

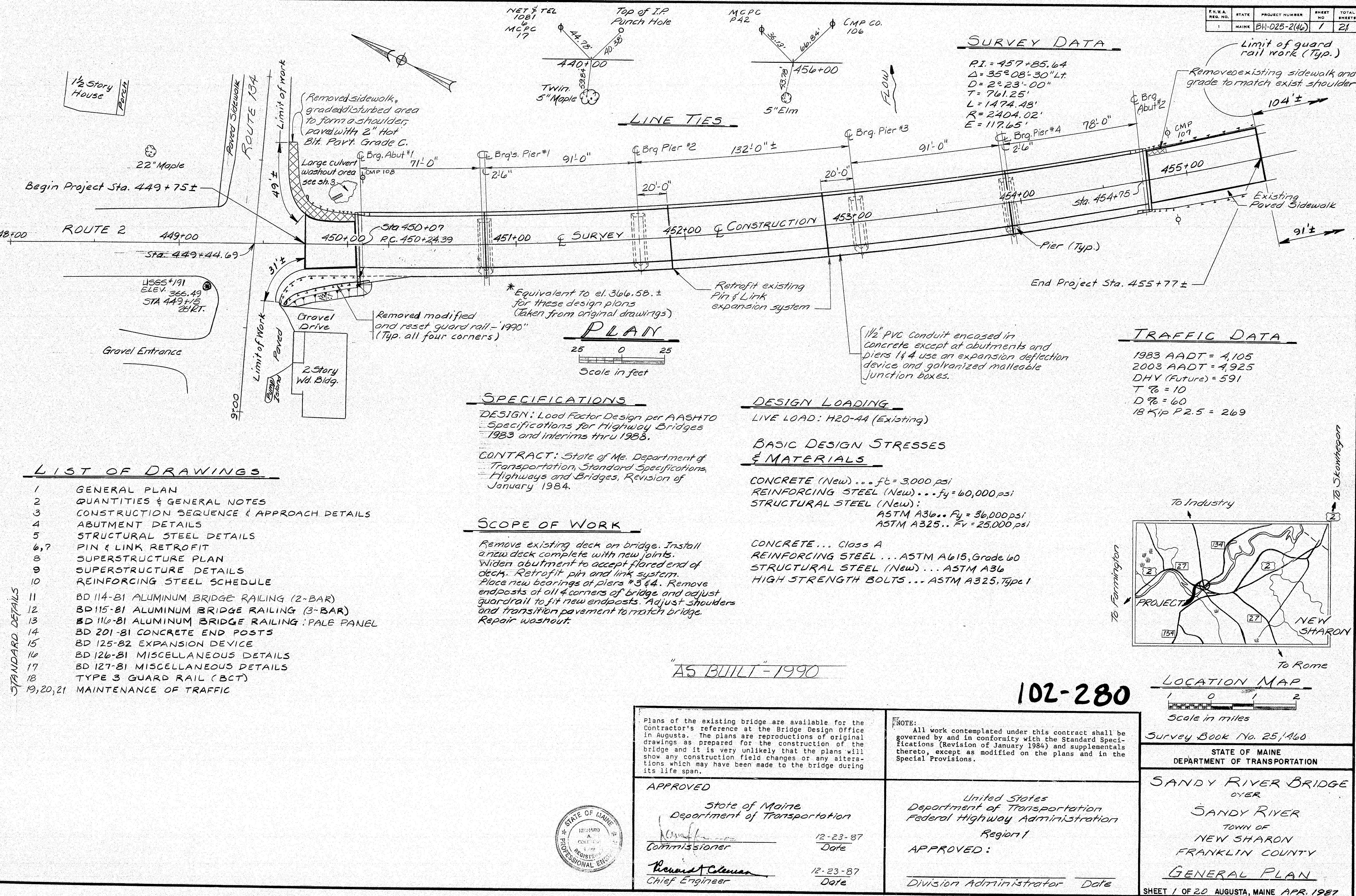
Preliminary Plan by: B 5/87

PROJECT DESIGN ENGINEER	DATE	BY	DATE
DESIGN - DETAILED	1/25/87	1/25/87	1/25/87
CHECKED	3/3/88	3/3/88	3/3/88
REVISIONS			
FIELD CHANGES			

PLANS

H10

BRUNING 44-132-45710-1



F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	SH-025-2(4)	2	21

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.10	Removal of Superstructure (Property of Contr.)	1	L.S.
203.25	Granular Borrow	50	C.Y.
206.082	Struct. Earth Exc. - Major Structures	24	C.Y.
403.08	Hot Bituminous Pavement Grading C.	310	Ton
403.121	Hot Bituminous Pavement, Grading E (Shimming)	10	Ton
502.21	Structural Concrete, Abutments and Retaining Walls	16	C.Y.
502.26	Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges (510 C.Y.)	1	L.S.
502.4911	Silica Fume Additive (5,600 Lbs.)	1	L.S.
503.12	Reinforcing Steel Fabricated and Delivered	132,800	Lb.
503.13	Reinforcing Steel Placing	132,800	Lb.
504.70	Structural Steel Fabricated and Delivered (14,200 Lbs.)	1	L.S.
504.71	Structural Steel Erection (14,200 Lbs.)	1	L.S.
505.080	Shear Connectors (1,750 Ea.)	1	L.S.
506.141	Field Painting New Structural Steel (14,200 Lbs.)	1	L.S.
507.092	Aluminum Bridge Railing, 2-Bar	459	L.F.
507.094	Aluminum Bridge Railing, 3-Bar with Pales	462	L.F.
508.13	Membrane Waterproofing (1620 S.Y.)	1	L.S.
514.16	Curing Box for Concrete Cylinders	1	Ea.
515.21	Protective Coating for Concrete Surfaces	1	L.S.
520.21	Expansion Device, Gland Seal	1	Ea.
520.2201	Expansion Device, Compression Seal, Abutments	2	Ea.
520.2202	Expansion Device, Compression Seal, Pier 1	1	Ea.
526.301	Temporary Concrete Barrier, Type 1 (640 L.F.)	1	L.S.
527.32	Portable Crash Barrel	8	Ea.
606.35	Guard Rail, Delinquent Post	4	Ea.
606.364	Guard Rail, Remove, Modify and Reset	400	L.F.
606.37	Breakaway Cable Terminal	3	Ea.
610.09	Hard Laid Riprap	3	C.Y.
615.07	Loam	1	C.Y.
618.13	Seeding Method No. 1	1	Unit
627.61	4 Inch Solid White Pavement Marking Line	1200	L.F.
627.63	4 Inch Solid Yellow Pavement Marking Line	1200	L.F.
639.19	Field Office Type B	1	Ea.
639.23	Testing Facilities - Concrete	1	L.S.
643.72	Temporary Traffic Signal	1	L.S.
652.31	Type 1 Barricade	20	Ea.
652.33	Drum	20	Ea.
652.34	Cone	20	Ea.
652.35	Construction Signs	320	S.F.
652.361	Maintenance of Traffic Control Devices	1	L.S.
652.37	Warning Lights	3	G.P.
652.38	Flagger	200	M.H.
659.10	Mobilization	1	L.S.

GENERAL CONSTRUCTION NOTES

- All utility facilities shall be adjusted by the respective utilities unless noted.
- Remove, modify and reset existing guard rail. Install Break-away Cable Terminals at three corners and use curved rail at the southeast corner adjacent to the driveway.
- Maintain one 12' lane of traffic during construction.
- Reinforcing steel shall have a minimum cover of two inches unless noted.
- Removal of concrete on the abutments will be considered incidental to Item 202.10 Removal of Superstructure.
Remove existing concrete endposts plus endpost foundation (Approx. 5' below existing grade) at all 4 locations. Payment to be considered incidental to Item 202.10 Removal of Superstructure.
- Grout shall contain an approved non-shrink additive. Payment for drilling and grouting reinforcing steel into abutment will be considered incidental to item 502.21.
- The top flanges of the existing structural steel to be embedded in new concrete shall be cleaned of all paint, rust and other foreign matter before placing concrete. Payment will be made under Item 202.10 Removal of Superstructure.
- Grinding of pavement on the approaches will be considered incidental to Item No. 403.10.

The Contractor shall take care in removing the existing concrete slabs, rivets and bolts as noted so as not to damage the existing structural steel. Any damage incurred shall be repaired as directed by the Engineer and no extra payments will be made to the Contractor for the repairs.

Chamfer all exposed edges of concrete $\frac{3}{4}$ ", unless otherwise noted.

Protective coating shall be applied to: Top and 1'-0" down the back of the abutment backwalls, face and top of curb, face and top of sidewalk, fascia down to drip notch (both sides) and all exposed surfaces of concrete endposts.

All falsework between beams 2 and 3 of spans 1 and 5 shall remain in place for 7 days after the upstream side of the superstructure is placed.

Payment for removal of all material on and above the superstructure will be included in item 202.10 Removal of Existing Superstructure. The existing structural steel shall remain in place (except as otherwise noted).

- All existing dimensions shown on the plans were obtained from available existing design plans and shop drawings. The Contractor is responsible for verifying all existing dimensions prior to construction and fabrication of any components based upon existing dimensions. The fit of all components based upon existing dimensions shall be the Contractor's responsibility.

EXTRA WORK AS CONSTRUCTED - 1990

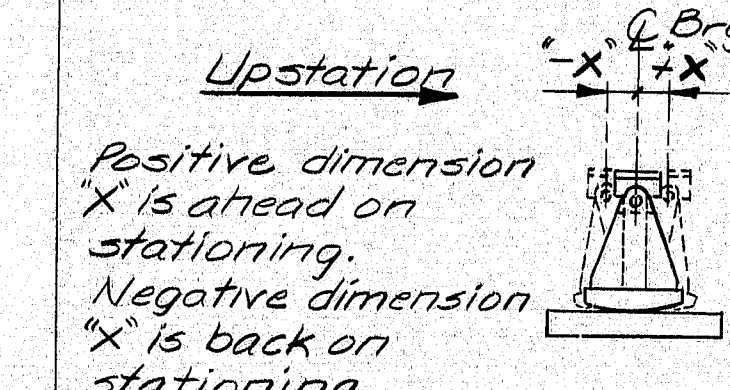
- FLOOR BEAMS @ EXISTING FINISH JOINTS CLEANED & REPAINTED -
- BRIDGE LIGHTING INSTALLED U.S. FASCOA WITH CONDUIT -
- EXPANDED IN NEW SIDEWALK -
- ABUTMENT BRIDGE SEAT REPAIRED WITH SIKATOP/22 -
- POLYMER CONCRETE MOISTURE-ACAS CHIPPED OUT AS REQUIRED PRIOR TO PLACING NEW MOISTURE -

BEARING NOTES

- Remove the existing bearings at Piers 3 & 4 (Girder Brgs. only) replace with new bearings as shown on sh. 5. Removal of the existing bearings, and erection of the new bearings to be paid for under Item 504.71 Structural Steel Erection.

- The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Pier 4 will move $\frac{1}{8}$ " (Pier 3, $\frac{1}{8}$ ") away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting the bearings to their final position if an adjustment is required.

BEARING PEDESTAL SETTING CHART



°F	PIER 3	PIER 4
120°	+ $\frac{3}{8}$ "	+ $\frac{3}{8}$ "
105°	+ $\frac{3}{8}$ "	+ $\frac{1}{8}$ "
90°	+ $\frac{1}{2}$ "	+ $\frac{3}{8}$ "
75°	+ $\frac{3}{8}$ "	+ $\frac{1}{2}$ "
60°	+ $\frac{1}{8}$ "	+ $\frac{1}{4}$ "
45°	0"	0"
30°	- $\frac{1}{8}$ "	- $\frac{1}{4}$ "
15°	- $\frac{3}{8}$ "	- $\frac{1}{2}$ "
0°	- $\frac{1}{2}$ "	- $\frac{3}{8}$ "
-15°	- $\frac{3}{4}$ "	- $\frac{1}{2}$ "
-30°	- $\frac{1}{2}$ "	- $\frac{1}{8}$ "

TEMPORARY SIGNALS										
LOCATION	INTERVAL	1	2	3	4	5	6	7	8	9
ROUTE 2 SB		G	Y	R	R	R	R	R	R	G
ROUTE 2 NB		R	R	R	G	Y	R	R	R	R
ROUTE 134		R	R	R	R	R	R	G	Y	R
TIMING (SECONDS)		21	3	22	21	3	22	11	3	4

Temporary signal controller shall be a two phase pretimed controller.

SYMBOLS

- Existing Concrete, (Section)
- New Concrete, (Section)

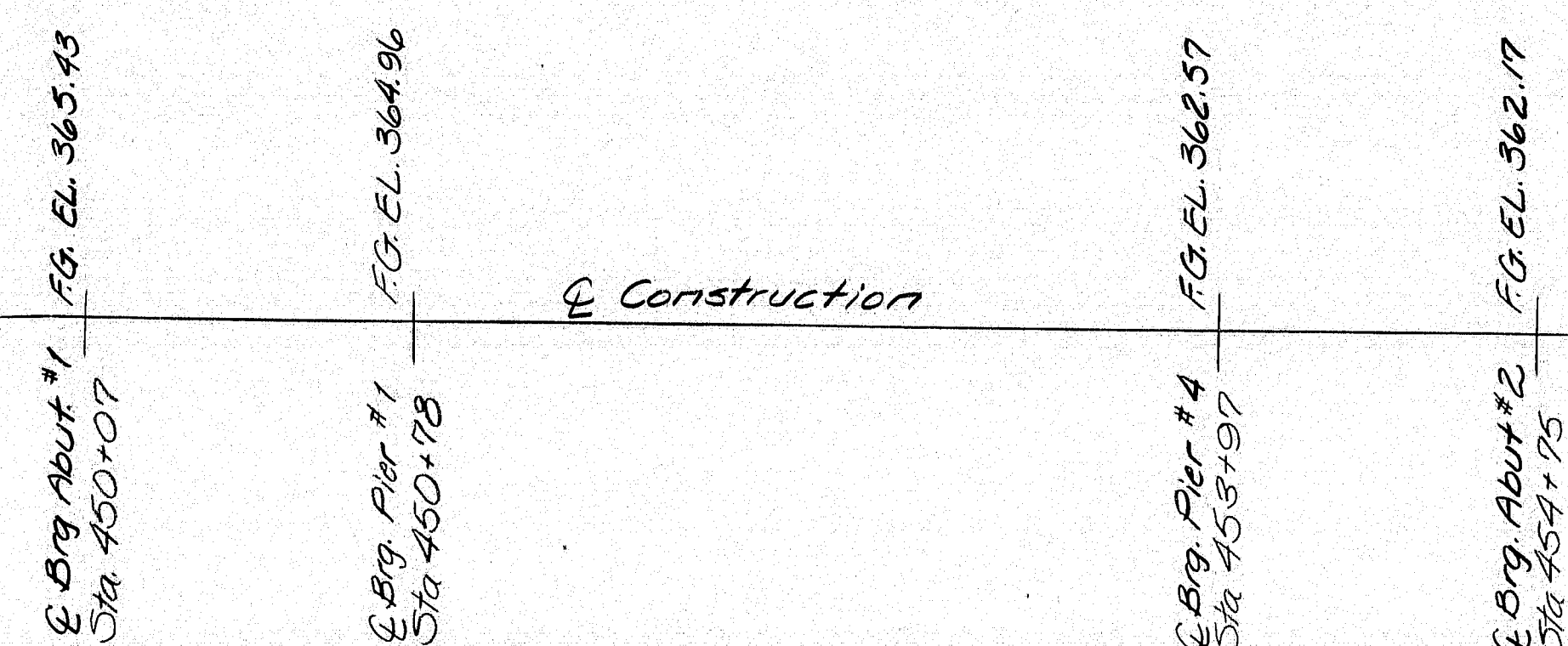
"REVISED AS BUILT - 1990"

STATE OF MAINE D. KID, KLT.
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE
OVER
SANDY RIVER
NEW SHARON

ESTIMATED QUANTITIES
& CONSTRUCTION NOTES

SHEET 2 OF 20 AUGUSTA, MAINE



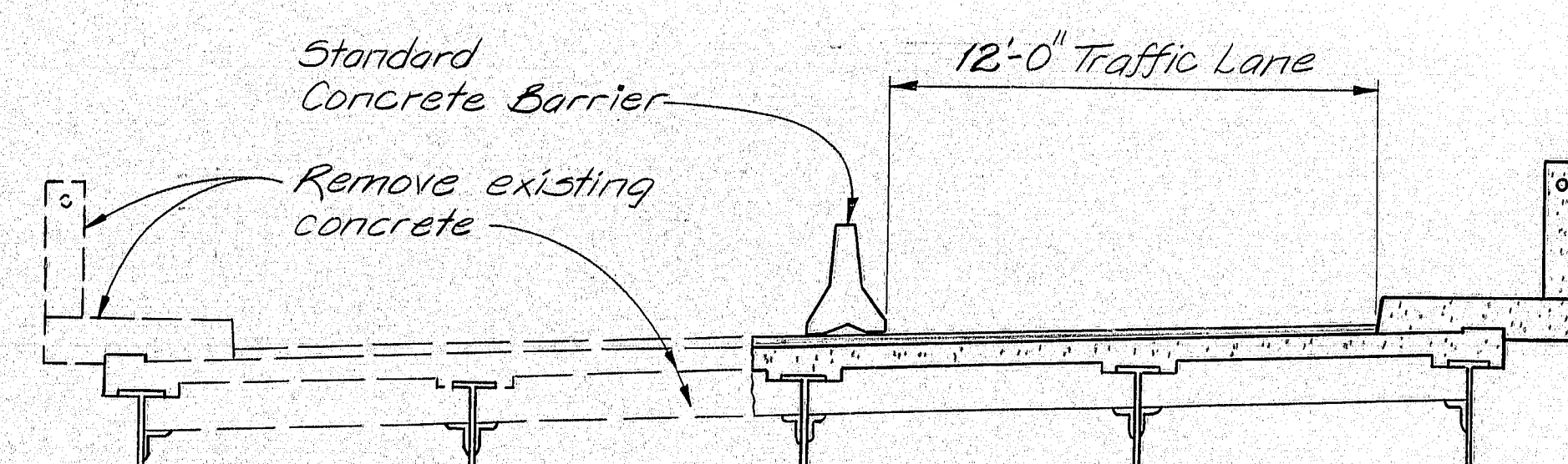
FINISH GRADES ALONG CONSTRUCTION

102-281

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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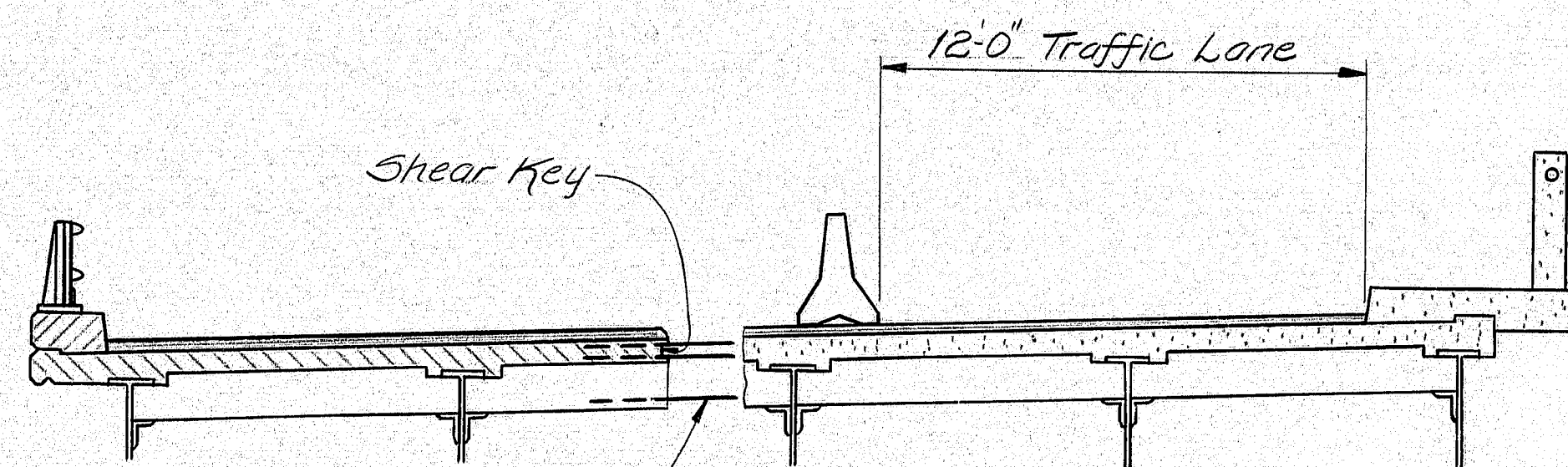
CONSTRUCTION SEQUENCE

Spans 1 & 5 shown; Spans 2, 3 & 4 are similar

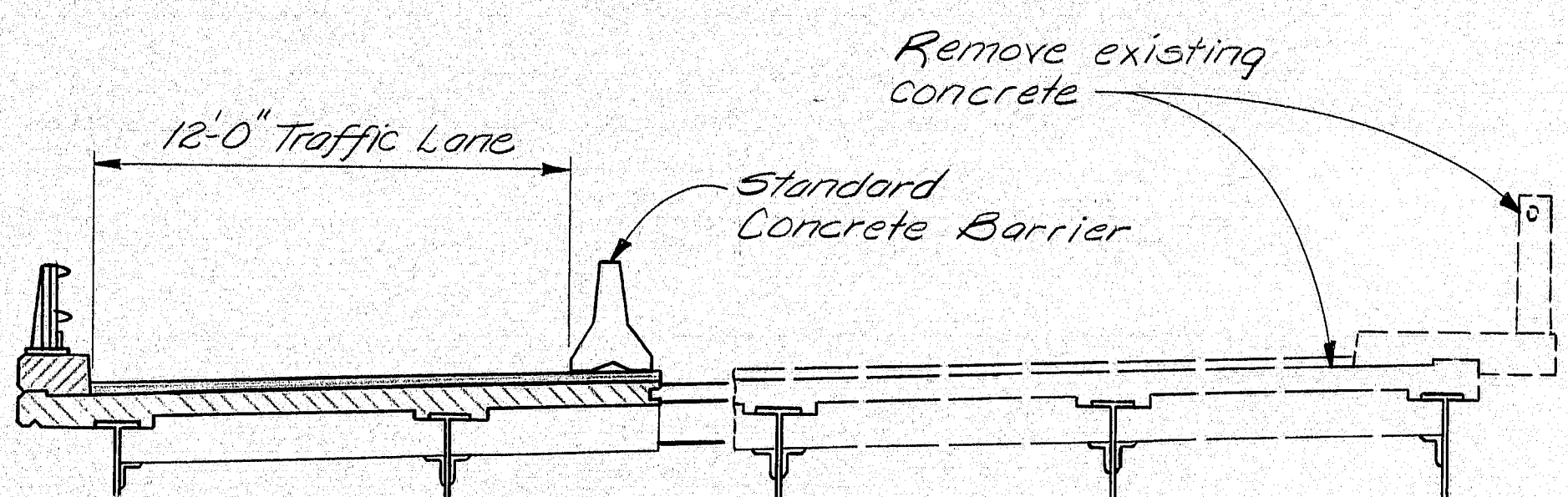


PHASE 1

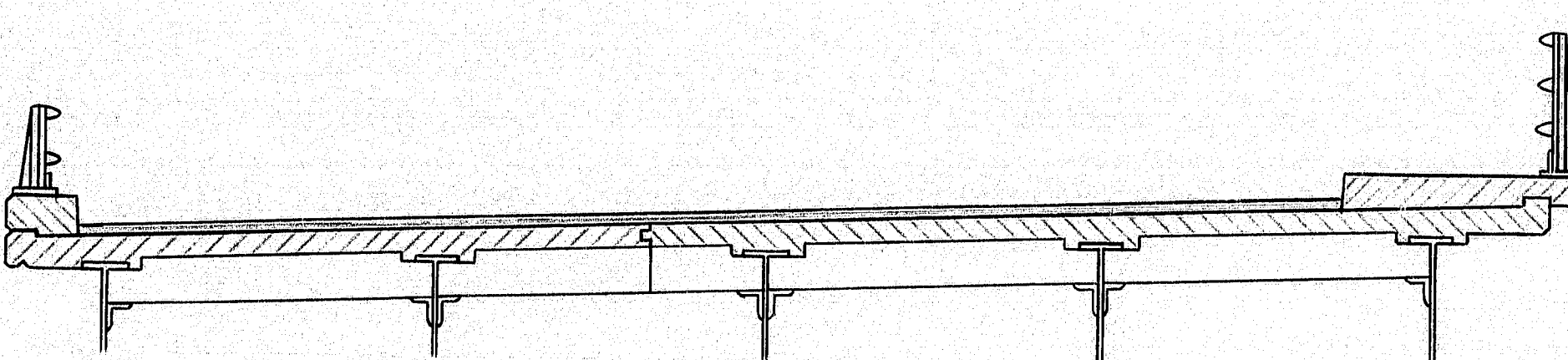
FLOW



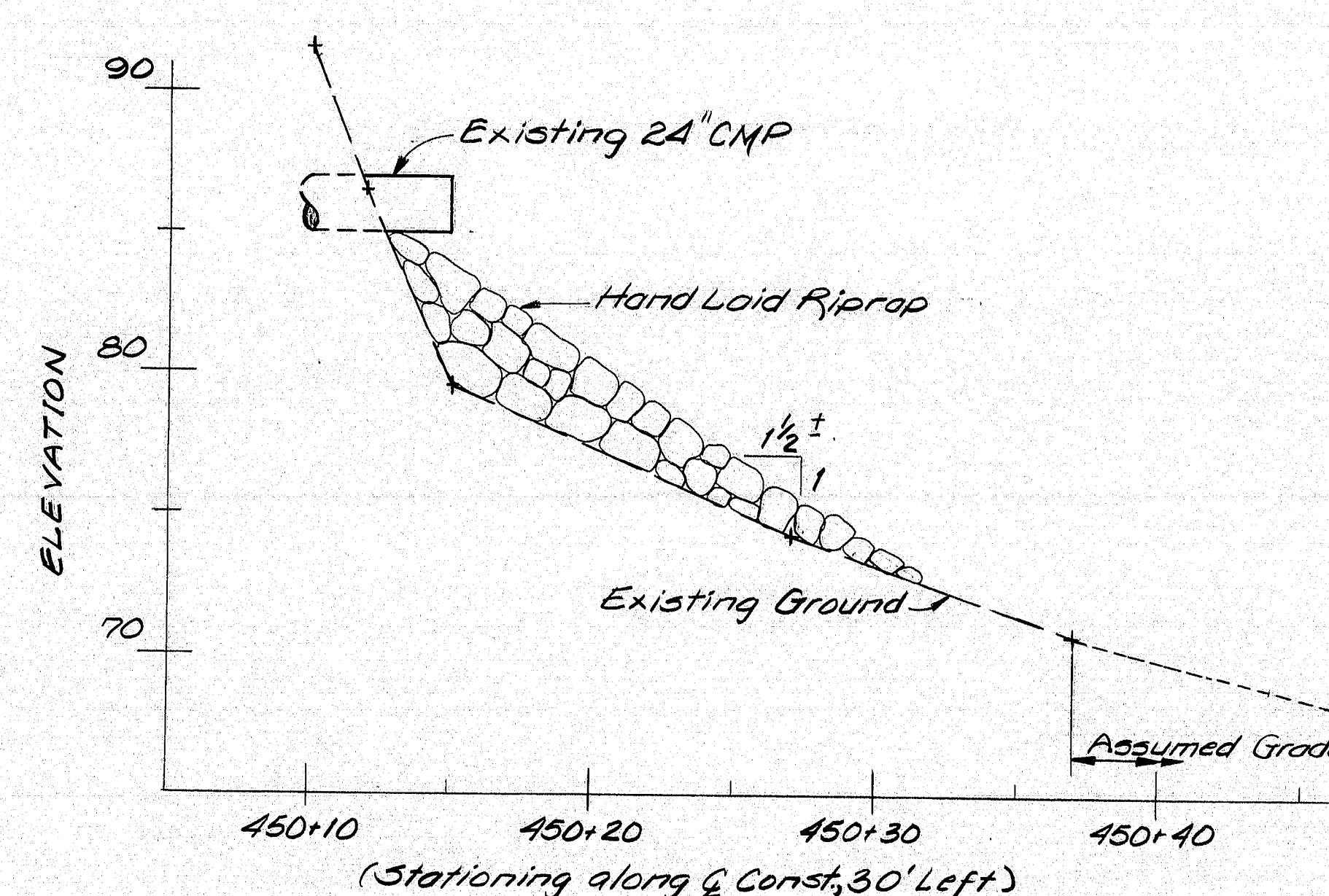
PHASE 2



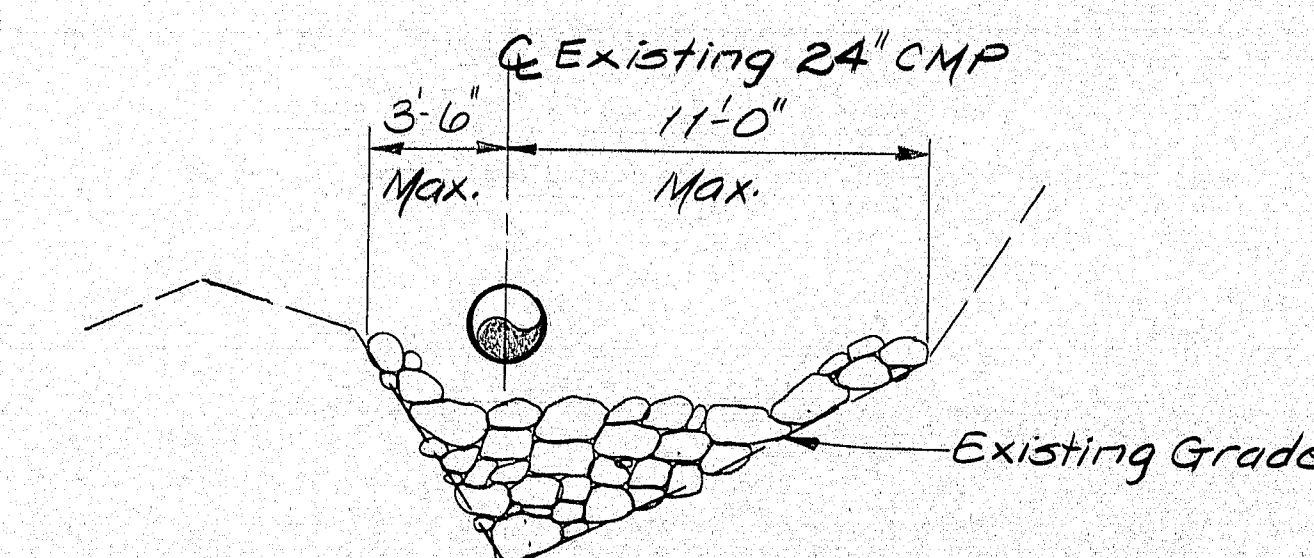
PHASE 3



PHASE 4



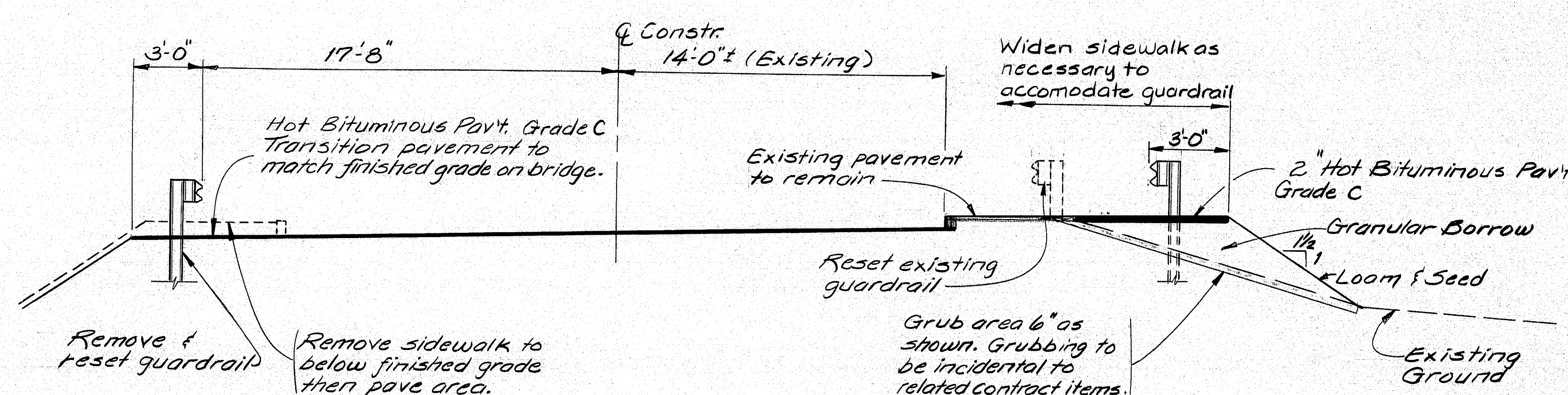
WASHOUT SECTION



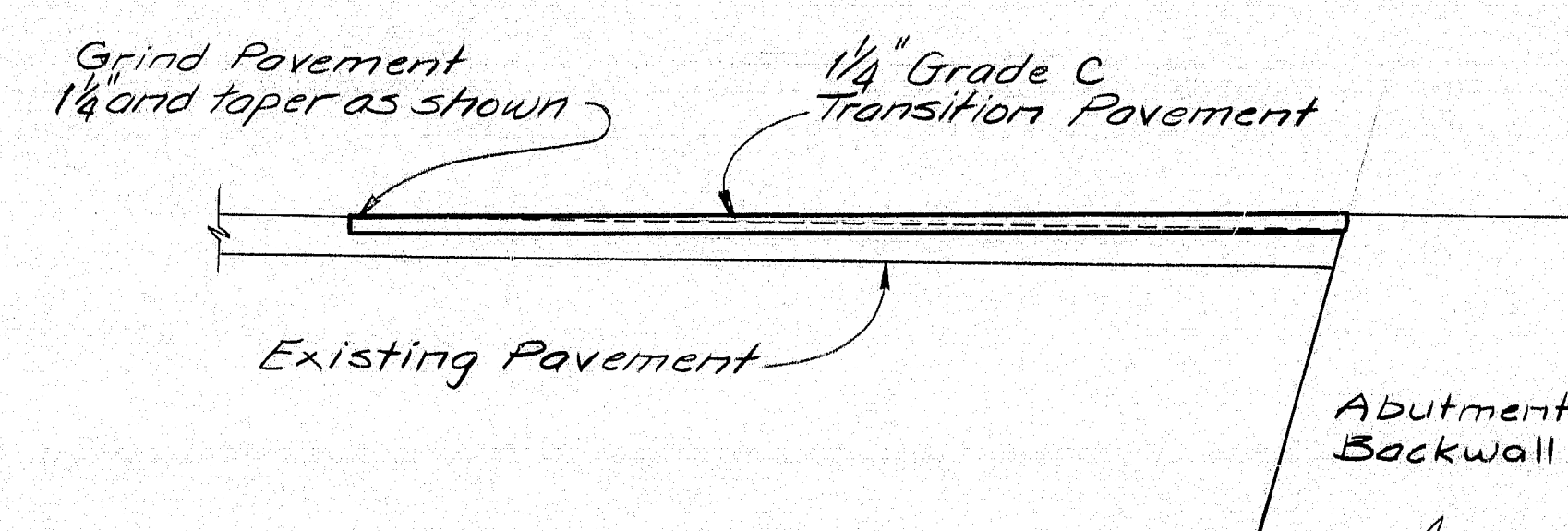
CROSS SECTION AT END OF EXISTING 24" CMP

NOTE:

Limits shown are approximate. The actual limits shall be determined in the field by the Engineer.



APPROACH SECTION AT STA 450+00



PAVEMENT TRANSITION

"REVISED AS BUILT" 1990

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE
OVER
SANDY RIVER
NEW SHARON

CONSTRUCTION SEQUENCE
& APPROACH DETAILS

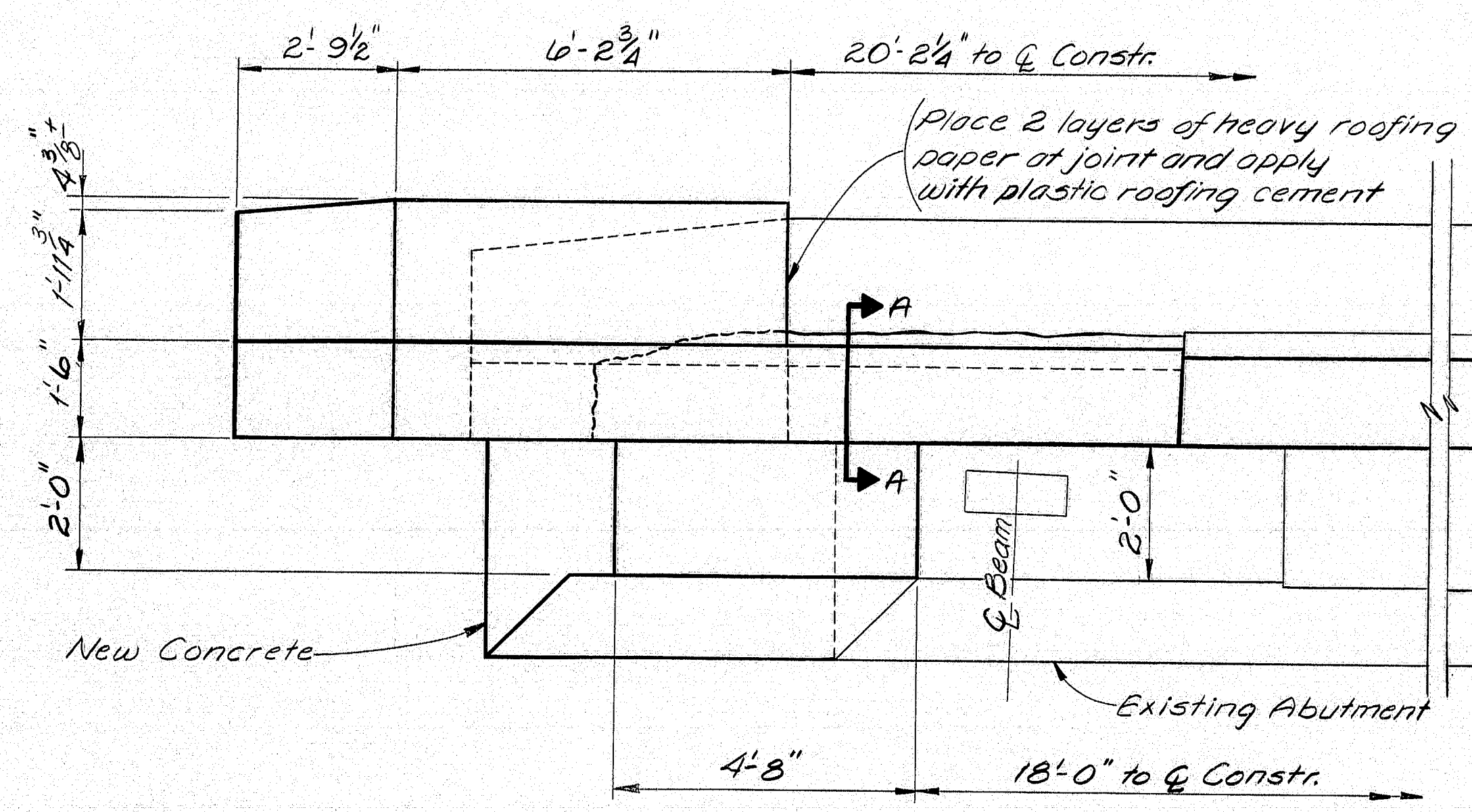
SHEET 3 OF 20 AUGUSTA, MAINE

102-283

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LRT	10/27/97
CHECKED	BAS	3/28/98
REVISIONS		
FIELD CHANGES		

BRIDGES 44132-45710-1

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	8H-025-2(46)	4	21

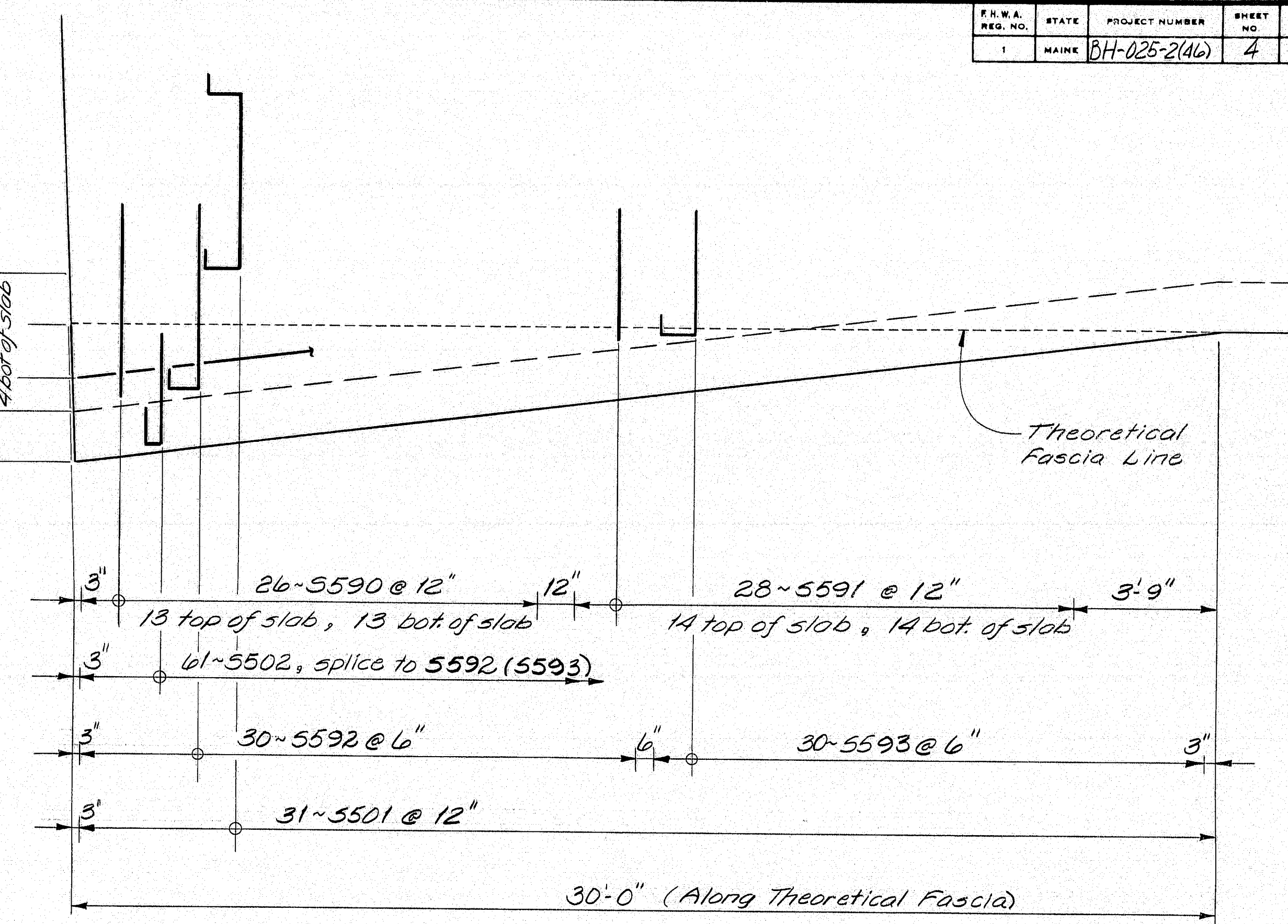


ABUTMENT #1 PLAN

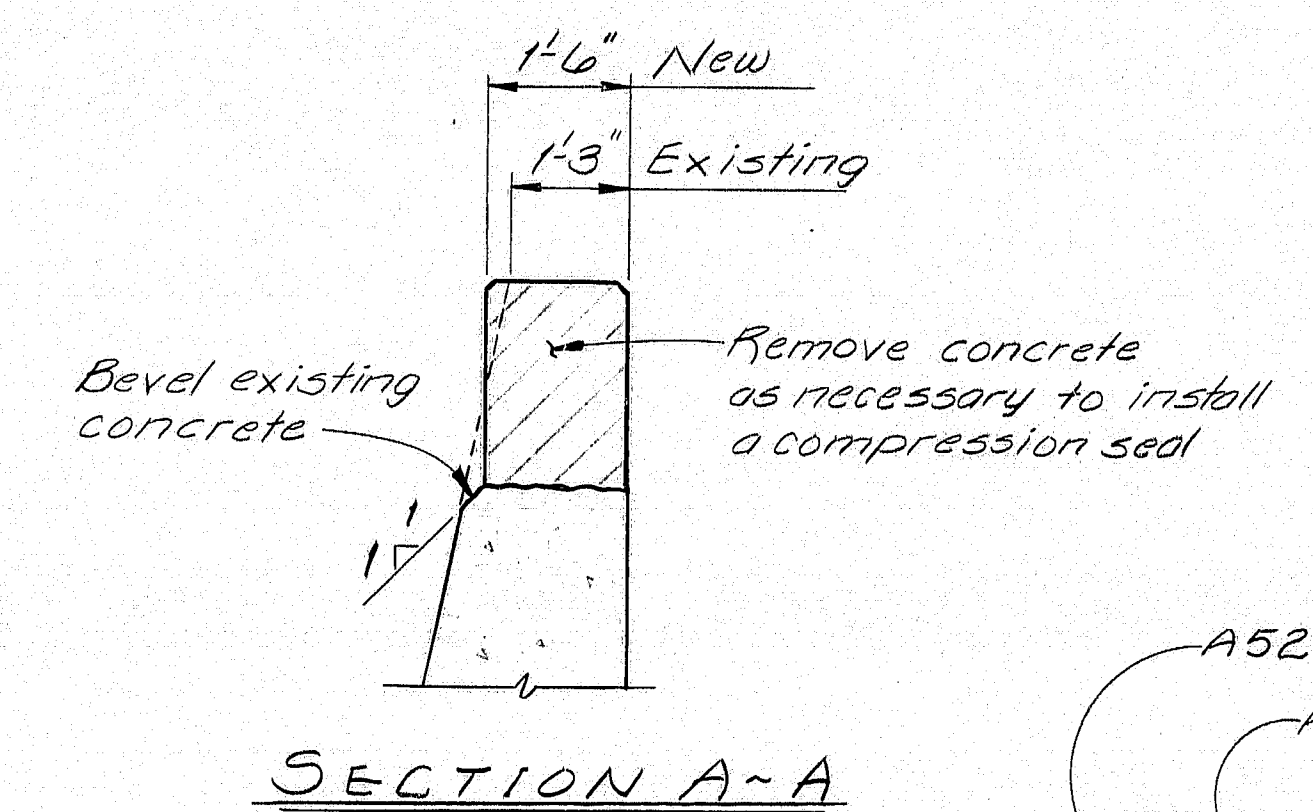
Remove a portion of the abutment and wingwall to install a compression seal. Rebuild area to match existing, however, the backwall must be extended to match the new curb line.

Rebuild parapet to match the height and face of the new bridge curb. Clean and/or cut reinforcing as approved by the engineer.

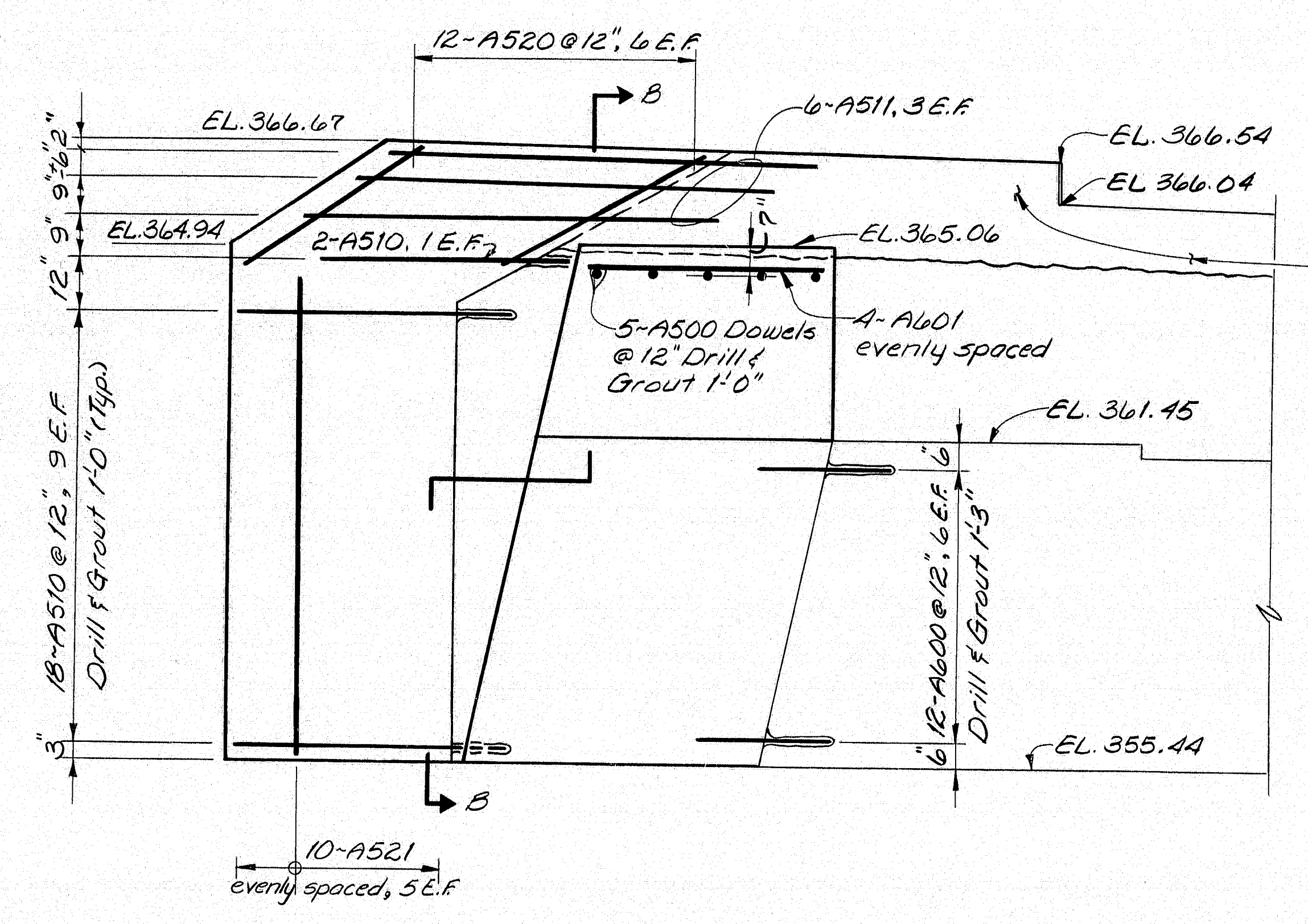
NOTE: Work performed in this area shall also be performed similarly at Abutment #2.



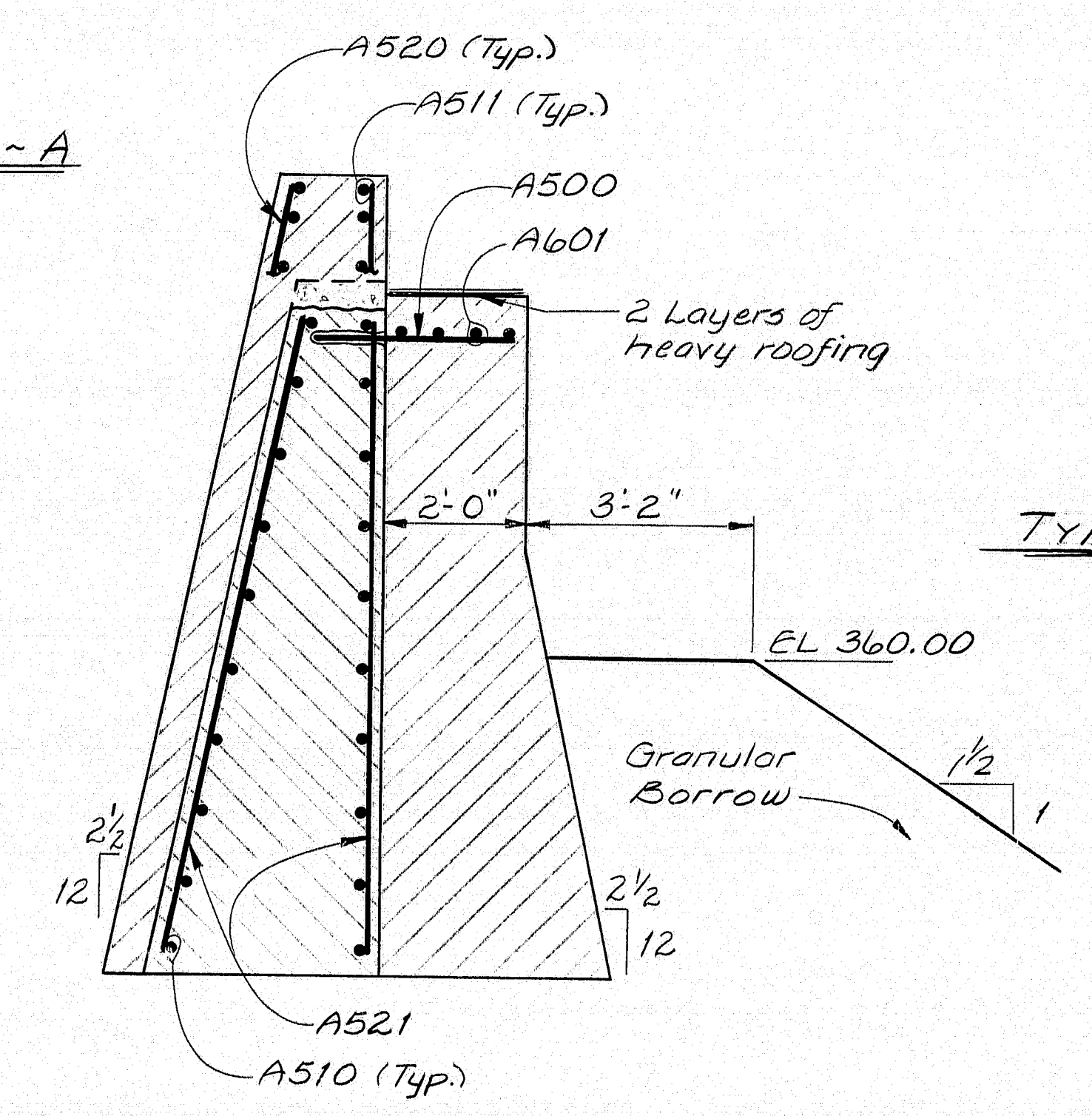
SIDEWALK WIDENING PLAN



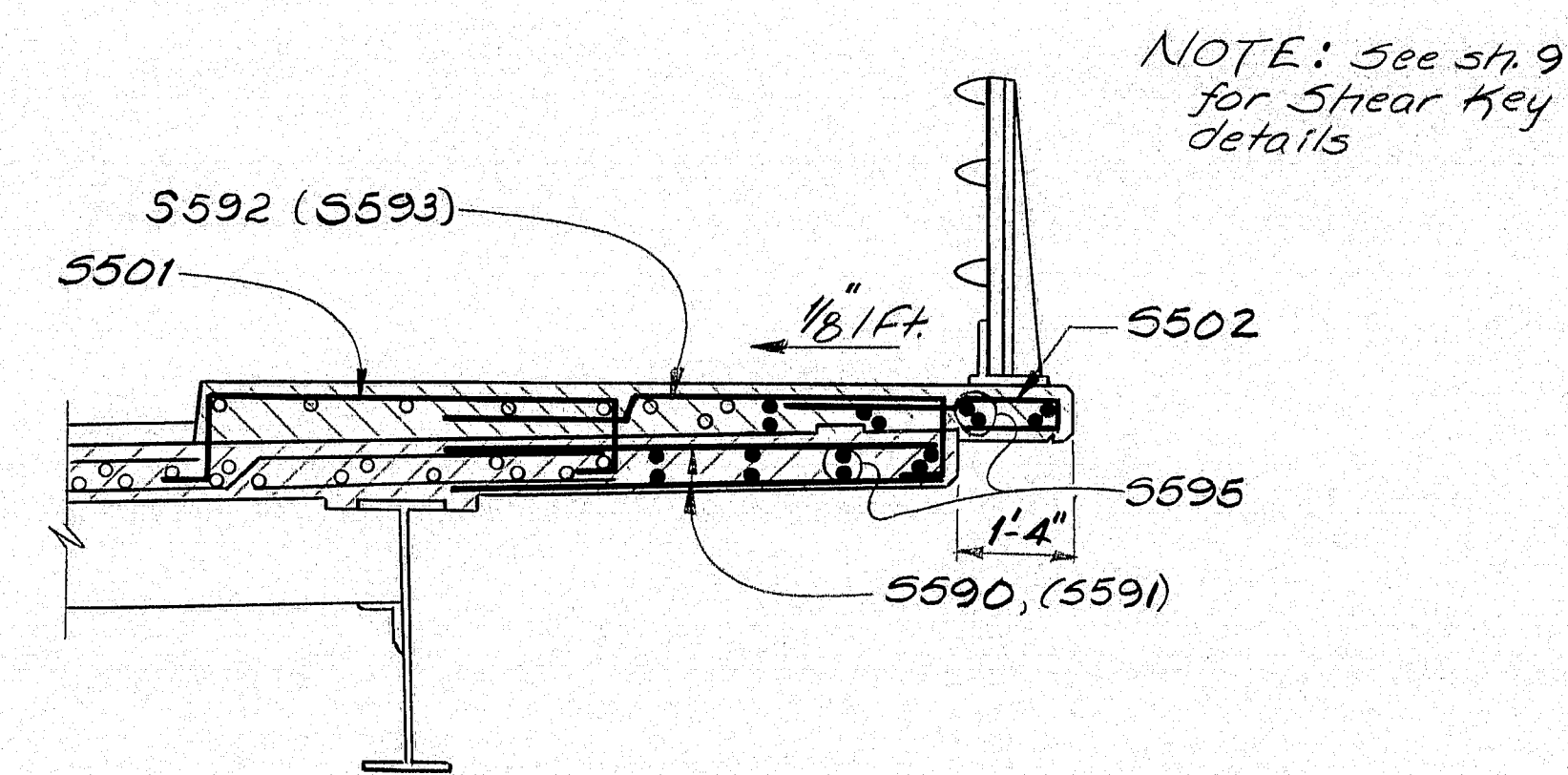
SECTION A-A



ABUTMENT ELEVATION



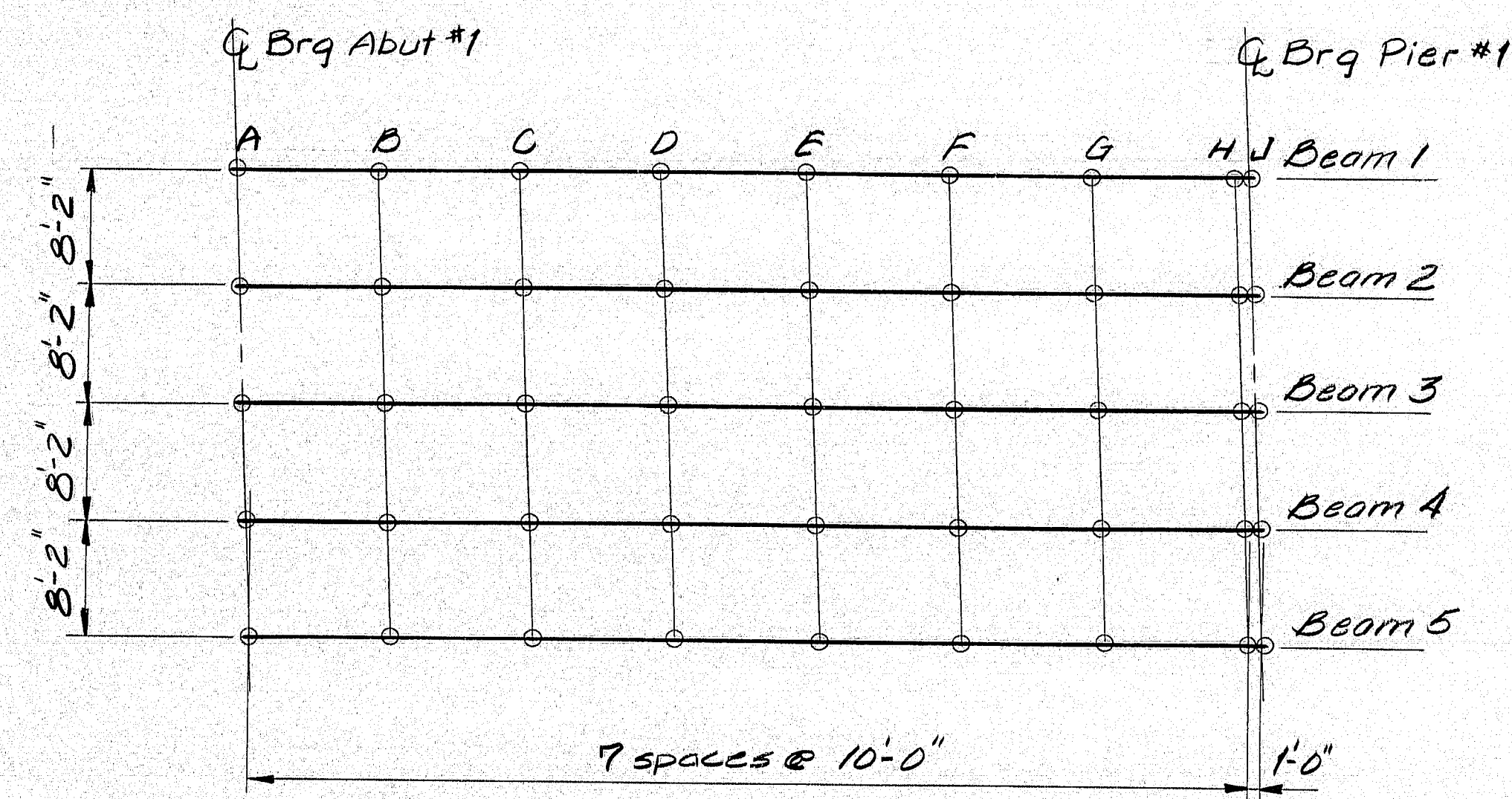
SECTION B-B



TYPICAL WIDENED SIDEWALK SECTION

REVISED AS BUILT-1990
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SANDY RIVER BRIDGE
OVER
SANDY RIVER
NEW SHARON
ABUTMENT DETAILS

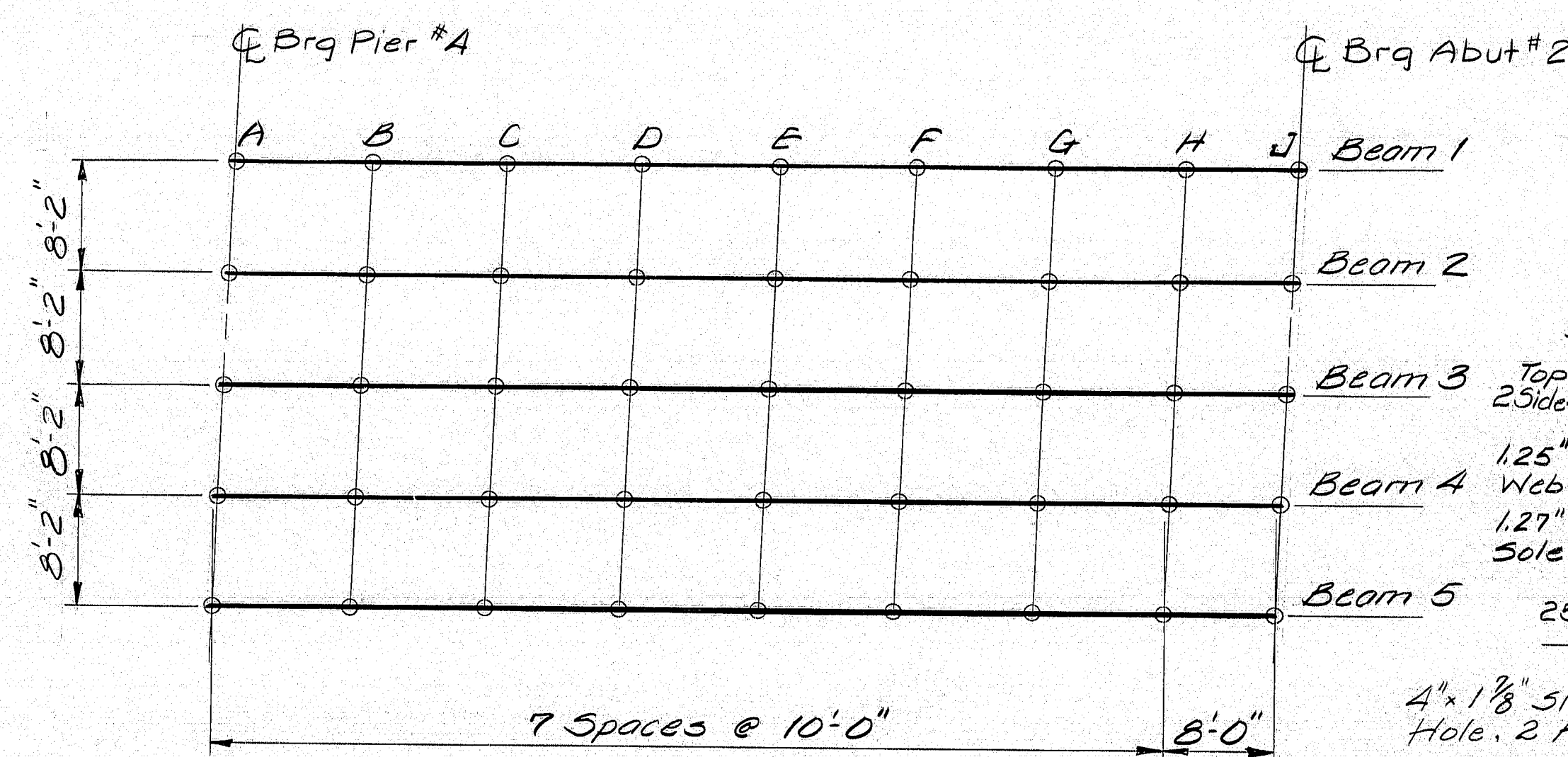
102-284



SPAN 1
Theoretical Blocking @: Abut 1 = 1/4"
Pier 1 = 1/2"

BLOCKING LAYOUT
There shall be no blocking for spans 2, 3 & 4.

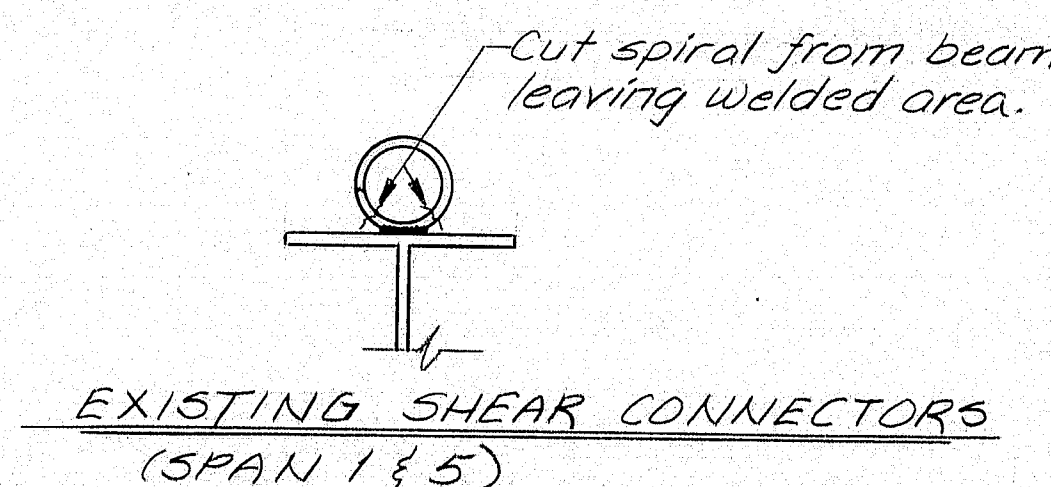
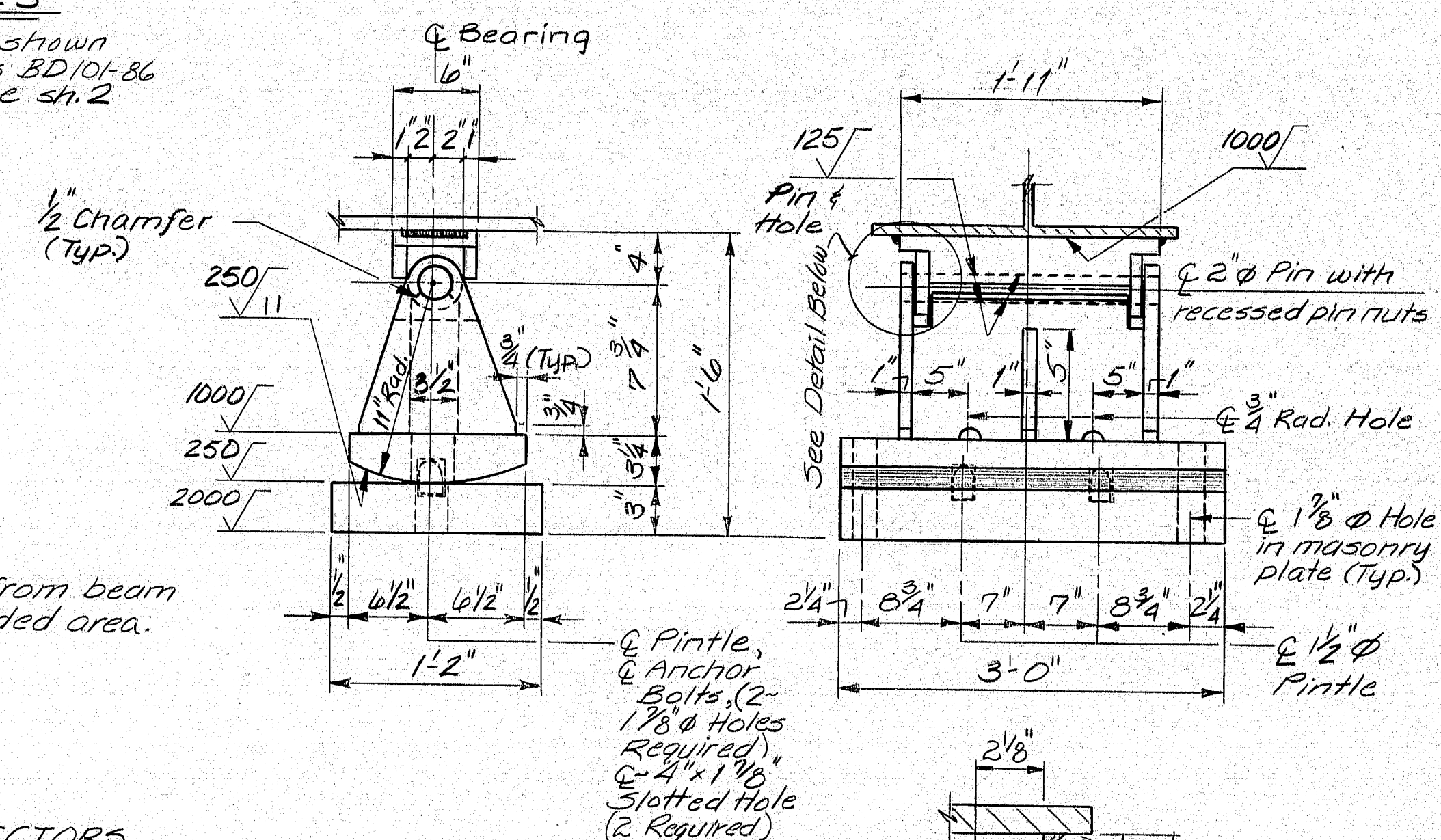
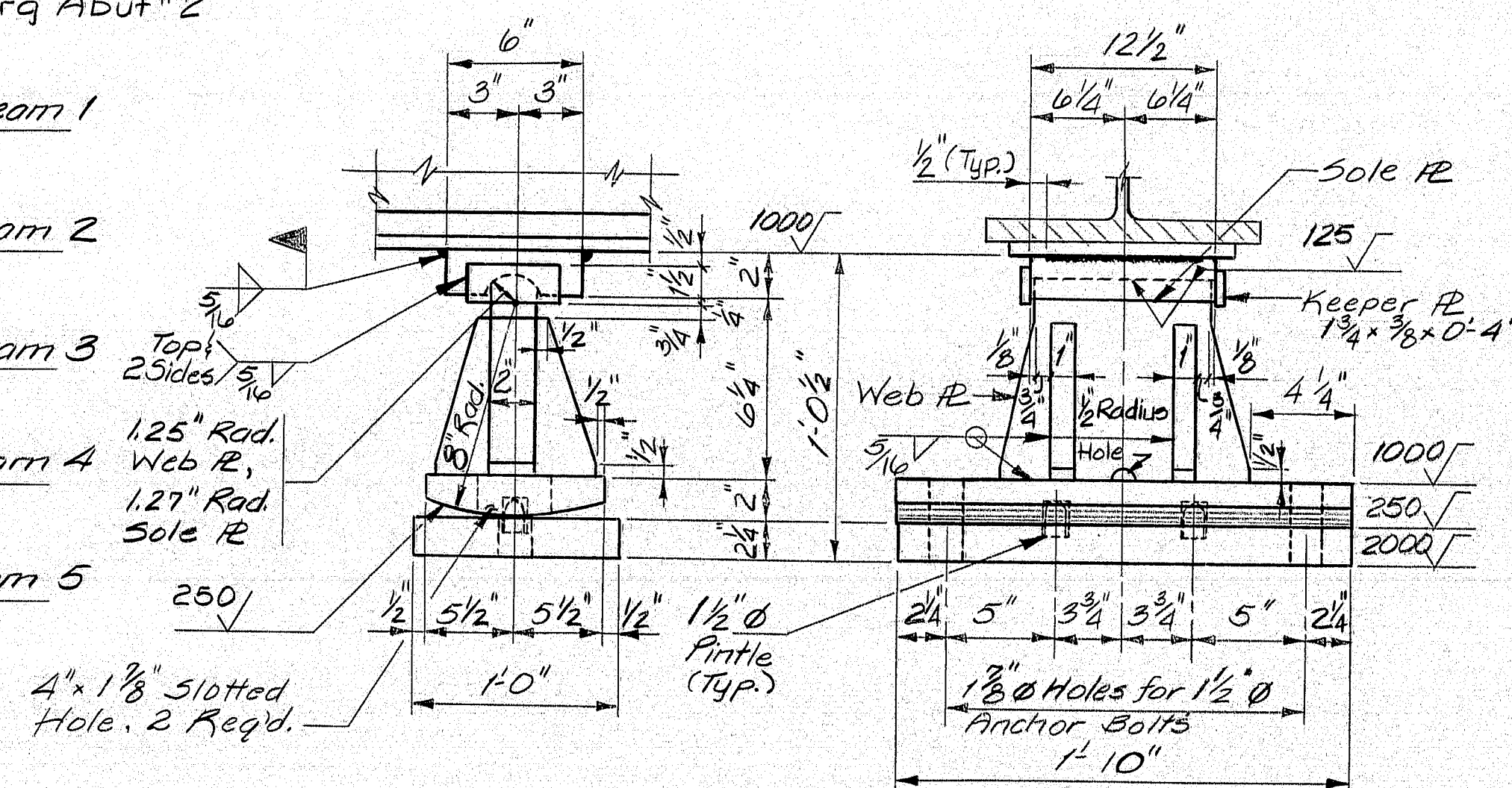
	A	B	C	D	E	F	G	H	J
Beam 1	364.03	364.03	364.01	363.97	363.91	363.83	363.73	363.61	363.60
Beam 2	364.29	364.29	364.27	364.23	364.17	364.09	363.99	363.87	363.86
Beam 3	364.54	364.54	364.52	364.48	364.42	364.34	364.24	364.12	364.11
Beam 4	364.79	364.79	364.77	364.73	364.67	364.59	364.49	364.37	364.36
Beam 5	365.05	365.05	365.03	364.99	364.93	364.85	364.75	364.63	364.62



SPAN 5
Theoretical Blocking @: Pier 4 = 1/4"
Abut 2 = 0"

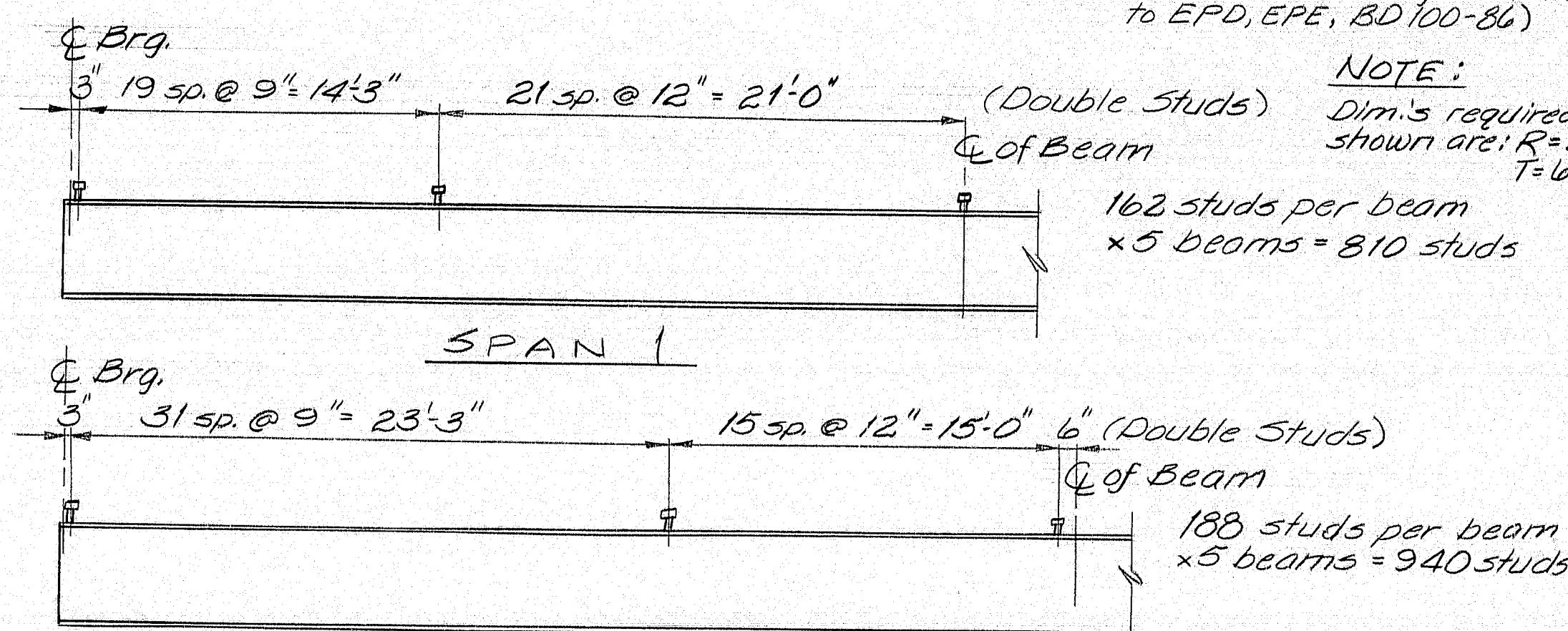
BEARING NOTES
For notes and details not shown see standard detail sheets BD101-86 & BD100-86, otherwise see sh. 2 for bearing notes.

EXPANSION BEARINGS AT PIER #4
Load = 235 K (Bearing is similar to EPC, BD101-86)



EXP. BRGS. AT PIER #3
Load = 656 K (Bearing is similar to EPC, EPE, BD100-86)

NOTE:
Dim's required but not shown are: K=21, S=4", T=6 1/2"



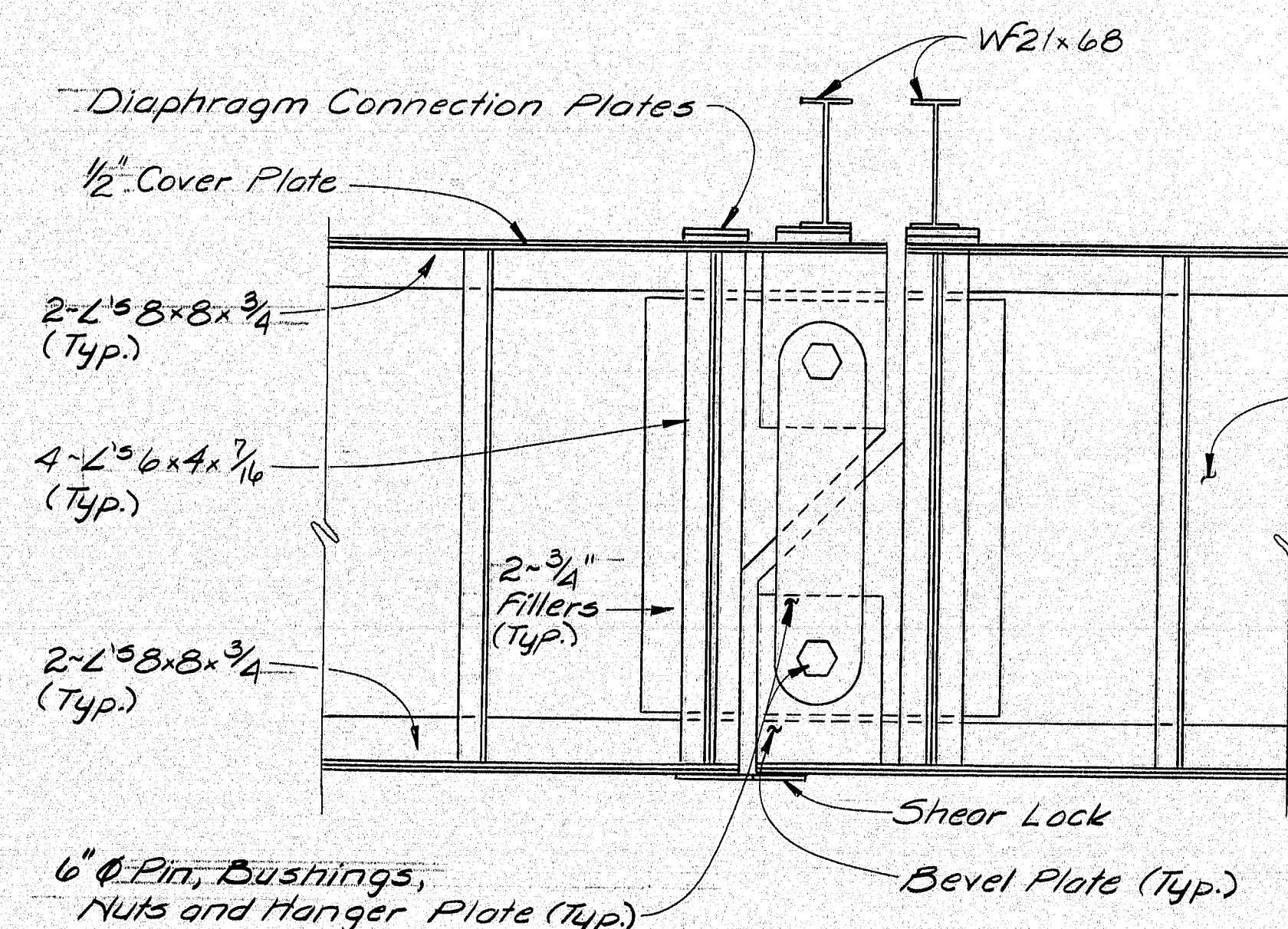
REVISED AS BUILT - 1990"
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
SANDY RIVER BRIDGE
over
SANDY RIVER
NEW SHARON

102-285

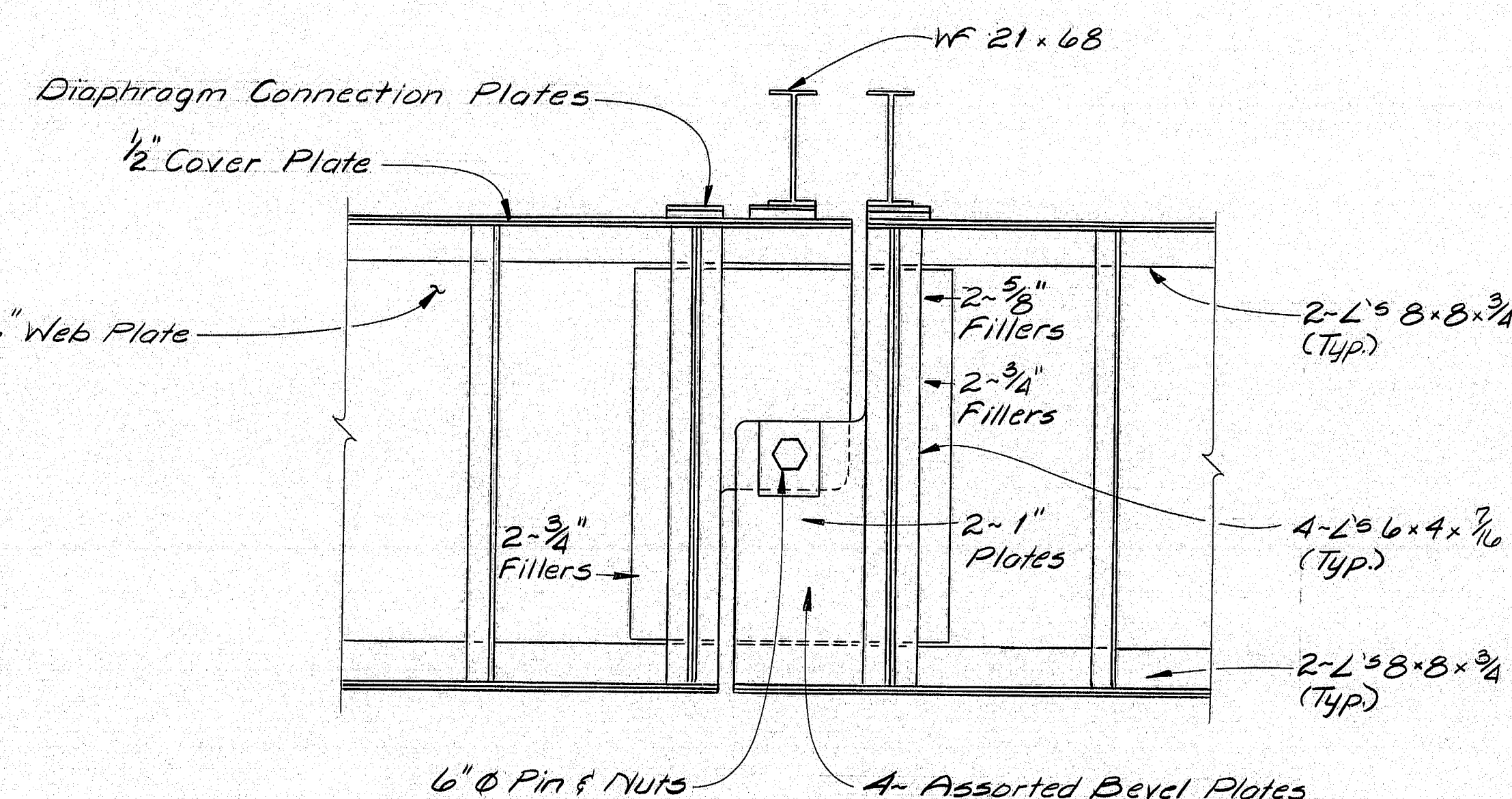
NEW SHEAR CONNECTORS LAYOUT

STRUCTURAL STEEL DETAILS

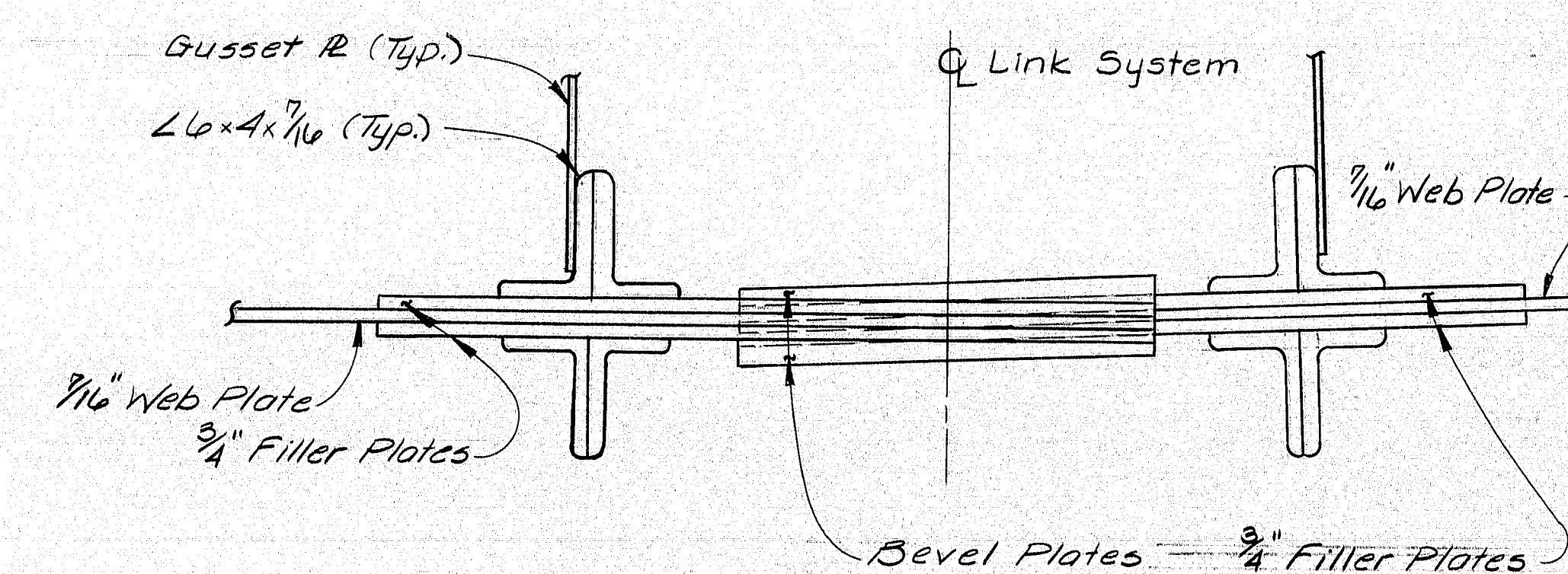
F.R.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	04-0254(26)	6	21



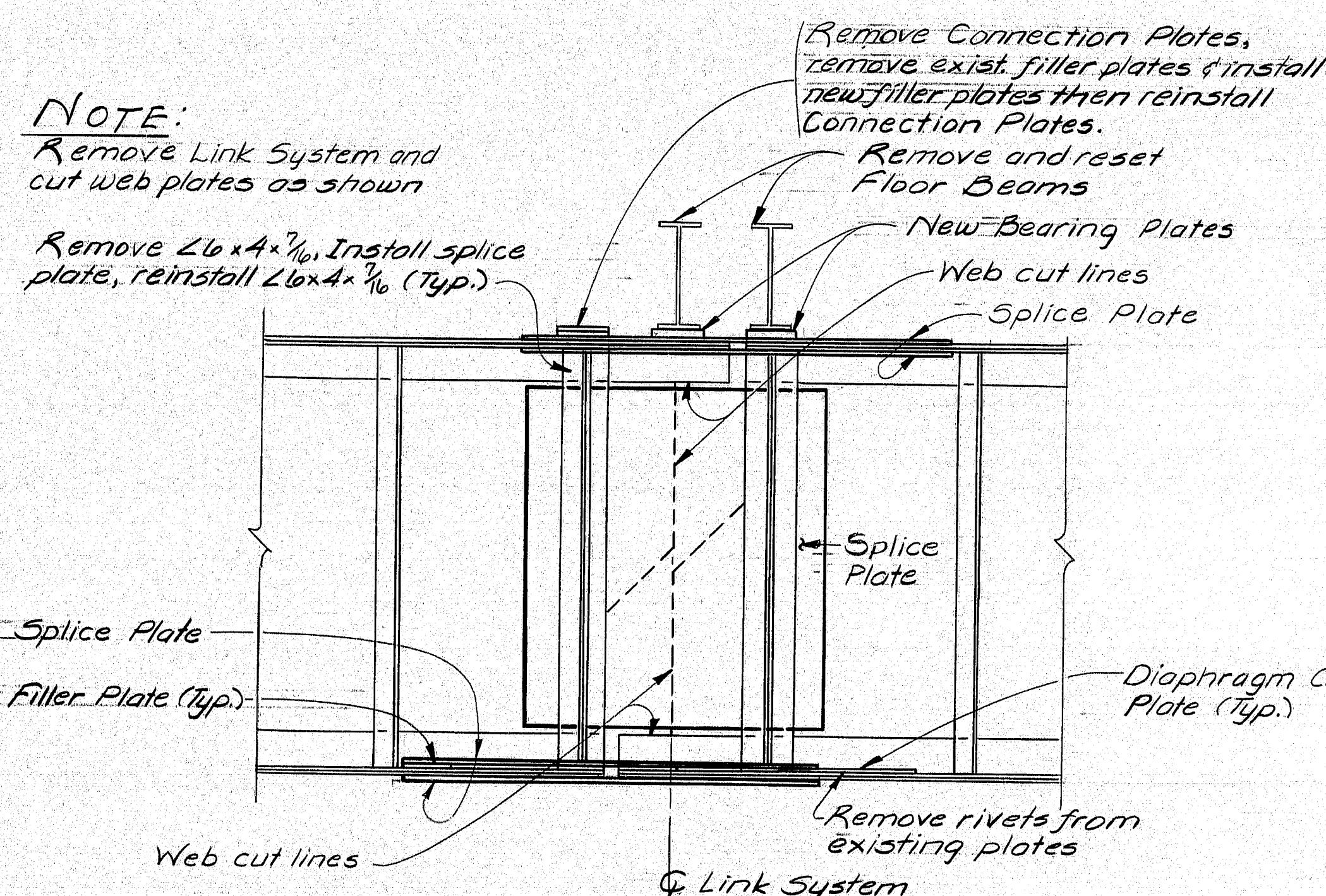
EXISTING LINK CONNECTION



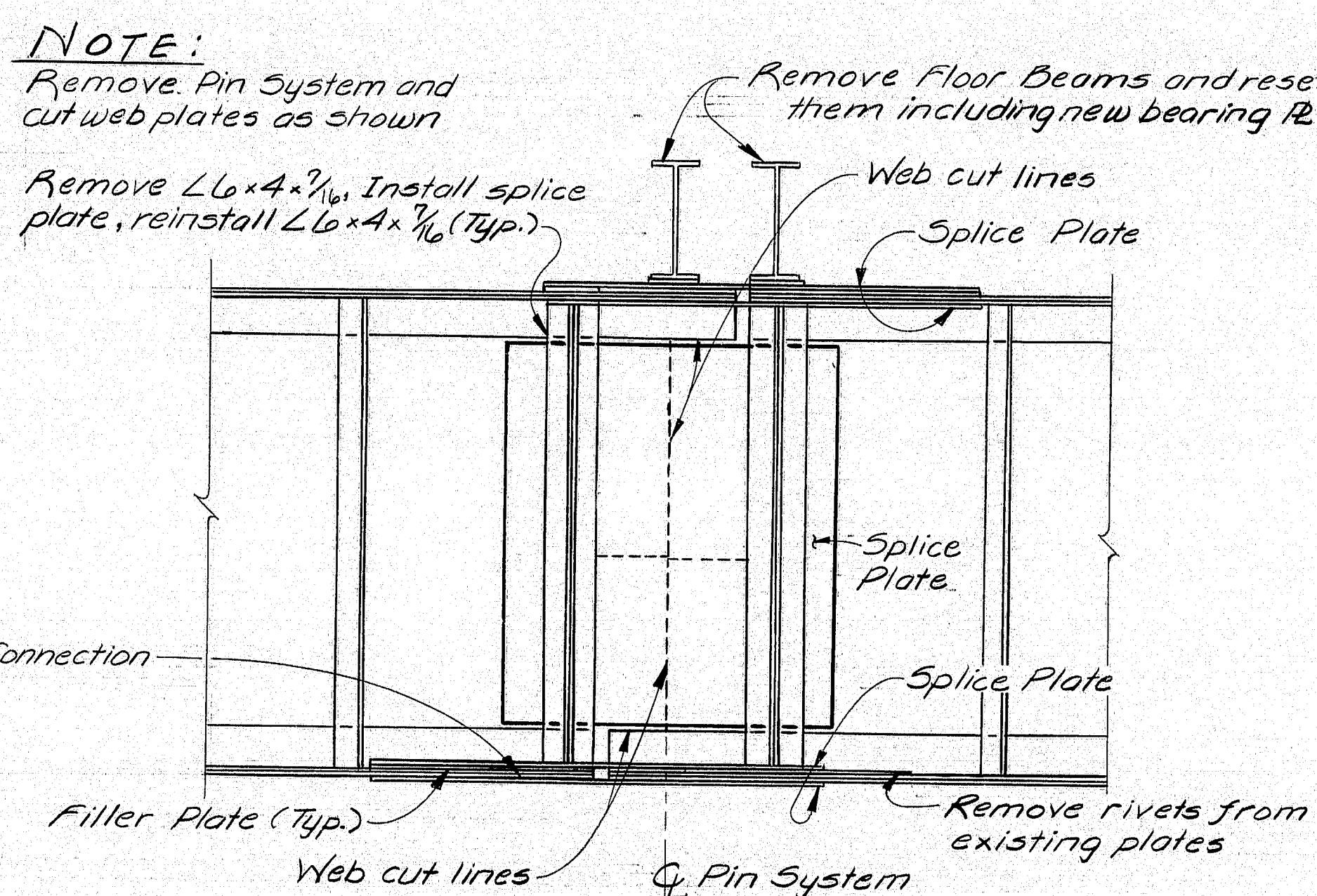
EXISTING PIN CONNECTION



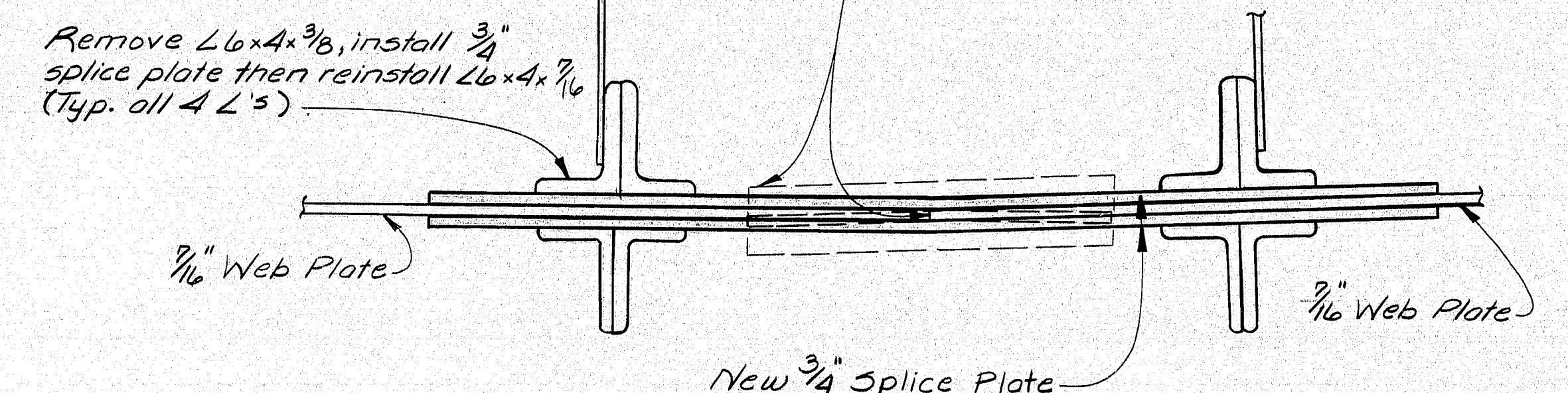
SECTION AT EXISTING LINK



NEW LINK CONNECTION



NEW PIN CONNECTION

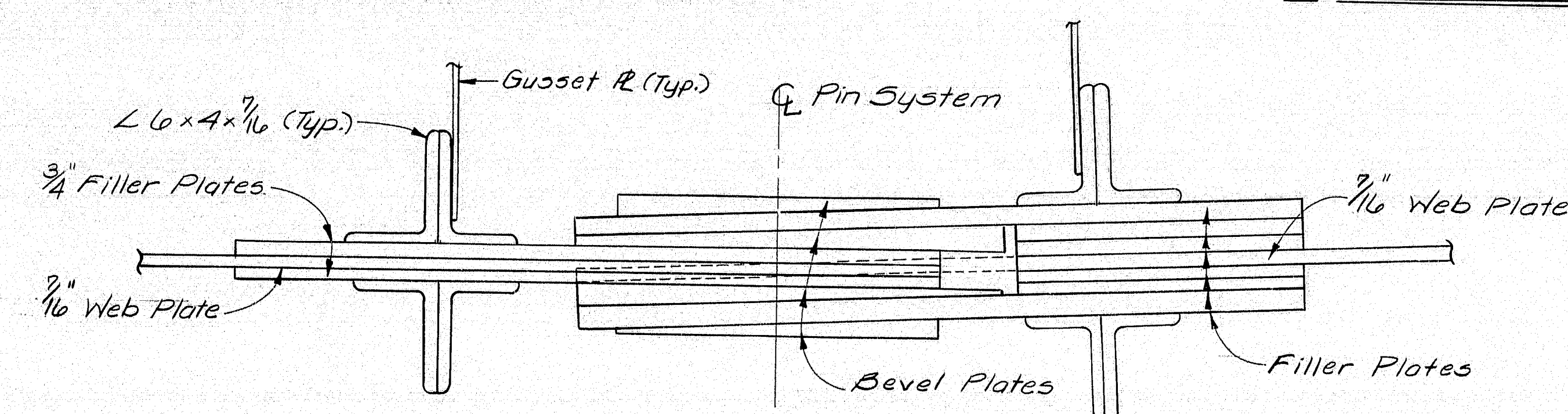


NEW CONNECTION AT EXISTING LINK

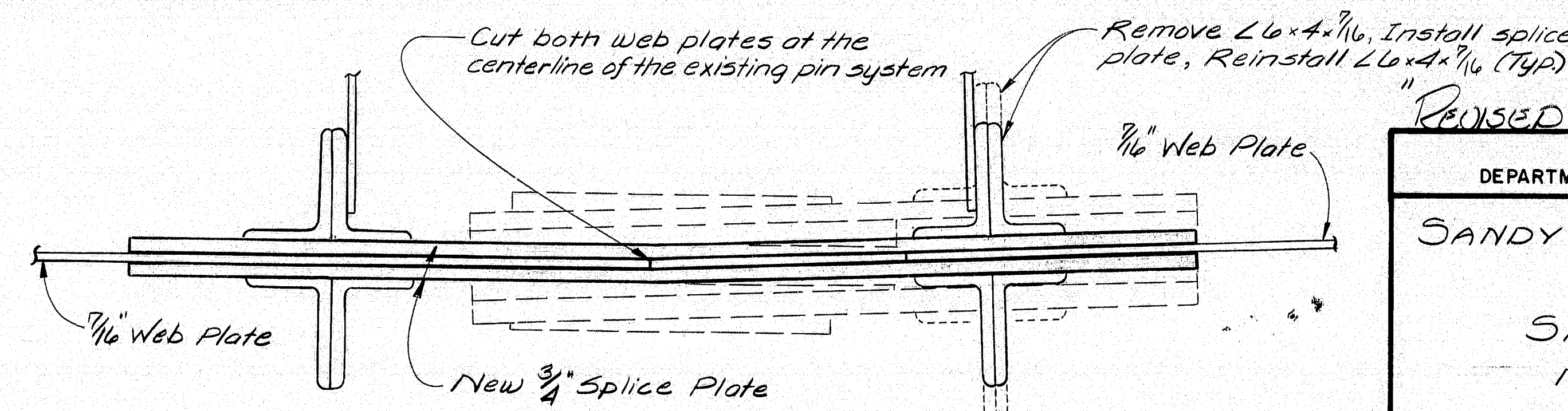
PIN & LINK NOTES

Vertical angles will have to be cut to accommodate the top & bottom splice plates. The gusset plates may also have to be adjusted for the splice plates, while leaving a minimum of $\frac{1}{2}$ " from the centerline of any hole to the edge of the Gusset R. All work shall be approved by the Engineer.

NOTE: Remove pin system and all filler and bevel plates.



SECTION AT EXISTING PIN



NEW CONNECTION AT EXISTING PIN

102-286

REUSED AS BUILT - 1990

STATE OF MAINE DEPT. OF TRANSPORTATION

SANDY RIVER BRIDGE over SANDY RIVER NEW SHARON

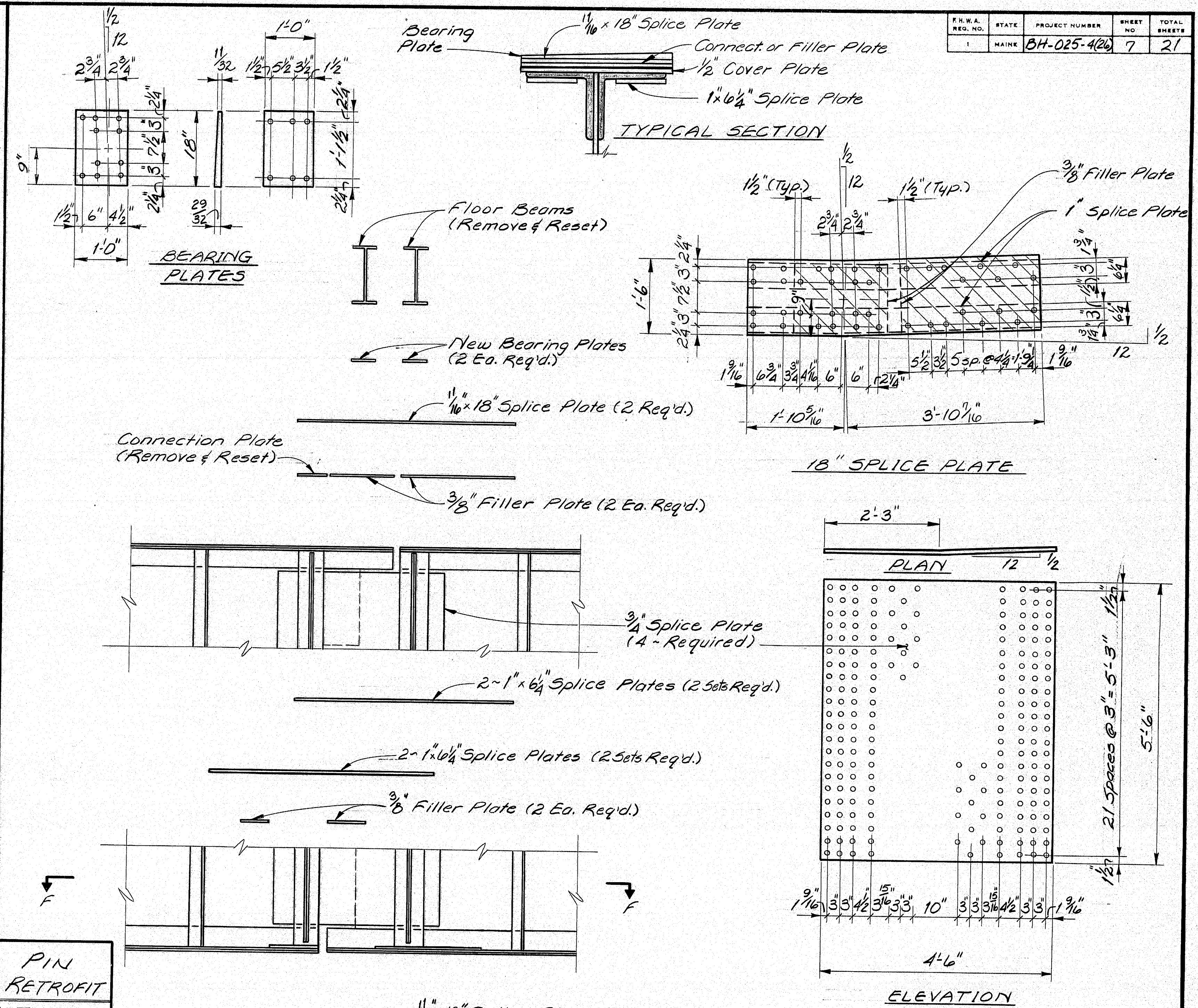
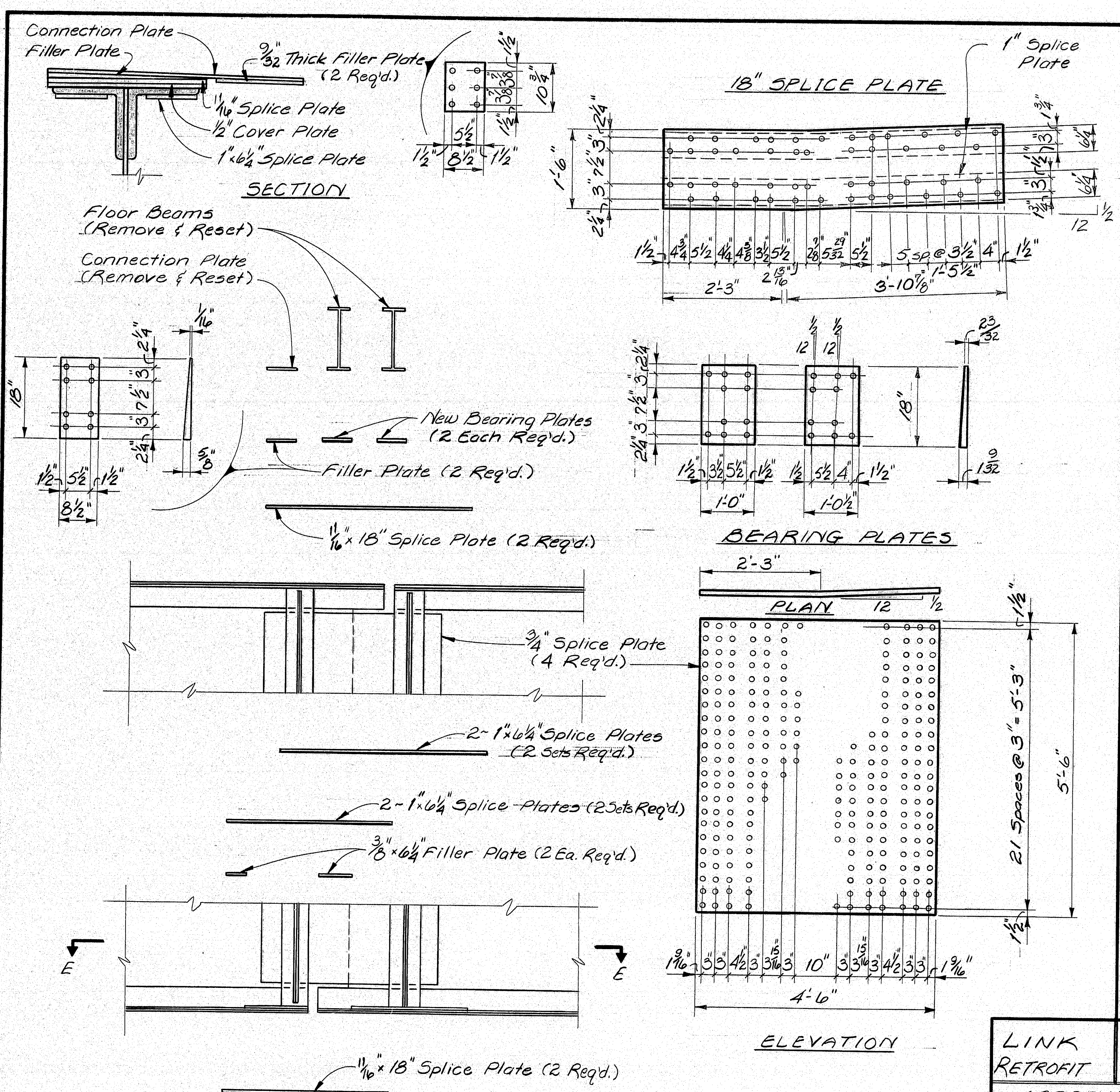
PIN & LINK RETROFIT

SHEET 6 OF 20 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/27
CHECKED	8/3
APPROVED	
FIELD CHANGES	

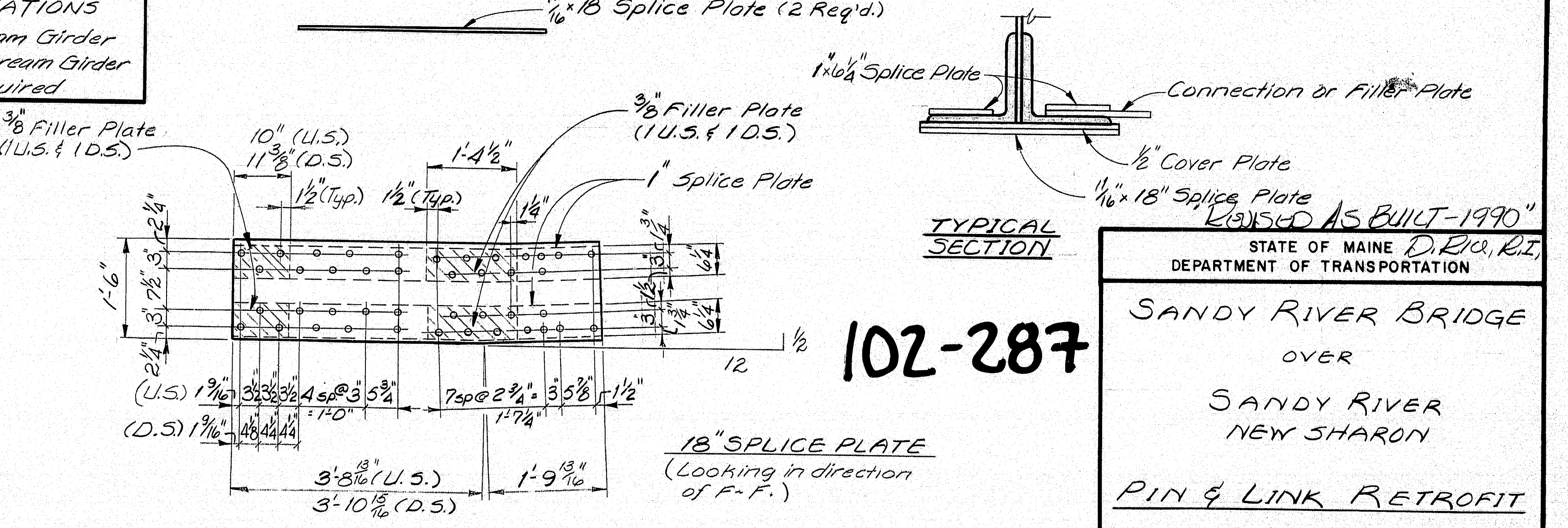
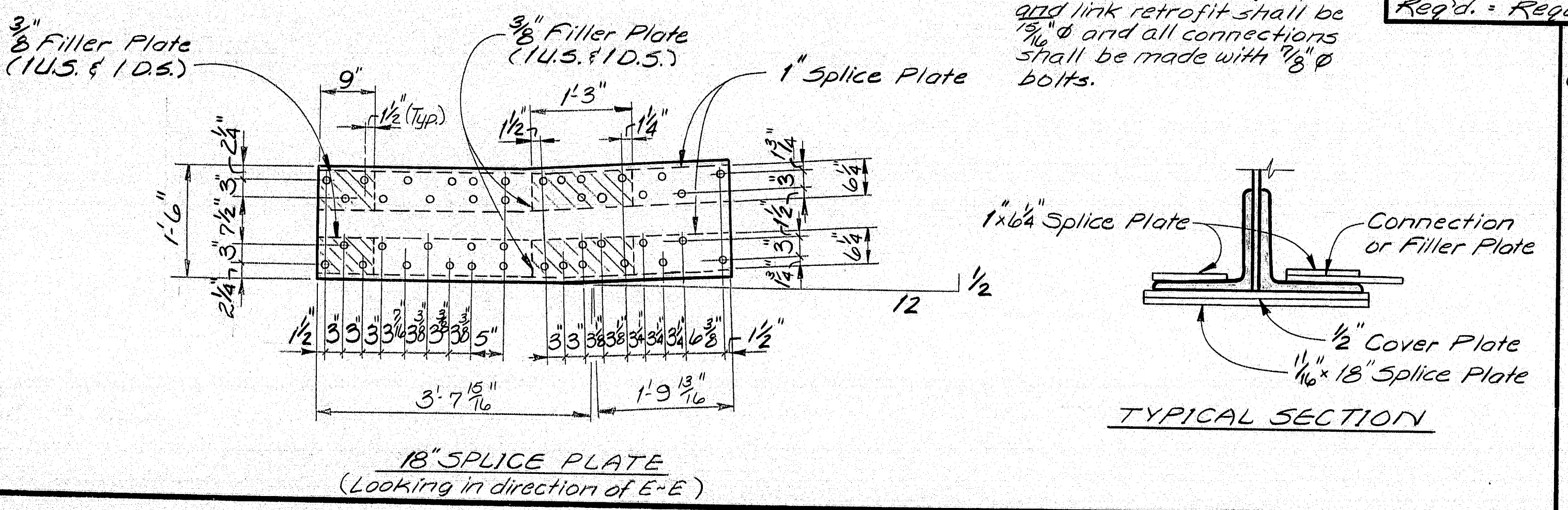
BRUNING 44-132-65710-1

F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	84-025-4(20)	7	21



LINK RETROFIT	PIN RETROFIT
ABBREVIATIONS	
U.S. = Upstream Girder	
D.S. = Downstream Girder	
Req'd. = Required	

NOTE
All holes in plates for pin and link retrofit shall be $\frac{3}{8}$ " and all connections shall be made with $\frac{3}{8}$ " bolts.



102-287

AS BUILT - 1990"

STATE OF MAINE D.R. & R.I.
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE
OVER
SANDY RIVER
NEW SHARON

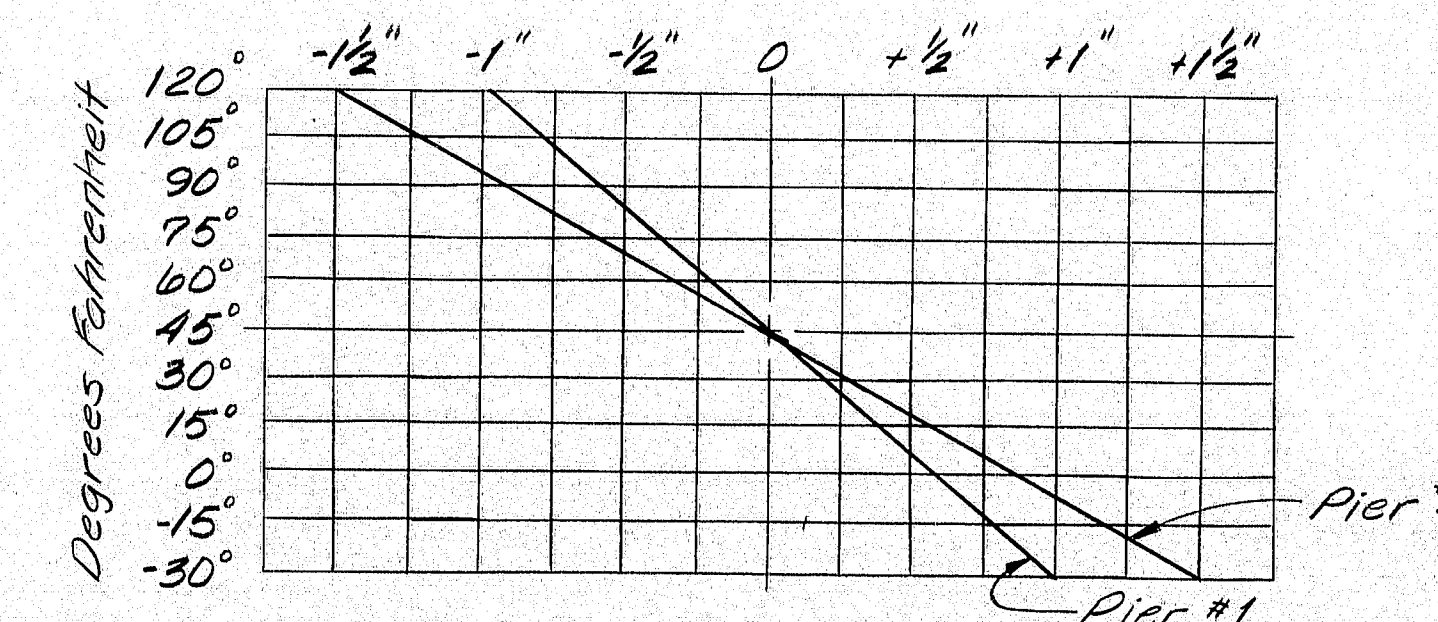
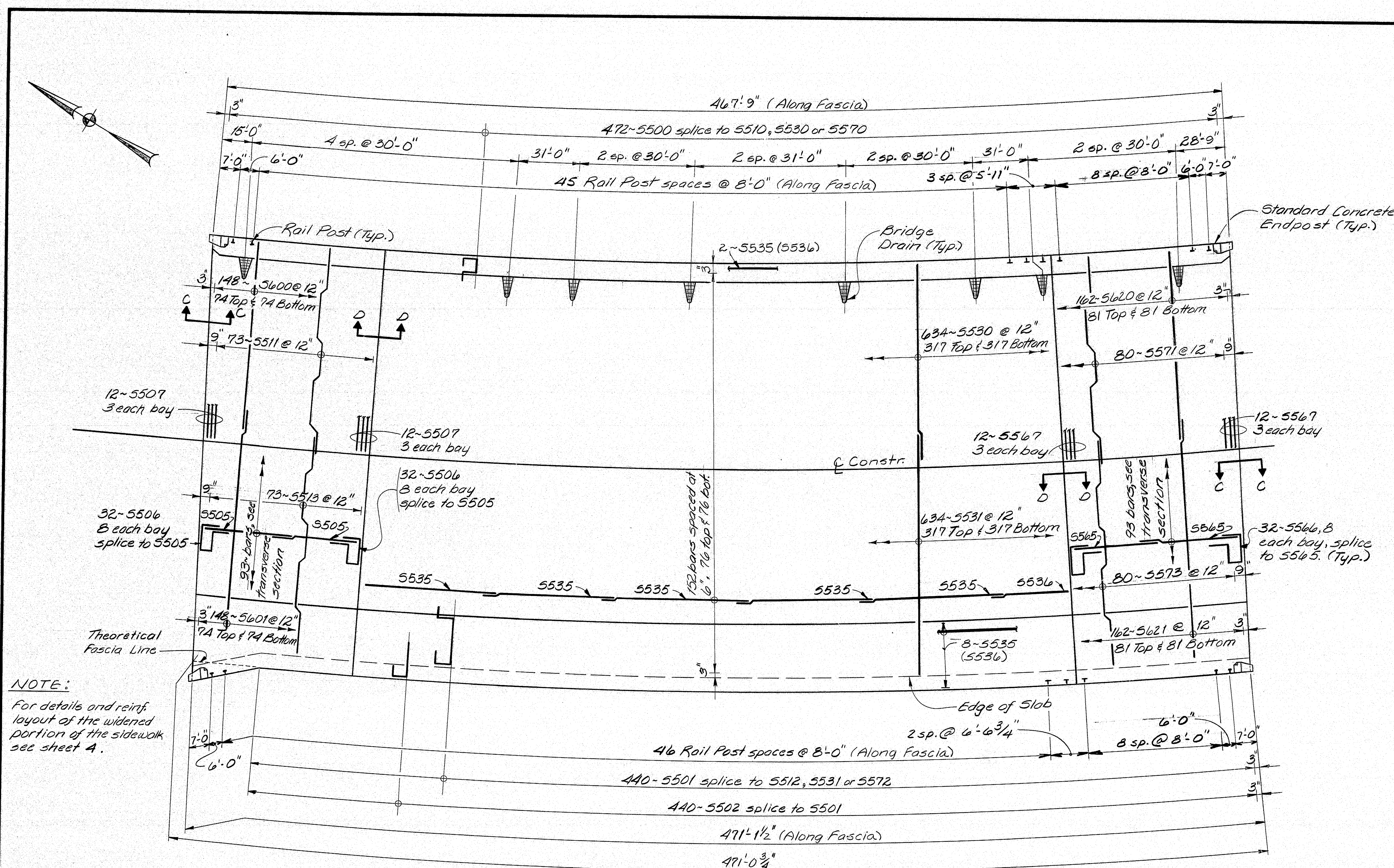
PIN & LINK RETROFIT

SHEET 7 OF 20 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY LCT	7/87
DESIGN - DETAILED	1/50
CHECKED	BAS
REVISIONS	3-28
FIELD CHANGES	

BRIDGE 44-102-287(1)

F.R.W.A.	STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
REG. NO.	MAINE	BH025-2(46)	8	21



COMPRESSION SEAL ADJUSTMENT CHART

- The seals to be furnished shall have a minimum Movement Rating of:
Pier #1 - 1.9" (Compression Seal)
Pier #4 - 3.0" (Gland Seal)
Both abutments - 1.5" (Compression Seal)
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joints is made and no allowance for movement due to dead load deflections is needed.
- The Compression Seal Adjustment Chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

NOTE:

For details and reinf. layout of the widened portion of the sidewalk see sheet 4.

SUPERSTRUCTURE PLAN

NOTES

- Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
- Reinforcing steel shall have a 2" minimum cover unless otherwise noted.
- Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
- The superstructure slab concrete for spans 1, 5, & 2 thru 4 shall be placed continuously and shall be kept plastic until the entire span has been placed.

5. Protective coating for concrete surfaces shall be applied to the following areas: top of concrete curbs, fascia, down to the drip notch, and all exposed surfaces of the concrete endposts.

102-288

"REVISED AS BUILT - 1990"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE

OVER

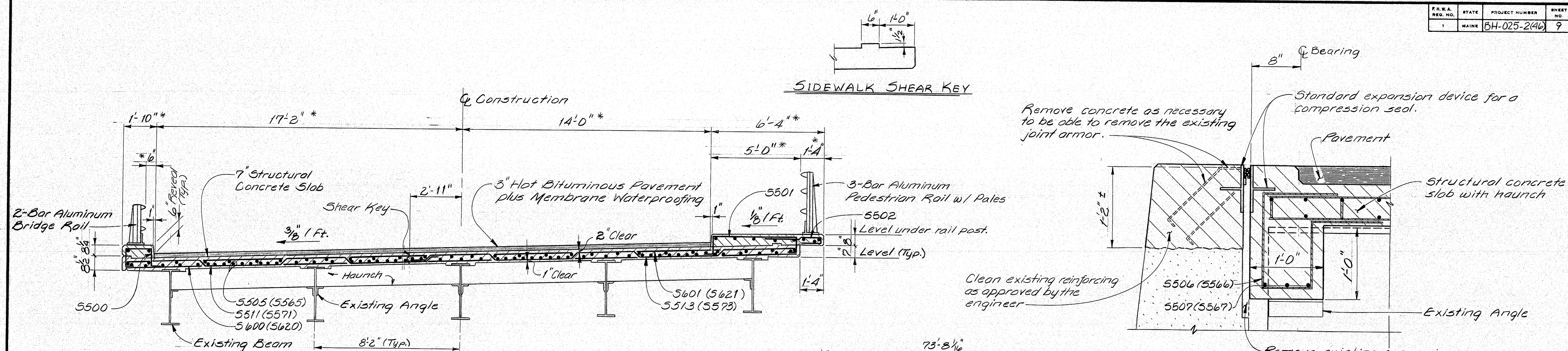
SANDY RIVER

NEW SHARON

SUPERSTRUCTURE PLAN

SHEET 8 OF 20 AUGUSTA, MAINE

F.R.A.	STATE	PROJECT NUMBER	SHEET	TOTAL
1	MAINE	5H-025-2(46)	9	21

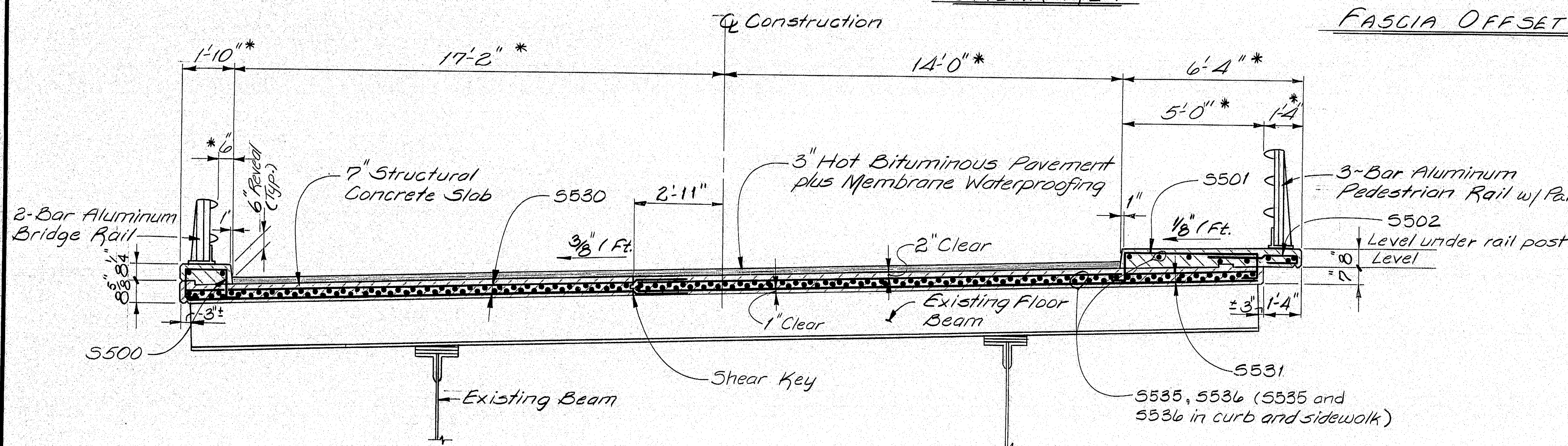
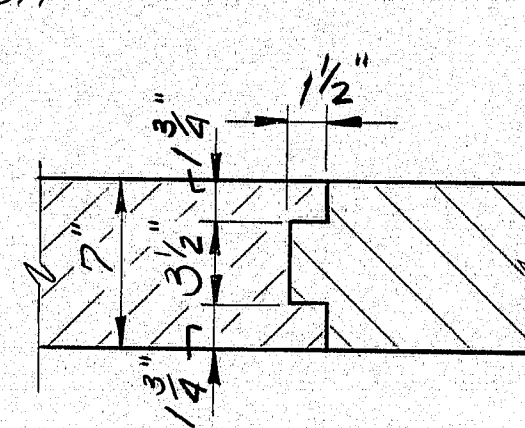


TRANSVERSE SECTION FOR SPANS 1 & 5

* Dimensions shown are radial to C.C. Construction

NOTE:
Micro-Silica Additive
shall be used in the curbs
and sidewalks on spans 1, 2, 3 & 4.
The curb and sidewalk on span 5
shall be typical Class A concrete.
Payment to be made under item 502.4711.

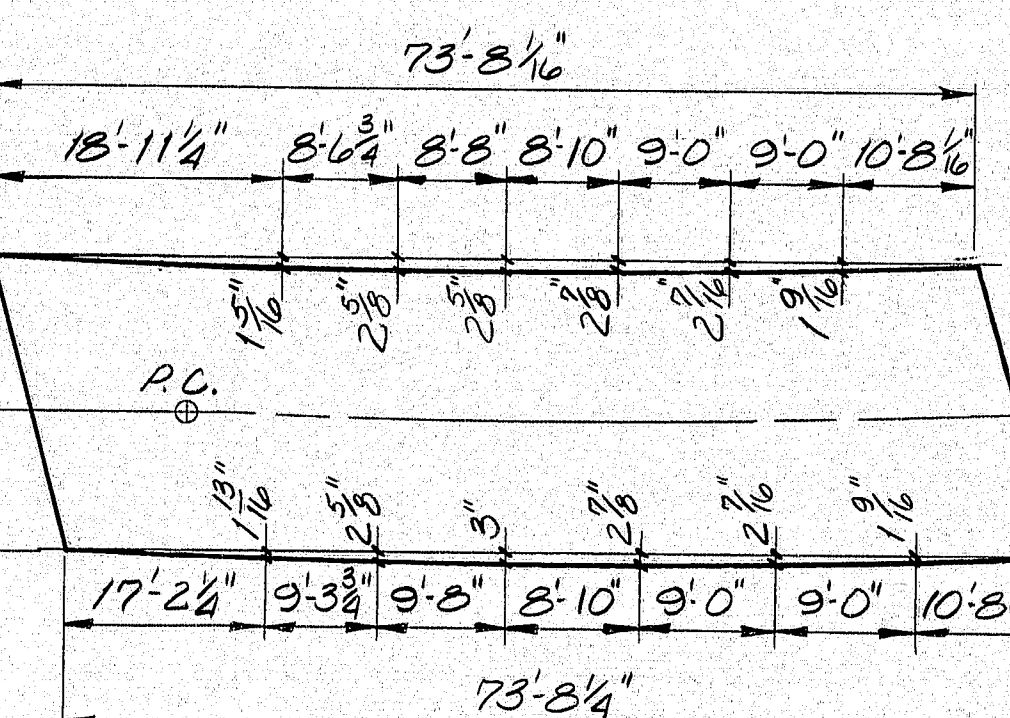
SHEAR KEY



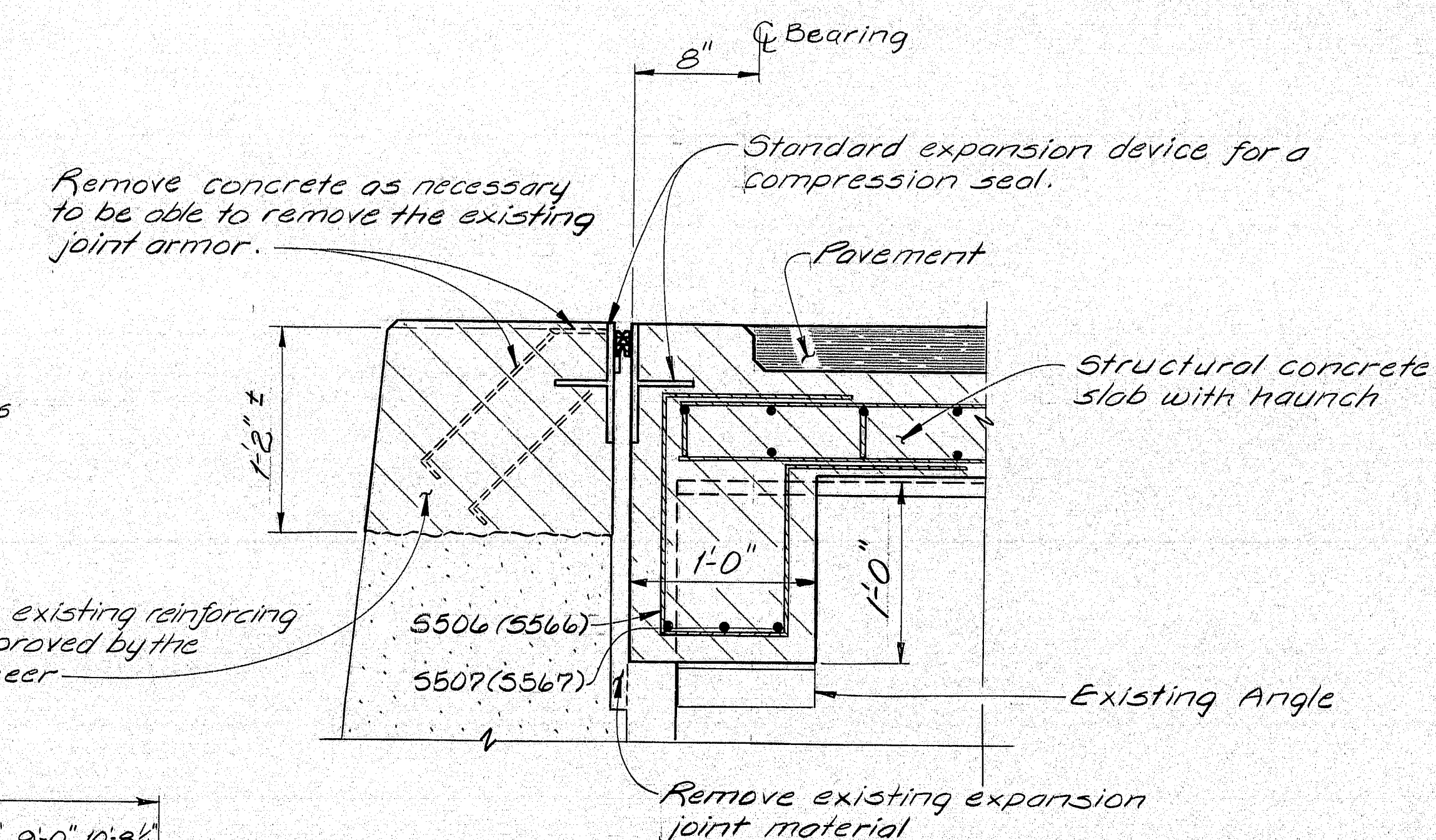
TRANSVERSE SECTION FOR SPANS 2, 3 & 4

* Dimensions shown are radial to C.C. Construction

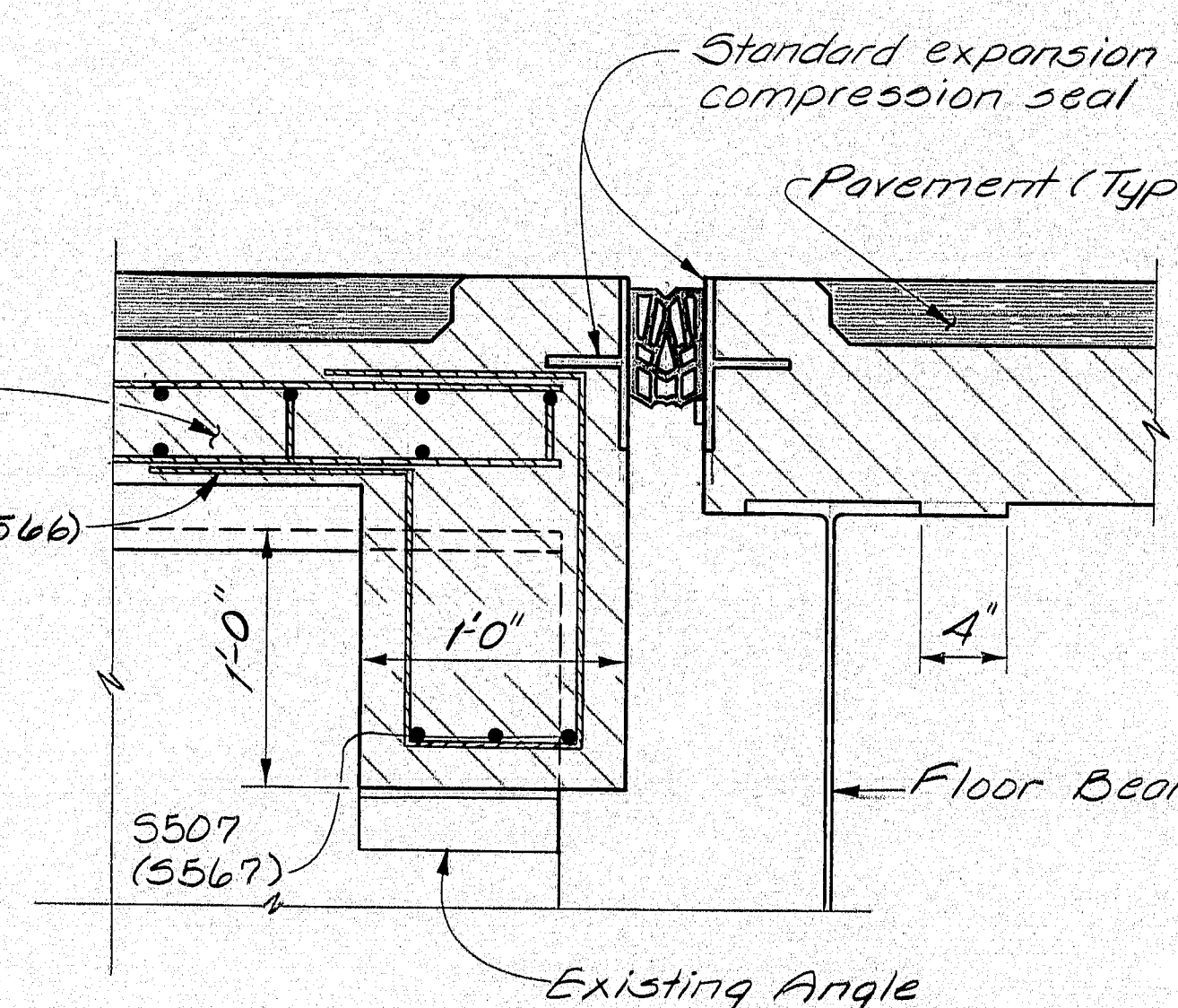
FASCIA OFFSET, SPAN 1



SECTION C-C

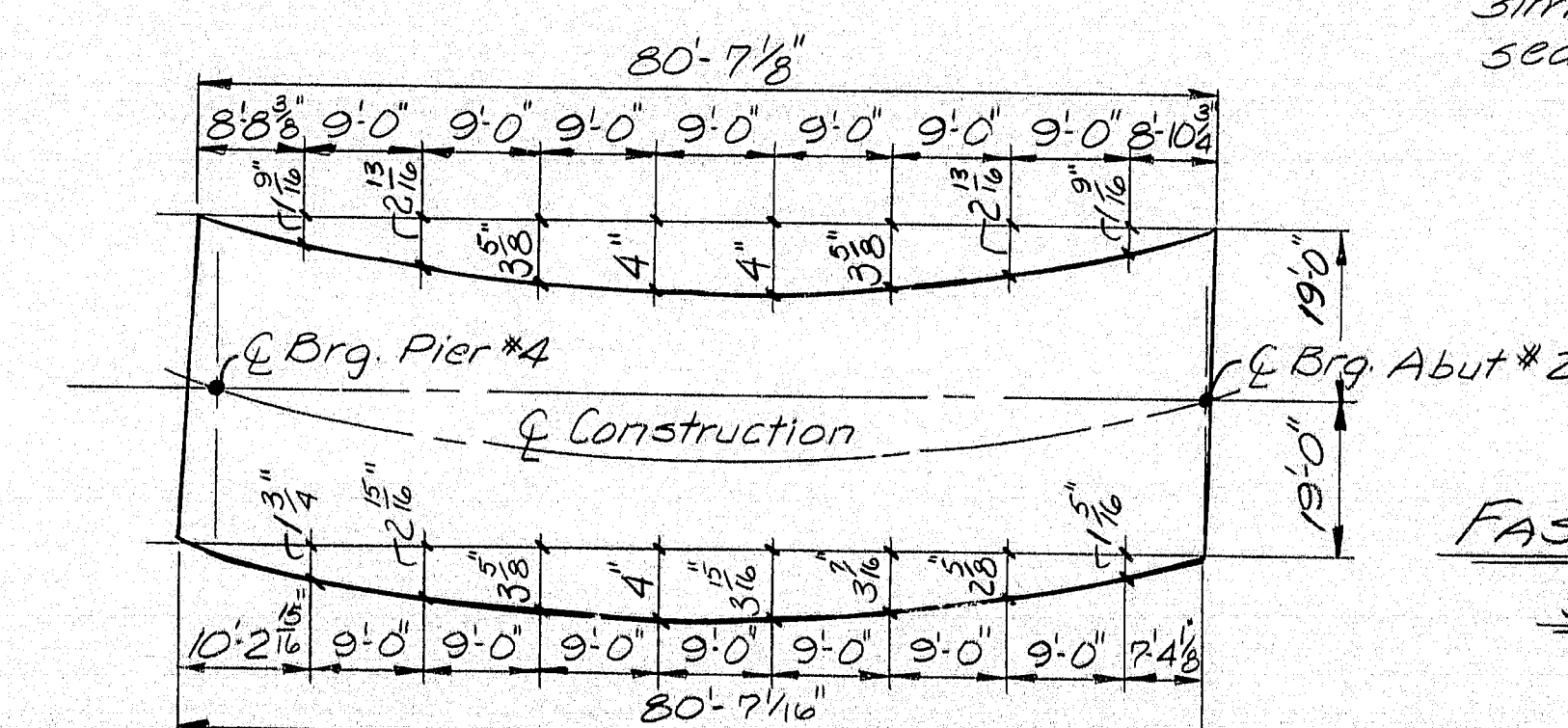


NOTE:
Extend the compression
seal 2" beyond the fascia.



SECTION D-D

Pier #1 shown. Pier #4 is
similar except that a gland
seal shall be installed.



FASCIA OFFSET
SPAN 5

102-289

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE
over
SANDY RIVER
NEW SHARON

SUPERSTRUCTURE DETAILS

SHEET 9 OF 20 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LKT	10/28/09
REVISIONS	BAS	3-08
FIELD CHANGES		

BRUNING 44-132-45710-1

[illegible]

FWNA REV. NO. I	STATE MAINE	PROJECT NUMBER BH-025-2(46)	SHEET NO. 10	TOTAL SHEETS 21
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TYPE-BENDING DIAGRAMS

B, **C**, **D**, **E**, **F**, **G**, **H**, **I**, **J**, **K**, **L**, **M**, **N**, **O**, **P**, **Q**, **R**, **S**, **T**

All dimensions are out to out of reinf. bar
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. **Δ**
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 , Type B , may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

Δ	New Bent Bar Type S3	9-Pc-63
Δ	Revised ACI Standard	5-12-83

REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SANDY RIVER BRIDGE
OVER
SANDY RIVER
NEW SHARON

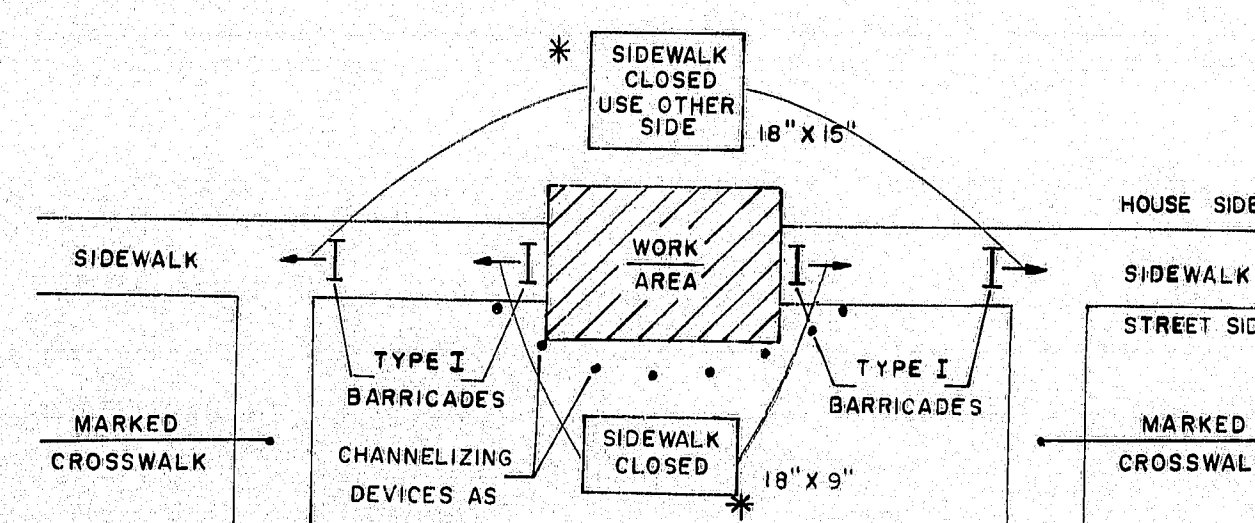
REINFORCING STEEL SCHEDULE

SHEET 10 OF 20 AUGUSTA , MAINE

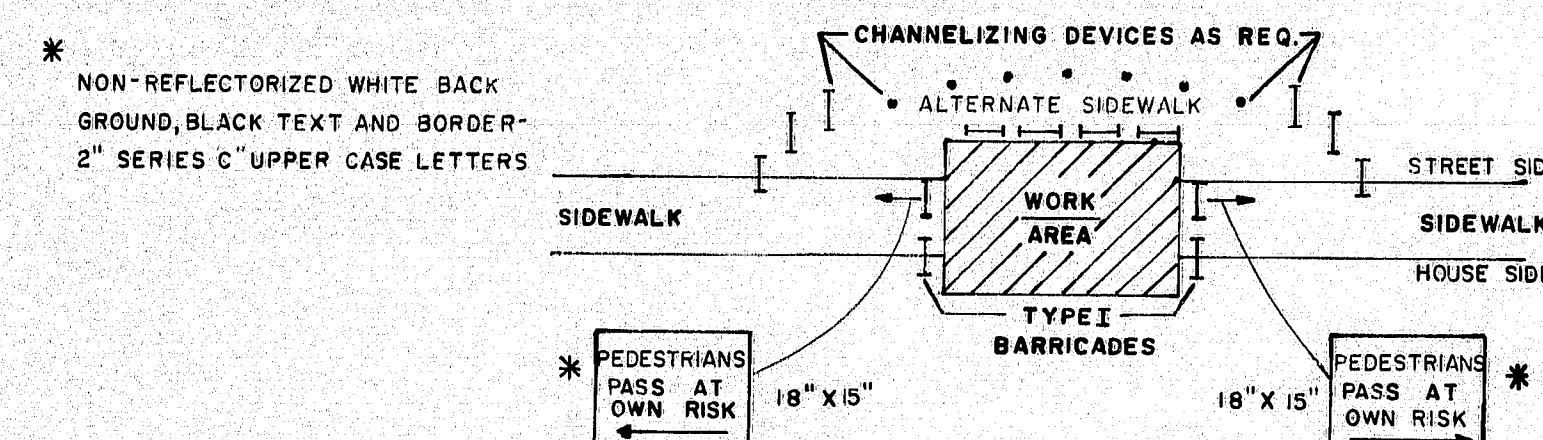
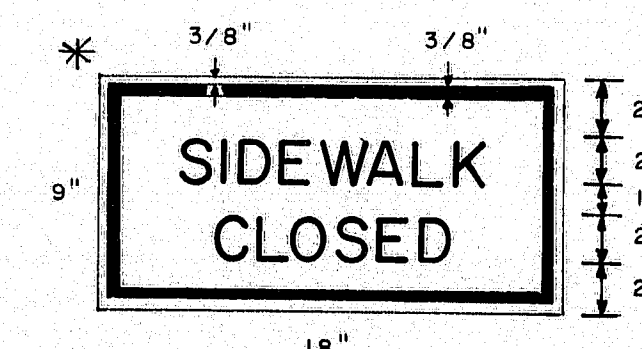
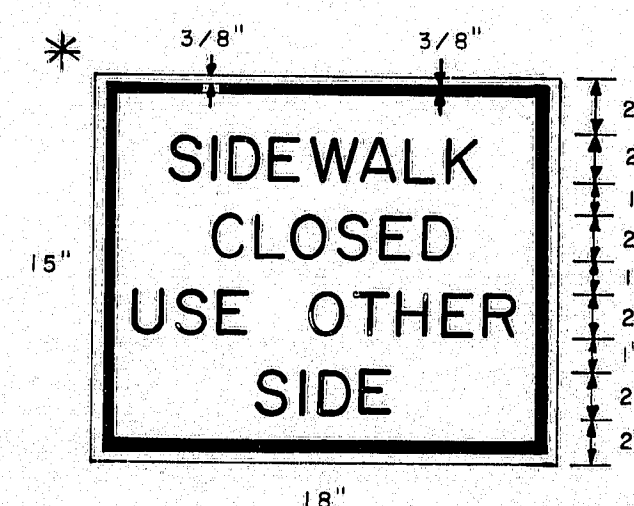
102-290

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-025-246	19	21

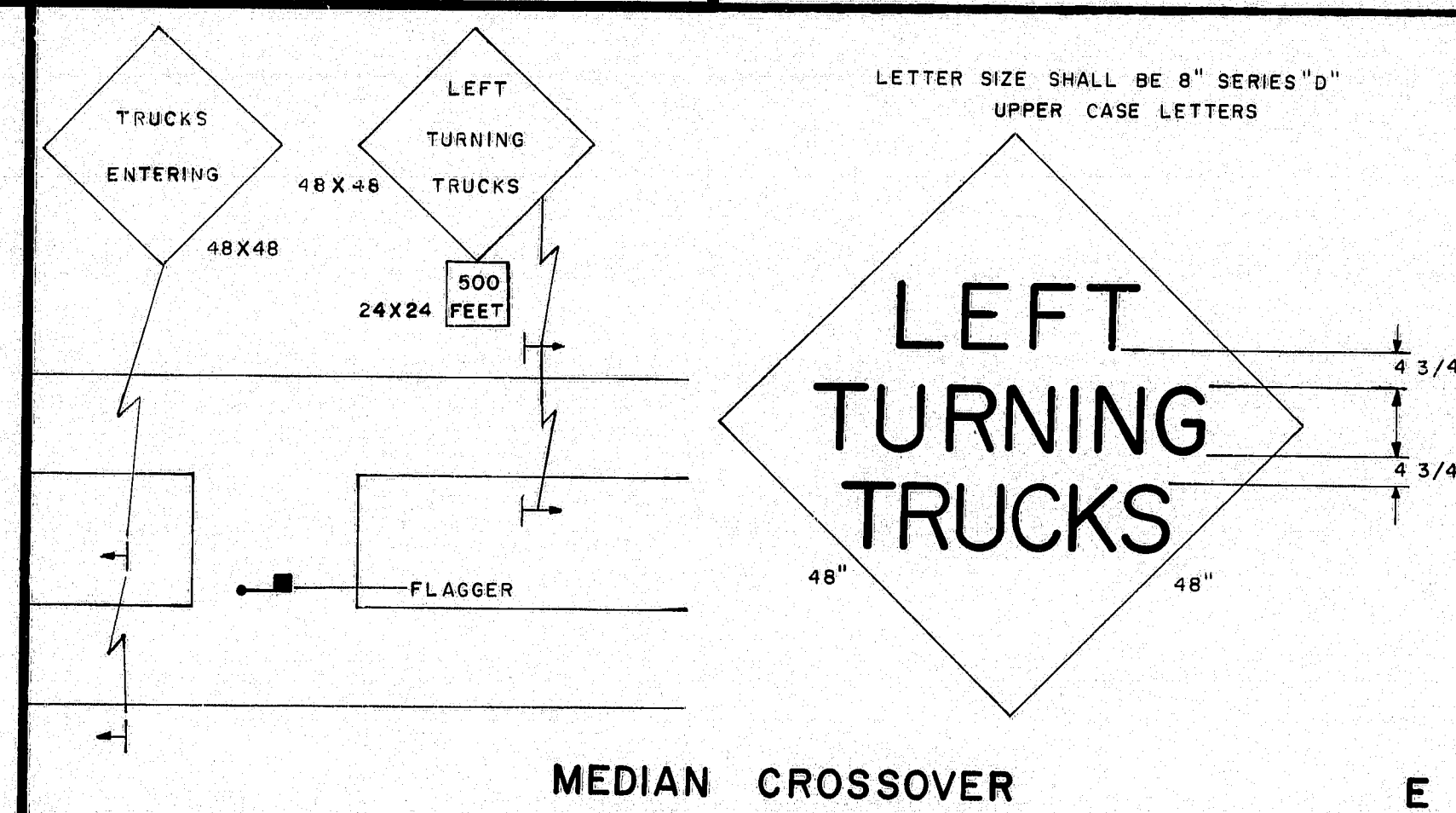
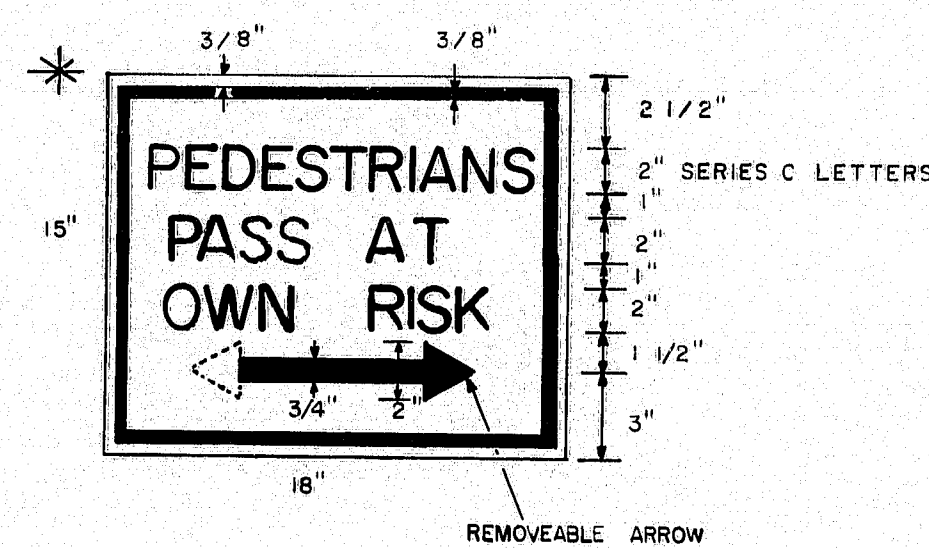
* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT AND BORDER-2" SERIES C UPPER CASE LETTERS



**SIDEWALK CLOSURE
WITHOUT ALTERNATE SIDEWALK**

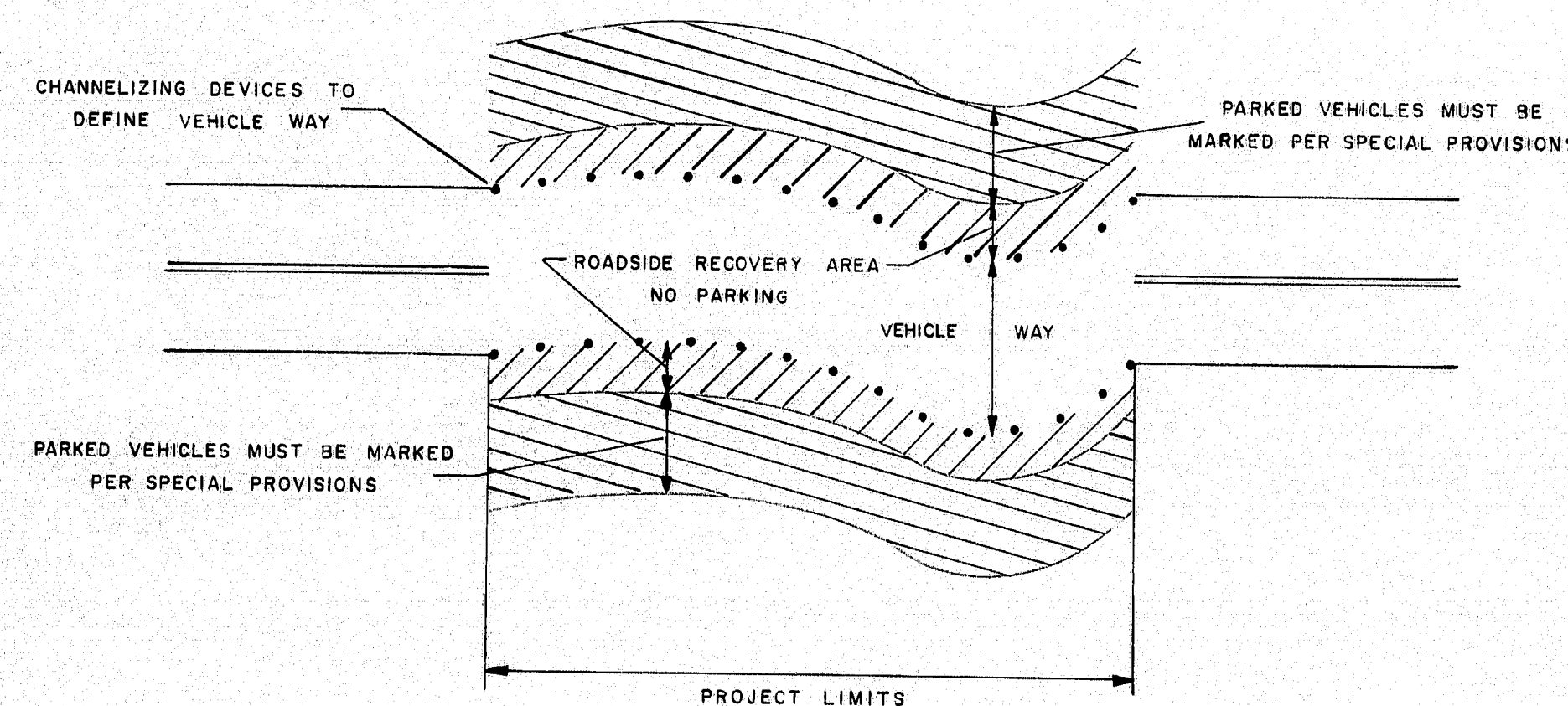


**SIDEWALK CLOSURE
WITH ALTERNATE SIDEWALK**



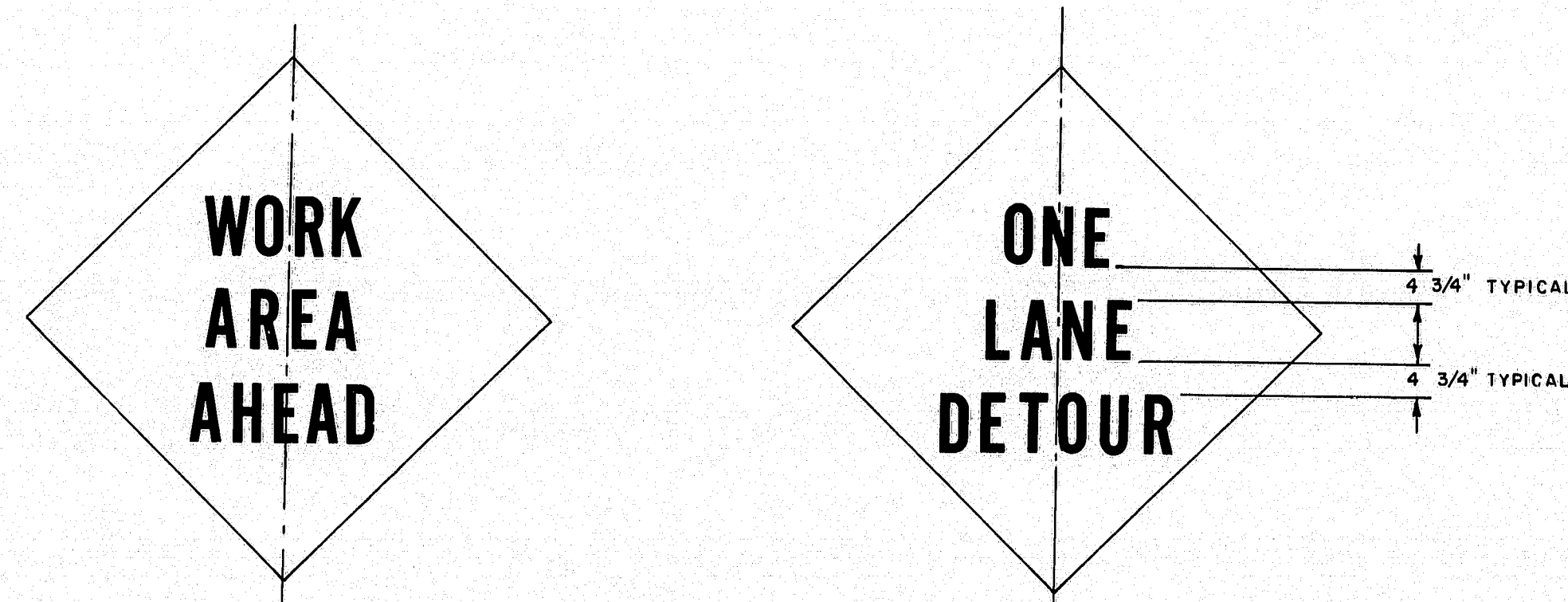
MEDIAN CROSSOVER

ALL DIMENSIONS AND OTHER REQUIREMENTS AS SPECIFIED IN THE SPECIAL PROVISIONS



ROADSIDE RECOVERY AREA

CONSTRUCTION WARNING SIGN DETAIL



1. Letter size shall be 8" Series 'D'.
2. Border dimensions and legend design shall conform to "Standard Highway Signs".

GENERAL NOTES

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 consistent with prevailing conditions shall be as determined by the Engineer.
4. Use enaded 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 MPH
 $L = (W \times S \times S) / 60$
 If S is equal to or greater than 45 MPH
 $L = WS$

Where:
 L = taper length in feet
 S = operating speed in MPH
 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 distance.

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 operating speed, i.e., 45 MPH = 45 feet
 (c) In all cases not covered above maximum spacing shall be as follows:
 Radius of curve Spacing
 50 to 200 25
 200 to 400 50
 400 to 600 75
 600 to 1000 100
 over 1000 5 times the operating speed

The maximum transverse spacing in tapers shall be determined from the following formula:

$$D = (W \times S) / L$$

Where:
 D = transverse spacing in feet
 W = width of roadway to be closed in feet
 L = taper length in feet
 S = operating speed in MPH

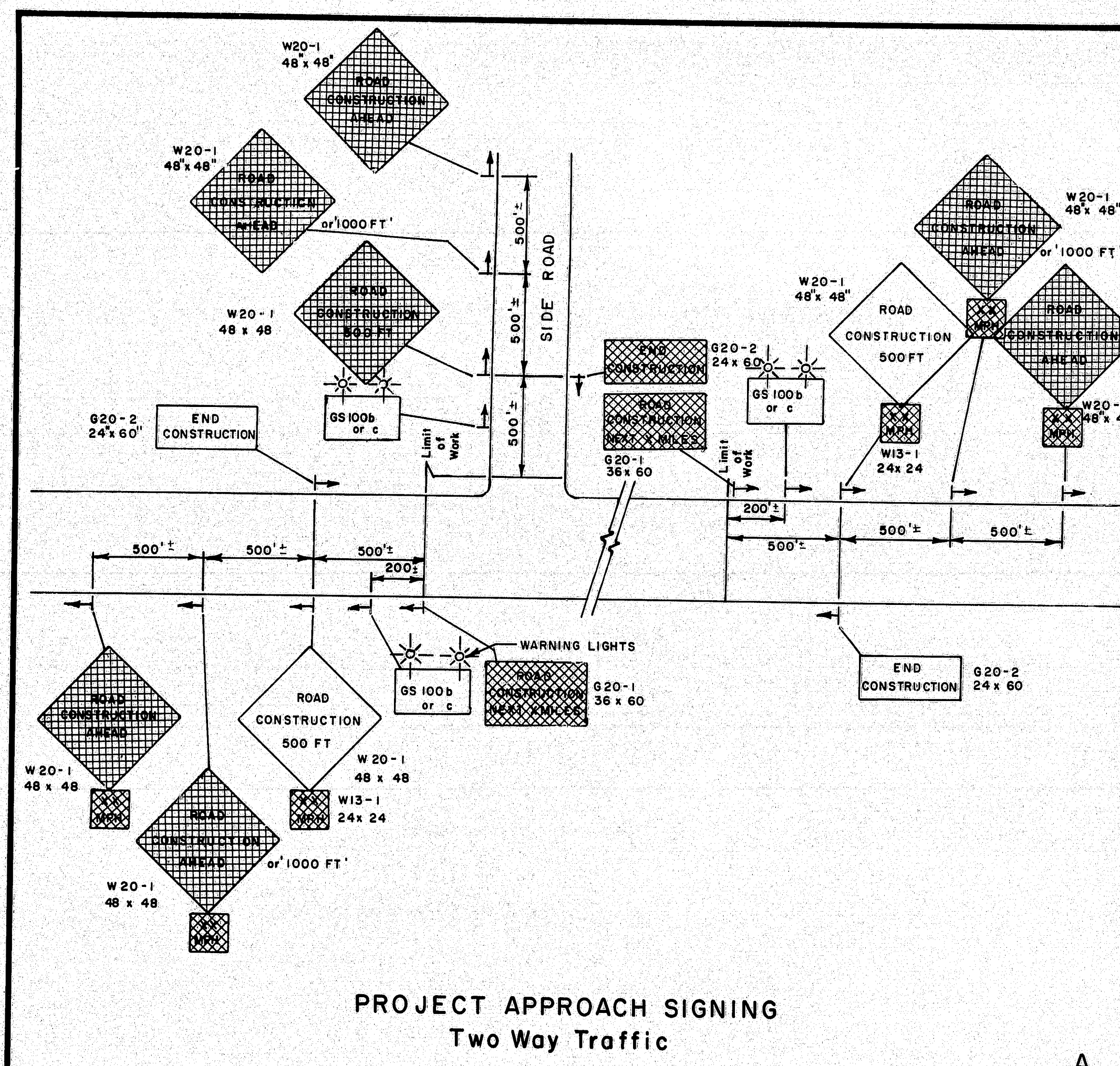
7. BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO THE STANDARD HIGHWAY SIGNS BOOKLET.

102-291

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN DETAIL	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

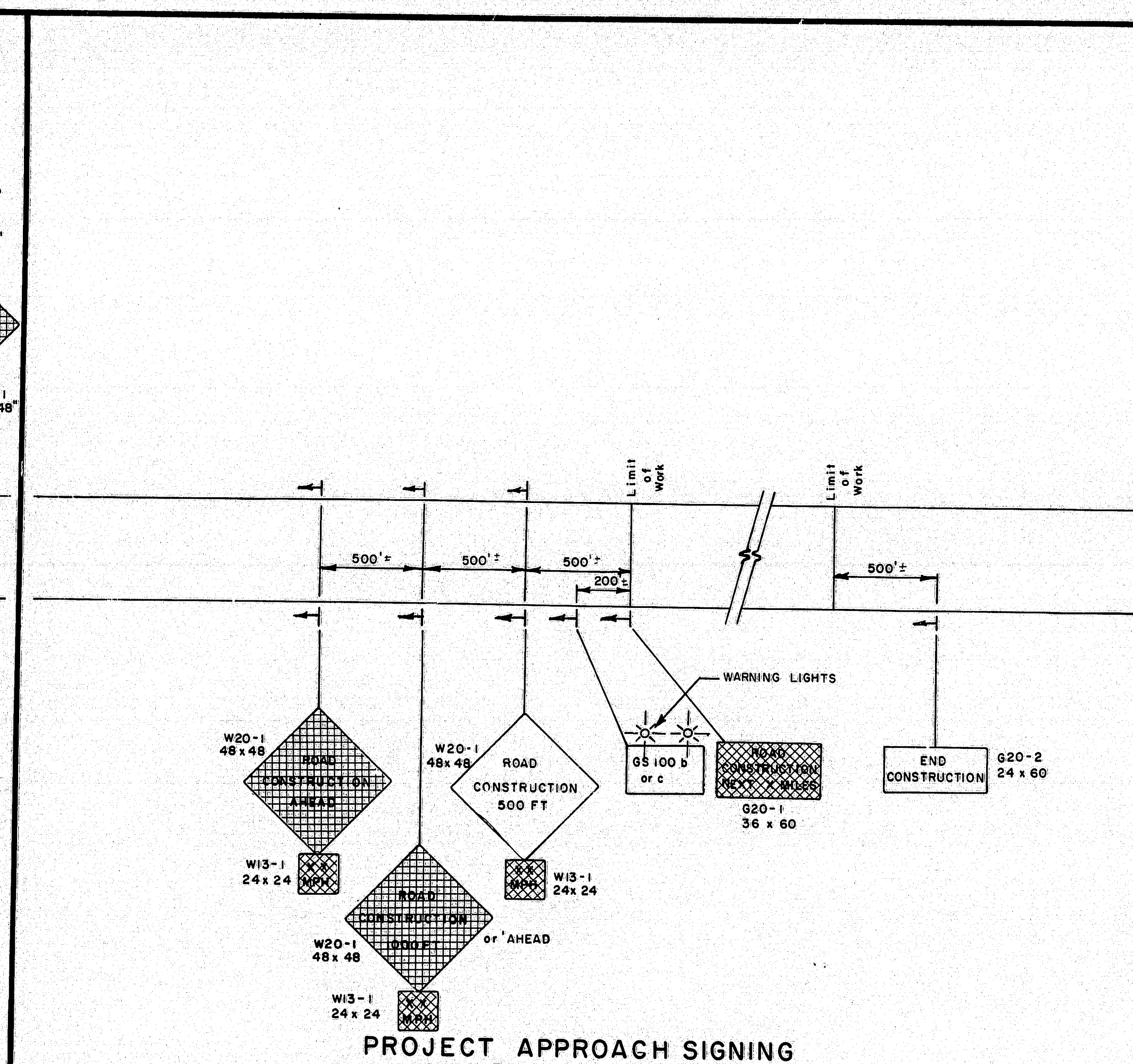
REVISIONS	
NO.	DESCRIPTION
3-4-80	GENERAL NOTES
4/3/80 PF	A,B,C,G,N

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES
SHEET 1 OF 3 AUGUSTA, MAINE



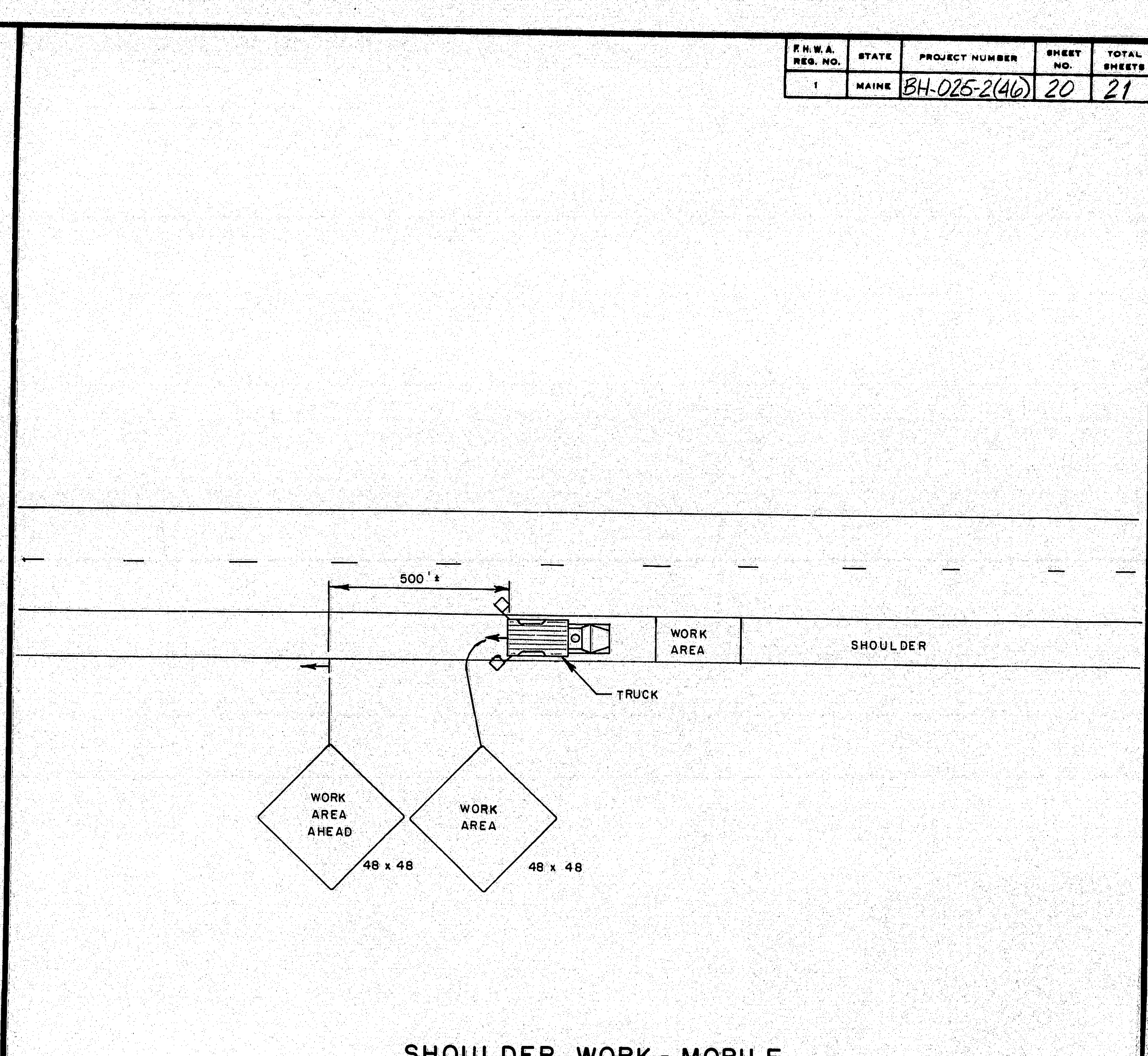
PROJECT APPROACH SIGNING
Two Way Traffic

A



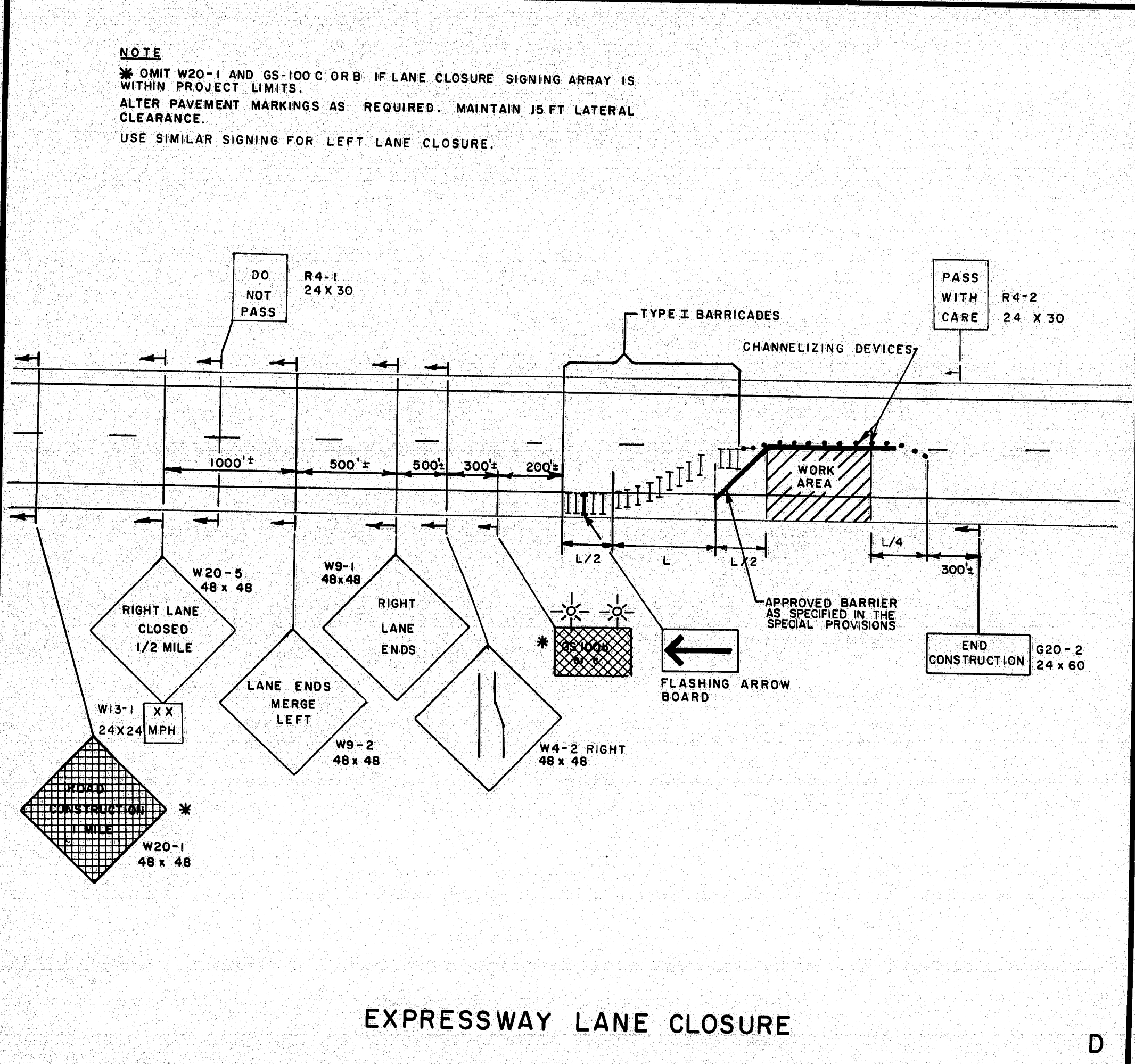
PROJECT APPROACH SIGNING
Expressway

B



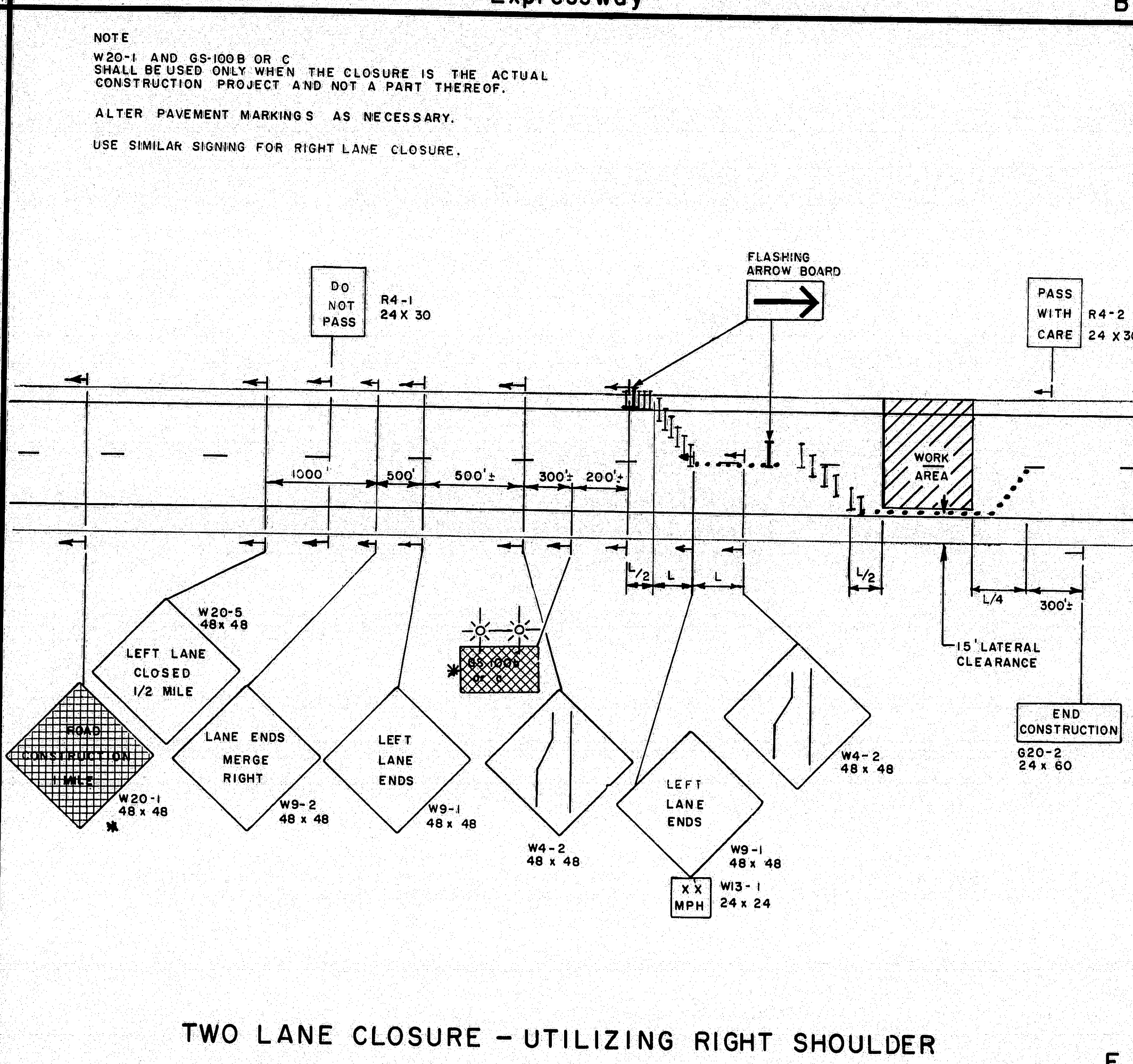
SHOULDER WORK - MOBILE

C



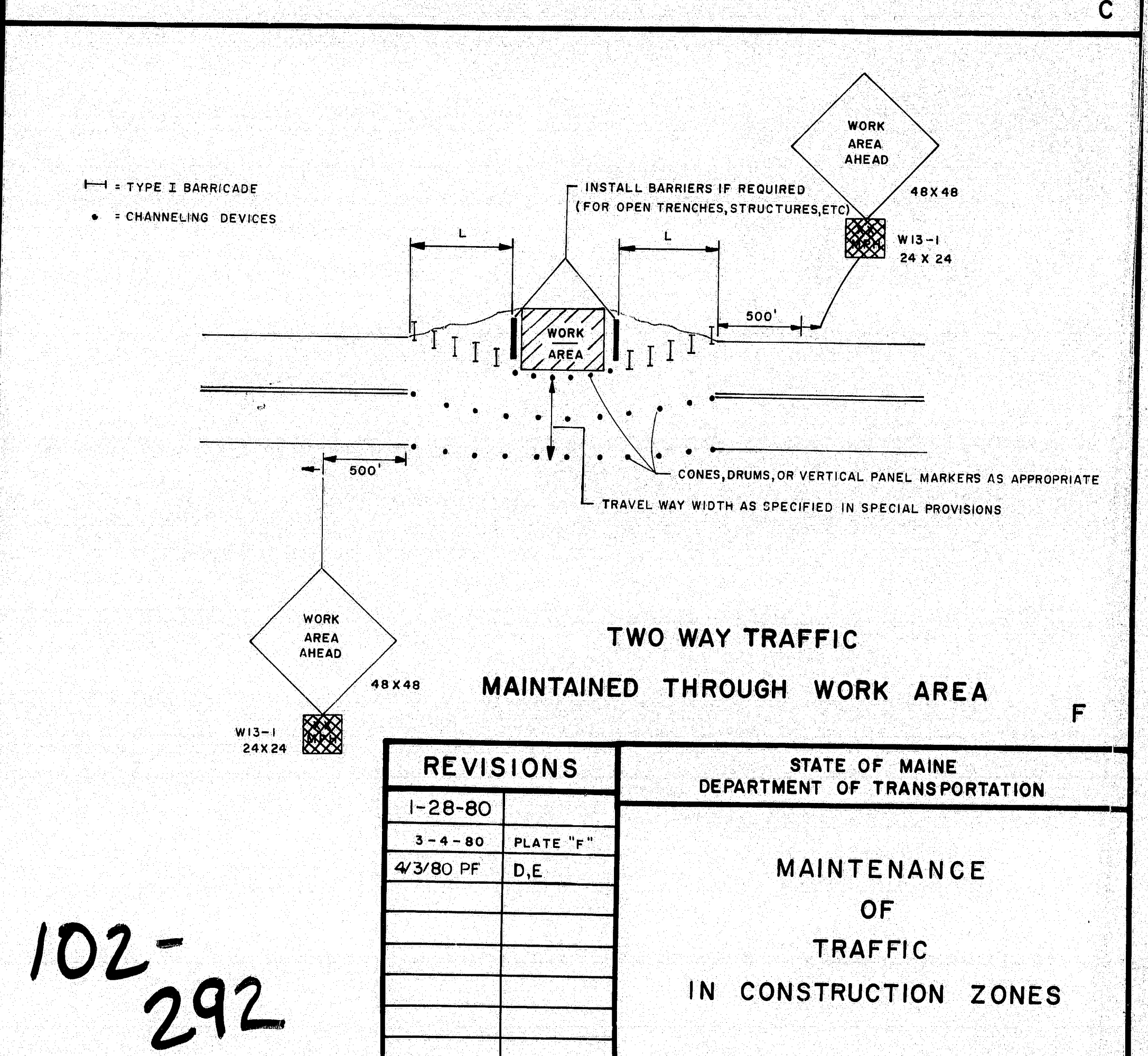
EXPRESSWAY LANE CLOSURE

D



TWO LANE CLOSURE - UTILIZING RIGHT SHOULDER

E



TWO WAY TRAFFIC
MAINTAINED THROUGH WORK AREA

F

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

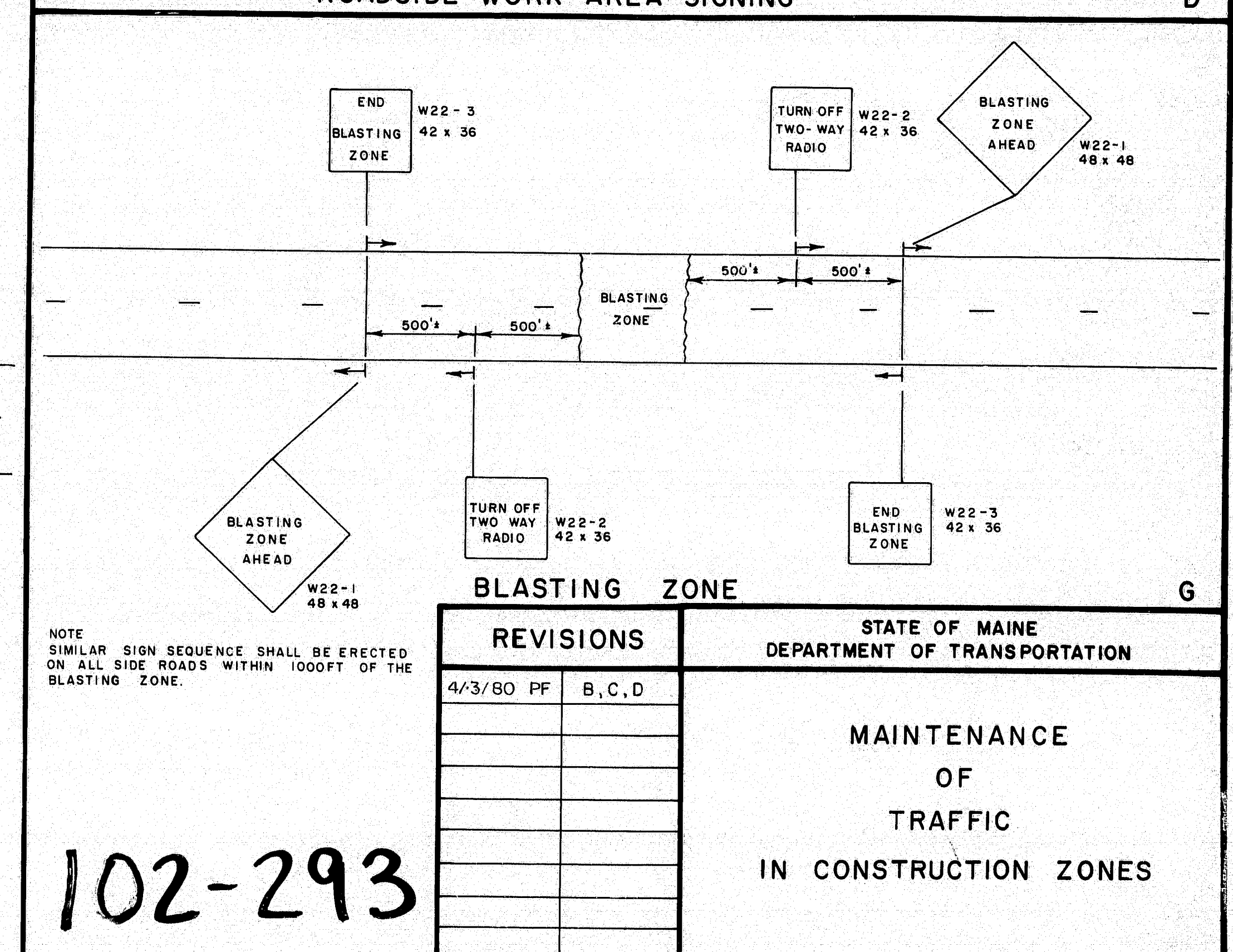
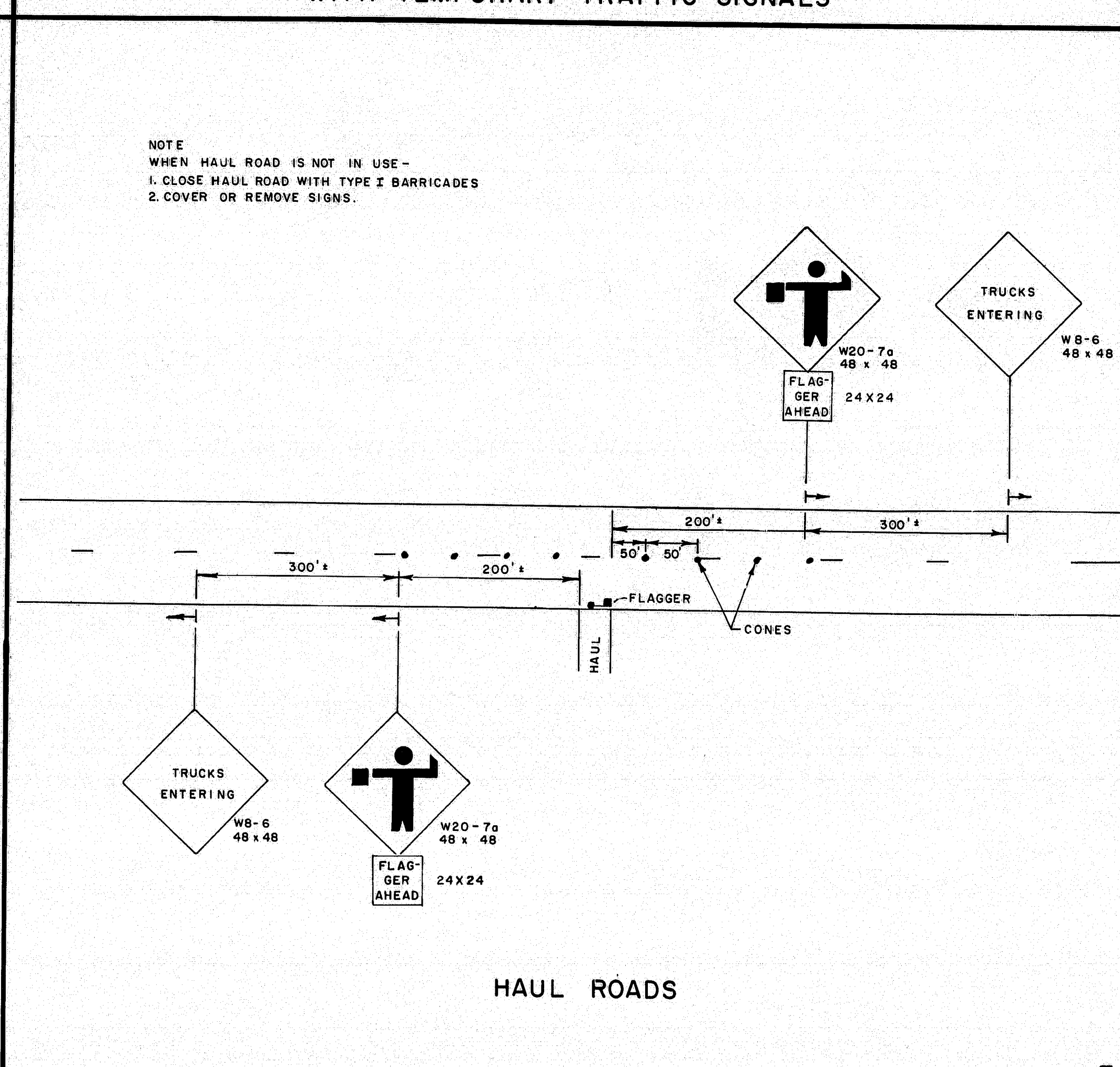
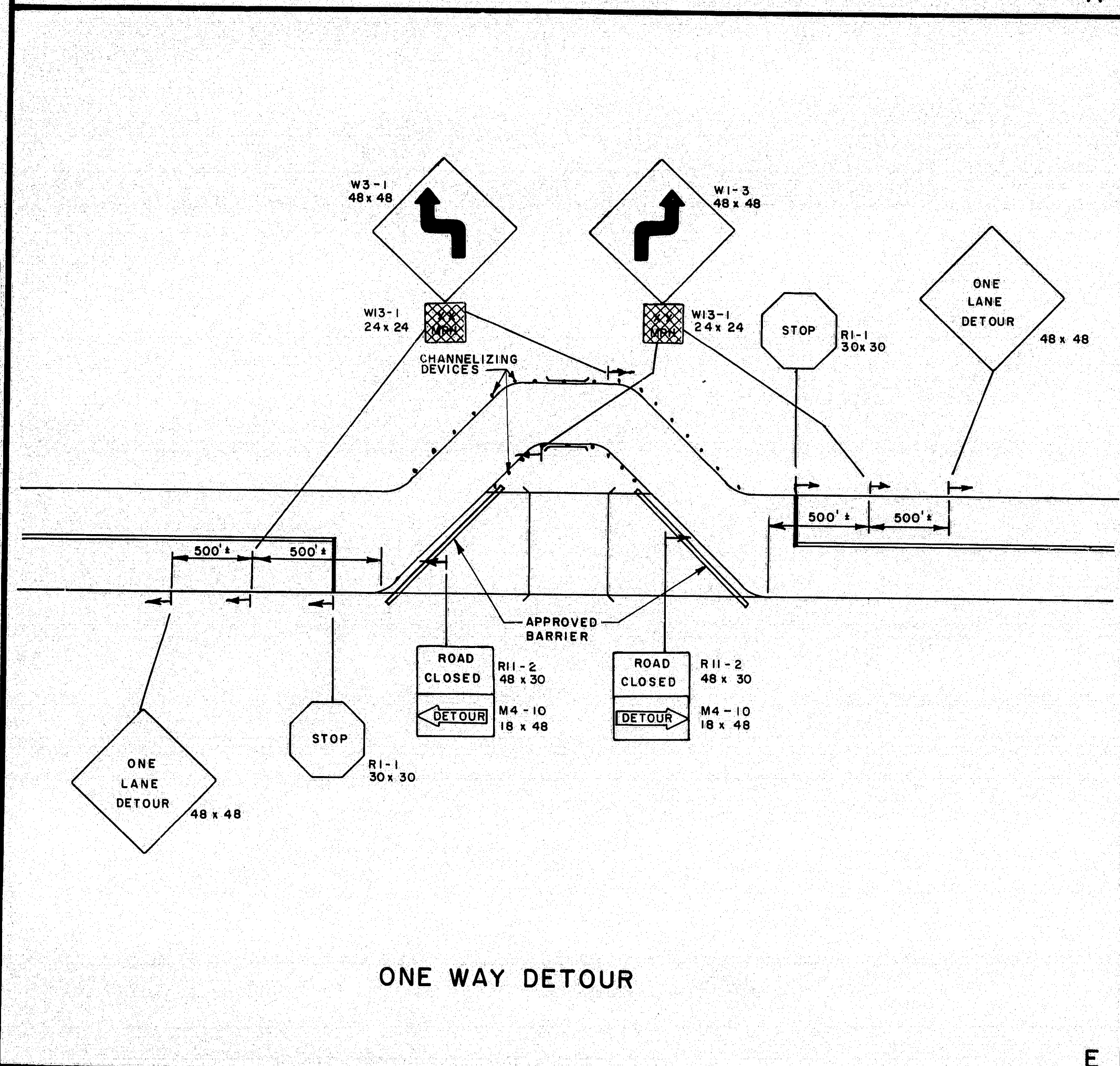
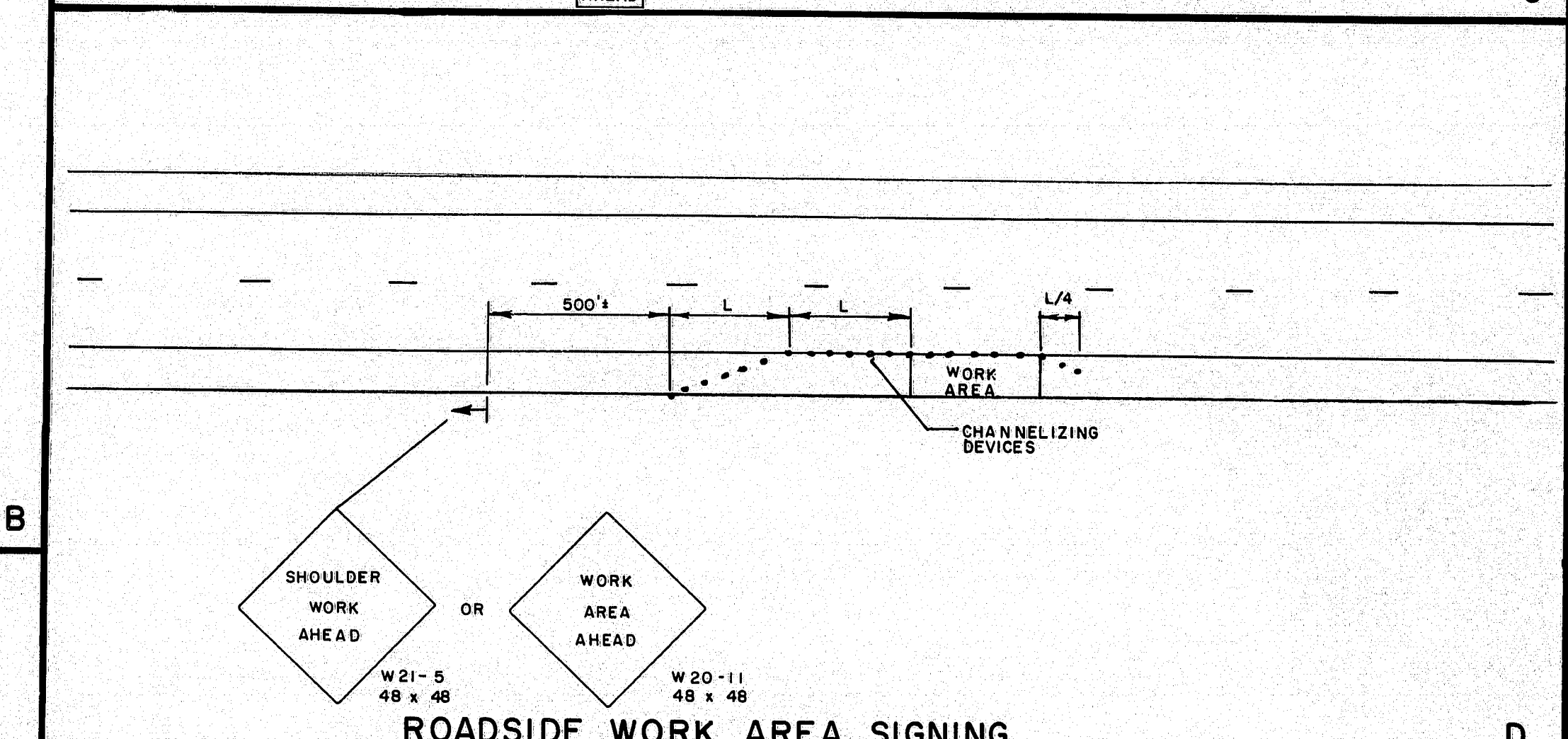
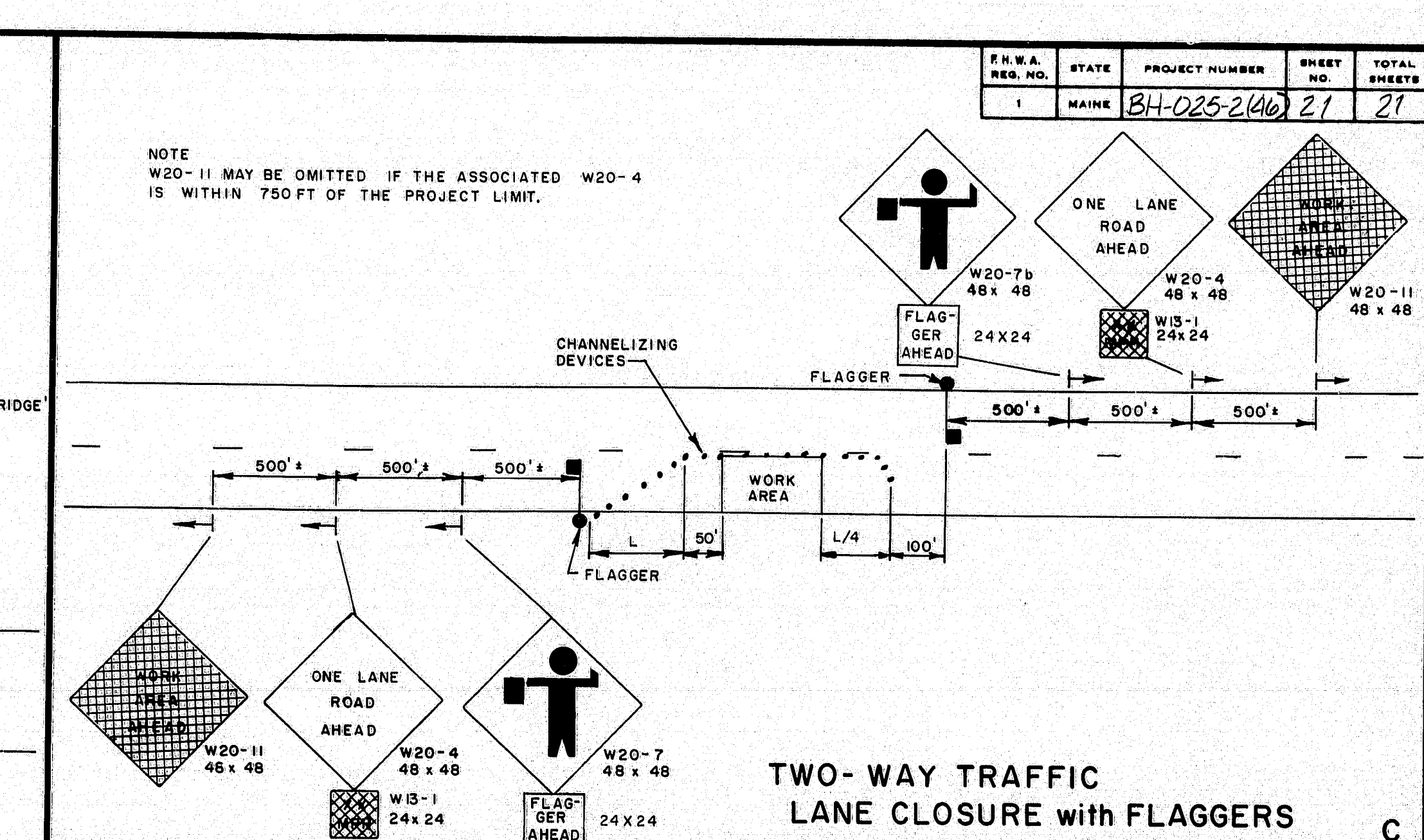
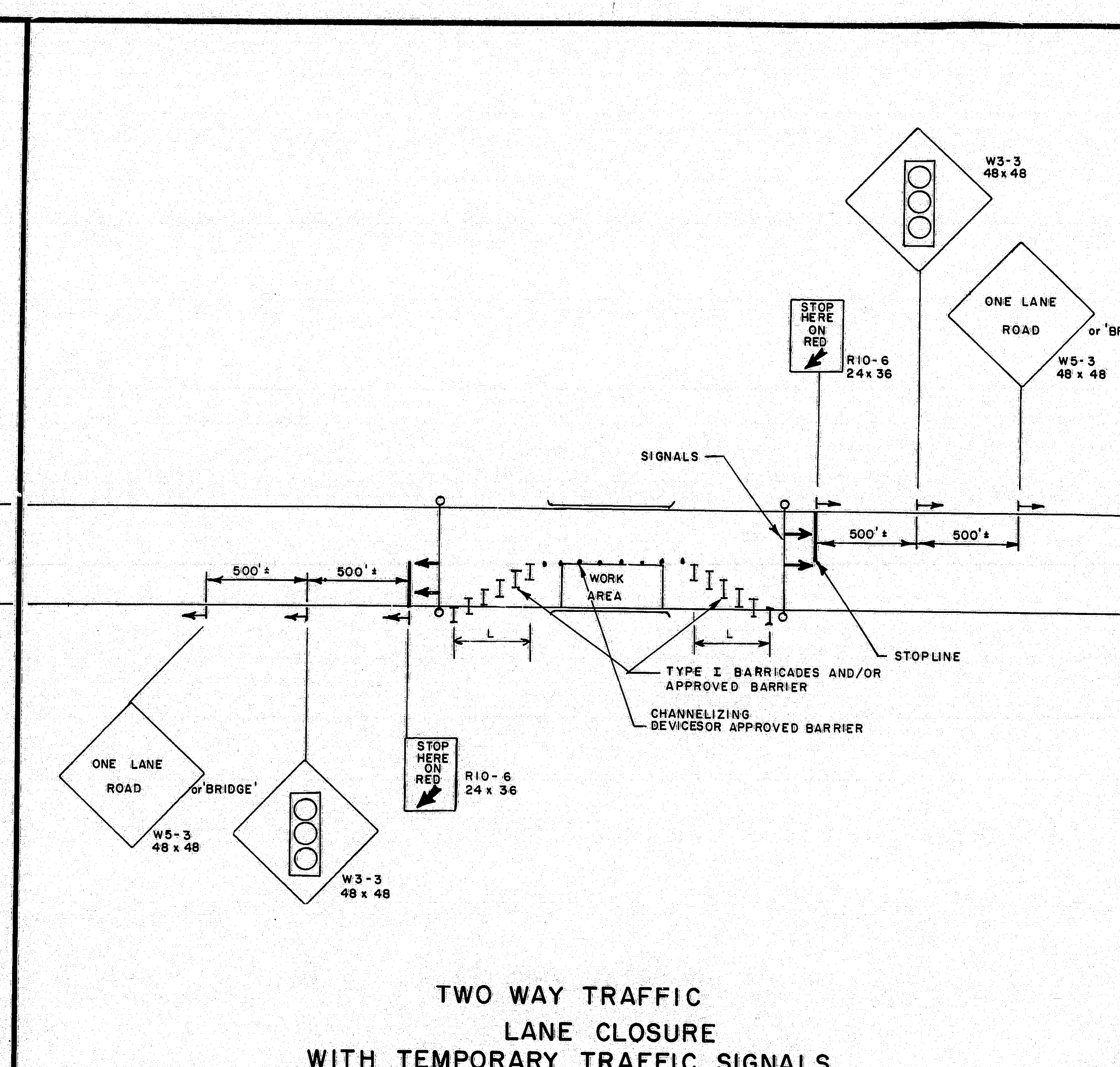
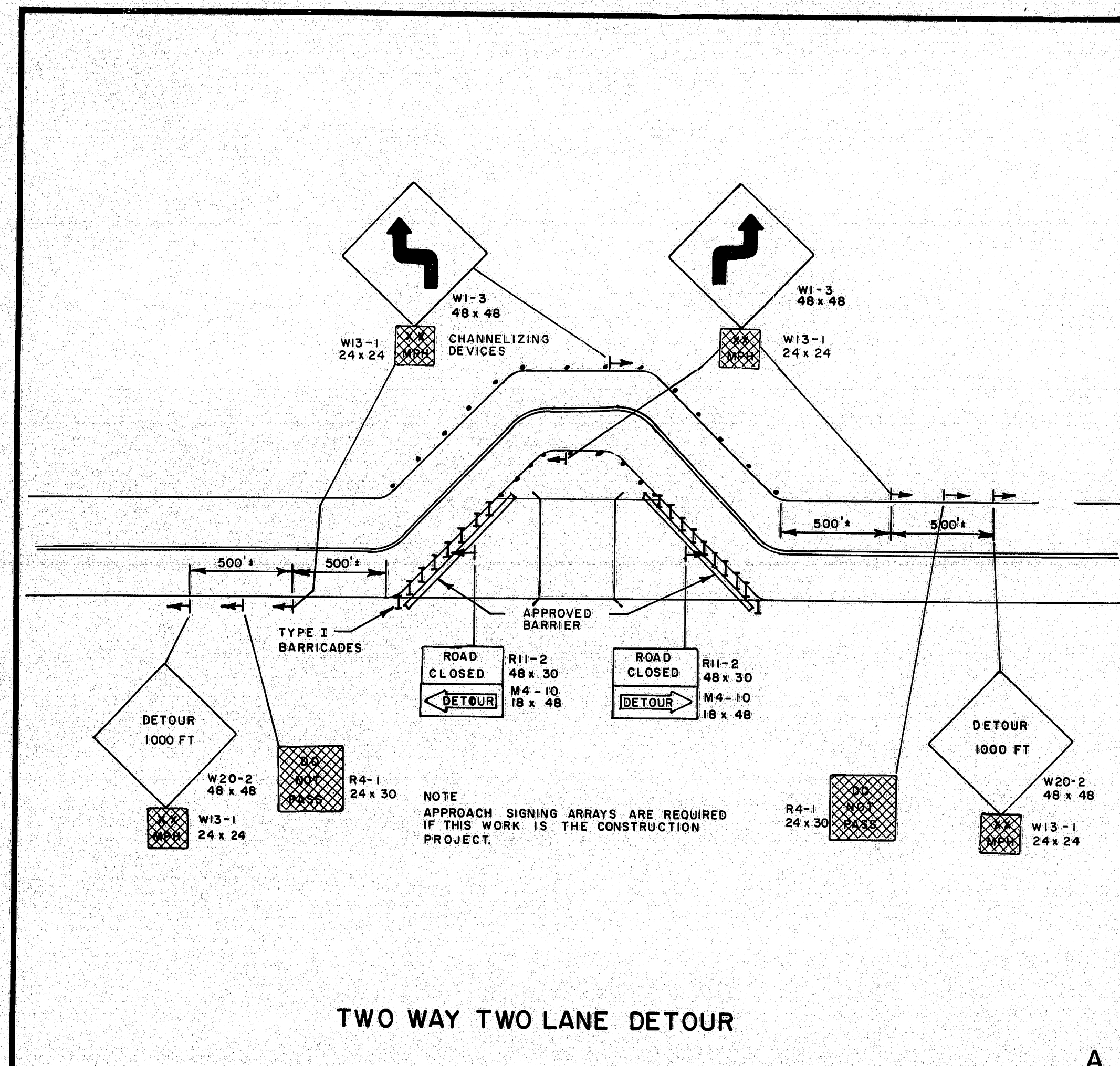
REVISIONS	
1-28-80	
3-4-80	PLATE "F"
4/3/80 PF	D,E

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

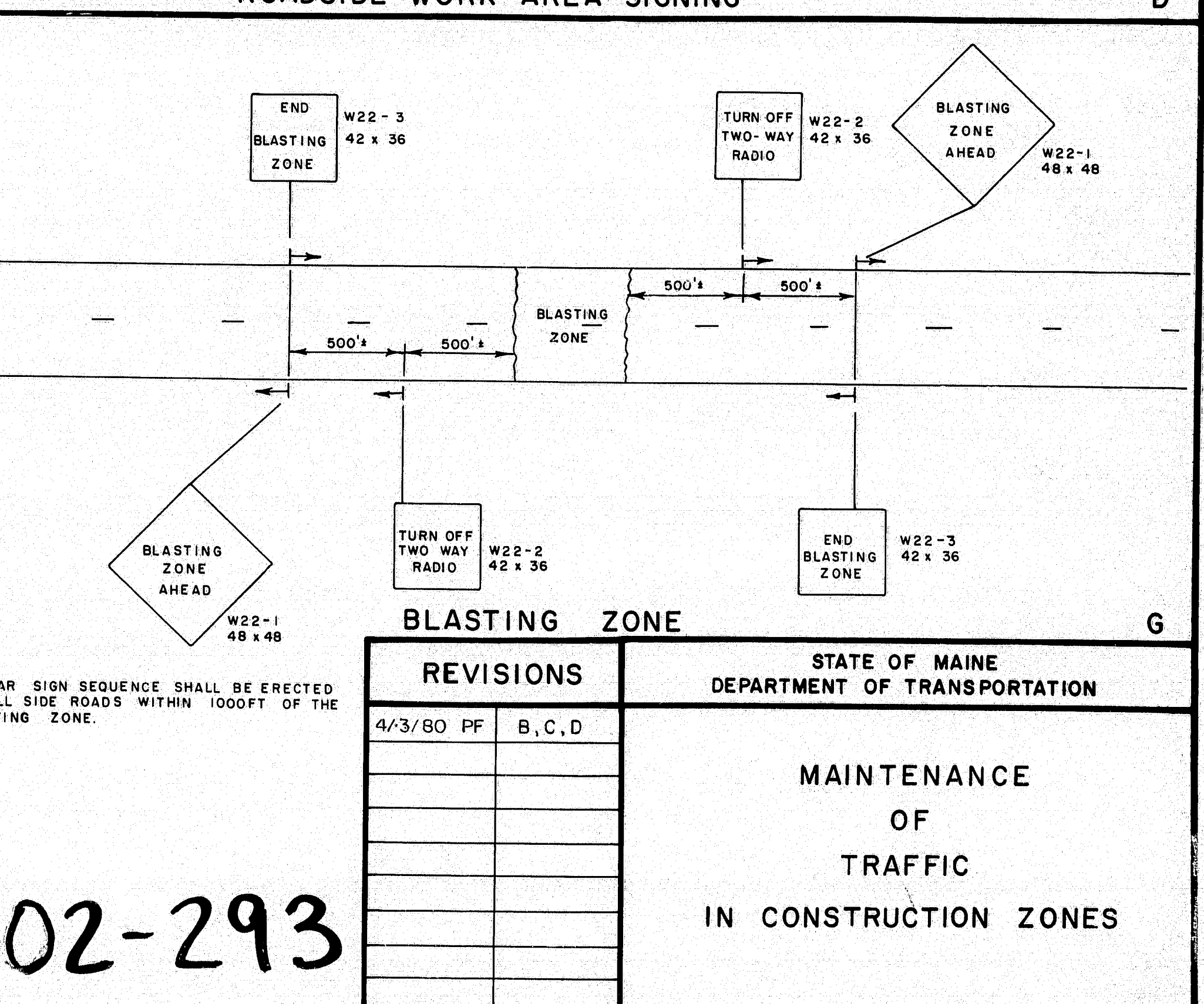
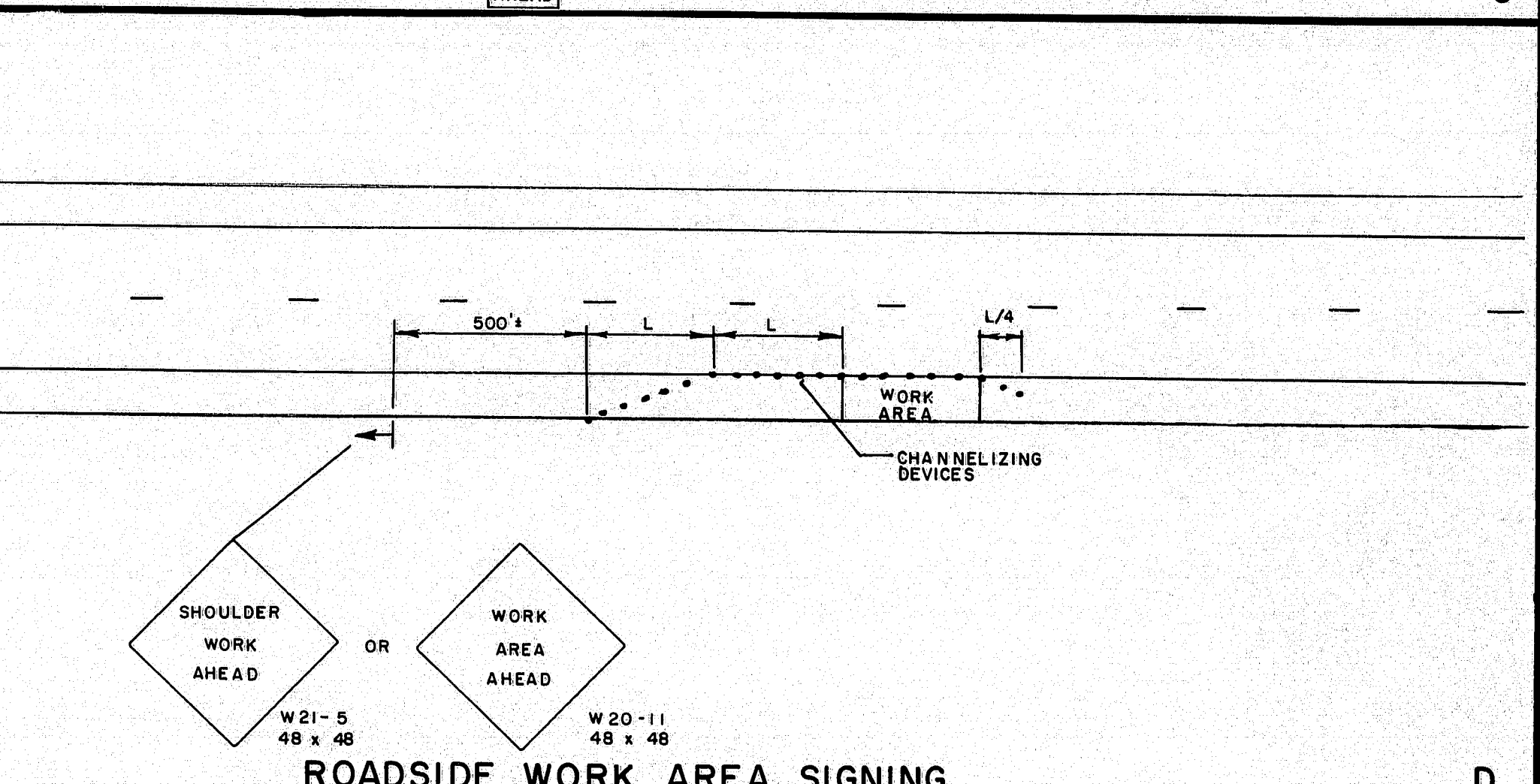
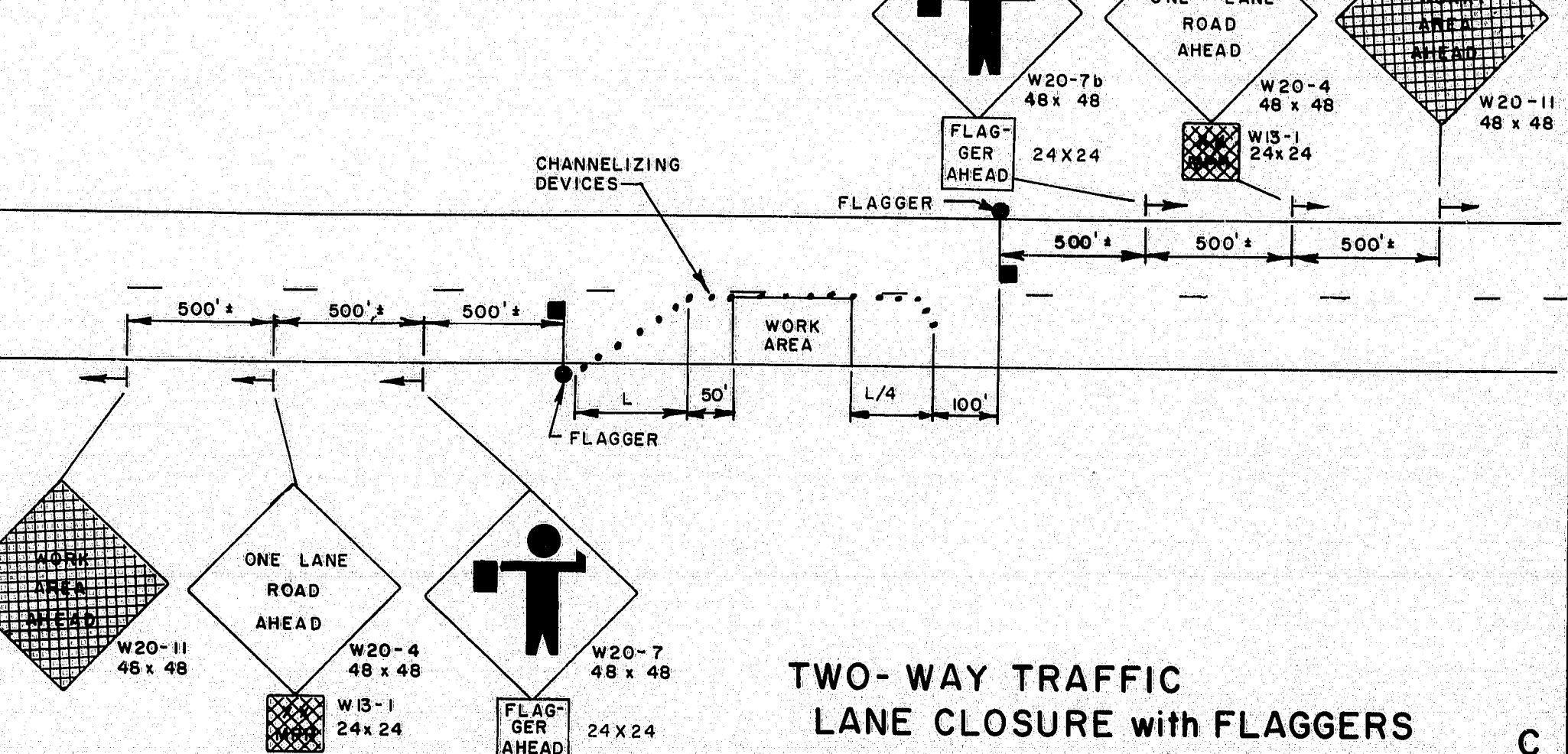
SHEET 2 OF 3 AUGUSTA, MAINE JULY, 1979

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F.H.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-025-246	27	27

NOTE
W20-11 MAY BE OMITTED IF THE ASSOCIATED W20-4 IS WITHIN 750 FT OF THE PROJECT LIMIT.



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REVISIONS	DATE	BY	DESCRIPTION
4/3/80	PF	B, C, D	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES