

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2026.10**

**BRIGE REPAIRS**

**SOUTH STREET UNDERPASS (MM 32.8)**

**SACO TOLL PLAZA (MM 35.7)**

**NORTHERN HART BROOK CULVERT (MM 79.9)**

**FALMOUTH ROAD UNDERPASS (MM FS1.7)**

**GENERAL**

A pre-bid meeting was held on February 3, 2026. The pre-bid meeting agenda, presentation, and sign-in sheet are posted on the Maine Turnpike Authority website. **The question submission deadline was 4:00pm on Tuesday, February 10, 2026 and has passed.**

**The proposal/bid opening date has been revised to Thursday, February 19, 2026 at 11:00am. The Contractor shall make a pen and ink revision to Notice to Contractors page N-1.**

The following changes are made to the Proposal, Specifications, and Plans.

**PROPOSAL**

The following revisions to the Proposal are incorporated into the Contract Documents:

1. Proposal page P-2 is deleted and replaced with P-2 (Revised 2/13/2026) attached.

**SPECIFICATIONS**

The following revisions to the Special Provisions are incorporated into the Contract Documents:

1. Special Provision Section 107.4.6, Prosecution of Work, page SP-14 is deleted from the Special Provisions and replaced with SP-14 (Revised 2/13/2026) attached.
2. Special Provision Section 511, Cofferdams, page SP-62, section 511.03, subsection A., first paragraph, third sentence: Delete the text “Ogunquit River Culvert” and replace with “Northern Hart Brook Culvert”
3. Special Provision Section 643, Traffic Signals, page SP-103 is deleted from the Special Provisions and replaced with SP-103 (Revised 2/13/2026) attached.

## **PLANS**

The following revisions to the Plans are incorporated into the Contract Documents:

1. Plan Sheet 2 of 25 (QT-1) is deleted and replaced with the revised Sheet 2 attached.
2. Plan Sheet 22 of 25 (S-15) is deleted and replaced with the revised Sheet 22 attached.
3. Plan Sheet 23 of 25 (S-16) is deleted and replaced with the revised Sheet 23 attached.
4. Plan Sheet 24 of 25 (S-17) is deleted and replaced with the revised Sheet 24 attached.

## **QUESTIONS**

**The following are questions asked at the pre-bid meeting held on February 3, 2026 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.**

Question 1: At the Saco Toll Plaza, how much time will the System Integrator require during the 30-day closure for lane sensor installation and testing prior to installing elastomeric concrete at Saco Toll Plaza Lane 6?

Answer: The contractor will remove the existing epoxy overlay material from the paypoint sensors, mill the two gradient sensor locations at a 2 ½" depth, and install elastomeric concrete 2 ½" deep flush to the adjacent concrete surface. The System Integrator will layout the lane sensors for the contractor to sawcut and clean the sawcut substrate. The System Integrator will install the lane sensors, terminate and test the sensor loops requiring three (3) consecutive working days. The contractor shall install the epoxy overlay at the paypoint sensor locations prior to applying the broadcast sealant on the toll lane slab.

Question 2: At the Saco Toll Plaza, does the existing concrete that is to remain exhibit any rutting or surface distortion that could affect rideability when placed adjacent to the new elastomeric concrete patch areas?

Answer: The adjacent existing concrete to remain does not exhibit any significant rutting or surface distortion. The Contractor shall place and finish the proposed elastomeric concrete patch material to match the profile and elevation of the existing concrete surface.

Question 3: At Northern Hart Brook, are the wetlands currently marked in the field, or will they be marked prior to construction?

Answer: The wetlands are identified in the Limit of Disturbance Plan and were delineated with flagging tape in spring 2025. Prior to construction, MTA staff will verify that the flagging is still in place and will replace any missing markers as needed.

Question 4: At Falmouth Road, when installing the elastomeric concrete header on the bridge deck, how will the header tie into any existing pavement rutting? Will unanticipated milling or additional bridge pavement be required to match grades?

Answer: As part of this addendum, the scope of work for Falmouth Road bridge wearing surface has been revised to require milling and overlay of the entire bridge.

**ATTACHMENTS**

- Addendum No. 1 (3 pages)
- Revised Proposal page P-2 (Revised 2/13/2026) (1 page)
- Revised Specification SP 107 Sheet SP-14 (Revised 2/13/2026) (1 page)
- Revised Specification SP 643 Sheet SP-103 (Revised 2/13/2026) (1 page)
- Revised Plans Sheets 2, 22, 23, and 24 (4 page)

**Notes:** The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is ten pages (10).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and e-mailing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-7 of the bid package.

\_\_\_\_\_  
Business Name

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Very truly yours,

MAINE TURNPIKE AUTHORITY

\_\_\_\_\_  
Nathaniel Carll  
Purchasing Department  
Maine Turnpike Authority

**SCHEDULE OF BID PRICES  
CONTRACT NO. 2026.10  
BRIDGE, TOLL, AND CULVERT REPAIRS**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
201.31	Removal of Debris	Lump Sum	1				
202.12	Removing Existing Structural Concrete	Cubic Yard	5				
202.1211	Removing Existing Girder Haunches	Linear Foot	1,530				
202.12311	Milling Concrete Slab	Square Yard	7				
202.202	Removing Pavement Surface	Square Yard	310				
202.2021	Removing Pavement Surface - Bridge Deck	Square Yard	1570				
403.208	Hot Mix Asphalt, 12.5 mm, Surface	Ton	175				
409.15	Bituminous Tack Coat, RS-1 or RS1h - Applied	Gallon	100				
502.219	Structural Concrete, Abutments and Retaining Walls	Cubic Yard	5				
502.7011	Weep Drain Extensions with Brace	Each	34				
503.14	Epoxy-Coated Reinforcing Steel, Fabricated and Delivered	Pound	240				

**CARRIED FORWARD:**

107.4.6 Prosecution of Work

The following activities shall not begin until the date specified:

- South Street shall not be reduced to alternating one-way traffic until on or after June 12, 2026 or the end of the 2025-2026 school year, whichever is later.
- Falmouth Road shall not be reduced to alternating one-way traffic until on or after June 22, 2026 or the end of the 2025-2026 school year, whichever is later.
- The Contractor may reduce South Street and Falmouth Road to alternating one-way traffic for a maximum of sixty (60) consecutive calendar days at each location. The roadways may not be closed. The alternating one-way traffic control shall be removed and normal traffic conditions restored prior the start of the 2026-2027 school year.
- The Contractor may close Saco Toll Plaza Lane 6 for a maximum of thirty (30) consecutive calendar days.

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site once the bridge is closed. The intent of this specification is to minimize the amount of time for bridge closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

The Contractor shall provide safe and adequate access for the Authority and its approved Engineer to perform a structural inspection of the Northern Hart Brook Culvert while the structure is dewatered. This inspection shall occur after debris removal, riprap placement, and structural concrete repairs have been completed, but prior to the removal of cofferdams. The Contractor shall plan to allow one full day for inspection activities. The Contractor shall identify the inspection date and notify the Resident at least one week prior to providing access.

107.4.7 Limitations of Operations

This Subsection is amended by the addition of the following:

Temporary bituminous ramps will be required at the end of each milled lane.

Traffic will be allowed to traverse the longitudinal joint where pavement is lower in one lane than the adjacent lane.

All roadway lanes and driveways shall remain open at all times and in accordance with the restrictions of Special Provision 652 unless otherwise noted herein or approved by the Authority.

The Contractor shall progress the work in a manner that minimizes disruption to the public to the extent practical.

The in-water work window starts July 15, 2026 and ends on September 30, 2026. All in-water work shall be completed during this period.

SPECIAL PROVISIONSECTION 643TRAFFIC SIGNALS

(Temporary Traffic Signal)

The provisions of Section 643 of the Standard Specifications shall apply with the following additions and modifications:

643.01 Description

The Contractor shall furnish, install, maintain and remove a fully actuated temporary traffic signal system when traffic is restricted to alternating one-way traffic using temporary concrete barrier. The temporary traffic signal shall be always in operation when alternating one-way traffic is utilized and the contractor shall not flag against the signal. Residential Driveway Temporary Signals (RDTS) shall be utilized at driveways within the work zone to alert travelers the direction of alternating traffic and shall conform to the attached MUTCD Temporary Approval Memorandum for use.

643.02 General

Temporary traffic signal shall consist of interconnected portable traffic signal trailers and RDTS devices as noted on the plans. The Contract shall submit a temporary traffic signal plan with supporting equipment submittals for approval.

Temporary 24-inch wide white stop bars shall be provided for each approach. The contractor shall locate the stop lines based on the proposed closures, a minimum of 40 feet from the approach signal heads, and the location shall be approved by the Resident. Temporary stop bars shall be removed by the Contractor and the completion of the temporary signal operations.

643.021 Materials

Non-invasive stop bar detection shall be provided on each approach. The Contractor shall determine the method of detection with the approval of the Resident. Detection shall be verified upon installation and monthly thereafter by the Contractor to ensure proper operation.

A minimum of two three-section signal heads shall be visible to traffic on each approach in accordance with MUTCD standards. All signal heads shall have 12-inch red, yellow and green circular LED indications with 5-inch-wide backplates and 3-inch-wide yellow retroreflective borders. If additional movements need to be accommodated or driveways exist within the work area, the Resident shall be consulted to update the temporary signal design.

Temporary traffic signal equipment shall include emergency-vehicle preemption compatible with all local emergency services. For both Falmouth and Biddeford, the system shall be compatible with **TOMAR Strobecom II**.

SP - 103 (Revised 2/13/2026)

**GENERAL NOTES**

- ALL DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MaineDOT) STANDARD DETAILS HIGHWAYS AND BRIDGES LATEST REVISION AND MAINE DEPARTMENT OF TRANSPORTATION DEP BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.
- ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS SHOWN ON THESE PLANS.
- WASTE MATERIALS SHALL BE DISPOSED OF OFF THE PROJECT SITE AND IN ACCORDANCE WITH ALL ENVIRONMENTAL REGULATIONS.
- MATERIALS AND EQUIPMENT SHALL NOT BE STORED UNDER OR IN CLOSE PROXIMITY TO HIGHWAY STRUCTURES UNLESS THE CONTRACTOR RECEIVES WRITTEN PERMISSION FROM THE AUTHORITY.
- COPIES OF THE AS-BUILT PLANS ARE POSTED ON THE MAINE TURNPIKE AUTHORITY WEBSITE AT WWW.MAINETURNPIKE.COM/PROJECTS/CONSTRUCTION-CONTRACTS. THE COMPLETENESS AND ACCURACY OF THESE PLANS IS NOT GUARANTEED.
- CHAMFER ALL EXPOSED NEW CONCRETE EDGES 3/4" UNLESS OTHERWISE NOTED.
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.
- REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 2" UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL SUBMIT THE PROPOSED STAGING AREA(S) AND FIELD TRAILER LOCATION, IF REQUIRED, TO THE RESIDENT FOR APPROVAL PRIOR TO STARTING WORK.
- ANY PORTIONS OF THE EXISTING BRIDGE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE STEEL PORTIONS OF THE EXISTING BRIDGE MAY BE COATED WITH A LEAD-BASED PAINT SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTAINMENT, PROPER MANAGEMENT, AND DISPOSAL OF ALL LEAD-CONTAMINATED HAZARDOUS WASTE GENERATED BY THE WORK OF THIS PROJECT.
- RIGHT OF WAY AND PROPERTY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ADDITIONAL INFORMATION IS AVAILABLE FROM THE MAINE TURNPIKE AUTHORITY UPON REQUEST.

**TRAFFIC AND DESIGN LOADING DATA:**

**SOUTH STREET UNDERPASS**

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS).....HS 25  
 AADT.....4073  
 DESIGN SPEED (MPH)(FOR EXISTING).....35  
 FUNCTIONAL CLASS.....MINOR COLLECTOR

**SACO TOLL PLAZA:**

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS).....N/A  
 AADT.....17480  
 DESIGN SPEED (MPH)(FOR EXISTING).....35  
 FUNCTIONAL CLASS.....INTERSTATE

**NORTHERN HART BROOK CULVERT:**

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS).....HS 20-44  
 AADT.....11850 (SB) 11800 (NB)  
 DESIGN SPEED (MPH)(FOR EXISTING).....70  
 FUNCTIONAL CLASS.....INTERSTATE

**FALMOUTH ROAD UNDERPASS:**

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS).....H 15  
 AADT.....7235  
 DESIGN SPEED (MPH)(FOR EXISTING).....35  
 FUNCTIONAL CLASS.....MAJOR COLLECTOR

**EROSION CONTROL NOTES**

- ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS. THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES. ANY ADDITIONAL MEASURES APPROVED BY THE RESIDENT WILL BE MEASURED FOR PAYMENT.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.

**UTILITY NOTES**

- EXISTING UTILITIES ON THESE PLANS WERE COMPILED FROM EXISTING PLANS AND VARIOUS OTHER SOURCES. LOCATIONS ARE NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED. THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF WORK. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL DIG SAFE TICKETS WITHIN 24 HOURS OF THEIR RELEASE FOR PROJECT NOTIFICATIONS AND 3RD PARTY UTILITY LOCATOR COORDINATION.
- THE CONTRACTOR SHALL NOTIFY ALL NON-MEMBERS THROUGH WWW.OKTODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL NON-MEMBER NOTIFICATIONS WITHIN 24 HOURS OF THEIR RELEASE
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 CALENDAR DAYS PRIOR TO SUBMITTING ANY UTILITY LOCATE REQUESTS AS NOTED ABOVE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. NO EXCAVATION SHALL BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED ITS UNDERGROUND UTILITIES.
- FOLLOWING THE COMPLETION OF THE INITIAL UTILITY LOCATION THE CONTRACTOR WILL GPS LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS AND PROVIDE A COPY OF THE DIG SAFE RECORDS TO THE AUTHORITY. THE CONTRACTOR, ACTING AS THE AUTHORITY'S THIRD-PARTY LOCATOR, SHALL BE RESPONSIBLE FOR REMARKING ALL MAINE TURNPIKE FACILITIES WHEN A DIG SAFE UTILITY LOCATE IS CALLED FOR THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- REFER TO SPECIAL PROVISION 104.4.6 FOR LOCATION SPECIFIC UTILITY REQUIREMENTS.

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITIES				
			SOUTH STREET	SACO TOLL	N. HART BROOK	FALMOUTH ROAD	TOTAL
201.31	REMOVAL OF DEBRIS	LS			1		1
202.12	REMOVING EXISTING STRUCTURAL CONCRETE	CY			5		5
202.1211	REMOVING EXISTING GIRDER HAUNCHES	LF	270			1,260	1,530
202.12311	MILLING CONCRETE SLAB	SY		7			7
202.202	REMOVING PAVEMENT SURFACE	SY				310	310
202.2021	REMOVING PAVEMENT SURFACE - BRIDGE DECK	SY	770			800	1570
403.208	HOT MIX ASPHALT, 12.5 MM, SURFACE	TON	65			110	175
409.15	BITUMINOUS TACK COAT, RS-1 OR RSIH - APPLIED	GAL	40			60	100
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	CY			5		5
502.7011	WEEP DRAIN EXTENSIONS WITH BRACE	EA	20			14	34
503.14	EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LB			240		240
503.15	EPOXY-COATED REINFORCING STEEL, PLACING	LB			240		240
510.131	SPECIAL DETOUR, CONSTRUCTION ACCESS WAYS (NORTHERN HART BROOK)	LS			1		1
511.07	COFFERDAM (NORTHERN HART BROOK)	LS			1		1
511.091	TEMPORARY EARTH SUPPORT SYSTEMS (NORTHERN HART BROOK)	LS			1		1
514.06	CURING BOX FOR CONCRETE CYLINDERS	EA			1		1
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES	SY	430		860	400	1,690
515.203	BROADCAST SEALANT FOR CONCRETE SURFACES	SY		56			56
515.23	EPOXY OVERLAY	SY		4			4
518.40	EPOXY INJECTION CRACK REPAIR	LF			170		170
518.43	PARAPET JOINT REPAIR	LF	95			105	200
518.50	REPAIR OF UPWARD FACING SURFACES- TO REINFORCING STEEL <8 INCHES	SF			35		35
518.60	REPAIR OF VERTICAL SURFACES <8 INCHES	SF			120		120
518.70	REPAIR OF OVERHEAD SURFACES <8 INCHES	SF			35		35
518.865	ELASTOMERIC CONCRETE	CF	54			38	92
518.8651	ELASTOMERIC CONCRETE (SACO TOLL SLAB)	CF		20			20
518.866	CONCRETE HEADER REPAIR	CF	6			6	12
520.234	EXPANSION DEVICE - SILICONE COATED AND PRECOMPRESSED SEAL	LF	79				79
520.40	JOINT SEAL REPAIR	LF				5	5
610.08	PLAIN RIPRAP	CY			50		50
627.712	WHITE OR YELLOW PAVEMENT MARKING LINE	LF	900			300	1,200
627.73	TEMPORARY 6 INCH PAVEMENT MARKING TAPE	LF	650			750	1,400
627.731	TEMPORARY 6 INCH BLACK PAVEMENT MARKING TAPE	LF	150			1,050	1,200
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	100				100
629.05	HAND LABOR, STRAIGHT TIME	HR	20	10	20	20	70
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	20	10	20	20	70
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	20	10	20	20	70
631.171	TRUCK - SMALL (INCLUDING OPERATOR)	HR	20	10	20	20	70
631.36	FOREMAN	HR	20	10	20	20	70
643.721	TEMPORARY TRAFFIC SIGNAL (SOUTH STREET)	LS	1				1
643.722	TEMPORARY TRAFFIC SIGNAL (FALMOUTH ROAD)	LS				1	1
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (SOUTH STREET)	LS	1				1
652.362	MAINTENANCE OF TRAFFIC CONTROL DEVICES (SACO TOLL)	LS		1			1
652.363	MAINTENANCE OF TRAFFIC CONTROL DEVICES (NORTHERN HART BROOK)	LS			1		1
652.364	MAINTENANCE OF TRAFFIC CONTROL DEVICES (FALMOUTH ROAD)	LS				1	1
655.04	INSTALLATION OF SENSOR LOOPS	LS		1			1
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	0.25	0.15	0.35	0.25	1
659.10	MOBILIZATION	LS	0.25	0.15	0.35	0.25	1
661.10	TOLL STIPEND	LS	0.25	0.15	0.35	0.25	1

**MATERIALS:**

**CONCRETE**

STRUCTURAL CONCRETE REPAIRS SHALL BE PER SUPPLEMENTAL SPECIFICATION 518

ALL OTHER CONCRETE SHALL BE CLASS AAA

**REINFORCING STEEL**

AASHTO M31, GRADE 60 EPOXY-COATED

**STRUCTURAL STEEL**

ALL MATERIAL .....ASTM A709/A709M, GRADE 36 (EXCEPT AS NOTED)  
 HIGH STRENGTH BOLTS .....ASTM A325, TYPE 1 (EXCEPT AS NOTED)

**BASIC DESIGN STRESSES:**

CONCRETE.....f<sub>c</sub> = 4,500 PSI

REINFORCING STEEL .....f<sub>y</sub> = 60,000 PSI

STRUCTURAL STEEL:  
 ASTM A709/A709M, GRADE 36 .....f<sub>y</sub> = 36,000 PSI  
 ASTM A325 .....f<sub>u</sub> = 120,000 PSI

Date: 2/13/2026

Filename: 002\_GeneralNotes and Quantities.dgn

Scale:		Designed by:	
No.	Revision	By	Date
1	Paving Limit Rev	KEB	02/26

<b>HNTB</b>			
CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.			
	By	Date	
Designed	NTB	01\26	Checked KEB 01\26
Drawn	ERB	01\26	In Charge of TRC 01\26

HNTB CORPORATION  
 82 Running Hill Road, Suite 201  
 South Portland, ME 04106  
 TEL (207) 774-5155  
 FAX (207) 228-0909



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

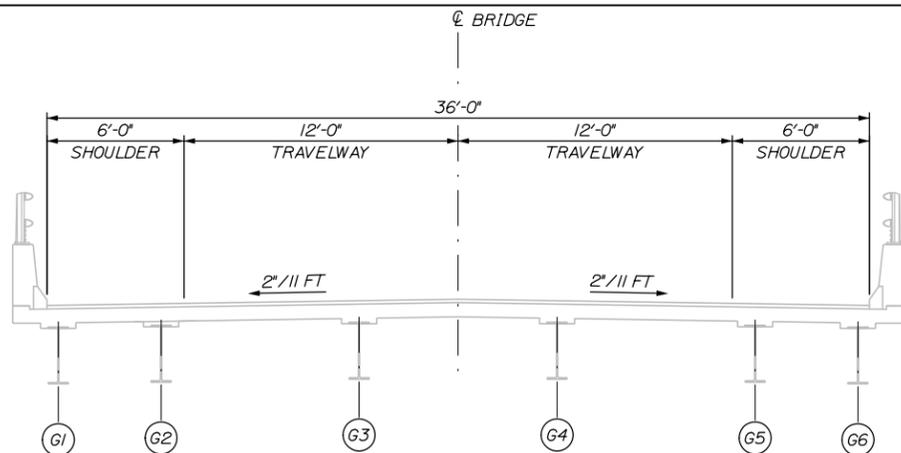
BRIDGE, TOLL, AND CULVERT REPAIRS

GENERAL NOTES AND QUANTITIES

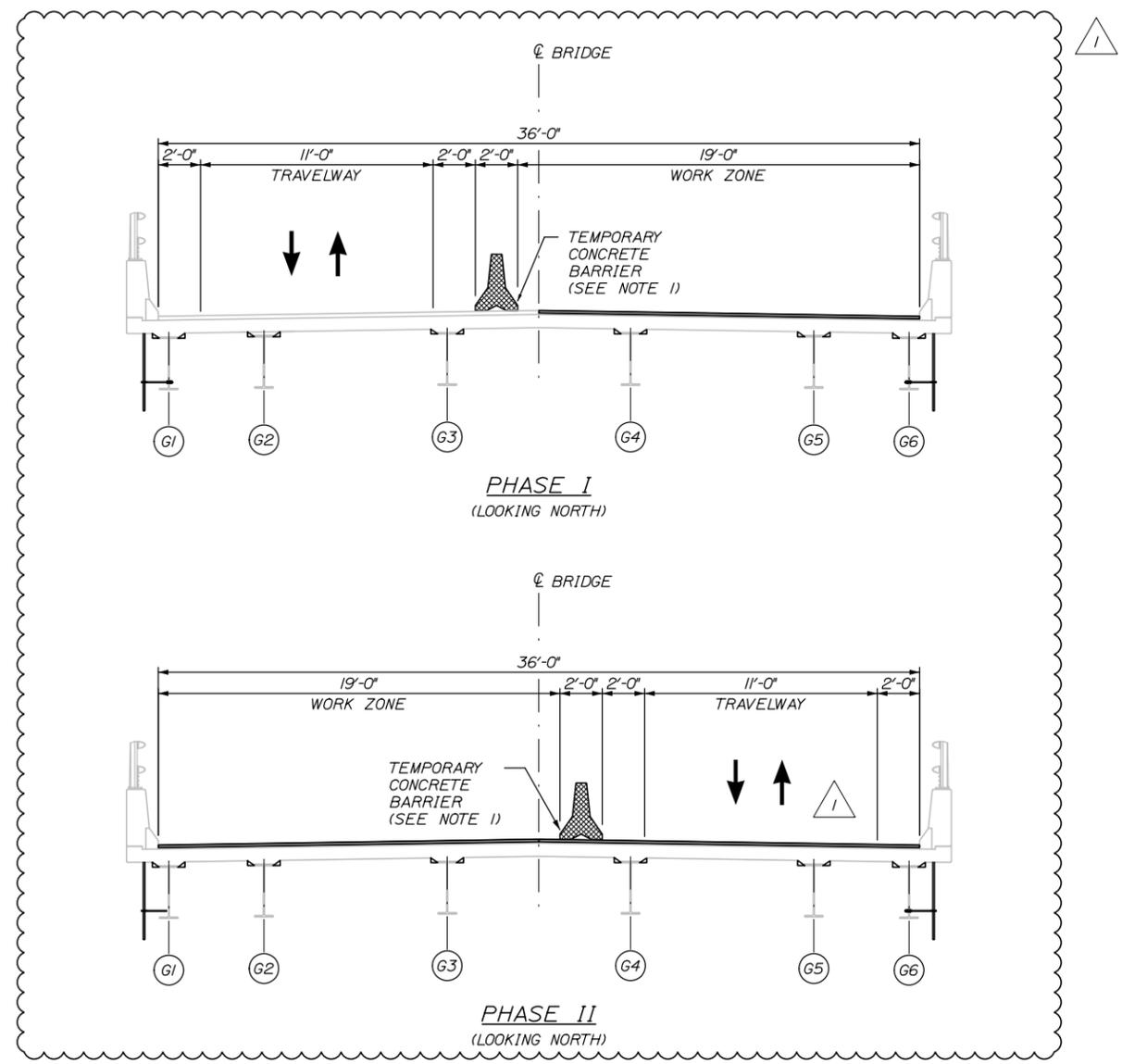
SHEET NUMBER: QT-1  
 CONTRACT: 2026.10  
 2 OF 25

Date: 2/13/2026

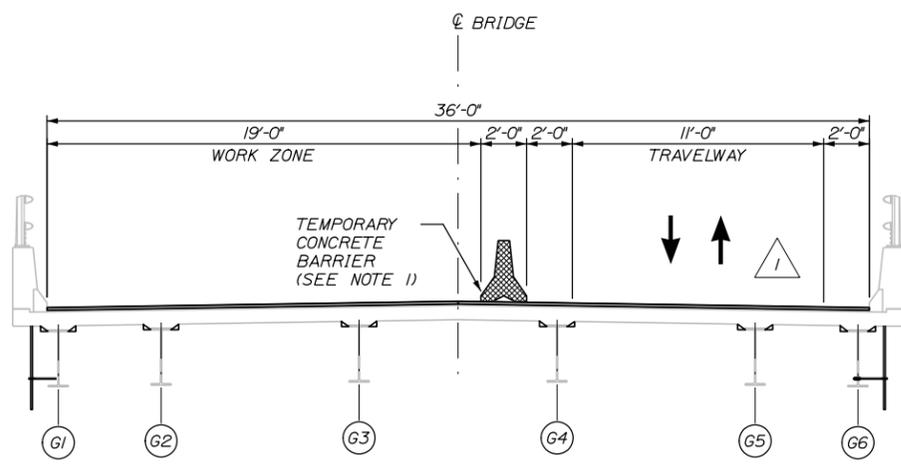
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**EXISTING CONDITIONS**  
(LOOKING NORTH)



**PHASE I**  
(LOOKING NORTH)



**PHASE II**  
(LOOKING NORTH)

**NOTES:**  
1. DRUMS MAY BE USED IN PLACE OF TEMPORARY CONCRETE BARRIER AT THE CONTRACTOR'S OPTION.

Scale: 1/4" = 1'-0"

No.	Revision	By	Date
1	Paving Limit Rev	KEB	02/26

Designed by:

**HNTB**

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.			
	By	Date	
Designed	CET	01\26	Checked PDB 01\26
Drawn	CET	01\26	In Charge of TRC 01\26

HNTB CORPORATION  
82 Running Hill Road, Suite 201  
South Portland, ME 04106  
TEL (207) 774-5155  
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**MAINE TURNPIKE**

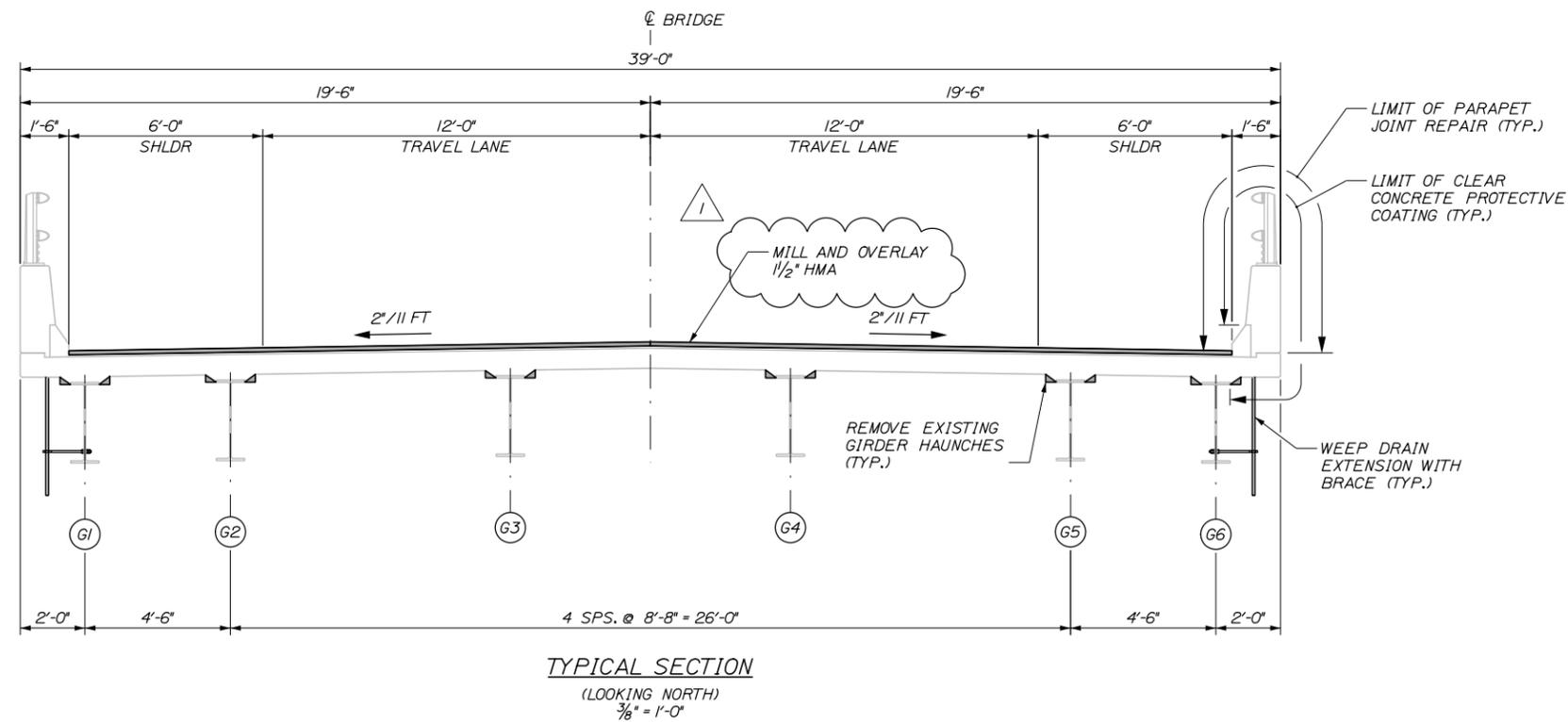
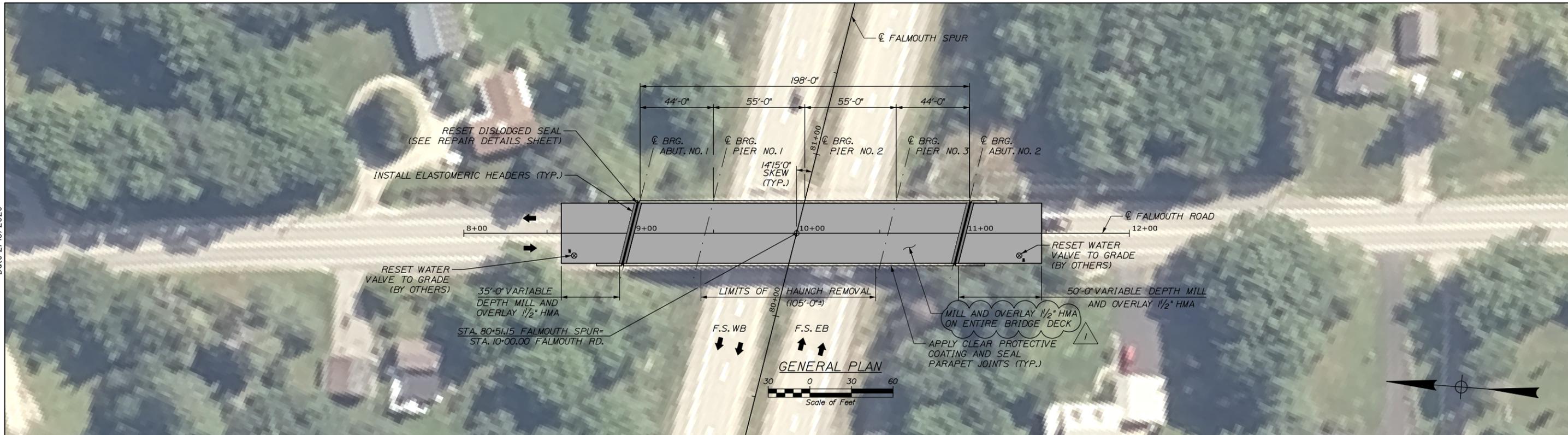
**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS  
FALMOUTH ROAD UNDERPASS (MM FS1.7)  
TRAFFIC CONTROL PLAN  
PHASING

SHEET NUMBER: S-15  
CONTRACT: 2026.10  
22 OF 25

Date: 2/13/2026



Filename: 023 Bridge Plan and Typ Section - Falmouth.dgn

Scale: AS NOTED			
No.	Revision	By	Date
1	Paving Limit Rev	KEB	02/26

Designed by:

**HNTB**

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

	By	Date	By	Date	
Designed	NTB	01\26	Checked	KEB	01\26
Drawn	ERB	01\26	In Charge of	TRC	01\26

HNTB CORPORATION  
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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

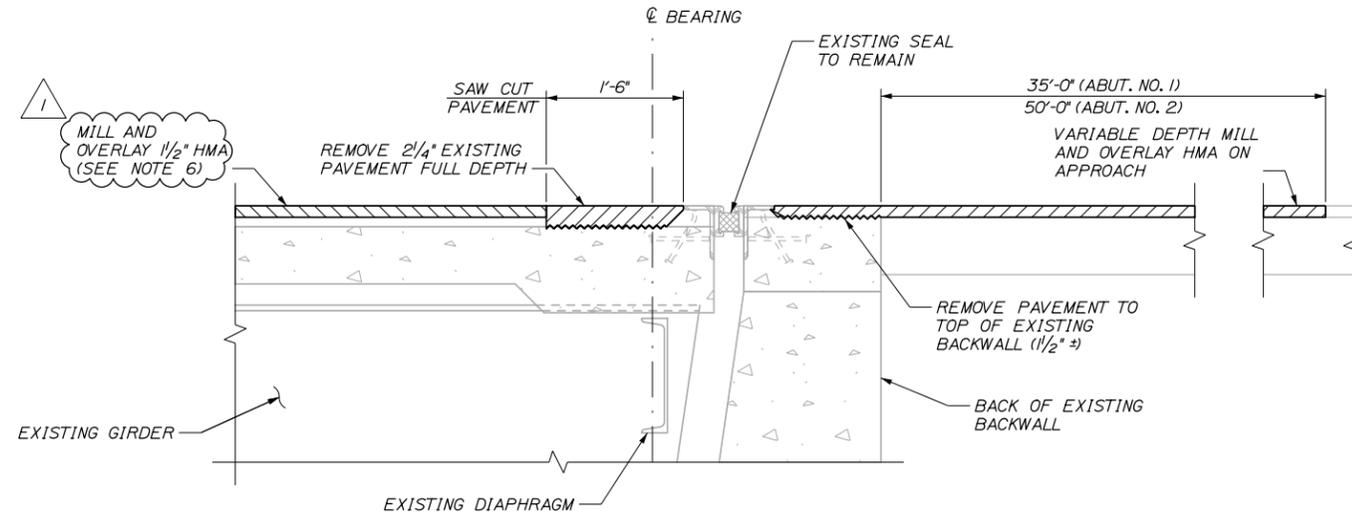
MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS  
 FALMOUTH ROAD UNDERPASS (MM FS1.7)

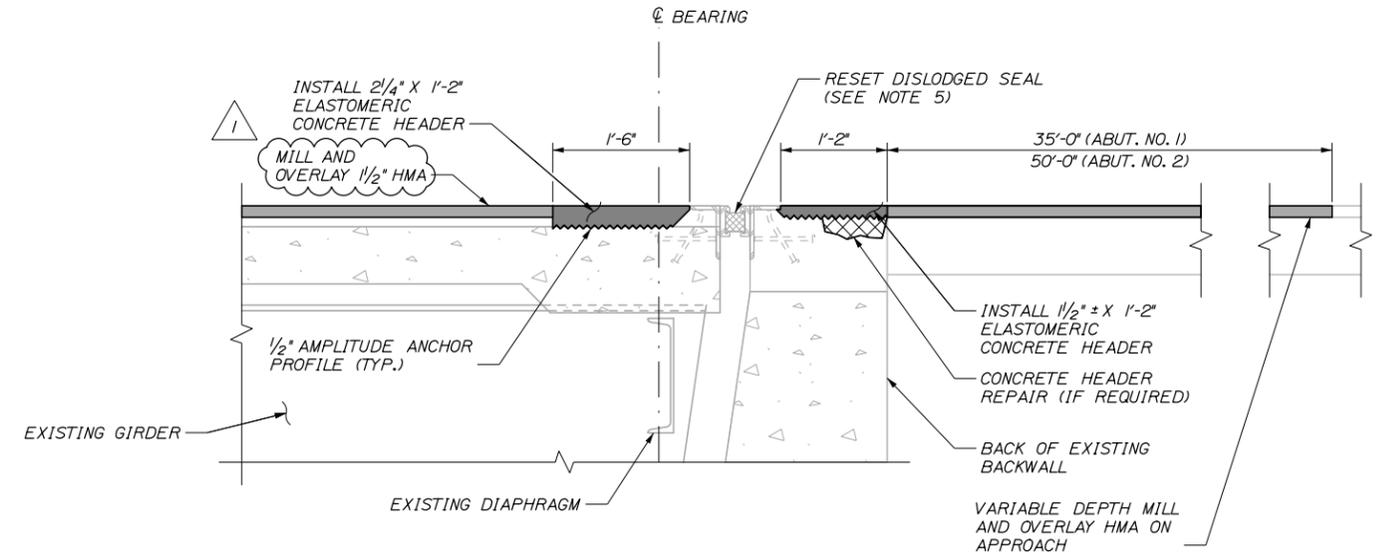
GENERAL PLAN AND TYPICAL SECTION

SHEET NUMBER: S-16  
 CONTRACT: 2026.10  
 23 OF 25

Date: 2/13/2026

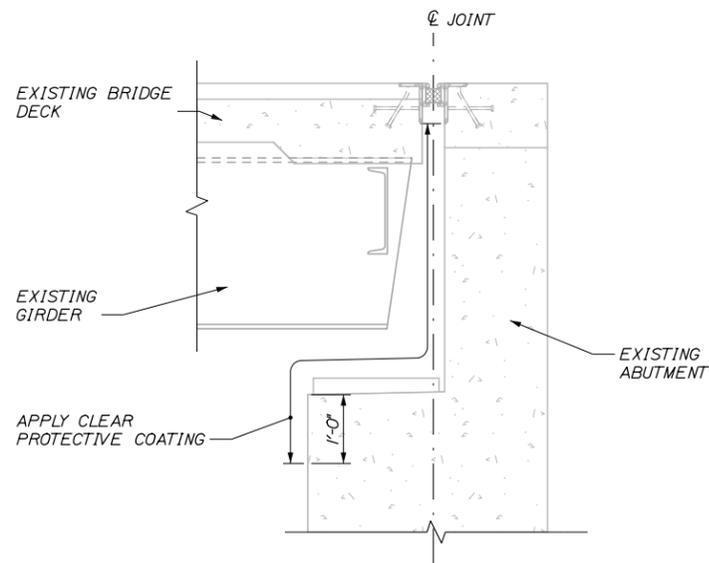


EXISTING CONDITION AND REMOVAL LIMITS



PROPOSED CONDITION

**EXPANSION JOINT DETAILS**  
1" = 1'-0"



TYPICAL ABUTMENT SECTION  
3/4" = 1'-0"

**NOTES:**

1. SAWCUT 1" DEEP ALONG LIMITS OF CONCRETE REMOVAL
2. CHIP CONCRETE AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 518. IF THE REMOVAL LIMITS CHANGE DURING THE DEMOLITION PROCESS, THE CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING REMOVALS.
3. PROTECT THE TOP OF THE EXPANSION JOINT DURING THE PLACEMENT OF BITUMINOUS PAVEMENT.
4. ELASTOMERIC CONCRETE HEADER SHALL BE PAID UNDER ITEM 518.865 ELASTOMERIC CONCRETE. PRIOR TO PLACING THE ELASTOMERIC CONCRETE, THE CONTRACTOR SHALL REMOVE ANY AREAS OF DETERIORATED CONCRETE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 518 AND AS DIRECTED BY THE RESIDENT. IF REPAIR DEPTH EXCEEDS 6 INCHES FROM THE TOP OF THE PROPOSED HEADER, SEE SPECIAL PROVISION 518, CONCRETE HEADER REPAIR.
5. EXISTING JOINT SEAL AT ABUTMENT NO. 1 SHALL BE RESET IN DISLODGED LOCATIONS (APPROX. 10% OF LENGTH) PER SPECIAL PROVISION 520. JOINT SEAL REPAIR, RESETTING DISLODGED JOINT SHALL BE MEASURED FOR PAYMENT UNDER ITEM 520.40.
6. THE EXISTING PAVEMENT THICKNESS IS 2 1/4 INCHES. THE CONTRACTOR SHALL CONTINUOUSLY MONITOR THE CONDITION OF THE 3/4 INCH PAVEMENT LAYER DESIGNATED TO REMAIN DURING MILLING OPERATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE UNDERLYING WATERPROOFING MEMBRANE. ANY DISTRESS, CRACKING, OR MEMBRANE EXPOSURE OBSERVED DURING MILLING SHALL BE REPORTED TO THE RESIDENT BEFORE CONTINUING REMOVAL OPERATIONS.

Filename: 024\_Joint\_Details - Falmouth.dgn

Scale: AS NOTED			
No.	Revision	By	Date
1	Paving Limit Rev	KEB	02/26

Designed by:

**HNTB**

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

	By	Date	By	Date
Designed	NTB	01\26	Checked	KEB 01\26
Drawn	ERB	01\26	In Charge of	TRC 01\26

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS  
FALMOUTH ROAD UNDERPASS (MM FS1.7)

REPAIR DETAILS

SHEET NUMBER: S-17

CONTRACT: 2026.10

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