

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



PORTLAND CUMBERLAND COUNTY INTERSTATE 295 NORTHBOUND BRIDGE REHABILITATION PROJECTS

IM-1792(900)E

PROJECT LENGTH 0.5 mi.
WEARING SURFACE REPLACEMENTS,
DECK REHABILITATIONS, JOINT MODIFICATIONS,
ENDPOST REPLACEMENTS, DRAIN AND
RAILING REPAIRS

BRIDGE NUMBERS:
3088, 0816, 5617,
5616, 5618

MATERIALS

Concrete (Unless noted otherwise) Class "A"
Concrete (Curbs & Transition Barriers) Class "LP"
Reinforcing Steel ASTM A 615/A 615M, Grade 60
Structural Steel: All Material ASTM A 36/A 36M

BASIC DESIGN STRESSES

Concrete $f_c = 4,350$ psi
Reinforcing Steel $f_y = 60,000$ psi

MAINTENANCE OF TRAFFIC

The Contractor shall coordinate all maintenance of traffic with the highway work.
See also Phasing Plans, Traffic Control Plans and Special Provisions 105, 107 and 652.

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Date: 3/16/2011

Username: mcundiff

Division: BRIDGE

Filename: 001_Title.dgn

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED <i>[Signature]</i> COMMISSIONER	DATE 4/18/11	CHIEF ENGINEER <i>[Signature]</i>
PROGRAM PROJECT DESIGNER CONSULTANT PROJECT RESIDENT CONTRACTOR PROJECT COMPLETION DATE	PROJECT INFORMATION Bridge Nele Benoit Don Etlinger HNTB	SIGNATURE <i>[Signature]</i> P.E. NUMBER 31127 DATE 3/16/11	INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY TITLE SHEET
SHEET NUMBER 1 OF 40			

ITEM NO.	DESCRIPTION	ESTIMATED BRIDGE QUANTITIES					TOTAL	UNIT
		Back Cove Tukeys Bridge Br. No. 3088	Washington Avenue Br. No. 0816	Sherwood Street Br. No. 5617	SLARR/CNRR Br. No. 5616	Kensington Street Br. No. 5618		
202.202	REMOVING PAVEMENT SURFACE	3450	430	270	885	315	5350	SY
202.30	REMOVING EXISTING CONCRETE WEARING SURFACE (745 SY)	0	1	0	0	0	1	LS
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	290	102	25	82	29	528	T
403.2101	9.5 MM POLYMER MODIFIED HOT MIX ASPHALT	0	41	0	0	0	41	T
403.211	HMA (SHIMMING)	51	0	16	52	18	137	T
403.2131	12.5 MM POLYMER MODIFIED HMA BASE	260	0	16	53	19	348	T
409.15	BITUMINOUS TACK COAT - APPLIED	173	38	18	59	21	309	GAL
429.34	GRID/FABRIC COMPOSITE PAVEMENT INTERLAYER	0	0	600	0	715	1315	SF
502.70	BRIDGE DRAIN - TYPE A	0	0	0	8	0	8	EA
502.701	BRIDGE DRAIN GRATE MODIFICATION	28	0	0	0	0	28	EA
507.0926	FURNISH ALUMINUM BRIDGE RAIL COMPONENTS	0.6	0.1	0.1	0.1	0.1	1	LS
507.0927	ALUMINUM BRIDGE RAIL, 2 BAR POST REPLACEMENT	1	2	3	2	0	8	EA
507.0928	ALUMINUM BRIDGE RAIL, RAIL SECTION REPLACEMENT	0	40	0	0	0	40	LF
507.30	ALUMINUM BRIDGE RAIL SPLICE RETROFIT	6	3	3	4	2	18	EA
507.31	ALUMINUM BRIDGE RAIL SPLICE INSPECTION	0.35	0.15	0.15	0.25	0.1	1	LS
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (5665 SY)	0.6	0.1	0.1	0.1	0.1	1	LS
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (160 SY)	0.3	0.4	0.05	0.2	0.05	1	LS
* 518.391	REPAIRING GRANITE CURB JOINT AND BEDDING MORTAR	300	100	30	100	30	560	LF
* 518.50	REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL <7.9 IN.	1990	220	220	640	90	3160	SF
* 518.51	REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL <7.9 IN.	450	50	50	150	30	730	SF
* 518.52	REPAIR OF UPWARD FACING SURFACES >7.9 IN.	1	1	3	1	1	7	CY
* 518.60	REPAIR OF VERTICAL SURFACES < 7.9 IN.	10	10	22	10	10	62	SF
* 518.61	REPAIR OF VERTICAL SURFACES > 7.9 IN	1	1	10	1	1	14	CY
520.242	BRIDGE JOINT MODIFICATION TYPE 2	0	0	0	2	0	2	EA
520.244	BRIDGE JOINT MODIFICATION TYPE 4	0	2	0	0	0	2	EA
520.247	BRIDGE JOINT MODIFICATION TYPE 7	2	0	0	0	0	2	EA
526.301	TEMPORARY CONCRETE BARRIER - TYPE 1 (6650 LF)	0.2	0.2	0.2	0.2	0.2	1	LS
526.34	PERMANENT CONCRETE TRANSITION BARRIER	2	2	1	0	1	6	EA
527.34	WORK ZONE CRASH CUSHIONS	2	1	1	0	0	4	UN
* 610.08	PLAIN RIPRAP	10	10	10	10	10	50	CY
* 620.58	EROSION CONTROL GEOTEXTILE	20	20	20	20	20	100	SY
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	3780	3780	3780	3780	3780	18900	LF
627.77	REMOVING EXISTING PAVEMENT MARKING	600	600	600	600	600	3000	SF
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	5770	5770	5770	5770	5770	28850	LF
* 629.05	HAND LABOR, STRAIGHT TIME	10	10	10	10	10	50	HR
* 631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	8	8	8	8	8	40	HR
* 631.11	AIR TOOL (INCLUDING OPERATOR)	8	8	8	8	8	40	HR
* 631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	4	4	4	4	4	20	HR
* 631.172	TRUCK-LARGE (INCLUDING OPERATOR)	4	4	4	4	4	20	HR
639.18	FIELD OFFICE TYPE A	0.6	0.1	0.1	0.1	0.1	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL: RAMP METER	1	0	0	0	0	1	LS
645.306	FLEXIBLE REFLECTORIZED DELINEATOR	50	0	0	0	0	50	EA
652.30	FLASHING ARROW BOARD	2	1	1	0	0	4	EA
652.312	TYPE III BARRICADE	2	2	2	2	2	10	EA
652.33	DRUM	120	120	120	120	120	600	EA
652.34	CONE	10	10	10	10	10	50	EA
652.35	CONSTRUCTION SIGNS	100	100	100	100	100	500	SF
652.351	CONSTRUCTION SIGNS - SUPPLIED BY MAINE DOT	420	420	420	420	420	2100	SF
* 652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	37	37	37	37	37	185	CD
652.38	FLAGGER	8	8	8	8	8	40	HR
* 652.381	TRAFFIC OFFICER	8	8	8	8	8	40	HR
652.382	TRAFFIC MONITOR	37	37	37	37	37	185	CD
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	4	1	1	1	1	8	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	0.6	0.1	0.1	0.1	0.1	1	LS
659.10	MOBILIZATION	0.6	0.1	0.1	0.1	0.1	1	LS
660.21	ON-THE-JOB TRAINING	200	200	200	200	200	1000	HR

* Undetermined Location

Notes:

1. Estimated Quantities for each bridge are provided here for reference purposes only.
2. Quantities for Highway Preservation Project are not included on this sheet. See schedule of items in the contract bid book for total quantities.

INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY ESTIMATED BRIDGE QUANTITIES	STATE OF MAINE DEPARTMENT OF TRANSPORTATION IM-1792(900)E BRIDGE NO. Varies PIN 17929.00 BRIDGE PLANS
SHEET NUMBER 2 OF 40	DATE: 03/11 BY: MFC DATE: 03/11 SIGNATURE: _____ P.E. NUMBER: _____ DATE: _____

GENERAL

1. Bidders and Contractors shall note that existing bridge plans may be accessed at the web address below. The plans are reproductions of the original drawings as prepared for the construction of the bridges. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge.
http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php

2. All dimensions, angles and stationing shown on existing plans are taken from as-built construction drawings from 1952 through 1991, supplemented by limited field measurements and are not guaranteed to be correct. All existing bridge information shall be verified in the field by the Contractor prior to commencing any work.

3. Bidders and Contractors may obtain a copy of bridge deck condition (GPR) report for the existing bridges by accessing the web address provided in Note No.1 above. The report contains deck deterioration data for numerous bridges. There is no assurance the information or data is a true representation of the actual conditions at the time of construction.

4. Contractor shall note that Maine DOT has other active projects in the area including I-295 Southbound Bridges Rehabilitation Project, I-295 Southbound Paving and Sign Truss Replacements. Existing I-295 overhead sign trusses located just north of the Sherwood Street Bridge and north and south of the Tukeys Bridge are scheduled for replacement in 2011. Southbound Bridge Repairs of Tukeys and Washington Avenue bridges along with highway paving are also scheduled in 2011. Contractor shall coordinate his work and traffic control with these and other contracts.

5. The Resident shall review the embankment armor/slope protection at all drain replacement locations and verify the existing embankment armor/slope protection is adequate to protect the embankment/slope from eroding or undermining during heavy rain events. The Contractor shall undertake embankment armor/slope protection modifications at the request/direction of the Resident. The work, if required, will be paid for under the various hand labor and hourly equipment items.

UTILITIES

1. Utilities in this contract are listed in Special Provision Section 104, Utilities.

2. All utility facilities shall be adjusted by the respective utilities unless otherwise noted. No utility adjustment is anticipated.

3. The locations of the existing utilities, bridge wiring and monitoring instruments (i.e. Utilities and Special Equipment) shown on these plans are based on the best available information and are approximate. The Contractor shall verify the location of all existing utilities and special equipment prior to starting work. The Contractor shall protect existing utilities and special equipment during construction and shall provide temporary supports where required by his operations. Temporary supports shall be approved by the utility or special equipment owner prior to their installation and use. The cost of this work shall be considered incidental to the work required under Item 659.10 Mobilization.

4. The Contractor shall note that some bridges have PVC or galvanized electrical conduits embedded in the wing walls, deck curbs and decks. Prior to demolition of any component, or drilling and grouting into any component, the contractor shall field locate the conduit(s) and verify the work will not damage the conduit. The Contractor shall advise the Resident of all interferences prior to proceeding with the work. See the project as-builts for additional information. Any damaged conduits or wiring resulting from the contractors operations shall be repaired to the Resident's satisfaction at no cost to the Department.

BRIDGE RAILING

1. All aluminum bridge rail, rail posts, and associated hardware which are to be removed shall be carefully salvaged by the Contractor and will remain property of the Department. Contractor shall transport materials to the Maine DOT maintenance lot at Dunstan Corner in Scarborough. Contact is Ken Littlefield at 592-1861. Payment will be considered incidental to related Contract items.

2. The drawings show or note the approximate number of damaged bridge rail posts and damaged bridge rail sections that are to be replaced on this project. The actual quantity of bridge rail and post replacement shall be as directed by the Resident.

3. The Contractor shall furnish the quantity of bridge rail, posts and splice bars specified in the Contract to the Department. The Department shall provide the necessary bridge rail components to the Contractor to make the identified repairs. The components shall come from the Department's existing stockpiles initially, and from the materials supplied by the Contractor after the Department's stockpiles are depleted. All bridge rail post anchor bolts, anchor bolt anchoring materials, and splice rail modification bolts shall be furnished by the Contractor.

4. Misaligned bridge rail splices shall be modified in accordance with the project specifications, standard and supplemental details and as noted on the drawings. All splice rail modification bolts shall be furnished by the Contractor.

5. At the Resident's discretion, and based on available materials, damaged bridge rail sections may be replaced in either full length sections or in shorter rail sections. Bridge rail section replacement shall be completed such that all proposed and existing lengths of rail are attached to a minimum of two posts, and such that all rail splices are located two feet from a post.

6. Bridge rail posts that are relocated as part of the concrete transition barrier modifications, and bridge rail sections shortened or extended as part of the concrete transition barrier modifications, shall be considered incidental to the permanent concrete transition barrier pay item. All components necessary to extend rails section or relocate bridge posts including rail, posts, splice bars, rail post anchor bolts, anchor bolt anchoring materials, and splice rail modification bolts shall be furnished by the Contractor.

7. The splice requirement for 2-Bar Aluminum Bridge Rail Type Z is documented in Special Provision 507.

CONCRETE WEARING SURFACE

1. The existing latex modified concrete wearing surface on I-295 over Washington Street may not be a consistent 1/4" depth over the entire surface due to a discrepancy in the as-constructed joint elevations. The Contractor shall pothole the existing concrete deck in multiple places prior to removing the wearing surface to determine the actual latex modified wearing surface depths and ensure the structural concrete deck is not damaged during the wearing surface removal. The joint elevation discrepancy will be corrected as part of this contract.

STRUCTURAL

1. Payment for removing existing concrete end posts will be considered incidental to item 526.34.

2. Reinforcing steel schedules will be the responsibility of the Contractor. Refer to Subsection 503.03 of the Standard Specifications for more information. Payment for all work associated with developing reinforcing steel schedules will be considered incidental to related Contract items.

3. Protective coating for concrete surfaces shall be applied to the following areas of new concrete:

- All exposed surfaces of concrete curbs, Fascias down to the drip notch, All exposed surfaces of Concrete Transition Barriers, 12 Inches below the top of backwalls on the back side.

4. An NCHRP350 compliant impact attenuation system shall be installed concurrently with the placement of each run of concrete barrier.

5. Removal of existing bridge rail transition barriers and installation of new bridge rail transition barriers shall occur behind concrete barrier and NCHRP350 compliant impact attenuation systems.

6. Any damage to existing concrete or reinforcing steel resulting from the work performed, shall be repaired or replaced by a method approved by the Resident at no cost to the Department.

7. All reinforcing steel that is to be exposed and reused shall be cleaned by a method approved by the Resident. Payment shall be incidental to related contract items.

8. The integrity of existing approach pavement and subbase gravel shall be maintained during removal of backwall concrete. Payment for any repair or damages shall be incidental to related contract items.

9. Gland seal(s) or compression seal(s) shall be approved by the Resident prior to installation of joint armor.

10. All expansion joints shall be fabricated so their construction joints align with the bridge phasing. New seals shall be installed full length after all sections of the joint armor have been installed.

11. All existing materials which are removed from the work area shall be removed from the site and properly disposed of by the Contractor in a manner approved by the Resident. These existing materials include, but are not limited to, concrete, metal casing, reinforcing steel, silt and other debris on or attached to the structure within the work areas. The cost of removal and disposal shall be incidental to the cost of the work items for which these removals are required.

12. Contractor shall form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.

13. Reinforcing steel shall have a 2 inch minimum cover unless otherwise noted.

14. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.

15. The Contractor is advised none of the bridge decks are scheduled to be scarified. Only the existing pavement, membrane, and pavement shim (where applicable) are to be removed. See Section 202.031 of the Specifications for additional information.

16. If the depth of the deteriorated concrete is below the reinforcing steel then remove the concrete to a minimum depth of 1 inch below the bars.

17. Where bridge rail posts are required to be relocated new hot dip galvanized anchor rods conforming to ASTM F1554 Grade 55 shall be furnished and drilled and anchored into the existing curb. The depth of embedment shall be sufficient to develop an ultimate tension capacity of 33 kips per anchor rod. This work may also require replacement or repair of rail clamp bars, and replacement of bolts, where the bolt or clamp bar threads are damaged during the rail disassembly process. Where the Contractor elects to repair the damaged mounting bars the existing threads shall be repaired through the use of a stainless steel heli-coil insert. The proposed repair shall be completed in a manner which maintains the original fastener size and diameter. Payment for bridge rail post relocation and associated materials, equipment, labor and incidentals necessary to complete the work will be considered incidental to Item 526.34, Permanent Concrete Transition Barrier.

18. All transverse reinforcing steel in the deck and backwall shall run continuously along the full width of the bridge. Payment for lap splices and threaded couplers will not be paid for directly, but shall be considered incidental to the related contract items.

19. The reinforcing steel and anchor rod anchoring material shall be selected from Maine DOT's qualified products list. The contractor shall submit the proposed system to the resident for approval. The selected anchoring material shall be installed in strict accordance with the manufacturer's recommendations. Reinforcing steel and anchor rods, drilled and anchored into existing concrete, shall be embedded to develop 125% of the yield strength of the bar.

20. All proposed anchor rod assemblies shall be hot dip galvanized.

21. When a new joint is being installed or an existing joint is being substantially modified, and field conditions permit, the approach side of the joint shall be set 1/8" - 1/4" higher than the departure side of the joint. Under no circumstances shall the departing side of the joint be higher than the approach side of the joint.

22. Where provided, nominal joint openings are measured perpendicular to the joint opening. Adjustments provided in the seal adjustment charts shall be measured along the centerline of the bridge, not perpendicular to the joint opening.

23. Deck or backwall repairs located below areas of elastomeric concrete shall be filled with Class LP concrete and allowed to cure prior to placing elastomeric concrete. The concrete repairs shall be completed to provide an elastomeric concrete thickness of 3". The depth of elastomeric concrete may be increased to 4" maximum only in cases where doing so eliminates the need for patching with Class LP concrete.

24. The contractor is required to have on-site a copy of the Technical Guideline No. 03732 or latest version published by the International Concrete Repair Institute as well as a set of nine molded replicas of surfaces textures, for use on this project. All associated costs considered incidental to pay item 508.14.

25. Granite curb salvaged from the project site will be substituted for Terminal Curb Type 2 where available. Payment for reuse of granite curb or for Terminal Curb Type 2 will be considered incidental to Item No. 606.1721, Bridge Transition Type 1.

CONSTRUCTION PHASING

1. All traffic control shall be in accordance with the Manual for Uniform Traffic Control Devices for Streets and Highways, USDOT, FHWA, Latest Edition

2. Traffic Control Plans are provided in this plan set. If the contractor proposes a different traffic control scheme, the Contractor shall submit revised traffic control plans in accordance with the Special Provisions 105, 107 & 652 and the Manual of Uniform Traffic Control Devices, latest edition.

3. The grouping of all bridge work zones into one work zone as shown on the Traffic Control Plans is required. Contractor shall plan the work accordingly. Any proposed modifications to the work zones or phasing of work shall be submitted to the Resident for review and approval.

4. Construction Phasing Plans represent bridge phasing work only. Required maintenance of traffic for bridge work is shown on the Traffic Control Plans. Development of Traffic Control Plans for highway preservation work is the Contractors responsibility.

5. Contractor shall note work zone time restrictions exist for all work zones. See Special Provisions 105 and 107 for specific work zone time restrictions and limitations of operations.

6. Contractor shall provide two 11 foot travel lanes and two 1 foot shoulders in all work zones for Washington Ave., Sherwood St., CNRR and Kensington St. unless otherwise noted on the Plans or in the Specifications. Contractor shall provide three travel lanes (11 ft. min. widths) and two shoulders (1 ft. min. widths) in the Tukeys work zone, unless otherwise noted on the Plans or in the Specifications.

7. Excessively wide lane widths may cause driver confusion. Contractor shall avoid lane widths in excess of 15'-0" unless approved by the Resident.

8. Contractor shall install longitudinal pavement joints at crown lines or lane lines.

9. Placement of the high performance membrane shall be in accordance with standard specifications and manufacturers published recommendations. Contractor shall submit proposed membrane overlap details at the longitudinal joints to the Resident for review and approval. Details shall include proposed methodology for bond breaker for the overlaps between construction phases as well as procedures for infilling and removal of bituminous material without damage to the membrane.

10. Long term lane closures required for bridge work shall be protected with temporary concrete barrier at the work zones.

11. Wide load restrictions shall be in place for the construction duration. Advanced wide load signing shall be provided in accordance with the Traffic Control Plans. The Contractor shall contact the Maine Department of Motor Vehicles, Oversized Load Section at 207-624-9063 to coordinate the wide load restrictions, prior to the start of the work. Work shall be coordinated with the Resident. Payment for work will be considered incidental to the 652 pay items.

12. All lanes in long term lane closures and associated work zones shall be delineated with temporary paint lines. The only exception will be surface course of new pavement. Temporary pavement markings on the surface course of new pavement shall be either temporary paint lines or temporary reflectorized plastic marking lines, meeting the requirements of the 627 specifications. If temporary paint lines are installed on new surface pavement, the contractor shall remove the markings completely when work is done in a manner that is non-destructive to the surface pavement. If temporary plastic marking lines are installed on new surface pavement, the contractor shall use the overlay method for installation in accordance with the manufacturer recommendations. Contractor shall monitor temporary plastic marking lines daily and replace any loose sections on a nightly basis. Temporary pavement marking lines will be paid for under item 627.781 regardless of the type of temporary markings use on surface pavement.

13. Temporary raised pavement markings will not be permitted in long term lane closures and associated work zones.

14. Long term lane closures shall be defined as closures that occur at a location for more than 3 days.

15. Contractor shall note Maine DOT will provide up to 5 traffic barrel camera monitoring systems. Contractor shall be responsible for inspection and maintenance of these systems. Payment for work shall be under 652.382 Traffic Monitor. See Special Provisions.

16. All work shall conform to Maine DOT Standard Specifications for highways and bridges.

17. The Contractor shall remove all existing pavement markings that conflict with proposed markings (Incidental to Item 627.77).

18. The Contractor shall cover all existing signing that conflict with work zone signing (Incidental to Item 652.35).

19. All signs to be covered including overhead signs shall be covered using methods approved by MaineDOT. All covers shall be inspected daily to ensure the cover is firmly secured and it does not present a safety risk to the traveling public. Any loose covers shall be secured immediately. Payment for covering of existing signs, inspection and maintenance shall be considered incidental to item 652.35.

20. Signs CS-15 and CS-16 are proposed to be mounted on existing covered signs located on overhead sign structures. The contractor is required to submit a shop drawing that addresses the proposed method of attachment for the new signs. The shop drawing and supporting calculations shall be stamped by a Professional Engineer licensed in the State of Maine. Payment for all labor, materials and equipment necessary to complete the work shall be considered incidental to item 652.35.

21. Contractor shall note that construction signing will be required to be mounted on the concrete median barrier. Contractor shall securely fasten the signs in a manner that does not present a safety risk to the traveling public. Trimming of the construction sign edges may be required to prevent signs from overhanging into the travel lanes. Coordinate work with Resident. All labor, material and equipment associated with installing median signage is considered incidental to Item 652.35.

22. A portion of the construction signs will be provided by Maine DOT. See Sign Summary sheet for specific signs. Contractor shall transport department provided signs from the Maine DOT sign fabrication shop located in Augusta, ME. Coordinate work with Resident. Payment for all work shall be under item 652.351. See Special Provisions.

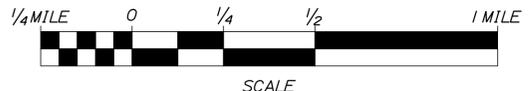
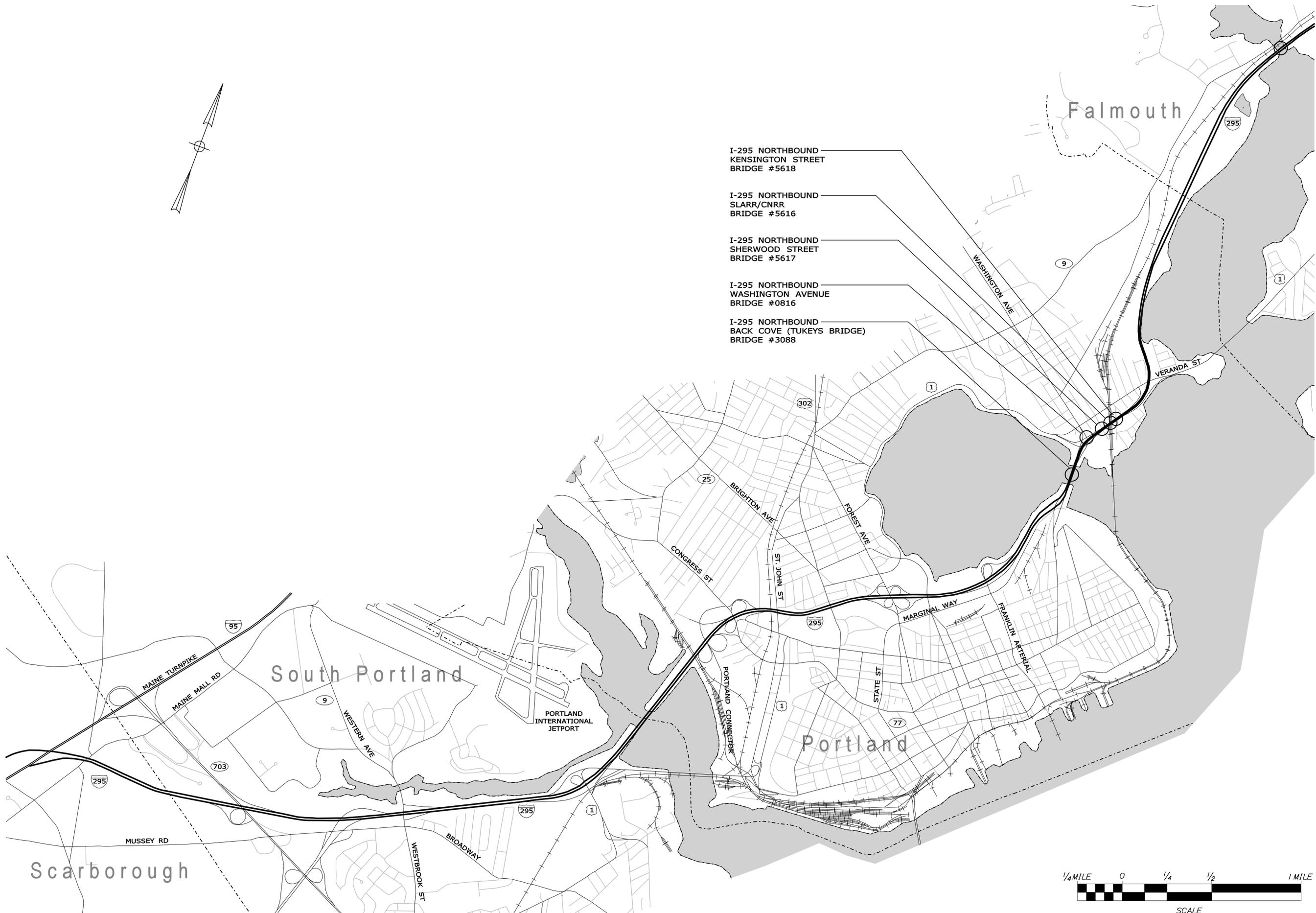
STATE OF MAINE DEPARTMENT OF TRANSPORTATION IM-1792(900)E	BRIDGE NO. Varies PIN 17929.00 BRIDGE PLANS	INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY GENERAL NOTES	PROJ. MANAGER	DATE	BY	DATE	DATE	SIGNATURE	P.E. NUMBER	DATE
			DATE BENEFIT	DATE	DATE	DATE	DATE			
DESIGN-DETAILED	DESIGNED-REVIEWED	DESIGNS-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES			
SHEET NUMBER			3							
			OF 40							

Date: 4/7/2011

Username: mrcundiff

Division: HIGHWAY

Filename: 003_GeneralNotes.dgn



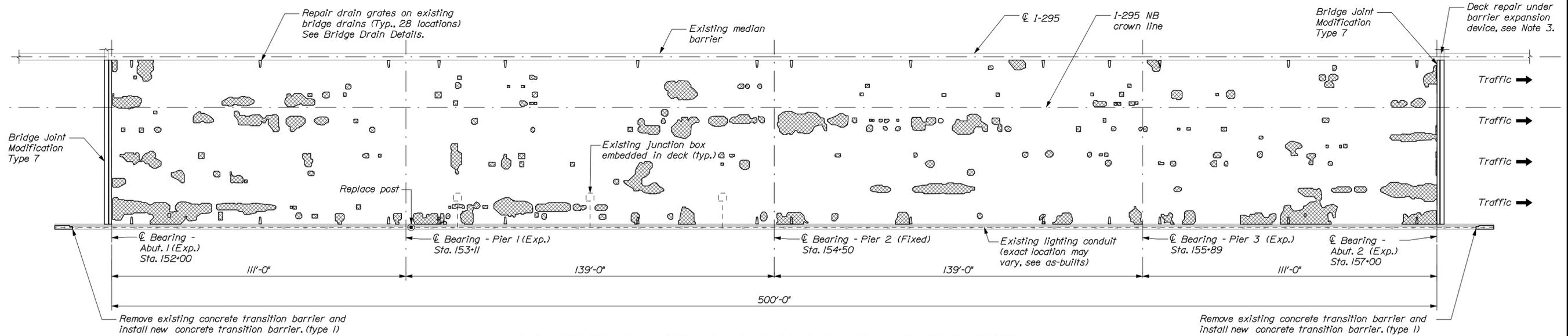
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E	
INTERSTATE 295 NORTHBOUND		PORTLAND		CUMBERLAND COUNTY	
LOCATION MAP		SHEET NUMBER		4	
BRIDGE NO. Varies		PIN		17925.00	
BRIDGE PLANS		DATE		-	
P.E. NUMBER		SIGNATURE		-	
REVISIONS 1		DATE		-	
REVISIONS 2		DATE		-	
REVISIONS 3		DATE		-	
REVISIONS 4		DATE		-	
FIELD CHANGES		DATE		-	
PROJ. MANAGER		DATE		-	
DATE		BY		-	
DESIGN-DETAILED		MPC		-	
CHECKED-REVIEWED		RBM		-	
DESIGN-DETAILED		RBM		-	
REVISIONS 1		DATE		-	
REVISIONS 2		DATE		-	
REVISIONS 3		DATE		-	
REVISIONS 4		DATE		-	

Date: 3/15/2011

Username: mcurdiff

Division: BRIDGE

Filename: 005_PlanXsec-Tukeys.dgn



INTERSTATE 295 NORTHBOUND OVER BACK COVE (TUKEY'S BRIDGE)

Portland ~ Bridge No. 3088
N.T.S.

NOTES:
 1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing surface. Coordinate work with Resident. Payment for deck repair work shall be under the 518 pay items. See Note 3.

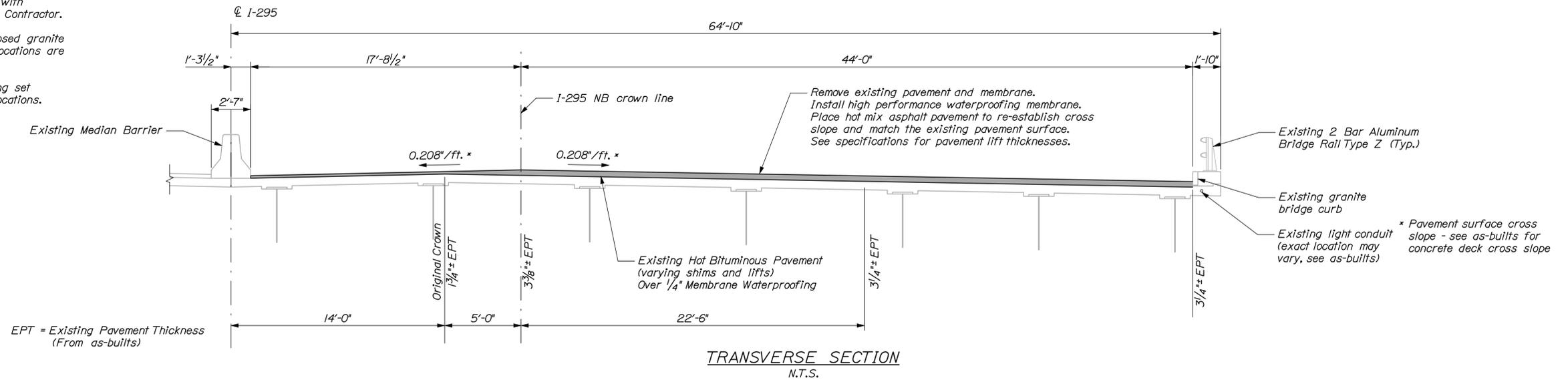
2. Contractor shall repair areas of deteriorated granite curb bedding mortar on the deck as directed by the Resident. Locations of deteriorated granite curb bedding mortar are undetermined. (Typ.)

3. Contractor shall repair areas of concrete deck deterioration under median barrier expansion device. Work may require median shoulder closure on I-295 Southbound. Coordinate work with Resident and I-295 Southbound Bridge Contractor.

4. Repoint deteriorated portions of exposed granite curb joints as directed by Resident. Locations are undetermined.

5. Inspect all rail splices, replace missing set screws and verify proper splice tube locations. See Special Provision.

Legend
 [Hatched Box] Approximate limits of deck repair



TRANSVERSE SECTION
N.T.S.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
IM-1792(900)E
 BRIDGE NO. 3088
 PIN 17925.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	03/11	MFC	03/11			
CHECKED-REVIEWED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

INTERSTATE 295 NORTHBOUND
 BACK COVE (TUKEY'S BRIDGE)
 PORTLAND CUMBERLAND COUNTY
PLAN AND TRANS. SECTION

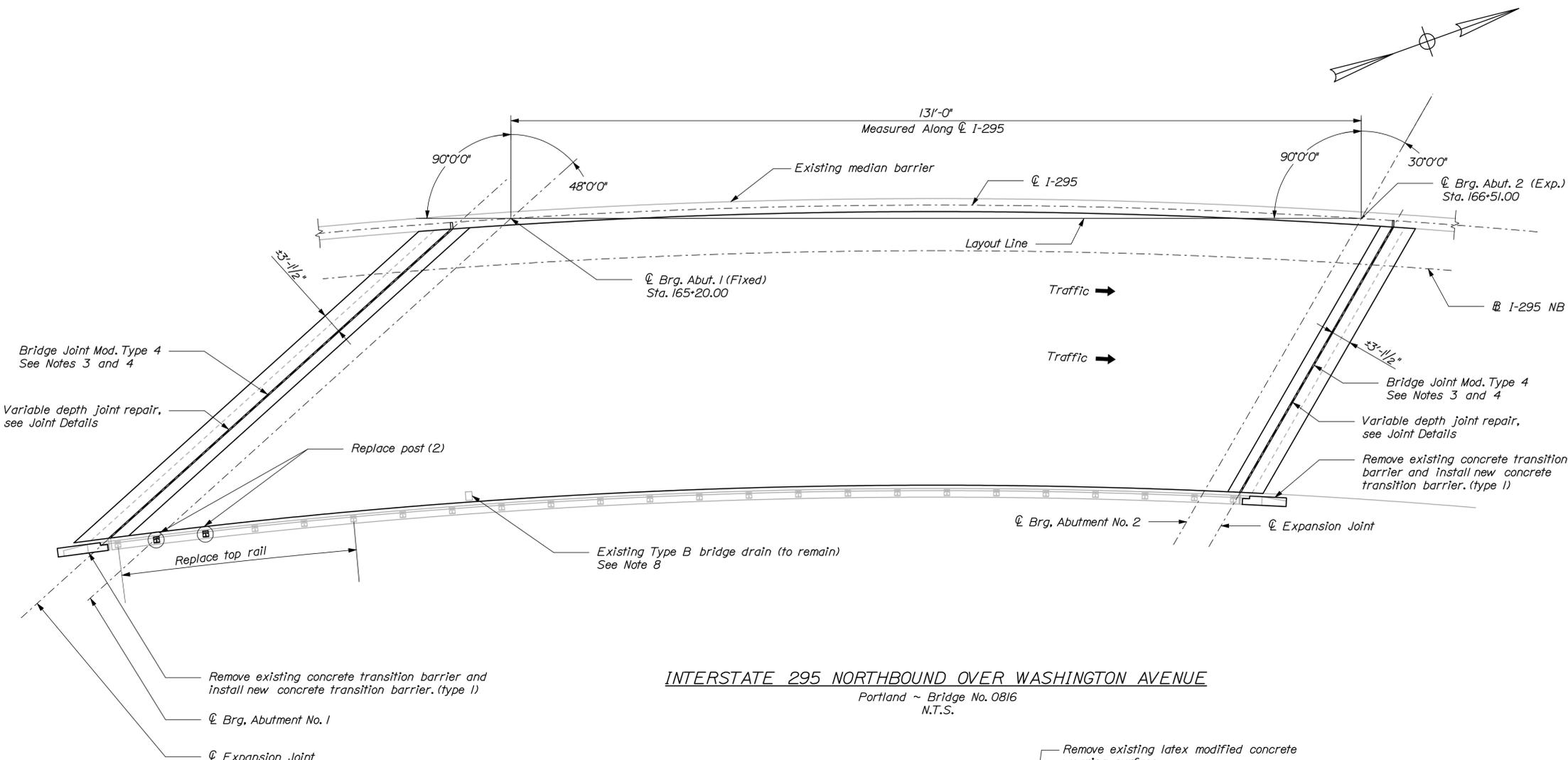
SHEET NUMBER
5
 OF 40

Date: 3/30/2011

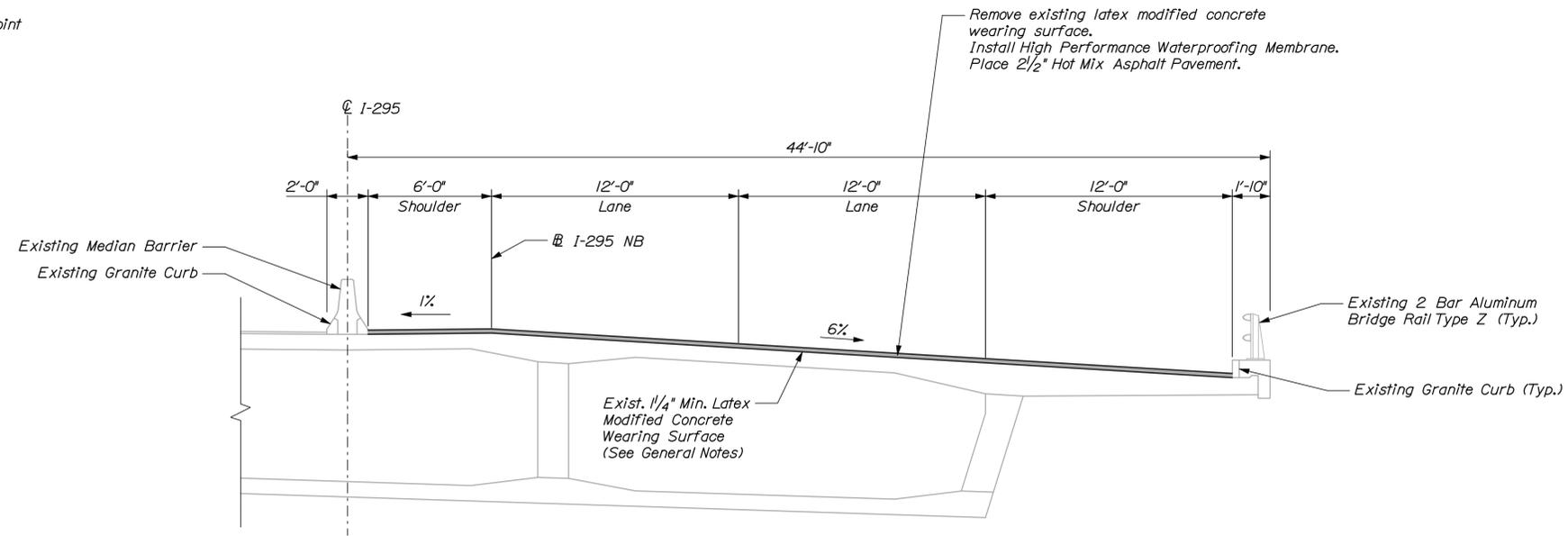
Username: mcurdiff

Division: HIGHWAY

Filename: 006_PlanXsec-WashingtonAve.dgn



INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
 Portland ~ Bridge No. 0816
 N.T.S.



HALF TRANSVERSE SECTION
 N.T.S.

- NOTES:**
1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Locations of deck repairs are undetermined for this bridge. Contractor shall identify and mark areas for deck repair after removing the wearing surface. Coordinate work with Resident. Payment for deck repair work shall be under the 518 pay items. See Note 7.
 2. Contractor shall repair areas of deteriorated granite curb bedding mortar on the deck as directed by the Resident. Locations of deteriorated granite curb bedding mortar are undetermined. (Typ.)
 3. Contractor shall survey along top of existing deck, joints, and roadway approaches 100 feet beyond joints. Collected information shall include elevation grades at crown, breaks, and shall be taken at 10 feet on center. Contractor to provide a minimum of 3 rows of elevation grades for each construction phase. Contractor shall provide information to resident at least 10 working days before planned joint repair work. Resident to provide proposed finish grades for wearing surface and joint repair work in areas where proposed depths vary. All work associated with survey collection and coordination is considered incidental to the 502 pay items. See also General Notes.
 4. At both abutments the existing joint shall be replaced. This work shall include partial demolition of the backwall, curb, and deck to facilitate removal of the existing joint seal, extrusions, and support angles. The joint shall be reconstructed to elevations determined by the Resident. The joint modifications shall be completed in a manner which does not disturb the transverse post tensioning tendons in the deck slab. Payment for all materials, equipment, and labor shall be made under the appropriate Joint Modification pay item.
 5. Repoint deteriorated portions of exposed granite curb joints as directed by Resident. Locations are undetermined.
 6. Inspect all rail splices, replace missing set screws and verify proper splice tube locations. See Special Provision.
 7. Transverse post tensioning strands exist in the upper portion of the concrete deck. Contractor shall use caution when repairing areas of concrete deck deterioration and shall not damage post tensioning strands. Coordinate work with Resident.
 8. Taper new bituminous wearing surface around bridge drain to match existing grate elevation. Length of pavement tapers to be 3'-2" on all sides. Coordinate work with Resident.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. 0816		PIN 17925.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		WASHINGTON AVENUE		PORTLAND		CUMBERLAND COUNTY		PLAN AND TRANS. SECTION		SHEET NUMBER	
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										OF 40	

| PROJ. MGR. | DATE | BY | DATE |
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| DESIGN-DETAILED | | DATE | |
| CHECKED-REVIEWED | | DATE | |
| DESIGN-DETAILED | | DATE | |
| REVISIONS 1 | | DATE | |
| REVISIONS 2 | | DATE | |
| REVISIONS 3 | | DATE | |
| REVISIONS 4 | | DATE | |
| FIELD CHANGES | | DATE | |

Date: 3/15/2011

Username: mcurdiff

Division: BRIDGE

Filename: 007_PlanXsec-Sherwood.dgn

NOTES:

1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing surface. Coordinate work with Resident. Payment for deck repair work shall be under the 518 pay items.

2. Contractor shall repair areas of deteriorated granite curb bedding mortar on the deck as directed by the Resident. Locations of deteriorated granite curb bedding mortar are undetermined. (Typ.)

3. Install composite pavement interlayer at Abutments 1 and 2. See Joint Modification Details.

4. Contractor shall repair areas of concrete deck and backwall deterioration at Abutment No. 2, as directed by the Resident. Approximate locations for deck slab and backwall repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Coordinate work with Resident. Payment for work shall be under the 518 pay items.

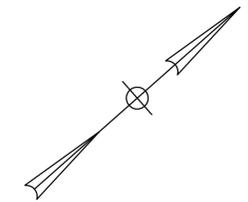
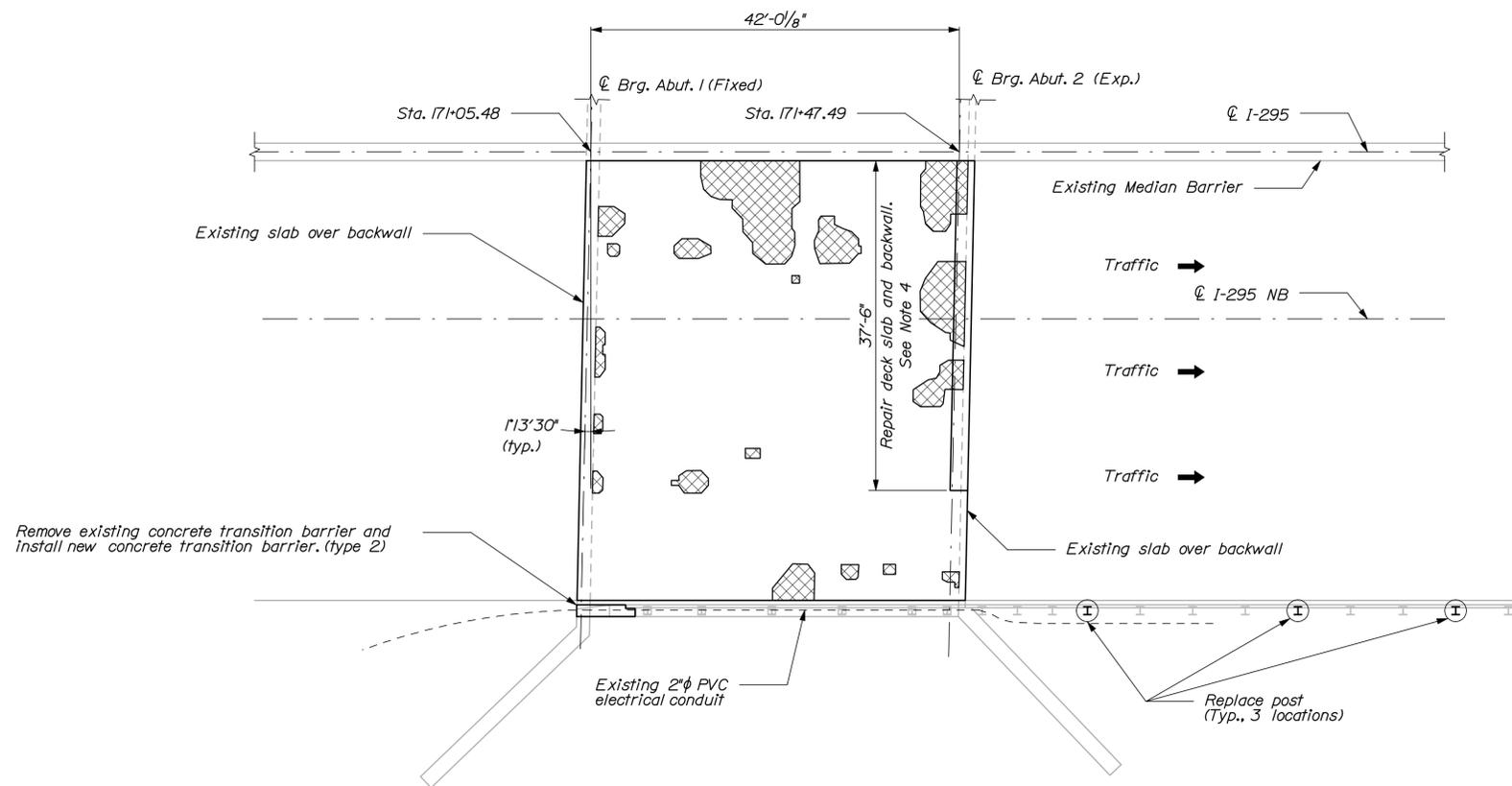
5. Contractor shall repair concrete beam vertical surface, at locations where material samples were removed from the beam. Coordinate work with Resident. Payment for this work shall be made under the 518 pay items.

6. Repoint deteriorated portions of exposed granite curb joints as directed by Resident. Locations are undetermined.

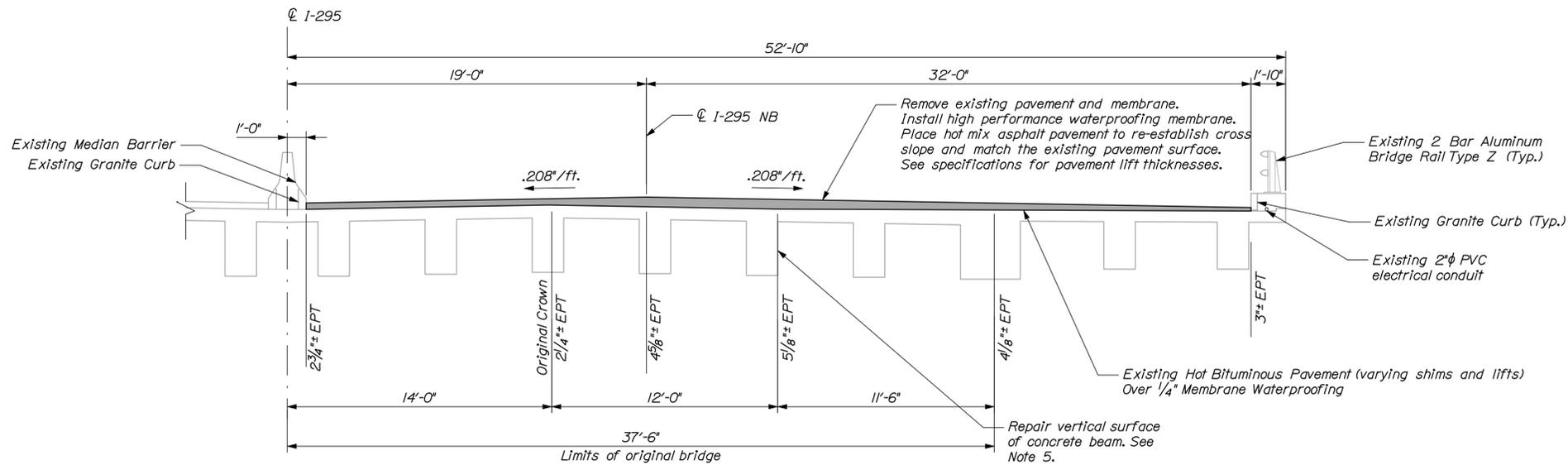
7. Inspect all rail splices on bridges and approaches, replace missing set screws and verify proper splice tube locations. See Special Provision.

Legend

 Approximate limits of deck repair



INTERSTATE 295 NORTHBOUND OVER SHERWOOD STREET
 Portland ~ Bridge No. 5617
 N.T.S.



EPT = Existing Pavement Thickness
(From as-builts)

HALF TRANSVERSE SECTION
N.T.S.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. 5617		PIN 17925.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		SHERWOOD STREET		CUMBERLAND COUNTY		PLAN AND TRANS. SECTION		SHEET NUMBER		2	
PROJ. MANAGER	DATE	DATE	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
DESIGN-DETAILED	DGE	MFC	MFC	03/11	03/11	03/11	03/11	03/11	03/11	03/11	03/11
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DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											

Date: 3/15/2011

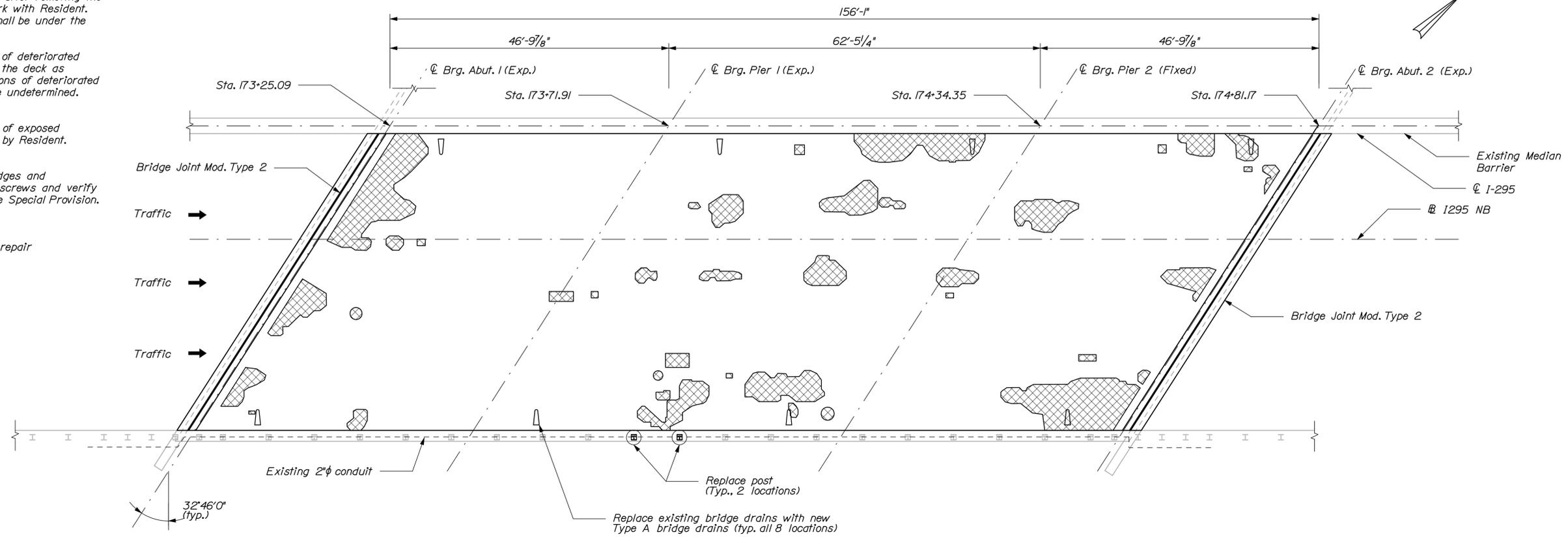
Username: mcurdiff

Division: BRIDGE

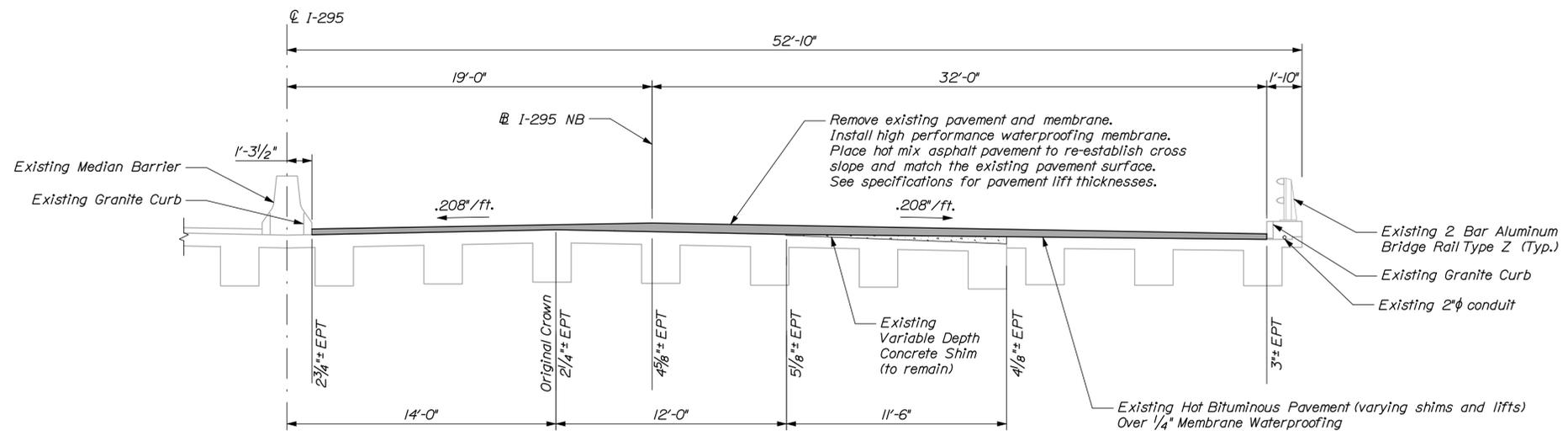
Filename: 008_PlanXsec-SLARR-CNRR.dgn

- NOTES:**
- Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing surface. Coordinate work with Resident. Payment for deck repair work shall be under the 518 pay items.
 - Contractor shall repair areas of deteriorated granite curb bedding mortar on the deck as directed by the Resident. Locations of deteriorated granite curb bedding mortar are undetermined. (Typ.)
 - Repoint deteriorated portions of exposed granite curb joints as directed by Resident. Locations are undetermined.
 - Inspect all rail splices on bridges and approaches, replace missing set screws and verify proper splice tube locations. See Special Provision.

Legend
 Approximate limits of deck repair



INTERSTATE 295 NORTHBOUND OVER SLRR/CNRR
 Portland ~ Bridge No. 5616
 N.T.S.



HALF TRANSVERSE SECTION
 N.T.S.

EPT = Existing Pavement Thickness
 (From as-builts)

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
IM-1792(900)E		BRIDGE NO. 5616	
PIN 17925.00		BRIDGE PLANS	
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	03/11	MPC	03/11
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DESIGN-DETAILED			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
INTERSTATE 295 NORTHBOUND SLRR AND CNRR		SIGNATURE	
PORTLAND CUMBERLAND COUNTY		P.E. NUMBER	
PLAN AND TRANS. SECTION		DATE	
SHEET NUMBER			
8			
OF 40			

Date: 3/15/2011

Username: mcundiff

Division: BRIDGE

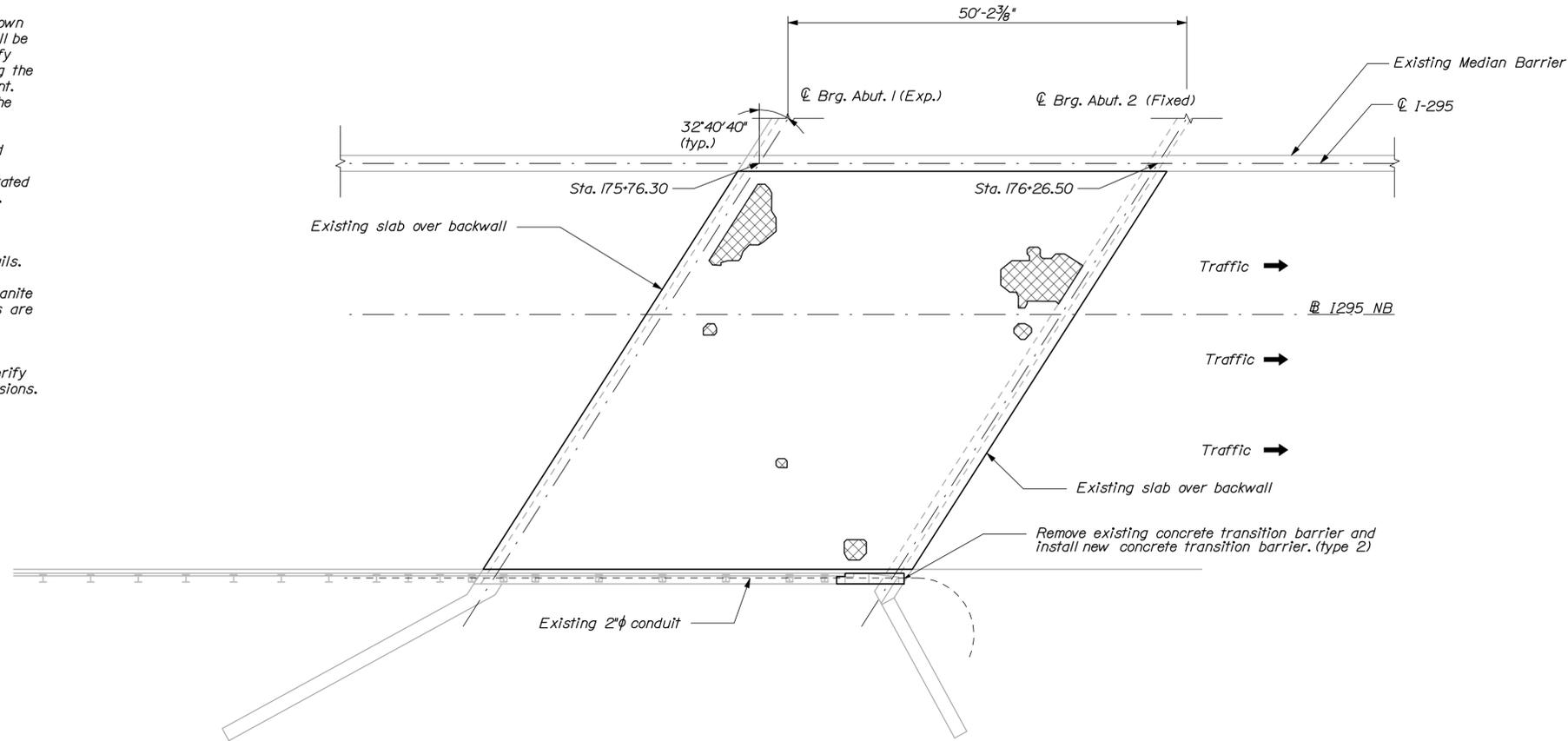
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NOTES:

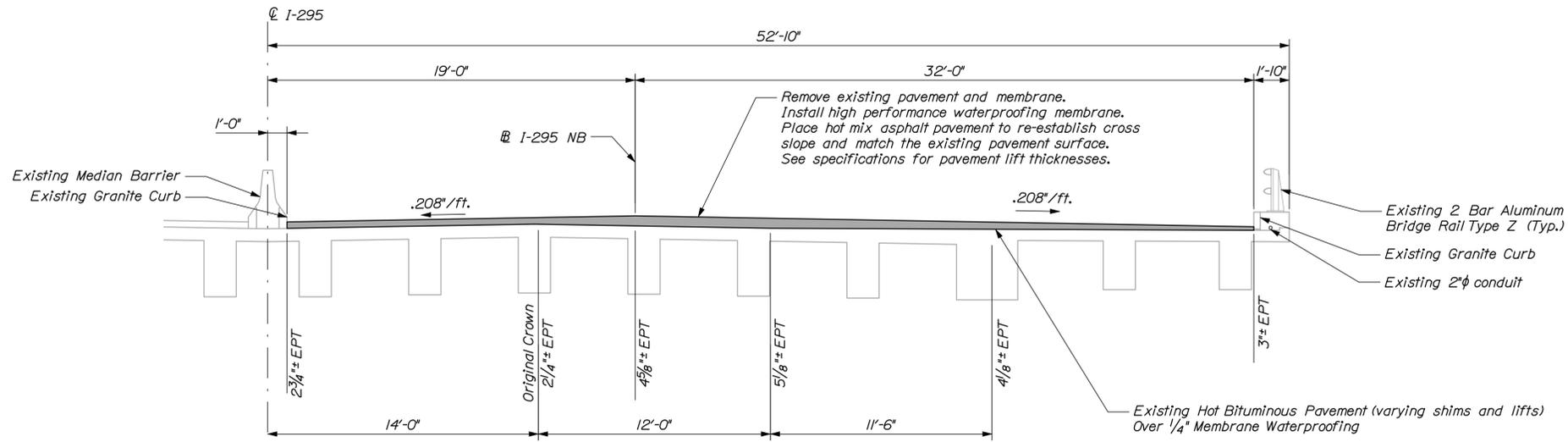
1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing surface. Coordinate work with Resident. Payment for deck repair work shall be under the 518 pay items.
2. Contractor shall repair areas of deteriorated granite curb bedding mortar on the deck as directed by the Resident. Locations of deteriorated granite curb bedding mortar are undetermined. (Typ.)
3. Install composite pavement interlayer at Abutments 1 and 2. See Joint Modification Details.
4. Repoint deteriorated portions of exposed granite curb joints as directed by Resident. Locations are undetermined.
5. Inspect all rail splices on bridges and approaches, replace missing set screws and verify proper splice tube locations. See Special Provisions.

Legend

 Approximate limits of deck repair

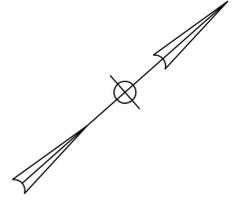


INTERSTATE 295 NORTHBOUND OVER KENSINGTON STREET
 Portland ~ Bridge No. 5618
 N.T.S.



HALF TRANSVERSE SECTION
 N.T.S.

EPT = Existing Pavement Thickness
(From as-builts)



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. 5618
 PIN 17925.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	03/11	MFC	03/11
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DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

INTERSTATE 295 NORTHBOUND
 KENSINGTON STREET
 CUMBERLAND COUNTY
 PORTLAND
 PLAN AND TRANS. SECTION

SHEET NUMBER

9

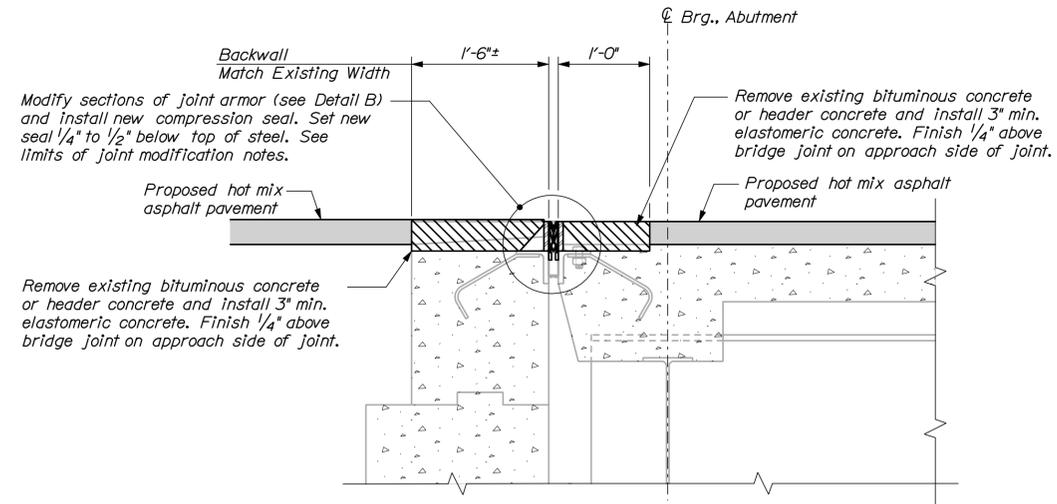
OF 40

Date: 3/30/2011

Username: mcurdiff

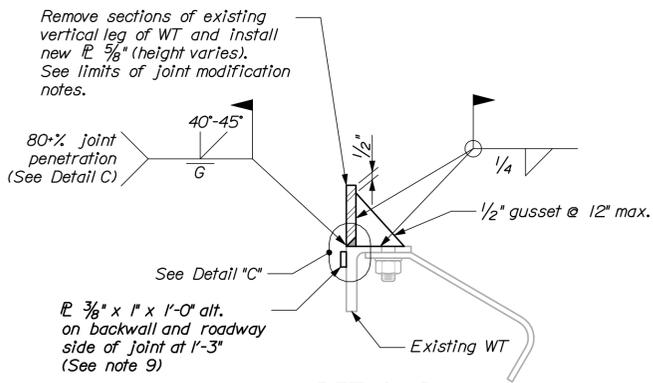
Division: HIGHWAY

Filename: 010_JointDetails1.dgn



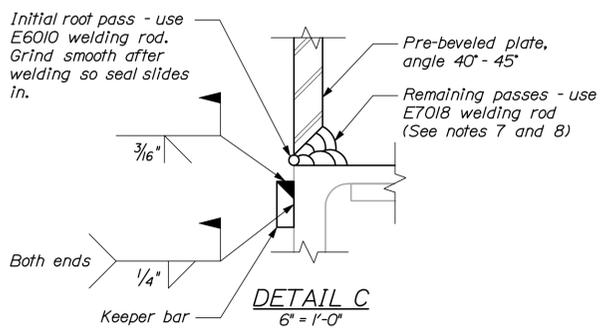
BRIDGE JOINT MODIFICATION TYPE 2
1" = 1'-0"

Limits of joint modification:
 Compression seal - full deck width and completely through raised curbs plus six inch extensions per side;
 Elastomeric concrete and addition of 1/2" gussets - full deck width to face of raised curbs.
 Joint Armor Repair - misc. locations, up to 10 ft. on each side of joint.

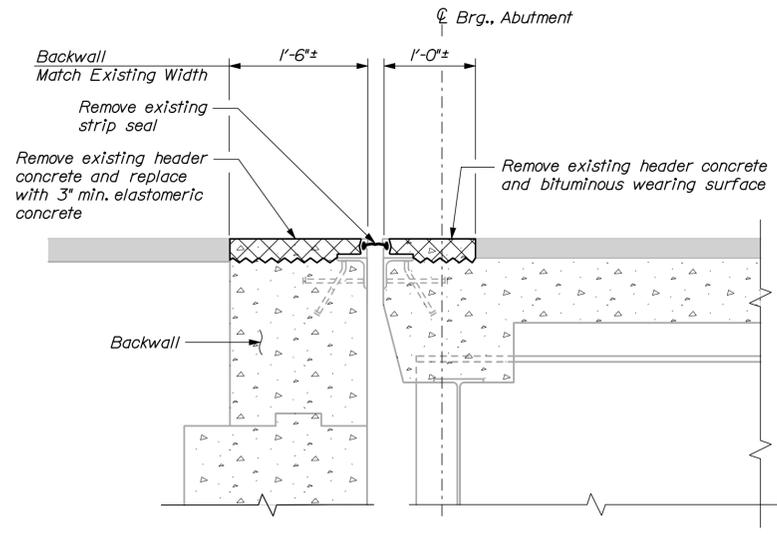


DETAIL B
2" = 1'-0"

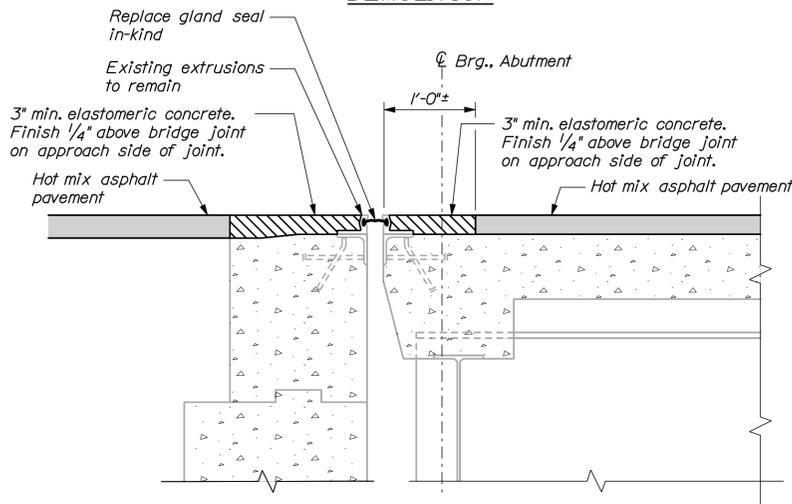
Note:
 One side of joint repair shown.
 Repair detail required at both sides of joint.



DETAIL C
6" = 1'-0"



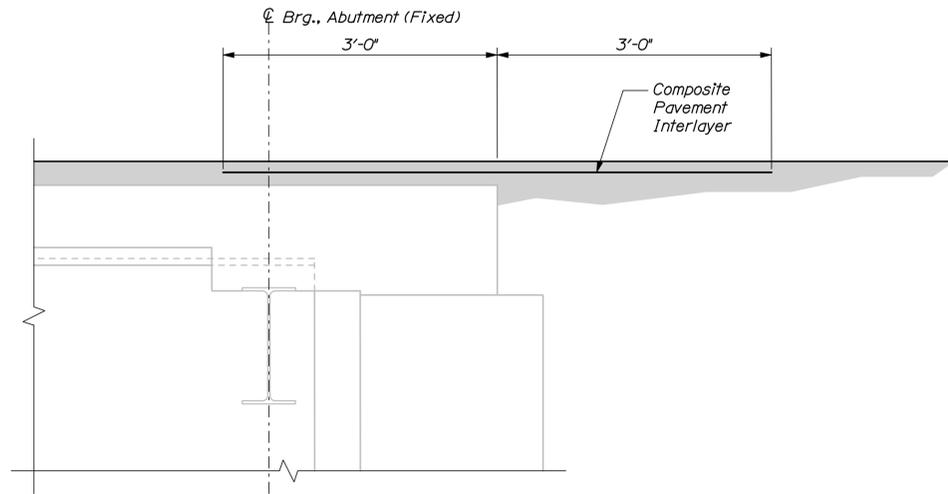
DEMOLITION



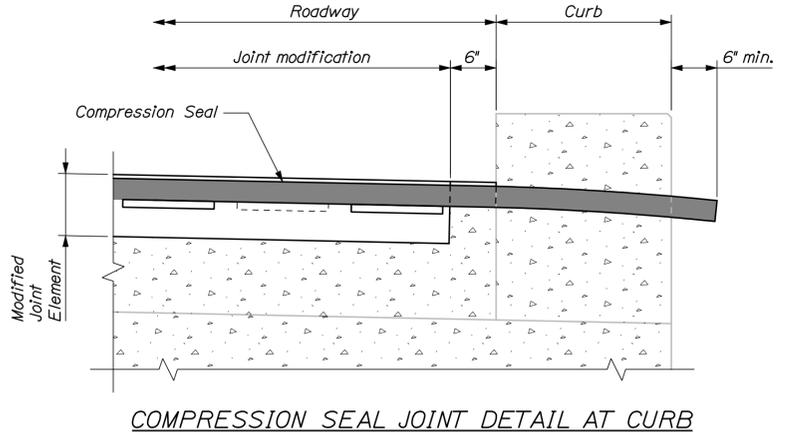
CONSTRUCTION

BRIDGE JOINT MODIFICATION TYPE 7
1" = 1'-0"

Limits of joint modification:
 Elastomeric concrete - full deck width to face of raised curbs.
 Strip seal - full width of roadway and partially through raised curb and median barrier.



COMPOSITE PAVEMENT INTERLAYER DETAIL
 Typical at all existing or reconstructed slab-over-backwall locations



COMPRESSION SEAL JOINT DETAIL AT CURB

LEGEND

Approximate limit of concrete and reinforcing steel removal

NOTES

1. Refer to Standard Details Section 520 for details and information not shown.
2. All concrete surfaces where elastomeric concrete is to be applied shall have a 1/4-in. minimum anchor profile or roughened surface.
3. Elastomeric concrete shall be applied according to the manufacturer's recommendations.
4. All new steel supplied for bridge joint modifications shall be uncoated.
5. The Contractor shall be fully responsible for selecting the appropriate compression seal based on the bridge movement rating from the approved products list.
6. Removal and replacement of existing bituminous or header concrete shall be completed along the full width of the roadway. Bridge joint armor and extrusion modifications shall extend to the limits described on the respective joint modification details.
7. Welding shall be completed as a series of skip welds to minimize joint distortion during welding.
8. If the base metal temperature falls below 32 degrees Fahrenheit, the base metal shall be heated to a minimum of 80 degrees Fahrenheit before welding. If the base metal temperature falls below 50 degrees Fahrenheit, the base metal shall be heated to remove any moisture. A welding procedure and listing of proposed welding consumables shall be submitted to the Resident for approval.
9. Keeper bars shall be positioned to allow top of compression seal to sit 1/4" to 1/2" below top of armor. If existing keeper bar does not permit the seal to set at the specified depth, Contractor shall notify the Resident.

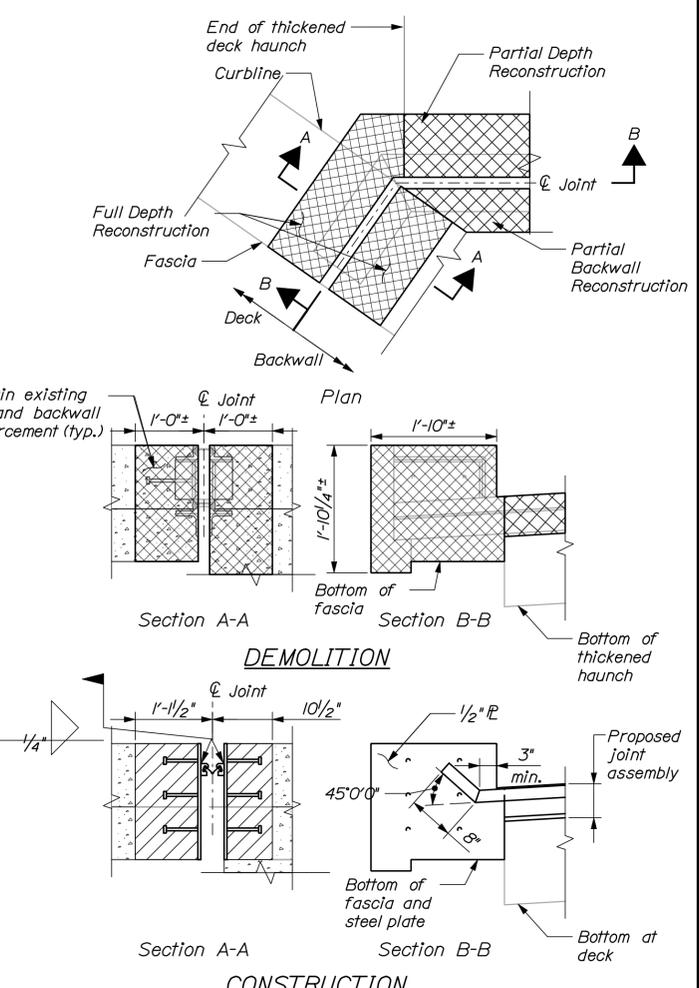
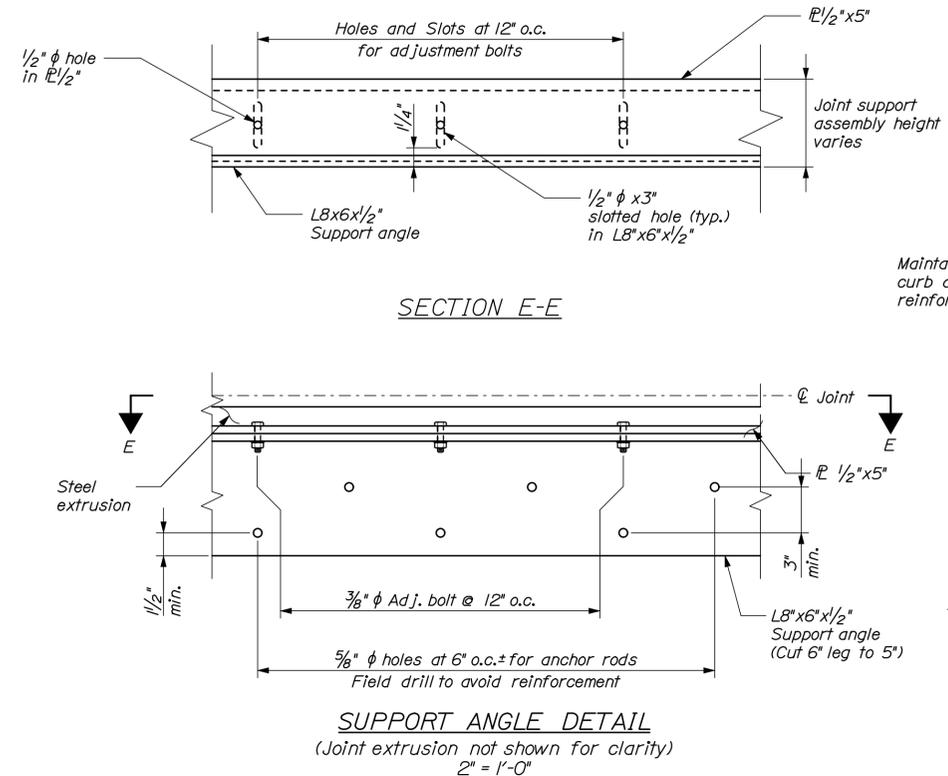
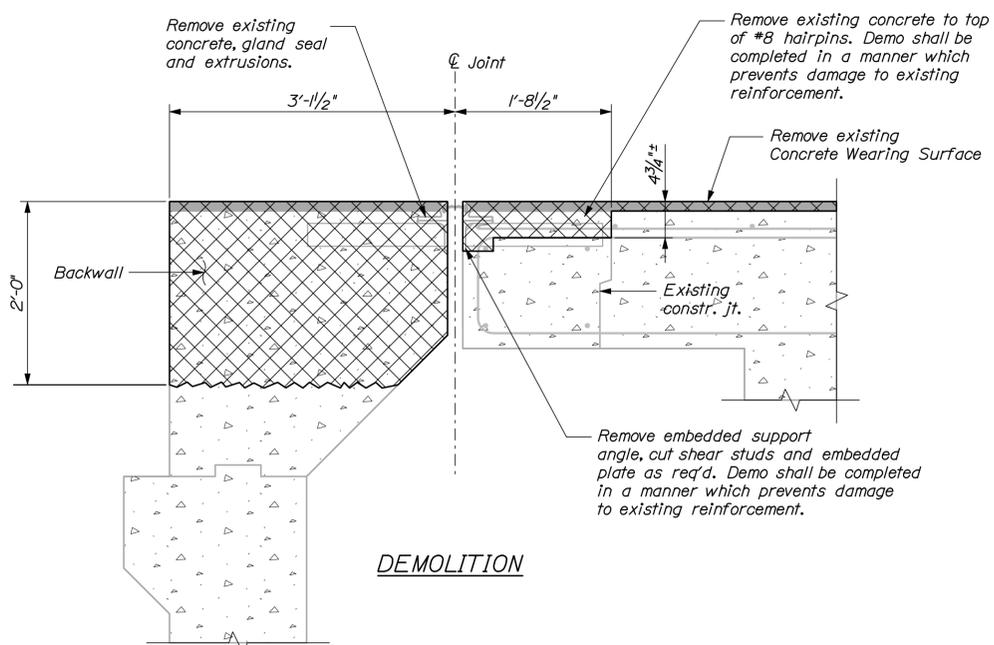
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		BRIDGE NO. Varies		PIN 17925.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PORTLAND COUNTY		CUMBERLAND COUNTY		JOINT MODIFICATION DETAILS I		SHEET NUMBER	
IM-1792(900)E		SIGNATURE		P.E. NUMBER		DATE		10	
								OF 40	

Date: 3/30/2011

Username: mcurdiff

Division: HIGHWAY

Filename: 011_JointDetails2.dgn

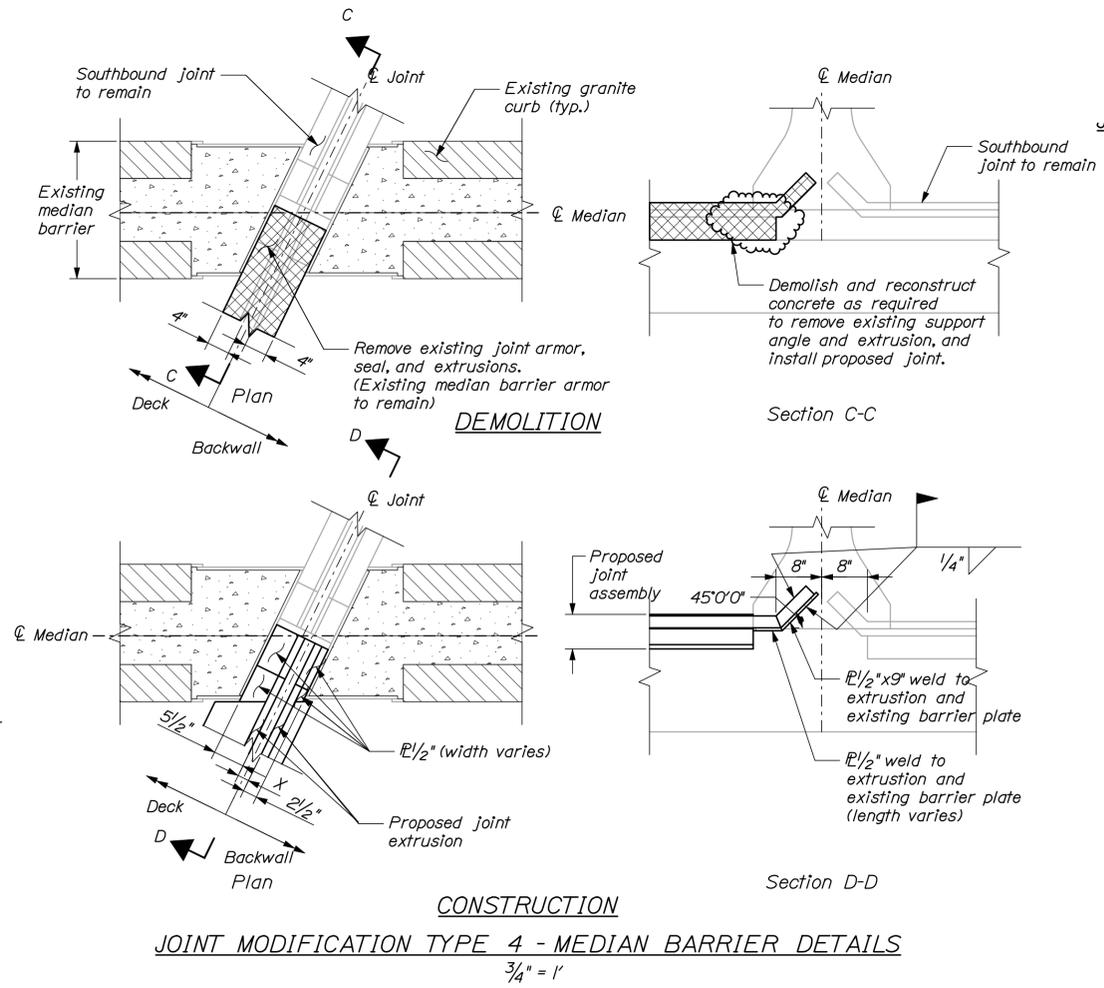
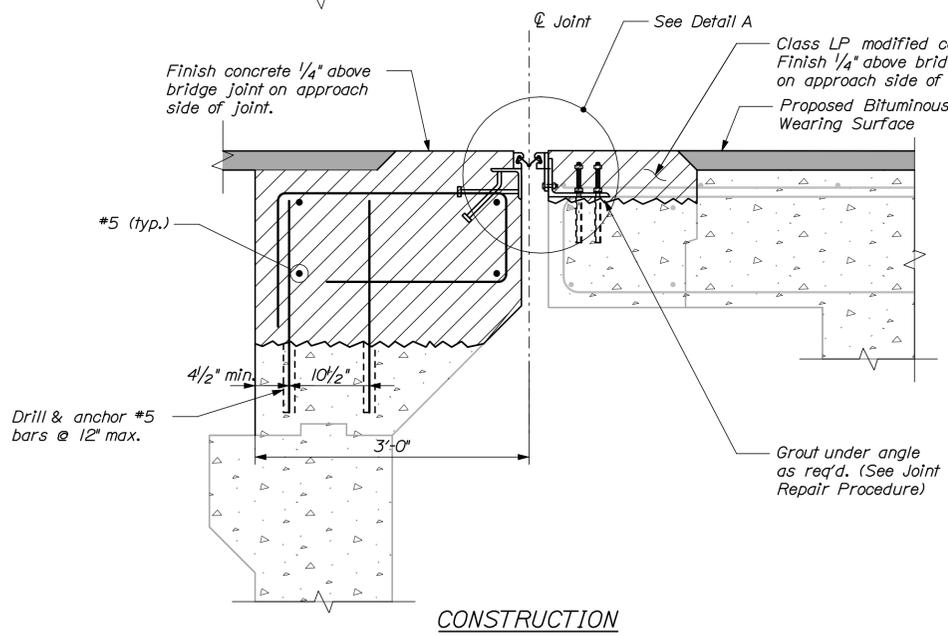


JOINT MODIFICATION TYPE 4 - CURB DETAILS

- NOTES
1. Refer to Standard Details Section 520 for details and information not shown.
 2. Backwall anchorage shall be per standard detail.
 3. Steel supplied for the bridge joint modification shall be uncoated.
 4. The Contractor shall be fully responsible for selecting the appropriate seal based on the movement rating from the approved products list.
 5. Removal and replacement of deck and backwall concrete shall be completed along the Northbound roadway from outside of curb to approximate center of median barrier.
 6. Where drilling and anchoring is specified, the contractor shall use a Chemical Anchoring material listed on MaineDOT qualified products list. The depth of embedment shall be sufficient to develop 125% of the yield strength of the bar or rod, but shall not be less than 9" for reinforcing steel and 6" for anchor rods.

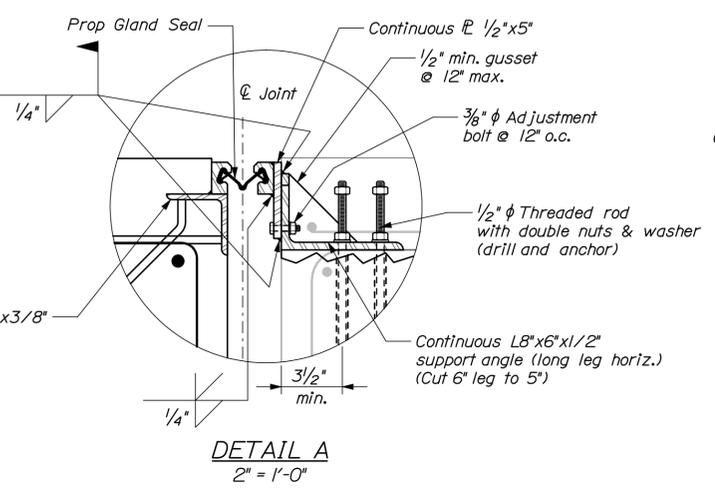
JOINT REPAIR PROCEDURE

1. Remove existing concrete, extrusion, and support angle as shown. Shear studs and embedded plates may be cut flush and left in place.
2. Clean concrete surface to receive new concrete and apply an Epoxy Bonding Agent listed on the MaineDOT qualified products list.
3. Mark locations for 1/2" anchors and drill holes in new angle. Drill and grout threaded rods.
4. At median barrier, remove sliding plate cover and remove concrete beneath barrier only as req'd to remove existing joint extrusion and support angle. Remove existing extrusion, clean embedded plate and weld new support plate and extrusion in place. Patch concrete.
5. Place a thin layer of bedding mortar, and install angle. Tighten nuts as required to level support angle.
6. Once mortar has cured fully tighten anchor rod nuts, install joint extrusion and plates, adjust extrusion to grade, and tighten adjustment nuts. Weld plate to support angle.
7. Place Class LP concrete modified with 3/8" aggregate, finish concrete 1/4" high on approach side of the joint.



LEGEND

Approximate limit of concrete removal



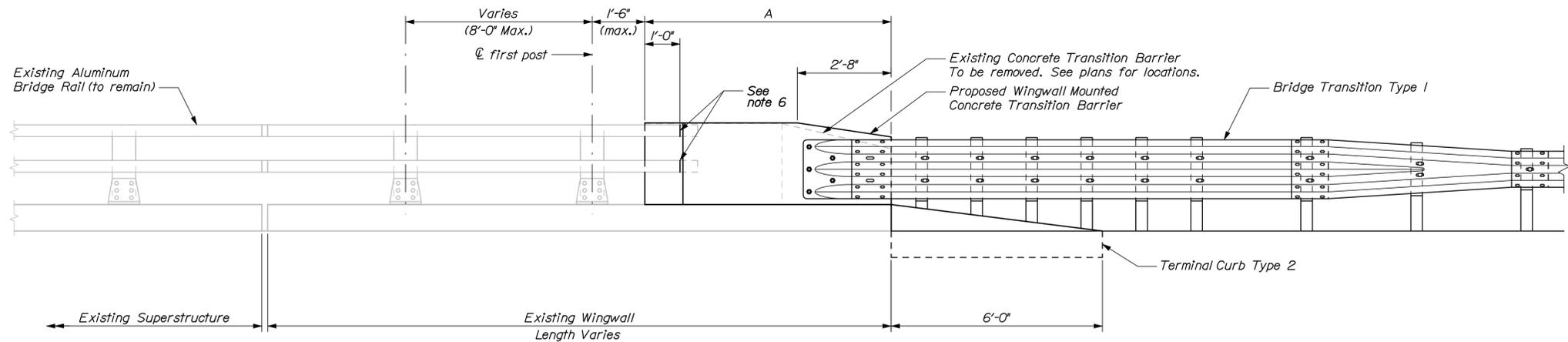
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. Varies		PIN 17925.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND	PORTLAND COUNTY	JOINT MODIFICATION DETAILS II	DATE	DATE	DATE	DATE	DATE	DATE	DATE
DESIGNED	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
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DESIGNED	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
REVISIONS 1	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
REVISIONS 2	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
REVISIONS 3	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
REVISIONS 4	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
FIELD CHANGES	DATE	BY	DATE	BY	DATE	BY	DATE	BY	DATE
SHEET NUMBER		11		OF 40					

Date: 3/15/2011

Username: moundiff

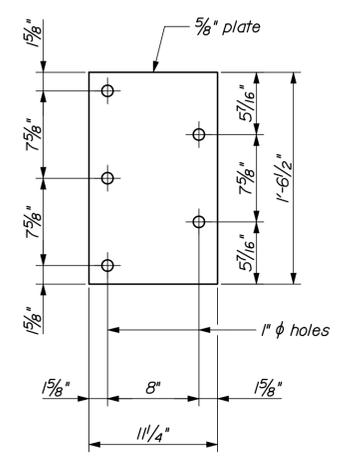
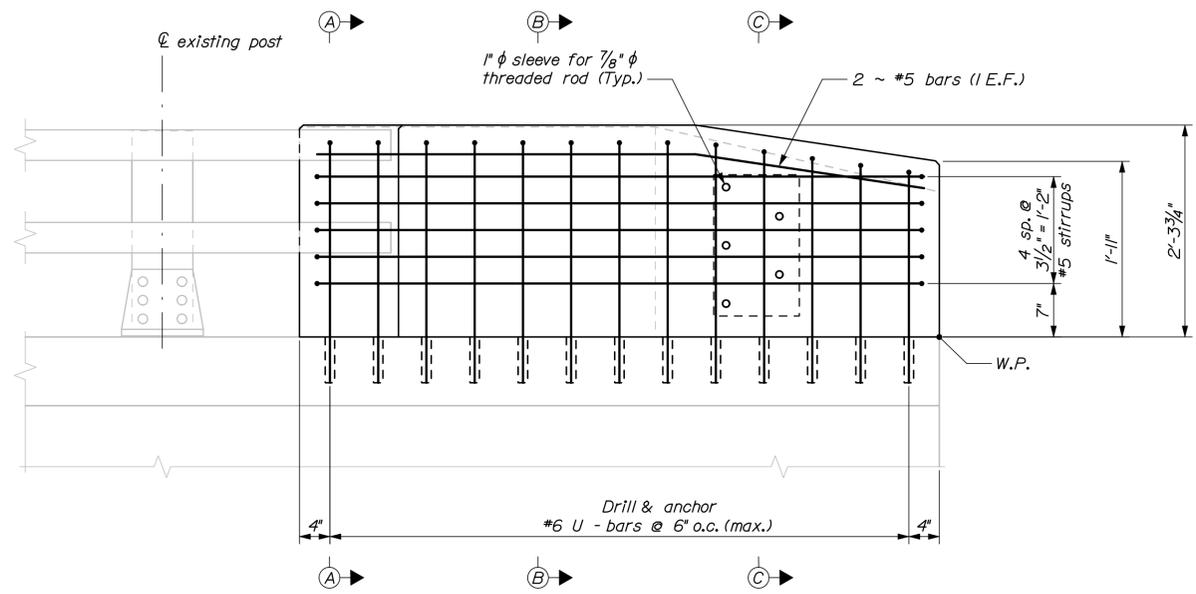
Division: BRIDGE

Filename: 012_TransitionBarrier1.dgn



CONCRETE TRANSITION BARRIER (TYPE 1)
Roadway elevation shown

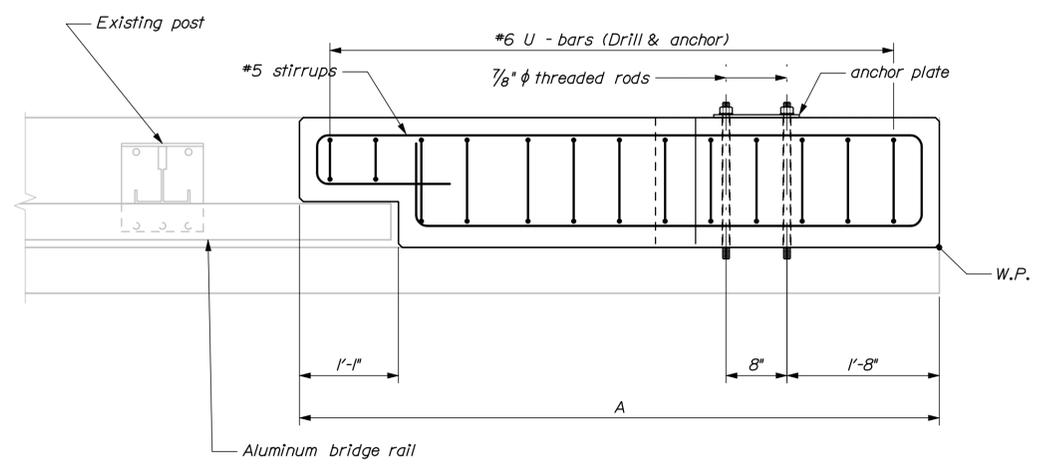
- CONCRETE TRANSITION BARRIER NOTES**
1. Refer to Standard Details Section 526 - Concrete Transition Barrier for details and information not shown.
 2. Reinforcing steel for the Transition Barriers is based on details shown in the Standard Details. Reinforcing steel shall be modified to fit the details and conditions shown on the plans. Payment for modifying reinforcing steel and for drilling and anchoring bars as shown will be considered incidental to Item No. 526.34, Permanent Concrete Transition Barrier.
 3. Anchor plates and threaded rods shall be galvanized in accordance with the Standard Specifications and the Standard Details.
 4. The bridge rail post bolt anchorage system shall be from MaineDOT's Qualified Products List or an approved equal. The Contractor shall submit the proposed system to the Resident for review prior to use. The bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations. The anchor bolts shall have an ultimate tension capacity of 30 kips. Payment for bridge rail post relocation and associated materials, equipment, labor and incidentals necessary to complete the work will be considered incidental to Item No. 526.34, Permanent Concrete Transition Barrier.
 5. The contractor shall locate existing curb reinforcing steel and conduit and adjust dowel and bridge rail post anchor stud locations to avoid cutting existing bars and damaging existing electrical conduit. Any adjustments from plan dimensions shall be approved by the Resident.
 6. The contractor shall trim rail sections as directed by the Resident to provide 12" of projection into the transition barrier recess.
 7. All curb and endpost modifications shall be incidental to Item 526.34, Permanent Concrete Transition Barrier.
 8. Excavation and backfill required for construction or modification of concrete transition barrier shall be incidental to Item 526.34, Permanent Concrete Transition Barrier. Resident to provide.



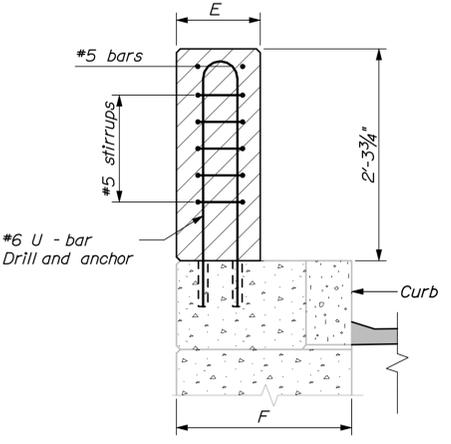
ANCHOR PLATE

Bridge #	Bridge	Location	A	D	E	F
3088	Back Cove (Tukeys Bridge)	Approach Travel Lane	6' - 8.5"	1' - 4"	0' - 11"	1' - 10"
3088	Back Cove (Tukeys Bridge)	Departure Travel Lane	6' - 8.5"	1' - 4"	0' - 11"	1' - 10"
0816	Washington Avenue	Approach Travel Lane	7' - 9.25"	1' - 4"	0' - 11"	1' - 10"
0816	Washington Avenue	Departure Travel Lane	6' - 9"	1' - 4"	0' - 11"	1' - 10"

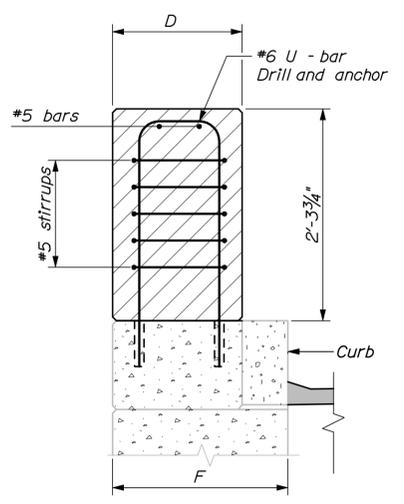
TRANSITION BARRIER ELEVATION
Roadway elevation shown



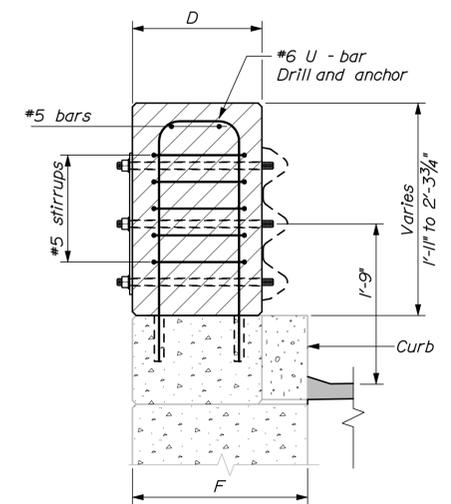
TRANSITION BARRIER PLAN



SECTION A-A



SECTION B-B



SECTION C-C

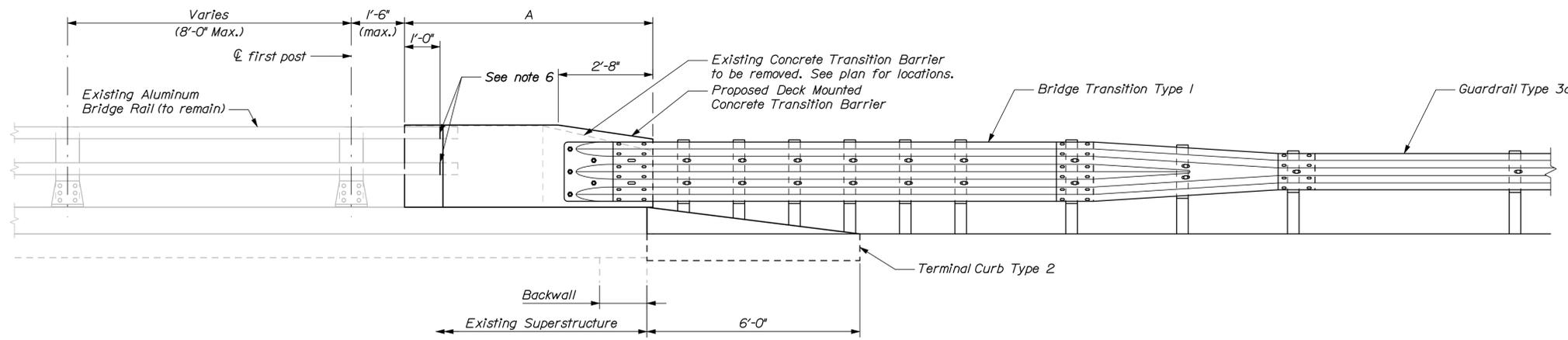
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE PLANS	
BRIDGE NO. As Noted		PIN		17925.00			
INTERSTATE 295 NORTHBOUND		PORTLAND COUNTY		CONCRETE TRANSITION BARRIER (TYPE 1)			
PROJ. MANAGER		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		DATE		DATE		DATE	
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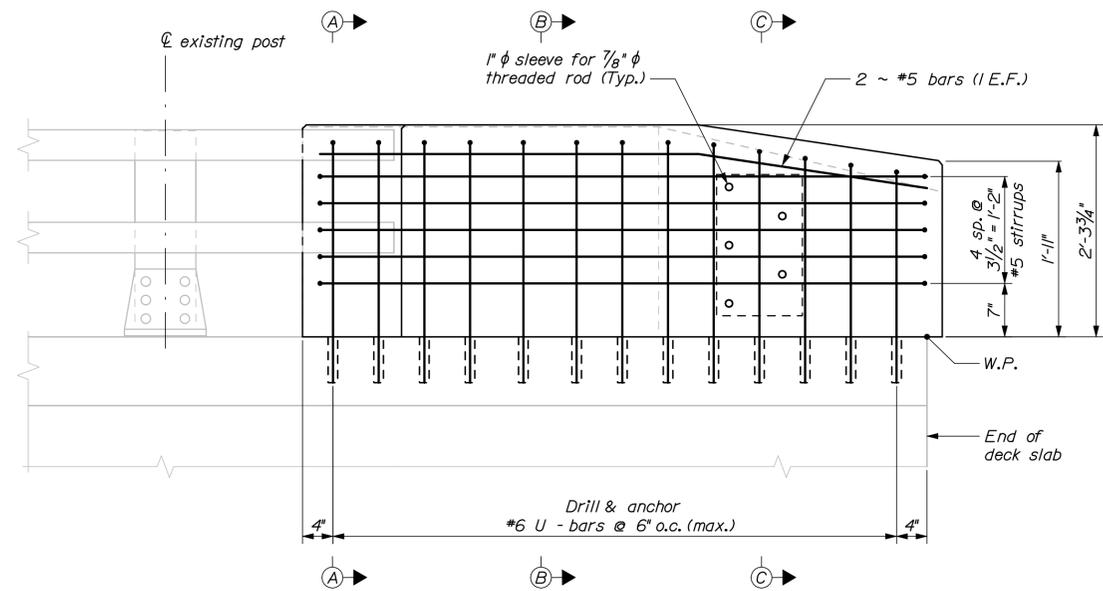
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Division: BRIDGE

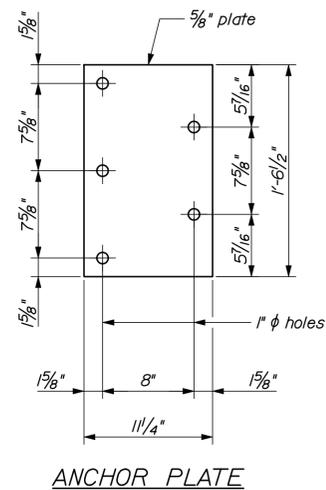
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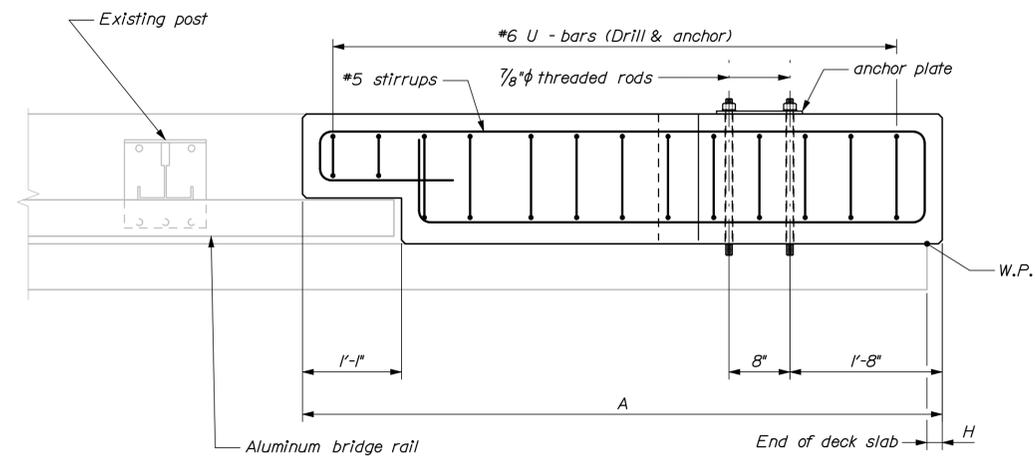
CONCRETE TRANSITION BARRIER (TYPE 2)
Roadway elevation shown



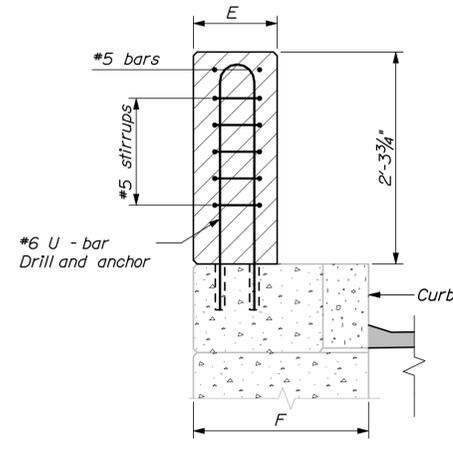
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Roadway elevation shown



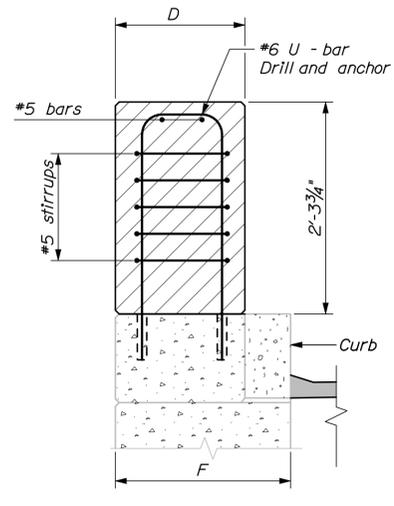
ANCHOR PLATE



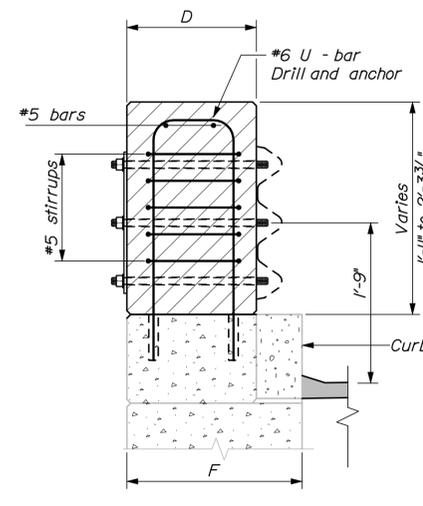
TRANSITION BARRIER PLAN



SECTION A-A



SECTION B-B



SECTION C-C

CONCRETE TRANSITION BARRIER NOTES

1. Refer to Standard Details Section 526 - Concrete Transition Barrier for details and information not shown.
2. Reinforcing steel for the Transition Barriers is based on details shown in the Standard Details. Reinforcing steel shall be modified to fit the details and conditions shown on the plans. Payment for modifying reinforcing steel and for drilling and anchoring bars as shown will be considered incidental to Item No. 526.34, Permanent Concrete Transition Barrier.
3. Anchor plates and threaded rods shall be galvanized in accordance with the Standard Specifications and the Standard Details.
4. The bridge rail post bolt anchorage system shall be from MaineDOT's Qualified Products List or an approved equal. The Contractor shall submit the proposed system to the Resident for review prior to use. The bolt anchorages shall be installed in strict accordance with the selected manufacturer's recommendations. The anchor bolts shall have an ultimate tension capacity of 30 kips. Payment for bridge rail post relocation and associated materials, equipment, labor and incidentals necessary to complete the work will be considered incidental to Item No. 526.34, Permanent Concrete Transition Barrier.
5. The contractor shall locate existing curb reinforcing steel and conduit and adjust dowel and bridge rail post anchor stud locations to avoid cutting existing bars and damaging existing electrical conduit. Any adjustments from plan dimensions shall be approved by the Resident.
6. The contractor shall trim or install longer rail sections as directed by the resident to provide 12" of projection into the transition barrier recess.
7. Excavation and backfill required for construction or modification of concrete transition barrier shall be incidental to Item 526.34, Permanent Concrete Transition Barrier.
8. The existing expansion joint is not shown for clarity. The contractor shall not damage existing armor scheduled for re-use during concrete demolition, and shall recast re-used armor into the new work.
9. The proposed terminal curb type 2 shall be field cut as necessary to match tightly against the skewed end of the existing granite curb on the transition barrier. Payment for this effort will not be made directly, but shall be considered incidental to Item 526.34, Permanent Concrete Transition Barrier.

Bridge #	Bridge	Location	A	D	E	F	H
5617	Sherwood Street	Approach Travel Lane	6' - 8"	1' - 4"	0' - 11"	1' - 10"	0' - 0"
5618	Kensington Street	Departure Travel Lane	8' - 6"	1' - 4"	0' - 11"	1' - 10"	0' - 5.75"

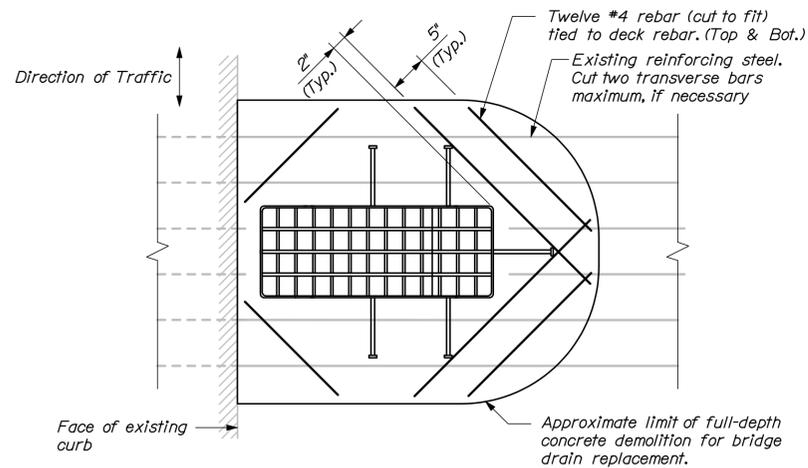
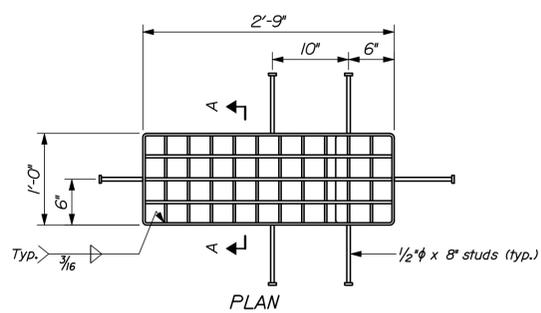
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INTERSTATE 295 NORTHBOUND PORTLAND COUNTY CUMBERLAND COUNTY	CONCRETE TRANSITION BARRIER (TYPE 2)	
SHEET NUMBER	13	
	OF 40	

Date: 3/15/2011

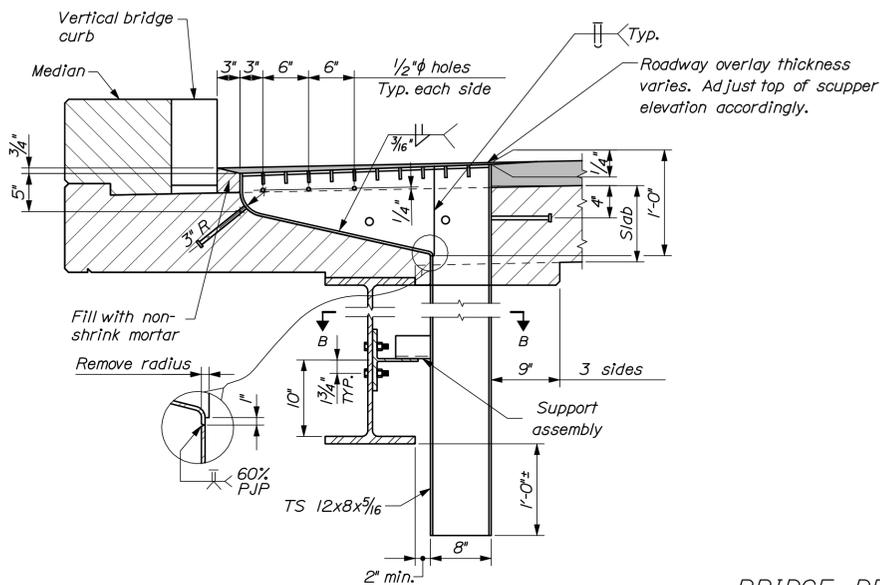
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Division: BRIDGE

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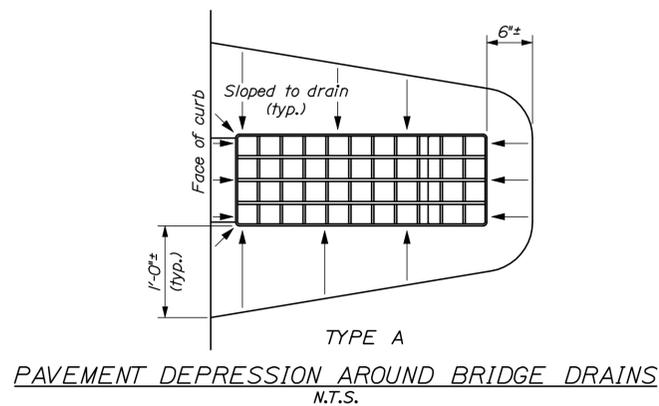
TYPE A
SLAB REINFORCEMENT AT BRIDGE DRAINS
N.T.S.



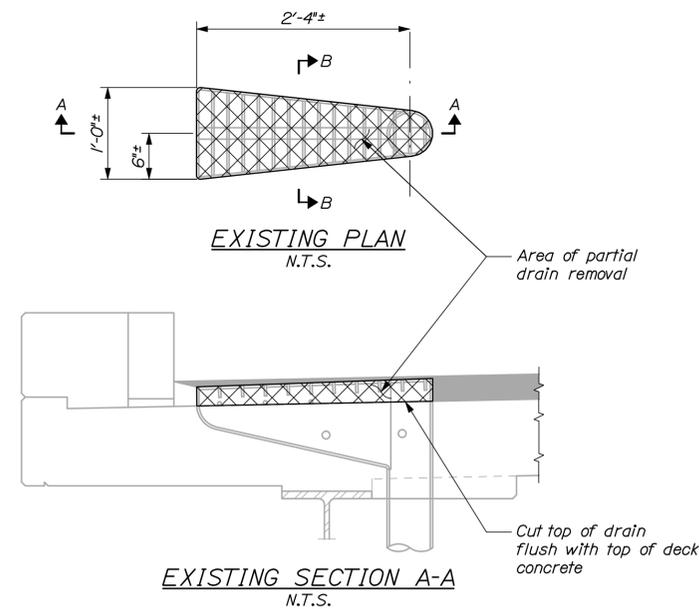
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N.T.S.

BRIDGE DRAIN NOTES:

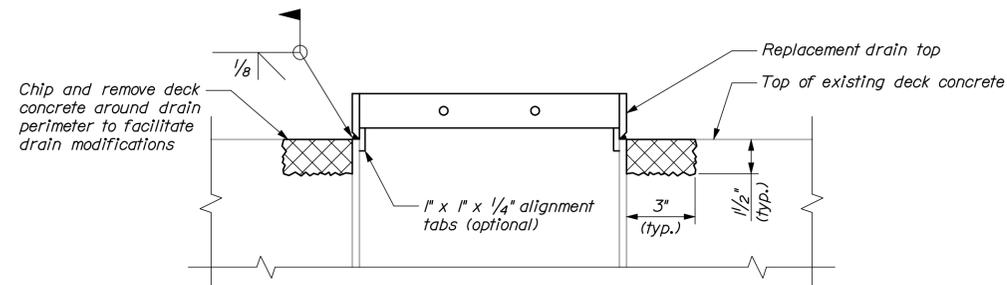
- All plates, if any, shall be 1/4" thick and shall conform to ASTM A 36.
- Downspouts shall conform to ASTM A500.
- Grating shall be a commercial heavy-duty grating with 1/2" x 5/16" bearing bars spaced at 2 3/8" and 3/8" phi cross bars spaced at 4". Grating shall be centered in the drain top.
- If the minimum thickness of concrete below the drain is 2" or less, the concrete haunch shall be extended as shown.
- At the Contractors option bridge drain shear studs may be field welded to the drain. Touch up areas with an approved cold galvanizing compound after welding.
- Drains, WT6x13, and L 3x3x5/16 shall be blast cleaned to the requirements of SSPC-SP6/NACE 3 and hot-dipped galvanized in accordance with ASTM A 123. All associated fasteners shall be hot dip galvanized.
- One 1" phi PVC weep drain shall be installed in the gutter line on the upgrade side of each scupper. All work and materials associated with installing new weep drains shall be considered incidental to the related contract items.
- At a minimum the existing deck concrete shall be removed to a distance 6" beyond the end of the welded studs. Concrete removal need not extend below the existing granite curb. Care shall be taken not to damage the existing reinforcing steel during concrete demolition. After concrete removal the Resident shall direct the Contractor to cut existing reinforcing bars as needed to allow installation of the drains.
- The Contractor shall furnish twelve (12) pieces of #4 reinforcing steel for each drain to be placed around the proposed bridge drain as directed by the Resident. The required length of the proposed reinforcing shall be determined by the Resident in the field. The additional reinforcing steel around each bridge drain will not be paid for directly. Payment will be considered incidental to related contract items.



TYPE A
PAVEMENT DEPRESSION AROUND BRIDGE DRAINS
N.T.S.



EXISTING SECTION A-A
N.T.S.



PROPOSED SECTION B-B
3" = 1'-0"

BRIDGE DRAIN GRATE MODIFICATION DETAILS
N.T.S.

BRIDGE DRAIN GRATE MODIFICATION NOTES:

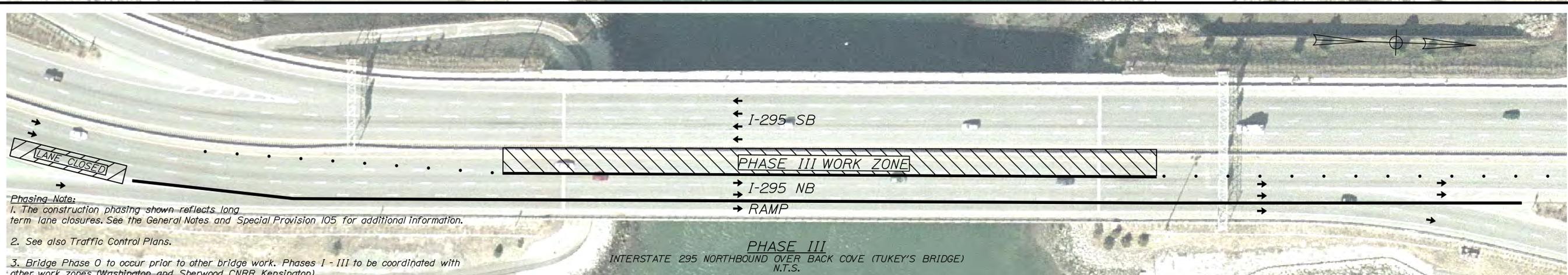
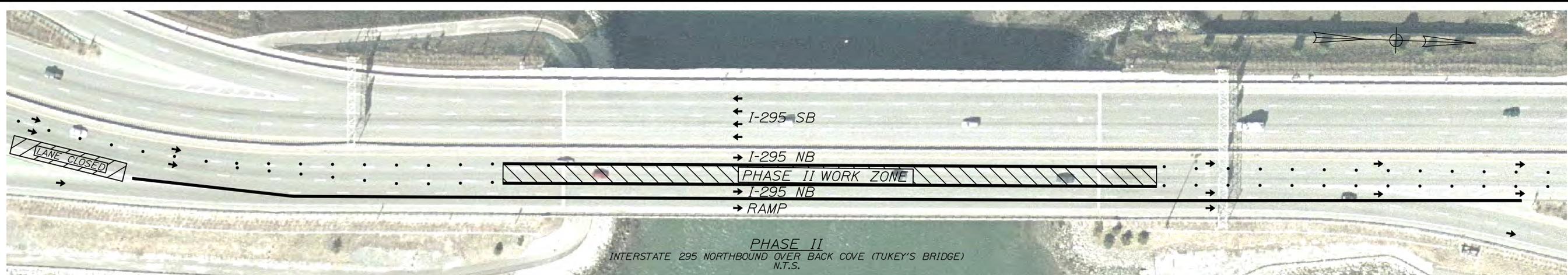
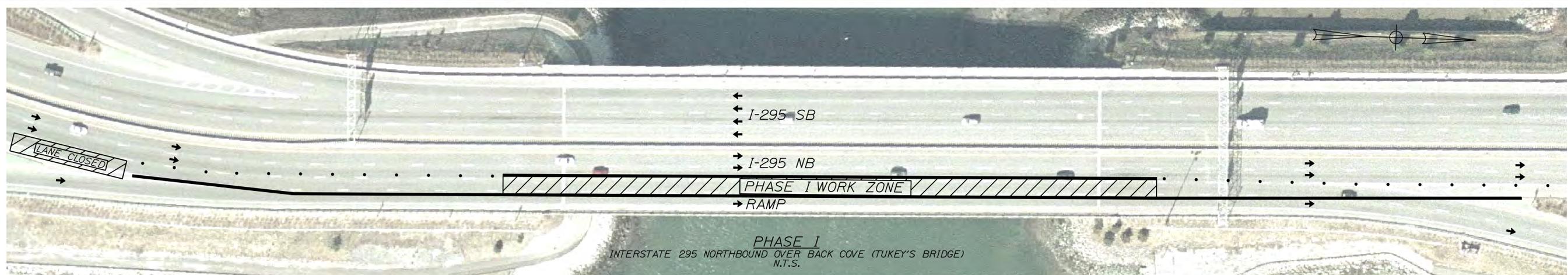
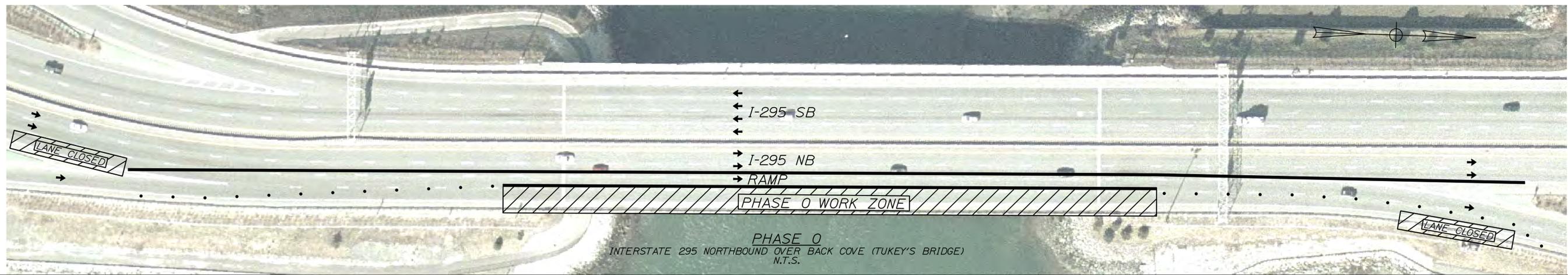
- Contractor shall flame cut and remove the top of existing drains flush with existing top of deck concrete. The deck concrete around the full perimeter of the drain shall be mechanically removed to a depth of 1/2" by a width of 3".
- Prior to starting the work the Contractor shall field measure each drain. This information shall be used for the fabrication of the replacement drain grates.
- All plates shall be 1/4" thick and shall conform to ASTM A 36.
- Grating shall be a commercial heavy duty grating with 1/2" x 5/16" bearing bars spaced at 2 3/8" and 3/8" cross bars spaced at 4". Grating shall be centered in the drain top.
- Prepare existing drain body and new drain top for field weld. Alignment tabs may be affixed to inside of the existing drain body at the Contractors option. Field weld the exterior perimeter joint between existing drain body and new top of drain. After welding, the interior and exterior of the new top of drain shall be coated with an approved cold galvanizing compound.
- Areas of concrete removal shall be patched with Class LP concrete or using a shallow concrete patching material selected from the Maine DOT approved products list. Concrete patch shall be placed, finished and cured in accordance with the manufacturers specifications.
- Payment for all labor, equipment and materials associated with the bridge drain modification will be paid for under Item 502.701, Bridge Drain Grate Modification. See Special Provision 502.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1792(900)E
BRIDGE NO. Varies
PIN 17929.00
BRIDGE PLANS

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REVISIONS 4						
FIELD CHANGES						

INTERSTATE 295 NORTHBOUND
PORTLAND COUNTY
CUMBERLAND COUNTY
BRIDGE DRAIN DETAILS

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OF 40



Phasing Note:
 1. The construction phasing shown reflects long term lane closures. See the General Notes and Special Provision 105 for additional information.
 2. See also Traffic Control Plans.
 3. Bridge Phase 0 to occur prior to other bridge work. Phases I - III to be coordinated with other work zones (Washington and Sherwood, CNRR, Kensington).

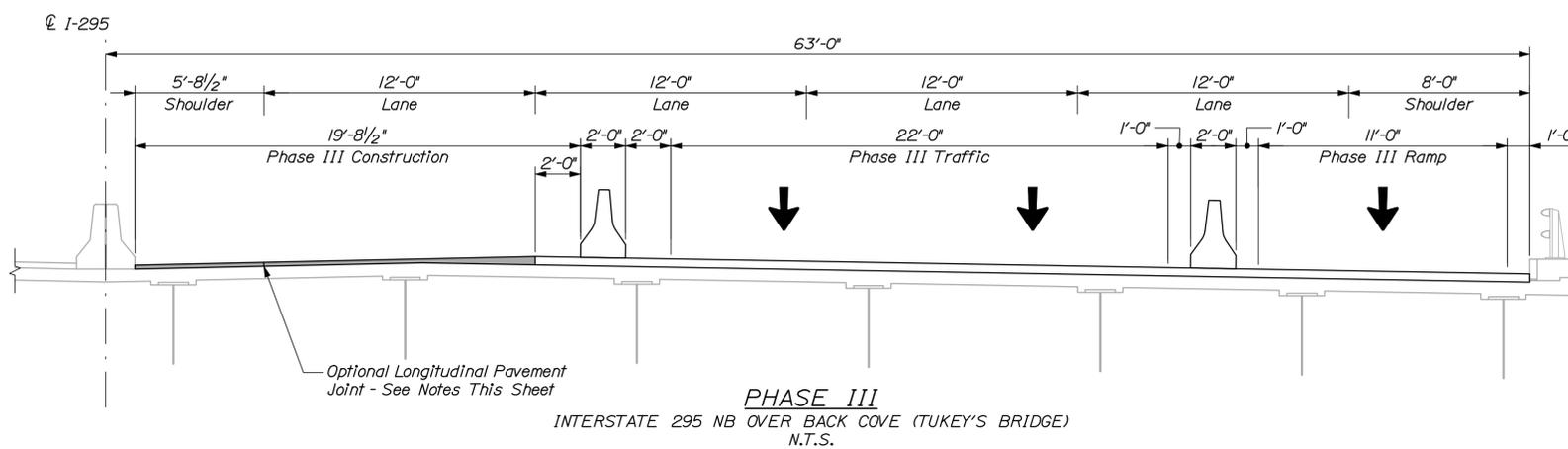
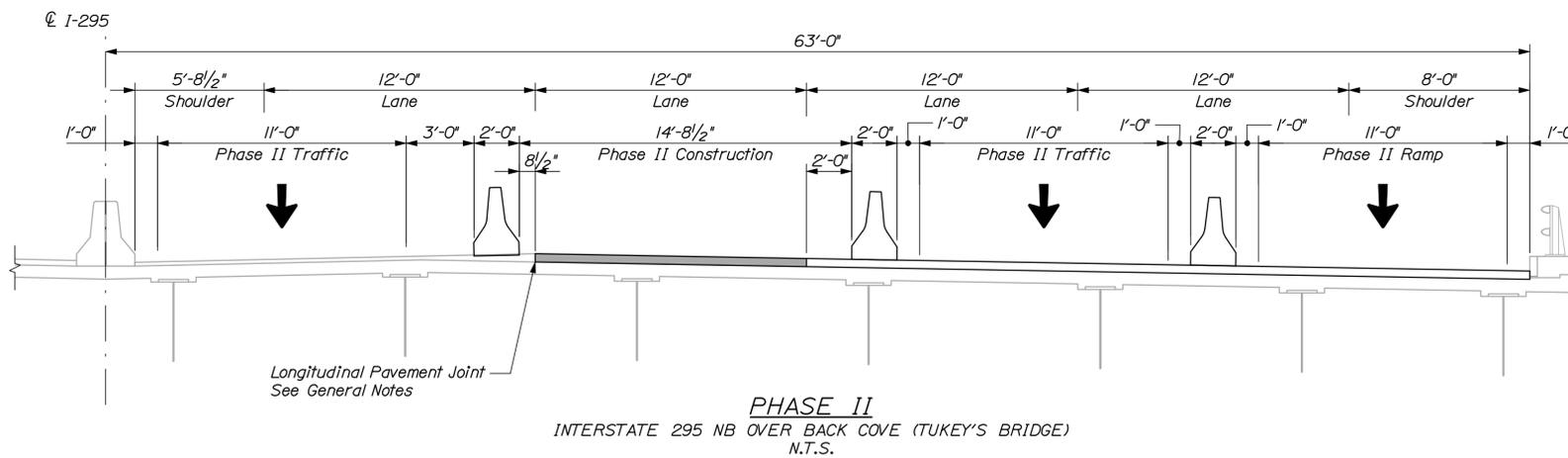
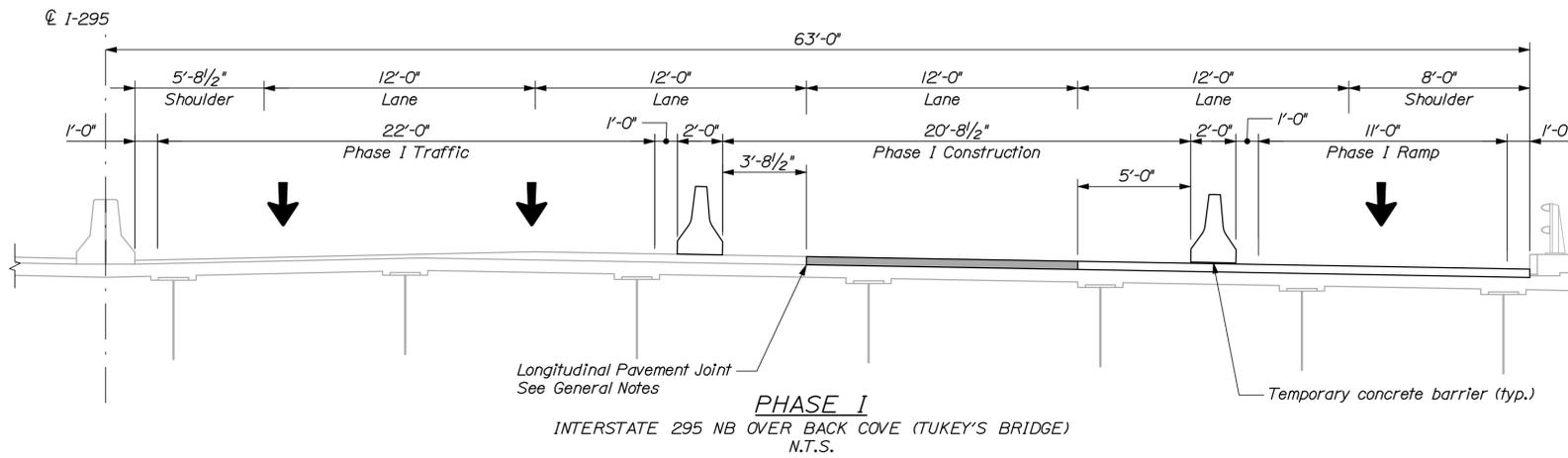
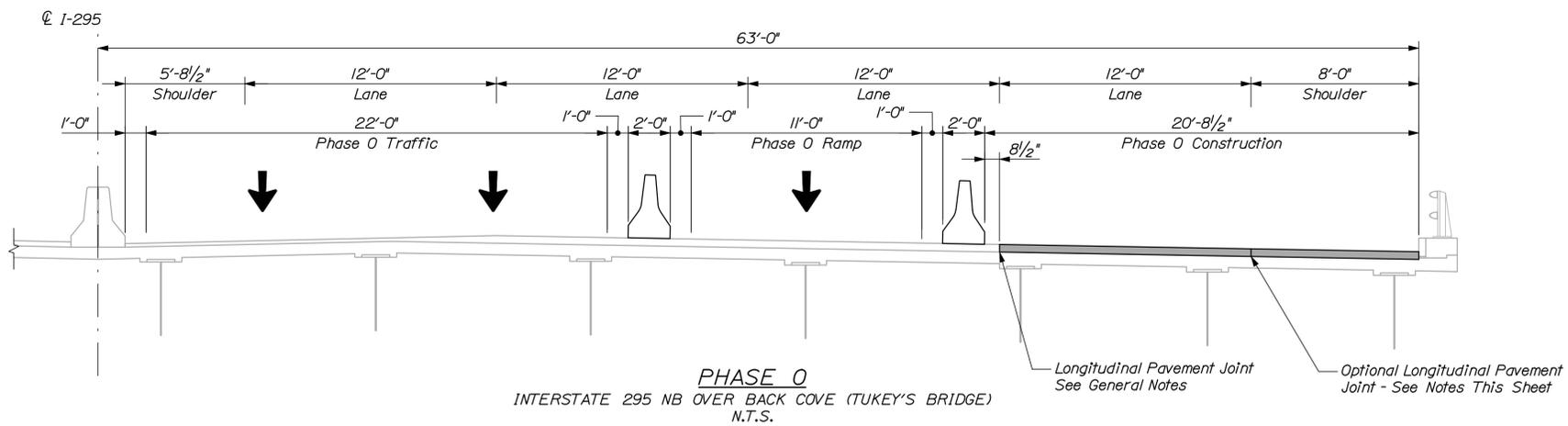
STATE OF MAINE DEPARTMENT OF TRANSPORTATION IM-1792(900)E	BRIDGE NO. 3088 PIN 17929.00 BRIDGE PLANS																																				
INTERSTATE 295 NORTHBOUND BACK COVE (TUKEY'S BRIDGE) PORTLAND CUMBERLAND COUNTY BRIDGE PHASING PLAN	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>PROJ. MANAGER</th> <th>DATE</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>DESIGN-DETAILED</td> <td>LOG</td> <td>MFC</td> <td>03/11</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>RBM</td> <td></td> <td>03/11</td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">FIELD CHANGES</td> </tr> </tbody> </table>	PROJ. MANAGER	DATE	BY	DATE	DESIGN-DETAILED	LOG	MFC	03/11	CHECKED-REVIEWED	RBM		03/11	DESIGN-DETAILED				REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES			
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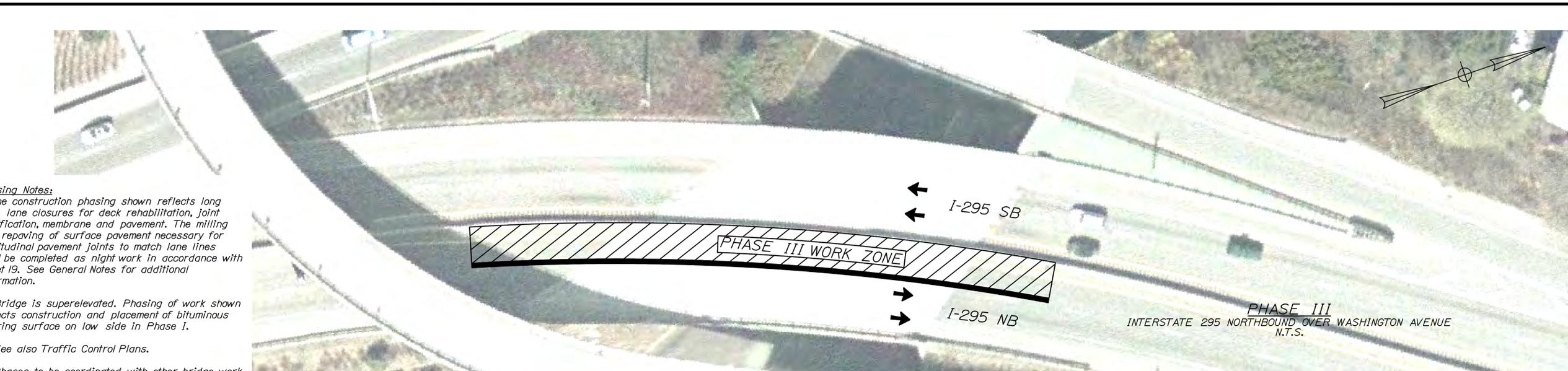
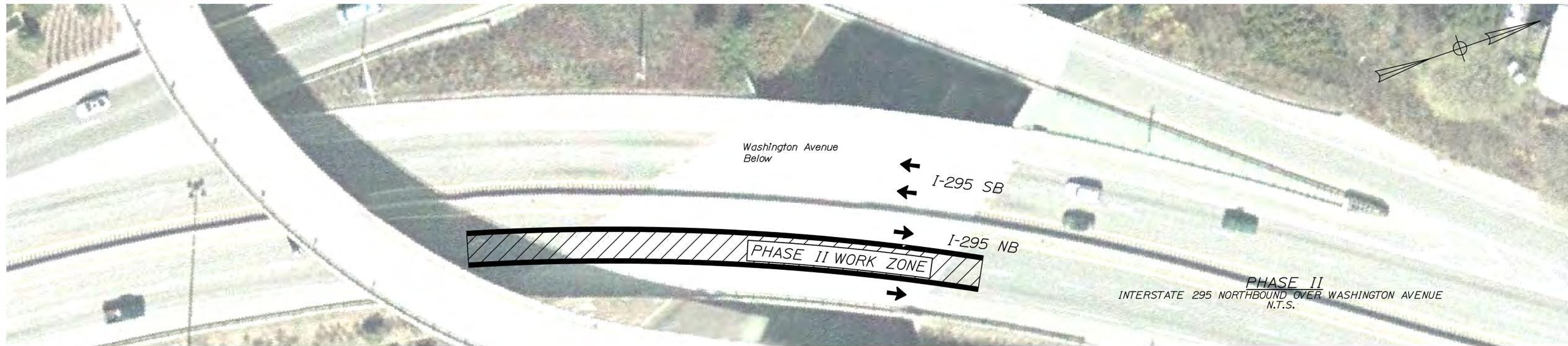
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- NOTES:**
- Sections are shown looking upstation.
 - The optional longitudinal pavement joint is shown as a Contractor option. The pavement may be placed full width if the Contractor's equipment permits.
 - Bridge Phase 0 to occur prior to other bridge work. Phases I - III to be coordinated with other work zones (Washington and Sherwood, CNRR, Kensington).

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. 3088		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		BACK COVE (TUKEY'S BRIDGE)		PORTLAND		CUMBERLAND COUNTY		BRIDGE PHASING		TYPICAL SECTION	
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Phasing Notes:

1. The construction phasing shown reflects long term lane closures for deck rehabilitation, joint modification, membrane and pavement. The milling and repaving of surface pavement necessary for longitudinal pavement joints to match lane lines shall be completed as night work in accordance with Sheet 19. See General Notes for additional information.

2. Bridge is superelevated. Phasing of work shown reflects construction and placement of bituminous wearing surface on low side in Phase I.

3. See also Traffic Control Plans.

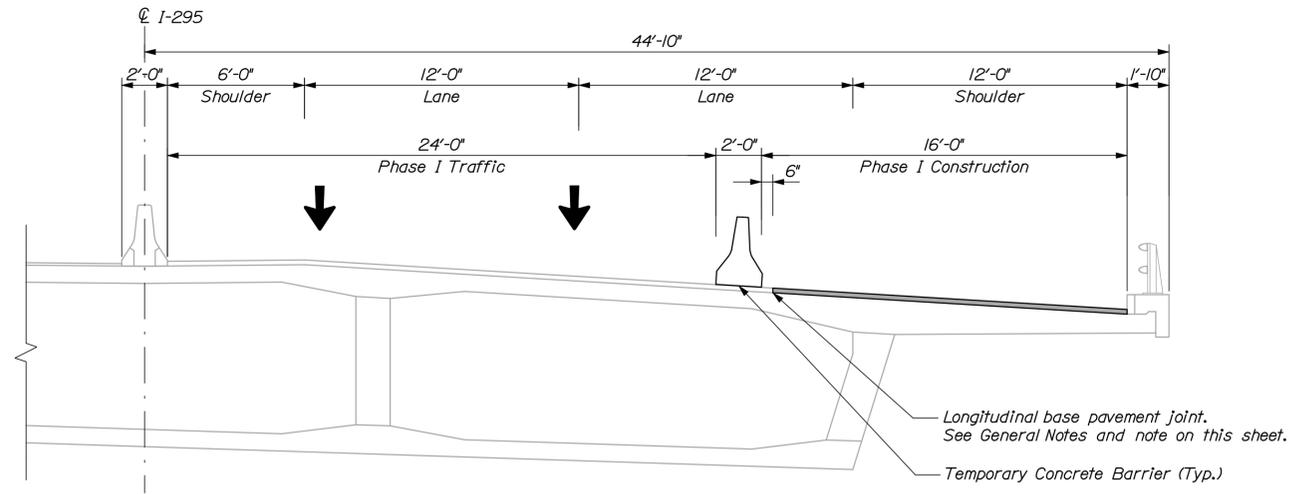
4. Phases to be coordinated with other bridge work zones.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1792(900)E
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BRIDGE NO. 0816
BRIDGE PLANS

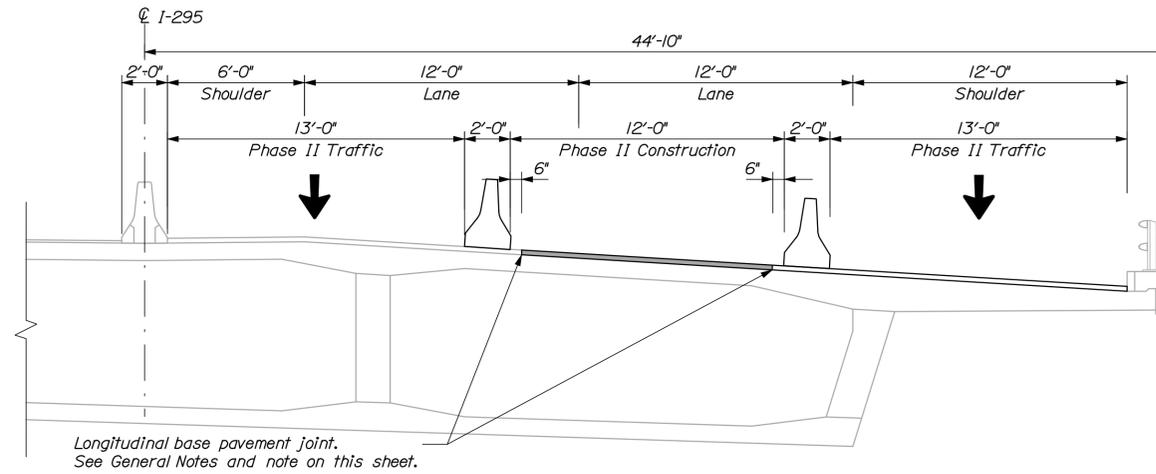
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INTERSTATE 295 NORTHBOUND
WASHINGTON AVENUE
PORTLAND CUMBERLAND COUNTY
BRIDGE PHASING
PLAN

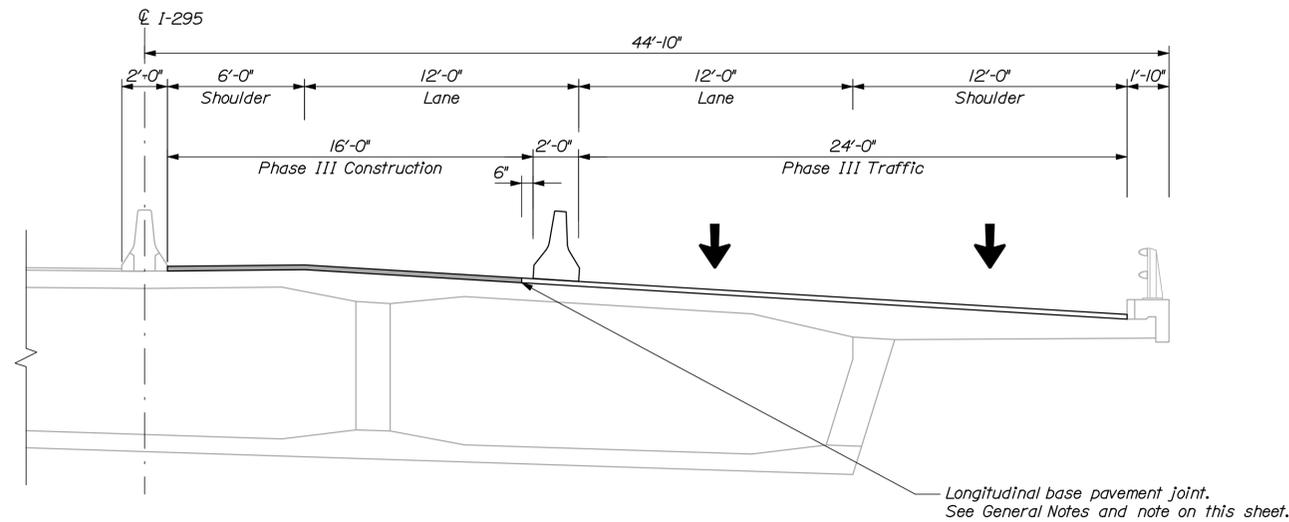
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OF 40



PHASE I
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
N.T.S.



PHASE II
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
N.T.S.



PHASE III
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
N.T.S.

NOTES:
1. Phasing shown for deck rehabilitation, joint modification, membrane and pavement. The milling and repaving of surface pavement necessary for longitudinal pavement joints to match lane lines shall be completed as night work. See next sheet.

2. Sections are shown looking upstation.

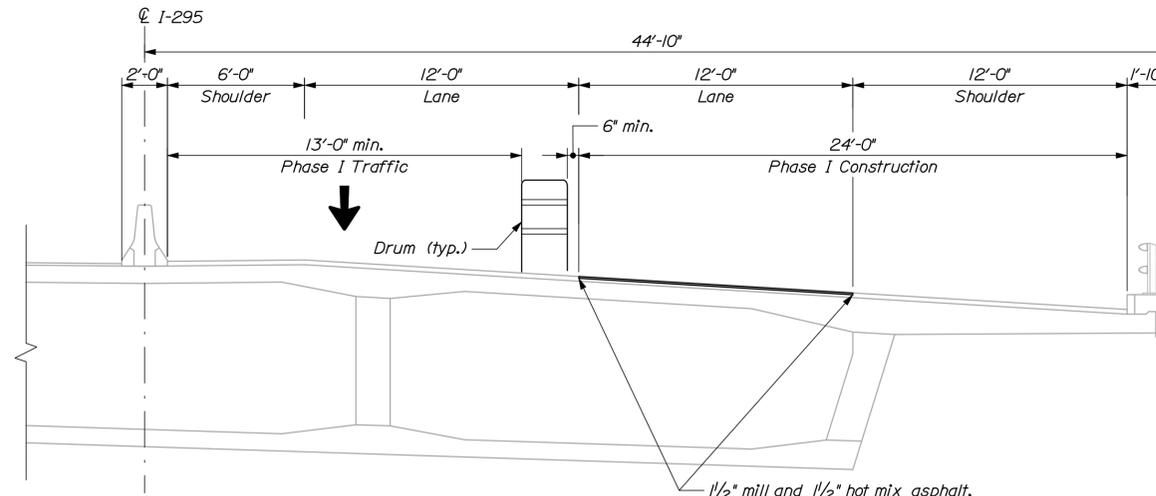
3. Phases to be coordinated with other bridge work zones.

STATE OF MAINE
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IM-1792(900)E
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BRIDGE PLANS

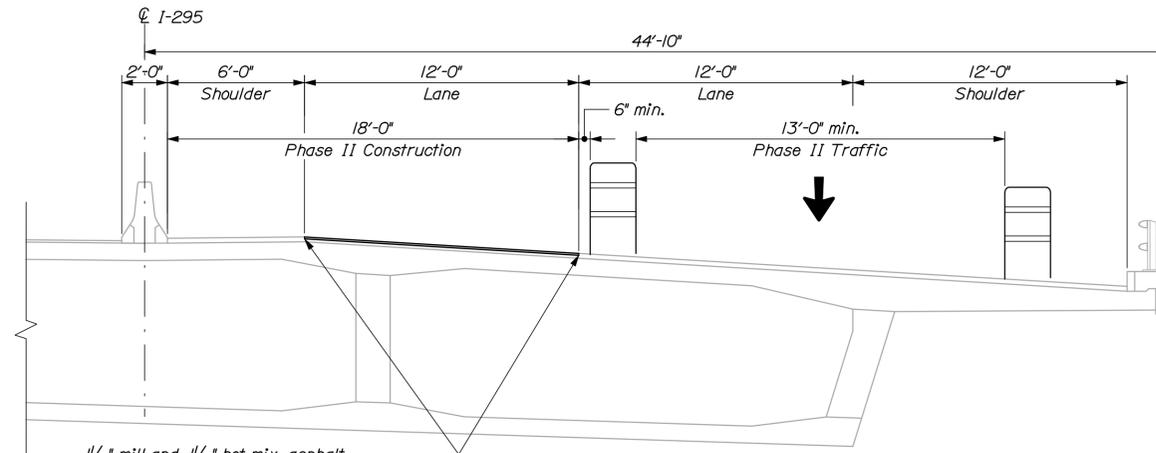
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INTERSTATE 295 NORTHBOUND
WASHINGTON AVENUE
PORTLAND CUMBERLAND COUNTY
BRIDGE PHASING
TYPICAL SECTION 1

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PHASE I
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
N.T.S.



PHASE II
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE
N.T.S.

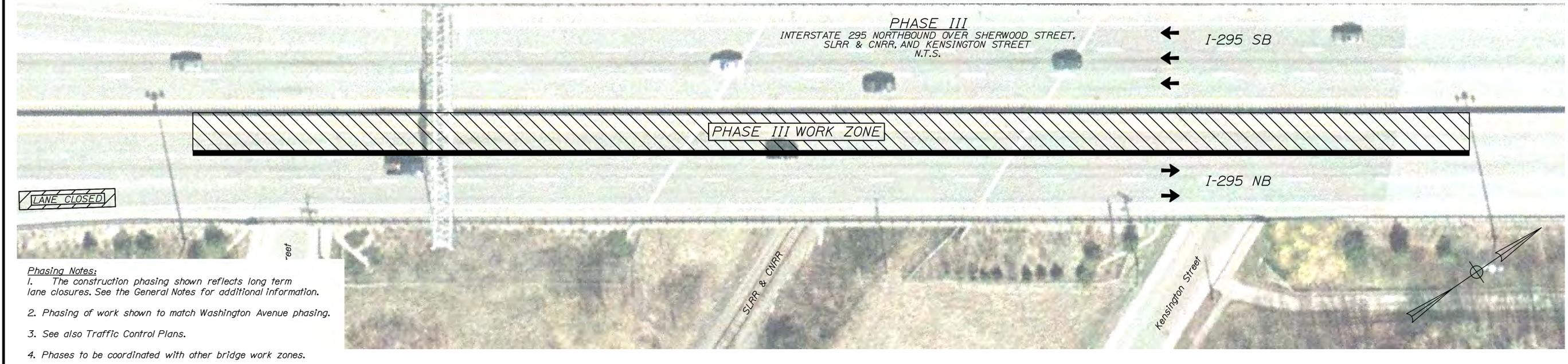
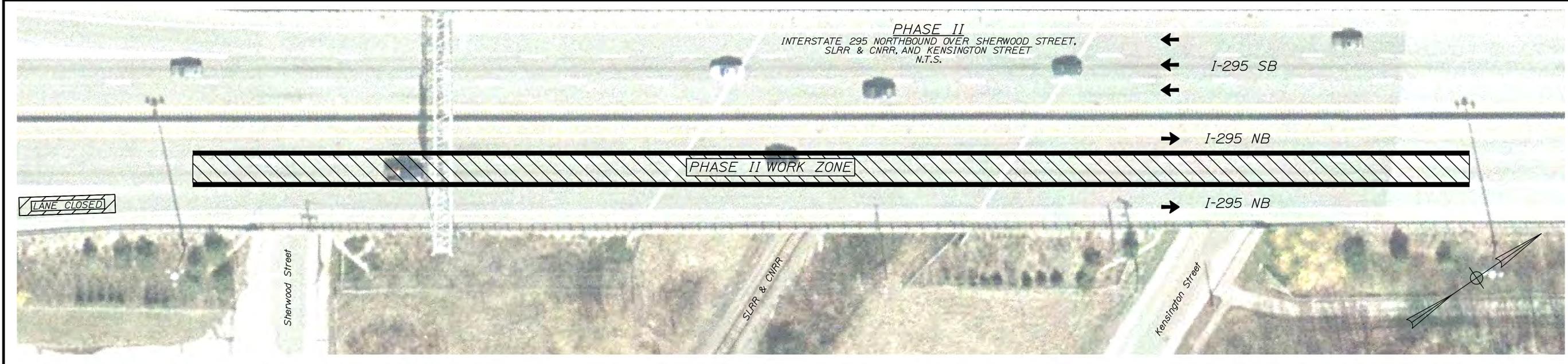
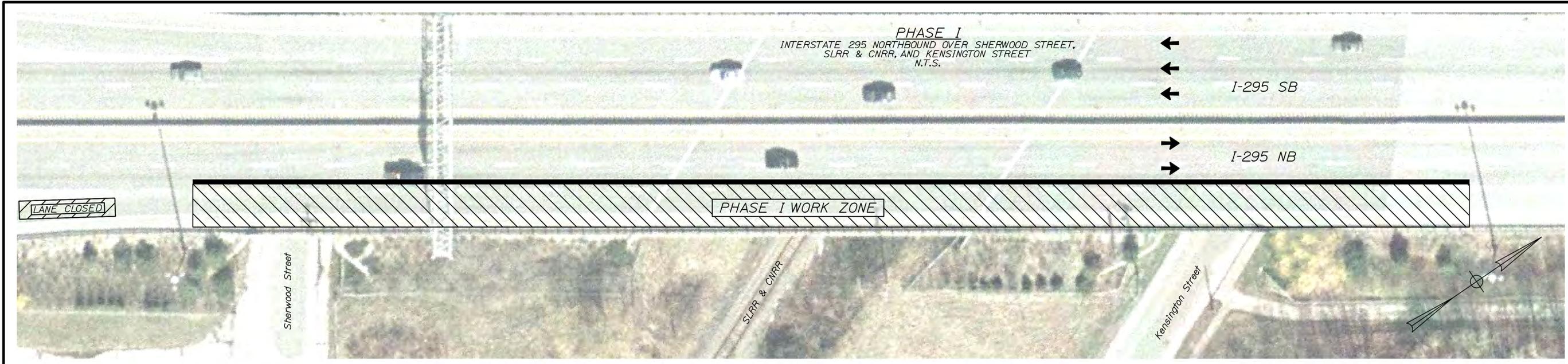
NOTES:
1. Phasing shown for milling 1/2" and repaving 1/2" of surface pavement (travel lanes only) necessary for longitudinal pavement joints to match lane lines, to be completed as night work after Phase III work.
2. Sections are shown looking upstation.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1792(900)E
BRIDGE NO. 0816
PIN 17929.00
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	DGE	MFC	03/11
CHECKED-REVIEWED	RBM		03/11
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

INTERSTATE 295 NORTHBOUND
WASHINGTON AVENUE
PORTLAND CUMBERLAND COUNTY
BRIDGE PHASING
TYPICAL SECTION 2

SHEET NUMBER
19
OF 40



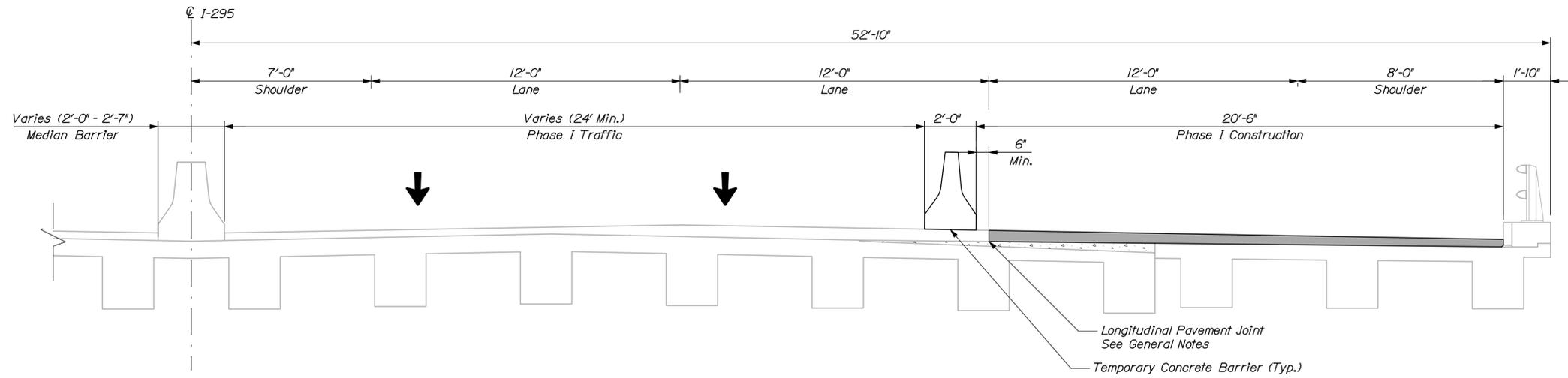
Phasing Notes:
 1. The construction phasing shown reflects long term lane closures. See the General Notes for additional information.
 2. Phasing of work shown to match Washington Avenue phasing.
 3. See also Traffic Control Plans.
 4. Phases to be coordinated with other bridge work zones.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
IM-1792(90)E		BRIDGE NO. 5617, 5616, 5618	
PIN 17929.00		BRIDGE PLANS	
DATE	BY	DATE	SIGNATURE
03/11	MFC	03/11	
DESIGN-DETAILED	DATE	DESIGNED	P.E. NUMBER
CHECKED-REVIEWED	03/11	DESIGNED-DETAILED	DATE
DESIGN-DETAILED		REVISIONS 1	
REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	
INTERSTATE 295 NORTHBOUND SHERWOOD STREET, SLRR/CNRR & KENSINGTON STREET		CUMBERLAND COUNTY	
PORTLAND		BRIDGE PHASING PLAN	
SHEET NUMBER		20	
		OF 40	

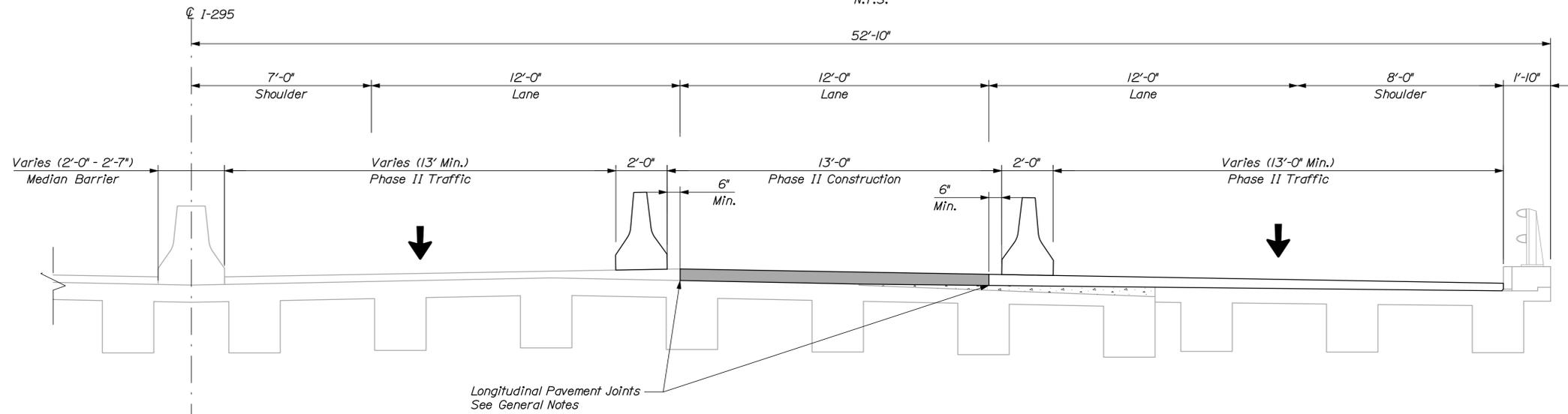
Date: 3/15/2011

Username: mcloudiff

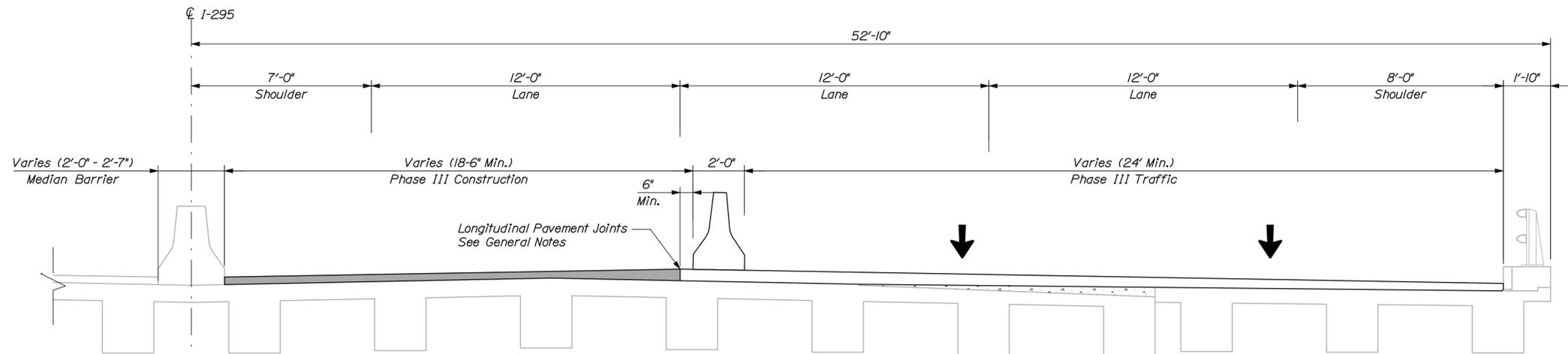
Filename: 021_Phasing\sec-Kensington to Sherwood\Division: BRIDGE



PHASE I
 INTERSTATE 295 NORTHBOUND OVER SHERWOOD STREET, SLRR & CNRR
 AND KENSINGTON STREET
 N.T.S.



PHASE II
 INTERSTATE 295 NORTHBOUND OVER SHERWOOD STREET, SLRR & CNRR
 AND KENSINGTON STREET
 N.T.S.



PHASE III
 INTERSTATE 295 NORTHBOUND OVER SHERWOOD STREET, SLRR & CNRR
 AND KENSINGTON STREET
 N.T.S.

NOTES:
 1. Sections are shown looking upstation.
 2. Phases to be coordinated with other bridge work zones.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. 5617, 5616, 5618
 PIN 17925.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGNED-DETAILED	DGE	MFC	03/11
CHECKED-REVIEWED	RBM		03/11
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

INTERSTATE 295 NORTHBOUND
 SHERWOOD STREET, SLRR/CNRR
 AND KENSINGTON STREET
 PORTLAND CUMBERLAND COUNTY
 BRIDGE PHASING
 TYPICAL SECTION

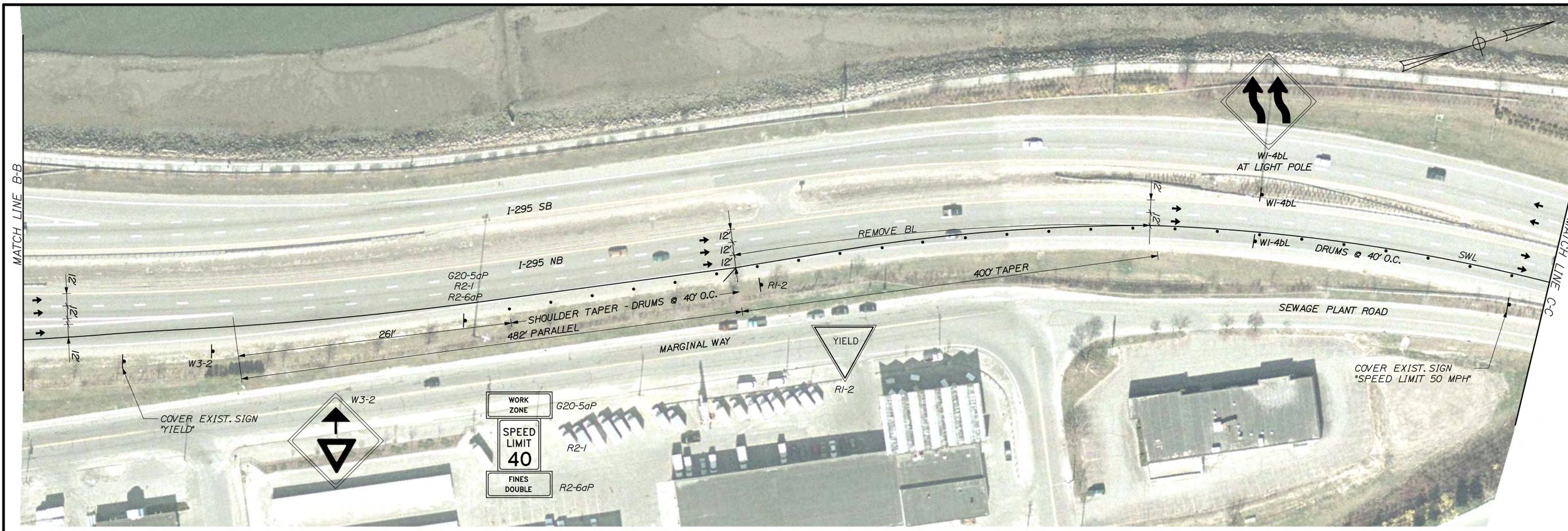
SHEET NUMBER
 21
 OF 40

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 023_Phase 00 Plan 02.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE 0 SHEET 2 of 3

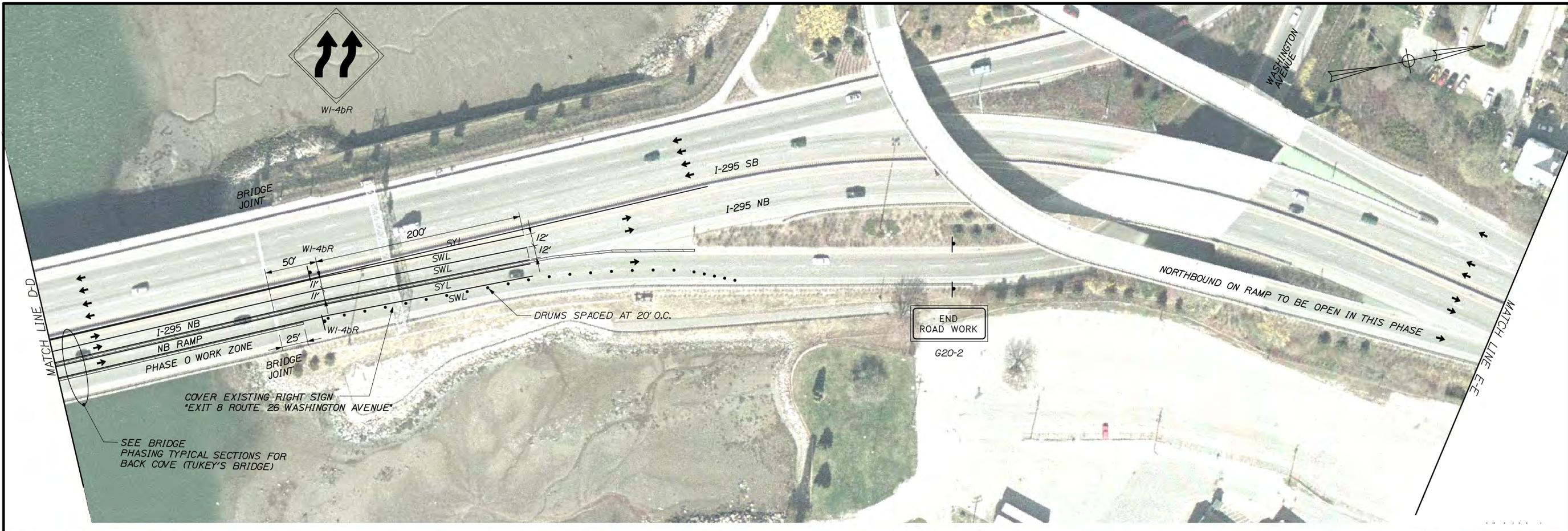
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN 17929.00		BRIDGE NO. VARIES		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE 0		CUMBERLAND COUNTY		TRAFFIC CONTROL PLAN		SHEET NUMBER		23	
PORTLAND		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-REVIEWED		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
CHECKED-REVIEWED		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILS		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
REVISIONS 1		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
REVISIONS 2		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
REVISIONS 3		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
REVISIONS 4		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	
FIELD CHANGES		DATE		BY		SIGNATURE		P.E. NUMBER		DATE	

Date: 3/20/2011

Username: rhanf

Division: HIGHWAY

Filename: 024_Phase 00 Plan 03.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE 0 SHEET 3 of 3

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 PIN 17929.00
 BRIDGE NO. VARIES
 BRIDGE PLANS

DATE	BY	SIGNATURE
03/11	MPC	
03/11		

DATE	BY	P.E. NUMBER	DATE

INTERSTATE 295 NORTHBOUND
 PHASE 0
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

SHEET NUMBER
 24
 OF 40

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 026_Phase 01 Plan 02.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE I SHEET 2 of 3

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DESIGN-REVIEWED	DCE	MPC	03/31	
CHECKED-REVIEWED	RBM		03/31	
DESIGN-DETAILS				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

INTERSTATE 295 NORTHBOUND
 PHASE I
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

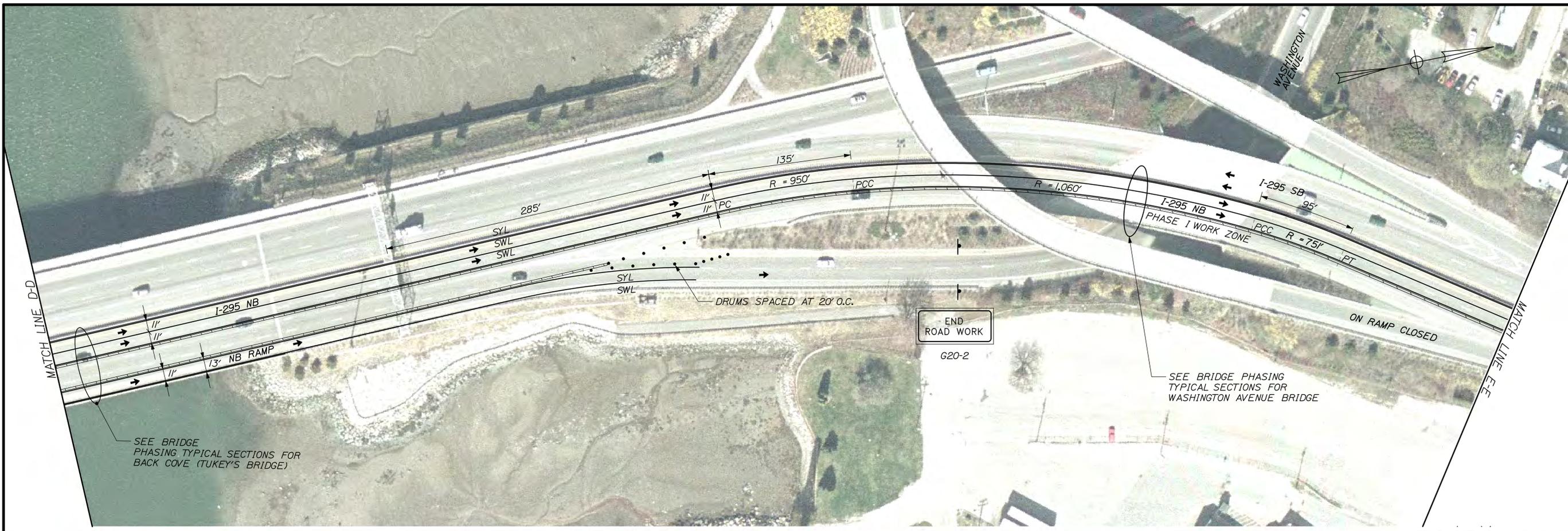
SHEET NUMBER
26
 OF 40

Date: 3/20/2011

Username: rhanf

Division: HIGHWAY

Filename: 027_Phase 01 Plan 03.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.
 3. CONTRACTOR TO ACCESS WORK ZONES FROM LOCAL ROADS AND TRAILING END OF WORK ZONE ON MAINLINE FOR PHASE I WORK.

SEE BRIDGE PHASING TYPICAL SECTIONS FOR SHERWOOD STREET, SLARR/CNRR AND KENSINGTON STREET BRIDGES

NOT TO SCALE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DCE	03/11	MPC	03/11	
CHECKED-REVIEWED				
DESIGN-REVIEWED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

INTERSTATE 295 NORTHBOUND
 PHASE I
 PORTLAND CUMBERLAND COUNTY
 TRAFFIC CONTROL PLAN

SHEET NUMBER
 27
 OF 40

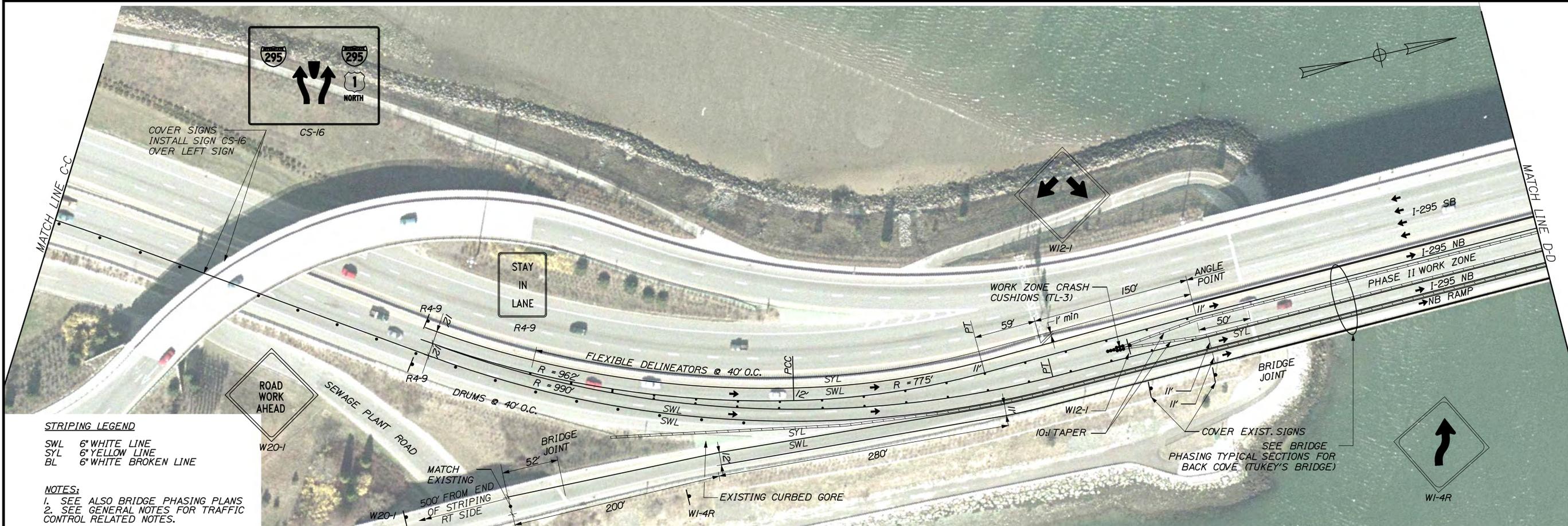
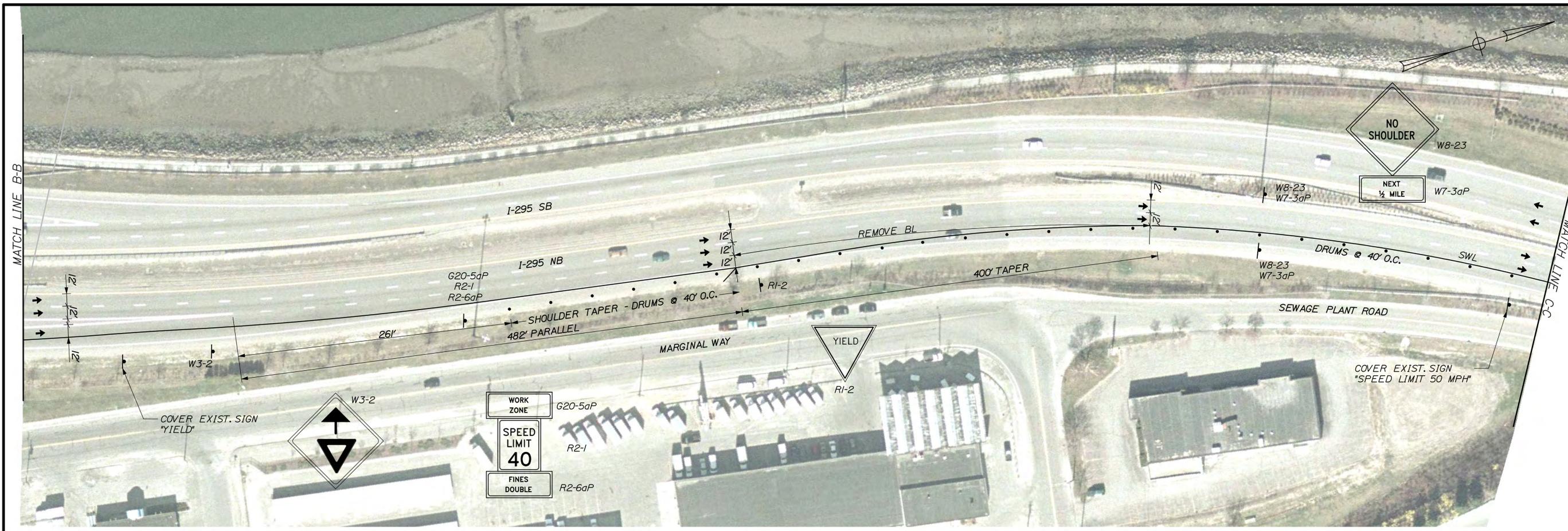
PHASE I SHEET 3 of 3

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 029_Phase 02 Plan 02.dgn



NOT TO SCALE

PHASE II SHEET 2 of 3

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

DATE	BY	DATE	BY	DATE	BY
03/31/11	MPC	03/31/11			

SIGNATURE	P.E. NUMBER	DATE

INTERSTATE 295 NORTHBOUND
 PHASE II
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

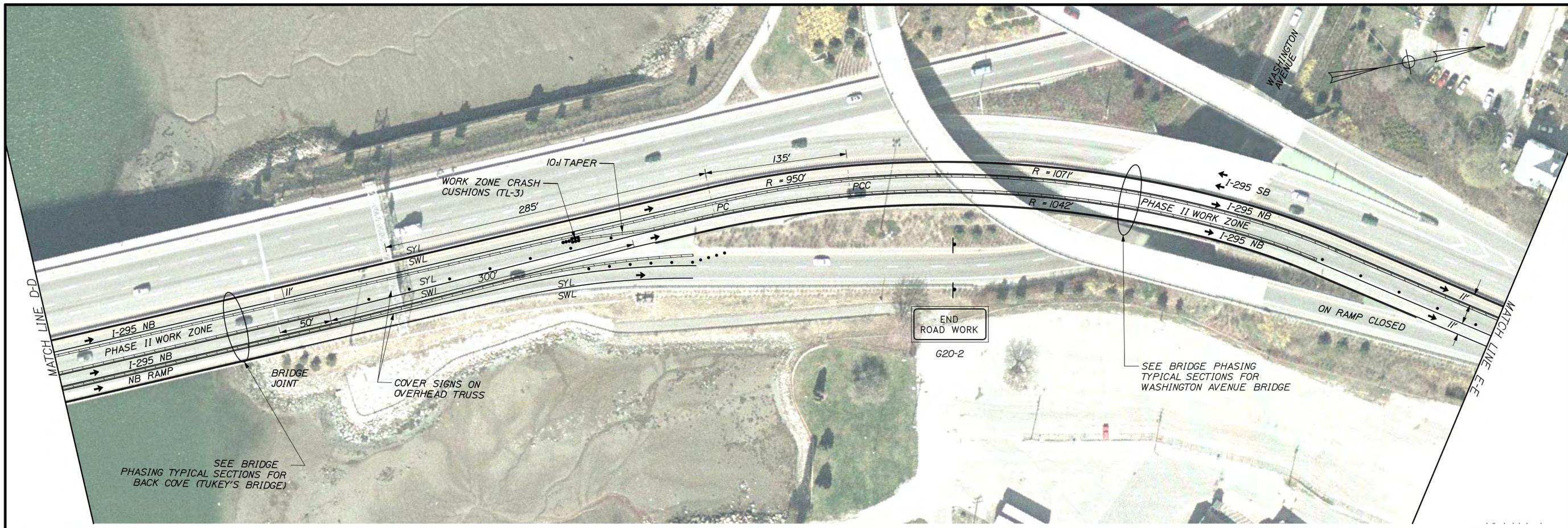
SHEET NUMBER
29
 OF 40

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 030_Phase 02 Plan 03.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

SEE BRIDGE PHASING TYPICAL SECTIONS FOR SHERWOOD STREET, SLARR/CNRR AND KENNINGTON STREET BRIDGES

NOT TO SCALE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

DATE	BY	SIGNATURE	P.E. NUMBER	DATE
03/31/11	MPC			

PROJ. MANAGER	DATE	BY	REVISIONS	FIELD CHANGES
DATE BENOIT				
DCE				
DESIGN-REVIEWED				
CHECKED-REVIEWED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

INTERSTATE 295 NORTHBOUND
 PHASE II
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

SHEET NUMBER
30
 OF 40

PHASE II SHEET 3 of 3

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 032_Phase 03 Plan 02.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE III SHEET 2 of 3

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DCE	03/31/11	MPC	03/31/11	
CHECKED-REVIEWED				
DESIGN-REVIEWED				
DESIGN-DETAILS				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

INTERSTATE 295 NORTHBOUND
 PHASE III
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

SHEET NUMBER

32

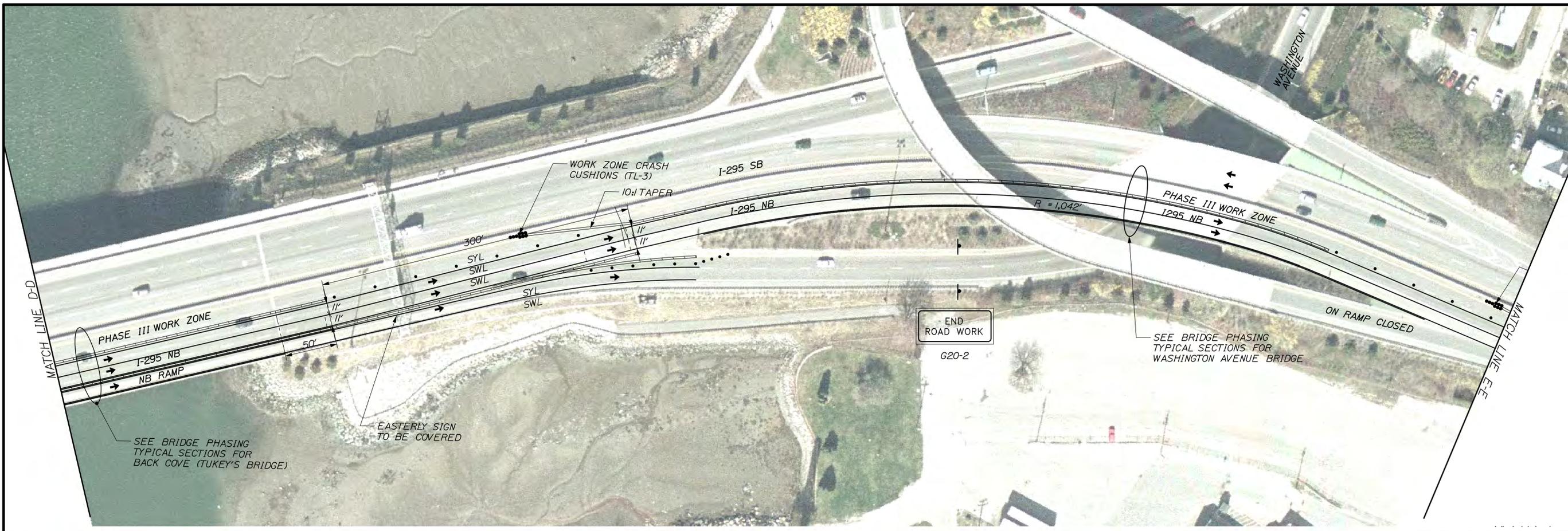
OF 40

Date: 3/20/2011

Username: rhanf

Division: HIGHWAY

Filename: 033_Phase 03 Plan 03.dgn



STRIPING LEGEND
 SWL 6" WHITE LINE
 SYL 6" YELLOW LINE
 BL 6" WHITE BROKEN LINE

NOTES:
 1. SEE ALSO BRIDGE PHASING PLANS
 2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE III SHEET 3 of 3

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 IM-1792(900)E
 BRIDGE NO. VARIES
 PIN 17929.00
 BRIDGE PLANS

DATE	BY	SIGNATURE
03/11	MPC	
03/11		

DATE	BY	P.E. NUMBER	DATE

INTERSTATE 295 NORTHBOUND
 PHASE III
 CUMBERLAND COUNTY
 PORTLAND
 TRAFFIC CONTROL PLAN

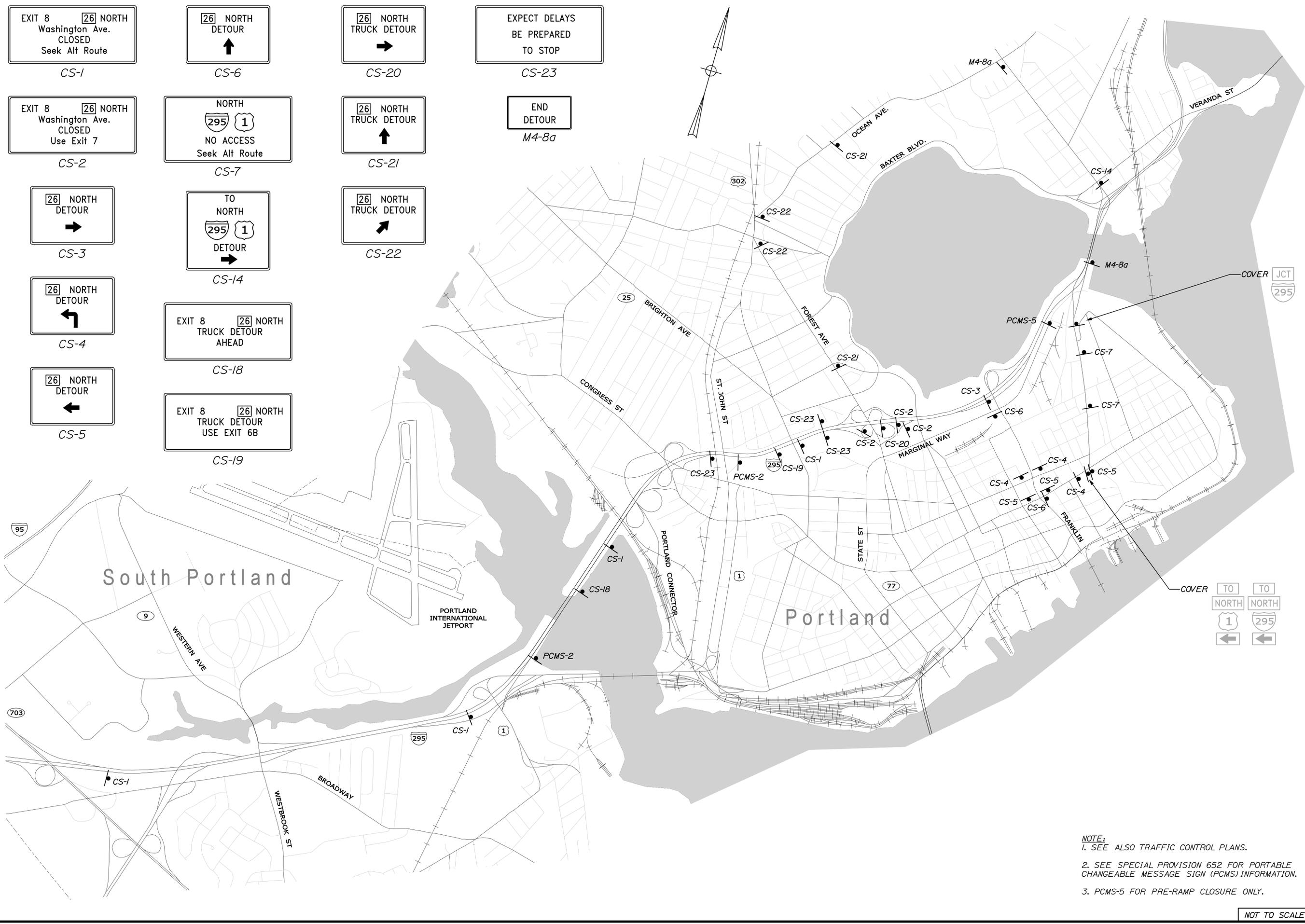
SHEET NUMBER
33
 OF 40

Date: 3/30/2011

Username: mcardiff

Division: HIGHWAY

Filename: 034_Detour01.dgn



EXIT 8 **26** NORTH
Washington Ave.
CLOSED
Seek Alt Route
CS-1

26 NORTH
DETOUR
↑
CS-6

26 NORTH
TRUCK DETOUR
→
CS-20

EXPECT DELAYS
BE PREPARED
TO STOP
CS-23

EXIT 8 **26** NORTH
Washington Ave.
CLOSED
Use Exit 7
CS-2

NORTH
295 **1**
NO ACCESS
Seek Alt Route
CS-7

26 NORTH
TRUCK DETOUR
↑
CS-21

END
DETOUR
M4-8a

26 NORTH
DETOUR
→
CS-3

TO
NORTH
295 **1**
DETOUR
→
CS-14

26 NORTH
TRUCK DETOUR
↖
CS-22

26 NORTH
DETOUR
↙
CS-4

EXIT 8 **26** NORTH
TRUCK DETOUR
AHEAD
CS-18

26 NORTH
DETOUR
←
CS-5

EXIT 8 **26** NORTH
TRUCK DETOUR
USE EXIT 6B
CS-19

COVER TO NORTH **1** ↑
COVER TO NORTH **295** ↑

NOTE:
1. SEE ALSO TRAFFIC CONTROL PLANS.
2. SEE SPECIAL PROVISION 652 FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.
3. PCMS-5 FOR PRE-RAMP CLOSURE ONLY.

NOT TO SCALE

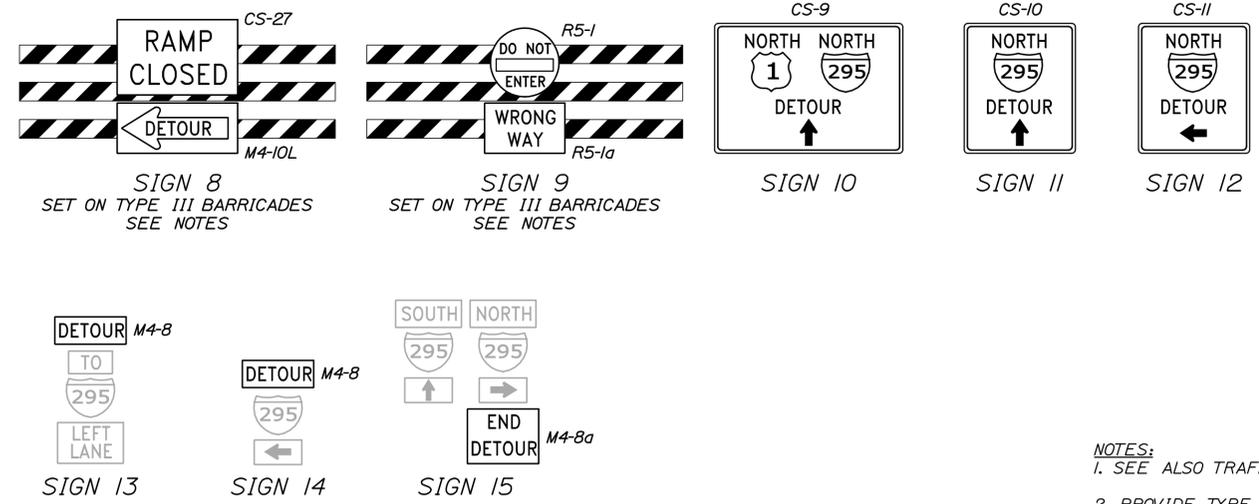
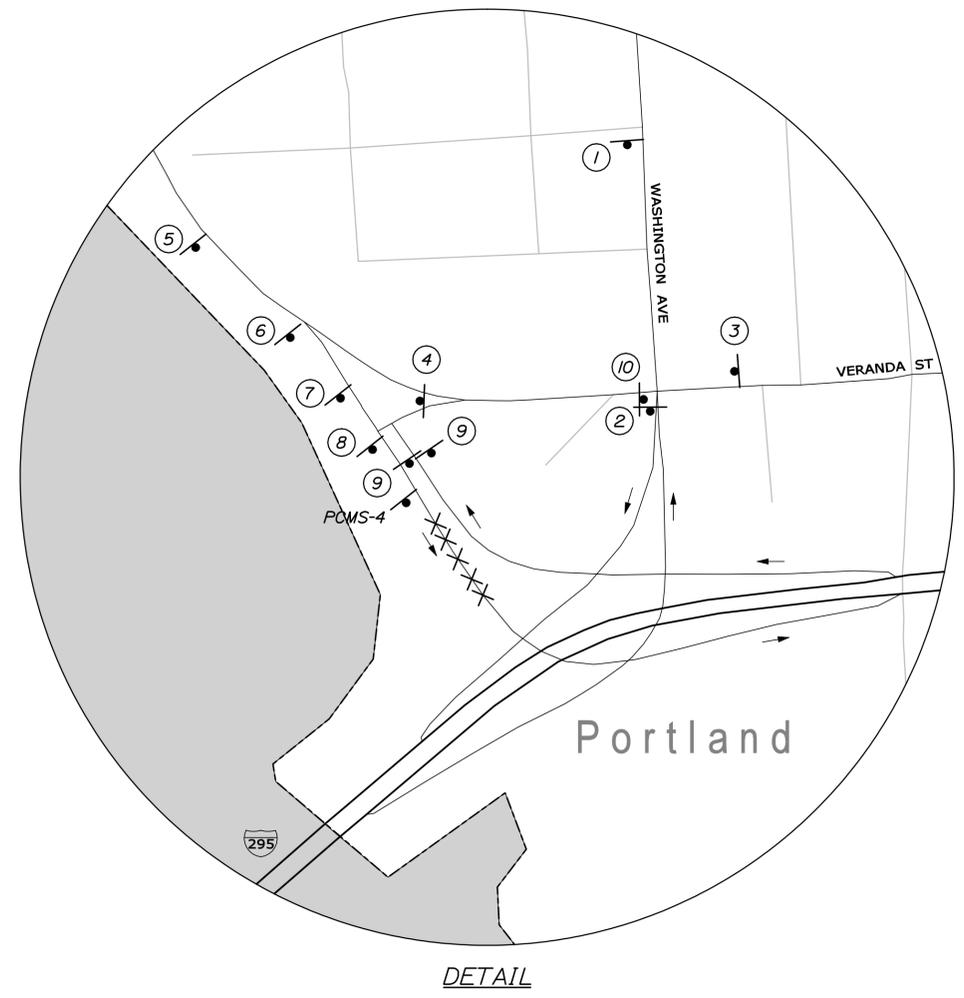
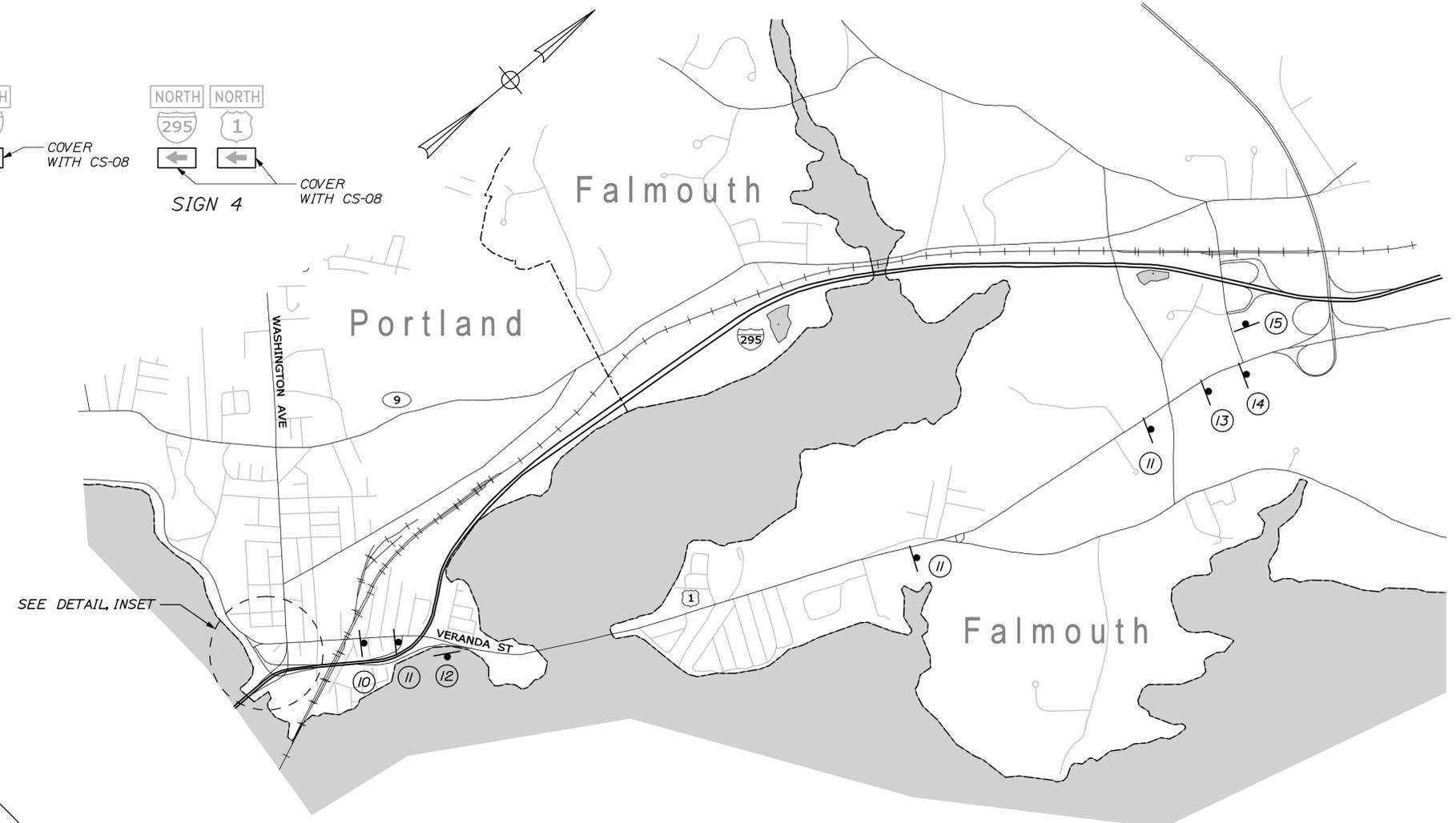
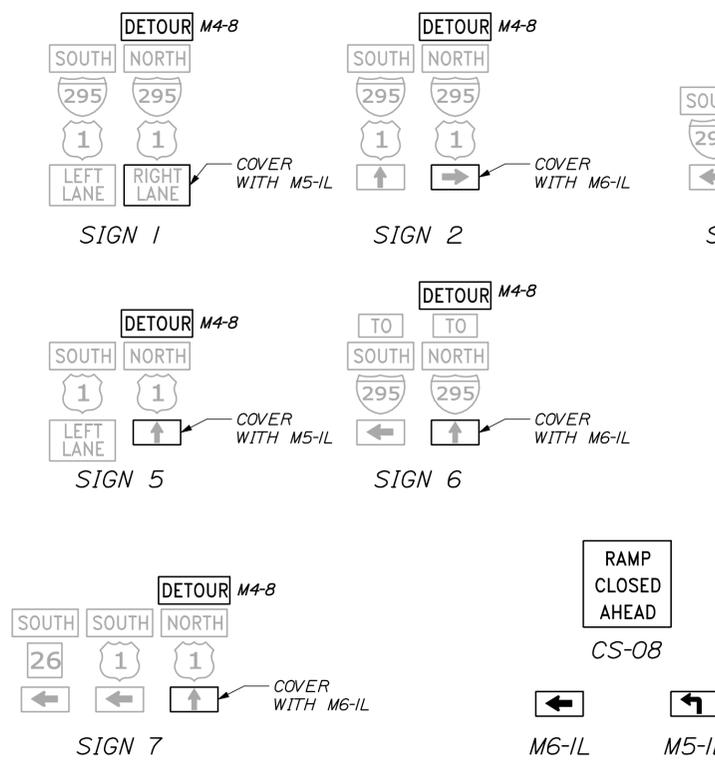
STATE OF MAINE DEPARTMENT OF TRANSPORTATION IM-1792(900)E		BRIDGE NO. Varies PIN 17925.00 BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY		SHEET NUMBER 34 OF 40	
I-295 NORTH EXIT 8 DETOUR PLAN		DATE 03/11 03/11	
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	DIG	MFC	03/11
CHECKED-REVIEWED	RB		
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE		P.E. NUMBER	
DATE		DATE	

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 035_Detour02.dgn



- NOTES:**
1. SEE ALSO TRAFFIC CONTROL PLANS.
 2. PROVIDE TYPE III BARRICADES ACROSS BAXTER BLVD. ON RAMP ENTRANCE WITH SIGN 8 SIGNAGE.
 3. PROVIDE TYPE III BARRICADE IN EACH SHOULDER AT END OF BAXTER BLVD. OFF RAMP WITH SIGN 9 SIGNAGE.
 4. CONTRACTOR TO BARREL OFF THRU LANE BETWEEN SIGN 6 AND SIGN 8.
 5. SEE SPECIAL PROVISION 652 FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.
 6. PCMS-4 FOR PRE-CLOSURE ONLY.

NOT TO SCALE

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
IM-1792(900)E		PIN 17929.00	
BRIDGE NO. Varies		BRIDGE PLANS	
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	03/11	MFC	03/11
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
INTERSTATE 295 NORTHBOUND		SIGNATURE	
PORTLAND		P.E. NUMBER	
CUMBERLAND COUNTY		DATE	
I-295 NORTH BAXTER BLVD. ON RAMP			
DETOUR PLAN			
SHEET NUMBER			
35			
OF 40			

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 036_LocalSigning.dgn

295 NORTH
 EXIT 8 CLOSED
 Seek ALT Route
 CS-12

WIDE LOADS OVER 10'-0"
 PROHIBITED
 I-295 NB PORTLAND
 SEEK ALT ROUTE
 WL-1

ALL WIDE LOADS
 OVER 10'-0"
 MUST EXIT ↗
 WL-2

WIDE LOADS
 OVER 10'-0"
 PROHIBITED
 WL-3

NB RAMP
 METERED
 4-6PM
 CS-29



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
IM-1792(900)E
 BRIDGE NO. Varies
 PIN 17925.00
 BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DESIGNED-DETAILED	03/11	MFC	03/11	
CHECKED-REVIEWED				
DESIGNED-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

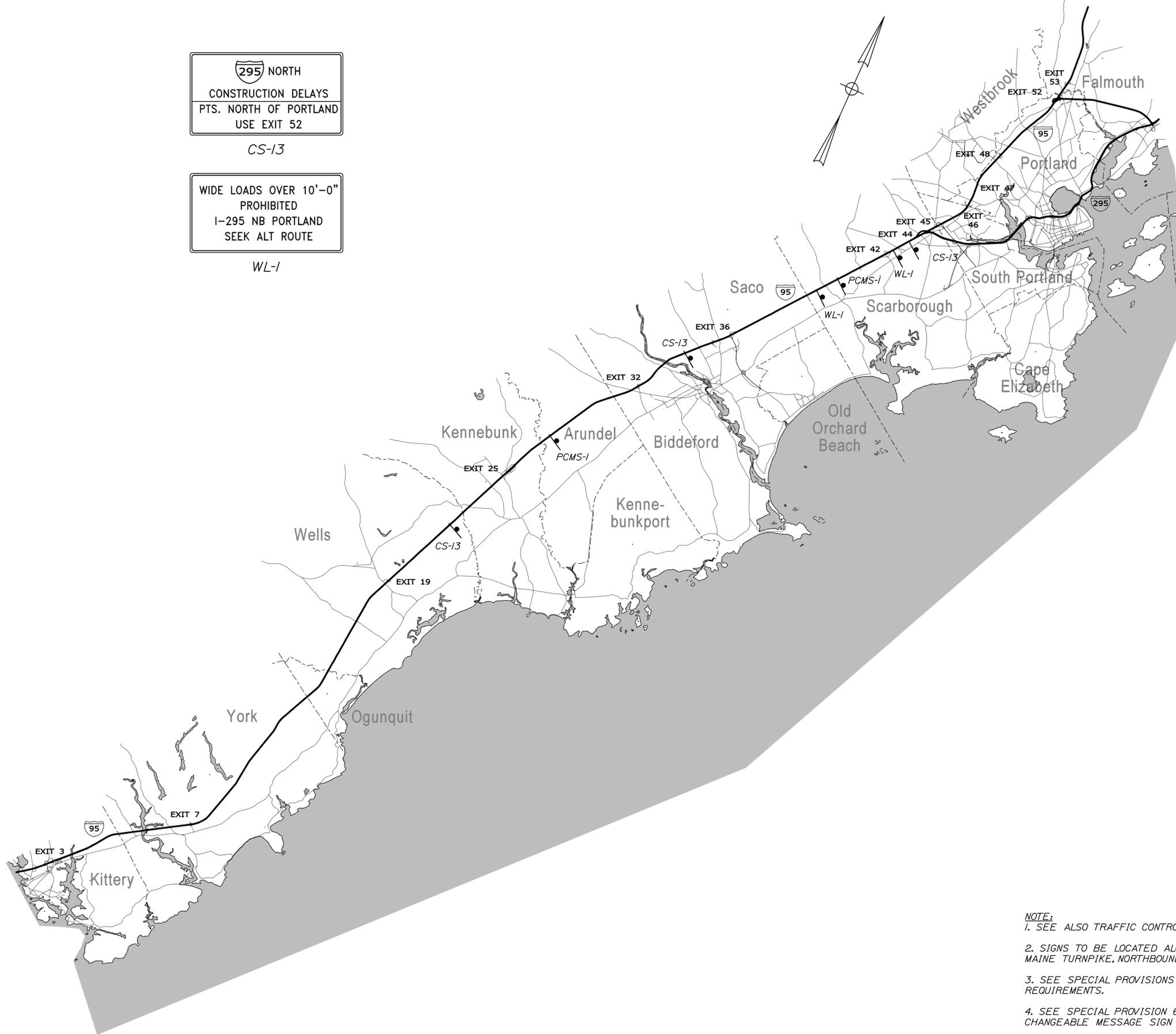
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DESIGNED-DETAILED	03/11	MFC	03/11	
CHECKED-REVIEWED				
DESIGNED-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

INTERSTATE 295 NORTHBOUND
 PORTLAND
 CUMBERLAND COUNTY
LOCAL SIGNING PLAN

SHEET NUMBER
36
 OF 40

NOTE:
 1. SEE ALSO TRAFFIC CONTROL PLANS.
 2. SEE SPECIAL PROVISION 652 FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.

NOT TO SCALE



295 NORTH
CONSTRUCTION DELAYS
PTS. NORTH OF PORTLAND
USE EXIT 52

CS-13

WIDE LOADS OVER 10'-0"
PROHIBITED
I-295 NB PORTLAND
SEEK ALT ROUTE

WL-1

- NOTE:**
- SEE ALSO TRAFFIC CONTROL PLANS.
 - SIGNS TO BE LOCATED ALONG THE RIGHT SIDE OF THE MAINE TURNPIKE, NORTHBOUND BARREL.
 - SEE SPECIAL PROVISIONS FOR TURNPIKE COORDINATION REQUIREMENTS.
 - SEE SPECIAL PROVISION 652 FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.

NOT TO SCALE

INTERSTATE 295 NORTHBOUND
PORTLAND
CUMBERLAND COUNTY
REGIONAL SIGNING PLAN

SHEET NUMBER

37

OF 40

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1792(900)E

PROJ. MANAGER	DATE	BY	DATE
DESIGNED-DETAILED	DGE	MFC	03/11
CHECKED-REVIEWED	RBM		03/11
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

BRIDGE NO. Varies
 PIN 17925.00
 BRIDGE PLANS

CONSTRUCTION SIGN SUMMARY

IDENTIFICATION 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		
Z CS-01	120"	72"		SEE SPECIAL PROVISION 652 FOR TEXT DIMENSIONS			4	ORANGE	BLACK		60.00 (240)
Z CS-02	120"	72"					3				60.00 (180)
Z CS-03	36"	24"					1				6.00 (6)
Z CS-04	36"	30"					3				7.50 (22.5)
Z CS-05	36"	24"					3				6.00 (18)
Z CS-06	36"	30"					2				7.50 (15)
Z CS-07	48"	36"					2				12.00 (24)
Z CS-08	36"	36"					2				9.00 (18)
Z CS-09	36"	30"					2				7.50 (15)
Z CS-10	24"	30"					3				5.00 (15)

Z SIGNS PROVIDED BY MAINE DOT

IDENTIFICATION 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		
Z CS-11	24"	30"		SEE SPECIAL PROVISION 652 FOR TEXT DIMENSIONS			1	ORANGE	BLACK		5.00 (5)
Z CS-12	96"	48"					9				32.00 (288)
Z CS-13	144"	96"					3				96.00 (288)
Z CS-14	36"	36"					1				9.00 (9)
Z CS-15	144"	120"					1				120.00 (120)
Z CS-16	144"	120"					1				120.00 (120)
Z CS-17	96"	48"					3				32.00 (96)
Z CS-18	96"	48"					1				32.00 (32)
Z CS-19	96"	48"					1				32.00 (32)
Z CS-20	36"	24"					1				6.00 (6)

NOTE: INFORMATION SHOWN REFLECTS SIGNAGE FOR BRIDGE TRAFFIC CONTROL PLANS ONLY. ADDITIONAL SIGNAGE IS REQUIRED FOR HIGHWAY PRESERVATION WORK AND FOR NIGHT TIME LANE CLOSURES.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN 17929.00		BRIDGE NO. VARIES		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		ALL PHASES		CUMBERLAND COUNTY		SIGN SUMMARY		SHEET NUMBER		38	
PORTLAND										OF 40	
PROJ. MANAGER	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
DESIGN-DETAILED	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
CHECKED-REVIEWED	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
DESIGN-DETAILED	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 1	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 2	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 3	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 4	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
FIELD CHANGES	BY	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 038_Sign Summary 01.dgn

CONSTRUCTION SIGN SUMMARY

NOTE: INFORMATION SHOWN REFLECTS SIGNAGE FOR BRIDGE TRAFFIC CONTROL PLANS ONLY. ADDITIONAL SIGNAGE IS REQUIRED FOR HIGHWAY PRESERVATION WORK AND FOR NIGHT TIME LANE CLOSURES.

IDENTIFICATION 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		
Z CS-21	36"	30"		SEE SPECIAL PROVISION 652 FOR TEXT DIMENSIONS			2	ORANGE	BLACK		7.50 (15)
Z CS-22	36"	30"					2				7.50 (15)
Z CS-23	96"	48"					3				32.00 (96)
Z * CS-26	48"	48"					2				16.00 (32)
Z CS-27	48"	30"					1	WHITE	BLACK		10.00 (10)
Z * CS-28	48"	48"					2	ORANGE	BLACK		16.00 (32)
Z CS-29	48"	48"					2	YELLOW	BLACK		16.00 (32)
Z CS-30	48"	48"					1	YELLOW	BLACK		16.00 (16)
Z CS-31	54"	42"					1	ORANGE	BLACK		15.75 (15.75)

* UNDETERMINED LOCATION
Z SIGNS PROVIDED BY MAINE DOT

IDENTIFICATION 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		
E5-1	48"	42"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			1	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			14.00 (14)
G20-2	48"	24"					5				8.00 (40)
G20-5aP	36"	24"					3				6.00 (18)
M4-8	24"	12"					7				2.00 (14)
M4-8a	24"	18"					3				3.00 (9)
M4-10L	48"	18"					1				6.00 (6)
M5-1L	21"	15"					2				2.20 (4.4)
M6-1L	21"	15"					3				2.20 (6.6)
R1-2	60"	60" x 60"					1				12.50 (12.5)
R2-1 (40)	48"	60"					3				20.00 (60)
R2-6aP	36"	24"					2				6.00 (12)
R4-9	48"	60"					2				20.00 (40)
R5-1	36"	36"					2				9.00 (18)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1792(90)E

BRIDGE NO. VARIES
PIN
17929.00
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	03/VI	MFC	
CHECKED-REVIEWED	03/VI		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

INTERSTATE 295 NORTHBOUND
ALL PHASES
CUMBERLAND COUNTY
SIGN SUMMARY

SHEET NUMBER
39
OF 40

CONSTRUCTION SIGN SUMMARY

NOTE: INFORMATION SHOWN REFLECTS SIGNAGE FOR BRIDGE TRAFFIC CONTROL PLANS ONLY. ADDITIONAL SIGNAGE IS REQUIRED FOR HIGHWAY PRESERVATION WORK AND FOR NIGHT TIME LANE CLOSURES.

IDENTIFICATION 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		
R5-1a	36"	24"	WRONG WAY	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			6.00 (12)
R10-6	24"	36"	STOP HERE ON RED				1				6.00 (6)
W1-4R	48"	48"					1				16.00 (16)
W1-4L	48"	48"					1				16.00 (16)
W1-4bR	48"	48"					2				16.00 (32)
W1-4bL	48"	48"					2				16.00 (32)
W3-2	48"	48"					1				16.00 (16)
W3-3	48"	48"					1				16.00 (16)
W3-4	48"	48"	BE PREPARED TO STOP				1				16.00 (16)

IDENTIFICATION 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		
W3-5	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			16.00 (32)
W7-3aP	36"	30"	NEXT 1/2 MILE				2				7.50 (15)
W8-23	48"	48"	NO SHOULDER				2				16.00 (32)
W12-1	36"	36"					1				9.00 (9)
W20-1	48"	48"	ROAD WORK AHEAD				4				16.00 (64)

IDENTIFICATION 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		
Z WL-1	96"	48"	WIDE LOADS OVER 10'-0" PROHIBITED I-295 NB PORTLAND SEEK ALT ROUTE	SEE SPECIAL PROVISION 652 FOR TEXT DIMENSIONS			6	WHITE	BLACK		32.00 (192)
Z WL-2	96"	48"	ALL WIDE LOADS OVER 10'-0" MUST EXIT 				2				32.00 (64)
Z WL-3	36"	24"	WIDE LOADS OVER 10'-0" PROHIBITED				1				6.00 (6)

Z SIGNS PROVIDED BY MAINE DOT

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
IM-1792(900)E		PIN 17929.00	
BRIDGE NO. VARIES		BRIDGE PLANS	
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	03/11	MFC	03/11
CHECKED-REVIEWED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
INTERSTATE 295 NORTHBOUND		SIGNATURE	
ALL PHASES		P.E. NUMBER	
PORTLAND		DATE	
CUMBERLAND COUNTY			
SIGN SUMMARY			
SHEET NUMBER			
40			
OF 40			