F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	1	15

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAYS

RIDEOUT BRIDGE
OVER
MILL BROOK
IN THE TOWN OF
CUMBERLAND
CUMBERLAND COUNTY

PROJECT NO. 5340

CONVENTIONAL SIGNS

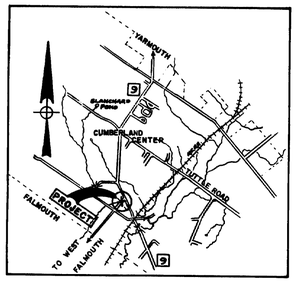
COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - NEW - ACCESS CONTROL
R/W LINES - NEW - NO ACCESS CONTROL
CULVERT - EXISTING
CULVERT - PROPOSED
CURBING - EXISTING
CURBING - PROPOSED
TRAVELLED WAY - EXISTING
TRAVELLED WAY - PROPOSED
UNDERGROUND UTILITIES - EXISTING
UNDERGROUND UTILITIES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

INDEX OF SHEETS

TITLE SHEET 1
SURVEY 2
PROFILE 3
STRUCTURAL PLATE PIPE 4
CROSS SECTIONS . . . . . 5—10
RIGHT OF WAY MAP 11

STANDARD DETAILS

AUGUST 1969 (6) 12
AUGUST 1969 (11) 13
AUGUST 1969 (12) 14
BD 110-69 GUARD RAIL TYPE 3b . . . 15



LOCATION MAP

1 0 1 2
SCALE OF MILES

SPECIFICATIONS

DESIGN – AASHO Standard Specifications for Highway Bridges 1969 and Interim Specification 1970, 1971, 1972

CONTRACT – State of Maine, State Highway Commission, Standard Specifications, Highways & Bridges, Revision of June 1968.

LIVE LOADING

HS 20-44

TRAFFIC DATA

A.D.T. 660 1971
A.D.T. 1060 1991
D.H.V. 138
T. (%)
D. (%)
V.
P.S.D. (%)
18 KIPS

ESTIMATED BRIDGE QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
201.11	Clearing	Acre	0.25
201.13	Removing Single Trees, 9" to 24"; Tops only	EA.	1
202.09	Removal of Existing Superstructure (Retained by Department)	L.S.	1
203.20	Common Excavation	C.Y.	100
203.24	Common Borrow	C.Y.	4050
203.25	Granular Borrow	C.Y.	465
205.04	Overhaul (In place Measure)	Yd.Mi.	2220
205.05	Overhaul (Pit Measure)	Yd.Mi.	930
206.06	Structural Earth Excavation-Drainage & Minor Struct.	C.Y.	525
206.12	Structural Earth Excavation - Channel	C.Y.	460
304.10	Aggregate Subbase Course - Gravel	C.Y.	1110
410.161	Cover Coat Material, Sand (Leveling)	C.Y.	10
460.22	Hot Bituminous Pavement	Ton	100
509.11	138 Inch Structural Plate Pipe	L.S.	1
606.26	Terminal Ends - Single Rail	EA.	4
606.55	Guard Rail Type 3 - Single Rail	L.F.	500
606.60	Guard Rail Type 3 - Curvlar - Greater Than 15 Feet Radius	L.F.	50
610.08	Plain Riprap	C.Y.	210
615.07	Loam	C.Y.	15
616.08	Sodding	S.Y.	44
618.14	Seeding, Method Number 2	Unit	20
618.15	Temporary Seeding	lbs.	20
619.09	Hay Mulch	Unit	35
629.05	Labor, Straight Time	M.Hr.	20
631.13	Bulldozer (including operator)	Hr.	10
631.171	Truck - Small (including operator)	Hr.	10
631.22	Front End Loader (including operator)	Hr.	10
632.08	Warning Lights	Group	2
633.09	Portable Barricade	EA.	2
639.10	Field Office, Type C	EA.	1
657.201	Seed & Application, Method A	Unit	15

COAST GUARD PERMIT: not required.

APPROVED:

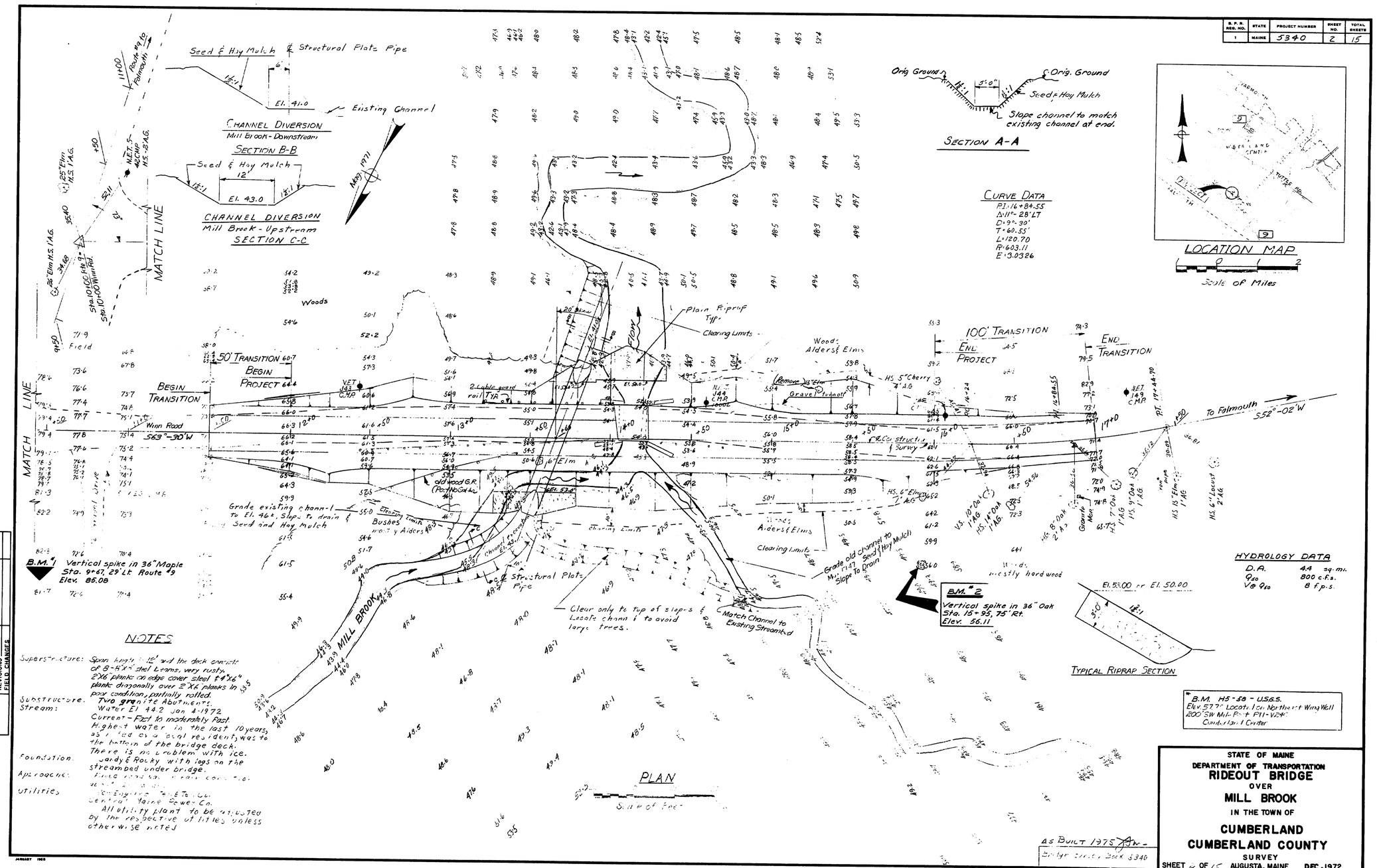
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
David H. Stevens, COMMISSIONER	Apr. 9, 1973
Richard A. Smith, BUREAU DIRECTOR AND CHIEF ENGINEER	Apr. 9, 1973

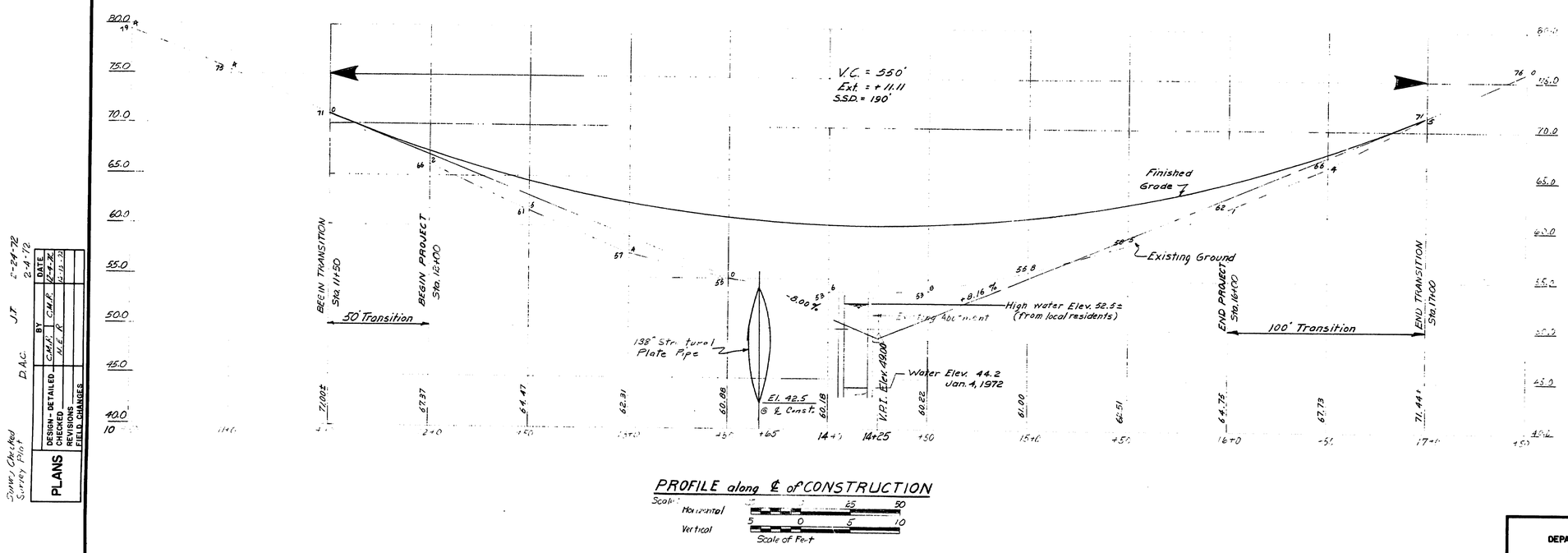
AS BUILT 1975

144-115

R.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	2	15



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	3	15



PROFILE along ℄ of CONSTRUCTION

Scale: Horizontal 65 50; Vertical 5 0 5 10; Scale of Feet

PLANS		BY	DATE
	DESIGN - DETAILED	C.M.R.	12-4-72
	DESIGNED	M.E.R.	12-13-72
	REVISIONS		
	FIELD CHANGES		

D.A.C. J.T. 2-24-72 2-4-72

Survey Checked Survey Plot

JANUARY 1963

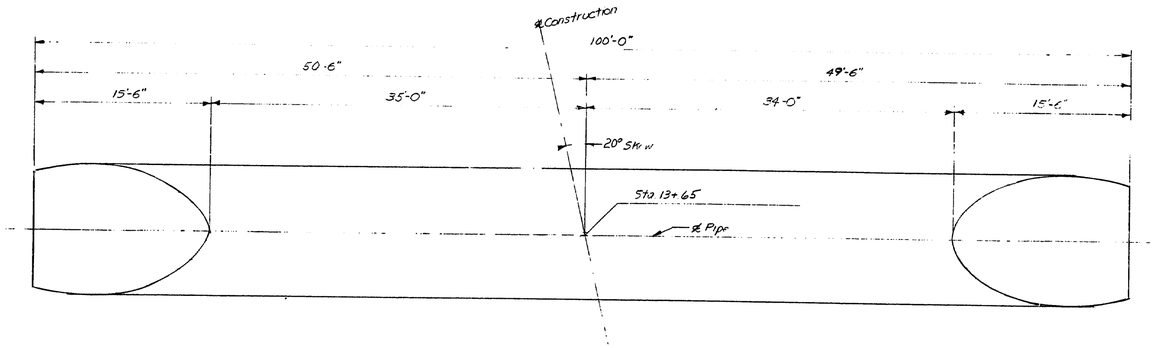
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIDEOUT BRIDGE
OVER
MILL BROOK
IN THE TOWN OF
CUMBERLAND
CUMBERLAND COUNTY
PROFILE
SHEET 3 OF 15 AUGUSTA, MAINE DEC. 1972

144-117

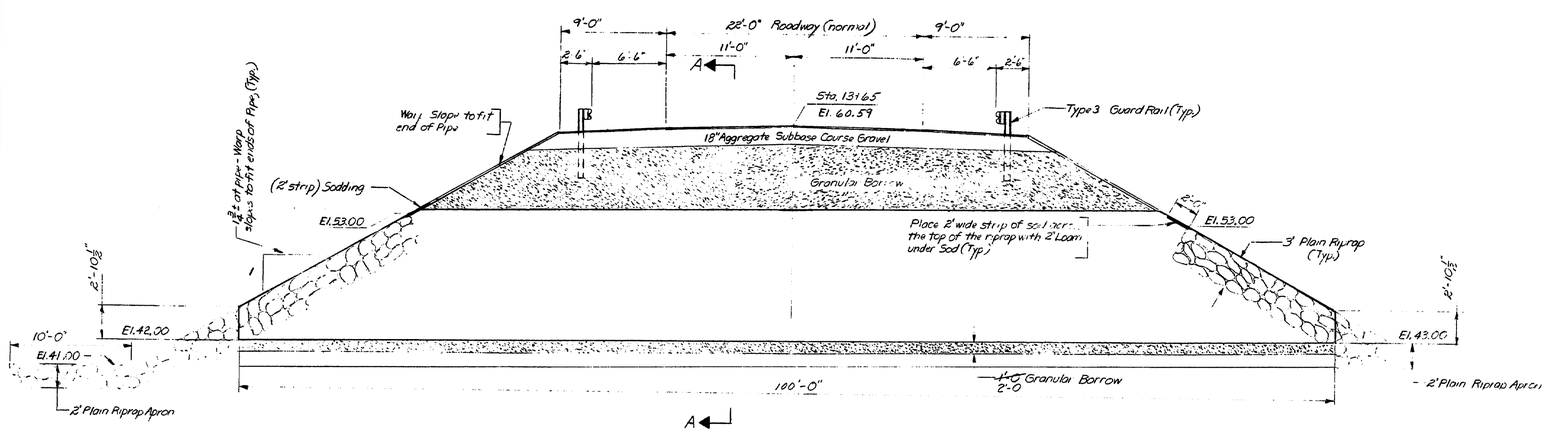
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	4	15

NOTES:

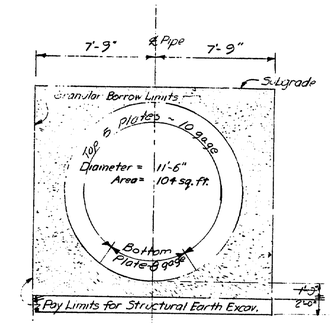
1. One 138 inch diameter Structural Plate Pipe required. Top 5 plates shall be 10 gage, bottom plate shall be 5 gage.
2. The pipe shall be elongated 5% vertically.
3. Assemble with $\frac{3}{4}$ inch diameter hot dipped galvanized bolts (ASTM A325)
4. Ends shall be cut to the slope as shown on the details.
5. Granular Borrow shall meet the requirements of Subsection 703.19, Material for Underwater Backfill.
6. Granular Borrow may be omitted under the pipe if the existing material is suitable in the opinion of the Engineer.
7. Riprap shall be carefully placed around ends of pipe so that no damage to the pipe will result and in such a manner that the finished slope will match the ends of the pipe. No separate payment will be made for the extra work required to place riprap adjacent to the ends of the pipe. Payment for all labor, materials and equipment necessary to place riprap in the required manner will be made under Item 610.08 Plain Riprap.
8. Place a 2 ft. wide strip of sod along the top of the riprap and over the pipe. Typical at both ends of pipe.



PLAN



ELEVATION



SECTION A-A

PLANS	BY	DATE
DESIGN - DETAILED	C.M.A.	12-1-72
CHECKED	W.L.A.	12-1-72
REVISIONS		
FIELD CHANGES		

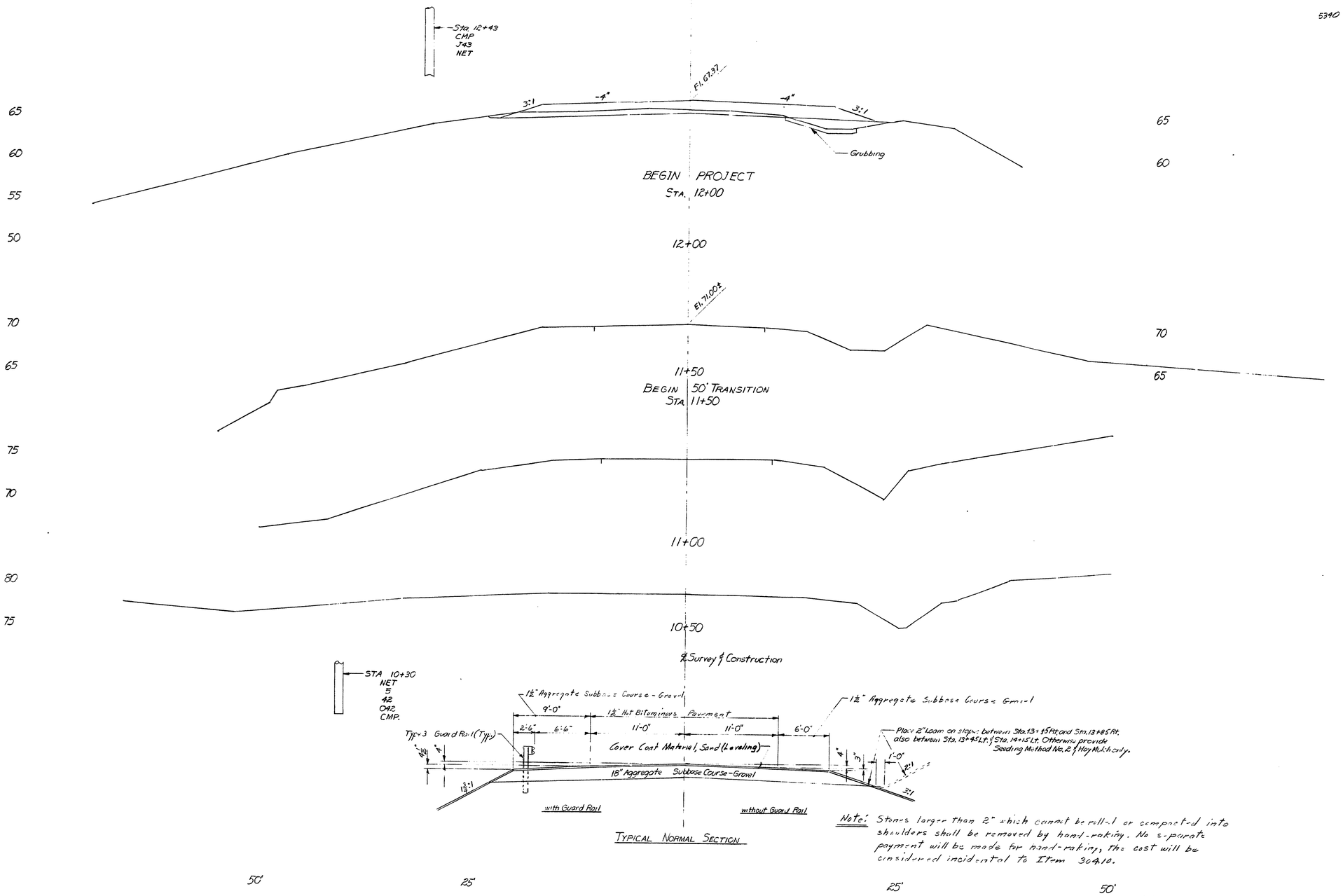
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIDEOUT BRIDGE
OVER
MILL BROOK
IN THE TOWN OF
CUMBERLAND
CUMBERLAND COUNTY
STRUCTURAL PLATE PIPE
SHEET 4 OF 15 AUGUSTA, MAINE DEC. 1972

AS BUILT 1975

144-118

JANUARY 1966

5340 5 15

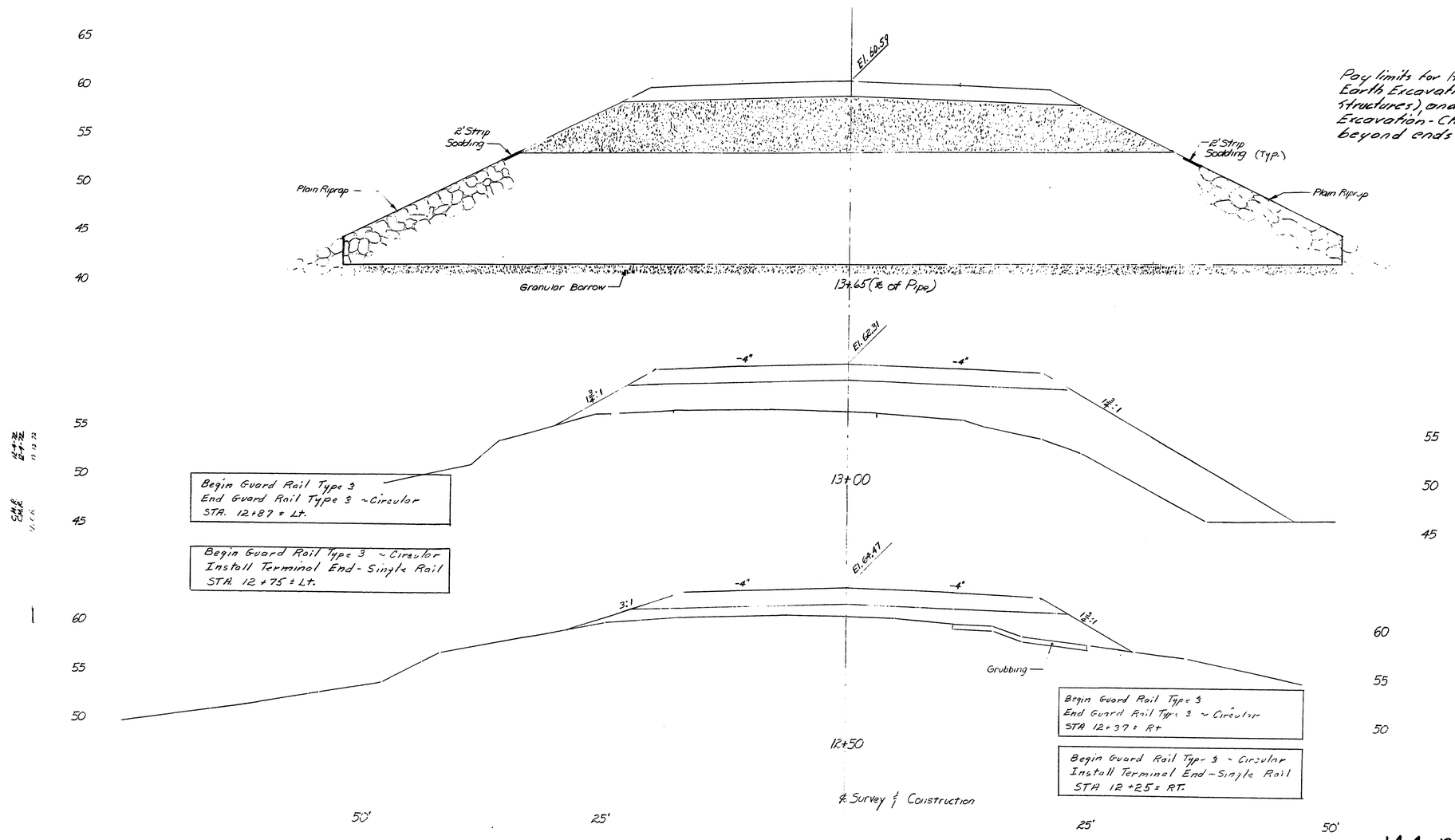


Note: Stones larger than 2" which cannot be rolled or compacted into shoulders shall be removed by hand-raking. No separate payment will be made for hand-raking, the cost will be considered incidental to Item 304.10.

144-119

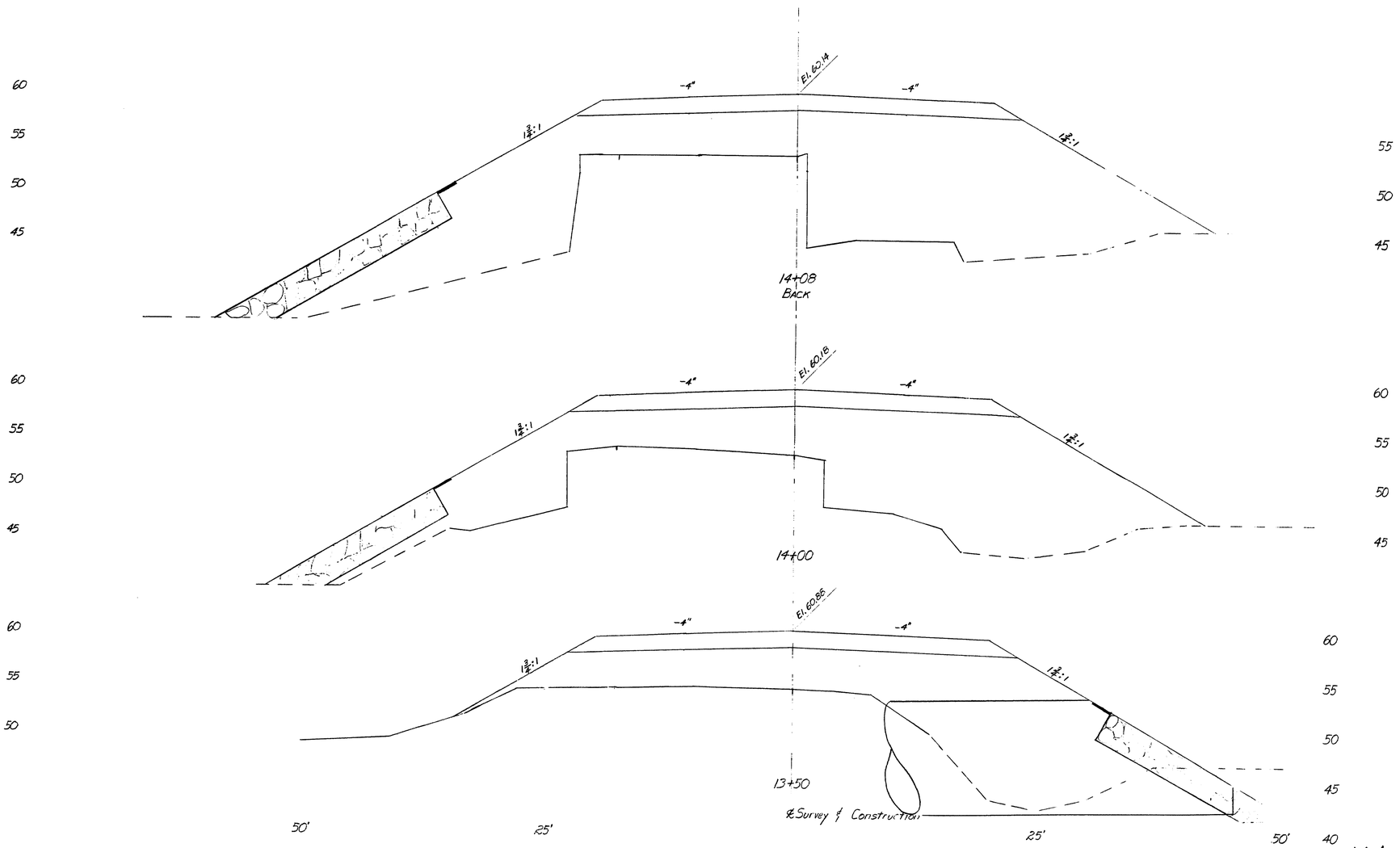
IR 5340 RIDGEOUT BRIDGE over MILL BROOK, CUMBERLAND

Pay limits for Items 206.06, (Structural Earth Excavation-Drainage & Minor Structures), and 206.12, (Structural Earth Excavation - Channel), shall be 1'-6" beyond ends of pipe.



144-120 Br 5340 RIDGEOUT BRIDGE OVER MILL BROOK, CUMBERLAND

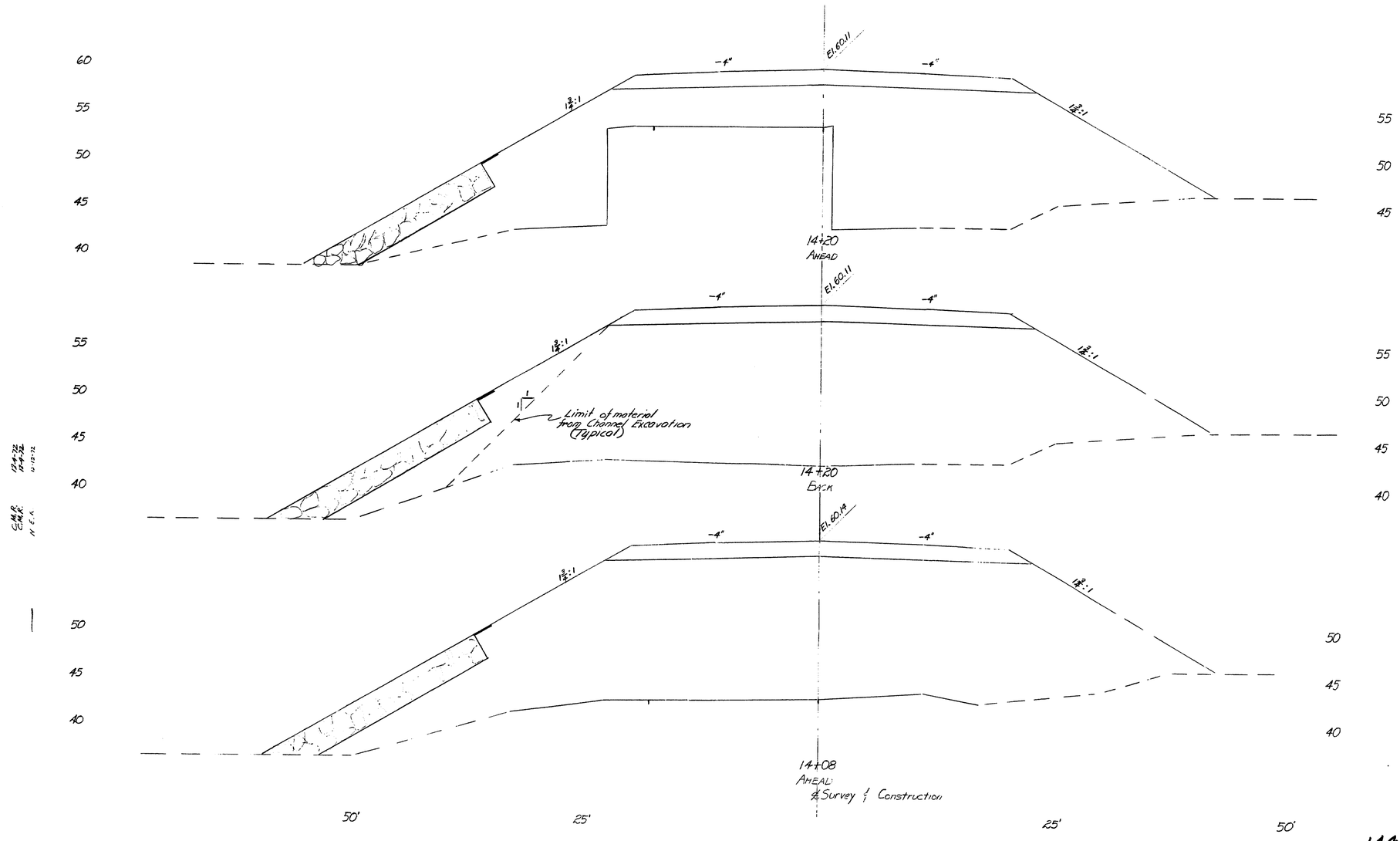
5340 7 15



144-121 Br. 5340 RIVICOT BRIDGE CWY
MILL BRCK (CUMBERLAND)

[redacted]

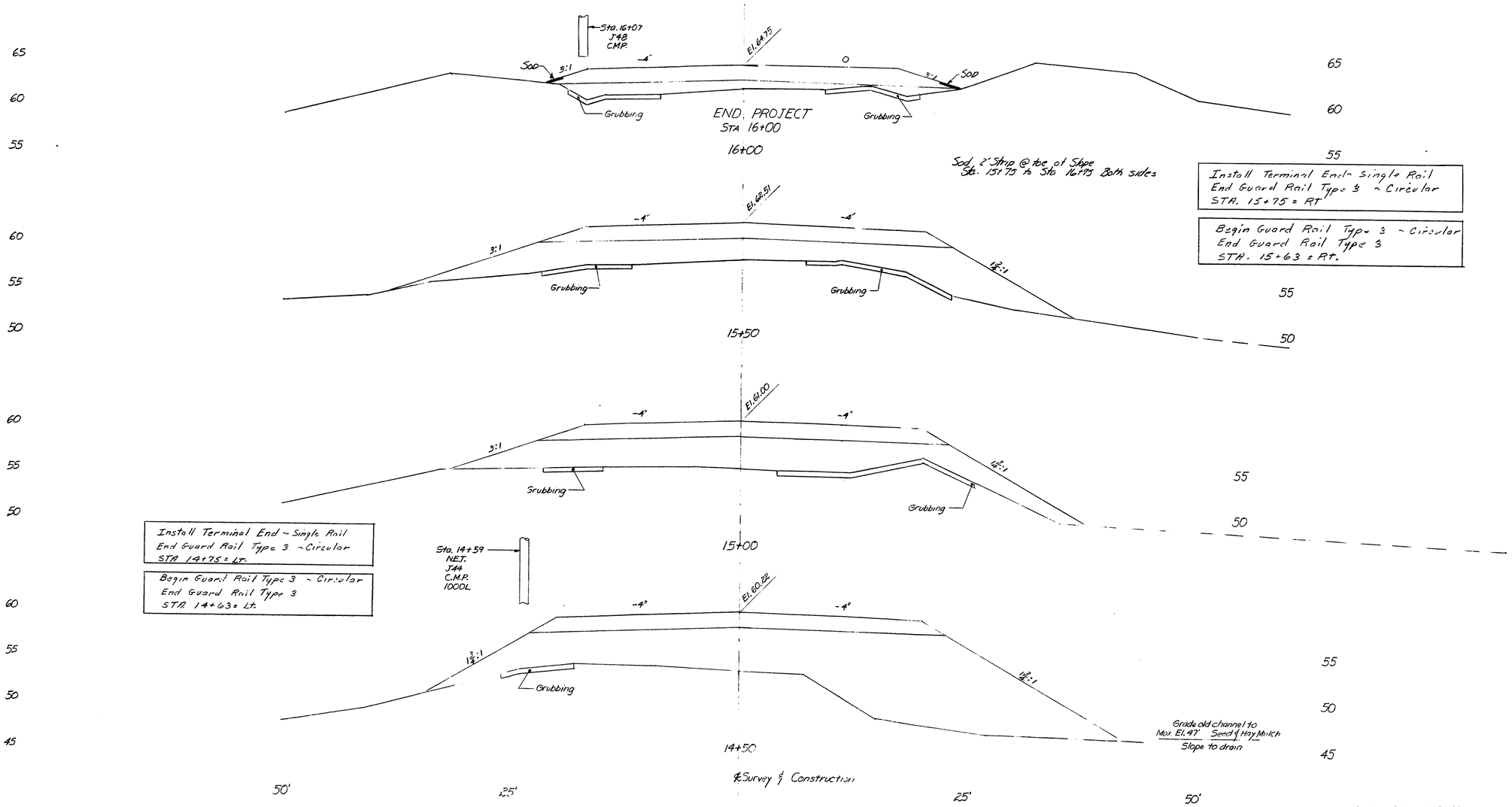
5340 8 15



C.M.R. 124-32
C.M.R. 124-32
N.E.A. 10-13-32

144-122

B. & O. RIDGELY BRIDGE CO.
MILL BROOK, CUMBERLAND

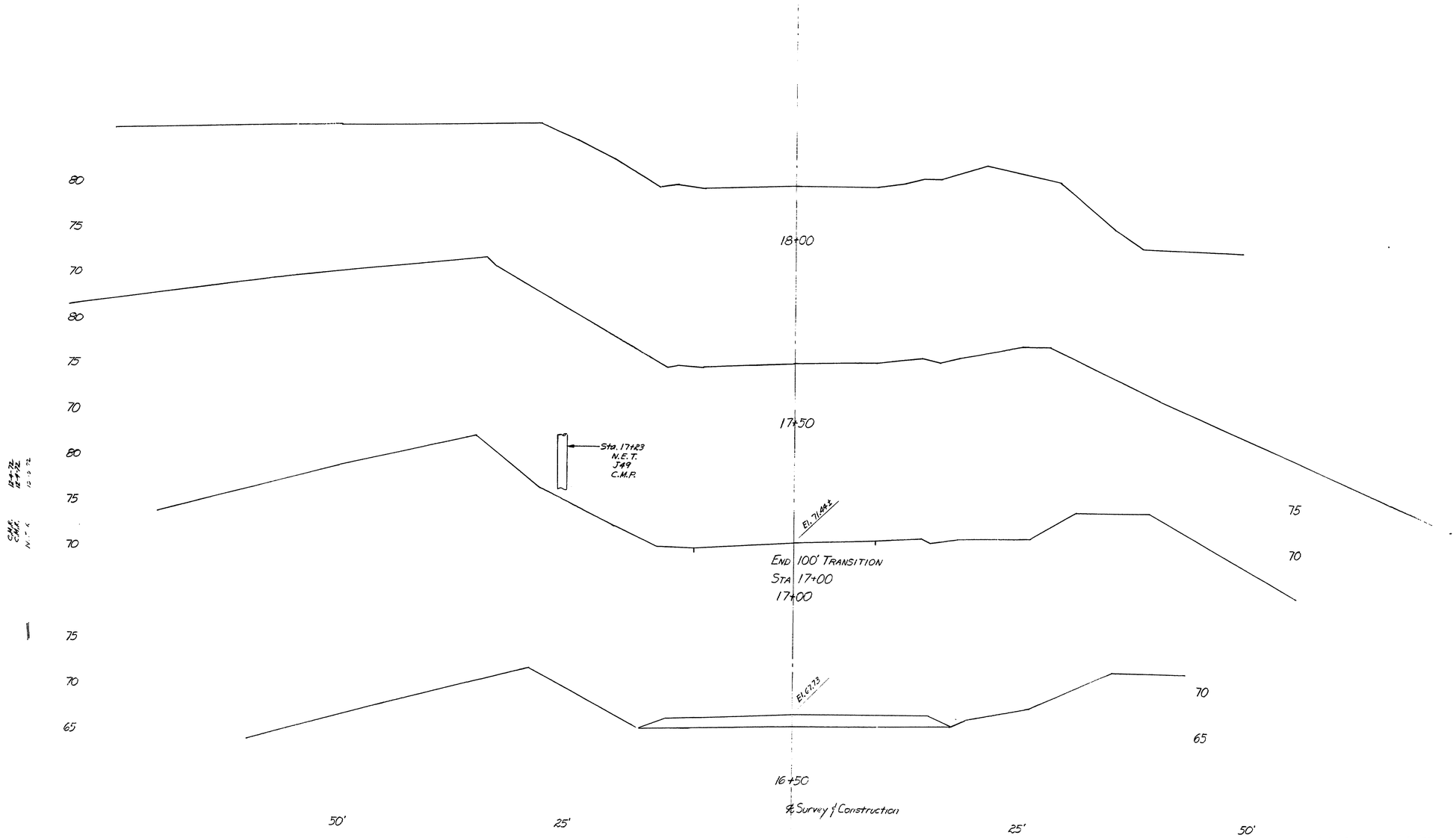


Survey & Construction

144-123

B 5340 RIDEOUT BRIDGE over MILL BROOK, CUMBERLAND

5340 10 15



144-124 BR 5340 RIDGEOUT BRIDGE
MILL BROOK, CUMBERLAND

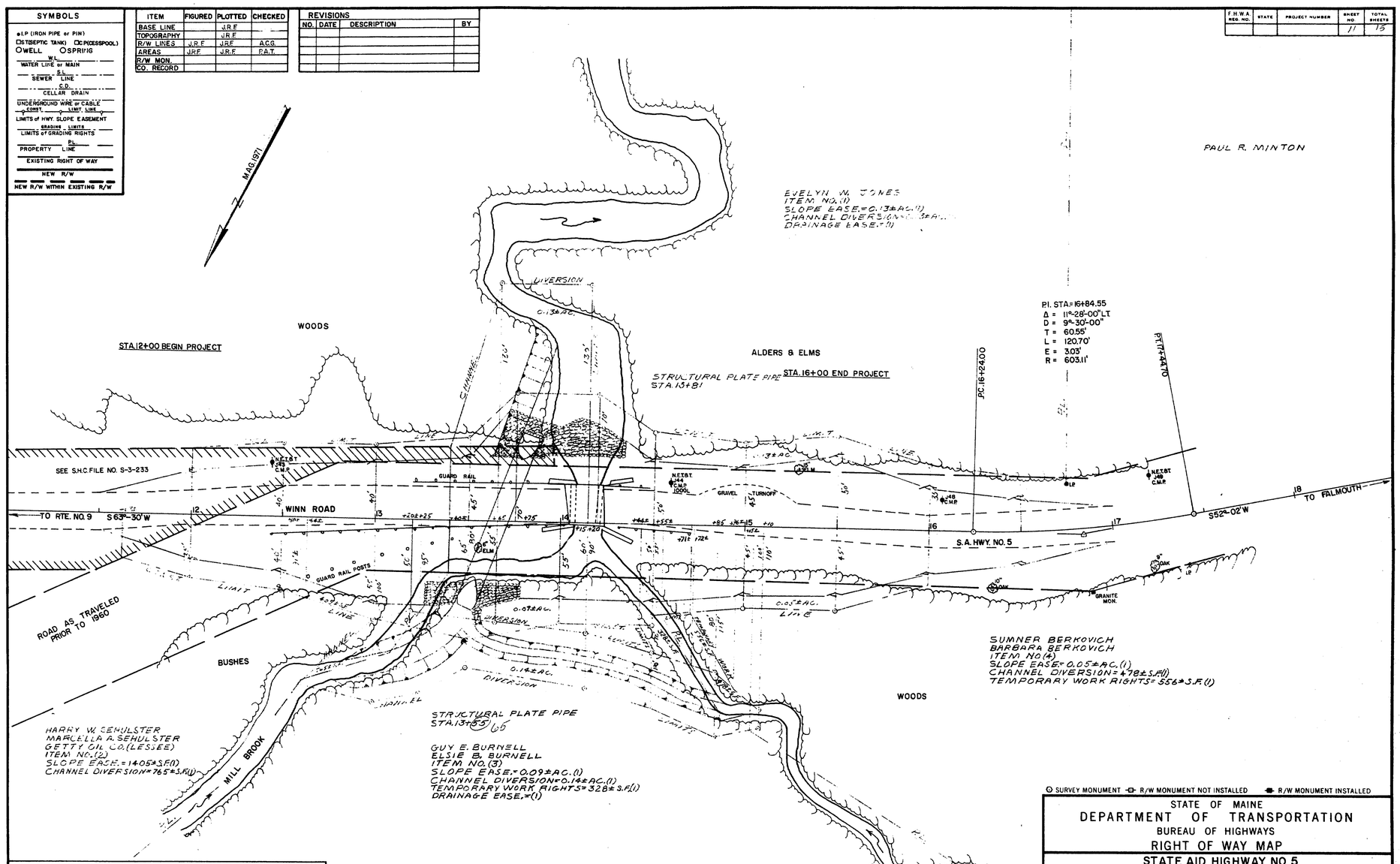
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			11	15

SYMBOLS

- ● I.P. (IRON PIPE or PIN)
- (S) SEPTIC TANK (C) C.P. (CESSPOOL)
- ○ WELL ○ SPRING
- W.L. — WATER LINE or MAIN
- S.L. — SEWER LINE
- C.D. — CELLAR DRAIN
- UNDERGROUND WIRE or CABLE — COMST. — LIMIT LINE
- LIMITS of HWY. SLOPE EASEMENT
- GRADING LIMITS — LIMITS of GRADING RIGHTS
- PL. — PROPERTY LINE
- EXISTING RIGHT OF WAY
- NEW R/W
- NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE		J.R.F.	
TOPOGRAPHY		J.R.F.	
R/W LINES	J.R.F.	J.R.F.	A.C.G.
AREAS	J.R.F.	J.R.F.	F.A.T.
R/W MON.			
CO. RECORD			

REVISIONS			
NO.	DATE	DESCRIPTION	BY



PLAN FILED IN PLAN BOOK	PAGE

COUNTY RECORD				
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

OLD R/W
FROM STA.11+0 TO STA. 13+97
SEE S.H.C. FILE NO. S-3-233
FROM STA. 11+0 TO STA. 17+50
SEE CUMBERLAND COUNTY
VOL. 17, PG. 319

○ SURVEY MONUMENT ⊖ R/W MONUMENT NOT INSTALLED ● R/W MONUMENT INSTALLED

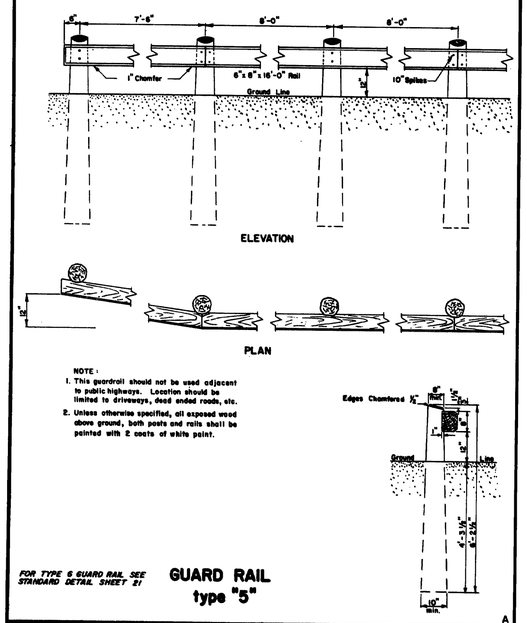
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP

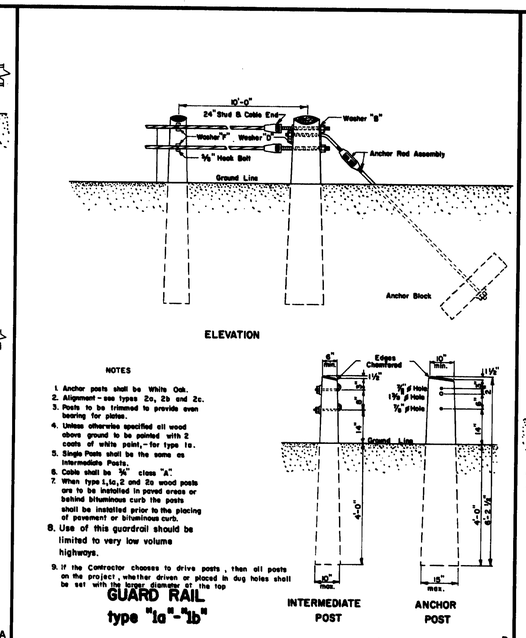
STATE AID HIGHWAY NO. 5
CUMBERLAND — CUMBERLAND COUNTY
RIDEOUT BRIDGE OVER MILL BROOK — BRIDGE NO. 5340

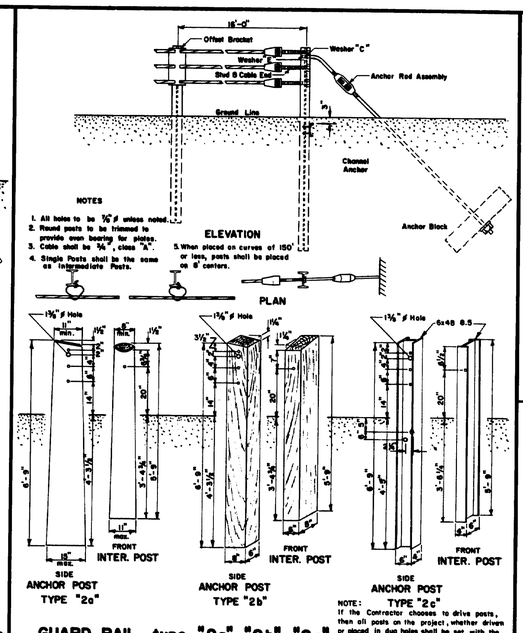
APPROVED:
DATE: AUGUST 1973
SCALE: 1 INCH = 25 FEET
DAVID H. STEVENS — COMMISSIONER
RICHARD A. LUETTICH — BUREAU DIRECTOR
SHEET NO. 1 OF 1 SHEETS
CHIEF ENGINEER
D.O.T. FILE NO. S-3-345

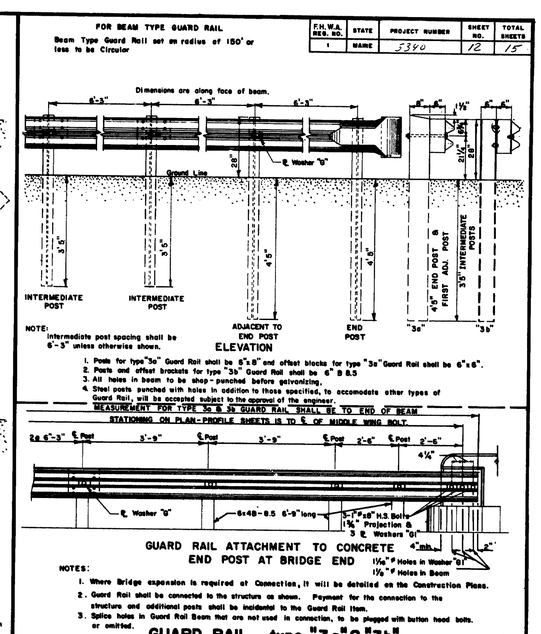
144-125

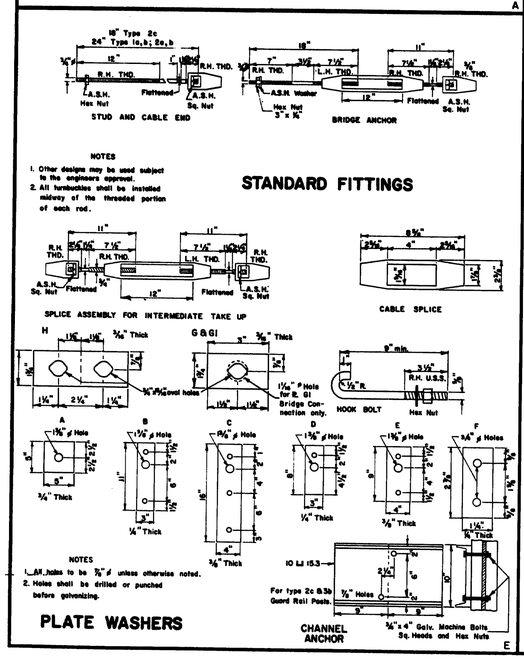
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	12	15

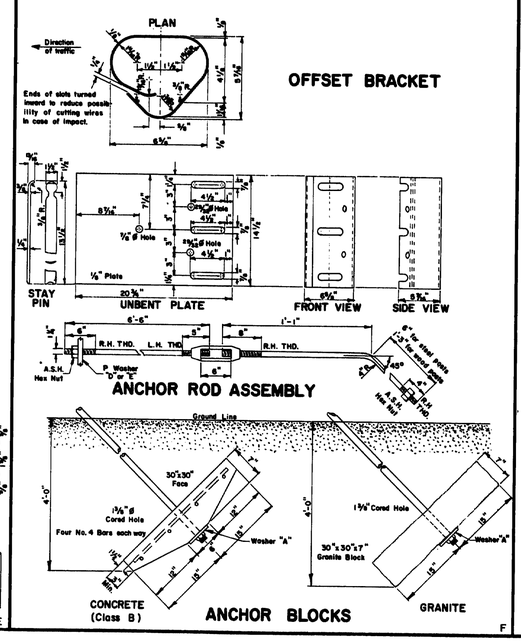


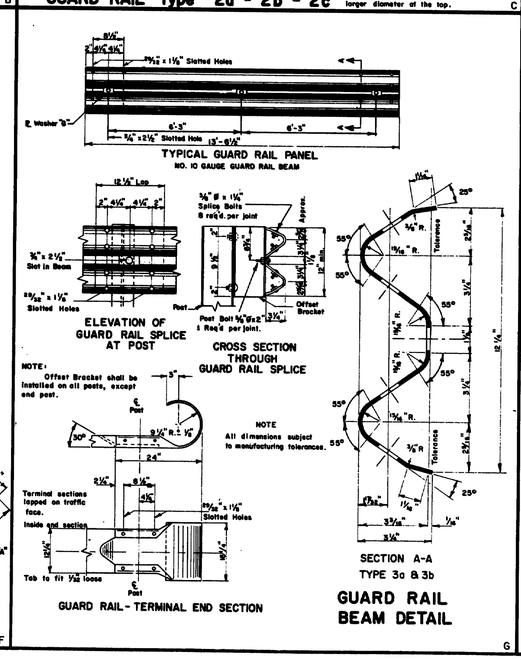


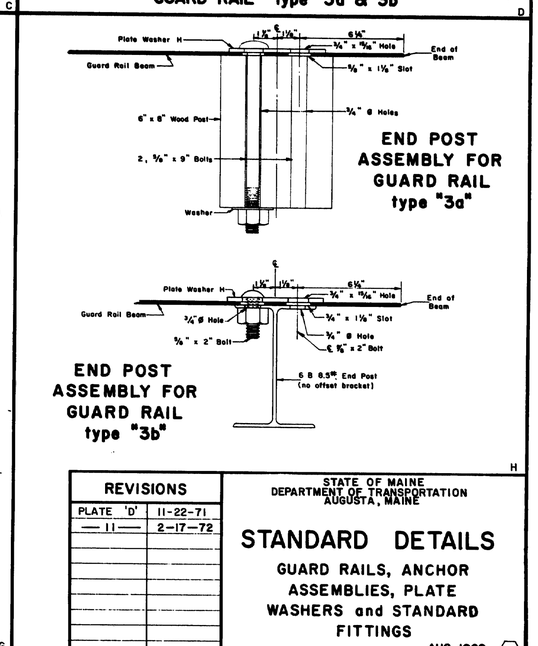












REVISIONS	
PLATE 'D'	11-22-71
— 11 —	2-17-72

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

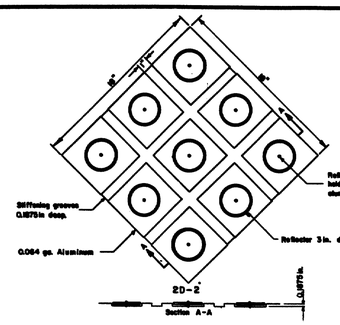
STANDARD DETAILS

GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS

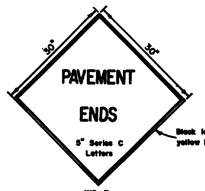
AUG. 1969 (6)

144-126 Redwood St. Cumberland

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	13	15



HAZARD MARKER



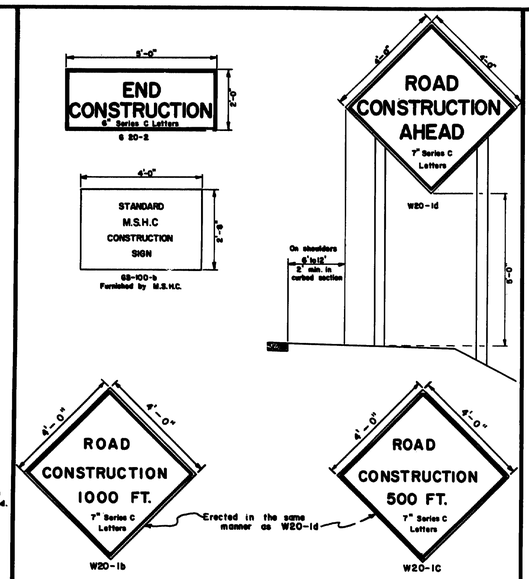
NOTE

SIGNING IN AN AREA WHERE BLASTING IS NECESSARY SHALL BE PLACED AS OUTLINED IN THE "MANUAL", AND THE PRECAUTIONS OF SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS SHALL BE OBSERVED.

GENERAL NOTE
Construction Signs

1. Sign Borders : All signs shall have borders conforming to the sizes and spacing as shown below :
   a. 30" x 30" Sign - 3/4" Border, 1 1/2" Space from sign edge.
   b. 2' x 3' Sign - 3/4" Border, 1/2" Space from sign edge.
   c. 3' x 4' Sign - 3/4" Border, 1 1/2" Space from sign edge.
   d. 4' x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.

A



CONSTRUCTION SIGNS

B

GENERAL NOTES - BARRICADES

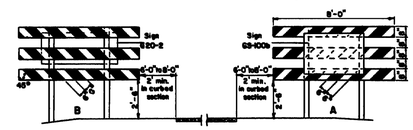
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration, 1971.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black background or orange reflectorized background to form the black or 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.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.23, Maine State Highway Commission, Standard Specifications, June 1968.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES

1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M4-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, R11-2, R11-3, or R11-4 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

NOTES-WING BARRICADES

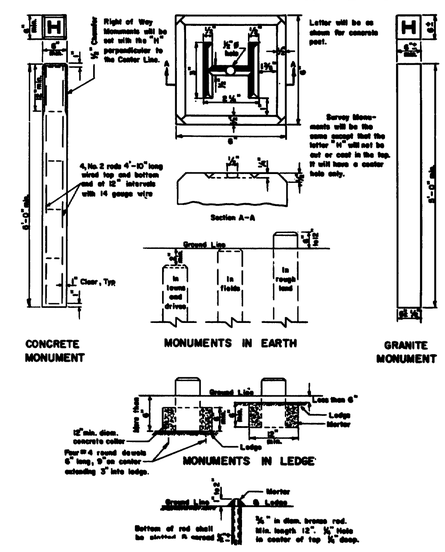
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.



WING BARRICADES

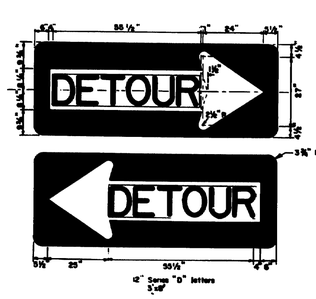
C

RIGHT OF WAY & SURVEY MONUMENTS



BRONZE PIN MARKERS

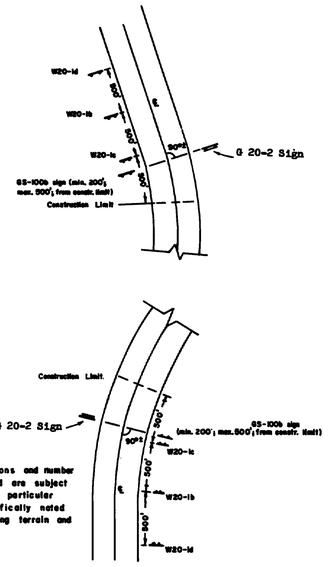
D



DETOUR SIGN
M 4-(I)

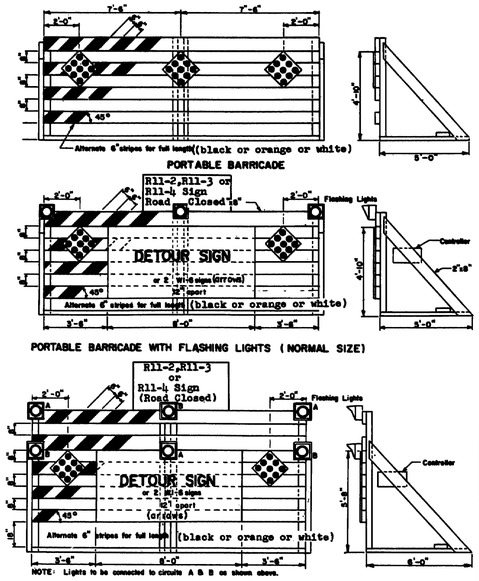
E

STANDARD SIGN LOCATIONS



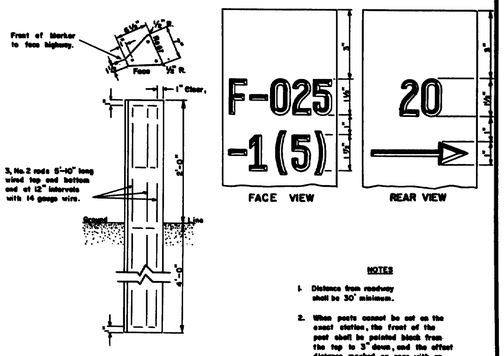
NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.

F



BARRICADES

G



NOTES

1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, 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 direction of beginning or end of project.
3. All markings to be 1/4" deep and 3/4" wide.

PROJECT MARKERS

H

REVISION	
PLATE B	12-21-70
PLATES B, C, & F/G	12-15-71
PLATE C	10-12-72

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

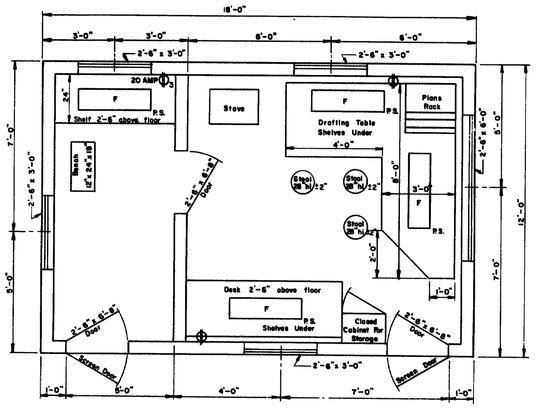
BARRICADES
WARNING SIGNS
MONUMENTS
PROJECT MARKERS

AUG. 1969

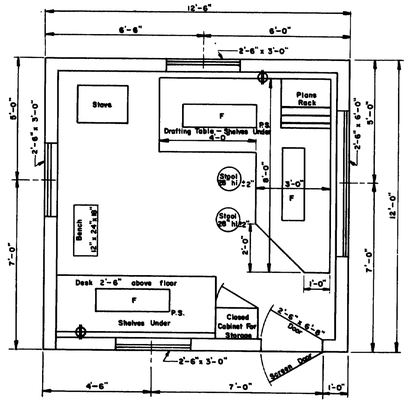
(11)

144-127 Kilgour vs. Cumberland

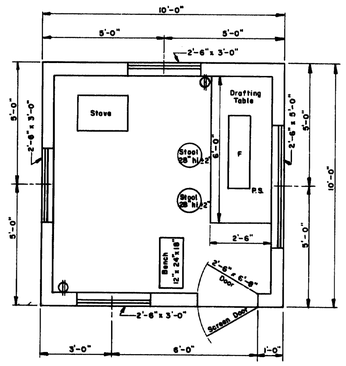
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	NAME	5310	14	15



FLOOR PLAN
TYPE "A"



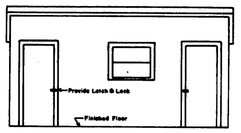
FLOOR PLAN
TYPE "B"



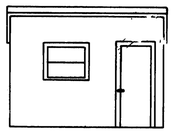
FLOOR PLAN
TYPE "C"

GENERAL NOTES

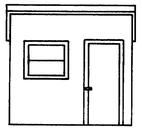
1. Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11½" x 14" x 25" transfiles.
3. Windows shall be double hung
4. Stovepipe shall not be in direct contact with combustible material ; the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. 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
8. SYMBOLS :
   - F Florescent lights (2 light , rapid start 48" strips and 40 watt bulbs.)
   - P.S. Pull switch
   - Duplex wall outlet — 15 amp unless otherwise noted.
   - $_3$ Triplex Wall Outlet
9. For the Type "A" Field Office one clean 55 gal. drum shall be supplied , installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furished with water at all times.



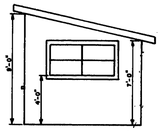
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"

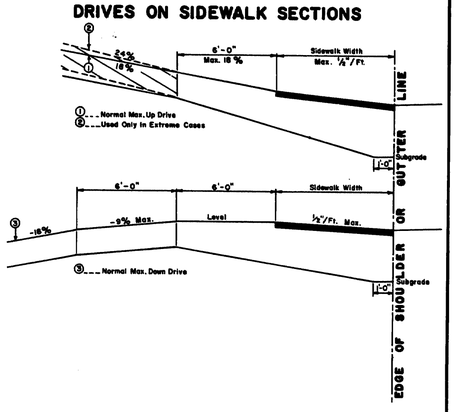


FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

DRIVES ON SIDEWALK SECTIONS



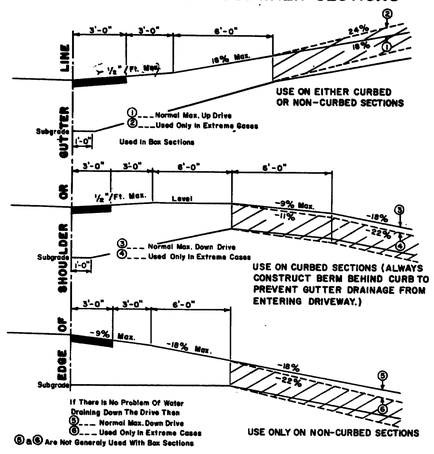
GENERAL NOTES

1. The sidewalk width shall be paved in all cases.
2. All residential or commercial drives over 10% to 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



GENERAL NOTES

1. The first 3' shown as pavement shall be paved only when abuting a paved area.
2. All residential or commercial drives over 10% to 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.

REVISIONS	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

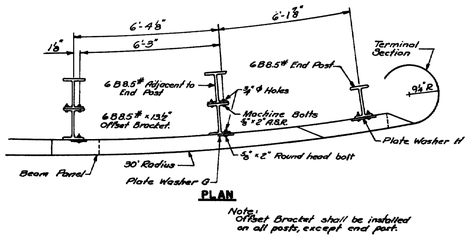
DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969

(12)

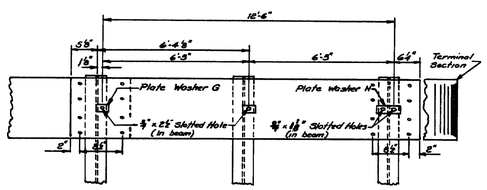
144-128 Bridgeport Br. Cumberland

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	5340	15	15



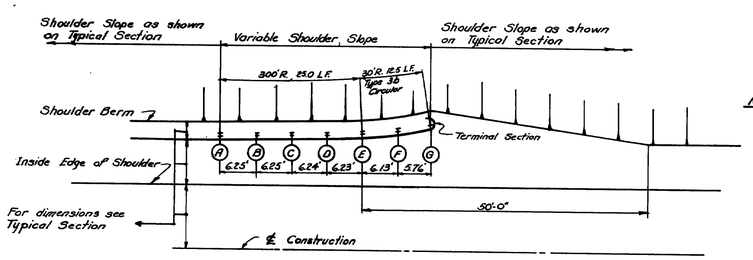
PLAN

Note:
Offset Bracket shall be installed on all posts, except end post.



ELEVATION

END BEAM ASSEMBLY-SPACING OF POSTS
GUARD RAIL TYPE 3b



Note:
Offset in feet from the normal face of the Guard Rail.

Post	Offset
A	0.00'
B	0.06'
C	0.26'
D	0.59'
E	1.04'
F	2.00'
G	4.61'

GUARD RAIL END TRANSITION

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 110-69)
GUARD RAIL—TYPE 3b
(FLARED ENDS)

FEBRUARY 1969

144-129