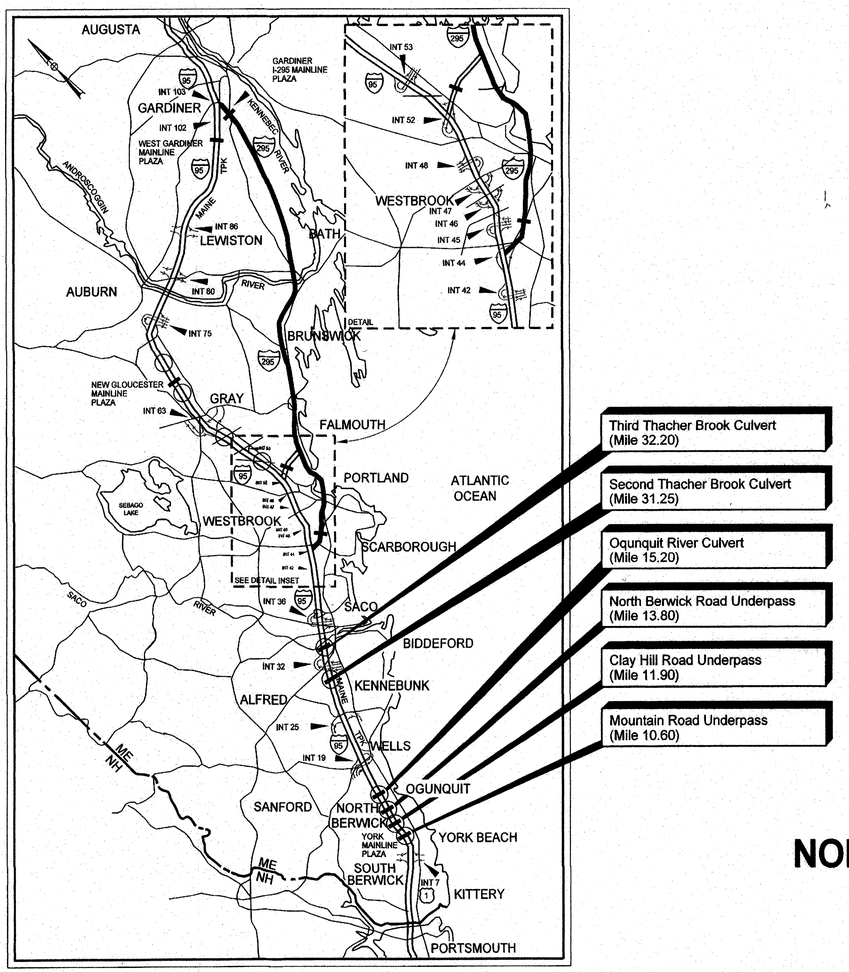

LOCATION MAP

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

DANIEL E. WATHEN, CHAIR
ROBERT D. STONE, VICE CHAIR
MICHAEL J. CIANCHETTE, MEMBER
ANN R. ROBINSON, MEMBER
JOHN E. DORITY, MEMBER
THOMAS J. ZUKE, MEMBER
KAREN S. DOYLE, EX-OFFICIO MEMBER

S. PETER MILLS, EXECUTIVE DIRECTOR

CONTRACT 2019.06

BRIDGE REPAIRS
MOUNTAIN ROAD UNDERPASS (MM 10.60)
CLAY HILL ROAD UNDERPASS (MM 11.90)
NORTH BERWICK ROAD UNDERPASS (MM 13.80)

CULVERT REPAIRS
OGUNQUIT RIVER CULVERT (MM 15.20)
SECOND THACHER BROOK CULVERT (MM 31.25)
THIRD THACHER BROOK CULVERT (MM 32.20)

INDEX OF SHEETS

APPROVED:

MAINE TURNPIKE AUTHORITY

Peter S. Merfeld — 01-16-19
PETER S. MERFELD, P.E. - CHIEF OPERATIONS OFFICER — DATE

Stephen R. Tartre — 01/16/19
STEPHEN R. TARTRE, P.E., - DIRECTOR OF ENGINEERING & BUILDING MAINTENANCE — DATE

vhb

STATE OF MAINE — GORDON M. EDINGTON No. 13206 — LICENSED PROFESSIONAL ENGINEER

Gordon Edington — 1/11/2019
Gordon M. Edington, P.E. — DATE
Consultant Project Manager

HNTB

STATE OF MAINE — ROLAND A. LAVALLEE No. 6402 — LICENSED PROFESSIONAL ENGINEER

Roland A. Lavallee — 1/11/2019
Roland A. Lavallee, P.E., PLS — DATE
Vice President
Director of Operations
Sheets 10 and 33

Contract 2019.06

Date:1/7/2019

Filename: \\vhb\dbl\pro\SPortland\55200.00_2019_Southern_Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\001_title_01.dgn

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	Mountain Road	Clay Hill Road	N. Berwick Road	Ogunquit River	Thacher Brook (2nd)	Thacher Brook (3rd)	Quantity Total
202.17	Removing Existing Structural Concrete (18 CY)*	LS	1						1
202.202	Removing Pavement Surface	SY	565		855				1,420
202.203	Pavement Butt Joints	SY	220						220
206.082	Structural Earth Excavation - Major Structures, Plan Quantity	CY	25						25
304.10	Aggregate Subbase Course - Gravel	CY	20						20
403.208	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size	TON	115		130				245
409.15	Bituminous Tack Coat, Applied	GAL	25		26				51
502.219	Structural Concrete, Abutments and Retaining Walls (5CY)*	LS	1						1
502.26	Structural Concrete Roadway and Sidewalk Slab on Steel Bridges (15 CY)*	LS	1						1
502.701	Bridge Drain Grate Modification	EA	3						3
502.702	Replace Bridge Drain	EA	1						1
503.14	Epoxy-Coated Reinforcing Steel, Fabricated and Delivered	LB	5,800						5,800
503.15	Epoxy-Coated Reinforcing Steel, Placing	LB	5,800						5,800
504.8	Structural Steel Repair	LS		1					1
508.14	High Performance Waterproofing Membrane (Mountain Road) (565 SY)*	LS	1						1
508.14	High Performance Waterproofing Membrane (N. Berwick Road) (680 SY)*	LS			1				1
508.15	Membrane Waterproofing (15 SY)*	LS	1						1
511.07	Cofferdam (Ogunquit River)	LS				1			1
511.07	Cofferdam (Second Thacher Brook)	LS					1		1
511.07	Cofferdam (Third Thacher Brook)	LS						1	1
515.201	Pigmented Protective Coating for Concrete Surfaces	SY	305		420				725
515.202	Clear Protective Coating for Concrete Surfaces	SY	220		23	475	25	58	801
518.10	Abutment Repairs	SF	280						280
518.17	Culvert Repairs	SF				30	10	20	60
518.171	Special Concrete Repair	LS				1			1
518.20	Pier Repairs	SF	150		10				160
518.391	Repairing Granite Curb Joint and Bedding Mortar	LF	11						11
518.4	Epoxy Injection Crack Repair	LF			5	160	50	150	365
518.43	Parapet Joint Repair	LF			130				130
518.48	Reseal Joints	LF	140		100	160			400
518.49	Repointing Wingwall Joints	LF					45	50	95
518.511	Full Depth Concrete Repair	SF					30		30
518.75	Fascia and Overhang Repairs	SF	18						18
518.80	Partial Depth Concrete Deck Repairs	SF	255		120				375
518.92	Slope Protection Repairs	SF	45						45
518.93	Parapet Repairs	SF			200				200
518.94	Curb Repairs	SF	10						10
518.98	Reset Coping Blocks	EA				4			4
520.23	Asphaltic Plug Joint	LF	54		33				87
520.234	Expansion Device - Silicone Coated and Pre-Compressed Seal	LF	15						15
520.2401	Bridge Joint Modification - Type 1	LS			1				1
525.40	Repointing Coping Blocks	LF				74			74
526.34	Permanent Concrete Transition Barrier	EA	4						4
606.1721	Bridge Transition - Type 1	EA	4						4
606.48	Single Galvanized Steel Post	EA	16						16
627.712	White or Yellow Pavement Marking Line	LF	260		240				500
629.05	Hand Labor, Straight Time	HR	40	10	20	20	10	10	110
631.10	Air Compressor (Including Operator)	HR	40		20	20	10	10	100
631.11	Air Tool (Including Operator)	HR	40	10	20	20	10	10	110
631.12	All Purpose Excavator (Including Operator)	HR	40		20				60
631.171	Truck - Small (Including Operator)	HR	40	10	20	20	10	10	110
631.36	Foreman	HR	40	10	20	20	10	10	110
639.18	Field Office, Type A	EA				1			1
652.3691	Maintenance of Traffic Control for Mountain Road Underpass	LS	1						1
652.3692	Maintenance of Traffic Control for Clay Hill Road Underpass	LS		1					1
652.3693	Maintenance of Traffic Control for N. Berwick Road Underpass	LS			1				1
652.3694	Maintenance of Traffic Control for Ogunquit River Culvert	LS				1			1
652.3695	Maintenance of Traffic Control for Second Thacher Brook Culvert	LS					1		1
652.3696	Maintenance of Traffic Control for Third Thacher Brook Culvert	LS						1	1
652.41	Portable-Changeable Message Sign	EA				4			4
656.75	Temporary Soil Erosion and Water Pollution Control (Mountain Road)	LS	1						1
656.75	Temporary Soil Erosion and Water Pollution Control (N. Berwick Road)	LS			1				1
656.75	Temporary Soil Erosion and Water Pollution Control (Ogunquit River)	LS				1			1
656.75	Temporary Soil Erosion and Water Pollution Control (Second Thacher Brook)	LS					1		1
656.75	Temporary Soil Erosion and Water Pollution Control (Third Thacher Brook)	LS						1	1
659.10	Mobilization	LS				1			1

* Quantities are Estimated Only

Scale: AS NOTED

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS

ESTIMATED QUANTITIES

VHB: 55200.01 SHEET NUMBER: 2
CONTRACT: 2019.06 2 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\002_qnty_01.dgn

SPECIFICATIONS

Design: AASHTO LRFD Bridge Design Specifications, 2018.

Construction: State of Maine Department of Transportation Standard Specifications, Revision of December 2014.

State of Maine Department of Transportation Standard Details for Highways and Bridges, Revision of December of 2014, with all revisions thereto.

AASHTO LRFD Bridge Construction Specifications, Fourth Edition

NEW MATERIALS

Concrete (Unless noted otherwise) ..... Class AAA - Modified
Reinforcing Steel ..... ASTM A615/A615M, Grade 60

Structural Steel:
All Material (except as noted) ..... ASTM A709/A709M, Grade 36
High Strength Bolts (except as noted) ..... ASTM A325, Type 1

BASIC DESIGN STRESSES (NEW MATERIALS)

Concrete ..... f'c = 4,500 psi

Reinforcing Steel ..... fy = 60,000 psi

Structural Steel:
ASTM A 709/A 709M, Grade 36 ..... Fy = 36,000 psi
ASTM A 325 ..... Fu = 120,000 psi

MOUNTAIN ROAD UNDERPASS BRIDGE

Design Live Load (for existing components) ..... HS 20-44
AADT 1,575
Design Speed (MPH) (for existing) 35
Functional Class ..... Local

CLAY HILL ROAD UNDERPASS

Design Live Load (for existing components) ..... HS 20-44
AADT 765
Design Speed (MPH) (for existing) 35
Functional Class ..... Rural Local

NORTH BERWICK ROAD UNDERPASS

Design Live Load (for existing components) ..... HS 25
AADT 860
Design Speed (MPH) (for existing) 35
Functional Class ..... Local

OGUNQUIT RIVER CULVERT

Design Live Load (for existing components) ..... HS 25
AADT ..... 25,600 NB, 25,650 SB
Design Speed (MPH) (for existing) 70
Functional Class ..... Principal Arterial Interstate

SECOND THACHER BROOK CULVERT

Design Live Load (for existing components) ..... HS 25
AADT ..... 24,550 NB, 27,680 SB
Design Speed (MPH) (for existing) 70
Functional Class ..... Principal Arterial Interstate

THIRD THACHER BROOK CULVERT

Design Live Load (for existing components) ..... HS 25
AADT ..... 35,230 NB, 35,680 SB
Design Speed (MPH) (for existing) 70
Functional Class ..... Principal Arterial Interstate

GENERAL CONSTRUCTION NOTES

1. All details shall be in conformance with Maine Department of Transportation (MaineDOT) 2014 Standard Details for Highways and Bridges with all updates and MaineDOT Best Management Practices for Erosion and Sediment Control latest revision unless otherwise included in these plans.
2. All dimensions, elevations, and other information shown in these plans are based on the original construction drawings and limited field measurements. Prior to starting work at any location, the Contractor shall field verify all required information. The Contractor shall responsible for the accuracy and fit-up of all work.
3. There are no permanent or temporary easements associated with this project. All work shall be completed within the existing Right of Way.
4. The Contractor shall submit his proposed staging area(s) and field trailer location to the Resident for approval prior to starting work.
5. Any portions of the existing bridges removed by the Contractor shall become the property of the Contractor. The steel portions of the existing bridges 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.
6. For additional details referenced or not shown in these drawings, see the State of Maine, Department of Transportation Standard Details, Highways and Bridges, December 2014 with updates.
7. Copies of the As-Built plans are posted on the Maine Turnpike Authority website at www.maineturnpike.com/project-and-planning/construction contracts. The completeness and accuracy of these plans is not guaranteed.
8. Chamfer all exposed new concrete edges ¾" unless otherwise noted.

EROSION CONTROL NOTES

1. All temporary and permanent erosion control devices shall be installed in accordance with the Maine Department of Transportation Best Management Practices.

UTILITIES NOTES

1. 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. No work shall be started until the owners of the various utilities are notified by the Contractor of the proposed construction. The Contractor is also required to call Dig Safe at 1-888-344-7233 at least 72 hours prior to the start of the work.
2. The Contractor shall notify the Resident 10 days prior to construction so the Resident can arrange for Maine Turnpike underground utility location. All proposed sign locations and excavation locations shall be marked at the notification time. Excavation will not be permitted until the Authority has located and marked its underground utilities, or notified the Resident there are no underground utilities in the marked areas.
3. Contractor shall protect all existing utilities from damage during construction as directed by the Resident and approved by the utility owners.

SUPERSTRUCTURE NOTES

1. Mortar for bedding and for joints in granite curb on bridges where required shall be an approved non-shrink mortar.

Date:1/11/2019

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Scale: AS NOTED

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS

GENERAL NOTES

VHB: 55200.01 SHEET NUMBER: 3
CONTRACT: 2019.06 3 OF 45

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. Flaggers may be used to set up and remove the temporary traffic signals along Mountain Road and North Berwick Road. Any additional use shall require approval of the Resident and shall be incidental to the Maintenance of Traffic Control item for that bridge.

2. All traffic control equipment and devices shall conform to the latest edition of the Maine Department of Transportation (MaineDOT) Standard Specifications, Maine Turnpike Authority (MTA) Supplemental Specifications, contract specifications and applicable traffic control standards and practices.

3. All traffic control equipment and layouts shall conform to the 2009 edition of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), chapter 6. All traffic control signs, sign support structures, channelizing devices, flashing arrow panels (FAP), portable changeable message signs (PCMS), and other traffic control equipment along the roadside shall meet or exceed NCHRP 350 test level 3 (TL-3) requirements regardless of where implemented on the project.

4. All traffic control signs shall have ASTM 4956 Type IV, Type VIII or Type IX super high intensity or prismatic fluorescent retroreflective sheeting and shall be maintained in like-new condition. All orange construction signs shall be fluorescent orange with Type VIII, IX or XI sheeting. Placement of signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident.

5. Any signs, equipment, or devices found to be damaged or unserviceable shall be replaced at the Contractor's expense.

6. During night operations, temporary work lighting shall be directed away from approaching lanes of traffic.

7. Temporary lane closures will be required, with advanced approval, whenever work will occur within four feet of the I-95 traveled way. Temporary lane closures shall be removed if no work is occurring. See Special Provisions for more information.

8. All lane closures shall require approval of the Resident a minimum of two working days in advance of the lane closure.

9. Contractor shall provide advanced notice of all changes in traffic patterns, to include lane closures, with PCMS at least seven working days prior to the implementation of the traffic pattern change. PCMS for bridge work shall be placed within 500 feet of the bridges. PCMS for turnpike mainline road work shall be placed at least 500 feet in advance of the work site at a location approved by the Resident.

10. In the event that lane closure(s) begin to cause back-ups in through traffic of more than five minutes, the Contractor shall deploy the additional signs as indicated in the single lane closure set-up details.

11. Approach ends of temporary concrete barrier shall be placed outside of the highway clear zone (minimum 34 feet from the traveled way along I-95) or protected by temporary impact attenuators or with guardrail overlaps as approved by the Resident.

12. At the completion of the work at each bridge, the temporary traffic controls shall be removed.

TURNPIKE SHOULDER CLOSURES

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
G20-2 (END ROAD WORK)	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		48"x24"	4 - Black on Orange
W20-1 (AHEAD) (ROAD WORK AHEAD)			48"x48" 36"x36"	4 - Black on Orange 2 - Black on Orange (For Flagging)
W21-5aL (LEFT SHOULDER CLOSED 1000 FT)			48"x48"	4 - Black on Orange
W21-5aR (RIGHT SHOULDER CLOSED 1000 FT)			48"x48"	4 - Black on Orange
W21-5bL (LEFT SHOULDER CLOSED)			48"x48"	4 - Black on Orange
W21-5bR (RIGHT SHOULDER CLOSED)			48"x48"	4 - Black on Orange

TEMPORARY SINGLE AND DOUBLE LANE CLOSURES

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
CS-3 (EXPECT STOPPED TRAFFIC)	7" 7" 7"	4" 4"	48"x48"	4 - Black on Orange
G20-2 (END ROAD WORK)	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		48"x24"	4 - Black on Orange
G20-5aP (WORK ZONE)			36"x24"	4 - Black on Orange
R2-1(60) (SPEED LIMIT 60)			48"x60"	4 - Black on White
R2-6aP (FINES DOUBLE)			36"x24"	4 - Black on White
R2-12 (END WORK ZONE SPEED LIMIT)			36"x54"	4 - Black on White

TEMPORARY SINGLE AND DOUBLE LANE CLOSURES (CONT.)

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
W3-4 (BE PREPARED TO STOP)	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		48"x48"	4 - Black on Orange
W3-5(60) (SPEED LIMIT 60)			48"x48"	4 - Black on Orange
W4-2(L)			48"x48"	4 - Black on Orange
W4-2(R)			48"x48"	4 - Black on Orange
W20-1 (1 MILE) (ROAD WORK 1 MILE)			48"x48"	4 - Black on Orange
W20-4 (ONE LANE ROAD 1000 FT)			36"x36"	2 - Black on Orange
W20-5L (LEFT LANE CLOSED ½ MILE)			48"x48"	4 - Black on Orange
W20-5R (RIGHT LANE CLOSED ½ MILE)			48"x48"	4 - Black on Orange
W20-5aL (2 LEFT LANE CLOSED ½ MILE)			48"x48"	2 - Black on Orange
W20-5aR (2 RIGHT LANE CLOSED ½ MILE)			48"x48"	2 - Black on Orange
W20-7			36"x36"	2 - Black on Orange

ABBREVIATIONS FOR ALL WORK ZONE PLANS

BWLL = BROKEN WHITE LANE LINE
SWEL = SOLID WHITE EDGE LINE
SYEL = SOLID YELLOW EDGE LINE

Date:1/11/2019

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Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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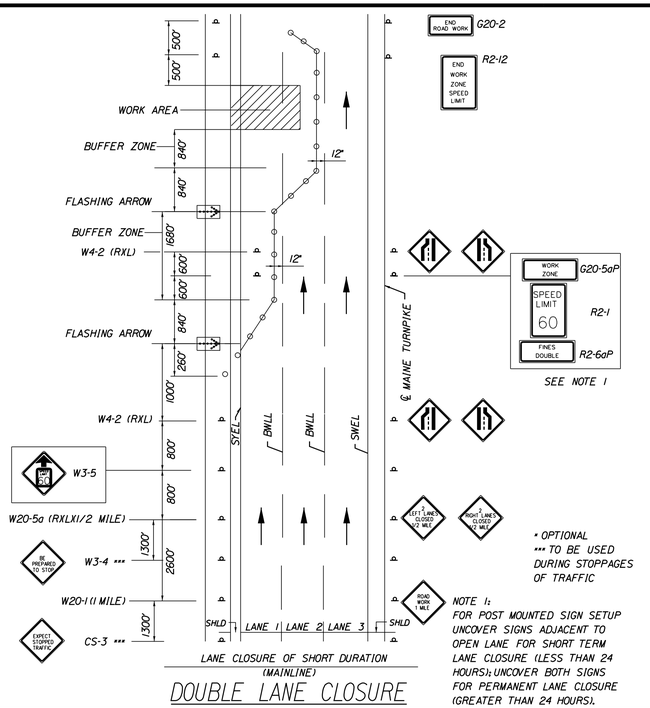
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS
MAINTENANCE OF TRAFFIC DETAILS
(1 OF 3)

VHB: 55200.01 SHEET NUMBER: 4
CONTRACT: 2019.06 4 OF 45

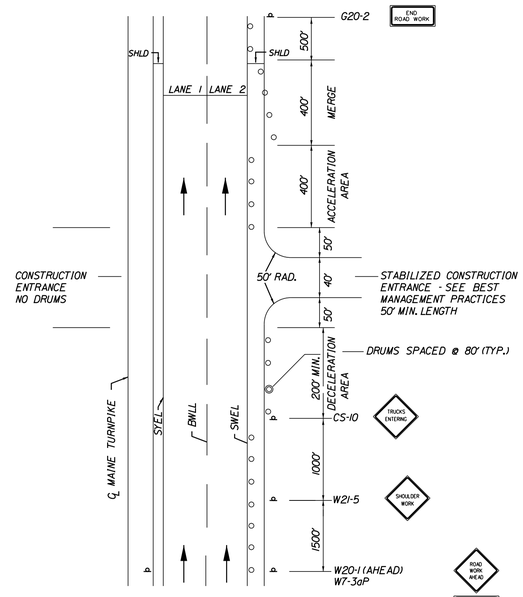


LANE CLOSURE OF SHORT DURATION
(MAINLINE)

DOUBLE LANE CLOSURE

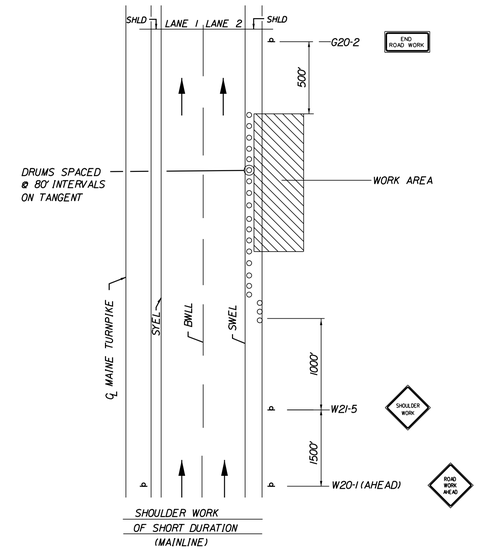
* OPTIONAL
*** TO BE USED DURING STOPPAGES OF TRAFFIC

NOTE 1:
FOR POST MOUNTED SIGN SETUP UNCOVER SIGNS ADJACENT TO OPEN LANE FOR SHORT TERM LANE CLOSURE (LESS THAN 24 HOURS); UNCOVER BOTH SIGNS FOR PERMANENT LANE CLOSURE (GREATER THAN 24 HOURS).



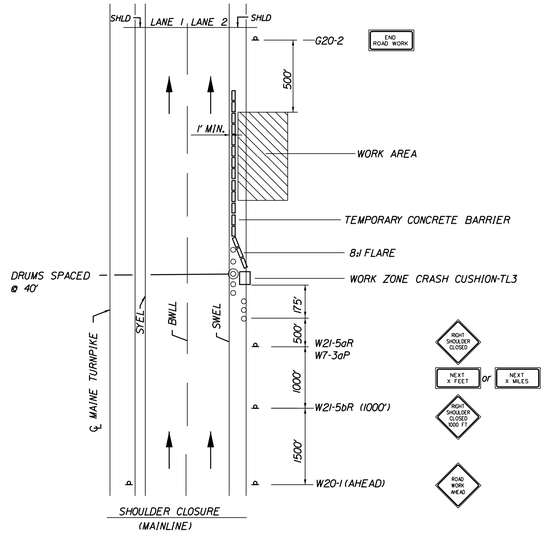
STABILIZED CONSTRUCTION ENTRANCE

1. SIGN G20-2 IS NOT REQUIRED IF ENTRANCE IS WITHIN THE WORK ZONE.



SHOULDER WORK

1. THE W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF THE SHOULDER CLOSURE IS WITHIN A PREVIOUSLY ESTABLISHED WORK ZONE.

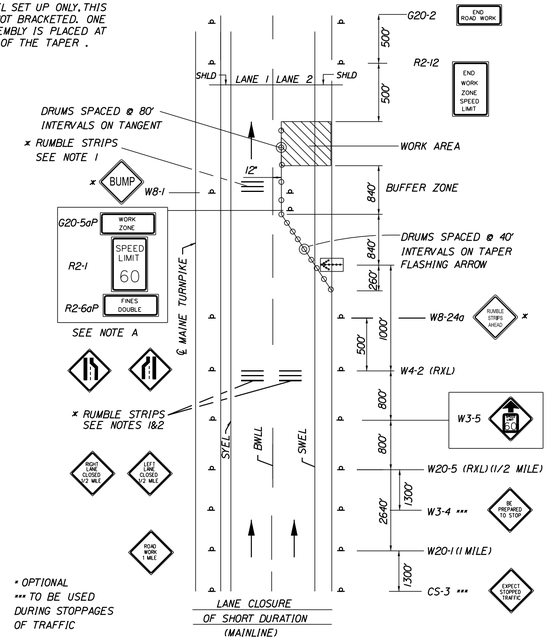


SHOULDER CLOSURE

1. THE W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF THE SHOULDER CLOSURE IS WITHIN A PREVIOUSLY ESTABLISHED WORK ZONE.

2. ONLY ONE SHOULDER CLOSURE PERMITTED PER BOUND AT ONE TIME.

NOTE A:
FOR EASEL SET UP ONLY. THIS SIGN IS NOT BRACKETED. ONE SIGN ASSEMBLY IS PLACED AT THE END OF THE TAPER .

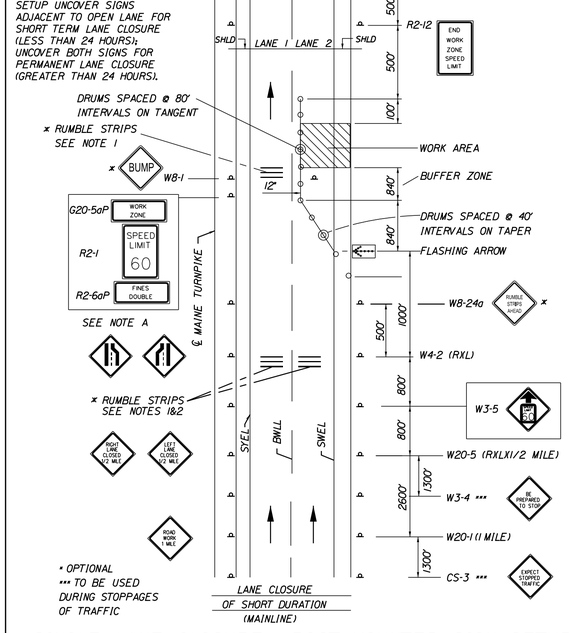


* OPTIONAL
*** TO BE USED DURING STOPPAGES OF TRAFFIC

LANE CLOSURE OF SHORT DURATION
(MAINLINE)

SINGLE LANE CLOSURE - SIGNS ON EASELS

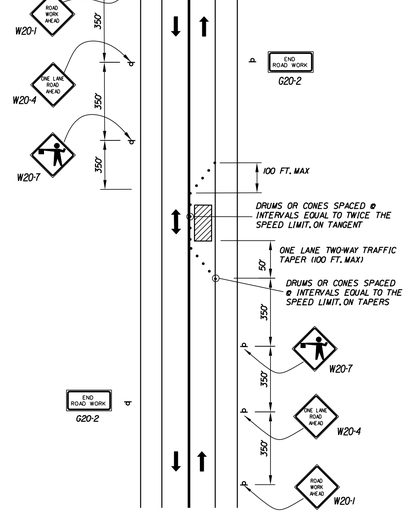
NOTE A:
FOR POST MOUNTED SIGN SETUP UNCOVER SIGNS ADJACENT TO OPEN LANE FOR SHORT TERM LANE CLOSURE (LESS THAN 24 HOURS); UNCOVER BOTH SIGNS FOR PERMANENT LANE CLOSURE (GREATER THAN 24 HOURS).



* OPTIONAL
*** TO BE USED DURING STOPPAGES OF TRAFFIC

LANE CLOSURE OF SHORT DURATION
(MAINLINE)

SINGLE LANE CLOSURE - POST MOUNTED SIGN SETUP



LOCAL ROAD SINGLE LANE CLOSURE

NOTES:
1. ROAD WORK AHEAD & END ROAD WORK SIGNS MAY BE OMITTED FOR SHORT DURATION OPERATIONS (LESS THAN 1 HOUR).

2. FLAGGERS SHALL BE LOCATED SO THEY ARE CLEARLY VISIBLE TO APPROACHING DRIVERS.

3. SIGN SPACING ASSUMES LOCAL ROAD SPEED IS 40 MPH OR LESS.

GENERAL MAINTENANCE OF TRAFFIC NOTES:

1. ALL PAVEMENT STRIPING & SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", U.S.D.O.T., F.H.W.A., LATEST EDITION.
2. THESE PLANS SHOW THE GENERAL CONDITION FOR TURNPIKE MAINLINE TRAFFIC CONTROL DURING CONSTRUCTION. SLIGHT MODIFICATIONS IN CONSTRUCTION PROCEDURE MAY OCCUR AND MAY REQUIRE SOME MINOR ADJUSTMENTS TO BE MADE IN THE FIELD. ALL PROCEDURES MUST BE APPROVED BY THE RESIDENT.
3. THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH THE SPECIFICATIONS AND MUTCD. PAYMENT SHALL BE MADE UNDER ITEM 627.77 - REMOVING PAVEMENT MARKINGS.
4. EXPOSED BARRIER ENDS ON THE MAINE TURNPIKE SHALL BE PROTECTED BY A WORK ZONE CRASH CUSHION. PAYMENT WILL BE UNDER ITEM 527.341 - WORK ZONE CRASH CUSHION - TL-3.
5. SPEED LIMIT, STOP, YIELD AND EXIT SIGNS SHALL BE A MINIMUM OF 5' ABOVE THE PAVEMENT.
6. WORK ZONE SPEED LIMIT ASSEMBLY MAY BE REPLACED WITH AN AUTOMATED WORK ZONE SPEED LIMIT SIGN (ITEM 652.451)

ABBREVIATIONS FOR ALL M.O.T. PLANS

BWLL = BROKEN WHITE LANE LINE
SWEL = SOLID WHITE LANE LINE
SYEL = SOLID YELLOW LANE LINE
TBWLL = TEMPORARY BROKEN WHITE LANE LINE
TDWEL = TEMPORARY DOTTED WHITE EDGE LINE
TSWEL = TEMPORARY SOLID WHITE EDGE LINE
TSWLL = TEMPORARY SOLID WHITE LANE LINE
TSYCL = TEMPORARY SOLID YELLOW CENTER LINE

TEMPORARY RUMBLE STRIP NOTES

1. IF RUMBLE STRIPS ARE USED THEY SHALL BE PLACED IN ONE OF THE FOLLOWING CONFIGURATIONS:
   - ADJACENT TO THE WORK ZONE (1 UNIT)
   - UPSTREAM FROM THE TAPER FOR THE WORKZONE (2 UNITS)
   - BOTH ADJACENT TO THE WORKZONE AND PRIOR TO THE TAPER (3 UNITS)

   W8-1 SIGNS SHALL BE PLACED ADJACENT TO THE FIRST RUMBLE STRIP AT ANY LOCATION. ONLY ONE SET OF W8-24a SIGNS ARE REQUIRED FOR ANY OF THE ABOVE CONFIGURATIONS.
2. RUMBLE STRIPS MAY BE PLACED UPSTREAM OF THE TAPER BETWEEN THE W3-5 SIGNS AND THE W4-2 SIGNS. IF RUMBLE STRIPS ARE INSTALLED PRIOR TO TAPER, W8-1 SIGNS SHALL BE PLACED ADJACENT TO THE FIRST STRIP AND THE W8-24a SIGNS SHALL BE MOVED TO 400' AFTER THE W20-5 SIGNS.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

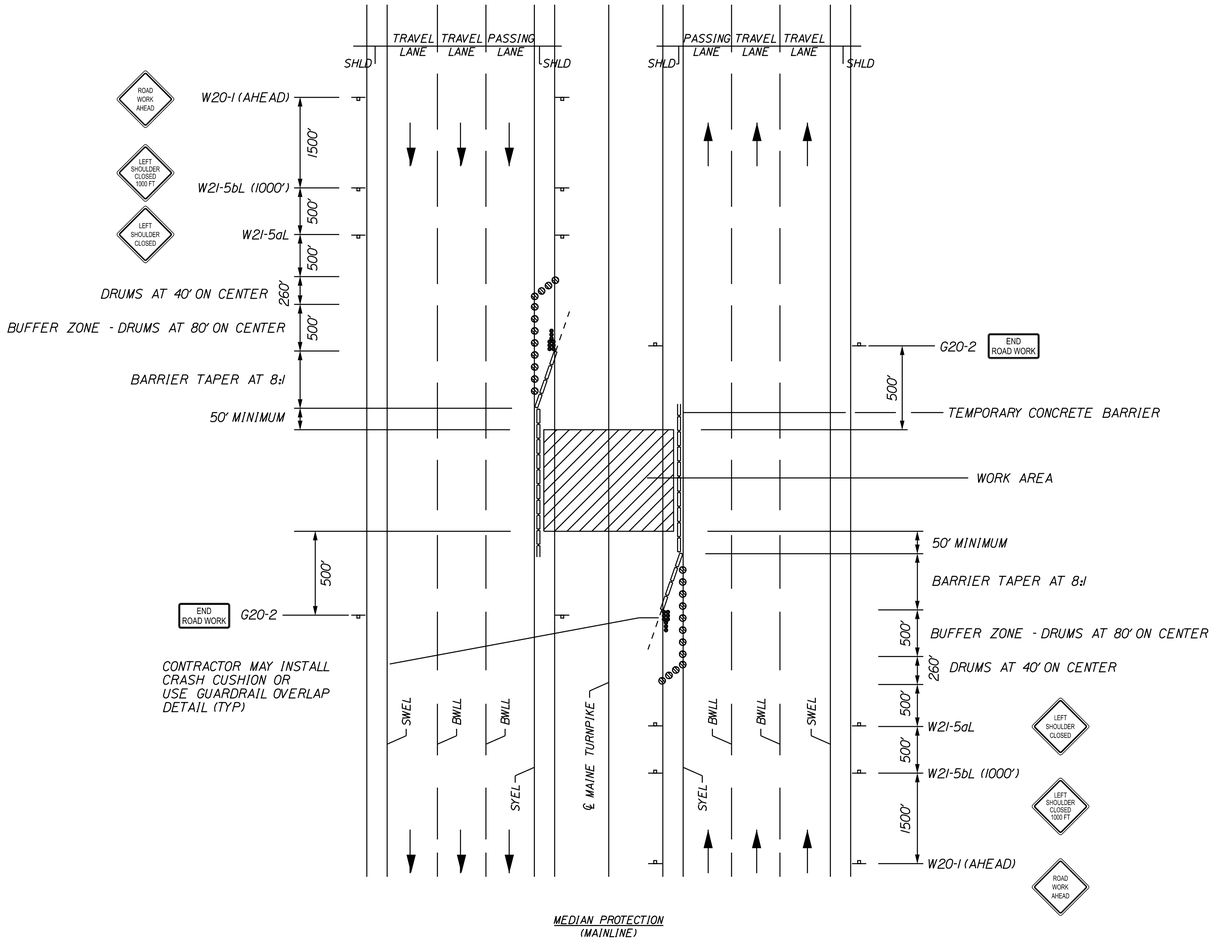
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS
MAINTENANCE OF TRAFFIC DETAILS (2 OF 3)

VHB: 55200.01 SHEET NUMBER: 5
CONTRACT: 2019.06 5 OF 45

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA1-Mountain\005_workzone_02.dgn
Date: 1/11/2019

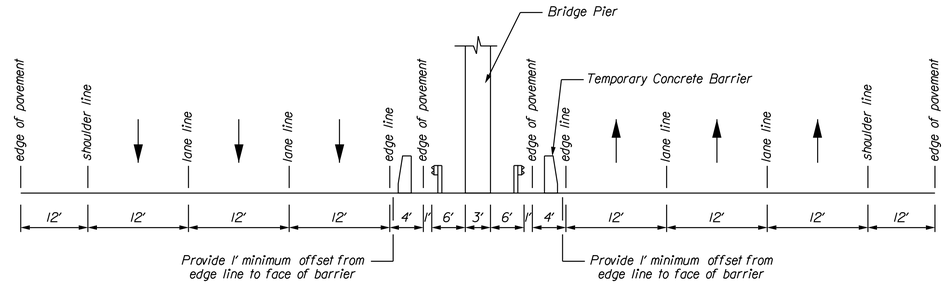


MEDIAN PROTECTION
(MAINLINE)

MEDIAN WORK AREA

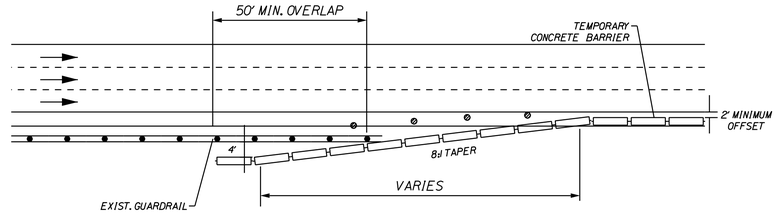
(TYPICAL FOR MOUNTAIN ROAD UNDERPASS BRIDGE AND NORTH BERWICK ROAD UNDERPASS BRIDGE)

Note A. The W20-1 and G20-2 signs are not required if the work is within a previously established work zone. Concrete barrier is required when working on the pier.



MEDIAN WORK TYPICAL

(Not to Scale)
(TYPICAL FOR MOUNTAIN ROAD UNDERPASS BRIDGE AND NORTH BERWICK ROAD UNDERPASS BRIDGE)



CONCRETE BARRIER / GUARDRAIL OVERLAP DETAIL

NOTES

1. Barrier ends within the highway clear zone shall be protected by a temporary impact attenuator or lapped behind guardrail.
2. If a temporary work zone crash cushion is used, the work zone crash cushion system must be founded on a level surface. Any work necessary to provide a level surface will be incidental to the work zone crash cushion item.

LEGEND

	Construction Sign on Post Support
	Construction Sign on Easel
	Drums/Channelizing Devices
	Temporary Concrete Barrier, Type 1
	Temporary Impact Attenuator
	Work Area
	Type 3 Barricade with Sign
	Type 3 Barricade

GENERAL NOTES:

1. For sign details, see construction sign summary.
2. When truck mounted attenuators are included in the contract (incidental or pay item), they shall not be located in the buffer zone.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

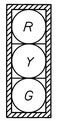
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS
MAINTENANCE OF TRAFFIC DETAILS
(3 OF 3)

VHB: 55200.01 SHEET NUMBER: 6
CONTRACT: 2019.06 6 OF 45

Filename: \\vhb\gbl\pro\SPortland\55200.00_2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\006_workzone_03.dgn
Date: 1/11/2019

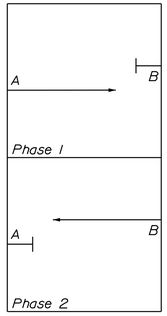
PROPOSED TEMPORARY INDICATIONS



A1,A2,B1,B2

Note:
All indications shall be 12" light emitting diodes (LED's) with 5" louvered backplates

DETECTOR SCHEDULE



PROPOSED POST MOUNTED SIGNS

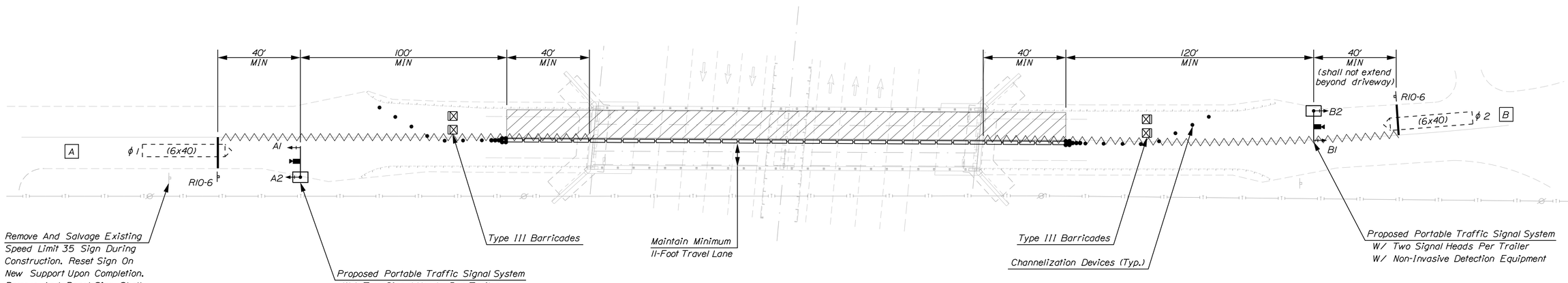
R10-6
24"x36"
2-Proposed

PROPOSED TEMPORARY NEMA 4 PHASE SIGNAL PHASING AND TIMING

ITEM / PHASE	1	2
Min Green	10	10
Extension	4	4
Maximum 1	24	24
Maximum 2	-	-
Vehicle Clear	4	4
Red Clear	14	14
Pedestrian Walk	-	-
Pedestrian Clearance	-	-
Flash	FR	FR
Recall	OFF	OFF
Detector	NL	NL

Notes:
L = Locking
NL = Non-Locking
FR = Flash Red

The contractor shall set timing of the temporary traffic signal per timing data provided. Signal timing adjustments shall be approved by the Resident and accomplished as directed by the Resident. Payment for all signal timing adjustments shall be incidental to the Maintenance of Traffic Control Item.



2019 CONSTRUCTION DESIGN VOLUMES
←115
75→

Legend:

- Construction Area
- Portable Concrete Barrier
- Channelization Devices
- Traffic Attenuator
- Type 3 Barricade
- Portable Traffic Signal Trailer
- Detection Zone
- Detection Camera
- Black-Out Existing Pavement Marking

Scale: 25 0 25 50
1" = 25'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

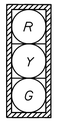
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
PHASE 1

VHB: 55200.01 SHEET NUMBER: 7
CONTRACT: 2019.06 7 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\007_TempSig_01.dgn

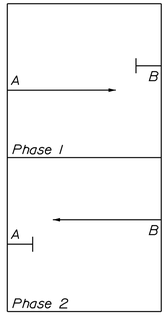
PROPOSED TEMPORARY INDICATIONS



A1,A2,B1,B2

Note:
All indications shall be 12" light emitting diodes (LED's) with 5" louvered backplates

DETECTOR SCHEDULE



PROPOSED POST MOUNTED SIGNS

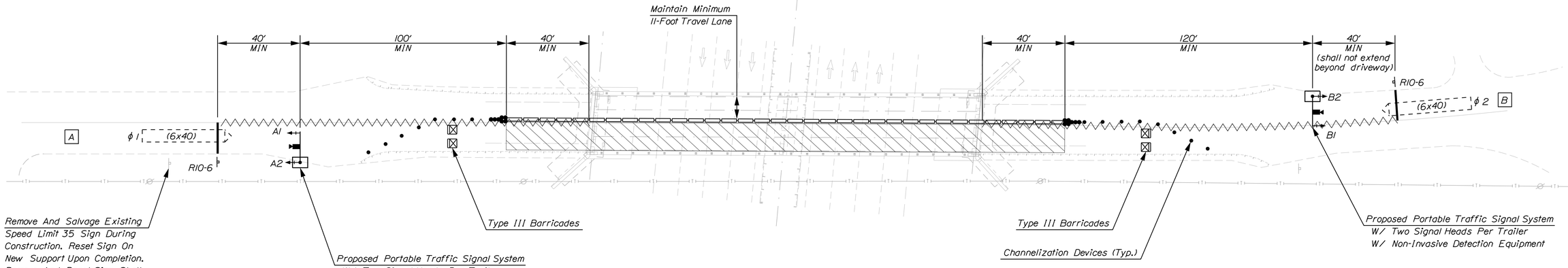
R10-6
24"x36"
2-Proposed

PROPOSED TEMPORARY NEMA 4 PHASE SIGNAL PHASING AND TIMING

ITEM / PHASE	1	2
Min Green	10	10
Extension	4	4
Maximum 1	24	24
Maximum 2	-	-
Vehicle Clear	4	4
Red Clear	14	14
Pedestrian Walk	-	-
Pedestrian Clearance	-	-
Flash	FR	FR
Recall	OFF	OFF
Detector	NL	NL

Notes:
L = Locking
NL = Non-Locking
FR = Flash Red

The contractor shall set timing of the temporary traffic signal per timing data provided. Signal timing adjustments shall be approved by the Resident and accomplished as directed by the Resident. Payment for all signal timing adjustments shall be incidental to the Maintenance of Traffic Control Item.



2019 CONSTRUCTION DESIGN VOLUMES
←115
75→

Legend:
- Construction Area
- Portable Concrete Barrier
- Channelization Devices
- Traffic Attenuator
- Type 3 Barricade
- Portable Traffic Signal Trailer
- Detection Zone
- Detection Camera
- Black-Out Existing Pavement Marking

Scale: 25 0 25 50
1" = 25'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
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FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

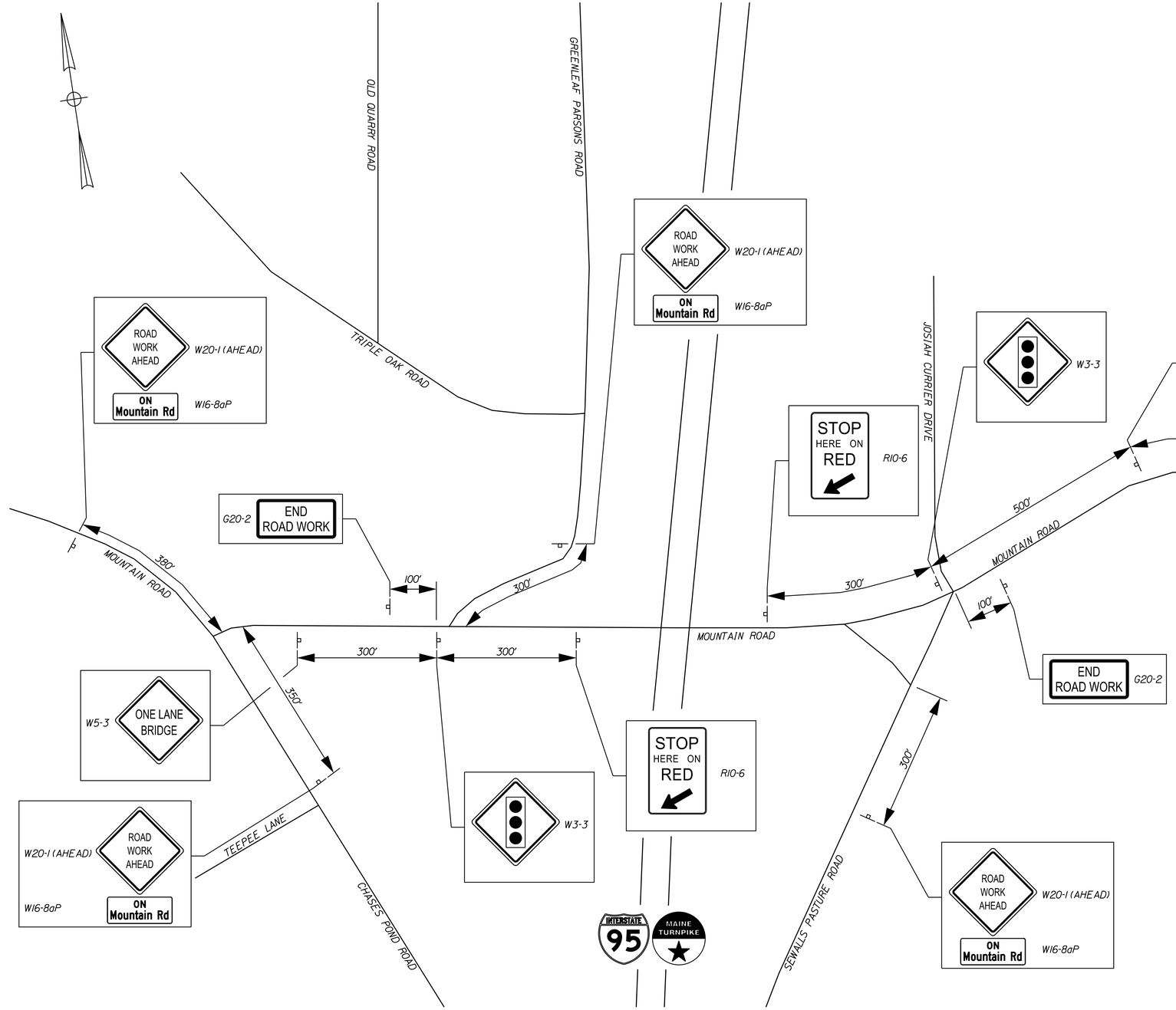
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
PHASE 2

VHB: 55200.01 SHEET NUMBER: 8
CONTRACT: 2019.06 8 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\008_TempSig_02.dgn



TEMPORARY SIGNAL PLAN ADVANCE SIGNING

CONSTRUCTION SIGN SUMMARY

Sign		Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
G20-2	END ROAD WORK	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		36"x18"	2 - Black on Orange
R10-6	STOP HERE ON RED			24"x36"	2 - Black on White
W3-3				36"x36"	2 - Black on Orange (Red/Yellow/Green)
W5-3	ONE LANE BRIDGE			36"x36"	2 - Black on Orange
W20-1 (AHEAD)	ROAD WORK AHEAD			36"x36"	5 - Black on Orange
W16-8aP	ON Mountain Rd	3" 6"/4.5"	2" 3.5" 2"	42"x15"	4 - Black on Orange

NOTE:

Advance signing shall remain in place for both Phase 1 and Phase 2 Temporary Signal Plans.

Scale: 125 0 125 250
1" = 250'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

VANASSE HANGEN BRUSTLIN, INC.
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South Portland, ME 04106
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MAINE TURNPIKE

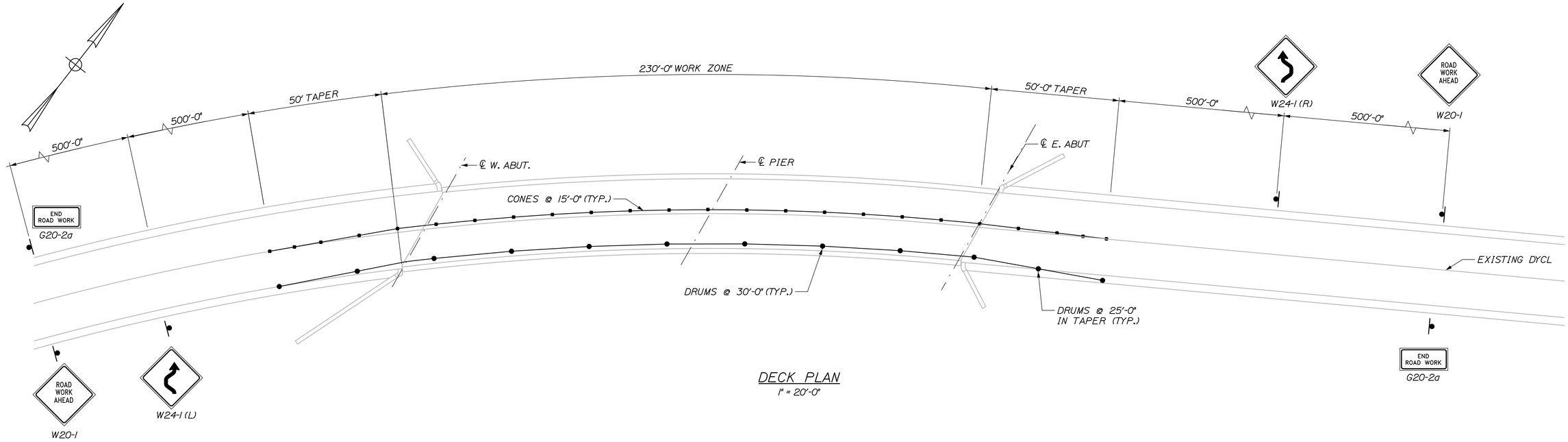
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
ADVANCED SIGNING

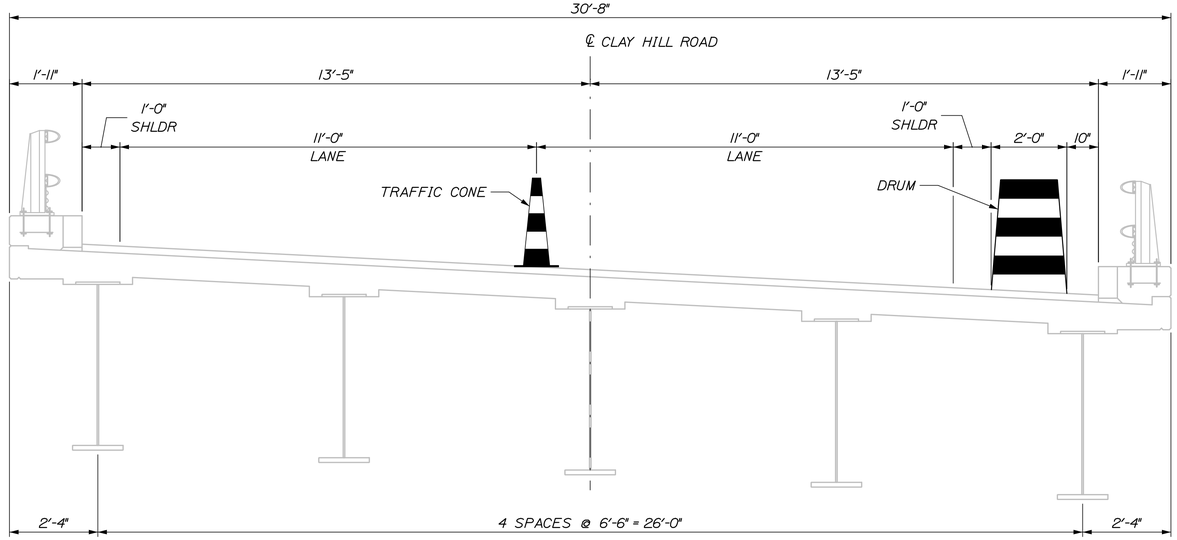
VHB: 55200.01 SHEET NUMBER: 9
CONTRACT: 2019.06 9 OF 45

Filename: \\vhb\gbl\proj\SPortland\55200.00_2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\009_TempSig_03.dgn
Date: 1/11/2019



DECK PLAN

1" = 20'-0"



TRANSVERSE SECTION

1/2" = 1'-0"

Date:1/10/2019

Filename: 010_MOT.dgn

Scale: AS NOTED

No.	Revision	By	Date

Designed by: HNTB

CONSULTANT PROJECT MANAGER: Tim Cote, P.E.

	By	Date		By	Date
Designed	HJW	11/18	Checked	BRG	11/18
Drawn	PEB	11/18	In Charge of	RAL	11/18

HNTB CORPORATION
340 County Road, Suite 6-C
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 228-0909

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.E.

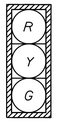
CLAY HILL ROAD BRIDGE HIT

MAINTENANCE OF TRAFFIC DECK PLAN AND SECTION

SHEET NUMBER: 10

CONTRACT:2019.06

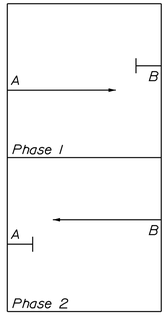
PROPOSED TEMPORARY INDICATIONS



A1,A2,B1,B2

Note:
All indications shall be 12" light emitting diodes (LED's) with 5" louvered backplates

DETECTOR SCHEDULE



PROPOSED POST MOUNTED SIGNS

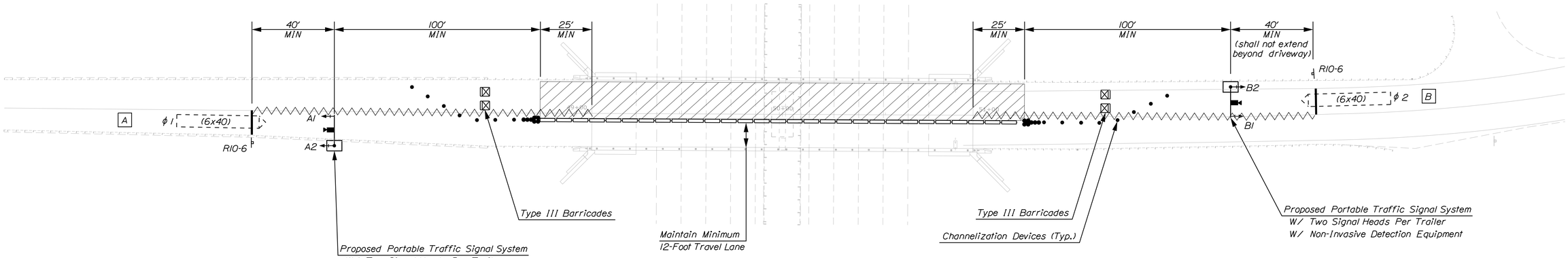
R10-6
24"x36"
2-Proposed

PROPOSED TEMPORARY NEMA 4 PHASE SIGNAL PHASING AND TIMING

ITEM / PHASE	1	2
Min Green	10	10
Extension	4	4
Maximum 1	22	22
Maximum 2	-	-
Vehicle Clear	4	4
Red Clear	13	13
Pedestrian Walk	-	-
Pedestrian Clearance	-	-
Flash	FR	FR
Recall	OFF	OFF
Detector	NL	NL

Notes:
L = Locking
NL = Non-Locking
FR = Flash Red

The contractor shall set timing of the temporary traffic signal per timing data provided. Signal timing adjustments shall be approved by the Resident and accomplished as directed by the Resident. Payment for all signal timing adjustments shall be incidental to the Maintenance of Traffic Control Item.



2019 CONSTRUCTION DESIGN VOLUMES

←65
40→

TEMPORARY TRAFFIC SIGNAL OPTION

Legend:

- Construction Area
- Portable Concrete Barrier
- Channelization Devices
- Traffic Attenuator
- Type 3 Barricade
- Portable Traffic Signal Trailer
- Detection Zone
- Detection Camera
- Black-Out Existing Pavement Marking

Scale: 25 0 25 50
1" = 25'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

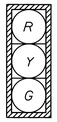
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
PHASE 1

VHB: 55200.01 SHEET NUMBER: 11
CONTRACT: 2019.06 11 OF 45

Date:1/11/2019
Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\011_TempSig_01.dgn

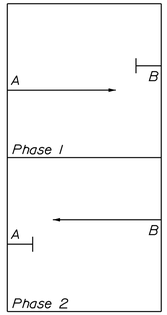
PROPOSED TEMPORARY INDICATIONS



A1,A2,B1,B2

Note:
All indications shall be 12" light emitting diodes (LED's) with 5" louvered backplates

DETECTOR SCHEDULE



PROPOSED POST MOUNTED SIGNS

R10-6
24"x36"
2-Proposed

PROPOSED TEMPORARY NEMA 4 PHASE SIGNAL PHASING AND TIMING

ITEM / PHASE	1	2
Min Green	10	10
Extension	4	4
Maximum 1	22	22
Maximum 2	-	-
Vehicle Clear	4	4
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Pedestrian Walk	-	-
Pedestrian Clearance	-	-
Flash	FR	FR
Recall	OFF	OFF
Detector	NL	NL

Notes:
L = Locking
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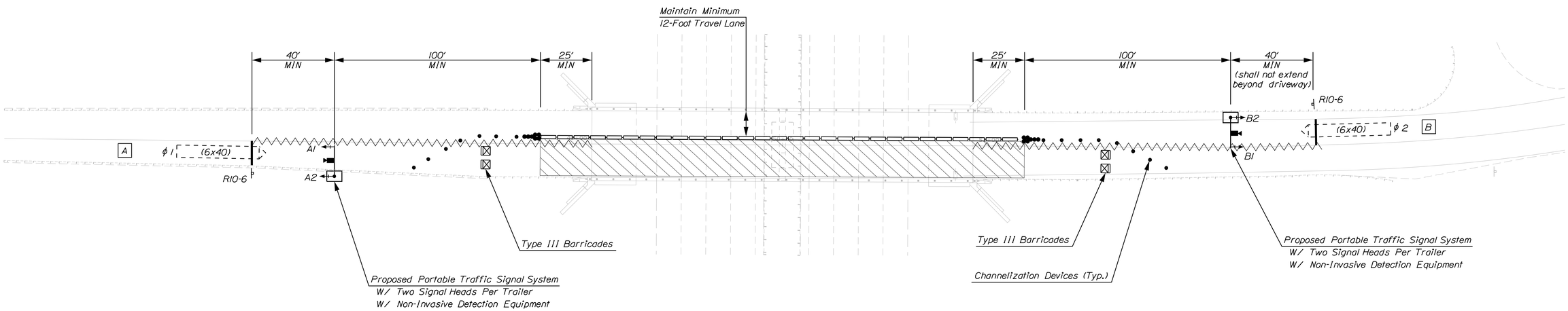
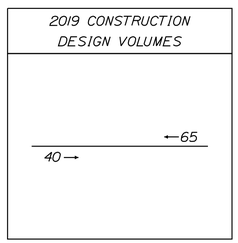
The contractor shall set timing of the temporary traffic signal per timing data provided. Signal timing adjustments shall be approved by the Resident and accomplished as directed by the Resident. Payment for all signal timing adjustments shall be incidental to the Maintenance of Traffic Control Item.





TEMPORARY TRAFFIC SIGNAL OPTION

Legend:
- Construction Area
- Portable Concrete Barrier
- Channelization Devices
- Traffic Attenuator
- Type 3 Barricade
- Portable Traffic Signal Trailer
- Detection Zone
- Detection Camera
- Black-Out Existing Pavement Marking

Scale: 25 0 25 50
1" = 25'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

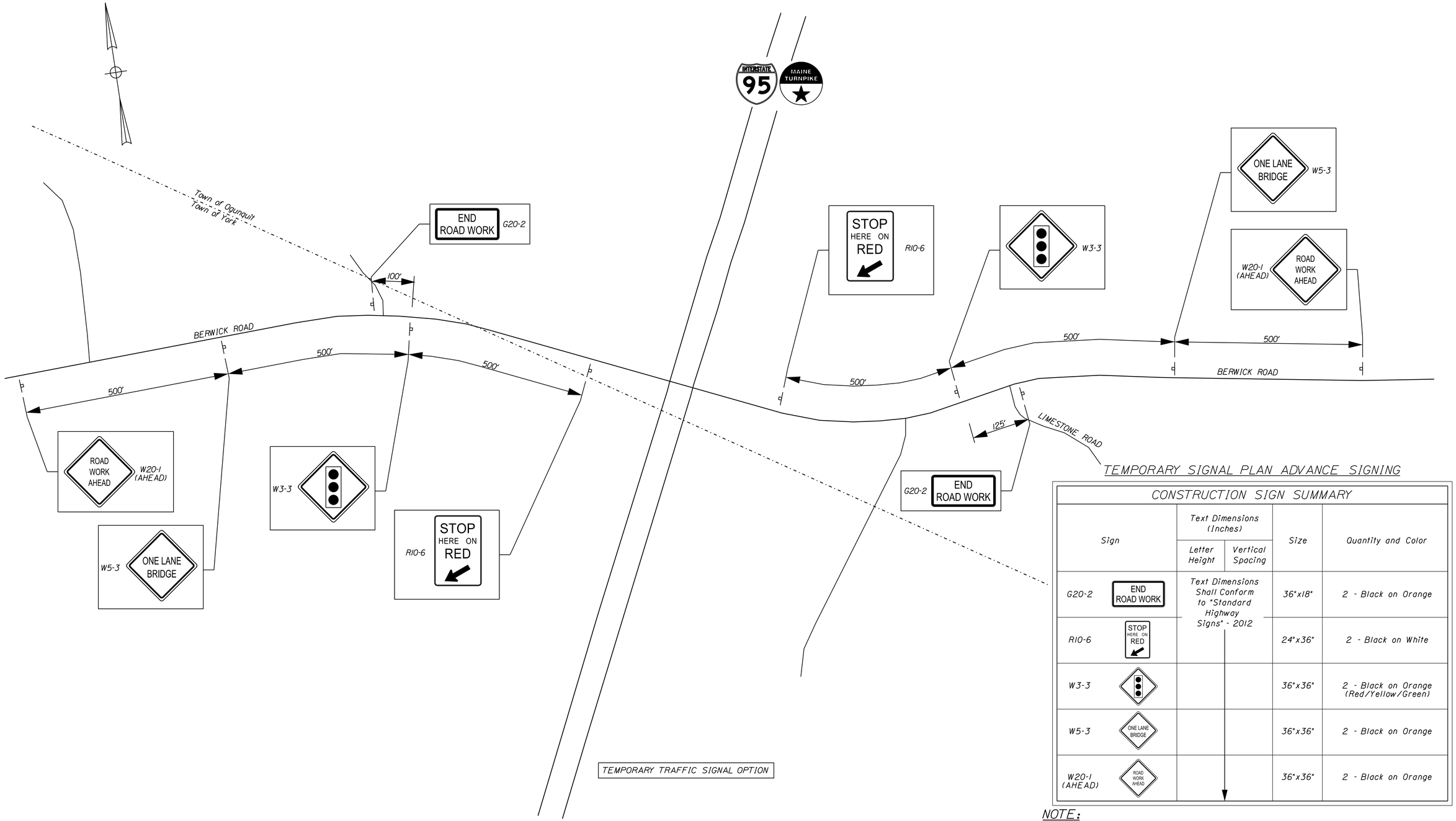
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
PHASE 2

VHB: 55200.01 SHEET NUMBER: 12
CONTRACT: 2019.06 12 OF 45

Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\012_TempSig_02.dgn
Date: 1/11/2019



TEMPORARY SIGNAL PLAN ADVANCE SIGNING

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
G20-2 END ROAD WORK	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		36"x18"	2 - Black on Orange
R10-6 STOP HERE ON RED			24"x36"	2 - Black on White
W3-3			36"x36"	2 - Black on Orange (Red/Yellow/Green)
W5-3 ONE LANE BRIDGE			36"x36"	2 - Black on Orange
W20-1 (AHEAD) ROAD WORK AHEAD			36"x36"	2 - Black on Orange

NOTE:

Advance signing shall remain in place for both Phase 1 and Phase 2 Temporary Signal Plans.

Scale: 125 0 125 250
1" = 250'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
TEMPORARY SIGNAL PLAN
ADVANCED SIGNING

VHB: 55200.01 SHEET NUMBER: 13
CONTRACT: 2019.06 13 OF 45

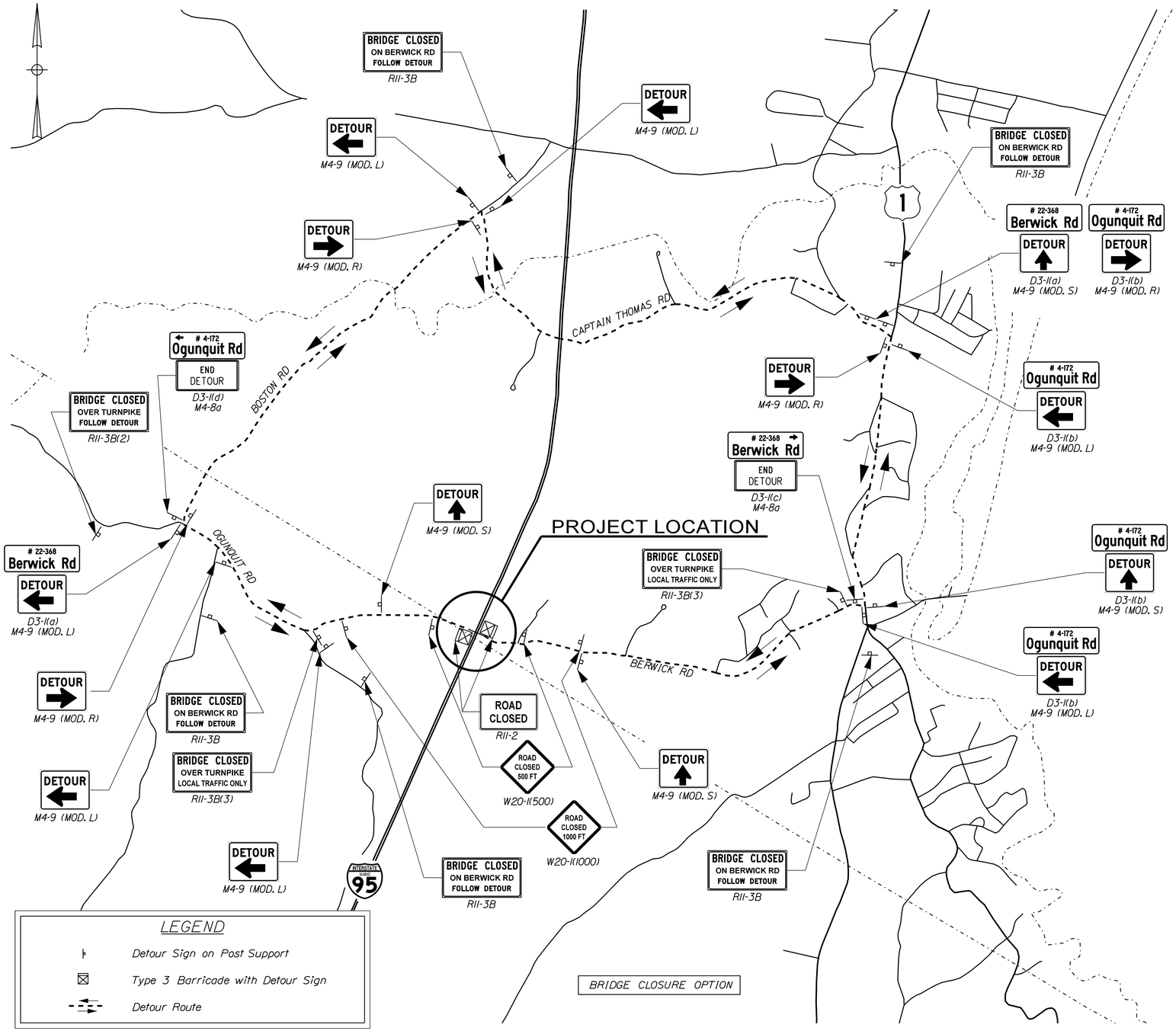
Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\013_TempSig_03.dgn
Date: 1/11/2019

DETOUR FOR NORTH BERWICK ROAD BRIDGE CLOSURE

DETOUR SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
M4-8a END DETOUR	SHSB		24"x18"	2 - Black on Orange
M4-9 (MOD. L) DETOUR			30"x24"	7 - Black on Orange
M4-9 (MOD. R) DETOUR			30"x24"	4 - Black on Orange
M4-9 (MOD. S) DETOUR			30"x24"	4 - Black on Orange
W20-1 (1000) ROAD CLOSED 1000 FT			36"x36"	2 - Black on Orange
W20-1 (500) ROAD CLOSED 500 FT			36"x36"	2 - Black on Orange
D3-1(a) # 22-368 Berwick Rd	3" 6"/4.5"	2" 3.5" 2"	42"x15"	2 - Black on Orange
D3-1(b) # 4-172 Ogunquit Rd	3" 6"/4.5"	2" 3.5" 2"	42"x15"	4 - Black on Orange
D3-1(c) # 22-368 Berwick Rd →	3" 6"/4.5"	2" 3.5" 2"	42"x15"	1 - Black on Orange
D3-1(d) ← # 4-172 Ogunquit Rd	3" 6"/4.5"	2" 3.5" 2"	42"x15"	1 - Black on Orange
RII-2 ROAD CLOSED	SHSB		48"x30"	2 - Black on White
RII-3b BRIDGE CLOSED ON BERWICK RD FOLLOW DETOUR	6" 5" 4"	3.38" 3.38"	60"x30"	5 - Black on White
RII-3b(2) BRIDGE CLOSED OVER TURNPIKE FOLLOW DETOUR	6" 5" 4"	3.38" 3.38"	60"x30"	1 - Black on White
RII-3b(3) BRIDGE CLOSED OVER TURNPIKE LOCAL TRAFFIC ONLY	6" 5" 4"	3.38" 3.38"	60"x30"	2 - Black on White

SHSB - Text Dimensions Shall Conform to "Standard Highway Signs Book" - 2012 Edition.



Scale: 1000 0 2000
1" = 1000'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	1/11/19	Checked	MDS	1/11/19
Drawn	JAR	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

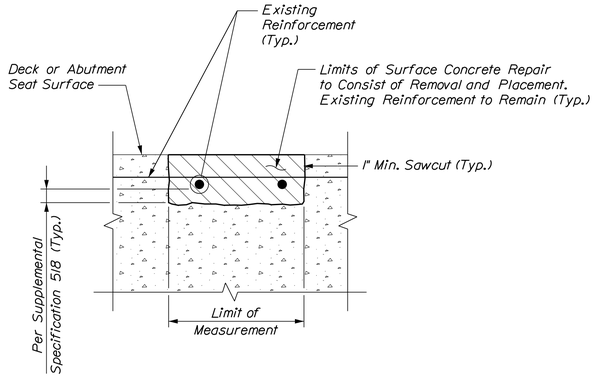
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
NORTH BERWICK ROAD BRIDGE
DETOUR PLAN

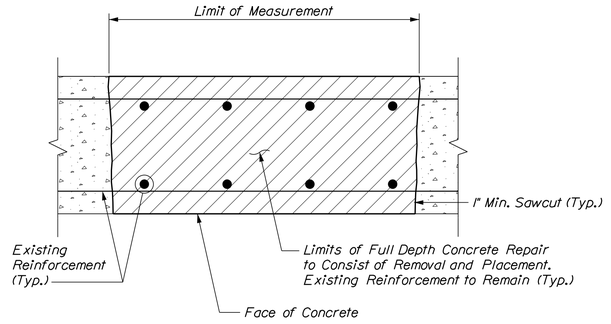
VHB: 55200.01 SHEET NUMBER: 14
CONTRACT: 2019.06 14 OF 45

Date:1/11/2019

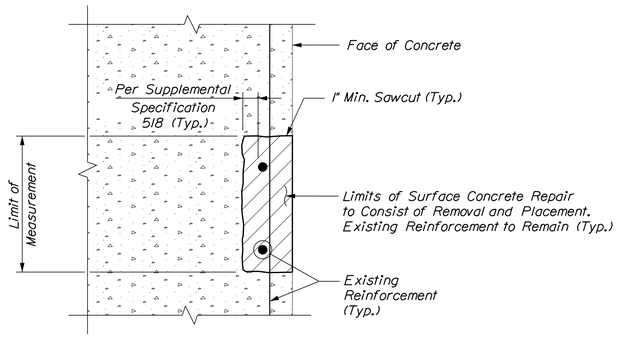
Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\014_detour_02.dgn



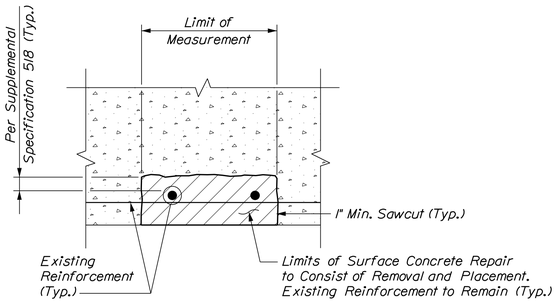
TYPICAL HORIZONTAL SURFACE CONCRETE REPAIR DETAILS



TYPICAL FULL DEPTH REPAIR DETAILS



TYPICAL VERTICAL SURFACE CONCRETE REPAIR DETAILS



KEY

Existing Concrete

Proposed Concrete

TYPICAL OVERHEAD SURFACE CONCRETE REPAIR DETAILS

CONCRETE REPAIR NOTES

1. Repair work shall include: surface concrete repairs, epoxy injection crack repair and providing access for inspection.
2. Where concrete repairs are specified the work shall include removal of unsound concrete and placement, and curing of repair materials. Repairs shall be measured for payment under the appropriate 518 Item.
3. Where epoxy injection crack repair is specified the work shall include pressure injection of cracks 1/16" or more in width. Work shall be paid under Item 518.4 Epoxy Injection Crack Repair.
4. Prior to the start of any concrete repairs the Resident and the Contractor shall sound all concrete surfaces and agree on the repair limits. Estimated repair quantities may increase at the Resident's discretion.
5. The estimated repair quantities are based on inspections completed in May and November 2018.

CONCRETE SURFACE REPAIR NOTES

1. Perform 1" deep saw cuts along limits of removal.
2. Chip concrete to the depth specified in Supplemental Specification 518. If the removal limits change during the demolition process the Contractor shall notify the Resident. The Resident and Contractor shall agree on the revised pay limits prior to the Contractor continuing the removal.
3. Prepare and patch repair areas with Class AAA modified concrete.
4. Perform general finishing.

EPOXY INJECTION CRACK REPAIR NOTES

1. All crack repairs shall be completed by an individual qualified and experienced in the type of repairs proposed.
2. All crack repairs shall be completed in accordance with Supplemental Specification 518.

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

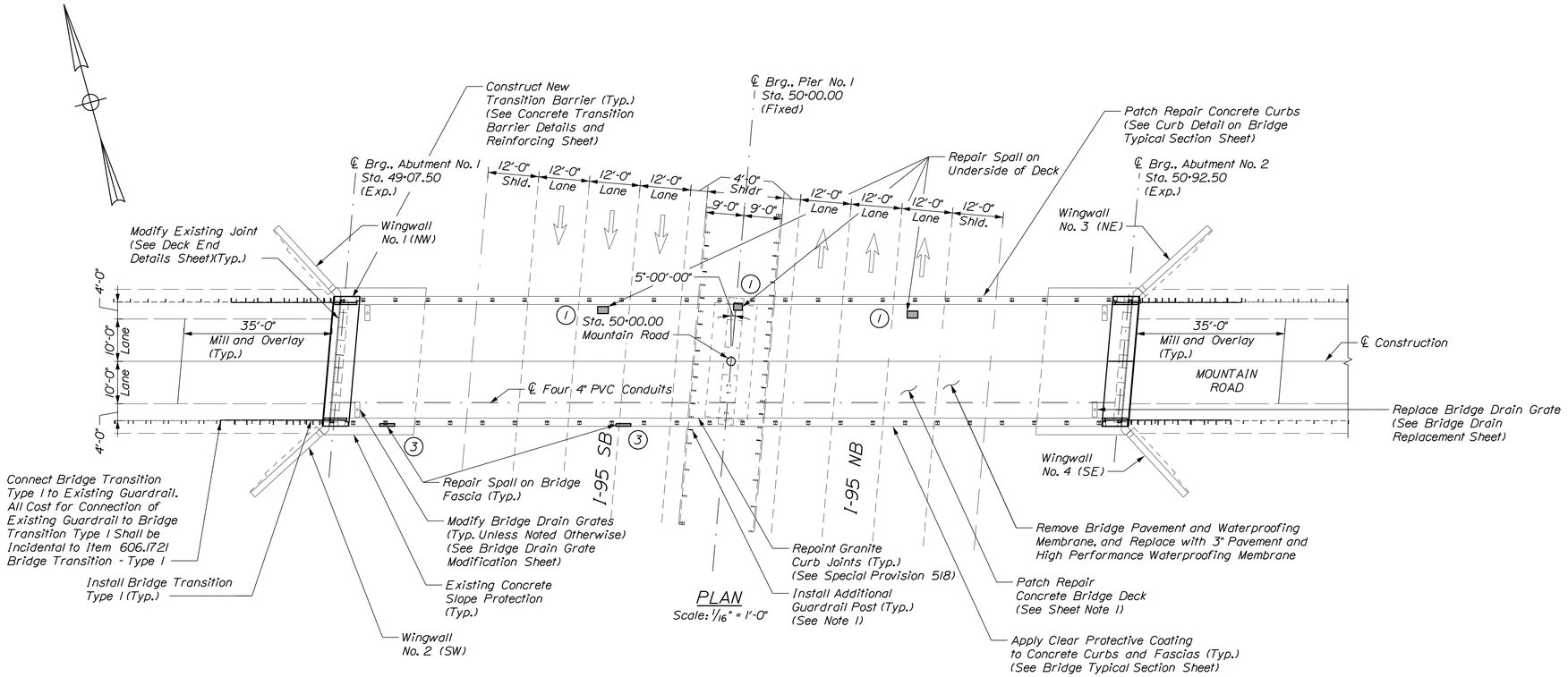
MTA PROJECT NO. 2019.06
2019 SOUTHERN BRIDGE REPAIRS

CONCRETE REPAIR TYPICAL DETAILS

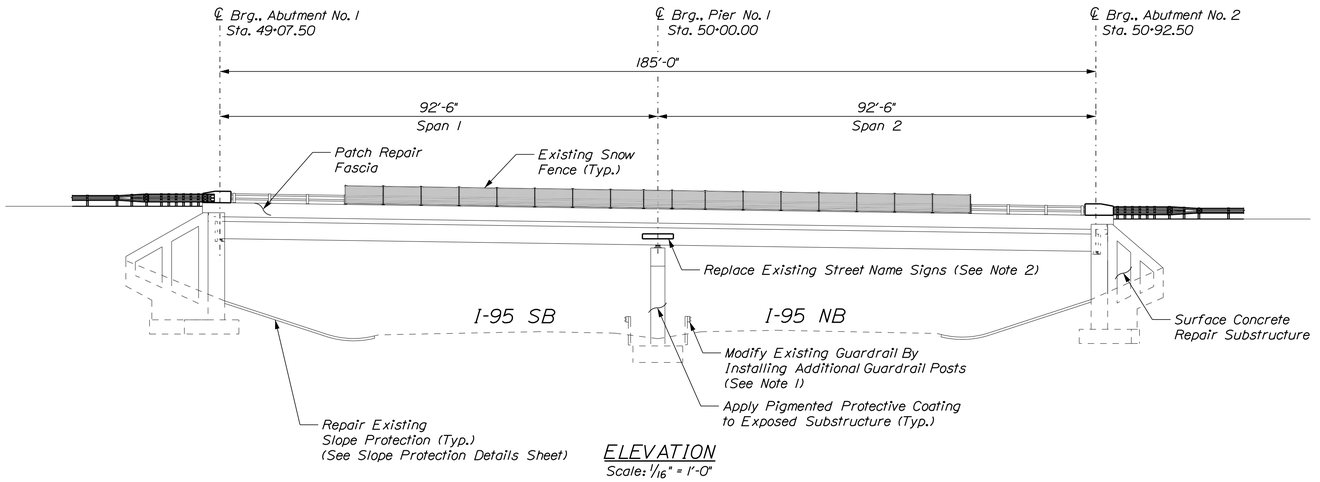
VHB: 55200.01 SHEET NUMBER: 15
CONTRACT: 2019.06 15 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\015_concrepair_01.dgn



PLAN
Scale: 1/16" = 1'-0"



ELEVATION
Scale: 1/16" = 1'-0"

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Overhead Surface Repairs	8 *
* Includes 5 S.F. Additional Repair Quantity As A Contingency	
Fascia Surface Repairs	10 **
** Includes 4 S.F. Additional Repair Quantity As A Contingency	
Partial Depth Concrete Deck Repairs	255 ***
*** Assumes 5% of the Deck will require Partial Depth Concrete Repairs.	

NOTES

1. All work for installing the proposed guardrail posts, including supplying and installing new offset blocks, modifications to the existing guardrail for the connection to the proposed guardrail posts, and other required adjustments shall be incidental to Item 606.48, Single Galvanized Steel Post.
2. The Authority will provide the new Street Name Signs to the Contractor at no cost. All costs for removing the existing signs and installing the new signs shall be incidental to the Related Contract Items.

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- Limit of Pavement Repair
- # Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTE

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Scale: 16 0 16 32
1/16" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

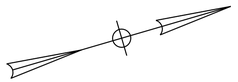
THE GOLD STAR MEMORIAL HIGHWAY

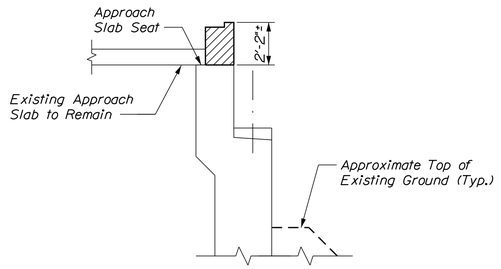
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
BRIDGE PLAN AND ELEVATION

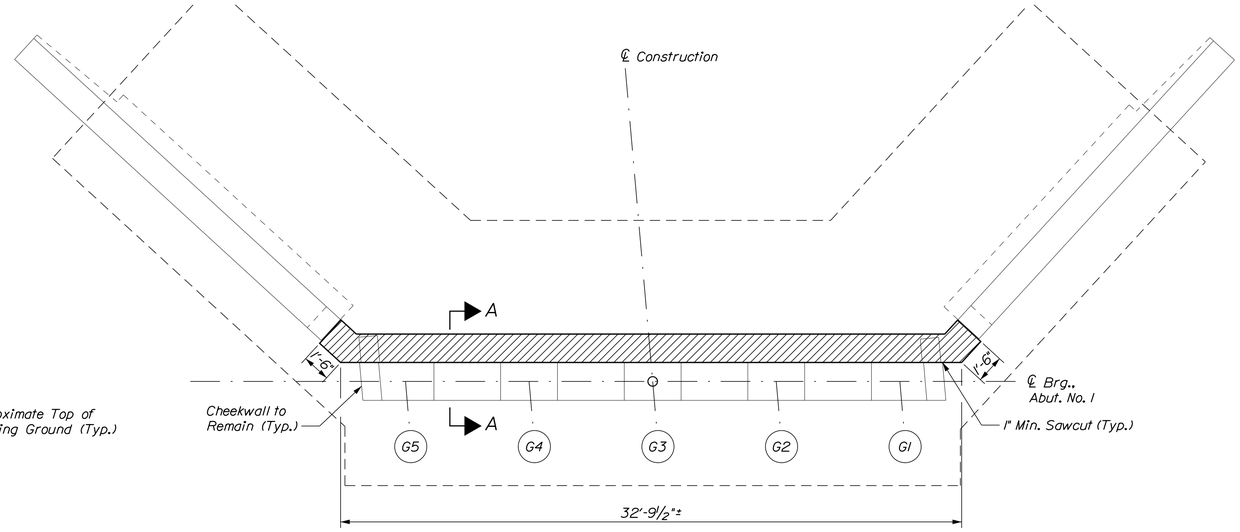
VHB: 55200.01 SHEET NUMBER: 16
CONTRACT: 2019.06 16 OF 45

Date:1/11/2019
Filename: \\vhb\vgbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\016_BDPlan.dgn





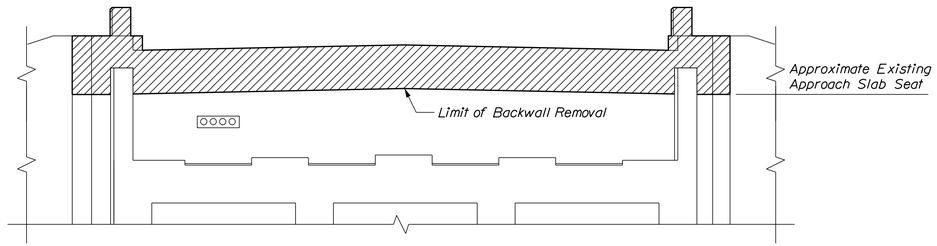
SECTION A-A
Not to Scale



PLAN
(Abutment No. 1 Shown, Abutment No. 2 Similar)
Scale: ¼" = 1'-0"

KEY

Limit of Concrete Removal



ELEVATION
(Abutment No. 1 Shown, Abutment No. 2 Similar)
Scale: ¼" = 1'-0"

Filename: \\vhb\gbl\proj\SPortland\55200.00_2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\017_Abut_01_Mod_01.dgn
Date: 1/11/2019

Scale: 4 0 8
1/4" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

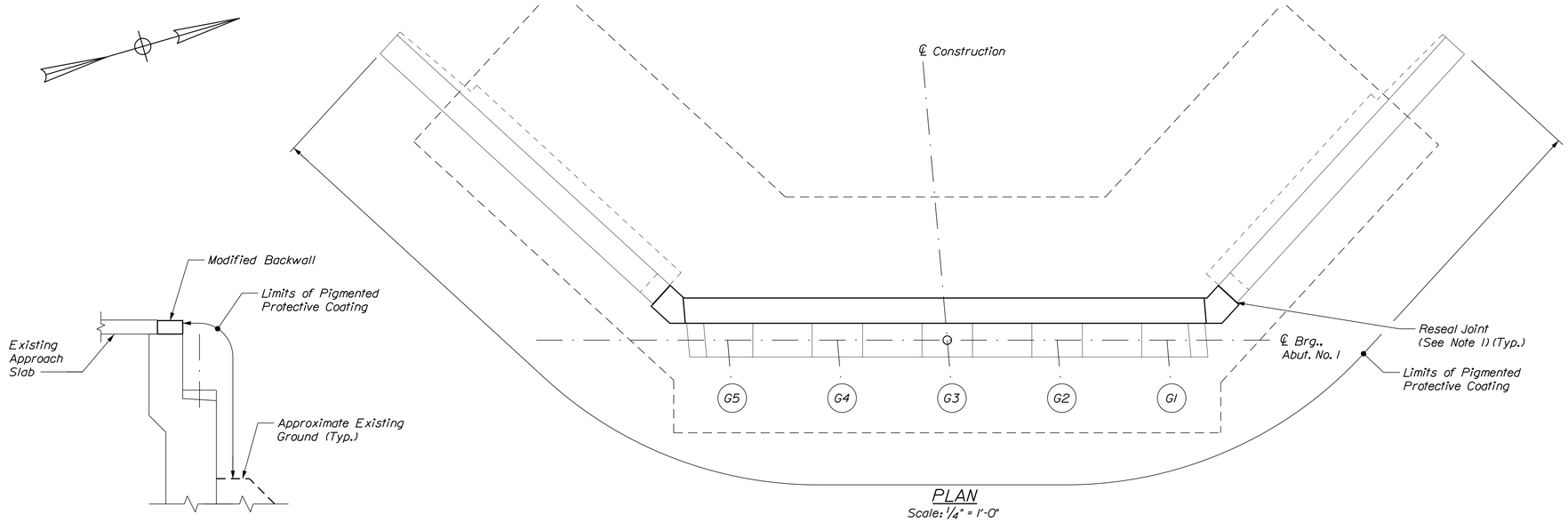
THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS

ABUTMENT REMOVAL DETAILS

VHB: 55200.01 SHEET NUMBER: 17
CONTRACT: 2019.06 17 OF 45



TYPICAL ABUTMENT SECTION

Not to Scale

PLAN

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

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Surface Abutment Repairs	180*

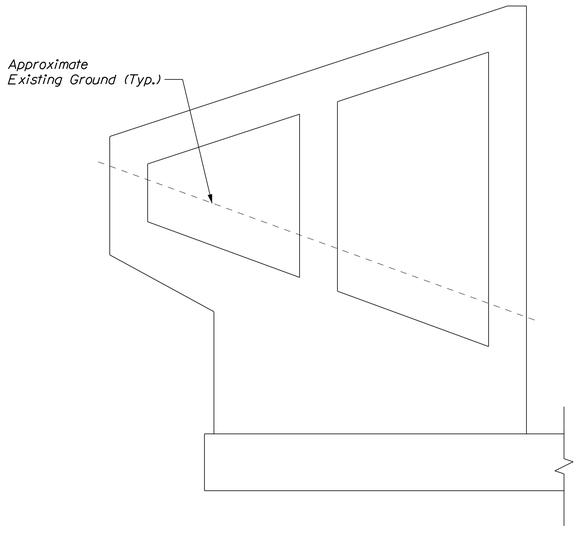
* Includes 47 S.F. Additional Repair Quantity As A Contingency

NOTES

1. Reseal joint between wingwall and abutment and between the abutment and slope protection. Joint Sealant shall be from the Maine DOT Qualified Products List for Silicone and Polyurethane Joint Sealant.
2. Reconnect separated utility conduit sections connection as directed by the Resident. Labor and materials shall be incidental to Concrete Repair Items.

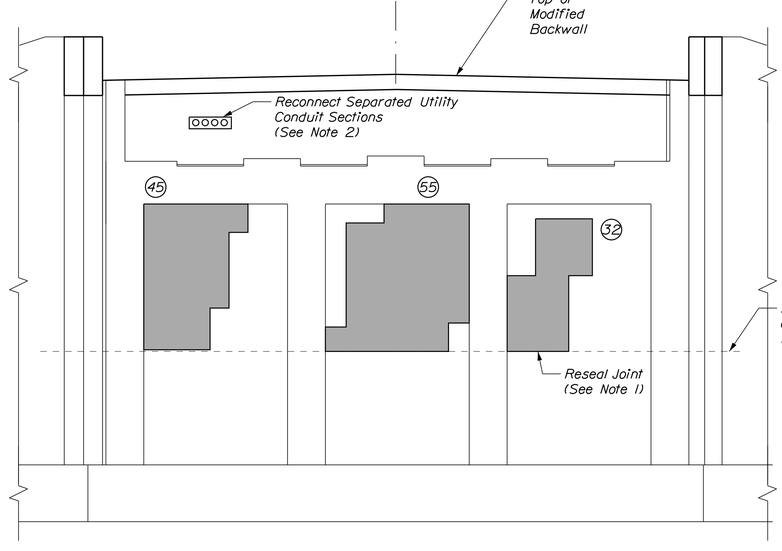
KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- (#) Linear Feet of Crack Repair
- (#) Square Footage of Repair



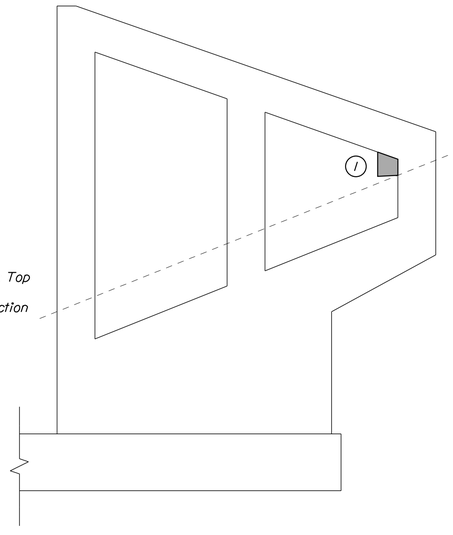
ABUTMENT 1 SOUTHWEST WINGWALL

1/4" = 1'-0"



ELEVATION

(Backwall Modifications Not Shown, See Deck End Details Sheet)
Scale: 1/4" = 1'-0"



ABUTMENT 1 NORTHWEST WINGWALL

1/4" = 1'-0"

SHEET NOTE

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Scale: 4 0 8 — 1/4" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

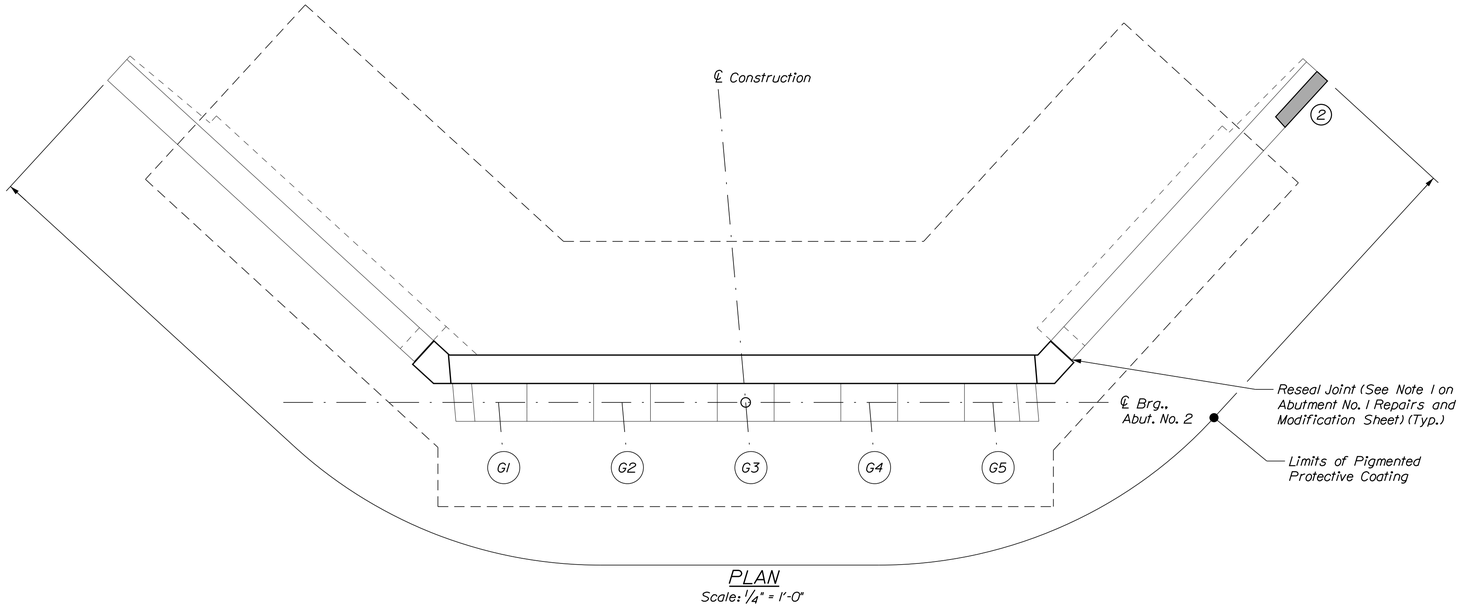
MTA PROJECT NO. 2019.06 MOUNTAIN ROAD UNDERPASS ABUTMENT NO. 1 REPAIRS AND MODIFICATIONS

VHB: 55200.01 SHEET NUMBER: 18

CONTRACT: 2019.06 18 OF 45

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\018_Abut_01.dgn

Date: 1/11/2019



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

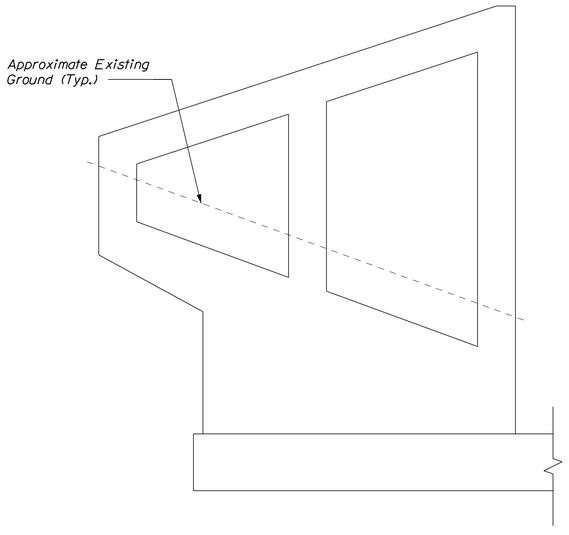
ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Surface Abutment Repairs	100*

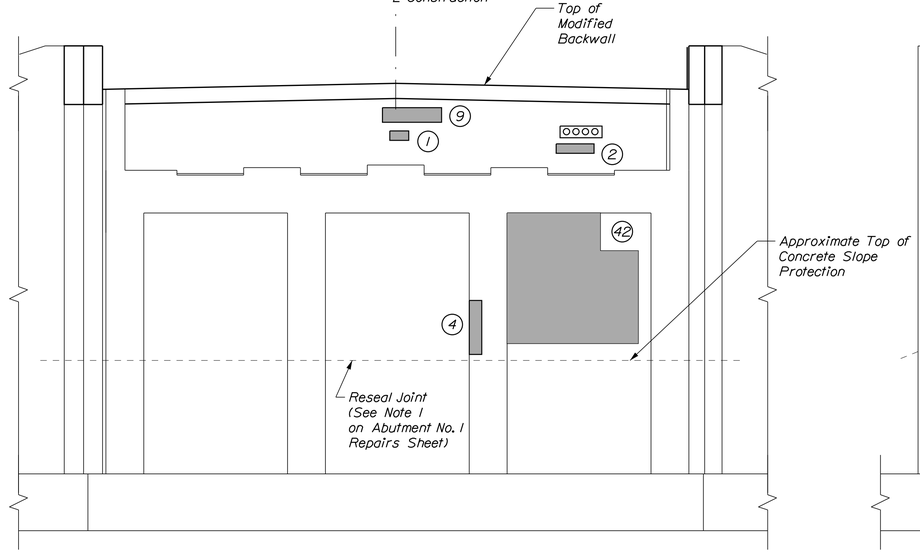
* Includes 38 S.F. Additional Repair Quantity As A Contingency

KEY

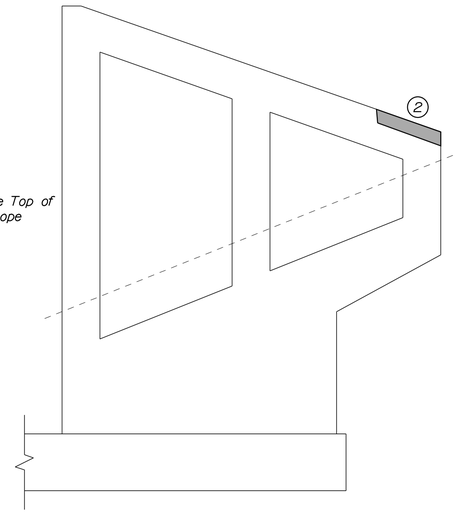
- Limit of Crack Repair
- Limit of Surface Concrete Repair
- # Linear Feet of Crack Repair
- (#) Square Footage of Repair



ABUTMENT 2
NORTHEAST WINGWALL
1/4" = 1'-0"



ELEVATION
(Backwall Modifications Not Shown, See Deck End Details Sheet)
Scale: 1/4" = 1'-0"



ABUTMENT 2
SOUTHEAST WINGWALL
1/4" = 1'-0"

SHEET NOTES

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.
2. For Abutment Notes See Abutment No. 1 Repairs and Modification Sheet.

Scale: 4 0 8
1/4" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

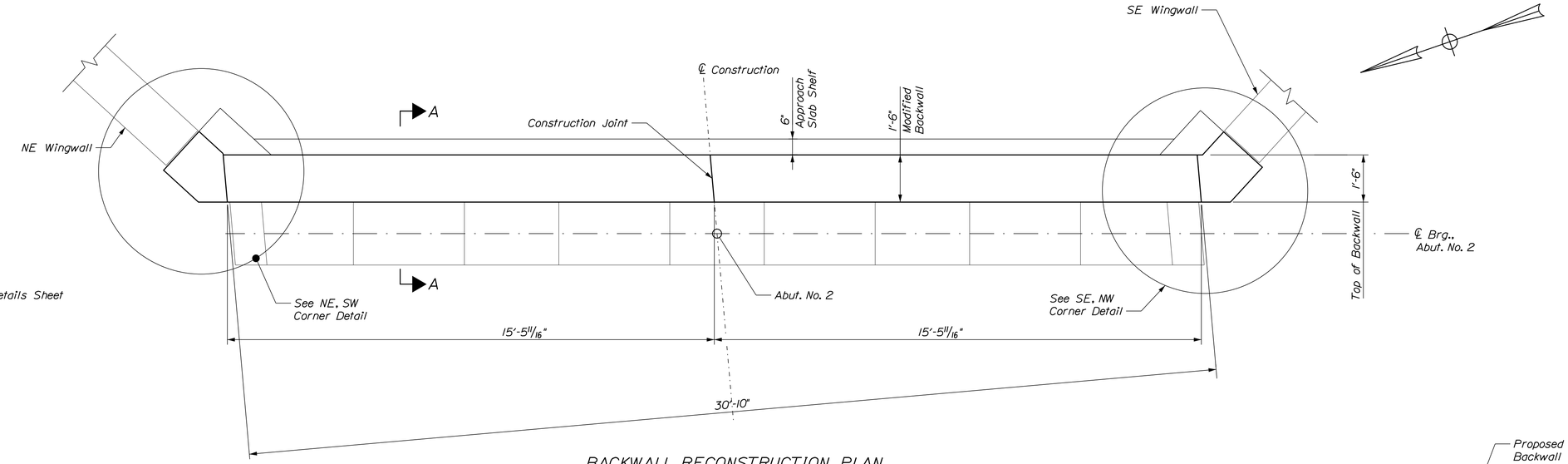
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
ABUTMENT NO. 2 REPAIRS AND MODIFICATIONS

VHB: 55200.01 SHEET NUMBER: 19
CONTRACT: 2019.06 19 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\019_Abut_02.dgn

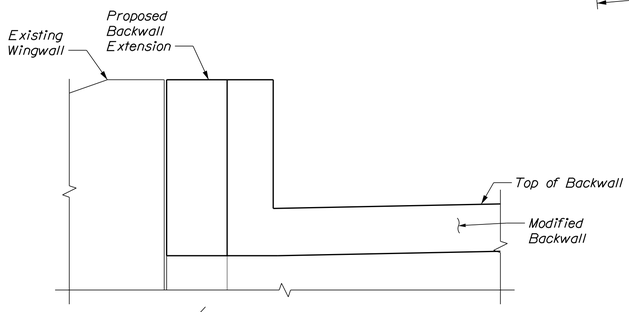


SHEET NOTE

1. See notes on Deck End Details Sheet for additional information.

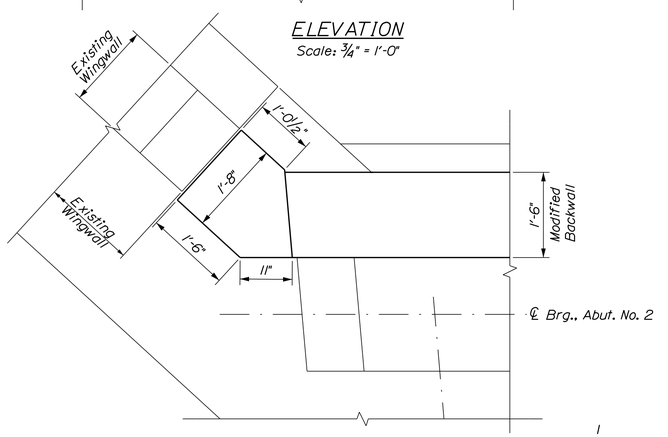
BACKWALL RECONSTRUCTION PLAN

(Abutment 2 Shown, Abutment 1 Similar, Opposite Hand)
Scale: 1/2" = 1'-0"



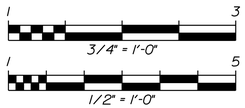
ELEVATION

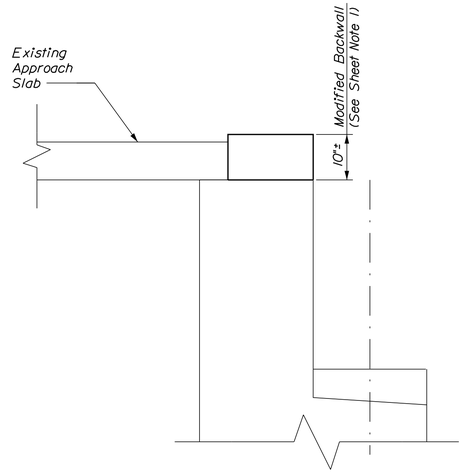
Scale: 3/4" = 1'-0"



NE and SW CORNER DETAIL

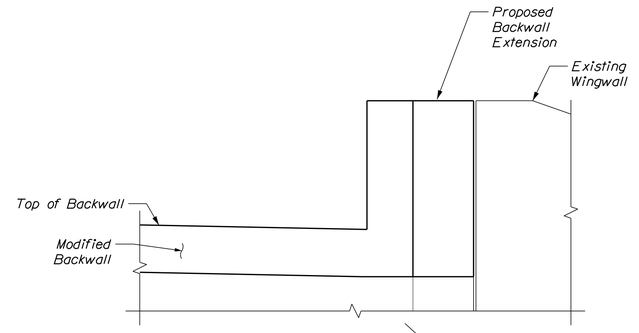
(NE Corner Shown, SW Corner Similar)
Scale: 3/4" = 1'-0"





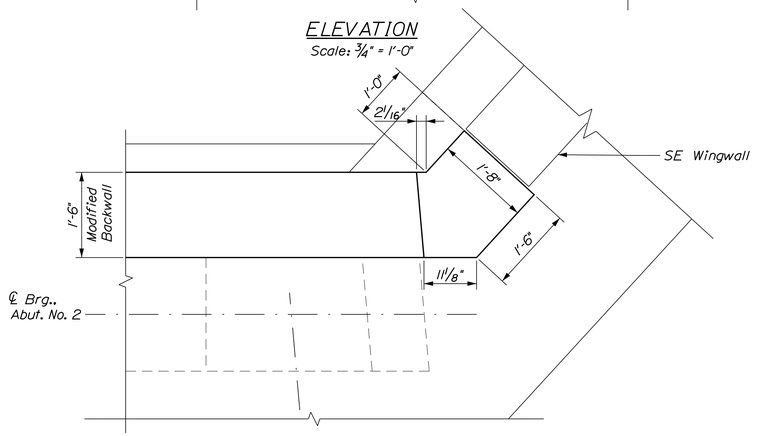
SECTION A-A

Scale: 3/4" = 1'-0"



ELEVATION

Scale: 3/4" = 1'-0"



NW and SE CORNER DETAIL

(SE Corner Shown, NW Corner Similar)
Scale: 3/4" = 1'-0"

No.	Revision	By	Date

Scale:

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

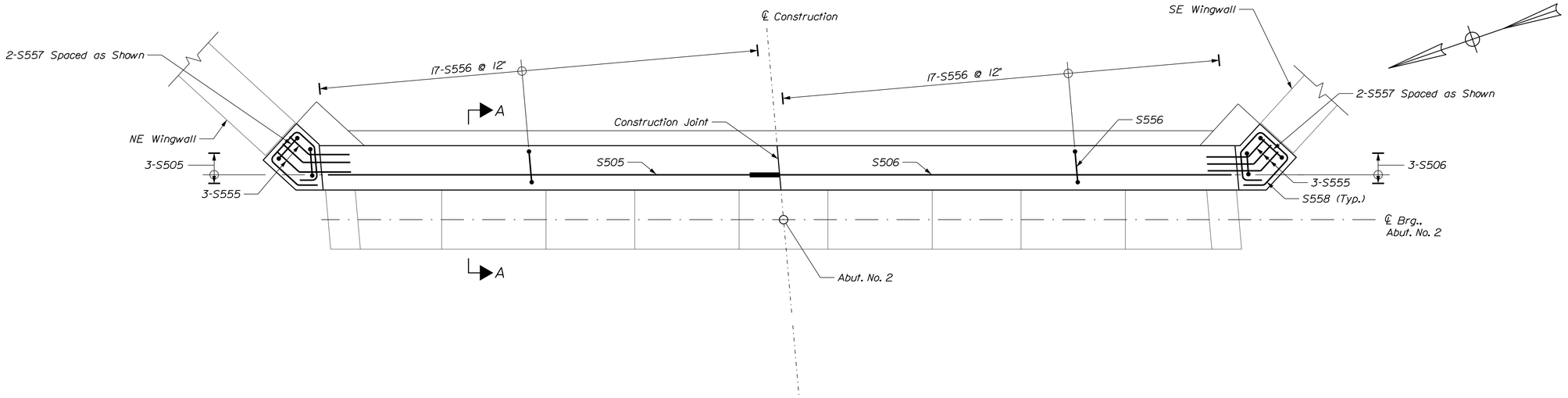
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
MODIFIED BACKWALL DETAILS

VHB: 55200.01 SHEET NUMBER: 20
CONTRACT: 2019.06 20 OF 45

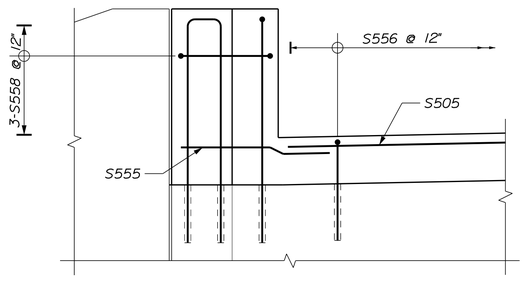
Date:1/21/2019

Filename: \\vhb\gbl\proj\SPortland\55200.00_2019_Southern_Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA1-Mountain\020_Backwall_Recon_01.dgn



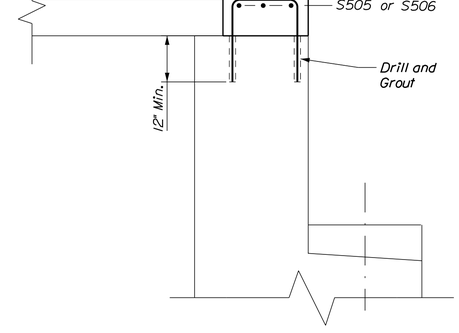
BACKWALL REINFORCEMENT PLAN

(Abutment 2 Shown, Abutment 1 Similar, Opposite Hand)
Scale: ½" = 1'-0"



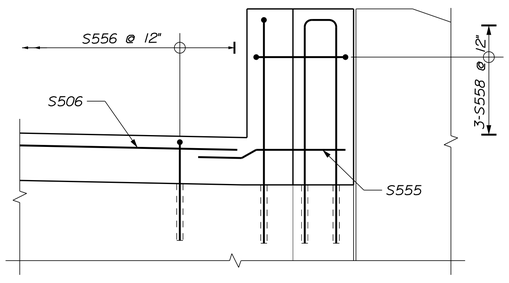
NE WINGWALL ELEVATION

Scale: ¾" = 1'-0"



SECTION A-A

Scale: ¾" = 1'-0"



SE WINGWALL ELEVATION

Scale: ¾" = 1'-0"

1 3
3/4" = 1'-0"

1 5
1/2" = 1'-0"

NOTES

1. The mechanical connection at the construction joint shall be Dayton/Richmond Dowel Bar Splicer System or an approved equal. S505 shall be the female connector and S506 shall be the male connector.
2. At the Contractor's option, the dowel bar splices may be separate from bars S505 and S506 and lapped to those bars. The lap length shall be 3'-0" minimum.

Scale:

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

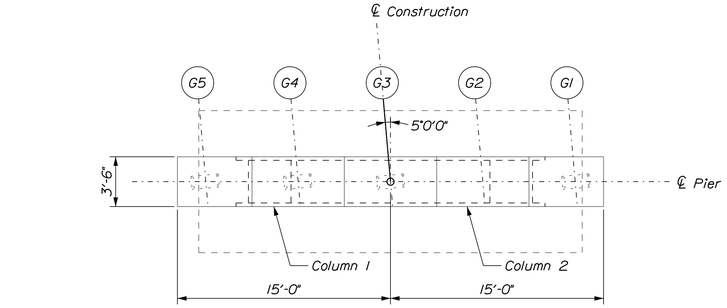
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

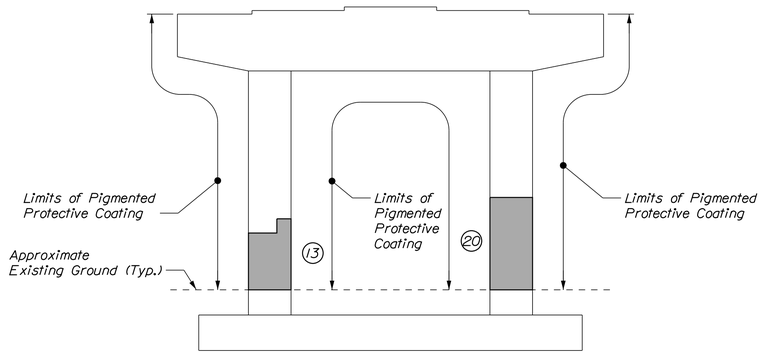
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
MODIFIED BACKWALL REINFORCING

VHB: 55200.01 SHEET NUMBER: 21
CONTRACT: 2019.06 21OF 45

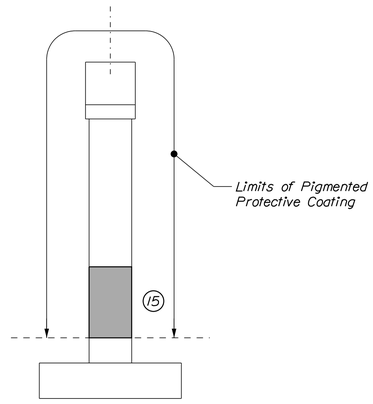
Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\021_Backwall_Reinf_01.dgn
Date:1/11/2019



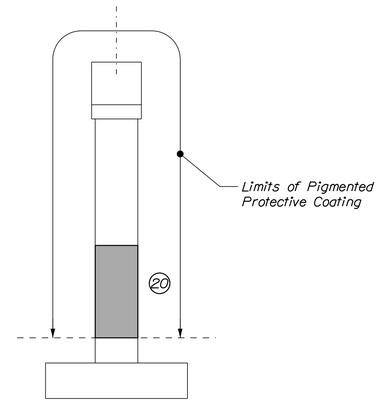
PLAN
Scale: 3/16"=1'-0"



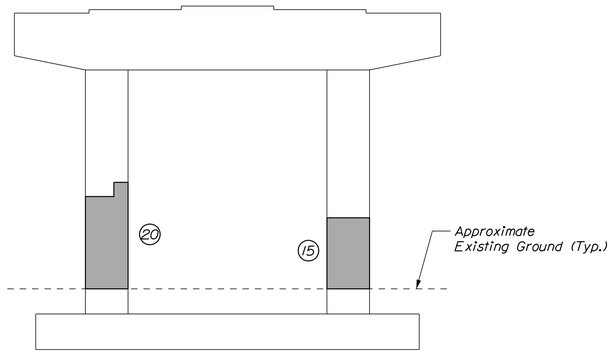
EAST ELEVATION
Scale: 3/16"=1'-0"



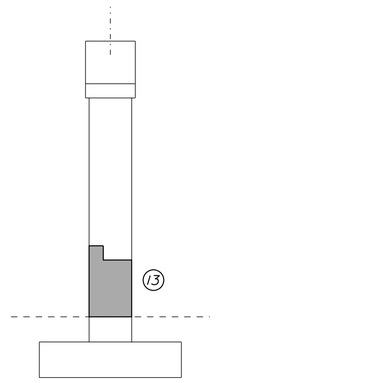
NORTH END COLUMN 1
Scale: 3/16"=1'-0"



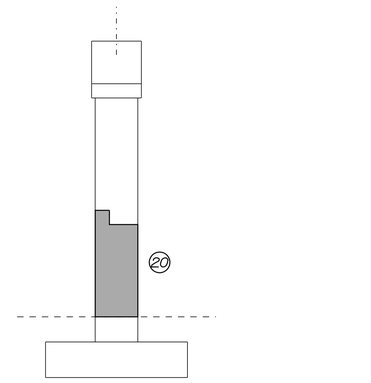
NORTH END COLUMN 2
Scale: 3/16"=1'-0"



WEST ELEVATION
Scale: 3/16"=1'-0"



SOUTH END COLUMN 1
Scale: 3/16"=1'-0"



SOUTH END COLUMN 2
Scale: 3/16"=1'-0"

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Surface Pier Repairs	150 *

* Includes 14 S.F. Additional Repair Quantity As A Contingency

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- [#] Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTE

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Scale: 1 0 15
3/16" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

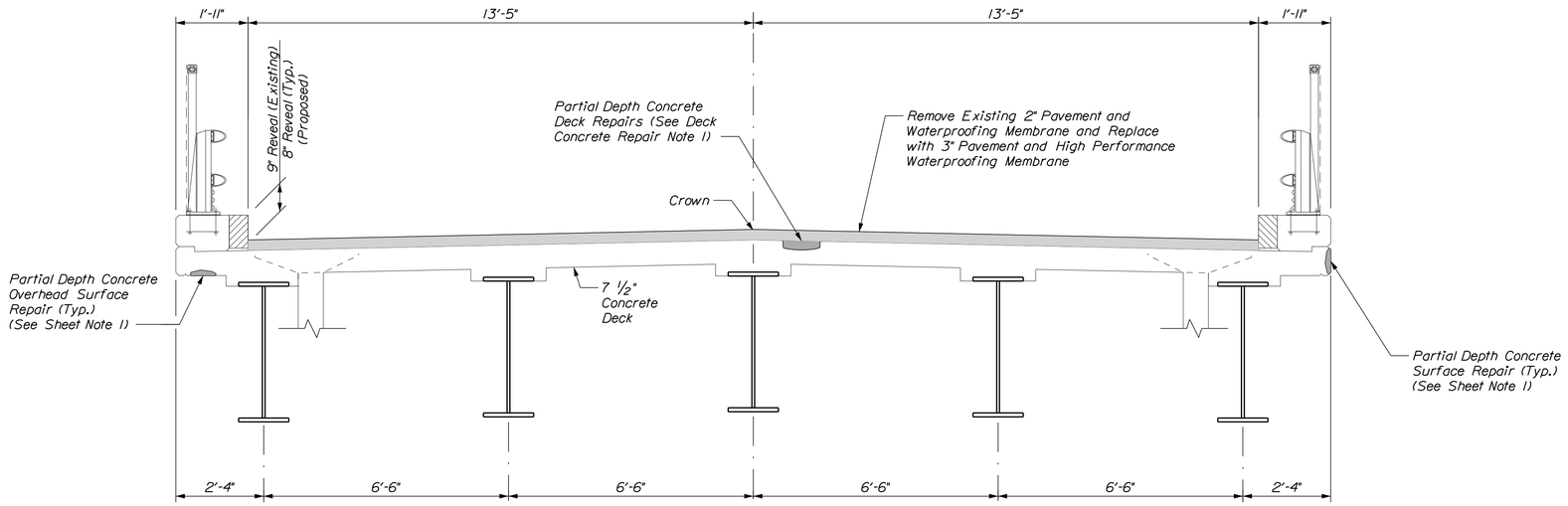
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS

PIER REPAIRS

VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 22
22 OF 45

Filename: \\vhb\gbl\pro\SPortland\55200.00_2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\022_Pier_Re_01.dgn
Date: 1/11/2019



SUPERSTRUCTURE TRANSVERSE SECTION

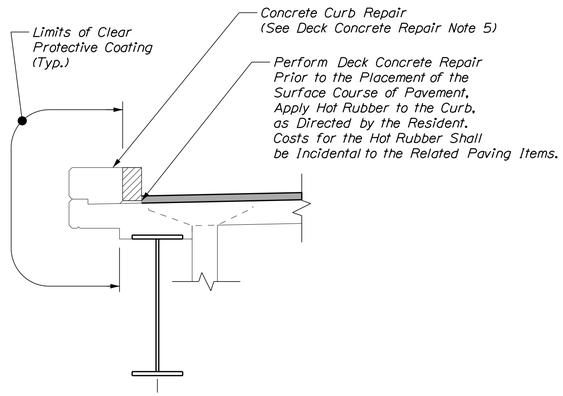
Scale: 1/2" = 1'-0"

DECK CONCRETE REPAIR NOTES

1. Prior to the start of deck concrete repairs, the Resident and the Contractor shall sound all deck concrete using a chain drag or other method approved by the Resident to determine the required repair limits. All costs for sounding the existing deck concrete shall be incidental to Item 518.80 Partial Depth Concrete Deck Repairs.
2. Sawcut 1" deep along all limits of removal.
3. Chip concrete to the depth specified in Supplemental Specification 518. If the removal limits change during the demolition process, the Contractor shall notify the Resident. The Resident and Contractor shall agree on the revised pay limits prior to the Contractor continuing the removals.
4. Prepare and patch repair areas. Install new reinforcing steel, as required. See Supplemental Specification 518.
5. Patch repair concrete curb surfaces as directed by the Resident. Sawcutting is not required for Curb Surface Patch Repairs unless directed by the Resident.

KEY

Limit of Surface Concrete Repair



CURB DETAIL

(Bridge Rail not Shown for Clarity)
Scale: 1/2" = 1'-0"

SHEET NOTE

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Scale: 1/2" = 1'-0" (1 to 5)

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
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MAINE TURNPIKE

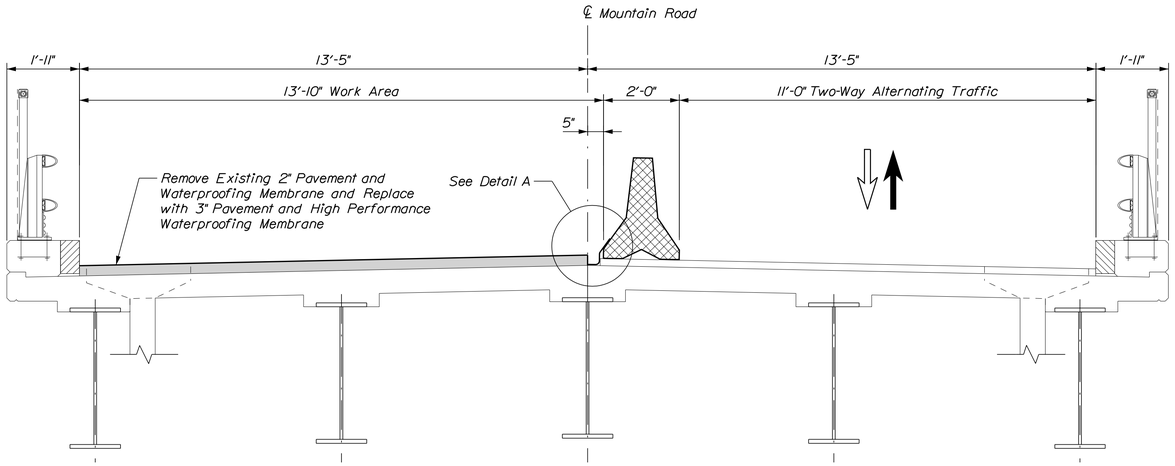
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
BRIDGE TYPICAL SECTION

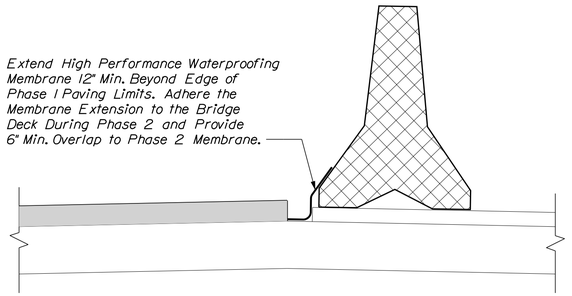
VHB: 55200.01 SHEET NUMBER: 23
CONTRACT: 2019.06 23 OF 45

Filename: \\vhb\vgbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\023_Typ_01.dgn
Date: 1/11/2019



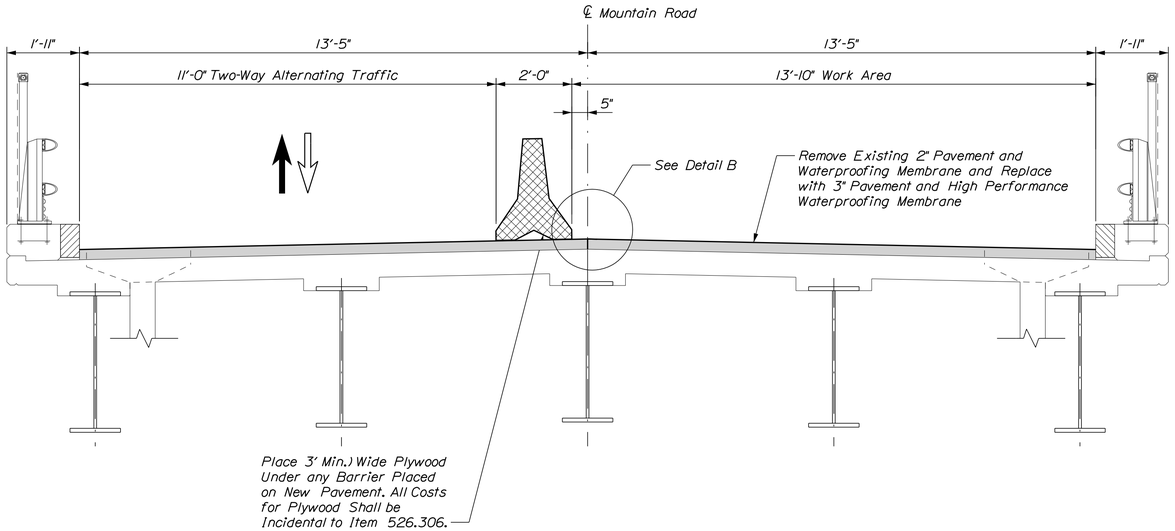
PHASE 1 TYPICAL SECTION

Scale: 1/2" = 1'-0"



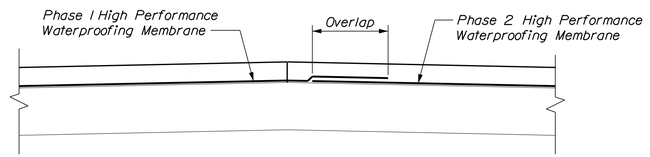
DETAIL A

Not to Scale



PHASE 2 TYPICAL SECTION

Scale: 1/2" = 1'-0"



DETAIL B

Not to Scale

NOTES

1. The Contractor shall place the temporary concrete barrier such that there is no Joint between adjacent sections of barrier at the location of deck removal.

Scale: 1 — 5
1/2" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
CONSTRUCTION PHASING

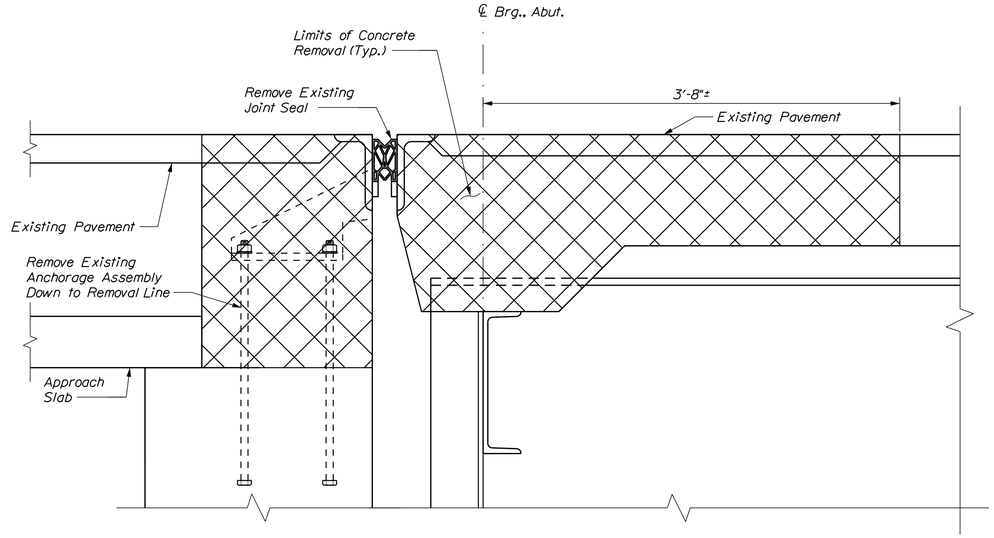
VHB: 55200.01 — SHEET NUMBER: 24
CONTRACT: 2019.06 — 24 OF 45

Filename: \\vhb\vgbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\024_Phasing_01.dgn
Date: 1/11/2019

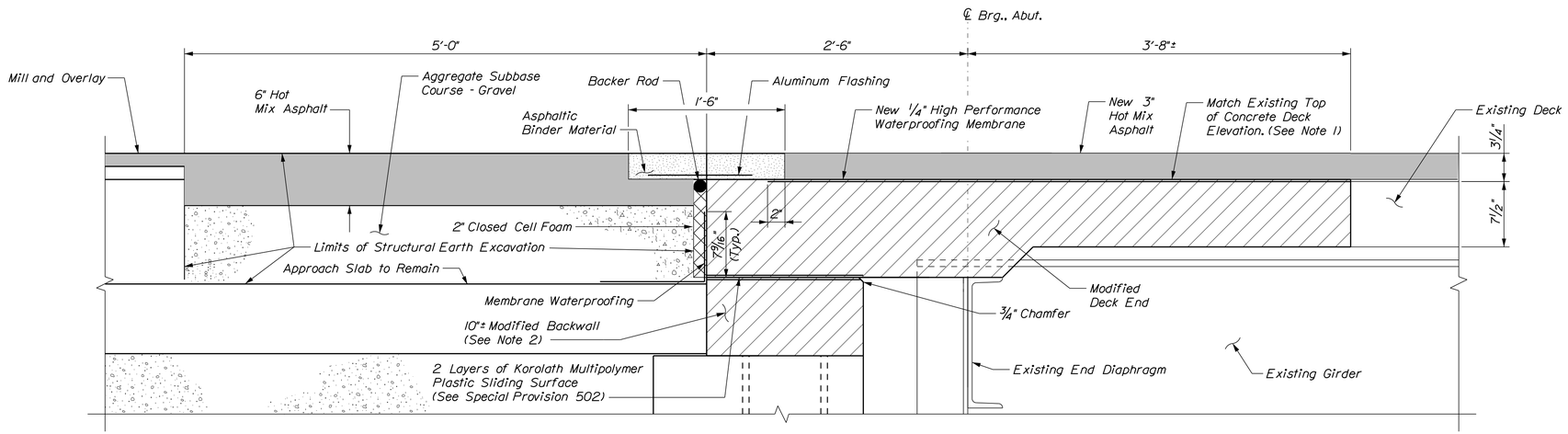
NOTES

1. Topographic survey was not completed at this location. The limits and dimensions of backwall reconstruction are based on field inspection and other information available at the time of project development. Prior to any pavement removal, the Contractor shall establish the existing Finish Grade elevations. Actual field conditions may require modification to the details, dimensions, and quantities as directed by the Resident to ensure that the final Finish Grade is 1" higher than existing due to the placement of 1 additional inch of pavement on the bridge.

2. The modified backwall is anticipated to be approximately 10" tall. The final backwall height shall be determined in the field based on the elevation of the existing end diaphragm and required deck end haunch.



EXISTING BRIDGE JOINT
Scale: 1 1/2" = 1'-0"



PROPOSED TYPICAL SECTION
SECTIONS AT EXPANSION JOINTS AT ABUTMENTS
Scale: 1 1/2" = 1'-0"

Scale: 1 0 1
1 1/2" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
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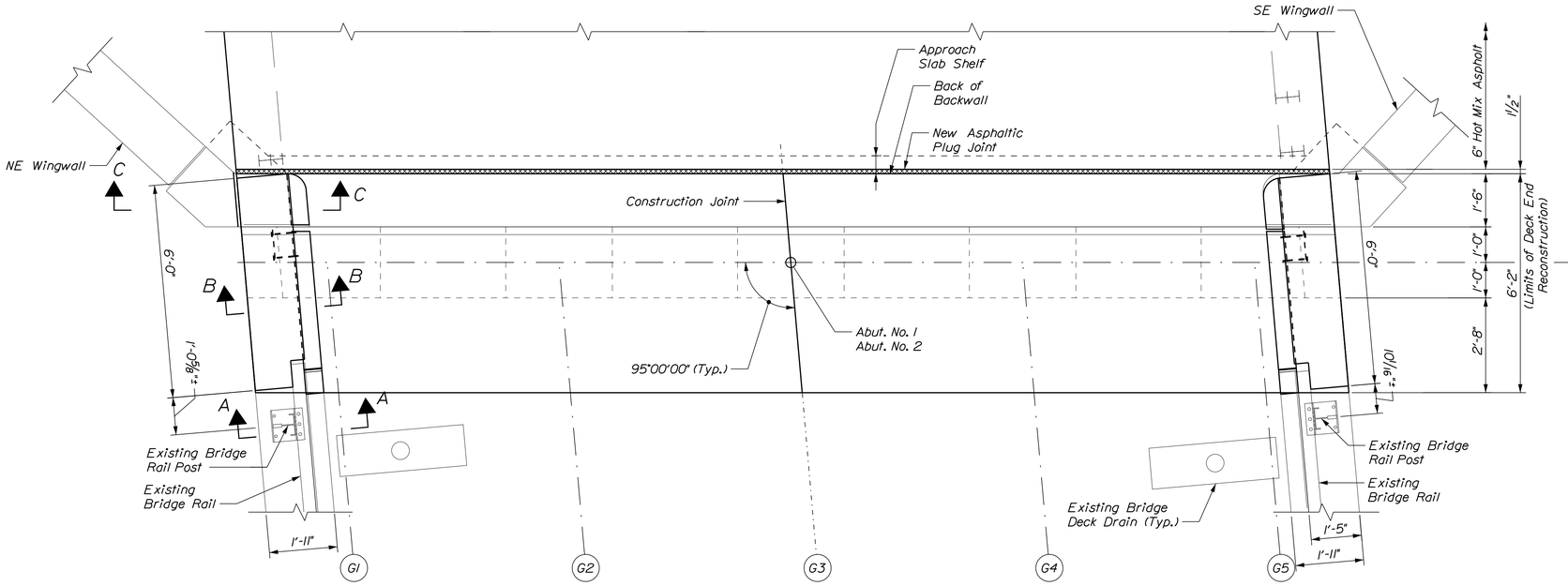
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

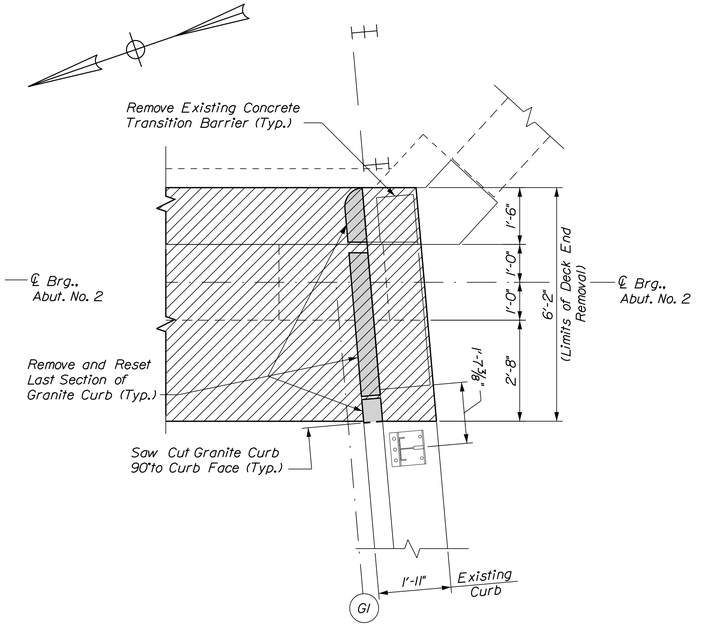
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
DECK END DETAILS

VHB: 55200.01
CONTRACT: 2019.06



DECK RECONSTRUCTION PLAN

(Abutment 2 Shown, Abutment 1 Similar, Opposite Hand)
Scale: ½" = 1'-0"



DECK END REMOVAL PLAN

(Abutment 2 Shown, Abutment 1 Similar, Opposite Hand)
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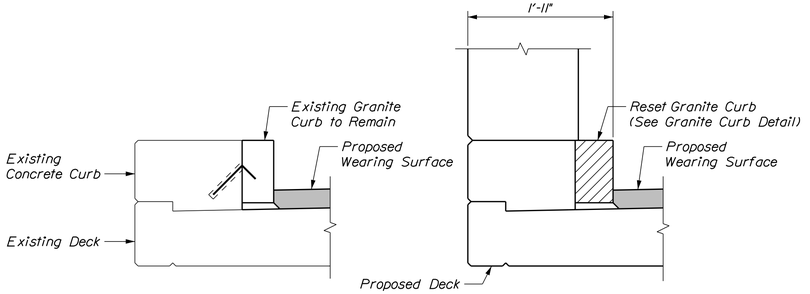
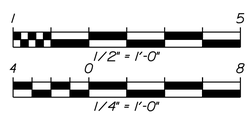


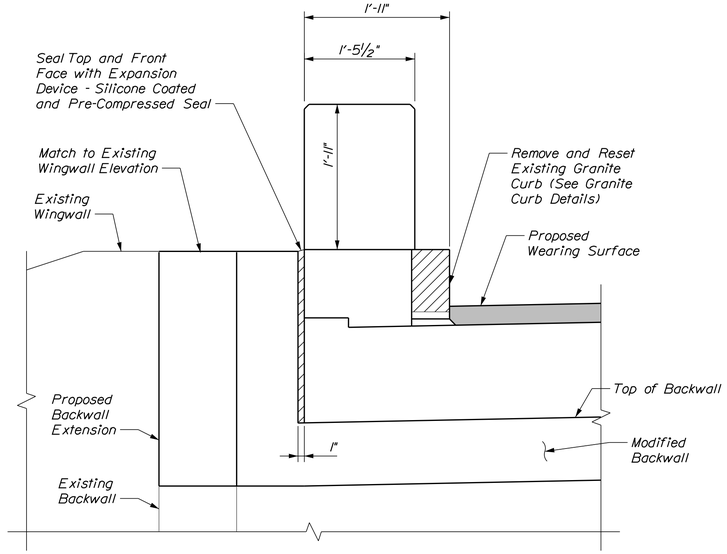
SECTION A-A

(Bridge Rail not Shown for Clarity)
(North Fascia Shown, South Fascia Similar)
(Existing Curb and Deck Reinforcing not Shown)
Scale: 1" = 1'-0"

SECTION B-B

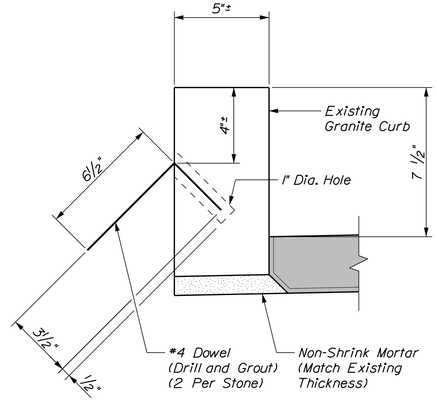
(Bridge Rail not Shown for Clarity)
(North Fascia Shown, South Fascia Similar)
Scale: 1" = 1'-0"





SECTION C-C

(Bridge Rail not Shown for Clarity)
(North Fascia Shown, South Fascia Similar)
Scale: 1" = 1'-0"



GRANITE CURB DETAIL

Not to Scale

Scale:			
No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

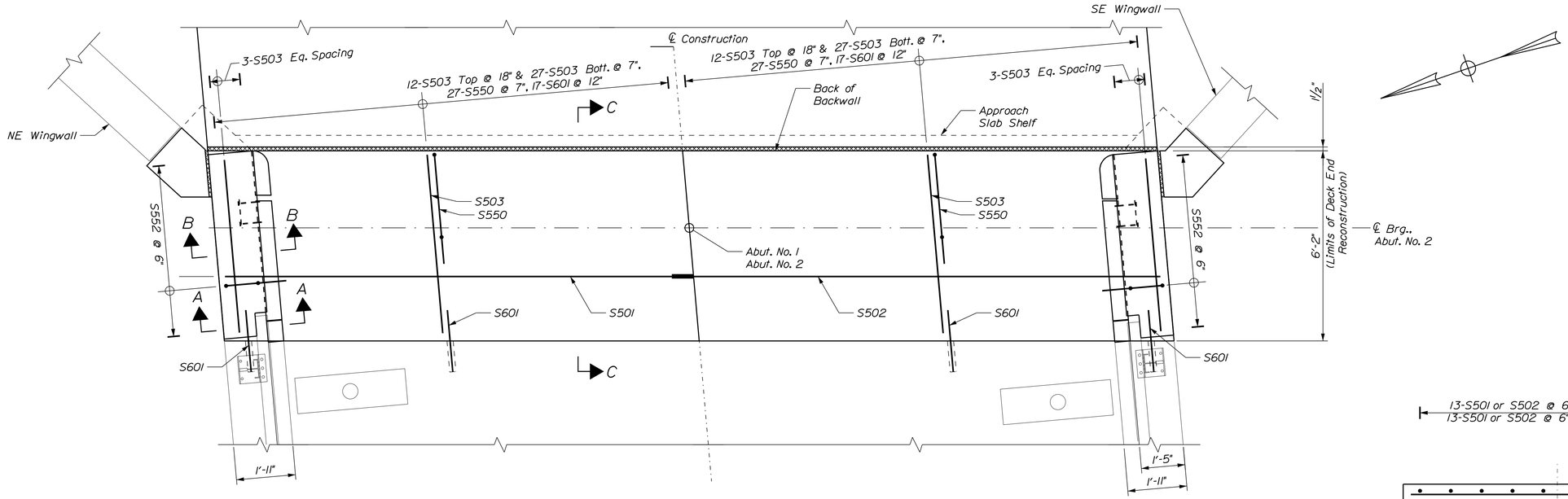
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
DECK END RECONSTRUCTION DETAILS

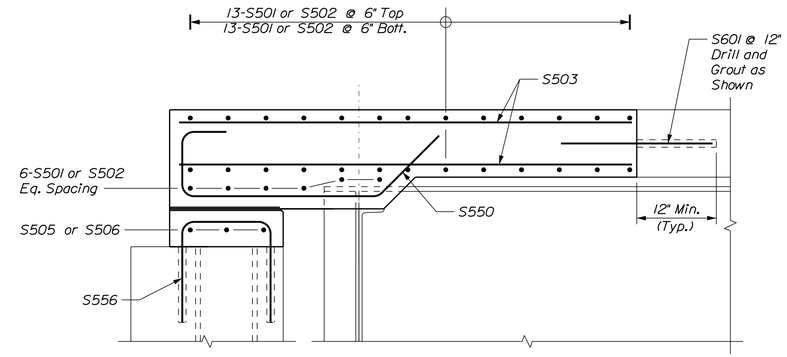
VHB: 55200.01 SHEET NUMBER: 26
CONTRACT: 2019.06 26 OF 45

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\026_Deck_Rem_01.dgn
Date: 1/11/2019



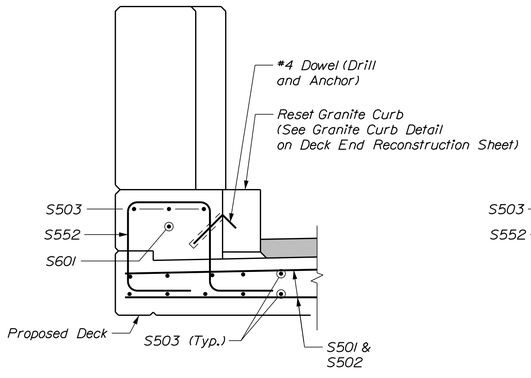
DECK RECONSTRUCTION PLAN

(Abutment 2 Shown, Abutment 1 Similar, Opposite Hand)
Scale: ½" = 1'-0"



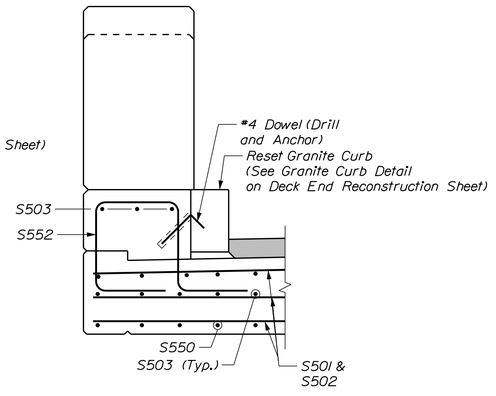
SECTION C-C

Scale: 1" = 1'-0"



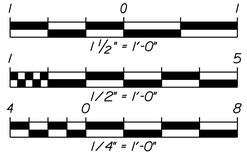
SECTION A-A

(Bridge Rail not Shown for Clarity)
(North Fascia Shown, South Fascia Similar)
Scale: 1" = 1'-0"



SECTION B-B

(Bridge Rail not Shown for Clarity)
(North Fascia Shown, South Fascia Similar)
Scale: 1" = 1'-0"



NOTES

1. The mechanical connection at the construction joint shall be Dayton/Richmond Dowel Bar Splicer System or an approved equal. S501 shall be the female connector and S502 shall be the male connector.
2. At the Contractor's option, the dowel bar splices may be separate from bars S501 and S502 and lapped to those bars. The lap length shall be 3'-0" minimum.

Scale:

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

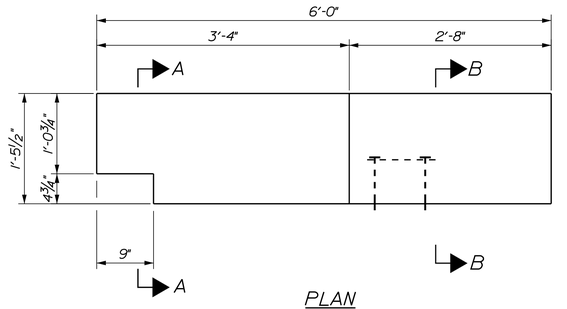
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS

DECK END REINFORCING DETAILS

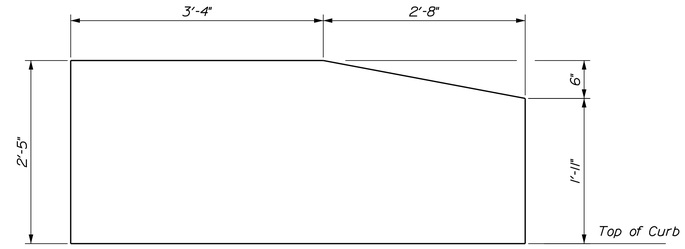
VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 27
27 OF 45

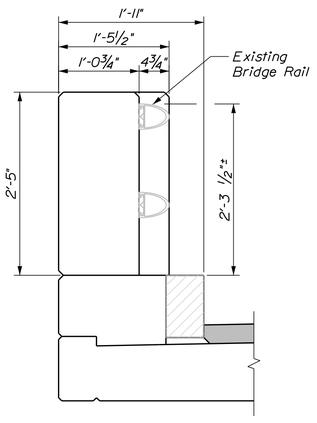
Filename: \\vhb\vgb\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA1-Mountain\027_Deck_Reinf_02.dgn
Date: 1/11/2019



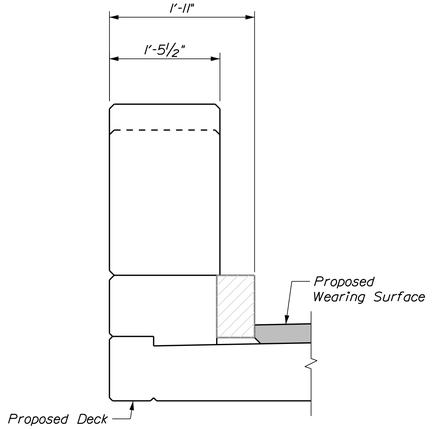
PLAN
(NW Transition Barrier Shown, SW Similar)
Scale: I" = I'-0"



ELEVATION
(NW Transition Barrier Shown, SW Similar)
Scale: I" = I'-0"

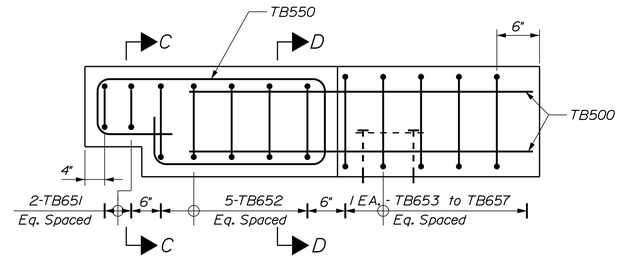


SECTION A-A
(North Fascia Shown, South Fascia Similar)
Scale: I" = I'-0"

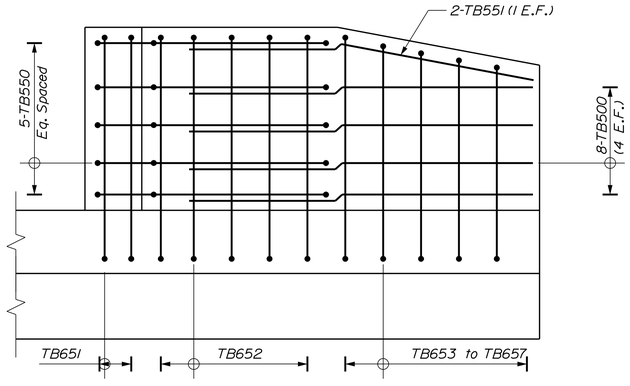


SECTION B-B
(North Fascia Shown, South Fascia Similar)
Scale: I" = I'-0"

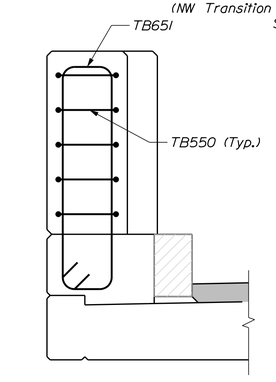
CONCRETE BARRIER TRANSITION MODIFICATIONS



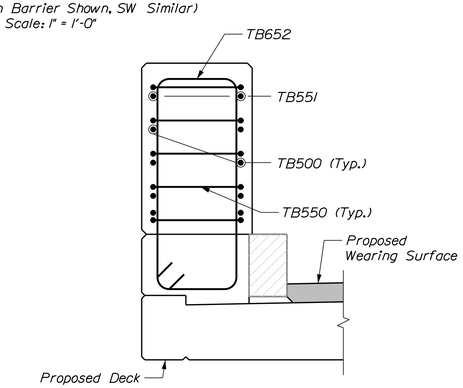
PLAN
(NW Transition Barrier Shown, SW Similar)
Scale: I" = I'-0"



ELEVATION
(NW Transition Barrier Shown, SW Similar)
Scale: I" = I'-0"



SECTION C-C
(North Fascia Shown, South Fascia Similar)
Scale: I" = I'-0"



SECTION D-D
(North Fascia Shown, South Fascia Similar)
Scale: I" = I'-0"

CONCRETE BARRIER TRANSITION REINFORCING

Scale: 1 0 2
I" = I'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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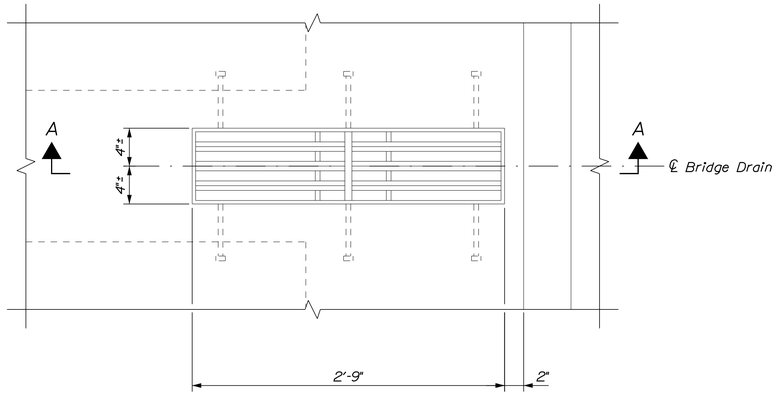
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

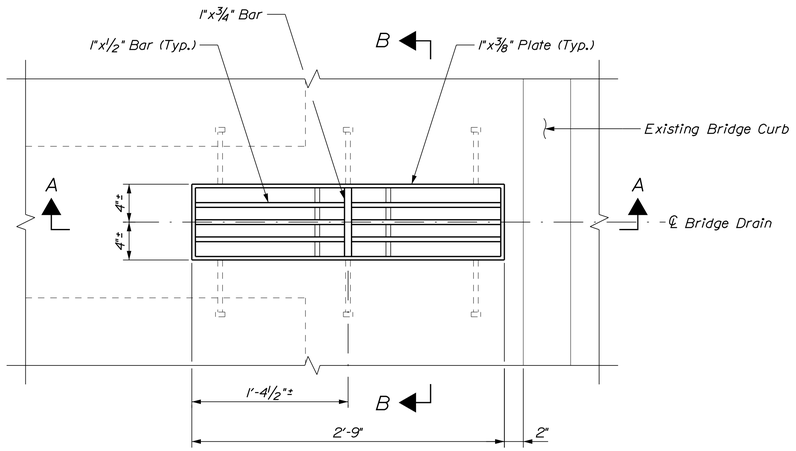
MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
CONCRETE TRANSITION BARRIER
DETAILS AND REINFORCING

VHB: 55200.01 SHEET NUMBER: 28
CONTRACT: 2019.06 28 OF 45



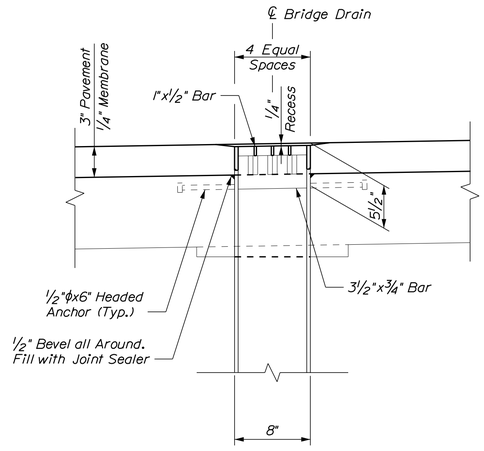
EXISTING BRIDGE DRAIN PLAN

Scale: 1½" = 1'-0"



PROPOSED BRIDGE DRAIN PLAN

Scale: 1½" = 1'-0"

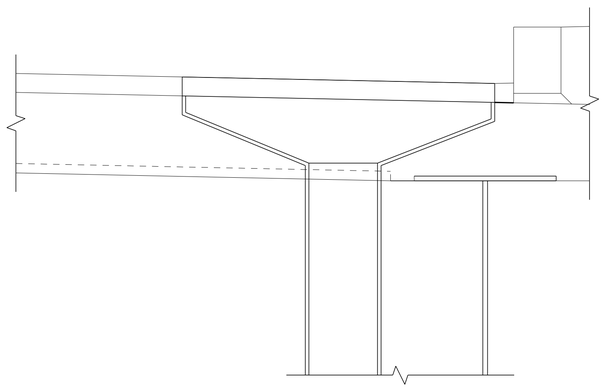


SECTION B-B

Scale: 1½" = 1'-0"

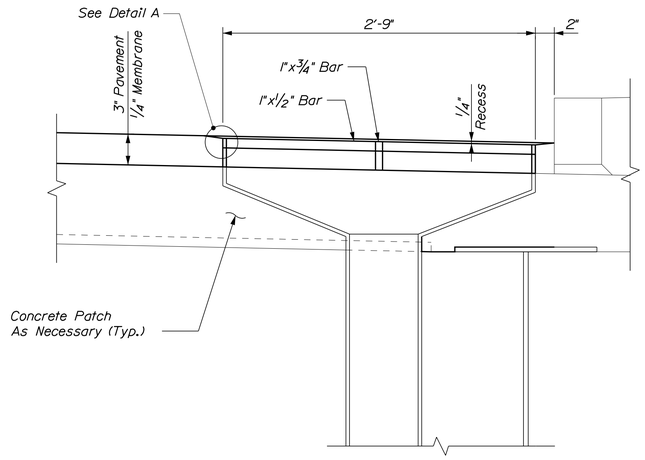
BRIDGE DRAIN GRATE MODIFICATION NOTES

1. Prior to starting the work, the Contractor shall field measure each drain. This information shall be used for fabrication of the drain grate extensions.
2. All plates shall conform to ASTM A 36. Drain grate extensions shall be hot dip galvanized after fabrication.
3. Prepare existing drain body and new drain top grate extension for field weld. Field weld the exterior perimeter joint between existing drain body and new top of drain. After welding, the exterior of the new top of drain shall be coated with an approved cold galvanizing compound.
4. In areas where the existing galvanizing has failed, grind and cold galvanize scupper steel as directed by the Resident.
5. Payment for all labor, equipment and materials associated with the bridge drain modification will be paid for under Item 502.701, Bridge Drain Grate Modification. See Special Provision 502.



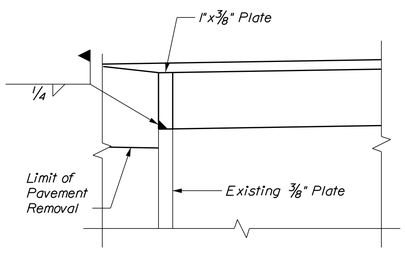
EXISTING BRIDGE DRAIN SECTION A-A

Scale: 1½" = 1'-0"



PROPOSED BRIDGE DRAIN SECTION A-A

Scale: 1½" = 1'-0"



DETAIL A

Not to Scale

Scale: 1 0 1

1½" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS

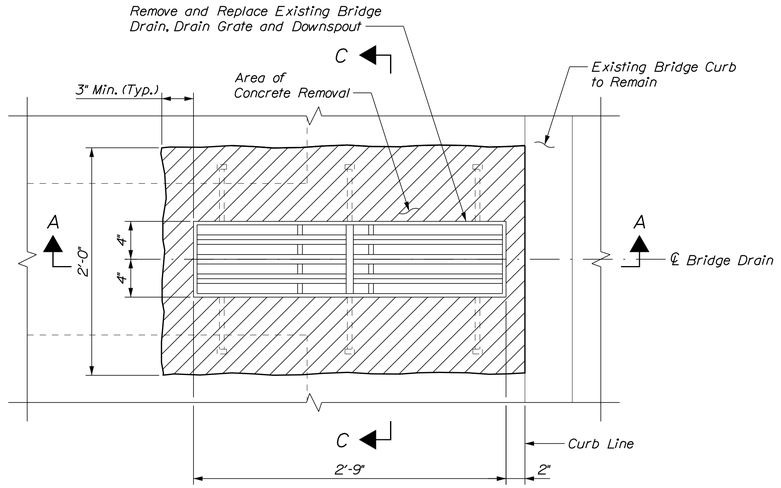
BRIDGE DRAIN GRATE MODIFICATION

VHB: 55200.01 SHEET NUMBER: 29

CONTRACT: 2019.06 29 OF 45

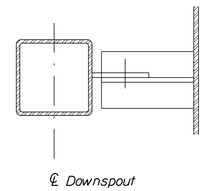
Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\029_Typ_Dt_01.dgn

Date: 1/11/2019



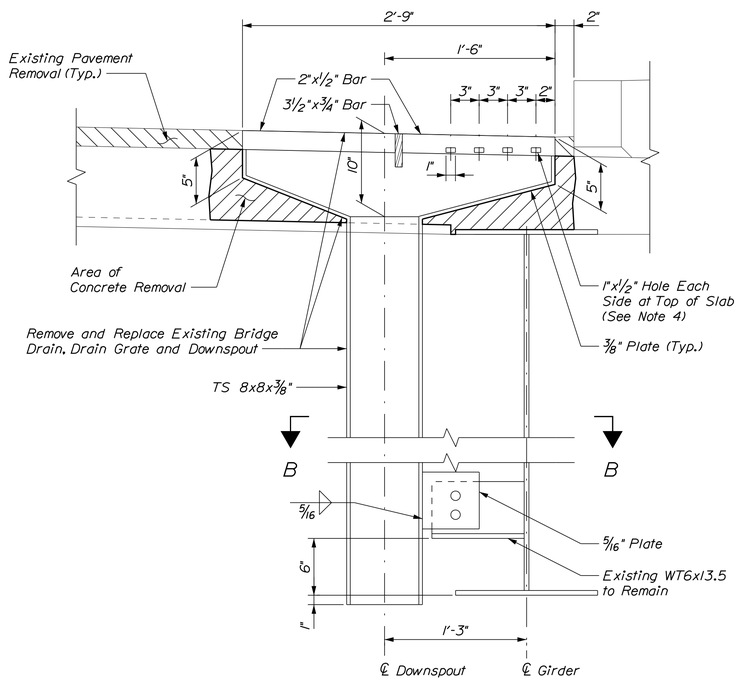
BRIDGE DRAIN PLAN

Scale: 1 1/2" = 1'-0"



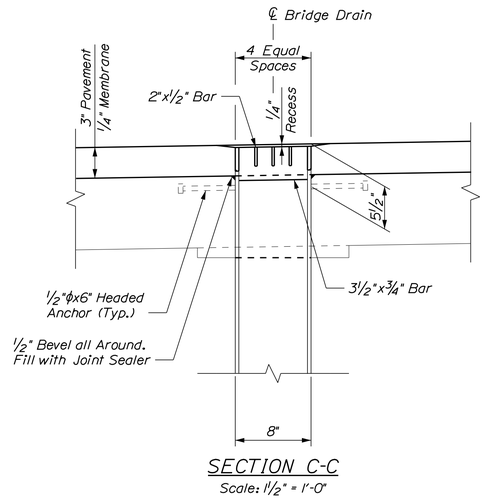
SECTION B-B

Scale: 1 1/2" = 1'-0"



BRIDGE DRAIN SECTION A-A

Scale: 1 1/2" = 1'-0"



SECTION C-C

Scale: 1 1/2" = 1'-0"

BRIDGE DRAIN REPLACEMENT NOTES

1. All welds to be continuous 5/16" bead or fillet welds.
2. All steel shall conform to ASTM A36. All steel shall be galvanized after fabrication in accordance with ASTM A123.
3. Edge of bridge drain adjacent to curb to be depressed 1/2" below finished grade. Shape wearing surface to fit.
4. Do not cover with membrane waterproofing.
5. All removed concrete shall be replaced with Class AAA - Deck Concrete
6. Payment for all labor, equipment and materials associated with the bridge drain replacement will be paid for under Item 502.702, Replace Bridge Drain, including but not limited to removal of existing concrete installation of new bridge drain and placing of new concrete.

Scale: 1 0 1
1 1/2" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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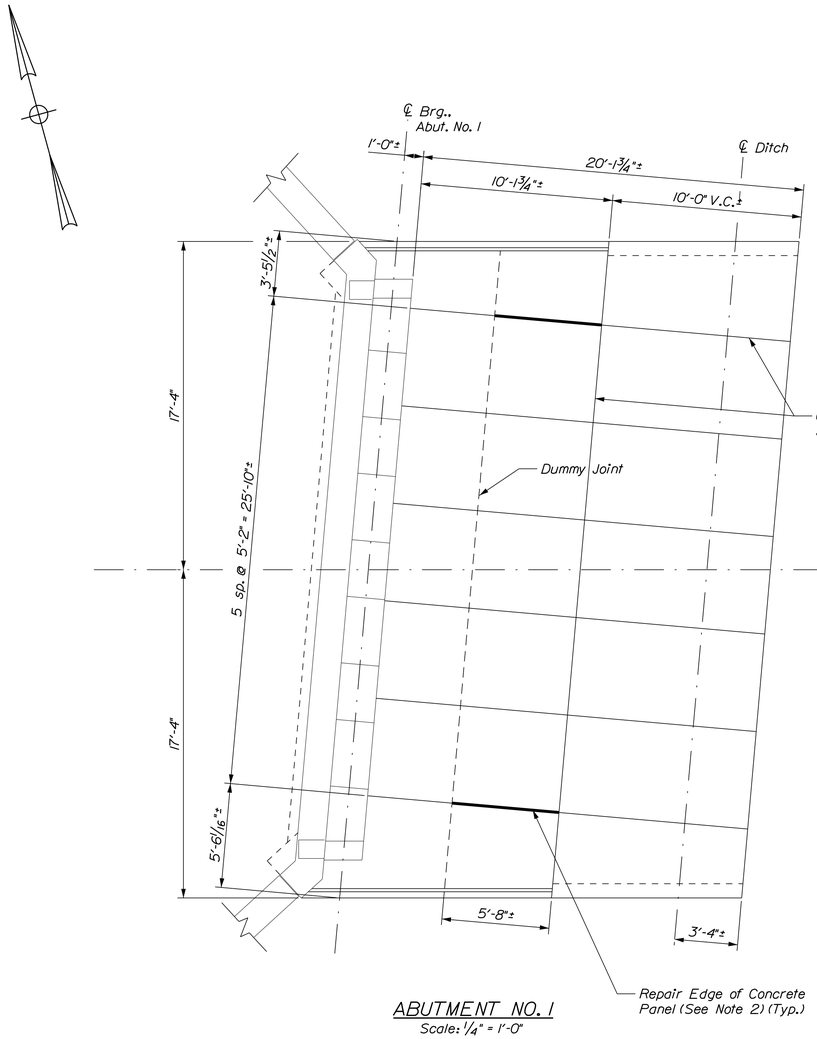
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

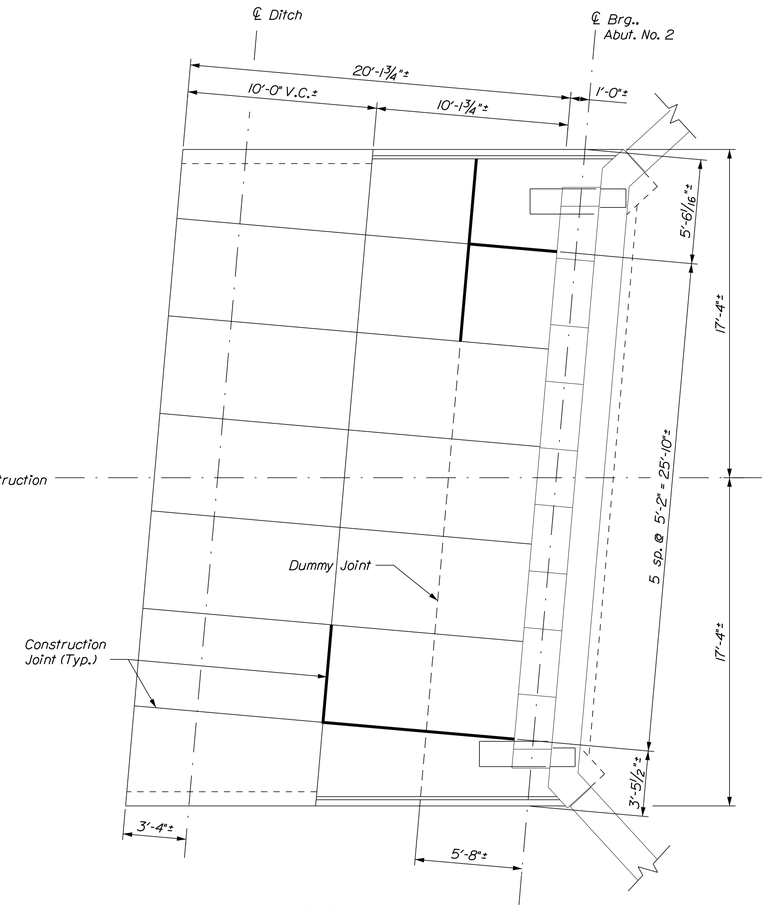
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
BRIDGE DRAIN REPLACEMENT

VHB: 55200.01 SHEET NUMBER: 30
CONTRACT: 2019.06 30 OF 45



ABUTMENT NO. 1
Scale: ¼" = 1'-0"



ABUTMENT NO. 2
Scale: ¼" = 1'-0"

NOTES

1. Existing Slope Protection dimensions may vary. Contractor shall field verify dimension prior to panel replacement.
2. Repair edges of concrete slope protection panels as directed by the resident. Repair Material shall be from the MaineDOT Qualified Products List for Rapid Setting Concrete Patching Materials.

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA1-Mountain\031_Slope_01.dgn
Date: 1/11/2019

Scale: 4 0 8
1/4" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

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Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS
SLOPE PROTECTION DETAILS

VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 31

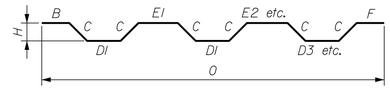
STRAIGHT BARS

MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION
S501	64	15'-1"	Deck Slab				
S502	64	15'-1"					
S503	168	5'-10"					
S601	72	2'-8"					
S505	6	15'-3"	Backwall				
S506	6	15'-3"					
TB500	32	4'-6"	Transition Barrier				

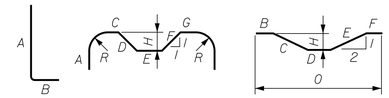
BENT BARS

MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
S550	108	4'-0"	SJ	0'-0"	0'-6"	2'-5"	0'-7"	0'-6"						Deck Slab
S552	52	4'-11"	SC	0'-10"	1'-1"	1'-1"	1'-1"			0'-10"				
S555	12	4'-4"	V				3'-0"	1'-4"			0'-11"			Backwall
S556	68	4'-8"	S	0'-0"	1'-9"	1'-2"	1'-9"			0'-0"				
S557	8	9'-2"	S	0'-0"	4'-0"	1'-2"	4'-0"			0'-0"				
S558	12	6'-1"	X	1'-2"	0'-7"	1'-2"	1'-4"	0'-8"		1'-2"	17'-8.5"			
TB550	40	9'-5"	EP	0'-11"	2'-3"	1'-1"	3'-0"	0'-8"	1'-6"					Transition Barrier
TB551	8	4'-6"	V				1'-10"	2'-8"			0'-6"			
TB651	8	8'-2"	H	0'-6"	3'-0"	0'-7"	3'-0"	0'-7"		0'-6"				
TB652	20	9'-0"	H	0'-6"	3'-0"	1'-0"	3'-0"	1'-0"		0'-6"				
TB653	4	8'-8"	H	0'-6"	2'-10"	1'-0"	2'-10"	1'-0"		0'-6"				
TB654	4	8'-6"	H	0'-6"	2'-9"	1'-0"	2'-9"	1'-0"		0'-6"				
TB655	4	8'-4"	H	0'-6"	2'-8"	1'-0"	2'-8"	1'-0"		0'-6"				
TB656	4	8'-2"	H	0'-6"	2'-7"	1'-0"	2'-7"	1'-0"		0'-6"				
TB657	4	8'-0"	H	0'-6"	2'-6"	1'-0"	2'-6"	1'-0"		0'-6"				

TYPE - BENDING DIAGRAMS



B



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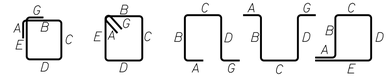
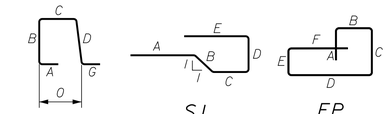


HB H S SL SB



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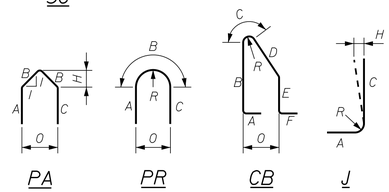
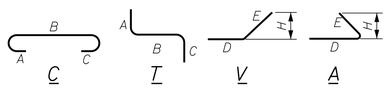


PA PR CB J



C T V A G X

All dimensions are out-to-out of bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 315 and ACI Standard 318.

Reinforcing Bar: ASTM A615/A615M, Grade 60

GENERAL NOTES

1. The first digit following the letter(s) of the mark indicate the size ofthe bar:

   Mark "A502" = bar size #5
   Mark "P805" = bar size #8
   Mark "S650" = bar size #6

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
MOUNTAIN ROAD UNDERPASS

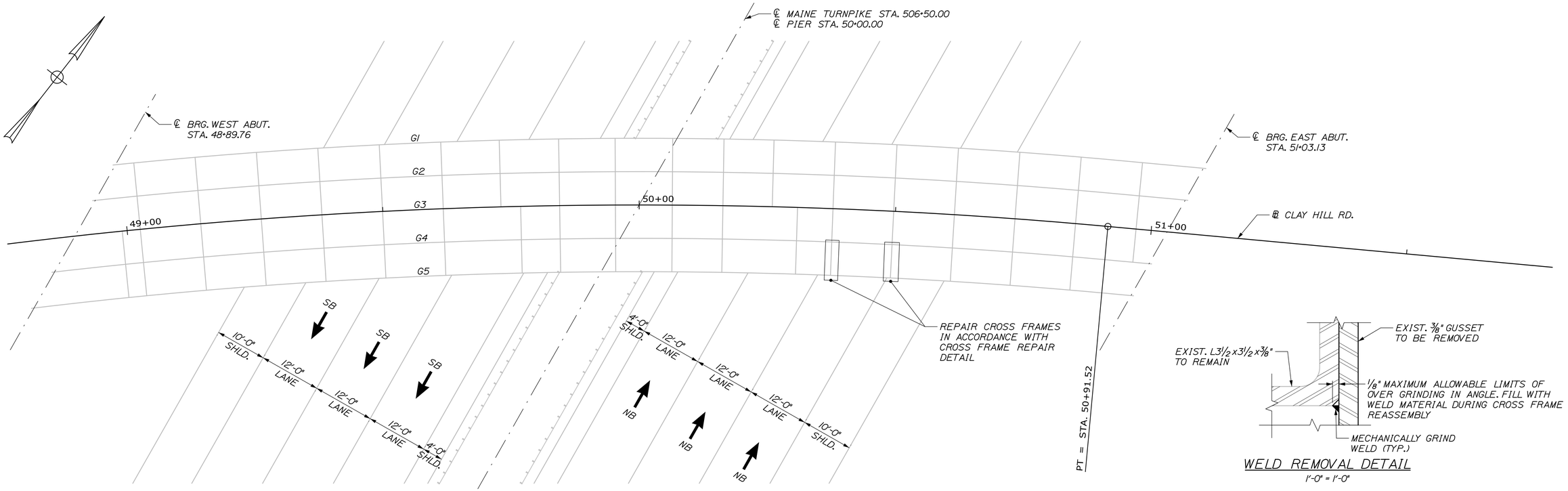
REINFORCING STEEL SCHEDULE

VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 32
32 OF 45

Date:1/11/2019

Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\1-Mountain\032_Reinf-Sch.dgn



FRAMING PLAN
1" = 10'-0"

WELD REMOVAL DETAIL
1'-0" = 1'-0"

STRUCTURAL STEEL REPAIR NOTES:

1. ALL REPAIR WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE NOVEMBER 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, THE SUPPLEMENTAL SPECIFICATIONS, AND THE SPECIAL PROVISIONS.

2. DUE TO THE NATURE OF REPAIR PROJECTS, THE EXACT EXTENT OF REPAIR WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME OF CONTRACT DEVELOPMENT. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATION TO THE CONSTRUCTION DETAILS, DIMENSIONS, AND WORK QUANTITIES. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH FIELD CONDITIONS AND AS DIRECTED BY THE RESIDENT.

3. ALL DIMENSIONS, ELEVATIONS, AND OTHER INFORMATION SHOWN ON THESE DRAWINGS TO DEFINE THE STRUCTURE ARE BASED UPON THE ORIGINAL CONSTRUCTION DRAWINGS AND FIELD MEASUREMENTS AND ARE NOT GUARANTEED TO REPRESENT AS-BUILT DIMENSIONS. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS IN THE FIELD AS NECESSARY AND AS REQUIRED FOR THE COMPLETION OF THE WORK UNDER THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY AND FOR THE CORRECT FIT OF ALL CONSTRUCTION.

4. THE CONTRACTOR SHALL REPORT TO THE RESIDENT ANY DEVIATIONS OF THE ACTUAL CONDITIONS FROM THOSE DEPICTED ON THE DRAWINGS. SHOULD ANY DEVIATIONS BE FOUND, THE RESIDENT SHALL REVIEW AND PRESCRIBE CORRECTIVE ACTIONS TO BE TAKEN.

5. ALL WORK IS TO BE PERFORMED WITH CARE SO THAT MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF ANY SUCH MATERIALS ARE DAMAGED, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE RESIDENT, AT NO EXPENSE TO THE AUTHORITY.

6. THE CONTRACTOR IS ADVISED THAT THE EXISTING BRIDGE STEEL (BEAMS, SPLICE PLATES, DIAPHRAGMS, BEARINGS, NUTS, BOLTS, ETC.) ARE ASSUMED TO BE COATED WITH LEAD-BASED PAINT. SEE SPECIAL PROVISIONS SUBSECTION 105.2.4.2, LEAD PAINT, FOR ADDITIONAL INFORMATION.

7. ALL STRUCTURAL STEEL SUPPLIED BY THE CONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 (ASTM A709) GRADE 36 OR HIGHER.

8. ALL NEW STRUCTURAL STEEL INCORPORATED INTO THE FINAL PROJECT SHALL BE COLD GALVANIZED IN ACCORDANCE WITH SPECIAL PROVISION 504.

9. WHERE GOUGE GRINDING IS REQUIRED, THE GIRDER SHALL BE COLD GALVANIZED 6" BEYOND GRINDING LIMITS. THE LIMITS OF COLD GALVANIZING COMPOUND APPLICATION SHALL BE TAPED OFF TO PROVIDE NEAT EDGE LINES AND TO PREVENT OVERRUN. FINAL GRINDING SHALL BE COMPLETED PARALLEL TO THE DIRECTION OF STRESS.

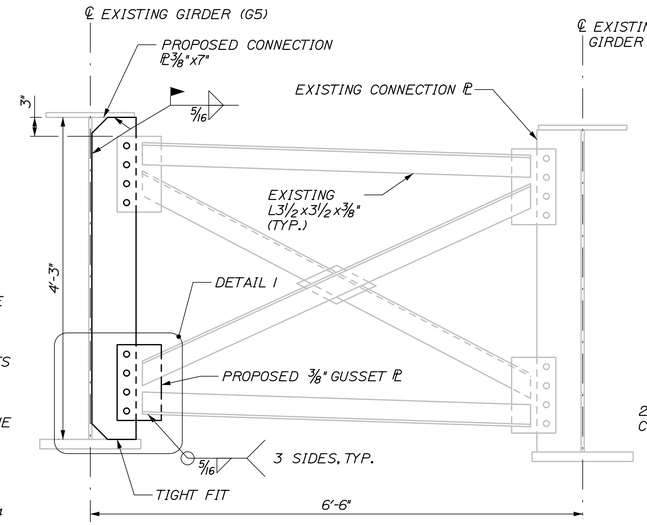
10. COPIES OF THE AS-BUILT PLANS ARE ON FILE AT THE MAINE TURNPIKE AUTHORITY. THE COMPLETENESS AND ACCURACY OF THESE PLANS IS NOT GUARANTEED, AND SHOULD NOT BE RELIED UPON WITHOUT VERIFICATION.

11. BOLTS SHALL BE 7/8" DIA. IN STANDARD HOLES AND SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M164 (ASTM F3125, GRADE A325, TYPE 1). BOLTS SHALL BE HOT DIP GALVANIZED PER AASHTO M232 (ASTM A153).

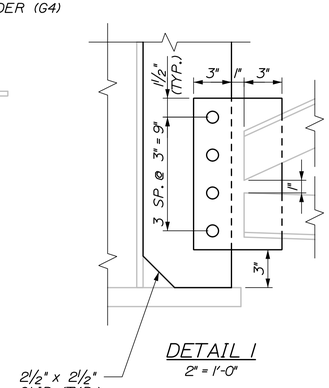
12. STEEL REPAIR REQUIRES A DOUBLE LANE CLOSURE ON THE MAINLINE AS SHOWN ON THE MAINTENANCE OF TRAFFIC STANDARD DETAILS SHEETS.

13. STEEL REPAIR REQUIRES A LANE SHIFT ON CLAY HILL ROAD AS SHOWN ON THE MAINTENANCE OF TRAFFIC DETAILS SHEETS.

14. ALL WELDS SHALL TERMINATE 5/8" ± 1/8" FROM THE ENDS OF THE PLATES. REFERENCE 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD DETAILS 504(07) FOR TYPICAL WELD DETAILS.



CROSS FRAME REPAIR DETAIL
1" = 1'-0"



DETAIL 1
2" = 1'-0"

Scale: AS NOTED

Designed by: HNTB

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: Tim Cote, P.E.

	By	Date		By	Date
Designed	HJW	11/18	Checked	BRG	11/18
Drawn	PEB	11/18	In Charge of	RAL	11/18

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.E.

CLAY HILL ROAD BRIDGE HIT

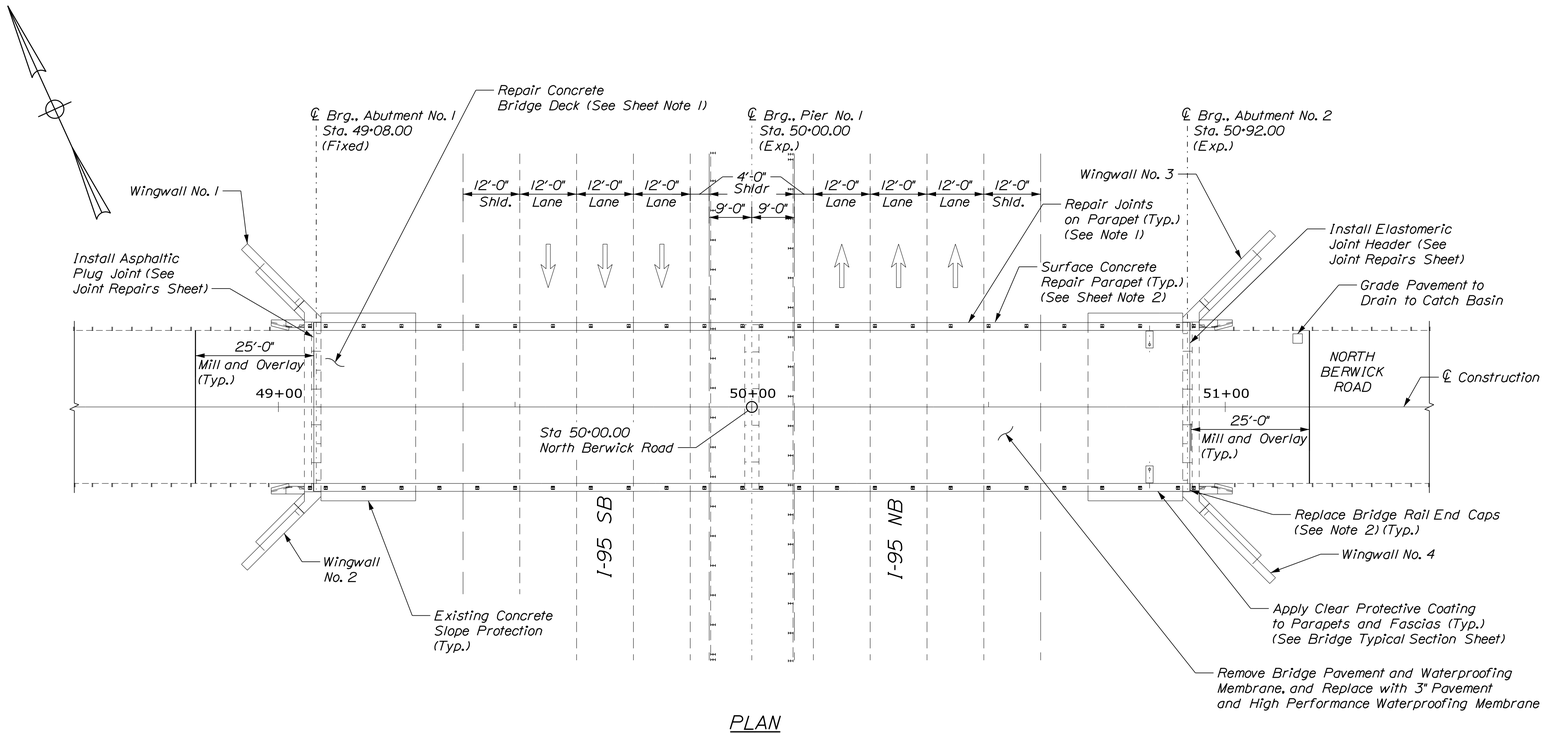
CROSS FRAME REPLACEMENT DETAILS

SHEET NUMBER: 33

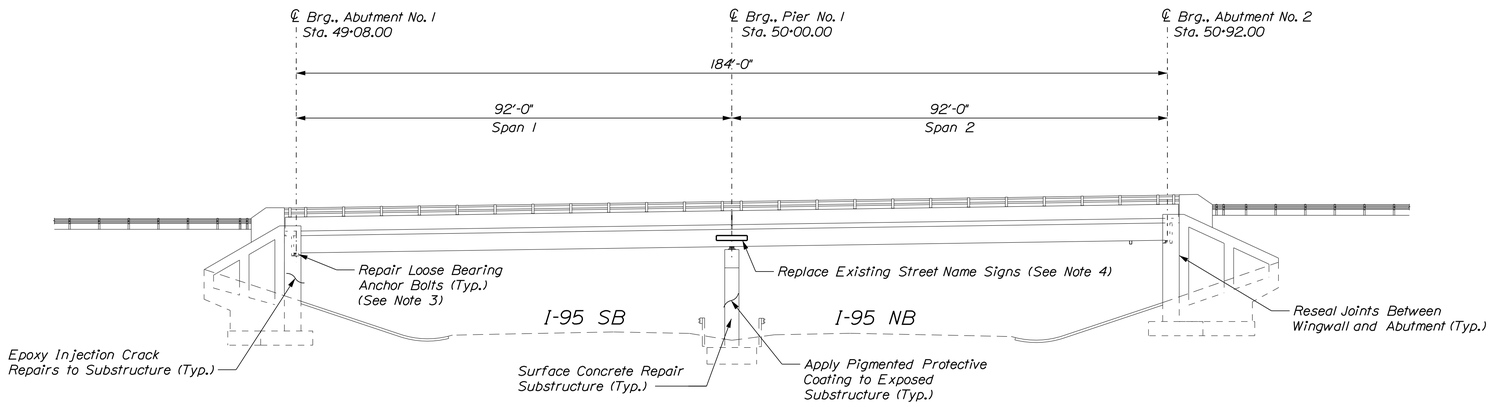
CONTRACT:2019.06

Date:1/10/2019

Filename: 033_Framing Plan.dgn



PLAN
Scale: 1/16" = 1'-0"



ELEVATION
Scale: 1/16" = 1'-0"

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Partial Depth Concrete Deck Repairs	120*
Parapet Surface Repairs	200**

* Assumes 2% of the Deck will require Partial Depth Concrete Repairs.

** Includes 16 S.F. Additional Repair Quantity As A Contigency

NOTES

1. Repair parapet joints as directed by the Resident. Joint sealant shall be from the MaineDOT Qualified Products List for Silicone and Polyurethane Joint Sealant.
2. Replace loose or missing Bridge Rail End Caps as directed by the Resident. Labor and materials shall be incidental to the related Contract Items.
3. Repair loose bearing anchor bolts as directed by the resident. Labor and materials shall be incidental to the related substructure repairs.
4. The Authority will provide the new Street Name Signs to the Contractor at no cost. All costs for removing the existing signs and installing the new signs shall be incidental to the Related Contract Items.

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- Limit of Pavement Repair
- # Linear Feet of Crack Repair
- * Square Footage of Repair

SHEET NOTES

1. For Concrete Repair Notes and Details see Typical Details Sheet.
2. For North Parapet Repair Detail, See Bridge Typical Section Sheet.

Scale: 16 0 16 32
1/16" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

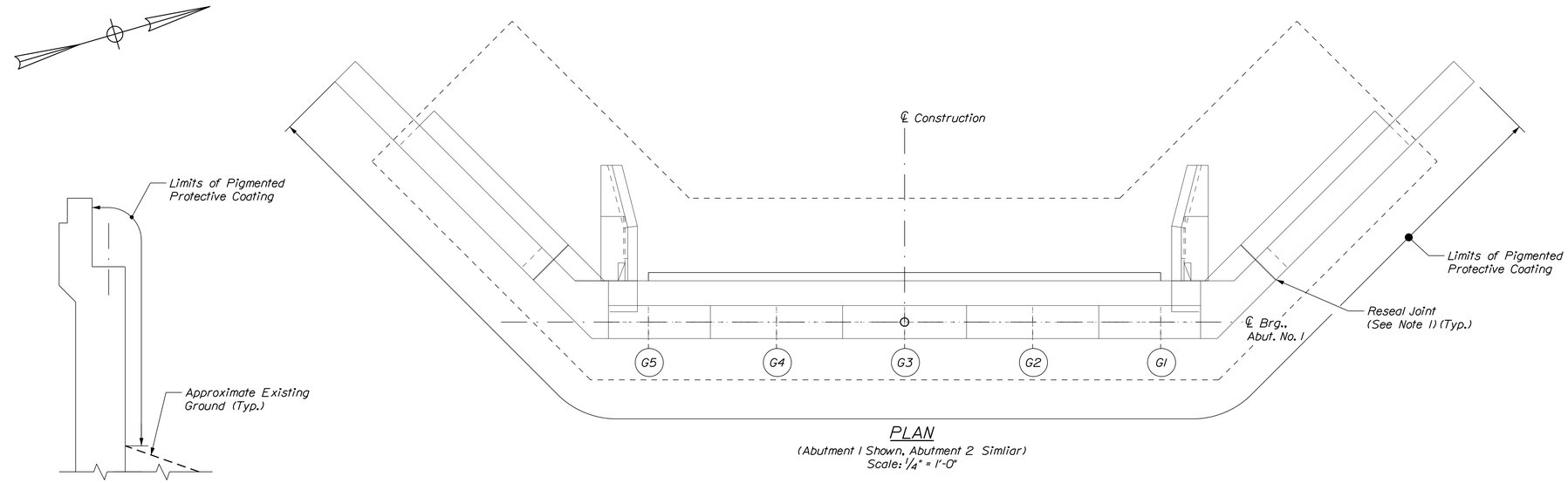
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS
BRIDGE PLAN AND ELEVATION

VHB: 55200.01 SHEET NUMBER: 34
CONTRACT: 2019.06 34 OF 45

Filename: \\vhb\gbl\pro\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\034_BDPlan.dgn
Date: 1/11/2019



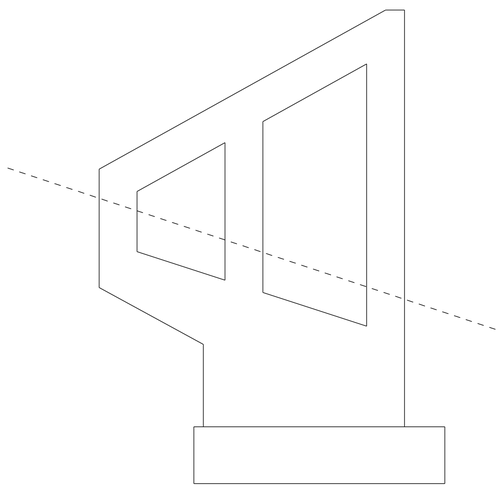
TYPICAL ABUTMENT SECTION

Not to Scale

PLAN

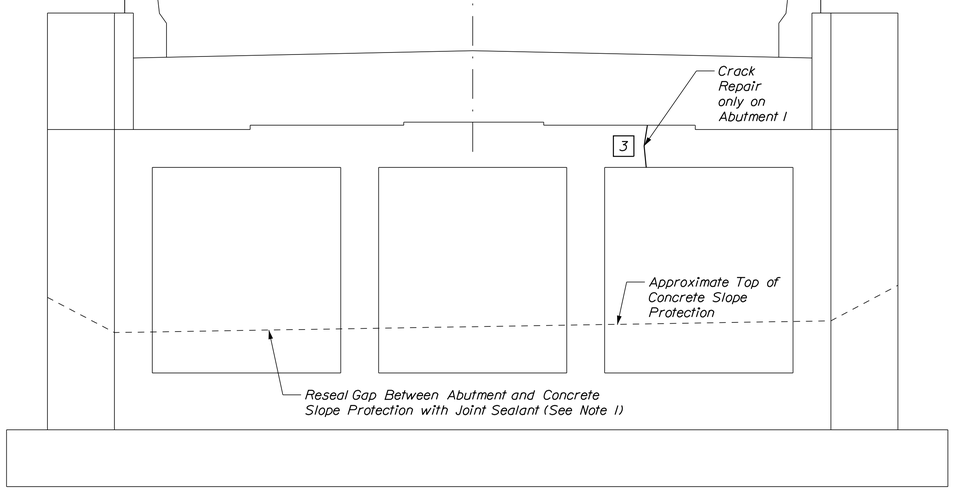
(Abutment 1 Shown, Abutment 2 Simliar)

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



ABUTMENT 1
SOUTH WINGWALL

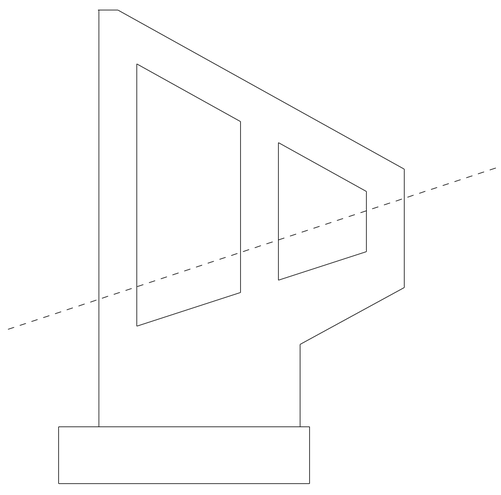
Scale: 1/4" = 1'-0"



ELEVATION

(Abutment 1 Shown, Abutment 2 Simliar)

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



ABUTMENT 1
NORTH WINGWALL

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

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- [#] Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTES

1. For Crack Repair Notes and Details see Concrete Repair Typical Details Sheet.
2. Abutment 1 is shown, Abutment 2 similar.

NOTES

1. Reseal joint between wingwall and abutment and abutment and slope protection. Joint sealant shall be from the MaineDOT Qualified Products List for Silicone and Polyurethane Joint Sealant.

Scale: 4 0 8 — 1/4" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

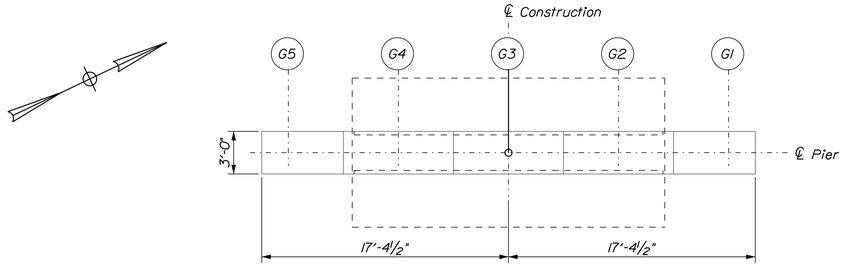
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS

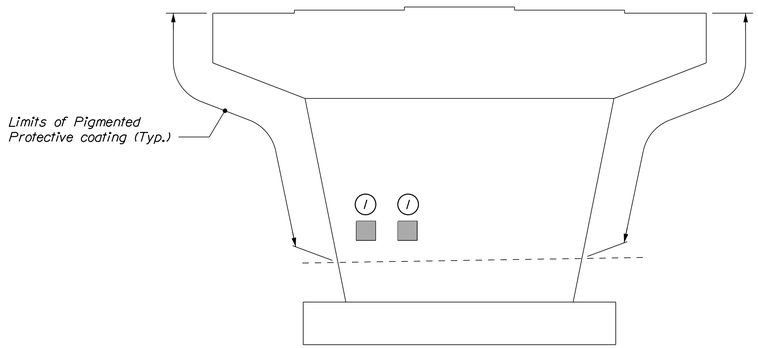
ABUTMENT NO. 1 REPAIRS

VHB: 55200.01 SHEET NUMBER: 35
CONTRACT: 2019.06 35 OF 45

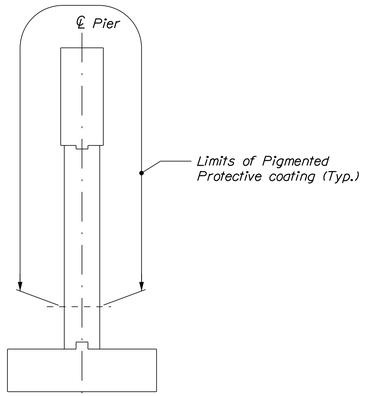
Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\035_Abut_01.dgn
Date: 1/11/2019



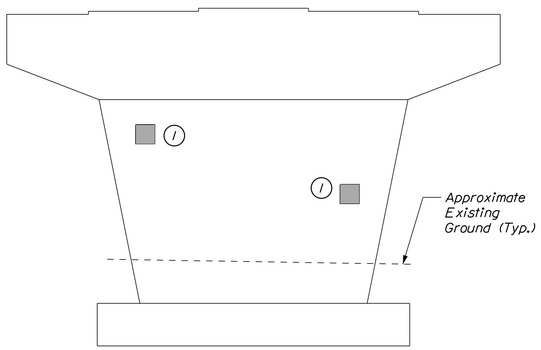
PLAN
Scale: 3/16"=1'-0"



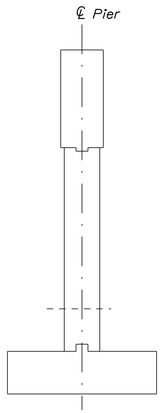
PIER
EAST ELEVATION
Scale: 3/16"=1'-0"



PIER
NORTH END
Scale: 3/16"=1'-0"



PIER
WEST ELEVATION
Scale: 3/16"=1'-0"



PIER
SOUTH END
Scale: 3/16"=1'-0"

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Surface Pier Repairs	10 *

* Includes 6 S.F. Additional Repair Quantity As A Contingency

NOTE

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- # Linear Feet of Crack Repair
- (#) Square Footage of Repair

Scale: 1 0 15
3/16" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

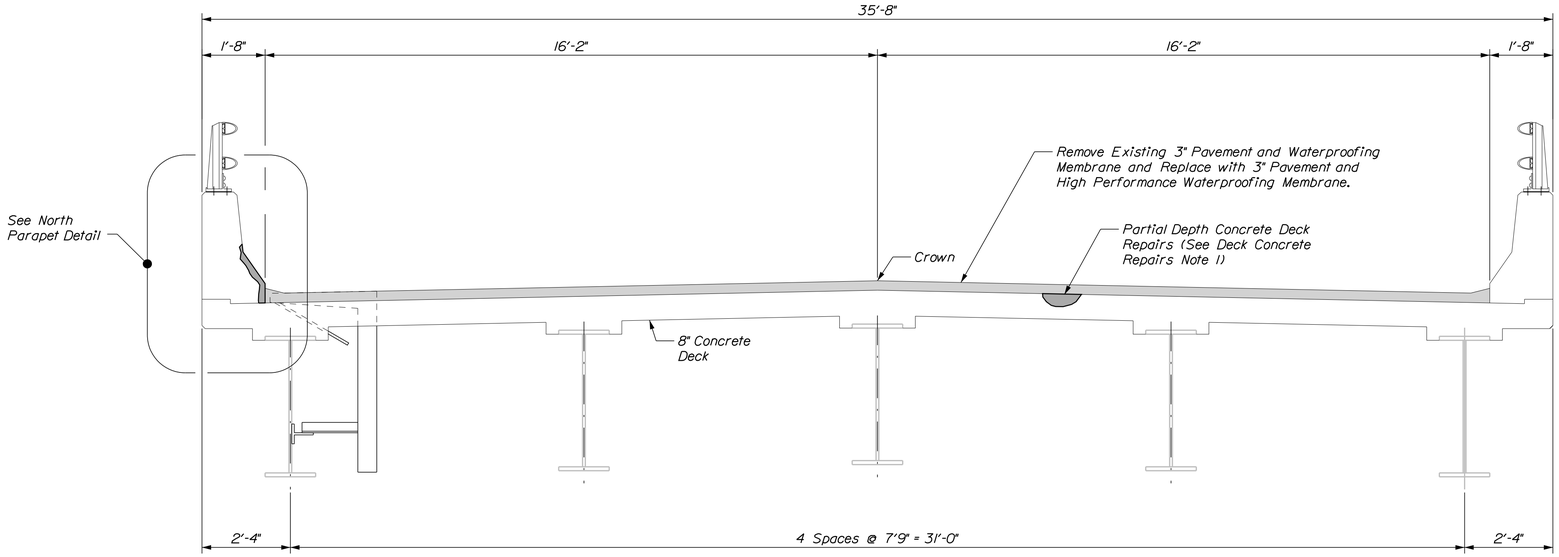
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS

PIER REPAIRS

VHB: 55200.01 SHEET NUMBER: 36
CONTRACT: 2019.06 36 OF 45

Filename: \\vhb\gbl\proj\SPortland\55200.00 2019 Southern Bridges\Cad_MEDot\MaineDOT\BRIDGE\MSTA\2-NBerwick\036_Pier1_01.dgn
Date:1/11/2019



SUPERSTRUCTURE TYPICAL SECTION

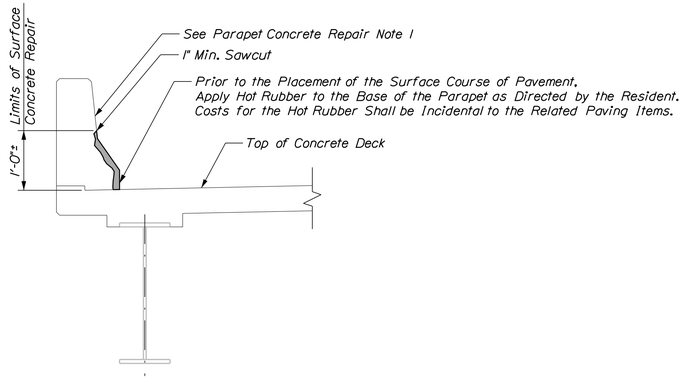
(Looking East)
Scale: 1/2" = 1'-0"

DECK CONCRETE REPAIR NOTES

1. Prior to the start of deck concrete repairs, the Resident and the Contractor shall sound all deck concrete using a chain drag or other method approved by the Resident to determine the required repair limits. All costs for sounding the existing deck concrete shall be incidental to Item 518.80 Partial Depth Concrete Deck Repairs.
2. Sawcut 1" deep along all limits of removal.
3. Chip concrete to the depth specified in Supplemental Specification 518. If the removal limits change during the demolition process, the Contractor shall notify the Resident. The Resident and Contractor shall agree on the revised pay limits prior to the Contractor continuing the removals.
4. Prepare and patch repair areas. Install new reinforcing steel, as required. See Supplemental Specification 518.

PARAPET CONCRETE REPAIR NOTE

1. Prior to application of the clear protective coating the Contractor shall fill all honeycomb voids with an approved nonshrink grout. All costs for this work shall be incidental to Item 515.202 Clear Protective Coating for Concrete Surfaces. Clear protective coating shall only be applied to areas of new concrete.



NORTH PARAPET DETAIL

(Bridge Rail not Shown for Clarity)
Scale: 1/2" = 1'-0"

Date:1/11/2019

Filename: ...\MSTA\2-NBerwick\037_Typ_01.dgn

Scale: 1/2" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

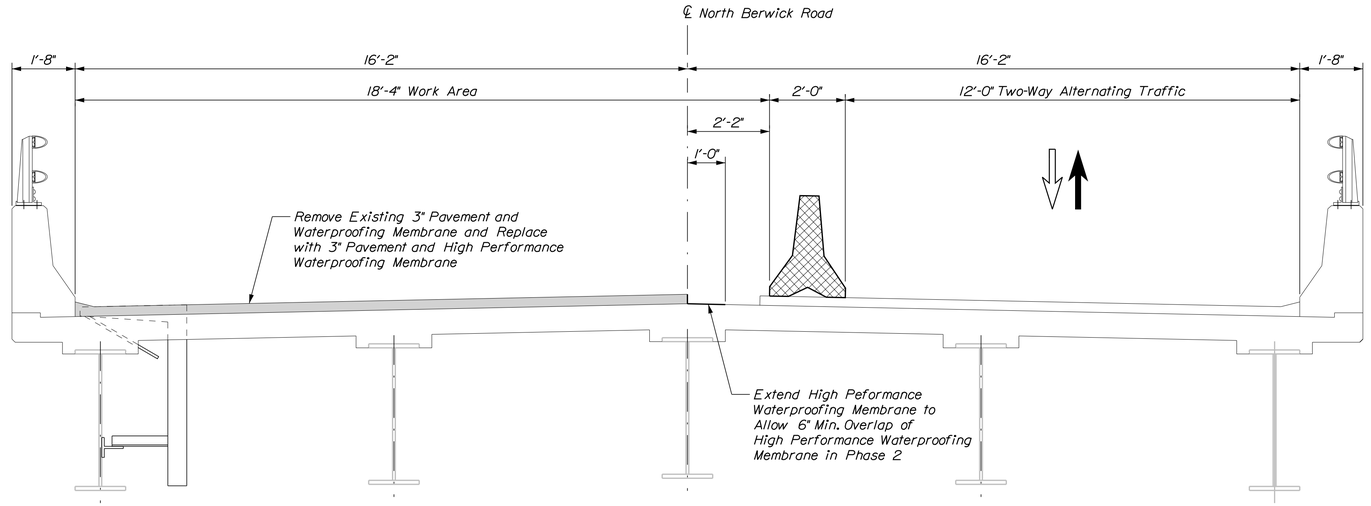
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS

BRIDGE TYPICAL SECTION

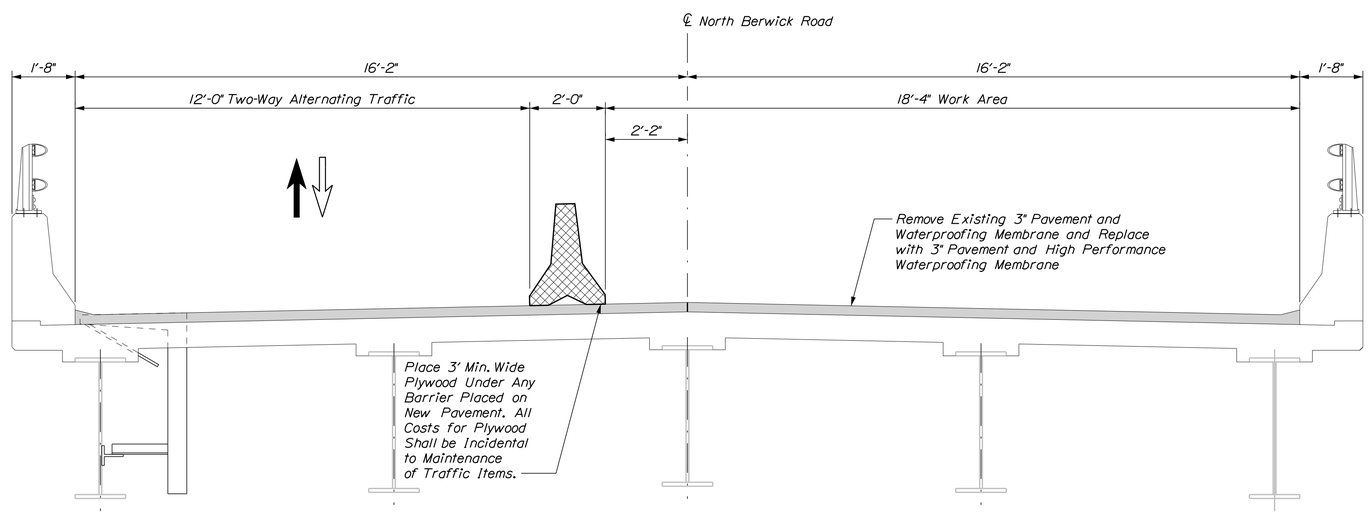
VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 37
37 OF 45



PHASE 1 TYPICAL SECTION

Scale: 1/2" = 1'-0"



PHASE 2 TYPICAL SECTION

Scale: 1/2" = 1'-0"

Scale: 1 5 1/2" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

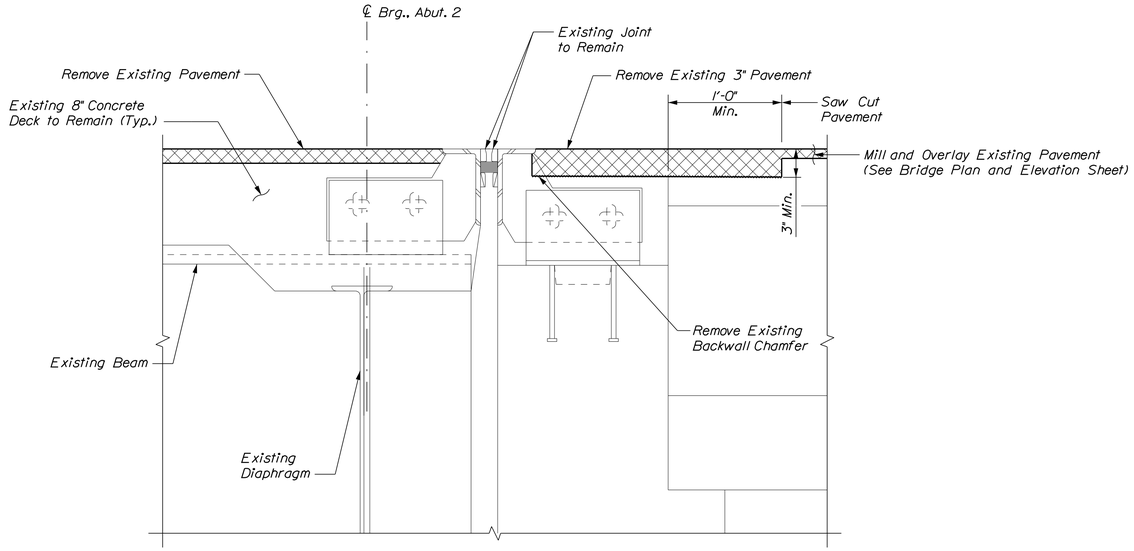
MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS

CONSTRUCTION PHASING

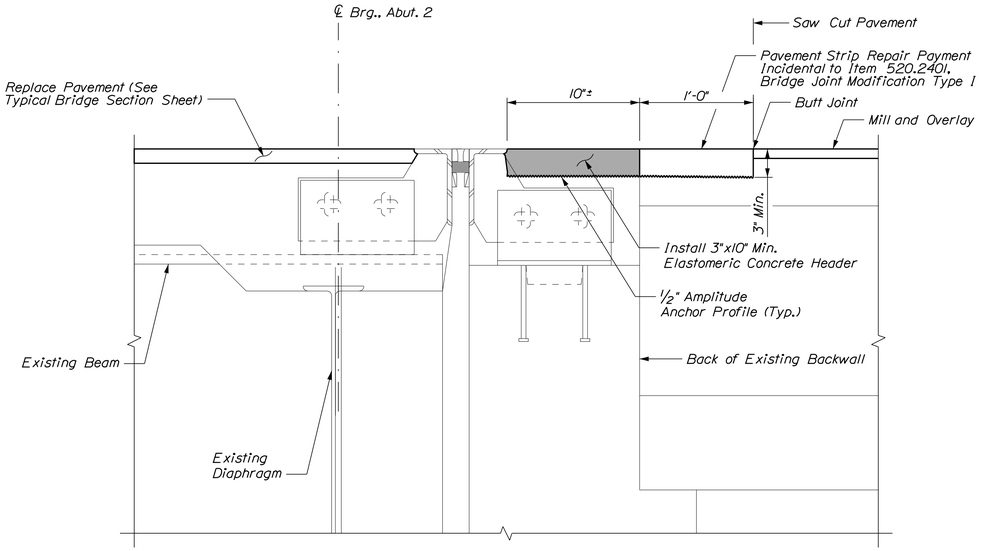
VHB: 55200.01 SHEET NUMBER: 38
CONTRACT: 2019.06 38 OF 45

Date: 1/11/2019

Filename: ...\2-NBerwick\038_Phasing_01.dgn



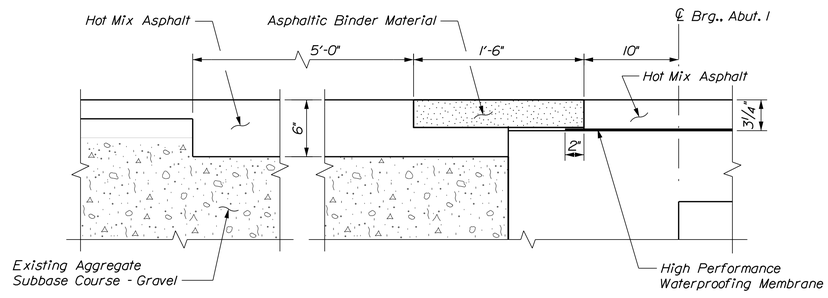
EXISTING EXPANSION JOINT SECTION



PROPOSED EXPANSION JOINT SECTION

SECTIONS AT EXPANSION JOINT AT ABUTMENT 2

Not to Scale



FIXED ASPHALTIC PLUG JOINT DETAIL AT ABUTMENT 1

Scale: 1 1/2" = 1'-0"

EXPANSION JOINT NOTES

1. Refer to MaineDOT Standard Details Section 520 for details and information not shown.
2. All concrete surfaces where elastomeric concrete is to be applied shall have a 1/2 inch minimum anchor profile or roughened surface as directed by the Resident.
3. Steel surfaces shall be prepped and elastomeric concrete shall be applied according to the manufacturers recommendations.
4. Expansion joint modifications shall be paid for under Item 520.2401 Bridge Joint Modification Type 1.

Scale: 1 0 7 — 3/8" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

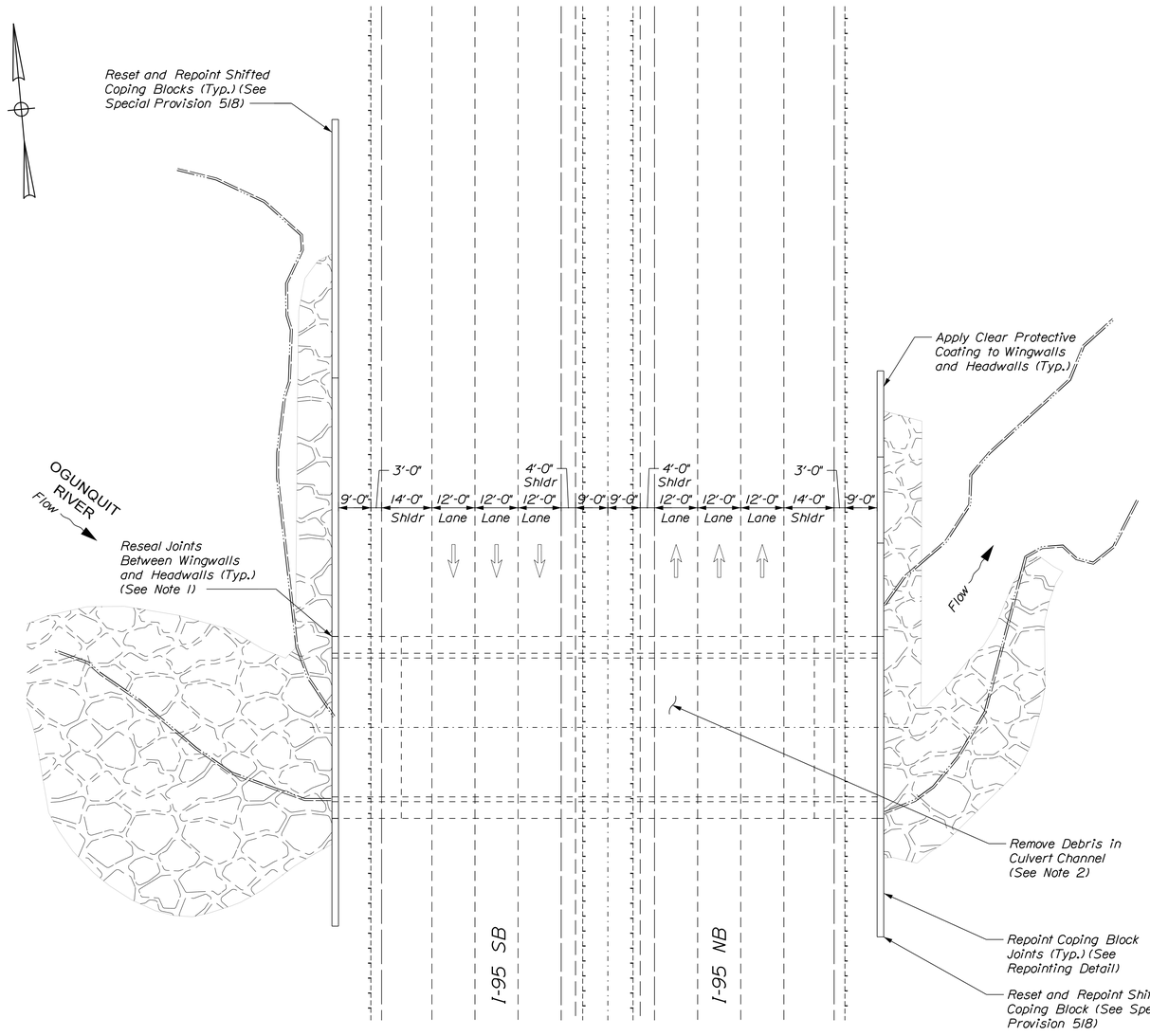
MTA PROJECT NO. 2019.06
NORTH BERWICK ROAD UNDERPASS

JOINT REPAIRS

VHB: 55200.01 SHEET NUMBER: 39
CONTRACT: 2019.06 39 OF 45

Date:1/11/2019

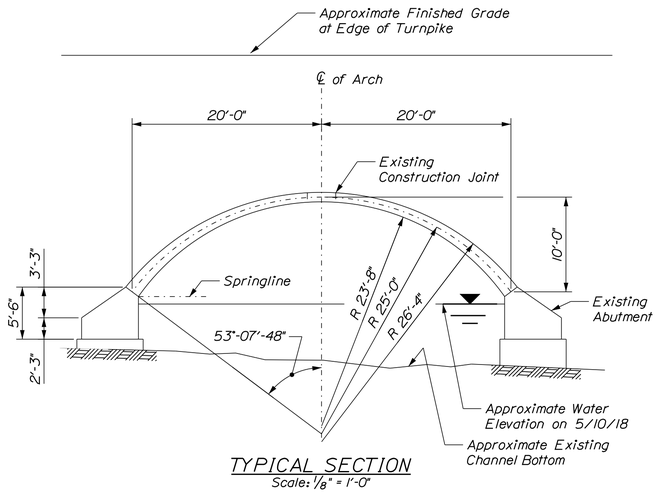
Filename: ...\MSTA\2-NBerwick\039_Joint.dgn



PLAN
Scale: 1" = 20'-0"

8 0 8 16
1/8" = 1'-0"

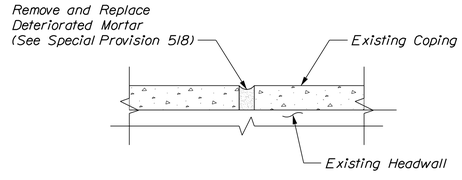
20 0 40
1" = 20'-0"



TYPICAL SECTION
Scale: 1/8" = 1'-0"

NOTES

1. Reseal joints between the wingwall and headwall as directed by the Resident. Joint sealant shall be from the MaineDOT Qualified Products List for Silicone and Polyurethane Joint Sealant.
2. River debris removal shall be incidental to Related Contract Items. The limits of river debris removal shall be as directed by the Resident. All debris removed shall be disposed of outside the limits of the Turnpike Right-of-Way in accordance with Maine Department of Environmental Protection Solid Waste Regulations. Debris shall not be allowed to float downstream.
3. The work shall be conducted to minimize impact and disturbance to wetlands and the water course.
4. No fill shall be placed in streams or wetlands other than that associated with the placement of cofferdams for water diversion during culvert repairs.
5. If guardrail is removed for construction access to perform the work, a single lane closure is required. See Maintenance of Traffic Detail Sheets. At the end of each work day, the Contractor is required to have a approved crashworthy end treatment on all guardrail within all work areas accessible to traffic.
6. The Contractor shall submit an access plan to the Resident for approval, prior to commencing work. The cost shall be incidental to the Contract.
7. All concrete repair work shall be performed in the dry. Use sandbags, modular temporary cofferdams or other approved method to divert flow around the work areas.



REPOINTING DETAIL
Not to Scale

Date:1/11/2019

Filename: ...\040_BDPlan_01.dgn

Scale:

No.	Revision	By	Date

Designed by:

vhb

CONSULTANT PROJECT MANAGER: T. Bryant

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

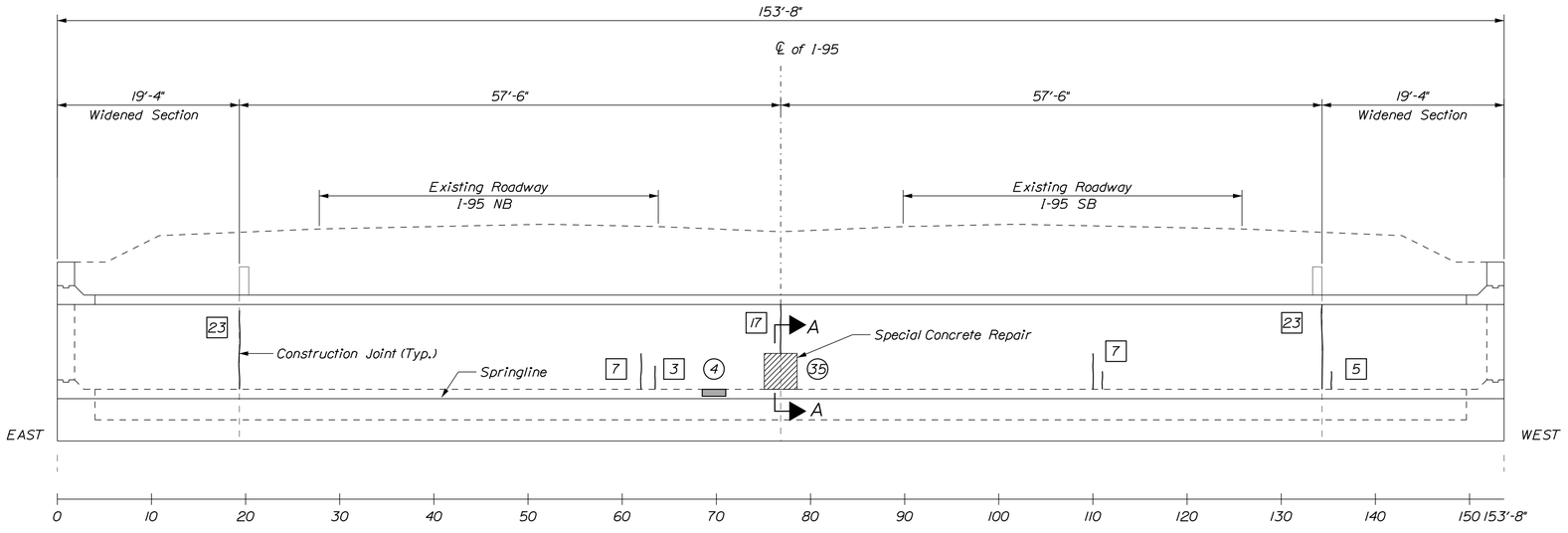
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

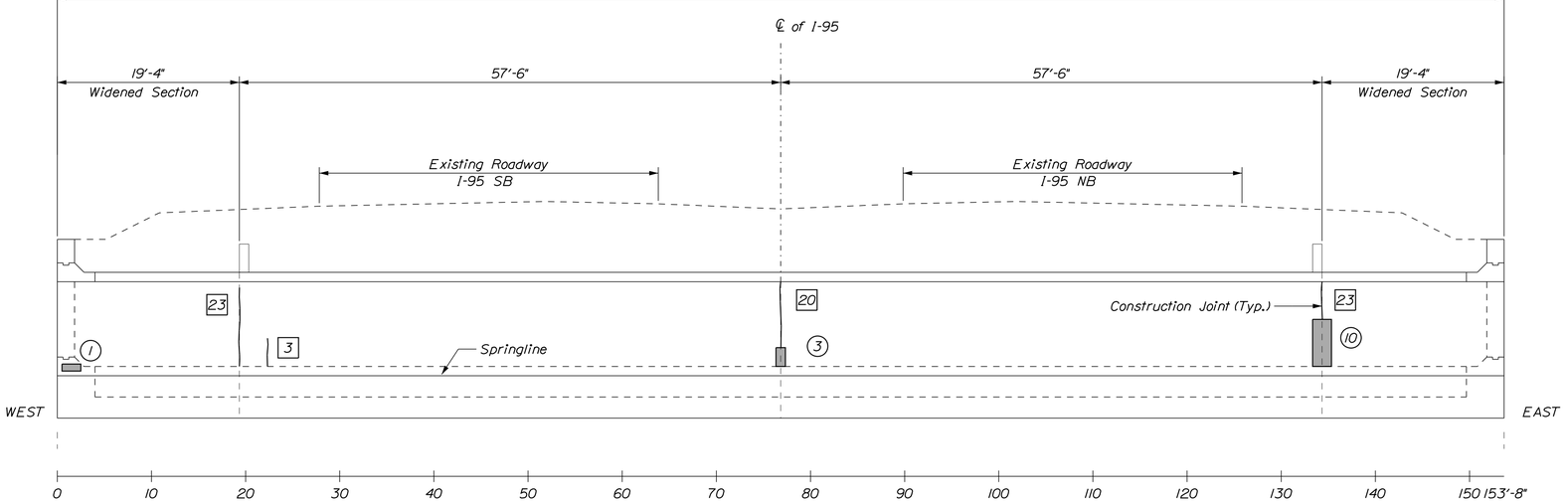
MTA PROJECT NO. 2019.06
OGUNQUIT RIVER CULVERT

GENERAL PLAN

VHB: 55200.01 SHEET NUMBER: 40
CONTRACT: 2019.06 40 OF 45



SOUTH WALL



NORTH WALL

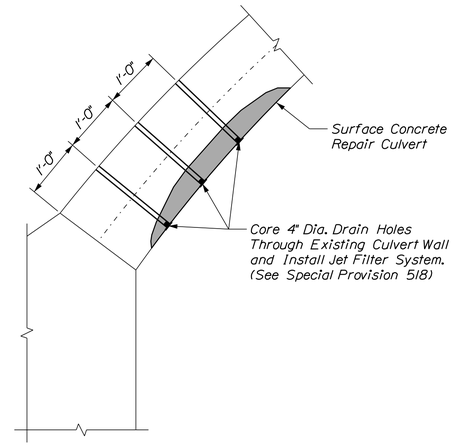
ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Concrete Culvert Repairs	30 *

* Includes 12 S.F. of Additional Repair Quantity As A Contingency.

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- Limit of Special Concrete Repair
- [#] Linear Feet of Crack Repair
- (#) Square Footage of Repair



SECTION A-A

SHEET NOTE

1. For Concrete Repair Notes and Details see Typical Details Sheet.

OGUNQUIT RIVER CULVERT CONCRETE REPAIRS

Date:1/11/2019

Filename: ...\041_BDPlan_02.dgn

Scale: 8 0 8 16
1/8" = 1'-0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: T. Bryant

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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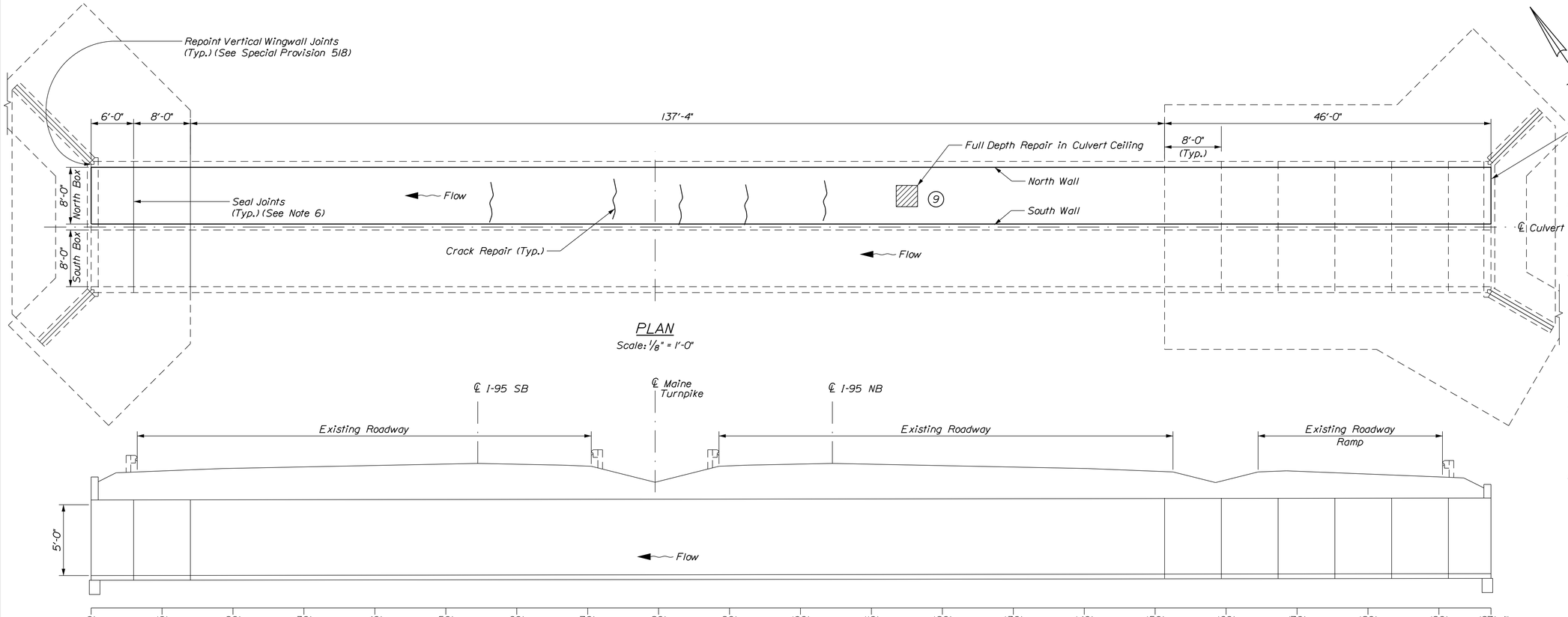
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

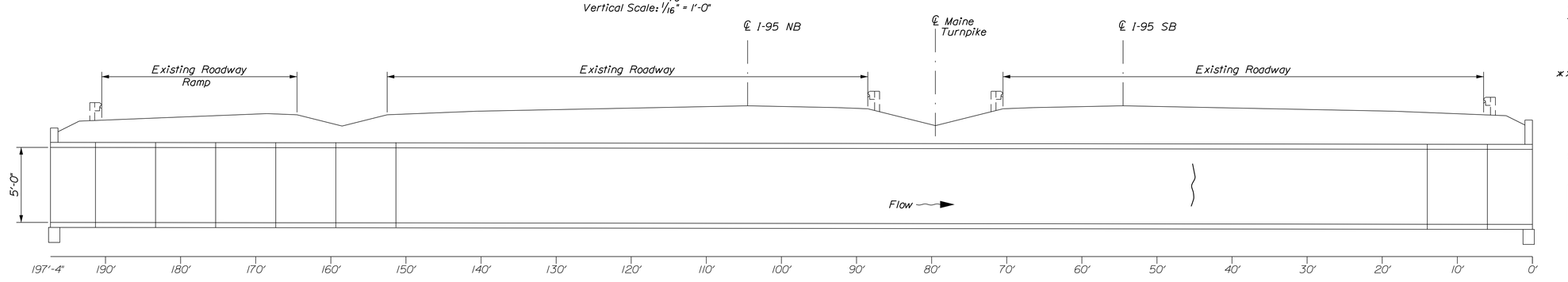
MTA PROJECT NO. 2019.06
OGUNQUIT RIVER CULVERT
CULVERT REPAIRS

VHB: 55200.01 SHEET NUMBER: 41
CONTRACT: 2019.06 41OF 45



PLAN
Scale: 1/8" = 1'-0"

ELEVATION
NORTH BOX NORTH WALL
Horizontal Scale: 1/8" = 1'-0"
Vertical Scale: 1/16" = 1'-0"



ELEVATION
NORTH BOX SOUTH WALL
Horizontal Scale: 1/8" = 1'-0"
Vertical Scale: 1/16" = 1'-0"

16 0 16 32
1/16" = 1'-0"

8 0 8 16
1/8" = 1'-0"

CONSTRUCTION NOTES

1. Rehabilitate existing culvert one box at a time. Use sand bags or other approved method to divert flow to one box so that concrete repairs may be performed in the dry.
2. Machinery shall not be located or operated in the water course.
3. Remove all cofferdam structures and turbidity controls from the culvert and water course once all concrete repairs are complete.
4. The work shall be conducted to minimize impacts and disturbance to wetlands and the water course.
5. No fill shall be placed in streams or wetlands other than that associated with the placement of cofferdams for water diversion during culvert repairs.
6. Reseal joint between construction joints inside the culvert as directed by the Resident. Joint Sealant Shall be Sikaflex 15 LM. All costs for resealing joints shall be incidental to Concrete Repair Items.

ESTIMATED CONCRETE REPAIR QUANTITIES (SF/LF)

Full Depth Concrete Repairs 15 *
* Includes 6 S.F. Additional Repair Quantity As A Contingency

Estimated Crack Repair 25 **
** The Estimated Quantity and Location of Concrete Crack Repair is Based on Limited Field Observations

KEY

- Limit of Crack Repair
- Limit of Full Depth Repair
- Limit of Surface Concrete Repair
- # Linear Feet of Crack Repair
- # Square Footage of Repair

SHEET NOTES

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Date: 1/11/2019

Filename: ...\042_Culvert_03.dgn

Scale:

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

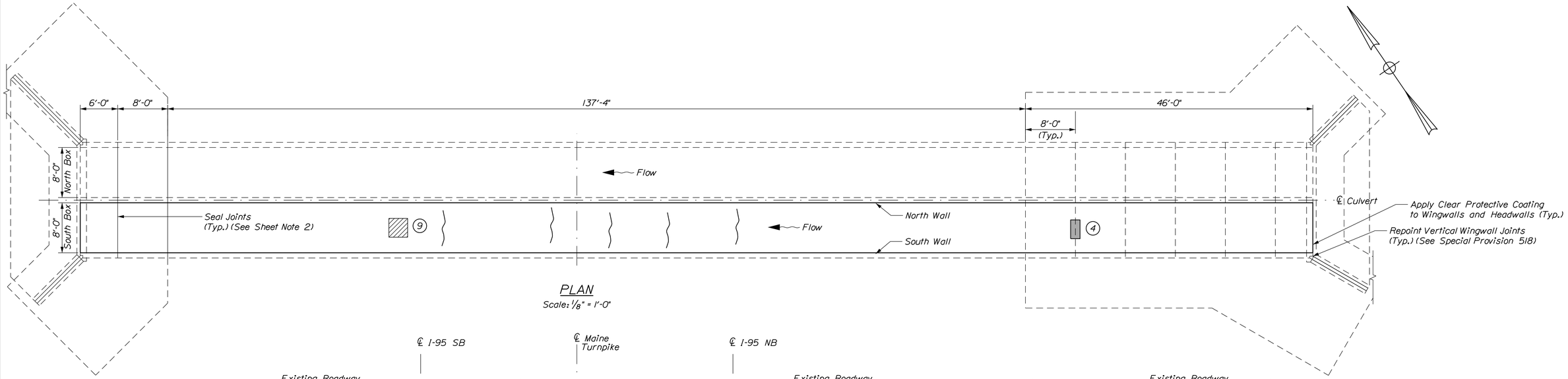
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
THACHER BROOK CULVERT (SECOND)
PLAN AND ELEVATION (1 OF 2)

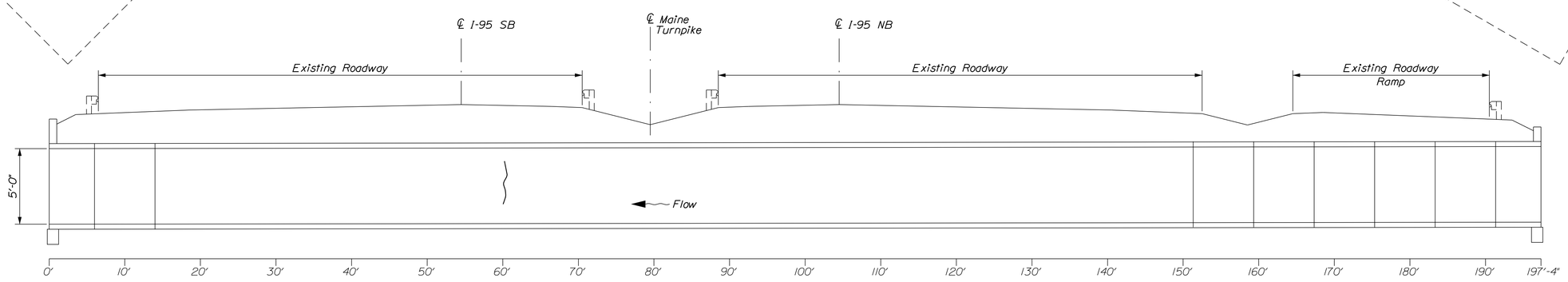
VHB: 55200.01
CONTRACT: 2019.06

SHEET NUMBER: 42
42 OF 45

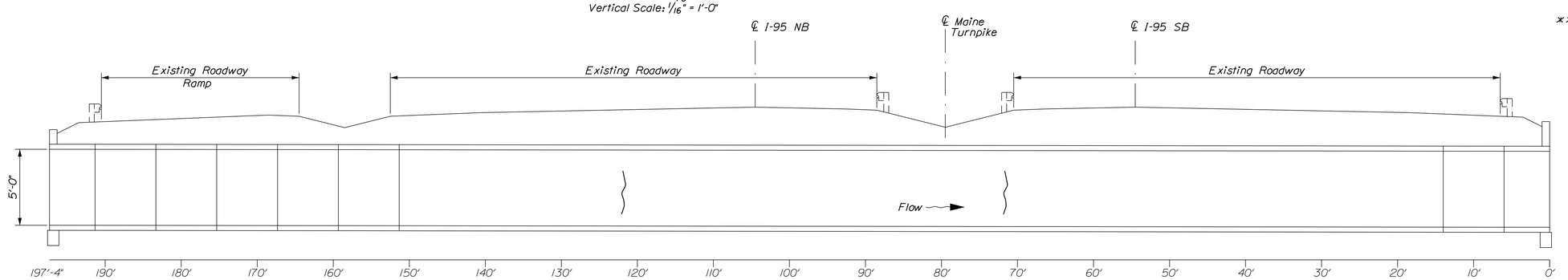
Date:1/11/2019



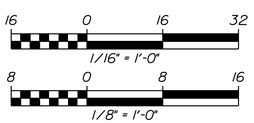
PLAN
Scale: 1/8" = 1'-0"



ELEVATION
SOUTH BOX NORTH WALL
Horizontal Scale: 1/8" = 1'-0"
Vertical Scale: 1/16" = 1'-0"



ELEVATION
SOUTH BOX SOUTH WALL
Horizontal Scale: 1/8" = 1'-0"
Vertical Scale: 1/16" = 1'-0"



ESTIMATED CONCRETE REPAIR QUANTITIES (SF)

Surface Culvert Repairs 10*
* Includes 6 S.F. Additional Repair Quantity As A Contingency

Full Depth Concrete Repairs 15 **
** Includes 6 S.F. Additional Repair Quantity As A Contingency

Estimated Crack Repair 25 ***
*** The Estimated Quantity and Location of Concrete Crack Repair is Based on Limited Field Observations

KEY

- Limit of Crack Repair
- Limit of Full Depth Concrete Repair
- Limit of Surface Concrete Repair
- # Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTES

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.
2. For Construction Notes See Thacher Brook Culvert (Second) Plan and Elevation (1 of 2)

Filename: ...\043_Culvert_03.dgn

Scale:

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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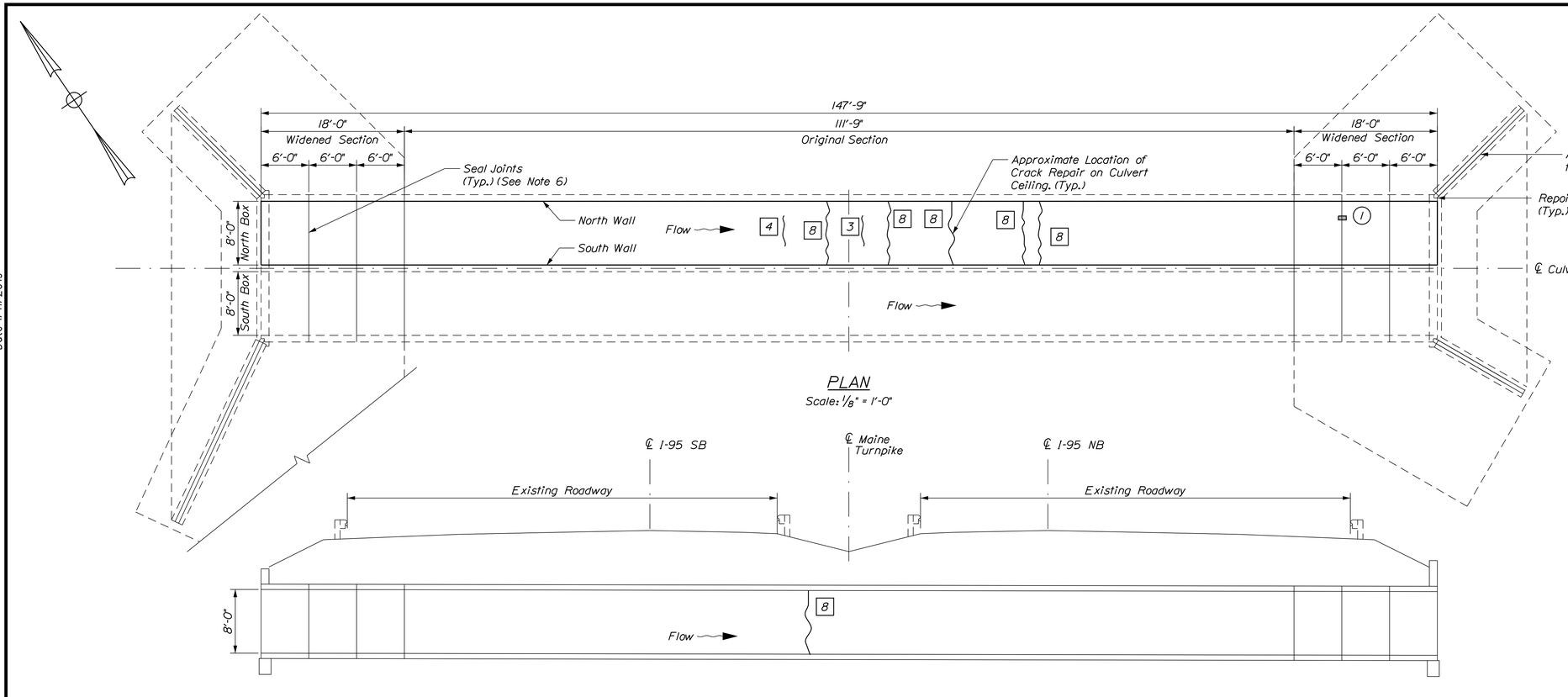
MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
THACHER BROOK CULVERT (SECOND)
PLAN AND ELEVATION (2 OF 2)

VHB: 55200.01 SHEET NUMBER: 43
CONTRACT: 2019.06 43 OF 45

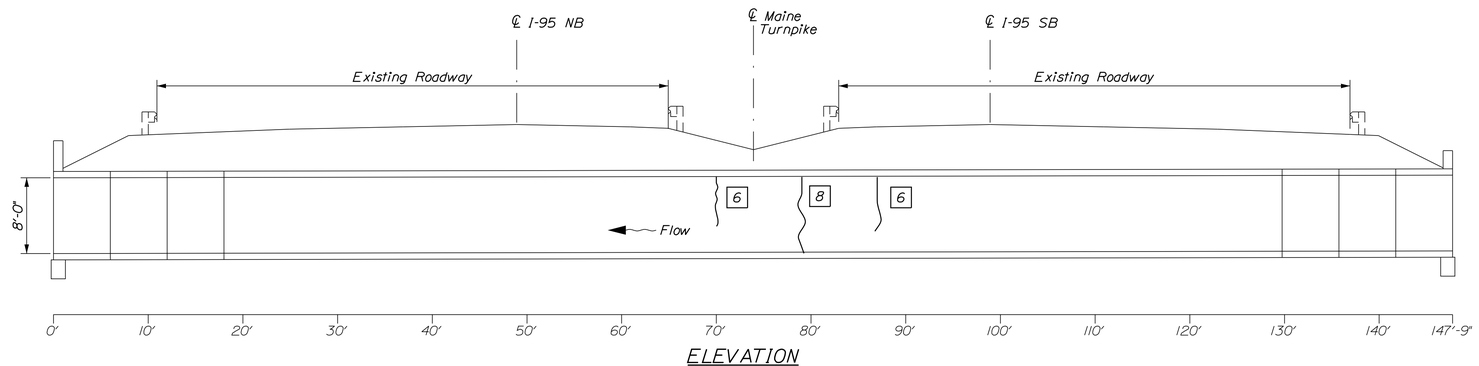


PLAN

Scale: 1/8" = 1'-0"

ELEVATION
NORTH BOX, NORTH WALL

Scale: 1/8" = 1'-0"



ELEVATION
NORTH BOX, SOUTH WALL

Scale: 1/8" = 1'-0"

8 0 8 16

1/8" = 1'-0"

CONSTRUCTION NOTES

1. Rehabilitate existing culvert one box at a time. Use sand bags or other approved method to divert flow to one box so that concrete repairs may be performed in the dry.
2. Machinery shall not be located or operated in the water course.
3. Remove all cofferdam structures and turbidity controls from the culvert and water course once all concrete repairs are complete.
4. The work shall be conducted to minimize impacts and disturbance to wetlands and the water course.
5. No fill shall be placed in streams or wetlands other than that associated with the placement of cofferdams for water diversion during culvert repairs.
6. Reseal leaking precast concrete culvert extension sections at both ends of culvert as directed by the Resident with Joint Sealant Sikaflex 15 LM. All costs for resealing joints shall be incidental to Concrete Repair Items.

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)/(LF)

Surface Culvert Repairs	5 *
* Includes 4 S.F. Additional Repair Quantity As A Contingency	
Crack Repair	85 **
** Includes 10 S.F. Additional Repair Quantity As A Contingency	

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- [#] Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTES

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.

Date:1/11/2019

Filename: ...\044_Culvert_02.dgn

Scale:

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: C. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

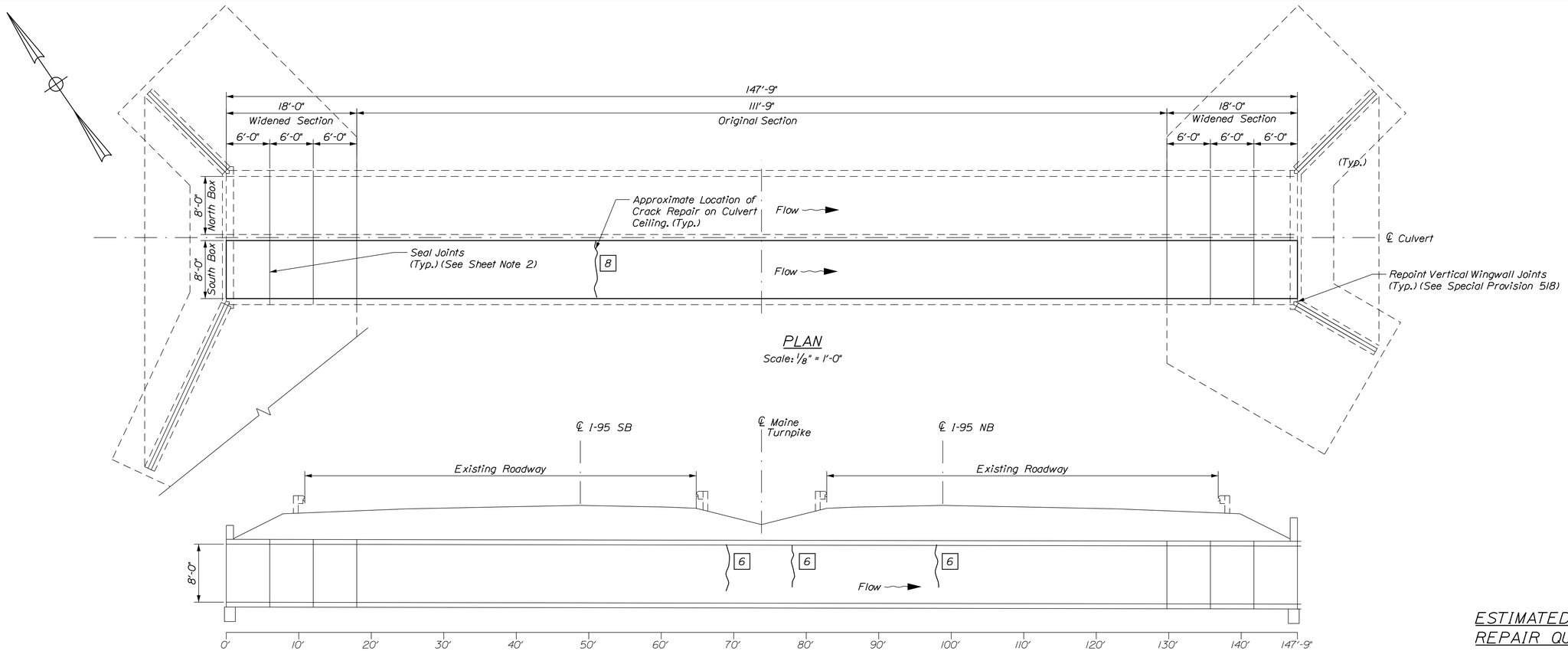
MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
THACHER BROOK CULVERT (THIRD)

PLAN AND ELEVATION (1 OF 2)

VHB: 55200.01 SHEET NUMBER: 44

CONTRACT: 2019.06 44 OF 45

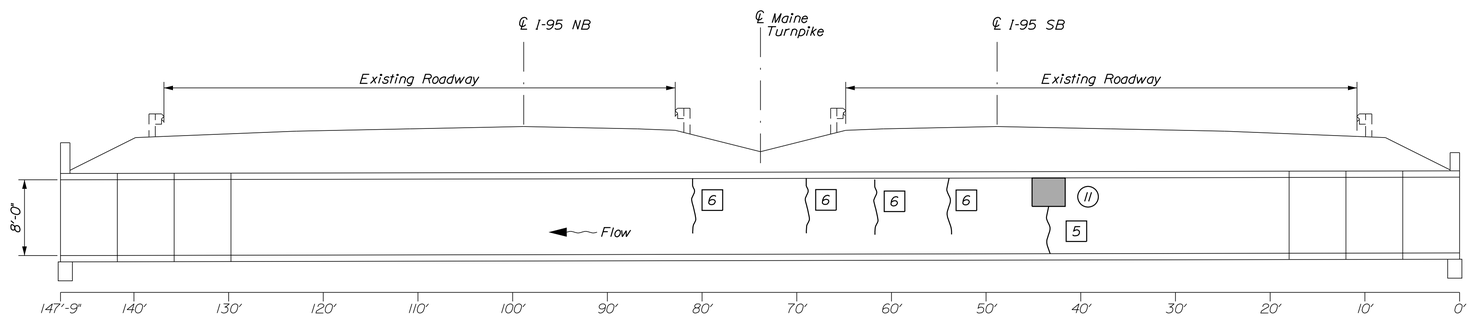


PLAN

Scale: 1/8" = 1'-0"

ELEVATION SOUTH BOX, NORTH WALL

Scale: 1/8" = 1'-0"



ELEVATION SOUTH BOX, SOUTH WALL

Scale: 1/8" = 1'-0"

8 0 8 16

1/8" = 1'-0"

ESTIMATED CONCRETE REPAIR QUANTITIES (SF)/(LF)

Surface Culvert Repairs	15 *
Crack Repair	65 **

* Includes 4 S.F. Additional Repair Quantity As A Contingency

** Includes 10 S.F. Additional Repair Quantity As A Contingency

KEY

- Limit of Crack Repair
- Limit of Surface Concrete Repair
- [#] Linear Feet of Crack Repair
- (#) Square Footage of Repair

SHEET NOTES

1. For Concrete Repair Notes and Details see Concrete Repair Typical Details Sheet.
2. For Construction Notes See Thacher Brook Culvert (Third) Plan and Elevation (1 of 2).

Date:1/11/2019

Filename: ...\045_Culvert_02.dgn

Scale:

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MED	1/11/19	Checked	GME	1/11/19
Drawn	DPD	1/11/19	In Charge of	TSB	1/11/19

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2019.06
THACHER BROOK CULVERT (THIRD)
PLAN AND ELEVATION (2 OF 2)

VHB: 55200.01 SHEET NUMBER: 45

CONTRACT: 2019.06 45 OF 45