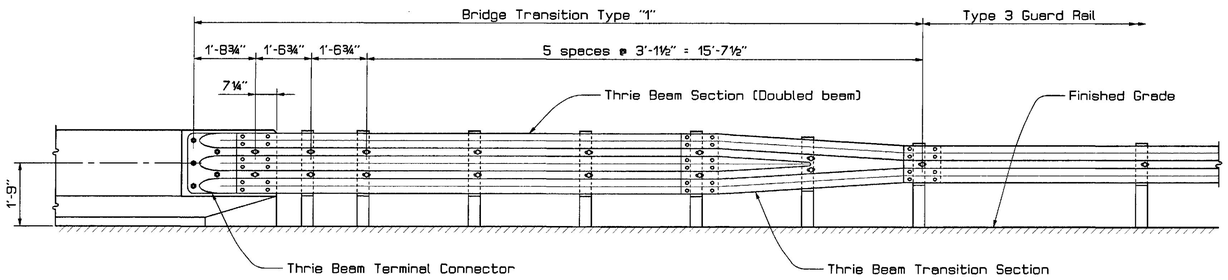
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0327(1)X	31	47

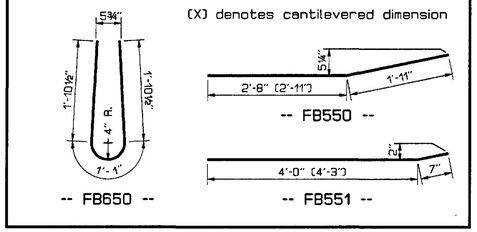


ELEVATION OF BARRIER WITH GUARD RAIL ATTACHMENT

BARRIER REINFORCING STEEL

Mark	Normal End		Cantilevered End	
	Qty.	Length	Qty.	Length
FB400	As req'd	30'-0" max.	As req'd	30'-0" max.
FB500	14	4'-6"	14	4'-9"
FB550	1	4'-7"	1	4'-10"
FB551	1	4'-7"	1	4'-10"
FB600	10	2'-8"	10	2'-8"
FB650	As req'd	4'-10"	As req'd	4'-10"

(X) denotes cantilevered dimension



NOTES

1. All work and materials shall conform to the provisions of Special Provisions Section 526 - Concrete Barrier (Permanent Concrete Barrier).

2. Reinforcing bar designations Type "S" and "CB" refer to type - bending diagrams as shown on the main Reinforcing Steel Schedule. These bars are detailed on the Design Drawings and are included for payment in the Reinforcing Steel pay items.

3. Reinforcing steel shall have 1½ - inch minimum concrete cover, except that stirrups Type "S" and "CB" shall have two (2) inches minimum concrete cover.

4. The first digit following the letters of the mark indicates the size of the reinforcing bar. (FB500 = bar size #5.) All dimensions are out - to - out of bar.

5. The minimum lap splice length for FB400 bars is 1'-8".

6. The quantities of reinforcing bars shown are for one barrier end only.

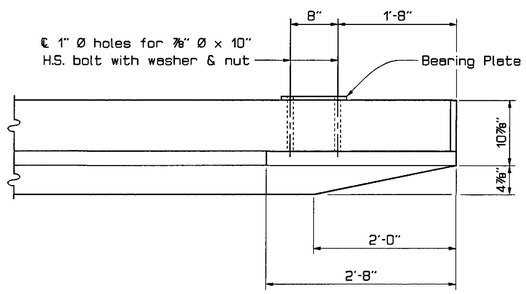
7. Bolt holes in concrete shall be formed by a method approved by the Engineer.

8. Payment for silica fume, anchor bolts and bearing plate will be considered incidental to the concrete barrier pay item.

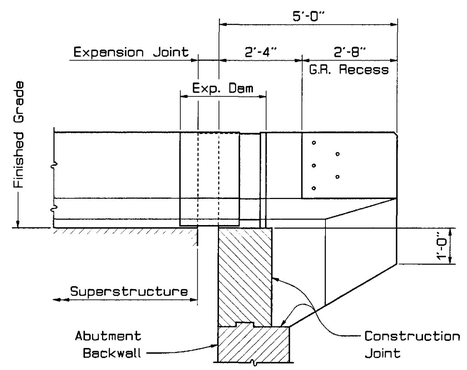
9. Part designations for the Bridge Transition refer to details shown in "A Guide to Standardized Highway Barrier Rail Hardware" as prepared and approved by the AASHTO - AGC - ARTBA Joint Cooperative Committee, Technical Bulletin No. 268-B.

10. After installation of the guard rail is complete, upset the threads on the anchor bolts in three (3) places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.

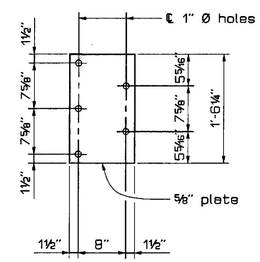
11. If there is a conflict between these Standard Details and the Design Drawings, the requirements of the Design Drawings shall be followed.



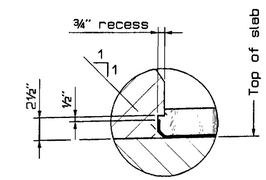
BARRIER PLAN



CANTILEVERED END AT EXPANSION JOINT



BEARING PLATE



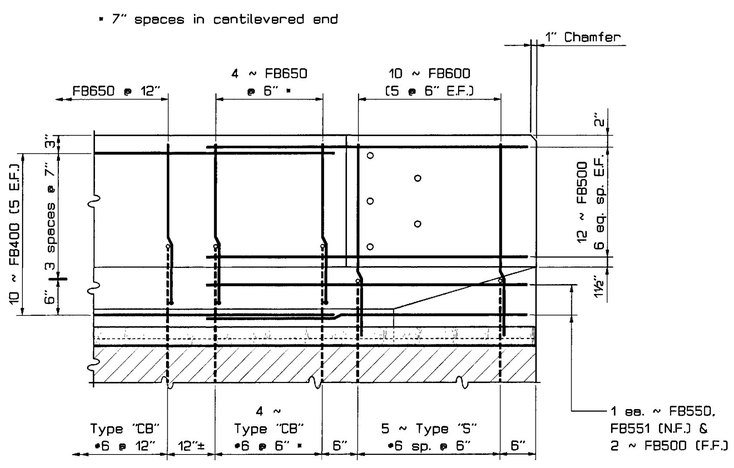
DETAIL AT GUTTER
(showing membrane recess)

MATERIALS

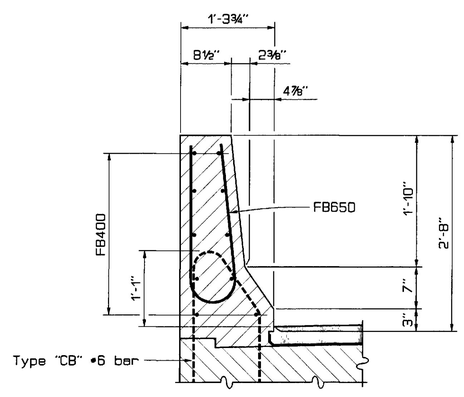
Concrete ..... Class "AASF" or Class "A" with silica fume
Reinforcing Steel ..... ASTM A615, Grade 60
Bearing Plate ..... ASTM A709, Grade 36 (Galvanized)
Bolts ..... ASTM A325, Type 1 (Galvanized) or Type 3

BRIDGE TRANSITION PARTS LIST

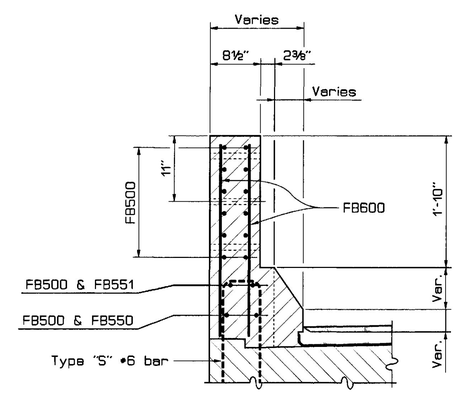
Thrie Beam Section (2) ..... RE-63(2@1'-6¾", 3@3'-1½"=12'-6")-76
Thrie Beam Transition Section (1) RE-69-76
Thrie Beam Terminal Connector (1) RE-67-76
Thrie Beam Post & Offset Block (6) P-54-79
Thrie Beam Timber Post & Offset Block (6) P-55-79



BARRIER ELEVATION



BARRIER SECTION



BARRIER END SECTION

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LTH	9/95
CHECKED	D. Damron	
REVISIONS		
FIELD CHANGES		

PLANS

29001796-01.00.30
BD461

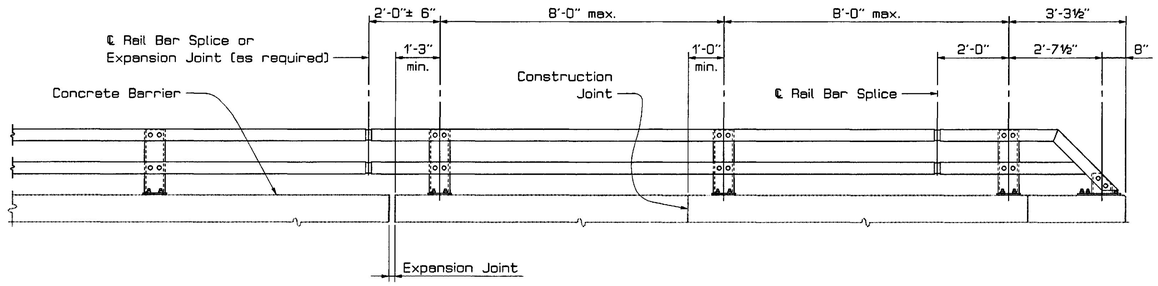
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 461 - 95

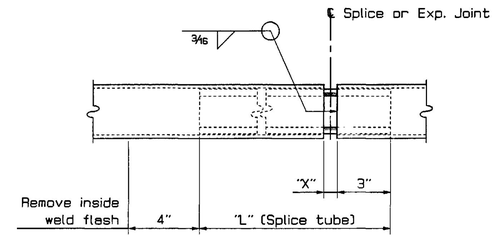
PERMANENT
CONCRETE BARRIER
32 INCH F - SHAPE

SHEET OF AUGUSTA, MAINE October 1995

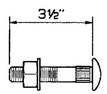
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	32	47



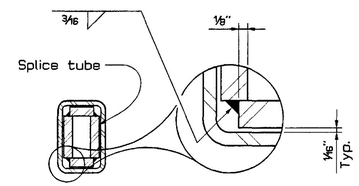
BRIDGE RAILING ELEVATION



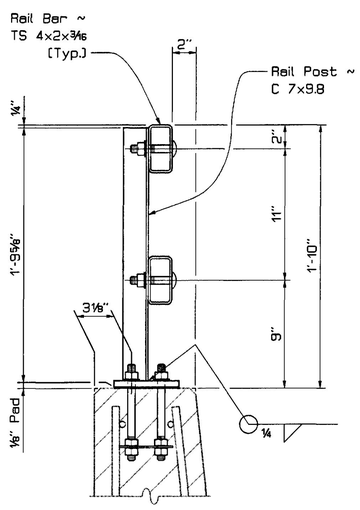
RAIL BAR SPLICE / EXPANSION JOINT



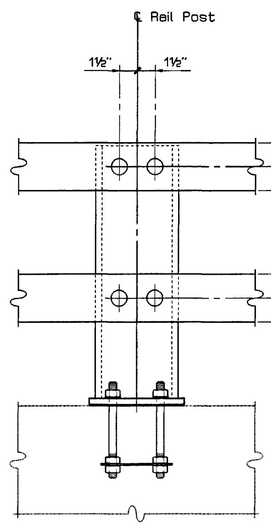
RIBBED NECK BOLT
(with washer & lock nut)



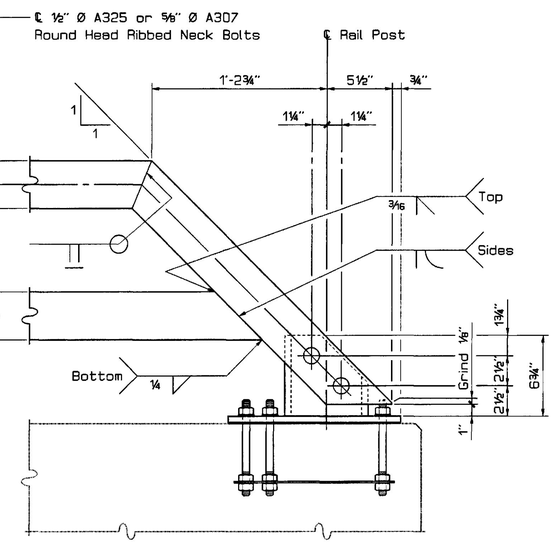
RAIL SPLICE SECTION



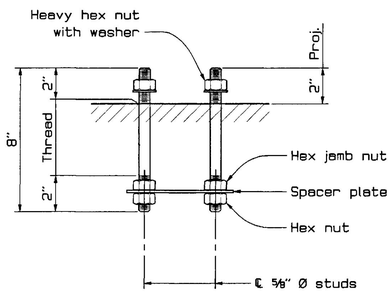
TYPICAL RAIL SECTION



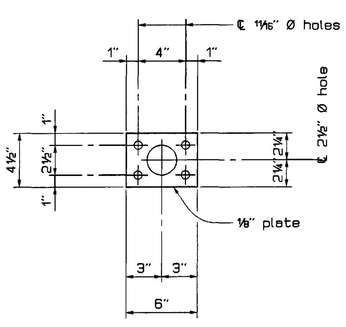
RAIL & POST ELEVATION



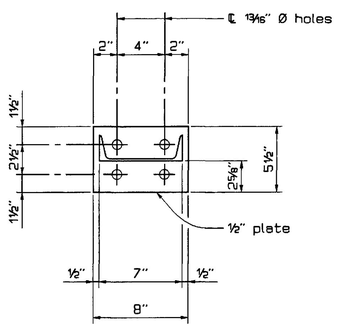
RAIL & END POST ELEVATION



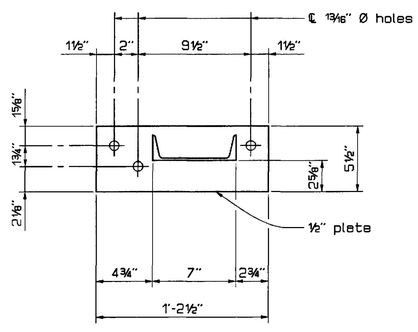
ANCHOR BOLT DETAIL



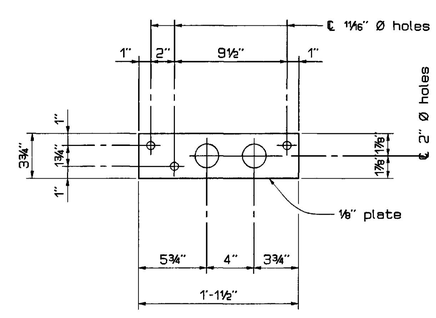
SPACER PLATE PLAN



POST & BASE PLATE PLAN



END POST & BASE PLATE PLAN



END SPACER PLATE PLAN

NOTES

1. All work and materials shall conform to the provisions of Section 507 - Railings of the Standard Specifications.

2. All exposed cut or sheared edges shall be rounded and free of burrs.

3. All parts shall be galvanized after fabrication in accordance with ASTM A123, except that hardware shall meet the requirements of ASTM A153.

4. Rail posts shall be set normal to grade unless otherwise indicated.

5. Lengths of rail bar shall be attached to a minimum of two (2) rail posts and to at least four (4) posts whenever possible.

6. Rail bar expansion joints shall be provided in any rail bay spanning a superstructure expansion joint. Expansion joint width shall be "X" at 45 °F and will be adjusted in the field by the Engineer.

7. Holes for ribbed neck bolts shall be 1/16 - inch larger than the bolt size and shall be field - drilled.

8. Rail post anchoring nuts shall be tightened to a snug fit and given an additional 1/8 turn.

9. All testing of post - to - base welds shall conform to AWS D1.5, Article 6.7.2.

10. All butt welds shall have a minimum penetration of 60 percent.

11. If there is a conflict between these Standard Details and the Design Drawings, the requirements of the Design Drawings shall be followed.

MATERIALS

Rail bars ..... ASTM A500, Grade B or ASTM A501
All other shapes & plates ..... ASTM A709, Grade 36
Threaded studs, washers & exposed nuts ..... ASTM A449
All other bolts & nuts ..... ASTM A307

RAIL BAR SPLICE & EXPANSION JOINT TABLE

"T"	"L"	"X"
Splice	1'-8"	¾"
≤ 4"	1'-8"	2½"
> 4" ≤ 6½"	2'-0"	3¾"
> 6½" ≤ 9"	2'-4"	5"
> 9" ≤ 13"	2'-10"	7"

"T" = Total Movement

SPLICE TUBE DIMENSIONS

Top & Bot. Plates	Bar 1x⅜ x "L"
Side Plates	Bar 2¾x⅜ x "L"

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	LTH	D. Dammen	5/95
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

290CT96-01.00.30
BD464

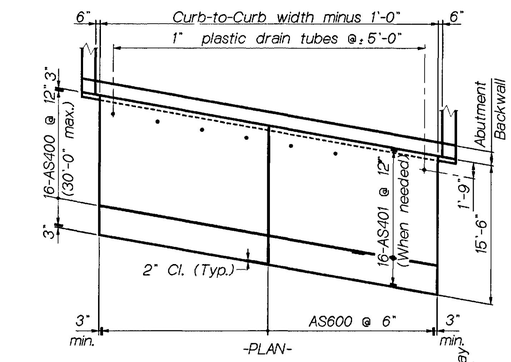
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 464 - 95

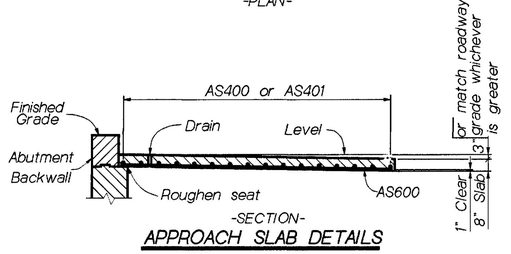
BARRIER - MOUNTED STEEL BRIDGE RAILING
2 - BAR (TUBULAR)

SHEET OF AUGUSTA, MAINE November 1995

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-6527(1)X	33	47

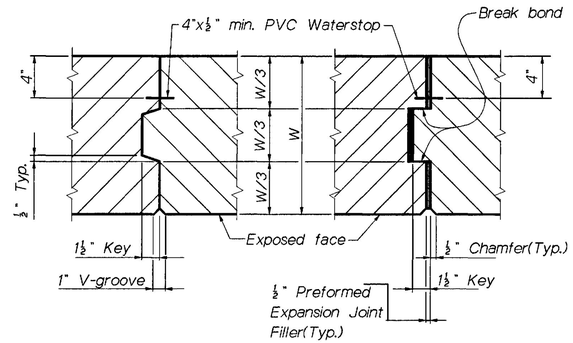


-PLAN-



-SECTION-

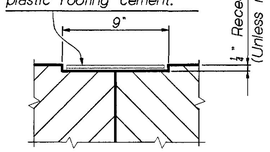
APPROACH SLAB DETAILS



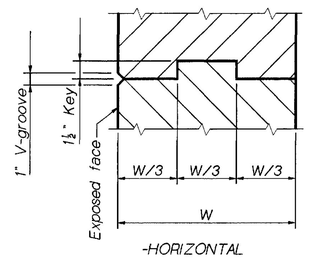
-VERTICAL CONSTRUCTION OR CONTRACTION JOINT-

-VERTICAL EXPANSION JOINT-

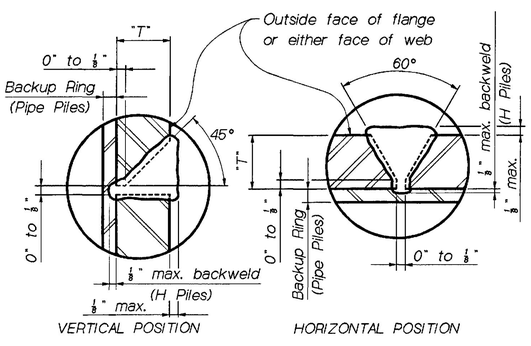
Apply two layers of heavy roofing felt. Coat the concrete and each layer with plastic roofing cement.



-JOINT COVER-



-HORIZONTAL CONSTRUCTION JOINT-



VERTICAL POSITION

HORIZONTAL POSITION

Base Metal Thickness "T"	Min. Number of Passes
3/8, 7/8	3
1/2, 5/8, 5/8	4
11/16, 3/4, 13/16	5

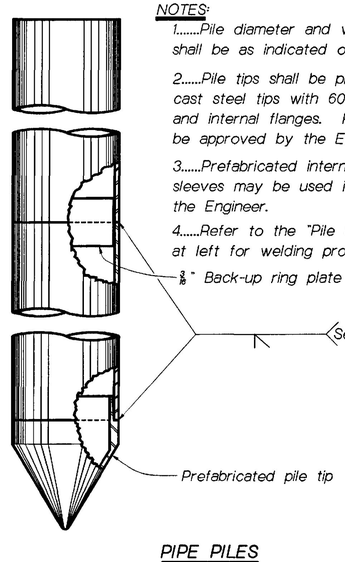
1.....All cutting shall be done with the use of a mechanical guide.

2.....Gouge root before welding second side. (H Piles).

3.....Use Manual Shielded-Arc Process and 6010 or 6011 electrodes, unless a different process has been approved by the Engineer.

4.....Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D1.5, as amended by AASHTO.

PILE SPLICE



NOTES:

1.....Pile diameter and wall thickness shall be as indicated on the Design Drawings.

2.....Pile tips shall be prefabricated cast steel tips with 60° conical points and internal flanges. Pile tips shall be approved by the Engineer.

3.....Prefabricated internal splicer sleeves may be used if approved by the Engineer.

4.....Refer to the "Pile Splice" details at left for welding procedures.

PIPE PILES

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

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 501 - 93

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

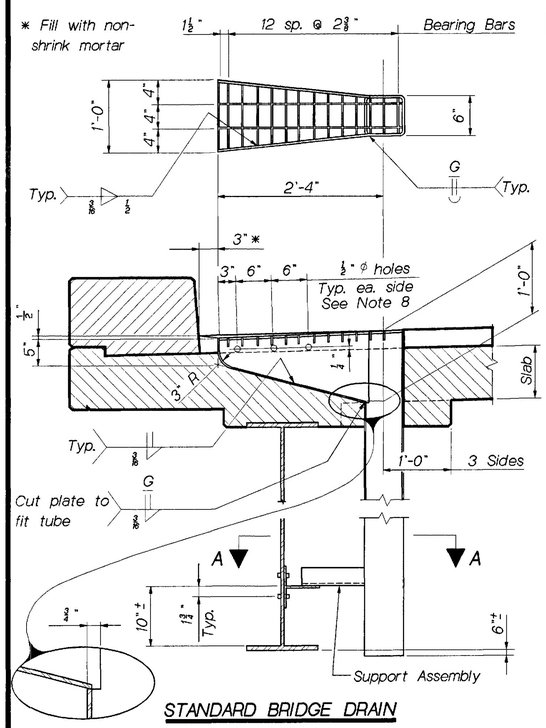
SHEET OF AUGUSTA, MAINE July 1993

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

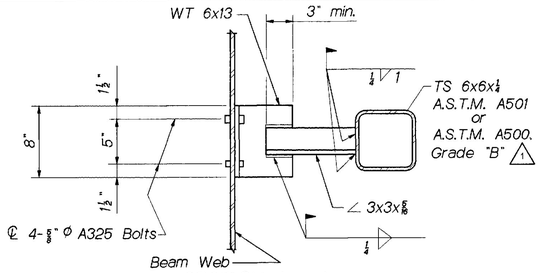
PLANS

290CT96-01.00.30
BD501

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	34	47



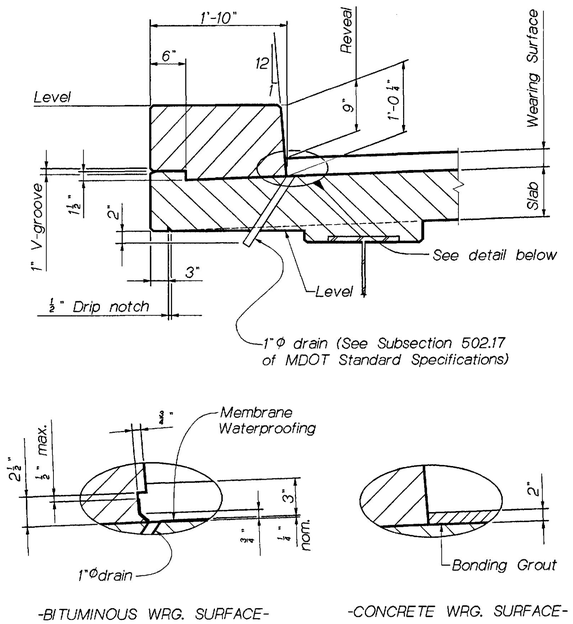
STANDARD BRIDGE DRAIN



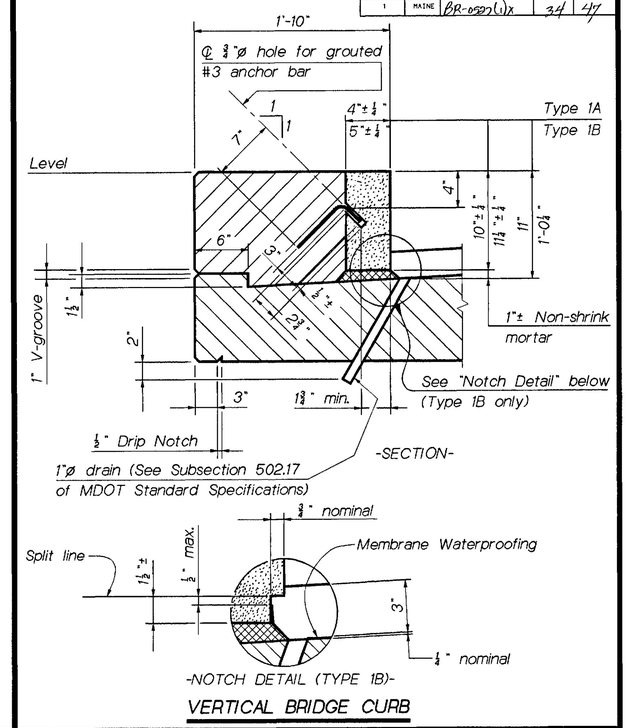
SECTION A - A

NOTES:

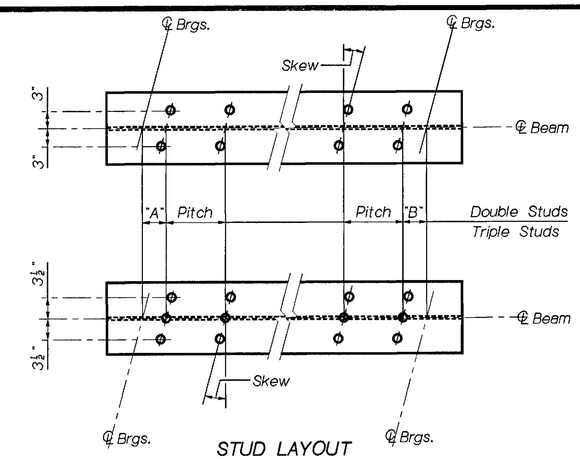
1. ____ At the option of the Contractor, the Bridge Drain may be modified to allow the use of a 6"ø Schedule 40 Steel Pipe in place of the TS 6x6x¼.
2. ____ Grating shall be a commercial heavy-duty grating with 1½"x⅝" bearing bars, and ⅜"ø cross bars.
3. ____ Plates shall be A.S.T.M. A36, ¼" thick.
4. ____ WT 6x13 shall be of the same material as the beam web, and shall be paid for under the Structural Steel pay items.
5. ____ If the minimum thickness of concrete below the drain is 2" or less, the haunch shall be extended as shown.
6. ____ The Bridge Drain and ∠ 3 x 3 shall be galvanized to ASTM A123.
7. ____ Payment for Bridge Drain shall be as specified under subsection 502.19 of the Standard Specifications.
8. ____ ½" ø holes for bituminous wearing surface only.



SLAB OVERHANG & CURB DETAIL



VERTICAL BRIDGE CURB

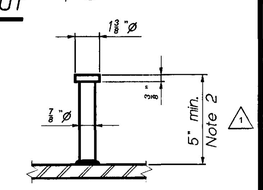


STUD LAYOUT

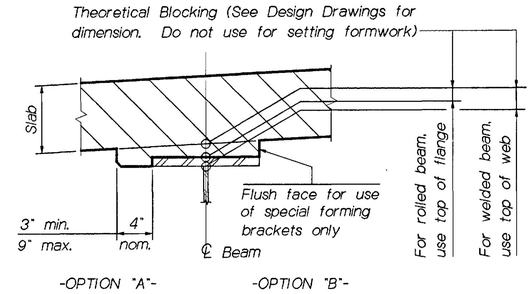
NOTES:

1.....Refer to Design Drawings for dimensions "A" and "B", stud pitch and skew angle.

2.....Studs shall project at least two inches above the bottom of the slab.



STUD DETAIL



NOTE: One haunch option will be allowed on each structure as approved by the Engineer, except that Option "A" must always be used on the outside of exterior beams and on both sides of beams without shear connectors.

SLAB HAUNCH & BLOCKING DETAIL

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

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

REVISIONS Description	APPROVED Me.DOT	FHWA
Original Plan	JULY, 1993	
Rvs'd drain tube grade	DEC.,94	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 521 - 93

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

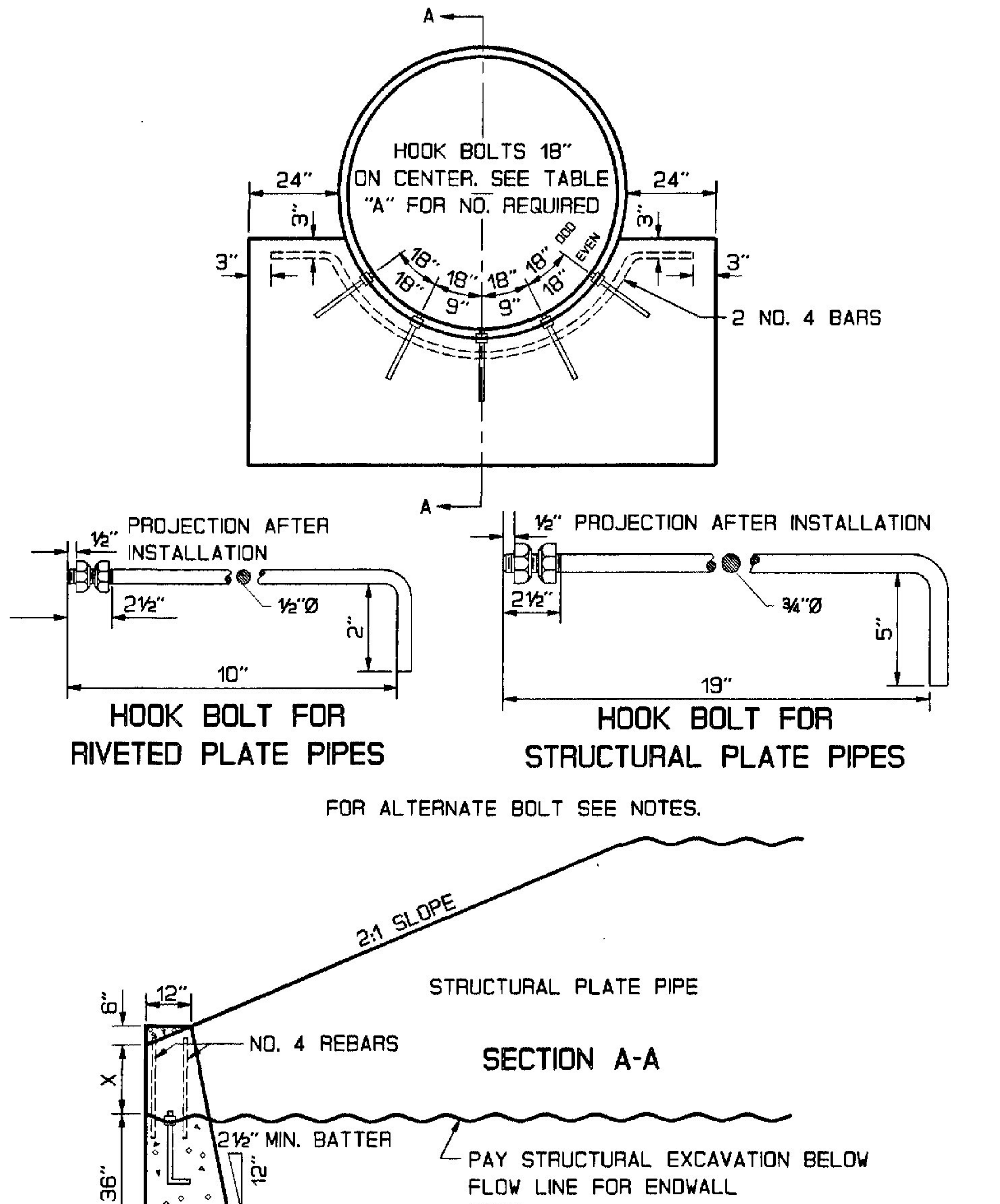
SHEET OF AUGUSTA, MAINE July 1993

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

PLANS

29DCT96-01.00.30
BD521

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	35	47



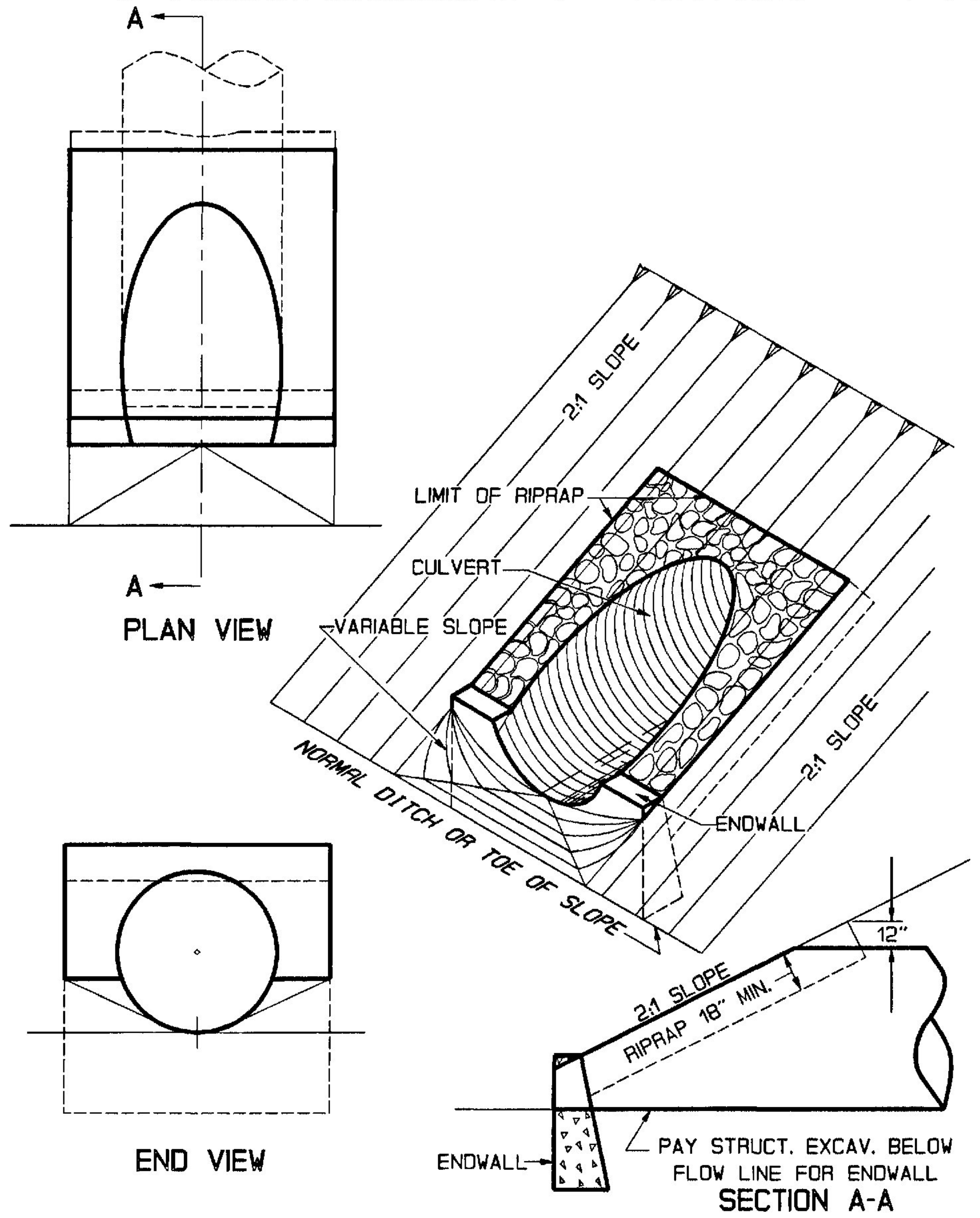
NOTE:

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



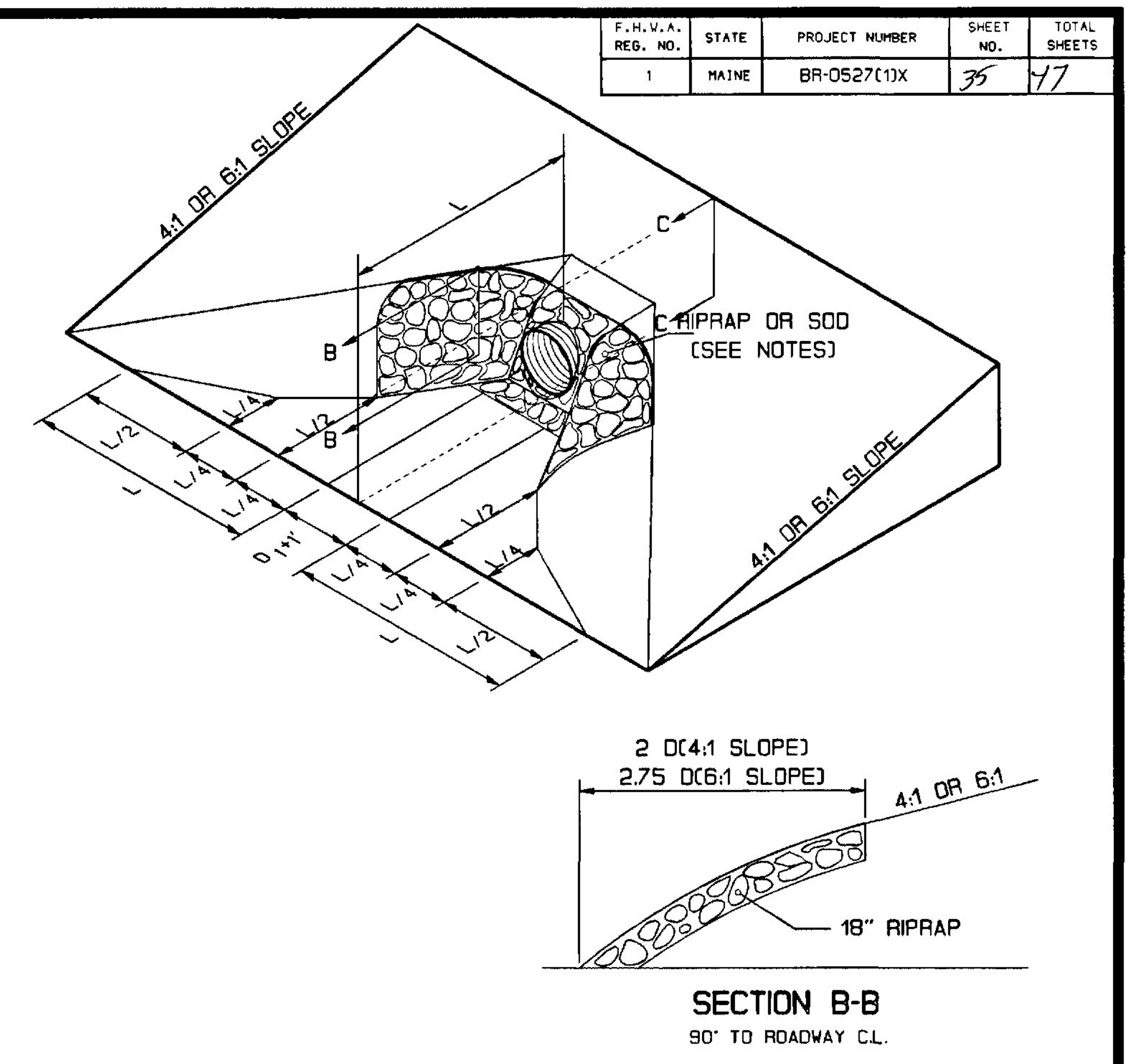
CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES

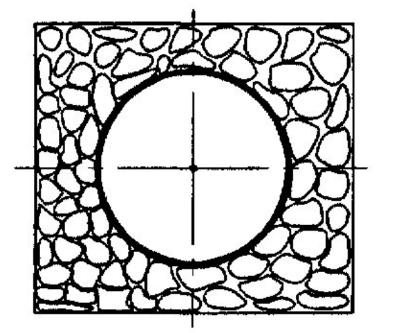
DR018

TABLE B

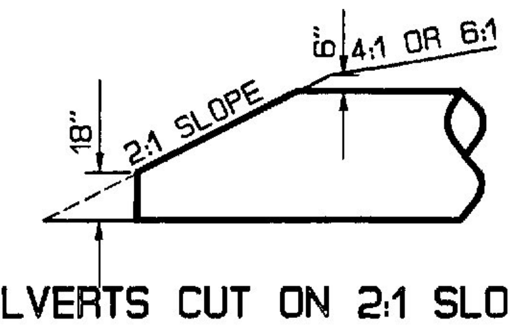
CULVERT DIAMETER	L 4:1 SLOPE	L 6:1 SLOPE
18"	9'-0"	13'-0"
21"	10'-0"	15'-0"
24"	11'-0"	16'-6"
30"	13'-0"	20'-0"
36"	15'-6"	23'-0"
42"	17'-6"	26'-0"
48"	19'-6"	29'-6"
54"	22'-0"	32'-6"
60"	24'-0"	36'-0"
66"	26'-0"	39'-6"
72"	28'-6"	42'-6"
84"	32'-6"	49'-0"

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.

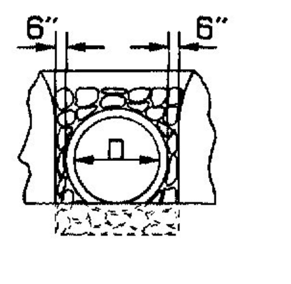




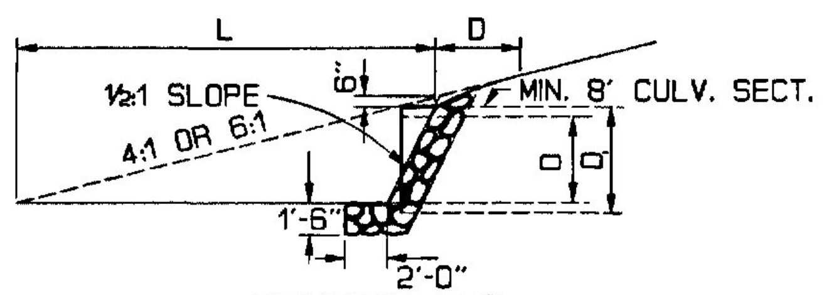
INSTALL RIPRAP 2' AROUND DIAMETER OF PIPE ON 2:1 GUARD RAIL SLOPES WHEN CALLED FOR ON THE PLANS



CULVERTS CUT ON 2:1 SLOPE



FRONT VIEW



SECTION C-C

SPEC. 610

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

DR019

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

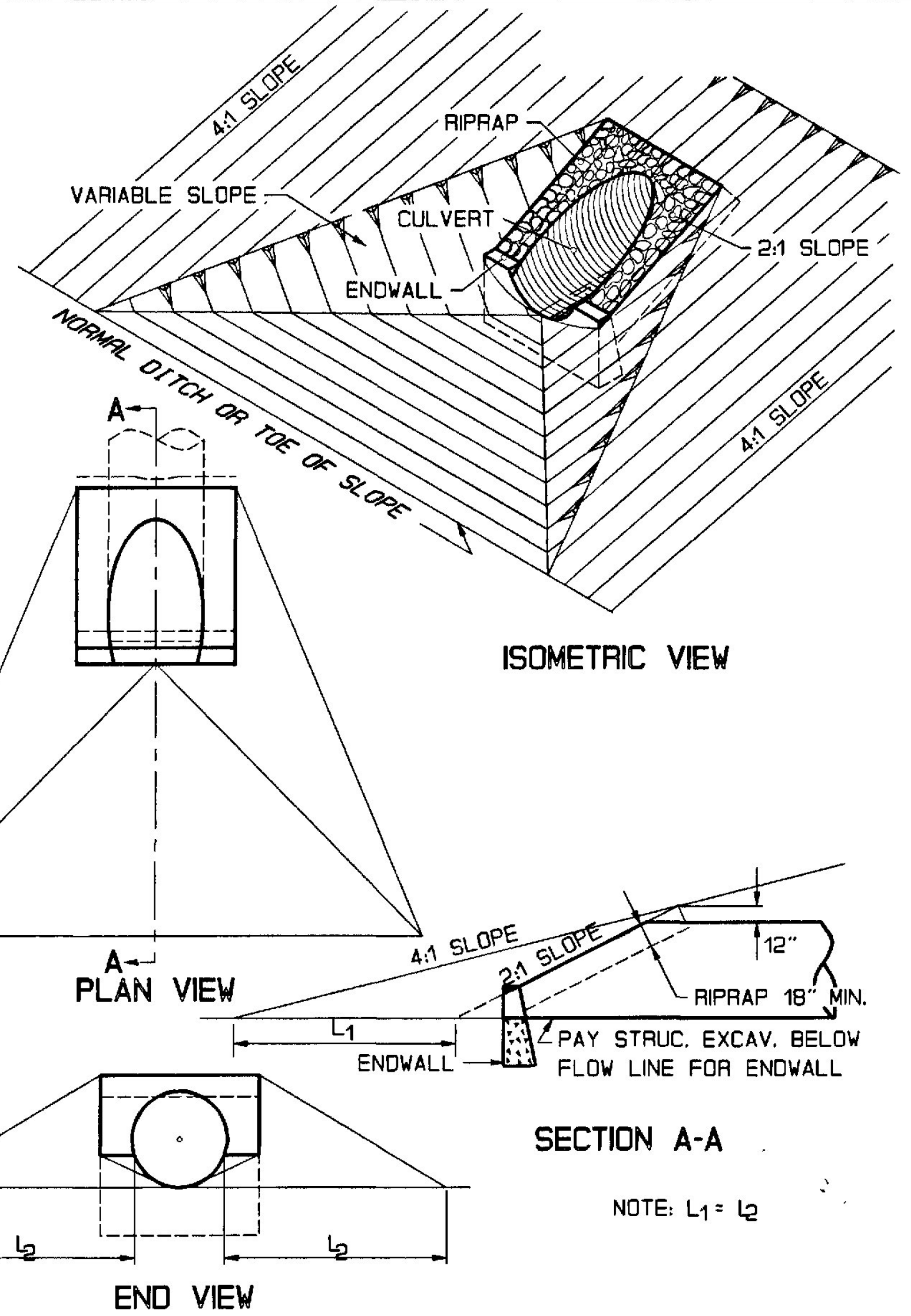
NOTES:

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 FURNINSHED 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



NOTE: $L_1 = L_2$

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

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	10 GAGE=0.138 IN
42x29 (2)	0.109		8 GAGE=0.168 IN
46x36 (1)	0.079	0.105	
49x33 (2)	0.138		ALUMINUM PIPE
53x41 (1)	0.079	0.105	EQUIVALENTS
57x38 (2)	0.138		18 GAGE=0.048 IN
60x46 (1)	0.109	0.135	16 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	8 GAGE=0.164 IN

Metal Pipe values are for 2-2/3"x1/2" corrucations unless size is followed by a (1) which denotes 3"x1" currugations
M 246=Polymer pre-coated galvanized corrugated steel pipe
M 197=Corrugated aluminum allowy 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

NOMINAL CORRUGATIONS	NOMINAL PIPE INSIDE DIAMETER	COUPLING BAND WIDTH: ANNULAR CORRUGATED BANDS M 196	ANNULAR CORRUGATED BANDS M 36	HELICALLY CORRUGATED BANDS M 196	HELICALLY CORRUGATED BANDS 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 annular 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 246 & 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 Description	APPROVED Me. DOT	APPROVED 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

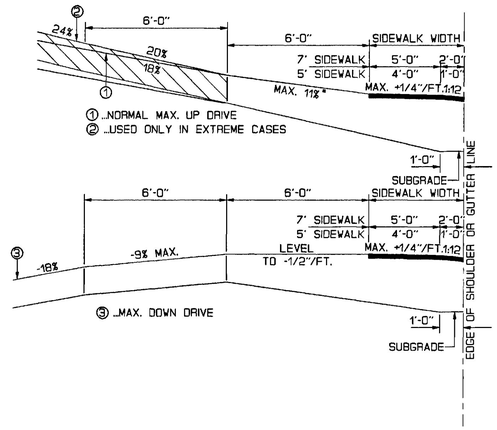
SHEET
AUGUSTA, MAINE
HD-3

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

290CT96-010030

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	31	47

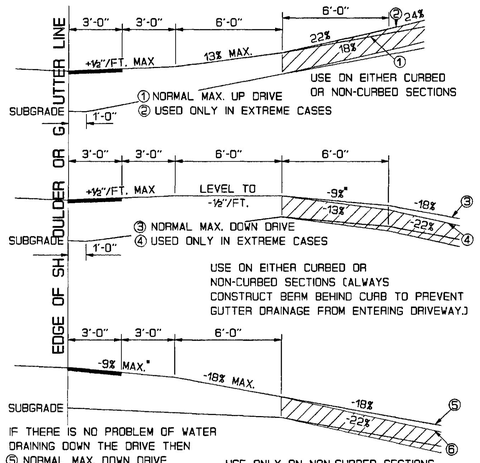


GENERAL NOTES:
1. THE SIDEWALK WIDTH SHALL BE PAVED IN ALL CASES.
2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

NOTES ON MAXIMUM DRIVEWAY PROFILES:
1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES, BUT SHOULD BE FIELD CHECKED WHEN THE MAIN LINE GRADE IS STEEP (4% TO 6% OR GREATER) OR THE ANGLE OF APPROACH TO THE DRIVE IS UNUSUAL.
2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.
3. WHEN GRADING DRIVES WHICH ARE FLATTER THAN THE MAXIMUM PROFILES THE FOLLOWING RULE OF THUMB SHOULD BE USED. DO NOT EXCEED A GRADE % CHANGE OF MORE THAN 9% IN A 6 FOOT INCREMENT OF DRIVEWAY LENGTH. THIS APPLIES TO BOTH UP AND DOWN PROFILES.

DRIVES ON SIDEWALK SECTIONS

EN001

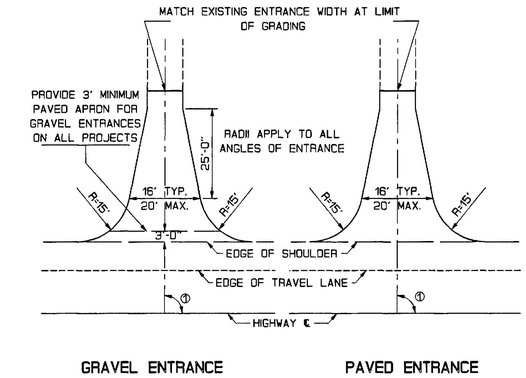


GENERAL NOTES:
1. THE FIRST 3' SHOWN AS PAVEMENT SHALL BE PAVED ONLY WHEN ABUTTING A PAVED AREA.
2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

NOTES ON MAXIMUM DRIVEWAY PROFILES:
1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES. BUT SHOULD BE FIELD CHECKED WHEN THE MAIN LINE GRADE IS STEEP (4% TO 6% OR GREATER) OR THE ANGLE OF APPROACH TO THE DRIVE IS UNUSUAL.
2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.
3. WHEN GRADING DRIVES WHICH ARE FLATTER THAN THE MAXIMUM PROFILES THE FOLLOWING RULE OF THUMB SHOULD BE USED; DO NOT EXCEED A GRADE % CHANGE OF MORE THAN 9% IN A 6 FOOT INCREMENT OF DRIVEWAY LENGTH. THIS APPLIES TO BOTH UP AND DOWN PROFILES.

DRIVES ON NON-SIDEWALK SECTIONS

EN002



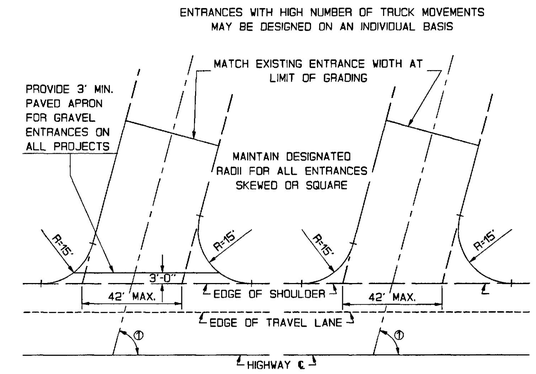
GRAVEL ENTRANCE PAVED ENTRANCE

① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

RESIDENTIAL ENTRANCE ONTO UNCURBED HIGHWAY

(PAVED SHOULDERS)

EN003



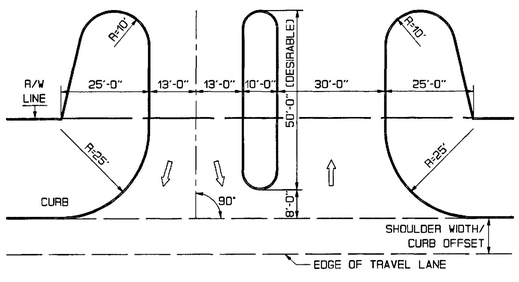
GRAVEL ENTRANCE PAVED ENTRANCE

① ENTRANCE ANGLE SHOULD NOT BE LESS THAN 45°

COMMERCIAL/INDUSTRIAL ENTRANCE ONTO UNCURBED HIGHWAY

(PAVED SHOULDERS)

EN004



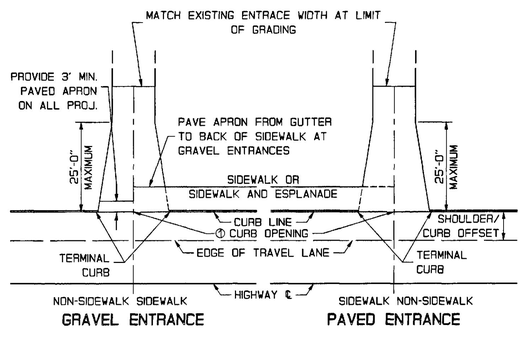
PAVED ENTRANCE

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

SHOPPING CENTER ENTRANCE ONTO HIGHWAY

(PAVED SHOULDERS)

EN005



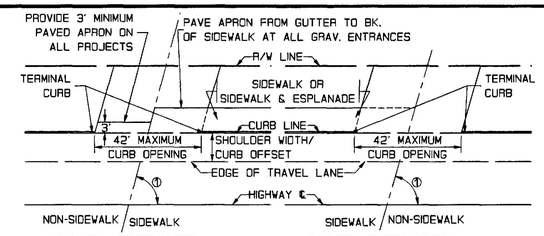
GRAVEL ENTRANCE PAVED ENTRANCE

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

RESIDENTAL ENTRANCE ONTO CURBED HIGHWAY

(WITH/WITHOUT SIDEWALKS)

EN006



GRAVEL ENTRANCE PAVED ENTRANCES

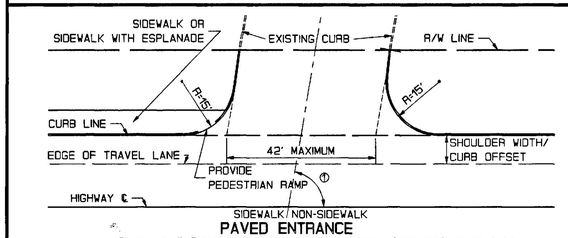
① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH ≥ 6' AND 60' WHERE THE SHOULDER WIDTH < 6'.

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

UNCURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY

(WITH/WITHOUT SIDEWALK)

EN007



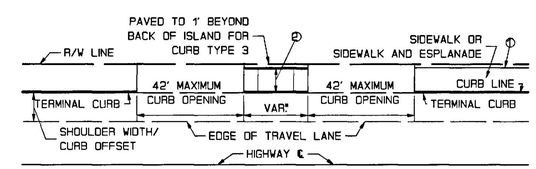
PAVED ENTRANCE

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



NON-SIDEWALK SIDEWALK

CENTRAL ISLAND

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

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. EDT

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

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	
EN003	APR. 95	OCT. 95
EN004	APR. 95	OCT. 95
EN005	APR. 95	OCT. 95
EN007	APR. 95	OCT. 95
EN009	APR. 95	OCT. 95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
DRIVES & ENTRANCES

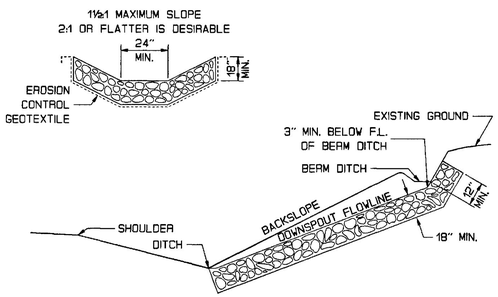
SHEET AUGUSTA, MAINE HD-5

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

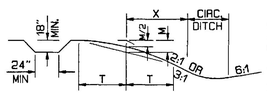
29OCT96-0100.30

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	37	47



RIPRAP DOWNSPOUT



BERM DITCH

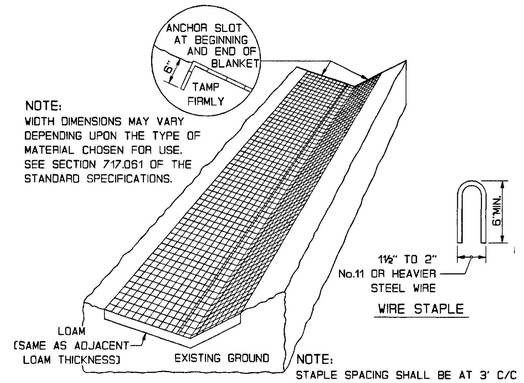
CONSTRUCT BERM DITCH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. WHERE A 2:1 SLOPE IS NOT PRACTICAL, USE A 1-1/2:1 SLOPE.

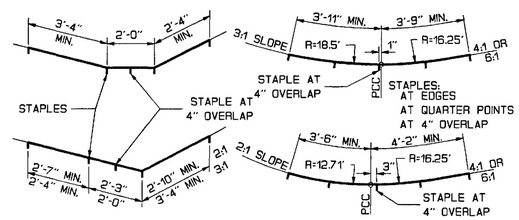
WHERE "X">5 OR LESS, "T"=X, OTHERWISE "T">5. TO AVOID PROPERTY DAMAGE AND TO SAVE SHADE TREES, THIS FORMULA MAY BE MODIFIED BY THE ENGINEER.

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

RIPRAP DOWNSPOUTS AND BERM DITCHES

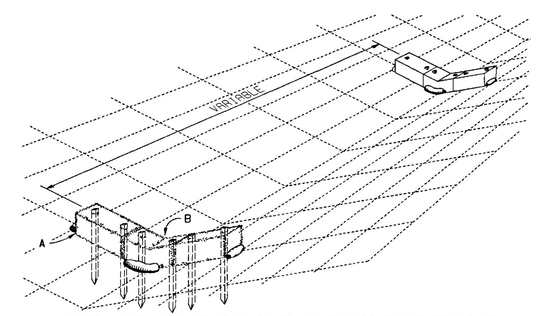
SPEC. 610 ER001





TEMPORARY EROSION CONTROL BLANKET

SPEC. 613 ER002

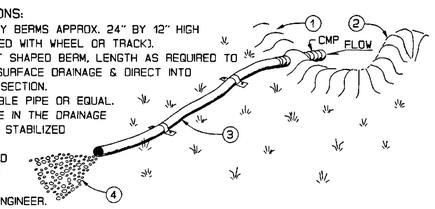


EROSION CHECK IS TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2-4' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT "A" AT LEAST 6" ABOVE OVERFLOW AT "B".

EROSION CHECK FOR DITCH

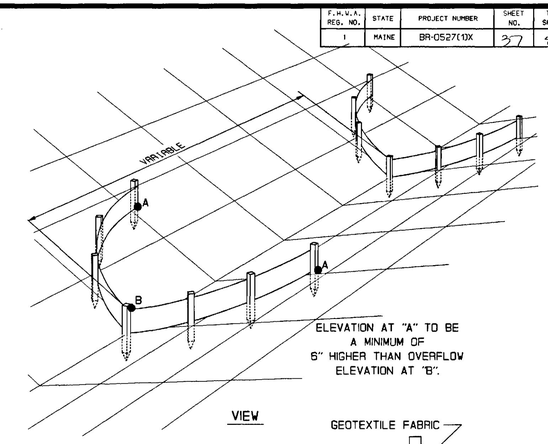
DESCRIPTIONS:

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.

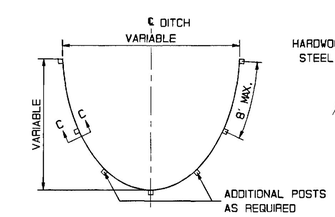


TEMPORARY BERM AND SLOPE DRAIN

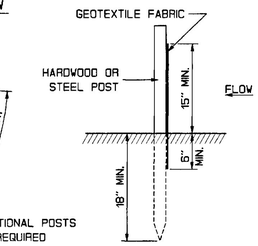
SPEC. 656 TEMPORARY EROSION CONTROL ER003



VIEW



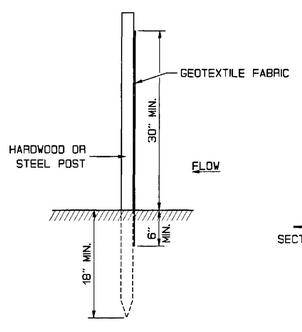
PLAN



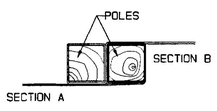
SECTION C-C

TEMPORARY SILT FENCE
EROSION CHECK FOR DITCH

SPEC. 656 ER004



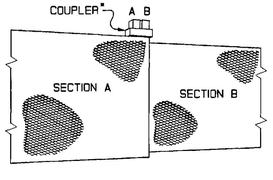
SIDE VIEW



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.

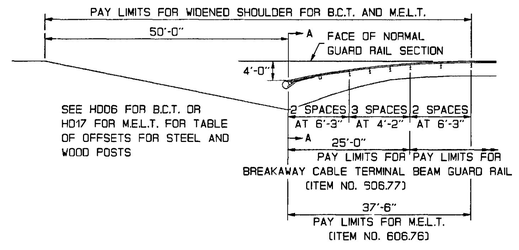


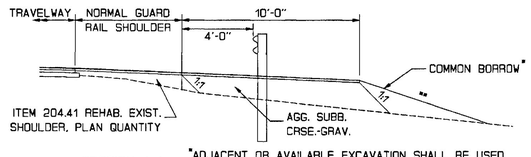
JOINING SECTIONS

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

TEMPORARY SILT FENCE

SPEC. 656 ER005





SECTION A-A

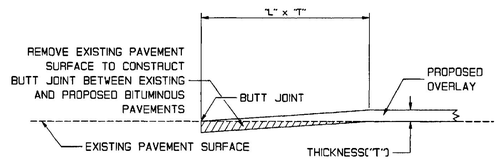
*ADJACENT OR AVAILABLE EXCAVATION SHALL BE USED INSTEAD OF COMMON BORROW UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**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 AUGUSTA, MAINE HD-7

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

29OCT96-01.00.30

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	38	47

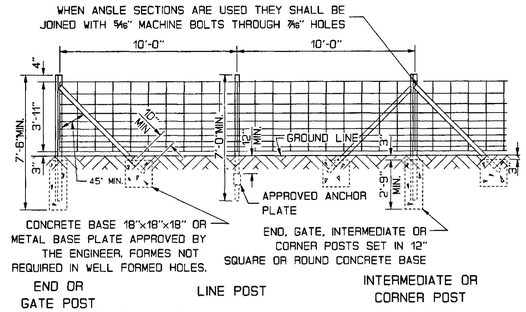
WOVEN WIRE FENCE	NOMINAL SIZE (INCHES)	SHAPE	WEIGHT (LBS/FT)	COMMENTS
END, INTERMEDIATE & CORNER POSTS	2½ X 2½ X ¼	∡	4.1	
	2	Ø	3.65	GRADE 1 * WITH TOP CAP
	2	Ø	3.117	GRADE 2 * WITH TOP CAP
GATE POSTS	3½ X 3½ X 5/16	∡	7.2	
	2½	Ø	5.79	GRADE 1 * WITH TOP CAP
	2½	Ø	4.64	GRADE 2 * WITH TOP CAP
LINE POSTS	——	T	1.33	STUDDED
	1¼	Ø	2.27	GRADE 1 * WITH TOP CAP
	1¼	Ø	1.836	GRADE 2 * WITH TOP CAP
BRACES	1¾ X 1¾ X ¼	∡	2.77	
	1¼	Ø	2.27	
	1¼	Ø	1.836	

CHAIN LINK FENCE	NOMINAL SIZE (INCHES)	SHAPE	WEIGHT (LBS/FT)	COMMENTS
END & CORNER POSTS	2 I.D.	Ø	3.65	GRADE 1*
	2 I.D.	Ø	3.117	GRADE 2*
	2½ X 2	H	4.10	
	3½ X 3½	∡	5.14	INTEGRAL LOOPS
LINE POSTS	1½ I.D.	Ø	2.72	GRADE 1*
	1½ I.D.	Ø	2.281	GRADE 2*
	1⅞ X 1⅝	H	2.70	
	1⅞ X 1⅝	C	2.28	
TOP & BRACE RAILS	1¼ I.D.	Ø	2.27	GRADE 1*
	1¼ I.D.	Ø	1.84	GRADE 2*
	1⅝ X 1¼	⊂⊃		

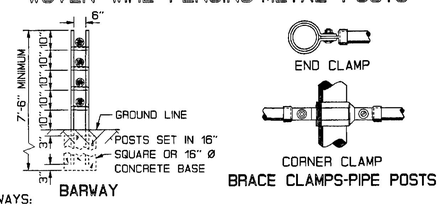
* AASHTO M 181 Par. 29.1

FENCE POST, RAIL AND BRACE OPTIONS

SPEC. 607 FE001



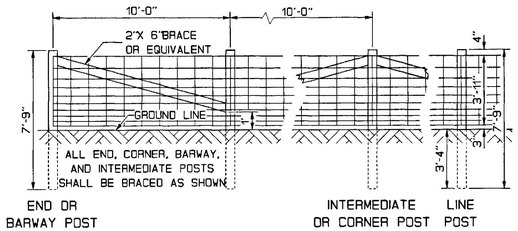
WOVEN WIRE FENCING-METAL POSTS



BARWAYS:

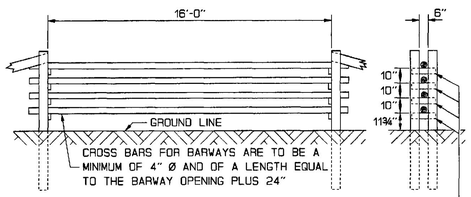
METAL POSTS SHALL BE INSTALLED FOR A 16'-0" OPENING. BARWAY POSTS AND BRACES SHALL CONFORM TO THE REQUIREMENTS OF "GATE POSTS" AND "BRACES" UNDER "WOVEN WIRE FENCING-METAL POSTS". CROSS BAR SUPPORTS FOR BARWAYS SHALL BE 1¾"x1¾"x¼" ROLLED ANGLE SECTION. WHEN ROUND GATE POSTS ARE USED, THE LENGTH OF THE CROSS BAR SUPPORTS SHALL EQUAL THE CENTER-TO-CENTER OF THE POSTS PLUS 2 INCHES AND THEY SHALL BE ATTACHED TO THE BARWAY POST WITH 5/16"x4¼" MACHINE BOLTS. WHEN ANGLE SECTION GATE POSTS ARE USED, THE LENGTH OF THE CROSS BAR SUPPORTS SHALL BE EQUAL TO THE OUT-TO-OUT DIMENSIONS OF THE ANGLE SECTIONS AND SHALL BE ATTACHED WITH 5/16"x1" MACHINE BOLTS. ALL BRACING SHALL CONFORM TO THE REQUIREMENTS OF "WOVEN WIRE FENCING-METAL POSTS". CROSS BARS SHALL BE AS REQUIRED FOR "BARWAYS-WOOD POSTS".

SPEC. 607 **BARWAYS-METAL POSTS** FE002



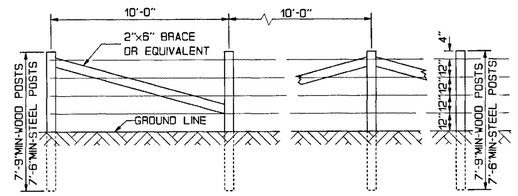
NOTE:
STAPLES FOR WOOD POSTS ARE TO BE 9 GA. 1½", PLACED ACCORDING TO THE SPECIFICATIONS.

WOVEN WIRE FENCING-WOOD POSTS



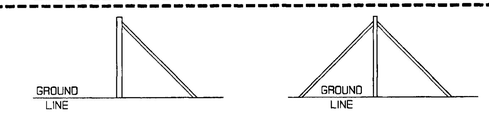
2"x 4" CROSS BAR SUPPORTS LENGTH SHALL EQUAL THE CENTER TO CENTER OF THE POSTS PLUS 4". EACH SUPPORT SHALL BE NAILED WITH 4-40 PENNY NAILS.

SPEC. 607 **BARWAYS-WOOD POSTS** FE003



NOTE:
"BARBED WIRE-METAL POSTS" SHALL BE CONSTRUCTED WITH THE POST AND WIRE SPACING SHOWN ABOVE. METAL POSTS AND BRACES SHALL CONFORM TO ALL THE REQUIREMENTS NOTED AND SHOWN FOR "WOVEN WIRE FENCING-METAL POSTS", INCLUDING CONCRETE BASES.

BARBED WIRE FENCING-WOOD POSTS AND BARBED WIRE FENCING-METAL POSTS

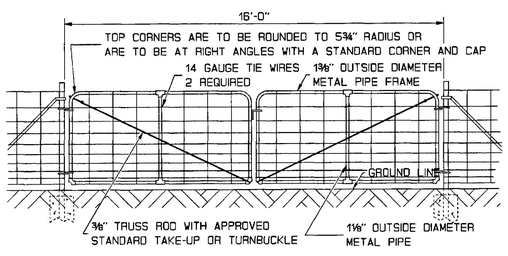


BRACING - TYPE I
USED AT GATES, BARWAYS, AND TERMINANLS

BRACING - TYPE II
USED AT CORNERS, INTERMEDIATE POINTS, AND CHANGES IN VERTICAL ALIGNMENT

BRACING ASSEMBLIES FOR WOVEN AND BARBED WIRE FENCING

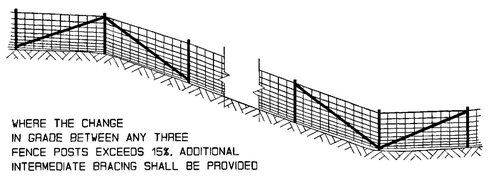
SPEC. 607 FE004



NOTES:

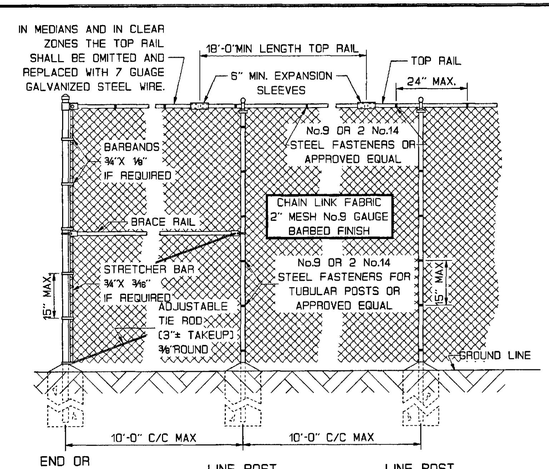
1. GATE POSTS, BRACES AND ANCHORAGES TO BE AS SPECIFIED UNDER "WOVEN WIRE FENCING-METAL POSTS."
2. ALL GATES SHALL BE INSTALLED WITH THE TOP HINGE PIN POINTING DOWN.
3. WIRE FOR GATES SHALL CONFORM TO A.S.T.M. A116.
4. THE REQUIRED FITTINGS FOR FENCE AND GATES SHALL BE STEEL OR MALLEABLE IRON OF AN APPROVED STANDARD TYPE.
5. GATES SHALL BE FURNISHED WITH A STANDARD FORK LATCH AND ON PIECE OF 3/16" STRAIGHT LINK ALLOY STEEL CHAIN, 24" LONG. ONE END SHALL BE ATTACHED TO THE GATE FRAME AND THE OTHER END SHALL BE A SNAP LOCK OR OTHER APPROVED FASTENING DEVICE.

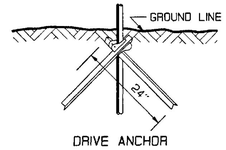
DRIVE GATEWAYS-16 FEET



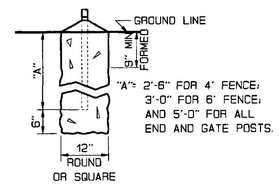
WHERE THE CHANGE IN GRADE BETWEEN ANY THREE FENCE POSTS EXCEEDS 15%, ADDITIONAL INTERMEDIATE BRACING SHALL BE PROVIDED

SPEC. 607 **INTERMEDIATE BRACING** FE005





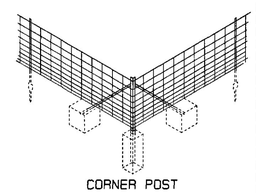
DRIVE ANCHOR
(90° TO FENCE LINE)



"A"= 2'-6" FOR 4' FENCE; 3'-0" FOR 6' FENCE; AND 5'-0" FOR ALL END AND GATE POSTS.

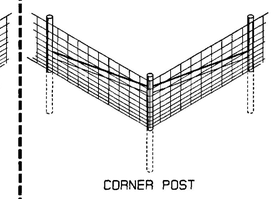
LINE, GATE, AND END POST BASE

SPEC. 607 **CHAIN LINK FENCE** FE006



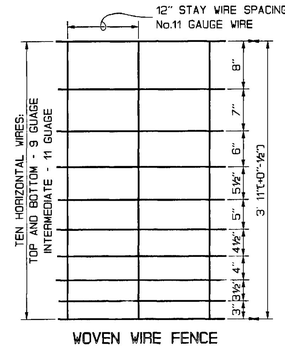
CORNER POST

BRACING ASSEMBLY FOR METAL POST

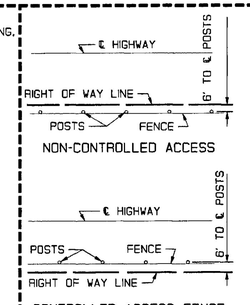


CORNER POST

BRACING ASSEMBLY FOR WOOD POST



WOVEN WIRE FENCE



FENCE LOCATION WITH RESPECT TO RIGHT OF WAY LINE

SPEC. 607 FE007

GENERAL NOTES

FENCING

1. WHEN LEDGE IS ENCOUNTERED, STEEL POSTS SHALL BE SET AND GROUTED 12" DEEP UNLESS THE POSTS PENETRATE THE GROUND TO THE DEPTH INDICATED ON THE DRAWINGS.
2. WHEN WOOD POSTS ARE USED, BRACES SHALL BE ATTACHED TO THE POSTS WITH A MINIMUM OF 4 - 40 PENNY NAILS PER ATTACHMENT.
3. WHEN THE WORD "STANDARD" IS USED, IT SHALL BE INTERPRETED AS IF IT WERE FOLLOWED BY THE EXPRESSION "TO THE FENCE INDUSTRY".
4. WOVEN WIRE AND BARBED WIRE FENCING SHALL BE ATTACHED TO WOOD POSTS WITH 9 GAUGE 1-1/2" GALVANIZED STAPLES.
5. CONCRETE FOR POST FOUNDATIONS SHALL BE CLASS B.
6. IN WELL FORMED HOLES WITH VERTICAL WALLS, FORMS WILL BE REQUIRED ONLY AT THE TOP 9 INCHES. HOLES WHICH CANNOT BE WELL FORMED SHALL HAVE FORMS FOR THE FULL DEPTH OF THE BASE.

SPACING OF FENCE POSTS ON CURVES

RADIUS OF CURVE AT FENCE LOCATION	NORMAL POST SPACING
OVER 500 FEET	10 FEET
OVER 200 FEET TO 500 FEET	8 FEET
OVER 100 FEET TO 200 FEET	6 FEET
100 FEET AND LESS	5 FEET

SPEC. 607 FE008

REVISIONS	APPROVED	
Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT. 93
FE006 - DRIVE ANCHOR	NOV. 93	
FE002	APR. 95	OCT. 95
FE004	APR. 95	OCT. 95
FE005	APR. 95	OCT. 95
FE006	APR. 95	OCT. 95
FE007	APR. 95	OCT. 95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
FENCING

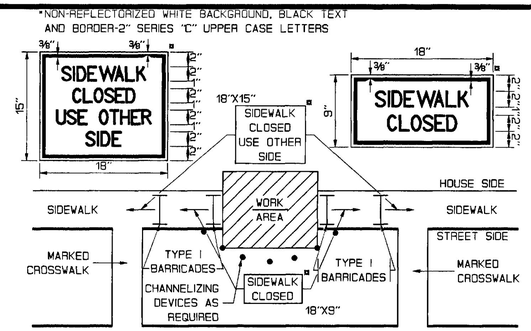
SHEET AUGUSTA, MAINE HD-9

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

290CT96-0100.30

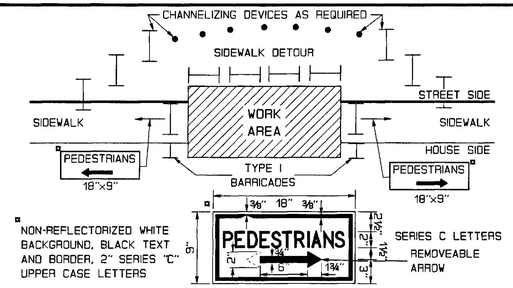
SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	39	47



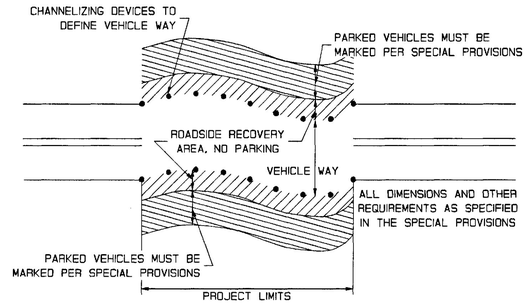
SIDEWALK CLOSURE WITH ALTERNATE SIDEWALK

TC001



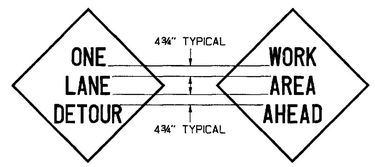
SIDEWALK CLOSURE WITHOUT ALTERNATE SIDEWALK

TC002



ROADSIDE RECOVERY AREA

TC003

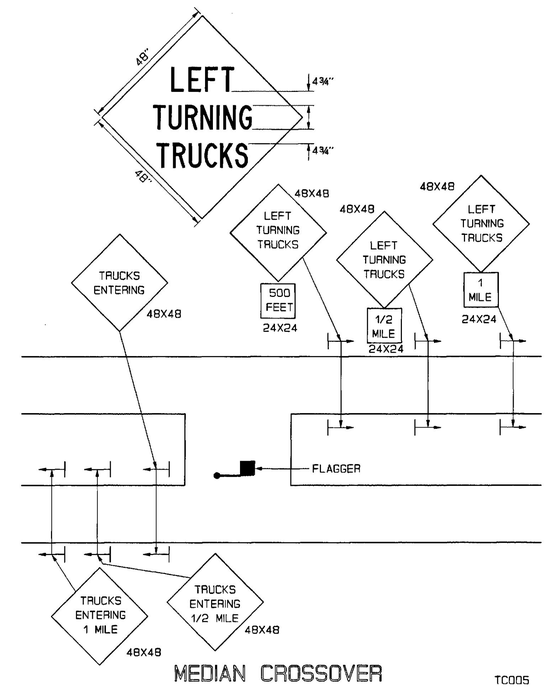


NOTE:
1. LETTER SIZE SHALL BE 7" SERIES D.
2. BORDER DIMENSIONS AND LEGEND DESIGN SHALL COMFORM TO "STANDARD HIGHWAY SIGNS".

CONSTRUCTION WARNING SIGN DETAIL

TC004

LETTER SIZE SHALL BE 7" SERIES D UPPER CASE LETTERS



MEDIAN CROSSOVER

TC005

GENERAL NOTES FOR SIGNING

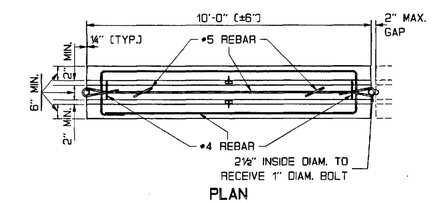
1. DISTANCES SHOWN FOR SIGN PLACEMENT ARE NOMINAL. EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
2. GRADES ON TEMPORARY ROADWAYS THROUGH THE CONSTRUCTION ZONE USED BY THE PUBLIC SHALL NOT EXCEED 10 PERCENT.
3. ADVISORY SPEED CONSISTANT WITH PREVAILING CONDITIONS SHALL BE AS DETERMINED BY THE ENGINEER.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

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

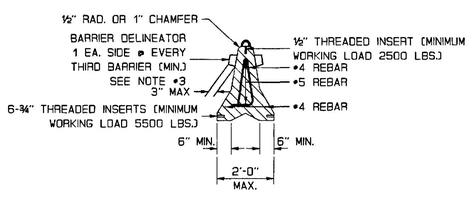
   WHERE:
   L=LENGTH OF TAPER IN FEET
   S=POSTED SPEED IN M.P.H.
   W=WIDTH OF ROADWAY TO BE CLOSED IN FEET

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

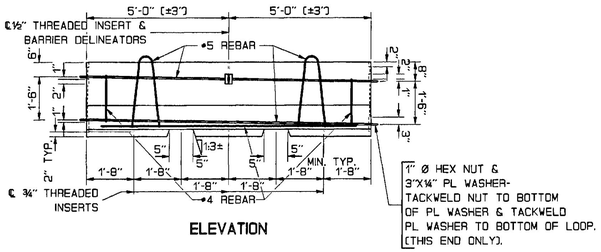
TC007



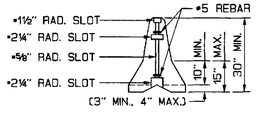
PLAN



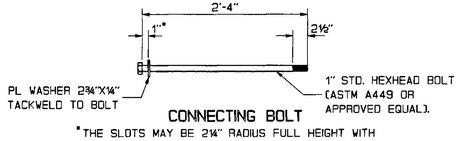
TYPICAL SECTION



ELEVATION



LEFT END VIEW



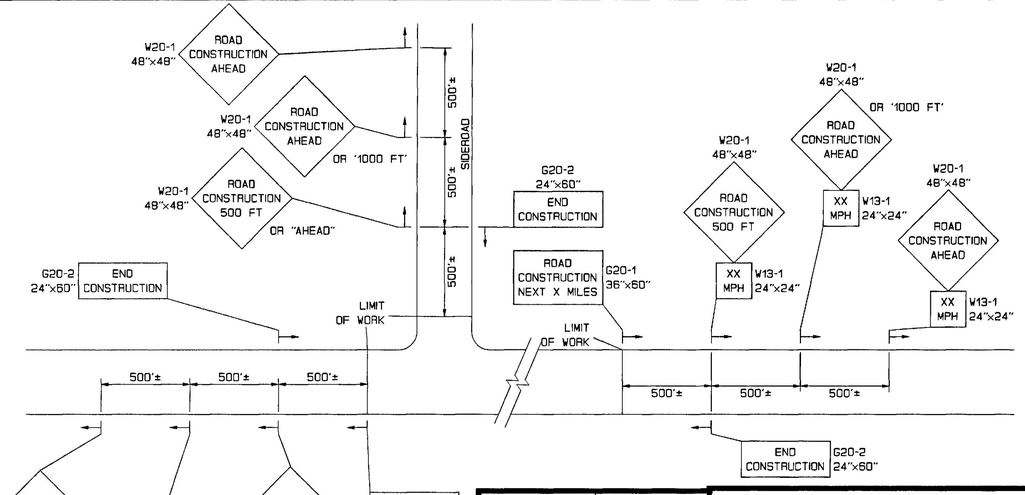
CONNECTING BOLT

*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 AUGUSTA, MAINE HD-10

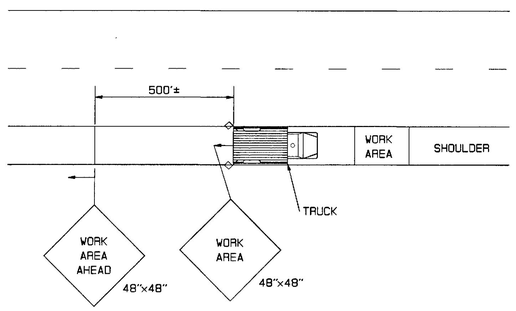
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

29DCT96-0100.30

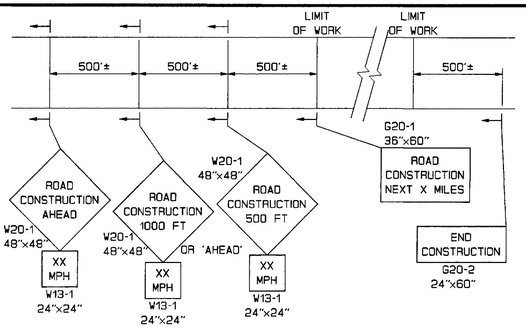
SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	110	117



SHOULDER WORK-MOBILE

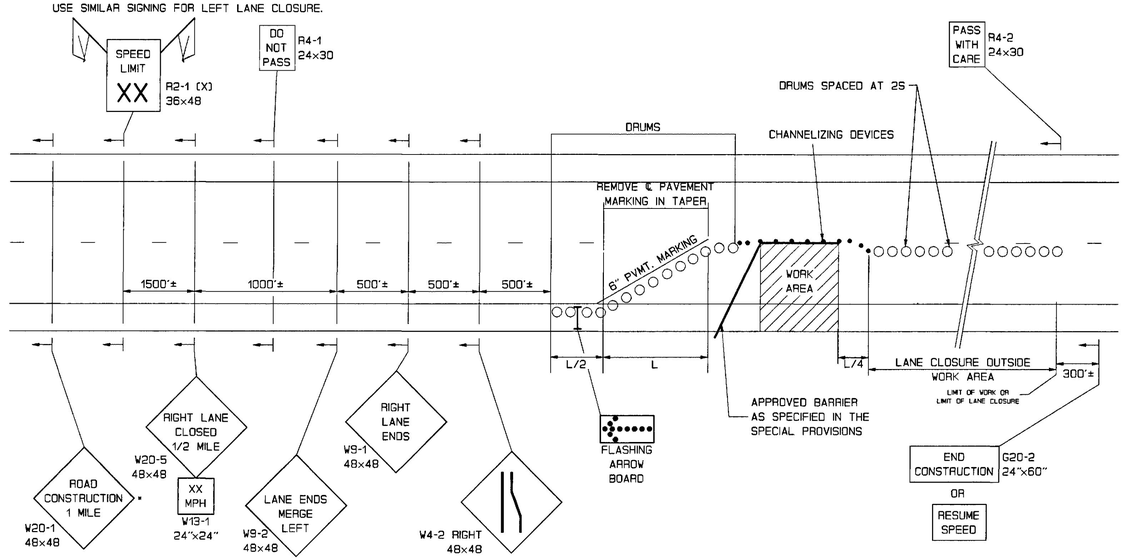
TC010



PROJECT APPROACH SIGNING
EXPRESSWAY

TC009

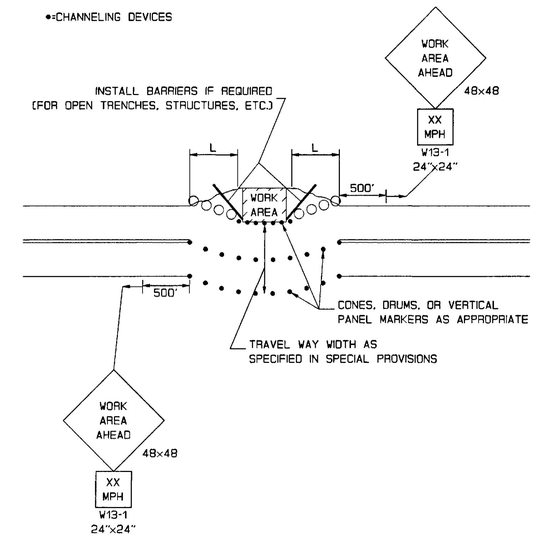
NOTE
* OMIT W20-1 IF LANE CLOSURE SIGNING ARRAY IS WITHIN PROJECT LIMITS.
ALTER PAVEMENT MARKINGS AS REQUIRED.
MAINTAIN 15 FT. LATERAL CLEARANCE.
USE SIMILAR SIGNING FOR LEFT LANE CLOSURE.



EXPRESSWAY LANE CLOSURE

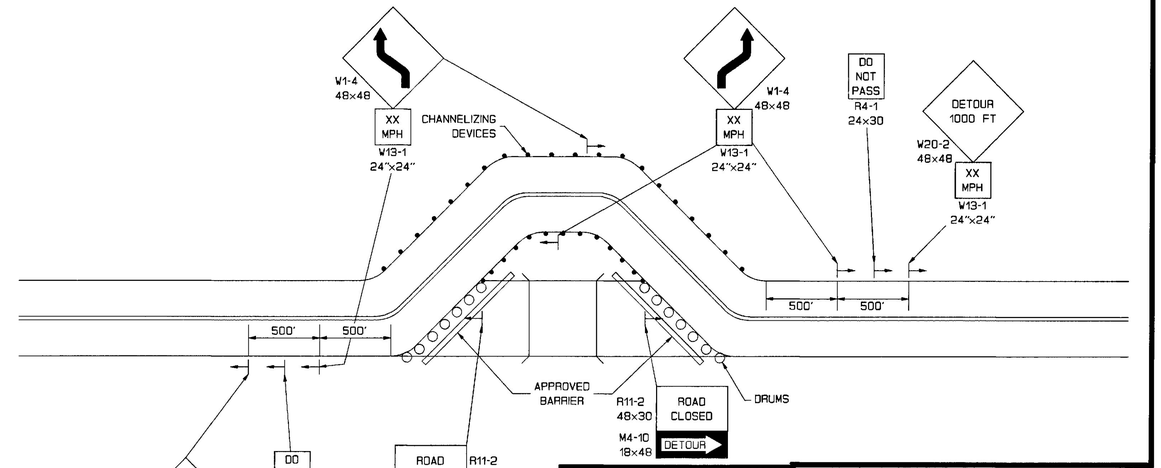
TC011

○=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

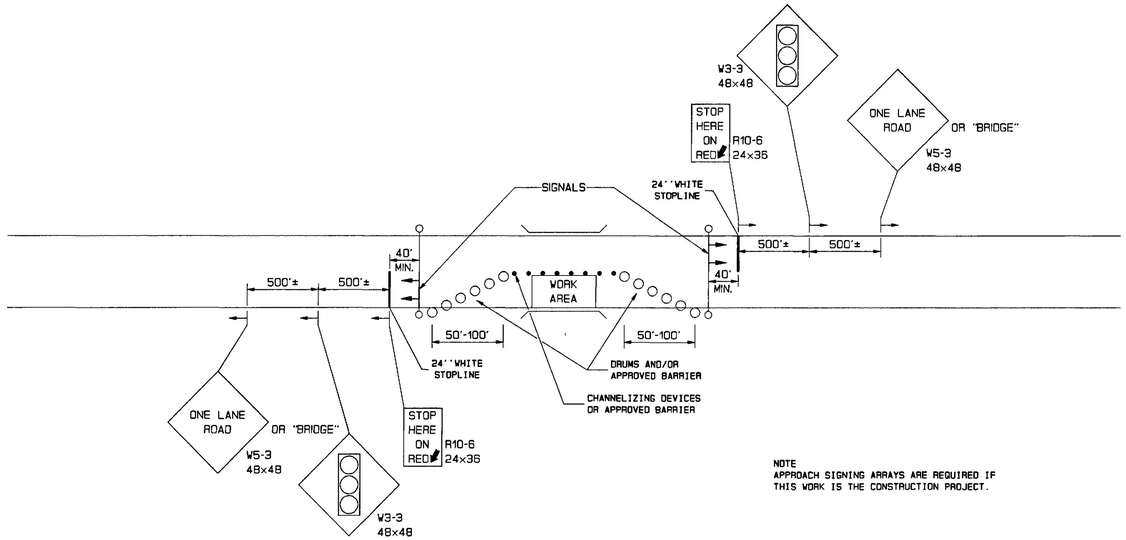
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

29DCT96-01.00.30

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	41	47

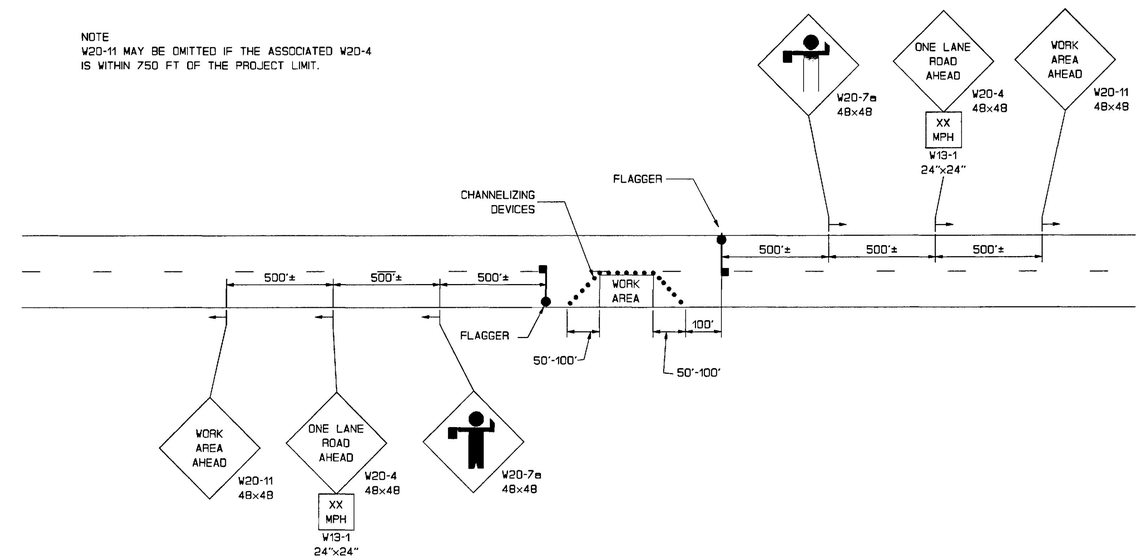


NOTE
APPROACH SIGNING ARRAYS ARE REQUIRED IF THIS WORK IS THE CONSTRUCTION PROJECT.

TWO WAY TRAFFIC LANE CLOSURE WITH TEMPORARY TRAFFIC SIGNALS

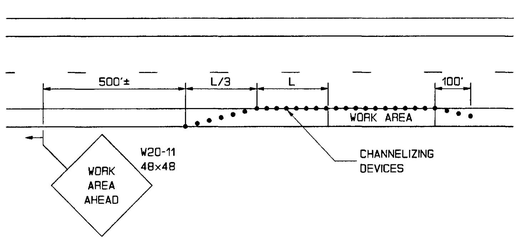
TC015

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

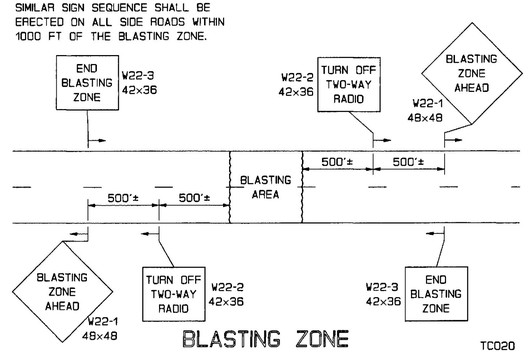
TC016



ROADSIDE WORK AREA SIGNING

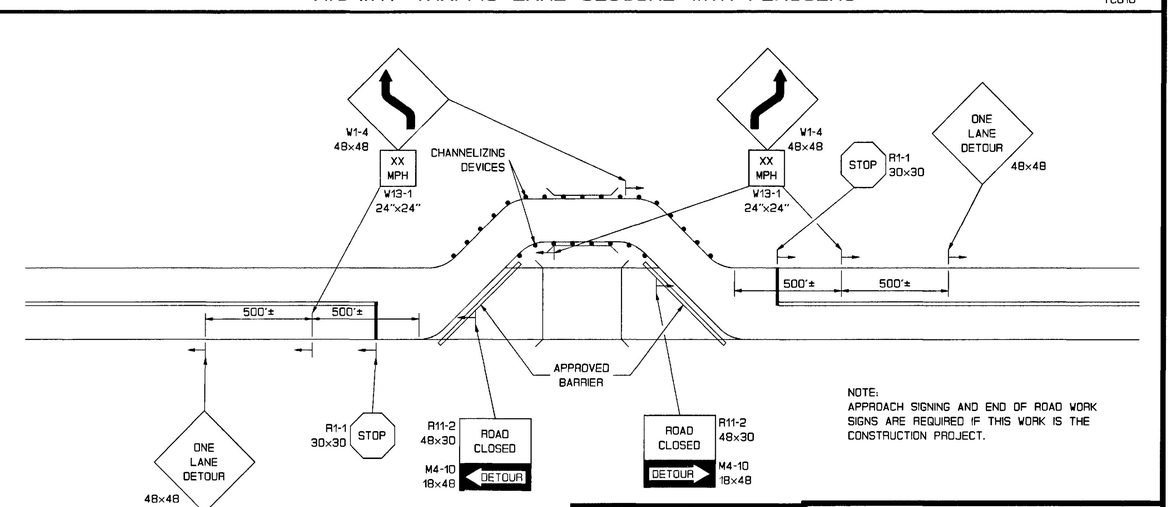
TC017

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



BLASTING ZONE

TC020



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

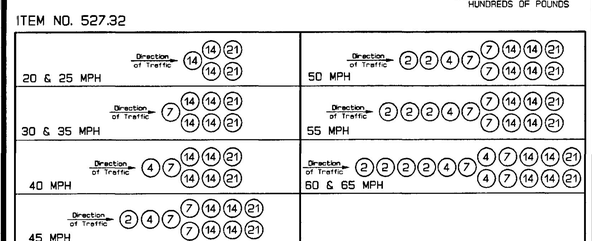
TC018

PORTABLE ENERGY ABSORPTION UNITS

ARRAYS FOR SPEEDS OF 20 TO 65 MPH

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

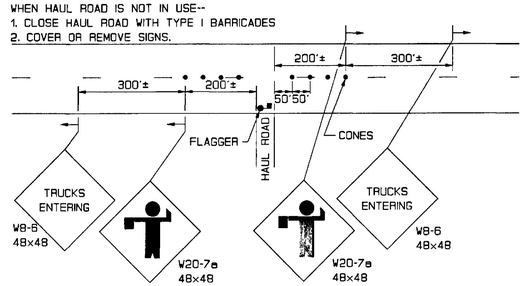
ITEM NO. 527.32



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

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

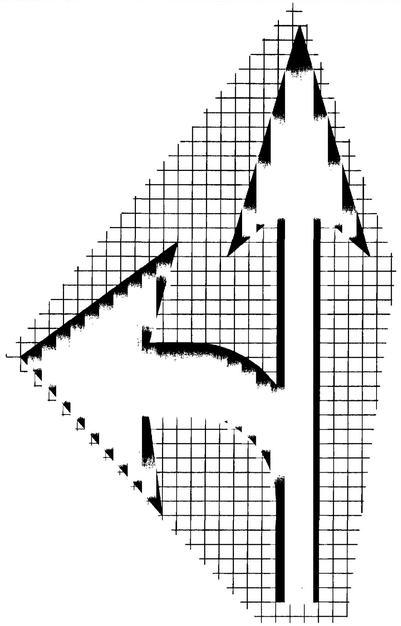
SHEET — AUGUSTA, MAINE — HD-12

SCARBORO

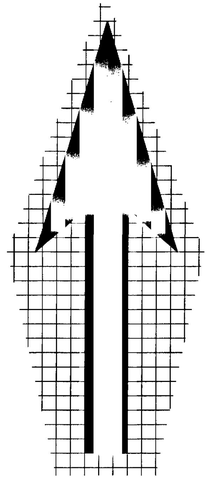
PROJECT DESIGN ENGINEER
PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE

29OCT96-0100.30

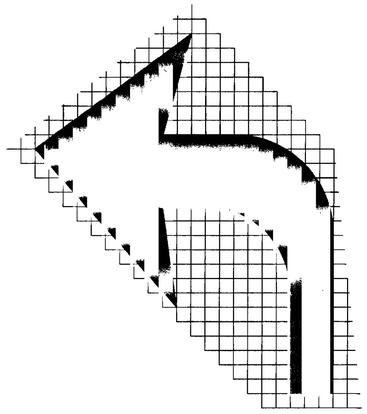
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	42	47



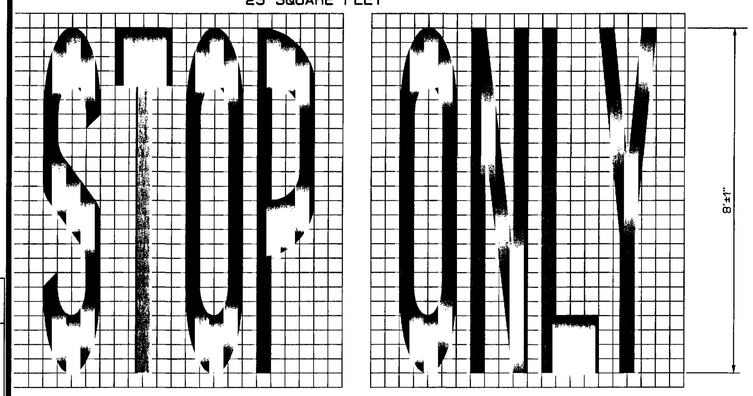
29 SQUARE FEET



13 SQUARE FEET



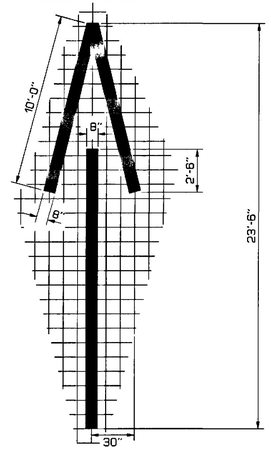
16 SQUARE FEET



22 SQUARE FEET

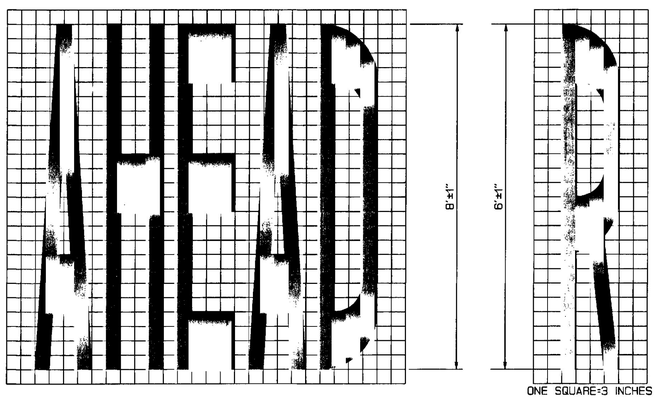
22 SQUARE FEET

INTERSTATE RAMP ARROW



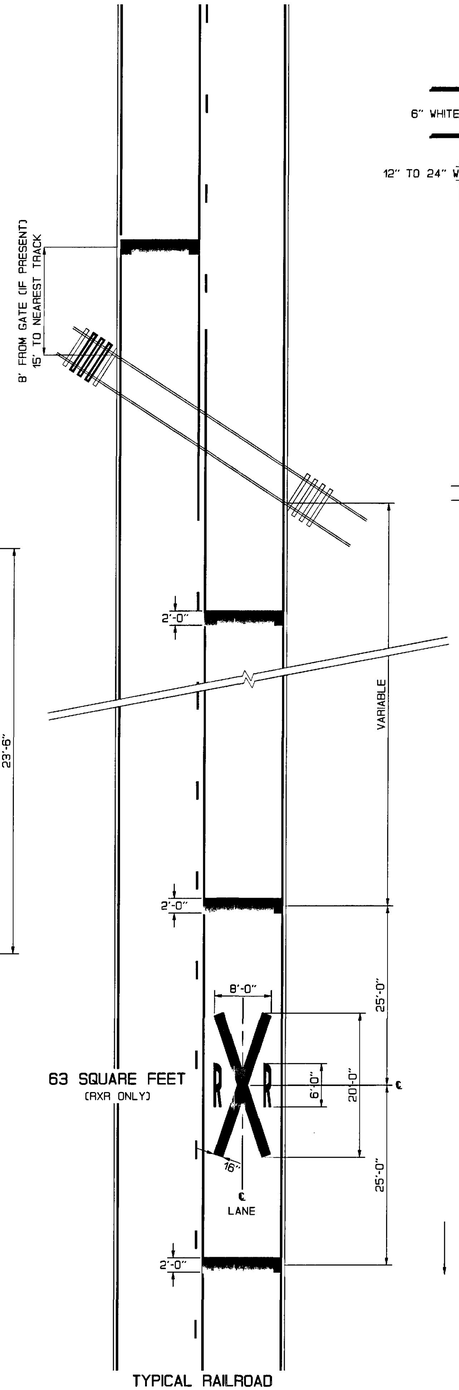
ONE SQUARE=10 INCHES

25 SQUARE FEET



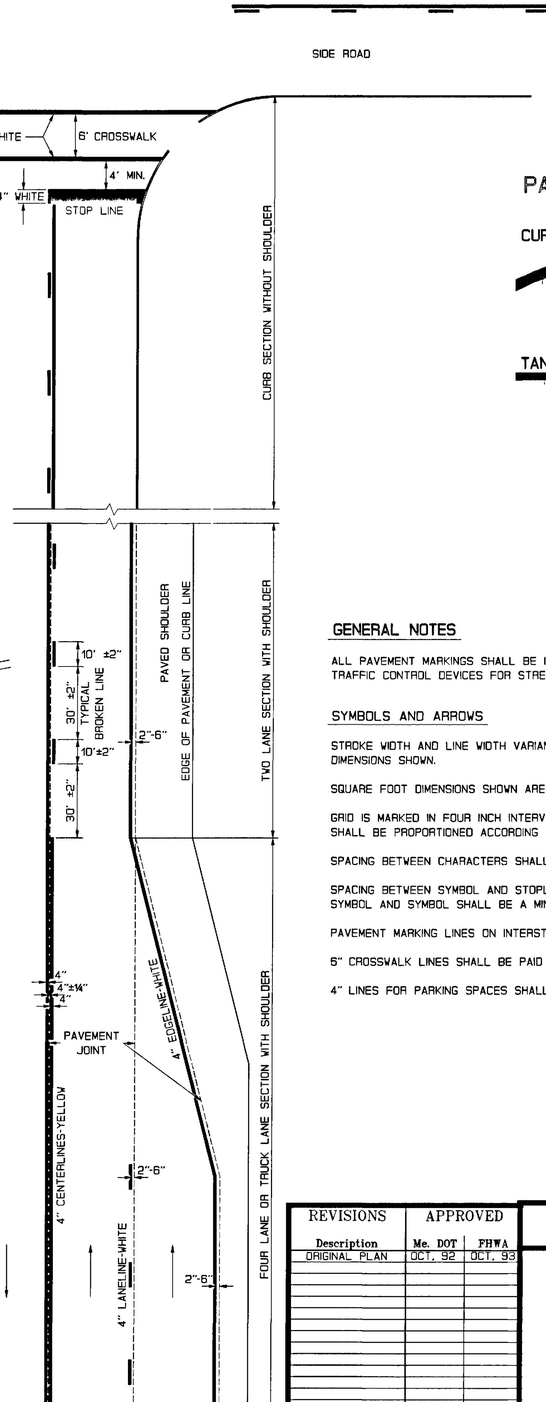
27 SQUARE FEET

ONE SQUARE=3 INCHES



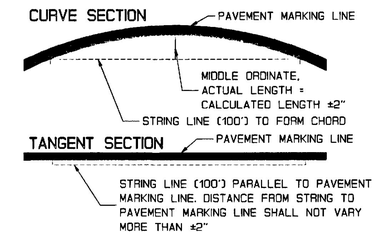
63 SQUARE FEET
(RXR ONLY)

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.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
PAVEMENT MARKINGS

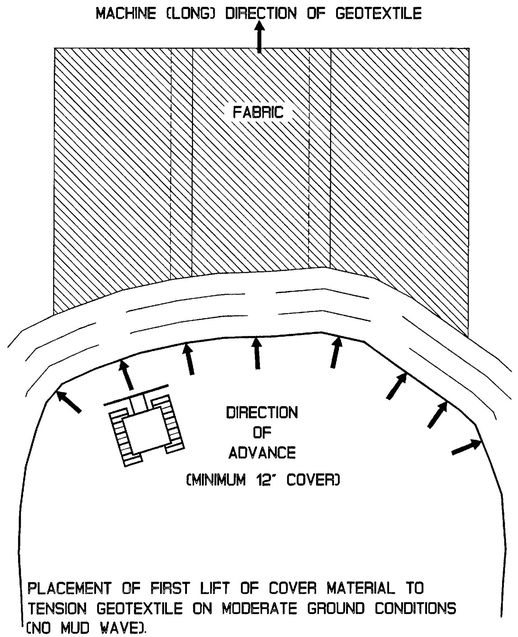
SHEET AUGUSTA, MAINE HD-13

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

29OCT96-01.00.30

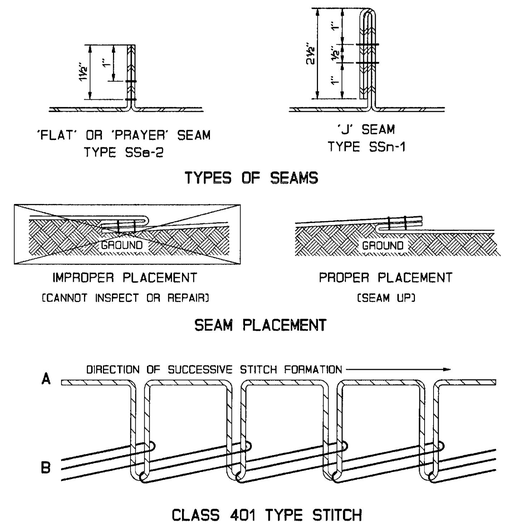
SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(10)X	43	47



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

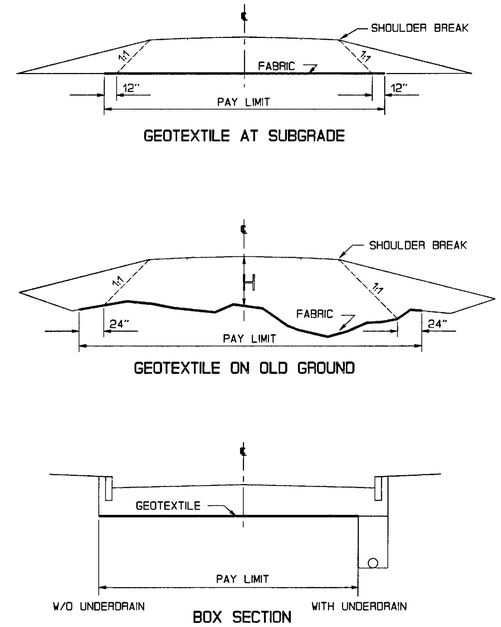
SPEC. 620 GE001



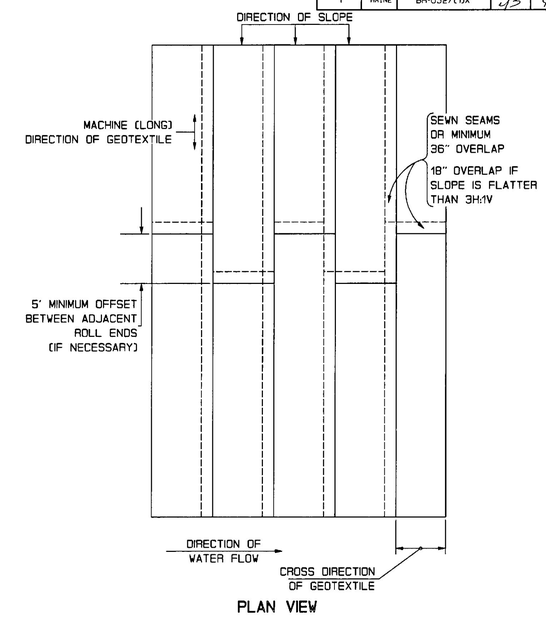
CLASS 401 TYPE STITCH

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

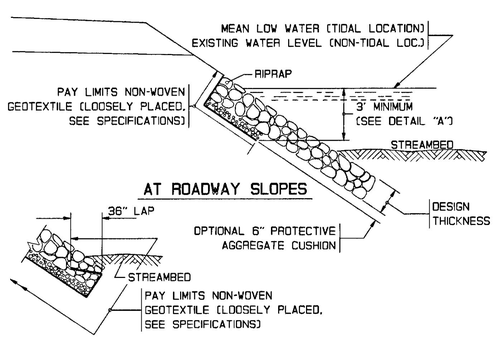


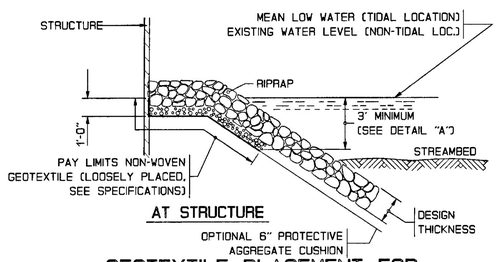
SPEC. 620 LATERAL LIMITS IN A ROADWAY GE003



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

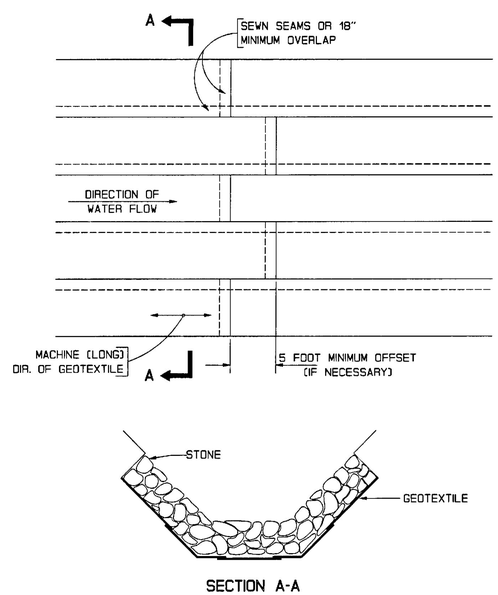
SPEC. 620 GE004/1





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

SPEC. 620 GE004/2

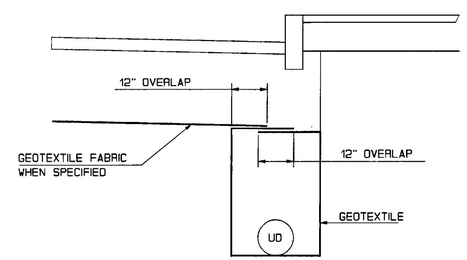


GE005

SPEC. 620 GE005

SLOPE HORIZONTAL:VERTICAL	PIN 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

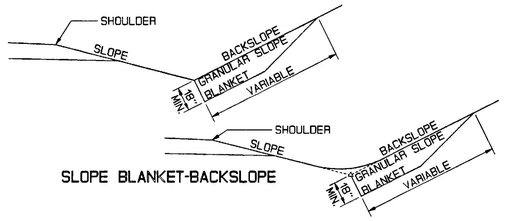
SHEET AUGUSTA, MAINE HD-15

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

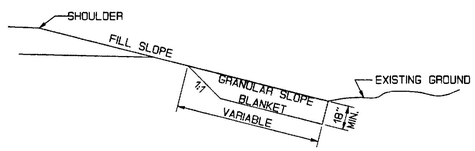
29OCT96-0100.30

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	44	47

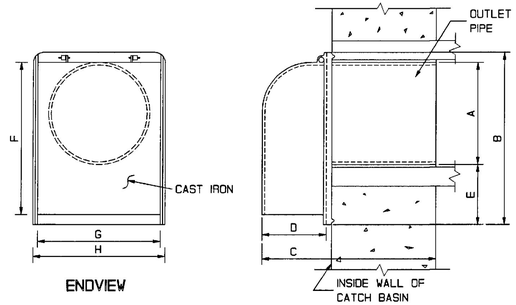


SLOPE BLANKET-BACKSLOPE



SLOPE BLANKET-FILL SLOPE

SPEC. 613 — SLOPE BLANKETS — ER006

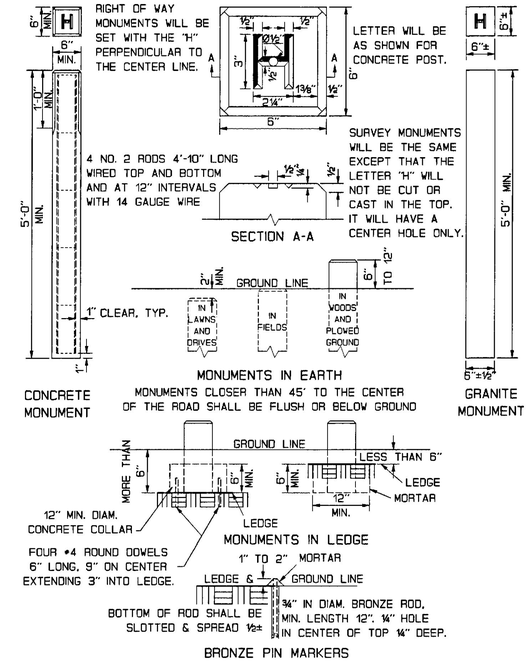


SIZE	A	B	C	D	E	F	G	H
6 IN.	5½	13⅜	13¾	5⅜	5⅜	11⅝	6½	7¼
8 IN.	7½	15	15⅜	5½	5⅜	13¾	8¾	9⅜
10 IN.	9½	16	16¼	6	4½	14⅛	11½	12⅜
12 IN.	11½	17	22	8	3¼	15½	12½	13⅜
15 IN.			SIMILAR TO DESIGNS ABOVE					

CATCH BASIN TRAP DETAIL

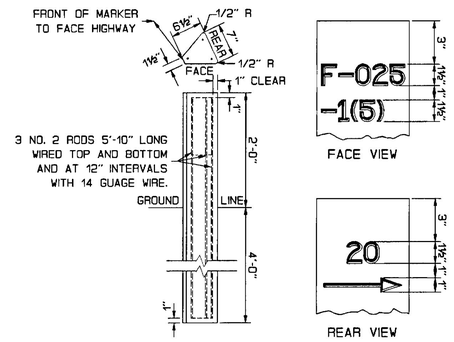
TRAPS OF EQUAL DESIGN AND QUALITY MAY BE FURNISHED IF APPROVED

SPEC. 604 — DR013



RIGHT OF WAY & SURVEY MONUMENTS

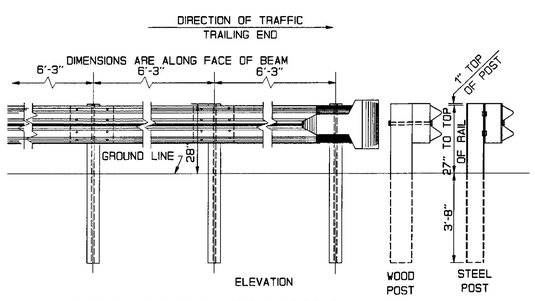
SPEC. 623 — MN001



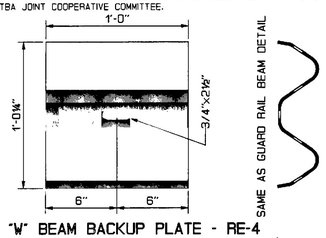
NOTES

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

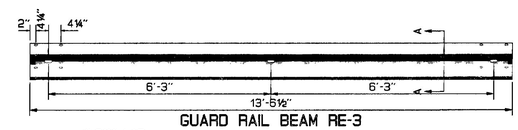


1. INTERMEDIATE POST SPACING SHALL BE 6'-3" UNLESS OTHERWISE SHOWN.
2. WOOD POSTS FOR GUARD RAIL SHALL BE 6" NOM. (5½" MIN.) x8" NOM. (7½" MIN.) AND OFFSET BLOCKS FOR TYPE 3a" GUARD RAIL SHALL BE 6"x8" NOM. (5½"x5½" MIN.)
3. STEEL POSTS AND OFFSET BRACKETS FOR GUARD RAIL SHALL BE W6x9.0.
4. STEEL POSTS 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.



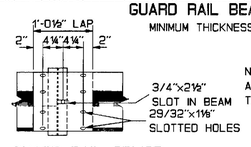
"W" BEAM BACKUP PLATE - RE-4

SPEC. 606 — GR003



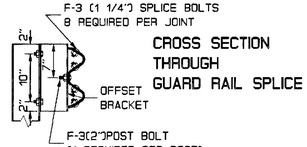
GUARD RAIL BEAM RE-3

MINIMUM THICKNESS 0.105

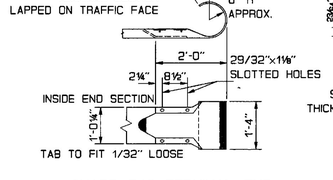


GUARD RAIL SPLICE AT POST

NOTE:
ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES

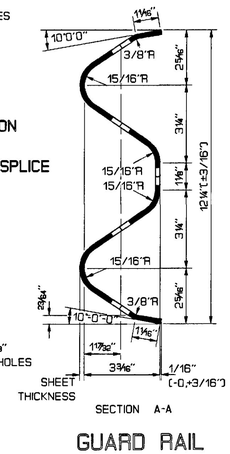


CROSS SECTION THROUGH GUARD RAIL SPLICE



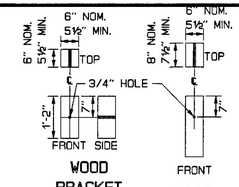
GUARD RAIL-TERMINAL END RE-6

NOT FOR USE WITH (B.C.T.)



GUARD RAIL BEAM DETAIL RE-3

SPEC. 606 — GR004

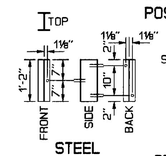


WOOD BRACKET

WOOD POST

WOOD BRACKET AND G.R. BEAM SHALL BE BOLTED WITH ONE 5/8"x16" ROUND HEAD BOLT (F-3) WITH ROUND WASHER (F-13) ON NUT END.

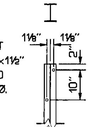
LOCATION OF HOLE FOR ATTACHING BRACKET TO WOOD POST



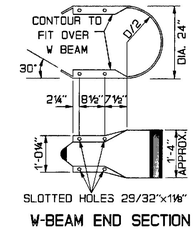
STEEL BRACKET

STEEL BRACKET AND POST SHALL BE BOLTED WITH 5/8"x1½" HEX HEAD BOLT (F-8) AND NUT. HOLES TO BE 13/16 Ø.

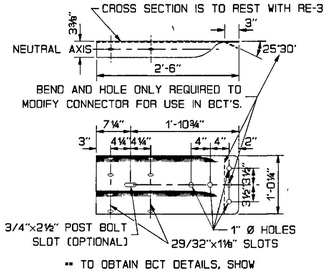
LOCATION OF HOLES FOR ATTACHING BRACKET TO STEEL POST



STEEL POST



W-BEAM END SECTION (BUFFER) RE-7(24)



** TO OBTAIN BCT DETAILS, SHOW PART NUMBER AS RE-8(BCT)-79.

W-BEAM TERMINAL CONNECTOR RE-8

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	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

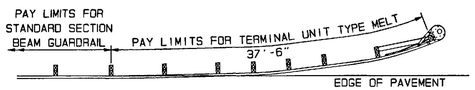
29OCT96-010030

SCARBORO

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-0527(1)X	4/5	4/7

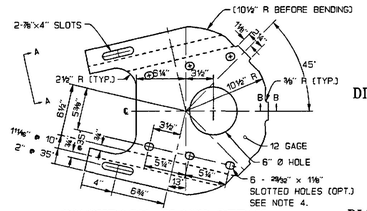
M.E.L.T. NOTES

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 grademarked 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 Expansion 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.

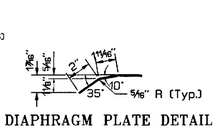


MODIFIED ECCENTRIC LOADER TERMINAL

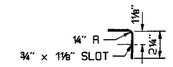
SPEC. 606 MT001



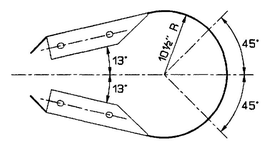
DIAPHRAGM PLATE DETAIL
(2 REQUIRED EACH TERMINAL)



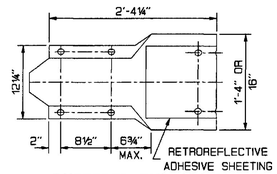
DIAPHRAGM PLATE DETAIL
VIEW A-A



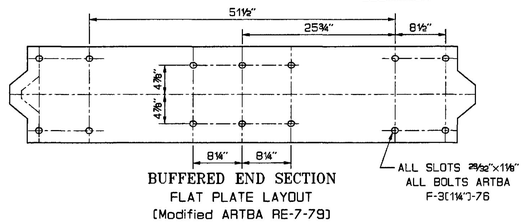
DIAPHRAGM PLATE DETAIL
VIEW B-B



BUFFERED END SECTION
PLAN

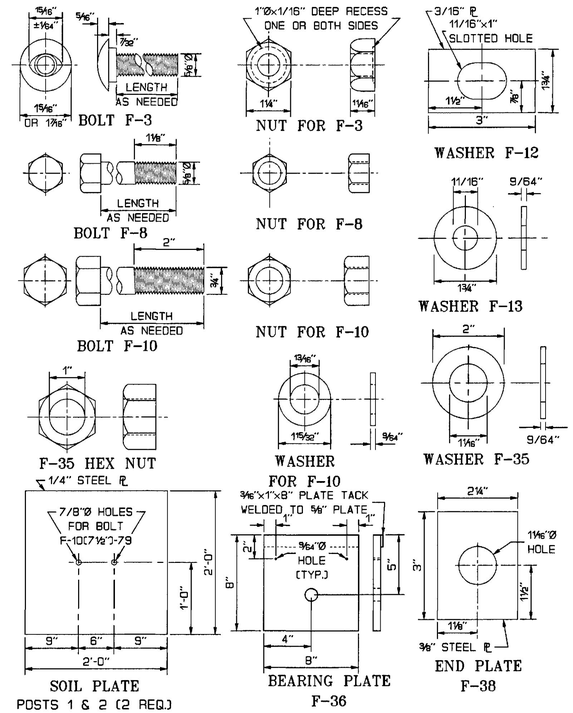


BUFFERED END SECTION
ELEVATION

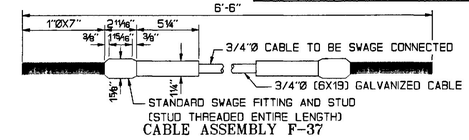


BUFFERED END SECTION
FLAT PLATE LAYOUT
(Modified ARTBA RE-7-79)

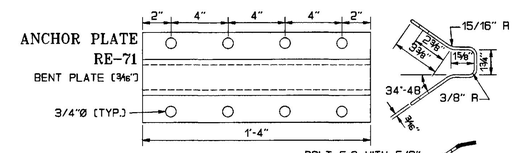
SPEC. 606 BUFFERED END ASSEMBLY MT002

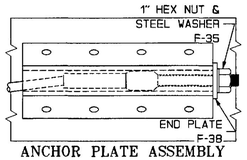


SPEC. 606 M.E.L.T. HARDWARE MT003

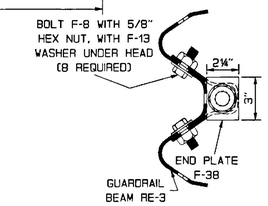


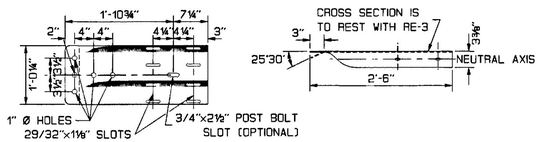
CABLE ASSEMBLY F-37





ANCHOR PLATE ASSEMBLY

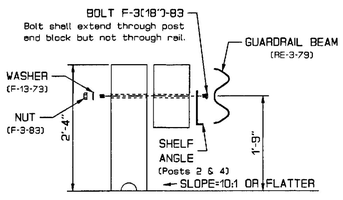




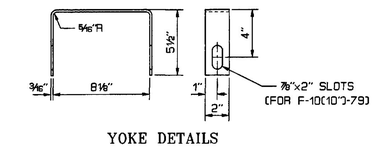
W-BEAM TERMINAL CONNECTOR RE-8-83

TERMINAL CONNECTOR, CABLE AND ANCHOR PLATE ASSEMBLY

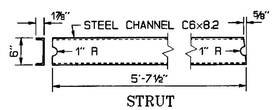
SPEC. 606 MT004



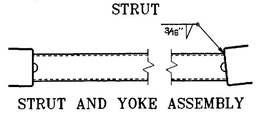
BREAKAWAY LINE POST AND BLOCK
(Modified ARTBA P-11-79)
(4 REQUIRED)



YOKE DETAILS
(2 REQUIRED)

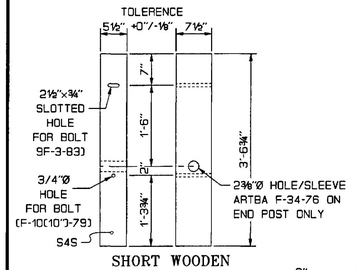


STRUT

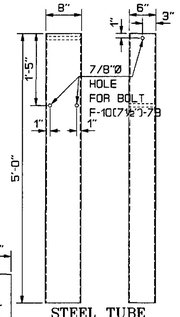


STRUT AND YOKE ASSEMBLY
SHOWN LEGS UP. FOR OPPOSITE HAND, INSTALL LEGS DOWN.

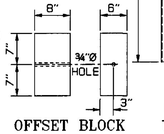
SPEC. 606 POST, YOKE & STRUT ASSEMBLY MT005



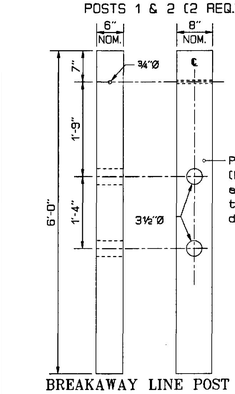
SHORT WOODEN BREAKAWAY POST
POSTS 1 & 2 (2 REQ.)



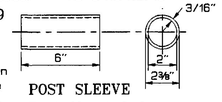
STEEL TUBE
For Posts
No. 1 & No. 2
TS 8"x6"x3/16"



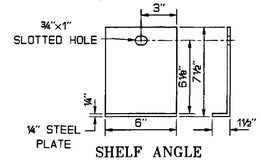
OFFSET BLOCK
P-11-79



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

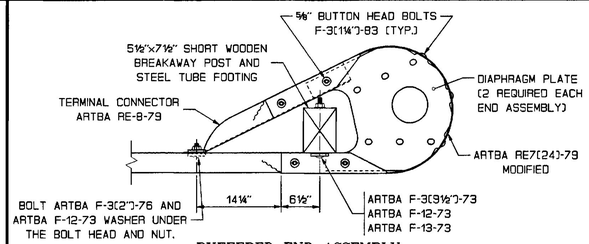


POST SLEEVE
For Post No. 1 Only
F-34-76

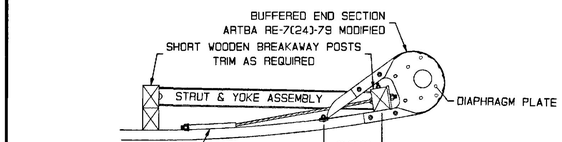


SHELF ANGLE

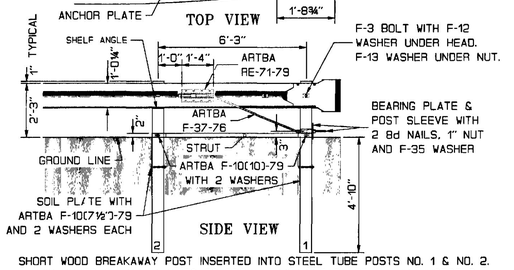
SPEC. 606 M.E.L.T. POST DETAILS MT006



BUFFERED END ASSEMBLY



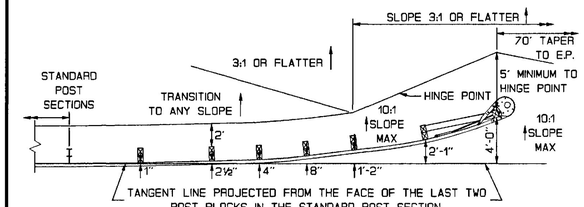
TOP VIEW

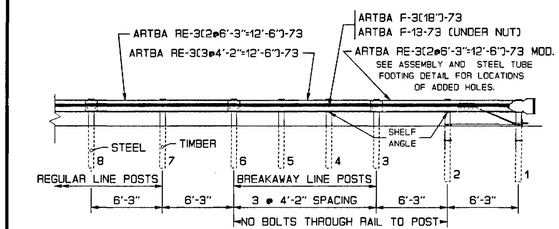


SIDE VIEW

SHORT WOOD BREAKAWAY POST INSERTED INTO STEEL TUBE POSTS NO. 1 & NO. 2. TRIM POSTS ON ALL 4 SIDES TO PROVIDE 1/8" CLEARANCE ON 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
PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE

29001796-01.00.30

SCARBORO

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

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		BR-0527(1)X	46	47

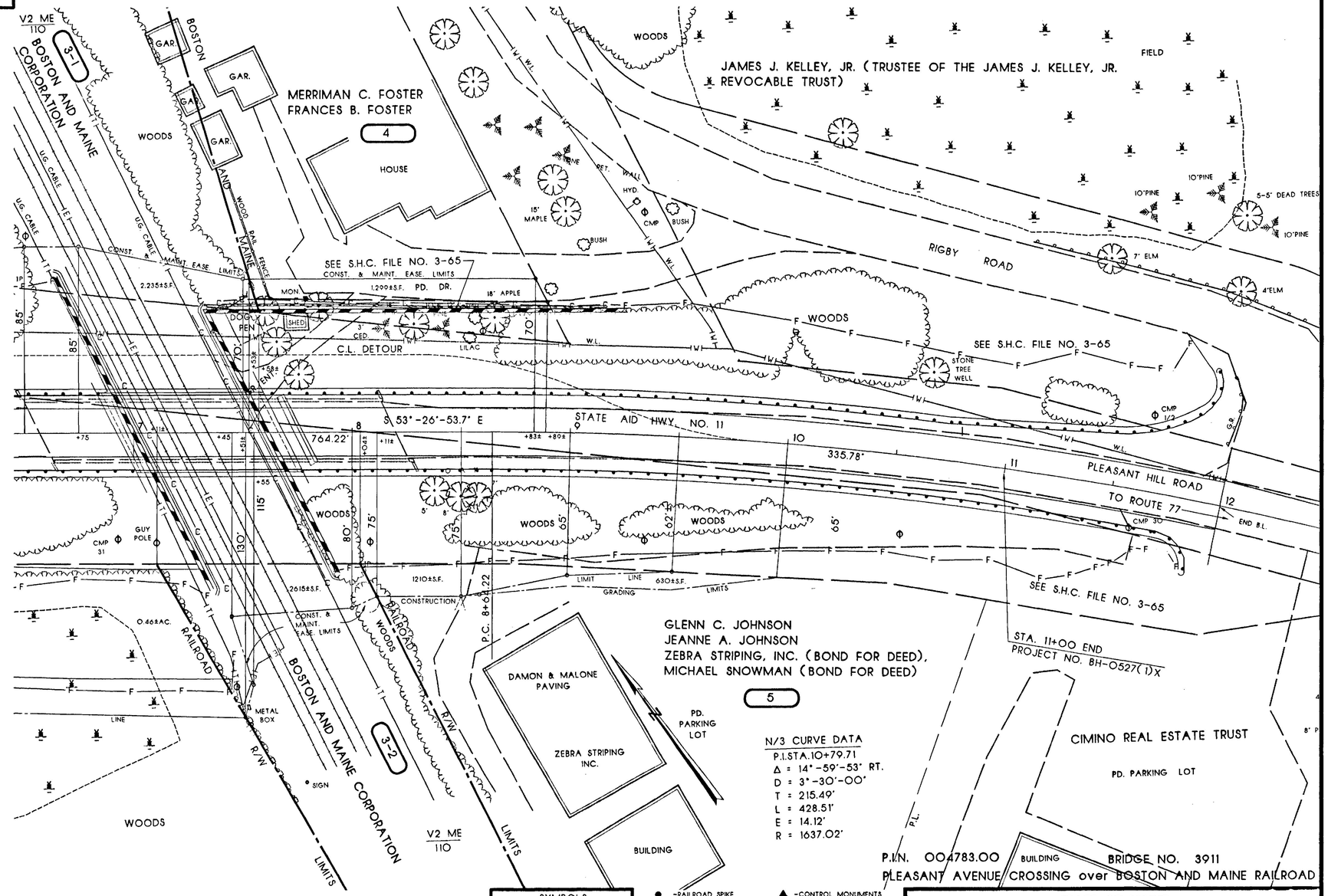
SANBORN PROPERTIES, INC.
ITEM NO. (2)
SLOPE EASE. = 0.46± AC.(1)
TOTAL AREA = 33.93± AC.(SURVEY PLAN)

BOSTON AND MAINE CORPORATION
ITEM NO. $(3-1)_2$
CONST. & MAINT. EASE. = 0.05± AC.(1)
TOTAL AREA = VAST HOLDINGS

BOSTON AND MAINE CORPORATION
ITEM NO. $(3-2)_2$
CONST. & MAINT. EASE. = 0.06± AC.(1)
TOTAL AREA = VAST HOLDINGS

MERRIMAN C. FOSTER
FRANCES B. FOSTER
ITEM NO. (4)
CONST. & MAINT. EASE. = 1,299±S.F.(1)
TOTAL AREA = 0.82± AC.

GLEN C. JOHNSON
JEANNE A. JOHNSON
ZEBRA STRIPING, INC. (BOND FOR DEED)
MICHAEL SNOWMAN (BOND FOR DEED)
ITEM NO. (5)
SLOPE EASE. = 1,210±S.F.(1)
GRADING LIMITS = 630±S.F.(1)
TOTAL AREA = 1.1±AC.(SURVEY)



N/3 CURVE DATA
P.I.STA.10+79.71
Δ = 14°-59'-53" RT.
D = 3°-30'-00"
T = 215.49'
L = 428.51'
E = 14.12'
R = 1637.02'

P.I.N. 004783.00 BRIDGE NO. 3911
PLEASANT AVENUE CROSSING over BOSTON AND MAINE RAILROAD

EXISTING RIGHT OF WAY
PLEASANT HILL ROAD
SEE CUMBERLAND COUNTY
VOL. 24 DOCKET NO. 1349, 1479, & 1503
RIGBY ROAD
SEE CUMBERLAND COUNTY
VOL. 16, PG.609
1893 4 RODS
SEE ALSO FILE NO. 3-65
BOSTON AND MAINE RAILROAD VAL MAP V2 ME / 110

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
- CONST. LIMIT LINE
- LIMITS OF HWY. SLOPE EASEMENT
- GRADING LIMITS
- LIMITS OF GRADING RIGHTS
- P.L.
- 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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE AID HIGHWAY NO.11

SCARBOROUGH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BR-0527(1)X

DATE: JUNE 1996

SCALE: 1 INCH = 25 FEET

SHEET NO. 2 OF 2 SHEETS

JOHN G. MELROSE
COMMISSIONER

D.O.T. FILE NO. 3-421

JOHN E. DORITY CHIEF ENGINEER

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

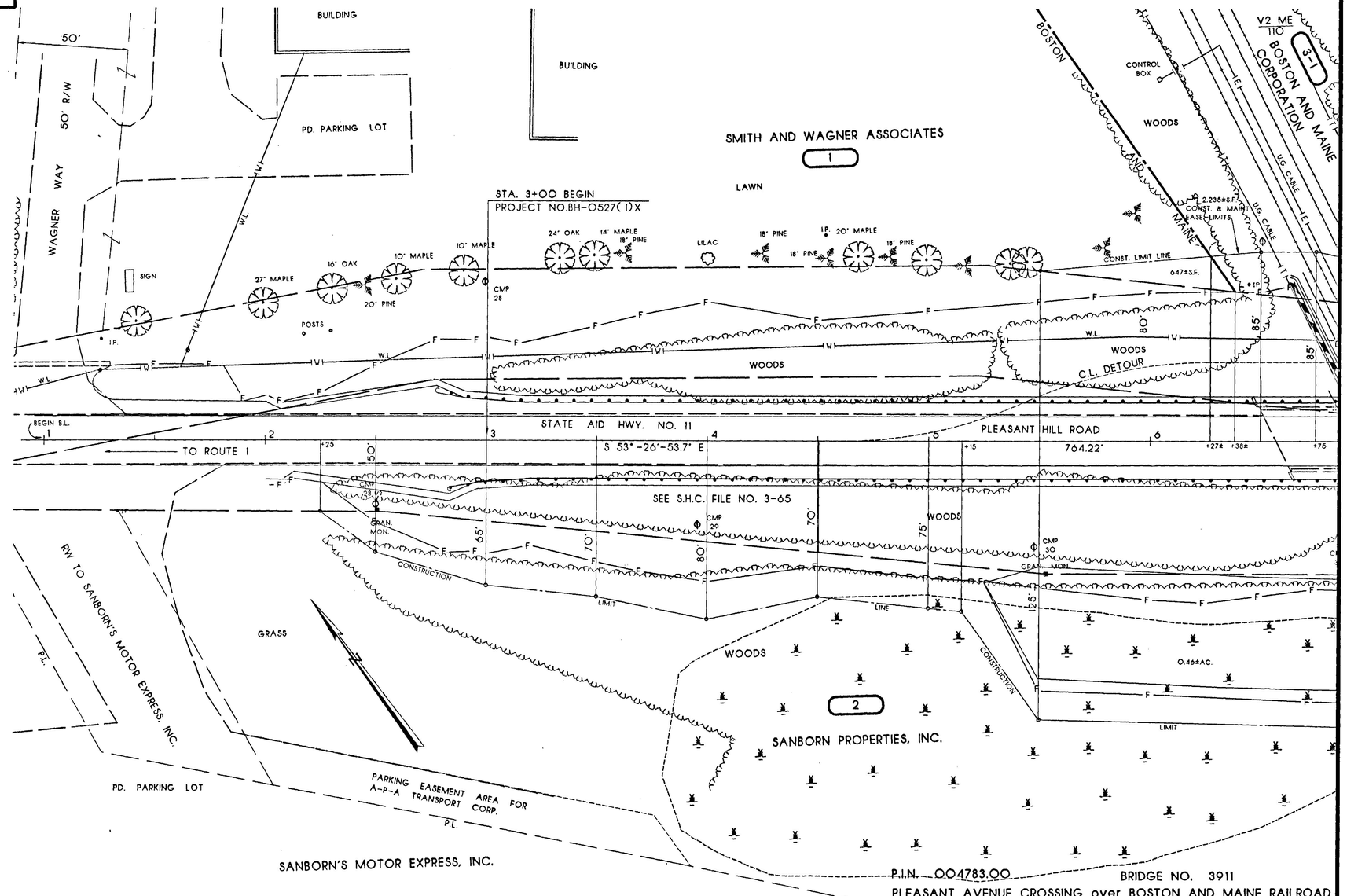
REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		BR-0527(1)X	1/2	1/2

SMITH AND WAGNER ASSOCIATES
ITEM NO. (1)
SLOPE EASE. = 647±S.F.(1)
TOTAL AREA = 5.97±AC.(SURVEY)

SANBORN PROPERTIES, INC.
ITEM NO. (2)
SLOPE EASE. = 0.46± AC.(1)
TOTAL AREA = 33.93± AC.(SURVEY PLAN)

BOSTON AND MAINE CORPORATION
ITEM NO. $(3-1)_2$
CONST. & MAINT. EASE. = 0.05± AC.(1)
TOTAL AREA = VAST HOLDINGS



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MAINE DEPARTMENT OF TRANSPORTATION - CENTERLINE CONTROL
MAINE STATE COORDINATE SYSTEM - ZONE

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP

STATE AID HIGHWAY NO.11

SCARBOROUGH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BR-0527(1)X

DATE: JUNE 1996

SCALE: 1 INCH = 25 FEET

SHEET NO. 1 OF 2 SHEETS

D.O.T. FILE NO. 3-421

JOHN G. MELROSE
COMMISSIONER

JOHN E. DORITY CHIEF ENGINEER