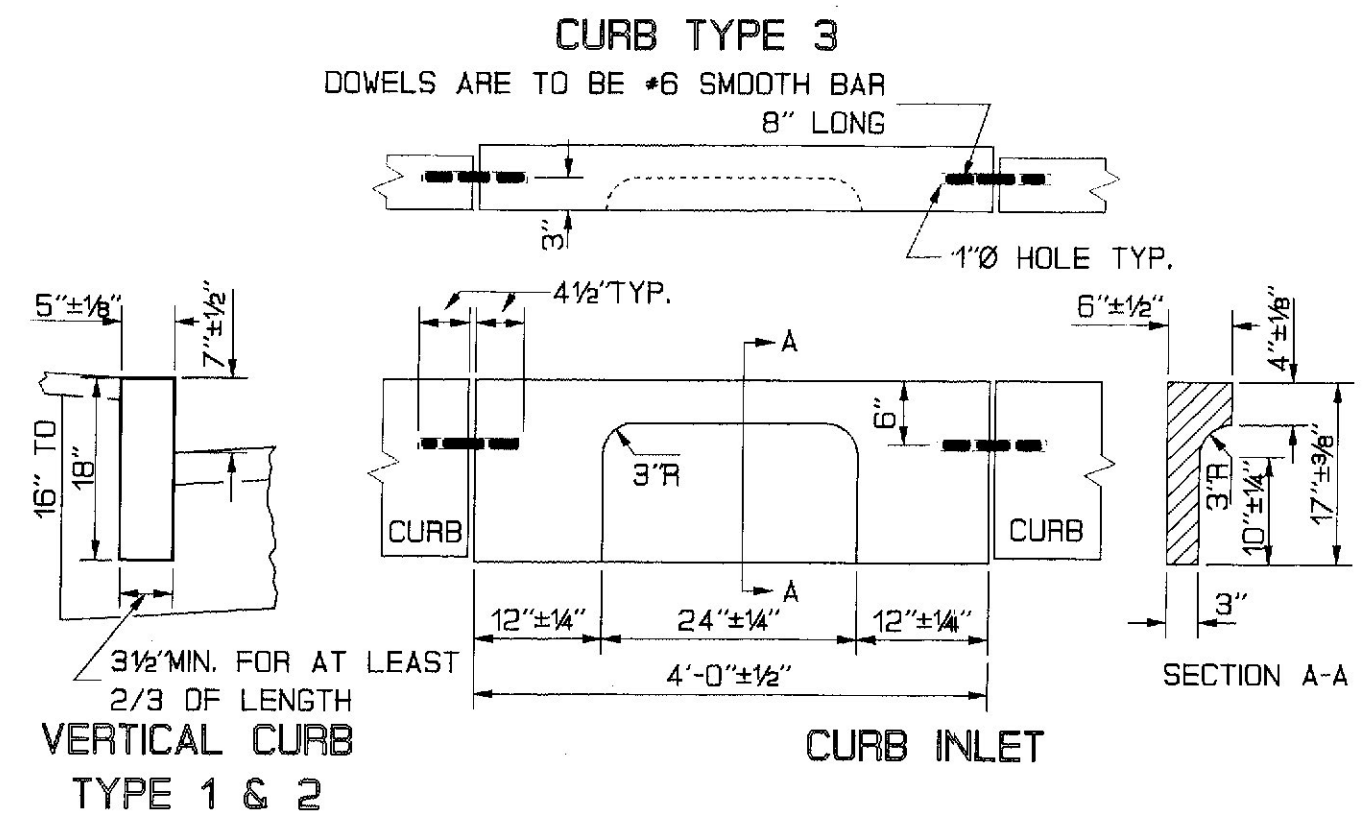


TRANSITION SECTION "B"
CURB TYPE "5" TO VERTICAL CURB TYPE "1"

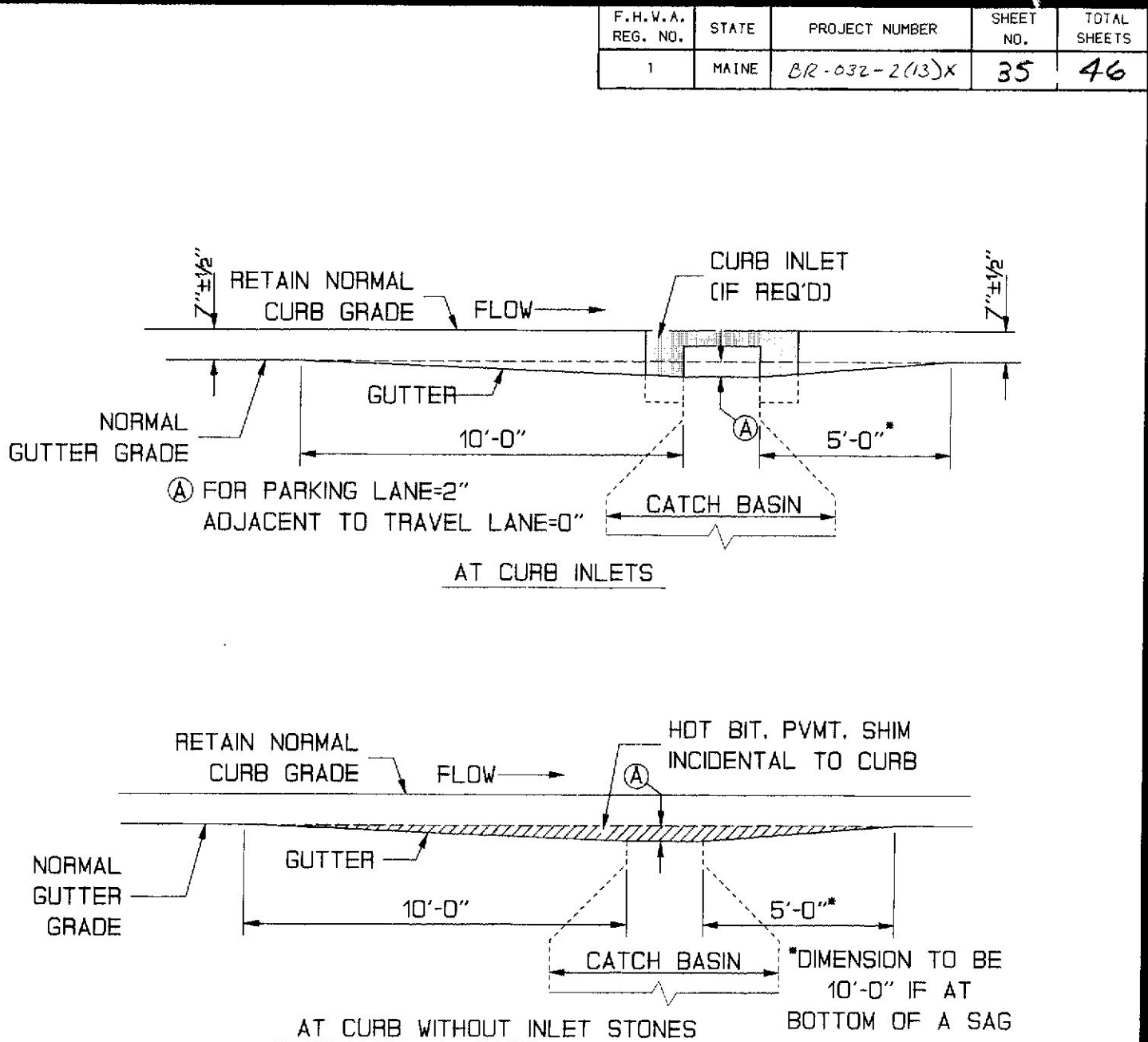
SPEC. 609 CURB TRANSITION CU002



CURB MOLD 2 WILL BE USED IN ALL SITUATIONS EXCEPT FOR WHERE THE CURB FORMS THE EDGE OF THE SIDEWALK. MOLD 1 SHALL BE USED IN CONJUNCTION WITH SIDEWALKS OR WHERE THERE IS A POTENTIAL FOR SIDEWALKS.



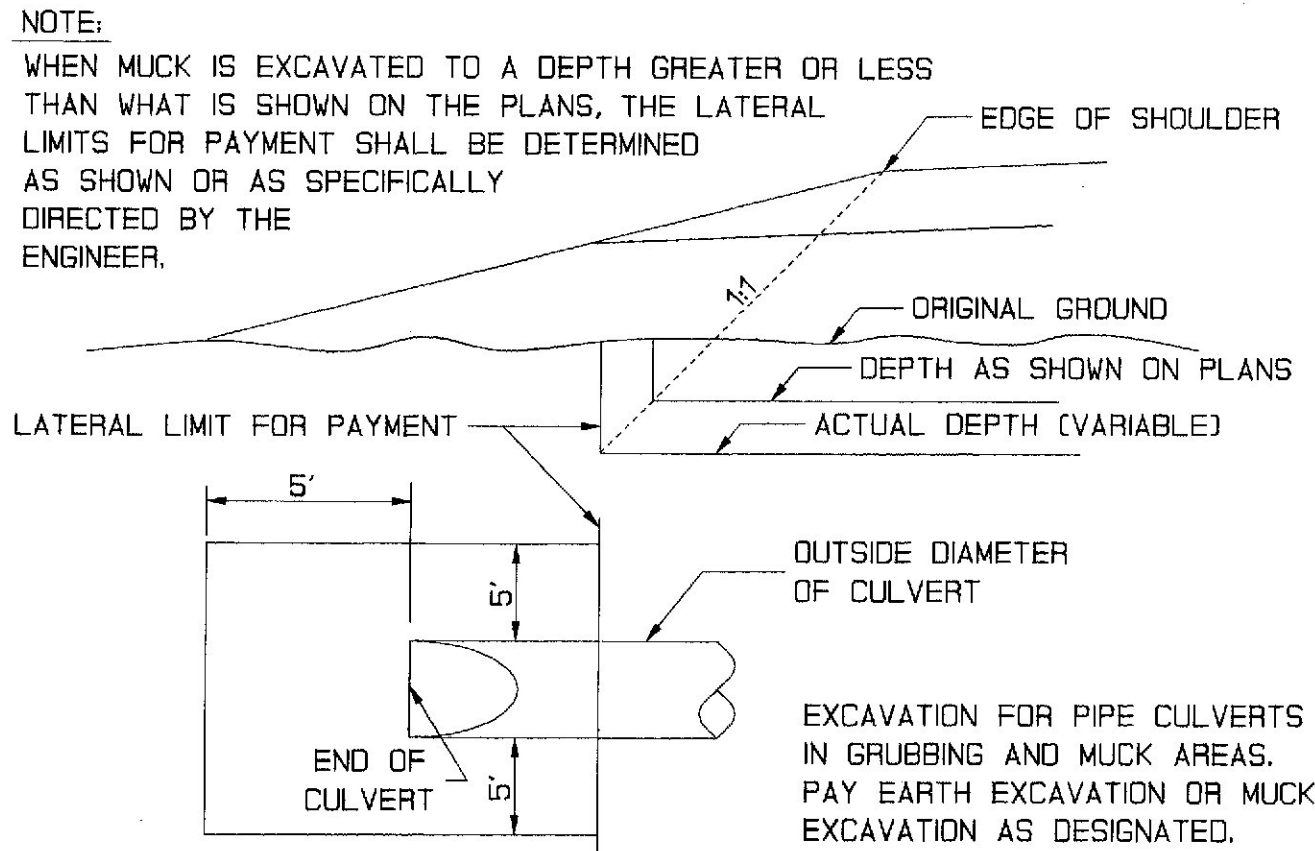
SPEC. 609 CURB CU003



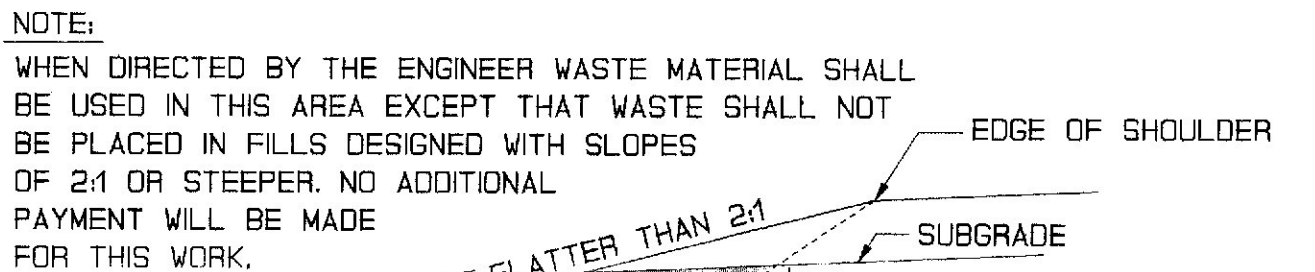
NOTE:
GRATES SHALL BE INSTALLED ON GRADIENT OF THE GUTTER AND BE DEPRESSED 2" BELOW THE NORMAL GUTTER GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC.

GUTTER GRADE TRANSITION
AT CATCH BASIN

SPEC. 609 GUTTER GRADE TRANSITION AT CATCH BASIN CU004

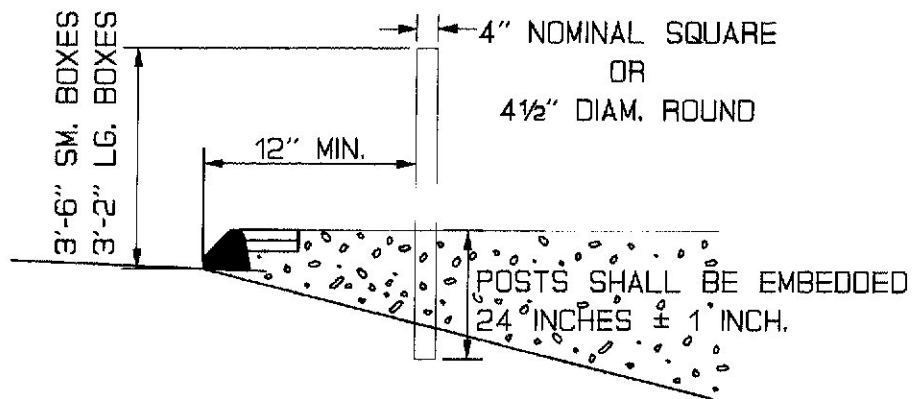


MUCK EXCAVATION PAY LIMITS



DISPOSAL OF WASTE MATERIALS
(WASTE STORAGE AREA)

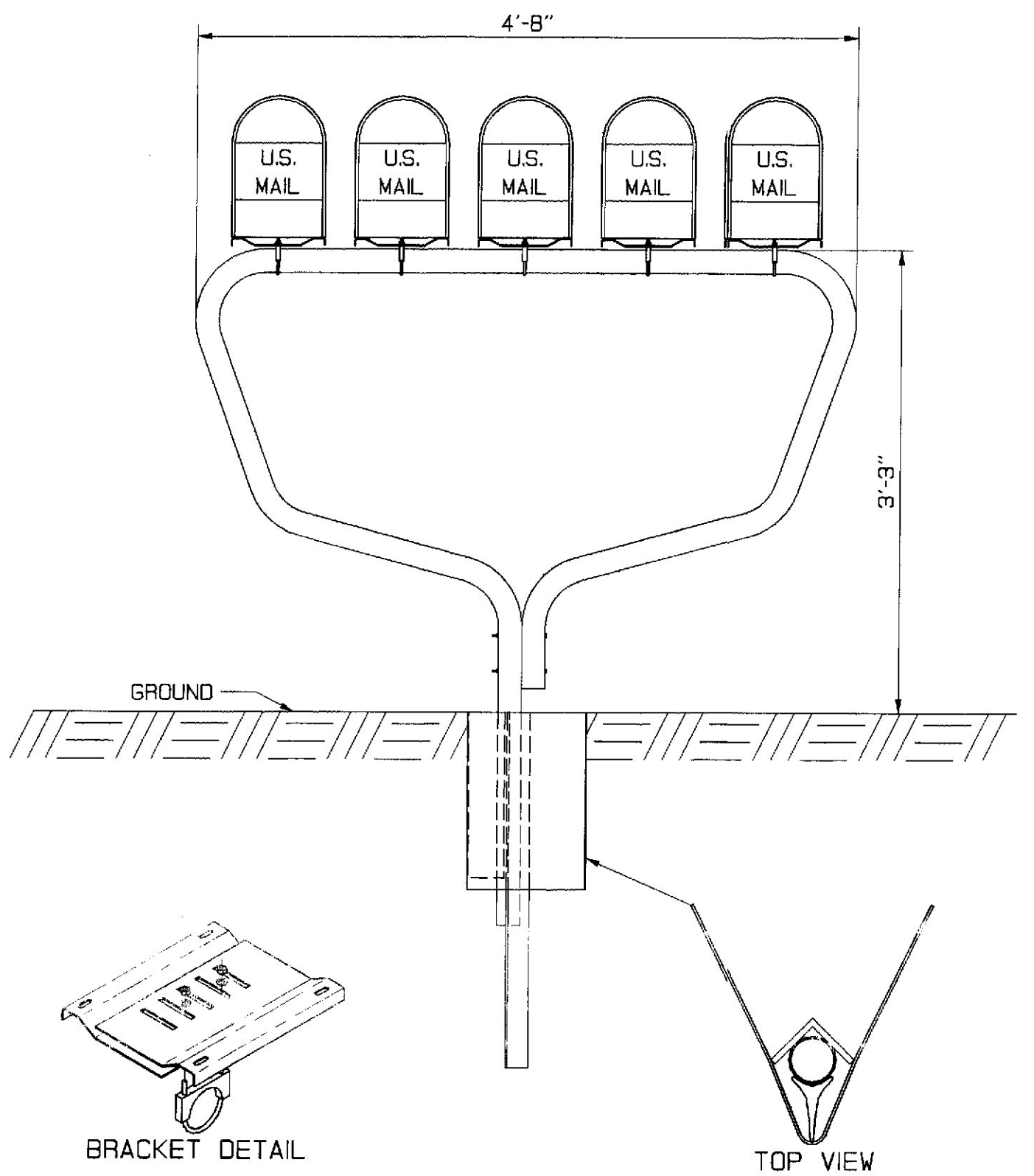
SPEC. 203 MUCK EXCAVATION AND WASTE DISPOSAL MS001



SINGLE WOOD POST

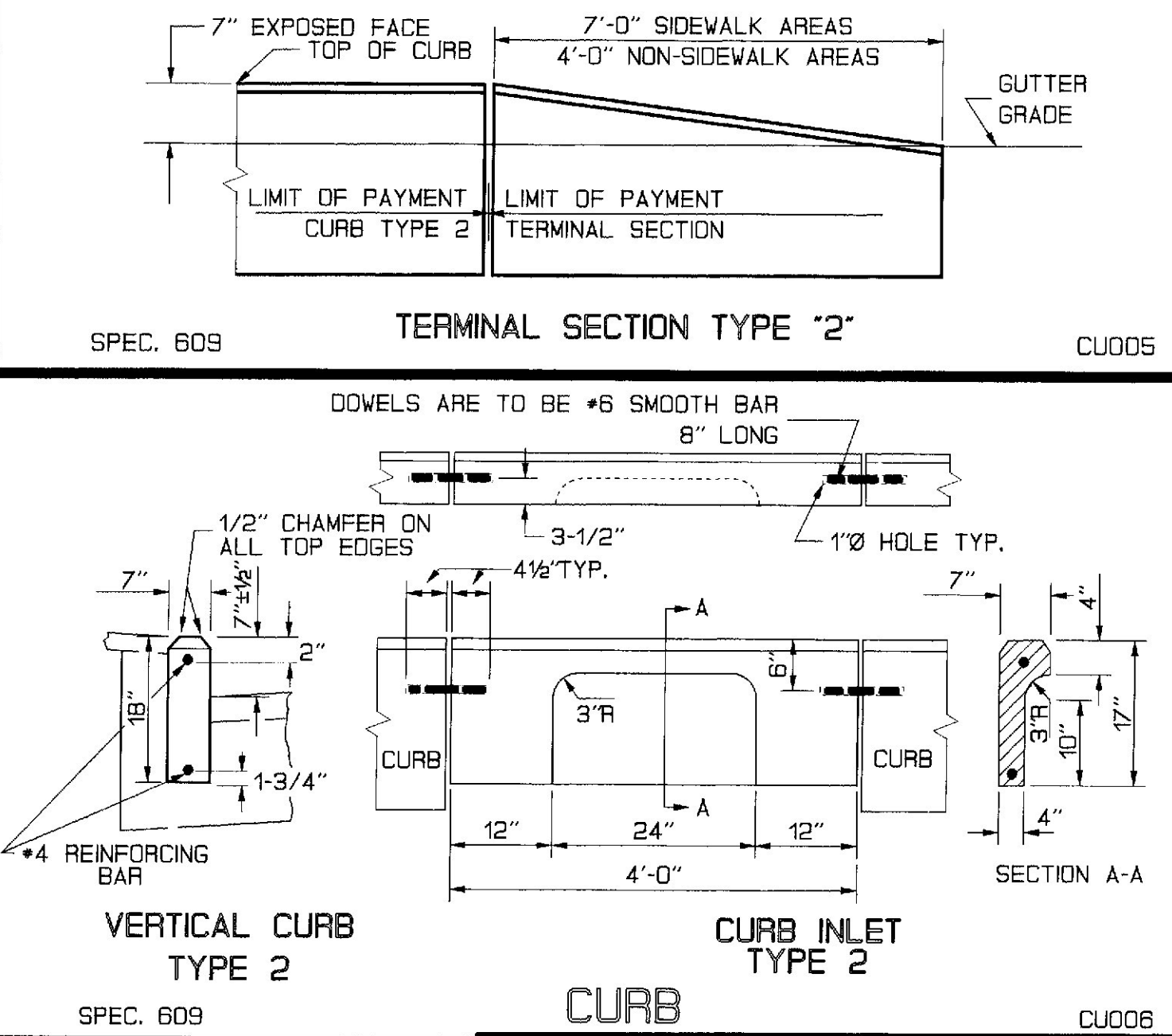
1. A POST SHALL BE PROVIDED FOR EACH MAILBOX.
2. POSTS SHALL NOT BE SPACED CLOSER THAN 30 INCHES.
3. POSTS SHOULD NOT BE PLACED CLOSER THAN 200 FEET FROM AN INTERSECTING ROAD.
4. WHEN SINGLE WOOD POSTS EXCEED 4 1/2" DIAMETER OR SQUARE DIMENSION, TWO 3/4" HOLES SHALL BE DRILLED THROUGH THE POST AT 90° TO EACH OTHER, 4" ABOVE THE FINISH GRADE.

SPEC. 606 MAILBOX POSTS MS003



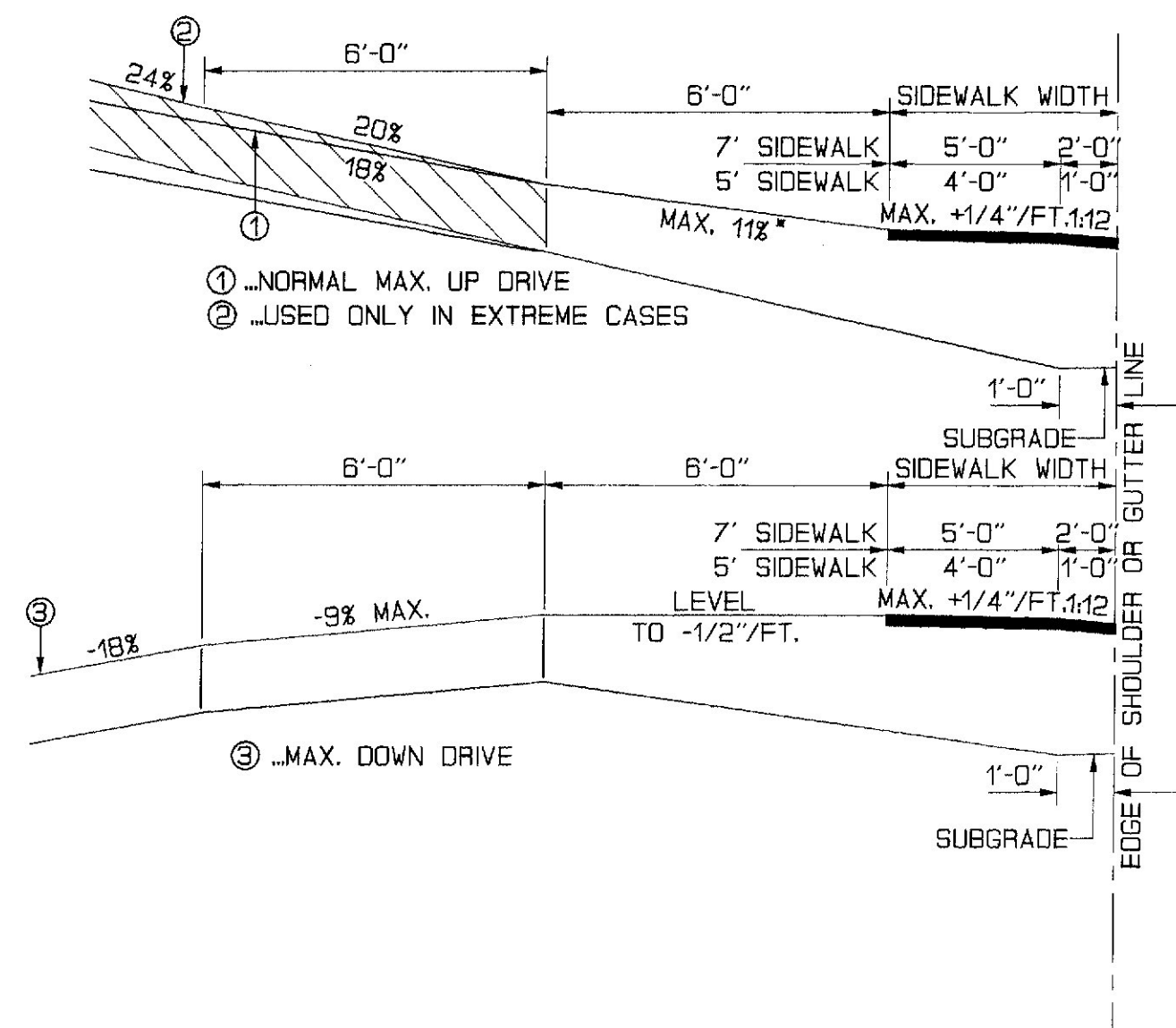
ITEM NO. 60651
MULTIPLE MAILBOX SUPPORT

SPEC. 606 MULTIPLE MAILBOX SUPPORT MS004



VERTICAL CURB TYPE 2 CURB CU006

REVISIONS		APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	Me.	DOT	FHWA		
ORIGINAL PLAN		OCT. 92		STANDARD DETAILS CURBING, MUCK EXCAVATION AND WASTE DISPOSAL & MAILBOX POST ASSEMBLIES	
MS001 - ADDED DIM.		OCT. 93			
MS003 - ALT. NOTE 2		FEB. 94			
CU005 - TYPE 2		JAN. 95			
CU006 - TYPE 2		JAN. 95			
CU001		APR. 95	OCT. 95		
CU002		APR. 95	OCT. 95		
MS001		APR. 95	OCT. 95		
				SHEET	OF

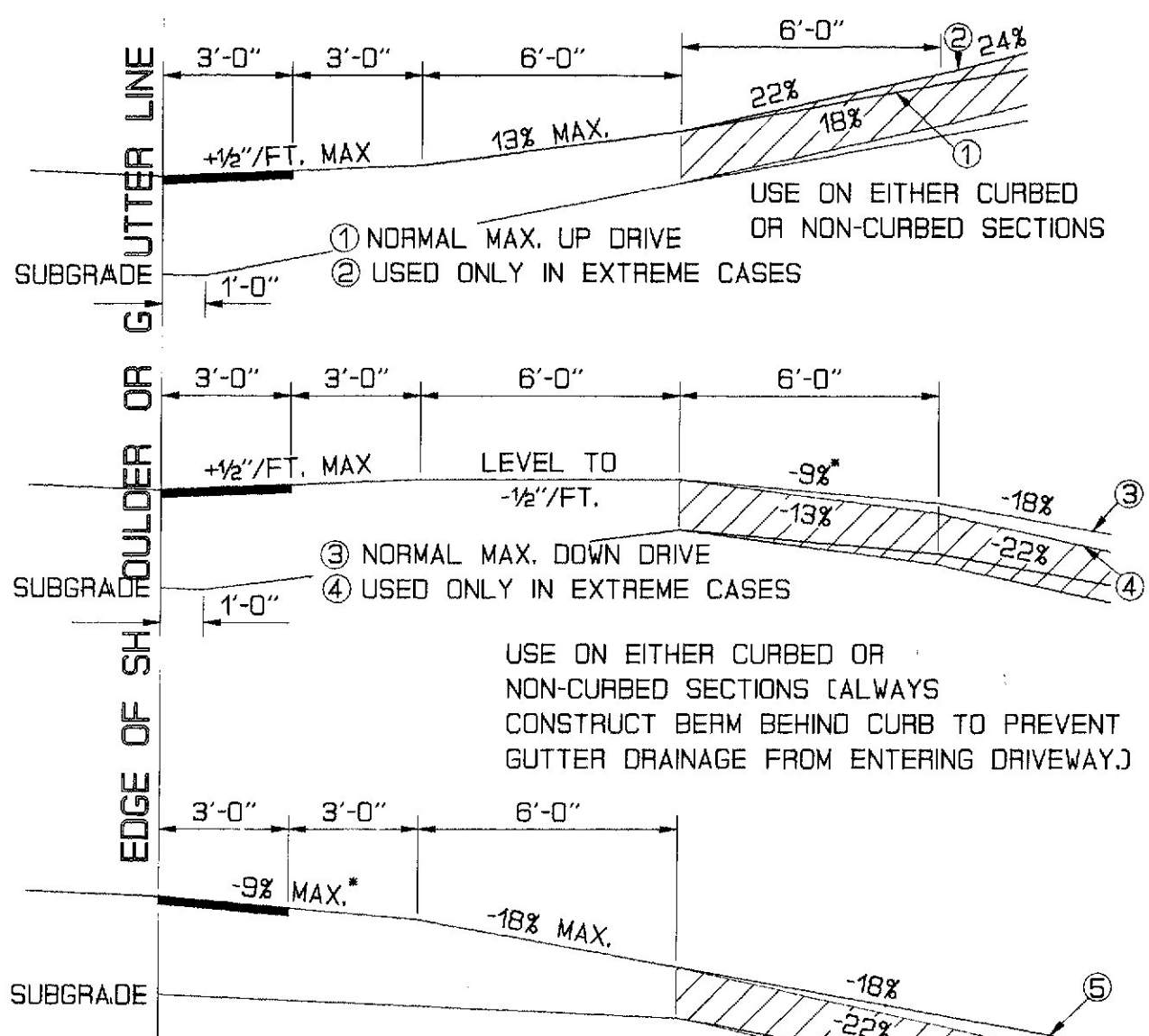


- GENERAL NOTES:
1. THE SIDEWALK WIDTH SHALL BE PAVED IN ALL CASES.
 2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

- NOTES ON MAXIMUM DRIVEWAY PROFILES:
1. 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.
 2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.
 3. 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.

DRIVES ON SIDEWALK SECTIONS

EN001

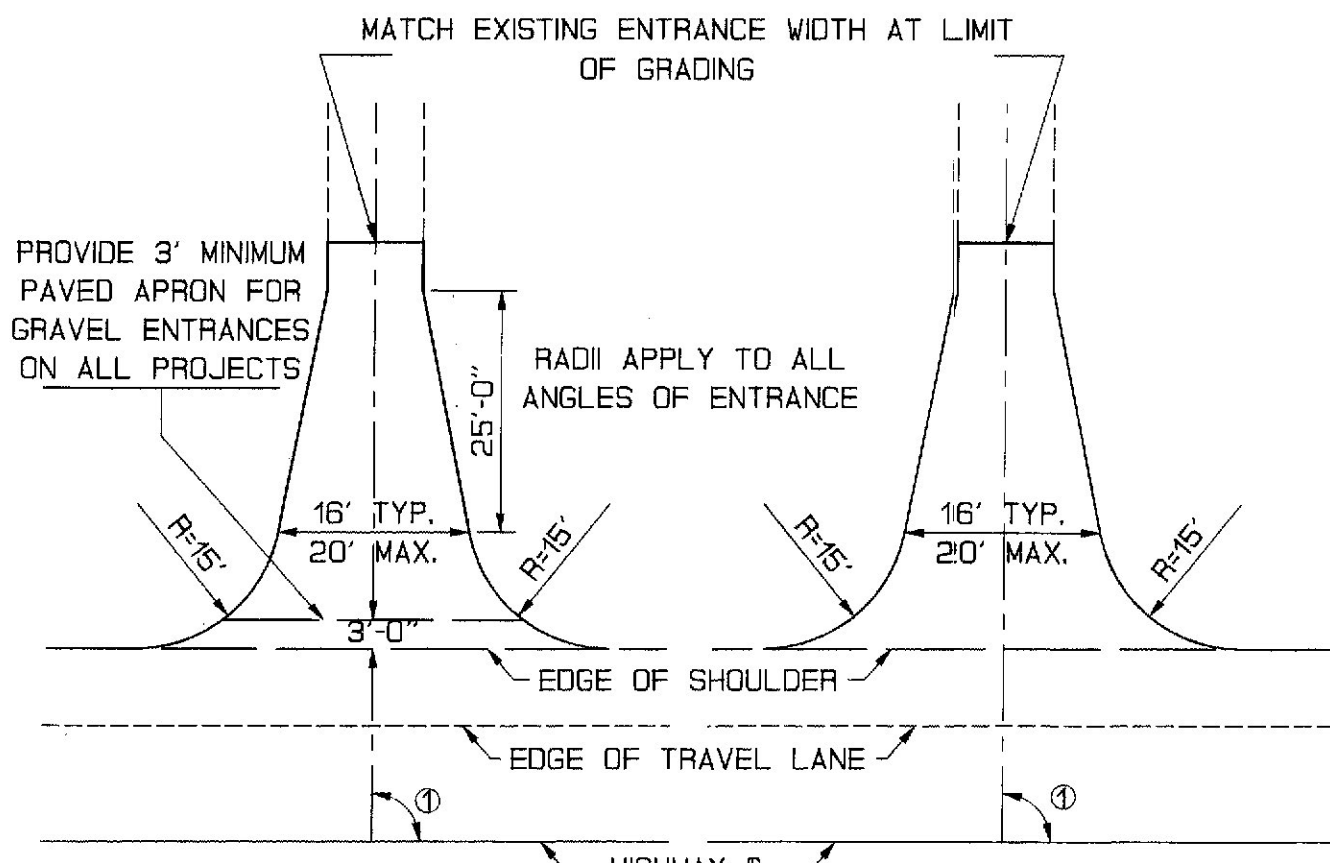


- GENERAL NOTES:
1. THE FIRST 3' SHOWN AS PAVEMENT SHALL BE PAVED ONLY WHEN ABUTTING A PAVED AREA.
 2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.
- IF THERE IS NO PROBLEM OF WATER DRAINING DOWN THE DRIVE THEN
- 5 NORMAL MAX. DOWN DRIVE
 - 6 USED ONLY IN EXTREME CASES
- USE ONLY ON NON-CURBED SECTIONS ON SEASONAL OR LIMITED USE ENTRANCES OR WHEN DRAINAGE IS NOT A FACTOR.

- NOTES ON MAXIMUM DRIVEWAY PROFILES:
1. 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.
 2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.
 3. 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.

DRIVES ON NON-SIDEWALK SECTIONS

EN002

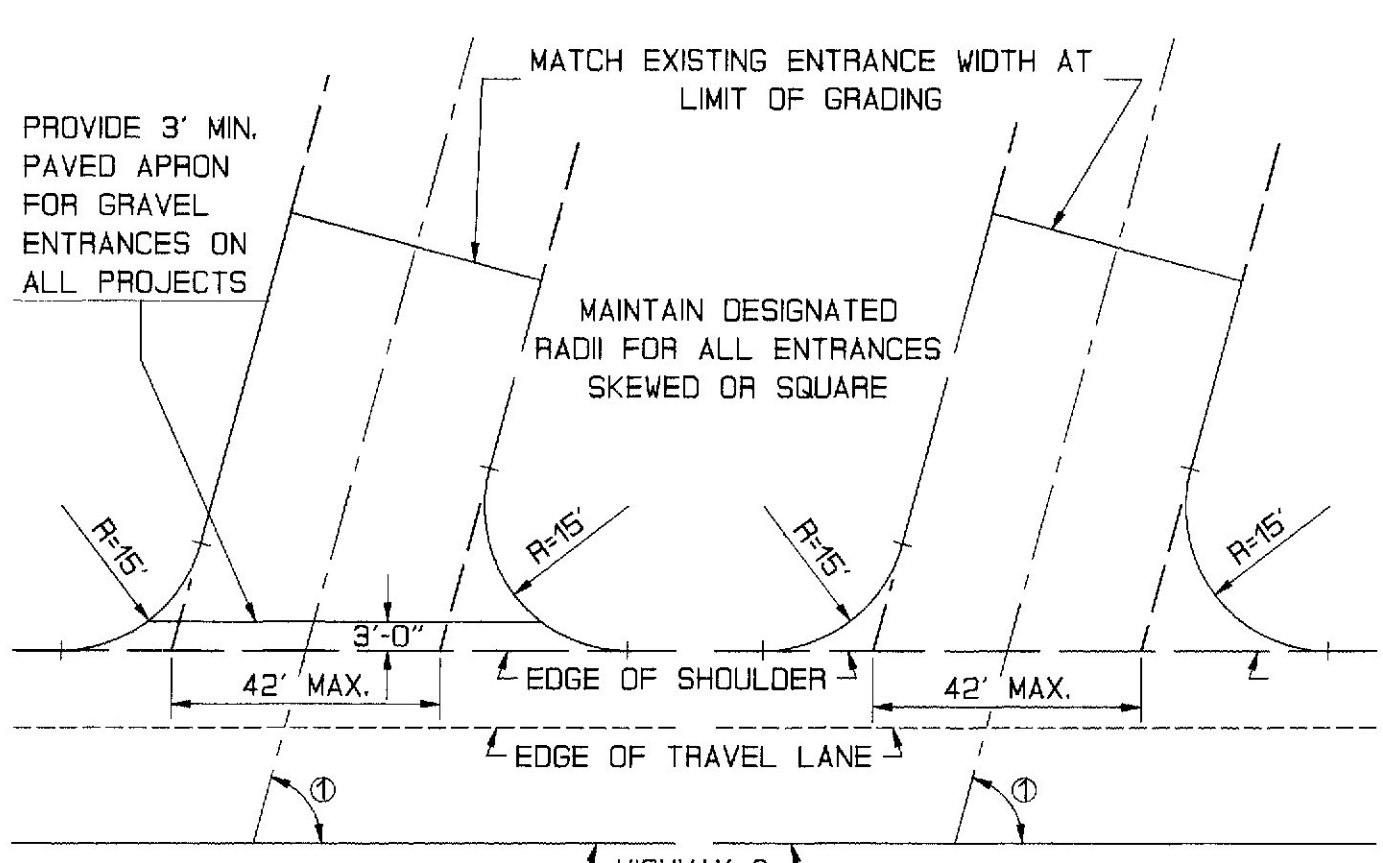


GRAVEL ENTRANCE PAVED ENTRANCE

① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

RESIDENTIAL ENTRANCE ONTO UNCURBED HIGHWAY (PAVED SHOULDERS)

EN003

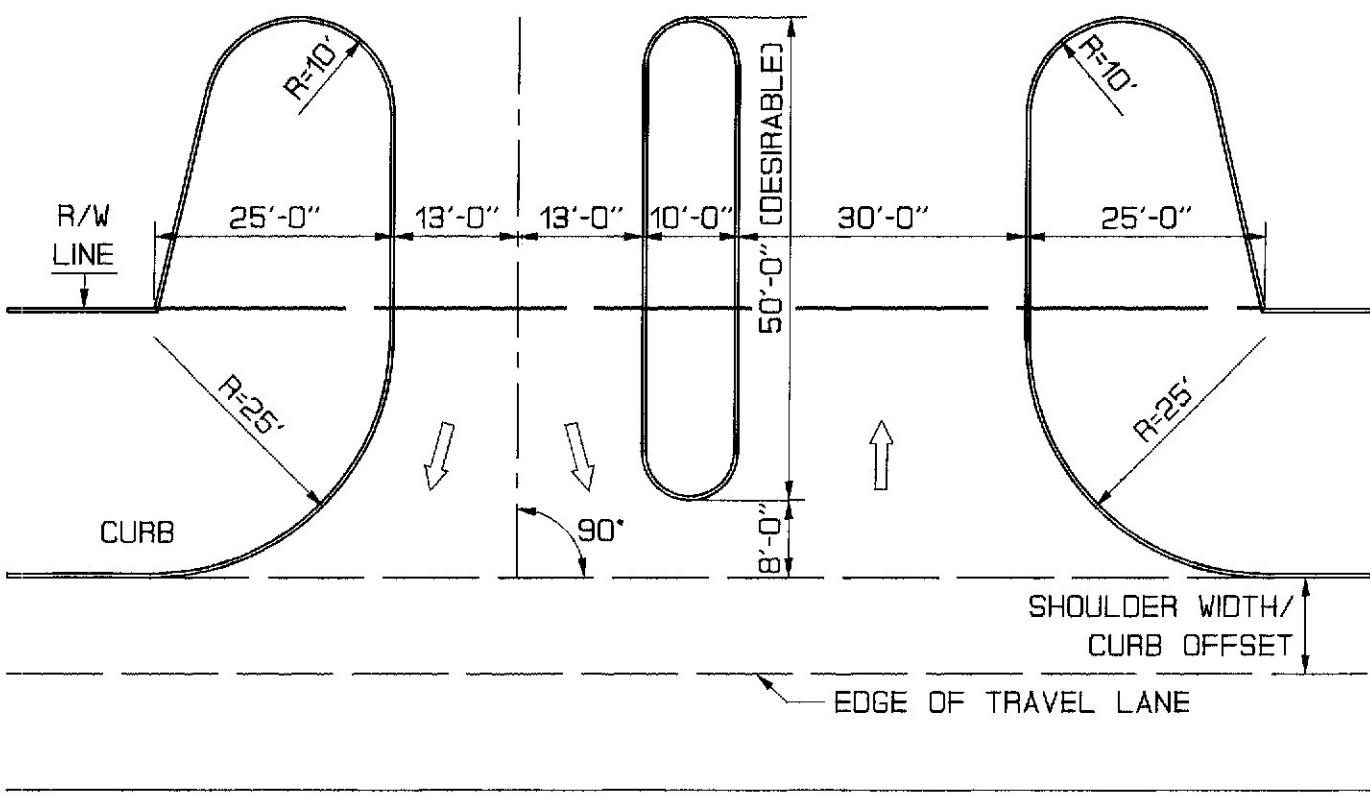


GRAVEL ENTRANCE PAVED ENTRANCE

① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

COMMERCIAL/INDUSTRIAL ENTRANCE ONTO UNCURBED HIGHWAY (PAVED SHOULDERS)

EN004

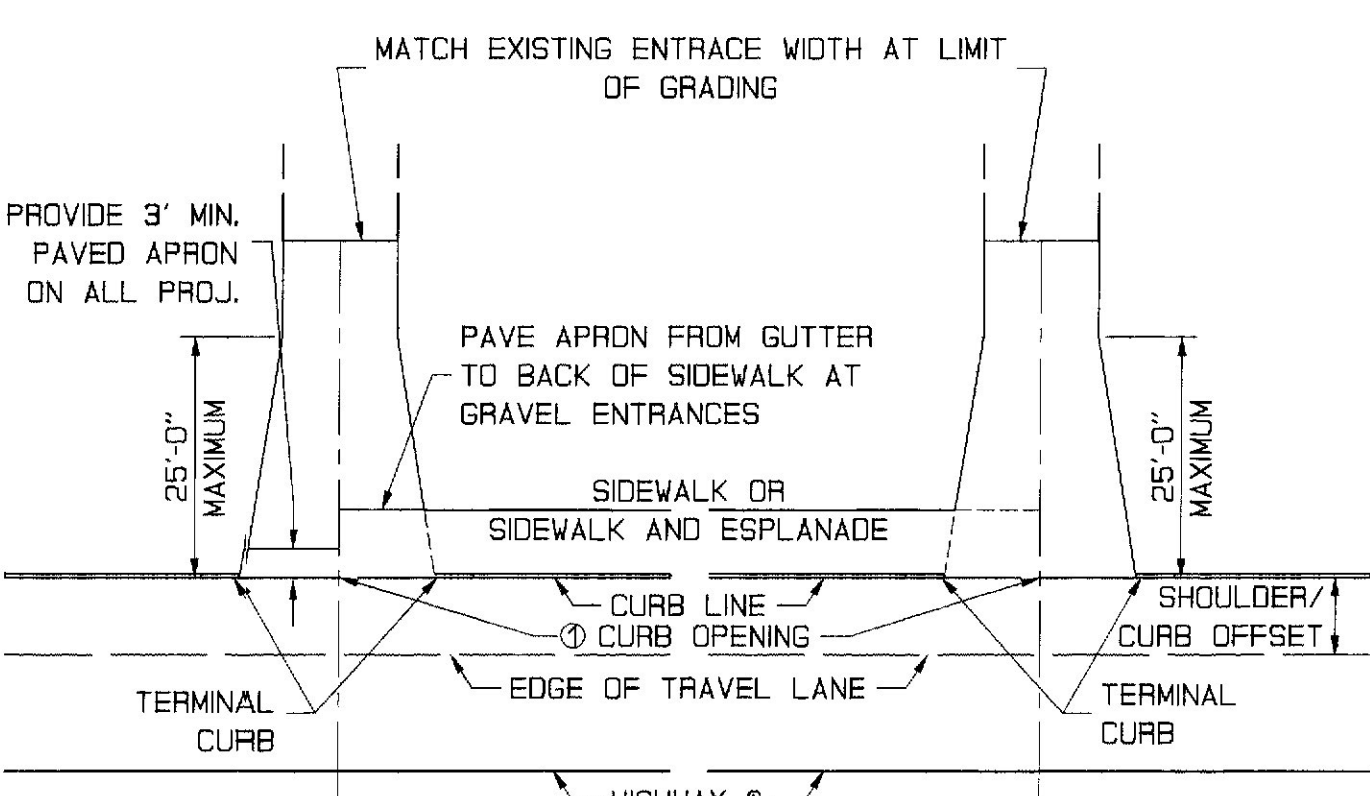


PAVED ENTRANCE

- NOTES:
1. THIS TYPE OF ENTRANCE SUITABLE FOR OTHER HIGH TRAFFIC VOLUME, PUBLIC-TYPE INSTALLATIONS.
 2. ALL ISLAND BORDERS SHALL BE CURBED.

SHOPPING CENTER ENTRANCE ONTO HIGHWAY (PAVED SHOULDERS)

EN005

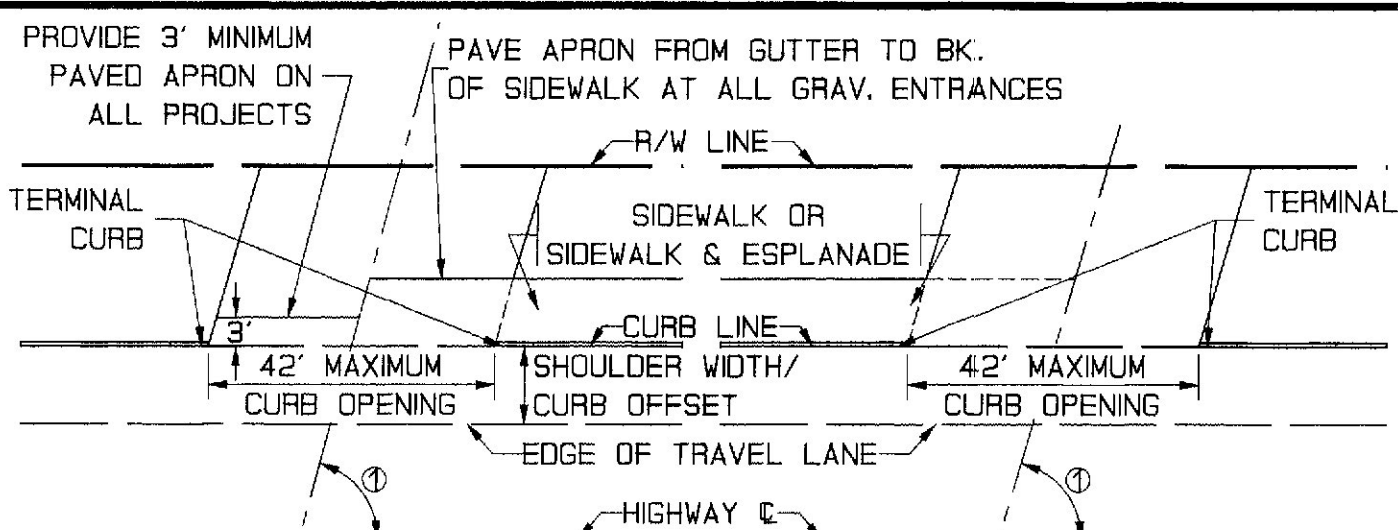


GRAVEL ENTRANCE PAVED ENTRANCE

- ① MINIMUM CURB OPENING IS 20' WHERE THE SHOULDER WIDTH IS 6' AND 26' WHERE THE SHOULDER WIDTH IS < 6'.

RESIDENTIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALKS)

EN006

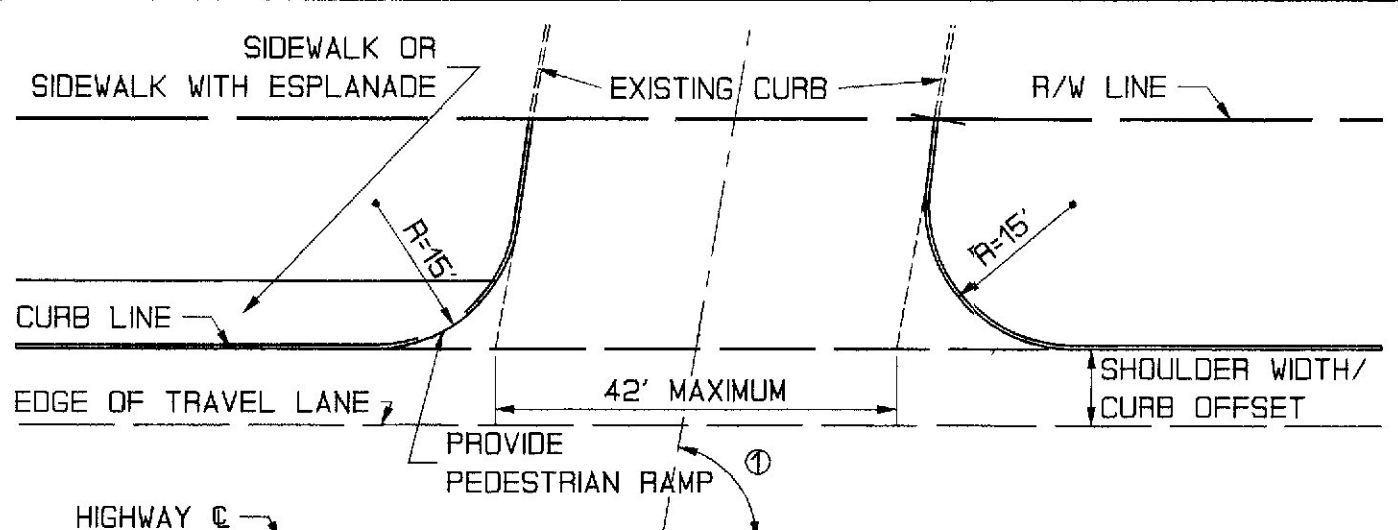


GRAVEL ENTRANCE PAVED ENTRANCES

- ① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH ≥ 6' AND 60° WHERE THE SHOULDER WIDTH < 6'.
- ② IF THERE ARE HIGH TRUCK TURNING VOLUMES, THE DESIGNER SHOULD CONSIDER PROVIDING TURNING RADII OF 15'-25' AND/OR A WIDER OPENING AND/OR LIMITING THE ANGLE OF TURN TO ACCOMMODATE TRUCKS.

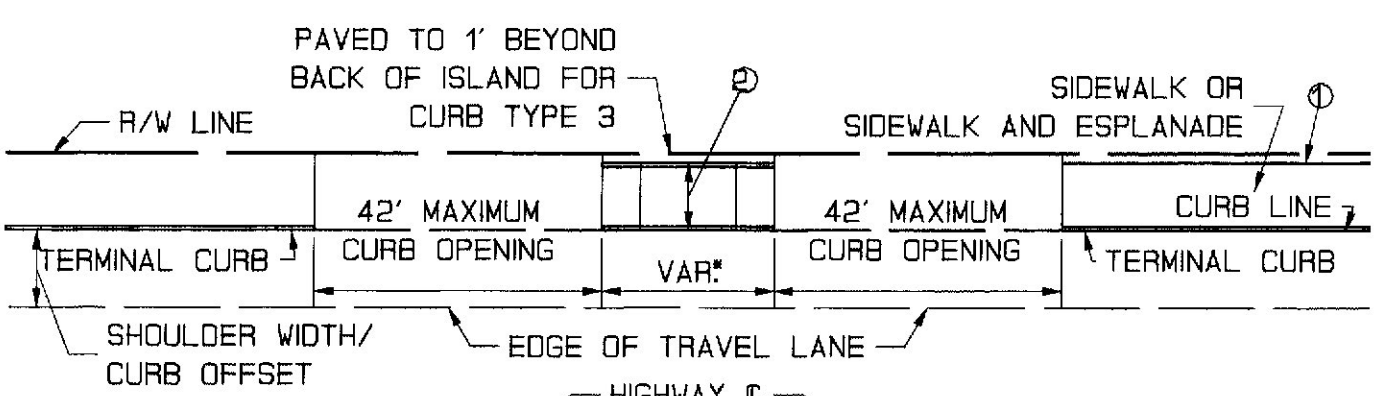
UNCURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK)

EN007



CURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK)

EN008



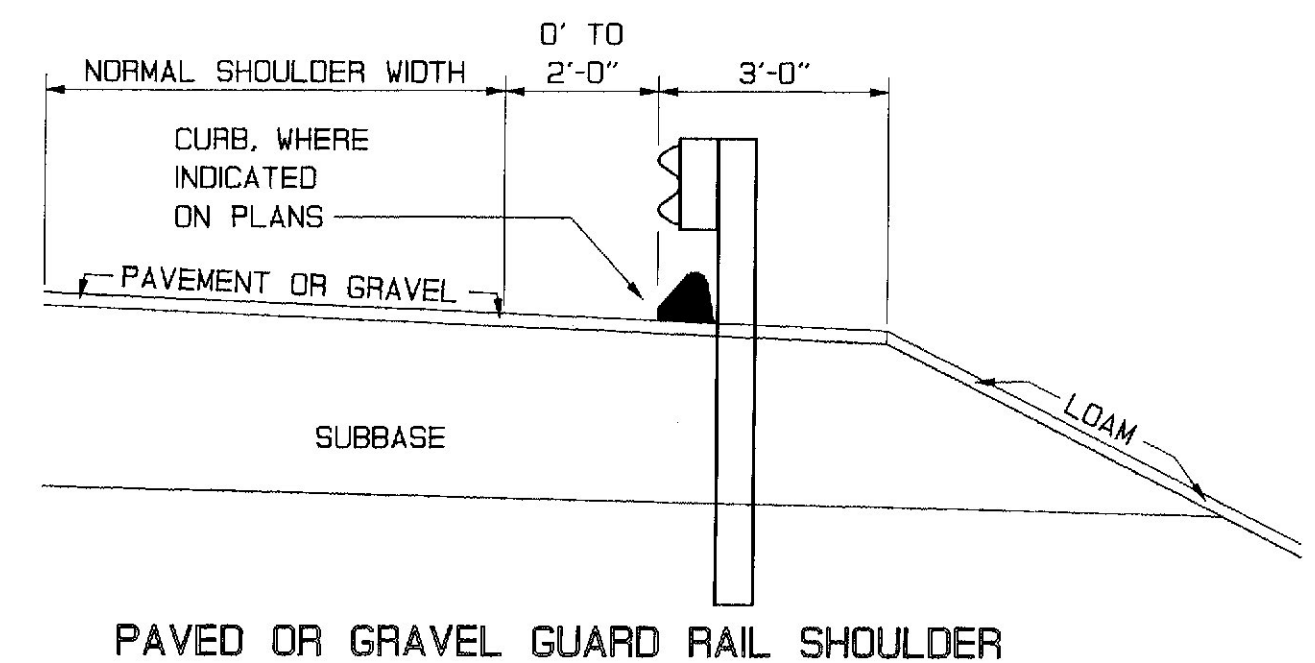
- NON-SIDEWALK SIDEWALK
- RELECTORIZED (IF BITUMINOUS) *18" MIN. IN SIDEWALK AREAS 12" MIN. IN NON-SIDEWALK AREAS
- GRANITE CURB WITH SLOPED TERMINAL ENDS OR BITUMINOUS CURB WITH SLOPED ENDS

- CENTRAL ISLAND
- ① WHERE PARKING OF SERVICE AREA ABUTS SIDEWALK, A CURB, GUARDRAIL OR FENCE SHOULD BE PROVIDED.
 - ② ISLAND WIDTH WILL EXTEND WITHIN 1' OF RIGHT-OF-WAY LINE, IF PRACTICAL. WHEN ISLAND WIDTH EXCEEDS 10', USE DESIGN IN FIGURE 8-41 IN HIGHWAY DESIGN GUIDE.
 - ③ IF THERE ARE HIGH TRUCK TURNING VOLUMES, THE DESIGNER SHOULD CONSIDER PROVIDING TURNING RADII OF 15'-25' AND/OR WIDER OPENING AND/OR LIMITING THE ANGLE OF TURN TO ACCOMMODATE TRUCKS.

COMMERCIAL/INDUSTRIAL DOUBLE ENTRANCES ONTO CURBED HIGHWAY (NARROW RIGHT-OF-WAY)

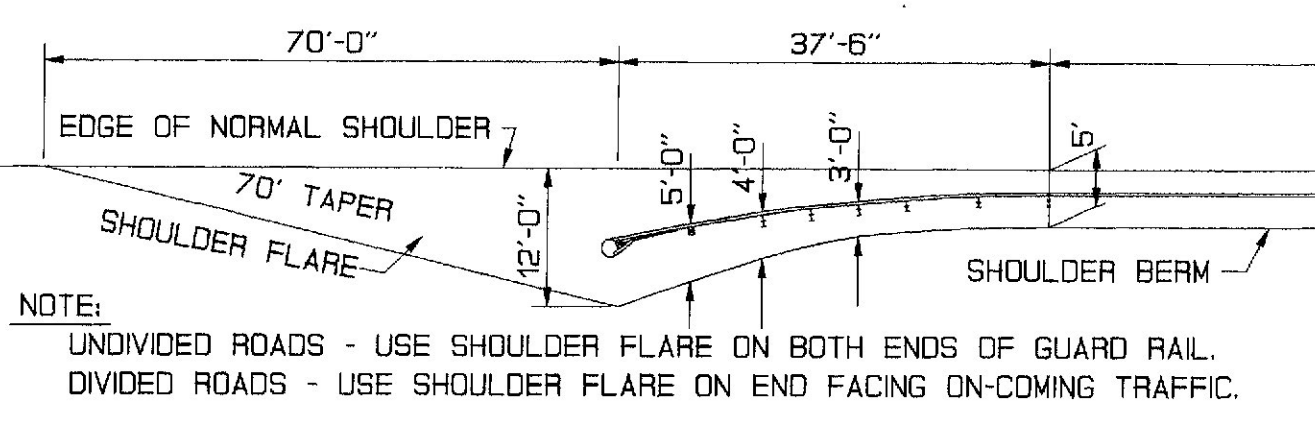
EN009

REVISIONS		APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
Description	Me. DOT	FHWA				
ORIGINAL PLAN	OCT. 92					
EN003	APR. 95	OCT. 95				
EN004	APR. 95	OCT. 95				
EN006	APR. 95	OCT. 95				
EN007	APR. 95	OCT. 95				
EN009	APR. 95	OCT. 95				



PAVED OR GRAVEL GUARD RAIL SHOULDER

LOCATION OF GUARD RAIL TYPE 3

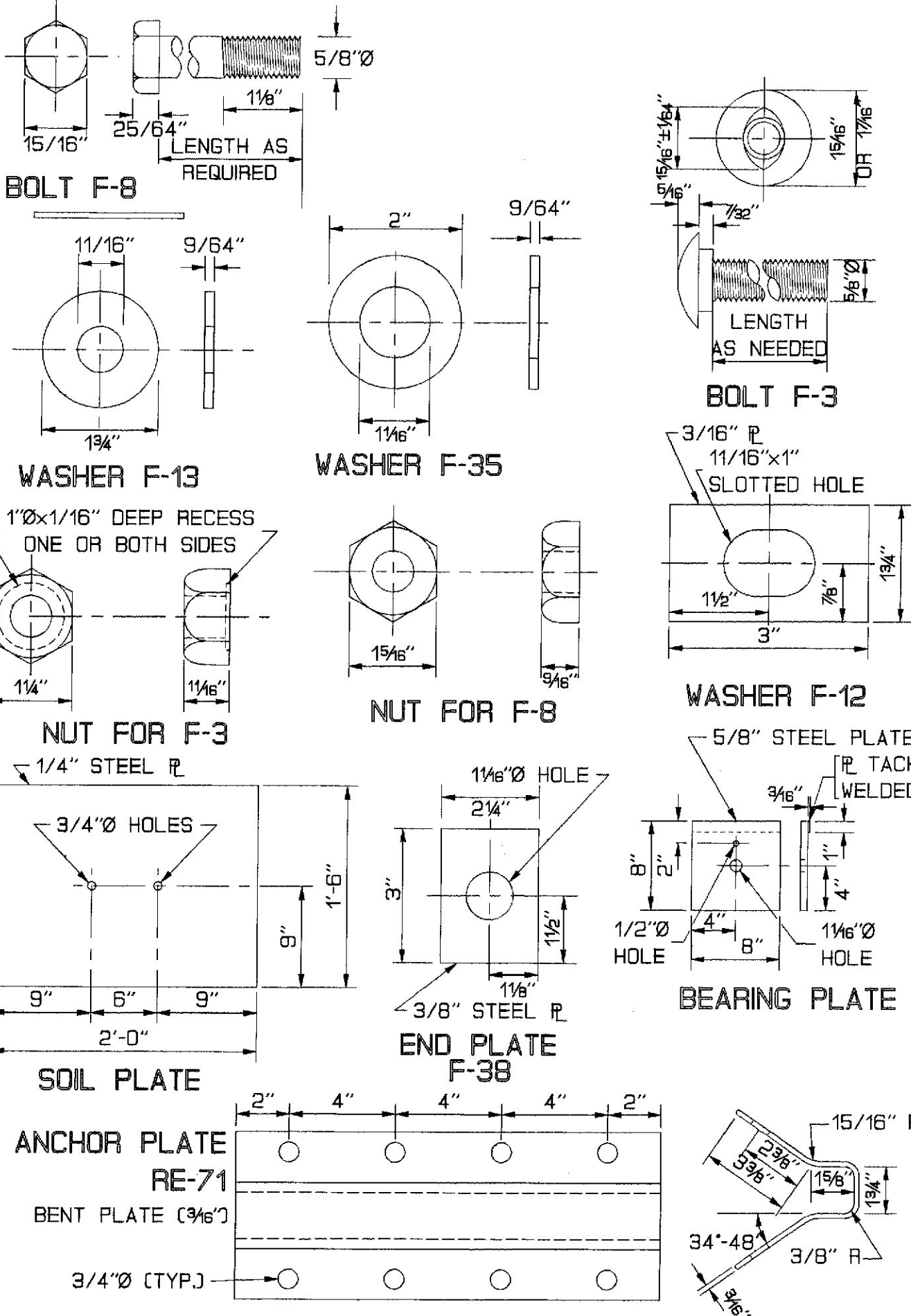


NOTE:
UNDIVIDED ROADS - USE SHOULDER FLARE ON BOTH ENDS OF GUARD RAIL.
DIVIDED ROADS - USE SHOULDER FLARE ON END FACING ON-COMING TRAFFIC.

SHOULDER WIDENING FOR BREAKAWAY
CABLE TERMINAL SECTION

SPEC. 606

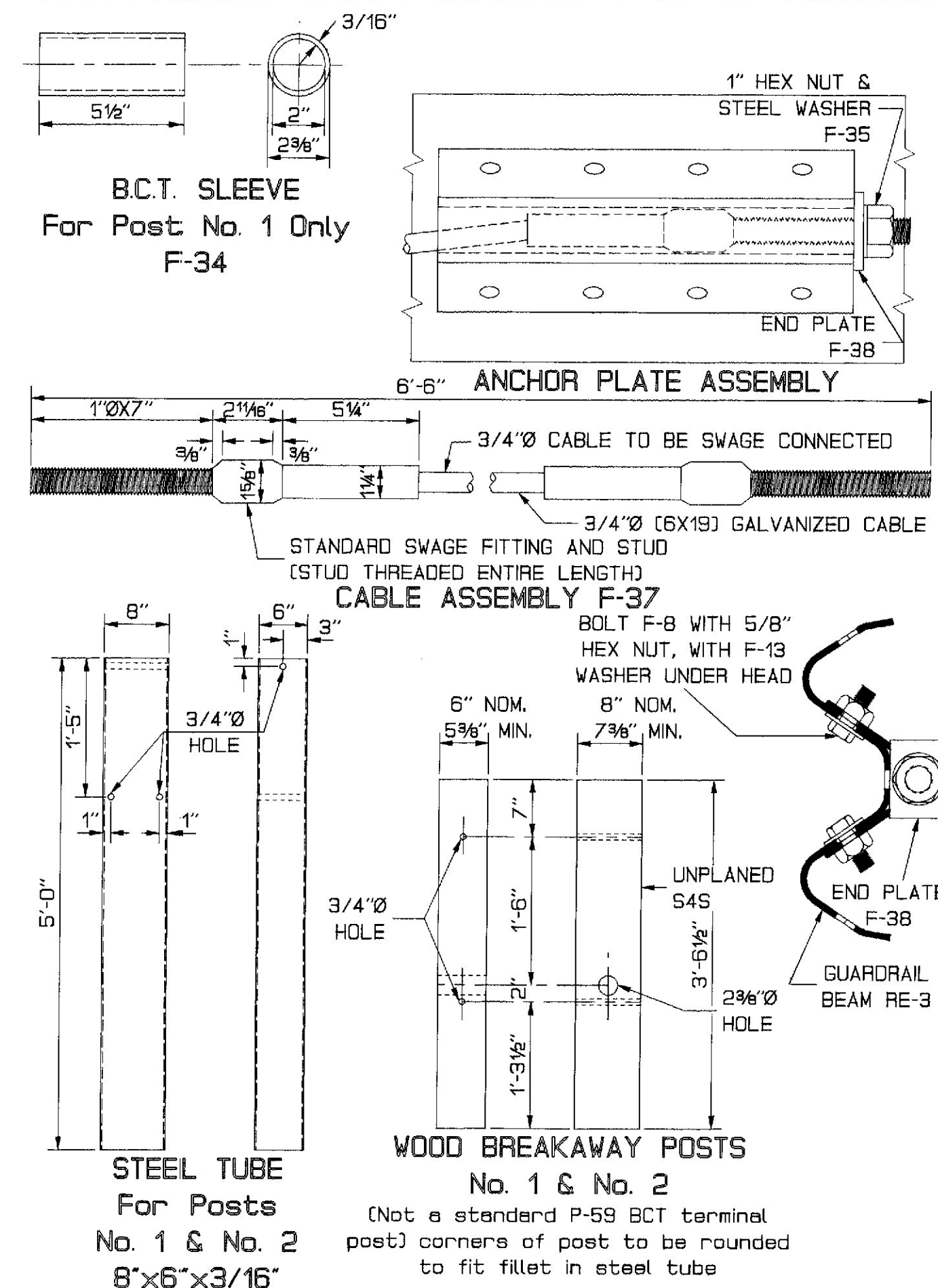
GR002



BREAKAWAY CABLE TERMINAL

SPEC. 606

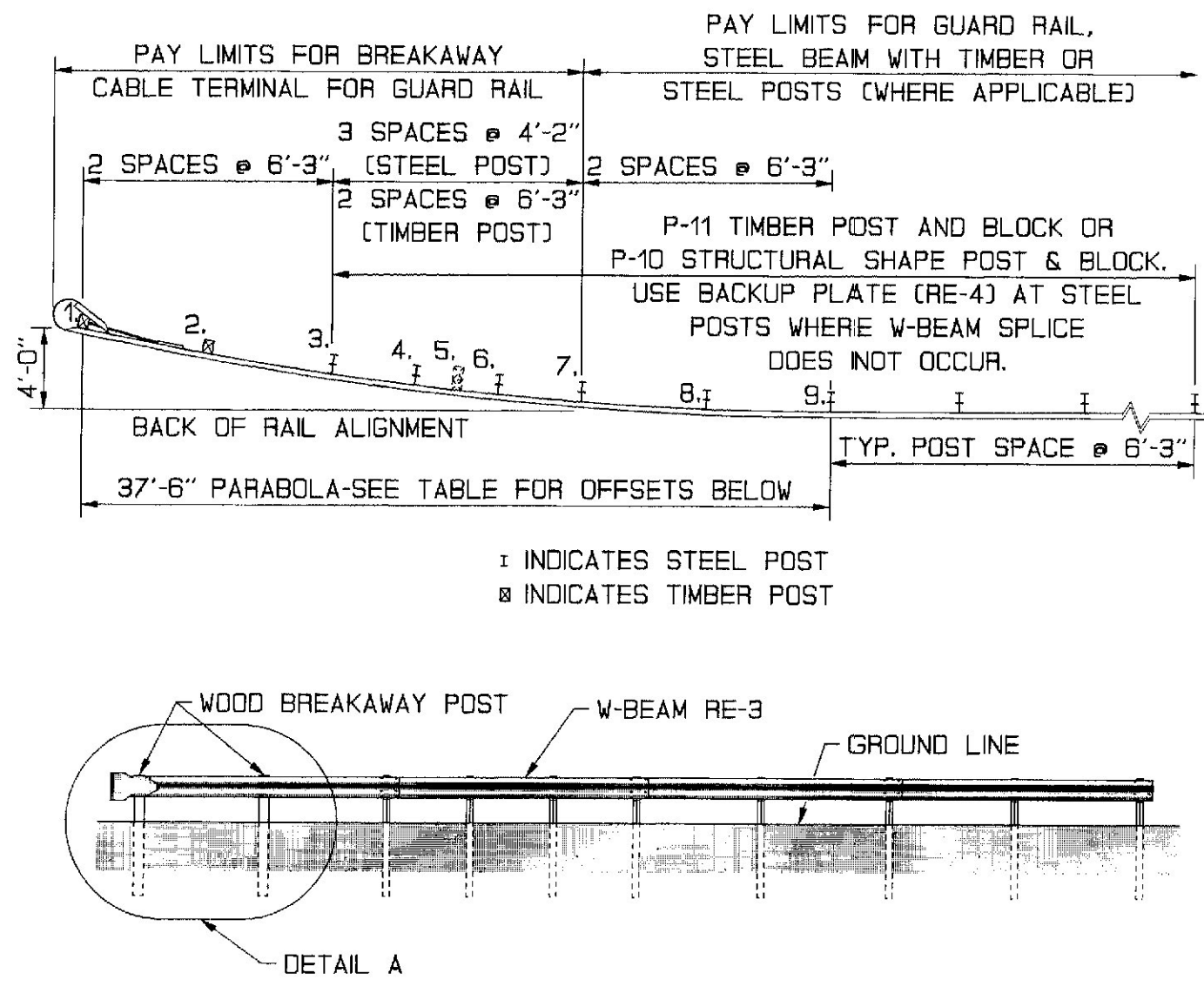
GR006



BREAKAWAY CABLE TERMINAL

SPEC. 606

GR007

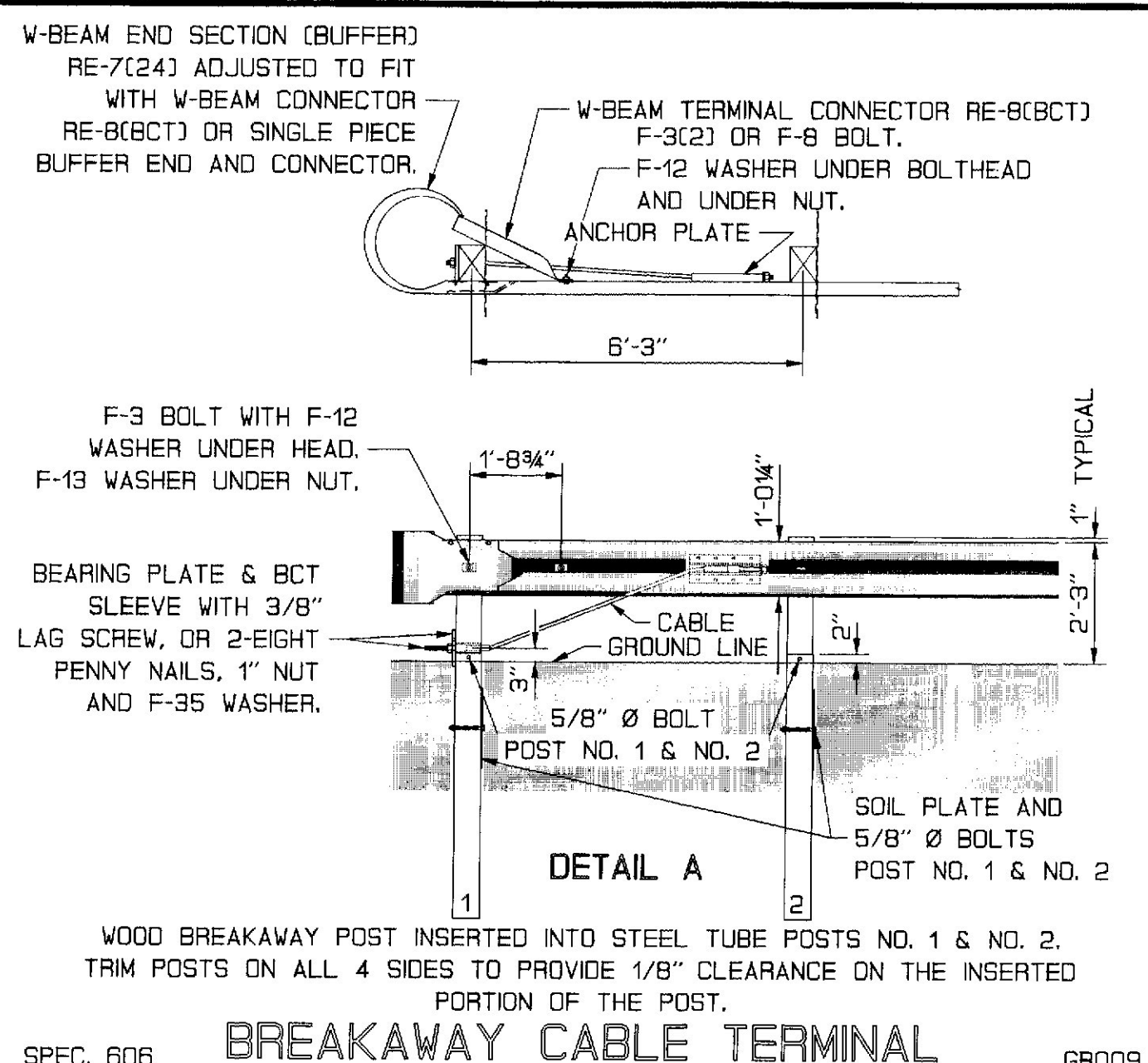


OFFSETS TO FACE OF POST FROM BACK OF RAIL ALIGNMENT		
POST NO.	STEEL	TIMBER
1	4'-0"	4'-0"
2	2'-9 1/2"	2'-9 1/2"
3	2'-3 1/2"	2'-3"
4	1'-9"	1'-9"
5	1'-5 3/4"	1'-5 3/4"
6	1'-3 1/2"	1'-3 1/2"
7	0'-11 1/2"	0'-11"
8	0'-7 3/4"	0'-6 3/4"
9	0'-6"	0'-5 1/2"

TABLE OF OFFSETS

SPEC. 606

GR008



BREAKAWAY CABLE TERMINAL

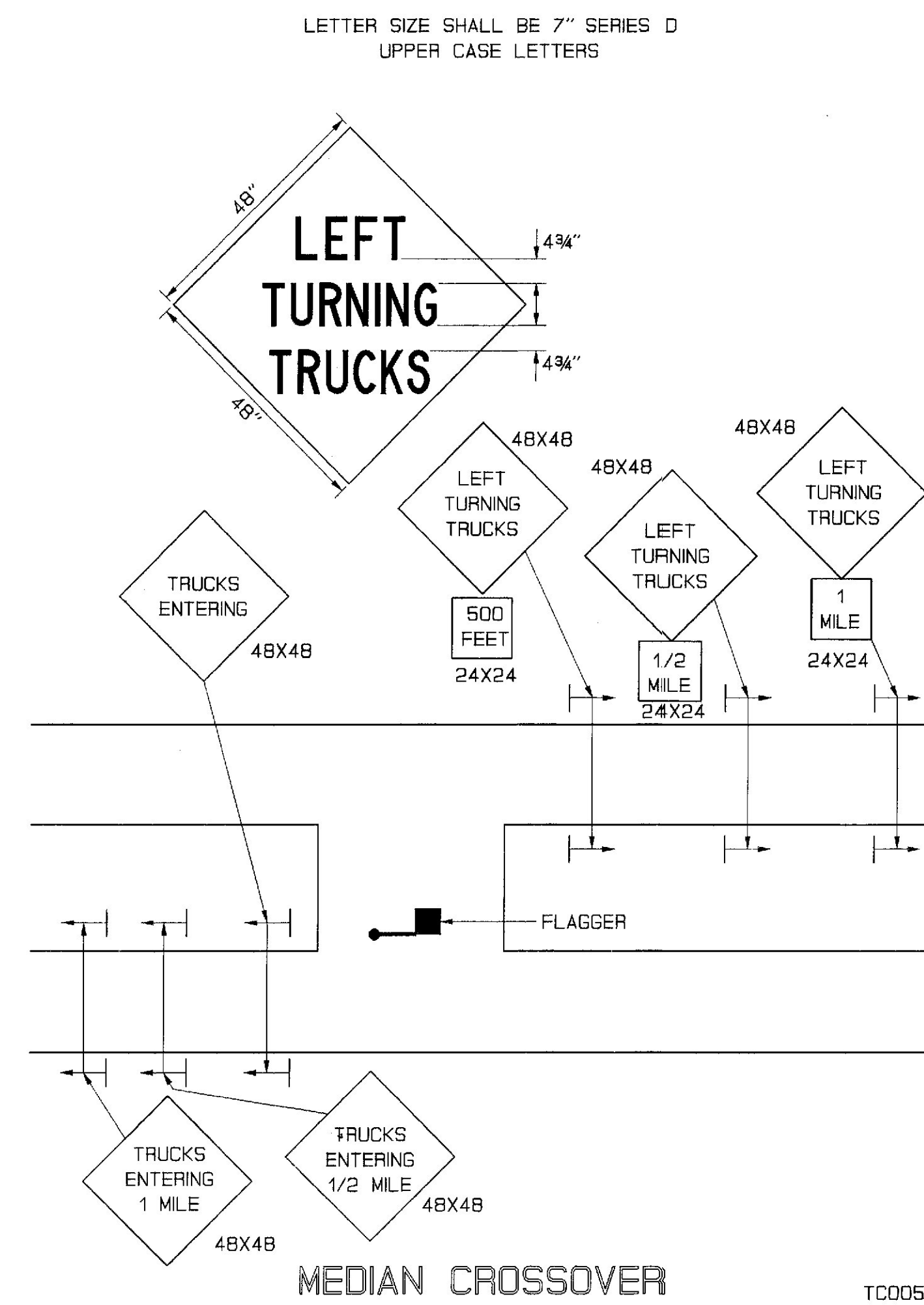
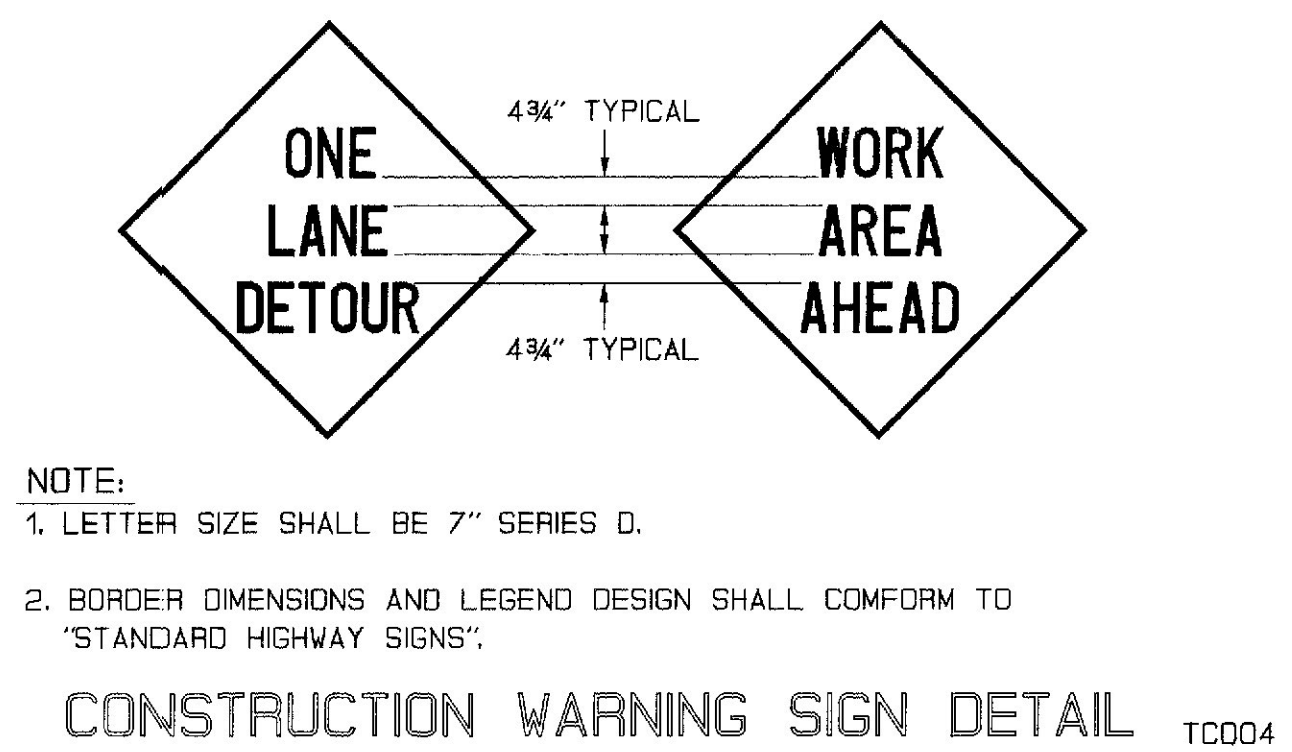
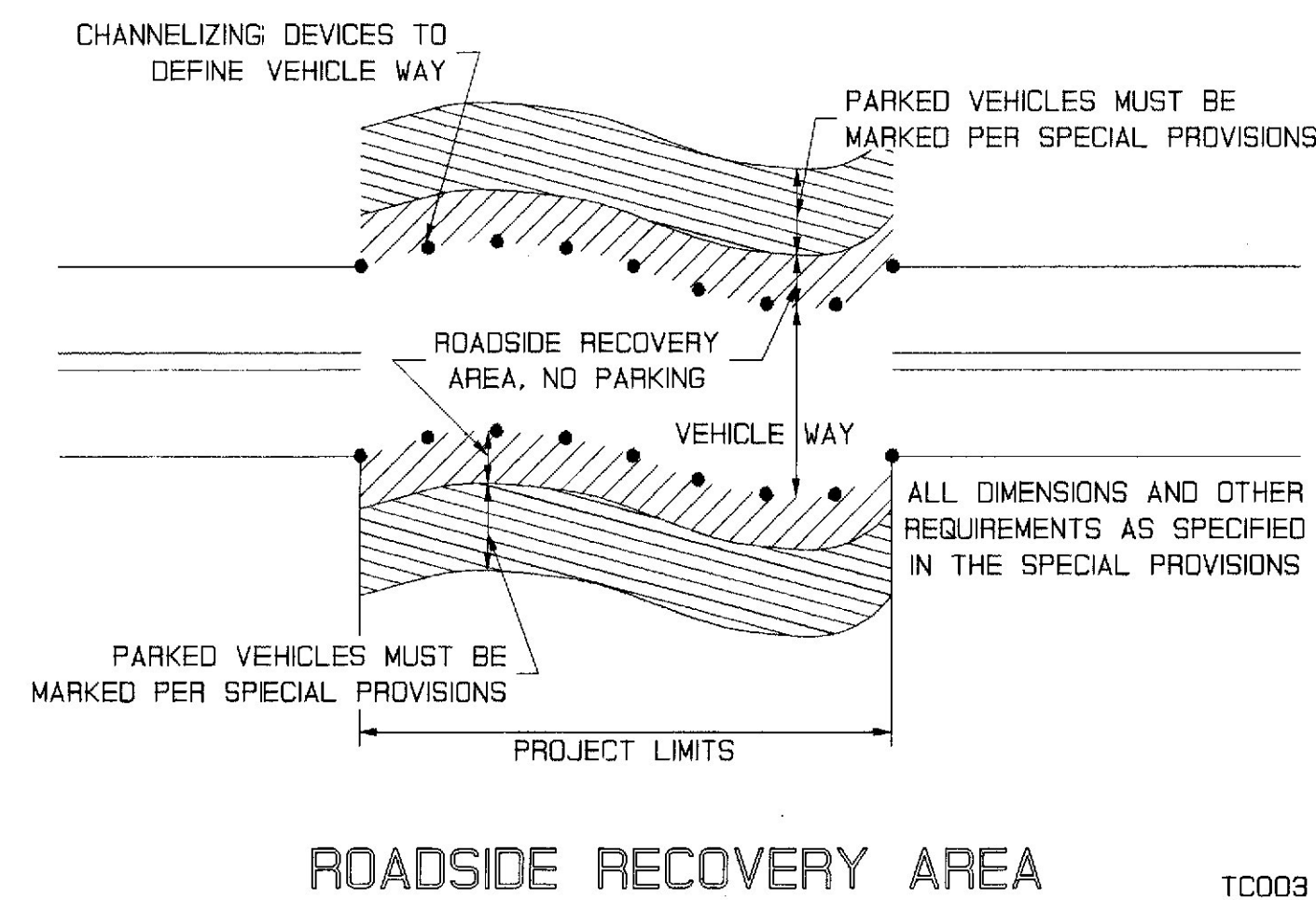
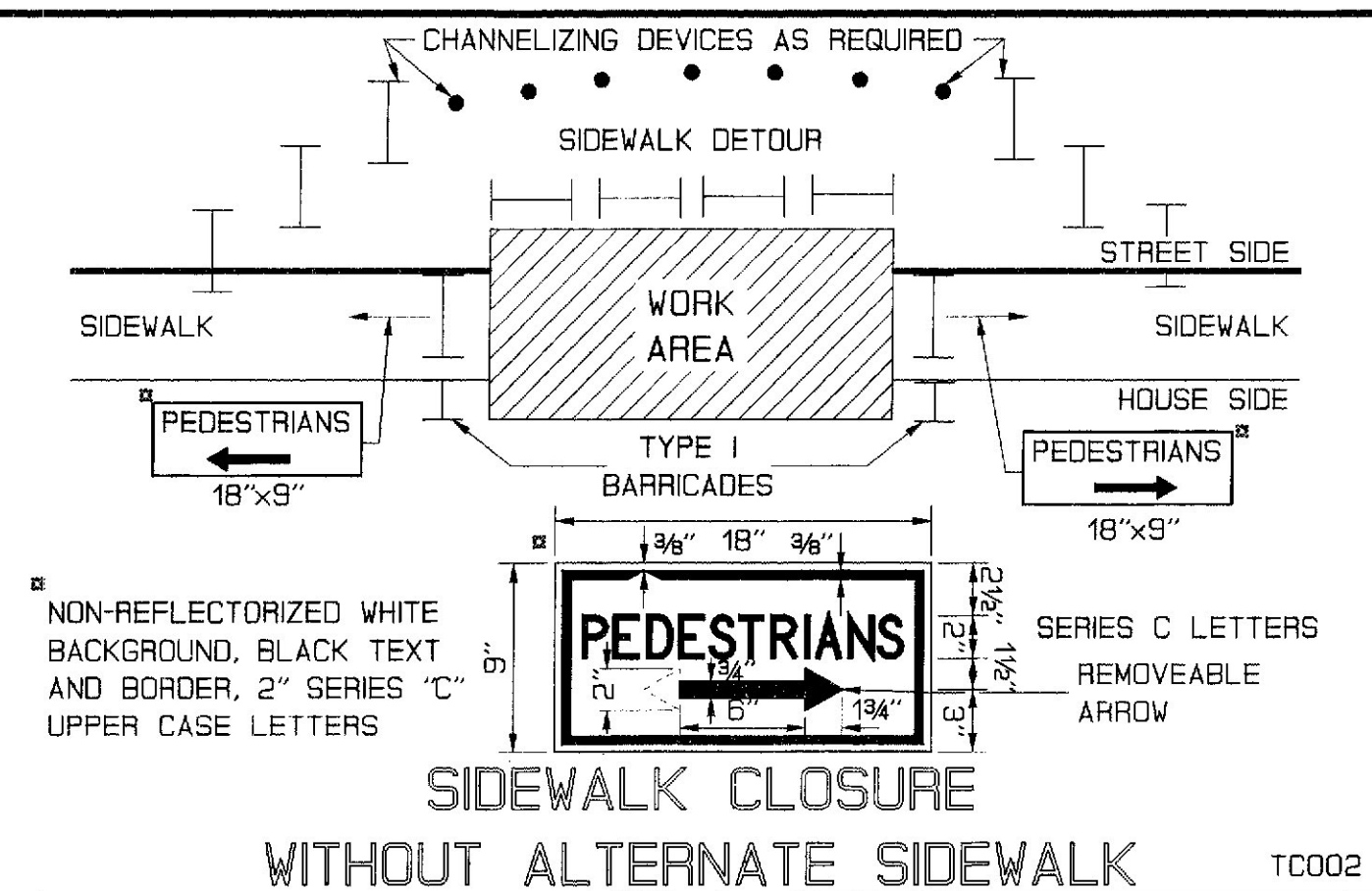
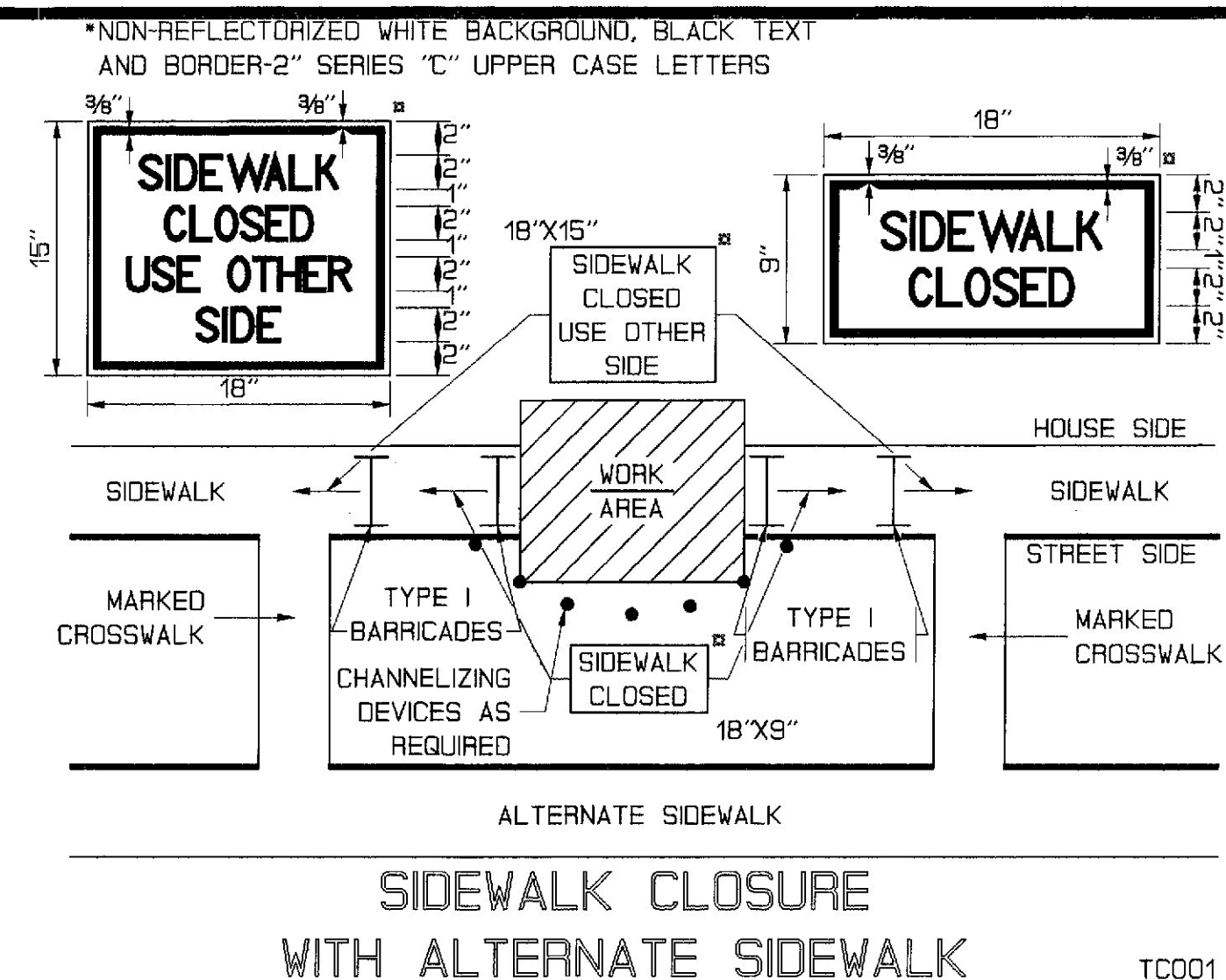
SPEC. 606

GR009

REVISIONS		APPROVED	
Description	Me.	DOT	PHWA
ORIGINAL PLAN	OCT. 92		
GR003 - REMOVE REF. TO W6x6 S	NOV. 93		
GR002 - ADDED DIMS.	FEB. 94		
GR002 - DELETED	APR. 95		
GR003 - DELETED	MAY 95		
GR004 - DELETED	MAY 95		
GR005 - DELETED	MAY 95		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
TYPE 3 GUARDRAIL
BREAKAWAY CABLE TERMINAL (B.C.T.)

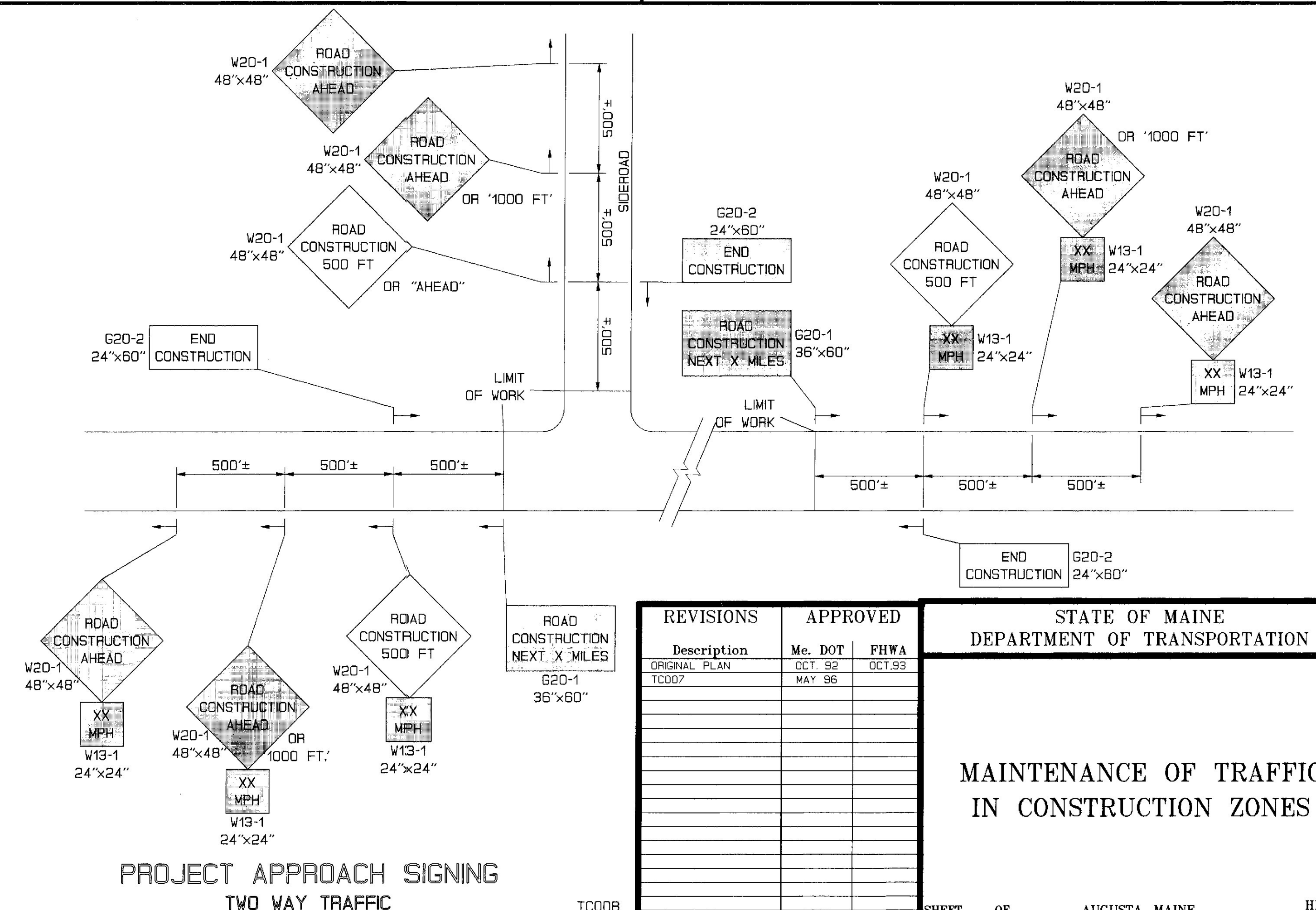
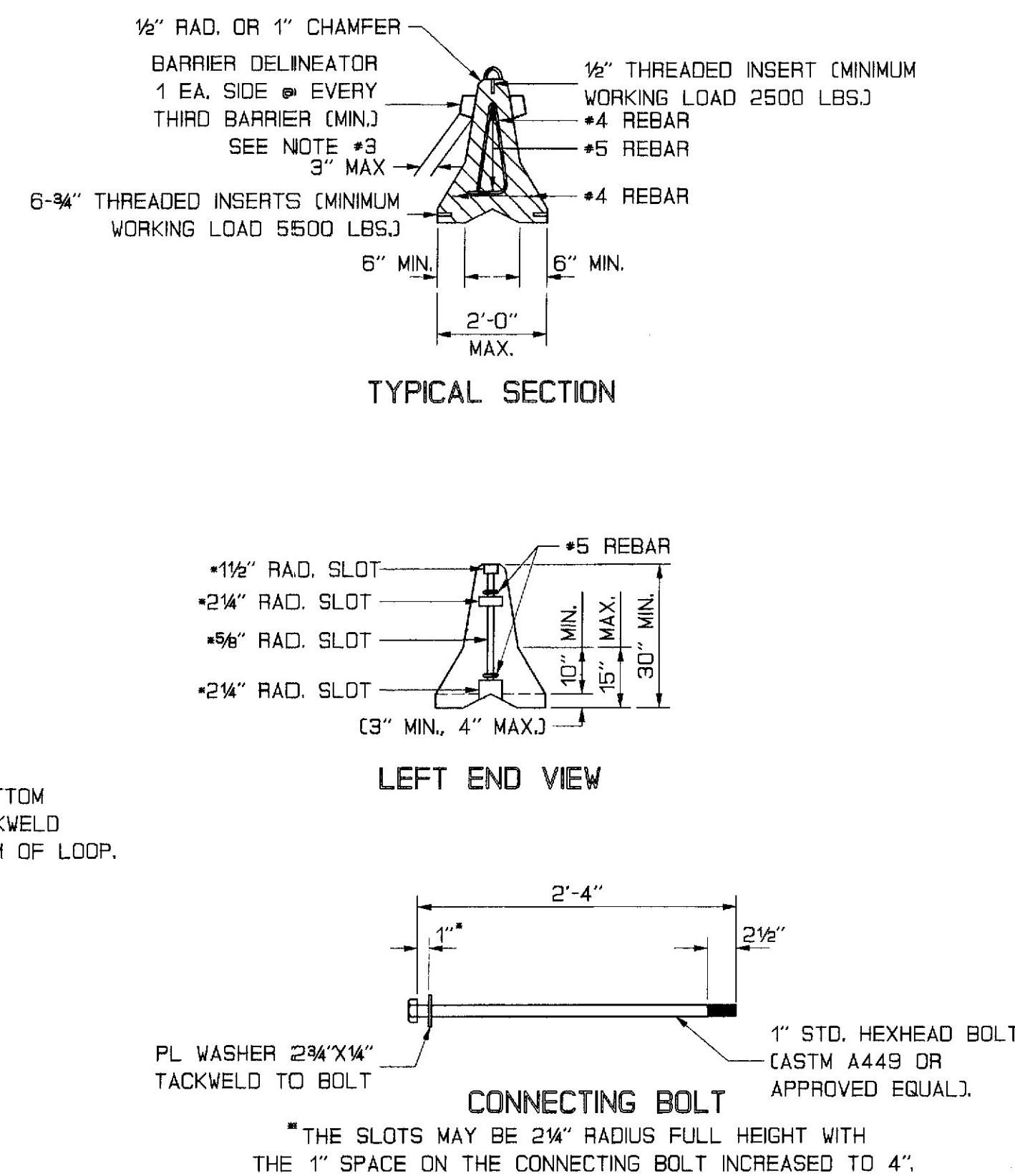
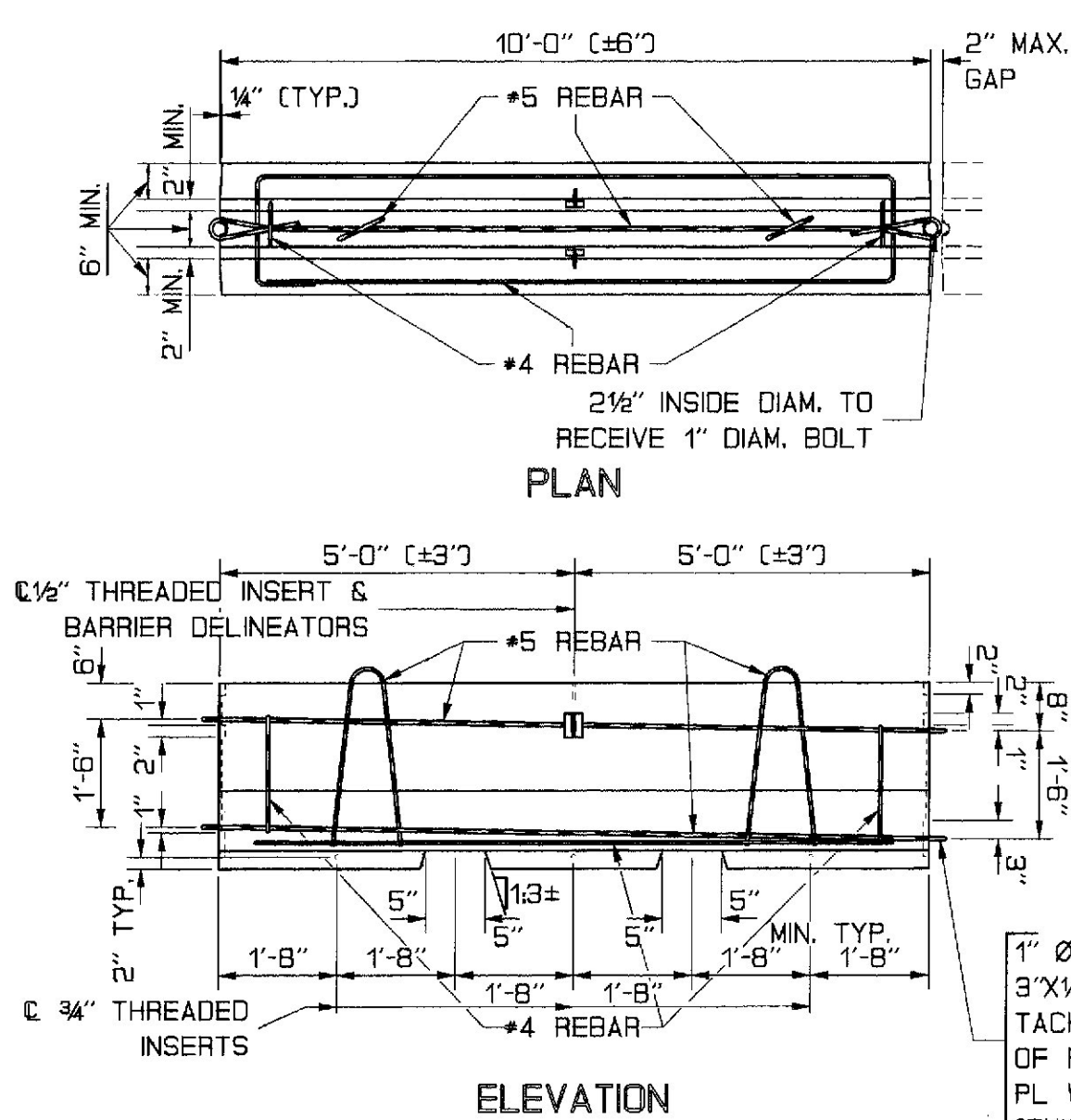


GENERAL NOTES FOR SIGNING

1. DISTANCES SHOWN FOR SIGN PLACEMENT ARE NOMINAL. EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
 2. GRADES ON TEMPORARY ROADWAYS THROUGH THE CONSTRUCTION ZONE USED BY THE PUBLIC SHALL NOT EXCEED 10 PERCENT.
 3. ADVISORY SPEED CONSISTANT WITH PREVAILING CONDITIONS SHALL BE AS DETERMINED BY THE ENGINEER.
 4. USE SHADED SIGNS WHEN SPECIFIED IN THE SPECIAL PROVISIONS.
 5. THE LENGTH OF TAPERS SHALL BE DETERMINED FROM THE FOLLOWING FORMULAE:
IF S IS EQUAL TO OR LESS THAN 40 M.P.H.
$$L = W \times S \times S / 60$$

IF S IS EQUAL TO OR GREATER THAN 45 M.P.H.
$$L = W \times S$$

WHERE:
L=LENGTH OF TAPER IN FEET
S=POSTED SPEED IN M.P.H.
W=WIDTH OF ROADWAY TO BE CLOSED IN FEET
- TAPER LENGTHS SHALL BE ROUNDED TO THE NEAREST FIVE FEET. IT MAY BE REQUIRED TO EXTEND LANE CLOSURE TAPERS TO PROVIDE A SMOOTH TRANSITION WHERE GEOMETRIC ALIGNMENT REDUCES SIGHT ALIGNMENT.
6. THE MAXIMUM LONGITUDINAL SPACING OF CHANNELIZING DEVICES SHALL CONFORM TO THE FOLLOWING:
 - A. 50 FEET THROUGH WORK AREAS
 - B. A DISTANCE IN TAPERS EQUAL TO THE NUMERICAL VALUE OF THE OPERATION SPEED, I.E., 45 M.P.H.= 45 FEET.
 - C. A DISTANCE IN TANGENT CHANNELIZATION EQUAL TO TWICE THE NUMERICAL VALUE OF THE OPERATION SPEED, I.E. 50 M.P.H. = 100 FT.
 7. ALL SIGNS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS", FHWA, 1979, AND REVISIONS THERETO.

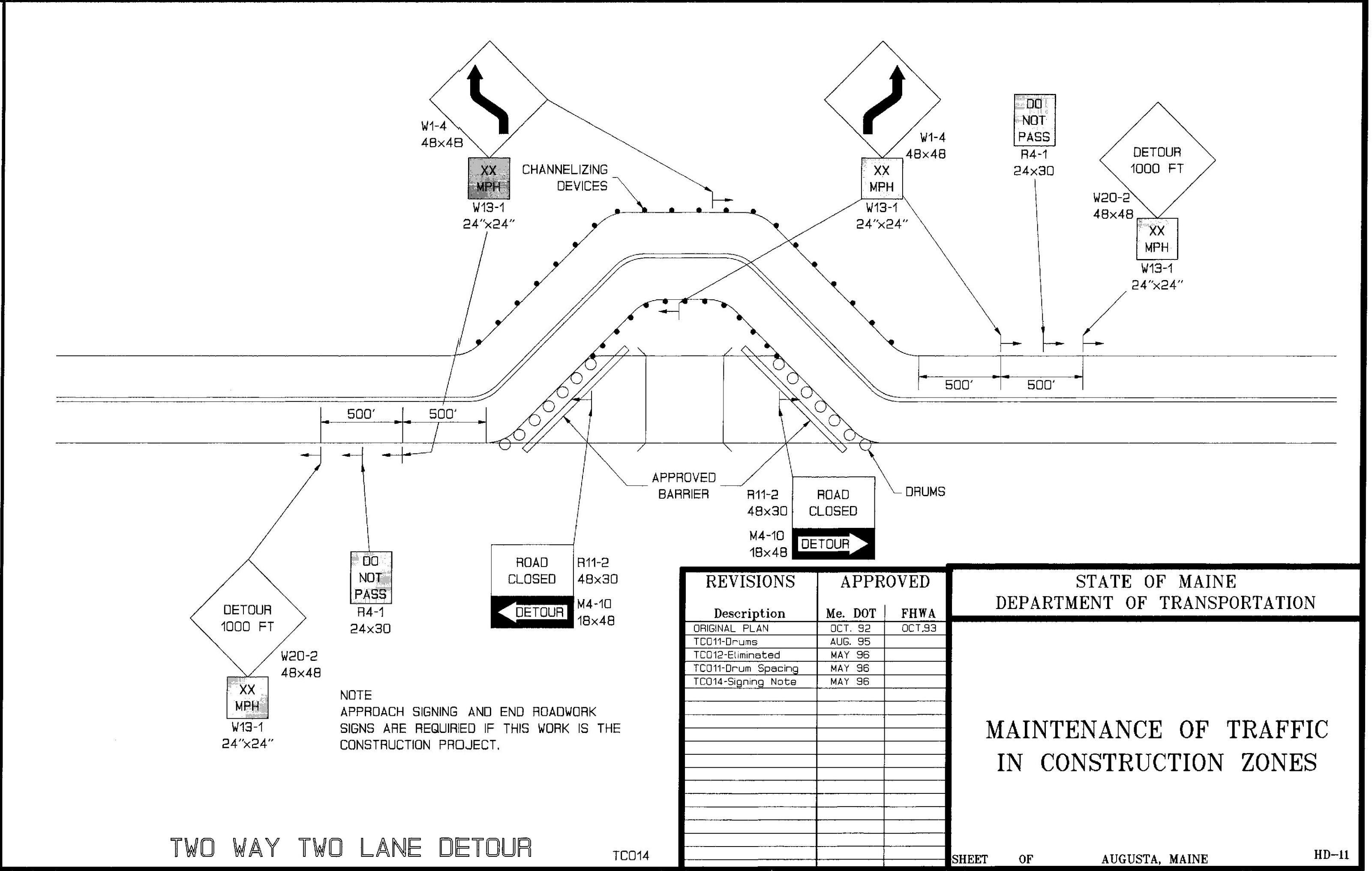
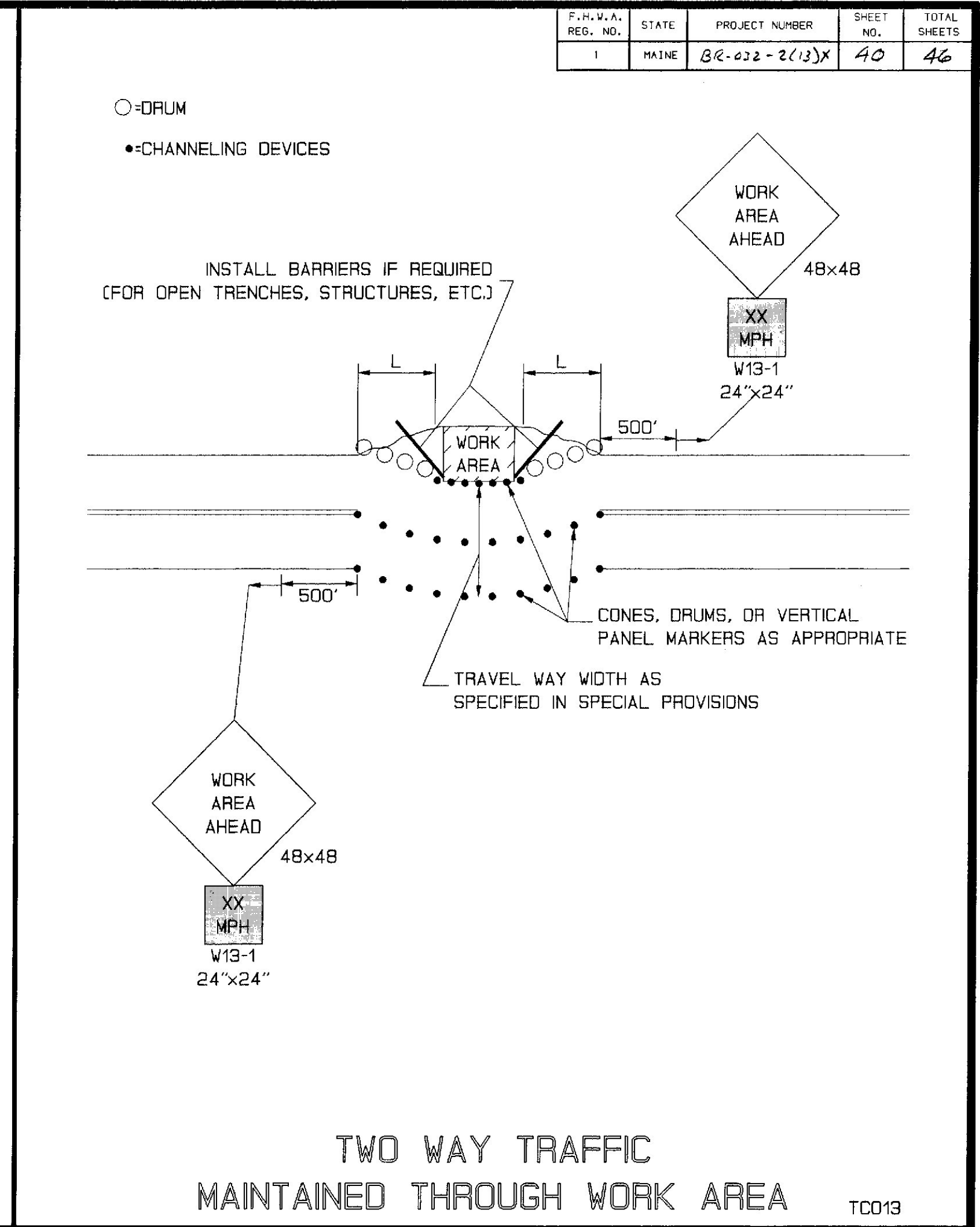
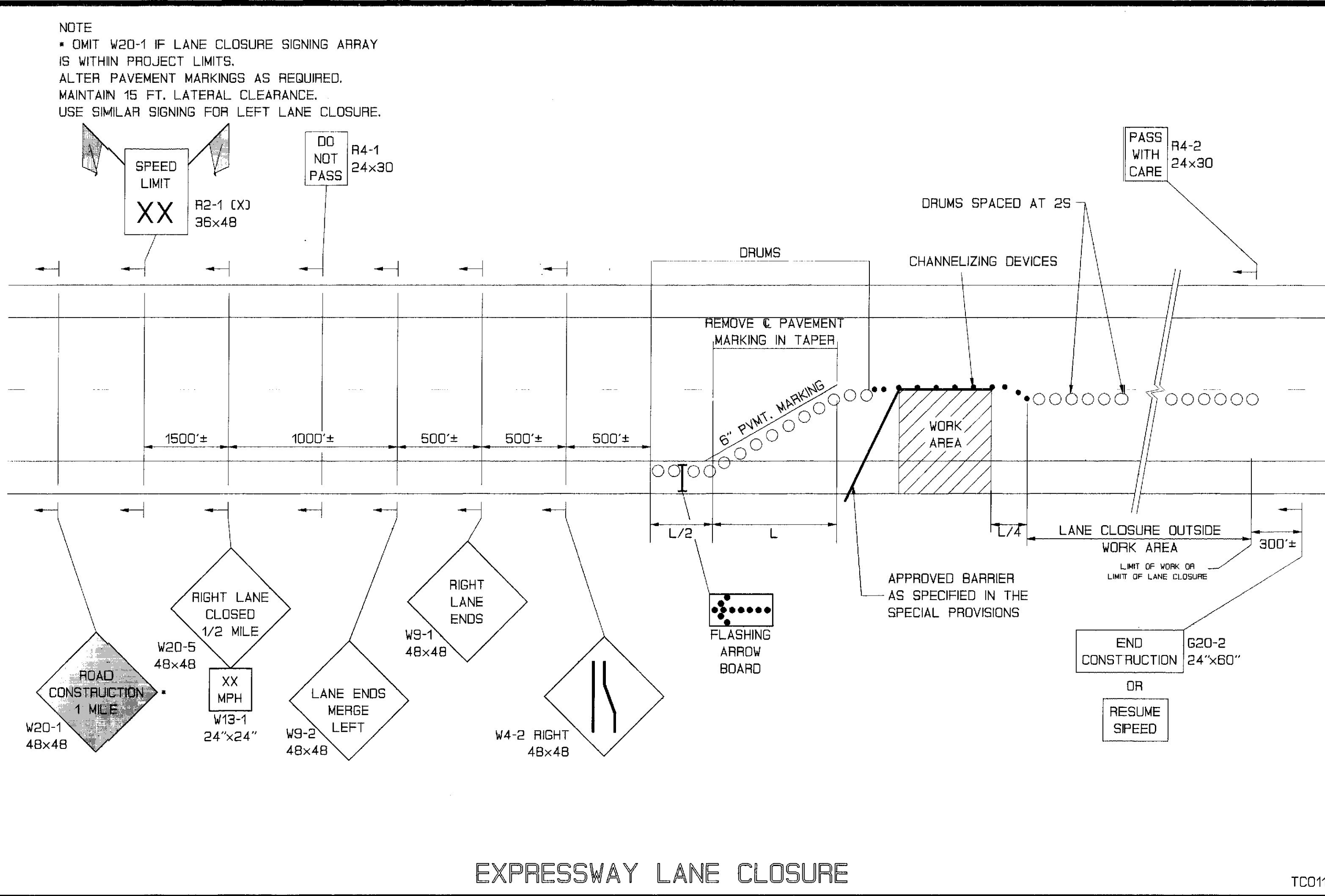
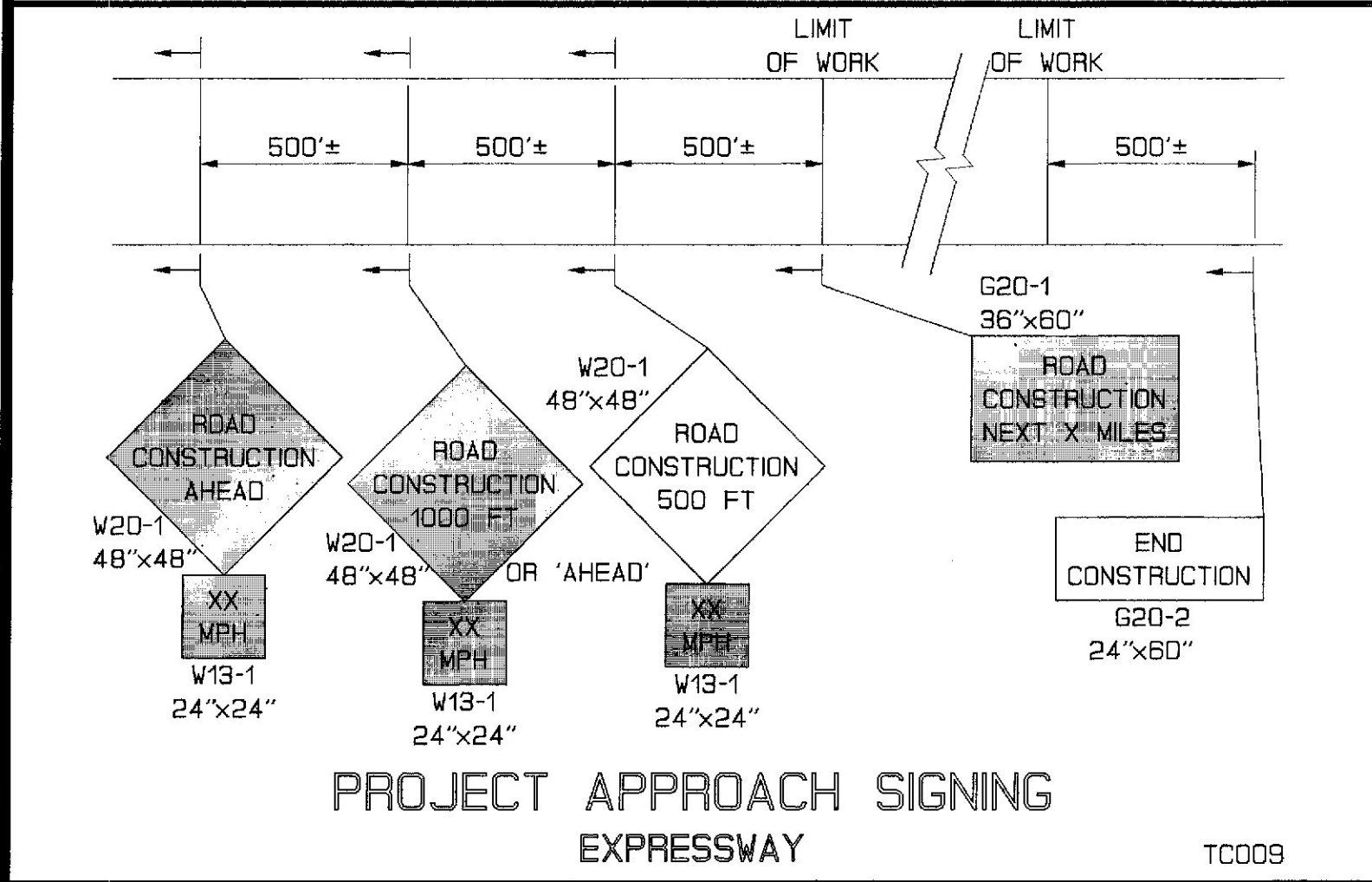
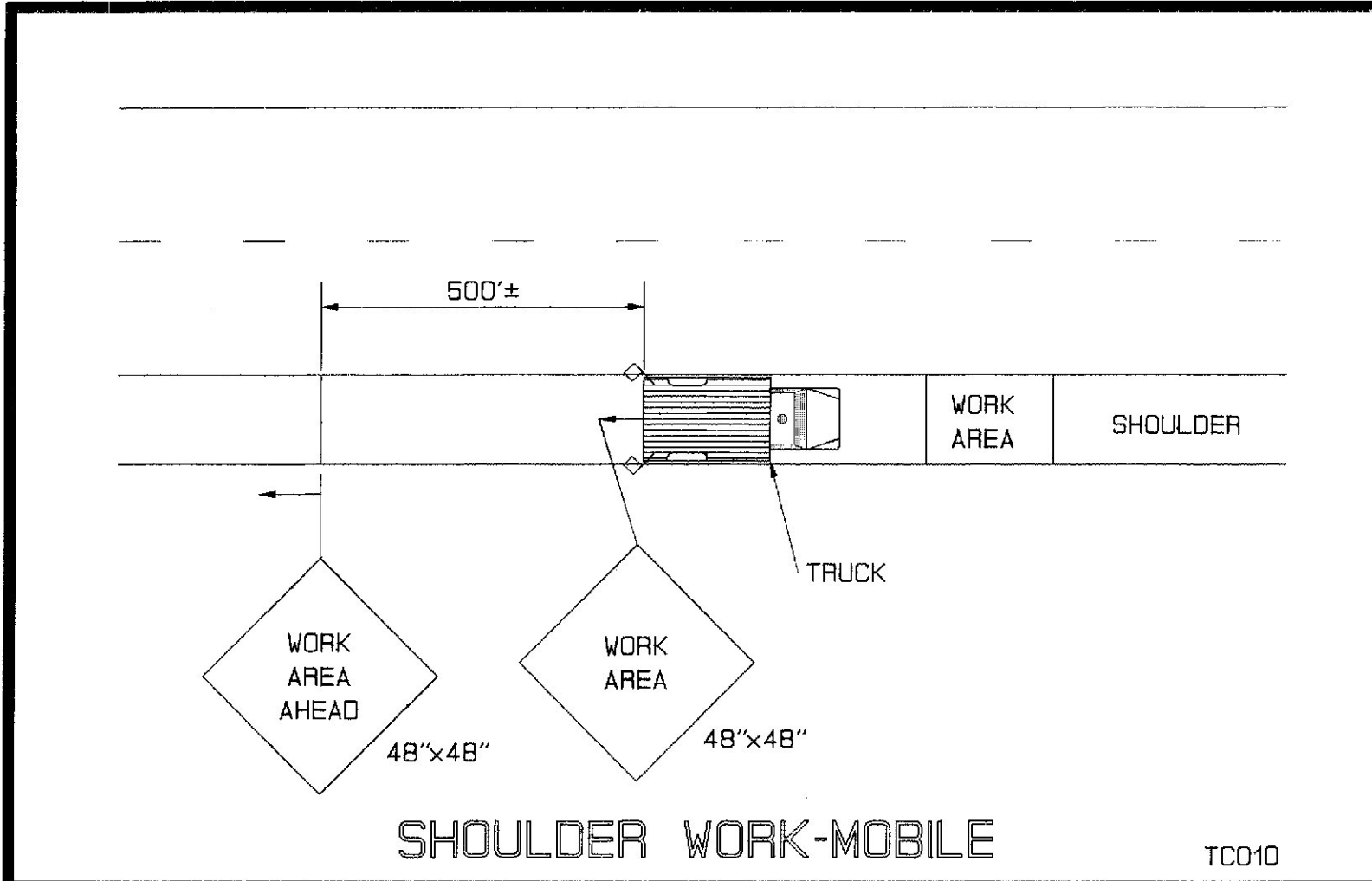
[illegible]

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
IN CONSTRUCTION ZONES

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

16APR97-150610

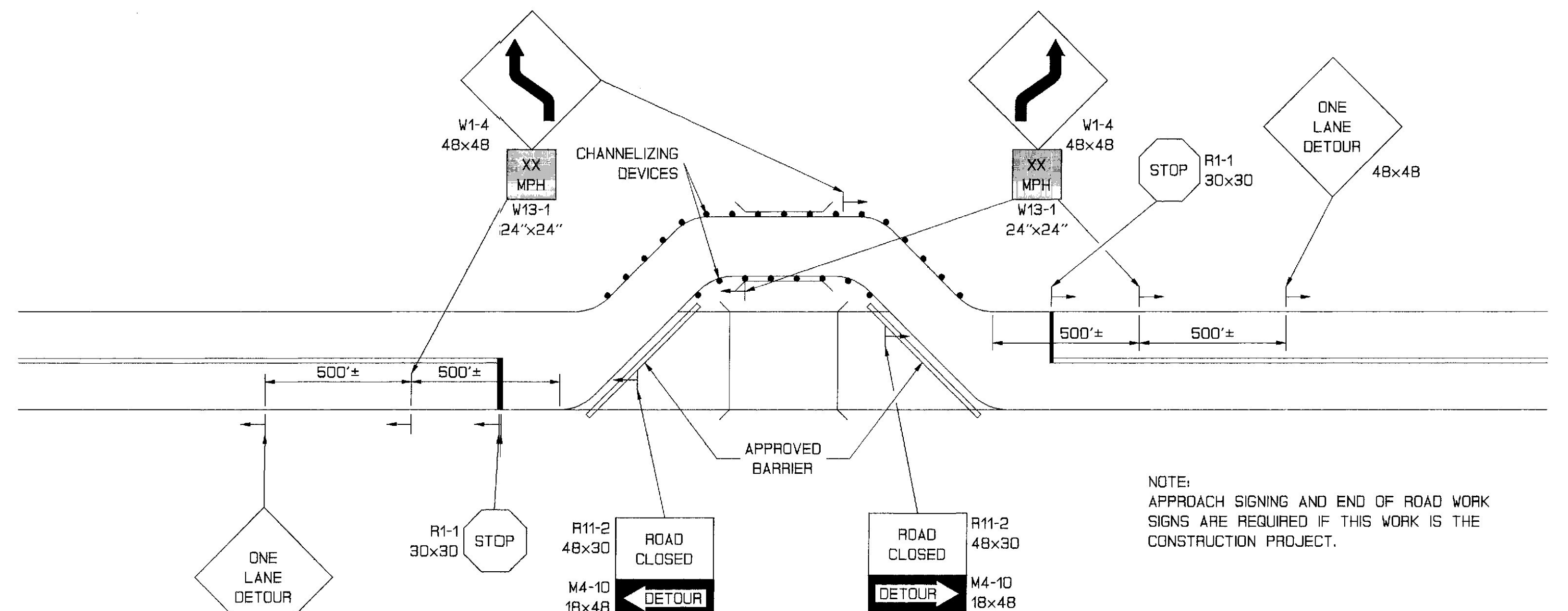
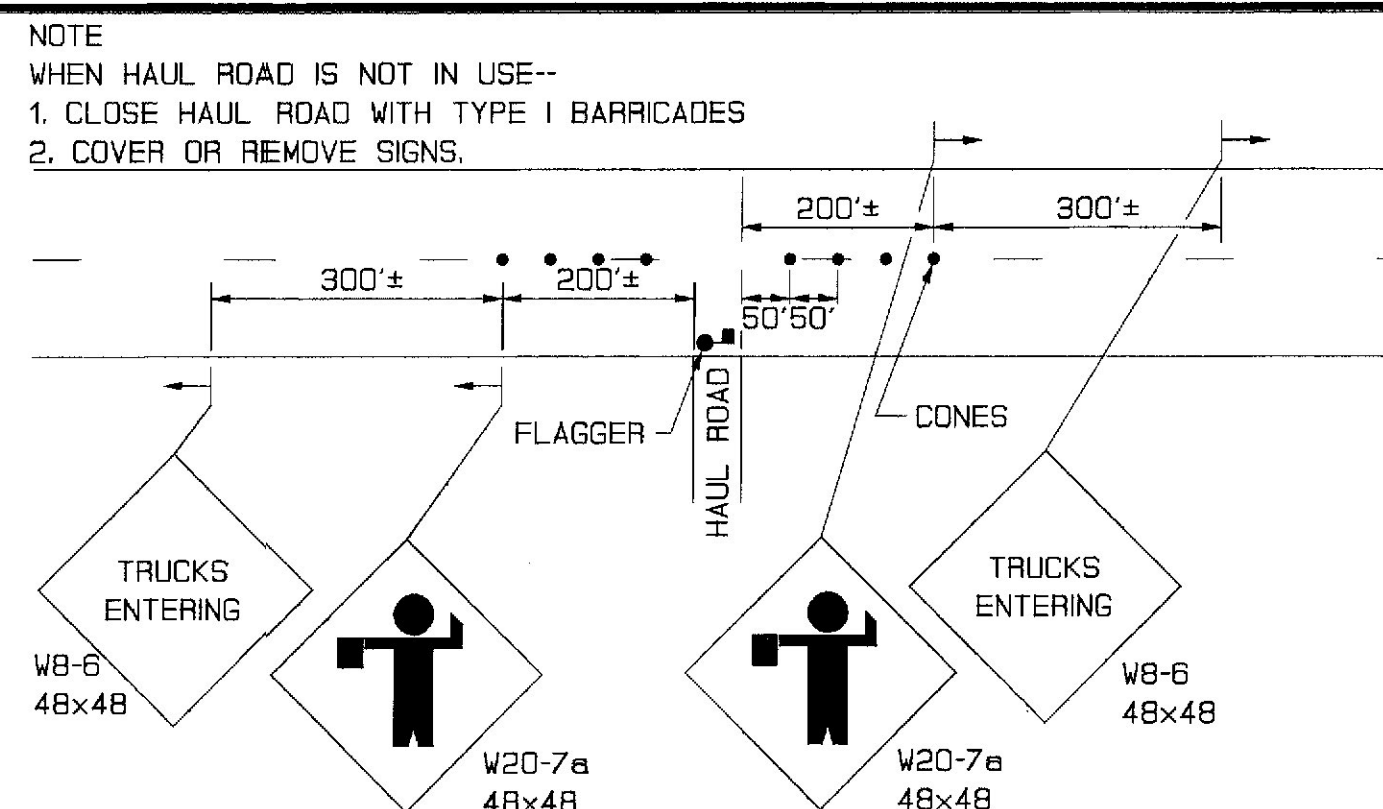
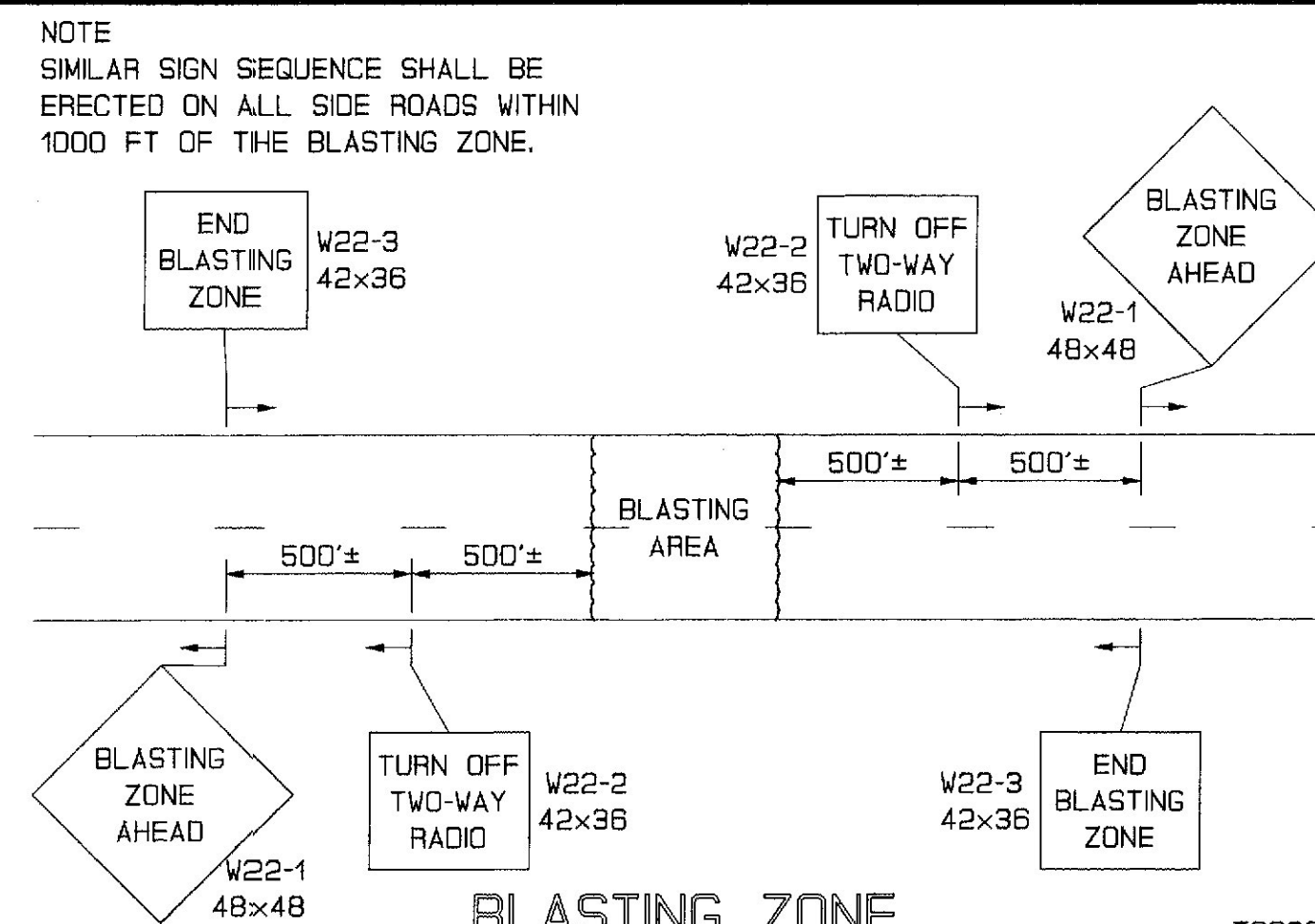
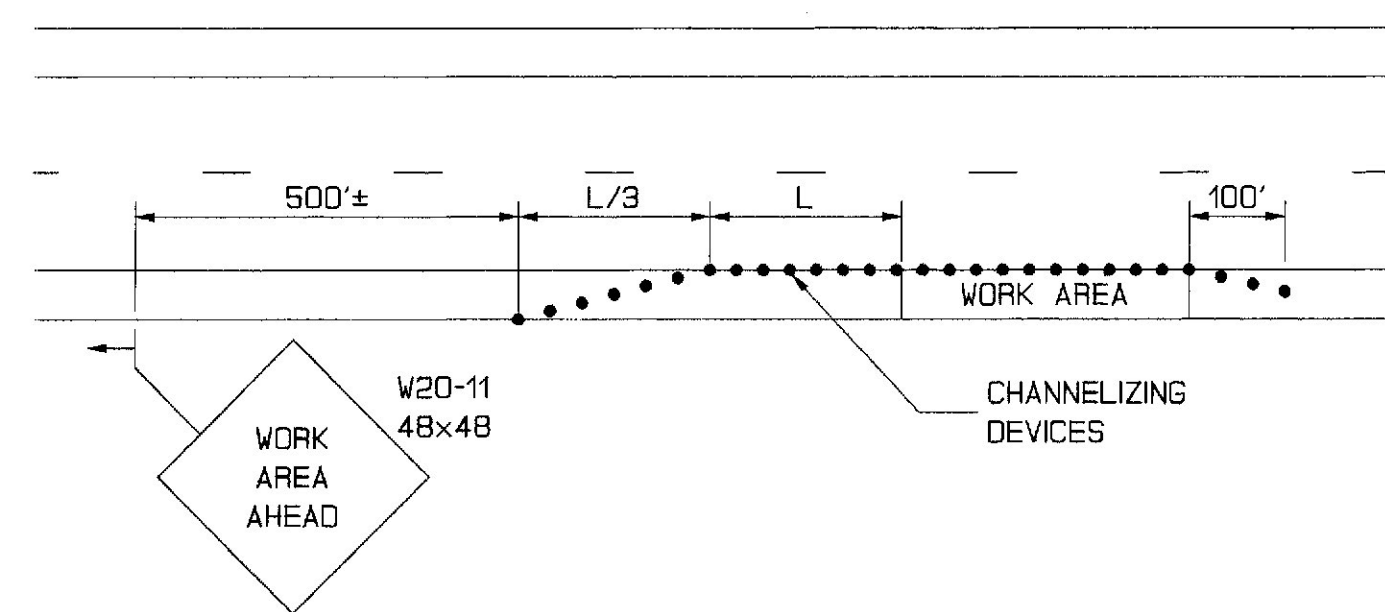
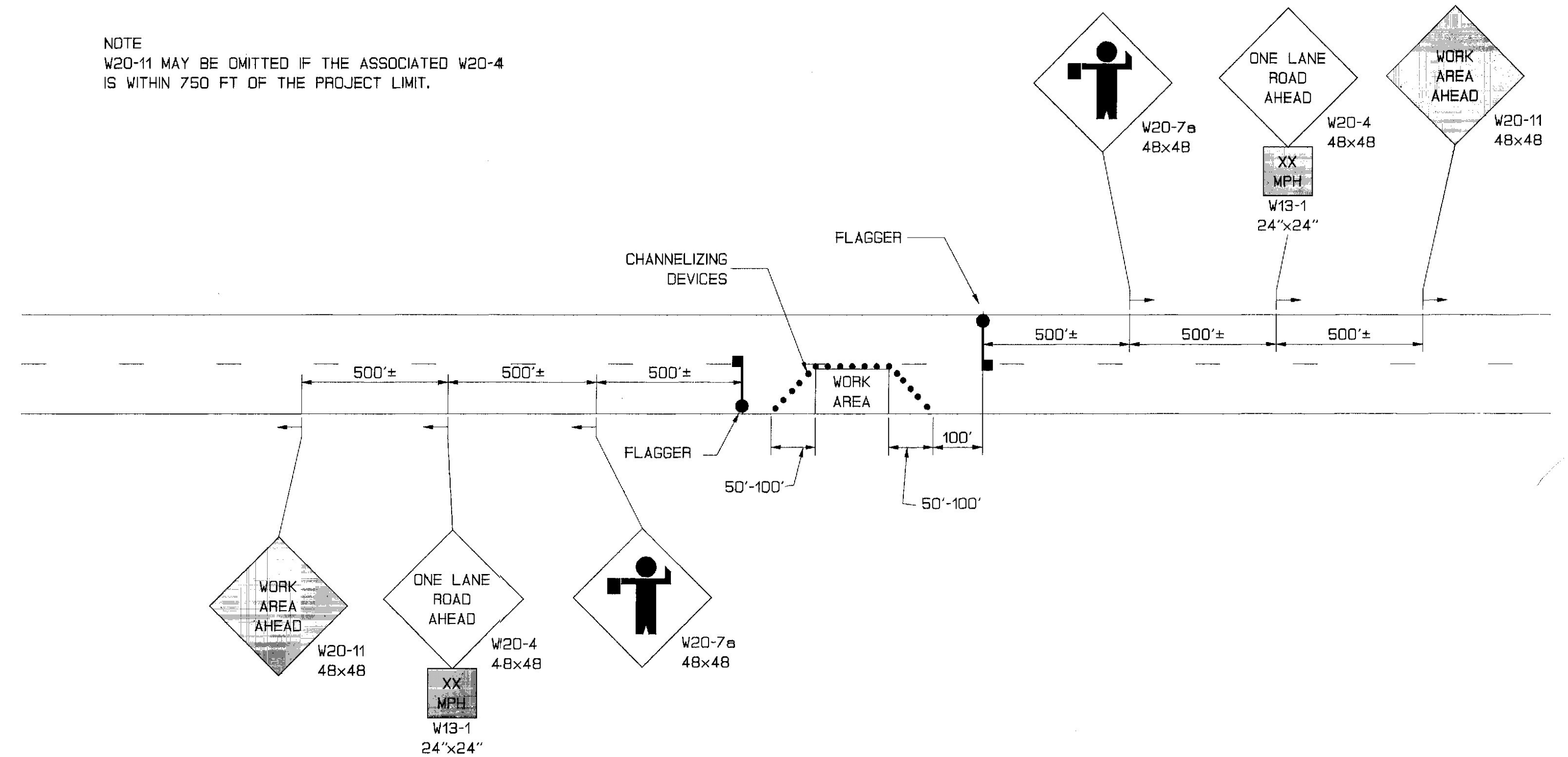


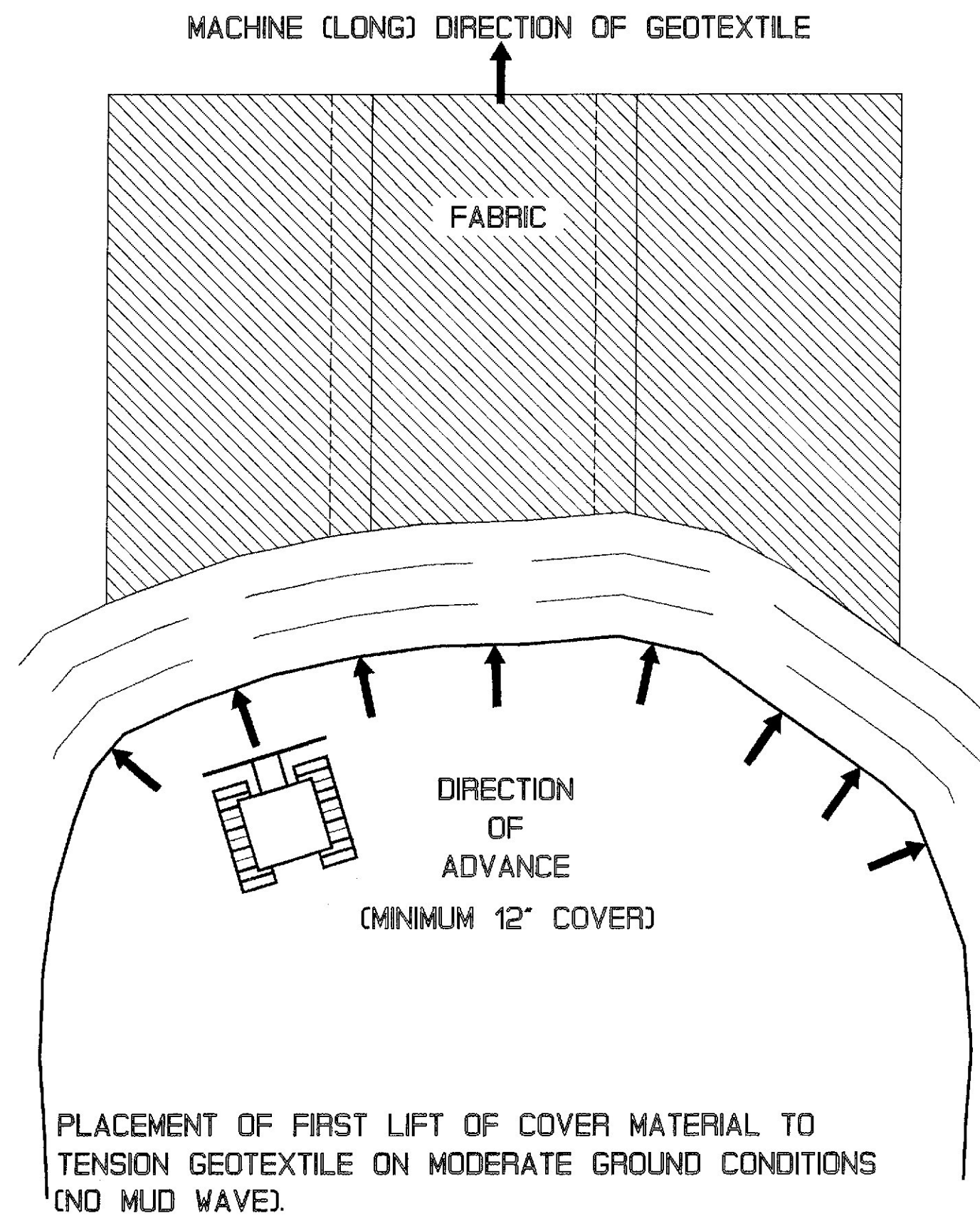
REVISIONS		APPROVED	
Description	Me. DOT	FHWA	
ORIGINAL PLAN	OCT. 92	OCT.93	
TC011-Drums	AUG. 95		
TC012-Eliminated	MAY 96		
TC011-Drum Spacing	MAY 96		
TC014-Signing Note	MAY 96		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

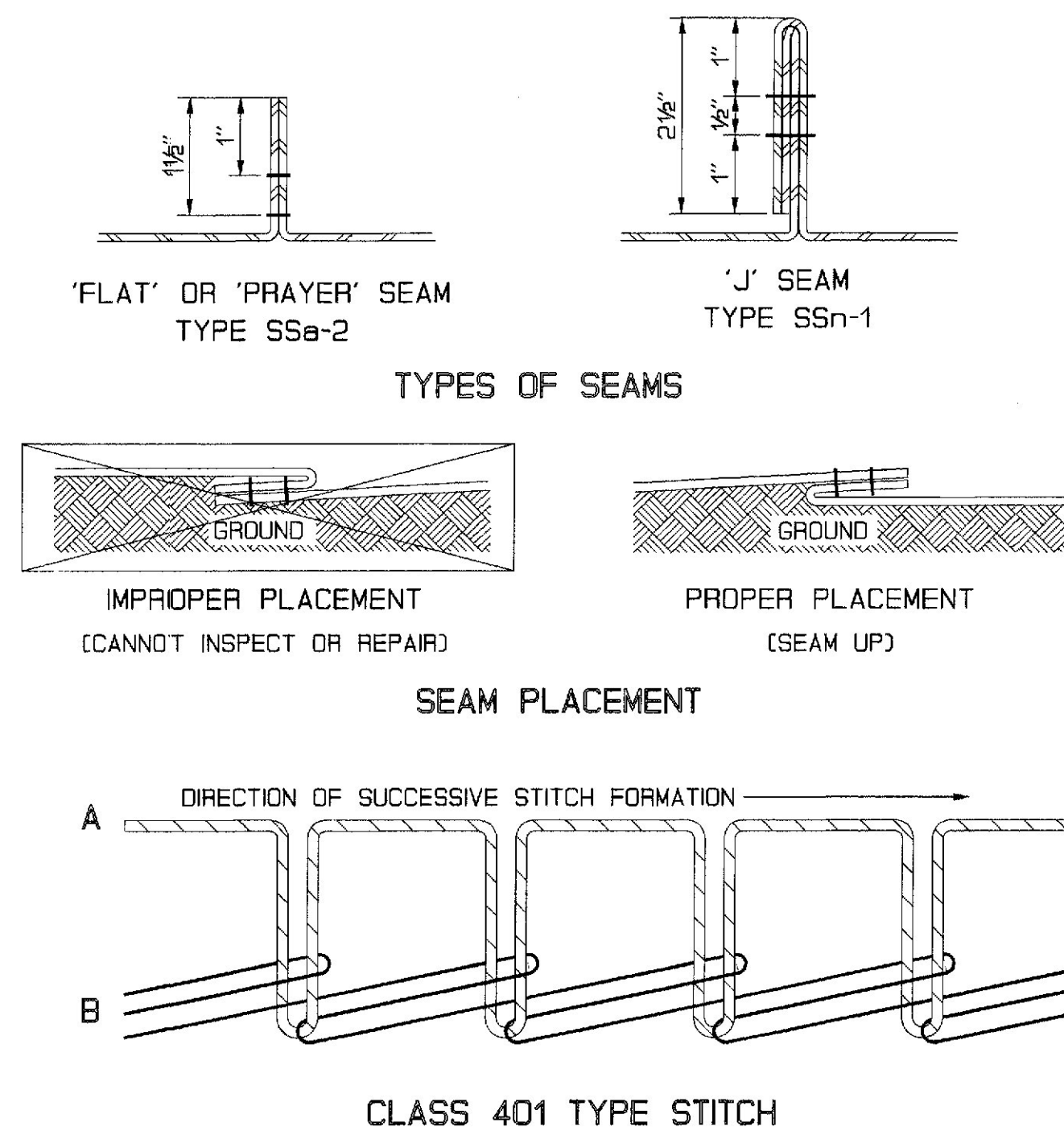
MAINTENANCE OF TRAFFIC
IN CONSTRUCTION ZONES

SHEET OF AUGUSTA, MAINE HD-11



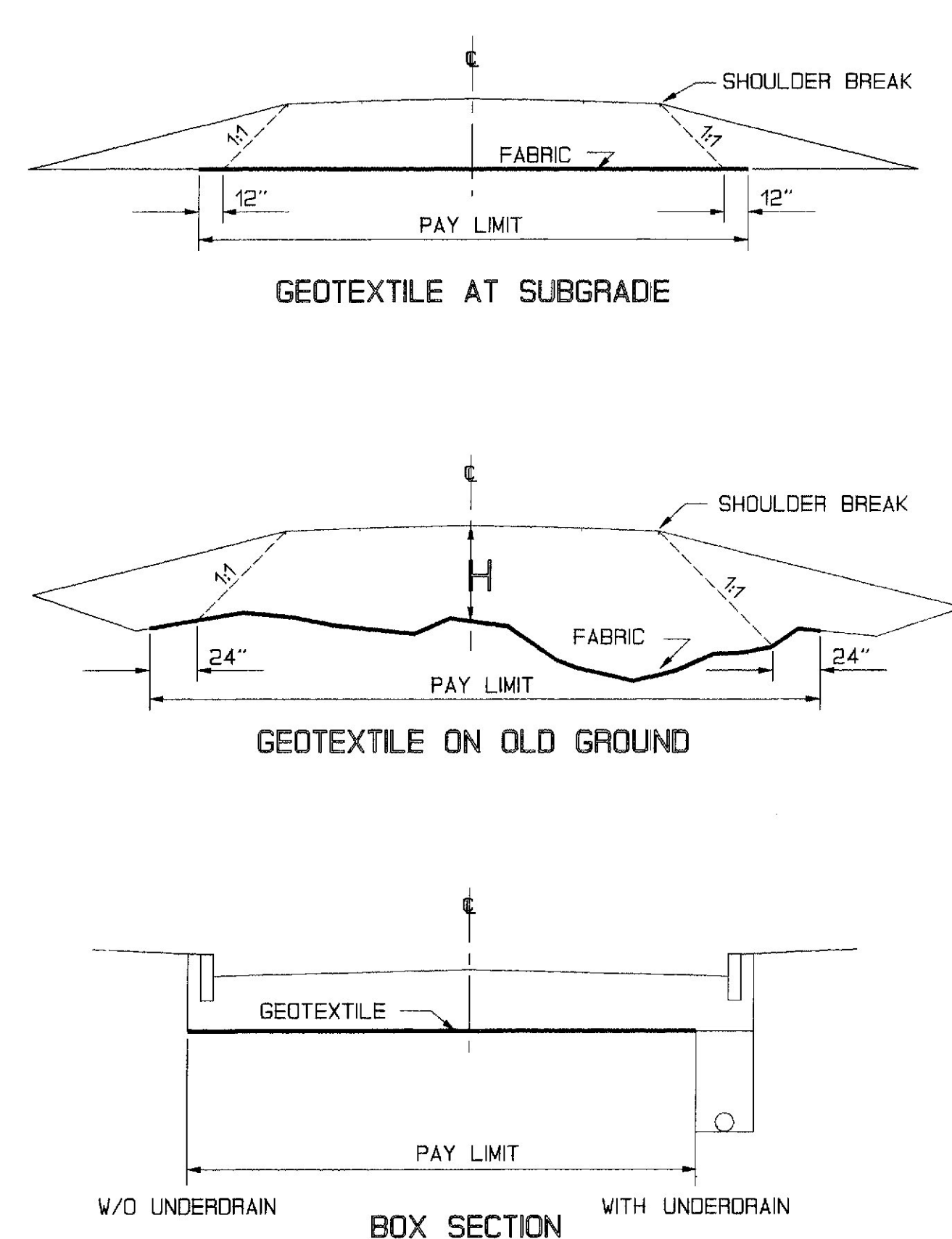


SPEC. 620 GE001

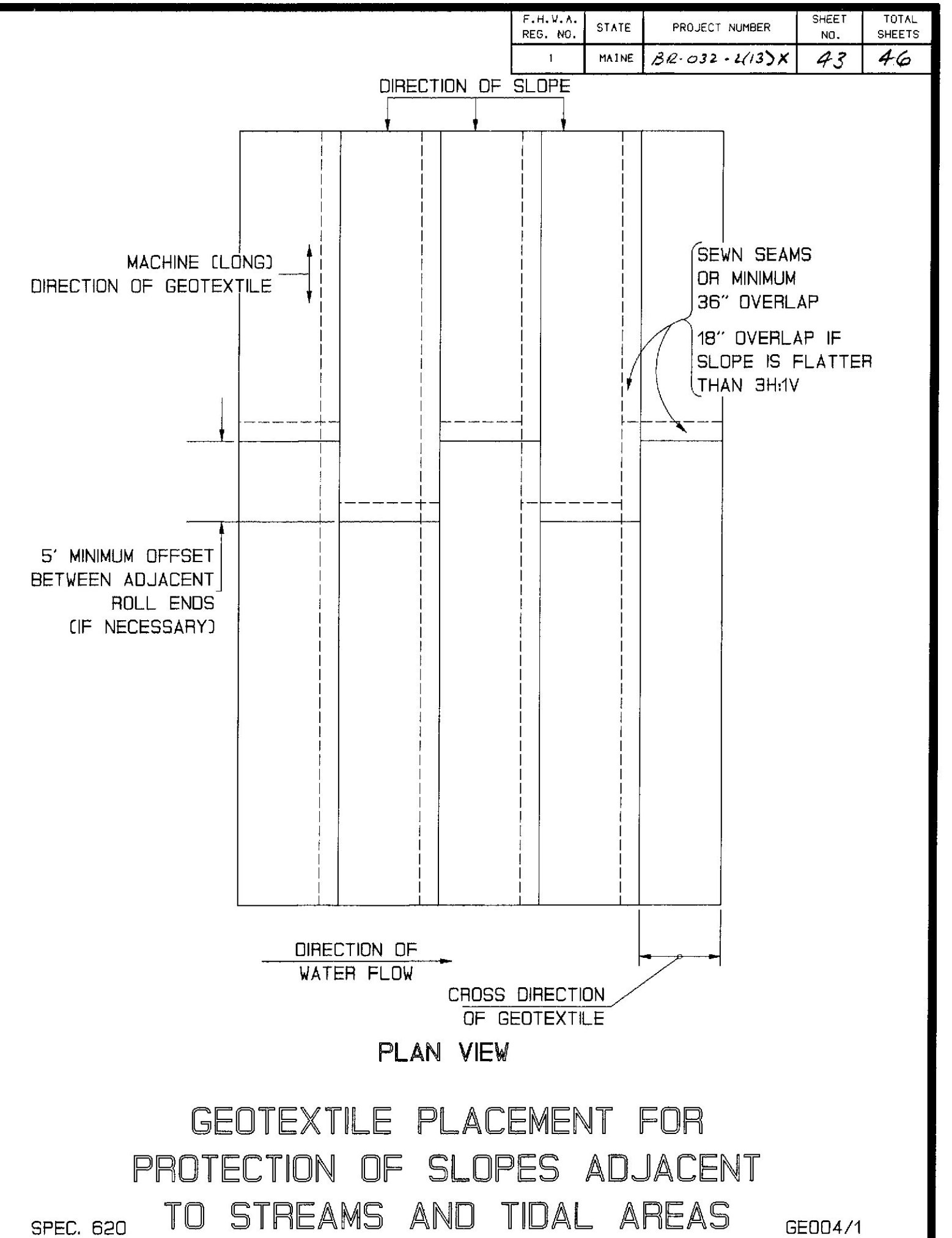


NOTE:
THIS TYPE OF STITCH SHALL BE FORMED WITH TWO THREADS; ONE NEEDLE THREAD "A", AND ONE LOOPER THREAD, "B". LOOPS OF THREAD "A" SHALL BE PASSED THROUGH THE MATERIAL AND INTERLACED AND INTERLOOPED WITH LOOPS OF THREAD "B". THE INTERLOOPS SHALL BE DRAWN AGAINST THE UNDERSIDE OF THE BOTTOM PLY OF MATERIAL.

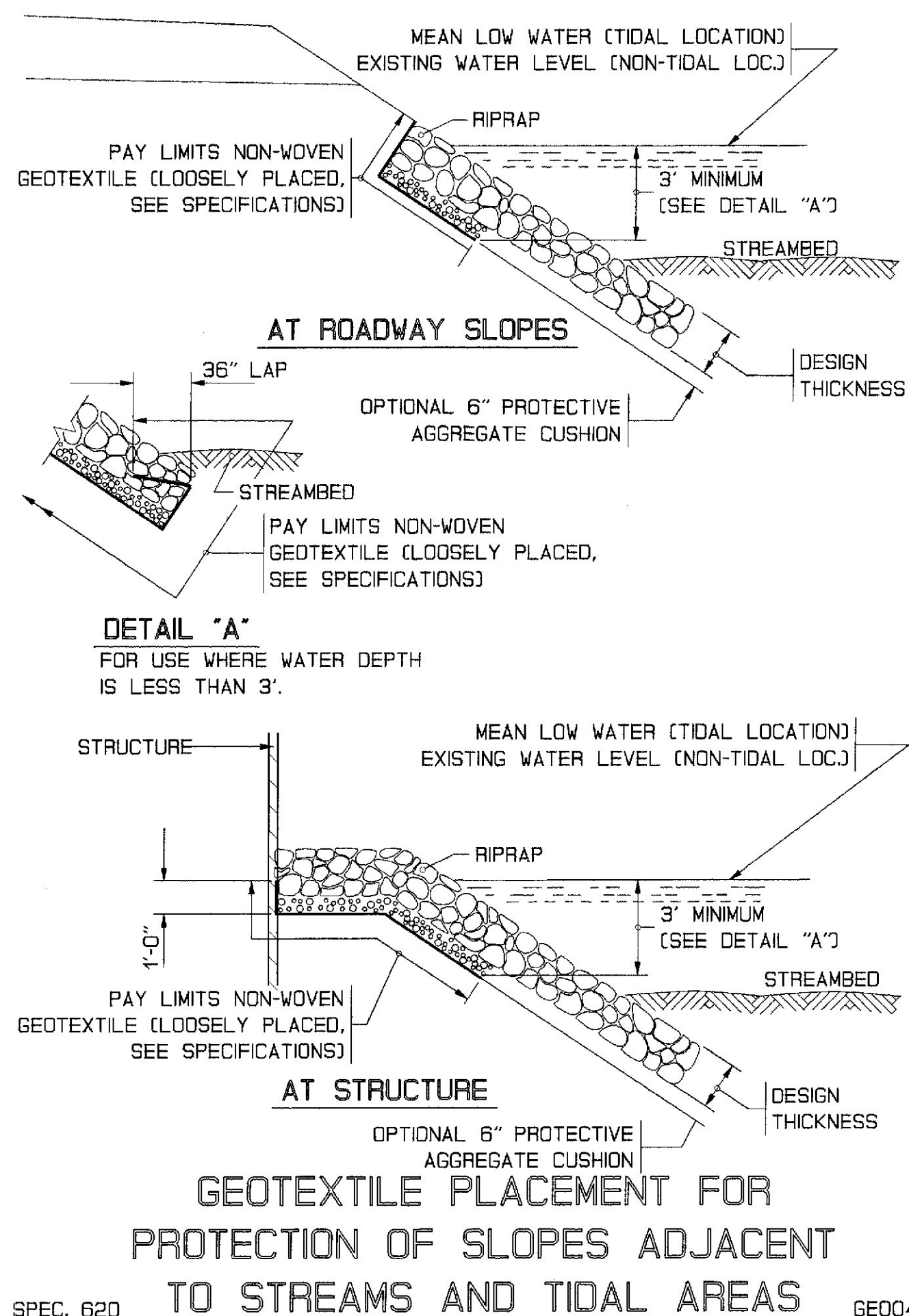
SPEC. 620 GE002



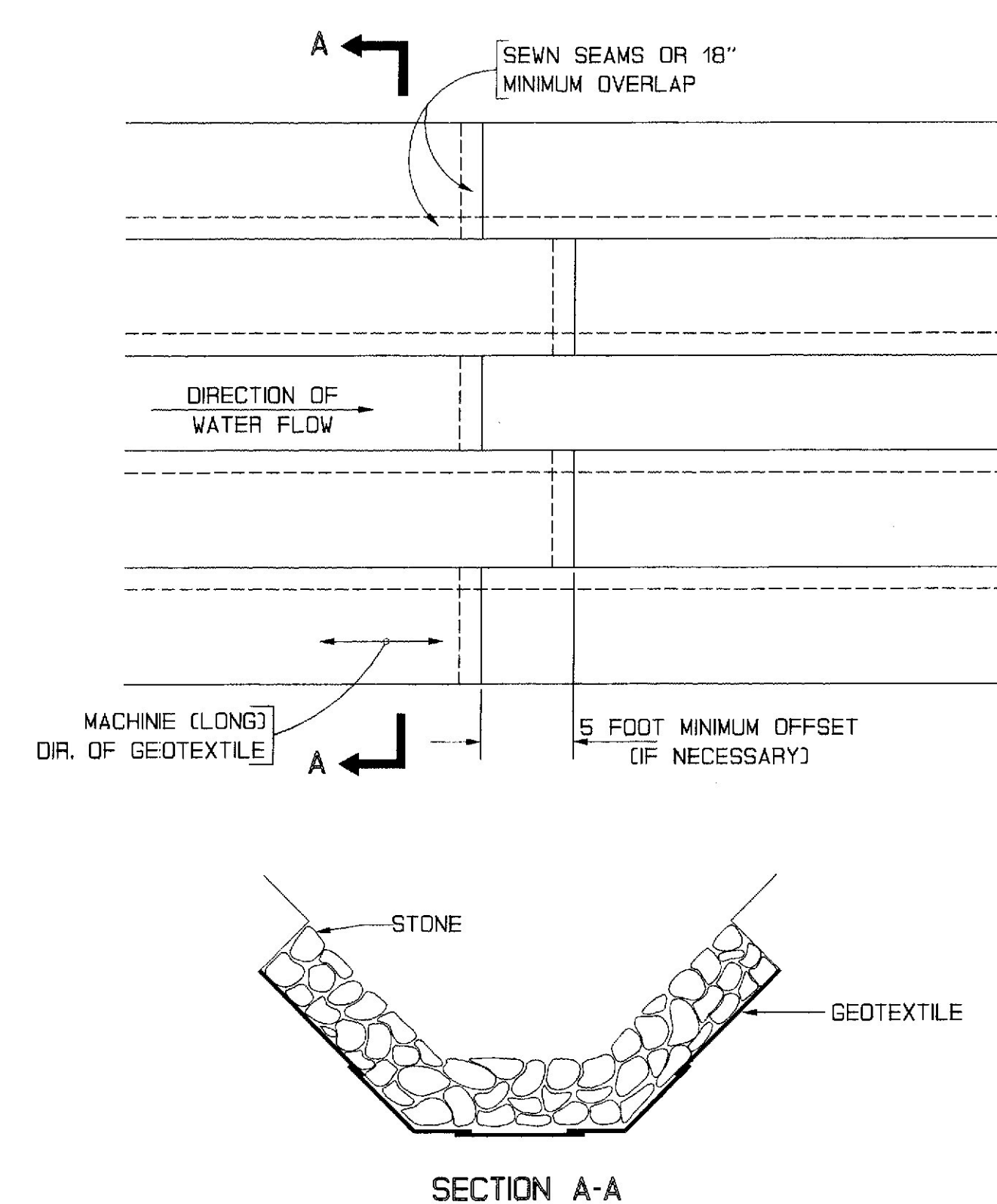
SPEC. 620 GE003



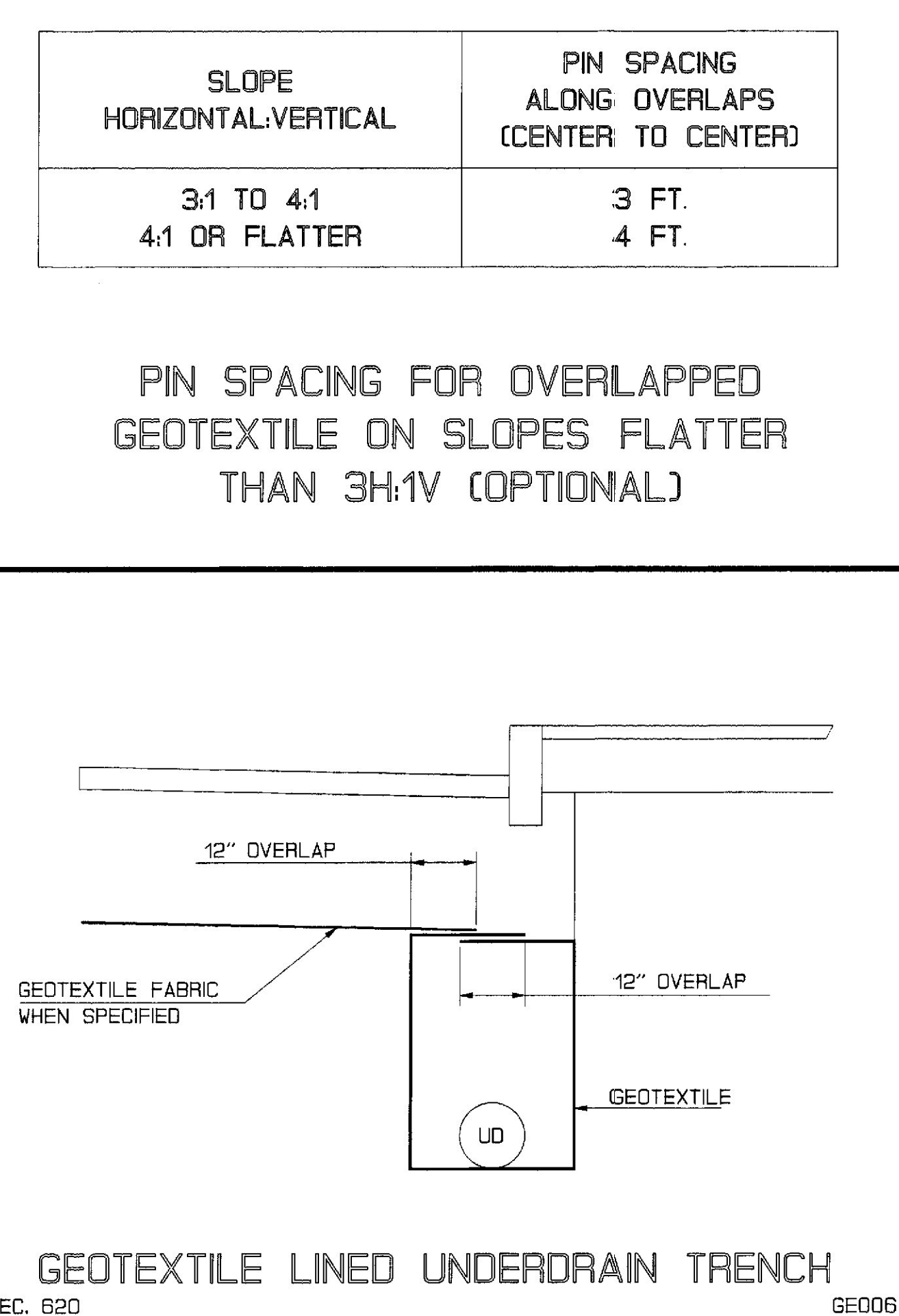
SPEC. 620 GE004/1



SPEC. 620 GE004/2



SPEC. 620 GE005



SPEC. 620 GE006

PROJECT DESIGN ENGINEER	DATE
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

16APR97-4506.10

REVISIONS			APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	Me. DOT	FHWA			STANDARD DETAILS GEOTEXTILES	
ORIGINAL PLAN	OCT. 92	OCT. 93				
					SHEET	OF
					AUGUSTA, MAINE	
					HD-15	

