LOCATION MAP

THE GOLD STAR
MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

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

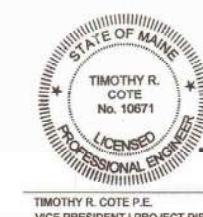
ANDRE J. BRIERE, COLONEL, USAF (ret.), EXECUTIVE DIRECTOR

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES AND QUANTITIES
3-7	MAINTENANCE OF TRAFFIC
8-10	LOCATION 1 - SOUTH STREET AT MM 32.8
11	TRAFFIC CONTROL
12	GENERAL PLAN AND TYPICAL SECTION
	REPAIR DETAILS
13	LOCATION 2 - SACO TOLL PLAZA AT MM 35.7
14	GENERAL PLAN
	REPAIR DETAILS
15	LOCATION 3 - NORTHERN HART BROOK AT MM 79.9
16	LIMIT OF DISTURBANCE
17-19	GENERAL PLAN AND PROFILE
	CULVERT REPAIRS
20-22	LOCATION 4 - FALMOUTH ROAD AT MM FS1.7
23	TRAFFIC CONTROL
24	GENERAL PLAN AND TYPICAL SECTION
	REPAIR DETAILS
25	MISCELLANEOUS REPAIR DETAILS
	CONCRETE REPAIR TYPICAL DETAILS

CONTRACT 2026.10

BRIDGE, TOLL, AND CULVERT REPAIRS
SOUTH STREET UNDERPASS (MM 32.8)
SACO TOLL PLAZA (MM 35.7)
NORTHERN HART BROOK CULVERT (MM 79.9)
FALMOUTH ROAD UNDERPASS (MM FS1.7)

HNTB



TIMOTHY R. COTE
P.E.
VICE PRESIDENT | PROJECT DIRECTOR

APPROVED:
MAINE TURNPIKE AUTHORITY

Stephen R. Tuote 1/27/26
STEPHEN R. TUOTE, P.E., CHIEF ENGINEER/DIRECTOR OF ENGINEERING
DATE

Timothy R. Cote 1/16/2026
TIMOTHY R. COTE
P.E.
VICE PRESIDENT | PROJECT DIRECTOR
DATE

GENERAL NOTES

- ALL DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MaineDOT) STANDARD DETAILS HIGHWAYS AND BRIDGES LATEST REVISION AND MAINE DEPARTMENT OF TRANSPORTATION DEP BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.
- ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS SHOWN ON THESE PLANS.
- WASTE MATERIALS SHALL BE DISPOSED OF OFF THE PROJECT SITE AND IN ACCORDANCE WITH ALL ENVIRONMENTAL REGULATIONS.
- MATERIALS AND EQUIPMENT SHALL NOT BE STORED UNDER OR IN CLOSE PROXIMITY TO HIGHWAY STRUCTURES UNLESS THE CONTRACTOR RECEIVES WRITTEN PERMISSION FROM THE AUTHORITY.
- COPIES OF THE AS-BUILT PLANS ARE POSTED ON THE MAINE TURNPIKE AUTHORITY WEBSITE AT WWW.MAINETURNPIKE.COM/PROJECTS/CONSTRUCTION-CONTRACTS. THE COMPLETENESS AND ACCURACY OF THESE PLANS IS NOT GUARANTEED.
- CHAMFER ALL EXPOSED NEW CONCRETE EDGES $\frac{3}{4}$ " UNLESS OTHERWISE NOTED.
- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.
- REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 2" UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL SUBMIT THE PROPOSED STAGING AREA(S) AND FIELD TRAILER LOCATION, IF REQUIRED, TO THE RESIDENT FOR APPROVAL PRIOR TO STARTING WORK.
- ANY PORTIONS OF THE EXISTING BRIDGE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE STEEL PORTIONS OF THE EXISTING BRIDGE MAY BE COATED WITH A LEAD-BASED PAINT SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTAINMENT, PROPER MANAGEMENT, AND DISPOSAL OF ALL LEAD-CONTAMINATED HAZARDOUS WASTE GENERATED BY THE WORK OF THIS PROJECT.
- RIGHT OF WAY AND PROPERTY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ADDITIONAL INFORMATION IS AVAILABLE FROM THE MAINE TURNPIKE AUTHORITY UPON REQUEST.

TRAFFIC AND DESIGN LOADING DATA:**SOUTH STREET UNDERPASS**

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)..... HS 25
 AADT..... 4073
 DESIGN SPEED (MPH) (FOR EXISTING)..... 35
 FUNCTIONAL CLASS..... MINOR COLLECTOR

SACO TOLL PLAZA:

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)..... N/A
 AADT..... 17480
 DESIGN SPEED (MPH) (FOR EXISTING)..... 35
 FUNCTIONAL CLASS..... INTERSTATE

NORTHERN HART BROOK CULVERT:

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)..... HS 20-44
 AADT..... 1185 (SB) 11800 (NB)
 DESIGN SPEED (MPH) (FOR EXISTING)..... 70
 FUNCTIONAL CLASS..... INTERSTATE

FALMOUTH ROAD UNDERPASS:

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)..... H 15
 AADT..... 7235
 DESIGN SPEED (MPH) (FOR EXISTING)..... 35
 FUNCTIONAL CLASS..... MAJOR COLLECTOR

EROSION CONTROL NOTES

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

UTILITY NOTES

- EXISTING UTILITIES ON THESE PLANS WERE COMPILED FROM EXISTING PLANS AND VARIOUS OTHER SOURCES. LOCATIONS ARE NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED. THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF WORK. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL DIG SAFE TICKETS WITHIN 24 HOURS OF THEIR RELEASE FOR PROJECT NOTIFICATIONS AND 3RD PARTY UTILITY LOCATOR COORDINATION.
- THE CONTRACTOR SHALL NOTIFY ALL NON-MEMBERS THROUGH WWW.OKTODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL NON-MEMBER NOTIFICATIONS WITHIN 24 HOURS OF THEIR RELEASE.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 CALENDAR DAYS PRIOR TO SUBMITTING ANY UTILITY LOCATE REQUESTS AS NOTED ABOVE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. NO EXCAVATION SHALL BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED ITS UNDERGROUND UTILITIES.
- FOLLOWING THE COMPLETION OF THE INITIAL UTILITY LOCATION THE CONTRACTOR WILL GPS LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS AND PROVIDE A COPY OF THE DIG SAFE RECORDS TO THE AUTHORITY. THE CONTRACTOR, ACTING AS THE AUTHORITY'S THIRD-PARTY LOCATOR, SHALL BE RESPONSIBLE FOR REMARKING ALL MAINE TURNPIKE FACILITIES WHEN A DIG SAFE UTILITY LOCATE IS CALLED FOR THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- REFER TO SPECIAL PROVISION 104.4.6 FOR LOCATION SPECIFIC UTILITY REQUIREMENTS.

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITIES			
			SOUTH STREET	SACO TOLL	N. HART BROOK	FALMOUTH ROAD
201.31	REMOVAL OF DEBRIS	LS			1	1
202.12	REMOVING EXISTING STRUCTURAL CONCRETE	CY			5	5
202.1211	REMOVING EXISTING GIRDER HAUNCHES	LF	270			1,260
202.1231	MILLING CONCRETE SLAB	SY		7		7
202.202	REMOVING PAVEMENT SURFACE	SY				310
202.2021	REMOVING PAVEMENT SURFACE - BRIDGE DECK	SY	770		12	782
403.208	HOT MIX ASPHALT, 12.5 MM, SURFACE	TON	65		40	105
409.15	BITUMINOUS TACK COAT, RS-I OR RSH - APPLIED	GAL	40		20	60
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	CY			5	5
502.7011	WEEP DRAIN EXTENSIONS WITH BRACE	EA	20			14
503.14	EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LB			240	240
503.15	EPOXY-COATED REINFORCING STEEL, PLACING	LB			240	240
510.131	SPECIAL DETOUR, CONSTRUCTION ACCESS WAYS (NORTHERN HART BROOK)	LS			1	1
511.07	COFFERDAM (NORTHERN HART BROOK)	LS			1	1
511.091	TEMPORARY EARTH SUPPORT SYSTEMS (NORTHERN HART BROOK)	LS			1	1
514.06	CURING BOX FOR CONCRETE CYLINDERS	EA			1	1
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES	SY	430		860	400
515.203	BROADCAST SEALANT FOR CONCRETE SURFACES	SY		56		56
515.23	EPOXY OVERLAY	SY		4		4
518.40	EPOXY INJECTION CRACK REPAIR	LF			170	170
518.43	PARAPET JOINT REPAIR	LF	95			105
518.50	REPAIR OF UPWARD FACING SURFACES-TO REINFORCING STEEL <8 INCHES	SF			35	35
518.60	REPAIR OF VERTICAL SURFACES <8 INCHES	SF			120	120
518.70	REPAIR OF OVERHEAD SURFACES <8 INCHES	SF			35	35
518.865	ELASTOMERIC CONCRETE	CF	54			38
518.8651	ELASTOMERIC CONCRETE (SACO TOLL SLAB)	CF		20		20
518.866	CONCRETE HEADER REPAIR	CF	6			6
520.234	EXPANSION DEVICE - SILICONE COATED AND PRECOMPRESSED SEAL	LF	79			79
520.40	JOINT SEAL REPAIR	LF			5	5
610.08	PLAIN RIPRAP	CY			50	50
627.712	WHITE OR YELLOW PAVEMENT MARKING LINE	LF	900			1,200
627.73	TEMPORARY 6 INCH PAVEMENT MARKING TAPE	LF	650			750
627.731	TEMPORARY 6 INCH BLACK PAVEMENT MARKING TAPE	LF	150			1,050
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	100			100
629.05	HAND LABOR, STRAIGHT TIME	HR	20	10	20	70
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	20	10	20	70
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	20	10	20	70
631.71	TRUCK - SMALL (INCLUDING OPERATOR)	HR	20	10	20	70
631.36	FOREMAN	HR	20	10	20	70
643.721	TEMPORARY TRAFFIC SIGNAL (SOUTH STREET)	LS	1			1
643.722	TEMPORARY TRAFFIC SIGNAL (FALMOUTH ROAD)	LS				1
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (SOUTH STREET)	LS	1			1
652.362	MAINTENANCE OF TRAFFIC CONTROL DEVICES (SACO TOLL)	LS				1
652.363	MAINTENANCE OF TRAFFIC CONTROL DEVICES (NORTHERN HART BROOK)	LS				1
652.364	MAINTENANCE OF TRAFFIC CONTROL DEVICES (FALMOUTH ROAD)	LS				1
655.04	INSTALLATION OF SENSOR LOOPS	LS		1		1
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	0.25	0.15	0.35	0.25
659.10	MOBILIZATION	LS	0.25	0.15	0.35	0.25
661.10	TOLL STIPEND	LS	0.25	0.15	0.35	0.25

MATERIALS:**CONCRETE**

STRUCTURAL CONCRETE REPAIRS SHALL BE PER SUPPLEMENTAL SPECIFICATION 518

ALL OTHER CONCRETE SHALL BE CLASS AAA

REINFORCING STEEL

AASHTO M31, GRADE 60 EPOXY-COATED

STRUCTURAL STEEL

ALL MATERIAL ASTM A709/A709M, GRADE 36
 (EXCEPT AS NOTED)
 HIGH STRENGTH BOLTS ASTM A325, TYPE I
 (EXCEPT AS NOTED)

BASIC DESIGN STRESSES:

CONCRETE $f'_c = 4,500$ PSI

REINFORCING STEEL $f_y = 60,000$ PSI

STRUCTURAL STEEL:
 ASTM A709/A709M, GRADE 36 $f_y = 36,000$ PSI
 ASTM A325 $f_u = 120,000$ PSI

Scale: _____

Designed by: _____

No.	Revision	By	Date		
CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.					
	By	Date	By	Date	
Designed	NTB	01\26	Checked	KEB	01\26
Drawn	ERB	01\26	In Charge of	TRC	01\26

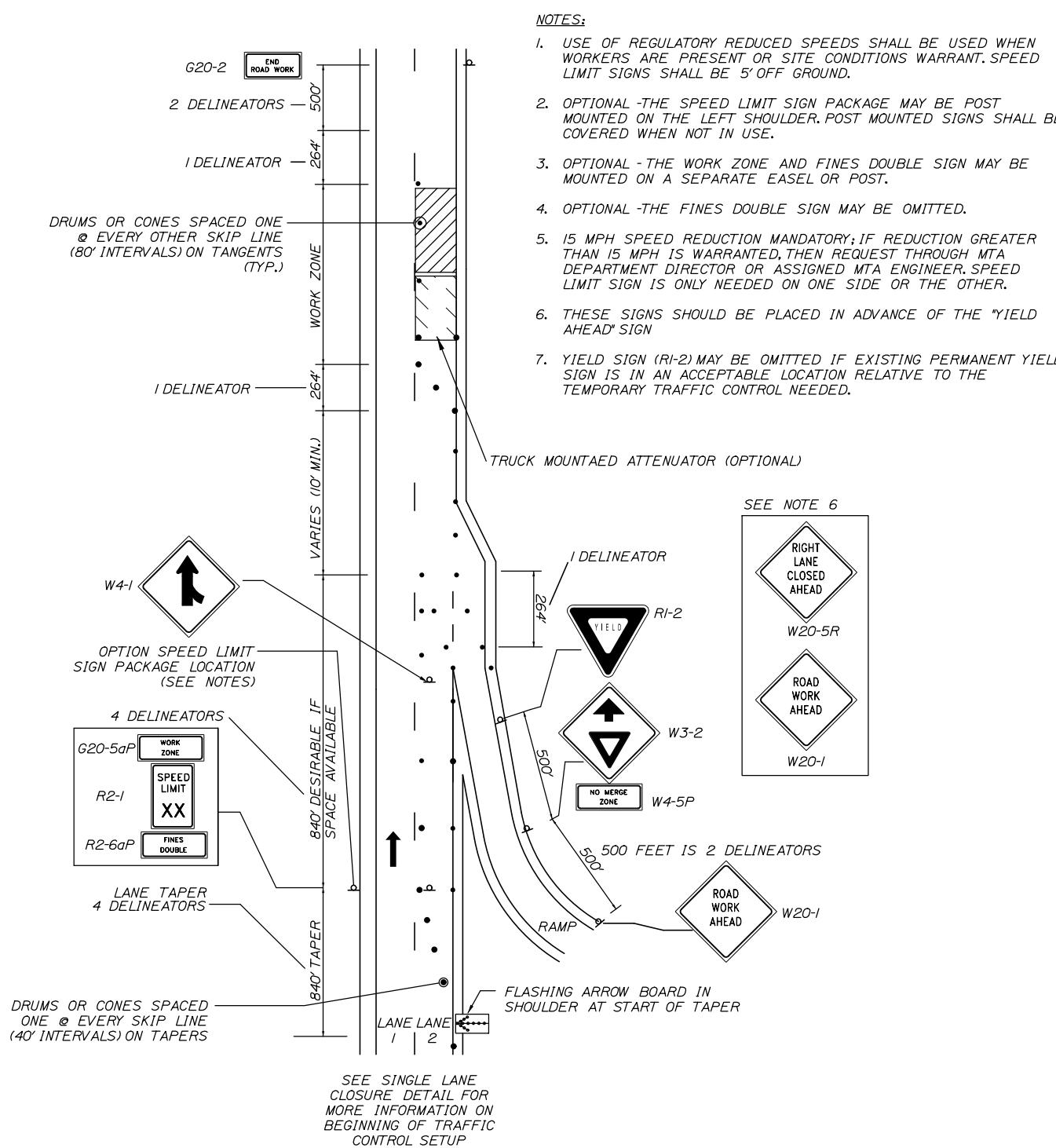
HNTB CORPORATION
 82 Running Hill Road, Suite 201
 South Portland, ME 04106
 TEL (207) 774-5155
 FAX (207) 228-0909



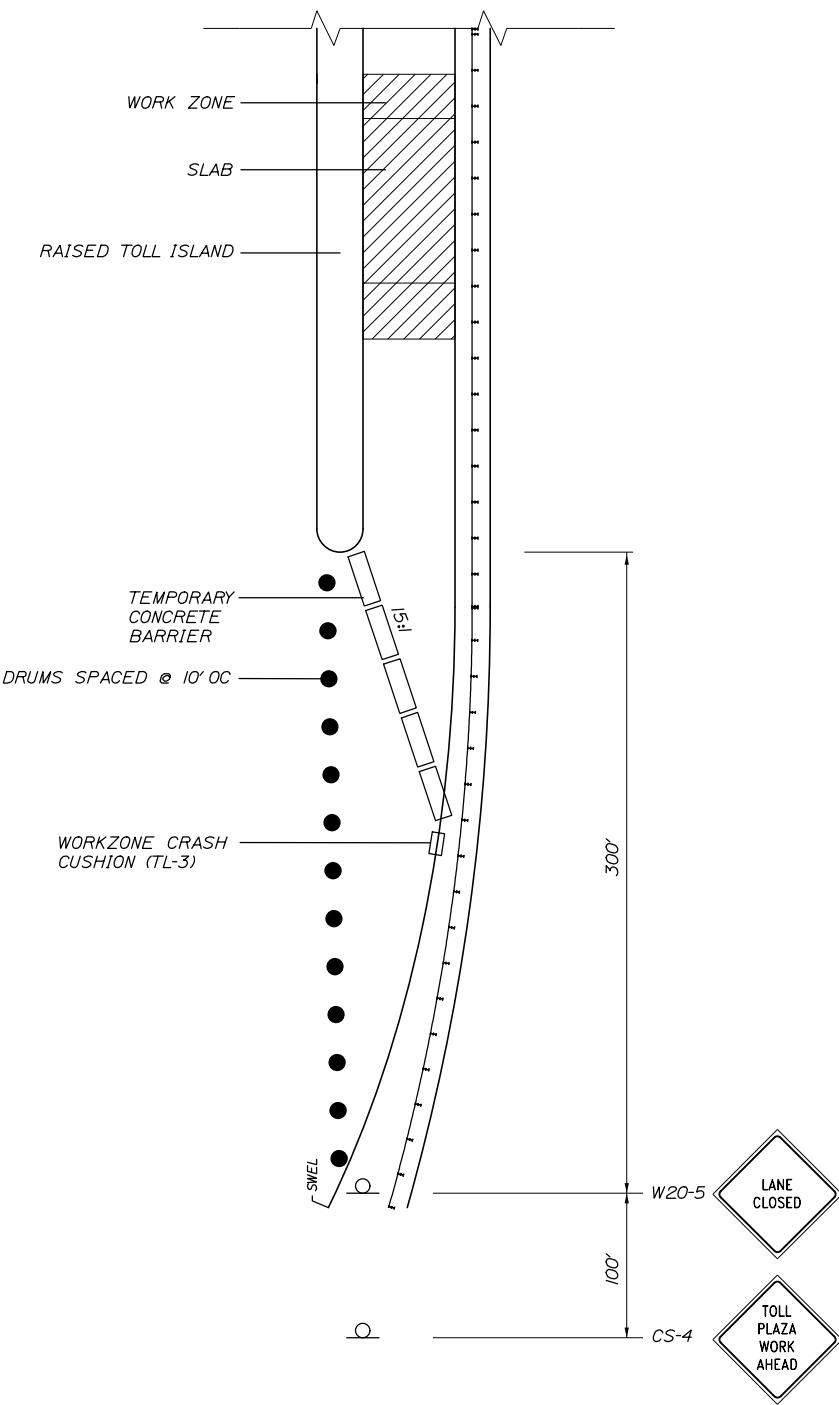
THE GOLD STAR
 MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
 GENERAL NOTES AND QUANTITIES
 SHEET NUMBER: QT-1
 CONTRACT: 2026.10
 2 OF 25



TRAVEL LANE CLOSURE AT ENTRANCE RAMP



TOLL PLAZA LANE CLOSURE

1. CONTRACTOR SHALL MAINTAIN ACCESS AT ALL ACTIVE TOLL BOOTHS FOR MTA EMPLOYEES AND PLACE DRUMS TO BLOCK MTA EMPLOYEES FROM ACCESSING THE WORK ZONE.
2. CANOPY LIGHT ABOVE CLOSED LANE SHALL BE RED.

Scale:
NOT TO SCALE

Designed by:



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South Portland, ME 04106
TEL (207) 774-5155
FAX (207) 228-0909



THE GOLD STAR
MEMORIAL HIGHWAY

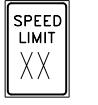
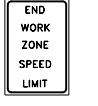
MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
MAINTENANCE OF TRAFFIC III
STANDARD DETAILS

SHEET NUMBER: MOT-3

5 OF 25

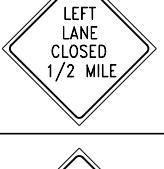
LANE CLOSURE

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
CS-3	48"	48"		6" 6" 6"	4" 4"		6	ORANGE	BLACK		16.00 (96)
G20-2	48"	24"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			3	ORANGE	BLACK		8.00 (24)
G20-5aP	48"	24"					3	ORANGE	BLACK		8.00 (24)
R2-1 (NOTE 1)	48"	60"					3	ORANGE	BLACK		20.00 (60)
R2-6aP	48"	24"					3	ORANGE	BLACK		8.00 (24)
R2-12	36"	54"					6	ORANGE	BLACK		13.50 (81)
W3-4	48"	48"					6	ORANGE	BLACK		16.00 (96)
W3-5 (NOTE 1)	48"	48"					6	ORANGE	BLACK		16.00 (96)

NOTE:

1. SPEED LIMIT SIGN SHALL BE 55 MPH FOR SOUTH STREET LOCATION.
2. SPEED LIMIT SIGN SHALL BE 50 MPH FOR FALMOUTH ROAD LOCATION.

LANE CLOSURE

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
W4-2 (R)	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			8	ORANGE	BLACK		16.00 (128)
W4-2 (L)	48"	48"					8	ORANGE	BLACK		16.00 (128)
W20-1 (1 MILE)	48"	48"					6	ORANGE	BLACK		16.00 (96)
W20-5L (1/2 MILE)	48"	48"					6	ORANGE	BLACK		16.00 (96)
W20-5R (1/2 MILE)	48"	48"					6	ORANGE	BLACK		16.00 (96)

Scale:

NOT TO SCALE

Designed by:

HNTB

HNTB CORPORATION
82 Running Hill Road, Suite 201
South Portland, ME 04106
TEL (207) 774-5155
FAX (207) 228-0909



**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
MAINTENANCE OF TRAFFIC IV
STANDARD DETAILS

SHEET NUMBER: MOT-4

CONTRACT:2026.10

6 OF 25

ENTRANCE RAMP

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET	
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER			
W3-2	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			1	COLORS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			16.00 (16)	
R1-2	60"	60"					1				12.50 (12.5)	
W20-5R	48"	48"					1	ORANGE	BLACK		16.00 (16)	
W20-1	48"	48"					1	ORANGE	BLACK		16.00 (16)	
G20-5aP	48"	24"					2	ORANGE	BLACK		8.00 (16)	
R2-1	48"	60"					2	ORANGE	BLACK		20.00 (40)	
R2-6aP	48"	24"					2	ORANGE	BLACK		8.00 (16)	
W4-1	48"	48"					1	ORANGE	BLACK		16.00 (16)	
G20-2	48"	24"					1	ORANGE	BLACK		16.00 (16)	

TOLL PLAZA LANE CLOSURE

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
CS-4	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			1	ORANGE	BLACK		16.00 (16)
W20-5	48"	48"					1	ORANGE	BLACK		16.00 (16)

SHOULDER CLOSURE

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
G20-2	48"	24"		TEXT DIMENSIONS SHALL CONFORM TO "2004 EDITION - STANDARD HIGHWAY SIGNS - 2012 SUPPLEMENT"			3	ORANGE	BLACK		8.00 (24)
W20-1	48"	48"					6	ORANGE	BLACK		16.00 (96)
W21-5	48"	48"					3	ORANGE	BLACK		16.00 (48)
W21-5aL	48"	48"					3	ORANGE	BLACK		16.00 (48)
W21-5aR	48"	48"					3	ORANGE	BLACK		16.00 (48)
W21-5bL	48"	48"					3	ORANGE	BLACK		16.00 (48)
W21-5bR	48"	48"					3	ORANGE	BLACK		16.00 (48)

Scale:

NOT TO SCALE

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THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

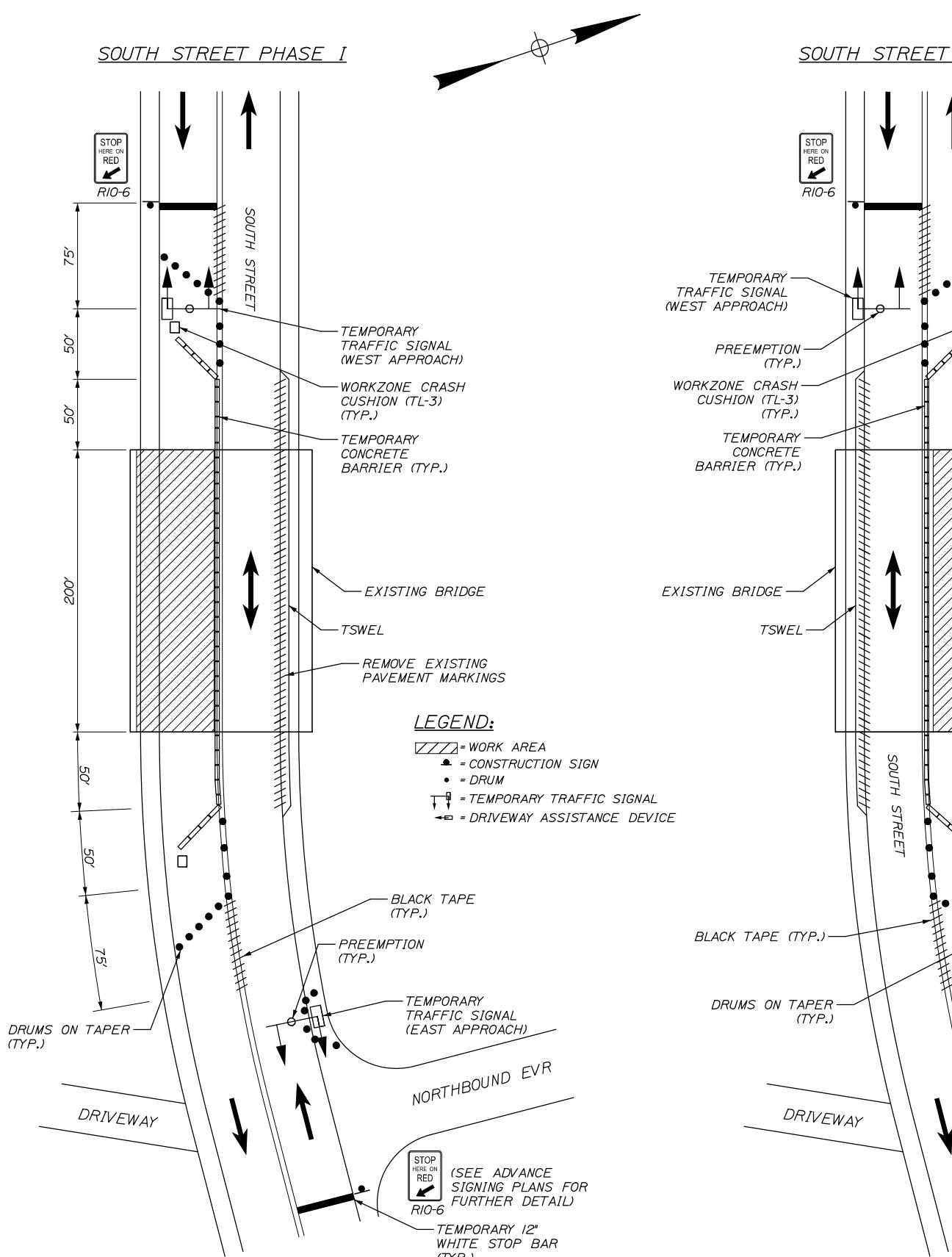
BRIDGE, TOLL, AND CULVERT REPAIRS
MAINTENANCE OF TRAFFIC V
STANDARD DETAILS

SHEET NUMBER: MOT-5

CONTRACT: 2026.10

7 OF 25

Date: 1/16/2026

**TRAFFIC SIGNAL NOTES:**

- SCOPE OF WORK:
TEMPORARY TRAFFIC SIGNAL WORK RELATED TO REPAIRS SHALL INCLUDE, BUT NOT BE LIMITED TO: FURNISHING AND INSTALLING A COMPLETE COORDINATED TEMPORARY TRAFFIC SIGNAL SYSTEM WITH DRIVEWAY ASSIST DEVICES, NON-INVASIVE STOP BAR DETECTION, VEHICULAR SIGNAL HEADS WITH RETROREFLECTIVE BACKPLATES, AND ALL APPURTENANCES AND INCIDENTALS REQUIRED FOR COMPLETE FUNCTIONING SIGNAL INSTALLATIONS.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH A WORKING AND FULLY CONFIGURED TEMPORARY TRAFFIC SIGNAL SYSTEM FOR EACH WORK ZONE. THE CONTRACTOR IS FURTHER RESPONSIBLE FOR SYSTEM START-UP, MAINTENANCE, AND REMOVAL.
- ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND THE MAINE TURNPIKE AUTHORITY WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TEMPORARY TRAFFIC SIGNAL IMPROVEMENTS AT LEAST 30 DAYS PRIOR TO COMMENCEMENT OF WORK. THIS SCHEDULE SHALL INCLUDE MILESTONES RELATED TO INTERSECTION ACTIVATION WITH CMS ALERTS ALERTING TO THE NEW TRAVEL PATTERN, WHEN THE INTERSECTION WILL BE PUT INTO OPERATION, AND WHEN IT WILL BE REMOVED.
- THE RESIDENT AND MAINE TURNPIKE AUTHORITY SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
- THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL REMOVED.

VEHICLE DETECTION NOTES:

- DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE FIELD LOCATED AND APPROVED BY MTA AND THE RESIDENT BASED ON STOP BAR AND SIGHT DISTANCE.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION AS APPROVED BY MTA AND THE RESIDENT.
- THE LOCATION OF THE DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PROVIDED PER MANUFACTURER'S RECOMMENDATION TO ACHIEVE APPROVED DETECTION AREAS.
- THE CONTRACTOR SHALL RE-INSPECT EACH SIGNALIZED INTERSECTION MONTHLY DURING CONSTRUCTION AND CERTIFY DETECTORS ARE FUNCTIONING.

PREEMPTION:

- PREEMPTION COMPATIBLE TO EXISTING MUNICIPAL EQUIPMENT SHALL BE INSTALLED ON ALL APPROACHES FOR TEMPORARY SIGNAL OPERATION.
- PREEMPTION SHALL NOT OVER-Override PROGRAMMED CLEARANCE TIME REQUIREMENTS OR CAUSE SKIPPED PHASES THAT DO NOT ALLOW ADEQUATE CLEARANCE FOR OPPONDING TRAFFIC.

SIGNAL HEADS:

- ALL VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING 3-INCH RETROREFLECTIVITY.
- THE LOCATION AND QUANTITY OF RESIDENTIAL DRIVEWAY TEMPORARY SIGNALS ON THE PLANS IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AN ACCEPTABLE METHOD FOR DRIVEWAYS WITHIN THE WORKZONE TO UNDERSTAND THE FLOW OF TRAFFIC.

SYSTEM STARTUP AND SYSTEM LOADING:

- THE SIGNAL SHALL BE INSTALLED IN FLASH TWO WEEKS PRIOR TO ACTIVATION.
- AFTER THE CONTRACTOR HAS INITIATED SYSTEM OPERATION, THE SYSTEM SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL TESTING PERIOD. THE SUPPLIER SHALL ADVISE MTA AND/OR THE RESIDENT THAT THE SYSTEM IS READY FOR THE START-UP PHASE.

REMOVAL:

- THE SIGNAL SYSTEM SHALL BE REMOVED WITHIN 14 DAYS OF CONSTRUCTION COMPLETION. IF NOT REMOVED IMMEDIATELY, THE SYSTEM SHALL BE TURNED OFF AND BAGGED OR TURNED TO AVOID DRIVER CONFUSION.
- ALL PAINTED STOP BARS RELATED TO SIGNALS SHALL BE REMOVED PER THE TEMPORARY SIGNAL SPECIAL PROVISION.

Filename: 009 MOT South St - Plan.dgn

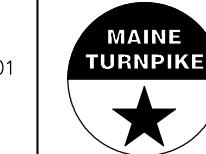
Scale:

NOT TO SCALE

Designed by:

HNTB

HNTB CORPORATION
82 Running Hill Road, Suite 201
South Portland, ME 04106
TEL (207) 774-5155
FAX (207) 228-0909



**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

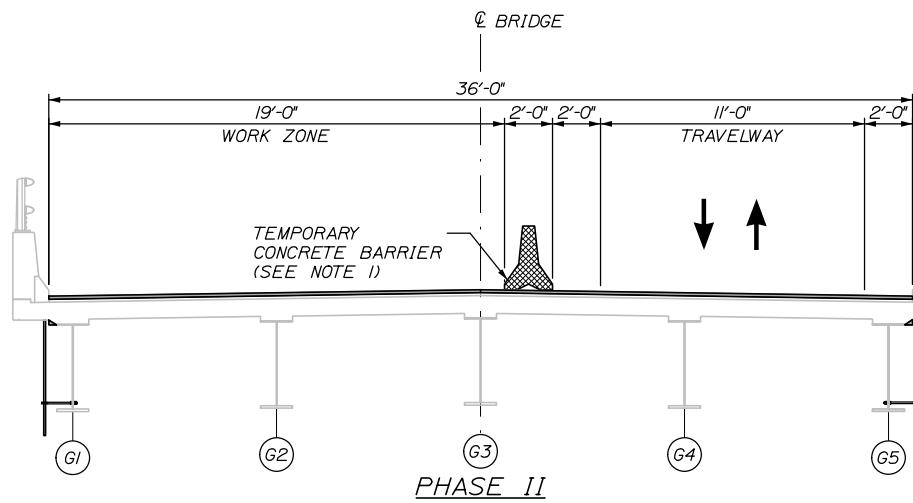
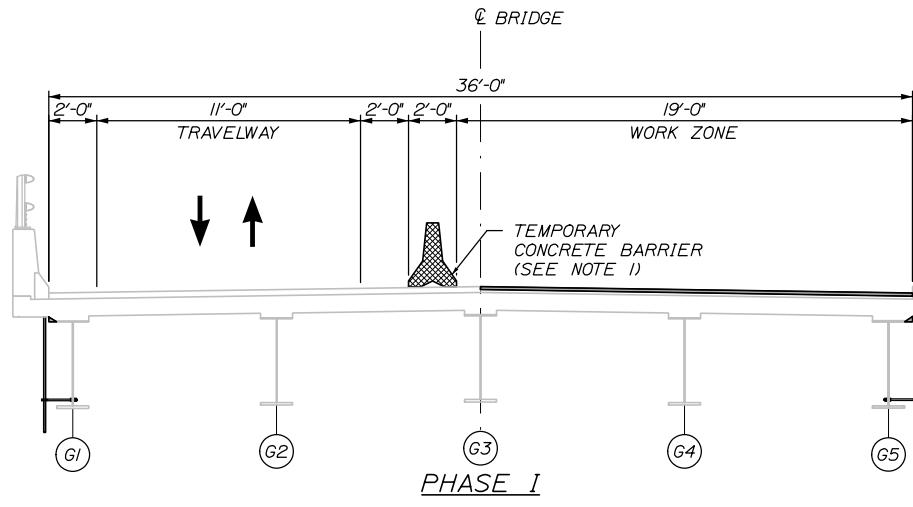
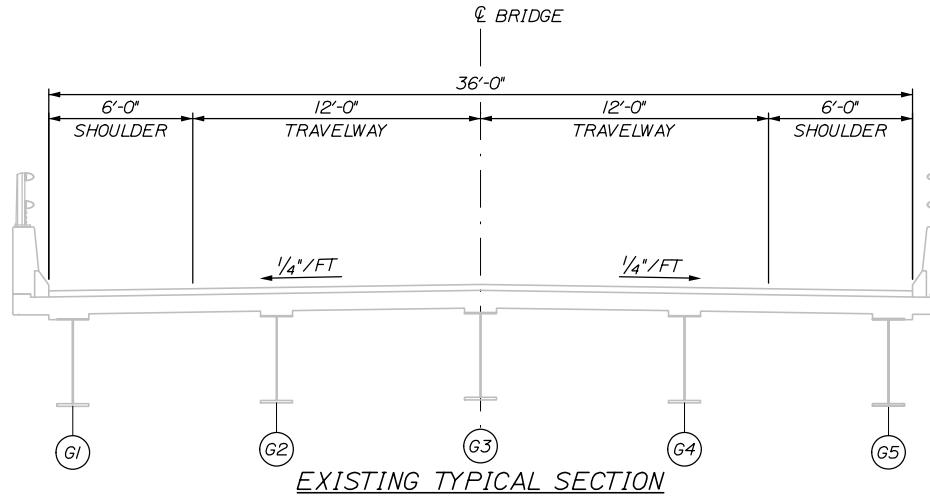
BRIDGE, TOLL, AND CULVERT REPAIRS
SOUTH STREET UNDERPASS (MM 32.8)
TRAFFIC CONTROL PLAN
TEMPORARY SIGNAL

SHEET NUMBER: S-02

CONTRACT: 2026.10

9 OF 25

Date: 1/15/2026



NOTES:

I. DRUMS MAY BE USED IN PLACE OF TEMPORARY CONCRETE BARRIER AT THE CONTRACTOR'S OPTION.

Filename: 010 MOT South - Typical.dwg

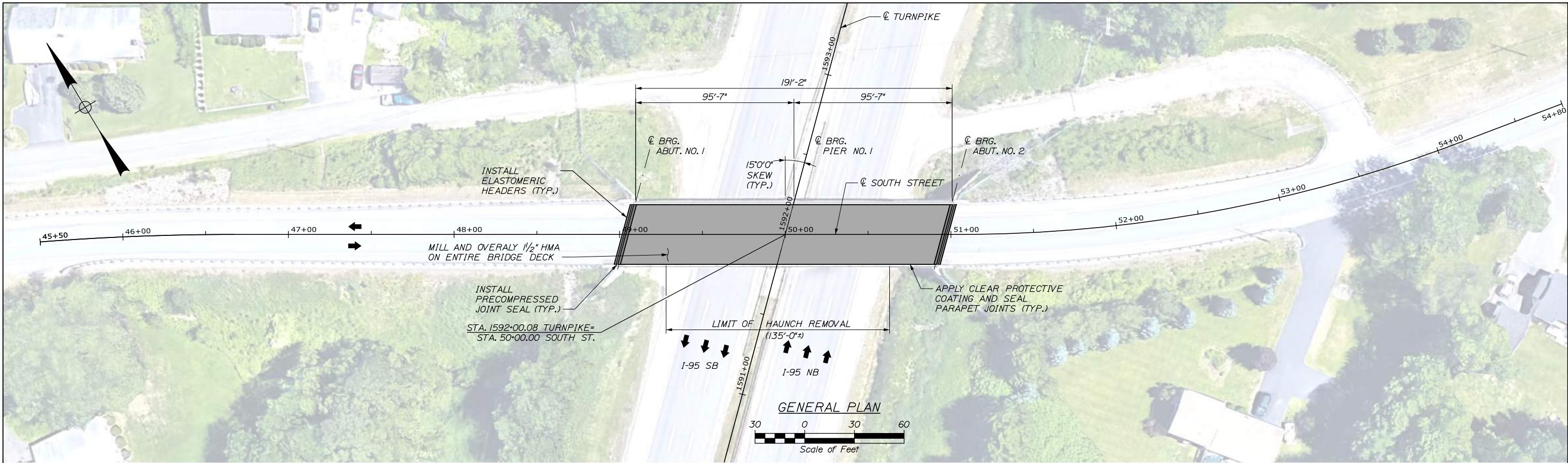
Scale:
1/4" = 1'-0"

Designed by:

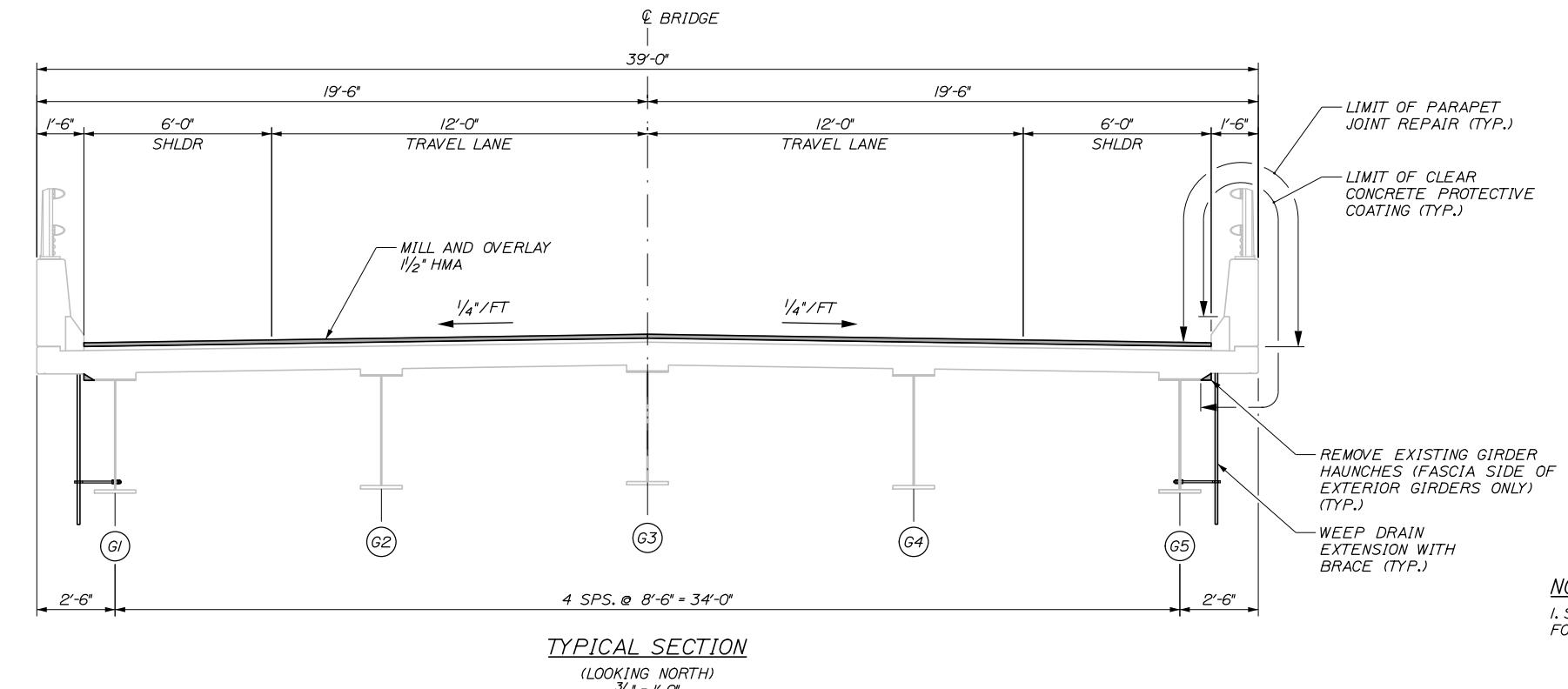


No.	Revision	By	Date
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Date: 1/15/2026



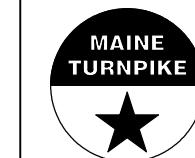
Filename: 011 Bridge Plan and Typ Section - South.dgn

Scale:
AS NOTED

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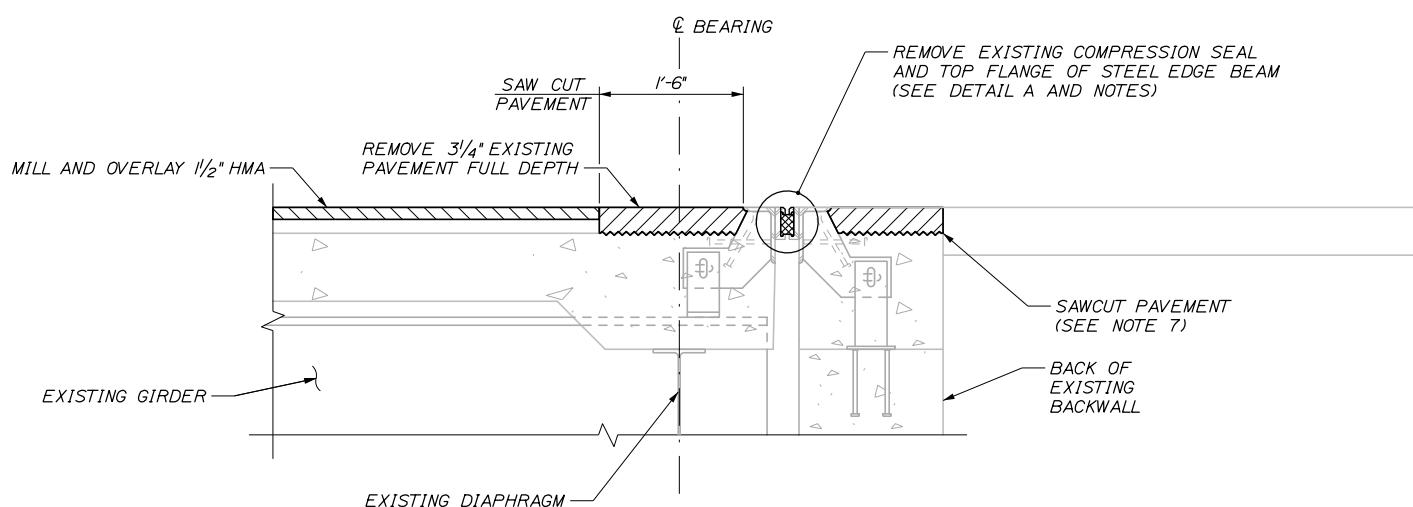
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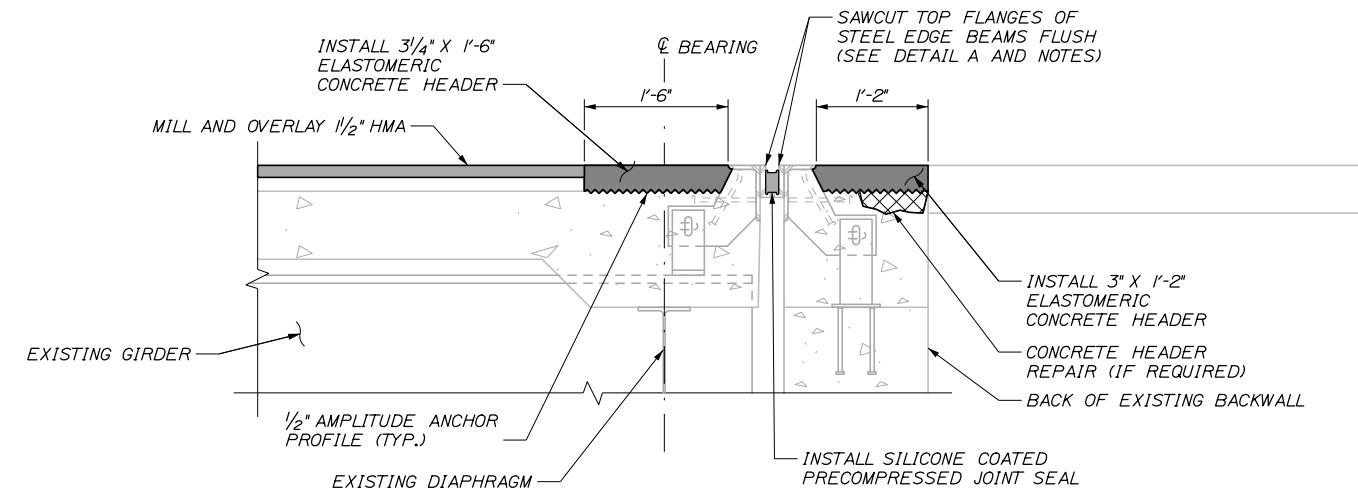
**THE GOLD STAR
MEMORIAL HIGHWAY**

BRIDGE, TOLL, AND CULVERT REPAIRS
SOUTH STREET UNDERPASS (MM 32.8)
GENERAL PLAN AND TYPICAL SECTION
SHEET NUMBER: S-04
CONTRACT: 2026.10
110F 25

Date: 1/15/2026



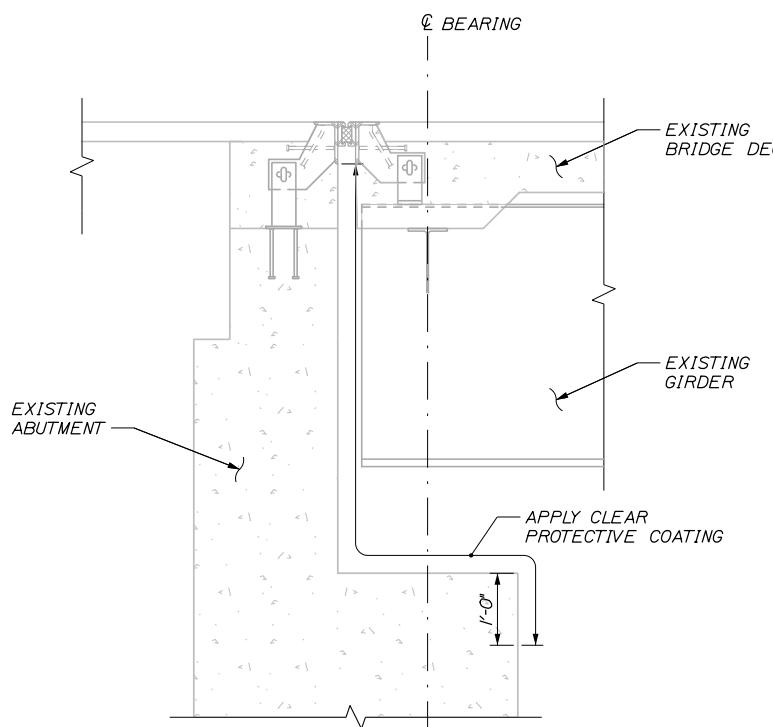
EXISTING CONDITION AND REMOVAL LIMITS



PROPOSED CONDITION

EXPANSION JOINT DETAILS

1" = 1'-0"

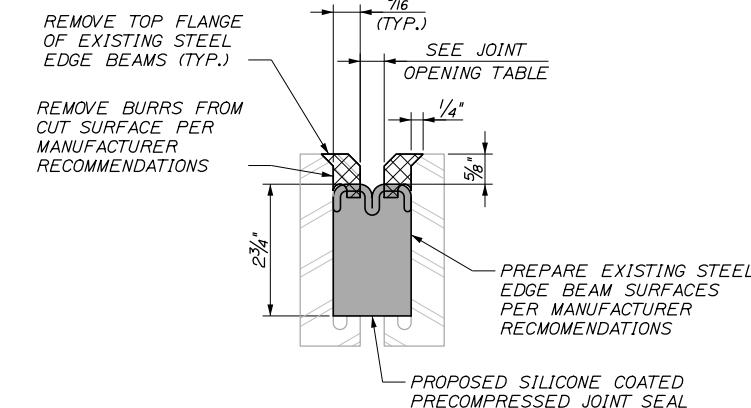


TYPICAL ABUTMENT SECTION

3/4" = 1'-0"

LOCATION	ABUTMENT JOINT OPENING @ 60°F	
	E. ABUT.	W. ABUT.
N. PARAPET	1 1/8"	1 3/4"
CENTERLINE	1 1/2"	1 1/4"
S. PARAPET	1 1/2"	1 3/8"

NOTE: FIELD MEASURED JOINT OPENINGS.



DETAIL A

6" = 1'-0"

NOTES:

1. SILICONE COATED AND PRE-COMPRESSED SEAL SHALL BE PAID UNDER ITEM 520.234. EXPANSION DEVICE - SILICONE COATED AND PRE-COMPRESSED SEAL.
2. SAWCUT 1" DEEP ALONG LIMITS OF CONCRETE REMOVAL.
3. CHIP CONCRETE AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 518. IF THE REMOVAL LIMITS CHANGE DURING THE DEMOLITION PROCESS, THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING THE REMOVALS.
4. PROTECT THE TOP OF THE EXPANSION JOINT DURING THE PLACEMENT OF BITUMINOUS PAVEMENT.
5. ELASTOMERIC CONCRETE HEADER SHALL BE PAID UNDER ITEM 518.865 ELASTOMERIC CONCRETE. PRIOR TO PLACING THE ELASTOMERIC CONCRETE, THE CONTRACTOR SHALL REMOVE ANY AREAS OF DETERIORATED CONCRETE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 518 AND AS DIRECTED BY THE RESIDENT. IF REPAIR DEPTH EXCEEDS 6 INCHES FROM THE TOP OF THE PROPOSED HEADER, SEE SPECIAL PROVISION 518, CONCRETE HEADER REPAIR.
6. PAYMENT FOR SAWCUTTING TOP FLANGES OF STEEL EDGE BEAMS AND SURFACE PREPARATION SHALL BE INCIDENTAL TO ITEM 520.234 EXPANSION DEVICE - SILICONE COATED AND PRECOMPRESSED SEAL.
7. THE CONTRACTOR SHALL PROTECT AND MAINTAIN THE VERTICAL CONSTRUCTION JOINT OF THE APPROACH PAVEMENT IN GOOD CONDITION THROUGHOUT THE WORK. THIS IS CRITICAL TO ENSURE PROPER ALIGNMENT AND FINAL RIDE QUALITY ONCE THE ELASTOMERIC CONCRETE HEADER IS INSTALLED.

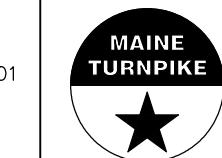
File name: 012_Joint Details - South.dgn

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**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
SOUTH STREET UNDERPASS (MM 32.8)

REPAIR DETAILS

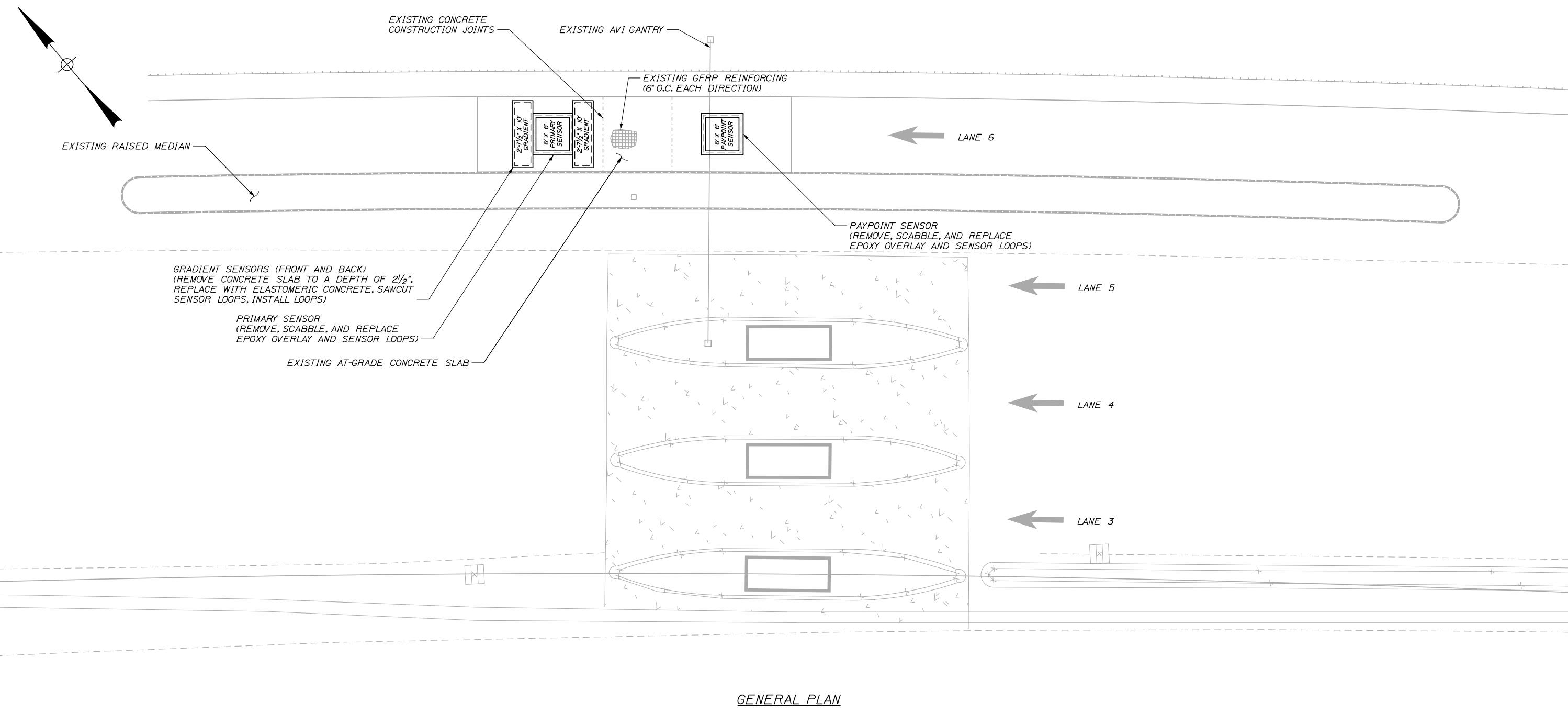
SHEET NUMBER: S-05

CONTRACT: 2026.10

12 OF 25

Date: 1/15/2026

Filename: 013 General Plan - Saco.dgn



NOTES:

1. PROPOSED WORK INCLUDES CONCRETE REPAIRS IN LANE 6 ONLY.
2. REFER TO SHEET MAINTENANCE OF TRAFFIC III FOR TOLL PLAZA LANE CLOSURE DETAIL.

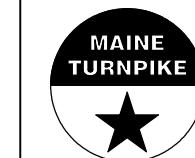
Scale:			
8	0	8	16
Scale of Feet			
No.	Revision	By	Date

Designed by:

HNTB

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

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South Portland, ME 04106
TEL (207) 774-5155
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**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
SACO TOLL PLAZA INT. 36 (MM 35.7)

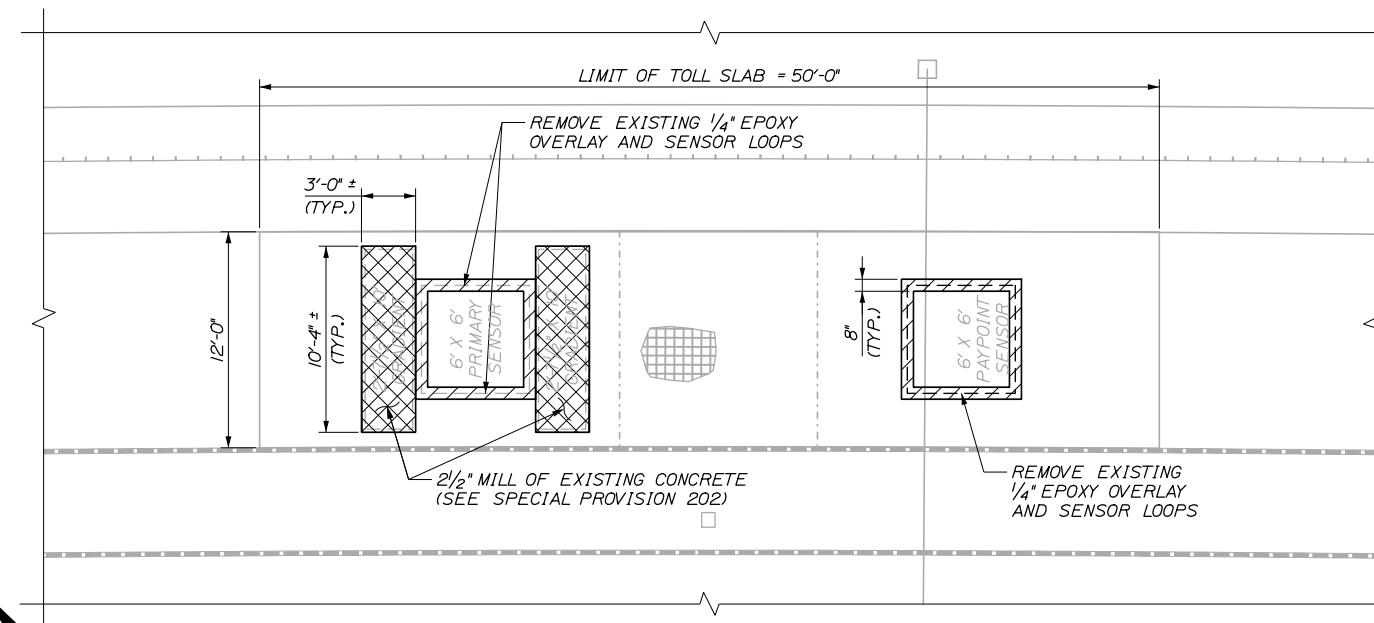
GENERAL PLAN

SHEET NUMBER: S-06

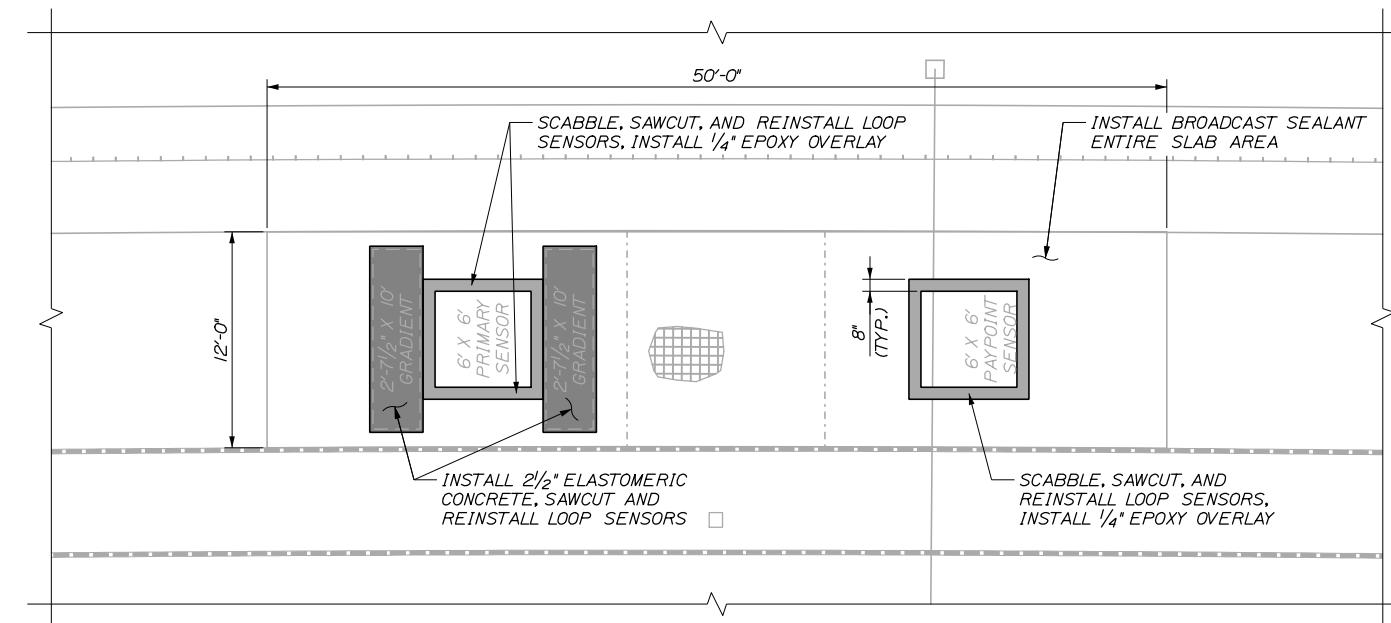
13 OF 25

CONTRACT: 2026.10

Date: 1/26/2026



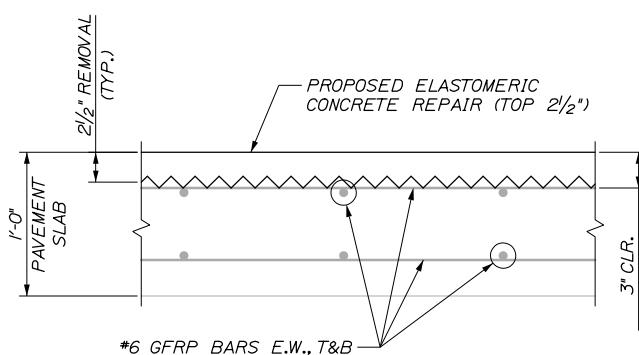
SLAB PLAN - DEMOLITION



SLAB PLAN - PROPOSED

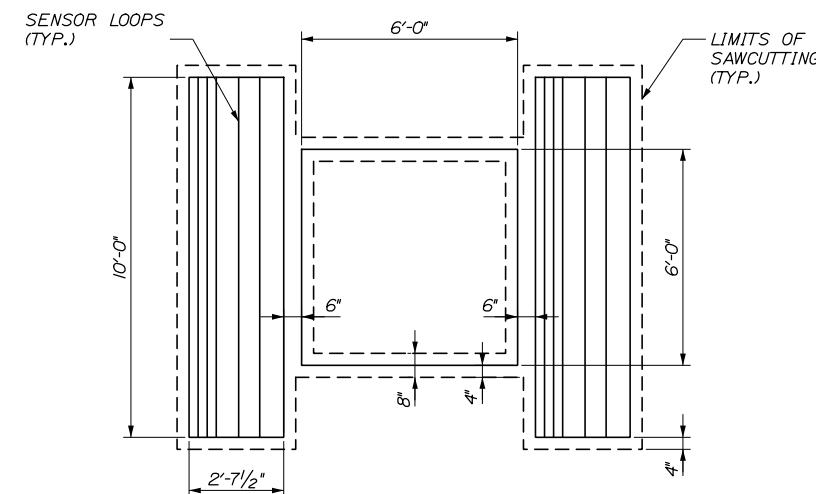
NOTES:

- ALL LAYOUT FOR PRIMARY, PAYPOINT, AND GRADIENT SENSORS SHALL BE PERFORMED BY SYSTEM INTEGRATOR PRIOR TO CUTTING CONCRETE. SYSTEM INTEGRATOR SHALL PROVIDE AND INSTALL LANE SENSORS LOOPS.
- MEASUREMENT FOR ITEM 515.23 EPOXY OVERLAY SHALL BE BY SQUARE YARD.
- DEMOLITION CANNOT BEGIN WITHOUT APPROVAL FROM THE SYSTEM INTEGRATOR, THE RESIDENT AND DIRECTOR OF ITS.
- ANY EXISTING WORK DISTURBED OR DAMAGED BY THE ALTERATIONS OR PROPOSED WORK SHALL BE REPAIRED OR REPLACED TO THE RESIDENT'S AND AUTHORITY'S SATISFACTION AT NO ADDED COST TO THE AUTHORITY AND DISPOSED OF IN A LEGAL LAWFUL MANNER BY THE CONTRACTOR.
- ANY EXISTING WIRING AND CONDUIT DISCONTINUED UNDER THIS PROJECT SHALL BE COMPLETELY REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR.
- CONTRACTOR SHALL REMOVE BY POWER-OPERATED MILLING MACHINE 2 1/2" OF EXISTING ORT SLAB WITH THE EXCEPTION OF A ONE FOOT BY ONE FOOT AREA AROUND ALL EXISTING STUB UPS, WHICH SHALL BE REMOVED BY HAND. (SEE SPECIAL PROVISIONS SECTION 202).
- THE CONTRACTOR SHALL PLACE ELASTOMERIC CONCRETE AREAS PER SPECIAL PROVISION 518 ELASTOMERIC CONCRETE SLAB REPAIR.
- AFTER THE ELASTOMERIC CONCRETE HAS BEEN PLACED AND ALLOWED TO REACH INITIAL SET, THE CONTRACTOR SHALL SAWCUT THE TRANSVERSE AND LONGITUDINAL JOINTS TO THE DEPTHS SPECIFIED.
- EXISTING GFRP REINFORCING AT APPROXIMATELY 3" DEPTH TO REMAIN. CONTRACTOR SHALL ENSURE THAT NO DAMAGE TO THE GFRP REINFORCING OCCURS DURING CONCRETE REMOVAL.



SLAB SECTION DETAIL

1/2" = 1'-0"



LOOP DETAIL AND EPOXY OVERLAY

N.T.S.

d = 1/4" TO 1/2" FOR SINGLE LEAD CUT
2 1/2" FOR MULTIPLE LEAD CUT

LEAD-IN CUT

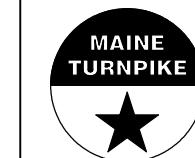
2" = 1'-0"

DEPTH TO BE VERIFIED BY SYSTEM INTEGRATOR PRIOR TO CUTTING

W = 1/2" FOR GRADIENT ENDS
3/8" FOR ALL OTHER CUTS

SENSOR CUT

2" = 1'-0"

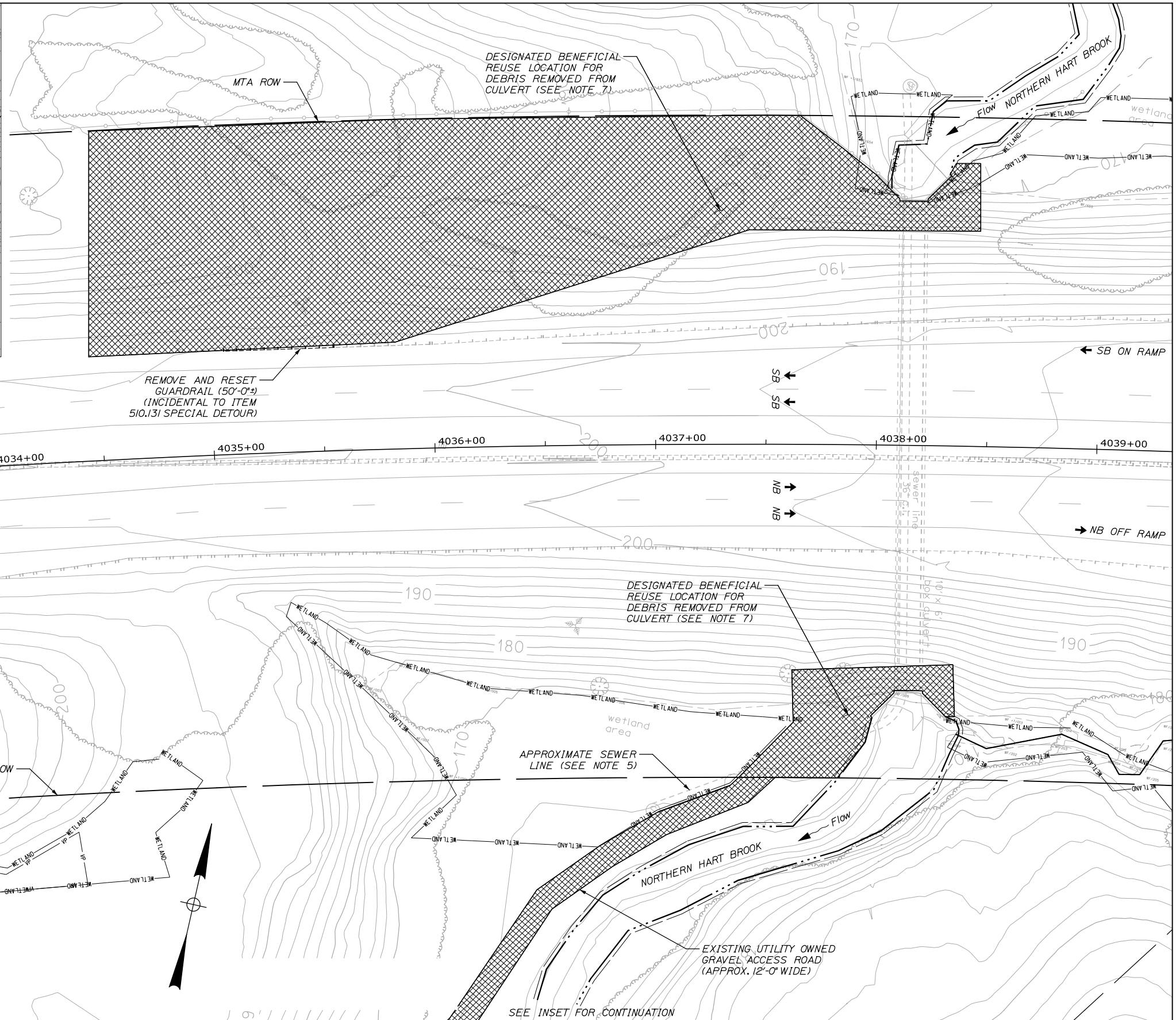
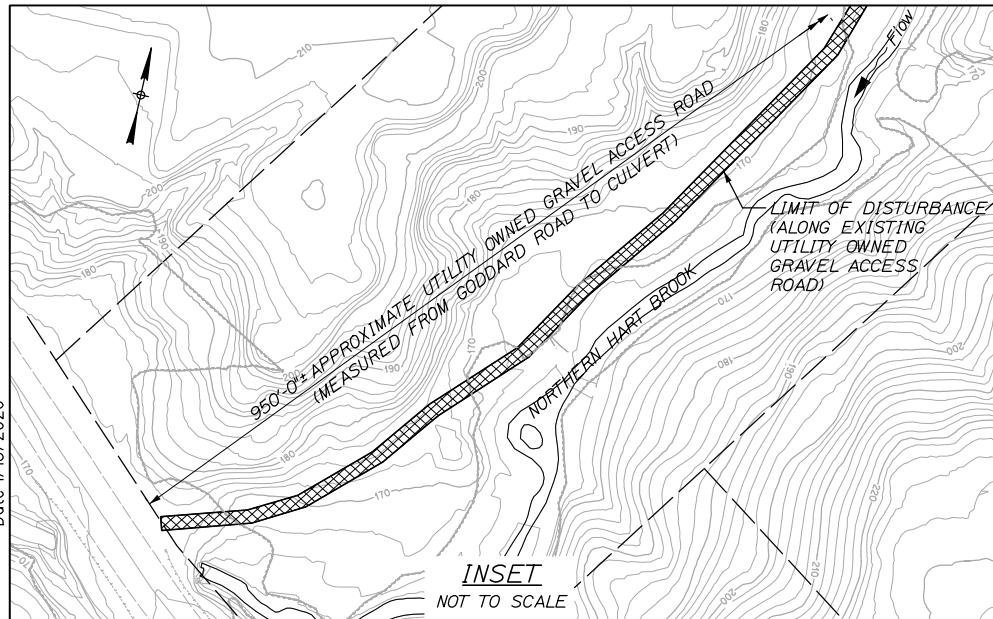


THE GOLD STAR
MEMORIAL HIGHWAY

HNTB CORPORATION
82 Running Hill Road, Suite 201
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FAX (207) 228-0909

MTA PROJECT MANAGER: Lauren Fleming, P.E.

Date: 1/15/2026



Filename: 015 LOD - Hart Brook 1.dgn

Scale: 25 0 25 50
Scale of Feet

Designed by:

HNTB

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

No.	Revision	By	Date

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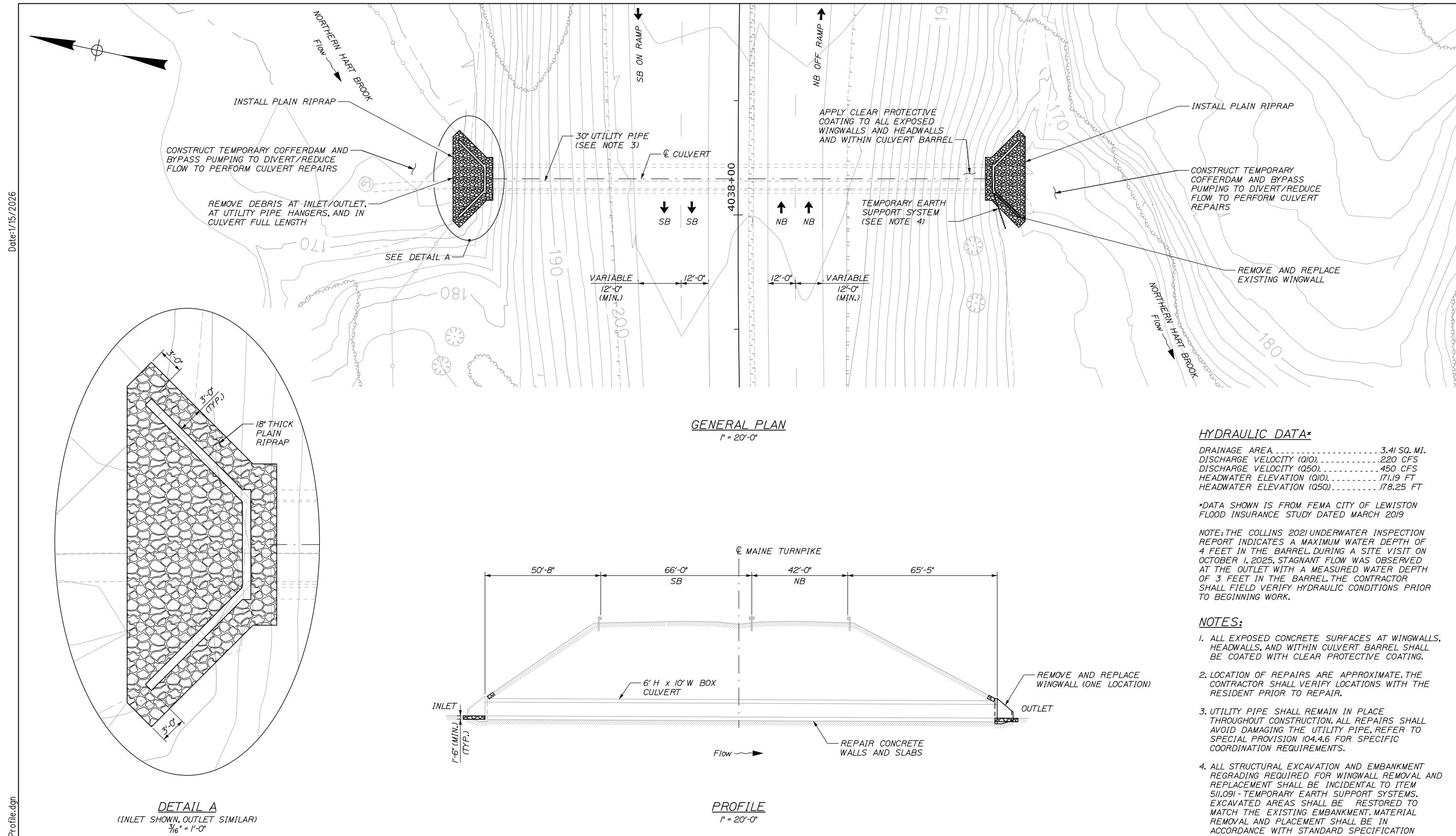


**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
N. HART BROOK CULVERT (MM 79.9)
LIMIT OF DISTURBANCE

SHEET NUMBER: S-08
CONTRACT: 2026.10
15 OF 25



Filename: 016 Culvert Plan and Profile.dgn

Scale:

AS NOTED

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DETAIL A
(INLET SHOWN, OUTLET SIMILAR)
 $3\frac{1}{16}$ " = 1'-0"

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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

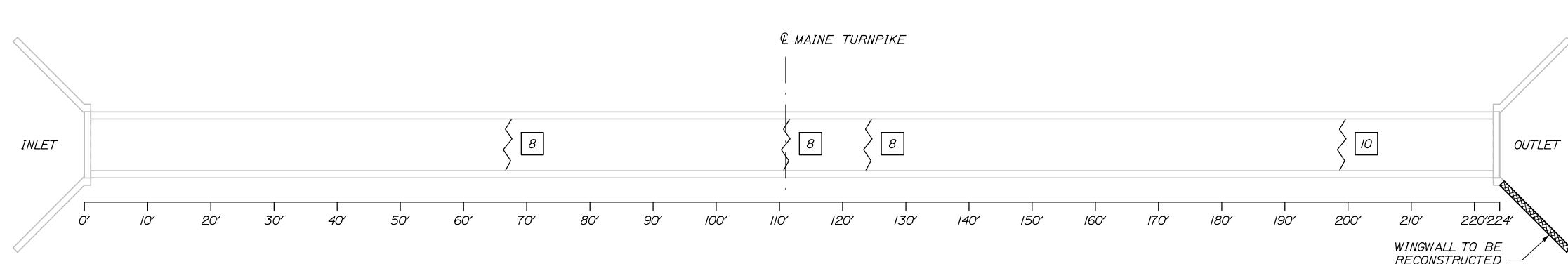
BRIDGE, TOLL, AND CULVERT REPAIRS N. HART BROOK CULVERT (MM. 79.8)

GENERAL PLAN AND PROFILE

SHEET NUMBER: S-09

16 OF 35

Date: 1/26/2026



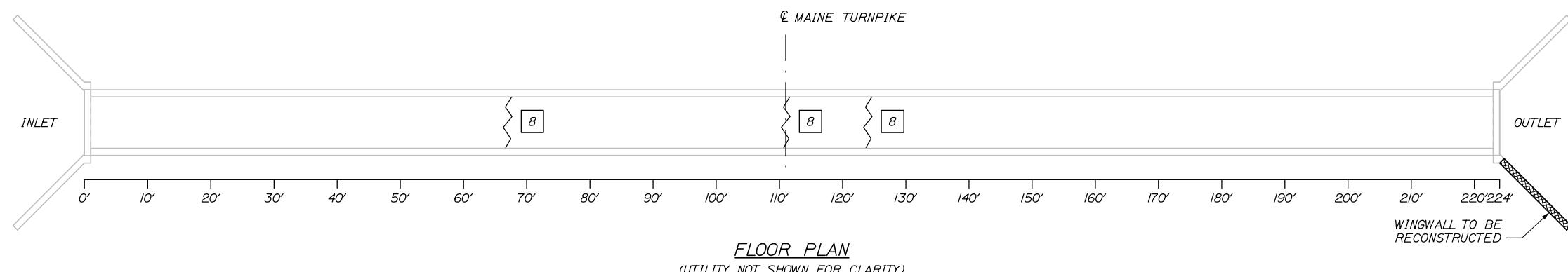
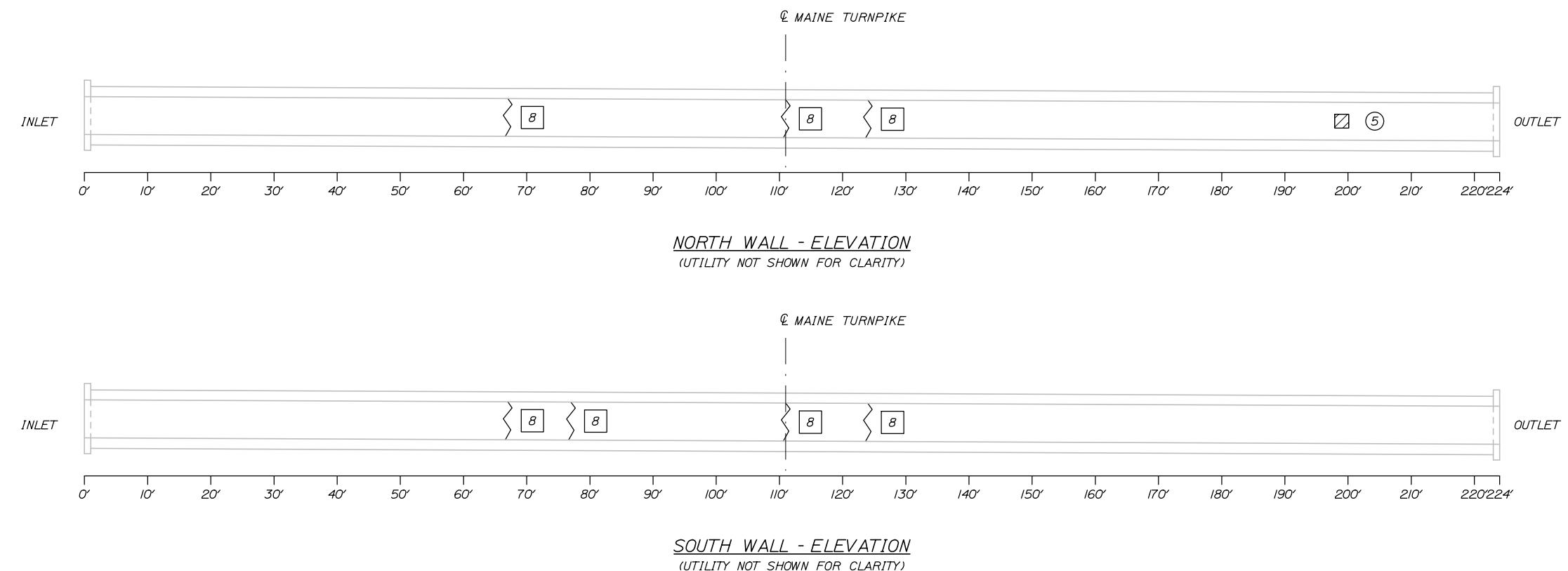
ESTIMATED CONCRETE REPAIR QUANTITIES (S.F./L.F.)	
REPAIR VERTICAL SURFACES <8 INCHES * INCLUDES 40 S.F. ADDITIONAL REPAIR QUANTITY AS A CONTINGENCY	45 *
REPAIR UPWARD FACING SURFACES <8 INCHES * NO REPAIRS SHOWN, INCLUDES 35 S.F. AS A CONTINGENCY	35 *
REPAIR OVERHEAD SURFACES <8 INCHES * NO REPAIRS SHOWN, INCLUDES 35 S.F. AS A CONTINGENCY	35 *
EPOXY INJECTION CRACK REPAIR * INCLUDES 48 L.F. ADDITIONAL REPAIR QUANTITY AS A CONTINGENCY	170 *

LEGEND

- ~~~~ LIMIT OF CRACK REPAIR
- |||| LIMIT OF SURFACE PATCH REPAIR
- XX LINEAR FEET OF CRACK REPAIR
- XX SQUARE FOOTAGE OF SURFACE PATCH

NOTES:

1. REQUIRED REPAIRS BASED ON INSPECTION DRAWINGS COMPLETED BY COLLINS ENGINEERING DATED JUNE 22, 2021. PRIOR TO START OF REPAIR CONCRETE REMOVAL, THE RESIDENT AND CONTRACTOR SHALL SOUND THE CONCRETE AND AGREE ON REPAIR LIMITS. IF THE REMOVAL LIMITS CHANGE DURING CONCRETE REMOVAL, THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE RESIDENT AND CONTRACTOR SHALL AGREE ON REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING REMOVAL.
2. ALL REPAIRS SHALL BE COMPLETED "IN THE DRY" BY AN INDIVIDUAL QUALIFIED AND EXPERIENCED IN THE TYPE OF REPAIR.
3. CRACKS SHALL BE REPAIRED IN ACCORDANCE WITH SPECIAL PROVISION 518 EPOXY INJECTION CRACK REPAIR.
4. THE CONTRACTOR SHALL PROVIDE ACCEPTABLE MEANS OF ACCESS. ACCESS SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS.
5. THE CONTRACTOR SHALL REMOVE DEBRIS AT THE CULVERT INLET/OUTLET, UTILITY PIPE HANGERS, AND THE CULVERT INTERIOR FULL LENGTH IN ACCORDANCE WITH SPECIAL PROVISION 201 - REMOVAL OF DEBRIS.
6. SEE CONCRETE REPAIR TYPICAL DETAILS FOR ADDITIONAL INFORMATION.



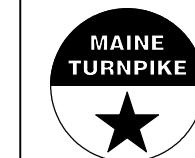
Filename: 017 Culvert Details Typ Sections.l.dgn

Scale:
3/32" = 1'-0"

Designed by:

FLOOR PLAN
(UTILITY NOT SHOWN FOR CLARITY)

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THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
N. HART BROOK CULVERT (MM 79.9)

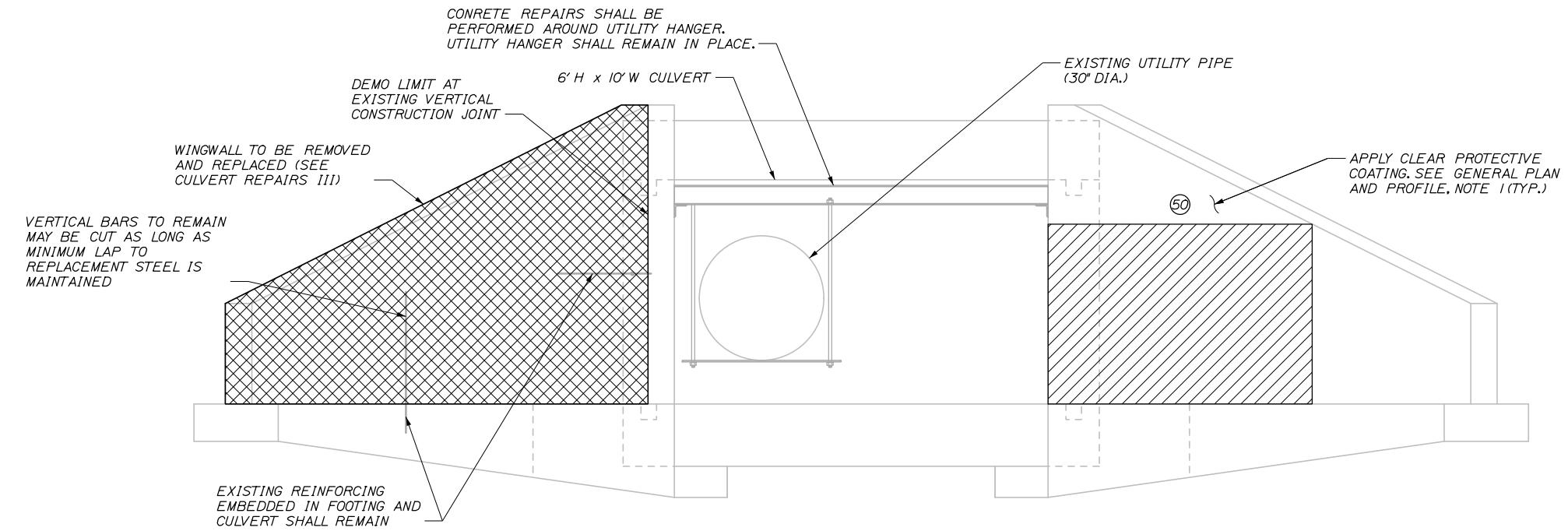
CULVERT REPAIRS I

SHEET NUMBER: S-10

CONTRACT: 2026.10

17 OF 25

Date: 1/15/2026



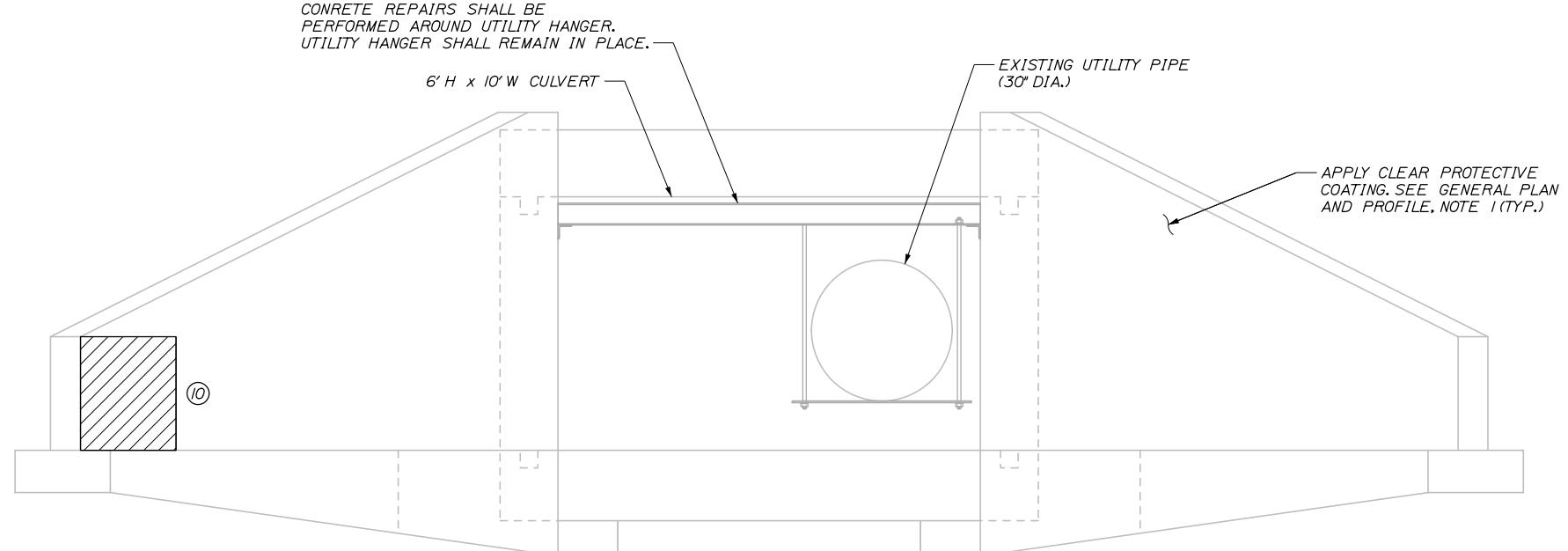
ESTIMATED CONCRETE REPAIR QUANTITIES (S.F./L.F.)

REPAIR OF VERTICAL SURFACES < 8" 75 *
* INCLUDES 15 S.F. ADDITIONAL REPAIR QUANTITY AS A CONTINGENCY

LEGEND

- LIMIT OF SURFACE < 8" REPAIR
- SQUARE FOOTAGE OF REPAIR
- LOCATION OF CONCRETE REPLACEMENT

CULVERT ELEVATION - OUTLET
(EAST END - LOOKING WEST)
(RELATIVE TO TURNPIKE BASELINE)



CULVERT ELEVATION - INLET
(WEST END - LOOKING EAST)
(RELATIVE TO TURNPIKE BASELINE)

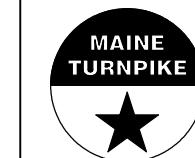
Filename: 018 Culvert Details Typ Sections II.dgn

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

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**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
N. HART BROOK CULVERT (MM 79.9)

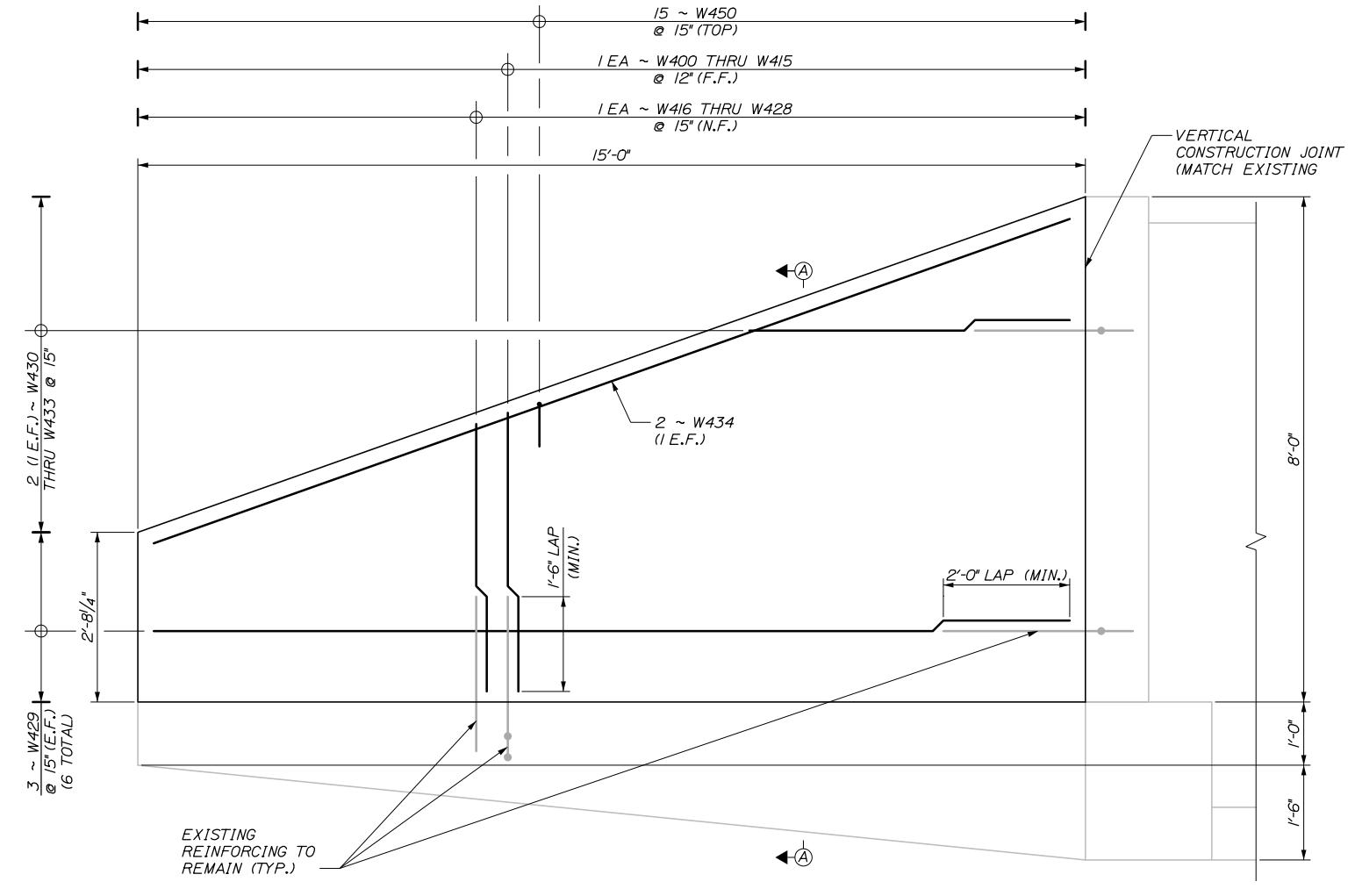
CULVERT REPAIRS II

SHEET NUMBER: S-11

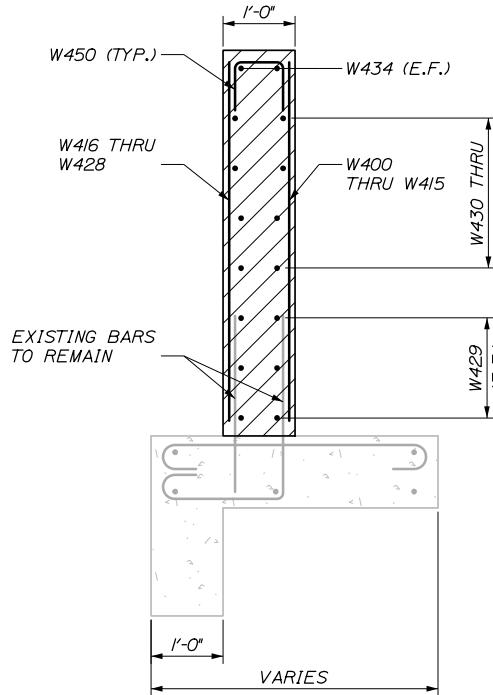
CONTRACT: 2026.10

18 OF 25

Date: 1/15/2026



REINFORCING - WINGWALL ELEVATION



REINFORCING - SECTION A-A

WINGWALL REINFORCING SCHEDULE				
DESCRIPTION	SIZE	NO.	UNBENT LENGTH	TYPE
W400	#4	1	2'-5"	
W401	#4	1	2'-9"	
W402	#4	1	3'-1"	
W403	#4	1	3'-5"	
W404	#4	1	3'-9"	
W405	#4	1	4'-1"	
W406	#4	1	4'-5"	
W407	#4	1	4'-9"	
W408	#4	1	5'-1"	
W409	#4	1	5'-5"	
W410	#4	1	5'-9"	
W411	#4	1	6'-1"	
W412	#4	1	6'-5"	
W413	#4	1	6'-9"	
W414	#4	1	7'-1"	
W415	#4	1	7'-5"	
W416	#4	1	2'-5"	
W417	#4	1	2'-10"	
W418	#4	1	3'-3"	
W419	#4	1	3'-8"	
W420	#4	1	4'-1"	
W421	#4	1	4'-6"	
W422	#4	1	4'-11"	
W423	#4	1	5'-4"	
W424	#4	1	5'-9"	
W425	#4	1	6'-2"	
W426	#4	1	6'-7"	
W427	#4	1	7'-0"	
W428	#4	1	7'-5"	
W429	#4	6	14'-8"	
W430	#4	2	11'-9"	
W431	#4	2	8'-10"	
W432	#4	2	5'-11"	
W433	#4	2	3'-0"	
W434	#4	2	15'-6"	
W450	#4	13	2'-0"	

NOTES:

- REINFORCING STEEL SHALL HAVE A MINIMUM CONCRETE COVER OF 2 INCHES UNLESS OTHERWISE NOTED

Scale: $\frac{3}{4}$ " = 1'-0"

Designed by:



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FAX (207) 228-0909



THE GOLD STAR
MEMORIAL HIGHWAY

No. Revision By Date

CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

By Date

Designed NTB 01/26 Checked KEB 01/26

Drawn ERB 01/26 In Charge of TRC 01/26

BRIDGE, TOLL, AND CULVERT REPAIRS
N. HART BROOK CULVERT (MM 79.9)

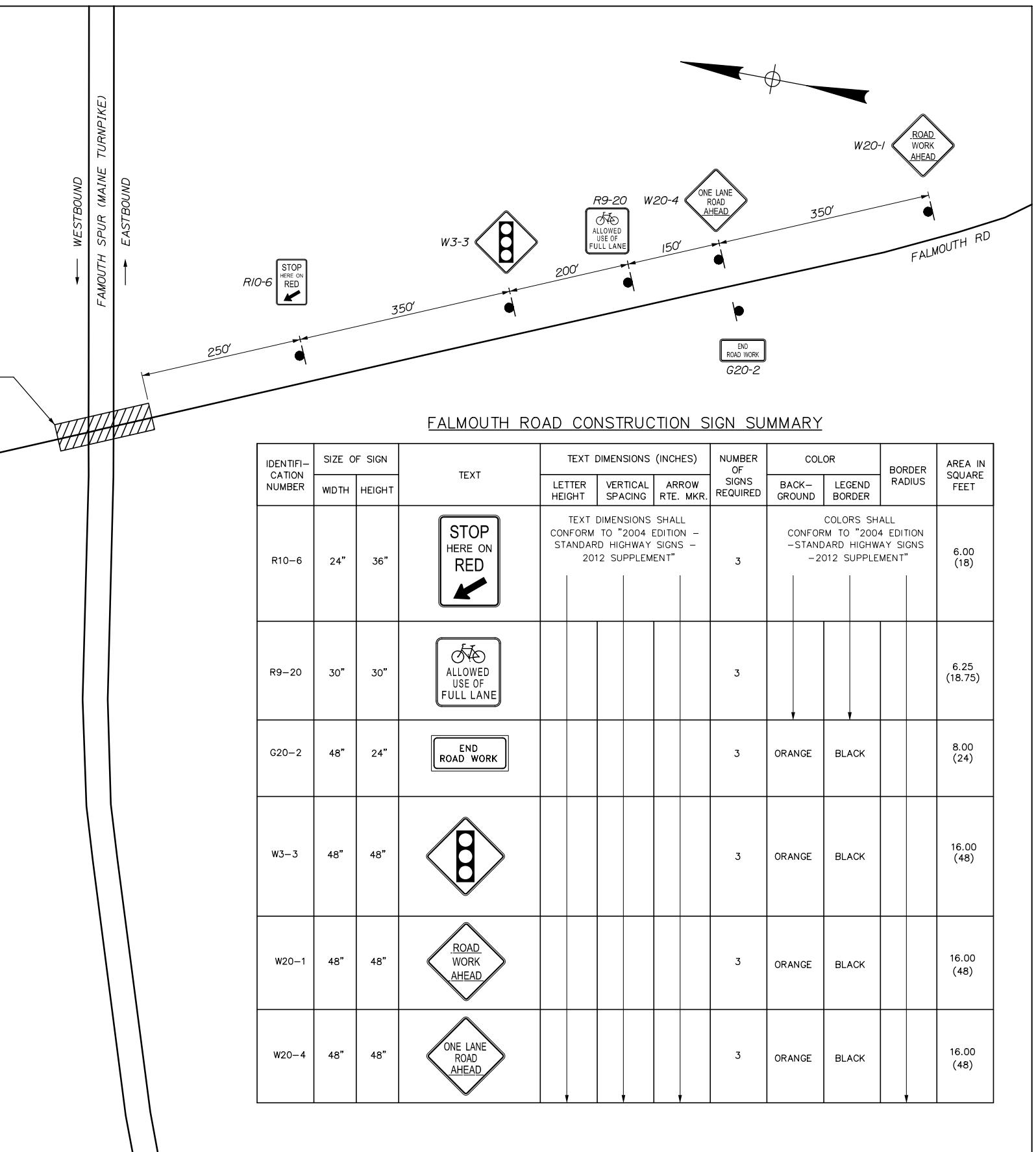
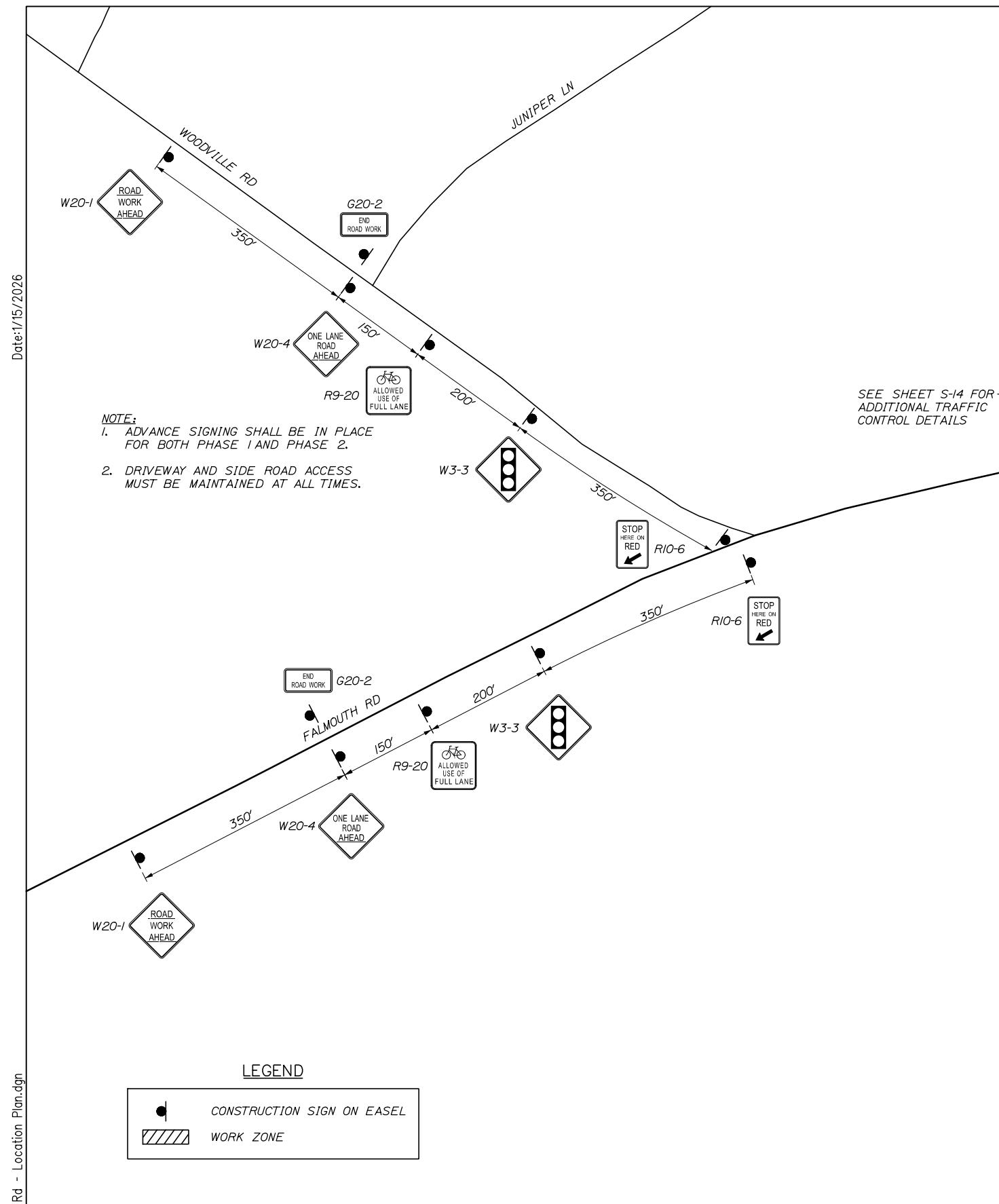
CULVERT REPAIRS III

SHEET NUMBER: S-12

CONTRACT: 2026.10

19 OF 25

Date: 1/15/2026



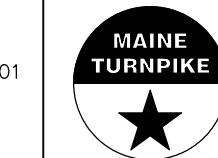
Filename: 020 MOT Falmouth Rd - Location Plan.dgn

Scale: 100 0 100 200
Scale of Feet

Designed by:

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South Portland, ME 04106
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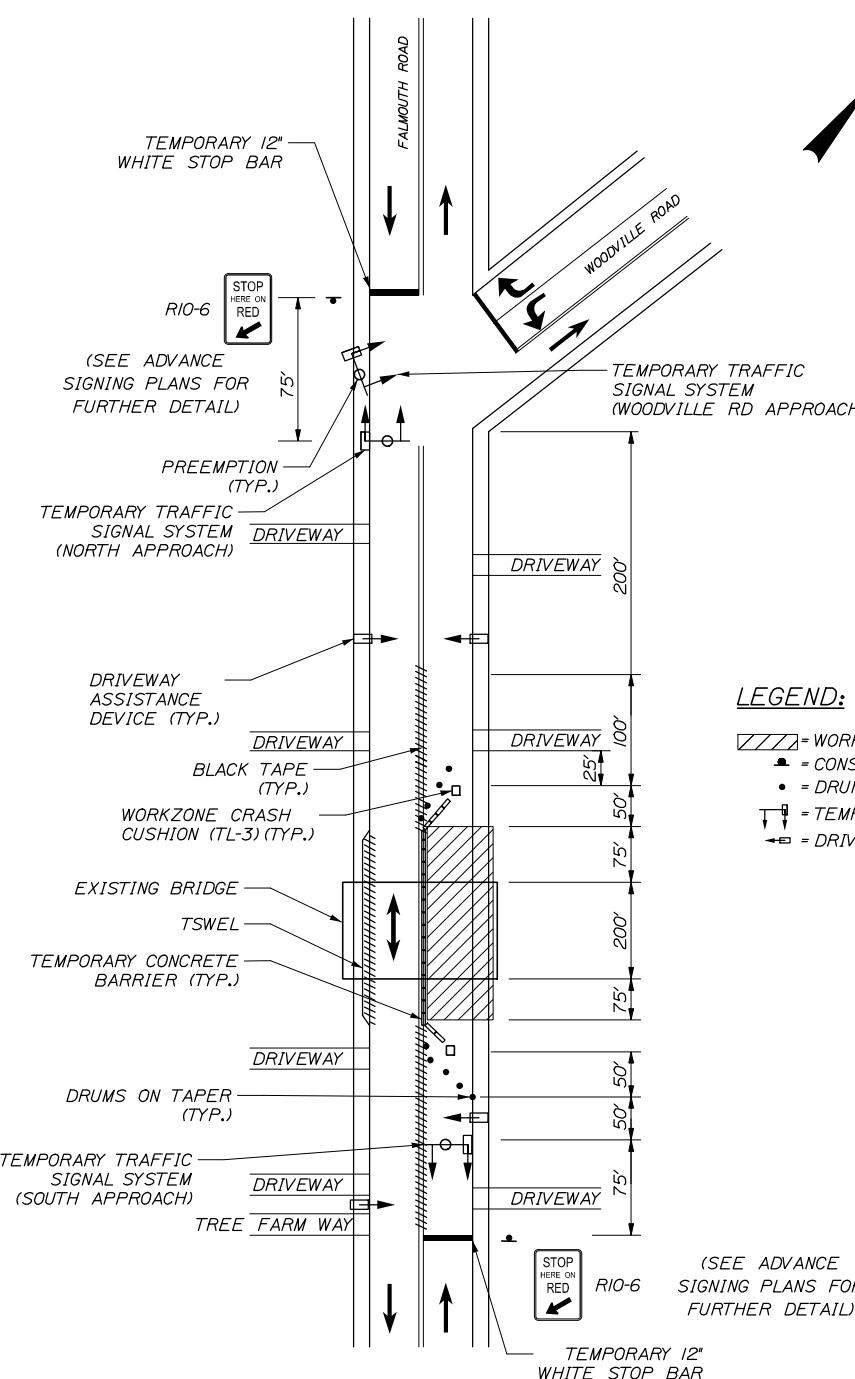
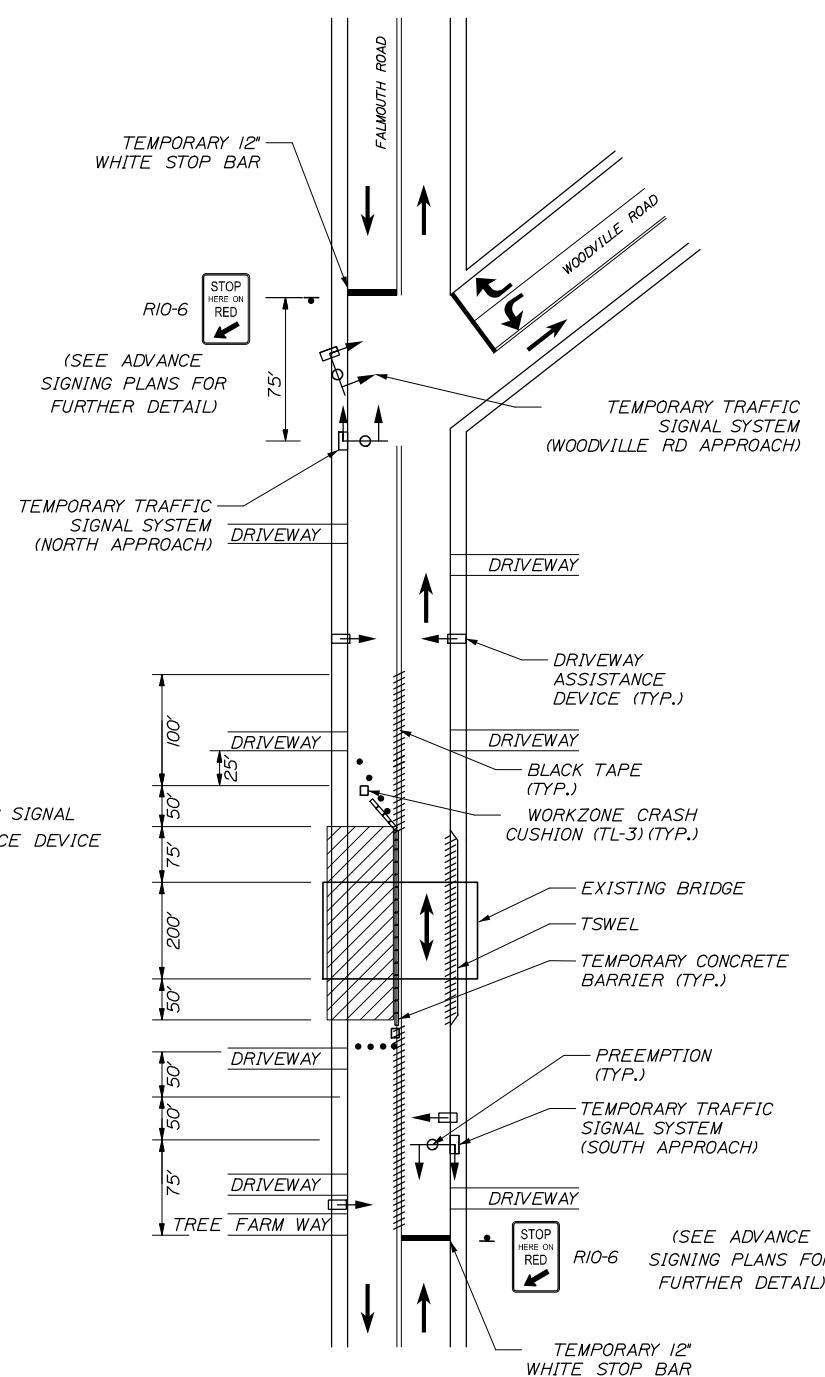
**THE GOLD STAR
MEMORIAL HIGHWAY**

BRIDGE, TOLL, AND CULVERT REPAIRS
FALMOUTH ROAD UNDERPASS (MM FS1.7)
TRAFFIC CONTROL PLAN
ADVANCED SIGNING

SHEET NUMBER: S-13

CONTRACT: 2026.10

20 OF 25

FALMOUTH ROAD PHASE IFALMOUTH ROAD PHASE IITRAFFIC SIGNAL NOTES:

- SCOPE OF WORK:
TEMPORARY TRAFFIC SIGNAL WORK RELATED TO REPAIRS SHALL INCLUDE, BUT NOT BE LIMITED TO: FURNISHING AND INSTALLING A COMPLETE COORDINATED TEMPORARY TRAFFIC SIGNAL SYSTEM WITH DRIVEWAY ASSIST DEVICES, NON-INVASIVE STOP BAR DETECTION, VEHICULAR SIGNAL HEADS WITH RETROREFLECTIVE BACKPLATES, AND ALL APPURTENCES AND INCIDENTALS REQUIRED FOR COMPLETE FUNCTIONING SIGNAL INSTALLATIONS.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH A WORKING AND FULLY CONFIGURED TEMPORARY TRAFFIC SIGNAL SYSTEM FOR EACH WORK ZONE. THE CONTRACTOR IS FURTHER RESPONSIBLE FOR SYSTEM START-UP, MAINTENANCE, AND REMOVAL.
- ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINE TURNPIKE AUTHORITY WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TEMPORARY TRAFFIC SIGNAL IMPROVEMENTS AT LEAST 30 DAYS PRIOR TO COMMENCEMENT OF WORK. THIS SCHEDULE SHALL INCLUDE MILESTONES RELATED TO INTERSECTION ACTIVATION WITH CMS ALERTS ALERTING TO THE NEW TRAVEL PATTERN, WHEN THE INTERSECTION WILL BE PUT INTO OPERATION, AND WHEN IT WILL BE REMOVED.
- THE RESIDENT AND MAINE TURNPIKE AUTHORITY SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
- THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL REMOVED.

VEHICLE DETECTION NOTES:

- DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE FIELD LOCATED AND APPROVED BY MTA AND THE RESIDENT BASED ON STOP BAR AND SIGHT DISTANCE.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION AS APPROVED BY MTA AND THE RESIDENT.
- THE LOCATION OF THE DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PROVIDED PER MANUFACTURER'S RECOMMENDATION TO ACHIEVE APPROVED DETECTION AREAS.
- THE CONTRACTOR SHALL RE-INSPECT EACH SIGNALIZED INTERSECTION MONTHLY DURING CONSTRUCTION AND CERTIFY DETECTORS ARE FUNCTIONING.

PREEMPTION

- PREEMPTION COMPATIBLE TO EXISTING MUNICIPAL EQUIPMENT SHALL BE INSTALLED ON ALL APPROACHES FOR TEMPORARY SIGNAL OPERATION.
- PREEMPTION SHALL NOT OVER-RIDE PROGRAMMED CLEARANCE TIME REQUIREMENTS OR CAUSE SKIPPED PHASES THAT DO NOT ALLOW ADEQUATE CLEARANCE FOR OPPONDING TRAFFIC.

SIGNAL HEADS:

- ALL VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING 3-INCH RETROREFLECTIVITY.
- THE LOCATION AND QUANTITY OF RESIDENTIAL DRIVEWAY TEMPORARY SIGNALS ON THE PLANS IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AN ACCEPTABLE METHOD FOR DRIVEWAYS WITHIN THE WORKZONE TO UNDERSTAND THE FLOW OF TRAFFIC.

SYSTEM STARTUP AND SYSTEM LOADING:

- THE SIGNAL SHALL BE INSTALLED IN FLASH TWO WEEKS PRIOR TO ACTIVATION.
- AFTER THE CONTRACTOR HAS INITIATED SYSTEM OPERATION, THE SYSTEM SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL TESTING PERIOD. THE SUPPLIER SHALL ADVISE MTA AND/OR THE RESIDENT THAT THE SYSTEM IS READY FOR THE START-UP PHASE.

REMOVAL:

- THE SIGNAL SYSTEM SHALL BE REMOVED WITHIN 14 DAYS OF CONSTRUCTION COMPLETION. IF NOT REMOVED IMMEDIATELY, THE SYSTEM SHALL BE TURNED OFF AND BAGGED OR TURNED TO AVOID DRIVER CONFUSION.
- ALL PAINTED STOP BARS RELATED TO SIGNALS SHALL BE REMOVED PER THE TEMPORARY SIGNAL SPECIAL PROVISION.

Scale:
NOT TO SCALE

Designed by:

HNTB

HNTB CORPORATION
82 Running Hill Road, Suite 201
South Portland, ME 04106
TEL (207) 774-5155
FAX (207) 228-0909



**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
FALMOUTH ROAD UNDERPASS (MM FS1.7)
TRAFFIC CONTROL PLAN
TEMPORARY SIGNAL

SHEET NUMBER: S-14

210F 25

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

Designed by:



No.	Revision	By	Date
CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.			
		By	Date
Designed	CET	01\26	Checked PDB 01\26

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82 Running Hill Road, Suite 201
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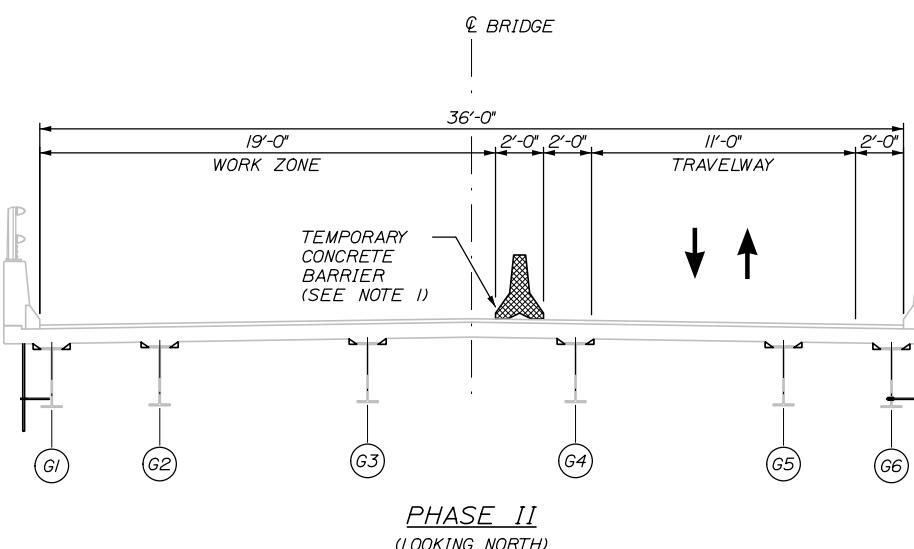
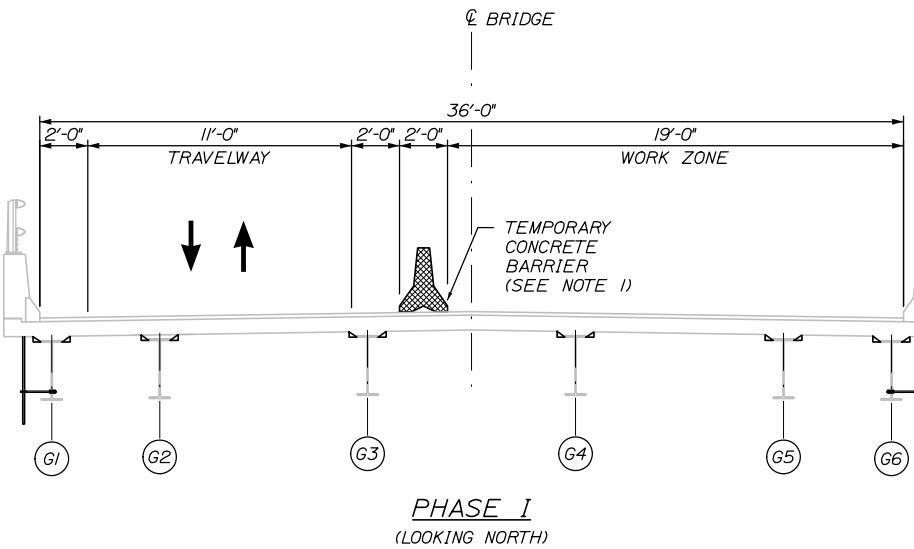
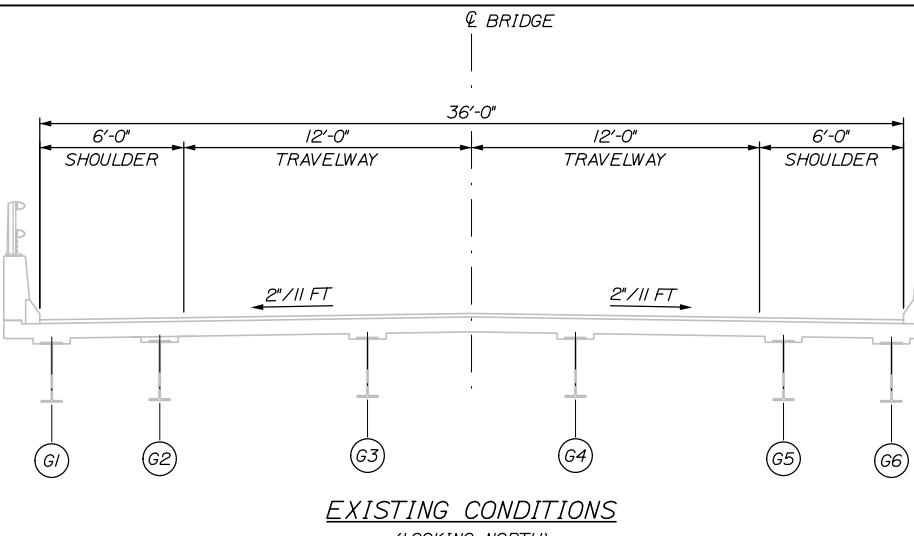
THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

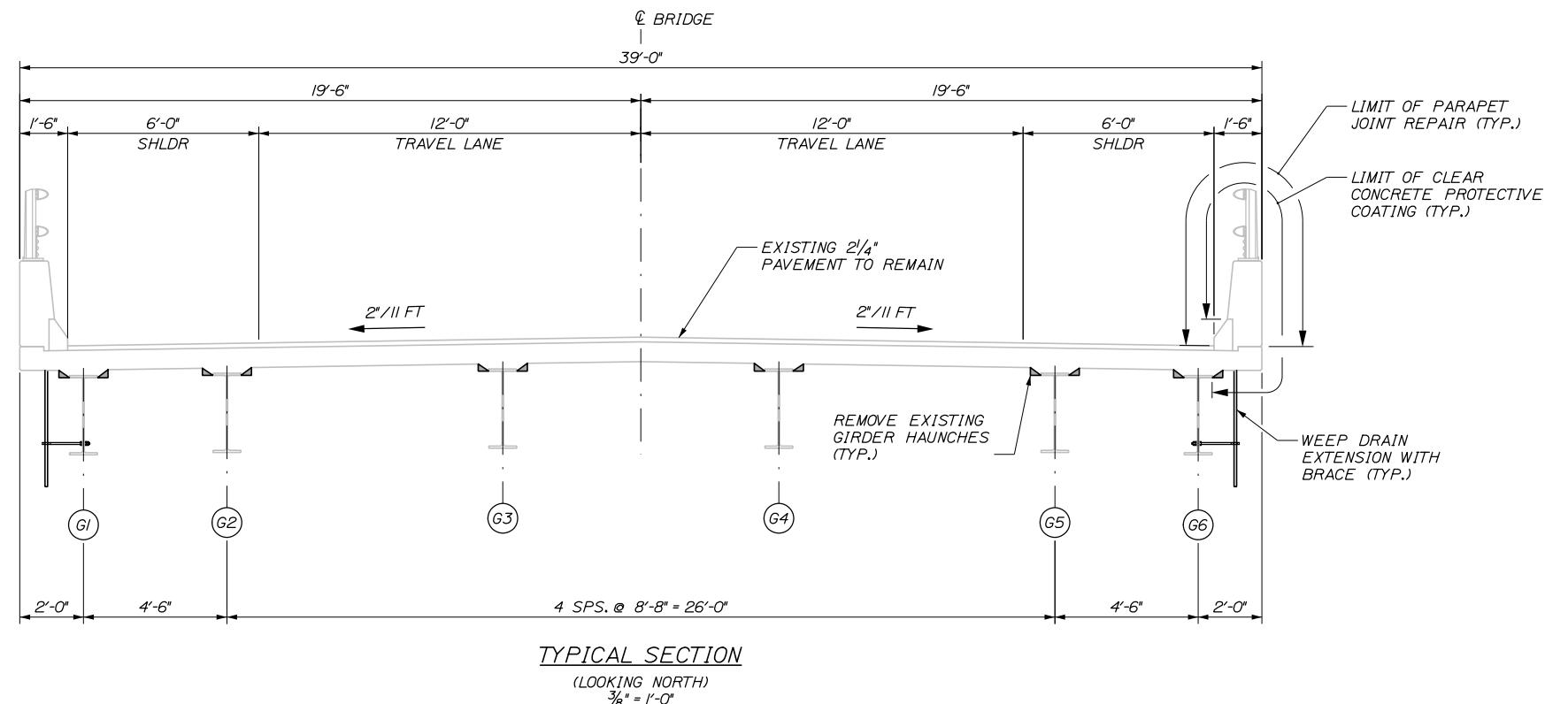
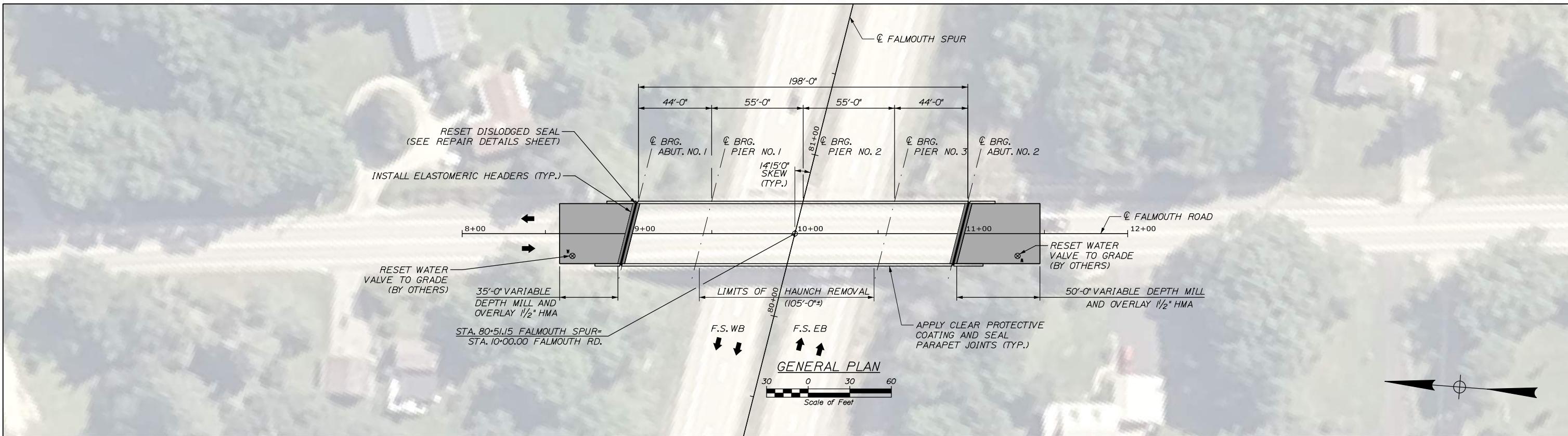
BRIDGE, TOLL, AND CULVERT REPAIRS
FALMOUTH ROAD UNDERPASS (MM FS1.7)
TRAFFIC CONTROL PLAN
PHASING

NOTES:

I. DRUMS MAY BE USED IN PLACE OF TEMPORARY CONCRETE BARRIER AT THE CONTRACTOR'S OPTION.



Date:1/15/2026



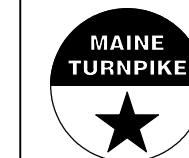
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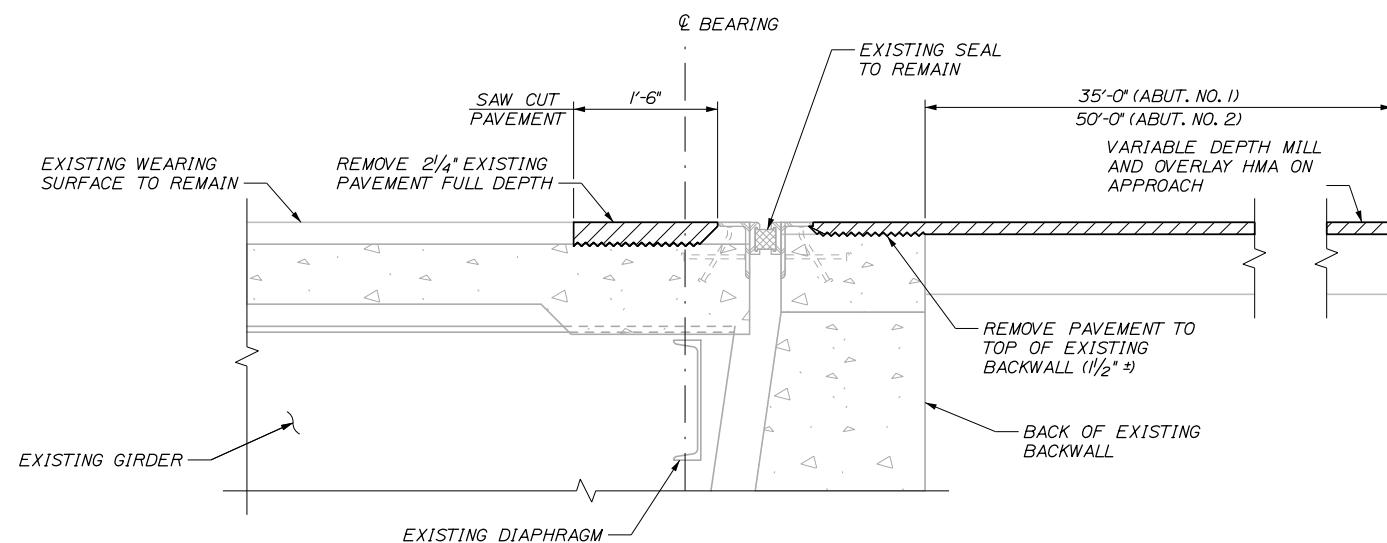
THE GOLD STAR MEMORIAL HIGHWAY

BRIDGE, TOLL, AND CULVERT REPAIRS
FALMOUTH ROAD UNDERPASS (MM FS1.7)
GENERAL PLAN AND TYPICAL SECTION

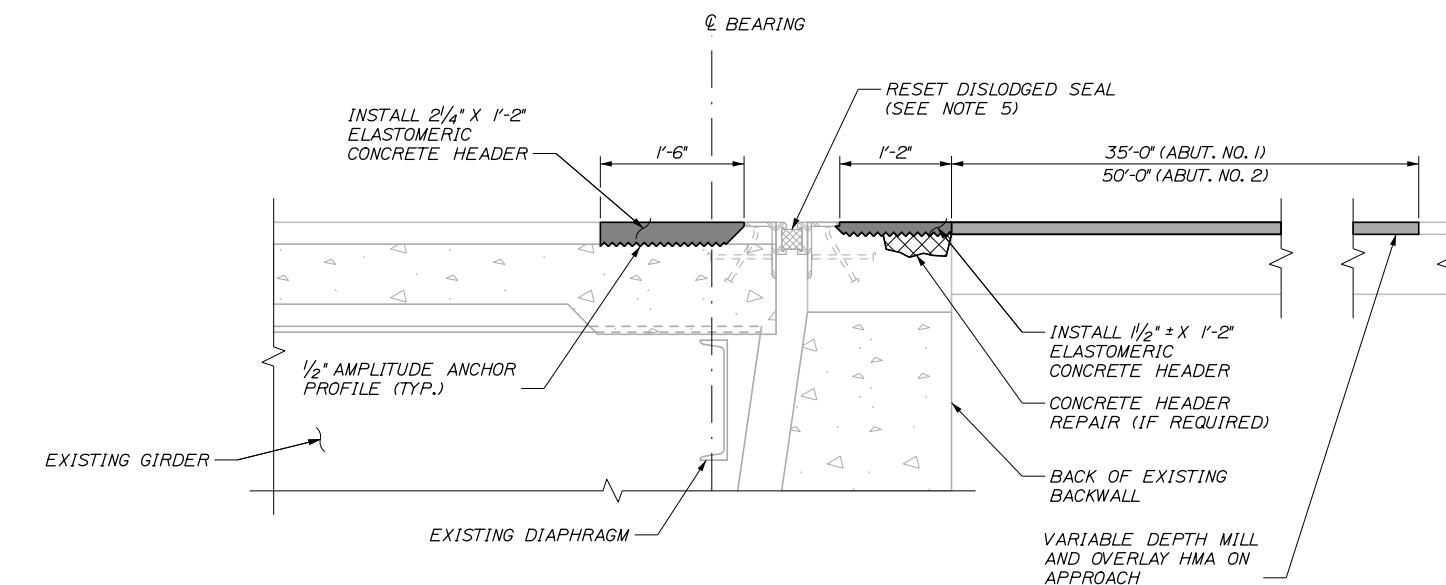
SHEET NUMBER: S-1

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Date: 1/15/2026

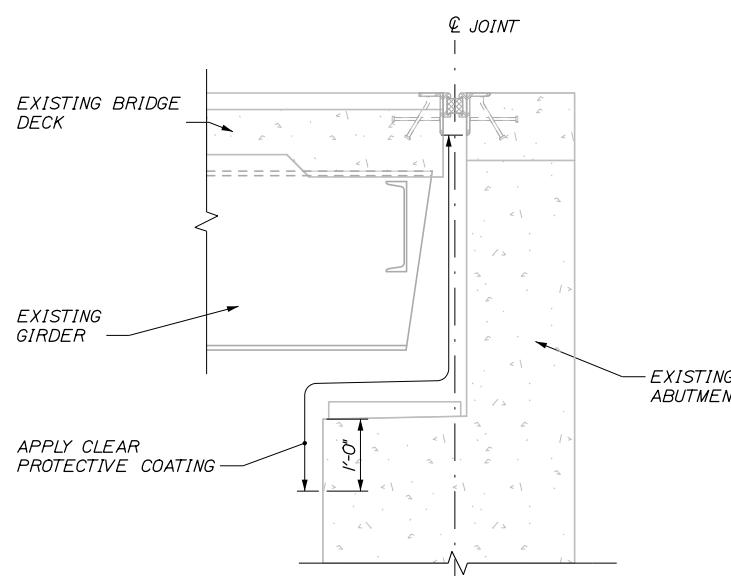


EXISTING CONDITION AND REMOVAL LIMITS



PROPOSED CONDITION

EXPANSION JOINT DETAILS
1" = 1'-0"



TYPICAL ABUTMENT SECTION

3/4" = 1'-0"

NOTES:

1. SAWCUT 1" DEEP ALONG LIMITS OF CONCRETE REMOVAL
2. CHIP CONCRETE AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 518. IF THE REMOVAL LIMITS CHANGE DURING THE DEMOLITION PROCESS, THE CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING REMOVALS.
3. PROTECT THE TOP OF THE EXPANSION JOINT DURING THE PLACEMENT OF BITUMINOUS PAVEMENT.
4. ELASTOMERIC CONCRETE HEADER SHALL BE PAID UNDER ITEM 518.865 ELASTOMERIC CONCRETE. PRIOR TO PLACING THE ELASTOMERIC CONCRETE, THE CONTRACTOR SHALL REMOVE ANY AREAS OF DETERIORATED CONCRETE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 518 AND AS DIRECTED BY THE RESIDENT. IF REPAIR DEPTH EXCEEDS 6 INCHES FROM THE TOP OF THE PROPOSED HEADER, SEE SPECIAL PROVISION 518. CONCRETE HEADER REPAIR.
5. EXISTING JOINT SEAL AT ABUTMENT NO. 1 SHALL BE RESET IN DISLODGED LOCATIONS (APPROX. 10% OF LENGTH) PER SPECIAL PROVISION 520. JOINT SEAL REPAIR. RESETTING DISLODGED JOINT SHALL BE MEASURED FOR PAYMENT BY EACH UNDER ITEM 520.40.

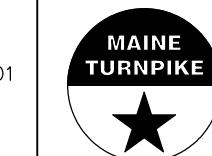
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Scale:
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HNTB CORPORATION
82 Running Hill Road, Suite 201
South Portland, ME 04106
TEL (207) 774-5155
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MEMORIAL HIGHWAY**

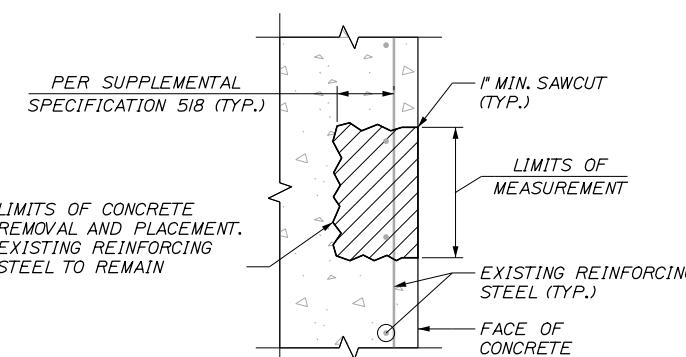
MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS
FALMOUTH ROAD UNDERPASS (MM FS1.7)
REPAIR DETAILS

SHEET NUMBER: S-17

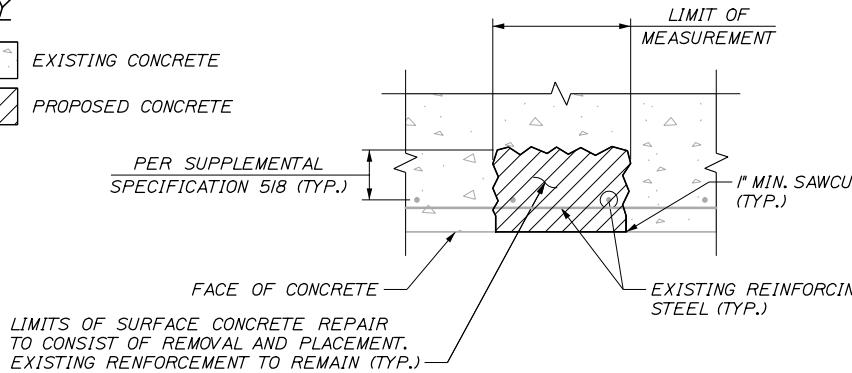
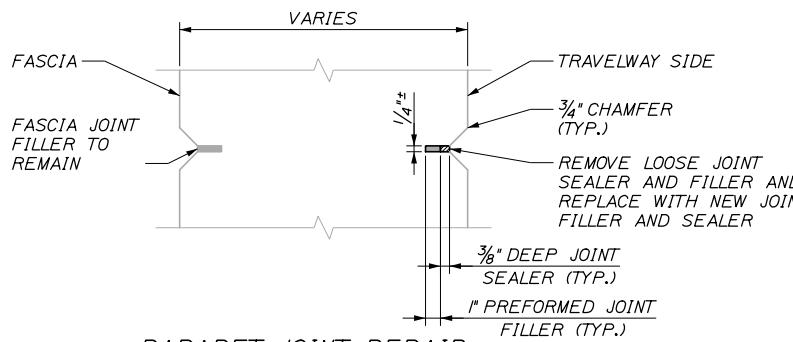
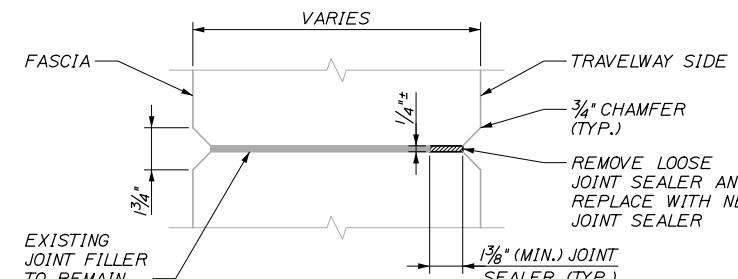
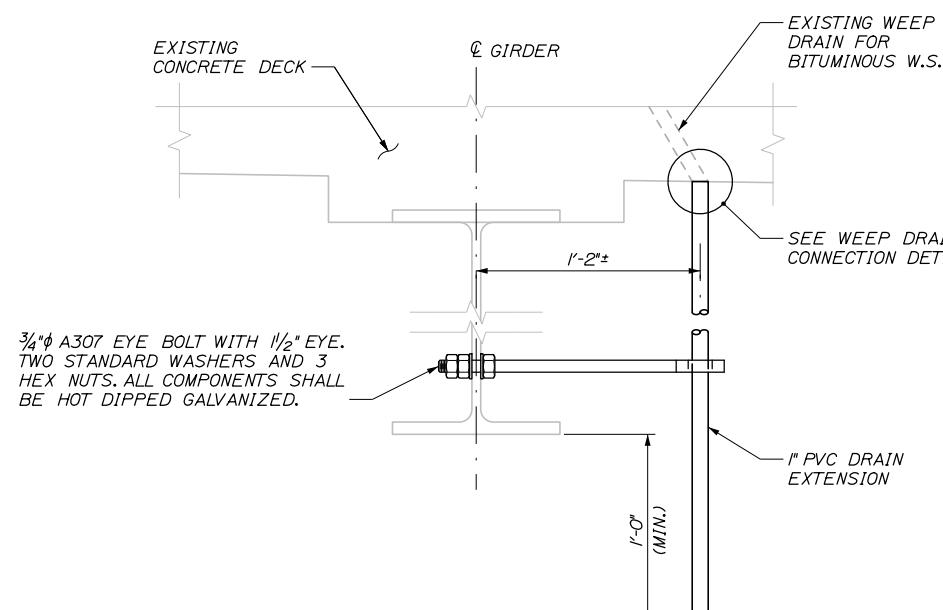
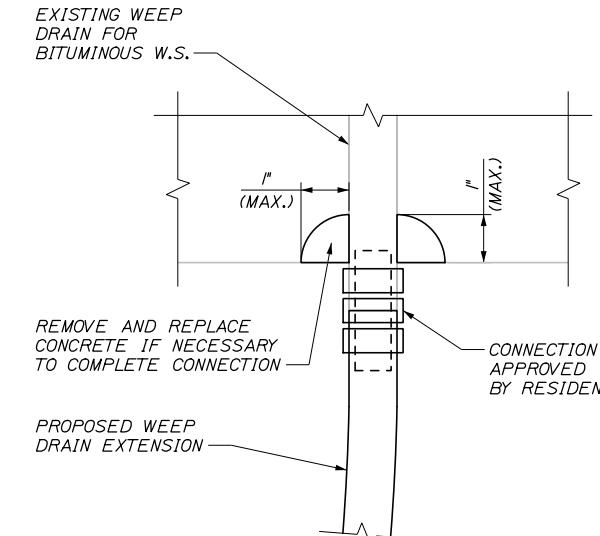
CONTRACT: 2026.10

24 OF 25

CONCRETE VERTICAL REPAIR DETAIL
1" = 1'-0"

KEY

- EXISTING CONCRETE
- PROPOSED CONCRETE

CONCRETE OVERHEAD OR UPWARD REPAIR DETAIL
1" = 1'-0"PARAPET JOINT REPAIR
(AT DUMMY JOINT)
3" = 1'-0"PARAPET JOINT REPAIR
(AT PARAFFIN JOINT)
3" = 1'-0"WEEP DRAIN EXTENSION
2" = 1'-0"

NOTE: DECK REINFORCEMENT NOT SHOWN FOR CLARITY

WEEP DRAIN CONNECTION DETAIL
6" = 1'-0"**CONCRETE REPAIR NOTES:**

- REPAIR WORK SHALL INCLUDE: SURFACE CONCRETE REPAIRS, EPOXY INJECTION CRACK REPAIR AND PROVIDING ACCESS FOR INSPECTION.
- WHERE SURFACE CONCRETE REPAIRS ARE SPECIFIED, THE WORK SHALL INCLUDE REMOVAL OF UNSOUND CONCRETE AND PLACEMENT AND CURING OF REPAIR MATERIALS. REPAIRS SHALL BE MEASURED FOR PAYMENT UNDER APPLICABLE 518 PAY ITEMS.
- PRIOR TO THE START OF ANY CONCRETE REPAIRS, THE RESIDENT AND THE CONTRACTOR SHALL SOUND ALL CONCRETE SURFACES AND AGREE ON THE REPAIR LIMITS. ESTIMATED REPAIR QUANTITIES MAY INCREASE OR DECREASE AT THE RESIDENT'S DISCRETION.
- THE ESTIMATED REPAIR QUANTITIES ARE BASED ON INSPECTIONS COMPLETED IN JUNE 2021.

WEEP DRAIN EXTENSION NOTE:

- ALL PVC DECK WEEPS WHICH DRAIN ONTO PIERS, ABUTMENTS, OR STRUCTURAL STEEL SHALL BE EXTENDED AND DIVERTED AWAY FROM BRIDGE COMPONENTS BELOW DECK, AND SHALL EXTEND 1 FOOT BELOW BOTTOM FLANGE, AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER PAY ITEM 502.7011, WEEP DRAIN EXTENSIONS WITH BRACE.

CONCRETE HAUNCH REMOVAL NOTES:

- THE REMOVAL OF THE PORTION OF THE CONCRETE HAUNCH SHOWN SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT UNDER ITEM 202.1211, REMOVING EXISTING GIRDER HAUNCHES. THE HAUNCH ON EACH SIDE OF THE GIRDER SHALL BE MEASURED SEPARATELY FOR PAYMENT.

- IF OVER-REMOVAL RESULTS, APPLY TWO COATS OF EPOXY RESIN TO DECK REINFORCING STEEL EXPOSED DURING HAUNCH REMOVAL. ALL REASONABLE PRECAUTIONS SHALL BE TAKEN TO AVOID THIS CONDITION. EPOXY RESIN AND APPLICATION SHALL BE INCIDENTAL TO ITEM 202.1211, REMOVING EXISTING GIRDER HAUNCHES.

- AFTER CONCRETE REMOVAL, THE EXPOSED CONCRETE SHALL BE SEALED WITH CLEAR PROTECTIVE COATING. CLEAR PROTECTIVE COATING AND APPLICATION SHALL BE INCIDENTAL TO ITEM 202.1211, REMOVING EXISTING GIRDER HAUNCHES.

- PRIOR TO THE START OF ANY CONCRETE HAUNCH REMOVAL, THE RESIDENT AND CONTRACTOR SHALL JOINTLY INSPECT ALL HAUNCHES FOR REMOVAL AND AGREE ON THE REMOVAL LIMITS. ESTIMATED HAUNCH REMOVAL QUANTITIES MAY INCREASE OR DECREASE AT THE RESIDENT'S DISCRETION.

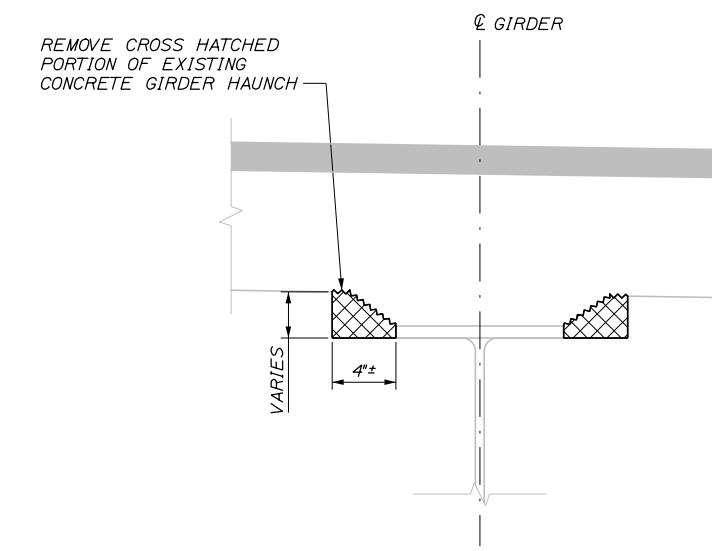
- PROTECTIVE CURTAIN SHALL BE INSTALLED FOR ANY CONCRETE HAUNCH REMOVAL OCCURRING WITHIN 6 FEET OF AN ACTIVE TRAVEL LANE PER SPECIAL PROVISION SECTION 524 PROTECTIVE CURTAIN SHIELDING - STEEL GIRDERS.

CONCRETE REPAIR PROCEDURE:

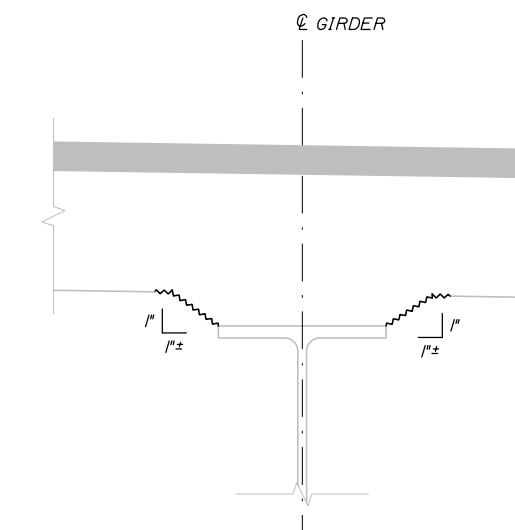
- PERFORM 1" DEEP SAW CUTS ALONG LIMITS OF REMOVAL.
- CHIP CONCRETE TO THE DEPTH SPECIFIED IN SUPPLEMENTAL SPECIFICATION 518. IF THE REMOVAL LIMITS CHANGE DURING THE DEMOLITION PROCESS, THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING THE REMOVAL.
- PREPARE AND PATCH REPAIR AREAS WITH CLASS AAA MODIFIED CONCRETE OR OTHER MATERIALS SELECTED FROM THE APPLICABLE NON-EMERGENCY LIST OF MATERIALS IN SUPPLEMENTAL SPECIFICATION 518.
- PERFORM GENERAL FINISHING.

PARAPET JOINT REPAIR NOTES

- REPAIR PARAPET JOINTS AS DIRECTED BY THE RESIDENT. JOINT SEALANT SHALL BE FROM THE MAINEDOT QUALIFIED PRODUCTS LIST FOR SILICONE AND POLYURETHANE JOINT SEALANT. WORK SHALL BE PAID FOR UNDER ITEM 518.43 - PARAPET JOINT REPAIR.



EXISTING CONDITION



FINAL CONDITION

CONCRETE HAUNCH REMOVAL DETAILS
2" = 1'-0"

Scale:

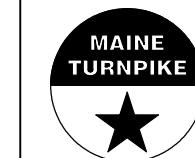
AS NOTED

Designed by:

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CONSULTANT PROJECT MANAGER: Kevin Brayley, P.E.

HNTB CORPORATION
82 Running Hill Road, Suite 201
South Portland, ME 04106
TEL (207) 774-5155
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THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

BRIDGE, TOLL, AND CULVERT REPAIRS

CONCRETE REPAIR TYPICAL DETAILS

SHEET NUMBER: S-18

CONTRACT: 2026.10

25 OF 25