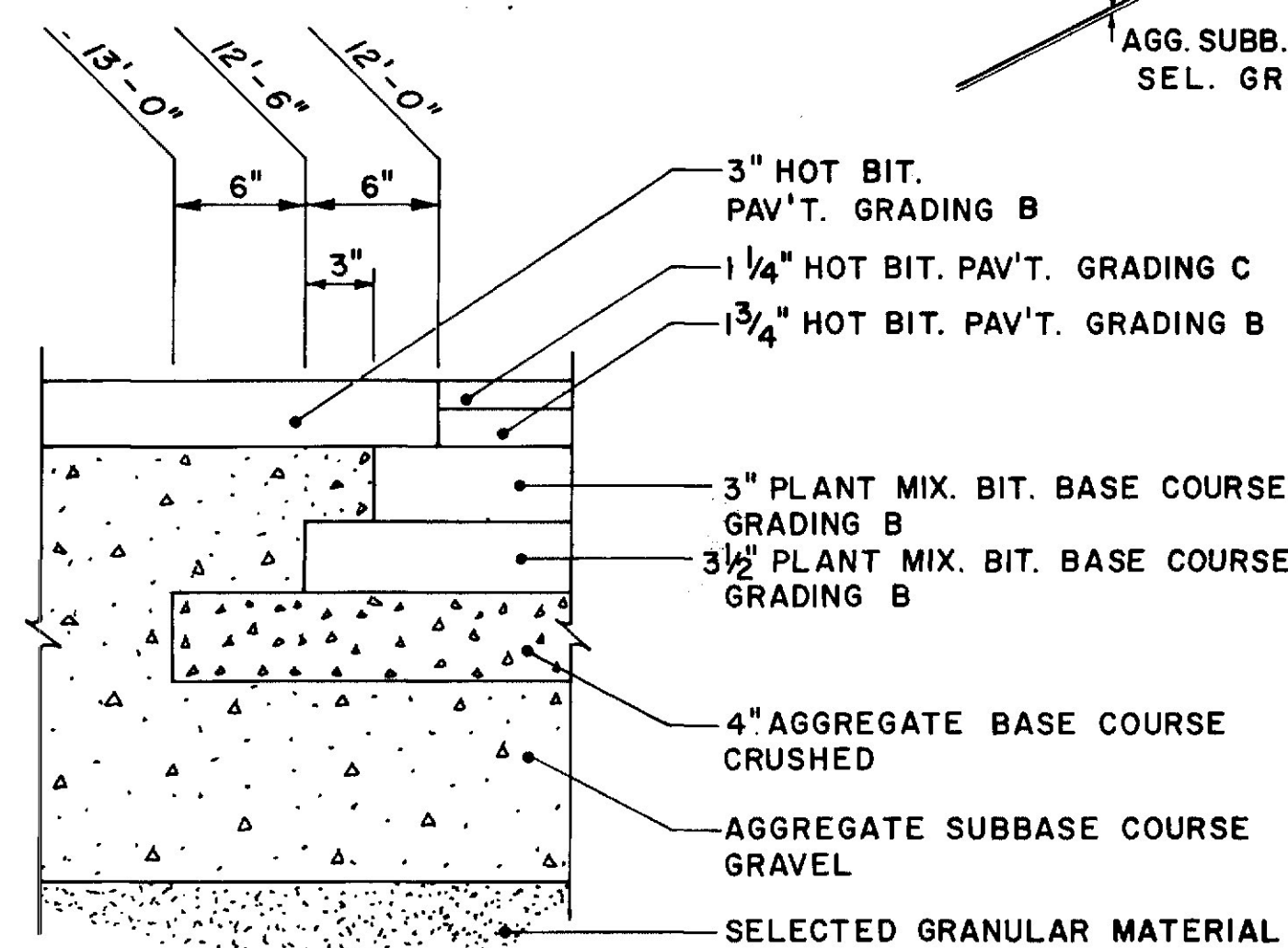
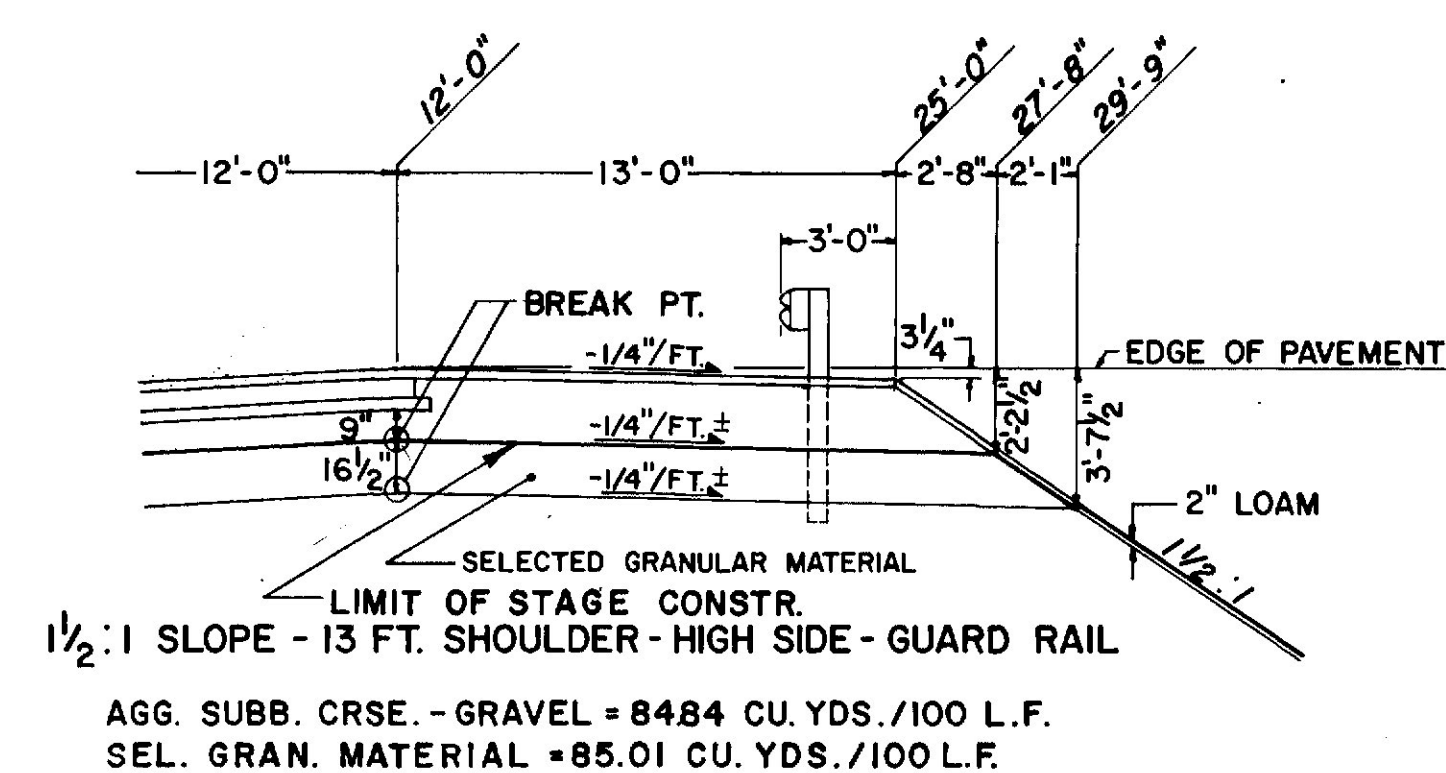
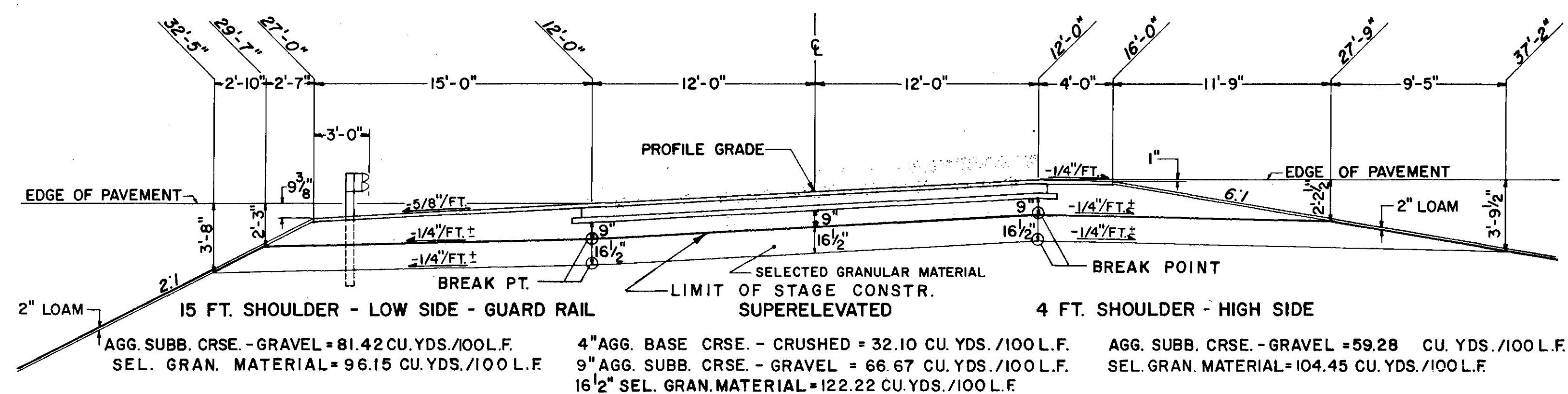
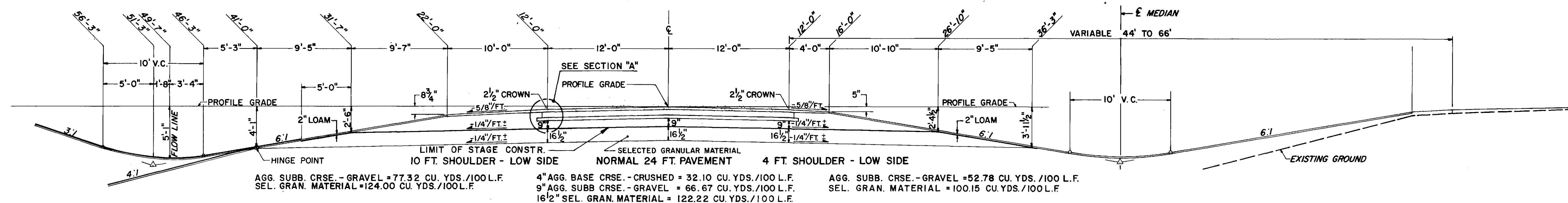
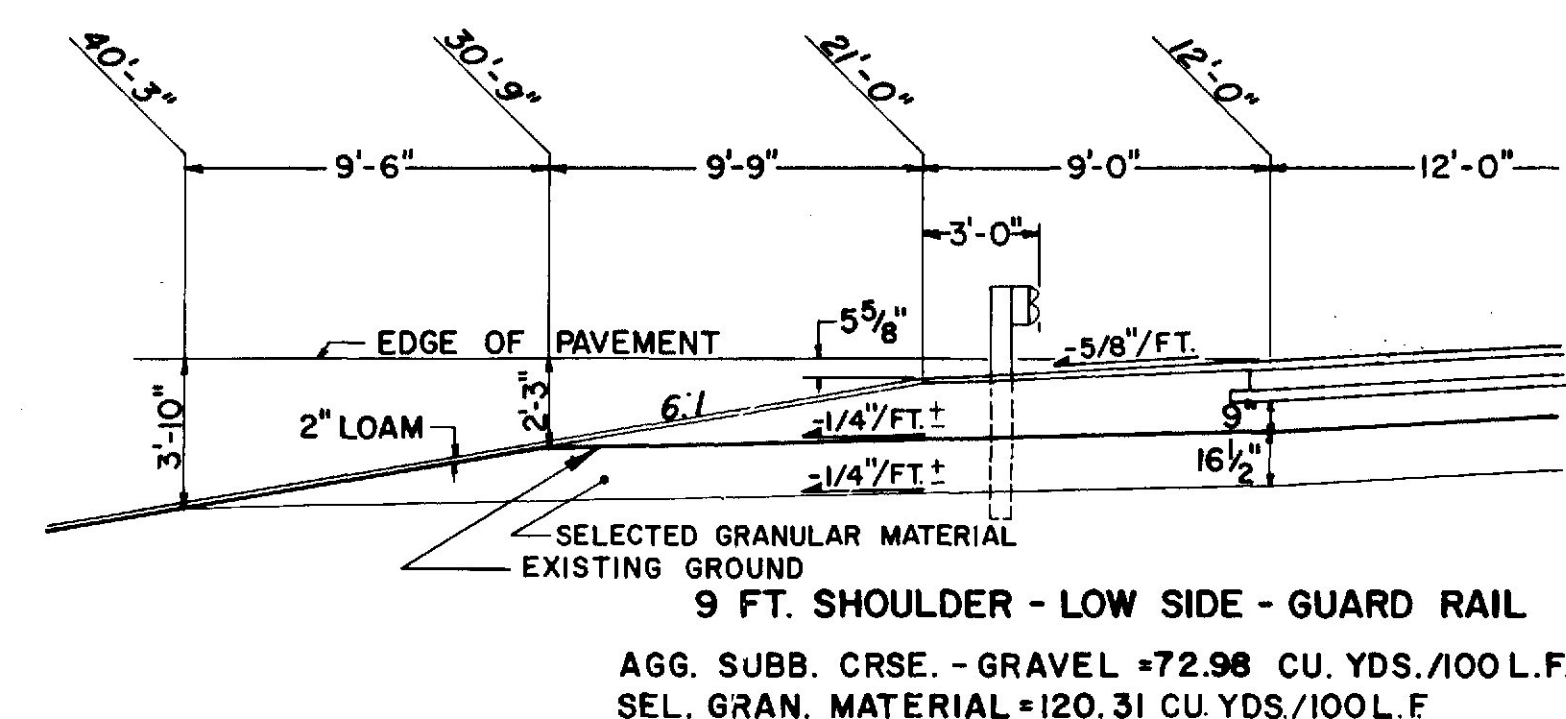
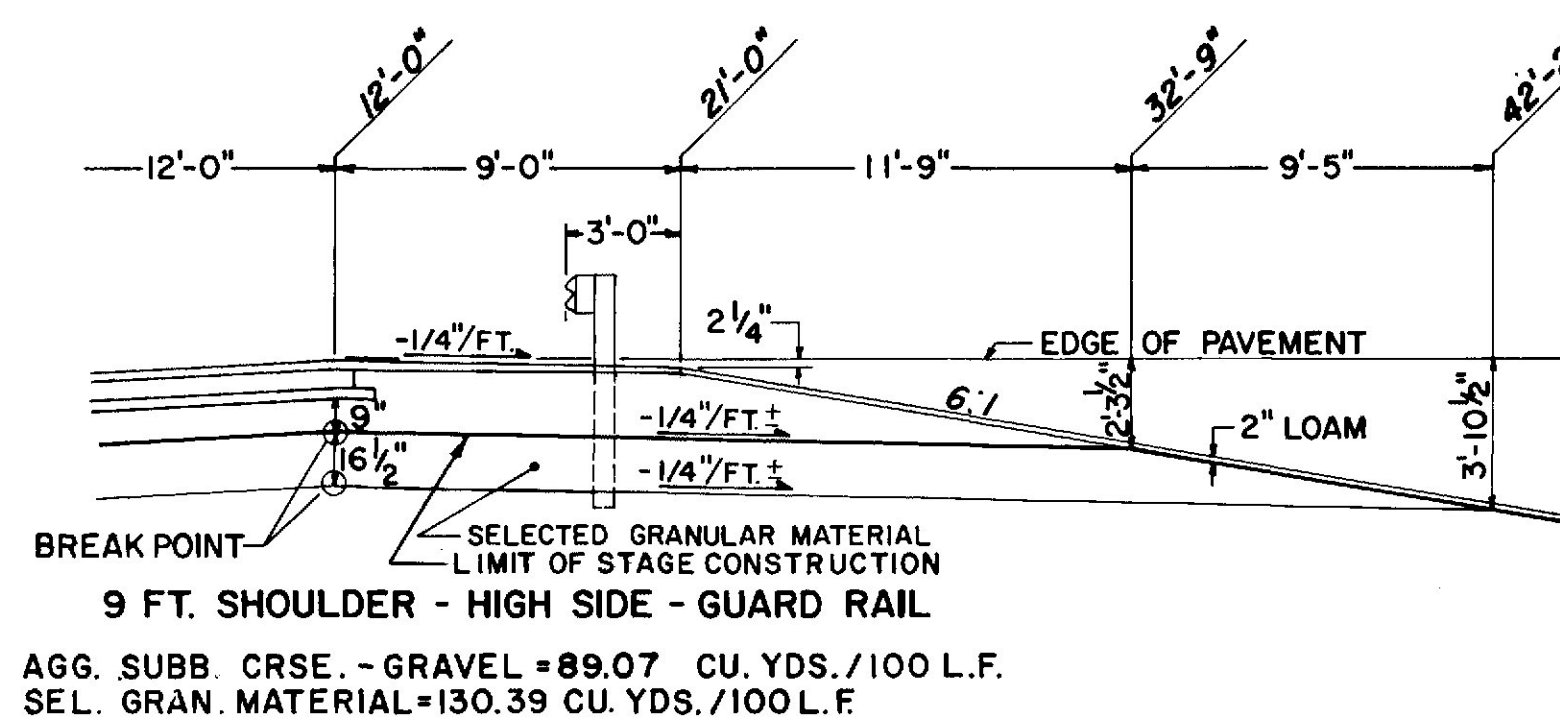
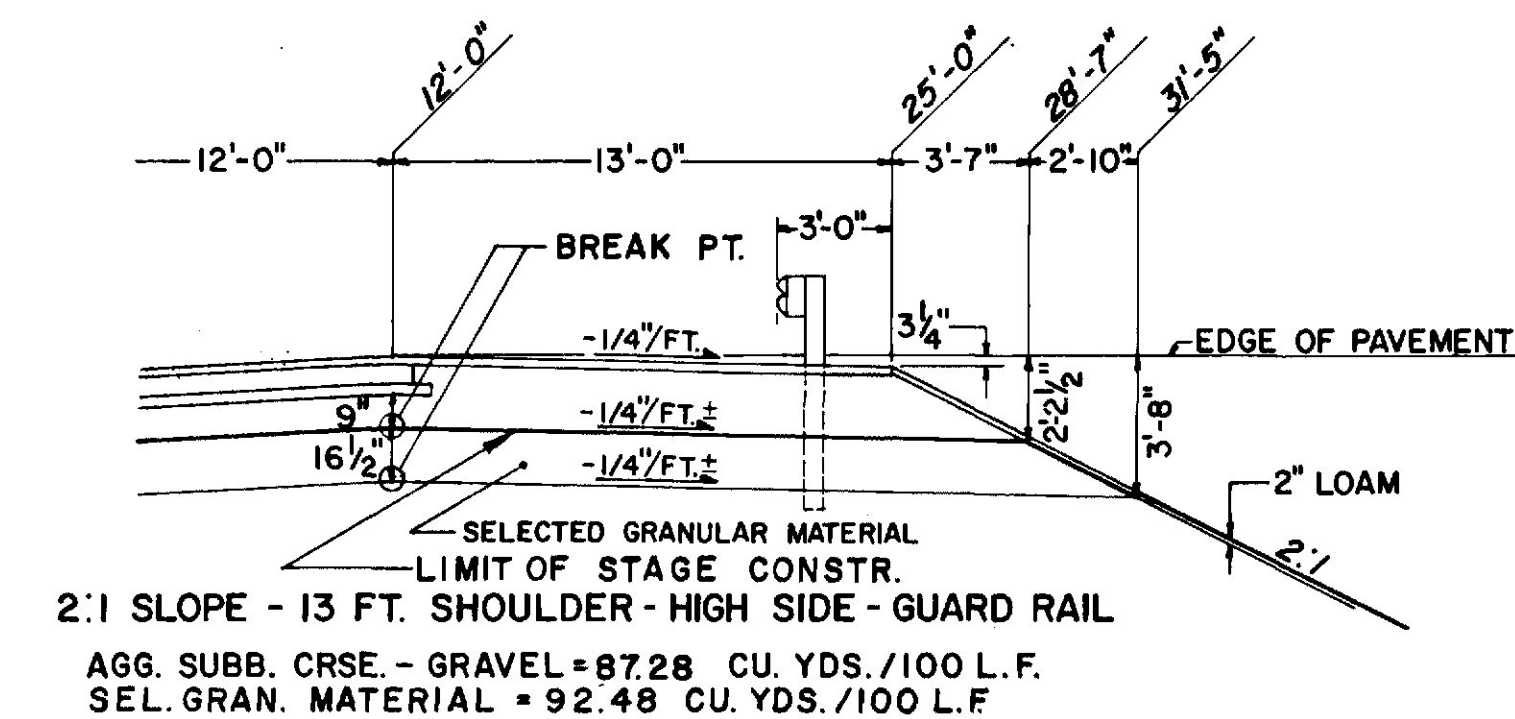
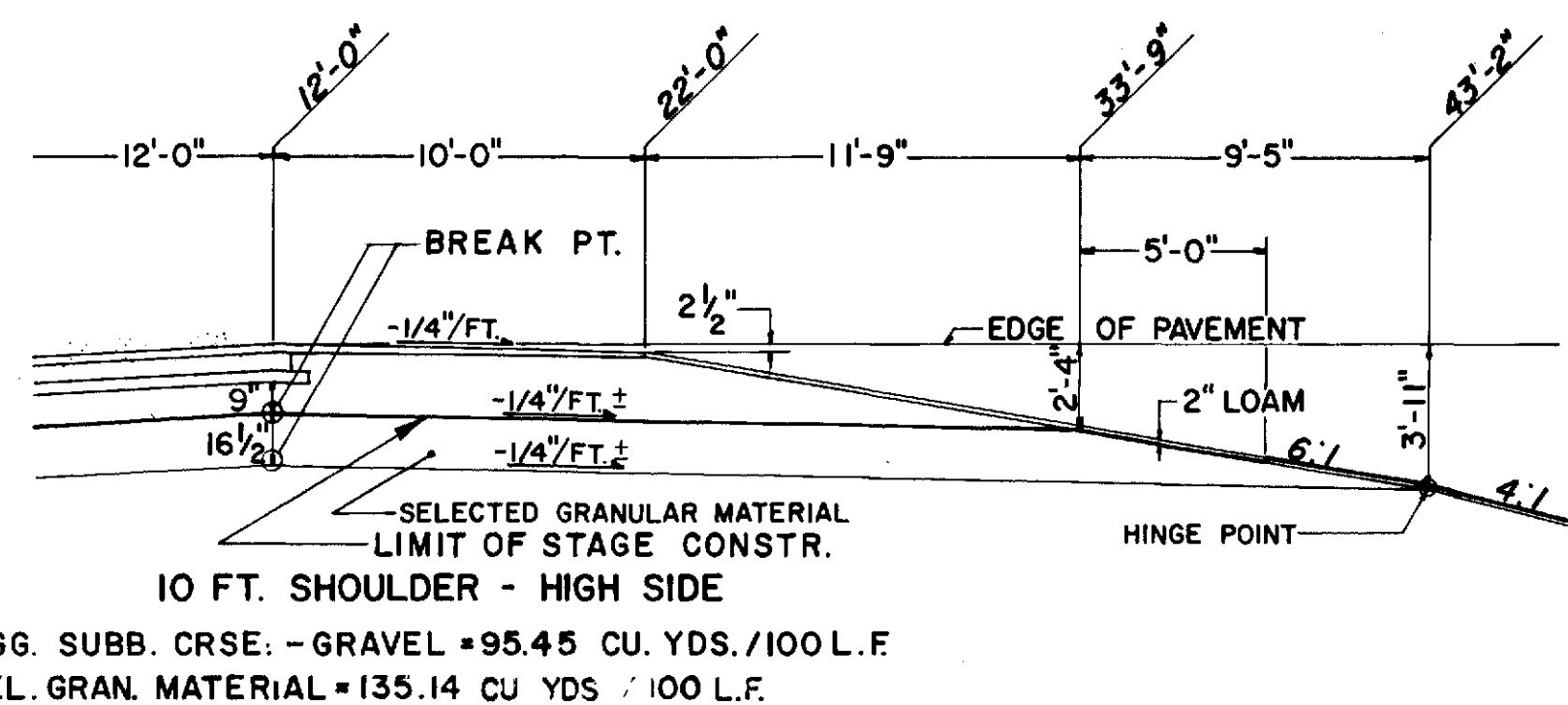


3" HOT BITUMINOUS PAVEMENT I-95 MAINLINE



SECTION "A"



- NOTES:
1. IN FULL CONSTRUCTION AREAS, ALL SLOPES SHALL BE LOAMED AND SEEDDED.
 2. IN STAGE CONSTRUCTION AREAS, LOAM AND SEED SHALL START AT THE TOP OF THE SIDE SLOPE AND END AT THE INTERSECTION OF THE SUB-GRADE WITH THE SIDE SLOPE, EXCEPT ON 6:1 SLOPES WHERE IT WILL END 5'-0" FROM THE TOP OF THE SELECTED GRANULAR MATERIAL. ALL MEDIAN AREAS SHALL BE LOAMED AND SEEDDED.

- NOTES:**
CROWN FOR NORMAL AND SUPERELEVATED
SECTIONS FOR ALL COURSES SHALL BE STRAIGHT.
PAVEMENT AND BASE DEPTHS AS SHOWN ON
THE PLANS ARE INTENDED TO BE NOMINAL..
WHEN THE PAVEMENT SUPERELEVATION IS
GREATER THAN 5/8" / FT. THE LOW SIDE SHOULDER
SHALL BE SLOPED AT THE SAME RATE.
FOR LIMITS OF FULL CONSTRUCTION AND
STAGE CONSTRUCTION SEE PROFILES.

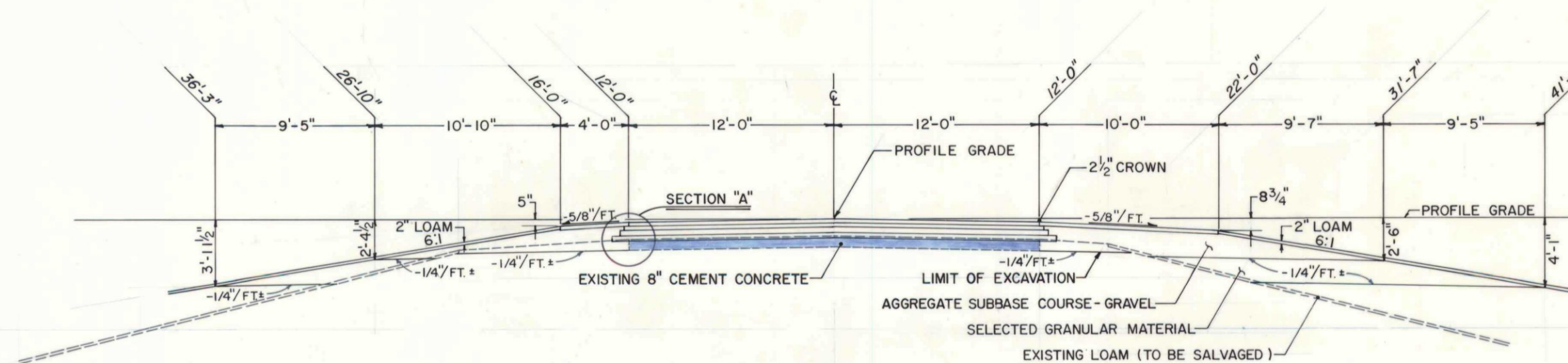
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-95

Revised As Built Retained Curbs and 3/1/04
SHEET 1 OF 4 AUGUSTA, MAINE

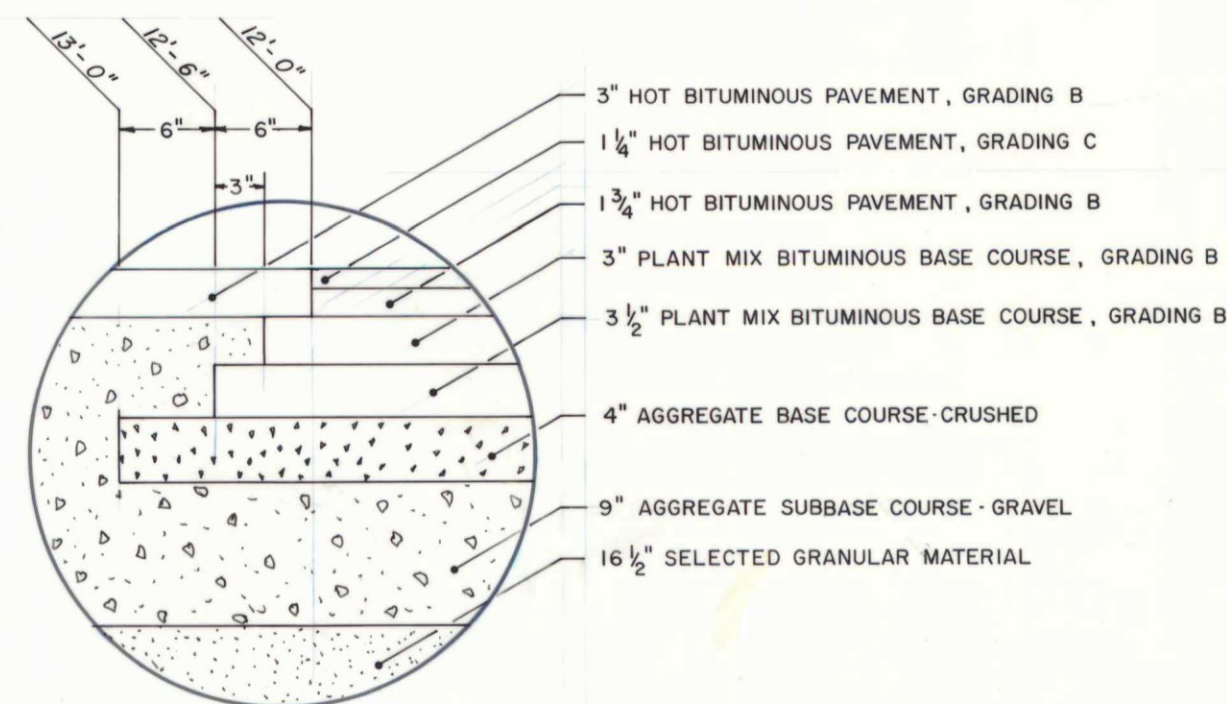
YARMOUTH - FREEPORT

3" HOT BITUMINOUS PAVEMENT I-95 MAINLINE

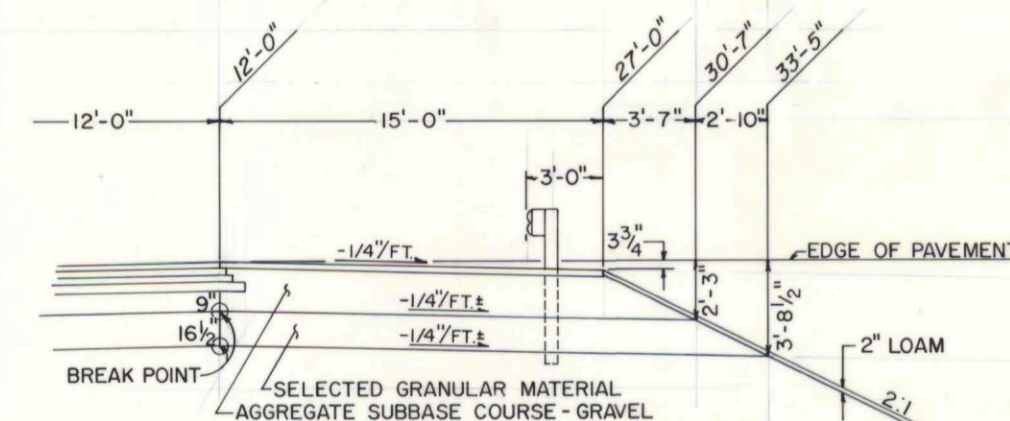


RTE. I-95 NORTH BOUND RECONSTRUCTION

PROPOSED FINISH GRADE TO EXISTING GRADE	CONDITIONS OF RTE. 1-95 NORTH BOUND RECONSTRUCTION
0 TO 1 1/2"	REMOVE EXISTING CEMENT CONCRETE SLAB AND EXCAVATE AS NEEDED. PLACE 3" HOT BIT. PAVEMENT, 6 1/2" PLANT MIX BIT. BASE COURSE & 4" TO 10" AGGREGATE BASE COURSE - CRUSHED.
1 1/2" TO 17 1/2"	REMOVE EXISTING CEMENT CONCRETE SLAB. PLACE 3" HOT BIT. PAVEMENT, 6 1/2" PLANT MIX BIT. BASE COURSE, 4" AGGREGATE BASE COURSE - CRUSHED & 6" TO 12" AGGREGATE SUBBASE COURSE - GRAVEL.
17 1/2" TO 25 1/2"	REMOVE EXISTING CEMENT CONCRETE SLAB. PLACE 3" HOT BIT. PAVEMENT, 6 1/2" PLANT MIX BIT. BASE COURSE, 4" AGGREGATE BASE COURSE - CRUSHED, 9" AGGREGATE SUBBASE COURSE - GRAVEL & 3" TO 11" SELECTED GRANULAR MATERIAL.
25 1/2" TO 31"	PLACE 3" HOT BIT. PAVEMENT, 6 1/2" PLANT MIX BIT. BASE COURSE, 4" AGGREGATE BASE COURSE - CRUSHED, 9" AGGREGATE SUBBASE COURSE - GRAVEL & 11" TO 16 1/2" SELECTED GRANULAR MATERIAL. REMOVE EXISTING CEMENT CONCRETE SLAB.
31" PLUS	USE FULL TEMPLATE 1-95 & COMMON BORROW.



SECTION "A"



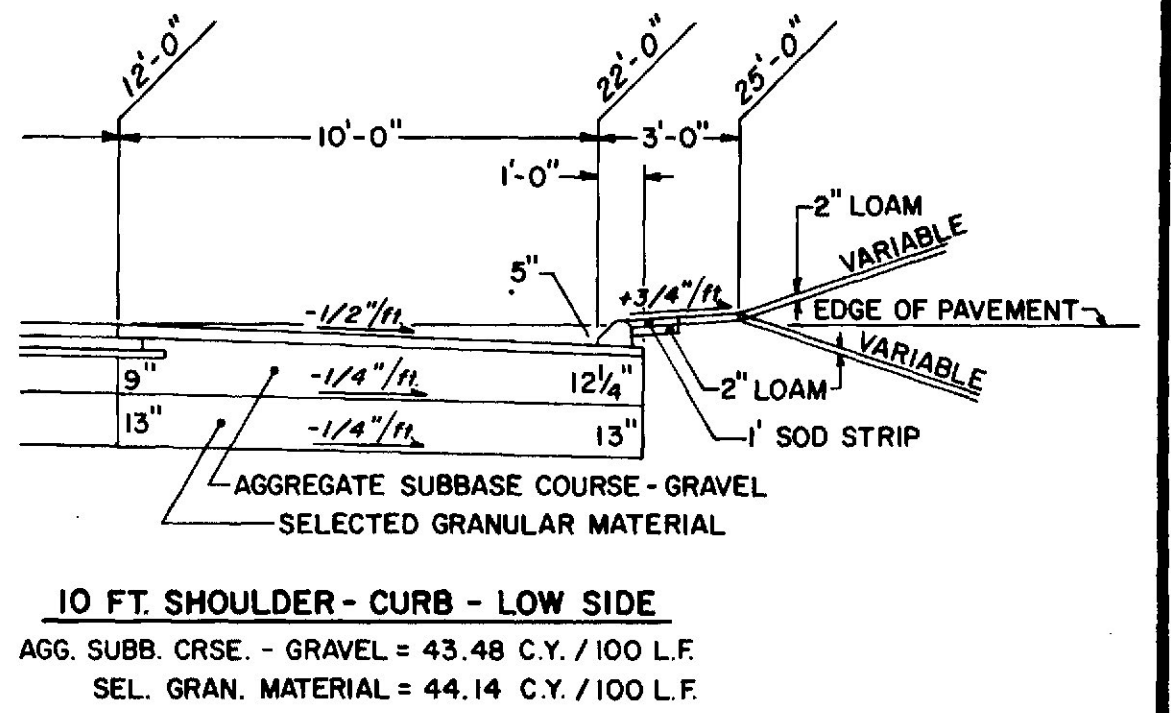
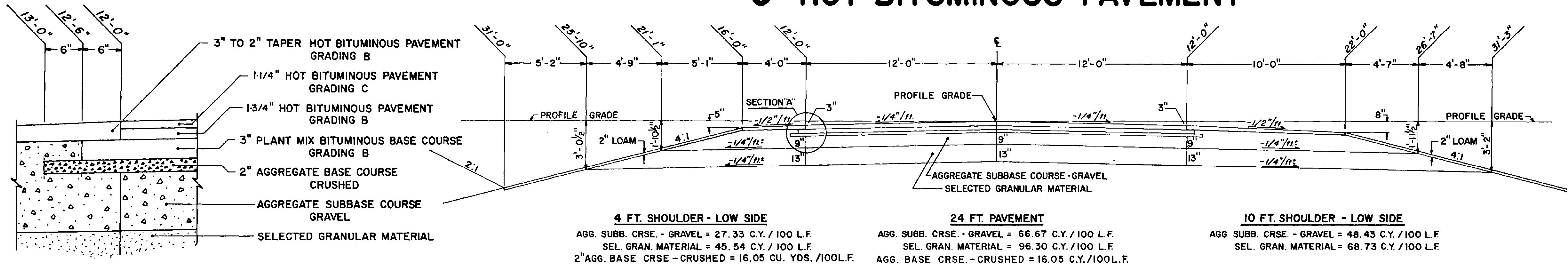
2:1 SLOPE - 15 FT. SHOULDER - HIGH SIDE - GUARD RAIL

AGGREGATE SUBBASE COURSE - GRAVEL = 99.27 CU. YDS. / 100 L.F.
SELECTED GRANULAR MATERIAL = 102.75 CU. YDS. / 100 L.F.

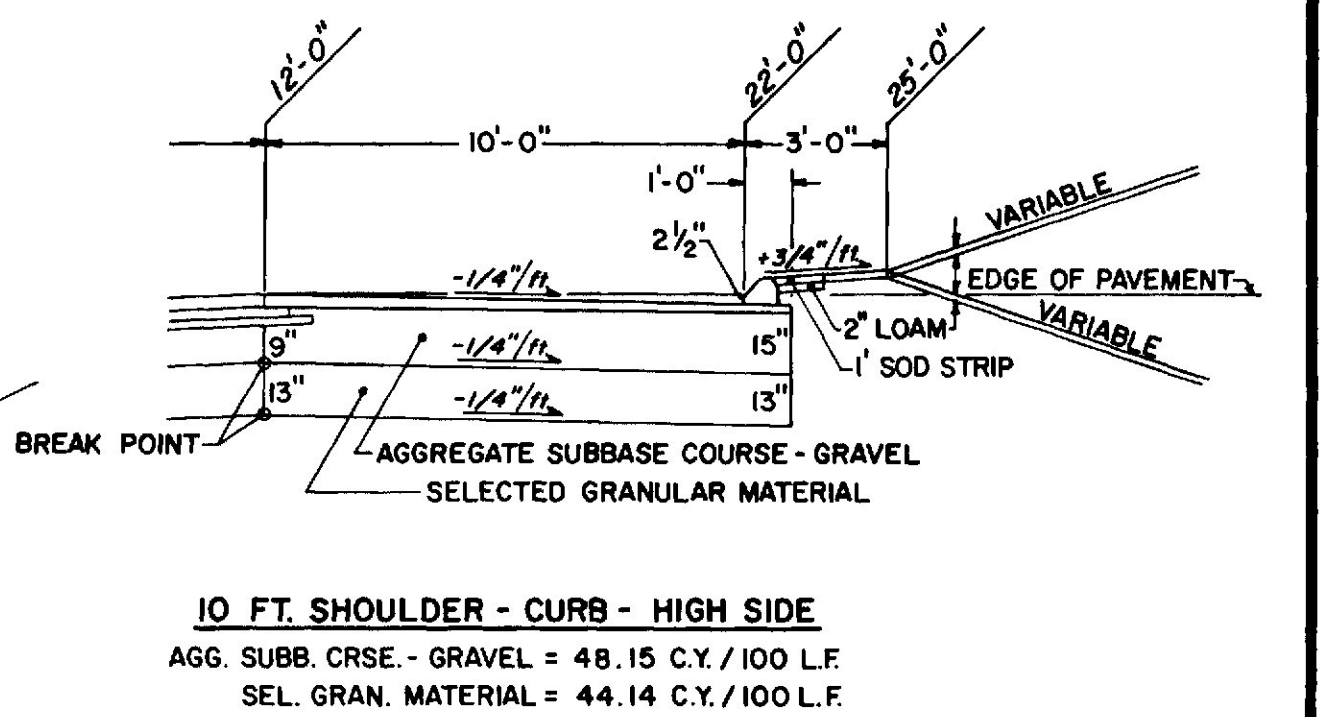
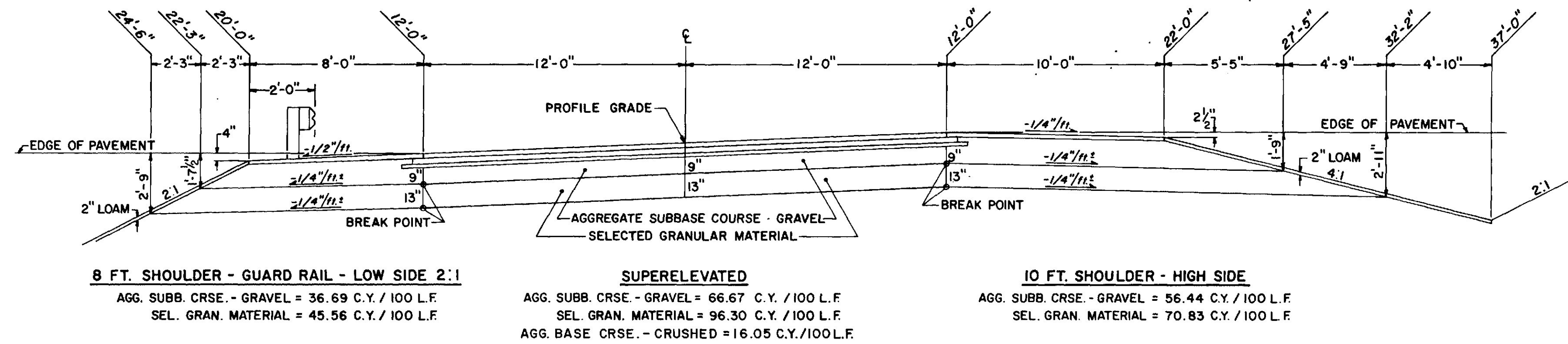
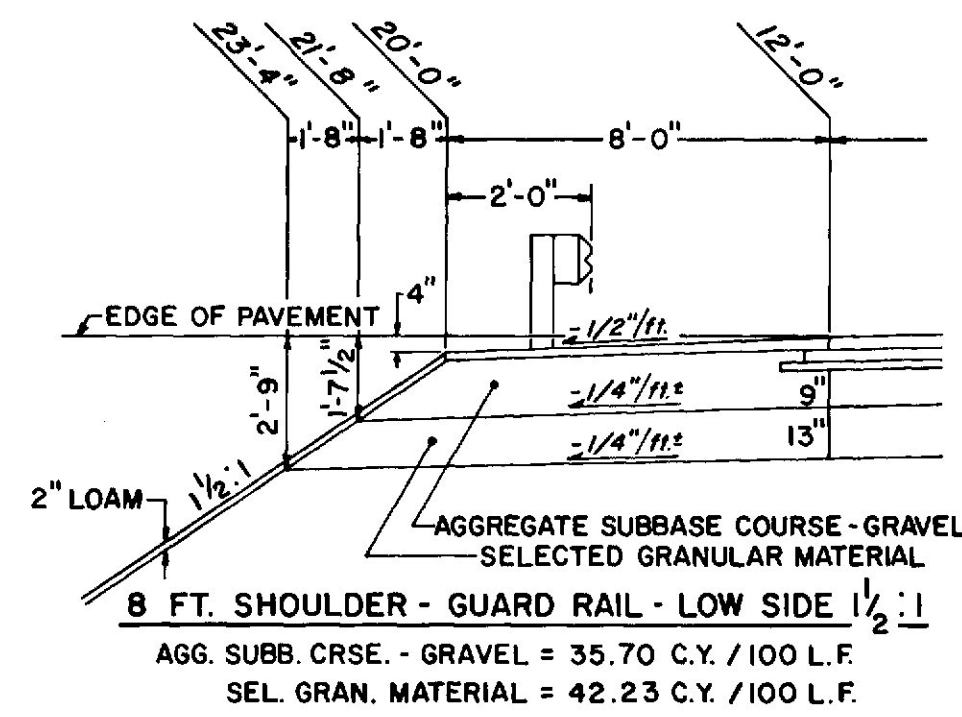
- NOTES:
1. CROWN FOR NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES SHALL BE STRAIGHT.
 2. PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 3. WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 5/8" FT., THE LOW SIDE SHOULDER SHALL BE SLOPED AT THE SAME RATE.
 4. FOR LIMITS OF FULL CONSTRUCTION, RECONSTRUCTION AND STAGE CONSTRUCTION, SEE PROFILES.
 5. IN FULL CONSTRUCTION AND RECONSTRUCTION AREAS, ALL SLOPES SHALL BE LOAMED AND SEEDED.
 6. IN STAGE CONSTRUCTION AREAS, LOAM AND SEED SHALL START AT THE TOP OF THE SIDE SLOPE AND END AT THE INTERSECTION OF THE SUBGRADE WITH THE SIDE SLOPE, EXCEPT ON 6:1 SLOPES WHERE IT WILL END 5'-0" FROM THE TOP OF THE SELECTED GRANULAR MATERIAL. ALL MEDIAN AREAS SHALL BE LOAMED AND SEEDED.

TYPICAL SECTIONS I-95

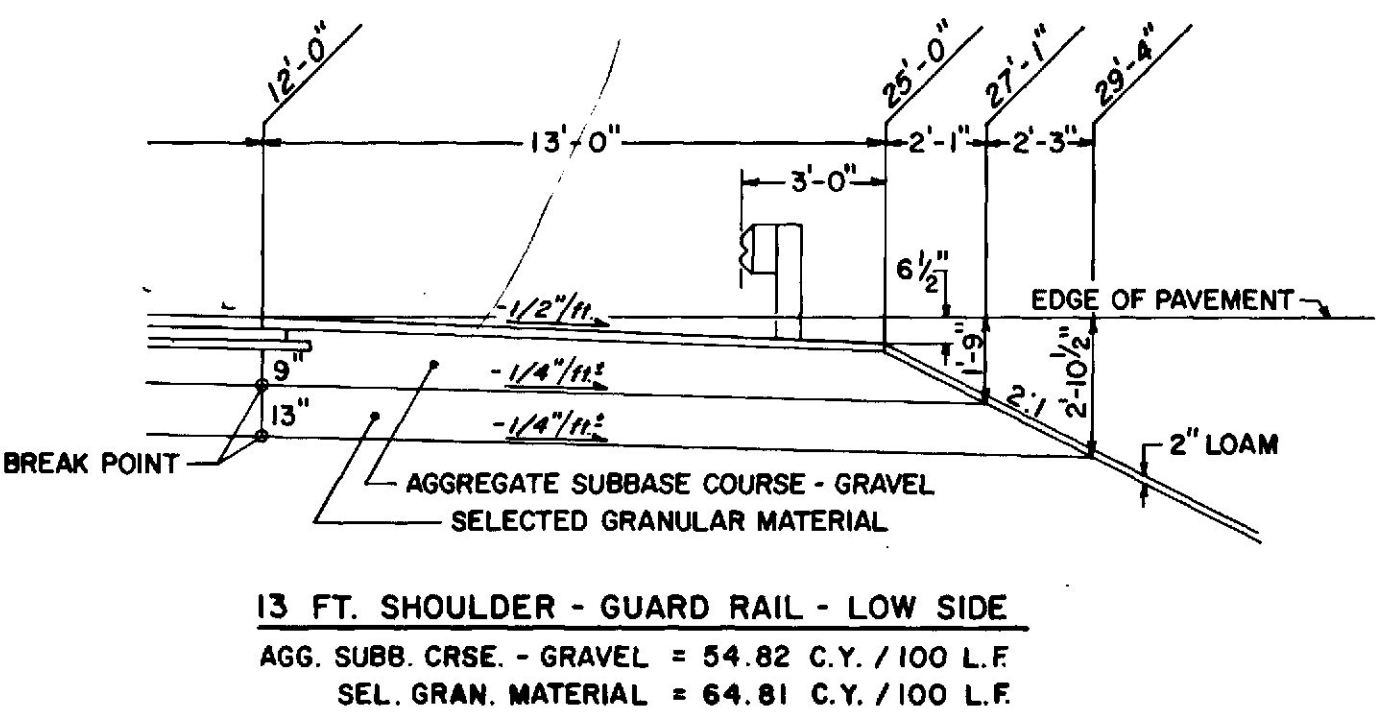
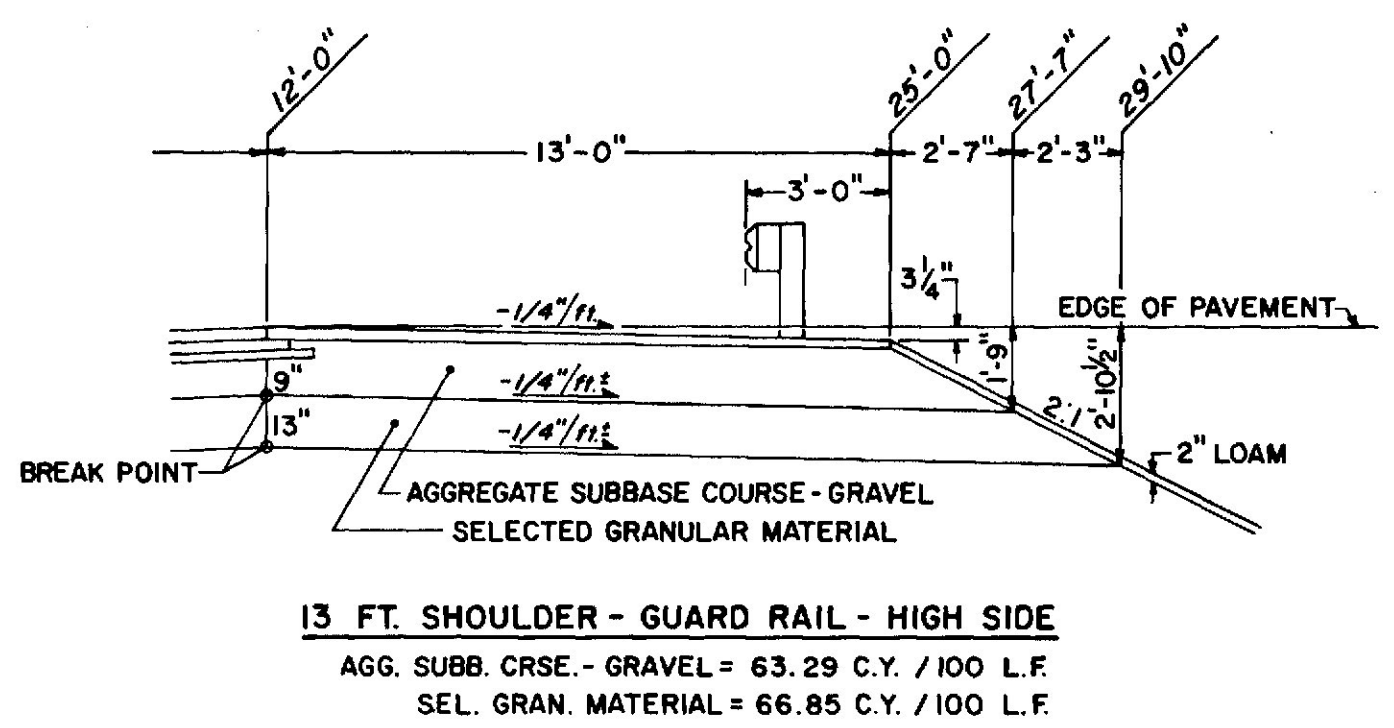
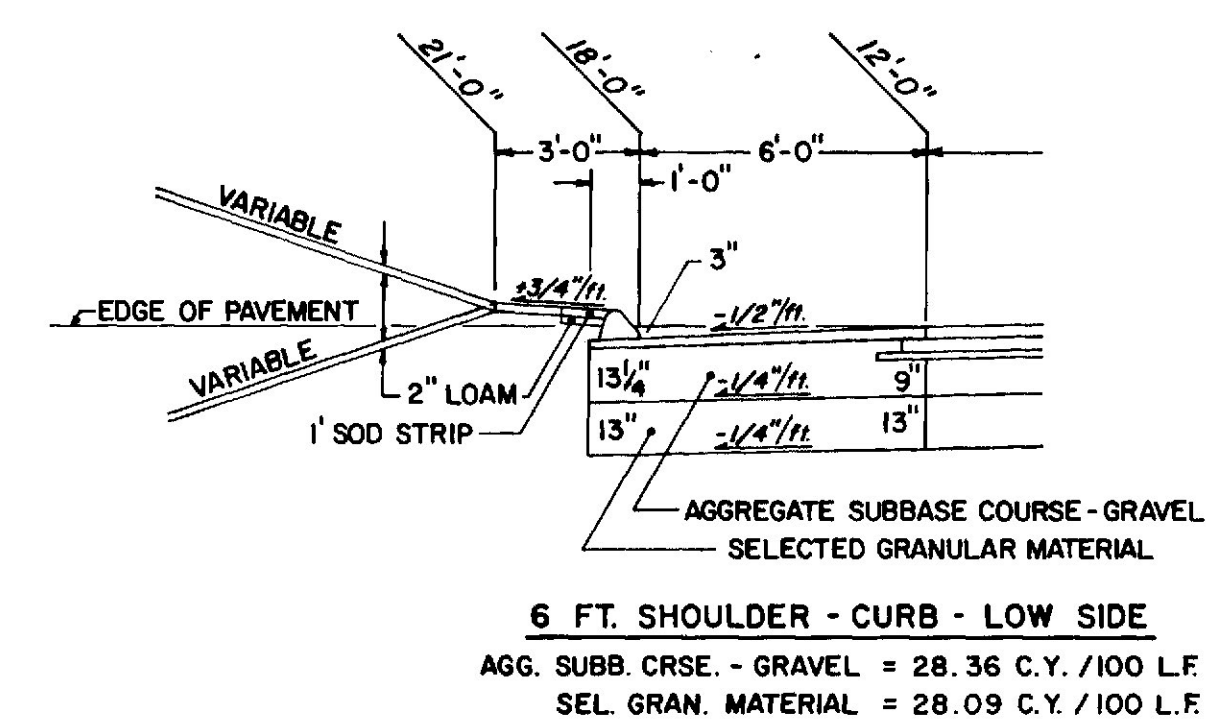
3" HOT BITUMINOUS PAVEMENT



SECTION A-A



ROUTE 1 NORTH AND SOUTH OF NEW COUNTY ROAD



NOTES:
 THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 WHEN THE PAVEMENT SUPERELEVATION EXCEEDS 1/2" PER FOOT, THE LOW SIDE SHOULDER SHALL BE SLOPED AT THE SAME RATE.
 CROWN FOR NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES SHALL BE STRAIGHT.
 ALL SLOPES SHALL BE LOAMED AND SEEDED.

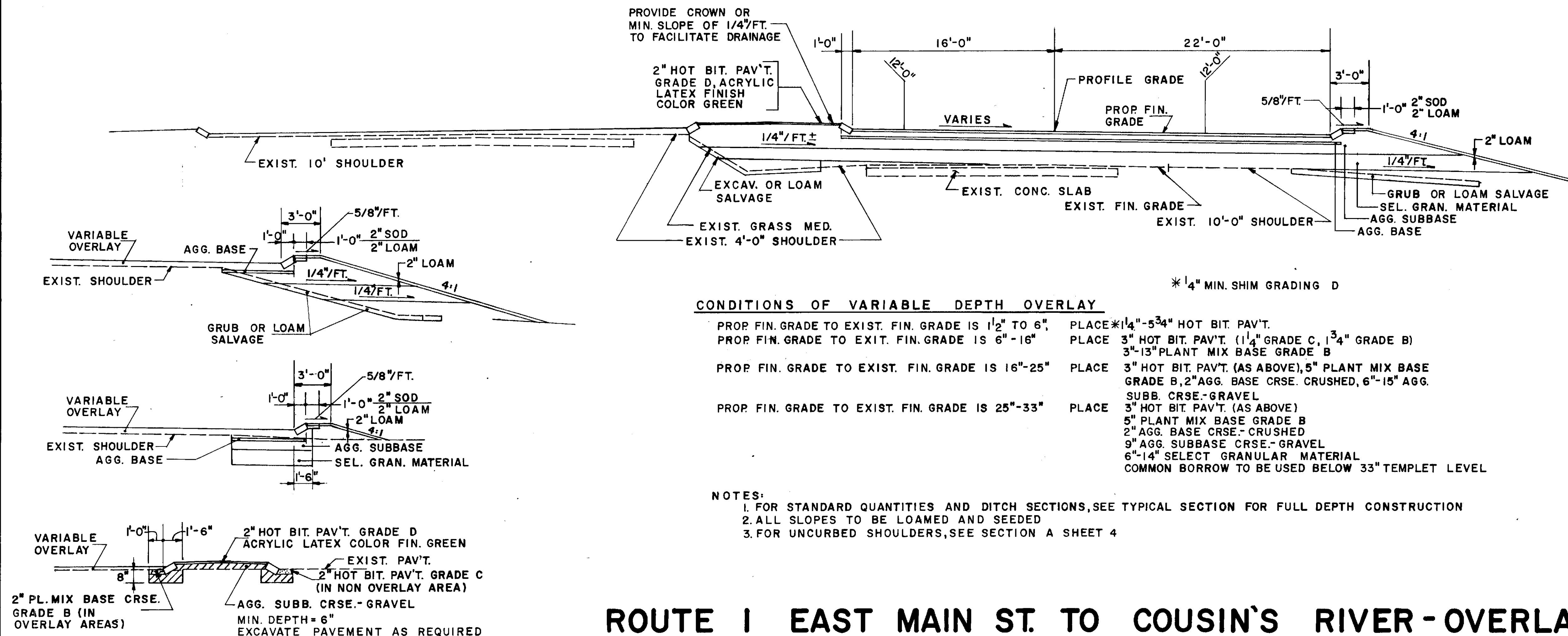
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 1 FULL CONSTRUCTION AREAS
 COUSINS RIVER TO DESERT OF MAINE RD.

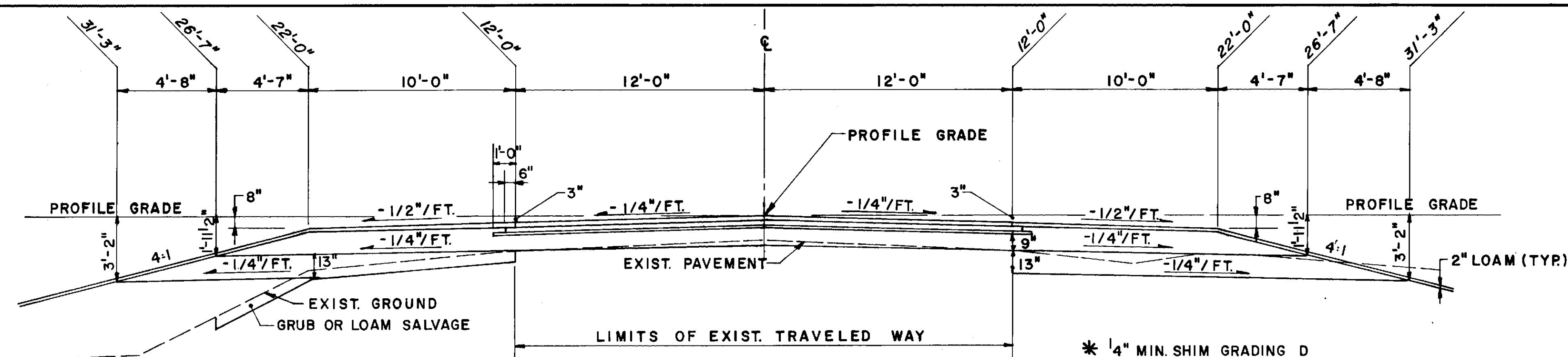
TYPICAL SECTIONS

Revised As Built By Richard W. Cunningham 7/1/94
 SHEET OF AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	



ROUTE 1 EAST MAIN ST. TO COUSIN'S RIVER - OVERLAY



NOTES

1. FOR LOCATION OF SHOULDERS TO BE GRUBBED OR CUT, SEE CROSS SECTIONS.
2. ON FULL CONSTRUCTION SHOULDERS SHALL BE PAVED WITH HOT BITUMINOUS PAVEMENT GRADING "B", TAPERING FROM 3" TO 2".
3. ON OVERLAY PROJECT SHOULDERS SHALL BE PAVED WITH HOT BITUMINOUS PAVEMENT GRADING "C" ($\pm 1/2"$)
4. ALL SLOPES SHALL BE LOAMED AND SEEDED.

CONDITIONS OF VARIABLE DEPTH OVERLAY

- MIN. THICKNESS = 1 1/2" W/ 1/4" MIN SHIM GRADING D & 1/4" GRADING C HOT BIT. PAV'T. (GRIND EXIST. PAV'T. AS REQUIRED)
- PROP. FIN. GRADE TO EXIST. GRADE IS 1/2" - 3" PLACE 1/4" - 2 3/4" GRADING C HOT BIT. PAV'T.
- PROP. FIN. GRADE TO EXIST. GRADE IS 3" - 5" PLACE 1/4" GRADING C HOT BIT. PAV'T.
- PROP. FIN. GRADE TO EXIST. GRADE IS 5" - 14" PLACE 1 1/2" - 3 1/2" GRADING B HOT BIT. PAV'T.
- PROP. FIN. GRADE TO EXIST. GRADE IS 14" - 23" PLACE 1 1/4" GRADING C HOT BIT. PAV'T.
- PROP. FIN. GRADE TO EXIST. GRADE IS 23" - 30" PLACE 1 3/4" GRADING B HOT BIT. PAV'T.
- PLACE 2" - 11" GRADING B PLANT MIX BASE
- PLACE 1 1/4" GRADING C HOT BIT. PAV'T.
- PLACE 1 3/4" GRADING B HOT BIT. PAV'T.
- PLACE 3" GRADING B PLANT MIX BASE
- PLACE 6" - 15" GRADING B PLANT MIX BASE
- PLACE 1 1/4" GRADING C HOT BIT. PAV'T.
- PLACE 1 3/4" GRADING B HOT BIT. PAV'T.
- PLACE 3" GRADING B PLANT MIX BASE
- PLACE 2" GRADING B PLANT MIX BASE
- PLACE 9" AGG. BASE CRSE.-CRUSHED
- PLACE 6" - 13" AGG. SUBB. CRSE.-GRAVEL
- SEL. GRANULAR MAT.
- COMMON BORROW TO BE USED BELOW 33" TEMPLET LEVEL

NO.	REVISION	BY	DATE	IN CHARGE OF
		MADE		
		TRACED	CFL	
		CHECKED		

ROUTE 1 SOUTH OF DESERT OF MAINE ROAD-OVERLAY

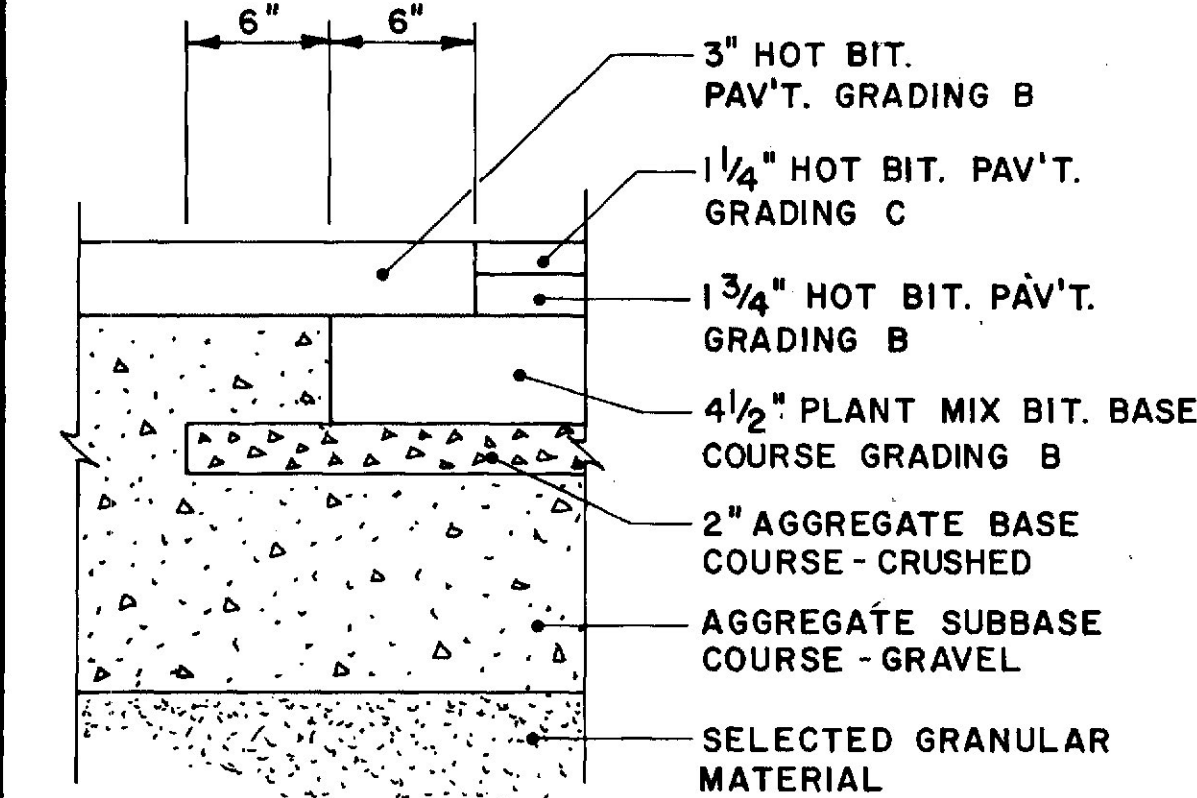
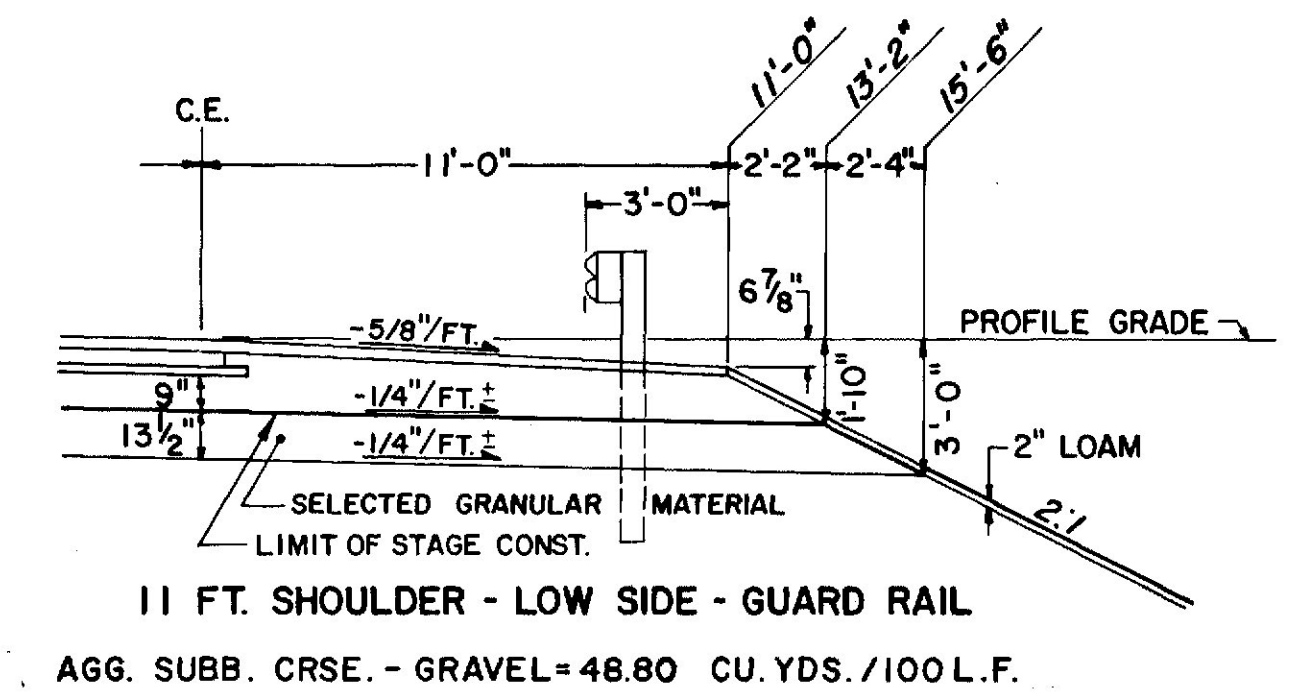
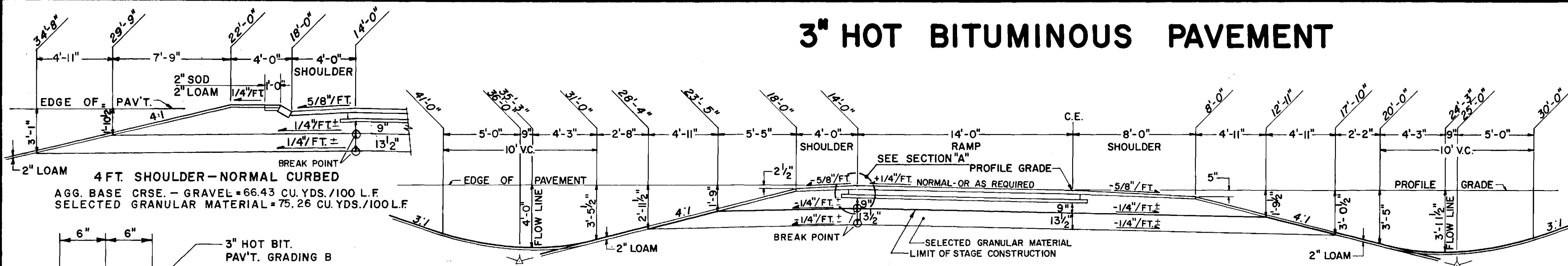
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

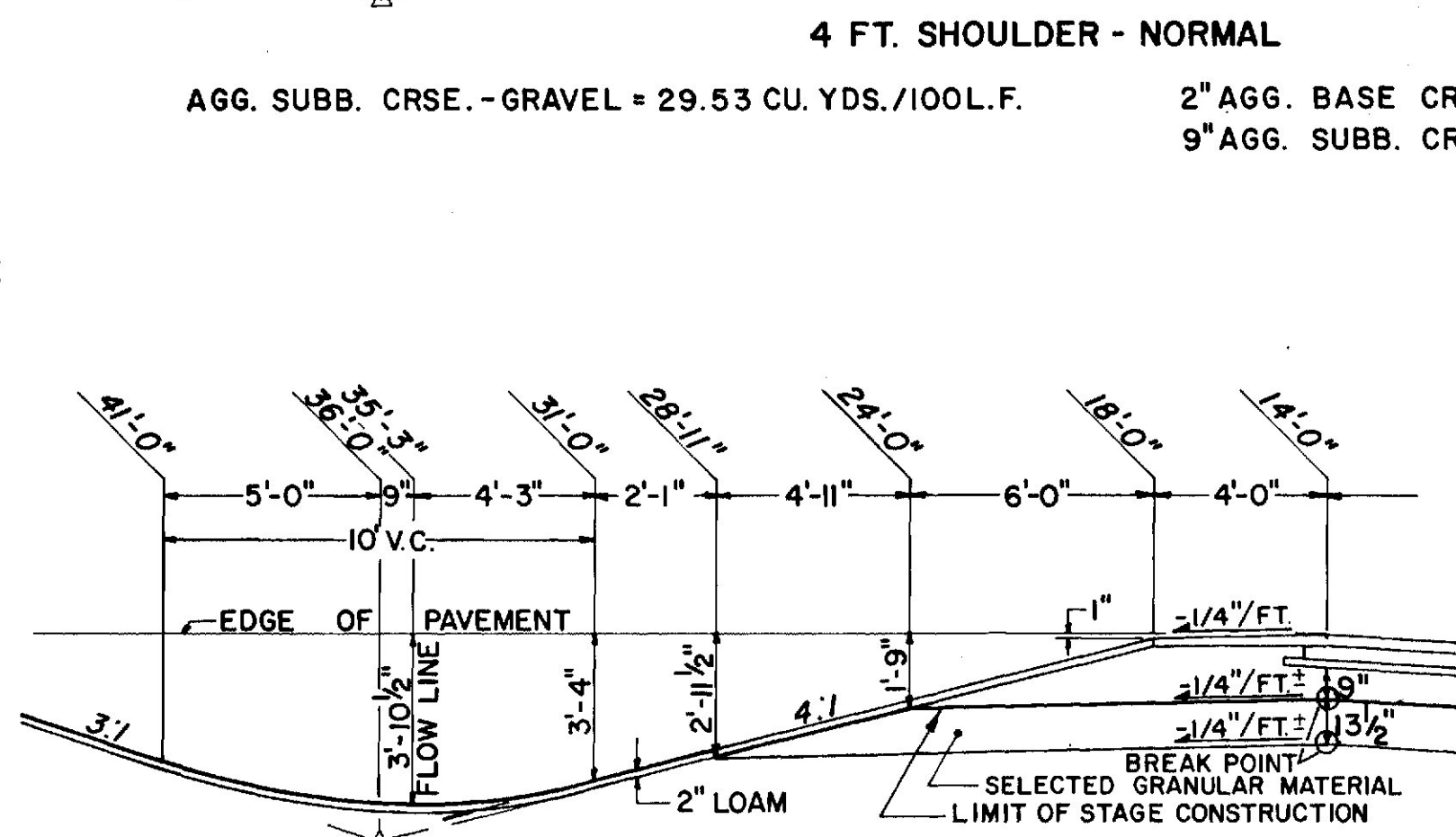
ROUTE 1
OVERLAY

Revised As Built By Richard M. Manning 3/1/97
SHEET OF AUGUSTA, MAINE

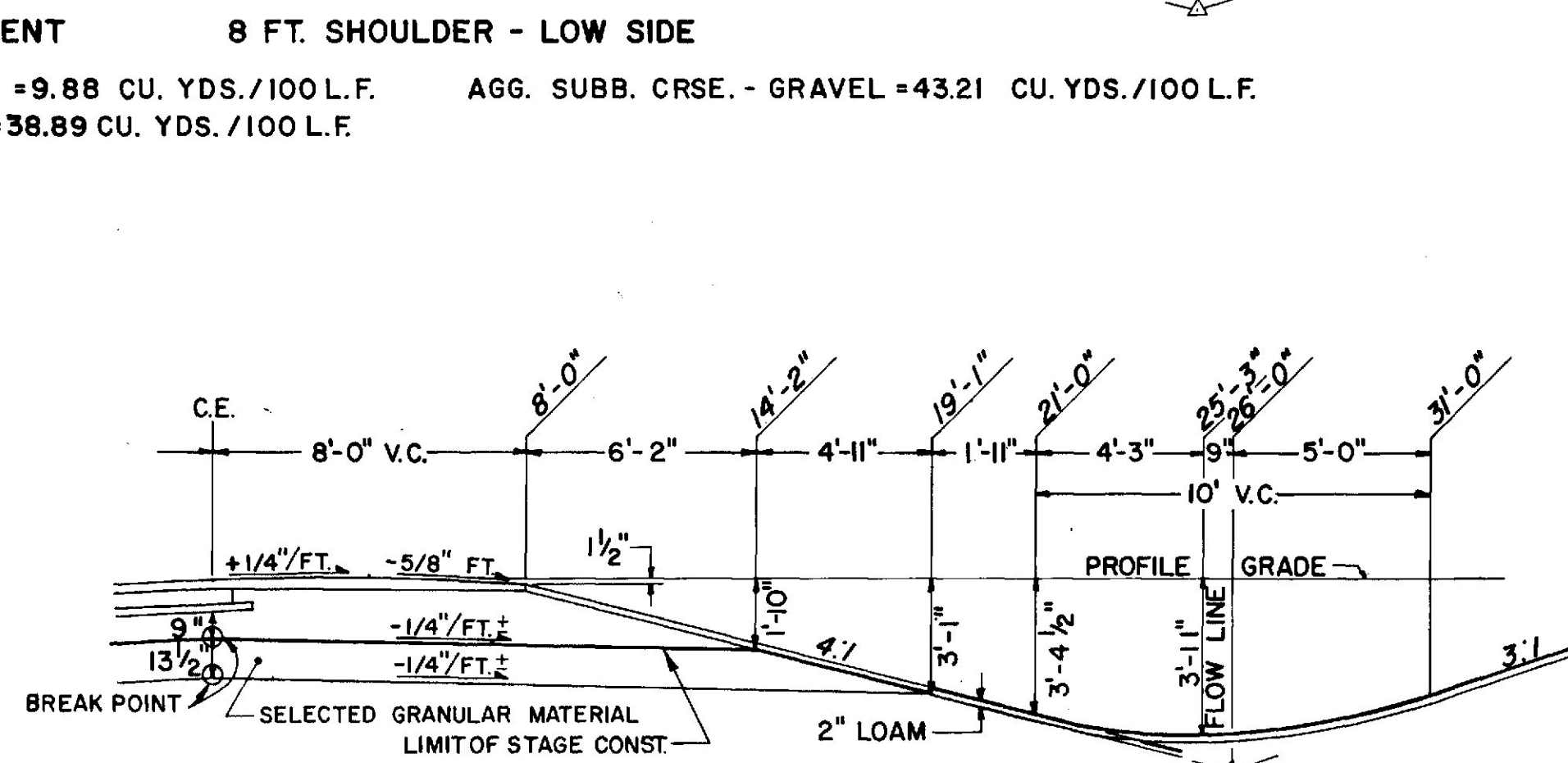
3" HOT BITUMINOUS PAVEMENT



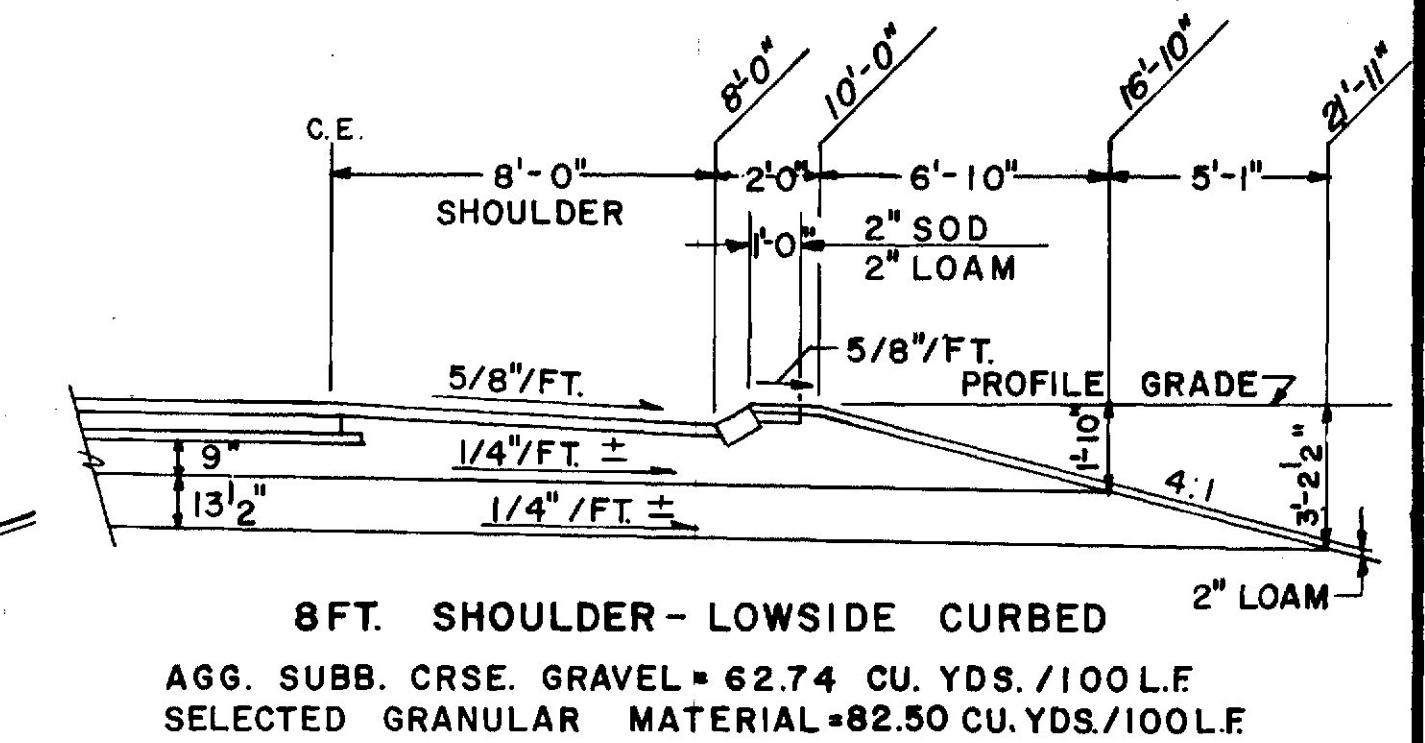
SECTION "A"



4 FT. SHOULDER - HIGH SIDE
AGG. SUBB. CRSE. - GRAVEL = 33.10 CU. YDS./100 L.F.



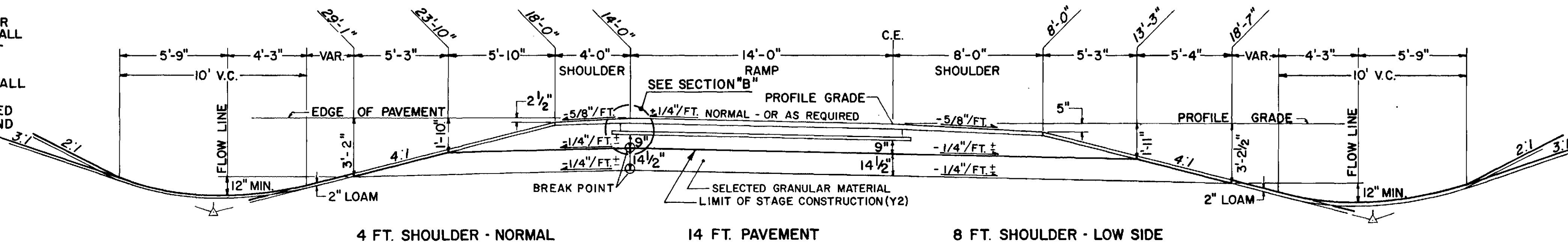
8 FT. SHOULDER - HIGH SIDE
AGG. SUBB. CRSE. - GRAVEL = 55.14 CU. YDS./100 L.F.



8 FT. SHOULDER - LOWSIDE CURBED
AGG. SUBB. CRSE. GRAVEL = 62.74 CU. YDS./100 L.F.
SELECTED GRANULAR MATERIAL = 82.50 CU. YDS./100 L.F.

NOTES:
PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 5/8" PER FOOT, THE LOW SIDE SHOULDER SHALL BE SLOPED AT THE SAME RATE.
THE INVERT OF NORMAL DITCHES SHALL BE 12" ± BELOW SUBGRADE.
WHERE THE INVERT OF THE DITCH IS GREATER THAN 10' BELOW EXISTING GROUND, 2:1 BACK-SLOPES SHALL BE USED.
FOR A DISTANCE OF 200' BEFORE OR AFTER MAINLINE GORE AREAS, THE RAMP SHOULDERS SHALL HAVE SIDE SLOPES CONSISTENT WITH THE INTER-STATE SAFETY TREATMENT (6:1 SLOPE OR 6:1 SLOPE WITH HINGE TO 4:1).
IN FULL CONSTRUCTION AREAS, ALL SLOPE SHALL BE LOAMED AND SEEDED.
IN STAGE CONSTRUCTION AREAS LOAM AND SEED SHALL START AT THE TOP OF THE SLOPE AND END AT THE INTERSECTION OF THE SUB-GRADE WITH THE SIDE SLOPES.
FOR LIMITS OF FULL CONSTRUCTION AND STAGE CONSTRUCTION SEE PROFILES.

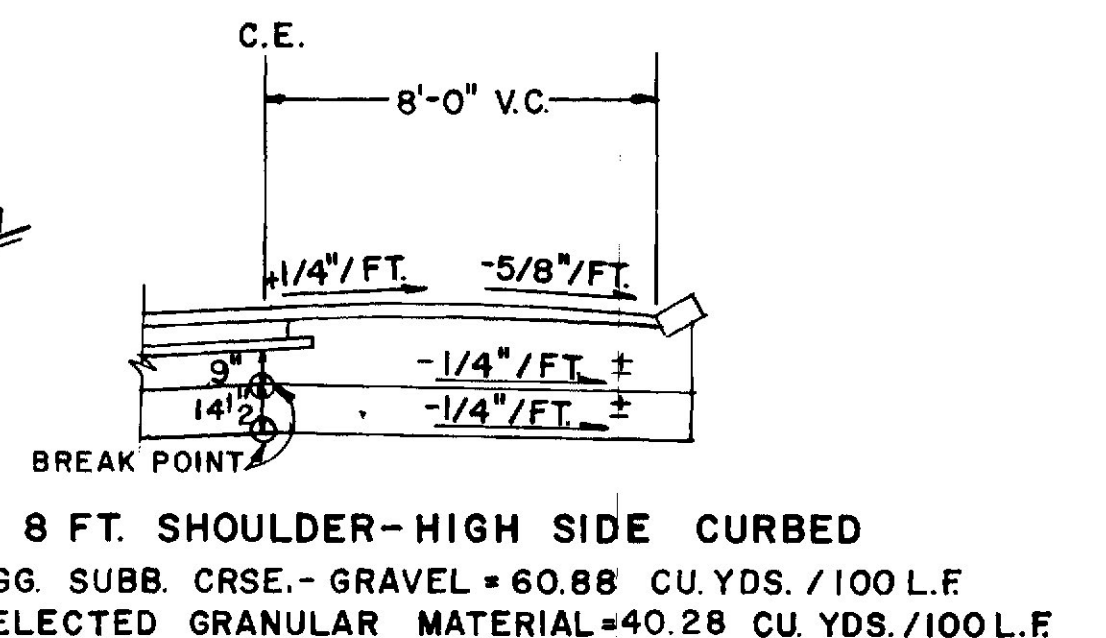
RAMP Y3,Y4 & F4



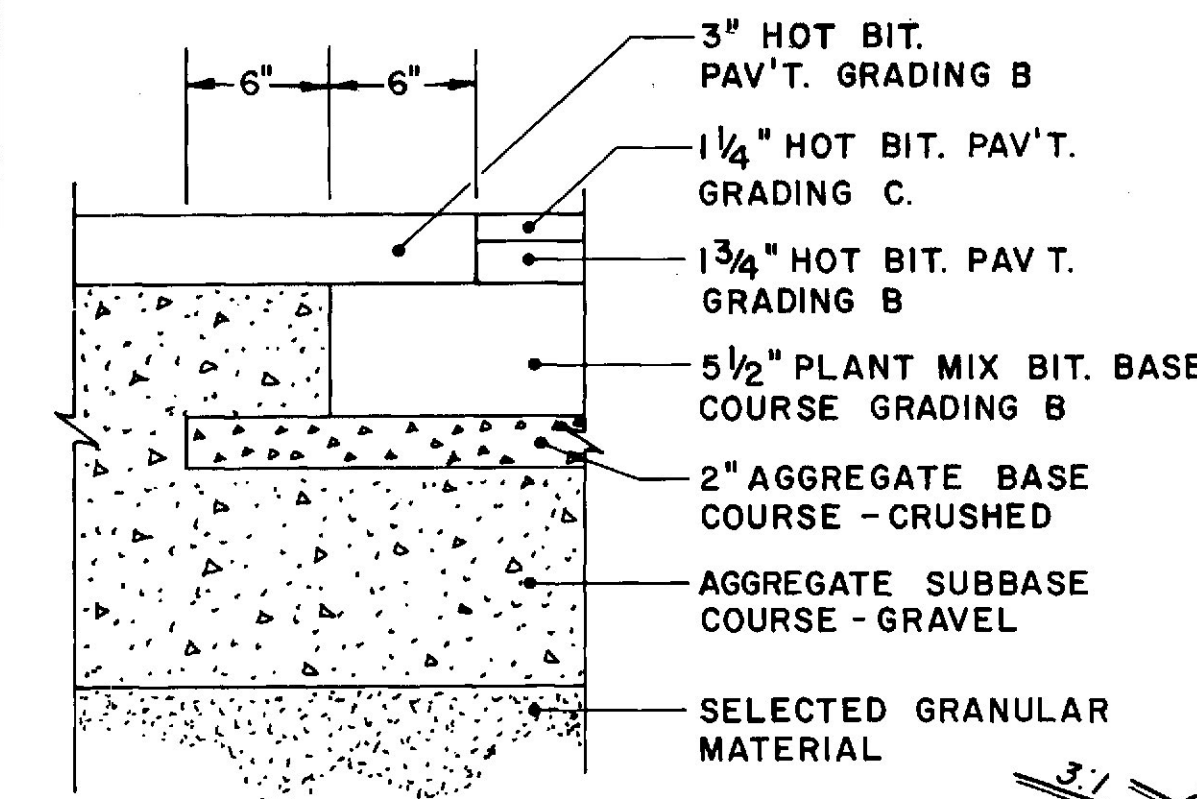
4 FT. SHOULDER - NORMAL
AGG. SUBB. CRSE. - GRAVEL = 32.56 CU. YDS./100 L.F.
SEL. GRAN. MATERIAL = 56.01 CU. YDS./100 L.F.

14 FT. PAVEMENT
2" AGG. BASE CRSE. - CRUSHED = 9.88 CU. YDS./100 L.F.
9" AGG. SUBB. CRSE. - GRAVEL = 38.89 CU. YDS./100 L.F.
14 1/2" SEL. GRAN. MATERIAL = 62.65 CU. YDS./100 L.F.

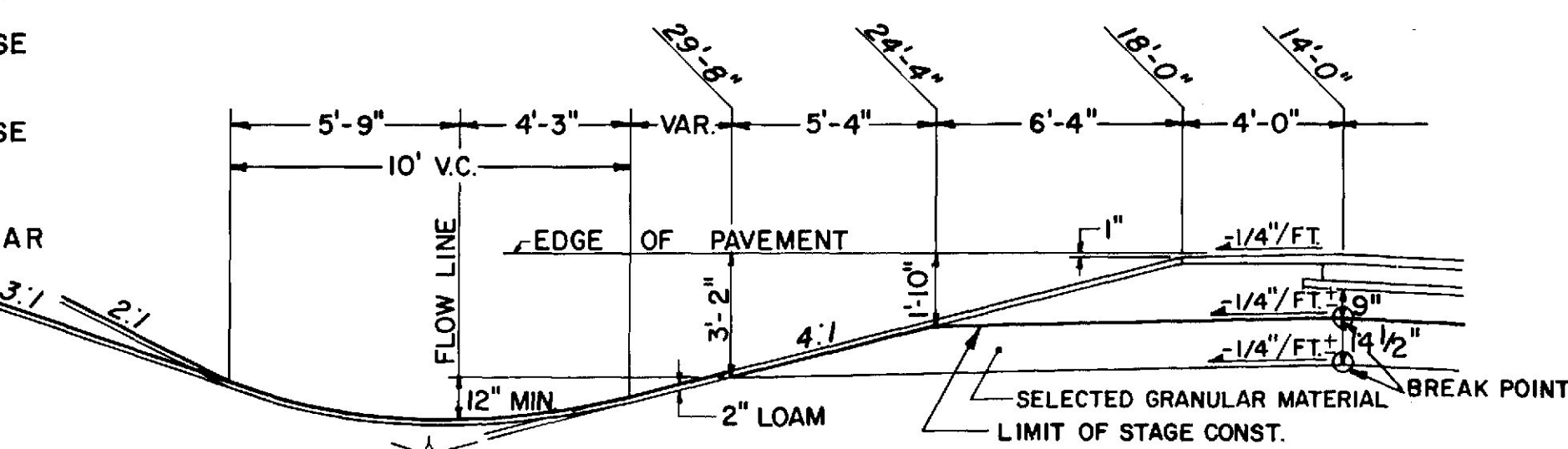
8 FT. SHOULDER - LOW SIDE
AGG. SUBB. CRSE. - GRAVEL = 47.70 CU. YDS./100 L.F.
SEL. GRAN. MATERIAL = 70.40 CU. YDS./100 L.F.



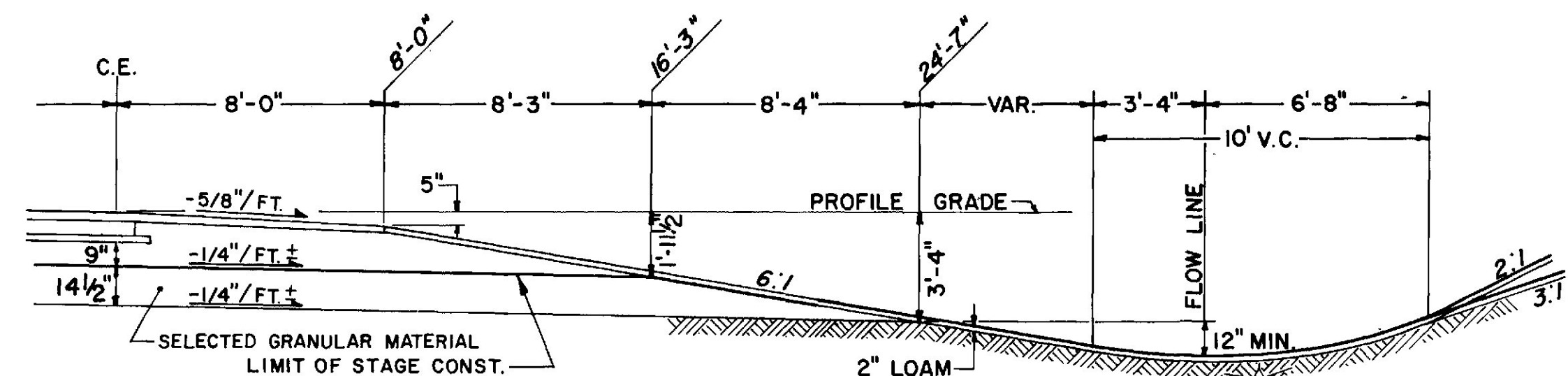
8 FT. SHOULDER - HIGH SIDE CURBED
AGG. SUBB. CRSE. - GRAVEL = 60.88 CU. YDS./100 L.F.
SELECTED GRANULAR MATERIAL = 40.28 CU. YDS./100 L.F.



SECTION "B"



4 FT. SHOULDER - HIGH SIDE
AGG. SUBB. CRSE. - GRAVEL = 36.11 CU. YDS./100 L.F.
SEL. GRAN. MATERIAL = 58.51 CU. YDS./100 L.F.



LEDGE CUT - RAMP F-3
AGG. SUBB. CRSE. - GRAVEL = 54.11 CU. YDS./100 L.F.

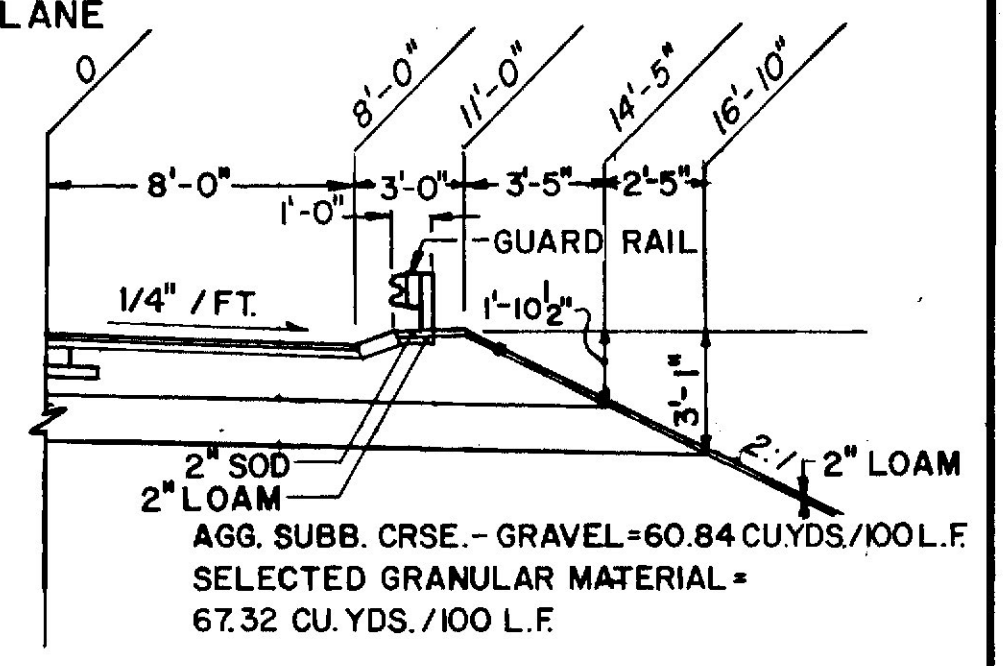
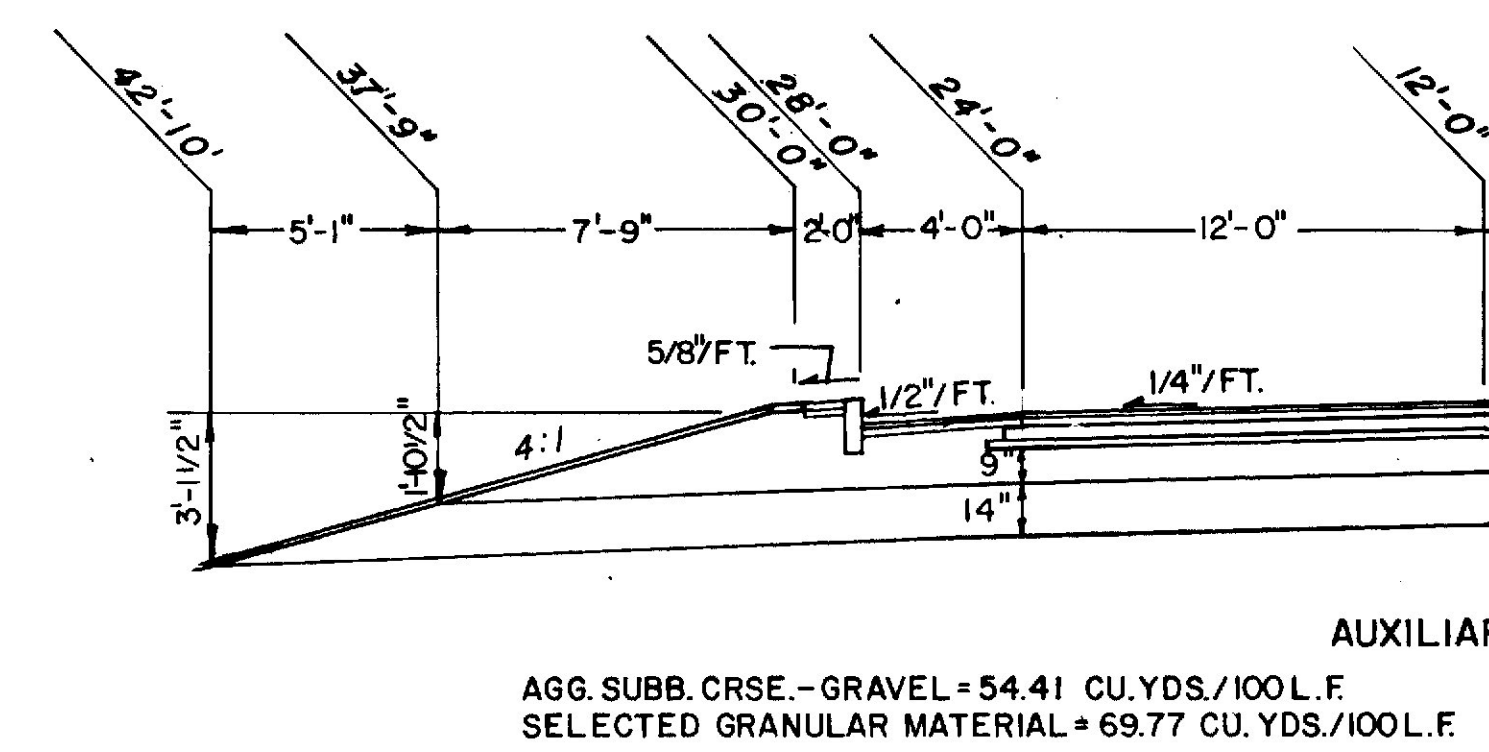
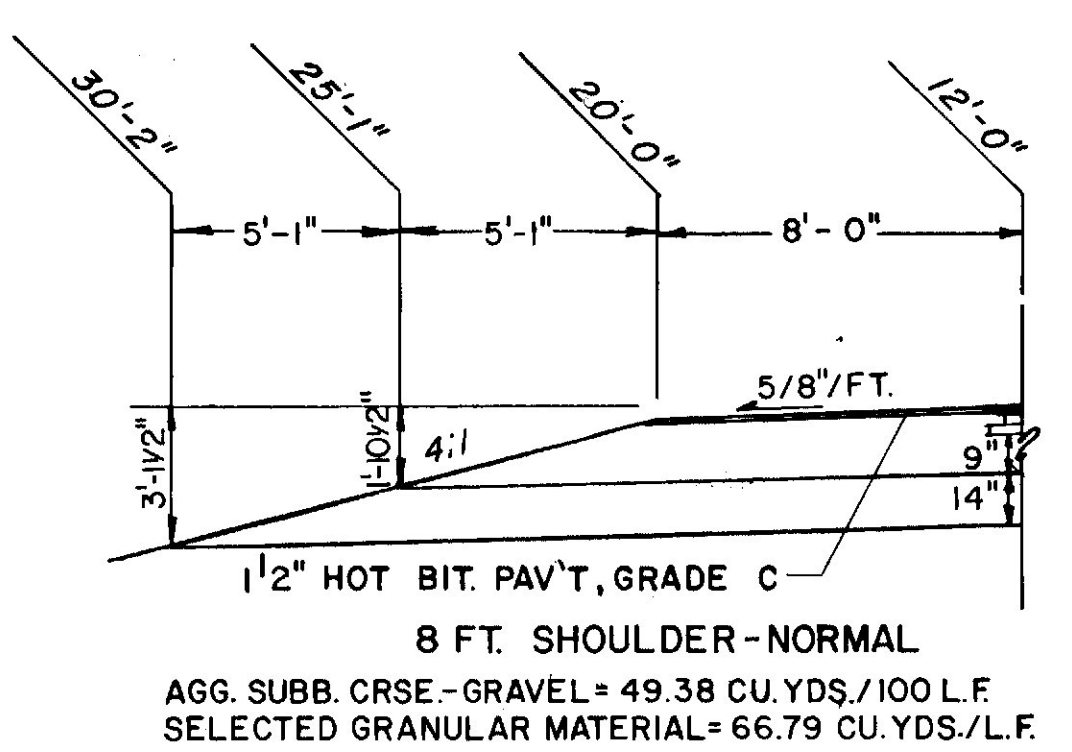
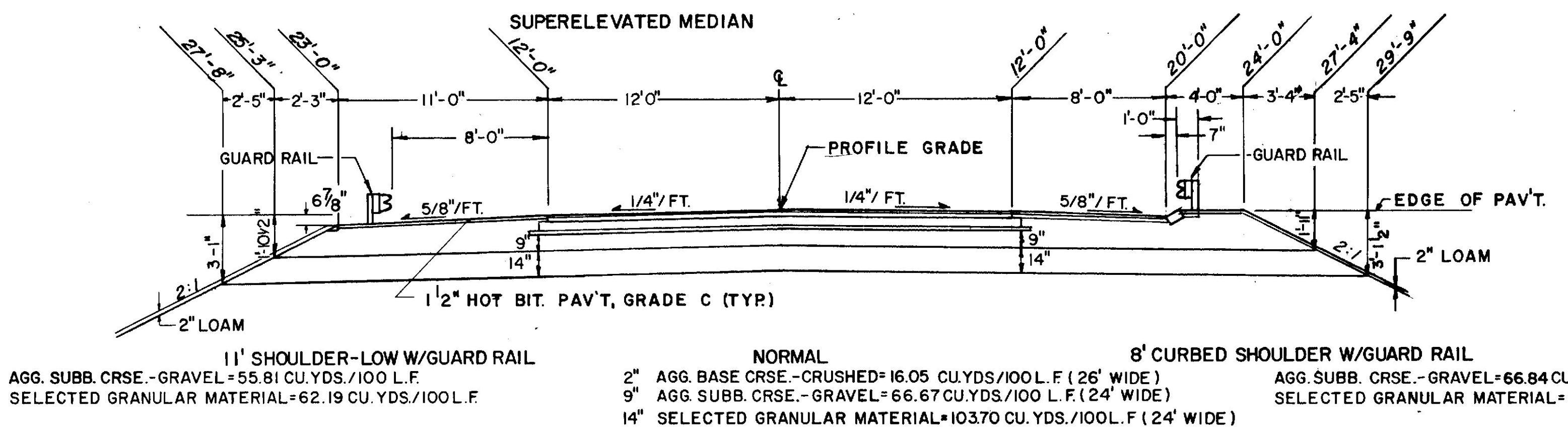
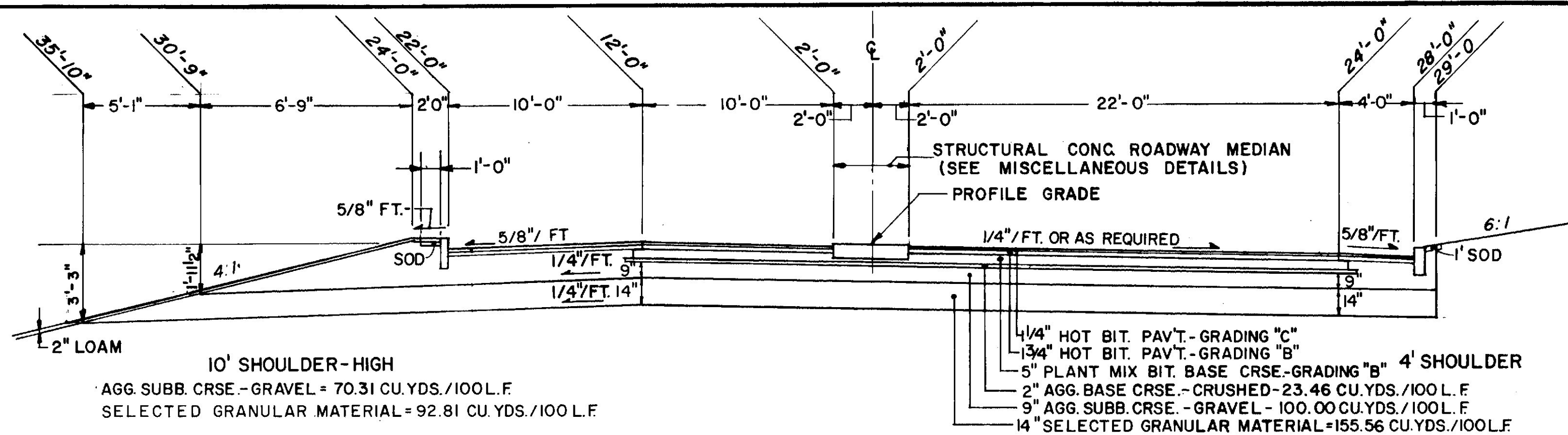
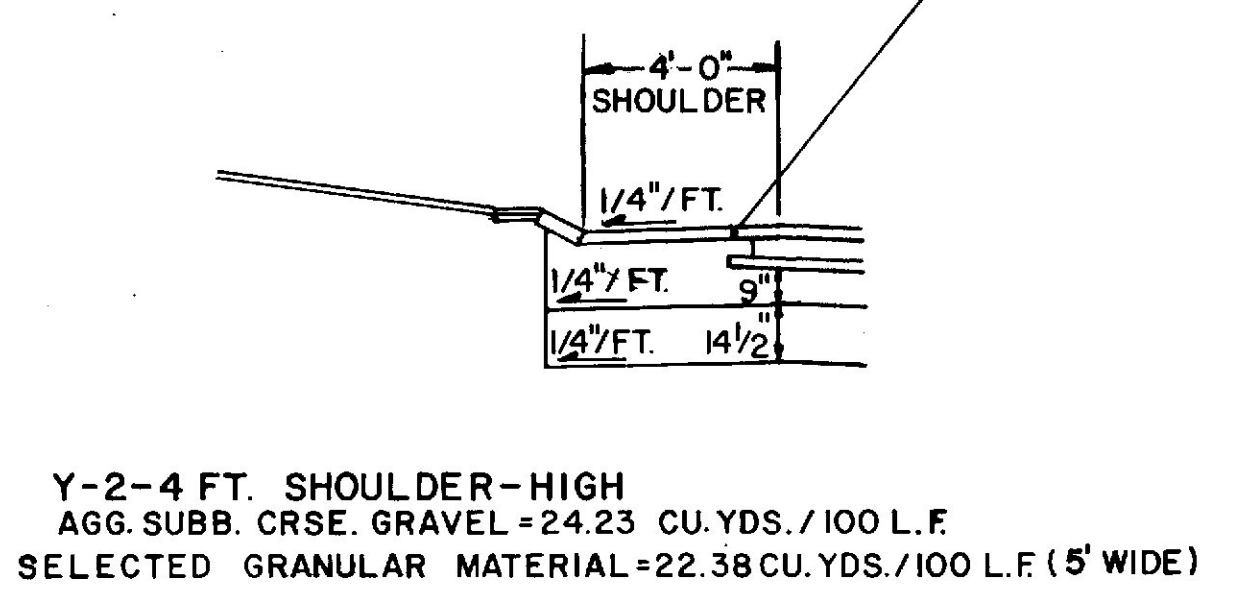
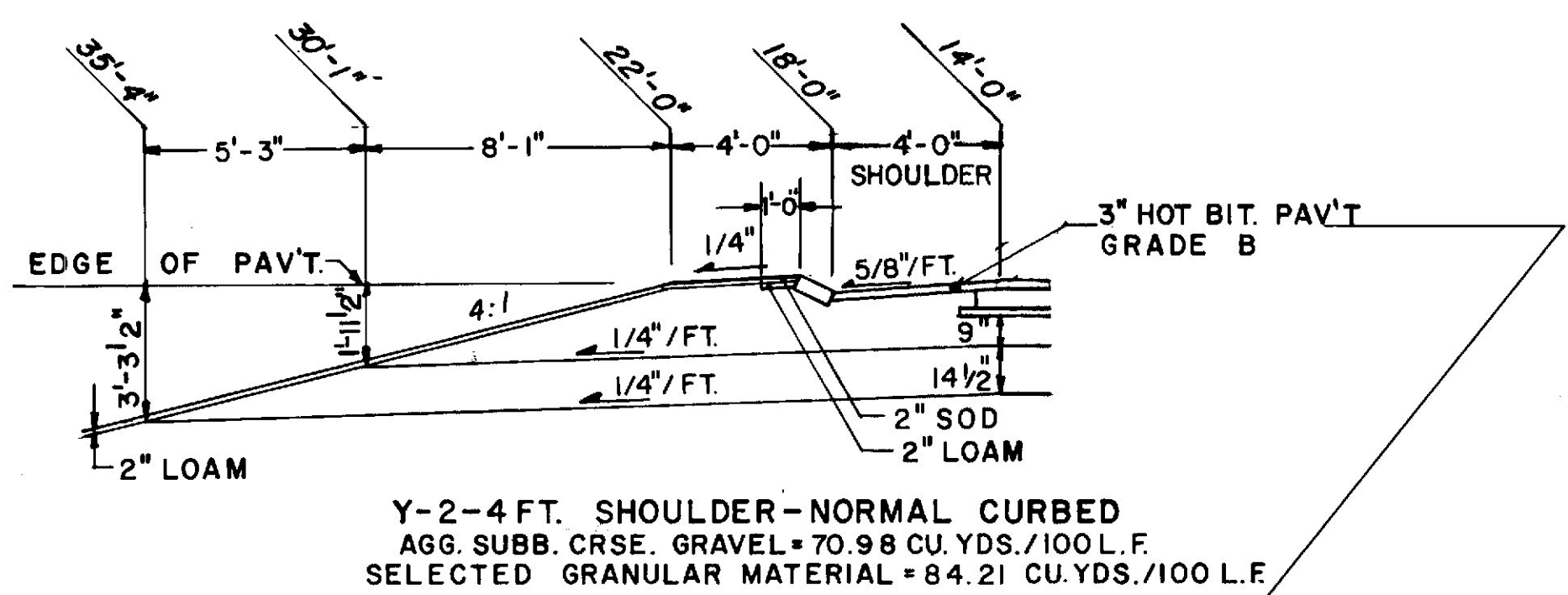
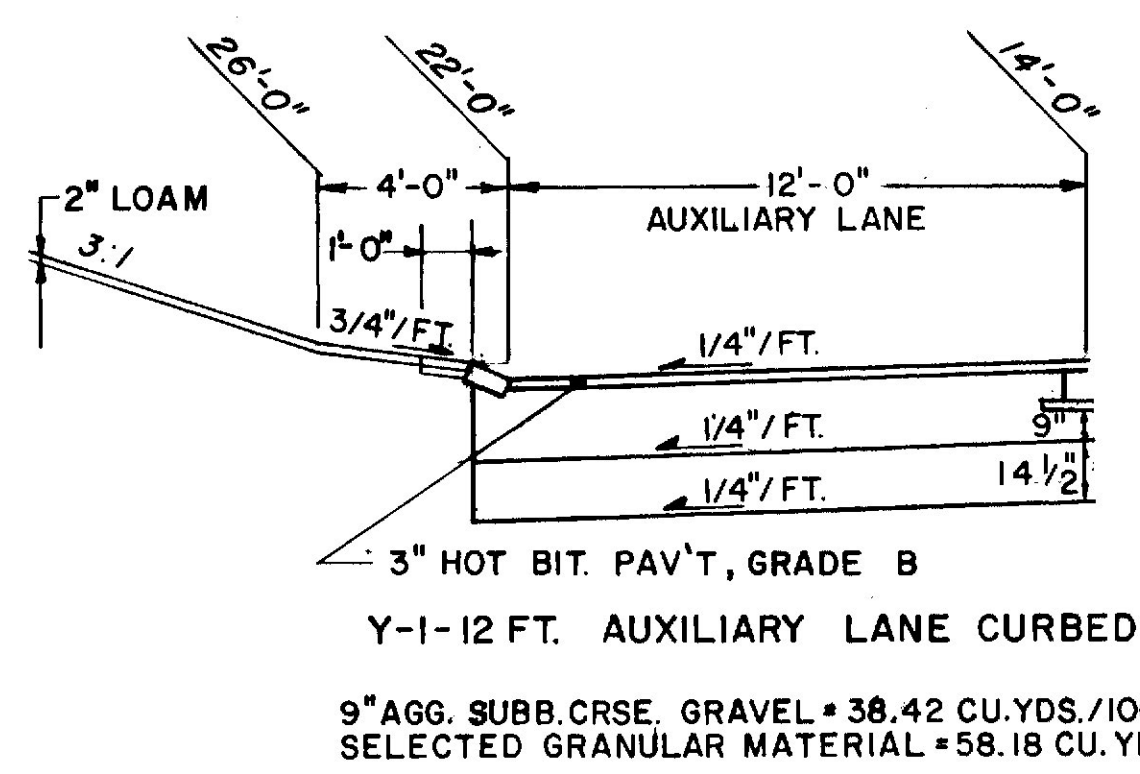
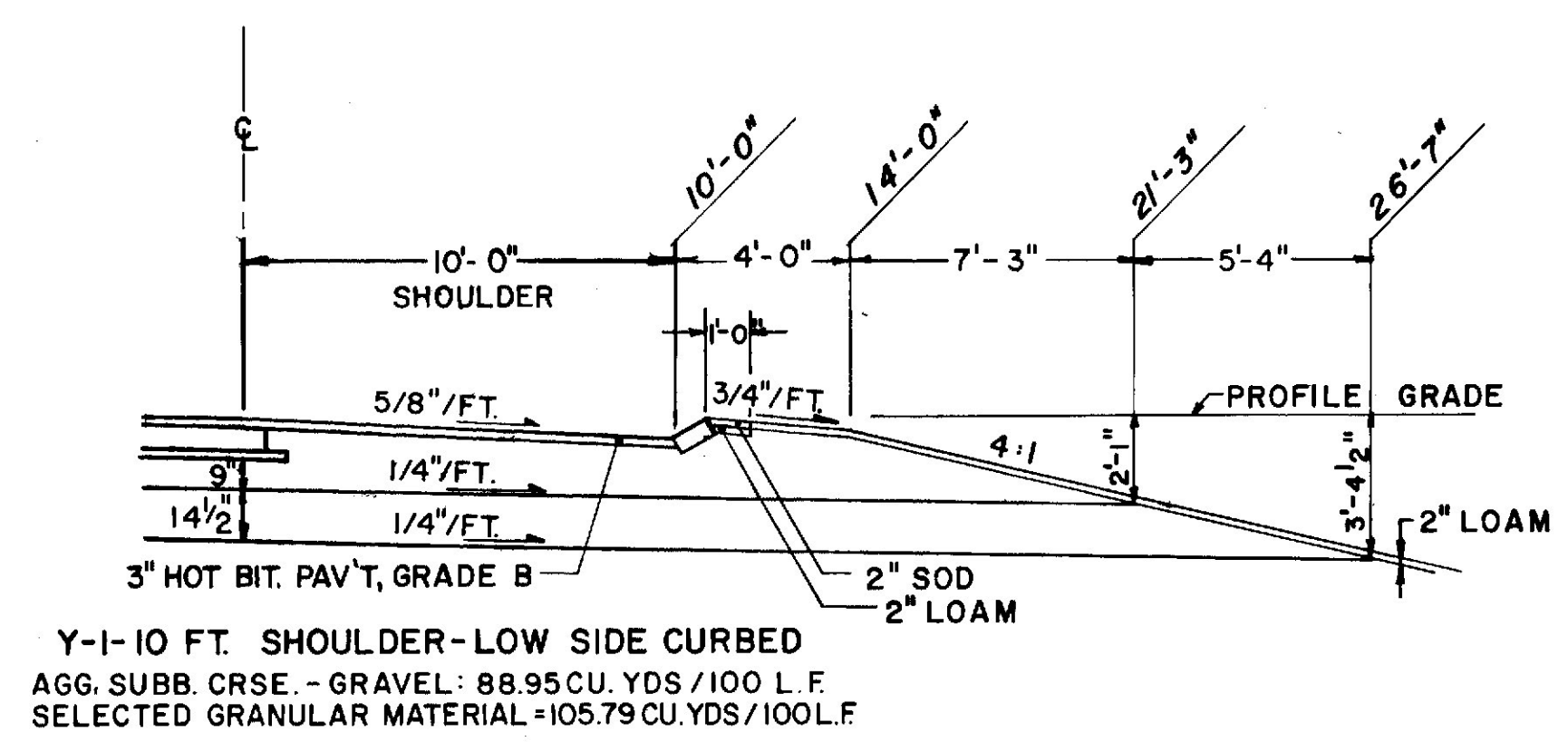
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

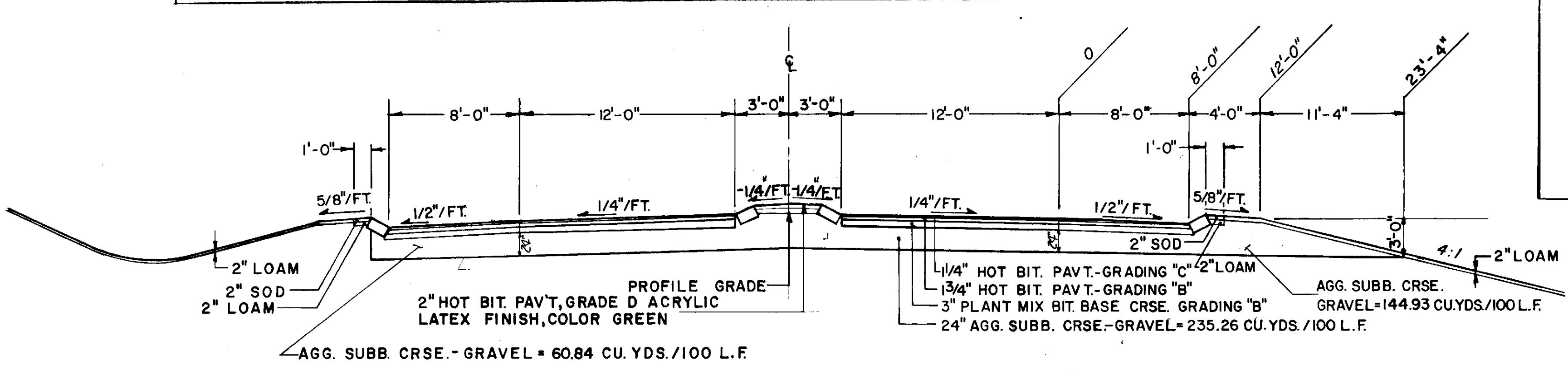
RAMP Y3,Y4 & F4
RAMP Y1 & Y2

DESIGNED BY: A3 Built By: Robert W. Manning 3/1/89
SHEET 2 OF 4 AUGUSTA, MAINE

RAMP Y1 & Y2



DESERT OF MAINE ROAD



NOTE: ALL SLOPES SHALL BE LOAMED AND SEEDED.

NO.	REVISION	BY	DATE	IN CHARGE OF
		MADE		
		TRACED		
		CHECKED		

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

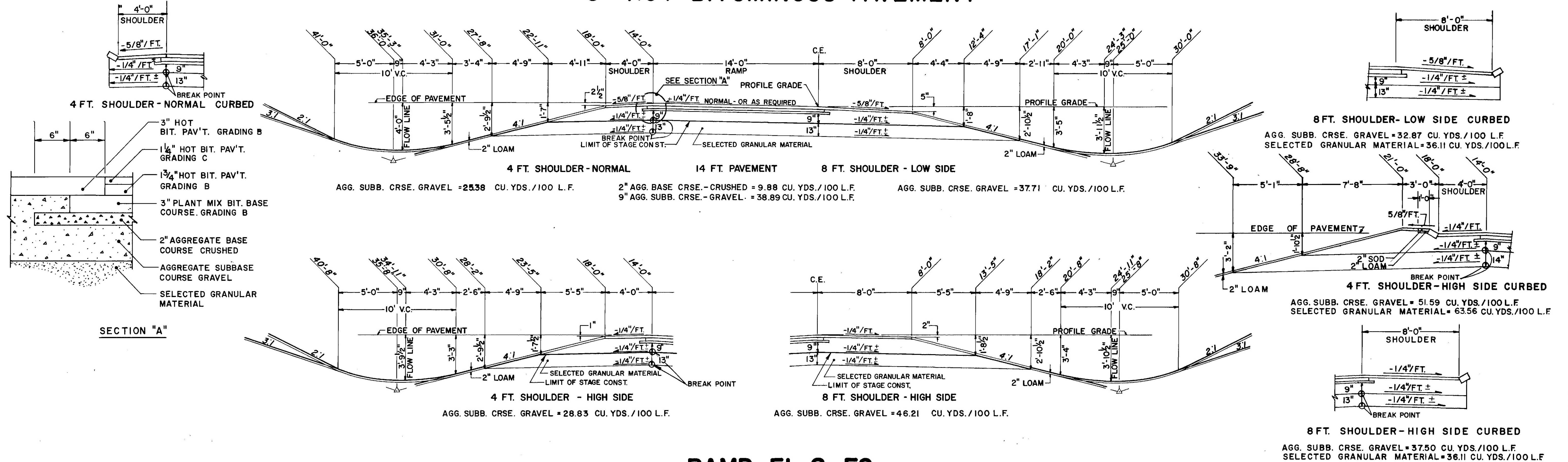
Y1
 Y2
 Y3
 Y4
 Y5

Revised As Built By: [Signature]
 SHEET OF AUGUSTA, MAINE

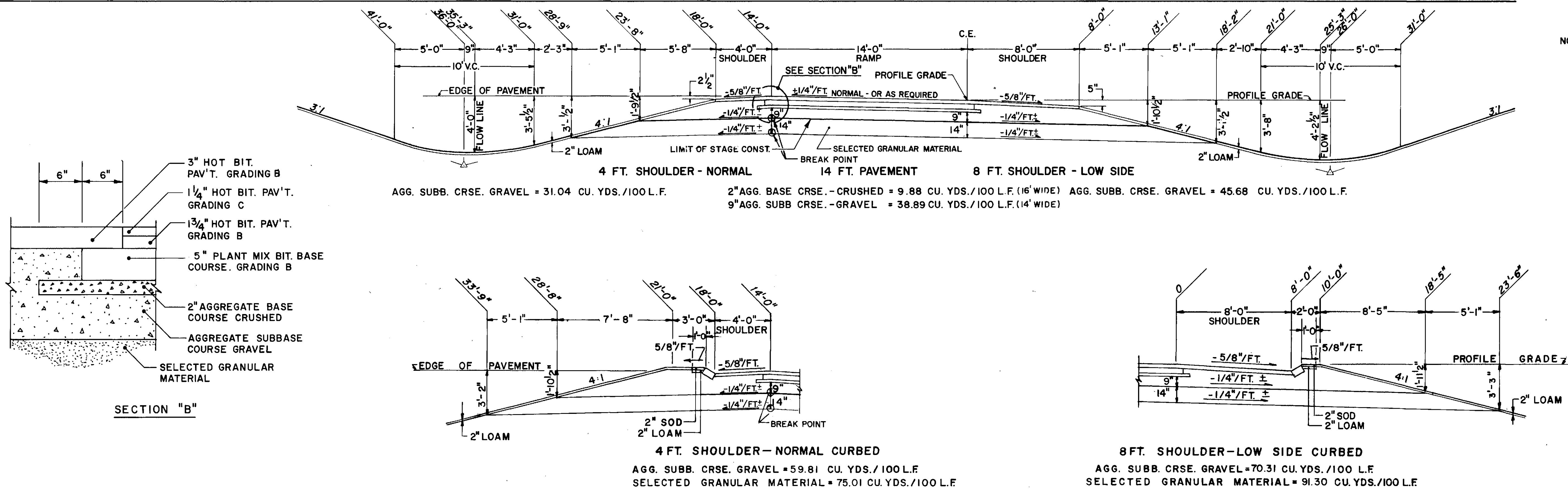
AGG. SUBB. CRSE. GRAVEL = 18.98 CU. YDS./100 L.F.
SELECTED GRANULAR MATERIAL = 20.06 CU. YDS./100 L.F.

3" HOT BITUMINOUS PAVEMENT

F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-1R-45-4(44)	8	459



RAMP F1 & F2



- NOTES:
- PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 - WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 5/8" PER FOOT, THE LOW SIDE SHOULDER SHALL BE SLOPED AT SAME RATE.
 - THE INVERT OF NORMAL DITCHES SHALL BE 12" BELOW SUBGRADE.
 - WHERE THE INVERT OF THE DITCH IS GREATER THAN 10' BELOW EXISTING GROUND, 2:1 BACKSLOPES SHALL BE USED.
 - FOR A DISTANCE OF 200' BEFORE OR AFTER MAIN-LINE SLOPE AREAS, THE RAMP SHOULDERS SHALL HAVE SIDE SLOPES CONSISTENT WITH THE INTERSTATE SAFETY TREATMENT (6:1 SLOPE OR 6:1 SLOPE WITH HINGE TO 4:1).
 - IN FULL CONSTRUCTION AREAS, ALL SLOPES SHALL BE LOAMED AND SEEDED.
 - IN STAGE CONSTRUCTION AREAS LOAM AND SEED SHALL START AT THE TOP OF THE SLOPE AND END AT THE INTERSECTION OF THE SUB-GRADE WITH THE SIDE SLOPES.
 - FOR LIMITS OF FULL CONSTRUCTION AND STAGE CONSTRUCTION SEE PROFILES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

RAMP F1
RAMP F2
RAMP F3

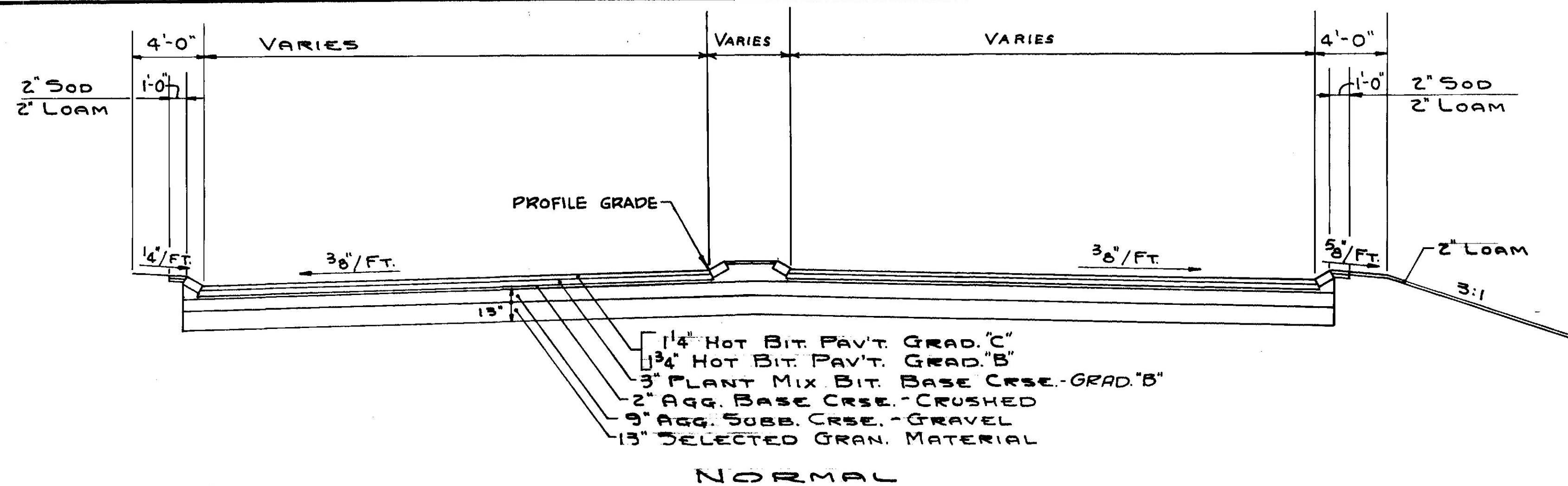
Revised As Built By Richard W. Manning 3/16/21
SHEET 3 OF 4 AUGUSTA, MAINE

RAMP F3

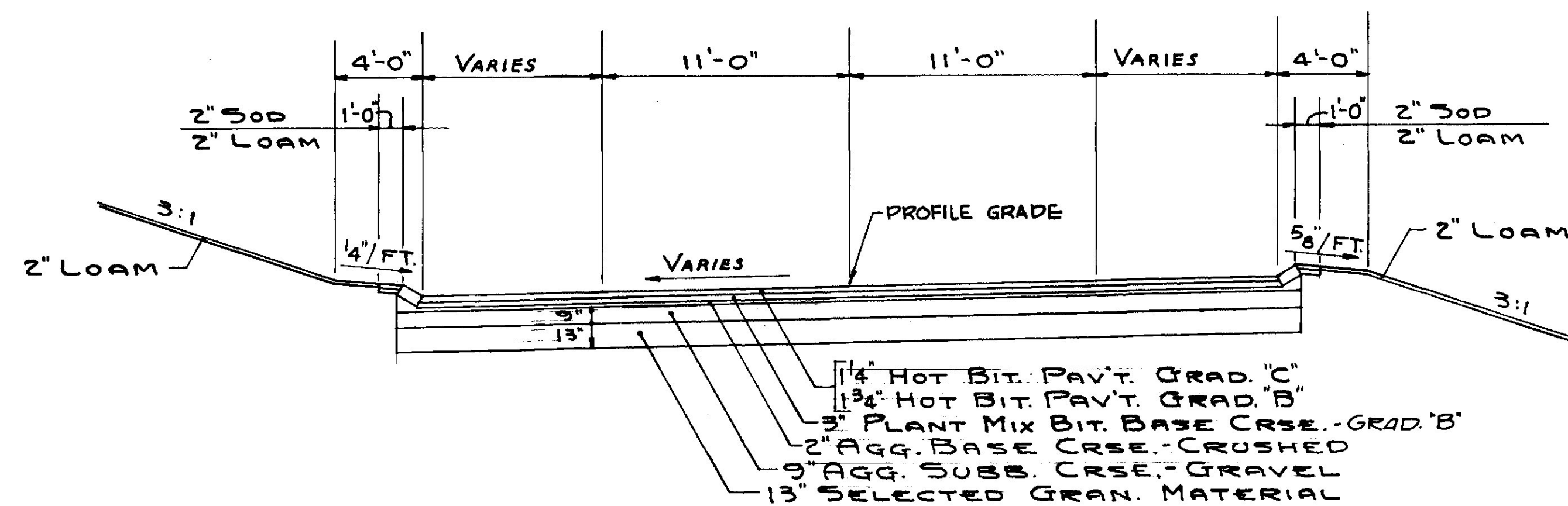
YARMOUTH - FREEPORT

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

BRUNING 44-132 (5/10)



NORMAL



SUPERELEVATED

ROUTE 88 SPRING ST.

NOTES:

PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL. THE INVERT OF NORMAL DITCHES SHALL BE 12"± BELOW SUBGRADE. ALL SLOPES SHALL BE LOAMED & SEEDED.

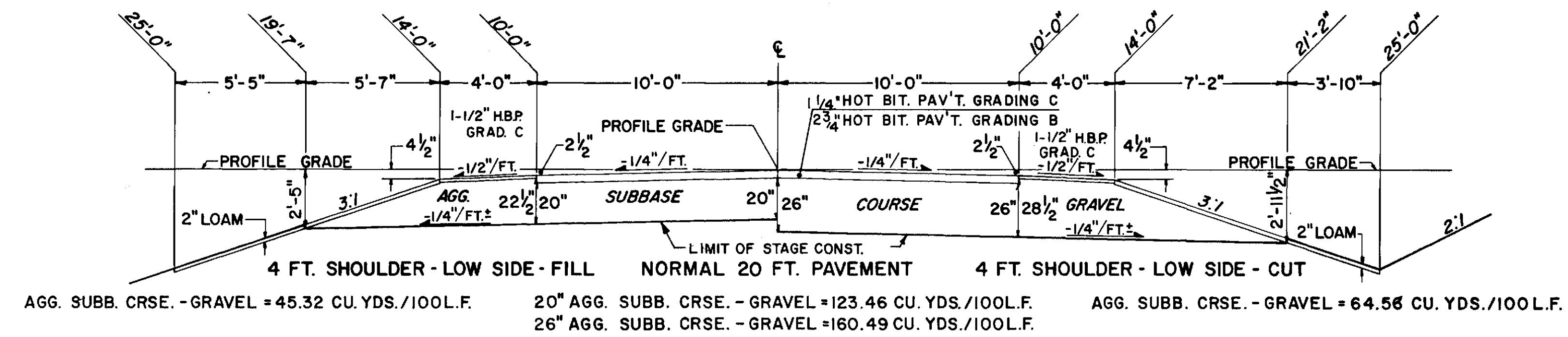
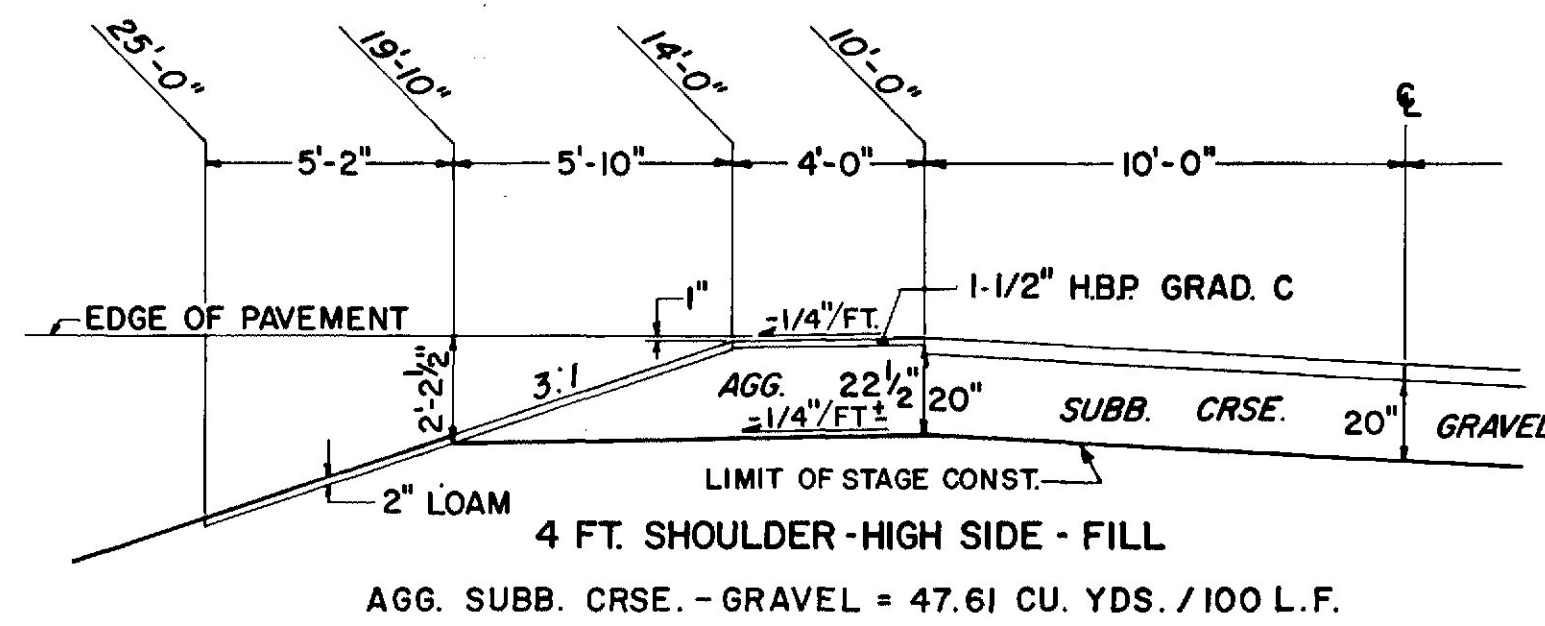
NO.	REVISION	BY	DATE	IN CHARGE OF
		MADE		
		TRACED		
		CHECKED		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
ROUTE 88 - SPRING ST.

Revised As Built By Richard W. Cunningham 5/7/67
SHEET OF AUGUSTA, MAINE

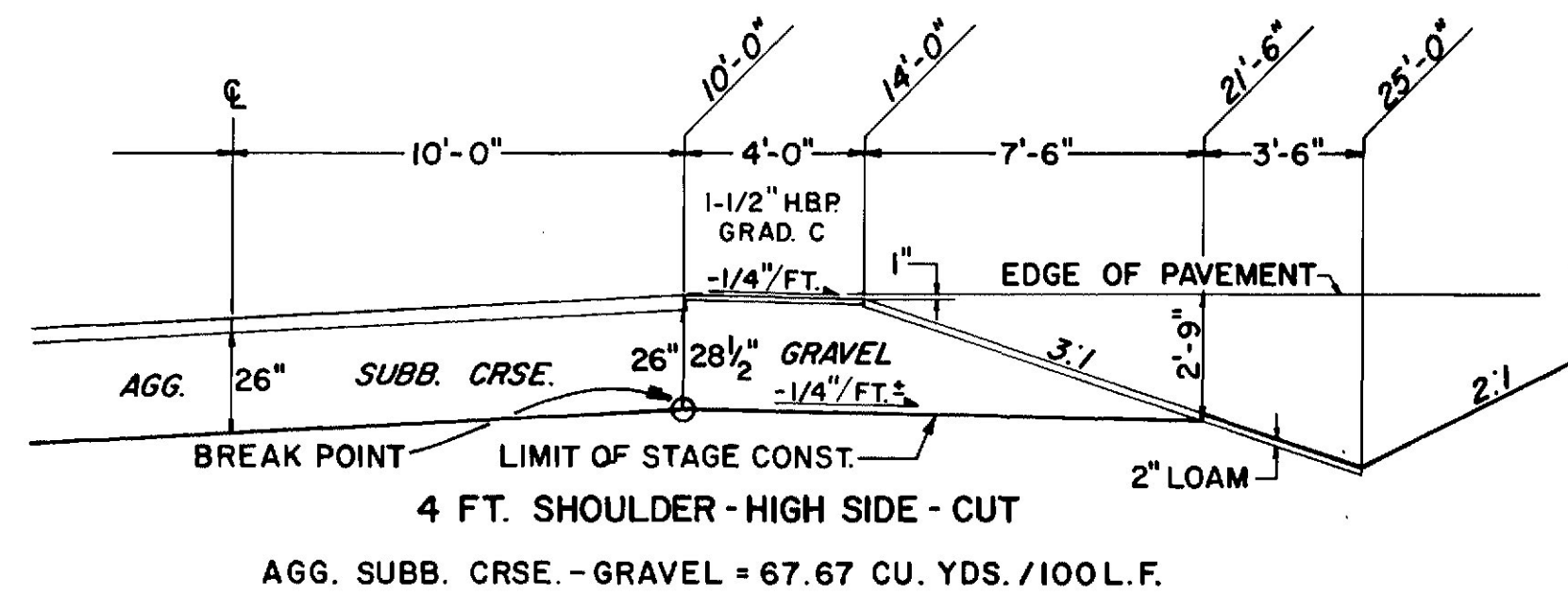
4" HOT BITUMINOUS PAVEMENT



NOTES:

IN FULL CONSTRUCTION AREAS ALL SLOPES SHALL BE LOAMED AND SEEDED. IN STAGE CONSTRUCTION AREAS LOAM AND SEED SHALL START AT THE TOP OF THE SLOPE AND END AT THE INTERSECTION OF THE SUB-GRADE WITH THE SIDE SLOPE.

FOR LOCATION OF FULL CONSTRUCTION AND STAGE CONSTRUCTION SEE PROFILES.



NOTES:

PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

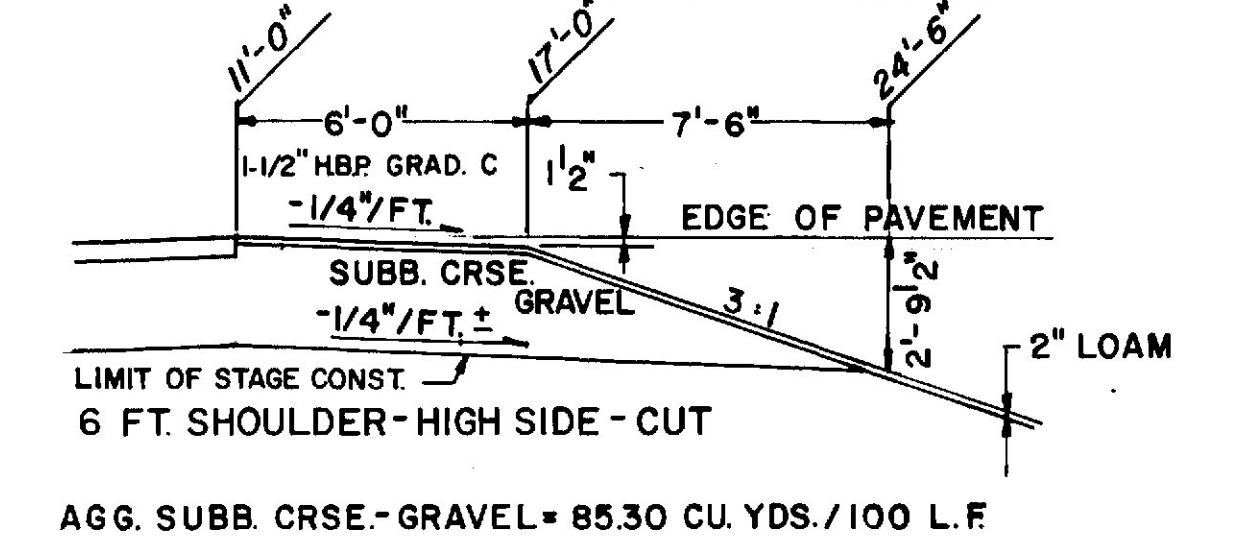
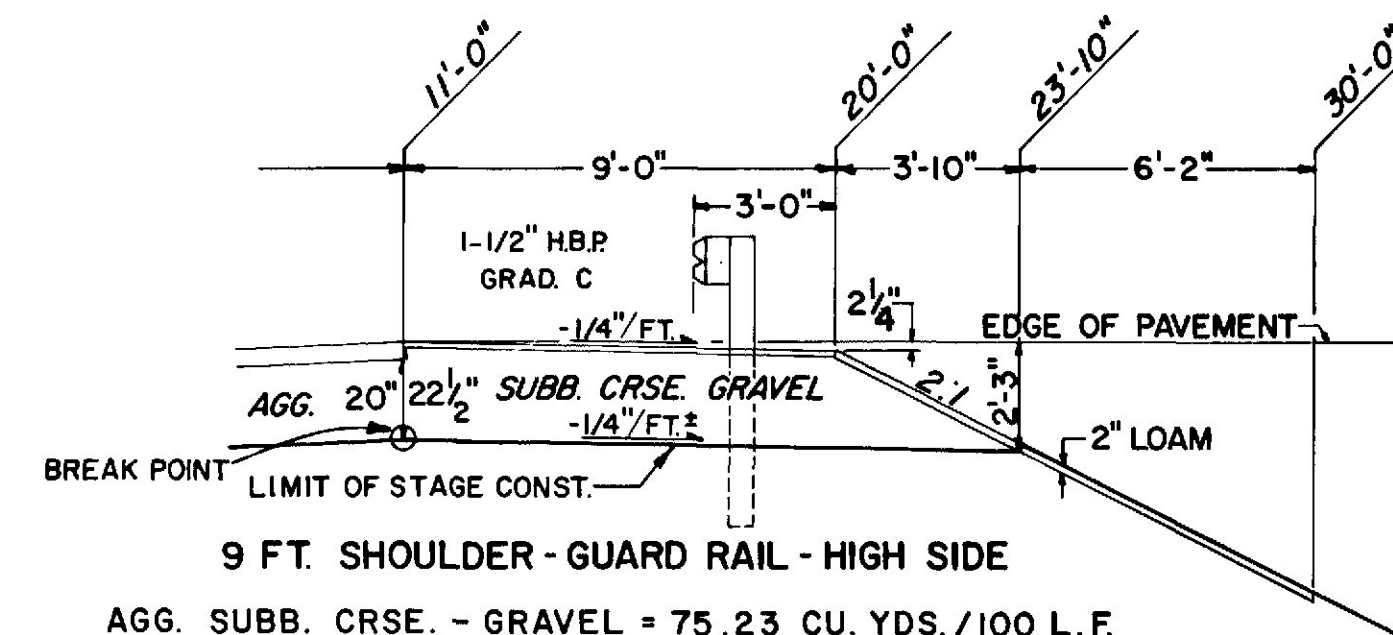
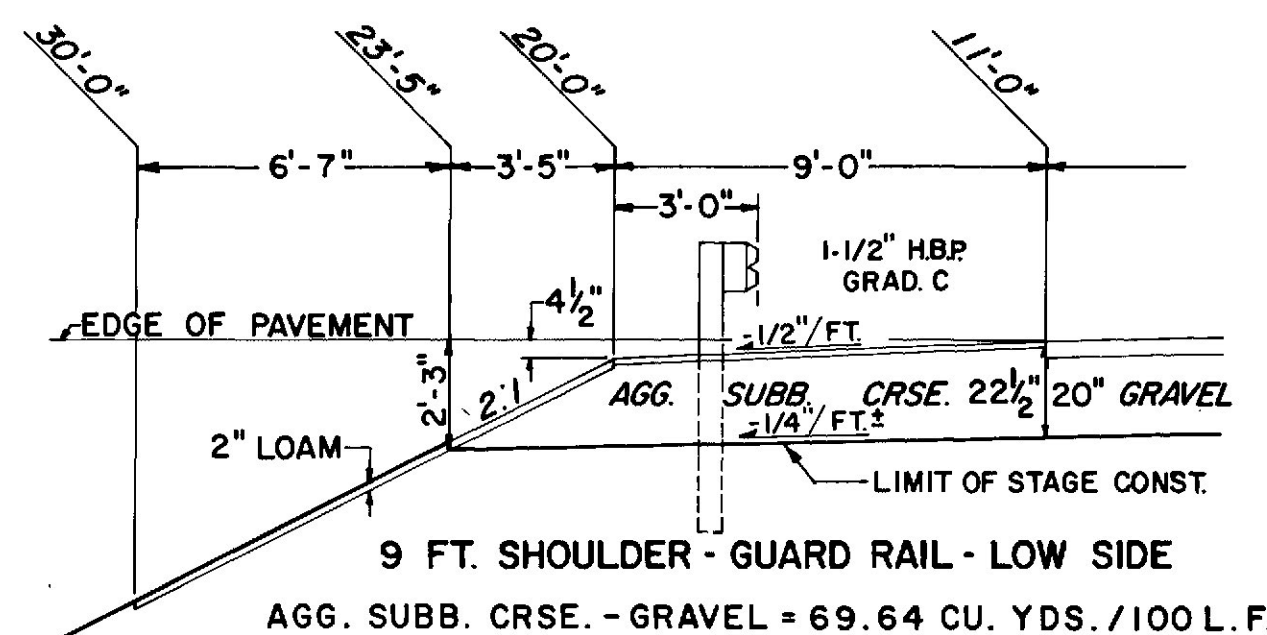
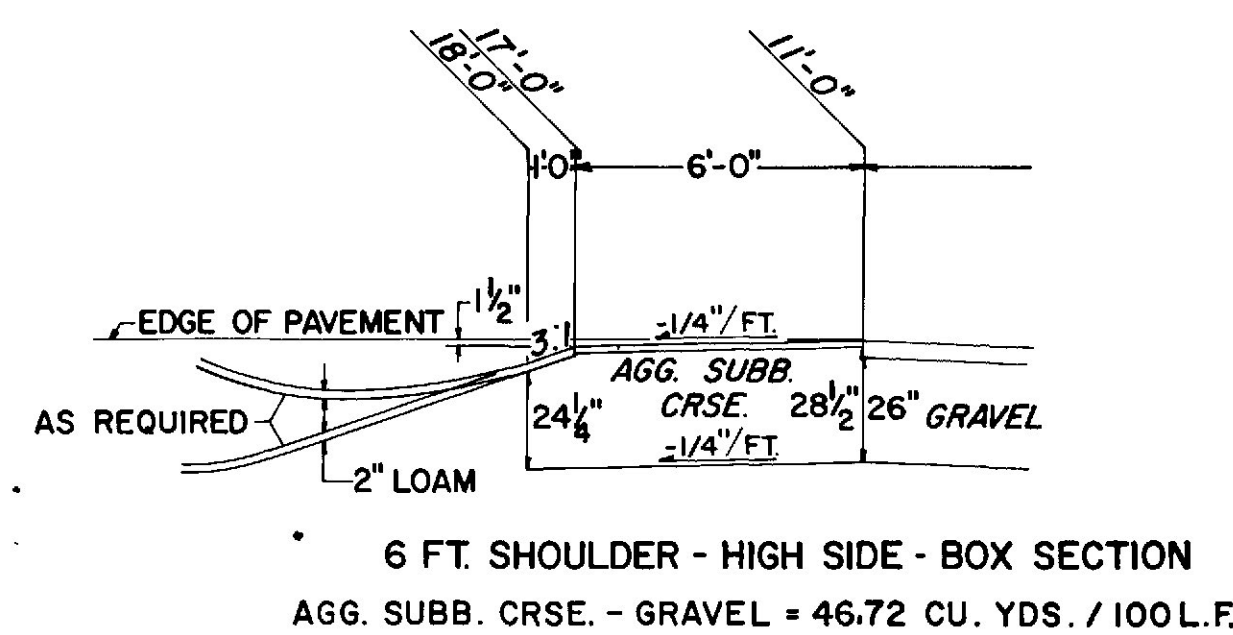
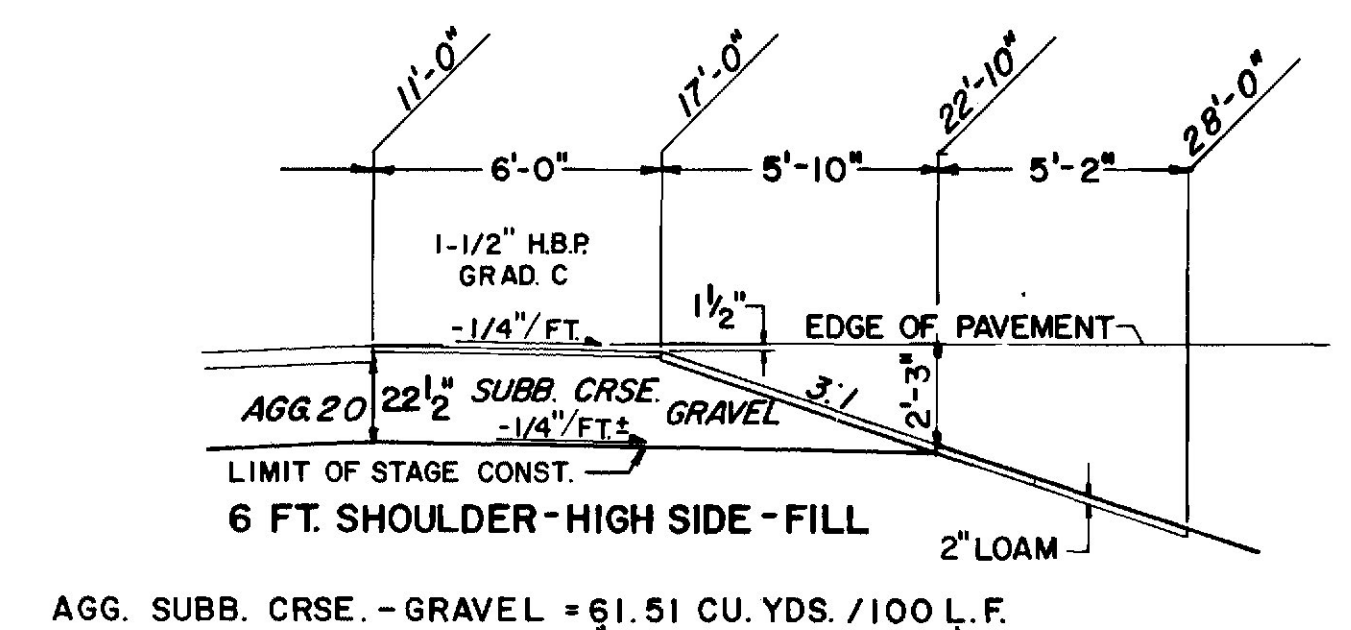
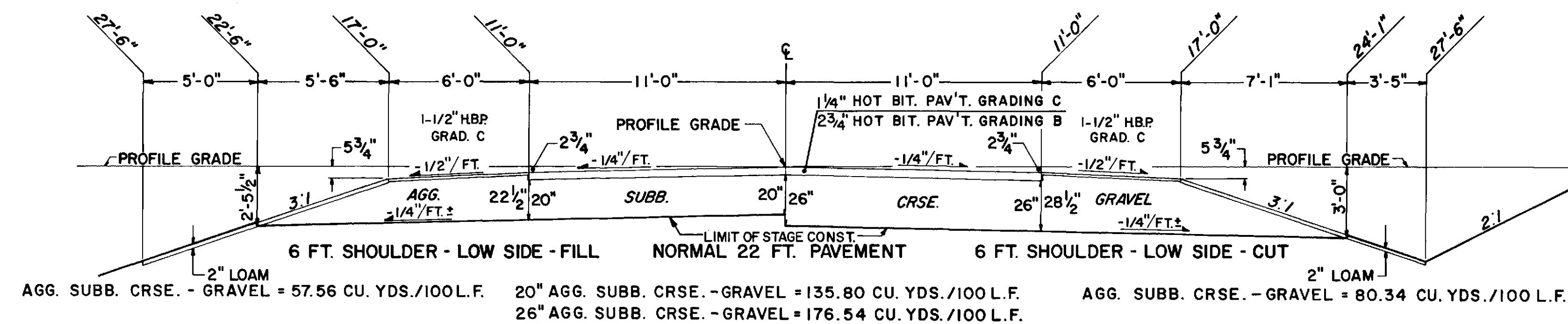
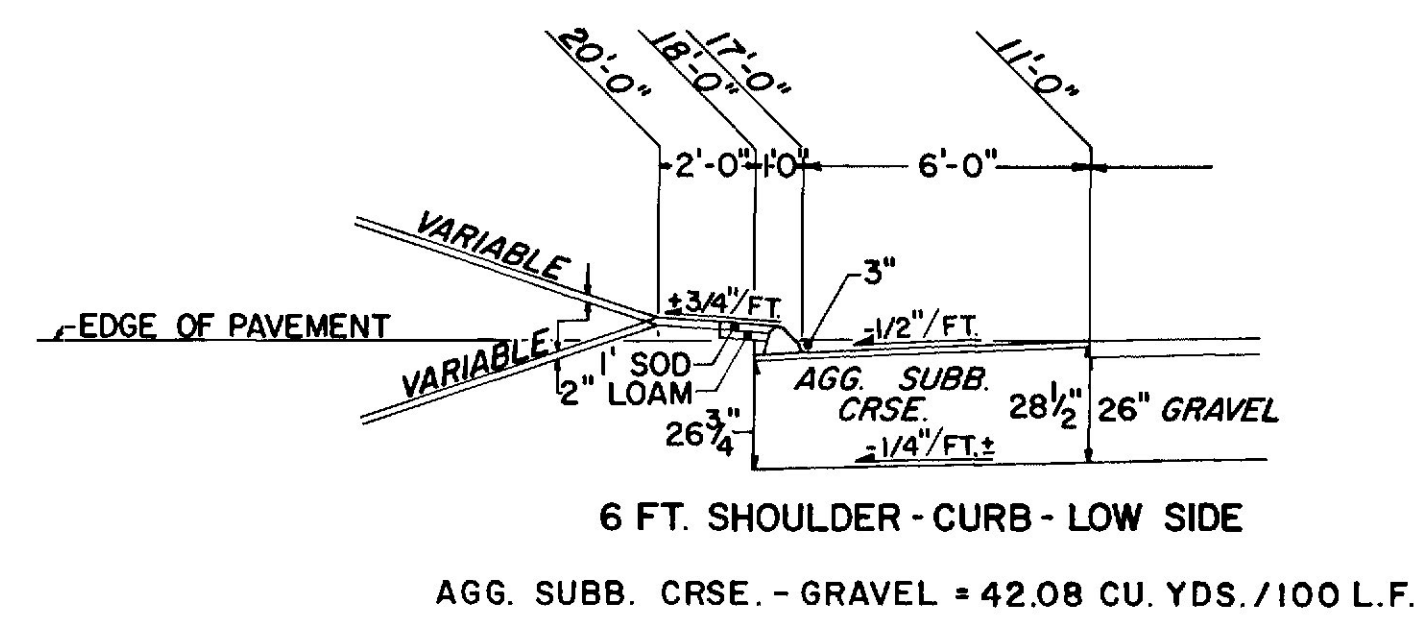
WHEN THE PAVEMENT SUPERELEVATION IS GREATER THAN 1/2" PER FOOT THE LOW SIDE SHOULDER SHALL BE SLOPED AT THE SAME RATE.

CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE, BASE AND PAVEMENT SHALL BE STRAIGHT.

SHOULDER PAVEMENT - 1-1/2" HBP GRADE C

ALL SLOPES SHALL BE LOAMED AND SEEDED.

HUNTER ROAD



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
HUNTER RD.
NEW COUNTY RD.
PINE ST.

NEW COUNTY ROAD, PINE STREET

Revised As Built By R. L. Laramie 3/1/69
SHEET 4 OF 4 AUGUSTA, MAINE
YARMOUTH - FREEPORT

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	5	Acre
201.12	Selective Clearing and Thinning	5	Acre
201.23	Removing Single Tree Top Only	35	Each
201.24	Removing Stump	27	Each
202.001	Removing Building No. 1	1	L.S.
202.11	Removing Portland Cement Conc. Pavement	44,650	S.Y.
202.15	Removing Manholes and Catch Basins	16	Each
202.202	Removing Pavement Surfaces	650	S.Y.
203.20	Common Excavation	135,000	C.Y.
203.21	Rock Excavation	8275	C.Y.
203.25	Granular Borrow	16,500	C.Y.
203.27	Selected Granular Material	57500	C.Y.
206.001	Struct. Earth Excav. - Drain & Minor Struct., Below Grade	100	C.Y.
301.09	Plant Mix Bituminous Base Course Grading B	46,500	Ton.
304.09	Aggregate Base Course - Crushed	14,500	C.Y.
304.10	Aggregate Subbase Course - Gravel	84,500	C.Y.
403.07	Hot Bituminous Pavement, Grading B	30,600	Ton
403.08	Hot Bituminous Pavement, Grading C	10,800	Ton
403.10	Hot Bituminous Pavement, Grading D	700	Ton
403.101	Hot Bituminous Pavement, Grading D (sdwls, Drives, Shim, etc)	700	Ton
403.121	Hot Bituminous Pavement, Grading E (shimming)	650	Ton
410.15	Emulsified Asphalt, Applied	5500	Gal.
502.341	Structural Concrete Roadway Median	45	C.Y.
502.46	Structural Concrete Culvert Connection	4	C.Y.
502.99	Scale Vault and Subslab	2	Each
503.12	Reinforcing Steel, Fabricated and Delivered	220	Lbs
503.13	Reinforcing Steel, Placing	260	Lbs.
526.82	Permanent Concrete Barrier-Type III	510	L.F.
603.15	12 Inch Culvert Pipe Option I	133	L.F.
603.155	12 Inch R.C.P. Class III	144	L.F.
603.158	12 Inch Culvert Pipe Option II	82	L.F.
603.159	12 Inch Culvert Pipe Option III	199	L.F.
626.30	Temporary Concrete Barrier Type I	1200	L.F.
626.40	Resetting Temporary Concrete Barrier Type I	800	L.F.
603.16	15 Inch Culvert Pipe Option I	430	L.F.
603.165	15 Inch R.C.P. Class III	265	L.F.
603.169	15 Inch Culvert Pipe Option III	50	L.F.
603.17	18 Inch Culvert Pipe Option I	400	L.F.
603.175	18 Inch R.C.P. Class III	486	L.F.
603.179	18 Inch Culvert Pipe Option III	1570	L.F.
603.195	24 Inch R.C.P. Class III	1400	L.F.
603.198	24 Inch Culvert Pipe Option II	188	L.F.
603.199	24 Inch Culvert Pipe Option III	284	L.F.
603.205	30 Inch R.C.P. Class III	238	L.F.
603.215	36 Inch R.C.P. Class III	92	L.F.
603.219	36 Inch Culvert Pipe Option III	60	L.F.
603.225	42 Inch R.C.P. Class III	292	L.F.
603.2318	Remove and Relay 18 inch metal Pipe	140	L.F.
603.2406	Remove and Relay 4 inch metal Pipe	50	L.F.
603.235	48" Inch R.C.P. Class III	212	L.F.
603.30	71" Span 49" Rise Pipe Arch	22	L.F.
603.41	24" R.C.P. Class III	112	L.F.
603.7415	Remove & Relay 15" Inch Concrete Pipe	544	L.F.
603.7418	Remove & Relay 18 Inch Concrete Pipe	478	L.F.
603.7424	Remove & Relay 24 Inch Concrete Pipe	314	L.F.
604.09	Catch Basin Type B1	9	Each
604.092	Catch Basin Type B1-C	32	Each
604.16	Altering Catch Basin To Manhole	5	Each
605.15	24 Inch Underdrain Type C	400	L.F.
605.17	30 Inch Underdrain Type C	400	L.F.
604.164	Rebuilding Catch Basin	5	Each
605.09	6 Inch Underdrain Type B	2250	L.F.
605.10	6 Inch Underdrain Outlet	100	L.F.
605.11	12 Inch Underdrain Type C	1477	L.F.
605.13	18 Inch Underdrain Type C	287	L.F.
606.17	Guard Rail Type 3b - Single Rail	8100	L.F.
606.178	Guard Rail Beam	100	L.F.
606.18	Guard Rail Type 3b - Double Rail	775	L.F.
606.21	Guard Rail Type 3b - 15' Radius & Less	40	L.F.
606.22	Guard Rail Type 3b - Over 15' Foot Radius	130	L.F.

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
606.265	Terminal End Single Rail Galv. Steel	12	Each
606.35	Guard Rail Delineator Post	29	Each
606.351	Guard Rail Delineator Post Remove & Reset	3	Each
606.36	Guard Rail Remove & Reset	1425	L.F.
606.364	Guard Rail, Remove, Modify, & Reset	225	L.F.
606.367	Replace Unusable Exist. Guard Rail Post	9	Each
606.47	Single Wood Post	10	Each
606.77	Breakaway Cable Terminal	29	Each
607.09	Woven Wire Fence - Metal Posts	40,422	L.F.
607.17	Chain Link Fence - 6 Foot	1309	L.F.
607.24	Remove & Reset Fence	130	L.F.
607.32	Bracing Assembly Type I - Metal Posts	20	Each
607.33	Bracing Assembly Type II - Metal Posts	85	Each
607.36	Bracing Assembly Type I - Chain Link Fence 6 Foot	2	Each
607.37	Bracing Assembly Type II - Chain Link Fence 6 Foot	4	Each
609.11	Vertical Curb Type I	1573	L.F.
609.12	Vertical Curb Type I - Circular	67	L.F.
609.23	Terminal Curb Type I	13	Each
609.28	Curb Transition Section B - Type I	1	Each
609.31	Curb Type 5	2251	L.F.
609.34	Curb Type 5	17000	L.F.
609.35	Curb Type 5 - Circular	970	L.F.
609.381	Resetting Sloped Curb Type - I Unpainted	2000	L.F.
609.40	Reset Curb - Type 5	2,000	L.F.
610.08	Plain Riprap	90	C.Y.
610.18	Stone Ditch Protection	200	C.Y.
612.06	Bituminous Sealing Black	208	S.Y.
614.18	Applying Fertilizer to Existing Grassed Areas	18,000	Lbs
615.07	Lawn	18,275	C.Y.
616.08	Sodding	2450	S.Y.
617.09	Erosion Control Mesh	225	S.Y.
618.14	Seeding Method Number 2	2912	Unit
618.15	Temporary Seeding	2250	Lbs.
619.12	Mulch	3,017	Unit
620.1	Filter Fabric - Non Woven	18,000	S.F.
621.031	Evergreen Trees (4'-5') Group A (Austrian Pine)	6	Each
621.273	Lg. Deciduous Tree (7'-8") Group A (Norway Maple)	9	Each
621.402	Short Evergreens (2'-2 1/2') Group B (Soyin Juniper)	6	Each
621.553	Deciduous Shrubs (3'-4') Group B (Siberian Dogwood)	6	Each
624.06	Protect Marker	2	Each
626.112	Breast Concrete Junction Box	3	Each
626.21	Metallic Conduit	260	L.F.
626.22	Non-Metallic Conduit	324	L.F.
626.37	Special Foundation	1	Each
627.61	4 Inch Solid White Pavement Marking Line	39,000	L.F.
627.611	6 Inch Solid White Pavement Marking Line	37,000	L.F.
627.62	4 Inch Broken White Pavement Marking Line	12,000	L.F.
627.621	6 Inch Broken White Pavement Marking Line	25,000	L.F.
627.63	4 Inch Solid Yellow Pavement Marking Line	29,000	L.F.
627.631	6 Inch Solid Yellow Pavement Marking Line	37,000	L.F.
627.64	4 Inch Broken Yellow Pavement Marking Line	19,000	L.F.
627.65	White or Yellow Pavement and Curb Marking	1132	S.F.
627.68	Temp. 4" Painted Pave. Marking Line, Yellow or White	18,000	L.F.
631.12	All Purpose Excavator (Including Operator)	110	Hr.
631.172	Truck-Large (Including Operator)	110	Hr.
631.20	Stump Chipper Rental (Including Operator)	50	Hr.
631.22	Front End Loader (Including Operator)	110	Hr.
631.32	Culvert Cleaner (Including Operator)	130	Hr.
637.07	Sprinkling	2450	M.G.
637.08	Calcium Chloride	250	Ton
639.18	Field Office Type A	1	Each
639.21	Testing Facilities Soils	1	L.S.
639.22	Testing Facilities Bituminous Mixes	1	L.S.
643.99	Loop Detectors	1	L.S.
652.30	Flashing Arrow Board	2	Each
652.31	Type I Barricade	150	Each
652.33	Drum	30	Each

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
652.34	Cone	80	Each
652.35	Construction Signs	2400	S.F.
652.361	Maintenance of Traffic Control Devices	1	L.S.
652.38	Flagger	4000	M.H.
653.23	3 Inch POLYETHYLENE PLASTIC INSULATION	120	S.Y.
655.39	WEIGH IN MOTION SYSTEM	1	L.S.
656.50	Baled Hay, In Place	40	Each
656.51	Sandbag, In Place	150	Each
656.55	Dumped Stone	50	C.Y.
656.60	Temporary Berms	4100	L.F.
656.62	Temporary Slope Drains	150	L.F.
656.63	Temporary Silt Fence	225	L.F.
657.24	Seeding Pits	105	Unit
658.20	Acrylic Latex Color Finish, Green	4400	S.Y.
659.10	Mobilization	1	L.S.
660.21	On-The-Job Training (Bid)	4000	M.H.

** It is brought to the Contractor's attention that the Department will deliver to the project site the following material:
 6040' of Woven Wire Fencing-Metal Posts.
 20' Bracing Assemblies-Type I Metal Posts
 5' Bracing Assemblies-Type II Metal Posts
 This material shall be used to partially fulfill the estimated fencing quantities

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	112-05-4(24) RS-0141(3)	11	459

ESTIMATED QUANTITIES

SHEET OF AUGUSTA, MAINE

F H W A REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-2K-93-2(4) RS-0141(3)	12	459

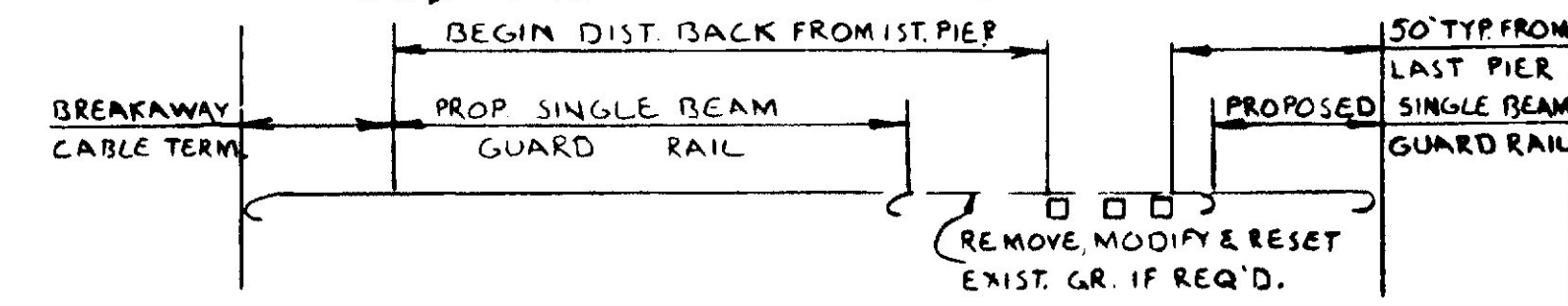
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F H W A REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	2-IR-85-B(44) RS-014113	13	459

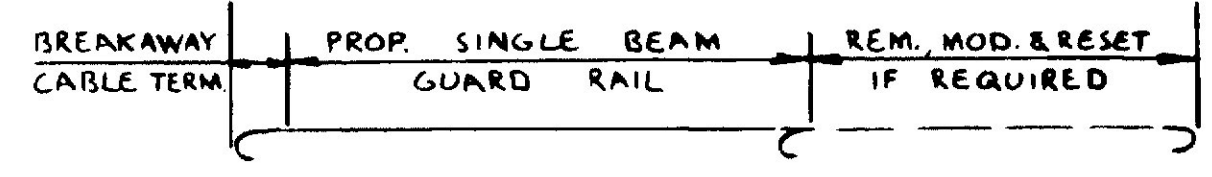
STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS	
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A	A2	B1	B1-C	C1	C2	E		B	C				OUTLET
																			LENGTH	SIZE	LENGTH		
ROUTE 1 (CONT.)																							
139+76 LT.																							
139+78-142+65 LT.																					WITH CURB INLET		
142+67 LT.																					CB TO CB		
142+69 21.5' LT.-143+15 5' LT.								15"	50'												WITH CURB INLET		
143+17.8 5' LT.																					OPTION III		
143+19.8 5' LT.-2+40																							
27' RT. DOM RD.								12"	121'												OPTION III		
142+90-143+25 RT.																							
143+25 RT.-0+50 LT. DOM RD.																							
147+84 LT. & RT.								18"	96'												OPTION III		
142+67 L - 3+45 L DOM RD.								12"	90'												Opt I		
146+91.44-149+00 LT.																							
473+54 RT.								12"	40'												Opt I		
Ramp Y-3																							
63+63	24"	68'	III																				
RAMP Y-5																							
0+50 50.5' LT.-34.5' LT.																							
0+50 32.75' LT.																							
0+50 31' LT.-26' RT.	15"	57.5'	III																		CB TO CB		
0+50 27.75' RT.																							
0+50 29.5' RT.-45.5' RT.	15"	14'	III																				
SPRING ST. (RTE. 88)																							
60+75 27' LT.																							
60+75 25' LT.-61+04 36' RT.	18"	66'	III																		CB TO CB		
61+04 38' RT.																							
61+08 31.5' RT.-61+04 38' RT.	30"	12'																					
57+0-60+75 21' L																							
61+04 38' RT.-60+90 64' RT.	24"	30'	III																				
60+75-22'-38' LT.								15"	10'												Opt I		
RAMP Y-J																							
1+05 24' LT.-1+26 28' LT.	24"	32'	III																				
1+28 28' LT.																							
2+06 10' LT.-2+33.5 56' LT.								18"	60'												(CONST. SOD DOWN=POUT)		
PINE ST.																							
71+64 LT.								15"	34'												OPTION I		
72+35 LT. & RT.								36"	60'												OPTION III		
73+00 RT.								15"	36'												OPTION I		
DESERT OF MAINE																							
0-68.74 TO 0+31 RT.																							
0+33 RT.																							
0+35-2+38 RT.																							
2+40 RT.																							
2+03-2+39								12"	41'												WITH CURB INLET		
2+02 &																					OPTION III CB TO CB		
2+41 RT.-2+72 &								12"	38'												OPTION III CB TO CB		
2+73 &																							
2+42 RT.(DOM)-20+30 RT.(F2)																							
12+50 14.5'-54.5' LT.																							
12+50 21.5'-56' RT.	18"	40'	III																				
17+90 - 19+38 RT								15"	148'												Option I		
Ramp F-2																							
20+62 Lt								12"	155'												Option I		
HUNTER RD.																							
155+10 LT.								15"	46'												OPTION I		
ROUTE 1 (Cont.)																							
129+103 TO 130+10 LT								12"	40'												OPT II W/ 6" ELBOW		
132+50 RT. TO 132+93 LT.								12"	36'												TO 12" UNDERDRAIN		
132+63 LT								12"	18'												OPT III C.B. TO C.B.		
																					OPT II C.B. TO C.B.		

NOTES:
 1. THE LENGTHS OF GUARD RAIL NOTED ON THE PLAN HAVE BEEN DONE ON THE FOLLOWING BASIS & SHALL BE INSTALLED IN THIS MANNER UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

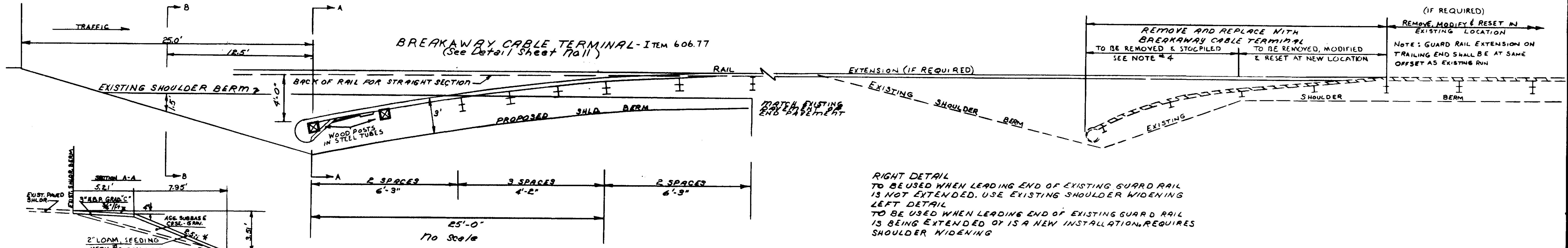
A. SIDE ROADS / 1-95
 → DIRECTION OF TRAFFIC 1-95



B. EXTENDING EXISTING G.R. @ LOCATIONS OTHER THAN ABOVE
 → DIRECTION OF TRAFFIC 1-95



2. REMOVING & RESETTING OF TERM. ENDS & CUTTING OF POSTS & / OR BEAM SHALL BE CONSIDERED INCIDENTAL TO ITEM 606.
 3. REFERENCES TO L+ OR R+ ARE IN THE DIRECTION OF TRAFFIC.



Detail of Shoulder Widening For Breakaway Cable Terminals - ITEM 606.751

RIGHT DETAIL TO BE USED WHEN LEADING END OF EXISTING GUARD RAIL IS NOT EXTENDED. USE EXISTING SHOULDER WIDENING LEFT DETAIL TO BE USED WHEN LEADING END OF EXISTING GUARD RAIL IS BEING EXTENDED OR IS A NEW INSTALLATION. REQUIRES SHOULDER WIDENING

NOTE:
 BREAKAWAY CABLE TERMINALS WILL BE PAID FOR UNDER ITEM 606.77
 WIDENED SHOULDERS FOR BREAKAWAY CABLE TERMINALS, WHEN REQUIRED WILL BE PAID FOR UNDER ITEM 606.751 COMPLETE & IN PLACE EXCEPT FOR HOT BITUMINOUS PAVEMENT WHICH WILL BE PAID FOR SEPARATELY.

NOTE:
 WHEN USING EITHER THE L+ OR R+ DETAILS FOR WIDENED SHOULDERS, THE ENG. WILL ENSURE THAT THE EXISTING 1:95 INSLOPES AHEAD OF THE LEADING END CONFORM APPROXIMATELY TO THE DETAIL SHOWN ON THIS SHEET OR ARE FLATTER. IF THE EXISTING INSLOPES DO NOT CONFORM TO THE DETAIL, THE LEADING END SHALL BE MOVED BACK UNTIL CONFORMANCE IS MET OR THE EXISTING INSLOPE MAY BE FLATTENED WHICHEVER IS DEEMED MOST PRACTICAL BY THE ENGINEER. WHEN CONSTRUCTING WIDENED SHOULDERS ON SIDE ROADS THE ABOVE MAY BE MODIFIED AS DIRECTED BY THE ENGINEER, BUT IN NO INSTANCE SHALL THE FIRST 2:1 INSLOPE BE CLOSER THAN 75' AHEAD OF THE LEADING END.

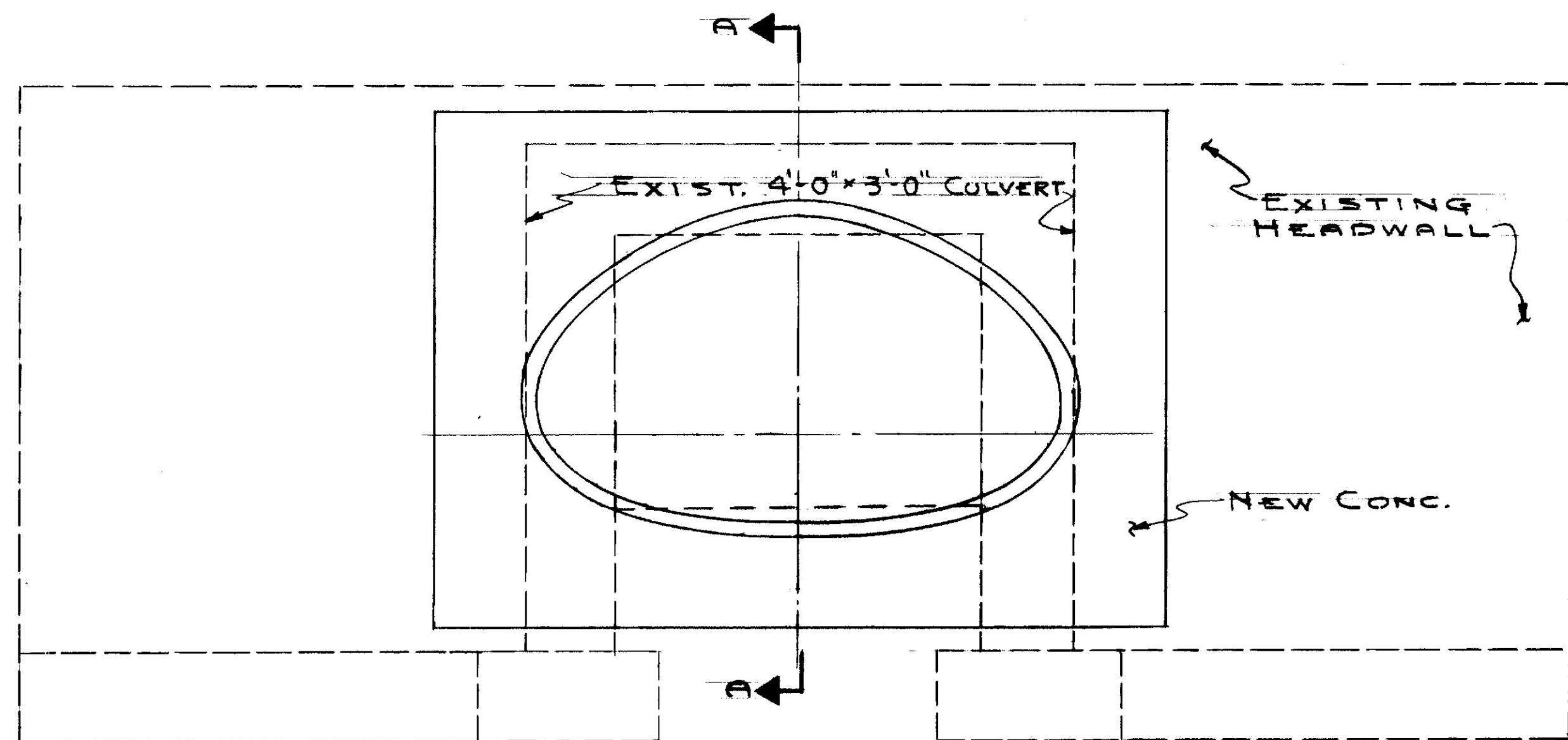
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

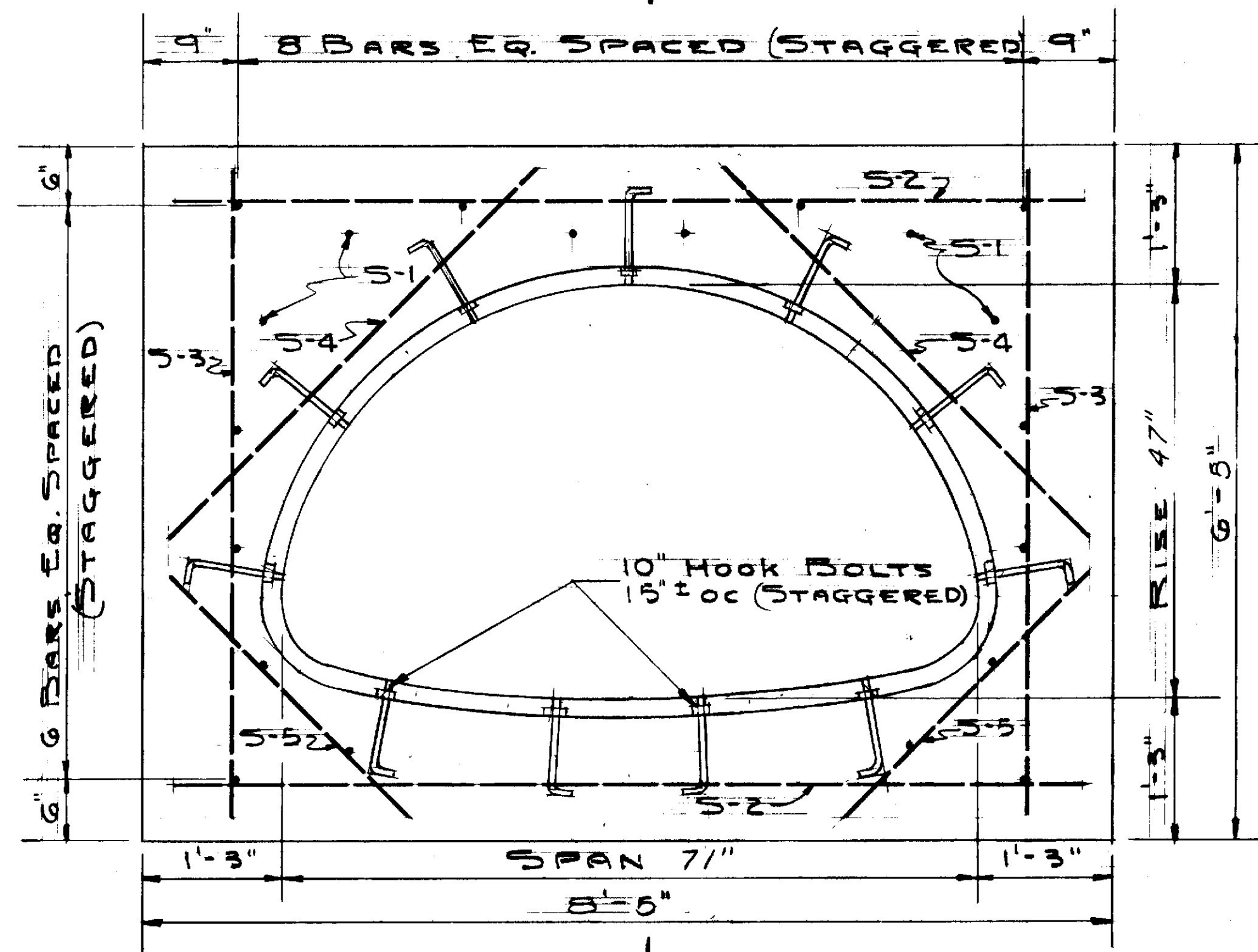
SHOULDER WIDENING FOR BREAKAWAY CABLE TERMINAL

SHEET OF AUGUSTA, MAINE

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



ELEVATION
N.T.S.

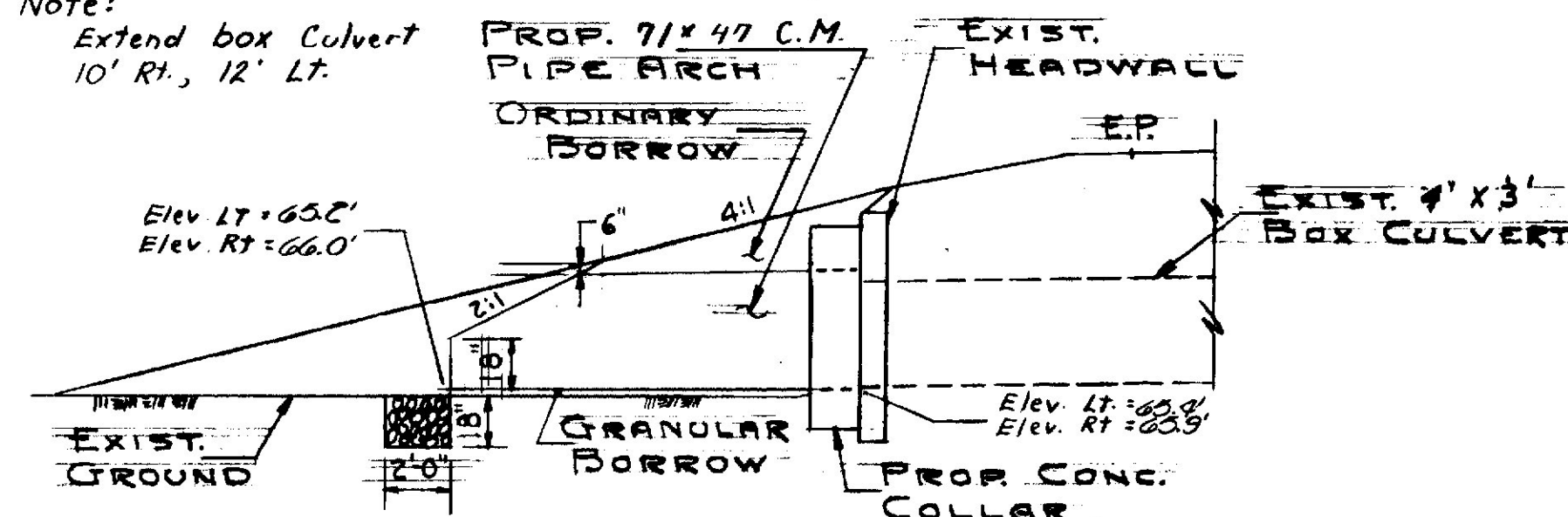


TYPICAL CONNECTION DETAILS
SCALE: 1"=1'-0"

PER CONNECTION

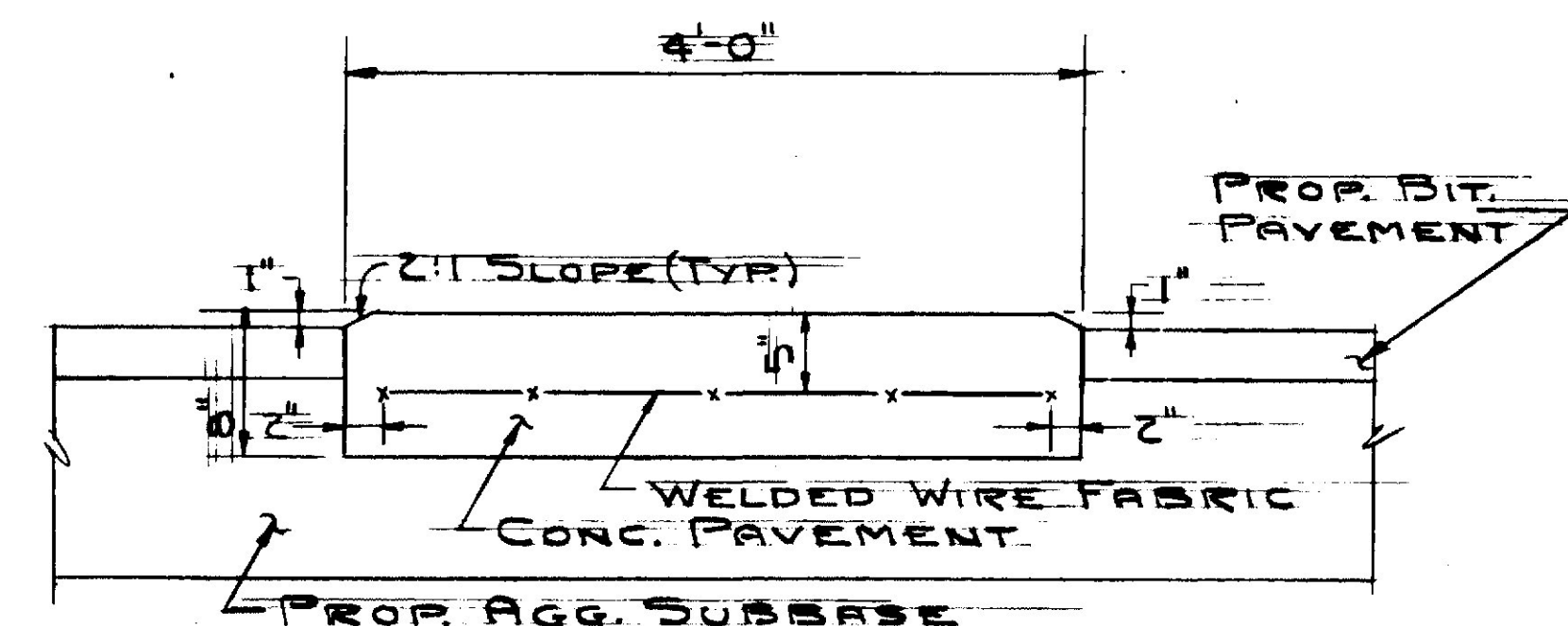
MARK	SIZE	NUMBER	LENGTH
S-1	#5	20	2'-0"
S-2	#5	4	8'-0"
S-3	#5	4	5'-10"
S-4	#5	4	4'-4"
S-5	#5	4	2'-10"

Note:
Extend box Culvert
10' Rt., 12' Lt.

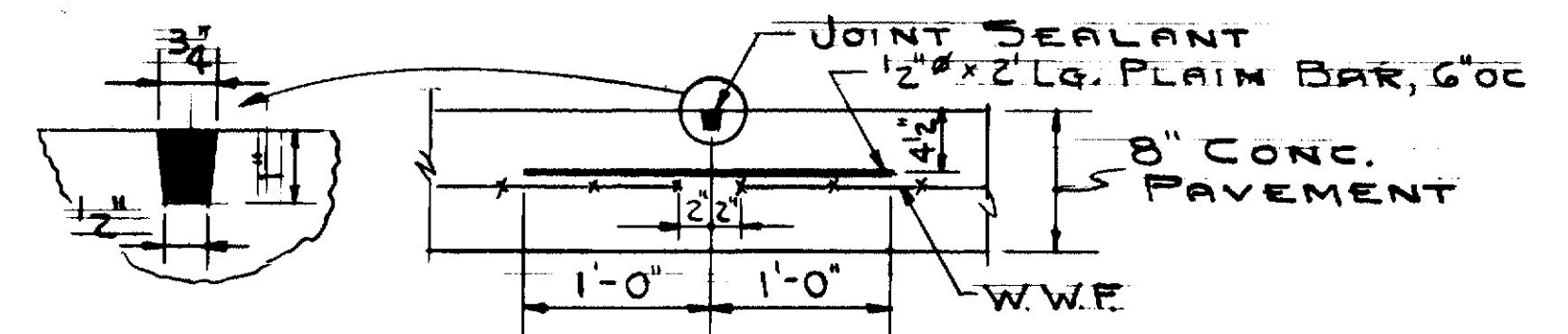


SIDE ELEVATION
SCALE: 1"=5'

Sta. 574+65 Rte. 1



STRUCTURAL CONCRETE, ROADWAY MEDIAN
N.T.S.

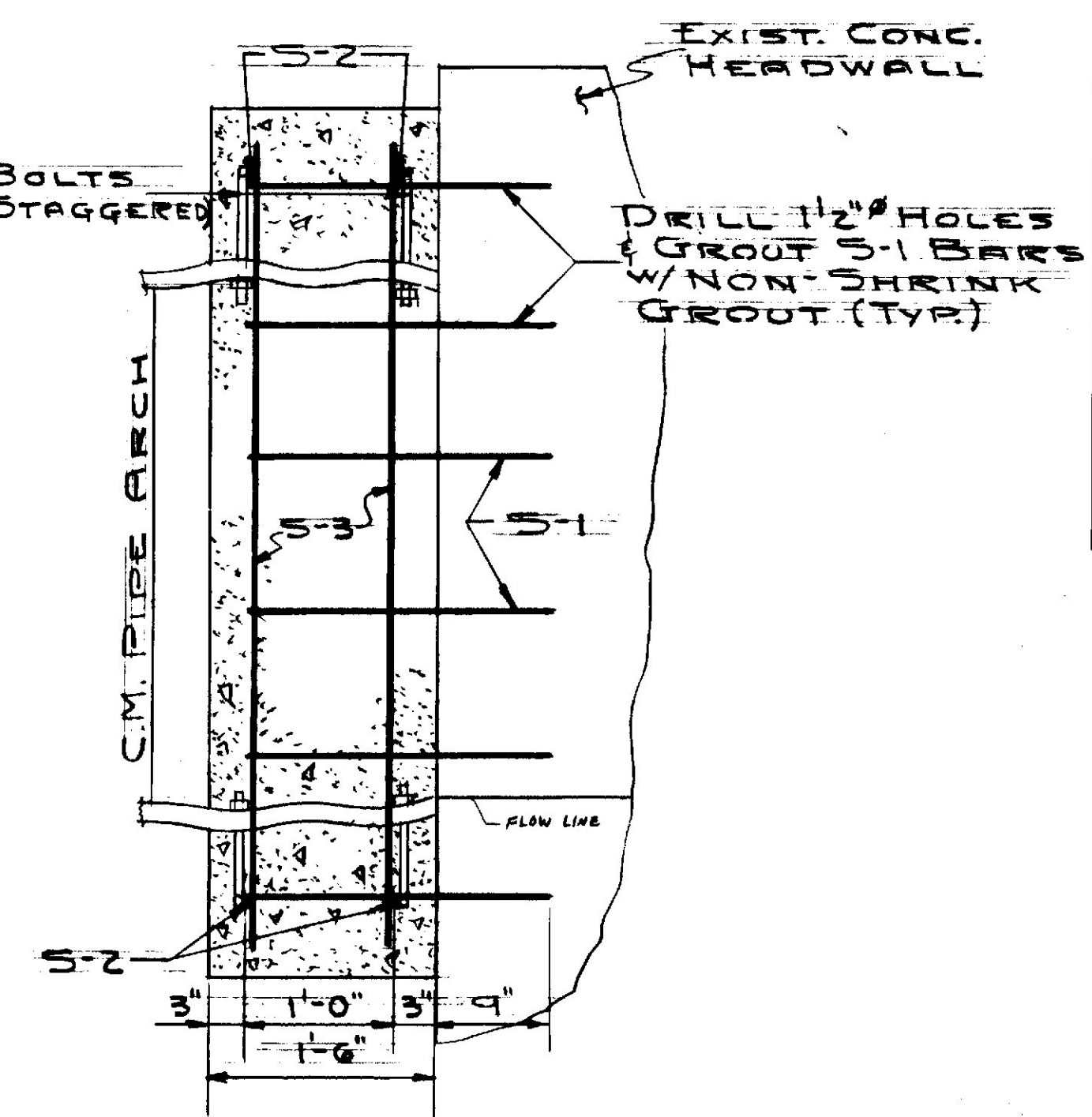


TRANSVERSE JOINT DETAIL
N.T.S.

DESERT OF MAINE ROAD

- NOTES:
- Wire fabric and dowels are incidental to the item for Roadway Median.
 - CONSTRUCT CONCRETE MEDIAN TO ONE (1) INCH ABOVE PROPOSED BITUMINOUS PAVEMENT.
 - USE WELDED WIRE FABRIC (5M2-2-4) AS REINFORCEMENT.
 - SPACE PAVEMENT JOINTS 40' OC WITH ONE ODD LENGTH END SECTION.
 - PAVEMENT JOINTS SHALL BE DOWELLED WITH 12" x 2" PLAIN BARS @ 6' OC; COAT ONE END WITH BITUMINOUS PAINT.
 - CONCRETE TO BE CLASS A.
 - CONCRETE SURFACE TO HAVE PROTECTIVE COATING FOR CONCRETE SURFACE, ITEM 515.20, INCIDENTAL TO ITEM 502.341.
 - SURFACE TO BE RAKED TO FORM A RUMBLE SURFACE AS DIRECTED BY THE ENGINEER, TO BE INCIDENTAL TO ITEM 502.341.

- NOTES:
- PAYMENT FOR ALL WORK & MATERIALS INCLUDING DRILLING & GROUTING OF DOWELS REQUIRED FOR THE CONSTRUCTION OF THE CONCRETE CULVERT CONNECTIONS WILL BE PAID FOR UNDER ITEM 502.46.
 - REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2".
 - THE SURFACE TO RECEIVE NEW CONC. SHALL BE FREE OF OIL, SOLVENT, GREASE, DIRT, DUST, BITUMEN, LOOSE PARTICLES & FOREIGN MATTER.
 - FOUNDATION MATERIAL REQUIRED FOR THE INSTALLATION SHALL MEET THE REQUIREMENTS OF GRANULAR BORROW UNDERWATER BACKFILL AND BE PAID FOR UNDER ITEM 203.25, GRANULAR BORROW.
 - PIPE ARCH AREA = 17.6 S.F.
 - ALL CONCRETE SHALL BE CLASS "A" CONCRETE APPROX. QUANTITY:
INLET COLLAR = 20.0
OUTLET COLLAR = 20.0



SECTION A-A
SCALE: 1"=1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

PIPE ARCH CONC. MEDIAN

SHEET OF AUGUSTA, MAINE

NO.	REVISION	BY	DATE	IN CHARGE OF
		MADE		
		TRACED	CFL 8-84	
		CHECKED		

GENERAL NOTES

CONSTRUCTION NOTES

SUMMARY OF EXCAVATION AND BORROW

ITEM 202.0801 REMOVE BUILDING NO. 1

202.0801 STA 503+00 - 145' LT. ROUTE 1
BUILDING RESERVED UNTIL *(Immediately)*

ITEM 202.11 REMOVING PORTLAND CEMENT CONCRETE PAVEMENT

STA 539+00 SB TO STA 558+25 NB I-95
STA 564+75 NB TO STA 671+00 SB I-95
STA 142+50 TO STA 149+00 RTE 1 AT D.O.M. RD
STA 130+00 TO STA 132+50 RTE 1 CONNECTOR

LOAM SALVAGE WILL TAKE PLACE AT THE FOLLOWING LOCATIONS:

1. ALL INSLOPES OF I-95
2. GRUBBING AREAS IN CUT AND FILL SECTIONS OF THE FOLLOWING RAMP AND ROADWAYS: RAMP Y-1, RAMP Y-2, RAMP Y-5, RAMP Y-J, SPRING ST., RAMP F-3, NEW COUNTY RD., N.C. ROAD OUTLET DITCH, PINE ST.
3. GRUBBING AREAS IN FILL SECTIONS OF DESERT OF MAINE RD AND ROUTE 1.
4. IN ADDITION TO THE LOCATIONS LISTED ABOVE, THE ENGINEER MAY DESIGNATE CERTAIN GRUBBING AREAS IN CUT SECTIONS OF DESERT OF MAINE RD AND ROUTE 1 TO BE INCLUDED AS LOAM SALVAGE.

COMMON EXCAVATION FOR ESTIMATE

* COMMON EXCAVATION (FROM CROSS SECTIONS)	175,325
GRUBBING IN FILL	986
LOAM SALVAGE IN FILL	5,640
MUCK EXCAVATION	12,441
TOTAL COMMON EXCAVATION	194,420

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	55,947
GRUBBING IN FILL	986
LOAM SALVAGE IN FILL	5,640
TOTAL FILL	62,573

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	8,100
ROCK EXCAVATION (CONCRETE)	15
TOTAL ROCK EXCAVATION	8,115

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION	194,420
DEDUCTIONS:	
SALVAGED PAVEMENT	3,376
GRUBBING IN CUT	7,197
GRUBBING IN FILL	986
LOAM SALVAGE IN CUT	12,217
LOAM SALVAGE IN FILL	5,640
MUCK EXCAVATION	12,441
(2) TOTAL DEDUCTIONS	41,857
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)	152,563
TOTAL AVAILABLE NON-ROCK EXCAVATION	152,563

COMPUTATION OF COMMON BORROW FOR ESTIMATE

TOTAL FILL	62,573
TOTAL AVAILABLE NON-ROCK EXCAV. $152,563 \times 0.85 = 129,679$	
TOTAL AVAILABLE ROCK EXCAV. $8,115 \times 1.33 = 10,793$	
TOTAL AVAILABLE EXCAVATION	140,472
TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION (WASTE)	77,839

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW TO REPLACE MUCK	12,441
GRANULAR BORROW TO MAINTAIN TRAFFIC	1,000
GRANULAR BORROW = $13,441 \times 1.15 = 15,457$	

COMPUTATION OF WASTE

GRUBBING IN CUT	7,197
GRUBBING IN FILL	986
FROM BORROW COMPUTATION	77,839
MUCK EXCAVATION	12,441
TOTAL ESTIMATED WASTE MATERIAL	98,463

* INCLUDES EXISTING OLD PAVEMENT EXCAVATION (SALVAGED PAVEMENT)

++48. EXISTING SLOPED CURB TYPE 1 BETWEEN THE FOLLOWING LOCATIONS
STA 119+70 TO STA 127+00 ROUTE 1
STA 488+01.20 TO STA 488+85 ROUTE 1
STA 516+40 TO STA 522+33 ROUTE 1
SHALL BE REMOVED AND RESET AT CURB TYPE 5 LOCATIONS WHERE THE ENTIRE AREA WILL BE SLOPED CURB TYPE 1 AND NOT MIXED WITH OTHER CURB TYPES.
EXAMPLE: RAMP Y-5-MEDIAN ISLAND AND AT THE PAVEMENT EDGES.
ADJACENT MEDIAN ISLANDS ON ROUTE 1 BETWEEN STA 116+00 TO STA 510+25
ALL LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

++(REVISED MARCH 13, 1985 SEE GENERAL NOTE #48)

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE:

CENTRAL MAINE POWER COMPANY
NEW ENGLAND TELEPHONE COMPANY
YARMOUTH SEWER
YARMOUTH WATER
FREEPORT SEWER
MAINE WATER COMPANY (FREEPORT)
NEW ENGLAND CABLEVISION (YARMOUTH)
UNITED VIDEO (CABLE - FREEPORT)
SOUTH FREEPORT WATER DISTRICT (JOINT INTEREST)

ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS NOTED.

2. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL MESH, SOD, STONE DITCH PROTECTION, AND RIP RAP FOR DITCH PROTECTION SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

3. CLEARING LIMITS ON THE INTERSTATE SHALL BE 15' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINE IN NON GUARDRAIL FILL AREAS AND SHALLOW CUTS AND 10' ELSEWHERE. SELECTIVE CLEARING AND THINNING LIMITS SHALL BE BETWEEN THE CLEARING LIMITS AND THE RIGHT OF WAY LINES, OR AS SHOWN ON THE PLANS.

4. CLEARING LIMITS ON OTHER ROADWAYS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

5. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR PAYMENTS SHALL BE ESTABLISHED IN THE FIELD BY THE ENGINEER.

6. THE NORMAL GRUBBING WIDTH IN FILLS SHALL BE VARIABLE LEFT AND RIGHT. WHEN SUBGRADE IS LESS THAN 2 FT. ABOVE OLD GROUND, THE GRUBBING WIDTH SHALL EXTEND TO THE SUBGRADE LIMITS. THE GRUBBING DEPTH HAS BEEN ESTIMATED AS 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

7. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1" ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW-UNDERWATER BACKFILL.

8. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

9. DRIVEWAY FILL SIDE SLOPES SHALL BE AT THE SAME AS THE NON GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

10. MEDIAN DITCHES SHALL BE CONSTRUCTED TO MEANDER AND BLEND WITH EXISTING TOPOGRAPHY AS DIRECTED BY THE ENGINEER. EXISTING DRAINAGE RUNS WILL BE USED AS CROSS DITCHES WHERE FEASIBLE.

11. THE ENGINEER WILL DESIGNATE UNSAFE RECOVERY AREAS AT THE TOES OF 4:1 AND 6:1 FILL SLOPES TO BE GRADED BY BULLDOZER AND/OR OTHER HOURLY RENTAL ITEMS. BOULDERS, LARGE STUMPS AND OTHER OBJECTS SHALL BE BURIED OR REMOVED. THE USE OF BORROW OR WASTE MATERIAL MAY BE AUTHORIZED FOR SOME AREAS. UPON COMPLETION OF THE GRADING, THE AREAS SHALL BE SEEDED WITH METHOD NUMBER 2 AND MULCHED.

12. PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT BITUMINOUS PAVEMENT AND 12" AGGREGATE SUBBASE COURSE-GRAVEL

UNPAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 14" AGGREGATE SUBBASE COURSE-GRAVEL

13. PLACE HOT BITUMINOUS PAVEMENT GRADING "D" WITH ACRYLIC LATEX COLOR FINISH-GREEN AROUND CATCH BASINS IN MEDIAN AREAS (3' OUTSIDE OF FRAME, 2" THICK).

14. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.

15. PAYMENT FOR ALL CONNECTIONS OF CULVERT PIPES AND UNDERDRAIN TO ROADWAY CULVERTS AND CATCH BASINS WILL BE INCIDENTAL TO THE PIPE ITEM BEING INSTALLED.

16. A 3' SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

17. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARD RAIL END AND AT UNDERDRAIN OUTLET.

18. CURB TYPE 3 TO BE INSTALLED WITH MOLD 2 AND SEALED WITH BITUMINOUS HAND SEALING-BLACK WHEN DIRECTED

19. LOAM SHALL BE SALVAGED IN LOCATIONS AS SPECIFIED IN THE CONSTRUCTION NOTES OR AS DESIGNATED BY THE ENGINEER FOR USE IN AREAS TO BE LOAMED.

20. DESIGNATED LOAM REQUIRED	18,700 C.Y.
ESTIMATED UNDESIGNATED LOAM	0 C.Y.
TOTAL LOAM REQUIRED	18,700 C.Y.
ESTIMATED AVAILABLE SALVAGED TOPSOIL	17,857 C.Y.

21. LOAM SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER. LOAM DEPTHS ARE 2" AND ARE CONSIDERED NOMINAL.

22. LOAM DEPTHS ARE AS FOLLOWS:
UNDER SOD 2"
UNDER EROSION CONTROL MESH 2"
SEEDED AREAS METHOD NO. 2 2"
DEPTHS SHOWN ARE NOMINAL

23. PLACE SOD STRIP 1 FT. WIDE BEHIND CURBS IN BOX SECTIONS WHEN DIRECTED BY THE ENGINEER.

24. SOD INLETS AND OUTLETS OF ALL DRIVEWAY CULVERTS UNLESS OTHERWISE DIRECTED.

25. ALL SLOPES SHALL BE SEEDED WITH SEEDING, METHOD NO. 2 AND MULCHED UNLESS OTHERWISE NOTED.

26. ESTIMATED STRUCTURAL EXCAVATION REQUIRED 7,900 C.Y.

27. ACRYLIC LATEX COLOR FINISH-GREEN SHALL BE PLACED ON ALL PAVED ISLANDS.

28. THE FOUR FEET OF CIRCULAR CURB TYPE 1 REQUIRED TO BE CUT FOR A TERMINAL CURB SECTION SHALL BE PAID FOR UNDER ITEM 609.23.

29. ALL EXCAVATION BELOW SUBGRADE FOR CATCH BASINS NOTED "REMOVE AND PLUG" SHALL BE PAID FOR UNDER ITEM 203.20. ALL PLUGS SHALL BE CONSTRUCTED OF MORTAR AS DIRECTED BY THE ENGINEER, PAYMENT TO BE INCIDENTAL TO ITEM 203.20.

30. EXISTING DRAINAGE SYSTEMS SHALL NOT BE ABANDONED OR REMOVED WITHOUT PRIOR APPROVAL OF THE ENGINEER.

31. WASTE MATERIAL AND LEDGE DEBRIS SHALL NOT BE PLACED WITHIN 10 FEET OF THE OUTSIDE OF A CULVERT.

32. THE REMOVAL OF EXISTING PIPE AND CONCRETE COLLARS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION, WHEN NO NEW PIPE IS PROPOSED AT THAT LOCATION.

33. AT LOCATIONS WHERE CATCH BASINS ARE TO BE REMOVED, THE FRAMES AND GRATES SHALL BE STACKED FOR PICK UP BY MDOT MAINTENANCE IN AREAS APPROVED BY THE ENGINEER.

34. CURBING
A. GRANITE CURB CALLED FOR ON THE PLANS TO BE REMOVED AND RESET BUT NOT REQUIRED TO BE RESET UNDER THIS PROJECT SHALL BE STACKED FOR PICK UP BY MDOT MAINTENANCE FORCES IN AREAS APPROVED BY THE ENGINEER. PAYMENT WILL BE INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
B. CURVED SECTIONS OF CURB WILL BECOME THE PROPERTY OF THE CONTRACTOR AND PAYMENT WILL BE INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

35. GUARD RAIL NOT BEING REMOVED AND RESET SHALL BE REMOVED AND STACKED IN AREAS APPROVED BY THE ENGINEER. UPON NOTIFICATION, MDOT WILL PICK UP THE GUARD RAIL. IF NOT PICKED UP WITHIN 30 DAYS, THE GUARD RAIL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. PAYMENT WILL BE INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

36. WHERE HOT BITUMINOUS PAVEMENT GRADING "C" IS TO MEET EXISTING PAVEMENT A BUTT JOINT WILL BE REQUIRED. SEE PAVEMENT TRANSITION DETAILS. CUTTING OF THE JOINT, REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT WILL BE INCIDENTAL TO ITEM 403.

37. ALL TRUCK AND EQUIPMENT ROUTING SHALL BE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER.

38. THE CONTRACTOR MAY, IF NECESSARY, CONSTRUCT CROSSOVERS FOR HIS EQUIPMENT, SUBJECT TO PRIOR APPROVAL OF THE LOCATION AND DESIGN BY THE ENGINEER. ALL WORK MATERIAL AND EQUIPMENT REQUIRED FOR DESIGN, CONSTRUCTION, MAINTENANCE, SIGNING AND REMOVAL OF THE CROSSOVER WILL BE CONSIDERED INCIDENTAL TO ITEM 403 INCLUDING RESTORATION TO EXISTING GROUND.

39. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT OR OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL WORK, EQUIPMENT AND MATERIAL REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. REPAIR WORK IF NECESSARY, SHALL NOT BE DONE ON OR ADJACENT TO THE LANE CARRYING TRAFFIC.

40. THE INLETS AND OUTLETS OF ALL CULVERTS AND CULVERT EXTENSIONS 24" DIA. AND LESS SHALL BE SODDED. 30" DIA. AND LARGER SHALL HAVE SOD AND RIP RAP PLACED AT EACH END.

41. EXISTING CULVERTS ON THIS PROJECT SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER. (INCLUDING OP.)

42. ALL NECESSARY STUMP REMOVAL HAS BEEN LISTED ON THE PLANS AND INCLUDED IN THE ESTIMATE. HOWEVER WHERE DEEMED FEASIBLE BY THE ENGINEER IN NON EXCAVATION AREAS A STUMP CHIPPER MAY BE USED TO REMOVE THE STUMP TO BELOW OLD GROUND. THE AREA SHALL THEN BE BACKFILLED AS REQUIRED BY THE ENGINEER AND SEEDED.

43. CLEANING OF THE CATCH BASIN AT STA 635+50 RT ROUTE 1 SHALL BE CONSIDERED INCIDENTAL TO ITEM 631 EQUIPMENT RENTAL.

44. EXISTING REINFORCED CONCRETE PIPE CALLED FOR ON THE PLANS TO BE REMOVED AND RELAYED SHALL BE USED TO FULFILL THE ESTIMATED NEW PIPE QUANTITIES AS DIRECTED BY THE ENGINEER.

45. PAINT WHITE ARROWS ON RTE. 1 ADJACENT TO THE TWO-WAY SIGNS. SEVEN LOCATIONS ARE REQUIRED. CENTER THE ARROWS IN THE TRAVEL LANE (ITEM NO. 627.65)

46. ALL DITCHING AND GRADING OF DITCHES TO DRAIN AS CALLED FOR ON SHEET 24 WILL BE PAID FOR UNDER THE APPROPRIATE HOURLY RENTAL ITEMS.

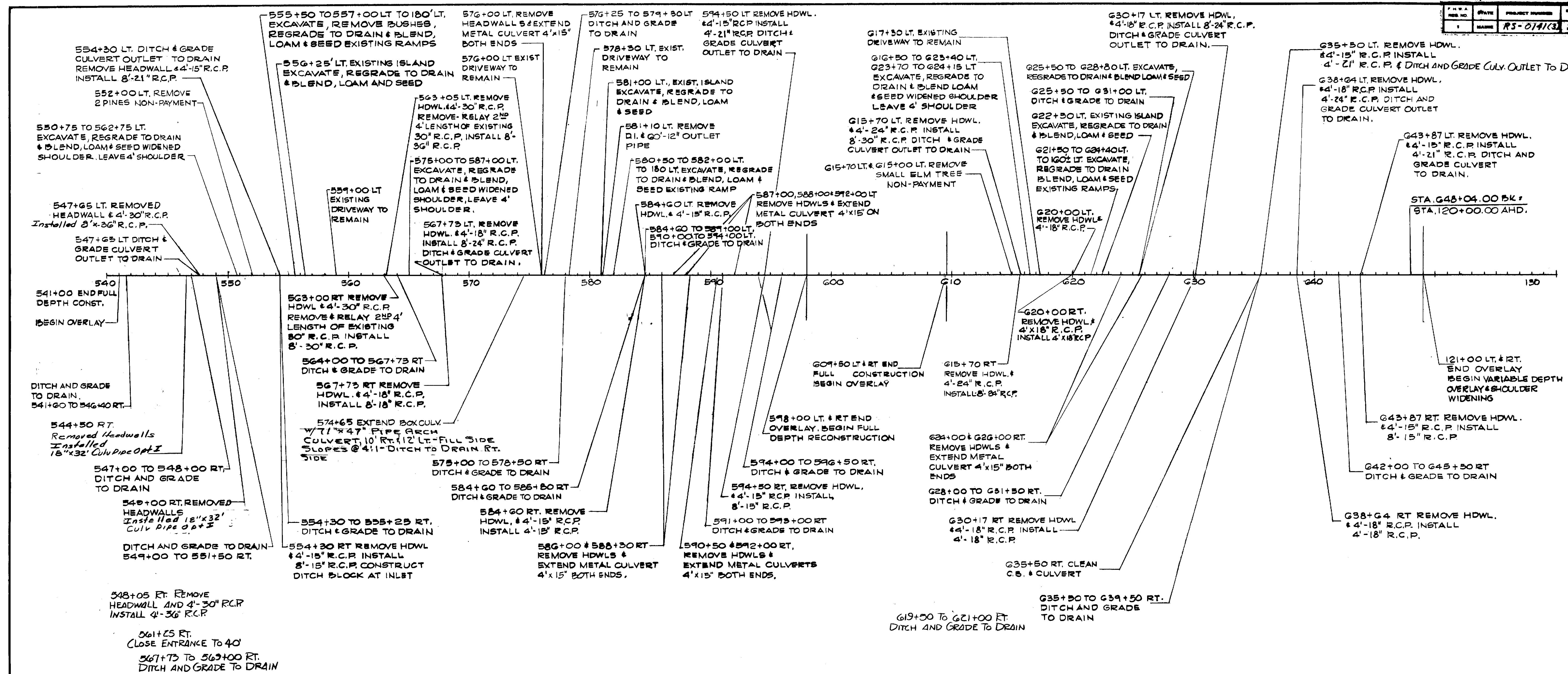
47. BREAKAWAY CABLE TERMINALS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARD RAIL, UNLESS OTHER APPROVED TEMPORARY PROTECTION HAS BEEN AUTHORIZED.

NO.	REVISION	BY	DATE	IN CHARGE OF
		MADE		
		TRACED		
		CHECKED		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
CONSTRUCTION NOTES
SUMMARY OF EXCAVATION
AND BORROW

SHEET OF AUGUSTA, MAINE



Proposed overlay shall consist of a 1/4" min. shim Hot Bit Pave. Grade "D" and 1/4" Hot Bit Pave Grade "C"

Rte 1 Superelevation List		
Sta.	Lt	Rt
553+00	-2 1/4"	-2 1/4"
+50	-2 1/4"	-1"
554+00	-2 1/2"	+1"
+50	-3"	+3"
558+50	-3"	+3"
559+00	-2 1/2"	+1"
+50	-2 1/4"	-1"
560+00	-2 1/4"	-2 1/4"

To be used as a guide only

NO.	REVISION	BY	DATE
		MADE	
		TRACED	
		CHECKED	
		IN CHARGE OF	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

ROUTE 1 OVERLAY

SHEET OF AUGUSTA, MAINE