

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 2**

**CONTRACT 2021.05**

**YORK TOLL PLAZA DEMOLITION**  
**MILE 7.3**

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

**PROPOSAL**

Proposal Sheet P-2 through P-12 is deleted and replaced. Changes made include adding, deleting and modifying items.

**PLANS**

Plan Sheets 1, 3, 4, 5, 6, 12, 14, 15, 17, 18, 21, 22, 24, 30, 33, 34, 43, 56, 62, 64, 65, 66, 70, 72-84, 88, 89, 119, 120, 128, 129, 130, 140, 143, 146, 148, and 149 of 149, all sheets are deleted and replaced in its entirety with attached revised sheets and changes noted on each sheet.

**SPECIFICATIONS**

Special Provision 107.4.6 modified to include using administration building as the MTA field office after MTA decommissioning. SP-19 deleted and replaced.

Special Provision 107.4.7 removed depth of milling. SP-21 deleted and replaced.

Special Provision 202.206 – Removing Rumble Strips added. SP-34A, SP-34B added.

Special Provision 203 Excavation and Embankment – section 203.02 text added to require all granular borrow used on this project meet requirements of Granular Borrow for Underwater Backfill. SP-37 deleted and replaced.

Special Provision 203.18 on SP-38, removed 115% of compacted quantity. Pay for common borrow and granular borrow shall be as measured in place. SP-38 deleted and replaced.

Special Provision 206.071 – Structural Rock Excavation-Pavement added for removal of pavement greater than 3' in thickness. SP-40A added.

Special Provision 403 Hot Mix Asphalt (Pavement Table), change wearing course of Exit 7 On and Off Ramps to 403.2081 and add shim 12.5 mm to Northbound and Southbound Shim and Pave table. SP-53 deleted and replaced.

Special Provision 409 Bituminous Tack Coat – section 409.01 description added to clarify which tack coat is used for final wearing coarse. SP-55 deleted and replaced.

Special Provision 526 Concrete Barrier – minimum reveal changed to 42". All references to Cast in Place deleted. SP-70 through SP-72 deleted and replaced.

Special Provision 608 Sidewalks – Item removed from contract. SP-96 and SP-97 deleted.

Special Provision 631 Equipment Rental – overhead and profit markup is removed. SP-118 and SP-119 deleted and replaced.

Special Provision 645.1099 – Remove and Dispose Sign added. New item to clarify signs to be removed and discarded. SP-126 and SP-127 deleted and replaced.

Special Provision 645 – Barrier Reflector added. New item as shown on plan sheet 17 in this addendum. SP-124A, SP-124B, SP-124C added.

Special Provision 652.47 – Sequential Flashing Warning Light added. SP-164 deleted and replaced.

Special Provision 652 Maintenance of Traffic – Portable Light Towers added. New item for work shown on the Maintenance of Traffic Plans. SP-166A added.

Special Provision 800 Miscellaneous – remove bullet 15 from section 800.1 Description. Delete first paragraph on SP-172, temporary support over tunnel stairs is not required. Section 800.9 Basis of Payment, delete bullet 5 referencing temporary construction within toll islands. SP-171, SP-172 and SP-174 deleted and replaced.

Special Provision 802 Miscellaneous Incidentals – Construct Underdrained Soil Filters added. New item to clarify work incidental to USFs. SP-175A added.

## **QUESTIONS**

The following are questions submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

1. On the Schedule of Items for the York Toll Plaza Demolition and Mainline Reconstruction Project there is an Item No. 626.341. We know that this is a light standard foundation however we cannot find it in the MaineDOT Standard Details publication. Please provide a detail for this item or advise us as to where we may obtain one.

**Answer: Refer to SP-104 in the Special Provisions and Sheet 98 of the Plans.**

2. Are Pre-Phase 1 shown on DWG CS-01 (30 of 149) & Phase 1A shown on DM-01 (140 of 149) considered the same phase?

**Answer: No. References to Phase 1A have been removed from sheet 140 of 149.**

3. Will temporary lane closures be permitted for drive sheet pile in Phase 1 and removing it in Phase 2 to allow for 10' clearance to traffic?

**Answer: Temporary lane closures are allowed as specified in section 652.**

4. The Stormwater pond detail also includes 18" of storm filter bed material, jersey barrier spillway w/concrete footing, 14" type B underdrain bedding sand and wetland seed. We do not find corresponding items in the schedule of items so are these incidental? If so, what are they incidental to?

**Answer: A special provision bid item, 802.01 Construct Underdrain Soil Filters, has been added to the bid form, providing a lump sum item to pay for all incidental work required to complete the soil filters which is not measured and paid separately. Incidental work includes furnishing and installing of the 18" filter media, concrete spillway barrier with concrete footing, Type B underdrain bedding sand, the specified wetland seed for the basin bottom, and any other incidentals required for USF construction.**

5. The earthwork calculations on sheet GN-02 call out total fill of 897 cy which was rounded up to 900 cy. The schedule of items calls for 5,997 cy of common borrow – Item 203.24. If there is only 900 cy of fill where is the 5,997 cy of common borrow to be used?

**Answer: The schedule of items is correct, sheet GN-02 is revised to match. Other changes within this addendum have changed earthwork quantities, see revised P-2 through P-12 and sheet 3 of 149.**

6. Where are the NB and SB highway lighting feed from? Are NB and SB on separate feeds or does one feed the other through the existing tunnel?

**Answer: NB feed is from NB on ramp. SB feed is from overhead wire crossing Turnpike from NB on ramp to SB on ramp.**

7. Will additional borings be provided so that bidder can have the full extent of pavement removal especially in locations called out to have more than 20" of pavement? Has the pavement removal been calculated in the common excavation totals? Will pavement removal continue to be paid for under common excavation?

**Answer: No additional borings will be provided. All pavement removal is calculated as common excavation. Addendum 2 adds item 206.071 Structural Rock Excavation - Pavement for all pavement removal thicker than 3' and removes corresponding quantity from common excavation.**

8. How will the USF be paid?

**Answer: See question 4 above.**

9. Will there be a pay item for Seed #2 and Seed #3?

**Answer: Item 618.13 – Seeding Method Number 1 has been deleted and replaced with Item 618.14 - Seeding Method Number 2.**

10. Will there be a bid extension?

**Answer: Per Addendum 1, the bid opening date has changed to July 20, 2021 at 1:00pm.**

11. Is there underdrain on the SB side of the highway from 256+50 to 273+00?

**Answer: Underdrain along SB side of highway from Sta. 256+50 to 273+00 has been removed.**

12. The OCS table on dd-04 is different than that in the general plan which is to be used?

**Answer: The callouts on DD-04 and the general plans have been coordinated and plans re-issued.**

13. How will the removal of the rumble strips be paid For?  
**Answer: Item 202.206 Removing Rumble Strips is added in locations where traffic travels on the existing shoulders.**
14. Will hot rubber be required on a notch wedge joint?  
**Answer: No, hot rubber will not be required on notched-wedge joint. The notched-wedge joint receives two coats of tack.**
15. Are the quantities correct for Item 403.207?  
**Answer: Item 403.207 is placed in all full depth areas in addition to shim areas where a full lift can be placed below wearing and intermediate course. See Pavement Mill Transition Detail on sheet 14 of 149.**
16. Are there any cross sections for the road and MTA parking lot?  
**Answer: This Addendum removes all work on access road and parking lot.**
17. Item 652.351 Construction Signs – Supplied By Authority is a lump sum item. We can not find anything in the plans or specs that outline what the authority is supplying. Can we be provided more information so that we may accurately price this lump sum item?  
**Answer: The "DO NOT STOP" signs attached to closed booths for phase 1 traveling through plaza. A total of 9 signs (5 southbound/4 northbound) at 6 sf each.**
18. The USF 3 & 4 outlet pipes are listed on the plan (sheet 71 & 72) as option III. The drainage schedule (sheet 15) calls them out as RCP. Please advise.  
**Answer: The correct pay item shall be Option III pipe as noted on Sheets 71 and 72, the drainage schedule (sheet 15) has been revised and re-issued.**
19. On page SP-53 of the specifications the Exit 7 On and Off Ramp calls out item 403.208 for the 1.5” wearing surface. The complimentary notes list “A” as one of the notes. Complimentary note A requires the PGAB to be 64E-28 which is a polymer. Item 403.2081 is the polymer modified item not 403.208. Please clarify.  
**Answer: Exit 7 On and Off Ramp will use 403.2081 for wearing surface. SP-53 pavement table modified and replaced in this addendum.**
20. On page SP-53 the Northbound and Southbound Shim and Pave section calls out shim to be 4.75mm (item 403.212). The schedule of bid prices does not have this item. The only shim item is 403.211. Please clarify.  
**Answer: The pavement table on SP-53 is modified to include shim, 4.75 mm and 12.5 mm as item 403.211.**
21. Note 6 on DM-01 (140 of 149) states Record Drawings for the existing toll plaza are available on request. Please provide the record drawings.  
**Answer: Record drawings posted to MTA website on 7/7/2021.**
22. There are 4 stormwater treatment ponds shown on the plans. The details call out 6” underdrain pipe, 8” outlet pipe, geotextile fabric impermeable soil (clay borrow) and overflow spillway (stone ditch protection) which we believe will be paid under their respective unit prices. Is that correct?  
**Answer: See question 4 above.**



23. Plan sheet 70 of 149 (SW-01) calls out 8" pvc underdrain in the UDSF. We do not find a pay item for 8" underdrain in the schedule of items. Is the 8" underdrain being paid under item 605.105 8 inch underdrain outlet or is it incidental to something.  
**Answer: Each item is paid by respective item per unit cost, otherwise is incidental to 802.01. See question 4 for additional information.**
24. Under what bid item should the concrete barrier and concrete footing at the USF basins be paid under?  
**Answer: See question 4 above.**
25. Under what item should the 18" Soil Filter Bed at the USF basins be paid under?  
**Answer: See question 4 above.**
26. Is the 14" Underdrain Type B Bedding at the USF basins incidental to item 605.06 – 6" Underdrain Type B?  
**Answer: See question 4 above.**
27. Is the 8" PVC underdrain in USF #1 & #2 to be slotted or holes.  
**Answer: See question 4 above.**
28. Will the geotextile fabric and the erosion control blanket be paid for under their respective bid items?  
**Answer: See question 4 above.**
29. Item 652.351 Construction Signs-Supplied by the Authority in the SP is called out to be measured by the sf but is a lump sum item per the schedule of items. How many sf will be supplied?  
**Answer: See question 17 above.**

## **ATTACHMENTS**

Proposal Sheets	(11 pages)
Plan Sheet	(48 pages)
Special Provisions	(25 pages)

**SCHEDULE OF BID PRICES  
CONTRACT 2021.05  
YORK TOLL PLAZA DEMOLITION AND MAINLINE RECONSTRUCTION  
MILE 7.3**

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
201.11	Clearing	AC	1				
202.071	Removing Asbestos Containing Materials	LS	1				
202.15	Removing Manhole or Catch Basin	EA	11				
202.151	Abandoning Existing Manhole or Catch Basin	EA	7				
202.16	Removing Existing Pipe	LF	310				
202.161	Abandoning Existing Pipe	LF	650				
202.202	Removing Pavement Surface	SY	52,000				
202.205	Rumble Strips - Shoulder	LF	17,500				
202.206	Remove Rumble Strips	LF	1,330				
203.2	Common Excavation	CY	44,000				
203.21	Rock Excavation	CY	400				
203.24	Common Borrow	CY	5,997				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
203.245	Clay Borrow	CY	45				
203.25	Granular Borrow	CY	409				
203.35	Crushed Stone Fill 3/4-Inch	CY	550				
206.071	Structural Rock Excavation - Pavement	CY	800				
304.1	Aggregate Subbase Course – Gravel	CY	18,750				
304.14	Aggregate Base Course - Type A	CY	5,950				
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size	T	13,500				
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	T	6,100				
403.211	Hot Mix Asphalt (Shim)	T	4,500				
403.213	Hot Mix Asphalt 12.5 mm Nominal Maximum Size (Binder)	T	4,500				
409.15	Bituminous Tack Coat - Applied	G	4,350				
409.152	Bituminous Tack Coat NTSS-1HM Trackless - Applied	G	4,200				
419.3	Saw Cutting Bituminous Pavement	LF	17,700				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
502.23	Structural Concrete. Basement Closure Wall	CY	2				
503.12	Reinforcing Steel, Fabricated and Delivered	LB	400				
503.12	Reinforcing Steel, Placing	LB	400				
508.14	High Performance Membrane Waterproofing	LS	1				
511.09	Temporary Earth Support Systems	SY	100				
526.31	Temporary Concrete Barrier Type I - Supplied by the Authority	LS	1				
526.35	Median Barrier Type I -Precast	LF	2,700				
526.35	Median Barrier Type I - Supplied By MTA	LF	240				
526.36	Median Barrier Transition Type I - Precast	EA	2				
526.36	Median Barrier Transition Type I - Supplied By MTA	EA	1				
527.31	Center Barrier Crash Attenuator (Smart Cushion)	EA	3				
527.34	Work Zone Crash Cushions	UNIT	1				
527.34	Work Zone Crash Cushions - TL-3	UNIT	4				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
602.4	Pumped Grout Fill	CY	30				
603.159	12 Inch Culvert Pipe Option III	LF	150				
603.165	15 Inch Reinforced Concrete Pipe Class III	LF	680				
603.169	15 Inch Culvert Pipe Option III	LF	340				
603.175	18 Inch Reinforced Concrete Pipe Class III	LF	100				
604.09	Catch Basin Type B1	EA	9				
604.0901	Catch Basin Type B1 with Flat Top	EA	12				
604.1521	48 Inch Manhole Type 6 with Flat Top	EA	2				
604.1542	72 Inch Outlet Control Structure	EA	4				
604.1561	96 Inch Doghouse Manhole	EA	1				
604.161	Altering Catch Basin	EA	1				
604.182	Cleaning Existing Catch Basin and Manhole	EA	3				
605.09	6 Inch Underdrain Type B	LF	720				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
605.105	8 Inch Underdrain Outlet	LF	800				
606.1301	31" W-Bm Gr, Mid-Way Splice-Sgl Faced	LF	1,450				
606.1305	31" W-Bm Gr, Md-Wy Splice Flared Term	EA	1				
606.1351	31" W-Bm Gr, Mid-Way Splice Terminal End-Anchored End	EA	1				
606.1724	Bridge Transition - Type III Modified	EA	2				
606.352	Reflectorized Beam Guardrail Delineator	EA	2				
606.353	Reflectorized Flexible Guardrail Marker	EA	3				
606.356	Underdrain Delineator Post	EA	43				
606.3561	Delineator Post - Remove and Reset	EA	50				
606.3562	Delineator Post - Remove and Stack	EA	31				
606.3611	Guardrail - Remove, Modify, and Reset Thrie Beam, Double Rail	LF	25				
606.3631	Guardrail - Remove and Stack or Dispose	LF	4,810				
606.48	Single Galvanized Steel Post	EA	2				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
606.64	Gr - Thrie Beam - Dbl Rail	LF	638				
606.65	Gr - Thrie Beam - Sgl Rail	LF	525				
606.754	Widen Shoulder for Energy Absorbing End Terminal	EA	1				
610.08	Plain Riprap	CY	200				
610.181	Temporary Stone Check Dam	CY	150				
610.182	Permanent Stone Check Dam	CY	8				
615.07	Loam	CY	7,700				
618.14	Seeding Method Number 2	UN	420				
619.1201	Mulch	UN	420				
619.1202	Temporary Mulch	LS	1				
620.56	Drainage Geotextile	SY	300				
620.58	Erosion Control Geotextile	SY	10,500				
626.122	Quazite Junction Box (18"x11")	EA	14				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
626.22	Non-Metallic Conduit	LF	3,100				
626.341	Light Standard Foundation	EA	11				
627.18	12" Solid White Pavement Marking	LF	1,200				
627.4072	Pref Pave Mark Tape Line, Groove Install	SF	725				
627.681	Temporary 6 Inch Painted Pavement Marking Line -Yellow or White	LF	145,000				
627.73	Temporary 6 Inch Pavement Marking Tape	LF	1,800				
627.731	Temporary 6 Inch Black Pavement Marking Tape	LF	2,000				
627.744	6" White or Yellow Painted Pavement Marking Line	LF	26,600				
627.745	6" White Or Yellow Polyurea Pavement Mrl Line	LF	5,000				
627.77	Remove Existing Pavement Marking	SF	3,400				
627.812	Temporary Raised Pavement Markers	EA	300				
627.94	Pavement Marking Tape	LF	1,250				
627.941	Pavement Marking Tape - Dotted White Lane Line, 6-Inch Width	LF	110				
<b>CARRIED FORWARD:</b>							



Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
629.05	Hand Labor, Straight Time	HR	20				
631.10	Air Compressor (Inc Operator)	HR	20				
631.11	Air Tool (Inc Operator)	HR	20				
631.12	Jackhammer (Inc Operator)	HR	20				
631.12	All Purpose Excavator (Inc Operator)	HR	20				
631.17	Truck - Small (Including Operator)	HR	20				
631.18	Chain Saw Rental (Inc Operator)	HR	20				
631.32	Culvert Cleaner (Inc Operator)	HR	20				
631.36	Foreperson	HR	25				
631.51	Bucket Truck	HR	20				
631.52	Scissor Lift	HR	20				
631.53	Electrician	HR	20				
631.54	Electrician's Apprentice	HR	20				
<b>CARRIED FORWARD:</b>							

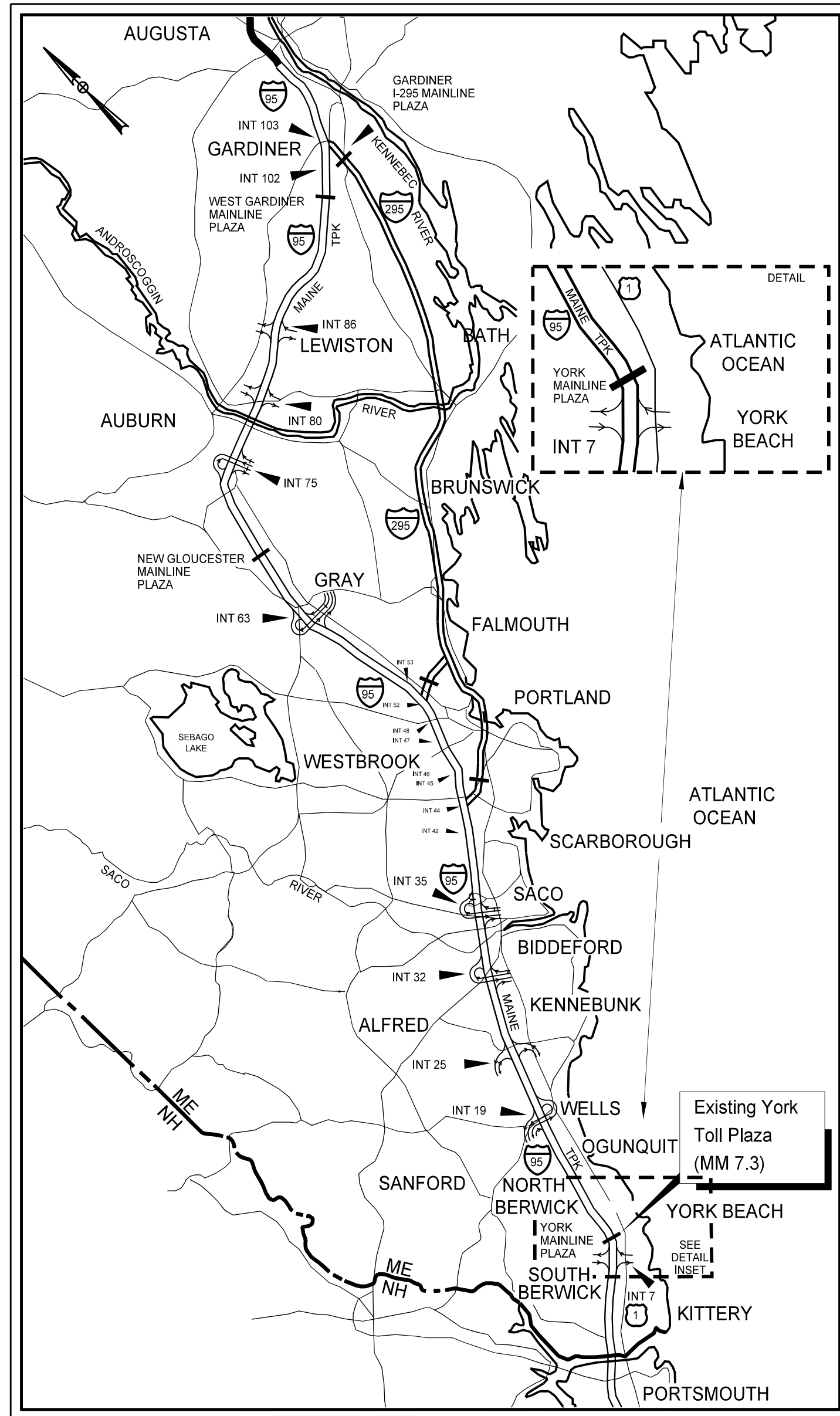
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				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
634.16	Highway Lighting	LS	1				
634.2042	LED Luminaries	EA	2				
634.2082	Remove Existing Light Standard	EA	31				
634.21	Conventional Light Standard	EA	2				
643.63	Flashing Beacon - Solar Powered	EA	5				
645.1051	Remove and Stack Ground Mount Guide Sign and Structure	EA	18				
645.1052	Remove and Stack Overhead or Cantilever Guide Sign and Structure	EA	2				
645.107	Remove and Discard Canopy Mounted Sign	EA	12				
645.1071	Remove and Discard Canopy Mounted Dynamic Message Sign	EA	1				
645.109	Remove and Reset Highway Signs	EA	5				
645.1099	Remove and Dispose Sign	EA	70				
645.251	Roadside Guide Signs, Type I	SF	650				
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type I	SF	102				
<b>CARRIED FORWARD:</b>							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
645.280	Wood Post	EA	5				
645.289	Steel H-Beam Poles	LB	6,150				
652.300	Flashing Arrow Board	EA	6				
652.312	Type III Barricade	EA	10				
652.330	Drum	EA	400				
652.340	Cone	EA	200				
652.350	Construction Signs	SF	1,375				
652.351	Construction Signs - Supplied By Authority	LS	1				
652.361	Maintenance of Traffic Control Devices	LS	1				
652.390	Portable Light Tower	EA	2				
652.410	Portable-Changeable Message Sign	EA	3				
652.450	Truck Mounted Attenuator	CD	200				
652.451	Automated Trailer Mounted Speed Limit Sign	EA	2				
<b>CARRIED FORWARD:</b>							

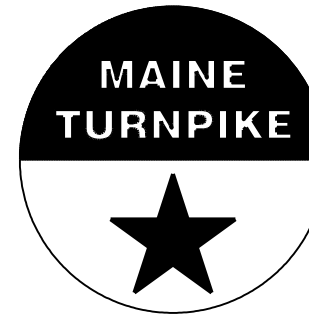
Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
652.47	Sequential Flashing Warning Light	EA	30				
656.50	Baled Hay, In Place	EA	50				
656.63	30" Temporary Silt Fence	LF	12,000				
659.10	Mobilization	LS	1				
800.31	Toll Plaza and Tunnel Demolition	LS	1				
801.03	Test Pits	EA	8				
802.02	Construct Underdrained Soil Filters	LS	1				
<b>TOTAL:</b>							

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LOCATION MAP



THE GOLD STAR  
MEMORIAL HIGHWAY

# MAINE TURNPIKE AUTHORITY

DANIEL E. WATHEN, CHAIR  
 ROBERT D. STONE, VICE CHAIR  
 MICHAEL J. CIANCHETTE, MEMBER  
 JANE L. LINCOLN, MEMBER  
 ANN R. ROBINSON, MEMBER  
 THOMAS J. ZUKE, MEMBER  
 BRUCE A. VAN NOTE, MEMBER EX-OFFICIO  
 S. PETER MILLS, EXECUTIVE DIRECTOR

## YORK TOLL PLAZA DEMOLITION AND MAINLINE RECONSTRUCTION MM 7.0 to MM 7.9 CONTRACT 2021.05

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	LEGEND
3	ESTIMATED QUANTITIES AND EARTHWORK SUMMARY
4-5	GENERAL NOTES
6-14	TYPICAL SECTIONS AND PAVEMENT DETAILS
15	DRAINAGE SUMMARY SHEETS
16-20	BARRIER AND GUARDRAIL DETAILS
21-24	DRAINAGE DETAILS
25	EROSION CONTROL DETAILS
26	MEDIAN OPENING DETAILS
27-28	RUMBLE STRIP DETAILS
29	LIMITS OF DISTURBANCE PLAN
30-32	CONSTRUCTION STAGING
33-41	MAINTENANCE OF TRAFFIC
42	PHASE 2 TEMPORARY PROFILE
43	OVERSIZE - WIDE LOAD DETOUR PLAN
44-60	MOT CRITICAL SECTIONS, DETAILS, AND MOT SECTIONS
61-62	CONSTRUCTION SIGN SUMMARY
63-69	GENERAL PLANS
70-72	STORMWATER PONDS
73-92	SIGNING AND STRIPING PLANS AND DETAILS
93-98	LIGHTING PLANS
99-111	PROFILES
112-139	CROSS SECTIONS
140-142	FACILITY DEMOLITION PLANS
143	SHEET NOT USED
144-148	SITE DEMOLITION PLANS
149	SHEET NOT USED

ADDENDUM 2

CONTRACT 2021.05

APPROVED: MAINE TURNPIKE AUTHORITY

*Stephen R. Tartre* 3/18/21  
 STEPHEN R. TARTRE, P.E., - DIRECTOR OF ENGINEERING DATE

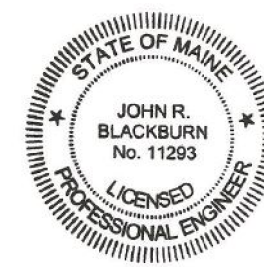
*Peter S. Merfeld* 3/18/21  
 PETER S. MERFELD, P.E., - CHIEF OPERATIONS OFFICER DATE

**JACOBS**

SHEETS 1 TO 14 SHEETS 30 TO 69  
 SHEETS 16 TO 20 SHEETS 73 TO 139  
 SHEETS 26 TO 28

*John Blackburn*

John Blackburn, P.E.



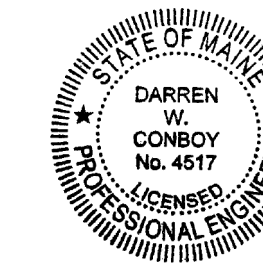
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DATE

**JACOBS**

SHEETS 140 TO 142

*Darren W. Conboy*

Darren W. Conboy, P.E.



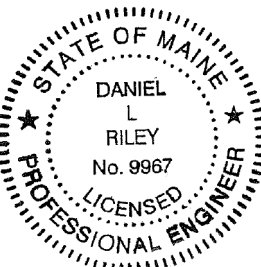
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**SEBAGO**  
TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE  
 SHEET 15 SHEETS 70 TO 72  
 SHEETS 21 TO 25 SHEETS 143 TO 149  
 SHEET 29

*Daniel L. Riley*

Daniel L. Riley, P.E.



6/15/2021  
DATE



Date: 7/13/2021

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Item No.	Item Description	Unit	Quantity
201.11	Clearing	AC	1
202.071	Removing Asbestos Containing Materials	LS	1
202.15	Removing Manhole or Catch Basin	EA	11
202.151	Abandoning Existing Manhole or Catch Basin	EA	7
202.16	Removing Existing Pipe	LF	310
202.161	Abandoning Existing Pipe	LF	650
202.202	Removing Pavement Surface	SY	52,000
202.205	Rumble Strips - Shoulder	LF	17,500
202.206	Removing Rumble Strips	LF	1,330
203.2	Common Excavation	CY	44,000
203.21	Rock Excavation	CY	400
203.24	Common Borrow	CY	5,997
203.245	Clay Borrow	CY	45
203.25	Granular Borrow	CY	409
203.35	Crushed Stone Fill 3/4-Inch	CY	550
206.071	Structural Rock Excavation - Pavement	CY	800
304.1	Aggregate Subbase Course - Gravel	CY	18,750
304.14	Aggregate Base Course - Type A	CY	5,950
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size	T	13,500
403.208	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Polymer Modified)	T	6,100
403.211	Hot Mix Asphalt (Shim)	T	4,500
403.213	Hot Mix Asphalt 12.5 mm Nominal Maximum Size (Binder)	T	4,500
409.15	Bituminous Tack Coat - Applied	G	4,350
409.152	Bituminous Tack Coat NTSS-1HM Trackless - Applied	G	4,350
419.3	Saw Cutting Bituminous Pavement	LF	17,700
502.234	Structural Concrete, Basement Closure Wall	CY	2
503.12	Reinforcing Steel, Fabricated and Delivered	LB	400
503.121	Reinforcing Steel, Placing	LB	400
508.14	High Performance Membrane Waterproofing	LS	1
511.091	Temporary Earth Support Systems	SY	100
526.306	Temporary Concrete Barrier Type I - Supplied by the Authority	LS	1
526.351	Median Barrier Type I - Precast	LF	2,700
526.352	Median Barrier Type I - Supplied By MTA	LF	240
526.361	Median Barrier Transition Type I - Precast	EA	2
526.362	Median Barrier Transition Type I - Supplied By MTA	EA	2
527.307	Center Barrier Crash Attenuator (Smart Cushion)	EA	3
527.34	Work Zone Crash Cushions	UNIT	1
527.341	Work Zone Crash Cushions - TL-3	UNIT	4
602.4	Pumped Grout Fill	CY	30
603.159	12 Inch Culvert Pipe Option III	LF	150
603.165	15 Inch Reinforced Concrete Pipe Class III	LF	680
603.169	15 Inch Culvert Pipe Option III	LF	340
603.175	18 Inch Reinforced Concrete Pipe Class III	LF	100
604.09	Catch Basin Type B1	EA	9
604.0901	Catch Basin Type B1 with Flat Top	EA	12
604.1521	48 Inch Manhole Type 6 with Flat Top	EA	2
604.1542	72 Inch Outlet Control Structure	EA	4
604.1561	96 Inch Doghouse Manhole	EA	1
604.161	Altering Catch Basin	EA	1
604.182	Cleaning Existing Catch Basin and Manhole	EA	3
605.09	6 Inch Underdrain Type B	LF	720
605.105	8 Inch Underdrain Outlet	LF	800
606.1301	31" W-Bm Gr, Mid-Way Splice-Sgl Faced	LF	1,450
606.1305	31" W-Bm Gr, Md-Wy Splic Flared Term	EA	1
606.1351	31" W-Bm Gr, Mid-Way Splice Terminal End-Anchored End	EA	1
606.1724	Bridge Transition - Type III Modified	EA	2
606.352	Reflectorized Beam Guardrail Delineator	EA	2
606.353	Reflectorized Flexible Guardrail Marker	EA	3
606.356	Underdrain Delineator Post	EA	43
606.3561	Delineator Post - Remove and Reset	EA	50
606.3562	Delineator Post - Remove and Stack	EA	31
606.3611	Guardrail - Remove, Modify, and Reset Thrie Beam, Double Rail	LF	25
606.3631	Guardrail - Remove and Stack or Dispose	LF	4,810
606.48	Single Galvanized Steel Post	EA	2


Item No.	Item Description	Unit	Quantity
606.48	Single Galvanized Steel Post	EA	2
606.64	Gr - Thrie Beam - Dbl Rail	LF	637.5
606.65	Gr - Thrie Beam - Sgl Rail	LF	525
606.754	Wider Shoulder for Energy Absorbing End Terminal	EA	200
610.181	Temporary Stone Check Dam	CY	150
610.182	Permanent Stone Check Dam	CY	8
615.07	Loam	CY	7,700
618.14	Seeding Method Number 2	UN	420
619.1201	Mulch	UN	420
619.1202	Temporary Mulch	LS	1
620.56	Drainage Geotextile	SY	300
620.58	Erosion Control Geotextile	SY	10,500
626.122	Quazite Junction Box (18"x11")	EA	14
626.22	Non-Metallic Conduit	LF	3,100
626.341	Light Standard Foundation	EA	11
627.18	12" Solid White Pavement Marking	LF	1,200
627.4072	Pref Pave Mark Tape Line, Groove Install	SF	725
627.681	Temporary 6 Inch Painted Pavement Marking Line -Yellow or White	LF	145,000
627.73	Temporary 6 Inch Pavement Marking Tape	LF	1,800
627.731	Temporary 6 Inch Black Pavement Marking Tape	LF	2,000
627.744	6" White or Yellow Painted Pavement Marking Line	LF	26,600
627.745	6" White Or Yellow Polyurea Pavement Mrl Line	LF	5,000
627.77	Remove Existing Pavement Marking	SF	3,400
627.812	Temporary Raised Pavement Markers	EA	300
627.94	Pavement Marking Tape	LF	1,250
627.941	Pavement Marking Tape - Dotted White Lane Line, 6-Inch Width	LF	110
629.05	Hand Labor, Straight Time	HR	20
631.1	Air Compressor (Inc Operator)	HR	20
631.11	Air Tool (Inc Operator)	HR	20
631.115	Jackhammer (Inc Operator)	HR	20
631.12	All Purpose Excavator (Inc Operator)	HR	20
631.171	Truck - Small (Including Operator)	HR	20
631.18	Chain Saw Rental (Inc Operator)	HR	20
631.32	Culvert Cleaner (Inc Operator)	HR	20
631.36	Foreperson	HR	25
631.51	Bucket Truck	HR	20
631.52	Scissor Lift	HR	20
631.53	Electrician	HR	20
631.54	Electrician's Apprentice	HR	20
634.16	Highway Lighting	LS	1
634.2042	LED Luminaries	EA	2
634.2082	Remove Existing Light Standard	EA	31
634.21	Conventional Light Standard	EA	2
645.1051	Remove and Stack Ground Mount Guide Sign and Structure	EA	18
645.1052	Remove and Stack Overhead or Cantilever Guide Sign and Structure	EA	2
645.107	Remove and Discard Canopy Mounted Sign	EA	12
645.1071	Remove and Discard Canopy Mounted Dynamic Message Sign	EA	1
645.109	Remove and Reset Highway Signs	EA	5
645.1099	Remove and Dispose Sign	EA	70
645.251	Roadside Guide Signs, Type I	SF	650
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type I	EA	102
645.28	Wood Post	EA	5
645.289	Steel H-Beam Poles	LB	6,150
652.3	Flashing Arrow Board	EA	6
652.312	Type III Barricade	EA	10
652.33	Drum	EA	400
652.34	Cone	EA	200
652.35	Construction Signs	SF	1,375
652.351	Construction Signs-Supplied by Authority	LS	1
652.361	Maintenance of Traffic Control Devices	LS	1
652.39	Portable Light Tower	EA	2

Item No.	Item Description	Unit	Quantity
652.41	Portable-Changeable Message Sign	EA	3
652.45	Truck Mounted Attenuator	CD	200
652.451	Automated Trailer Mounted Speed Limit Sign	EA	2
652.47	Sequential Flashing Warning Light	EA	30
656.5	Baled Hay, In Place	EA	50
656.632	30" Temporary Silt Fence	LF	12,000
659.1	Mobilization	LS	1
800.311	Toll Plaza and Tunnel Demolition	LS	1
801.03	Test Pits	EA	8
802.01	Construct Underdrained Soil Filters	LS	1

Scale: **NO SCALE**

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21


Designed by:



CONSULTANT PROJECT MANAGER: T. MORIN

By	Date	By	Date
Designed	CSM 06-21	Checked	RRP 06-21
Drawn	AMS 06-21	In Charge of	TWM 06-21

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

ESTIMATED QUANTITIES 1

SHEET NUMBER: QN-01

CONTRACT:2021.05

3 OF 149



GENERAL

1. ALL DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MaineDOT) STANDARD DETAILS HIGHWAYS AND BRIDGES 2014 WITH UPDATES AND MaineDOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS OR PROJECT SPECIFICATIONS.
2. CONTRACTOR IS REQUIRED TO MAINTAIN ACCESS TO ALL DRIVEWAYS AND SIDE ROADS DURING CONSTRUCTION UNLESS OTHERWISE SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL SUBMIT THE PROPOSED STAGING AREAS TO THE RESIDENT FOR APPROVAL PRIOR TO STARTING WORK. THE EXISTING UTILITY BUILDING SHALL BE USED AS A MTA FIELD OFFICE AFTER MTA DECOMMISSIONING.
4. UPON REQUEST, THE MTA WILL SUPPLY ORIGINAL CONTRACT PLANS OF THE YORK TOLL PLAZA TO THE CONTRACTOR.
5. CONTRACTOR IS REQUIRED TO MAINTAIN SAFE ACCESS TO PARKING AREAS FOR MTA EMPLOYEES DURING DECOMMISSIONING.
6. A COPY OF THE "GEOTECHNICAL REPORT" DATED DECEMBER, 2016 IS AVAILABLE FOR DOWNLOAD AT MAINETURNPIKE.COM.
7. DUST CONTROL IS INCIDENTAL TO CONTRACT.
8. WASTE MATERIALS SHALL BE DISPOSED OF OFF THE PROJECT SITE, IN ACCORDANCE WITH CHAPTER 404, DEPARTMENT OF ENVIRONMENTAL PROTECTION SOLID WASTE MANAGEMENT RULES.
9. FINAL SURFACE PAVEMENT WILL BE COMPLETED AT THE END OF PROJECT TO LIMIT PAVEMENT JOINTS OR AS APPROVED BY RESIDENT.
10. BASELINE IS BASED ON FIELD SURVEY AND DOES NOT MATCH ORIGINAL I-95 CONSTRUCTION BASELINE FROM THE 1940'S. THE FIELD SURVEY BASELINE IS A BEST FIT CENTERLINE.
11. PAVEMENT CORES WERE TAKEN NEAR EXISTING PLAZA CORES. INDICATE AT LEAST 24 INCHES OF BITUMINOUS PAVEMENT EXIST IN THE TRAVEL WAY AND NEARLY ALL SHOULDERS. MAINTENANCE DATA SHOWS PAVEMENT NEAR TOLL BOOTHS IS SIGNIFICANTLY THICKER THAN 24". THE EXISTING OUTSIDE SHOULDER IN THE 4 LANE SECTION OF I-95 NORTHBOUND, NORTH OF EXISTING PLAZA INDICATES 4" OF PAVEMENT.
12. CLEARING LIMITS ARE AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. THE ACTUAL CLEARING LINES SHALL BE ESTABLISHED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT PRIOR TO ANY CLEARING TAKING PLACE.
13. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THIS PLAN SET IS FOR THE USE OF THE BIDDERS AND THE CONTRACTOR. NO ASSURANCE IS GIVEN THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF ACTUAL SUBSURFACE CONDITIONS OF THE CONSTRUCTION SITE. THE MTA WILL NOT BE RESPONSIBLE FOR THE BIDDER'S OR CONTRACTORS INTERPRETATIONS OF, OR CONCLUSION DRAWN FROM, THE GEOTECHNICAL INFORMATION.
14. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT AS-BUILT PLANS.
15. ALL ELECTRICAL PANELS SHALL BE LABELED IN ACCORDANCE WITH NFPA 70E.

EROSION CONTROL

1. THE ANTICIPATED EROSION CONTROL DEVICES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL PROPOSE ACTUAL TYPE AND LOCATION OF DEVICES FOR APPROVAL BY THE RESIDENT. ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS. THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES. ANY ADDITIONAL MEASURES APPROVED BY THE RESIDENT WILL BE MEASURED FOR PAYMENT.
2. 4" LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA UNLESS OTHERWISE SPECIFIED ON THE PLANS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DESIGNATED BY THE RESIDENT.
3. NEWLY DISTURBED EARTH SHALL BE MULCHED ON ALL EXPOSED SOILS THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS. AREAS WITHIN 75' OF A WETLAND OR WATERBODY SHALL BE STABILIZED WITHIN 48 HOURS OF THE INITIAL DISTURBANCE OF THE SOIL OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST. THIS WORK SHALL BE PAID FOR UNDER ITEM 619.1202 - TEMPORARY MULCH.
4. ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.
5. TEMPORARY SEED SHALL BE APPLIED TO ALL DISTURBED AREAS THAT WILL NOT BE COMPLETED WITHIN 30 DAYS. TEMPORARY SEED SHALL BE INCIDENTAL TO THE 618 ITEMS.
6. TEMPORARY EROSION CONTROL BLANKET, ITEM 613.319 SHALL BE INSTALLED IN ALL DITCHES AND 2:1 SLOPES FROM TOP TO TOE OF SLOPE. LOAM AND SEED SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE EROSION CONTROL BLANKET. LIMITS OF THE EROSION CONTROL BLANKET IN DITCHES SHALL BE 6' WIDE OR AS DESIGNATED BY THE RESIDENT. SEEDING METHOD NO. 3 SHALL BE USED BEHIND GUARDRAIL AND SEEDING METHOD NO. 1 SHALL BE USED AT AND AROUND THE PLAZA BUILDING, IN UNDERDRAINED SOIL FILTERS, TEMPORARY SIDE SLOPES AND ALL OTHER AREAS.

UTILITY

1. EXISTING UTILITIES ON THESE PLANS WERE COMPILED FROM FIELD SURVEY 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 PRIOR TO THE START OF THE WORK.
2. THE UTILITIES INVOLVED IN THIS CONTRACT ARE:  
MAINE TURNPIKE AUTHORITY  
CENTRAL MAINE POWER  
FAIRPOINT COMMUNICATION  
YORK WATER DISTRICT  
SPECTRUM (CABLE TV)
3. 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.
4. THE AUTHORITY HAS PROGRAMMED TWO FIELD VISITS FOR MAINE TURNPIKE UTILITY COORDINATION ON THIS PROJECT. SHOULD THE CONTRACTOR NEED ADDITIONAL SIGN LOCATIONS AND/OR ADDITIONAL EXCAVATION LOCATIONS MARKED, OR SHOULD THE CONTRACTOR FAIL TO MAINTAIN THE AUTHORITY'S PREVIOUSLY ESTABLISHED DIG SAFE MARKS, THE AUTHORITY SHALL DEDUCT THE ADDED MARKING COSTS FROM THE CONTRACTOR'S PAYMENTS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE UTILITY LOCATIONS.
5. UTILITY WORK INCLUDES REMOVAL AND PROPOSED HIGHWAY LIGHTING.

MEDIAN BARRIER

1. MEDIAN BARRIER PAY LIMITS ARE LISTED ON THE CONCRETE BARRIER DETAIL SHEETS.
2. PAY LIMITS ARE MEASURED TO THE CENTER OF BARRIER FOR ALL BARRIER.
3. MEDIAN BARRIER TRANSITION SECTIONS ARE PAID PER UNIT AS SHOWN ON CONCRETE BARRIER DETAIL SHEETS.
4. MEDIAN BARRIER CONSISTS OF NEW PRECAST AND NEW UNITS PROVIDED BY THE AUTHORITY. UNITS SUPPLIED BY THE AUTHORITY SHALL BE TRANSPORTED FROM YORK MAINTENANCE YARD AND SET IN PLACE. SEE SPECIFICATIONS AND CONCRETE BARRIER DETAIL SHEETS.

Date: 7/13/2021

Filename: ...d0477976\004\_Notes\_General.dgn

GUARDRAIL

1. ALL NEW GUARDRAIL OFFSET BLOCKS SHALL BE NON-WOOD CONFORMATION TO MASH TEST LEVEL 3.
2. ALL PROPOSED GUARDRAIL AND RESET GUARDRAIL SHALL BE INSTALLED IN A MANNER TO AVOID ALL EXISTING SUBSURFACE FEATURES.
3. DAMAGE TO EXISTING PAVEMENT OR NEW PAVEMENT DUE TO THE INSTALLATION OF NEW OR RESET GUARDRAIL SHALL BE REPAIRED AND PAYMENT SHALL BE INCIDENTAL TO THE GUARDRAIL ITEMS.
4. AT THE END OF THE WORK DAY, EVERYDAY, THE CONTRACTOR IS REQUIRED TO HAVE AN APPROVED CRASHWORTHY END TREATMENT ON ALL GUARDRAIL AND BARRIER WITHIN ALL WORK AREAS THAT ARE ACCESSIBLE TO TRAFFIC.
5. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL SHALL BE INCIDENTAL TO THE PROPOSED GUARDRAIL ITEMS.
6. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARDRAIL TERMINAL AND TWO GUARDRAIL DELINEATOR POSTS SHALL BE INSTALLED AT EACH ENERGY ABSORBING END TERMINAL.
7. ALL NEW AND RESET GUARDRAIL SHALL BE INSTALLED AT 31 INCHES HIGH EXCEPT WHERE TRANSITIONING TO EXISTING RAIL.
8. GUARDRAIL WHICH IS REMOVED AND NOT REUSED ON THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
9. IN NON-GUARDRAIL AREAS, DELINEATORS SHALL BE SPACED AT 264' ON MAINLINE. THE CONTRACTOR SHALL CONFIRM THE DELINEATOR LAYOUT WITH THE RESIDENT.
10. A SPARE CENTER BARRIER CRASH ATTENUATOR SHALL BE SUPPLIED TO YORK MAINTENANCE FACILITY.

Scale:			
NO SCALE			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date
Designed	CSM	06-21	RRP	06-21
Drawn	AMS	06-21	In Charge of	TWM
				06-21

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

GENERAL NOTES 1

SHEET NUMBER: GN-01  
CONTRACT: 2021.05  
4 OF 149



**DRAINAGE**

- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
- INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
- ALL DITCH ELEVATIONS AND OFFSETS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISHED DITCH FLOW LINE.
- ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS AND MANHOLES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO THE PROPOSED CATCH BASIN AND MANHOLE ITEMS.
- ANY NECESSARY CORING OF EXISTING CATCH BASINS TO TAKE A PROPOSED PIPE WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCIDENTAL TO THE PROPOSED CULVERT ITEMS.
- EXISTING CATCH BASINS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 604.182 CLEANING EXISTING CATCH BASIN AND MANHOLE. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR). POST CONSTRUCTION, ALL EXISTING DRAINAGE TO REMAIN AND NEW DRAINAGE SHALL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).
- ALL NEW CATCH BASIN GRATES SHALL BE AS MANUFACTURED BY EJ COMPANY OF BROCKTON, MA.
- CORRUGATED METAL PIPE (CMP) WILL NOT BE INSTALLED.
- ONE GREEN DELINEATOR POST SHALL BE INSTALLED AT ALL STORM DRAIN OUTLETS.

**EARTHWORK**

- CLEARING LIMIT LINES ARE SHOWN ON THE PLANS 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES, EXCEPT IN WETLAND AREAS.
- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA SUBPART P OF 29 CFR PART 1926.650-652 (CONSTRUCTION STANDARDS FOR EXCAVATION).
- AN OVERBURDEN DEPTH IS ASSUMED, BASED ON TEST PITS AND SUBSURFACE INVESTIGATION, FOR USE IN ESTIMATING ROCK EXCAVATION AND ESTIMATING CLEARING LIMITS WHERE ROCK OUTCROPS ARE PRESENT. SOME ROCK PROBES WERE CONDUCTED IN THESE AREAS TO VERIFY OR DETERMINE DEPTH OF EXISTING OVERBURDEN TO THE EXTENT PRACTICAL. ACTUAL ROCK EXCAVATION AND CLEARING LIMITS MAY CHANGE FROM WHAT IS SHOWN ON PLANS.
- THE CONTRACTOR SHALL REMOVE EXISTING MACADAM AND PAVEMENT WHEN ENCOUNTERED AND SHALL BE PAID FOR AS COMMON EXCAVATION ITEM 203.20.
- GRANULAR BORROW SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.
- WASTE MATERIALS SHALL BE DISPOSED OF OFF THE PROJECT SITE, IN ACCORDANCE WITH CHAPTER 404 OF THE DEP SOLID WASTE MANAGEMENT RULES.
- THE NORMAL GRUBBING WIDTH IN THE FILLS SHALL BE VARIABLE WHEN SUBGRADE IS LESS THAN 5' ABOVE OLD GROUND. THE GRUBBING DEPTH HAS BEEN ESTIMATED AS 6' IN FIELD AREAS AND 12' IN WOODED AREAS.
- COMMON BORROW SHALL BE COMPACTED TO 92% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR. GRANULAR BORROW SHALL BE COMPACTED TO 95% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR. AGGREGATE SHALL BE COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.
- BORROW PLACED WITH CONTROLLED MOISTURE SHALL BE COMPACTED TO NOT LESS THAN 95% OF THE MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.

**MAINTENANCE OF TRAFFIC**

- EXISTING TOLL PLAZA TO REMAIN OPERATIONAL UNTIL NEW PLAZA IS COMMISSIONED AND FULLY OPERATIONAL.
- THREE NORTHBOUND AND THREE SOUTHBOUND LANES TO REMAIN OPEN EXCEPT AS ALLOWED BY SPECIAL PROVISION 652.
- REFER TO SPECIFICATIONS FOR COMPLETION DATES.

**COMMON EXCAVATION FOR ESTIMATE**

COMMON EXCAVATION (FROM CROSS SECTIONS)	37,750
COMMON EXCAVATION (NOT IN CROSS SECTIONS)	179
COMMON EXCAVATION (FOR USF BASINS)	6,300
GRUBBING IN FILL	249
CULVERT INLET AND OUTLET DITCHES	0
MAINTENANCE OF TRAFFIC	500
STRUCTURAL ROCK EXCAVATION-PAVEMENT (REMOVE)	800
ISOLATORS (REMOVE)	378
TOTAL COMMON EXCAVATION	43,801
	<b>SAY 44,000</b>

**FILL FOR BORROW CALCULATIONS**

COMMON FILL (FROM CROSS SECTIONS)	148
COMMON FILL (FOR USF BASINS)	5,050
GRUBBING IN FILL	249
FILL IN TUNNEL	500
TOTAL FILL	5,947
	<b>SAY 5,997</b>

**ROCK EXCAVATION FOR ESTIMATE**

ROCK EXCAVATION	378
ROCK EXCAVATION (MINOR STRUCTURAL/DRAINAGE)	0
TOTAL ROCK EXCAVATION	378
	<b>SAY 400</b>

**AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS**

(1) TOTAL COMMON EXCAVATION	43,801
DEDUCTIONS:	
GRUBBING IN FILL	249
(2) TOTAL DEDUCTIONS	249
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)	43,552
TOTAL AVAILABLE NON-ROCK EXCAVATION	43,552

**COMPUTATION OF GRANULAR BORROW FOR ESTIMATE**

GRANULAR BORROW (NOT IN CROSS SECTIONS)	179
GRANULAR BORROW TO MAINTAIN TRAFFIC	200
GRANULAR BORROW =	200 x 1.15 = 230
	<b>409</b>

**COMPUTATION FOR COMMON BORROW FOR ESTIMATE**

(3) TOTAL FILL	5,947
TOTAL AVAIL. NON-ROCK EXCAV.	43,552 x 0.85 = 37,019
TOTAL AVAIL. ROCK EXCAV.	378 x 1.33 = 503
TOTAL AVAIL. STR. ROCK EXCAV.	800 x 1.33 = 1,064
(4) TOTAL AVAILABLE EXCAVATION	38,586
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION	-32,639
(4) - (3) SURPLUS MATERIAL =	<b>32,639</b>

Date: 7/12/2021

Filename: ...0477976\005\_Notes\_General.dgn

Scale: NO SCALE			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	CSM	06-21	Checked	RRP	06-21
Drawn	AMS	06-21	In Charge of	TWM	06-21

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

GENERAL NOTES 2 & EARTHWORK SUMMARY

SHEET NUMBER: GN-02

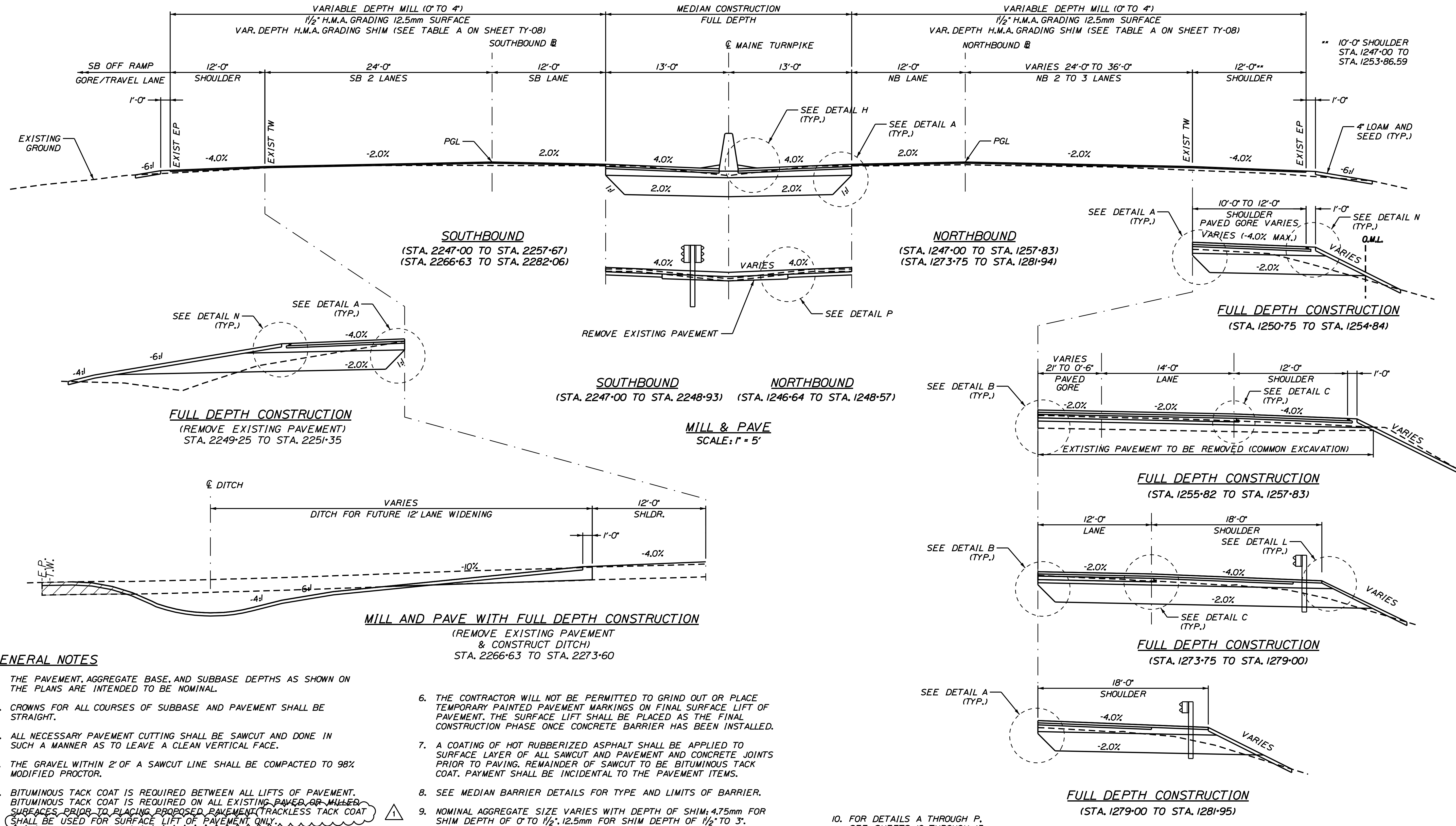
CONTRACT: 2021.05

5 OF 149



Date: 7/13/2021

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**GENERAL NOTES**


1. THE PAVEMENT, AGGREGATE BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. ALL NECESSARY PAVEMENT CUTTING SHALL BE SAWCUT AND DONE IN SUCH A MANNER AS TO LEAVE A CLEAN VERTICAL FACE.
4. THE GRAVEL WITHIN 2' OF A SAWCUT LINE SHALL BE COMPACTED TO 98% MODIFIED PROCTOR.
5. BITUMINOUS TACK COAT IS REQUIRED BETWEEN ALL LIFTS OF PAVEMENT. BITUMINOUS TACK COAT IS REQUIRED ON ALL EXISTING PAVED OR MILLED SURFACES PRIOR TO PLACING PROPOSED PAVEMENT. TRACKLESS TACK COAT SHALL BE USED FOR SURFACE LIFT OF PAVEMENT ONLY.
6. THE CONTRACTOR WILL NOT BE PERMITTED TO GRIND OUT OR PLACE TEMPORARY PAINTED PAVEMENT MARKINGS ON FINAL SURFACE LIFT OF PAVEMENT. THE SURFACE LIFT SHALL BE PLACED AS THE FINAL CONSTRUCTION PHASE ONCE CONCRETE BARRIER HAS BEEN INSTALLED.
7. A COATING OF HOT RUBBERIZED ASPHALT SHALL BE APPLIED TO SURFACE LAYER OF ALL SAWCUT AND PAVEMENT AND CONCRETE JOINTS PRIOR TO PAVING. REMAINDER OF SAWCUT TO BE BITUMINOUS TACK COAT. PAYMENT SHALL BE INCIDENTAL TO THE PAVEMENT ITEMS.
8. SEE MEDIAN BARRIER DETAILS FOR TYPE AND LIMITS OF BARRIER.
9. NOMINAL AGGREGATE SIZE VARIES WITH DEPTH OF SHIM; 4.75mm FOR SHIM DEPTH OF 0" TO 1/2", 12.5mm FOR SHIM DEPTH OF 1/2" TO 3".

10. FOR DETAILS A THROUGH P, SEE SHEETS 10 THROUGH 13.

Scale:			
AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:			
<b>JACOBS</b>			
CONSULTANT PROJECT MANAGER: T. MORIN			
	By	Date	
Designed	CSM	06-21	Checked RRP 06-21
Drawn	AMS	06-21	In Charge of TWM 06-21

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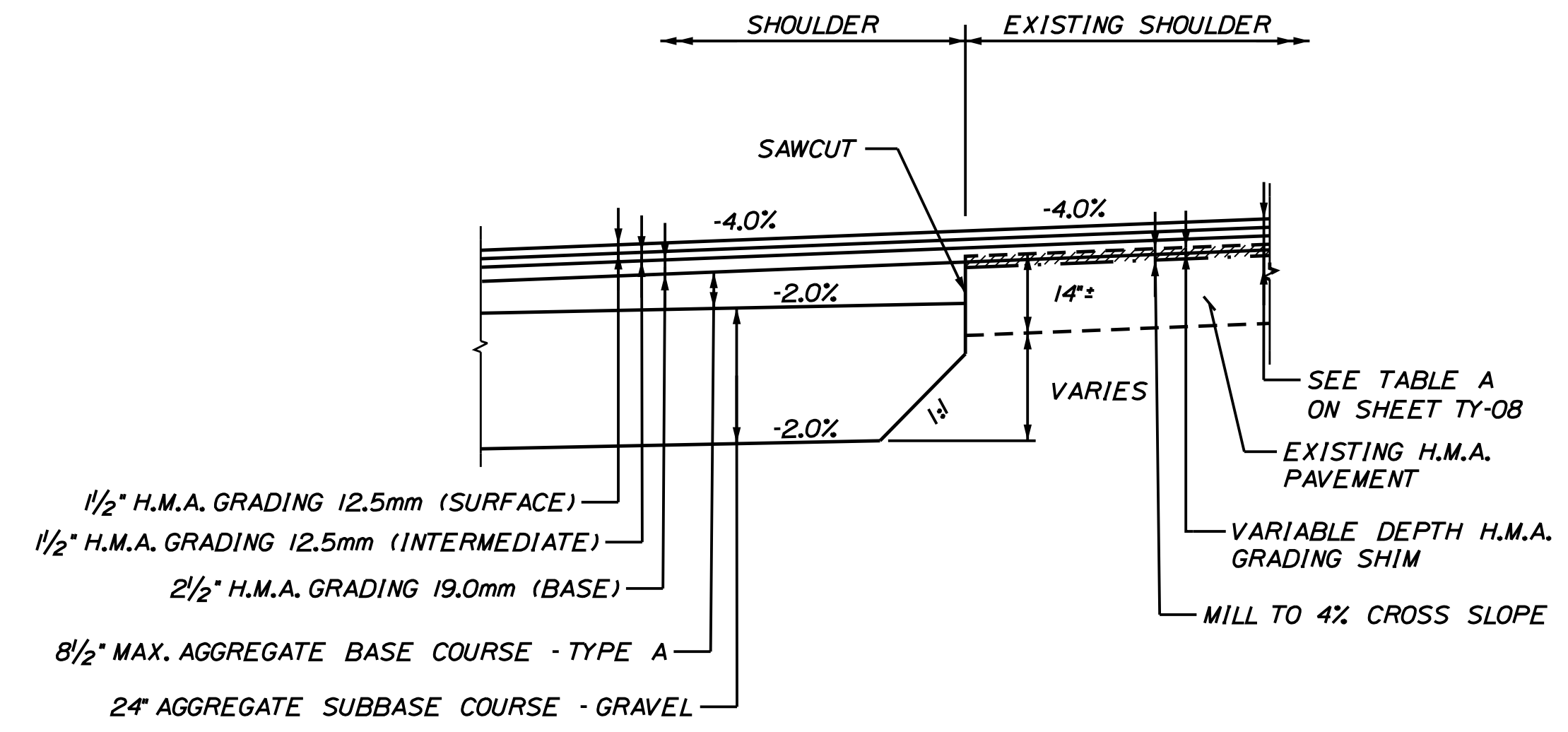
**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

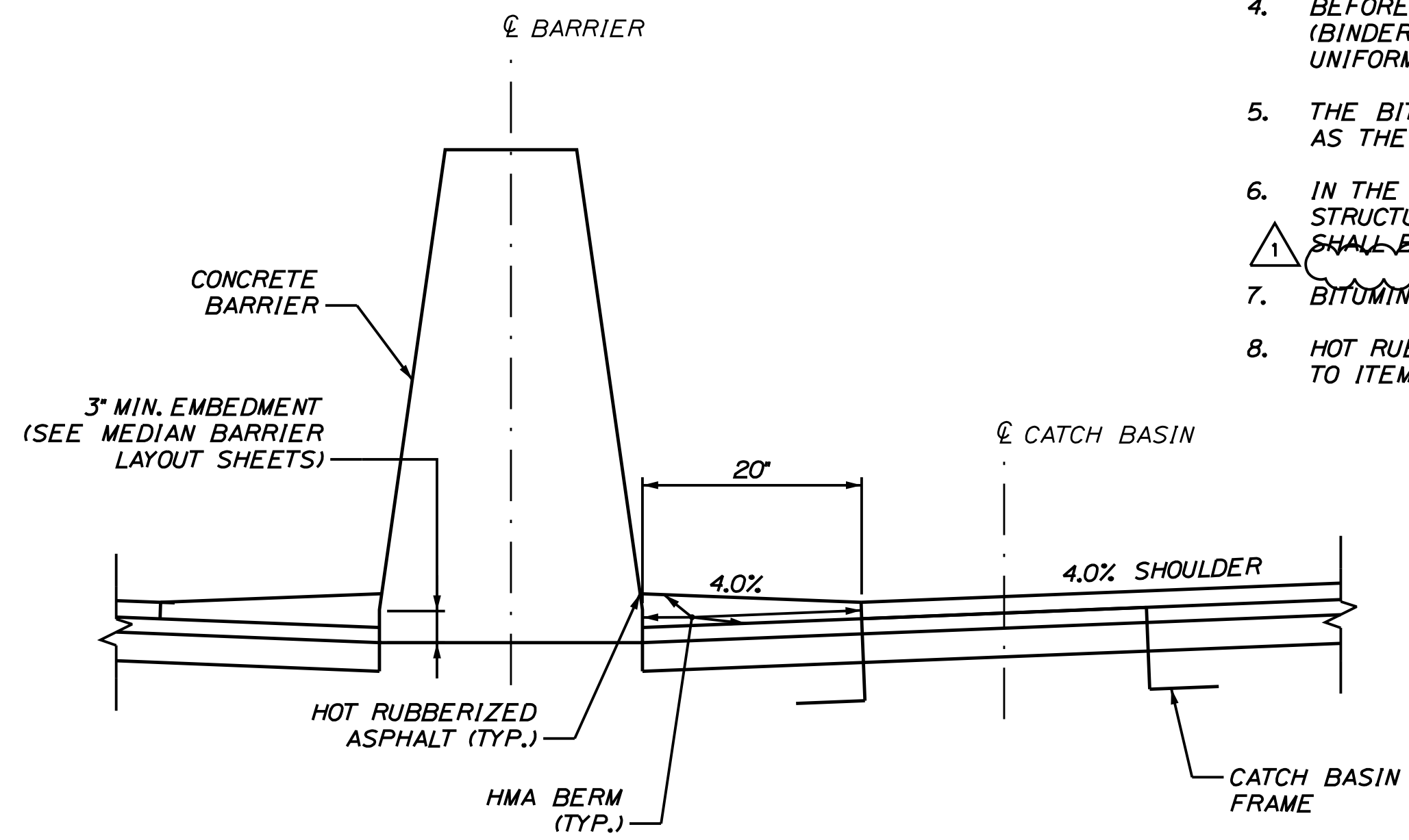
YORK TOLL PLAZA DEMOLITION  
 TYPICAL SECTIONS 1

SHEET NUMBER: TY-01  
 CONTRACT: 2021.05  
 6 OF 149

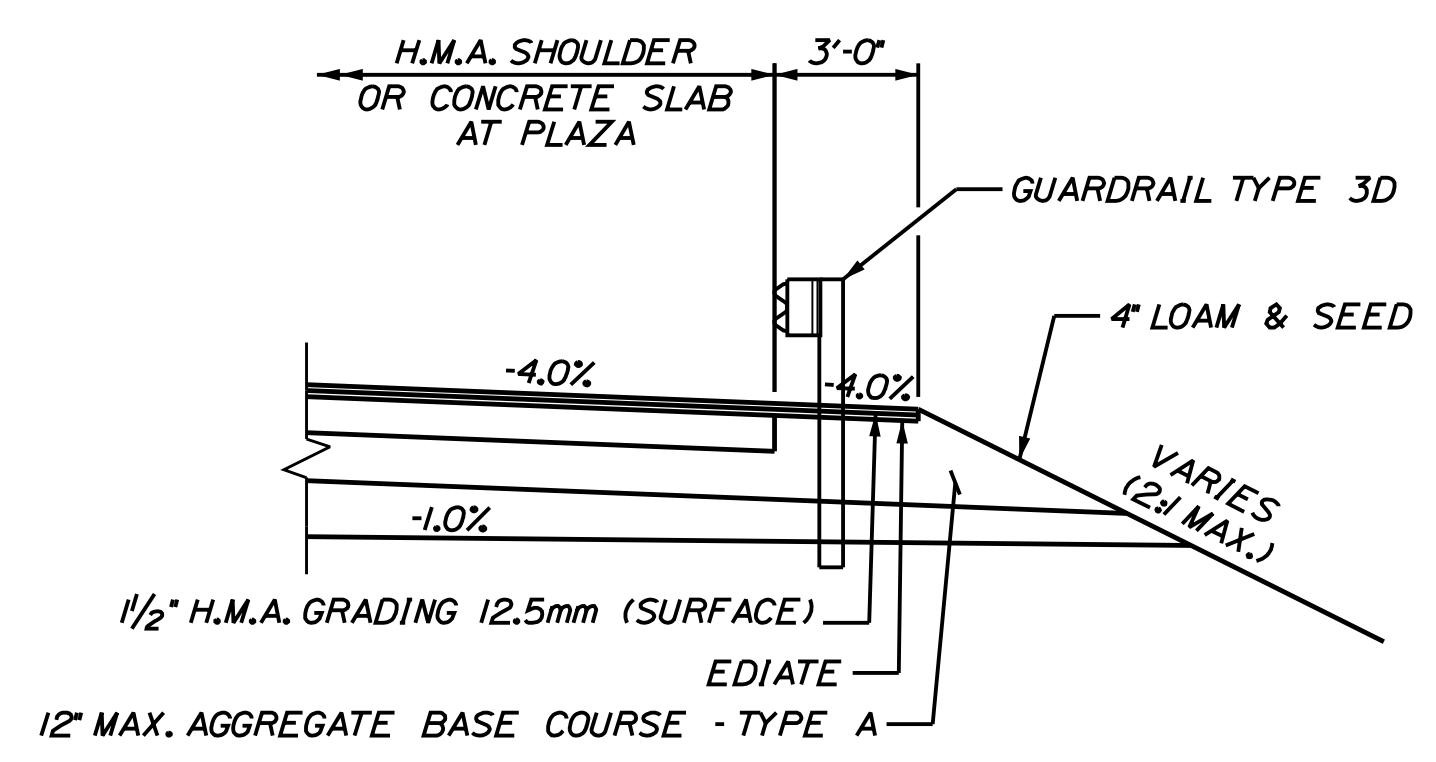
Date: 7/12/2021



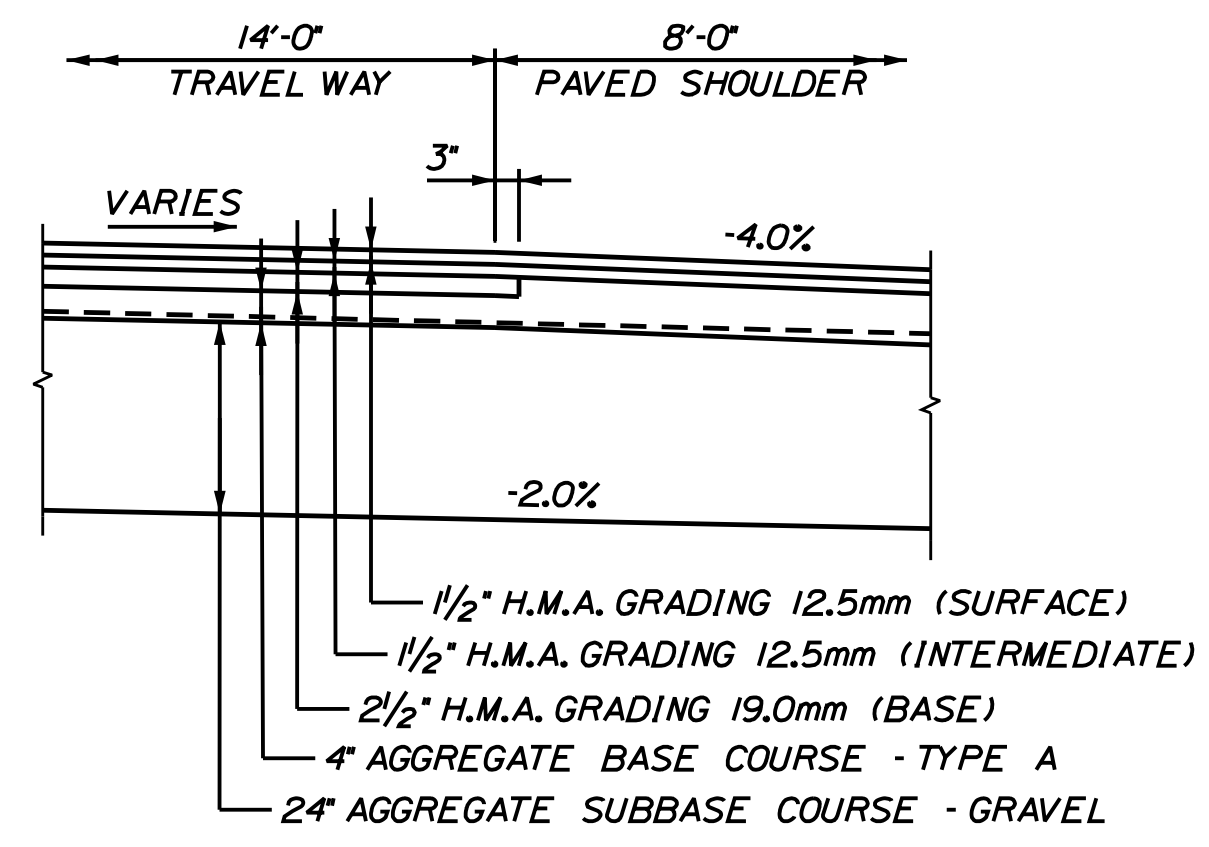
**DETAIL J**  
SCALE: 1/2" = 1'-0"



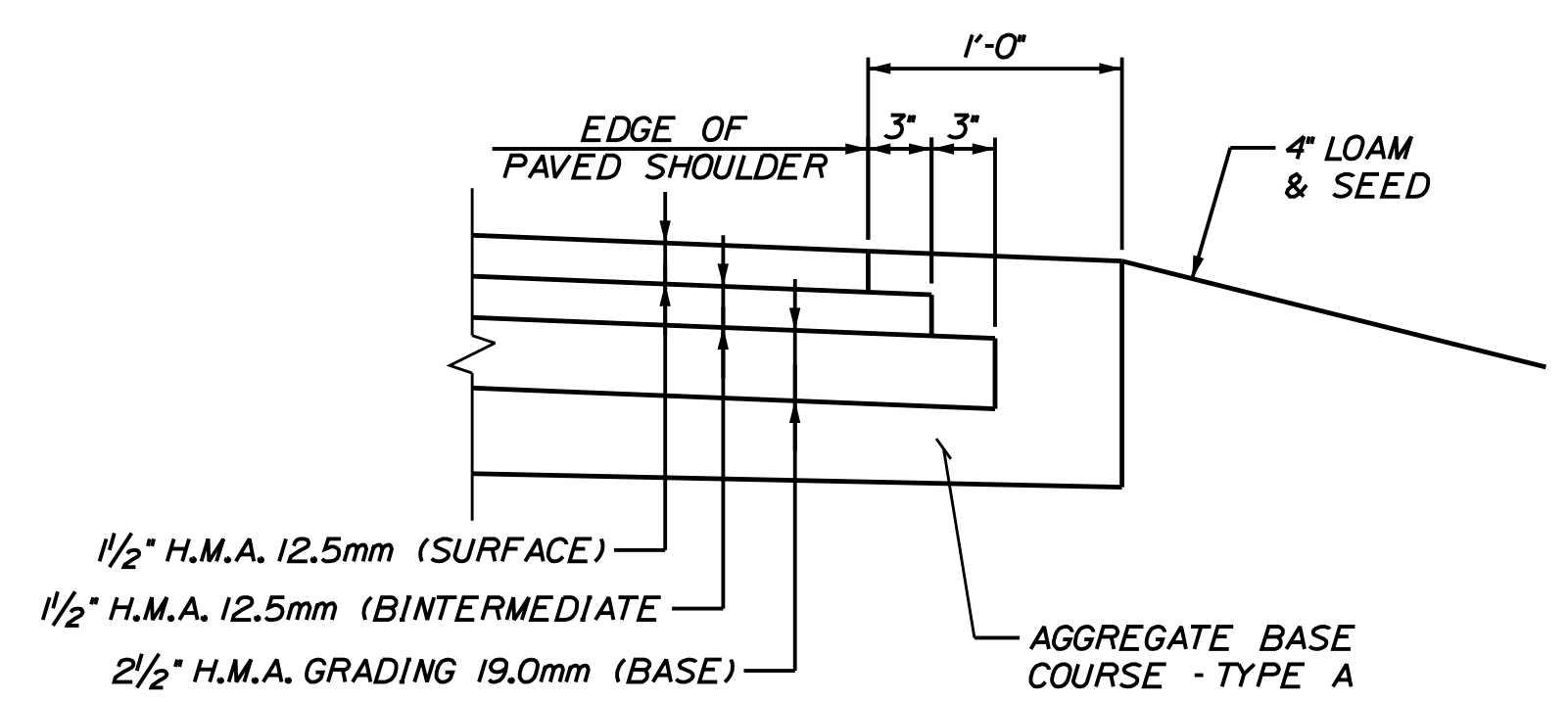
**HOT MIX ASPHALT AT CONCRETE MEDIAN BARRIER**  
SCALE: 1" = 1'



**DETAIL L**  
SCALE: 1/4" = 1'-0"



**DETAIL M**  
N.T.S.



**DETAIL N**  
N.T.S.

**NOTES:**

1. THE BITUMINOUS BERM SHALL BE PLACED IN HMA PAVEMENT SHOULDERS ALONG MEDIAN AND CASH LANE BARRIERS.
2. THE SLOPE OF THE BITUMINOUS BERM SHALL REMAIN CONSTANT AT 4.0%.
3. BITUMINOUS BERM SHALL BE PLACED ON HMA GRADING 12.5mm (BINDER).
4. BEFORE PLACING THE BITUMINOUS BERM, THE HMA GRADING (BINDER) AND FACE OF CONCRETE BARRIER SHALL BE UNIFORMLY COVERED WITH BITUMINOUS TACK COAT.
5. THE BITUMINOUS BERM SHALL BE PLACED AT THE SAME TIME AS THE SHOULDER SURFACE COURSE.
6. IN THE PAVEMENT DEPRESSION AREAS AT DRAINAGE STRUCTURES, THE WIDTH (AND SLOPE) OF THE BITUMINOUS BERM SHALL BE ALTERED TO MATCH AT THE CATCH BASIN FRAME.
7. BITUMINOUS BERM SHALL BE PAID FOR UNDER ITEM 403.2081.
8. HOT RUBBERIZED ASPHALT SHALL BE CONSIDERED INCIDENTAL TO ITEM 403.2081.

Filename: ...\\0477976\012\_Typical\_07.dgn

Scale: AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

By	Date	By	Date
Designed CSM	06-21	Checked RRP	06-21
Drawn AMS	06-21	In Charge of TWM	06-21

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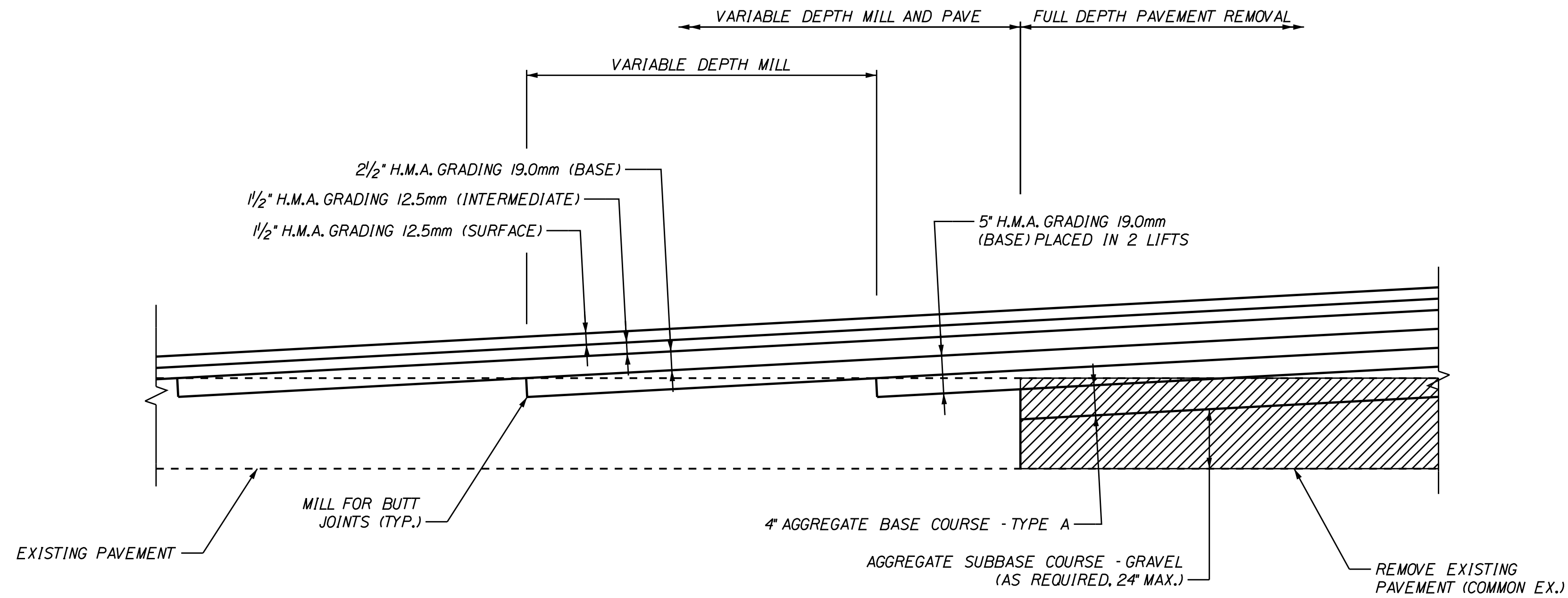
**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
TYPICAL SECTIONS & DETAILS 3  
SHEET NUMBER: TY-07  
CONTRACT: 2021.05  
12 OF 149



Date: 7/12/2021



PROFILE VIEW

PAVEMENT MILL TRANSITION DETAIL  
NOT TO SCALE

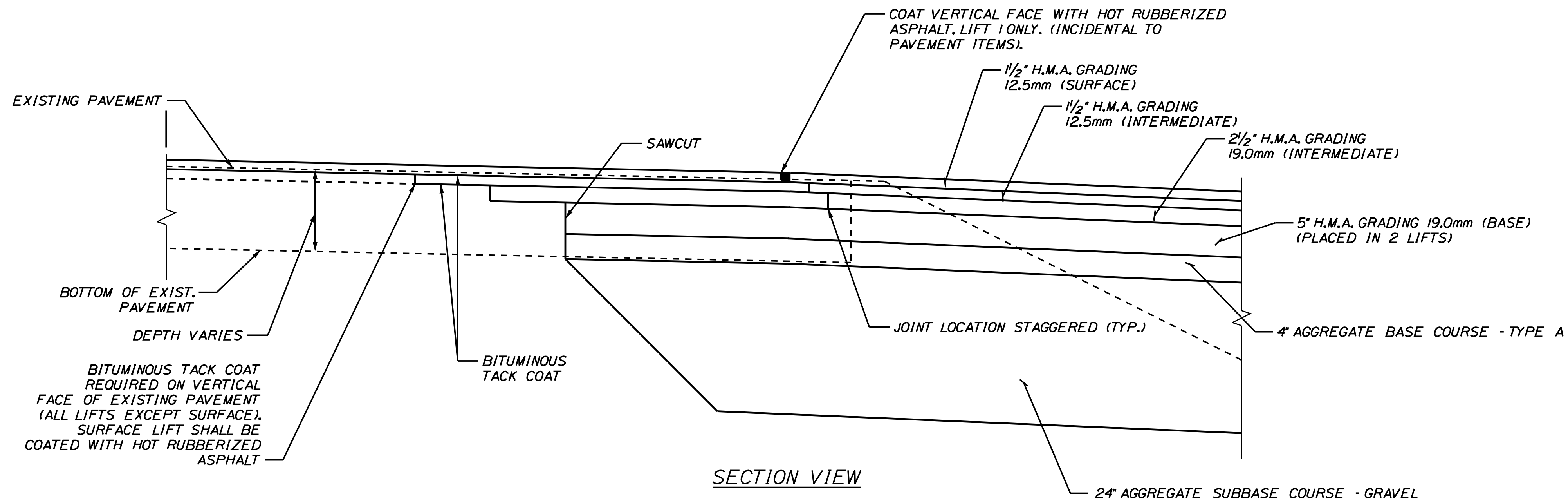
**NOTES:**

1. FULL DEPTH PAVEMENT REMOVAL SHALL BE PAID FOR AS COMMON EXCAVATION WHEN THICKNESS IS LESS THAN 3'. PAVEMENT REMOVAL OVER 3' THICK SHALL BE PAID AS STRUCTURAL ROCK REMOVAL. EXISTING PAVEMENT THICKNESS HAS BEEN ESTIMATED TO BE A MINIMUM OF 12".

2. BITUMINOUS TACK COAT IS REQUIRED BETWEEN ALL LIFTS OF PAVEMENT, OR AS DIRECTED BY RESIDENT. BITUMINOUS TACK COAT IS REQUIRED ON ALL EXISTING PAVED OR MILLED SURFACES PRIOR TO PLACING PROPOSED PAVEMENT.

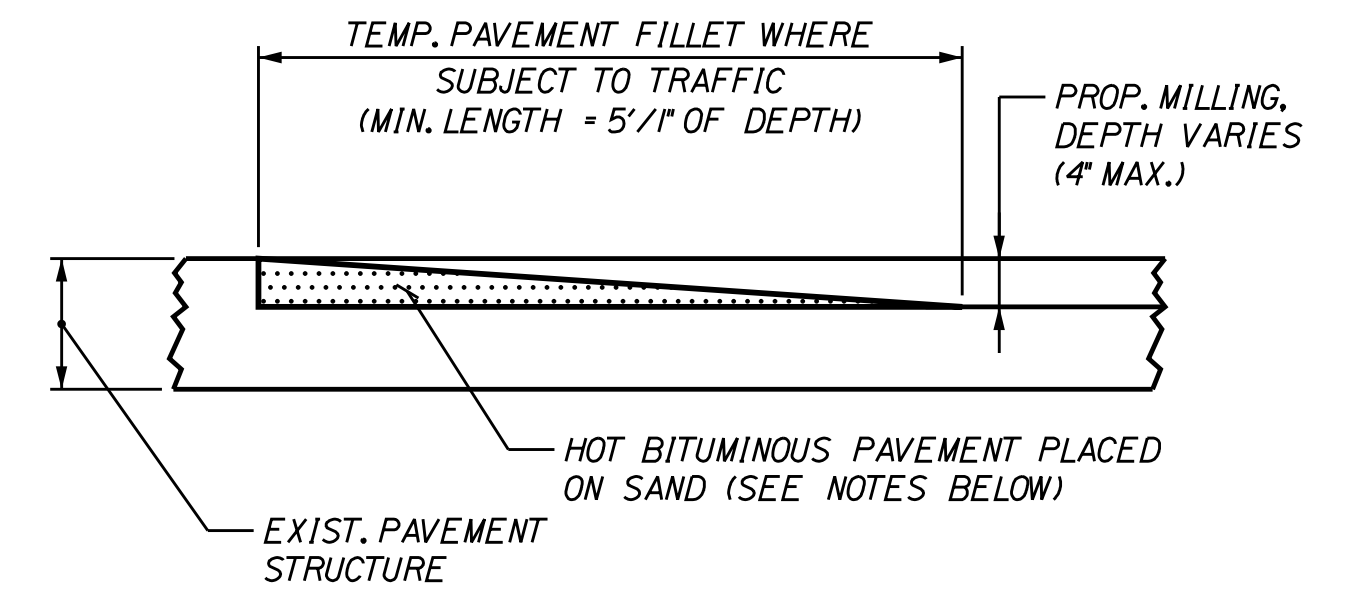
3. A COATING OF HOT RUBBERIZED ASPHALT SHALL BE APPLIED TO SURFACE LAYER OF ALL SAWCUT AND PAVEMENT JOINTS PRIOR TO PAVING. REMAINDER OF SAWCUT TO BE BITUMINOUS TACK COAT. PAYMENT SHALL BE INCIDENTAL TO THE PAVEMENT ITEMS.

4. SHOULDER PAVEMENT TRANSITIONS SHALL ALIGN WITH MAINLINE TRANSITIONS.



SECTION VIEW

PAVEMENT JOINT DETAIL  
R = 1'-0"



TEMPORARY BITUMINOUS RAMP  
NOT TO SCALE

**NOTES:**


- HOT MIX ASPHALT FOR TEMPORARY RAMPS SHALL BE MEASURED FOR PAYMENT UNDER ITEM 403.213.
- REMOVAL OF TEMP. RAMP(S) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 403.213.

Filename: ...0477976\014\_Typical\_09.dgn

Scale: AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by: <b>JACOBS</b>			
CONSULTANT PROJECT MANAGER: T. MORIN			
Designed	By	Date	Checked
Drawn	By	Date	In Charge of
	CSM	06-21	RRP 06-21
	AMS	06-21	TWM 06-21

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

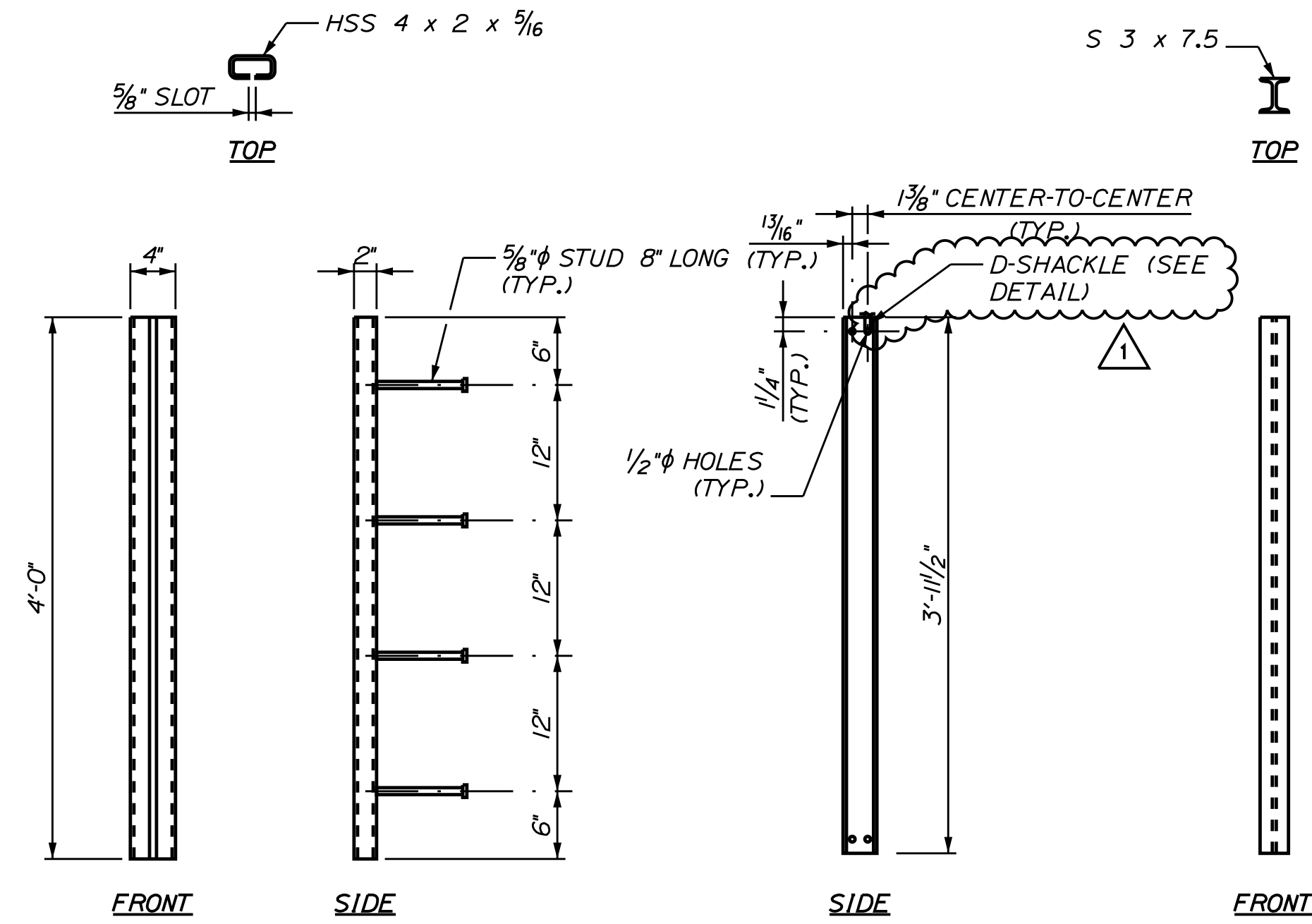
YORK TOLL PLAZA DEMOLITION  
TYPICAL SECTIONS & DETAILS 5

SHEET NUMBER: TY-09  
CONTRACT: 2021.05  
14 OF 149



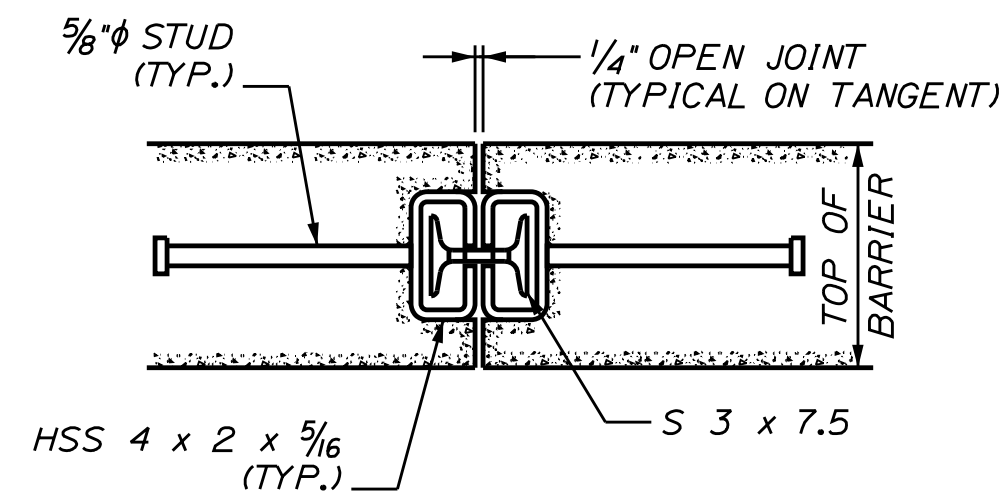


Date: 7/13/2021

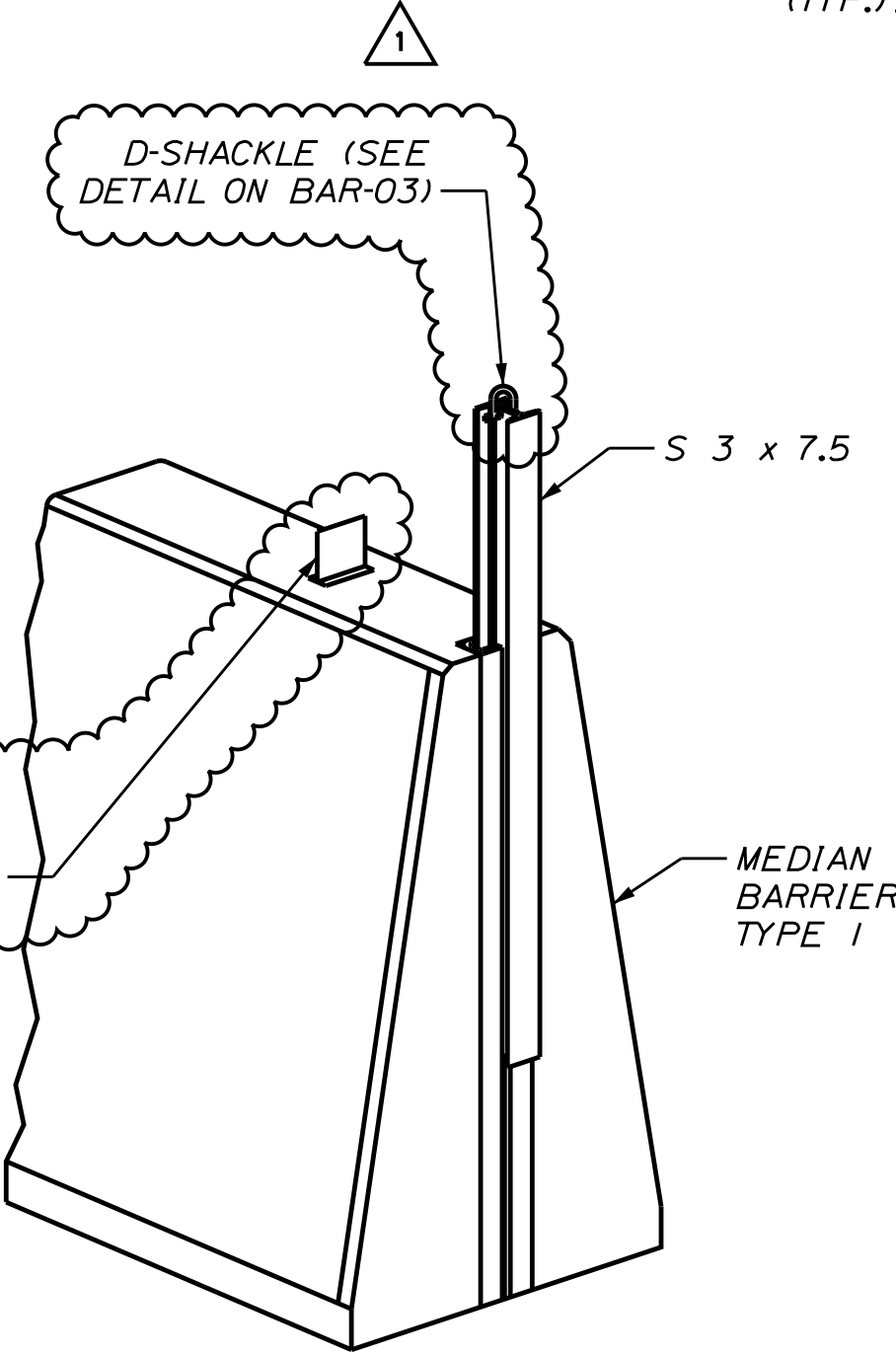


**STRUCTURAL TUBE DETAILS**  
NOT TO SCALE

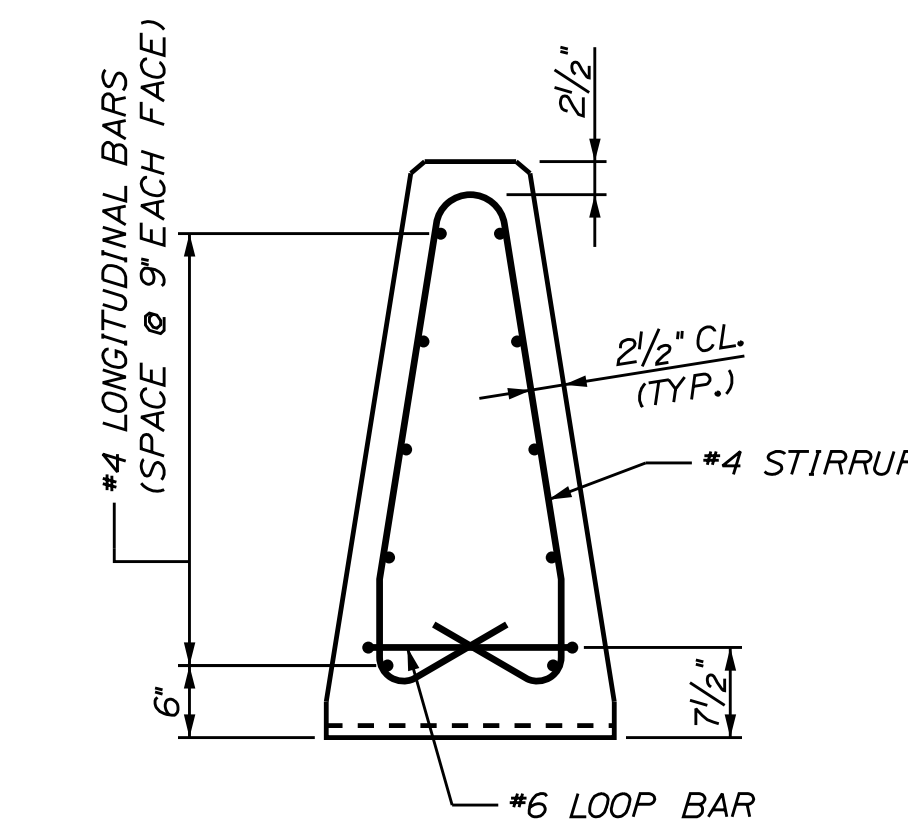
**I-BEAM DETAILS**  
NOT TO SCALE



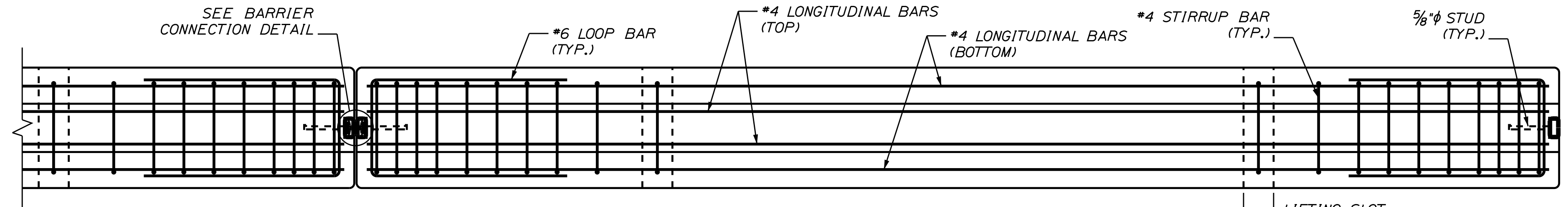
**BARRIER CONNECTION DETAIL**  
NOT TO SCALE



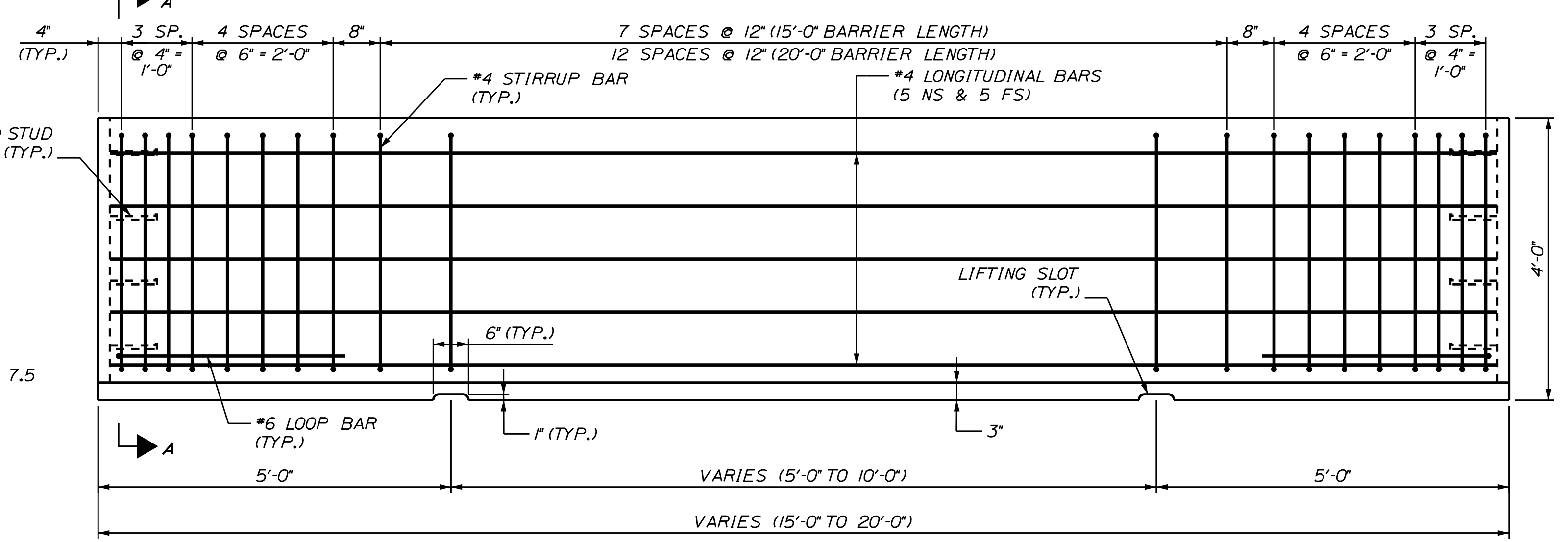
**ISOMETRIC VIEW**  
NOT TO SCALE



**SECTION A-A (REINFORCEMENT)**  
SCALE: 3/4" = 1'-0"

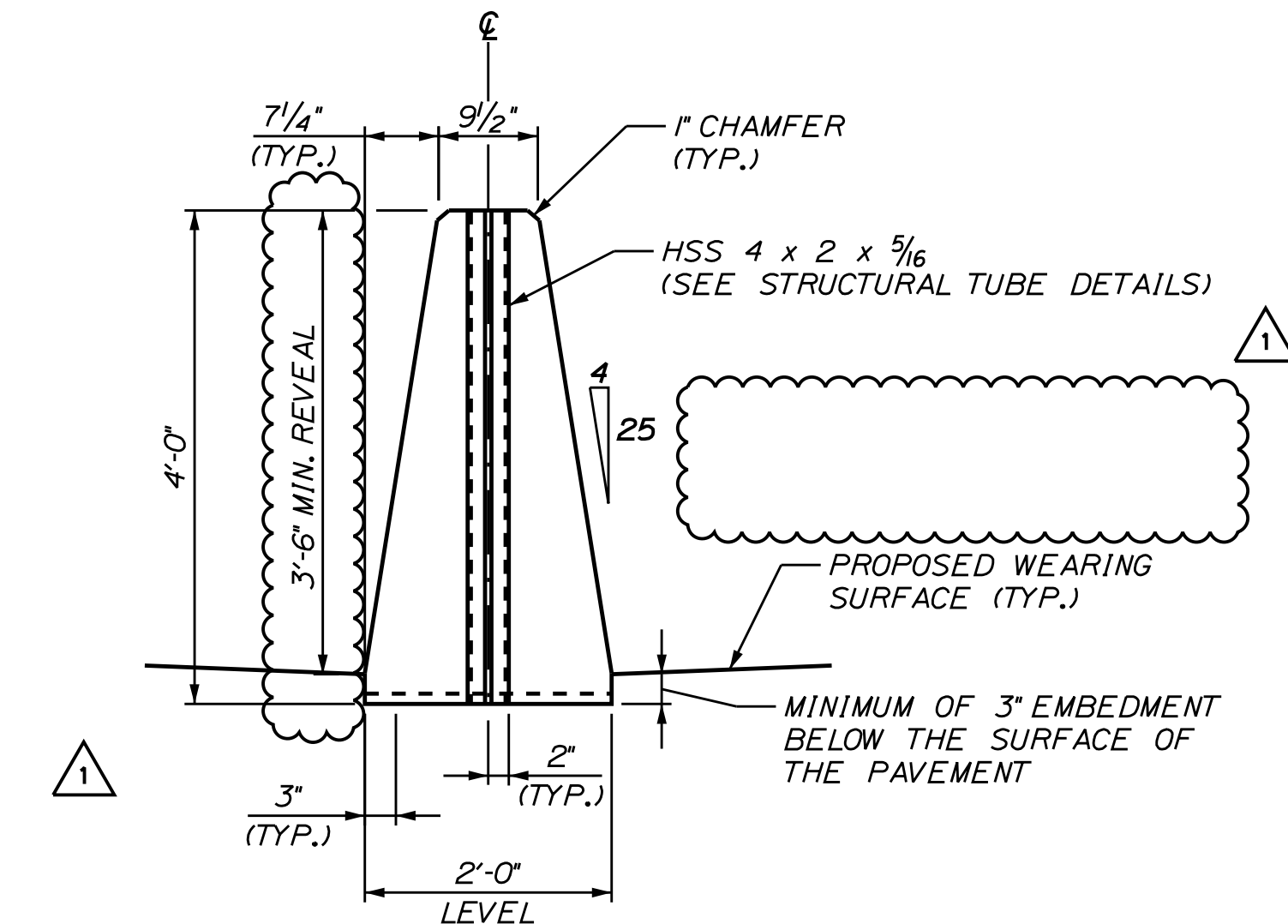
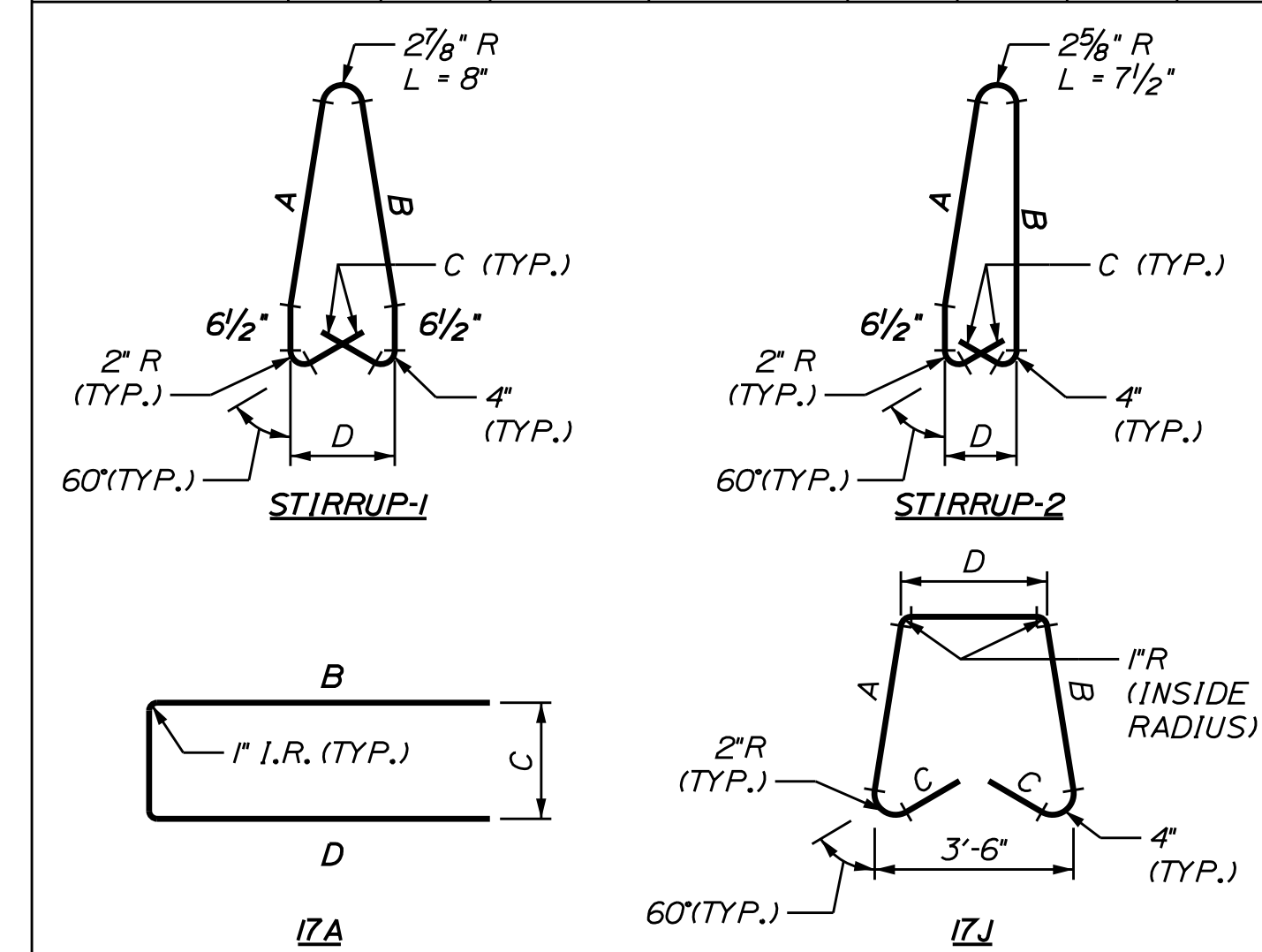


**PLAN - ITEM 526.351, MEDIAN BARRIER TYPE 1**  
SCALE: 3/4" = 1'-0"



**ELEVATION**  
SCALE: 3/4" = 1'-0"

MEDIAN BARRIER TYPE 1 REINFORCING SCHEDULE (20'-0" LENGTH)								
DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE	A	B	C	D
LONGITUDINAL	#4	10	19'-8"	STR				
STIRRUPS	#4	29	8'-11"	STIRRUP-1	2'-6"	2'-6"	9"	1'-3"
LOOP BAR	#6	2	7'-11"	17A		3'-3"	1'-5"	3'-3"



**END VIEW (MASONRY)**  
SCALE: 3/4" = 1'-0"

**BARRIER NOTES:**

1. THE CONCRETE BARRIER DETAILS, AS SHOWN ON THIS SHEET, ARE IN COMPLIANCE WITH THE REQUIREMENTS OF NCHRP REPORT 350, TL 4.
2. I-BEAMS AND STRUCTURAL TUBES SHALL BE GALVANIZED AFTER FABRICATION.
3. EACH BARRIER UNIT SHALL INCLUDE ONE S 3 x 7.5 AS SHOWN ON THIS PLAN SHEET.
4. SHOP DRAWINGS SHALL INCLUDE REINFORCING SCHEDULE. CONTRACTOR SHALL PROVIDE SHOP DRAWING FOR ANGLE POINTS IN BARRIER.
5. MEDIAN BARRIER SHALL BE PAID FOR UNDER APPROPRIATE 526 ITEMS.
6. THE BARRIERS SHALL BE LIGHT COLORED CLASS "P" CONCRETE HAVING A MINIMUM 28 DAY COMPRESSION STRENGTH OF 4,500 PSI. BARRIERS SHALL HAVE A SMOOTH UNIFORM SURFACE FREE OF DEFECTS AND IRREGULARITIES. CASTING DATE SHALL BE SHOWN ON BARRIER. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1", UNLESS NOTED OTHERWISE.
7. ALL REINFORCING STEEL SHALL BE AASHTO M31 (ASTM-A615) GRADE 60, EPOXY COATED. REINFORCEMENT SHOWN IS THE MINIMUM REQUIRED. EACH BARRIER UNIT SHALL INCLUDE ONE S 3 x 7.5 AS SHOWN ON THIS PLAN SHEET.
8. CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED ON-SITE AND APPROVED BY THE RESIDENT. COATING SHALL BE INCIDENTAL TO BARRIER.

Filename: ...017\_Typical\_02\_BARRIER.dgn

Scale: AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by: <b>JACOBS</b>			
CONSULTANT PROJECT MANAGER: T. MORIN			
By	Date	By	Date
Designed CSM	06-21	Checked RRP	06-21
Drawn AMS	06-21	In Charge of TWM	06-21

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FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

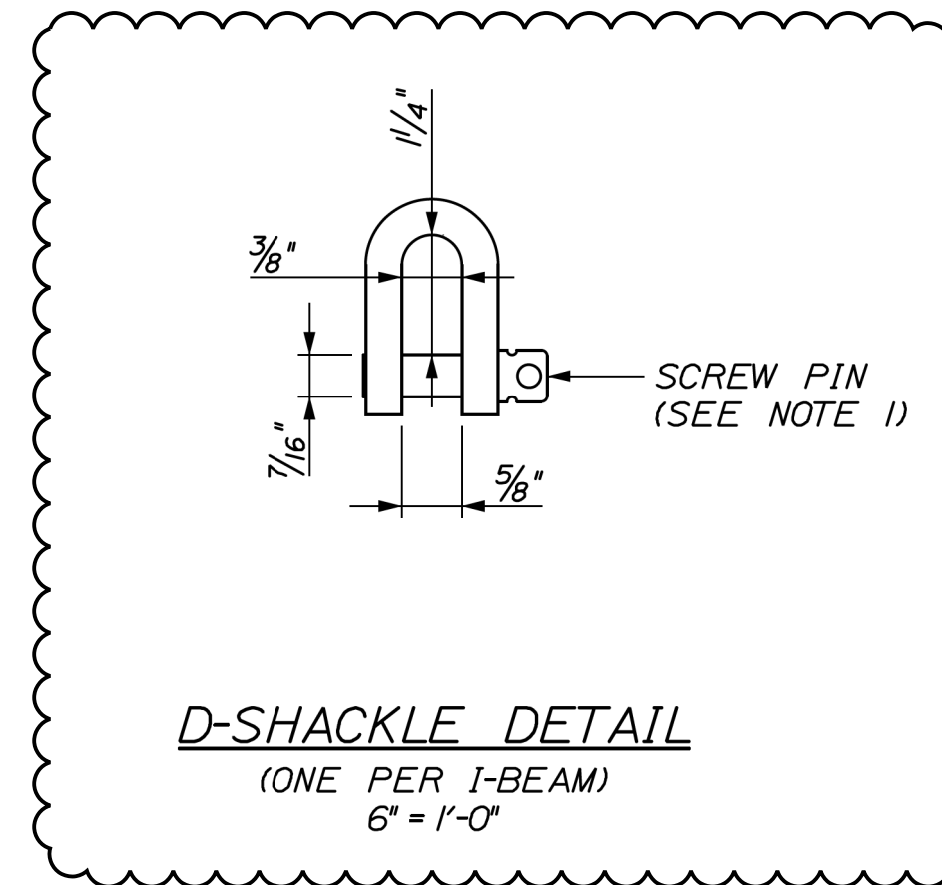
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
CONCRETE BARRIER DETAILS - 2  
MEDIAN BARRIER TYPE 1

SHEET NUMBER: BAR-02  
CONTRACT: 2021.05  
17 OF 149

Date: 7/12/2021

I-95 MEDIAN						
ITEM NUMBER	BARRIER TYPE	FROM	TO	EXPOSURE ALONG NB ORT	EMBEDMENT DEPTH ALONG NB ORT	QUANTITY
526.362	TRANSITION TYPE I	249+50	249+70	VARIES	3"	1 EA
526.351	TYPE I	249+70	250+70	3'-9"	3"	100 LF
526.351	TYPE I	250+70	251+70	VARIES	TRANSITION FROM 3" TO 6"	100 LF
526.351	TYPE I	251+70	262+70	3'-6"	6"	1100 LF
526.352	TYPE I	262+70	265+10	3'-6"	6"	240 LF
526.361	TRANSITION TYPE I	265+10	265+30	VARIES	6"	1 EA
(MEDIAN OPENING)						
526.361	TRANSITION TYPE I	266+70	266+90	VARIES	3"	1 EA
526.351	TYPE I	266+90	273+00	3'-9"	3"	610 LF
526.351	TYPE I	273+00	274+00	VARIES	TRANSITION FROM 3" TO 7"	100 LF
526.351	TYPE I	274+00	281+06	3'-5"	7"	706 LF



**BARRIER NOTES:**

1. SCREW PIN SHALL BE SECURED WITH AN APPROVED THREAD LOCK MATERIAL DURING FINAL ASSEMBLY.
2. INSTALLATION OF THE BARRIER REFLECTORS (AS SHOWN ON SHEET BAR-02) WILL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED 526 PAY ITEM.
3. SPACING OF REFLECTORS ON TOP OF BARRIER SHALL BE 200'.
4. A D-SHACKLE SHALL BE ATTACHED TO EACH I-BEAM.



**NOTE:**

THE EMBEDMENT DEPTHS AND EXPOSURES SHOWN ARE MEASURED FROM THE NORTHBOUND SIDE. THE SOUTHBOUND EXPOSURE WILL VARY WITH A MINIMUM EMBEDMENT OF 3" MAINTAINED.

Filename: ...\\018\_Typical\_03\_BARRIER.dgn

Scale:			
AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:					
<b>JACOBS</b>					
CONSULTANT PROJECT MANAGER: T. MORIN					
	By	Date	By	Date	
Designed	CSM	06-21	Checked	RRP	06-21
Drawn	AMS	06-21	In Charge of	TWM	06-21

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

CONCRETE BARRIER DETAILS - 3  
MEDIAN BARRIER LAYOUT

SHEET NUMBER: BAR-03

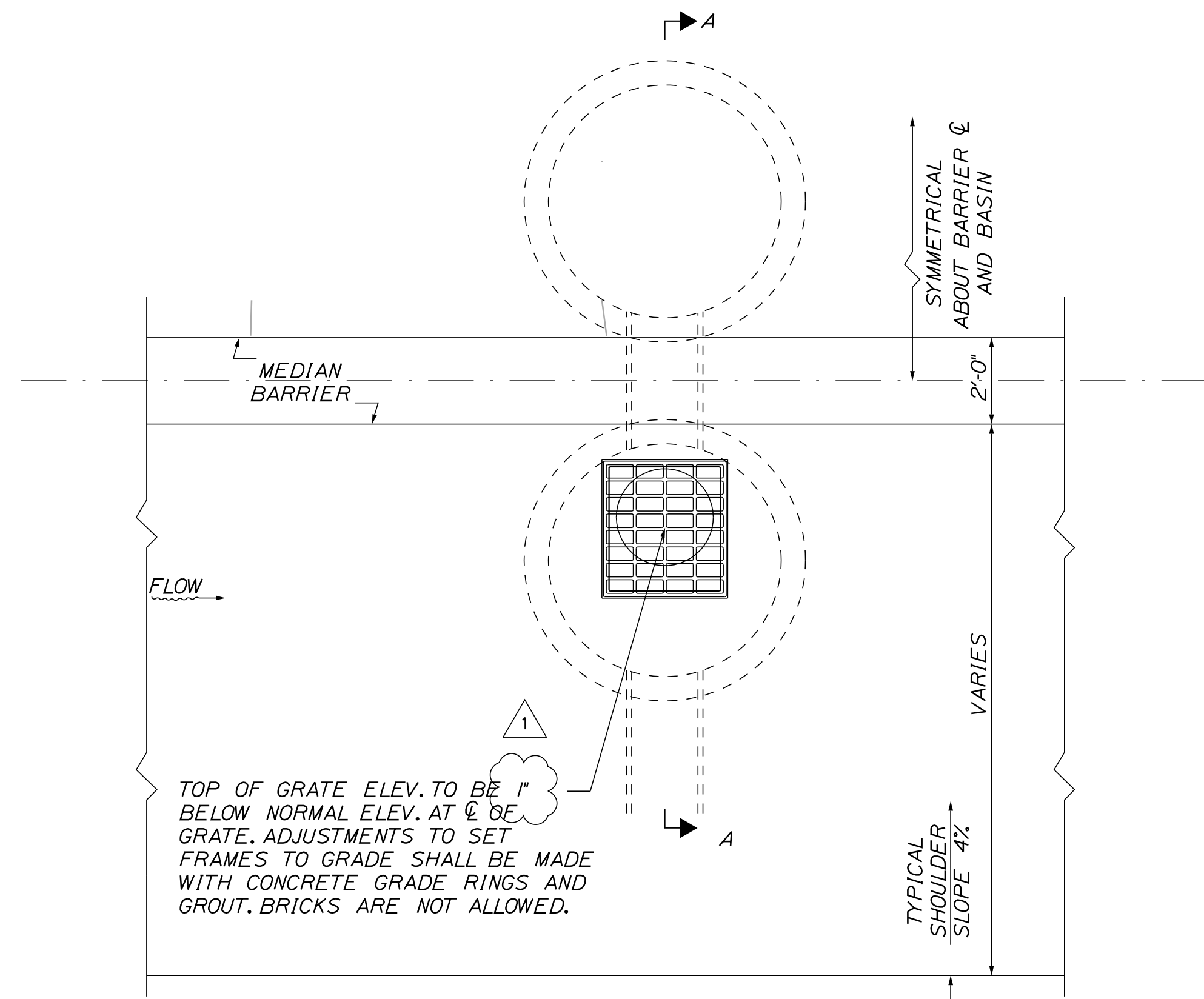
CONTRACT: 2021.05

18 OF 149

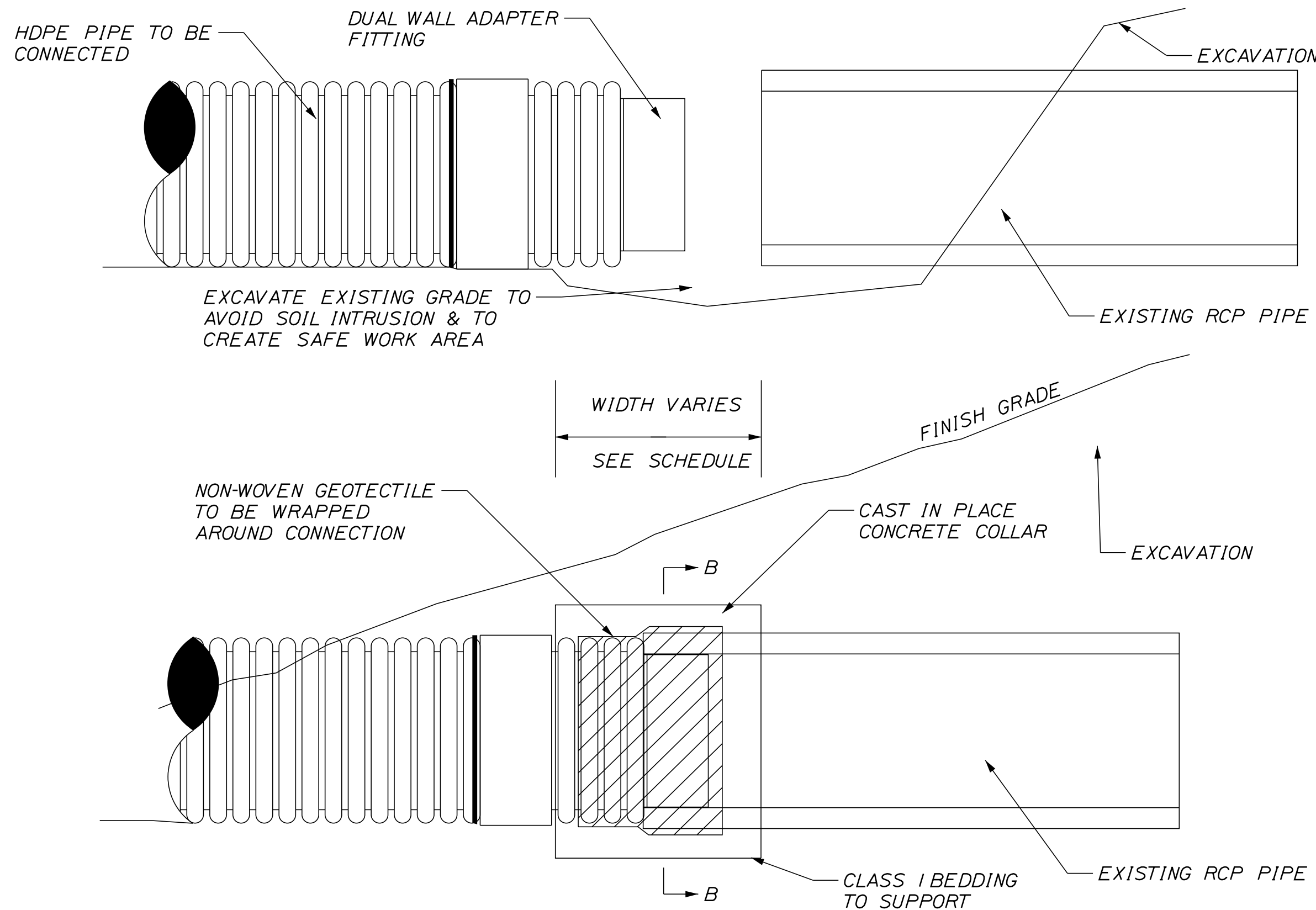


Date: 7/12/2021

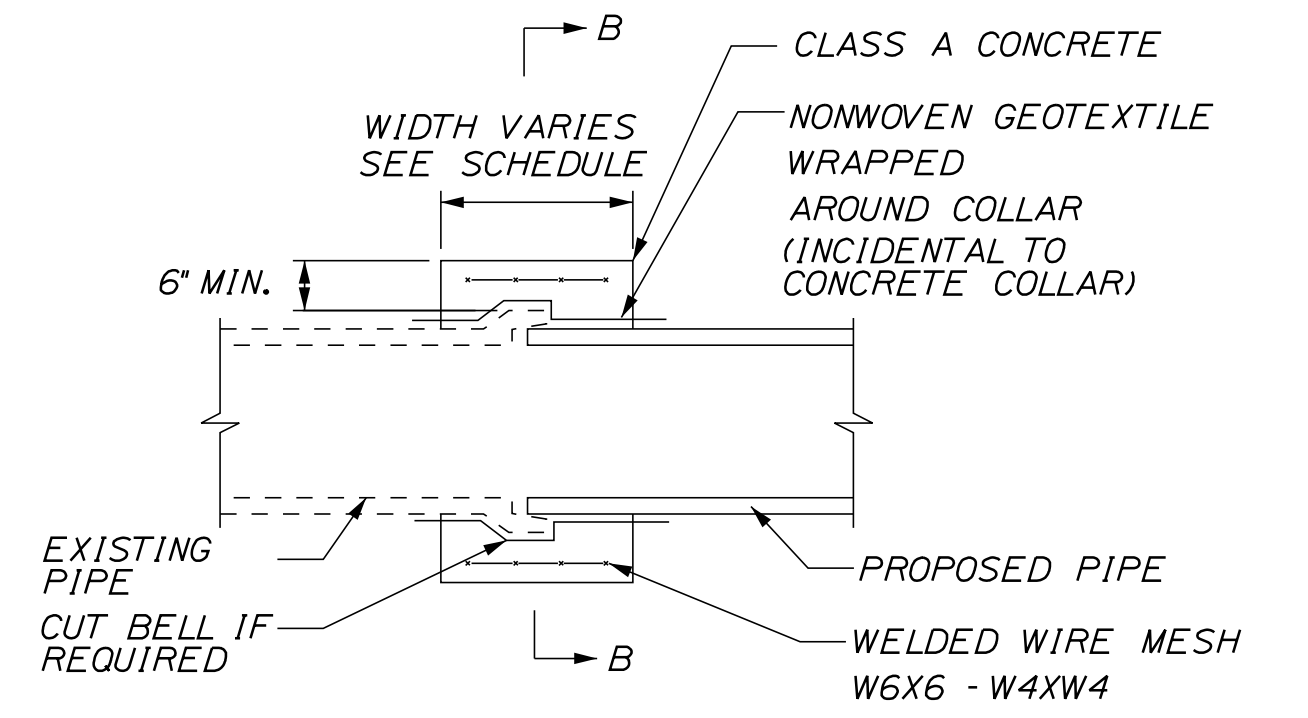
Filename: ...021\_Typical\_01\_DRAINAGE.dgn



PLAN



CONCRETE COLLAR FOR UNMATCHED DRAINAGE PIPES

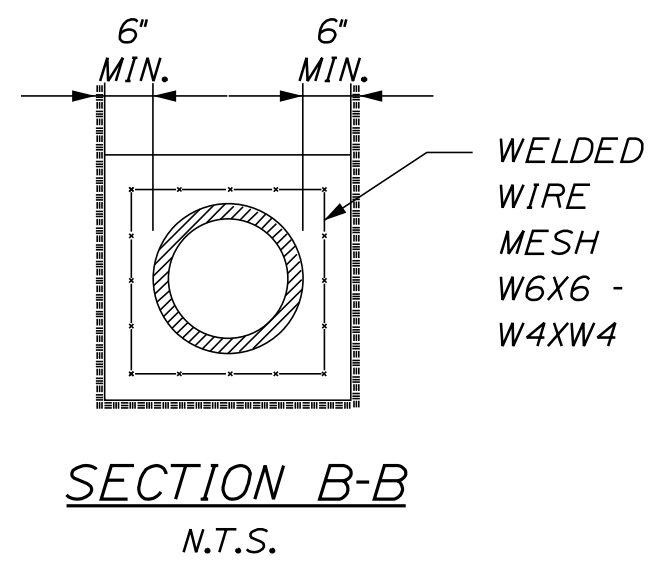


CAST IN PLACE CONCRETE COLLAR FOR DRAINAGE PIPES

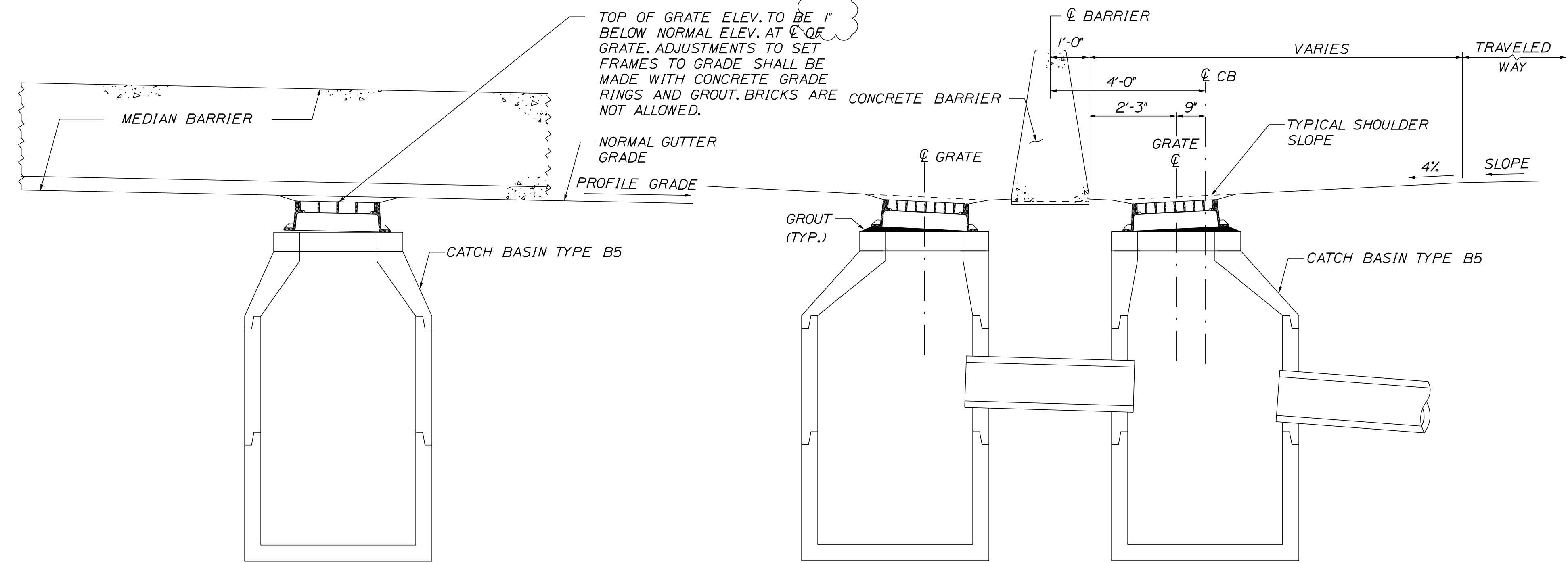
NOTES:

1. CONNECTION AND PIPE TO BE BACKFILLED PER ASTM D2321 (CRUSHED STONE).
2. CONCRETE SHALL BE CLASS A FIBER REINFORCED.
3. SEE CONCRETE COLLAR WIDTH SCHEDULE FOR DIMENSIONS.

PIPE DIAMETER (INCHES)	WIDTH OF CONC. (INCHES)
12	24
15	24
18	24
24	24
30	30
36	36
42	48
48	48



SECTION B-B  
N.T.S.



ELEVATION

SECTION A-A

PLACEMENT OF DRAINAGE STRUCTURES ALONG BARRIER

Scale: AS NOTED

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO TECHNICS**  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	PDO 03-21	Checked	DLR 03-21
Drawn	NLC 03-21	In Charge of	DLR 03-21

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75 JOHN ROBERTS ROAD,  
SUITE 4A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

DRAINAGE DETAILS

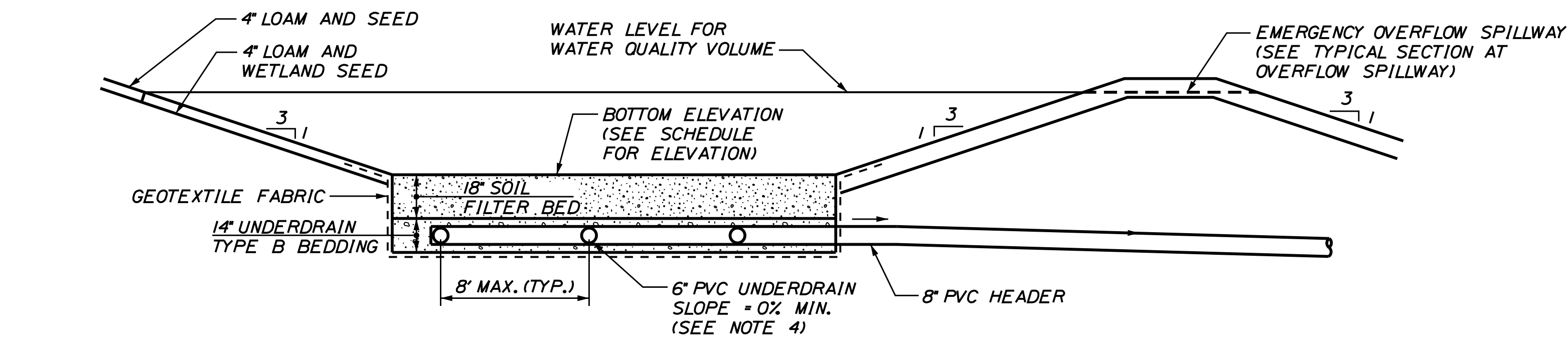
SHEET NUMBER: DD-01

CONTRACT: 2021.05

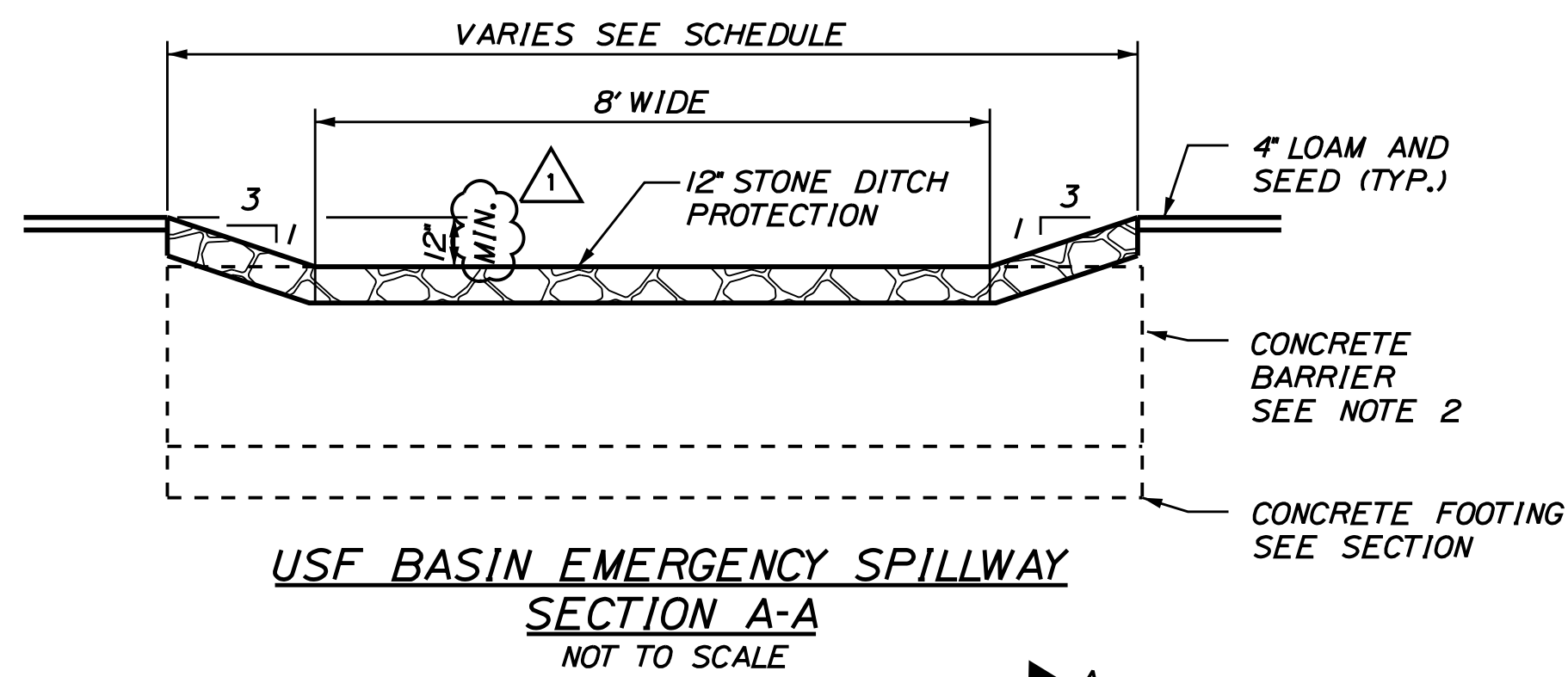
21 OF 149



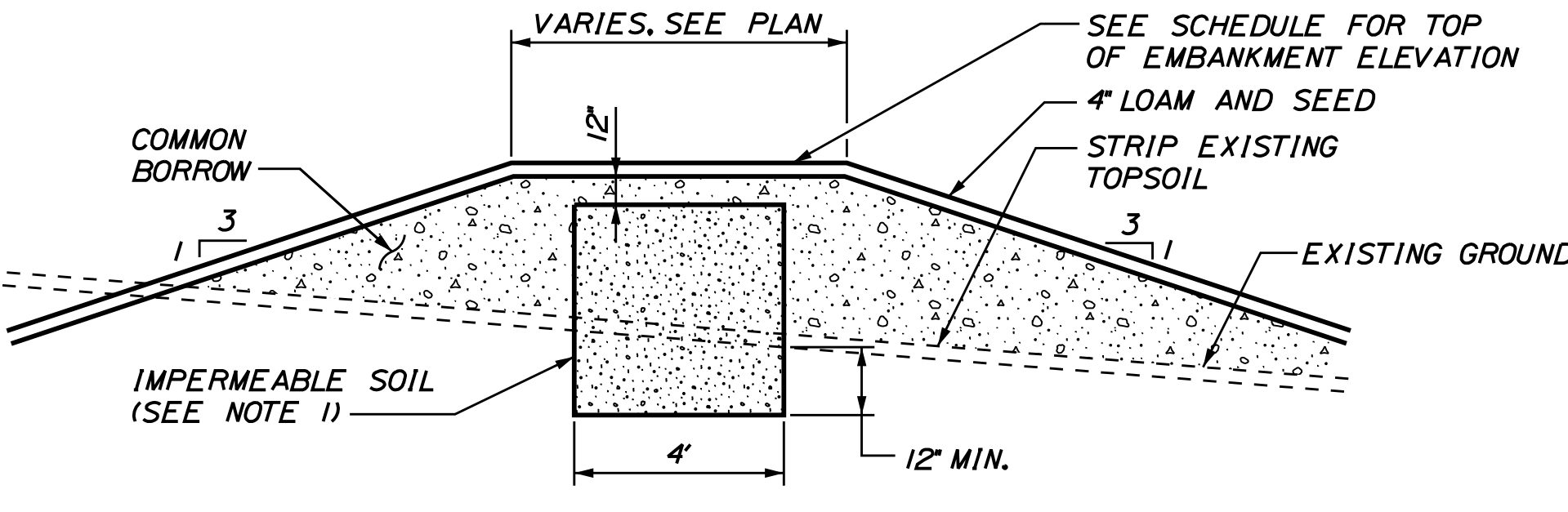
Date: 7/13/2021



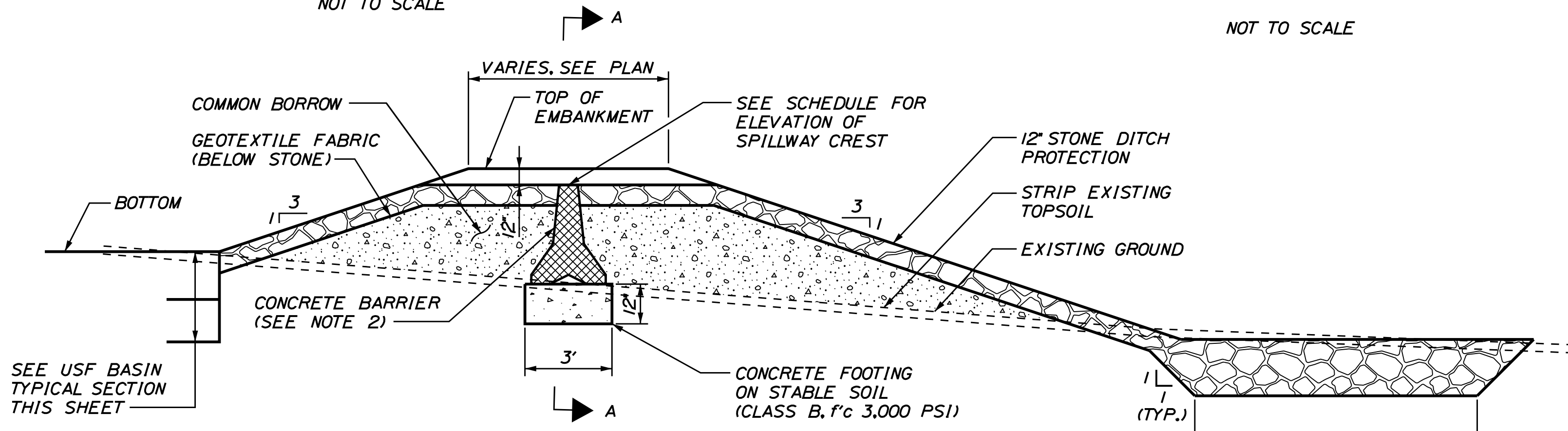
**USF BASIN  
TYPICAL SECTION**  
NOT TO SCALE



**USF BASIN EMERGENCY SPILLWAY  
SECTION A-A**  
NOT TO SCALE



**USF BASIN  
TYPICAL SECTION AT EMBANKMENTS**  
NOT TO SCALE



**USF BASIN  
TYPICAL SECTION AT OVERFLOW SPILLWAY**  
NOT TO SCALE

**USF BASIN SPECIFICATIONS:**

- SOIL FILTER BED MATERIAL SHALL BE A LIGHTLY COMPACTED THOROUGHLY BLENDED MIXTURE OF THE FOLLOWING:
  - SAND (50-55% BY VOLUME); MAINEDOT SPEC. 703.01 (FINE AGGREGATE FOR CONCRETE).
  - TOPSOIL (20-30% BY VOLUME); LOAMY SAND TOPSOIL WITH MINIMAL CLAY CONTENT AND BETWEEN 15-25% FINES PASSING #200 SIEVE.
  - MULCH (20-30% BY VOLUME); MODERATELY FINE SHREDDED BARK MULCH OR WOOD FIBER MULCH WITH LESS THAN 5% PASSING #200 SIEVE.
- UNDERDRAIN BACKFILL (BEDDING) SHALL BE WELL GRADED, CLEAN, COARSE GRAVEL MEETING MAINEDOT SPECIFICATION 703.22, TYPE B UNDERDRAIN BACKFILL NO MORE THAN 2% BY WEIGHT SHALL PASS THE #200 SIEVE.
- GEOTEXTILE FABRIC SHALL BE MAINEDOT SPECIFICATION 722.02, CLASS A DESIGNATION.
- UNDERDRAIN PIPE SHALL BE PVC CONFORMING TO ASTM D3034, SDR 35. (UNDERDRAIN LATERALS SHALL BE 6 INCH SLOTTED PVC. 8 INCH PVC HEADER/OUTLET PIPE SHALL NOT BE SLOTTED.)
- STONE DITCH PROTECTION FOR EMERGENCY SPILLWAY AND PIPE OUTLET/DITCH PROTECTION SHALL BE MEDOT SPECIFICATION 703.29 WITH 90-100% WEIGHT OF ROCK PASSING AN 8 INCH SIEVE AND 0-15% PASSING A 4 INCH SIEVE.
- ~~PRECAST CONCRETE BARRIER SHALL BE NEW UNUSED (CLEAN) UNITS 10 FOOT LONG EACH. MORE THAN ONE UNIT WILL BE REQUIRED.~~
- SURFACE OF SOIL FILTER SHALL BE PLANTED WITH WETLAND SEED "NEW ENGLAND EROSION CONTROL/RESTORATION MIX" AS SUPPLIED BY NEW ENGLAND WETLAND PLANTS, INC. SEED MIX SHALL BE APPLIED AT DOUBLE THE MANUFACTURERS APPLICATION RATE. SURFACE SHALL BE STABILIZED WITH AN APPROVED EROSION CONTROL MATTING.
- IMPERMEABLE SOIL (EMBANKMENT CORE) SHALL BE MAINEDOT SPECIFICATION 203.245, CLAY BORROW.
- STORMWATER FILTER SHALL BE CONSTRUCTED TO THE LIMITS AND DETAILS SHOWN ON THE PLANS AND THE ABOVE SPECIFICATIONS UNLESS OTHERWISE APPROVED BY THE RESIDENT.
- FILTER BED MATERIAL SHALL NOT BE PLACED IN USF BASINS UNTIL THE TRIBUTARY DRAINAGE AREA IS PERMANENTLY STABILIZED AGAINST EROSION.
- EROSION CONTROL BLANKETS CONFORMING TO MAINEDOT STANDARD DETAIL 802(02) SHALL BE PROVIDED ON ALL USF BASIN EMBANKMENT SLOPES, BOTH INTERIOR AND EXTERIOR SLOPES.

**CONSTRUCTION NOTES FOR UNDERDRAINED SOIL FILTER:**

- THE AREA OF THE BASIN MAY BE EXCAVATED IN PREPARATION OF THE INSTALLATION OF THE UNDERDRAIN AND CAN BE USED FOR A SEDIMENT TRAP FROM THE SITE DURING CONSTRUCTION, AS LONG AS THE BASIN IS MULCHED AND STABILIZED TO PREVENT EROSION.
- THE SOIL FILTER MEDIA AND VEGETATION MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION. OTHERWISE, THE RUNOFF FROM THE CONTRIBUTING AREA MUST BE DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED.
- IF VEGETATION IS NOT ESTABLISHED WITHIN THE FIRST YEAR, THE CONTRACTOR MAY INSTALL A 2-3 INCH LAYER OF SANDY LOAM TOPSOIL (WITH LESS THAN 2% CLAY) ON THE SURFACE OF THE GRASS FILTER AND RESEED/MULCH.
- INSPECTION OF THE FILTER BASIN SHALL BE PROVIDED FOR EACH PHASE OF CONSTRUCTION BY THE DESIGN ENGINEER WITH REQUIRED REPORTING TO THE DEP. AT A MINIMUM, THE DESIGN ENGINEER SHALL INSPECT THE CONSTRUCTION AT THE FOLLOWING PHASES:
  - AFTER PRELIMINARY CONSTRUCTION OF THE FILTER GRADES AND ONCE THE UNDERDRAIN PIPES ARE INSTALLED BUT NOT BACKFILLED.
  - AFTER THE DRAINAGE LAYER IS CONSTRUCTED AND PRIOR TO THE INSTALLATION OF THE FILTER MEDIA.
  - AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDED.
  - AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS, AND
  - ALL MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN SHALL BE APPROVED BY THE DESIGN ENGINEER AFTER TESTS BY A CERTIFIED LABORATORY SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
- THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF THE FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE DESIGN ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL:
  - SUBMIT SAMPLES OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA AND SAMPLES OF THE UNDERDRAIN BEDDING MATERIAL. SAMPLES MUST BE A COMPOSITE OF THREE GRABS FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.
  - PERFORM A SIEVE ANALYSIS CONFORMING TO ASTM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES, 1996A) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE, A CLAY CONTENT OF LESS THAN 2% (DETERMINED BY HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER.
  - PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698.

**NOTES:**

- AT EMERGENCY SPILLWAY, IMPERMEABLE SOIL (EMBANKMENT CORE) SHALL TIE INTO CONCRETE BARRIER AND EXTEND 3 FEET ALONG EACH END OF CONCRETE BARRIER.
- SET TOP OF CONCRETE BARRIER LEVEL AND AT DESIGNATED ELEVATION OF SPILLWAY CREST. BARRIER IS TO EXTEND ACROSS THE SPILLWAY THE FULL WIDTH OF THE STONE PROTECTION
- FOR LAYOUT OF UNDERDRAIN SOIL FILTER (USF BASINS). SEE PROPOSED GRADING AND DRAINAGE PLANS.
- FOR LAYOUT OF UNDERDRAIN PIPING, SEE PROPOSED GRADING AND DRAINAGE PLANS.
- 6" PVC PIPE LOCATED BELOW SEDIMENT FOREBAY SHALL BE SOLID WALL PIPE.

USF BASIN SCHEDULE												
USF BASIN	STATION	BOTTOM (FT)	TOP OF EMBANKMENT (FT)	SPILLWAY CREST (FT)	UNDERDRAIN INVERT (FT)	BARRIER LENGTH	TEST PIT ID	EXISTING GRADE AT TEST PIT (FT)	LIMITING FACTOR DEPTH (FT)	LIMITING FACTOR ELEV. (FT)	LIMITING FACTOR	
*1	262+00, LT	43.00	44.00	43.60	40.67	18' MIN	SWM-10	43.50	10.00	33.50	WATER	
*2	268+00, LT	42.00	43.00	42.60	39.65	18' MIN	SWM-11	46.50	5.50	41.00	WATER	
*3	289+55, LT	83.00	85.00	84.50	80.65	11' MIN	SWM-12	91.60	4.20	87.40	BEDROCK	
*4	293+38, RT	103.00	105.00	104.75	100.65	11' MIN	SWM-1	108.00	5.70	102.30	BEDROCK	

Filename: ...022\_Typical\_02\_DRAINAGE.dgn

Scale: AS NOTED			
No.	Revision	By	Date
Δ	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO TECHNICS**  
WWW.SEAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed PDO	03-21	Checked DLR	03-21
Drawn NLC	03-21	In Charge of DLR	03-21

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SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

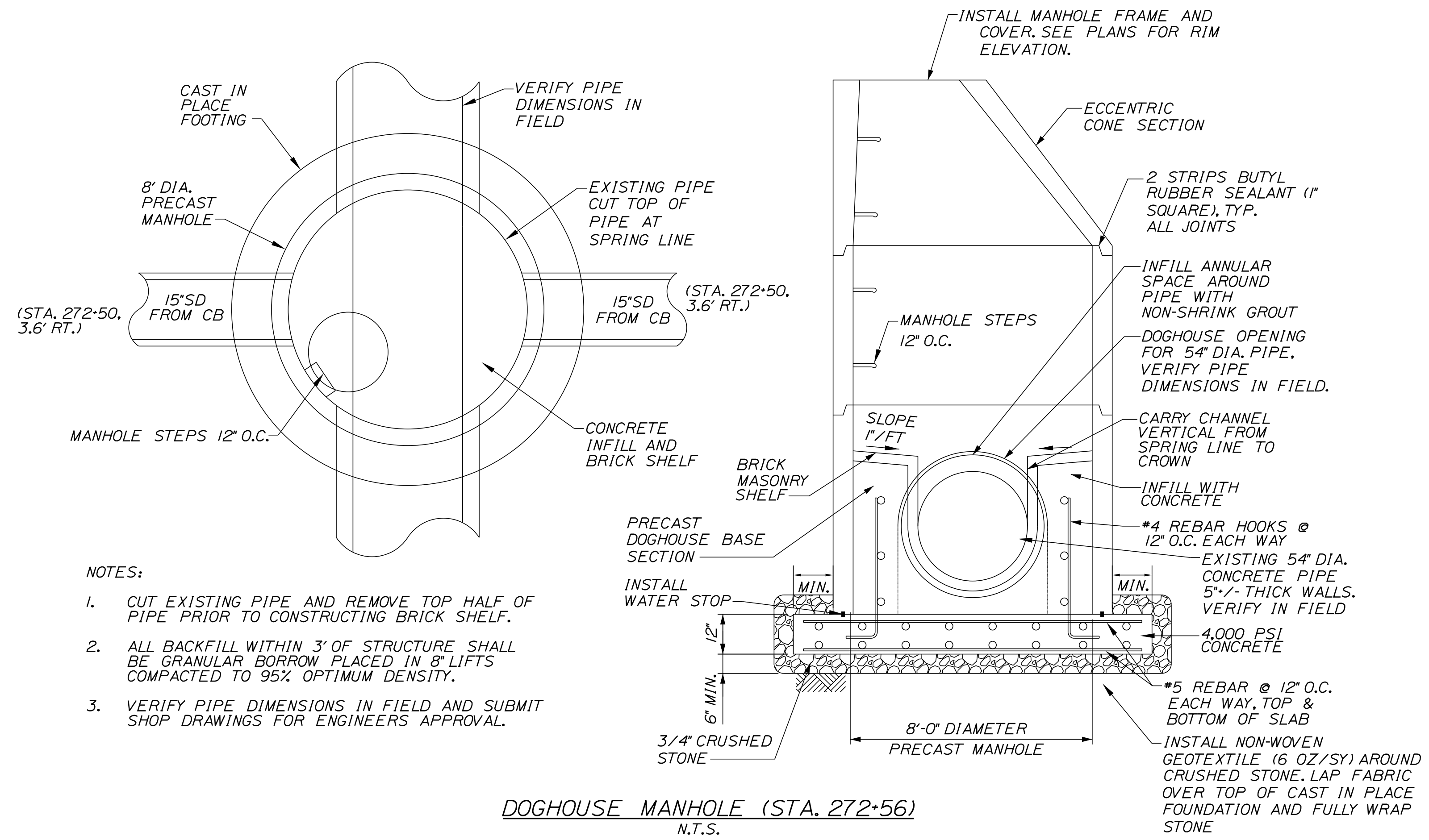
YORK TOLL PLAZA DEMOLITION  
DRAINAGE DETAILS

SHEET NUMBER: DD-02  
CONTRACT: 2021.05  
22 OF 149



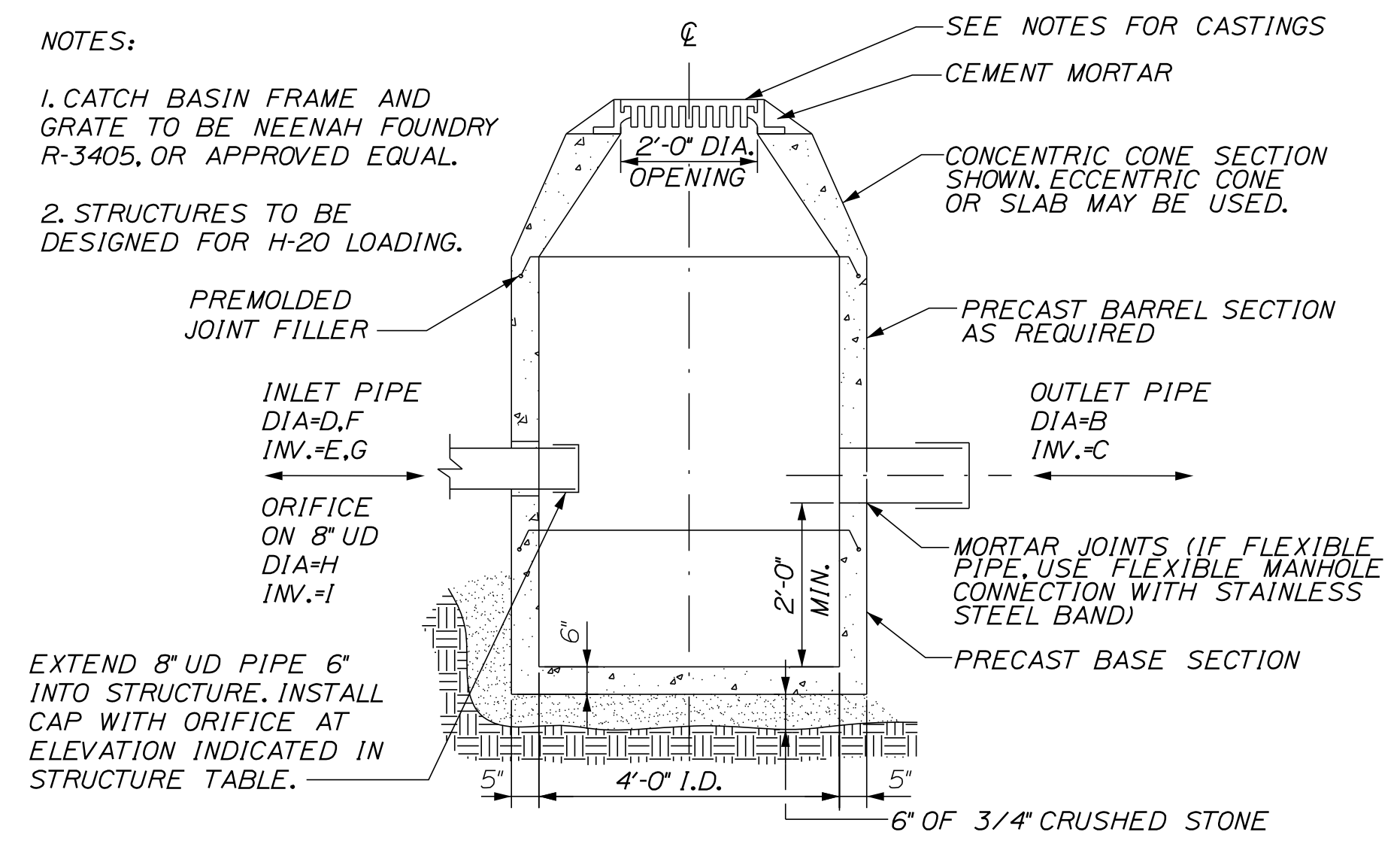
Date: 7/12/2021

Filename: ...024\_Typical\_04\_DRAINAGE.dgn



- NOTES:
- CUT EXISTING PIPE AND REMOVE TOP HALF OF PIPE PRIOR TO CONSTRUCTING BRICK SHELF.
  - ALL BACKFILL WITHIN 3' OF STRUCTURE SHALL BE GRANULAR BORROW PLACED IN 8" LIFTS COMPACTED TO 95% OPTIMUM DENSITY.
  - VERIFY PIPE DIMENSIONS IN FIELD AND SUBMIT SHOP DRAWINGS FOR ENGINEERS APPROVAL.

DOGHOUSE MANHOLE (STA. 272+56)  
N.T.S.



- NOTES:
- CATCH BASIN FRAME AND GRATE TO BE NEENAH FOUNDRY R-3405, OR APPROVED EQUAL.
  - STRUCTURES TO BE DESIGNED FOR H-20 LOADING.

EXTEND 8" UD PIPE 6" INTO STRUCTURE. INSTALL CAP WITH ORIFICE AT ELEVATION INDICATED IN STRUCTURE TABLE.

ID	STATION	RIM (A)	OUTLET PIPE		INLET PIPE		INLET PIPE		ORIFICE FROM UDF	
			DIA (B)	INVERT (C)	DIA (D)	INVERT (E)	DIA (F)	INVERT (G)	DIA (H)	INVERT (I)
OCS#1	262+29.4, 93.2' LT	43.40	12"	40.57	8"	40.67	8"	40.67	0.7"	40.67
OCS#2	269+16.0, 85.6' LT	42.40	12"	39.15	8"	39.65	--	--	0.8"	39.65
OCS#3	289+55.1, 135.5' LT	84.00	15"	78.0	8"	80.67	--	--	1.3"	80.67
OCS#4	293+37.8, 124.3' RT	104.0	15"	100.0	8"	100.65	--	--	1.0"	100.65

OUTLET CONTROL STRUCTURE  
NOT TO SCALE

Scale: AS NOTED

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO TECHNICS**  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date	By	Date	
Designed	DLR	03-21	Checked	DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
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**MAINE TURNPIKE**

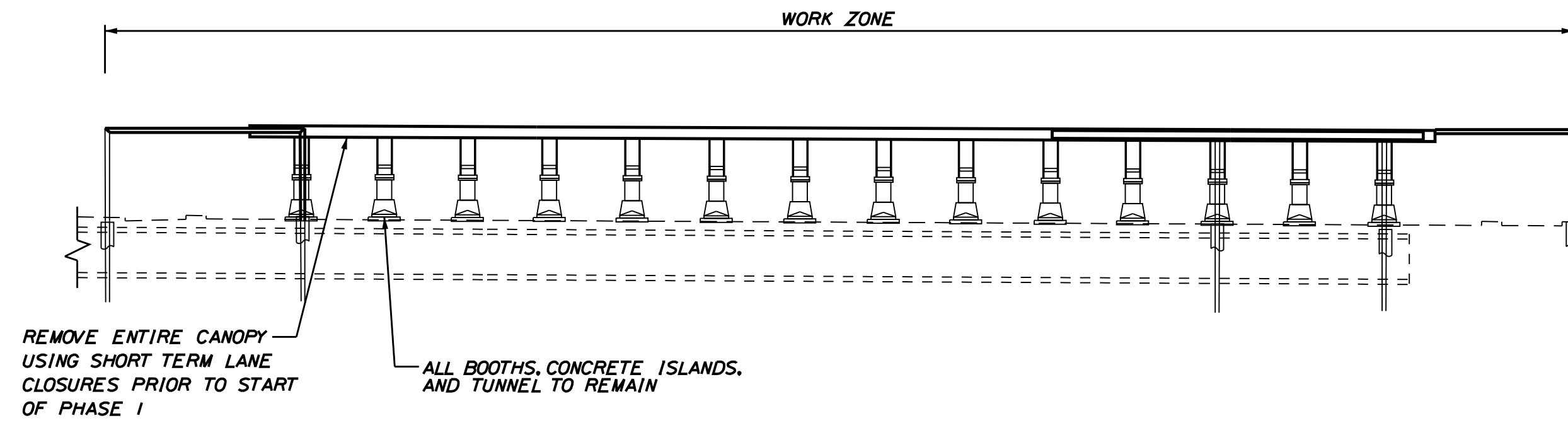
**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
DRAINAGE DETAILS

SHEET NUMBER: DD-04  
CONTRACT: 2021.05  
24 OF 149

Date: 7/13/2021



SECTION F-F (PRE-PHASE I)  
NOT TO SCALE

**PRE-PHASE I NOTES**

COORDINATION WITH MTA IS REQUIRED TO PREPARE FOR ACTIVATION OF NEW PLAZA AT MILE 8.8 AND DECOMMISSIONING OF EXISTING PLAZA. WHEN THE TOLL PLAZA AT MILE 8.8 IS ACTIVATED, THE MAINE TURNPIKE AUTHORITY WILL HAVE 5 DAYS TO DECOMMISSION THE EXISTING TOLL PLAZA. THE DEMOLITION OF THE TOLL PLAZA AT MILE 7.3 CAN BEGIN ONCE THE MAINE TURNPIKE AUTHORITY HAS COMPLETED THE DECOMMISSIONING. THIS CONTRACT IS RESPONSIBLE FOR THE FOLLOWING:

- \* 1. COVERING ALL EXISTING TOLLING SIGNS AT MILE 7.3.
  - \* 2. INSTALLATION OF 'DO NOT STOP' SIGNS AT EXISTING LANES TO REMAIN OPEN DURING PHASE I.
  - \* 3. INSTALLATION OF VARIABLE MESSAGE SIGNS WARNING TRAFFIC THE EXISTING PLAZA IS CLOSED, AND TO PAY TOLL AT NEW PLAZA FOR NB TRAFFIC.
  - \* 4. WRAP EXISTING BOOTHS ADJACENT TO TRAFFIC WITH PLASTIC FOR A VISUAL CUE SHOWING THE BOOTHS ARE CLOSED. WRAPPING THE BOOTHS SHALL BE CONSIDERED INCIDENTAL TO ITEM 800.311.
  - 5. REMOVAL OF THE EXISTING CANOPY AT MILE 7.3.
  - 6. THE EXISTING HIGHWAY LIGHTING ON BOTH NORTHBOUND AND SOUTHBOUND SHALL REMAIN FUNCTIONAL.
- THIS CONTRACT IS NOT RESPONSIBLE FOR REMOVAL OF COVERS ON EXISTING TOLLING SIGNS AT MILE 8.8.
- \* ITEMS TO BE COMPLETED FOR TOLLING TRANSITION FROM EXISTING PLAZA TO NEW PLAZA AT MILE 8.8.

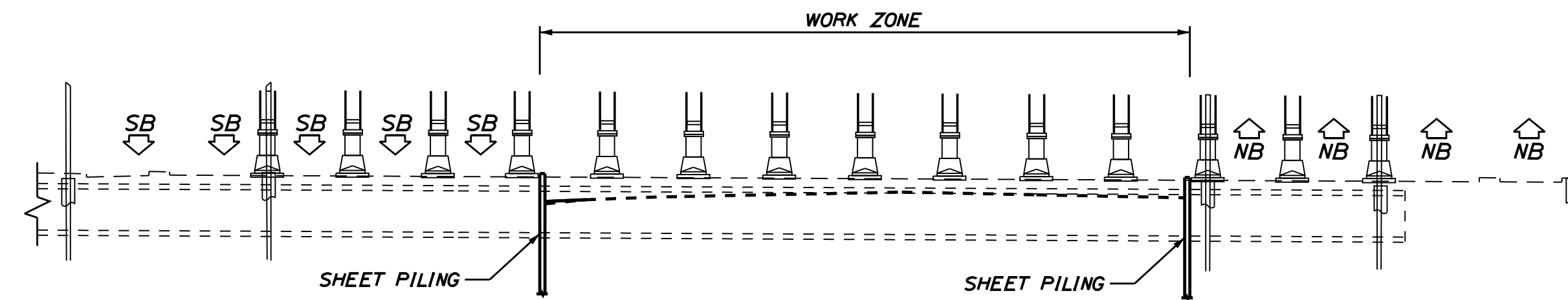
**PHASE I NOTES**

TURN ON NEW TOLL PLAZA AT MILE 8.8 AND TURN OFF EXISTING PLAZA AT MILE 7.3. EXISTING TOLL PLAZA AT MILE 7.3:

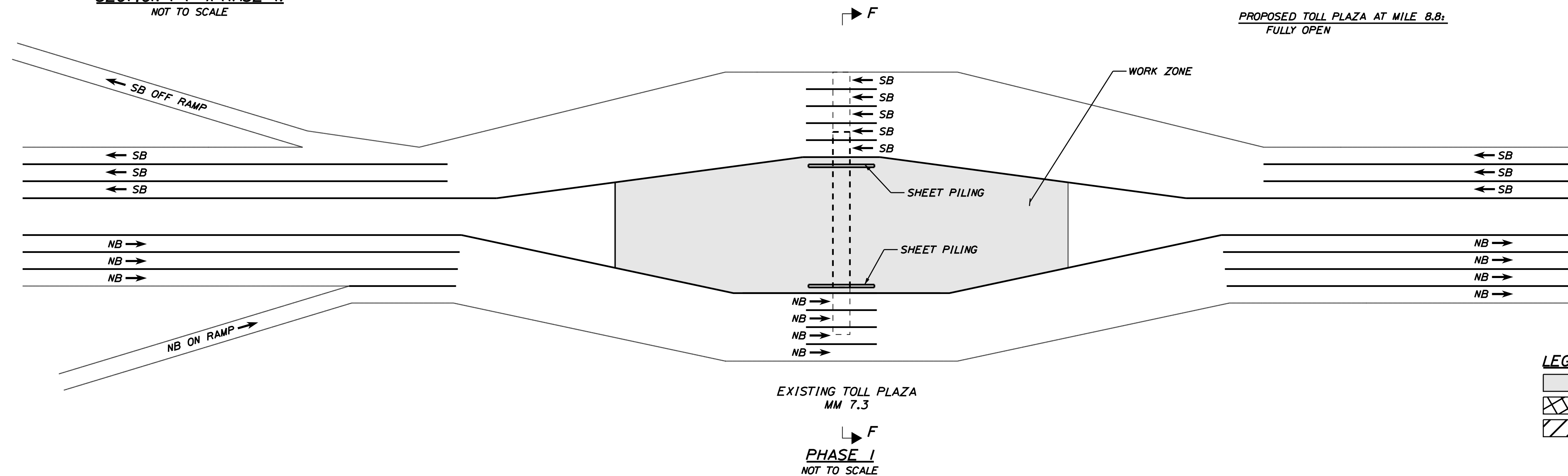
MAINTENANCE OF TRAFFIC:  
 NORTHBOUND: SHIFT NORTHBOUND TRAFFIC TO OUTSIDE FOUR LANES OF EXISTING TOLL PLAZA. MAINTAIN CURRENT SPEED LIMIT THROUGH PLAZA AT 35 MPH AND 10 MPH AT TOLLBOOTH.  
 SOUTHBOUND: SHIFT SOUTHBOUND TRAFFIC TO OUTSIDE FIVE LANES OF EXISTING TOLL PLAZA. MAINTAIN CURRENT SPEED LIMIT THROUGH PLAZA AT 35 MPH AND 10 MPH AT TOLLBOOTH.

1. INSTALL TEMPORARY SUPPORT OF EXCAVATION (SHEET PILING) ALONG NORTHBOUND AND SOUTHBOUND INSIDE LANES TO ALLOW FOR PHASE 2 LANES AND REMOVAL OF TUNNEL.
2. DEMOLISH CENTER PORTION OF EXISTING TOLL BOOTHS, CONCRETE ISLANDS, AND TUNNEL.
3. INSTALL TEMPORARY DRAINAGE AND COMPLETE PAVEMENT REPAIR AS NEEDED.
4. CONSTRUCT FULL DEPTH PAVEMENT TO INTERMEDIATE GRADE ALONG NORTHBOUND AND SOUTHBOUND STA. 263+50 TO STA. 266+00. NORTH AND SOUTH OF THE FULL DEPTH AREA. CONSTRUCT MILL AND OVERLAY OF THE FULL DEPTH AREA FOR PAVEMENT RAMP TRANSITIONS (NORTHBOUND STA. 260+50 TO STA. 263+00 AND SOUTHBOUND STA. 266+50 TO STA. 269+00).
5. THE EXISTING EXIT 7 NORTHBOUND ENTRANCE RAMP AND EXIT 7 SOUTHBOUND EXIT RAMP LIGHTING SHALL REMAIN FUNCTIONAL.
6. THE EXISTING HIGHWAY LIGHTING ON BOTH NORTHBOUND AND SOUTHBOUND SHALL REMAIN FUNCTIONAL.

PROPOSED TOLL PLAZA AT MILE 8.8:  
FULLY OPEN



SECTION F-F (PHASE I)  
NOT TO SCALE



- LEGEND**
- REQUIRED CONSTRUCTION
  - ▨ PRIORITY CONSTRUCTION
  - ▧ WORK ZONE OPEN TO CONSTRUCTION

Scale: NOT TO SCALE

Designed by:



JACOBS ENGINEERING GROUP  
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THE GOLD STAR  
MEMORIAL HIGHWAY

YORK TOLL PLAZA DEMOLITION  
CONSTRUCTION STAGING PLAN 1  
PHASE 1

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

CONSULTANT PROJECT MANAGER: T. MORIN					
	By	Date	By	Date	
Designed	RRP	06-21	Checked	CSM	06-21
Drawn	AMS	06-21	In Charge of	TWM	06-21

MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2021.05

SHEET NUMBER: CS-01

30 OF 149

Filename: ...0477976\030\_Typical\_01\_CS.dgn

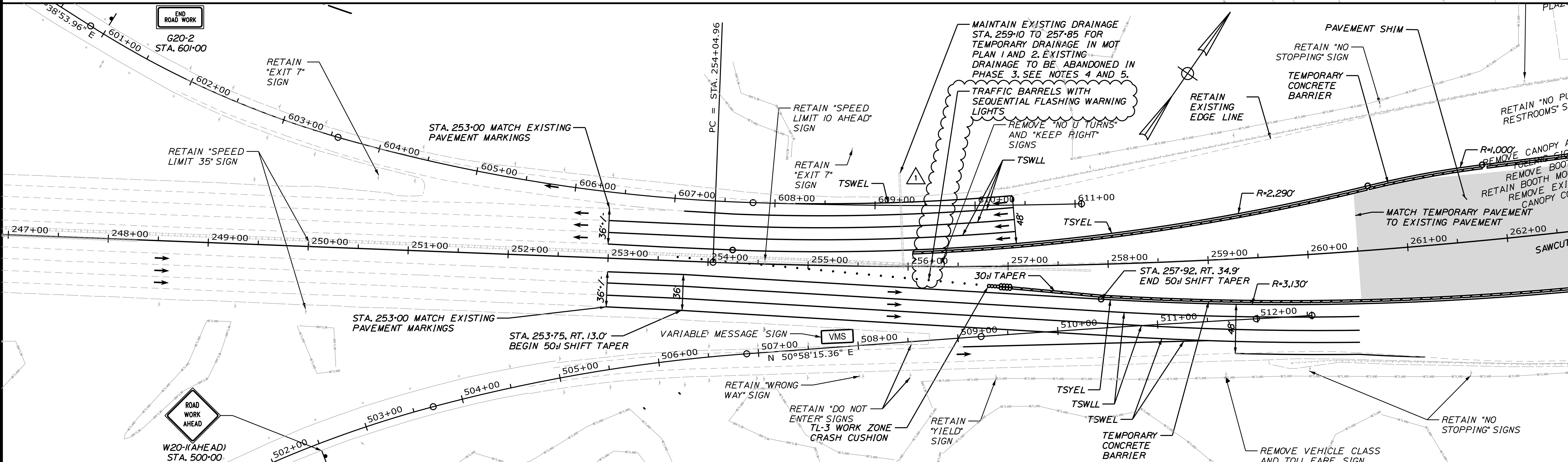
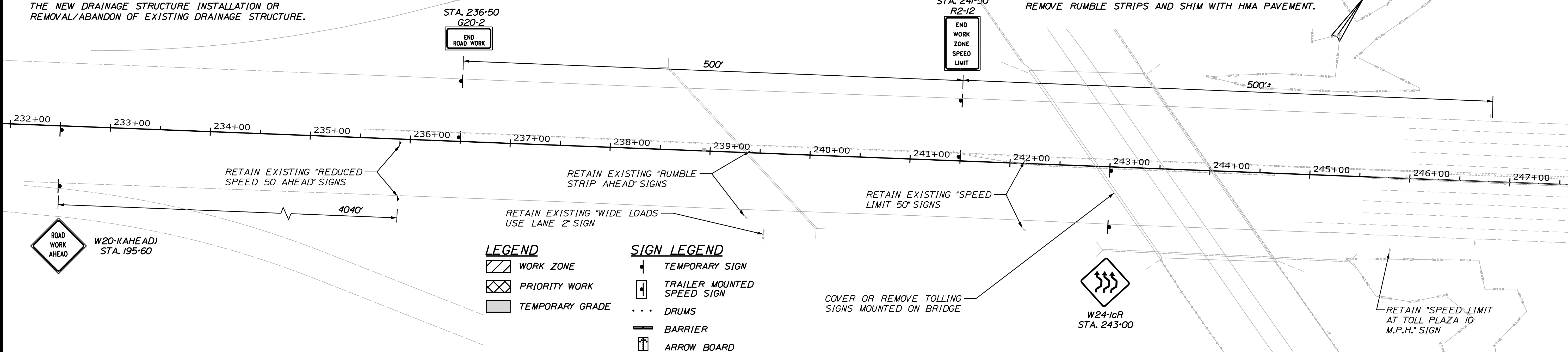


- NOTE:
1. INSTALL TEMPORARY PIPE CAP AT END OF PIPE. PIPE CAP SHALL BE REMOVED IN A LATER PHASE TO COMPLETE THE PROPOSED STORM DRAIN CONSTRUCTION.
  2. PROVIDE STEEL PLATE TO COVER DRAINAGE STRUCTURE. THE DRAINAGE STRUCTURE FRAME (GRATE OR COVER) SHALL NOT BE INSTALLED ON NEW STRUCTURES. ON EXISTING STRUCTURES, THE FRAME (GRATE OR COVER) SHALL BE REMOVED. THE STEEL PLATE SHALL BE REMOVED IN A LATER CONSTRUCTION PHASE TO COMPLETE THE NEW DRAINAGE STRUCTURE INSTALLATION OR REMOVAL/ABANDON OF EXISTING DRAINAGE STRUCTURE.

3. CONSTRUCT NEW DRAINAGE STRUCTURE AND SET FRAME (GRATE OR COVER) TO PROPOSED ELEVATION.
4. MAINTAIN EXISTING DRAINAGE SYSTEM DURING CONSTRUCTION. PROTECT STRUCTURES AND OUTLET FROM CONSTRUCTION DEBRIS AND UTILIZE FOR TEMPORARY DRAINAGE. REMOVE OR ABANDON IN PLACE WHEN THE NEW DRAINAGE SYSTEM IS IN PLACE AND FUNCTIONING. SEE GENERAL PLANS GP-1 THROUGH GP-07 FOR DISPOSITION OF EXISTING DRAINAGE SYSTEMS.

5. REMOVE OR ABANDON EXISTING DRAINAGE SYSTEM. SEE GENERAL PLANS GP-1 THROUGH GP-07 FOR DISPOSITION OF EXISTING DRAINAGE SYSTEMS.
6. REMOVE TEMPORARY PIPE CAP. COMPLETE DRAINAGE SYSTEM CONSTRUCTION.
7. REMOVE STEEL PLATE AND COMPLETE DRAINAGE STRUCTURE. INSTALL NEW FRAME (GRATE OR COVER) TO TOP OF PAVEMENT INTERMEDIATE GRADE.
8. PRIOR TO SHIFTING TRAFFIC ONTO EXISTING SHOULDER, REMOVE RUMBLE STRIPS AND SHIM WITH HMA PAVEMENT.

Date: 7/13/2021



Filename: ...0477976\033\_MOTPlan4A\_01.dgn

Scale: 1" = 50'

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	RRP	06-21	Checked	CSM	06-21
Drawn	AMS	06-21	In Charge of	TWM	06-21

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THE GOLD STAR MEMORIAL HIGHWAY

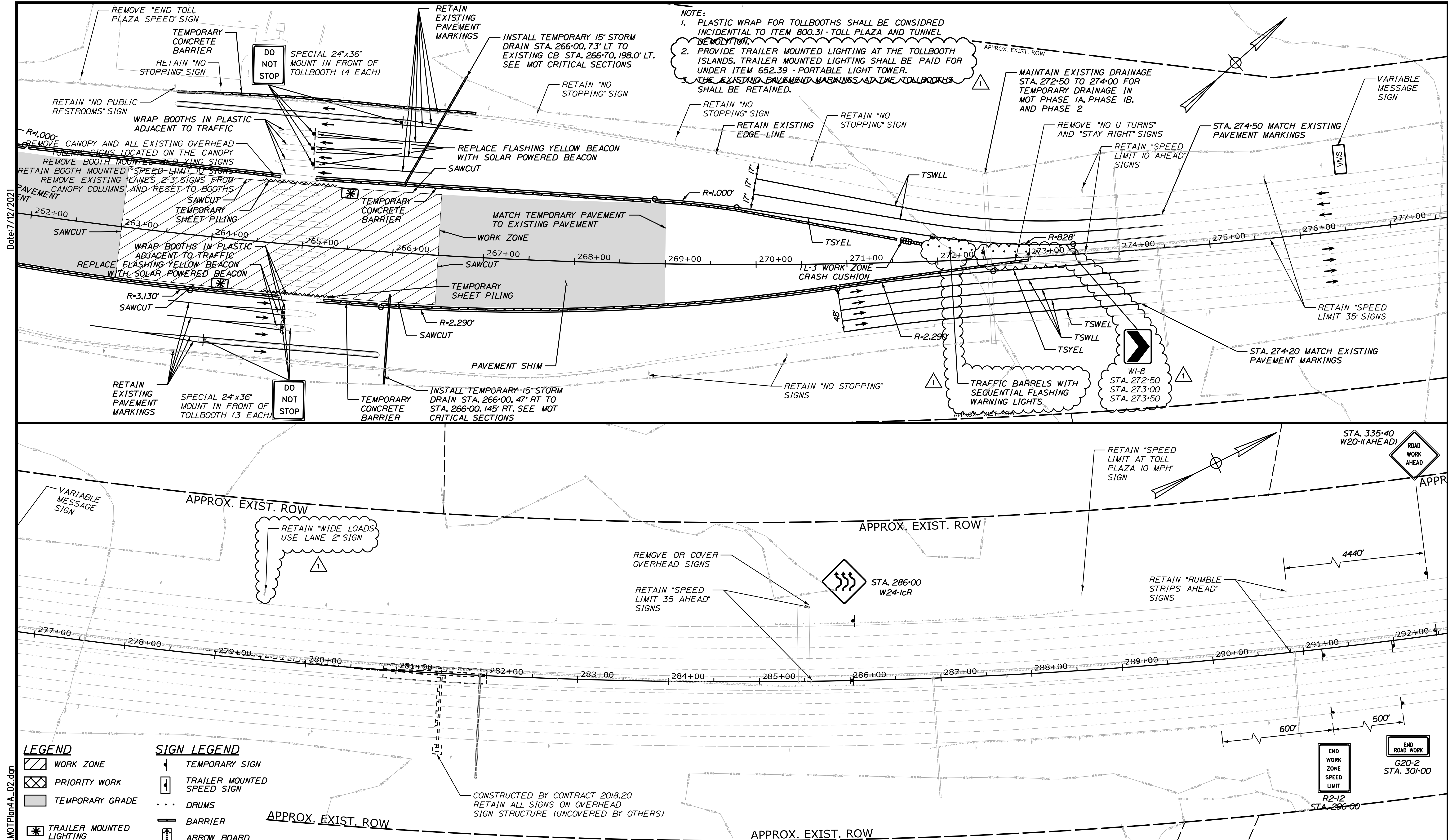
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
MAINTENANCE OF TRAFFIC  
PHASE 1 - PLAN 1

SHEET NUMBER: MOT-03  
33 OF 149

CONTRACT: 2021.05

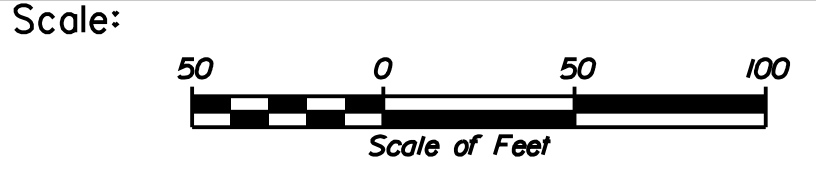




Date: 7/12/2021  
Filename: ...00477976\034\_MOTPlan4A\_02.dgn

**NOTE:**  
 1. PLASTIC WRAP FOR TOLLBOOTH ISLANDS SHALL BE CONSIDERED INCIDENTAL TO ITEM 800.31 - TOLL PLAZA AND TUNNEL DEMOLITION.  
 2. PROVIDE TRAILER MOUNTED LIGHTING AT THE TOLLBOOTH ISLANDS. TRAILER MOUNTED LIGHTING SHALL BE PAID FOR UNDER ITEM 652.39 - PORTABLE LIGHT TOWER.  
 3. THE EXISTING PAVEMENT MARKINGS AT THE TOLLBOOTH ISLANDS SHALL BE RETAINED.

- LEGEND**
- WORK ZONE
  - PRIORITY WORK
  - TEMPORARY GRADE
  - TRAILER MOUNTED LIGHTING
- SIGN LEGEND**
- TEMPORARY SIGN
  - TRAILER MOUNTED SPEED SIGN
  - DRUMS
  - BARRIER
  - ARROW BOARD



Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
RRP	06-21	Checked	CSM 06-21
AMS	06-21	In Charge of	TWM 06-21

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## THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
 MAINTENANCE OF TRAFFIC  
 PHASE 1 - PLAN 2

SHEET NUMBER: MOT-04  
 34 OF 149

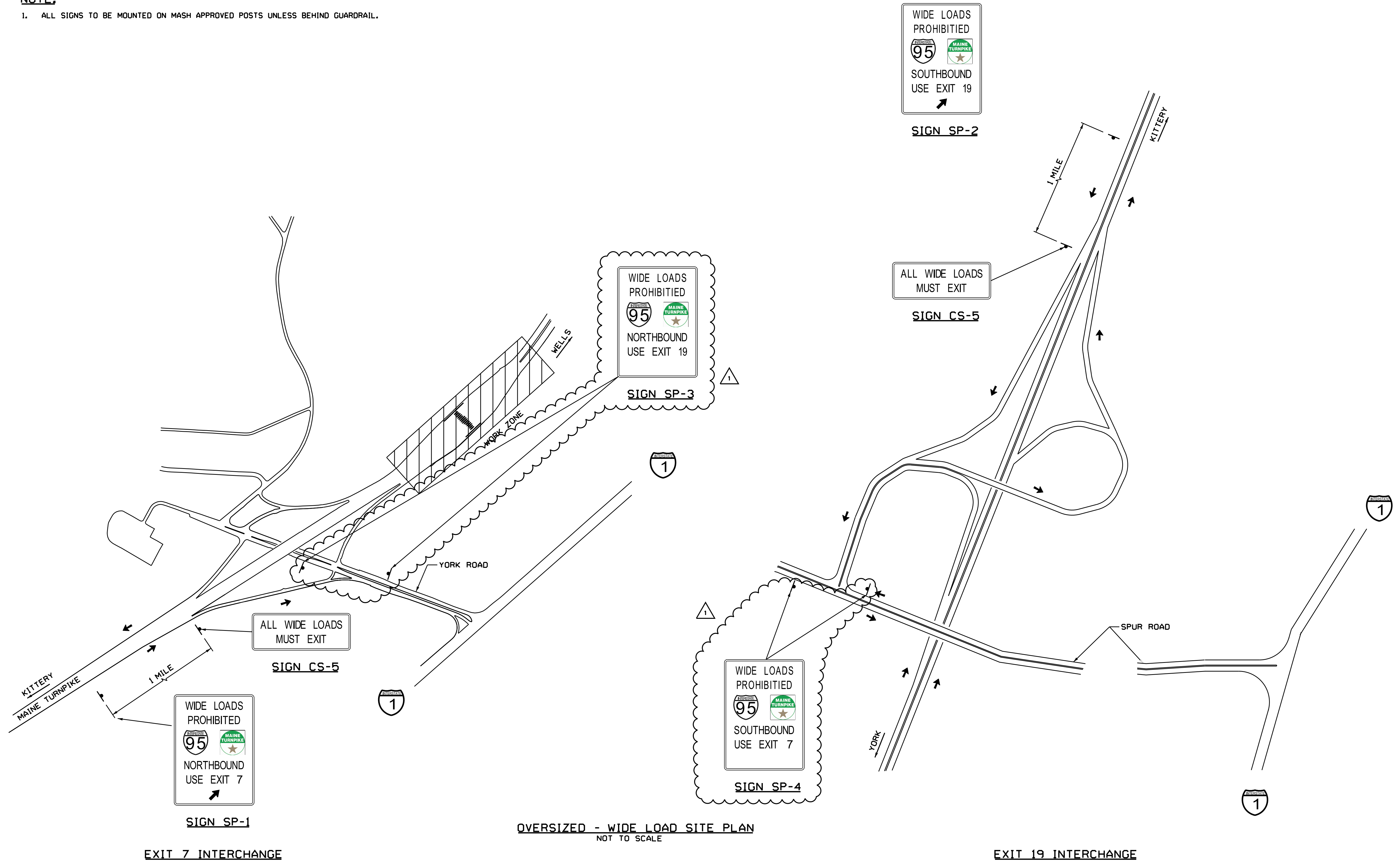
CONTRACT: 2021.05



**NOTE:**

1. ALL SIGNS TO BE MOUNTED ON MASH APPROVED POSTS UNLESS BEHIND GUARDRAIL.

Date: 7/13/2021



OVERSIZED - WIDE LOAD SITE PLAN  
NOT TO SCALE

EXIT 7 INTERCHANGE

EXIT 19 INTERCHANGE

Scale:  
NOT TO SCALE

Designed by:


**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

	By	Date	By	Date	
Designed	EFG	06-21	Checked	CSM	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

OVERSIZED - WIDE LOAD DETOUR PLAN

SHEET NUMBER: CS-03

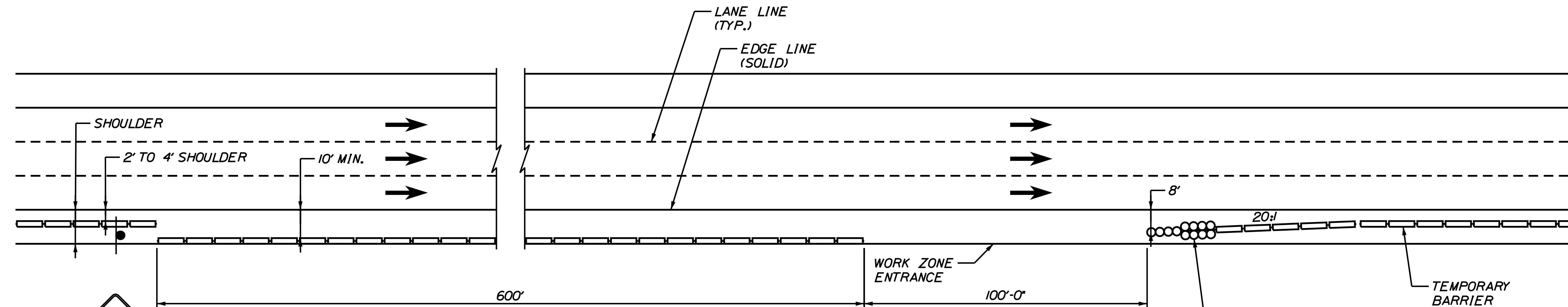
CONTRACT: 2021.05

43 OF 149

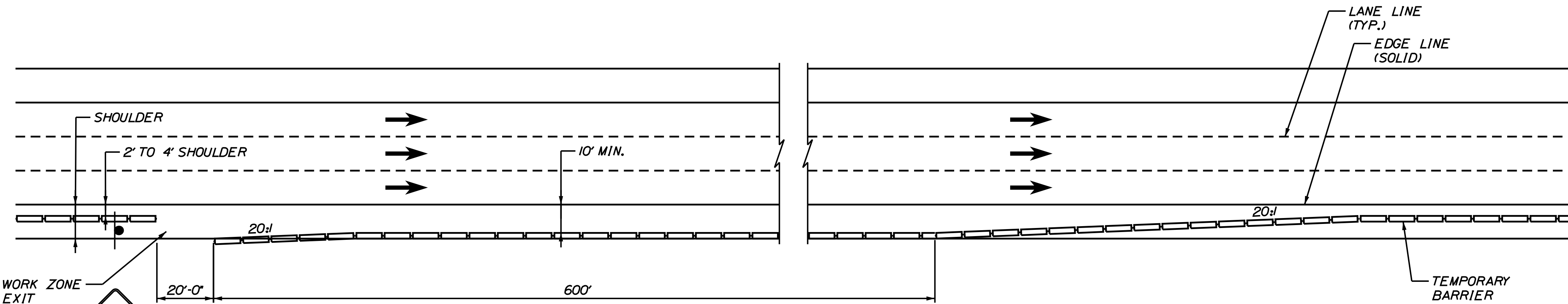
Filename: ...043\_Wide\_Load\_Plan.dgn

Date: 7/12/2021

Filename: ...056\_Typical\_11\_MOT.dgn



**WORK ZONE ENTRANCE**  
SCALE: 1" = 25'



**WORK ZONE EXIT**  
SCALE: 1" = 25'

**NOTES:**

1. THE CONTRACTOR SHALL SELECT THE WORK ZONE ENTRANCE AND EXIT LOCATIONS WITH THE APPROVAL OF THE AUTHORITY THAT PROVIDE ADEQUATE SIGHT DISTANCE AND EASE OF ACCESS FOR CONSTRUCTION VEHICLES WITHOUT COMPROMISING SAFETY ALONG THE ACTIVE TRAVELWAY. IN THE EVENT THAT THE AUTHORITY DETERMINES THAT AN ENTRANCE OR EXIT DOES NOT FUNCTION IN A SAFE MANNER, IT SHALL BE CLOSED AND RELOCATED TO ANOTHER LOCATION, AT NOT ADDITIONAL COST TO THE AUTHORITY.
2. THE CONTRACTOR SHALL RELOCATE CONSTRUCTION ENTRANCE AND EXIT LOCATIONS SUBJECT TO THE APPROVAL OF THE AUTHORITY, AS NECESSARY FOR THE PERFORMANCE OF THE WORK.
3. THE CONTRACTOR SHALL PROVIDE THE NECESSARY ACCELERATION OR DECELERATION LENGTHS WITHIN THE WORK ZONE AS NECESSARY SO THAT CONSTRUCTION VEHICLES ENTER OR EXIT THE TRAVEL LANE AT NO LESS THAN 10 MILES PER HOUR BELOW THE POSTED SPEED LIMIT.
4. PORTABLE LIGHT TOWER SHALL BE USED TO LIGHT THE TEMPORARY IMPACT ATTENUATOR. IF CONSTRUCTION IS BEYOND NORMAL WORKING HOURS, A PORTABLE LIGHT TOWER SHALL ALSO BE USED TO LIGHT THE CONSTRUCTION ENTRANCE LOCATIONS.
5. ALL COSTS FOR RELOCATING THE PORTABLE CONCRETE BARRIER; SIGNAGE; INSTALLATION, REPAIR AND REPLACEMENT OF THE IMPACT ATTENUATOR; GRADING FOR ACCESS DRIVES AND RELATED COSTS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCIDENTAL TO THE APPROPRIATE ITEMS.
6. STONE CONSTRUCTION PADS SHALL BE INSTALLED AT ALL ENTRANCES TO THE HIGHWAY. (INSTALLATION AND MAINTENANCE OF STONE CONSTRUCTION PADS ARE INCIDENTAL TO ITEM 652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES.)



Scale: AS NOTED

No.	Revision	By	Date
1	STONE PADS INCIDENTAL	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	CSM	06-21	Checked	RRP	06-21
Drawn	AMS	06-21	In Charge of	TWM	06-21

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

WORK ZONE ACCESS DETAILS

SHEET NUMBER: MOT-23

CONTRACT: 2021.05

96 OF 149

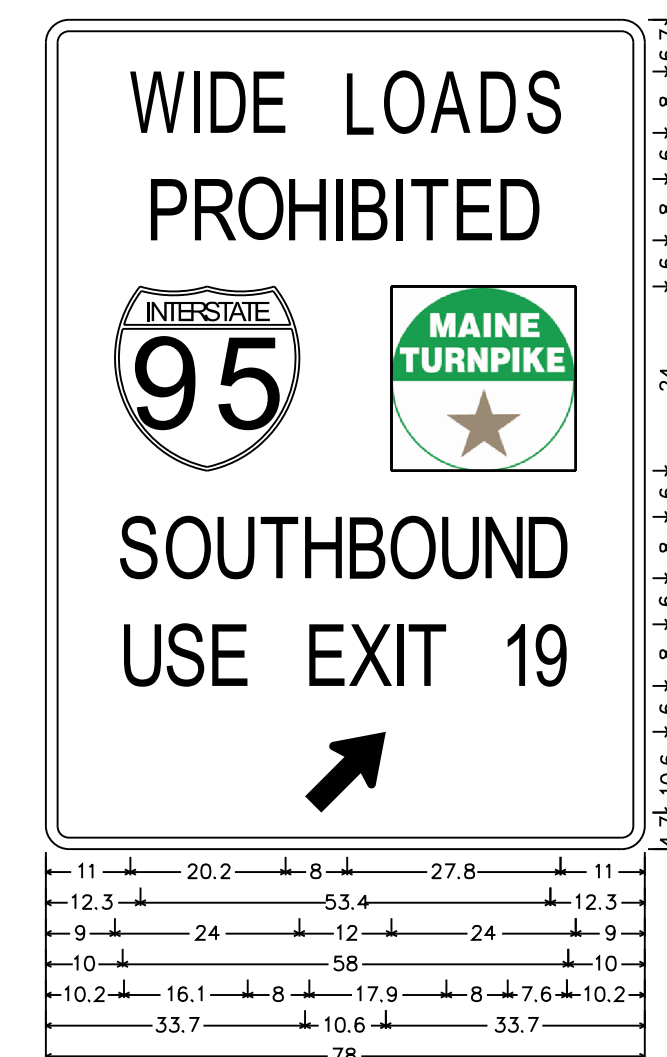


MAINLINE CONSTRUCTION SIGN SUMMARY (CONTINUED)

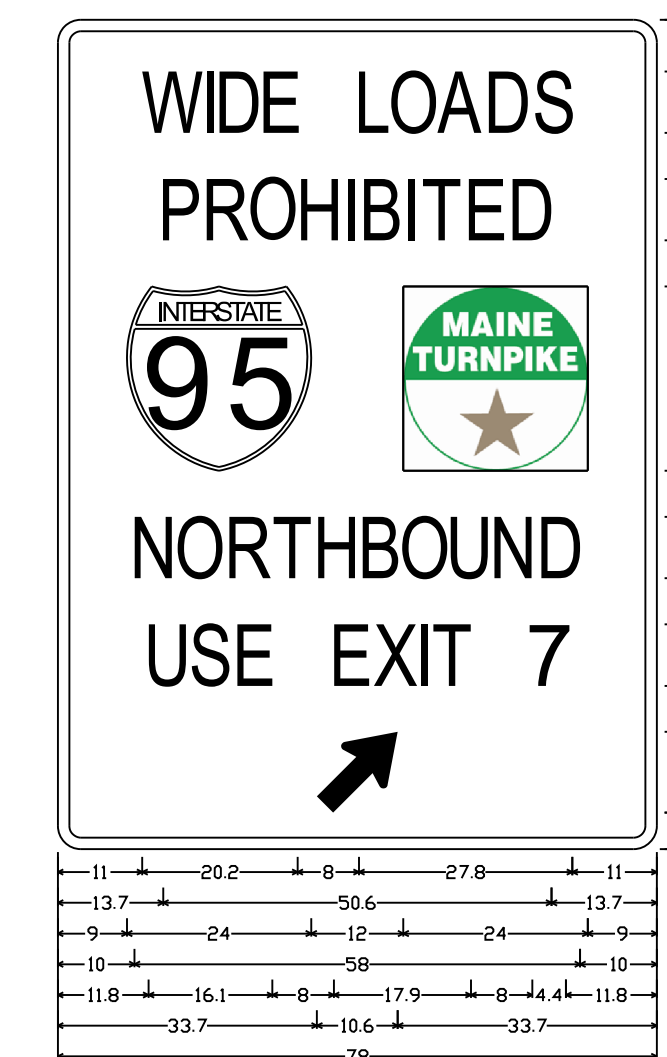
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	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER	
W16-2a(1000)	24	12	1000 FT	4D	N/A		2	YELLOW	BLACK	2.00
W16-2a(1500)	24	12	1500 FT	4D	N/A		2	YELLOW	BLACK	2.00
W16-2a(2000)	24	12	2000 FT	4D	N/A		2	YELLOW	BLACK	2.00
W20-1(I MILE)	48	48	ROAD WORK 1 MILE	6C 6C 6C	3.375 3.375		2	ORANGE	BLACK	16.00
W20-1(AHEAD)	48	48	ROAD WORK AHEAD	6C 6C 6C	3.375 3.375		8	ORANGE	BLACK	16.00
W20-5L(1/2 MILE)	48	48	LEFT LANE CLOSED 1/2 MILE	6C 6C 6C	3.375 3.375		4	ORANGE	BLACK	16.00
W20-5R(1/2 MILE)	48	48	RIGHT LANE CLOSED 1/2 MILE	6C 6C 6C	3.375 3.375		2	ORANGE	BLACK	16.00
W21-5aR	48	48	RIGHT SHOULDER CLOSED	6C 6C 6C	3.375 3.375		4	ORANGE	BLACK	16.00
W21-5aRb	48	48	RIGHT SHOULDER CLOSED 1/2 MILE	6C 6C 6C 6C	3.00 3.00 3.00		2	ORANGE	BLACK	16.00
W24-1R	48	48		N/A	N/A		2	ORANGE	BLACK	16.00
W24-1aR	48	48		N/A	N/A		2	ORANGE	BLACK	16.00
W24-1cR	48	48		N/A	N/A		2	ORANGE	BLACK	16.00
WI-8	30	36		N/A	N/A		3	ORANGE	BLACK	7.50

MAINLINE CONSTRUCTION SIGN SUMMARY (CONTINUED)

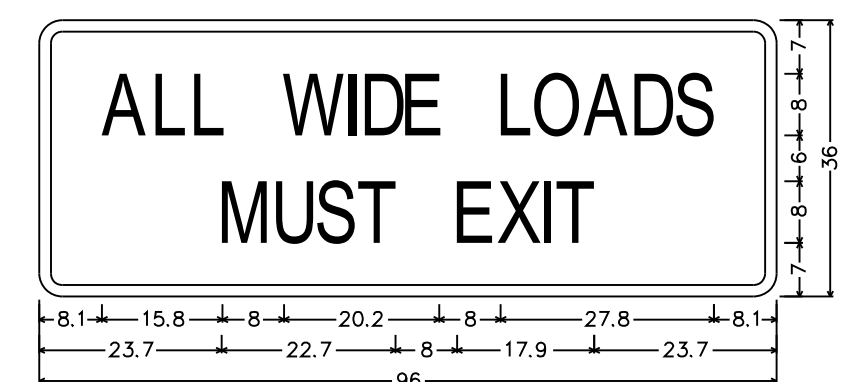
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER	
SP-1	96	108	WIDE LOADS PROHIBITED  SOUTHBOUND USE EXIT 19 	8	6		1	ORANGE	BLACK	72.00
SP-2	96	108	WIDE LOADS PROHIBITED  NORTHBOUND USE EXIT 7 	8	6		1	ORANGE	BLACK	72.00
SP-3	96	108	WIDE LOADS PROHIBITED  NORTHBOUND USE EXIT 19 	8	6		2	ORANGE	BLACK	72.00
SP-4	96	108	WIDE LOADS PROHIBITED  SOUTHBOUND USE EXIT 7 	8	6		2	ORANGE	BLACK	72.00
CS-5	96	36	ALL WIDE LOADS MUST EXIT	8	6		2	ORANGE	BLACK	24.00



Identifier : SP-1;  
Sign # : SP-1;  
3.0" Radius, 1.5" Border, Black on Orange;  
[WIDE LOADS] C; [PROHIBITED] C; Rectangle White;  
[NORTHBOUND] C; [USE EXIT 19] C;  
Standard Arrow Custom 13.4" X 8.1" 45°;  
**SIGN SP-1**  
(1 REQUIRED)



Identifier : SP-2;  
Sign # : SP-2;  
3.0" Radius, 1.5" Border, Black on Orange;  
[WIDE LOADS] C; [PROHIBITED] C; Rectangle White;  
[NORTHBOUND] C; [USE EXIT 7] C;  
Standard Arrow Custom 13.4" X 8.1" 45°;  
**SIGN SP-2**  
(1 REQUIRED)

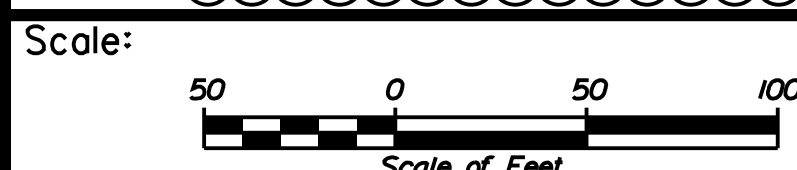


Identifier : CS-5;  
Sign # : CS-5;  
3.0" Radius, 1.5" Border, Black on Orange;  
[ALL WIDE LOADS] C; [MUST EXIT] C;  
**SIGN CS-5**  
(2 REQUIRED)

NOTE: SIGNS SP-3 AND SP-4 SHALL USE DIMENSIONS SIMILAR TO THOSE SHOWN FOR SIGNS SP-1 AND SP-2.

Date: 7/13/2021

Filename: ...058\_Estimate\_02\_Sign.dgn



Designed by:



JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02116  
TEL (617) 242-9222  
FAX (617) 242-9824



THE GOLD STAR  
MEMORIAL HIGHWAY

YORK TOLL PLAZA DEMOLITION

MAINTENANCE OF TRAFFIC  
CONSTRUCTION SIGN SUMMARY SHEET 2

CONSULTANT PROJECT MANAGER: T. MORIN			
By	Date	By	Date
Designed RRP	06-21	Checked CSM	06-21
Drawn TAV	06-21	In Charge of TWM	06-21

MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2021.05

SHEET NUMBER: MOT-29

62 OF 149



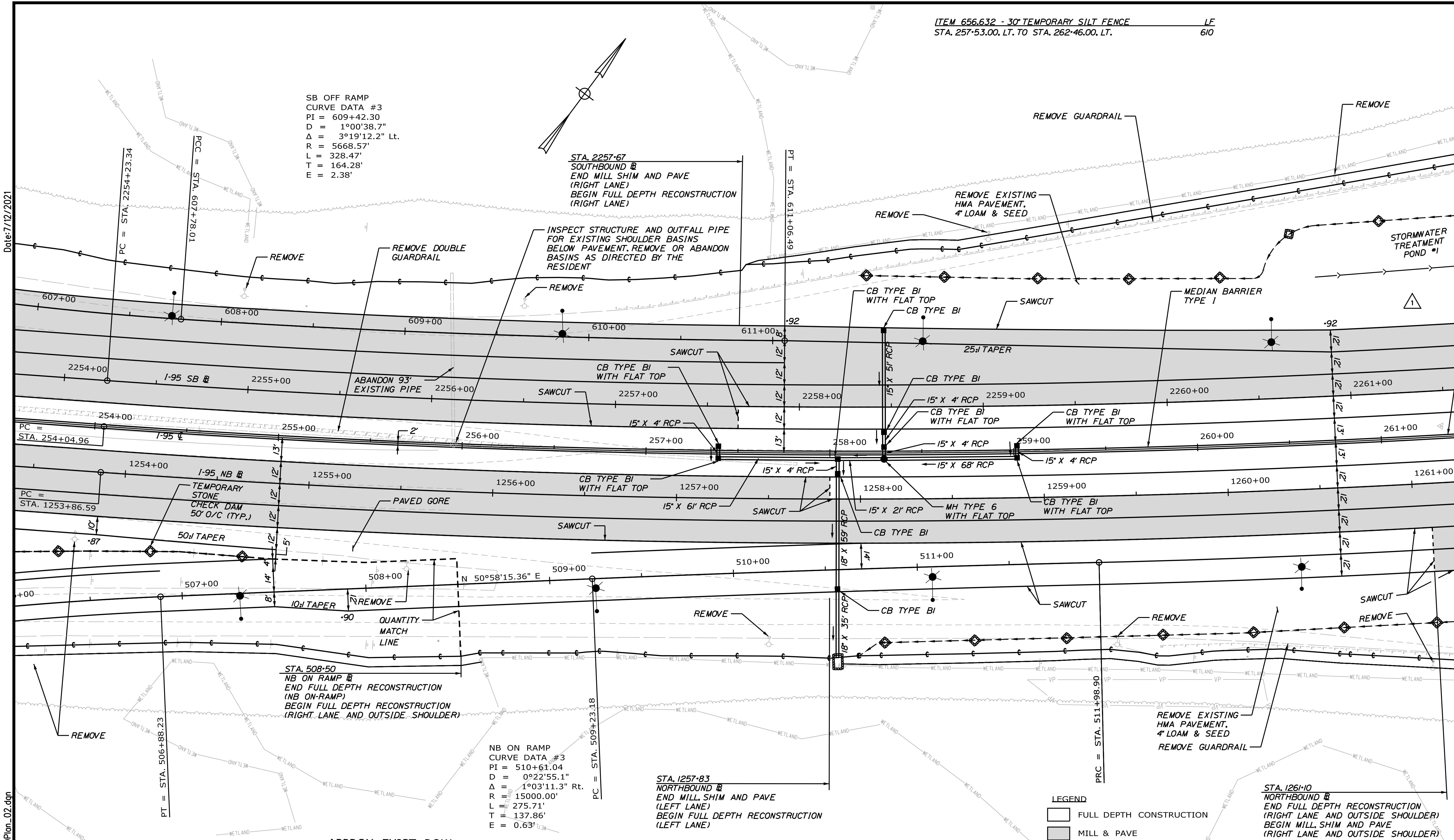
SB OFF RAMP  
 CURVE DATA #3  
 PI = 609+42.30  
 D = 1°00'38.7"  
 Δ = 3°19'12.2" Lt.  
 R = 5668.57'  
 L = 328.47'  
 T = 164.28'  
 E = 2.38'

STA. 2257+67  
 SOUTHBOUND ▩  
 END MILL SHIM AND PAVE  
 (RIGHT LANE)  
 BEGIN FULL DEPTH RECONSTRUCTION  
 (RIGHT LANE)

STA. 508+50  
 NB ON RAMP ▩  
 END FULL DEPTH RECONSTRUCTION  
 (NB ON-RAMP)  
 BEGIN FULL DEPTH RECONSTRUCTION  
 (RIGHT LANE AND OUTSIDE SHOULDER)

STA. 1257+83  
 NORTHBOUND ▩  
 END MILL SHIM AND PAVE  
 (LEFT LANE)  
 BEGIN FULL DEPTH RECONSTRUCTION  
 (LEFT LANE)

STA. 1261+10  
 NORTHBOUND ▩  
 END FULL DEPTH RECONSTRUCTION  
 (RIGHT LANE AND OUTSIDE SHOULDER)  
 BEGIN MILL SHIM AND PAVE  
 (RIGHT LANE AND OUTSIDE SHOULDER)



LEGEND  
 [Symbol] FULL DEPTH CONSTRUCTION  
 [Symbol] MILL & PAVE



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
Designed	CSM 06-21	Checked	RRP 06-21
Drawn	AMS 06-21	In Charge of	TWM 06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
 BOSTON, MA 02116  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
 GENERAL PLAN 2  
 SHEET NUMBER: GP-02  
 CONTRACT: 2021.05  
 64 OF 149

Date: 7/12/2021  
 File name: ...0477976.060\_H0Plan\_02.dgn

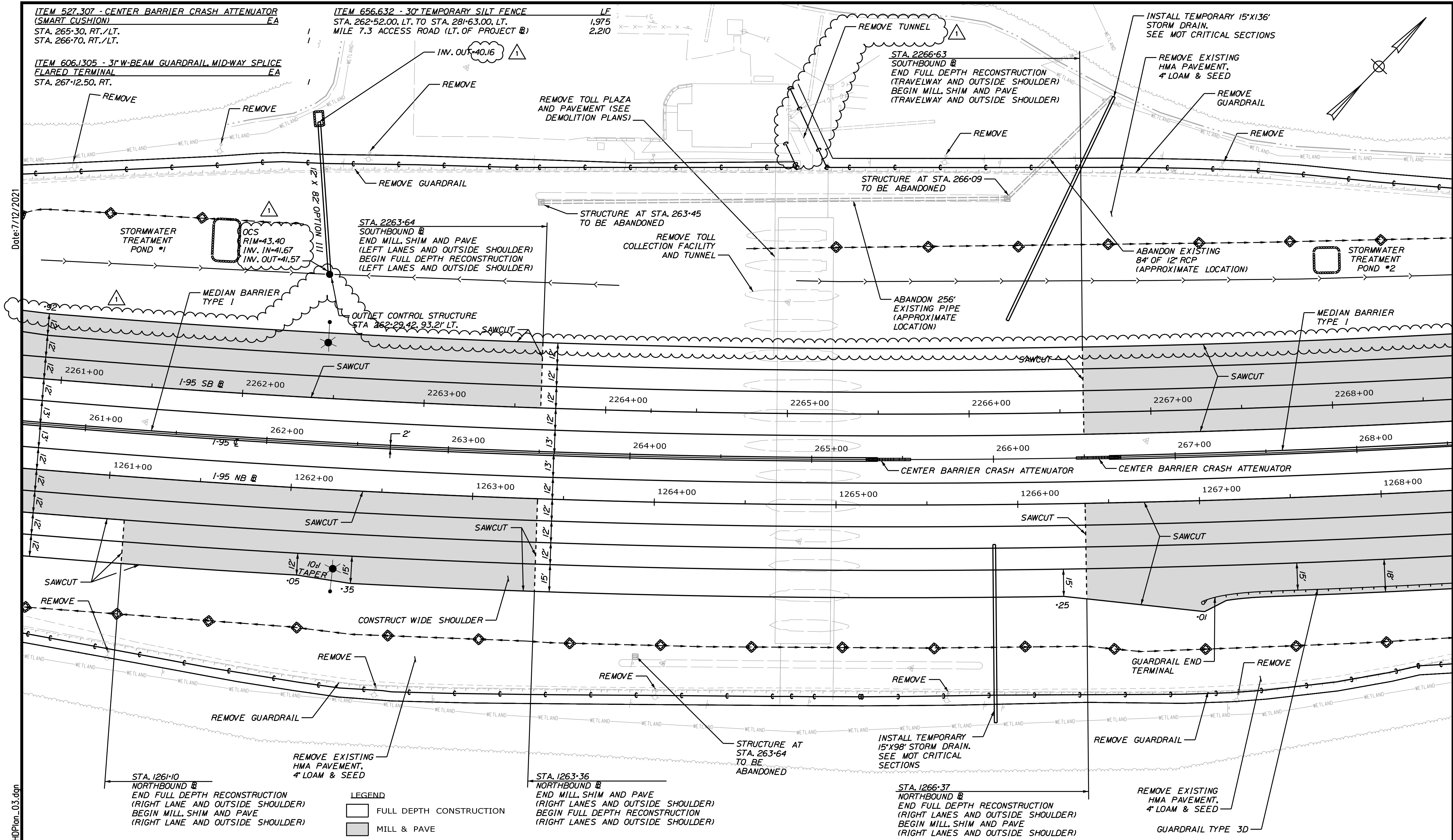


ITEM 527.307 - CENTER BARRIER CRASH ATTENUATOR (SMART CUSHION) EA  
 STA. 265+30, RT./LT.  
 STA. 266+70, RT./LT.

ITEM 606.1305 - 31" W-BEAM GUARDRAIL, MID-WAY SPLICE FLARED TERMINAL EA  
 STA. 267+12.50, RT.

ITEM 656.632 - 30" TEMPORARY SILT FENCE  
 STA. 262+52.00, LT. TO STA. 281+63.00, LT.  
 MILE 7.3 ACCESS ROAD (LT. OF PROJECT)

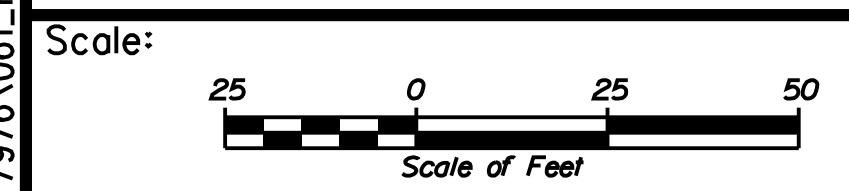
LF  
 1,975  
 2,210



Date: 7/12/2021

Filename: ...0477976\061\_HDPlan\_03.dgn

LEGEND  
 [Hatched Box] FULL DEPTH CONSTRUCTION  
 [Solid Box] MILL & PAVE



Designed by:



JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
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 FAX (617) 242-9824



THE GOLD STAR  
 MEMORIAL HIGHWAY

YORK TOLL PLAZA DEMOLITION

GENERAL PLAN 3

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

CONSULTANT PROJECT MANAGER: T. MORIN			
	By	Date	
Designed	CSM	06-21	Checked RRP 06-21
Drawn	AMS	06-21	In Charge of TWMM 06-21

MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2021.05

SHEET NUMBER: GP-03

65 OF 149

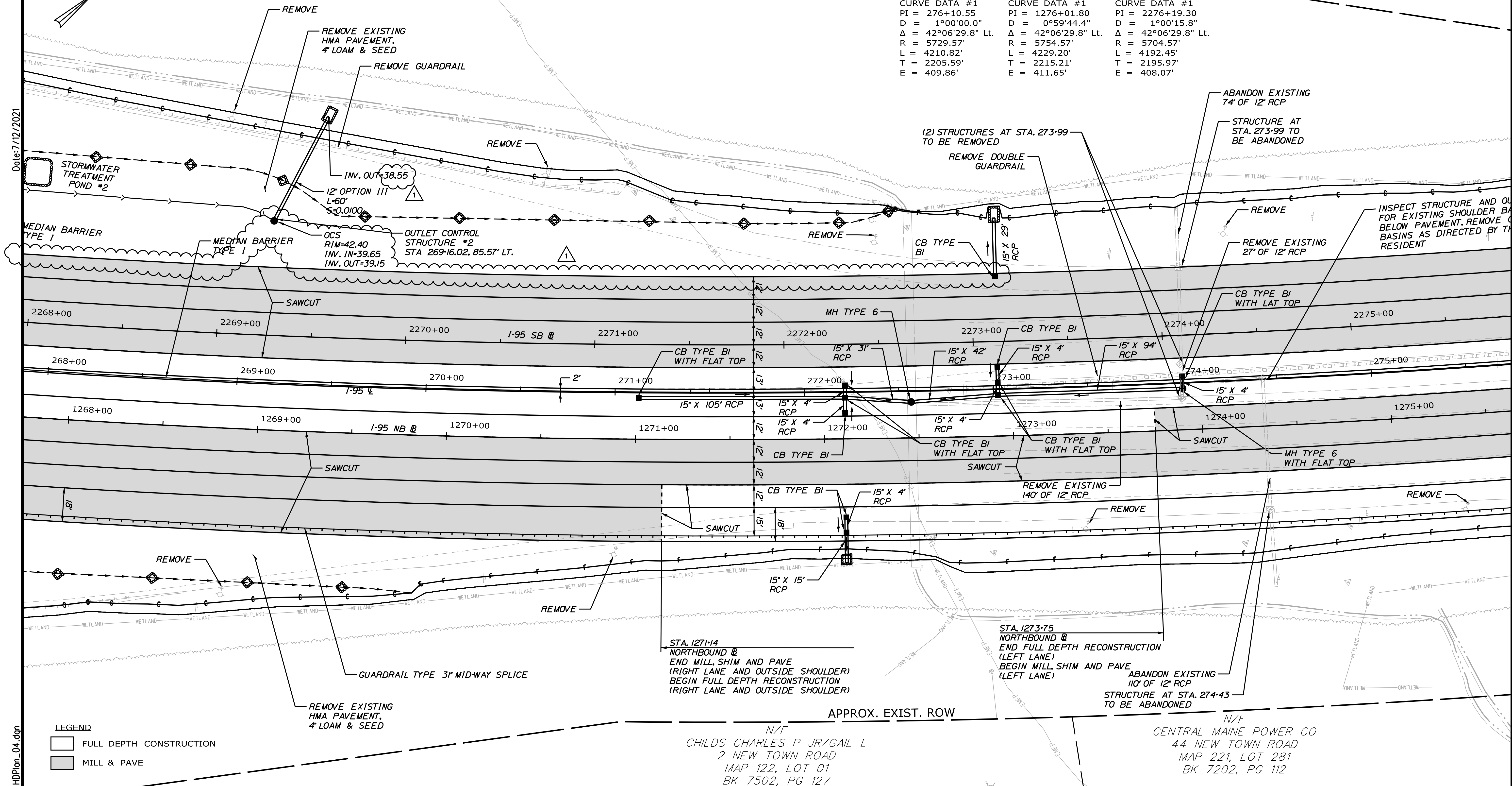


ITEM 606.1301 - 31" W-BEAM GUARDRAIL, MID-WAY SPLICE  
SINGLE FACED  
LF  
STA. 267+38.00, RT. TO STA. 281+88.00, RT. 1,450

APPROX. EXIST. ROW

195 E	195 NB	195 SB
CURVE DATA #1	CURVE DATA #1	CURVE DATA #1
PI = 276+10.55	PI = 1276+01.80	PI = 2276+19.30
D = 1°00'00.0"	D = 0°59'44.4"	D = 1°00'15.8"
Δ = 42°06'29.8" Lt.	Δ = 42°06'29.8" Lt.	Δ = 42°06'29.8" Lt.
R = 5729.57'	R = 5754.57'	R = 5704.57'
L = 4210.82'	L = 4229.20'	L = 4192.45'
T = 2205.59'	T = 2215.21'	T = 2195.97'
E = 409.86'	E = 411.65'	E = 408.07'

Date: 7/12/2021



LEGEND  
 [Symbol] FULL DEPTH CONSTRUCTION  
 [Symbol] MILL & PAVE

STA. 1271+14  
NORTHBOUND  
END MILL, SHIM AND PAVE  
(RIGHT LANE AND OUTSIDE SHOULDER)  
BEGIN FULL DEPTH RECONSTRUCTION  
(RIGHT LANE AND OUTSIDE SHOULDER)

STA. 1273+75  
NORTHBOUND  
END FULL DEPTH RECONSTRUCTION  
(LEFT LANE)  
BEGIN MILL, SHIM AND PAVE  
(LEFT LANE)  
ABANDON EXISTING  
110' OF 12" RCP  
STRUCTURE AT STA. 274+43  
TO BE ABANDONED

N/F  
CENTRAL MAINE POWER CO  
44 NEW TOWN ROAD  
MAP 221, LOT 281  
BK 7202, PG 112

Scale: 1" = 25'

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

By	Date	By	Date
Designed	CSM 06-21	Checked	RRP 06-21
Drawn	AMS 06-21	In Charge of	TWM 06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

THE GOLD STAR  
MEMORIAL HIGHWAY

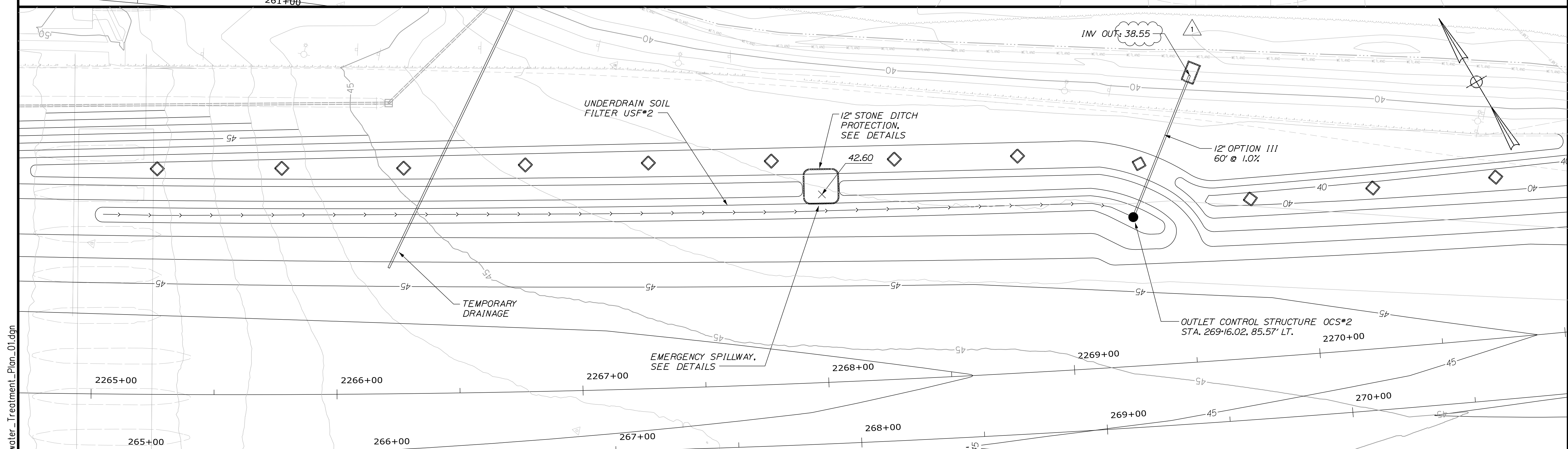
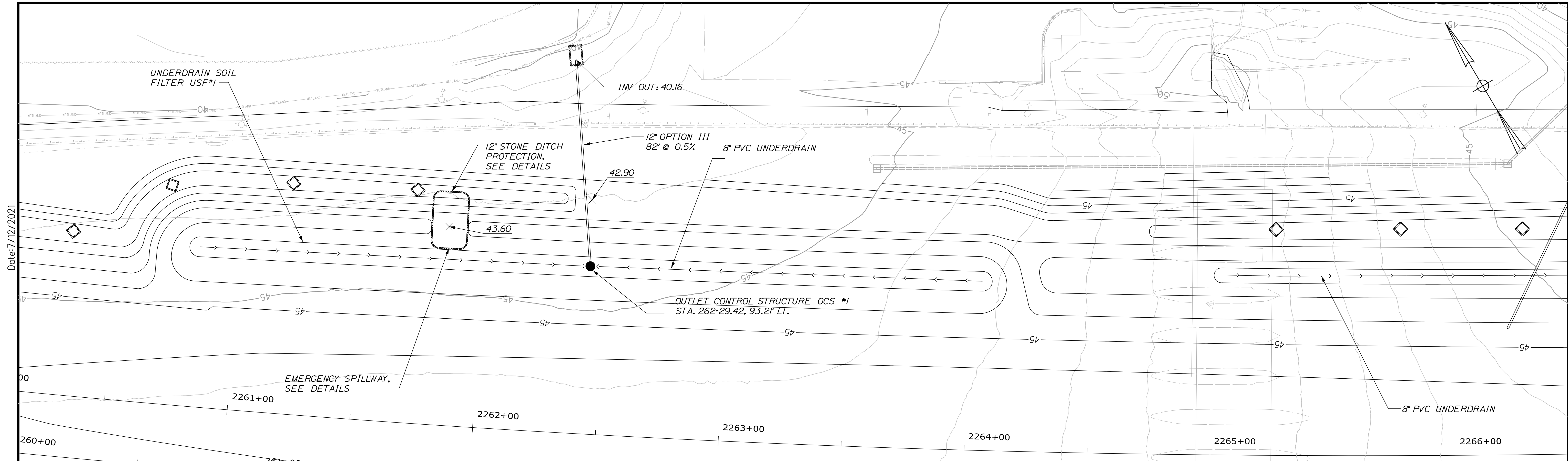
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
GENERAL PLAN 4

SHEET NUMBER: GP-04  
CONTRACT: 2021.05  
66 OF 149

Filename: ...0477976\062\_HDPlan\_04.dgn





Scale: Scale of Feet

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date	By	Date	
Designed	PDO	03-21	Checked	DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 4A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

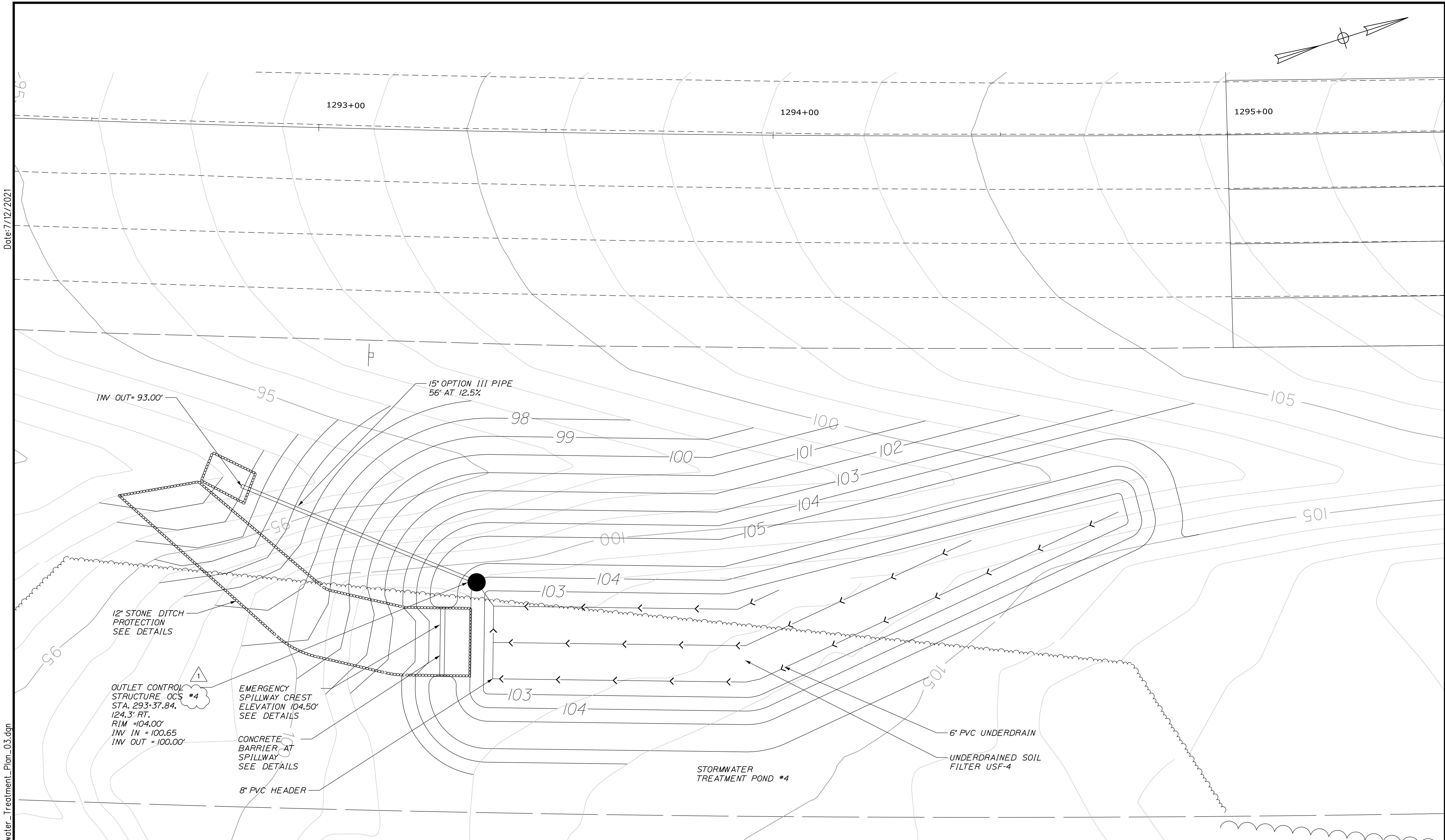
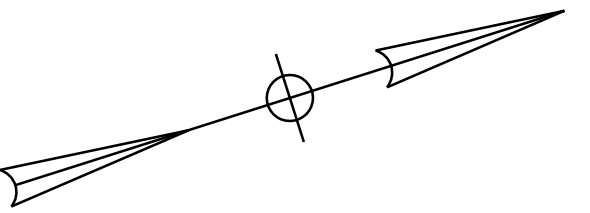
YORK TOLL PLAZA DEMOLITION  
STORMWATER PONDS #1 AND #2

SHEET NUMBER: SW-01  
70 OF 149

CONTRACT: 2021.05

Date: 7/12/2021  
Filename: ...070\_HW\_Stormwater\_Treatment\_Plan\_01.dgn





Date: 7/12/2021

Filename: ...072\_HW\_Stormwater\_Treatment\_Plan\_03.dgn

Scale:

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date	By	Date
Designed	PDO	03-21	Checked	DLR 03-21
Drawn	NLC	03-21	In Charge of	--- 03-21

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 4A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**THE GOLD STAR MEMORIAL HIGHWAY**

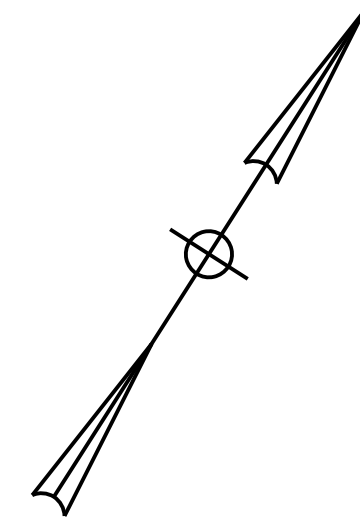
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
STORMWATER POND #4

SHEET NUMBER: SW-03  
CONTRACT: 2021.05  
72 OF 149



Date: 7/12/2021



REMOVE  
E-ZPass  
ACCEPTED ALL LANES

EXISTING VMS  
RETAIN

CARS \$3.00  
TOLL PLAZA  
1 MILE

REMOVE AND STACK SIGN  
(RETAIN POSTS AND FOUNDATIONS)

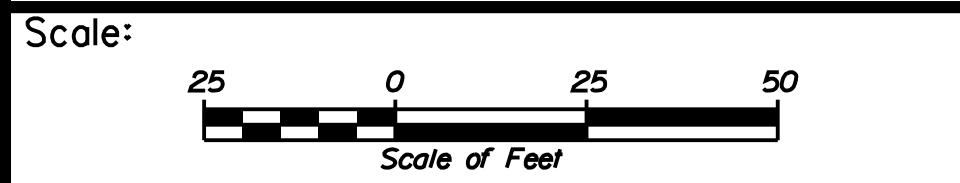
- NOTES:**
- PERMANENT SIGNS SHALL NOT BE INSTALLED MORE THAN 2 WEEKS PRIOR TO WHEN SIGNS ARE REQUIRED FOR TRAFFIC PURPOSES.
  - PERMANENT SIGNS NO LONGER NEEDED NEED TO BE REMOVED / COVERED IMMEDIATELY.
  - SIGNS DESIGNATED AS "REMOVE" SHALL BE DISPOSED BY THE CONTRACTOR.
  - EXISTING SIGN FOUNDATIONS SHALL BE REMOVED AND DISCARDED FOR EXISTING SIGN LOCATION WHERE THE POSTS WILL NOT BE RE-USED.
  - ALL SIGNS REMOVED AND RESET AND STACKED SHALL BE HANDLED WITH CARE. ANY SIGN REMOVED AND STACKED THAT IS DAMAGED OR BENT SHALL BE DISPOSED BY THE CONTRACTOR.

REMOVE SIGN  
(REMOVE POSTS AND EXISTING FOUNDATIONS)

PAY TOLL  
2 MILES  
CASH  
CARS \$3.00  
SP-8  
(EXISTING)

**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK 12" SOLID WHITE LINES (SPACED 8' CENTER TO CENTER)	PROPOSED SIGNS



Designed by:

**JACOBS**

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 1

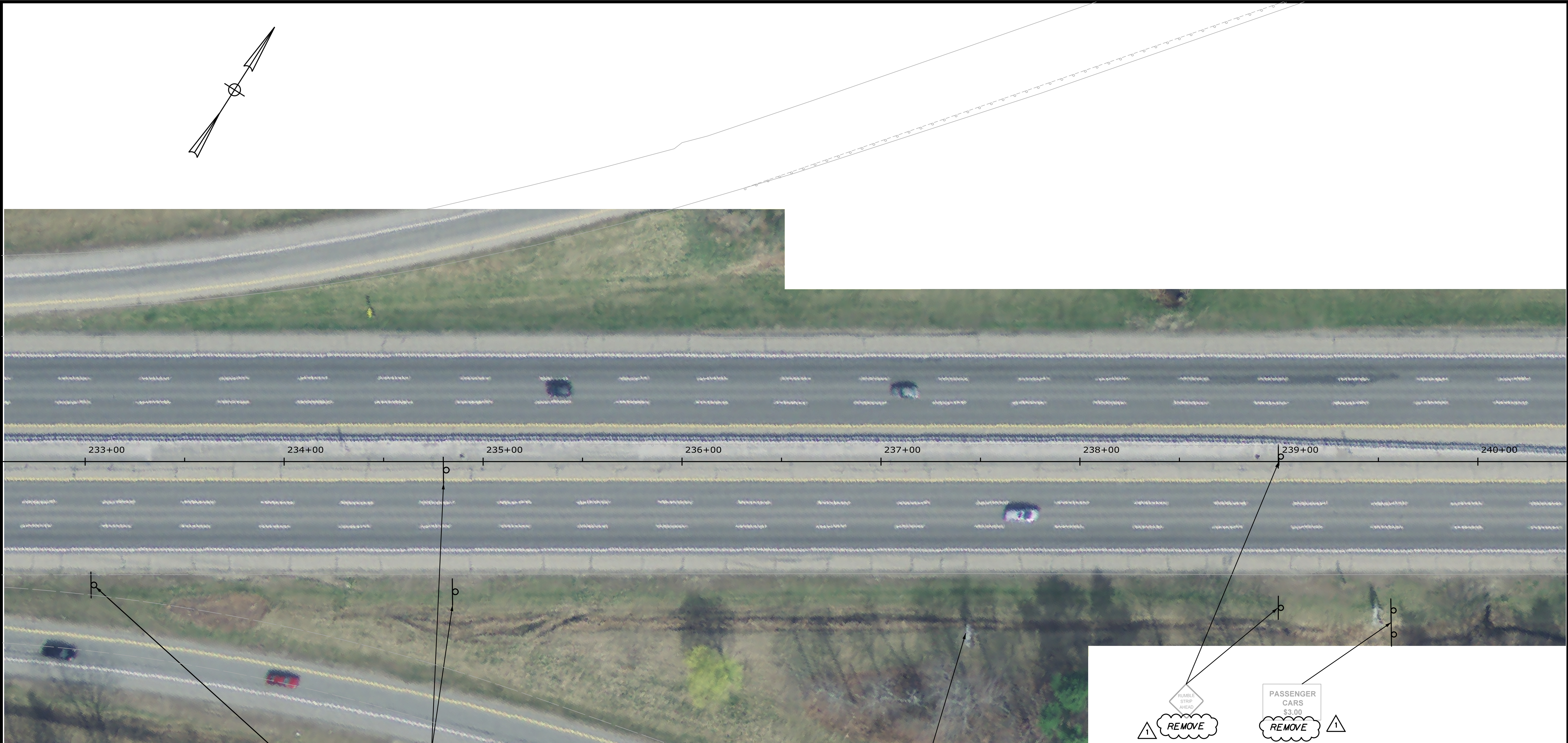
SHEET NUMBER: SN-01  
73 OF 149

CONTRACT: 2021.05

Filename: ...00516139\073\_SNP1plan1.dgn



Date: 7/12/2021



RETAIN EXIT 7

SPEED LIMIT 50 REMOVE

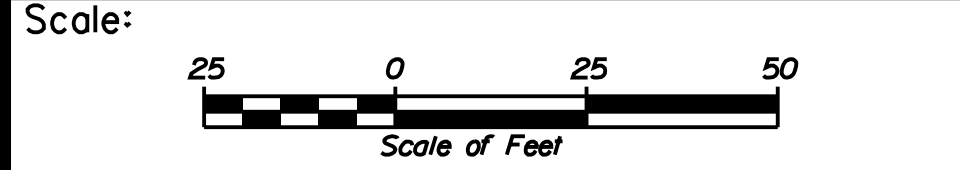
OVERSIZE & WIDE LOADS USE LANE 2 REMOVE

RUMBLE STRIP AHEAD REMOVE

PASSENGER CARS \$3.00 REMOVE

**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6" GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3" TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK (12" SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))	PROPOSED SIGNS



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	Checked	By	Date
Designed	EFG	06-21		PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 2

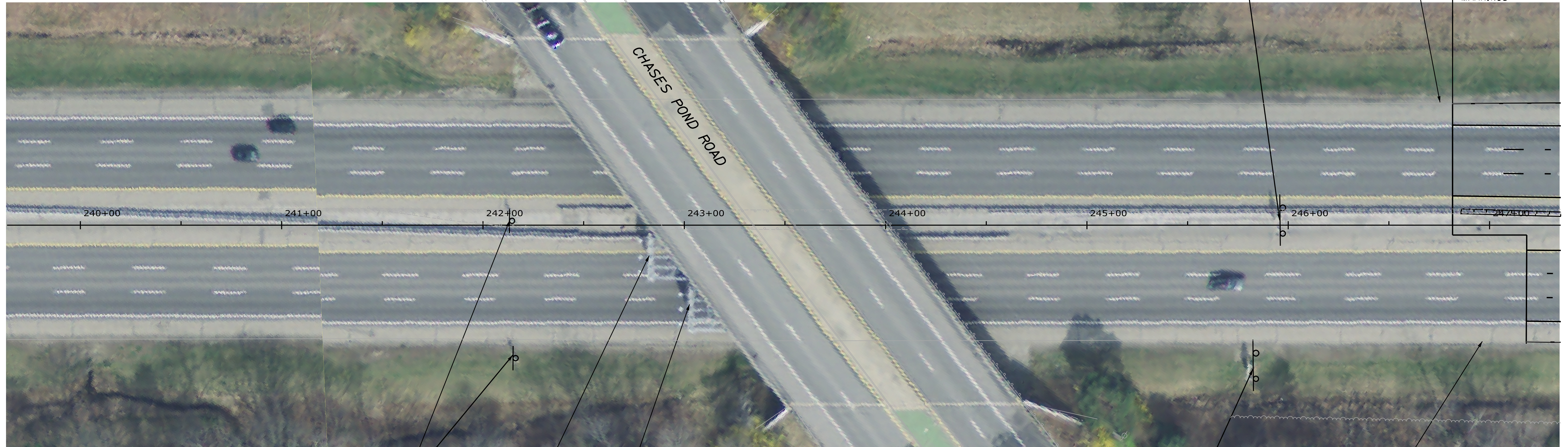
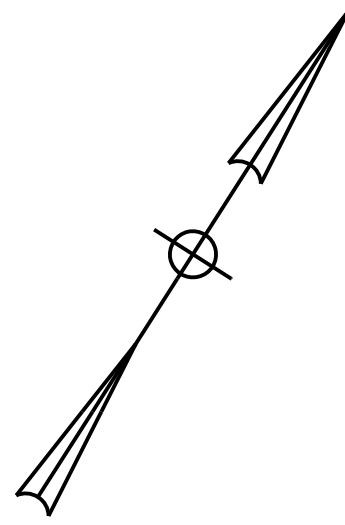
SHEET NUMBER: SN-02  
CONTRACT: 2021.05  
74 OF 149

Filename: ... \00516139\074 - SNPlan2.dgn



Date: 7/12/2021

Filename: ...00516139\075\_SNP1an3.dgn



**REMOVE**  
PASSENGER CARS \$3.00

EXISTING EDGE OF PAVEMENT  
STA. 246+80  
MATCH EXISTING PAVEMENT MARKINGS

**REMOVE**  
SPEED LIMIT 50

**REMOVE & STACK\***  
E-ZPass ONLY  
10 MPH AHEAD  
KEEP LEFT  
CASH OR E-ZPass  
ALL TRUCKS  
KEEP RIGHT

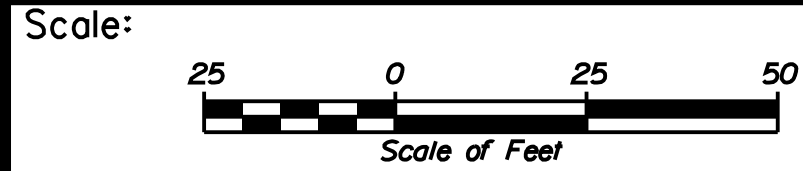
**REMOVE**  
SPEED LIMIT AT TOLL PLAZA

EXISTING EDGE OF PAVEMENT

**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	---
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	- - -
SWL	SOLID WHITE LINE	—
SYL	SOLID YELLOW LINE	—
CW	CROSS WALK 12" SOLID WHITE LINES (SPACED 8' CENTER TO CENTER)	—
	EXISTING SIGNS	
	PROPOSED SIGNS	

**NOTE:**  
\* REMOVE SIGN BRACKETS FROM BRIDGE  
CUT AND TERMINATE ELECTRICAL  
CONNECTION TO A JUNCTION BOX ON THE  
BRIDGE FOR FUTURE USE.



Designed by:



JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824



**THE GOLD STAR  
MEMORIAL HIGHWAY**

**YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 3**

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

CONSULTANT PROJECT MANAGER: T. MORIN					
	By	Date	Checked	By	Date
Designed	EFG	06-21		PV	06-21
Drawn	EFG	06-21		TWM	06-21

MTA PROJECT MANAGER: R. NORWOOD

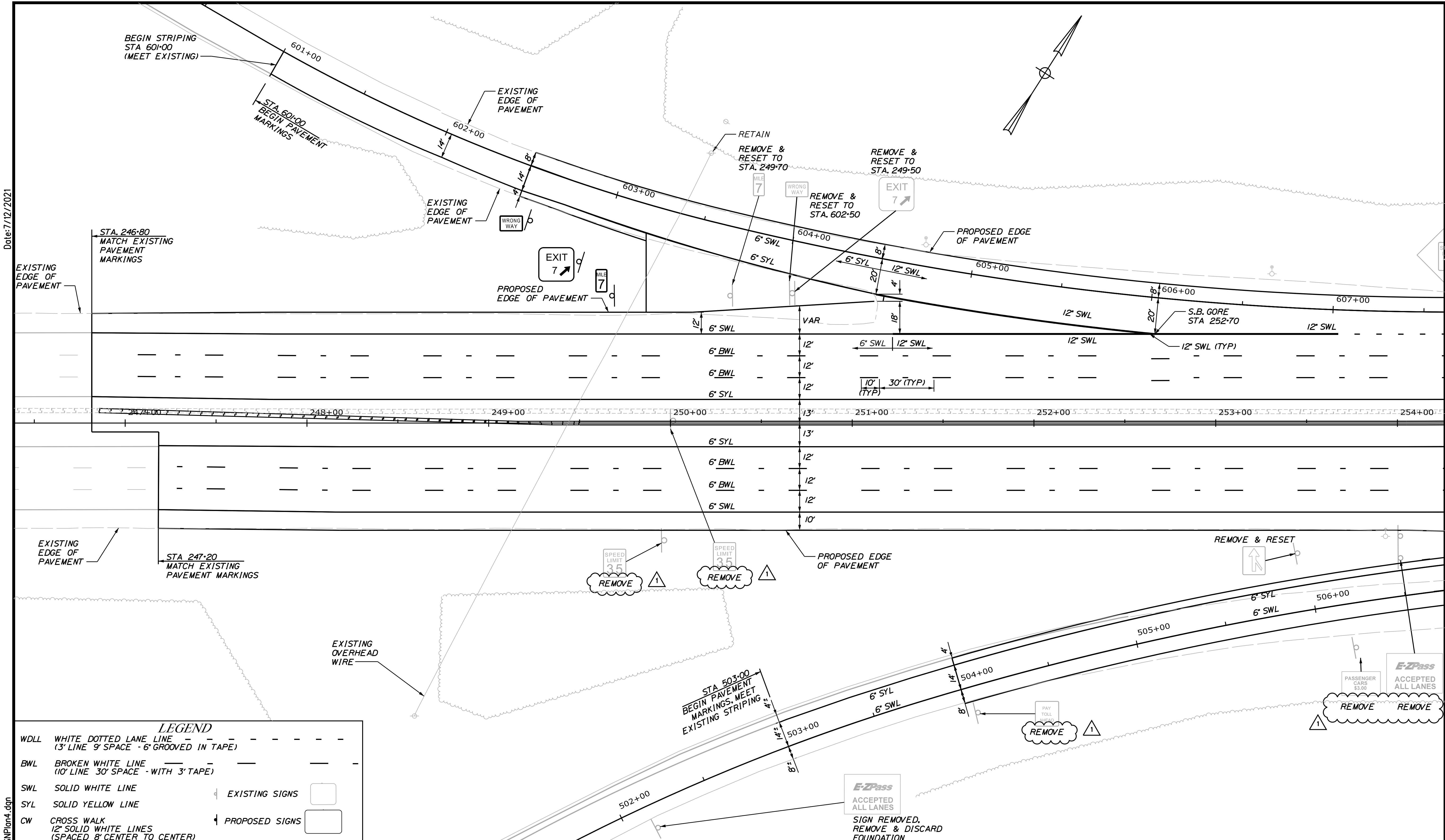
CONTRACT: 2021.05

SHEET NUMBER: SN-03

75 OF 149



Date: 7/12/2021



**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	PROPOSED SIGNS
CW	CROSS WALK 12' SOLID WHITE LINES (SPACED 8' CENTER TO CENTER)	

Scale:

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	EFG	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**YORK TOLL PLAZA DEMOLITION**

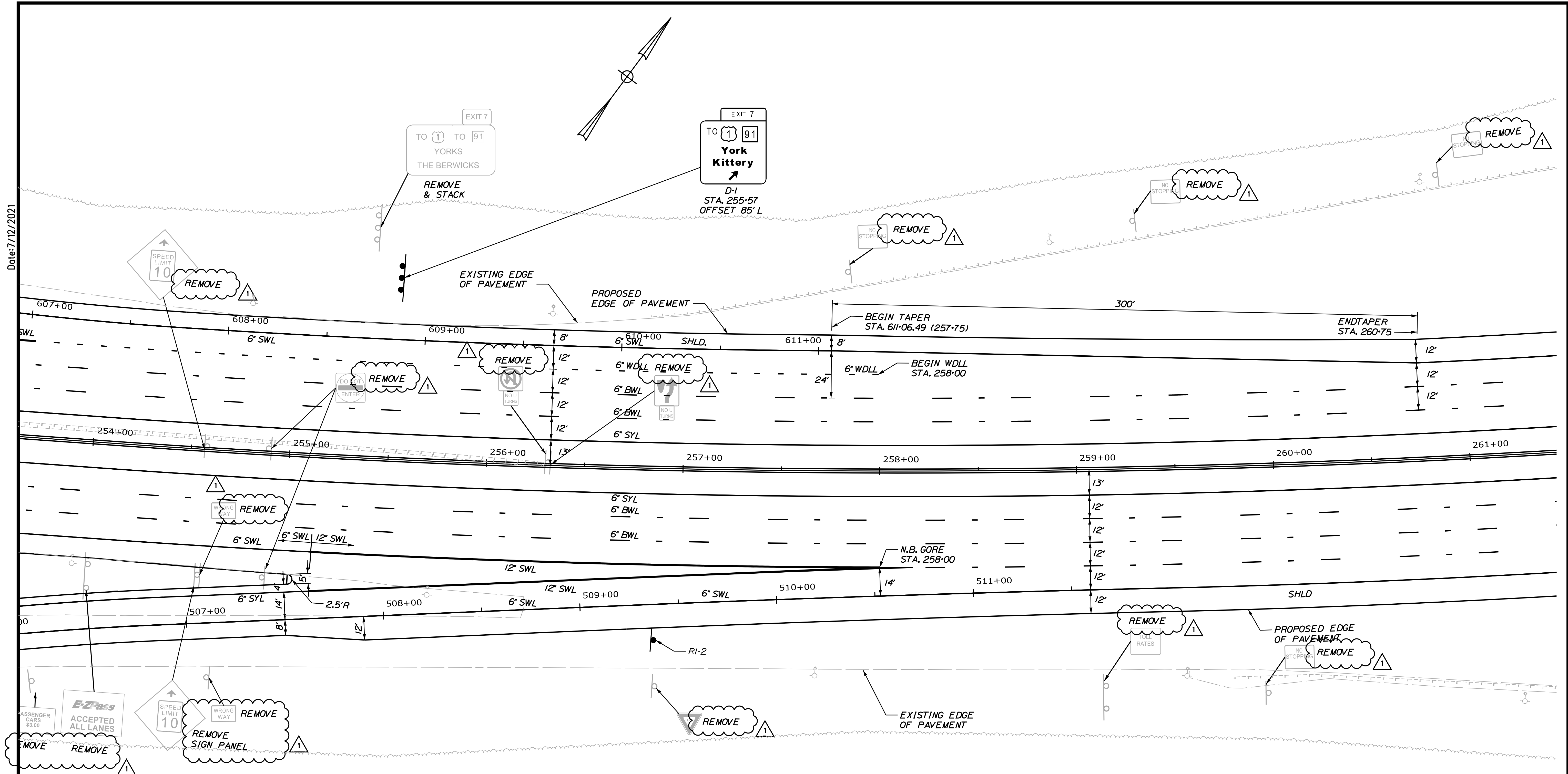
SIGNING AND STRIPING  
PLAN 4

SHEET NUMBER: SN-04  
CONTRACT: 2021.05  
76 OF 149

Filename: ...00516139\076\_SNP1an4.dgn

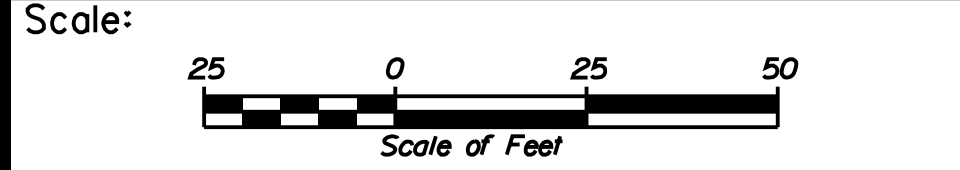


Date: 7/12/2021



**LEGEND**

WDLL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK (12' SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))	PROPOSED SIGNS



Designed by:

**JACOBS**

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

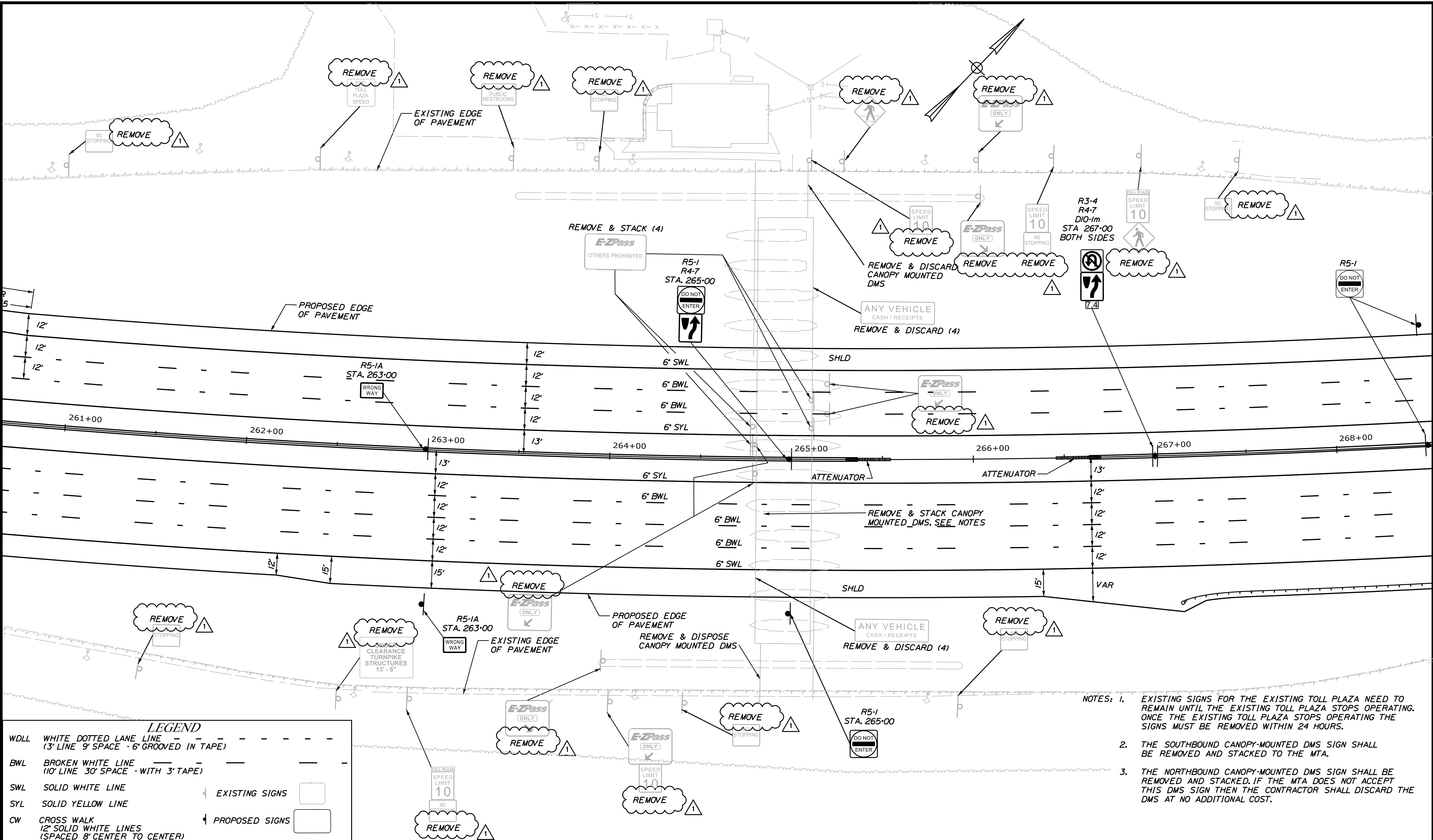
SIGNING AND STRIPING  
PLAN 5

SHEET NUMBER: SN-05  
CONTRACT: 2021.05  
77 OF 149

Filename: ...00516139\077\_SNP1an5.dgn



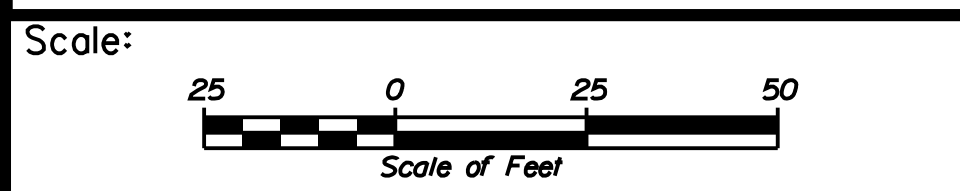
Date: 7/12/2021



- NOTES:
- EXISTING SIGNS FOR THE EXISTING TOLL PLAZA NEED TO REMAIN UNTIL THE EXISTING TOLL PLAZA STOPS OPERATING. ONCE THE EXISTING TOLL PLAZA STOPS OPERATING THE SIGNS MUST BE REMOVED WITHIN 24 HOURS.
  - THE SOUTHBOUND CANOPY-MOUNTED DMS SIGN SHALL BE REMOVED AND STACKED TO THE MTA.
  - THE NORTHBOUND CANOPY-MOUNTED DMS SIGN SHALL BE REMOVED AND STACKED. IF THE MTA DOES NOT ACCEPT THIS DMS SIGN THEN THE CONTRACTOR SHALL DISCARD THE DMS AT NO ADDITIONAL COST.

**LEGEND**

WDLL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6" GROOVED IN TAPE)	EXISTING SIGNS	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3" TAPE)	PROPOSED SIGNS	
SWL	SOLID WHITE LINE		
SYL	SOLID YELLOW LINE		
CW	CROSS WALK (12" SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))		



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
Designed	EFG 06-21	Checked	PV 06-21
Drawn	EFG 06-21	In Charge of	TWM 06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
 BOSTON, MA. 02116  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

SIGNING AND STRIPING  
 PLAN 6

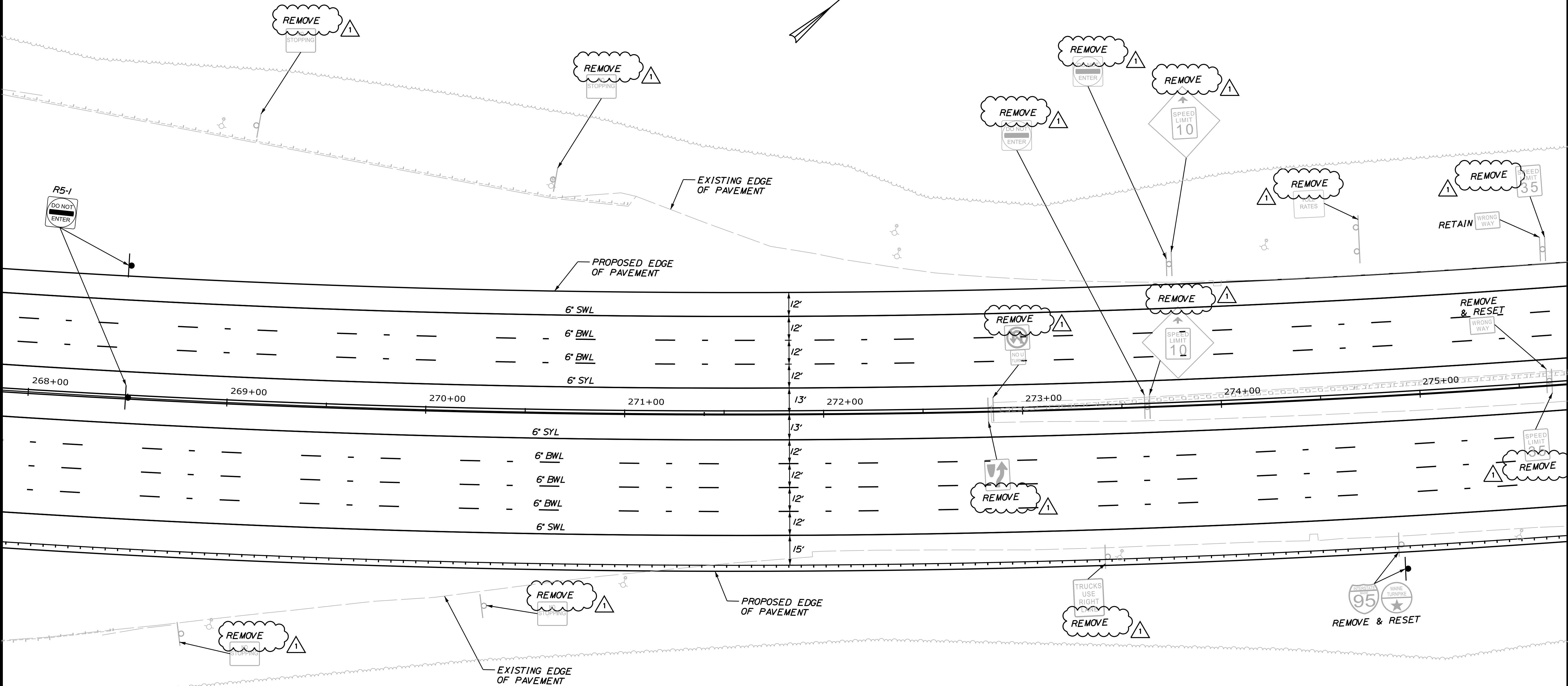
SHEET NUMBER: SN-06  
 78 OF 149

CONTRACT: 2021.05

Filename: ...00516139\078\_SNP10n6.dgn



Date: 7/12/2021

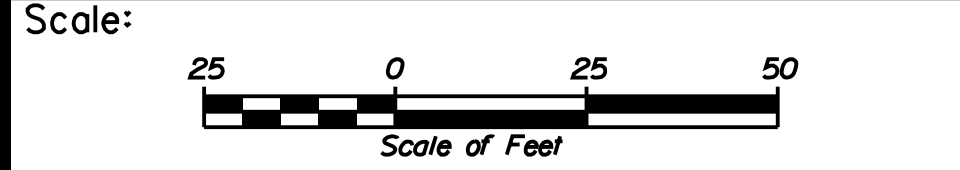


**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	- - - - -
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	- - - - -
SWL	SOLID WHITE LINE	— — — — —
SYL	SOLID YELLOW LINE	— — — — —
CW	CROSS WALK (12' SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))	— — — — —

EXISTING SIGNS	
PROPOSED SIGNS	



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
 BOSTON, MA. 02116  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

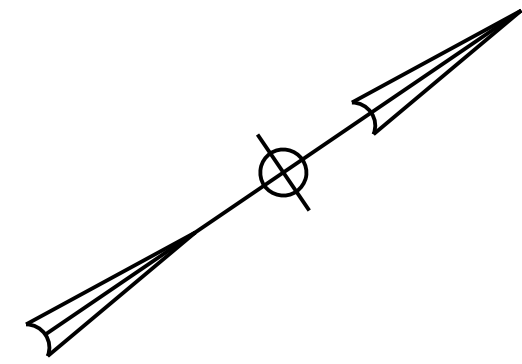
YORK TOLL PLAZA DEMOLITION  
 SIGNING AND STRIPING  
 PLAN 7

SHEET NUMBER: SN-07  
 79 OF 149

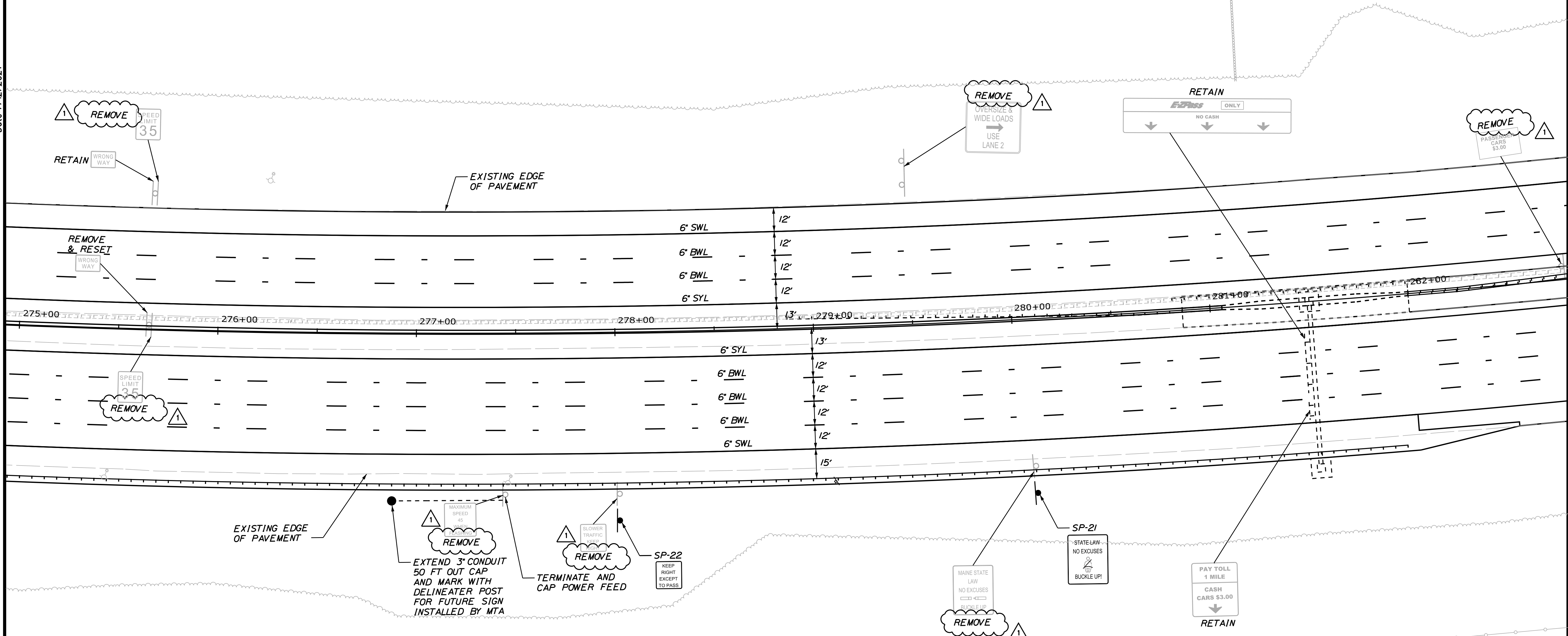
CONTRACT: 2021.05

Filename: ...\\00516139\079\_SNP\plan7.dgn

Date: 7/12/2021



D-2  
STA. 280+50  
OFFSET = 82' L



EXISTING EDGE OF PAVEMENT

REMOVE  
EXTEND 3" CONDUIT  
50 FT OUT CAP  
AND MARK WITH  
DELINEATER POST  
FOR FUTURE SIGN  
INSTALLED BY MTA

REMOVE  
SLOWER TRAFFIC  
AHEAD  
TERMINATE AND  
CAP POWER FEED

SP-22  
KEEP  
RIGHT  
EXCEPT  
TO PASS

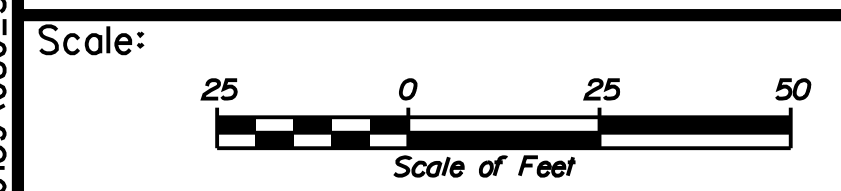
REMOVE  
MAINE STATE  
LAW  
NO EXCUSES  
BUCKLE UP

SP-21  
STATE LAW  
NO EXCUSES  
BUCKLE UP!

RETAIN  
PAY TOLL  
1 MILE  
CASH  
CARS \$3.00

**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK (12' SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))	PROPOSED SIGNS



Designed by:

**JACOBS**

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02215  
TEL (617) 242-9222  
FAX (617) 242-9824

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02215  
TEL (617) 242-9222  
FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

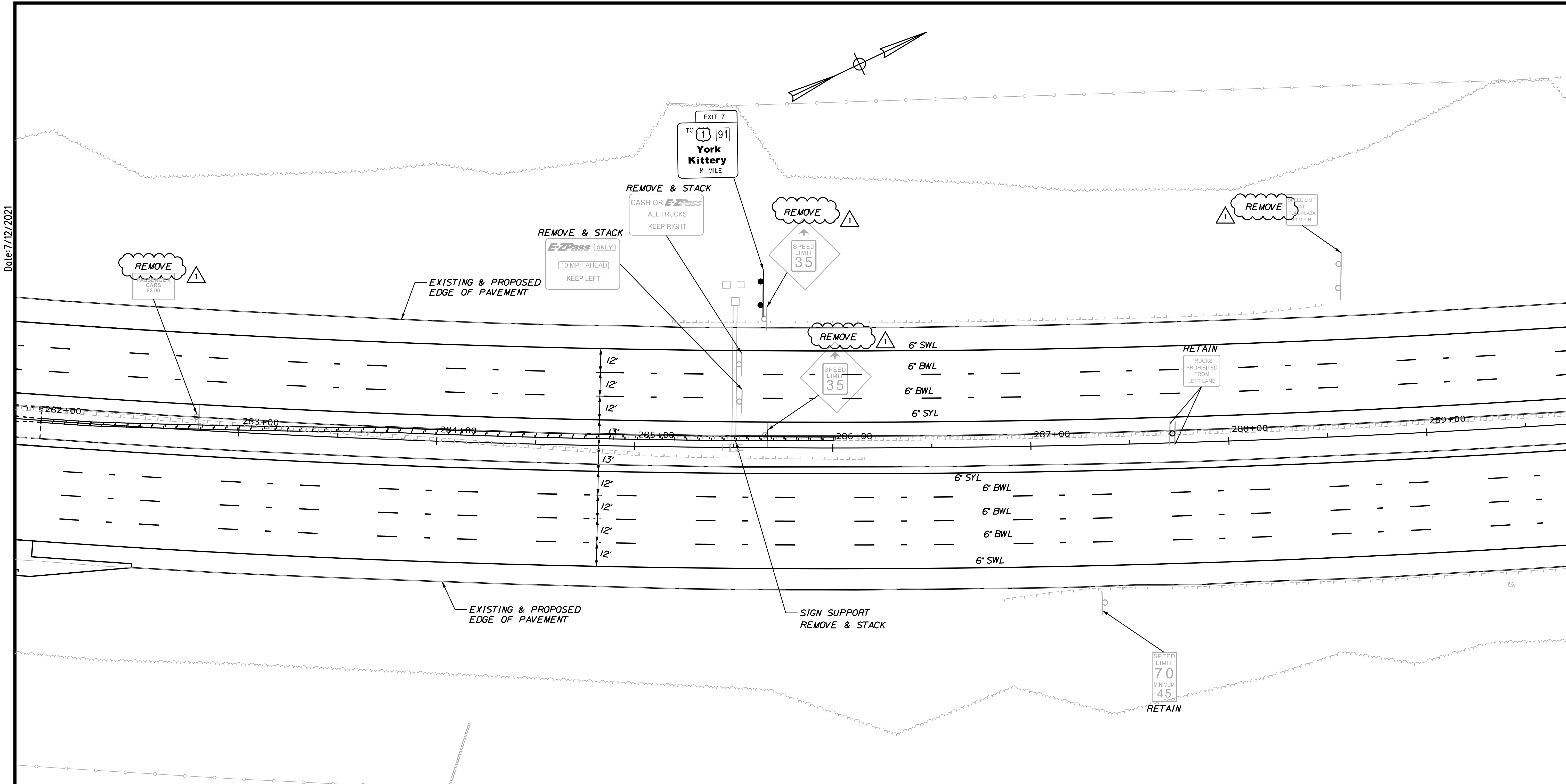
YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 8

SHEET NUMBER: SN-08  
CONTRACT: 2021.05  
80 OF 149

Filename: ...00516139\080\_SNP10n8.dgn



Date: 7/12/2021



**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK 12" SOLID WHITE LINES (SPACED 8' CENTER TO CENTER)	PROPOSED SIGNS

Scale:

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 9

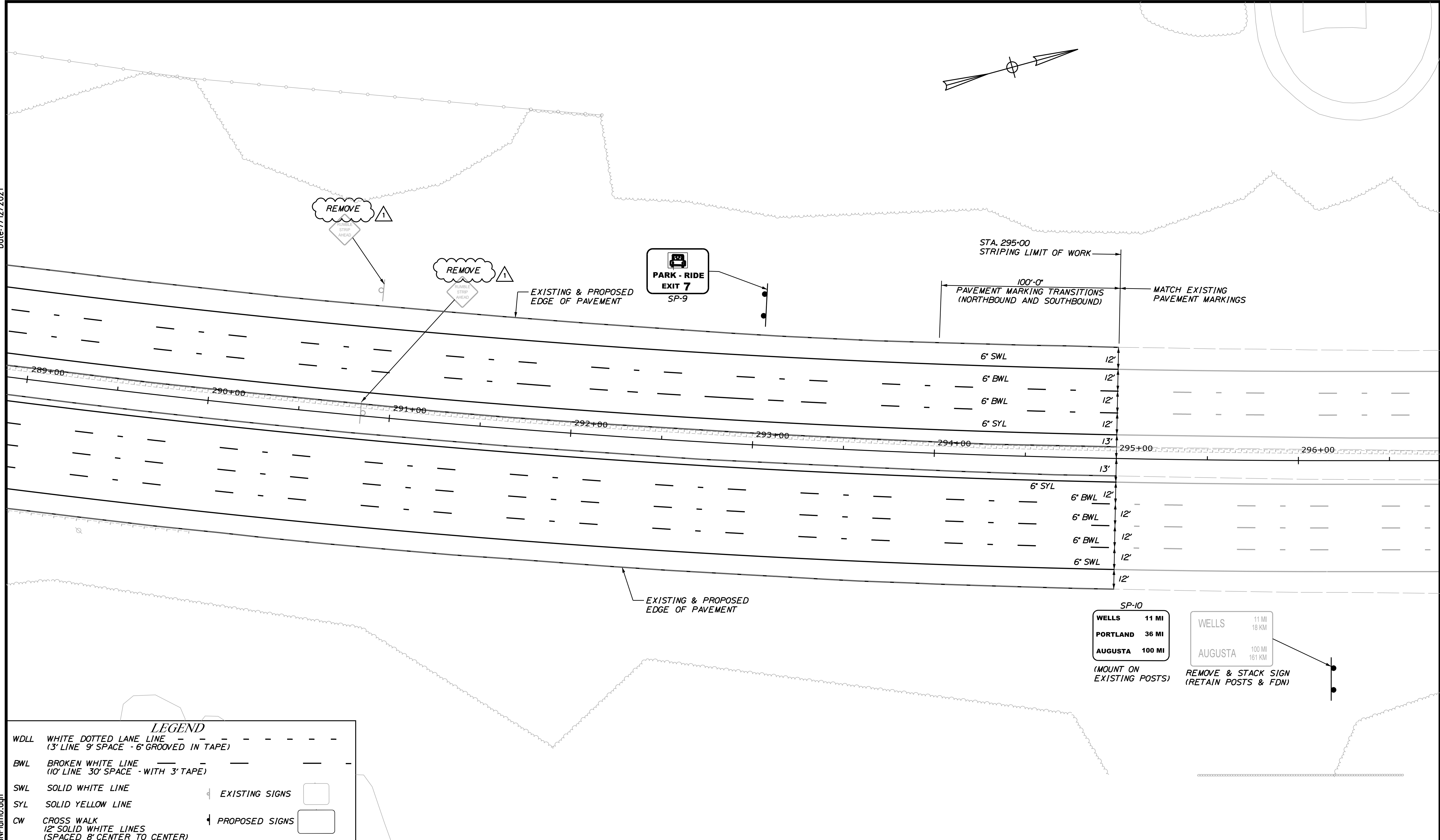
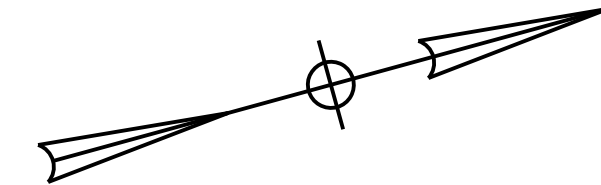
SHEET NUMBER: SN-09  
81 OF 149

CONTRACT: 2021.05

Filename: ...00516139\081\_SNP10n9.dgn



Date: 7/12/2021



**LEGEND**

WDL	WHITE DOTTED LANE LINE (3' LINE 9' SPACE - 6' GROOVED IN TAPE)	
BWL	BROKEN WHITE LINE (10' LINE 30' SPACE - WITH 3' TAPE)	
SWL	SOLID WHITE LINE	EXISTING SIGNS
SYL	SOLID YELLOW LINE	
CW	CROSS WALK (12' SOLID WHITE LINES (SPACED 8' CENTER TO CENTER))	PROPOSED SIGNS

**SP-10**

WELLS	11 MI	11 MI 18 KM
PORTLAND	36 MI	
AUGUSTA	100 MI	100 MI 161 KM

(MOUNT ON EXISTING POSTS) REMOVE & STACK SIGN (RETAIN POSTS & FDN)

Scale:

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02215  
TEL (617) 242-9222  
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**THE GOLD STAR MEMORIAL HIGHWAY**

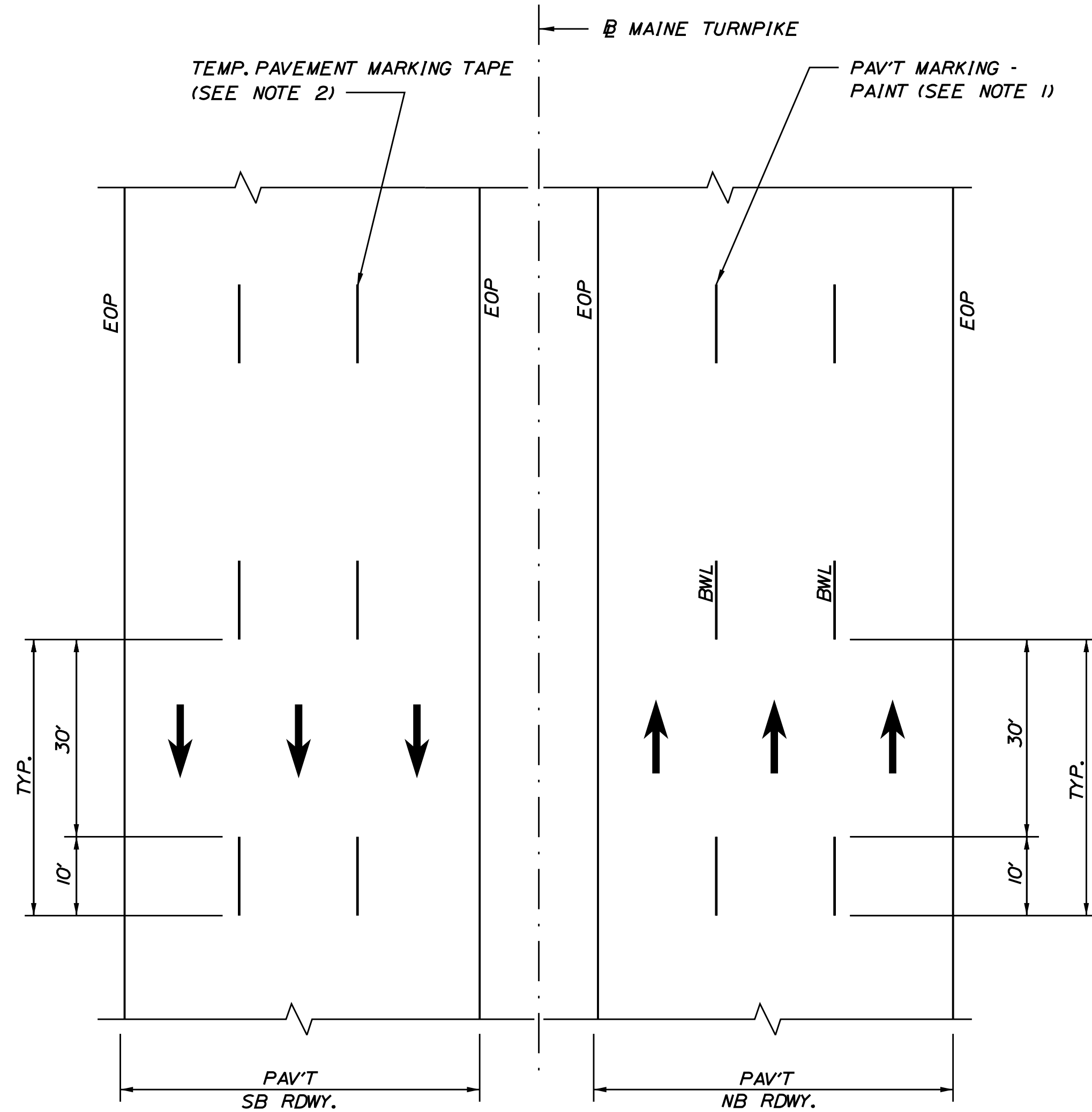
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
SIGNING AND STRIPING  
PLAN 10

SHEET NUMBER: SN-10  
CONTRACT: 2021.05  
82 OF 149

Filename: ...\\00516139\082\_SNP\plan10.dgn

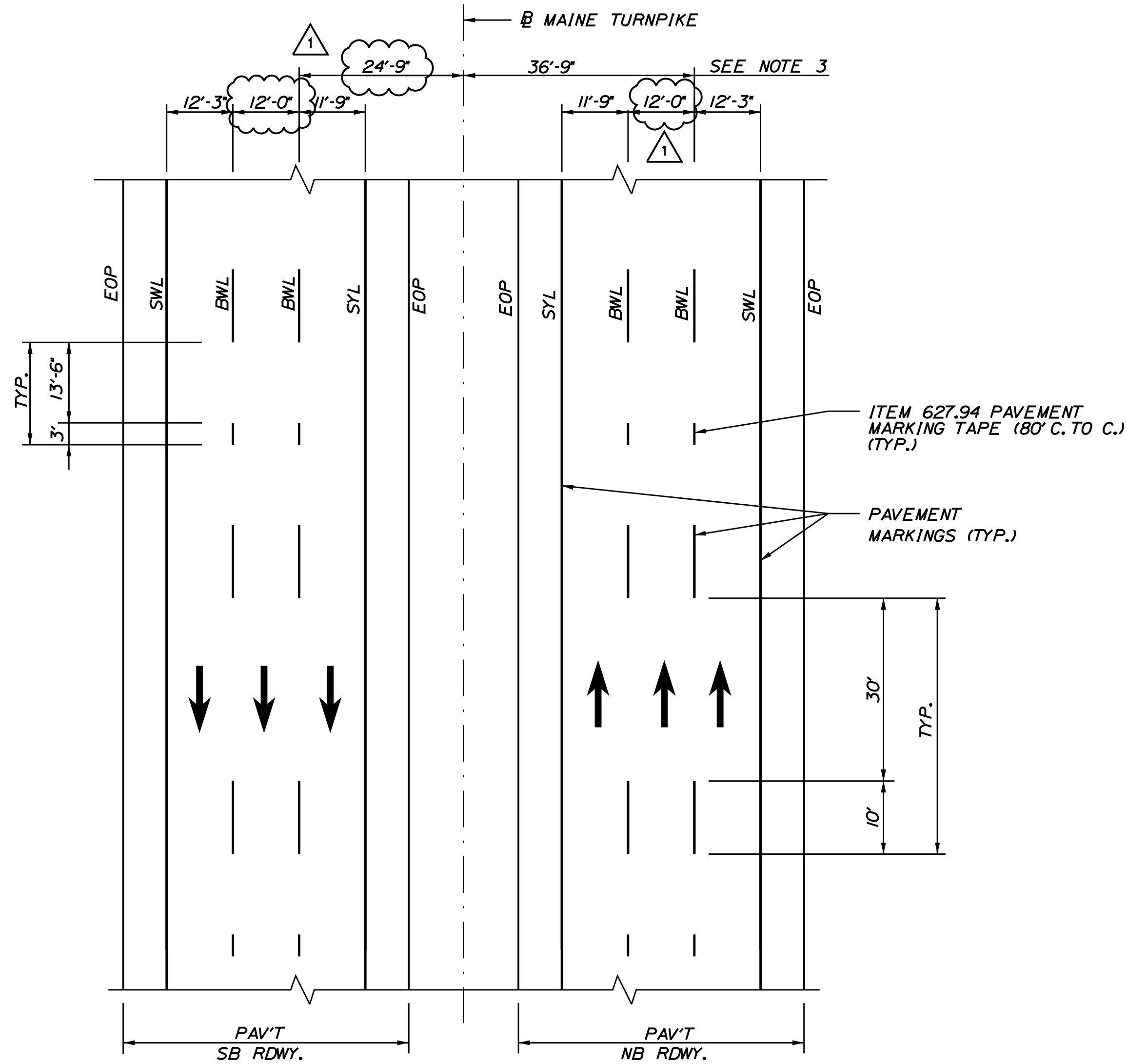
Date: 7/12/2021



**TEMP. PAVEMENT MARKINGS  
3 LANE RDWY**

**NOTES:**

- TEMPORARY PAVEMENT MARKINGS ON MILLED PAVEMENT SHALL BE 6" BROKEN WHITE PAINT LINES.
- TEMPORARY PAVEMENT MARKINGS ON HMA 12.5 MM SHALL BE TEMPORARY PAVEMENT MARKING TAPE.



**PERMANENT PAVEMENT MARKINGS  
3 LANE RDWY**

**NOTES:**

- PERMANENT PAVEMENT MARKINGS SHALL BE 6" WIDE LINES OR AS NOTED.
- PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ON BOTH ROADWAYS.
- THE OFFSET DISTANCES SHOWN ARE MEASURED FROM THE CENTER OF THE 6" PAINT LINES.
- ALL EXISTING PAINT MARKINGS SHALL BE REMOVED PRIOR TO INSTALLATION OF ITEM 627.94 PAVEMENT MARKING TAPE AND SHALL BE INCIDENTAL TO INSTALLATION OF THE TAPE.
- ON DECELERATION RAMP, THE WDLL SHALL BEGIN AT THE BEGINNING OF THE FULL WIDTH DECELERATION LANE AND EXTEND TO THE THEORETICAL GORE MARKINGS.
- ITEM 627.94 PAVEMENT MARKING TAPE FOR DWLL SHALL BE INSTALLED IN AN "IN-AND-OUT" GROOVING PATTERN. SEE DETAIL ON SHEET 2.

**LEGEND**

- SYL = SOLID YELLOW LINE (6" PAINT)
- SWL = SOLID WHITE LINE (6" PAINT)
- BWL = BROKEN WHITE LINE (6" PAINT)
- WDLL = WHITE DOTTED LANE LINE (6" PAVEMENT MARKING TAPE)
- EOP = EDGE OF PAVEMENT

Filename: ...083\_Typical\_01\_Striping.dgn

Scale:			
AS NOTED			
No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA 02116  
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FAX (617) 242-9824

THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

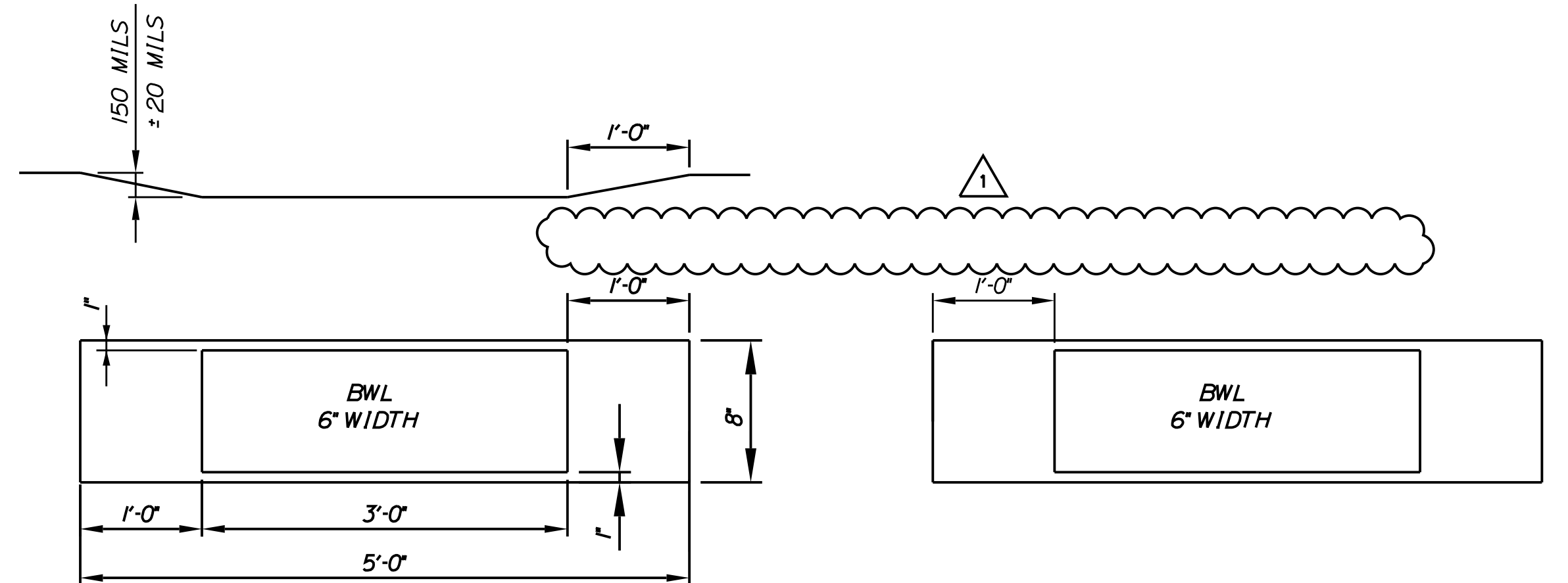
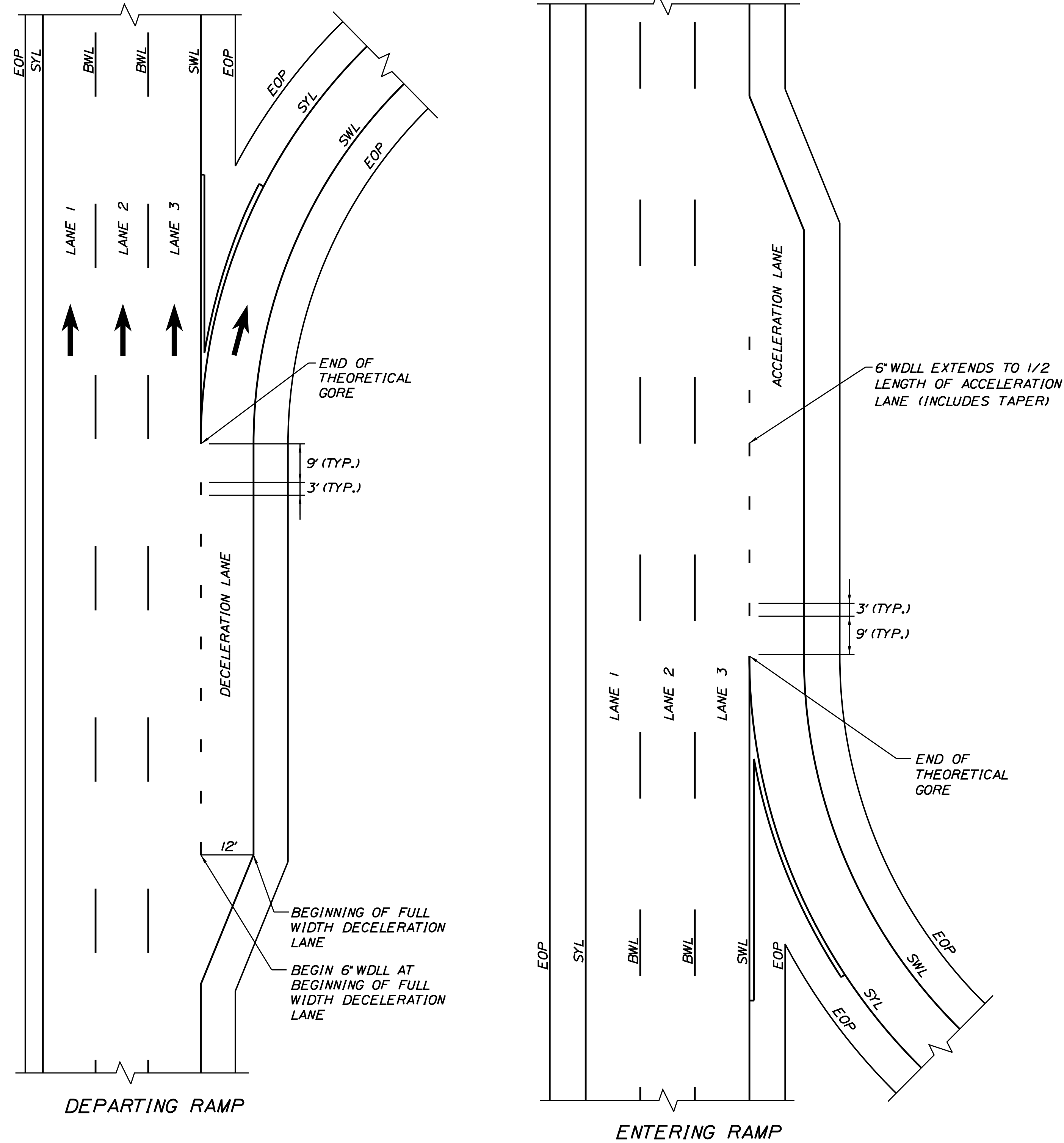
PAVEMENT MARKING DETAILS 1

SHEET NUMBER: SN-12

CONTRACT: 2021.05

83 OF 149

Date: 7/12/2021



**ITEM 627.94**  
**BWL PERMANENT PAVEMENT MARKINGS WITH TAPE**  
**GROOVING DETAIL**  
 N.T.S.

**NOTES:**

- PERMANENT PAVEMENT MARKINGS SHALL BE 6" WIDE LINES OR AS NOTED.
- PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ON BOTH ROADWAYS.
- THE OFFSET DISTANCES SHOWN ARE MEASURED FROM THE CENTER OF THE 6" PAINT LINES.
- ALL EXISTING PAINT MARKINGS SHALL BE REMOVED PRIOR TO INSTALLATION OF ITEM 627.94 PAVEMENT MARKING TAPE AND SHALL BE INCIDENTAL TO INSTALLATION OF THE TAPE.
- ON DECELERATION RAMP, THE DWLL SHALL BEGIN AT THE BEGINNING OF THE FULL WIDTH DECELERATION LANE AND EXTEND TO THE THEORETICAL GORE MARKINGS.
- ITEM 627.94 PAVEMENT MARKING TAPE FOR DWLL SHALL BE INSTALLED IN AN "IN-AND-OUT" GROOVING PATTERN.
- GROOVE POSITION SHALL BE A MINIMUM OF 2 INCHES FROM THE EDGE OF THE PAVEMENT MARKING TO THE LONGITUDINAL PAVEMENT JOINT.

**LEGEND**

- SYL = SOLID YELLOW EDGE LINE (6" PAINT)
- SWL = SOLID WHITE EDGE LINE (6" PAINT)
- BWL = BROKEN WHITE LANE LINE (6" PAINT)
- WDL = WHITE DOTTED LANE LINE (6" PAINT)
- EOP = EDGE OF PAVEMENT

**PERMANENT PAVEMENT MARKINGS WITH TAPE**  
 (ITEM 627.94 PAVEMENT MARKING TAPE)

Scale: AS NOTED

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	EFG	06-21	Checked	PV	06-21
Drawn	EFG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
 BOSTON, MA. 02116  
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 FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

PAVEMENT MARKING DETAILS 2

SHEET NUMBER: SN-13

CONTRACT: 2021.05

84 OF 149

Filename: ...084...Typical\_02\_Striping.dgn



Date: 7/12/2021

Filename: ...088\_Remove & Stack\_SIGN\_1.dgn

DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		DIRECTION (NB-NORTHBOUND) (SB-SOUTHBOUND)	LOCATIONS
		HEIGHT (IN.)	WIDTH (IN.)	AREA (SQ. FT.)	BACK- GROUND	LEGEND		
*	1	12 60	120 144	70	YELLOW	BLACK	NB	209-75
	4	96	120	80	GREEN	PURPLE/ WHITE	NB NB RAMP NB SB	2 @ 212-80 502-12 254-00 308-75
	4	48	48	16	YELLOW	BLACK	NB NB SB	2 @ 235-80 2 @ 302-93
	2	48	96	32	WHITE	BLACK	NB SB	237-40 279-50
	4	48	48	16	YELLOW	BLACK	NB SB	2 @ 239-00 2 @ 290-85
	5	42	108	31.5	YELLOW	BLACK	NB NB NB RAMP SB SB	239-50 245-95 506-20 282-80 308-70
	4	60	48	20	WHITE	BLACK	NB SB	2 @ 242-15 2 @ 295-90
*	1	126	246	215.25	WHITE	BLACK	NB	242-80
*	1	126	246	215.25	PURPLE/ YELLOW	WHITE/ BLACK	NB	243-00
	2	84	108	63	YELLOW	BLACK	NB SB	245-80 288-62
	1	60	48	20	WHITE	BLACK	NB	250-00
	1	60	108	45	WHITE	BLACK	NB RAMP	504-00
	1	48	48	16	YELLOW	BLACK	NB	254-60
	1	30	42	8.75	RED	WHITE	NB	254-60
	2	48	48	16	RED	WHITE	NB	254-90

DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		DIRECTION (NB-NORTHBOUND) (SB-SOUTHBOUND)	LOCATIONS
		HEIGHT (IN.)	WIDTH (IN.)	AREA (SQ. FT.)	BACK- GROUND	LEGEND		
	1	174	192	232	GREEN	WHITE	SB	255-50
	2	48 60 24 24	48 48 24 24	44	BLACK	RED	NB/SB NB/SB	256-30 272-83
	13	30	24	5	WHITE	RED	SB SB NB SB NB SB NB SB NB SB NB SB	257-80 259-30 260-00 260-90 261-50 263-90 264-40 265-90 267-50 268-80 269-10 270-30 270-60
	1	12 60 48	48 48 60	44	WHITE/ YELLOW	BLACK/ RED	NB	263-00
	1	60 48	48 48	36	WHITE/ YELLOW	BLACK/ RED	SB	266-90
	1	60 48	48 60	40	WHITE	BLACK/ RED	SB	266-50
	2	48	78	26	WHITE	BLACK	NB SB	259-15 274-70
	1	36	24	6	WHITE	BLACK	SB	262-35
	1	48	60	20	WHITE	BLACK	NB	262-55

NOTE: SIGNS DENOTED WITH A "\*" SHALL BE REMOVED AND STACKED. ALL OTHER SIGNS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.



Scale: AS NOTED

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	TV	06-21	Checked	PV	06-21
Drawn	CWB	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
SIGN SUMMARY - REMOVE AND STACK  
SHEET 1 OF 2

SHEET NUMBER: SN-17  
CONTRACT: 2021.05  
88 OF 149

Date: 7/12/2021

DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		DIRECTION (NB-NORTHBOUND) (SB-SOUTHBOUND)	LOCATIONS
		HEIGHT (IN.)	WIDTH (IN.)	AREA (SQ. FT.)	BACK- GROUND	LEGEND		
	1	48	60	20	WHITE	BLACK	NB	263+40
	2	60	48	20	WHITE	BLACK	NB SB	264+00 265+10
	2	96	120	80	PURPLE	WHITE	NB SB NB SB	264+00 266+05 264+80 265+15
	2	96	120	80	PURPLE	WHITE	NB SB NB SB	264+00 266+05 264+80 265+15
	1	48	48	16	YELLOW	BLACK	SB	265+30
	2	48 48	48 48	32	WHITE/ YELLOW	BLACK	SB SB	273+65 273+75
	3	60	48	20	WHITE	BLACK	NB	273+40 302+93
	2	60	48	20	WHITE/ RED	BLACK/ RED	SB	275+65
**	1	60	48	20	YELLOW	BLACK	NB	277+40
*	1	126	246	215.25	GREEN	WHITE	SB	285+50
*	1	126	246	215.25	GREEN	WHITE	SB	285+50
	1	48	48	16	YELLOW	BLACK	SB	285+67

\*\* TERMINATE AND CAP POWER FEED.

DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		DIRECTION (NB-NORTHBOUND) (SB-SOUTHBOUND)	LOCATIONS
		HEIGHT (IN.)	WIDTH (IN.)	AREA (SQ. FT.)	BACK- GROUND	LEGEND		
*	1	80	156	86.7	GREEN	WHITE	NB	296+20
	1	78	108	58.50	GREEN	WHITE	SB	308+70
	12	48	144	48	WHITE	BLACK	NB SB	4 @ 264+60 4 @ 265+12 (EXIST. PLAZA)
	1	36	36	6.25	WHITE	RED	NB RAMP	256+90
	2	48	48	16	WHITE	RED	SB	273+00
	1	60	48	20	WHITE	BLACK	NB	278+00
	1	60	48	20	YELLOW	BLACK	NB	280+00

NOTE:  
SIGNS DENOTED WITH A "\*" SHALL BE REMOVED AND STACKED.  
ALL OTHER SIGNS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.



Filename: ...089\_Remove & Stack\_SIGN\_2.dgn

Scale: AS NOTED

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	TV	06-21	Checked	PV	06-21
Drawn	CWB	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
BOSTON, MA. 02116  
TEL (617) 242-9222  
FAX (617) 242-9824

## THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

### YORK TOLL PLAZA DEMOLITION

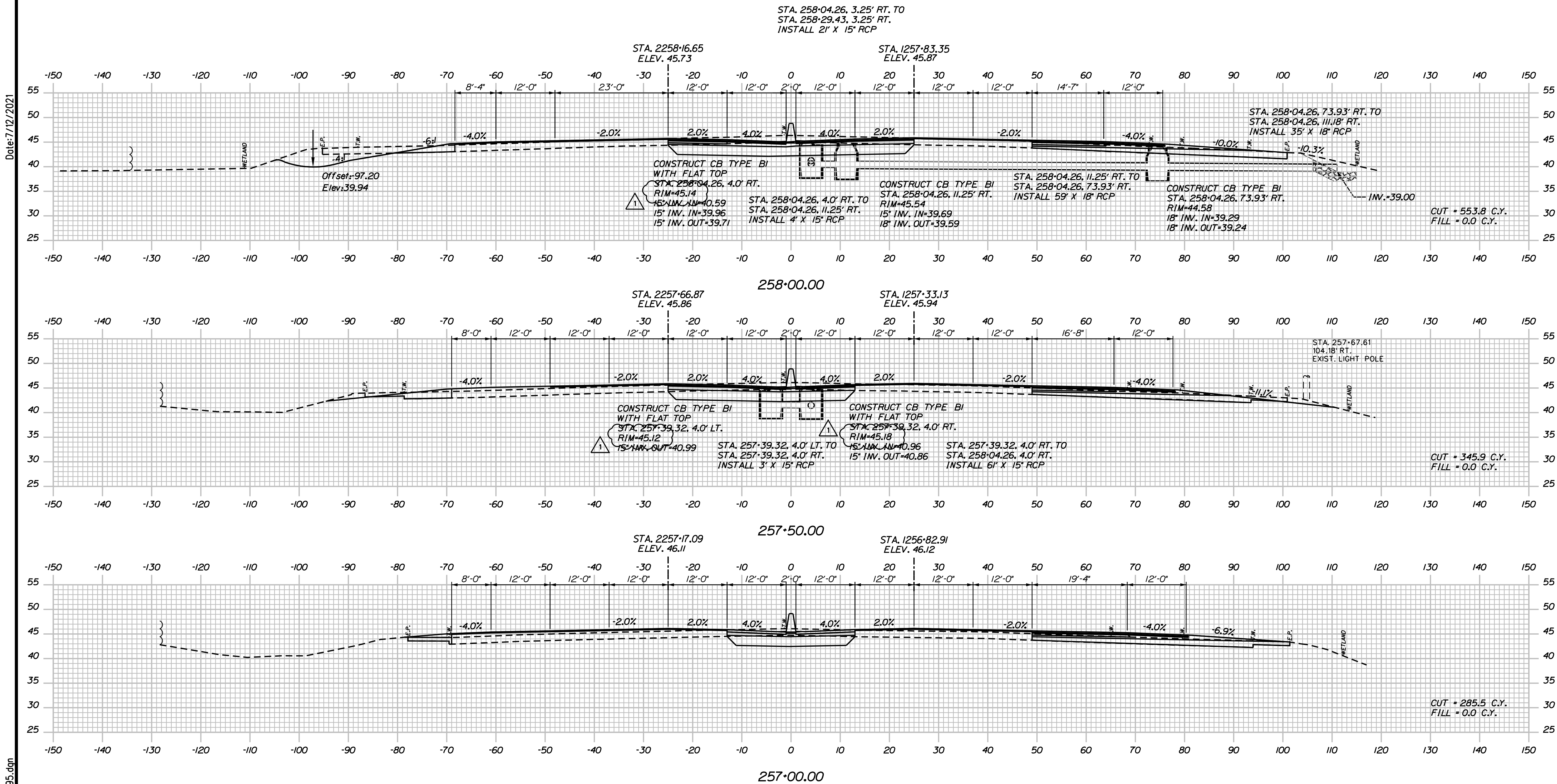
#### SIGN SUMMARY - REMOVE AND STACK

#### SHEET 2 OF 2

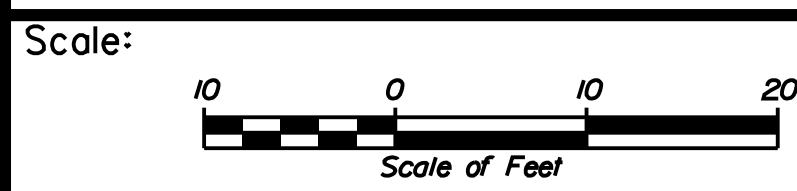
SHEET NUMBER: SN-18  
CONTRACT: 2021.05  
89 OF 149



Date: 7/12/2021



Filename: ...0477976\Xsect1\_195.dgn



No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

	By	Date	By	Date	
Designed	AMS	06-21	Checked	CSM	06-21
Drawn	SMG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

I-95 CROSS SECTIONS  
 STA. 257+00 TO STA. 258+00

SHEET NUMBER: XS-08

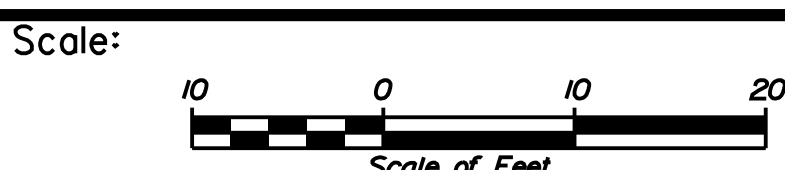
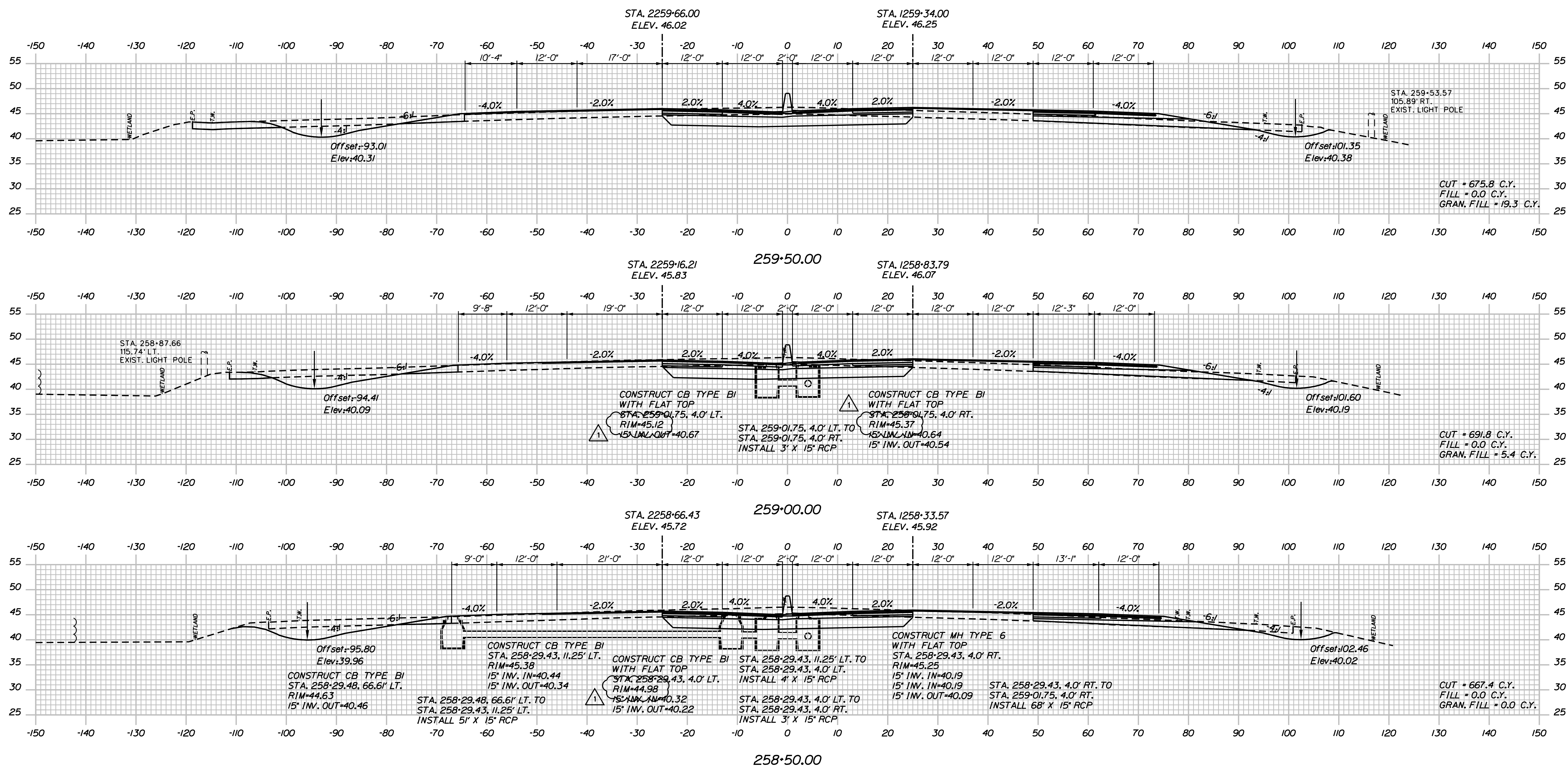
CONTRACT: 2021.05

119 OF 149



Date: 7/12/2021

Filename: ...00477976\Xsect1\_195.dgn



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

	By	Date	By	Date	
Designed	AMS	06-21	Checked	CSM	06-21
Drawn	SMG	06-21	In Charge of	TWM	06-21

JACOBS ENGINEERING GROUP  
120 ST. JAMES AVENUE  
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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

I-95 CROSS SECTIONS  
STA. 258+50 TO STA. 259+50

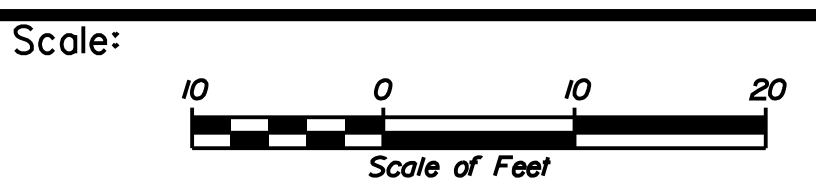
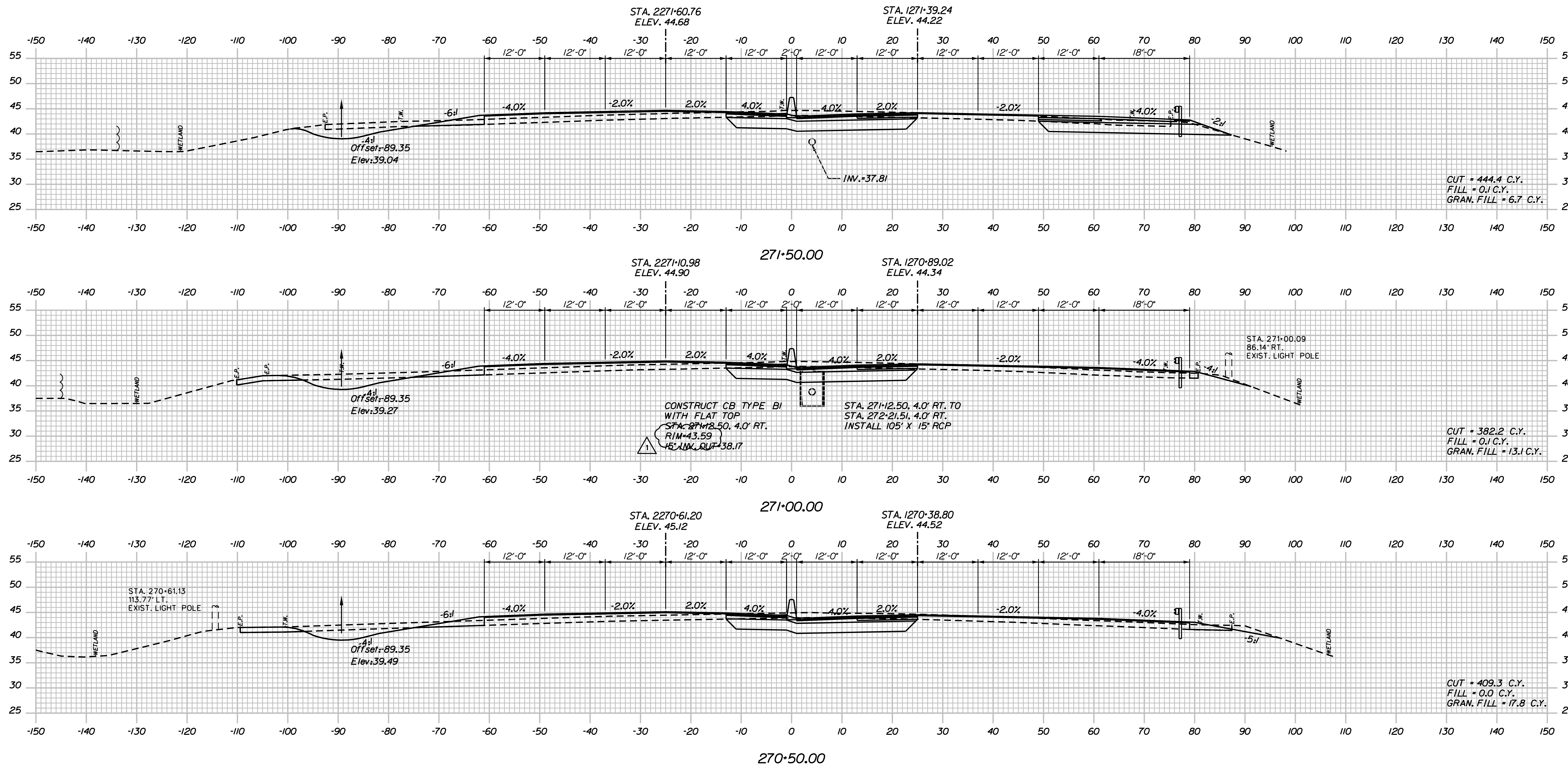
SHEET NUMBER: XS-09

CONTRACT: 2021.05

120 OF 149

Date: 7/12/2021

Filename: ...0477976\Xsect1\_195.dgn



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
AMS	06-21	CSM	06-21
SMG	06-21	TWM	06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

I-95 CROSS SECTIONS  
 STA. 270+50 TO STA. 271+50

SHEET NUMBER: XS-17

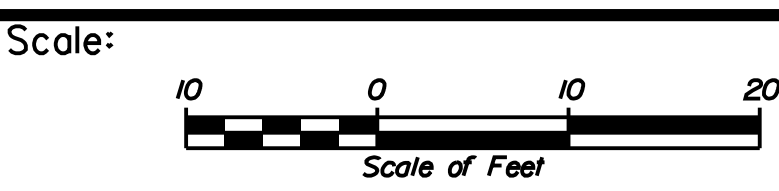
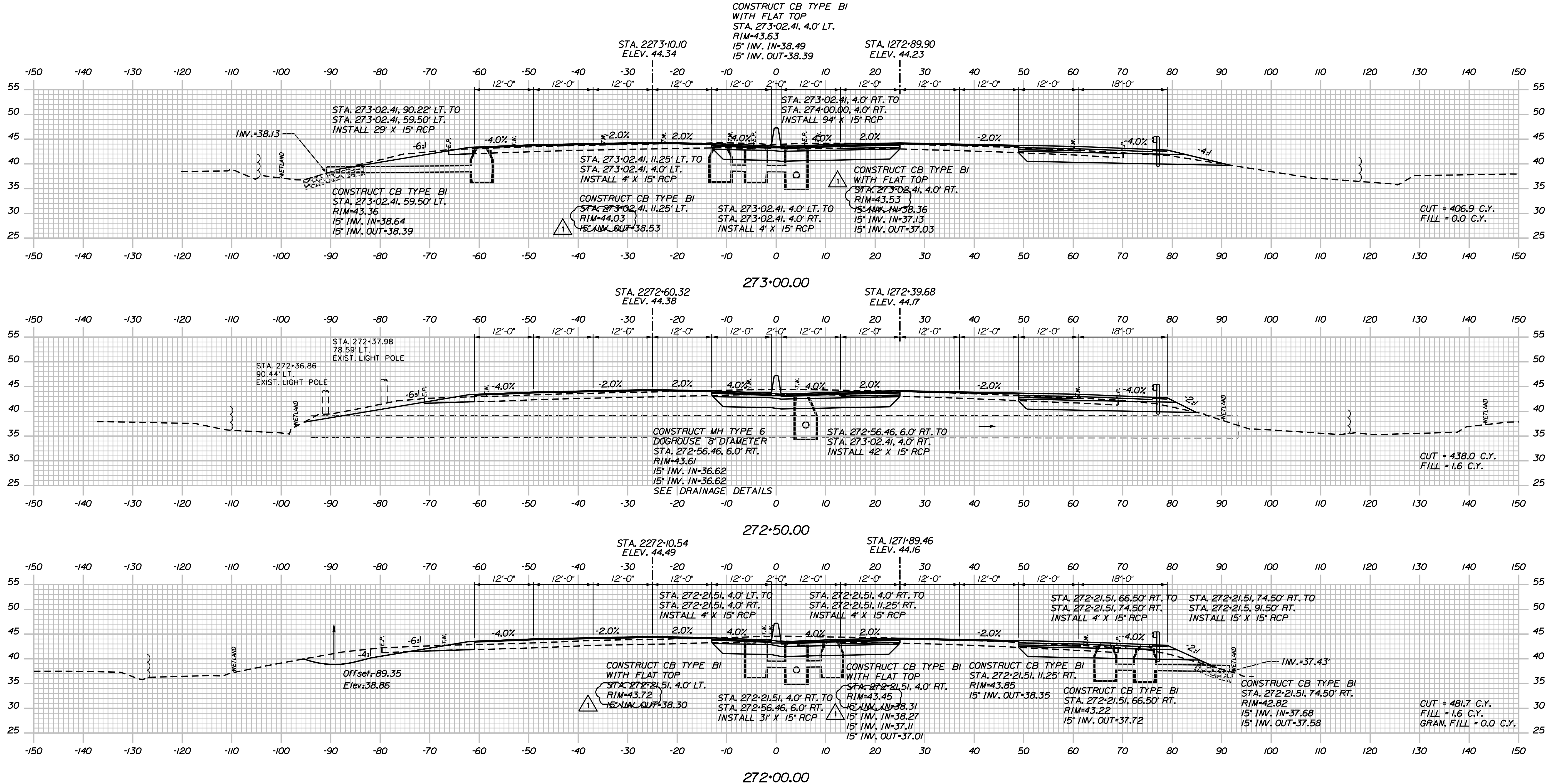
CONTRACT: 2021.05

128 OF 149



Date: 7/12/2021

Filename: ...0477976\Xsect1\_195.dgn



Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
AMS	06-21	CSM	06-21
SMG	06-21	TWM	06-21

JACOBS ENGINEERING GROUP  
 120 ST. JAMES AVENUE  
 BOSTON, MA 02116  
 TEL (617) 242-9222  
 FAX (617) 242-9824

## THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

I-95 CROSS SECTIONS  
 STA. 272+00 TO STA. 273+00

SHEET NUMBER: XS-18

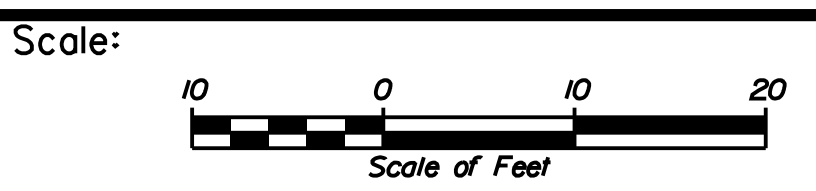
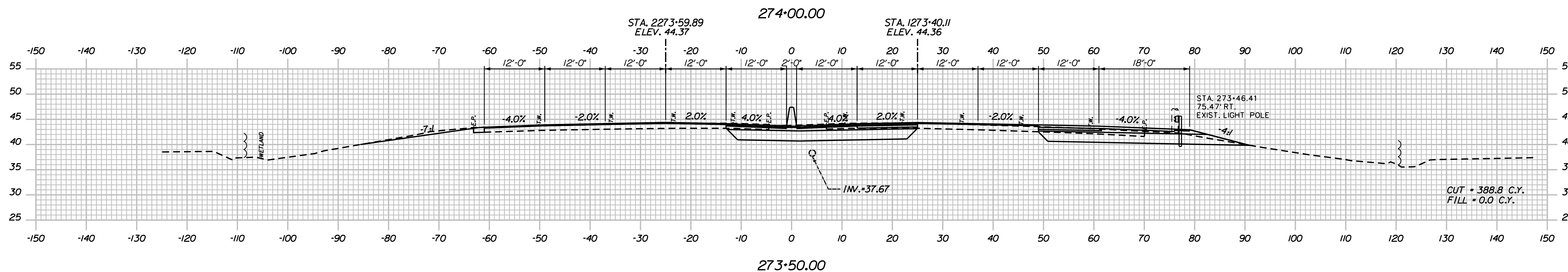
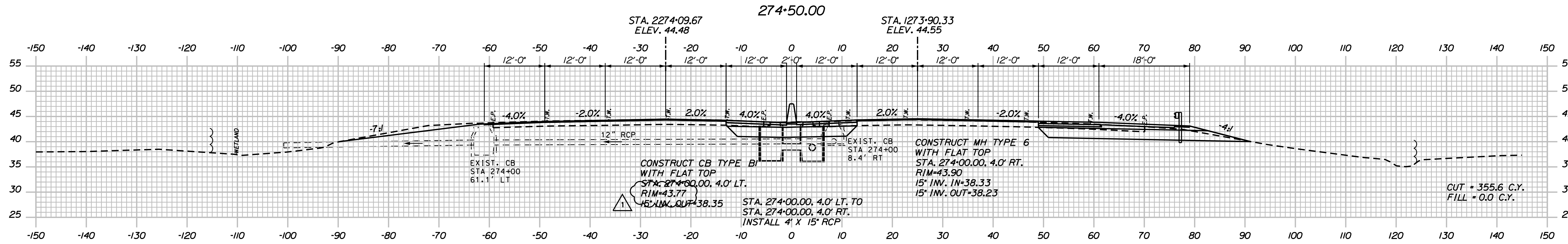
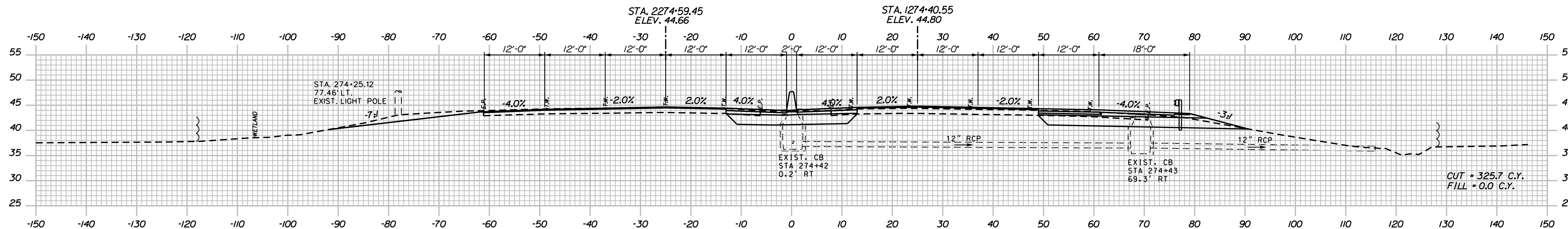
CONTRACT: 2021.05

129 OF 149



Date: 7/12/2021

Filename: ...0477976\Xsect1\_195.dgn



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
AMS	06-21	Checked	CSM 06-21
SMG	06-21	In Charge of	TWM 06-21

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

I-95 CROSS SECTIONS  
 STA. 273+50 TO STA. 274+50

SHEET NUMBER: XS-19

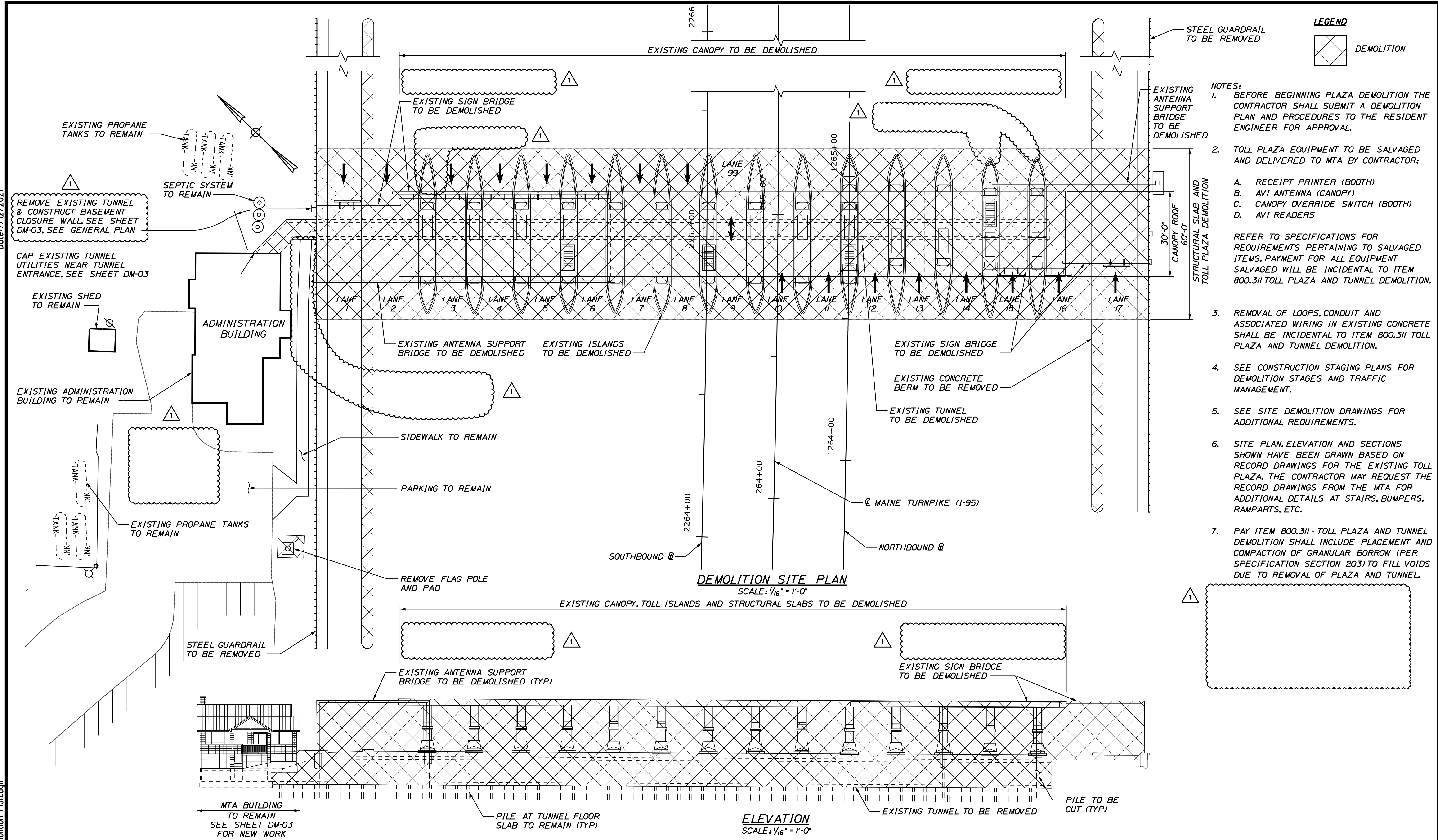
CONTRACT: 2021.05

130 OF 149



Date: 7/12/2021

Filename: ...140\_Facility Demolition Plan.dgn

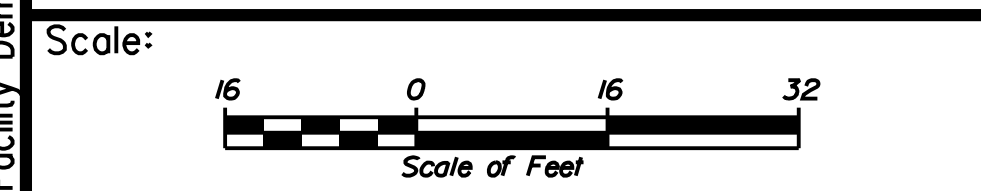


**LEGEND**  
 DEMOLITION

- NOTES:**
- BEFORE BEGINNING PLAZA DEMOLITION THE CONTRACTOR SHALL SUBMIT A DEMOLITION PLAN AND PROCEDURES TO THE RESIDENT ENGINEER FOR APPROVAL.
  - TOLL PLAZA EQUIPMENT TO BE SALVAGED AND DELIVERED TO MTA BY CONTRACTOR:
    - A. RECEIPT PRINTER (BOOTH)
    - B. AVI ANTENNA (CANOPY)
    - C. CANOPY OVERRIDE SWITCH (BOOTH)
    - D. AVI READERS
 REFER TO SPECIFICATIONS FOR REQUIREMENTS PERTAINING TO SALVAGED ITEMS. PAYMENT FOR ALL EQUIPMENT SALVAGED WILL BE INCIDENTAL TO ITEM 800.311 TOLL PLAZA AND TUNNEL DEMOLITION.
  - REMOVAL OF LOOPS, CONDUIT AND ASSOCIATED WIRING IN EXISTING CONCRETE SHALL BE INCIDENTAL TO ITEM 800.311 TOLL PLAZA AND TUNNEL DEMOLITION.
  - SEE CONSTRUCTION STAGING PLANS FOR DEMOLITION STAGES AND TRAFFIC MANAGEMENT.
  - SEE SITE DEMOLITION DRAWINGS FOR ADDITIONAL REQUIREMENTS.
  - SITE PLAN, ELEVATION AND SECTIONS SHOWN HAVE BEEN DRAWN BASED ON RECORD DRAWINGS FOR THE EXISTING TOLL PLAZA. THE CONTRACTOR MAY REQUEST THE RECORD DRAWINGS FROM THE MTA FOR ADDITIONAL DETAILS AT STAIRS, BUMPERS, RAMPARTS, ETC.
  - PAY ITEM 800.311 - TOLL PLAZA AND TUNNEL DEMOLITION SHALL INCLUDE PLACEMENT AND COMPACTION OF GRANULAR BORROW (PER SPECIFICATION SECTION 203) TO FILL VOIDS DUE TO REMOVAL OF PLAZA AND TUNNEL.

**DEMOLITION SITE PLAN**  
 SCALE: 1/16" = 1'-0"

**ELEVATION**  
 SCALE: 1/16" = 1'-0"



Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: T. MORIN

No.	Revision	By	Date
1	ADDENDUM 2	CSM	7/21

By	Date	By	Date
Designed DJM	06-21	Checked SBH	06-21
Drawn EFG	06-21	In Charge of TWJ	06-21

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
 FACILITY DEMOLITION PLAN

SHEET NUMBER: DM-01  
 140 OF 149

CONTRACT: 2021.05




Filename: ...143\_Typical\_01\_MSC.dgn  
Date: 3/18/2021

# SHEET NOT USED

Scale: *AS NOTED*

No.	Revision	By	Date
1	Addendum 2	DLR	7/21

Designed by:




WWW.SEAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date		By	Date
Designed	DLR	03-21	Checked	DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 4A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

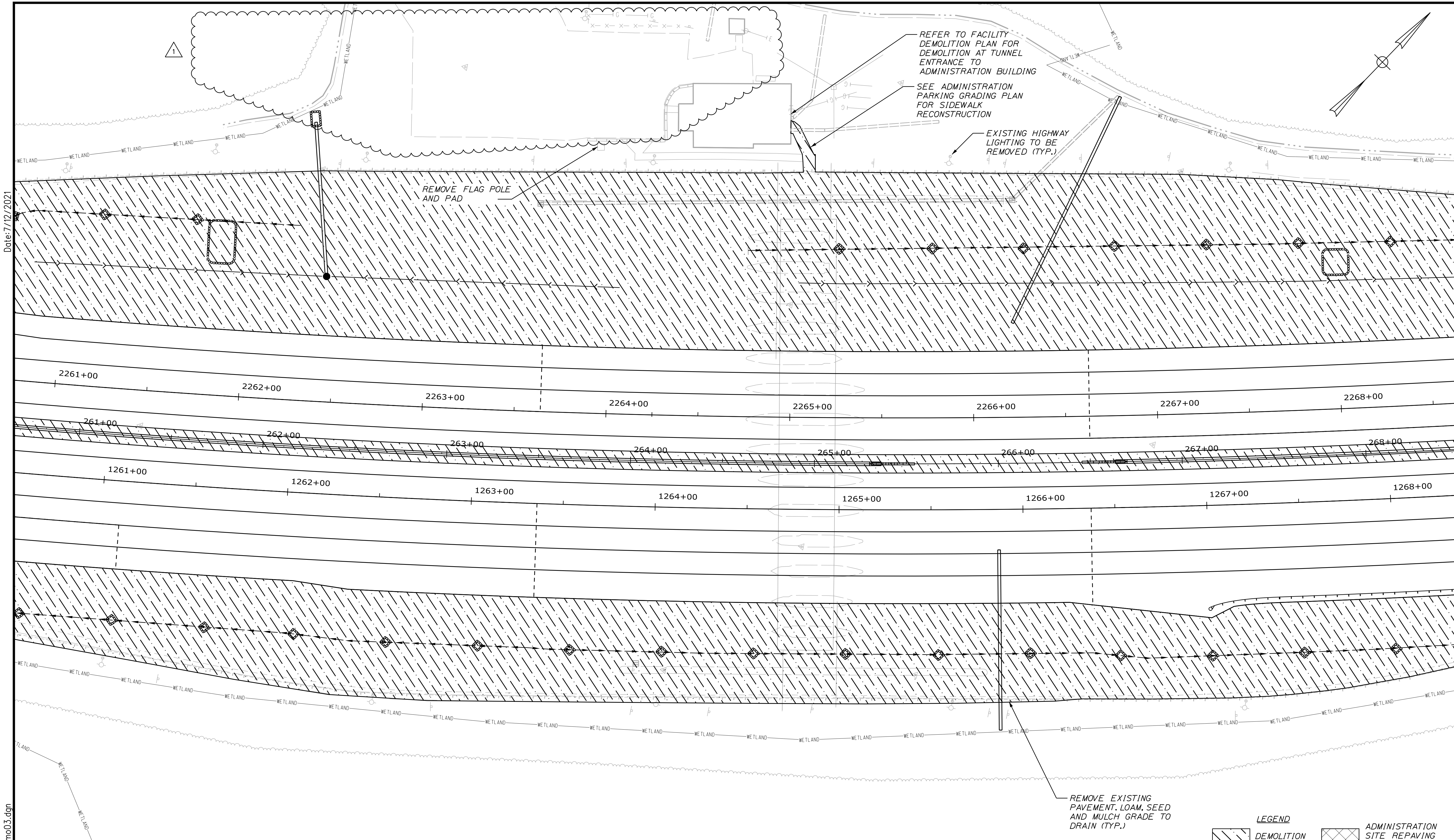


**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
MISCELLANEOUS DETAILS

SHEET NUMBER: MSC-01  
CONTRACT: 2021.05  
143 OF 149



Date: 7/12/2021

Filename: ...d0477976\146\_Demo03.dgn

**LEGEND**

DEMOLITION

ADMINISTRATION SITE REPAVING AREA

REMOVE EXISTING PAVEMENT, LOAM, SEED AND MULCH GRADE TO DRAIN (TYP.)

Scale:

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date	By	Date	
Designed	DLR	03-21	Checked	DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION

SITE DEMOLITION #3

SHEET NUMBER: DM-03

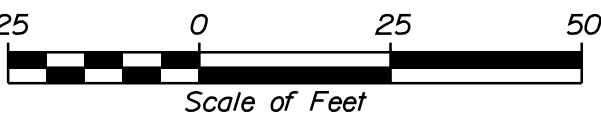
CONTRACT: 2021.05

146 OF 149




Filename: ...MSTA\Mile 7.3\148\_Demo05.dgn Date: 3/18/2021

# SHEET NOT USED

Scale: 

No.	Revision	By	Date
1	Addendum 2	DLR	7/21

Designed by:




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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date		By	Date
Designed	DLR	03-21	Checked	DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
 75 JOHN ROBERTS ROAD,  
 SUITE 4A  
 SOUTH PORTLAND, ME 04106  
 TEL (207) 200-2100



**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

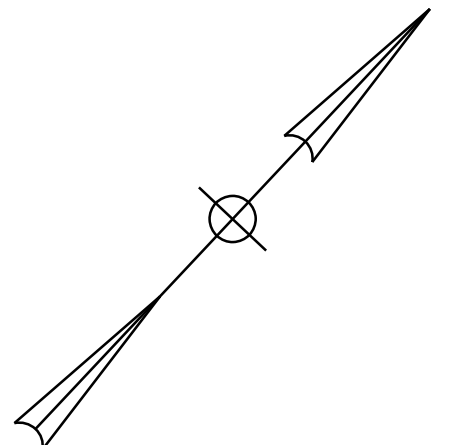
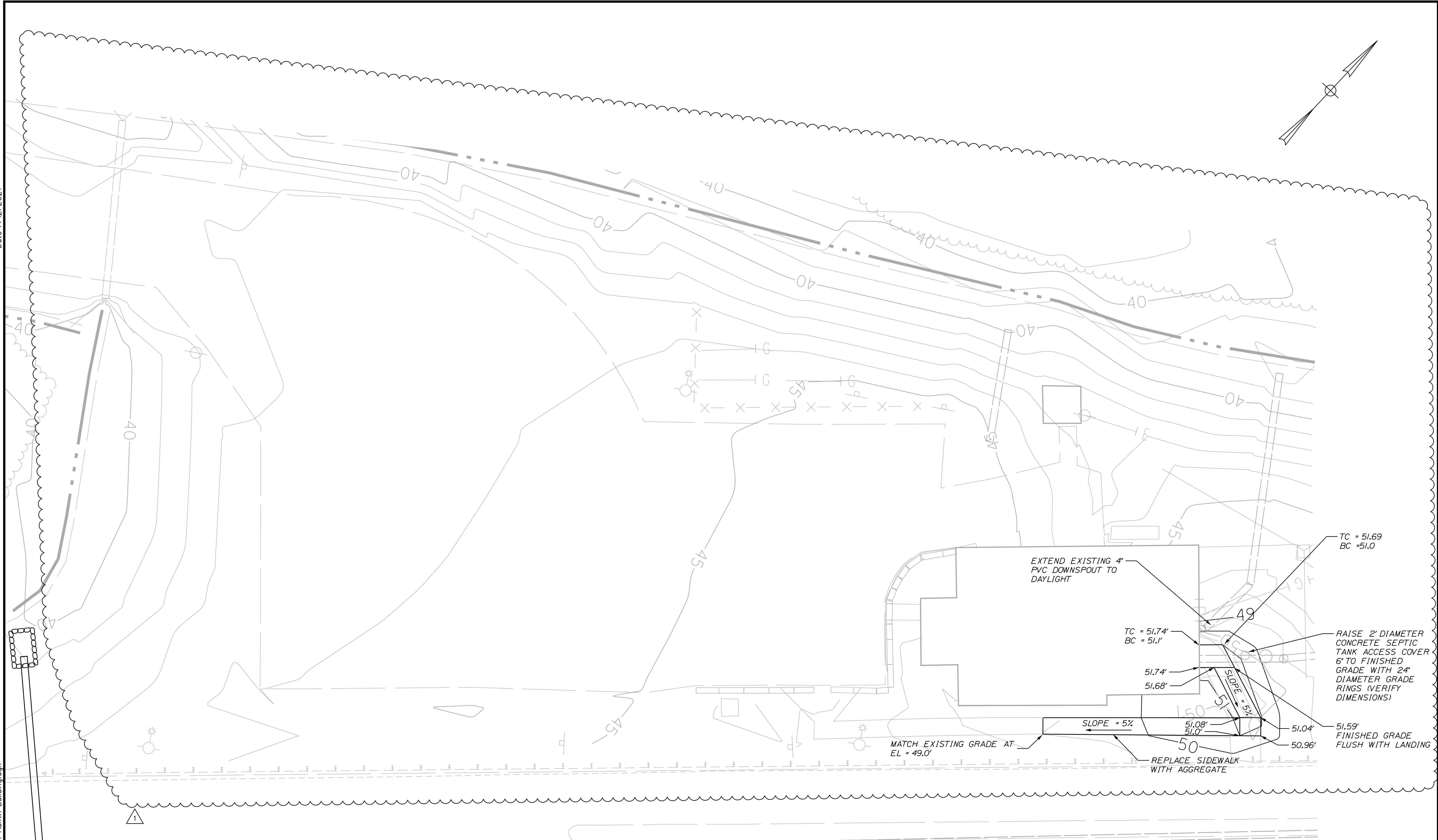
YORK TOLL PLAZA DEMOLITION  
 SITE DEMOLITION #5

SHEET NUMBER: DM-05  
 148 OF 149

CONTRACT: 2021.05

Date: 7/12/2021

Filename: ...149\_Grading Plan Admin Building.dgn



Scale: Scale of Feet

No.	Revision	By	Date
1	ADDENDUM 2	DLR	7/21

Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

	By	Date	Checked	By	Date
Designed	DLR	03-21		DLR	03-21
Drawn	NLC	03-21	In Charge of	DLR	03-21

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 4A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA DEMOLITION  
GRADING PLAN  
ADMINISTRATION BUILDING PARKING

SHEET NUMBER: DM-06  
CONTRACT: 2021.05  
149 OF 149



### 107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

All work shall be substantially complete on or before September 30, 2022. Substantial completion shall be defined as all work complete except for punch list items. Supplemental liquated damages will be applied in accordance with Section 107.8 for every calendar day that the project is not substantially complete beyond September 30, 2022.

All work shall be completed on or before October 7, 2022. The contract completion shall include completion of all contract work and all punch list items.

### 107.4.6 Prosecution of Work

The following is a summary of the Construction Stages and key dates:

All work at the existing toll plaza shall be completed in 4 (four) Phases.

Work on this contract cannot impact toll collection operations at the mile 7.3 toll plaza until the new toll plaza at mile 8.8 is fully operational. The new toll plaza is being constructed under Contract 2018.20 and is anticipated to be operational/collecting tolls on September 8, 2021 at 12:01 a.m. with a rain date of September 9, 2021 at 12:01 a.m. Contractor will be required to provide maintenance of traffic for a main line stoppage during the transition of toll collection from the MM 7.3 toll plaza to the new MM 8.8 toll plaza.. During the stoppage the contractor shall install "DO NOT STOP" signs at all toll lanes at the mile 7.3 toll plaza. In addition, the contractor shall remove all advance signage for the mile 7.3 plaza within 5 calendar days. If the signs are not removed within 5 calendar days then supplemental liquated damages in accordance with Section 107.8 will be applied. Once the new toll plaza is operational, the existing toll plaza at mile 7.3 will stop collecting tolls and decommissioning can begin.

The Contractor shall provide the Authority five (5) working days to decommission the existing toll plaza and administration building, during which the Contractor shall not commence the demolition of the existing toll plaza, unless specifically authorized by the Authority. The contractor may begin establishing traffic control for the subsequent phase during this period. MTA will use the administration building for their field office after decommissioning is completed.

After the decommissioning, the Contractor shall begin the demolition of the existing toll plaza and tunnel, and begin highway construction. Work includes the demolition of the existing toll plaza and tunnel, excavation, granular subbase and base pavement materials, HMA pavement, proposed drainage improvements, median barrier, highway lighting, pavement markings and signs, and traffic control.

Pre-Phase 1: Remove canopy completely using temporary toll lane closures as necessary while maintaining a minimum of five (5) southbound and four (4) northbound lanes, unless otherwise authorized by the Authority. Northbound and Southbound existing highway lighting shall remain functional. Replace flashing yellow beacons at end of toll islands used for phase 1 with solar powered unit to remain operational until traffic is shifted out of toll lanes.

Phase 1: Shift the three northbound lanes and on-ramp lane into the four outside toll lanes, and shift the three southbound lanes into the five outside toll lanes. Place trailer mounted

Lane and shoulder closures required to perform daily and short term operations, as well as overhead operations and equipment moves, shall be allowed in accordance with the tables provided in Special Provision 652 – Maintenance of Traffic - Specific Project Maintenance of Traffic Requirements. The Contractor shall provide strict adherence to lane and shoulder closures in accordance with these tables unless authorized by Authority.

Lane closures and highway construction signing may overlap the MM 8.8 ORT project limits. When there is a conflict, the Authority shall decide which project has priority to perform the work.

Wide loads must be able to safely pass all daytime work areas, with the exception of Pre-Phase 1 when wide loads are prohibited. All traffic passes through a standard width existing toll lane in toll plaza to accommodate canopy removal.

The Contractor shall submit the proposed staging and storage areas for approval by the Resident. All equipment and material storage must be located no closer than 30 feet from the edge of travel way, unless protected by temporary barrier. Proposed material and equipment storage locations shall be selected based on (1) proximity to UIS/Protected Natural Resources; (2) minimizing rutting or other actions that may hinder sheet flow from roadway; and (3) spill control and prevention, in the event of a fluid release from the equipment.

Material and equipment and vehicles stored behind temporary barrier must be located beyond the maximum barrier system deflection to allow for proper barrier deflection.

Any active travel lanes that are milled must be paved within one week of being milled. Longitudinal joints adjacent to active traffic or where traffic drives over joint shall use a safety edge. At no time shall a vertical edge of more than 1" be left in areas open to traffic.

Care shall be taken when working near catch basins to ensure foreign material and contaminants do not enter the stormdrain systems. If foreign material and/or contaminants enter a catch basin(s), such material shall be removed prior to the material exiting the catch basin and into the stormdrain system and waterway. The Contractor shall remove and properly dispose of this material to the satisfaction of the Resident. Payment shall be incidental to the Contract.

The Contractor shall not install sheet piling or other driven or hammered systems for temporary excavation support or permanent installations during non-daylight hours or within 10 feet of an active traffic lane.

Contractor vehicle and equipment access to and from the mainline shall be completed in a manner that minimizes disruption to mainline traffic flow to the extent possible at all times. The Contractor shall locate access locations to the work area(s) which provide adequate acceleration/deceleration length and sight distance to and from the mainline, including appropriate warning signs. The Contractor may use the existing shoulders if available for acceleration/deceleration length, but at no time shall active shoulders be used for queuing construction vehicles. When existing shoulders are not available, the Contractor shall establish, construct and maintain facilities within the work area for acceleration/deceleration and merging with the mainline traffic. When access or egress points are not active, all warning signs shall be



SPECIAL PROVISION

SECTION 202

REMOVING STRUCTURES AND OBSTRUCTIONS

(Removing Rumble Strips)

202.01 Description

The following paragraph is added:

This work shall consist of grinding existing rumble strip locations to a depth of 1-1/2 inches, coating vertical and horizontal surfaces with bituminous tack coat, and installing 1-1/2 inches of hot mix asphalt, 9.5 mm over the entire milled area. Locations and lengths of removal shall be as shown on the Plans or as approved by the Resident.

The following Subsections are added:

202.011 Materials

Grinding shall be done in accordance with Section 202. Bituminous tack coat shall conform to Section 409.

Hot mix asphalt, 9.5 mm shall conform to Section 401.

202.025 General

Existing rumble strips are approximately 16 inches long, seven inches wide, 1/2 inch deep, and spaced approximately every five inches.

202.07 Method of Measurement

The following paragraph is added:

Removing Rumble Strips shall be measured by the linear foot removed and accepted. Measurement shall be parallel to the baseline.

202.08 Basis of Payment

The following sentences are added:

Removing Rumble Strips shall be paid for at the Contract unit price per linear foot which includes all grinding, bituminous tack coat, pavement, equipment and labor necessary to satisfactorily complete the work.

Payment will be made under:

Pay Item

Pay Unit

202.206      Removing Rumble Strips

Linear Foot



SPECIAL PROVISION

SECTION 203

EXCAVATION AND EMBANKMENT

This Section is amended as follows:

All references to “waste storage areas” shall be deleted.

203.01 Description

The following paragraph is added:

This work shall consist of cutting, removing and disposing of the full depth of existing bituminous concrete pavement within the limits of full depth pavement excavation as shown on the Plans or as approved by the Resident. The pavement shall be sawcut to the full depth of pavement at the limits of the excavation to provide a clean, vertical cut surface.

203.02 Materials

The following sentence is added:

All Granular Borrow used on this project shall meet the requirements of Granular Borrow for Underwater Backfill.

203.04 General

The third paragraph is deleted and replaced with the following:

There are no approved waste storage areas or waste areas within the Project limits. Unsuitable materials shall be disposed of off-site in accordance with Subsection 203.06.

Any temporary earth support required to install or remove drainage structures and utilities and support existing or proposed utilities will not be measured separately for payment, but shall be incidental to the Excavation items.

All excavations shall be accomplished in accordance with the applicable OSHA Standards. The Resident reserves the right to request the Contractor to prepare an excavation plan. This plan shall include, but not necessarily be limited to, the limit and depth of excavation, side slope, shoring, trench box and utility support.

203.10 Embankment Construction - General

The thirteenth and fourteenth paragraphs are deleted and replaced with the following:

All portions of the embankment shall be compacted in accordance with the designated embankment compaction requirements specified for the Project.

The existing slopes should be benched as shown on the drawings prior to placing additional fill. Embankment fill should be placed in lifts which extend laterally beyond the limits of the design side slopes such that the specified degree of compaction is achieved within the limits of the completed embankment. The slopes should then be trimmed back to design dimensions.

#### 203.11 Construction of Earth Embankment - Layer Method

The second, third, and fourth paragraphs are deleted and replaced with the following:

Layers shall be placed in lifts not to exceed 12 inches after compaction. Common borrow shall be compacted using vibratory compaction equipment to 92 percent of the material's maximum dry density as determined by ASTM D-1557. The compacted material shall appear firm and stable. Strict moisture control shall be utilized by the Contractor when using a cohesive fill material and the moisture content of the compacted material should not exceed four percent above the material's optimum moisture content.

The first sentence of the fourth paragraph is amended as follows:

Satisfactory compaction of granular borrow is defined as not less than 95 percent of the maximum density.

#### 203.12 Construction of Earth Embankment with Moisture and Density Control

The last sentence of the second paragraph is amended as follows:

Each granular borrow layer placed with controlled moisture shall be compacted to not less than 95 percent of the maximum density.

The following paragraph is added:

Common borrow shall be placed in lifts not to exceed 12 inches after compaction. Common borrow shall be compacted using vibratory compaction equipment to 92 percent of the material's maximum dry density as determined by ASTM D-1557. The compacted material shall appear firm and stable. Strict moisture control shall be utilized by the Contractor when using a cohesive fill material and the moisture content of the compacted material should not exceed four percent above the material's optimum moisture content.

#### 203.16 Winter Construction of Embankments

The word "core" is deleted from the first and second sentences in the first paragraph.

#### 203.18 Method of Measurement

The following sentence is added:

There will be no additional payment for the required excavation plan, and costs shall be incidental to the Excavation items.



SPECIAL PROVISION

SECTION 206

STRUCTURAL EXCAVATION

(Rock Excavation – Pavement)

206.01 Construction Methods

The following sentence is added:

Structural Rock Excavation – Pavement shall consist of removing all pavement thicker than 3’-0”.

206.04 Method of Measurement

The second paragraph is deleted.

206.05 Basis of Payment

The following sentence is added:

The accepted quantity for Structural Rock Excavation – Pavement, will be paid for at the contract unit price per cubic yard.

Payment will be made under:

Pay Item

Pay Unit

206.071          Structural Rock Excavation - Pavement

Cubic Yard

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT  
(Pavement Table)

<b>Course</b>	<b>HMA Grading</b>	<b>Item Number</b>	<b>Total Thickness</b>	<b>No. of Layers</b>	<b>Complimentary Notes</b>
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**Northbound and Southbound Mill and Pave**

<b>Wearing</b>	<b>12.5mm</b>	<b>403.2081</b>	<b>1.5"</b>	<b>1</b>	<b>A,D,E,F,G,H,I,J,K</b>
<b>Shim</b>	<b>4.75</b>	<b>403.211</b>	<b>½"</b>	<b>1</b>	<b>C,I</b>

**Northbound and Southbound Shim and Pave**

<b>Wearing</b>	<b>12.5mm</b>	<b>403.2081</b>	<b>1.5"</b>	<b>1</b>	<b>A,D,E,F,G,H,I,J,K</b>
<b>Intermediate</b>	<b>12.5mm</b>	<b>403.213</b>	<b>1.5"</b>	<b>1</b>	<b>C,I</b>
<b>Base</b>	<b>19.0 mm</b>	<b>403.207</b>	<b>Varies</b>	<b>2 ½" max. lift</b>	<b>C,I</b>
<b>Shim</b>	<b>4.75mm</b>	<b>403.211</b>	<b>Varies 1/2" to 1½"</b>	<b>VARIES</b>	<b>C,I</b>
<b>Shim</b>	<b>12.5 mm</b>	<b>403.211</b>	<b>Varies 1 ½" to 3"</b>	<b>1</b>	<b>C,I</b>

**Northbound and Southbound Full Depth Construction and Full Depth Pavement Removal**

<b>Wearing</b>	<b>12.5mm</b>	<b>403.2081</b>	<b>1.5"</b>	<b>1</b>	<b>A,D,E,F,G,H,I,J,K</b>
<b>Intermediate</b>	<b>12.5mm</b>	<b>403.213</b>	<b>1.5"</b>	<b>1</b>	<b>C,I</b>
<b>Base</b>	<b>19.0 mm</b>	<b>403.207</b>	<b>7.5"</b>	<b>3</b>	<b>C,I</b>

**Exit 7 On and Off Ramp**

<b>Wearing</b>	<b>12.5mm</b>	<b>403.2081</b>	<b>1.5"</b>	<b>1</b>	<b>A,D,E,F,G,H,I,J,K</b>
<b>Intermediate</b>	<b>12.5 mm</b>	<b>403.213</b>	<b>1.5"</b>	<b>1</b>	<b>C,I</b>
<b>Base</b>	<b>19.0 mm</b>	<b>403.207</b>	<b>2.5"</b>	<b>1</b>	<b>C,I</b>



SPECIAL PROVISION

SECTION 409

BITUMINOUS TACK COAT

409.01 Description

This Subsection is deleted and replaced with the following:

This work consists of furnishing and applying uniform applications of Emulsified Asphalt RS-1 or RS-1h conforming to the specifications of AASHTO M-140. The application rate shall be 0.04 gal/yd<sup>2</sup>

This work consists of furnishing and applying uniform applications of UltraTack (NTSS-1HM) by Blacklidge for the final wearing course or as indicated in this specification and as per manufacturers' recommendation. The application rate shall be 0.06 gal/yd<sup>2</sup>

409.05 Equipment

Add "or as determined by the Resident", after the words "gal/yd<sup>2</sup>]" in the fourth line of the second paragraph of this Subsection.

409.06 Preparation of Surface

The following paragraph is added:

All existing pavement and shoulder areas on which bituminous concrete mixtures are to be placed shall receive a tack coat. The surface area where the tack coat is to be applied shall be dry and cleaned of all dirt, sand, and loose material. Cleaning shall be accomplished by use of revolving brooms or mechanical sweepers. Undesirable material not removed by the above means shall be cleaned by hand sweeping or scraping, or a combination of both. Small areas otherwise inaccessible may be swept with hand brooms. The tack coat shall be applied only when the existing surface is dry.

409.08 Method of Measurement

The following paragraphs are added:

Measurement will be based on delivery slips made out in duplicate by the Contractor and signed by the Resident, or his representative, at the point of delivery. One of these slips shall be retained by the Resident and one by the Contractor. Delivery slips shall be furnished by the Contractor and shall provide space for identifying the vehicle and driver, for stating the volume of material carried, the source of the material, the date, and the Resident or his representative's signature.

SPECIAL PROVISION

SECTION 526

CONCRETE BARRIER

(Median Barrier Type I)  
(Median Barrier Transition Type I)

526.01 Description

This Section is deleted and replaced with the following:

This work shall consist of the furnishing, constructing, erecting, and setting permanent concrete barrier and associated elements on granular base material in accordance with these Specifications and the lines and grades shown on the Plans or established by the Resident. The length of each precast barrier segment shall be in accordance with the parameters shown on the Plans. The Contractor shall minimize the number of joints in the final barrier assembly to the extent possible.

The work shall also include furnishing and installing D-shackles as shown on the Plans.

The work shall also be completed in accordance with Supplemental Specification 502, Structural Concrete, and Standard Specification 534, Precast Structural Concrete, as referenced herein.

The work shall also include the application of Clear Protective Coating for Concrete Surfaces to all concrete surfaces exposed in the final condition in accordance with Supplemental Specification 515.

Median Barrier Type 1 - Double faced single slope precast concrete barrier 2'-0" wide at the base, 48" high and 42" minimum reveal as shown on the Plans. A structural tube and I-beam connection detail is provided at each end.

Median Barrier Type 1 – Supplied by MTA Double faced single slope precast concrete barrier 2'-0" wide at the base, 48" high and 42" minimum reveal as shown on the Plans. This barrier is stored at the York Maintenance Facility.

Median Barrier Transition Type 1 – Precast concrete barrier to transition from double faced single slope Median Barrier – Type 1 to vertical section for guardrail attachment as shown on the Plans. A structural tube and I-beam connection detail is provided at each end.

Median Barrier Transition Type 1 – Supplied by MTA Precast concrete barrier to transition from double faced single slope Median Barrier – Type 1 to vertical section for guardrail attachment as shown on the Plans. This barrier is stored at the York Maintenance Facility.



### 526.02 Materials

The second paragraph is deleted in its entirety and replaced with the following:

Concrete for precast components shall be Class P in accordance with Supplemental Specifications, Section 502.05, Composition and Proportioning, with a minimum compressive strength of 4,500 psi and an air entrainment of 6.5%  $\pm$ 1%. Self Consolidating Concrete (SCC) mix designs will be considered for approval provided the mix design is in conformance with the proportion limits specified in Supplemental Specification 502.05. The provisions for slump shall be waived for SCC.

Steel components and hardware for barrier connection assemblies shall be in accordance with MaineDOT Standard Specification 504. All barrier connection assemblies shall be hot dip galvanized after fabrication in accordance with ASTM A123 or A153, as applicable.

All reinforcing steel for concrete barrier shall be epoxy coated. Reinforcing steel shall be fabricated and placed in accordance with the Standard Specifications, Section 503.

Reflective delineators for concrete median barrier shall meet the requirements of Special Provision 645, Highway Signing.

Clear Protective Coating for Concrete Surfaces shall be in accordance with Supplemental Specification 515.

### 526.03 Construction Requirements

The first paragraph, including items “a” through “c”, and the second paragraph are deleted and replaced with the following:

The Contractor shall collect any necessary field data to supplement the Plans, including ground survey and field measurements, required for the development of working drawings. The Contractor shall submit working drawings for approval showing the fabrication details of each proposed barrier section as well as layout drawings indicating station to station plan layout of the barrier, the type of barrier proposed at each location, the length of each barrier segment, the quantity of each barrier segment, and the overall length of each barrier run in accordance with Section 105.7, Working Drawings, and Section 526.031, Submittals. Additionally, working drawings for precast elements shall be submitted in accordance with Standard Specification 535.03, Drawings. Relevant field data, survey, and calculations used in the development of the barrier layout shall be included in the working drawing submittal.

All precast components shall be constructed in accordance with the provisions of Standard Specification 534, Section 534.05, Facilities for Inspection, through Section 534.10, Forms,

inclusive, as well as Section 534.12, Inserts, through Section 534.20, Installation of Precast Units, inclusive. The provisions of Standard Specification Section 712.061, Structural Precast Concrete Units, exclusive of material requirements, shall apply. Concrete barrier shall not be formed using slip forming methods.

The following paragraphs are added at the end of this section:

- f. Sections of barrier, whether precast or concrete, shall be uniform in color and in good condition, free from cracked or spalled surfaces.

The layout and placement of the concrete barriers shall be to the alignment and elevations shown on the Plans, approved working drawings, or as directed by the Resident. Before any barrier or transitions may be placed, the subbase shall be compacted to 95 percent density and fine graded to a tolerance of  $\pm 1/2$  inch of the true grade at any location under the barrier.

#### 526.031 Submittals

Prior to construction, the Contractor shall submit the following to the Resident for review and approval:

- a) Complete and detailed Shop Drawings of each barrier type. Shop drawings shall include information covering materials and their properties, installation procedures, lifting devices, storage and handling requirements, reinforcing layout, protective coating information, geometric dimensions, quantity of pieces, overall length of pieces, and all other information necessary to fabricate the pieces in accordance with the Plans and Specifications.
- b) Complete and detailed layouts for all barrier runs. The layouts shall include:
  - i. A suitably formatted spreadsheet for each barrier run that includes start and end stations for all Type 1 barrier runs centered on the Turnpike median, all Type 1 barrier tapered runs, all transitions between Type 1 and transitions, fixed points including but not limited to Overhead Sign Structure Locations.
  - ii. The spreadsheet shall also include the quantity and length of all standard and custom pieces of each type in the run. Standard and custom length pieces shall be quantified and included in the Shop Drawing bill of materials. The Contractor shall minimize the number of joints and maximize the number of standard length pieces in the final barrier assembly to the extent possible.
  - iii. Contractor is responsible for surveying station locations of fixed points and other necessary features before developing final layout stationing.
  - iv. Contractor shall work from fixed points to floating points when developing barrier layout runs. See barrier detail sheets for defined fixed and floating points. Contractor shall submit a proposed construction sequence for the installation of the barrier, including the start and end stations of each barrier run. The floating



SPECIAL PROVISION

SECTION 631

EQUIPMENT RENTAL

(Air Compressor Including Operator)  
(Air Tool Including Operator)  
(Jackhammer Including Operator)  
(All Purpose Excavator Including Operator)  
(Truck-Small Including Operator)  
(Chain Saw Rental Including Operator)  
(Culvert Cleaner Including Operator)  
(Foreperson)  
(Bucket Truck)  
(Scissor Lift)  
(Electrician)  
(Electrician's Apprentice)

631.02 General

The following sentences are added:

Jackhammer - To be included under category of air tool.

Bucket truck - Approved one man, able to reach 30 feet high bucket truck with 10 feet lateral extension.

Scissor Lift - Hydraulic scissors lift with a minimum capacity of three workers.

Electrician - Licensed by State of Maine.

Electrician's Apprentice - Enrolled in an accredited program.

631.08 Basis of Payment

The following paragraphs are added:

Such related costs such as use of hand tools, meal and room expenses, benefits, insurance, retirement, travel time, overtime, overhead and profit will not be measured separately for payment, but shall be incidental to the unit price for the bid item.

The labor hour bid items shall include labor and labor burdens, benefits, supervision, transportation, travel time and allowances, overnights, small tools and equipment, subcontractor overhead and profit, and General Contractor overhead and profit. Time will be measured from the start of work to the stoppage of work at the project site; less the time taken for lunch. No deduction of time will be taken for the standard morning "coffee break".

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
631.10	Air Compressor (including operator)	Hour
631.11	Air Tool (including operator)	Hour
631.115	Jackhammer (including Operator)	Hour
631.12	All Purpose Excavator (including operator)	Hour
631.171	Truck-small (including operator)	Hour
631.18	Chain Saw Rental (including operator)	Hour
631.32	Culvert Cleaner (including operator)	Hour
631.36	Foreperson	Hour
631.51	Bucket Truck	Hour
631.52	Scissor Lift	Hour
631.53	Electrician	Hour
631.54	Electrician's Apprentice	Hour



SPECIAL PROVISION

SECTION 645

HIGHWAY SIGNING

(Barrier Reflector)

645.01 Description

This Section is deleted and replaced with the following:

This work consists of furnishing and installing new barrier reflectors on the top portion of the precast concrete median barrier in accordance with these specifications and as shown on the plans, details, or as established; including all labor material, equipment and incidentals necessary to complete the work, in conjunction with the rest of the project.

645.02 Materials

The reflectors shall be designed to be affixed to the top of the precast concrete median barrier by non-mechanical means, and when covered with reflective sheeting provides a directional visual cue to the location of the barrier wall and roadway. The design of the reflector shall provide twelve (12) square inches of surface area for application of retro-reflective sheeting of a specified grade during manufacture.

The T-shaped reflector shall consist of a flat rigid upper panel, to which is affixed retro-reflective sheeting, and a rigid base plate. Connecting these two components shall be a clear, UV-stabilized, flexible polyurethane hinge at least 0.5” in height. The polyurethane hinge shall be both mechanically and chemically attached to both the base plate and top panel. All materials shall be new.

The reflector units shall be constructed of a UV-stabilized, high-impact rigid thermo-plastic alloy conforming to the following material specifications:

<b>Property</b>	<b>ASTM Test</b>	<b>Results</b>
Tensile Strength @ Yield (min psi)	D638	6,400
Impact Strength @ 73F (Ft#/in) notched izod	D256	2.9
Impact Strength @ -4F (Ft#/in) notched izod	D256	2.3
Flexural Strength @ 73F (psi)	D790	12,000
Flexural Modulus @ 73F (psi)	D790	400,000

The “hinge” portion shall be constructed of a UV-stabilized, flexible thermo-plastic polyurethane conforming to the following material specifications:

Property	ASTM Test	Results
Specific Gravity (min.)	D 792	1.19
Hardness (min.)	D 2240	80 A
Tensile Strength @ yield, (min PSI)	D 412	4,600
Ultimate Elongation (min)	D 412	330
Compression Set (22 hrs. @ 70° C)	D 396	65
Tear Strength (min PLI)	D 624, Die C	600
Taber Abrasion (CS17 Wheel)	100 cycles	3 mg

The polyurethane “hinge” of the reflector shall have the following minimum dimensions in relation to rigid top panel and base sections:

- Wall thickness of the rigid top panel and base sections shall be min. 0.090”;
- Wall thickness of the polyurethane hinge section shall be min. 0.090”;
- Total surface area of the connection of the hinge to the upper top panel shall be minimum of 0.500”;
- Total surface area of the connection of the hinge to the lower base plate shall be a minimum of 0.400”.
- The polyurethane hinge shall protrude vertically into the top panel.
- The polyurethane hinge shall also protrude down into the base plate.
- The un-encapsulated section of the poly-urethane hinge shall be no less than 0.100” thick and 0.130” tall.

The reflectors shall be constructed of UV-stabilized polymers white in color. The color shall be solid throughout and stabilized to resist UV degradation. The polyurethane “hinge” shall be natural/clear in color.

All reflectors shall have retro-reflective sheeting applied to both sides of the top panel. Reflective sheeting shall be yellow, and shall conform to the material requirements of Section 719.01 – Reflective Sheeting, for high intensity reflective sheeting. The sheeting shall be factory-applied to the reflector by the manufacturer.

#### 645.03 Construction Requirements

The Contractor shall note that it is the Department’s intention for barrier reflector installation to occur concurrently with the linear installation of the precast concrete median barrier, however, the contractor may perform this work on their timing, with Resident approval. All maintenance of traffic is incidental.

There will be no separate payment for the furnishing and installation of the new barrier reflectors, but shall be considered incidental to the lump sum Pay Item 526.35 – Precast Concrete Median Barrier.

Final location for the installation of the barrier reflectors shall be in accordance with Table 1 – Spacing of Reflectors as shown on the Plans, and as approved by the Resident.

The Contractor shall operate in a manner which prevents damage to the barrier reflectors during installation. The Contractor shall be responsible for replacement and reinstallation of



barrier reflectors damaged during the Contractor's operations. No additional payment shall be made for replacement and reinstallation of barrier reflectors damaged as a result of the Contractor's operations.

645.04 Method of Measurement

The quantity of Barrier Reflectors shall not be measured for payment, but shall be considered incidental to Pay Item 526.35 – Precast Concrete Median Barrier.

645.05 Basis of Payment

No separate payment will be made. Payment shall be considered incidental to the related pay items for Median Barrier, Bridge Endpost Median Barrier Transition, and Guardrail Median Barrier Transition.

SPECIAL PROVISION

SECTION 645

HIGHWAY SIGNING

(Remove and Reset Sign)  
(Remove and Stack Sign)  
(Remove and Dispose Sign)

645.07 Demounting and Reinstalling Existing Signs and Poles

The following paragraphs are added:

At locations noted on the Plans, existing ground-mounted signs are designated to be removed and reset. This work shall consist of removing the sign panels, removing and resetting or disposing of the existing wood post and resetting the sign panels on a new wood post if required in the appropriate specified location. The Resident will determine if a new wood post is required.

At locations as shown on the Plans, existing ground-mounted signs and overhead mounted signs are designated to be removed and stacked. This work shall consist of removing and delivering existing sign panels, posts, concrete foundations, steel bridge sign supports and breakaway devices to the MTA Sign Shop at Mile 58 NB. All aluminum sign support structures shall be disposed of by the Contractor.

All other signs shown to be removed or removed and disposed (signs less than 12 feet wide) shall consist of demounting and removing the existing sign panels and disposing by the Contractor. Steel supports, precast foundations in good condition, and breakaways that are removed with signs that are removed and disposed shall be stacked in the same manner as supports for signs that are removed and stacked. Other foundations shall be disposed of by the contractor

Excavations shall be backfilled and ground restored to the satisfaction of the Resident. Existing foundations for overhead sign structures shall be abandoned by removing the foundation to 6 inches below finished grade and disposed.

Any existing signs not shown on the Plans are to remain in their existing condition unless directed otherwise by the Resident.

645.08 Method of Measurement

The following sentences are added:

Removing and Resetting existing ground-mounted signs shall be measured as complete unit each, removed, reset and accepted.

Removing and Resetting of existing DMS Signs shall be coordinated with the MTA and the 8.8 Toll Plaza contractor.



Removing and stacking existing signs, regardless of the type of sign stacked, shall be measured as complete units each removed and stacked.

Removing and disposing existing signs shall be measured as complete units each removed and disposed.

645.09 Basis of Payment

The following paragraphs are added:

The accepted signs removed and stacked shall be paid for at the Contract unit price each as specified for each type of sign designated on the plans. Such price shall include removing and stacking sign panels and supports, and removing or abandoning foundations at the location specified.

The accepted signs Removed and Reset will be paid for at the Contract unit price each as specified. Such price will include removing and resetting sign panels, removing and resetting or disposing existing wood post and resetting the sign panels on the existing or new wood post and new hardware as required to complete the sign installation. Any signs or supports damaged by the Contractor shall be replaced by him with new signs or supports conforming to the applicable Specifications at no additional cost to the Authority.

The accepted signs Removed and Disposed shall be paid for at the Contract unit price each as specified. Such price shall include demounting, removing, and disposing the sign panels, removing, disassembling, and stacking the sign supports, breakaways at the location specified, and precast foundations that are not reused and in good condition. Payment shall also include disposing of other foundations. Ground restoration shall be paid for under the appropriate contract pay items.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
645.105 Remove and Stack Sign	Each
645.1051 Remove and Stack Ground Mount Sign and Structure	Each
645.1052 Remove and Stack Overhead or Cantilever Guide Sign and Structure	Each
645.109 Remove and Reset Sign	Each
645.1099 Remove and Dispose Sign	Each

anticipate the use of this item on the contract. If contractor wishes to utilize temporary portable rumble strips and the item is not in the contract, then the contractor may propose use of them to the Authority for consideration.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
652.30	Flashing Arrow	Each
652.312	Type III Barricades	Each
652.33	Drum	Each
652.34	Cone	Each
652.35	Construction Signs	Square Foot
652.351	Construction Signs-Supplied by Authority	Lump Sum
652.361	Maintenance of Traffic Control Devices	Lump Sum
652.41	Portable-Changeable Message Sign	Each
652.45	Truck Mounted Attenuator	Calendar Day
652.47	Sequential Flashing Warning Lights	Each
652.451	Automated Trailer Mounted Speed Limit Sign	Each



SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Portable Light Towers)

652.1 Description

The following sentence is added to the second paragraph:

Traffic control devices shall also include portable light towers.

652.1.5 General

Portable light towers will be required to illuminate the toll plaza at the locations shown on Phase 1 of the Maintenance of Traffic Plans.

The portable light towers shall provide sufficient light to illuminate the fronts of the tollbooths across all lanes in both the northbound and southbound directions.

The Contractor shall submit a catalog cut shop drawing to the Resident of all proposed equipment for review and approval.

652.7 Method of Measurement

This Subsection is amended by the addition of the following to the first paragraph:

Only Portable Light Towers used for traffic control during Phase 1 as shown in the Maintenance of Traffic Plans, as approved by the Resident, shall be measured for payment. Light Towers will only be measured for payment once, regardless of the number of times used. Light Towers utilized for the Contractor's operations will not be paid for.

652.8.2 Basis of Payment

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.39      Portable Light Tower	Each

SPECIAL PROVISION

SECTION 800

MISCELLANEOUS INCIDENTALS

(Toll Plaza and Tunnel Demolition)

800.1 Description

This work shall consist of demolishing the existing toll plaza and tunnel at Mile 7.3, and legally disposing of all debris materials. Structure components to be demolished and disposed of are shown on the Plans or described herein. The following work in this item generally includes, but is not limited to demolishing and legally disposing of debris materials for the following plaza, tunnel, and building components:

1. Canopy over Lanes 1 through 17 including all architectural finishes, signage, equipment, roof drainage, conduit, and all other canopy components.
2. Sign and antenna support bridges.
3. All existing toll booths and booth contents.
4. All toll island concrete components including islands, bumpers, ramparts, pedestals, stair enclosure walls.
5. Roadway structural slab including all loops, treadles, conduit and associated wiring.
6. Signage, flashing beacons and all related toll equipment mounted to concrete toll islands.
7. Concrete berms and curbs along Lanes 1 and 17.
8. Bollards and miscellaneous equipment support structures in islands and berms.
9. Tunnel structure and contents.
10. Portions of existing piles.
11. Disconnecting, capping and making inactive all utilities servicing the tunnel and plaza. Filling inactive pipes and conduit with grout as noted on the Plans.
12. Selective demolition at the existing toll administration building structure in preparation for construction of a new basement closure wall.
13. Existing shed, miscellaneous structures and concrete slabs adjacent to the toll administration building.
14. Installing new underdrain section along building within footprint of demolished tunnel.

800.2 Demolition Plan and Procedures

Prior to starting any demolition work, the Contractor shall submit demolition plans and procedures to the Resident for approval. The demolition plans shall show types, locations, and dimensions of all demolition equipment. Temporary fencing and dimensions between equipment and travel roadways shall be shown. Procedures shall specify demolition methods and timeframes for utility disconnections and removal of asbestos-containing materials.



All materials removed as part of this work shall become the property of the Contractor unless otherwise noted. The Contractor shall provide the Resident with an affidavit stating the final location of all disposed material and that the material was disposed of in accordance with the Maine Department of Environmental Protection Solid Waste Regulations.

### 800.3 Salvaged Items

Salvage items listed on the Plans and as directed by the Resident and Toll Systems Manager shall be removed and stacked at the Authority's Central Inventory/Sign Shop MM 58.3 Northbound. The Contractor shall allow 5 days for TransCore and MTA to salvage equipment and other items not required to be removed by the Contractor. When the Resident directs the Contractor to salvage items from an existing structure, the Contractor shall carefully dismantle the items, and transport the items to the location specified above. If approved by the Resident, items may be temporarily stored within the right-of-way prior to transporting off-site. The use of any portion of the salvaged material in connection with new or temporary construction shall not be anticipated by the Contractor.

### 800.4 Decommissioning the Plaza and Preparation for Demolition of Structures

Once the plaza is decommissioned and made ready for demolition, the Contractor shall provide the necessary time for the utility companies and trades to disconnect and cap or remove all services to the tunnel and plaza. The time required for removal of asbestos containing materials in the structures shall also be included in the Contractor's schedule of operations.

Within the building, disconnect and cap utilities servicing the tunnel and plaza and remove all electrical wires back to the panels. Remove or relocate pipes, conduits, supports and all other utility components to allow for construction of the new basement closure wall.

### 800.5 Demolition Debris and Traffic Adjacent to Work Zone

The Contractor shall ensure that traffic will be protected from debris and construction operations. Temporary chain-link fence with protective screens shall be provided to separate traffic from the demolition work zones.

Demolition debris (including debris from wearing surface removal, saw cut slurry, dust, concrete debris, etc.) shall be contained and shall not be allowed to discharge to any resource. Debris shall be disposed of in accordance with local, State, and Federal regulations.

No separate payment will be made for the following:

1. Salvaging items.
2. Debris containment (i.e. temporary protective fence) and dismantling, storing and transporting salvaged materials.
3. Excavating and dewatering as required to demolish the tunnel structure.
4. Furnishing granular borrow (Section 203) to fill voids due to removal of plaza and tunnel.

Payment will be made under:

Pay Item

Pay Unit

800.311 Toll Plaza and Tunnel Demolition

Lump Sum



SPECIAL PROVISION

SECTION 802

MISCELLANEOUS INCIDENTALS

(Construct Underdrained Soil Filters)

802.01 Description

This work shall consist the construction of Underdrained Soil Filters (USF) stormwater management facilities as shown on the plans. The work includes all incidental construction, not paid under separate items, to complete the construction of the facilities.

802.02 Related Items

The work in this section includes incidental construction required to complete the underdrained soil filter that are not paid separately in the contract.

The following items associated with the USF's shall be measured and paid for separately under their respective unit price items: common excavation, rock excavation, common borrow for embankments, clay borrow for embankment core, 6" underdrain, 8" underdrain, geotextile fabric, impermeable clay liners, overflow spillway ditch protection, all loam, temporary mulch, seeding for embankment areas and all temporary erosion and sedimentation controls.

All other incidental work to complete the USFs as shown on the plans including but not limited to the 18" filter media, concrete barrier spillway with concrete footing, 14" layer Type B underdrain bedding sand, as well as the specified wetland seed for the basin bottom shall be incidental to the Construct Underdrain Soil Filter Item.

802.03 Method of Measurement

Construct Underdrained Soil Filter will be measured as a single lump sum to include all USF basins indicated on the plans.

802.04 Basis of Payment

The lump sum price for Construct Underdrained Soil Filter (USF) shall be full compensation for furnishing and installing all labor, materials, tools, equipment, and incidentals necessary to the complete the work as shown on the plans.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
802.01 Underdrained Soil Filters	Lump Sum