MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2026.01

PAVEMENT REHABILITATION AND
SAFETY IMPROVEMENTS
MM 68.5 TO MM 74.9

BRIDGE REPAIRS
ROYAL RIVER (MM 71.1)

BRIDGE PAVING
WASHINGTON ST/MCRR (MM 75.6)
LISBON ST/RT 196 (MM 81.4)

The bid opening date is Thursday December 8, 2025 at 10:00 am.

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

Questions

- Question 1: Can the SP 652 be revised to allow long term closures with temporary concrete barrier to complete the expansion joint work at the Royal River Bridge? This would provide a much safer work zone for both workers and the traveling public.
  Response: Long term lane closures will not be allowed.

- Question 2: Is "470.08 Berm Dropoff Correction – Grindings" being paid for as linear foot or by the ton? The basis of payment section says ton and the pay unit shows linear foot.
  Response: Item "470.08 – Berm Dropoff Correction – Grindings" are to be paid by the LF. See attached Special Provision Section 470 updates associated with Addendum #2.

- Question 3: Is the paving and milling on Washington Ave & Lisbon St bridges being paid under items "202.202 – Removing Pavement Surface" & "403.2081 – Hot Mix Asphalt – 12.5 MM (Polymer Modified)"? No separate pay items?
  Response: Separate pay items have been added for the milling and paving efforts on Washington and Lisbon Street bridges. See attached Special Provision Sections 202 and 403, Proposal Sheets and Estimated Quantity Sheet Plan associated with Addendum #2.

- Question 4: Is Bald Hill overpass being milled and paved?
  Response: Bald Hill overpass will not be milled and paved as part of this contract.

- Question 5: Will the work for item "606.755 – Paving of Existing Guardrail Widenings" be completed with guardrail ends in-place?
  Response: Paving of existing guardrail widening is intended to occur with guardrail ends in place.

PROPOSAL

- Proposal Sheets P-2 through P-7 shall be replaced to reflect the updated project title and updated work items. Additionally, on sheet P-2 the price for item "401.03 – Balance Mix Design Data Collection" has been increased from $10,000 to $20,000.

SPECIFICATIONS

- The project title change will not be updated on every page of the bid book. Special Provision Sheet SP-1 shall be replaced to have the change in name of the plan set updated.
- Special Provision Sheet SP-17 shall be replaced to have the "202.2021 – Removing Pavement Surface – Washington St. & Lisbon St. Bridges" item added.
- Special Provision Sheet SP-32 shall be replaced to have sub note a in the section "401.10 Rollers" updated to read "At least one roller shall be a pneumatic-tired on base, intermediate, and variable thickness shim layers. Pneumatic-tired rollers shall be equipped with skirting to minimize the pickup of HMA materials from the paved surface. The contractor shall provide a weigh slip for the rubber tire being used."
- Special Provision Sheets SP-49A through SP-49D shall be inserted into the bid book for the item "401.10 – Hot Mix Asphalt Continuous Thermal Profiling".
- Special Provision Sheet SP-51 shall be replaced to have the "403.20801 – Hot Mix Asphalt – 12.5 MM (Polymer Modified) – Washington St & Lisbon St. Bridges" item added.
- Special Provision Sheet SP-52 shall be replaced to have the "Bridge Decks" table added.
- Special Provision Sheet SP-53 shall be replaced to have note "N. Automatic grade control shall be installed on each side of the screed." added.
- Special Provision Sheet SP-68 shall be replaced to have the first paragraph in the "Basis of Payment" section modified to change the unit from "ton" to "linear foot" to match the pay unit below.
- Special Provision sheets SP-79 through SP-81 have been updated to reflect a change in work associated with repairing bridge joints.
- Special Provision Sheet SP-109 shall be replaced to have section "627.05 Preparation of Surface" updated. The last two sentences of the first paragraph shall now read "The use of Polycrystalline Diamond Compact (PDC) flat cutting head or gang stacked diamond cutting heads with free floating independent heads is required for asphalt pavement

surfaces. The spacers between blade cuts shall be such that there will be less than a 15 mil rise in the finished groove between the blades."

- Special Provision Sheet SP-110 shall be replaced to have the additional text in the third paragraph on the sheet "This document is provided for reference only. Where the requirements of this specification differ from guidance within the 3M Information Folder, the requirements of this specification shall govern." and a new subsection "627.10 Warranty" that reads "A two-year warranty shall be provided for the Pavement Marking Tape." This change also affects the following subsection numbering.
- Special Provision Sheet SP-111 shall be replaced due to the changes to SP-110 pushing information from that page on to SP-111.

PLANS

- The title sheet (sheet 1 of 24) has been updated to reflect the change in project name.
- The estimated quantities & general notes sheet (sheet 2 of 24) has been updated to reflect the additional items.
- The Royal River bridge joint details (sheet 21 and 22 of 24) have been updated to reflect the change in work.

ATTACHMENTS

- This document – Addendum #1 (4 Pages)
- Pre-bid Agenda (2 Pages)
- Pre-Bid Presentation (24 Pages)
- Bid Book Proposal Sheets P-2 through P-7 (Revised 12/8/2025) (6 Pages)
- Bid Book Index Pages (Revised 12/8/2025) (2 Page)
- Bid Book Special Provision SP-1 (Revised 12/8/2025) (1 Page)
- Bid Book Special Provision SP-17 (Revised 12/8/2025) (1 Page)
- Bid Book Special Provision SP-32 (Revised 12/8/2025) (1 Page)
- Bid Book Special Provision SP-49A through SP-49D (Revised 12/8/2025) (4 Pages)
- Bid Book Special Provision SP-51 through SP-53 (Revised 12/8/2025) (3 Pages)
- Bid Book Special Provision SP-68 (Revised 12/8/2025) (1 Page)
- Bid Book Special Provision SP-79 through SP-81 (Revised 12/8/2025) (3 Page)
- Bid Book Special Provision SP-109 through SP-111(Revised 12/8/2025) (3 Pages)
- Plan Sheet "Title" Page 1 (Revised 12/8/2025) (1 Page)
- Plan Sheet "Estimated Quantities & General Notes" Page 2 Sheet C-1 (Revised 12/8/2025) (1 Page)
- Plan Sheets "Royal River Joint Repairs (Sheet 1 of 2)" and "Royal River Joint Repairs (Sheet 2 of 2)" (Revised 12/8/2025) (2 Pages)

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

The total number of pages included in this addendum is fifty-nine (59) pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 2 by signing below and email this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com . Bidders are also required to acknowledge receipt of this Addendum No. 2 on Page P-8 of the bid package.

_____
Business Name

_____
Print Name and Title

_____
Signature

_____
Date

Very truly yours,

MAINE TURNPIKE AUTHORITY

_____
Nathaniel Carll

Purchasing Department

Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2026.01

Pavement Rehabilitation and Safety Improvements and
Bridge Repairs MM 68.5 TO MM 74.9
December 2, 2025 at 10:00 am

1) Location:

   a) The general limits of work are MM 68.5 to MM 74.9 – Milling and Paving travel lanes and shoulders, Median Restoration, Guardrail adjustments, and general Drainage improvements. Bridge Repairs to Royal River, Washington Street, and Lisbon Street.

2) General Description:

3) The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.

4) Bid:

   a) Bid deadline December 11, 2025 at 10:00 AM at MTA headquarters 2360 Congress Street, Portland. All registered plan holders will be sent a Zoom Link/Call in number for the bid opening.

   b) For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207)482-8115 or ncarll@maineturnpike.com .

5) For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email ncarll@maineturnpike.com. Responses will not be prepared for questions received by telephone.

6) Notification:

   a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at (207) 871-7771, ext. 144 or startre@maineturnpike.com.

7) Contract Specifications:

   a) The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.

   b) The Maine Turnpike Authority Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at http://www.maineturnpike.com/Projects-Planning/Construction-Contracts.aspx

8) Construction Schedule/Prosecution of Work:

a) December 18, 2025 – MTA Board to consider Contract Award
b) October 10, 2026 – Substantial Completion
c) November 14, 2026 – Final Completion
d) The Milling activities shall not begin until all Guardrail Work, Median Restoration, and the Riprap Installation is complete.

9) Permit Requirements (Special Provision 105.8.2):

a) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
b) The Contractor shall comply with the erosion and sedimentation control requirements of the Basic Standards of Maine Stormwater Management Law, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity (Maine Construction General Permit), the General Permit for the Discharge of Stormwater from Maine Department of Transportation and Maine Turnpike Authority Municipal Separate Storm Sewer Systems, and the Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection. The Contractor will comply with these erosion and sedimentation control requirements through implementation and adherence to the current version of the Maine Department of Transportation's Best Management Practices for Erosion and Sedimentation Control.

10) General Requirements

a) U-Turns at toll plazas and median openings are not allowed.
b) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure restrictions.
c) All vehicles used on the Project, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
d) All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
e) Berm corrections for drop-offs of more than 3" must be made prior to shifting traffic adjacent to the shoulder requiring correction.

11) Traffic Control (Special Provision Section 652):

a) Contractor is responsible for supplying all traffic control.
b) Lane closures – See Traffic Tables – some daytime closure allowed

12) Specific Contract Items

a) Special Provision 606- Paving of existing widenings
b) Special Provision 610 – Void Filled Riprap

Questions – Questions need to be submitted by close of business on December 4th 2025.

Contract 2026.01

Pavement Rehabilitation and Safety Improvements
Bridge Repairs

Pre-Bid Conference

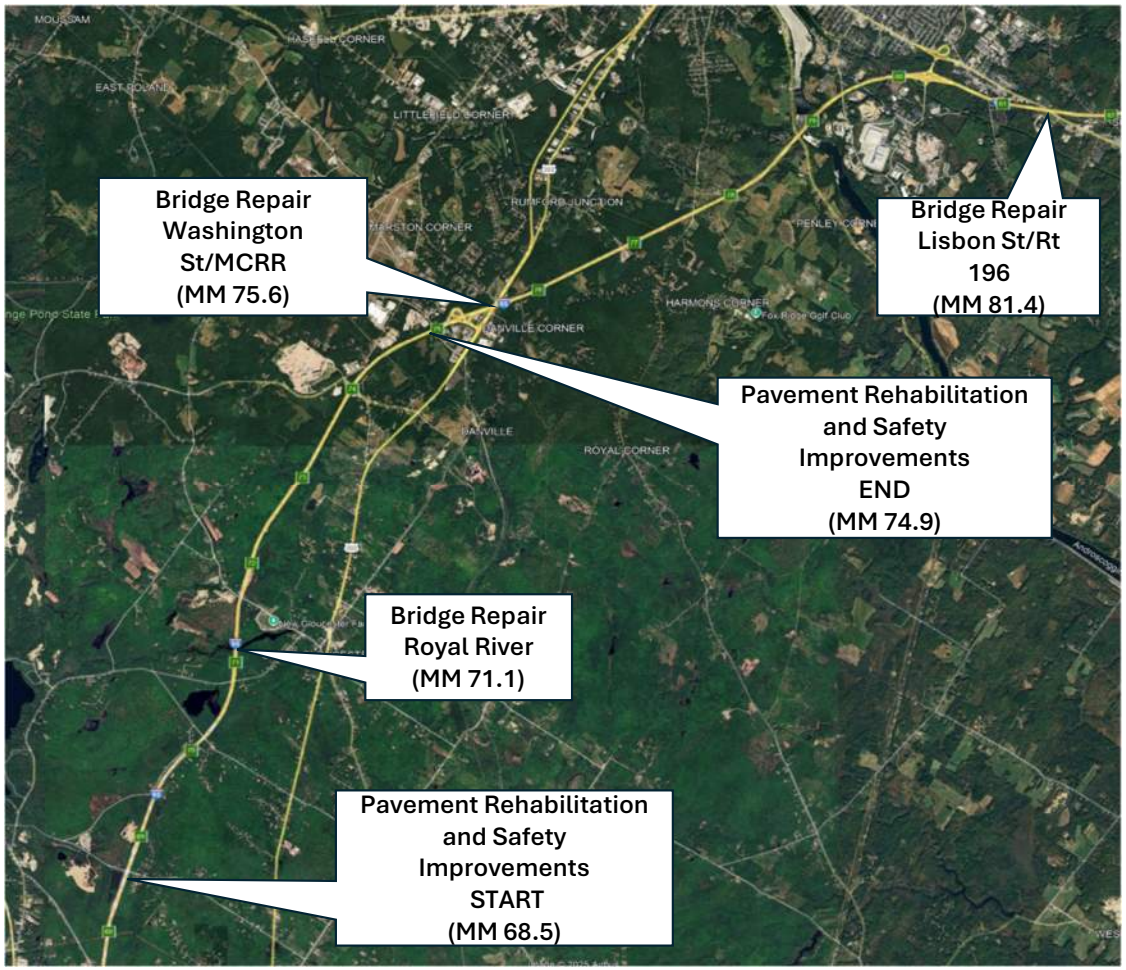
December 2, 2025

Locations

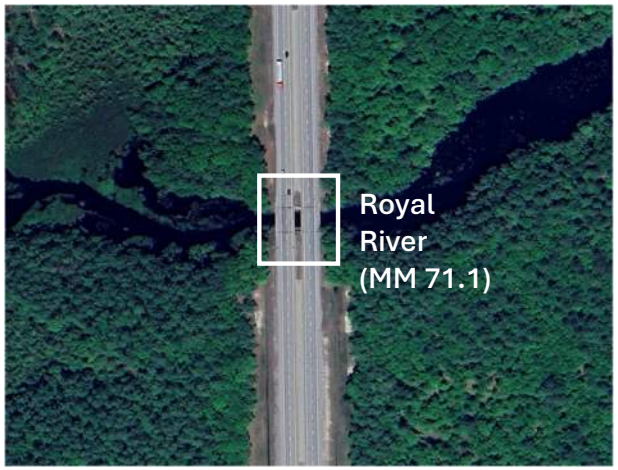
Pavement Rehabilitation and Safety Improvements
(MM 68.5 to MM 74.9)

Bridge Repairs (Overpasses)

- Royal River (MM 71.1)
- Washington St/MCRR (MM 75.6)
- Lisbon St/Rt 196 (MM 81.4)



Bridge Repair Locations



Bridge Repair Locations

Royal River Overpass (MM 71.1), Upper Gloucester, Maine

Bridge Repair Locations

Royal River Overpass (MM 71.1), Upper Gloucester, Maine

Bridge Top of Deck (Looking South)

Bridge Repair Locations

Washington St/MCRR Overpass (MM 75.6), Auburn, Maine

Bridge Repair Locations

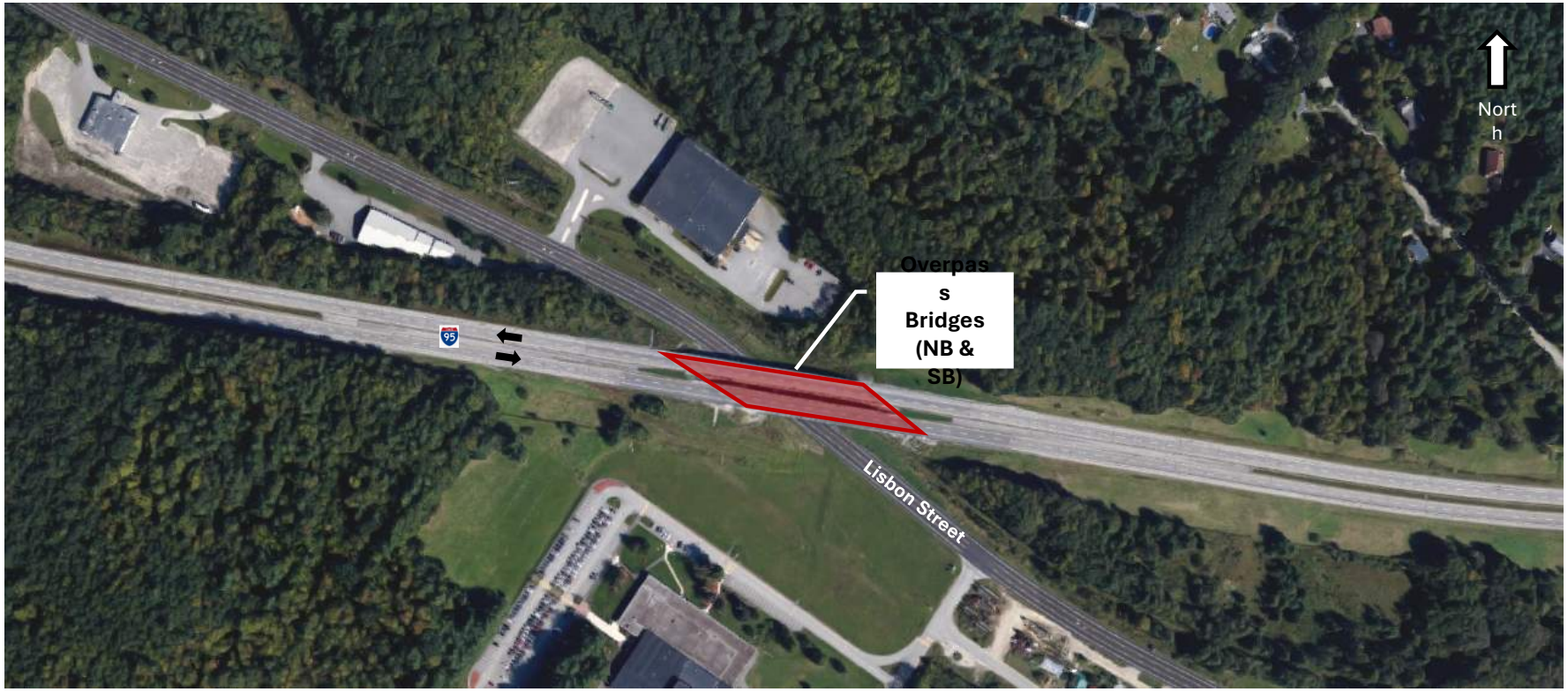
Washington St/MCRR Overpass (MM 75.6), Auburn, Maine

Overpass Bridge Elevation (Looking North)

Overpass Bridge Top of Deck (Looking Northeast)

Bridge Repair Locations

Lisbon St/RT196 Overpass (MM 81.4), Lewiston, Maine



Bridge Repair Locations

Lisbon St/RT196 Overpass (MM 81.4), Lewiston, Maine

Overpass Bridge Elevation (Looking Northwest)

Overpass Bridge Top of Deck (Looking East)

General Description

Paving Rehabilitation and Safety Improvements

- Mill and fill travel lanes and shoulders NB and SB
- Paving of existing guardrail widenings
- Void-Filled riprap apron
- Berm corrections
- Catch basin top replacement
- Guardrail replacements and height adjustments

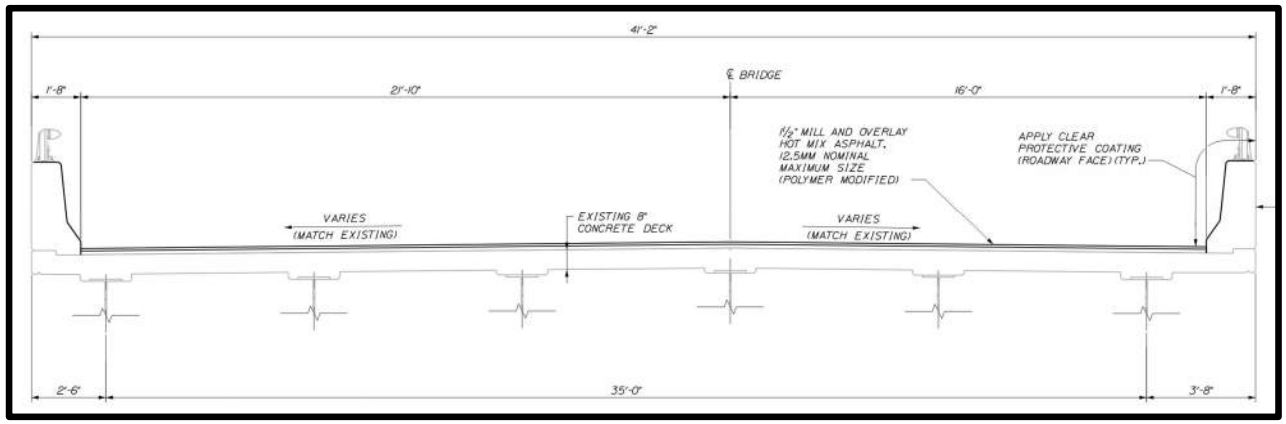
Bridge Repairs

- Mill and fill
- Joint modifications
  - Royal River north abutment joint header (NB and SB)

General Description (cont.)

Royal River Overpass (MM 71.1)

- Mill and overlay over total bridge length
- Apply clear protective coating on concrete parapets



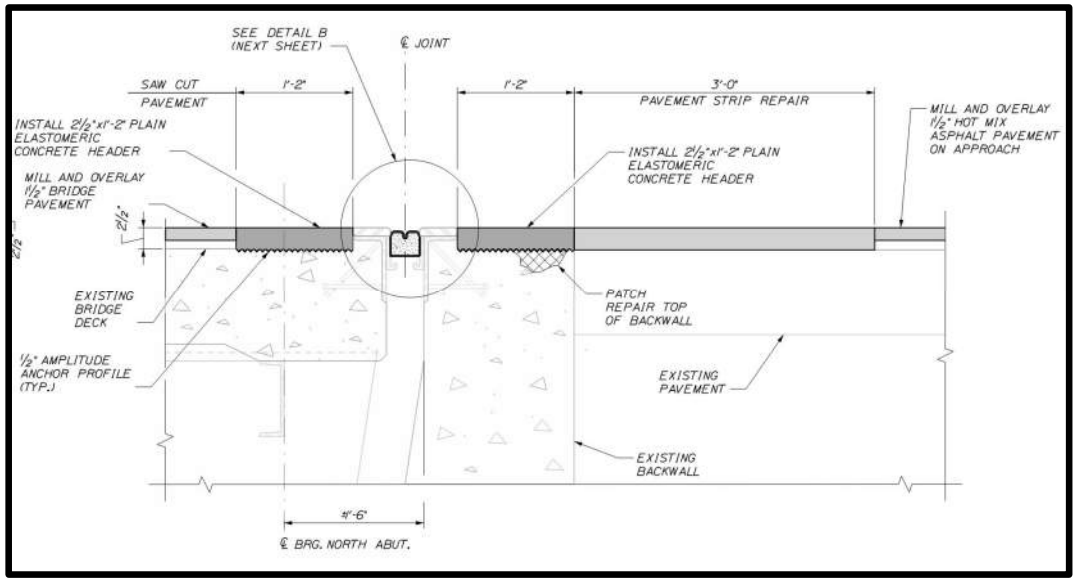
Typical Section
(SB Shown, NB Similar)

General Description (cont.)

Royal River Overpass (MM 71.1)

Joint Work

- Remove and replace existing joint seal with silicone coated and pre-compressed seal at north abutment
- Install plain elastomeric concrete header on either side of angles at joint at north abutment
- Replace asphaltic plug for crack control at south abutment



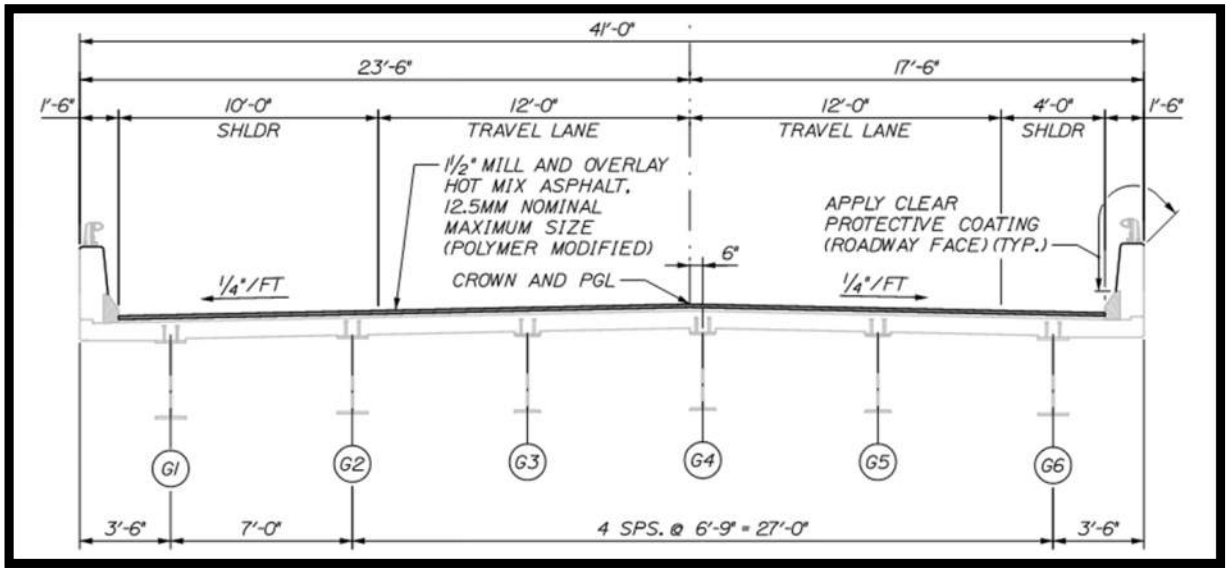
Proposed Expansion Joint-North Abutment

(SB Shown, NB Similar)

General Description (cont.)

Washington St/MCRR Overpass (MM 75.6)

- Mill and overlay bridge or 100’ length of approach roadways
- Apply clear protective coating on concrete parapets

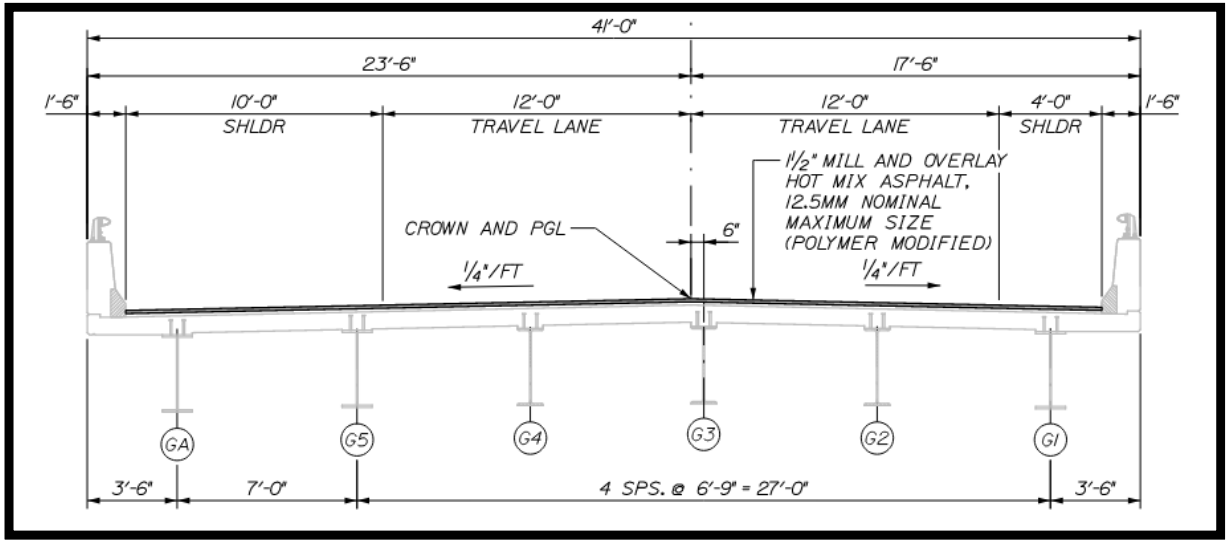


Typical Section
(SB Shown, NB Similar)

General Description (cont.)

Lisbon St/Rt 196 Overpass (MM 81.4)

- Mill and overlay bridge or 100’ length of approach roadways
- Apply clear protective coating on concrete parapets



Typical Section
(SB Shown, NB Similar)

Bid

- Bid Opening: **December 11, 2025 at 10 AM**
- Submit **bid and contractual questions** to:
  - Nate Carll
  - (207)482-8115
  - ncarll@maineturnpike.com
- Submit **project specific questions** to:
  - Request for Information (RFI) tab at https://www.maineturnpike.com/projects/construction-contracts
- Questions to be submitted by **December 4, 2025 at 5 PM**

Notification

- Contractor shall **notify and obtain approval** from the Authority **prior to visiting the project sites** for field inspection

- The contact person is **Steve Tartre**
  - (207) 482-8144
  - startre@maineturnpike.com

Contract Specification

- **Part I:** Supplemental Specifications
- **Part II:** Special Provisions
- **Part III:** Appendices

- Available at http://www.maineturnpike.com/Projects/Construction-Contracts.aspx

Construction Schedule/Prosecution of Work

- Award Date: **December 18, 2025**
- Substantial Completion: **October 10, 2026**
- Final Completion: **November 14, 2026**

Permit Requirements

- **Stormwater Memorandum of Agreement for Stormwater Management** Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection

- The LOD for this Contract has been estimated to be **9.9** acres (median restoration, berm correction, three pipe end replacements). **This Plan shall be submitted for review and approval, to the Resident within 14 days of Contract award**

- **Compliance with the erosion and sedimentation control** is required by the Contractor

- The Contractor shall **comply with the conditions and compliance standards** outlined in the Stormwater MOA, and the Maine Construction General Permit

General Requirements

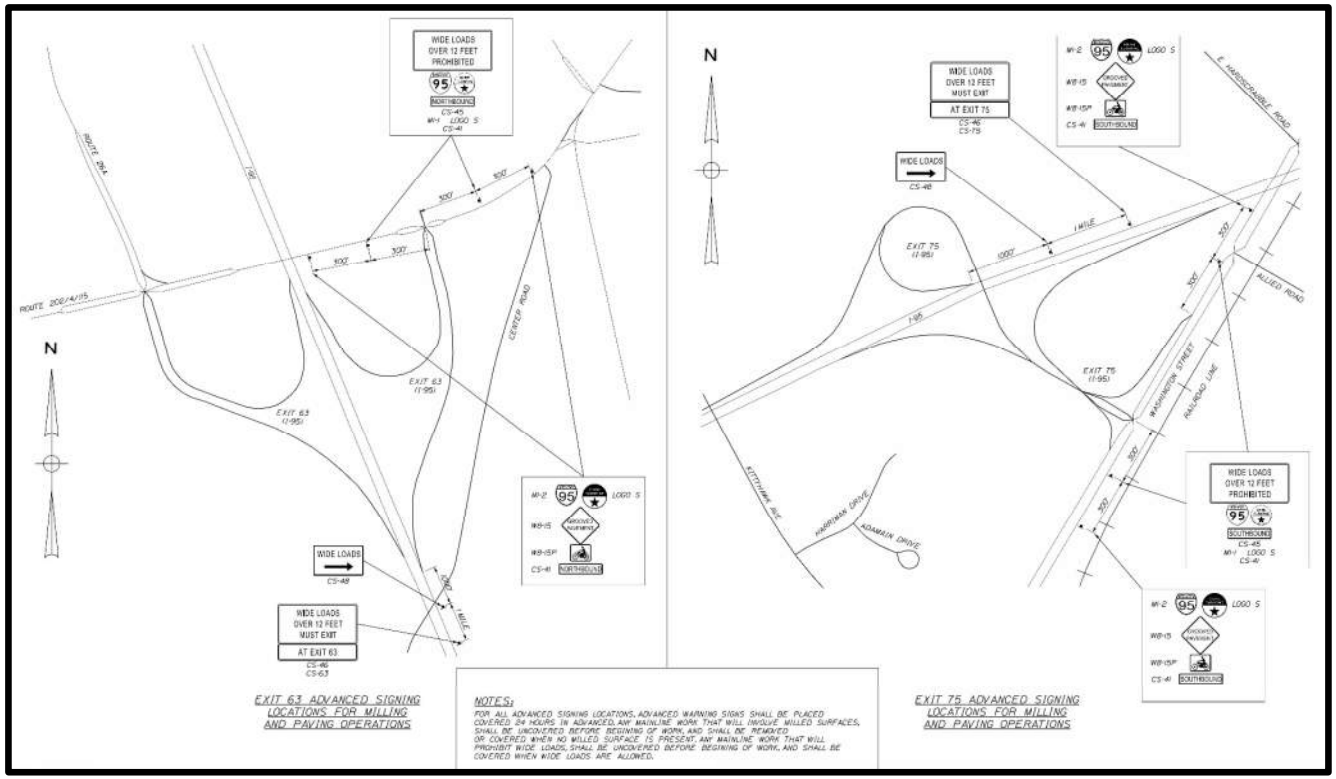
- **U-Turns** at toll plazas and median openings are not allowed.
- Contractor **access to and from the mainline shall not negatively impact mainline traffic flow.**
- **All vehicles** used on the Project, shall be equipped with **amber flashing beacons**
- **Class III safety vests** shall be worn at all times
- **Berm corrections** for drop-offs of **more than 3”** must be made **prior to shifting traffic**
- **HMA plants** shall **meet the requirements** and **maintain current approval** from the Maine Department of Transportation

Traffic Control (SP 652)

- For lane and shoulder closures in excess of 3,000 feet containing multiple work zones a TMA shall be used at each work zone
- The Contract will furnish, operate, and maintain Automated Trailer Mounted Speed Limit Sign(s) for project use. The automated speed sign shall be required when there is a Work Zone Speed Limit in place
- The Authority will provide Project specific traffic control requirements and traffic control plans for use by the Contractor
- Shoulder closures, lane closures, and lane shifts meeting the MUTCD guidelines, other than those shown in the plans, must be submitted for approval from the MTA prior to use in the construction operations
- All signs shall be covered when not in use

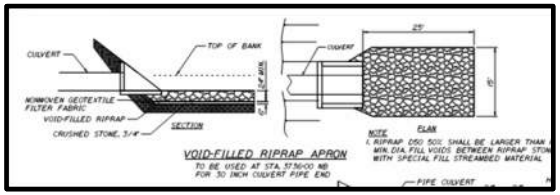
Traffic Control Advance Signing Locations

- Wide loads shall be prohibited during daytime milling or paving and allowed during nighttime milling or paving
- All signs shall be covered when not in use



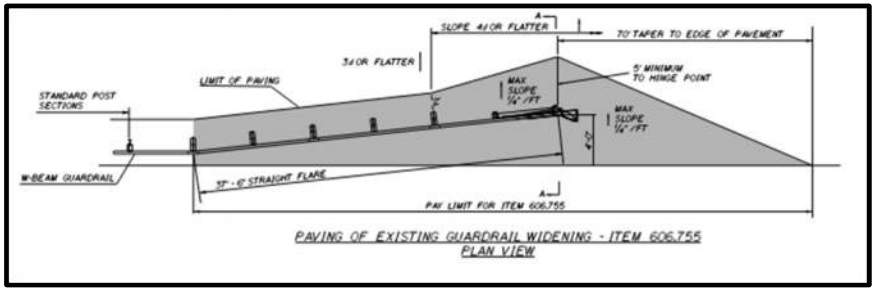
Specific Contract Items

- Item 610: Void-Filled Riprap Apron



VOID-FILLED RIPRAP APRON
TO BE USED AT STA. 5756+00 NB FOR 30 INCH CULVERT PIPE END

- Item 606: Paving of Existing Guardrail Widening



PAVING OF EXISTING GUARDRAIL WIDENING - ITEM 606.755
PLAN VIEW

QUESTIONS?

All questions due by **December 4** at **5 PM**

SCHEDULE OF BID PRICES
CONTRACT NO. 2026.01

Pavement Rehabilitation and Safety Improvements. Bridge Repairs at Royal River. Bridge Paving at Washington ST/MCRR & Lisbon ST/RT 196 MM 68.5 to MM 74.9. MM 71.1, MM 75.6, and MM 81.4

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	REMOVING PAVEMENT SURFACE - MAINLINE	Square Yard	260,940				
202.2021	REMOVING PAVEMENT SURFACE - WASHINGTON ST. AND LISBON ST. BRIDGES	Square Yard	9,060				
202.205	RUMBLE STRIPS	Each	112,600				
211.50	MEDIAN RESTORATION	Linear Foot	29,900				
401.03	BALANCED MIX DESIGN DATA COLLECTION	Lump Sum	1	$20,000		$20,000	
401.10	HMA CONTINUOUS THERMAL PROFILING	Lump Sum	1				
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	Ton	25,315				
403.20801	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED) - WASHINGTON ST. AND LISBON ST. BRIDGES	Ton	785				
403.2084	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	Ton	100				
403.211	HOT MIX ASPHALT (SHIMMING)	Ton	100				

CARRIED FORWARD:		

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
409.152	BITUMINOUS TACK COAT TRACKLESS, APPLIED	Gallon	16,300				
419.30	SAW CUTTING BITUMINOUS PAVEMENT	Linear Foot	1,000				
424.3231	ASPHALT RUBBER MASTIC CRACK SEALER	Pound	20,800				
424.324	ASPHALT RUBBER MASTIC CRACK SEALER WITH AGGREGATE	Pound	5,200				
427.09	CRACK REPAIR	Linear Foot	27,400				
459.06	BITUMINOUS CONCRETE WATERWAY, TYPE I	Each	5				
459.061	BITUMINOUS CONCRETE WATERWAY, TYPE II	Each	5				
470.08	BERM DROP OFF CORRECTION - GRINDINGS	Linear Foot	30,700				
470.081	BERM CORRECTION	Linear Foot	22,000				
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE	Square Yard	915				
518.865	ELASTOMERIC CONCRETE	Cubic Foot	50				
520.231	EXPANSION DEVICE - ASPHALTIC PLUG JOINT FOR CRACK CONTROL	Linear Foot	76				
			CARRIED FORWARD:				

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
520.234	EXPANSION DEVICE - SILICONE COATED AND PRE-COMPRESSED SEAL	Linear Foot	76				
603.199	24 IN CULVERT PIPE OPTION III	Linear Foot	16				
603.209	30 IN CULVERT PIPE OPTION III	Linear Foot	8				
603.28	CONCRETE COLLAR	Each	3				
604.182	CLEAN EXISTING CATCH BASIN AND MANHOLE	Each	42				
604.184	REBUILD CATCH BASIN TO GRADE - TYPE II	Each	24				
604.185	REBUILD CATCH BASIN TO GRADE - TYPE IV	Each	10				
606.1307	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	Each	1				
606.178	GUARDRAIL BEAM	Linear Foot	630				
606.352	REFLECTORIZED BEAM GUARDRAIL DELINEATORS	Each	850				
606.3621	GUARDRAIL ADJUST, SINGLE RAIL	Linear Foot	3,200				
606.3622	GUARDRAIL ADJUST, DOUBLE RAIL	Linear Foot	4,900				
			CARRIED FORWARD:				

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
606.47	SINGLE WOOD POST	Each	5				
606.471	SINGLE OFFSET BLOCK - W-BEAM	Each	30				
606.48	SINGLE GALVANIZED STEEL POST	Each	30				
606.755	PAVING OF EXISTING GUARDRAIL WIDENINGS	Each	34				
610.08	PLAIN RIPRAP	Cubic Yard	35				
610.213	VOID-FILLED RIPRAP TYPE A OR B	Cubic Yard	30				
613.319	EROSION CONTROL BLANKET	Square Yard	26,500				
618.14	SEEDING METHOD NUMBER 2	Unit	540				
619.12	MULCH	Unit	540				
619.1202	TEMPORARY MULCH	Unit	50				
620.58	EROSION CONTROL GEOTEXTILE	Square Yard	85				
627.73	TEMPORARY PAVEMENT MARKING TAPE	Linear Foot	27,500				
			CARRIED FORWARD:				

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
				BROUGHT FORWARD:			
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	Square Foot	40				
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	Linear Foot	140,100				
627.94	PAVEMENT MARKING TAPE	Linear Foot	2,500				
629.05	HAND LABOR, STRAIGHT TIME	Hour	100				
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	Hour	40				
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	Hour	80				
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	Hour	10				
631.36	FOREMAN	Hour	80				
652.30	FLASHING ARROW BOARD	Each	4				
652.35	CONSTRUCTION SIGNS	Square Foot	4,200				
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	Lump Sum	1				
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (WASHINGTON STREET)	Lump Sum	1				
				CARRIED FORWARD:			

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
				BROUGHT FORWARD:			
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (LISBON STREET)	Lump Sum	1				
652.410	PORTABLE - CHANGEABLE MESSAGE SIGN	Each	6				
652.4502	TRUCK MOUNTED ATTENUATOR	Each	2				
652.4503	TRUCK MOUNTED ATTENUATOR	Week	8				
656.5	BALED HAY, IN-PLACE	Each	50				
659.10	MOBILIZATION	Lump Sum	1				
				TOTAL:			

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART II - SPECIAL PROVISIONS

All work shall be governed by the Maine Department of Transportation Standard Specifications, Revision of November 2014, except for that work which applies to sections of the Maine Department of Transportation Standard Specifications which are amended by the Maine Turnpike Supplemental Specifications and the following modifications, additions and deletions.

General Description of Work

The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced, and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. Bridge repairs consist of joint modifications and north abutment joint header installation at the two Royal River Bridges (MM 71.1). All four bridges will have milling and filling of varying extents. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.

Plans

The drawings included in these Contract Documents, and referred to as the Plans, show the general character of the work to be done under this Contract. They bear the general title "Maine Turnpike – Contract 2026.01 –Pavement Rehabilitation and Safety Improvements MM 68.5 to 74.9, Bridge Repairs at Royal River (MM 71.1), and Bridge Paving at Washington ST/MCRR (MM 75.6) and Lisbon ST/RT 196 (MM 81.4)". The right is reserved by the Resident to make such minor corrections or alterations in the Plans as he deems necessary without change in the unit prices on the Schedule of Prices of the Proposal.

101.2 Definition

Holidays

The following is added after Memorial Day in the Supplemental Specifications:

Juneteenth Day 2026 (June 19, 2026)	6:00 a.m. Friday to 6:00 p.m. Friday
Independence Day 2026 (Fourth of July)	12:01 p.m. preceding Friday to 6:00 a.m. the following Monday.

Pay Item		Pay Unit
202.202	Removing Pavement Surface – Mainline	Square Yard
202.2021	Removing Pavement Surface – Washington St & Lisbon St Bridges	Square Yard

The MTV and the hopper insert will not be measured separately for payment, but shall be incidental to the various Hot Mix Asphalt items.

401.10 Rollers

Rollers shall be static steel, pneumatic tire, oscillatory, or approved vibrator type. Rollers shall be in good mechanical condition, capable of starting and stopping smoothly, and be free from backlash when reversing direction. Rollers shall be equipped and operated in such a way as to prevent the picking up of hot mixed material by the roller surface. The use of rollers, which result in crushing of the aggregate or in displacement of the HMA will not be permitted. Any Hot Mix Asphalt Pavement that becomes loose, broken, contaminated, shows an excess or deficiency of Performance Graded Asphalt Binder, or is in any other way defective shall be removed and replaced at no additional cost with fresh Hot Mix Asphalt Pavement, which shall be immediately compacted to conform to the adjacent area.

The Contractor shall repair or replace any roller found to be worn or defective, either before or during placement, to the satisfaction of the Authority. Rollers that produce grooved, unevenly textured or non-uniform mat will be repaired or replaced before continuing to place HMA on MTA projects.

The type of rollers to be used and their relative position in the compaction sequence shall generally be the Contractor's option, provided Specification densities are attained and with the following requirements:

a. At least one roller shall be a pneumatic-tired on base, intermediate, and variable thickness shim layers. Pneumatic-tired rollers shall be equipped with skirting to minimize the pickup of HMA materials from the paved surface. The contractor shall provide a weigh slip for the rubber tire being used.
b. Compaction with a vibratory or steel wheel roller shall precede pneumatic-tired rolling, unless otherwise authorized by the Authority.
c. Vibratory rollers shall not be operated in the vibratory mode when checking or cracking of the mat occurs, or on bridge decks.
d. Any method, which results in cracking or checking of the mat, will be discontinued and corrective action taken.
e. The use of an oscillating steel roller shall be required to compact all mixtures placed on bridge decks.

The maximum operating speed for a steel wheel or pneumatic roller shall not exceed the manufacturer's recommendations, a copy of which shall be available if requested.

401.101 Surface Tolerances

The Authority will check surface tolerance utilizing the following methods:

a. A 16 ft straightedge or string line placed directly on the surface, parallel to the centerline of pavement.

SPECIAL PROVISION

SECTION 400

HOT MIX ASPHALT PAVEMENTS

(Hot Mix Asphalt Continuous Thermal Profiling)

Description The Contractor shall use a paver mounted continuous thermal profiler (CTP) to automatically measure, record and store the surface temperature of the HMA mat immediately behind the paver screed during all surface course paving operations within the project traveled way limits. An infrared temperature measurement scanner shall be used to provide thermal profile information including real time material temperatures and measurement locations. The system shall include a display that allows the field staff to view a continuous pavement surface temperature Contour Plot for Quality Control purposes.

The purpose is to demonstrate CTP technology, to evaluate the benefits and effectiveness of CTP technology for improving pavement quality and compaction processes, and to investigate how CTP data can be used as part of a performance specification. The CTP data will not be used for approval or rejection of the project materials. It is expected that the Contractor will utilize the CTP data as part of the project QC activities. The Contractor shall review the thermal profile results daily and shall discuss potential improvements to paving operations with the Authority. The Authority shall accept all pavement work under the existing Quality Assurance provisions as specified in Standard Specification 106 and Special Provision 401.

Definitions:

Contour Plot --- a graphic display of data using contour lines and/or color scales.
Distance Measuring Instrument (DMI) --- a sensor attached to a wheel on the paver to calculate distance and velocity.
Temperature Differential --- the difference between the statistical 98.5 percentile temperature and the statistical 1 percentile temperature within a thermal profile
Thermal Coverage (TC) --- the percent of the total coverage area, for the given pavement lift, where thermal profiling measurements (meeting the requirements of this special provision) are collected and stored.
Thermal profiles --- set of infrared temperature measurements behind the paver and across the entire mat width at maximum one foot intervals, evaluated in 150 foot sublots.
Traveled Way --- the portion of the roadway that is intended for the movement of vehicles, exclusive of shoulders and auxiliary lanes

I. **Equipment Requirements**

The Contractor shall purchase or lease a CTP for this pilot project and shall be responsible for the operation of the CTP including calibrating per the manufacturer's recommendations, providing an on-site individual for daily operation and data collection (start and stop locations, new lifts, etc.), data sharing with the Authority and any other activities related to CTP. The manufacturer shall provide a technical representative to be on site to provide assistance during initial set up, pre-construction verification, and data management and processing, as needed during the project.

The scanner system shall be post mounted on the back of the paver and capable of taking thermal

profile measurements within 10 feet of the back of the paver screed across the entire pavement width. Distance traveled, paver velocity, and location and duration of paver stops shall be measured using a DMI and global positioning system during collection of the thermal profile. The thermal profile system shall function independently from the paving crew during normal paving operations.

All pavers used for traveled way paving must be instrumented. The field documentation system shall display in real time a contour plot of the thermal profiles, total distance travelled, paver speed and location in terms of station and/or GNSS coordinates. It shall provide real-time statistical summaries of the thermal profiles, have the ability to manually export data using a removable media device and allow field staff to enter stations and the pavement lift currently being evaluated. The system shall support English units for distance in data incrementing or decrementing modes from a selected starting point and relate the longitudinal distance to any test point. The system may also report in station format. The CTP system shall also meet the requirements of Table 1 below:

TABLE 1: Continuous Thermal Profiler System Requirements

Parameter	Requirement
Longitudinal and Lateral Intervals Measurements	1-ft intervals---Tolerance of+/- 1 inch
Measurement Width	Driving travel lane paved in one (1) pass.
Infrared Temperature Scanner/Sensor	Range: 32°F to 480°F Accuracy: ± 3.6°F or ± 2.0% of the sensor reading, whichever is greater.
GPS	Accuracy of measurements on the HMA mat: ± 4 feet in the X and Y Direction

The CTP software shall meet the following requirements:

(1) Viewing/export software for analysis.

(2) The Manufacturer's Software and Storage must automatically collect, display, record, save, and analyze the mat temperature readings which include locations, paver starts, stops, and times during pavement placement. The software must also be able to export the thermal profile data meeting the requirements of Table 2:

TABLE 2: Thermal Profile Data Header Requirements

Item No.	Description	Example Data included in Header
1	Section Title	Highway 201
2	Machine Manufacture	ABC Company
3	Machine Model	Temp Scanner
4	Lateral Spacing between temperature measurements (inch)	Maximum of 12
5	Longitudinal Spacing between temperature measurements (inch)	Maximum of 12
6	Distance between the infrared temperature system scanner and hot mix asphalt mat (feet)	Variable

(3) The Manufacturer's software shall also provide the following items:
   a.) Filtering by sensor/sensor location.
   b.) Display through a map/graph---the thermal profile across the full pavement width and with respect to a defined segment/sublot length.
   c.) Display the paver speed, and all paver stops (location and duration).
   d.) Display total paving lengths and durations.
   e.) Automatically determine the temperature differential of each thermal profile and allow the operator to review the summary indices while maintaining continuous profile data collection.
   f.) Automated thermal profile testing shall continue until the operator selects to stop data collection.

(4) The thermal profiling data must
   a.) Be exportable as dbase ASCII (or Text Format) or directly into Veta.
   b.) Have a time stamp of mapped and exported data (reflective of the time zone where the data is collected).
   c.) Meet the requirements of Table 3 below:

TABLE 3: Required Fields for Each Data Point

Item No.	Date Field Name	Data Format Examples
1	Date Stamp (YYYYMMDD)	20160115
2	Time Stamp (HHMMSS.S -military format)	090504.0 (9 hr. 5 min. 4.0 s.)
3	Longitude (decimal degrees, with at least 6 significant digits)	69.765304
4	Latitude (decimal degrees, with at least 6 significant digits)	45.323573
5	Distance (feet)	1.0
6	Direction heading (degree angle, clockwise from the north)	45
7	Speed (ft/min)	30.0
8	Surface temp at each measurement location (OF)	290

II. **Construction Requirements**

The CTP system shall be installed and operated by the Contractor. The Contractor needs to ensure that there are no obstructions located in the infrared temperature scanner measurement area during surface course paving operations. Field staff should also refrain from standing or working in the measurement area. However, if work is required in the measurement area to improve the pavement quality, it should be done in a timely manner and the field staff should provide the Authority documentation of these critical work location(s).

The Authority shall verify that the infrared scanner and GPS are functioning properly prior to work each day and at other times as needed. Thermal profiles will be collected on the travel lanes for the surface course. Thermal profile data shall be transferred directly from the CTP system removable media device to the Authority and to the CTP software by the Contractor at the end of daily paving. The Contractor will inform the Authority immediately when a CTP system failure occurs and provide a method and time to correct the deficiency. A CTP system failure is defined as any one of the following items:

1) The infrared scanner fails to function properly

2) The GPS or DMI unit fails to function properly

III. **Reporting Requirements**

The Contractor shall provide a report of thermal profile results to the Authority prior to the next scheduled paving shift, unless other arrangements are made with the Resident. The report shall contain the following information at a minimum:

1) Project contract number and town
2) Paving date, start time, and end time
3) Layer (base, intermediate, surface)
4) Item number
5) Beginning location and ending location
6) Total number of thermal profile sublots
7) Temperature distribution plot
8) Location and duration of each paver stop greater than 1 minute
9) Sublot number and beginning and ending location of each sublot categorized as either Moderate or Severe thermal segregation, as described in Table 4 below.

Each thermal profile sublot shall be categorized as Low, Moderate, or Severe by comparing the sublot Temperature Differential to the ranges listed in Table 4.

TABLE 4: Thermal Segregation Categories

Sublot Temperature Differential (°F)	**Thermal Se2regation Cate2orv**
<25.0	Low
25.0 to 50.0	Moderate
>50.0	Severe

If two or more sublots in a day's paving are categorized as having Severe thermal segregation, the Contractor shall notify the Resident in writing of proposed corrective action.

IV. Basis of Payment

All costs will be paid for by the lump sum to include purchasing or leasing the equipment, collecting and providing the data to the Department and other items as described in this special provision. Untimely data submission will result in a prorated deduction of the lump sum based on the total number of paving shifts during the contract.

Pay Item	Pay Unit
Item 401.10 - Hot Mix Asphalt Continuous Thermal Profiling	Lump Sum

The sand and loose debris adjacent to the median guardrail shall be removed and disposed of by the Contractor off of Turnpike property.

The forty-five degree pavement safety edge needed between adjacent lanes and or shoulders shall be incidental to the 202 pay items.

Lane 2 and the eight foot shoulder shall be pulled as one.

403.04 Method of Measurement

The construction and removal of temporary ramps on sand joints, and maintaining the ramps will not be measured separately for payment, but shall be incidental to Items 403.

The removal of sand and loose debris will not be measured separately for payment, but shall be incidental to paving items.

Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) pavement with (up to) 15% RAP, placed as a wearing surface will be measured under Item 403.2081 Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified).

403.05 Basis of Payment

Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) pavement, placed as a wearing surface will be paid under Item 403.2081 Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified).

The following pay items are added:

Pay Item	Pay Unit	
403.2081	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified)	TON
403.20801	Hot Mix Asphalt, 12.5 mm (Polymer Modified) Washington St & Lisbon St Bridges	TON
403.2084	Hot Mix Asphalt, 12.5 mm (incidentals)	TON

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

Course	HMA Grading	Item Number	Total Thickness	No. of Layers	Complimentary Notes

Mainline Mill and Fill/Overlay

Wearing	**12.5 mm**	**403.2081**	**1.75”**	**1**	**A,D,E,F,G,H,I,J,K,L,M,N**

Bridge Decks

Wearing	**12.5 mm**	**403.2081**	**1.5”**	**1**	**A,D,E,F,G,H,I,J,K,L,M**

Spot Shims/Delaminated Areas/Incidentals (As Directed by the Resident)

Shim	**12.5 mm**	**403.211**	**variable**	**1**	**C,I**
Incidentals	**12.5 mm**	**403.2084**	**variable**	**1**	**C,I**

COMPLEMENTARY NOTES

A. The required PGAB for this mixture shall be **70E-28.**
B. RAP may not be used.
C. The Maine DOT will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. Minimum and Maximum PGAB content limits from 401.21 shall not apply.
D. The MTA will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 10 to <30 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design)
E. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
F. Joints shall be constructed as the “notched wedge” type in accordance with Subsection 401.17.
G. Joint density will be measured in accordance with Subsection 401.165.
H. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA
I. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
J. Hydrated Lime shall be incorporated into the mixture.

K. The antistrip additive Zycotherm SP manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.125%.
L. A new pavement mix design is required. Payment shall be made through balanced mix design.
M. Special Provision section 401.166 BMD testing is required.
N. Automatic grade control shall be installed on each side of the screed.

470.05 Basis of Payment

The accepted quantity of "Berm Dropoff Correction – Grindings" will be paid for at the contract unit price per linear foot, which price shall include all materials, crushing to gradation range, weighing, transportation, placement, labor, equipment, and all incidentals necessary to accomplish the work.

The accepted quantity of "Berm Correction" will be paid for at the contract unit price per linear foot, which price shall include removing all materials, grading, transportation, labor, equipment, and all incidentals necessary to accomplish the work.

Payment will be made under:

Pay Item		Pay Unit
470.08	Berm Dropoff Correction – Grindings	LF
470.081	Berm Correction	LF

SPECIAL PROVISION

SECTION 520

EXPANSION DEVICES – NON-MODULAR

(Silicone Coated and Pre-compressed Seal)

520.01 Description

The work shall consist of furnishing and installing a waterproof expansion joint at the location(s) shown on the Plans, in accordance with the details shown on the plans and the requirements of this specification. Preformed sealant shall be silicone pre-coated, preformed, pre-compressed, self-expanding, sealant system. The work shall also consist of removing the existing compression seal and modifying the existing steel joint armor and extrusions, including any required surface preparation, as shown in the Plans and as directed by the Resident.

520.02 Materials

The pre-compressed sealant shall be Bridge Expansion Joint System (BJES) as manufactured by EMSEAL, Willseal 250 as manufactured by Tremco, or approved equivalent.

Approved equivalents shall meet the following requirements:

The expansion joint system shall be comprised of two components:

1. Cellular polyurethane foam impregnated with hydrophobic 100% acrylic (free in composition of any waxes or asphalts), water based emulsion, and factory coated with highway-grade, fuel resistant silicone.

2. Field-applied epoxy adhesive primer.

Impregnation agent shall have proven non-migratory characteristics. Silicone coating shall be black or grey and be highway-grade, low-modulus, fuel resistant silicone applied to the impregnated foam sealant at a width greater than maximum allowable joint extension and which when cured and compressed will form a bellows

Material shall be capable of movements of +50%, -50% (100% total) of nominal material size, tested in accordance with ASTM E1399.

All products must be certified by independent laboratory test report to be free in composition of any waxes or wax compounds using FTIR and DSC testing.

All products shall be certified in writing to be: a) capable of withstanding 150°F (65°C) for 3 hours while compressed down to the minimum of movement capability dimension of the basis of design product (-50% of nominal material size) without evidence of any bleeding of impregnation medium from the material; and b) that the same material after the heat stability test and after first being cooled to room temperature will subsequently self-expand to the maximum of movement

capability dimension of the basis-of-design product (+50% of nominal material size) within 24 hours at room temperature 68°F (20°C).

Alternate manufacturers must demonstrate that their products meet or exceed the design criteria and must submit certified performance test reports performed by nationally recognized independent laboratories. Submittal of alternates must be made three weeks prior to fabrication to allow proper evaluation time.

The following systems have been pre-approved for use on this project:

Bridge Expansion Joint System (BJES) as manufactured by EMSEAL.
25 Bridle Lane
Westborough, MA 01581
Phone: 800-526-8365
www.emseal.com

Willseal 250 as manufactured by Tremco.
34 Executive Drive
Hudson, NH 03051
Phone: 800-274-2813
www.willseal.com

The material for filling the existing joint extrusions shall be Sikadur 31. The product shall be placed in accordance with the manufacturer's recommendations and as directed by the Resident.

520.03 Fabrication

Submittals – Prior to construction, the Contractor shall prepare and submit:

A. Typical joint seal system drawing(s) indicating pertinent dimensions, general construction, and expansion joint opening dimensions. Directional changes and terminations into horizontal plane surfaces shall be shown in the drawings. No field splices are allowed within 2 feet of a low point.

B. Joint seal system product information, including complete installation instructions.

C. Samples of the materials comprising the joint seal system.

The joint seal system shall be supplied pre-compressed to less than the joint size, packaged in shrink-wrapped lengths with a mounting adhesive on one face.

520.04 Delivery

Products shall be delivered to the site in Manufacturer’s original, intact, labeled containers. Products shall be handled and protected as necessary to prevent damage or deterioration during

shipment, handling and storage. Products shall be stored in accordance with Manufacturer's instructions.

520.05 Installation

The Contractor shall remove the existing compression seal and modify the existing steel channels by filling the existing channels with a grout material as specified on the plans. Installation of the material shall be in accordance with manufacturer specifications.

The Contractor shall arrange with the pre-compressed sealant's manufacturer to have the services of a competent field representative at the work site prior to any installation to instruct the work crews in the proper installation procedures. The field representative shall remain at the job site after work commences and continue to instruct until the representative and the Contractor, Inspector and Engineer are all in agreement that the crew has mastered the technique of installing the system successfully.

The manufacturer's field representative must be fully qualified to perform the work and shall be subject to the approval of the Engineer.

Immediately prior to the installation of the seal element, the steel, concrete, or grout contact surface shall be prepared per the manufacturer's requirements and to the satisfaction of the manufacturer's field representative.

Any protruding roughness of the surfaces shall be removed to ensure joint sides are smooth. The Contractor shall ensure that there is sufficient depth to receive the full depth of the size of the seal being installed. The joint gap shall be inspected for cleanliness by the Resident. Should any contaminates remain, the joint must be re-cleaned.

The joint seal shall be protected by the Contractor to prevent any damage by any site equipment or other matters throughout the on-going construction process.

520.06 Method of Measurement

Expansion Device – Silicone Coated and Pre-compressed Seal will be premeasured by the linear foot, as measured along the joint centerline complete in place. Labor will not be measured separately, but will be incidental to the Expansion Device – Silicone Coated and Pre-compressed Seal pay item.

520.07 Basis of Payment

Expansion Device – Silicone Coated and Pre-compressed Seal will be paid for at the contract unit price per linear foot, which shall be payment in full for furnishing all materials, labor and equipment, including the manufacturer's field representative, removal and disposal of existing joint seals, and modification and preparation of the steel, concrete, or grout surfaces of the joint in accordance with the manufacturer's recommendations and as shown on the plans, and all incidentals necessary to provide a complete watertight joint seal.

627.04 General

The following paragraphs are added:

The tape shall be used as a supplemental broken white lane line. The tape shall be installed between the painted Broken White Lane Line (BWLL) spaced eighty (80) foot center to center as shown on the Plans. The length of the tape shall be three (3) feet.

The tape shall also be used to mark a Dotted White Lane Line (DWLL) and shall be installed on deceleration and acceleration lanes at locations as noted in the Plans. On deceleration lanes, the tape shall be installed from the beginning of taper to the deceleration lane and shall extend to the theoretical gore markings. On acceleration lanes, the DWLL shall extend from the theoretical gore markings to the end of the acceleration lane (including the lane taper length). Layout data is noted on the Plans. Dotted White Lane Line tape shall be three (3) foot in length and shall be spaced nine (9) feet apart. Spacing from the Solid White Lane Line (SWLL) or the Theoretical Gore Markings shall be nine (9) feet.

Prior to the placement of Pavement Marking Tape a pre tape meeting will be held and shall include representatives from the manufacturer and contractor/subcontractor completing the work.

A representative from the manufacturer shall be onsite the first day of production to review the application procedure for compliance with the specifications and manufactures recommendations.

627.05 Preparation of Surface

The following paragraph is added:

The contractor shall submit photos of the gang stacked diamond cutting heads and the RTC-2 tamper cart at least 2 weeks prior to the work. The Contractor shall mill a groove in the pavement for each tape length to be placed ("in-and-out" pattern). Continuous grooving for installation of the tape shall not be allowed. The groove length shall be the required tape length plus 12 inches on both ends. Tape length spacing shall be as shown on the plans. The groove width for inlaid tape pavement marking shall be the pavement marking width plus 1 inch, with a tolerance of ± ¼ inch. The groove shall have a uniform depth of 150 Mils (±20 Mils). Groove position shall be a minimum of 2 inches from the edge of the pavement marking to the longitudinal pavement joint. The bottom of the groove shall have a smooth, flat finished surface. The use of Polycrystalline Diamond Compact (PCD) flat cutting head or gang stacked diamond cutting heads with free floating independent heads is required for asphalt pavement surfaces. The spacers between blade cuts shall be such that there will be less than a 15 mil rise in the finished groove between the blades.

Newly paved asphalt surfaces shall be not be grooved within 10 days of placement of the final course of pavement. Grooving and tape installation shall not occur unless the ambient air temperature is 5° above the dew point. If water is present during groove cutting for any reason the grooves shall be allowed to dry for a minimum of 24 hours before installing pavement markings.

Grooves shall be clean, dry and free of laitance, oil, dirt, grease, paint or other foreign contaminants. The Contractor shall prevent traffic from traversing the grooves, and re-clean grooves, as necessary, prior to application of the primer and pavement marking tape. Grooves shall be cleaned utilizing an air compressor with a minimum air flow of 185 cfm and an air pressure of at least 120 psi. Depth plates shall be provided by the contractor to assure that desired groove depth is achieved.

The tape shall be installed in the center of the groove and tamped by means of an RTC-2 wheeled tamping cart using a minimum of 6 passes (3 back and forth). The tamper shall weigh a minimum of 200 pounds and the wheel shall be a modifier RT1 rubber roller cut down to a 6-inch width with beveled edges. If the tape is wider than the wheel than additional passes are required to cover the full width of the tape. Vehicular tire passes will not be considered an acceptable substitute for the tamping wheel. A "Peel Test" will be completed on the first day of application to verify proper adhesion.

Reference is made to 3M Information Folder 5.18 Grooving Applications, May 2011, "Application Guidelines for Pavement Marking in Grooved Pavement Surfaces." This document is provided for reference only. Where the requirements of this specification differ from guidance within the 3M Information Folder, the requirements of this specification shall govern.

627.06 Application

Application shall not occur if there has been any precipitation within the previous 24 hours, the ambient air temperature is less than 40 degrees F, or there is any form of visible moisture on the pavement surface from dew or fog etc.

Immediately prior to applying the primer, the grooves shall be cleaned using compressed air through a nozzle having an inside diameter no less than ½". The air compressor shall be equipped with a moisture and oil trap and capable of delivering at least 185 CFM of air flow and 120psi of air pressure. The nozzle shall not be more than two feet off the ground while cleaning the groove. Any dust or debris in the grooves shall be blown away from traffic.

After cleaning, apply 3M Surface Preparation Adhesive SPA60. The adhesive shall be applied using a motor-powered airless sprayer in a manner that produces 100% coverage on the grooved surface at a thickness of 7 mils without pooling or puddling. The applied adhesive shall be allowed to completely dry such that it is no longer tacky to the touch.

627.10 Warranty

A two-year warranty shall be provided for the Pavement Marking Tape.

627.11 Method of Measurements

The following paragraph is added:

The quantity of Pavement Marking Tape measured for payment will be the linear feet of tape in place and accepted. The measurement will not include the gaps.

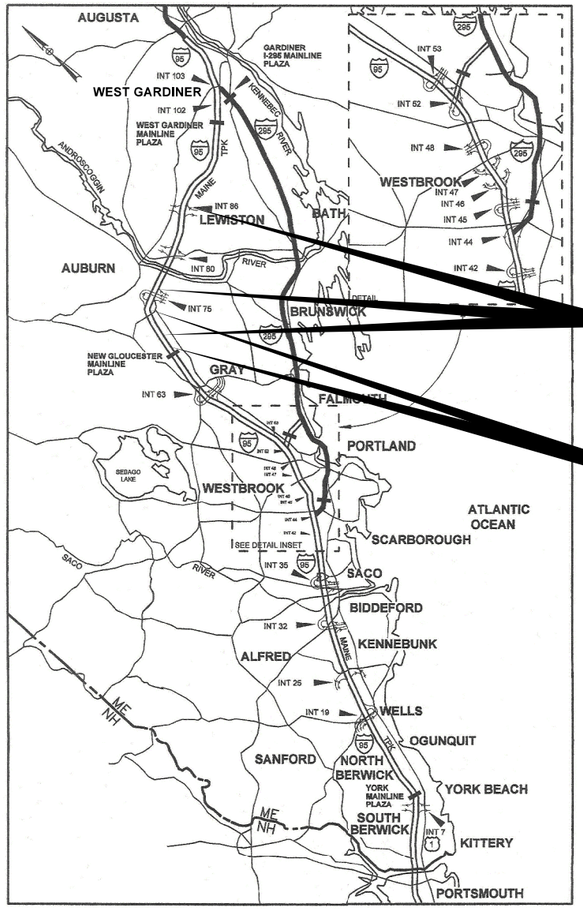
627.12 Basis of Payment

The following paragraphs are added:

The accepted quantity of pavement marking tape will be paid for at the Contract unit price per linear foot which price shall include all material, pavement grooving, equipment, labor and incidentals necessary to complete the work. The price shall include a one year observation period, following the completion of the observation period the contractor shall be responsible for replacing all missing tape.

Payment will be made under:

Pay Item		Pay Unit
627.94	Pavement Marking Tape	Linear Foot
627.941	Pavement Marking Tape – Dotted White Lane Line, 6-inch Width	Linear Foot



LOCATION MAP

CONTRACT 2026.01
BRIDGE REPAIRS
LISBON ST/RT 196 (MM 81.4)
WASHINGTON ST/MCRR (MM 75.6)
ROYAL RIVER (MM 71.1)

CONTRACT 2026.01
PAVEMENT REHABILITATION
AND SAFETY IMPROVEMENTS
MM 68.5 TO MM 74.9

MAINE TURNPIKE
THE GOLD STAR MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

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

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

INDEX OF SHEETS

CONTRACT 2026.01
PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS
MM 68.5 TO MM 74.9
BRIDGE REPAIRS
ROYAL RIVER (MM 71.1)
BRIDGE PAVING 1.
WASHINGTON ST/MCRR (MM 75.6)
LISBON ST/RT 196 (MM 81.4)

APPROVED: MAINE TURNPIKE AUTHORITY

Stephen R. Tartre
STEPHEN R. TARTRE, P.E.
CHIEF ENGINEER / DIRECTOR OF ENGINEERING
11/18/25
DATE

TYLin
SHEETS: 1-22

STATE OF MAINE
SHAWN R. DAVIS
No. 12272
LICENSED
PROFESSIONAL ENGINEER

Shawn Davis
SHAWN R. DAVIS, P.E.
PROJECT MANAGER
11/7/2025
DATE

HNTB
SHEETS: 23-24

STATE OF MAINE
TIMOTHY R. COTE
No. 10671
LICENSED
PROFESSIONAL ENGINEER

Timothy R. Cote
TIM COTE, P.E.
VICE PRESIDENT / PROJECT DIRECTOR
11/6/2025
DATE

CONTRACT 2026.01

Filename:\\00\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: Date:12/5/2025

ESTIMATED QUANTITIES			
ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
202.202	REMOVING PAVEMENT SURFACE - MAINLINE	SY	260940
202.2021	REMOVING PAVEMENT SURFACE - WASHINGTON ST. AND LISBON ST. BRIDGES	SY	9060
202.205	RUMBLE STRIPS	EA	112600
211.50	MEDIAN RESTORATION	LF	29900
401.03	BALANCED MIX DESIGN DATA COLLECTION	LS	1
401.10	HMA CONTINUOUS THERMAL PROFILING	LS	1
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	T	25315
403.20801	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED) - WASHINGTON ST. AND LISBON ST. BRIDGES	T	785
403.2084	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (INCIDENTALS)	T	100
403.211	HOT MIX ASPHALT (SHIMMING)	T	100
409.152	BITUMINOUS TACK COAT TRACKLESS, APPLIED	G	16300
419.30	SAW CUTTING BITUMINOUS PAVEMENT	LF	1000
424.3231	ASPHALT RUBBER MASTIC CRACK SEALER	LB	20800
424.324	ASPHALT RUBBER MASTIC CRACK SEALER WITH AGGREGATE	LB	5200
427.09	CRACK REPAIR	LF	27400
459.06	BITUMINOUS CONCRETE WATERWAY, TYPE I	EA	5
459.061	BITUMINOUS CONCRETE WATERWAY, TYPE II	EA	5
470.08	BERM DROP OFF CORRECTION - GRINDINGS	LF	30700
470.081	BERM CORRECTION	LF	22000
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACE	SY	915
518.865	ELASTOMERIC CONCRETE	CF	50
520.231	EXPANSION DEVICE - ASPHALTIC PLUG JOINT FOR CRACK CONTROL	LF	76
520.234	EXPANSION DEVICE - SILICONE COATED AND PRE-COMPRESSED SEAL	LF	76
603.199	24 IN CULVERT PIPE OPTION III	LF	16
603.209	30 IN CULVERT PIPE OPTION III	LF	8
603.28	CONCRETE COLLAR	EA	3
604.182	CLEAN EXISTING CATCH BASIN AND MANHOLE	EA	42
604.184	REBUILD CATCH BASIN TO GRADE - TYPE II	EA	24
604.185	REBUILD CATCH BASIN TO GRADE - TYPE IV	EA	10
606.1307	31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL	EA	1
606.178	GUARDRAIL BEAM	LF	630
606.352	REFLECTORIZED BEAM GUARDRAIL DELINEATORS	EA	850
606.3621	GUARDRAIL ADJUST, SINGLE RAIL	LF	3200
606.3622	GUARDRAIL ADJUST, DOUBLE RAIL	LF	4900
606.47	SINGLE WOOD POST	EA	5
606.471	SINGLE OFFSET BLOCK - W-BEAM	EA	30
606.48	SINGLE GALVANIZED STEEL POST	EA	30
606.755	PAVING OF EXISTING GUARDRAIL WIDENINGS	EA	34
610.08	PLAIN RIPRAP	CY	35
610.213	VOID-FILLED RIPRAP TYPE A OR B	CY	30
613.319	EROSION CONTROL BLANKET	SY	26500
618.14	SEEDING METHOD NUMBER 2	UN	540
619.12	MULCH	UN	540
619.1202	TEMPORARY MULCH	UN	50
620.58	EROSION CONTROL GEOTEXTILE	SY	85
627.73	TEMPORARY PAVEMENT MARKING TAPE	LF	27500
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	40
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	140100
627.94	PAVEMENT MARKING TAPE	LF	2500
629.05	HAND LABOR, STRAIGHT TIME	HR	100
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	40
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	80
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	HR	10
631.36	FOREMAN	HR	80
652.30	FLASHING ARROW BOARD	EA	4
652.35	CONSTRUCTION SIGNS	SF	4200
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	1
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (WASHINGTON STREET)	LS	1
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (LISBON STREET)	LS	1
652.410	PORTABLE - CHANGEABLE MESSAGE SIGN	EA	6
652.4502	TRUCK MOUNTED ATTENUATOR	EA	2
652.4503	TRUCK MOUNTED ATTENUATOR	WK	8
656.5	BALED HAY, IN-PLACE	EA	50
659.10	MOBILIZATION	LS	1

CONSTRUCTION NOTES:

459.06 BITUMINOUS CONRETE WATERWAY, TYPE I

STATION	LOCATION	QUANTITY
TO BE USED AT THE RESIDENT ENGINEER'S APPROVAL		

459.061 BITUMINOUS CONRETE WATERWAY, TYPE II

STATION	LOCATION	QUANTITY
TO BE USED AT THE RESIDENT ENGINEER'S APPROVAL		

470.08 BERM DROPOFF CORRECTION - GRINDINGS

STATION	STATION	DIRECTION	LENGTH (FT)
3461+30.00	3538+40.00	NB	7710
3540+89.00	3547+31.00	NB	642
3553+00.00	3571+80.00	NB	1880
3574+16.00	3588+50.00	NB	1434
3591+17.00	3613+90.00	NB	2273
3661+00.00	3679+77.00	NB	1877
3713+25.00	3737+84.00	NB	2459
3749+50.00	3752+30.00	NB	280
3776+50.00	3779+30.00	NB	280
3457+87.00	3467+00.00	SB	913
3492+00.00	3495+40.00	SB	340
3554+93.00	3567+86.00	SB	1293
3570+40.00	3573+00.00	SB	260
3597+87.00	3603+00.00	SB	513
3617+24.00	3629+88.00	SB	1264
3699+50.00	3707+37.00	SB	787
3721+92.00	3732+00.00	SB	1008
3763+47.00	3767+00.00	SB	353

470.081 BERM CORRECTION

STATION	STATION	DIRECTION	LENGTH (FT)
3459+75.00	3461+30.00	NB	155.0
3481+90.00	3483+75.00	NB	185.0
3492+65.00	3495+30.00	NB	265.0
3539+10.00	3541+35.00	NB	225.0
3547+75.00	3550+25.00	NB	250.0
3572+25.00	3574+50.00	NB	225.0
3588+80.00	3590+50.00	NB	170.0
3614+25.00	3616+90.00	NB	265.0
3625+75.00	3629+00.00	NB	325.0
3638+35.00	3647+15.00	NB	880.0
3650+00.00	3660+45.00	NB	1045.0
3666+60.00	3667+10.00	NB	530.0
3669+55.00	3673+15.00	NB	360.0
3675+65.00	3704+90.00	NB	2925.0
3733+80.00	3740+00.00	NB	620.0
3747+40.00	3758+30.00	NB	1090.0
3760+00.00	3772+75.00	NB	1275.0
3775+55.00	3779+90.00	NB	435.0
3460+10.00	3462+35.00	SB	225.0
3477+98.00	3480+13.00	SB	215.0
3482+50.00	3484+70.00	SB	220.0
3494+15.00	3496+55.00	SB	240.0
3540+05.00	3542+75.00	SB	270.0
3544+40.00	3554+93.00	SB	1053.0
3548+95.00	3559+55.00	SB	1060.0
3572+60.00	3575+15.00	SB	255.0
3591+50.00	3593+50.00	SB	200.0
3597+70.00	3602+75.00	SB	505.0
3618+50.00	3622+05.00	SB	355.0
3637+60.00	3645+80.00	SB	820.0
3650+70.00	3657+20.00	SB	650.0
3666+00.00	3667+50.00	SB	625.0
3670+45.00	3672+75.00	SB	230.0
3678+30.00	3681+30.00	SB	300.0
3713+00.00	3722+10.00	SB	910.0
3735+65.00	3738+20.00	SB	255.0
3749+35.00	3758+30.00	SB	895.0
3760+00.00	3763+40.00	SB	340.0
3768+55.00	3779+90.00	SB	1135.0

603.199 24 INCH CULVERT PIPE OPTION III (HDPE)

STATION	SIDE	LENGTH (FT)
3516+00	NB	8.0
3720+10	SB	8.0

603.209 30 INCH CULVERT PIPE OPTION III (HDPE)

STATION	SIDE	LENGTH (FT)
3736+00	NB	8.0

603.28 CONCRETE COLLAR

STATION	EACH
3516+00	1
3720+10	1
3736+00	1

604.182 CLEAN EXISTING CB AND MANHOLE

STATION	LOCATION	QUANTITY
3460+90.00	Median	1
3470+15.00	Median	1
3476+10.00	Median	1
3483+00.00	Median	1
3492+95.00	Median	1
3498+10.00	Median	1
3503+10.00	Median	1
3508+15.00	Median	1
3513+25.00	Median	1
3518+15.00	Median	1
3523+15.00	Median	1
3534+15.00	Median	1
3540+45.00	Median	1
3551+65.00	Median	1
3556+10.00	Median	1
3573+30.00	Median	1
3581+10.00	Median	1
3590+25.00	Median	1
3598+10.00	Median	1
3605+05.00	Median	1
3616+85.00	Median	1
3625+05.00	Median	1
3633+05.00	Median	1
3640+05.00	Median	1
3648+55.00	Median	1
3657+05.00	Median	1
3665+10.00	Median	1
3668+15.00	Median	1
3675+10.00	Median	1
3683+00.00	Median	1
3692+10.00	Median	1
3706+05.00	Median	1
3712+10.00	Median	1
3718+10.00	Median	1
3726+10.00	Median	1
3735+75.00	Median	1
3739+50.00	Median	1
3746+10.00	Median	1
3752+05.00	Median	1
3767+05.00	Median	1
3773+35.00	Median	1
3778+65.00	Median	1

604.184 REBUILDING CATCH BASIN - TYPE II

STATION	LOCATION	QUANTITY
3492+95.00	Shoulders	4
3551+65.00	Shoulders	4
3590+25.00	Shoulders	4
3675+10.00	Shoulders	4
3739+50.00	Shoulders	4
3773+35.00	Shoulders	4

604.185 REBUILDING CATCH BASIN - TYPE IV

STATION	LOCATION	QUANTITY
TO BE USED AT THE RESIDENT ENGINEER'S APPROVAL		

606.1307 31" W-BEAM GUARDRAIL - MID-WAY SPLICE FLARED TERMINAL

STATION	LOCATION	QUANTITY
TO BE USED AT THE RESIDENT ENGINEER'S APPROVAL		

606.47 SINGLE WOOD POST

STATION	LOCATION	QUANTITY
3538+20	NB	1
3721+92	SB	1
3588+63	SB	1
3457+51	SB	2

606.48 SINGLE GALVANIZED STEEL POST

STATION	LOCATION	QUANTITY
3539+64	NB	4
3556+14	Median	5
3681+15	NB	3
3698+75	NB	4
3755+57	SB	4
3647+92	SB	5

606.178 GUARDRAIL BEAM

STATION	STATION	DIRECTION	LENGTH (FT)
3492+82	3493+07	NB	25.00
3498+99	3499+24	NB	25.00
3539+64	3540+14	NB	50.00
3556+14	3556+77	NB	62.50
3572+30	3572+55	NB	25.00
3616+20	3616+45	NB	25.00
3625+68	3625+93	NB	25.00
3674+12	3674+37	NB	25.00
3681+15	3681+53	NB	37.50
3698+75	3699+25	NB	50.00
3779+75	3780+00	NB	25.00
3755+57	3756+07	SB	50.00
3647+92	3648+55	SB	62.50
3616+51	3616+63	SB	12.50
3457+26	3457+51	SB	25.00

610.08 PLAIN RIP RAP

STATION	DIRECTION	VOLUME (CY)
3516+00	NB	2.8
3720+10	SB	5.6
SEE DRAINAGE NOTE 2		

610.213 VOID FILLED RIP RAP TYPE A OR B

STATION	DIRECTION	VOLUME (CY)
3736+00	NB	30.0

DRAINAGE NOTES:

1. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.
2. ADDITIONAL PLAIN RIP RAP QUANTITY IS FOR REPAIR ON EXISTING PIPE ENDS AS APPROVED BY THE RESIDENT.

EROSION CONTROL:

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

GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, EXCEPT AS MODIFIED BY THE MAINE TURNPIKE AUTHORITY'S SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
2. EXISTING UTILITIES ON THESE PLANS WERE COMPLIED 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. NO WORK SHALL BE STARTED UNTIL THE OWNERS OF THE VARIOUS UTILITIES ARE NOTIFIED BY THE CONTRACTOR OF THE PROPOSED CONSTRUCTION. THE CONTRACTOR IS ALSO REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF THE WORK.
3. THE CONTRACTOR SHALL 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 UNDERGROUND UTILITIES. 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 LOCATER COORDINATION.
4. 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.
5. FOLLOWING THE COMPLETION OF THE INITIAL UTILITY LOCATE 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 IN THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA SUBPART P OF 29 CFR PART 1926.650-652 (CONSTRUCTION STANDARDS FOR EXCAVATIONS).
7. ALL STANDARD DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) STANDARD DETAILS HIGHWAY AND BRIDGES 2020 LATEST REVISIONS AND MAINE DOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.
8. COMMON BORROW SHALL BE COMPACTED TO 90% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR. GRANULAR BORROW AND AGGREGATE SHALL BE COMPACTED TO 95% OF THEIR MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.
9. ALL STATIONS ARE APPROXIMATE. LOCATIONS TO BE ADJUSTED OR FINALIZED IN FIELD BY RESIDENT.

Date:12/8/2025

Filename: ...\MSTA\002_general_notes.dgn

Scale: NOT TO SCALE

No.	Revision	By	Date
1.	ADDENDUM #2	TWA	12/8/2025

Designed by: TYLin

CONSULTANT PROJECT MANAGER: Shawn R. Davis

	By	Date		By	Date
Designed	TWA	5/2025	Checked	JOF	11/2025
Drawn	TWA	5/2025	In Charge of	SRD	11/2025

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

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

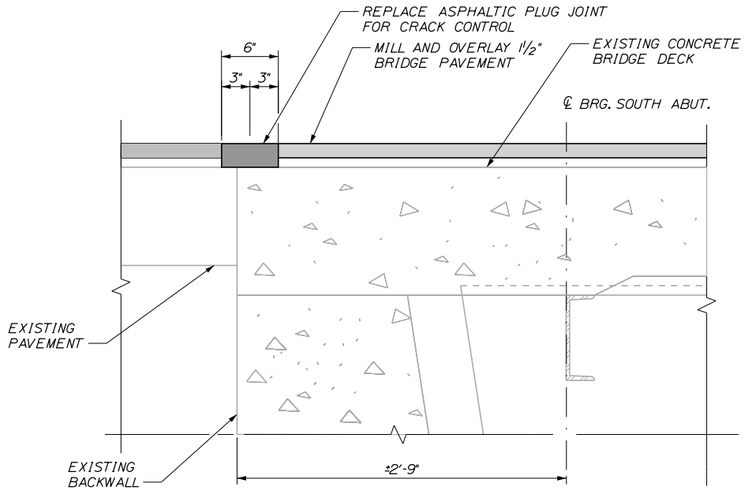
MTA PROJECT MANAGER: Lauren Fleming, P.E.

PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS

ESTIMATED QUANTITIES & GENERAL NOTES

SHEET NUMBER: C-1

CONTRACT:2026.01

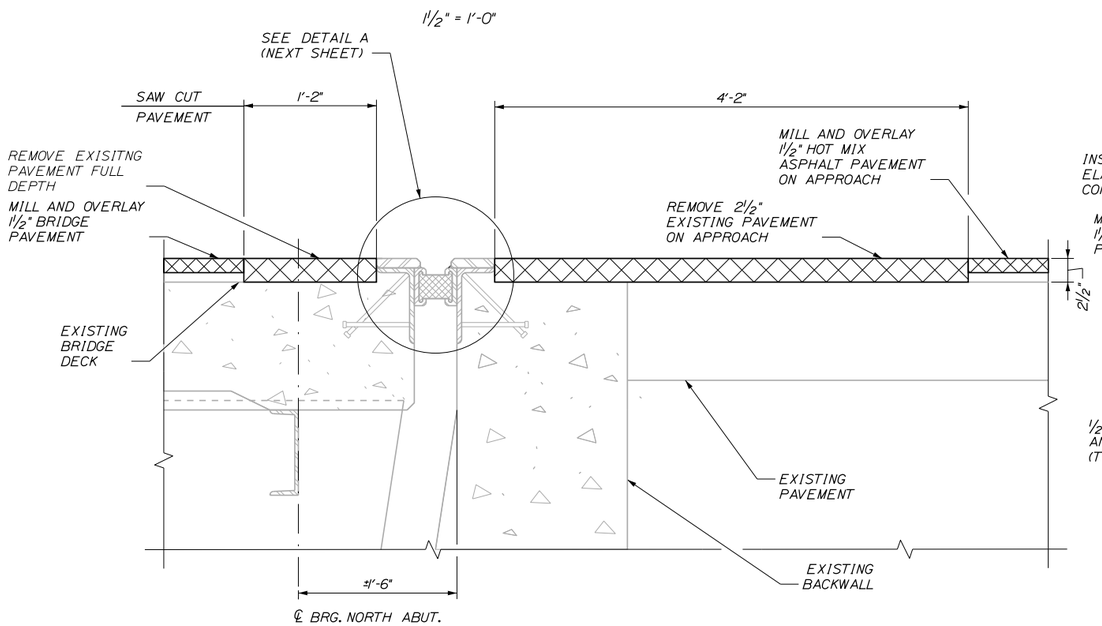


TYPICAL SECTION-SOUTH ABUTMENT

1½" = 1'-0"

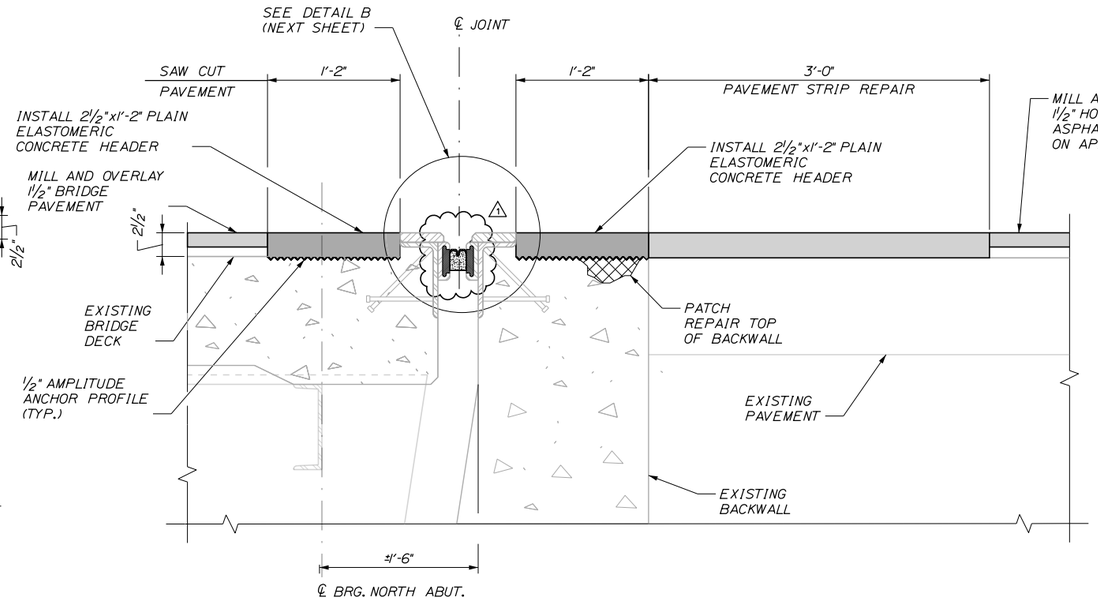
CONCRETE HEADER NOTES:

1. 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 SECTION 518 AND AS DIRECTED BY THE RESIDENT. IF REPAIRS TO THE TOP OF THE BACKWALL ARE NEEDED, THE CONTRACTOR SHALL REPAIR WITH ELASTOMERIC CONCRETE AND REPAIRS SHALL BE PAID UNDER ITEM 518.865, ELASTOMERIC CONCRETE UNLESS DIRECTED OTHERWISE BY THE RESIDENT.
2. PAVEMENT REPAIRS SHALL BE PAID UNDER APPLICABLE HOT MIX ASPHALT PAY ITEM.



EXISTING EXPANSION JOINT SECTION-NORTH ABUTMENT

1½" = 1'-0"



PROPOSED EXPANSION JOINT SECTION-NORTH ABUTMENT

1½" = 1'-0"

Date:12/8/2025

Filename: ...\021_Joint_Repairs_RoyalRiver.dgn

Scale: AS NOTED

No.	Revision	By	Date
1.	CHANGED JOINT REPAIR DETAIL	DSM	12/25

Designed by: TYLin

CONSULTANT PROJECT MANAGER: Shawn R. Davis

	By	Date		By	Date
Designed	DSM	11/2025	Checked	DSM	11/2025
Drawn	KSM	11/2025	In Charge of	SRD	11/2025

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

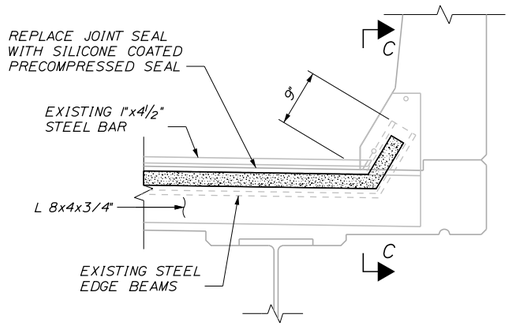
MTA PROJECT MANAGER: Lauren Fleming, P.E.

ROYAL RIVER BRIDGE REPAIRS (MILE 71.1)

JOINT REPAIRS (SHEET 1 OF 2)

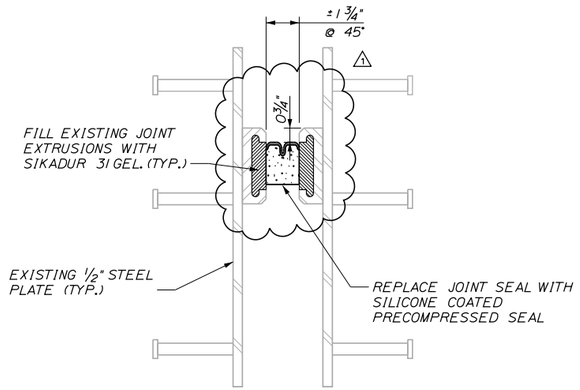
SHEET NUMBER: B-2

CONTRACT:2026.01



CURB DETAIL

SCALE: 1" = 1'-0"



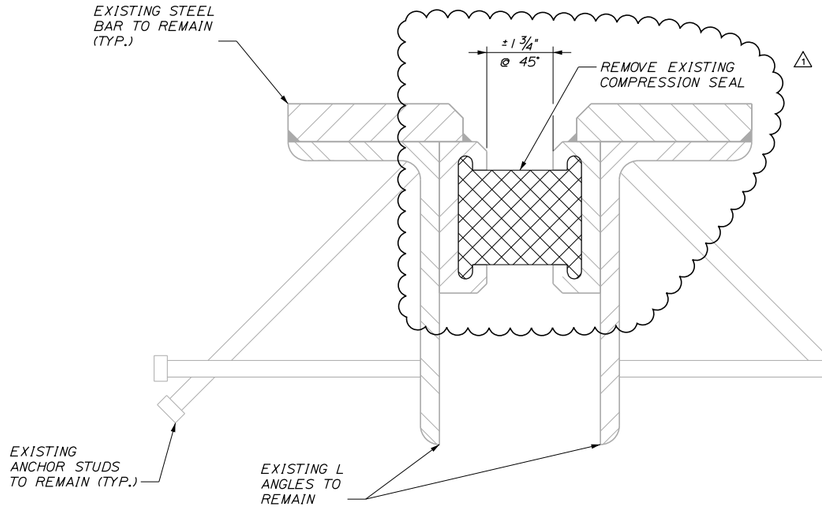
SECTION C-C

SCALE: 3" = 1'-0"

(CONCRETE NOT SHOWN)

JOINT REPAIR NOTES:

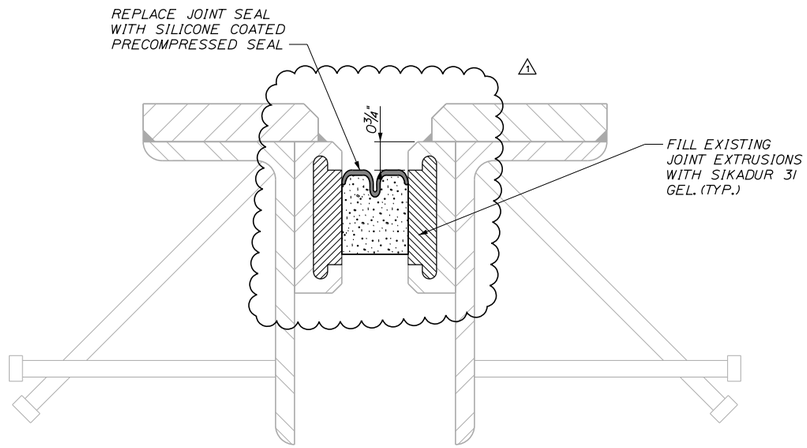
1. CONTRACTOR SHALL FIELD MEASURE EXISTING CURB PLATE AND JOINT DIMENSIONS PRIOR TO DEVELOPMENT OF SHOP DRAWINGS.
2. THE SILICONE COATED AND PRE-COMPRESSED SEAL TO BE FURNISHED SHALL HAVE A MINIMUM MOVEMENT RANGE OF 1½ INCHES.
3. SILICONE COATED AND PRE-COMPRESSED SEAL SHALL BE PAID UNDER ITEM 520.234. EXPANSION DEVICE - SILICONE COATED AND PRE-COMPRESSED SEAL. EXPANSION JOINT STEEL MODIFICATION SHALL BE INCIDENTAL TO ITEM 520.234. EXPANSION DEVICE - SILICONE COATED AND PRE-COMPRESSED SEAL.



DETAIL A

EDGE BEAM MODIFICATIONS

6" = 1'-0"



DETAIL B

PROPOSED SEAL TYPICAL SECTION

6" = 1'-0"

Scale: AS NOTED			
No.	Revision	By	Date
1.	CHANGED JOINT REPAIR DETAIL	DSM	12/25

Designed by: TYLin

CONSULTANT PROJECT MANAGER: Shawn R. Davis

	By	Date		By	Date
Designed	DSM	11/2025	Checked	DSM	11/2025
Drawn	KSM	11/2025	In Charge of	SRD	11/2025

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Lauren Fleming, P.E.

ROYAL RIVER BRIDGE REPAIRS
(MILE 71.1)

JOINT REPAIRS (SHEET 2 OF 2)

SHEET NUMBER: B-3

CONTRACT:2026.01

SHEET 22 OF 24

Date:12/8/2025

Filename: ...\022_Joint_Repair_RoyalRiver.dgn