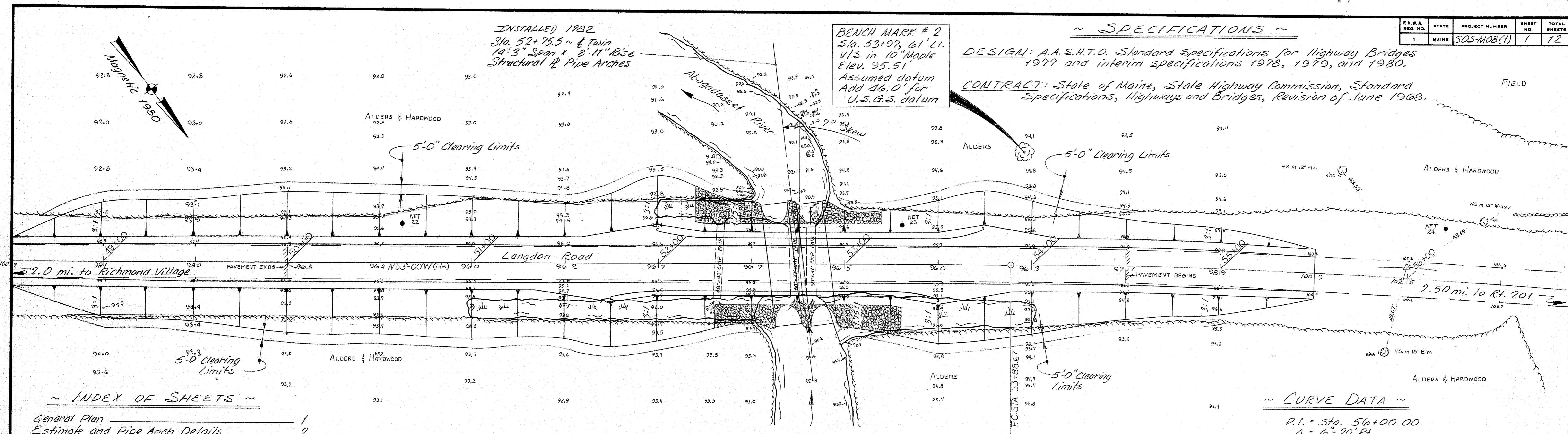


F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	505-MOB(1)	1	72



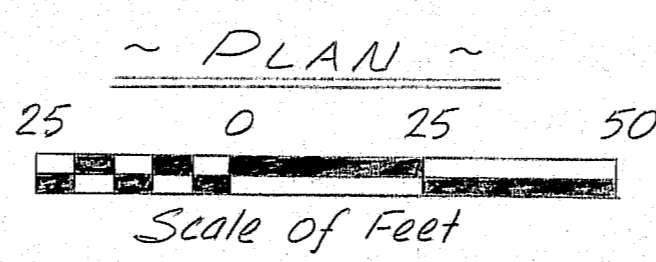
~ SPECIFICATIONS ~
 DESIGN: A.A.S.H.T.O. Standard Specifications for Highway Bridges 1977 and interim specifications 1978, 1979, and 1980.
 CONTRACT: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

~ INDEX OF SHEETS ~

General Plan	1
Estimate and Pipe Arch Details	2
Cross Sections	3-4
August 1969 (C) Guard Rail	5
August 1969 (C) Guard Rail	6
August 1969 (C) Warning Signs	7
August 1969 (C) Field Office	8
Maintenance of Traffic	9-11
Right-of-Way Map	12

BENCH MARK #1
 Sta. 47+91, 47' R.
 V/S in 6" Twin Maple
 Elev. 100.00'
 Assumed datum

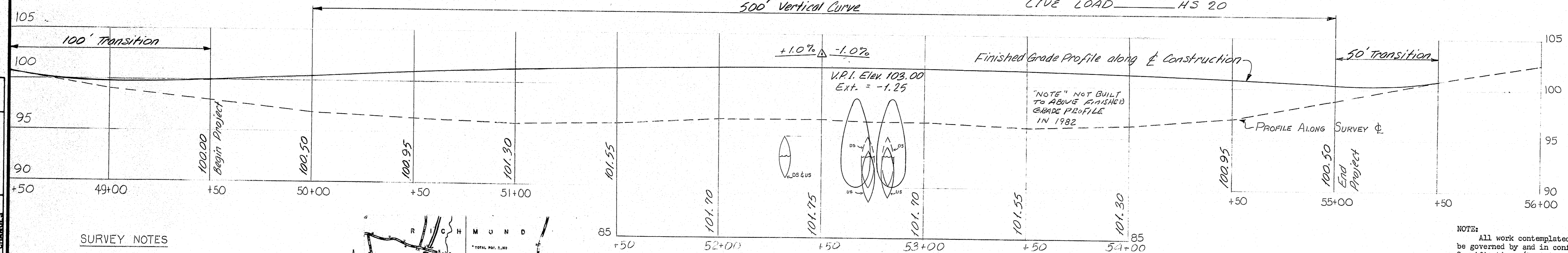
NOTE: (REMOVED 1982)
 The Contractor shall remove the existing 2'-60" x 37" and 1'-08" x 90" CMP's, taking care not to damage them, and stockpile them within the Right-of-Way or load them onto truck(s) provided by the town. Payment will be considered incidental to contract items.



BENCH MARK #3
 Sta. 59+38, 41' L.
 V/S in 12" Ash
 Elev. 124.02'
 Assumed datum

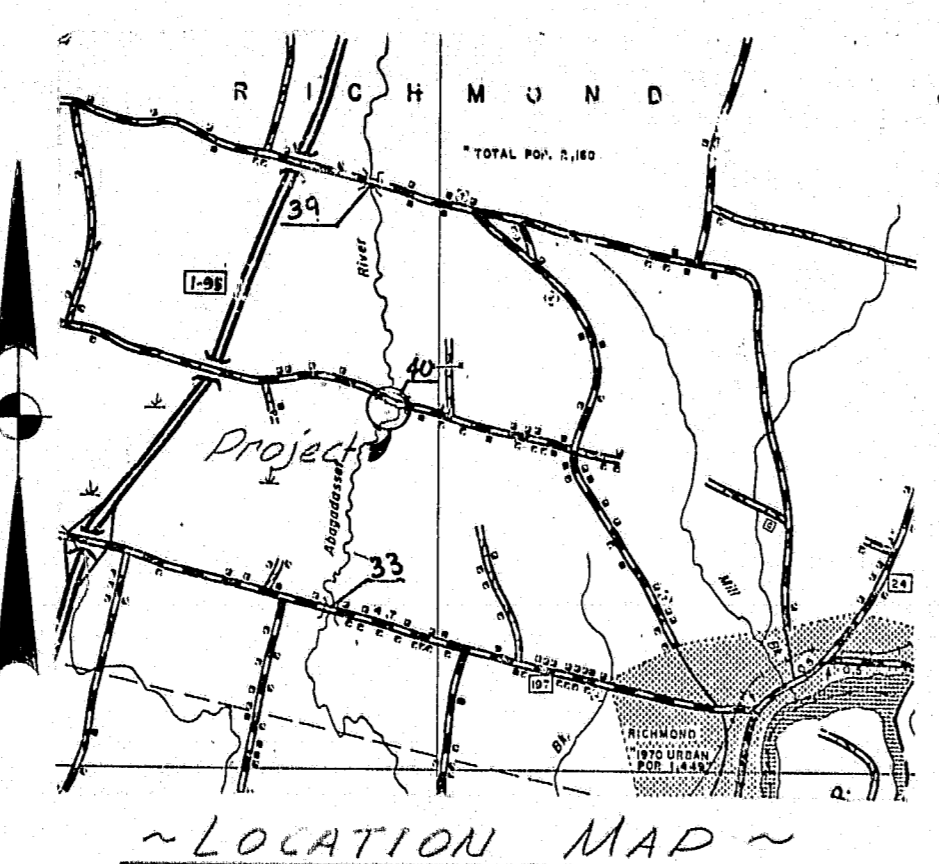
~ CURVE DATA ~
 P.I. = Sta. 56+00.00
 Δ = 6°-20' R.
 D = 1°-30'
 R = 3819.72'
 T = 211.33'
 L = 422.22'
 Ext. = 5.87'

~ DESIGN LOADING ~
 LIVE LOAD — HS 20



NOTE: All work contemplated under this contract shall be governed by and in conformity with the Standard Specifications (Revision of June 1968) and supplements thereto except as modified on the plans and in the Special Provisions.

SURVEY NOTES
 River: Water elevation at time of survey = 93.1 4-28-80
 Flood water elevation may be at least elevation 972 and definitely flows over roadway.
 River Bed: Extremely soft except in the immediate vicinity of roadway where gravel has washed in.
 Topography: The river is located in a large swampy flood plain. At high water a great deal of land is flooded.
 Approach: Gravel surfaced in vicinity of river.
 Utilities: New England Tel. & Tel. Central Maine Power Co.



~ HYDROLOGIC DATA ~

Drainage Area	2.69 sq. miles
Design Discharge (Q50)	920 c.f.s.
Check Discharge (Q100)	1085 c.f.s.
Headwater Elev. @ Q50	97.3'
Headwater Elev. @ Q100	98.3'
Discharge Velocity (Q50)	6.5 f.p.s.*
Discharge Velocity (Q100)	7.6 f.p.s.*

~ TRAFFIC DATA ~

AADT 1980	165
AADT 2000	250
DIV	30
T(%)	8
D(%)	60
V	45
18 Kip P2.0	6

APPROVED: STATE OF MAINE DEPARTMENT OF TRANSPORTATION
 DATE: Feb. 2, 1981
 ACTING BUREAU DIRECTOR AND CHIEF ENGINEER: DATE: Feb. 3, 1981

REVISED AS BUILT 1982
 Paul W. [Signature]

Bridge No. 0976
 Field Notebook No. 8828

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

JOSH BRIDGE
 OVER
ABAGADASSET RIVER
 IN THE TOWN OF
RICHMOND
 SAGadahoc COUNTY

SHEET 1 OF 12 AUGUSTA, MAINE April 1980

PLAN PLOTTED & TITLED 5-20-80 BY 5-20-80

DATE	12-80
BY	BAJ
DESIGN-DETAILED	1-81
CHECKED	BAJ
REVISIONS	
FIELD CHANGES	

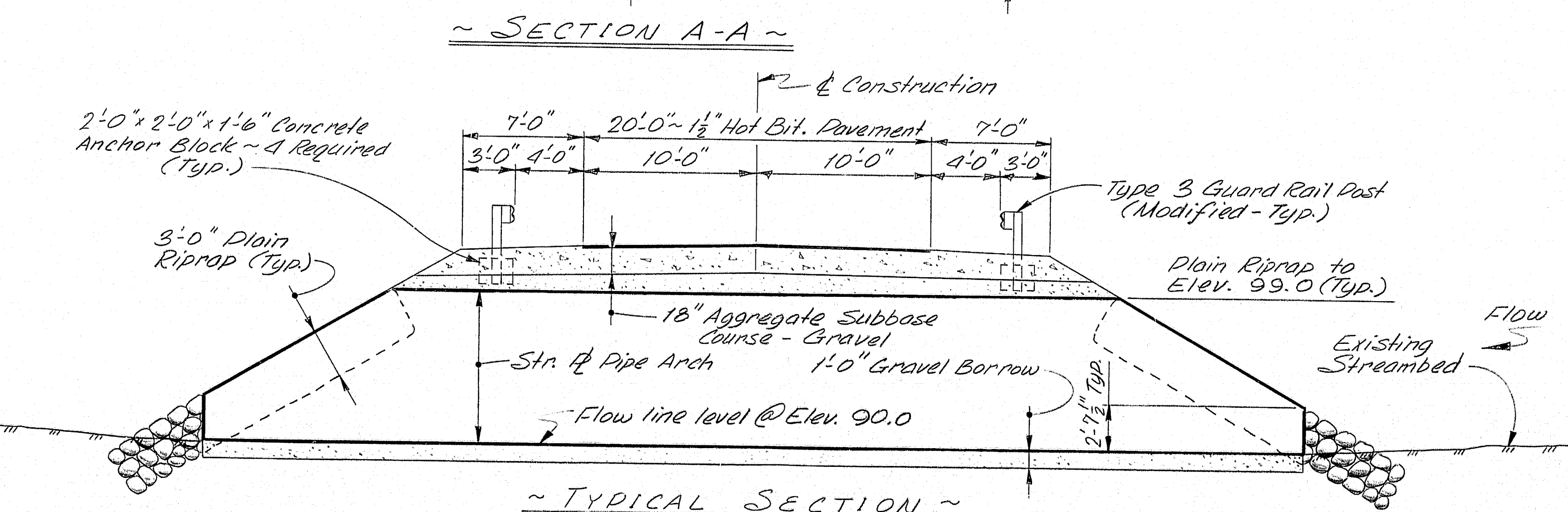
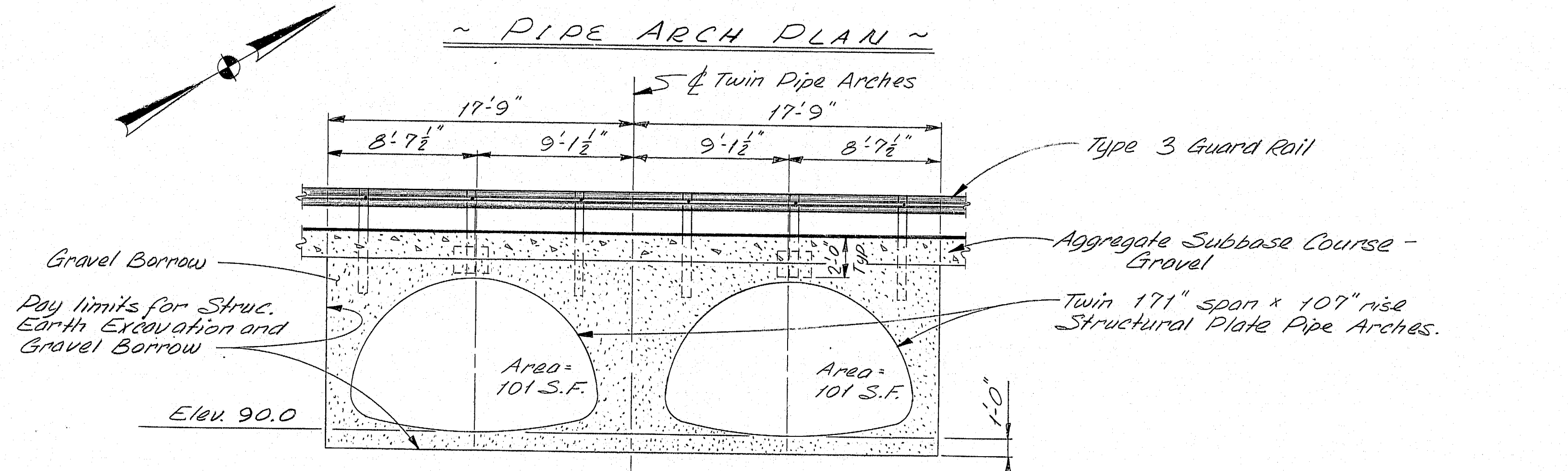
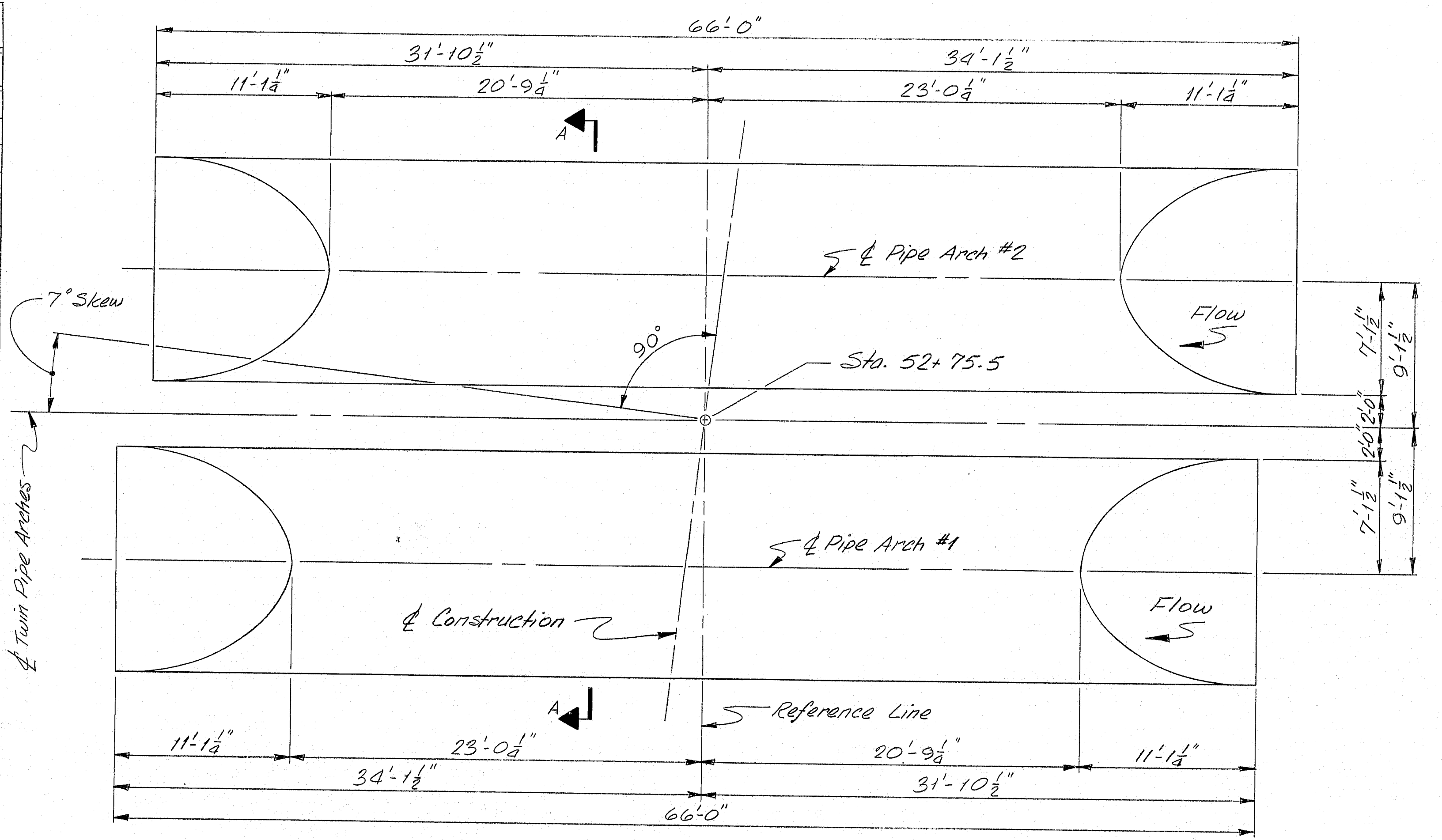
A hydrologic report of the bridge site is available for the Contractor's reference at the Bridge Design Office in Augusta. The hydrologic report is based on the interpretation by the Department of information obtained for the subject site and no assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.

* Indicated values are for the anticipated settlement of the structure of about two feet.

180-148

~ ESTIMATED QUANTITIES ~

Item No.	Description	Quantity	Unit
203.20	Common Excavation	300	C.Y.
203.24	Common Borrow	4475	C.Y.
203.26	Gravel Borrow	500	C.Y.
206.081	Structural Earth Excavation - Abutments, Retaining Walls, Box Culverts, and Structural Plate Units	410	C.Y.
304.10	Aggregate Subbase Course - Gravel	1275	C.Y.
410.161	Cover Coat Material - Sand (Leveling)	16	C.Y.
460.22	Hot Bituminous Pavement	130	Ton
509.1201	171" Span x 109" Rise Struct. P. Pipe Arch #1	1	L.S.
509.1202	171" Span x 109" Rise Struct. P. Pipe Arch #2	1	L.S.
606.26	Terminal Ends - Single Rail	4	Each
606.35	Guard Rail Delineator Posts	4	Each
606.55	Guard Rail Type 3 - Single Rail	300	L.F.
606.60	Guard Rail Type 3 - Circular - Greater than 15' Radius	50	L.F.
610.08	Plain Riprap	300	C.Y.
615.07	Loom	145	C.Y.
618.14	Seeding, Method #2	24	Unit
618.15	Temporary Seeding	18	Lb.
619.12	Mulch	44	Unit
629.05	Hand Labor, Straight Time	10	M.H.
631.12	All Purpose Excavator (incl. operator)	10	Hr.
631.132	Small Bulldozer (incl. operator)	10	Hr.
631.171	Truck - Small (incl. operator)	10	Hr.
631.18	Chain Saw Rental (incl. operator)	10	Hr.
631.22	Front End Loader (incl. operator)	10	Hr.
632.08	Warning Lights	2	Grp.
639.10	Field Office - Type C	1	Ea.
652.31	Type I Barricades	4	Each
652.35	Construction Signs	110	S.F.
652.36	Maintenance of Traffic Control Devices	100	C.D.
656.50	Baled Hay, in place	10	Each
656.51	Sand Bogs, in place	10	Each
657.201	Seed & Application, Method "A"	20	Unit
659.10	Mobilization	1	L.S.



F.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	505-N08(1)	2	12

~ PIPE ARCH NOTES ~

- Two 171" span x 109" rise Structural P. Pipe Arches required. Top plates shall be .188" (7 gage) and bottom and corner plates shall be .218" (5 gage).
- Ends shall be cut on a 1 3/4 : 1 level normal to the end of the pipe arch.
- Gravel Borrow may be omitted under the pipe arches if the existing material is suitable as determined by the Engineer.
- Riprap adjacent to the pipe arches shall be carefully placed so as not to damage the pipe arches and so that the finished slope will match the ends of the pipe arches. Any extra labor, material, or equipment used will be considered incidental to item 610.08, Plain Riprap.
- The use of cofferdams and the dewatering of the stream will not be required for the installation of the pipe arches. Bedding and backfill material placed under water shall be placed uniformly, and the pipe arches shall be moved back and forth longitudinally on the bedding material to shape and compact it prior to releasing the pipe arches in their final positions. The bedding material and pipe arches shall not be placed during periods of high flow. The Contractor shall obtain the Engineer's approval prior to placing the bedding material and the pipe arches.
- The Guard Rail posts located over the pipe arches shall be cut and embedded 6" into the concrete anchors. The class of concrete shall be approved by the Engineer. Steel posts shall be used in the anchor blocks. Wood posts will not be allowed. No separate payment will be made for the concrete anchor blocks or for the cutting of the posts. Payment will be considered incidental to item 606.55, Guard Rail Type 3 - Single Rail.

Bridge No. 0976

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

JOSH BRIDGE
OVER
ABAGADASSET RIVER
IN THE TOWN OF
RICHMOND
SAGADAHOC COUNTY
Estimate and Pipe Arch Details

SHEET 2 OF 12 AUGUSTA, MAINE Jan. 1981

Richmond 180-149

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	12-80
CHECKED	1-81
REVISIONS	
FIELD CHANGES	

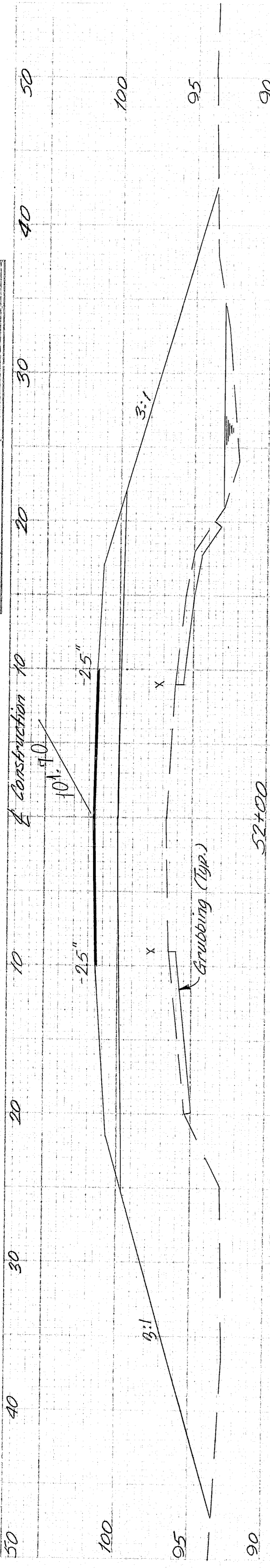
PLANS

BRIDGING 44-132-6710

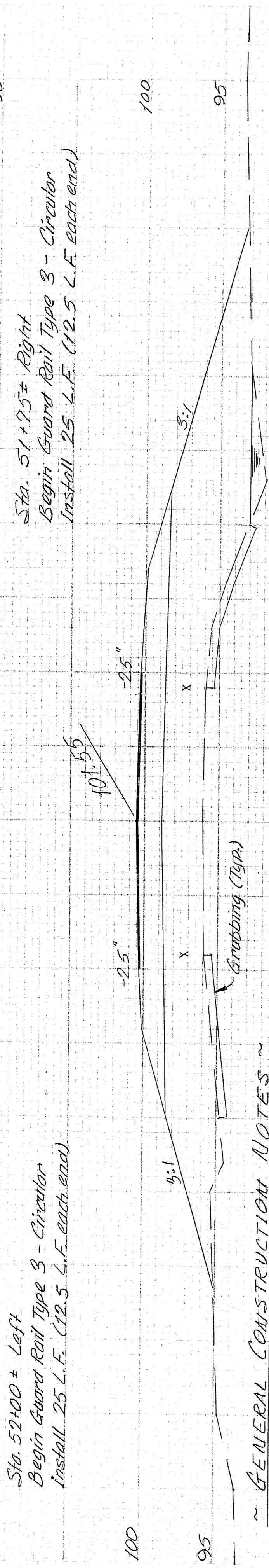
DATE	BY	REVISION

Traced: BMD 12-80
 Checked: PAS 1-81
 Template: DWD 12-80

DATE	BY	REVISION



Sta. 52+00 ± Left
 Begin Guard Rail Type 3 - Circular
 Install 25 L.F. (12.5 L.F. each end)



Sta. 51+50 ± Right
 Begin Guard Rail Type 3 - Circular
 Install 25 L.F. (12.5 L.F. each end)

GENERAL CONSTRUCTION NOTES
 1. All utility facilities shall be adjusted by the respective utilities unless noted.
 2. For easements, construction limits, and right-of-way lines, refer to Right-of-Way Map.

3. The road will be closed to traffic during construction for a period specified in the Special Provisions.
 4. Place loam, 2" deep, on side slopes between Sta. 48+50 and 53+50

5. Do not excavate for Aggregate Subbase course where existing material is suitable as determined by the Engineer. Striping and compacting of the existing subbase and layers of new subbase to be less than 1/2" in areas where the Engineer directs. The Contractor not to excavate to the subgrade line shown on the plans will be paid for with appropriate equipment rental items.

6. One guard rail delineator post and one terminal end shall be installed at each guard rail end.

7. The clearing limits as shown on the plans are approximate. The exact limits shall be established in the field by the Engineer. Payment for clearing shall be incidental to contract items.

8. Stones which cannot be rolled or rammed into the shoulder of the shoulder shall be removed by hand raking. No separate payment will be made for hand raking and the cost will be considered incidental to item 3(a-d).

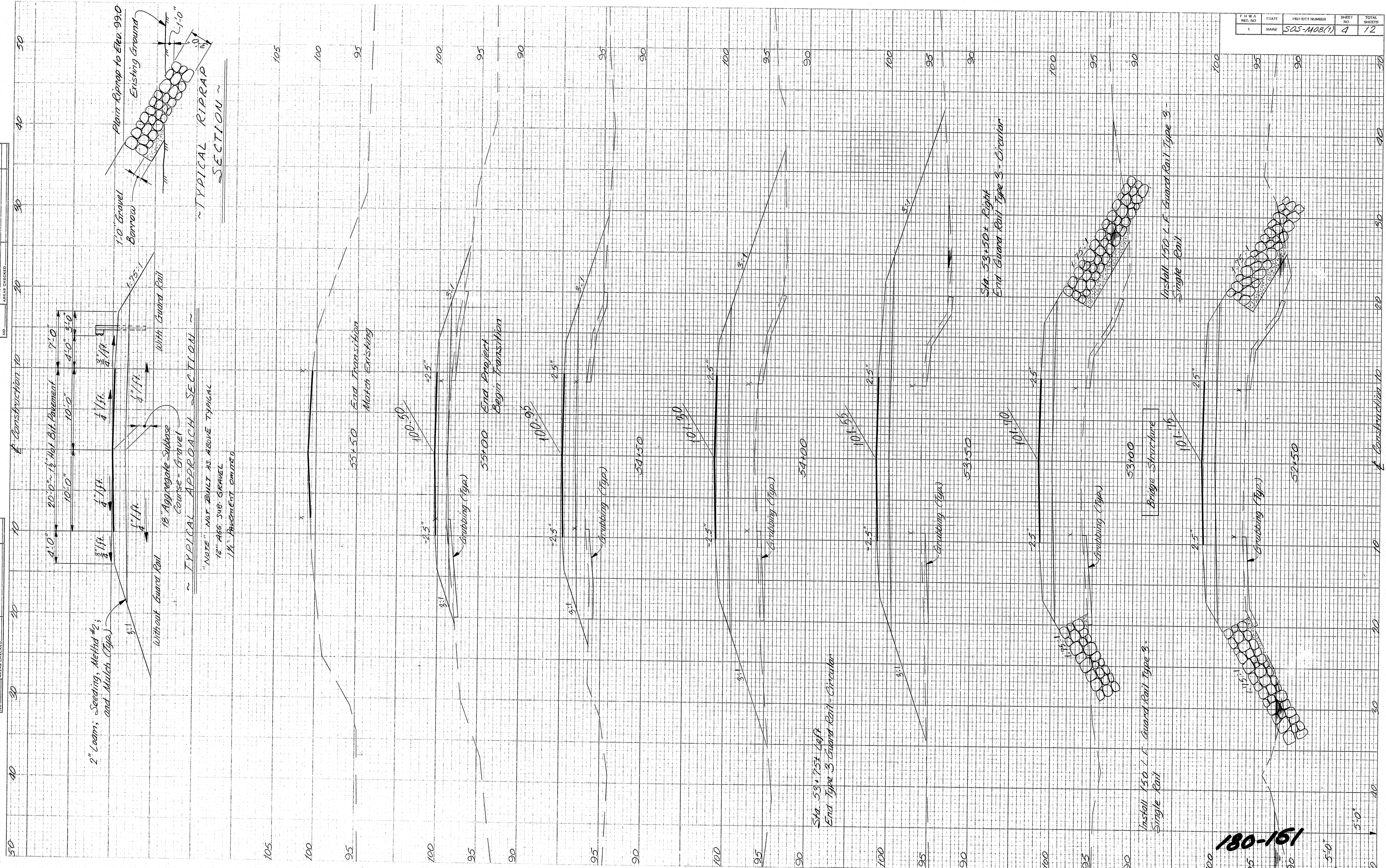
DATE	BY	REVISION

180-150

ORIGINAL SURVEY	DATE
NOTED	BY
DATE	BY
DATE	BY

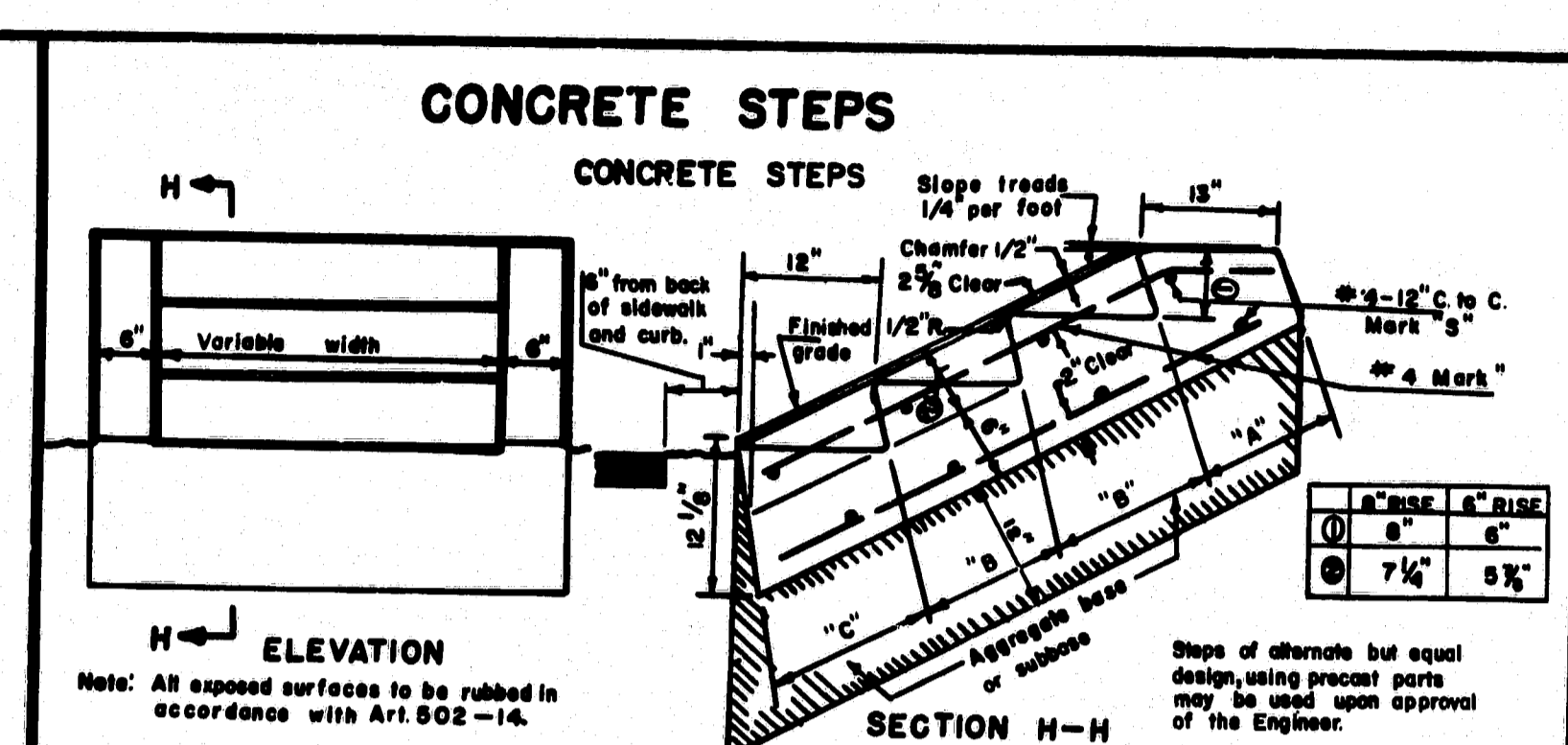
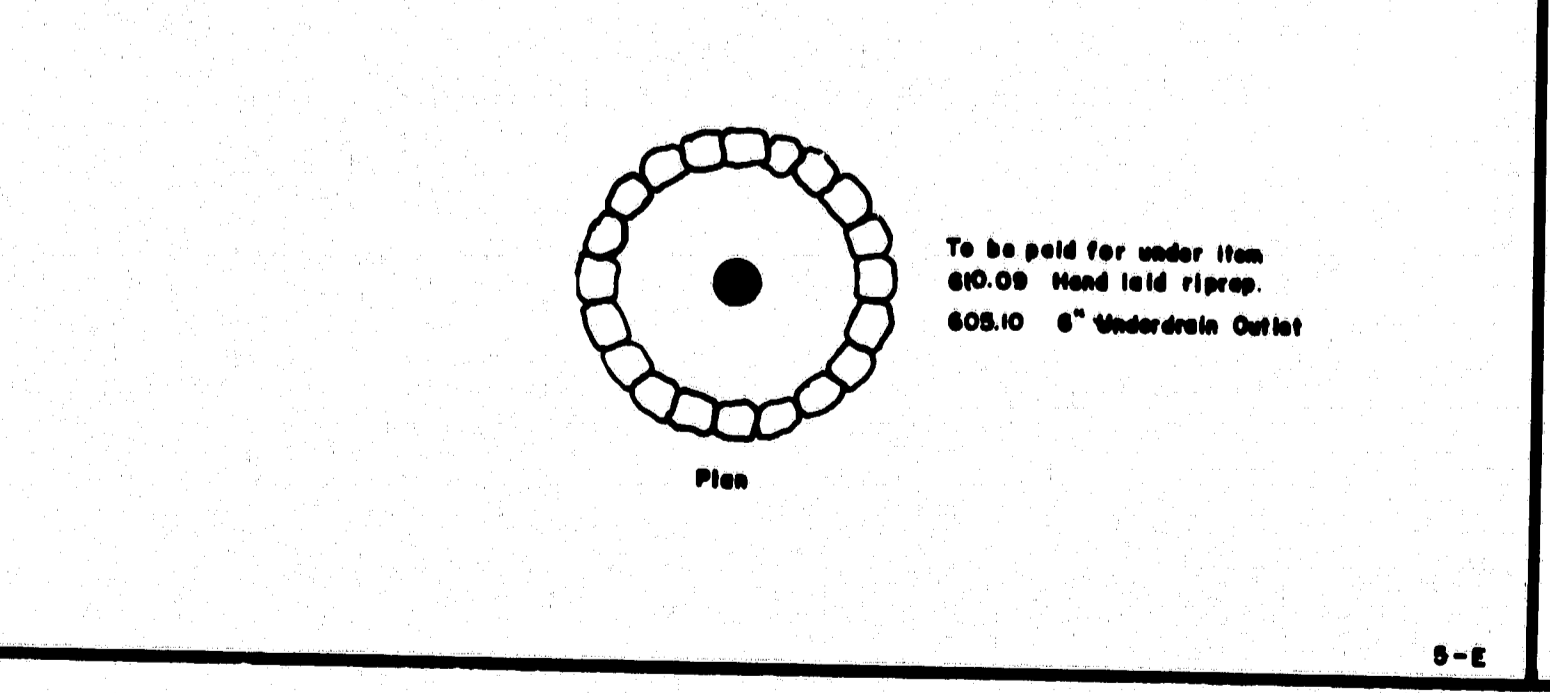
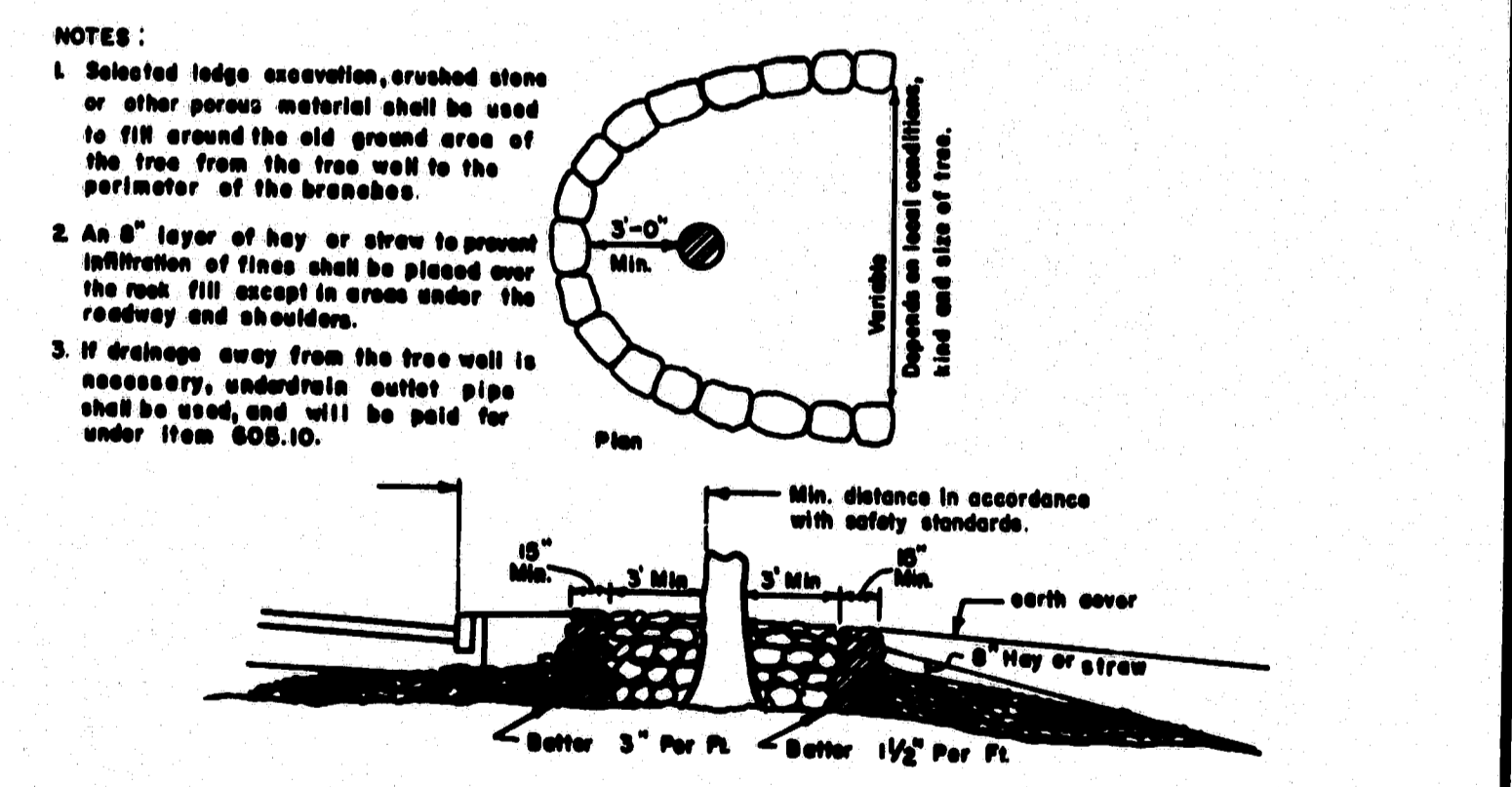
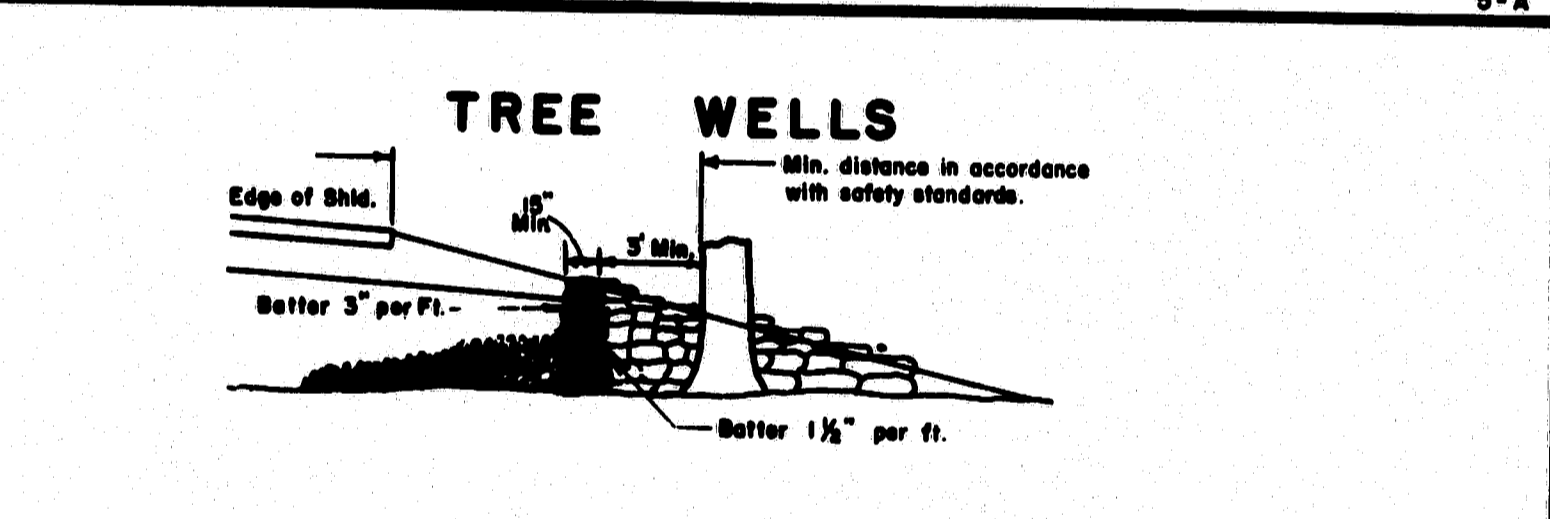
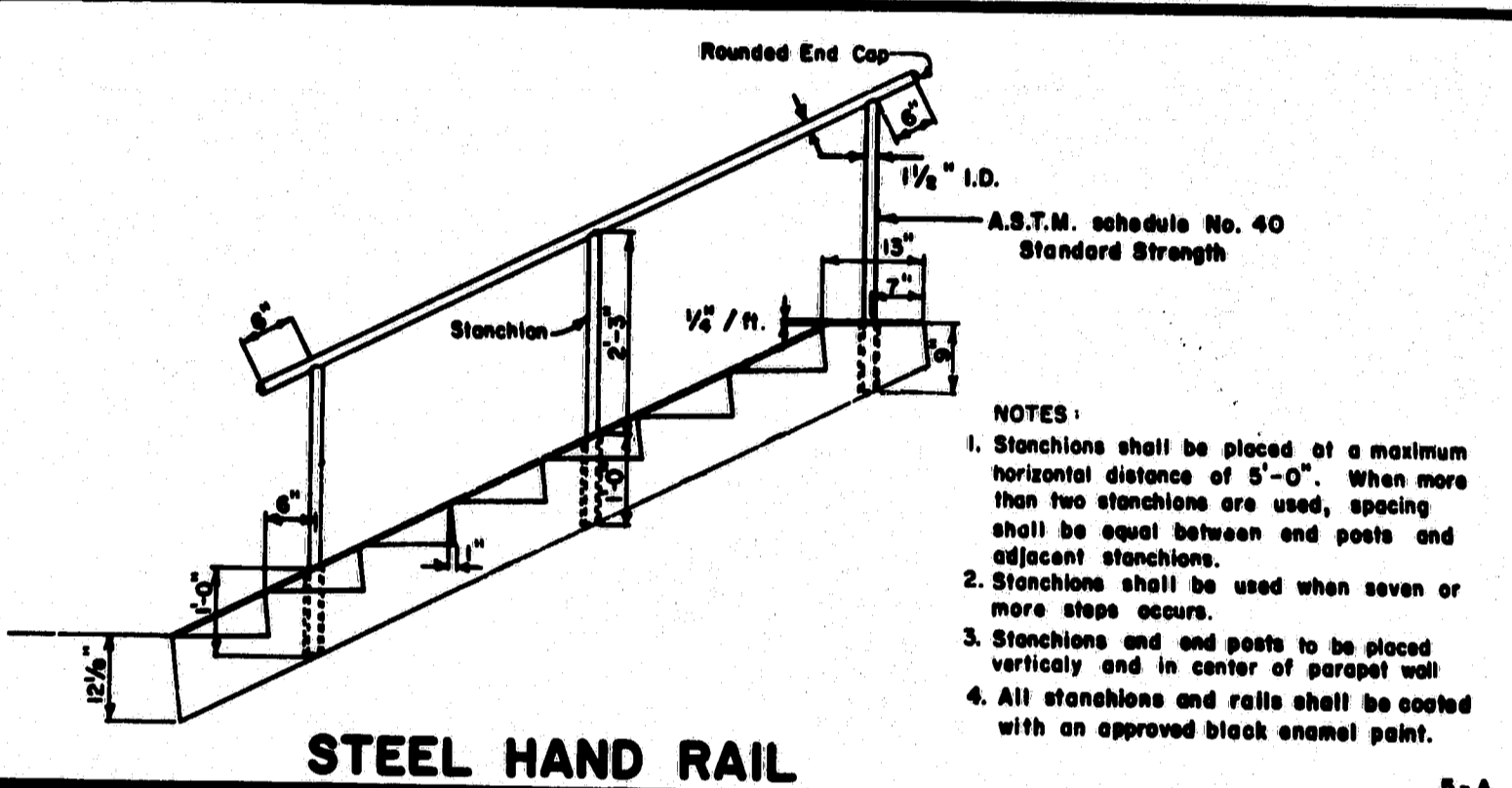
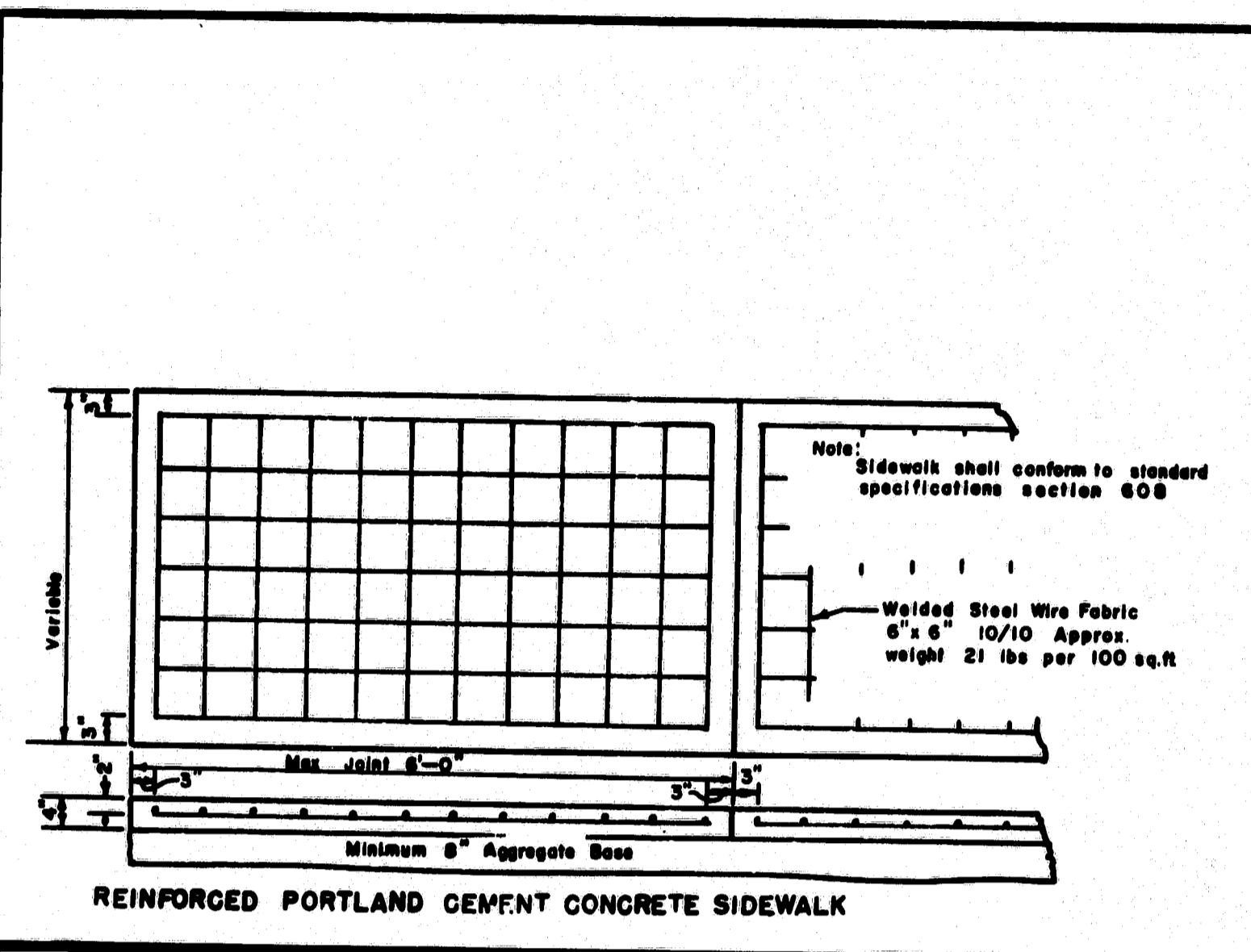
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 Checked: BAS 1-81
 Template: DMD 12-80

FINAL SURVEY	DATE
NOTED	BY
DATE	BY
DATE	BY



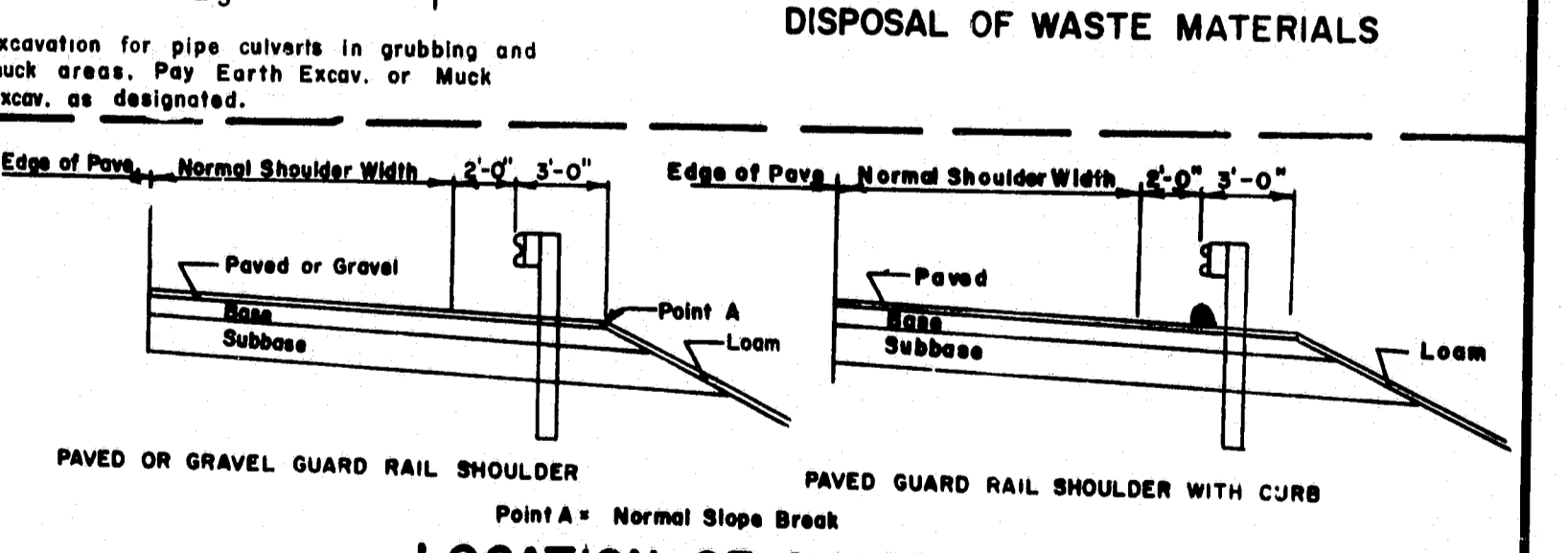
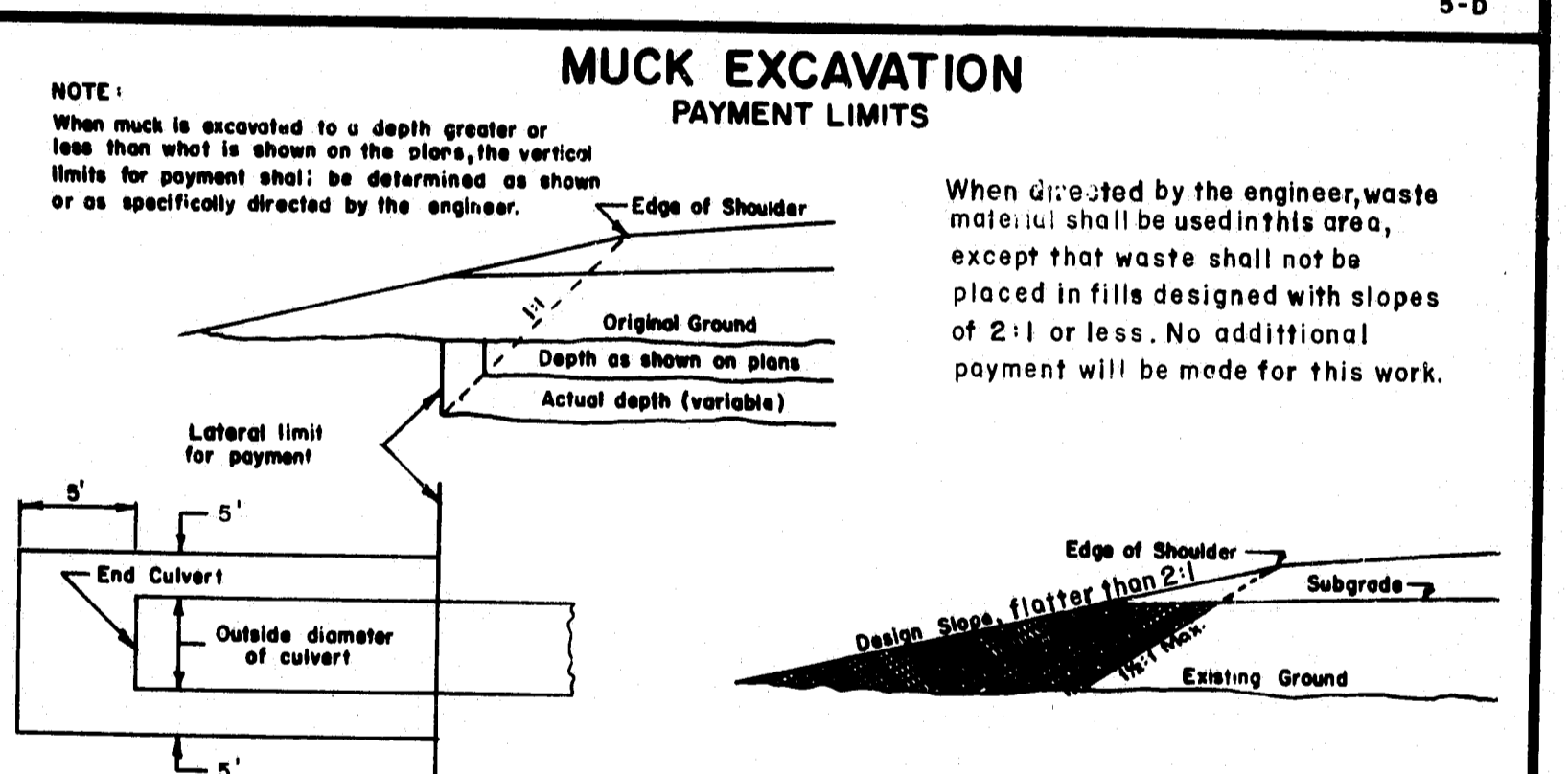
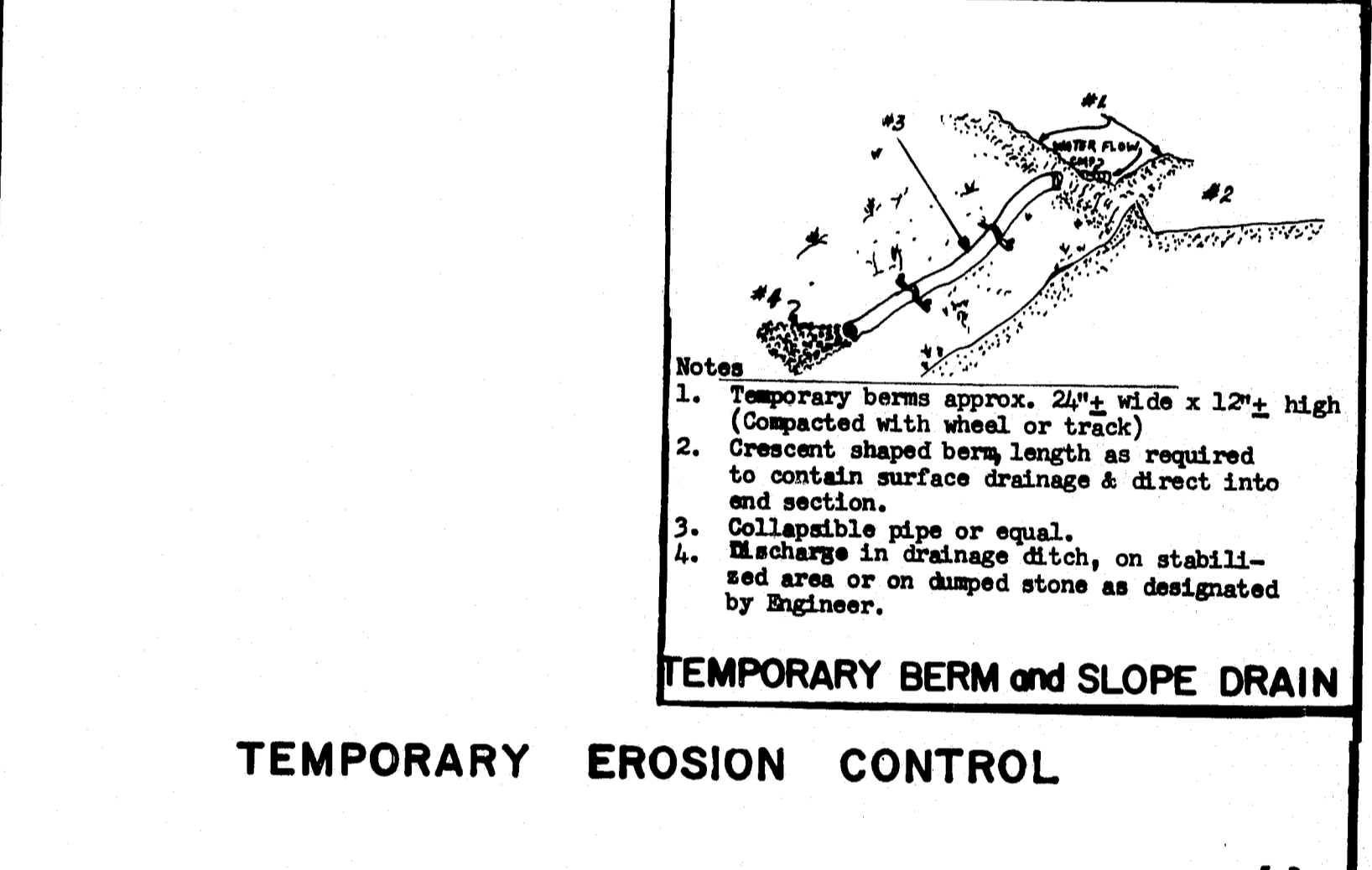
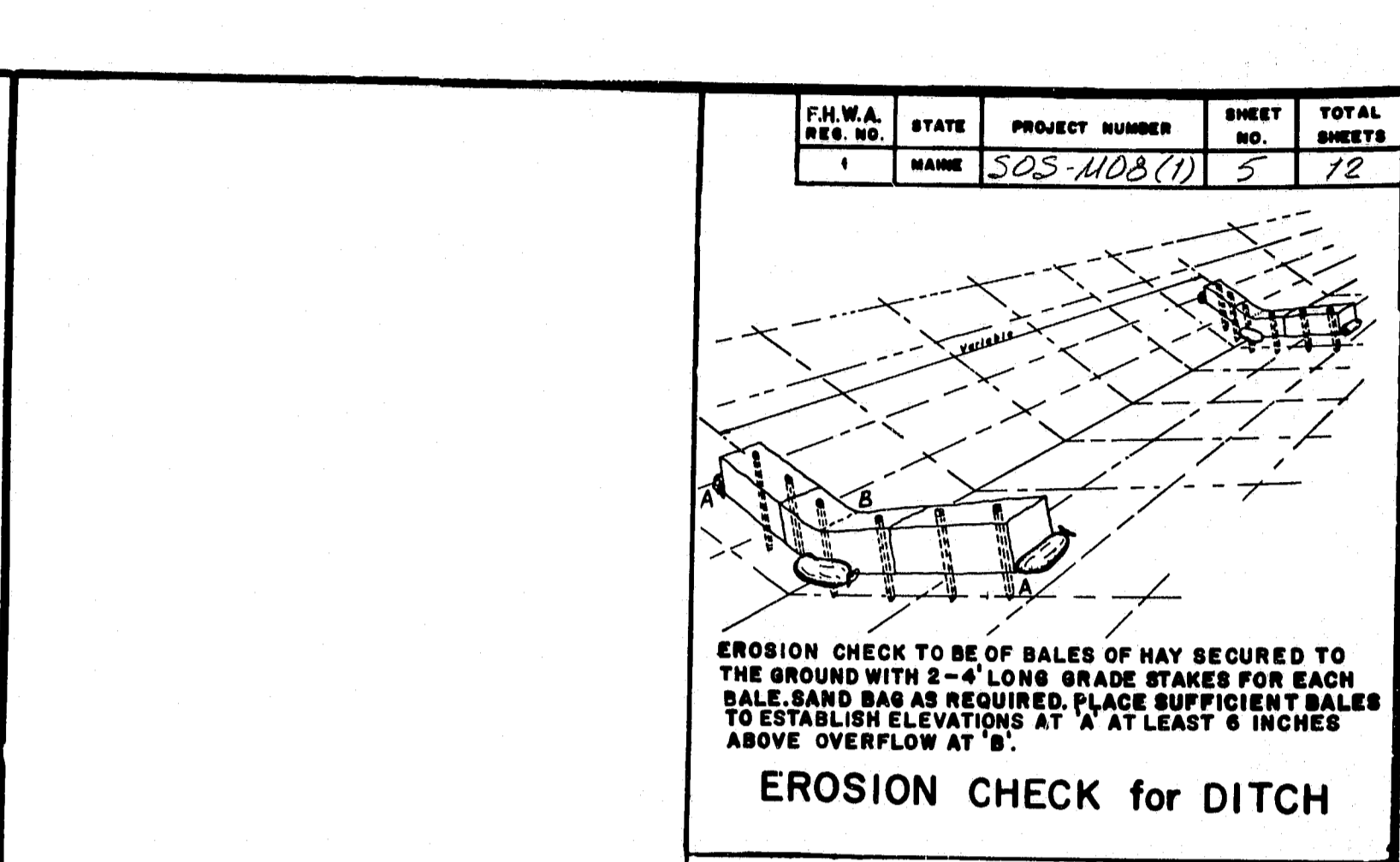
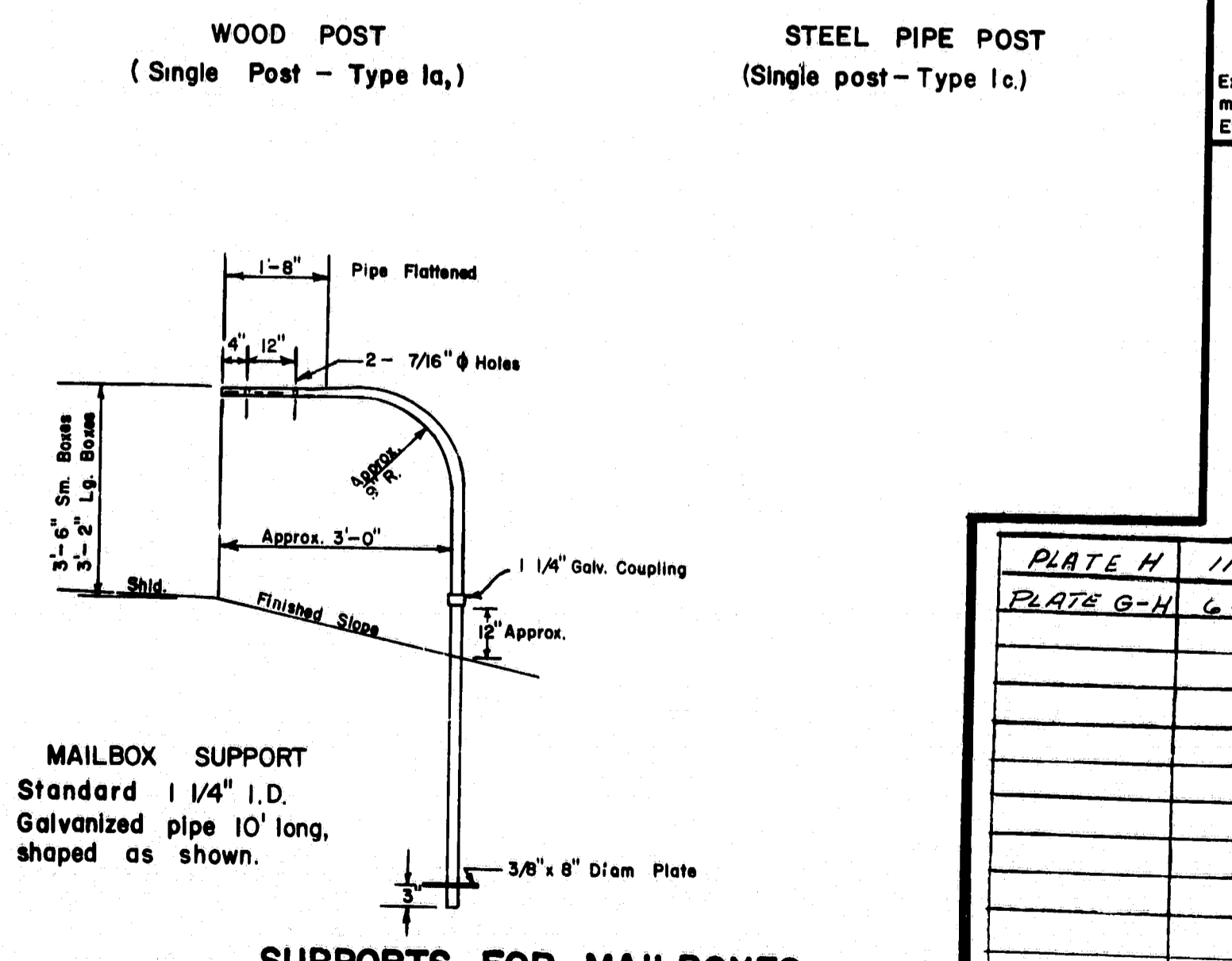
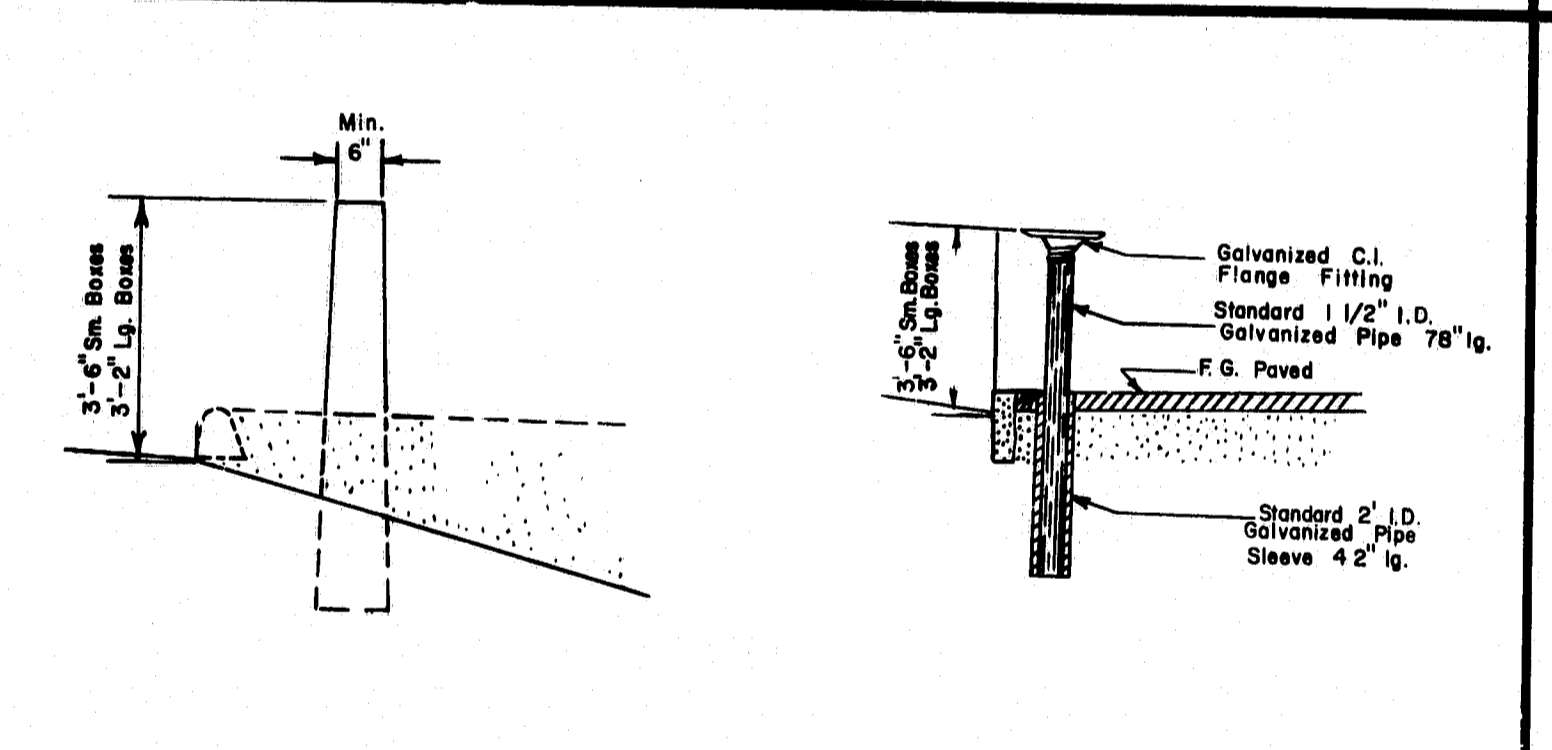
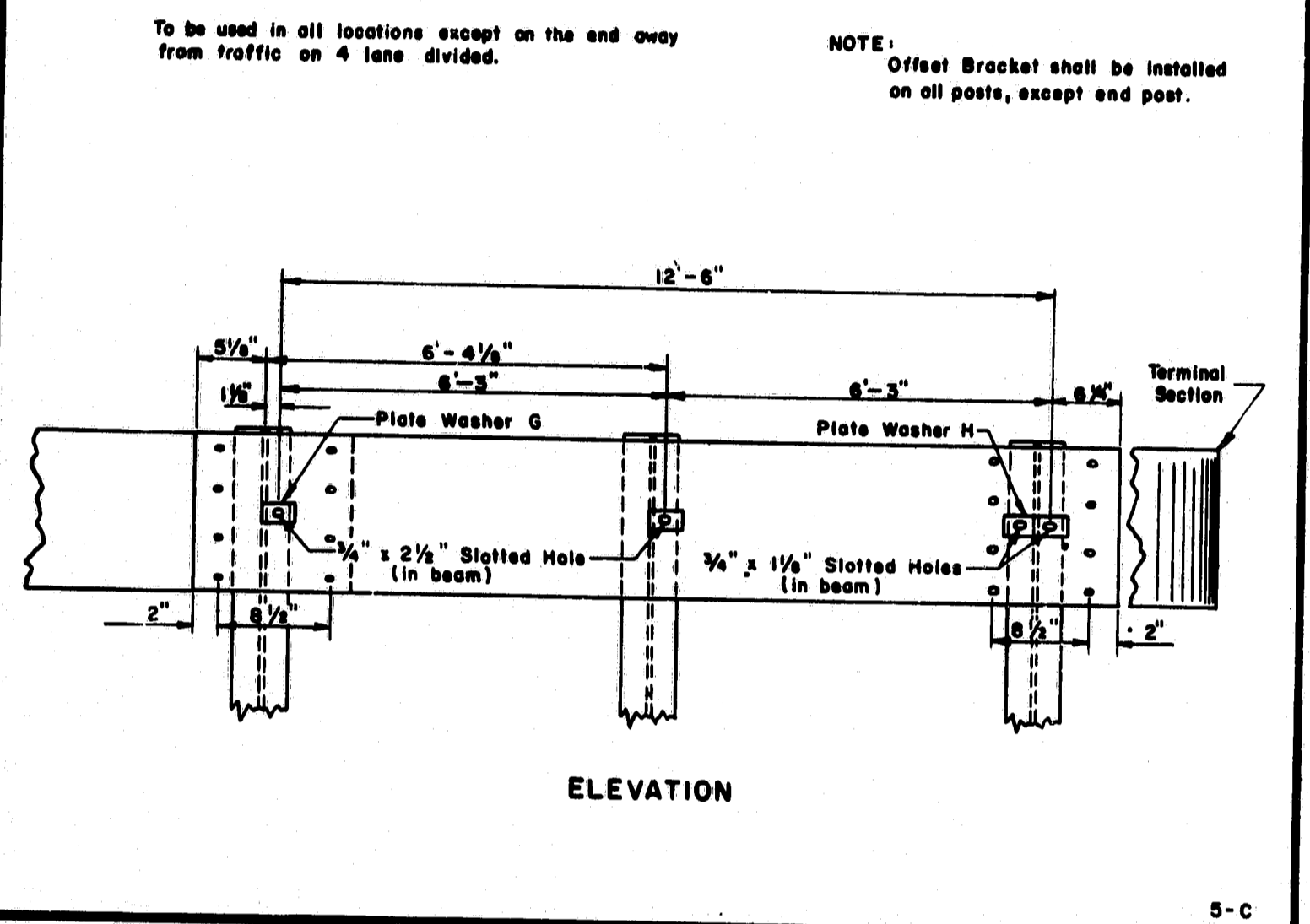
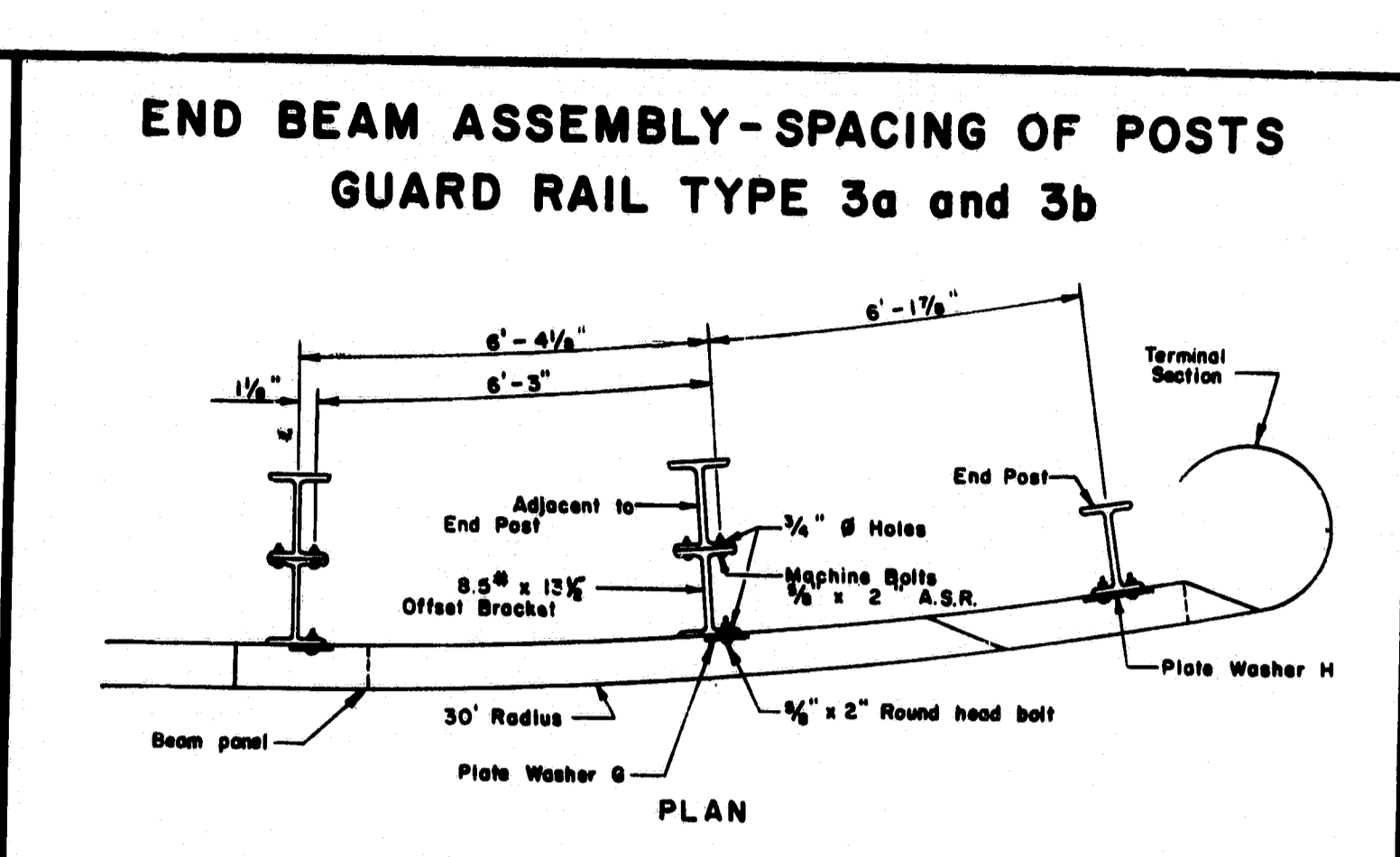
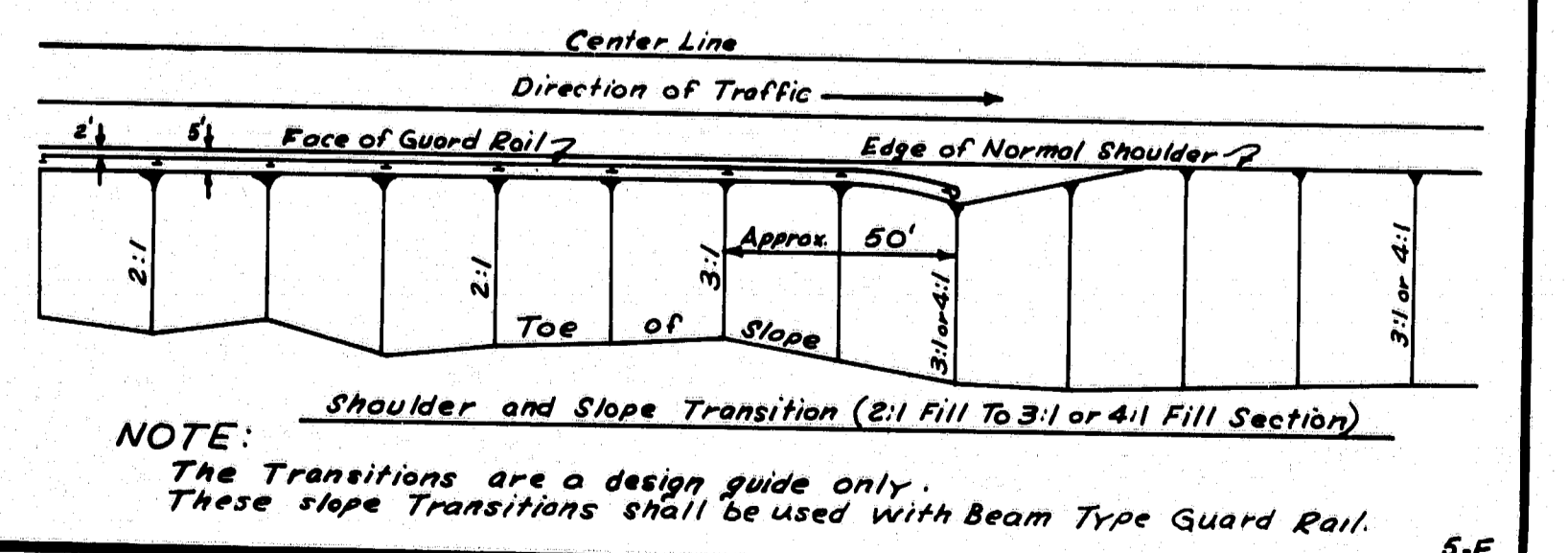
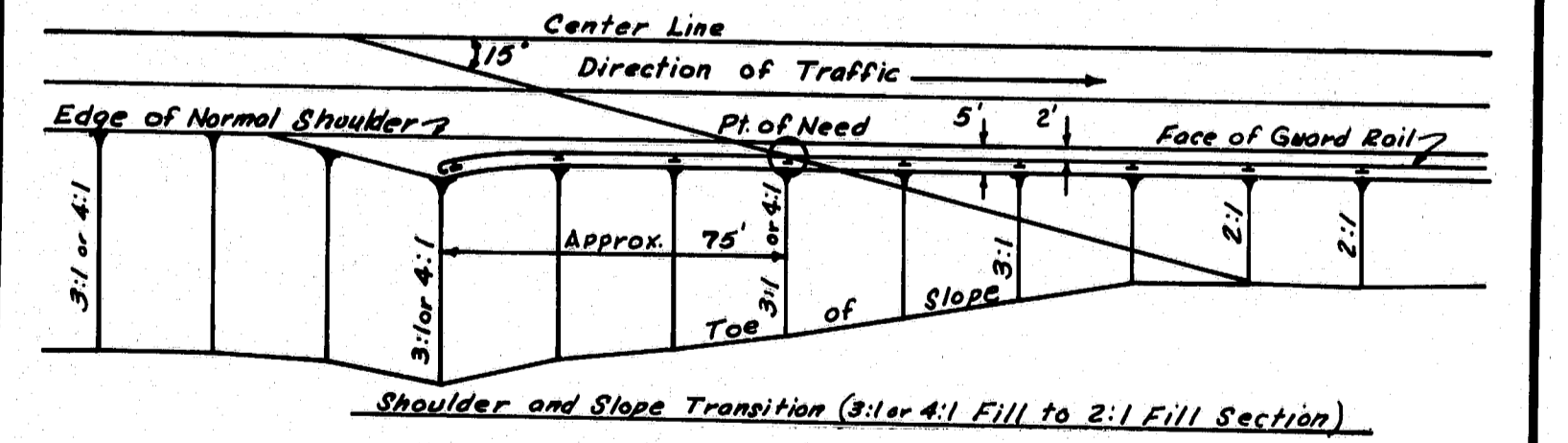
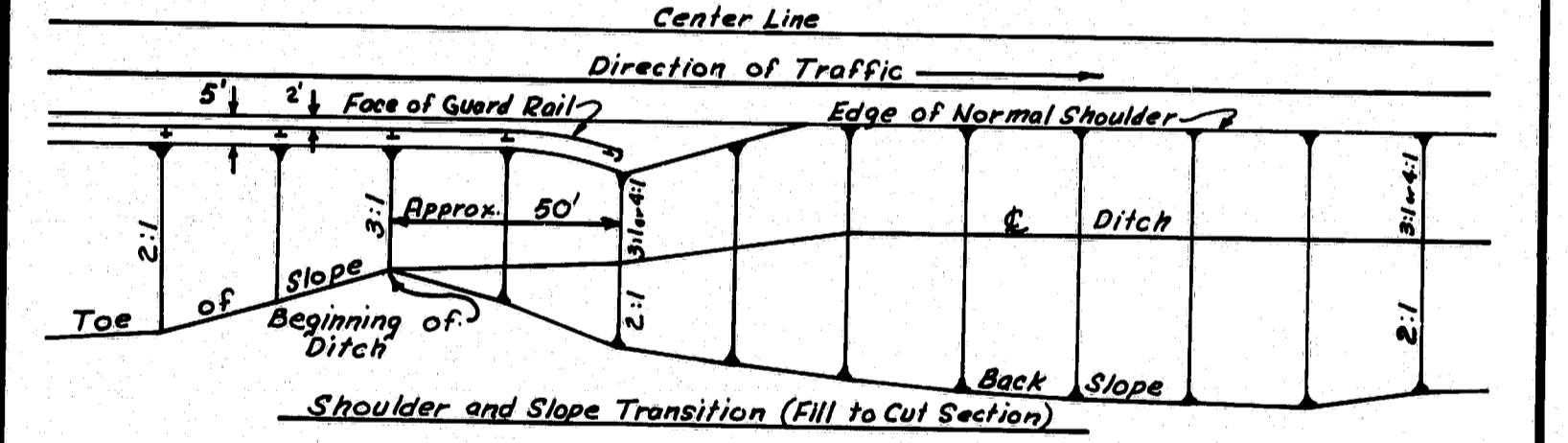
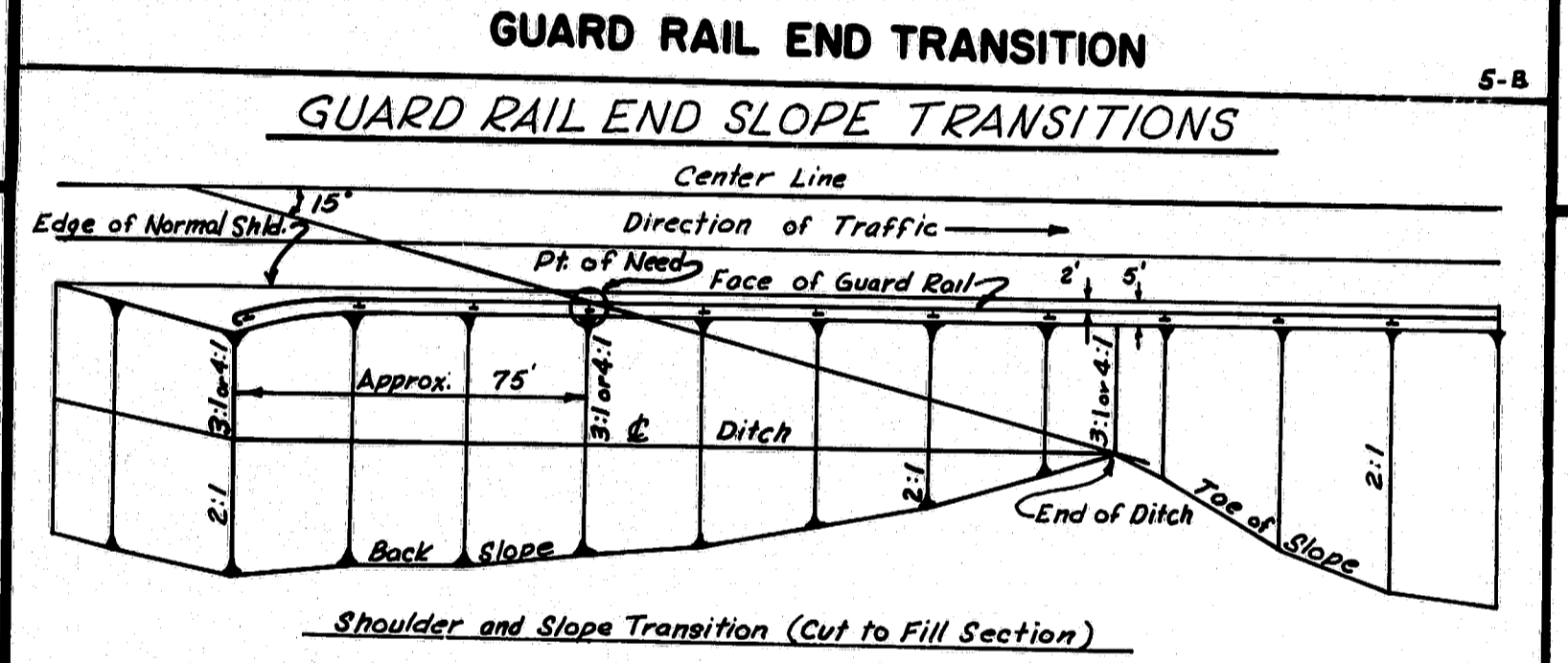
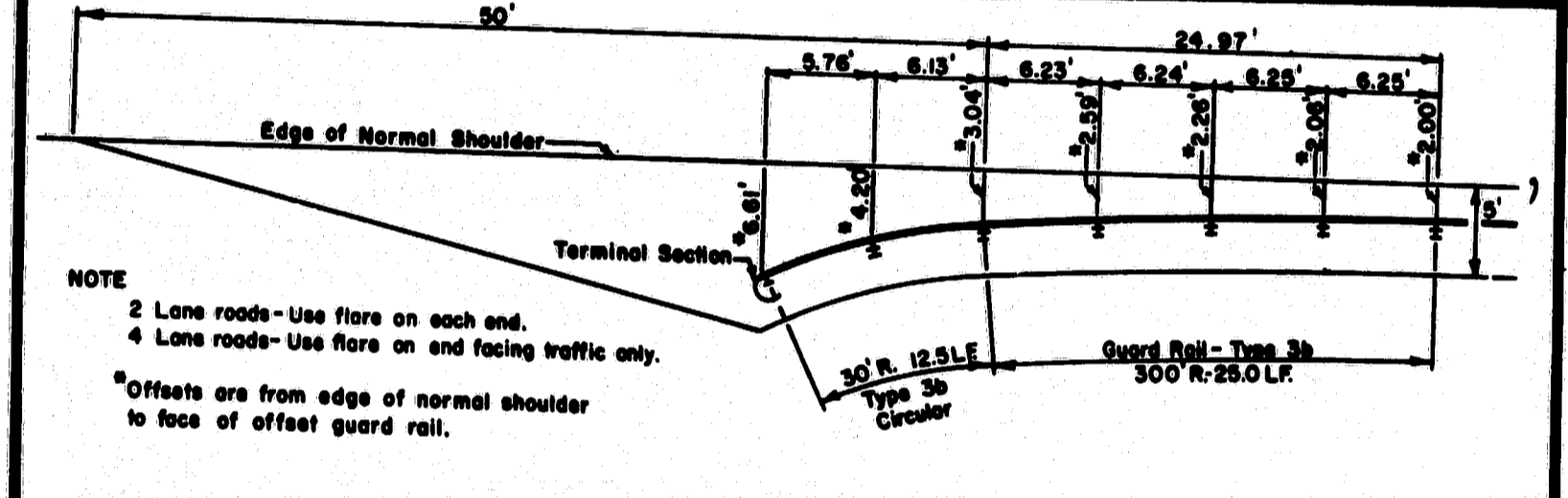
FILE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	VA	505-108(1)	4	12

180-151



REINFORCING STEEL

Mark	Size	Number	Length (Each)	Weight (Each)	Mark	Size	Number	Length (Each)	Weight (Each)
R	#4	2 Each parapet	1' For "a"	4.0 lb.	R	#4	2 Each parapet	1' For "a"	4.0 lb.
S	#4	4 Each parapet	12' For "c"	16.0 lb.	S	#4	4 Each parapet	12' For "c"	16.0 lb.



LOCATION OF GUARD RAIL

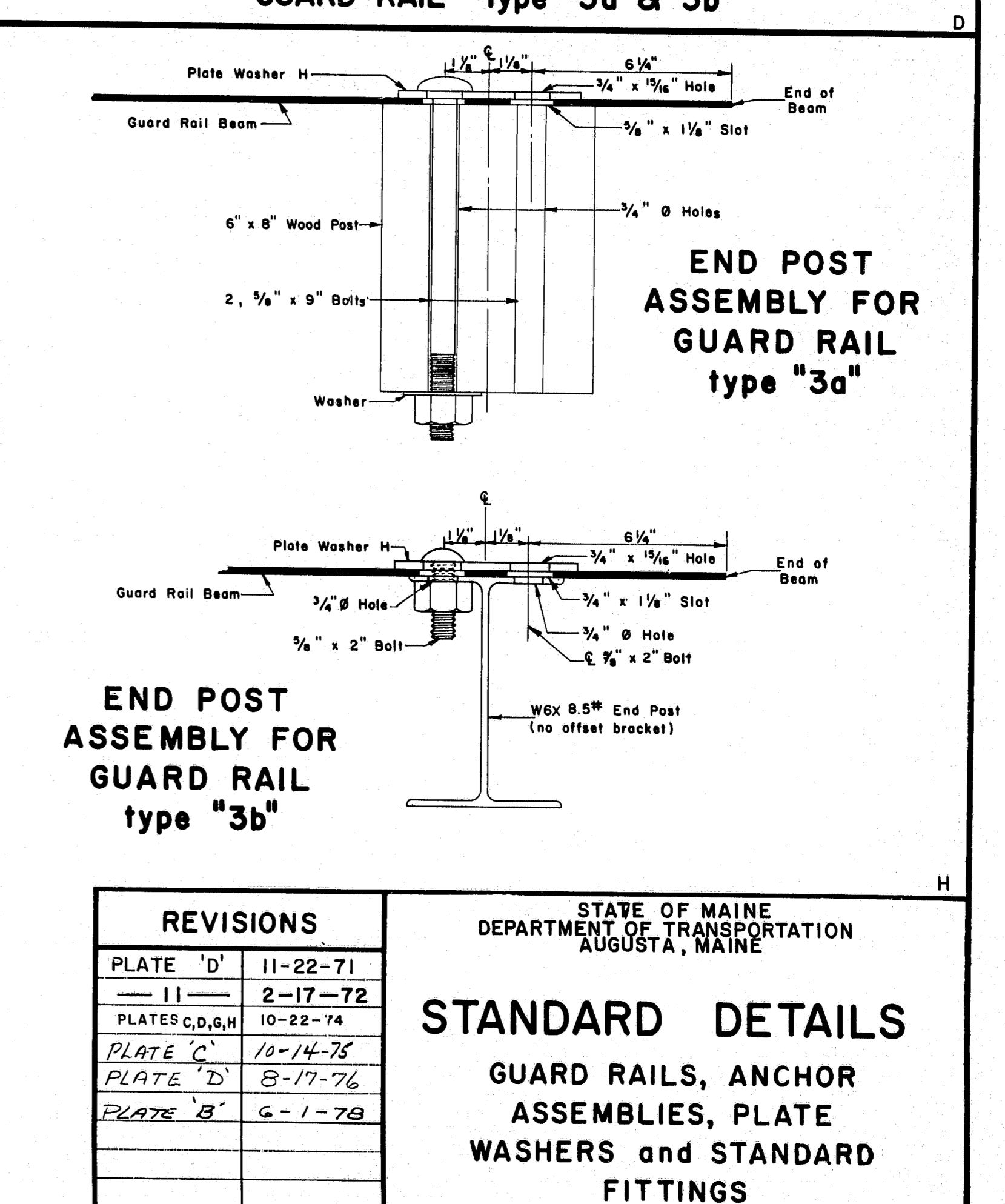
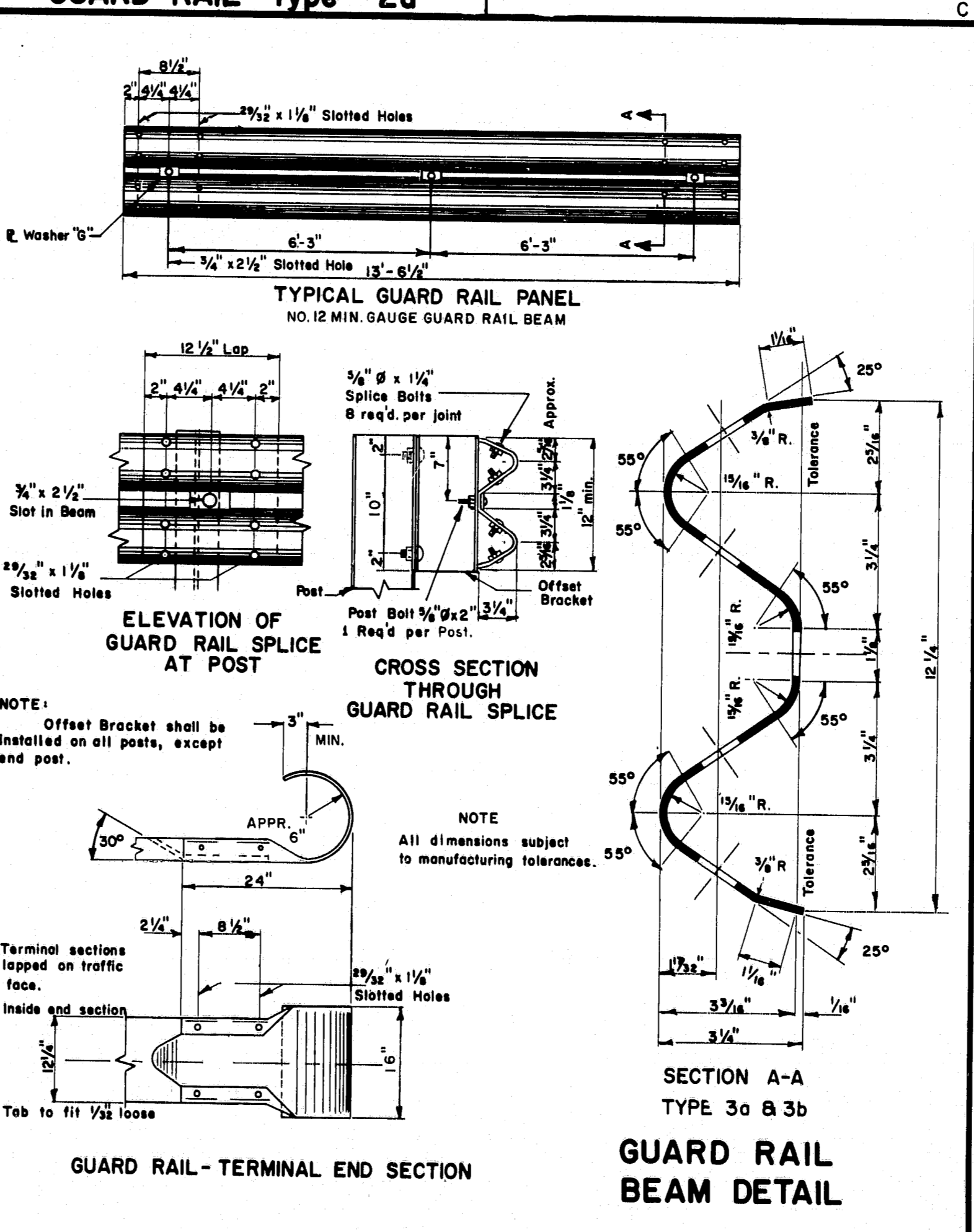
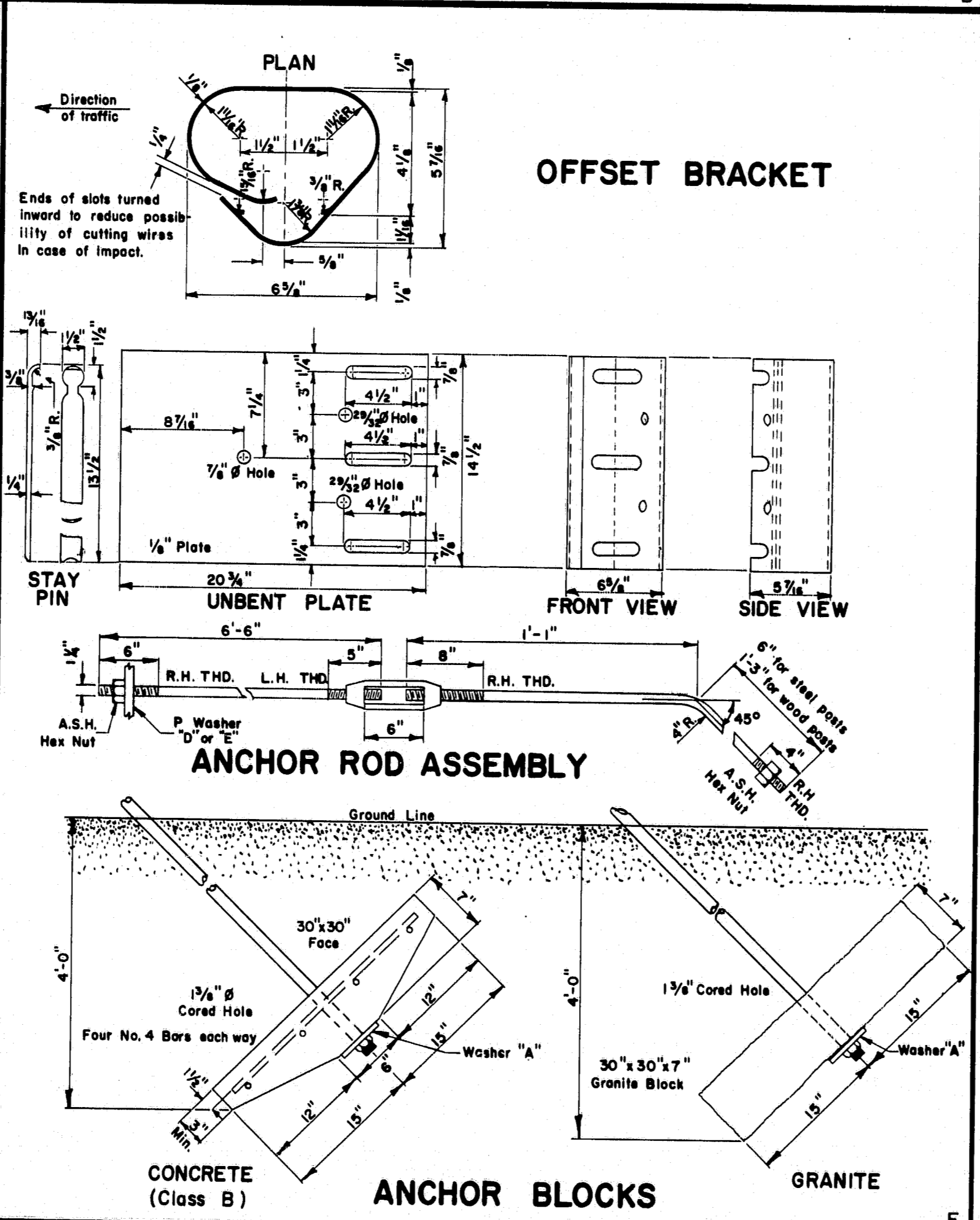
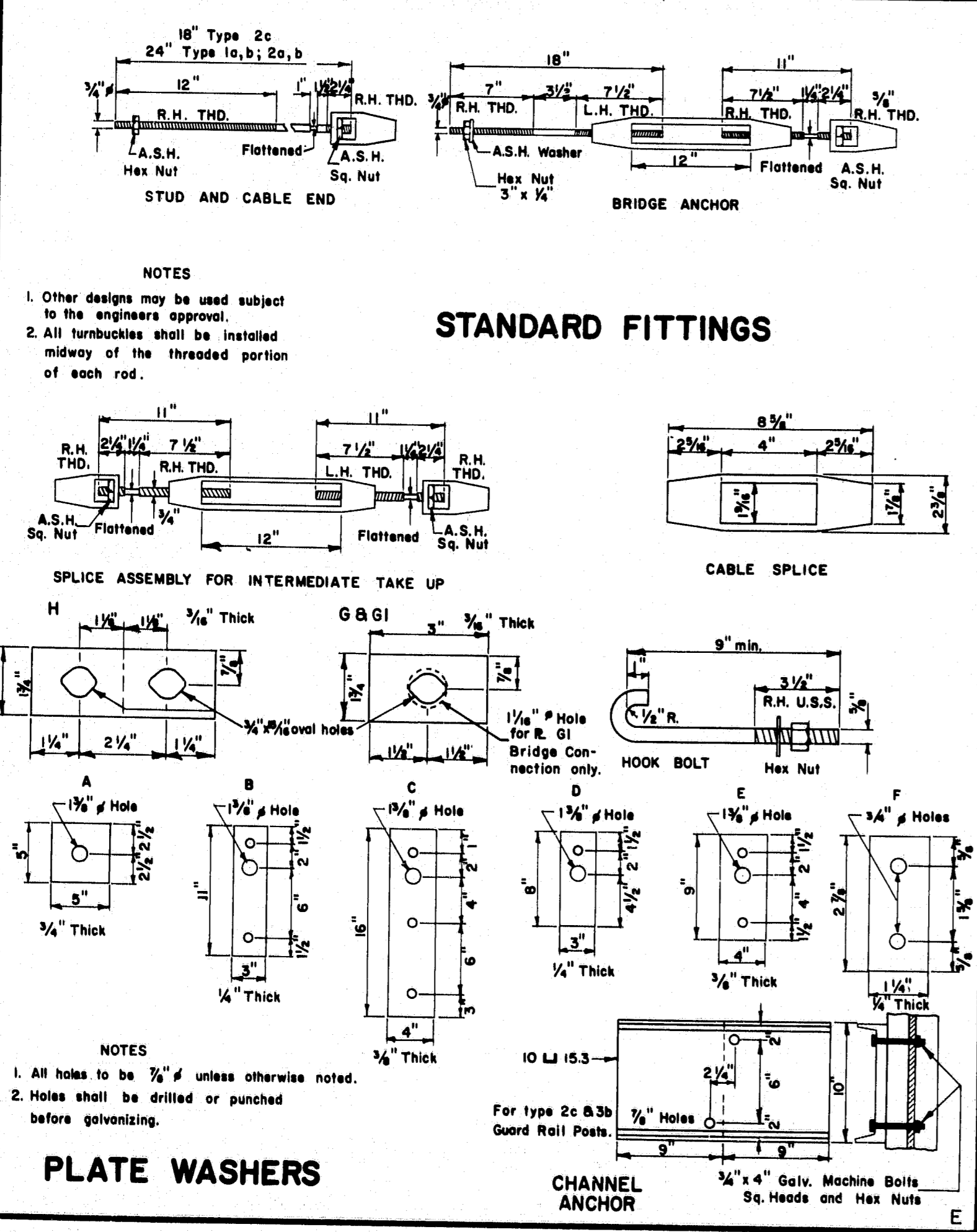
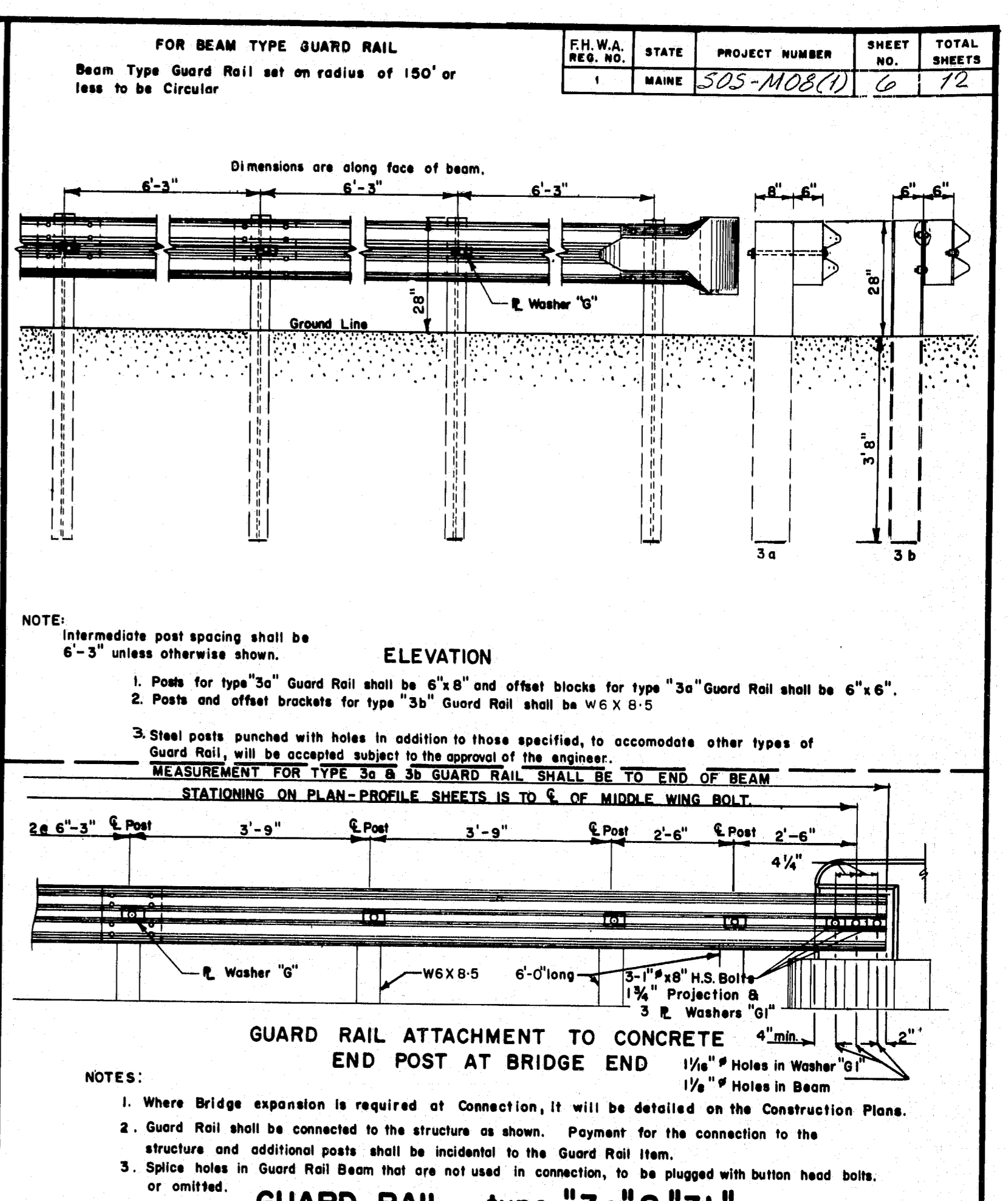
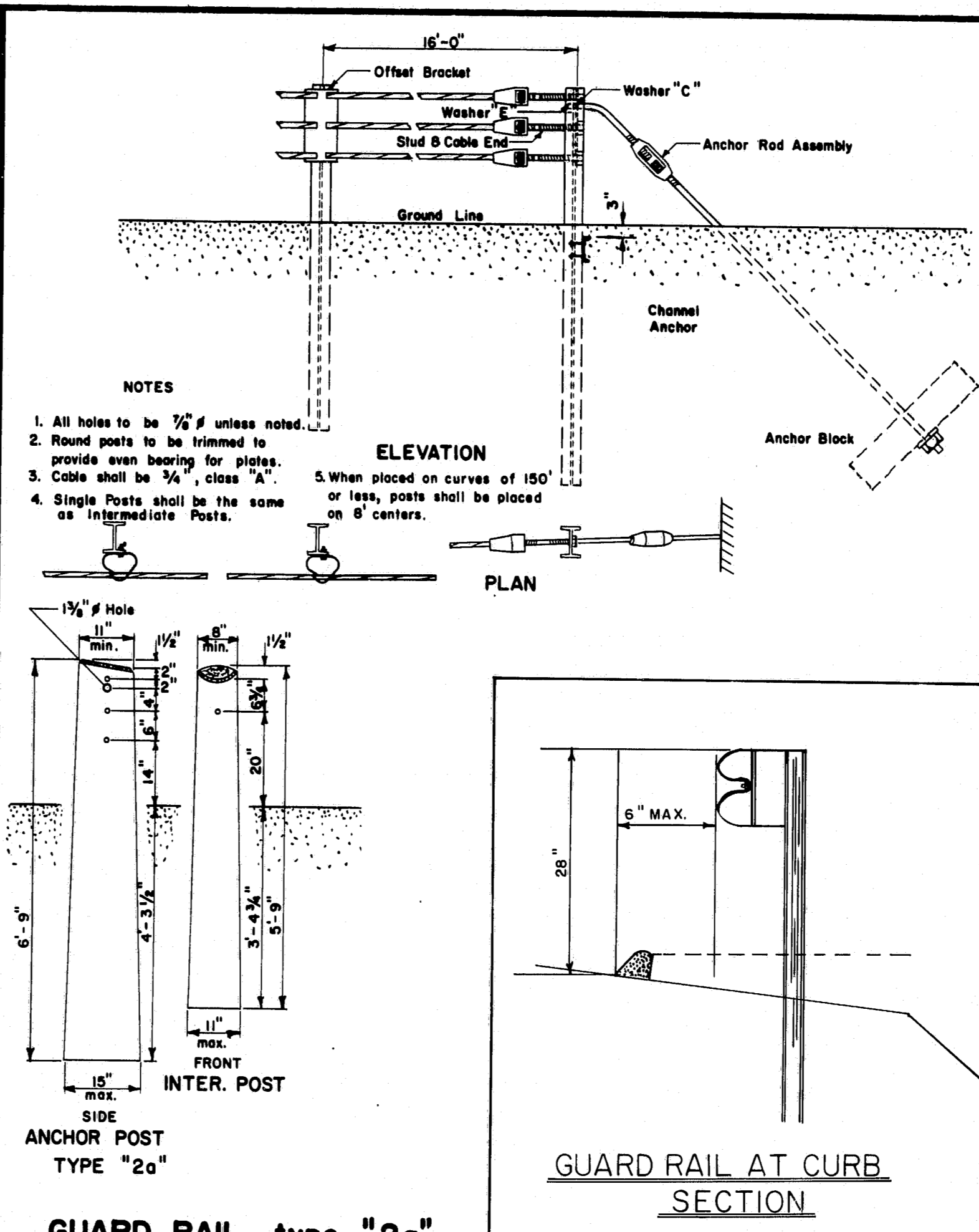
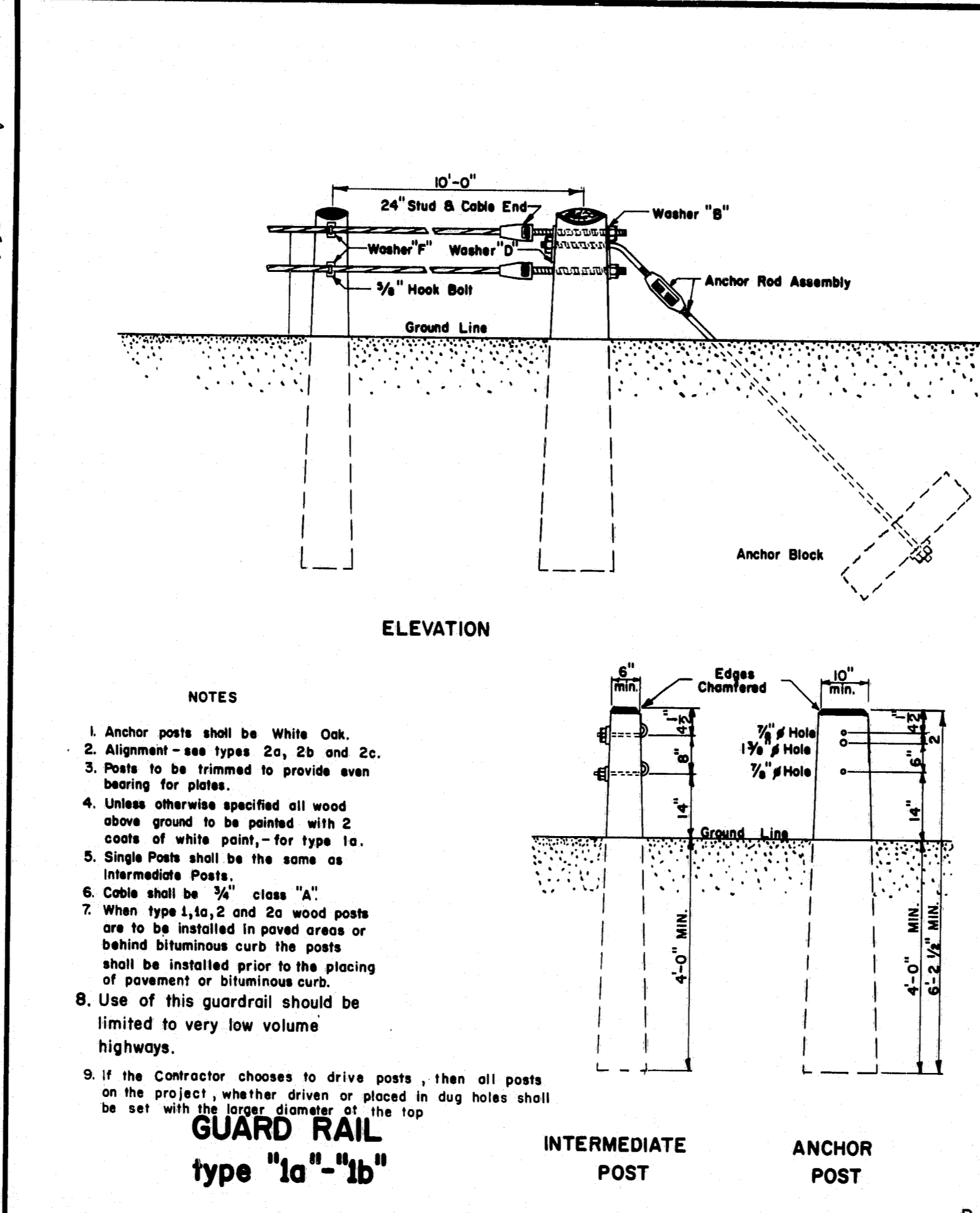
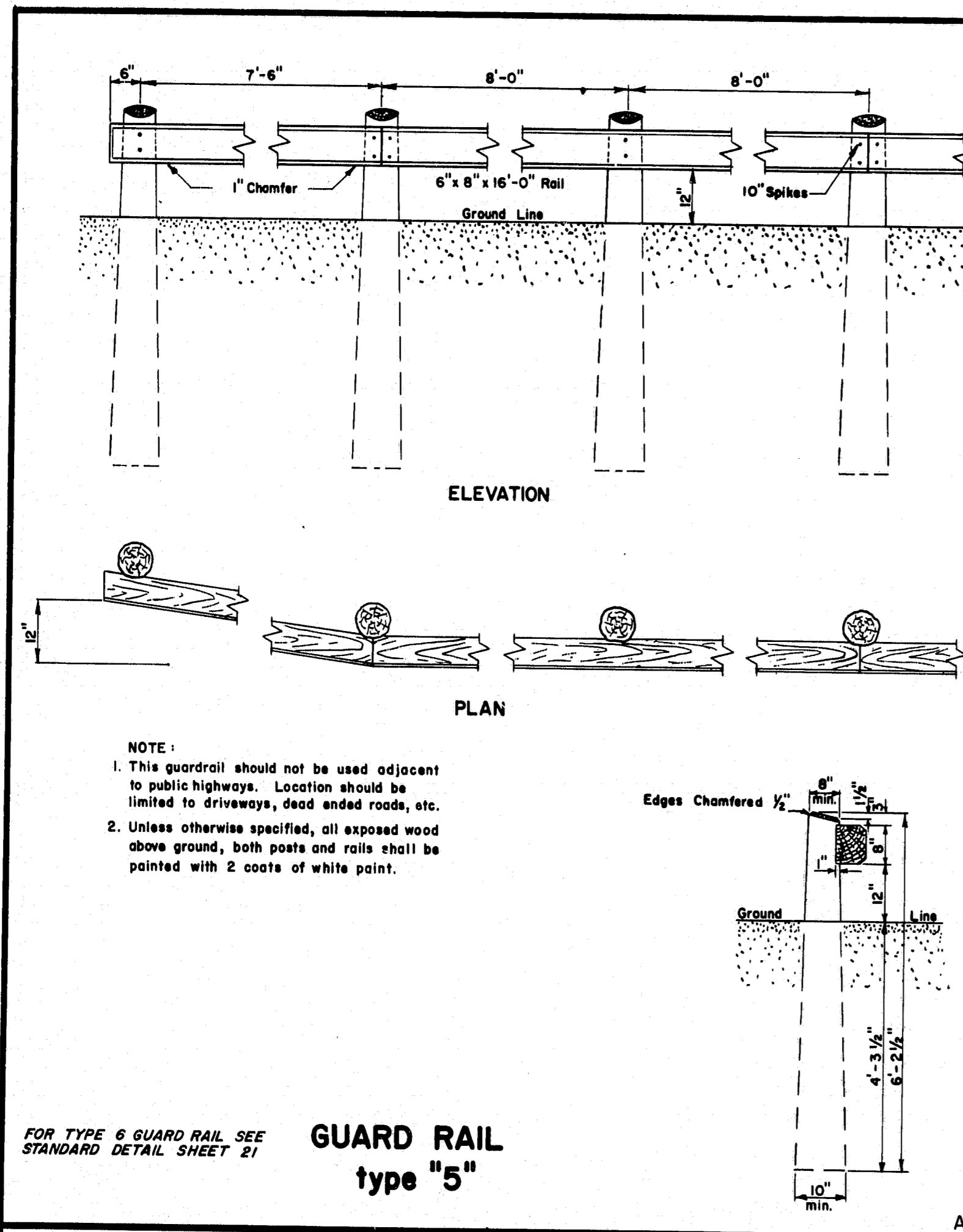
PLATE	REVISIONS
PLATE H	11-3-77
PLATE G-H	6-1-78
PLATE 3-A	12-24-69
PLATE 5B	1-27-71
PLATE 5H	8-12-71
PLATE 5B	1-19-72
PLATE 5G	6-7-72
PLATE 5D	6-7-72
PLATE 5D+C	10-22-74
PLATE A,B,H	3-18-75
PLATE 5H	6-26-75
PLATE G	10-14-75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

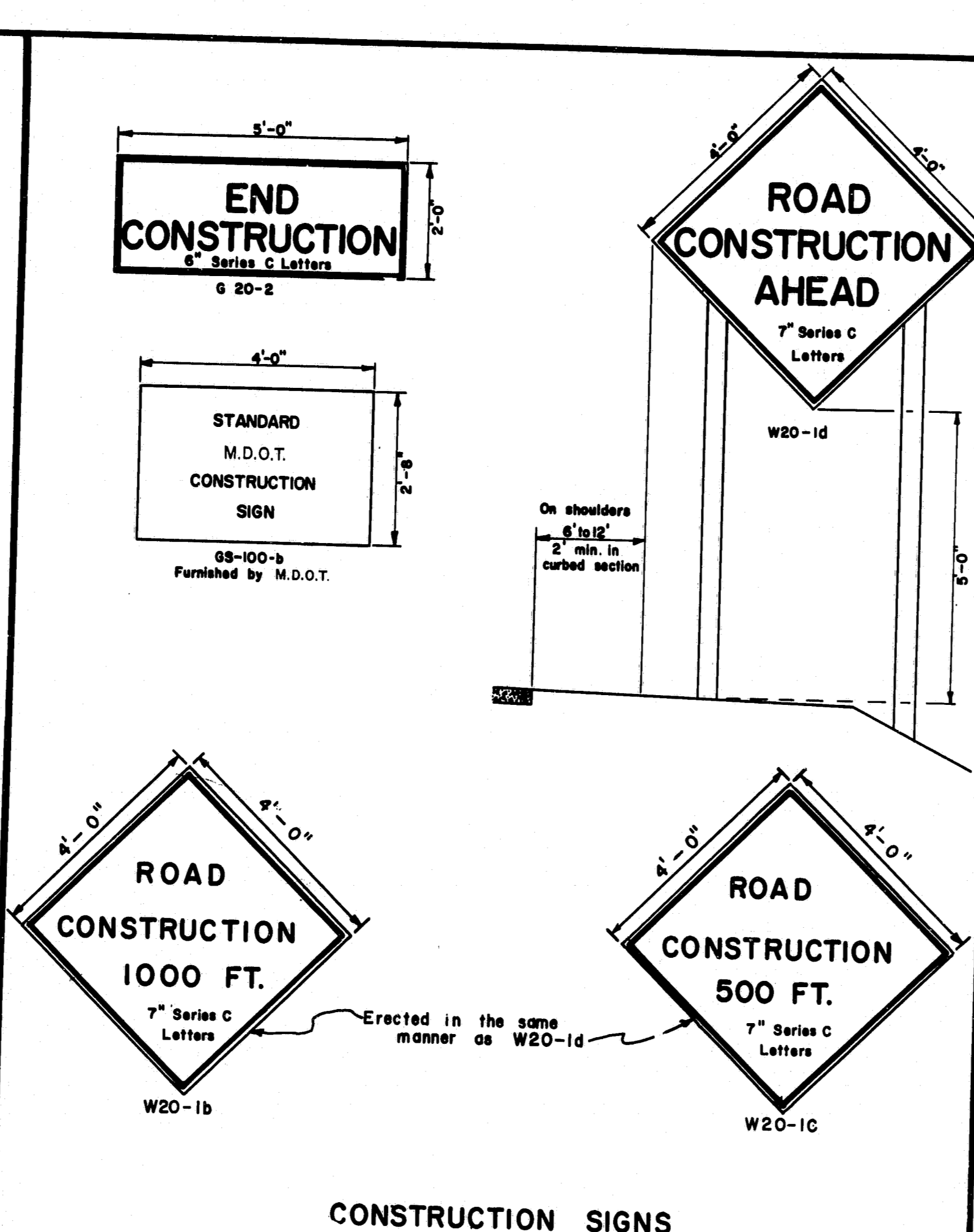
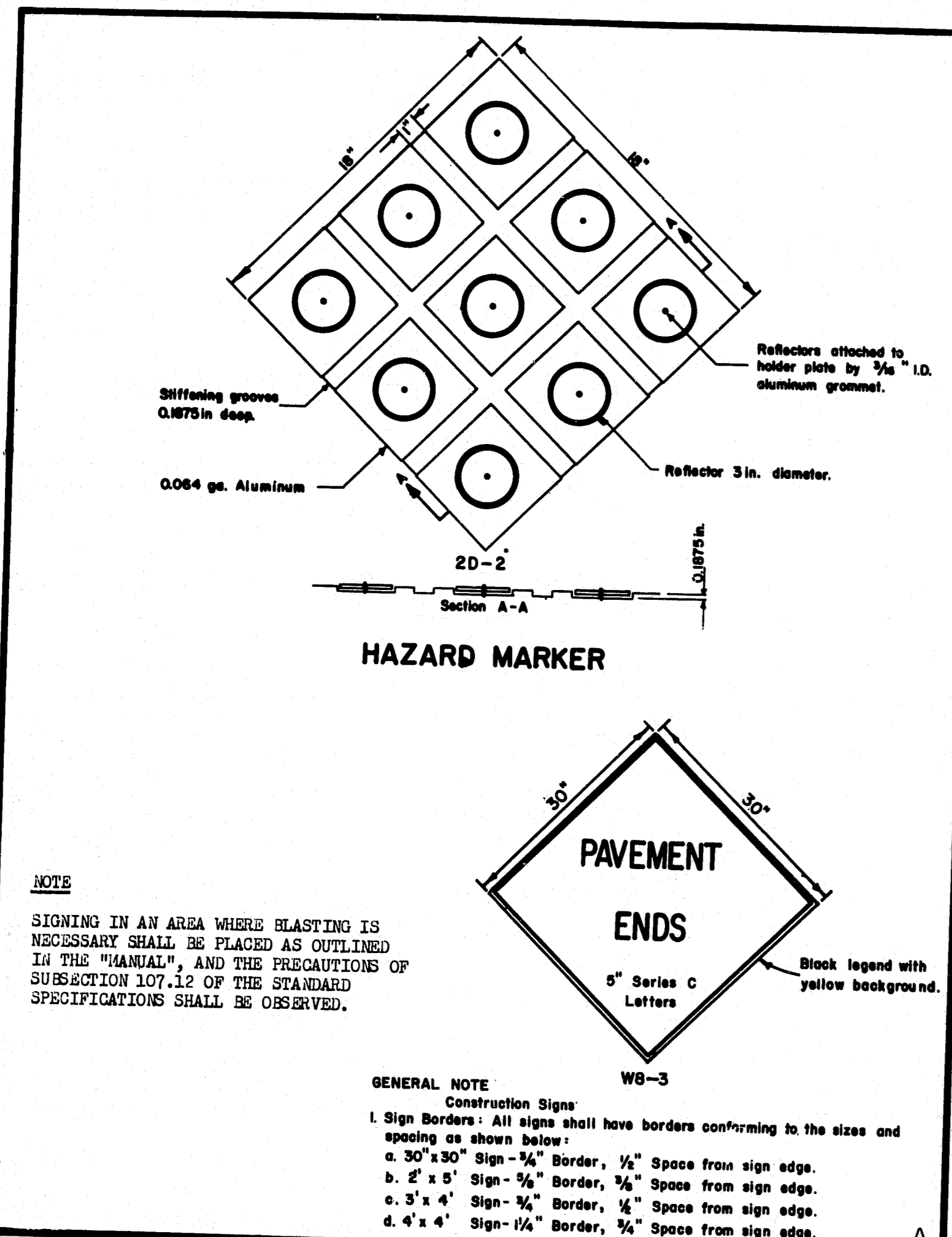
STANDARD DETAILS
GUARD RAIL, MUCK EXCAVATION
CONCRETE STEPS & SIDEWALK
GUYING TREES
TREE WELLS, EROSION CONTROL,
MAILBOX SUPPORTS.

AUG. 1969

Josh Bridge, Abagadasset River, R/180 152 h. 5 of 12



REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE	
PLATE 'D'	11-22-71	STANDARD DETAILS GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS AND STANDARD FITTINGS	
---	2-17-72		
PLATES C,D,G,H	10-22-74		
PLATE 'C'	10-14-75		
PLATE 'D'	8-17-76		
PLATE 'B'	6-1-78		



GENERAL NOTES - BARRICADES

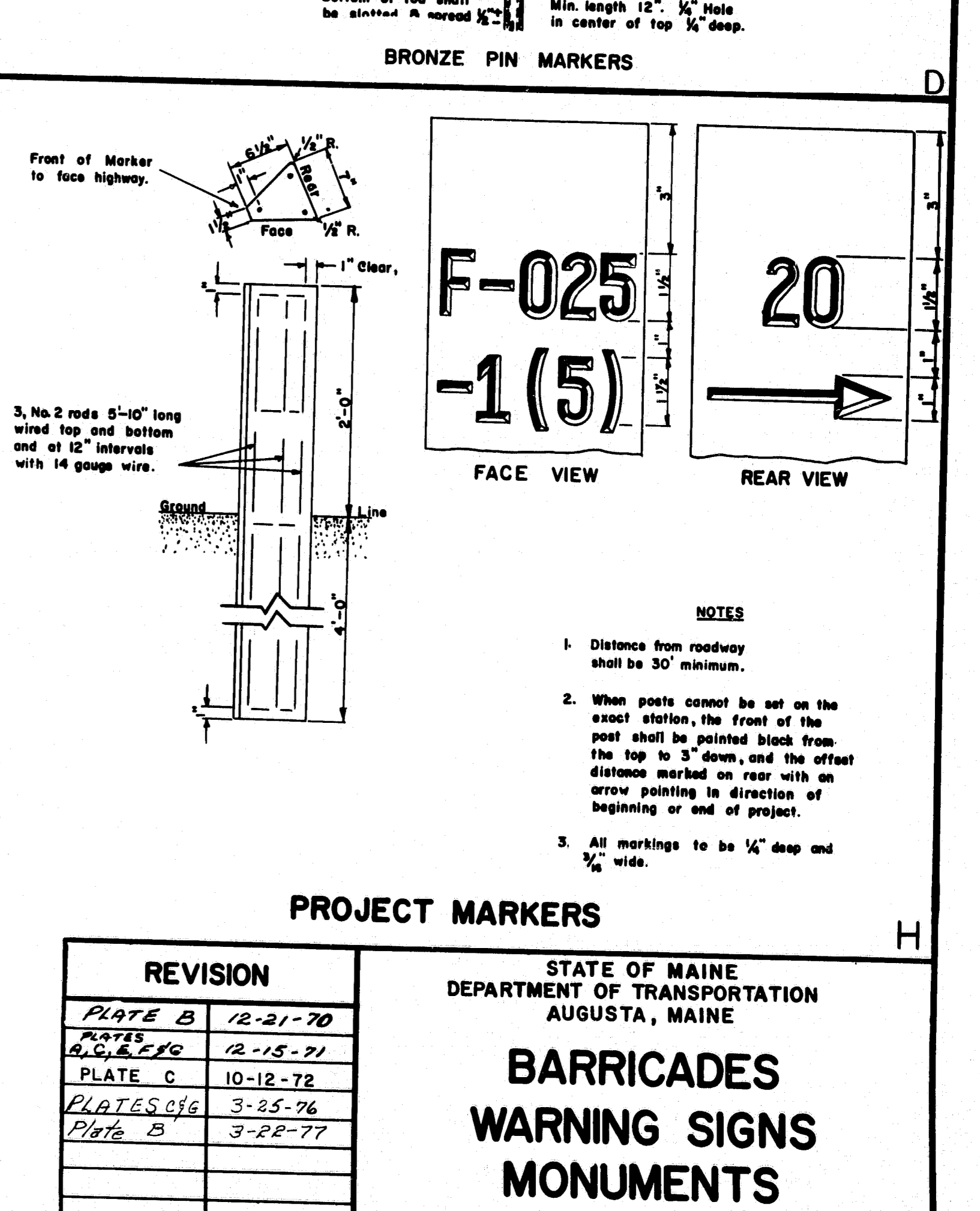
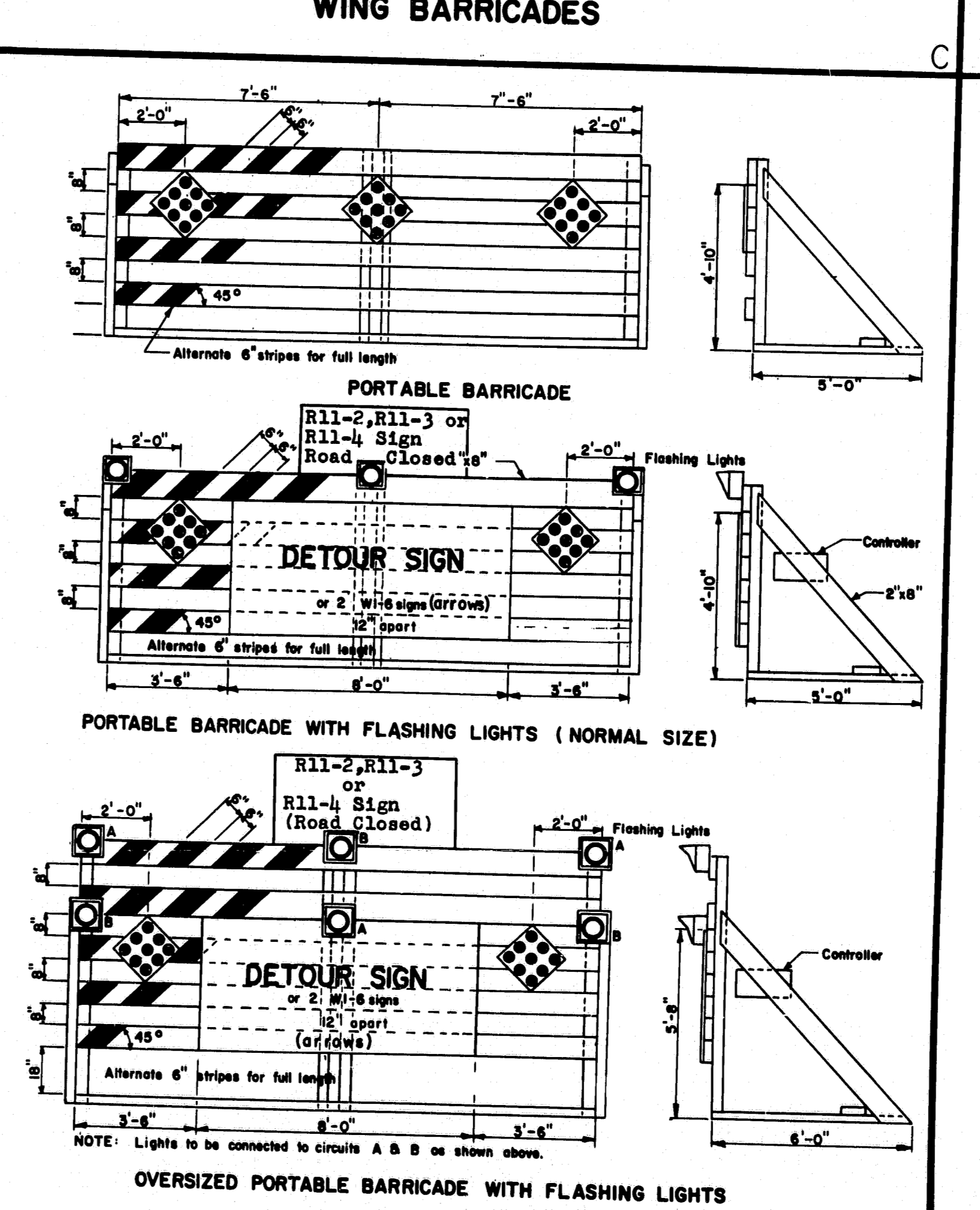
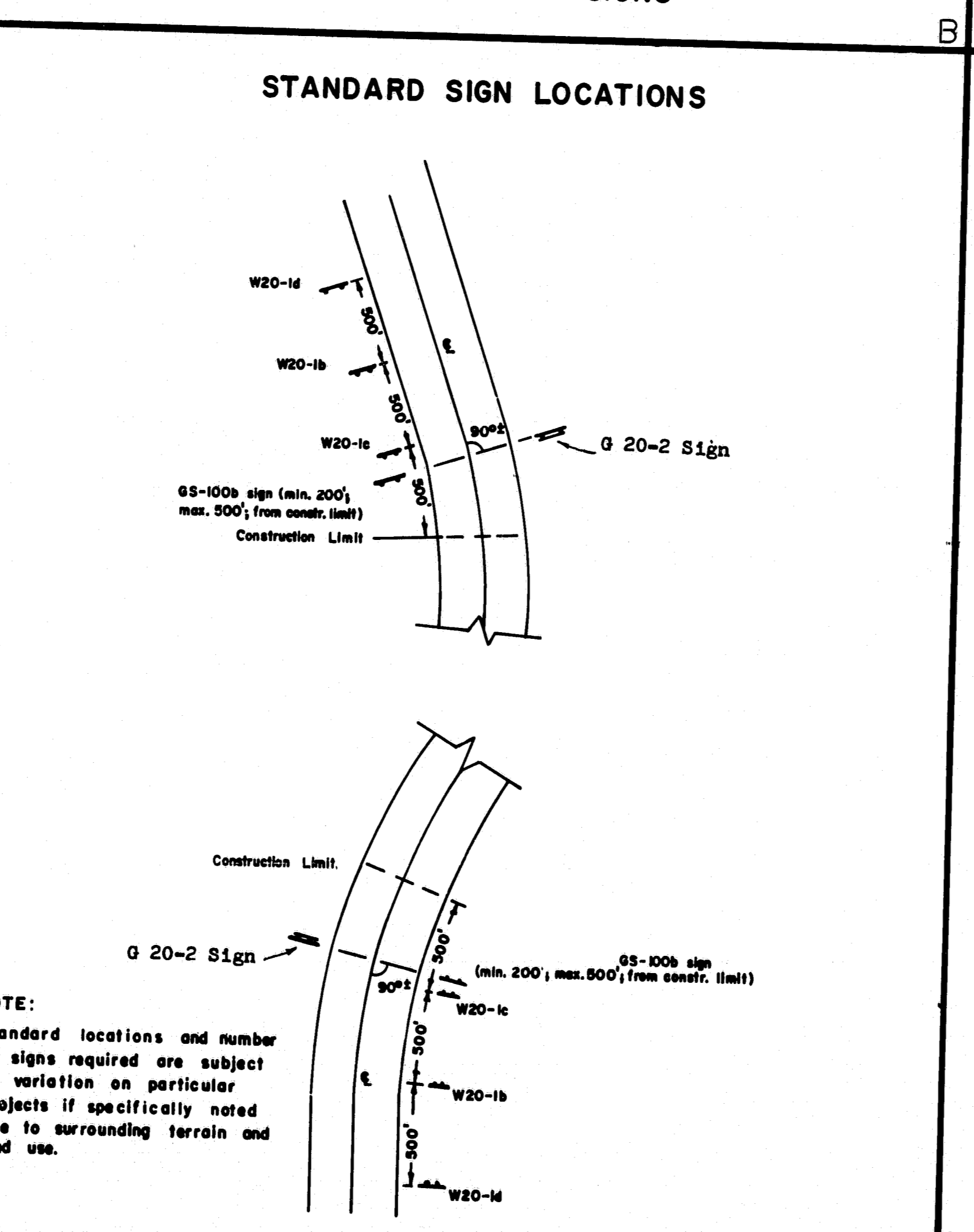
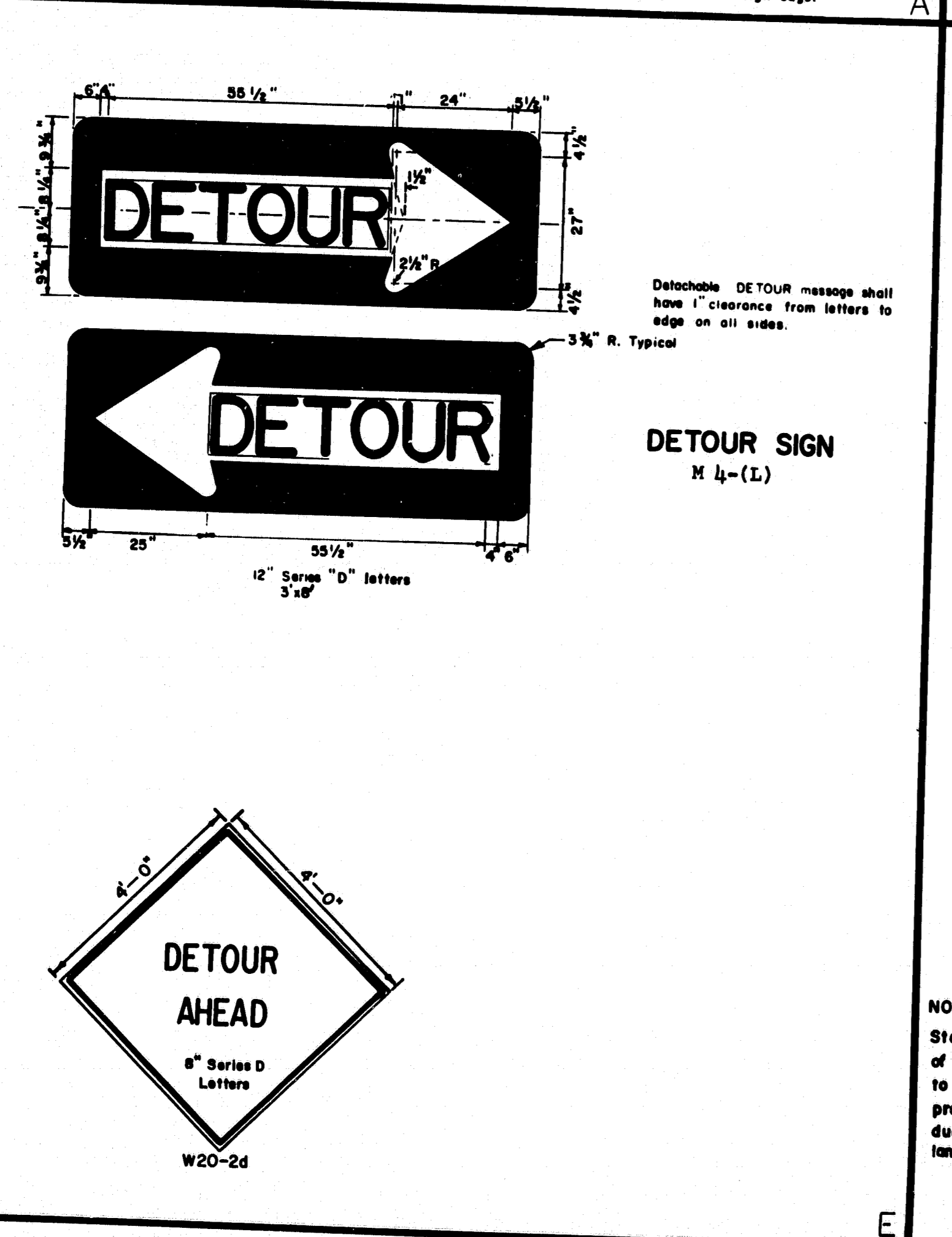
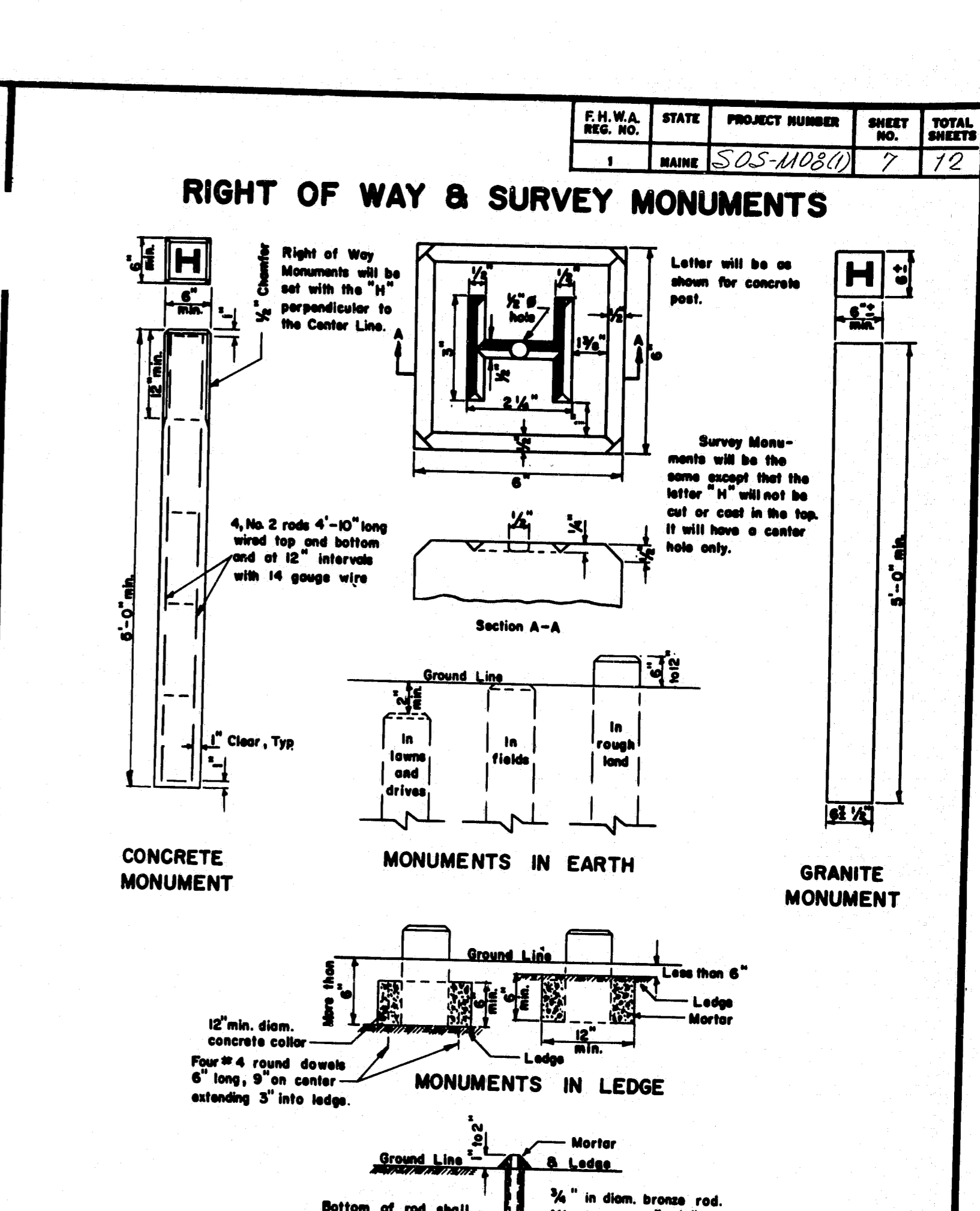
- Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration, 1971.
- White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to the orange reflectorized background to form the orange and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
- All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25.
- Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by

NOTES - PORTABLE BARRICADES

- Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 1/2" x 1/2" (nominal sizes).
- The detour sign shall be an oversized M-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or aluminum.
- Hard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
- When two W-6 signs are required, R11-2, R11-3, or R11-4 signs shall be omitted.
- Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
- Location of electric service and meter to be determined after the power source has been located.

NOTES - WING BARRICADES

- Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 1/2" x 1/2" (nominal sizes).
- Wing barricades will not be required unless specifically called for in the special provisions.
- Location of signs and barricades will be determined by the Engineer.



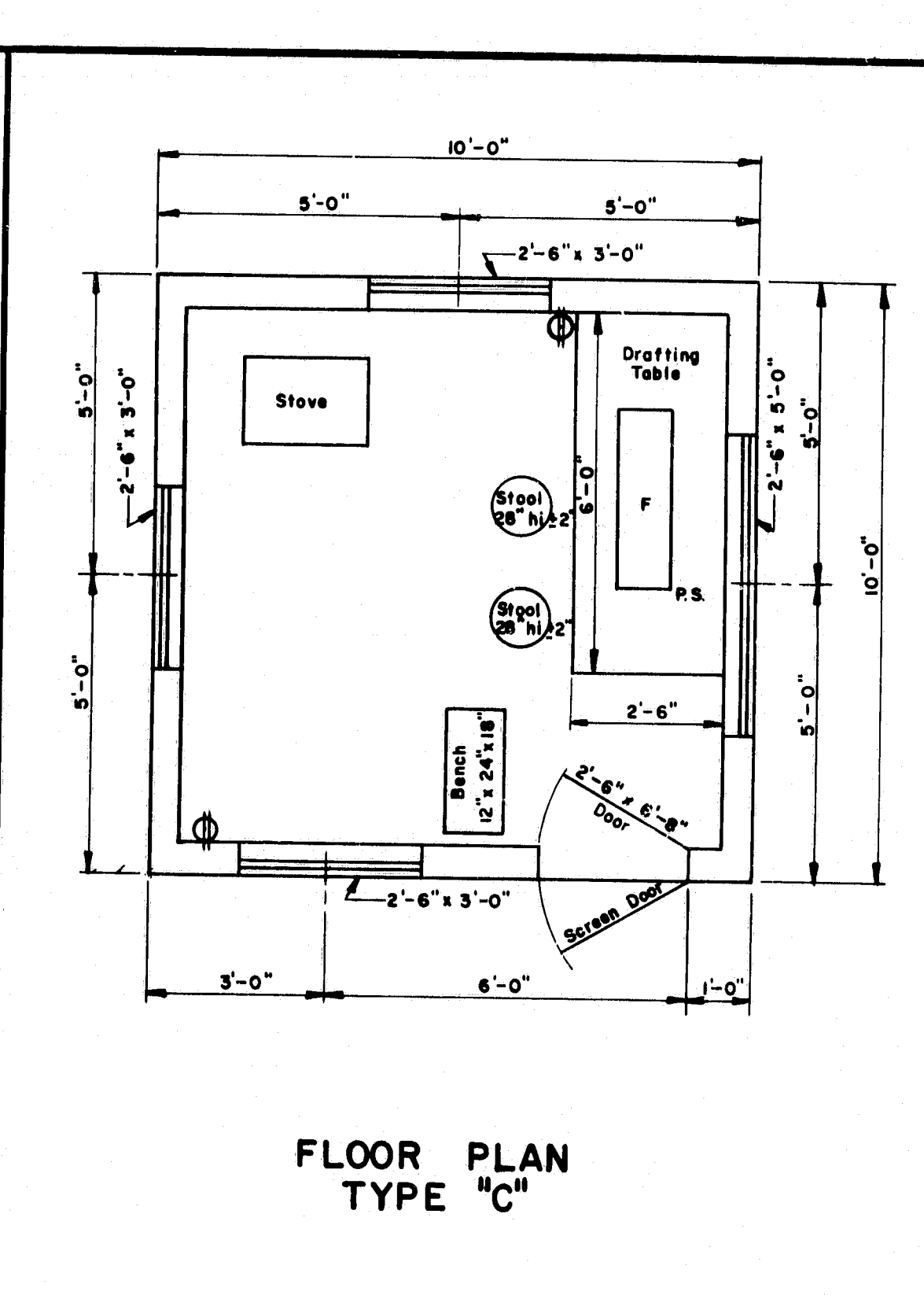
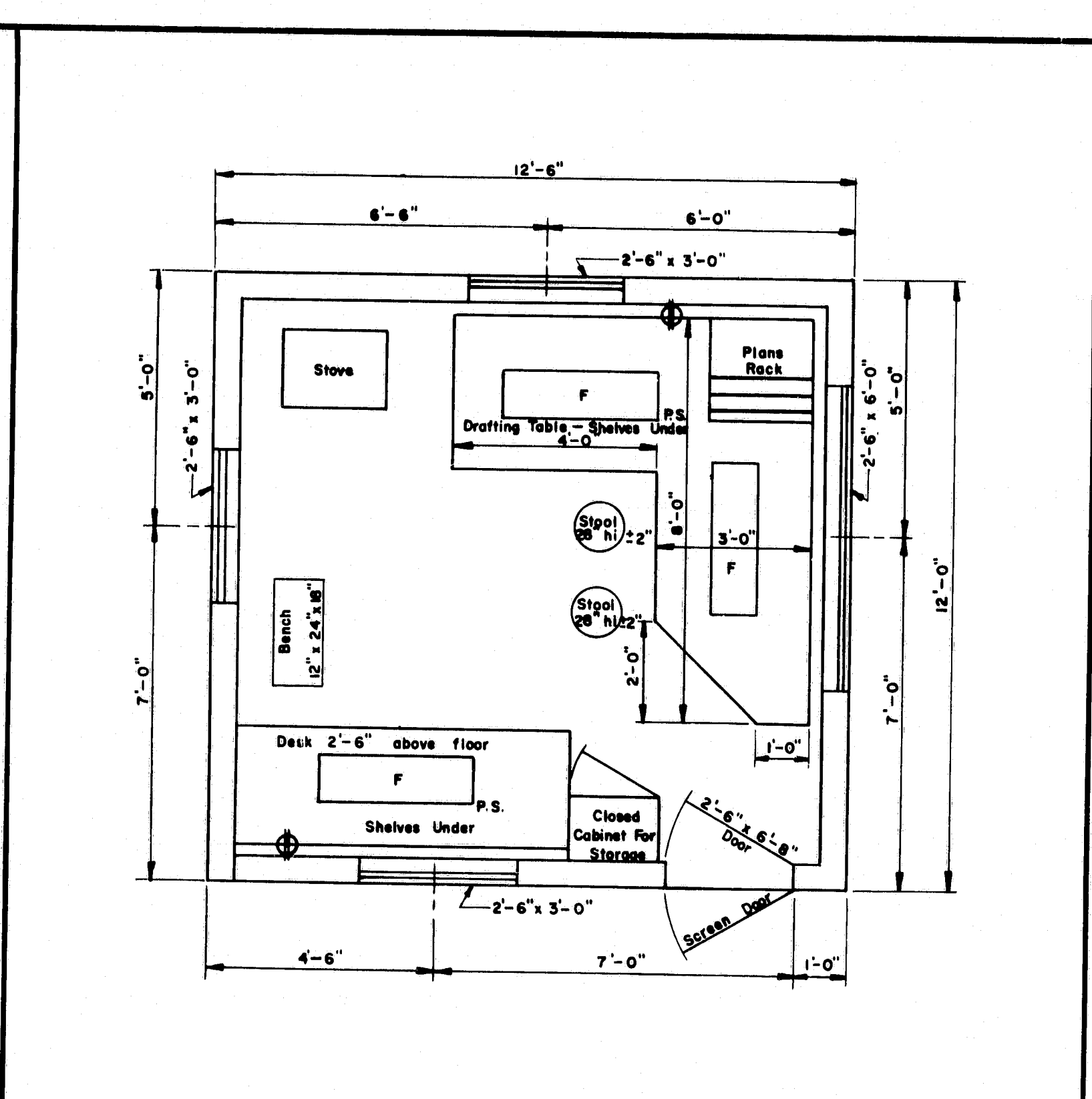
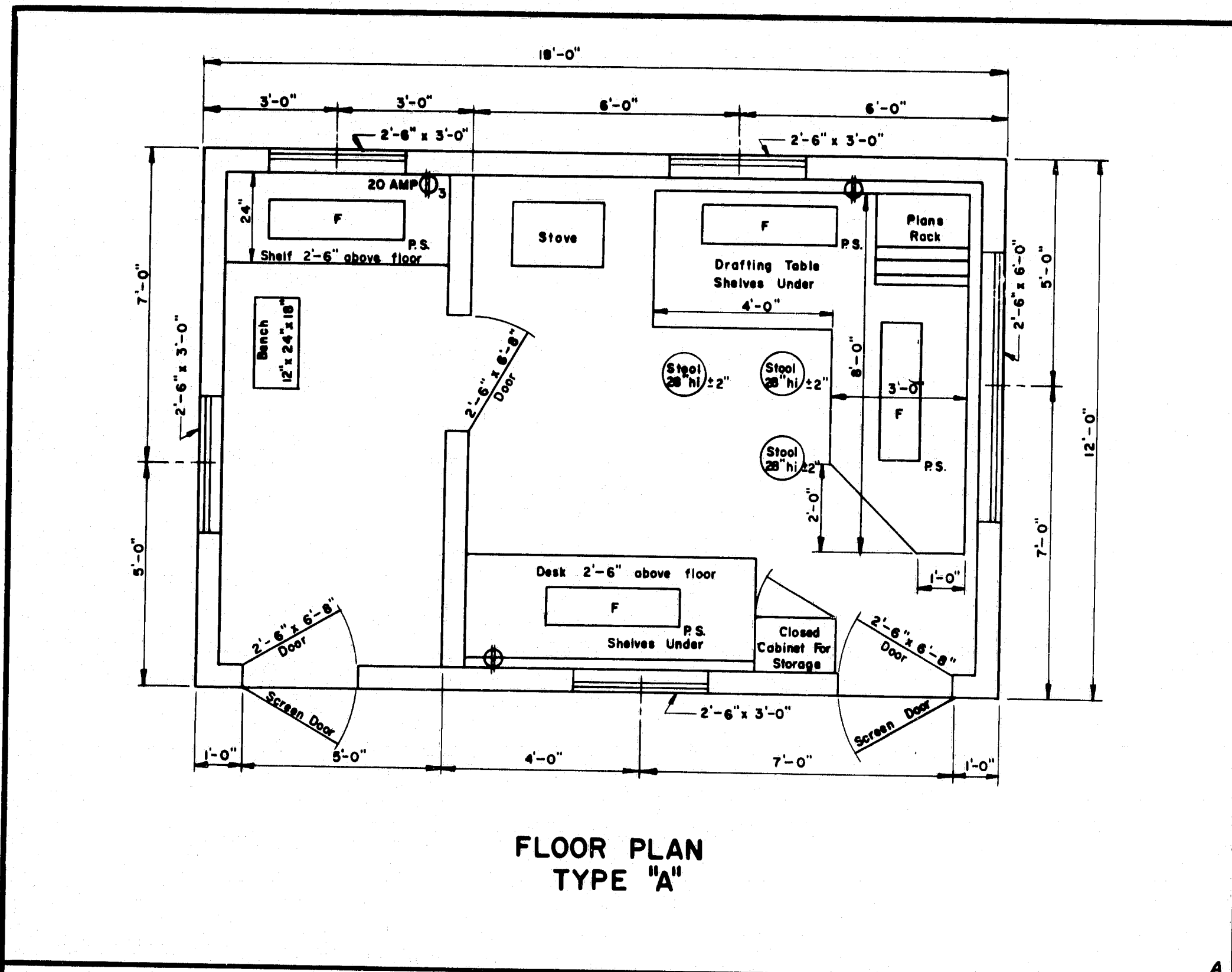
REVISION	
PLATE B	12-21-70
PLATE C	12-15-71
PLATE D	10-12-72
PLATE E	3-25-76
PLATE B	3-22-77

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 AUGUSTA, MAINE

**BARRICADES
 WARNING SIGNS
 MONUMENTS
 PROJECT MARKERS**

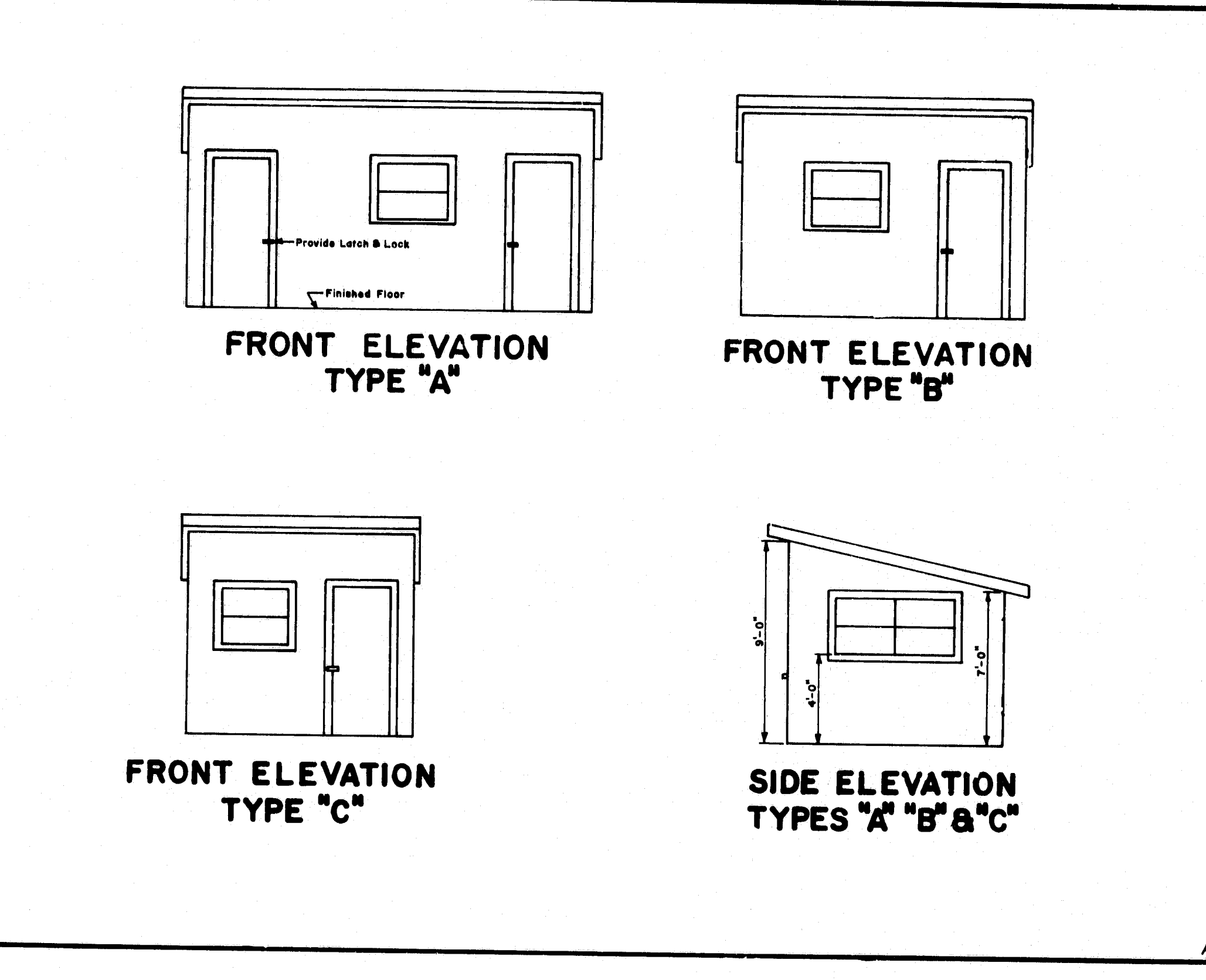
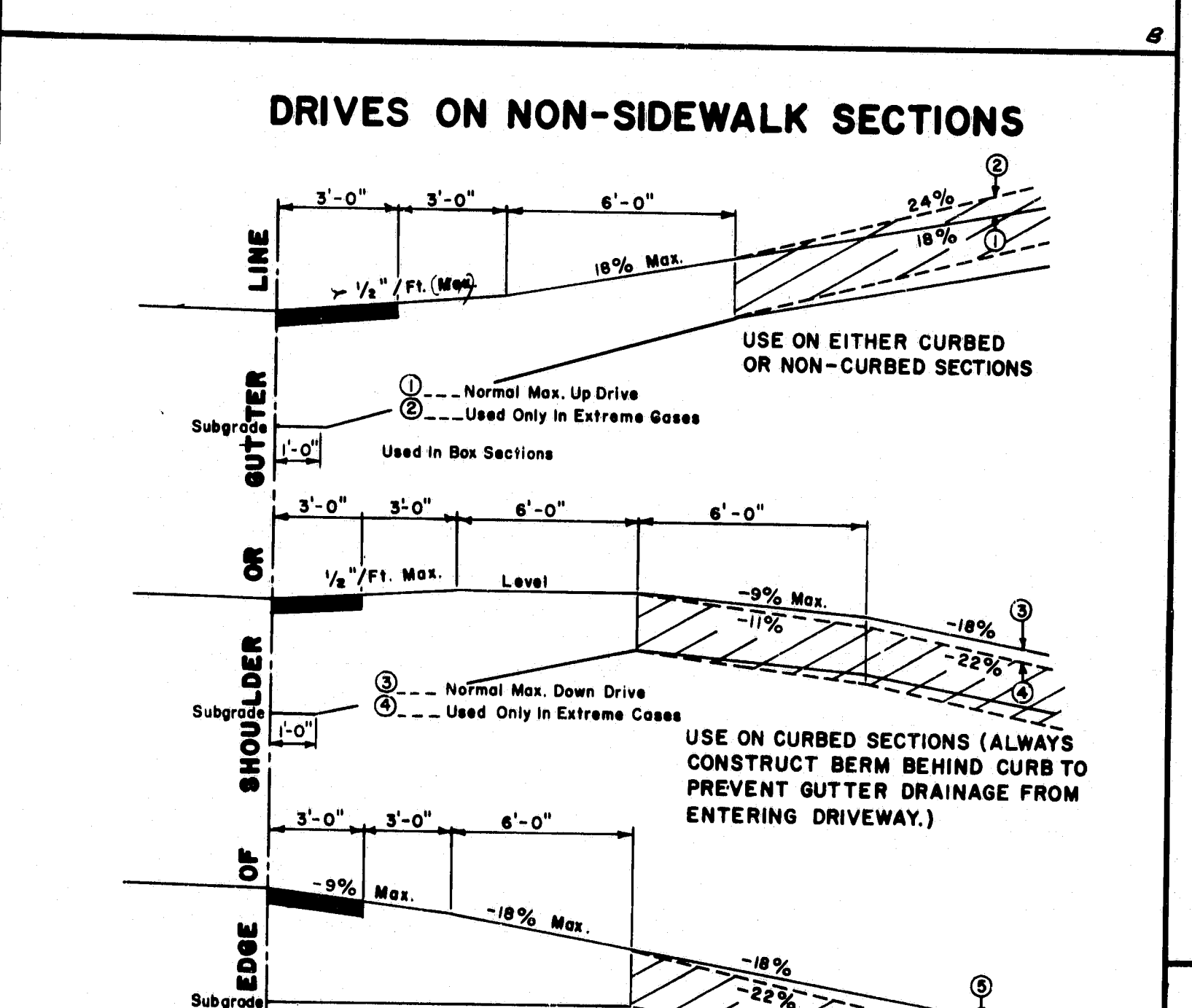
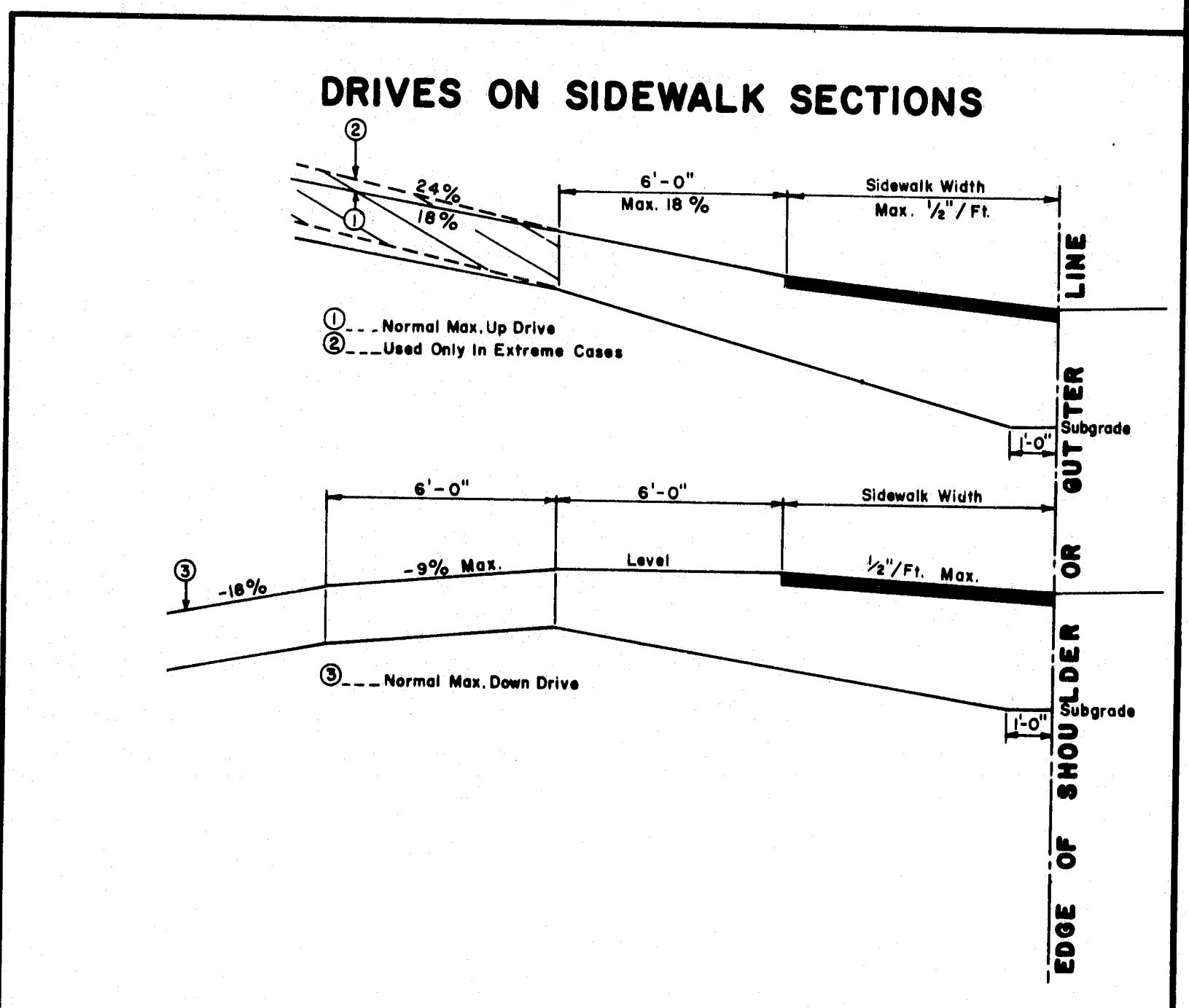
AUG. 1969

Josh Bridge, Abogadasset River, Rte 100-154 7 of 12



F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	SDS-M08(1)	8	12

- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to receive 1 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:
 - F Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S. Pull switch
 - ⊕ Duplex wall outlet—15 amp unless otherwise noted
 - ⊕ Triplex Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a siphon suitable for drawing off water. The drum shall be furnished with water at all times.



GENERAL NOTES

- The sidewalk width shall be paved in all cases.
- All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

- 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.
- Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
- 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.

GENERAL NOTES

- The first 3' shown as pavement shall be paved only when abutting a paved area.
- All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

- 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.
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REVISIONS	
PLATE	D'E
	3-16-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

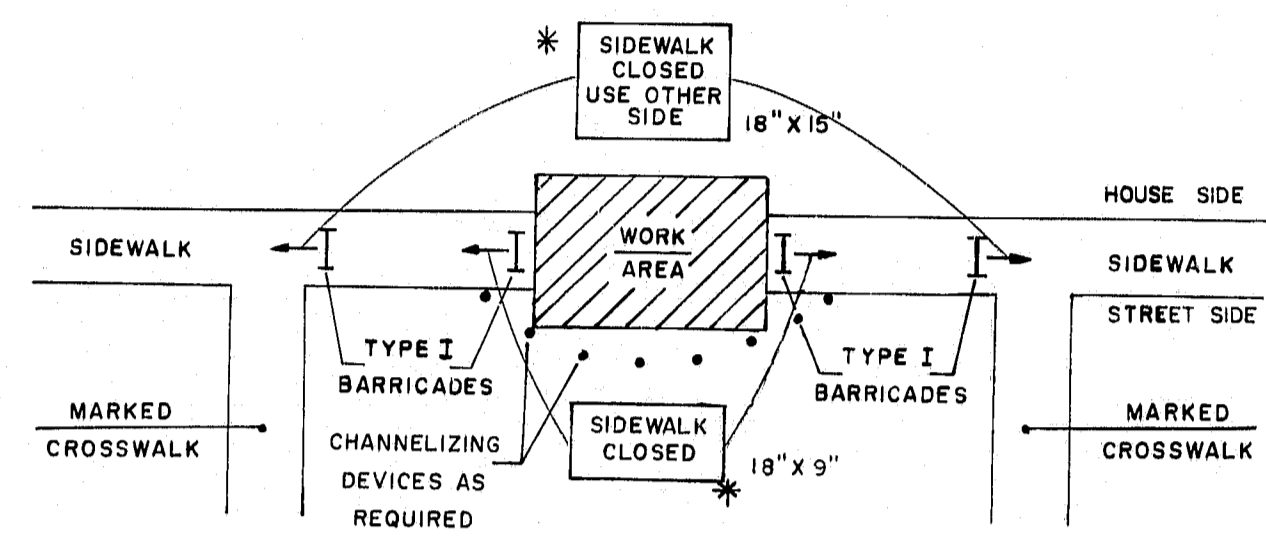
DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

180-155 AUG. 1969

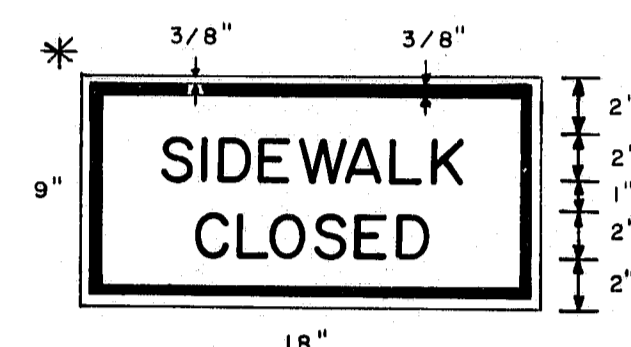
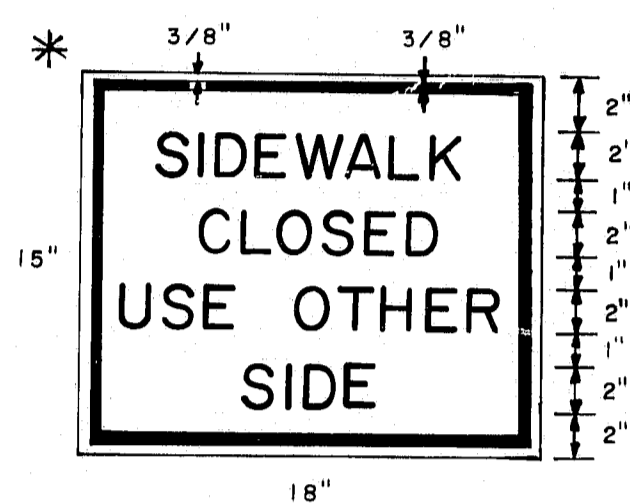
Josh Bridge, Abagadasset River, Richmond Sh. 8 of 12

F.R.M.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	505-108(1)	9	12

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

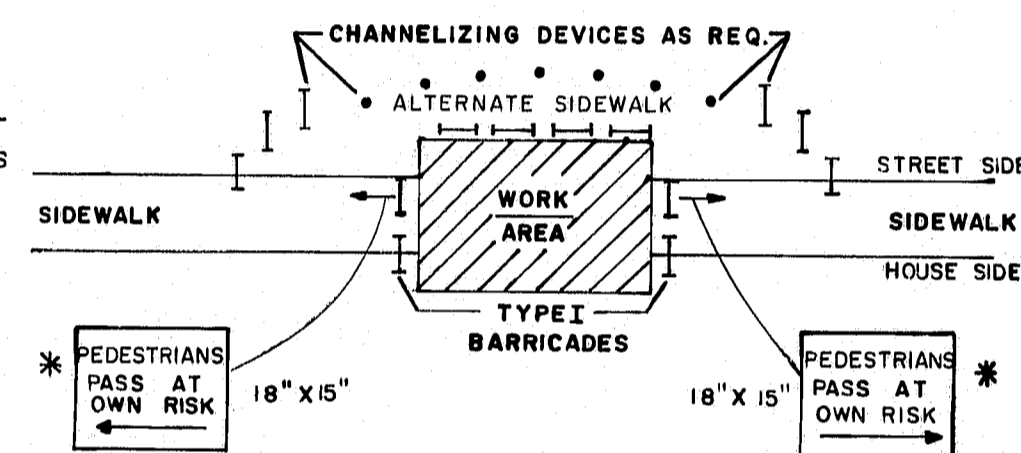


SIDEWALK CLOSURE WITHOUT ALTERNATE SIDEWALK

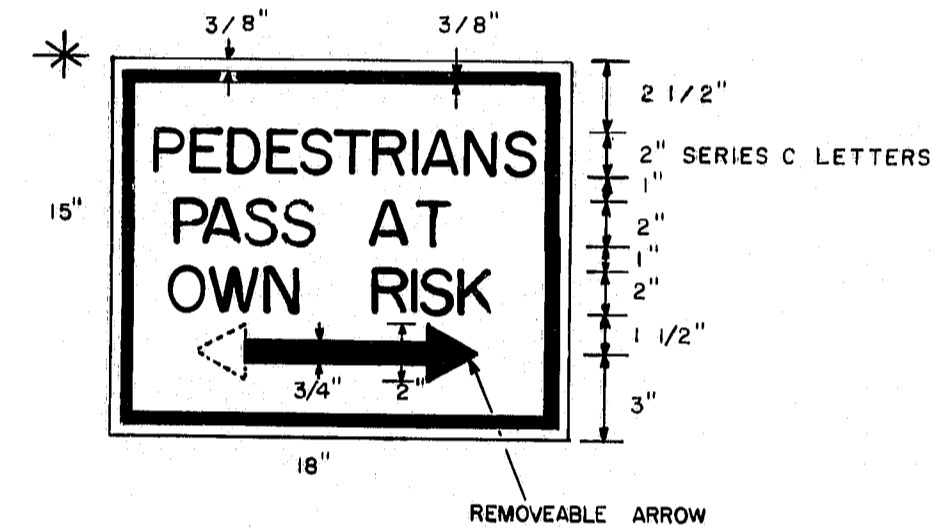


A

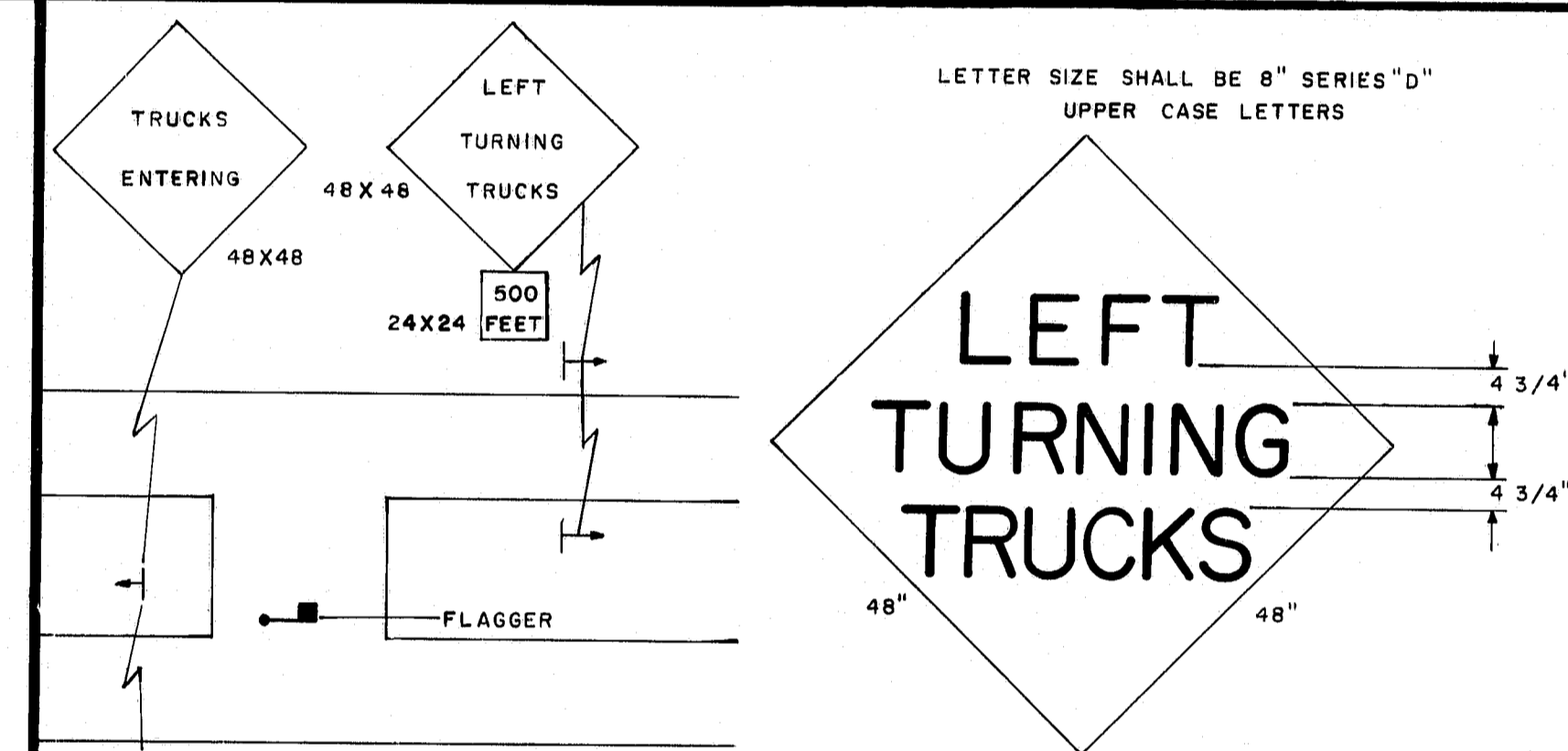
* NON-REFLECTORIZED WHITE BACKGROUND, BLACK TEXT AND BORDER-2" SERIES 'C' UPPER CASE LETTERS



SIDEWALK CLOSURE WITH ALTERNATE SIDEWALK



B



MEDIAN CROSSOVER

E

GENERAL NOTES

- Distances shown for sign placement are nominal, exact locations shall be determined by the Engineer.
- Gravel temporary roadways through the construction zone used by the public shall not exceed 10 percent.
- Advisory speed consistent with prevailing conditions shall be as determined by the Engineer.
- Use shaded signs when specified in the Special Provisions.
- The length of tapers shall be determined from the following formulae:
 If S is equal to or less than 40 MPH:
 $L = (W \times S \times S) / 60$
 If S is equal to or greater than 45 MPH:
 $L = WS$

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

Taper lengths shall be rounded to the nearest five feet.

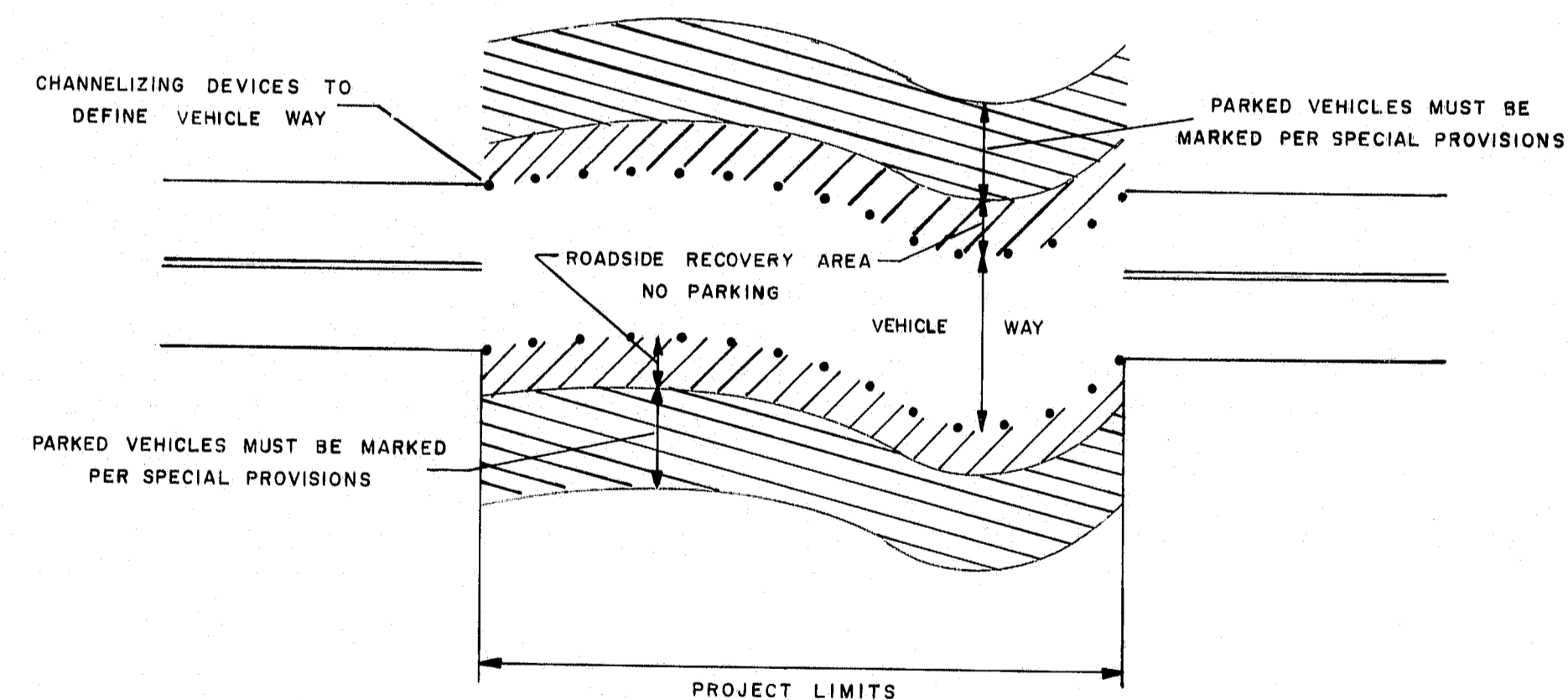
It may be required to extend lane closure tapers to provide a smooth transition where geometric alignment reduces sight distance.

- The maximum longitudinal spacing of channelizing devices shall conform to the following:
 (a) 50 feet through work areas
 (b) A distance in tapers equal to the numerical value of the operating speed, i.e., 60 MPH = 60 feet
 (c) In all areas not covered above maximum spacing shall be as follows:
 Radius of curve Spacing
 60' to 300' 25'
 300' to 700' 50'
 700' to 1000' 75'
 over 1000' 5 times the operating speed
 The maximum transverse spacing in tapers shall be determined from the following formula:
 $D = (W \times S) / L$

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

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

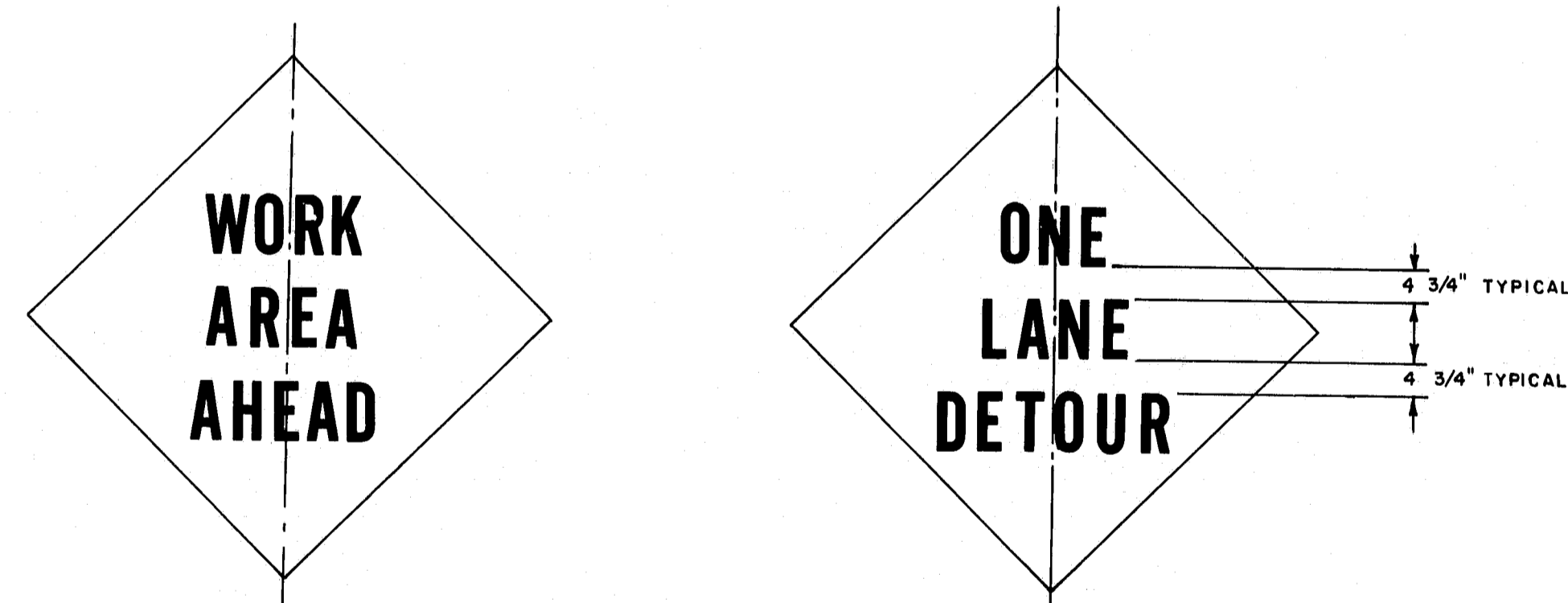
ALL DIMENSIONS AND OTHER REQUIREMENTS AS SPECIFIED IN THE SPECIAL PROVISIONS



ROADSIDE RECOVERY AREA

C

CONSTRUCTION WARNING SIGN DETAIL



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

D

PROJECT ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

DATE	REVISIONS
3-4-80	GENERAL NOTES
4/3/80 PF	A,B,C,GH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

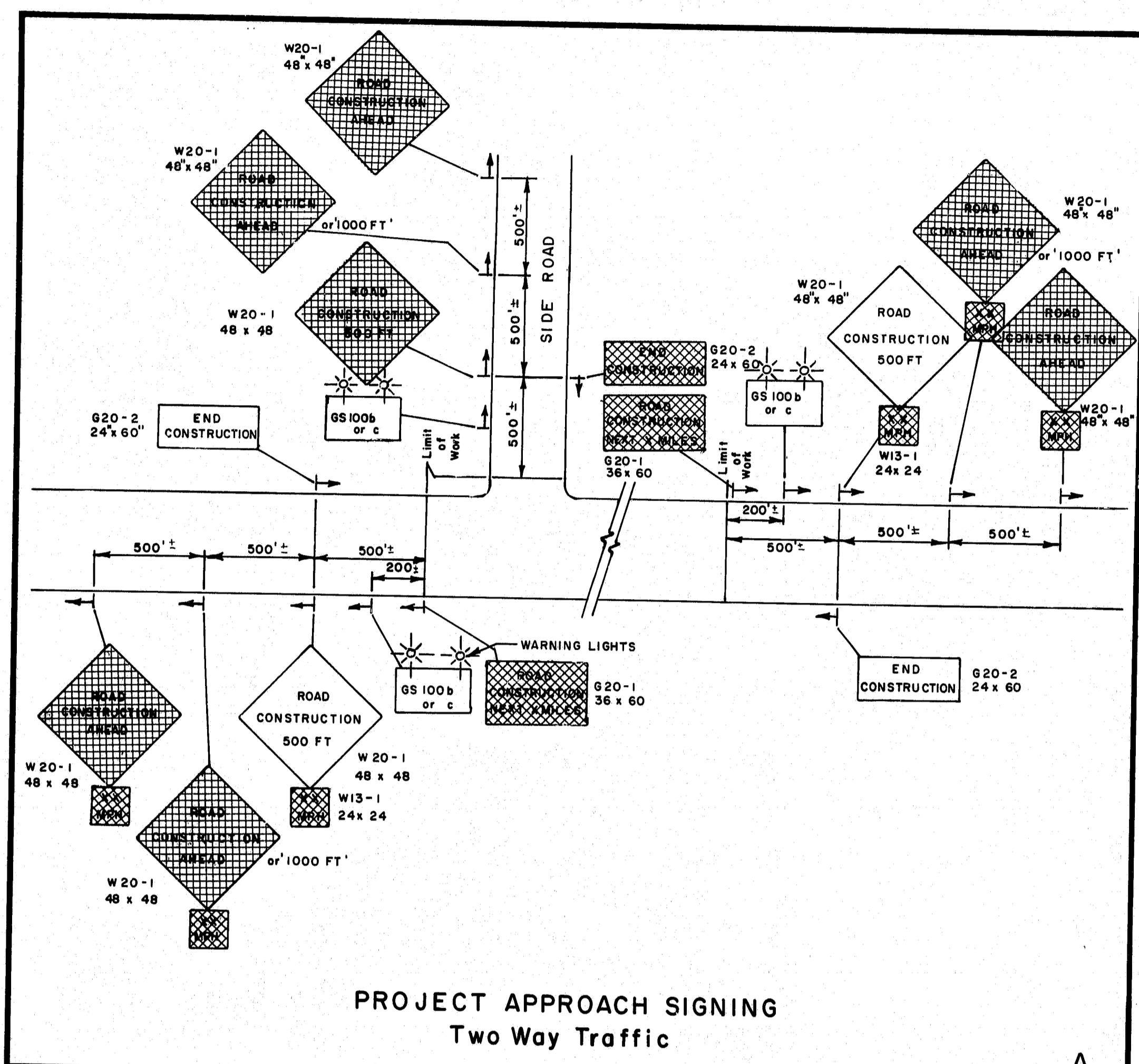
MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

180-156

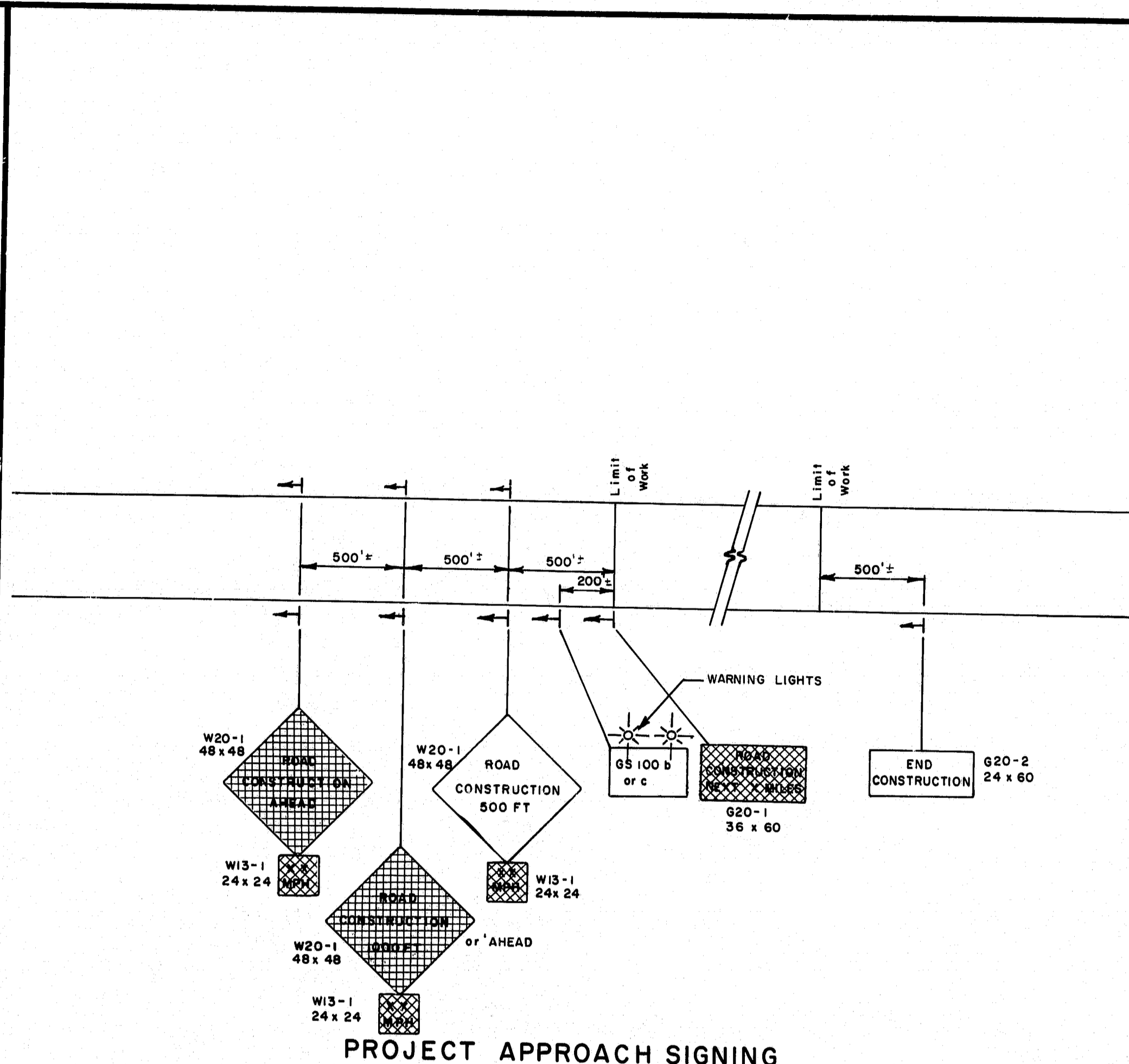
SHEET 1 OF 3 AUGUSTA, MAINE

Josh Bridge, Abagadasset River, Richmond Sh. 9 of 12

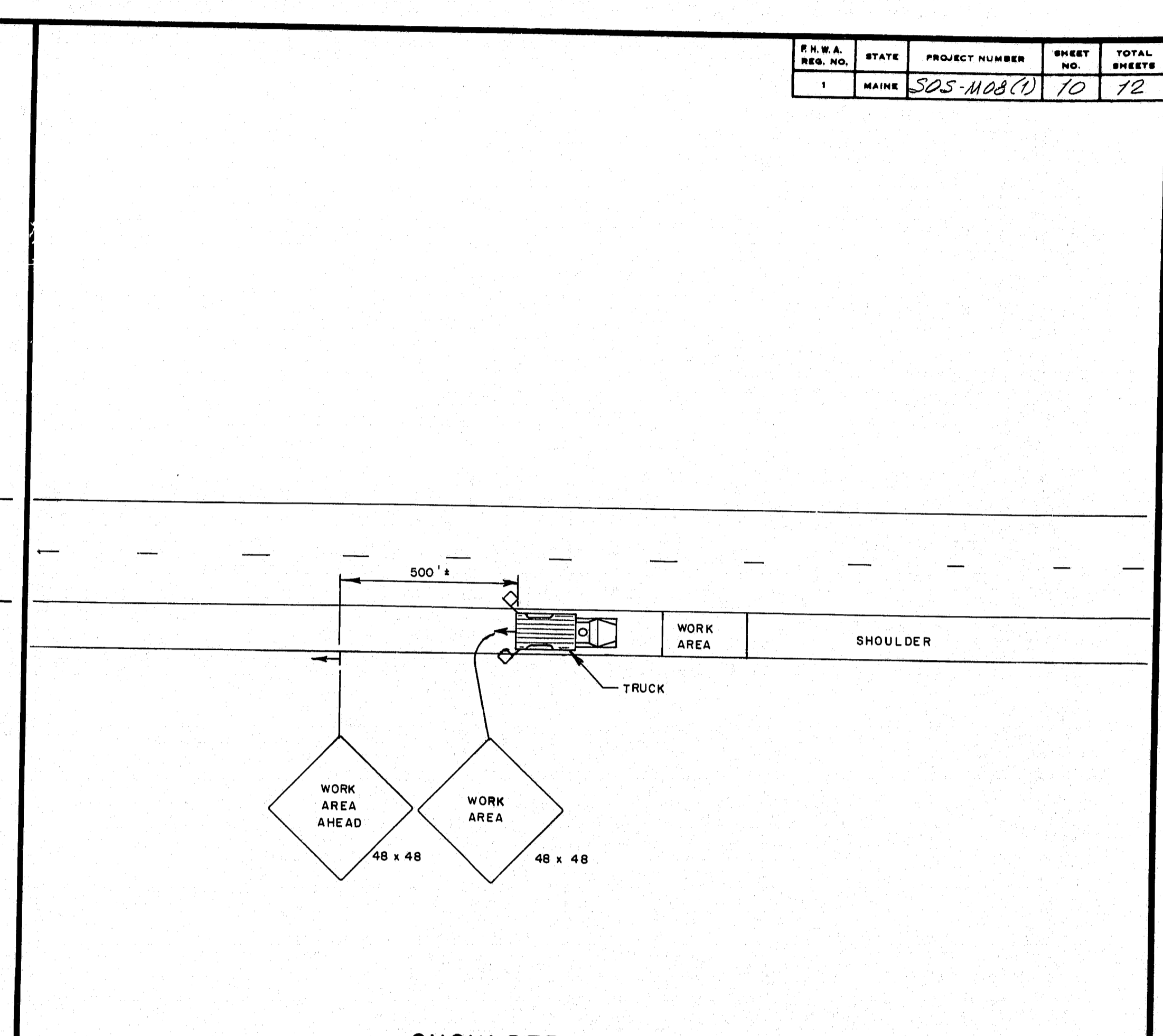
F.R.W.A. PLAN NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	505-1108(1)	10	12



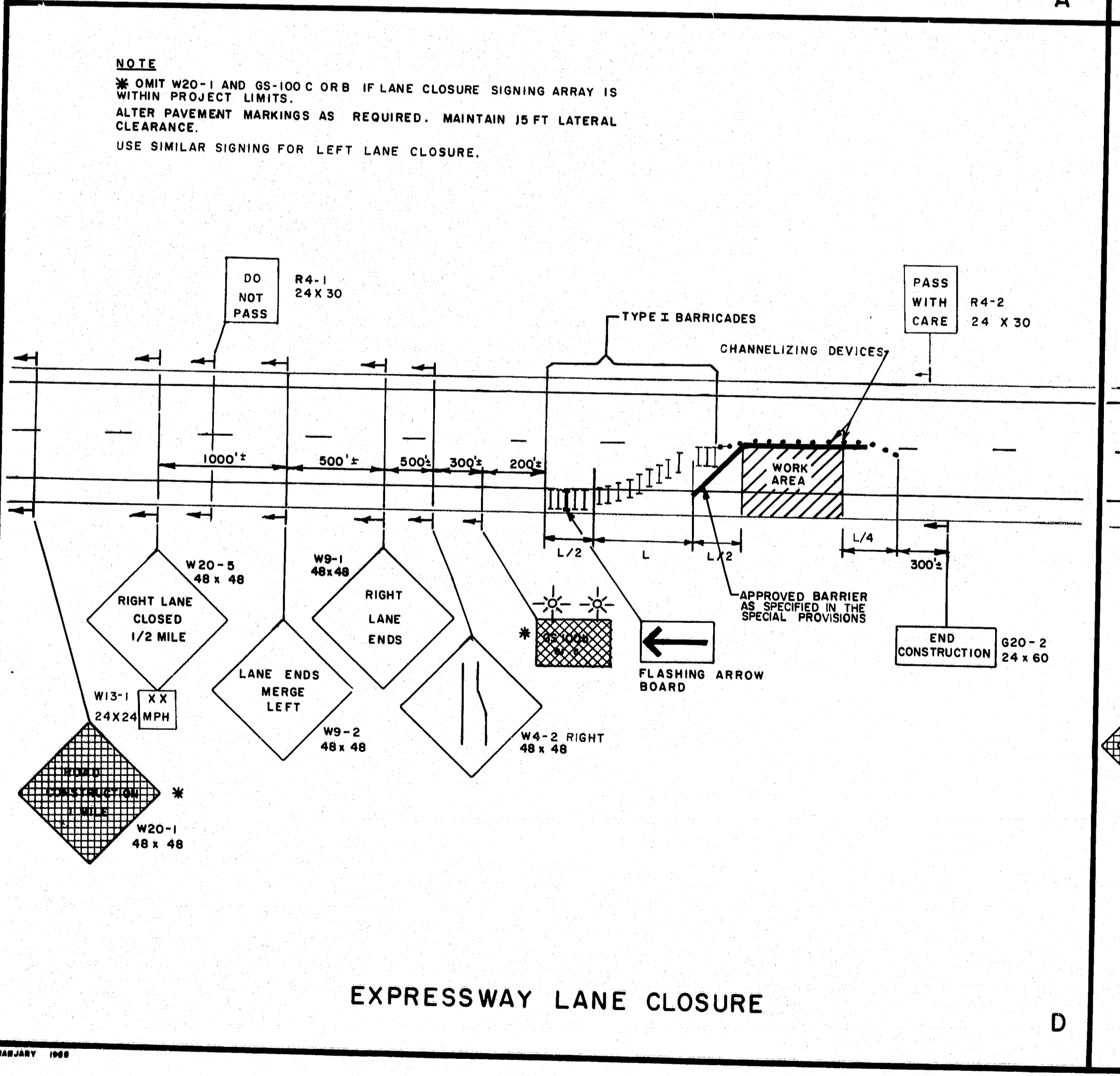
PROJECT APPROACH SIGNING
Two Way Traffic



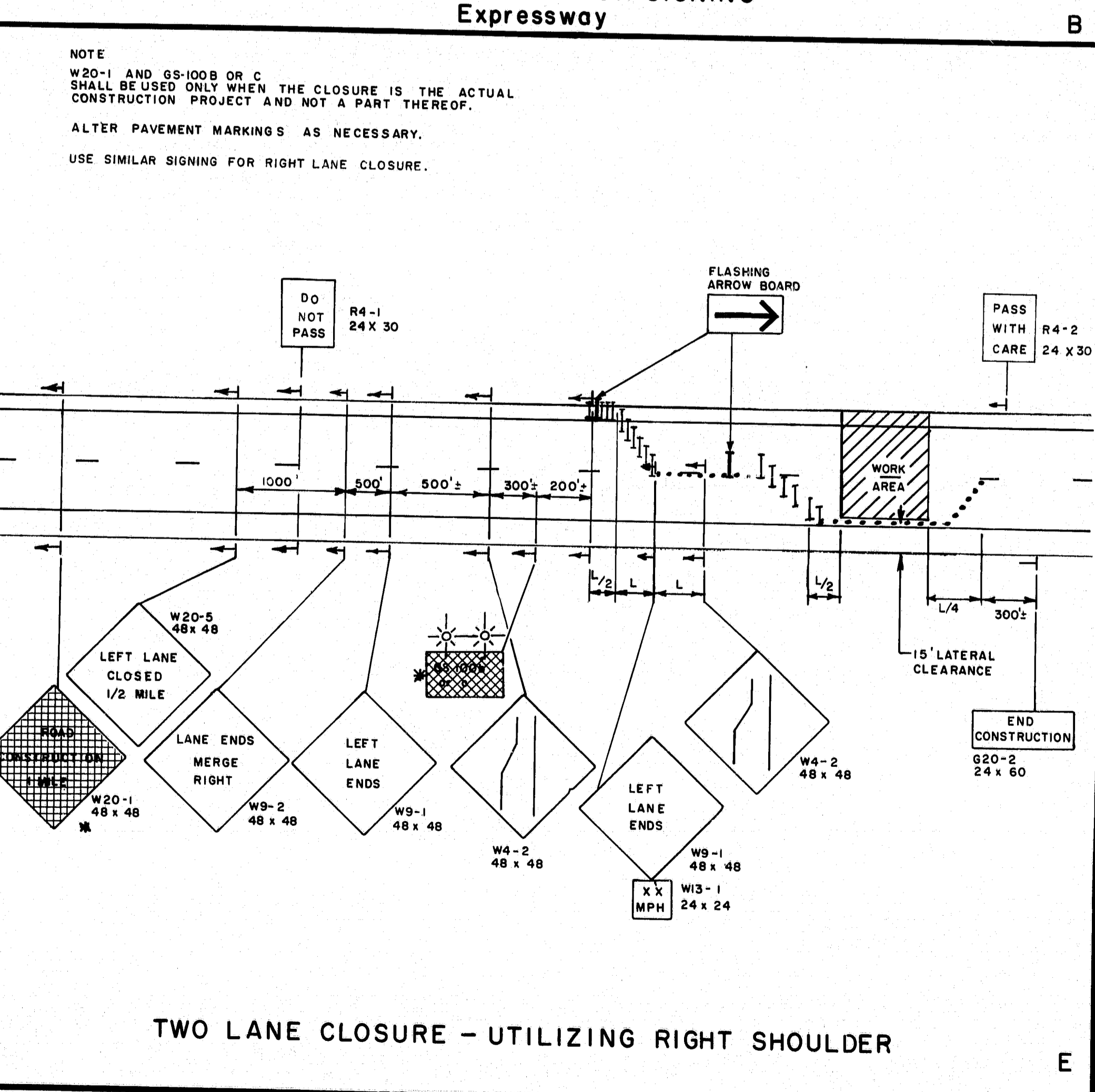
PROJECT APPROACH SIGNING
Expressway



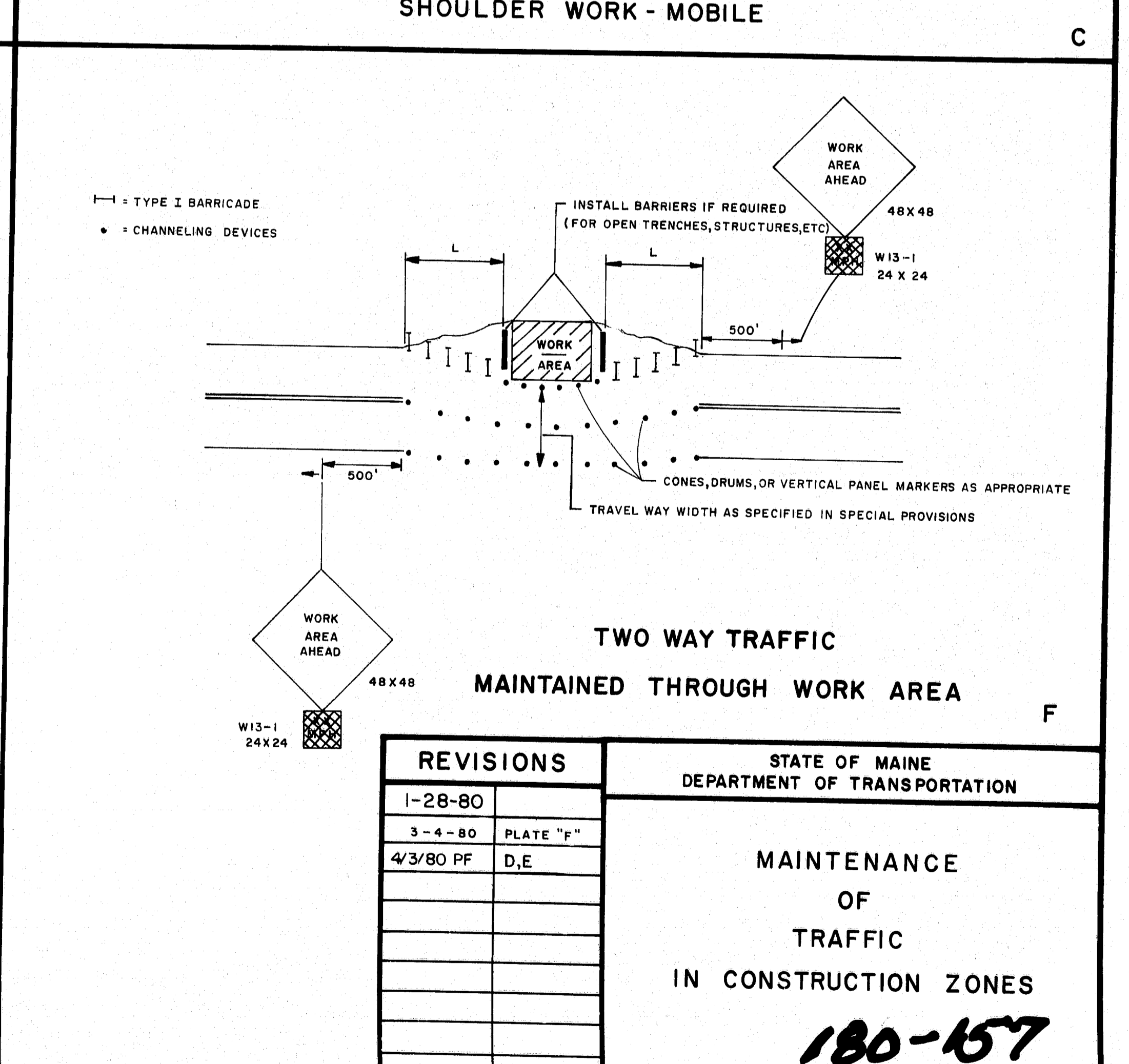
SHOULDER WORK - MOBILE



EXPRESSWAY LANE CLOSURE



TWO LANE CLOSURE - UTILIZING RIGHT SHOULDER



TWO WAY TRAFFIC
MAINTAINED THROUGH WORK AREA

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

NOTE
* OMIT W20-1 AND G5-100 C OR B 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.

NOTE
W20-1 AND G5-100 B OR C SHALL BE USED ONLY WHEN THE CLOSURE IS THE ACTUAL CONSTRUCTION PROJECT AND NOT A PART THEREOF.
ALTER PAVEMENT MARKINGS AS NECESSARY.
USE SIMILAR SIGNING FOR RIGHT LANE CLOSURE.

— TYPE I BARRICADE
• CHANNELIZING DEVICES

INSTALL BARRIERS IF REQUIRED (FOR OPEN TRENCHES, STRUCTURES, ETC.)
CONES, DRUMS, OR VERTICAL PANEL MARKERS AS APPROPRIATE
TRAVEL WAY WIDTH AS SPECIFIED IN SPECIAL PROVISIONS

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

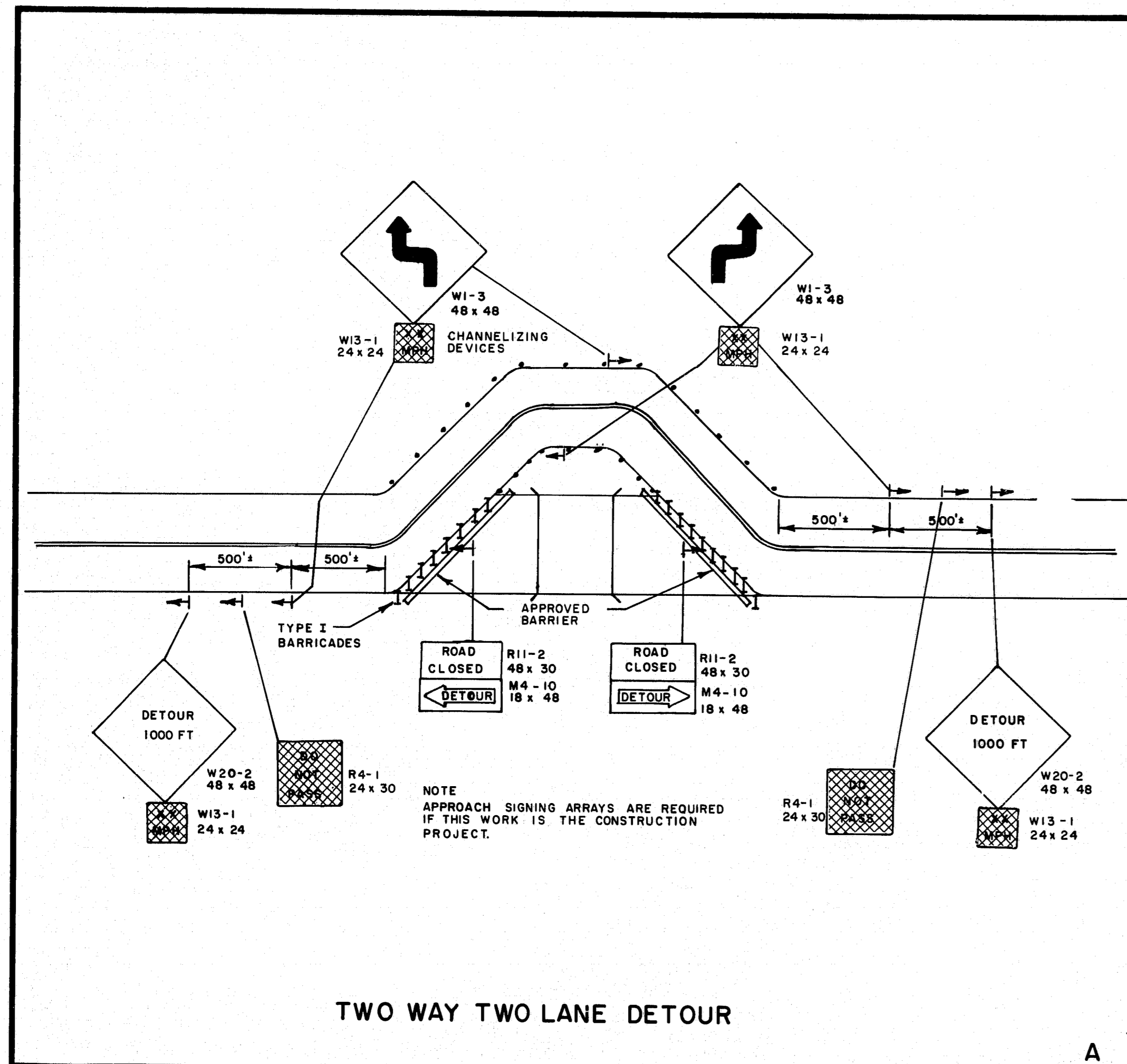
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

180-157

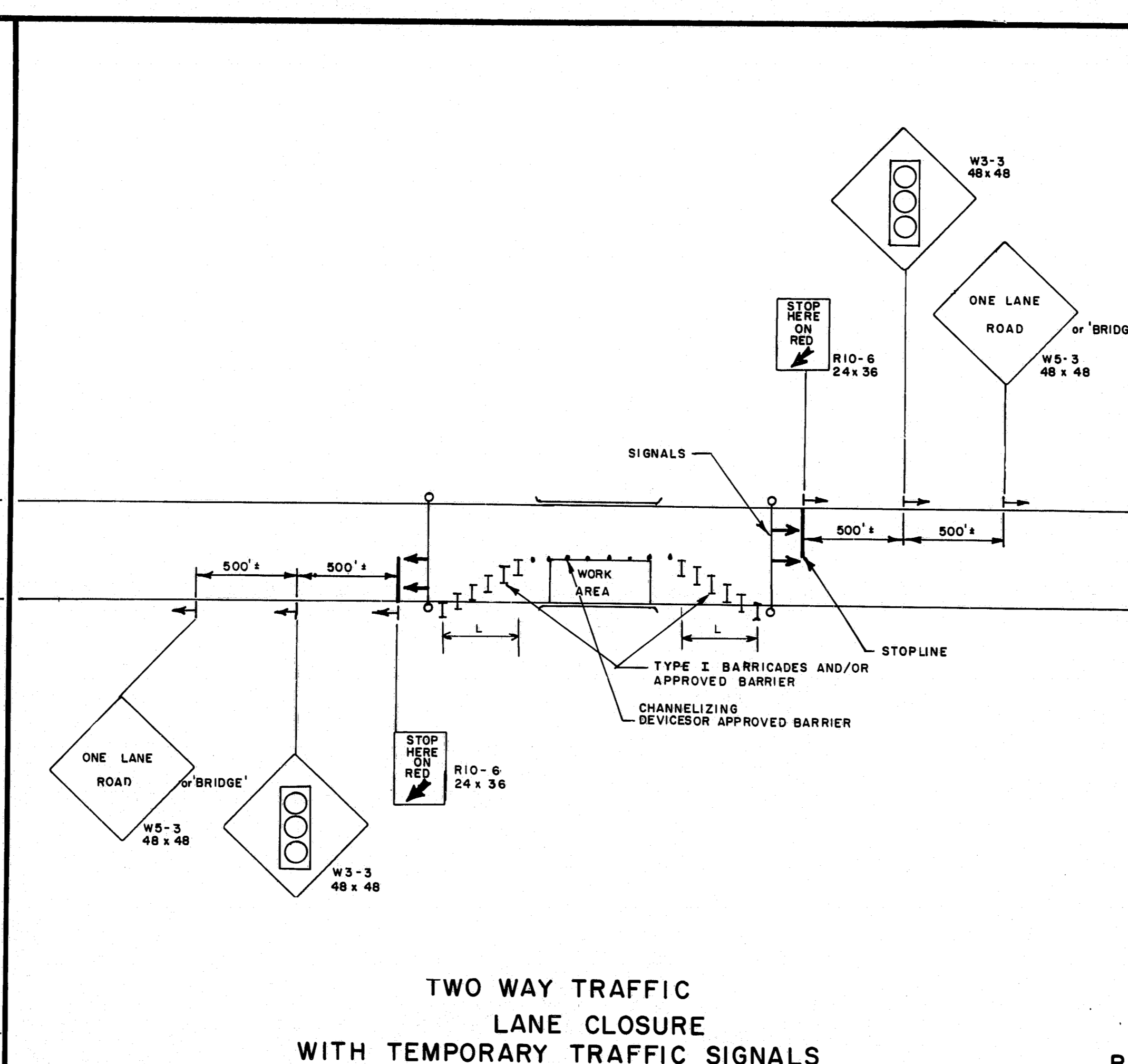
SHEET 2 OF 3 AUGUSTA, MAINE JULY, 1979

Josh Bridge, Abagadasset River, Richmond Sh. 10 of 12



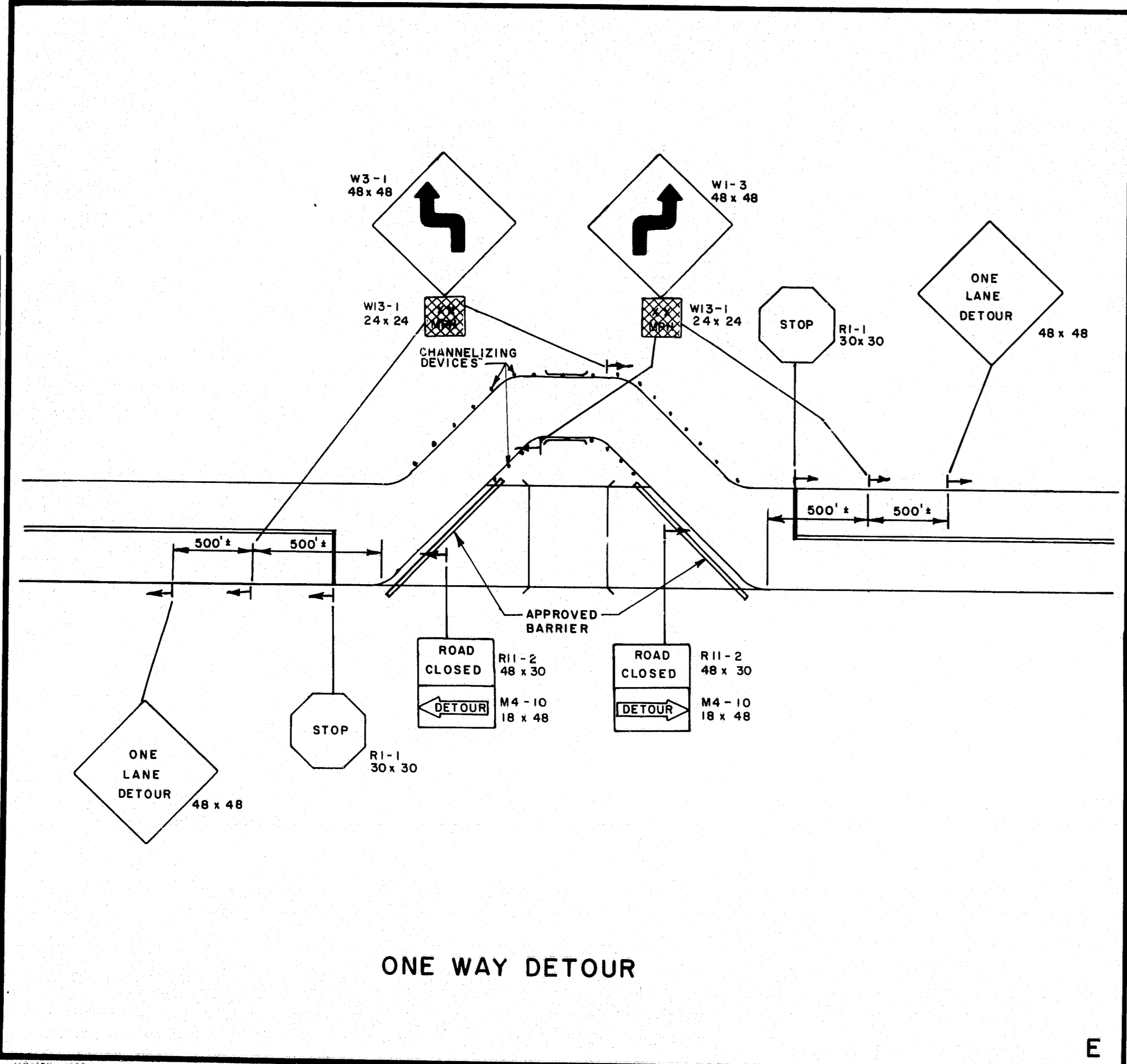
TWO WAY TWO LANE DETOUR

A



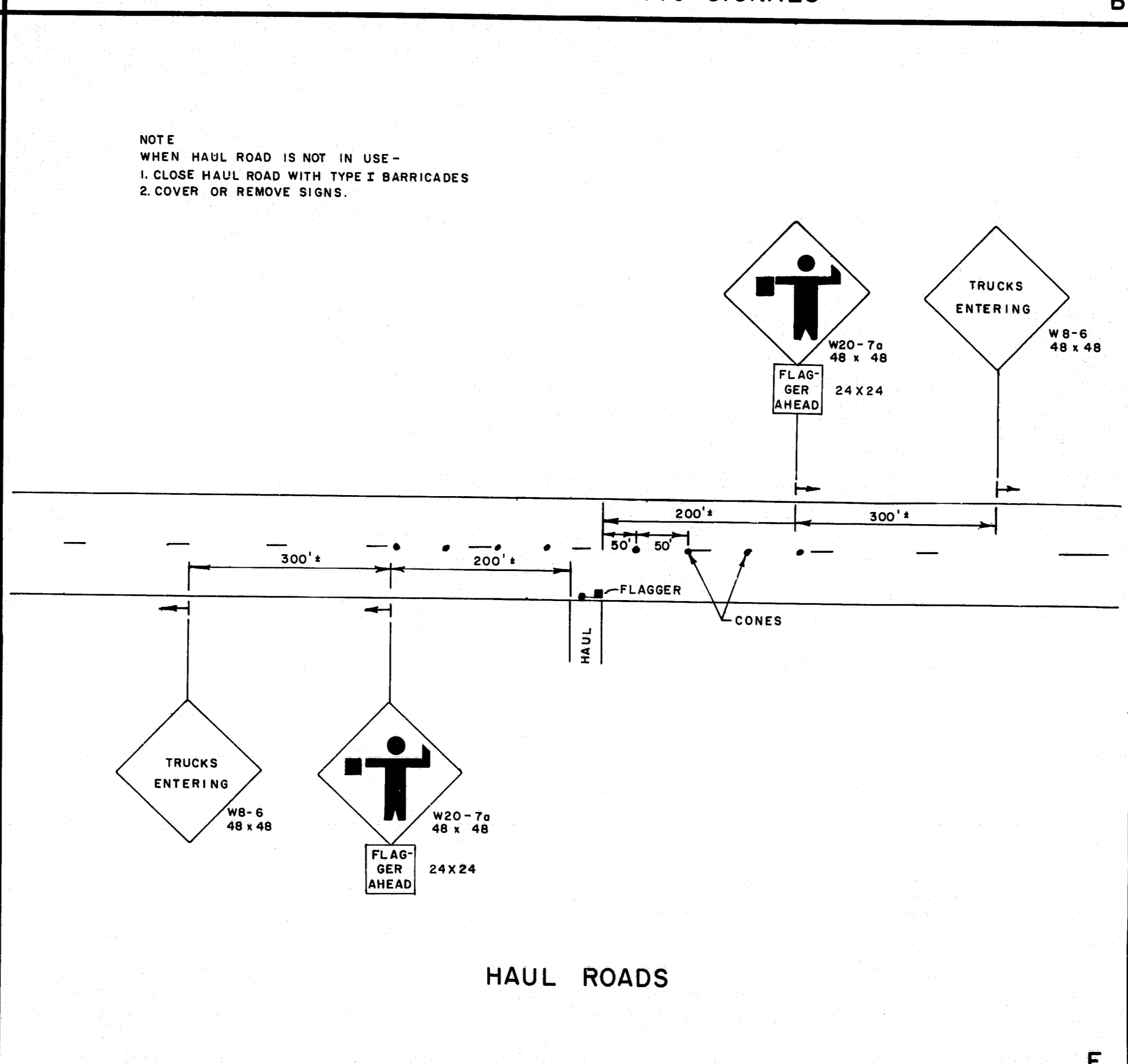
TWO WAY TRAFFIC LANE CLOSURE WITH TEMPORARY TRAFFIC SIGNALS

B



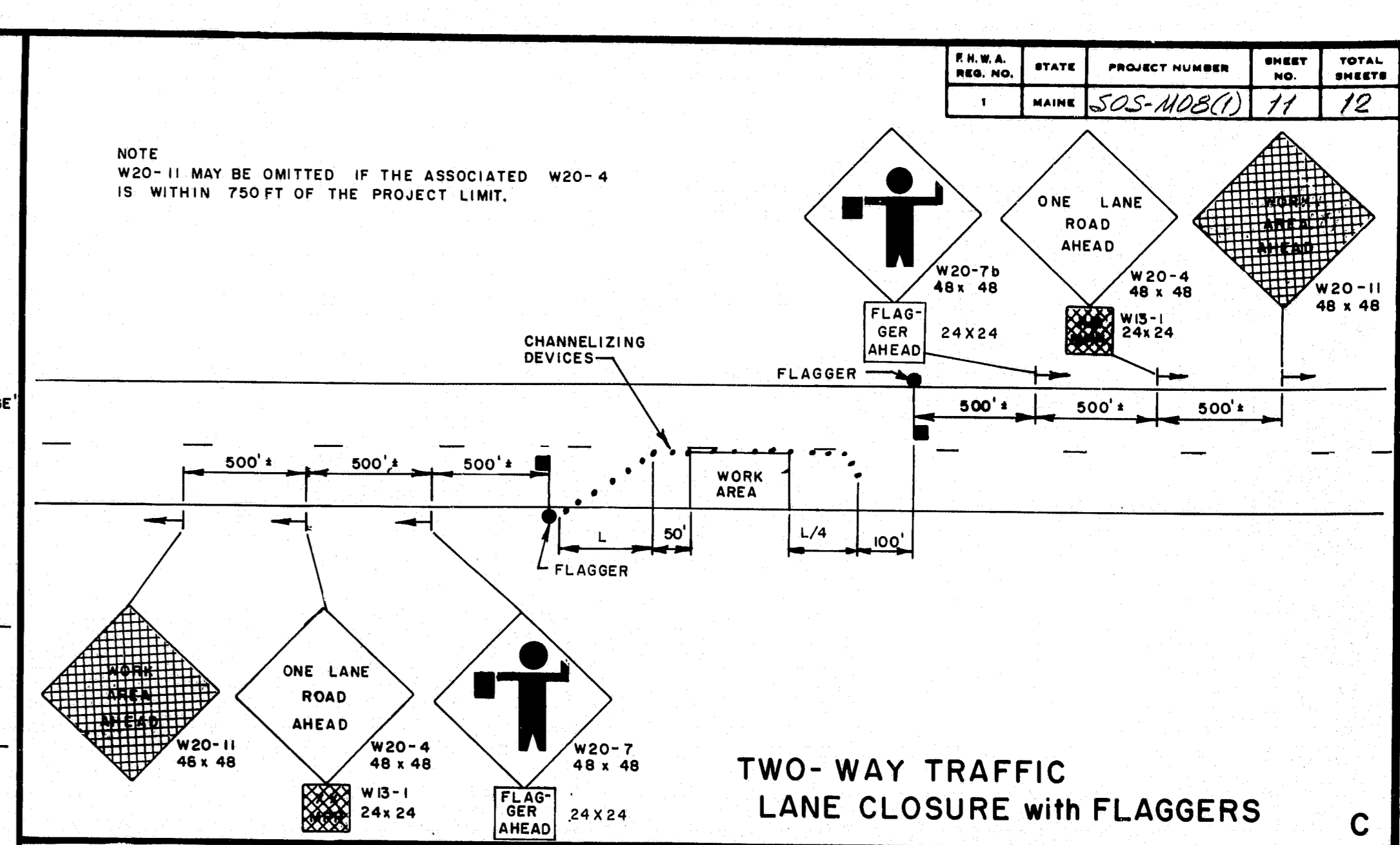
ONE WAY DETOUR

E



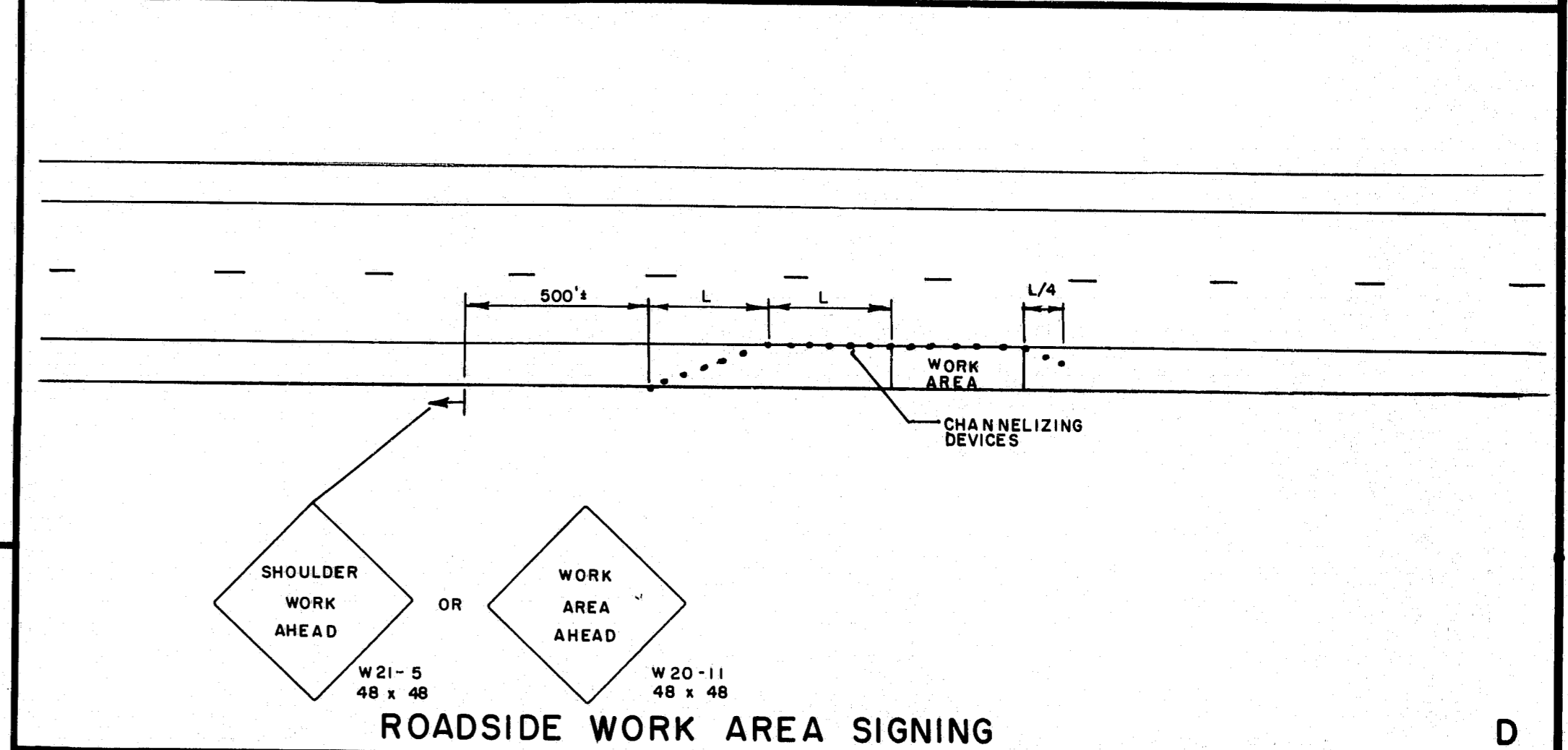
HAUL ROADS

F



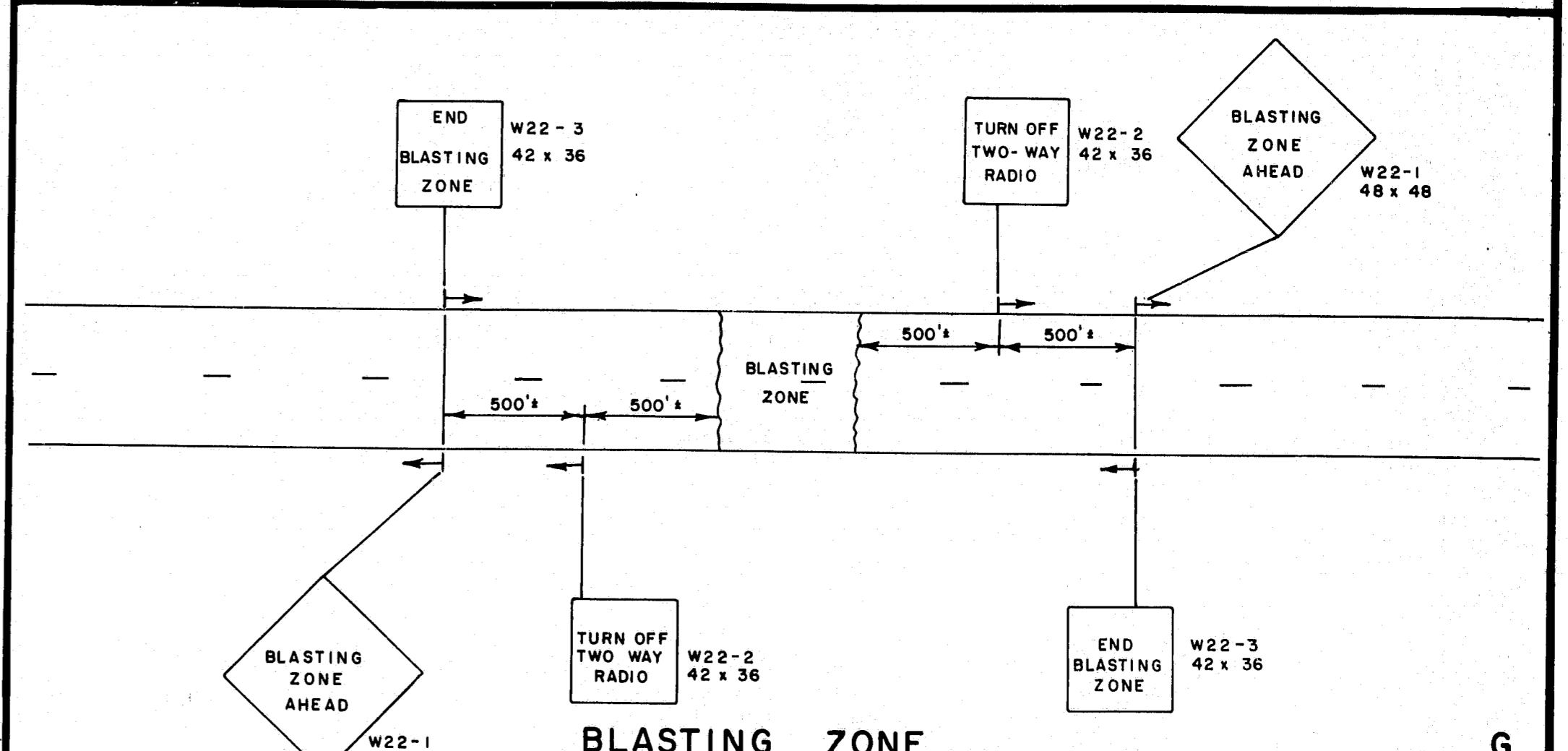
TWO-WAY TRAFFIC LANE CLOSURE with FLAGGERS

C



ROADSIDE WORK AREA SIGNING

D



BLASTING ZONE

G

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

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
4/3/80	PF	B, C, D	

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES

100-158

SHEET 3 OF 3 AUGUSTA, MAINE JULY, 1979

Josh Bridge, Abagadasset River, Richmond Sh. 11 of 12