

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 3

CONTRACT 2018.13

GUIDE SIGN MODIFICATIONS, PHASE III  
MAINE TURNPIKE EXITS 32, 36, 42, 44, AND 45  
**MILE 16.9 TO 63.0**

**General**

Following the Pre-Bid meeting held January 8, 2018, the Authority has made several changes to the project, which are included in this addendum. The major changes include:

- The Authority added two additional sites to the project, north of the previous limits. These signs are located in the area of the Exit 63 interchange; one along the Turnpike northbound at MM 61.75 and the second along the northbound on-ramp from Route 202 near MM 63.0. Therefore, the project limits have been extended north to MM 63.0.
- The overhead sign structures and their signs along the Turnpike northbound approaching Exit 44 have been modified and the overall sign areas have been reduced.
  - The proposed sign structure at MM 43.24\_N has been moved further north and widened to accommodate the installation of the new foundation while maintaining the existing sign structure until the new sign structure can be installed. A median foundation protection plan has been added as an interim measure between the installation of the new foundation and the installation of the overhead sign structure. The signs proposed for the new overhead sign structure have also changed.
  - The sign structure at MM 44.04\_N has been removed from the project. Instead, the modified signs will be mounted to the Gorham Road bridge on new bridge overpass mounted sign structures.
  - The sign structure at MM 44.14\_N has been relocated to MM 44.19\_N due to the change in overhead signs. The new location includes new underdrain in the median.
- The Authority determined that existing signs less than 12 feet wide will not be salvaged and stacked at the Authority Sign Shop but shall instead be disposed of by the Contractor. The previous quantity for Item 645.105 has been broken into two items: Item 645.105 shall be for removed signs equal to or greater than 12 feet wide and Item 645.1099 shall be for removed signs less than 12 feet wide.
- The Authority has been notified that the Guardrail SRT-M10 End Treatment is not publicly available. With the elimination of the sign structure at MM 44.04\_N and the relocation and widening of the sign structure at MM 44.19\_N, the mid-splice guardrail and end treatments have been removed from the project.

- In light of these changes, the Authority has decided to postpone the bid opening an additional week, to February 13, 2018 at 11:00 a.m.

These changes involve several sheets, which are detailed below.

**Make the following changes to the bid documents:**

**CONTRACT PLANS**

In the Contract Plans, on Sheet 1 (Cover Sheet) in the Location Map, extend the circled map section north to the Gray interchange at MM 63.0. Make this change in pen and ink (no replacement sheet provided).

In the Contract Plans, **REMOVE** Sheet 2 and **REPLACE** with the attached Sheet 2 that modifies Savaging Signs and Sign Supports Note 2 and adds Traffic Control Note 9.

In the Contract Plans, **REMOVE** Sheet 3 and **REPLACE** with the attached Sheet 3 that adds sheet references for the new sheets 101A and 101B.

In the Contract Plan, **REMOVE** Sheet 8 and **REPLACE** with the attached Sheet 8 that moves the overhead sign structure and sign from MM 44.14\_N to MM 44.19\_N.

In the Contract Plans, **REMOVE** Sheet 10 and **REPLACE** with the attached Sheet 10 that corrects the dimensions in the Median Work Typical section and the mile point reference for the Median Work Area detail.

**ADD** the attached Sheet 10A to the Contract Plans for the median foundation protection plan.

In the Contract Plans, **REMOVE** Sheets 18 & 19 and **REPLACE** with the attached Sheets 18 & 19 that removes the previous overhead-mounted guide signs and replaces them with the proposed overhead-mounted guide signs.

In the Contract Plans, **REMOVE** Sheet 20 and **REPLACE** with the attached Sheet 20 that modifies the quantity of Exit 44 signs and re-names one location for an Exit 45 sign.

In the Contract Plans, **REMOVE** Sheets 23-26 and **REPLACE** with the attached Sheets 23, 24, and 26 that modifies the proposed overhead sign structure cross-sections and attached signs for the new and existing structures approaching Exit 44 (Sheet 25 is removed without replacement).

In the Contract Plans, **REMOVE** Sheets 27 and 29 and **REPLACE** with the attached Sheets 27 and 29 that modify the notes and tables related to the elimination of the overhead sign structure at MM 44.04\_N.

In the Contract Plans on Sheet 33 in the Plan View details at the dimension labeled Double-Faced Thrie-Beam Transition Rail, cross out (Incidental) and **REPLACE** with (Item 606.172101) to indicate that the Double-Faced Thrie-Beam Transition Rail will be paid for under the new item 606.172101. Additionally, cross out General Note #4 and **REPLACE** with the following:

4. Approach rails shall be paid for under Item 606.172101.

Additionally, in the title block cross out (1 of 3) and **REPLACE** with (1 of 2).

Make these changes in pen and ink.

In the Contract Plans, **REMOVE** Sheet 34 to eliminate the details for the mid-way splice guardrail and for the SRT-M10 End Treatment (Sheet 34 is removed without replacement.)

In the Contract Plans, **REMOVE** Sheet 35 and **REPLACE** with the attached Sheet 35 that modifies the paving detail and adds new guardrail terminal end details with guardrail notes. The title block has been revised to be show DETAILS (2 of 2).

**ADD** the attached Sheets 35A, 35B and 35C to the Contract Plans for the modification of snow fence detail and for the specific designs for the bridge overpass mounted sign supports at Gorham Road.

In the Contract Plans, on Sheets 37, 40, 46, 47, 52, 57, 61-63, 66, 69, 71, 79, 82-84, 93, and 101 cross out **REMOVE AND STACK** and **REPLACE** with **REMOVE AND DISPOSE** to indicate that the signs that are less than 12 feet wide shall not be salvaged but shall be disposed of by the Contractor in accordance with the revised special provision included in this Addendum. Make this change in pen and ink (no replacement sheets provided).

In the Contract Plans, on Sheets 43, 55, 58, 70, 78, 87, 92, and 97 modify the sheet to indicate that the signs that are less than 12 feet wide shall be noted as **REMOVE AND DISPOSE SUPPLEMENTAL SIGN** while keeping the primary sign as **REMOVE AND STACK EXISTING SIGN**. Make this change in pen and ink (no replacement sheets provided).

In the Contract Plans, **REMOVE** Sheet 60 and **REPLACE** with the attached Sheet 60 that clarifies the plan view to show that the proposed sign is mounted to the existing supports and not at a new location on new supports. This revised sheet also modifies the removed sign from Remove and Stack to Remove and Dispose.

In the Contract Plans, **REMOVE** Sheet 86 and **REPLACE** with the attached Sheet 86 that modifies the proposed signs on the new overhead sign structure and shows the new, longer overhead sign structure truss located further north.

In the Contract Plans, **REMOVE** Sheet 88 and **REPLACE** with the attached Sheet 88 that modifies the proposed signs on the existing overhead sign structure.

In the Contract Plans, **REMOVE** Sheet 89 and **REPLACE** with the attached Sheet 89 that modifies the proposed signs on the new overhead sign structure.

In the Contract Plans, **REMOVE** Sheet 90 and **REPLACE** with the attached Sheet 90 that modifies the proposed overhead signs and eliminates the overhead sign structure in favor of bridge overpass mounted sign supports for the new signs. Additionally, the plan indicates that the removed signs shall be stacked but that the bridge overpass mounted sign supports shall not be Removed and Stacked but shall be Removed and Disposed.

In the Contract Plans, **REMOVE** Sheet 91 and **REPLACE** with the attached Sheet 91 that modifies the proposed signs on the new overhead sign structure, relocates the overhead sign structure to the gore area, and installs new underdrain to bypass the median foundation.

**ADD** the attached Sheet 101A to the Contract Plans for the modification to the existing sign at I-95 MM 61.75\_N (Sign #6120).

**ADD** the attached Sheet 101B to the Contract Plans for the modification to several signs along the Turnpike northbound on-ramp from US Route 202.

### CONTRACT BOOK

On the Contract Documents Cover Page, cross out MILE 16.9 TO 50.5 and **REPLACE** with **MILE 16.9 TO 63.0**. Make this change in pen and ink.

In the Contract Documents on page N-1: in the title, cross out MILE 16.9 TO 50.5 and **REPLACE** with **MILE 16.9 TO 63.0**; in the first paragraph, cross out the date the bids will be accepted (February 8, 2018 as modified in Addendum #2) and **REPLACE** with **February 13, 2018**; in the second paragraph, cross out Exit 19 to north of Exit 48 in the Wells to Portland segment in the second line and **REPLACE** with **Exit 19 to Exit 63 in the Wells to Gray segment**; and in the second paragraph, cross out Arundel and Scarborough in the fourth line and **REPLACE** with **Arundel, Scarborough, and Gray**. Make these changes in pen and ink.

In the Contract Documents, on the Proposal Cover Page, cross out MILE 16.9 TO 50.5 and **REPLACE** with **MILE 16.9 TO 63.0**. Make this change in pen and ink.

In the Contract Documents, on page P-1: in the title, cross out MILE 16.9 TO 50.5 and **REPLACE** with **MILE 16.9 TO 63.0**; in the first paragraph, cross out Exit 19 to north of Exit 48 in the Wells to Portland segment in the second line and **REPLACE** with **Exit 19 to Exit 63 in the Wells to Gray segment**; and in the first paragraph, cross out Arundel and Scarborough in the fourth line and **REPLACE** with **Arundel, Scarborough, and Gray**. Make this change in pen and ink.

In the Contract Documents, **REMOVE** pages P - 2 through P - 5 and **REPLACE** with the attached revised pages P - 2 through P - 5. These sheets replace the proposal bid cost forms and include the several quantity changes and new items in the project.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** pages ii – iii and **REPLACE** with the attached revised pages ii – iii that updates the table of contents.

In the Contract Documents, Part 2 – Special Provisions, page SP - 1 under General Description of Work: cross out Exit 19 to north of Exit 48 in the Wells to Portland segment in the second line and **REPLACE** with **Exit 19 to Exit 63 in the Wells to Gray segment**; and cross out Arundel and Scarborough in the fourth line and **REPLACE** with **Arundel, Scarborough, and Gray**. Make these changes in pen and ink.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** page SP - 6 and **REPLACE** with the attached SP – 6 and SP – 6A for changes to Special Provision Sections 107.1.1 and 107.4.6, and the addition of Section 107.4.7.

In the Contract Documents, Part 2 – Special Provisions, **ADD** the attached new Special Provision Section 202 for Guardrail Post Pavement Repair as pages SP – 6B and SP – 6C.

In the Contract Documents, Part 2 – Special Provisions, cross out the length of barrier 2,050 and **REPLACE** with the new length of barrier **1,375 LF**. Make this change in pen and ink.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** pages SP – 22 through SP – 25 to eliminate the Special Provision Section 606 for 31” W-Beam Guardrail - Mid-way Splice items and the Special Provision Section 606 for Guardrail SRT-M10 End Treatments.

In the Contract Documents, Part 2 – Special Provisions, **ADD** the attached page SP – 22 for the new Special Provision Section 606 for Double-Faced Thrie-Beam Transition Rail. (Sheets SP – 23 through SP – 25 are removed without replacement.)

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** pages SP – 40 and SP – 41 to eliminate the Special Provision Section 606 Widen Shoulder for Guardrail End Treatment and Modify Widened Shoulder for Guardrail End Treatment. (Sheets SP – 40 and SP – 41 are removed without replacement.)

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** pages SP – 46 and SP – 47 and **REPLACE** with the attached revised SP – 46 and SP – 47. The replacement special provision adds Item 645.109 Remove and Reset Sign and Item 645.1099 Remove and Dispose Sign.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** pages SP – 53 and SP – 54 and **REPLACE** with the attached revised SP – 53, SP – 53A, and SP – 54 for Special Provision Section 645 for Overhead Sign Structures and Remove and Stack Overhead Sign Structures.

In the Contract Documents, Part 2 – Special Provisions, on pages SP - 59 and SP - 60 cross out all references to north of Exit 42 and **REPLACE** with **MM 42.0**. Make these changes in pen and ink.

In the Contract Documents, Appendix A – Guide Sign Layouts, **REMOVE** detail sheets for guide sign layouts OHSS I-95 MM 43.24\_N, OHSS I-95 MM 43.60\_NL, OHSS I-95 MM 43.60\_NR, OHSS I-95 MM 44.04\_N, and OHSS I-95 MM 44.14\_N and **REPLACE** with the attached guide sign layouts for OHSS I-95 MM 43.24\_N, OHSS I-95 MM 43.24\_NL, OHSS I-95 MM 43.60\_N, OHSS I-95 MM 43.60\_NL, OHSS I-95 MM 44.04\_N, OHSS I-95 MM 44.04\_NL, OHSS I-95 MM 44.19\_N, and OHSS I-95 MM 44.19\_NL.

## Questions:

The following are questions asked prior to, during, and following the pre-bid meeting held on January 8, 2018 or submitted to the Maine Turnpike Authority in writing. Responses to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: We are not currently prequalified by the MaineDOT, how do we get prequalified to bid this project?

*Response: Contractors not currently prequalified by MaineDOT can seek prequalification prior to the bid by following the prequalification procedure indicated in the MTA Supplemental Specifications on the MTA website and submitting the prequalification application directly to the Authority.*

Question 2: The Section 652 Special Provision discusses a four foot lateral buffer space. Where does this apply?

*Response: The four foot lateral buffer space is intended to apply to the right shoulder locations and not the median locations.*

Question 3: How does the “North of Exit 42” apply in the Section 652 Special Provision in Table A?

*Response: “North of Exit 42” is intended to mean locations north of the Exit 42 northbound on-ramp. Table A titles have been altered to read MM 43.0 for clarity.*

Question 4: Is submission of a lighting plan required for night work?

*Response: Yes; a note has been added to Sheet 2 General Notes, as Traffic Control #9 to require a lighting plan for night work. See also the Supplemental Specifications for 652*

Question 5: If the signs less than 12 feet wide are not being salvaged, does the Authority really want the removed bridge mounted sign supports?

*Response: No, the Authority has determined that the bridge mounted sign supports removed under this project will not be salvaged but shall be disposed of by the Contractor.*

Question 6: Is there going to be a pay item for removing and disposing of existing guardrail or is that going to be incidental to the guardrail?

*Response: The project intent is that removal and disposal of existing guardrail will be incidental to other guardrail items.*

Question 7: The contract specifies “SRT M10 Guardrail End Treatments”. Our supplier has notified us that this end is not available. Can we substitute another end on the current MDOT Qualified Products List?

*Response: The Authority has confirmed that the previously specified SRT M10 Guardrail End Treatment will not be available in time for this work. Further, the elimination of the sign structure at MM 44.04\_N and the relocation of the sign structure at MM 44.19\_N has eliminated the need for new guardrail end treatments; therefore, the plans, special provisions, and pay item have been revised.*

Question 8: There is no pay item for the double thrie beam guardrail connection to the concrete barriers.

*Response: Plan Sheet 33 has been revised to provide pay Item 606.172101 for this work.*

Due to the quantity of information modified and changed by this Addendum, the Authority will continue to accept written questions on the Contract until Wednesday, February 7, 2018 at Noon. Any additional questions will have responses in a subsequent Addendum as needed.

### **Attachments**

- Pre-Bid Agenda with Sign-in Sheet (5 pages)
- Revised Plan Sheets 2, 3, 8, 10, 18-20, 23, 24, 26, 27, 29, 35, 60, 86, and 88-91 (19 pages)
- New Plan Sheets 10A, 35A, 35B, 35C, 101A and 101B (6 pages)
- Revised Pages P – 2 through P – 5 (4 pages)
- Revised Pages ii through iiiii (3 pages)
- Revised Page SP – 6 (1 page)
- New Pages SP - 6A, SP - 6B, and SP – 6C (3 pages)
- Revised Page SP – 22 (1 page)
- Revised Pages SP – 46 and SP – 47 (2 pages)
- Revised Pages SP – 53 and SP – 54 with new Page SP – 53A (3 pages)
- Appendix A layouts for the new sign faces (8 pages)

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

The total number of pages included with this addendum is sixty-three (63).

All bidders are requested to acknowledge the receipt of the Addendum No. 3 by signing the next page and faxing this sheet to Nate Carll, Purchasing Department, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 3 on Page P-6 of the bid package.

Acknowledgment of the receipt of Addendum No. 3 (63 pages)

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Business Name

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Print Name and Title

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Signature

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Date

January 29, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

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Purchasing Manager  
Maine Turnpike Authority

**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

CONTRACT 2018.13

Guide Signing Modifications, Phase III

Exits 32, 36, 42, 44, and 45 (MM 16.9 to MM 50.5)

January 8, 2018 11:00 AM

1) Location:

The general limits of work are from south of Exit 19 to north of Exit 48 (MM 16.9 to MM 55.5). Guide signs included for upgrade are all guide signs for Exits 32, 36, 42, and 44 as well as several modifications to signs for Exit 45 and supplemental guide signs at Exits 19, 45, 46, and 47 along the Maine Turnpike.

2) General Description:

The work consists of removing, replacing and installing new highway signs along the Maine Turnpike from south of Exit 19 to north of Exit 48 in the Wells to Portland segment of the Maine Turnpike in the Cities of Saco, Biddeford, South Portland and Portland and the Towns of Wells, Arundel and Scarborough. The work includes furnishing, installing and salvaging aluminum signs, steel H-beam sign supports, galvanized steel overhead sign structures, concrete foundations, concrete median barriers, guardrail, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Bids due at 11:00 a.m. on January 18, 2018 at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department, Phone No. (207) 482-8115, ncarll@maineturnpike.com.
- c) All questions on plans and specifications shall be in writing and shall be directed (faxed) to the Purchasing Department of the Maine Turnpike Authority. Fax No. (207) 871-7739 or email ncarll@maineturnpike.com.

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project site for field inspection. The contact person is Mr. Steve Tartre at [startre@maineturnpike.com](mailto:startre@maineturnpike.com).
- b) Pre-Qualification: Contractors shall be on the MaineDOT Pre-Qualified list for Highway, Bridge and/or Traffic Signal and Lighting. In addition, Contractors shall submit a Statement of Qualifications to demonstrate that the Contractor has the experience and expertise to conduct the work included in this project.

- 5) Construction Schedule/Prosecution of Work:
- a) Contract Dates
    - i) November 16, 2018 Contract Completion Date
  - b) Liquidated damages assessed in accordance with Subsection 107.7.2 for each calendar day the work is not completed beyond the completion date.
- 6) Interim Completion Dates (Special Provision 107.1.1)
- a) See Special Provision 107.1 for descriptions of the interim completion dates
    - i) June 21, 2018: Median overhead sign structure foundations substantially complete defined as:
      - All foundation excavation, concrete, steel reinforcement, anchor bolts, and concrete median barrier cap shall be installed with forms removed.
      - All median concrete barrier transitions and guardrail transitions shall be installed.
      - All existing median guardrail to be removed shall be removed and all proposed median guardrail to be installed shall be installed and tied-into any existing guardrail to remain, as required.
      - All median paving adjacent to the concrete median barriers shall be completed and ready to accept incidental traffic.
  - b) Supplemental liquidated damages assessed in accordance with Special Provision 107.1 for each calendar day that the work activities indicated are not achieved.
- 7) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) 2018 Wage Rates will be published with the Addendum following this Pre-Bid Conference.
- 8) Permit Requirements (Special Provision 105.8.2)
- a) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity
  - b) A Notice of Intent (NOI) has not been issued or required for this project; however, the Contractor is still responsible to conduct the work in accordance with erosion and sedimentation control best practices.
  - c) MaineDOT Best Management Practices
  - d) The limit of disturbance (LOD) for this project has been estimated to be less than 0.60 acres. The Contractor shall prepare a LOD plan illustrating the Contractor's proposed limit of earthwork disturbance in accordance with Special Provision 105.8.2.
  - e) It is noted that portions of this project are within the Authority's Municipal Separate Storm Sewer Systems (MS4) area(s). As a condition for Contract Award, the Contractor shall review, sign, and comply with the MS4 Stormwater Awareness Plan and the MS4 Targeted BMP Adoption Plan, included as Appendices C and D of this Proposal.
- 9) General Requirements
- a) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.
  - b) Contractor is notified that no construction that requires daytime lane closures shall be permitted between June 22, 2018 and October 16, 2018 for the construction of the overhead sign structures and associated work. Refer to Special Provision 107.4.6.

- c) All vehicles used on the Project, including delivery trucks and personal vehicles, shall be equipped with amber flashing beacons in accordance with the Special Provision 652.3.4.
- d) Class III safety vests must be worn at all times by construction workers, including concrete delivery truck drivers when not in their vehicle.

10) Traffic Control (Special Provision Section 652):

- a) Contractor is responsible for supplying all traffic control devices.
- b) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour per day, seven days per week, responsibility as long as traffic control devices are within the Authority right-of-way. Contractor shall inspect devices as required.
- c) Contractor shall provide proper and adequate illumination of the work area when work is occurring at night. Refer to the MTA Supplemental Specifications available on the MTA website: <http://www.maineturnpike.com/getattachment/Projects-Planning/Construction-Contracts/MTA-2016-Supplemental-Specifications-Combined-11-10-2016.pdf.aspx?lang=en-US>
- d) Turnpike Shoulder closures
  - i) Shoulder closures shall maintain a minimum of four feet of lateral buffer space from an open travel lane when in place between 6:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 6:00 p.m. This restriction increases to 6:00 a.m. to 8:00 p.m. in July and August. Refer to Special Provision 652 for details.
- e) Turnpike Lane closures
  - i) One lane of traffic flowing in each direction at all times. Minimum traveling width of 14' required.
  - ii) Requests for temporary lane closures shall be submitted a minimum of two working days in advance of scheduled closure. Requests are subject to approval by MTA.
- f) Overnight stoppages of traffic for erection or removal of overhead signs and sign structures
  - i) Fee of \$2,500 per five-minute period for each roadway (northbound and southbound) if the complete stoppage of traffic exceeds 25 minutes.
  - ii) Requests shall be submitted five days in advance of scheduled stoppage. Request subject to approval of MTA.
- g) Stoppages of traffic for moving heavy or slow equipment across or on the travel lanes (stoppages less than five minutes)
  - i) Fee of \$500 per five minutes in excess of the five-minute allowance.
  - ii) Requests shall be submitted two working days in advance of scheduled stoppage. Request subject to approval by MTA.
- h) Work directly over traffic or within six feet of a travel lane will require a lane closure. When the work involves a worker higher than eight feet above grade, then a truck mounted attenuator (TMA) shall be included in the work zone layout.
- i) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- j) Traffic control devices shall be NCHRP 350, TL-3 compliant.

11) Specific Contract Items

- a) Included in the plans are final foundation designs for the overhead sign structures, prepared by VHB. The Contractor shall refer to these foundation plans when preparing the overhead sign structure shop drawings to ensure that the structure loads transmitted to the foundations do not

exceed the design parameters included in the plans and to ensure that the anchor bolt patterns do not exceed the maximum size allowed by the foundation designs.

- b) Special Provision 107.1 Contract Time and Contract Completion Date and 107.4.6 Prosecution of Work – The following activities have specific restrictions:
  - i) All three overhead sign structure foundations in the median shall be substantially completed on or before June 21, 2018. This includes completing the guardrail and median paving work.
  - ii) No construction that requires daytime lane closures shall be permitted between June 22, 2018 and October 16, 2018.
- c) Special Provision 626 Concrete Foundations – No soil borings or geotechnical engineering were performed for the ground mounted signs for this project. Ground mounted sign foundations sizes were determined based on geotechnical assumptions and recent experience in several areas.
- d) Special Provision 645 Overhead Sign Structures – Overhead sign structures shall be designed to accommodate the sign area described on the sign structure cross-sections in the plans. The Contractor shall provide shop drawings and structural calculations that do not exceed the foundation loads indicated in the sign structure foundation drawings.
- e) Special Provision 645 Remove and Stack Sign – Removed signs and steel H-beam supports shall be salvaged to the Authority. The Contractor shall deliver salvaged signs, broken down into not greater than 100 SF sections, to the MTA Sign Shop off of Blackstrap Road. Sign panels shall be stacked by approximate sizes at the Sign Shop. Salvaged steel H-beam sign supports shall be labeled by size, shape and length and stacked by approximate sizes at the Sign Shop. Salvaged overhead sign structures shall be separated into truss and upright parts, labeled by length and direction (left vs. right, truss top vs. bottom) and stacked at the Sign Shop. ~~For bridge overpass sign supports that are removed and stacked, the Contractor shall label all parts of the structure for connections and left/right, top/bottom orientation.~~
- f) Special Provision 645 Protection of Signs with Type XI Sheeting and Special Provision 719 Signing Material – All proposed signs shall be fabricated with Type XI sheeting. The Contractor is warned to exercise all due caution to avoid damage to the sheeting surface during fabrication, transportation, storage, and erection.
- g) Special Provision 652 Temporary Portable Rumble Strip has been included in the contract book but no quantity has been included. If the Contractor wants to utilize temporary portable rumble strips, then the Contractor may propose use of temporary portable rumble strips to the Authority. If the Authority agrees, a negotiated price will be established.

## 12) Questions

2018.13 Guide Signs  
Pre-Bid Meeting 1-8-18

Name	Company	Phone	Email
David Pacheco	NORTH EAST TRAFFIC	508-400-7483	D.Pacheco AT NORTH EAST
Nate Coll	MTA	207-482-8115	N.Coll@maineturnpike.com
Peter Merfeld	MTA	207-482-8116	P.Merfeld@Maineturnpike.com
Ralph Norwood	MTA	207-482-8348	R.Norwood@Maineturnpike.com
Mark Swennen	VHB	603-361-0133	MSuennen@vhb.com

**GENERAL**

- All work shall conform to the 2014 edition of the Maine Department of Transportation (MaineDOT) Standard Specifications, except as modified by the Maine Turnpike Authority (MTA) Supplemental Specifications and Special Provisions.
- Construction shall be in conformance with the 2014 edition of the MaineDOT Standard Details and the MaineDOT Best Management Practices for Erosion and Sediment Control (latest edition and revisions) unless otherwise indicated in these plans.
- No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- No formal survey was conducted for the construction of this project. All design was based on aerial photography and field investigations. The baseline included in the plan set was established by the MTA for general use only. The Contractor shall be responsible for confirming actual elevations for the proposed sign locations.
- All proposed guide signs shall be fabricated from extruded aluminum planks with ASTM D4956 Type XI high intensity microprismatic reflective sheeting with direct applied letters, numeral, symbols and borders consisting of Type XI reflective sheeting. The proposed guide sign overlays (OL-1 and OL-2) shall be fabricated from 0.080 sheet aluminum with ASTM D4956 Type VIII or IX high intensity microprismatic reflective sheeting with direct applied background sheeting and legends consisting of Type VIII or IX reflective sheeting.
- Where signs require a six (6) inch panel, the 6-inch panel shall be attached at the bottom of the sign, except where noted.
- Where signs indicate a need for stiffeners, the Contractor shall furnish and install auxiliary panel supports equal to twice the height of the panels to be stiffened. Each stiffener shall be clamped to the H-beam supported and unsupported portion of the signs every 12 inches on the left and right sides of the stiffener.
- Where supplemental plaques are proposed below a sign, the supplemental plaque shall be secured to a steel H-beam support in a manner acceptable to the Resident. Where there are more supplemental plaques proposed than there are steel H-beams, the Contractor shall install a stiffener centered on the sign to hang the supplemental plaque below the sign. The supplemental plaque shall then be bolted to the stiffener at a minimum of four locations.
- The Contractor shall stake out the locations of all signs to be installed on new supports for review and approval by the Resident prior to ordering and fabricating steel H-Beam supports.
- The length of the vertical supports shown on the Plans are approximate and for bidding purposes only. The Contractor is responsible for determining the final sign support lengths to fit the approved sign location. The minimum 7 foot mounting height of the sign above the pavement surface shall be the controlling dimension to determine the length of the vertical support.
- The Contractor shall be responsible for conducting his own actual elevation and cross-section investigations for signs proposed for new supports. Additionally, the Contractor shall conduct accurate measurements of the existing elevations and existing support lengths when adding a third sign support to an existing structure. The third support shall be in line with the existing two supports.
- Existing signs shall be maintained until the new signs are installed. When new signs are installed in front of existing signs, the Contractor should install the supports and the sign on the same day. Alternatively, the Contractor may elect to install the supports in advance of installing the sign; however, the Contractor shall not leave posts installed for more than one week prior to installing the new sign.
- It is noted that the Authority may remove some of the indicated signs prior to the Contractor's notice to proceed. The Contractor shall notify the Resident of any signs that do not match the sign images shown in the plans.
- The Contractor shall contact Dig Safe prior to any excavation work. The Contractor shall also contact Dig Smart to locate Authority utilities within each project area.
- Signs installed on existing overhead sign structures shall have sign clips attached on each side of all sign supports (W6x9) for every 12-inch and 6-inch panel. The Contractor shall furnish and install all post clips required to meet this requirement.

**SALVAGING SIGNS AND SIGN SUPPORTS**

- The Authority has the right of first refusal on salvaging all removed equipment for this project. The Contractor shall take care when removing signs and sign supports to avoid additional wear and tear to the existing hardware. The Contractor shall transport and deliver all accepted salvaged materials, equipment and hardware to the Maine Turnpike Authority Sign Shop, located along the Turnpike northbound roadway at Milepoint 58. Delivery of salvaged materials shall be coordinated through the Resident.
- Salvaging Signs** All signs that are 12 feet wide or more that are removed under this project shall be salvaged, stacked, and delivered to the Authority's Sign Shop. The signs shall be salvaged with all existing post clips attached. All other signs removed shall be disposed of in a manner acceptable to the Resident.
- Salvaging Sign Supports** All steel sign supports including overhead sign structures removed under this project shall be salvaged and delivered to the Authority's Sign Shop. Each support salvaged shall be identified by the milepoint from which it was removed, its overall length, and its size (if known). All wooden sign supports removed under this project shall be disposed of by the Contractor in a manner acceptable to the Resident.

**CLEAR ZONE AND GUARDRAIL PROTECTION**

- The Clear Zone, as defined by the American Association of State Highway and Transportation Officials (AASHTO) for the Maine Turnpike shall be in accordance with the latest edition of the AASHTO Roadside Design Guide and latest ERRATA from Table 3-1 "Suggested clear-zone distances (in feet) from edge of traveled lane." Any sign with at least one support within the clear zone shall be considered to be entirely within the clear zone and all supports for that sign shall be breakaway or shall be protected in accordance with the AASHTO Roadside Design Guide.

**CLEAR ZONE AND GUARDRAIL PROTECTION (cont.)**

- Where guardrail protects the sign, the nearest sign support shall not be closer than six (6) feet from the face of the guardrail.
- If the Contractor elects to remove a segment of guardrail for access to the work area, the Contractor shall reset the guardrail at the end of the work day. Alternatively, the Contractor shall protect the temporary blunt end with a suitable crash cushion. Crash cushions installed for the Contractor's convenience will not be paid for but will be considered incidental to the Maintenance of Traffic Control Devices item.

**SIGN SUPPORTS AND FOUNDATIONS**

- All new steel H-beam supports shall extend to the top of the new sign, except where noted in the plans.
- Where indicated on the plans, the Contractor shall install new steel H-beam sign supports on new concrete foundations. The Contractor is encouraged to consider using pre-cast foundations for the 24 inch, 30 inch, and 36 inch diameter foundations. In the event the Contractor discovers ledge, unsuitable soils or other differing site conditions, the Authority will make an equitable adjustment in accordance with Supplemental Specification 109.7.
- If the Contractor encounters ledge at a depth less than the required foundation depth, the Contractor has the option to remove the rock to the depth required for the foundation or to construct a grouted rock-anchored foundation in accordance with MaineDOT Standard Detail 626106.
- If the Contractor encounters unsuitable soils (including but not limited to organic materials, peat, clay, or previously disturbed soils) within the limits of the foundation excavation, the Contractor shall remove the unsuitable materials to the limits directed by the Resident. Alternatively, the Authority has the right to relocate the proposed foundation to avoid the unsuitable soils.
- Unless otherwise directed by the Resident due to the site soils, the Contractor shall construct sign support foundations to the following depths:
  - For W8x18 H-beam Supports: 24 inch diameter x 7 feet deep
  - For W8x24 H-beam Support: 24 inch diameter x 7 feet deep
  - For W10x22 H-beam Supports: 24 inch diameter x 7 feet deep
  - For W12x26 H-beam Supports: 30 inch diameter x 8 feet deep
  - For W14x30 H-beam Supports: 30 inch diameter x 8 feet deep
  - For W16x57 H-beam Supports: 36 inch diameter x 12 feet deep
- Where indicated on the plans, the Contractor shall remove and salvage the top section of breakaway sign supports (above the hinge plates) and replace with new sign support sections and new hinge plates to the top of the installed signs.
- Where indicated on the plans, the Contractor shall remove and salvage the bottom section of breakaway sign supports (below the hinge plates) and replace with new sign support sections and new hinge plates to the bottom of the installed signs.
- Overhead sign structure foundation designs are included in these plans. See Foundation Details for additional information.

**TRAFFIC CONTROL**

- All traffic control equipment shall conform to the project Supplemental Specifications and applicable traffic control standards and practices of the Authority.
- All traffic control equipment, devices, and temporary traffic controls shall conform to the 2009 edition of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), Chapter 6 and the 2014 edition of the MaineDOT Standard Details. Specific temporary traffic controls for use along the Maine Turnpike are provided in the Plans for use by the Contractor.
- All temporary traffic control signs, sign support structures, channelizing devices, flashing arrow panels (FAP), portable changeable message signs (PCMS) and other traffic control equipment along the roadside shall meet or exceed NCHRP 350 Test Level 3 (TL-3) requirements.
- All temporary traffic control signs shall have ASTM D4956 Type VII, Type VIII, or Type IX super high intensity or prismatic fluorescent retroreflective sheeting and shall be maintained in like-new condition. All orange construction signs shall be fluorescent orange with Type IX sheeting. Placement of construction signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident.
- Any signs, equipment, or devices found to be damaged or unserviceable shall be replaced at the Contractor's expense. Any damage to Type XI sign sheeting may result in rejection of the whole sign panel.
- All lane closures shall require approval of the Resident a minimum of two working days in advance of the lane closure.
- No foundation or guardrail work shall be done on or adjacent to a lane carrying traffic. All foundation and guardrail work adjacent to a lane carrying traffic must provide a lane closure to provide a lateral buffer to the work area.
- Approach ends of temporary concrete barrier shall be protected by temporary impact attenuators or with guardrail overlaps as approved by the Resident.
- The Contractor shall submit a lighting plan for night work for approval.

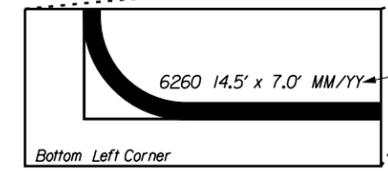
**OVERHEAD SIGN STRUCTURES**

- Foundation designs have been provided in the Plans for the three proposed overhead sign structures. See details on Sheet 27-32.
- Any necessary fine grading around sign structure foundations shall not be paid for directly but shall be considered incidental to the installation of the foundation.
- At locations where a median foundation is required, the footprint of the proposed foundation has been designed to fit within the existing median. The construction of the median foundations shall not extend into the shoulder of the roadway and shall include appropriate support of excavation to protect the existing pavement surfaces.
- The Contractor shall submit working drawings for the support of excavation to the Authority for review and approval. All costs associated with support of excavation shall be incidental to the items 645.12.
- Any necessary dewatering of foundation excavations shall be incidental to the installation of the foundations.
- If soil conditions differ materially from those shown on the Geotechnical boring logs, the Contractor shall stop work on that structure's foundations and consult the Resident Engineer.
- The Contractor shall provide shop drawings for the overhead sign structures, including the bridge mounted structure, to the Authority for review and approval prior to beginning foundation excavation or structure fabrication.
- New sign attachment hardware shall be provided to attach new overhead signs to existing sign structures

**GUARDRAIL**

- Rail height is measured from the surface of adjacent pavement.
- Guardrail offset information is measured to the face of rail.
- Guardrail end treatments shall be installed concurrently with the placement or modification of guardrail segments. At no time shall unprotected guardrail end sections be exposed to traffic.
- Unless otherwise indicated, connections for proposed guardrail to existing guardrail shall be considered incidental to item 606.
- Guardrail details for transitions have been provided in the plans. See sheets 33 and 34.

**University of  
New England  
EXIT 32**



Contractor shall install 2 inch tall, Series C text that indicates the Sign ID Number, sign size (width x height), and the sign install date (MM/YY) located 2 inches above the bottom border of the sign. Text shall be white, non-reflective direct applied copy.

**SIGN IDENTIFICATION DETAIL**  
(Not to Scale)

Design Speed (mph)	Foreslopes		Backslopes		
	1V:6H or flatter	1V:5H to 1V:4H	1V:3H	1V:5H to 1V:4H	1V:6H or flatter
55	24	32	18	22	24
70	34	46	24	30	30

**TABLE 3-1 EXCERPT**

CONTRACT:2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 14 OF 63

Date:1/28/2018  
Filename: ... \planset\002\_55086.03\_Notes.dgn

Scale:			
No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed MLG	01-2018	Checked MDS	01-2018
Drawn JAR	01-2018	In Charge of MDS	01-2018

Vanasse Hagen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

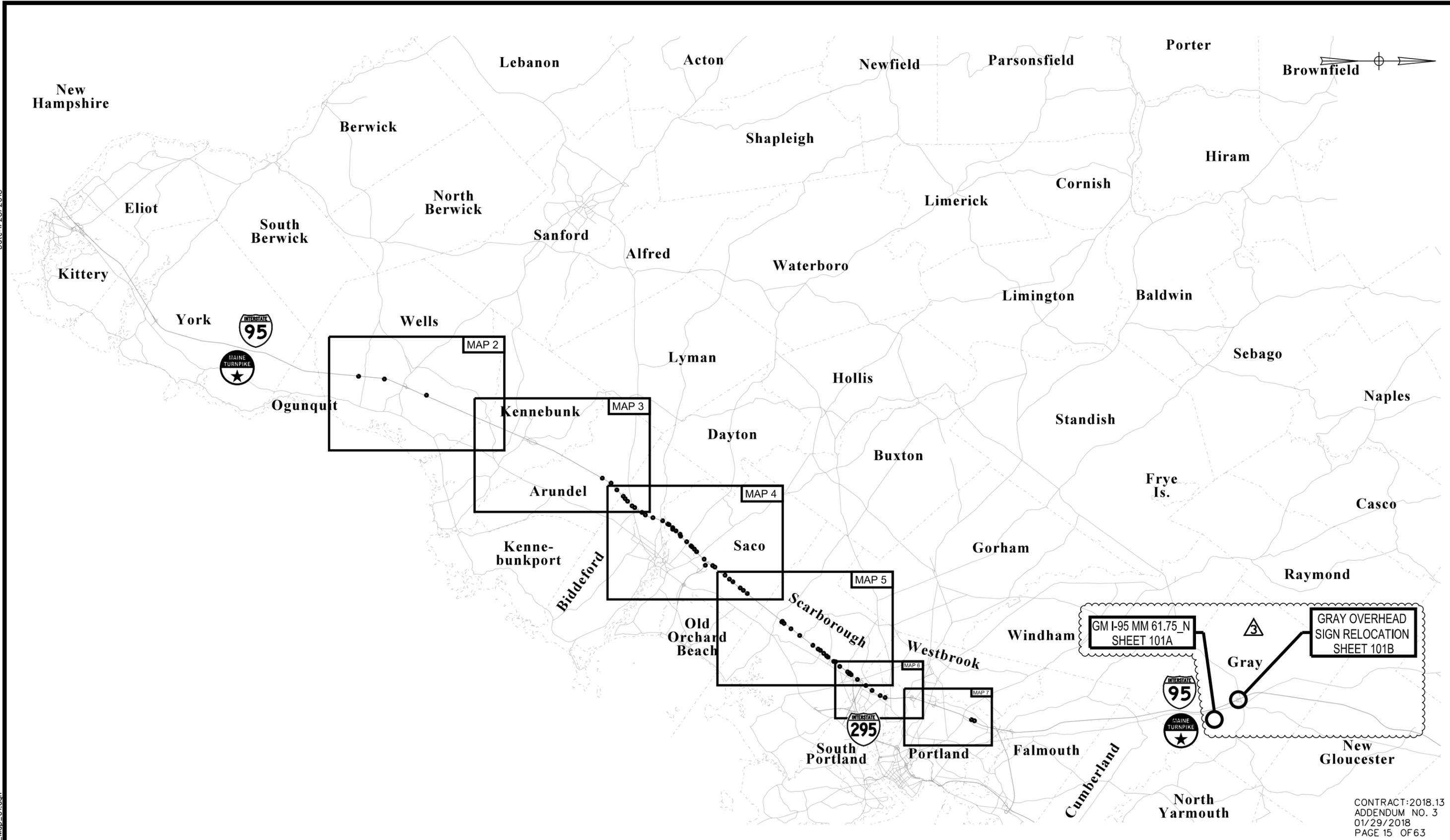
**GENERAL NOTES**

SHEET NUMBER: 2

CONTRACT:2018.13 2 OF 101

Date: 1/28/2018

Filename: ...003\_55086\_03\_Map\_01.dgn



Scale: 11,000 0 11,000 22,000  
Scale in Feet

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

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Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

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



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

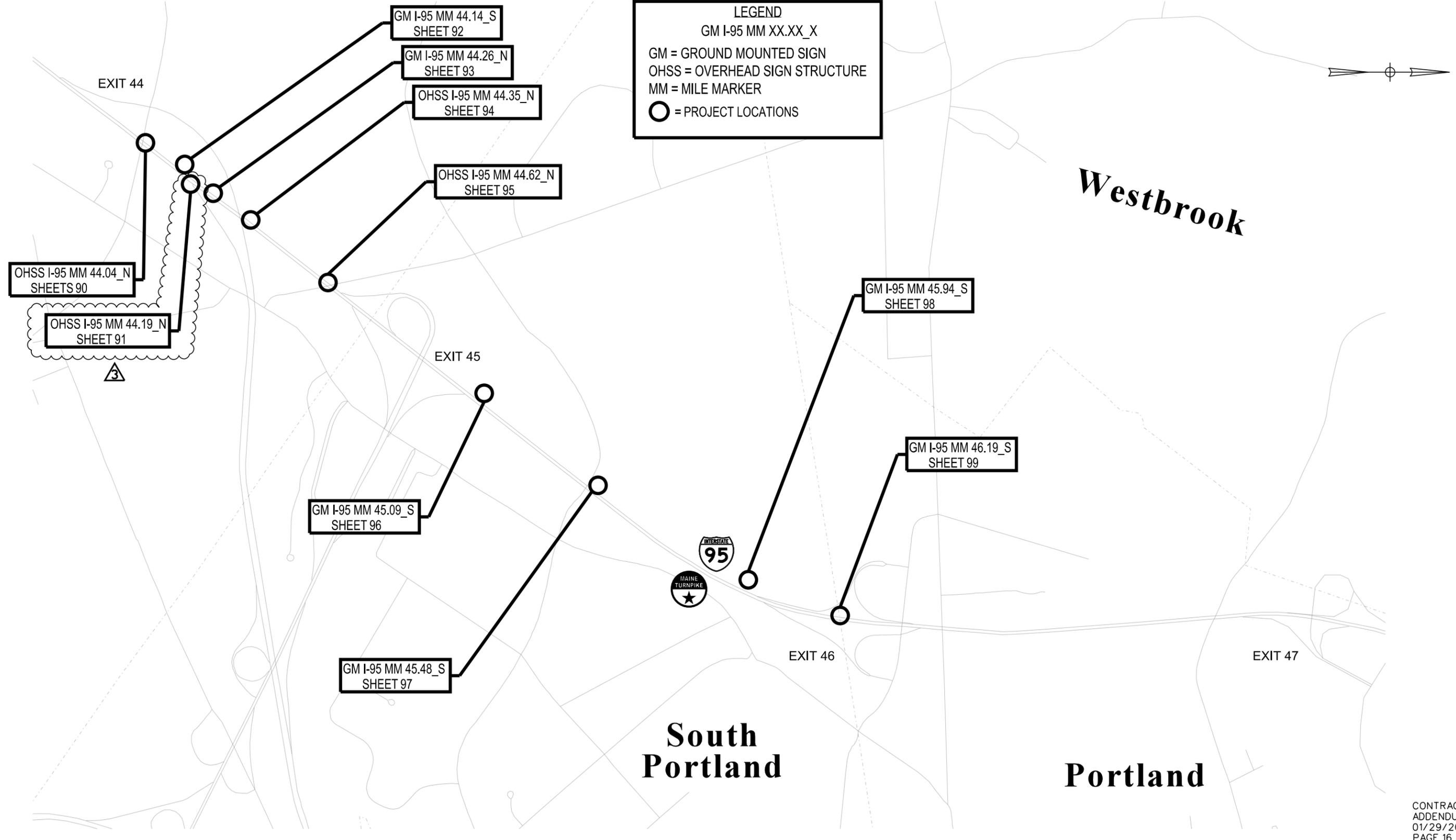
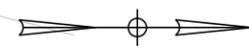
OVERALL MAP

SHEET NUMBER: 3  
CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 15 OF 63

Date: 1/28/2018

Filename: ...008\_55086\_03\_Map\_08.dgn

**LEGEND**  
 GM I-95 MM XX.XX\_X  
 GM = GROUND MOUNTED SIGN  
 OHSS = OVERHEAD SIGN STRUCTURE  
 MM = MILE MARKER  
 ○ = PROJECT LOCATIONS



CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 16 OF 63

Scale: 625 0 625 1,250  
Scale in Feet

No.	Revision	By	Date

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Vanasse Hangen Brustlin, Inc.  
 500 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
 TEL (207) 889-3150  
 FAX (207) 253-5596



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**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

MAP 6

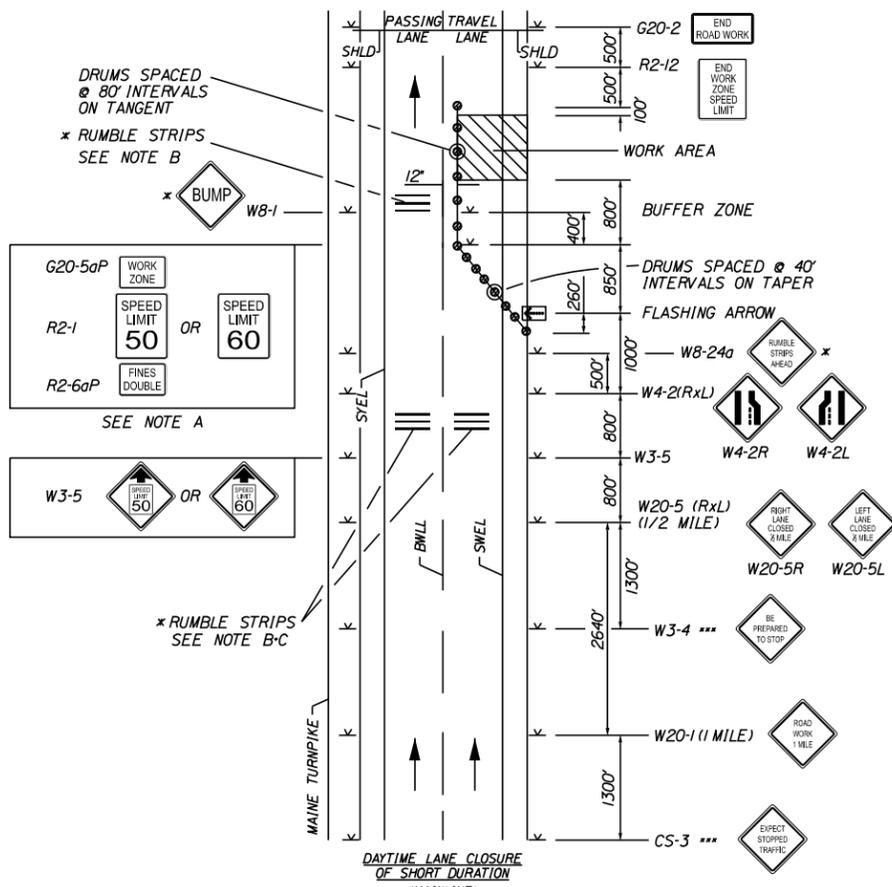
SHEET NUMBER: 8

CONTRACT: 2018.13

8 OF 101

Date: 1/28/2018

Filename: ...010\_55086.03\_TCP\_01.dgn



**SINGLE LANE CLOSURE SIGNS ON EASELS**

Note A. For easel set up only, this sign is not bracketed. One sign assembly is placed at the end of the taper. Signs may be split into two easels.

Note B. If rumble strips are used they shall be placed in one of the following configurations:

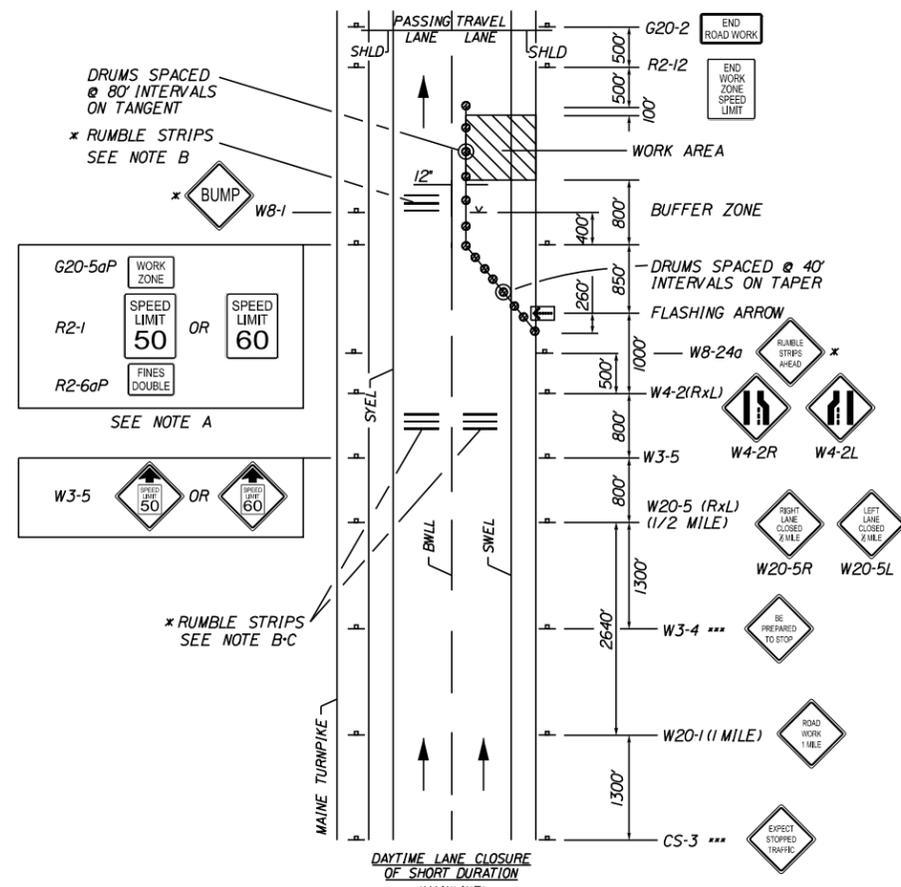
- Adjacent to the work zone (1 Unit)
- Upstream from the taper for the workzone (2 Units)
- Both adjacent to the workzone and prior to the taper (3 Units)

W8-1 signs shall be placed adjacent to the first rumble strip at any location. Only one set of W8-24a signs are required for any of the above configurations.

Note C. Rumble strips may be placed upstream of the taper between the W3-5 signs and the W4-2 signs. If rumble strips are installed prior to taper, W8-1 signs shall be placed adjacent to the first strip and the W8-24a signs shall be moved to 400' after the W20-5 signs.

**GENERAL NOTES**

1. For sign details, see construction sign summary.
2. Signs designated with \*\*\* shall be used during stoppages of traffic.
3. When truck mounted attenuators are included in the contract (incidental or pay item), they shall not be located in the buffer zone.
4. Where the posted speed limit is 70MPH, the traffic control shall use 60MPH. Where the posted speed limit is 65MPH or less the traffic control shall use 50MPH.
5. Workzone speed limit assembly may be replaced with an automated workzone speed limit sign (Item 652.451)
6. Barrier shall be placed 1 foot off the yellow line.
7. Barrier shall extend to 25 feet past the break in the guardrail
8. Barrier shall not be removed until foundation, barrier transition and guardrail end is in place prior to final paving.



**SINGLE LANE CLOSURE POST MOUNTED SIGN SETUP**

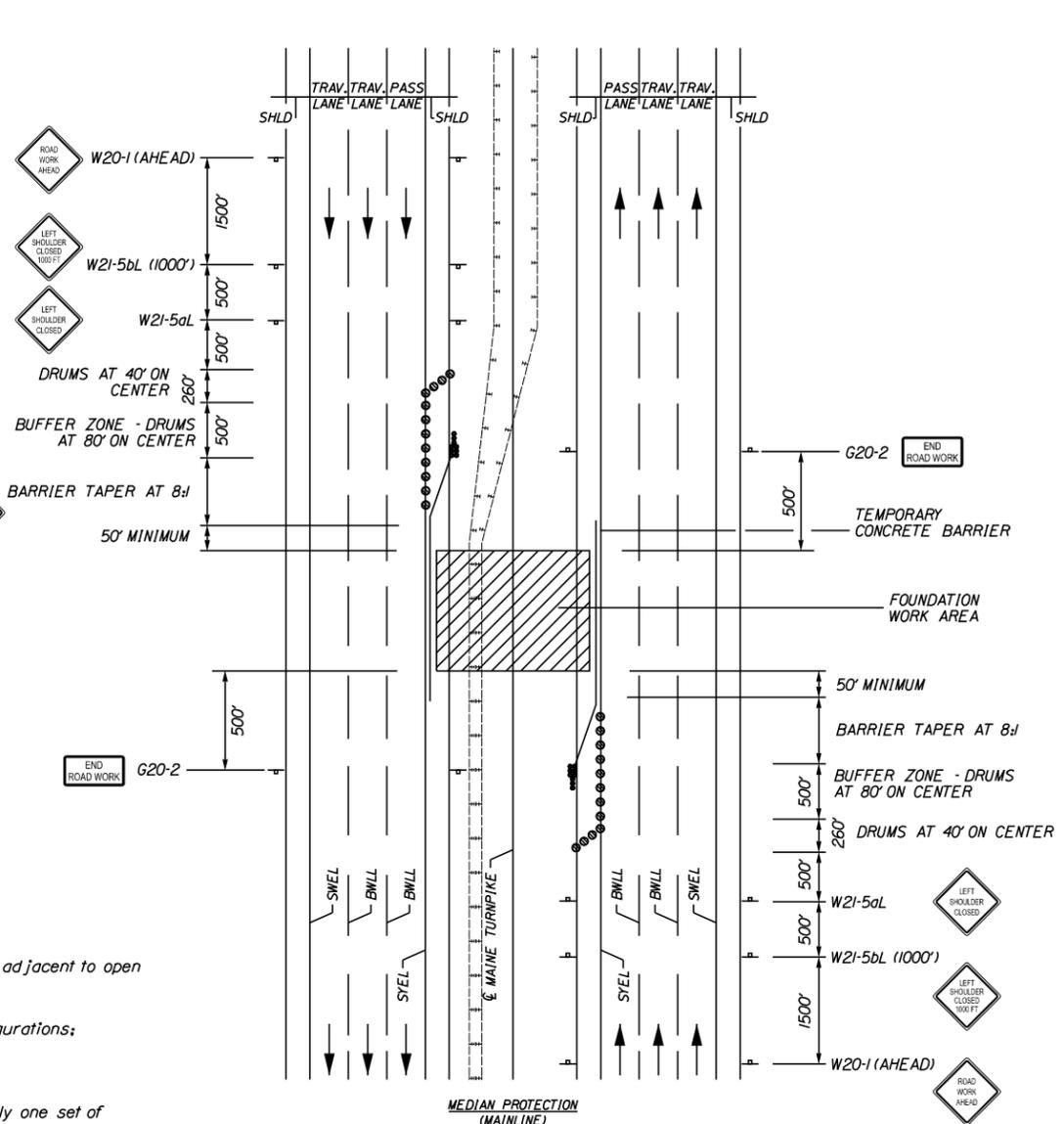
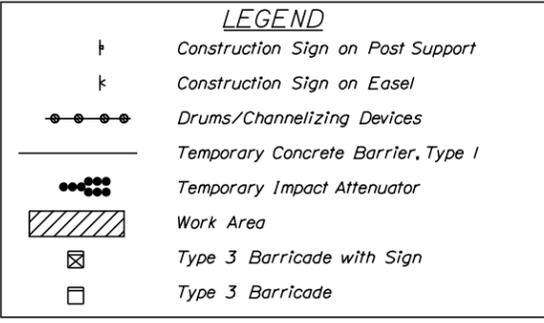
Note A. Post mounted signs shall be covered when lane closure is removed. Only sign adjacent to open lane needs to be uncovered.

Note B. If rumble strips are used they shall be placed in one of the following configurations:

- Adjacent to the work zone (1 Unit)
- Upstream from the taper for the workzone (2 Units)
- Both adjacent to the workzone and prior to the taper (3 Units)

W8-1 signs shall be placed adjacent to the first rumble strip at any location. Only one set of W8-24a signs are required for any of the above configurations.

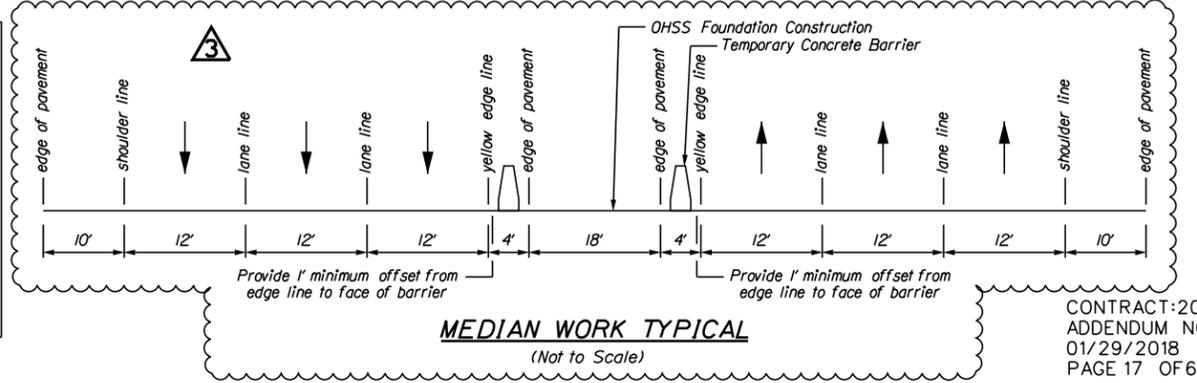
Note C. Rumble strips may be placed upstream of the taper between the W3-5 signs and the W4-2 signs. If rumble strips are installed prior to taper, W8-1 signs shall be placed adjacent to the first strip and the W8-24a signs shall be moved to 400' after the W20-5 signs.



**MEDIAN WORK AREA**

(Typical for OHSS 1-95 MM 43.24\_N, AND OHSS 1-95 MM 44.19\_N)

Note A. The W20-1 and G20-2 signs are not required if the work is within a previously established work zone.



CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 17 OF 63

No.	Revision	By	Date

Scale: \_\_\_\_\_

Designed by: \_\_\_\_\_

CONSULTANT PROJECT MANAGER: MDS			
By	Date	By	Date
Designed	MLG 01-2018	Checked	MDS 01-2018
Drawn	JAR 01-2018	In Charge of	MDS 01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

**THE GOLD STAR MEMORIAL HIGHWAY**

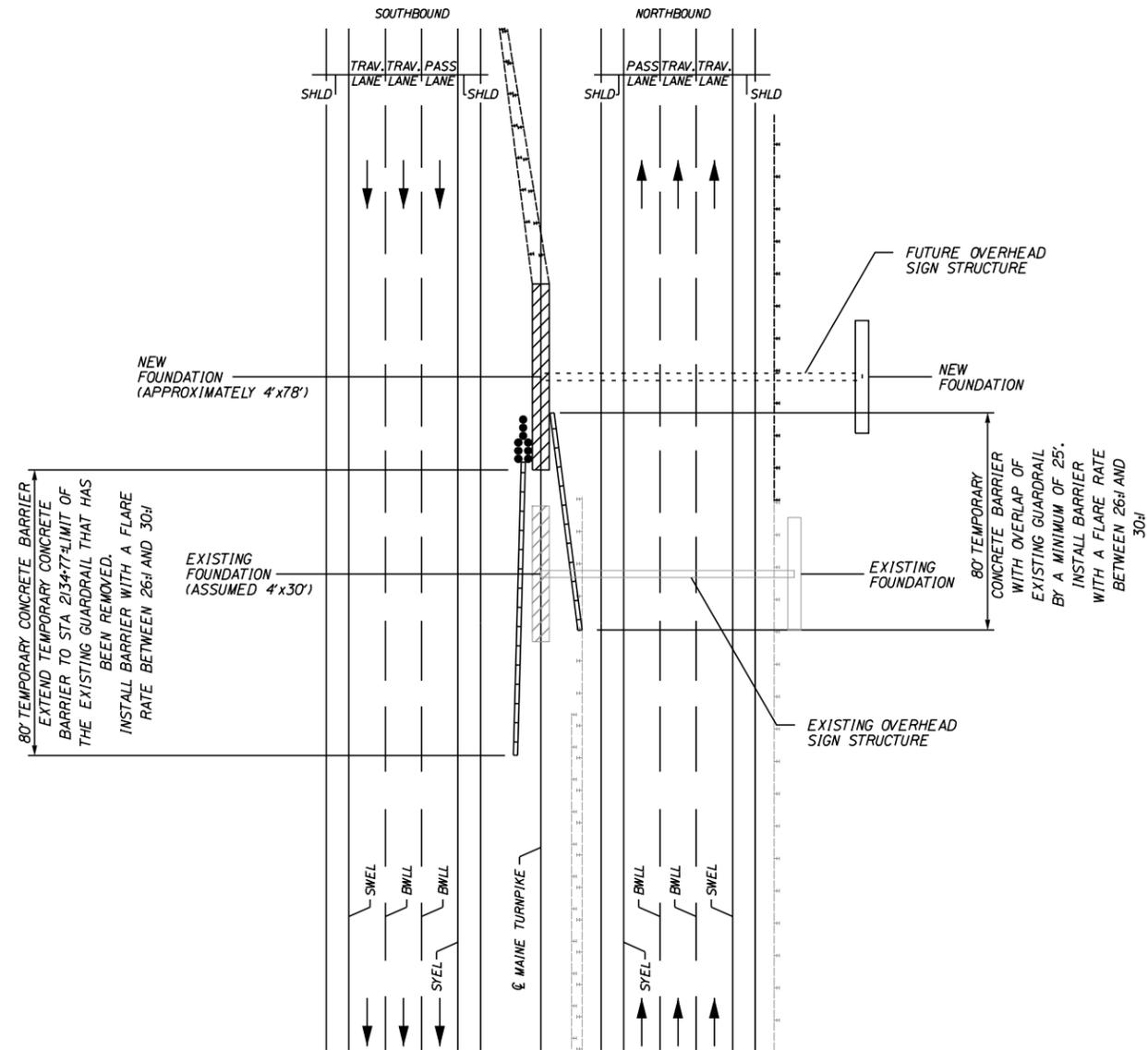
MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE GUIDE SIGN MODIFICATIONS, PHASE III**

**TRAFFIC CONTROL PLAN**

SHEET NUMBER: 10  
10 OF 101

Date: 1/28/2018



**MEDIAN PROTECTION PLAN**

OHSS 1-95 MM 43.24\_N  
(NOT TO SCALE)

**GENERAL NOTES**

- Barrier shall extend to 25 feet past the break in the guardrail

**LEGEND**

	Temporary Concrete Barrier, Type I
	Existing Foundation Area
	Proposed Foundation Area
	Existing Guardrail
	Proposed Guardrail
	Temporary Impact Attenuator

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 18 OF 63

Scale:

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: MDS			
	By	Date	
Designed	MLG	01-2018	Checked MDS 01-2018
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TEL (207) 889-3150  
FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

TRAFFIC CONTROL PLAN

SHEET NUMBER: 10A  
CONTRACT: 2018.13  
10A OF 101

Date: 1/28/2018

Filename: ...018\_55086\_03\_SignSummary\_06.dgn

Location ID	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Back-ground	Legend Border			
GM 1-95 MM 42.41-N (6218) GM 1-95 MM 42.82-S (6216)	78"	60"		12 E 18 E	10" 9" 11"	18" x 28.4"	2	Green	White	6"	32.50 (65.00)	1 - W8x24 Breakaway Post  Mount to Existing Post
GM 1-95 MM 42.61-N (6217)	228"	144"		10 E 16/12 EM 16/12 EM 15, 10 E	15" 12" 12" 15"	36" x 36" 45" x 36"	1	Green	White	12"	228.00 (228.00)	3 - W12x26 Breakaway Post
OHSS 1-95 MM 43.24-NL (62131)	228"	150"		15, 12 E 13.3/10 EM/12 E 13.3/10 EM/12 E 13.3/10 EM/12 E	15" 46.4" 11.3" 11.3" 15"	36" x 36" 36" x 36"	1	Green	White	12"	237.50 (237.50)	Mount to New Overhead Sign Structure
OHSS 1-95 MM 43.24-NR (62132)	300"	198"		15, 12 E 20/15 EM 20/15 EM 18, 12 E	15.5" 12" 15" 15.5"	45" x 36" 32" x 22" 60" x 18" 32" x 22" 60" x 18"	1	Green	White	12"	412.5 (412.5)	Mount to New Overhead Sign Structure
OHSS 1-95 MM 43.60-NL (6210)	228"	144"		10 E 16/12 EM 16/12 EM 15, 10 E	15" 12" 12" 15"	36" x 36" 45" x 36"	1	Green	White	12"	228.00 (228.00)	Mount to Existing Overhead Sign Structure
OHSS 1-95 MM 43.60-NR (6209) OHSS 1-95 MM 44.04-NR (62082)	300"	180"		15, 12 E 20/15 EM 20/15 EM	18" 15" 15" 26" 18"	45" x 36" 32" x 22" 60" x 18" 32" x 22" 60" x 18"	2	Green	White	12"	375.0 (750.00)	Mount to Existing Overhead Sign Structure  Mount to New Extra Large Bridge Overpass Sign Support
OHSS 1-95 MM 44.04-NL (62081)	198"	150"		15, 12 E 16/12 EM 16/12 EM 12 E	16" 12" 12" 14" 16"	36" x 36" 36" x 36"	1	Green	White	12"	206.25 (206.25)	Mount to New Medium Bridge Overpass Sign Support
OHSS 1-95 MM 44.19-NL (62071)	252"	156"		18, 15 E 20/15 EM 20/15 EM	19.5" 14" 15" 19.5"	48" x 48" 48" x 48"	1	Green	White	12"	273.00 (273.00)	Mount to New Overhead Sign Structure

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

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 19 OF 63

Scale:

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
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Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

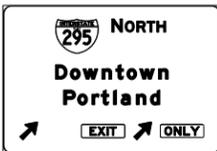
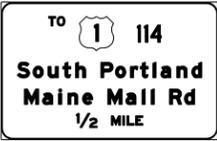
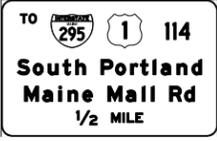
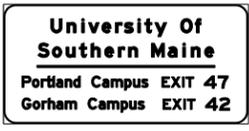
**SIGN SUMMARY SHEET 6**

SHEET NUMBER: 18  
18 OF 101

CONTRACT: 2018.13

Date: 1/28/2018

Filename: ...019\_55086\_03\_SignSummary\_07.dgn

Location ID	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Back-ground	Legend Border			
 OHSS 1-95 MM 44.19-NR (62072)	300"	204"		18.15 E 20/15 EM 20/15 EM	18.7" 15" 15" 23.7" 18.8"	60" x 48" 20" x 31.5" 60" x 18" 20" x 31.5" 60" x 18"	1	Green	White	12"	425.00 (425.00)	Mount to New Overhead Sign Structure
	78"	60"		12 E 18 E	10" 9" 11"	18" x 28.4"	1	Green	White	6"	32.50 (32.50)	Mount to Existing Post
	228"	144"		10 E 16/12 EM 16/12 EM 15,10 E	15" 12" 12" 12" 12.5"	36" x 36" 45" x 36"	1	Green	White	12"	228.00 (228.00)	Mount to New Bridge Overpass Sign Support
	228"	144"		10 E 16/12 EM 16/12 EM 15,10 E	15" 12" 12" 12" 12.5"	45" x 36" 36" x 36" 45" x 36"	1	Green	White	12"	228.00 (228.00)	Mount to Existing Supports with 3 - W12x26 New Upper Breakaway Posts
	126"	102"		13.3/10 EM 8 EM 10,15 E	14.9" 10" 10" 14.8"	30" x 24" 24" x 24"	1	Green	White	12"	89.25 (89.25)	Mount to Existing Posts with 2 Auxiliary Panel Supports
	228"	144"		10 E 16/12 EM 16/12 EM 15,10 E	15" 12" 12" 12" 12.5"	45" x 36" 36" x 36" 45" x 36"	1	Green	White	12"	228.00 (228.00)	Mount to Existing Posts
	234"	114"		13.3/10 EM 13.3/10 EM 10.67/8 E 10,12 E 10.67/8 E 10,12 E	13.9" 10" 7.8" 8.8" 11" 13.9"		1	Green	White	12"	185.25 (185.25)	Mount to Existing Posts

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

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 20 OF 63

Scale:

No.	Revision	By	Date

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By	Date	By	Date
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Drawn	JAR 01-2018	In Charge of	MDS 01-2018

CONSULTANT PROJECT MANAGER: MDS

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

**SIGN SUMMARY SHEET 7**

SHEET NUMBER: 19  
19 OF 101

CONTRACT: 2018.13

Date: 1/28/2018

Filename: ...020\_55086\_03\_SignSummary\_08.dgn

Location ID	Size of Sign		Text	Text Dimensions (Inches)			Number of Signs Required	Color		Border Radius	Area in Square Feet	Post
	Width	Height		Letter Height	Vertical Spacing	Arrow RTE.MKR.		Back-ground	Legend Border			
EI-5P(32)	114"	30"		10.15 E	7.5" 7.5"		8	Green	White	3"	23.75 (190.00)	Mount to top right of GM 1-95 MM 29.37_N GM 1-95 MM 30.26_N GM 1-95 MM 30.80_N GM 1-95 MM 31.27_N GM 1-95 MM 32.07_S GM 1-95 MM 32.42_S GM 1-95 MM 32.85_S GM 1-95 MM 33.90_S
EI-5P(36)	114"	30"		10.15 E	7.5" 7.5"		6	Green	White	3"	23.75 (142.50)	Mount to top right of GM 1-95 MM 34.34_N GM 1-95 MM 35.00_N GM 1-95 MM 36.16_S GM 1-95 MM 36.77_S GM 1-95 MM 37.24_S GM 1-95 MM 38.10_S
EI-5P(42)	114"	30"		10.15 E	7.5" 7.5"		7	Green	White	3"	23.75 (166.25)	Mount to top right of GM 1-95 MM 40.15_N GM 1-95 MM 41.24_N GM 1-95 MM 42.03_N GM 1-95 MM 42.32_N GM 1-95 MM 42.92_S GM 1-95 MM 43.29_S GM 1-95 MM 44.14_S
EI-5P(44)	114"	30"		10.15 E	7.5" 7.5"		 4	Green	White	3"	 23.75 (95.00)	Mount to top right of OHSS 1-95 MM 43.24_NR OHSS 1-95 MM 43.60_NR OHSS 1-95 MM 44.04_NR OHSS 1-95 MM 44.14_NR
EI-5P(45)	114"	30"		10.15 E	7.5" 7.5"		5	Green	White	3"	23.75 (118.75)	Mount to top right of GM 1-95 MM 42.61_N OHSS 1-95 MM 43.60_NL OHSS 1-95 MM 44.35_N GM 1-95 MM 45.48_S GM 1-95 MM 46.19_S
OL-1 MM 44.62_N OL-2 MM 45.09_S	198"	96"		16/12 EM 16/12 EM	7.6" 12" 12" 7.6"	20" x 31.5"	2	Green	White	0"	132.00 (264.00)	Sheet Aluminum Overlay (3 Panels 5.5' x 8')

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

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 21 OF 63

Scale:

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed MLG	01-2018	Checked MDS	01-2018
Drawn JAR	01-2018	In Charge of MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

**SIGN SUMMARY SHEET 8**

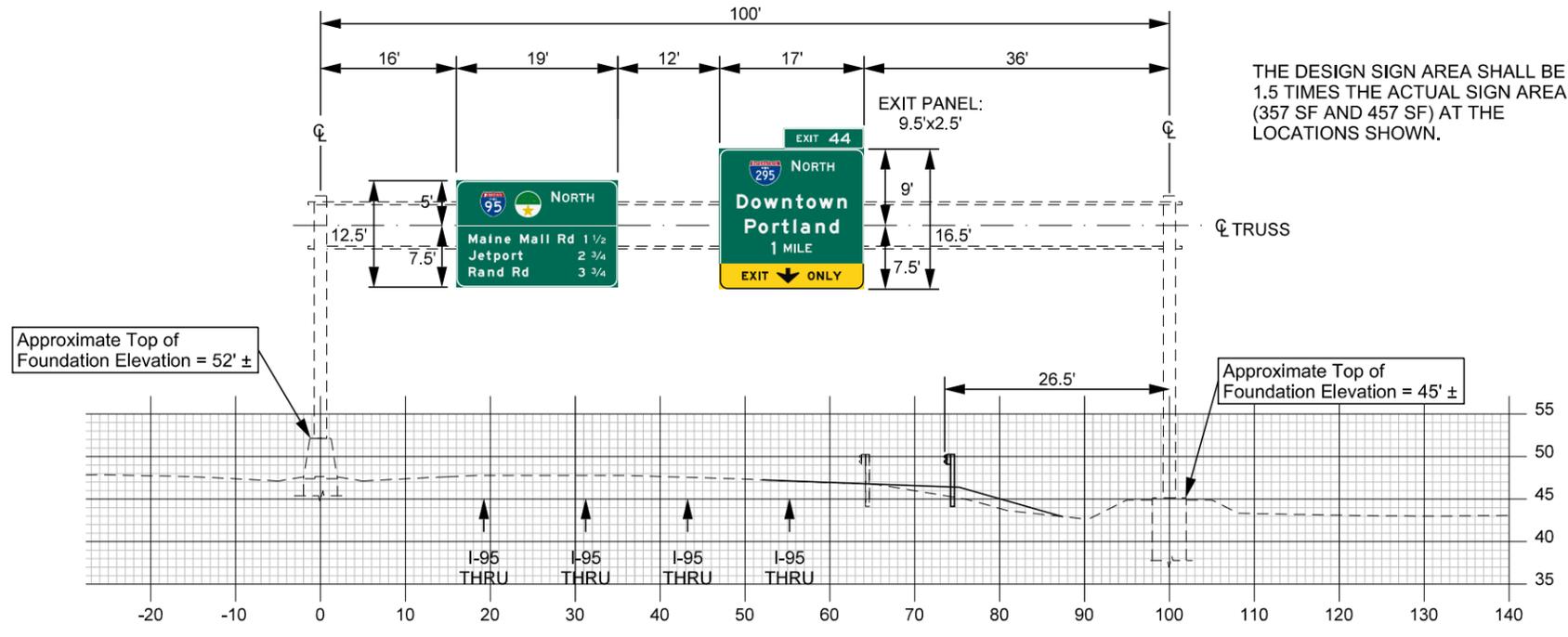
SHEET NUMBER: 20  
20 OF 101

CONTRACT: 2018.13

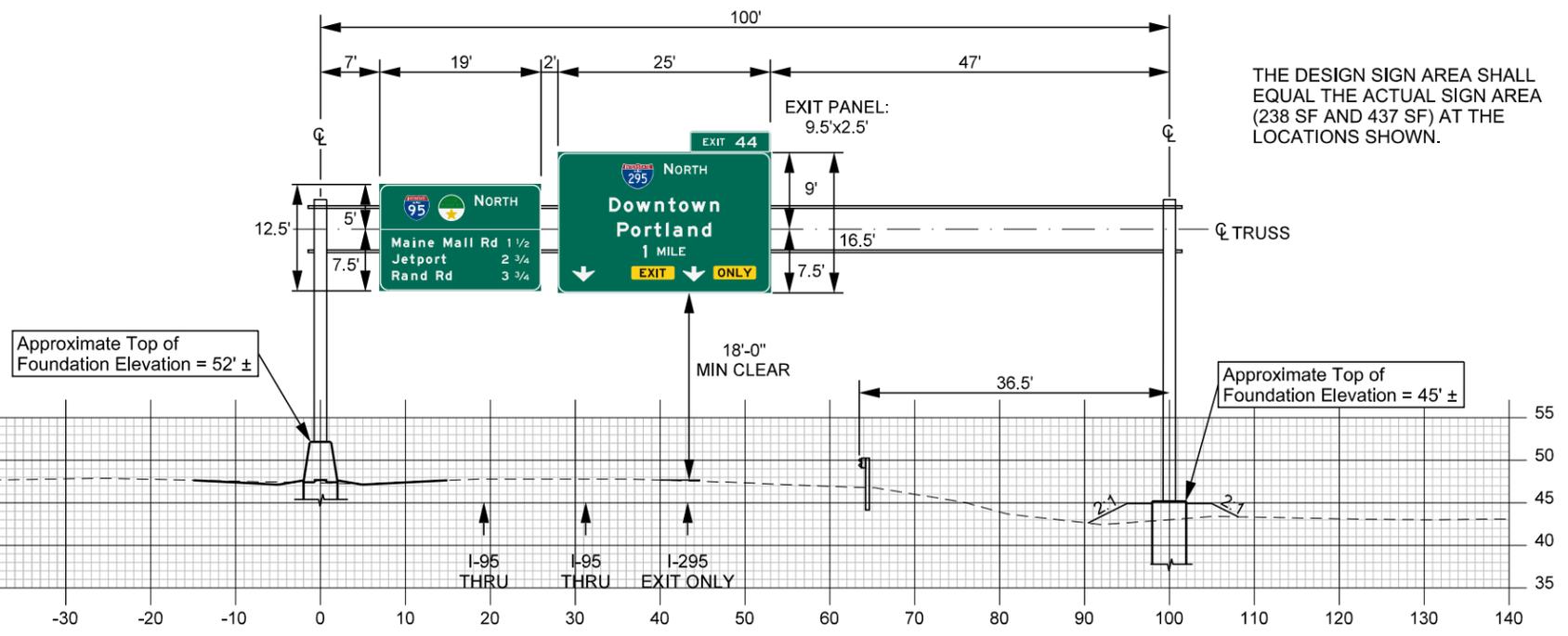
Date: 1/28/2018

NOTES:

1. CROSS-SECTION PROVIDED BY THE MAINE TURNPIKE AUTHORITY FROM THE PRELIMINARY TURNPIKE WIDENING DESIGN.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SURVEYING THE EXISTING ROADWAY, MEDIAN AND FOUNDATION LOCATIONS TO VERIFY ELEVATIONS BEFORE DEVELOPING STRUCTURAL SHOP DRAWINGS FOR FABRICATION AND CONSTRUCTING THE FOOTING. IF THE ACTUAL GROUND ELEVATIONS DIFFER MORE THAN 1'-0", THE ENGINEER SHALL BE CONTACTED TO VERIFY THE ADEQUACY OF THE FOOTING DESIGN.
3. CONTRACTOR SHALL SURVEY THE SOLID YELLOW EDGE LINES ALONG THE NORTHBOUND AND SOUTHBOUND TURNPIKE MAINLINE AT THE OVERHEAD SIGN STRUCTURE MEDIAN FOUNDATIONS AT 10-FOOT INTERVALS. THE SURVEYS SHALL EXTEND FROM 20 FEET SOUTH TO 20 FEET NORTH OF THE EXPECTED MEDIAN FOUNDATION EXCAVATION LIMITS PRIOR TO ANY EXCAVATION WORK IN THE MEDIAN. THE SAME POINTS SHALL BE RE-SURVEYED WITHIN TWO WEEKS FOLLOWING THE FOUNDATION INSTALLATION, BACKFILL AND MEDIAN PAVING. THE RE-SURVEY SHALL BE REPEATED WITHIN TWO WEEKS FOLLOWING THE INSTALLATION OF THE OVERHEAD SIGN STRUCTURE AND SIGNS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY SETTLEMENT OF THE NORTHBOUND AND SOUTHBOUND ROADWAY GREATER THAN 0.50 INCH RESULTING FROM FAILURE OF THE TEMPORARY SUPPORT OF EXCAVATION TO ADEQUATELY SUPPORT THE TURNPIKE ROADWAY OR INADEQUATE BACKFILL COMPACTION. SETTLEMENT WILL BE DETERMINED FROM THE PRE- AND POST-CONSTRUCTION SURVEY ELEVATIONS. ANY REPAIRS REQUIRED SHALL BE SUBMITTED TO THE AUTHORITY FOR APPROVAL AND SHALL BE COMPLETED TO THE SATISFACTION OF THE AUTHORITY AT NO ADDITIONAL COST TO THE AUTHORITY. SURVEYS SHALL BE INCIDENTAL TO THE INSTALLATION OF THE OVERHEAD SIGN STRUCTURES.
4. WHEN THE TURNPIKE IS WIDENED NORTH OF THIS LOCATION, THE RIGHT MOST SIGN SHALL BE REPLACED WITH AN ADVANCED GUIDE SIGN AS SHOWN IN THE FUTURE CONDITION DIAGRAM (BY OTHERS).
5. THE OVERHEAD SIGN STRUCTURE SHALL BE DESIGNED FOR THE WORST CASE OF THE FOLLOWING LOADING CONDITIONS:
  - a. THE PROPOSED CONDITION WITH THE DESIGN SIGN AREA EQUAL TO THE ACTUAL SIGN AREA (238 SF AND 437 SF).
  - b. THE FUTURE CONDITION OF STRUCTURE AFTER 2ND WIDENING WITH THE DESIGN SIGN AREA EQUAL TO 1.5 TIMES THE ACTUAL SIGN AREA AS SPECIFIED IN MAINEDOT STANDARD SPECIFICATION 645.623. (357 SF AND 457 SF).
6. SEE DETAIL SHEETS FOR ADDITIONAL INFORMATION ON THE MEDIAN PAVING TYPICAL SECTION.
7. SEE THE OVERHEAD SIGN STRUCTURE FOUNDATION DETAILS SHEETS FOR FOUNDATION DETAILS AND ADDITIONAL OVERHEAD SIGN STRUCTURE DESIGN REQUIREMENTS.
8. FUTURE CONDITION SIGN LAYOUT SHOWN FOR OVERHEAD SIGN STRUCTURE DESIGN AND FABRICATION PURPOSES ONLY. THE CONTRACTOR SHALL ONLY FURNISH AND INSTALL SIGNS IN ACCORDANCE WITH THE PROPOSED CONDITION LAYOUT.



STA 2135+47.00  
OHSS I-95 MM 43.24\_N  
FUTURE CONDITION OF STRUCTURE AFTER 2ND WIDENING



STA 2135+47.00  
OHSS I-95 MM 43.24\_N  
PROPOSED CONDITION

THE DESIGN SIGN AREA SHALL BE 1.5 TIMES THE ACTUAL SIGN AREA (357 SF AND 457 SF) AT THE LOCATIONS SHOWN.

THE DESIGN SIGN AREA SHALL EQUAL THE ACTUAL SIGN AREA (238 SF AND 437 SF) AT THE LOCATIONS SHOWN.

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 22 OF 63

Filename: ...023\_55086\_03\_OverheadSignStructure\_02.dgn

Scale:

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

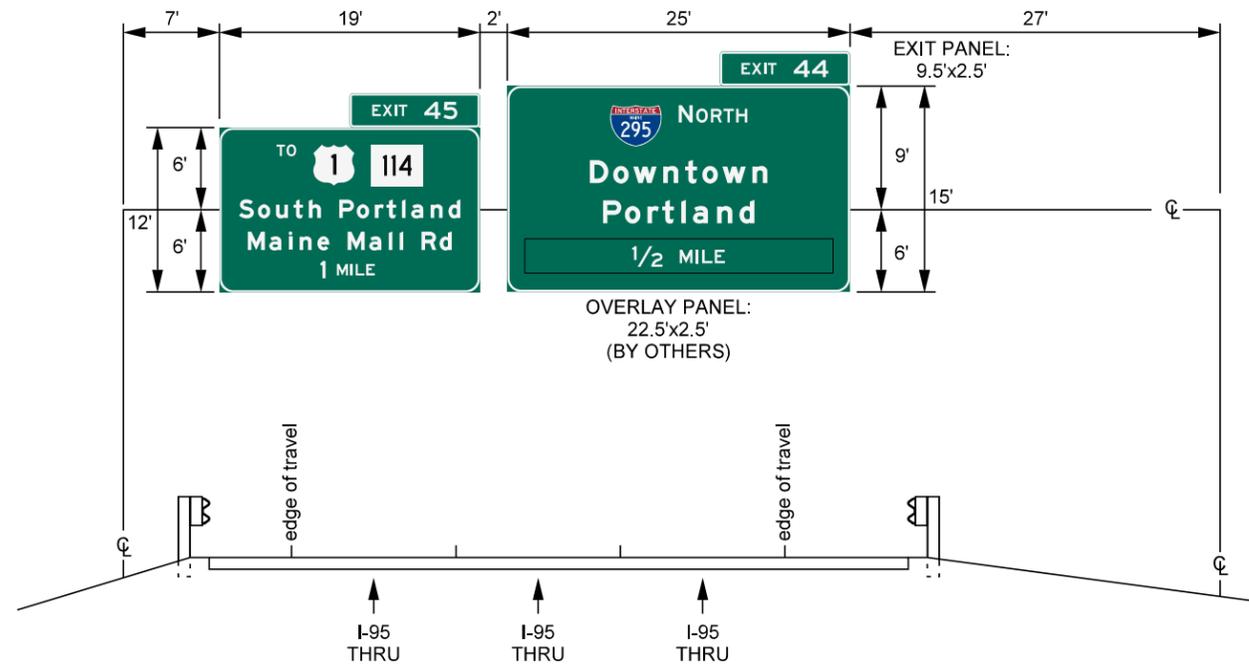
**MAINE TURNPIKE**  
**GUIDE SIGN MODIFICATIONS, PHASE III**

**OVERHEAD SIGN STRUCTURES**  
(2 OF 4)

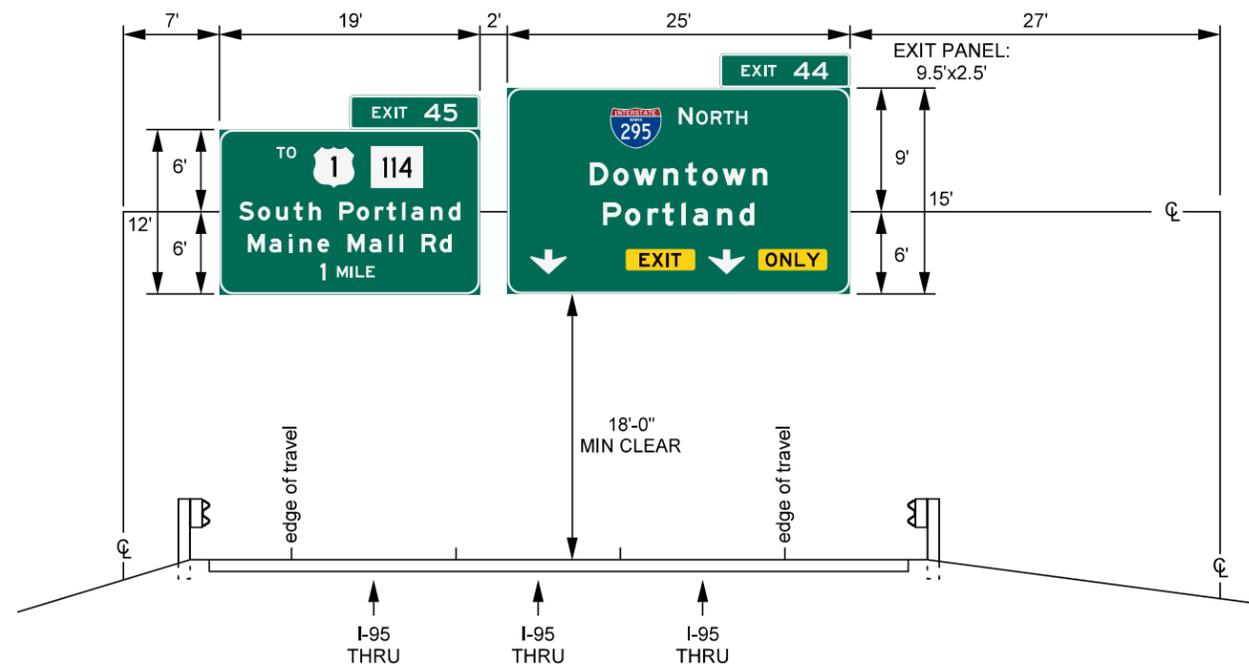
SHEET NUMBER: 23  
23 OF 101

NOTES:

1. FUTURE CONDITION SIGN LAYOUT SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL ONLY FURNISH AND INSTALL SIGNS IN ACCORDANCE WITH THE PROPOSED CONDITION LAYOUT



FUTURE CONDITION OF SIGN AFTER WIDENING  
OHSS I-95 MM 43.60-N



PROPOSED CONDITION  
OHSS I-95 MM 43.60-N  
EXISTING SIGN STRUCTURE

CONTRACT:2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 23 OF 63

Scale:

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS					
	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

**OVERHEAD SIGN STRUCTURES  
(3 OF 4)**

SHEET NUMBER: 24  
CONTRACT:2018.13  
24 OF 101

Date:1/28/2018

Filename: ... \024\_55086\_03\_OverheadSignStructure\_03.dgn

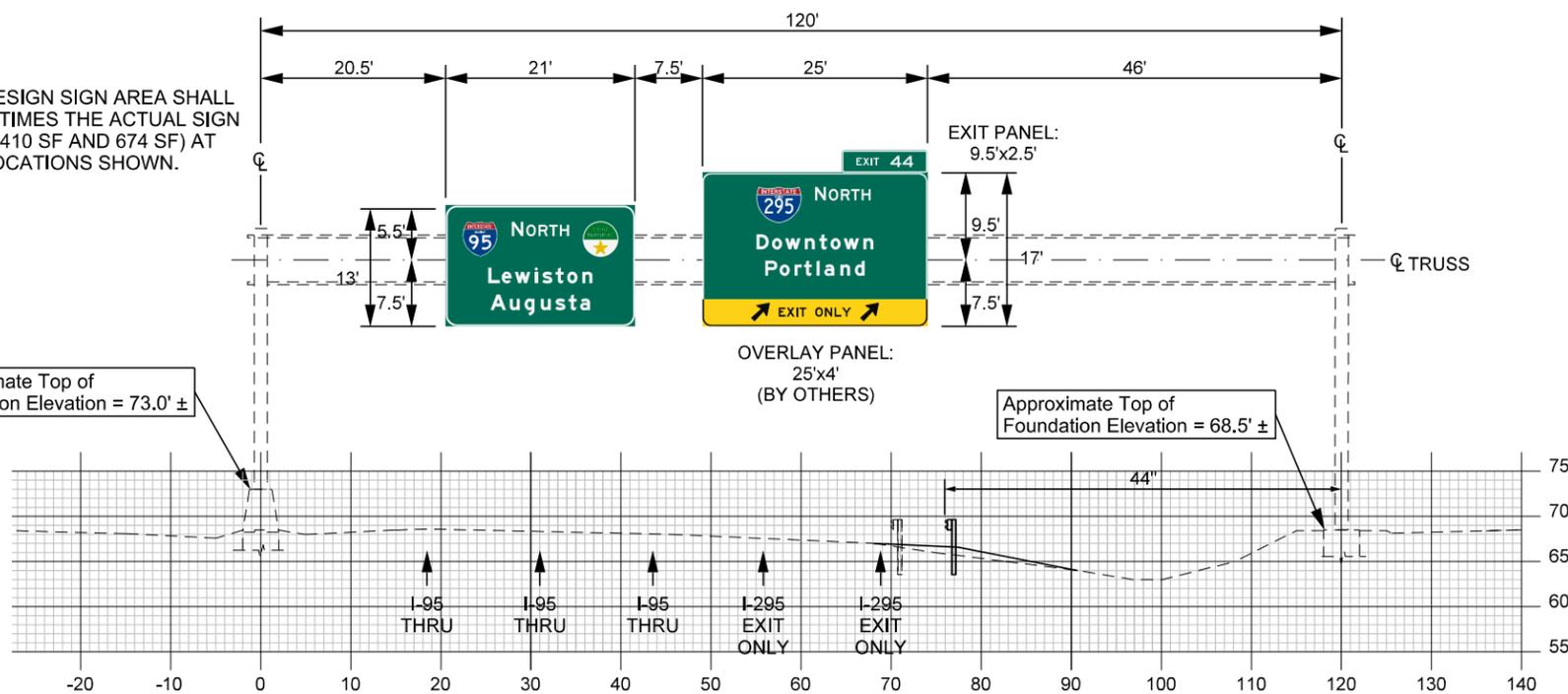
Date: 1/29/2018

**NOTES:**

1. CROSS-SECTION PROVIDED BY THE MAINE TURNPIKE AUTHORITY FROM THE PRELIMINARY TURNPIKE WIDENING DESIGN.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SURVEYING THE EXISTING ROADWAY, MEDIAN AND FOUNDATION LOCATIONS TO VERIFY ELEVATIONS BEFORE DEVELOPING STRUCTURAL SHOP DRAWINGS FOR FABRICATION AND CONSTRUCTING THE FOOTING. IF THE ACTUAL GROUND ELEVATIONS DIFFER MORE THAN 1'-0", THE ENGINEER SHALL BE CONTACTED TO VERIFY THE ADEQUACY OF THE FOOTING DESIGN.
3. CONTRACTOR SHALL SURVEY THE SOLID YELLOW EDGE LINES ALONG THE NORTHBOUND AND SOUTHBOUND TURNPIKE MAINLINE AT THE OVERHEAD SIGN STRUCTURE MEDIAN FOUNDATIONS AT 10-FOOT INTERVALS. THE SURVEYS SHALL EXTEND FROM 20 FEET SOUTH TO 20 FEET NORTH OF THE EXPECTED MEDIAN FOUNDATION EXCAVATION LIMITS PRIOR TO ANY EXCAVATION WORK IN THE MEDIAN. THE SAME POINTS SHALL BE RE-SURVEYED WITHIN TWO WEEKS FOLLOWING THE FOUNDATION INSTALLATION, BACKFILL AND MEDIAN PAVING. THE RE-SURVEY SHALL BE REPEATED WITHIN TWO WEEKS FOLLOWING THE INSTALLATION OF THE OVERHEAD SIGN STRUCTURE AND SIGNS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY SETTLEMENT OF THE NORTHBOUND AND SOUTHBOUND ROADWAY GREATER THAN 0.50 INCH RESULTING FROM FAILURE OF THE TEMPORARY SUPPORT OF EXCAVATION TO ADEQUATELY SUPPORT THE TURNPIKE ROADWAY OR INADEQUATE BACKFILL COMPACTION. SETTLEMENT WILL BE DETERMINED FROM THE PRE- AND POST-CONSTRUCTION SURVEY ELEVATIONS. ANY REPAIRS REQUIRED SHALL BE SUBMITTED TO THE AUTHORITY FOR APPROVAL AND SHALL BE COMPLETED TO THE SATISFACTION OF THE AUTHORITY AT NO ADDITIONAL COST TO THE AUTHORITY. SURVEYS SHALL BE INCIDENTAL TO THE INSTALLATION OF THE OVERHEAD SIGN STRUCTURES.
4. WHEN THE TURNPIKE IS WIDENED, THE RIGHT SIGN SHALL BE MODIFIED WITH AN EXIT ONLY PANEL AND BOTH SIGNS SHALL BE RELOCATED ALONG THE TRUSS AS SHOWN IN THE FUTURE CONDITION DIAGRAM.
5. THE OVERHEAD SIGN STRUCTURE SHALL BE DESIGNED FOR THE WORST CASE OF THE FOLLOWING LOADING CONDITIONS:
  - a. THE PROPOSED CONDITION WITH THE DESIGN SIGN AREA EQUAL TO THE ACTUAL SIGN AREA (273 SF AND 449 SF).
  - b. THE FUTURE CONDITION AFTER WIDENING WITH THE DESIGN SIGN AREA EQUAL TO 1.5 TIMES THE ACTUAL SIGN AREA AS SPECIFIED IN MAINEDOT STANDARD SPECIFICATION 645.623 (410 SF AND 674 SF).
6. SEE DETAIL SHEETS FOR ADDITIONAL INFORMATION ON THE MEDIAN PAVING TYPICAL SECTION.
7. SEE THE OVERHEAD SIGN STRUCTURE FOUNDATION DETAILS SHEETS FOR FOUNDATION DETAILS AND ADDITIONAL OVERHEAD SIGN STRUCTURE DESIGN REQUIREMENTS.
8. FUTURE CONDITION SIGN LAYOUT SHOWN FOR OVERHEAD SIGN STRUCTURE DESIGN AND FABRICATION PURPOSES ONLY. THE CONTRACTOR SHALL ONLY FURNISH AND INSTALL SIGNS IN ACCORDANCE WITH THE PROPOSED CONDITION LAYOUT.

THE DESIGN SIGN AREA SHALL BE 1.5 TIMES THE ACTUAL SIGN AREA (410 SF AND 674 SF) AT THE LOCATIONS SHOWN.

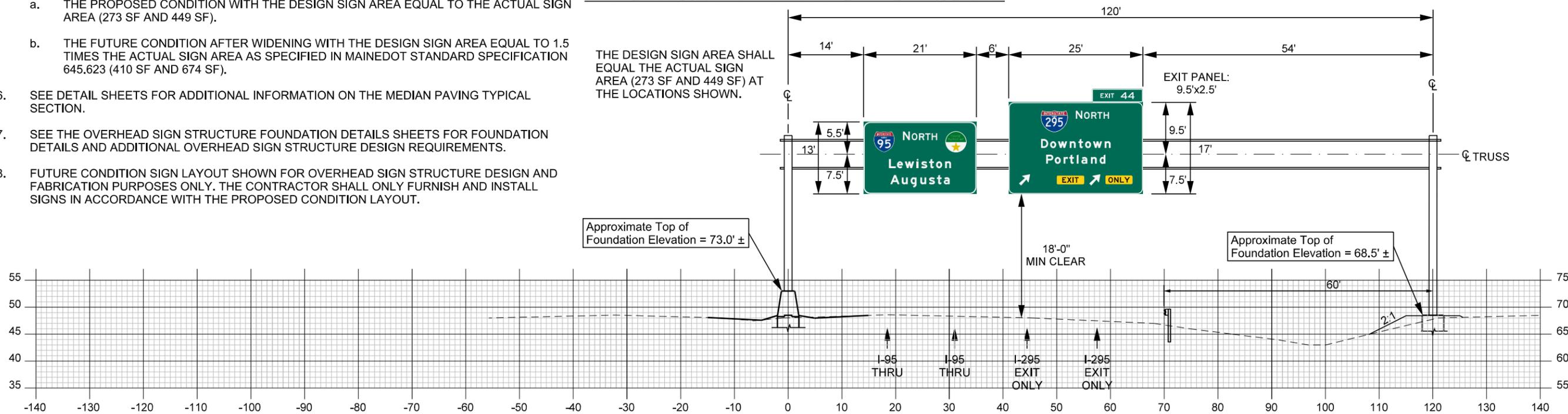
Approximate Top of Foundation Elevation = 73.0' ±



STA 2186+20.00  
OHSS I-95 MM 44.19\_N  
FUTURE CONDITION OF STRUCTURE AFTER WIDENING

THE DESIGN SIGN AREA SHALL EQUAL THE ACTUAL SIGN AREA (273 SF AND 449 SF) AT THE LOCATIONS SHOWN.

Approximate Top of Foundation Elevation = 73.0' ±



STA 2186+20.00  
OHSS I-95 MM 44.19\_N  
PROPOSED CONDITION

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 24 OF 63

Filename: ...026\_55086.03\_OverheadSignStructure\_05.dgn

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed MLG	01-2018	Checked MDS	01-2018
Drawn JAR	01-2018	In Charge of MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR MEMORIAL HIGHWAY**

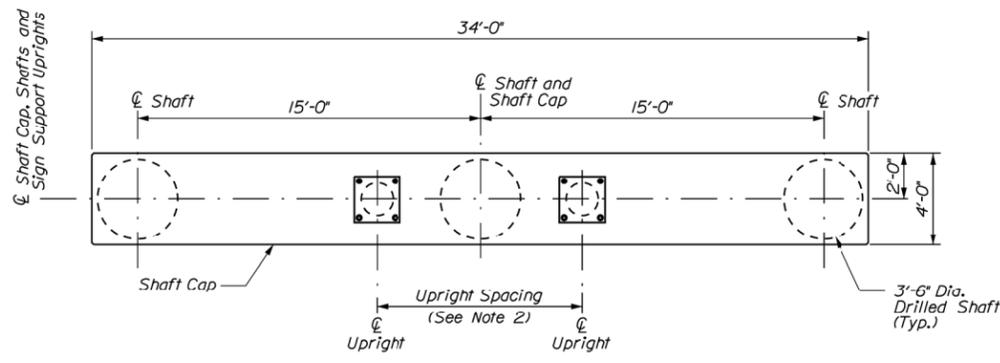
MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE**  
GUIDE SIGN MODIFICATIONS, PHASE III

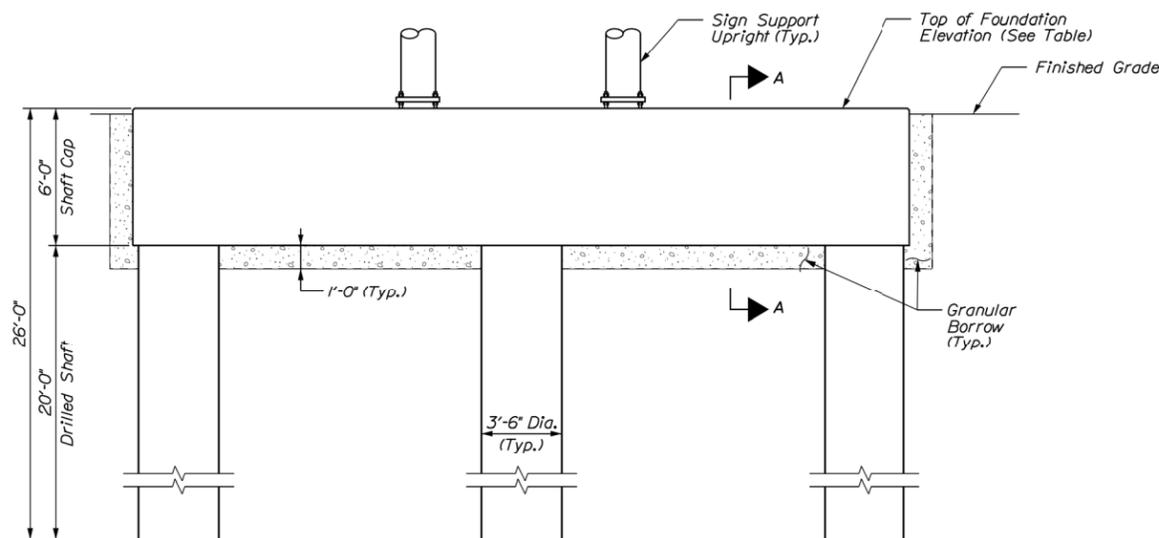
**OVERHEAD SIGN STRUCTURES**  
(4 OF 4)

SHEET NUMBER: 26  
CONTRACT: 2018.13  
26 OF 101

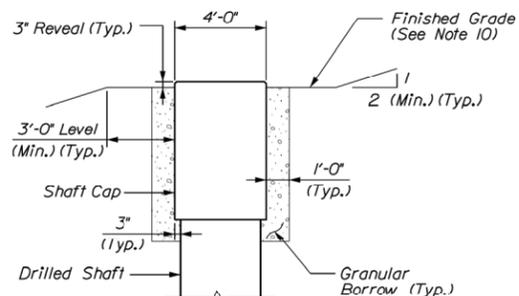
Date: 1/28/2018



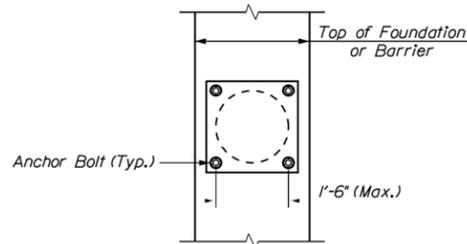
**RIGHT SIDE FOUNDATION - MASONRY PLAN**  
Scale: 1/4" = 1'-0"



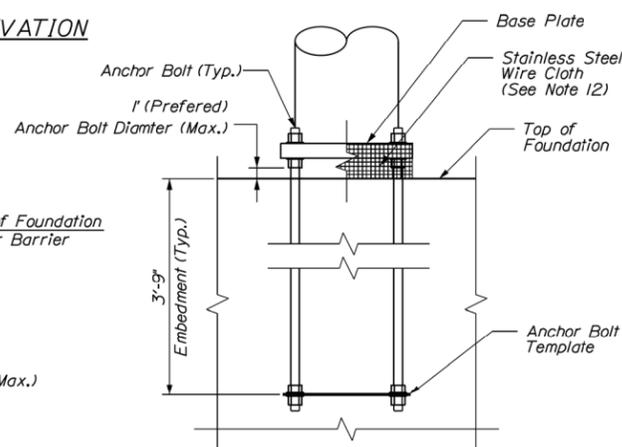
**RIGHT SIDE FOUNDATION - MASONRY ELEVATION**  
Scale: 1/4" = 1'-0"



**SECTION A-A**  
Scale: 1/4" = 1'-0"



**ASSUMED ANCHOR BOLT PATTERN**  
(Left Side (Median) Foundation Shown)  
Not To Scale



**ANCHOR BOLT DETAIL**  
Not To Scale

**ASSUMED OVERHEAD SIGN STRUCTURE DESIGN CRITERIA**

1. These foundations have been designed using the assumed maximum top of foundation loads shown in the table below. The loads from the overhead sign structure shall not exceed the loads shown.
2. These foundations have been designed using an assumed overhead sign structure upright spacing between 6'-0" to 9'-0". The overhead sign structure shall have an upright spacing between 6'-0" to 9'-0" unless otherwise approved by the Engineer.
3. These foundations have been designed assuming a 4 anchor bolt pattern with an assumed maximum bolt spacing of 1'-6" and an assumed anchor bolt embedment of 3'-9", as shown below. The anchor bolt spacing shall not exceed 1'-6", the anchor bolt embedment shall not be less than 3'-9" and the anchor bolts shall not extend past the construction joint between the barrier and shaft cap on the left side foundations. The anchor bolts shall be installed as shown in the Anchor Bolt Detail.

Load Type	Maximum Top of Foundation Loads			
	MM 43.24_N		MM 44.19_N	
	Left	Right	Left	Right
Axial Dead Loads	26 k	26 k	28 k	28 k
Horizontal Force	30 k	25 k	35 k	30 k
Wind Normal to Signs	10 k	5 k	10 k	10 k
Overturning Moment	800 k-ft	800 k-ft	925 k-ft	850 k-ft
Wind Parallel to Signs	160 k-ft	160 k-ft	185 k-ft	170 k-ft

**FOUNDATION NOTES**

1. All foundation shall be constructed as shown on these Plans and in accordance with MaineDOT Standard Specification 626.
2. Overhead sign structure foundations shall be paid under the appropriate 645.12 items.
3. At each of the two overhead sign structure locations there shall be one "right side" foundation and one "left side (median)" foundation type (four foundations total, two of each type). All "right side" foundations shall have the same layout, geometry and reinforcing, except for the top of foundation elevations. All "left side (median)" foundations shall have the same layout, geometry and reinforcing, except for the top of foundation elevations. The notes shown on this sheet apply to both foundation types.
4. All concrete for the shaft cap, drilled shafts, and combined shaft and barrier shall be Class "AA" concrete (f'c = 4,000psi) and shall conform to MTA Supplemental Specification 502. All portions of the foundation above finish grade shall be light colored and have a smooth uniform surface free of defects and irregularities. A calcium nitrate corrosion inhibitor meeting the requirements of ASTM 494 Type C shall be added at a rate of 3.0 gallons per cubic yard. All exposed edges of concrete shall be chamfered 1-inch.
5. A clear protective coating for concrete surfaces, conforming to MaineDOT Standard Specification 515, shall be applied on all concrete surfaces above the bottom of the shaft cap. Coating shall be incidental to the 645.12 items.
6. All reinforcing steel shall be AASHTO M31 (ASTM A615) Grade 60, epoxy coated and shall conform to MaineDOT Standard Specification 503. Reinforcing steel shop drawings shall be submitted by the Contractor for approval.
7. All backfill shall be granular borrow meeting the requirements of MaineDOT Standard Specification 203 and shall be incidental to the 645.12 items.
8. Structural excavation, backfilling and compaction shall be in accordance with MaineDOT Standard Specification 206 and shall be incidental to the 645.12 items.
9. Design of cofferdams or support of excavation is the responsibility of the Contractor and shall be submitted for approval. The Contractor is responsible for ensuring that there is no settlement in the foundations during the removal of cofferdams or support of excavation. All costs shall be incidental to the 645.12 items.
10. See overhead sign structure sheets for grading around foundations.
11. Payment for removal and restoration of grass and vegetation disturbed by the construction of the foundations shall be incidental to the 645.12 items. Restoration of grass and vegetation shall be as directed by the Resident.
12. The gap between the base plate and top of foundation shall be wrapped in AWG #16 stainless steel wire cloth, with a 1/4" maximum opening and a 2" lap. Secure with 3/4" stainless steel banding after anchor rods are installed. All costs shall be incidental to the 645.12 items.
13. Foundation drilling operations shall be observed by the Geotechnical Engineer to assess the consistency of the subsurface materials and stratification with respect to the geotechnical assumptions used for foundation design. If the in-situ subsurface materials and stratification are inconsistent with the geotechnical assumptions, used for design, the Engineer shall be notified to verify the adequacy of the foundations.

Top of Foundation Elevations	
Right Side Foundations	
MM 43.24_N	MM 44.19_N
45.0±	68.5±



CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 25 OF 63

Filename: ... \027\_55086.03\_FoundationDetail\_01.dgn

Scale: As Noted

No.	Revision	By	Date

Designed by:

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

CONSULTANT PROJECT MANAGER: MDS			
By	Date	By	Date
Designed	JGM 01-2018	Checked	KCD 01-2018
Drawn	JAR 01-2018	In Charge of	MDS 01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

**THE GOLD STAR MEMORIAL HIGHWAY**

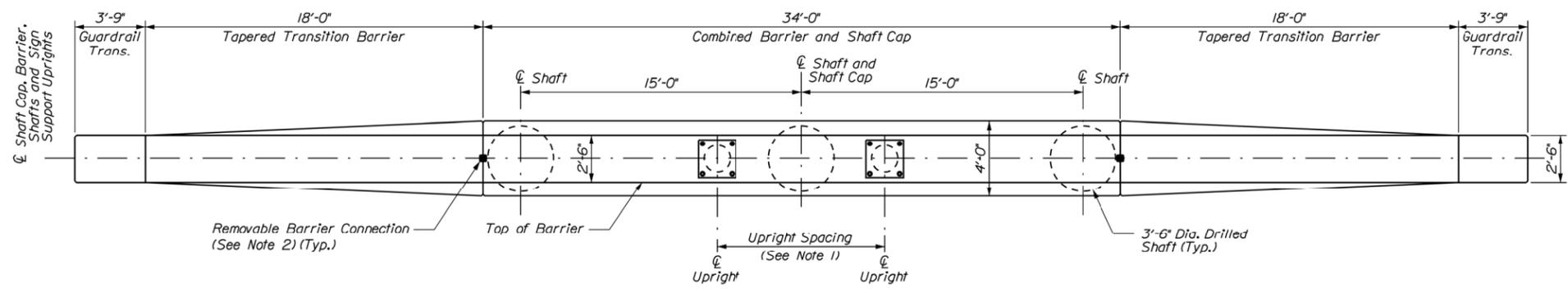
MTA PROJECT MANAGER: R. NORWOOD, IV

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III  
OVERHEAD SIGN STRUCTURE  
FOUNDATION DETAILS (1 OF 6)

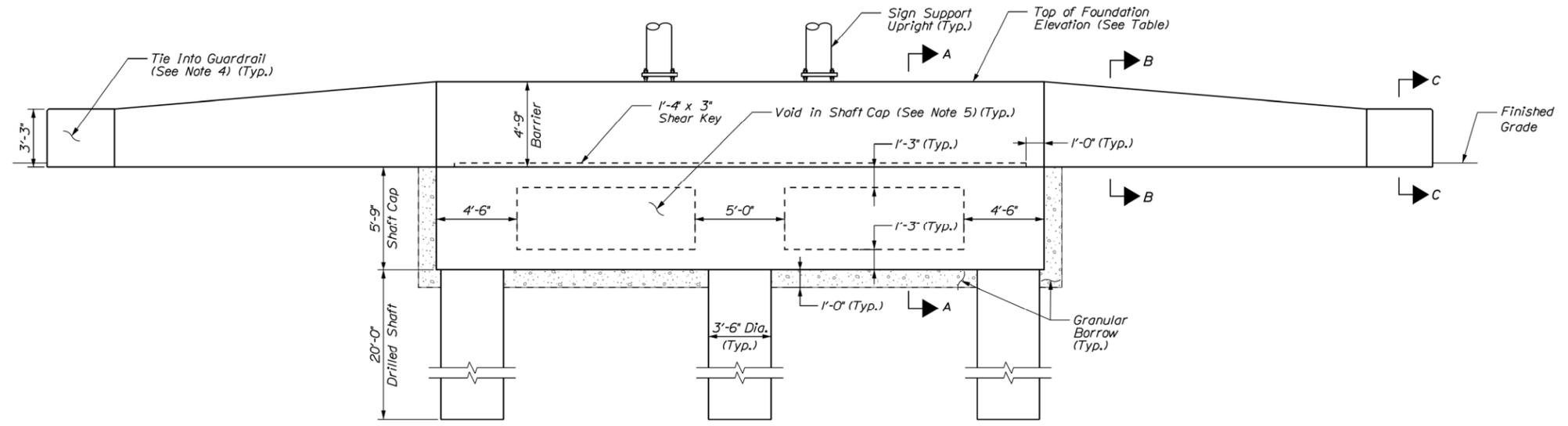
SHEET NUMBER: 27  
CONTRACT: 2018.13  
27 OF 101

Date: 1/28/2018

Filename: ...029\_55086\_03\_FoundationDetail\_03.dgn



**LEFT SIDE (MEDIAN) FOUNDATION - MASONRY PLAN**  
Scale: 1/4" = 1'-0"

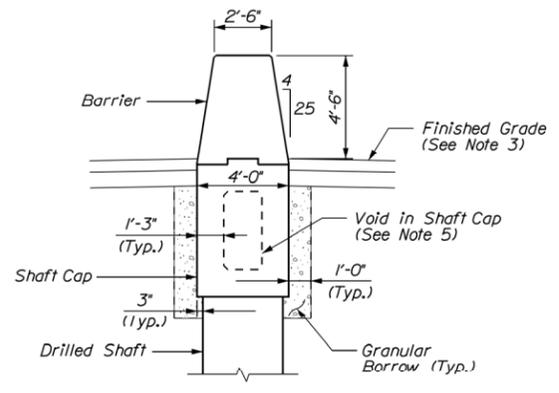


**LEFT SIDE (MEDIAN) FOUNDATION - MASONRY ELEVATION**  
Scale: 1/4" = 1'-0"

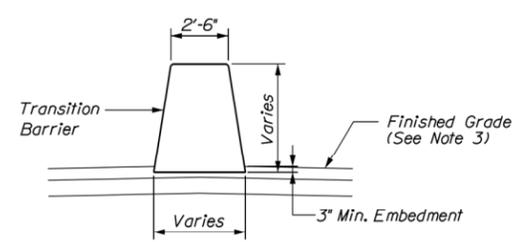
Top of Foundation Elevations	
Left Side Foundations	
MM 43.24_N	MM 44.19_N
52.0±	73.0±

**FOUNDATION NOTES**

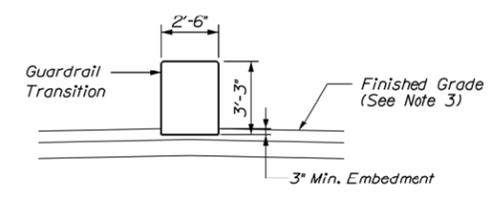
- See Overhead Sign Structure Foundation Details (1 of 6) sheet for typical foundation notes and assumed overhead sign structure design criteria.
- See Overhead Sign Structure Foundation Details (5 of 6) sheet for transition barrier details and notes.
- See Details (3 of 3) sheet for final grade treatment in median around foundation. Granular borrow shall be used to backfill any excavation below the roadway items shown on the paving details typical section.
- See Details (1 of 3) sheets for guardrail tie-in details and notes.
- Void shall be cast into the shaft cap using styrofoam or other lightweight form as approved by the Resident.



**SECTION A-A**  
Scale: 1/4" = 1'-0"



**SECTION B-B**  
Scale: 1/4" = 1'-0"



**SECTION C-C**  
Scale: 1/4" = 1'-0"

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 26 OF 63

Scale: As Noted

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed	JGM 01-2018	Checked	KCD 01-2018
Drawn	JAR 01-2018	In Charge of	MDS 01-2018

Vannasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
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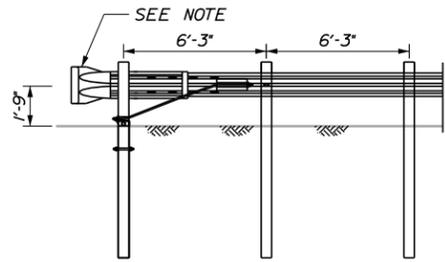
**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III  
OVERHEAD SIGN STRUCTURE  
FOUNDATION DETAILS (3 OF 6)

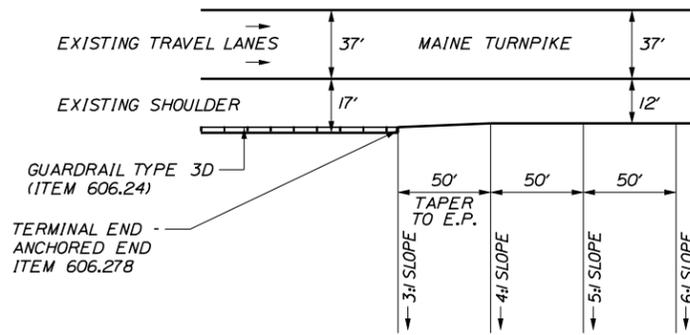
SHEET NUMBER: 29  
CONTRACT: 2018.13  
29 OF 101

Date: 1/28/2018



**TERMINAL END - ANCHORED END**  
ITEM 606.278  
1" = 4'-0"

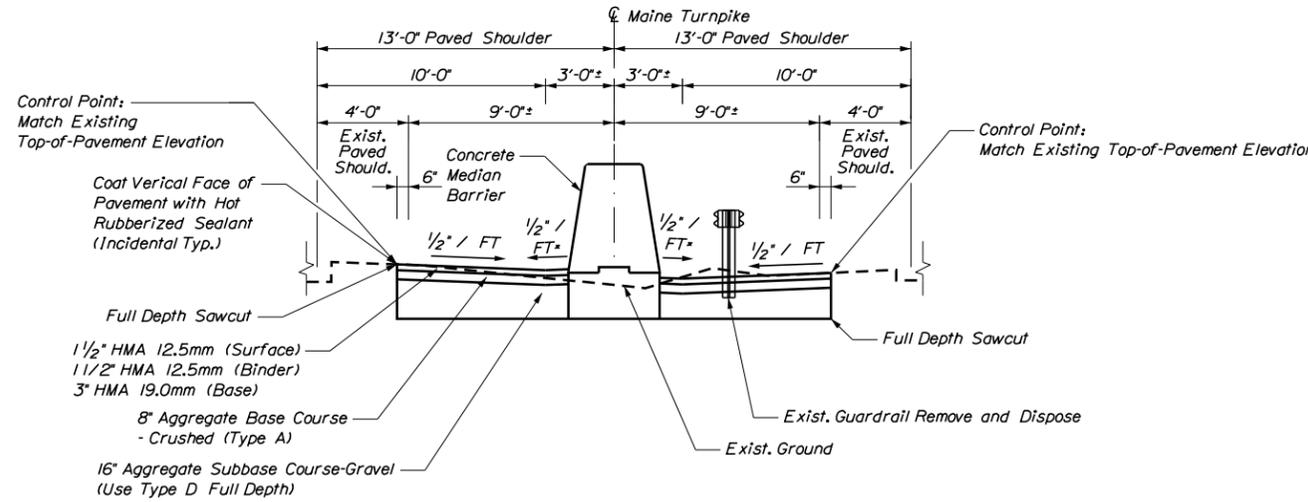
**NOTE:**  
FOR DOUBLE FACE TERMINAL END - ANCHORED END,  
INSTALL RWE06a IN PLACE OF RWE03a.



**TERMINAL END - ANCHORED END**  
**PAVEMENT TRANSITION DETAIL**  
1" = 50'-0"

**GENERAL GUARDRAIL INSTALLATION NOTES:**

1. The Contractor Shall Follow All Manufacturer's Installation Instructions For The Installation Of All Guardrail Components To Be Installed. The Contractor Shall Notify The Resident Engineer Of Any Conflicts Or Irregularities Between The Manufacturer's Installation Instructions And The Contract Documents.
2. The Contractor Is Required To Have An Approved Crash End Treatment On All Guardrail Ends Prior To The Removal Of Any Temporary Traffic Control Features.
3. Guardrail Height Shall Be 31" ± 1/2". Guardrail Height Shall Be Measured From Ground Elevation Adjacent To Each Post.
4. The Contractor Shall Remove And Dispose Of All Cut Bolts, Discard Parts, Trash, Pavement Debris, Etc., After Completing The Guardrail Installation.
5. Connection For Proposed Rail To Existing Rail Shall Be Incidental To The Proposed Guardrail Items.



**MEDIAN PAVING TYPICAL SECTION**  
Scale: 1/4" = 1'-0"

\* - Slopes At Concrete Median Barrier Face May Be Adjusted To Maintain Required Barrier Height

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 27 OF 63

Scale: As Noted

Designed by:



Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR  
MEMORIAL HIGHWAY**

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

DETAILS (2 OF 2)

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS			
By	Date	By	Date
Designed	MLG 01-2018	Checked	MDS 01-2018
Drawn	JAR 01-2018	In Charge of	MDS 01-2018

MTA PROJECT MANAGER: R. NORWOOD, IV

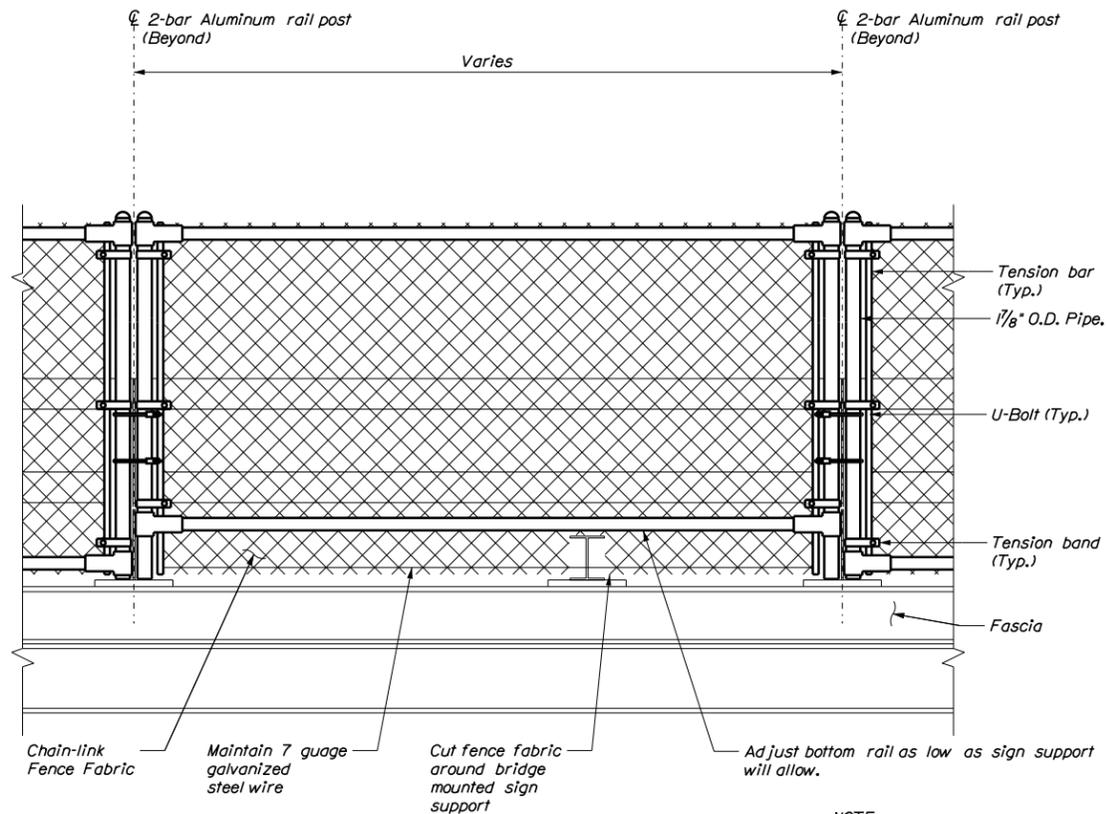
CONTRACT: 2018.13

SHEET NUMBER: 35

35 OF 101

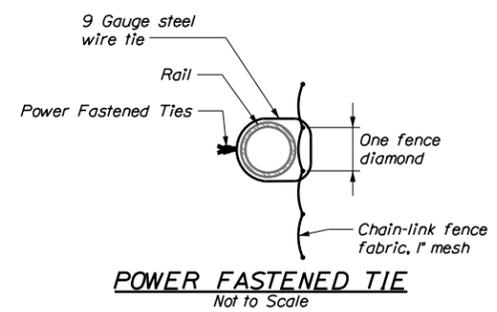
Filename: ... \035\_55086\_03\_Detail\_03.dgn

Date: 1/28/2018

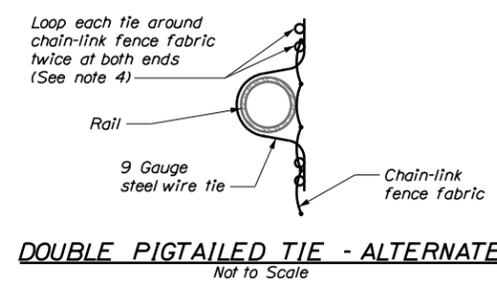


**SNOW FENCE MODIFICATION  
AT BRIDGE MOUNTED SIGN LOCATIONS**  
Scale: 1" = 1'-0"

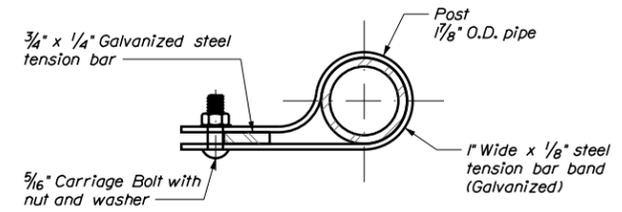
**NOTE:**  
Fence shown from back of bridge rail.



**POWER FASTENED TIE**  
Not to Scale



**DOUBLE PIGTAILED TIE - ALTERNATE**  
Not to Scale



**TENSION BAND DETAIL**  
Scale: 6" = 1'-0"

**NOTES**

- When bottom rail of existing snow fence conflicts with a sign support structure, Contractor shall move bottom rail up to avoid conflicts, as directed by the Resident. Snow fence fabric shall be cut around sign support and extended to the curb.
- Chain-link fabric shall be 9 gauge steel, zinc-coated conforming to AASHTO M181, Type I, Class D (ASTM A392), aluminum-coated conforming to AASHTO M181, Type II (ASTM A491). Chain-link fabric shall be knuckled on top and bottom. The size of wire mesh (fabric) shall be 1".
- Post and rail pipe shall be hot-dip galvanized steel conforming to AASHTO, M181, Grade I (ASTM F1083) or aluminum alloy conforming to AASHTO M181 (ASTM B429, alloy 6063-T6). All pipe shall be schedule 40, standard weight, nominal pipe sizes are shown on the drawing.
- Install chain link fence fabric with twisted barbs at the bottom rail.
- Round wire ties shall be 9 gauge zinc-coated steel preformed to the radius of the post and power-fastened to wrap 360 degrees around the post and one complete diamond of the chain-link fence. The two ends shall be twisted together in a close helix of 1/2 machine turns (3 full twists) tightly around the post and chain-link fence fabric, space ties @ 6' o.c. to bottom rail and @ 12' o.c. to all posts and other rails. Twisted ends shall be bent down upon completion.
- Alternatively, wire ties may be standard round 9 gauge zinc-coated steel. All ties shall be wrapped around chain-link fence fabric twice (double pigtailed) at both ends. Space ties @ 6' o.c. to bottom rail and @ 12' o.c. to all posts and other rails.
- All bolts and nuts shall be steel conforming to ASTM A307 and ASTM A563 Grade A respectively. Washers shall be hardened steel commercial Type A plain and shall meet the dimensional requirements of ANSI B18.22. All hardware shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123) or AASHTO M232 (ASTM A153) as applicable.
- Holes in end rail clamps shall be shop drilled. The Contractor shall field drill a hole in the rails using the end rail clamp holes as a guide.
- Snow fence modifications shall be subsidiary to the bridge overpass-mounted guide sign (Item 645.13)

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 28 OF 63

Filename: ... \035c\_55086.03\_Snow fence.dgn

No.	Revision	By	Date

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CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed	MLG 01-2018	Checked	MDS 01-2018
Drawn	JAR 01-2018	In Charge of	MDS 01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

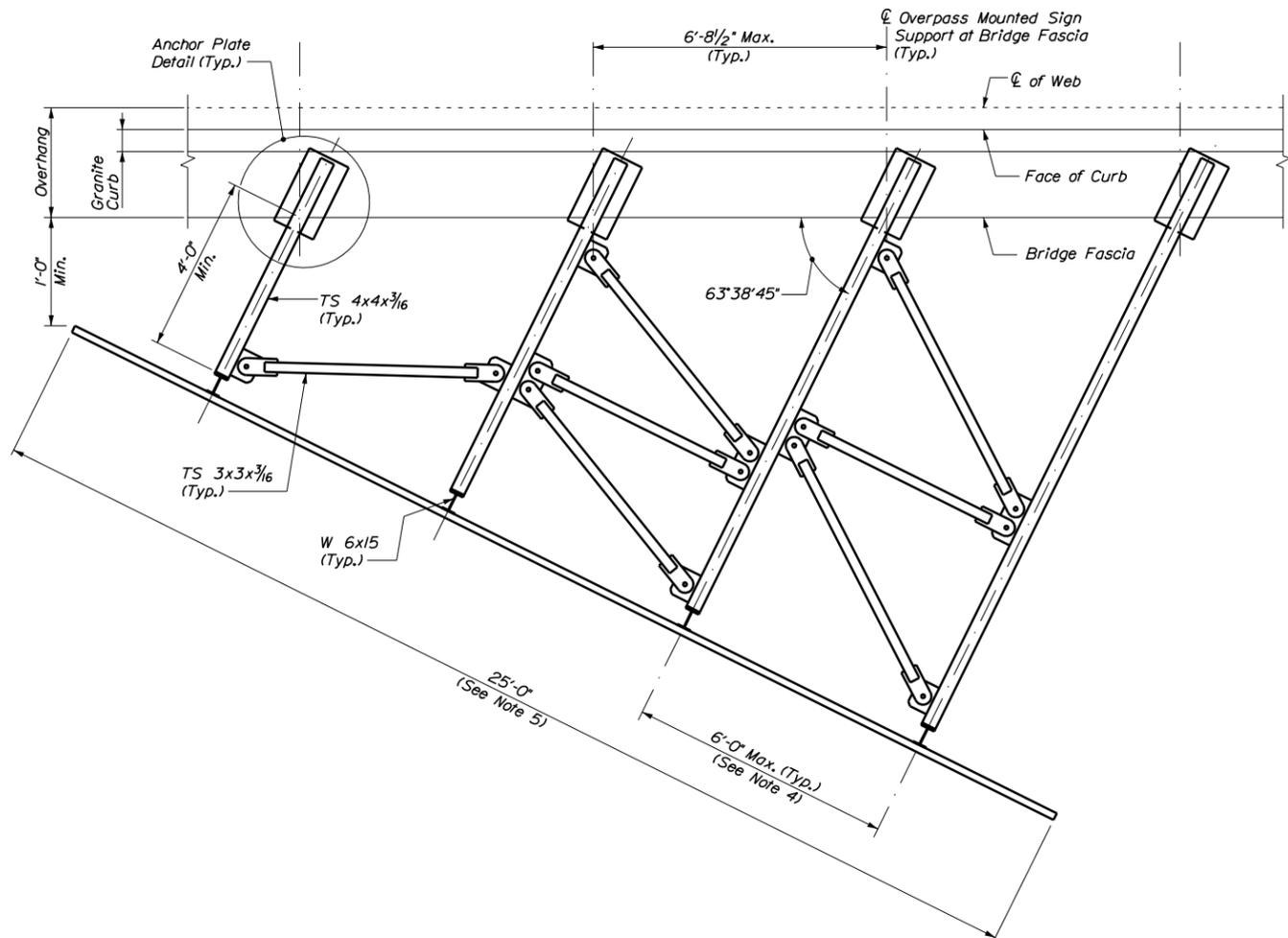
**SNOW FENCE DETAILS**

SHEET NUMBER: 35A

CONTRACT: 2018.13 35A OF 101

Date: 1/28/2018

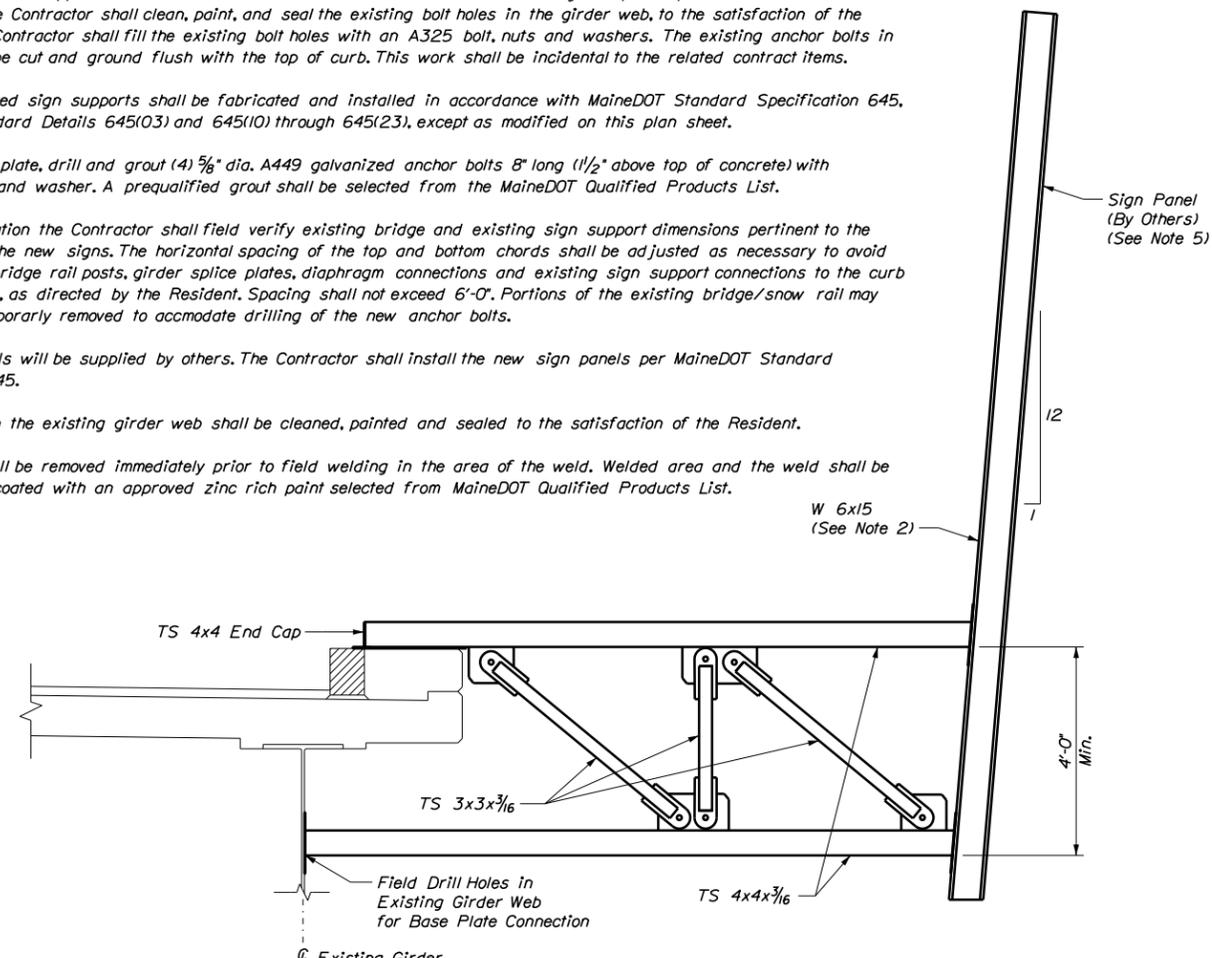
Filename: ...035a\_55086.03\_Detail\_04.dwg



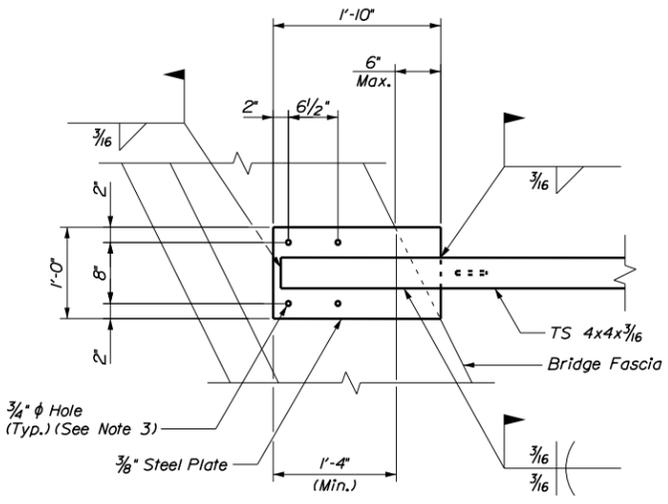
**OVERPASS MOUNTED SIGN SUPPORT  
PLAN - LARGE SIGN PANEL**  
(Bottom chord lateral bracing not shown for clarity)  
(Large Sign Panel (62082) shown, Medium Sign Panel (62081) Similar)  
Not to Scale

**NOTES**

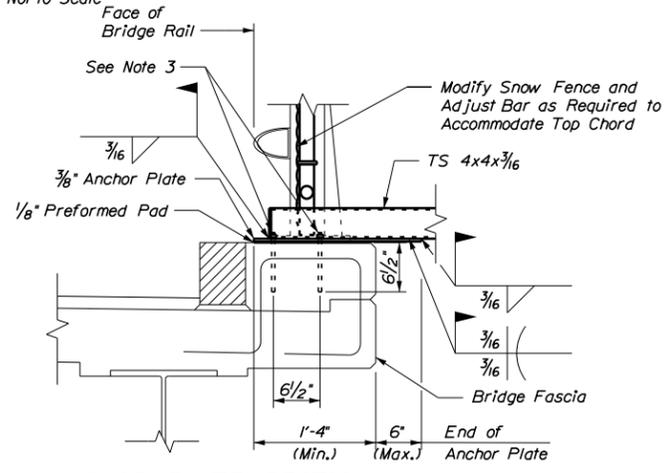
- Existing signs and support structures shall be removed and returned to the MTA sign shop as specified on the General Notes sheet. The Contractor shall clean, paint, and seal the existing bolt holes in the girder web, to the satisfaction of the Resident. The Contractor shall fill the existing bolt holes with an A325 bolt, nuts and washers. The existing anchor bolts in the curb shall be cut and ground flush with the top of curb. This work shall be incidental to the related contract items.
- Overpass mounted sign supports shall be fabricated and installed in accordance with MaineDOT Standard Specification 645, MaineDOT Standard Details 645(03) and 645(10) through 645(23), except as modified on this plan sheet.
- At each anchor plate, drill and grout (4) 5/8" dia. A449 galvanized anchor bolts 8" long (1 1/2" above top of concrete) with galvanized nut and washer. A prequalified grout shall be selected from the MaineDOT Qualified Products List.
- Prior to fabrication the Contractor shall field verify existing bridge and existing sign support dimensions pertinent to the installation of the new signs. The horizontal spacing of the top and bottom chords shall be adjusted as necessary to avoid conflicts with bridge rail posts, girder splice plates, diaphragm connections and existing sign support connections to the curb and girder web, as directed by the Resident. Spacing shall not exceed 6'-0". Portions of the existing bridge/snow rail may need to be temporarily removed to accommodate drilling of the new anchor bolts.
- The signs panels will be supplied by others. The Contractor shall install the new sign panels per MaineDOT Standard Specification 645.
- Holes drilled in the existing girder web shall be cleaned, painted and sealed to the satisfaction of the Resident.
- Galvanizing shall be removed immediately prior to field welding in the area of the weld. Welded area and the weld shall be prepared and coated with an approved zinc rich paint selected from MaineDOT Qualified Products List.



**OVERPASS MOUNTED SIGN SUPPORT SECTION**  
(Large Sign Panel (62082) shown, Medium Sign Panel (62081) Similar)  
Not to Scale



**ANCHOR PLATE DETAIL**  
Not to Scale



**ANCHOR PLATE SECTION**  
Not to Scale

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 29 OF 63

Scale: As Noted

No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: MDS			
By	Date	By	Date
Designed	KCD 01-2018	Checked	JGM 01-2018
Drawn	KDW 01-2018	In Charge of	MDS 01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III**

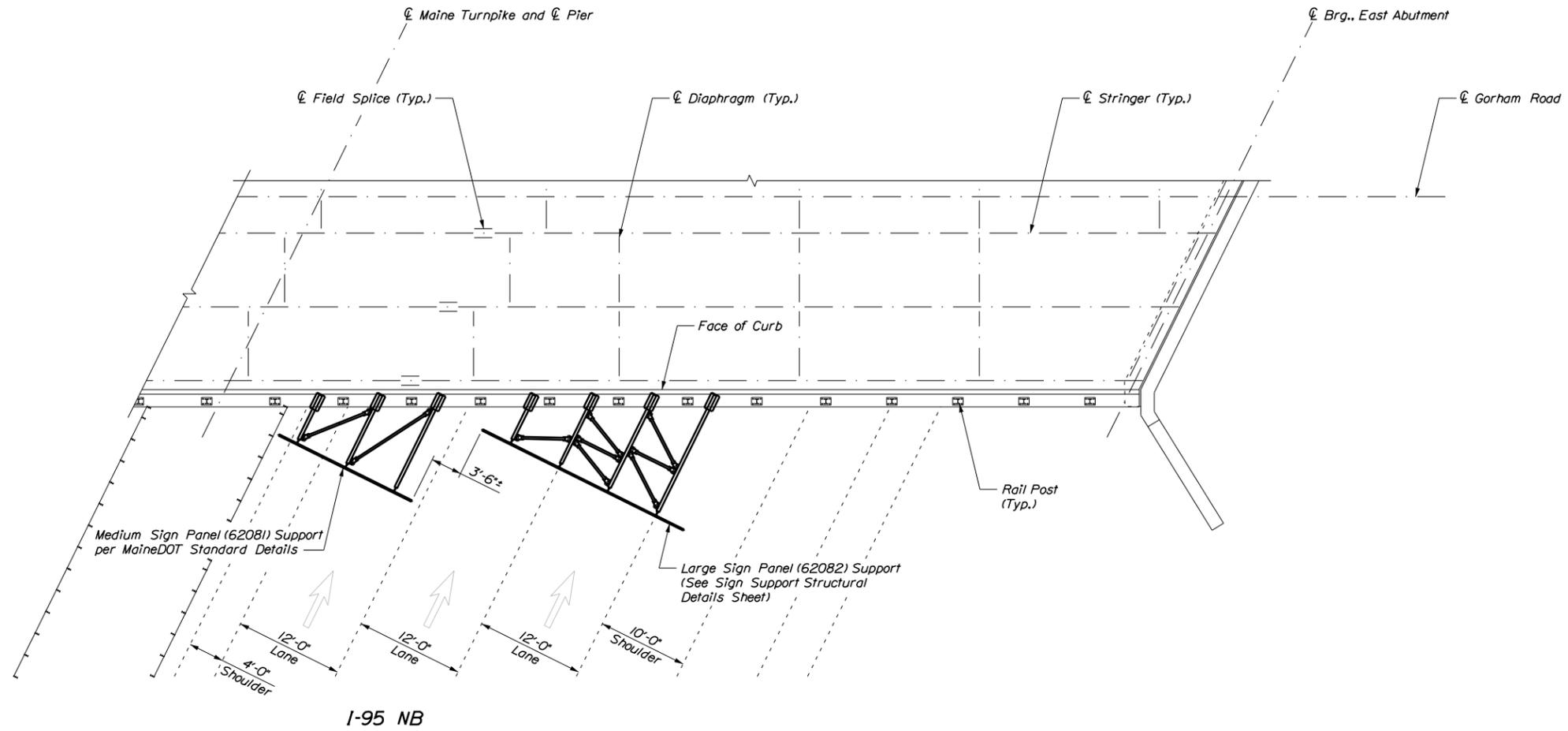
**OVERPASS MOUNTED  
SIGN SUPPORT STRUCTURE DETAILS**

SHEET NUMBER: 35B

CONTRACT: 2018.13 35B OF 101

Date: 1/28/2018

Filename: ... \035b\_550866.03\_SignGen\_01.dgn



I-95 NB

**STA 2175+94**  
**OHSS I-95 MM 44.04\_N**  
**PROPOSED CONDITION**  
 Not to Scale

**NOTES**

1. The Contractor shall locate the overpass mounted sign supports to avoid existing bridge obstructions including bridge rail, girder splice plates, previous sign supports, diaphragm connections, etc. The Contractor shall field verify the existing dimensions do not conflict with the proposed mounting locations prior to fabrication.
2. The sign mounted over the right lanes (62082) shall be installed such that the arrows point down over the approximate middle of the center and right lanes. The sign mounted to the left side (62081) shall be offset approximately 3'-6" from the right side sign.
3. See Overpass Mounted Sign Support Details Sheet for support details and notes.

CONTRACT: 2018.13  
 ADDENDUM NO. 3  
 01/29/2018  
 PAGE 30 OF 63

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

No.	Revision	By	Date

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CONSULTANT PROJECT MANAGER: MDS			
By	Date	By	Date
Designed	KCD 01-2018	Checked	JGM 01-2018
Drawn	KDW 01-2018	In Charge of	MDS 01-2018

Vanasse Hangen Brustlin, Inc.  
 500 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
 TEL (207) 889-3150  
 FAX (207) 253-5596



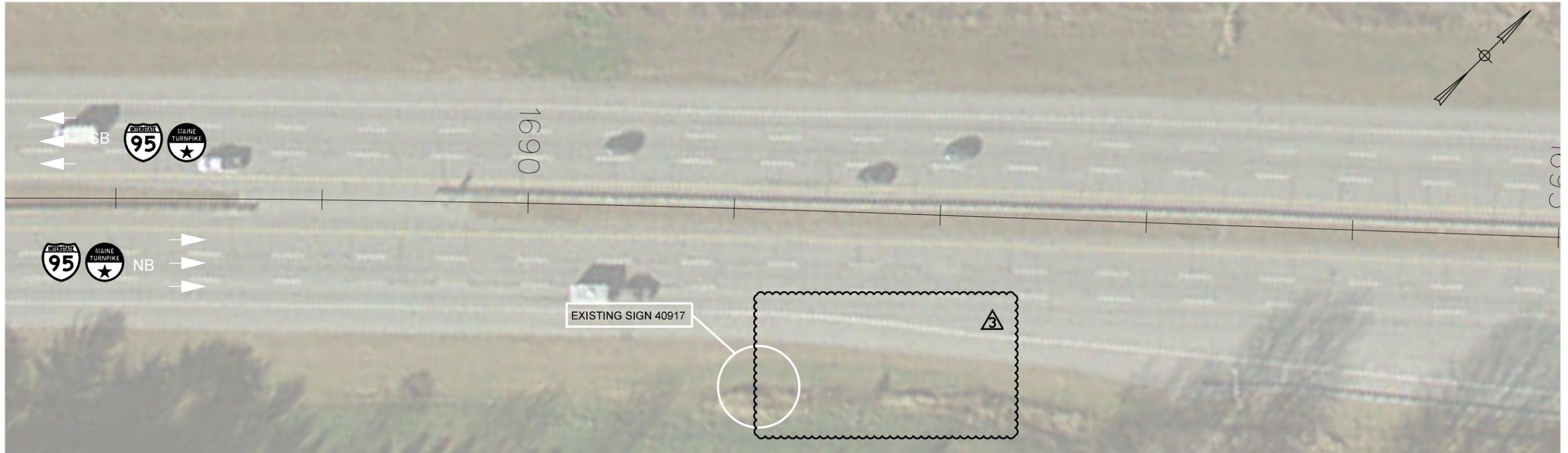
**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
 GUIDE SIGN MODIFICATIONS, PHASE III**  
 OHSS I-95 MM 44.04\_N  
 GENERAL PLAN

SHEET NUMBER: 35C  
 CONTRACT: 2018.13  
 35C OF 101

Date: 1/28/2018

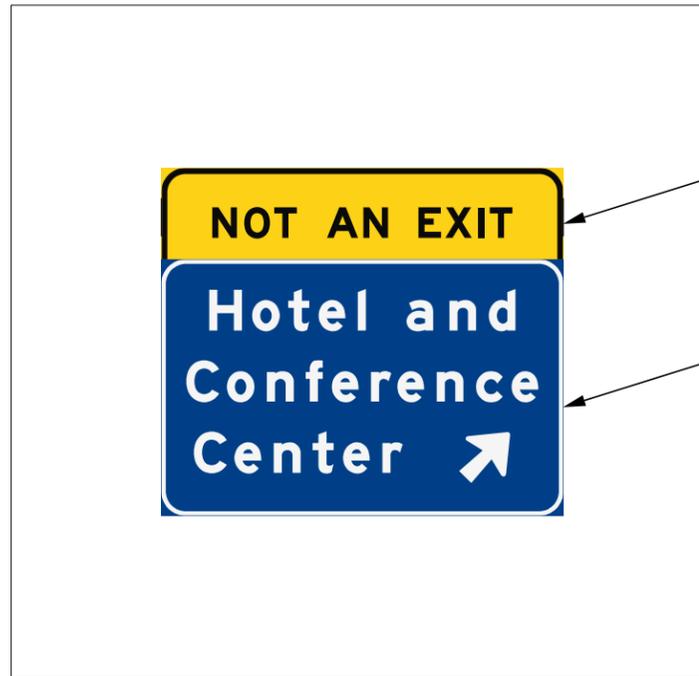


EXISTING GM I-95 MM 34.70\_N (MTA SGN 40917) SIGN FACE



REMOVE AND DISPOSE EXISTING SIGN

PROPOSED GM I-95 MM 34.70\_N (MTA SGN 6242 ) SIGN FACE



INSTALL 3 - 6' PANEL SUPPORTS TO PROVIDE SUPPORT FOR THE LENGTH OF THE SIGN THAT EXTENDS BEYOND THE EXISTING POSTS. ONE SUPPORT SHALL BE CENTERED BETWEEN THE EXISTING POSTS. THE OTHER TWO SHALL BE CENTERED BETWEEN THE EDGE OF THE SIGN AND THE NEAREST POST.

INSTALL NEW SIGN ON EXISTING POSTS. MOUNT SIGN WITH 2.5 FEET ABOVE THE TOP OF EXISTING POSTS.

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 31 OF 63



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Vannasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



THE GOLD STAR  
MEMORIAL HIGHWAY

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III

GM I-95 MM 34.70\_N

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS					
	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

MTA PROJECT MANAGER: R. NORWOOD, IV

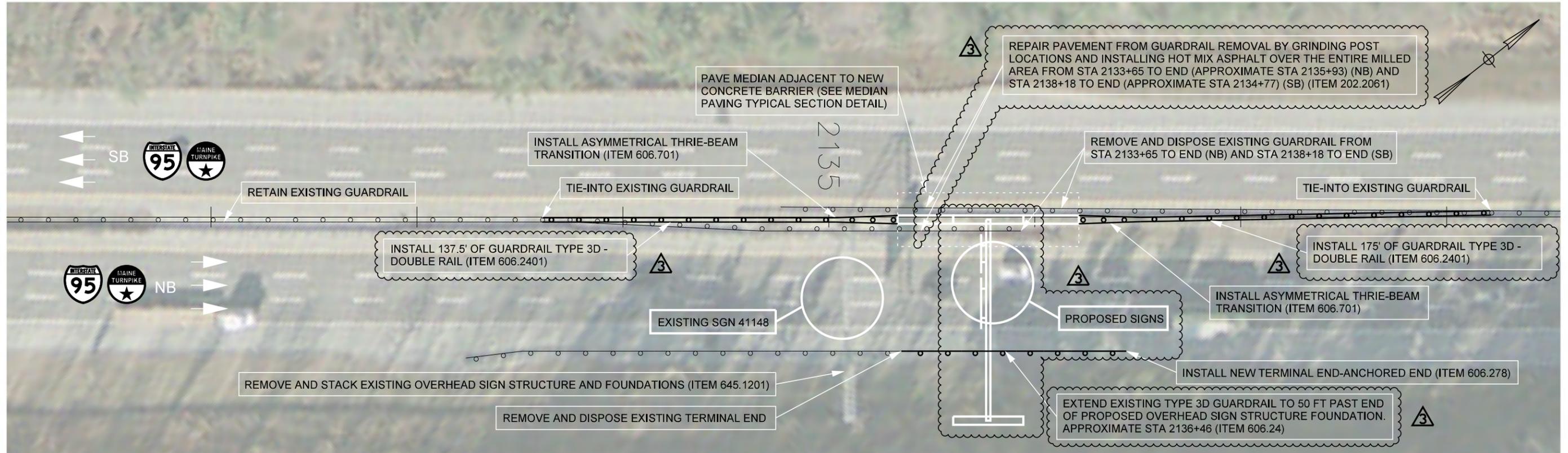
CONTRACT: 2018.13

SHEET NUMBER: 60

60 OF 101

Filename: ... \060\_55086\_03\_Sign\_107.dwg

Date: 1/28/2018



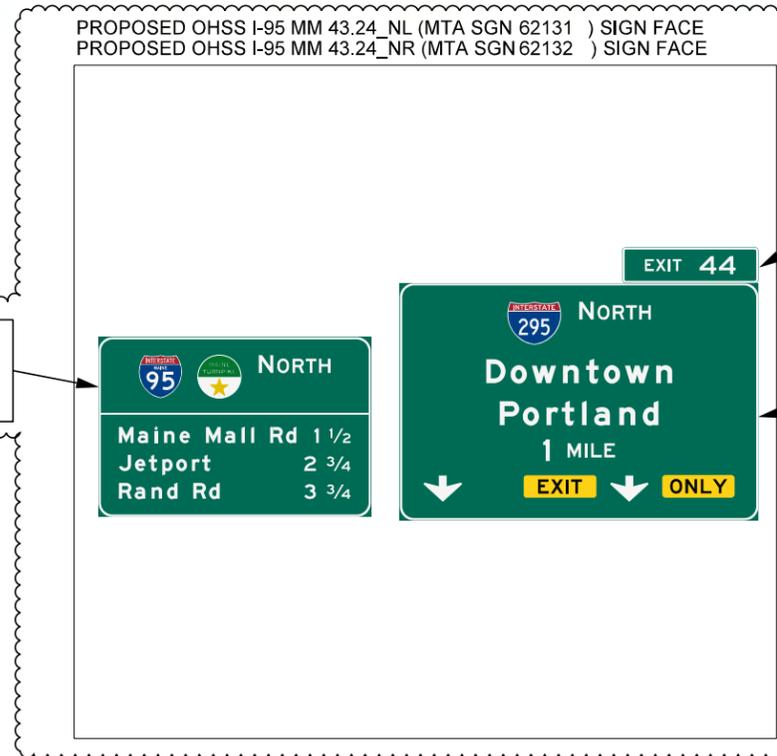
EXISTING OHSS I-95 MM 43.24\_N (MTA SGN 41148) SIGN FACE



REMOVE AND STACK EXISTING SIGN

INSTALL NEW SIGN ON NEW OVERHEAD SIGN STRUCTURE WITH THE BOTTOM EDGES OF THE SIGNS ALIGNED

REMOVE AND STACK EXISTING OVERHEAD SIGN STRUCTURE (ITEM 645.1201)



INSTALL EXIT PANEL ON THE TOP OF THE GUIDE SIGN WITH THE RIGHT EDGES ALIGNED

INSTALL NEW SIGN ON NEW OVERHEAD SIGN STRUCTURE LOCATED 70 FEET BEHIND THE EXISTING STRUCTURE (ITEM 645.12 OVERHEAD GUIDESIGN: (MM I-95 43.24\_N))

- NOTE:
- SEE OVERHEAD SIGN STRUCTURES SHEETS FOR HORIZONTAL SIGN PLACEMENT ON EXISTING STRUCTURE
  - SEE OVERHEAD SIGN STRUCTURE FOUNDATION DETAILS FOR ADDITIONAL INFORMATION
  - SEE DETAILS FOR ADDITIONAL INFORMATION

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 32 OF 63

Scale: 25 0 25 50  
Scale in Feet

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: MDS

By	Date	By	Date
Designed MLG	01-2018	Checked MDS	01-2018
Drawn JAR	01-2018	In Charge of MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD, IV

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III  
OHSS I-95 MM 43.24\_N

SHEET NUMBER: 86  
86 OF 101

CONTRACT: 2018.13

Filename: ... \086\_55086\_03\_Sign\_140.dgn

Date: 1/28/2018

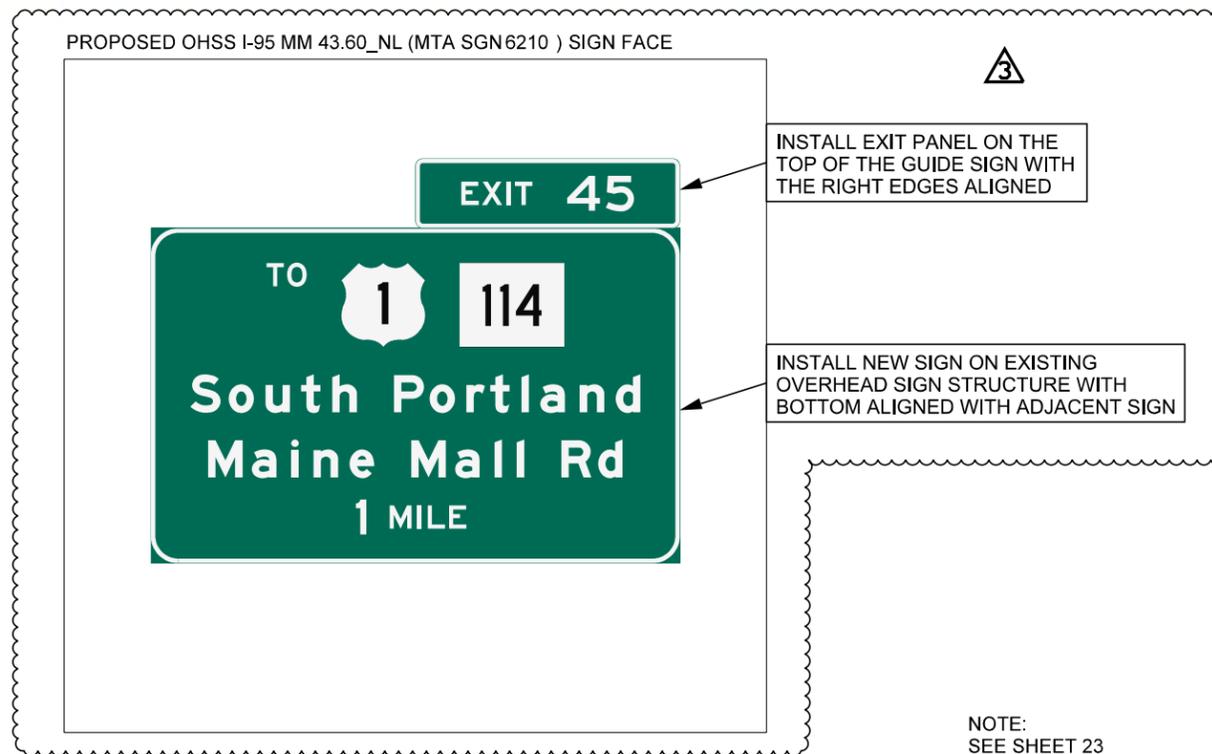


EXISTING OHSS I-95 MM 43.60\_NL (MTA SGN 41158) SIGN FACE



REMOVE AND STACK EXISTING SIGN

PROPOSED OHSS I-95 MM 43.60\_NL (MTA SGN6210 ) SIGN FACE



NOTE:  
SEE SHEET 23  
FOR HORIZONTAL SIGN PLACEMENT  
ON EXISTING STRUCTURE

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 33 OF 63



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Vannasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



THE GOLD STAR  
MEMORIAL HIGHWAY

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III

OHSS I-95 MM 43.60\_NL

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS					
	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

MTA PROJECT MANAGER: R. NORWOOD, IV

CONTRACT: 2018.13

SHEET NUMBER: 88

88 OF 101

Filename: ... \088\_55086\_02\_Sign\_143.dgn

Date: 1/28/2018



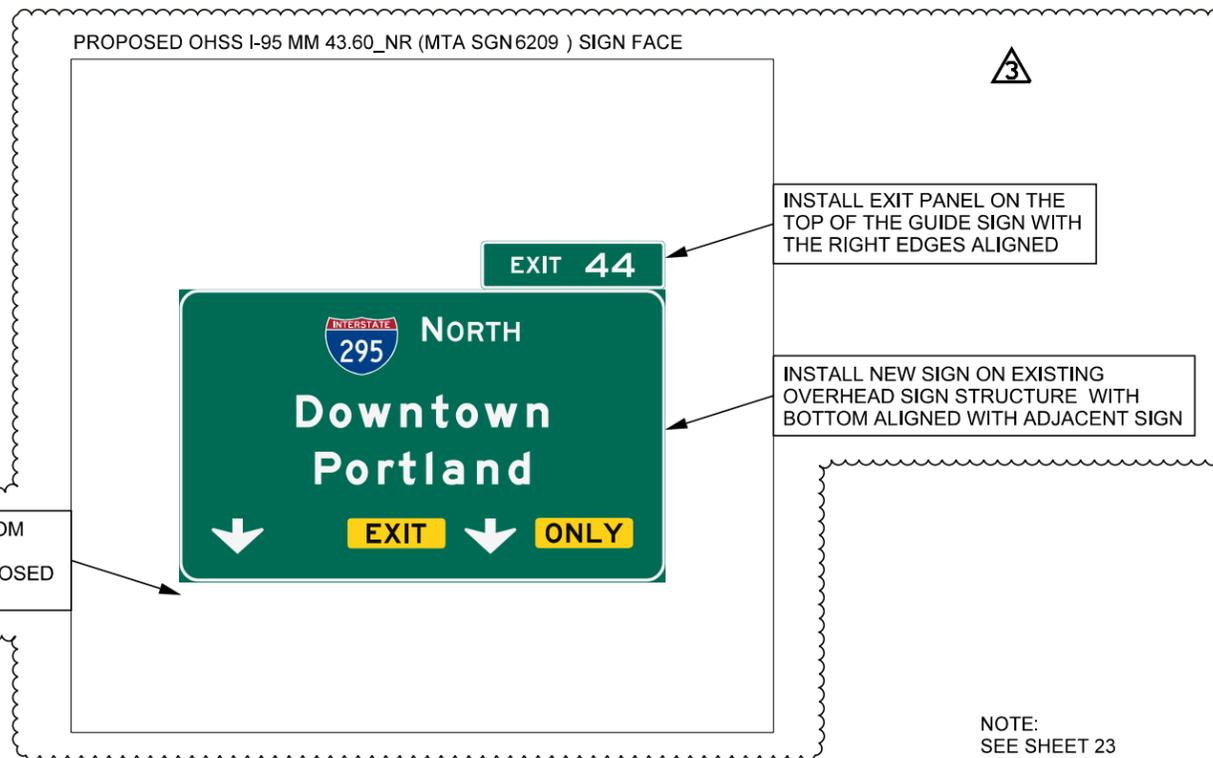
EXISTING OHSS I-95 MM 43.60\_N (MTA SGN 41160) SIGN FACE



REMOVE AND STACK EXISTING SIGNS

CHIP AWAY LOOSE CONCRETE FROM RIGHT SIDE FOUNDATION. REPAIR CONCRETE AND SEAL EXPOSED FOUNDATION

PROPOSED OHSS I-95 MM 43.60\_NR (MTA SGN 6209 ) SIGN FACE

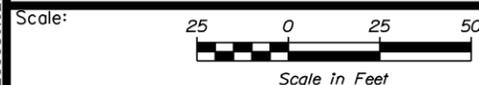


INSTALL EXIT PANEL ON THE TOP OF THE GUIDE SIGN WITH THE RIGHT EDGES ALIGNED

INSTALL NEW SIGN ON EXISTING OVERHEAD SIGN STRUCTURE WITH BOTTOM ALIGNED WITH ADJACENT SIGN

NOTE:  
SEE SHEET 23  
FOR HORIZONTAL SIGN PLACEMENT  
ON EXISTING STRUCTURE

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 34 OF 63



Designed by:



Vannasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



THE GOLD STAR  
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MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III

OHSS I-95 MM 43.60\_NR

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS					
	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

MTA PROJECT MANAGER: R. NORWOOD, IV

CONTRACT: 2018.13

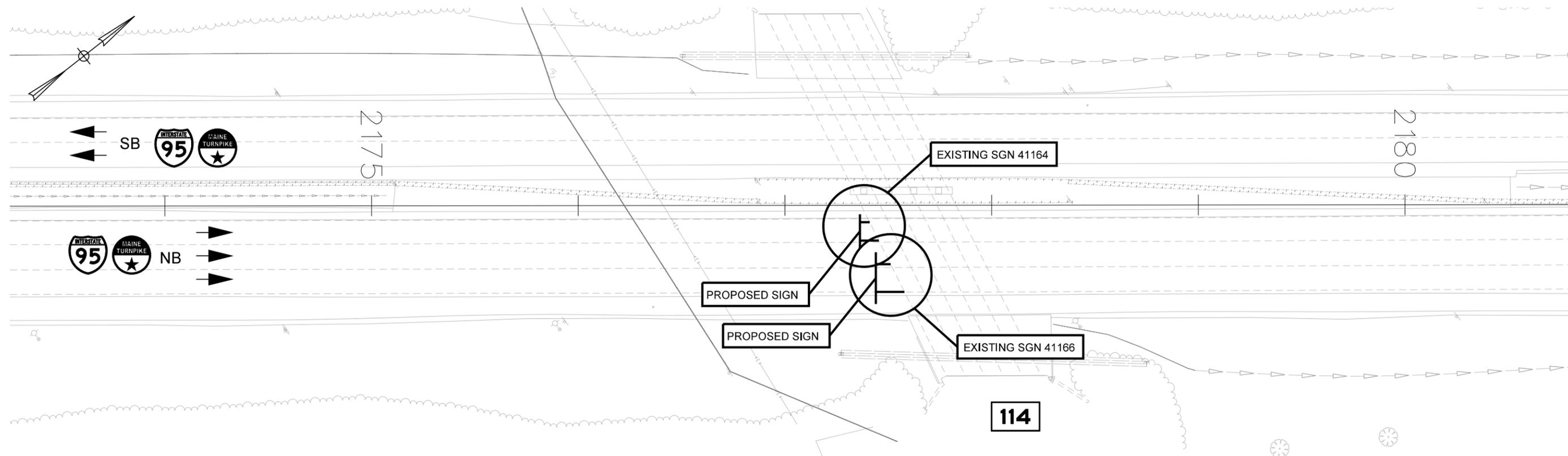
SHEET NUMBER: 89

89 OF 101

Filename: ... \089\_55086\_02\_Sign\_144.dgn

Date: 1/28/2018

Filename: ... \090\_55086\_03\_Sign\_145.dwg



EXISTING OHSS I-95 MM 44.04\_N (MTA SGN 41164) SIGN FACE

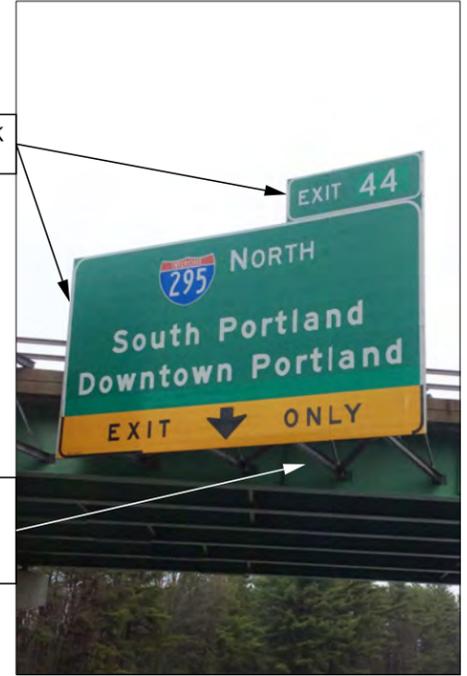
EXISTING OHSS I-95 MM 44.04\_N (MTA SGN 41166) SIGN FACE

PROPOSED OHSS I-95 MM 44.04\_NL (MTA SGN 62081 ) SIGN FACE  
 PROPOSED OHSS I-95 MM 44.04\_NR (MTA SGN 62082 ) SIGN FACE



REMOVE AND STACK EXISTING SIGNS

REMOVE AND DISPOSE EXISTING BRIDGE MOUNTED SIGN STRUCTURE



INSTALL NEW SIGN ON NEW MEDIUM BRIDGE MOUNTED SIGN STRUCTURE (ITEM 645.13, STD 645(11))



INSTALL EXIT PANEL ON THE TOP OF THE GUIDE SIGN WITH THE RIGHT EDGES ALIGNED

INSTALL NEW SIGN ON NEW OVERPASS MOUNTED SIGN SUPPORT STRUCTURE LARGE SIGN PANEL (ITEM 645.13)

- NOTE:
- SEE SNOW FENCE DETAILS FOR MODIFICATION REQUIRED FOR NEW SIGN SUPPORT STRUCTURES.
  - SURVEY PROVIDED BY MTA ON NOV 6, 2017
  - EXISTING SIGNS AT MM 44.04\_N SHALL NOT BE REMOVED UNTIL AFTER NEW SIGNS HAVE BEEN INSTALLED AT OHSS I-95 MM 44.19\_N
  - CONTRACTOR SHALL INSTALL THE NEW SIGNS AND BRIDGE MOUNTED SUPPORTS WITHIN 7 CALENDAR DAYS OF DEMOUNTING THE EXISTING SIGNS.

CONTRACT: 2018.13  
 ADDENDUM NO. 3  
 01/29/2018  
 PAGE 35 OF 63

Scale: 25 0 25 50  
 Scale in Feet

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: MDS

	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
 500 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
 TEL (207) 889-3150  
 FAX (207) 253-5596

THE GOLD STAR MEMORIAL HIGHWAY

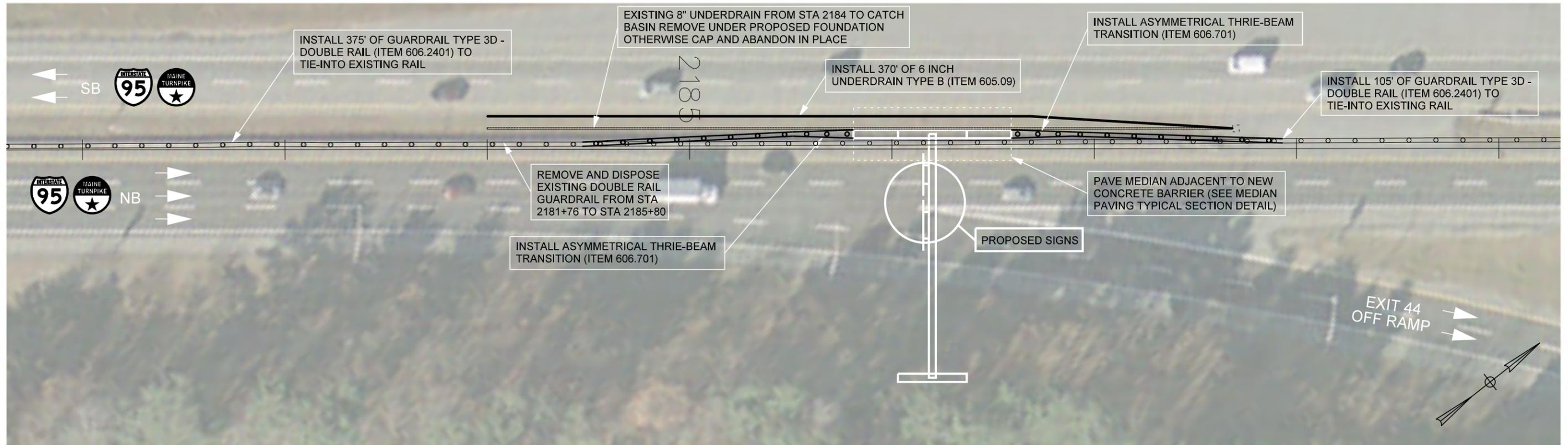
MTA PROJECT MANAGER: R. NORWOOD, IV

MAINE TURNPIKE  
 GUIDE SIGN MODIFICATIONS, PHASE III  
 OHSS I-95 MM 44.04\_N

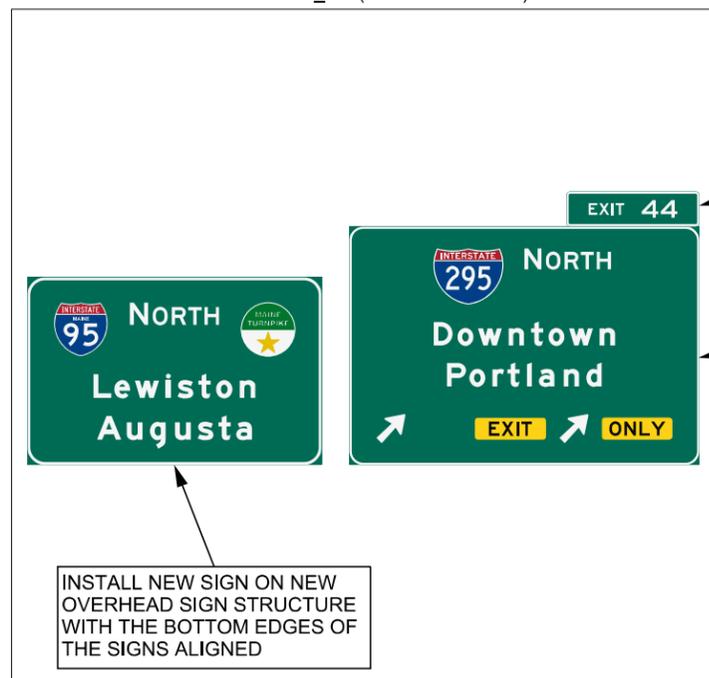
SHEET NUMBER: 90  
 90 OF 101

CONTRACT: 2018.13

Date: 1/28/2018



PROPOSED OHSS I-95 MM 44.19\_NL (MTA SGN 62071 ) SIGN FACE  
 PROPOSED OHSS I-95 MM 44.19\_NR (MTA SGN 62072 ) SIGN FACE



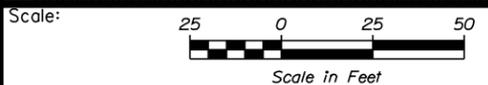
INSTALL EXIT PANEL ON THE TOP OF THE GUIDE SIGN WITH THE RIGHT EDGES ALIGNED

INSTALL NEW SIGN ON NEW OVERHEAD SIGN STRUCTURE (ITEM 645.12 OVERHEAD GUIDESIGN: (MM I-95 44.19\_N))

NOTE:

1. SEE OVERHEAD SIGN STRUCTURES SHEETS FOR HORIZONTAL SIGN PLACEMENT ON EXISTING STRUCTURE
2. SEE OVERHEAD SIGN STRUCTURE FOUNDATION DETAILS FOR ADDITIONAL INFORMATION
3. SEE DETAILS FOR ADDITIONAL INFORMATION
4. NEW 6 INCH UNDERDRAIN SHALL CONNECT TO THE EXISTING CATCH BASIN THROUGH THE SAME INLET AS THE EXISTING 8 INCH UNDERDRAIN. THE EXISTING 8 INCH UNDERDRAIN SHALL BE CAPPED AND ABANDONED IN PLACE OR REMOVED UNDER THE PROPOSED FOUNDATION.
5. CONTRACTOR SHALL VERIFY THE EXISTING CATCH BASIN'S INLET ELEVATION AND QUALITY. ANY REPAIRS OR MODIFICATIONS REQUIRED SHALL BE SUBMITTED TO THE AUTHORITY FOR APPROVAL PRIOR TO WORK TAKING PLACE.
6. MAINTAIN EXISTING 12 INCH UNDERDRAIN NORTH OF THE CATCH BASIN.
7. MEDIAN GROUND SURFACE DISTURBED BY THE INSTALLATION OF THE UNDERDRAIN SHALL BE RETURNED TO EXISTING CONDITION. ANY LOAM, SEED AND MULCH REQUIRED SHALL BE INCIDENTAL TO 605.09.

CONTRACT: 2018.13  
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 PAGE 36 OF 63



Designed by:



Vannasse Hangen Brustlin, Inc.  
 500 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
 TEL (207) 889-3150  
 FAX (207) 253-5596



THE GOLD STAR  
 MEMORIAL HIGHWAY

MAINE TURNPIKE  
 GUIDE SIGN MODIFICATIONS, PHASE III

OHSS I-95 MM 44.19\_N

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS					
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Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

MTA PROJECT MANAGER: R. NORWOOD, IV

CONTRACT: 2018.13

SHEET NUMBER: 91

91 OF 101

Date: 1/28/2018

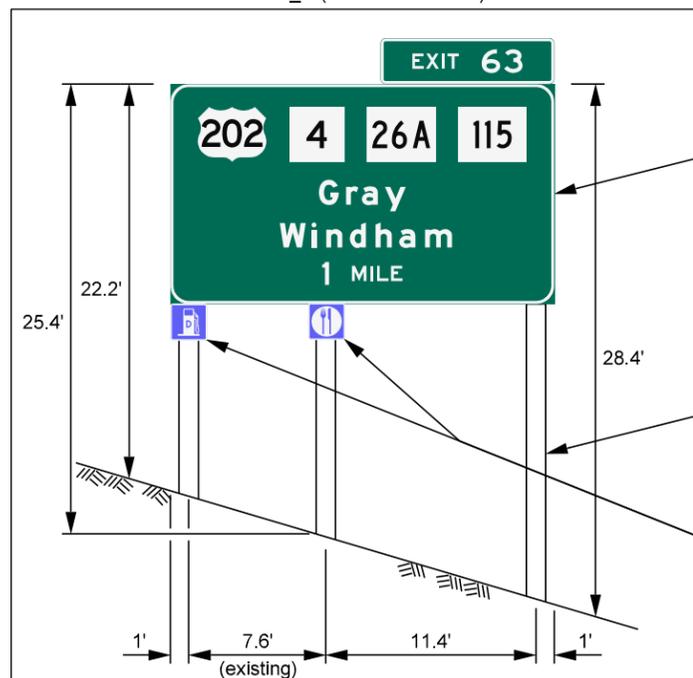


EXISTING GM I-95 MM 61.75\_N (MTA SGN 41749) SIGN FACE



REMOVE AND RESET EXISTING SIGNS

PROPOSED GM I-95 MM 61.75\_N (MTA SGN 6120 ) SIGN FACE



RESET EXISTING SIGN ON TWO EXISTING SUPPORTS AND ONE NEW SUPPORT AT THE SPACING SHOWN MOUNT TOP OF SIGN WITH TOP OF SUPPORTS

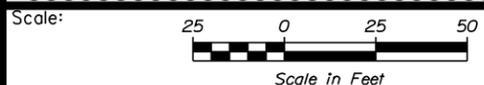
INSTALL ONE W14X30 H-BEAM POST WITH FOUNDATION

RETAIN EXISTING SUPPLEMENTAL SIGNS



CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 37 OF 63

Filename: ...101a\_55086\_02\_Sign\_230.dgn



Designed by:



Vannasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596



THE GOLD STAR  
MEMORIAL HIGHWAY

MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III

GM I-95 MM 61.75\_N

SHEET NUMBER: 101A

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: MDS					
	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

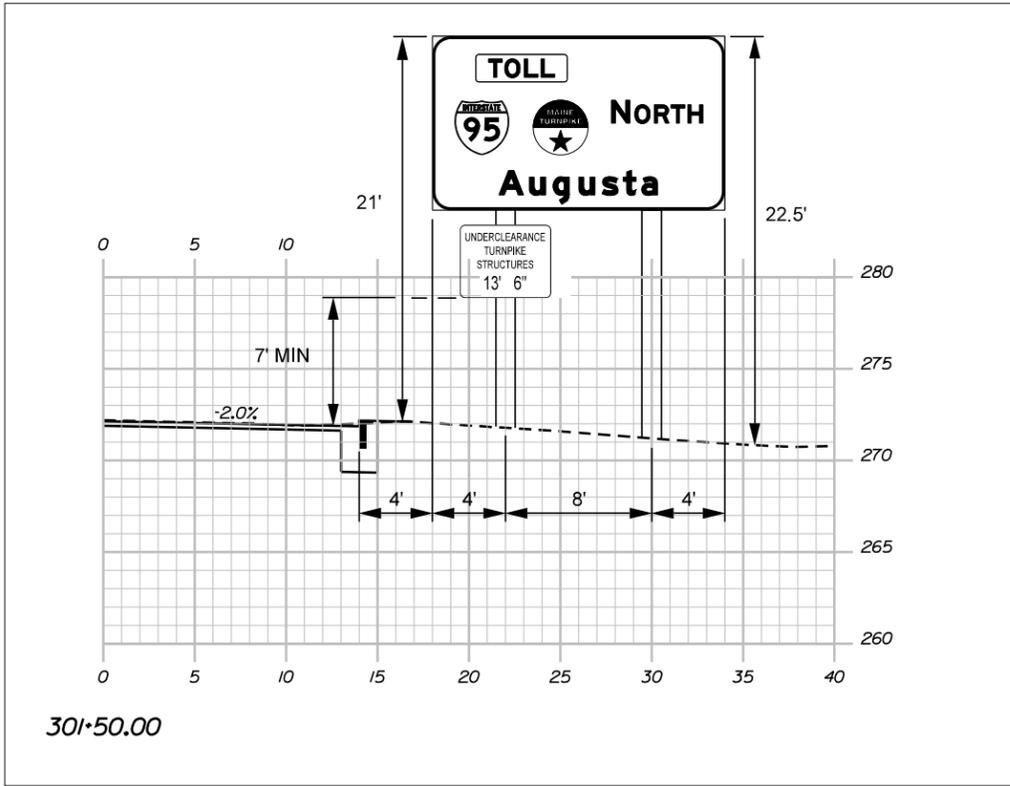
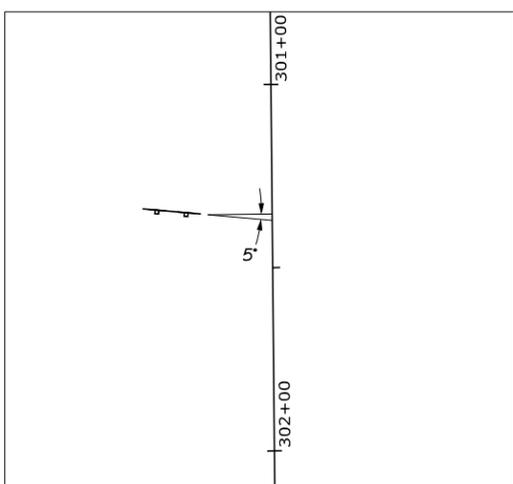
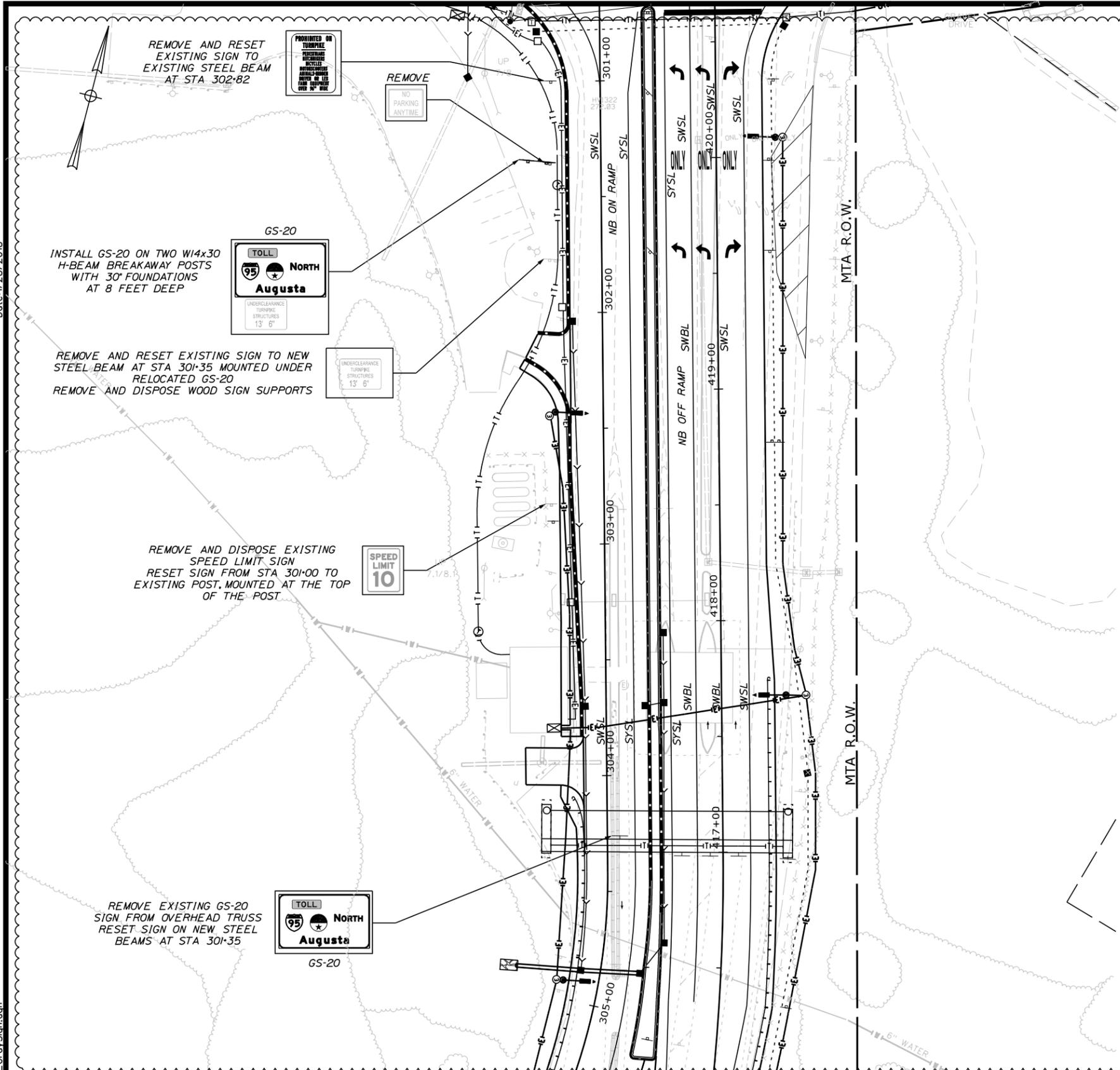
MTA PROJECT MANAGER: R. NORWOOD, IV

CONTRACT: 2018.13

101A OF 101

Date: 1/28/2018

Filename: \\10lb\_55086\_02\_GraySign.dwg



Scale: 25 0 25 50  
Scale in Feet

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: MDS

	By	Date		By	Date
Designed	MLG	01-2018	Checked	MDS	01-2018
Drawn	JAR	01-2018	In Charge of	MDS	01-2018

Vanasse Hangen Brustlin, Inc.  
500 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD, IV

**MAINE TURNPIKE  
GUIDE SIGN MODIFICATIONS, PHASE III  
GRAY  
OVERHEAD SIGN RELOCATION**

SHEET NUMBER: 101B  
CONTRACT: 2018.13  
101B OF 101

CONTRACT: 2018.13  
ADDENDUM NO. 3  
01/29/2018  
PAGE 38 OF 63

**SCHEDULE OF BID PRICES  
 CONTRACT NO. 2018.13  
 GUIDE SIGN MODIFICATIONS, PHASE 3  
 MAINE TURNPIKE EXITS 32-45  
 ADDENDUM #3 (1/29/18)**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.2061	GUARDRAIL POST PAVEMENT REPAIR	LF	575				
203.20	COMMON EXCAVATION	CY	360				
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	200				
304.14	AGGREGATE SUBBASE COURSE - TYPE A	CY	100				
403.207	HOT MIX ASPHALT, 19.0 MM NOMINAL MAXIMUM SIZE	T	70				
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	35				
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	T	35				
409.15	BITUMINOUS TACK COAT - APPLIED	G	32				
419.30	SAWING BITUMINOUS PAVEMENT	LF	320				
526.306	TEMPORARY CONCRETE BARRIER TYPE 1 - SUPPLIED BY AUTHORITY	LS	1				
527.341	WORK ZONE CRASH CUSHIONS - TL-3	UN	4				

**CARRIED FORWARD:**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
605.09	6 INCH UNDERDRAIN TYPE B	LF	370				
606.172101	DOUBLE-FACED THRIE-BEAM TRANSITION RAIL	EA	4				
606.24	GUARDRAIL TYPE 3D - SINGLE RAIL	LF	113				
606.2401	GUARDRAIL TYPE 3D - DOUBLE RAIL	LF	850				
606.278	TERMINAL END - ANCHORED END	EA	1				
606.3561	DELINEATOR POST - REMOVE AND RESET	EA	10				
606.701	ASYMMETRICAL THRIE BEAM TRANSISTION	EA	8				
619.1202	TEMPORARY MULCH	LS	1				
626.32	24-INCH DIAMETER FOUNDATION	EA	11				
626.33	30" DIAMETER, 8-FOOT OR LESS FOUNDATION	EA	28				
626.3303	36" DIAMETER FOUNDATION	EA	9				
629.05	HAND LABOR, STRAIGHT TIME	HR	25				

**CARRIED FORWARD:**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
645.105	REMOVE AND STACK SIGN	EA	46				
645.109	REMOVE AND RESET SIGN	EA	4				
645.1099	REMOVE AND DISPOSE SIGN	EA	30				
645.12	OVERHEAD GUIDE SIGN: (I-95 MM 43.24_N)	LS	1				
645.12	OVERHEAD GUIDE SIGN: (I-95 MM 44.19_N)	LS	1				
645.1201	REMOVE AND STACK OVERHEAD SIGN STRUCTURE	UN	1				
645.13	BRIDGE OVERPASS-MOUNTED GUIDE SIGN (MM 44.04_NL)	LS	1				
645.13	BRIDGE OVERPASS-MOUNTED GUIDE SIGN (MM 44.04_NR)	LS	1				
645.13	BRIDGE OVERPASS-MOUNTED GUIDE SIGN (MM 44.35_N)	LS	1				
645.161	BREAKAWAY DEVICE SINGLE POLE	EA	1				
645.162	BREAKAWAY DEVICE MULTI POLE	EA	20				
645.251	ROADSIDE GUIDE SIGN, TYPE 1	SF	9901				
645.2511	SHEET ALUMINUM OVERLAY, TYPE 1	SF	264				

**CARRIED FORWARD:**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
645.2519	AUXILIARY PANEL SUPPORTS	LF	80				
645.289	STEEL H-BEAM POLES	LB	38880				
652.30	FLASHING ARROW	EA	3				
652.33	DRUM	EA	400				
652.35	CONSTRUCTION SIGNS	SF	2732				
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	1				
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2				
652.45	TRUCK MOUNTED ATTENUATOR	CD	150	\$200	00	\$30,000	00
652.451	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	CD	150	\$75	00	\$11,250	00
656.632	30 INCH TEMPORARY SILT FENCE	LF	1850				
659.10	MOBILIZATION	LS	1				

<b>TOTAL:</b>
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PART II - SPECIAL PROVISIONS

<u>SECTION</u>	<u>TITLE</u>	<u>PAGE</u>
—	GENERAL DESCRIPTION OF WORK	SP-1
—	PLANS	SP-1
101.2	DEFINITION	SP-1
103.4	NOTICE OF AWARD	SP-1
104.3.8	WAGE RATES AND LABOR LAWS	SP-2
104.4.6	UTILITY COORDINATION	SP-2
104.4.7	COOPERATION WITH OTHER CONTRACTORS	SP-4
105.8.2	PERMIT REQUIREMENTS	SP-4
107.1	CONTRACT TIME AND CONTRACT COMPLETION DATE	SP-6
107.1.1	SUBSTANTIAL COMPLETION	SP-6
107.4.6	PROSECUTION OF WORK	SP-6
107.4.7	TIMELY SIGN REPLACEMENT	SP-6A
202.	REMOVING STRUCTURES AND OBSTRUCTIONS (Guardrail Post Pavement Repair)	SP-6B
206.	STRUCTURAL EXCAVATION	SP-7
401.	HOT MIX ASPHALT PAVEMENT	SP-8
403.	HOT MIX ASPHALT PAVEMENT	SP-13
409.	BITUMINOUS TACK COAT	SP-14
419.	SAWING AND SEALING JOINTS IN BITUMINOUS PAVEMENT (Sawing Bituminous Pavement)	SP-16
526.	CONCRETE BARRIER (Temporary Concrete Barrier Type 1 – Supplied by Authority)	SP-17

527.	ENERGY ABSORBING UNIT (Work Zone Crash Cushion)	SP-20
606.	GUARDRAIL (Double-Faced Thrie-Beam Transition Rail)	SP-22
[SHEETS SP-23 THROUGH SP-25 ARE REMOVED]		
606.	GUARDRAIL (Terminal End – Remove and Reset) (Terminal End – Remove and Stack)	SP-26
606.	GUARDRAIL (Terminal End – Anchored End)	SP-28
606.	GUARDRAIL (Reflectorized Beam Guardrail Delineator)	SP-30
606.	GUARDRAIL (Delineator Post – Remove and Reset) (Delineator Post – Remove and Stack)	SP-32
606.	GUARDRAIL (Guardrail – Remove, Modify and Reset, Single Rail) (Guardrail – Remove, Modify and Reset, Double Rail) (Guardrail - Remove and Stack) (Guardrail Adjust – Single Rail) (Guardrail – Double Rail)	SP-35
606.	GUARDRAIL (Single Offset Bock – W-Beam) (Single Offset Block – Thrie Beam) (Asymmetrical Thrie Beam Transition)	SP-38
[SHEETS SP-40 AND SP-41 ARE REMOVED]		
619.	MULCH (Mulch – Plan Quantity) (Temporary Mulch)	SP-42
626.	FOUNDATIONS, CONDUIT, AND JUNCTION BOXES FOR HIGHWAY SIGNING, LIGHTING AND SIGNALS (36-inch Diameter Foundation)	SP-44

645.	HIGHWAY SIGNING (Remove and Stack Sign) (Remove and Reset Sign) (Remove and Dispose Sign)	SP-46
645.	HIGHWAY SIGNING (Auxiliary Panel Supports)	SP-48
645.	HIGHWAY SIGNING (Protection of Signs with Type XI Sheeting)	SP-50
645.	HIGHWAY SIGNING (Overlay Existing Guide Sign)	SP-51
645.	HIGHWAY SIGNING (Overhead Sign Structures) (Remove and Stack Overhead Sign Structures)	SP-53
652.	MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements)	SP-55
652.	MAINTENANCE OF TRAFFIC (Automated Trailer Mounted Speed Limit Sign)	SP-62
652.	MAINTENANCE OF TRAFFIC (Temporary Portable Rumble Strips)	SP-67
652.	MAINTENANCE OF TRAFFIC (Flaggers)	SP-69
719.	SIGNING MATERIAL	SP-70

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

All work shall be completed on or before November 16, 2018.

107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

The substantial completion for the median overhead sign structure foundations shall be defined by the Authority as the following:

- All foundation excavation, concrete, steel reinforcement, anchor bolts, and concrete median barrier cap shall be installed with forms removed.
- All median concrete barrier transitions and guardrail transitions shall be installed.
- All existing median guardrail to be removed shall be removed and all proposed median guardrail to be installed shall be installed and tied-into any existing guardrail to remain, as required. This applies only to the structure at MM 44.19\_N.
- Existing eight-inch (8") underdrain shall be removed or capped and abandoned in place and the proposed six-inch (6") underdrain shall be installed and connected to the existing catch basin. This applies only to the structure at MM 44.19\_N.
- All median paving adjacent to the concrete median barriers shall be completed and ready to accept incidental traffic and temporary concrete barriers shall be removed from the roadway.

Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day beyond the 12-week (84 calendar days) allowance that substantial completion is not achieved at both foundation locations.

107.4.6 Prosecution of Work

The following restrictions shall be applied specifically to the overhead sign structures and associated foundation work:

- The Contractor shall have a maximum of 12 weeks (84 calendar days) to complete both median overhead sign structure foundations. Time shall be measured from the first calendar date that any median shoulder is closed until substantial completion of both proposed median overhead sign structure foundations.
- No construction that requires daytime lane closures shall be permitted between June 22, 2018 and October 16, 2018.
- All guardrail work along the right side of the roadway at MM 43.24\_N shall be completed prior to the construction of the right side foundation at this location.
- The existing guide sign and structure at MM 43.24\_N shall not be removed prior to the installation of the proposed overhead sign structure at MM 43.24. If the proposed sign structure truss is installed with the new signs attached prior to the removal of the existing signs and structure at MM 43.24\_N, the new signs shall be covered with opaque material until the existing signs and truss can be removed.

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at each median overhead sign structure foundation once the median has been closed. The intent of this specification is to verify the Contractor has sufficient labor and resources to complete both median overhead sign structure foundations within the 12-week (84 calendar days) timeline.

#### 107.4.7 Timely Sign Replacement

All existing signs indicated for removal shall not be removed more than two working days prior to the installation of the new/replacement sign in accordance with Section 645.07. If new signs are not installed within the two-working-day requirement, Supplemental Liquidated Damages of \$1,000 per day on a calendar day basis shall be assessed per location for each calendar day beyond the second working day that the new sign is not installed.

The proposed bridge overpass mounted signs and sign supports at MM 44.04\_N shall be installed within seven calendar days of the removal of the existing bridge overpass mounted signs at the same location. If the new signs are not installed within the seven-calendar-day requirement, Supplemental Liquidated Damages of \$1,000 per day on a calendar day basis shall be assessed for each calendar day beyond the seventh calendar day that the new signs are not installed. This requirement supersedes the requirement in Section 645.07 only for the signs at MM 44.04\_N.

SPECIAL PROVISION

SECTION 202

REMOVING STRUCTURES AND OBSTRUCTIONS

(Guardrail Post Pavement Repair)

202.01 Description

The following paragraph is added:

This work shall consist of grinding existing pavement at locations damaged by the removal of existing guardrail posts. Pavement grinding shall be to a minimum depth of 3 inches, coating vertical and horizontal surfaces with bituminous tack coat, and installing two lifts of 1-1/2 inches of hot mix asphalt, 9.5 mm over the entire milled area. Locations and length of grinding shall encompass all pavement damaged by post removal, plus 3 feet beyond the damage on each end. The width of the grinding shall be 18 inches or as approved by the Resident.

The following Subsections are added:

202.011 Materials

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

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

202.025 General

Existing guardrail posts are steel W6x9 or W6x8.5 posts spaced approximately every six feet three inches (6'-3").

202.07 Method of Measurement

The following paragraph is added:

Guardrail Post Pavement Repair shall be measured by the linear foot of pavement section removed, repaired and accepted. Measurement shall be along the centerline of the repair.

202.08 Basis of Payment

The following sentences are added:

Addendum #3  
Page 48 of 63

Guardrail Post Pavement Repair shall be paid for at the Contract unit price per linear foot which includes all grinding, bituminous tack coat, asphalt pavement, equipment, tools, labor and incidentals necessary to satisfactorily complete the work.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
202.2061	Guardrail Post Pavement Repair	Linear Foot

SPECIAL PROVISION

SECTION 606

GUARDRAIL

(Double-Faced Thrie-Beam Transition Rail)

606.01 Description

The section is amended by the addition of the following:

This work shall consist of furnishing and erecting Double-Faced Thrie-Beam Transition Rail at the required locations in accordance with the Specifications and in reasonably close conformity with the lines and grades shown on the Plans.

Double-Faced Thrie-Beam Transition Rail shall consist of galvanized double-faced thrie beam transition sections, double nested double-faced thrie beam, composite offset blocks, driven steel posts, connection hardware, terminal connectors, and other incidentals required to complete the work.

606.08 Method of Measurement

The section is amended by the addition of the following:

Double-Faced Thrie-Beam Transition Rail will be measured by each unit satisfactorily fabricated, delivered and erected.

606.09 Basis of Payment

The section is amended by the addition of the following:

The accepted quantity of Double-Faced Thrie-Beam Transition Rail will be paid for at the Contract unit price for each unit complete in place and shall be full compensation for furnishing all labor, equipment and materials necessary to complete the work. Payment shall be full compensation for furnishing and installing double-faced thrie beam transition sections, double nested double-faced thrie beam, composite offset blocks, driven steel posts, terminal connectors, connection plates, all hardware, nuts, bolts, washers, and all other items necessary to make for a complete installation as shown on the Plans or as approved by the Resident.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
606.172101 Double-Faced Thrie-Beam Transition Rail	Each

SPECIAL PROVISION

SECTION 645

HIGHWAY SIGNING

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

645.07 Demounting and Reinstalling Existing Signs and Poles

The following paragraphs are added:

At locations as shown on the Plans, existing ground-mounted and overhead-mounted signs are designated to be removed and stacked. This work shall consist of removing, unbolting, and stacking existing sign panels and posts at the Authority's Sign Shop along the Turnpike Northbound at MM 58 and the excavations shall be backfilled and ground restored to the satisfaction of the Resident. Sign panels shall be stacked by approximate sizes at the Sign Shop as directed by the Authority. Only signs at least 12 feet wide shall be removed and stacked. All other removed signs shall be removed and disposed.

Access to the Authority's Sign Shop shall be from the local roadway, Blackstrap Road. No Contractor vehicles are permitted direct access to or from the Sign Shop via the Turnpike mainline. Sign panels delivered to the Authority's Sign Shop shall be unbolted in the field and disassembled into sections not greater than 100 square feet for transport to the Sign Shop, without cutting into extruded panels.

At locations as shown on the Plans, existing ground mounted signs and overhead-mounted signs are designated to be removed and reset. This work shall consist of removing the sign panels, removing and resetting or disposing of the existing support equipment (wood posts or steel supports), and resetting the sign panels onto new steel supports as required or as directed by the Resident.

All other signs shown to be removed and disposed (signs less than 12 feet wide) shall consist of demounting and removing the existing sign panels from the Turnpike right-of-way, to be disposed by the Contractor in a manner acceptable to the Resident. Steel supports that are removed with signs that are removed and disposed shall be stacked in the same manner as supports for signs that are removed and stacked.

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

Steel H-beam supports salvaged to the Authority shall be labeled by size, shape, and length and stacked by approximate sizes at the Sign Shop as directed by the Authority. The label shall

also note if the post has been drilled for mounting a breakaway kit (lower half) or breakaway splice plate (either lower half or upper half).

At locations as shown on the Plans, existing foundations to be removed shall be removed to a depth of 24 inches below final grade, including all concrete, reinforcing and anchor bolts. The removal of foundations shall include restoration of ground at the foundation locations.

645.08 Method of Measurement

The following sentences are added:

Removing and stacking existing signs shall be measured as complete units each removed and stacked.

Removing and resetting signs shall be measured as complete units each removed, relocated, and reset at the new location.

Removing and disposing existing signs shall be measured as complete units each removed and disposed from the Turnpike right-of-way.

645.09 Basis of Payment

The following paragraphs are added:

The accepted signs Removed and Stacked shall be paid for at the Contract unit price each as specified. Such price shall include removing, disassembling, and stacking sign panels and supports at the location specified, and removing any foundations that are not reused with ground restoration as specified.

The accepted signs Removed and Reset shall be paid for at the Contract unit price each as specified. Such price shall include removing and resetting sign panels, removing and resetting or disposing of existing supports, and resetting the sign onto the new supports. Any signs or supports that are indicated to be reset or reused that are damaged by the Contractor shall be replaced by the Contractor at no additional cost to the Authority.

The accepted signs Removed and Disposed shall be paid for at the Contract unit price each as specified. Such price shall include demounting, removing, and disposing the sign panels, removing, disassembling, and stacking the sign supports at the location specified, and removing any foundations that are not reused with ground restoration as specified.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
645.105	Remove and Stack Sign	Each
645.109	Remove and Reset Sign	Each
645.1099	Remove and Dispose Sign	Each

Addendum #3  
Page 52 of 63

SPECIAL PROVISIONSECTION 645HIGHWAY SIGNING

(Overhead Sign Structures)  
(Remove and Stack Overhead Sign Structures)

645.01 Description

The following paragraph is added:

At locations as shown on the Plans, existing overhead sign support structures are designated to be removed and stacked. This work shall consist of unbolting structural steel, removing truss structures and vertical supports, and stacking the structural steel components at the Authority's Sign Shop along the Turnpike Northbound at MM 58. This work shall also include the removal of existing foundations and backfilling and restoring ground to the satisfaction of the Resident.

645.023 Support Structures

The following paragraph shall replace the second paragraph under section b. Bridge, Cantilever, and Butterfly Type Sign Supports:

Signs shall be placed on the support structure such that the bottom edges are aligned (unless written consent from the Fabrication Engineer is obtained), while accommodating the minimum height requirement – see Section 645.06. The Contractor shall use the Contract Drawings in order to determine the approximate horizontal placement of signs. Installation shall be in accordance with Section 645.06 – Installation of Type I Signs. The overhead sign structure foundations have been designed with the assumption that the installed signs represent the maximum sign design areas for the respective structures. The new overhead sign structures shall be designed to accommodate the sign area proposed on each structure as shown on the Contract Documents.

645.023 Support Structures

The following shall be added to the end of the existing section

e. Removal of Overhead Sign Structures – Removal of overhead sign structure shall include the removal and salvage of all sign support materials. Salvaged overhead sign structure supports, including the truss and vertical supports, shall be labeled and delivered to the Authority's Sign Shop. All existing signs mounted to the overhead sign structure to be removed and stacked shall similarly be removed and stacked as directed under Special Provision 645.105. Removal of the overhead sign structure supports shall also include the removal, disposal, and ground restoration of the existing sign structure support foundations.

Delete Section 645.024 in its entirety and replace with the following:

645.024 Bridge, Cantilever and Butterfly Support Structure Foundations

Test borings have been completed for the overhead sign structure foundations at MM 43.24\_N. Test borings were not completed for the overhead sign structure foundations at MM 44.19\_N but were estimated based on nearby soil borings. Boring logs for MM 43.24\_N are available from the Authority's website. The Contractor shall construct the foundations at MM 44.19\_N in the presence of a professional geotechnical engineer to verify the soil conditions are equivalent to the soil properties assumed for the foundation design. If soil conditions differ materially from those described on the boring logs or in the structure design report (available from the Authority upon request), the Contractor shall stop work on that foundation and contact the Resident.

The overhead sign structure foundations shall be constructed of cast-in-place reinforced concrete in accordance with the foundation details in the Plans. Drilled shafts shall not be permanently cased. Concrete shall be cast directly against the surrounding soils. The supplier shall provide loading information, including Bending Moment, Shear Force, Torsion, and Axial Loads transmitted to the foundations and shall certify that the loads do not exceed the design allowances shown in the Plans. All other applicable requirements of Section 626.034 – Concrete Foundations shall apply.

All unsuitable material (including peat, organic material, and material that has been previously disturbed and/or dumped) within the limits of the foundations shall be removed to the limits directed by the Resident. Excavation for the drilled shafts and for the pile caps shall be incidental to the overhead sign structure item. The Contractor shall remove all surplus soils and spoils from the excavation that will not be reincorporated into the work in a manner acceptable to the Resident.

The foundations shall be graded to finish grade as shown in the Plans. Any backfill material required shall be added to finish grade the slopes as specified. There will be no additional compensation for furnishing, placing, and compacting backfill material at the finished grades. In all cases, the finished grade around the foundations shall be graded to drain away from the foundations. Foundations that are not in paved sections shall be loamed and seeded in accordance with the requirements of Section 615 and Section 618.

Removal of overhead sign structure foundations shall include the removal of all concrete, reinforcing steel, and anchor bolts to 24 inches below final grade.

645.08 Method of Measurement

The following paragraph is added:

Remove and Stack Overhead Sign Structure, including any foundation removal and restoration, will be measured by each unit removed and stacked.

645.09 Basis of Payment

Remove the third paragraph and replace with the following:

The accepted bridge type sign supports will be paid for at the contract lump sum price for the respective items. Such price will be full compensation for the design, fabrication, installation and erection of the sign structures; fabrication and installation of the attached sign panels, including sign panel attachment hardware; excavation, construction, and backfill for the foundations; median barrier construction and transition sections, for the all transportation, equipment, tools, labor, materials, and incidentals necessary to complete the work.

The following paragraph is added:

The accepted quantity of remove and stack overhead sign supports will be paid for at the contract lump sum price for the respective items. Such price shall include disassembling, labeling, removing, and stacking overhead sign supports and associated signs, removal and disposal of foundations, and incidentals and for transportation, delivery and stacking the overhead signs structure materials at the Authority facility.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
645.12	Overhead Guide Sign: (MM I-95 43.24_N)	Lump Sum
645.12	Overhead Guide Sign: (MM I-95 44.19_N)	Lump Sum
645.1201	Remove and Stack Overhead Sign Structure	Unit











SIGN DETAIL



**Maine  
Turnpike  
Authority**

1:100



SIGN NUMBER	OHSS I-95 MM 44.04_NL
WIDTH x HGHT.	16'-6" x 12'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	X	Y	WID	HT
M1-1(95)	0	18	98	36
M1-1(MT)	0	144	98	36

LETTER POSITIONS (X)

LENGTH SERIES/SIZE

Letter	X	Y	WID	HT	Series/Size
N	69	84.3	97.2	108.2	E 2000
O	84.3	84.3	97.2	108.2	15,12
R	97.2	84.3	97.2	108.2	E 2000
T	108.2	84.3	97.2	108.2	16/12
H	119.3	84.3	97.2	108.2	E 2000
L	44.6	58.5	72.3	93.2	EM 2000
e	58.5	58.5	72.3	93.2	16/12
w	72.3	58.5	72.3	93.2	E 2000
i	93.2	58.5	72.3	93.2	16/12
s	101.1	58.5	72.3	93.2	E 2000
t	115	58.5	72.3	93.2	16/12
o	127	58.5	72.3	93.2	E 2000
n	142.8	58.5	72.3	93.2	16/12
A	46.9	66.9	82.4	99.4	E 2000
u	66.9	66.9	82.4	99.4	16/12
g	82.4	66.9	82.4	99.4	E 2000
u	99.4	66.9	82.4	99.4	16/12
s	114.6	66.9	82.4	99.4	E 2000
t	128.5	66.9	82.4	99.4	16/12
a	140.5	66.9	82.4	99.4	E 2000
L	43.6	54.6	66	76	E 2000
E	54.6	54.6	66	76	12
F	66	54.6	66	76	E 2000
T	76	54.6	66	76	12
L	97	54.6	66	76	E 2000
A	106.9	54.6	66	76	12
N	121.2	54.6	66	76	E 2000
E	134	54.6	66	76	12
S	144.7	54.6	66	76	E 2000

SIGN DETAIL



# Maine Turnpike Authority



SIGN NUMBER	OHSS I-95 MM 44.14_N
WIDTH x HGHT.	25'-0" x 17'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	X	Y	WID	HT	
M1-1(295)	0	72	137.3	60	48
EXIT PANEL	0	108	22.1	60	18
ONLY PANEL	0	216.8	22.2	60	18
AR_Type A	315	23.2	18.8	20	31.5
AR_Type A	315	180	18.8	20	31.5

LETTER POSITIONS (X)

LENGTH SERIES/SIZE

Letter	X	Y	Length	Series/Size
E	19.1	28	75.9	E 2000
X	38.7	28	75.9	10,15
I	42.2	28	75.9	E 2000
T	64.7	28	75.9	18,15
4	80.9	28	75.9	E 2000
4		28	75.9	18,15
N	150	168.4	74.2	E 2000
O	184.5	168.4	74.2	18,15
R	198.3	168.4	74.2	E 2000
T	212.1	168.4	74.2	18,15
H		168.4	74.2	E 2000
D	72.3	92.7	155.4	EM 2000
o	110.3	92.7	155.4	2015
w	136.5	92.7	155.4	EM 2000
n	155.7	92.7	155.4	2015
P	83.7	102.9	132.6	EM 2000
o	122.7	102.9	132.6	2015
r	135.5	102.9	132.6	EM 2000
t	152.3	102.9	132.6	2015
I	162.5	102.9	132.6	EM 2000
a	183.7	102.9	132.6	2015
n	203.1	102.9	132.6	EM 2000
d		102.9	132.6	2015

