

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION				UNIT
		Northbound	Southbound	TOTAL	
202.17	Removing Existing Structural Concrete	0.5	0.5	1	LS
202.127	Removing of Existing Bituminous Pavement	0.5	0.5	1	LS
403.10	Hot Bituminous Pavement, Grading D	3	3	6	T
502.44	Structural Concrete Wearing Surfaces on Bridges	54	54	108	CY
502.4711	Silica Fume Additive	0.5	0.5	1	LS
506.17	Surface Preparation of Existing Structural Steel	0.5	0.5	1	LS
506.173	Field Painting Existing Structural Steel (EXM-1)	0.5	0.5	1	LS
506.18	Containment and Pollution Control	0.5	0.5	1	LS
506.19	Disposal of Hazardous or Toxic Material	0.5	0.5	1	LS
514.06	Curing Box for Concrete Cylinders	0.5	0.5	1	EA
515.21	Protective Coating for Concrete Surfaces	0.5	0.5	1	LS
518.30	Rehab of Structural Concrete Slab-to Reinf. Steel	350	350	700	SF
518.31	Rehab of Structural Concrete Slab-to below Reinf. Steel	230	230	460	SF
520.24	Bridge Joint Modifications	1		1	EA
520.24	Bridge Joint Modifications		1	1	EA
526.301	Temporary Concrete Barrier-Type I	0.5	0.5	1	LS
527.32	Portable Crash Barrels	6	6	12	EA
606.357	Guardrail, Modify, Type 3b	818	662	1480	LF
627.61	4 Inch Solid White Pavement Marking Line	1050	1050	2100	LF
627.63	4 Inch Solid Yellow Pavement Marking Line	950	950	1900	LF
627.67	Removing Pavement Markings	550	550	1100	SF
627.69	Temp 4" Plastic Pave Marking Line, Yellow or White	3150	3150	6300	LF
639.19	Field Office Type "B"	0.5	0.5	1	EA
639.23	Testing Facilities Concrete	0.5	0.5	1	LS
652.31	Type I Barricade	12	13	25	EA
652.33	Drum	5	5	10	EA
652.34	Cone	7	8	15	EA
652.35	Construction Signs	200	200	400	SF
652.361	Maintenance of Traffic Control Devices	0.5	0.5	1	LS
652.38	Flagger	300	300	600	MH
652.37	Warning Lights	1	1	2	GP.
659.10	Mobilization	0.5	0.5	1	LS

ESTIMATE OF LUMP SUM QUANTITIES					
502.4711	Silica Fume Additive	2450	2450	4900	LB

PIN 004359.00	F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	1	MAINE	IR-95-S(51)	2	9

General Construction Notes:

1. Reinforcing Steel shall have a 2 inch cover unless otherwise noted.
2. Protective coating for concrete surfaces shall be applied to all exposed surfaces of new concrete. Payment shall be considered incidental to related contract items.
3. Existing reinforcing steel to remain shall be cleaned as directed prior to placing new concrete.
4. The Contractor's operations shall be conducted such that traffic will not travel on an unsurfaced concrete deck at any time. Existing concrete pavement shall be removed and new concrete pavement shall be placed to facilitate this requirement.
5. All utility facilities shall be adjusted by the respective utilities unless noted. Utilities: Central Maine Power Company, New England Telephone Company, and State Cable TV Corporation.
6. The top of the concrete slab where concrete has been removed or rehabilitated shall be prepared to a suitable surface to receive the concrete pavement by a method approved by the Engineer. Payment for all labor, materials, and equipment will be incidental to related contract items.
7. Clean and paint 3'-0" of girder ends, bearings, and diaphragms at all girder bearing locations.
8. Modify existing Type 3b guardrail in accordance with Item 606.357 Guardrail, Modify, Type 3b.

N/A →

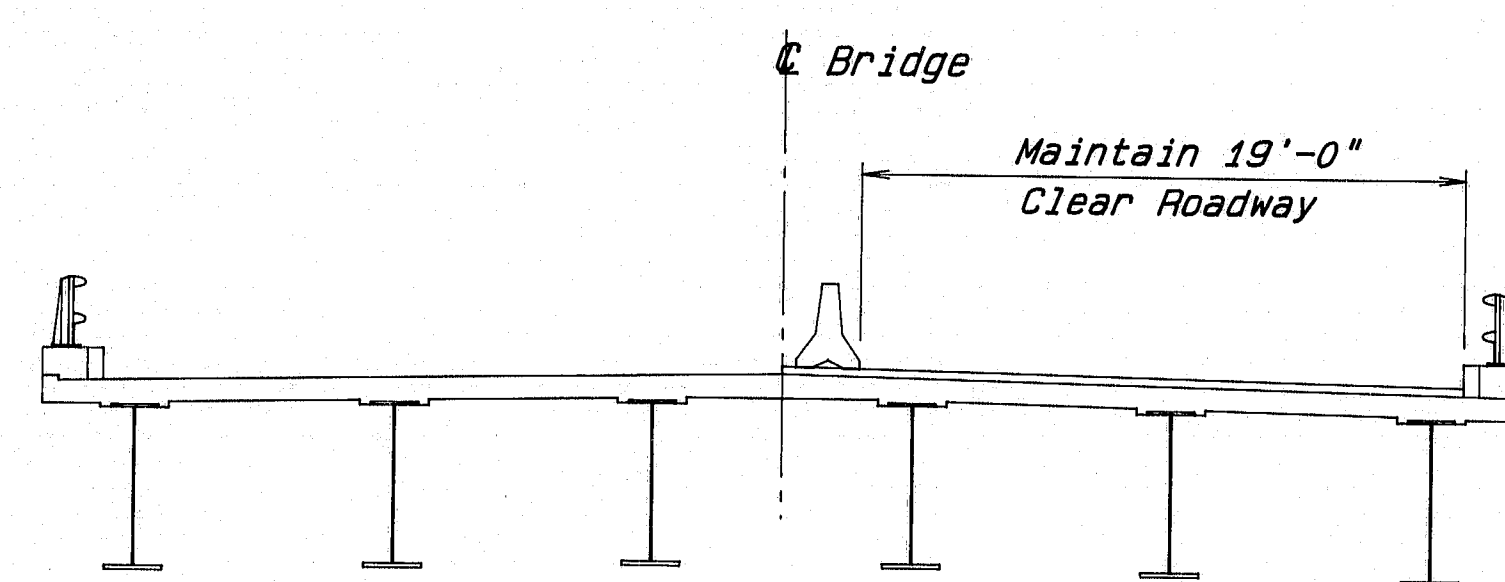
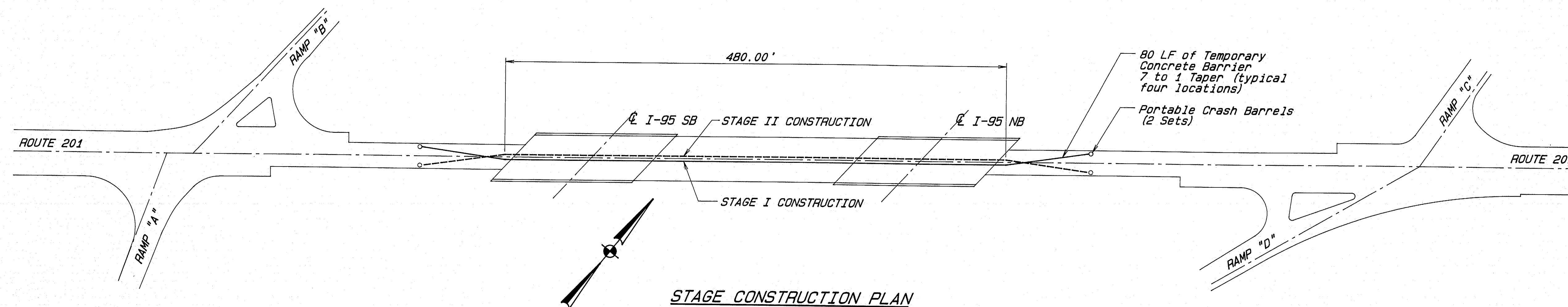
105-34

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WEARING SURFACE REPLACEMENT AT U.S. Route 201 Over I-95 IN THE TOWN OF GARDINER KENNEBEC COUNTY
ESTIMATED QUANTITIES & GENERAL NOTES
SHEET 2 OF 3 AUGUSTA, MAINE FEB 1992

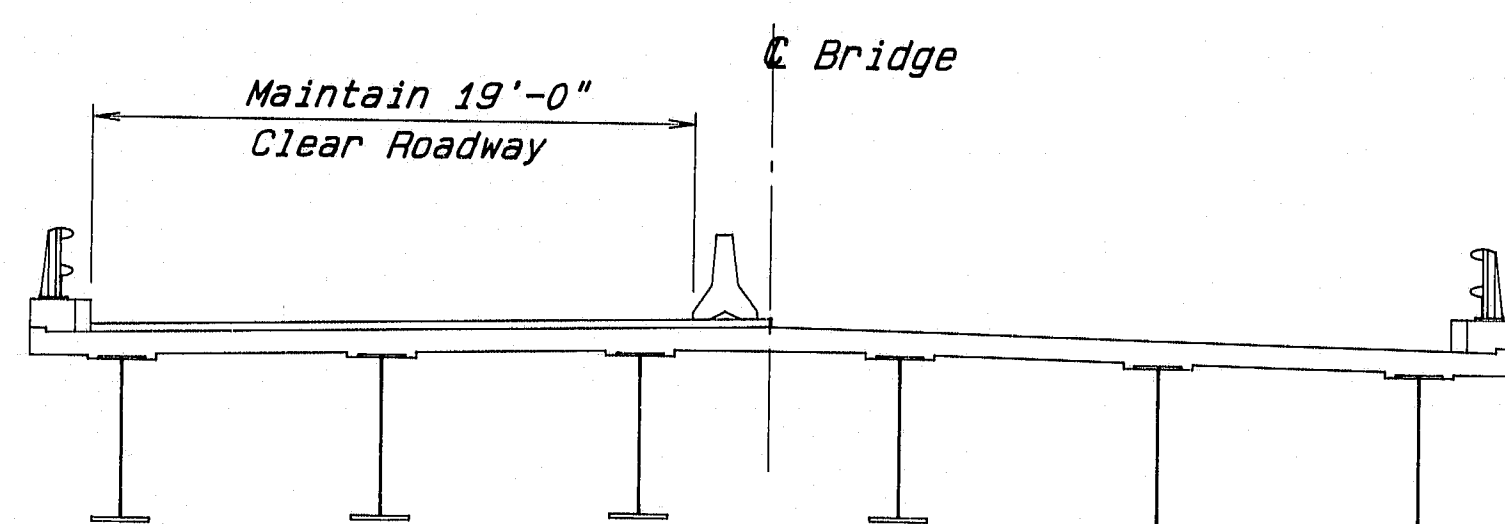
REVISED AS-BUILT: Jeffery Mahan 9/3/92

PIN 004359.00

F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-S(51)	3	9



NORTHBOUND AND SOUTHBOUND-STAGE I



NORTHBOUND AND SOUTHBOUND-STAGE II

SEQUENCE OF CONSTRUCTION

ROUTE 201 OVER I-95 NORTHBOUND AND SOUTHBOUND

STAGE I

- Install traffic control devices to maintain 19'-0" clear roadway on the south side.
- Remove existing concrete wearing surface on the north side.
- Rehabilitate superstructure slab.
- Place concrete wearing surface.
- Repair and replace seal retention bars as directed by the Engineer.
- Replace expansion joint seals.

STAGE II

- Reset traffic control devices to maintain 19'-0" clear roadway on north side.
- Remove existing concrete wearing surface on the south side.
- Rehabilitate superstructure slab.
- Place concrete wearing surface.
- Repair and replace seal retention bars as directed by the Engineer.
- Replace expansion joint seals.

105-35

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
WEARING SURFACE REPLACEMENT AT U.S. Route 201 OVER I-95 IN THE TOWN OF GARDINER KENNEBEC COUNTY
SEQUENCE OF CONSTRUCTION
SHEET 3 OF 3 AUGUSTA, MAINE FEB 1992

REVISED AS-BUILT: Jeffrey A. Nelson 5/3/92

Diagram of a rectangular sign with dimensions and mounting hardware. The sign is 15" high and 18" wide. It features a double border. The text on the sign reads: SIDEWALK CLOSED USE OTHER SIDE. Mounting hardware is shown at the top corners, with dimensions of 3/8" for the top edge and 3/8" for the side edge. A vertical dimension line on the right indicates a total height of 15".

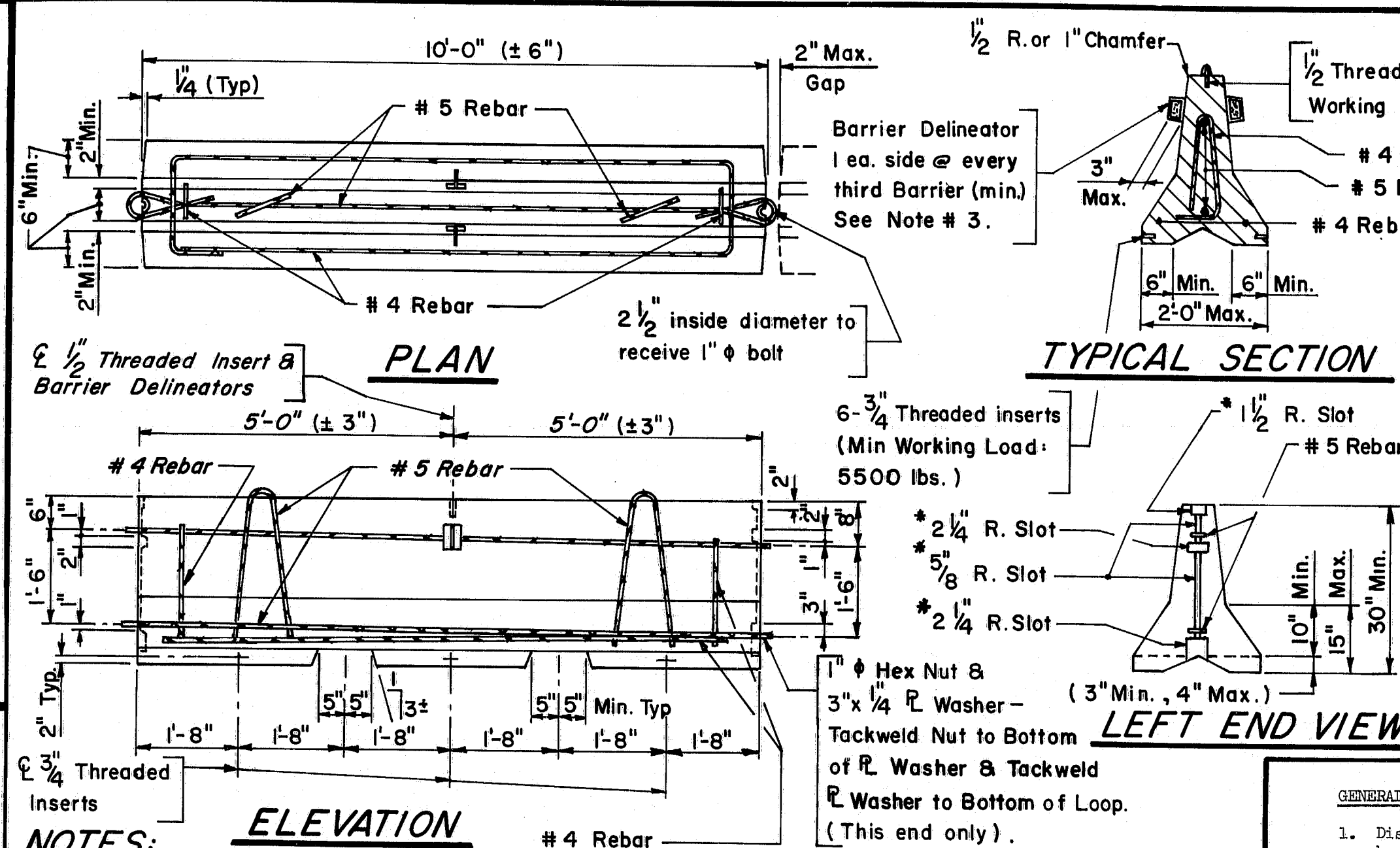
Diagram illustrating a Type I Barricade setup. The barricade is a central hatched rectangle labeled "WORK AREA" and "TYPE I BARRICADES". It is positioned between a "SIDEWALK" on the left and a "HOUSE" on the right. Above the street, "CHANNELIZING DEVICES AS REQ." and "ALTERNATE SIDEWALK" are indicated. Below the street, "PEDESTRIANS PASS AT OWN RISK" is shown on both sides of the barricade, with dimensions of "18" X 15'" for the clearances.

Diagram of a rectangular traffic sign with dimensions and text:

- Overall width: 18"
- Overall height: 15"
- Top mounting holes: 3/8" from top edge, 3/8" apart.
- Right side mounting holes: 2 1/2" from right edge, 2" apart, 2" from top edge, 1" from bottom edge.
- Bottom mounting holes: 3/4" from bottom edge, 2" apart.
- Text: "PEDESTRIANS PASS AT OWN RISK" in SERIES C LETTERS.
- Graphic: A black arrow pointing right, with a dashed line indicating its original position before being moved.
- Label: "REMOVABLE F. ARROW" with a line pointing to the arrow.


Diagram illustrating the layout of a road project with a recovery area. The diagram shows a road with a central recovery area marked with diagonal lines and labeled "ROADSIDE RECOVERY AREA NO PARKING". The road is flanked by "CHANNELIZING DEVICES TO DEFINE VEHICLE WAY" on the left and "PARKED VEHICLES MUST BE MARKED PER SPECIAL PROVISIONS" on the right. The project limits are indicated by a double-headed arrow at the bottom labeled "PROJECT LIMITS". A "VEHICLE WAY" is also indicated by a double-headed arrow pointing to the right side of the road.

CONSTRUCTION WARNING SIGN DETAIL



CONNECTING BOLT

GENERAL NOTES

1. Distances shown for sign placement are nominal, exact locations shall be determined by the Engineer.
2. Grades on temporary roadways through the construction zone used by the public shall not exceed 10 percent.
3. Advisory speed consistent with prevailing conditions shall be as determined by the Engineer.
4. Use 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 MPH

$$L = (W \times S \times S) / 60$$

If S is equal to or greater than 45 MPH

$$L = WS$$

Where:

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

Taper lengths shall be rounded to the nearest five feet.

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

6. The maximum longitudinal spacing of channelizing devices shall conform to the following:
- (a) 50 feet through work areas
 - (b) A distance in tapered areas equal to the numerical value of the operating speed, i.e., 40-49 mph - 45 feet
 - (c) In all areas not covered above maximum spacing shall be as follows:
- | Radius of curve | Spacing |
|-----------------|-----------------------------|
| 50' to 300' | 75' |
| 300' to 700' | 75' |
| 70' to 1000' | 75' |
| over 1000' | 5 times the operating speed |
- The maximum transverse spacing in tapered shall be determined from the following formula:

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

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

105-36

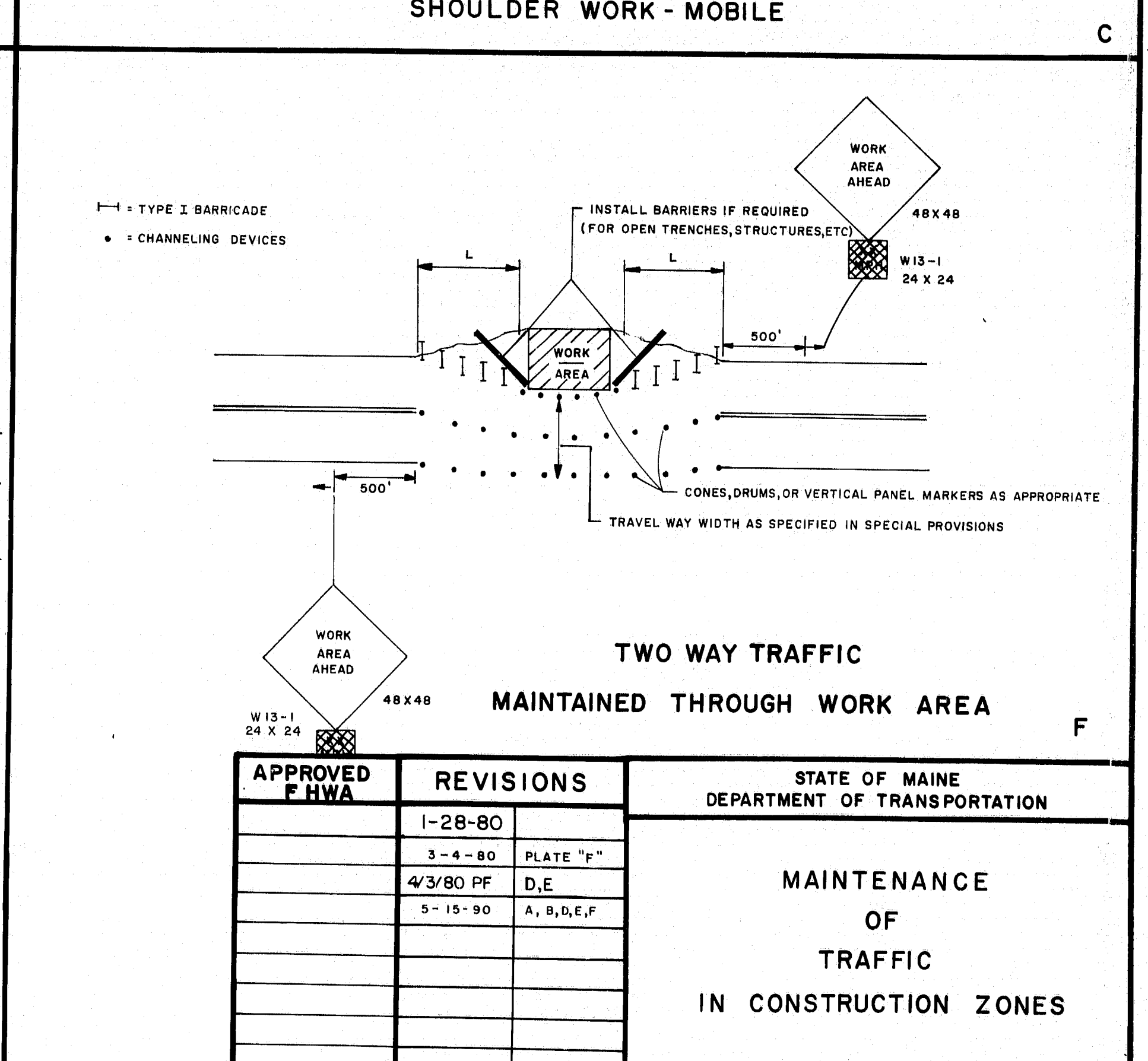
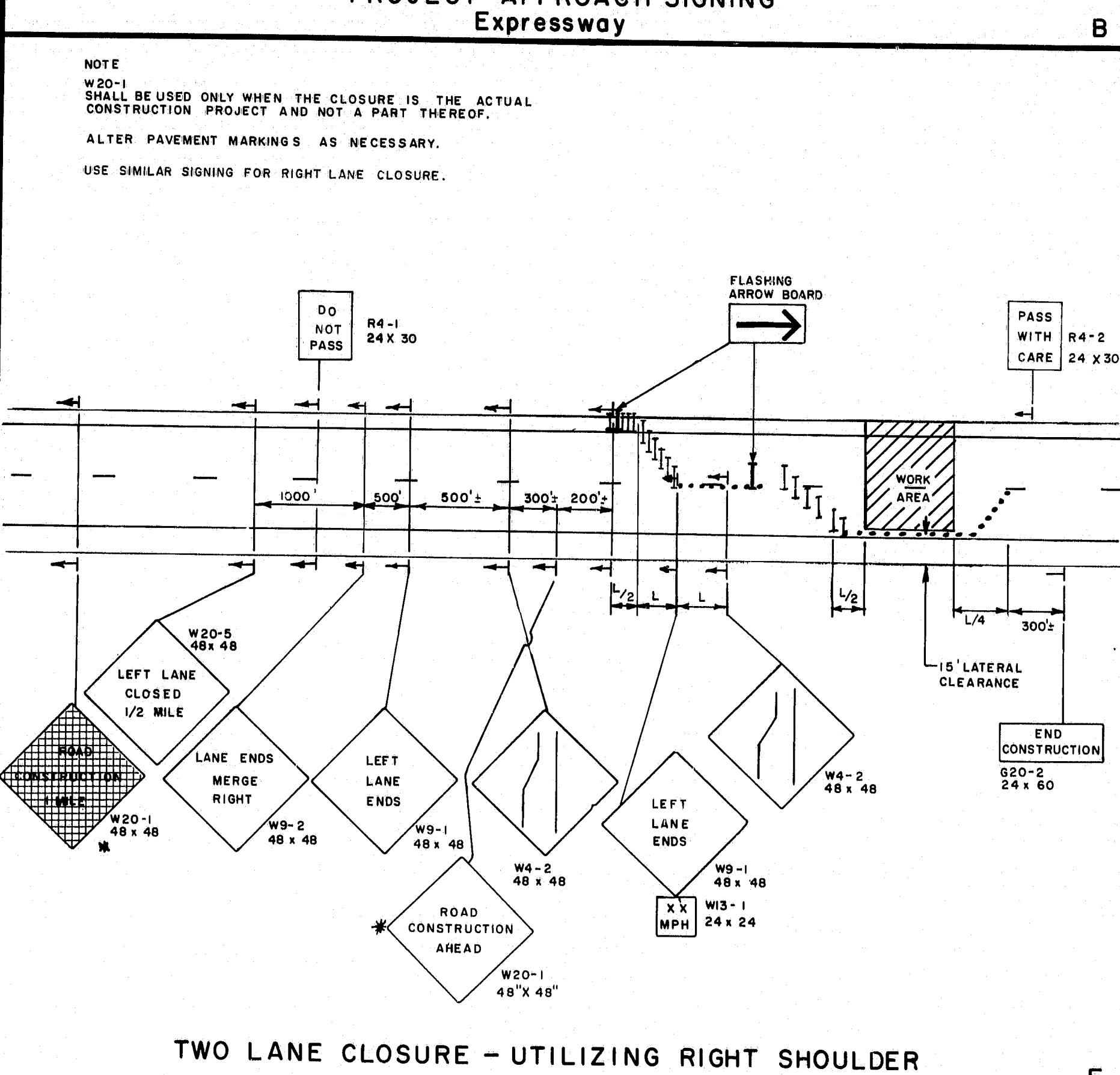
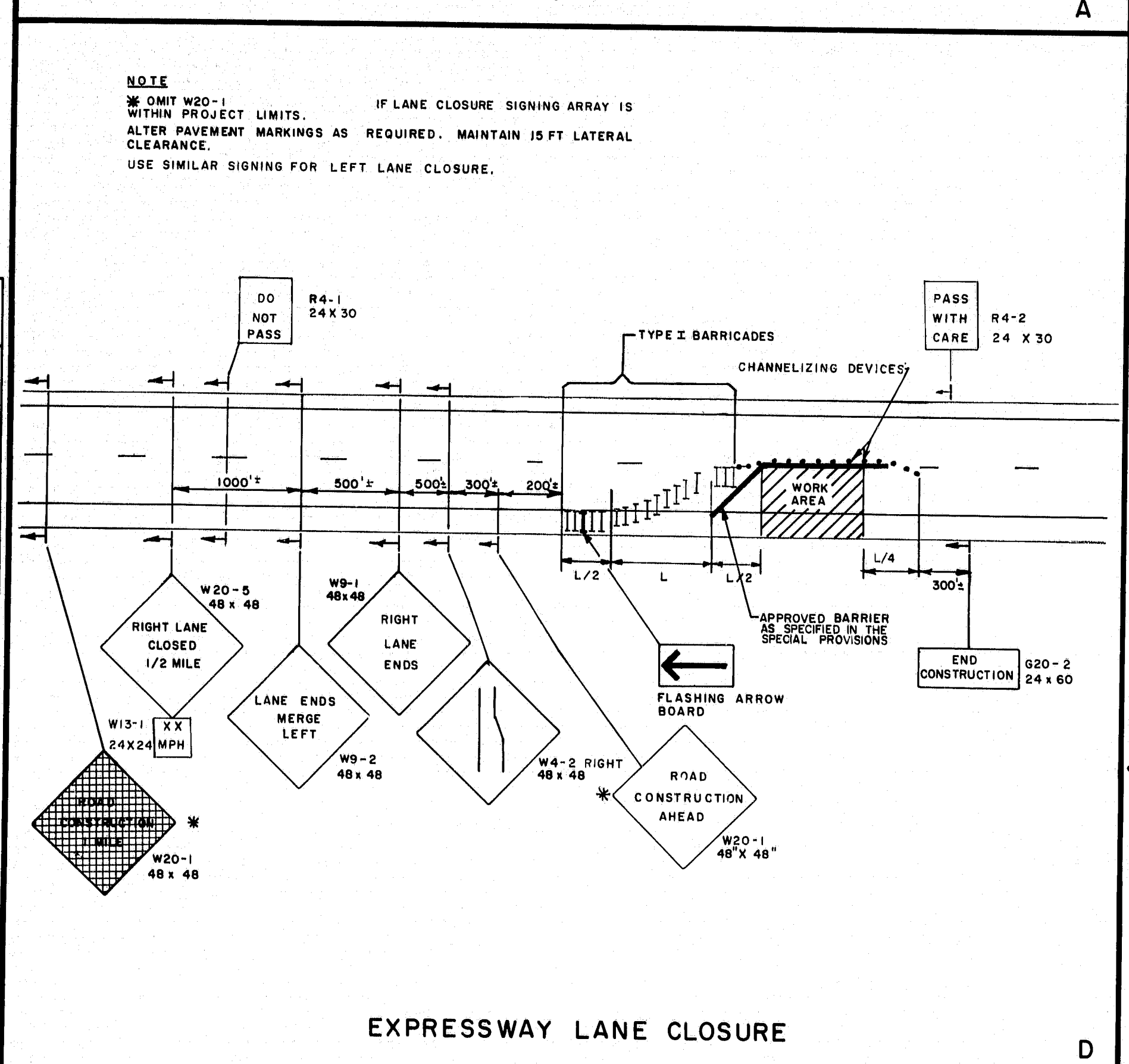
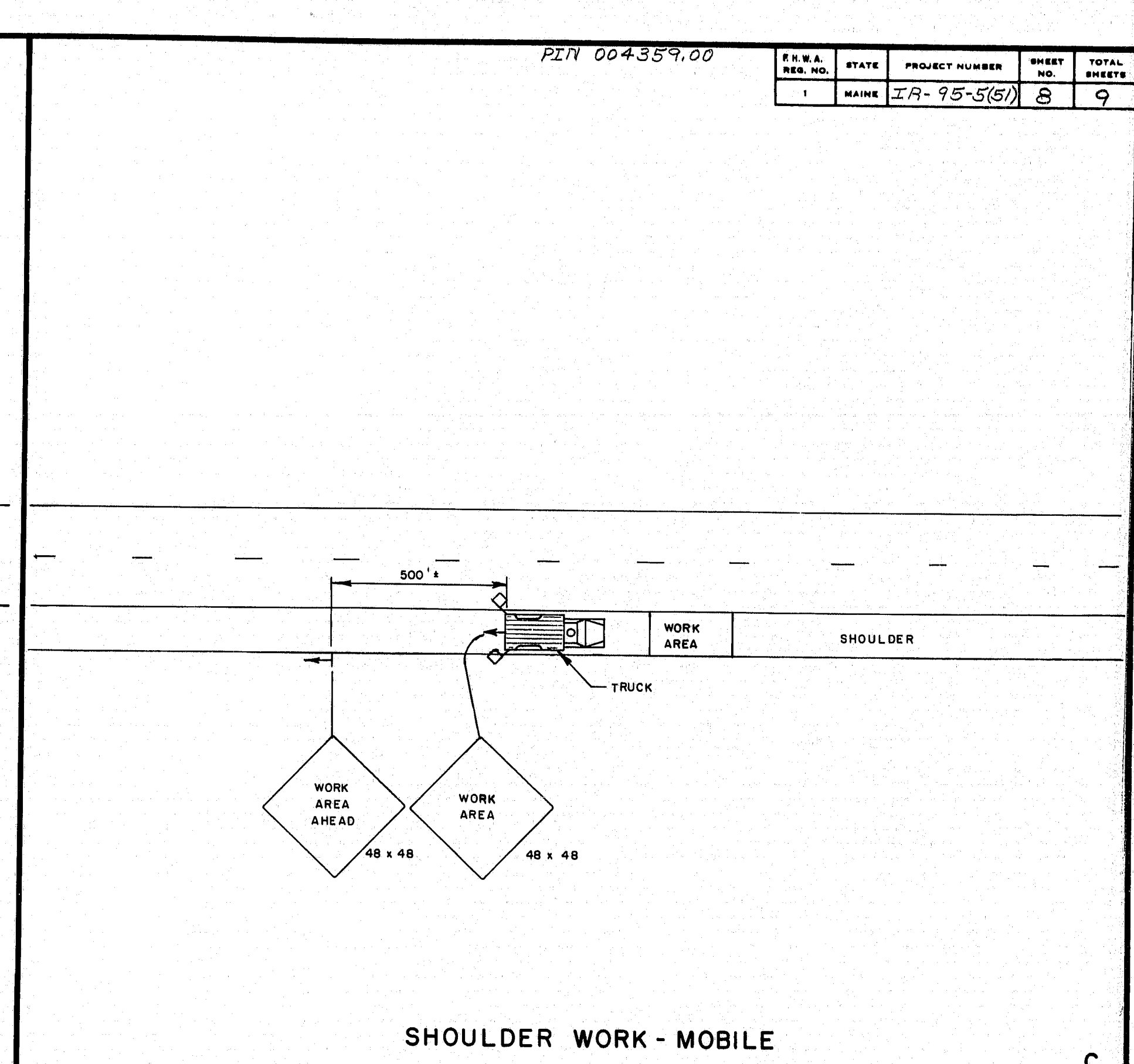
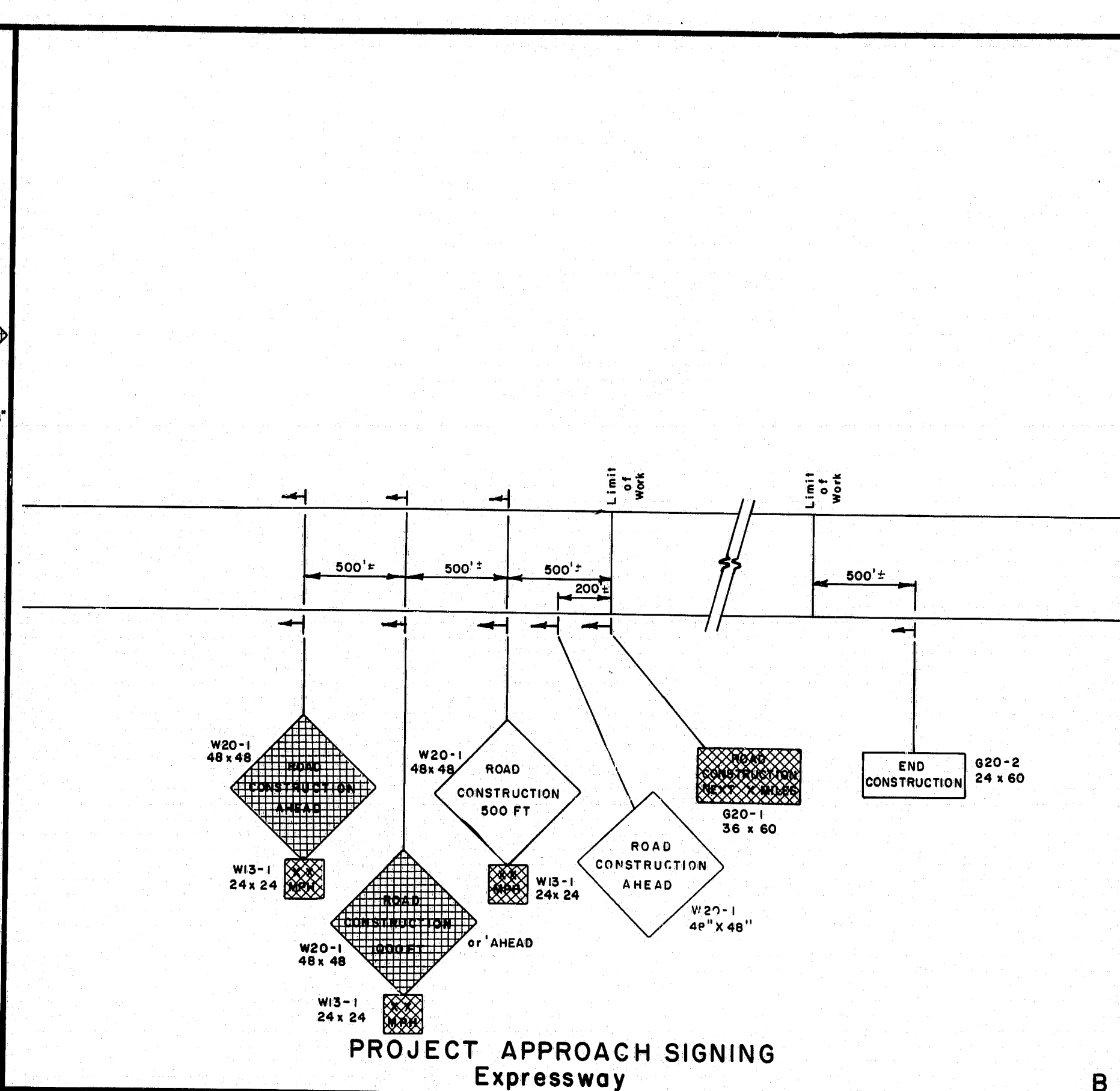
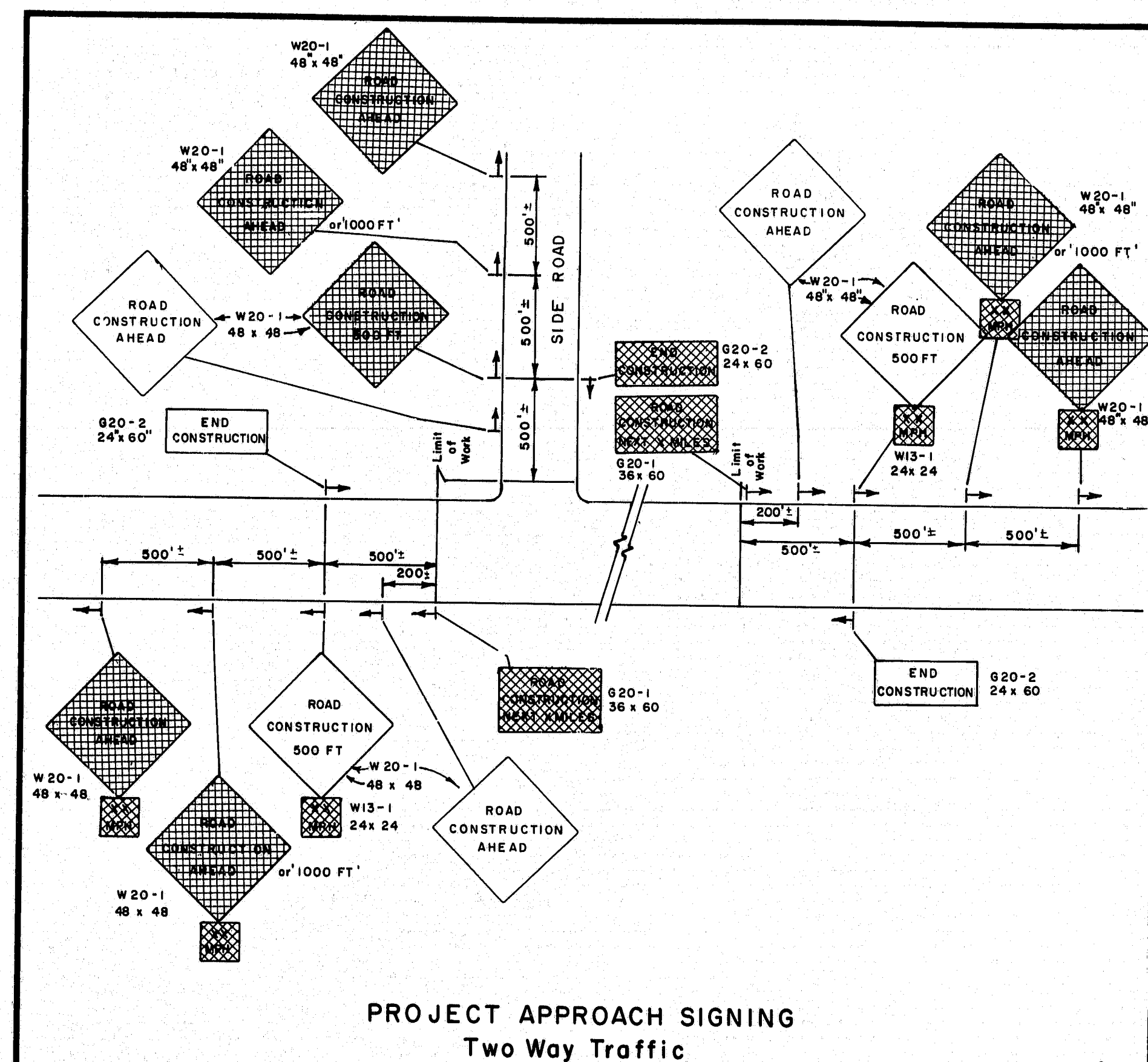
7. BORDER DIMENSIONS AND LEGEND DESIGN SHALL CONFORM TO THE STANDARD HIGHWAY SIGNS BOOKLET.

F.N.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-5(51)	7	9

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SHEET 7 OF 9 AUGUSTA, MAINE (HD - 10)

FD-107
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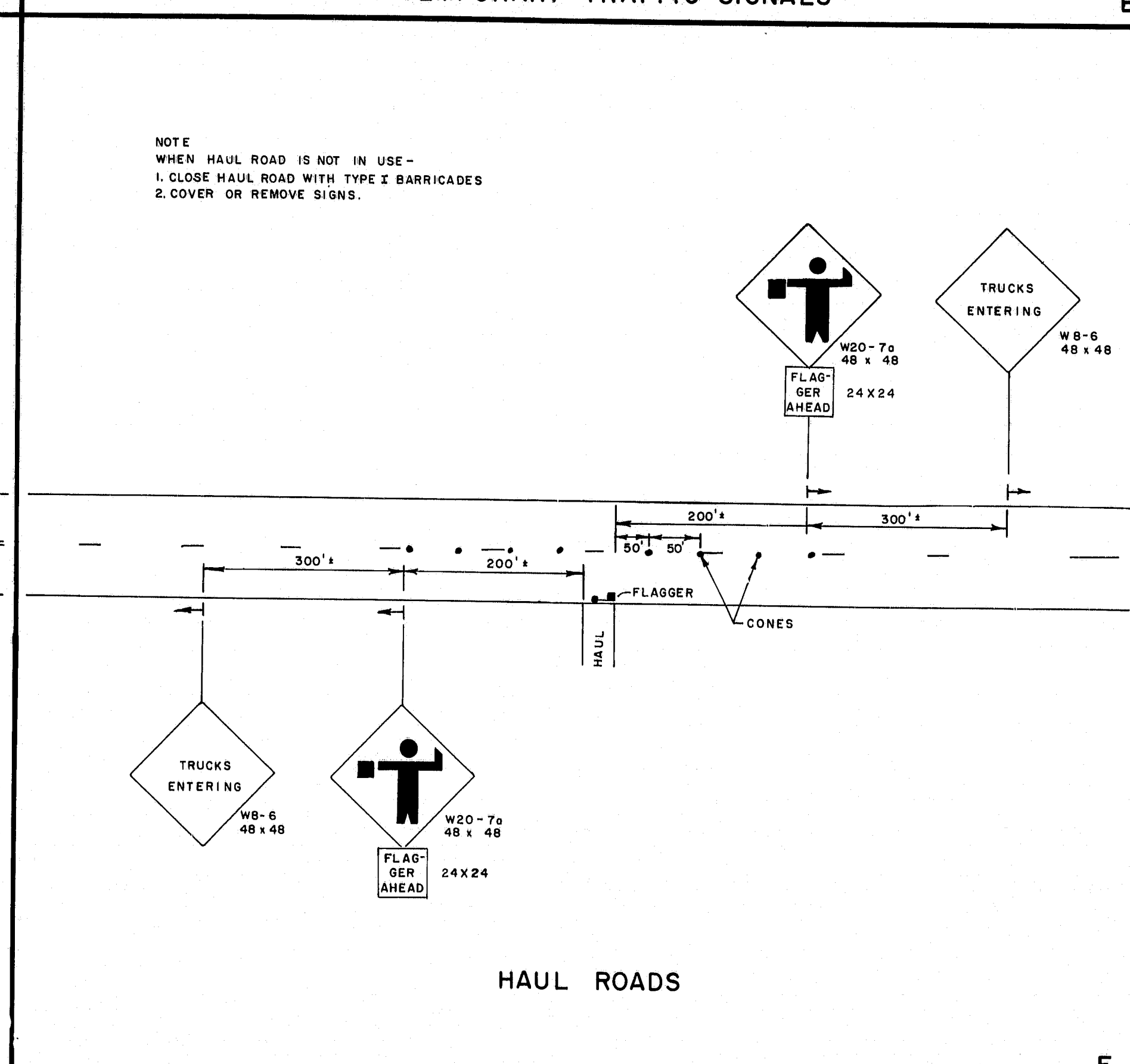
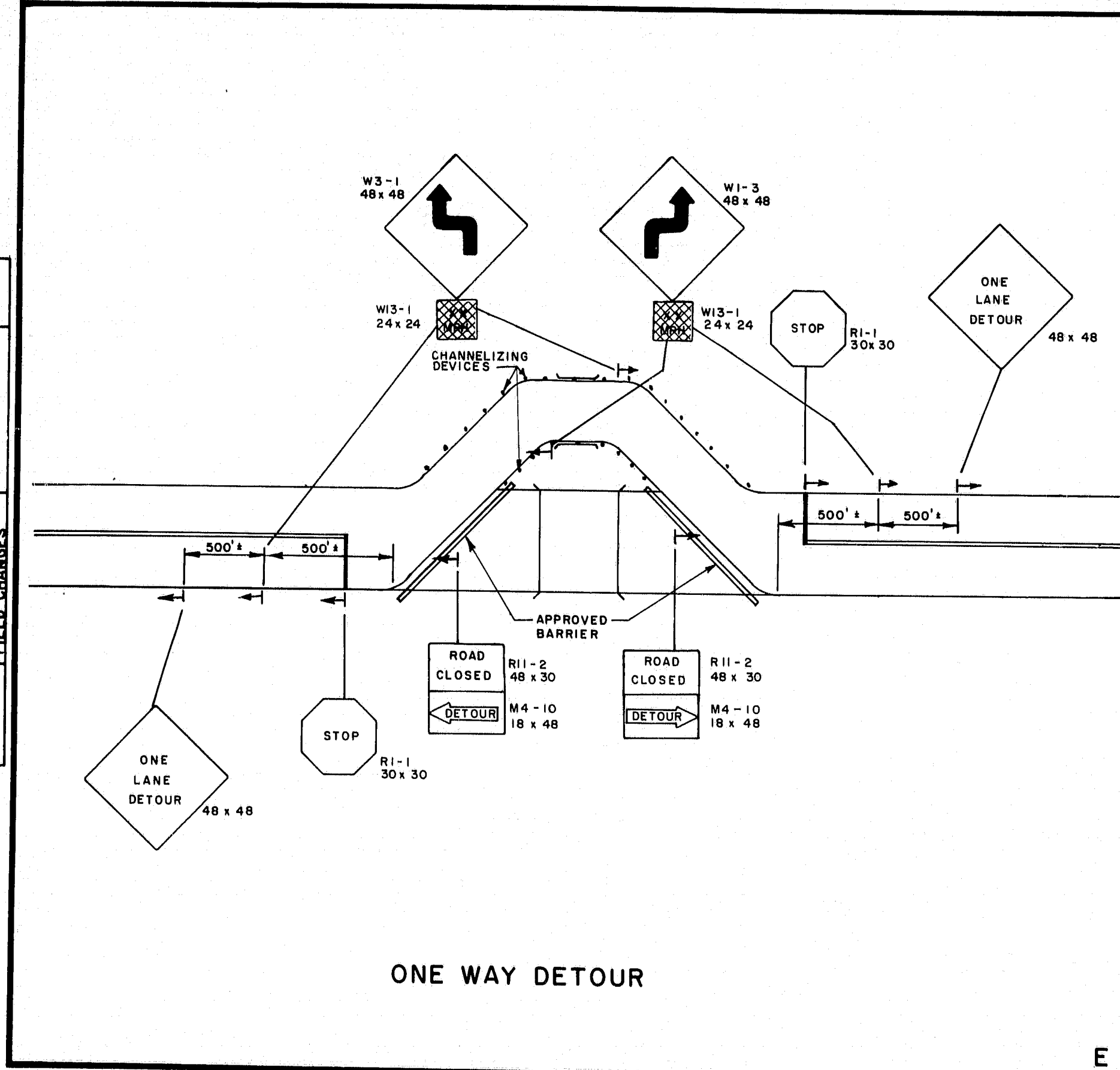
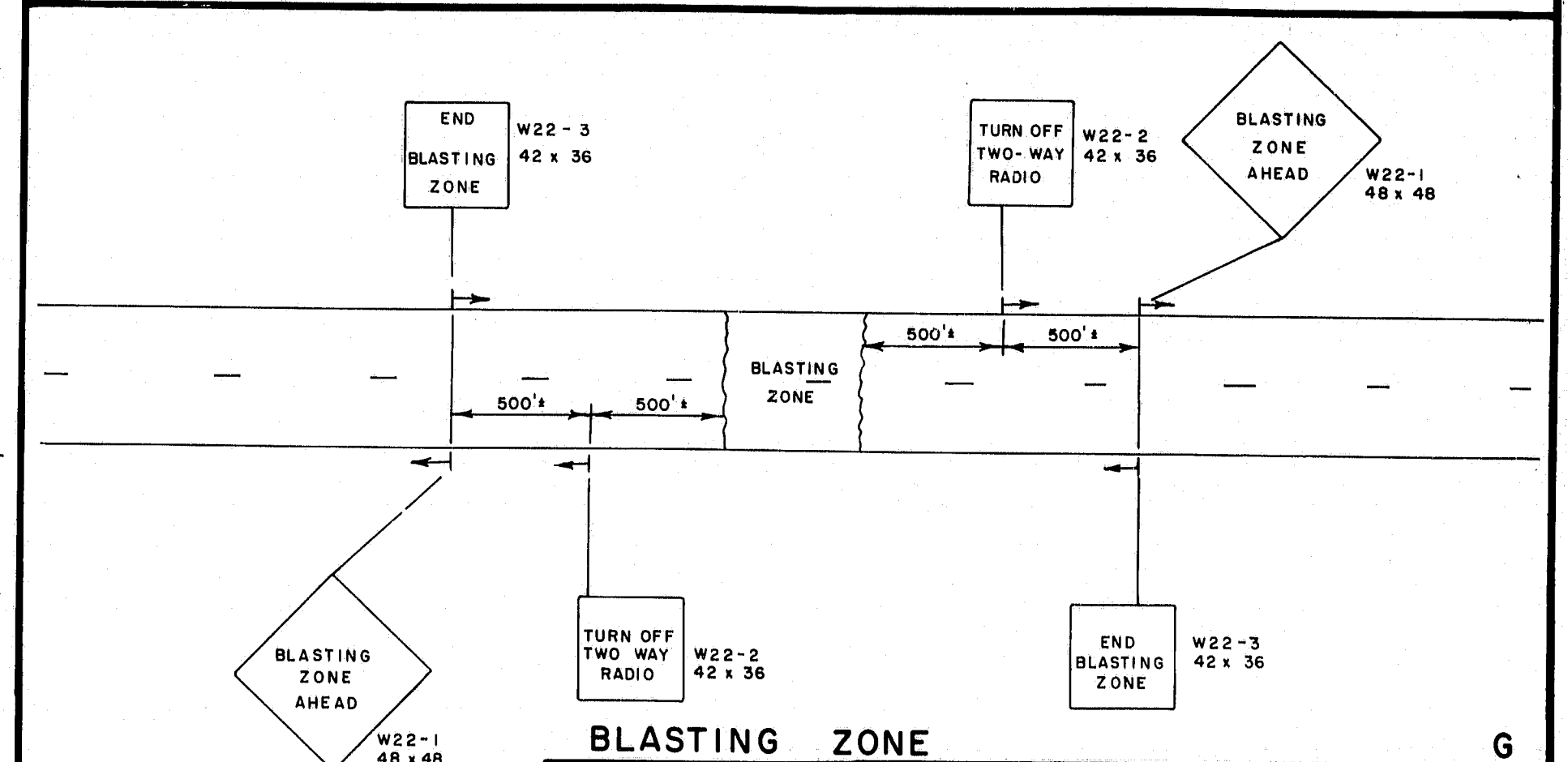
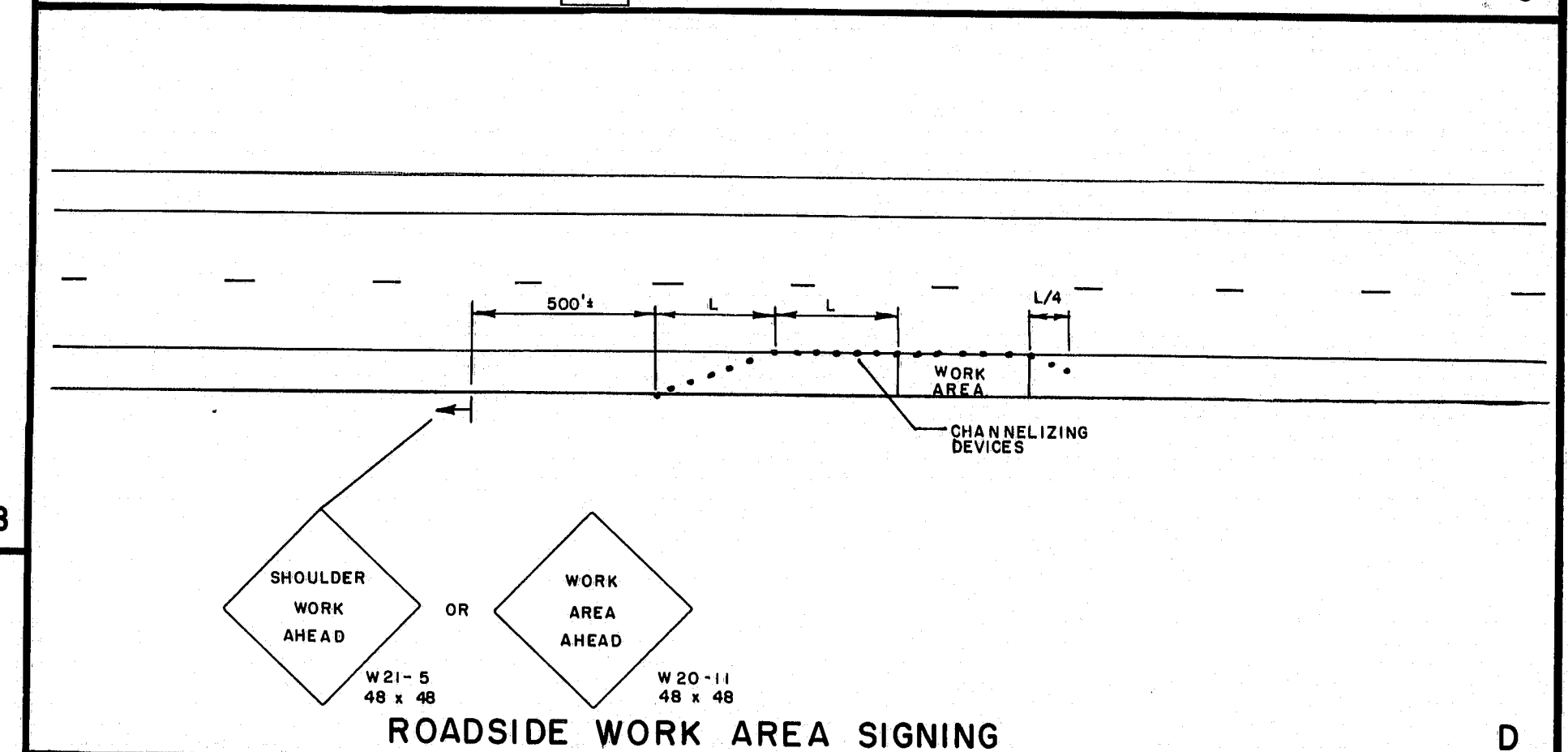
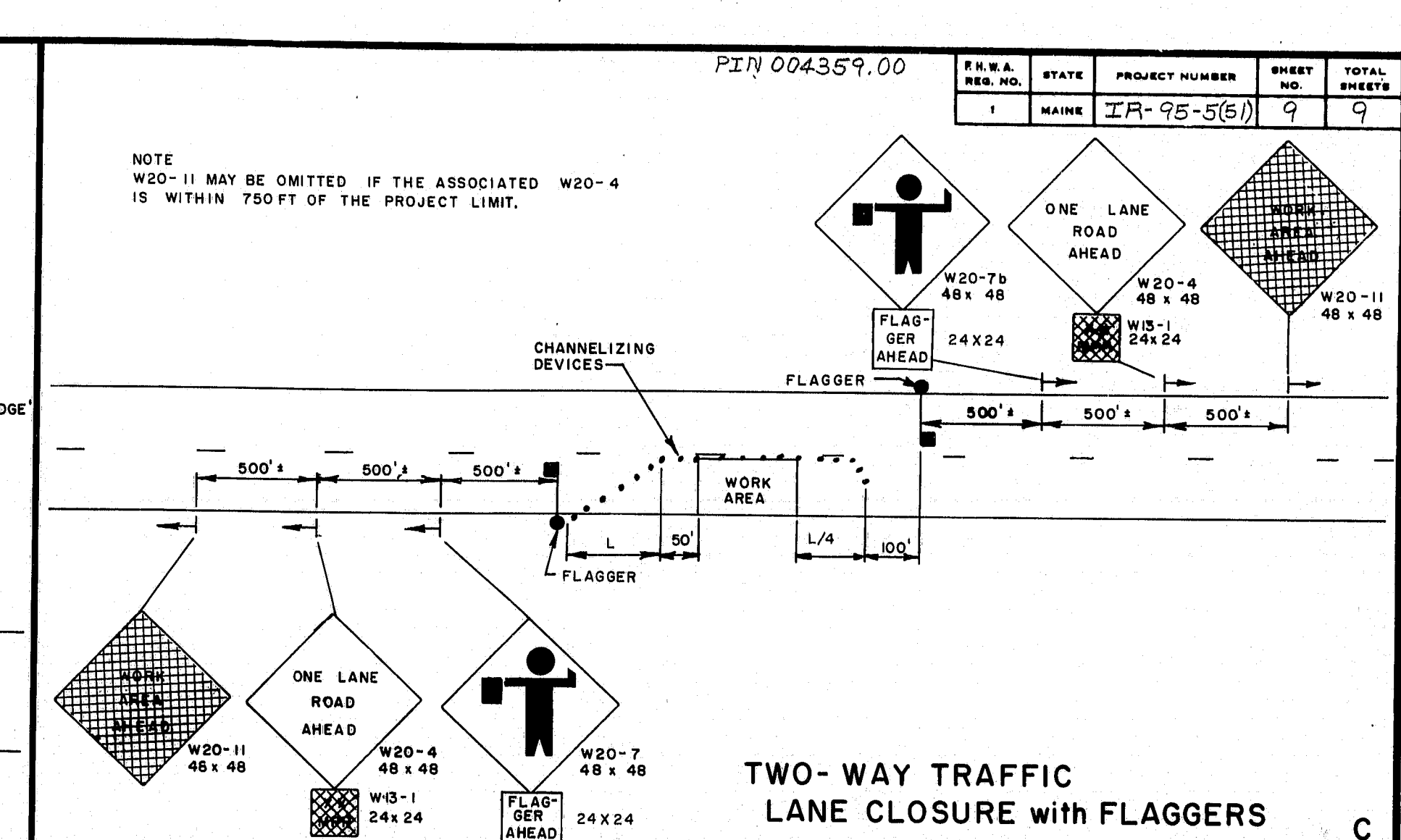
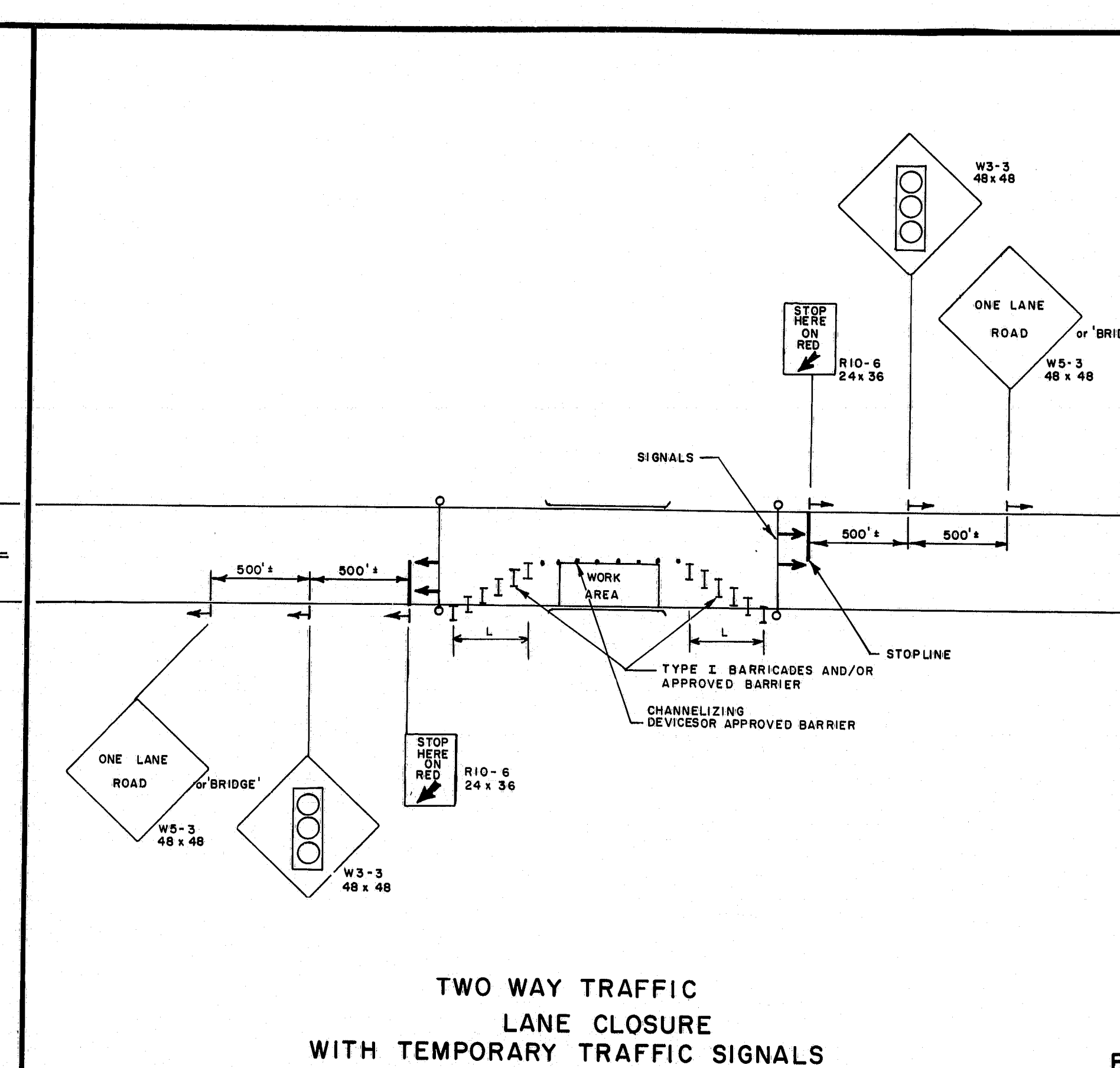
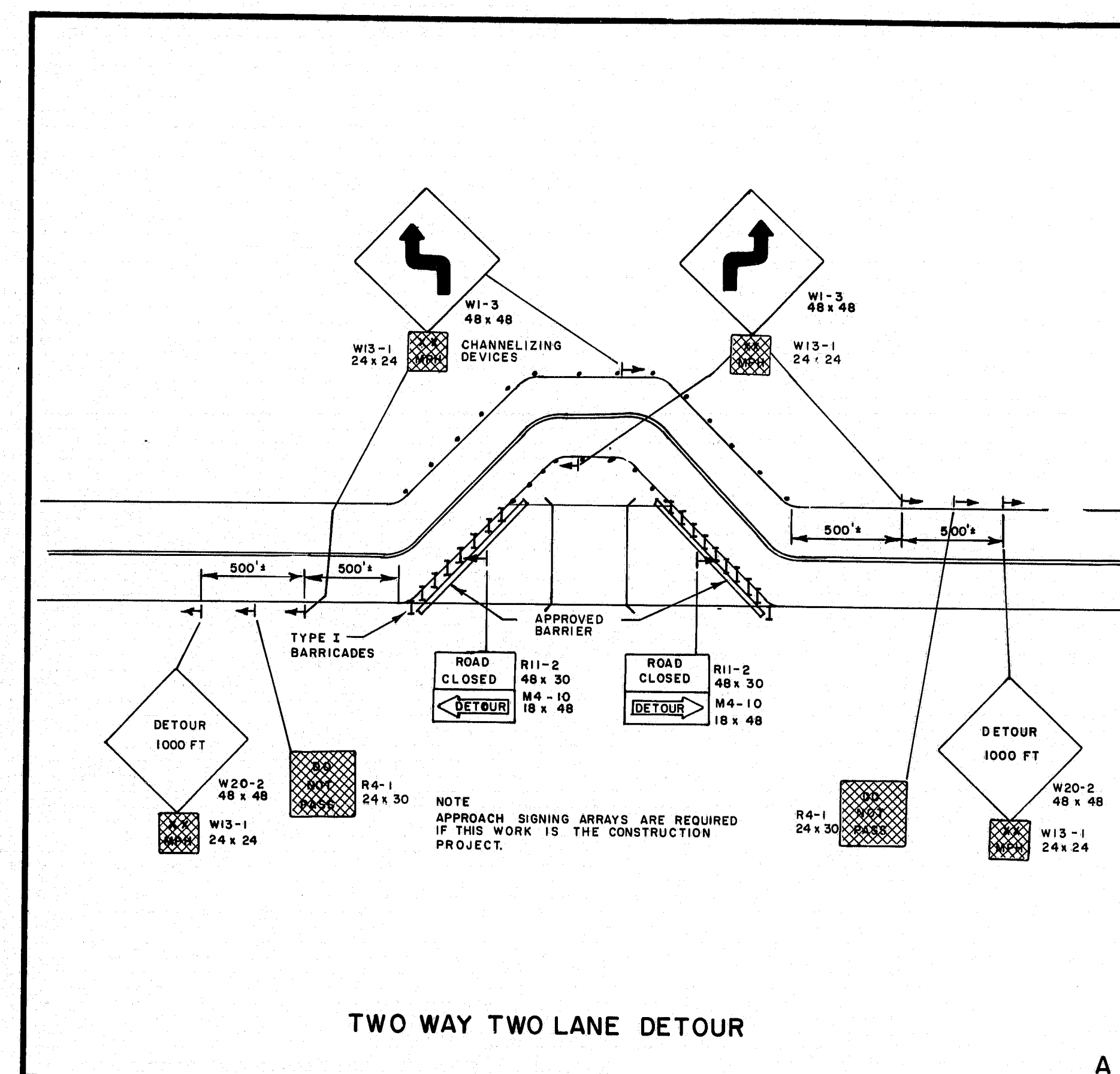


R.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-95-5(51)	8	9

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE
OF
TRAFFIC
IN CONSTRUCTION ZONES



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

<div> <div>REVISIONS</div> <div> <div>4/3/80 PF</div> <div>B, C, D</div> </div> </div>		<div> <div>STATE OF MAINE</div> <div>DEPARTMENT OF TRANSPORTATION</div> </div>
		<div> <div>MAINTENANCE</div> <div>OF</div> <div>TRAFFIC</div> <div>IN CONSTRUCTION ZONES</div> </div>
		<div> <div>SHEET 9 OF 9</div> <div>AUGUSTA, MAINE</div> <div>(HD-12)</div> </div>

SHEET 9 OF 9 AUGUSTA, MAINE (HD - 12)