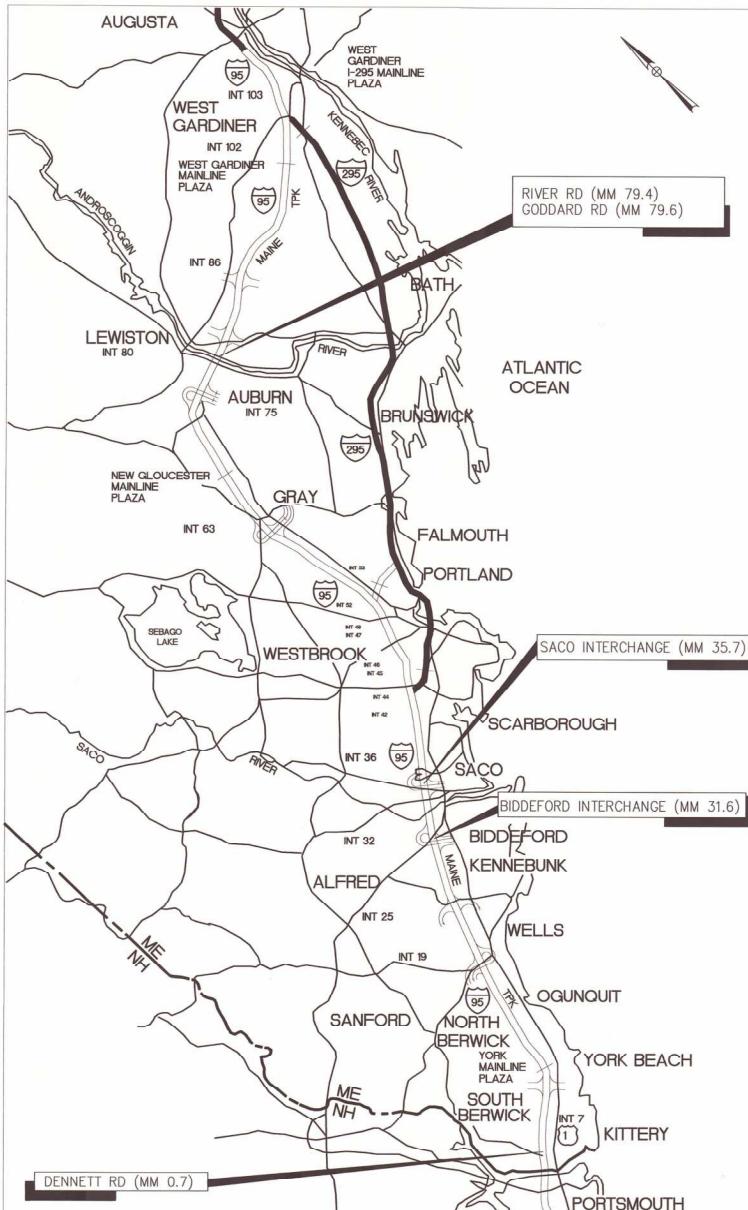




THE GOLD STAR
MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY



LOCATION MAP

APPROVED: MAINE TURNPIKE AUTHORITY



STEPHEN R. TARTRE, P.E., - DIRECTOR OF ENGINEERING

1/29/26
DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2 - 3	APJ DETAILS
4 - 15	AS-BUILT REFERENCE PLANS

MICHAEL J. CIANCHETTE, CHAIR
JANE L. LINCOLN, VICE CHAIR
EMILY N. BECKER, MEMBER
NINA A. FISHER, MEMBER
ANDREW J. MCLEAN, MEMBER
THOMAS J. ZUKE, MEMBER
DALE F. DOUGHTY, MAINEDOT EX-OFFICIO

ANDRE J. BRIERE, COLONEL USAF (ret.), EXECUTIVE DIRECTOR

CONTRACT 2026.14 ASPHALTIC PLUG JOINTS

DENNETT ROAD (MM 0.70)
BIDDEFORD INTERCHANGE (MM 31.6)
SACO INTERCHANGE (MM 35.7)
RIVER ROAD (MM 79.4)
GODDARD ROAD (MM 79.6)



TERESA D.
MCauliffe
No. 13046
PROFESSIONAL ENGINEER
LICENCED

TERESA D.
MCauliffe, P.E.
PROJECT MANAGER

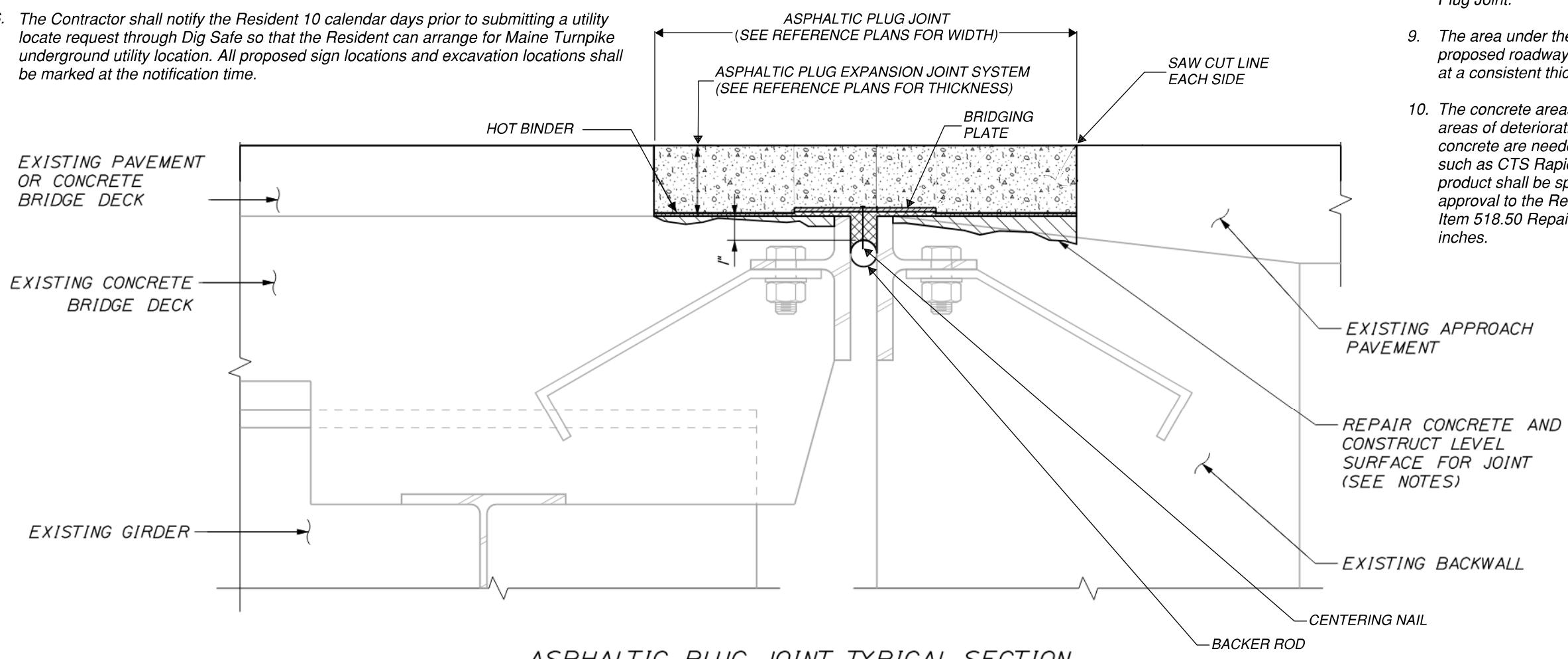
Th. Mar

1/29/26
DATE

CONTRACT 2026.14

GENERAL NOTES

1. All details shall be in conformance with MaineDOT Department of Transportation (MaineDOT) 2020 Standard Details for Highways and Bridges with all updates and MaineDOT Best Management Practices for Erosion and Sediment Control, latest revision, unless otherwise noted in these plans.
2. All work must be completed within the Right of Way.
3. Contractor shall submit proposed staging area(s) and field trailer location to the Resident for approval prior to starting work.
4. Existing utilities were not located for these plans. Impacts to utilities are not anticipated to perform this work. No work shall be started until after the owners of the various utilities are notified by the Contractor of the proposed construction. The Contractor is also required to call Dig Safe at 1-888-344-7233 at least 72 hours prior to the start of work.
5. The Contractor shall also notify all non-members through www.oktodig.com or as otherwise required by the Maine Public Utilities Commission. All proposed sign locations and excavation locations shall be marked at the notification time. No excavation shall be permitted until the Authority has located and marked its electronic copy of all Dig Safe tickets within 24 hours of their release for project notifications and 3rd party utility locator coordination.
6. The Contractor shall notify the Resident 10 calendar days prior to submitting a utility locate request through Dig Safe so that the Resident can arrange for Maine Turnpike underground utility location. All proposed sign locations and excavation locations shall be marked at the notification time.



Scale: NOT TO SCALE

Designed by:



MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567



THE GOLD STAR
MEMORIAL HIGHWAY

ASPHALTIC PLUG JOINT DETAILS

1. The anticipated joint movement is less than 1" in compression and 1" in expansion.
2. The asphaltic plug expansion joint system shall be Crafco Matrix 501 or Dynamic Surface Applications Thorma-joint.
3. Existing asphaltic plug joint width varies by location. See reference plans for each bridge.
4. Provide bridging plates. See reference plans for plate width and material type.
5. 16D galvanized centering nails shall be spaced at 12" O.C. maximum and placed 2" from joints in the bridging plate.
6. Backer rod shall be closed cell foam in accordance with the project specifications and shall be sized as required to fill the opening.
7. The asphaltic plug joints shall be installed at an air temperature between 40°F (and rising) and 60°F.
8. Saw cutting existing pavement shall be incidental to Item 520.23 Asphaltic Plug Joint.
9. The area under the asphaltic plug joint shall be flat and parallel to the proposed roadway surface to permit the asphaltic plug joint to be installed at a consistent thickness and prevent rocking of the bridging plates.
10. The concrete areas under the asphaltic plug joint shall be sanded for areas of deterioration and patched as needed. If repairs to the top of the concrete are needed, they shall be repaired with a rapid setting concrete such as CTS Rapid Set DOT Concrete Mix or an approved equal. Selected product shall be specifically formulated for traffic loading and submitted for approval to the Resident. Repairs shall be measured for payment under Item 518.50 Repair of Upward Facing Surfaces - to Reinforcing Steel < 8 inches.

No.	Revision	By	Date

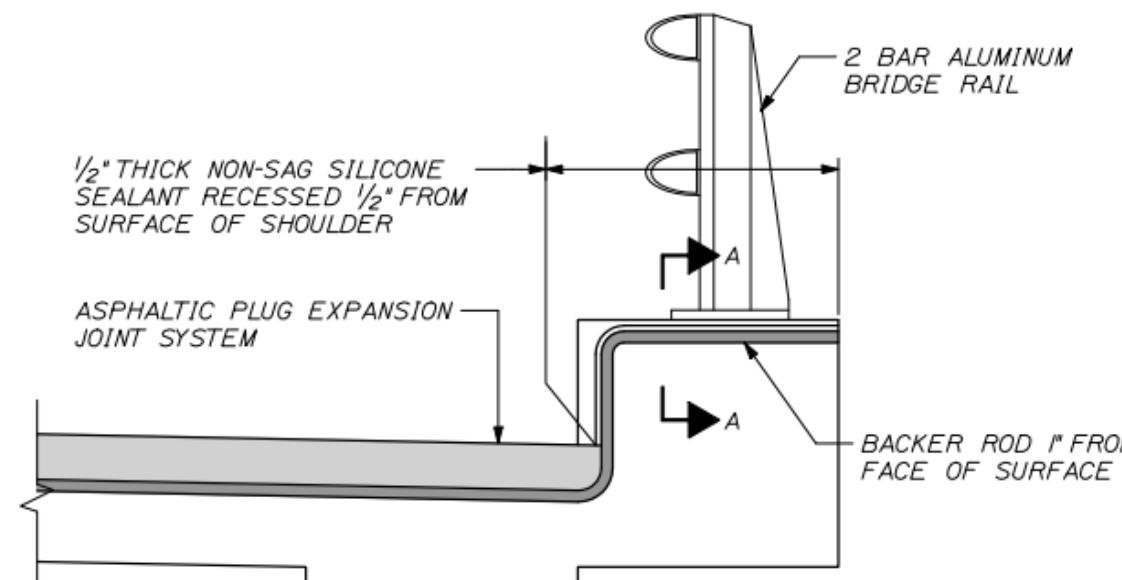
Designed	By	Date	Checked	By	Date
Drawn	BMB	01/28/26	In Charge of	SRT	01/28/26

MTA PROJECT MANAGER: THERESA MCALULIFFE, P.E.
CONTRACT: 2026.14

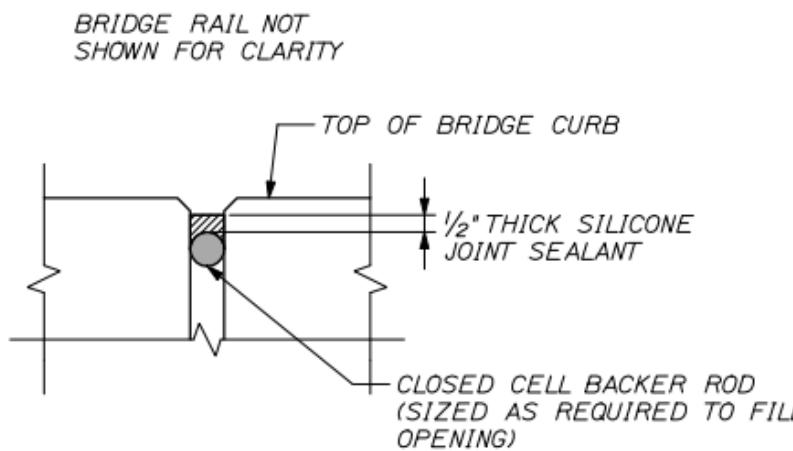
ASPHALTIC PLUG JOINT REPLACEMENT

JOINT DETAILS 1 OF 2

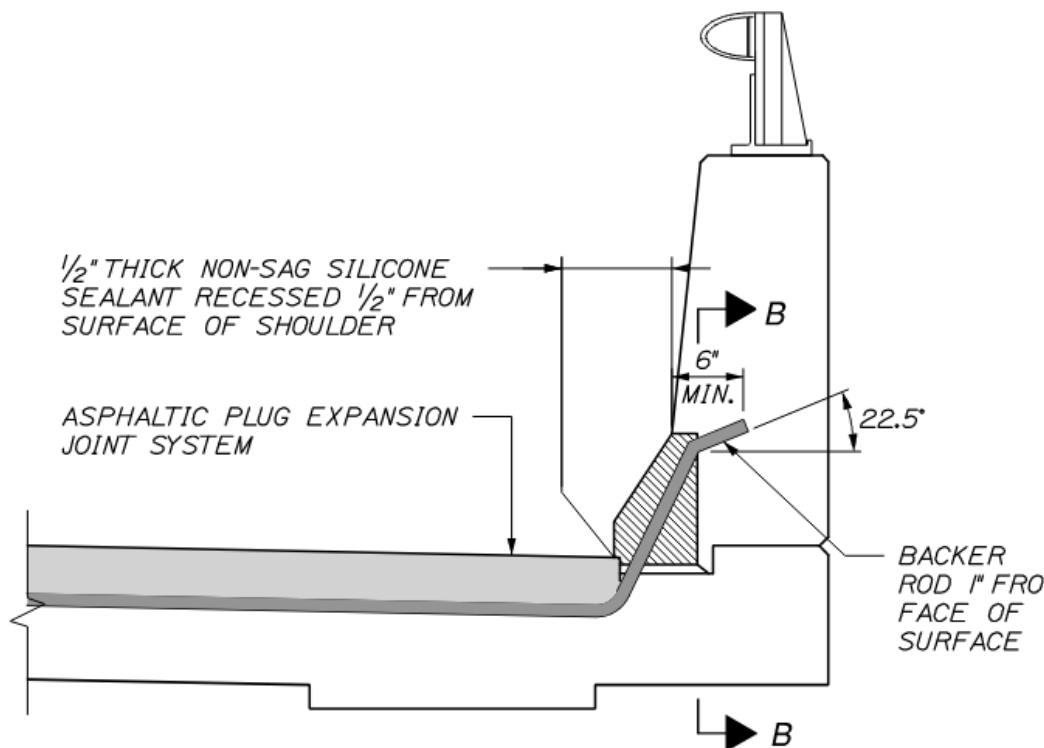
SHEET NUMBER: 2 of 15



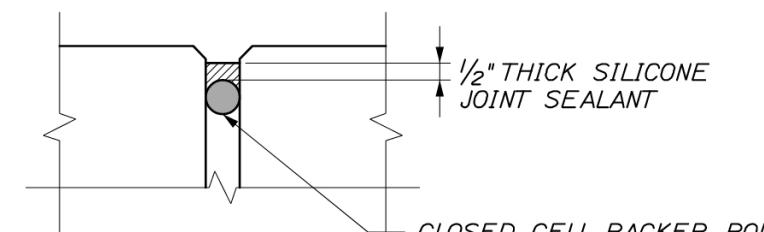
JOINT TREATMENT AT BRIDGE CURB



SECTION A-A



JOINT TREATMENT AT BRIDGE CURB



SECTION B-B

Scale:
NOT TO SCALE

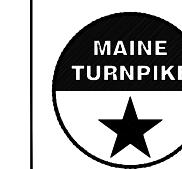
Designed by:



No.	Revision	By	Date

Designed	By	Date	Checked	By	Date
Drawn	BMB	01/28/26	In Charge of	SRT	01/28/26

MAINE TURNPIKE AUTHORITY
2360 Congress Street
Portland, ME 04102
TEL (207) 871-7771
FAX (207) 879-5567



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: THERESA MCauliffe, P.E.

ASPHALTIC PLUG JOINT REPLACEMENT
JOINT DETAILS 2 OF 2

SHEET NUMBER: 3 of 15

NOTE

The Contractor shall repair the silicone sealant at the curbs and parapets adjacent to the asphaltic plug joint after the asphaltic plug joint is replaced. The silicone sealant shall be a product from the MaineDOT Qualified Products List for Silicone and Polyurethane Joint Sealant. Repairs to the sealant shall be incidental to Item 520.23 Asphaltic Plug Joint.

NOTES:

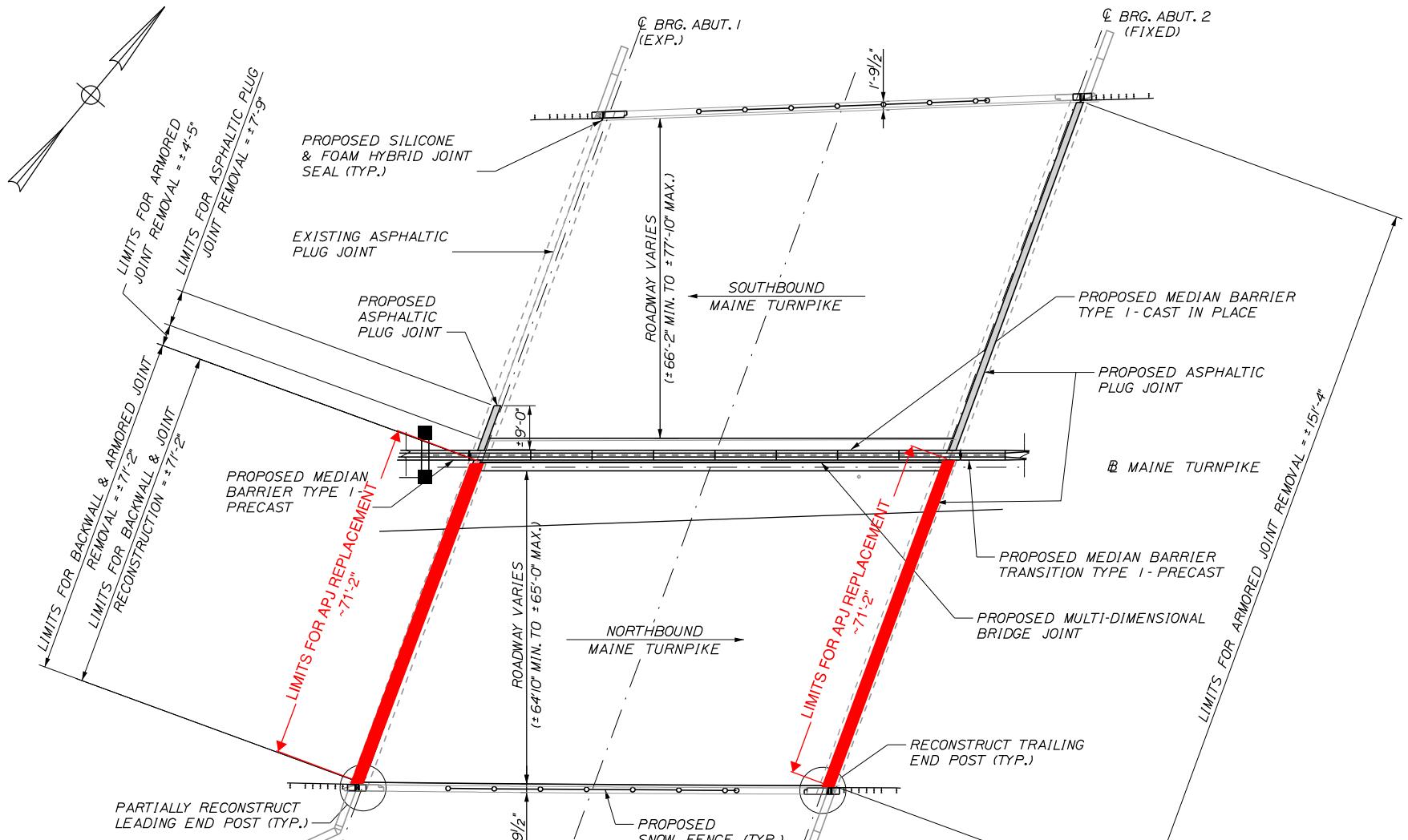
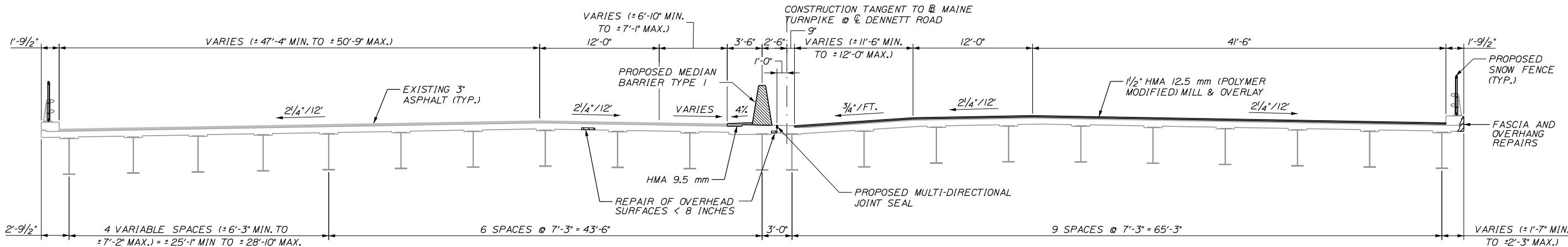
1. CONTRACTOR SHALL REPAIR AREAS OF CONCRETE DECK DETERIORATION AS IDENTIFIED BY THE RESIDENT. CONTRACTOR SHALL ALSO REPAIR DETERIORATED AREAS OF FASCIA, FASCIA OVERHANGS, AND PARAPET JOINTS AS DIRECTED BY THE RESIDENT. PAYMENT FOR REPAIR WORK SHALL BE UNDER THE 518 ITEMS.
2. CONTRACTOR SHALL REPAIR AREAS OF DETERIORATED GRANITE CURB BEDDING AND JOINT MORTAR ON THE DECK AS REQUIRED. LOCATIONS OF GRANITE CURB BEDDING AND JOINT MORTAR SHALL BE FIELD DETERMINED BY THE RESIDENT. PAYMENT SHALL BE UNDER THE 518 ITEMS.
3. SEAL SHOULDER AREAS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER SPECIFICATION SECTION 401 AFTER COMPLETING ALL DECK PAVING WORK.
4. ALL PVC DECK WEEPS WHICH DRAIN ONTO ABUTMENTS OR STRUCTURAL STEEL SHALL BE EXTENDED AND DIVERTED AWAY FROM BRIDGE COMPONENTS BELOW DECK, AND SHALL EXTEND 1 FT BELOW BOTTOM FLANGE, AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE BY THE VARIOUS LABOR AND EQUIPMENT ITEMS.

ESTIMATED REPAIR QUANTITIES (BOTH DECKS)		
	REPAIR OF OVERHEAD SURFACES < 8 INCHES (S.F.)	FASCIA AND OVERHANG REPAIRS (S.F.)
DENNELL ROAD UNDERPASS (MILE 0.06)	275	50

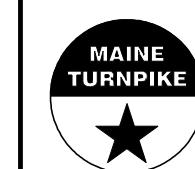
LEGEND:

 LIMITS OF REPAIR OF OVERHEAD SURFACES < 8 INCHES (REPAIR AREAS TO BE DETERMINED IN THE FIELD)

 REPAIR OF FASCIA AND OVERHANG REPAIRS (REPAIR AREAS TO BE DETERMINED IN THE FIELD)

DECK PLAN
SCALE: 1/16" = 1'-0"TRANSVERSE SECTION
SCALE: 3/16" = 1'-0"
(LOOKING NORTHBOUND)

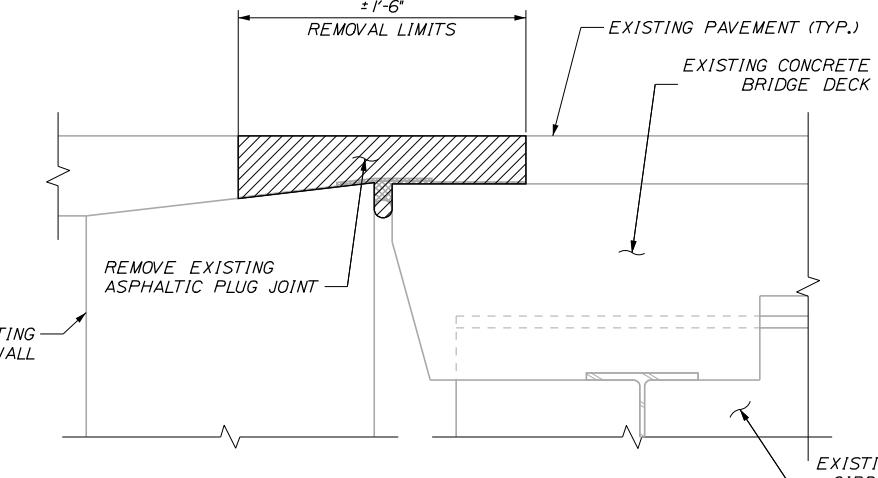
No.	Revision	By	Date	By	Date
Designed	DSM	10/2017	Checked	NLB	10/2017
Drawn	SAM	10/2017	In Charge of	DSM	1/2018



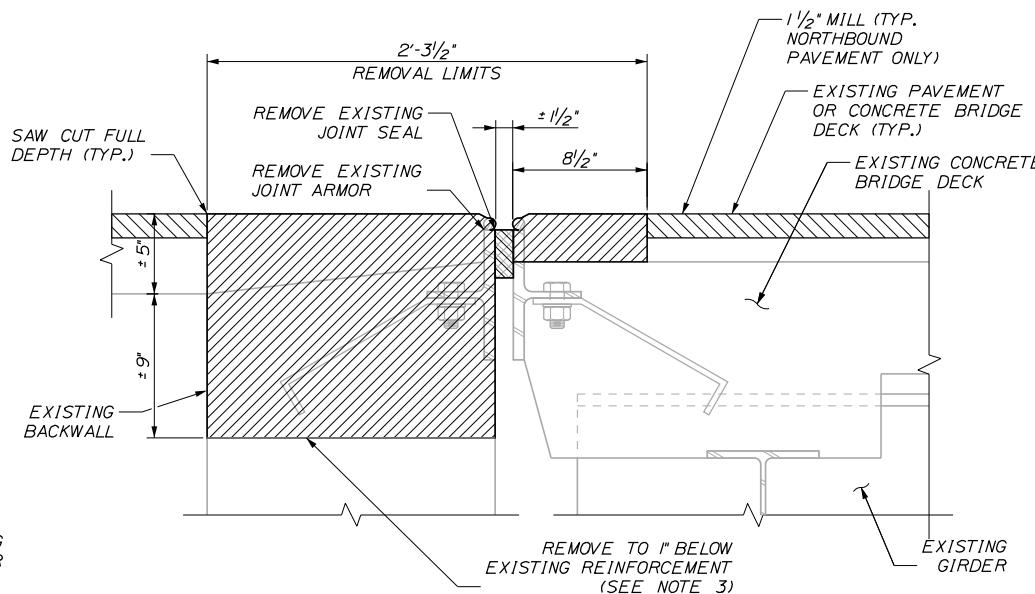
REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

BRIDGE REPAIRS
DENNELL ROAD
DENNELL ROAD (MM 0.70)
DECK PLAN & SECTION

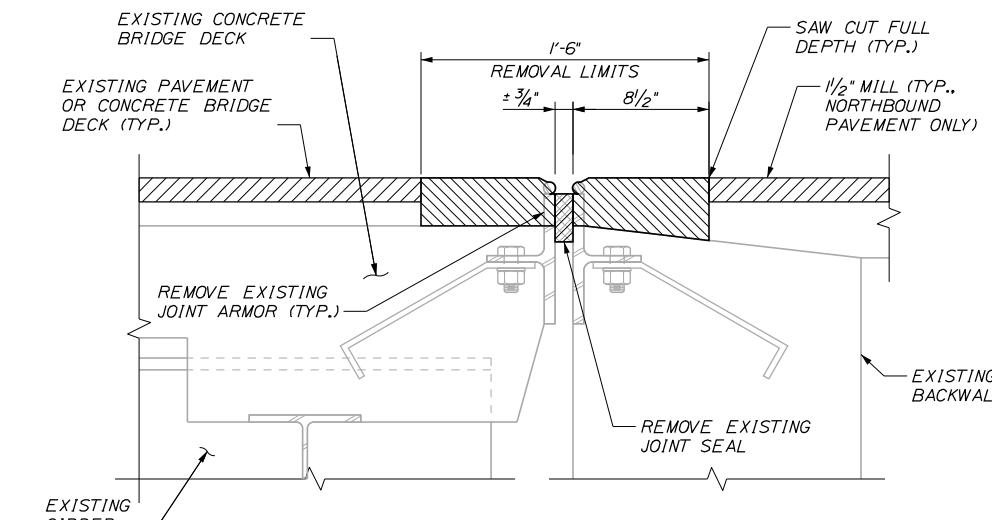
Date: 1/31/2018



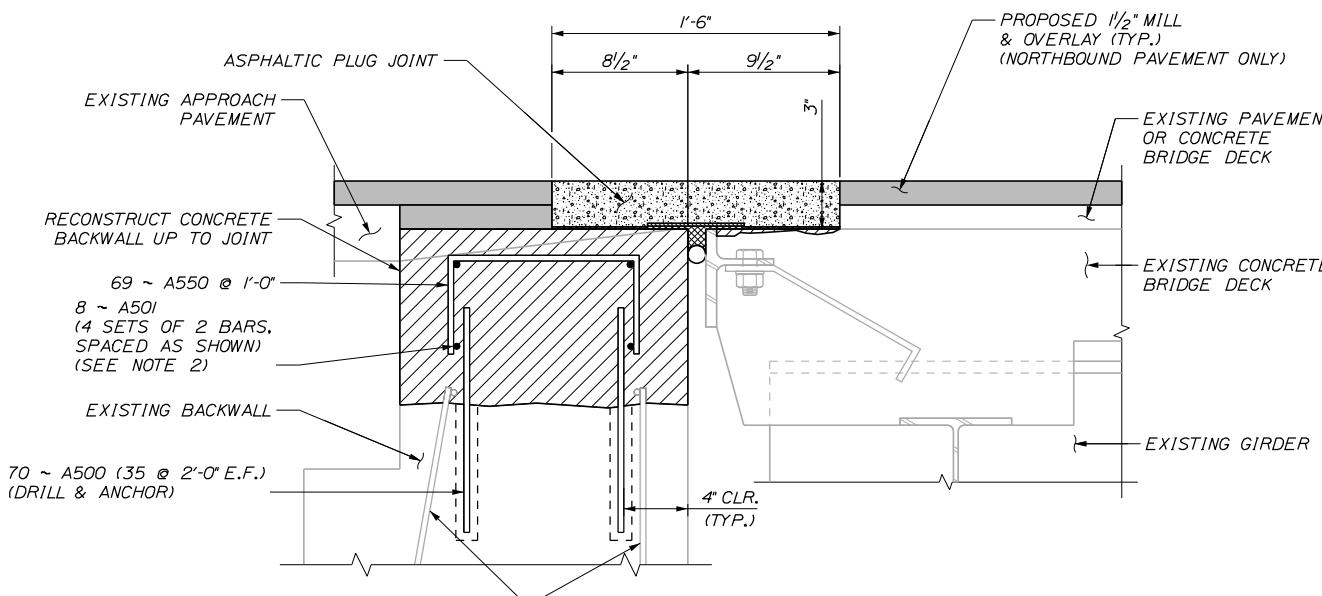
ASPHALTIC PLUG JOINT REMOVAL SECTION
2" = 1'-0"



BACKWALL & ARMORED JOINT REMOVAL TYPICAL SECTION
 $2'' = 1'-0''$



ARMORED JOINT REMOVAL TYPICAL SECTION
2" = 1'-0"

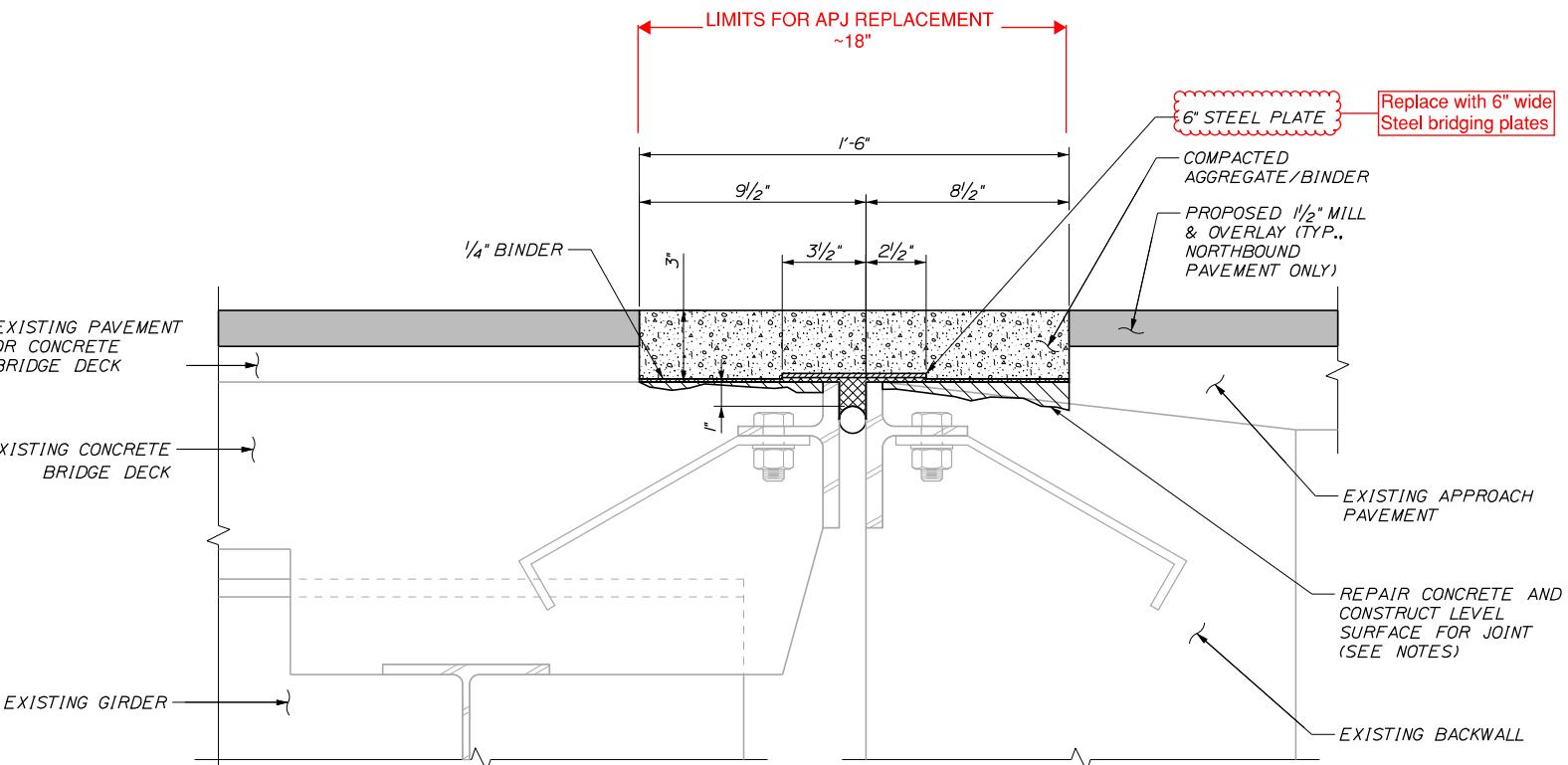


BACKWALL & JOINT RECONSTRUCTION SECTION

NOTES:

(FOR DETAILS NOT SHOWN, SEE ASPHALTIC PLUG JOINT TYPICAL SECTION)

1. FOR REMOVAL AND RECONSTRUCTION NOTES, SEE SHEET "JOINT DETAILS SHEET 2 OF 2"
2. BAR SPLICES AT LIMITS OF EACH PHASES WORK SHALL BE MADE WITH MECHANICAL SPLICES. PAYMENT FOR SPLICES SHALL NOT BE MADE DIRECTLY, BUT SHALL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
3. THE CONTRACTOR IS MADE AWARE THAT A 20'-0" LENGTH OF THE EXISTING TOP OF BACKWALL WAS RECENTLY PATCHED USING POLYSET PLY-KRETE FS. THIS MATERIAL MAY BE UNUSUALLY DIFFICULT TO REMOVE.



ASPHALTIC PLUG JOINT TYPICAL SECTION

3" = 1'-0"

REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

DENNETT ROAD ~~ONE WAY~~ ~~ONE WAY~~

JOINT DETAILS SHEET 1 OF 2

filename: \MSTAVXXX Extension: joint 1 dan

Scalable

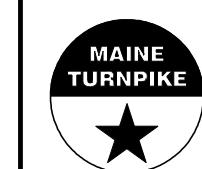
AS NOTED

Designed by

TYLIN INTERNATIONAL

CONSULTANT PROJECT MANAGER - H. H. C.

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
TEL: (207) 781-4721
FAX: (207) 781-4753

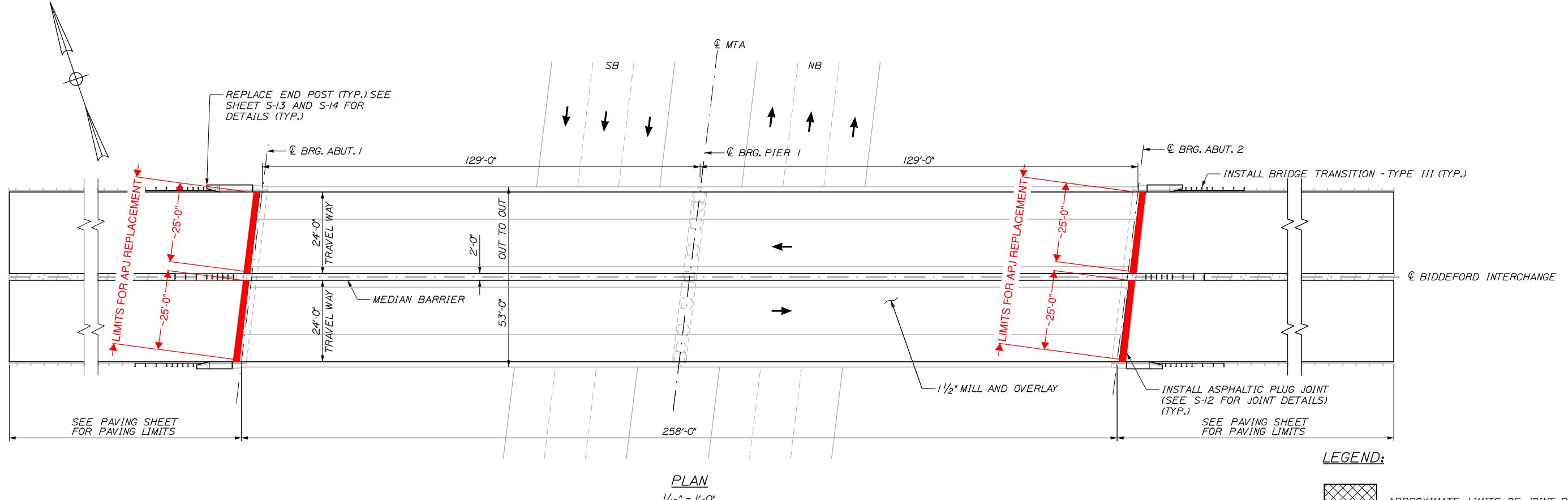


THE GOLD STAR MEMORIAL HIGHWAY

CONTRACT:2018.08

SHEET NUMBER: S-02
SHEET NUMBER: 5 OF 15

Date:2/19/2018



NOTES:

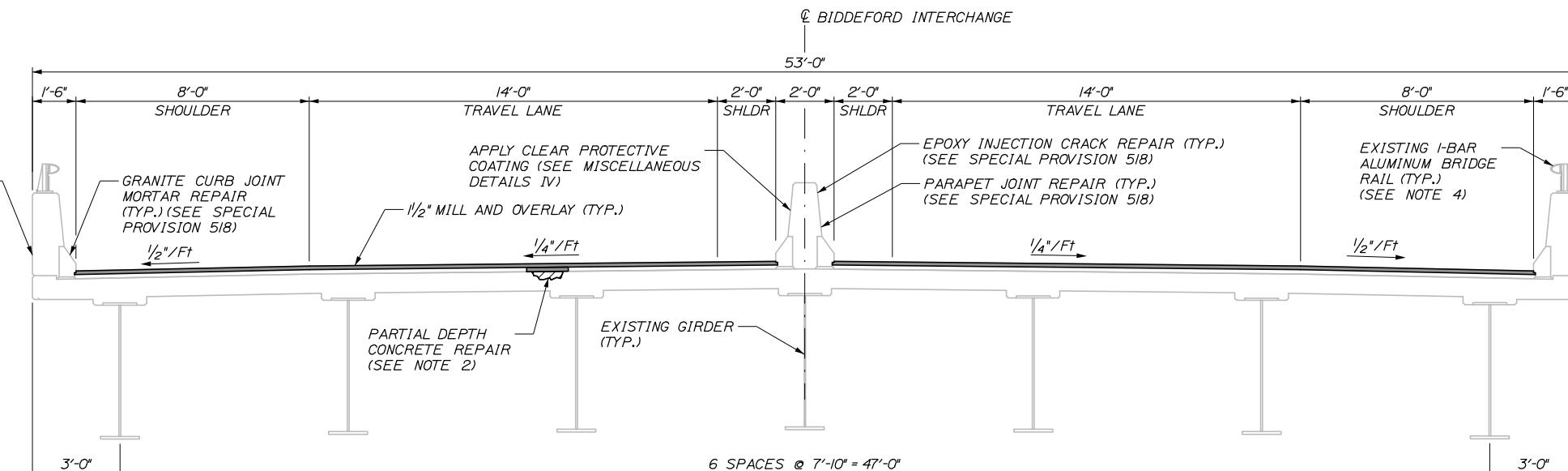
- SEE S-12 "JOINT DETAILS" FOR JOINT REPAIR DETAILS.
- AFTER MILLING, AREAS OF CRACKED PAVEMENT, AS IDENTIFIED BY THE RESIDENT, SHALL BE REMOVED AND THE UNDERLYING CONCRETE SURFACE WILL BE INSPECTED BY THE RESIDENT. IF DIRECTED BY THE RESIDENT, THE CONTRACTOR SHALL COMPLETE PARTIAL DECK CONCRETE REPAIRS IN ACCORDANCE WITH THE DETAILS ON THE SHEET "MISCELLANEOUS DETAILS II". PARTIAL DEPTH DECK REPAIRS SHALL BE MEASURED FOR PAYMENT UNDER THE PAY ITEM 518.51, REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES.
- SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MAINE DOT STANDARD SPECIFICATION 403.03 AFTER COMPLETING ALL DECK PAVING WORK. PAYMENT SHALL BE INCIDENTAL TO THE 403 HOT MIX ASPHALT PAY ITEMS.
- RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM RAILING - SPLICE MODIFICATION DETAIL ON "MISCELLANEOUS DETAILS IV". PAYMENT TO BE MADE UNDER 507.095.
- EXISTING GUARDRAIL WITHIN THE LIMITS OF WORK SHALL BE RAISED TO A HEIGHT OF 30 INCHES. PAYMENT SHALL BE MADE UNDER ITEMS 606.3621 AND 606.3622.
- SEE SHEET "MISCELLANEOUS DETAILS III" FOR BRIDGE TRANSITION DETAILS.
- ALL PVC DECK WEEPS WHICH DRAIN ONTO ABUTMENTS OR STRUCTURAL STEEL SHALL BE EXTENDED AND DIVERTED AWAY FROM BRIDGE COMPONENTS BELOW DECK, AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE INCIDENTAL TO PAY ITEM 518.51, REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES.
- SEE SHEET "MISCELLANEOUS DETAILS III" FOR BRIDGE TRANSITION DETAILS.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND REPLACEMENT OF EXISTING ASPHALTIC PLUG JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

BIDDEFORD INTERCHANGE (MM 31.6)

PLAN AND TYPICAL SECTION

SHEET NUMBER: 6 OF 15



Filename: 040_Biddeford Interchange Plan and Typical Section.dwg

Scale:

Designed by:

HNTB

CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.

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



**THE GOLD STAR
MEMORIAL HIGHWAY**

No.	Revision	By	Date

Designed	By	Date	Checked	By	Date
NMW		2/18	AES		2/18
SLS		2/18	In Charge of	RAL	2/18

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

CONTRACT:2018.06

SHEET NUMBER: 6 OF 15

Date: 2/19/2018

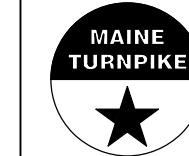
cale:

cale:

Designed by



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



THE GOLD STAR MEMORIAL HIGHWAY

THESE PLANS REQUIRED. PLANS NOT TO SCALE.
BRIDGE AND CHANNEL REPAIRS
BIDDEFORD INTERCHANGE (MM 31.6)
BIDDEFORD INTERCHANGE
JOINT DETAILS

SHIM AND OVERLAY
BIDDEFORD
CHANGE PAVING
I-IV

CUT EXISTING
PAVEMENT FULL
PTH

VARIABLES
6" TO 9"

EXISTING
BITUMINOUS
PAVEMENT

EXISTING
SUBBASE

LIMITS FOR APJ REPLACEMENT
~18"

BITUMINOUS
PAVEMENT

3" THICK ASPHALTIC PLUG JOINT

1/2" BITUMINOUS PAVEMENT

BACKER ROD

CLOSED CELL
FOAM

INSTALL MEMBRANE DOWN
TO TOP OF APPROACH
SLAB

BRIDGE DECK/ ABUTMENT
BACKWALL

APPROACH SLAB

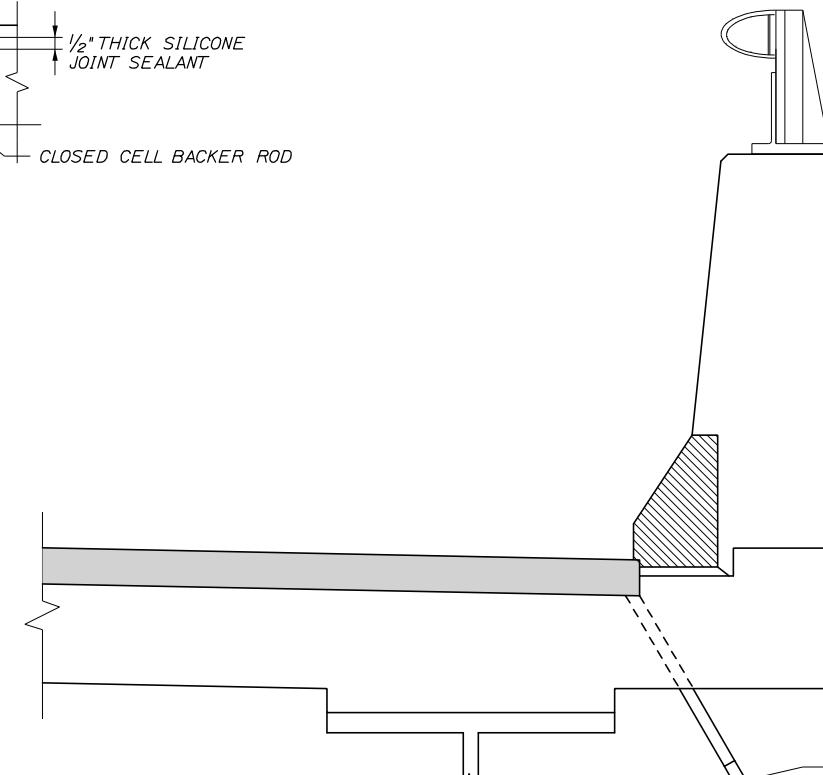
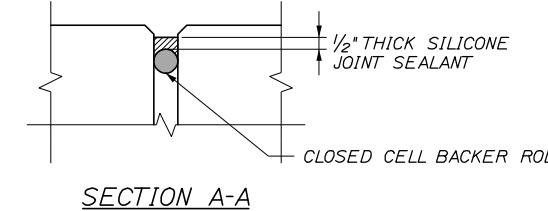
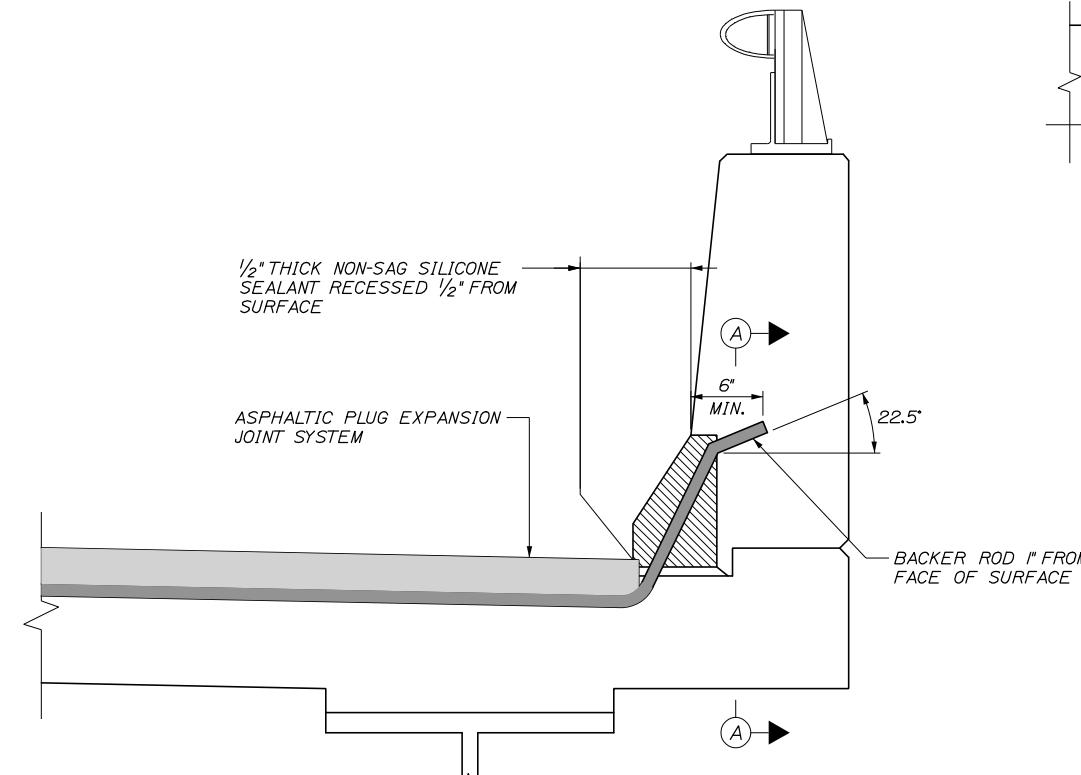
ASPHALTIC PLUG JOINT REPLACEMENT

1/2" = 1'-0"

ALUMINUM FLASHING PLATE
Replace with 12" wide
Aluminum bridging plate

NOTE

1. ASPHALTIC PLUG JOINTS SHALL BE INSTALLED AFTER THE SURFACE PAVEMENT ON THE BRIDGE AND THE APPROACHES IS COMPLETE.
2. THE ASPHALTIC PLUG JOINT SHALL BE INSTALLED AT AN AIR TEMPERATURE BETWEEN 40°F AND 60°F.
3. DECK AND BACKWALL REINFORCING NOT SHOWN FOR CLARITY.
4. THE DECK AREAS UNDER, AND ADJACENT TO, THE ASPHALTIC PLUG JOINT SHALL BE SOUNDED FOR AREAS OF DETERIORATION AND PATCHED AS NEEDED. IF AREAS OF DETERIORATION ARE FOUND THE RESIDENT SHALL APPROVE THE REPAIRS PRIOR TO BEGINNING THE WORK. ALL WORK TO BE COMPLETED FOR PARTIAL DECK CONCRETE REPAIRS AND REINFORCEMENT SHALL BE PAID UNDER PAY ITEM "REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES".
5. THE AREA UNDER THE ASPHALTIC PLUG JOINT SHALL BE SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE TO PERMIT THE ASPHALTIC PLUG JOINT TO BE INSTALLED AT A CONSISTENT THICKNESS. THE CONTRACTOR SHALL ADVISE THE RESIDENT IF THE EXISTING OR PATCHED DECK SURFACES ARE NOT SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE.
6. THE ASPHALTIC PLUG JOINTS SHALL BE ONE OF THE SYSTEMS LISTED IN THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. EQUIVALENT JOINT SYSTEMS MAY BE USED WITH APPROVAL OF THE ENGINEER.
7. ALL BACKER ROD SHALL BE CLOSED CELL FOAM IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND SHALL BE SIZED AS REQUIRED TO FILL THE OPENING.
8. CLOSED CELL FOAM AND MEMBRANE SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO PAY ITEM 520.23, EXPANSION DEVICE - ASPHALTIC PLUG JOINT.
9. 16D GALVANIZED CENTERING NAILS SHALL BE SPACED AT 12" O.C. MAXIMUM AND PLACED 2" FROM JOINTS IN THE ALUMINUM FLASHING PLATE.
10. AREAS OF FULL DEPTH PAVEMENT REMOVED BEHIND THE BACKWALL SHALL BE FITTED WITH BASE PAVEMENT TO THE TOP OF DECK. USE 3" MAXIMUM PAVEMENT LIFTS, AND 1½" MINIMUM PAVEMENT LIFTS. BASE PAVEMENT SHALL BE PAID UNDER ITEM 403.213, HOT MIX ASPHALT, 12.5mm NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE).
11. ALL PVC DRAIN EXTENSIONS SHALL BE INCIDENTAL TO PAY ITEM 518.51, REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES.



JOINT TREATMENT AT BRIDGE CURE

$$1/2'' = 1$$

WEEP DRAIN EXTENSION DETAIL

$$l'/2'' = l'$$

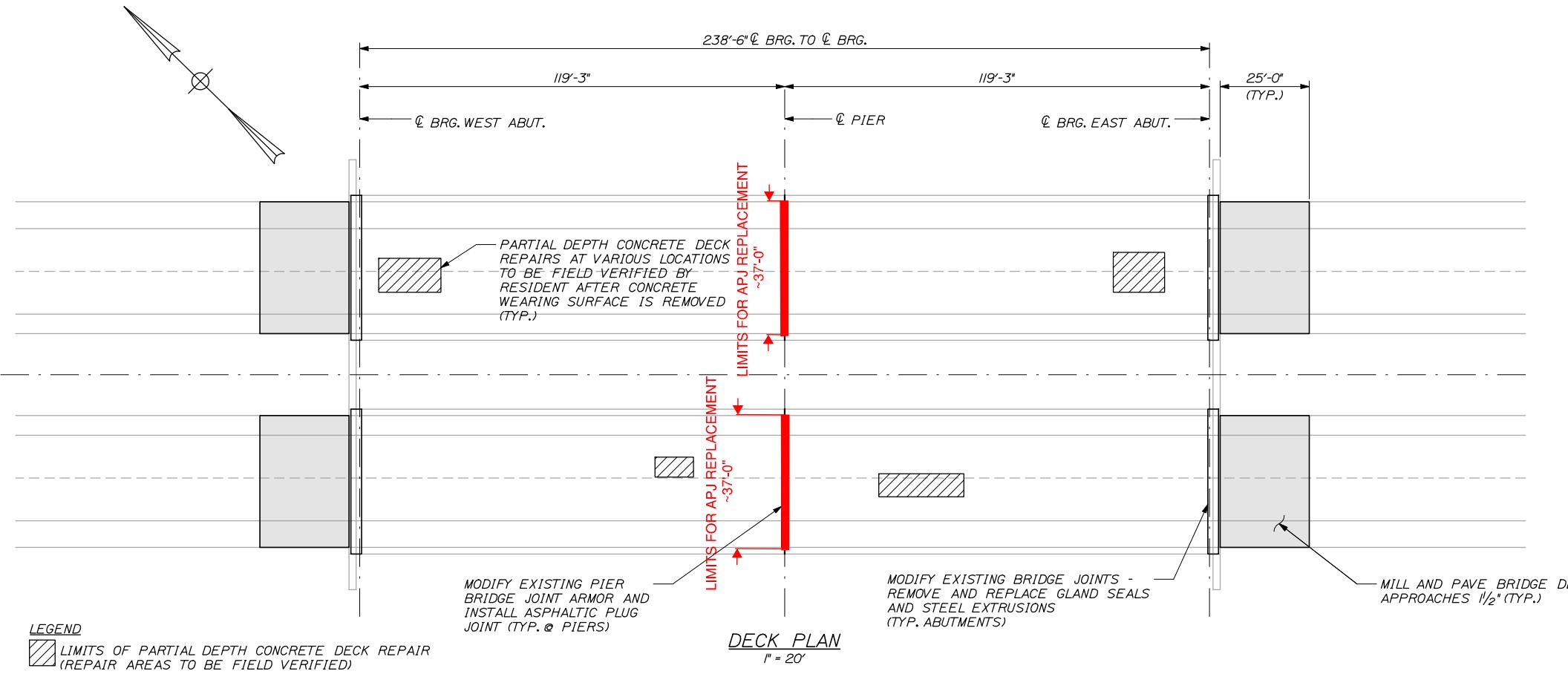
REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

DRIDE AND LIPSON

DEFORD INTERCHANGE (MM 31.6)

AIL 5
SHEET NUMBER: S-12
SHEET NUMBER: 7 OF 15
410F4B

Date 4/18/2012



NOTES:

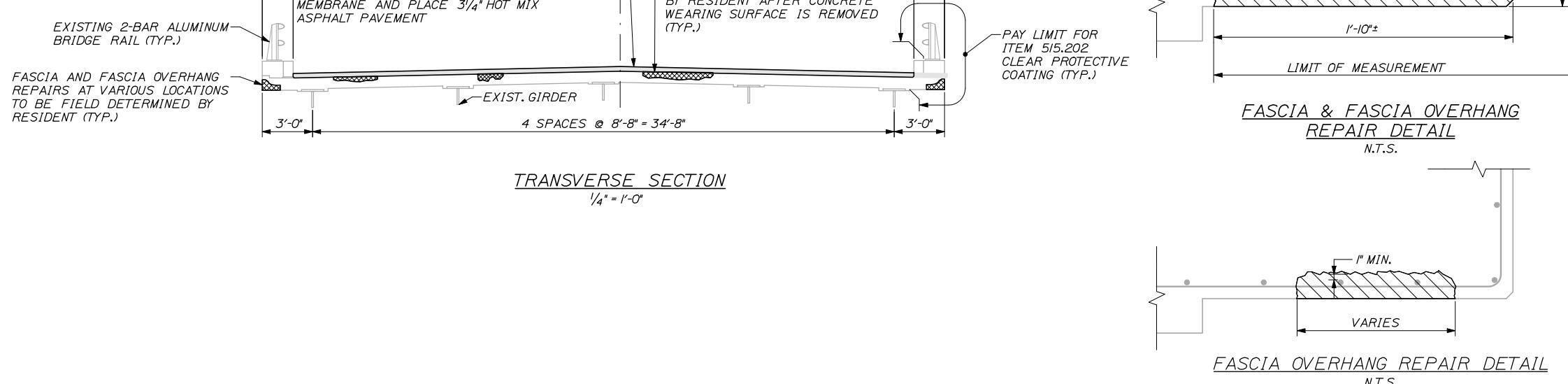
1. CONTRACTOR SHALL REPAIR AREAS OF CONCRETE DECK DETERIORATION AS IDENTIFIED BY THE GPR REPORT AND VERIFIED BY THE RESIDENT. RESIDENT SHALL IDENTIFY AND MARK AREAS FOR DECK REPAIR AFTER THE WEARING SURFACE IS REMOVED, COORDINATE WORK WITH RESIDENT, PAYMENT FOR DECK REPAIR WORK SHALL BE UNDER THE 518 PAY ITEMS.

2. CONTRACTOR SHALL REPAIR AREAS OF DETERIORATED GRANITE CURB BEDDING MORTAR ON THE DECK AS REQUIRED. LOCATIONS OF DETERIORATED GRANITE CURB BEDDING MORTAR SHALL BE FIELD DETERMINED BY THE RESIDENT.

3. RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM BRIDGE RAILING - SPLICE MODIFICATION DETAIL. PAYMENT TO BE MADE UNDER 507.095.

REPAIR QUANTITIES

PARTIAL DEPTH CONCRETE DECK REPAIRS
50 SF
FULL DEPTH CONCRETE REPAIRS
50 SF
FASCIA AND FASCIA OVERHANG REPAIRS
900 SF



CONCRETE REHABILITATION PROCEDURES

GENERAL:

1. PRIOR TO THE START OF THE CONCRETE REPAIRS, THE RESIDENT AND THE CONTRACTOR SHALL SOUND THE CONCRETE AND AGREE ON THE REPAIR LIMITS. SHOULD THE REPAIR AREA LIMITS DIFFER FROM THE CONTRACT DRAWINGS THE CONTRACTOR SHALL NOTIFY THE RESIDENT, THE RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING THE DEMOLITION.

2. FASCIA REPAIR WORK SHALL INCLUDE: PROVIDING ACCESS FOR FASCIA INSPECTION AND FASCIA SURFACE CONCRETE REPAIRS.

3. WHERE FASCIA SURFACE CONCRETE REPAIRS ARE REQUIRED THE WORK SHALL INCLUDE REMOVAL OF UNSOUND CONCRETE AND PLACEMENT AND CURING OF REPAIR MATERIALS. REPAIRS SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.75, FASCIA AND OVERHANG REPAIRS.

4. THE CONTRACTOR SHALL PROVIDE STAGING OR ANOTHER ACCEPTABLE MEANS OF ACCESS AT ALL FASCIA LOCATIONS THAT WILL ALLOW THE RESIDENT TO SAFELY PERFORM A DETAILED CONCRETE INSPECTION OF THE FASCIA SURFACES. PROVIDING ACCESS AT THE FASCIA LOCATIONS SHALL BE INCIDENTAL TO PAY ITEM 518.75, FASCIA AND OVERHANG REPAIRS.

5. THE QUANTITIES OF FASCIA REPAIR NOTED ON THESE DRAWINGS HAVE BEEN DEVELOPED BASED PRIMARILY ON VISUAL OBSERVATIONS OF THE FASCIAS FROM THE GROUND LEVEL. THE TOTAL FASCIA REPAIR AREA MAY VARY BASED ON THE FIELD INSPECTION OF THE FASCIAS BY THE RESIDENT.

CONCRETE REPAIR:

1. PERFORM 1 INCH DEEP SAWCUTS ALONG LIMITS OF REPAIR.
2. REMOVE CONCRETE TO DEPTH SHOWN.
3. PREPARE AND REPAIR DETERIORATED AREAS WITH APPROVED REPAIR MATERIAL OR CLASS AAA MODIFIED CONCRETE. SEE SPECIFICATIONS FOR MATERIAL, PREPARATION, PLACEMENT AND CURING REQUIREMENTS.
4. PERFORM FINISHING.

FINISHING:

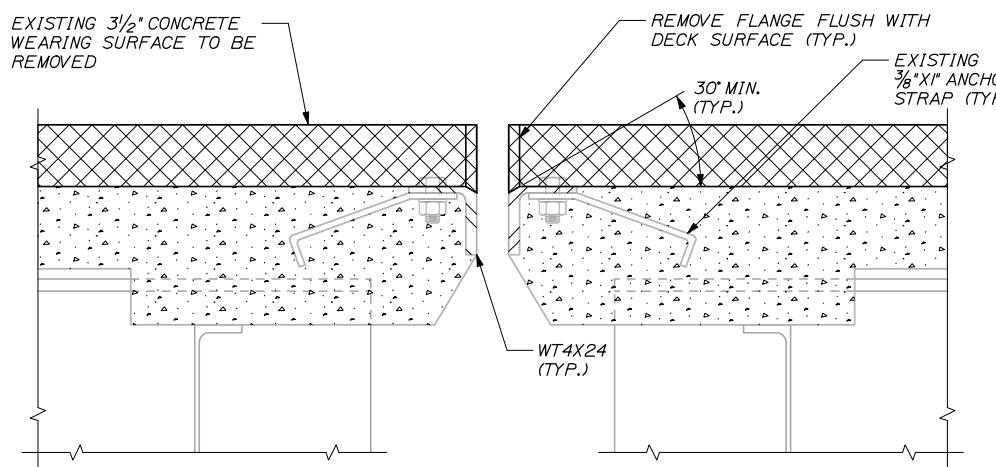
1. ALL FASCIA AND FASCIA OVERHANG CONCRETE SURFACES INCLUDING THE TOP SURFACES BETWEEN BRIDGE RAIL POSTS SHALL BE COATED WITH A CLEAR CONCRETE PROTECTIVE COATING AS SPECIFIED FOR CONCRETE SURFACES AFTER REPAIR.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND REPLACEMENT OF EXISTING ASPHALTIC PLUG JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

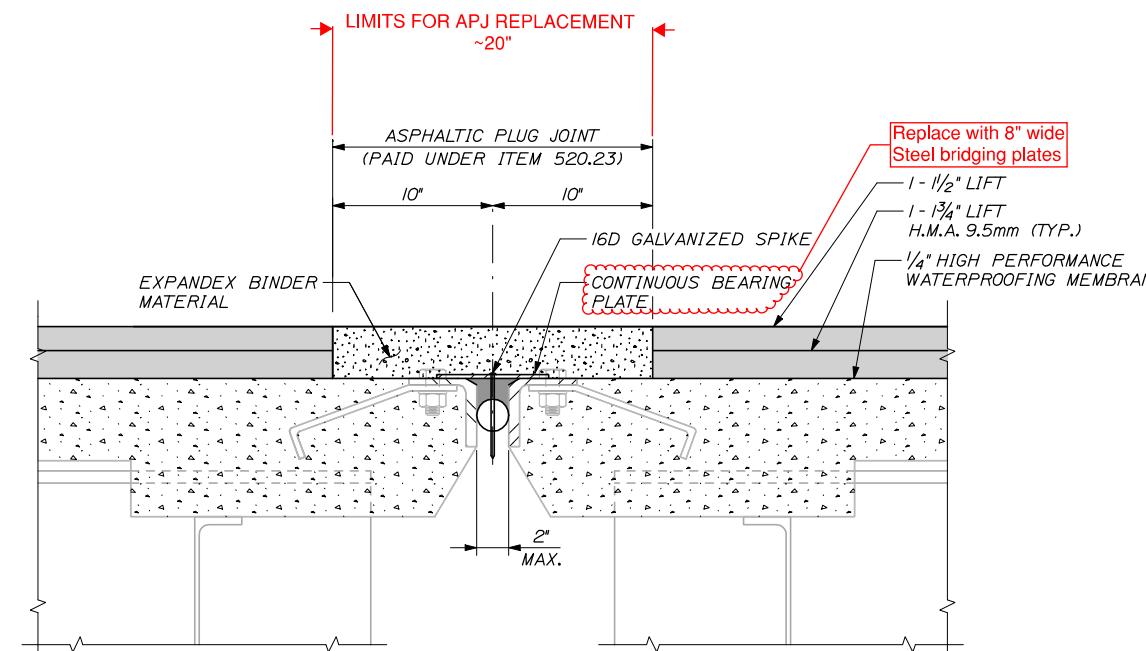
MOOSAM RIVER AND SACO INTERCHANGE
SACO INTERCHANGE BRIDGES
DECK PLAN, SECTION AND DETAILS
CONTRACT: 2012.08
SHEET NUMBER: 8 OF 15
N.T.S.



Date: 4/17/2012

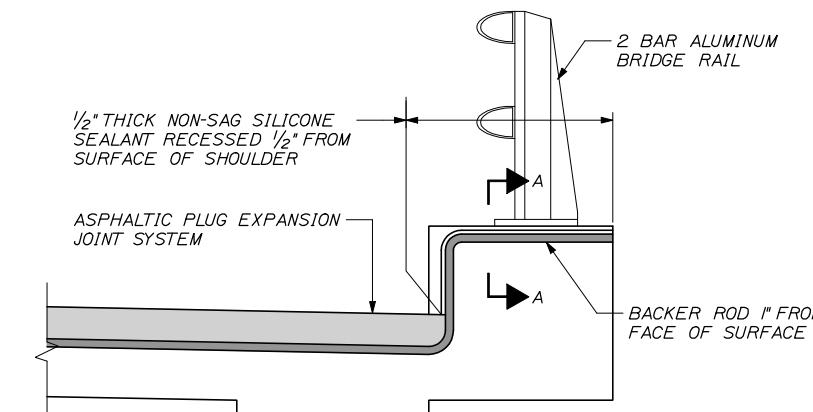


DEMOLITION

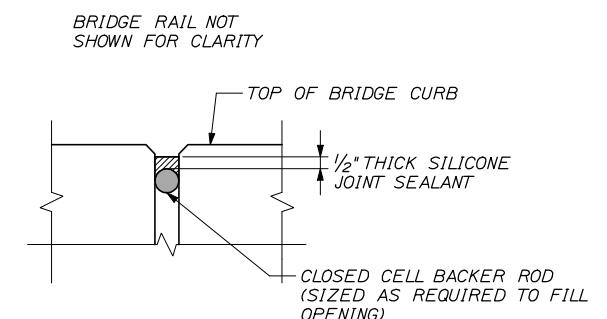


CONSTRUCTION

SACO INTERCHANGE PIER JOINT MODIFICATION
2" = 1'-0"



JOINT TREATMENT AT BRIDGE CURB



SECTION A-A

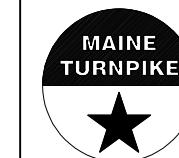
NOTES:

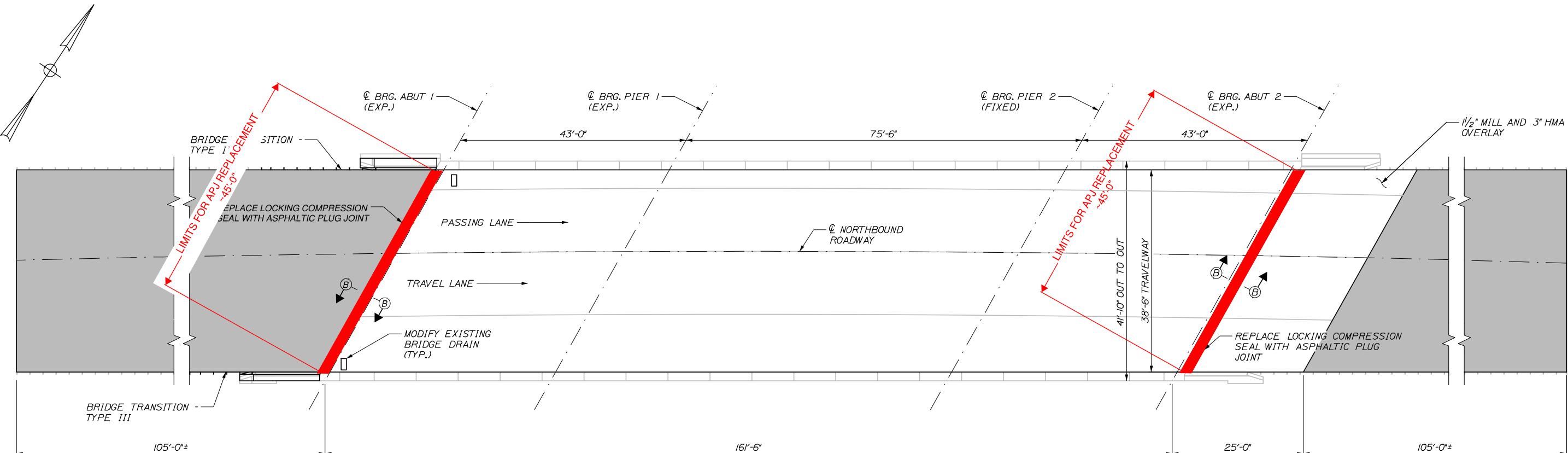
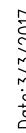
1. 16D GALVANIZED CENTERING NAILS SHALL BE SPACED AT 12" O.C. MAXIMUM AND PLACED 2" FROM JOINTS IN THE BEARING PLATE. THE BEARING PLATE SHALL BE GALVANIZED STEEL 1/4" THICK AND 8" WIDE.

2. ASPHALTIC PLUG JOINT SHALL BE ONE OF THE ASPHALTIC PLUG JOINT SYSTEMS LISTED IN THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. EQUIVALENT SYSTEMS MAY BE APPROVED BY THE PROJECT ENGINEER.

3. ASPHALTIC PLUG JOINT SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

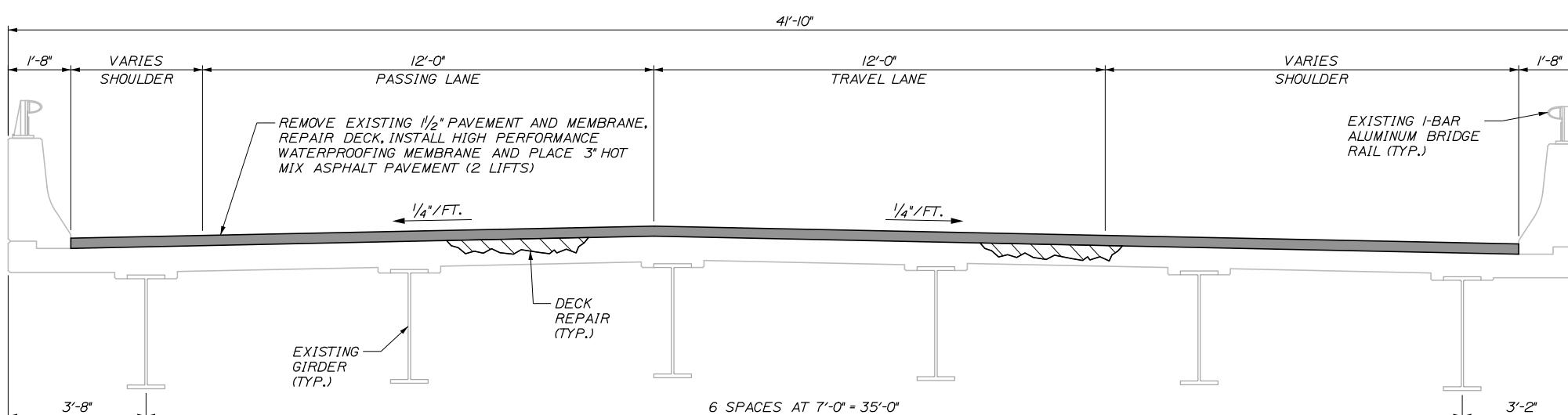
REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.





DECK PLAN

I" = IO'-O"
NORTHBOUND ROADWAY



TRANSVERSE SECTION

1/2" = 1'-0"
(LOOKING NORTH)

NOTES:

1. SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MDOT STANDARD SPECIFICATION 403.03 AFTER COMPLETING ALL DECK PAVING WORK.
2. RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM RAILING - SPLICE MODIFICATION DETAIL ON SHEET S-41. PAYMENT TO BE MADE UNDER 507.095.
3. SEE SHEET S-16 JOINT DETAILS FOR SECTION A-A AND B-B.
4. EXISTING GUARDRAIL WITHIN THE LIMITS OF WORK SHALL BE RAISED TO A HEIGHT OF 30 INCHES. PAYMENT SHALL BE MADE UNDER ITEMS 606.3621 AND 606.3622.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
POINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

filename: 038_River Road NB Deck Plan and Typ Sxn.dgn

Scale:

Designed by

HNTB

HNTB CORPORATION
340 County Road, Suite 6-0
Westbrook, ME 04092
TEL (207) 774-5155
FAX (207) 228-0909



THE GOLD STAR MEMORIAL HIGHWAY

NB DECK PLAN AND TYPICAL SECTION

SHEET NUMBER: 10 OF 15

Designed by:	HNTB				
CONSULTANT PROJECT MANAGER:	Ashley E. Stephens, P.E.				
Designed	By	Date	Checked	By	Date
AES	03\17		NMW	03\17	

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

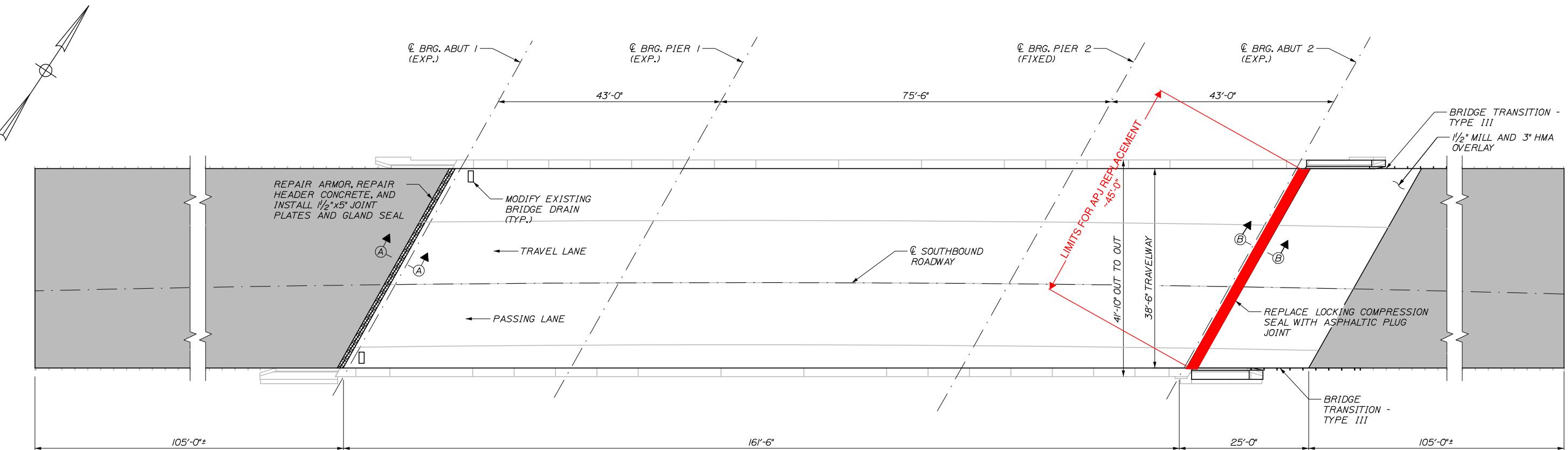
MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.

CONTRACT:2017.06

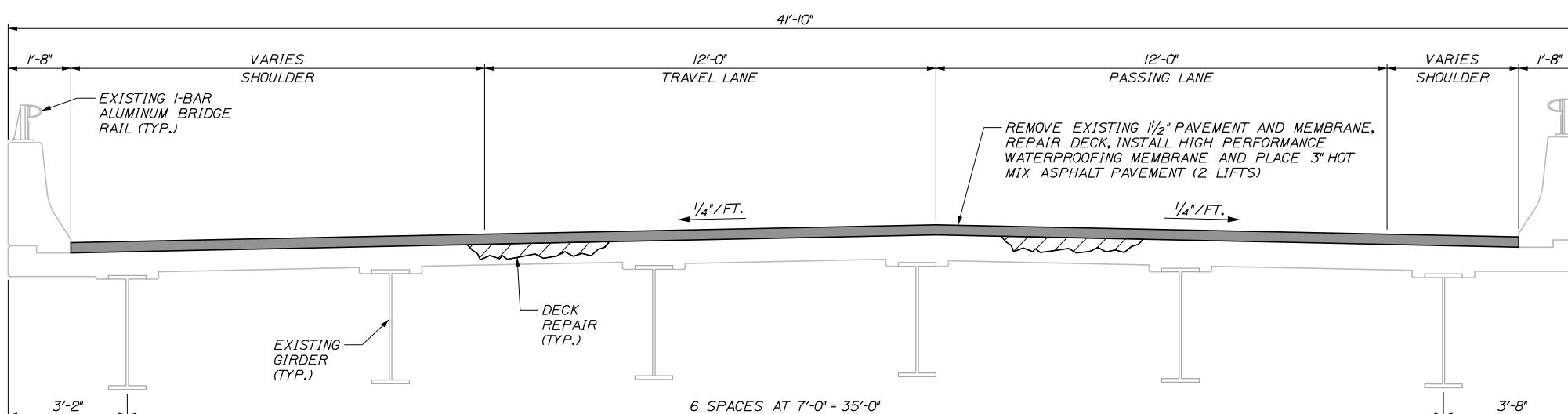
SHEET NUMBER: 10 OF 15

Date: 3/3/2017

Filename: 039_River_Road_SB_Deck_Plan_and_Typ_Sxn.dgn



DECK PLAN
1" = 10'-0"
SOUTHBOUND ROADWAY



LEGEND:



APPROXIMATE LIMITS OF JOINT REPLACEMENT



APPROXIMATE LIMITS OF PERMANENT MILL, SHIM AND PAVE

NOTES:

1. SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MDOT STANDARD SPECIFICATION 403.03 AFTER COMPLETING ALL DECK PAVING WORK.
2. RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM RAILING - SPLICE MODIFICATION DETAIL ON SHEET S-41. PAYMENT TO BE MADE UNDER 507.095.
3. SEE SHEET S-16 JOINT DETAILS FOR SECTION A-A AND B-B.
4. EXISTING GUARDRAIL WITHIN THE LIMITS OF WORK SHALL BE RAISED TO A HEIGHT OF 30 INCHES. PAYMENT SHALL BE MADE UNDER ITEMS 606.3621 AND 606.3622.
5. SEE SHEET S-14 FOR BRIDGE TRANSITION DETAILS.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

Scale:			
No.	Revision	By	Date

Designed by:							
HNTB				Consultant Project Manager: Ashley E. Stephens, P.E.			
By	Date	By	Date	By	Date	By	Date
Designed	AES	03\17	Checked	NMW	03\17		
Drawn	PEB	03\17	In Charge of	RAL	03\17		

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

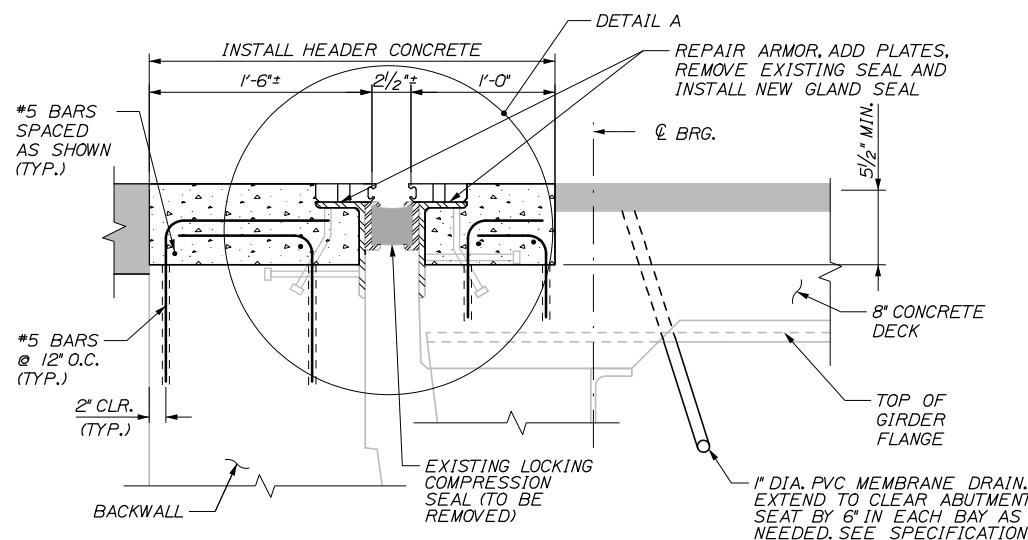


THE GOLD STAR
MEMORIAL HIGHWAY

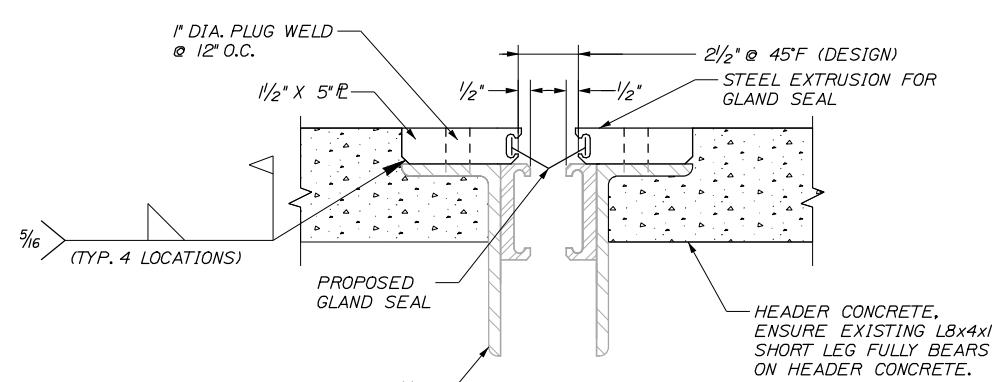
MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.E.

CONTRACT: 2017.06

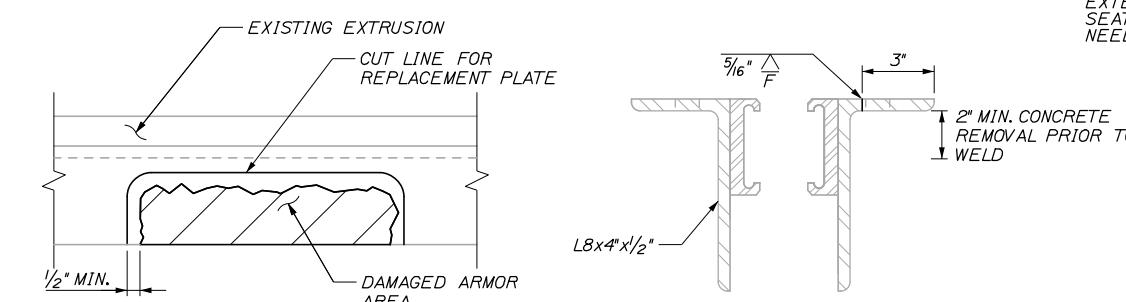
RIVER ROAD (MM 79.41) SB
SB DECK PLAN AND TYPICAL SECTION
SHEET NUMBER: S-15
SHEET NUMBER: 11 OF 15



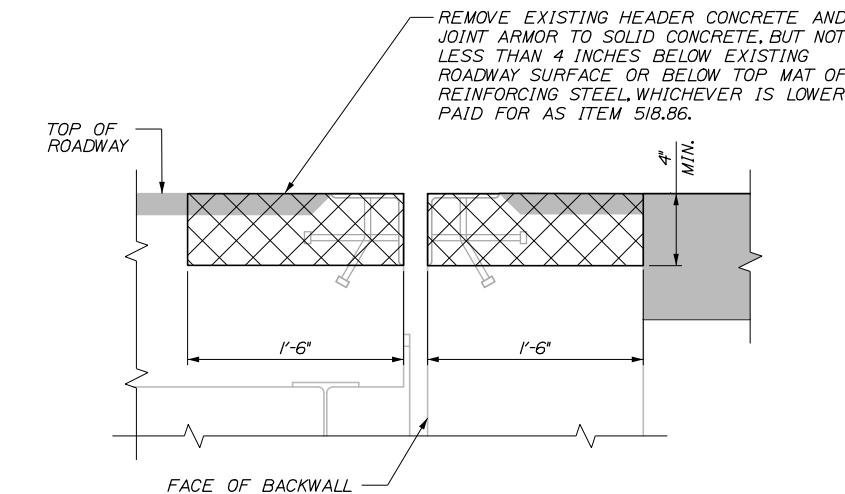
SECTION A-A
ABUTMENT 1 PROPOSED WORK
 $1\frac{1}{2}'' = 1'-0''$



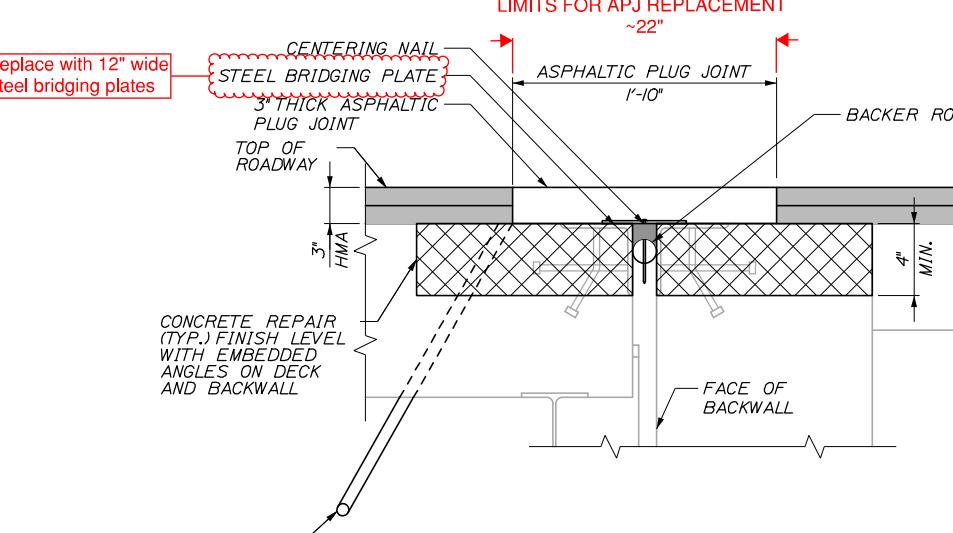
DETAIL A
N.T.S.



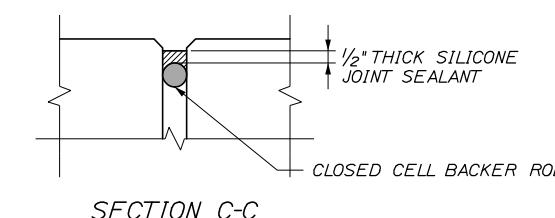
EXISTING ARMOR REPAIR
N.T.S.



SECTION B-B
ABUTMENT 2 DEMOLITION
 $1\frac{1}{2}'' = 1'-0''$



SECTION B-B
ABUTMENT 2 PROPOSED WORK
 $1\frac{1}{2}'' = 1'-0''$



JOINT TREATMENT AT BRIDGE CURB

EXPANSION JOINT NOTES

1. EXPANSION JOINT STEEL SHALL BE GALVANIZED AASHTO M270 GRADE 36 (ASTM A709 GRADE 36), EXCEPT AS OTHERWISE ALLOWED. THE ENTIRE ASSEMBLY, INCLUDED STEEL PLATE EXTRUSION, COMPRESSION SEAL REMOVAL, AND GLAND SEAL, SHALL BE PAID AS ITEM 520.2234.

2. SPLICES FOR EXPANSION JOINT STEEL SHALL DEVELOP FULL STRENGTH. ALL WELDS ARE $\frac{5}{16}$ INCH CONTINUOUS FILLETS, EXCEPT AS NOTED.

3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE RESIDENT FOR APPROVAL.

4. THE GLAND SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE AFTER THE JOINT ARMOR IS INSTALLED AND DECK PAVING IS COMPLETE.

5. JOINT SEALS SHALL HAVE A MOVEMENT RATING OF 4 INCHES. SEALS SHALL BE D.S. BROWN A2R-400 OR WATSON BOWMAN ACME SE-400. NO LOW PROFILE EXTRUSIONS SHALL BE ALLOWED.

ASPHALTIC PLUG JOINTS DETAILS

1. DECK AND BACKWALL REINFORCING NOT SHOWN FOR CLARITY. NOTIFY RESIDENT IF THERE IS NO REINFORCEMENT IN THE BACKWALL AREA OF DEMOLITION.

2. THE DECK AND BACKWALL AREAS UNDER, AND ADJACENT TO, THE ASPHALTIC PLUG JOINT SHALL BE SOUNDED FOR AREAS OF DETERIORATION AND PATCHED, AS NEEDED. IF SIGNIFICANT AREAS OF DETERIORATION ARE FOUND THE RESIDENT SHALL APPROVE THE REPAIRS PRIOR TO BEGINNING THE WORK.

3. THE AREA UNDER THE ASPHALTIC PLUG JOINT SHALL BE SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE TO PERMIT THE ASPHALTIC PLUG JOINT TO BE INSTALLED AT A CONSISTENT THICKNESS. ADVISE THE RESIDENT IF THE EXISTING OR PATCHED DECK AND BACKWALL SURFACES ARE NOT SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE.

4. 16D GALVANIZED CENTERING NAILS SHALL BE SPACED AT 12" O.C. MAXIMUM AND PLACED 2" FROM JOINTS IN THE BEARING PLATE.

5. THE STEEL BRIDGING PLATE SHALL BE GALVANIZED STEEL $\frac{1}{4}$ " THICK AND 12" WIDE.

6. ASPHALTIC PLUG JOINT SHALL BE ONE OF THE ASPHALTIC PLUG JOINT SYSTEMS LISTED IN THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. EQUIVALENT JOINT SYSTEMS MAY BE USED WITH APPROVAL OF THE ENGINEER.

7. BACKER ROD SHALL BE CLOSED CELL FOAM IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND SHALL BE SIZED AS REQUIRED TO FILL OPENING.

8. FINISH THE SURFACE OF PARTIAL DEPTH CONCRETE REPAIRS ON THE BACK WALL AND EMBEDDED ANGLES IN THE NEW CONCRETE.

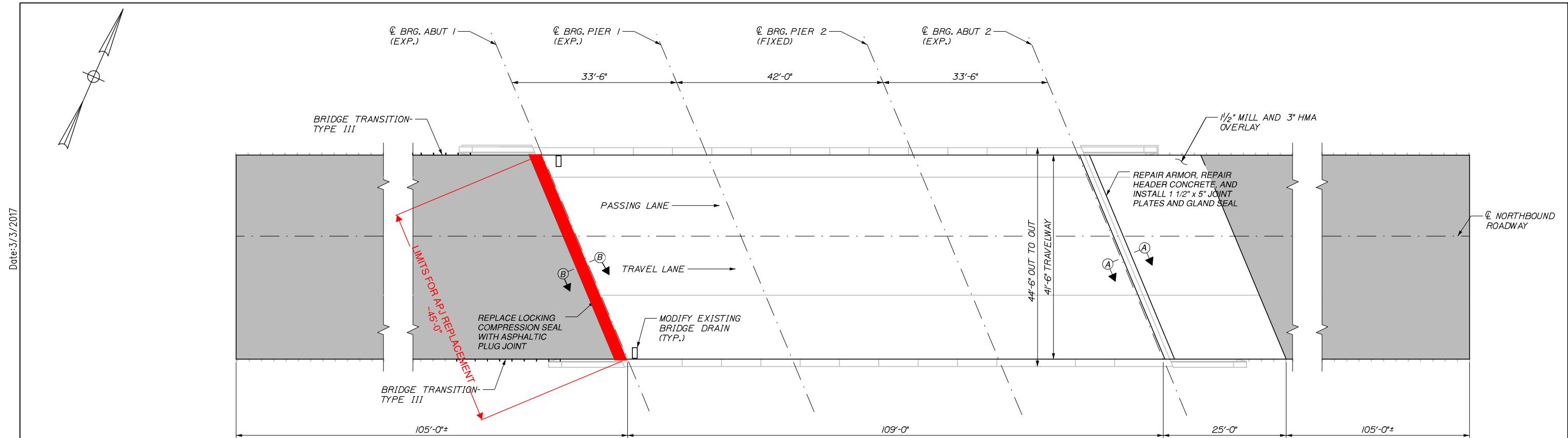
REFERENCE PLAN FOR LIMITS OF REMOVAL AND REPLACEMENT OF EXISTING ASPHALTIC PLUG JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON THESE PLANS REQUIRED. PLANS NOT TO SCALE.

BRIDGE REPAIRS

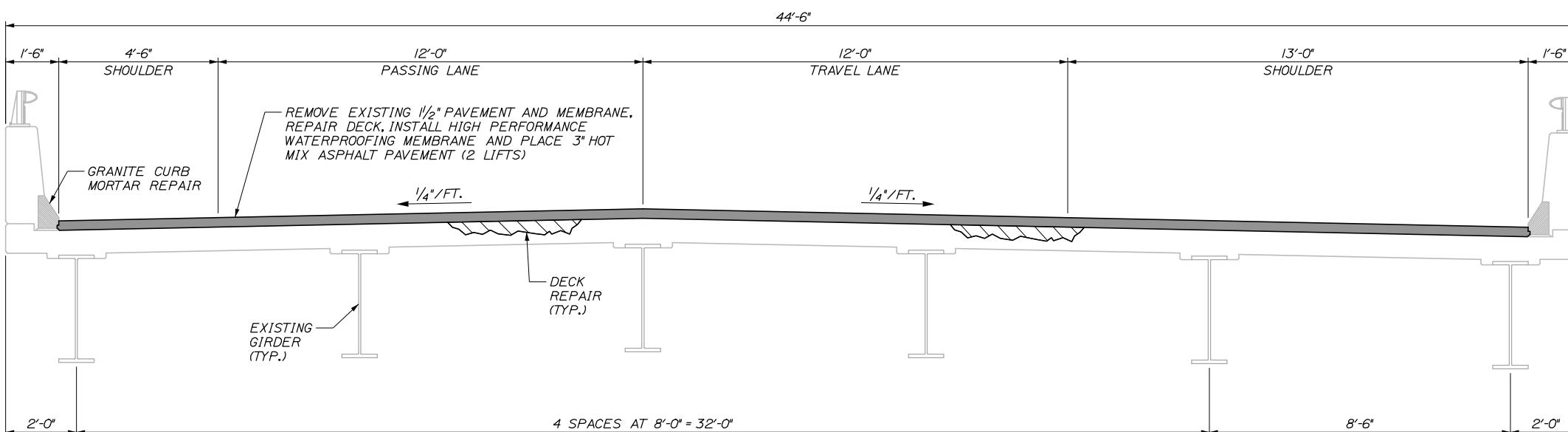
RIVER ROAD (MM 79.4)

RIVER ROAD JOINT DETAILS

Date: 3/3/2017



DECK PLAN
1" = 10'-0"
NORTHBOUND ROADWAY



LEGEND:



APPROXIMATE LIMITS OF JOINT REPLACEMENT



APPROXIMATE LIMITS OF PERMANENT MILL, SHIM AND PAVE

NOTES:

1. SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MDOT STANDARD SPECIFICATION 403.03 AFTER COMPLETING ALL DECK PAVING WORK.

2. RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM RAILING - SPLICE MODIFICATION DETAIL ON SHEET S-41. PAYMENT TO BE MADE UNDER ITEMS 507.095.

3. SEE SHEET S-31 JOINT DETAILS FOR SECTION A-A AND B-B.

4. EXISTING GUARDRAIL WITHIN THE LIMITS OF WORK SHALL BE RAISED TO A HEIGHT OF 30 INCHES. PAYMENT SHALL BE MADE UNDER ITEMS 606.3621 AND 606.3622.

5. SEE SHEET S-44 FOR SPLICE TRANSITION DETAILS.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

Filename: 053_Goddard Rd NB Plan and Typical Section.dgn

Scale:

Designed by:

HNTB

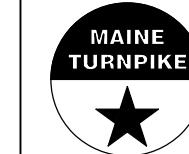
CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.

By Date

Designed AES 03\17 Checked NMW 03\17

Drawn PEB 03\17 In Charge of RAL 03\17

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



**THE GOLD STAR
MEMORIAL HIGHWAY**

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

NB DECK PLAN AND TYPICAL SECTION

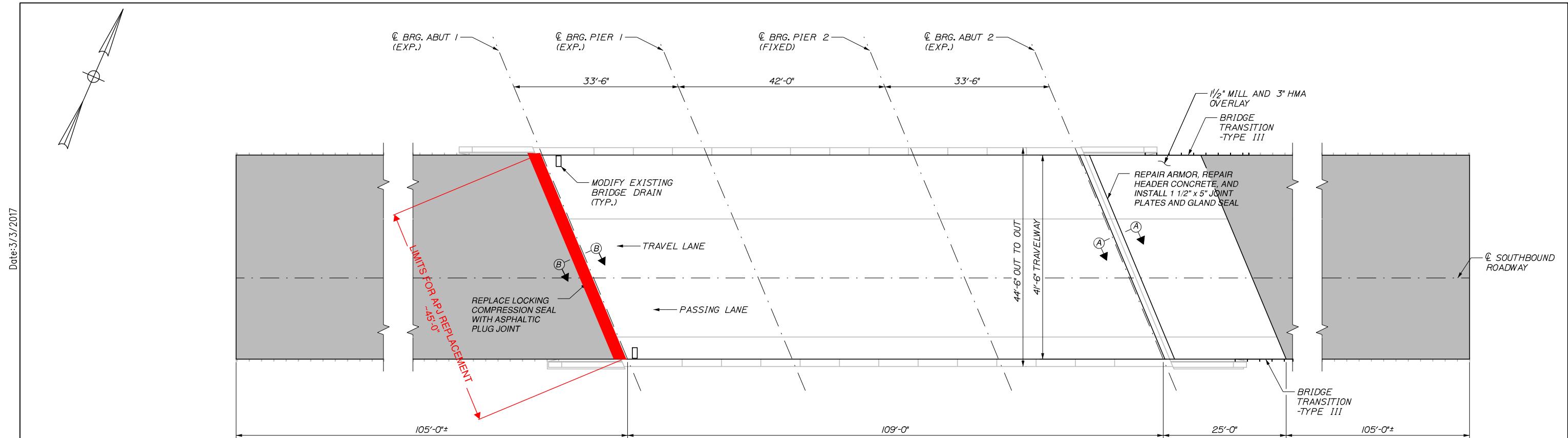
CONTRACT: 2017.06

SHEET NUMBER: 13 OF 15

SHEET NUMBER: S-29

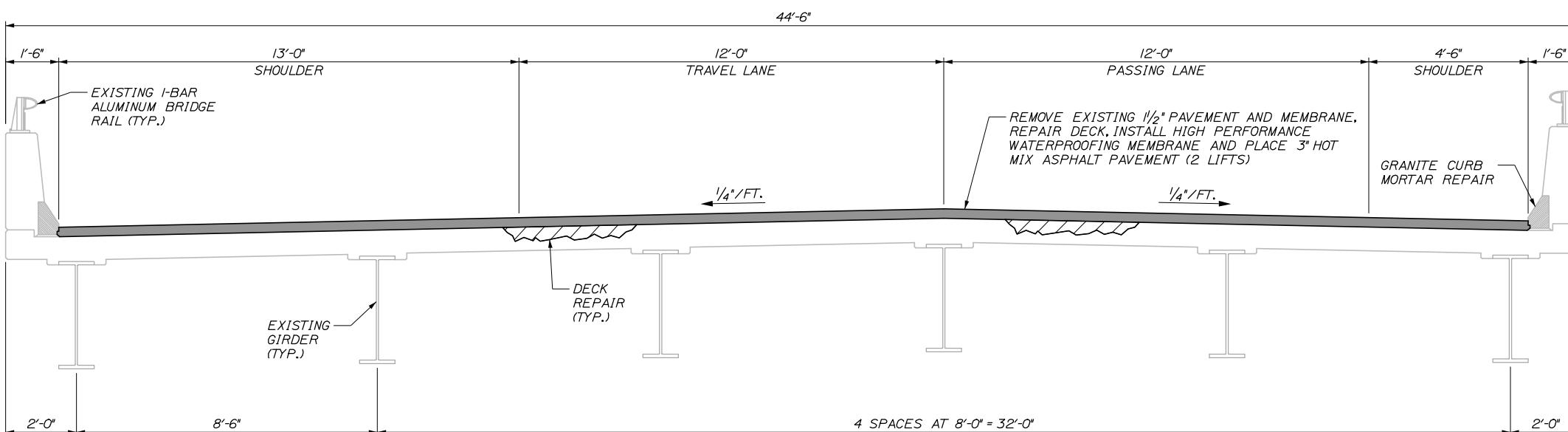
SHEET NUMBER: 13 OF 15

Date: 3/3/2017



DECK PLAN

1" = 10'-0"
SOUTHBOUND ROADWAY



LEGEND:



APPROXIMATE LIMITS OF JOINT REPLACEMENT



APPROXIMATE LIMITS OF PERMANENT MILL, SHIM AND PAVE

NOTES:

1. SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MDOT STANDARD SPECIFICATION 403.03 AFTER COMPLETING ALL DECK PAVING WORK.
2. RETROFIT ALL EXISTING ALUMINUM BRIDGE RAIL SPLICES NOT IN CONFORMANCE WITH THE ALUMINUM RAILING - SPLICE MODIFICATION DETAIL ON SHEET S-4I. PAYMENT TO BE MADE UNDER ITEMS 507.095.
3. SEE SHEET S-3I JOINT DETAILS FOR SECTION A-A AND B-B.
4. EXISTING GUARDRAIL WITHIN THE LIMITS OF WORK SHALL BE RAISED TO A HEIGHT OF 30 INCHES. PAYMENT SHALL BE MADE UNDER ITEMS 606.362I AND 606.362.
5. SEE SHEET S-3I JOINT DETAILS FOR SECTION A-A AND B-B.

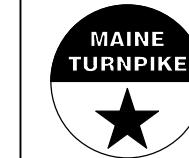
REFERENCE PLAN FOR LIMITS OF REMOVAL AND
REPLACEMENT OF EXISTING ASPHALTIC PLUG
JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON
THESE PLANS REQUIRED. PLANS NOT TO SCALE.

Filename: 054_Goddard Rd SB plan and Typical Section.dgn

Scale:			
No.	Revision	By	Date

Designed by:			
HNTB			
CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.			
Designed	AES	03\17	Checked
Drawn	PEB	03\17	In Charge of
			RAL 03\17

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



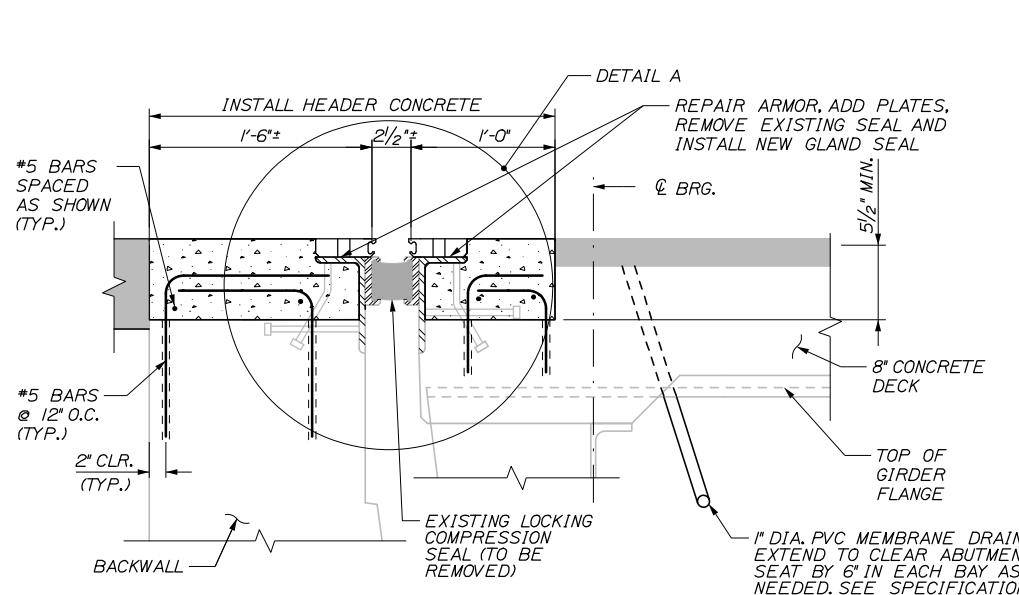
THE GOLD STAR
MEMORIAL HIGHWAY

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

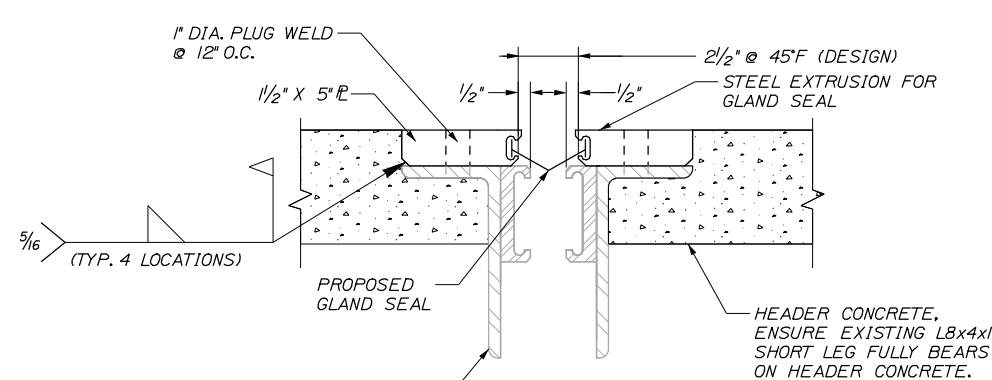
CONTRACT: 2017.06

SHEET NUMBER: 6-10
SHEET NUMBER: 14 OF 15

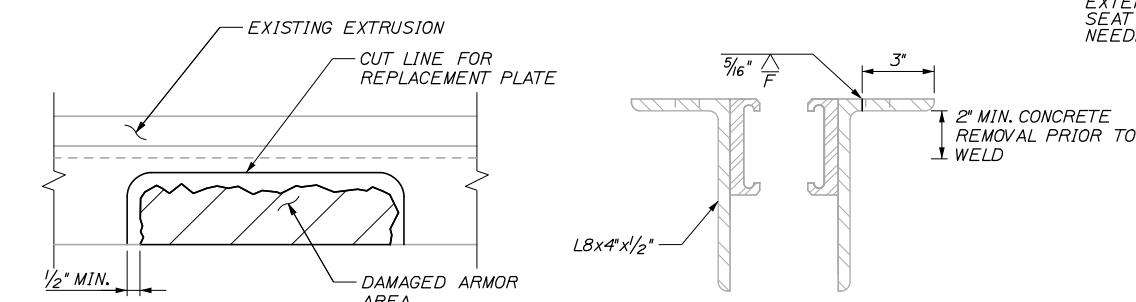
SB DECK PLAN AND TYPICAL SECTION
GODDARD ROAD (MM 79.61) SB



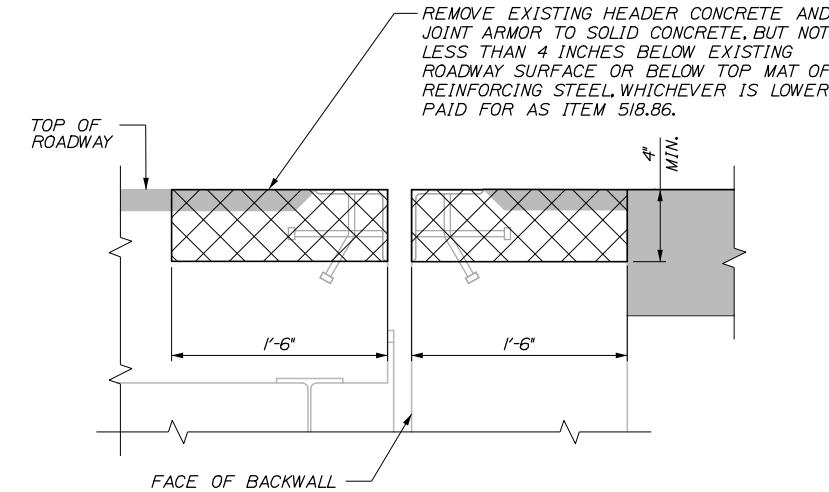
SECTION A-A
ABUTMENT 1 PROPOSED WORK
 $1\frac{1}{2}'' = 1'-0''$



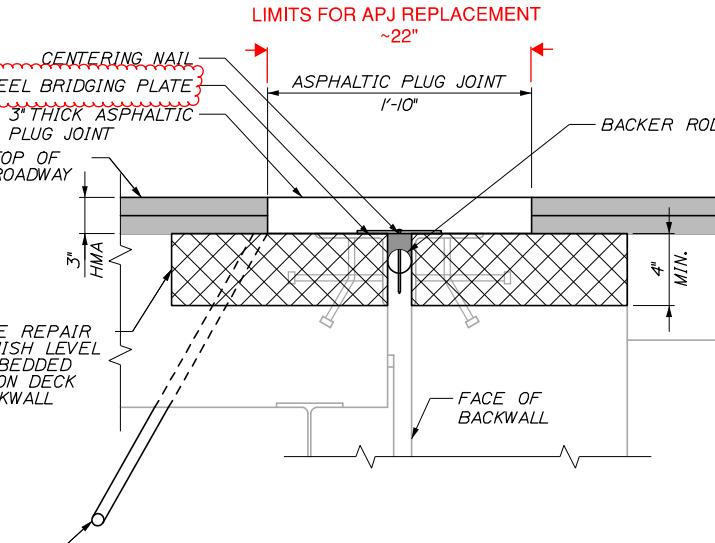
DETAIL A
N.T.S.



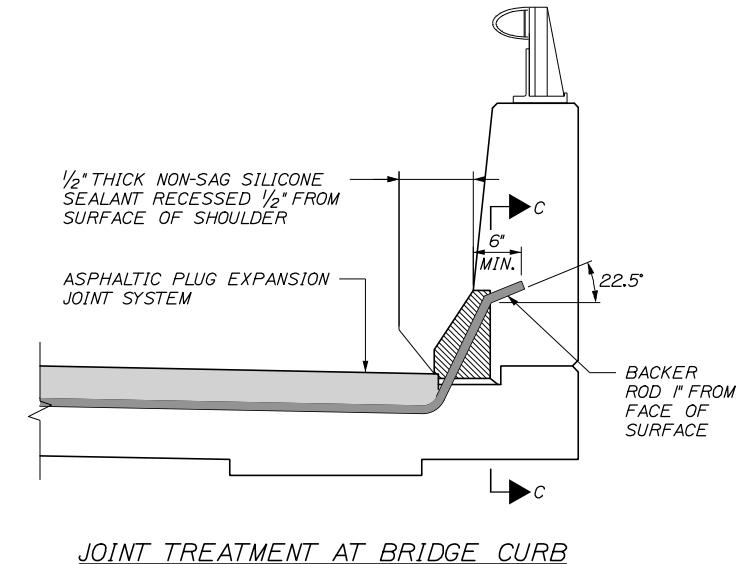
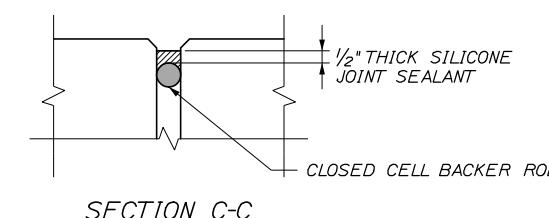
EXISTING ARMOR REPAIR
N.T.S.



SECTION B-B
ABUTMENT 2 DEMOLITION
 $1\frac{1}{2}'' = 1'-0''$



SECTION B-B
ABUTMENT 2 PROPOSED WORK
 $1\frac{1}{2}'' = 1'-0''$



JOINT TREATMENT AT BRIDGE CURB

EXPANSION JOINT NOTES

1. EXPANSION JOINT STEEL SHALL BE GALVANIZED AASHTO M270 GRADE 36 (ASTM A709 GRADE 36), EXCEPT AS OTHERWISE ALLOWED. THE ENTIRE ASSEMBLY, INCLUDED STEEL PLATE EXTRUSION, COMPRESSION SEAL REMOVAL, AND GLAND SEAL, SHALL BE PAID AS ITEM 520.2234.

2. SPLICES FOR EXPANSION JOINT STEEL SHALL DEVELOP FULL STRENGTH. ALL WELDS ARE $\frac{5}{16}$ INCH CONTINUOUS FILLETS, EXCEPT AS NOTED.

3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE RESIDENT FOR APPROVAL.

4. THE GLAND SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE AFTER THE JOINT ARMOR IS INSTALLED AND DECK PAVING IS COMPLETE.

5. JOINT SEALS SHALL HAVE A MOVEMENT RATING OF 4 INCHES. SEALS SHALL BE D.S. BROWN A2R-400 OR WATSON BOWMAN ACME SE-400. NO LOW PROFILE EXTRUSIONS SHALL BE ALLOWED.

ASPHALTIC PLUG JOINTS DETAILS

1. DECK AND BACKWALL REINFORCING NOT SHOWN FOR CLARITY. NOTIFY RESIDENT IF THERE IS NO REINFORCEMENT IN THE BACKWALL AREA OF DEMOLITION.

2. THE DECK AND BACKWALL AREAS UNDER, AND ADJACENT TO, THE ASPHALTIC PLUG JOINT SHALL BE SOUNDED FOR AREAS OF DETERIORATION AND PATCHED, AS NEEDED. IF SIGNIFICANT AREAS OF DETERIORATION ARE FOUND THE RESIDENT SHALL APPROVE THE REPAIRS PRIOR TO BEGINNING THE WORK.

3. THE AREA UNDER THE ASPHALTIC PLUG JOINT SHALL BE SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE TO PERMIT THE ASPHALTIC PLUG JOINT TO BE INSTALLED AT A CONSISTENT THICKNESS. ADVISE THE RESIDENT IF THE EXISTING OR PATCHED DECK AND BACKWALL SURFACES ARE NOT SMOOTH AND PARALLEL TO THE PROPOSED ROADWAY SURFACE.

4. 16D GALVANIZED CENTERING NAILS SHALL BE SPACED AT 12' O.C. MAXIMUM AND PLACED 2' FROM JOINTS IN THE BEARING PLATE.

5. THE STEEL BRIDGING PLATE SHALL BE GALVANIZED STEEL $\frac{1}{4}$ " THICK AND 12" WIDE.

6. ASPHALTIC PLUG JOINT SHALL BE ONE OF THE ASPHALTIC PLUG JOINT SYSTEMS LISTED IN THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. EQUIVALENT JOINT SYSTEMS MAY BE USED WITH APPROVAL OF THE ENGINEER.

7. BACKER ROD SHALL BE CLOSED CELL FOAM IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND SHALL BE SIZED AS REQUIRED TO FILL OPENING.

8. FINISH THE SURFACE OF PARTIAL DECK REPAIRS ON THE BACK WALL AND EMBODIMENT OF THE REMOVED CONCRETE.

REFERENCE PLAN FOR LIMITS OF REMOVAL AND

REPLACEMENT OF EXISTING ASPHALTIC PLUG

JOINTS. NO ADDITIONAL BRIDGE WORK SHOWN ON

THESE PLANS REQUIRED. PLANS NOT TO SCALE.