

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	QUANTITY	TOTAL	UNIT	
		OVERPASS	WILDER		
202.127	Removal of Existing Bituminous Prmt.	0.16	0.84	1	L.S.
403.10	Hot Bit. Pavement, Grading "D"	50	315	365	Ton
403.121	Hot Bit. Prmt., Grading "E" (Shimming)	5	5	10	Ton
410.15	Emulsified Asphalt, Applied	20	150	170	Gal.
502.70	Bridge Drains	6	—	6	Each
502.75	Plugging Existing Drains	10	—	10	Each
503.12	Reinforcing Steel Fabricated & Delivered	1600	1000	2600	Lbs.
503.13	Reinforcing Steel Placing	1600	1000	2600	Lbs.
506.142	Field Painting Existing Struc. Steel	0.65	0.35	1	L.S.
506.16	Surface Preparation of Existing Structural Steel	125	65	190	M.H.
508.13	Membrane Waterproofing	0.11	0.89	1	L.S.
514.06	Curing Box for Concrete Cylinders	0.5	0.5	1	Each
515.21	Protective Coating for Conc. Surfaces	0.48	0.52	1	L.S.
518.30	Rehabilitation of Struc. Concrete Slab to Reinforcing Steel	100	1500	1600	S.F.
518.31	Rehabilitation of Struc. Concrete Slab to Below Reinforcing Steel	100	500	600	S.F.
520.2401	Expansion Device Modification - Arrowsic Road Overpass	2	—	2	Each
520.2402	Expansion Device Modification - Max Wilder Bridge, Joint "A"	—	1	1	Each
520.2403	Expansion Device Modification - Max Wilder Bridge, Joint "B"	—	1	1	Each
520.2404	Expansion Device Modification - Max Wilder Bridge, Joint "C"	—	1	1	Each
520.2405	Expansion Device Modification - Max Wilder Bridge, Joint "D"	—	1	1	Each
526.301	Temporary Concrete Barrier, Type 1	0.2	0.8	1	L.S.
606.17	Guard Rail Type 3b - Single Rail	75	175	250	L.F.
606.173	Bridge Connections	4	—	4	Each
606.35	Guard Rail Delineator Post	4	4	8	Each
606.363	Guard Rail - Remove and Dispose	105	238	343	L.F.
606.364	Guard Rail - Remove, Modify & Reset	—	100	100	L.F.

ESTIMATED QUANTITIES					
ITEM NO.	DESCRIPTION	QUANTITY	TOTAL	UNIT	
		OVERPASS	WILDER		
606.367	Replace Unusable Existing Guard Rail Post	—	2	2	Each
606.751	Widen Shoulder for Breakaway Cable Terminal	4	4	8	Each
606.77	Breakaway Cable Terminal	4	4	8	Each
627.63	4-inch Solid Yellow Pmnt. Marking Line	400	1600	2000	L.F.
627.68	Temp. 4-inch Painted Pmnt. Marking Line, Yellow or White	400	1600	2000	L.F.
629.05	Hand Labor, Straight Time	50	100	150	M.H.
639.20	Field Office Type C	0.5	0.5	1	Each
643.7201	Temporary Traffic Signal	1	—	1	L.S.
643.7202	Temporary Traffic Signal	—	1	1	L.S.
652.31	Type 1 Barricade	15	15	30	Each
652.33	Drum	5	5	10	Each
652.34	Cone	10	10	20	Each
652.35	Construction Signs	200	200	400	S.F.
652.361	Maintenance of Traffic Control Devices	0.5	0.5	1	L.S.
652.37	Warning Lights	1	1	2	Grps.
652.38	Flagger	50	150	200	M.H.
659.10	Mobilization	.36	.64	1	L.S.

Estimate of Lump Sum Quantities					
202.127	Removal of Existing Bituminous Prmt.	23	122	145	C.Y.
506.142	Field Painting Existing Struc. Steel	62,000	33,000	95,000	Lbs.
508.13	Membrane Waterproofing	265	2230	2495	S.Y.

Max Wilder: RG-0146 (4)	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
Overpass: RSG-0146 (9)	MAINE		2	13

GENERAL CONSTRUCTION NOTES

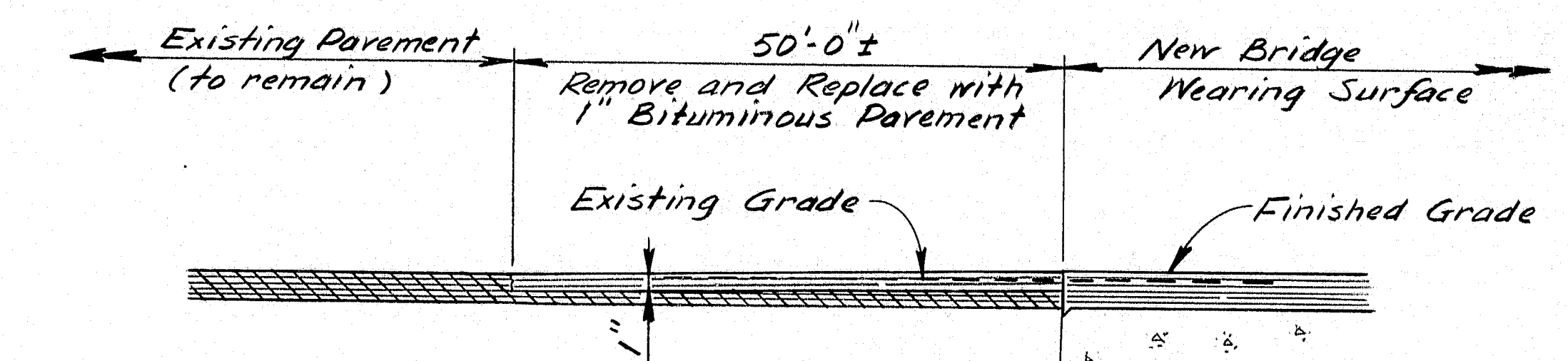
- Reinforcing steel shall have two inches minimum cover unless otherwise indicated.
- Protective Coating for Concrete Surfaces shall be applied to new concrete wearing surface adjacent to Expansion Joints; top, face and fascia of new portions of curb; and all exposed surfaces of new Bridge Connections.
- Tack-welding of anchor studs to reinforcing steel will be allowed at the expansion joints.
- A ten-foot minimum travel lane shall be maintained at all times, except that full two-lane traffic shall be maintained between June 13 and Sept. 2, and between December 1 and March 15.
- Up-turned ends of expansion joint seals shall be plugged by a method approved by the Engineer.
- Removal of existing bituminous pavement on the approaches will be considered incidental to Item No. 202.127.
- 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.
- All deck work, except placement of the final bituminous course, shall be done behind temporary concrete barrier.
- Used signal equipment may be installed for the temporary signal. It must be in good condition, subject to the approval of the Engineer, and conform to the Standard Specifications and the Manual on Uniform Traffic Control Devices.
- The traffic signal controllers shall be two-phase, pre-timed controllers, timed as shown.

ARROWSIC ROAD OVERPASS						
	1	2	3	4	5	6
Northbound	G	Y	R	R	R	G
Southbound	R	R	R	G	Y	R
60 sec. dial	22	3	5	22	3	5

MAX WILDER BRIDGE						
	1	2	3	4	5	6
Northbound	G	Y	R	R	R	G
Southbound	R	R	R	G	Y	R
80 sec. dial	15	3	22	15	3	22

The controllers shall be operated by hand during peak hours as directed by the Engineer.

- Install one guard rail delineator post at each guard rail end.



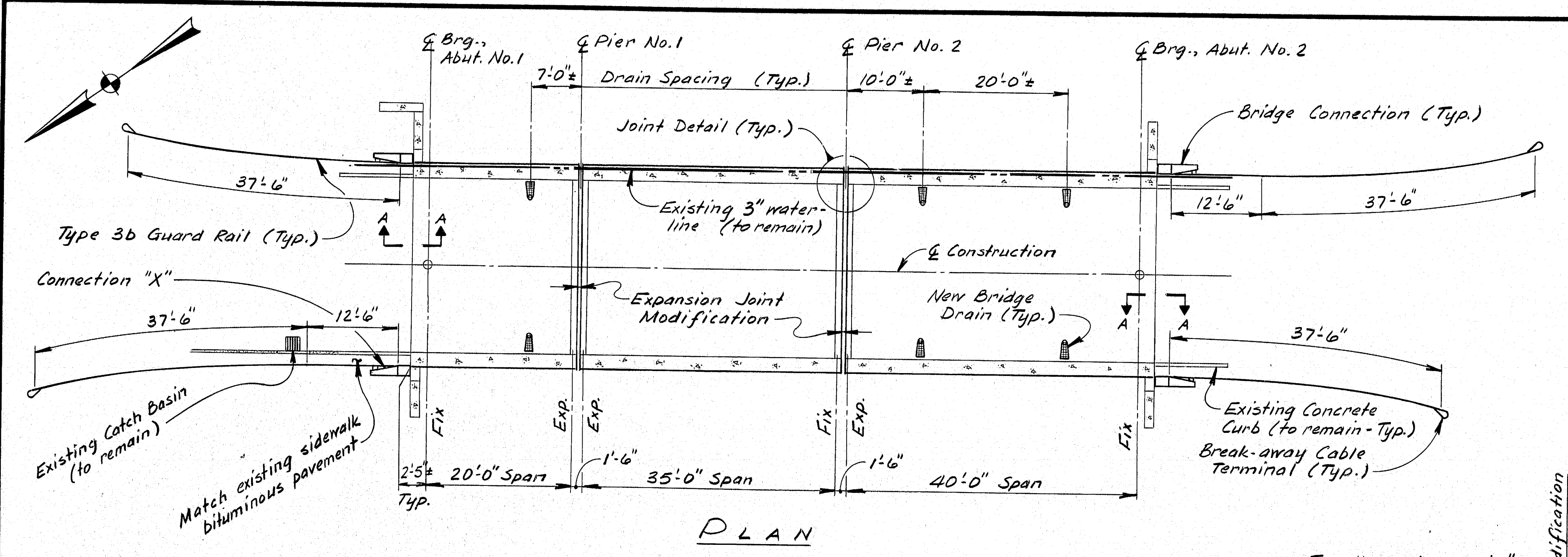
PAVEMENT TRANSITION
Typical at both ends of each Bridge

SYMBOLS

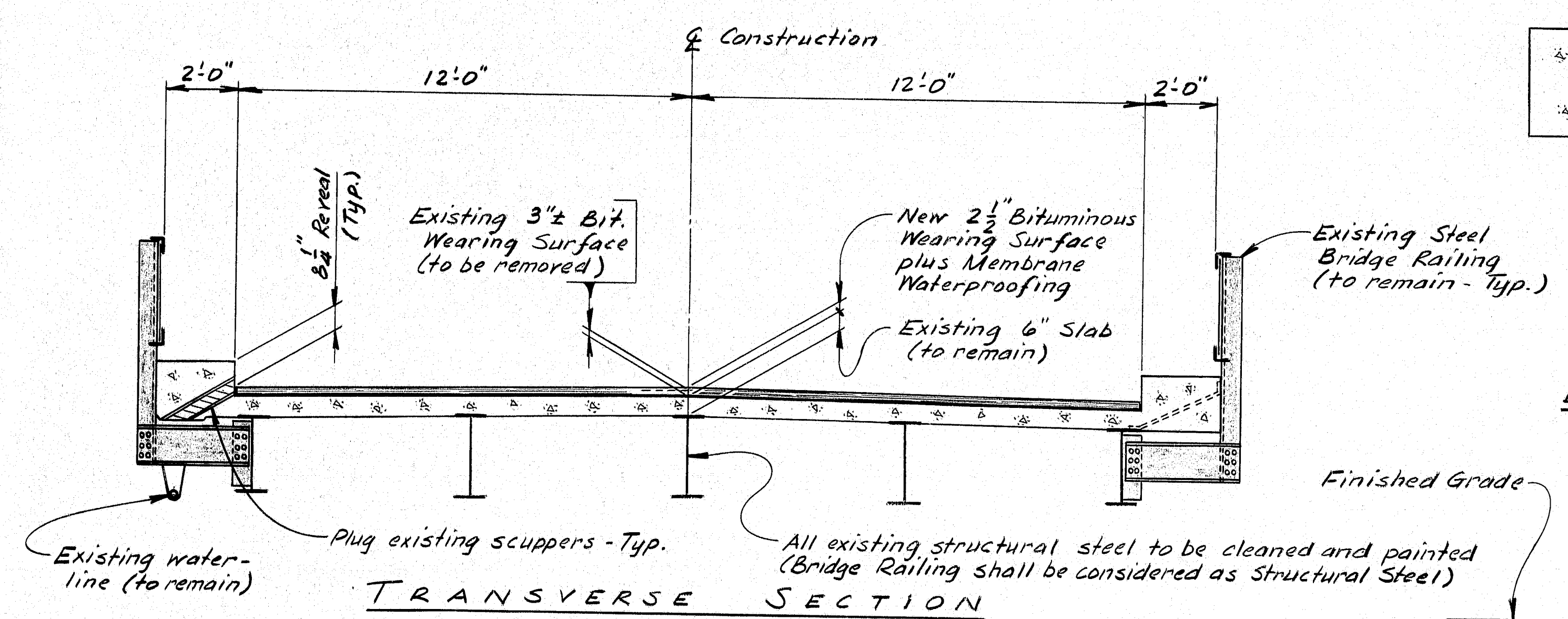
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ARROWSIC ROAD OVERPASS AND MAX WILDER BRIDGE IN THE TOWNS OF WOOLWICH AND ARROWSIC SAGadahoc COUNTY ESTIMATED QUANTITIES GENERAL CONSTRUCTION NOTES
SHEET 2 OF 13 AUGUSTA, MAINE

100-356

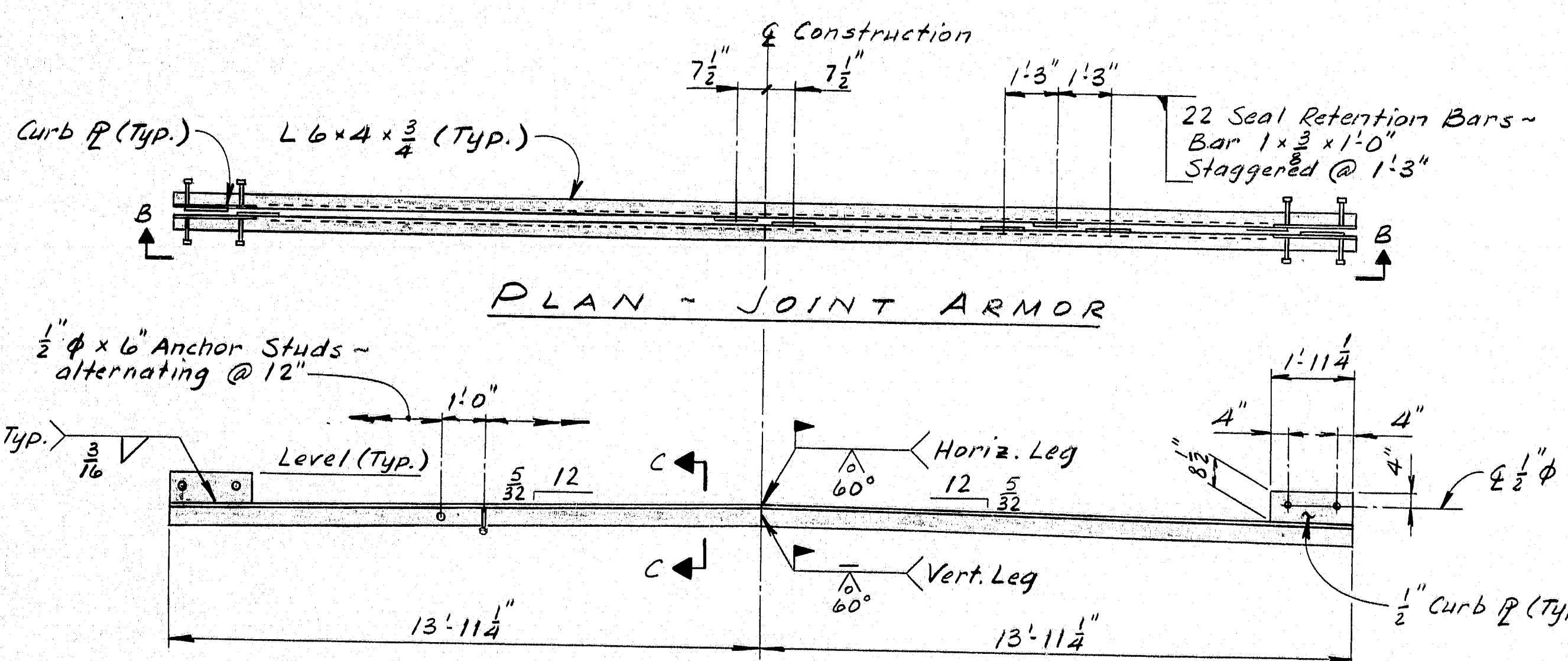
F.R. & S.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	R5G-0146(9)	3	13



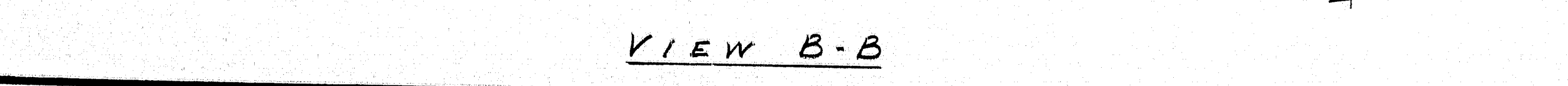
PLAN



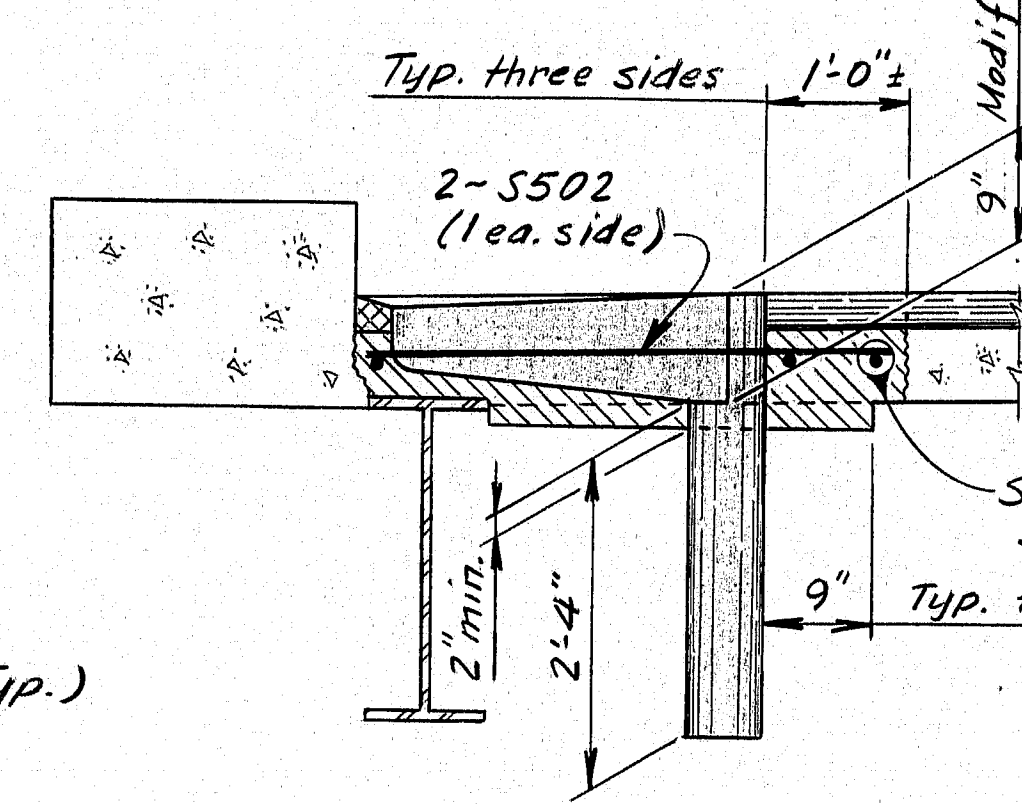
TRANSVERSE SECTION



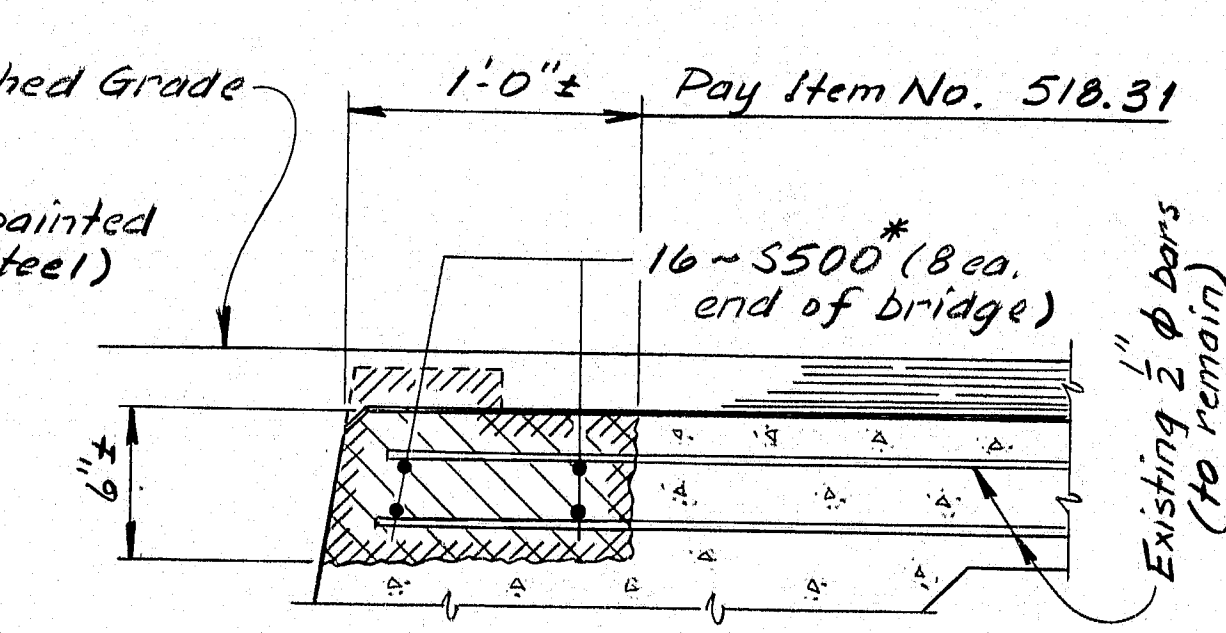
PLAN - JOINT ARMOR



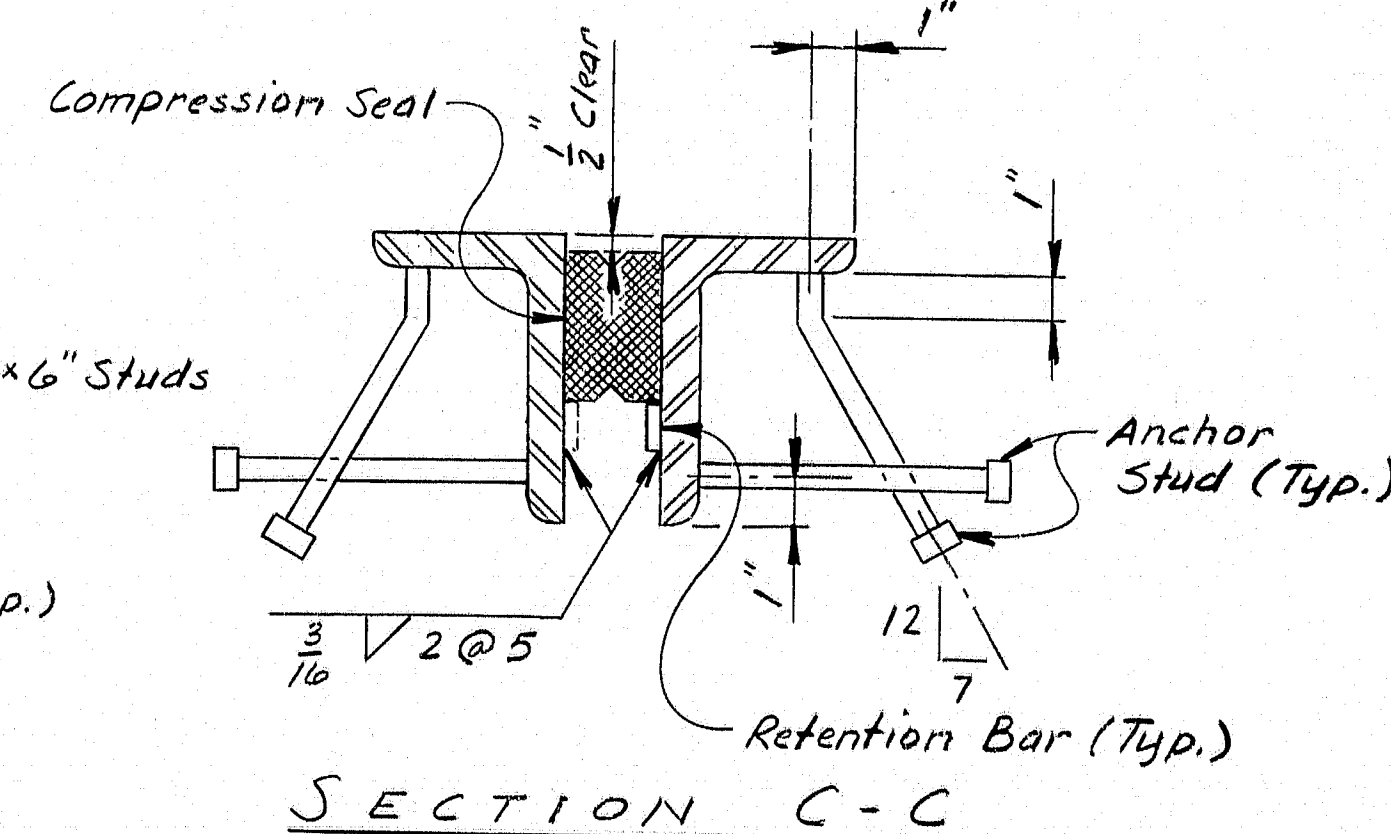
VIEW B-B



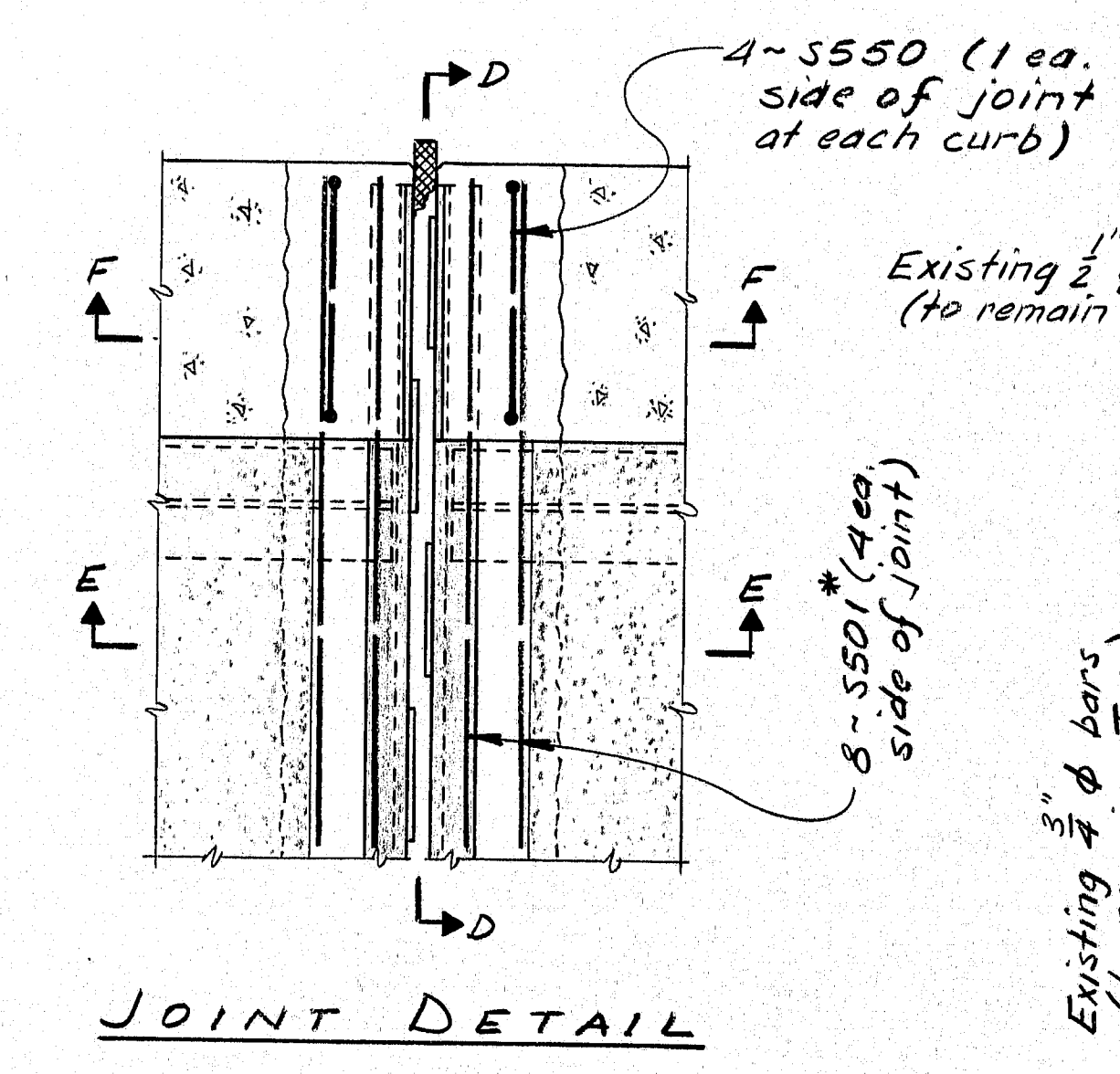
DRAIN DETAIL



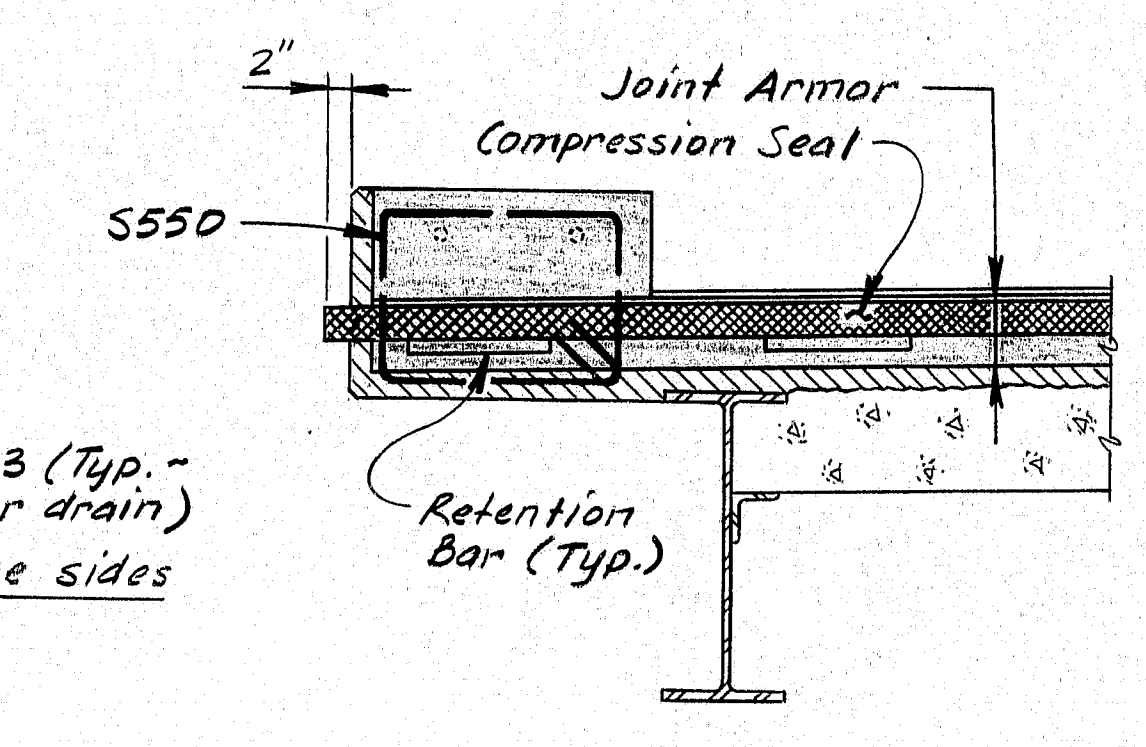
SECTION A-A



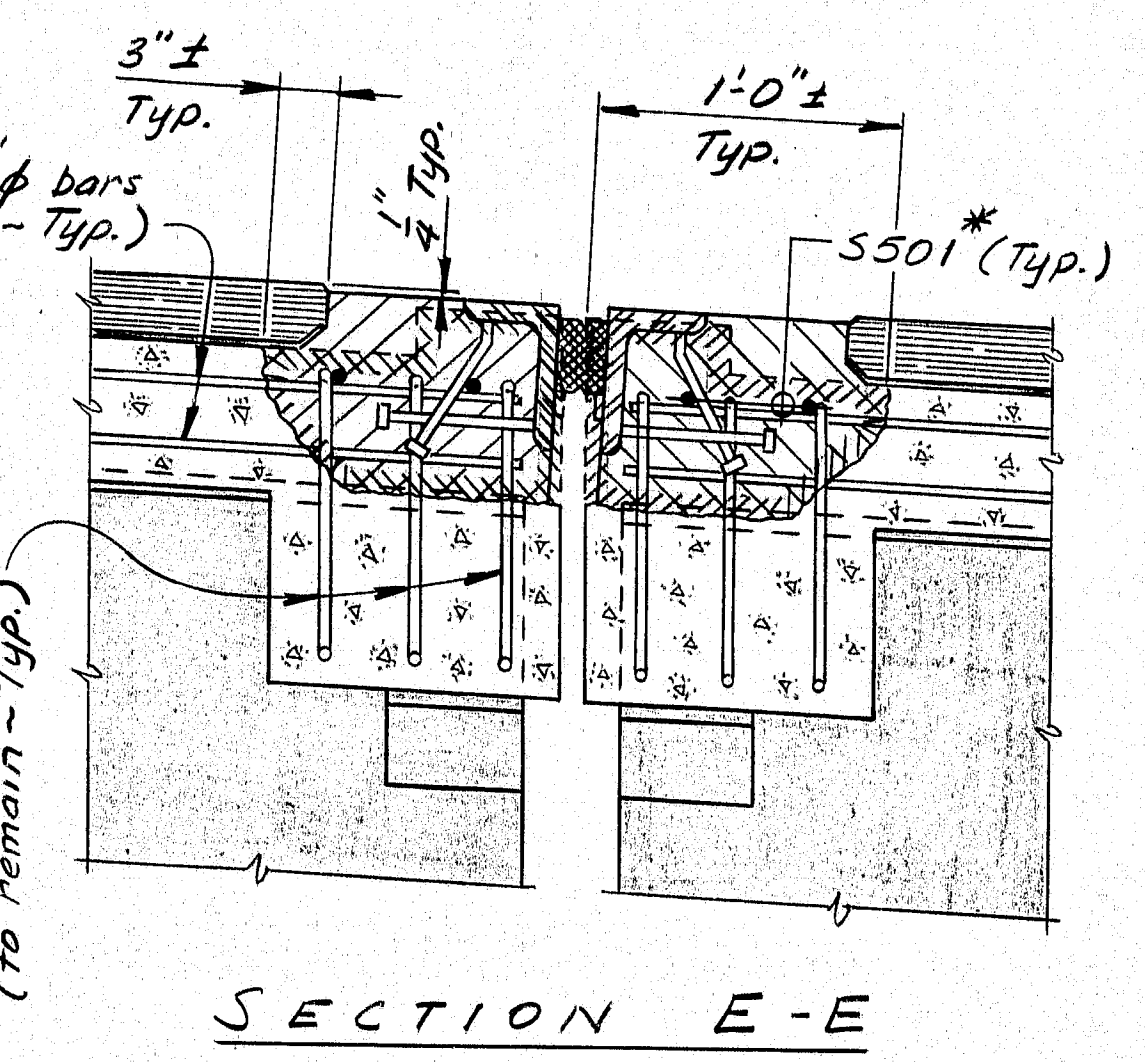
SECTION C-C



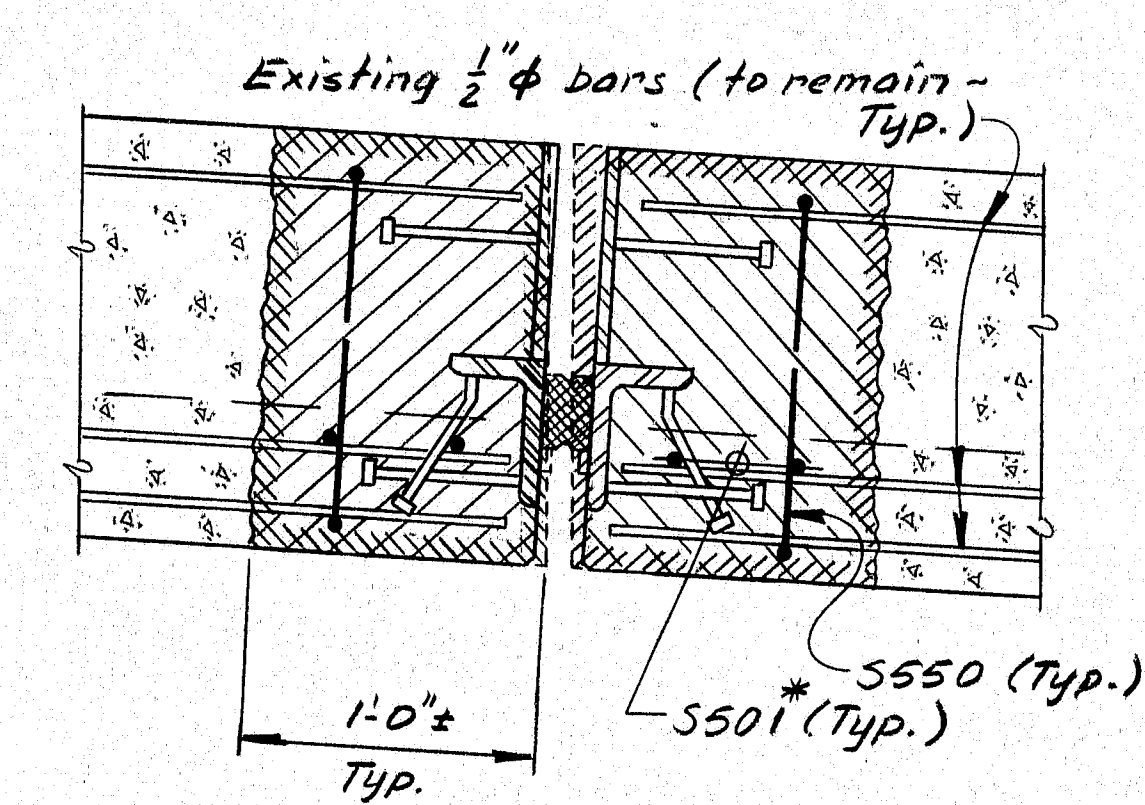
JOINT DETAIL



SECTION D-D



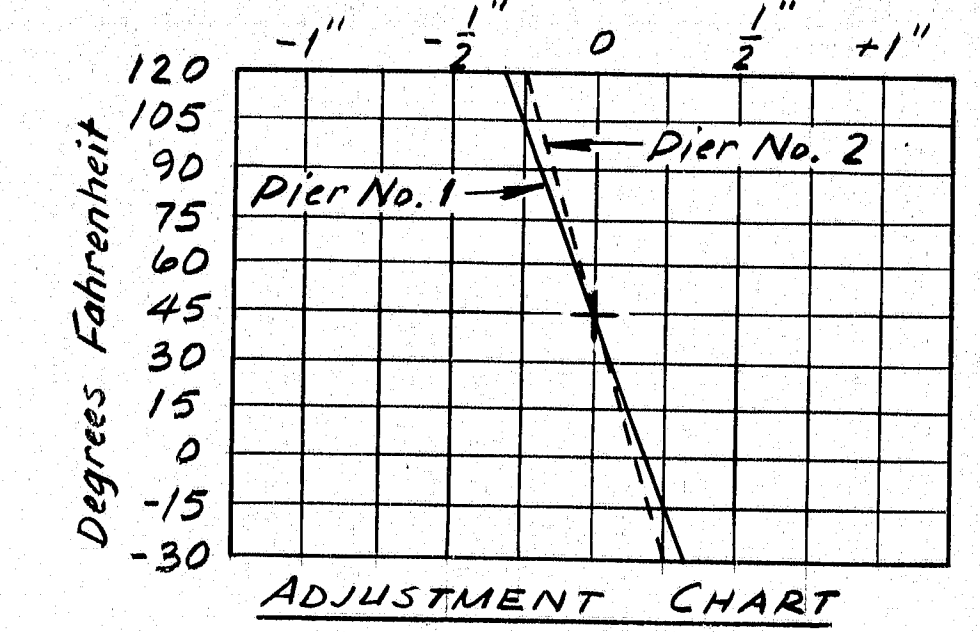
SECTION E-E



SECTION F-F

COMPRESSION SEAL NOTES

- The seals to be furnished shall have a minimum Movement Rating of:
Pier No. 1 = 5/8"
Pier No. 2 = 1/2"
- The joint opening will vary depending on the dimensions of the seal selected by the Contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- The Adjustment Chart shows the adjustment necessary to set the joint opening for temperatures other than 45°F. Measurement is to be made parallel to the centerline of construction.
- Each seal shall be installed in one continuous length after completion of field welding.
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- Construction joints in concrete adjacent to the joint armor shall be placed so as to allow splicing of reinforcing steel and field welding of the armor.



* Note: Transverse slab bars are spliced at construction (S500 to S500; S501 to S501)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ARROWSIC ROAD OVERPASS
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
WOOLWICH

WEARING SURFACE, DRAINS
& EXPANSION JOINTS

SHEET 3 OF 13 AUGUSTA, MAINE

100-357

PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	7/27/84
CHECKED	LSE
REVISIONS	
FIELD CHANGES	

BROWNING 44-132-40710-1

Transition upward to meet anchorage*

Modified Section "A" Modified Section "B"

Limit of Guard Rail Pay Item

6'-3" 6'-3" 4 sp @ 3'-1 1/2" 4 sp @ 3'-1 1/2"

Type 3 Guard Rail

Slope block-out and anchorage*

5'-9"

Existing Bridge Rail (to remain)

Gutter

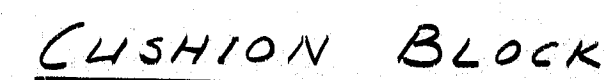
Foundation

Existing Concrete Approach Curb (to remain)

GENERAL ELEVATION

* Cushion 1/4" $\phi \times$

* Bridge Connections shall be constructed parallel to grade.
Block-out and anchorage shall be sloped to match the transitioning
Guard Rail, except at Connection "X".

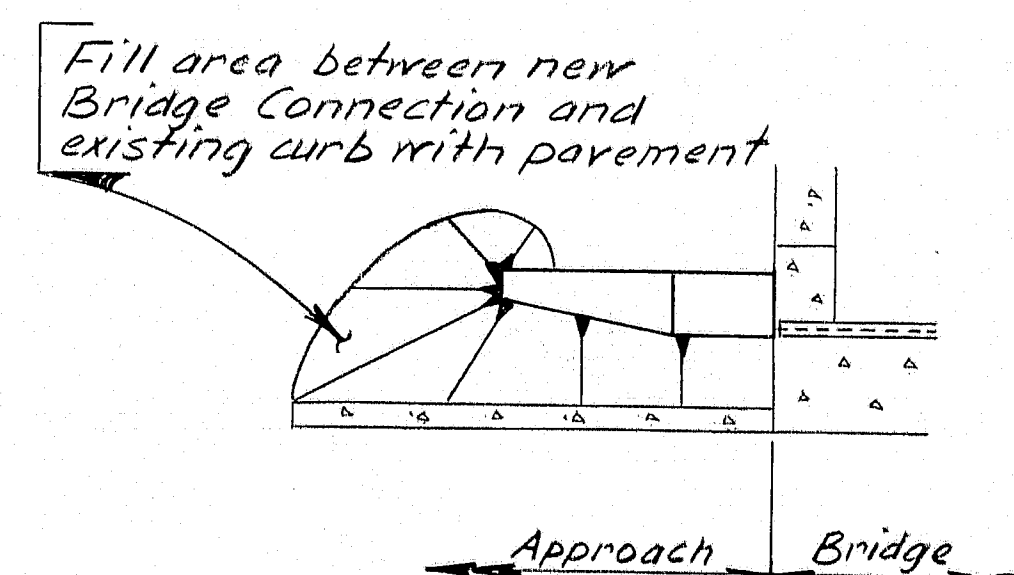


NOTES

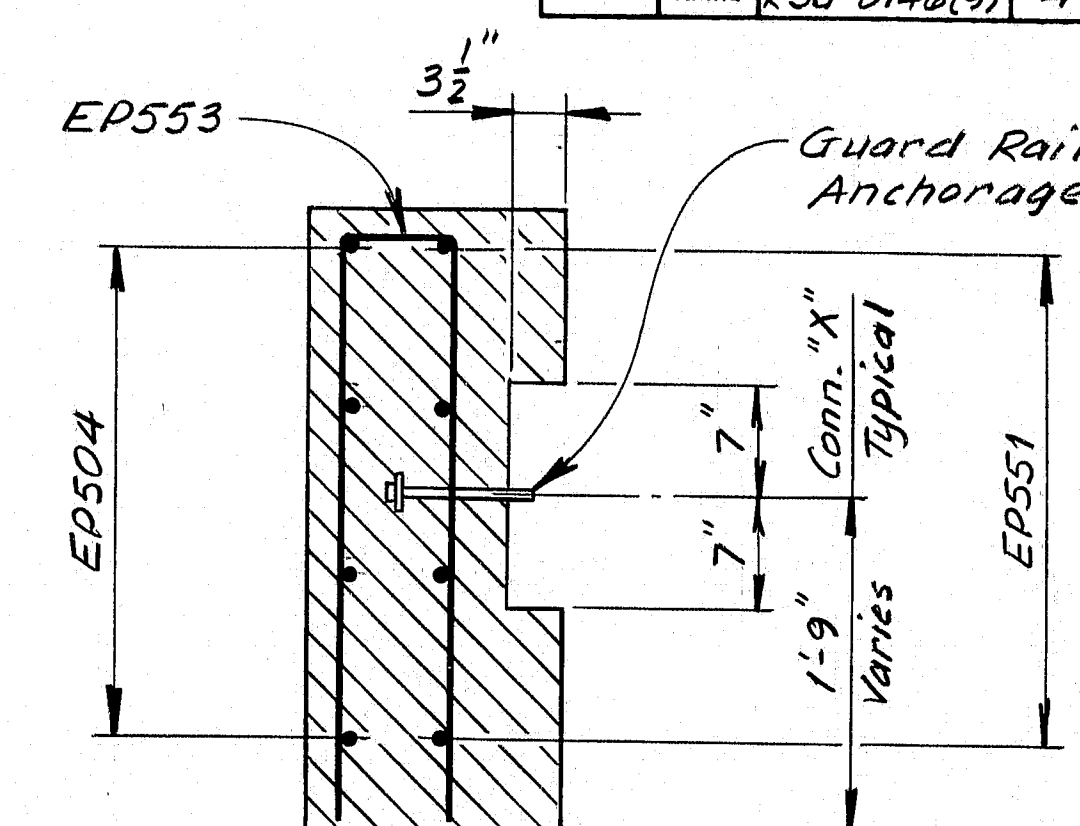
- [illegible]

[illegible]

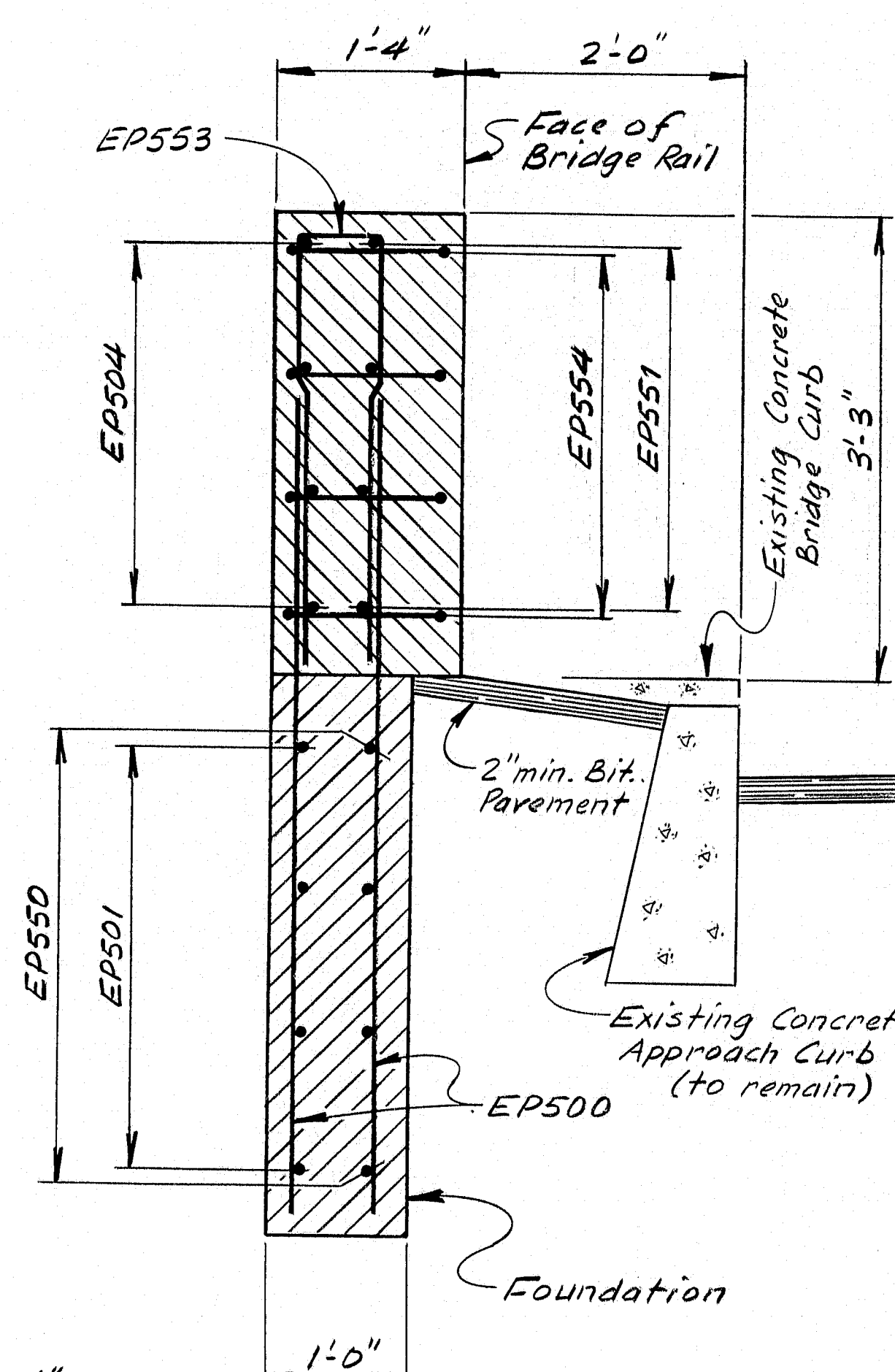
ELEVATION



CURB TREATMENT



SECTION G-G



SECTION H-H

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ARROWSIC ROAD OVERPASS
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
WOOLWICH

BRIDGE CONNECTIONS,
NOTES

SHEET 4 OF 13 AUGUSTA, MAINE

ARROWSIC ROAD OVERPASS
OVER
MAINE CENTRAL RAILROAD
IN THE TOWN OF
WOOLWICH
BRIDGE CONNECTIONS,
NOTES

SHEET 4 OF 13 AUGUSTA, MAINE

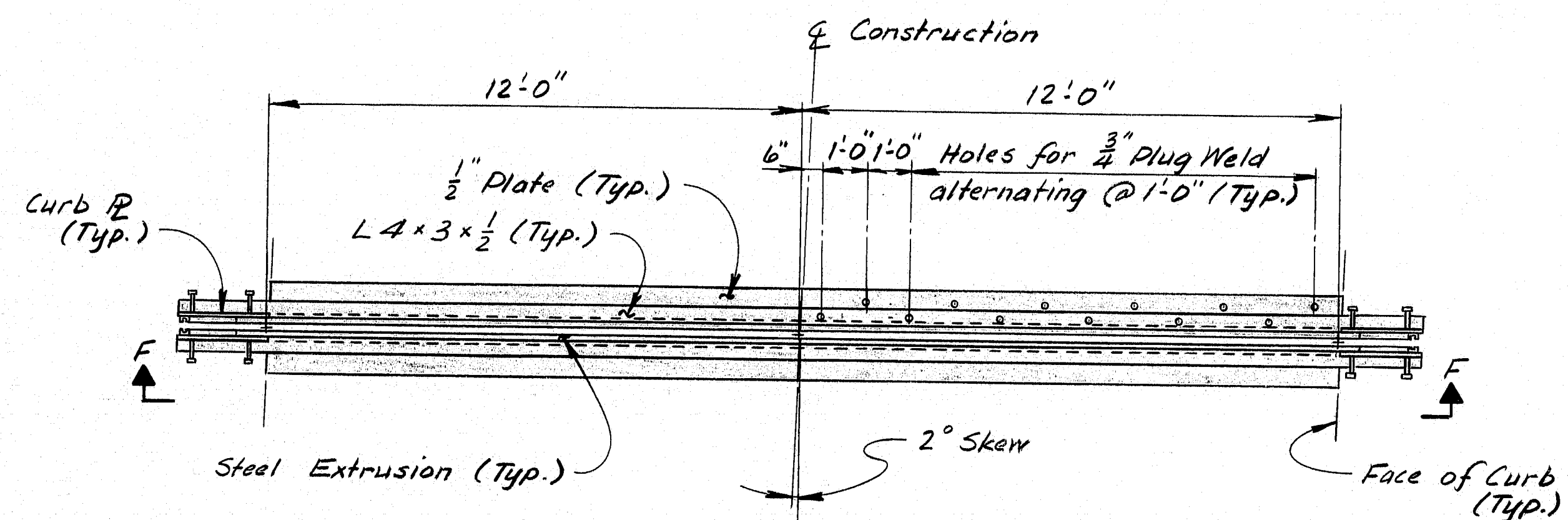
MODIFIED GUARD RAIL SECTIONS

100-358

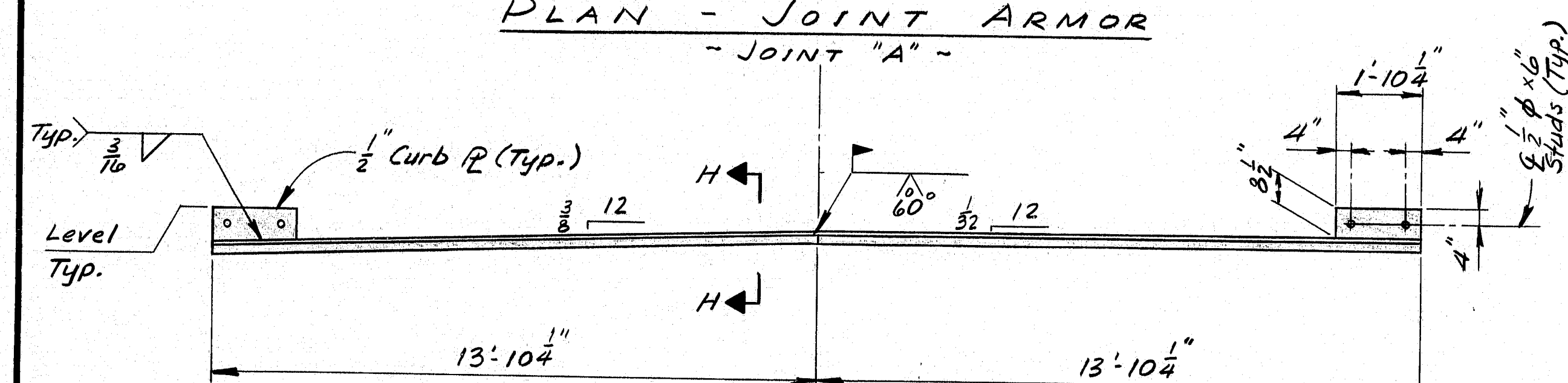
PROJECT NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	RS-0146(4)	6	13

NOTES

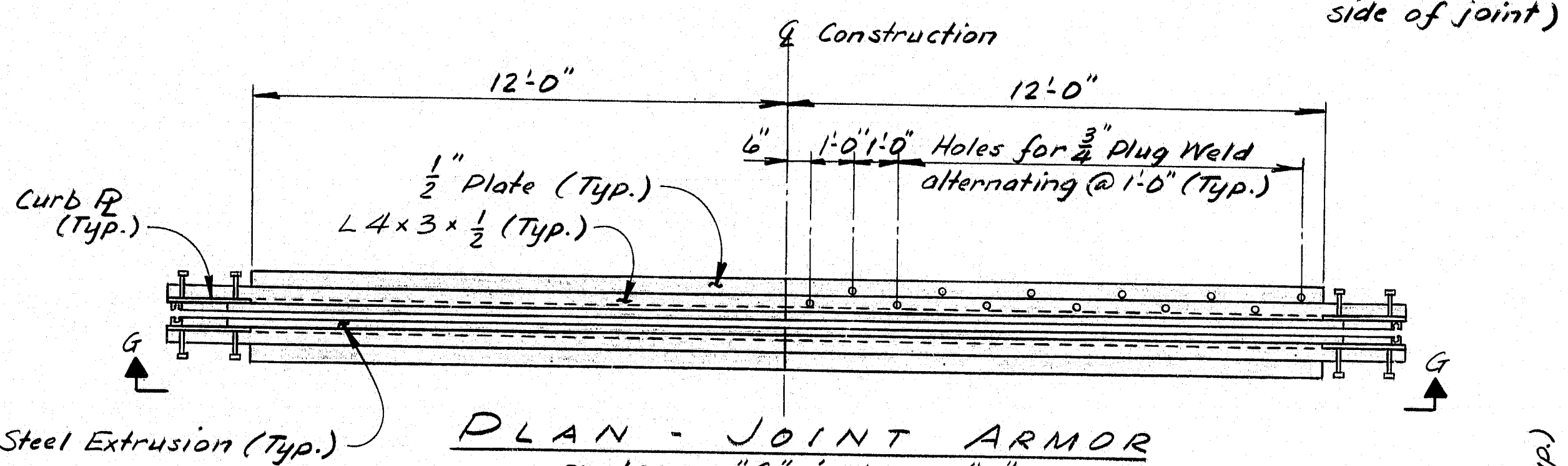
1. The compression seal to be furnished for Joint "B" shall have an installation width of approximately one inch.
2. The gland seals to be furnished for Joint "A", Joint "C" & Joint "D" shall be Acme AS-400 or Wabco-Maurer S-400.
3. Seals shall be installed in one continuous length after completion of field welding.
4. Any damage to the existing concrete end posts resulting from installation of the terminal connectors shall be repaired by a method approved by the Engineer. Payment for all work and materials necessary to install the terminal connectors will be considered incidental to Item No. 606.17.
5. After installation of the guard rail is complete, upset the threads on the terminal connector anchor bolts in three places around each bolt, at the junction of the nut and the exposed thread, with a center punch or similar tool.
6. Remove, modify and reset existing Type 3 Guard Rail and add new lengths as required on the left side. Remove existing beam-type Guard Rail and install new Type 3 Guard Rail on the right side.



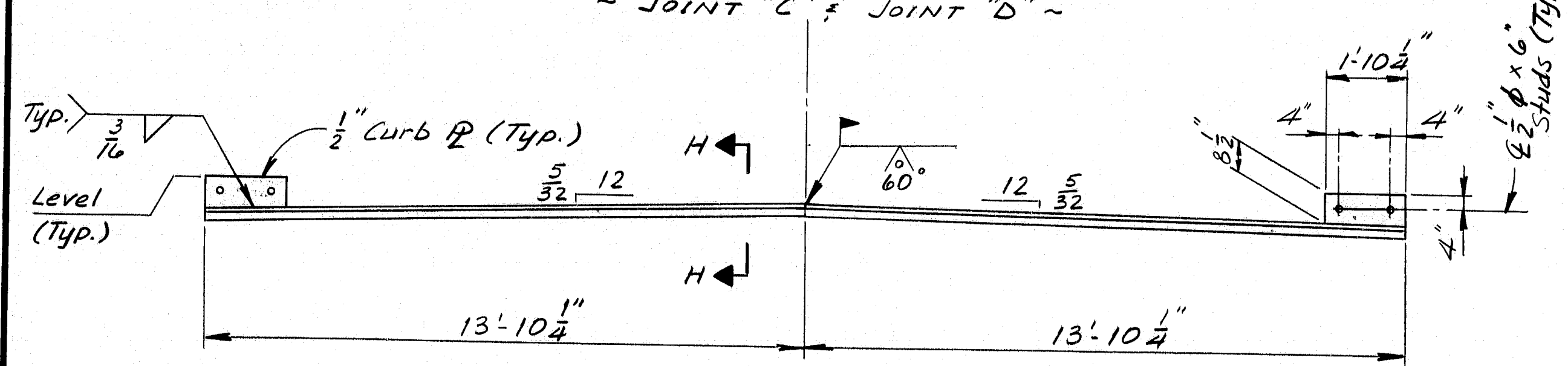
PLAN - JOINT ARMOR
- JOINT "A" -



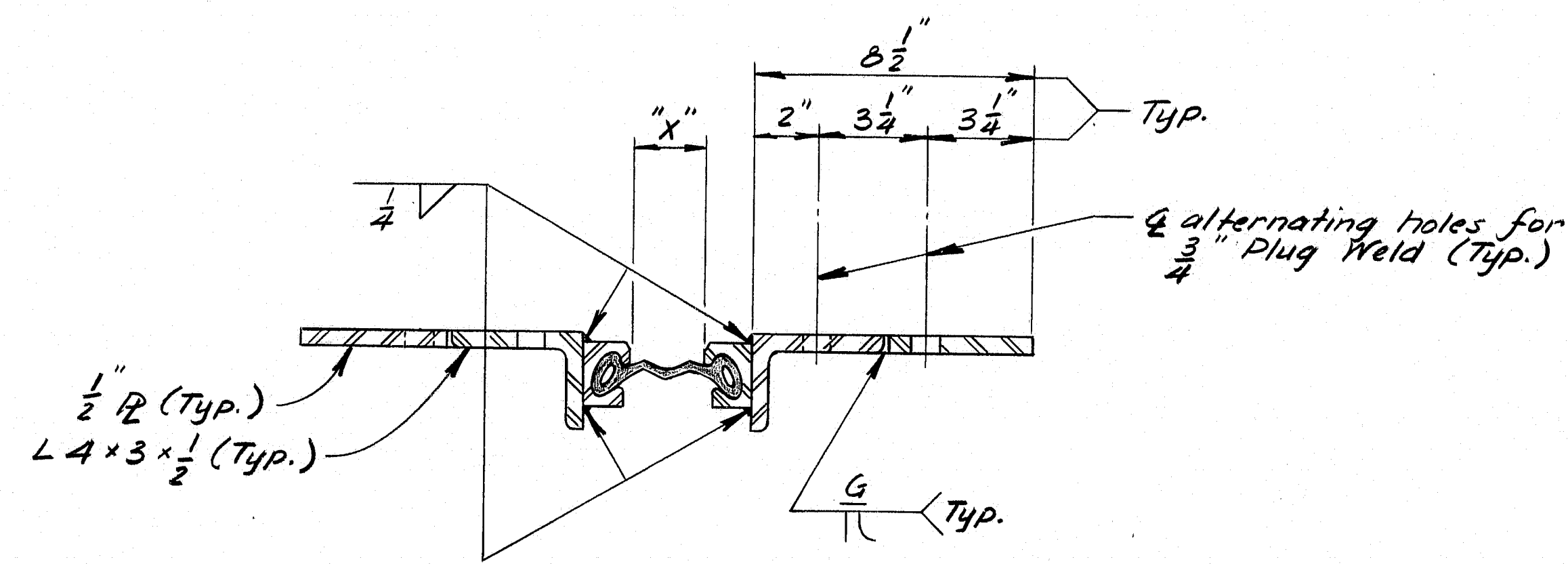
VIEW F-F



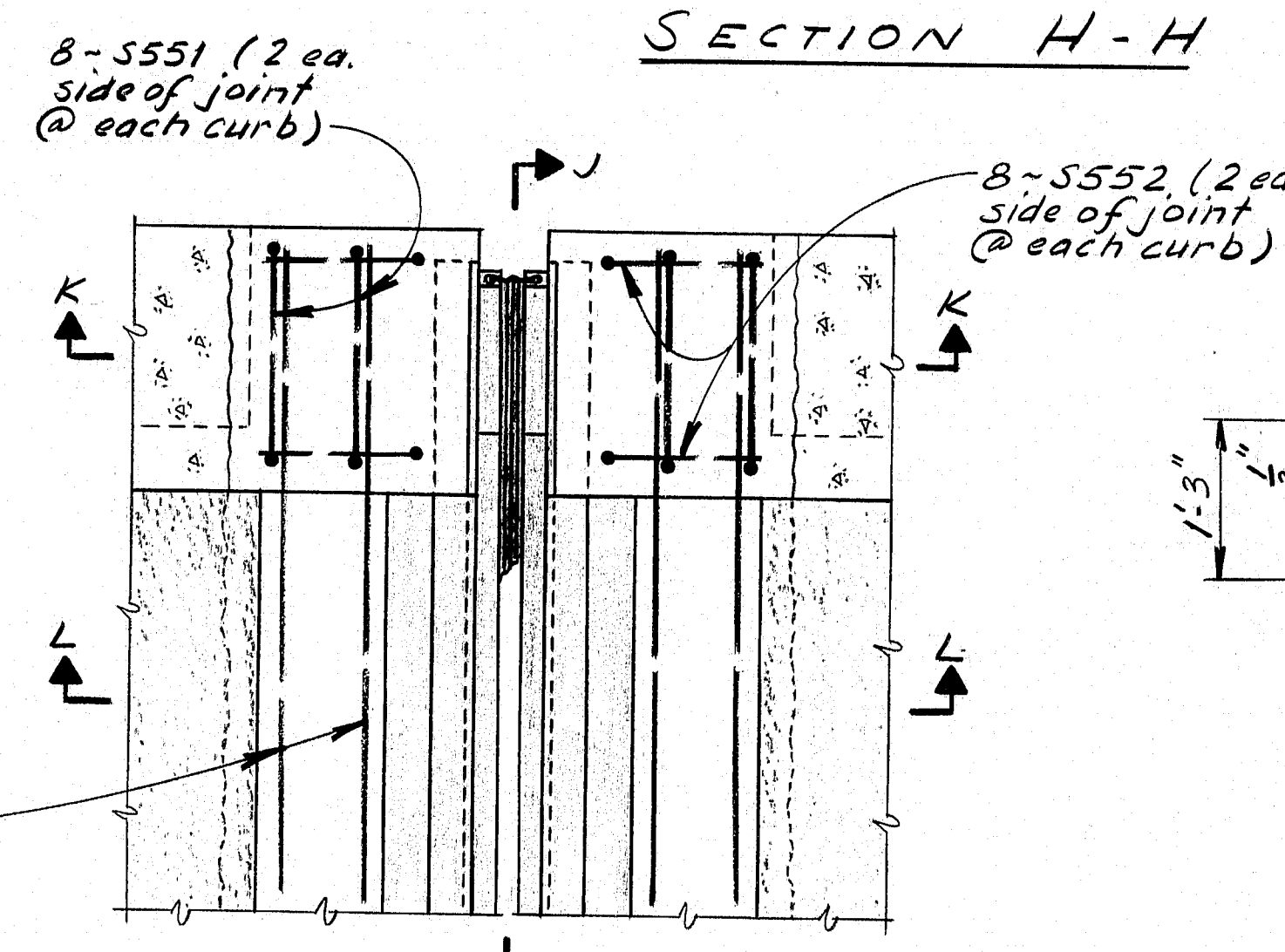
PLAN - JOINT ARMOR
- JOINT "C" & JOINT "D" -



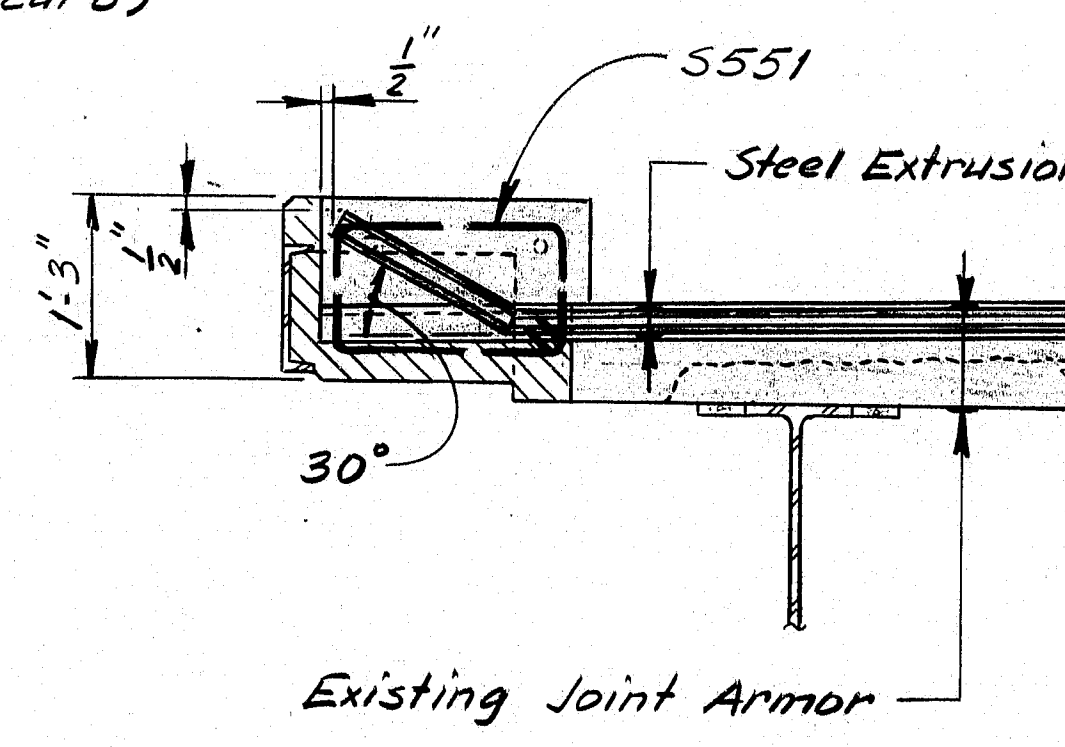
VIEW G-G



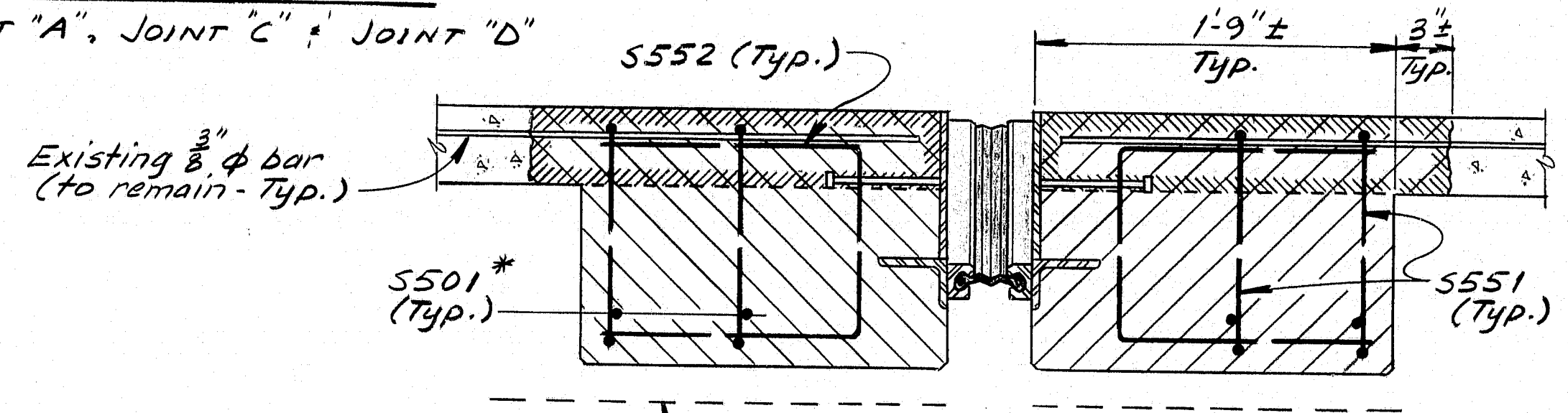
SECTION H-H



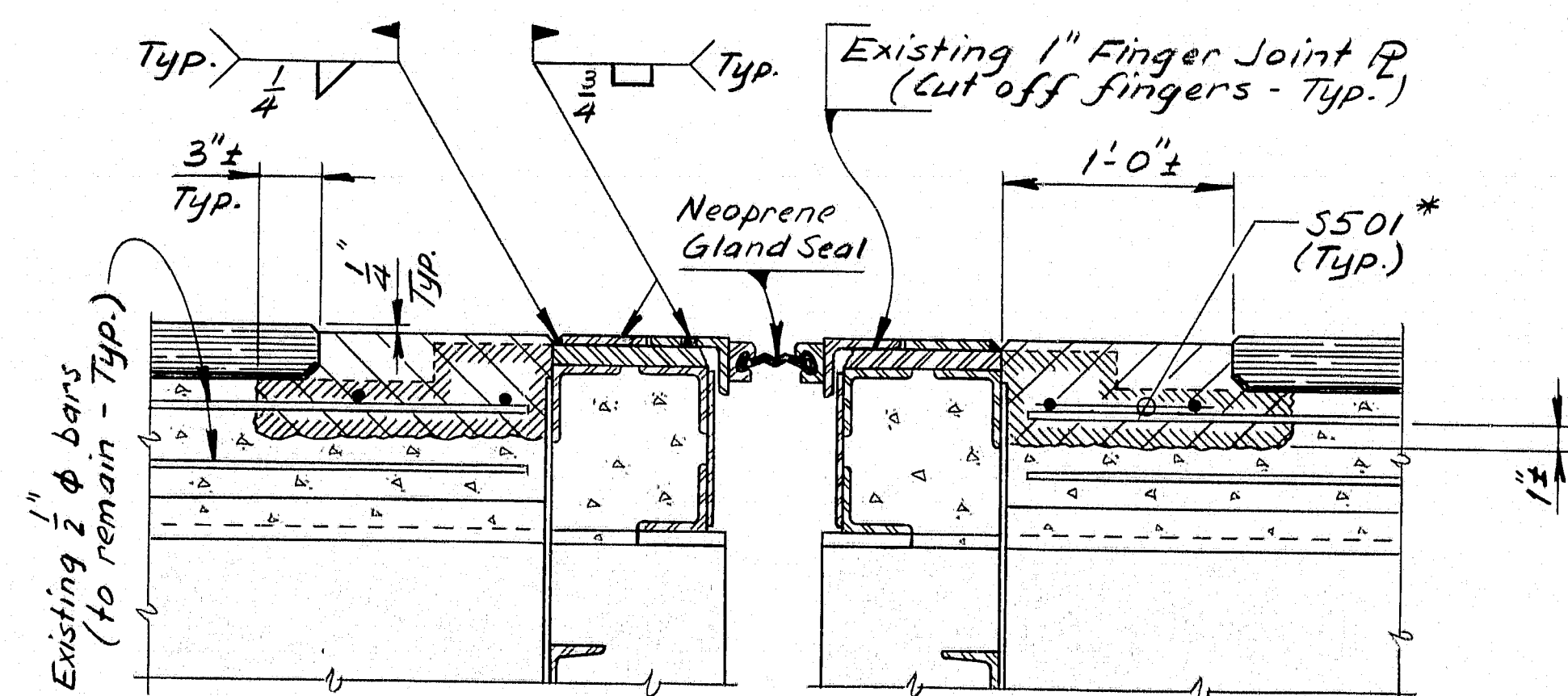
JOINT DETAIL
JOINT "A", JOINT "C", & JOINT "D"



SECTION J-J
Existing Curb Expansion R's to be removed



SECTION K-K



SECTION L-L
Joint "A" & Joint "D" shown; Joint "C" similar

GLAND SEAL SETTING TABLE									
Dimension "X" - Measured along Q Construction									
Temp (°F)	105	90	75	60	45	30	15	0	-15
Joint "A"	5 5/8	1 1/4	1 1/4	1 1/4	2 1/8	2 3/4	3 1/4	3 3/8	
Joint "C"	1 1/2	7/8	1 1/4	1 1/2	1 3/4	2 1/8	2 3/4	2 3/4	3"
Joint "D"	1 1/2	7/8	1 1/4	1 1/2	1 3/4	2 1/8	2 3/4	2 3/4	3 1/8"

* See Note, Sh. No. 5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

MAX WILDER BRIDGE
OVER
SASANOVA RIVER
BETWEEN THE TOWNS OF
WOOLWICH AND ARROWSIC



JOINT "A", JOINT "C", &
JOINT "D", NOTES
SHEET 6 OF 13 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	DATE
BY	07/84
DESIGN - CHECKED	LSA
CHECKED	LSA
FIELD CHANGES	
PLANS	

BURNING 44132-45710-1

[illegible]

GENERAL NOTES	
1.	First digit(s) following the letter of the Mark indicates size of reinf. bar. Mark (A 502) bar size - #5 Mark (P 1001) bar size - #10 Mark (S 603) bar size - #16
2.	Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

100-361	
 New Bent Bar Type 5J  Revised ACI Standard	9-26-83 5-12-83

REVISIONS	DATE
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	

ARROWSIC ROAD OVERPASS
AND
MAX WILDER BRIDGE
IN THE TOWNS OF
WOOLWICH AND ARROWSIC
SAGADAHOC COUNTY
REINFORCING STEEL SCHEDULE

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED		10-28-84
	REVISIONS		11-84
	FIELD CHANGES		