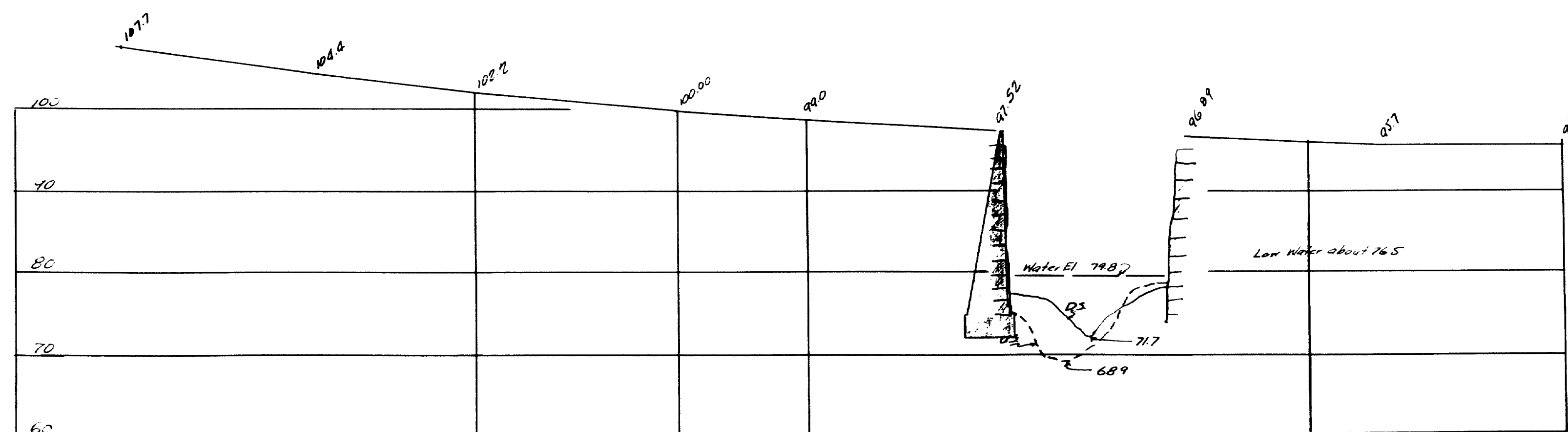
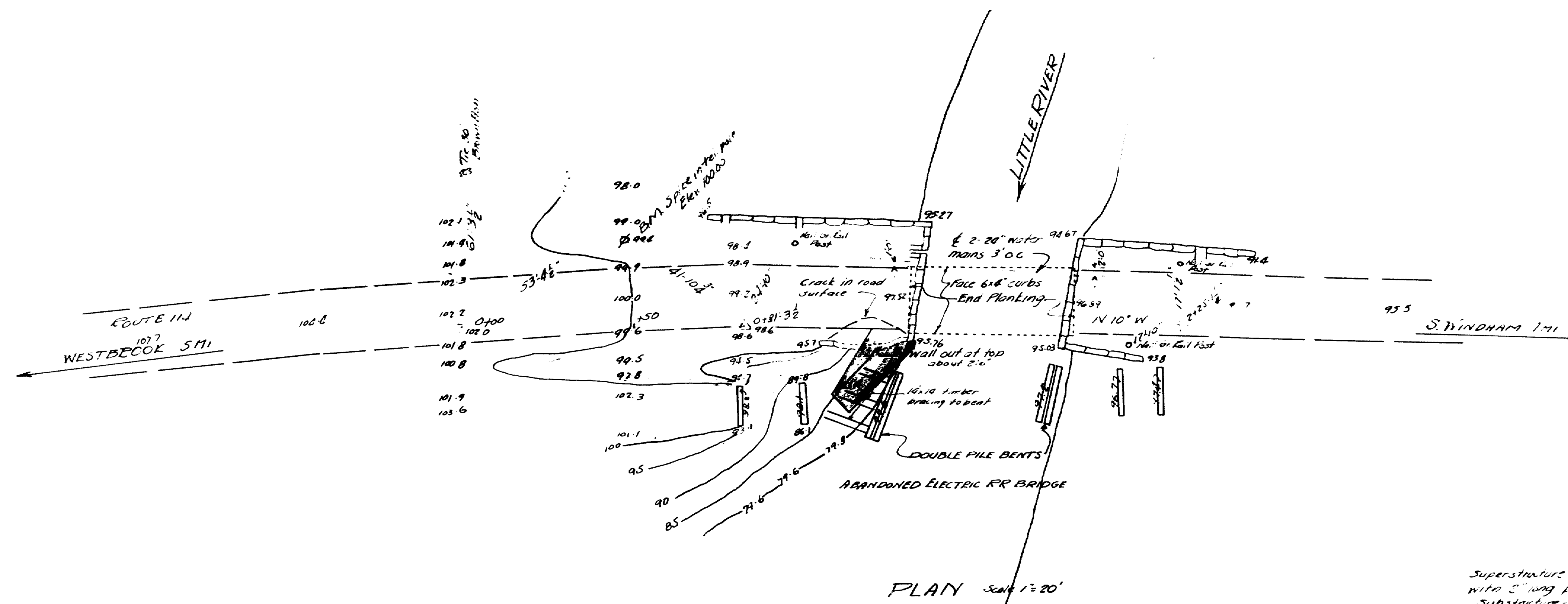
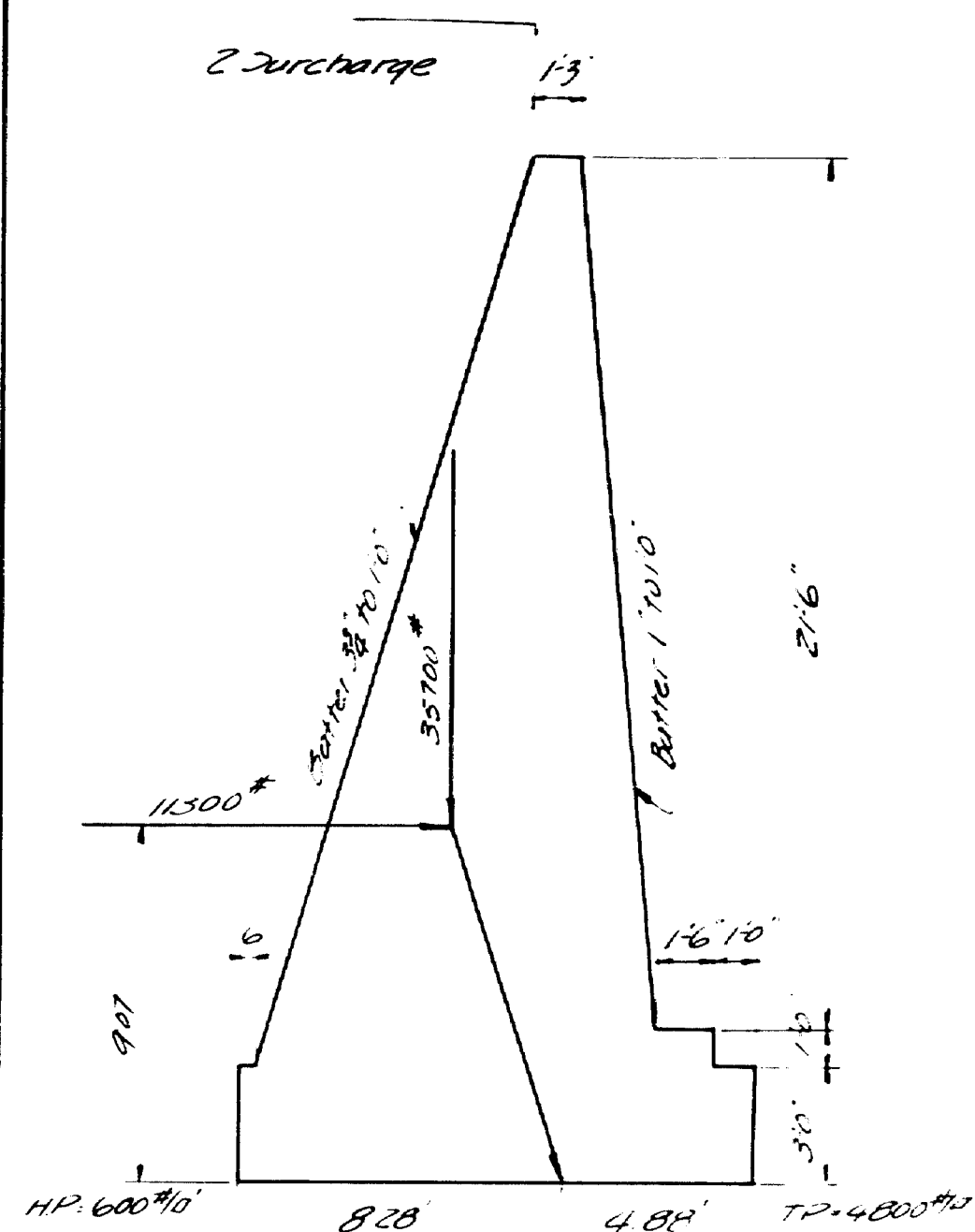




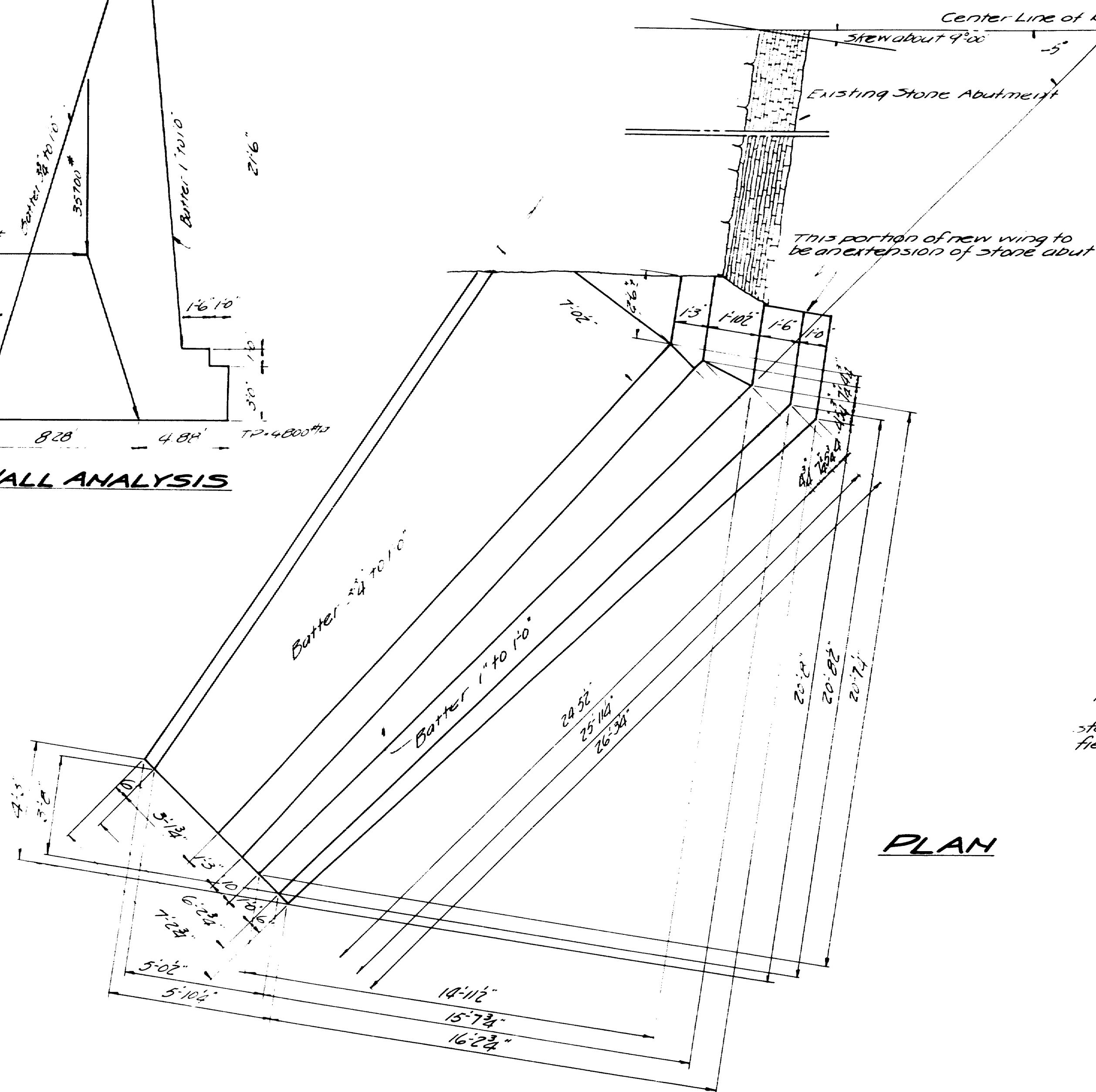
NOTES
 Superstructure - 12 H.P. stringers (trussed) - 4 ft apart
 Substructure - Abutments of cut stone, piers - Good
 Condition - Unings laid dry, split stone - but except 0.5 ft
 Foundation - About 6' from D.S. corner about 4' at shore
 penetrated 7' to 7.5' (2-trials in same area)
 20' D stream penetrated 7' to 7.5' - Hit rocks that
 have been filled in - Other trials in this area 5' 7' per
 Material put in by El. R.R. Co. as approach embankment fill
 is clay, rocks, some broken pavement and local information
 About 100' U.S. at shore pen 20' to 4.5' thru medium
 blue clay - original bank of stream - Double pile bents
 of R.R. bridge driven 30-35' below low water (74.8) (local
 information) - Present abutments built on log and
 timber mat
 D.S. wing wall about 4' pushing out - Portion of roadway
 settling adjacent to wall

PROFILE Scales 1"=10' H 1"=20' V

MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION
LITTLE RIVER BRIDGE
 OVER
LITTLE RIVER
 IN THE TOWN OF
GORHAM, CUMBERLAND CO.
 SURVEY
 Sheet 1 of 2 August 14 Oct 15, 1933



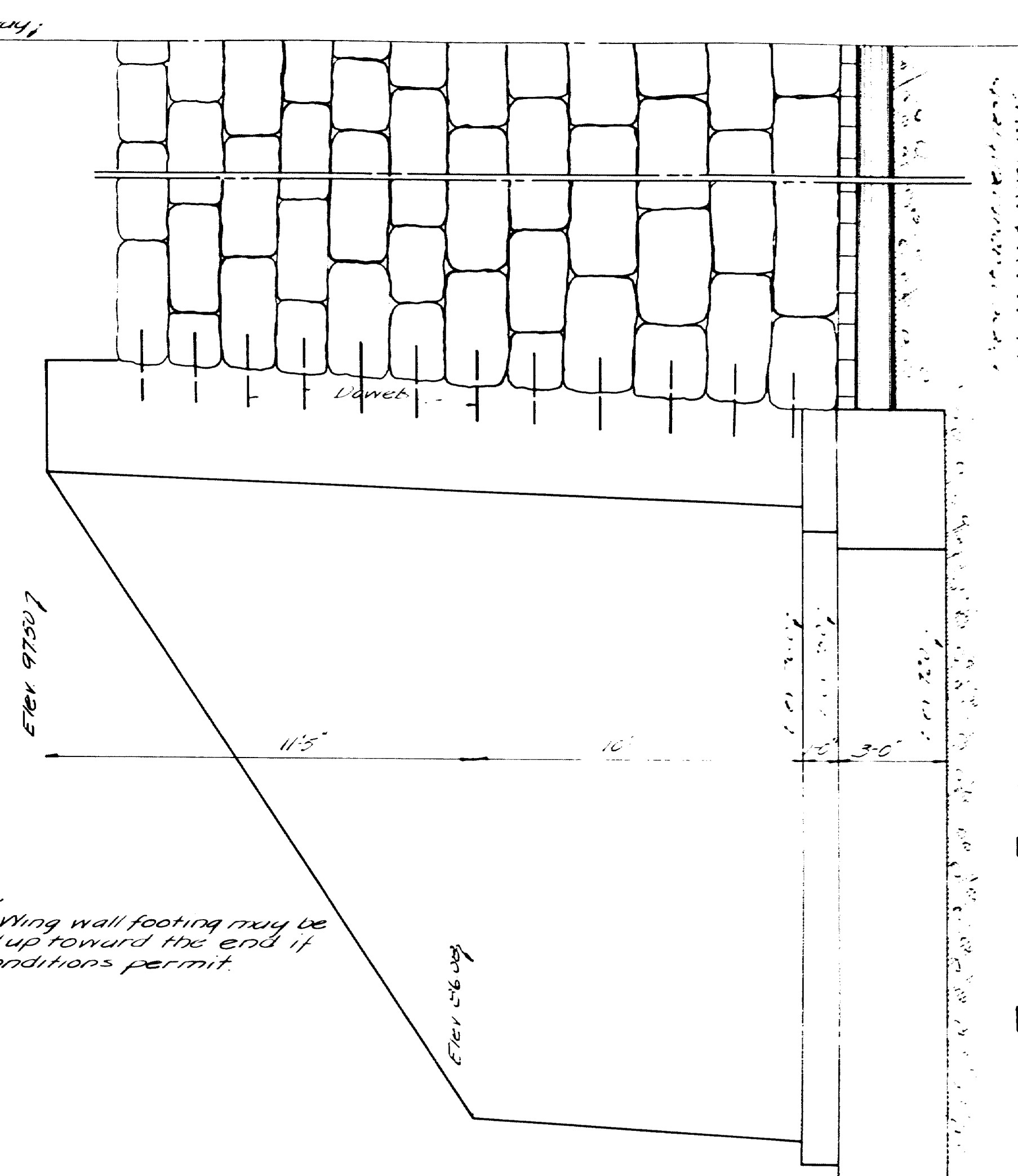
WALL ANALYSIS



PLAN

NOTE: Wing wall footing may be stepped up toward the end if field conditions permit.

Required 12 steel dowels
3/4" x 2'-0"



FRONT ELEVATION

Plan by H. H. Smith
Checked by - J. W. W.

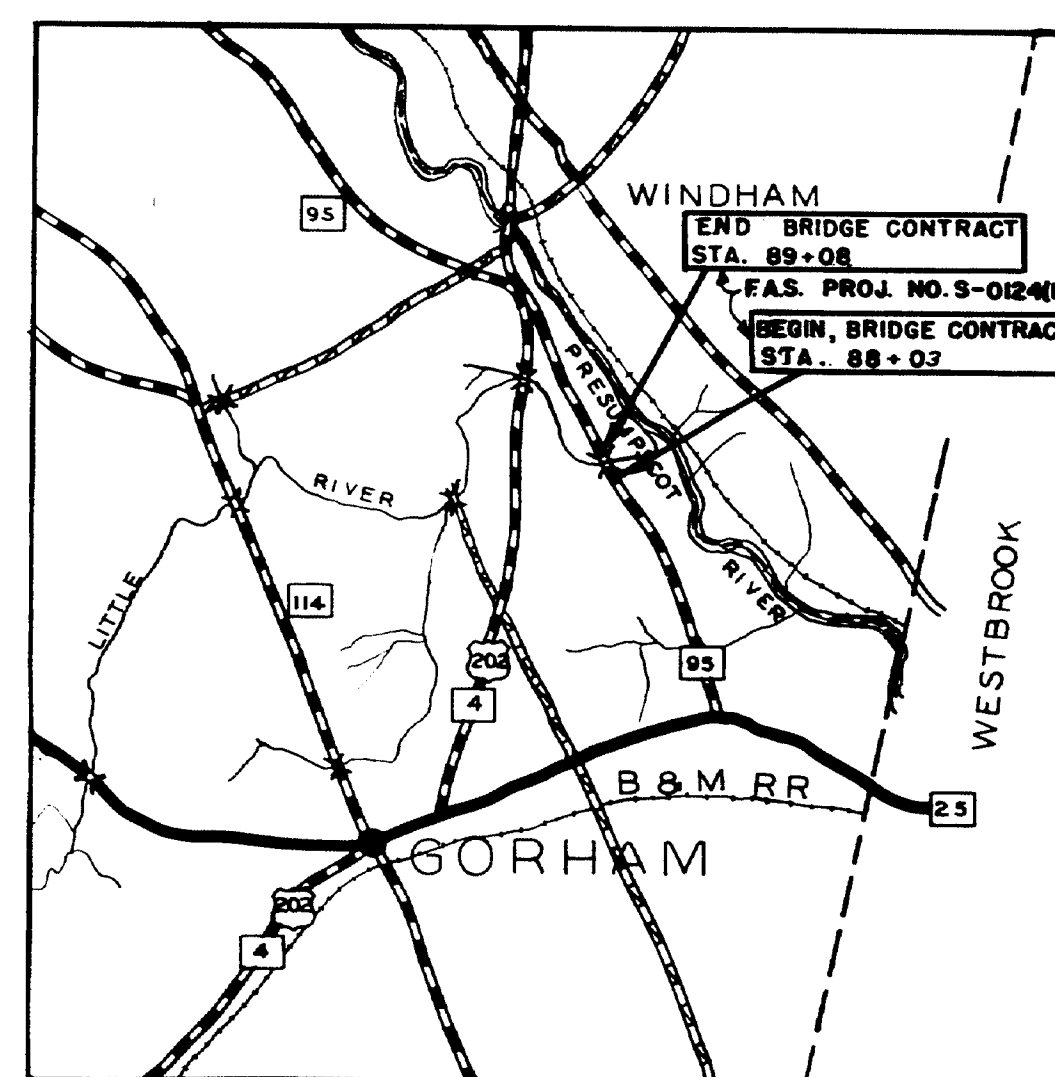
Highway Commission
Bridge Division
LITTLE RIVER BRIDGE
over
LITTLE RIVER
in the town of
GORHAM
CUMBERLAND COUNTY
ABUT. NO. 1 DOWNSTREAM
RETAINING WALL
Sheet 2 of 2 August, Nov. 1933

STATE OF MAINE
STATE HIGHWAY COMMISSION

LITTLE RIVER BRIDGE
IN THE TOWN OF
GORHAM
CUMBERLAND COUNTY

FEDERAL AID SECONDARY
PROJECT NO. S-0124(1)
TOTAL LENGTH OF BRIDGE CONTRACT .020 MILE

STATE PROJECT NO. S-0124(1) SHEET NO. 1 OF 8



LOCATION MAP
SCALE - 62500

CONCRETE CLASSIFICATION

Floor Slab.....Class A
Abutments.....Class X-X

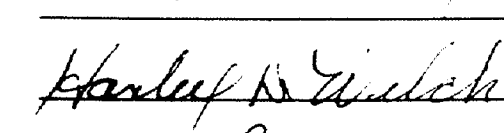
LOADING H 20-44

INDEX OF SHEETS

SHEET NO. 1.....TITLE SHEET
SHEET NO. 2.....SURVEY
SHEET NO. 3.....DOWN STREAM ELEV. & GENERAL PLAN
SHEET NO. 4.....ABUTMENT NO. 1
SHEET NO. 5.....ABUTMENT NO. 2
SHEET NO. 6.....SLAB & REINFORCING STEEL
SHEET NO. 7.....STRUCTURAL STEEL
SHEET NO. 8.....STRUCTURAL STEEL

APPROVED:
MAINE STATE HIGHWAY COMMISSION

 CHAIRMAN



CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER

DATE

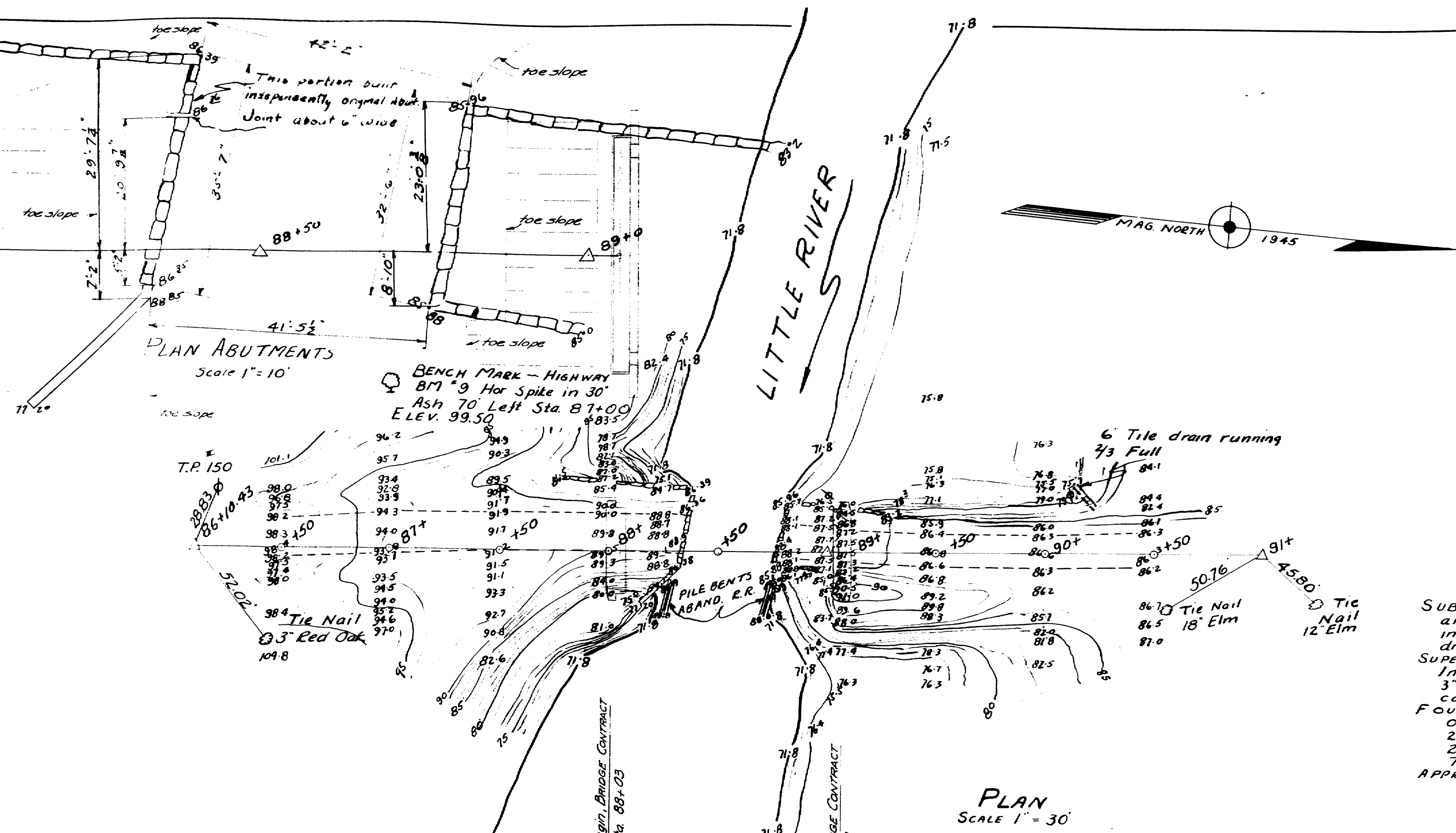
APPROVED:

DIVISION ENGINEER

DATE

53-29

0 1 2 3 4 5 INCHES



NOTES

SUBSTRUCTURE - Abutments of split granite. Pointed and in good condition. Abut. 1 has concrete wing in good condition. Other wing walls cut stone laid dry and in fair condition. Present abutments built on logs.

SUPERSTRUCT. - 2 - Ext. I Beam Stringers 20"x6" Flange, 5" Int. I Beam Stringers 24"x12" Flange, 4"x4" Spiking pieces, 3"x6" laminated strip floor, 6"x6" wheel guard and wire cable guard rail. All in good condition.

FOUNDATION - Soft blue clay. Sounding 1. Elev. Ground 73.9 0' - 2.5' by hand. 31.5 - 33.5 40 Blows / Foot. 2.5 - 28.0 1' blow. 33.5 - 36.5 60 Blows / Foot. 28.0 - 31.5 1/2' blow. Through soft blue clay.

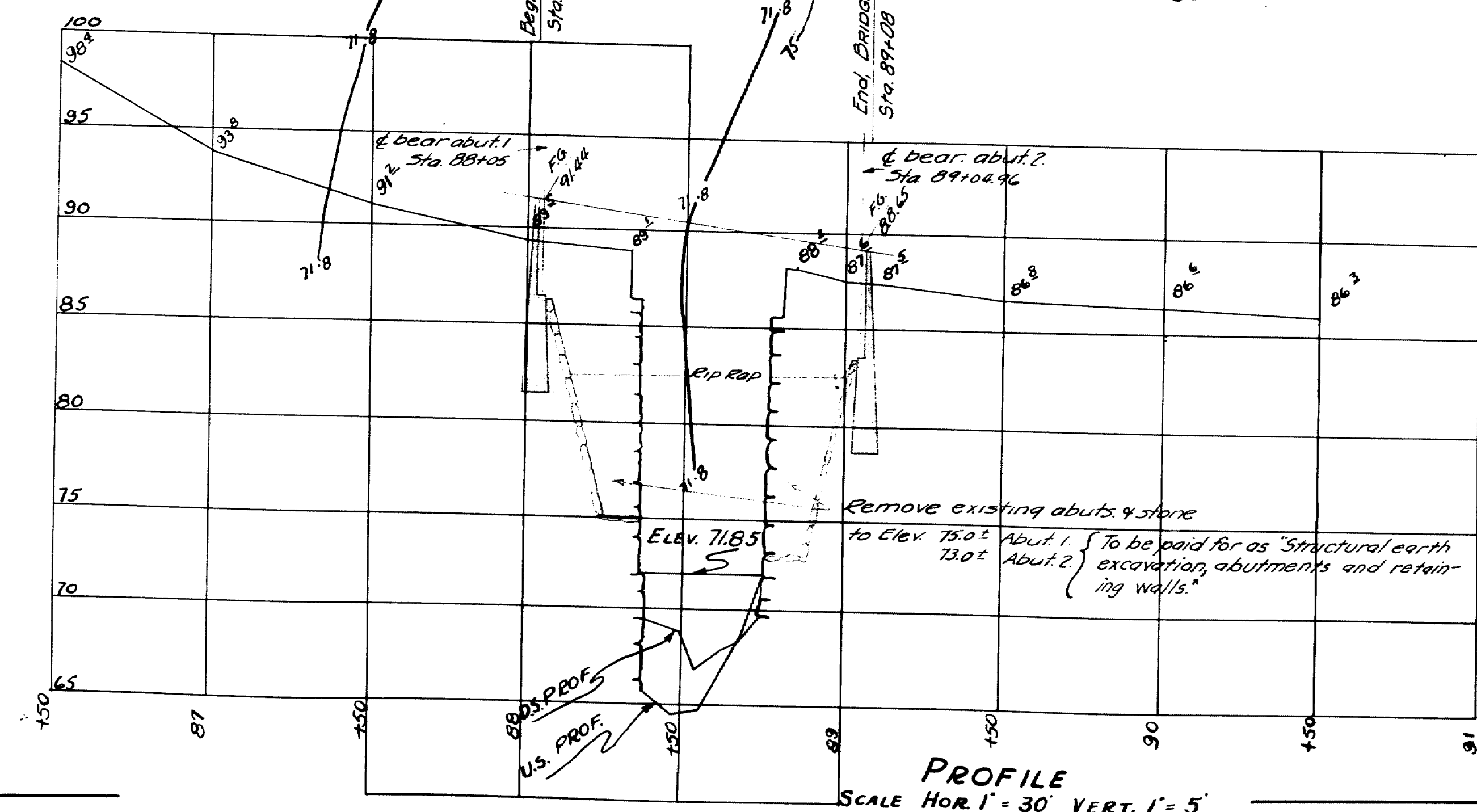
APPROACHES - State highway Route 95, Surface treated gravel.

1950 NOTES. (Information given with report of foundation investigation)

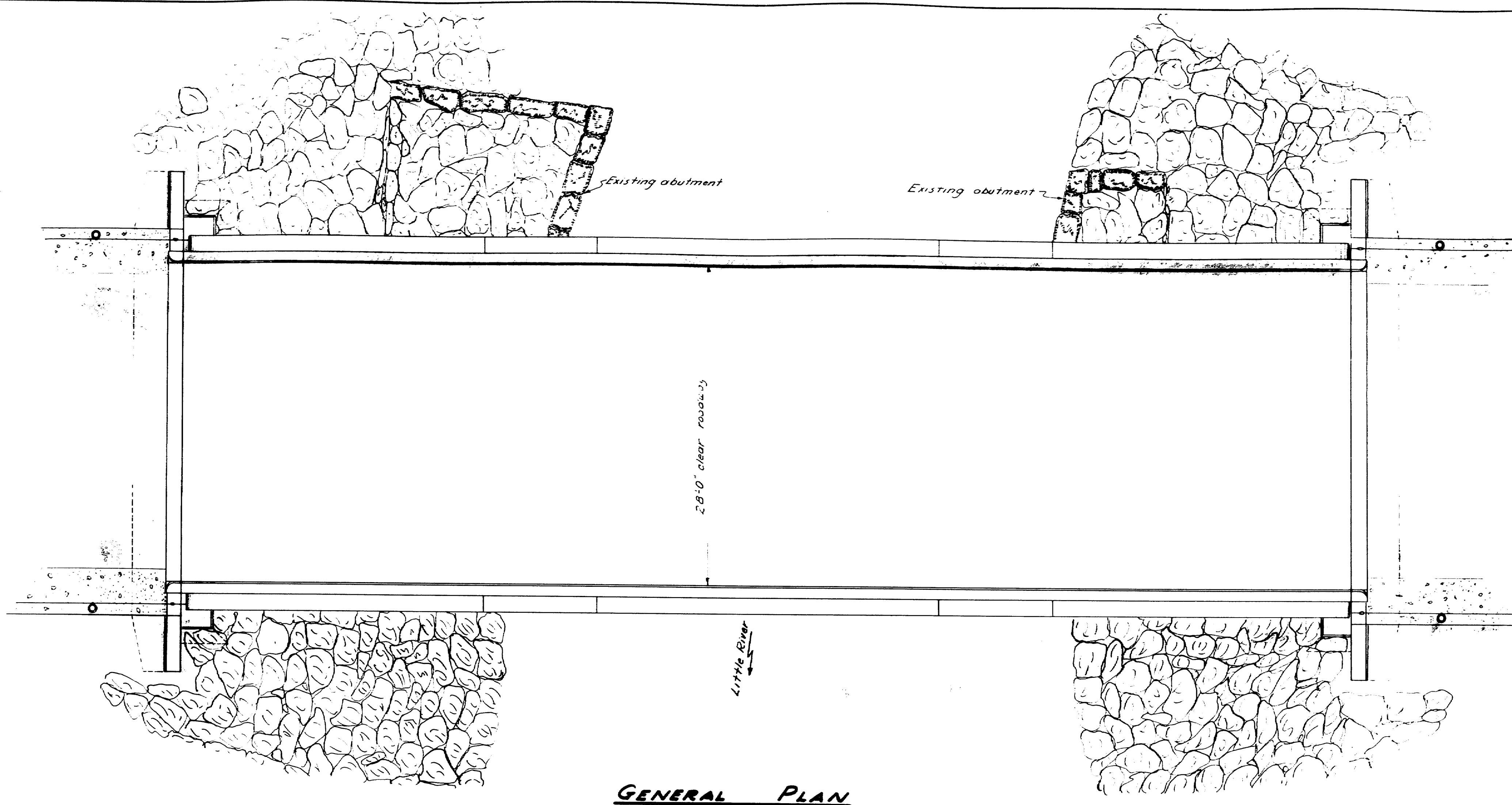
The long westerly wing wall of the south abutment is in very poor condition. The joint between the two portions of the south abutment has increased from about six (6) inches in 1945 to about one (1) foot.

The base of the north abutment shows evidence of minor motion and both wing walls have undergone considerable outward motion. The east wing is in relatively poor condition.

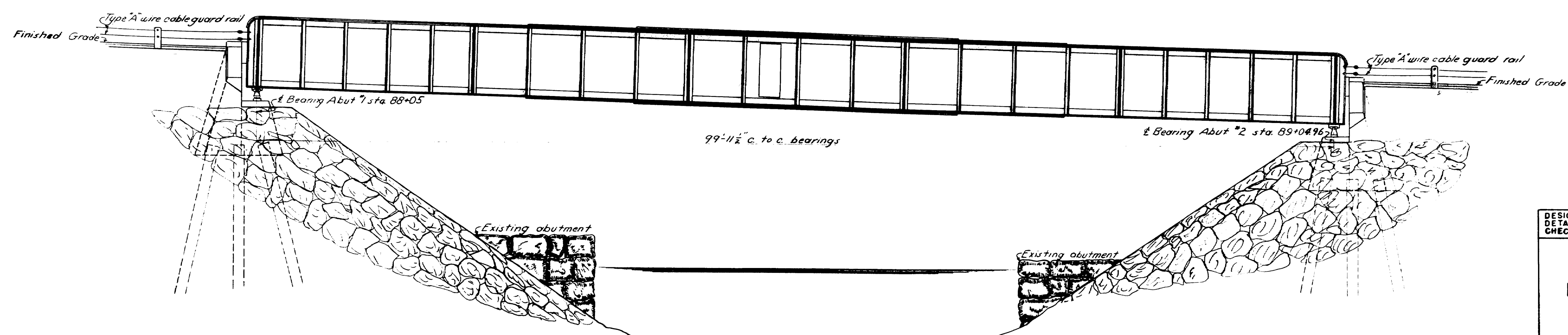
See Abutment Plans for foundation information as determined by wash borings.



SURVEY FERGUSON	TOWN
PLAN BLAKE	BRIDGE-3112
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
LITTLE RIVER BRIDGE	
IN THE TOWN OF	
GORHAM	
CUMBERLAND COUNTY	
SURVEY PLAN	
SHEET 2 OF 8 AUGUSTA, ME DEC. 18, 1945	



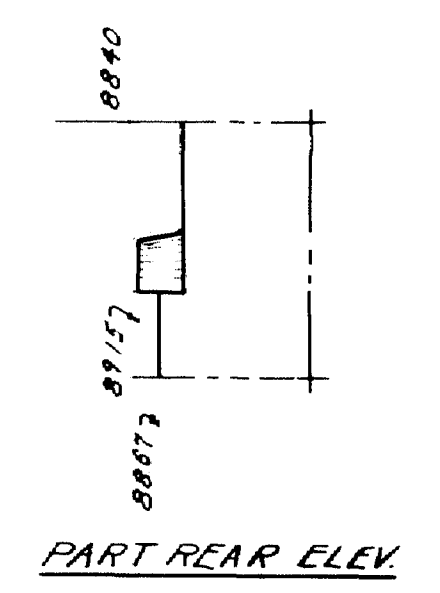
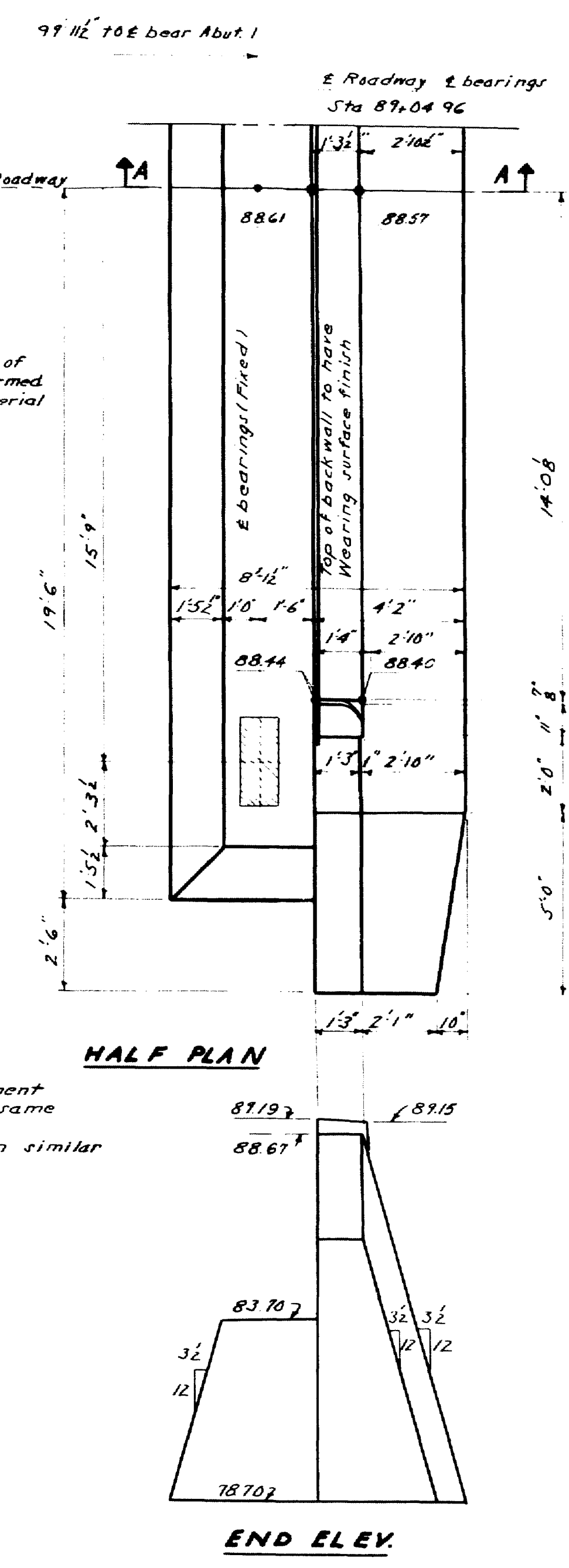
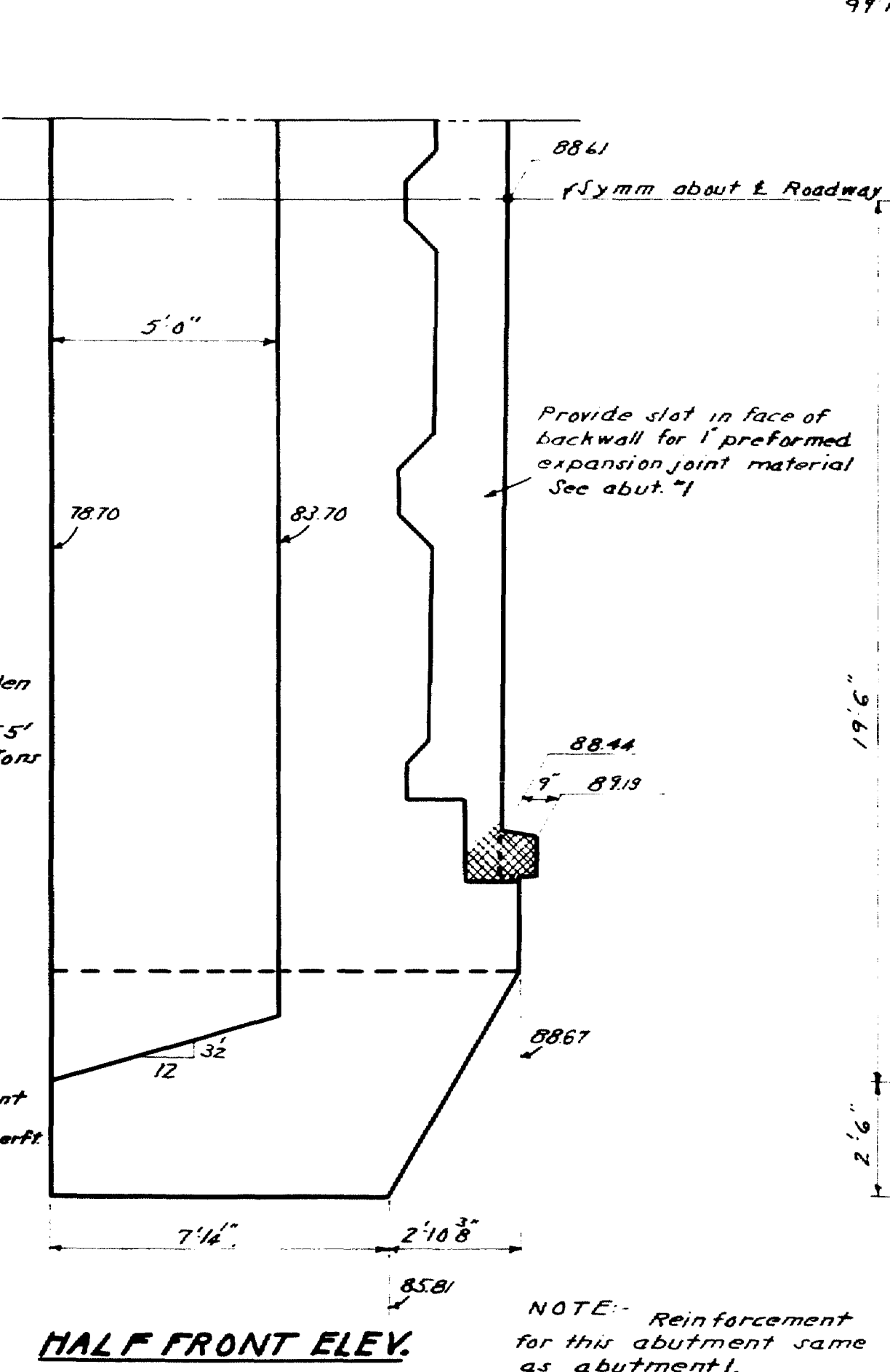
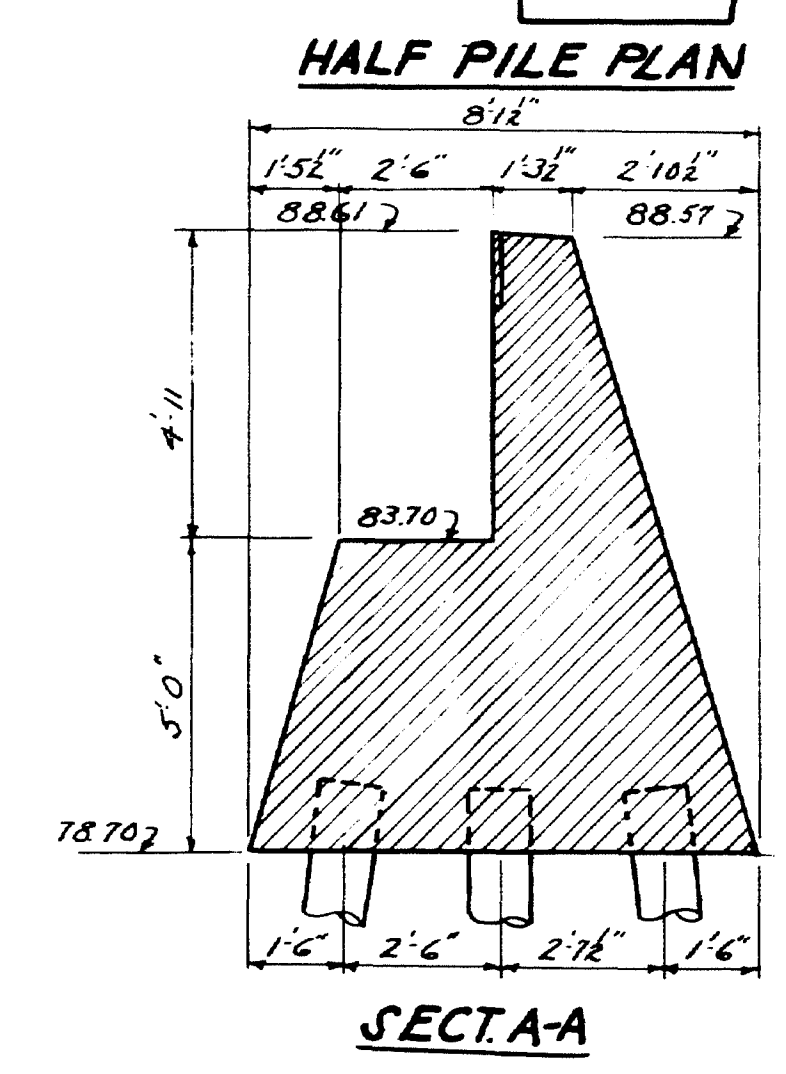
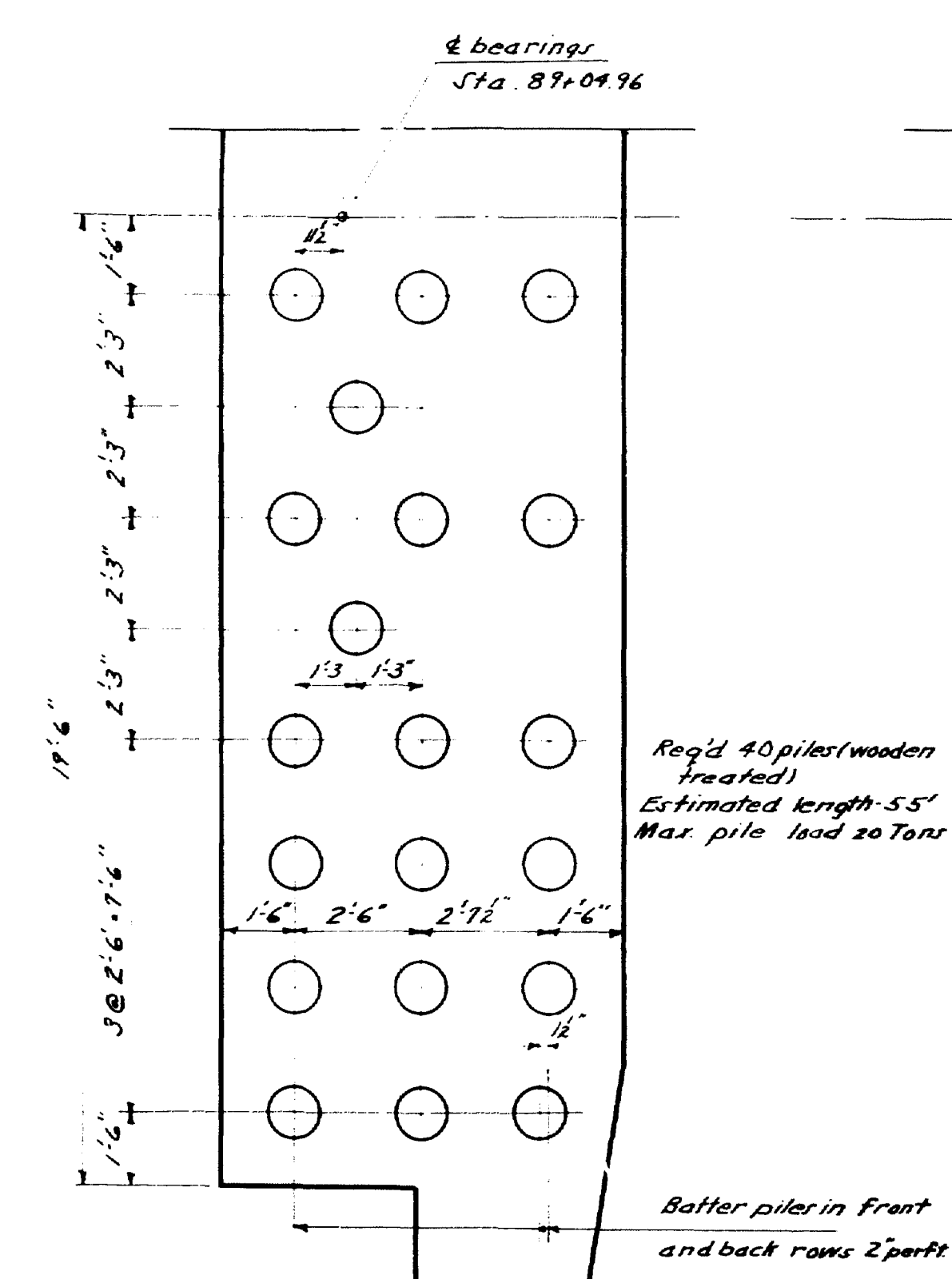
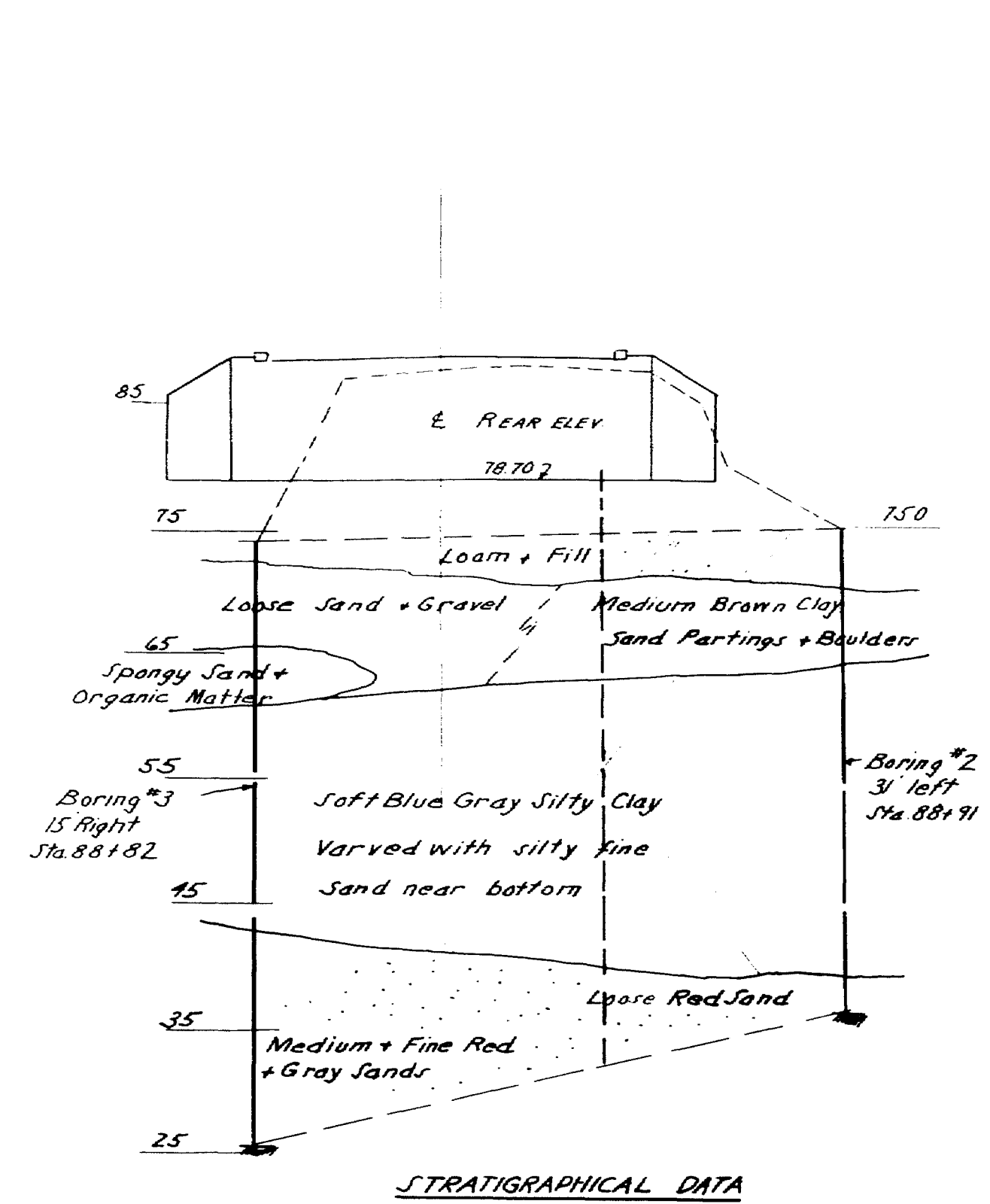
GENERAL PLAN



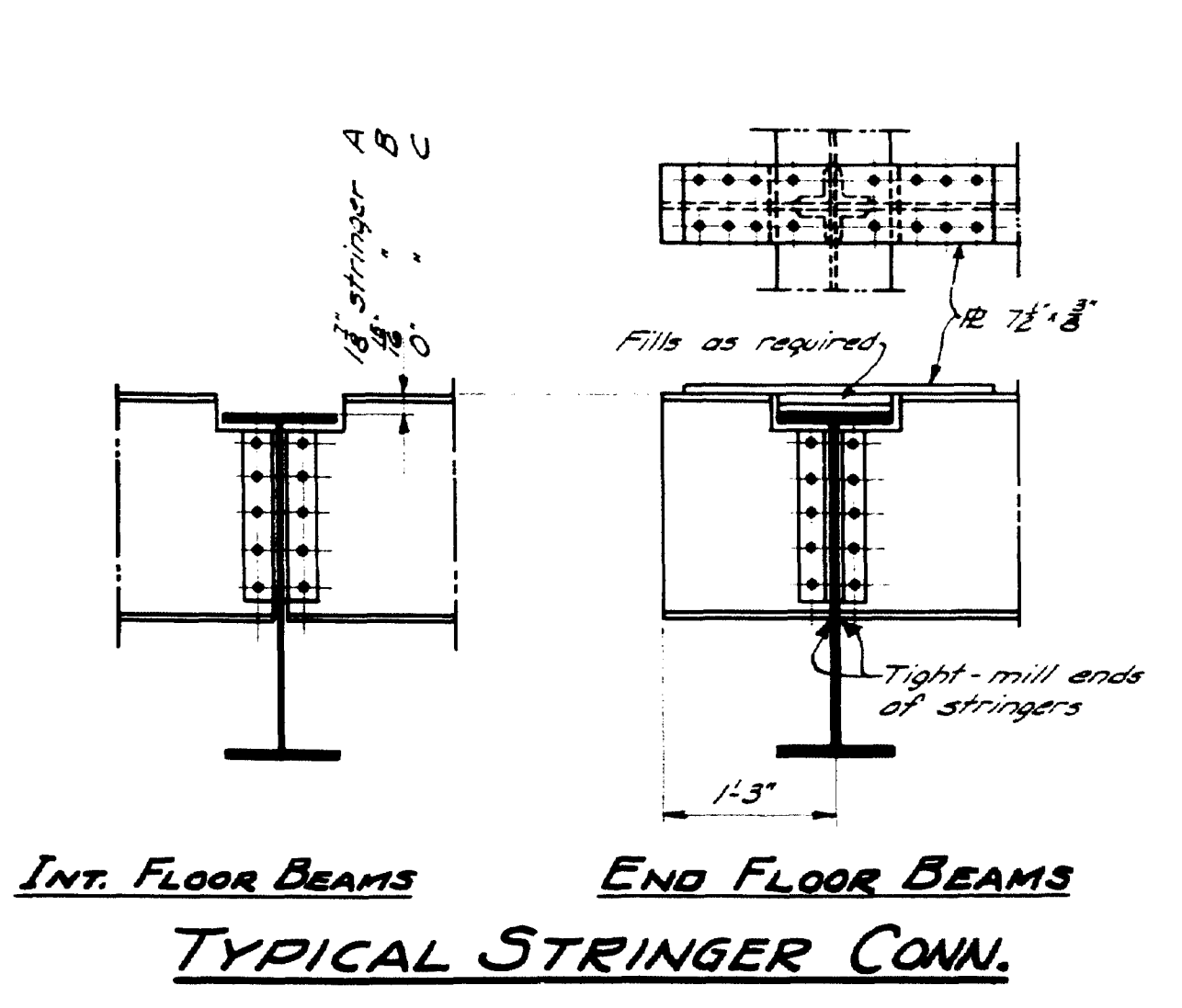
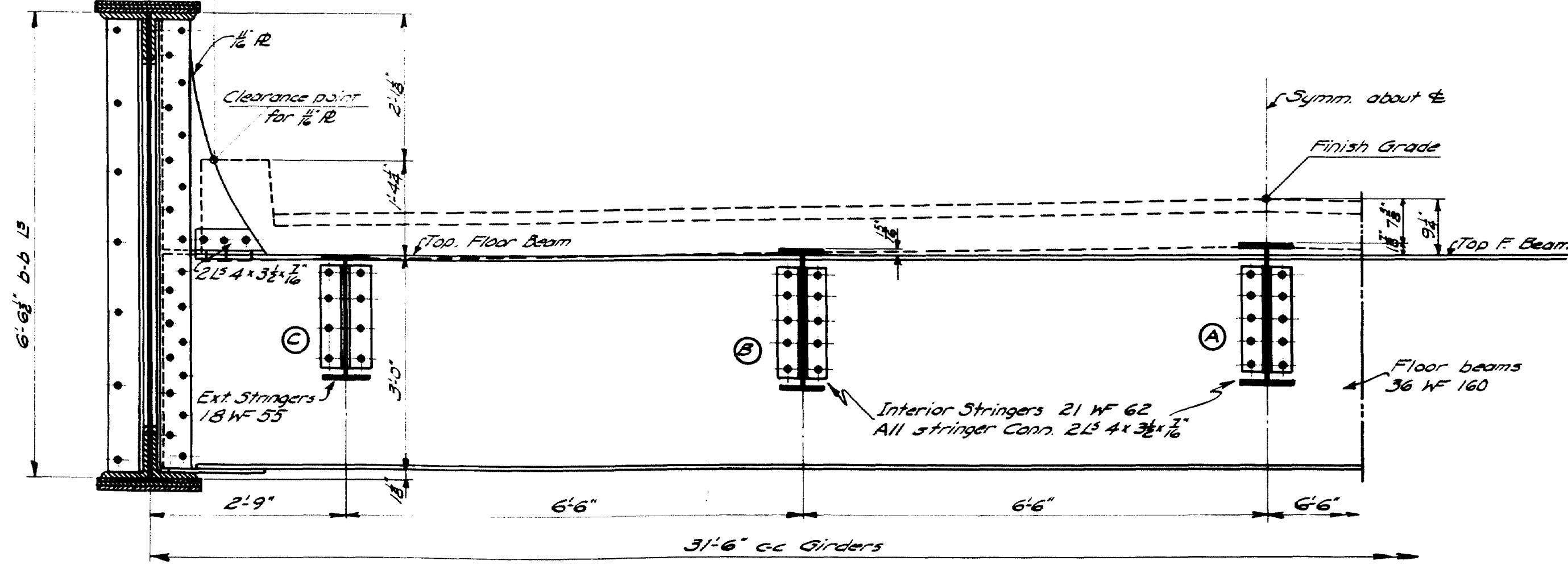
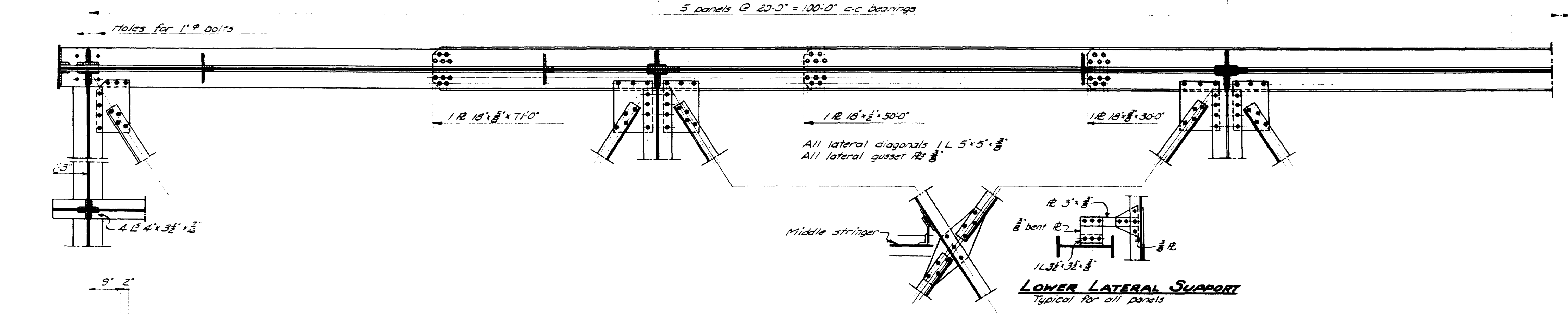
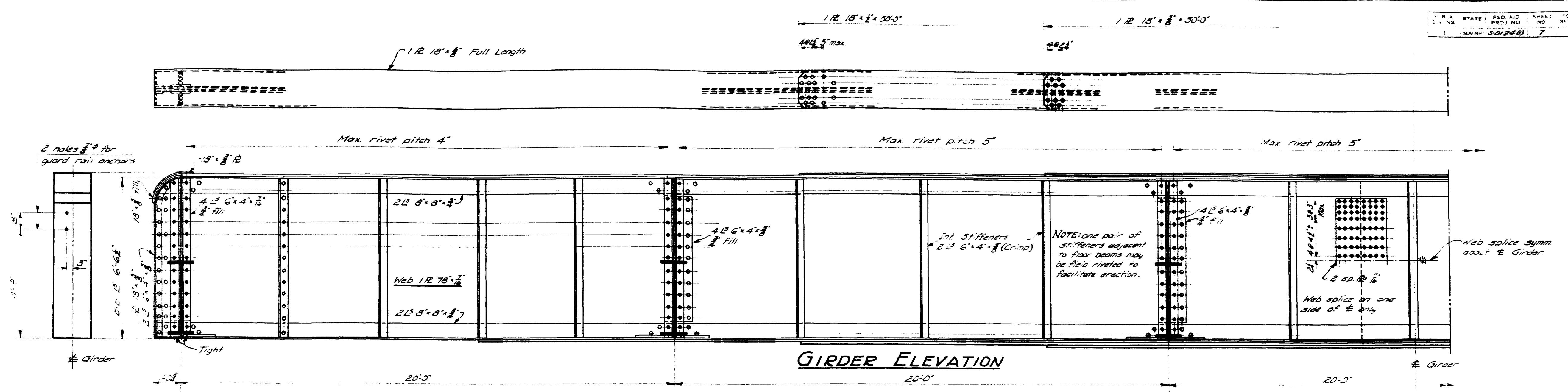
DOWNSTREAM ELEVATION

DESIGN- EVERETT	BRIDGE- 3112
DETAIL & TRACE- RISSEL	
CHECK- [Signature]	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
LITTLE RIVER BRIDGE	
IN THE TOWN OF GORHAM	
CUMBERLAND COUNTY	
DOWNSTREAM ELEVATION & GENERAL PLAN	
SHEET 3 OF 8 AUGUSTA, MAINE AUGUST, 1930	

53-31

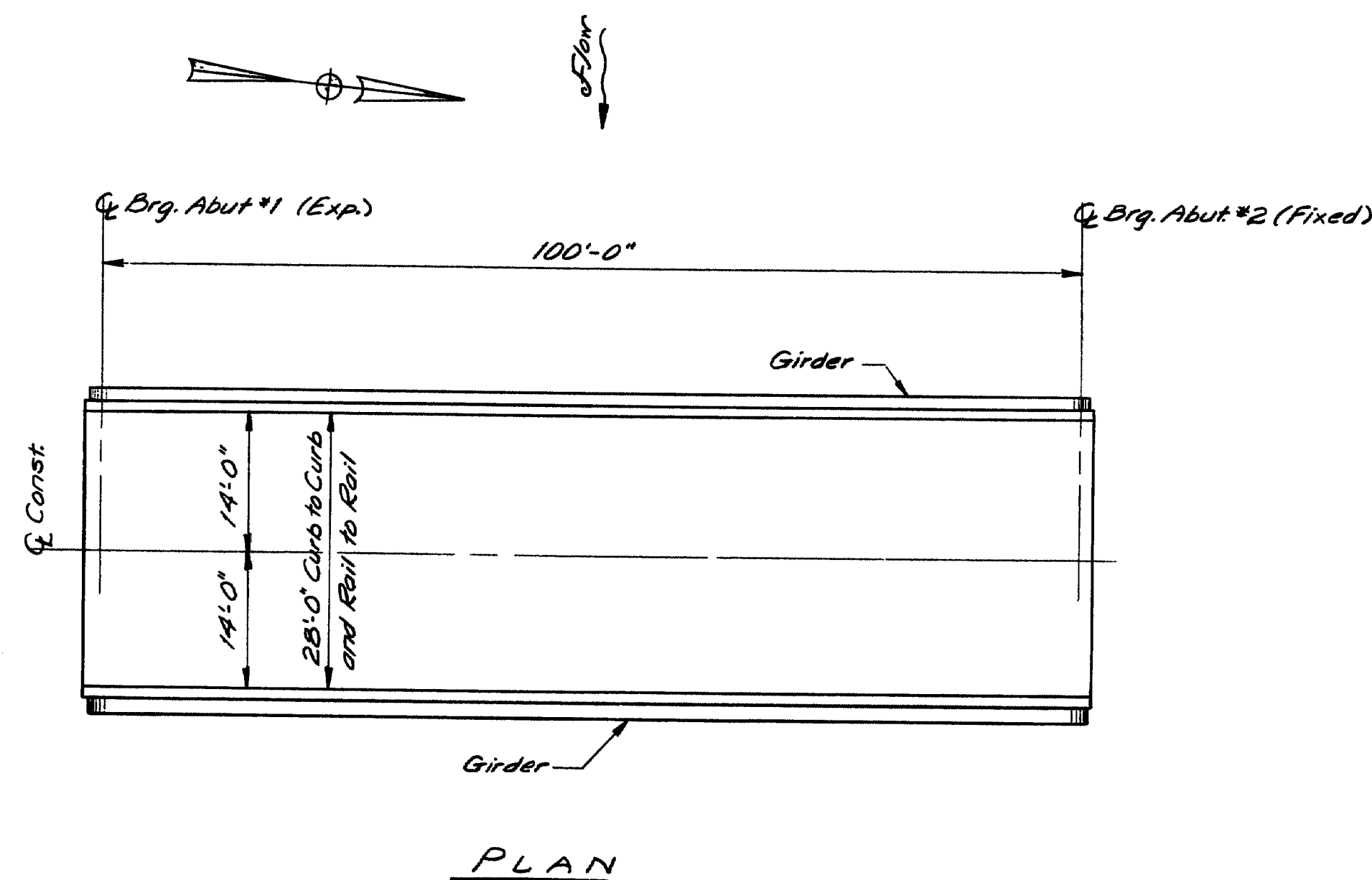


DESIGN: EVERETT
TRACE: SPARRELL
CHECK: [Signature]
BRIDGE- 3112
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
LITTLE RIVER BRIDGE
IN THE TOWN OF
GORHAM
CUMBERLAND COUNTY
ABUTMENT 2
SHEET 5 OF 8 AUGUSTA, MAINE AUGUST 1990



DESIGN - EVERETT
TRACE - CLARK
CHECK - KRAMER
BRIDGE - 3112
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
LITTLE RIVER BRIDGE
IN THE TOWN OF
GORHAM
CUMBERLAND COUNTY
STRUCTURAL STEEL
SHEET 7 OF 8 AUGUSTA, MAINE AUGUST 1990

FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2835.00	19	32



SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1983 and Interim Specifications thru 1988.

CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of July 1988.

DESIGN LOADING

H25 (Bridge), HS25 (Deck)

MATERIALS

CONCRETE: Class A

REINFORCING STEEL: ASTM A615 Grade 60

STRUCTURAL STEEL: High Strength Bolts
ASTM A325, Type 1

BASIC DESIGN STRESSES

CONCRETE: $f'_c = 3,000$ psi

REINFORCING STEEL: $F_y = 60,000$ psi

STRUCTURAL STEEL: ASTM A325, $F_y = 25,000$ psi

TRAFFIC DATA

1987 AADT...5,020

2007 AADT...8,030

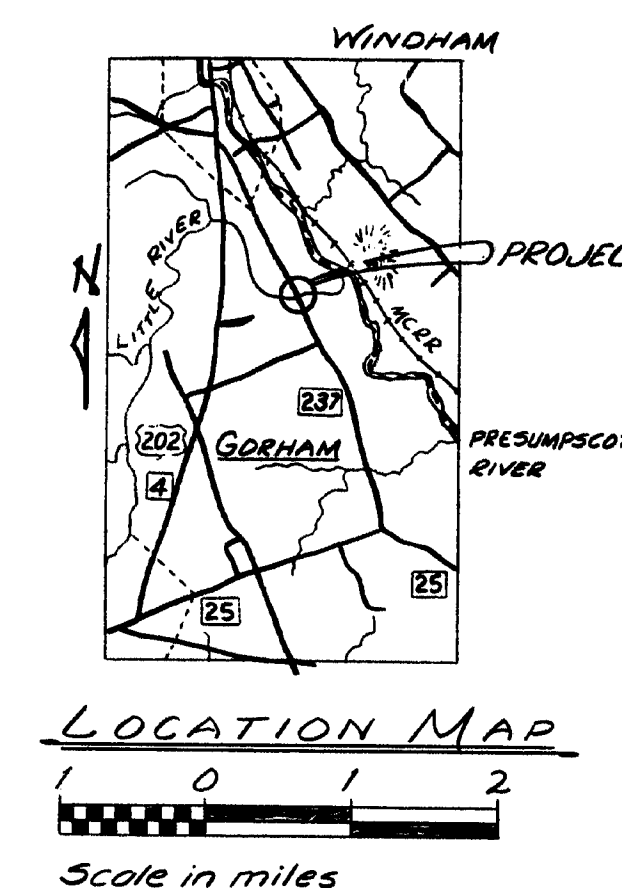
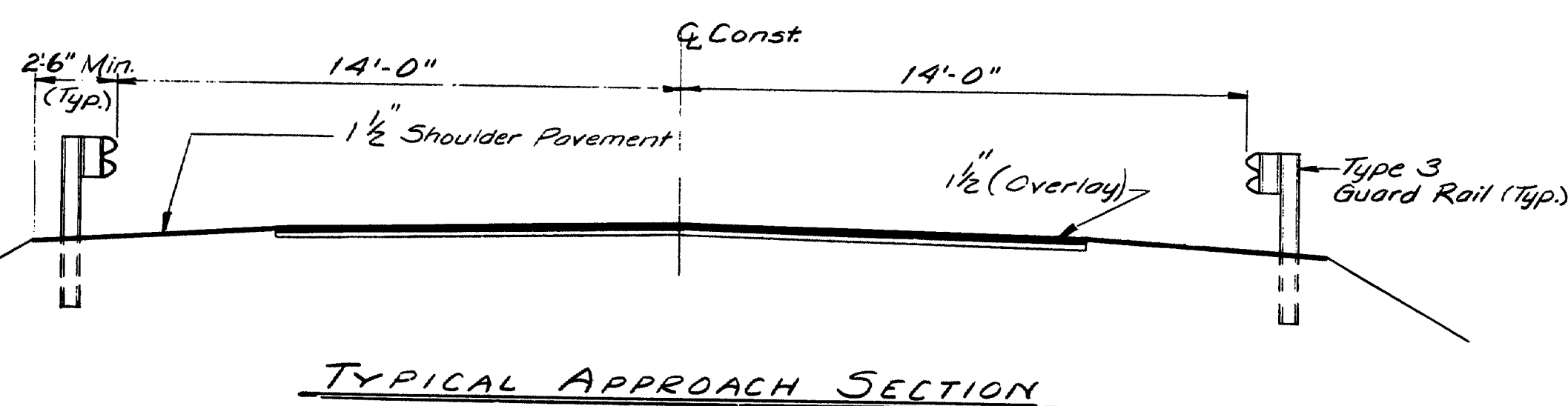
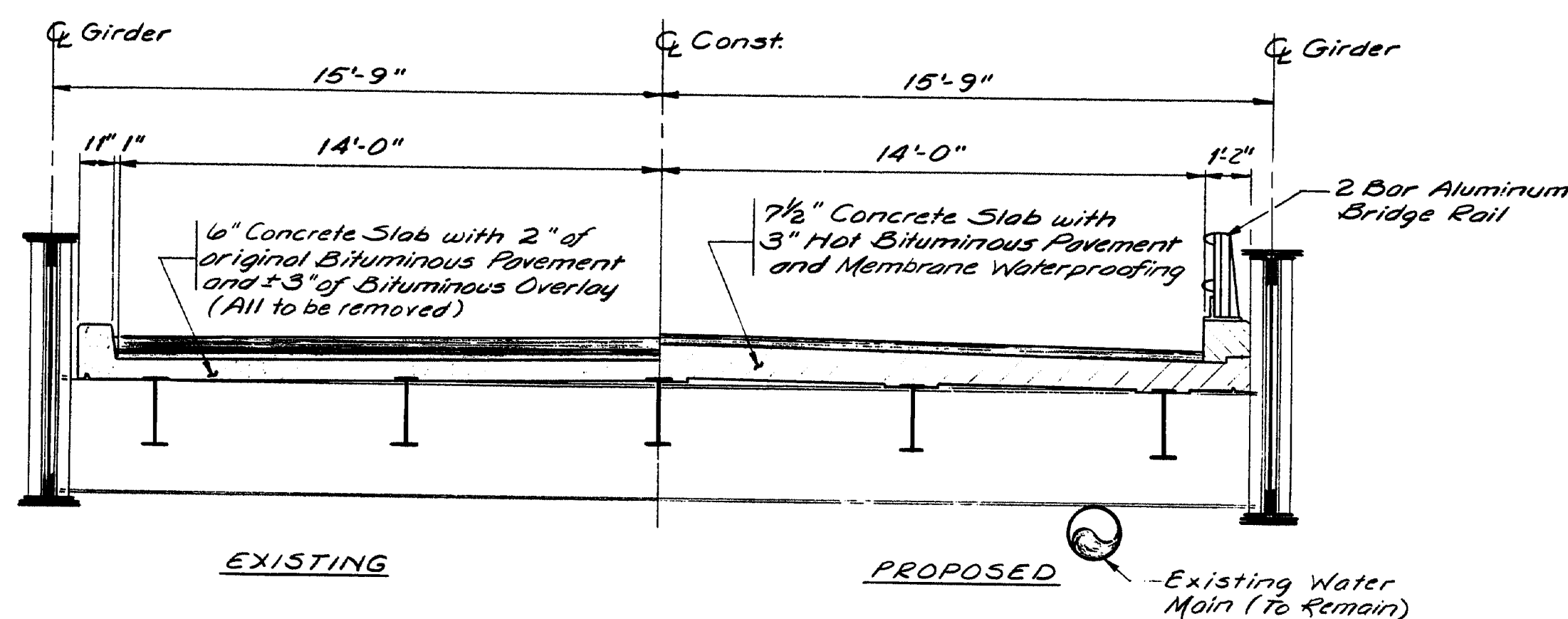
DHV...BB3

T 2...10

D 2...60

18 Kip P2.0...240

18 Kip P2.5...230

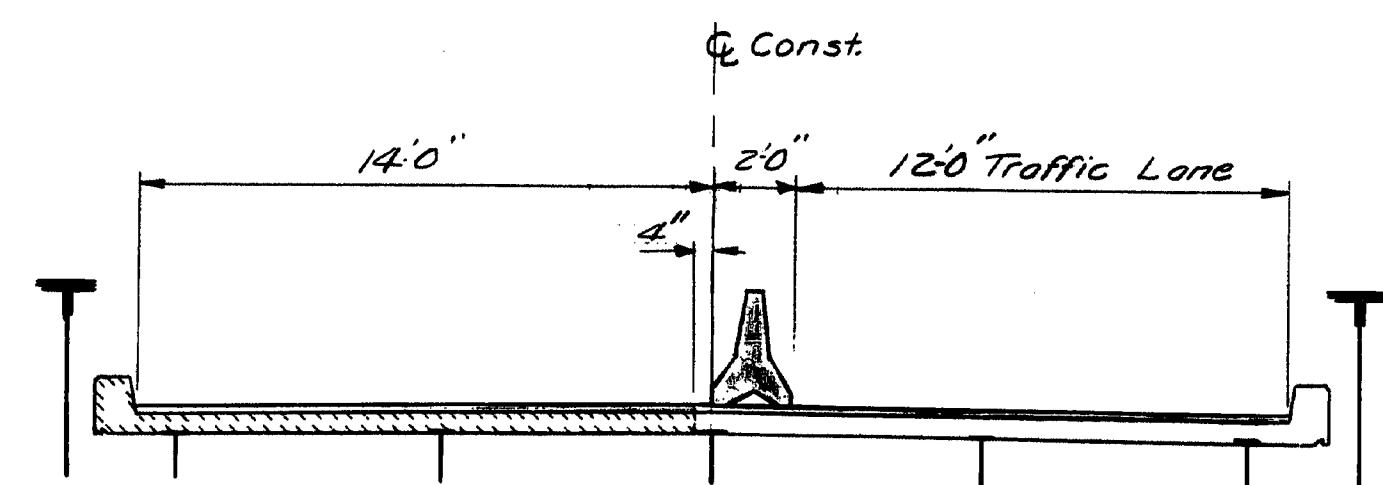


Plans of the existing bridge are available for the Contractors reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

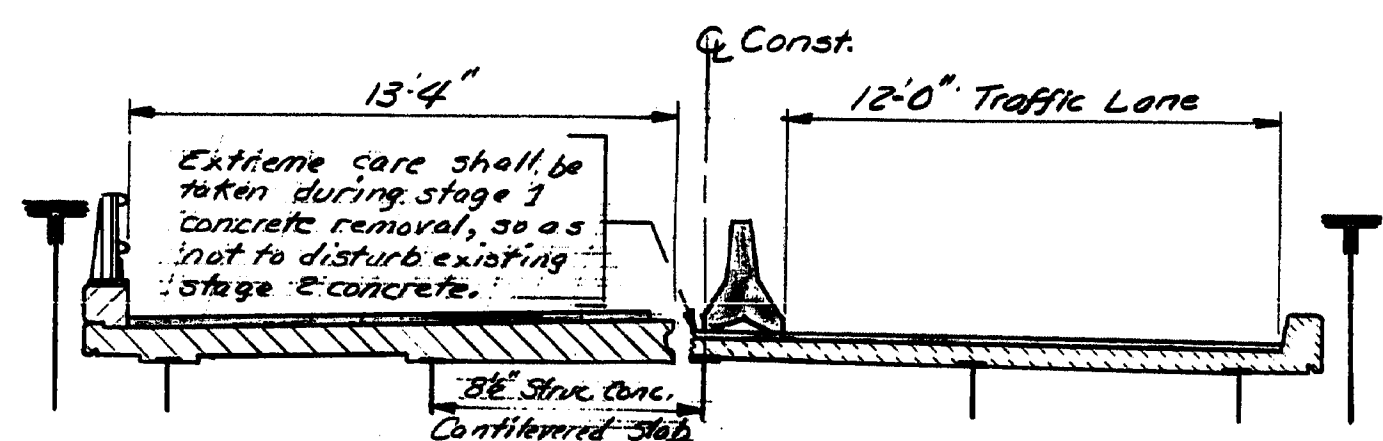
UTILITIES:
Central Maine Power Company
New England Telephone
Portland Water District

105-93

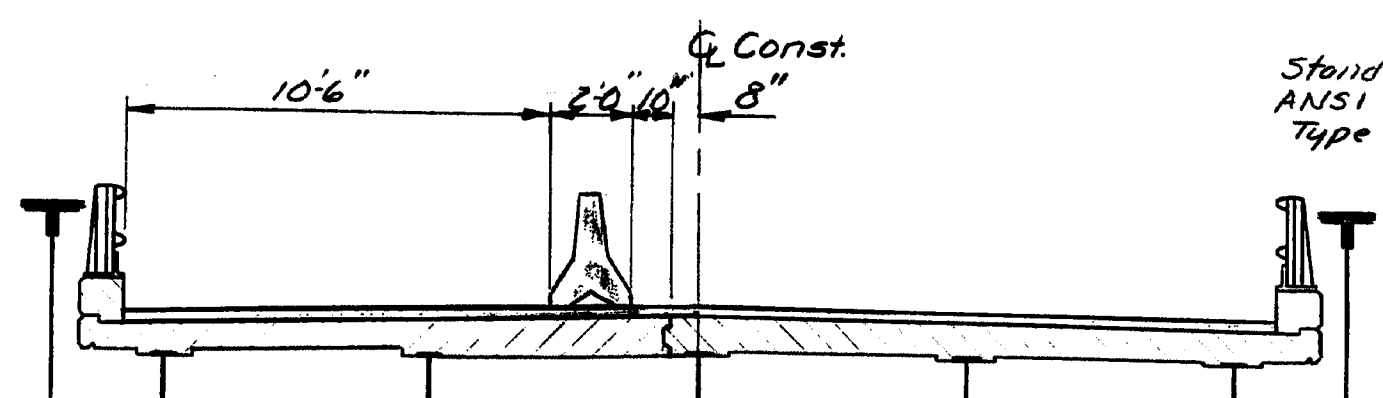
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
LITTLE RIVER BRIDGE
OVER
LITTLE RIVER
IN
GORHAM
CUMBERLAND COUNTY
GENERAL PLAN
SHEET 1 OF 5 AUGUSTA, MAINE Mar 1987



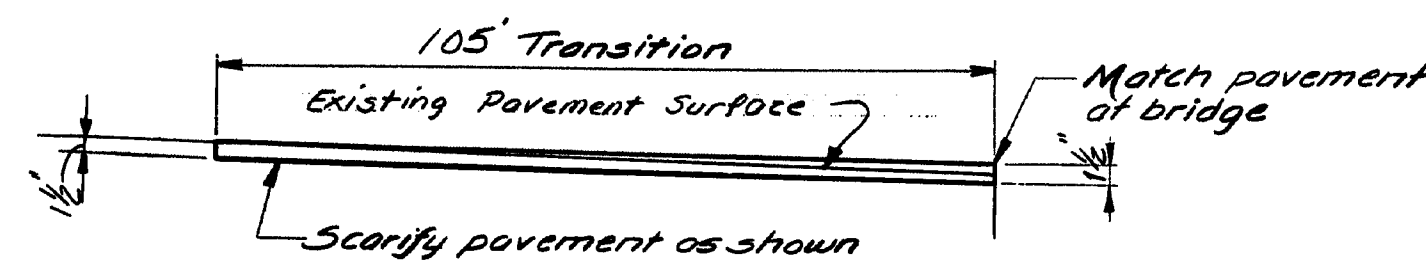
STAGE 1



STAGE 2

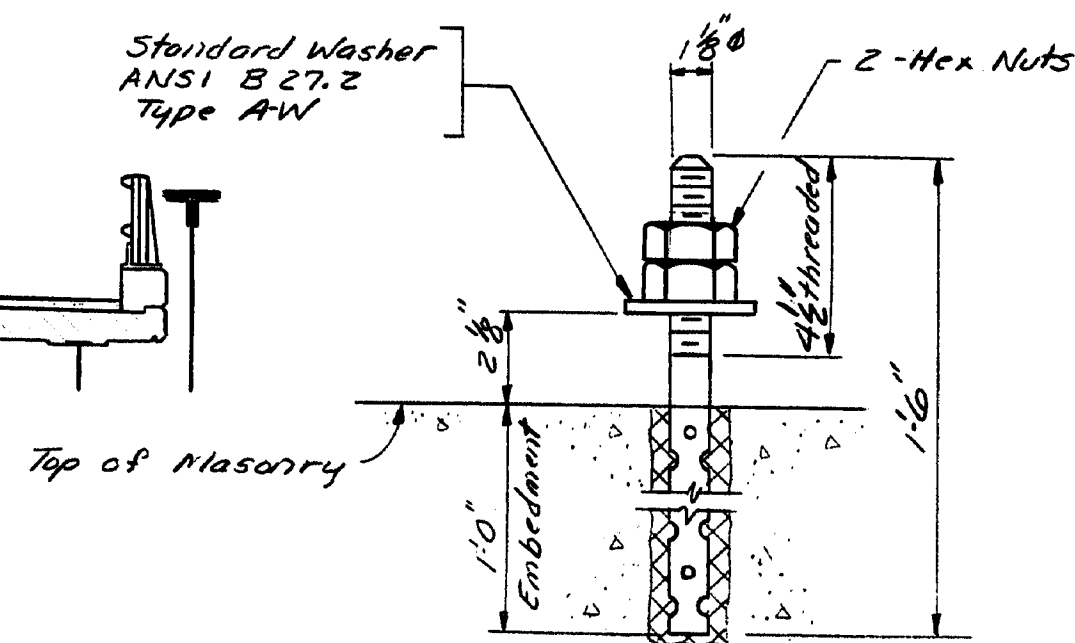


STAGE 3



APPROACH TRANSITION

Scarifying and disposal of approach pavement will be considered incidental to Item 403.08.



SWAGED ANCHOR BOLT DETAIL
2-Required

MATERIALS

- 1) All steel, shall be ASTM A572, Grade 50.
- 2) Nuts shall conform to ASTM A563, Heavy Hex, Grade A.

CONSTRUCTION SEQUENCE

SYMBOLS

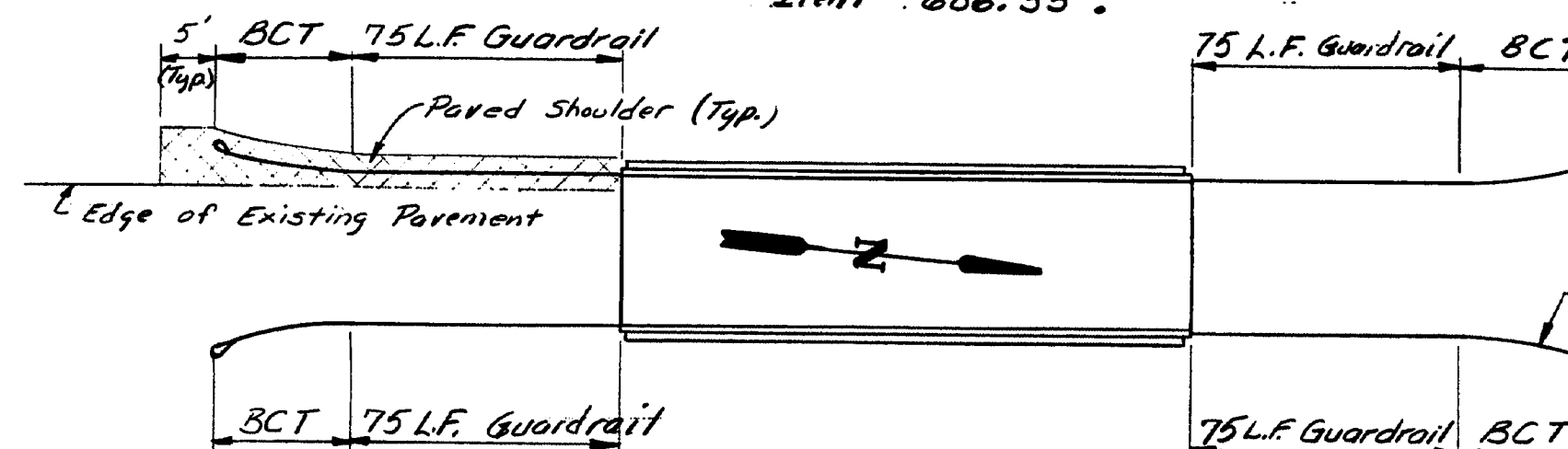
- Concrete to be removed
- New Concrete

GENERAL NOTES

1. All utility facilities shall be adjusted by the respective utilities.
2. During construction maintain one lane of traffic using the stage construction shown.
3. One guardrail delineator post shall be installed at each guardrail end.
4. Breakaway cable terminals shall be installed concurrently with the placement of each section of beam guardrail.
5. Existing guard rail bridge connectors shall be removed from both ends of the bridge. Payment will be incidental to contract items.
6. Clean and paint all structural steel.
7. Reset bearings of Abutment #1 as shown. Payment to be made under item 523.25.
8. Any material necessary to widen the shoulders or to bring the shoulder pavement up to grade shall conform to section 703.06 of the Standard Specifications and will be considered incidental to related contract items.
9. The controller shall be two-phase pretimed controller. Timing and sequence as follows:

Location	Interval	1	2	3	4	5	6	1
North bound		0	Y	R	R	R	R	0
Southbound		2	R	R	0	Y	R	R
Timing (in seconds)		15	3	12	15	3	12	-

10. The existing guardrail shall be removed and become the property of the contractor and disposed of off the project. Payment for removal and disposal of existing guardrail will be considered incidental to Item 606.55.



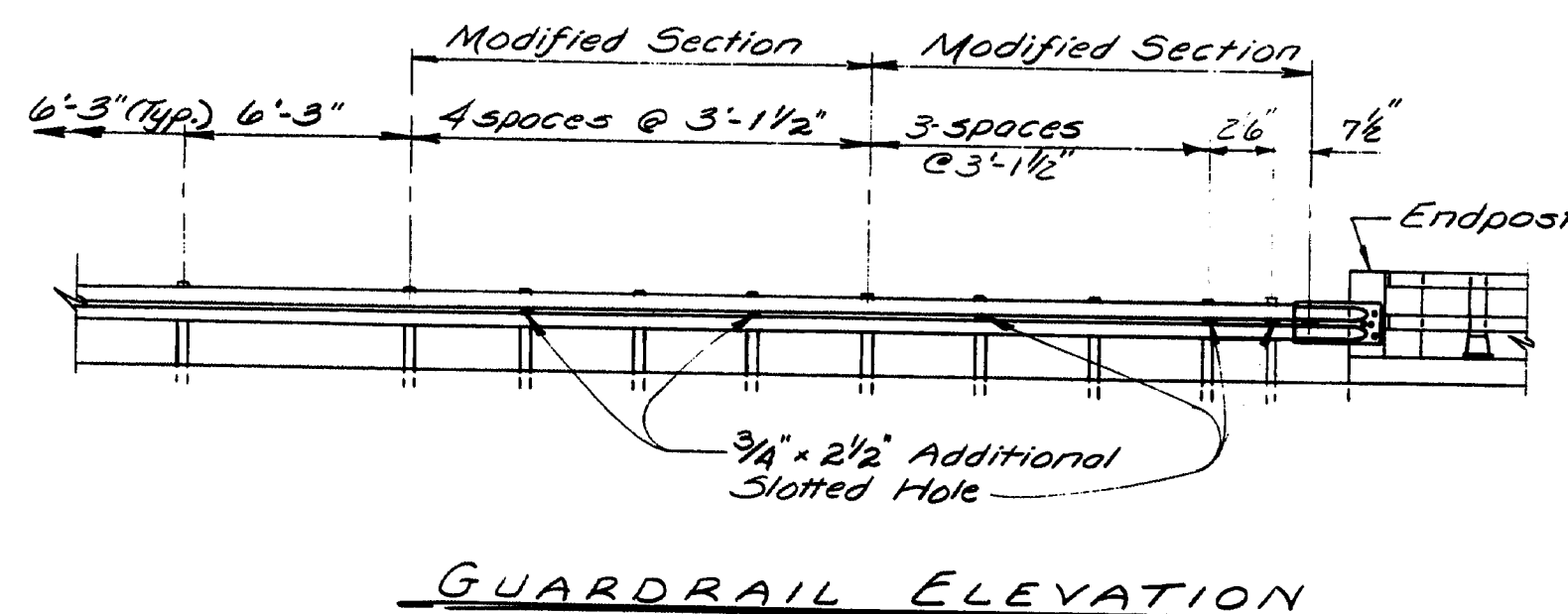
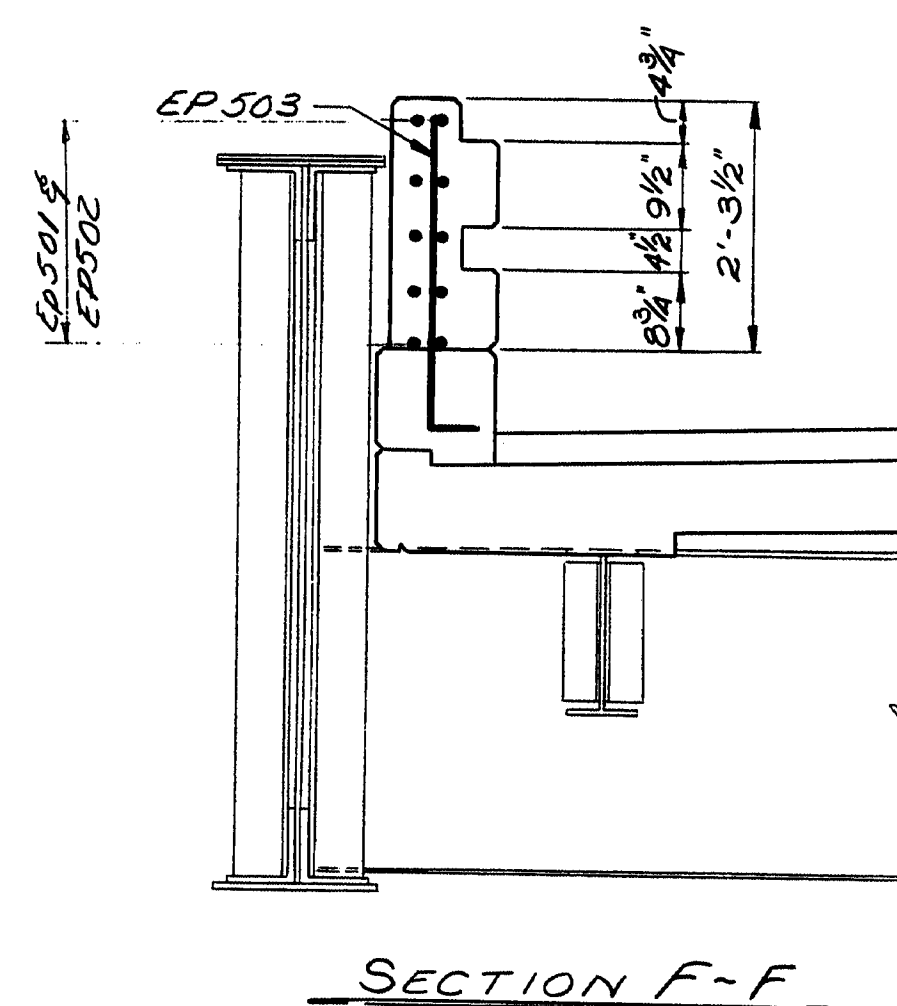
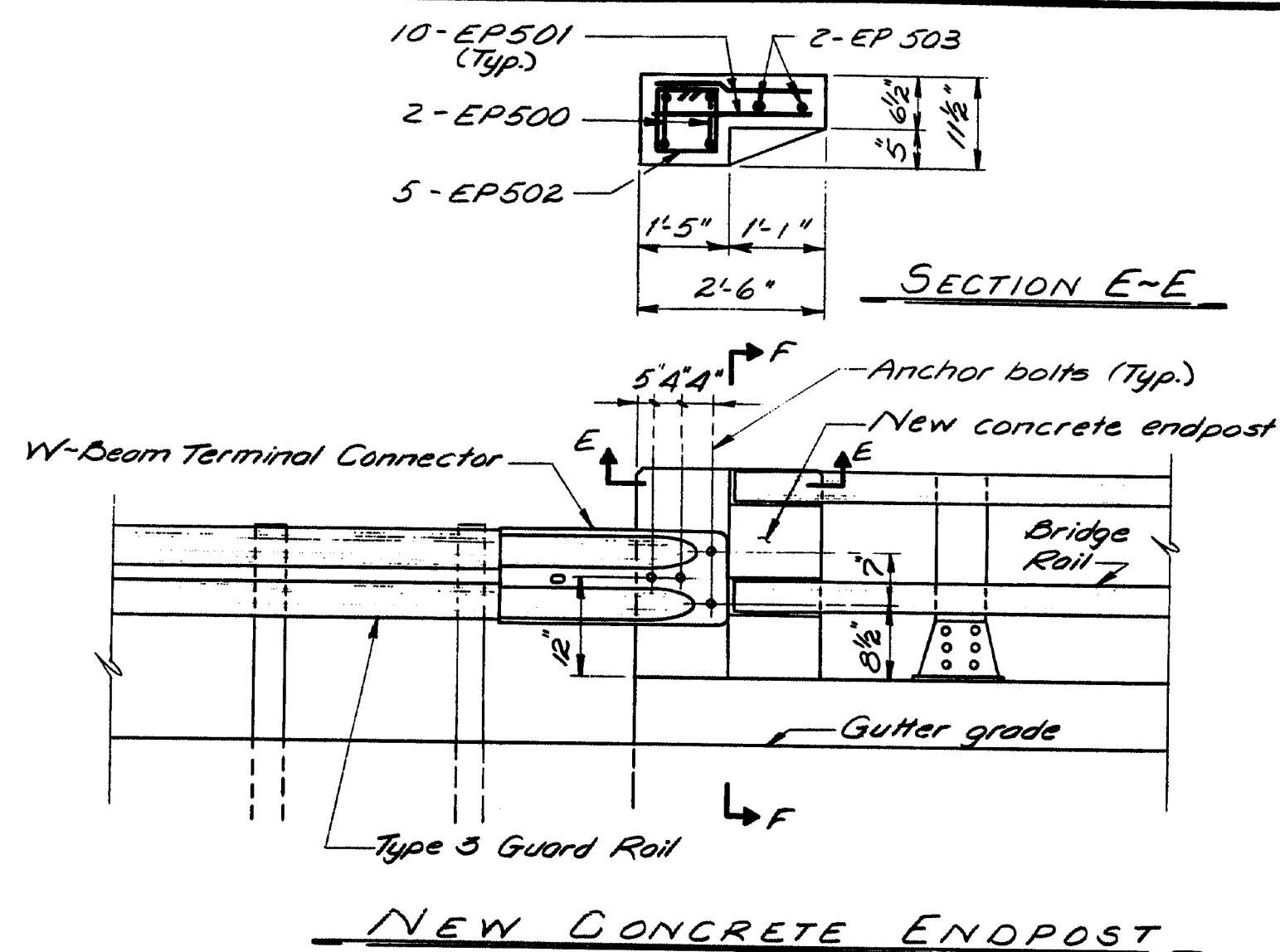
NEW GUARDRAIL LAYOUT

All guardrail to be Type 3. All existing guardrail to be removed.

105-94

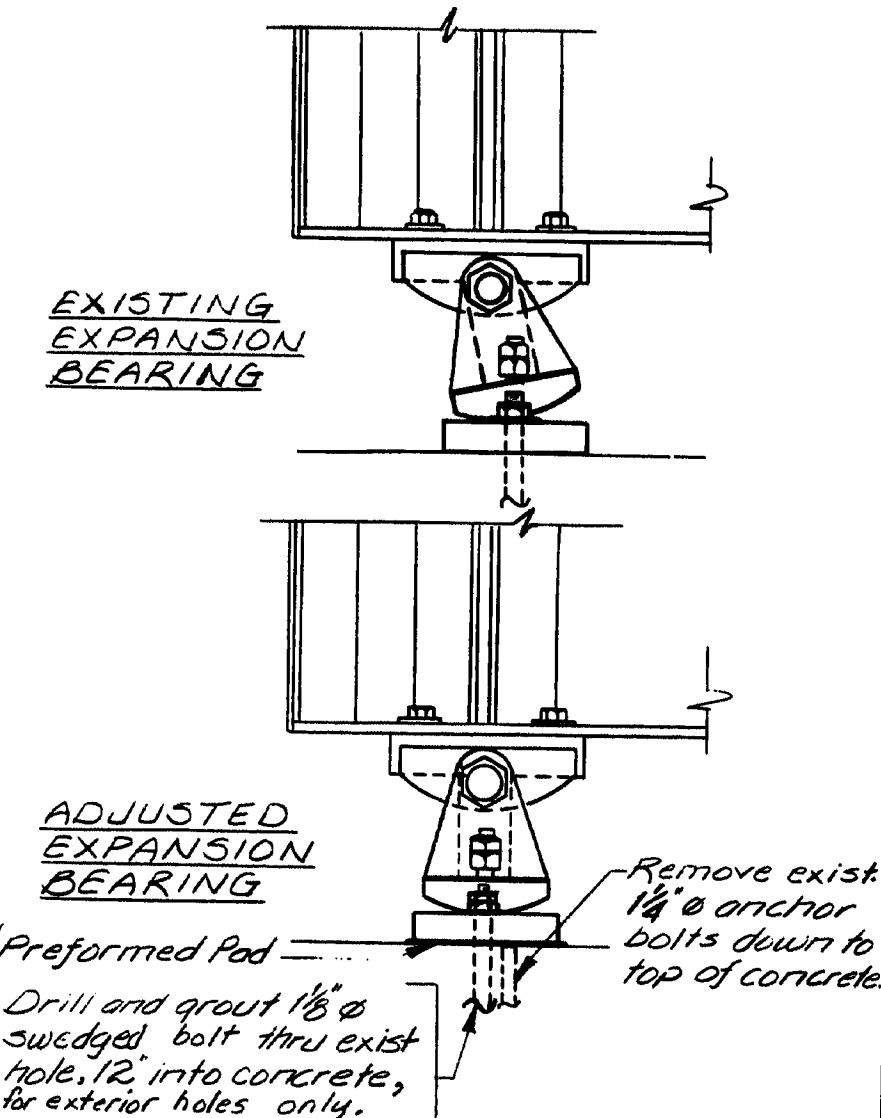
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
LITTLE RIVER BRIDGE
over
LITTLE RIVER
in
GORHAM
CONSTRUCTION SEQUENCE
& GENERAL NOTES
SHEET 2 OF 5 AUGUSTA, MAINE

ESTIMATED QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	
202.1002	Removing existing Superstructure, property of Contractor	1	L.S.	
403.08	Hot Bituminous Pavement Grading C	120	Ton	
403.10	Hot Bituminous Pavement Grading D	10	Ton	
410.15	Emulsified Asphalt, Applied	30	G	
502.26	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.	
503.12	Reinforcing Steel Fabricated & Delivered	19,700	Lb.	
503.13	Reinforcing Steel Placing	19,700	Lb.	
503.17	Mechanical / Welded Splice	326	Ea.	
505.080	Shear Connectors	(1372 Each)	1	L.S.
506.142	Field Paint existing Structural Steel	1	L.S.	
507.092	Aluminum Bridge Railing 2-Bar	206	L.F.	
508.13	Membrane Waterproofing	(350 S.Y.)	0.696	L.S.
514.06	Curing Box for Concrete Cylinders	0.5	Ea.	
523.25	Expansion Bearing Modifications	(2 Each)	1	L.S.
526.301	Temporary Concrete Barrier Type 1	(270 L.F.)	0.5	L.S.
606.35	Guard Rail Delineator Post	4	Ea.	
606.55	Guard Rail Type 3 - Single Rail	300	L.F.	
606.751	Widen Shoulder for Breakaway Cable Terminal	4	Ea.	
606.77	Breakaway Cable Terminal	4	Ea.	
627.61	4 Inch Solid White Pavement Marking Line	620	L.F.	
627.63	4 Inch Solid Yellow Pavement Marking Line	310	L.F.	
627.64	4 Inch Broken Yellow Pavement Marking Line	310	L.F.	
627.65	White or Yellow Pavement and Curb Marking	50	S.F.	
627.67	Removing Pavement Markings	50	S.F.	
627.68	Temp. 4" Painted Pave. Marking Line, Yellow or White	2000	L.F.	
639.19	Field Office Type B	0.3	Ea.	
643.7202	Temporary Traffic Signal	0.385	L.S.	
652.31	Type 1 Barricade	10	Ea.	
652.33	Drum	10	Ea.	
652.34	Cone	10	Ea.	
652.35	Construction Signs	250	S.F.	
652.361	Maintenance of Traffic Control Devices	0.3	L.S.	
652.38	Flagger	50	M.H.	
659.10	Mobilization	0.31	L.S.	
ESTIMATE OF LUMP SUM QUANTITIES				
502.26	Structural Concrete Roadway & Sidewalk Slabs on Steel Bridges	93	C.Y.	
506.142	Field Paint existing Structural Steel	170,000	Lb.	



ENDPOST NOTES

1. Nuts for $\frac{3}{8}$ " ϕ anchor bolts shall be incidental to Guard Rail pay items. Nuts shall conform to A.S.T.M. A563, Grade D11, galvanized in accordance with A.S.T.M. A153, or Grade C3, plain.
2. Additional holes in the modified guardrail sections may be made by drilling, punching, or any other method that produces a neat, clean hole of the required size. Burning of holes will not be allowed.
3. Reinforcing shall have a 2" minimum concrete cover.
4. After installation of guardrail is complete, upset threads on the anchor bolts in three places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
5. Guard Rail anchorage shall be incidental to the applicable Concrete pay item.
6. Endposts shall be constructed normal to grade.
7. Terminal Connectors will be considered incidental to Guard Rail items.



NOTES:

1. The expansion pedestal shall be set plumb at 50°F.
2. A jacking proposal shall be submitted to the engineer prior to any jacking. A temporary stiffening system shall be designed to adequately distribute the jacking forces. (Jacking shall be limited to 1" unless otherwise approved.)

3. Bearing pedestal resetting shall be completed before any concrete is placed.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
LITTLE RIVER BRIDGE
over
LITTLE RIVER
IN
GORHAM
ESTIMATED QUANTITIES
& ENDPOST DETAILS
SHEET 3 OF 5 AUGUSTA, MAINE

105-95

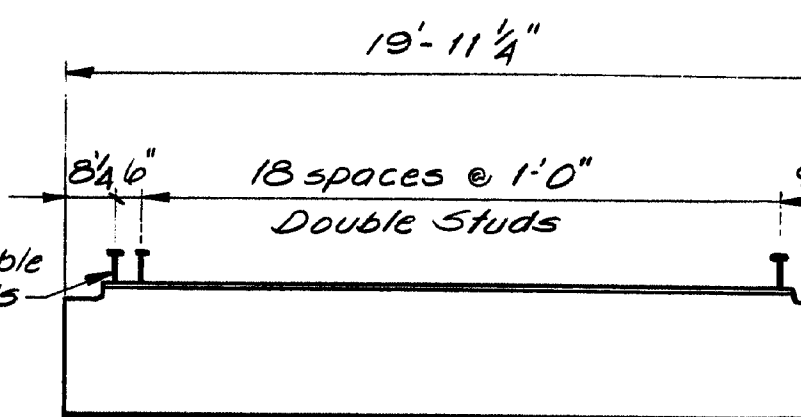
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	2835.00	22	32

SUPERSTRUCTURE NOTES

- The superstructure slab concrete shall be placed continuously and shall be kept plastic until the entire span has been placed.
- Reinforcing steel shall have a minimum cover of 2" unless noted.
- The formwork and its supports, over the full width of the structural slab, shall remain in place until a minimum of 48 hours has elapsed after placement of the final section of the slab, after which, removal of formwork for sections meeting the requirements for form removal of Section 502, Structural Concrete, of the Standard Specifications, may proceed.
- Protective coating for concrete surfaces shall be applied to the following areas:
Face and top of concrete curbs, Fascia down to the drip notch.
All exposed surfaces of concrete, end posts. Payment for protective coating will be considered incidental to contract items.

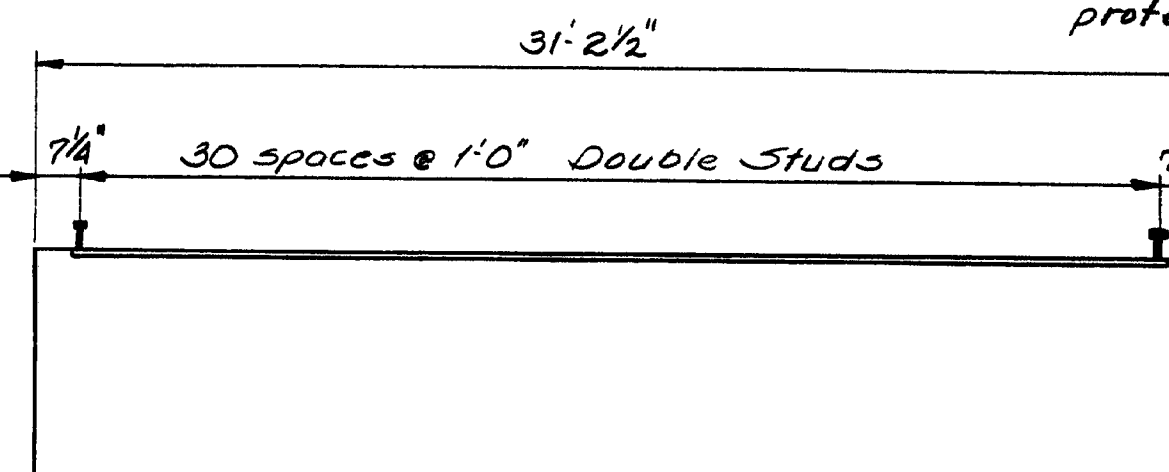
NOTE:

- Eliminate downspout attachment to stringer.
- Drain, modified on upstream end to avoid existing water main.



INT. & EXT. STRINGERS

40 Studs per Stringer x 25 Stringers
= 1000 Studs

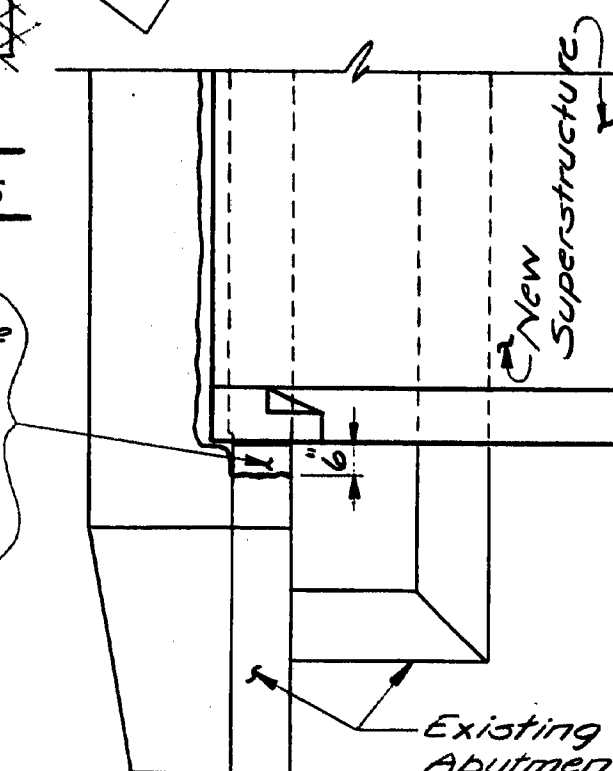


FLOOR BEAMS

62 Studs per beam x 6 beams
= 372 Studs

BRIDGE DRAIN MODIFICATIONS

Adjust parapet as shown to accommodate new superstructure and 1" of preformed expansion joint material. Height of parapet to match existing height.



ABUTMENT PLAN

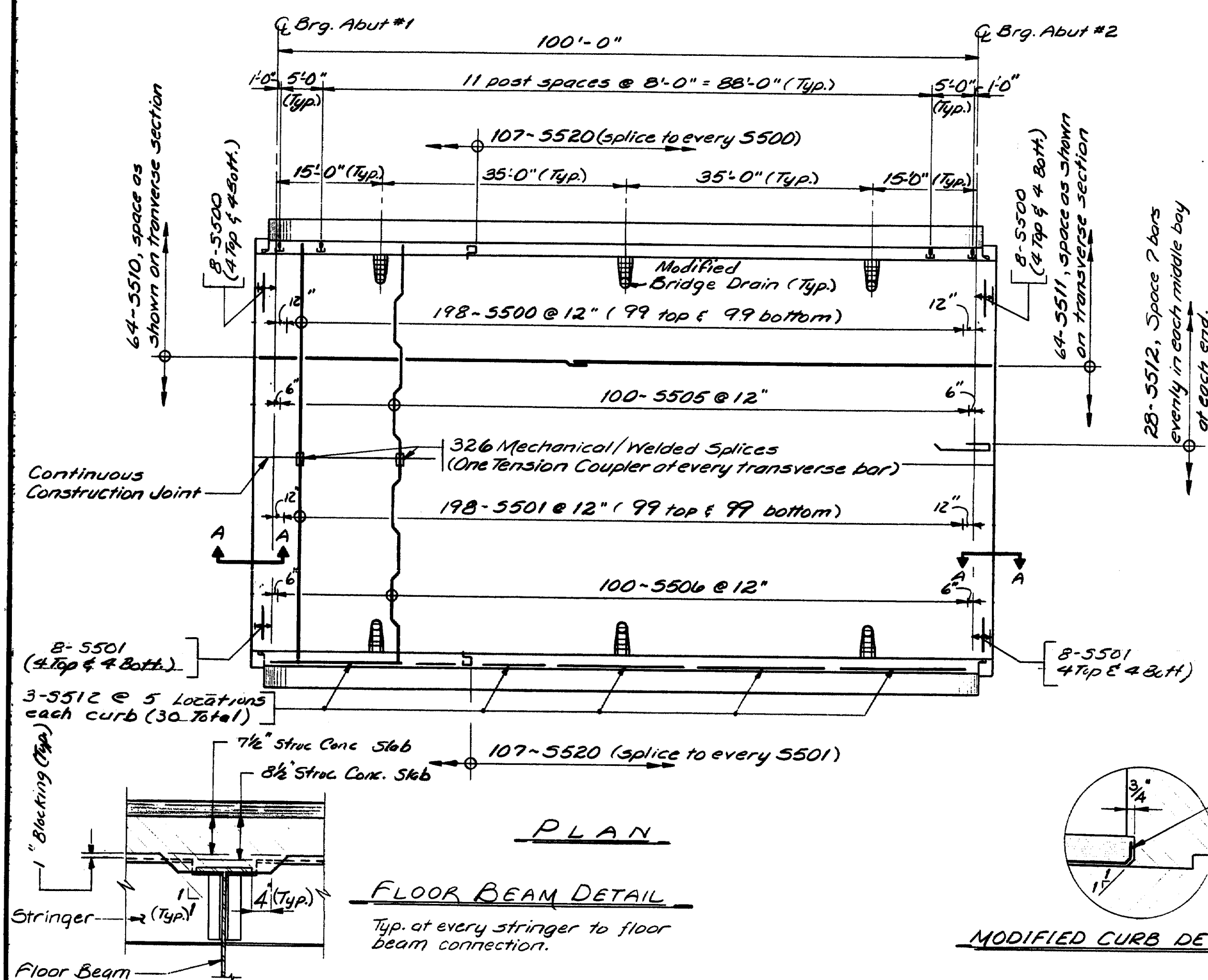
(Detail is similar for all 4 corners of bridge)

105-96

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LITTLE RIVER BRIDGE
OVER
LITTLE RIVER
IN
GORHAM
SUPERSTRUCTURE

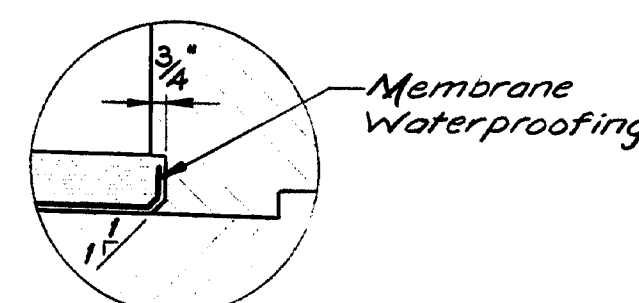
SHEET 4 OF 5 AUGUSTA, MAINE



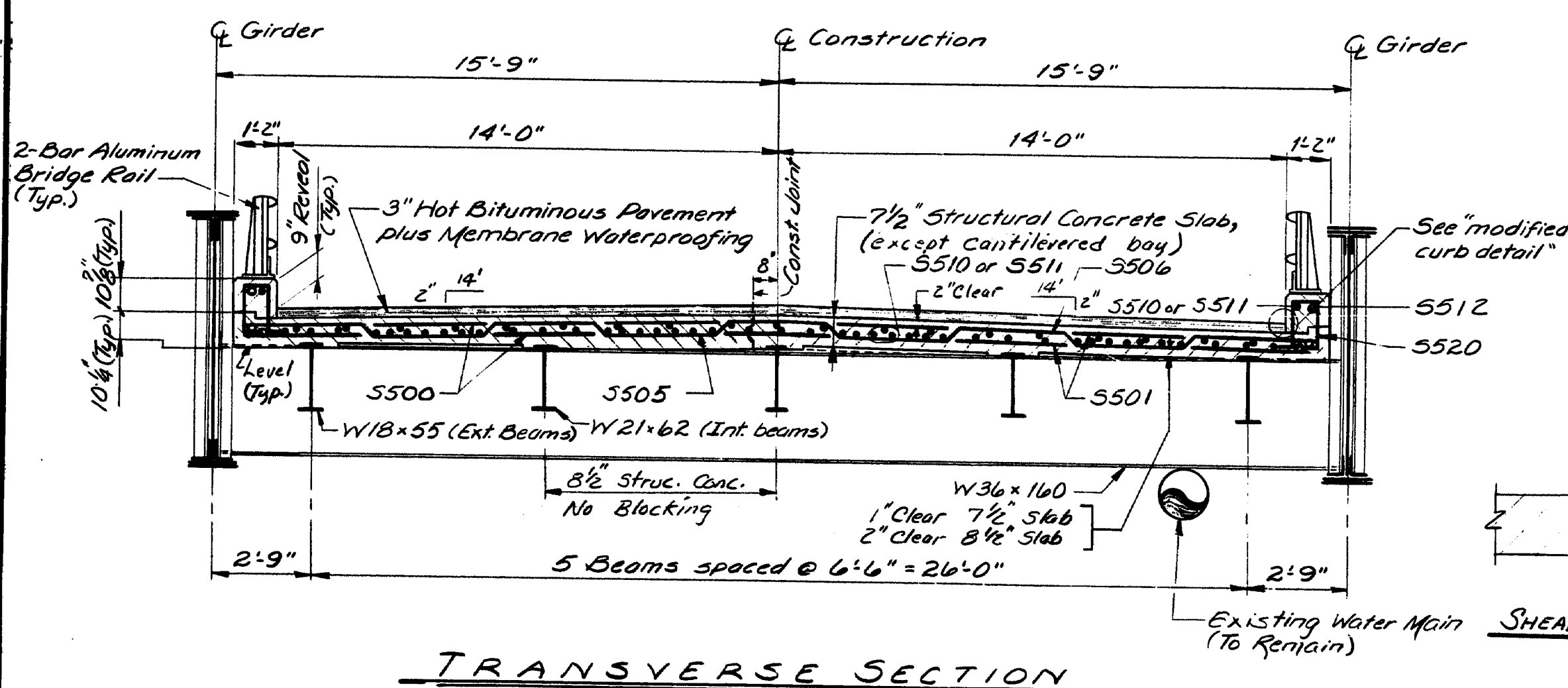
PLAN

FLOOR BEAM DETAIL

Typ. at every stringer to floor beam connection.



MODIFIED CURB DETAIL



TRANSVERSE SECTION

SHEAR KEY DETAIL

Existing Water Main (To Remain)

SECTION A-A

Remove abutment down to elevation shown. Concrete removal will be incidental to Item 202.10. Concrete placement will be incidental to Item 502.26. Clean reinforcing by method approved by the Engineer and adjust bars as shown. Rebuild abutment including new reinforcing. Payment for cleaning and adjusting bars will be incidental to contract items.

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	3-27
CHECKED	LSB
REVISIONS	PRD
FIELD CHANGES	6-4-78
PLANS	

[illegible]

FNWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2835.00	23	32

Figure 1 illustrates various types of structural cross-sections and their corresponding stress distributions. The diagrams are labeled A through T, with some having sub-labels like B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

- Diagram A:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram B:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram C:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram D:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram E:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram F:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram G:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram H:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram I:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram J:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram K:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram L:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram M:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram N:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram O:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram P:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram Q:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram R:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram S:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.
- Diagram T:** A cross-section with a top flange (B), web (C), and bottom flange (D). The stress distribution is shown as a curve with labels D1, D2, D3 etc.

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. 
Reinforcing Bar: ASTM A615 Grade 60

1. First digit(s) following the letter of the Mark indicates size of rivet bar.
Mark (A 502) bar size - #5
Mark (P 1001) bar size - #10
Mark (S 609) bar size - #6
2. 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.

105-97

▲ ▲	New Bent Bar Type SJ Revised ACI Standard	9-24-83 5-12-83
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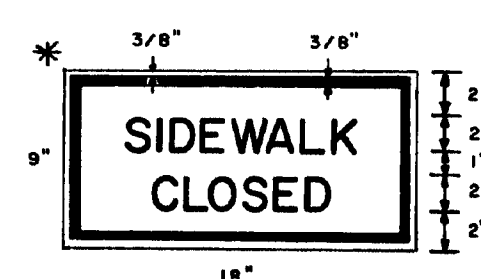
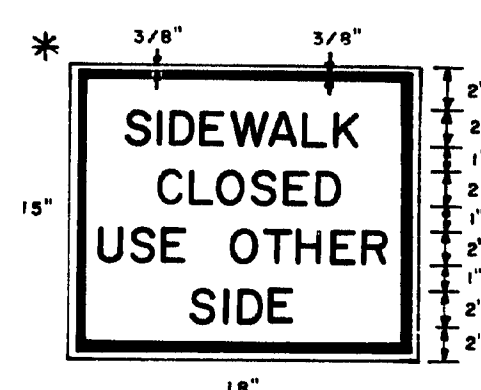
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

LITTLE RIVER BRIDGE
over
LITTLE RIVER
in
GORHAM
REINFORCING SCHEDULE

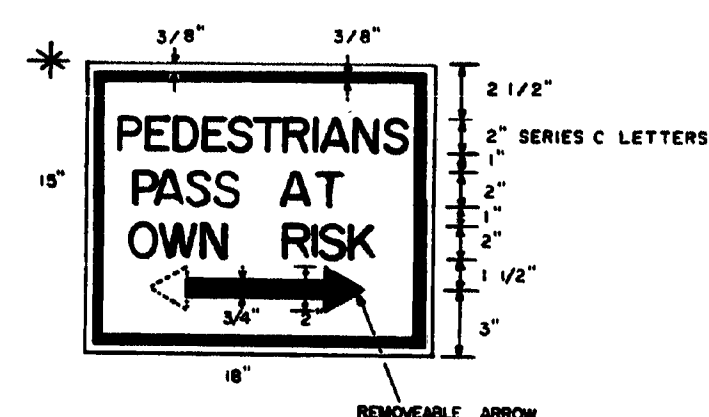
SHEET 5 OF 5 AUGUSTA, MAINE

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	SPA	4-87
	REVISIONS	DMO	Feb '88
	FIELD CHANGES		

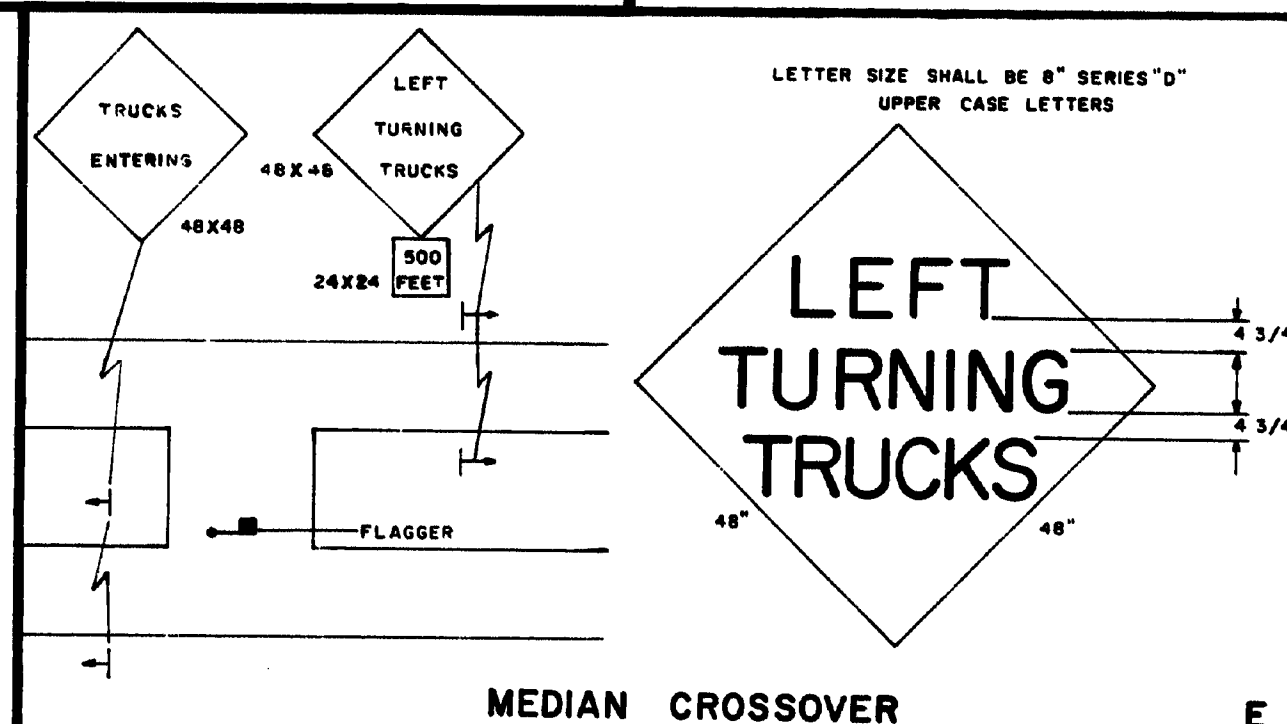
* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT
AND BORDER-2" SERIES "C" UPPER CASE LETTERS



A



B



MEDIAN CROSSOVER

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 snared signs when specified in the Special Provisions. 
5. The length of tapers shall be determined from the following formula:

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.

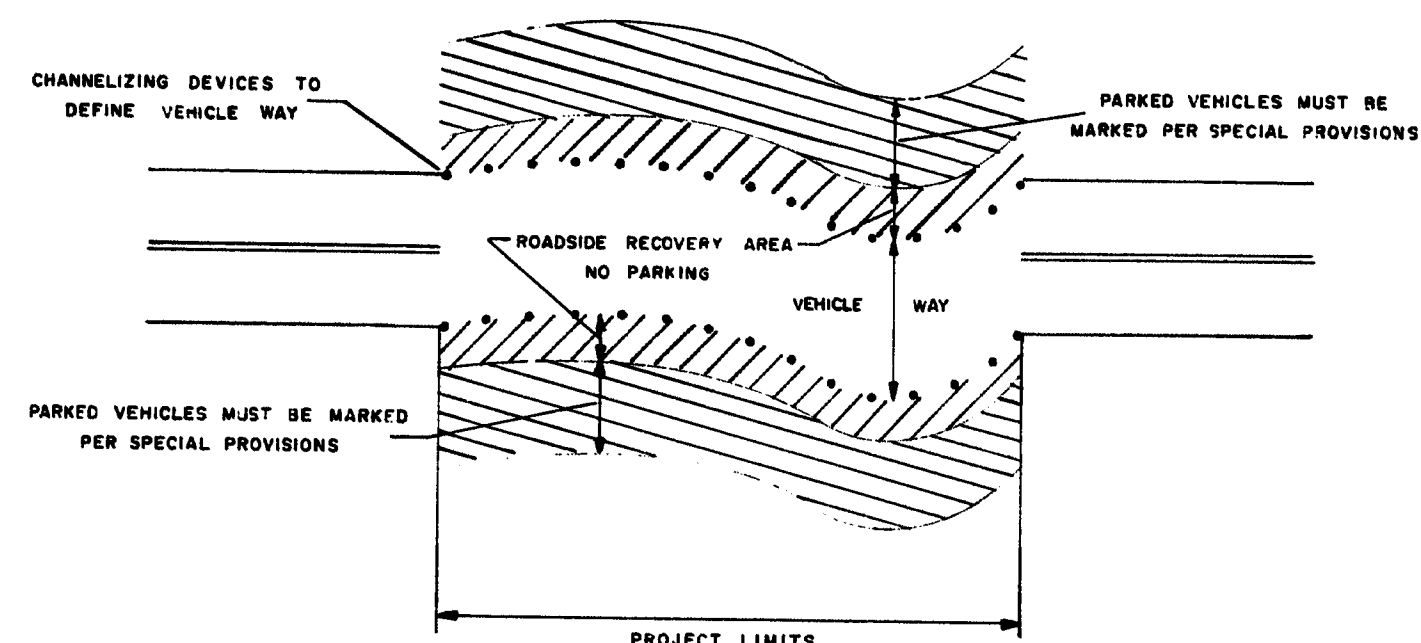
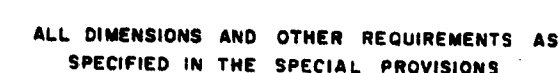
6. The maximum longitudinal spacing of channelizing devices shall conform to the following:
- (a) 20 feet through work areas
 - (b) A distance in tapered areas equal to the numerical value of the operating speed, i.e., 45 MPH = 45 feet
 - (c) In all areas not covered above maximum spacing shall be as follows:
- | Radius of curve | Spacing |
|-----------------|-----------------------------|
| 80' to 300' | 25 |
| 300' to 750' | 50 |
| 750' to 1000' | 75 |
| over 1000' | 5 times the operating speed |
- The maximum transverse spacing in tapered shall be determined from the following formula:

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

Where:

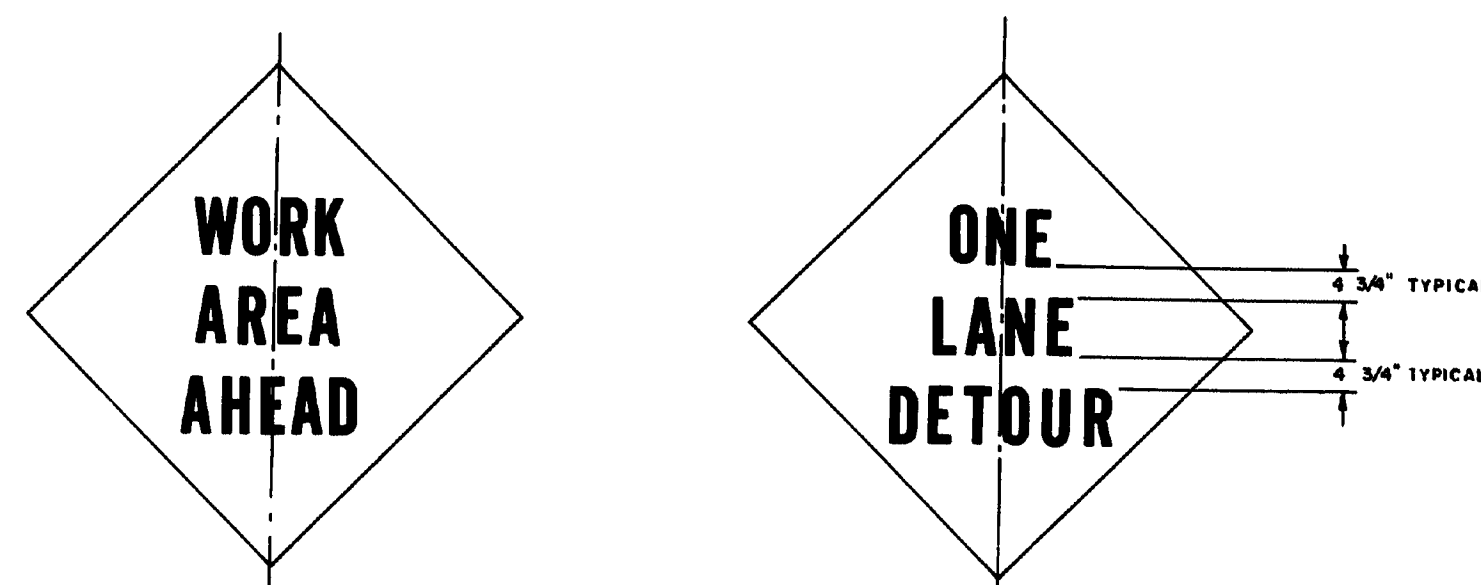
D = transverse spacing in feet
W = width of roadway to be closed in feet
L = taper length in feet
S = operating speed in MPH

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



C

CONSTRUCTION WARNING SIGN DETAIL



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

1

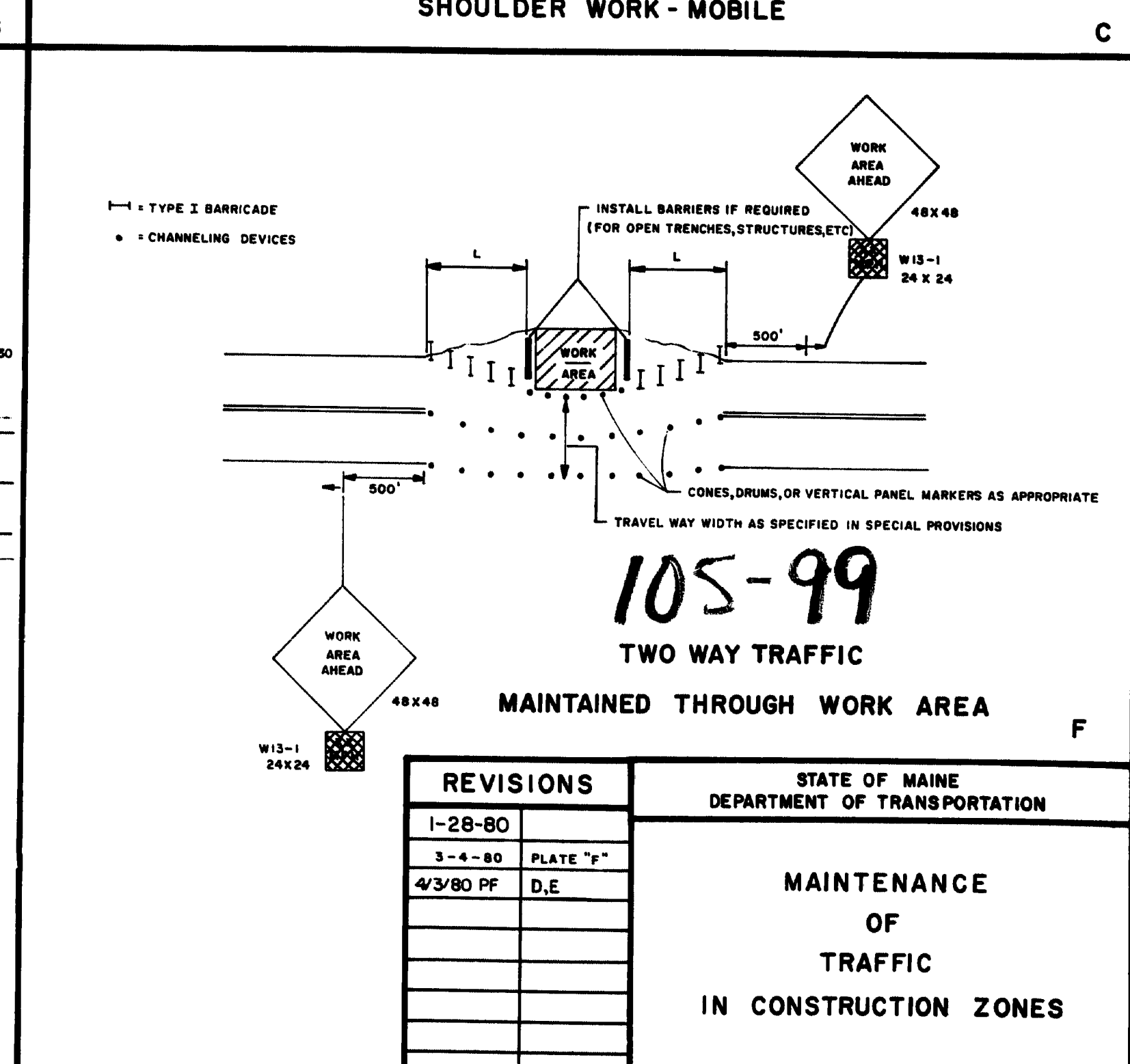
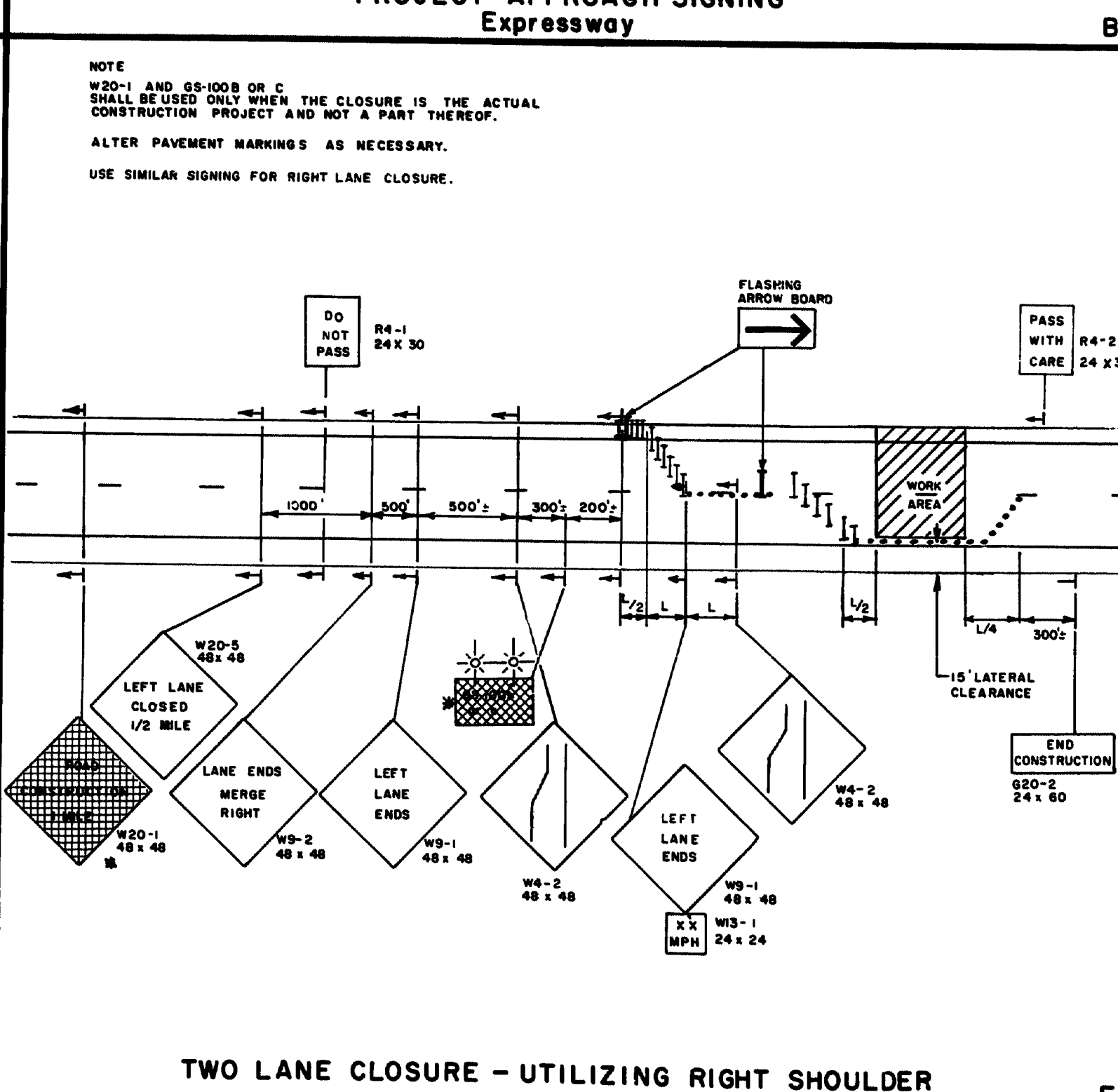
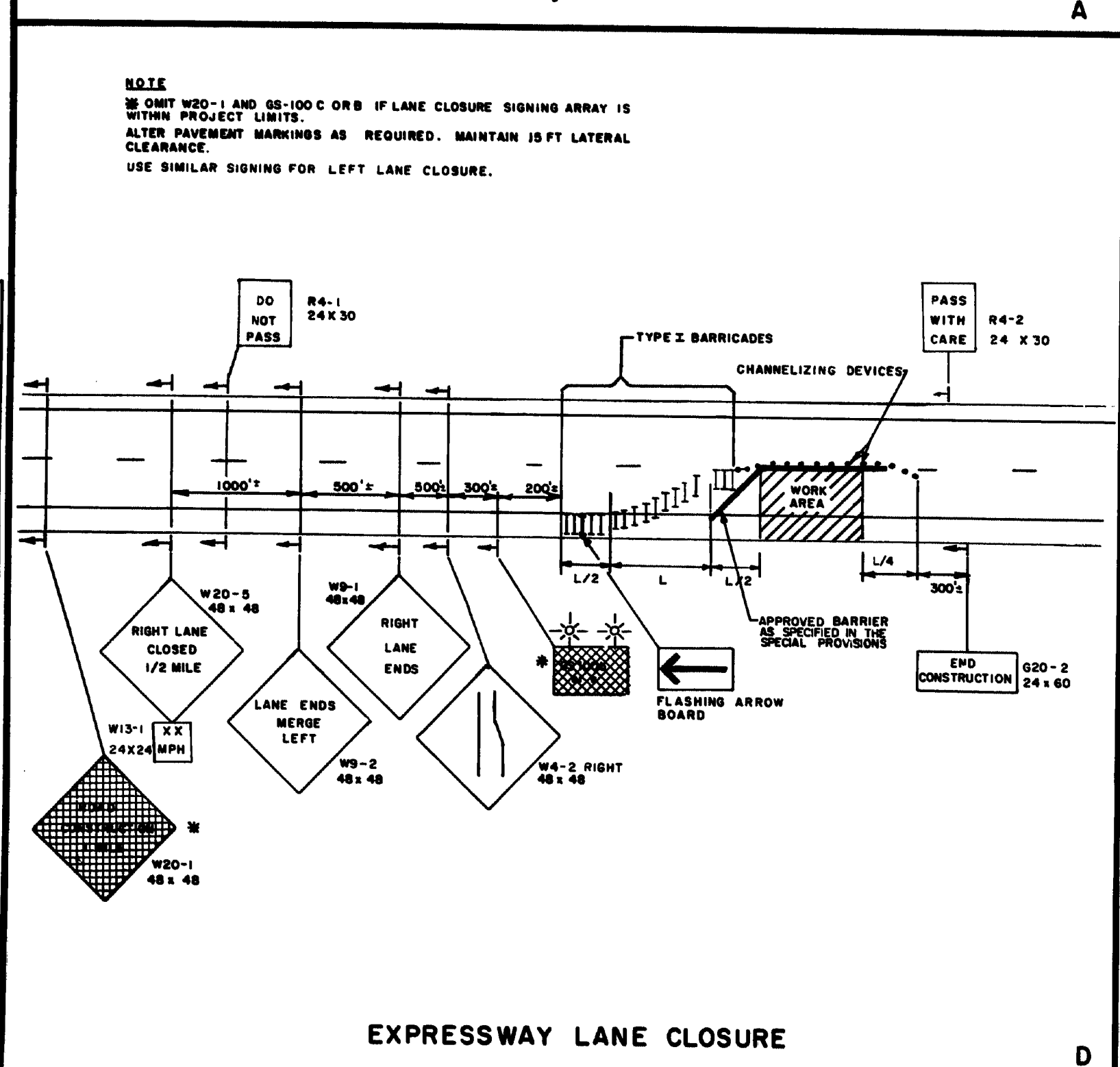
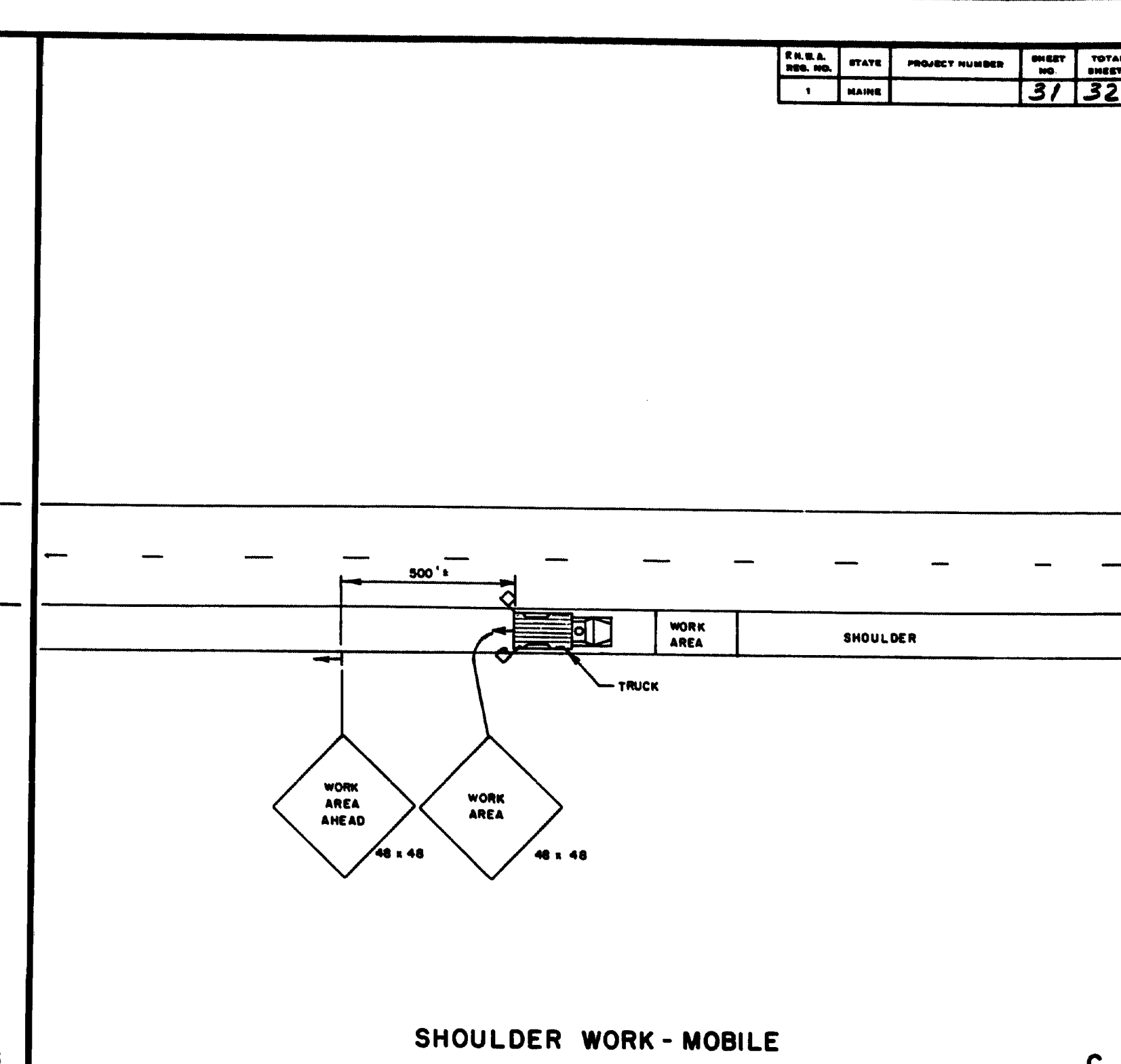
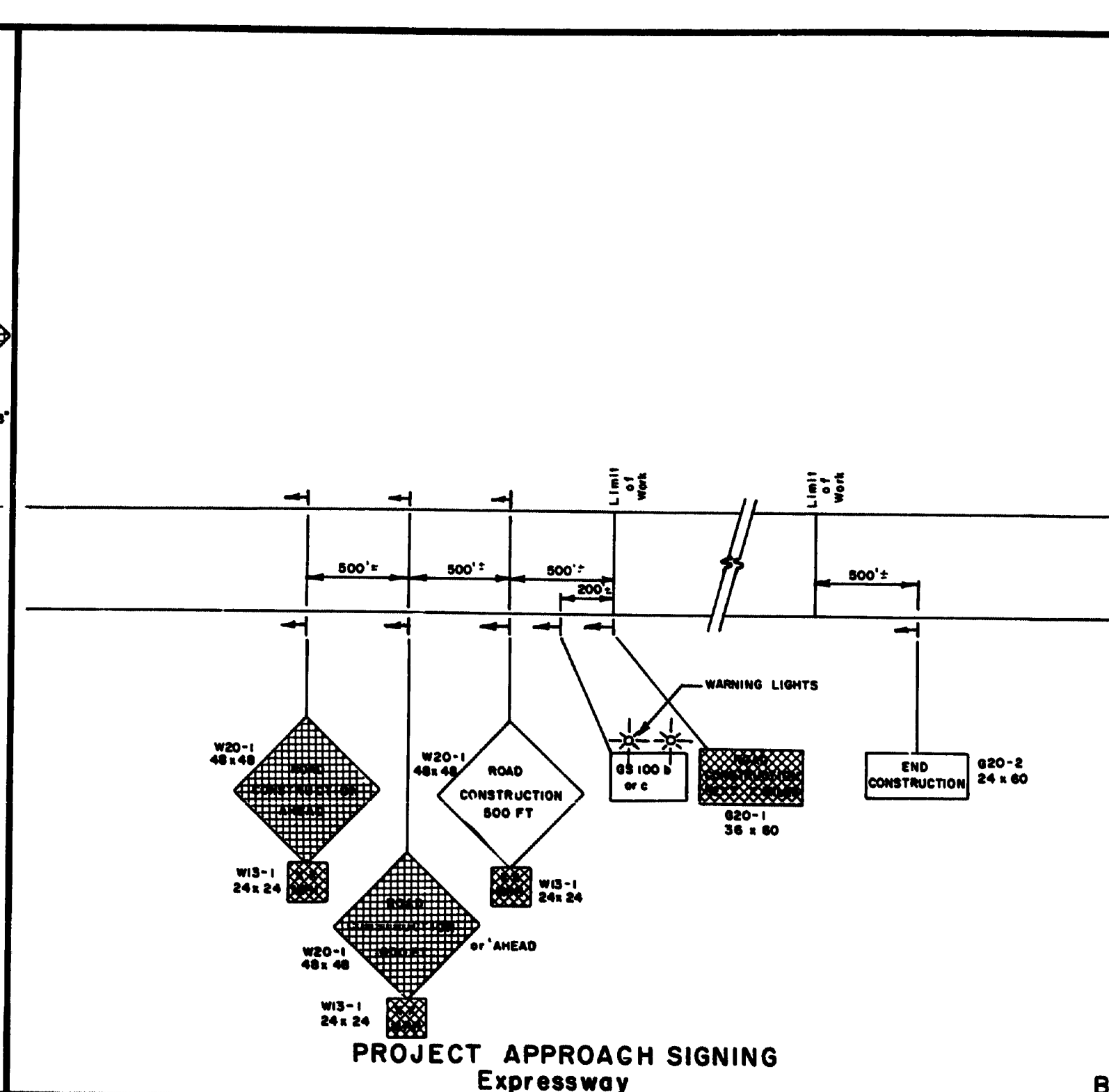
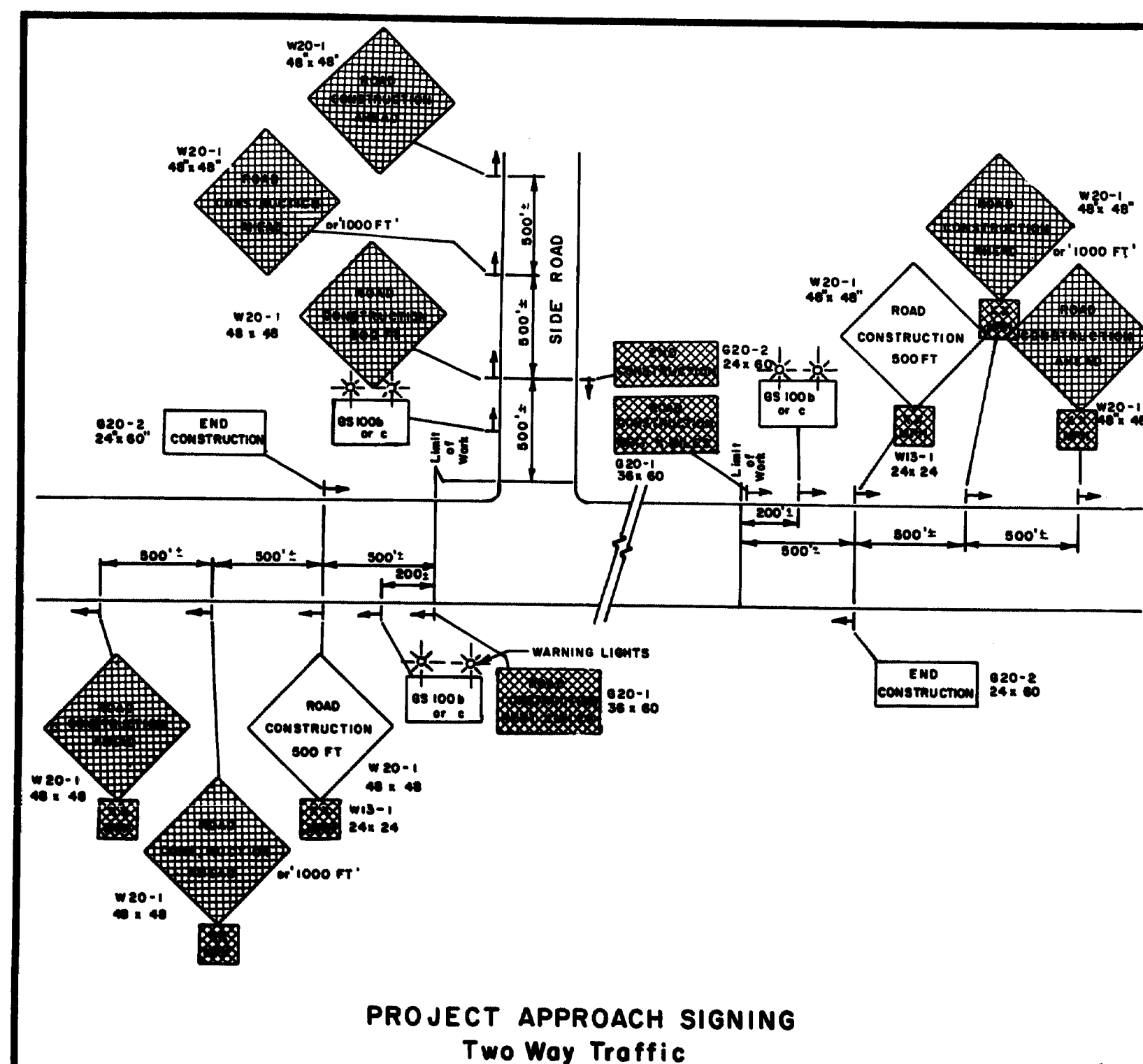
REVISIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

SHEET 1 OF 3 AUGUSTA, MAINE

105-98

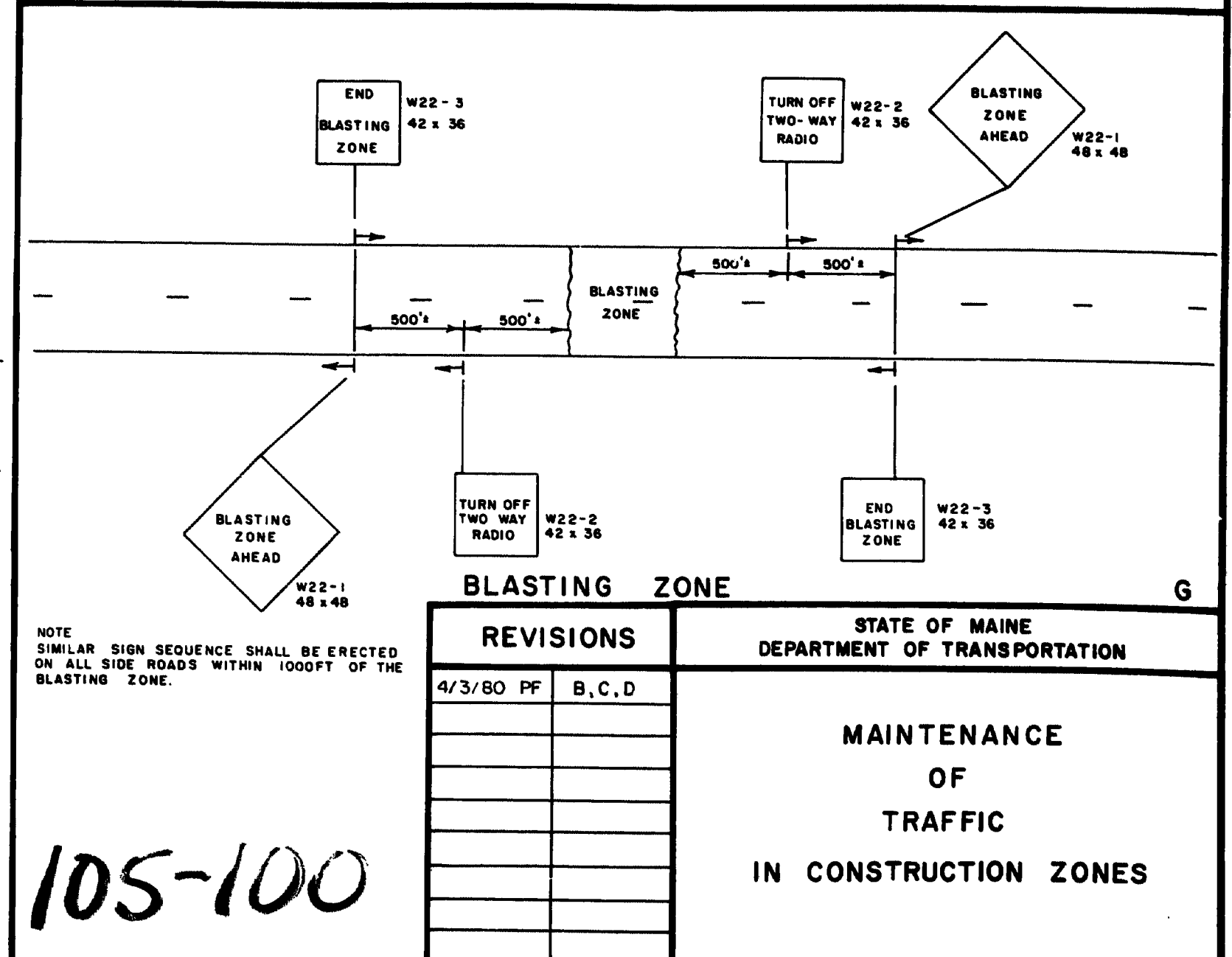
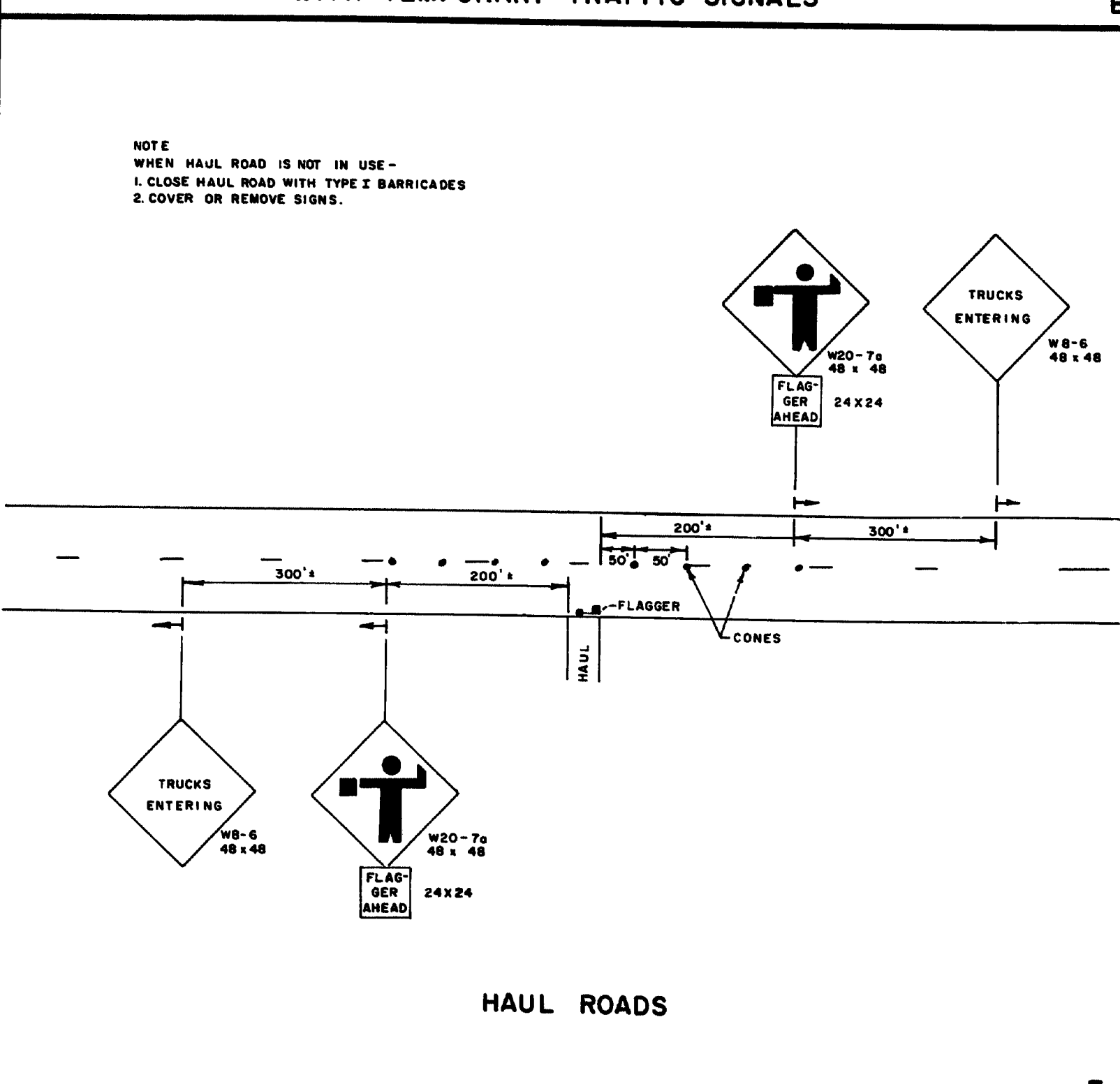
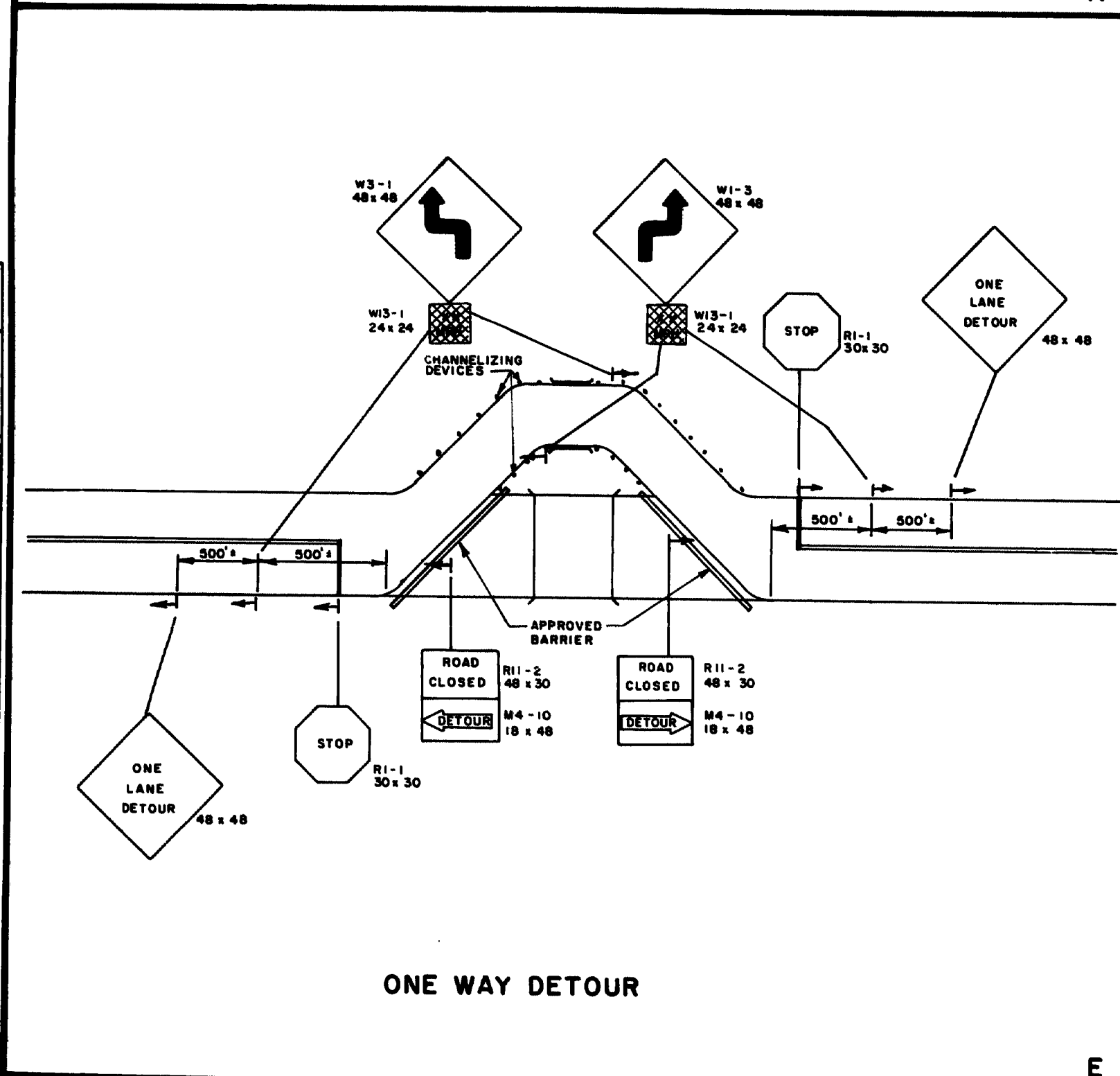
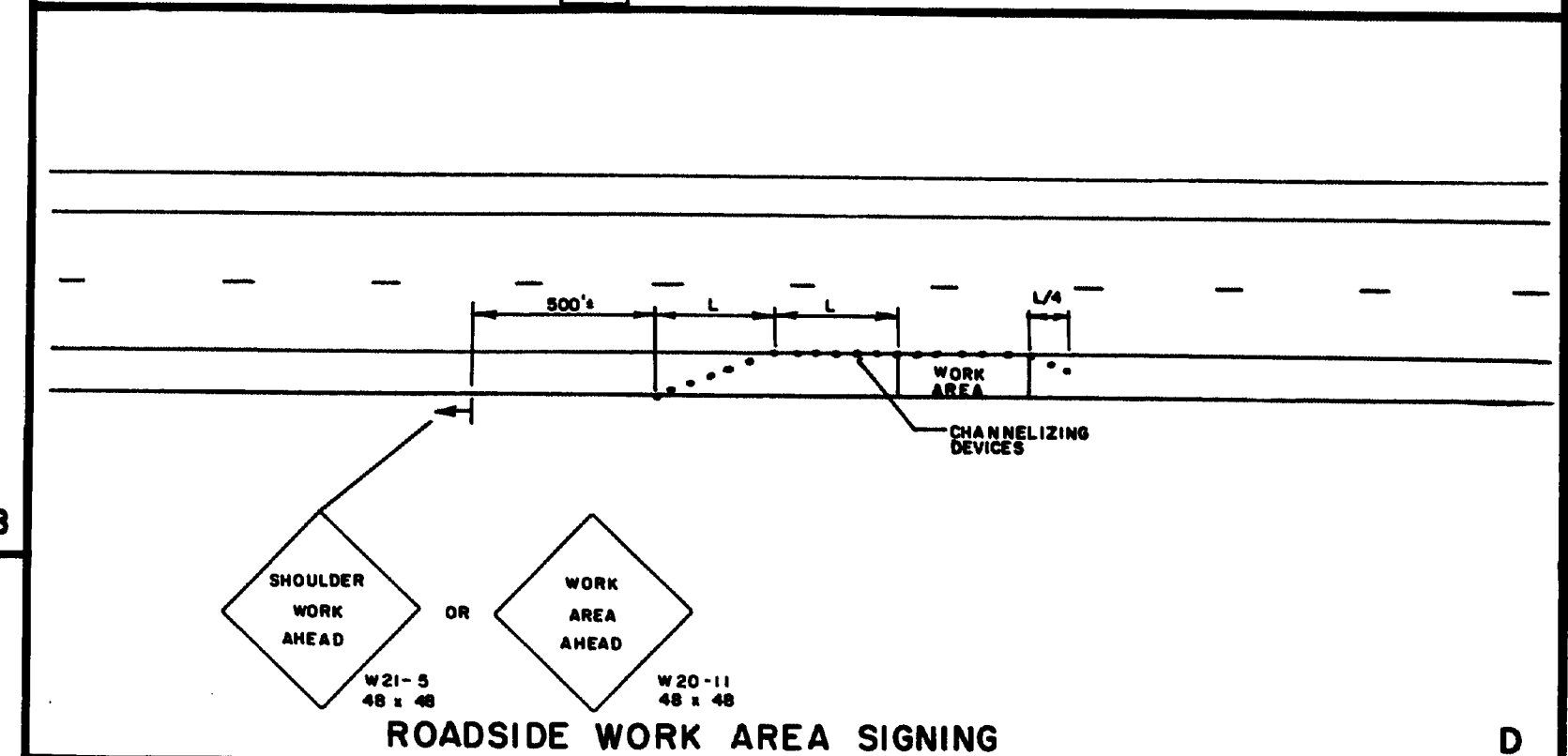
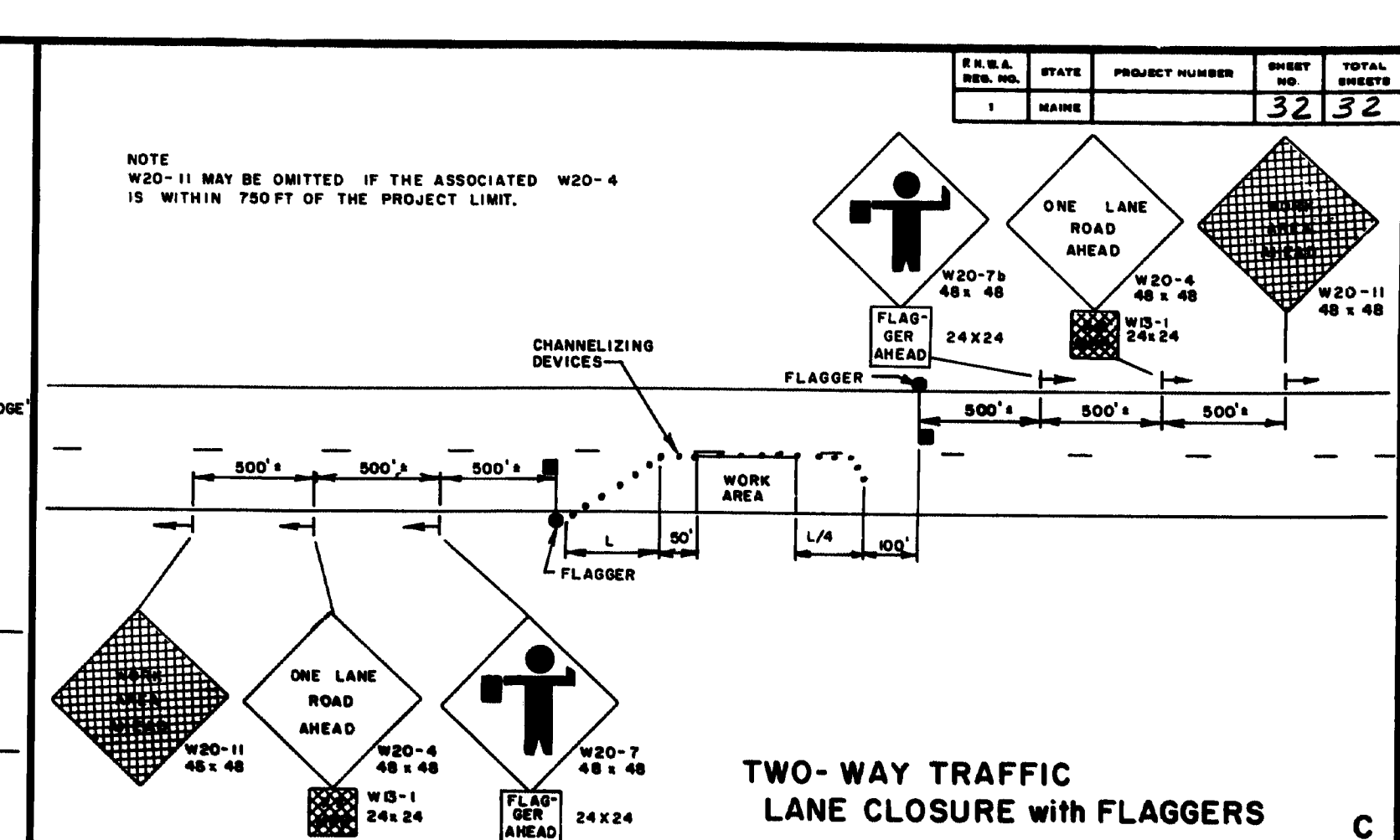
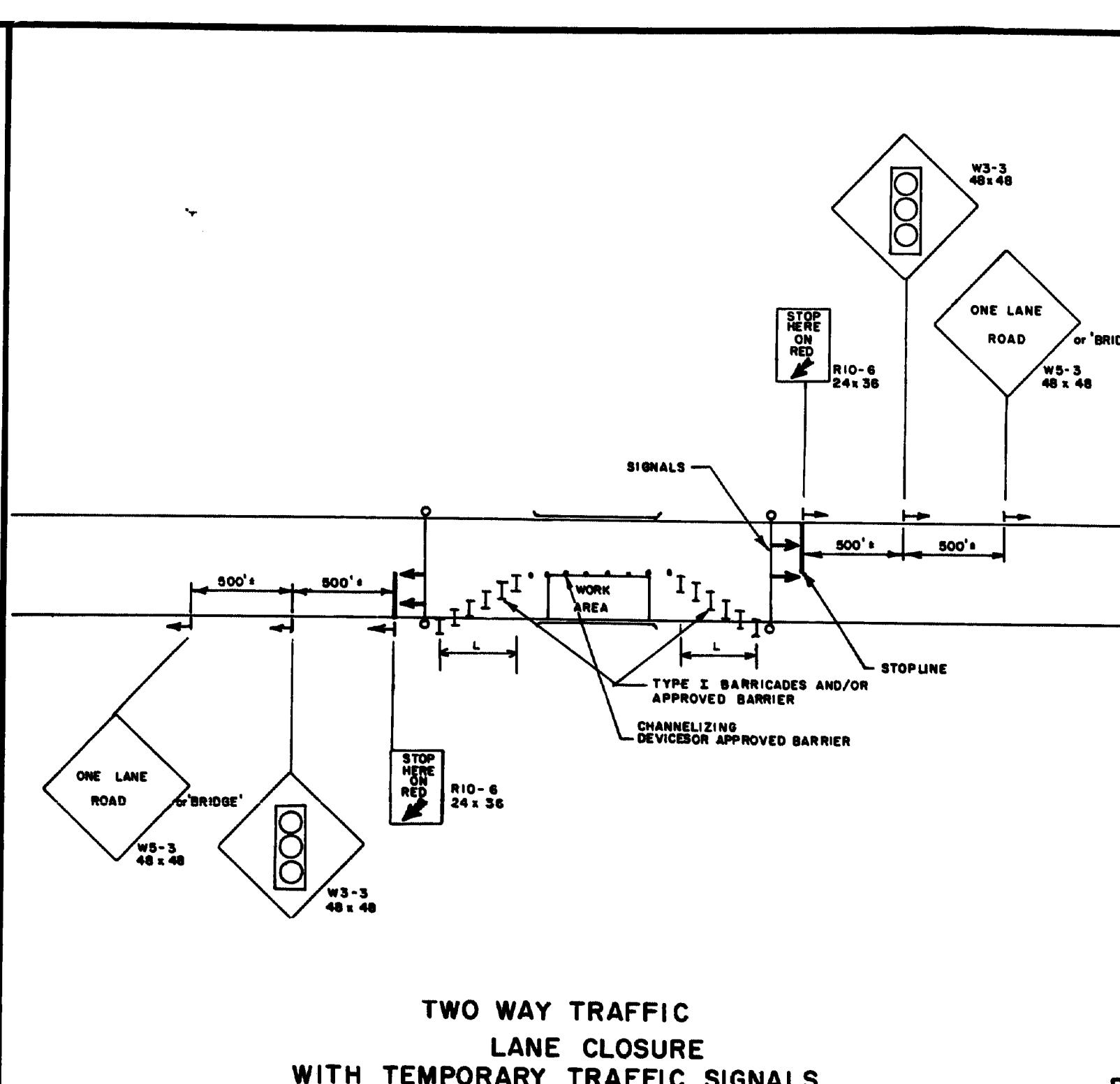
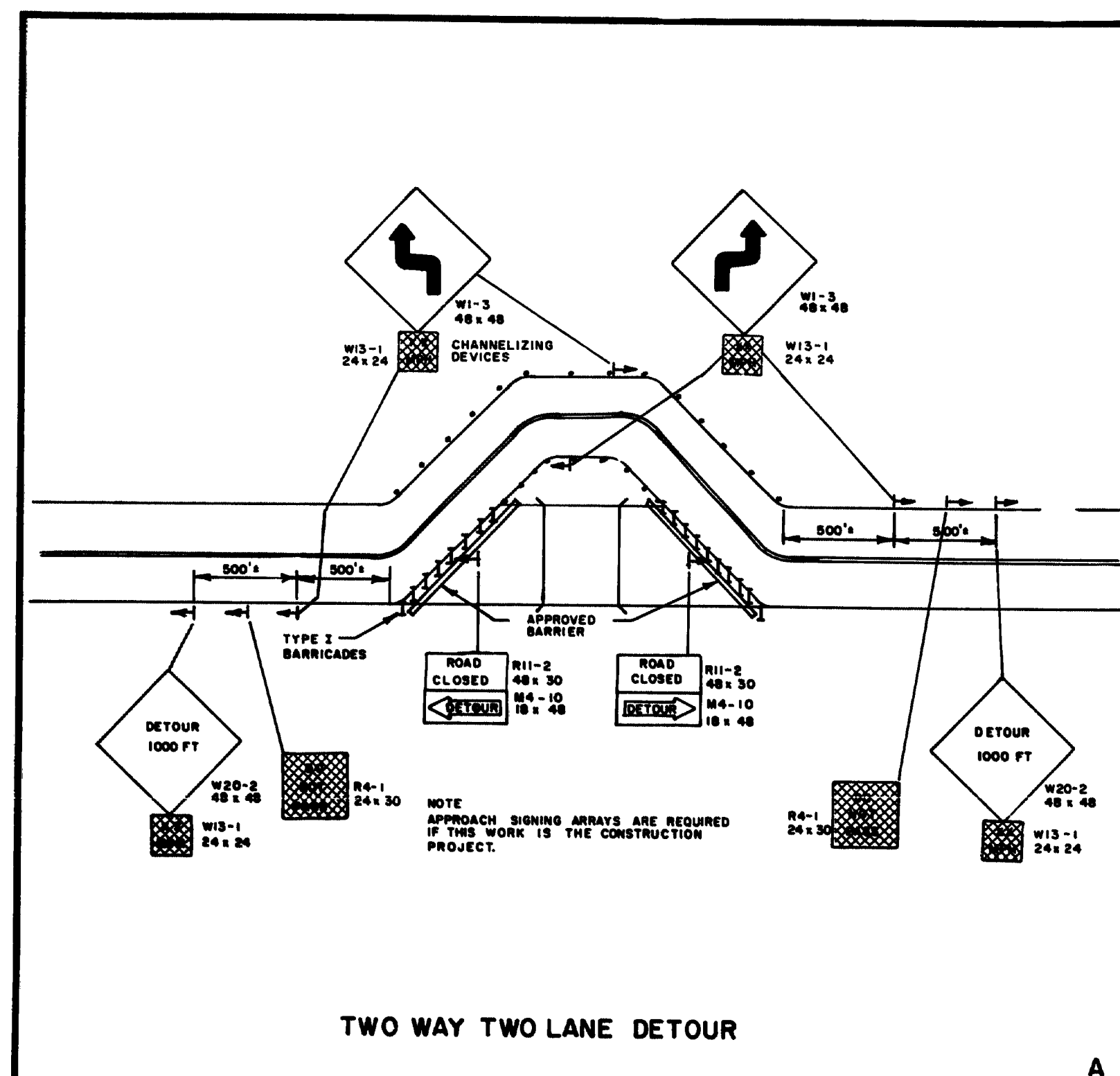


R.N.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		31	32

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES



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