

LOCATION MAP

CONTRACT 2014.08  
PAVEMENT REHABILITATION,  
GUARDRAIL AND  
CLEAR ZONE IMPROVEMENTS  
NORTHBOUND MM 57.0 TO 59.5



THE GOLD STAR  
MEMORIAL HIGHWAY

# MAINE TURNPIKE AUTHORITY

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 JAMES F. CLOUTIER, VICE CHAIR  
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 JOHN E. DORITY, MEMBER  
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 ROBERT D. STONE, MEMBER  
 BRUCE A. VAN NOTE, MEMBER EX-OFFICIO  
 S. PETER MILLS, EXECUTIVE DIRECTOR

## CONTRACT 2014.08 PAVEMENT REHABILITATION, GUARDRAIL, AND DRAINAGE IMPROVEMENTS NORTHBOUND MM 57.0 TO MM 59.5

### MEDIAN OPENING MM 56.9 MEDIAN CROSSOVERS FOR PISCATAQUA RIVER BRIDGES MM 55.5 AND MM 56.6

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**TYLINT**INTERNATIONAL

APPROVED: MAINE TURNPIKE AUTHORITY

*Peter S. Merfeld*  
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 CHIEF OPERATIONS OFFICER

4/30/14  
 DATE

*Stephen R. Tartre*  
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 DIRECTOR OF ENGINEERING AND BUILDING MAINTENANCE

4/30/14  
 DATE



*Joseph R. Howe*  
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 ENGINEER OF RECORD

4/29/2014  
 DATE

*James O. Ferguson*  
 JAMES O. FERGUSON  
 PROJECT MANAGER

4/29/2014  
 DATE

Date: 5/27/2014

Username:

Division:

Filename: ... \MSTA\002\_general\_notes.dgn

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| ESTIMATED QUANTITIES |  |      |                 |                    |                         |                   |                    |                |
|----------------------|--|------|-----------------|--------------------|-------------------------|-------------------|--------------------|----------------|
| ITEM NO.             | ITEM   | UNIT | PAVING QUANTITY | CROSSOVER QUANTITY | MEDIAN OPENING QUANTITY | CULVERTS QUANTITY | GUARDRAIL QUANTITY | TOTAL QUANTITY |
| 202.15               | REMOVING EXISTING MANHOLE CATCH BASIN                      | EA   |                 | 9                  |                         |                   |                    | 9              |
| 202.202              | REMOVING PAVEMENT SURFACE                                  | SY   | 40,000          |                    |                         |                   |                    | 40,000         |
| 202.2026             | REMOVING PAVEMENT SURFACE - DRAINAGE PATHS                 | SF   | 630             |                    |                         |                   |                    | 630            |
| 202.206              | REMOVING RUMBLE STRIPS                                     | LF   |                 | 12,300             |                         |                   |                    | 12,300         |
| 203.20               | COMMON EXCAVATION  | CY   |                 | 3600               | 120                     |                   |                    | 3720           |
| 205.51               | WIDENING OF EXISTING SHOULDER                              | LF   | 150             |                    |                         |                   |                    | 150            |
| 205.52               | WIDENING OF EXISTING SHOULDER FOR TRUCK TURNOUT            | EA   |                 |                    | 2                       |                   |                    | 2              |
| 211.30               | DITCH EXCAVATION   | LF   | 225             | 25                 |                         |                   |                    | 250            |
| 304.10               | AGGREGATE SUBBASE COURSE - GRAVEL                          | CY   |                 | 3650               | 120                     |                   |                    | 3770           |
| 403.208              | HOT MIX ASPHALT - 12.5 MM, SURFACE                         | T    |                 | 620                | 21                      |                   |                    | 641            |
| 403.2083             | HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED) - RAP         | T    | 3400            |                    |                         |                   |                    | 3400           |
| 403.211              | HOT MIX ASPHALT (SHIMMING)                                 | T    | 1200            |                    |                         |                   |                    | 1200           |
| 403.213              | HOT MIX ASPHALT - 12.5 MM, BASE                            | T    |                 | 610                | 21                      |                   |                    | 631            |
| 409.15               | BITUMINOUS TACK COAT, APPLIED                              | G    | 3000            | 140                | 5                       |                   |                    | 3145           |
| 419.30               | SAWING BITUMINOUS PAVEMENT                                 | LF   |                 | 5450               | 2350                    |                   |                    | 7800           |
| 470.08               | BERM DROP OFF CORRECTION - GRINDINGS                       | T    |                 |                    |                         |                   | 200                | 200            |
| 526.306              | TEMPORARY CONCRETE BARRIER, TYPE I - SUPPLIED BY AUTHORITY | LS   |                 | 1                  |                         |                   |                    | 1              |
| 527.303              | ENERGY ABSORBING SYSTEM (C-A-T) - REMOVE, MODIFY AND RESET | EA   |                 |                    | 2                       |                   |                    | 2              |
| 527.341              | WORK ZONE CRASH CUSHION - TL-3                             | UN   |                 | 2                  |                         |                   |                    | 2              |
| 603.1515             | SLOTTED DRAIN  | LF   |                 | 2660               |                         |                   |                    | 2660           |
| 603.152              | 12" CORRUGATED HDPE PIPE                                   | LF   |                 | 180                |                         |                   |                    | 180            |
| 603.155              | 12" RCP CLASS III  | LF   |                 |                    |                         | 64                |                    | 64             |
| 603.28               | CONCRETE COLLAR  | EA   |                 | 7                  |                         | 3                 |                    | 10             |
| 604.093              | MAINE TURNPIKE CATCH BASIN TYPE BI                         | EA   |                 | 10                 |                         |                   |                    | 10             |
| 604.184              | REBUILD CATCH BASIN TO GRADE - TYPE II                     | EA   |                 | 1                  |                         | 3                 |                    | 4              |
| 604.186              | REBUILD CATCH BASIN TO GRADE - TYPE IV                     | EA   |                 | 1                  |                         |                   |                    | 1              |
| 604.40               | SECURE CATCH BASIN GRATE                                   | EA   |                 | 4                  |                         |                   |                    | 4              |
| 606.178              | GUARDRAIL BEAM   | LF   |                 |                    |                         |                   | 375                | 375            |
| 606.24               | GUARDRAIL TYPE 3D - SINGLE RAIL                            | LF   |                 |                    |                         |                   | 150                | 150            |
| 606.2652             | TERMINAL END - REMOVE AND STACK                            | EA   |                 |                    |                         |                   | 5                  | 5              |
| 606.278              | TERMINAL END - ANCHORED END                                | EA   |                 |                    |                         |                   | 5                  | 5              |
| 606.353              | DELINEATOR POST  | EA   |                 |                    |                         |                   | 21                 | 21             |
| 606.355              | DELINEATOR POST - REMOVE AND STACK                         | EA   |                 |                    |                         |                   | 13                 | 13             |
| 606.3606             | GUARDRAIL - REMOVE, MODIFY, AND RESET - DOUBLE RAIL        | LF   |                 |                    | 400                     |                   |                    | 400            |
| 606.3621             | GUARDRAIL ADJUST, SINGLE RAIL                              | LF   |                 |                    |                         |                   | 3700               | 3700           |
| 606.3622             | GUARDRAIL ADJUST, DOUBLE RAIL                              | LF   |                 |                    |                         |                   | 1350               | 1350           |
| 606.369              | GUARDRAIL - REMOVED AND STACKED                            | LF   |                 | 3100               | 225                     |                   |                    | 3325           |
| 606.471              | SINGLE OFFSET BLOCK - W-BEAM                               | EA   |                 |                    |                         |                   | 27                 | 27             |
| 606.48               | SINGLE GALVANIZED STEEL POST                               | EA   |                 |                    |                         |                   | 27                 | 27             |
| 606.754              | WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL           | EA   |                 |                    |                         |                   | 4                  | 4              |
| 610.08               | PLAIN RIPRAP   | CY   |                 | 14                 |                         | 7                 |                    | 21             |
| 613.319              | EROSION CONTROL BLANKET                                    | SY   | 160             | 17                 |                         |                   |                    | 177            |
| 620.58               | EROSION CONTROL GEOTEXTILE                                 | SY   |                 | 41                 |                         | 24                |                    | 65             |
| 627.18               | 12" SOLID WHITE PAVEMENT MARKING LINE                      | LF   | 1250            |                    |                         |                   |                    | 1250           |
| 627.712              | WHITE OR YELLOW PAVEMENT MARKING LINE                      | LF   | 26,800          | 12,600             |                         |                   |                    | 39,400         |
| 627.713              | BROKEN WHITE PAVEMENT MARKING LINE                         | LF   | 13,700          |                    |                         |                   |                    | 13,700         |
| 627.761              | TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW           | LF   | 13,300          |                    |                         |                   |                    | 13,300         |
| 627.77               | REMOVING EXISTING PAVEMENT MARKING                         | SF   |                 | 4300               |                         |                   |                    | 4300           |
| 627.812              | TEMPORARY RAISED PAVEMENT MARKERS                          | EA   | 1350            |                    |                         |                   |                    | 1350           |
| 627.94               | PAVEMENT MARKING TAPE                                      | LF   | 450             |                    |                         |                   |                    | 450            |
| 629.05               | HAND LABOR, STRAIGHT TIME                                  | HR   | 40              | 20                 |                         |                   |                    | 60             |
| 631.10               | AIR COMPRESSOR (INCLUDING OPERATOR)                        | HR   | 10              | 5                  |                         |                   |                    | 15             |
| 631.11               | AIR TOOL (INCLUDING OPERATOR)                              | HR   | 10              | 5                  |                         |                   |                    | 15             |
| 631.12               | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)                 | HR   | 20              | 10                 | 20                      |                   |                    | 50             |
| 631.172              | TRUCK - LARGE (INCLUDING OPERATOR)                         | HR   | 40              | 20                 |                         |                   |                    | 60             |
| 631.32               | CULVERT CLEANER (INCLUDING OPERATOR)                       | HR   | 4               | 6                  |                         |                   |                    | 10             |
| 631.36               | FOREMAN  | HR   | 20              | 10                 |                         |                   |                    | 30             |
| 645.109              | REMOVE AND RESET SIGN                                      | EA   |                 |                    | 1                       |                   |                    | 1              |
| 652.30               | FLASHING ARROW BOARD                                       | EA   | 1               | 2                  |                         |                   |                    | 3              |
| 652.33               | DRUM   | EA   | 140             | 260                |                         |                   |                    | 400            |
| 652.332              | DRUM LEFT IN PLACE   | EA   |                 | 120                |                         |                   |                    | 120            |
| 652.35               | CONSTRUCTION SIGNS   | SF   | 670             | 420                |                         |                   |                    | 1090           |
| 652.351              | CONSTRUCTION SIGNS LEFT IN PLACE                           | SF   |                 | 900                |                         |                   |                    | 900            |
| 652.361              | MAINTENANCE OF TRAFFIC CONTROL DEVICES                     | LS   | 0.47            | 0.49               |                         |                   |                    | 1              |
| 652.411              | PORTABLE - CHANGEABLE MESSAGE SIGN                         | MO   | 5               |                    |                         |                   |                    | 5              |
| 652.45               | TRUCK MOUNTED ATTENUATOR                                   | CD   |                 | 10                 |                         | 10                | 10                 | 30             |
| 656.632              | 30 INCH TEMPORARY SILT FENCE                               | LF   | 650             | 250                | 980                     |                   |                    | 1880           |
| 659.10               | MOBILIZATION   | LS   | 0.44            | 0.49               | 0.04                    | 0.01              | 0.03               | 1              |

**GENERAL NOTES:**

- ALL WORK SHALL CONFORM TO THE 2002 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, EXCEPT AS MODIFIED BY THE MAINE TURNPIKE AUTHORITY'S GENERAL AND SPECIAL PROVISIONS.
- 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. EXCAVATING 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.  
  
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 SMART MARKS, THE AUTHORITY SHALL DEDUCT THE ADDED MARKING COSTS FROM THE CONTRACTOR'S PAYMENTS.
- 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 EXCAVATIONS).
- ALL STANDARD DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) STANDARD DETAILS HIGHWAY AND BRIDGES LATEST REVISIONS AND MAINE DOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.

**DRAINAGE NOTES:**

- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.

**EROSION CONTROL:**

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

**SIGNS:**

- ITEM 645.109 - REMOVE AND RESET SIGN HAS BEEN ESTIMATED FOR THE NO U-TURN SIGN AT 55.6 MEDIAN OPENING (TO BE RELOCATED TO 56.9). MTA WILL PROVIDE NEW SIGN PANELS.
- THE BOTTOM OF U-TURN SIGNS SHALL BE SET AT 7'-0" ABOVE GROUND.
- RESET U-TURN SIGNS SHALL BE LOCATED 6' FROM FACE OF CROSSOVER PAVEMENT AND 0' OFFSET FROM BASELINE.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**ESTIMATED QUANTITIES AND GENERAL NOTES**

SHEET NUMBER: C-1

CONTRACT: 2014.08

2 OF 27

| STATION                 | OFFSET                | ITEM 211.30<br>DITCH EXCAVATION | ITEM 603.1515<br>12" SLOTTED DRAIN | ITEM 603.152<br>12" CORRUGATED HDPE PIPE | ITEM 603.155<br>12" REINFORCED CONCRETE PIPE - CLASS III | ITEM 604.093<br>MAINE TURNPIKE CATCH BASIN TYPE BI | ITEM 604.184<br>REBUILD CATCH BASIN TO GRADE - TYPE II | ITEM 604.186<br>REBUILD CATCH BASIN TO GRADE - TYPE IV | ITEM 604.40<br>SECURE CATCH BASIN GRATE | ITEM 613.319<br>EROSION CONTROL BLANKET | CATCH BASIN OUTLETS ON RDWY SLOPE | REMARKS                                 |
|-------------------------|-----------------------|---------------------------------|------------------------------------|--|--|--|--|--|---|---|-----------------------------------|---|
| 2762+46 TO 2764+96      | 1' RT                 |                                 | 250.0                              |  |  |  |  |  |   |   |                                   |   |
| 2764+90                 | 44' RT                | 25.0                            |                                    | 16.0                                     |  |  | 1.0  |  | 1.0                                     | 17.0                                    | NB                                |   |
| 2764+90                 | 10' RT                |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2764+90                 | 8' RT TO 3' RT        |                                 |                                    | 5.0                                      |  |  |  |  |   |   |                                   |   |
| 2764+90                 | 1' RT                 |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2764+90                 | 8' LT TO 1' LT        |                                 |                                    | 7.0                                      |  |  |  |  |   |   |                                   |   |
| 2764+90                 | 10' LT                |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2764+90                 | 44' LT                |                                 |                                    | 16.0                                     |  |  |  |  | 1.0                                     |   | SB                                |   |
| 2764+92 TO 2767+96      | 1' RT                 |                                 | 304.0                              |  |  |  |  |  |   |   |                                   |   |
| 2768+00                 | 1' RT                 |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2768+00                 | 44' LT                |                                 |                                    | 16.0                                     |  |  |  |  |   |   | SB                                |   |
| 2768+02 TO 2770+60      |                       |                                 | 258.0                              |  |  |  |  |  |   |   |                                   |   |
| 2770+95.19 TO 2771+7.31 | 62.93' RT TO 2.88' RT |                                 |                                    |  | 64.0   | 1.0  |  |  |   |   | NB                                | CB AT 2771+8.00, 1' RT; SECURE CB GRATE |
| 2771+20 TO 2777+00      | 1' RT                 |                                 | 580.0                              |  |  |  |  |  |   |   |                                   |   |
| 2777+05                 | 1' RT                 |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2777+05                 | 44' RT                |                                 |                                    | 16.0                                     |  |  |  |  |   |   | NB                                |   |
| 2777+07 TO 2779+07      | 1' RT                 |                                 | 200.0                              |  |  |  |  |  |   |   |                                   |   |
| 2829+46 TO 2830+18      | 1' LT                 |                                 | 72.0                               |  |  |  |  |  |   |   |                                   |   |
| 2830+20                 | 1' LT                 |                                 |                                    |  |  |  |  | 1.0  |   |   | SB                                | CLEAN OUT OUTLET                        |
| 2830+60 TO 2832+48      | 1' LT                 |                                 | 188.0                              |  |  |  |  |  |   |   |                                   |   |
| 2832+50                 | 44' RT                |                                 |                                    |  |  |  |  | 1.0  |   |   | NB                                | CLEAN OUT OUTLET                        |
| 2832+50                 | 10' RT                |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2832+50                 | 8' RT TO 1' RT        |                                 |                                    | 7.0                                      |  |  |  |  |   |   |                                   |   |
| 2832+50                 | 1' LT                 |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2832+50                 | 3' LT TO 8' LT        |                                 |                                    | 5.0                                      |  |  |  |  |   |   |                                   |   |
| 2832+50                 | 10' LT                |                                 |                                    |  |  | 1.0  |  |  |   |   | SB                                | SECURE CB GRATE                         |
| 2832+50                 | 44' LT                |                                 |                                    | 16.0                                     |  |  |  |  | 1.0                                     |   |                                   |   |
| 2832+52 TO 2833+24      | 1' LT                 |                                 | 72.0                               |  |  |  |  |  |   |   |                                   |   |
| 2833+72 TO 2834+28      | 1' LT                 |                                 | 56.0                               |  |  |  |  |  |   |   |                                   |   |
| 2834+30                 | 1' LT                 |                                 |                                    |  |  | 1.0  |  |  |   |   |                                   | SECURE CB GRATE                         |
| 2834+30                 | LT                    |                                 |                                    | 16.0                                     |  |  |  |  |   |   | SB                                |   |
| 2834+32 TO 284+04       | 1' LT                 |                                 | 672.0                              |  |  |  |  |  |   |   |                                   |   |
| 2865+31                 | RT                    |                                 |                                    | 24.0                                     |  |  |  |  |   |   | NB                                |   |
| 2889+00                 | RT                    |                                 |                                    | 20.0                                     |  |  |  |  |   |   | NB                                | 2904+07 - CLEAN OUTLET                  |
| 2904+07                 | 0' RT                 | 50.0                            |                                    |  |  |  | 1.0  |  |   | 34.0                                    | NB                                | PATCH WALLS AT BOTTOM OF CB. DITCH BACK |
| 2911+10                 | RT                    | 50.0                            |                                    | 16.0                                     |  |  |  |  |   | 34.0                                    | NB                                | DITCH BACK                              |
| 2929+45                 | RT                    | 25.0                            |                                    |  |  |  |  |  |   | 17.0                                    | NB                                | DITCH AS NEEDED                         |
| 2952+32                 | RT                    | 50.0                            |                                    |  |  |  |  |  |   | 34.0                                    | NB                                | DITCH 25' AHEAD AND BACK                |
| 2968+50                 | RT                    | 25.0                            |                                    |  |  |  |  |  |   | 17.0                                    | NB                                | DITCH 25' AHEAD                         |
| 2974+07                 | RT                    | 25.0                            |                                    |  |  |  |  |  |   | 17.0                                    | NB                                | DITCH 25' AHEAD                         |
| 2980+60                 | 10' RT                |                                 |                                    |  |  |  | 1.0  |  |   |   |                                   |   |
| 2980+60                 | 44' RT                |                                 |                                    |  |  |  | 1.0  |  |   |   |                                   |   |
|                         |                       | 250.0                           | 2652.0                             | 180.0                                    | 64.0   | 10.0   | 4.0  | 1.0  | 4.0                                     | 170.0                                   |                                   |   |
|                         | UNIT                  | LF                              | LF                                 | LF                                       | LF   | EA   | EA   | EA   | EA                                      | SY                                      |                                   |   |

NOTES:

1. MATCH EXISTING INVERTS/RIM OR AS DIRECTED BY THE RESIDENT.
2. FIELD VERIFY DEPTH OF CATCH BASIN PRIOR TO ORDERING BASIN.
3. FOR NEW CATCH BASINS DESIGNATED ON THE PLANS TO SECURE CATCH BASIN GRATE, COST OF SECURING GRATE SHALL BE INCIDENTAL TO THE CATCH BASIN.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
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| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

**DRAINAGE SUMMARY SHEET**

SHEET NUMBER: C-2

CONTRACT: 2014.08

3 OF 27

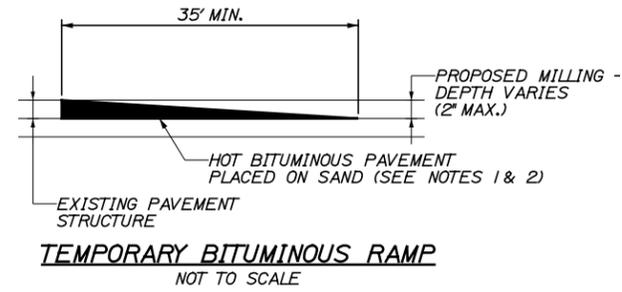
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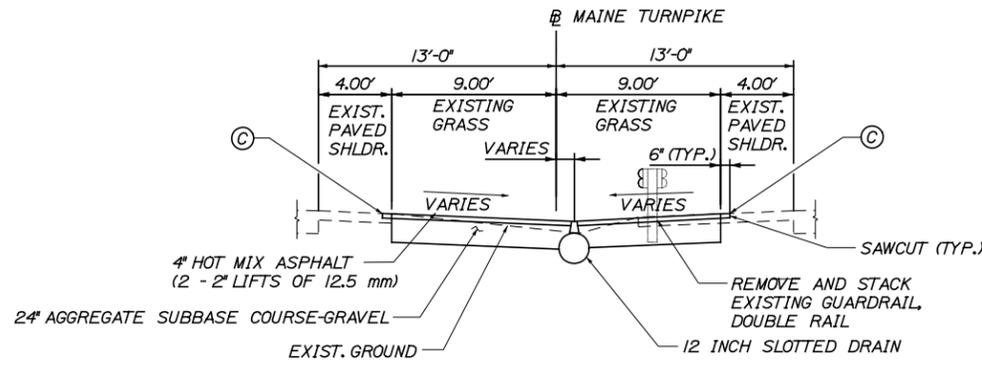
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**NOTES:**

- HOT MIX ASPHALT FOR TEMPORARY RAMPS WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 403.2083.
- REMOVAL OF TEMP. BITUMINOUS RAMPS WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEMS 403.2083.



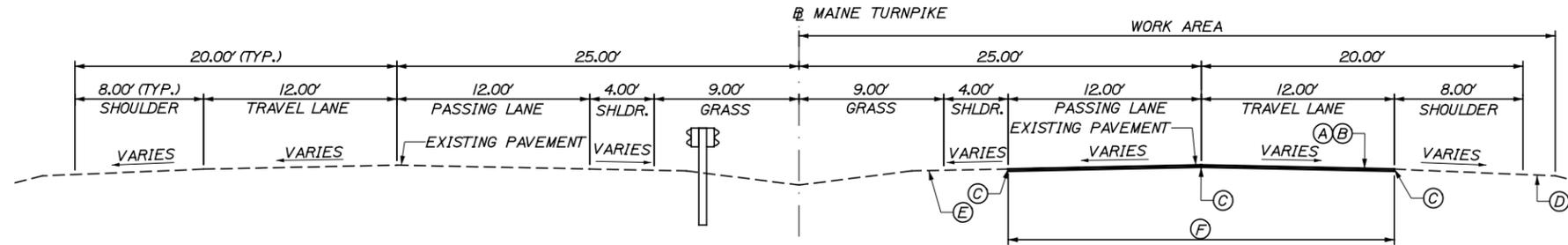
**MEDIAN CROSSOVER PROFILE BRIDGE 28**

| STATION | OFFSET | ELEVATION | LT CROSS SLOPE | RT CROSS SLOPE |
|---------|--------|-----------|----------------|----------------|
| 2762+50 | 1' RT  | 81.16     | 1.00%          | 1.86%          |
| 2763+00 | 1' RT  | 81.10     | 1.52%          | 2.50%          |
| 2763+50 | 1' RT  | 81.03     | 1.78%          | 2.26%          |
| 2764+00 | 1' RT  | 80.97     | 2.26%          | 2.50%          |
| 2764+50 | 1' RT  | 80.98     | 2.00%          | 1.81%          |
| 2765+00 | 1' RT  | 81.01     | 2.12%          | 1.00%          |
| 2765+50 | 1' RT  | 81.06     | 1.66%          | 1.18%          |
| 2766+00 | 1' RT  | 81.14     | 2.00%          | 0.94%          |
| 2766+50 | 1' RT  | 81.22     | 2.00%          | 2.07%          |
| 2767+00 | 1' RT  | 81.29     | 2.00%          | 2.30%          |
| 2767+50 | 1' RT  | 81.40     | 2.00%          | 1.54%          |
| 2768+00 | 1' RT  | 81.51     | 1.57%          | 1.00%          |
| 2768+50 | 1' RT  | 81.67     | 1.40%          | 1.75%          |
| 2769+00 | 1' RT  | 81.93     | 2.00%          | 0.57%          |
| 2769+50 | 1' RT  | 82.14     | 2.55%          | 0.50%          |
| 2770+00 | 1' RT  | 82.41     | 2.00%          | 0.47%          |
| 2770+50 | 1' RT  | 82.59     | 2.00%          | 1.96%          |
| 2770+64 | 1' RT  | 82.73     |                |                |
| 2771+11 | 1' RT  | 83.00     |                |                |
| 2771+50 | 1' RT  | 83.05     | 3.37%          | 0.50%          |
| 2772+00 | 1' RT  | 83.31     | 3.09%          | 0.50%          |
| 2772+50 | 1' RT  | 83.58     | 2.64%          | 0.50%          |
| 2773+00 | 1' RT  | 83.83     | 2.17%          | 0.50%          |
| 2773+50 | 1' RT  | 84.01     | 3.51%          | 0.50%          |
| 2774+00 | 1' RT  | 84.26     | 3.47%          | 0.50%          |
| 2774+50 | 1' RT  | 84.62     | 3.60%          | 1.00%          |
| 2775+00 | 1' RT  | 84.90     | 3.71%          | 1.25%          |
| 2775+50 | 1' RT  | 85.10     | 3.70%          | 1.25%          |
| 2776+00 | 1' RT  | 85.34     | 3.42%          | 0.50%          |
| 2776+50 | 2' RT  | 85.57     | 5.38%          | 0.25%          |
| 2777+00 | 2' RT  | 85.83     | 3.82%          | 0.50%          |
| 2777+50 | 2' RT  | 86.26     | 4.56%          | 0.25%          |
| 2778+00 | 2' RT  | 86.62     | 4.16%          | 0.50%          |
| 2778+50 | 1' RT  | 87.11     | 4.02%          | 0.50%          |
| 2779+00 | 1' RT  | 87.64     | 3.72%          | 0.50%          |

**MEDIAN CROSSOVER PROFILE BRIDGE 31**

| STATION | OFFSET | ELEVATION | LT CROSS SLOPE | RT CROSS SLOPE |
|---------|--------|-----------|----------------|----------------|
| 2829+00 | 1' LT  | 95.49     | 2.00%          | 1.38%          |
| 2829+50 | 1' LT  | 95.22     | 2.00%          | 1.28%          |
| 2830+00 | 1' LT  | 94.89     | 1.88%          | 2.00%          |
| 2830+50 | 1' LT  | 94.64     | 1.00%          | 1.18%          |
| 2831+00 | 1' LT  | 94.47     | 0.50%          | 2.57%          |
| 2831+50 | 1' LT  | 94.30     | 1.30%          | 2.00%          |
| 2832+00 | 1' LT  | 94.18     | 2.00%          | 0.96%          |
| 2832+50 | 1' LT  | 94.14     | 1.00%          | 2.74%          |
| 2833+00 | 1' LT  | 94.11     | 2.00%          | 1.80%          |
| 2833+67 | 1' LT  | 94.42     |                |                |
| 2833+31 | 1' LT  | 94.31     |                |                |
| 2834+00 | 1' LT  | 94.48     | 2.00%          | 0.71%          |
| 2834+50 | 1' LT  | 94.71     | 2.00%          | 0.95%          |
| 2835+00 | 1' LT  | 95.06     | 2.52%          | 1.00%          |
| 2835+50 | 1' LT  | 95.42     | 2.80%          | 0.50%          |
| 2836+00 | 1' LT  | 95.86     | 0.85%          | 1.74%          |
| 2836+50 | 1' LT  | 96.55     | 2.85%          | 2.00%          |
| 2837+00 | 1' LT  | 97.12     | 2.00%          | 2.60%          |
| 2837+50 | 1' LT  | 97.53     | 1.00%          | 2.89%          |
| 2838+00 | 1' LT  | 98.24     | 3.40%          | 0.50%          |
| 2838+50 | 1' LT  | 99.15     | 3.77%          | 1.00%          |
| 2839+00 | 1' LT  | 99.57     | 4.43%          | 0.25%          |
| 2839+50 | 1' LT  | 100.31    | 1.87%          | 2.25%          |
| 2840+00 | 1' LT  | 101.16    | 3.31%          | 1.00%          |
| 2840+50 | 1' LT  | 101.66    | 2.00%          | 1.85%          |
| 2841+00 | 1' LT  | 102.44    | 2.00%          | 1.98%          |

NOTE: TARGET ELEVATIONS AND CROSS SLOPES MAY NEED TO BE ADJUSTED IN THE FIELD TO PROVIDE POSITIVE DRAINAGE.



**NOTES:**

- A COATING OF HOT RUBBERIZED ASPHALT (SS-S-1401C) SHALL BE APPLIED TO ALL TRANSVERSE BUTT JOINTS AND LONGITUDINAL JOINTS AND SHALL BE INCIDENTAL TO THE PAVEMENT ITEMS.
- BITUMINOUS TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND HMA.

**PAVEMENT LEGEND:**

- (A) = 1/2" HOT MIX ASPHALT, 12.5mm (POLYMER MODIFIED) NOMINAL MAXIMUM SIZE OVER 1/2" HOT MIX ASPHALT (SHIMMING).
- (B) = MILLING DEPTH VARIES TO ACHIEVE A 2" DEPTH AT THE EDGES OF LANE BEING MILLED.
- (C) = HOT RUBBERIZED ASPHALT (SS-S-1401C) JOINT.
- (D) = BERM DROPOFF CORRECTION - GRINDINGS (SEE DETAIL A, SHEET P-2).
- (E) = BERM DROPOFF CORRECTION - GRINDINGS (SEE DETAIL B, SHEET P-2).
- (F) = LIMITS OF MILL AND FILL (24'-4").

|                 |          |    |      |
|-----------------|----------|----|------|
| Scale: AS NOTED |          |    |      |
| No.             | Revision | By | Date |
|                 |          |    |      |

|  |     |         |              |     |         |
|--|-----|---------|--------------|-----|---------|
| Designed by: <b>TYLIN INTERNATIONAL</b>  |     |         |              |     |         |
| CONSULTANT PROJECT MANAGER: Jim Ferguson |     |         |              |     |         |
|  | By  | Date    |              | By  | Date    |
| Designed                                 | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn                                    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

**T.Y. Lin International**  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**TYPICAL SECTIONS**

SHEET NUMBER: C-3

CONTRACT: 2014.08

4 OF 27

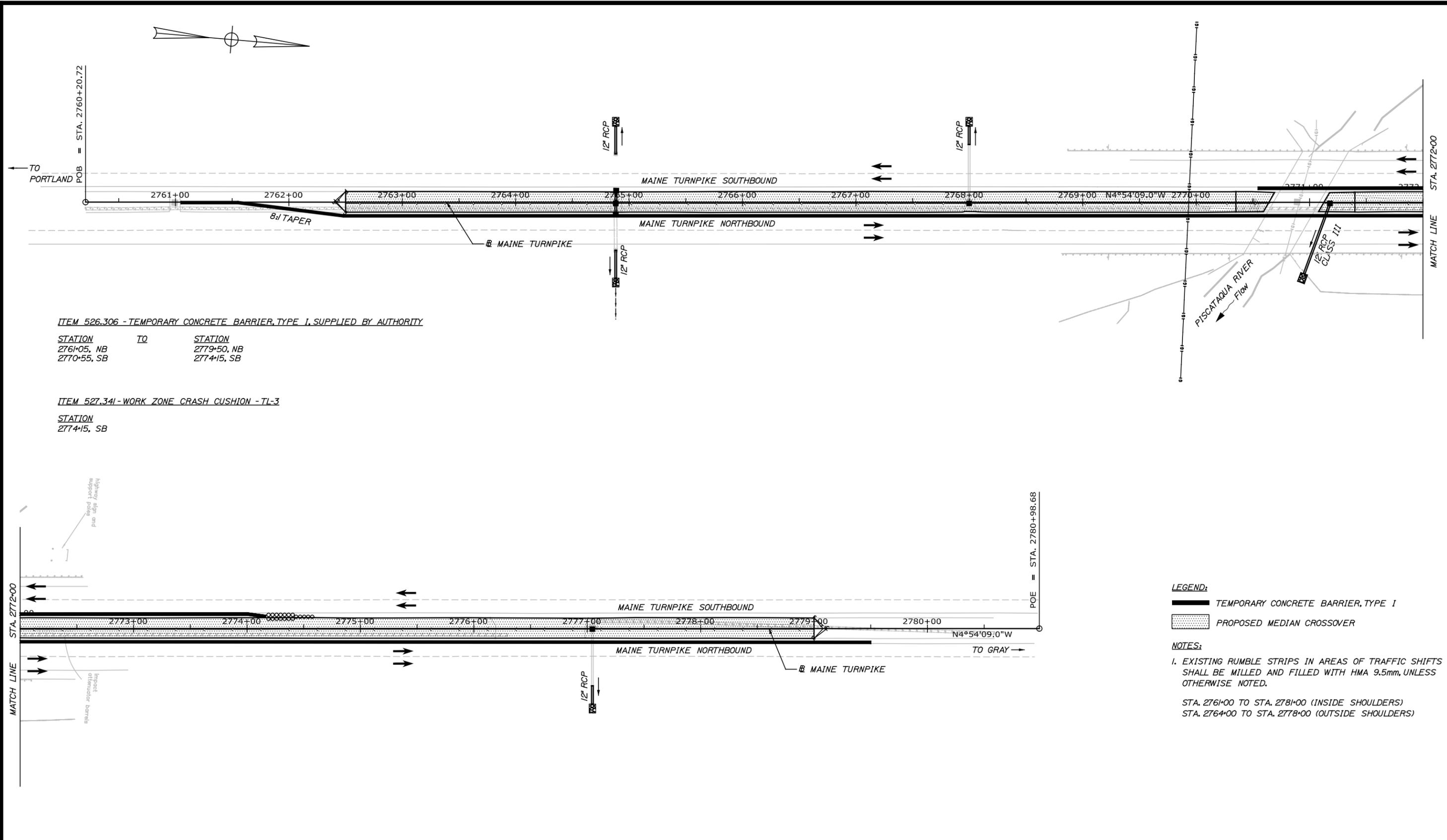
Date: 5/27/2014

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Division:

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ITEM 526.306 - TEMPORARY CONCRETE BARRIER, TYPE I, SUPPLIED BY AUTHORITY

| STATION     | TO | STATION     |
|-------------|----|-------------|
| 2761+05, NB |    | 2779+50, NB |
| 2770+55, SB |    | 2774+15, SB |

ITEM 527.341 - WORK ZONE CRASH CUSHION - TL-3

| STATION     |
|-------------|
| 2774+15, SB |

LEGEND:

- TEMPORARY CONCRETE BARRIER, TYPE I
- PROPOSED MEDIAN CROSSOVER

NOTES:

1. EXISTING RUMBLE STRIPS IN AREAS OF TRAFFIC SHIFTS SHALL BE MILLED AND FILLED WITH HMA 9.5mm, UNLESS OTHERWISE NOTED.

STA. 2761+00 TO STA. 2781+00 (INSIDE SHOULDERS)  
STA. 2764+00 TO STA. 2778+00 (OUTSIDE SHOULDERS)

Scale: 40 0 40 80

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

TEMPORARY BARRIER LAYOUT FOR CONSTRUCTION OF MEDIAN CROSSOVER - BRIDGE 28

CONTRACT: 2014.08

SHEET NUMBER: M-1

5 OF 27

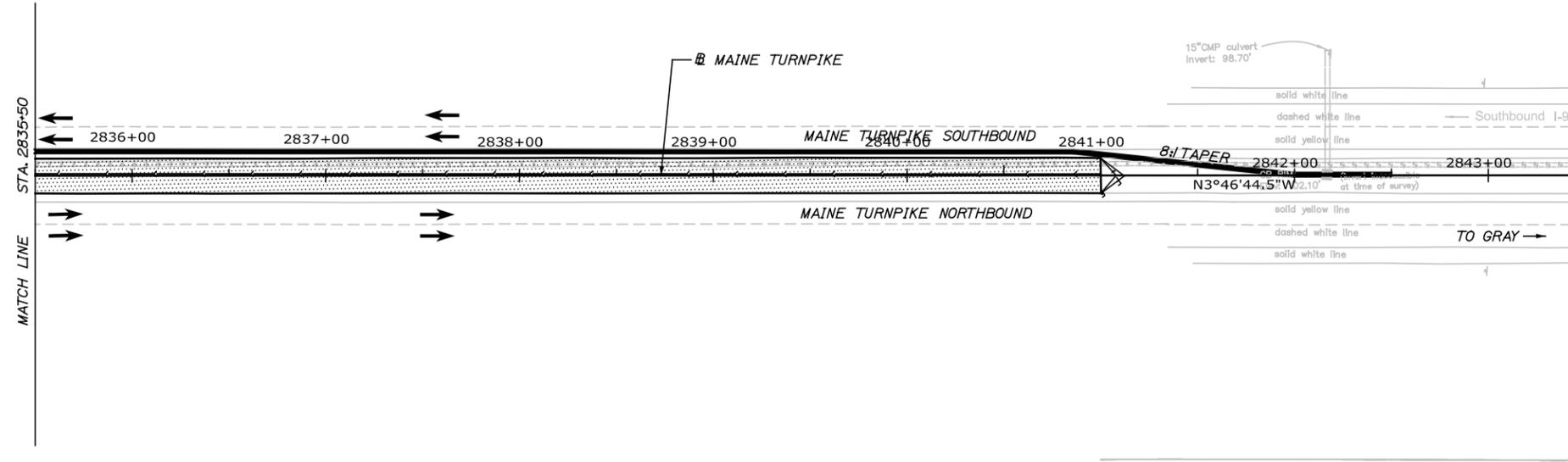
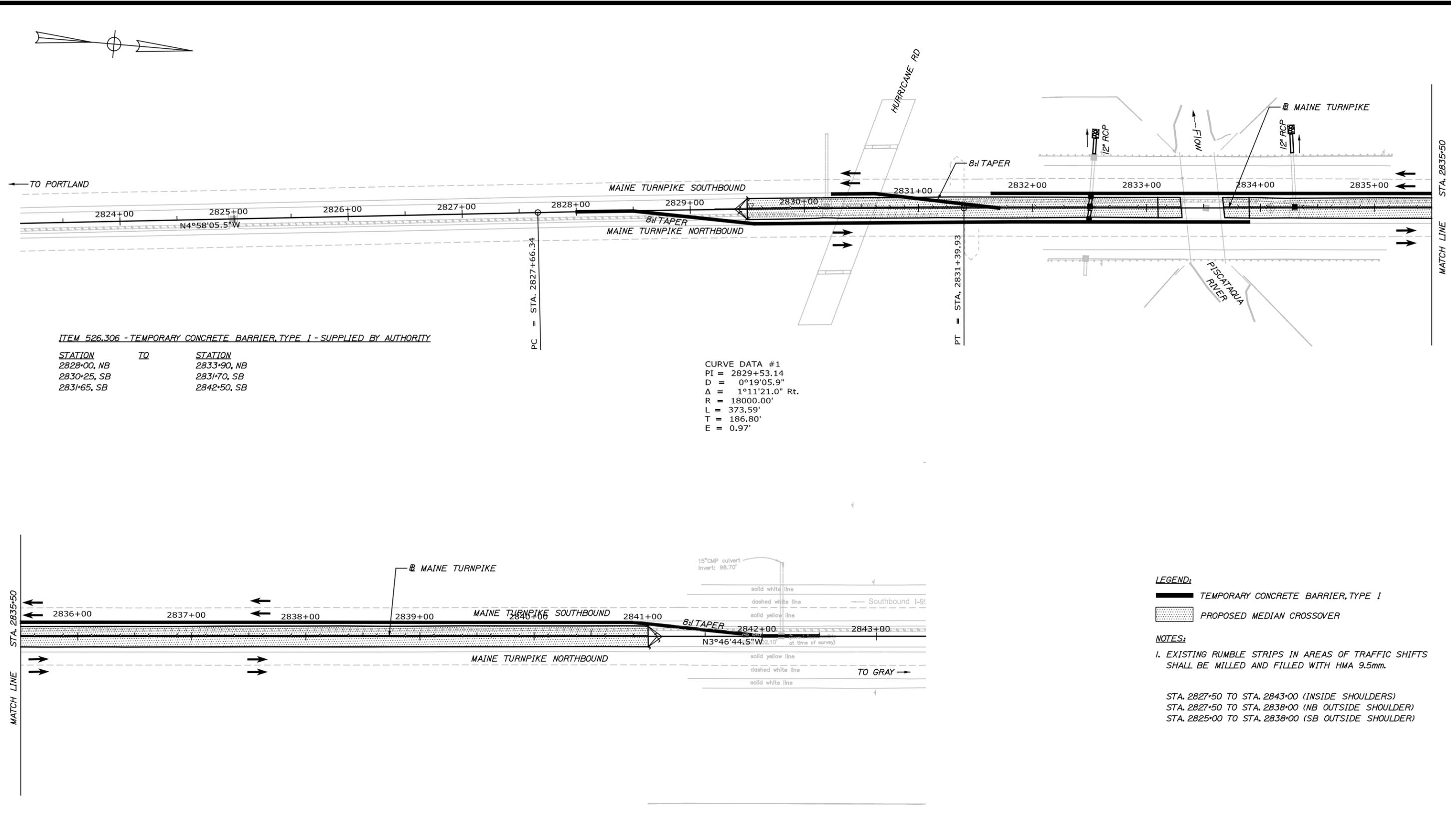
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- LEGEND:**
- TEMPORARY CONCRETE BARRIER, TYPE I
  - PROPOSED MEDIAN CROSSOVER
- NOTES:**
- EXISTING RUMBLE STRIPS IN AREAS OF TRAFFIC SHIFTS SHALL BE MILLED AND FILLED WITH HMA 9.5mm.
- STA. 2827+50 TO STA. 2843+00 (INSIDE SHOULDERS)  
 STA. 2827+50 TO STA. 2838+00 (NB OUTSIDE SHOULDER)  
 STA. 2825+00 TO STA. 2838+00 (SB OUTSIDE SHOULDER)

Scale: 40 0 40 80

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

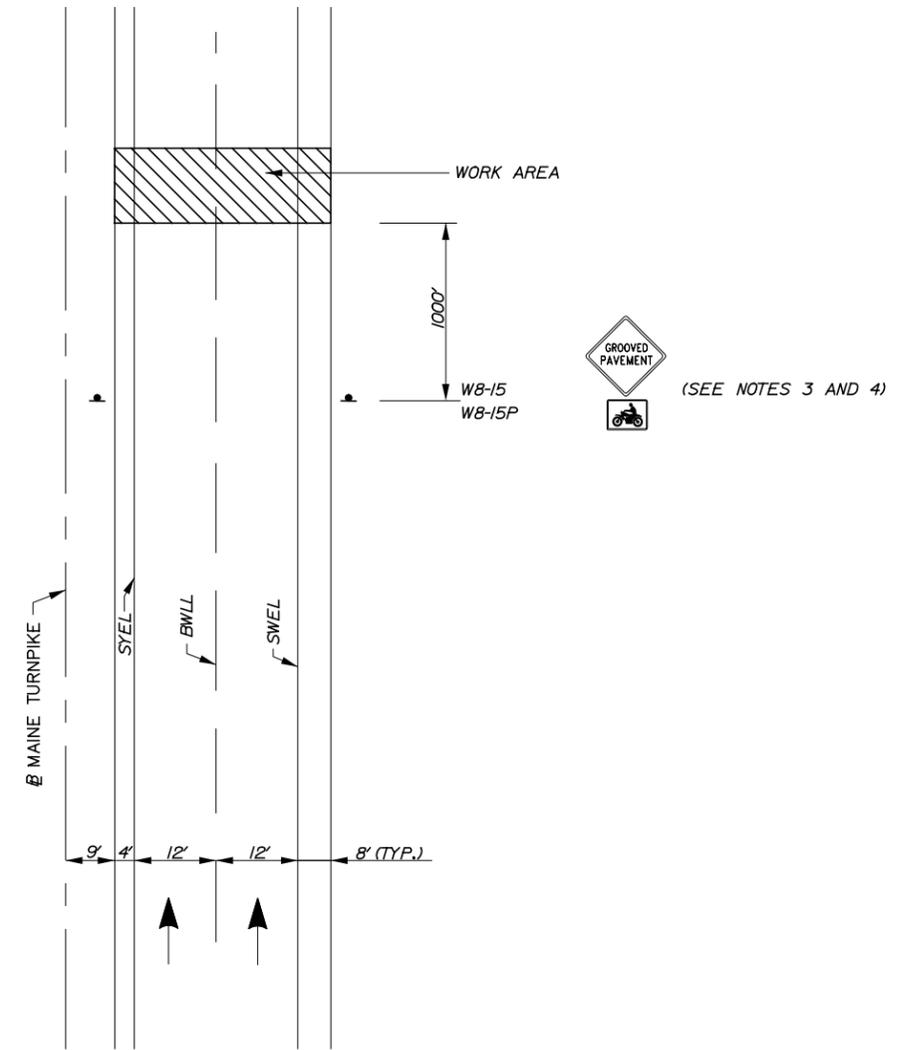
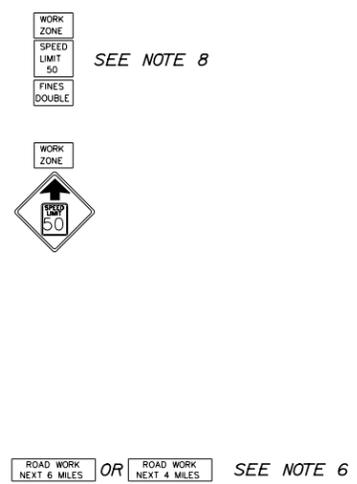
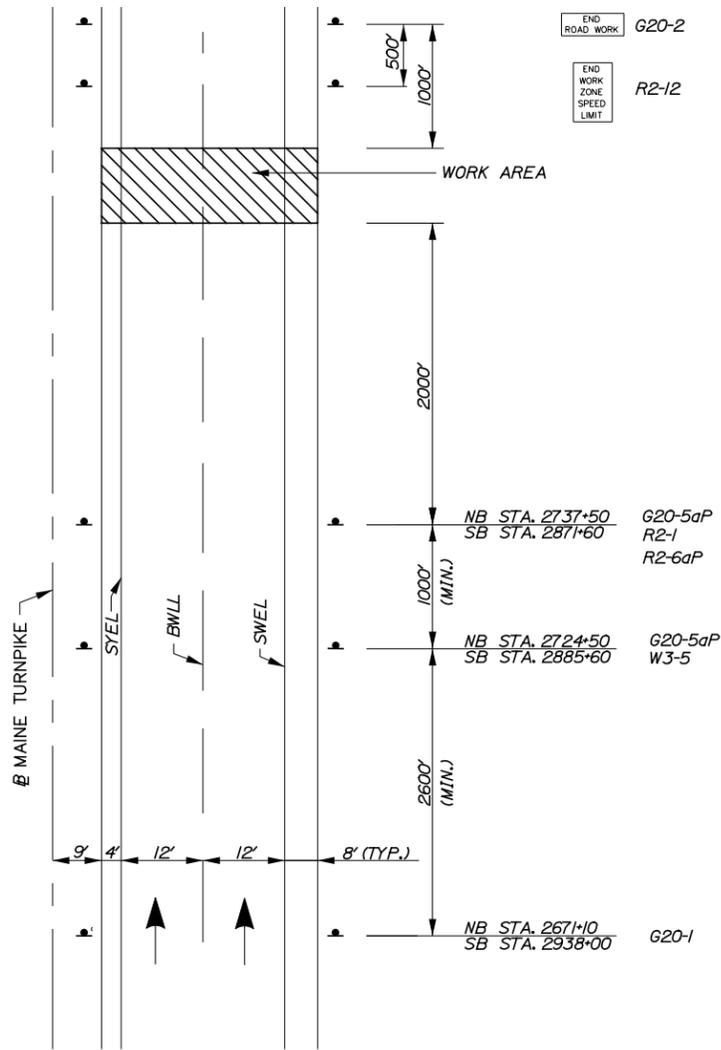
T.Y. Lin International  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS  
 TEMPORARY BARRIER LAYOUT FOR CONSTRUCTION OF MEDIAN CROSSOVER - BRIDGE 31

CONTRACT: 2014.08 SHEET NUMBER: M-2  
 6 OF 27



**MAINLINE  
ADVANCED PROJECT SIGNING**

**MAINLINE PAVING WORK AREA  
ADDITIONAL ADVANCED SIGNING**

**NOTES:**

1. FOR SIGN DETAILS, SEE SIGN SUMMARY SHEETS.
2. ALL SIGNS ARE TO BE MOUNTED ON NCHRP 350 APPROVED POSTS.
3. UNCOVER SIGNS WHEN PAVEMENT IS MILLED OR AS DIRECTED BY THE RESIDENT.
4. PROVIDE W8-15 AND W8-15P AT ALL MILLED LOCATIONS.
5. DUE TO SEQUENCING OF WORK AREAS, APPROACH SIGNING MAY NEED TO BE ADJUSTED AS WORK PROGRESSES.
6. ROADWORK NEXT 4 MILES TO BE USED FOR SOUTHBOUND WORK.
7. ROADWORK NEXT 4 MILES TO BE LEFT IN PLACE FOR NOTHBOUND TRAFFIC AT END OF CONTRACT. ROADWORK NEXT 6 MILES TO BE USED DURING CONTRACT FOR NORTHBOUND TRAFFIC.
8. WORK ZONE SPEED LIMIT SIGN ASSEMBLY SHALL BE REPEATED EVERY 1 MILE.
9. TRAFFIC CONTROL SIGNS NOT IN USE SHALL BE COVERED AS DIRECTED BY THE RESIDENT.
10. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE INSTALLED AS PART OF THIS CONTRACT AS PAY ITEM 652.4. LOCATION SHALL BE 1 MILE OUTSIDE WORK AREA AND APPROVED BY THE RESIDENT.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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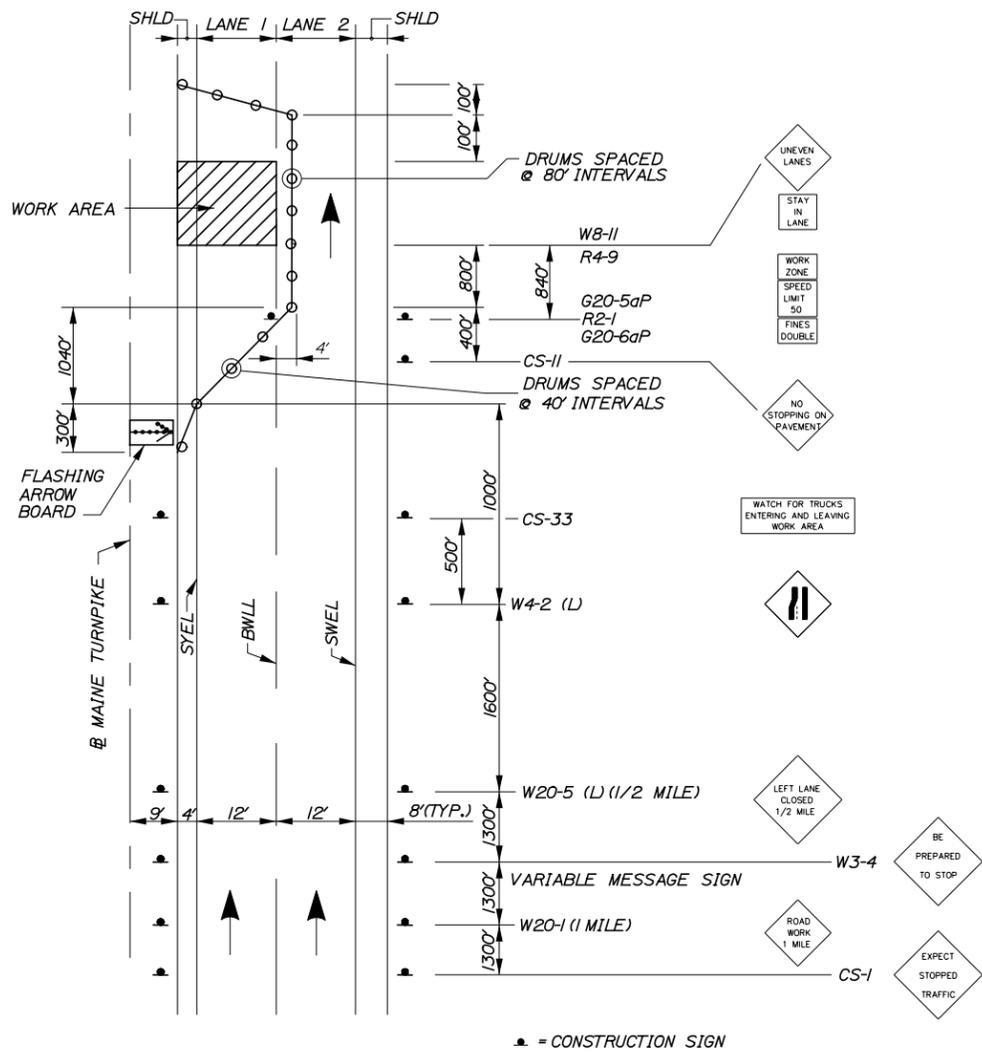
**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL  
AND DRAINAGE IMPROVEMENTS

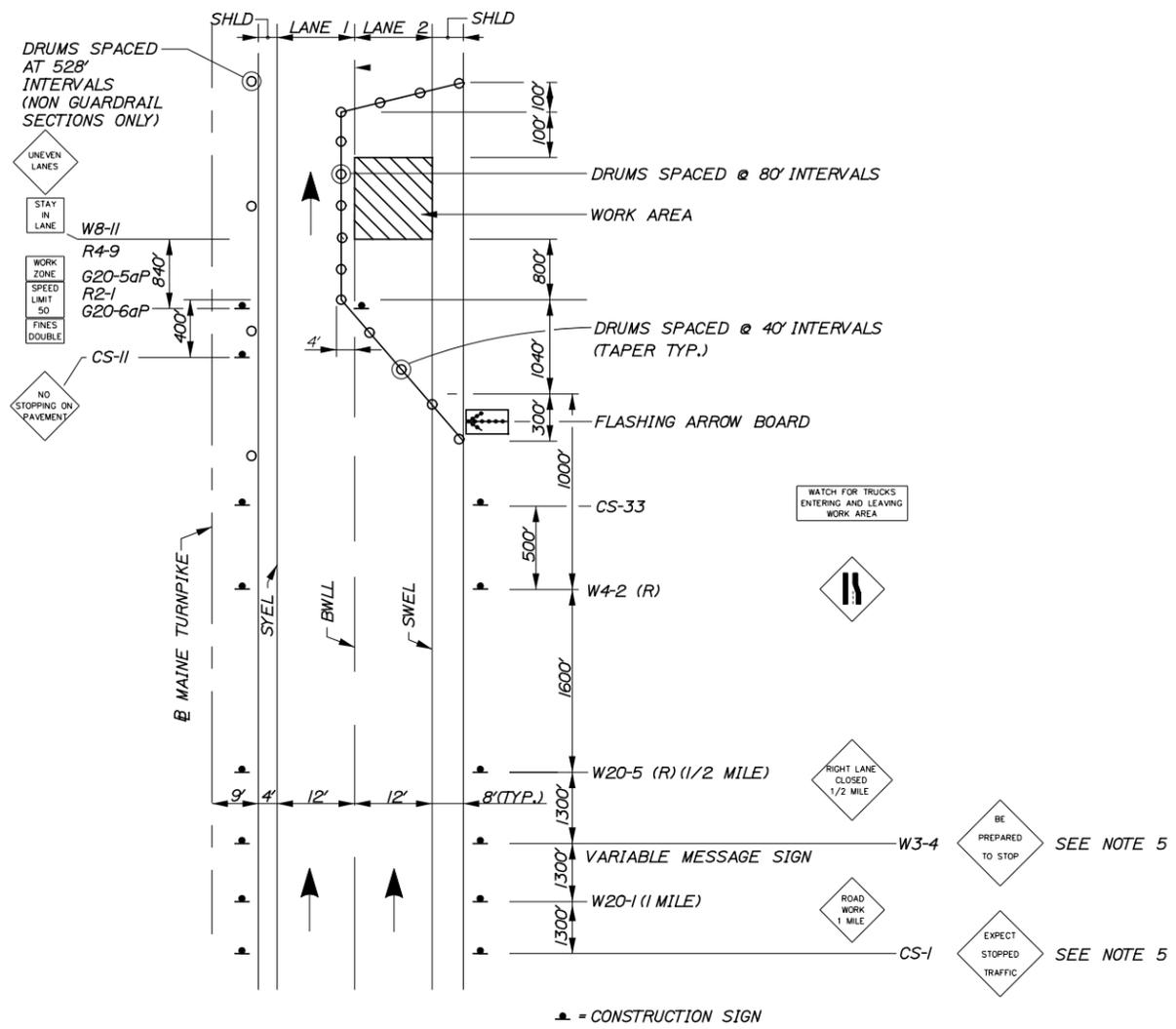
TRAFFIC CONTROL  
ADVANCED SIGNING DETAILS

SHEET NUMBER: T-1  
CONTRACT: 2014.08  
7 OF 27



LANE CLOSURE FOR MILLING AND PAVING OPERATIONS  
LANE 1

LANE CLOSURE FOR PAVEMENT MARKINGS  
LANE 1



LANE CLOSURE FOR MILLING AND PAVING OPERATIONS  
LANE 2

NOTES:

- FOR SIGN DETAILS, SEE SIGN SUMMARY SHEETS.
- ALL TEMPORARY LANE CLOSURE SIGNS ARE TO BE MOUNTED ON EASELS.
- STANDARD SINGLE LANE CLOSURES FOR LANES 1 AND 2 SHALL BE USED FOR DRAINAGE WORK, GUARDRAIL WORK, MEDIAN CROSSOVER CONSTRUCTION, TRUCK TURNOUT CONSTRUCTION, EQUIPMENT MOVES, BERM DROP OFF CORRECTION WORK, PAINTING OF SOLID WHITE LANE LINES, AND ALL OTHER WORK NOT REQUIRING ENCROACHMENT INTO THE ADJACENT LANE.
- SEE SHEET T-3 FOR STANDARD SINGLE LANE CLOSURE DETAILS.
- ERECT CS-1 AND W3-4 SIGNS IMMEDIATELY PRIOR TO SCHEDULED STOPPAGES FOR EQUIPMENT MOVES AND REMOVE THE CS-1 AND W3-4 SIGNS IMMEDIATELY AFTER THE SCHEDULED STOPPAGES ARE COMPLETE.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL  
AND DRAINAGE IMPROVEMENTS

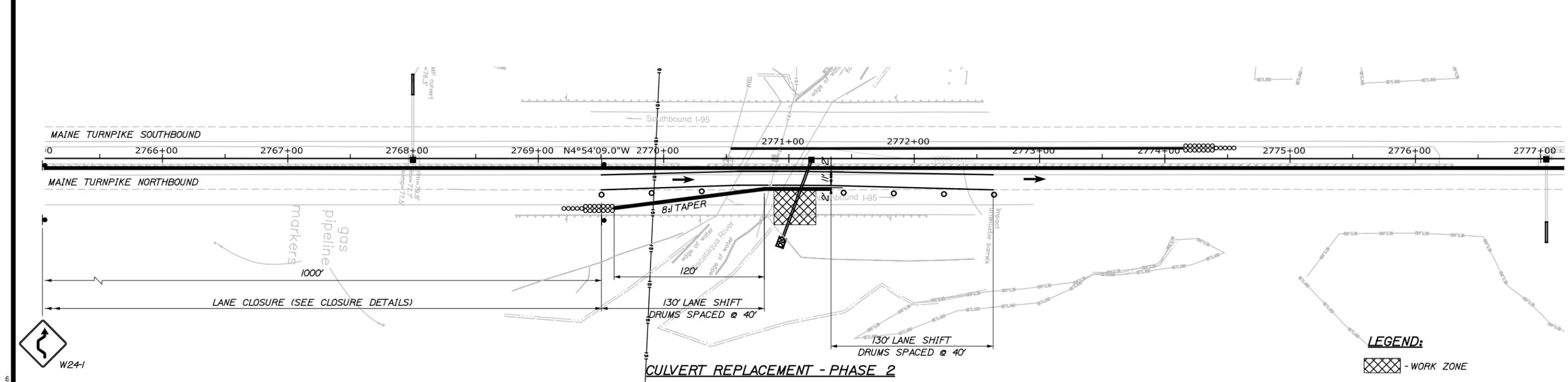
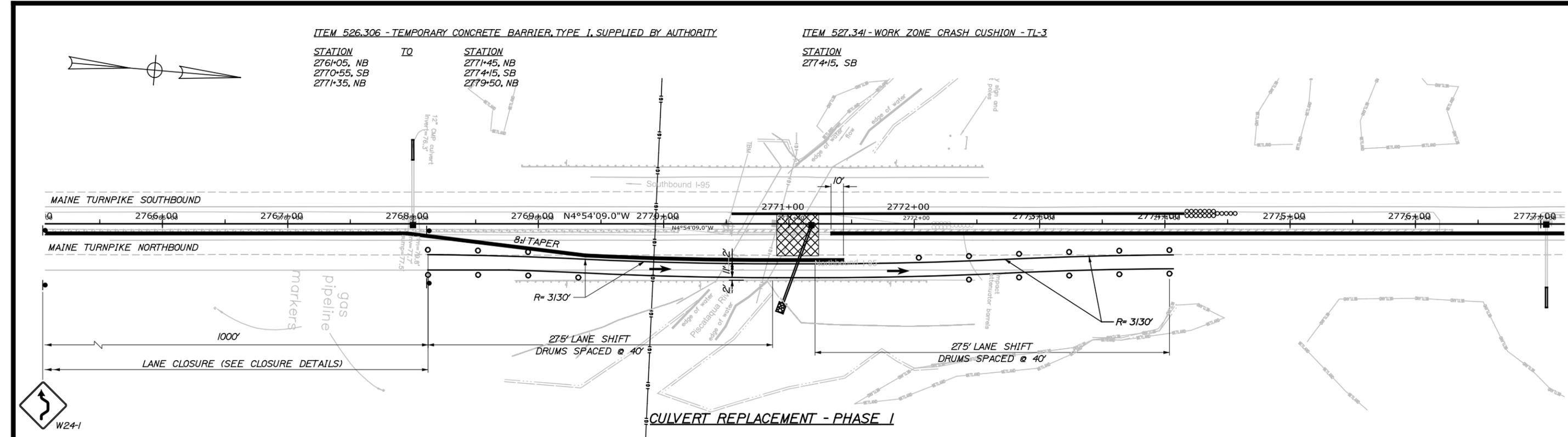
TRAFFIC CONTROL  
LANE CLOSURE DETAILS

Date: 5/27/2014

Username:

Division:

Filename: ... \HIGHWAY\MSTA\009\_Culvert.dgn



**ITEM 526.306 - TEMPORARY CONCRETE BARRIER, TYPE 1, SUPPLIED BY AUTHORITY**

|             |    |             |
|-------------|----|-------------|
| STATION     | TO | STATION     |
| 2761+05, NB |    | 2779+50, NB |
| 2769+60, NB |    | 2771+35, NB |
| 2770+55, SB |    | 2774+15, SB |

**ITEM 527.341 - WORK ZONE CRASH CUSHION - TL-3**

|             |  |
|-------------|--|
| STATION     |  |
| 2769+60, NB |  |
| 2774+15, SB |  |

**NOTES:**  
 1. TEMPORARY EARTH SUPPORT SHALL BE USED AND SHALL BE INCIDENTAL TO ITEM 603.155.

Scale: 40 0 40 80

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | ARG | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

TRAFFIC CONTROL  
 CULVERT INSTALLATION

CONTRACT: 2014.08

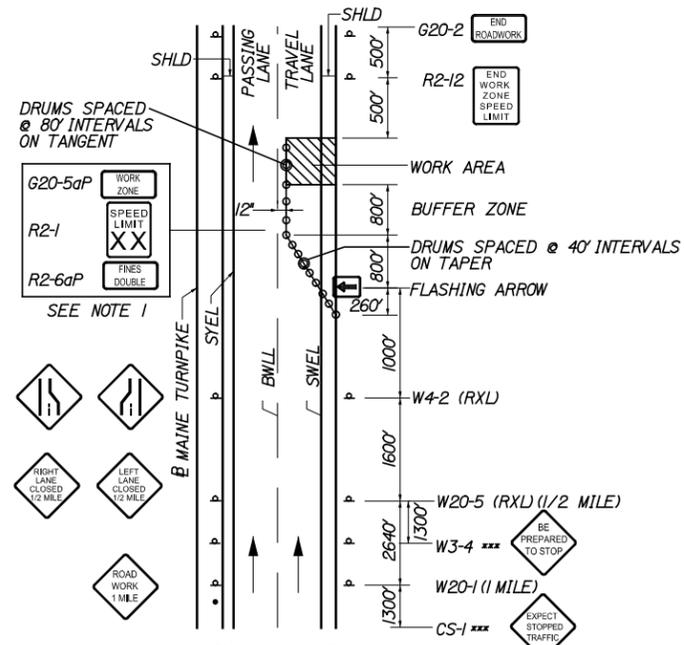
SHEET NUMBER: T-3  
 9 OF 27

Date: 5/27/2014

Username:

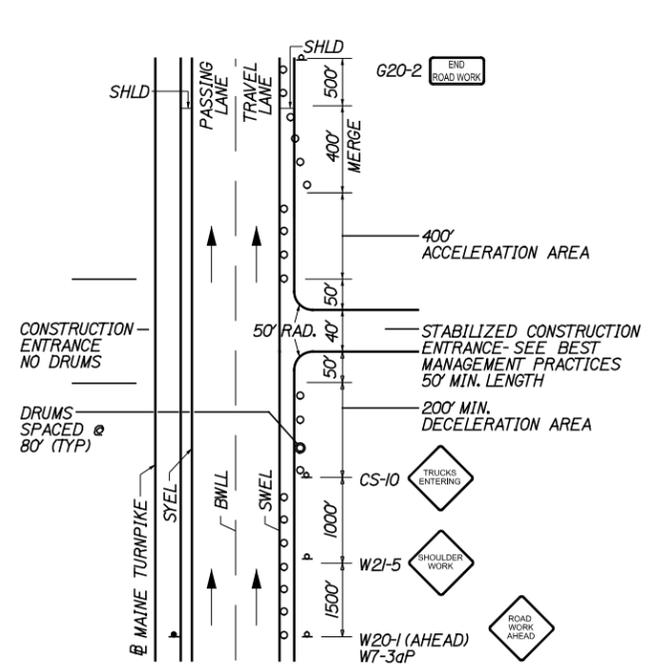
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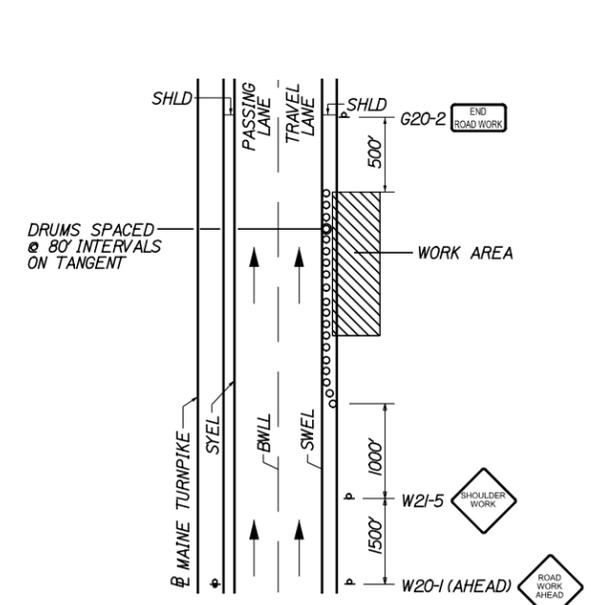
**NOTES:**  
 DAYTIME LANE CLOSURE OF SHORT-TERM (MAINLINE)  
 1. FOR EASEL SET UP ONLY, THIS SIGN IS NOT BRACKETED. ONE SIGN ASSEMBLY IS PLACED AT THE END OF THE TAPER.  
 2. SIGNS DESIGNATED WITH \*\*\* SHALL BE USED DURING STOPPAGES OF TRAFFIC.

**SINGLE LANE CLOSURE-SIGNS ON EASELS**



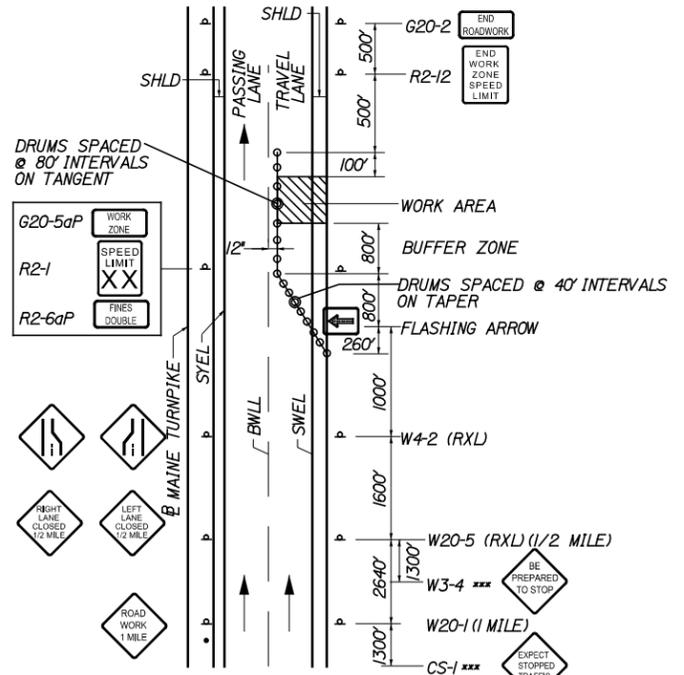
**NOTES:**  
 1. SIGN G20-2 IS NOT REQUIRED IF ENTRANCE IS WITHIN THE WORK ZONE.  
 2. "TRUCKS ENTERING" SIGN SHALL ALSO BE USED AT LOCATIONS WHERE TRUCKS ENTER THE WORK ZONE FROM THE TRAVEL LANE.

**STABILIZED CONSTRUCTION ENTRANCE**



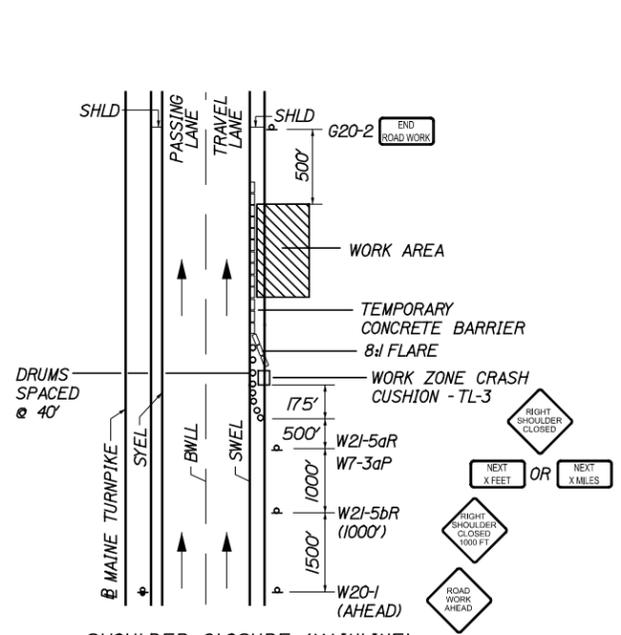
**NOTE:**  
 THE W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF THE SHOULDER CLOSURE IS WITHIN A PREVIOUSLY ESTABLISHED WORK ZONE.

**SHOULDER WORK**



**NOTES:**  
 SIGNS DESIGNATED WITH \*\*\* SHALL BE USED DURING STOPPAGES OF TRAFFIC.  
 FOR POST MOUNTED SIGN SETUP, UNCOVER SIGNS ADJACENT TO OPEN LANE FOR SHORT TERM LANE CLOSURE (LESS THAN 24 HRS); UNCOVER BOTH SIGNS FOR PERMANENT LANE CLOSURE (GREATER THAN 24 HRS)

**SINGLE LANE CLOSURE-POST MOUNTED SIGN SETUP**



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

**SHOULDER CLOSURE**

**GENERAL MAINTENANCE OF TRAFFIC NOTES:**

- ALL PAVEMENT STRIPING & SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", U.S.D.O.T., F.H.W.A., LATEST EDITION. NOTE THERE IS A 2009 EDITION OF MUTCD.
- THESE PLANS SHOW THE GENERAL CONDITION FOR TURNPIKE MAINLINE TRAFFIC CONTROL. DURING CONSTRUCTION, SLIGHT MODIFICATIONS IN CONSTRUCTION PROCEDURE MAY OCCUR AND MAY REQUIRE SOME MINOR ADJUSTMENTS TO BE MADE IN THE FIELD. ALL PROCEDURES MUST BE APPROVED BY THE RESIDENT.
- THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH THE SPECIFICATIONS AND MUTCD. PAYMENT SHALL BE MADE UNDER ITEM 627.77 - REMOVING PAVEMENT MARKINGS.
- EXPOSED BARRIER ENDS SHALL BE PROTECTED BY A WORK ZONE CRASH CUSHION. PAYMENT WILL BE UNDER ITEM 527.341 - WORK ZONE CRASH CUSHION - TL-3.
- ALL GEOMETRIC INFORMATION FOR ALL PHASES OF TRAFFIC CONTROL WILL BE SUPPLIED TO THE CONTRACTOR AFTER AWARD.

**ABBREVIATIONS FOR ALL M.O.T. PLANS:**

- BWLL = BROKEN WHITE LANE LINE
- SWEL = SOLID WHITE EDGE LINE
- SYEL = SOLID YELLOW EDGE LINE
- TBWLL = TEMPORARY BROKEN WHITE LANE LINE
- TSWEL = TEMPORARY SOLID WHITE EDGE LINE
- TSYEL = TEMPORARY SOLID YELLOW EDGE LINE

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

| By       | Date        | By           | Date        |
|----------|-------------|--------------|-------------|
| Designed | JRH 03/2014 | Checked      | JRH 03/2014 |
| Drawn    | JJB 03/2014 | In Charge of | JOF 03/2014 |

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

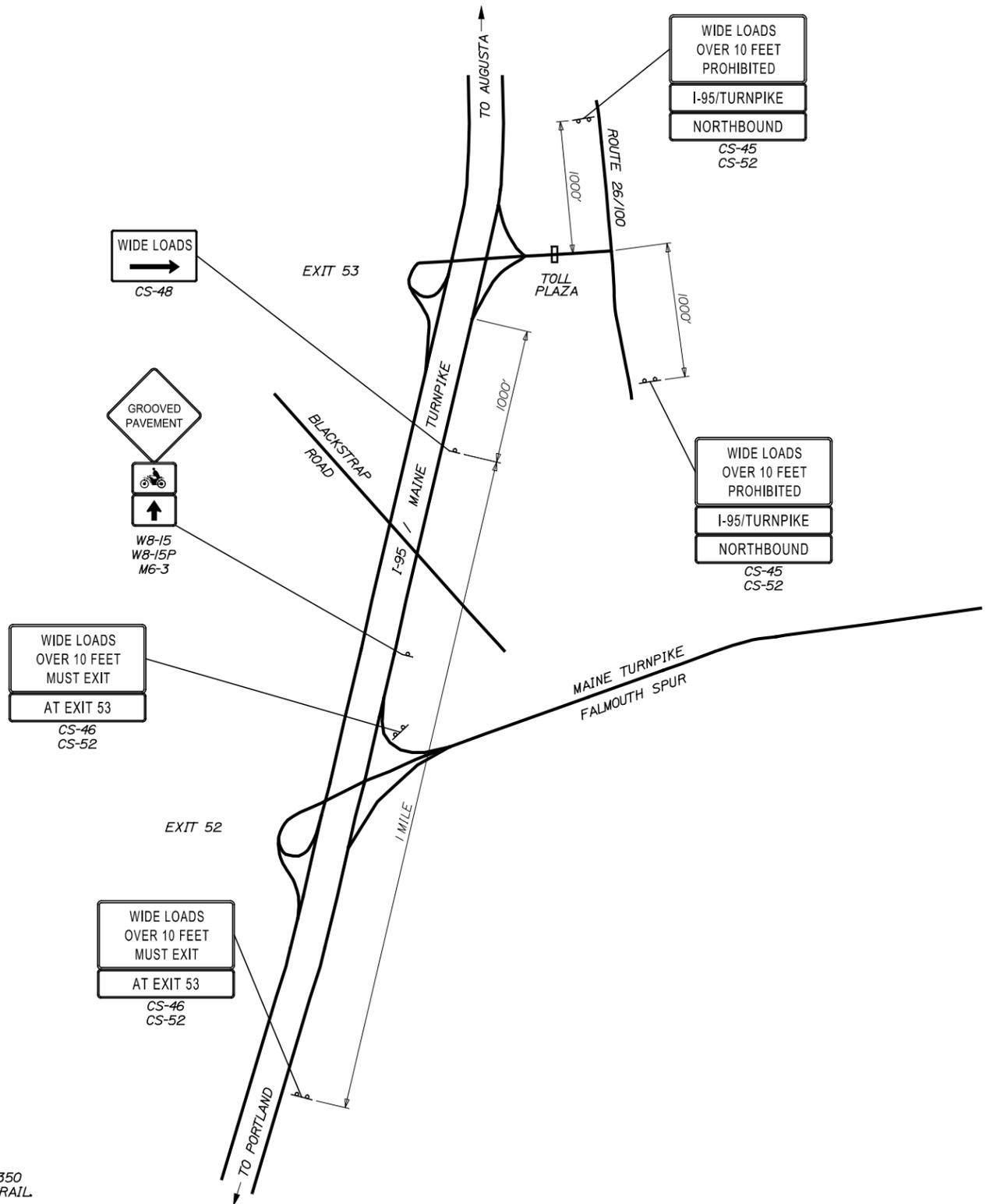
PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

TRAFFIC CONTROL CLOSURE DETAILS

CONTRACT: 2014.08

SHEET NUMBER: T-4

10 OF 27



**NOTES:**

1. ALL PAVEMENT STRIPING & SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," U.S.D.O.T., F.H.W.A. LATEST EDITION.
2. THESE PLANS SHOW GENERAL CONDITION FOR TURNPIKE MAINLINE TRAFFIC CONTROL DURING CONSTRUCTION. SLIGHT MODIFICATIONS IN CONSTRUCTION PROCEDURE MAY OCCUR AND MAY REQUIRE SOME MINOR ADJUSTMENTS TO BE MADE IN THE FIELD, ALL PROCEDURES MUST BE APPROVED BY THE RESIDENT.

**NOTES:**  
 1. ALL SIGNS TO BE MOUNTED ON NCHRP 350 APPROVED POSTS UNLESS BEHIND GUARDRAIL.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | SAM | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

TRAFFIC CONTROL MISCELLANEOUS DETAILS

SHEET NUMBER: T-5

CONTRACT: 2014.08

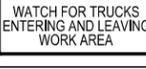
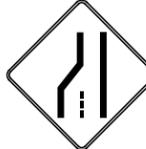
11 OF 27

Date: 5/27/2014

Username:

Division: ... \MSTA\012\_MOT\_Sign\_Summary.dgn

T:\Falmouth\Projects\2012\_411695.00 - Blocktop Road Bridge Rehab - Falmouth

| IDENTIFICATION NUMBER | SIZE OF SIGN |        | TEXT  | TEXT DIMENSIONS (INCHES)   |                  |                 | NUMBER OF SIGNS REQUIRED | COLOR       |               | BORDER RADIUS | AREA IN SQUARE FEET | NOTES |
|-----------------------|--------------|--------|---|--|------------------|-----------------|--------------------------|-------------|---------------|---------------|---------------------|-------|
|                       | WIDTH        | HEIGHT |   | LETTER HEIGHT  | VERTICAL SPACING | ARROW RTE. MKR. |                          | BACK-GROUND | LEGEND BORDER |               |                     |       |
| CS-1                  | 48"          | 48"    |    | 6"<br>6"<br>6"   | 4"<br>4"         |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| CS-11                 | 48"          | 48"    |    | 6"<br>6"<br>6"   | 4"<br>4"         |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| CS-33                 | 96"          | 36"    |    | 6"<br>6"<br>6"   | 4"<br>4"         |                 | 2                        | ORANGE      | BLACK         |               | 24.00<br>(48)       |       |
| G20-1                 | 48"          | 24"    |    | TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 |                  |                 | 2                        | ORANGE      | BLACK         |               | 8.00<br>(16)        |       |
| G20-2                 | 48"          | 24"    |    |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 8.00<br>(16)        |       |
| G20-5aP               | 36"          | 24"    |    |  |                  |                 | 4                        | ORANGE      | BLACK         |               | 6.00<br>(24)        |       |
| M6-3                  | 30"          | 21"    |    |  |                  |                 | 1                        | ORANGE      | BLACK         |               | 4.38<br>(4.4)       |       |
| R2-1                  | 36"          | 48"    |    |  |                  |                 | 4                        | WHITE       | BLACK         |               | 12.00<br>(48)       |       |
| R2-6aP                | 36"          | 24"    |   |  |                  |                 | 4                        | WHITE       | BLACK         |               | 6.00<br>(24)        |       |
| R2-12                 | 36"          | 54"    |  |  |                  |                 | 2                        | WHITE       | BLACK         |               | 13.5<br>(27)        |       |
| R4-9                  | 36"          | 48"    |  |  |                  |                 | 2                        | WHITE       | BLACK         |               | 12.00<br>(24)       |       |
| W3-4                  | 48"          | 48"    |  |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| W4-2 (LEFT)           | 48"          | 48"    |  |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| (RIGHT)               | 48"          | 48"    |   | 2  | 16.00<br>(32)    |                 |                          |             |               |               |                     |       |

| IDENTIFICATION NUMBER | SIZE OF SIGN |        | TEXT  | TEXT DIMENSIONS (INCHES)   |                  |                 | NUMBER OF SIGNS REQUIRED | COLOR       |               | BORDER RADIUS | AREA IN SQUARE FEET | NOTES |
|-----------------------|--------------|--------|---|--|------------------|-----------------|--------------------------|-------------|---------------|---------------|---------------------|-------|
|                       | WIDTH        | HEIGHT |   | LETTER HEIGHT  | VERTICAL SPACING | ARROW RTE. MKR. |                          | BACK-GROUND | LEGEND BORDER |               |                     |       |
| W8-11                 | 48"          | 48"    |    | TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| W8-15                 | 48"          | 48"    |    |  |                  |                 | 3                        | ORANGE      | BLACK         |               | 16.00<br>(48)       |       |
| W8-15P                | 30"          | 24"    |    |  |                  |                 | 3                        | ORANGE      | BLACK         |               | 5.00<br>(15)        |       |
| W20-1                 | 48"          | 48"    |    |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| W20-5 (LEFT)          | 48"          | 48"    |    |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)       |       |
| (RIGHT)               | 48"          | 48"    |   | 2  | 16.00<br>(32)    |                 |                          |             |               |               |                     |       |
| W21-5                 | 48"          | 48"    |   |  |                  |                 | 1                        | ORANGE      | BLACK         |               | 16.00<br>(16)       |       |
| W21-5a (RIGHT)        | 48"          | 48"    |  |  |                  |                 | 1                        | ORANGE      | BLACK         |               | 16.00<br>(16)       |       |
| (LEFT)                | 48"          | 48"    |   | 1  | 16.00<br>(16)    |                 |                          |             |               |               |                     |       |
| W21-5b (RIGHT)        | 48"          | 48"    |  |  |                  |                 | 1                        | ORANGE      | BLACK         |               | 16.00<br>(16)       |       |
| (LEFT)                | 48"          | 48"    |   | 1  | 16.00<br>(16)    |                 |                          |             |               |               |                     |       |

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JB  | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

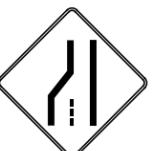
PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

MAINTENANCE OF TRAFFIC SIGN SUMMARY - PAVING

SHEET NUMBER: T-6

CONTRACT: 2014.08

12 OF 27

| IDENTIFICATION NUMBER        | SIZE OF SIGN |            | TEXT  | TEXT DIMENSIONS (INCHES)   |                  |                 | NUMBER OF SIGNS REQUIRED | COLOR       |               | BORDER RADIUS | AREA IN SQUARE FEET            | NOTES |
|------------------------------|--------------|------------|---|--|------------------|-----------------|--------------------------|-------------|---------------|---------------|--------------------------------|-------|
|                              | WIDTH        | HEIGHT     |   | LETTER HEIGHT  | VERTICAL SPACING | ARROW RTE. MKR. |                          | BACK-GROUND | LEGEND BORDER |               |                                |       |
| CS-1                         | 48"          | 48"        |    | 6"<br>6"<br>6"   | 4"<br>4"         |                 | 2                        |             |               |               | 16.00<br>(32)                  |       |
| W24-1<br>(LEFT)<br>(RIGHT)   | 48"<br>48"   | 48"<br>48" |    | TEXT DIMENSIONS SHALL CONFORM TO 'STANDARD HIGHWAY SIGNS' - 2009 |                  |                 | 2<br>2                   | ORANGE      | BLACK         |               | 16.00<br>(32)<br>16.00<br>(32) |       |
| W3-4                         | 48"          | 48"        |    |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 16.00<br>(32)                  |       |
| W4-2<br>(LEFT)<br>(RIGHT)    | 48"<br>48"   | 48"<br>48" |    |  |                  |                 | 2<br>2                   | ORANGE      | BLACK         |               | 16.00<br>(32)<br>16.00<br>(32) |       |
| W7-3aP                       | 36"          | 30"        |  |  |                  |                 | 2                        | ORANGE      | BLACK         |               | 7.50<br>(15)                   |       |
| W20-1<br>(AHEAD)<br>(1 MILE) | 48"<br>48"   | 48"<br>48" |  |  |                  |                 | 2<br>2                   | ORANGE      | BLACK         |               | 16.00<br>(32)<br>16.00<br>(32) |       |

| IDENTIFICATION NUMBER       | SIZE OF SIGN |            | TEXT  | TEXT DIMENSIONS (INCHES)   |                  |                 | NUMBER OF SIGNS REQUIRED | COLOR       |               | BORDER RADIUS | AREA IN SQUARE FEET            | NOTES |
|-----------------------------|--------------|------------|---|--|------------------|-----------------|--------------------------|-------------|---------------|---------------|--------------------------------|-------|
|                             | WIDTH        | HEIGHT     |   | LETTER HEIGHT  | VERTICAL SPACING | ARROW RTE. MKR. |                          | BACK-GROUND | LEGEND BORDER |               |                                |       |
| W20-5<br>(LEFT)<br>(RIGHT)  | 48"<br>48"   | 48"<br>48" |  | TEXT DIMENSIONS SHALL CONFORM TO 'STANDARD HIGHWAY SIGNS' - 2009 |                  |                 | 2<br>2                   | ORANGE      | BLACK         |               | 16.00<br>(32)<br>16.00<br>(32) |       |
| W21-5                       | 48"          | 48"        |  |  |                  |                 | 1                        | ORANGE      | BLACK         |               | 16.00<br>(16)                  |       |
| W21-5a<br>(RIGHT)<br>(LEFT) | 48"<br>48"   | 48"<br>48" |  |  |                  |                 | 1<br>1                   | ORANGE      | BLACK         |               | 16.00<br>(16)<br>16.00<br>(16) |       |
| W21-5b<br>(RIGHT)<br>(LEFT) | 48"<br>48"   | 48"<br>48" |  |  |                  |                 | 1<br>1                   | ORANGE      | BLACK         |               | 16.00<br>(16)<br>16.00<br>(16) |       |

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

MAINTENANCE OF TRAFFIC SIGN SUMMARY - CROSSOVERS

SHEET NUMBER: T-7

CONTRACT: 2014.08 13 OF 27

| IDENTIFICATION NUMBER | SIZE OF SIGN |        | TEXT                               | TEXT DIMENSIONS (INCHES)   |                  |                 | NUMBER OF SIGNS REQUIRED | COLOR       |               | BORDER RADIUS | AREA IN SQUARE FEET | NOTES |
|-----------------------|--------------|--------|------------------------------------|--|------------------|-----------------|--------------------------|-------------|---------------|---------------|---------------------|-------|
|                       | WIDTH        | HEIGHT |                                    | LETTER HEIGHT  | VERTICAL SPACING | ARROW RTE. MKR. |                          | BACK-GROUND | LEGEND BORDER |               |                     |       |
| CS-45                 | 96"          | 48"    | WIDE LOADS OVER 10 FEET PROHIBITED | 8C<br>8C<br>8C   | 6"<br>6"<br>6"   |                 | 2                        | ORANGE      | BLACK         |               | 32.00<br>(64)       | 1     |
| CS-46                 | 96"          | 48"    | WIDE LOADS OVER 10 FEET MUST EXIT  | 8C<br>8C<br>8C   | 6"<br>6"<br>6"   |                 | 2                        | ORANGE      | BLACK         |               | 32.00<br>(64)       | 1     |
| CS-48                 | 60"          | 36"    | WIDE LOADS<br>                     | 8D   |                  | 9" X 36"<br>& U | 1                        | ORANGE      | BLACK         |               | 15.00<br>(15)       | 1     |
| CS-52                 | 96"          | 18"    | I-95/TURNPIKE                      | 8C   | 5"               |                 | 2                        | ORANGE      | BLACK         |               | 12.00<br>(24)       | 1     |
|                       |              |        | NORTHBOUND                         |  |                  |                 | 2                        |             |               |               | 12.00<br>(24)       |       |
|                       |              |        | AT EXIT 53                         |  |                  |                 | 2                        |             |               |               | 12.00<br>(24)       |       |
| G20-1                 | 48"          | 24"    | ROADWORK NEXT 4 MILES              | TEXT DIMENSIONS SHALL CONFORM TO 'STANDARD HIGHWAY SIGNS' - 2009 |                  |                 | 4                        | ORANGE      | BLACK         |               | 8.00<br>(32)        |       |
| G20-2                 | 48"          | 24"    | END ROAD WORK                      |  |                  |                 | 4                        | ORANGE      | BLACK         |               | 8.00<br>(32)        |       |
| G20-5aP               | 36"          | 24"    | WORK ZONE                          |  |                  |                 | 12                       | ORANGE      | BLACK         |               | 6.00<br>(72)        | 1     |
| R2-1<br>(50)<br>(65)  | 36"          | 48"    | SPEED LIMIT<br>50                  |  |                  |                 | 8                        | WHITE       | BLACK         |               | 12.00<br>(96)       | 1     |
|                       |              |        |                                    |  |                  |                 | 2                        |             |               |               | 12.00<br>(24)       |       |
| R2-6aP                | 36"          | 24"    | FINES DOUBLE                       |  |                  |                 | 8                        | WHITE       | BLACK         |               | 6.00<br>(48)        | 1     |
| R2-12                 | 36"          | 54"    | END WORK ZONE<br>SPEED LIMIT       |  |                  |                 | 4                        | WHITE       | BLACK         |               | 13.50<br>(54)       | 1     |
| W24-1a                | 48"          | 48"    |                                    |  |                  |                 | 8                        | ORANGE      | BLACK         |               | 16.00<br>(128)      |       |
| W20-1<br>(AHEAD)      | 48"          | 48"    | ROAD WORK AHEAD                    |  |                  |                 | 8                        | ORANGE      | BLACK         |               | 16.00<br>(128)      | 1     |
| W3-5                  | 48"          | 48"    |                                    |  |                  |                 | 4                        | ORANGE      | BLACK         |               | 16.00<br>(64)       | 1     |

NOTES:  
1. SIGNS SHALL BE COVERED WITH 3/8" CDX EXTERIOR GRADE PLYWOOD PAINTED BLACK UPON COMPLETION OF PROJECT.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    | By           | Date |         |
|----------|-----|---------|--------------|------|---------|
| Designed | JRH | 03/2014 | Checked      | JRH  | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF  | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

MAINTENANCE OF TRAFFIC SIGN SUMMARY - LEFT IN PLACE

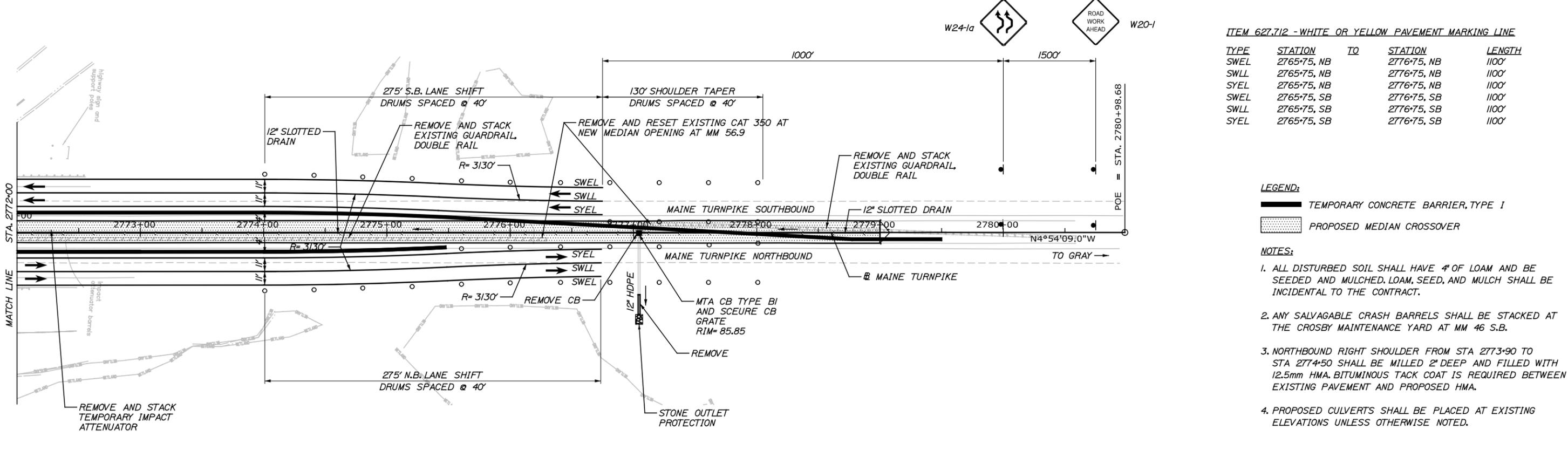
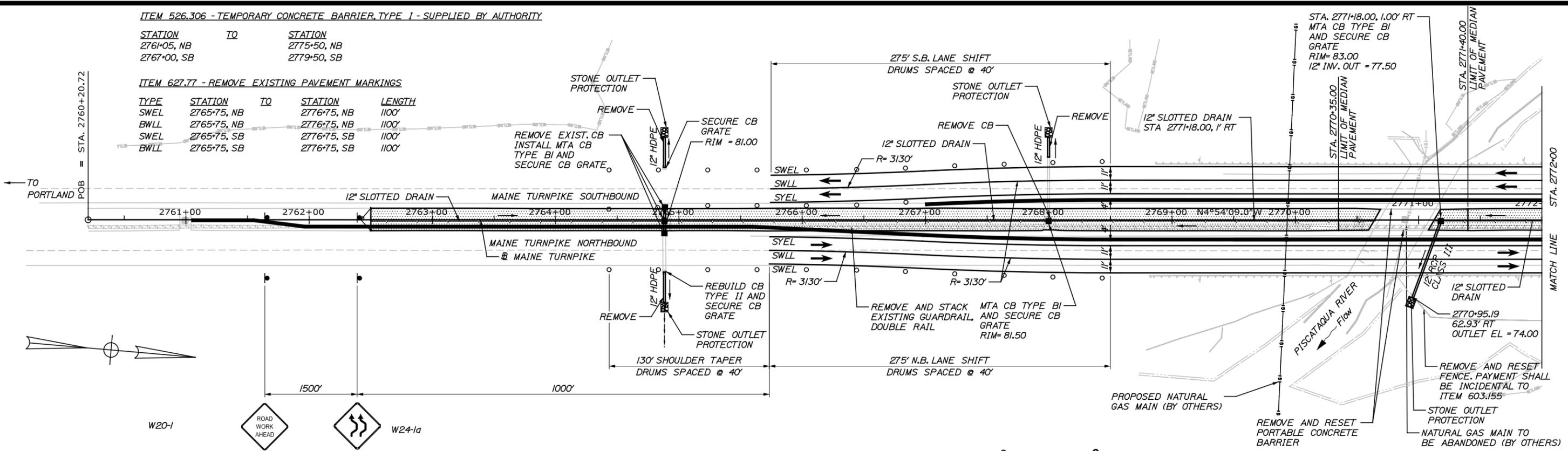
SHEET NUMBER: T-8  
CONTRACT: 2014.08  
14 OF 27

ITEM 526.306 - TEMPORARY CONCRETE BARRIER, TYPE I - SUPPLIED BY AUTHORITY

| STATION     | TO | STATION     |
|-------------|----|-------------|
| 2761+05, NB |    | 2775+50, NB |
| 2767+00, SB |    | 2779+50, SB |

ITEM 627.77 - REMOVE EXISTING PAVEMENT MARKINGS

| TYPE | STATION     | TO | STATION     | LENGTH |
|------|-------------|----|-------------|--------|
| SWEL | 2765+75, NB |    | 2776+75, NB | 1100'  |
| BWLL | 2765+75, NB |    | 2776+75, NB | 1100'  |
| SWEL | 2765+75, SB |    | 2776+75, SB | 1100'  |
| BWLL | 2765+75, SB |    | 2776+75, SB | 1100'  |



ITEM 627.712 - WHITE OR YELLOW PAVEMENT MARKING LINE

| TYPE | STATION     | TO | STATION     | LENGTH |
|------|-------------|----|-------------|--------|
| SWEL | 2765+75, NB |    | 2776+75, NB | 1100'  |
| SWLL | 2765+75, NB |    | 2776+75, NB | 1100'  |
| SYEL | 2765+75, NB |    | 2776+75, NB | 1100'  |
| SWEL | 2765+75, SB |    | 2776+75, SB | 1100'  |
| SWLL | 2765+75, SB |    | 2776+75, SB | 1100'  |
| SYEL | 2765+75, SB |    | 2776+75, SB | 1100'  |

- LEGEND:**
- TEMPORARY CONCRETE BARRIER, TYPE I
  - PROPOSED MEDIAN CROSSOVER
- NOTES:**
- ALL DISTURBED SOIL SHALL HAVE 4" OF LOAM AND BE SEEDED AND MULCHED. LOAM, SEED, AND MULCH SHALL BE INCIDENTAL TO THE CONTRACT.
  - ANY SALVAGABLE CRASH BARRELS SHALL BE STACKED AT THE CROSBY MAINTENANCE YARD AT MM 46 S.B.
  - NORTHBOUND RIGHT SHOULDER FROM STA 2773+90 TO STA 2774+50 SHALL BE MILLED 2" DEEP AND FILLED WITH 12.5mm HMA. BITUMINOUS TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND PROPOSED HMA.
  - PROPOSED CULVERTS SHALL BE PLACED AT EXISTING ELEVATIONS UNLESS OTHERWISE NOTED.

Scale: 40 0 40 80

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

| By       | Date        | By           | Date        |
|----------|-------------|--------------|-------------|
| Designed | JRH 03/2014 | Checked      | JRH 03/2014 |
| Drawn    | SAM 03/2014 | In Charge of | JOF 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**GENERAL SITE PLAN**

**MEDIAN CROSSOVERS - BRIDGE 28**

SHEET NUMBER: P-1  
 CONTRACT: 2014.08  
 15 OF 27

Date: 5/27/2014

Username:

Filename: ... \HIGHWAY\MSTA\015\_HDPlan\_28.dgn Division:

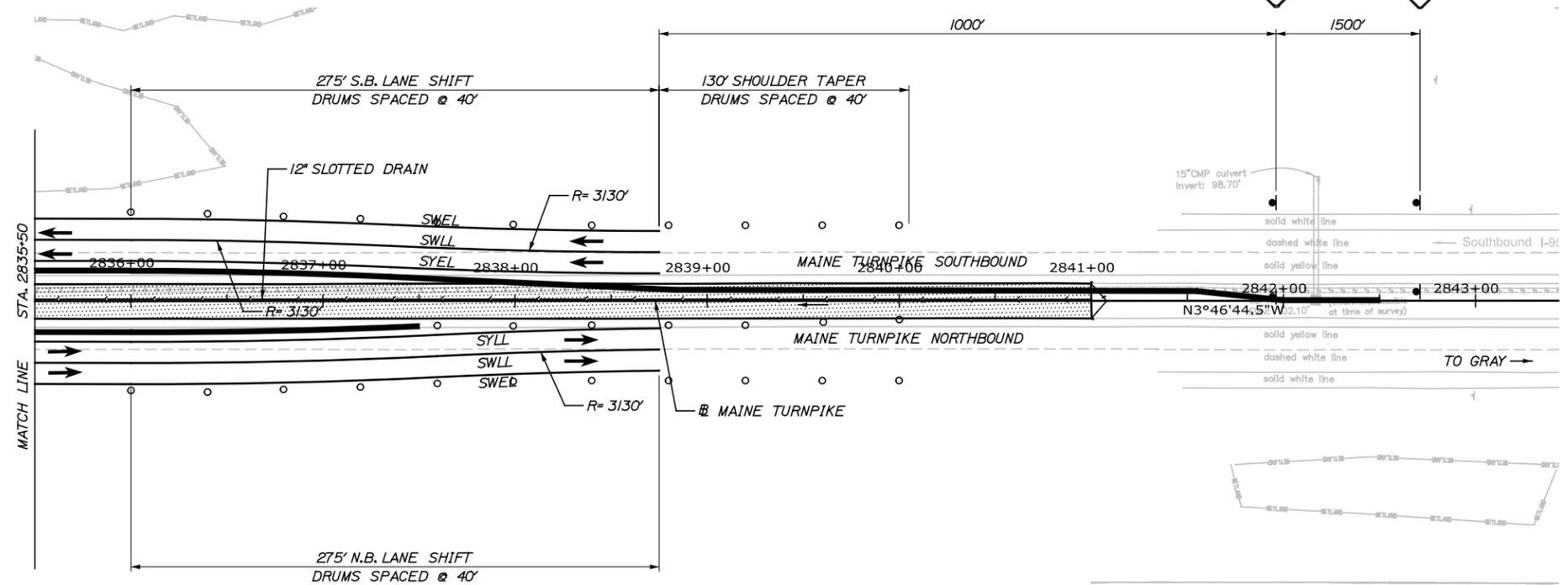
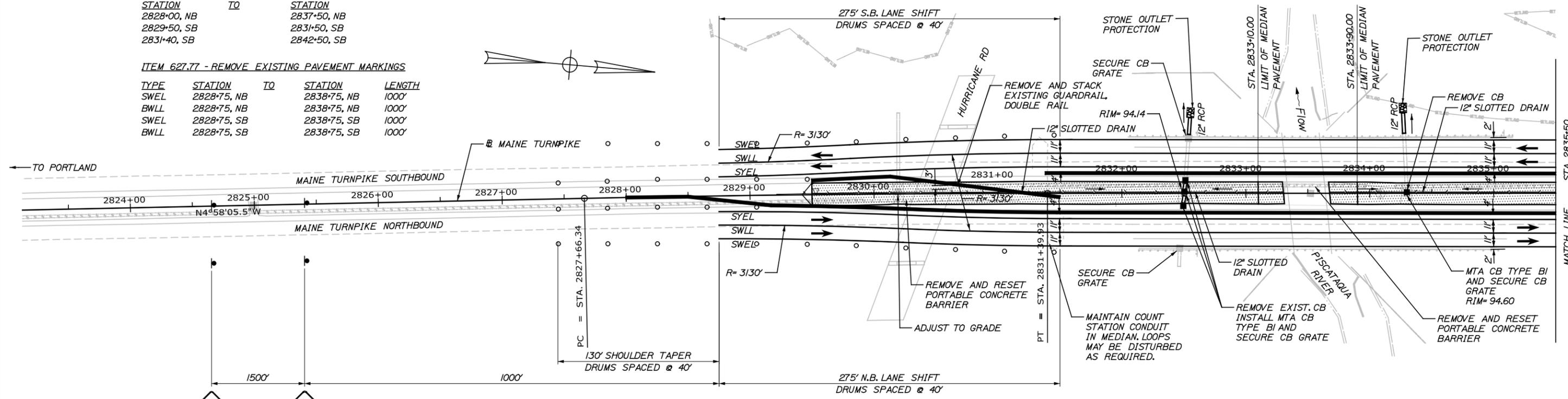
T:\Falmouth\Projects\2012\_411695.00 - Blockstop Road Bridge Rehab - Falmouth

ITEM 526.306 - TEMPORARY CONCRETE BARRIER, TYPE I - SUPPLIED BY AUTHORITY

| STATION     | TO | STATION     |
|-------------|----|-------------|
| 2828+00, NB |    | 2837+50, NB |
| 2829+50, SB |    | 2831+50, SB |
| 2831+40, SB |    | 2842+50, SB |

ITEM 627.77 - REMOVE EXISTING PAVEMENT MARKINGS

| TYPE | STATION     | TO | STATION     | LENGTH |
|------|-------------|----|-------------|--------|
| SWEL | 2828+75, NB |    | 2838+75, NB | 1000'  |
| BWLL | 2828+75, NB |    | 2838+75, NB | 1000'  |
| SWEL | 2828+75, SB |    | 2838+75, SB | 1000'  |
| BWLL | 2828+75, SB |    | 2838+75, SB | 1000'  |



CURVE DATA #1  
 PI = 2829+53.14  
 D = 0°19'05.9"  
 Δ = 1°11'21.0" Rt.  
 R = 18000.00'  
 L = 373.59'  
 T = 186.80'  
 E = 0.97'

ITEM 627.712 - WHITE OR YELLOW PAVEMENT MARKING LINE

| TYPE | STATION     | TO | STATION     | LENGTH |
|------|-------------|----|-------------|--------|
| SWEL | 2828+75, NB |    | 2838+75, NB | 1000'  |
| SWLL | 2828+75, NB |    | 2838+75, NB | 1000'  |
| SYEL | 2828+75, NB |    | 2838+75, NB | 1000'  |
| SWEL | 2828+75, SB |    | 2838+75, SB | 1000'  |
| SWLL | 2828+75, SB |    | 2838+75, SB | 1000'  |
| SYEL | 2828+75, SB |    | 2838+75, SB | 1000'  |

- LEGEND:**
- TEMPORARY CONCRETE BARRIER, TYPE I
  - PROPOSED MEDIAN CROSSOVER

- NOTES:**
- ALL DISTURBED SOIL SHALL HAVE 4" OF LOAM AND BE SEEDED AND MULCHED. LOAM, SEED, AND MULCH SHALL BE INCIDENTAL TO THE CONTRACT.
  - PROPOSED CULVERTS SHALL BE PLACED AT EXISTING ELEVATIONS UNLESS OTHERWISE NOTED.

Scale: 40 0 40 80

| No. | Revision | By | Date |
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|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

| By       | Date        | By           | Date        |
|----------|-------------|--------------|-------------|
| Designed | JRH 03/2014 | Checked      | JRH 03/2014 |
| Drawn    | JJB 03/2014 | In Charge of | JOF 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

GENERAL SITE PLAN  
 MEDIAN CROSSOVERS - BRIDGE 31

SHEET NUMBER: P-2  
 CONTRACT: 2014.08  
 16 OF 27

Date: 5/27/2014

Username:

Division:

Filename: ... \HIGHWAY\MSTA\016\_HDPlan\_31.dgn

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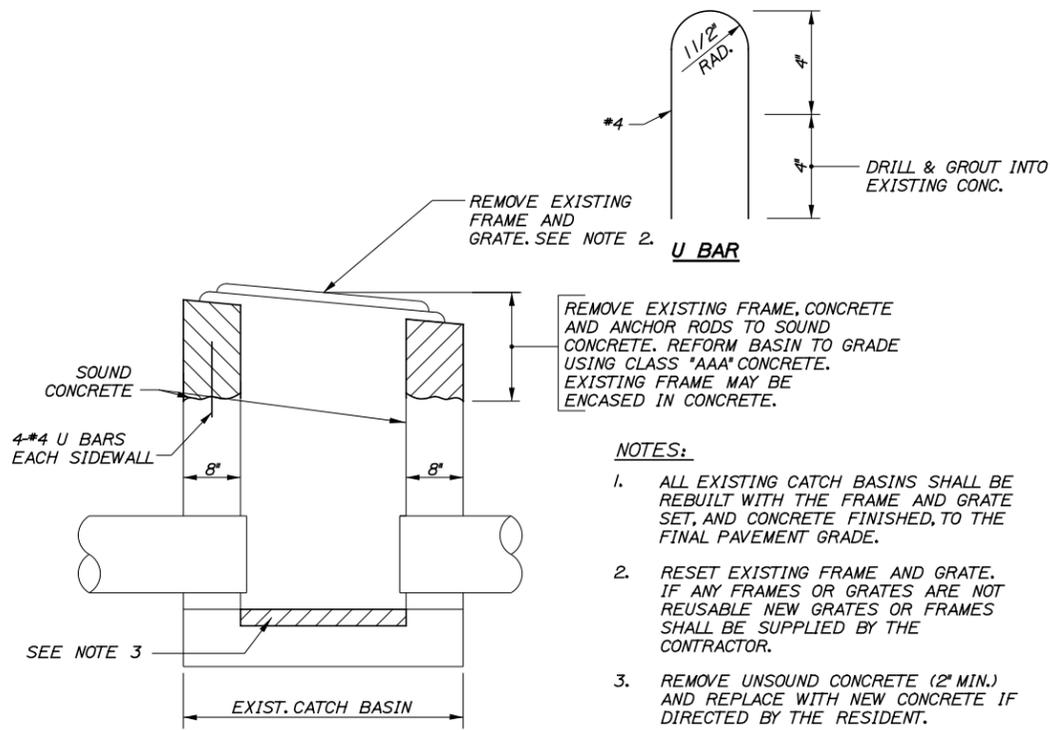
Date: 5/27/2014

Username:

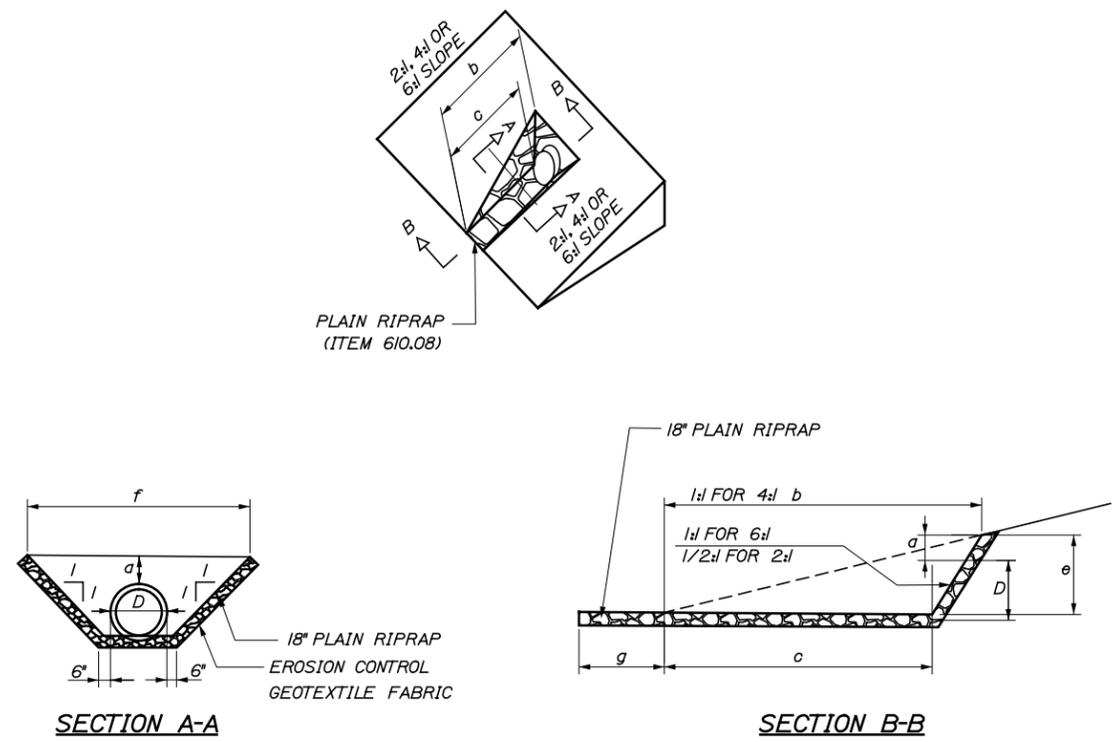
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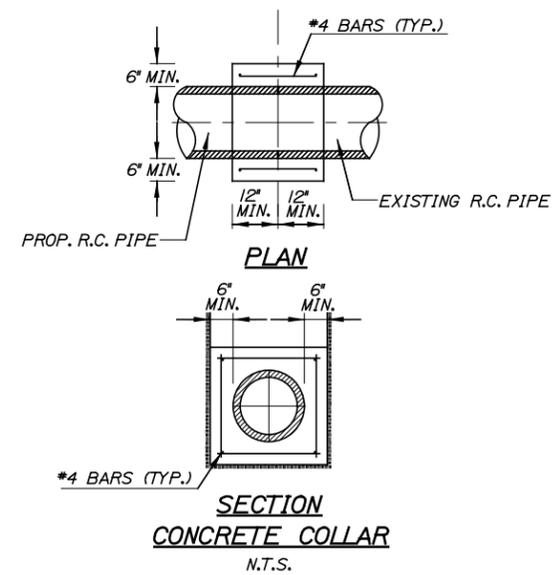
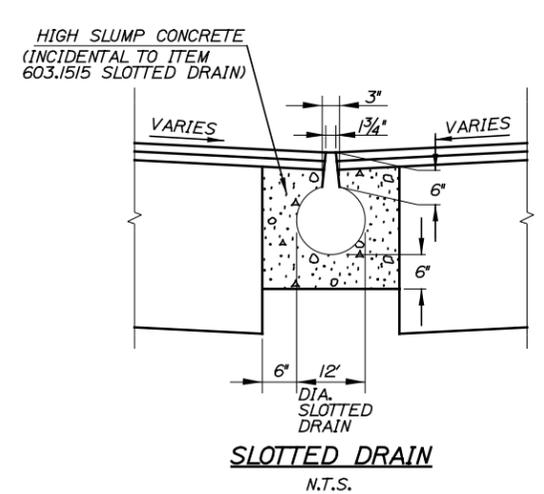


**REBUILD CATCH BASIN TO GRADE - TYPE II OR TYPE IV**  
NOT TO SCALE



**ROADWAY CULVERT END SLOPE TREATMENT**  
N.T.S.

- NOTES:
- THE DIMENSIONS SHOWN ARE APPROXIMATE AND MAY BE MODIFIED BY THE RESIDENT.
  - STONE QUANTITIES ARE FOR ONE END OF THE PIPE.



**DIMENSIONS FOR SLOPE OF 2:1**

| D   | a (FT) | B (FT) | C (FT) | E (FT) | F (FT) | G (FT) | STONE DEPTH (FT) | STONE (CY) |
|-----|--------|--------|--------|--------|--------|--------|------------------|------------|
| 12" | 1.00   | 4.00   | 3.00   | 2.00   | 6.00   | 1.00   | 1.50             | 1.30       |

**DIMENSIONS FOR SLOPE OF 4:1**

| D   | a (FT) | B (FT) | C (FT) | E (FT) | F (FT) | G (FT) | STONE DEPTH (FT) | STONE (CY) |
|-----|--------|--------|--------|--------|--------|--------|------------------|------------|
| 12" | 1.00   | 8.00   | 6.00   | 2.00   | 6.00   | 0.00   | 1.50             | 2.20       |

**DIMENSIONS FOR SLOPE OF 6:1**

| D   | a (FT) | B (FT) | C (FT) | E (FT) | F (FT) | G (FT) | STONE DEPTH (FT) | STONE (CY) |
|-----|--------|--------|--------|--------|--------|--------|------------------|------------|
| 12" | 0.50   | 9.00   | 7.50   | 1.50   | 4.50   | 0.00   | 1.50             | 2.30       |

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

| By       | Date        | By           | Date        |
|----------|-------------|--------------|-------------|
| Designed | JRH 03/2014 | Checked      | JRH 03/2014 |
| Drawn    | PJB 03/2014 | In Charge of | JOF 03/2014 |

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

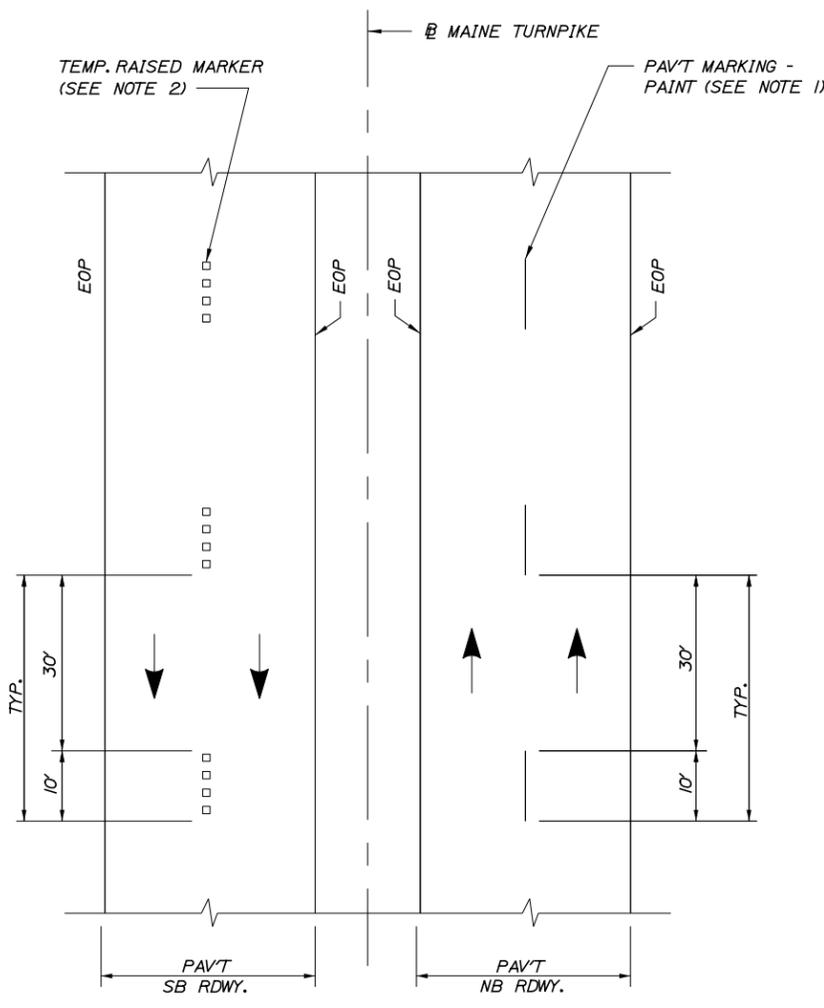
PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

**DRAINAGE DETAILS**

SHEET NUMBER: P-3

CONTRACT: 2014.08

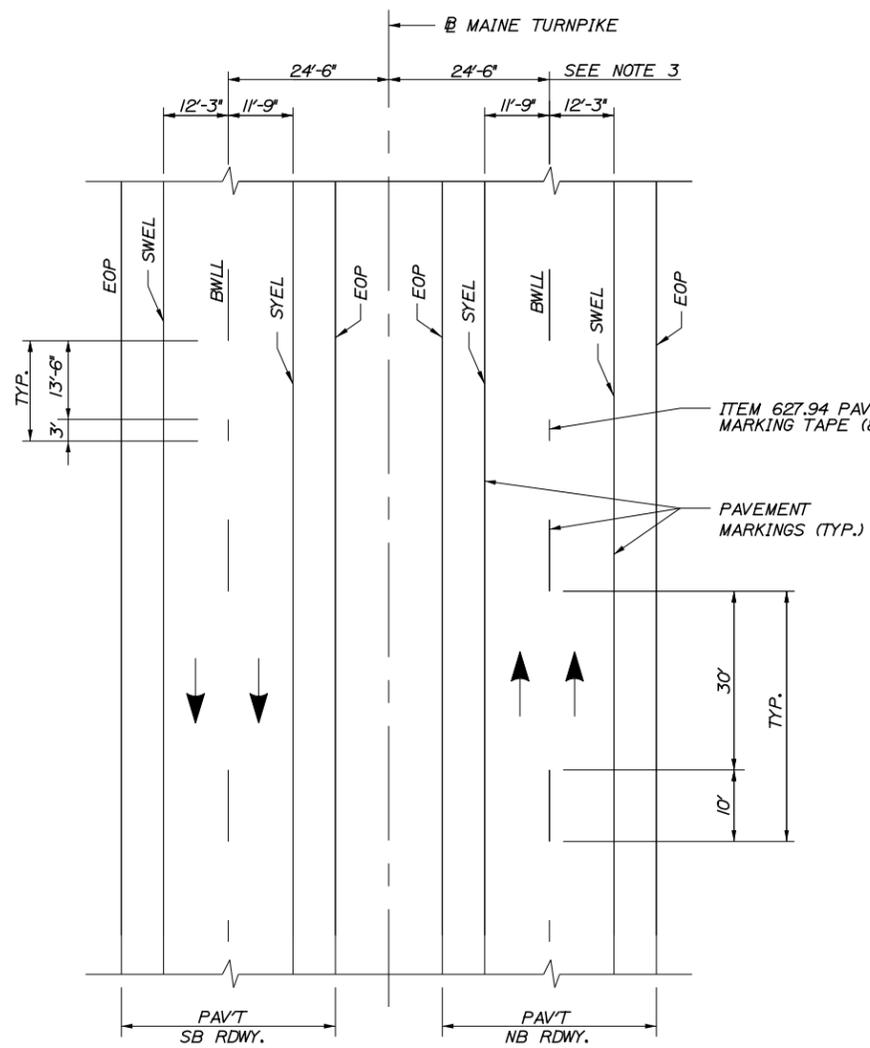
17 OF 27



**TEMP. PAVEMENT MARKINGS  
2 LANE RDWY**

**NOTES:**

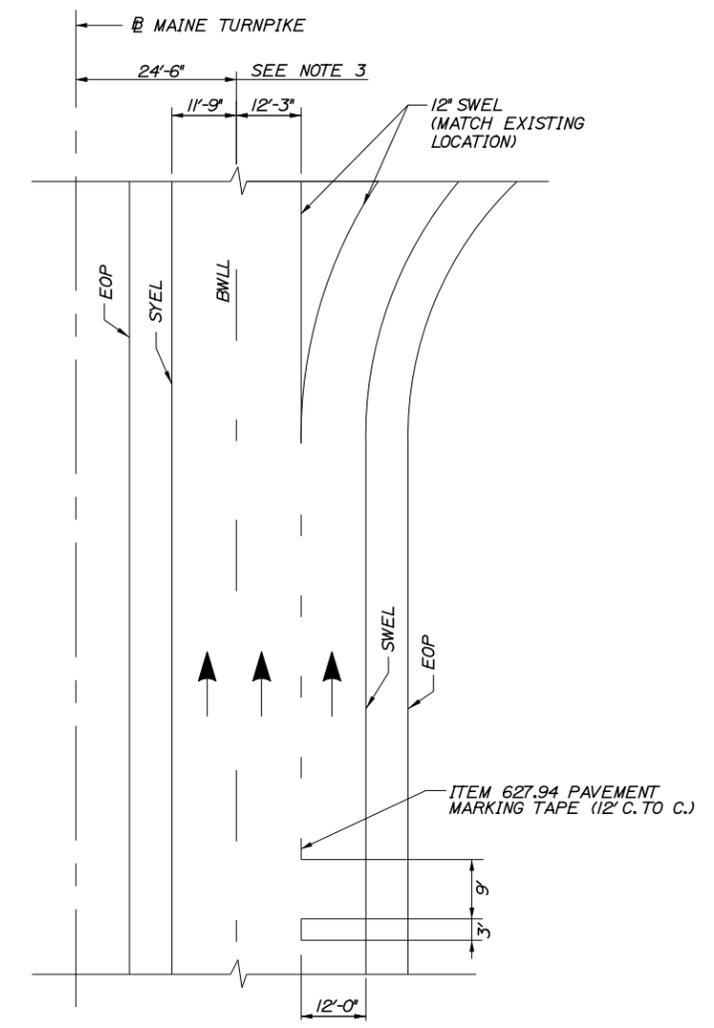
1. TEMPORARY PAVEMENT MARKINGS ON MILLED PAVEMENT SHALL BE 6" BROKEN WHITE PAINT LINES.
2. TEMPORARY PAVEMENT MARKINGS ON HMA 12.5 MM SHALL BE TEMPORARY RAISED PAVEMENT MARKERS. (4 MARKERS SPACED 5 FOOT C. TO C.)



**PERMANENT PAVEMENT MARKINGS  
2 LANE RDWY**

**NOTES:**

1. PERMANENT PAVEMENT MARKINGS SHALL BE 6" WIDE LINES.
2. PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ON BOTH ROADWAYS.
3. THE OFFSET DISTANCE SHOWN ARE MEASURED FROM THE CENTER OF THE 6" PAINT LINES.



**SERVICE PLAZA RAMP PAVEMENT MARKINGS  
(OFF RAMP SHOWN, ON RAMP SIMILAR)**

**LEGEND**

- SYEL = SOLID YELLOW EDGE LINE (6" PAINT)
- SWEL = SOLID WHITE EDGE LINE (6" PAINT)
- BWLL = BROKEN WHITE LANE LINE (6" PAINT)
- EOP = EDGE OF PAVEMENT

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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|     |          |    |      |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL  
AND DRAINAGE IMPROVEMENTS**

**STRIPING DETAILS**

SHEET NUMBER: P-4  
 CONTRACT: 2014.08  
 18 OF 27

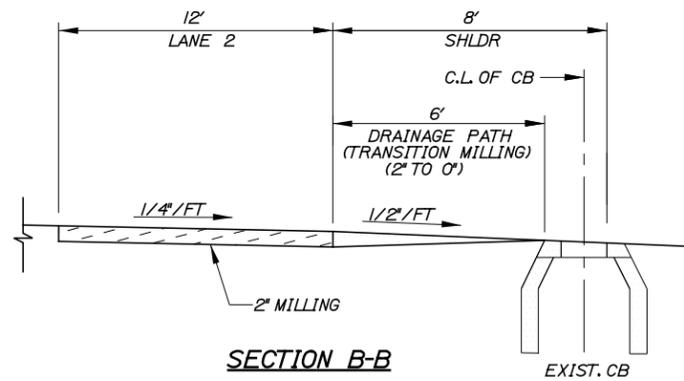
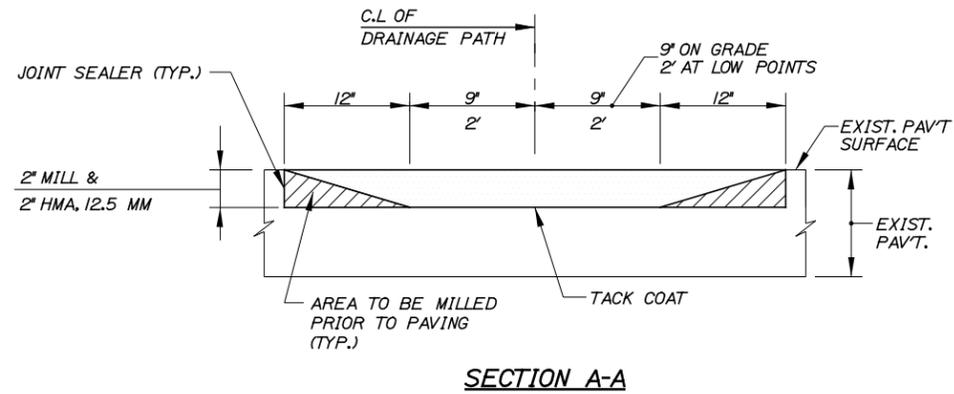
Date: 5/27/2014

Username:

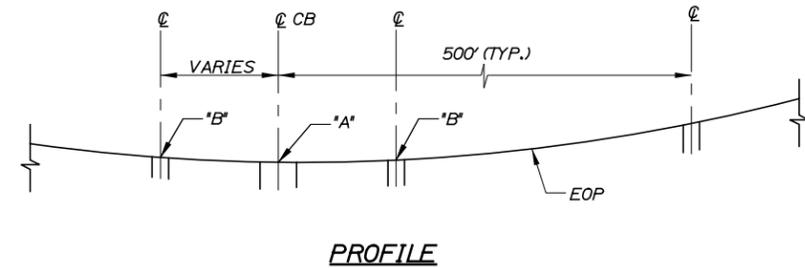
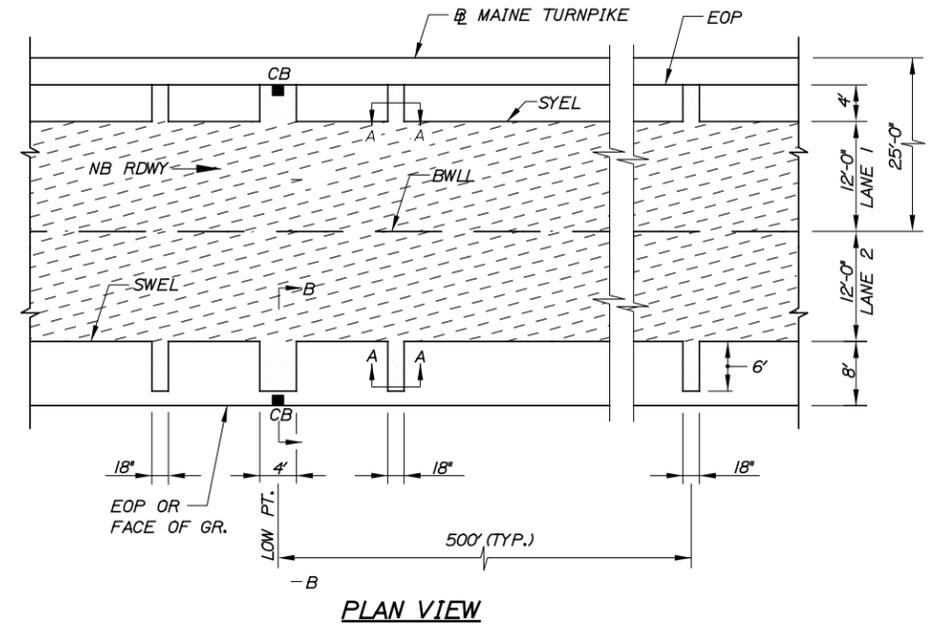
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Filename: ... \HIGHWAY\MSTA\019\_Misc.dgn

| MM 57.0 TO MM 59.5 |                |                 |         |
|--------------------|----------------|-----------------|---------|
| STA.               | LOW POINT STA. | HIGH POINT STA. | REMARKS |
|                    | 2856+80        |                 |         |
|                    | 2934+73        |                 |         |
|                    | 2982+70        |                 |         |



DRAINAGE PATH DETAILS



LEGEND

- = DRAINAGE PATH MILLING
- = TRAVEL LANE MILLING

NOTES:

1. POINT "B" IS 1" HIGHER THAN POINT "A".
2. LOW/HIGH POINT STATIONING IS SHOWN IN SCHEDULES ABOVE.
3. DRAINAGE PATH REQUIRED AT ALL LOW POINTS.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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|     |          |    |      |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | SAM | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

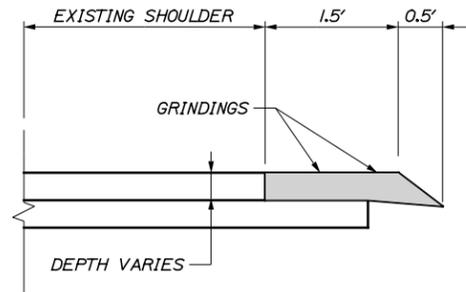
MISCELLANEOUS DETAILS

SHEET NUMBER: P-5  
 19 OF 27

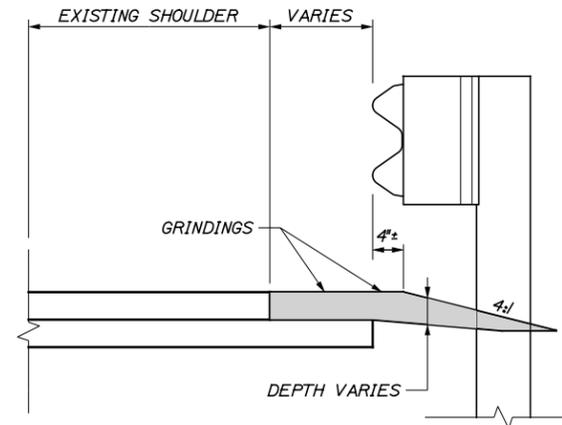
CONTRACT: 2014.08

**BERM DROPOFF CORRECTIONS:**

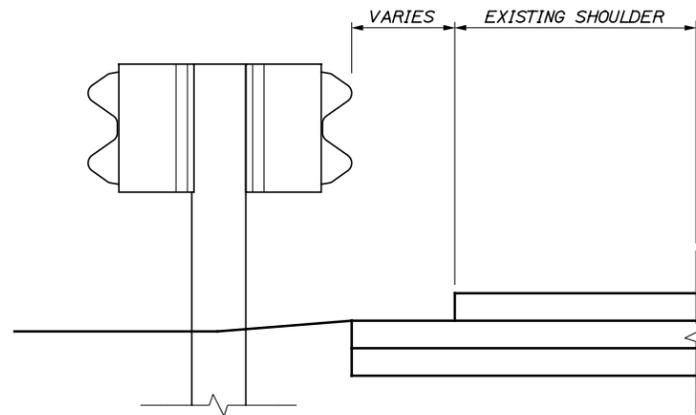
| STA     |         | SHOULDER |       |
|---------|---------|----------|-------|
| BEGIN   | END     | LEFT     | RIGHT |
| 2856+50 | 2860+50 |          | X     |
| 2867+50 | 2869+50 |          | X     |
| 2874+50 | 2888+50 |          | X     |
| 2917+50 | 2919+00 |          | X     |
| 2981+50 | 2982+70 |          | X     |



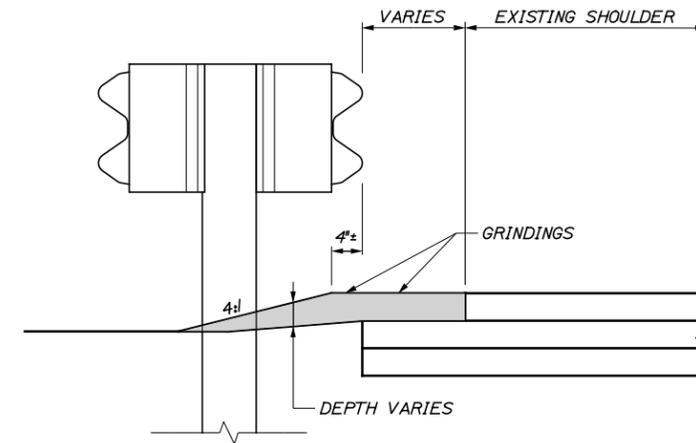
**BERM DROPOFF CORRECTION WITHOUT GUARDRAIL**  
NOT TO SCALE



**BERM DROPOFF CORRECTION WITH GUARDRAIL  
RIGHT OUTSIDE OF SHOULDER**  
NOT TO SCALE



**EXISTING SECTION**



**PROPOSED SECTION**

**BERM DROPOFF CORRECTION WITH GUARDRAIL  
MEDIAN GUARDRAIL**  
NOT TO SCALE

- NOTES:**
- SEE BERM DROPOFF CORRECTION TABLE FOR LOCATIONS.
  - LEFT AND RIGHT ARE SPECIFIC TO WHETHER TRAVELING NB OR SB.

Date: 5/27/2014

Username:

Division:

Filename: ... \MSTA\020\_berm\_dropoff.dgn

T:\Falmouth\Projects\2012\_411695.00 - Blocktop Road Bridge Rehab - Falmouth

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| No.          | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

|   |                   |
|---|-------------------|
| PAVEMENT REHABILITATION, GUARDRAIL<br>AND DRAINAGE IMPROVEMENTS |                   |
| BERM DROPOFF CORRECTION DETAILS                                 |                   |
| CONTRACT: 2014.08   | SHEET NUMBER: G-1 |
|   | 20 OF 27          |

GUARDRAIL EARTHWORK AND PAVEMENT REPAIR NOTES

1. ALL EARTHWORK AND PAVEMENT REPAIRS ASSOCIATED WITH GUARDRAIL INSTALLATIONS AND/OR MODIFICATIONS FOR THIS CONTRACT SHALL BE INCIDENTAL TO THE GUARDRAIL ITEMS UNLESS OTHERWISE NOTED.

2. ALL DISTURBED AREAS DUE TO THE WORK PERFORMED UNDER THIS CONTRACT FOR GUARDRAIL REPAIRS, MODIFICATION AND/OR INSTALLATIONS SHALL BE REPAIRED AND RESTORED TO ORIGINAL CONDITION. GRASSED AREAS SHALL RECEIVE 4" OF LOAM, SEED, FERTILIZER AND MULCH. IN PAVED AREAS, SUBBASE GRAVEL SHALL BE REPLACED AND RECOMPACTED WITH MAINE DOT TYPE-D GRAVEL AND HOT MIX ASPHALT TO A THICKNESS TO MATCH SURROUNDING PAVEMENT.

3. COMPACTION OF EARTH AND/OR SUBBASE GRAVEL AROUND GUARDRAIL POSTS DISTURBED DURING THE WORK IS REQUIRED. ALL POSTS SHALL BE PLUMB AFTER COMPACTION.

4. EXCAVATION NECESSARY TO MAINTAIN DRAINAGE WAYS OUTSIDE OF THE FLEAT 350 WIDENING OR THE SHOULDER WIDENING WORK AREA SHALL BE PAID FOR UNDER ITEM 631.12 ALL PURPOSE EXCAVATOR AS APPROVED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL SHALL BE USED TO GRADE ANY PROPOSED SLOPE AREA OUTSIDE OF 1:1 SLOPE LIMIT OR USED TO FLATTEN SLOPES OUTSIDE THE WORK AREA AS APPROVED BY THE RESIDENT. PLACEMENT AND COMPACTION OF THE EXCAVATED MATERIAL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

5. ANY COMMON BORROW NECESSARY TO CONSTRUCT SHOULDER WIDENING SHALL COME FROM EXCAVATION WITHIN PROJECT LIMITS AND NO SEPARATE PAYMENT WILL BE MADE.

6. SLOPES CONSTRUCTED FROM THE ABOVE NOTED EXCAVATED MATERIAL SHALL BE LOAMED, SEEDED AND MULCHED. LOAM, SEED AND MULCH WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCIDENTAL TO ITEM 606.754.

7. SLOPES CONSTRUCTED FOR ITEM 205.51 SHALL BE 3:1 WITHIN 50 FEET OF THE TERMINAL END AND CAN BE 2:1 IN ALL OTHER AREAS.

8. IF LEDGE IS ENCOUNTERED DURING EXCAVATION AND IF APPROVED BY THE RESIDENT, AN 18" UNDERDRAIN - TYPE C WRAPPED IN GEOTEXTILE, MAY BE INSTALLED IN THE EXISTING DITCH LINE TO MAINTAIN DRAINAGE WITH RIPRAP OUTLETS. THE ENDS SHALL BE CUT AND THE SLOPE GRADED TO CREATE A 4:1 SLOPE AT BOTH THE ENTERING AND EXITING ENDS OF THE PIPE. ALL WORK AND ITEMS REQUIRED TO INSTALL THE PIPE SHALL BE INCIDENTAL TO THE ITEM 606.754.

GUARDRAIL INSTALLATION AND MODIFICATION NOTES

1. THE CONTRACTOR SHALL FOLLOW ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR THE INSTALLATION AND/OR MODIFICATION OF ANY AND ALL GUARDRAIL COMPONENTS TO BE INSTALLED UNDER THIS CONTRACT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER IF THE CONTRACTOR DISCOVERS CONFLICTS OR IRREGULARITIES OF ANY SORT BETWEEN THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND THESE CONTRACT DOCUMENTS.

2. THE CONTRACTOR IS REQUIRED TO HAVE AN APPROVED CRASH END TREATMENT ON ALL GUARDRAIL ENDS IN ALL WORK AREAS AT THE END OF EACH DAY. THE CONTRACTOR SHALL ENSURE THAT ENOUGH TIME EXISTS IN THE WORK DAY TO COMPLETE ALL MODIFICATIONS AND/OR INSTALLATIONS TO END TERMINALS. THE CONTRACTOR SHALL ENSURE THAT ALL PARTS AND MANPOWER ARE ON-SITE PRIOR TO UNDERTAKING ANY GUARDRAIL MODIFICATIONS.

3. GUARDRAIL HEIGHT SHALL BE INSTALLED OR ADJUSTED TO 30" ± 0", -1/2" HEIGHT. GUARDRAIL HEIGHT SHALL BE MEASURED FROM THE EDGE OF PAVEMENT WHEN WITHIN 2 FEET. IF GUARDRAIL IS OFFSET FROM EDGE OF PAVEMENT GREATER THAN 2 FEET, THEN HEIGHT OF RAIL SHALL BE MEASURED AT GROUND ELEVATION ADJACENT TO EACH POST BELOW THE RAIL TO THE TOP OF GUARDRAIL AND AFTER FINAL GRADING OF SHOULDER.

4. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL CUT BOLTS, DISCARDED PARTS, TRASH, PAVEMENT DEBRIS, ETC., AFTER COMPLETING GUARDRAIL MODIFICATIONS AND/OR INSTALLATIONS.

5. CONNECTIONS FOR PROPOSED RAIL TO EXISTING RAIL SHALL BE INCIDENTAL TO THE INSTALLATION OF PROPOSED GUARDRAIL.

6. FLEAT 350 TERMINALS INSTALLED UNDER THIS CONTRACT SHALL BE INSTALLED AT A HEIGHT OF 27.5" AT THE TERMINAL HEAD AND TRANSITIONING UP TO THE REQUIRED HEIGHT OF RAIL OF 30" ± 0", -1/2" OVER A 25 LINEAR FOOT LENGTH. HEIGHT OF FLEAT 350 RAIL SHALL BE MEASURED FROM THE GROUND ELEVATION UNDER THE FLEAT RAIL PANELS TO THE TOP OF THE RAIL.

7. SOIL ANCHOR TUBES INSTALLED AS PART OF CAT, FLEAT OR TRAILING TERMINAL ENDS SHALL NOT PROTRUDE FROM THE GROUND MORE THAN 3/2". ADDITIONAL SITE GRADING MAY BE REQUIRED TO ADJUST SOIL TUBE REVEAL AND IF REQUIRED SHALL NOT DIRECT STORMWATER SURFACE DRAINAGE TOWARDS THE SHOULDER OR TRAVEL WAY. ADDITIONAL SITE GRADING SHALL BE INCIDENTAL TO THE END TERMINAL INSTALLATION.

8. TRANSITION RAIL HEIGHT ON TERMINAL END-ANCHORED ENDS FROM 27 1/2" AT THE END OF THE RAIL TO 30" HEIGHT OVER A 25 LINEAR FOOT LENGTH.

9. A CAT SYSTEM AND REQUIRED TRANSITION SECTION IS 43.75 FEET PLUS THE 25 FEET OF TYPE 3d DOUBLE RAIL THIS 68.75 FEET OF RAIL AND SYSTEM SHALL BE IN A CONTINUOUS TANGENT LINE.

10. ALL DAMAGE TO GUARDRAIL COMPONENTS RESULTING FROM ADJUSTMENTS MADE TO THE GUARDRAIL SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE AUTHORITY.

11. ALL SALVAGEABLE GUARDRAIL BEAM AND POSTS FROM REMOVED GUARDRAIL SHALL BE STACKED AT THE CROSBY MAINTENANCE YARD AT MM 46 S.B. THE CONTRACTOR SHALL DISPOSE OF ALL UNSALVAGABLE COMPONENTS INCLUDING ALL OFFSET BLOCKS, BOLTS, AND OTHER HARDWARE.

EROSION

1. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL DISTURBED 2:1 SLOPES, IN THE FLOW LINE OF ALL DISTURBED DITCHES AFTER LOAM AND SEED HAVE BEEN INSTALLED, AND/OR AS DIRECTED BY THE RESIDENT AND SHALL BE INCIDENTAL TO ITEM 606.754.

Date: 5/27/2014

Username:

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Filename: ... \MSTA\021\_FLEAT\_Notes.dgn

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| Designed by:                             |     |         |              |     |         |
| <b>TYLIN INTERNATIONAL</b>               |     |         |              |     |         |
| CONSULTANT PROJECT MANAGER: Jim Ferguson |     |         |              |     |         |
|  | By  | Date    |              | By  | Date    |
| Designed                                 | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn                                    | PJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL  
AND DRAINAGE IMPROVEMENTS

GUARDRAIL GENERAL NOTES

CONTRACT: 2014.08

SHEET NUMBER: G-2

21 OF 27

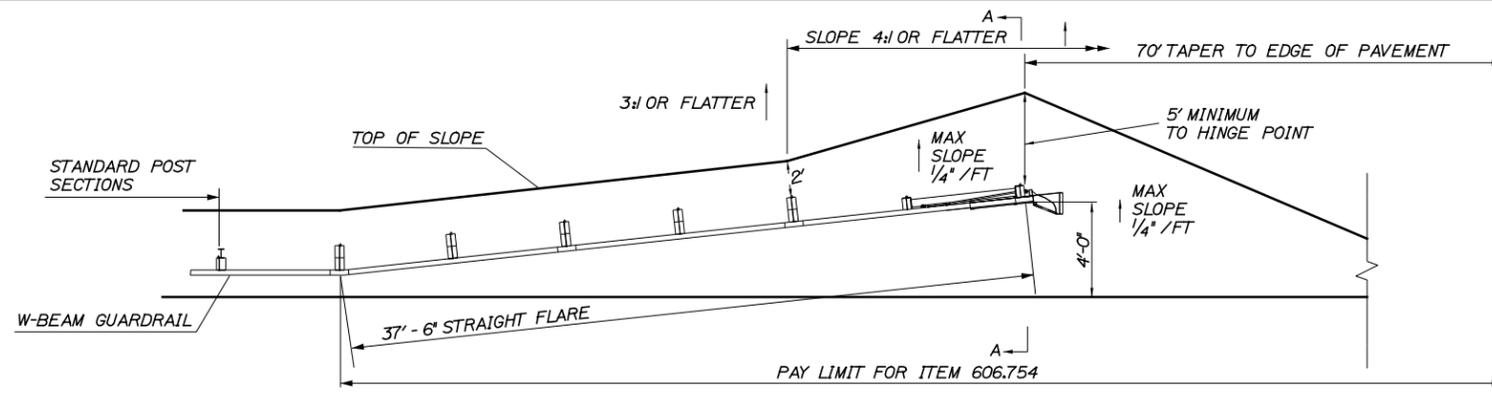
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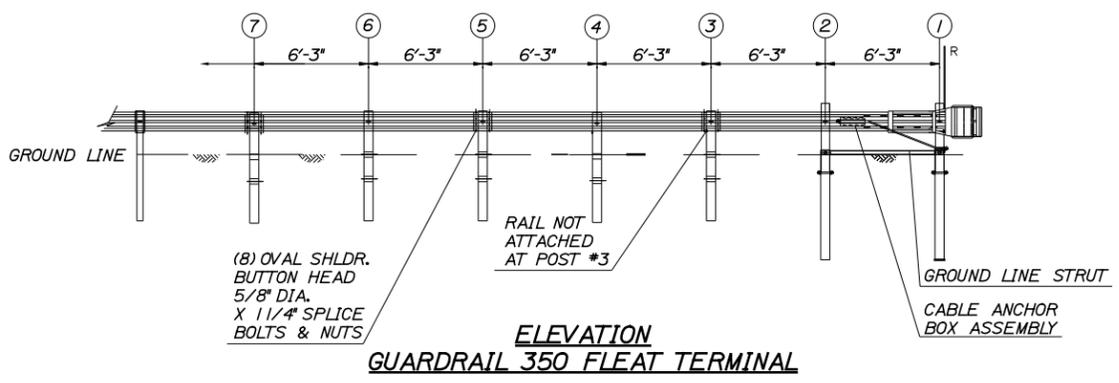
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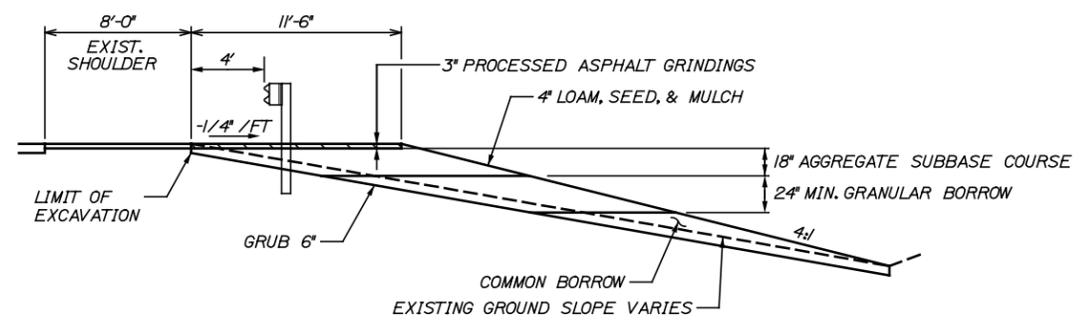
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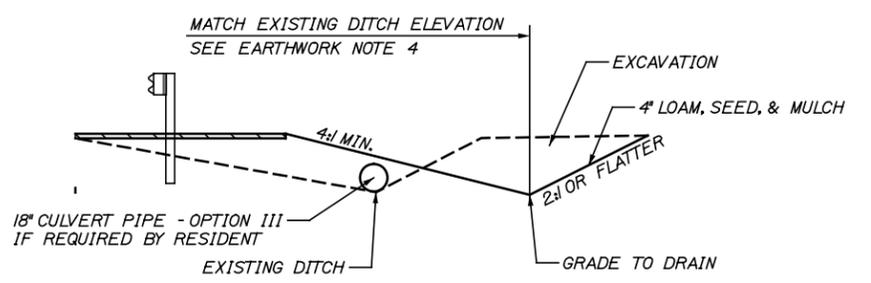
**WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL - ITEM 606.754**  
**PLAN**



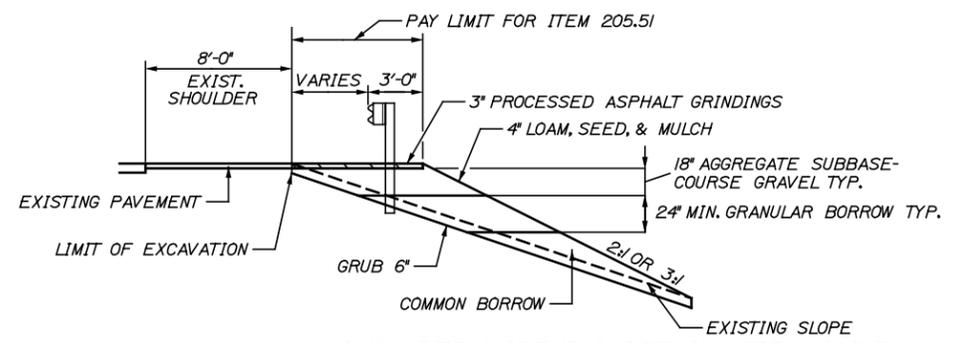
**ELEVATION**  
**GUARDRAIL 350 FLEAT TERMINAL**



**SECTION A-A**  
**DITCH FILL DETAIL**



**SECTION A-A**  
**DITCH CUT DETAIL**



**SHOULDER WIDENING DETAIL - ITEM 205.51**

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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|     |          |    |      |
|     |          |    |      |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | PJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**  
**SHOULDER WIDENING DETAILS**

SHEET NUMBER: G-3  
 CONTRACT: 2014.08  
 22 OF 27

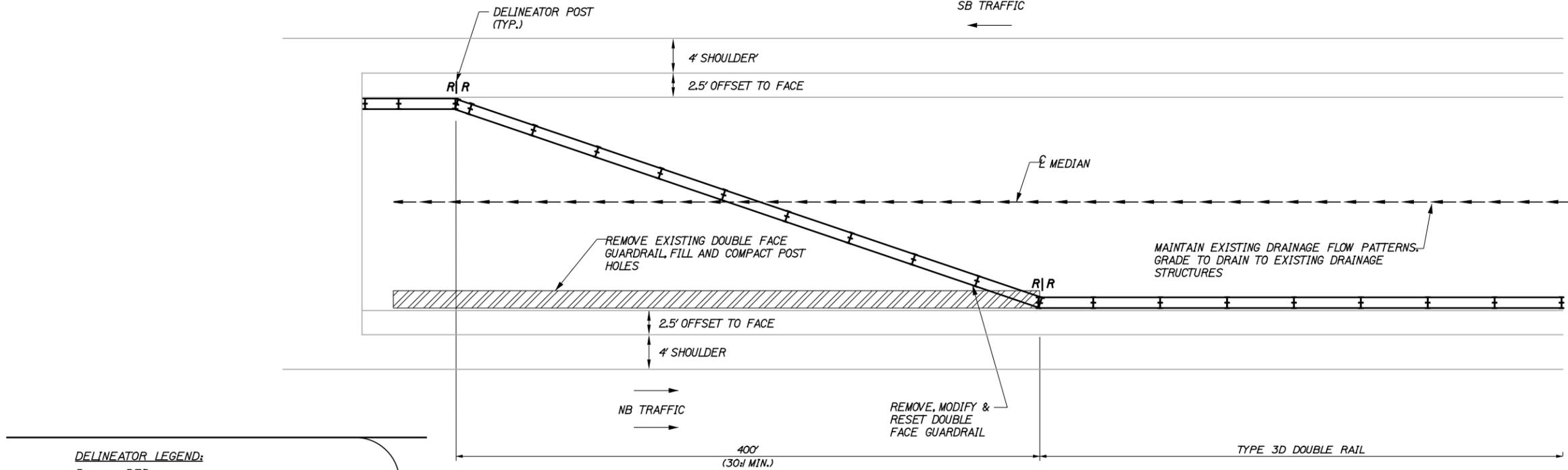
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Division:

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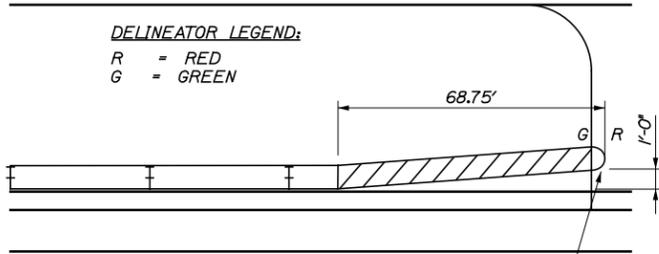
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**GUARDRAIL TAPER DETAIL**  
NOT TO SCALE

THE TAPER LENGTH OF 400 FEET IS BASED ON A 2.5 FOOT OFFSET TO THE FACE OF RAIL FROM THE EDGE OF PAVEMENT ON BOTH BOUNDS. IF THE EXISTING RAIL IS AT AN OFFSET THAT IS MORE OR LESS THEN 6 INCHES THAN THE NOTED 2.5 FEET THEN THE TAPER LENGTH SHALL BE RECALCULATED BY THE RESIDENT.

**DELINEATOR LEGEND:**  
R = RED  
G = GREEN

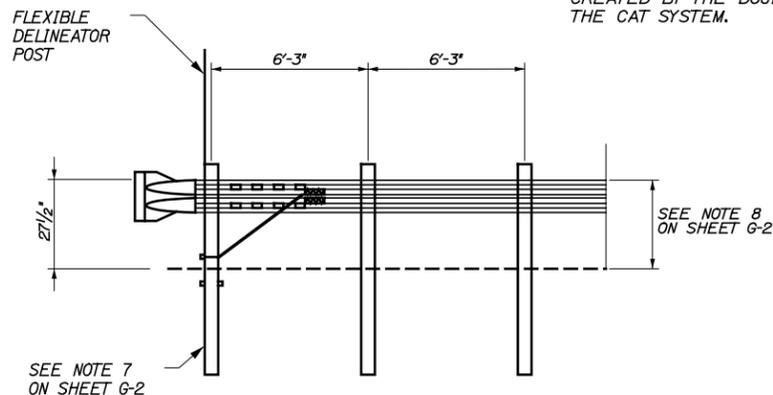


LAG BOLT FLEXIBLE DELINEATOR POSTS TO FIRST POST. RED DELINEATOR TOWARDS OPPOSING TRAFFIC. GREEN TOWARD CAT.

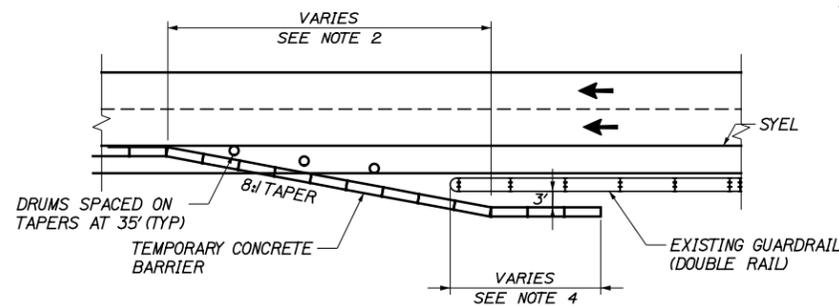
**CAT INSTALLATION DETAIL**  
N.T.S.

**NOTES:**

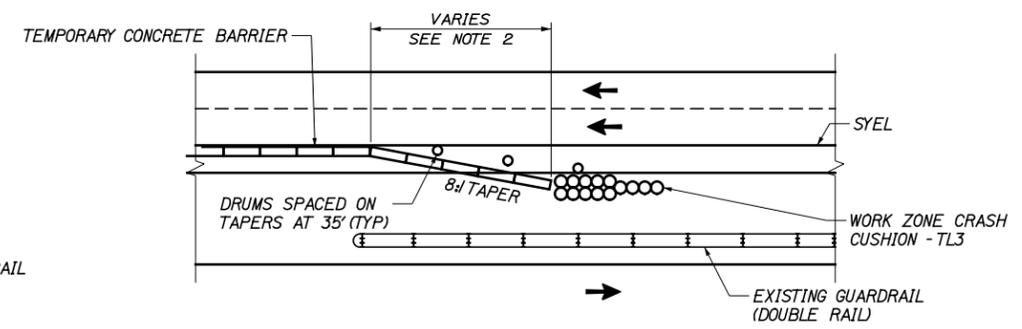
1. THE CAT SYSTEM INCLUDES 43.75 FEET OF ENERGY ABSORBING SYSTEM AND 25 FEET OF TYPE 3D MODIFIED DOUBLE RAIL.
2. THE ENTIRE 68.75 FEET OF THE CAT SYSTEM SHALL BE ON THE SAME CONTINUOUS TANGENT.
3. THE LEADING END OF THE CAT SHALL BE NO CLOSER THAN 1' FROM THE TANGENT LINE CREATED BY THE DOUBLE RAIL PRIOR TO THE CAT SYSTEM.



**TERMINAL END - ANCHORED END**  
**(ITEM 606.278)**  
N.T.S.



**EXISTING GUARDRAIL ON NEAR SIDE OF MEDIAN**



**EXISTING GUARDRAIL ON FAR SIDE OF MEDIAN**

**CONCRETE BARRIER/GUARDRAIL OVERLAP DETAIL**  
NTS

**CONCRETE BARRIER/GUARDRAIL OVERLAP NOTES:**

1. BARRIER ENDS SHALL BE PROTECTED BY A WORK ZONE CRASH CUSHION (TL-3) OR LAPPED BEHIND GUARDRAIL SEE DETAILS THIS SHEET.
2. 8" MINIMUM TAPERED BARRIER LENGTH DEPENDENT ON LOCATION OF BARRIER RELATIVE TO MAINE TURNPIKE SHOULDERS OR LANES.
3. IF A WORK ZONE CRASH CUSHION - TL-3 IS USED FOR A MEDIAN SHOULDER CLOSURE, THE CRASH CUSHION SYSTEM MUST BE FOUNDED ON A LEVEL SURFACE. ANY WORK NECESSARY TO PROVIDE A LEVEL SURFACE WILL BE INCIDENTAL TO THE CRASH CUSHION ITEM.
4. IF THE 50' MIN. LENGTH OF OVERLAP CANNOT BE MET, THEN THE EXISTING GUARDRAIL END MUST BE ANCHORED IN ACCORDANCE WITH DRAWING SEW02a IN THE AASHTO-AGC-ARBTA JOINT COMMITTEE TASK FORCE 13 REPORT, DRAFTED MAY 1995. PAYMENT SHALL BE INCIDENTAL TO GUARDRAIL ITEMS.



| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

|  |     |         |              |     |         |
|--|-----|---------|--------------|-----|---------|
| CONSULTANT PROJECT MANAGER: Jim Ferguson |     |         |              |     |         |
| Designed                                 | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn                                    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**  
  
**GUARDRAIL DETAILS**

CONTRACT: 2014.08

SHEET NUMBER: G-4

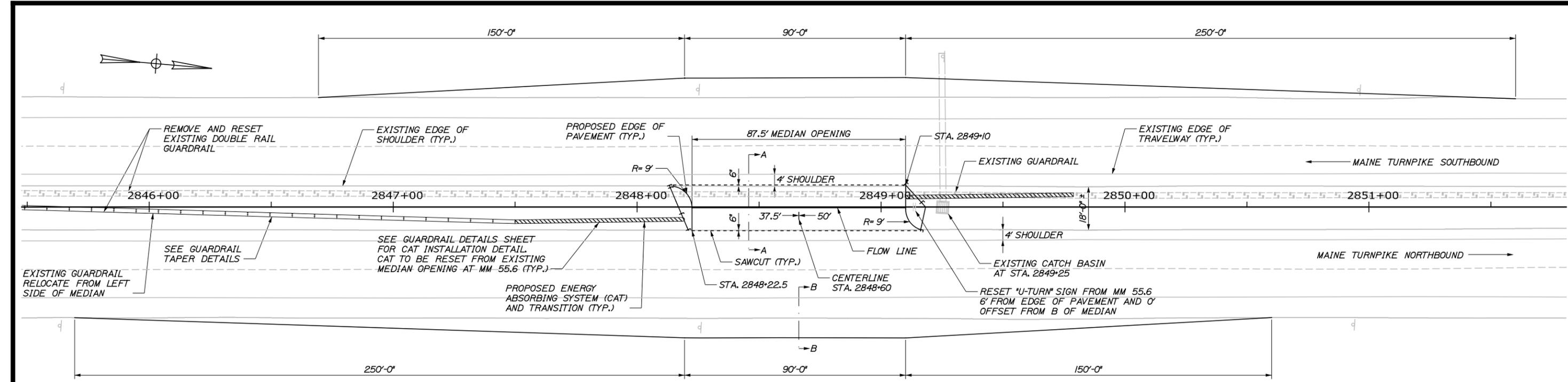
23 OF 27

Date: 5/27/2014

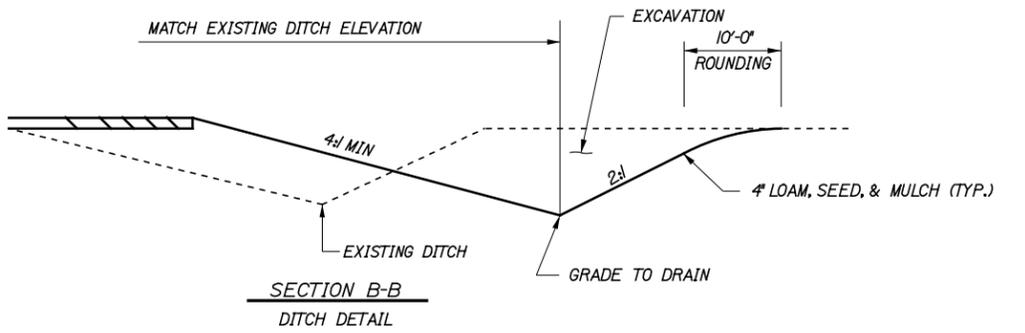
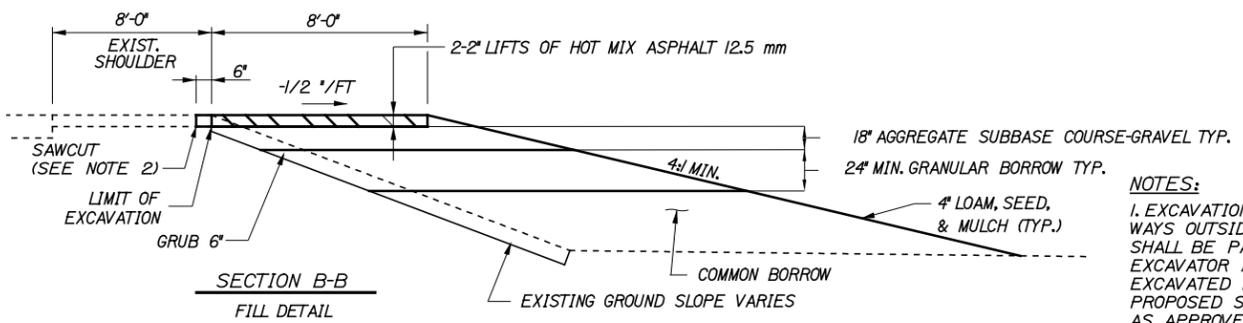
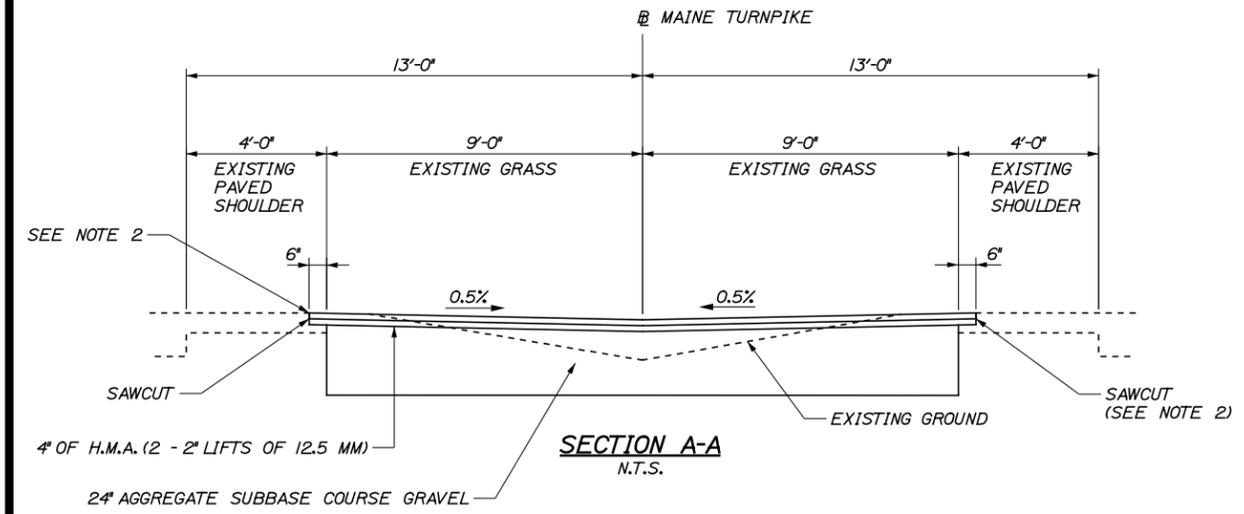
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**PROPOSED MEDIAN OPENING MM 56.9**  
I' = 20FT



**TRUCK TURNOUT DETAILS**

- NOTES:**
1. EXCAVATION NECESSARY TO MAINTAIN DRAINAGE WAYS OUTSIDE THE LIMITS OF THE TRUCK TURNOUTS SHALL BE PAID FOR UNDER ITEM 631.12 ALL PURPOSE EXCAVATOR AS APPROVED BY THE RESIDENT. EXCAVATED MATERIAL MAY BE USED TO GRADE ANY PROPOSED SLOPE AREA OUTSIDE OF 1:1 SLOPE LIMIT AS APPROVED BY THE RESIDENT OR USED TO FLATTEN SLOPES OUTSIDE THE WORK AREA AS APPROVED BY THE RESIDENT. PLACEMENT AND COMPACTION OF THIS EXCAVATED MATERIAL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.
  2. SAWCUT EXISTING PAVEMENT (ITEM 419.32) FULL DEPTH AND COAT SAWN FACE WITH HOT RUBBERIZED ASPHALT. (INCIDENTAL TO PAVEMENT ITEMS).
  3. ALL DISTURBED SOIL SHALL HAVE 4" OF LOAM AND BE SEEDED AND MULCHED. LOAM, SEED, AND MULCH SHALL BE INCIDENTAL TO THE CONTRACT.
  4. IF LEDGE IS ENCOUNTERED DURING EXCAVATION AND IF APPROVED BY THE RESIDENT, A 18 INCH UNDERDRAIN TYPE C WRAPPED IN DRAINAGE GEOTEXTILE, MAY BE INSTALLED IN THE EXISTING DITCH LINE TO MAINTAIN DRAINAGE WITH RIPRAP OUTLETS. ONCE THE PIPE IS INSTALLED THE ENDS SHALL BE CUT AND THE SLOPE GRADED TO CREATE A 4:1 SLOPE AT BOTH THE ENTERING AND EXITING ENDS OF THE PIPE. THIS WORK SHALL BE INCIDENTAL TO THE PIPE ITEM.
  5. TRUCK TURNOUTS SHALL BE PAID FOR UNDER ITEM 205.52 WIDENING OF EXISTING SHOULDER FOR TRUCK TURNOUT. TRUCK TURNOUTS SHALL BE FULLY INSTALLED AT THE FOLLOWING LOCATIONS OF PROPOSED MEDIAN OPENINGS: MM 56.9

Scale: AS NOTED

| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | PJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**MEDIAN OPENING DETAILS**

CONTRACT: 2014.08

SHEET NUMBER: G-5  
24 OF 27

**NORTHBOUND SCHEDULE OF OUTSIDE SHOULDER GUARDRAIL LIMITS**

| MILE MARKER | LOCATION DESCRIPTION | LOCATION OF WORK |   |                     |                      | ITEM 606.178<br>GUARDRAIL BEAM | ITEM 606.24<br>GUARDRAIL TYPE 3D - SINGLE RAIL | ITEM 606.2652<br>TERMINAL END - REMOVE & STACK | ITEM 606.278<br>TERMINAL END - ANCHORED END | ITEM 606.353<br>DELINEATOR POST | ITEM 606.355<br>DELINEATOR POST - REMOVE AND STACK | ITEM 606.3605<br>REMOVE, MODIFY, AND RESET SINGLE RAIL | ITEM 606.3621<br>GUARDRAIL ADJUST - SINGLE RAIL | ITEM 606.3622<br>GUARDRAIL ADJUST - DOUBLE RAIL | ITEM 606.471<br>SINGLE OFFSET BLOCK - W BEAM | ITEM 606.48<br>SINGLE GALVANIZED STEEL POST | ITEM 606.754<br>WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL | ITEM 205.51 WIDENING OF EXISTING SHOULDER |             |          |               |             |          | DESCRIPTION OF WORK             |                                 |  |
|-------------|----------------------|------------------|---|---------------------|----------------------|--------------------------------|--|--|---|---------------------------------|--|--|---|---|--|---|--|---|-------------|----------|---------------|-------------|----------|---------------------------------|---------------------------------|--|
|             |                      | EXISTING         |   | PROPOSED            |                      |                                |  |  |   |                                 |  |  |   |   |  |   |  | LEADING END                               |             |          | TRAILING END  |             |          |                                 |                                 |  |
|             |                      | APPROX. STATION  | APPROX. STATION OF TERMINAL END OF ENDPST | STATION LEADING END | STATION TRAILING END |                                |  |  |   |                                 |  |  |   |   |  |   |  | BEGIN STATION                             | END STATION | QUANTITY | BEGIN STATION | END STATION | QUANTITY |                                 |                                 |  |
| 57.1        |                      | 2855+03          | 2888+80                                   | 2855+03             | 2889+30              | 125.0                          | 50.0   | /  | /   | 3                               | 2  |  |   |   | 12   | 12  | /  |   |             |          | 2888+80       | 2889+30     | 50.0     | SEE INSTALLATION NOTE 1, NOTE 2 |                                 |  |
| 58.2        |                      | 2916+68          | 2918+43                                   | 2916+68             | 2918+43              |                                |  | /  | /   | 3                               | 2  |  |   |   |  |   | /  |   |             |          |               |             |          |                                 | SEE INSTALLATION NOTE 1, NOTE 2 |  |
| 58.7        |                      | 2939+71          | 2941+85                                   | 2939+71             | 2942+85              |                                | 100.0  | /  | /   | 3                               | 2  |  |   |   |  |   | /  |   |             |          |               | 2941+85     | 2942+85  | 100.0                           | SEE INSTALLATION NOTE 1, NOTE 2 |  |
| 58.9        |                      | 2950+11          | 2958+45                                   | 2950+11             | 2958+45              | 50.0                           |  | /  | /   | /                               | /  |  |   |   | 834.0  |   | 5  | 5   |             |          |               |             |          |                                 | SEE INSTALLATION NOTE 1, NOTE 2 |  |
| 59.0        |                      | 2958+45          | 2959+77                                   | 2958+45             | 2959+77              |                                |  |  |   |                                 |  |  |   |   | 126.0  |   |  |   |             |          |               |             |          |                                 | SEE INSTALLATION NOTE 1         |  |
| 59.5        |                      | 2981+34          | 2982+70                                   | 2981+34             | 2982+70              |                                |  |  |   | 3                               | 2  |  |   |   | 100.0  |   |  |   |             |          |               |             |          |                                 | SEE INSTALLATION NOTE 1         |  |
|             |                      |                  |   |                     |                      | TOTAL                          | 175.0  | 150.0  | 4   | 4                               | 13   | 9  | 0.0   | 3534.0  | 126.0  | 17  | 17   | 4   |             |          | 0.0           |             | 150.0    |                                 |                                 |  |
|             |                      |                  |   |                     |                      | UNIT                           | LF   | LF   | EA  | EA                              | EA   | EA   | LF  | LF  | LF   | EA  | EA   | EA  |             |          | LF            |             | LF       |                                 |                                 |  |

**SCHEDULE OF MEDIAN GUARDRAIL LIMITS**

| MILE MARKER | LOCATION DESCRIPTION | LOCATION OF WORK |          |                                |   | ITEM 527.303<br>ENERGY ABSORBING TERMINAL (CAT) - REMOVE AND RESET | ITEM 606.178<br>GUARDRAIL BEAM | ITEM 606.2652<br>TERMINAL END - REMOVE & STACK | ITEM 606.278<br>TERMINAL END - ANCHORED END | ITEM 606.353<br>DELINEATOR POST | ITEM 606.355<br>DELINEATOR POST - REMOVE & STACK | ITEM 606.3606<br>REMOVE, MODIFY AND RESET DOUBLE RAIL | ITEM 606.3621<br>GUARDRAIL ADJUST - SINGLE RAIL | ITEM 606.3622<br>GUARDRAIL ADJUST - DOUBLE RAIL | ITEM 606.369<br>GUARDRAIL REMOVED & STACKED | ITEM 606.471<br>SINGLE OFFSET BLOCK - W BEAM | ITEM 606.48<br>SINGLE GALVANIZED STEEL POST  | DESCRIPTION OF WORK                                      |                     |
|-------------|----------------------|------------------|----------|--------------------------------|---|--|--------------------------------|--|---|---------------------------------|--|---|---|---|---|--|--|--|---------------------|
|             |                      | EXISTING         | PROPOSED | APPROX. STATION OF LEADING END | APPROX. STATION OF TERMINAL END OF ENDPST |  |                                |  |   |                                 |  |   |   |   |   |  |  |  | STATION LEADING END |
|             | BRIDGE 28            | 2761+54          | 2779+00  | 2761+54                        | 2779+00                                   |  |                                |  |   |                                 |  |   |   |   |   | 1750.0                                       |  | REMOVE AND STACK EXISTING GUARDRAIL FOR MEDIAN CROSSOVER |                     |
|             | BRIDGE 31            | 2828+50          | 2842+00  | 2828+50                        | 2842+00                                   |  |                                |  |   |                                 |  |   |   |   |   | 1350.0                                       |  | REMOVE AND STACK EXISTING GUARDRAIL FOR MEDIAN CROSSOVER |                     |
| 56.9        | NEW MEDIAN OPENING   | N/A              | N/A      | CENTERLINE STA 2848+60         |   | 2  |                                |  | 4   |                                 | 400.0  |   |   |   | 225.0                                       |  | CONSTRUCT NEW MEDIAN OPENING. SEE CONSTRUCTION DETAILS. RESET SIGN FROM MM 55.6 MEDIAN OPENING. MM SIGN TO BE PROVIDED BY AUTHORITY. |  |                     |
| 58.1        | BLACKSTRAP ROAD      | 2908+51          | 2918+59  | 2908+51                        | 2918+59                                   |  | 100.0                          | /  | /   | 2                               | 2  |   | 125.0   | 675.0   |   | 5  | 5  | SEE INSTALLATION NOTE 1, NOTE 2                          |                     |
| 59.4        | MEDIAN OPENING 59.5  | 2974+18          | 2980+68  | 2974+18                        | 2980+68                                   |  | 100.0                          |  |   | 2                               | 2  |   |   | 500.0   |   | 5  | 5  | SEE INSTALLATION NOTE 1, NOTE 2                          |                     |
|             |                      |                  |          |                                |   | TOTAL  | 2                              | 200.0  | /   | /                               | 8  | 4   | 400.0   | 125.0   | 1175.0                                      | 3325.0                                       | 10   | 10   |                     |
|             |                      |                  |          |                                |   | UNIT   | EA                             | LF   | EA  | EA                              | EA   | EA  | LF  | LF  | LF  | LF   | EA   | EA   |                     |

**GENERAL NOTES:**

- APPROXIMATE STATION IS THE LEADING END OR TRAILING END OF THE EXISTING GUARDRAIL OR FLEAT.
- FOR ITEM 205.51 SHOULDER WIDENING, WIDEN SHOULDER AS INDICATED ON ABOVE SCHEDULE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- REPAIR DAMAGED GUARDRAIL BEAMS AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER.
- REPLACE ALL RIGID GUARDRAIL DELINEATOR POSTS WITH FLEXIBLE DELINEATORS AS PER SECTION 606 GUARDRAIL DELINEATOR POST.
- INDICATED INSTALLATION LOCATION OF FLEAT UNITS REFERS TO LOCATION OF THE FLEAT CRASH HEAD.

**INSTALLATION NOTES:**

- ADJUST ALL GUARDRAIL TO 30-INCH ABOVE EDGE OF PAVEMENT AS REQUIRED OR AS DIRECTED BY THE RESIDENT.
- REMOVE EXISTING END SECTION AND STACK; INSTALL ANCHORED TRAILING END.

Scale: NOT TO SCALE

| No. | Revision | By | Date |
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|     |          |    |      |
|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | JJB | 03/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**MEDIAN AND SHOULDER GUARDRAIL LIMITS**

SHEET NUMBER: G-6  
25 OF 27

CONTRACT: 2014.08

Date: 5/27/2014

Username:

Division:

Filename: ... \MSTA\025\_GR-Schedule.dgn

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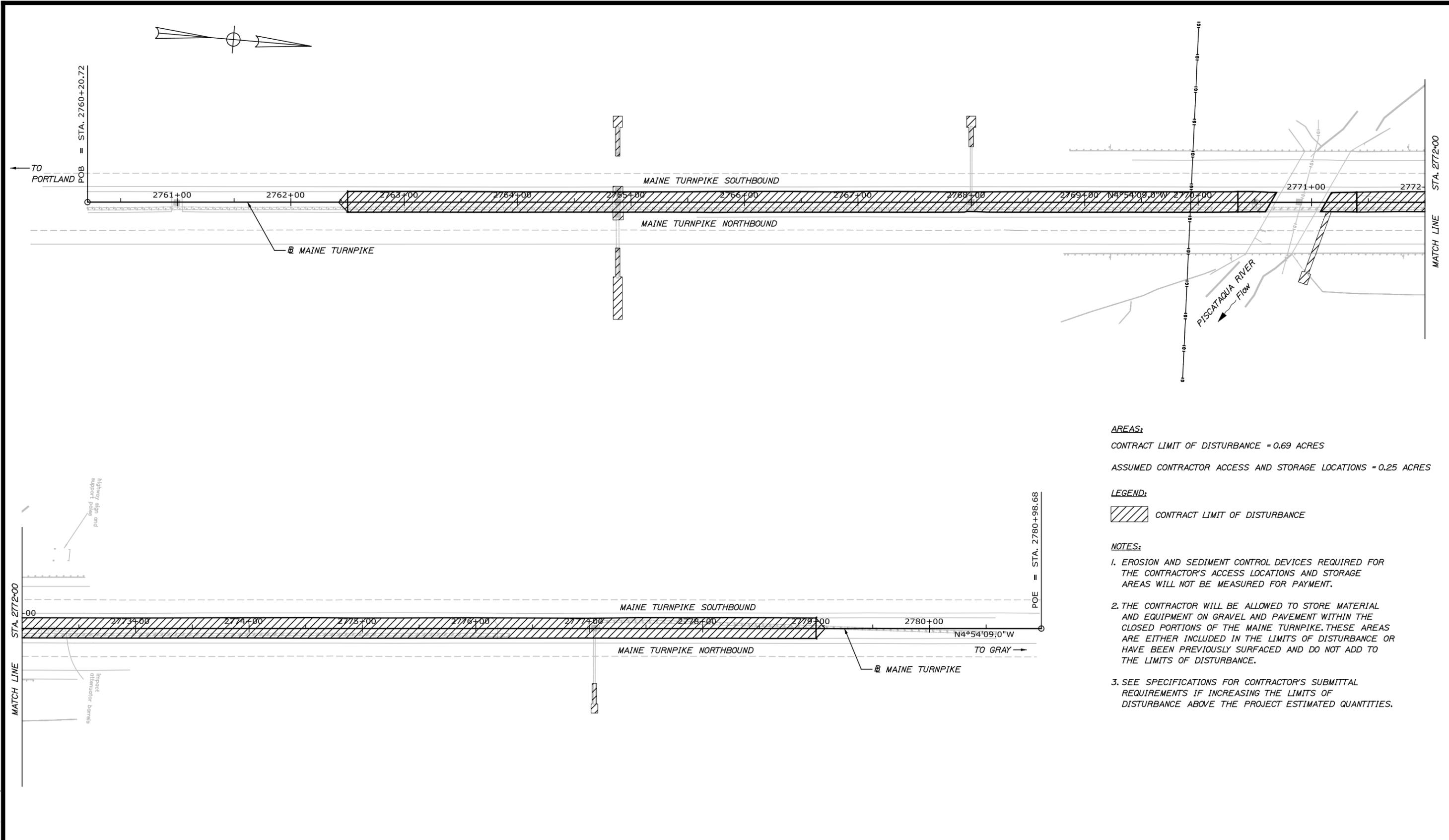
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**AREAS:**

CONTRACT LIMIT OF DISTURBANCE = 0.69 ACRES

ASSUMED CONTRACTOR ACCESS AND STORAGE LOCATIONS = 0.25 ACRES

**LEGEND:**

 CONTRACT LIMIT OF DISTURBANCE

**NOTES:**

1. EROSION AND SEDIMENT CONTROL DEVICES REQUIRED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS WILL NOT BE MEASURED FOR PAYMENT.
2. THE CONTRACTOR WILL BE ALLOWED TO STORE MATERIAL AND EQUIPMENT ON GRAVEL AND PAVEMENT WITHIN THE CLOSED PORTIONS OF THE MAINE TURNPIKE. THESE AREAS ARE EITHER INCLUDED IN THE LIMITS OF DISTURBANCE OR HAVE BEEN PREVIOUSLY SURFACED AND DO NOT ADD TO THE LIMITS OF DISTURBANCE.
3. SEE SPECIFICATIONS FOR CONTRACTOR'S SUBMITTAL REQUIREMENTS IF INCREASING THE LIMITS OF DISTURBANCE ABOVE THE PROJECT ESTIMATED QUANTITIES.

Scale: 

| No. | Revision | By | Date |
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|     |          |    |      |

Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | PJB | 04/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

**PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS**

**LIMIT OF DISTURBANCE PLAN**

**BRIDGE 28**

CONTRACT: 2014.08

SHEET NUMBER: L-1

26 OF 27

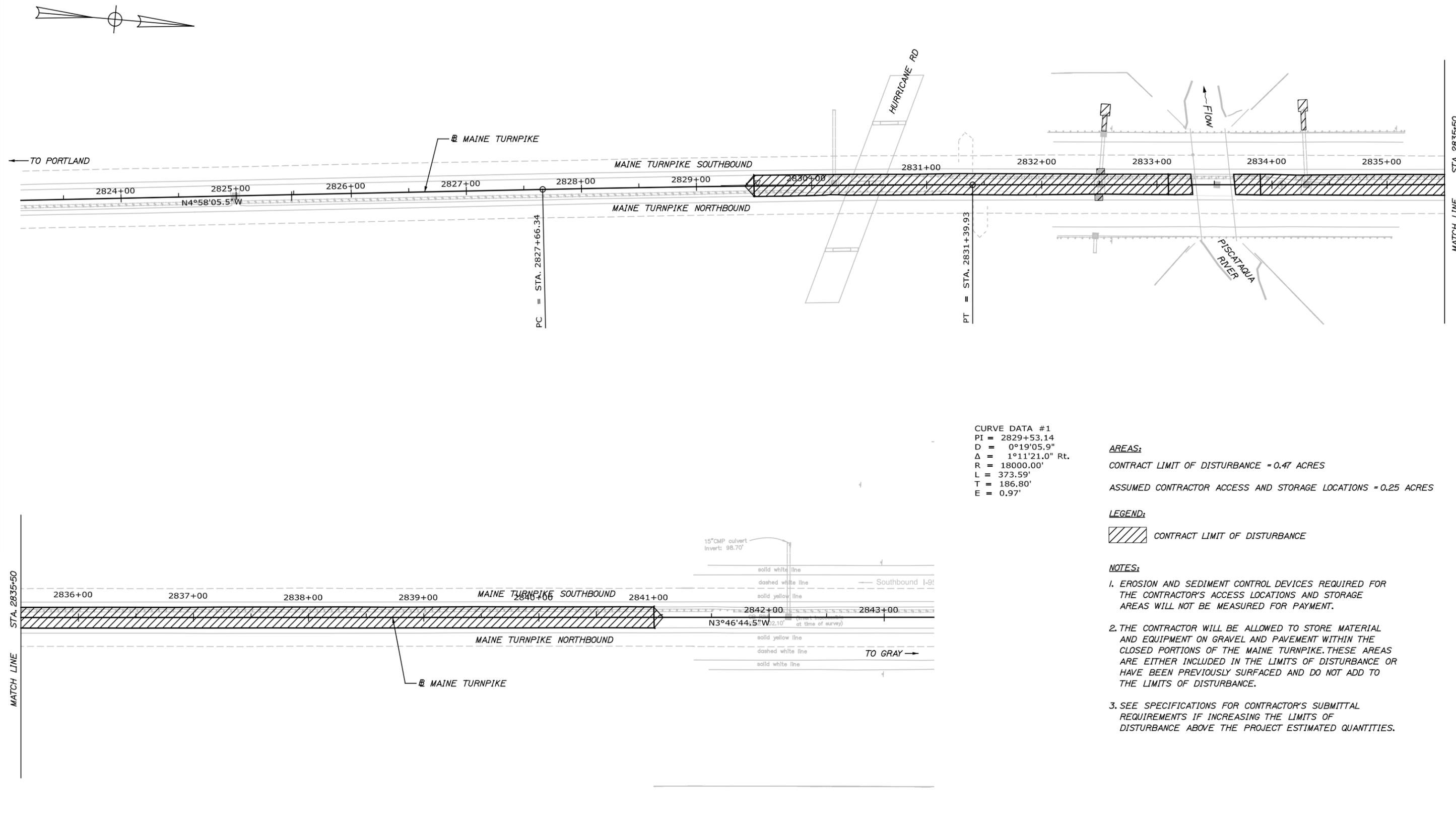
Date: 5/27/2014

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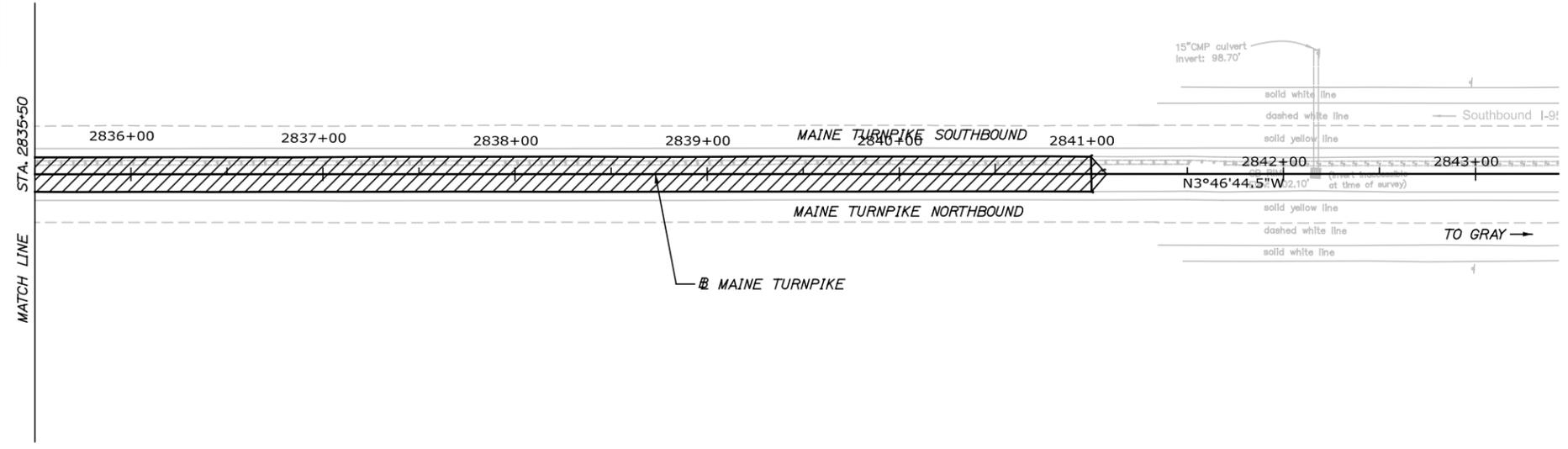


CURVE DATA #1  
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 D = 0°19'05.9"  
 Δ = 1°11'21.0" Rt.  
 R = 18000.00'  
 L = 373.59'  
 T = 186.80'  
 E = 0.97'

**AREAS:**  
 CONTRACT LIMIT OF DISTURBANCE = 0.47 ACRES  
 ASSUMED CONTRACTOR ACCESS AND STORAGE LOCATIONS = 0.25 ACRES

**LEGEND:**  
 CONTRACT LIMIT OF DISTURBANCE

- NOTES:**
1. EROSION AND SEDIMENT CONTROL DEVICES REQUIRED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS WILL NOT BE MEASURED FOR PAYMENT.
  2. THE CONTRACTOR WILL BE ALLOWED TO STORE MATERIAL AND EQUIPMENT ON GRAVEL AND PAVEMENT WITHIN THE CLOSED PORTIONS OF THE MAINE TURNPIKE. THESE AREAS ARE EITHER INCLUDED IN THE LIMITS OF DISTURBANCE OR HAVE BEEN PREVIOUSLY SURFACED AND DO NOT ADD TO THE LIMITS OF DISTURBANCE.
  3. SEE SPECIFICATIONS FOR CONTRACTOR'S SUBMITTAL REQUIREMENTS IF INCREASING THE LIMITS OF DISTURBANCE ABOVE THE PROJECT ESTIMATED QUANTITIES.



Scale: 40 0 40 80

| No. | Revision | By | Date |
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Designed by:

**TYLIN INTERNATIONAL**

CONSULTANT PROJECT MANAGER: Jim Ferguson

|          | By  | Date    |              | By  | Date    |
|----------|-----|---------|--------------|-----|---------|
| Designed | JRH | 03/2014 | Checked      | JRH | 03/2014 |
| Drawn    | PJB | 04/2014 | In Charge of | JOF | 03/2014 |

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph Norwood

PAVEMENT REHABILITATION, GUARDRAIL AND DRAINAGE IMPROVEMENTS

**LIMIT OF DISTURBANCE PLAN**

BRIDGE 31

SHEET NUMBER: L-2

CONTRACT: 2014.08

27 OF 27