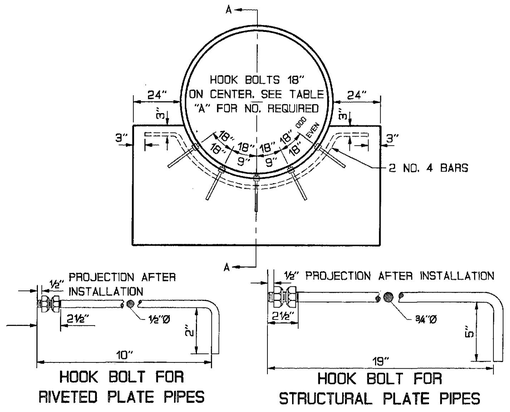
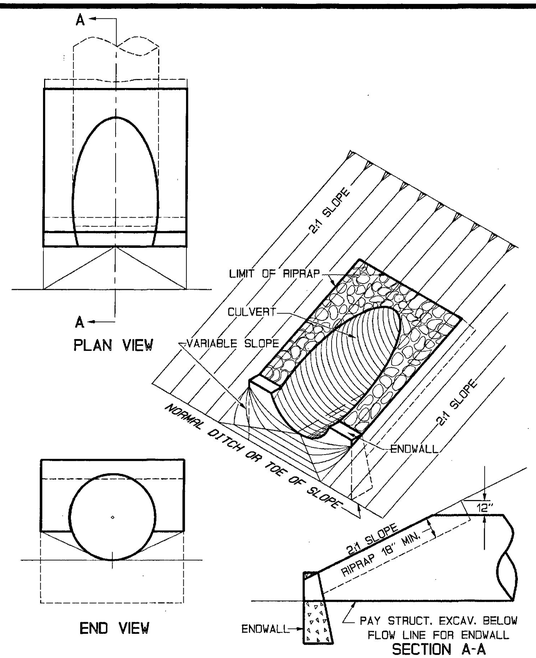


NOTE:
1. FOR RIVETED PIPE, HOOK BOLT SHALL BE PLACED IN THE SECOND VALLEY.
2. SEE TABLE "A" FOR "X" DIMENSION.

SPEC. 604 **CONCRETE INLET ENDWALL** DR017



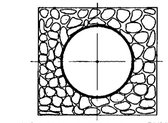
CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES

SPEC. 604 DR018

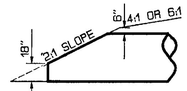
TABLE B

CULVERT DIAMETER	L 4:1 SLOPE	L 6:1 SLOPE
18"	9'-0"	13'-0"
21"	10'-0"	15'-0"
24"	11'-0"	16'-6"
30"	13'-0"	20'-0"
36"	15'-6"	23'-0"
42"	17'-6"	26'-0"
48"	19'-6"	29'-6"
54"	22'-0"	32'-6"
60"	24'-0"	36'-0"
66"	26'-0"	39'-6"
72"	28'-6"	42'-6"
84"	32'-6"	49'-0"

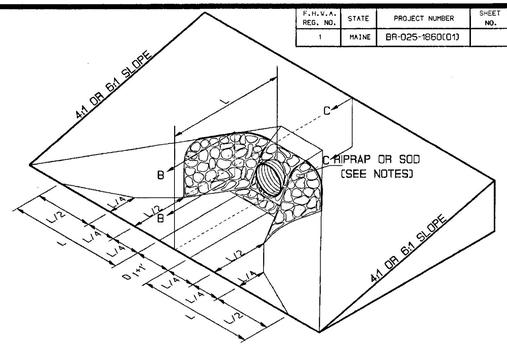
1. THE DIMENSIONS SHOWN ARE APPROXIMATES AND MAY BE MODIFIED BY THE RESIDENT ENGINEER.
2. RIPRAP WILL BE REQUIRED ON PORTIONS OF THE CULVERT END TREATMENT 1:1 AND STEEPER. THE REMAINING PORTION SHALL BE SODDED, OR LOAMED, SEEDED AND HAY MULCHED AS DIRECTED BY THE ENGINEER.
3. CULVERTS INSTALLED ON 2:1 SLOPES SHALL HAVE RIPRAP LAID ON 2:1 SLOPE AROUND THE INLET AND OUTLETS.

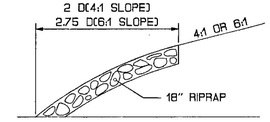


INSTALL RIPRAP 2' AROUND DIAMETER OF PIPE ON 2:1 GUARD RAIL SLOPES WHEN CALLED FOR ON THE PLANS



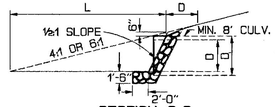
CULVERT'S CUT ON 2:1 SLOPE





SECTION B-B
90° TO ROADWAY C.L.

FRONT VIEW



SECTION C-C

ROADWAY CULVERT END SLOPE TREATMENT
FOR METAL AND CONCRETE CULVERTS AND TYPE C UNDERDRAIN OUTLETS

SPEC. 610 DR019

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

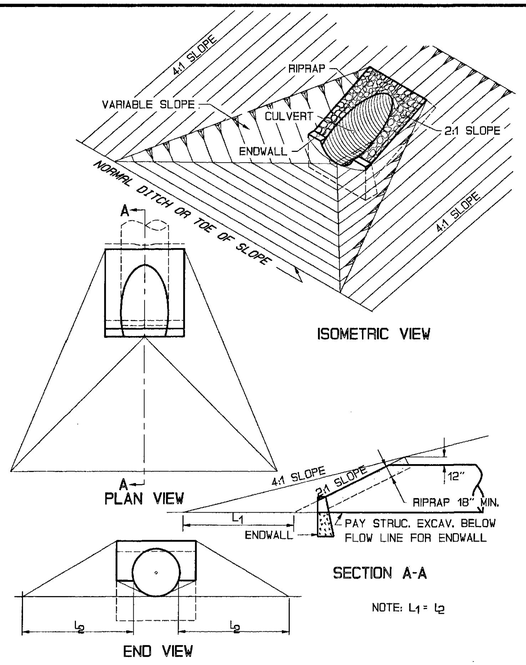
RIVETED PIPES		
SIZE	NO. OF BOLTS REQUIRED	"X" DIMENSION
60"	4	1.5'
66"	4	1.5'
72"	4	1.5'
78"	5	1.5'
84"	5	1.5'

STRUCTURAL PLATE PIPE		
SIZE	NO. OF BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5'
78"	5	1.625'
84"	5	1.75'
90"	5	1.875'
96"	6	2.0'
102"	6	2.125'
108"	6	2.25'
114"	7	2.375'
120"	7	2.5'
126"	7	2.625'
132"	8	2.75'
138"	8	2.875'
144"	9	3.0'
150"	9	3.125'
156"	9	3.25'
162"	10	3.375'
168"	10	3.5'
174"	10	3.625'
180"	11	3.75'

TABLE A

NOTES:
1. CULVERTS INSTALLED UNDER 2:1 SLOPES SHALL HAVE RIPRAP LAID ON 2:1 SLOPE AND NO DITCH TRANSITIONS. ALL RIPRAP AS SHOWN SHALL BE HAND LAID.
2. EXCAVATION REQUIRED TO GRADE CULVERT INLETS AND OUTLETS AS SHOWN WILL NOT BE PAID SEPARATELY, BUT WILL BE INCIDENTAL TO THE CULVERT.
3. BOLTS ARE REQUIRED IN METAL PIPES ONLY AND WILL BE INCIDENTAL TO CONCRETE ITEMS.
4. CONCRETE ENDWALL SHALL BE STRUCTURAL CONCRETE CLASS "A" AND SHALL BE PAID FOR AS ITEM 502.32, STRUCTURAL CONCRETE CULVERT ENDWALLS. REINFORCING STEEL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 502.32.
5. STANDARD GALVANIZED CARRIAGE OR MACHINE BOLTS 1/2" x 8" LONG OR 3/4" x 6" LONG WITH MINIMUM 2" THREAD. MAY BE FURNISHED IN PLACE OF HOOK BOLTS. WASHERS SHALL BE FURNISHED AT THE HEAD OF EACH BOLT.
6. BOLT MATERIAL SHALL CONFORM TO ASTM A307. NUTS SHALL CONFORM TO ASTM A563. BOLTS, NUTS, AND WASHERS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION TO MEET ASTM A153.

SPEC. 604 **CONCRETE INLET ENDWALL** DR020



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

SPEC. 604 DR021

PIPE ARCH CULVERT (NOMINAL WALL THICKNESS IN INCHES)			
	CORUGATED METAL PIPE ARCH OPTION III		
NOMINAL SIZE IN INCHES SPAN X RISE	M 246 & FIBER BONDED	M 197	COATED STEEL PIPE EQUIVALENTS
21x15	0.079	0.075	18 GAGE=0.052 IN
24x18	0.079	0.075	16 GAGE=0.064 IN
28x20	0.079	0.105	14 GAGE=0.079 IN
35x24	0.109	0.105	12 GAGE=0.109 IN
40x31 (1)	0.079	0.075	16 GAGE=0.138 IN
42x29 (2)	0.109		18 GAGE=0.168 IN
46x36 (1)	0.079	0.105	
48x33 (2)	0.138		ALUMINUM PIPE EQUIVALENTS
53x41 (1)	0.079	0.105	
57x38 (2)	0.138		16 GAGE=0.048 IN
60x46 (1)	0.109	0.135	15 GAGE=0.060 IN
64x43 (2)	0.168		14 GAGE=0.075 IN
66x51 (1)	0.109	0.135	12 GAGE=0.105 IN
73x55 (1)	0.109	0.164	10 GAGE=0.135 IN
81x59 (1)	0.109	0.164	18 GAGE=0.164 IN

Metal Pipe values are for 2-2/3"x1/2" corrugations unless size is followed by a (1) which denotes 3"x1" corrugations
M 246=Polymer pre-coated galvanized corrugated steel pipe
M 197=Corrugated aluminum alloy pipe
FIBER BONDED=M.D.O.T. Spec. 707.04
Minimum cover is 3 feet
(2) Either size acceptable

SPEC. 603 DR022

COUPLING BAND WIDTH REQUIREMENTS						
		COUPLING BAND WIDTH				
NOMINAL CORRUGATIONS	NOMINAL PIPE INSIDE DIAMETER	ANNULAR CORRUGATED BANDS		HELICALLY CORRUGATED BANDS		
		M 196	M 36	M 196	M 36	
1½x1/4"	6"	10½"	10½"	7"	7"	
2-2/3x1/2"	12"-24"	10½"	10½"			
3x1"	30"-84"	12"	12"			
5x1"	36"-84"		20"			

Helically corrugated metal pipe 12" diameter and larger shall have the ends rerolled to provide at least 2 annulem corrugations.
Pipe with spiral corrugations shall have continuous helical lock seams.
M 196=Corrugated Aluminum Alloy Pipe
M 36=Corrugated Steel Pipe

SPEC. 603 DR023

CIRCULAR CULVERT PIPE (NOMINAL WALL THICKNESS IN INCHES)								
	CORRUGATED METAL PIPE				PLASTIC PIPE	REINFORCED CONCRETE PIPE		
	OPTION I		OPTION I/III		OPTION III	OPTION I/III		
DIAMETER	M 218	M 274	M 245 & FIBER BONDED	M 197	M 278	M 170 CLASS III WALL A	M 170 CLASS III WALL B	M 170 CLASS III WALL C
12"	0.079	0.064	0.064	0.075	0.358	1-3/4	2	
15"	0.079	0.064	0.064	0.075	0.438	1-7/8	2-1/4	
18"	0.109	0.079	0.079	0.075		2	2-1/2	
21"	0.109	0.079	0.079	0.075		2-1/4	2-3/4	
24"	0.109	0.079	0.079	0.075		2-1/2	3	3-3/4
27"	0.109	0.079	0.079	0.105		2-5/8	3-1/4	4
30"	0.109	0.079	0.079	0.105		2-3/4	3-1/2	4-1/4
33"	0.109	0.079	0.079	0.105		2-7/8	3-3/4	4-1/2
36"	0.109	0.079	0.079			3	4	4-3/4
36" (1)			0.079	0.075				
42"	0.138	0.109	0.109			3-1/2	4-1/2	5-1/4
42" (1)			0.079	0.105				
48"	0.138	0.109	0.109			4	5	5-3/4
48" (1)			0.079	0.105				
54"	0.168	0.138	0.138			4-1/2	5-1/2	6-1/4
54" (1)			0.079	0.105				
60"	0.168	0.138	0.138			5	6	6-3/4
60" (1)			0.079	0.105				
66" (1)			0.079	0.135		5-1/2	6-1/2	7-1/4
72" (1)			0.109	0.135		6	7	7-3/4
78" (1)			0.109	0.164			7-1/2	8-1/4
84" (1)			0.109	0.164			8	8-3/4

Metal Pipe values are for 2-2/3"x1/2" Corrugations unless diameter is followed by (1) which requires 3" x 1" Corrugations for Aluminum Pipes and 3"x1" or 5"x1" Corrugations for Steel Pipes.
Option I Pipes shall only be used for entrances
Fill heights over 15' may require larger metal gages.
M 218=Zinc coated (Galvanized) corrugated steel pipe
M 274=Aluminum coated (Type 2) corrugated steel pipe
M 246=Polymer pre-coated galvanized corrugated steel pipe
FIBER BONDED=M.D.O.T. Spec. 707.04
M 170=Reinforced concrete pipe
M 278=Polyvinyl chloride pipe
M 197=Corrugated aluminum alloy pipe

SPEC. 603 DR024

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT. 93
DR017	APR. 95	OCT. 95
DR018	APR. 95	OCT. 95
DR019	APR. 95	OCT. 95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
CULVERT INLETS & OUTLETS
CULVERT PIPE DATA

SHEET AUGUSTA, MAINE HD-3

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

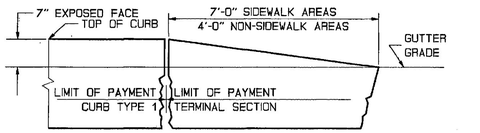
290CT96-01.00.30

PALMYRA

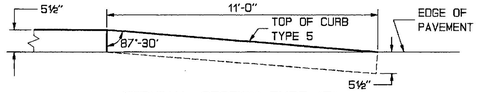
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1960(01)		

CURB TYPES 1 & 5 ON CURVES

TYPE	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

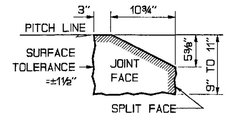


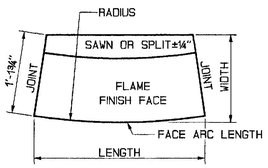
TERMINAL SECTION TYPE "1"



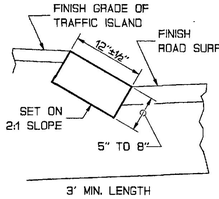
TERMINAL SECTION TYPE "5"
(USE WHEN SHOWN ON PLANS ONLY)

SPEC. 609 — TERMINAL CURB SECTION — CU001

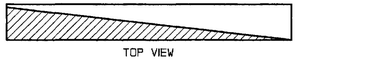




APPROVED ALTERNATE CIRCULAR CURB TYPE 5
2'-0" TO 8'-0" RADIUS

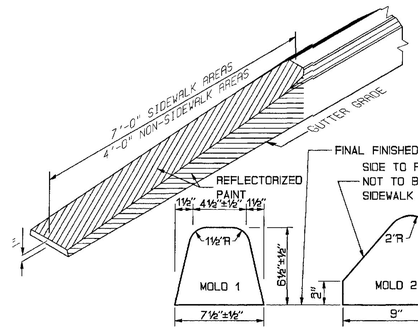


CURB TYPE "5"



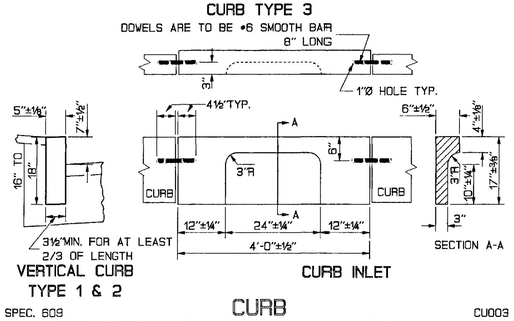
TRANSITION SECTION "B"
CURB TYPE "5" TO VERTICAL CURB TYPE "1"

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.

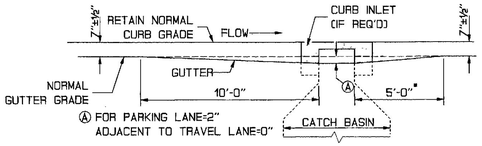
CURB TYPE 3



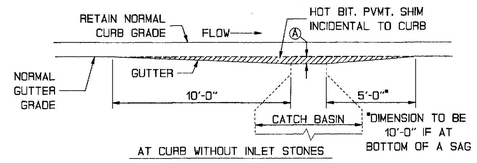
VERTICAL CURB TYPE 1 & 2

CURB INLET

SPEC. 609 — CURB — CU003



AT CURB INLETS

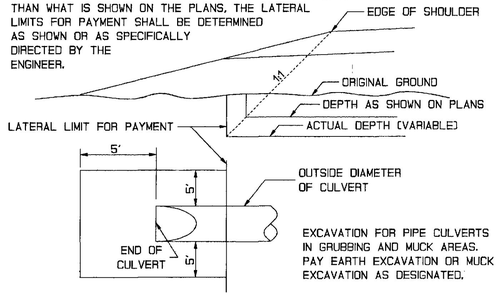


AT CURB WITHOUT INLET STONES

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

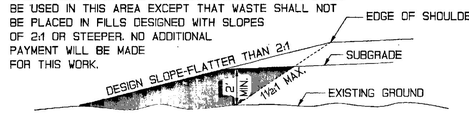
SPEC. 609 — GUTTER GRADE TRANSITION AT CATCH BASIN — CU004

NOTE:
WHEN MUCK IS EXCAVATED TO A DEPTH GREATER OR LESS THAN WHAT IS SHOWN ON THE PLANS, THE LATERAL LIMITS FOR PAYMENT SHALL BE DETERMINED AS SHOWN OR AS SPECIFICALLY DIRECTED BY THE ENGINEER.



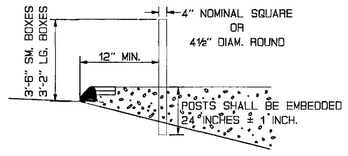
MUCK EXCAVATION PAY LIMITS

NOTE:
WHEN DIRECTED BY THE ENGINEER WASTE MATERIAL SHALL BE USED IN THIS AREA EXCEPT THAT WASTE SHALL NOT BE PLACED IN FILLS DESIGNED WITH SLOPES OF 2:1 OR STEEPER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.



DISPOSAL OF WASTE MATERIALS
(WASTE STORAGE AREA)

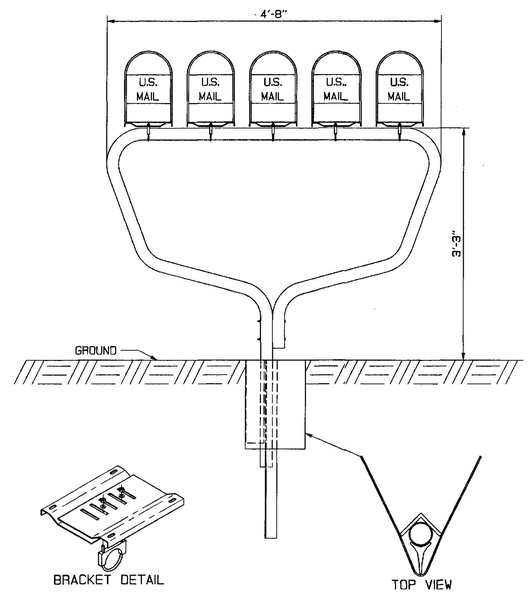
SPEC. 203 — MUCK EXCAVATION AND WASTE DISPOSAL — MS001



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 4½" DIAMETER OR SQUARE DIMENSION, TWO 3/4" HOLES SHALL BE DRILLED THROUGH THE POST AT 90°TO EACH OTHER, 4" ABOVE THE FINISH GRADE.

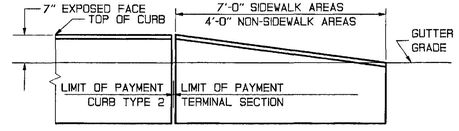
SINGLE WOOD POST

SPEC. 606 — MAILBOX POSTS — MS003



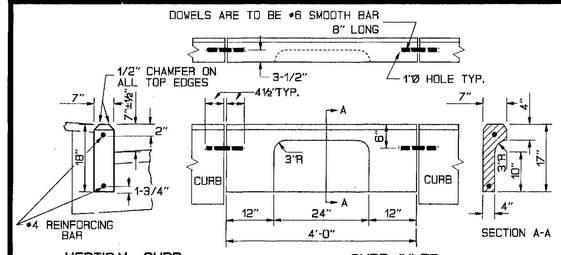
ITEM NO. 606.51
MULTIPLE MAILBOX SUPPORT

SPEC. 609 — CURB — MS004



TERMINAL SECTION TYPE "2"

SPEC. 609 — CU005



VERTICAL CURB TYPE 2

CURB INLET TYPE 2

SPEC. 609 — CURB — CU006

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	
MS001 - ADDED DIM.	JAN. 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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

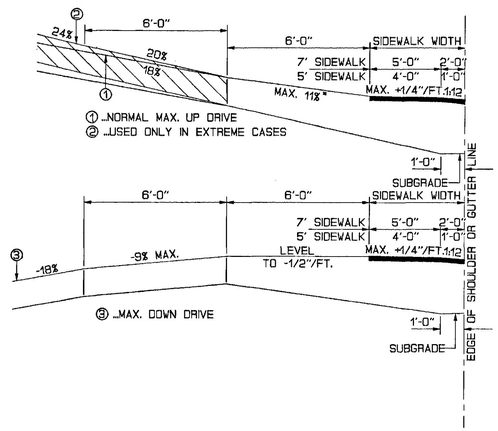
STANDARD DETAILS
CURBING, MUCK EXCAVATION
AND WASTE DISPOSAL
& MAILBOX POST ASSEMBLIES

SHEET — AUGUSTA, MAINE — HD-4

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

290CT96-0100.30

PALMYRA



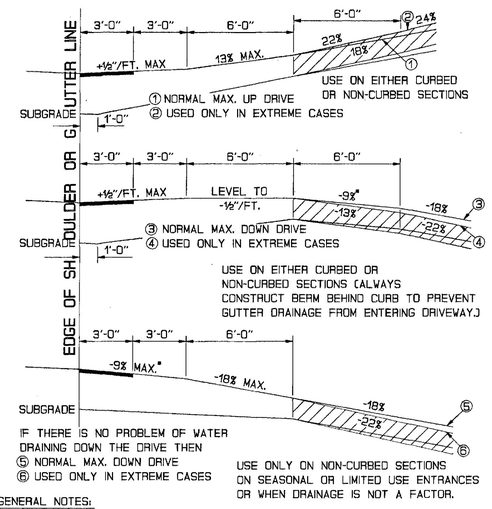
GENERAL NOTES:

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 8% 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



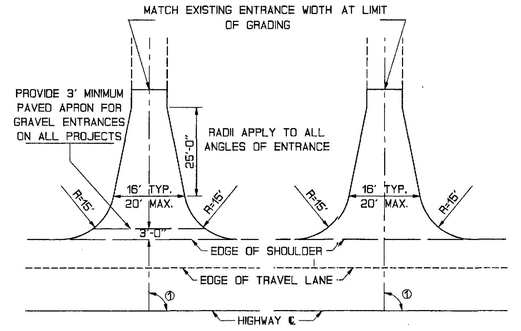
GENERAL NOTES:

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.

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 8% 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.

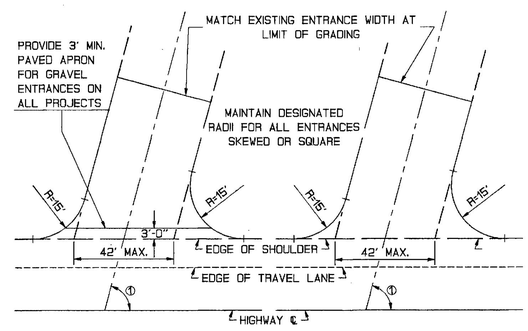
DRIVES ON NON-SIDEWALK SECTIONS EN002



① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

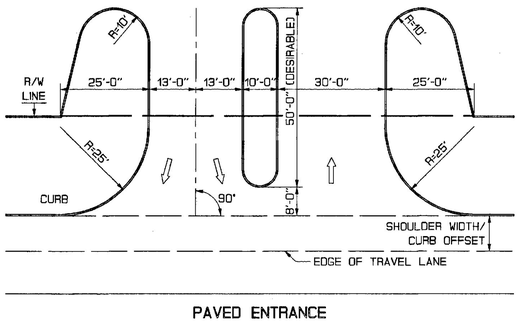
RESIDENTIAL ENTRANCE ONTO UNCURBED HIGHWAY (PAVED SHOULDERS) EN003

ENTRANCES WITH HIGH NUMBER OF TRUCK MOVEMENTS MAY BE DESIGNED ON AN INDIVIDUAL BASIS



① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

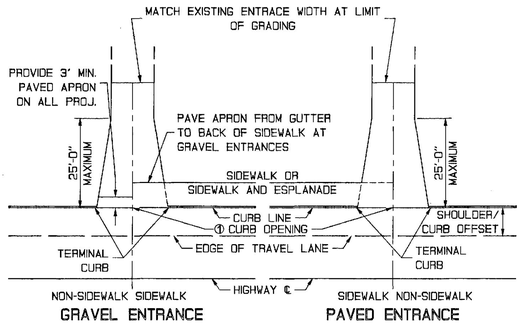
COMMERCIAL/INDUSTRIAL ENTRANCE ONTO UNCURBED HIGHWAY (PAVED SHOULDERS) EN004



NOTES:

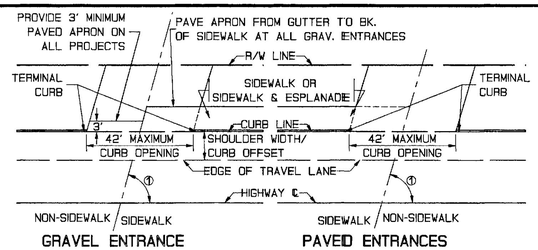
1. THIS TYPE OF ENTRANCE SUITABLE FOR OTHER HIGH TRAFFIC VOLUME, PUBLIC-TYPE INSTALLATIONS.
2. ALL ISLAND BORDERS SHALL BE CURBED.

SHOPPING CENTER ENTRANCE ONTO HIGHWAY (PAVED SHOULDERS) EN005



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

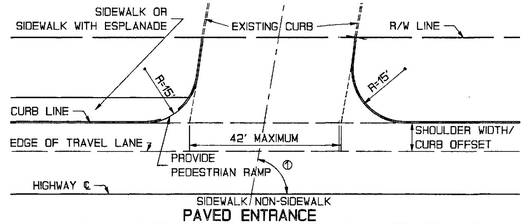
RESIDENTAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALKS) EN006



① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH ≥ 6' AND 60° WHERE THE SHOULDER WIDTH < 6'.

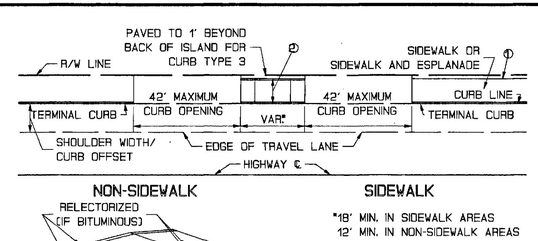
② IF THERE ARE HIGH TRUCK TURNING VOLUMES, THIE DESIGNER SHOULD CONSIDER PROVIDING TURNING RADII OF 15' - 25' AND/OR A WIDER OPENING AND/OR LIMITING THE ANGLE OF TURN TO ACCOMODATE TRUCKS.

UNCURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK) EN007



① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH ≥ 6' AND 60° WHERE THE SHOULDER WIDTH < 6'.

CURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK) EN008



① WHERE PARKING OF SERVICE AREA ABUTS SIDEWALK, A CURB, GUARDRAIL OR FENCE SHOULD BE PROVIDED. EDOT

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. EDOT

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 ACCOMODATE TRUCKS.

COMMERCIAL/INDUSTRIAL DOUBLE ENTRANCES ONTO CURBED HIGHWAY (NARROW RIGHT-OF-WAY) EN009

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

REVISIONS	APPROVED	
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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
DRIVES & ENTRANCES

SHEET AUGUSTA, MAINE HD-5

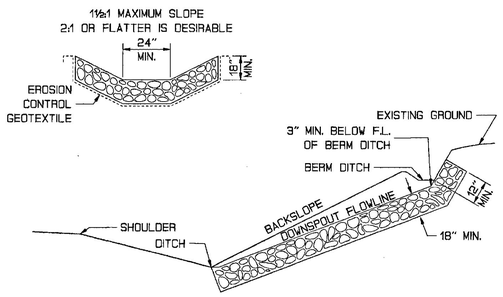
PROJECT DESIGN ENGINEER | DESIGN-DETAILED | CHECKED | REVISIONS | FIELD CHANGES | BY | DATE

PLANS

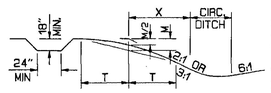
29DCT96-010030

PALMYRA

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1950(01)		



RIPRAP DOWNSPOUT



BERM DITCH

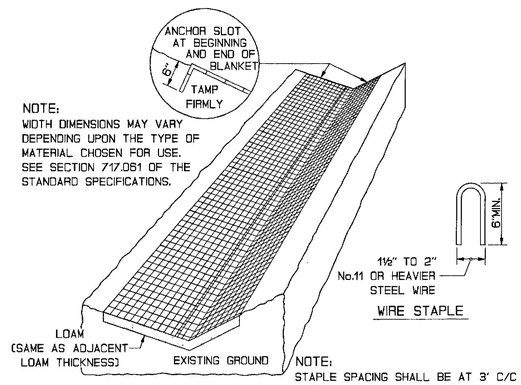
CONSTRUCT BERM DITCH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. WHERE A 2:1 SLOPE IS NOT PRACTICAL, USE A 1-1/2:1 SLOPE.

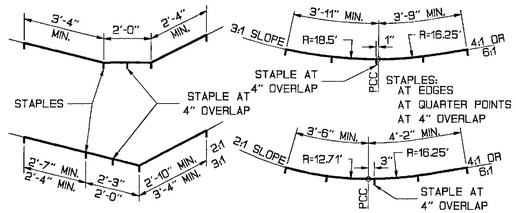
WHERE "X"≤5 OR LESS, "T"=X, OTHERWISE "T"=5, TO AVOID PROPERTY DAMAGE AND TO SAVE SHADE TREES. THIS FORMULA MAY BE MODIFIED BY THE ENGINEER.

FOR ALL SECTIONS, THE DEPTH OF DITCH DEPENDS ON LOCAL CONDITIONS.

RIPRAP DOWNSPOUTS AND BERM DITCHES

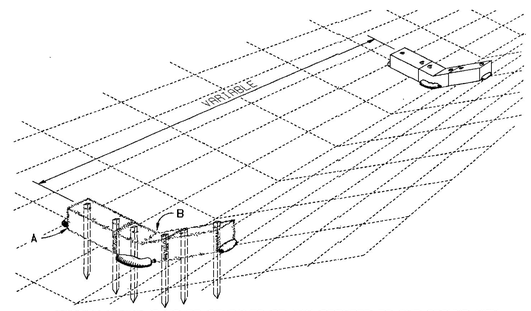
SPEC. 610 ER001





TEMPORARY EROSION CONTROL BLANKET

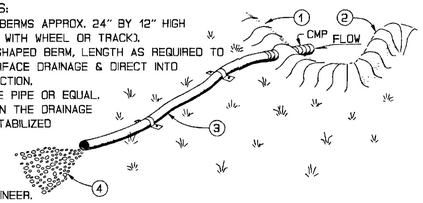
SPEC. 613 ER002



EROSION CHECK IS TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2-4' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT "A" AT LEAST 6" ABOVE OVERFLOW AT "B".

EROSION CHECK FOR DITCH

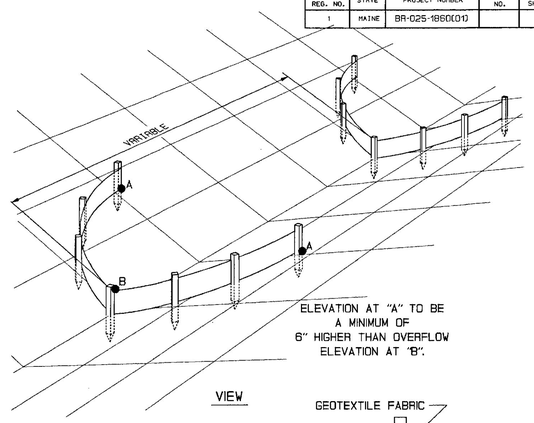
DESCRIPTIONS:
1. TEMPORARY BERMS APPROX. 24" BY 12" HIGH (COMPACTED WITH WHEEL OR TRACK).
2. CRESCENT SHAPED BERM, LENGTH AS REQUIRED TO CONTAIN SURFACE DRAINAGE & DIRECT INTO THE END SECTION.
3. COLLAPSIBLE PIPE OR EQUAL.
4. DISCHARGE IN THE DRAINAGE DITCH, ON STABILIZED AREA OR ON DUMPED STONE AS INDICATED BY THE ENGINEER.



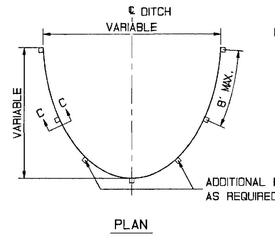
TEMPORARY BERM AND SLOPE DRAIN

TEMPORARY EROSION CONTROL

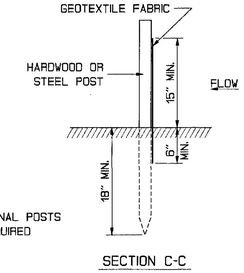
SPEC. 656 ER003



VIEW



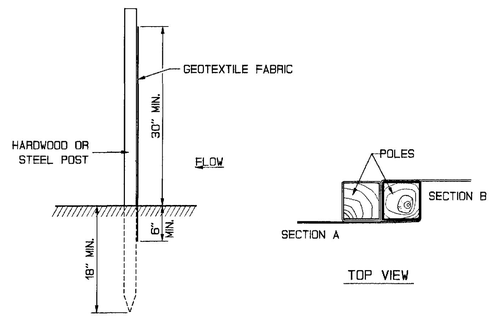
PLAN



SECTION C-C

TEMPORARY SILT FENCE
EROSION CHECK FOR DITCH

SPEC. 656 ER004

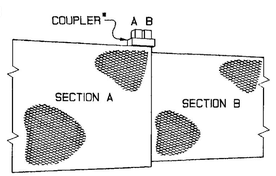


SIDE VIEW

TOP VIEW

DEPENDING UPON CONFIGURATION, ATTACH GEOTEXTILE TO WIRE MESH WITH HOG RINGS, TO STEEL POSTS WITH TIE WIRES, AND TO WOOD POSTS WITH STAPLES.

POSTS MAY BE WIRED TOGETHER WHEN JOINING SECTIONS.

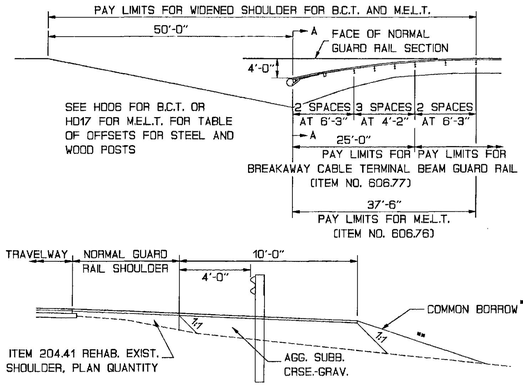


JOINING SECTIONS

*THE COUPLER CAN BE ANY ACCEPTABLE DEVICE USED TO TIE THE POLES TOGETHER.

TEMPORARY SILT FENCE

SPEC. 656 ER005



SECTION A-A

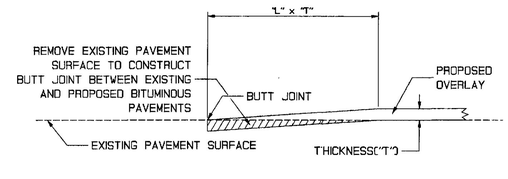
*ADJACENT OR AVAILABLE EXCAVATION SHALL BE USED INSTEAD OF COMMON BORROW UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**THIS SHALL BE A 4:1 SLOPE IN AREAS THAT ARE PRESENTLY 6:1. THE STEEPEST SLOPE SHALL BE 3:1 IN ALL OTHER AREAS.

NOTE:
WIDENED SHOULDER FOR B.C.T. OR M.E.L.T., WHEN REQUIRED, WILL BE PAID FOR UNDER ITEM 606.751 OR 606.752, RESPECTIVELY, COMPLETE IN PLACE, WHICH PRICE SHALL BE FULL PAYMENT FOR FURNISHING AND PLACING, GRADING AND COMPACTION OF AGGREGATE SUBBASE. COMMON BORROW, SEED, MULCH, LOAM AND HOT BITUMINOUS PAVEMENT WILL BE PAID FOR UNDER THE APPLICABLE ITEMS.

ITEM NO. 606.751 AND 606.752
DETAIL OF WIDENED SHOULDER FOR B.C.T. AND M.E.L.T.

SPEC. 606 GR001



DESIGN OR POSTED SPEED=	65	55	50	45	40	35	30	25
"L" IN FEET/INCH OF THICKNESS=	65	55	50	45	40	35	30	25

NOTES: 1. THE ABOVE LENGTHS ARE INTENDED FOR PROFILE GRADES OF 2% OR LESS. WHEN PROFILE GRADES ARE GREATER THAN 2% "L" MAY BE ADJUSTED TO SUIT FIELD CONDITIONS WHEN DIRECTED BY THE ENGINEER.

2. WHEN CONSTRUCTING BUTT JOINTS AT INTERSECTIONS OR RAMPS "L" SHALL BE 15"/INCH OF THICKNESS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. SPECIAL ATTENTION SHALL BE PAID TO CURB SECTIONS TO ASSURE PROPER DRAINAGE AND THAT THERE ARE NO FLAT AREAS. "L" MAY BE ADJUSTED TO SUIT FIELD CONDITIONS WHEN DIRECTED BY THE ENGINEER.

PAVEMENT OVERLAY
BUTT JOINT DETAIL (ROADWAYS)

SPEC. 202 PV001

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	
ER001 - DEL. SLOPE BLANKET DETAIL	FEB. 94	
GR001 - ADDED DIMS. AND SLOPE NOTE	FEB. 94	
ER004 - ADDED SPEC.	FEB. 94	
ER005 - ADDED SPEC.	FEB. 94	
PV001 - ADDED SPEC.	FEB. 94	
ER002	APR. 95	OCT. 95
ER003	APR. 95	OCT. 95
ER004	APR. 95	OCT. 95
ER005	APR. 95	OCT. 95
GR001	APR. 95	OCT. 95
GR001 - M.E.L.T. REF.	MAY 96	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

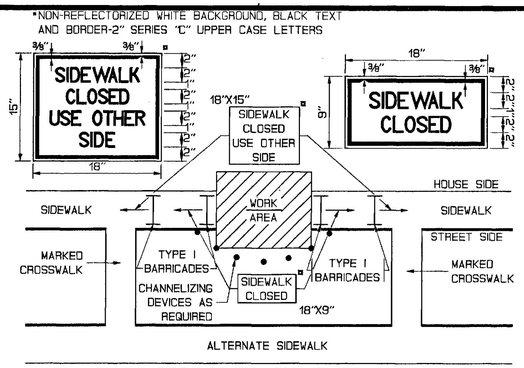
STANDARD DETAILS
EROSION CONTROL FOR DITCHES AND SLOPES, PAVEMENT BUTT JOINTS, & SHOULDER WIDENING FOR B.C.T. AND M.E.L.T.

SHEET 7 AUGUSTA, MAINE HD-7

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

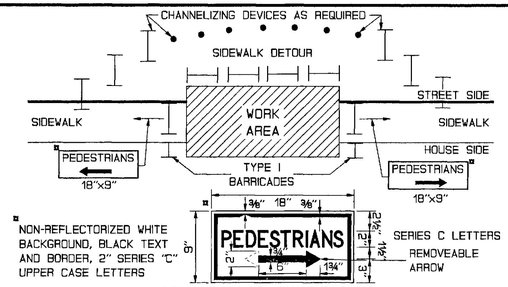
29OCT96-010030

PALMYRA



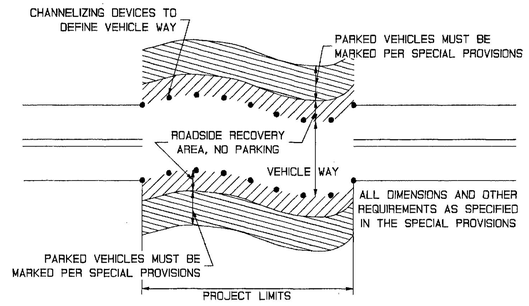
SIDEWALK CLOSURE WITH ALTERNATE SIDEWALK

TC001



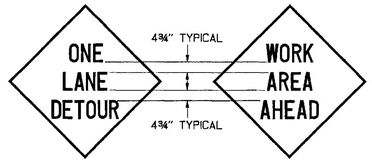
SIDEWALK CLOSURE WITHOUT ALTERNATE SIDEWALK

TC002



ROADSIDE RECOVERY AREA

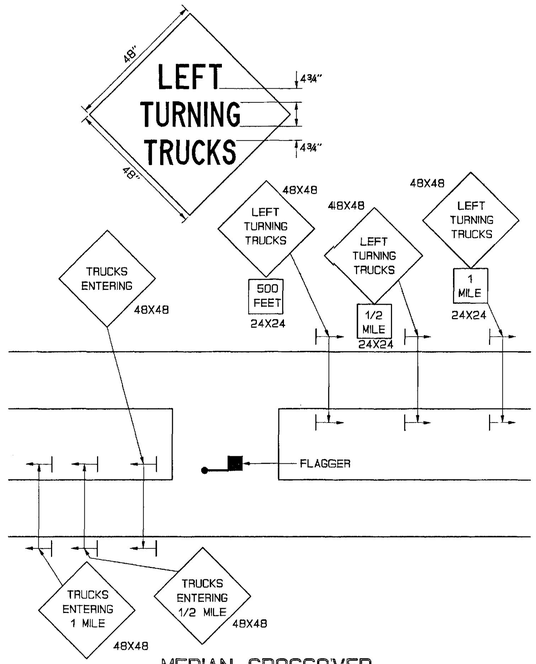
TC003



NOTE:
1. LETTER SIZE SHALL BE 7" SERIES D.
2. BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO "STANDARD HIGHWAY SIGNS".

CONSTRUCTION WARNING SIGN DETAIL

TC004



MEDIAN CROSSOVER

TC005

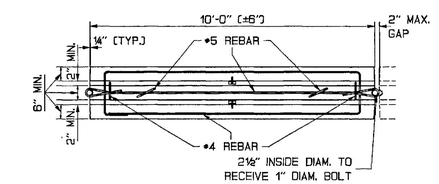
GENERAL NOTES FOR SIGNING

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

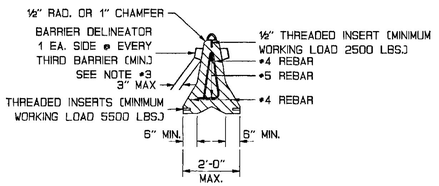
1. DISTANCES SHOWN FOR SIGN PLACEMENT ARE NOMINAL. EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
2. GRADES ON TEMPORARY ROADWAYS THROUGH THE CONSTRUCTION ZONE USED BY THE PUBLIC SHALL NOT EXCEED 10 PERCENT.
3. ADVISORY SPEED CONSISTANT WITH PREVAILING CONDITIONS SHALL BE AS DETERMINED BY THE ENGINEER.
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.

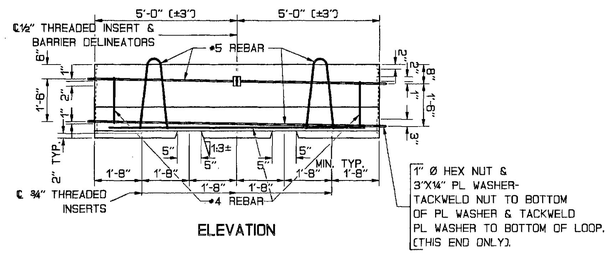
TC007



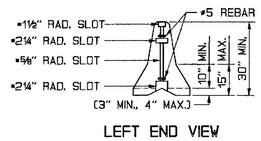
PLAN



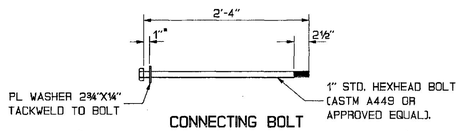
TYPICAL SECTION



ELEVATION



LEFT END VIEW



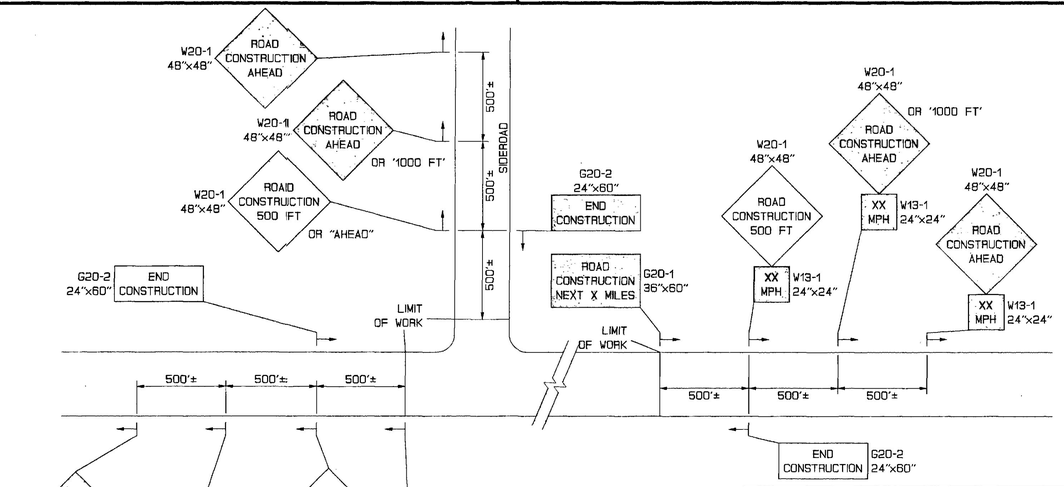
CONNECTING BOLT

*THE SLOTS MAY BE 2¼" RADIUS FULL HEIGHT WITH THE 1" SPACE ON THE CONNECTING BOLT INCREASED TO 4".

NOTES:
1. SUBJECT TO APPROVAL BY THE ENGINEER, END CONNECTIONS OTHER THAN THE ONE DETAILED MAY BE USED, PROVIDED THEY ARE OF EQUIVALENT OR GREATER STRENGTH. ALL END CONNECTIONS SUBMITTED FOR APPROVAL SHALL INCORPORATE A CONNECTING PIN OR OTHER LOCKING DEVICE THAT IS POSITIVELY SECURED AGAINST ACCIDENTALLY BEING DISLODGED UNDER IMPACT.
2. THE REINFORCING STEEL SHOWN IS THE MINIMUM REQUIRED. LIFTING ARRANGEMENT SIZE AND LOCATIONS OF HOLD-DOWN INSERTS ARE ADVISORY ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ADEQUATE LIFTING POINTS AND HOLD-DOWN ARRANGEMENTS.
3. BARRIER DELINEATORS SHALL BE BI-DIRECTIONAL WITH A MINIMUM EFFECTIVE REFLECTIVE AREA OF 8.0 SQUARE INCHES AS APPROVED BY THE ENGINEER. THE REFLECTOR SHALL PREFERABLY BE OF METHYL METHACRYLATE, AND THE HOUSING OF ACRYLONITRILE BUTADIENE STYRENE. AS AN ALTERNATIVE REFLECTORS MAY BE MOUNTED ON THE TOP OF THE BARRIER.

TEMPORARY CONCRETE BARRIER-TYPE I

TC006



PROJECT APPROACH SIGNING
TWO WAY TRAFFIC

TC008

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT.93
TC007	MAY 96	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES

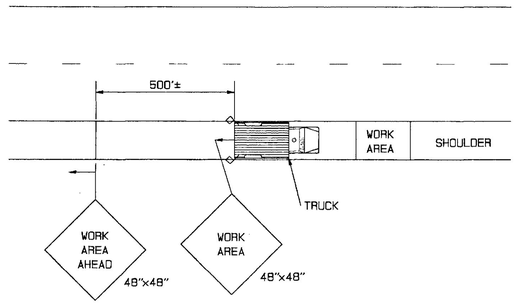
SHEET 12 AUGUSTA, MAINE HD-10

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

PLANS

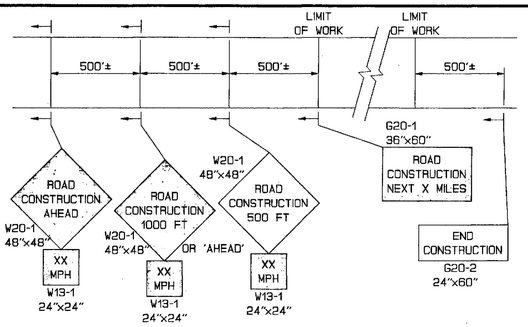
29DCT96-010030

PALMYRA



SHOULDER WORK-MOBILE

TC010



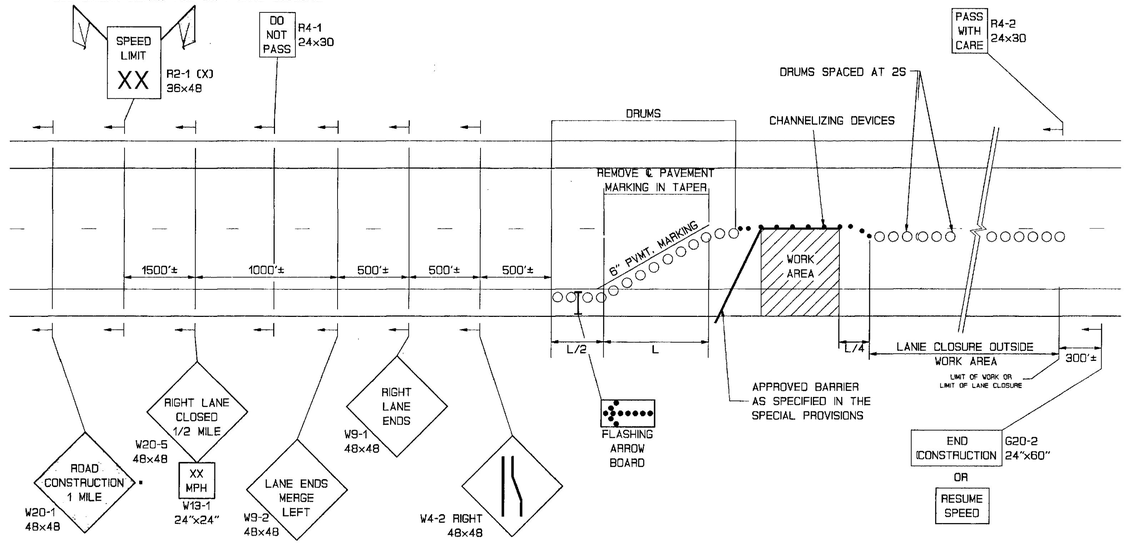
PROJECT APPROACH SIGNING

EXPRESSWAY

TC009

NOTE
- OMIT W20-1 IF LANE CLOSURE SIGNING ARRAY IS WITHIN PROJECT LIMITS.

ALTER PAVEMENT MARKINGS AS REQUIRED.
MAINTAIN 15 FT. LATERAL CLEARANCE.
USE SIMILAR SIGNING FOR LEFT LANE CLOSURE.



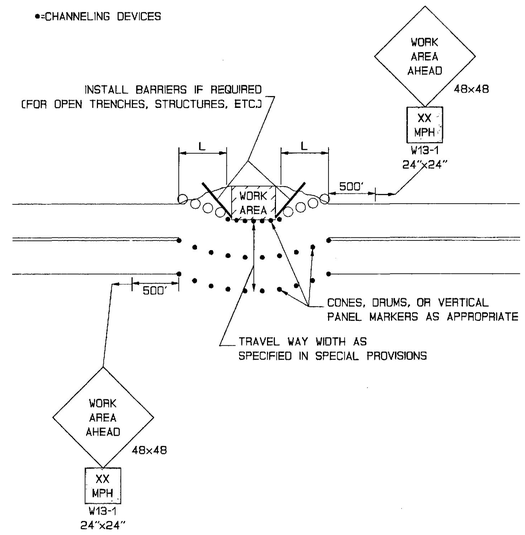
EXPRESSWAY LANE CLOSURE

TC011

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

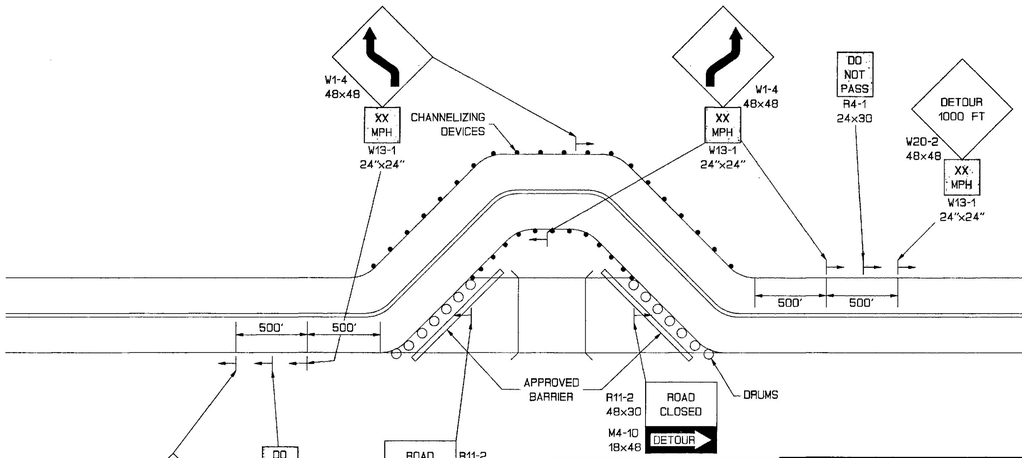
○=DRUM

•=CHANNELING DEVICES



TWO WAY TRAFFIC MAINTAINED THROUGH WORK AREA

TC013



NOTE
APPROACH SIGNING AND END ROADWORK SIGNS ARE REQUIRED IF THIS WORK IS THE CONSTRUCTION PROJECT.

TWO WAY TWO LANE DETOUR

TC014

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

AUGUSTA, MAINE

HD-11

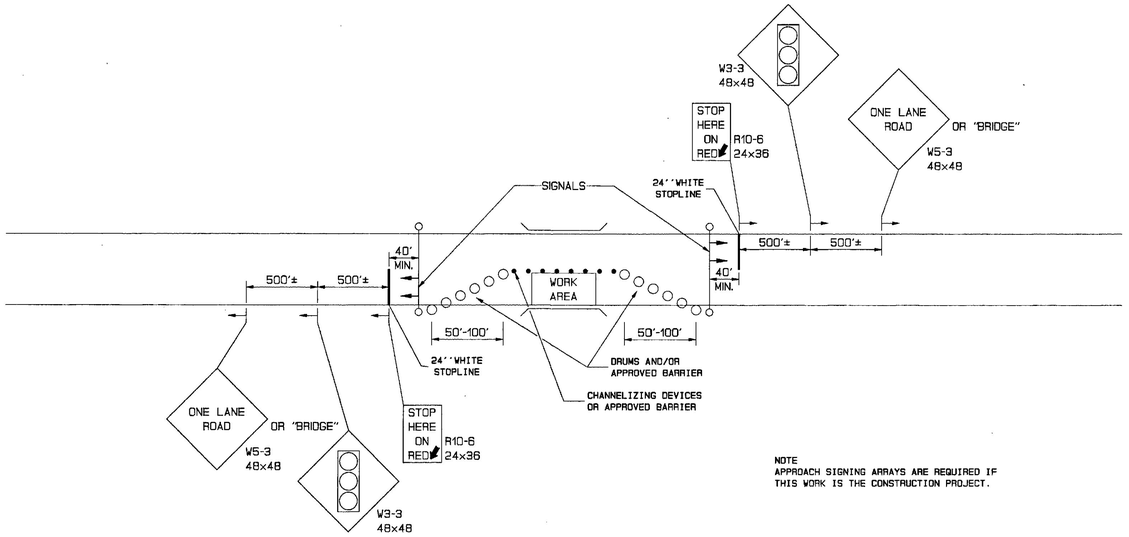
PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

29OCT96-0100:30

PALMYRA



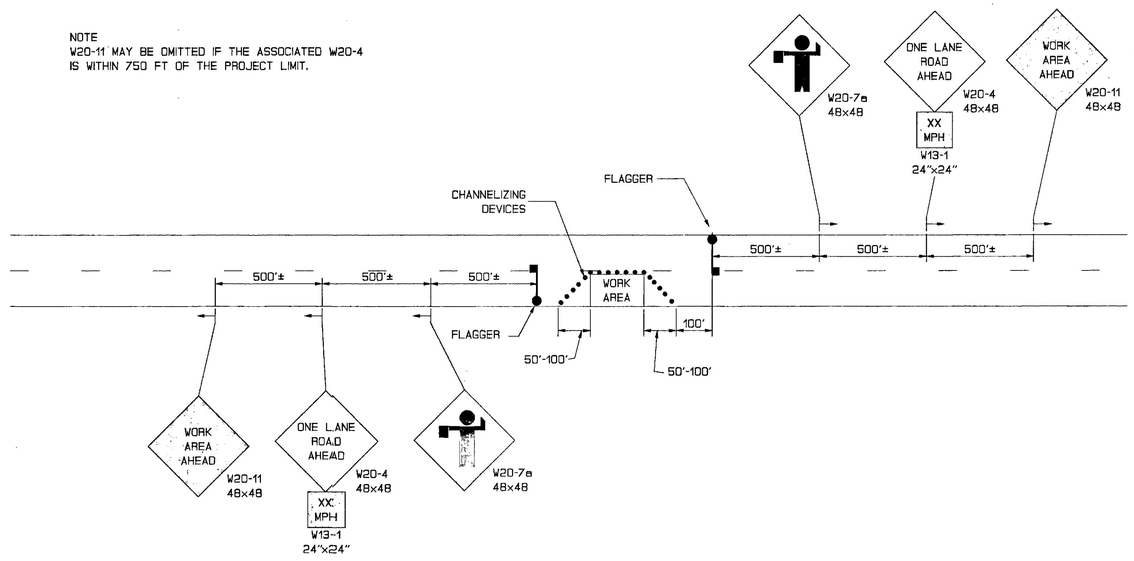
NOTE
APPROACH SIGNING ARRAYS ARE REQUIRED IF THIS WORK IS THE CONSTRUCTION PROJECT.

TWO WAY TRAFFIC LANE CLOSURE WITH TEMPORARY TRAFFIC SIGNALS

TC015

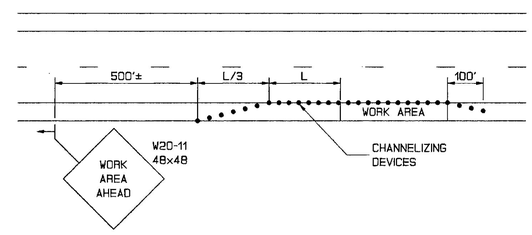
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

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



TWO-WAY TRAFFIC LANE CLOSURE WITH FLAGGERS

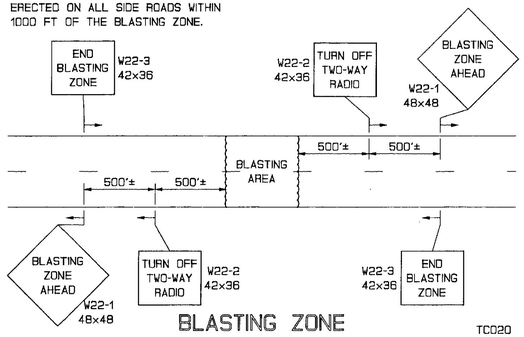
TC016



ROADSIDE WORK AREA SIGNING

TC017

NOTE
SIMILAR SIGN SEQUENCE SHALL BE ERECTED ON ALL SIDE ROADS WITHIN 1000 FT OF THE BLASTING ZONE.



BLASTING ZONE

TC020

PORTABLE ENERGY ABSORPTION UNITS

ARRAYS FOR SPEEDS OF 20 TO 65 MPH

KEY
21 — PLASTIC CRASH BARREL; WEIGHT OF SAND IN HUNDREDS OF POUNDS

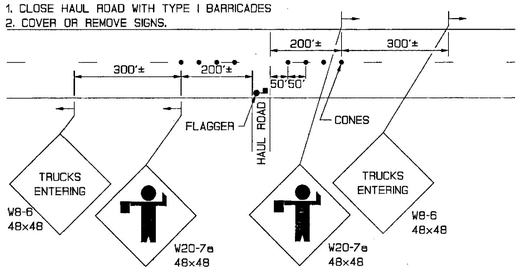
ITEM NO. 527.32

20 & 25 MPH — Direction of Traffic: 14 21 / 14 21	50 MPH — Direction of Traffic: 2 2 4 7 7 14 14 21 / 7 14 14 21
30 & 35 MPH — Direction of Traffic: 7 14 14 21 / 14 14 21	55 MPH — Direction of Traffic: 2 2 2 4 7 7 14 14 21 / 7 14 14 21
40 MPH — Direction of Traffic: 4 7 14 14 21 / 14 14 21	60 & 65 MPH — Direction of Traffic: 2 2 2 2 4 7 4 7 14 14 21 / 4 7 14 14 21
45 MPH — Direction of Traffic: 2 4 7 7 14 14 21 / 7 14 14 21	

TC022

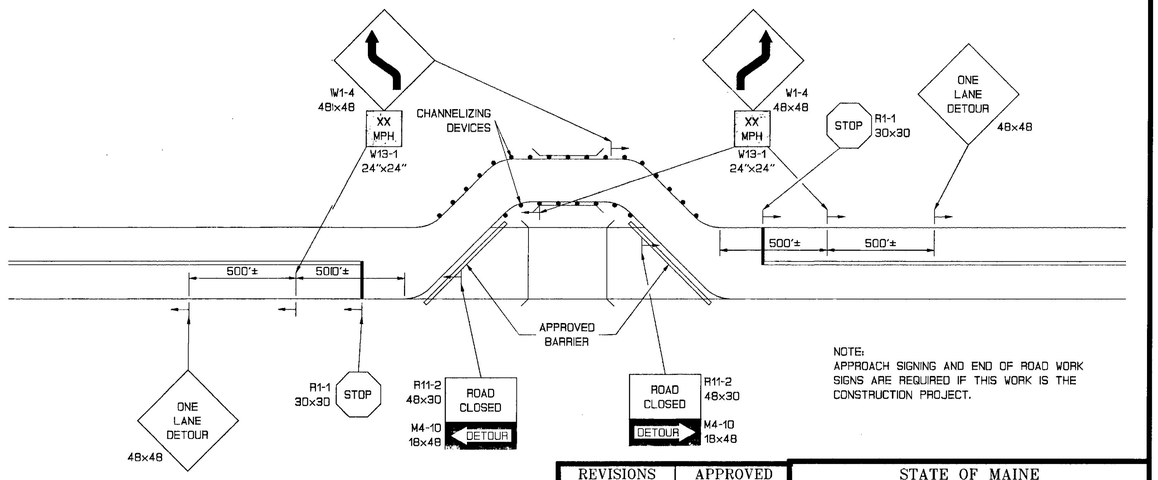
Maximum Deceleration = 6 - 7 G's

NOTE
WHEN HAUL ROAD IS NOT IN USE--
1. CLOSE HAUL ROAD WITH TYPE I BARRICADES
2. COVER OR REMOVE SIGNS.



HAUL ROADS

TC019



NOTE:
APPROACH SIGNING AND END OF ROAD WORK SIGNS ARE REQUIRED IF THIS WORK IS THE CONSTRUCTION PROJECT.

ONE WAY DETOUR

LOW VOLUME ROAD WITH ADEQUATE SIGHT DISTANCE

TC018

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT.93
Add TC022	JUNE 93	OCT.93
TC018 Signing Note	MAY 96	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES

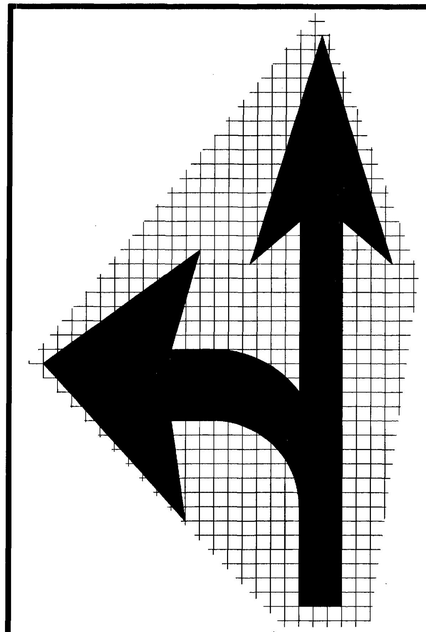
SHEET 12 AUGUSTA, MAINE HD-12

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

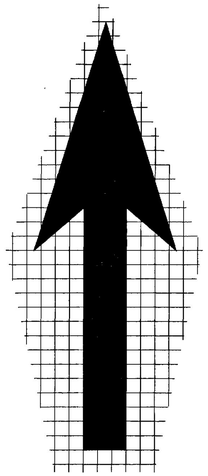
290CT96-0100.30

PALMYRA

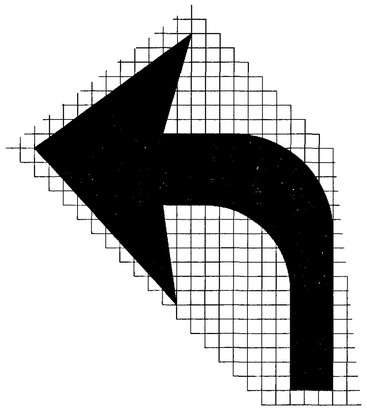
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		



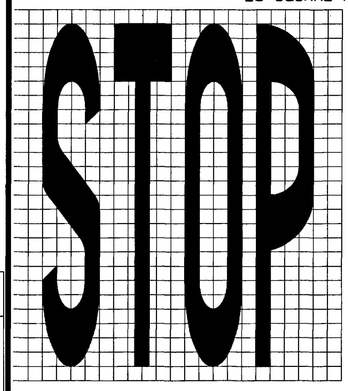
29 SQUARE FEET



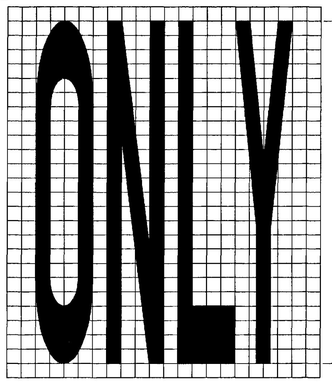
13 SQUARE FEET



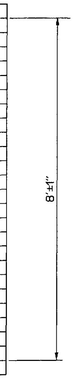
16 SQUARE FEET



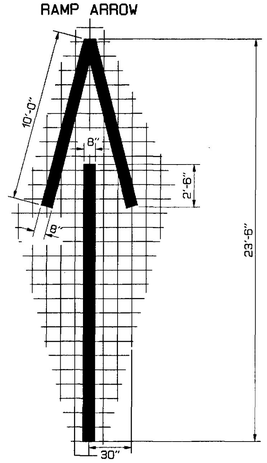
22 SQUARE FEET



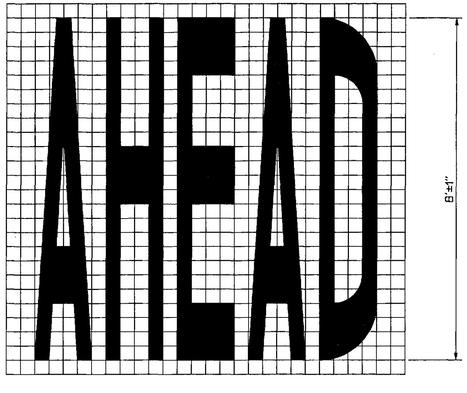
22 SQUARE FEET



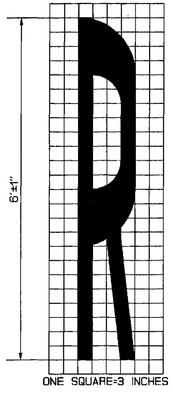
INTERSTATE RAMP ARROW



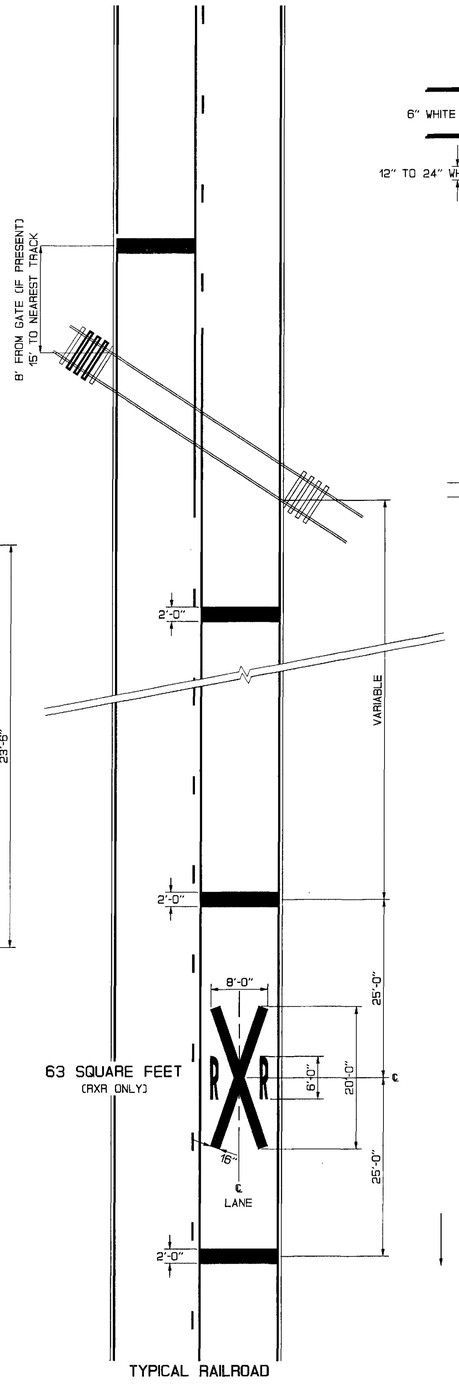
ONE SQUARE=10 INCHES
25 SQUARE FEET



27 SQUARE FEET

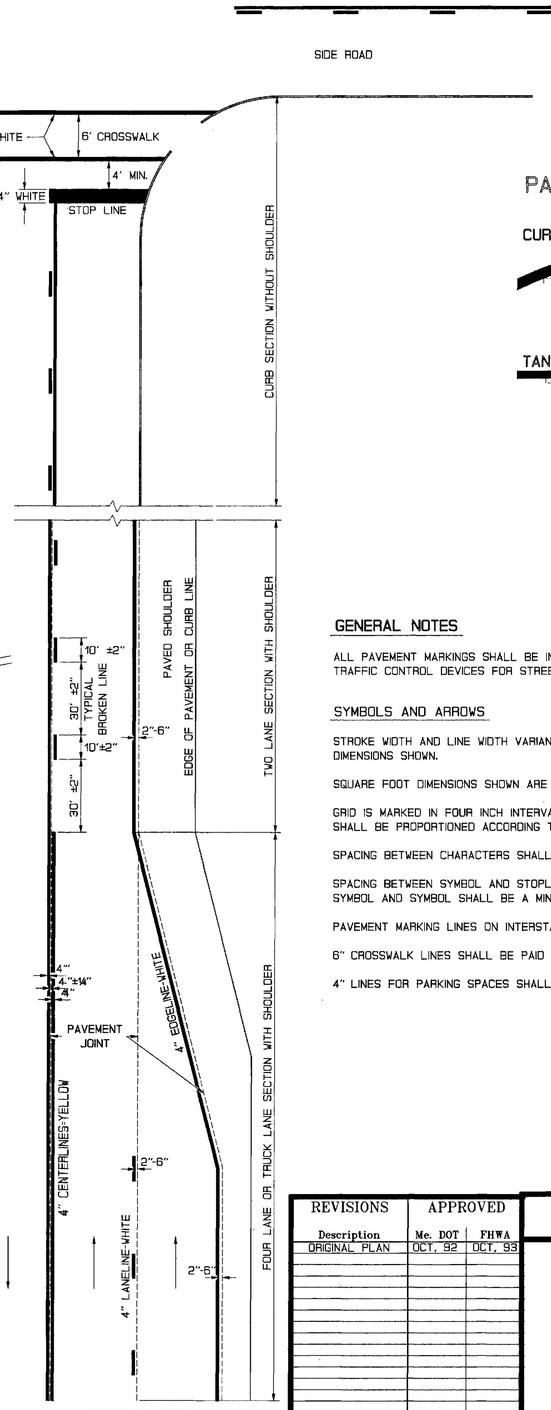


ONE SQUARE=3 INCHES



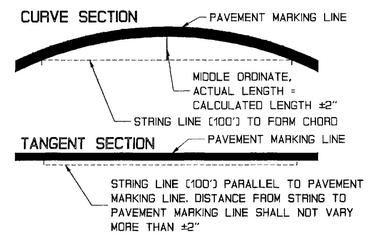
63 SQUARE FEET
(RXR ONLY)

TYPICAL RAILROAD CROSSING



TYPICAL TWO WAY ROADWAY

TOLERANCE FOR PAVEMENT MARKING LINES



GENERAL NOTES

ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U. S. DOT, FHWA, 1988.

SYMBOLS AND ARROWS

STROKE WIDTH AND LINE WIDTH VARIANCE SHALL BE NO MORE THAN ±¼" FROM DIMENSIONS SHOWN.

SQUARE FOOT DIMENSIONS SHOWN ARE PAY DIMENSIONS, PAID BY ITEM NO. 627.65

GRID IS MARKED IN FOUR INCH INTERVALLS EXCEPT AS NOTED. SYMPOLS AND LETTERS SHALL BE PROPORTIONED ACCORDING TO GRID AS SHOWN.

SPACING BETWEEN CHARACTERS SHALL BE ONE UNIT, BUT VISUAL SPACING MAY BE USED.

SPACING BETWEEN SYMBOL AND STOPLINE SHALL BE A MINIMUM OF 20'. SPACING BETWEEN SYMBOL AND SYMBOL SHALL BE A MINIMUM OF 50' OR AS DIRECTED BY THE ENGINEER.

PAVEMENT MARKING LINES ON INTERSTATE HIGHWAYS SHALL BE 6" IN WIDTH.

6" CROSSWALK LINES SHALL BE PAID FOR BY ITEM 627.65.

4" LINES FOR PARKING SPACES SHALL BE PAID FOR BY ITEM 627.65.

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

29OCT96-0100.30

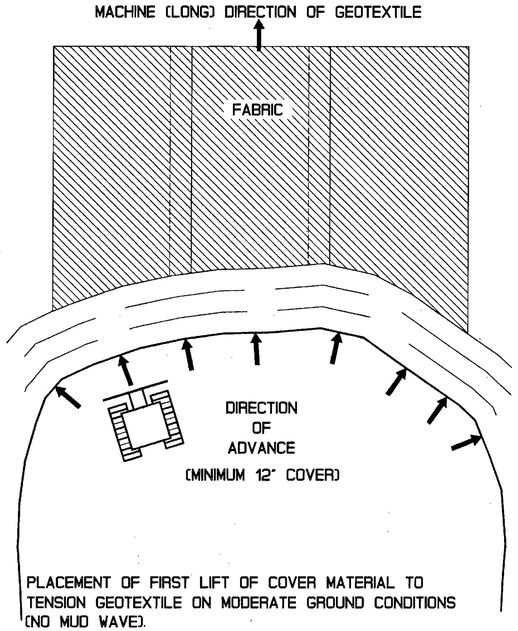
REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT, 92	OCT, 93

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
PAVEMENT MARKINGS

SHEET AUGUSTA, MAINE HD-13

PALMYRA



PLACEMENT OF FIRST LIFT OF COVER MATERIAL TO TENSION GEOTEXTILE ON MODERATE GROUND CONDITIONS (NO MUD WAVE).

SPEC. 620 GE001

'FLAT' OR 'PRAYER' SEAM TYPE SSa-2

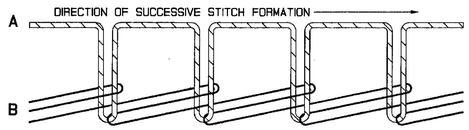
'J' SEAM TYPE SSn-1

TYPES OF SEAMS

IMPROPER PLACEMENT (CANNOT INSPECT OR REPAIR)

PROPER PLACEMENT (SEAM UP)

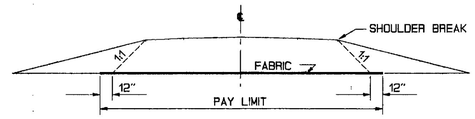
SEAM PLACEMENT



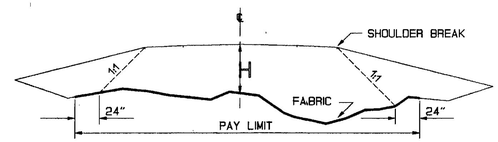
CLASS 401 TYPE STITCH

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 INTERLOOPINGS SHALL BE DRAWN AGAINST THE UNDERSIDE OF THE BOTTOM PLY OF MATERIAL.

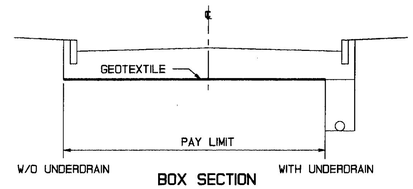
SPEC. 620 GEOTEXTILE SEAMING GE002



GEOTEXTILE AT SUBGRADE



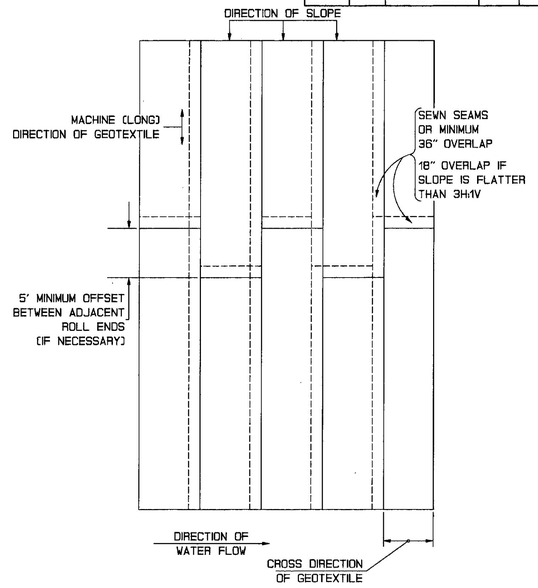
GEOTEXTILE ON OLD GROUND



BOX SECTION

SPEC. 620 LATERAL LIMITS IN A ROADWAY GE003

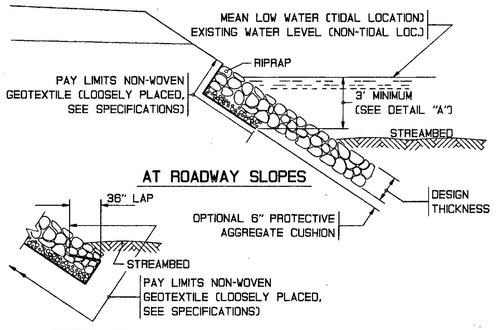
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		



PLAN VIEW

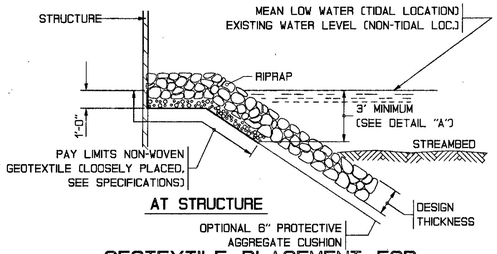
GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS

SPEC. 620 GE004/1



AT ROADWAY SLOPES

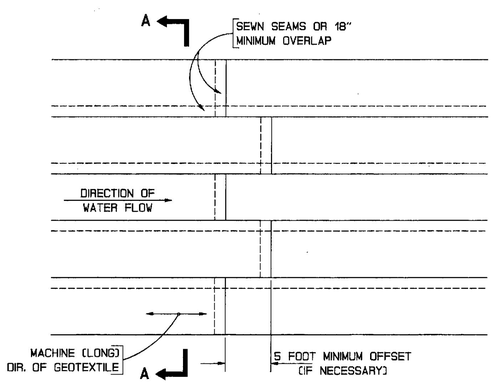
DETAIL "A"
FOR USE WHERE WATER DEPTH IS LESS THAN 3'.

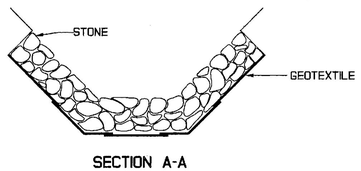


AT STRUCTURE

GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS

SPEC. 620 GE004/2





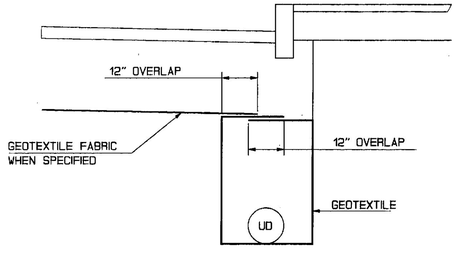
SECTION A-A

GE005

SPEC. 620 GE005

SLOPE HORIZONTAL:VERTICAL	IPIN SPACING ALONG OVERLAPS (CENTER TO CENTER)
3:1 TO 4:1	3 FT.
4:1 OR FLATTER	4 FT.

PIN SPACING FOR OVERLAPPED GEOTEXTILE ON SLOPES FLATTER THAN 3H:1V (OPTIONAL)



GEOTEXTILE LINED UNDERDRAIN TRENCH

SPEC. 620 GE006

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT. 93

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
GEOTEXTILES

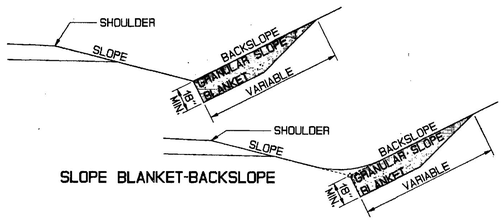
SHEET 1 AUGUSTA, MAINE HD-15

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

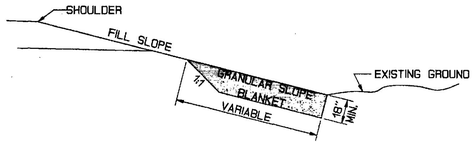
PLANS

29OCT96-01.00.30

PALMYRA

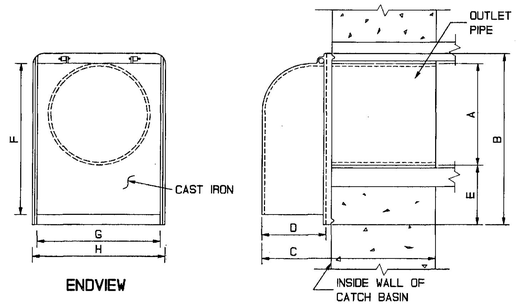


SLOPE BLANKET-BACKSLOPE



SLOPE BLANKET-FILL SLOPE

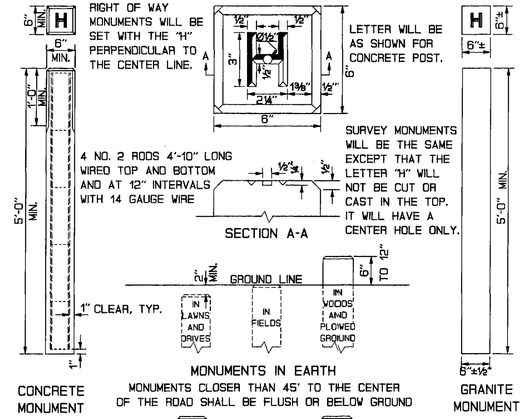
SPEC. 613 **SLOPE BLANKETS** ER006



SIZE	A	B	C	D	E	F	G	H
6 IN.	5½	13⅜	13¾	5⅜	5⅞	11⅝	6½	7¼
8 IN.	7½	15	15⅜	5½	5⅜	13¾	8¾	9⅜
10 IN.	9½	16	16¼	6	4½	14⅛	11½	12⅜
12 IN.	11½	17	22	8	3¼	15½	12½	13⅜
15 IN.			SIMILAR TO DESIGNS ABOVE					

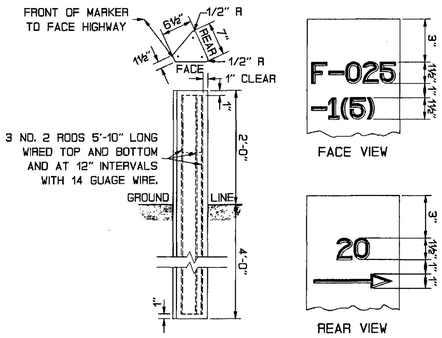
CATCH BASIN TRAP DETAIL
TRAPS OF EQUAL DESIGN AND QUALITY MAY BE FURNISHED IF APPROVED

SPEC. 604 DR013



RIGHT OF WAY & SURVEY MONUMENTS

SPEC. 623 MN001

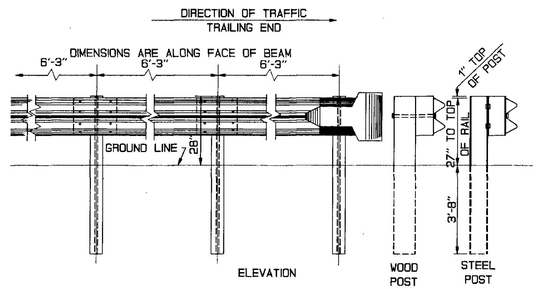


NOTES

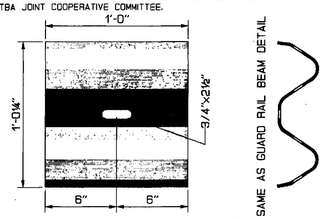
1. DISTANCE FROM ROADWAY SHALL BE 30' MINIMUM.
2. WHEN POSTS CANNOT BE SET ON THE EXACT STATION OF THE PROJECT TERMINI, THE FRONT OF THE POST SHALL BE PAINTED BLACK FROM THE TOP TO 3" DOWN, AND THE OFFSET DISTANCE MARKED ON REAR WITH AN ARROW POINTING IN THE DIRECTION OF BEGINNING OR END OF PROJECT.
3. ALL MARKINGS SHALL BE ¼" DEEP AND ⅜" WIDE.

SPEC. 624 **PROJECT MARKERS** MN002

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

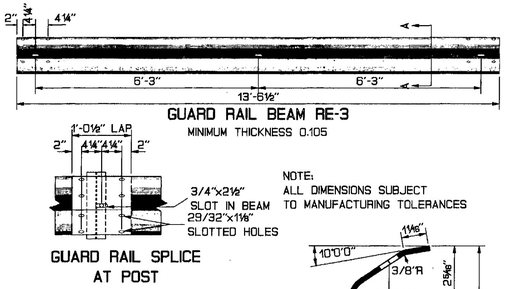


1. INTERMEDIATE POST SPACING SHALL BE 6'-3" UNLESS OTHERWISE SHOWN.
2. WOOD POSTS FOR GUARD RAIL SHALL BE 6" NOM. (5½" MIN.) x8" NOM. (7½" MIN.) AND OFFSET BLOCKS FOR TYPE "3e" GUARD RAIL SHALL BE 6"x8" NOM. (5½"x5½" MIN.)
3. STEEL POSTS AND OFFSET BRACKETS FOR GUARD RAIL SHALL BE W6x9.0.
4. STEEL POSTS PUNCHED WITH HOLES IN ADDITION TO THOSE SPECIFIED, TO ACCOMODATE OTHER TYPES OF GUARD RAIL, WILL BE ACCEPTED SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. "W" BEAM BACKUP PLATES SHALL BE PLACED BEHIND RAIL ELEMENTS AT INTERMEDIATE STEEL POSTS (NON SPLICE POSTS).
6. BEAM TYPE GUARD RAIL SET ON RADIUS OF 150' OR LESS SHALL BE CIRCULAR GUARD RAIL.
7. OFFSET BRACKET SHALL BE INSTALLED ON ALL POSTS, EXCEPT AT B.C.T. AND TWISTED END SECTIONS.
8. GUARD RAIL-TERMINAL END (RE-6) TO BE USED ONLY ON OFF-TRAFFIC END OF GUARD RAIL, ON DIVIDED HIGHWAY. WASHERS F-12 SHALL BE INSTALLED ON THE LAST 9 POSTS.
9. IDENTIFICATION LETTERS AND NUMBERS ON DRAWINGS REFER TO THE STANDARD DETAIL DRAWINGS SHOWN IN "A GUIDE TO STANDARDIZED HIGHWAY BARRIER RAIL HARDWARE" BY AASHTO-AGC-ARTBA JOINT COOPERATIVE COMMITTEE.

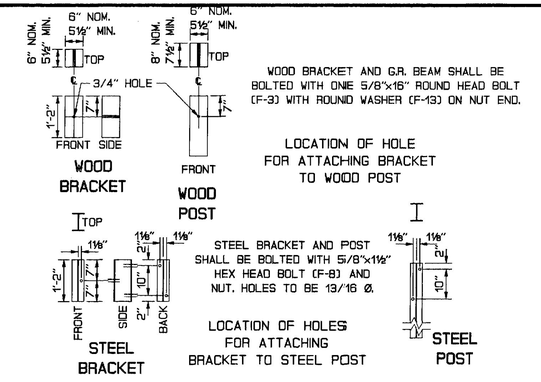


"W" BEAM BACKUP PLATE - RE-4

SPEC. 606 GR003



SPEC. 606 GR004



SPEC. 606 GR005

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	FEB. 94	
ER006	APR. 95	OCT. 95
GR003 - ADDED	MAY 96	
GR004 - ADDED	MAY 96	
GR005 - ADDED	MAY 96	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
EROSION CONTROL, DRAINAGE, MONUMENTS & GUARD RAIL

SHEET AUGUSTA, MAINE HD-16

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

8"

PLANS

290CT96-01OO.3D

PALMYRA

M.E.L.T. NOTES

1. For description and specification of part identified "ARTBA ...." see report prepared and approved by the AASHTO-AGC-ARTBA Joint Cooperative Committee, A GUIDE TO STANDARDIZED HIGHWAY BARRIER RAIL HARDWARE.

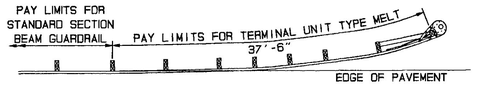
2. All angles, channels and plates shall conform to the requirements of A.S.T.M. A36 and structural tubing to A.S.T.M. A500 or A.S.T.M. A513, Grade 1008. Diaphragm plate shall conform to A.S.T.M. A36 or AASHTO M-180. Welding shall meet the current requirements of the American Welding Society Structural Welding Code ANSI/AASHTO/AWS D1.5. All structural steel shall be galvanized in accordance with A.S.T.M. A123. No punching, drilling, cutting or welding will be permitted after galvanizing.

3. Short Wooden Breakaway Post shall be made of S4S timber with a stress grade of 1200 psi and shall be grademerked or certified by a recognized association or agency which is certified by the Board of Review, American Lumber Standards Committee, to grade the species. It shall receive a preservative treatment in accordancce with AASHTO designation M-133.

4. Optional holes are for insertion of Nose Expension Block when required.

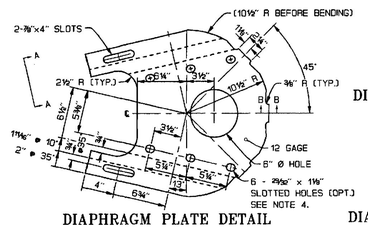
5. The post offset dimensions are given to the center of the traffic face of the blockouts, except at the first post where the dimension is to the center of the traffic face of the post. Offset points are to be located by chord measurements at the back of rail equal to the nominal post spacings shown. Posts are to be set approximately radial to the railing at each post location.

6. 12" x 36" Type III Retroreflective Adhesive Sheeting shall be applied to the approach buffer end section after curving, but prior to the installation of button head bolts as follows:
   - One-way Roadways: Solid White on the right side of the road and solid yellow on the left side.
   - Two-way Roadways: Solid white on the right side of the road with NO sheeting on the left side.

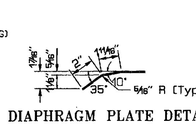


MODIFIED ECCENTRIC LOADER TERMINAL

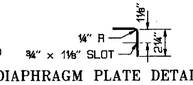
SPEC. 606 MT001



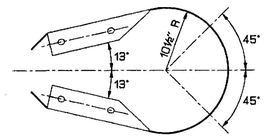
DIAPHRAGM PLATE DETAIL
(2 REQUIRED EACH TERMINAL)



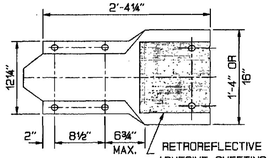
DIAPHRAGM PLATE DETAIL
VIEW A-A



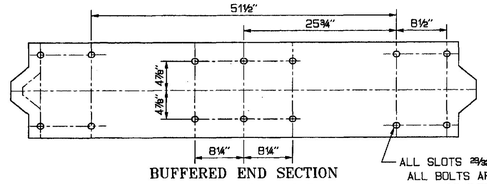
DIAPHRAGM PLATE DETAIL
VIEW B-B



BUFFERED END SECTION
PLAN

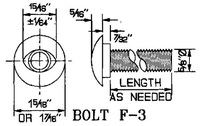


BUFFERED END SECTION
ELEVATION

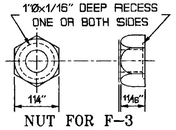


BUFFERED END SECTION
FLAT PLATE LAYOUT
(Modified ARTBA RE-7-79)

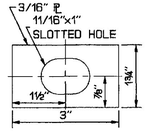
SPEC. 606 **BUFFERED END ASSEMBLY** MT002



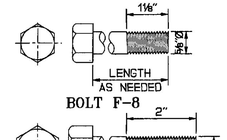
BOLT F-3



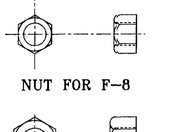
NUT FOR F-3



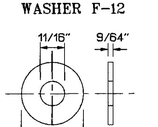
WASHER F-12



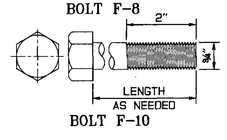
BOLT F-8



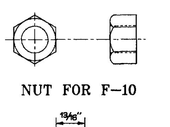
NUT FOR F-8



WASHER F-13

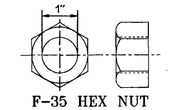


BOLT F-10

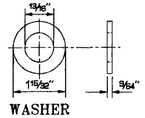


NUT FOR F-10

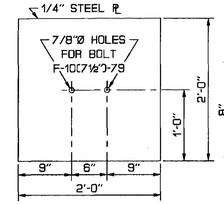
WASHER F-35



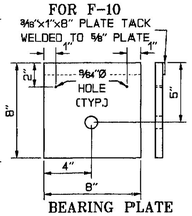
F-35 HEX NUT



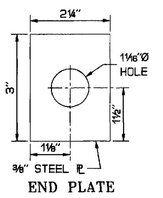
WASHER FOR F-10



SOIL PLATE
POSTS 1 & 2 (2 REQ.)



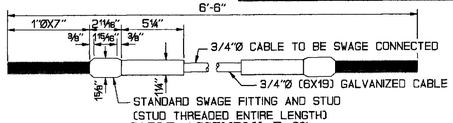
BEARING PLATE
F-36



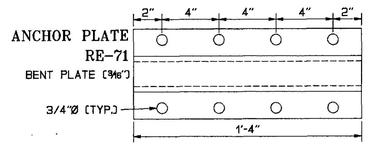
END PLATE
F-38

SPEC. 606 **M.E.L.T. HARDWARE** MT003

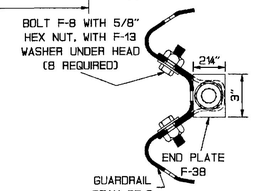
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-025-1860(01)		

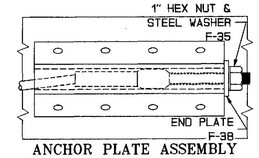


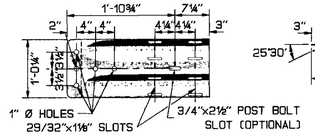
CABLE ASSEMBLY F-37

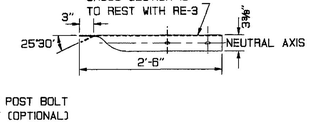


ANCHOR PLATE ASSEMBLY





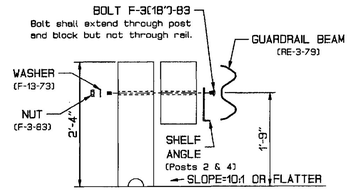




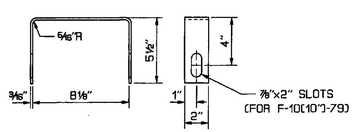
W-BEAM TERMINAL CONNECTOR RE-8-83

TERMINAL CONNECTOR, CABLE AND ANCHOR PLATE ASSEMBLY

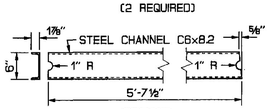
SPEC. 606 MT004



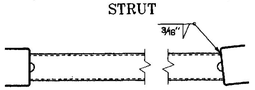
BREAKAWAY LINE POST AND BLOCK
(Modified ARTBA P-11-79)
(4 REQUIRED)



YOKE DETAILS
(2 REQUIRED)

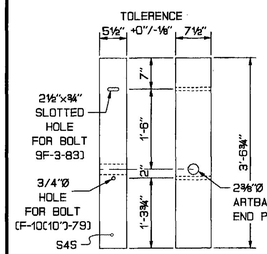


STRUT

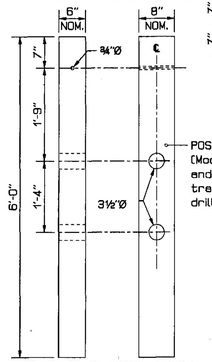


STRUT AND YOKE ASSEMBLY
SHOWN LEGS UP. FOR OPPOSITE HAND, INSTALL LEGS DOWN.

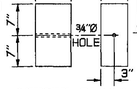
SPEC. 606 **POST, YOKE & STRUT ASSEMBLY** MT005



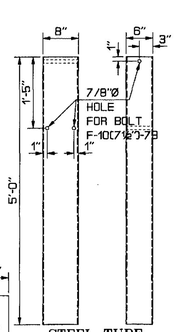
SHORT WOODEN
BREAKAWAY POST
POSTS 1 & 2 (2 REQ.)



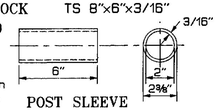
BREAKAWAY LINE POST
(P-11-79) MODIFIED (4 REQ.)



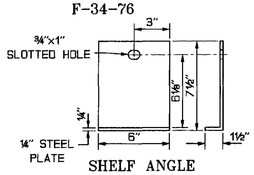
OFFSET BLOCK
P-11-79



STEEL TUBE
For Posts
No. 1 & No. 2
TS 8"x6"x3/16"

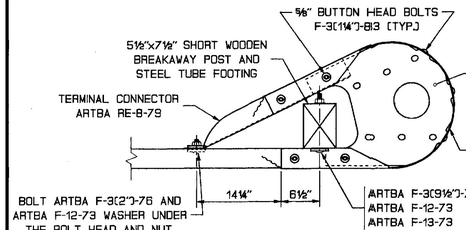


POST SLEEVE
For Post No. 1 Only
F-34-76

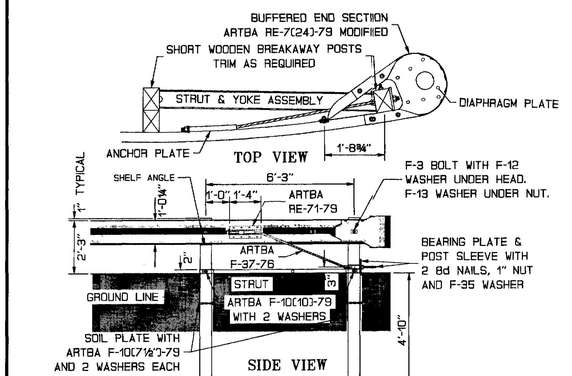


SHELF ANGLE

SPEC. 606 **M.E.L.T. POST DETAILS** MT006

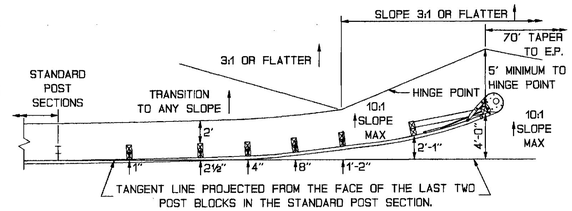


BUFFERED END ASSEMBLY



SHORT WOOD BREAKAWAY POST INSERTED INTO STEEL TUBE POSTS NO. 1 & NO. 2. TRIM POSTS ON ALL 4 SIDES TO PROVIDE 1/8" CLEARANCE FOR THE INSERTED PORTION OF THE POST. CORNERS MUST BE ROUNDED TO FIT FILLET IN STEEL TUBES.

SPEC. 606 **M.E.L.T. TERMINAL** MT007



SPEC. 606 **M.E.L.T. POST LAYOUT** MT008

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	DEC. 95	
MT008 Side slope	MAY 96	
MT008 Line posts	MAY 96	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MODIFIED ECCENTRIC LOADER TERMINAL

SHEET AUGUSTA, MAINE HD17

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

PLANS

290CT96-0100:30

PALMYRA

ITEM	TECH	CHECKED
BASE MAP	P.A.T./D.S.G.	
EXIST. R/W	P.A.T.	
PROP LINES	P.A.T.	
AREAS	D.S.G.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

BUILDING

NOTE: THIS PROPERTY WAS CONVEYED FROM BOSTON AND MAINE CORPORATION TO O. AMES AND CO. AUGUST 31, 1984

JOHN L. RYDER
MELISSA J. RYDER
ITEM NO. (1)
GRADING RIGHTS = 435±S.F. (1)

GRID

P.I.

HOUSE

GARAGE

REGINALD H. HUMPHREY
LOUISE B. HUMPHREY
ITEM NO. (2)
SLOPE EASE. = 0.06±AC. (1)
TOTAL AREA = 4.5±AC.

MOBILE HOME

R/W TO CEMETERY

TOE OF SLOPE DITCH
STA. 106+20± TO STA. 106+90± LT.

P.T. STA. 102+55.31

R/R BED
NO TRACKS

DITCH

BEGIN B.L.

GRAVEL DRIVE

CMP 12.1

DRAINAGE FIELD

GRADING LIMITS 435±S.F.

135'±

UPLAND WETLAND

CONST. LIMIT LINE

0.06±AC.

LEDGE

OSTUMP

281'2"±

GARAGE

CONST. LAWN

198'±

SCRUBBRUSH LINE

WETLAND UPLAND

C.M.P. 14/12

CMP 13/11

GRAVEL DRIVE

34'±

37'±

34'±

Ø CMP 11/9

CMP 10

← TO SKOWHEGAN

(12'±)

103 104 105 106 107 108

N 44°-40'-23" E 896.31'

ROUTE 2

SEE S.H.C. FILE NO. 13-3

191'±

R/R BED
NO TRACKS

HOUSE

WETLAND UPLAND

P.L.

BURYING GROUND

HEIRS OF THOMAS F. FRENCH
OWNERS UNKNOWN

GRAVEL PIT

LESLIE J. LOVLEY
JASON L. LOVLEY

LOVELY RD.

CMP 12/10

SEE S.H.C. FILE NO. 13-3

464'±

667'±

467'±

1575±S.F.

1810±S.F.

GRADING LIMITS

R/W IN COMMON

UPLAND WETLAND

SUSI CONSTRUCTION CORPORATION
PARCEL NO. (3)
LAND TAKEN = 0.16±AC.
SLOPE EASE. = 1575±S.F. (1)
GRADING RIGHTS = 1810±S.F. (1)
TOTAL AREA = 8.13±AC.
REM. AREA = 7.97±AC.

IRON BRIDGE OVER SEBASTICOOK RIVER

EXISTING R/W REFERENCES

U.S. ROUTE 2
SOMERSET COUNTY
VOL. 4, PAGE 335
4 RODS 1852

SEE S.H.C. FILE NOS.
13-3
13-93

PLAN FILED IN PLAN BOOK		PAGE			
		COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

SYMBOLS

- I.P.(IRON PIPE or PIN)
- S.T.(SEPTIC TANK) C.P.(CESSPOOL)
- WELL SPRING
- WATER LINE OR MAIN
- LIMITS OF HWY. SLOPE EASEMENT
- LIMITS OF GRADING RIGHTS
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW R/W WITHIN EXISTING R/W

● -RAILROAD SPIKE ▲ -CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL

MAINE STATE COORDINATE SYSTEM - ZONE

CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 1860.01 BRIDGE NO. 2404

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP

STATE HIGHWAY '25'
PALMYRA SOMERSET COUNTY
FEDERAL AID PROJECT NO. BR-025-1860(01)

DATE: JULY 1996

SCALE: 1 INCH = 25 FEET

SHEET NO. 1 OF 3 SHEET

D.O.T. FILE NO. 13-310

JOHN G. MELROSE
COMMISSIONER

JOHN E. DORITY CHIEF ENGINEER

SEP 1 5 1998

ITEM	TECH	CHECKED
BASE MAP	P.A.T./D.S.G.	
EXIST. R/W	P.A.T.	
PROP LINES	P.A.T.	
AREAS	D.S.G.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

REGINALD H. HUMPHREY
LOUISE B. HUMPHREY
ITEM NO. (2)
SLOPE EASE. = 0.06±AC. (1)
TOTAL AREA = 4.5±AC.

LYLE L. GALLISON
BEVERLY J. GALLISON
ITEM NO. (5)
GRADING RIGHTS = 925±S.F. (2)

SUSI CONSTRUCTION CORPORATION
PARCEL NO. (3)
LAND TAKEN = 0.16±AC.
SLOPE EASE. = 1575±S.F. (1)
GRADING RIGHTS = 1810±S.F. (1)
TOTAL AREA = 8.13±AC.
REM. AREA = 7.97±AC.

MAURICE G. CATAFORD } TRUSTEES OF
CATHERINE H. CATAFORD } 'CATAFORD REALTY TRUST'
PARCEL NO. (4)
LAND TAKEN = 0.24±AC.
SLOPE EASE. = 375±S.F.(1)
GRADING RIGHTS = 0.06±AC. (1)
TOTAL AREA = 78.75±AC. (PER TAX MAP)
REM. AREA = 78.51±AC.

P.I. STA. 114+03.27
Δ = 6°-17'-05.31"
D = 1°-15'-00'
T = 251.64'
L = 502.79''
R = 4583.66'

EXISTING R/W REFERENCES

U.S. ROUTE 2
SOMERSET COUNTY
VOL. 4, PAGE 335
4 RODS 1852

SEE S.H.C. FILE NOS.
13-3
13-93

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SYMBOLS
- I.P.(IRON PIPE or PIN)
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- LIMITS OF WROUGHT PORTION
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW R/W WITHIN EXISTING R/W
- -RAILROAD SPIKE
- -CONTROL MONUMENTS

MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL					
MAINE STATE COORDINATE SYSTEM - ZONE					
CENTERLINE CONTROL MONUMENTS			TRAVERSE CONTROL POINTS		
STATION	NORTH	EAST	NUMBER	NORTH	EAST

P.I.N. 1860.01 BRIDGE NO. 2404 IRON BRIDGE OVER SEBASTICOOK RIVER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP

STATE HIGHWAY '25'
PALMYRA SOMERSET COUNTY
FEDERAL AID PROJECT NO. BR-025-1860(01)

DATE: JULY 1996
SCALE: 1 INCH = 25 FEET
SHEET NO. 2 OF 3 SHEET

JOHN G. MELROSE COMMISSIONER

D.O.T. FILE NO. 13-310

JOHN E. DORITY CHIEF ENGINEER

SEP 13 1996

ITEM	TECH	CHECKED
BASE MAP	P.A.T./D.S.G.	
EXIST. R/W	P.A.T.	
PROP LINES	P.A.T.	
AREAS	D.S.G.	T.L.B.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

LYLE L. GALLISON
BEVERLY J. GALLISON
ITEM NO. (5)
GRADING RIGHTS = 925±S.F. (2)

MOBILE HOME
WETLAND UPLAND
R/W TO MAINE FOREST REALTY
P.L.
GRID
ALDERS
RAYMOND ROAD
MIXED GRO
42" LOCUST
HOUSE
STEPS
STEP
12-20-20" WILLOW
MOSTLY ALDERS
WET WITH ALDERS
WET AREA
WET
6" MAPLE
2" MAPLE
WELL COVER
5" ELM
LOCUST 1-2-3-3"
ELM 8-8-5"
700± S.F.
GRADING
LIMITS
225± S.F.
33" OAK
16" MAPLE
LINE
421'±
LILACS
GRAVEL DRIVE
CMP 19/15
PARKING AREA
SEE S.H.C. FILE NO. 13-93
CMP 16/
50'
45'
35'±
END B.L.
+74'±
118
119
120
114
115
116
117
+25
+50
+56±
+75
+10
+20
+45
502.79'
ROUTE 2
N 50°-57'-28.3" E
145.59'
TO NEWPORT
50'
CMP 20/16
APPLE CLUMP
F.A.P. F-025-2(11)
CMP 4900/17
SEE S.H.C. FILE NO. 13-93
830'±
497.31'
0.06±AC.
1" WIDE MIX DEC.
LIMITS
GRADING
18" BIRCH
8" POPLAR
120'±
18" & TWIN EL.
R/W MON.
BAMBOO
MOSTLY ALDERS
MIXED GROWT
MOSTLY ALDERS
FIELD
MIXED HARDWOODS
UPLAND
WETLAND
P.T. STA. 116+54.41
P.I. STA. 114+03.27
Δ = 6°-17'-05.31"
D = 1°-15'-00"
T = 251.64'
L = 502.79''
R = 4583.66'

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