

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PLANS T2R8-T2R9-MEDWAY PENOBSCOT COUNTY MAINE FEDERAL AID INTERSTATE PROJECT NO. IR-IRG-95-8(134)222

LENGTH 15.250 MILES S.B.
0.712 MILES N.B.
AN OVERLAY, GUARD RAIL, SIGNING MODIFICATION & BRIDGE REHABILITATION PROJECT

& MEDWAY

PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. IR-95-9(121)238

LENGTH 0.263 MILES S.B.
0.256 MILES N.B.
AN OVERLAY, GUARD RAIL, SIGNING, LIGHTING MODIFICATION

& HOWLAND

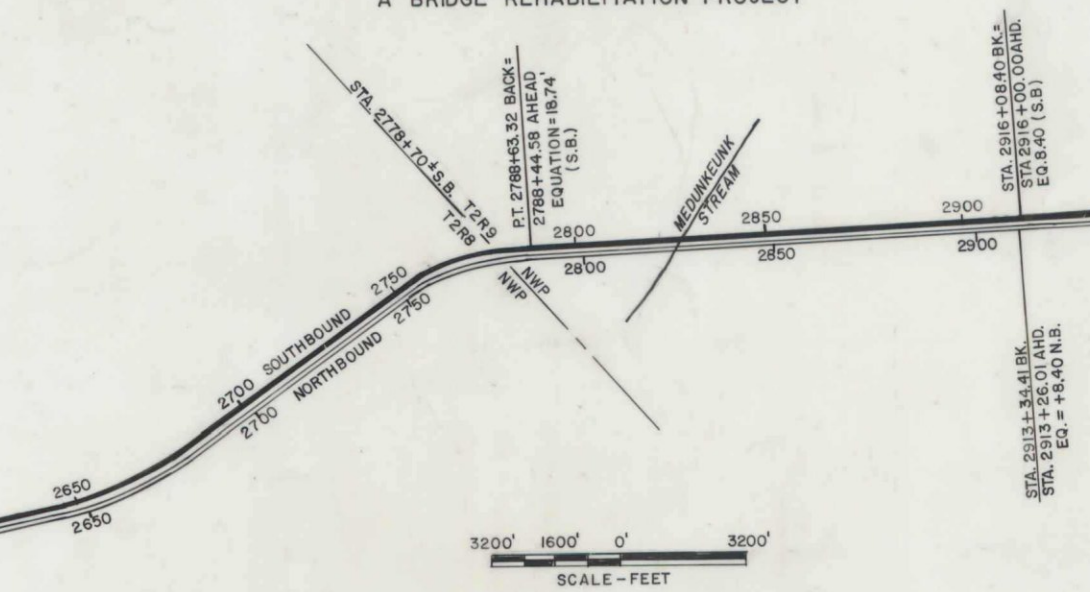
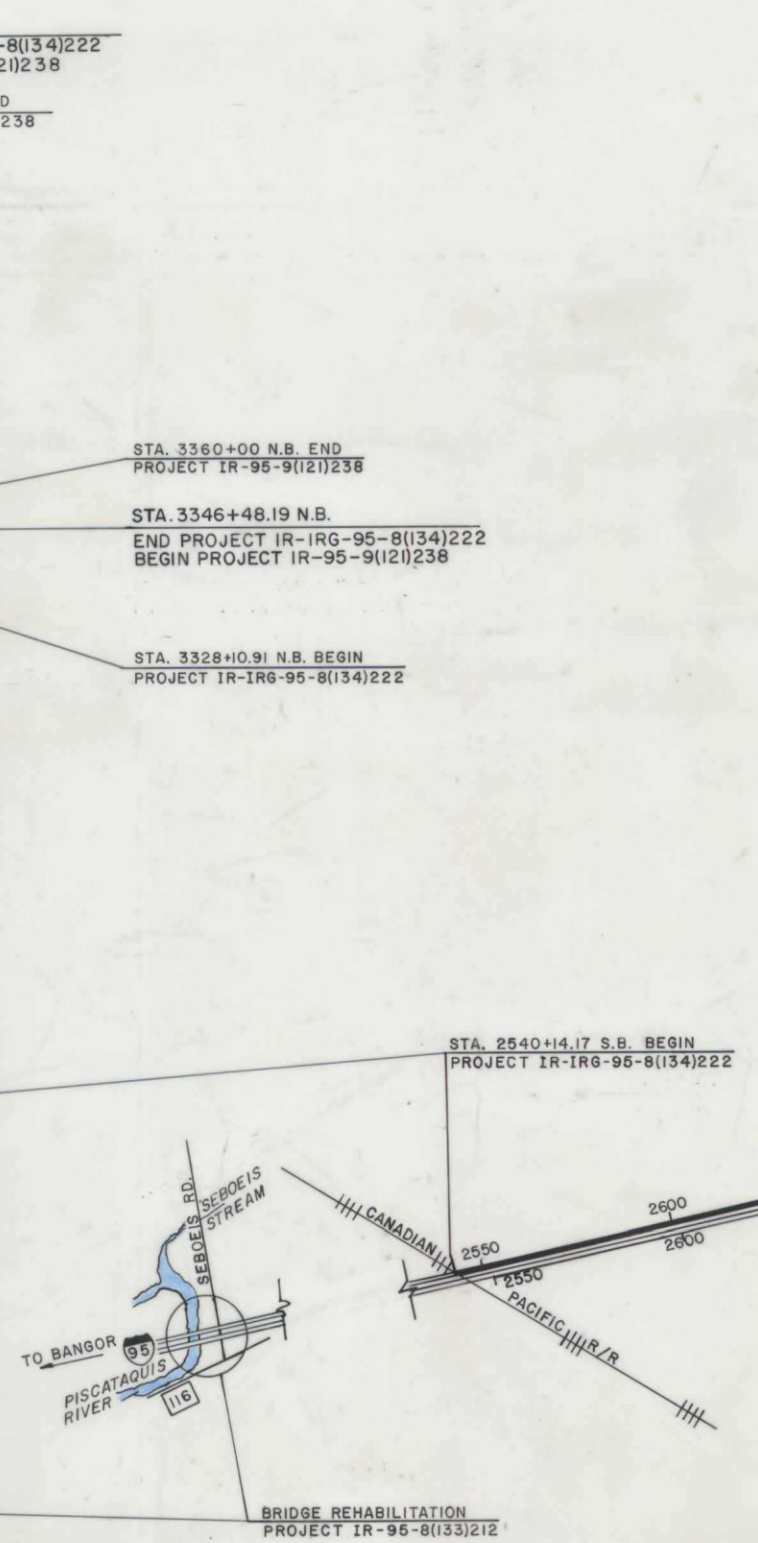
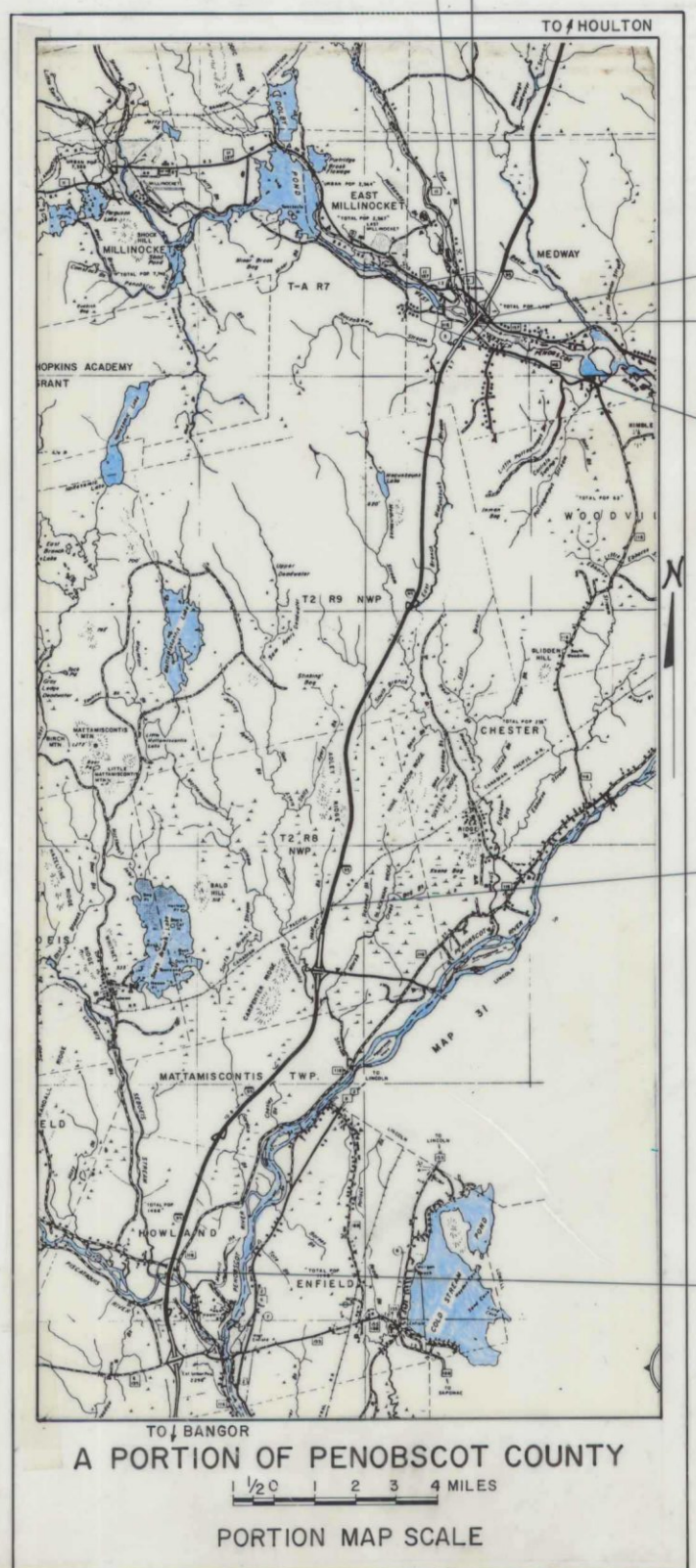
PENOBSCOT COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. IR-95-8(133)212
LENGTH 0.127 MILES S.B.
A BRIDGE REHABILITATION PROJECT

CONSTRUCTED 1989
Reel #281
Sheets #21 to #32
to Bridge Maint.

PREVIOUS PROJECTS:
95-8(117) S.B. OVERLAY BUILT 1979
95-8(61) I-95 S.B. OVER C.P.R.R.
95-8(57) G.D.B. BUILT 1965
95-8(58) G.D.B. BUILT 1965
95-8(62) N.B./S.B. OVER RTE. 116
95-8(65) S.B. PAVING BUILT 1966
95-8(88) N.B./S.B. REST AREAS

CONVENTIONAL SIGNS	
COUNTY LINES	=====
TOWN LINES	=====
PROPERTY LINES	=====
R/W LINES-EXISTING	=====
R/W LINES-NEW-ACCESS CONTROL	=====
R/W LINES-NEW-NO ACCESS CONTROL	=====
CULVERT-EXISTING	=====
CULVERT-PROPOSED	=====
CURBING-EXISTING	=====
CURBING-PROPOSED	=====
TRAVELLED WAY-EXISTING	=====
TRAVELLED WAY-PROPOSED	=====
UNDERGROUND UTILITIES-EXISTING	=====
UNDERGROUND UTILITIES-PROPOSED	=====
RAILROAD-SINGLE TRACK	=====
RAILROAD-DOUBLE TRACK	=====
UTILITY POLE-EXISTING	=====
UTILITY POLE-JOINT OCCUPANCY	=====
PROPOSED UTILITY POLE-TEMPORARY	=====
PROPOSED UTILITY POLE-PERMANENT	=====
TREES	=====
WOODS	=====

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	I-95 TYPICAL SECTIONS AND SHOULDER WIDENING FOR BREAKAWAY
3	CABLE TERMINAL
4	RAMP TYPICAL SECTIONS; I-95 AND RAMP SUPERELEVATIONS; GENERAL NOTES
5	LIMITS OF WORK
6	PAVEMENT TRANSITION DETAILS
7	ESTIMATED QUANTITIES
8	PLAN-SAFETY IMPROVEMENTS AND MISCELLANEOUS WORK
9	STANDARD DETAILS-HIGHWAY
10-12	STANDARD PAVEMENT MARKINGS
13-23	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONES
24-34	SIGNING AND LIGHTING PLANS
	BRIDGE PLANS-INTERSTATE OVER PISCATAQUIS RIVER, SEBOEIS ROAD, CANADIAN PACIFIC RAILROAD, PENOBSCOT RIVER AND ROUTE 116



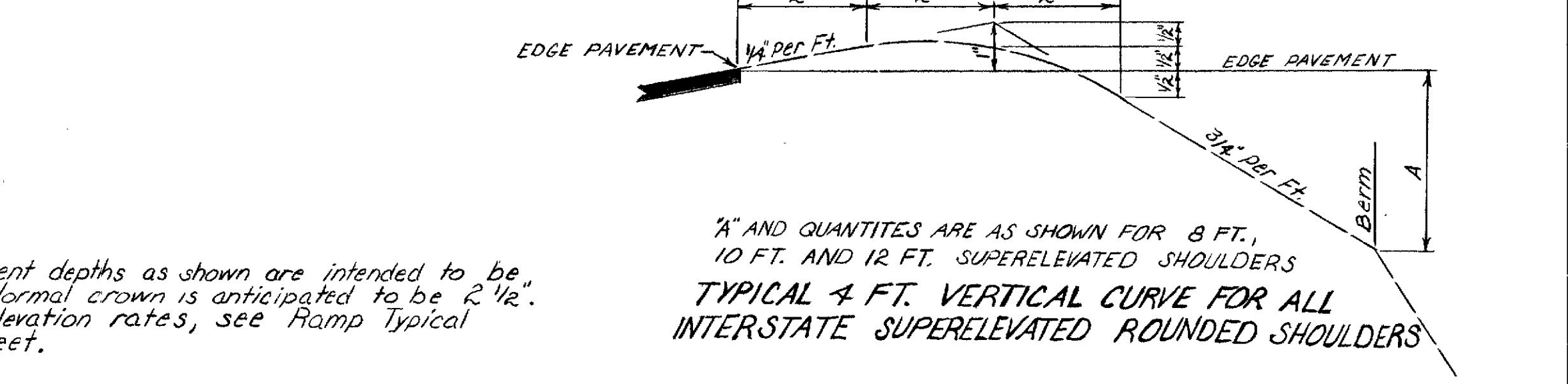
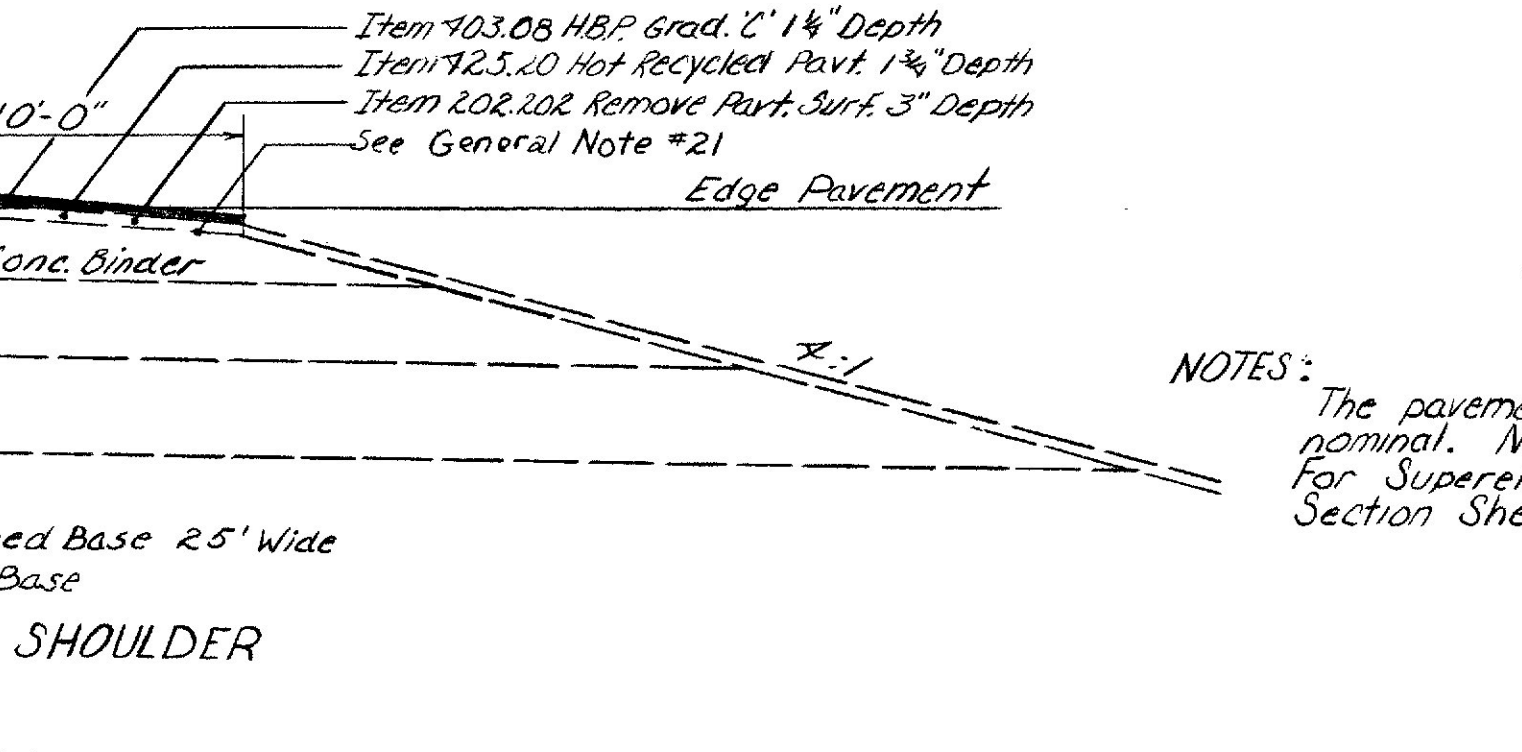
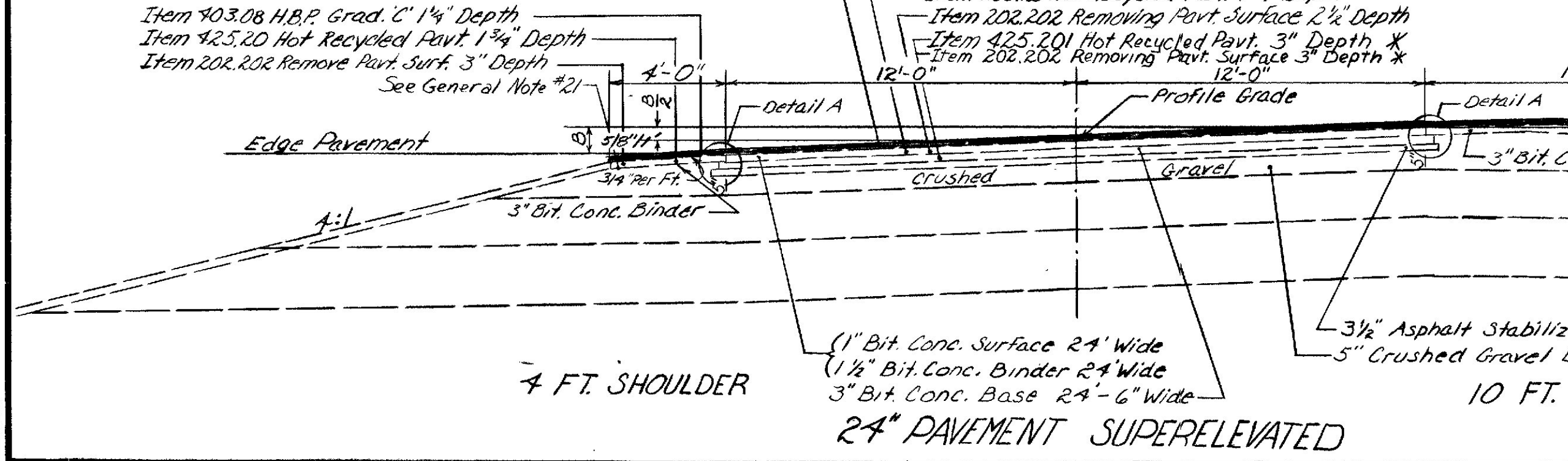
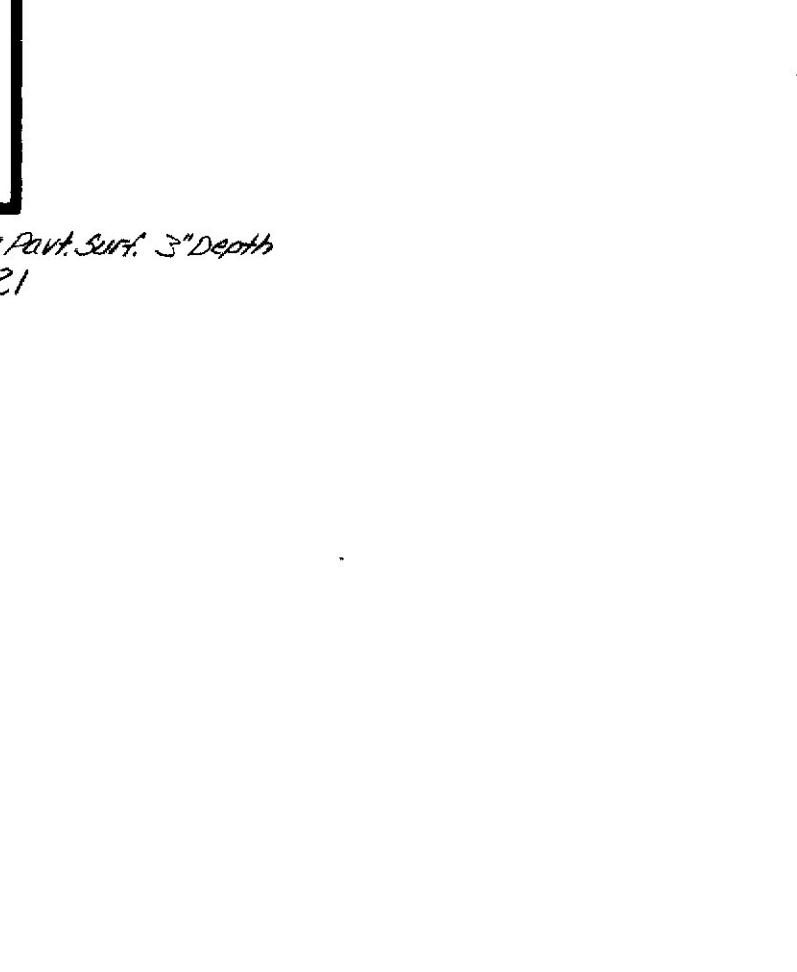
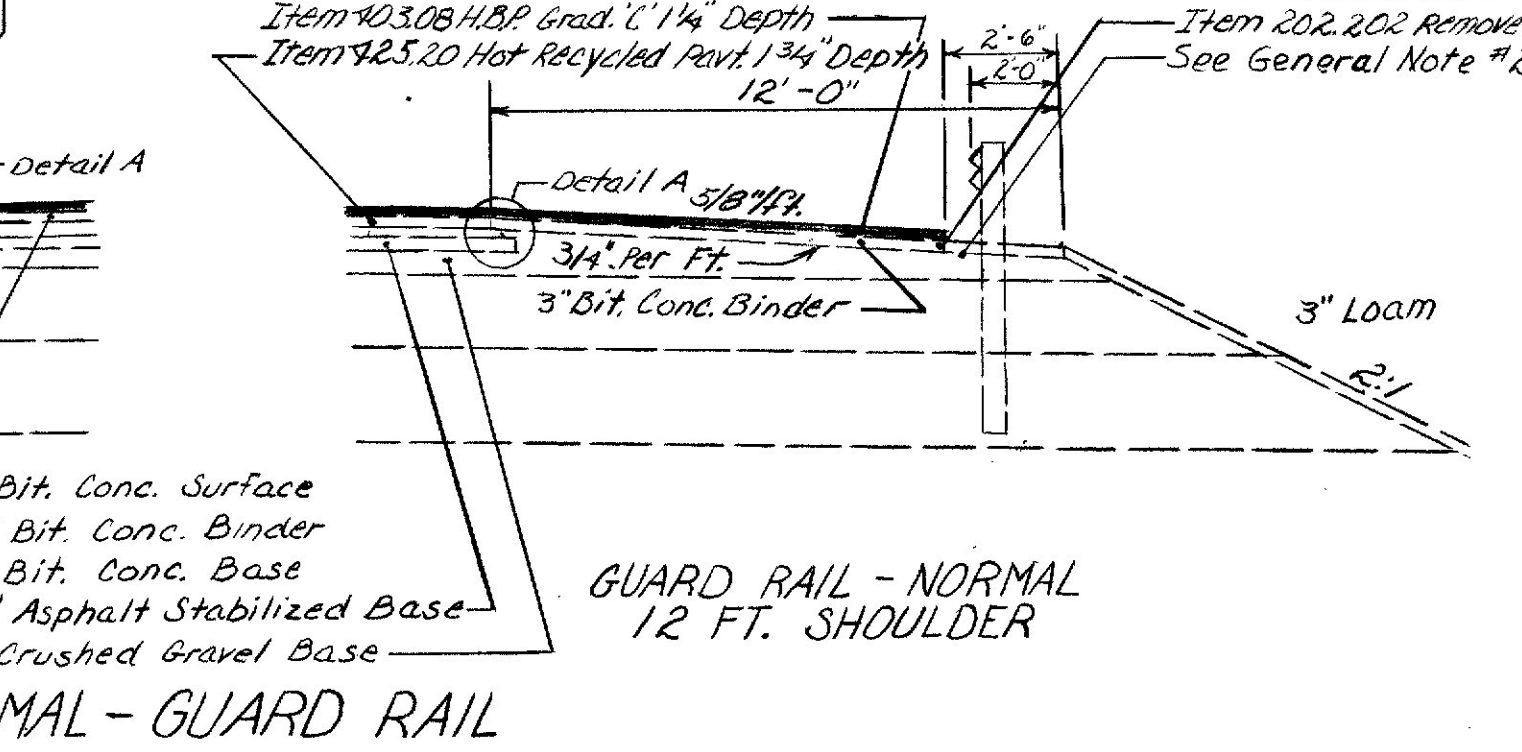
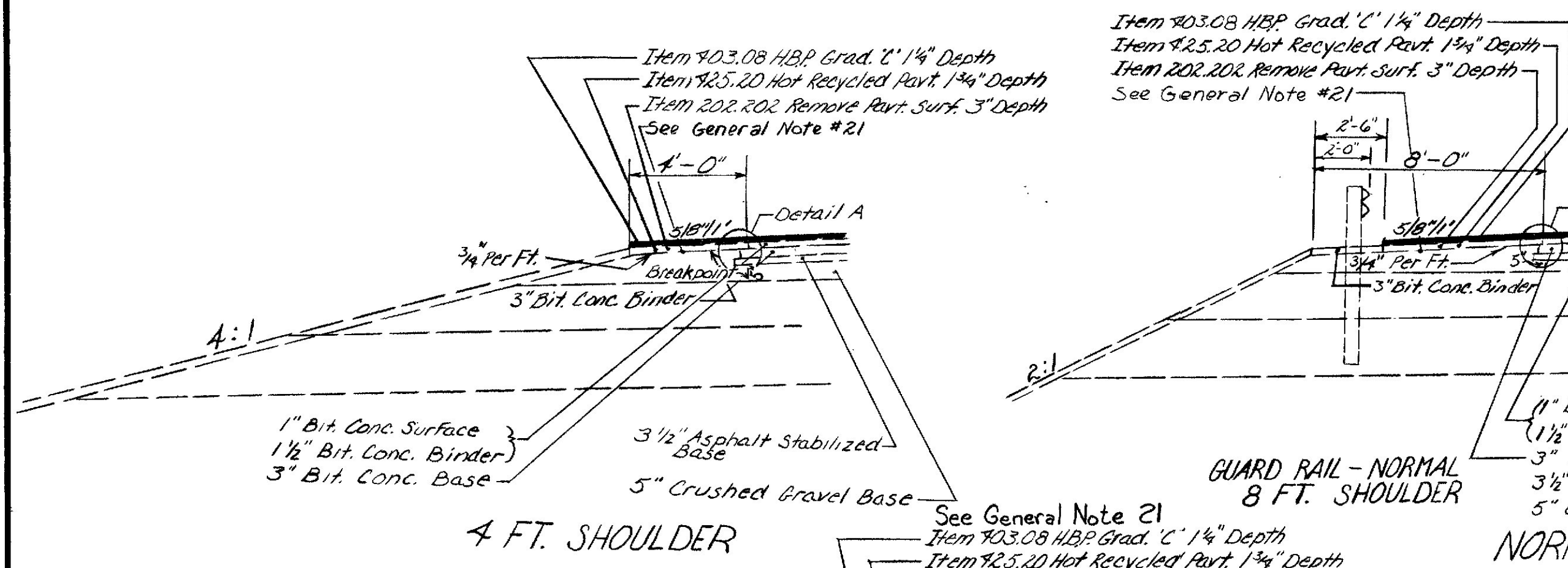
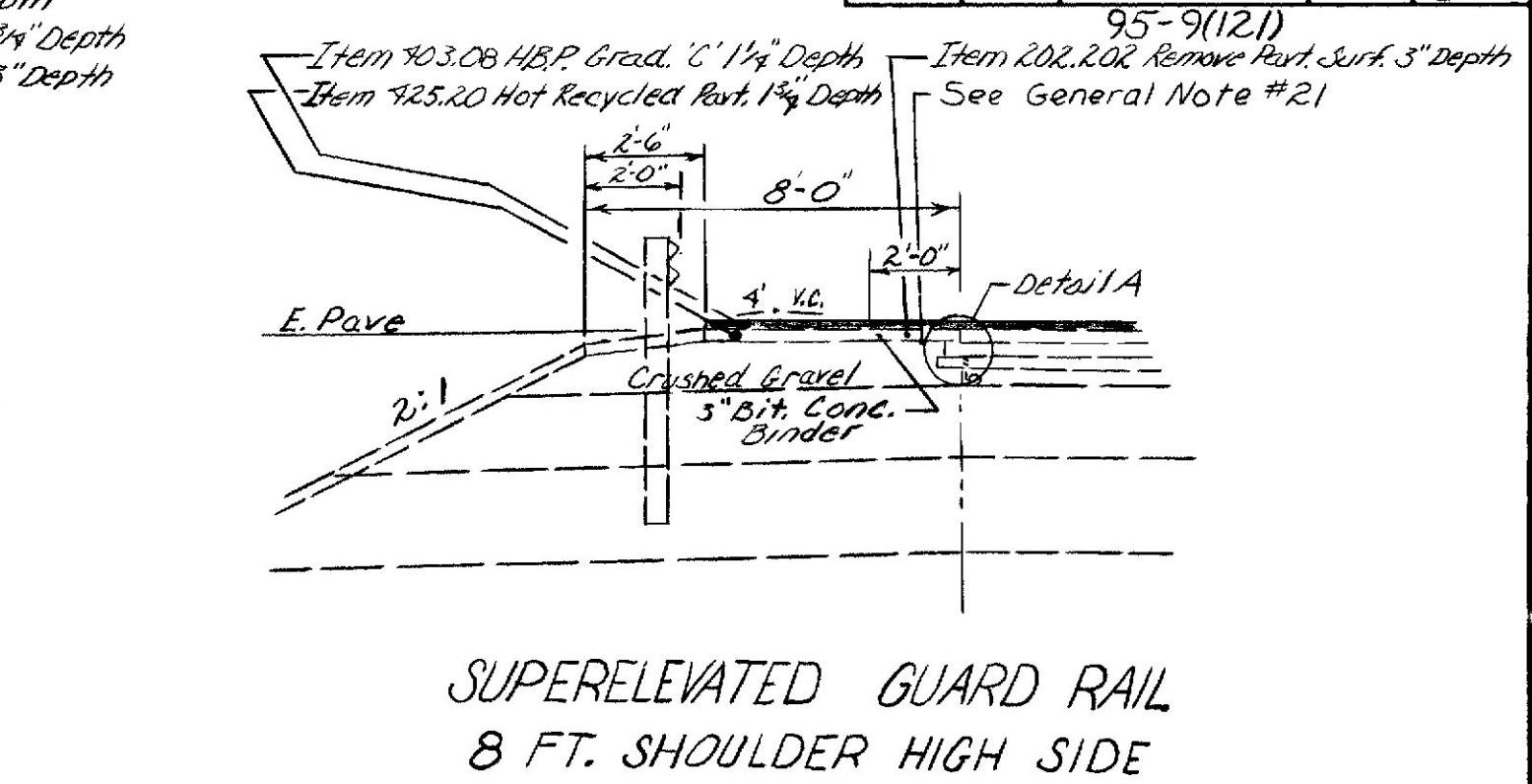
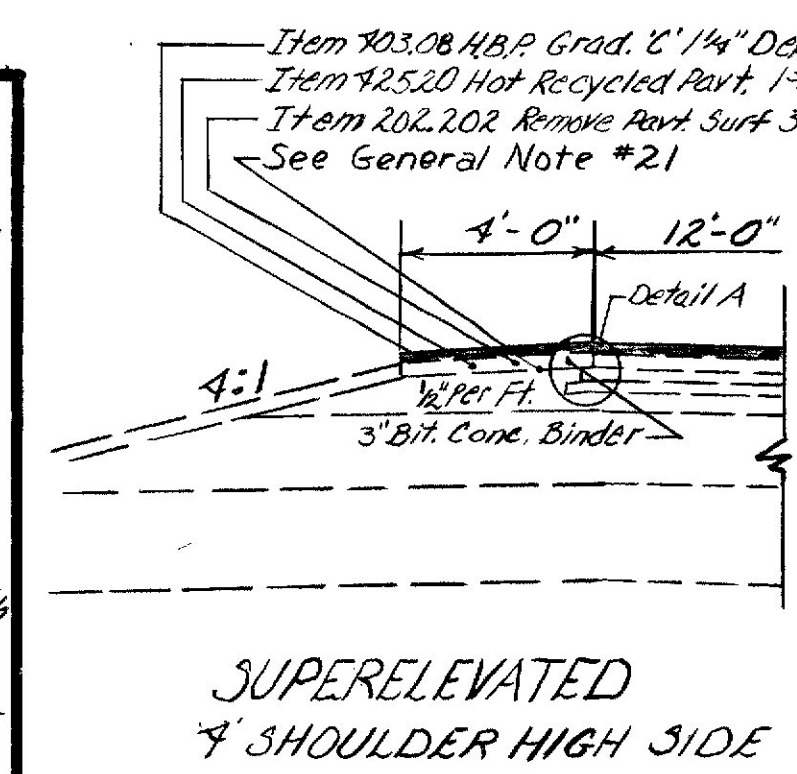
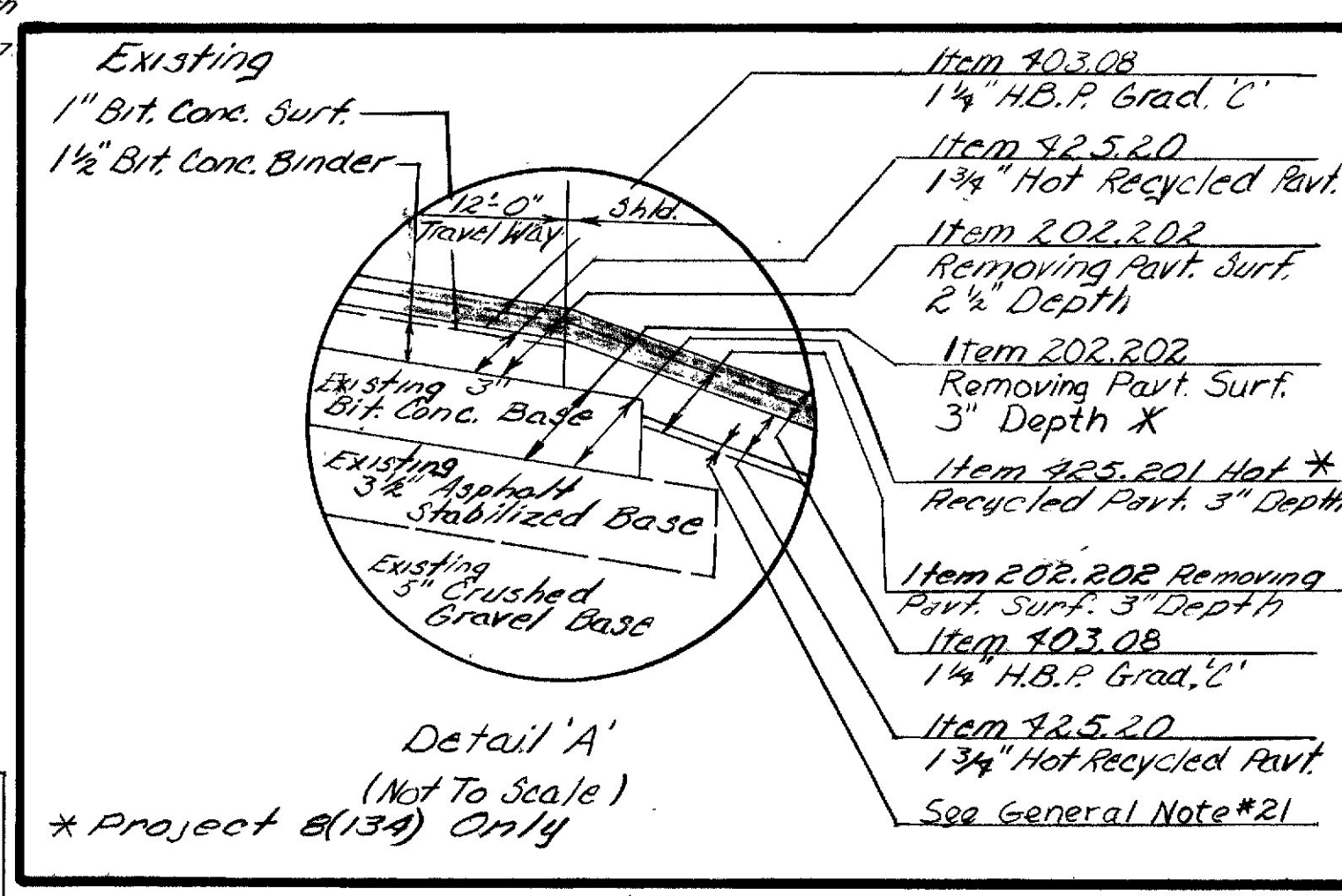
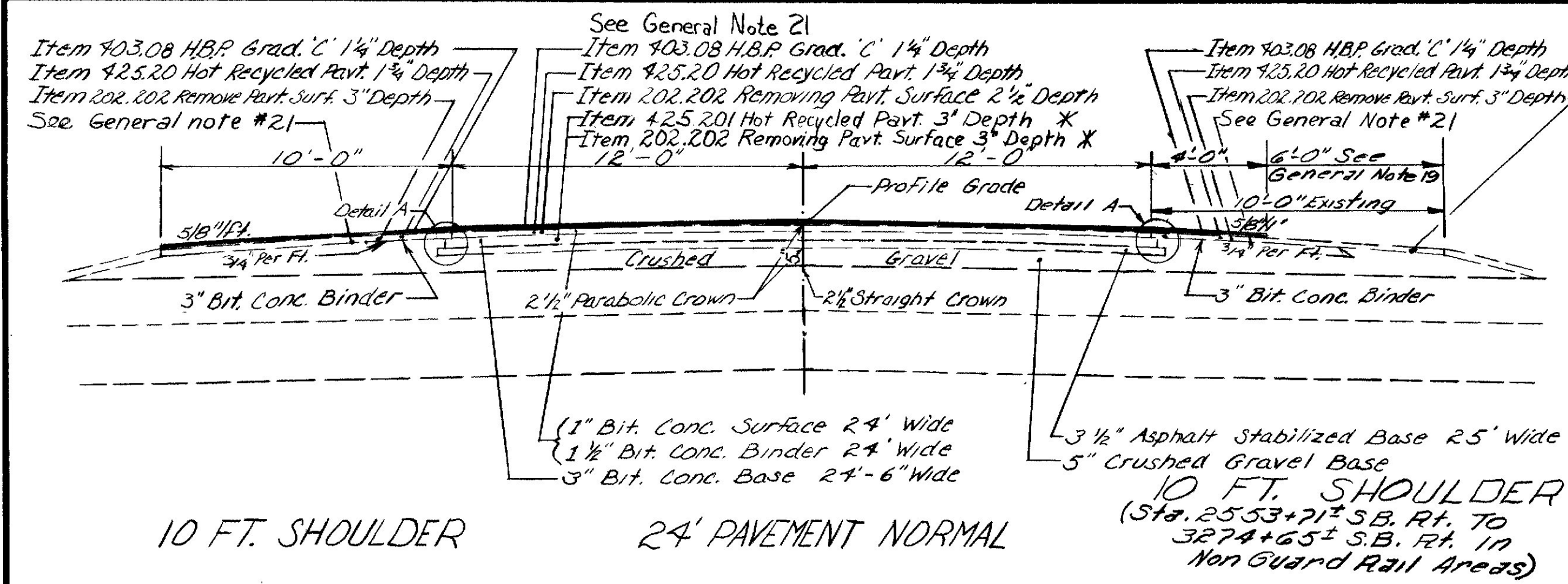
		BOTH DIRECTIONS	S.B. ONLY
A.A.D.T.	1988	4880	2440
A.A.D.T.	2008	7810	3905
D.H.V.		1015	558
T. (%)	(DHV)	18	18
D. (%)	(DHV)	55	100
V.		N/A	N/A
P.S.D. (%)		N/A	N/A
18 KIPS	(P2.5)	842	

APPROVED:
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
COMMISSIONER
10/30/87
Richard A. Cannon
CHIEF ENGINEER
10/30/87

NOTE
All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of January 1984) and supplementals thereto, except as modified on the plans and in the special provisions.

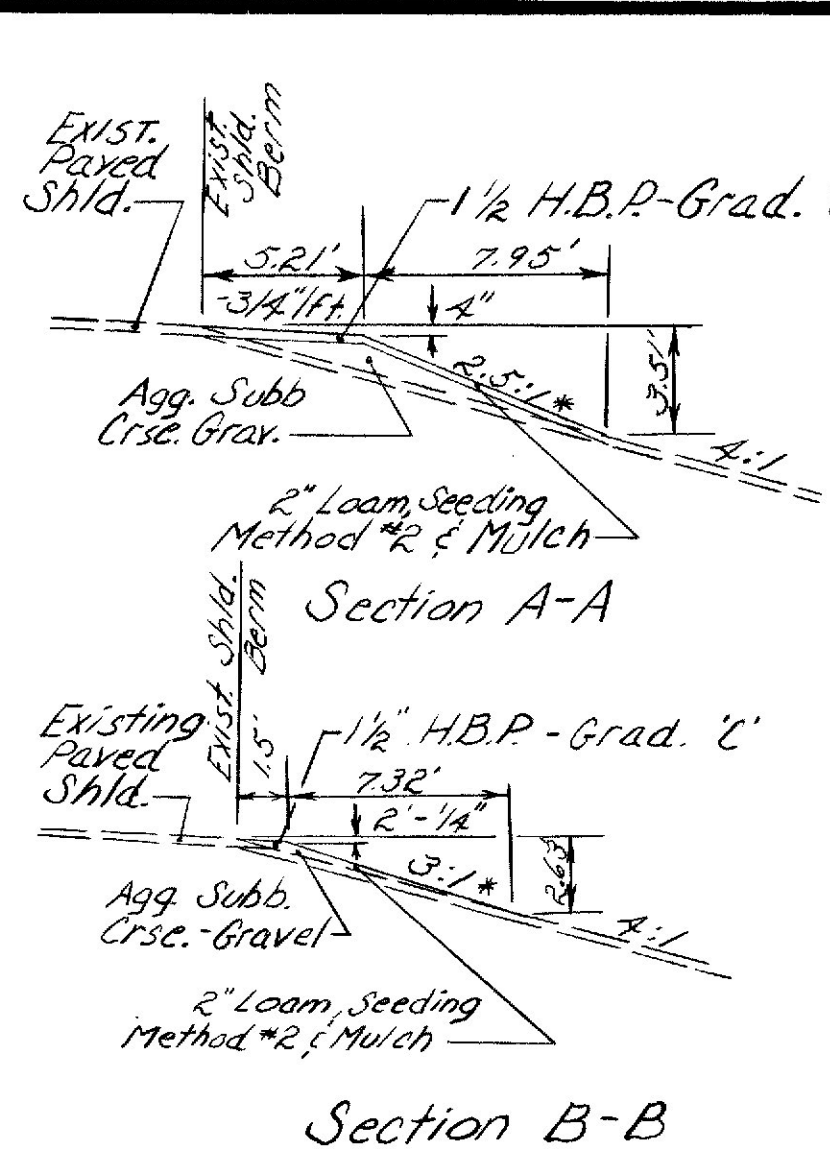
REVISED AS BUILT
Richard J. Merrill 2-14-92

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

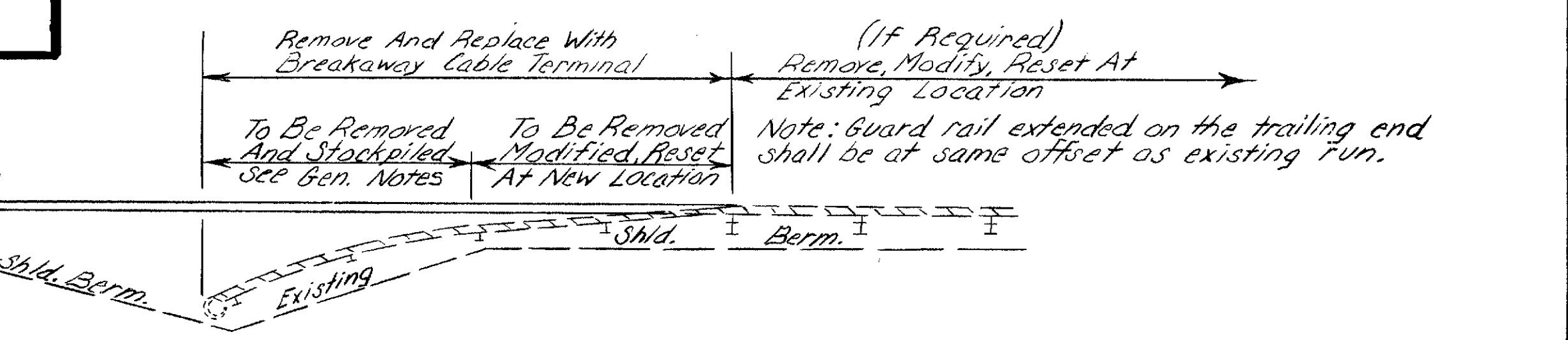
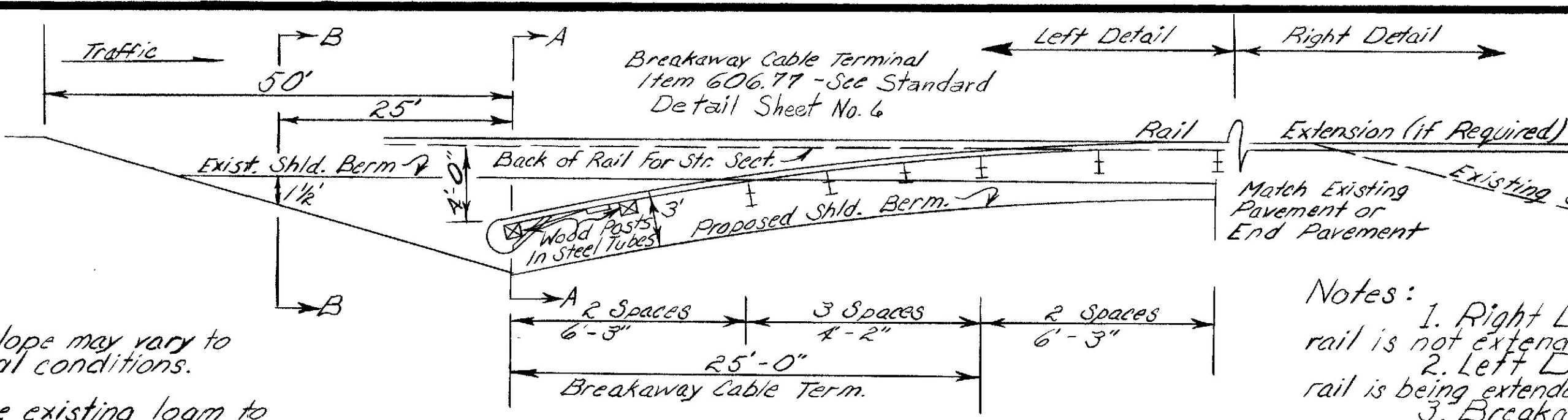


NOTES:
The pavement depths as shown are intended to be nominal. Normal crown is anticipated to be 2 1/2". For Superlevation rates, see Ramp Typical Section Sheet.

1" AND QUANTITIES ARE AS SHOWN FOR 8 FT., 10 FT. AND 12 FT. SUPERELEVATED SHOULDERS
TYPICAL 4 FT. VERTICAL CURVE FOR ALL INTERSTATE SUPERELEVATED ROUNDED SHOULDERS



*This slope may vary to fit local conditions.
Remove existing loam to existing gravel, and place on slope as directed by the engineer.



Notes:
1. Right Detail - To be used when leading end of existing guard rail is not extended. Use existing widening.
2. Left Detail - To be used when leading end of existing guard rail is being extended or is a new installation. Requires shoulder widening.
3. Breakaway cable terminals will be paid for under Item 606.77.
4. Widened shoulders for breakaway cable terminals, when required, will be paid for under Item 606.751 complete in place except for hot bituminous pavement which will be paid for separately.
5. When using either the left or right details for widened shoulders the engineer will ensure that the existing 1-95 inslopes ahead of the leading end conform approximately to the detail show on this sheet or are flatter.
6. If the existing inslopes do not conform to the detail, the leading end shall be moved back until conformance is met or the existing inslopes may be flattened, whichever is deemed most practical by the engineer.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
1-95 Typical Sections
T2-R8, T2-R9, Medway
AND
Shoulder Widening
For
Breakaway Cable Terminal

REVISED As BUILT
Push At well 2-14-92

T2R8-T2R9-MEDWAY 95-8(134)/95-9(121)

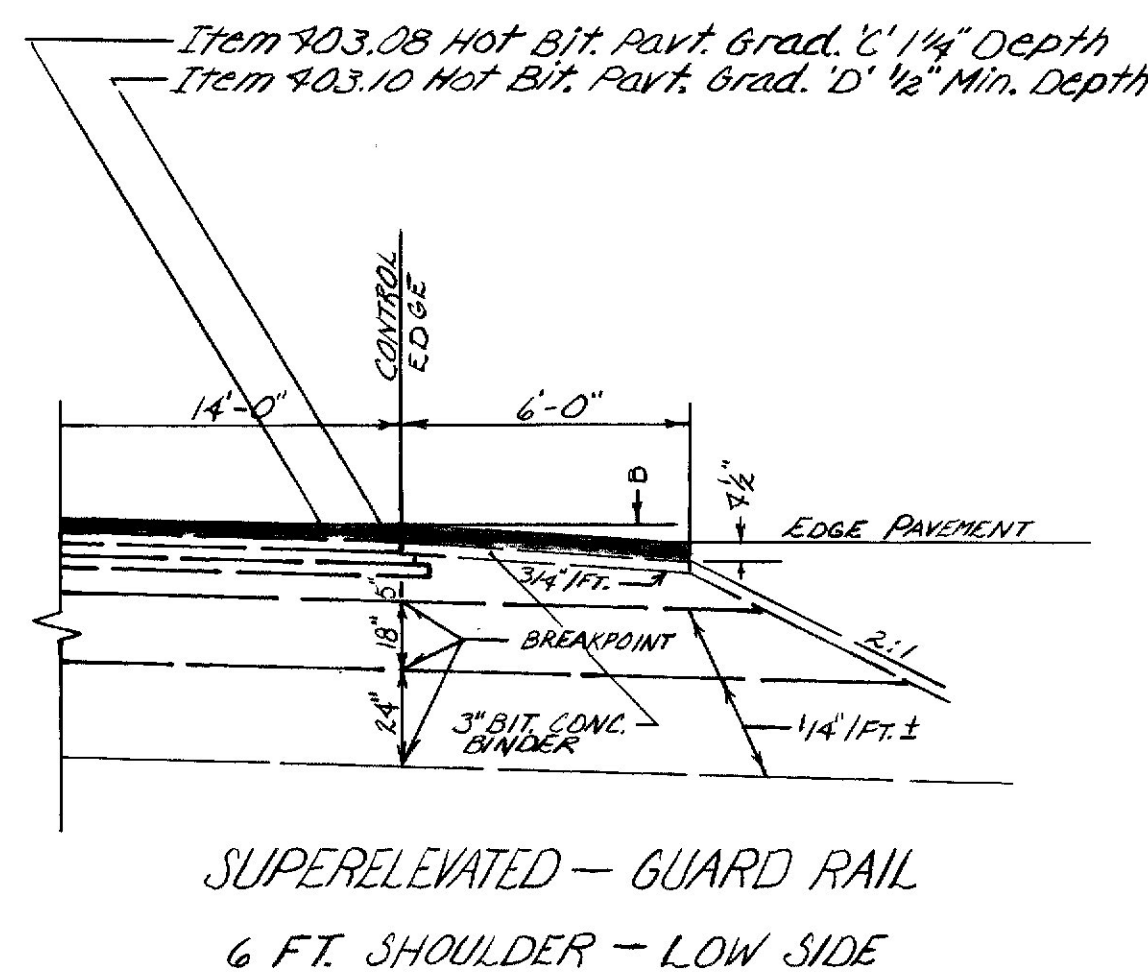
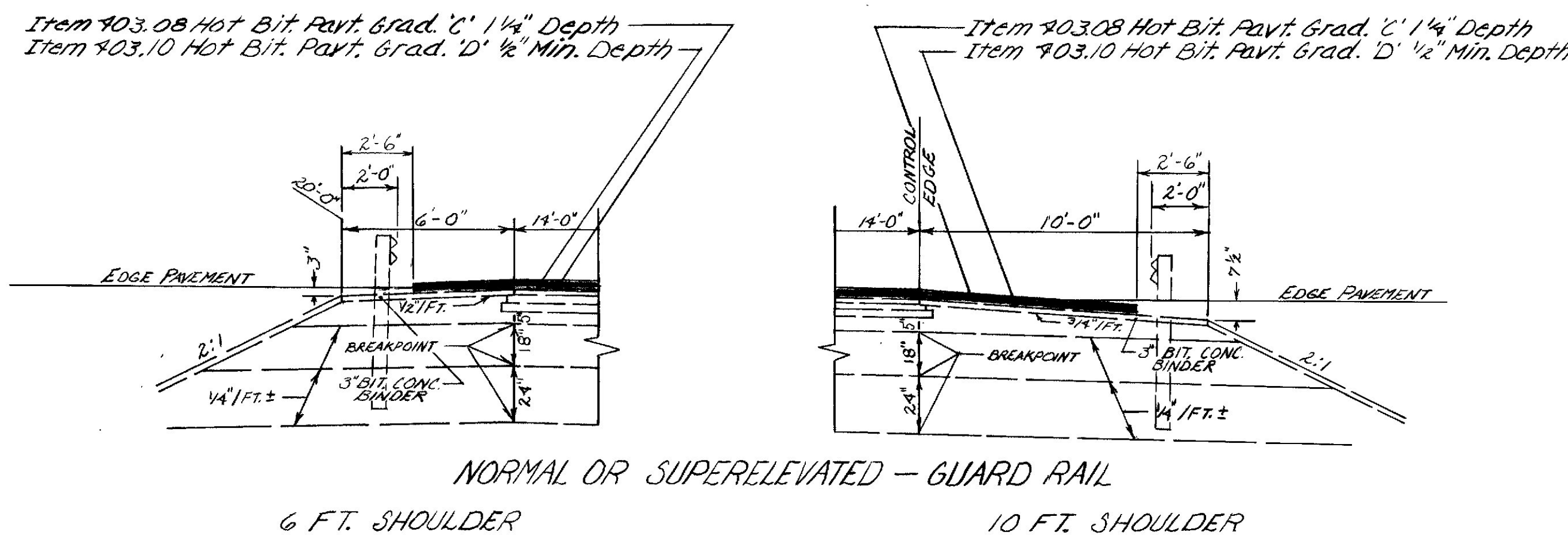
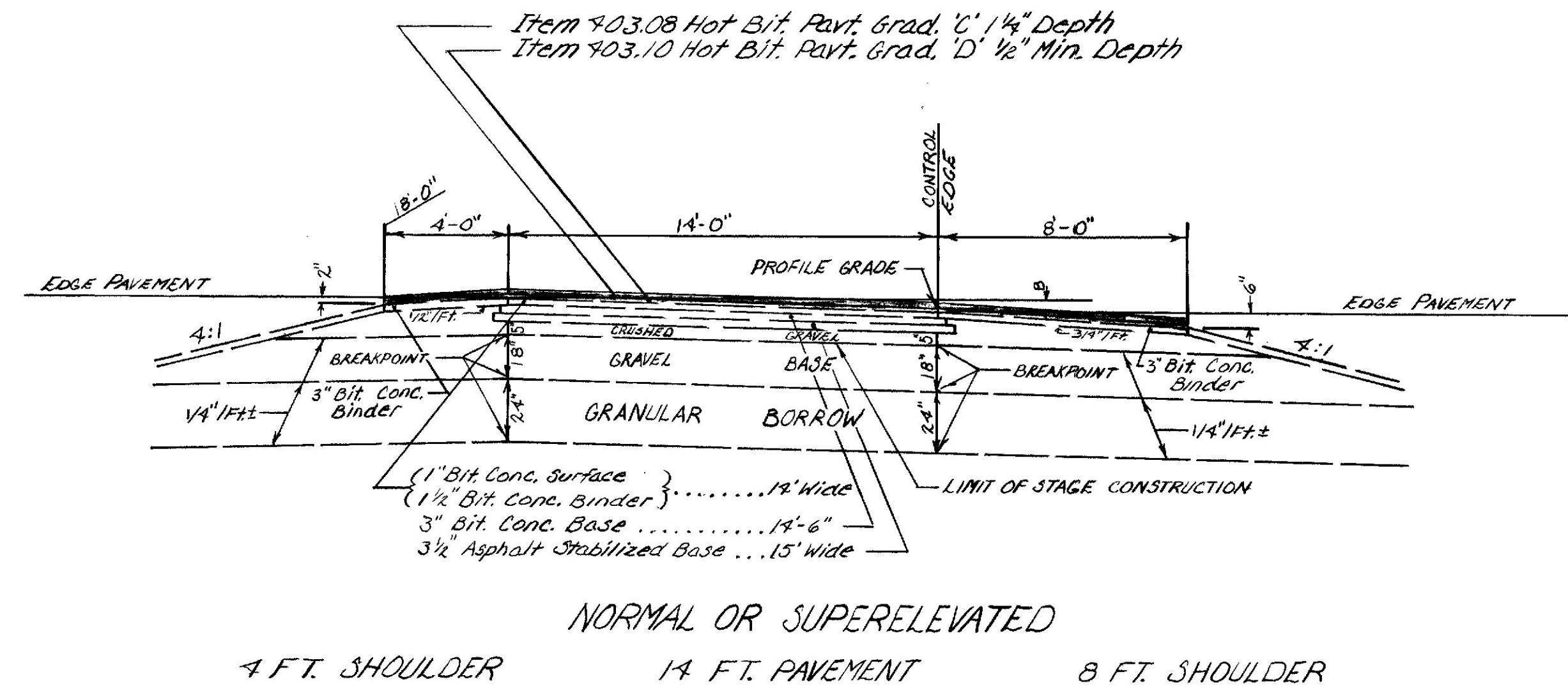
PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

BRUNING 44-132 45710-1

1 3/4" HOT BITUMINOUS PAVEMENT OVERLAY *
ONE-WAY RAMPS

GENERAL NOTES

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-8(134)	3	34
95-9(121)				



- * Notes:
- 1) The Pavement Depths As Shown Are Intended To Be Nominal.
 - 2) It Is Intended To Overlay The N.B. Off Ramp And S.B. On Ramp At Rte. 157 Medway.

SOUTHBOUND SUPERELEVATIONS

STATION	LT.	RT.
2591+96.53	2	2 1/2
3273+00	-2 1/2	-2 1/2
+50	-1/2	-2 1/2
3274+00	+1	-2 1/2
+50	+2 1/2	-2 1/2
3275+00	+4	-4
3305+00	+4	-4
+50	+2 1/2	-2 1/2
3306+00	+1	-2 1/2
+50	-1/2	-2 1/2
3307+00	-2 1/2	-2 1/2

RAMP SUPERELEVATIONS

STATION	LT.	RT.
3A ON @ RTE. 157		
8+50	+7	
8+00	+7	
+50	+5 1/4	
9+00	+3 1/2	
NB. OFF @ RTE. 157		
6+00	+3 1/2	
+50	+5	
7+00	+7	
12+00	+7	
+50	+5 1/4	
13+00	+3 1/2	

GENERAL NOTES

- 1) CLEARING AND SINGLE TREES:
AS NOTED ON THE PLANS, IT IS INTENDED TO CLEAR WOODED AREAS FROM THE IMMEDIATE ROADSIDE AREA. THE INTENDED ROADSIDE CLEAR AREAS ARE 35' ON THE LEFT AND 40' ON THE RIGHT FROM THE EDGE OF PAVEMENT OR 10' BEYOND THE TOE OF SLOPE, WHICHEVER IS GREATER. THESE DISTANCES MAY BE DECREASED WHEN TREES AND WOODED AREAS ARE ON BACKSLOPES OR INCREASED ON THE OUTSIDE OF CURVES, AS DIRECTED BY THE ENGINEER.
ANY CLEARING OR REMOVAL OF SINGLE TREES SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. REMOVAL OF SINGLE TREES AND ALL CLEARING WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS BID ITEMS AND NO SEPARATE PAYMENT WILL BE MADE. IT IS ESTIMATED THAT THERE IS 500 SQUARE FEET OF CLEARING INVOLVED.
- 2) IF DEEMED NECESSARY FOR REMOVAL BY THE ENGINEER, STUMPS RESULTING FROM TREE REMOVAL IN MOVING AREAS SHALL BE REMOVED TO AT LEAST 4" BELOW EXISTING GROUND. REMOVAL, BACKFILLING, LOAMING, OR SEEDING AS DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCIDENTAL TO ITEM 403.
- 3) THE ENGINEER WILL DESIGNATE UNSAFE RECOVERY AREAS AT THE TOES OF 4:1 AND 6:1 FILL SLOPES TO BE GRADED BY BULLDOZER AND/OR OTHER HOURLY RENTAL ITEMS. Boulders, LARGE STUMPS, AND OTHER OBJECTS SHALL BE BURIED OR REMOVED. THE USE OF BORROW OR WASTE MATERIAL MAY BE AUTHORIZED FOR SOME AREAS. UPON COMPLETION OF THE GRADING, THE AREAS SHALL BE SEED WITH METHOD NO. 2 AND MULCHED.
- 4) THE UTILITIES INVOLVED IN THIS CONTRACT ARE:
CANADIAN PACIFIC RAILROAD
- 5) REFERENCE TO LEFT OR RIGHT IS IN THE DIRECTION OF TRAFFIC AND REFERENCE TO NORTH OR SOUTH IS IN THE GENERAL DIRECTION OF I-95.
- 6) ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK, IF NECESSARY, SHALL NOT BE DONE ON OR ADJACENT TO LANE CARRYING TRAFFIC.
- 7) ALL WASTE MATERIAL WILL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE ENGINEER.
- 8) THE CONTRACTOR MAY, IF NECESSARY, CONSTRUCT CROSS-OVERS FOR HIS EQUIPMENT, SUBJECT TO PRIOR APPROVAL OF THE LOCATION AND DESIGN BY THE ENGINEER. ALL WORK, MATERIAL, AND EQUIPMENT REQUIRED FOR DESIGN, CONSTRUCTION, MAINTENANCE, SIGNING, AND REMOVAL OF THE CROSS-OVER WILL BE CONSIDERED INCIDENTAL TO ITEM 403 INCLUDING RESTORATION TO EXISTING GROUND.
- 9) ALL TRUCK AND EQUIPMENT ROUTING SHALL BE SUBJECT TO PRIOR APPROVAL OF THE ENGINEER.
- 10) NO SLOPE OR GUARD RAIL WORK SHALL BE DONE ON OR ADJACENT TO THE LANE CARRYING TRAFFIC.
- 11) BREAKAWAY CABLE TERMINALS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARD RAIL.
- 12) EXISTING TERMINAL ENDS SHALL BE REMOVED AND RESET ON TRAILING ENDS OF GUARD RAIL AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- 13) EXISTING TERMINAL ENDS AND GUARDRAIL NOT REQUIRED FOR COMPLETION OF THE GUARDRAIL WORK SHALL BE REMOVED AND STOCKPILED FOR PICKUP BY MAINTENANCE PERSONNEL. IF THIS MATERIAL HAS NOT BEEN PICKED UP WITHIN 5 WORKING DAYS OF THE NOTIFICATION AND HAMPERS THE CONTRACTOR'S OPERATION, IT SHALL BECOME THE PROPERTY OF THE CONTRACTOR. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL AND STOCKPILING.
- 14) WHERE HOT BITUMINOUS PAVEMENT GRADING 'C' IS TO MEET EXISTING PAVEMENT, A BUTT JOINT WILL BE REQUIRED. (SEE PAVEMENT TRANSITION DETAILS) CUTTING OF THE JOINT AND REMOVAL AND DISPOSAL OF EXISTING PAVEMENT WILL BE INCIDENTAL TO ITEM 403.
- 15) HOT BITUMINOUS PAVEMENT, GRADE D SHALL BE PLACED ALONG EXPOSED JOINTS AT RAMPS ON A 12:1 TAPER TO MAINTAIN TRAFFIC. MAINTENANCE AND REMOVAL OF TAPERS WILL BE CONSIDERED INCIDENTAL TO ITEM 403.
- 16) WHERE DEEMED NECESSARY BY THE ENGINEER, WINTER SAND SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE HOURLY RENTAL ITEMS.
- 17) LOAM HAS BEEN ESTIMATED FOR 100% OF THE SHOULDER PAVEMENT REMOVAL AREA. PLACEMENT OF LOAM SHALL BE AS DESIGNATED BY THE ENGINEER. LOAM DEPTHS ARE 2" AND ARE CONSIDERED NOMINAL.
- 18) LOAM AREAS SHALL BE SEED WITH METHOD NO. 2 AND MULCHED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 19) THE AREA ON SOUTHBOUND LEFT SHOULDER OF PROJECT 8(134) WHICH WILL NOT BE REPAVED SHALL BE GRADED FOR POSITIVE DRAINAGE SUCH THAT THERE IS NO PAVEMENT DROPOFF AND LOAMED, SEEDING AND MULCHED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEMS 615.07 LOAM, 618.14 SEEDING METHOD NO. 2, 619.12 MULCH, 631.14 GRADER (INCL. OPERATOR). THE EXCESS GRAVEL IN THIS AREA SHALL BE USED TO SHIM THE SHOULDERS AS SHOWN ON DETAIL 'A' OF THE I-95 TYPICAL SECTION SHEET PRIOR TO USING ITEM 411.10 UNTREATED AGGREGATE SURFACE COURSE, TRUCK MEASURE.
- 20) DELINEATOR POSTS WILL BE INSTALLED AT ALL SPECIFIED UNDERDRAIN OUTLETS.
- 21) GENERAL OUTLINE OF WORK:
A) Station 2540+14.17 TO 3335+56.29 S.B.
Station 3306+00 TO 3335+91.12 N.B.

- THE I-95 TRAVELWAY SHALL HAVE THE TOP 2 1/2" OF EXISTING PAVEMENT REMOVED TO A WIDTH OF 24'-0" UNDER ITEM 202.202, REMOVING PAVEMENT SURFACE. THE SHOULDERS SHALL HAVE THE EXISTING 3" OF PAVEMENT REMOVED UNDER ITEM 202.202, REMOVING PAVEMENT SURFACE TO WIDTH SHOWN ON THE TYPICAL SECTIONS. THE I-95 TRAVELWAY SHALL THEN HAVE THE 3" OF BITUMINOUS CONCRETE BASE REMOVED UNDER ITEM 202.202, REMOVING PAVEMENT SURFACE TO A WIDTH OF 24'-6". THE SHOULDERS SHALL BE SHIMMED AND REGRADED TO 5/8"/FT. AS SHOWN ON THE TYPICAL SECTIONS. THE SHOULDERS SHALL THEN BE PAVED UNDER ITEMS 425.20, HOT RECYCLED PAVEMENT, 1 3/4" DEPTH AND 403.08, HOT BITUMINOUS PAVEMENT GRADING 'C', 1 1/4" DEPTH AS SHOWN ON THE TYPICAL SECTIONS. AFTER A TACK COAT IS APPLIED, THE I-95 TRAVELWAY SHALL THEN BE PAVED WITH ITEM 425.201 HOT RECYCLED PAVEMENT 3" DEPTH ITEM 425.20 HOT RECYCLED PAVEMENT 1 3/4" DEPTH, AND ITEM 403.08 HOT BITUMINOUS PAVEMENT, GRADING 'C' 1 1/4" DEPTH AS SHOWN ON THE TYPICAL SECTIONS.
- B) STATION 3346+13.36 TO 3360+00 S.B.
STATION 3346+48.19 TO 3360+00 N.B.
- THE I-95 TRAVELWAY SHALL HAVE THE TOP 2 1/2" REMOVED UNDER ITEM 202.202 REMOVING PAVEMENT SURFACE TO A WIDTH OF 24'-0". THE I-95 SHOULDERS SHALL HAVE THE 3" OF EXISTING PAVEMENT REMOVED TO A WIDTH AS SHOWN ON THE TYPICAL SECTIONS. AFTER A TACK COAT IS APPLIED TO THE I-95 TRAVELWAY IT SHALL BE OVERLAID WITH 1 3/4" HOT RECYCLED PAVEMENT. THE I-95 SHOULDERS SHALL BE SHIMMED AND REGRADED TO 5/8"/FT. AND PAVED WITH 1 3/4" HOT RECYCLED PAVEMENT. THE I-95 TRAVELWAY AND SHOULDERS SHALL THEN BE PAVED WITH 1 1/4" ITEM 403.08 HOT BITUMINOUS PAVEMENT GRADING C AS SHOWN ON THE TYPICAL.
- THE ABOVE OUTLINES OF WORK ARE NOT INTENDED TO BE A SEQUENCE OF OPERATIONS.
- AFTER A TACK COAT IS APPLIED, THE RAMP TRAVELWAY AND SHOULDERS SHALL BE PAVED WITH 1/2" MINIMUM ITEM 403.10 AND 1 1/4" ITEM 403.08 AS SHOWN ON THE TYPICALS.
- ALL MAINLINE AND RAMP GUARD RAIL WITHIN THE PROJECT LIMITS SHALL BE REMOVED, MODIFIED, AND RESET. ANY SIDE ROAD GUARDRAIL WHICH IS AN EXTENSION OF THE RAMP GUARDRAIL SHALL ALSO BE UPDATED. ALL GUARDRAIL WILL BE MODIFIED IN THE SAME LOCATION, EXCEPT AS NOTED IN 21H.
- THE LEADING ENDS OF ALL GUARDRAIL RUNS SHALL BE MODIFIED WITH A BREAKAWAY CABLE TERMINAL.
- AS NOTED ON THE PLAN, THE EXISTING GUARDRAIL SHALL BE EXTENDED TO PROVIDE MORE ADEQUATE PROTECTION.
- IT IS ANTICIPATED THAT APPROXIMATELY 175'+ OF EXISTING GUARDRAIL SHALL BE REMOVED IN AREAS WHERE SIGNS ARE TO BE MODIFIED AND RELOCATED. THIS GUARDRAIL SHALL BE REMOVED, MODIFIED, AND RESET IN A NEW LOCATION AS DIRECTED BY THE ENGINEER.
- NO SEPARATE PAYMENT WILL BE MADE FOR ANY FINE GRADING OF THE SHOULDERS DEEMED NECESSARY BY THE ENGINEER. IT WILL BE CONSIDERED INCIDENTAL TO ITEM 425.20.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RAMP TYPICAL SECTIONS

I-95 AND RAMP SUPERELEVATIONS

GENERAL NOTES

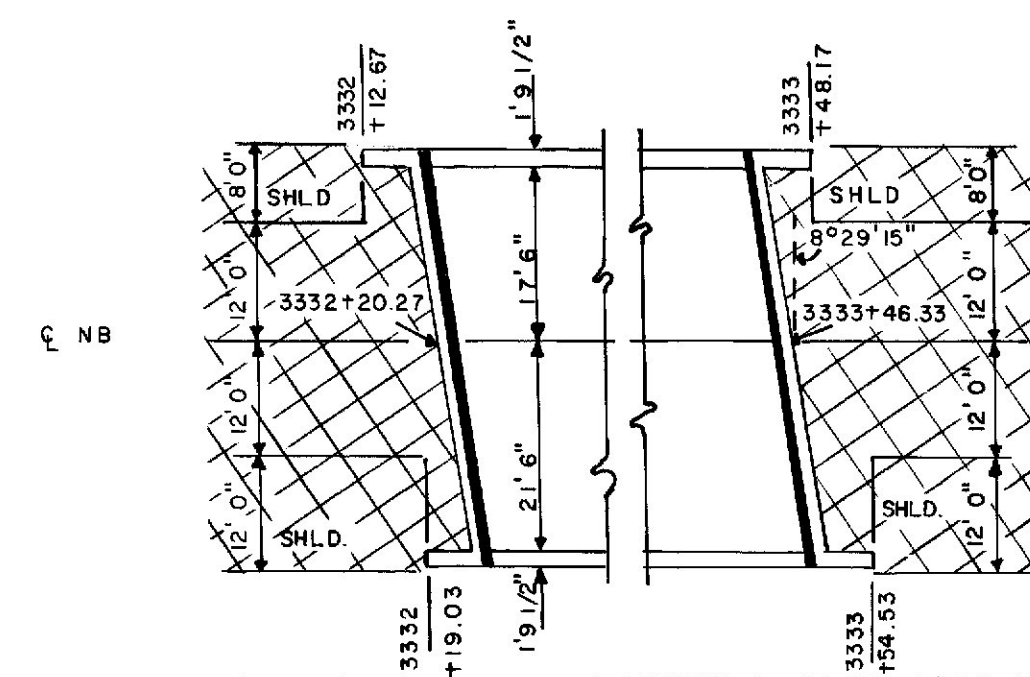
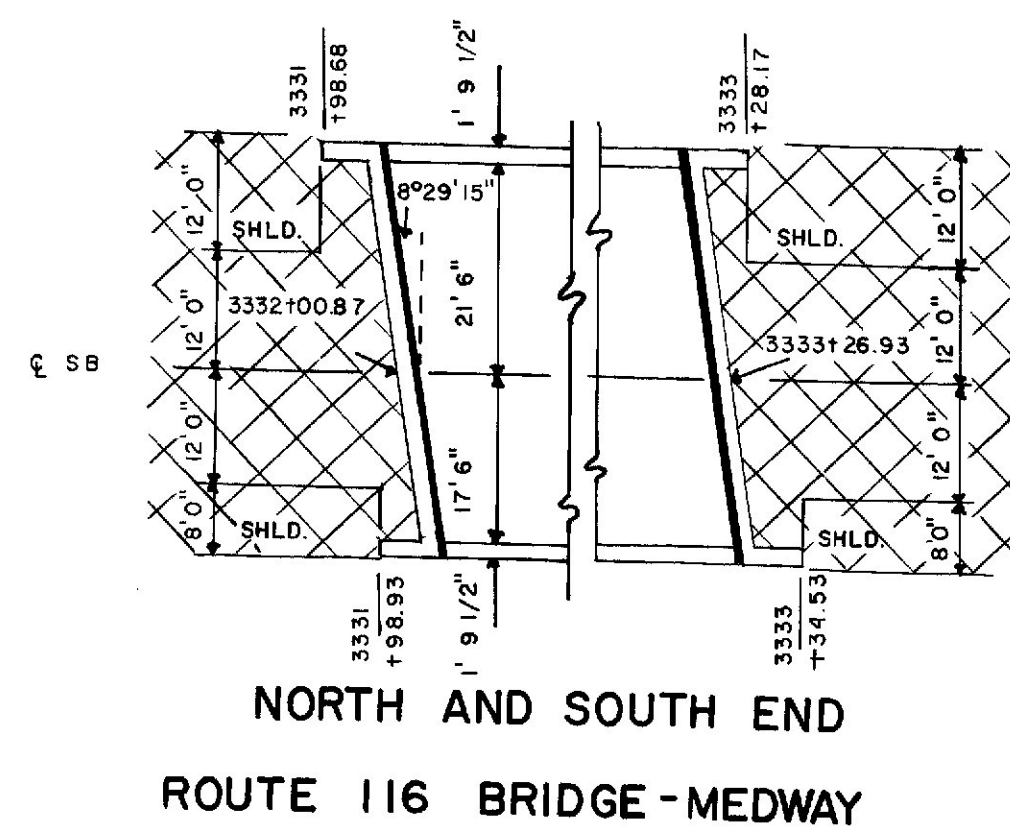
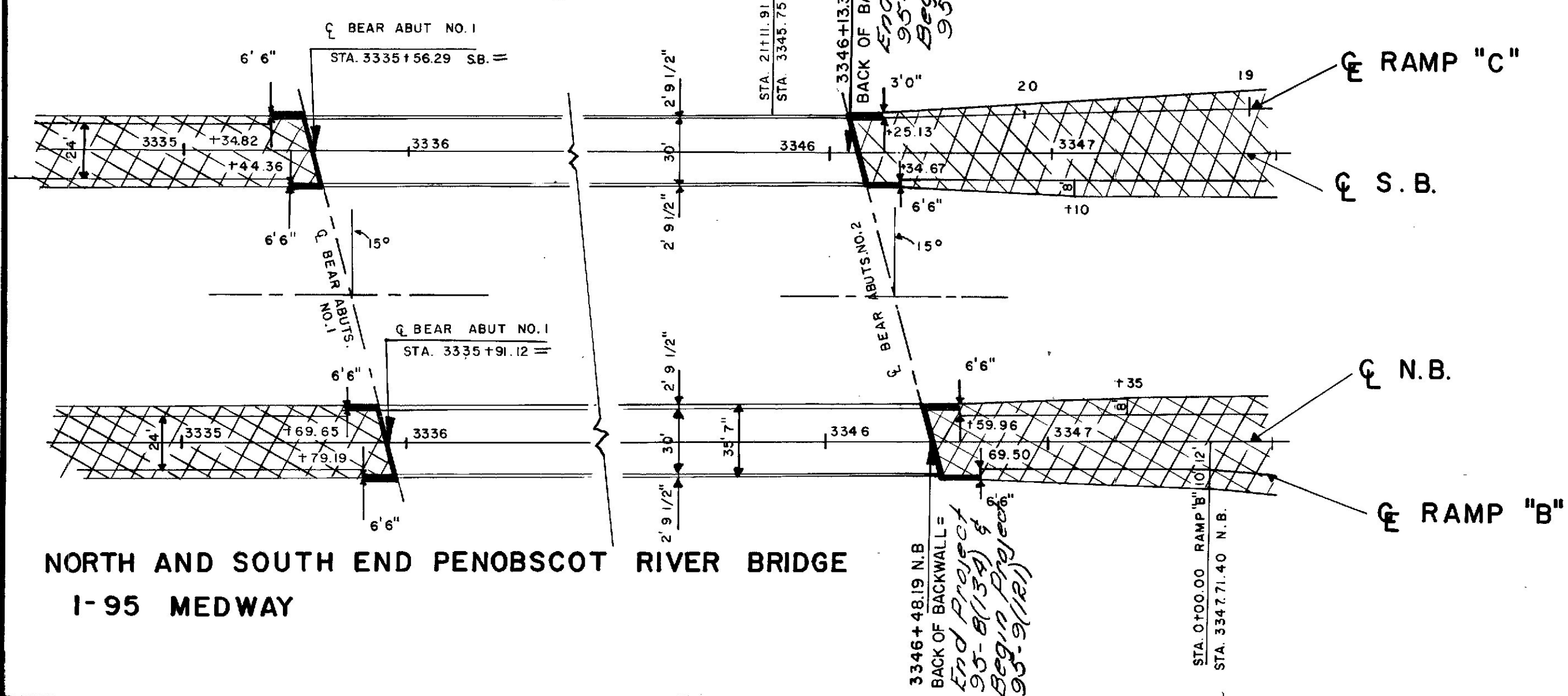
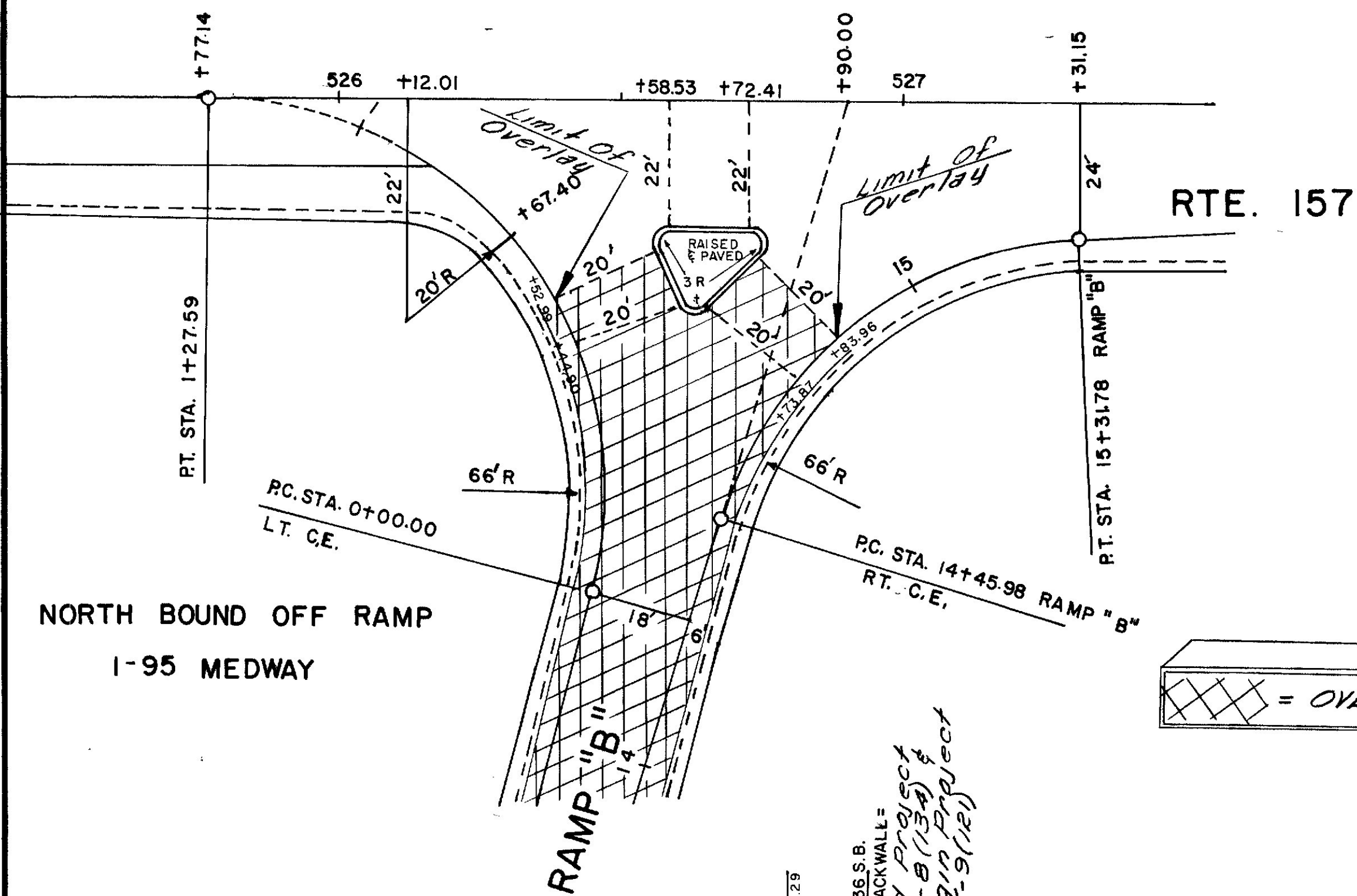
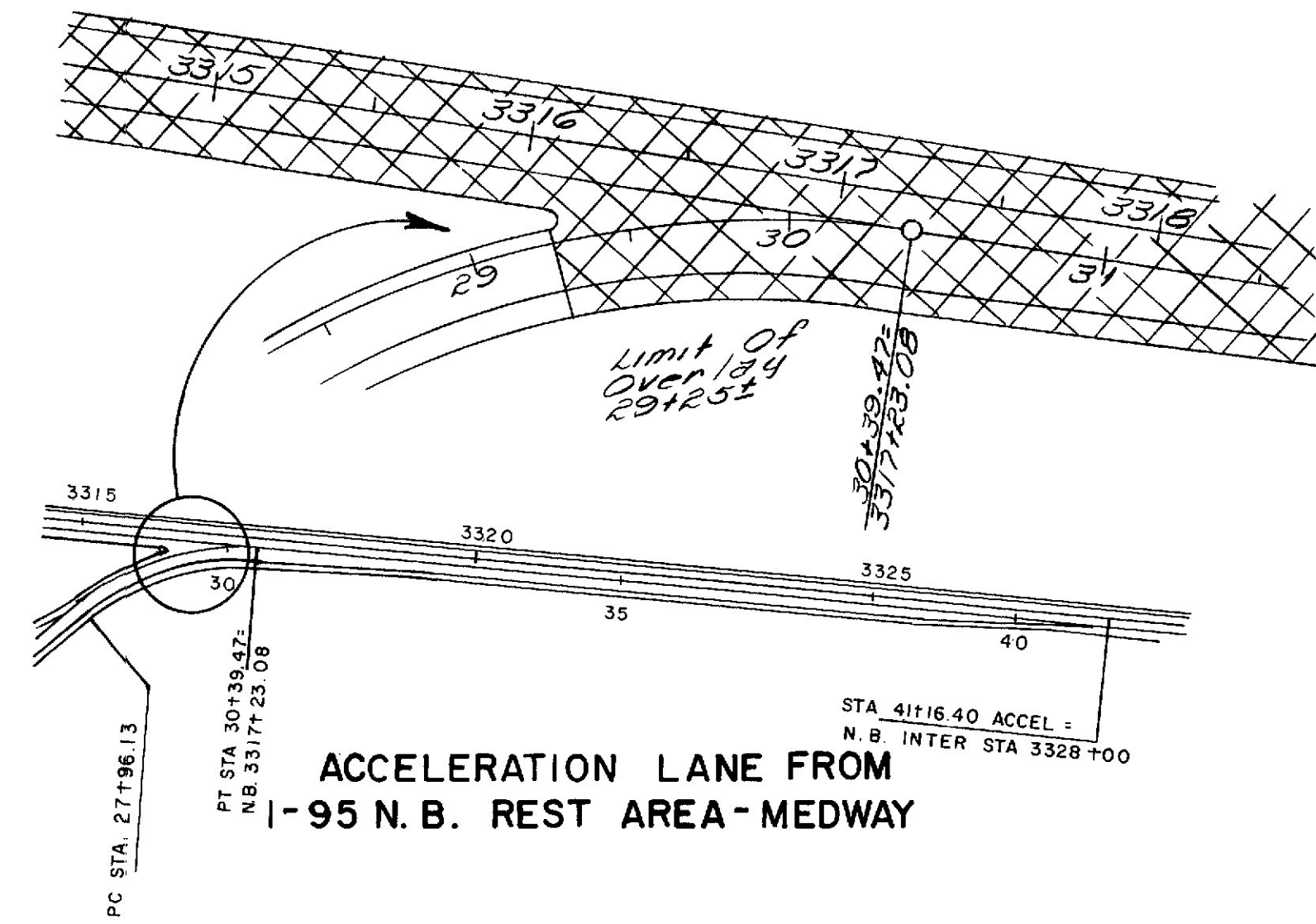
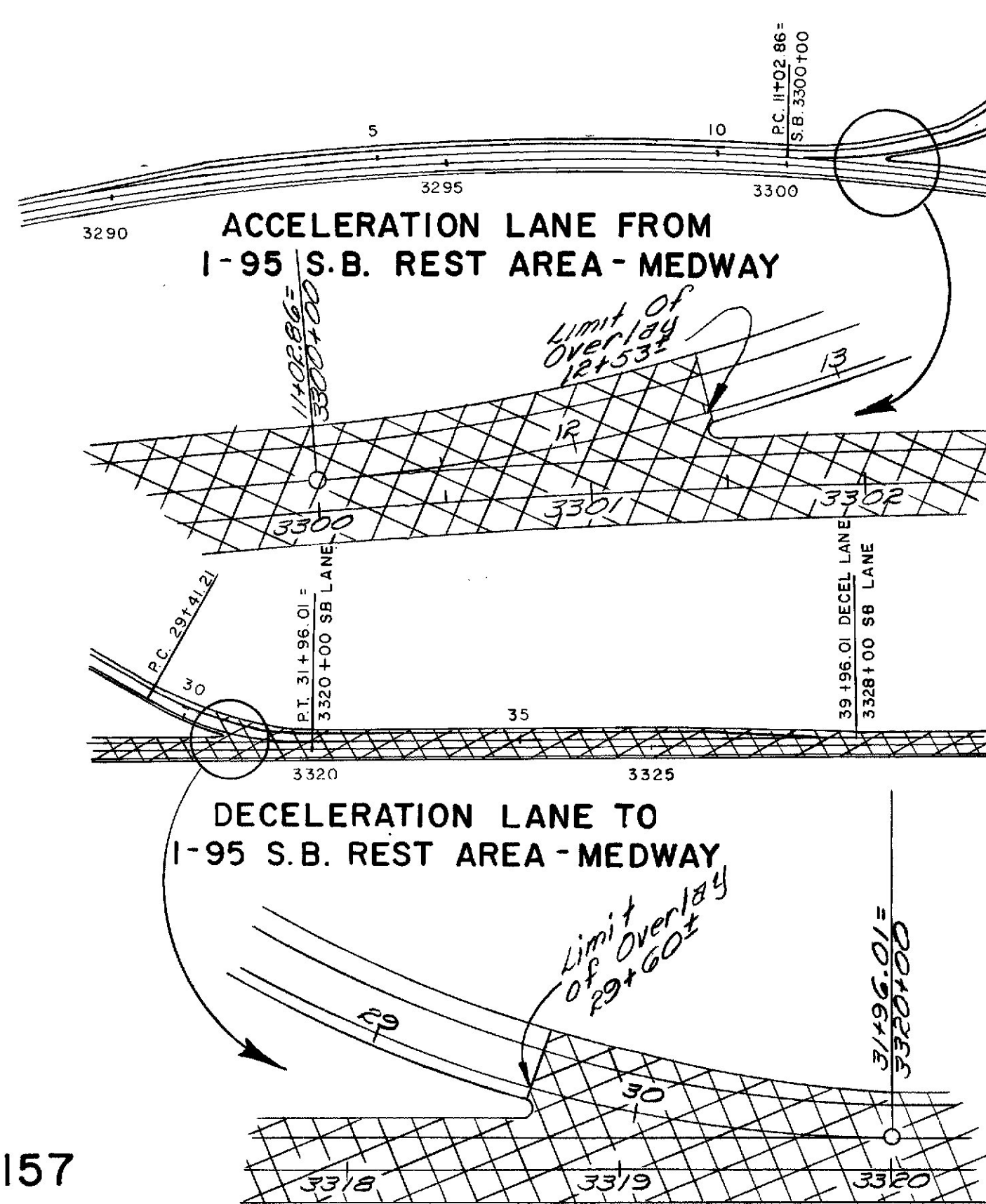
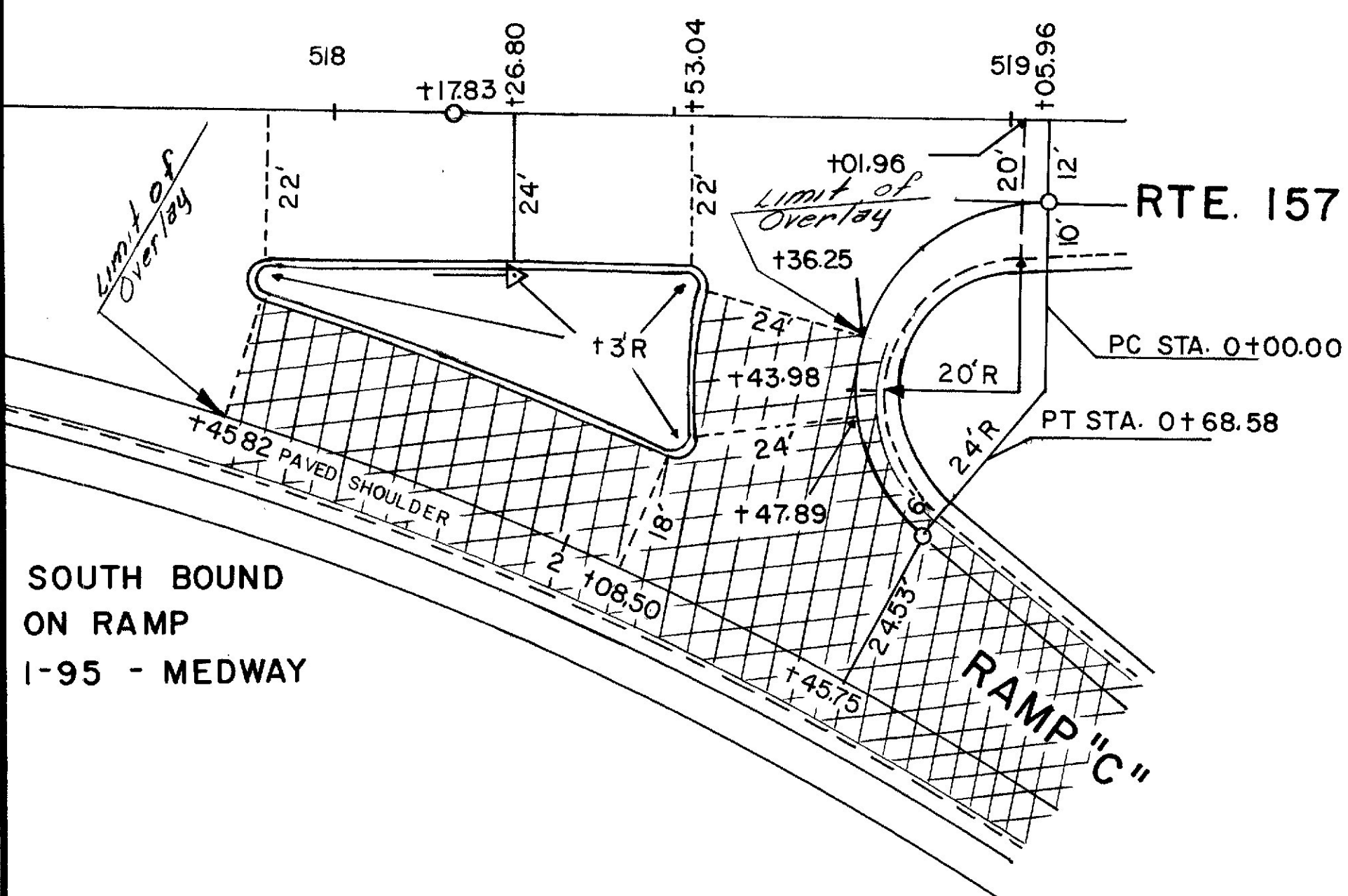
SHEET OF AUGUSTA, MAINE

REVISED AS BUILT
Revised as built
2-14-92

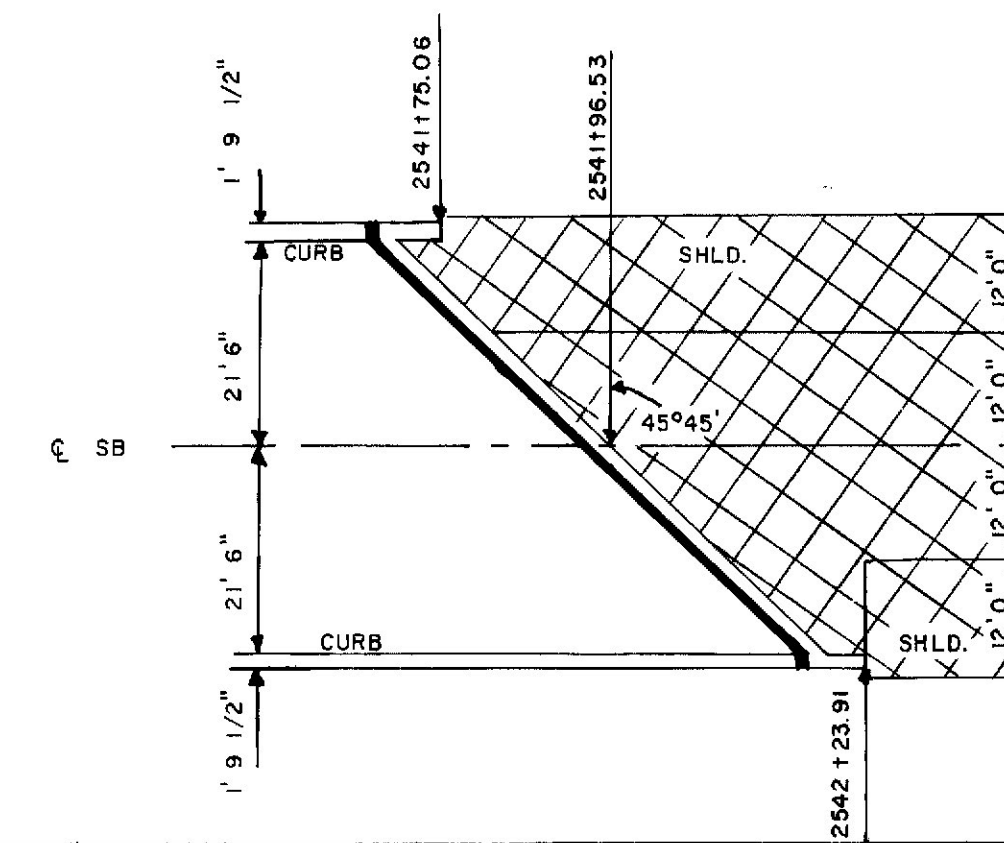
TR-R8, TR-R9, MEDWAY 95-8(134) / 95-9(121)

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

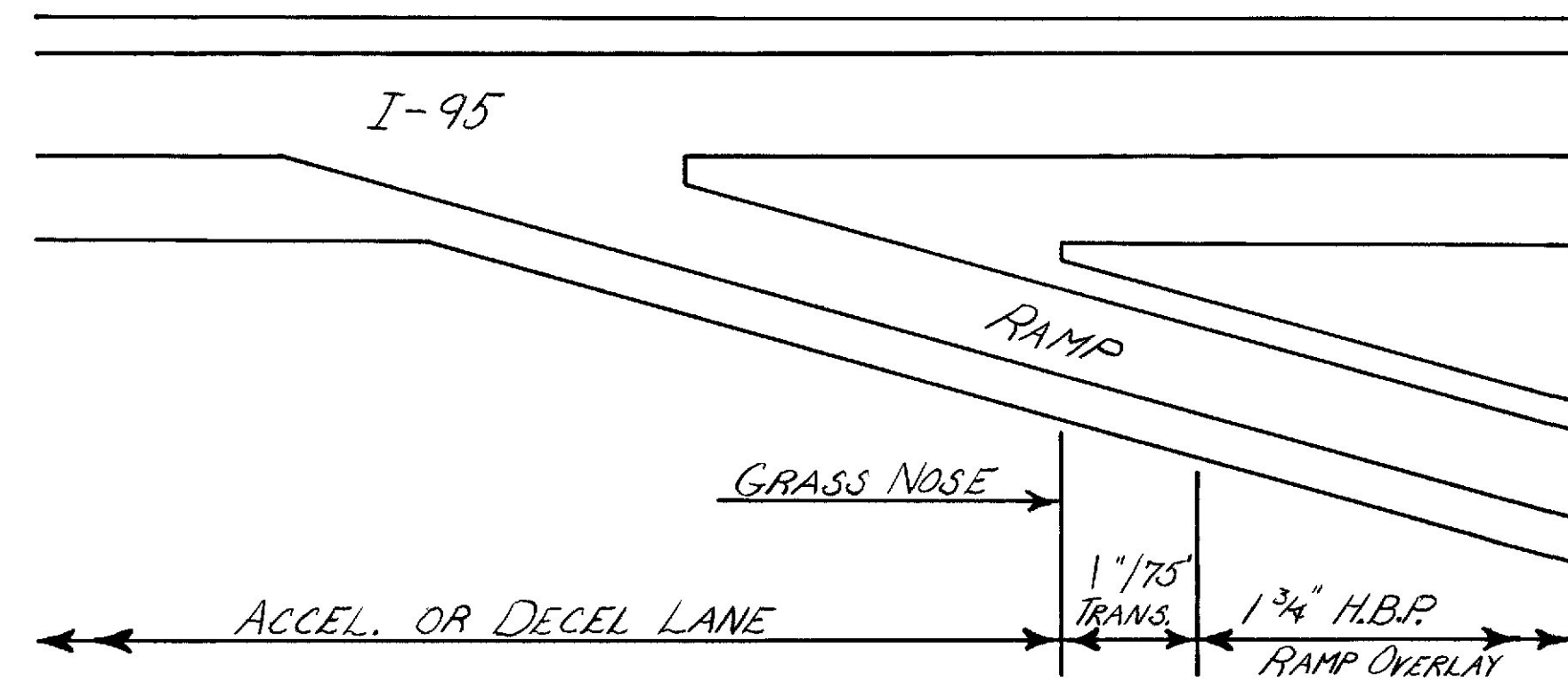
BRUNING 44-132 45710-1



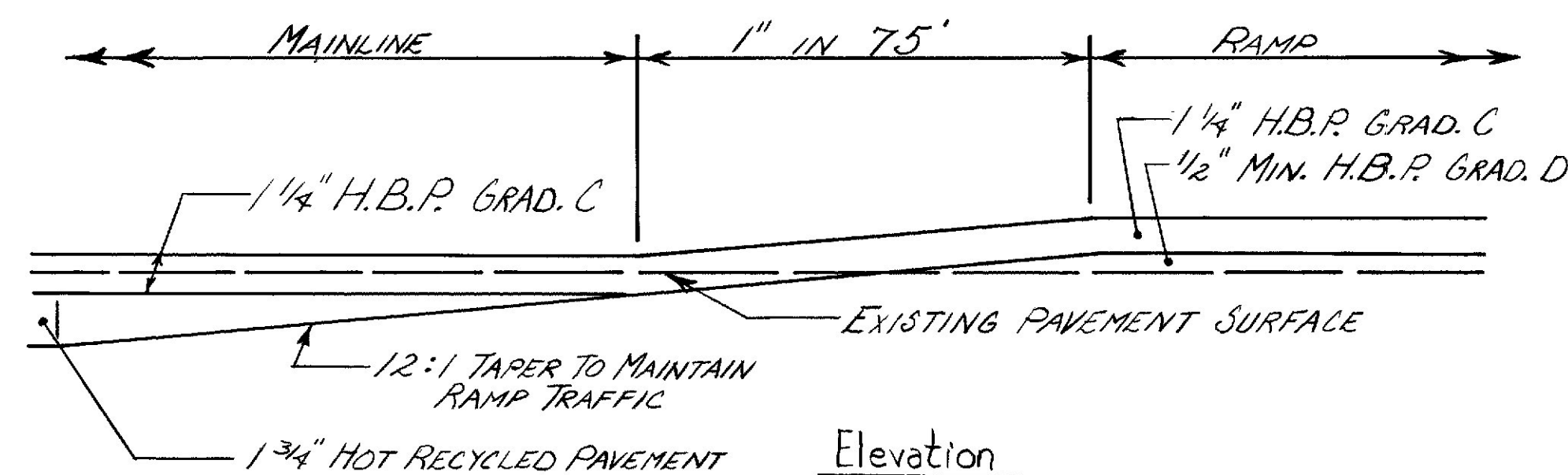
NORTH END OF SOUTHBOUND C.P.R.R. BRIDGE I-95-T2R8 N.W.P.



REVISED AS BUILT
Pushed & Shovel
2-14-92

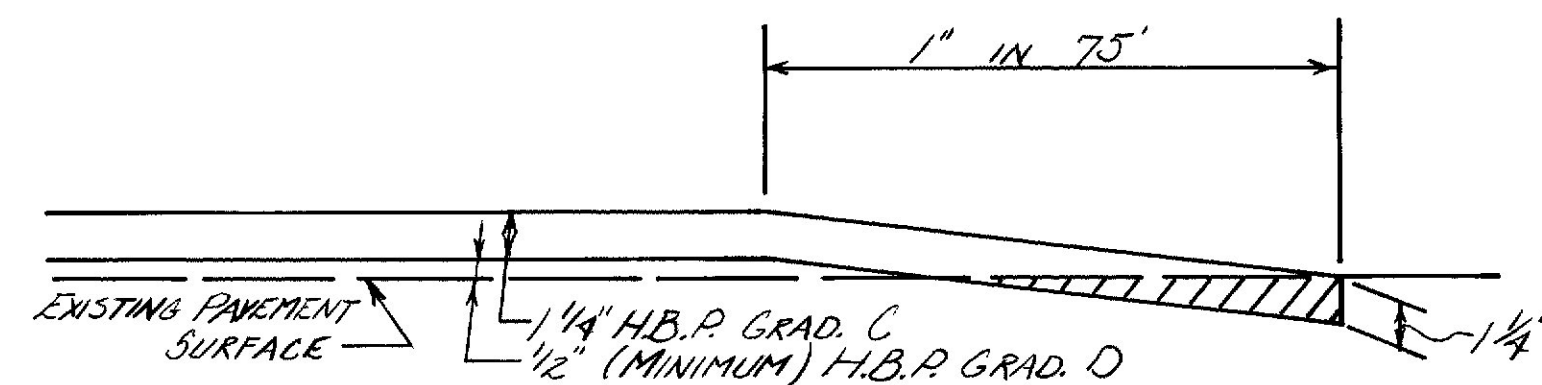


Plan

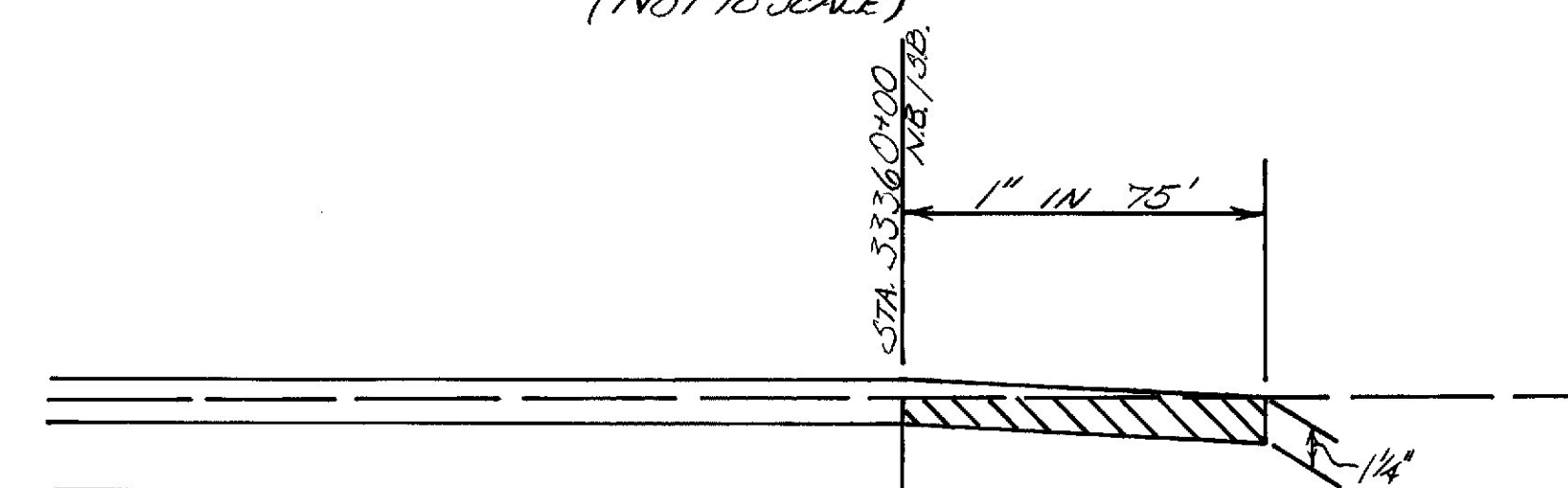


Elevation

PAVEMENT TRANSITION FROM I-95 TO 1 3/4" Ramp Overlays
(NOT TO SCALE)

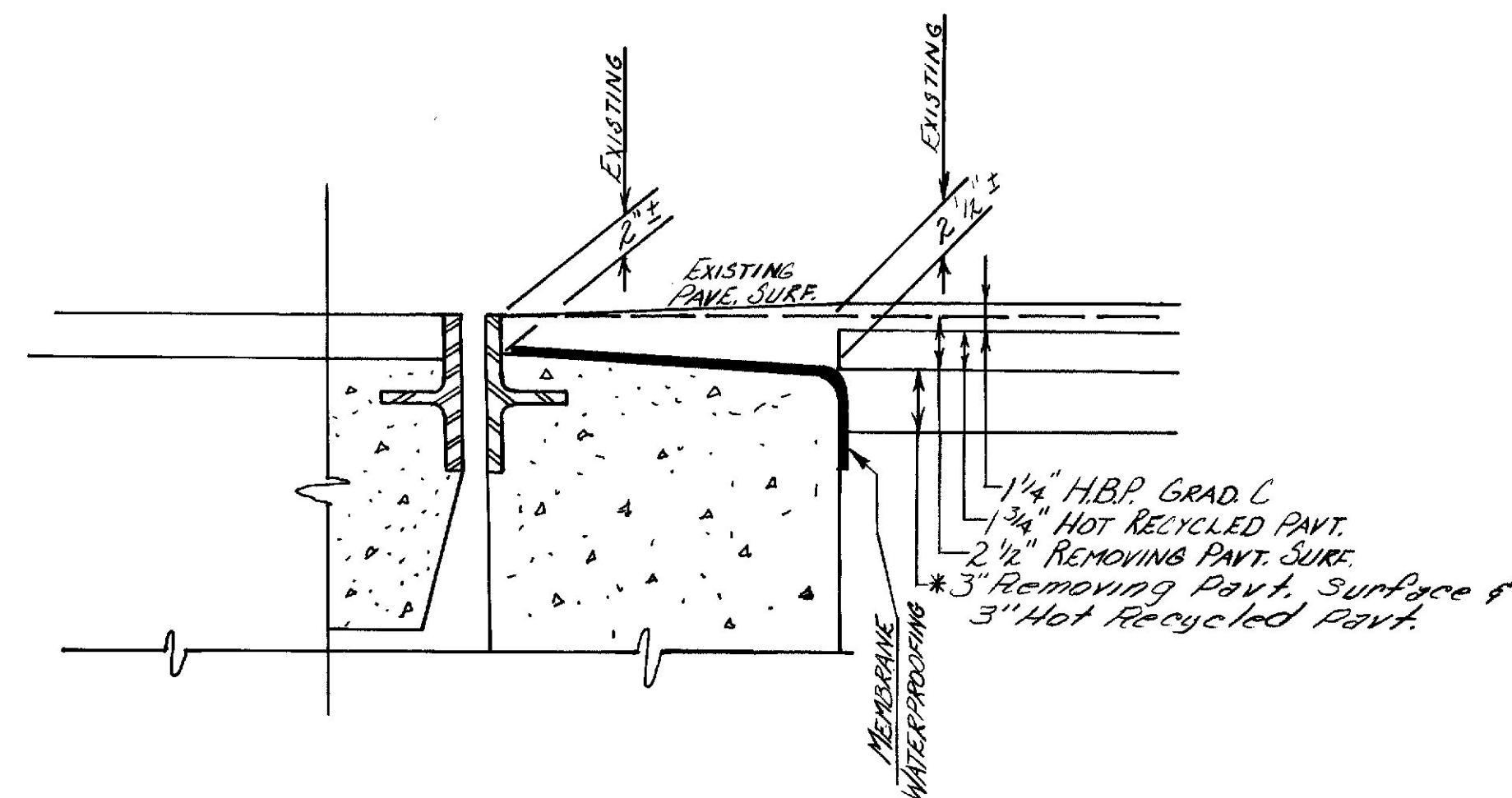


PAVEMENT TRANSITION AT END OF 1 3/4" OVERLAY AT
RAMP/SIDE ROAD INTERSECTION
(NOT TO SCALE)



2 1/2" REMOVING PAVT. SURFACE
1 3/4" HOT RECYCLED PAVT.
1 1/4" H.B.P. GRAD. C

PAVEMENT TRANSITION AT END OF PROJECT 9(121)
(NOT TO SCALE)



TYPICAL OVERLAY/ REMOVING PAVEMENT AT

- 1) I-95 S.B. OVER C.P.R.R. NORTH ABUT.
- 2) I-95 N.B./S.B. OVER RTE. 116 NORTH/SOUTH ABUT.
- 3) I-95 N.B./S.B. OVER PENOBSCOT RIVER SOUTH ABUT.

* NOT AT I-95 N.B./S.B. OVER PENOBSCOT RIVER NORTH ABUTMENTS

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

PLANS

BRUNING 44132 45710.1

REVISED AS BUILT
Produced by J. J. Smith, M.
2-14-92

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PAVEMENT TRANSITION
DETAILS

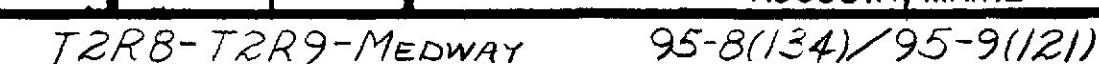
SHEET 1 OF 1 AUGUSTA, MAINE

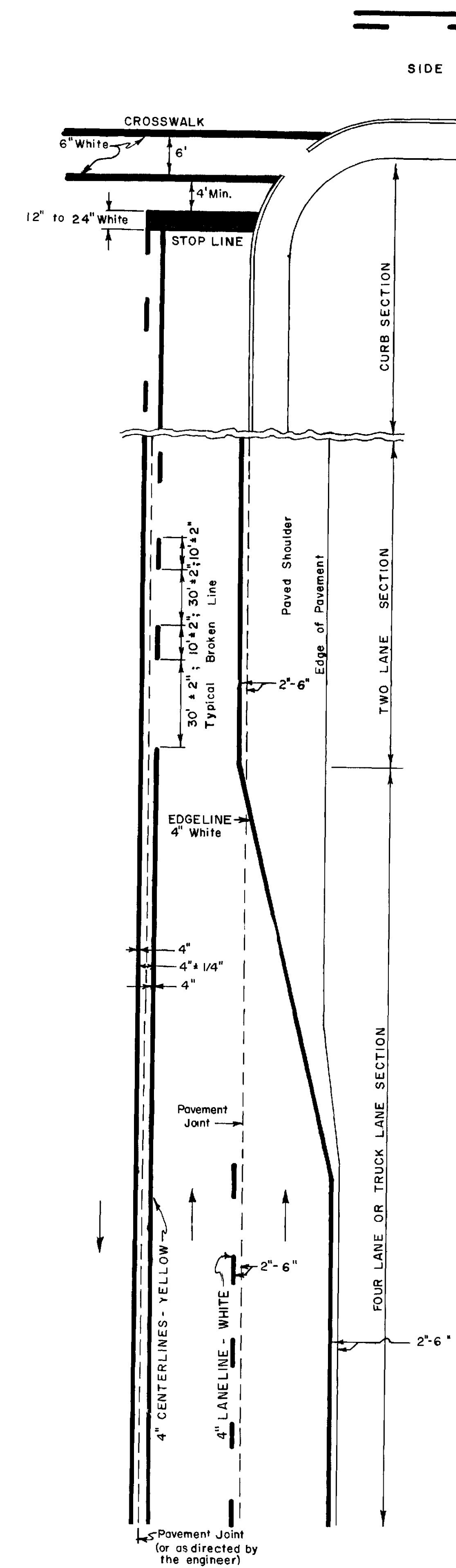
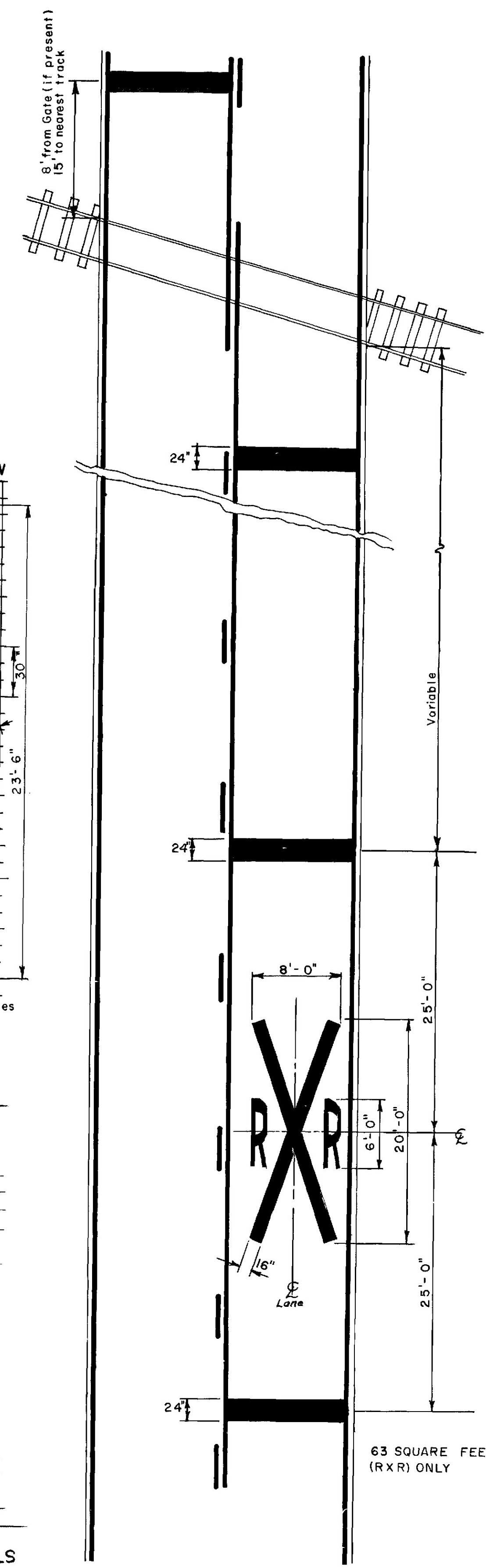
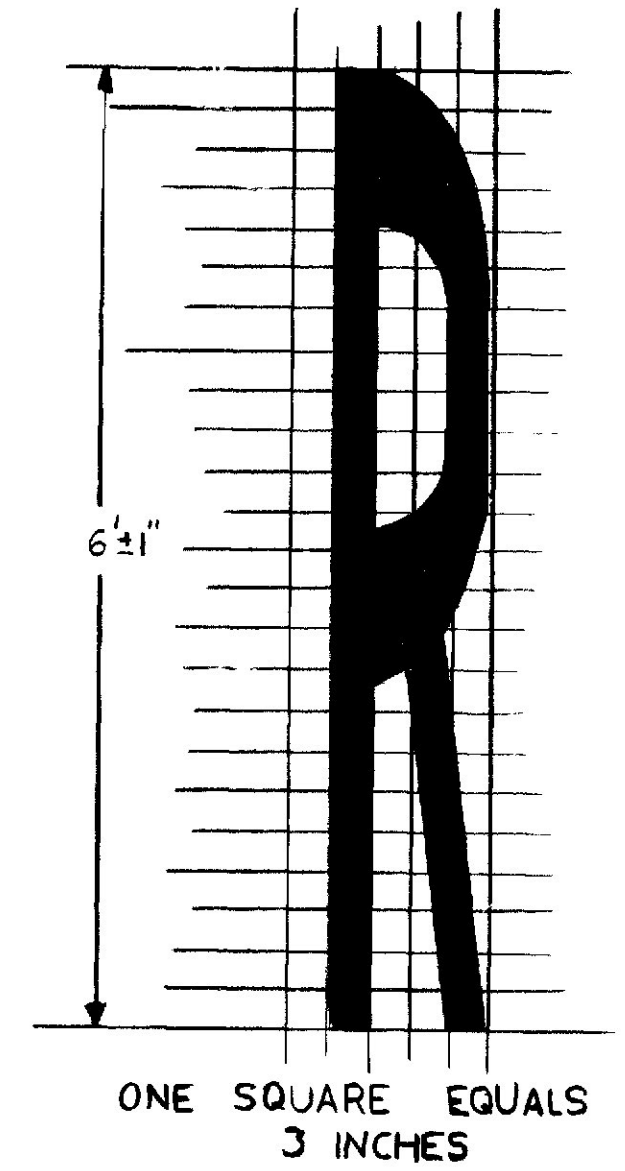
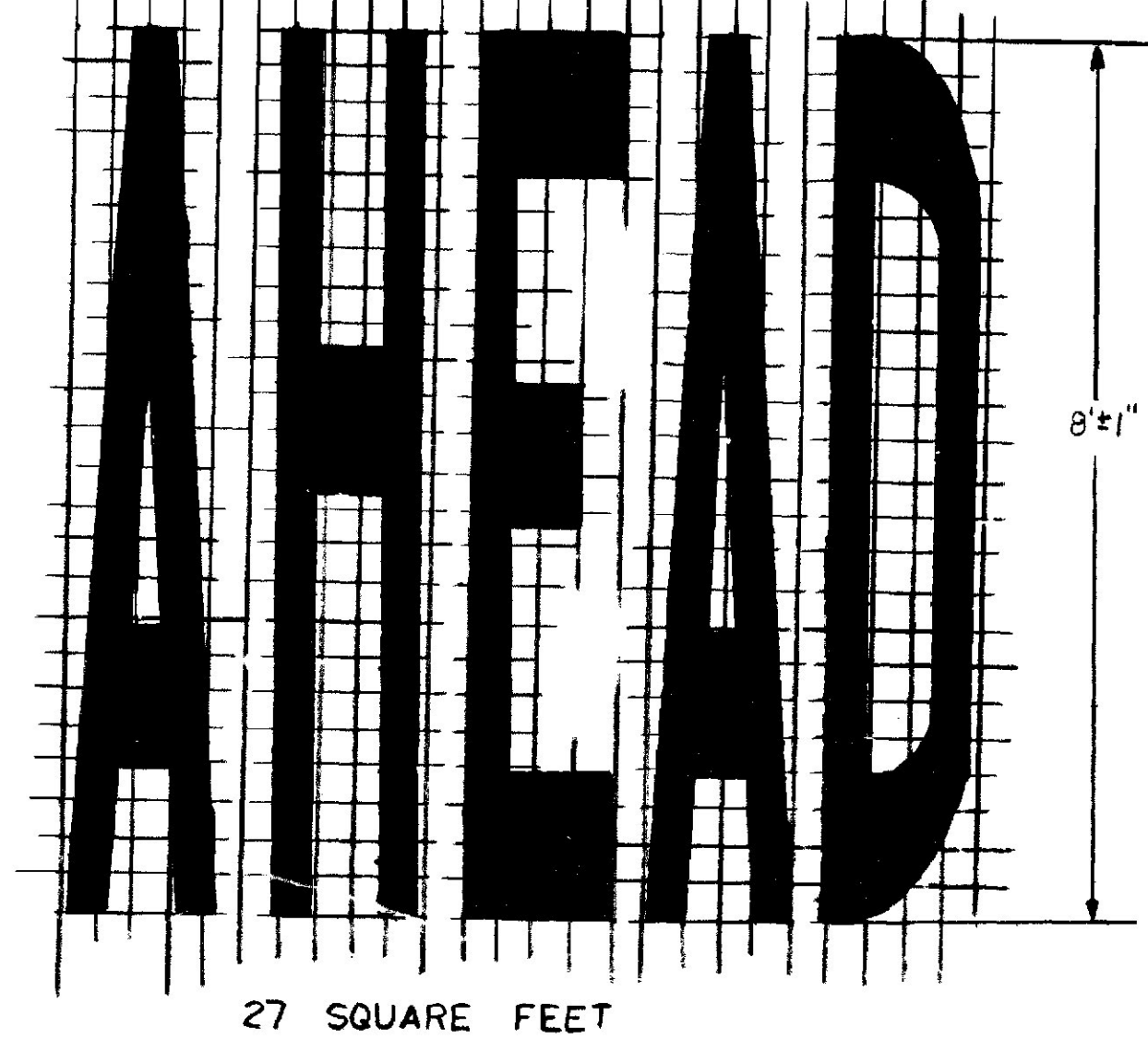
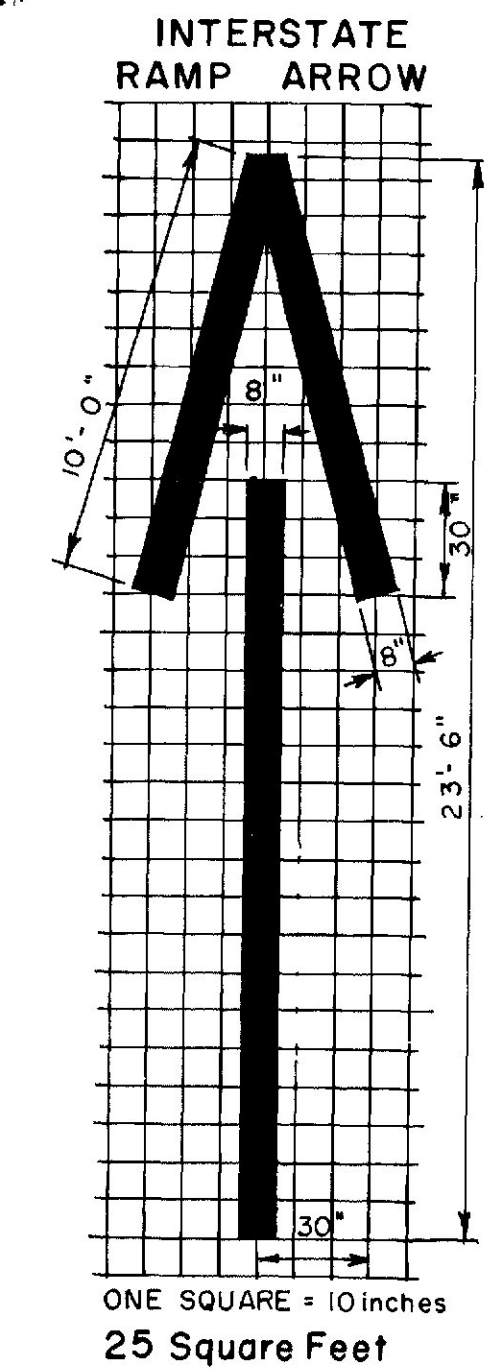
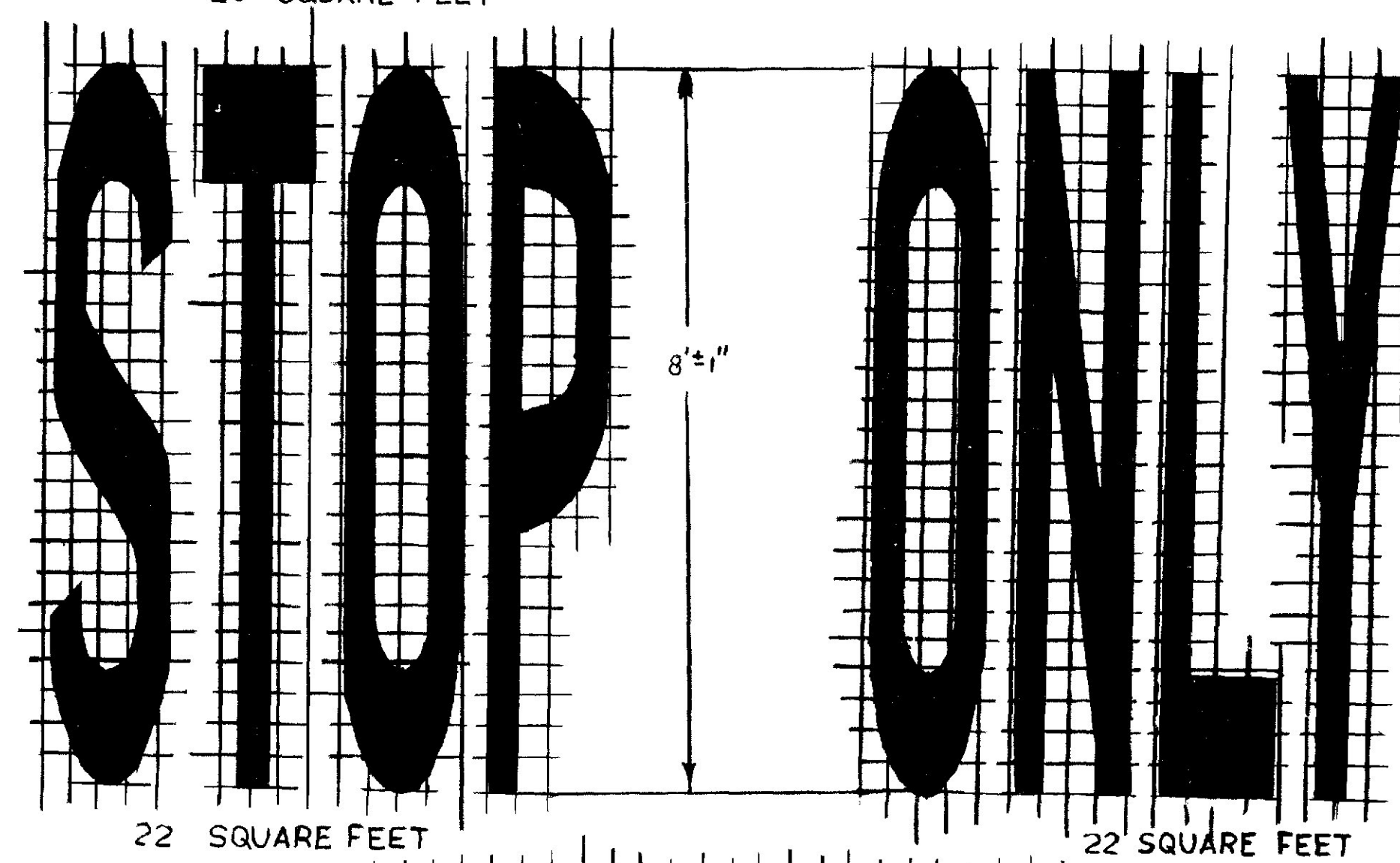
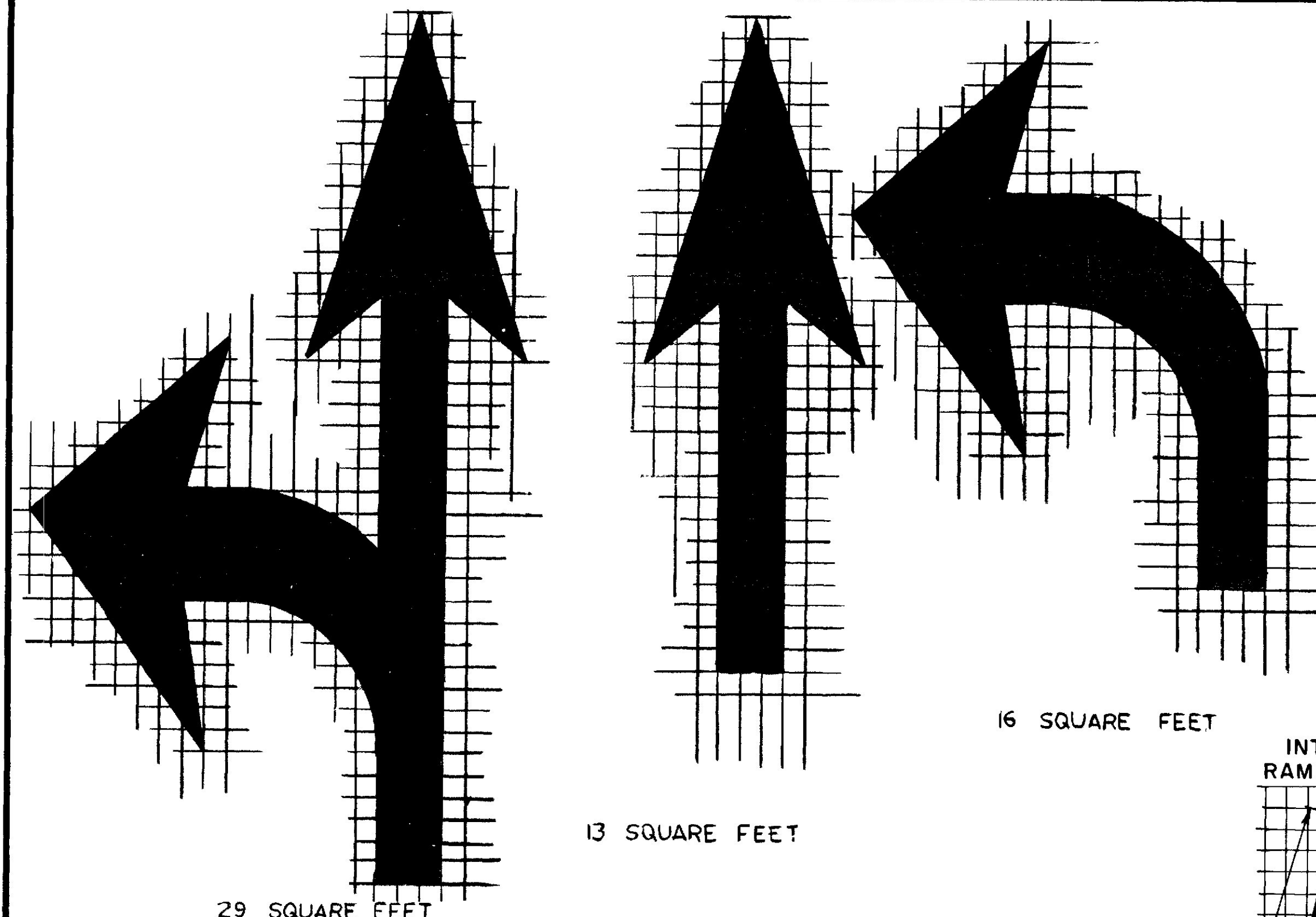
T2D2-T2D9-MEDWAY 95-8(134)/95-9(121)

[illegible]

REVISED AS BUILT
Richard & Averill
3-2-92

ESTIMATED QUANTITIES





TOLERANCE FOR PAVEMENT MARKING LINES

CURVE SECTION

PAVEMENT MARKING LINE

MIDDLE ORDINATE,
ACTUAL LENGTH = CALCULATED LENGTH ± 2 "

STRING LINE (100') TO FORM CHORD

TANGENT SECTION

PAVEMENT MARKING LINE

STRING LINE (100') PARALLEL TO PAVEMENT MARKING LINE. DISTANCE FROM STRING TO PAVEMENT MARKING LINE SHALL NOT VARY MORE THAN ± 2 ".

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, 1978.

SYMBOLS AND ARROWS

STROKE WIDTH AND LINE WIDTH VARIANCE SHALL BE NO MORE THAN $\pm 1/4"$ FROM DIMENSIONS SHOWN.

DIMENSIONS SHOWN ARE PAY DIMENSIONS.

GRID IS MARKED IN FOUR INCH INTERVALS EXCEPT AS NOTED. SYMBOLS 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 STOP LINE 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.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

[illegible]

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS

PAVEMENT MARKINGS