F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	1	130
		IR-295-3(106)50		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONVENTIONAL SIGNS

COUNTY LINES
TOWN LINES
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - NEW - ACCESS CONTROL
R/W LINES - NEW - NO ACCESS CONTROL
CULVERT - EXISTING
CULVERT - PROPOSED
CURBING - EXISTING
CURBING - PROPOSED
TRAVELLED WAY - EXISTING
TRAVELLED WAY - PROPOSED
UNDERGROUND UTILITIES - EXISTING
UNDERGROUND UTILITIES - PROPOSED
RAILROAD - SINGLE TRACK
RAILROAD - DOUBLE TRACK
UTILITY POLE - EXISTING
UTILITY POLE - JOINT OCCUPANCY J
PROPOSED UTILITY POLE - TEMPORARY X
PROPOSED UTILITY POLE - PERMANENT
TREES hardwood softwood
WOODS

PORTLAND
CUMBERLAND COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. IR - 295 - 3(94)50
LIGHTING
AND
WIDENING OF TUKEY'S BRIDGE
PROJECT LENGTH 0.096 MILES

AND

PROJECT NO. IR-295-3(106)50

A GRADING, DRAINAGE, BASE, AND PAVEMENT PROJECT

PROJECT LENGTH = 0.0 MILES

SPECIFICATIONS

DESIGN: Load Factor Design per AASHTO Standard Specifications for Highway Bridges 1983.

CONTRACT: State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, Revision of January 1984.

DESIGN LOADING

LIVE LOAD: .... HS 25
STRESS CYCLES .... 500,000 (lane), 2,000,000 (truck)

MATERIALS

CONCRETE:
Seals .... Class S
All Others .... Class A
REINFORCING STEEL .... ASTM A615, Grade 60
STRUCTURAL STEEL:
All Materials .... ASTM A36
High Strength Bolts .... ASTM A325, Type I

BASIC DESIGN STRESSES

CONCRETE .... f'c = 3,000 psi.
REINFORCING STEEL .... fy = 60,000 psi.
STRUCTURAL STEEL:
ASTM A36 .... Fy = 36,000 psi.
ASTM A325 .... Fv = 25,000 psi.

Plans of the existing bridge are available for the Contractor's reference at the Bridge Design Office in Augusta. The plans are reproductions of original drawings as prepared for the construction of the bridge and it is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

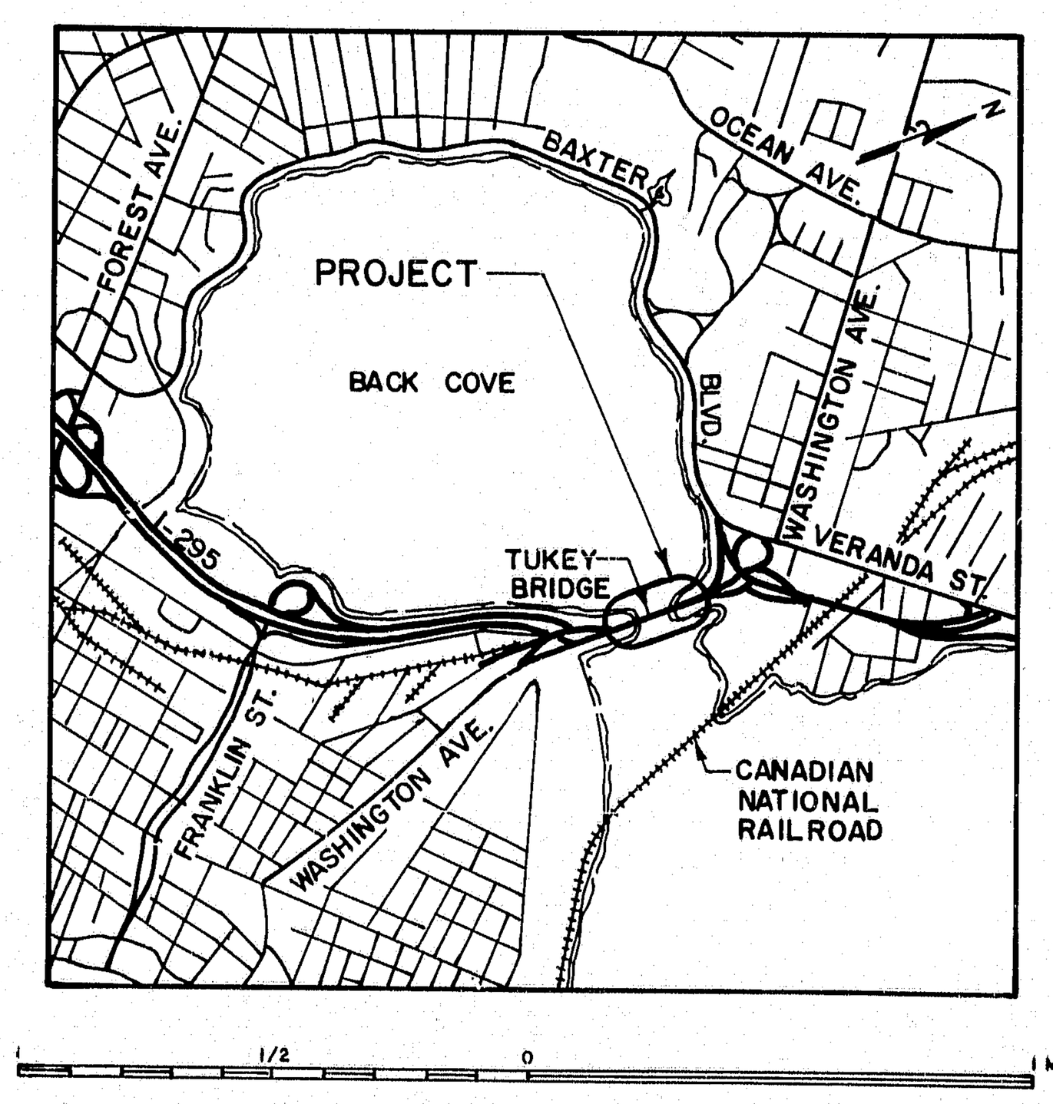
COAST GUARD PERMIT NO. TO BE SUPPLIED LATER

TRAFFIC DATA

A.D.T. 1985	54,280
A.D.T. 2005	67,480
D.H.V.	7,423
T(%)	8(%)
D(%)	60(%)
V	50 MPH
18 KIPS	1,277

NOTE

All work contemplated under this contract to be governed by and in conformity with the STANDARD SPECIFICATIONS (revision of January 1984) and supplementals thereto, except as modified on the plans and in the special provisions.



LOCATION MAP

INDEX OF SHEETS

NOTE: THE MAJORITY OF THIS PROJECT (HIGHWAY) WAS REBUILT UNDER CONTRACTS I-295-3(95) & I-295-3(100)
JMayol

REVISED AS BUILT 1986 (HIGHWAY)
John R. Mayol
3-30-91

103-265

WRIGHT-PIERCE
IN ASSOCIATION WITH
WILBUR SMITH & ASSOCIATES INC.
AMES ASSOCIATES
HALEY & ALDRICH INC.

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
COMMISSIONER	6-5-85
Richard A. Coleman, CHIEF ENGINEER	6-6-85

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	PROJECT NO. IR-295-3(94)50 QUANTITY	PROJECT NO. IR-295-3(106)50 QUANTITY	TOTAL QUANTITY	UNIT
201.23	REMOVING SINGLE TREES TOP ONLY	–	30	30	EACH
201.24	REMOVING STUMP	–	30	30	EACH
202.109	REMOVE EXISTING SIGN TRUSS	–	1	1	L.S.
202.127	REMOVE EXISTING BITUMINOUS PAVEMENT	1	–	1	L.S.
202.128	REMOVE CONCRETE CURBS AND SIDEWALKS	1	–	1	L.S.
202.191	REMOVE EXISTING BRIDGE - BAXTER BLVD.	–	1	1	L.S.
202.192	REMOVE EXISTING BRIDGE - PEDESTRIAN	–	1	1	L.S.
203.20	COMMON EXCAVATION	1525	8350	9875	C.Y.
203.24	COMMON BORROW	310	11890	12100	C.Y.
203.25	GRANULAR BORROW	1450	2200	3650	C.Y.
203.26	GRAVEL BORROW	150	–	150	C.Y.
203.29	SELECTED GRANULAR MATERIAL	–	750	750	C.Y.
206.061	STRUCTURAL EARTH EXCAV. DRAINAGE & MINOR STRUC: BELOW GRADE	310	30	340	C.Y.
206.081	STRUCTURAL EARTH EXCAVATION - ABUTMENTS	160	–	160	C.Y.
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	815	–	815	C.Y.
206.161	TRENCH EXCAVATION & BACKFILL - STA. 151+00, I-295	–	1	1	L.S.
206.162	TRENCH EXCAVATION & BACKFILL - STA. 161+00, I-295	–	1	1	L.S.
301.09	PLANT MIX BIT. BASE COURSE - GRADING B	–	1100	1100	TON
⚠ 304.09	AGGREGATE BASE COURSE - CRUSHED TYPE A	–	220	220	C.Y.
304.101	AGGREGATE SUBBASE COURSE - GRAVEL	15	5300	5315	C.Y.
⚠ 403.07	HOT BITUMINOUS PAVEMENT - GRADING B	–	1630	1630	TON
⚠ 403.08	HOT BITUMINOUS PAVEMENT - GRADING C	1005	745	1750	TON
403.10	HOT BITUMINOUS PAVEMENT - GRADING D	5	–	5	TON
403.121	HOT BITUMINOUS PAVEMENT - GRADING E	–	50	50	TON
410.15	EMULSIFIED ASPHALT, APPLIED	–	500	500	GALLON
501.216	STEEL H-BEAM PILES, 73 LBS./FT.	5989	–	5989	L.F.
502.21	STRUCTURAL CONCRETE ABUTMENTS & RETAINING WALLS	315	–	315	C.Y.
502.23	STRUCTURAL CONCRETE PIERS	704	–	704	C.Y.
502.24	STRUCTURAL CONCRETE PIERS UNDERWATER	768	–	768	C.Y.
502.26	STRUCTURAL CONC. RDWY. & SIDEWALK SLAB ON STEEL BRIDGES	1	–	1	L.S.
502.31	STRUCTURAL CONCRETE APPROACH SLABS	1	–	1	L.S.
503.12	REINFORCING STEEL, FABRICATED & DELIVERED	300200	–	300200	LB.
503.13	REINFORCING STEEL, PLACING	300200	–	300200	LB.
504.10	STRUCTURAL STEEL FABRICATED & DELIVERED	1	–	1	L.S.
504.11	STRUCTURAL STEEL ERECTION	1	–	1	L.S.
505.08	SHEAR CONNECTORS	1	–	1	L.S.
506.141	FIELD PAINTING NEW STRUCTURAL STEEL	1	–	1	L.S.
506.142	FIELD PAINTING EXISTING STRUCTURAL STEEL	1	–	1	L.S.
506.16	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	7500	–	7500	M.H.
507.092	ALUMINUM BRIDGE RAILING, 2-BAR	532	–	532	L.F.
507.096	ALUMINUM BRIDGE RAILING, PEDESTRIAL, W/ PALES	539	–	539	L.F.
508.13	MEMBRANE WATERPROOFING	1	–	1	L.S.
511.0101	COFFERDAM PIER 1 NORTHBOUND	1	–	1	L.S.
511.0102	COFFERDAM PIER 2 NORTHBOUND	1	–	1	L.S.
511.0103	COFFERDAM PIER 3 NORTHBOUND	1	–	1	L.S.
511.0104	COFFERDAM PIER 1 SOUTHBOUND	1	–	1	L.S.
511.0105	COFFERDAM PIER 2 SOUTHBOUND	1	–	1	L.S.
511.0106	COFFERDAM PIER 3 SOUTHBOUND	1	–	1	L.S.
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	–	1	EACH
515.21	PROTECTIVE COATINGS FOR CONCRETE SURFACES	1	–	1	L.S.
520.24	BRIDGE JOINT MODIFICATIONS	4	–	4	EACH
525.30	GRANITE MASONRY	2528	–	2528	S.F.
525.61	EXISTING GRANITE WALL REPAIR	–	1	1	L.S.
⚠ 526.90	TEMPORARY CONCRETE BARRIER - TYPE 1	1020	4610	5630	L.F.
526.92	PERMANENT CONCRETE BARRIER - TYPE 3	543	–	543	L.F.
⚠ 526.40	RESET TEMPORARY CONCRETE BARRIER - TYPE 1	2040	3150	5190	L.F.
⚠ 527.31	ENERGY ABSORBING SYSTEM, TEMPORARY	–	1	1	EACH
527.32	PORTABLE CRASH BARREL	–	50	50	EACH
603.155	12" RCP CLASS III	–	106	106	L.F.
603.183	15" CAP	–	24	24	L.F.
603.185	15" RCP CLASS III	–	34	34	L.F.
603.173	18" CAP	–	148	148	L.F.
603.1004	21" CAP	–	188	188	L.F.
604.09	CATCH BASIN TYPE B1	–	1	1	EACH
604.161	ALTERING CATCH BASIN	–	7	7	EACH
604.249	CATCH BASIN TYPE FG-C	–	1	1	EACH
604.291	CATCH BASIN TYPE A5-P	–	1	1	EACH

BRUNING 44-132 45710-1

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	PROJECT NO. IR-295-3(94)50 QUANTITY	PROJECT NO. IR-295-3(106)50 QUANTITY	TOTAL QUANTITY	UNIT
606.17	GUARD RAIL TYPE 3B - SINGLE RAIL	–	262.5	262.5	L.F.
606.35	GUARD RAIL DELINEATOR POST	–	4	4	EACH
606.36	GUARD RAIL REMOVED AND RESET	–	2883	2883	L.F.
606.369	GUARD RAIL REMOVED AND STACKED	–	1172	1172	L.F.
607.23	CHAIN LINK FENCE GATE	–	1	1	EACH
607.24	REMOVE AND RESET FENCE	–	260	260	L.F.
607.243	REMOVE AND STACK FENCE	–	694	694	L.F.
607.36	BRACING ASSEMBLY TYPE I - CHAIN LINK FENCE - 6FT.	–	4	4	EACH
607.37	BRACING ASSEMBLY TYPE II - CHAIN LINK FENCE - 6FT.	–	9	9	EACH
609.132	VERTICAL BRIDGE CURB TYPE 1B	543	–	543	L.F.
609.133	VERTICAL BRIDGE CURB - SPECIAL	543	–	543	L.F.
609.31	CURB TYPE 3	–	450	450	L.F.
609.38	RESET CURB TYPE 1	–	310	310	L.F.
609.441	CURBING, REMOVED AND STACKED	–	3235	3235	L.F.
610.08	PLAIN RIPRAP	–	650	650	C.Y.
610.20	MORTARED SLOPE PAVING	–	75	75	S.Y.
610.15	RIPRAP - REMOVE AND RESET	–	475	475	C.Y.
610.16	HEAVY RIPRAP	2542	1000	3542	C.Y.
615.07	LOAM	110	850	960	C.Y.
616.08	SODDING	91	650	741	S.Y.
618.14	SEEDING METHOD NO. 2	20	132	152	UNIT
618.15	TEMPORARY SEEDING	15	103	118	LB.
619.12	MULCH	24.5	174	1985	UNIT
620.50	FILTER FABRIC - WOVEN	16000	8050	24050	S.F.
626.111	PRECAST CONCRETE - JUNCTION BOX	2	–	2	EACH
626.112	PRECAST CONCRETE - JUNCTION BOX	1	–	1	EACH
626.21	METALLIC CONDUIT	295	–	295	L.F.
626.22	NON-METALLIC CONDUIT	111	–	111	L.F.
626.23	PREWIRED CONDUIT SECONDARY WIRING	2490	–	2490	L.F.
626.333	CONTROLLER CABINET FOUNDATION	2	–	2	EACH
626.361	REMOVE OR MODIFY CONCRETE FOUNDATION	59	–	59	EACH
626.362	MODIFY CONCRETE FOUNDATION	3	–	3	EACH
626.371	SPECIAL FOUNDATION - TOWER NO. 19	1	–	1	EACH
626.373	SPECIAL FOUNDATION - TOWER NO. 21	1	–	1	EACH
626.374	SPECIAL FOUNDATION - TOWER NO. 22	1	–	1	EACH
626.375	SPECIAL FOUNDATION - TOWER NO. 23	1	–	1	EACH
626.376	SPECIAL FOUNDATION - TOWER NO. 24	1	–	1	EACH
626.377	SPECIAL FOUNDATION - TOWER NO. 25	1	–	1	EACH
626.378	SPECIAL FOUNDATION - TOWER NO. 26	1	–	1	EACH
626.379	SPECIAL FOUNDATION - TOWER NO. 27	1	–	1	EACH
627.69	WHITE OR YELLOW PAVEMENT & CURB MARKING	–	115	115	S.F.
627.67	REMOVING PAVEMENT MARKINGS	724	2220	2944	S.F.
⚠ 627.681	TEMP. 6" PAINTED PAVEMENT MARKING WHITE OR YELLOW	8850	25500	34350	L.F.
634.16	HIGHWAY LIGHTING SYSTEM	–	1	1	L.S.
634.164	LUMINAIRES FOR HIGH MAST LIGHTING	28	–	28	EACH
634.207	HIGH MAST LIGHT STANDARD	8	–	8	EACH
635.15	RETAINING WALL	–	1	1	L.S.
637.01	SPRINKLING	–	250	250	M.G.
637.08	CALCIUM CHLORIDE	–	25	25	TON
638.02	NAVIGATION LIGHTS	1	–	1	L.S.
638.021	TEMPORARY NAVIGATION LIGHTS	1	–	1	L.S.
639.18	FIELD OFFICE, TYPE A	1/2	1/2	1	EACH
639.21	TESTING FACILITIES, SOILS	–	1	1	L.S.
639.22	TESTING FACILITIES, BITUMINOUS MIXES	–	1	1	L.S.
643.71	TRAFFIC SIGNAL MODIFICATION	–	1	1	L.S.
645.103	DEMOUNT GUIDE SIGN	–	5	5	EACH
⚠ 645.106	DEMOUNT REG., WARN., CONFIRM., & RTE. MARKER ASS. SIGN	–	52	52	EACH
645.113	REINSTALL GUIDE SIGN	–	4	4	EACH
⚠ 645.116	REINSTALL REG., WARN., CONFIRM., & RTE. MARKER ASS. SIGN	–	6	6	EACH
645.121	OVERHEAD SIGN TRUSS	–	1	1	L.S.
645.301	DEMOUNTABLE REFLECTORIZED DELINEATOR, SINGLE	–	38	38	EACH
692.20	FLASHING ARROW BOARD	–	2	2	EACH
692.31	TYPE I BARRICADE	–	71	71	EACH
692.33	DRUM	–	30	30	EACH
⚠ 692.35	CONSTRUCTION SIGNS	–	4104	4104	S.F.
692.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	–	450	450	CAL. DAY
692.38	FLAGGERS	–	3600	3600	M.H.
696.63	TEMPORARY SILT FENCES	–	2200	2200	L.F.
697.24	SEEDING PITS	–	1.6	1.6	UNIT
699.10	MOBILIZATION	0.5	0.5	1	L.S.
660.21	ON-THE-JOB TRAINING (BID)	2000	2000	4000	M.H.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	2	1750
		IR-295-3(106)50		

SUMMARY OF EXCAVATION & BORROW

COMMON EXCAVATION FOR ESTIMATE

BRIDGE CONTRACT	1525 CY	
CROSS SECTIONS	7891 CY	
BAXTER BLVD/BATES ST. INTERSECTION	150 CY	
WASHINGTON AVE. N.B. (WA-3) STRIATED STRIP	89 CY	
WASHINGTON AVE. S.B. (WA-2) MEDIAN	78 CY	
GRUBBING	127 CY	
TOTAL COMMON EXCAVATION		9860 CY

FILL FOR COMMON BORROW CALCULATIONS

CROSS SECTIONS	20155 CY	
BAXTER BLVD / BATES ST. INTERSECTION	128 CY	
GRUBBING	127 CY	
LIGHT FOUNDATIONS	465 CY	
TOTAL FILL		20875 CY

AVAILABLE COMMON EXCAVATION FOR BORROW EXCAVATION

(1) TOTAL COMMON EXCAVATION		9860 CY
DEDUCTIONS:		
GRUBBING	127 CY	
(2) TOTAL DEDUCTIONS		127 CY
TOTAL AVAILABLE COMMON EXCAV. (1) MINUS (2)		9733 CY
TOTAL AVAILABLE STRUCTURAL EXCAVATION		307 CY
TOTAL AVAILABLE NON-ROCK EXCAVATION		10040 CY

COMPUTATION OF COMMON BORROW FOR ESTIMATE

TOTAL FILL		20875 CY
TOTAL AVAILABLE NON-ROCK EXCAV. 10040 × 0.85 =	8534 CY	
TOTAL FILL MINUS TOTAL AVAILABLE EXCAV.		12341 CY
GRAN. BORROW IN LOW WET AREAS (SEWER AC. RD.)		1887 CY
TOTAL FILL MINUS REQ. GRAN. BOR. W/IN FILL		10454 CY
COMMON BORROW = 10454 × 1.15 =		12022 CY

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW IN LOW WET AREAS (SEW. AC. RD.)	1887 CY	
GRANULAR BORROW (BRIDGE)	461 CY	
GRANULAR BORROW (LIGHT STANDARDS)	800 CY	
GRANULAR BORROW = 3148 × 1.15 =		3621 CY

COMPUTATION OF GRAVEL BORROW FOR ESTIMATE

GRAVEL BORROW (BRIDGE CONTRACT) = 128 × 1.15 =	148 CY

ESTIMATE OF LUMP SUM ITEMS

502.26	STR. CONC., RDWY. & BIKEWAY SLABS	974 CY
502.31	STR. CONC., APPROACH SLABS	94 CY
504.10	STR. STEEL, FAB. & DELIVERY	103 200 LB.
504.11	STR. STEEL, ERECTION	103 200 LB
505.08	SHEAR CONNECTORS	5 016 LB.
506.141	FIELD PAINTING NEW STR. STEEL	103 200 LB
506.142	FIELD PAINTING EXIST. STR. STEEL	2000 000 LB
508.13	MEMBRANE WATERPROOFING	6 857 SY

REV.	DESCRIPTION	BY	DATE
⚠			
⚠			
⚠	ADD ITEM 527.32	BWA	6-0-85
⚠	REVISE QUANTITIES	BWA	6-0-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

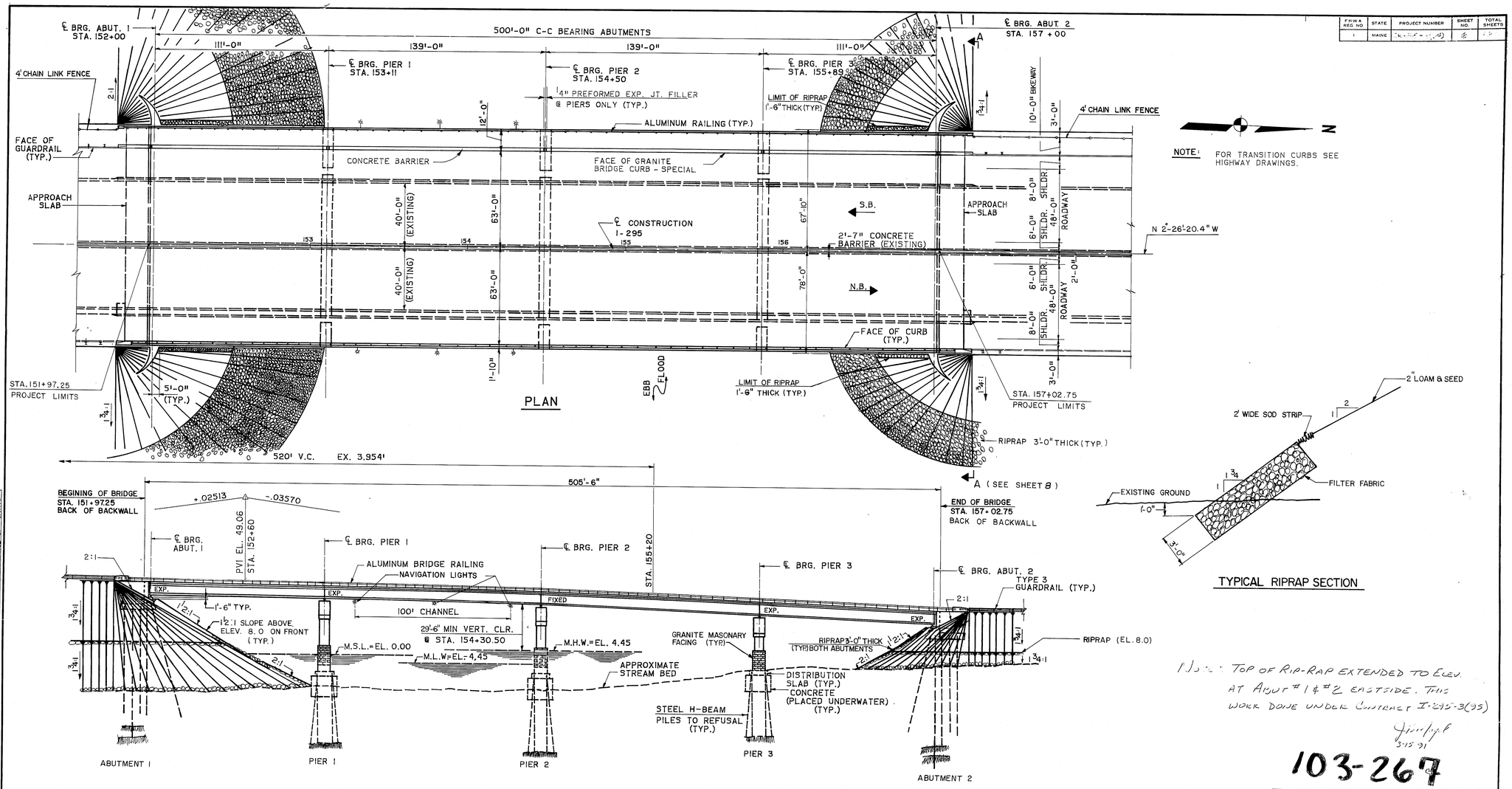
ESTIMATED QUANTITIES

103-266

SHEET 2 OF AUGUSTA, MAINE

2334 2360

FHWA REG NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	[illegible]	2	35



PROJECT DESIGN ENGINEER A.F.	BY	DATE	IN CHARGE OF J.W.H.
PLANS	A.F.	2-85	
DESIGN-DETAILED	S.L.B.K.M.		
CHECKED	J.D.D.		
REVISIONS			
FIELD CHANGES			

1) NOTE: TOP OF RIP-RAP EXTENDED TO ELEV. AT ABUT #1 & #2 EASTSIDE. THIS WORK DONE UNDER CONTRACT I-295-3(95)

[signature] 3-15-91

103-267

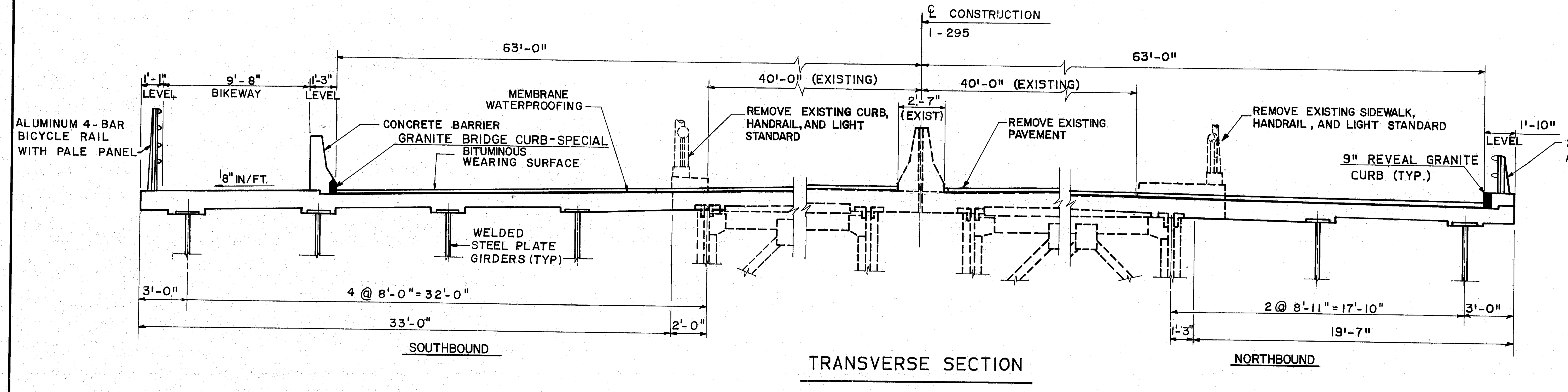
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

PLAN & ELEVATION

SHEET 2 OF 35 AUGUSTA, MAINE

FHWA REG NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(24)	7	130



TRANSVERSE SECTION

SPECIFICATIONS

DESIGN: LOAD FACTOR DESIGN PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1983.

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, REVISION OF JAN. 1984.

DESIGN LOADING

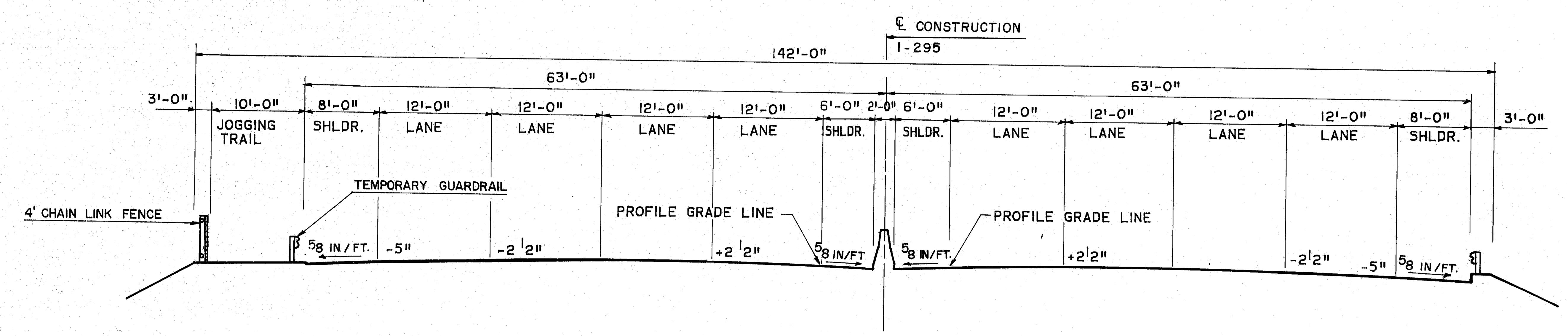
LIVE LOAD: HS 25
STRESS CYCLES: 500,000 (LANE), 2,000,000 (TRUCK)

MATERIALS

CONCRETE: SEALS CLASS S
ALL OTHERS CLASS A
REINFORCING STEEL: ASTM A615 GRADE 60.
STRUCTURAL STEEL: ALL MATERIAL ASTM A36
HIGH STRENGTH BOLTS ASTM A325, TYPE 1.

BASIC DESIGN STRESSES

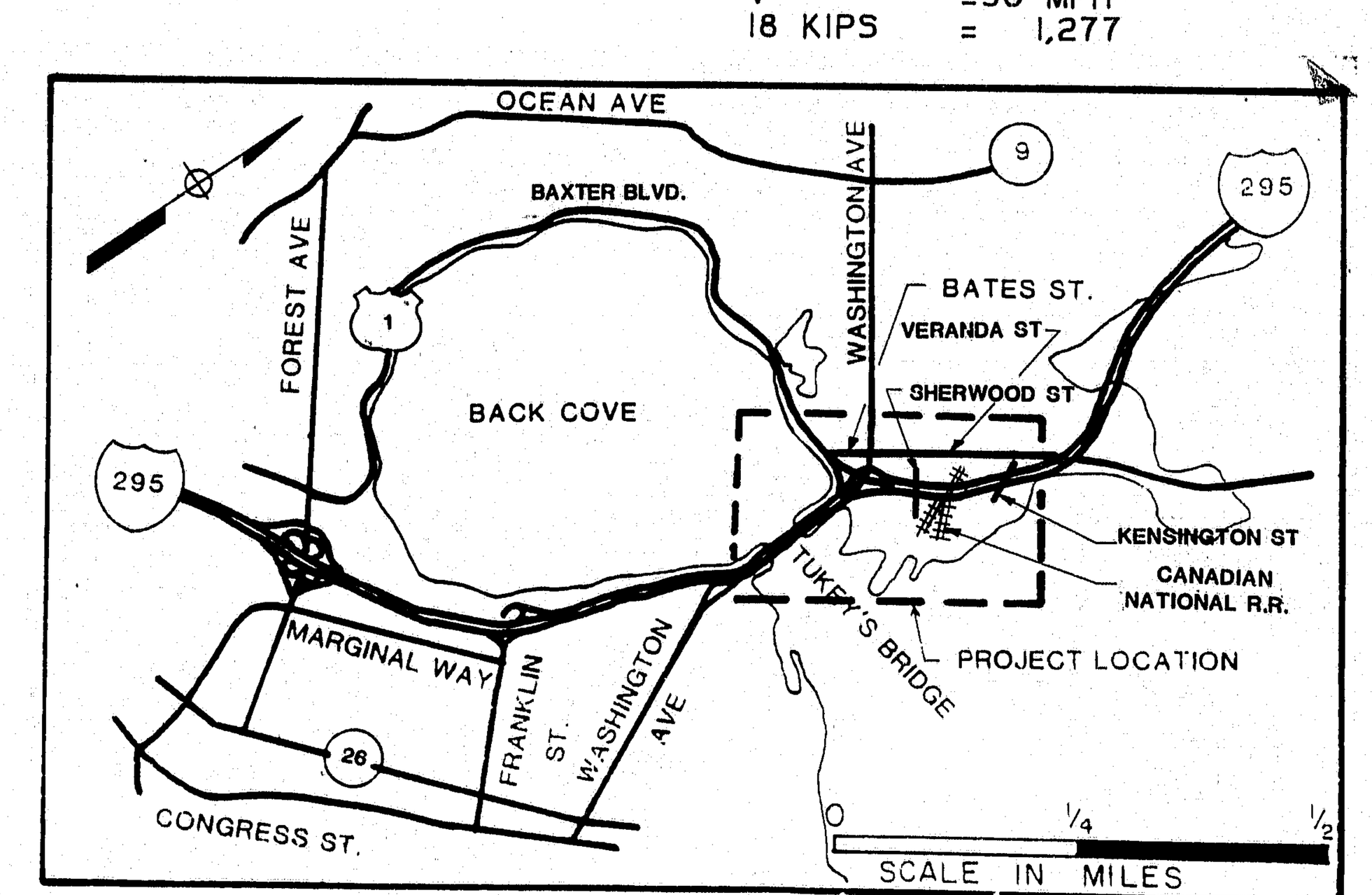
CONCRETE: f'c = 3,000 PSI.
REINFORCING STEEL: fy = 60,000 PSI.
STRUCTURAL STEEL: ASTM A36 Fy = 36,000 PSI.
ASTM A325 Fv = 25,000 PSI.



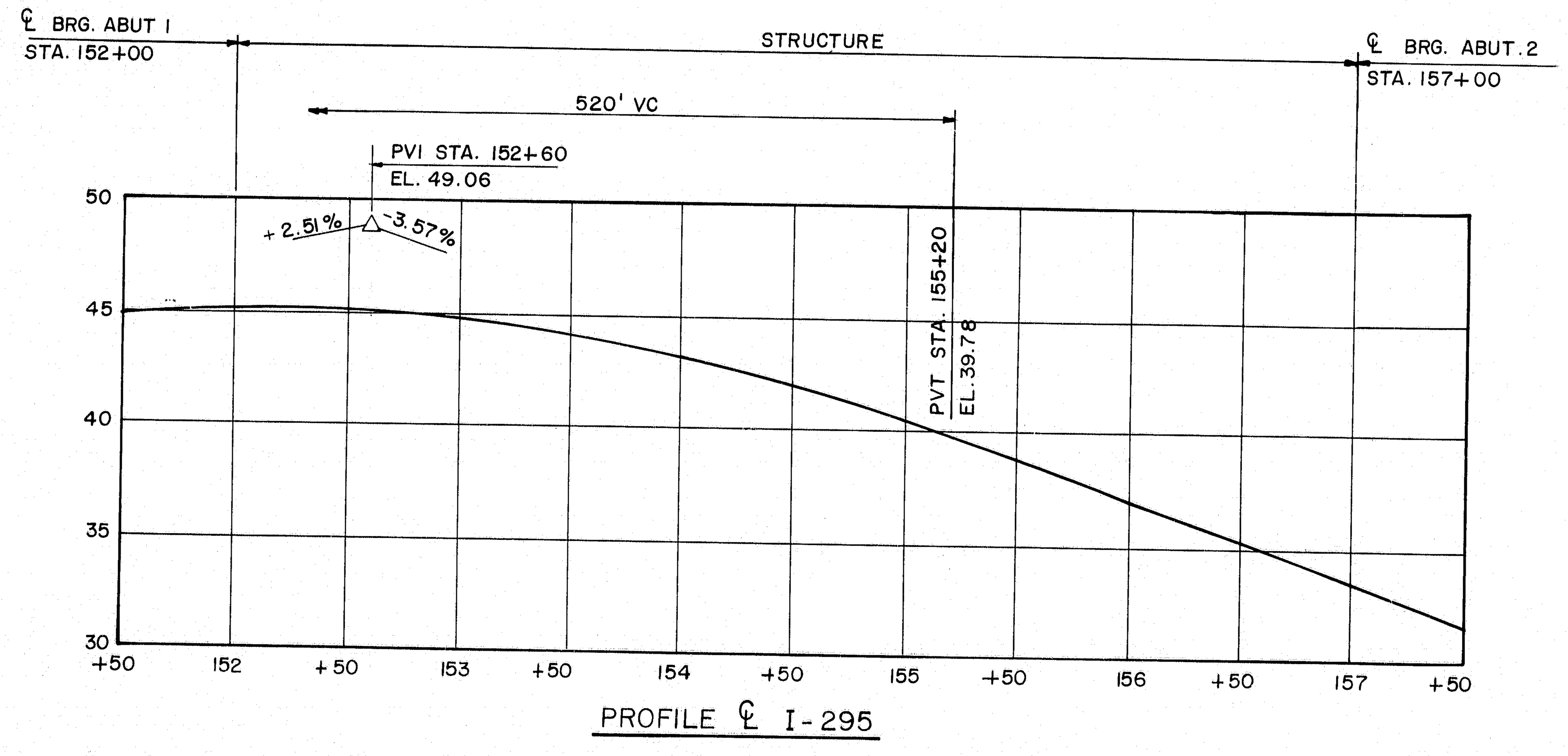
APPROACH SECTION

TRAFFIC DATA

AADT 1985 = 54,280
AADT 2005 = 67,480
DHV = 7,423
T (%) = 8%
D (%) = 60%
V = 50 MPH
18 KIPS = 1,277



LOCATION MAP



PROFILE ℄ I-295

PROJECT DESIGN ENGINEER AF		BY	DATE
PLANS	DESIGN-DETAILED	AF / X.M.	2/85
	CHECKED	A.H.	
	REVISIONS		
	FIELD CHANGES		
IN CHARGE OF J.W.H.			

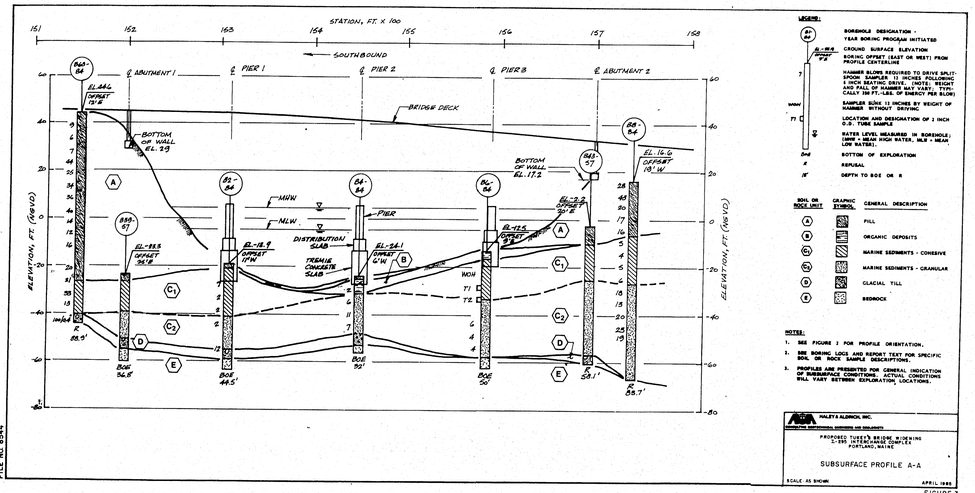
103-268

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
TYPICAL SECTION

SHEET 3 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	8	170



LEGEND:

- BORSHOLE DESIGNATION - YEAR BORING PROGRAM INITIATED
- GROUND SURFACE ELEVATION
- BORING OFFSET (EAST OR WEST) FROM PROFILE CENTERLINE
- HAMMER BLOWS REQUIRED TO DRIVE SPLIT-SPOON SAMPLER 12 INCHES FOLLOWING 6 INCH SEATING DRIVE. (NOTE: WEIGHT AND FALL OF HAMMER MAY VARY; TYPICALLY 350 FT.-LBS. OF ENERGY PER BLOW)
- SAMPLER SANK 11 INCHES BY WEIGHT OF HAMMER WITHOUT DRIVING
- LOCATION AND DESIGNATION OF 3 INCH O.D. TUBE SAMPLE
- WATER LEVEL MEASURED IN BOREHOLE; (MHW = MEAN HIGH WATER, MLW = MEAN LOW WATER).
- BOTTOM OF EXPLORATION
- REFUSAL
- DEPTH TO BOE OR R

SOIL OR ROCK UNIT	GRAPHIC SYMBOL	GENERAL DESCRIPTION
A		FILL
B		ORGANIC DEPOSITS
C_1		MARINE SEDIMENTS - CONESIVE
C_2		MARINE SEDIMENTS - GRANULAR
D		GLACIAL TILL
E		BEDROCK

NOTES:

1. SEE FIGURE 2 FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR SPECIFIC SOIL OR ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

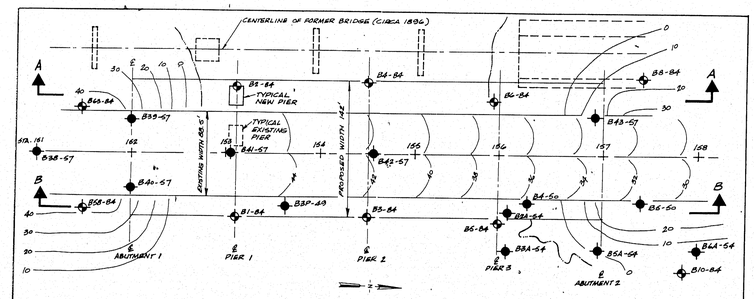
HALEY & ALDRICH, INC.
PROPOSED TUKEY'S BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

SUBSURFACE PROFILE A-A

SCALE: AS SHOWN APRIL 1985

FILE NO. 8544

FIGURE 3



LEGEND:

- LOCATION AND DESIGNATION OF PREVIOUS TEST BORING
- LOCATION AND DESIGNATION OF DESIGN-PHASE TEST BORING
- SUBSURFACE PROFILE ORIENTATION

NOTES:

1. BASE PLAN PREPARED FROM DRAWING ENTITLED "RECOMMENDED IMPROVEMENT- I-295 INTERCHANGE COMPLEX, PORTLAND, ME." JULY 1984 BY WRIGHT-PIERCE, TOPSHAM, ME.
2. PREVIOUS BORING LOCATIONS TAKEN FROM MDOT SOILS REPORT 83-101.
3. DESIGN-PHASE BORINGS MONITORED PART-TIME BY HALEY & ALDRICH, INC.
4. ELEVATIONS ARE IN FEET AND REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM.

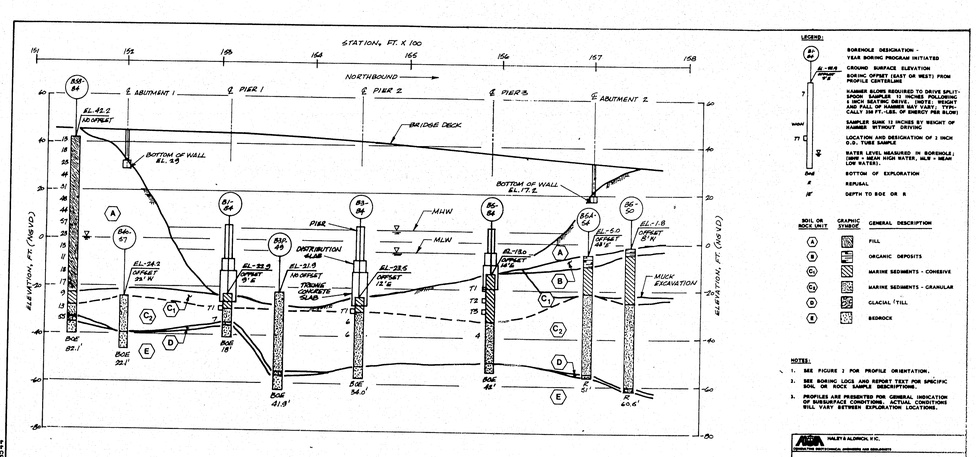
HALEY & ALDRICH, INC.
PROPOSED TUKEY'S BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

TEST BORING LOCATION PLAN

SCALE: APRIL 1985

FILE NO. 8544

FIGURE 2



LEGEND:

- BORSHOLE DESIGNATION - YEAR BORING PROGRAM INITIATED
- GROUND SURFACE ELEVATION
- BORING OFFSET (EAST OR WEST) FROM PROFILE CENTERLINE
- HAMMER BLOWS REQUIRED TO DRIVE SPLIT-SPOON SAMPLER 12 INCHES FOLLOWING 6 INCH SEATING DRIVE. (NOTE: WEIGHT AND FALL OF HAMMER MAY VARY; TYPICALLY 350 FT.-LBS. OF ENERGY PER BLOW)
- SAMPLER SANK 11 INCHES BY WEIGHT OF HAMMER WITHOUT DRIVING
- LOCATION AND DESIGNATION OF 3 INCH O.D. TUBE SAMPLE
- WATER LEVEL MEASURED IN BOREHOLE; (MHW = MEAN HIGH WATER, MLW = MEAN LOW WATER).
- BOTTOM OF EXPLORATION
- REFUSAL
- DEPTH TO BOE OR R

SOIL OR ROCK UNIT	GRAPHIC SYMBOL	GENERAL DESCRIPTION
A		FILL
B		ORGANIC DEPOSITS
C_1		MARINE SEDIMENTS - CONESIVE
C_2		MARINE SEDIMENTS - GRANULAR
D		GLACIAL TILL
E		BEDROCK

NOTES:

1. SEE FIGURE 2 FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR SPECIFIC SOIL OR ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

HALEY & ALDRICH, N.C.
PROPOSED TUKEY'S BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

SUBSURFACE PROFILE B-B

SCALE: AS SHOWN APRIL 1985

FILE NO. 8544

FIGURE 4

NOTES

1. Boring Location Plan and soil-profiles were taken from "Report on Subsurface Investigation and Foundation Recommendations, Proposed Tukey's Bridge Widening, I-295 Interchange Complex, Portland, Maine" prepared by Haley & Aldrich, Inc. and dated 2 April 1985.
2. Refer to the above referenced geotechnical report for discussion of subsurface conditions and foundation construction considerations.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSURFACE SOILS DATA

SHEET 4 OF 35 AUGUSTA, MAINE

103-269

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45701

BORING NOTES

All samples and vanes are made ahead of casing

- Water elevation
- N — Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
  - ID — 5 ¢ H Sampler @ 1290's
  - IC — 2" O.D. 16 ga. seamless tubing
  - IU — 3½" O.D 16 ga. seamless tubing
- IW — Wash sample and number
- MD — Unsuccessful sample attempt and type of sampler
- Number of blows required to drive spoon or tubing one foot with 350 ft. lbs. of energy per blow
- H — Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- P — Piston sampler
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- NX — Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

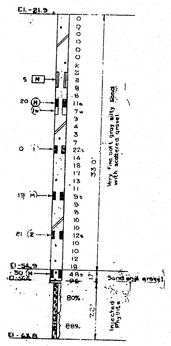
- ● Field vane shear strengths
- X Laboratory vane shear strengths
- → Shear strengths in excess of capacity of equipment
- o One half unconfined compressive strengths

WATER CONTENT NOTES

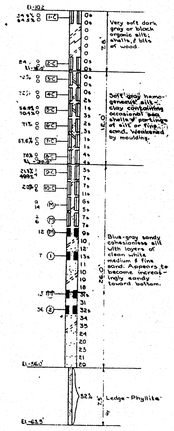
- o Natural water contents, given as per cent of dry weight
- ●—X Plastic and liquid limits

Ignition losses are given as per cent of dry weight

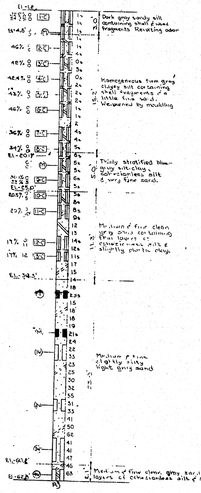
BORING 3 P
Sta. 153+64 57'R

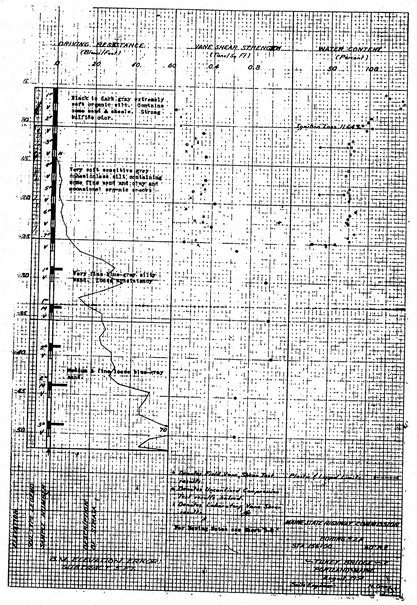


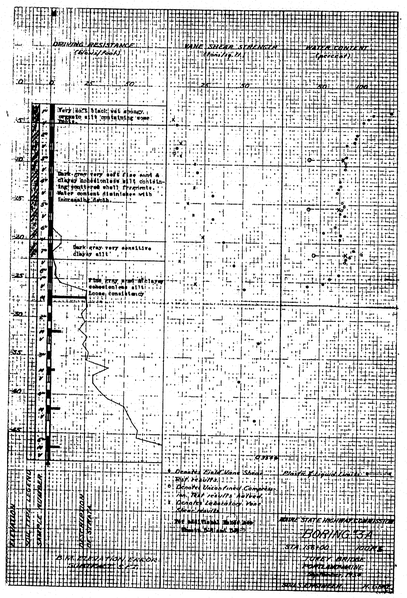
BORING "A
Sta 156+19 80'R

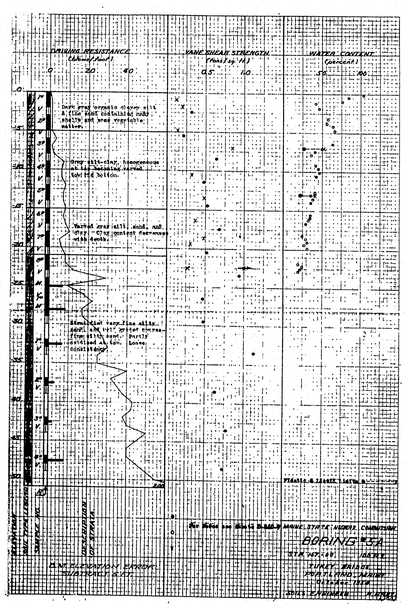


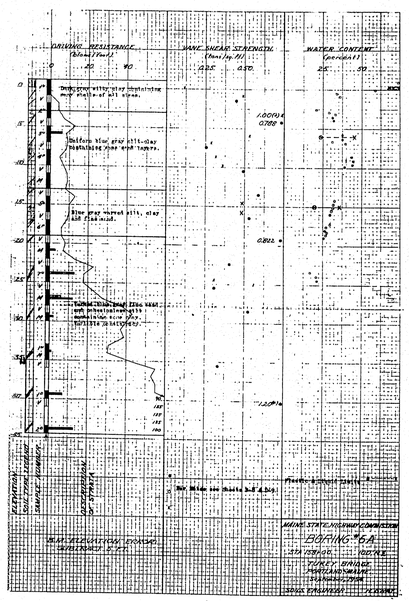
BORING "B
Sta 157+40 49'R

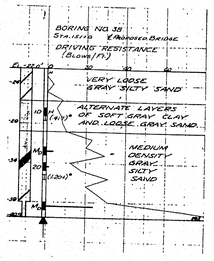












NOTES:

1. See Sheet No. 4 for exploration locations and generalized soil profiles.
2. Test boring logs prepared by Material & Research Division, Maine Department of Transportation.
3. Borings drilled prior to 1984 represent ground surface elevations and subsurface stratifications which existed at the time of drilling. Subsequent construction activities resulted in dredging of organic and clay deposits in the vicinity of Borings B43-57, B5A-54, B5-50 and B6A-54. Embankments were then constructed in the dredged area and in the vicinity of Borings B38-57, B39-55 and B40-57.
4. Refer to geotechnical report for discussion of subsurface conditions and foundation considerations.

103-270

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
PLANS REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45710-1

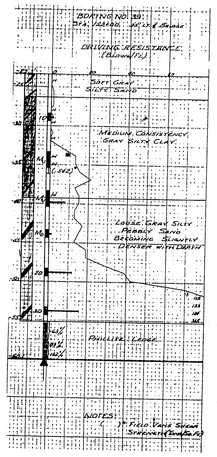
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	9	190

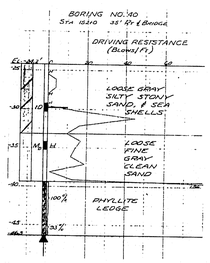
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

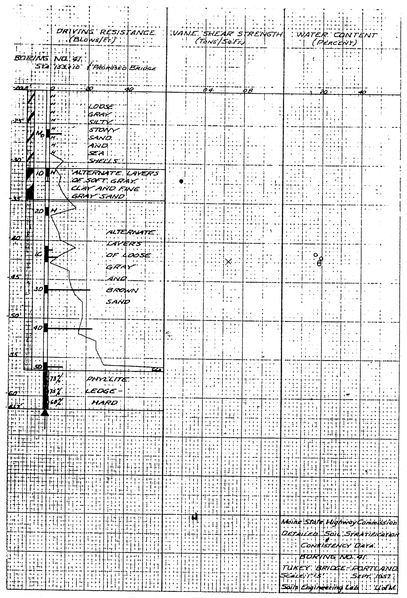
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSURFACE SOILS DATA

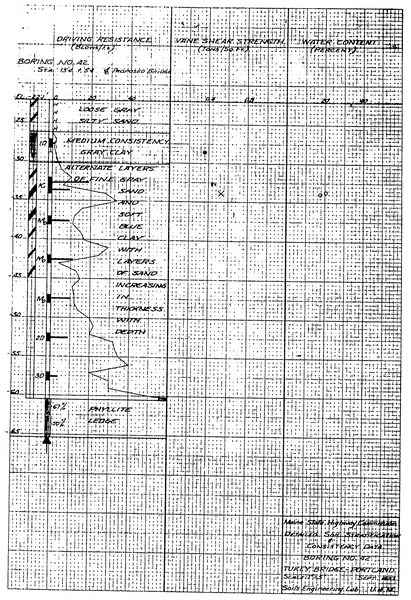
SHEET 5 OF 35 AUGUSTA, MAINE

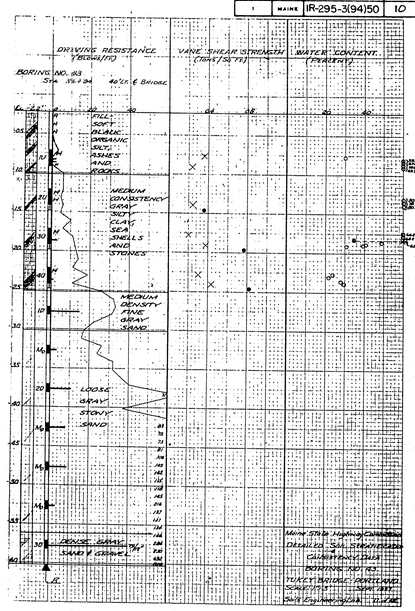
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	10	190

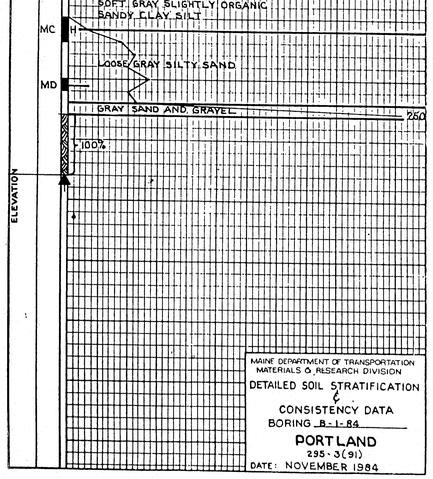


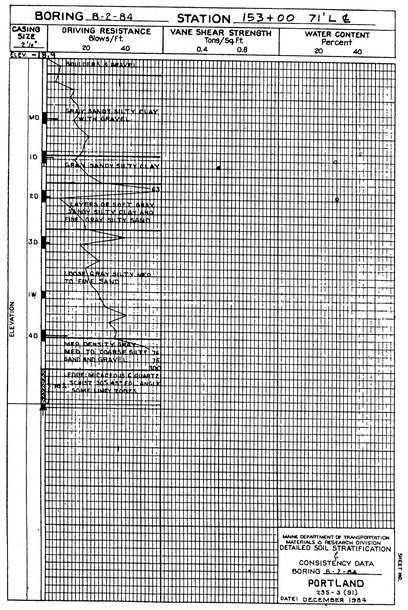


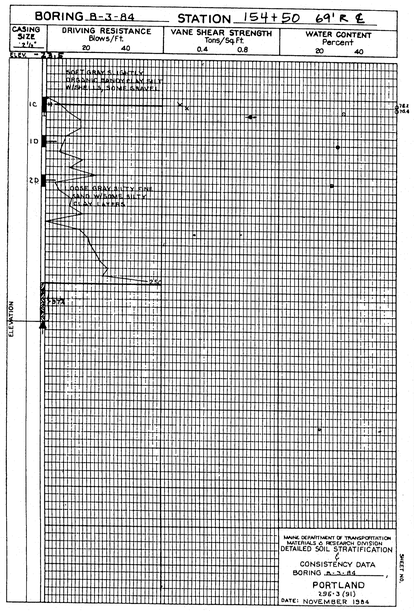


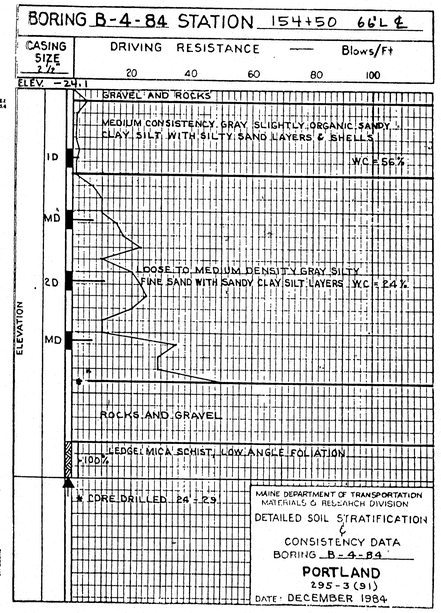












NOTE:
REFER TO NOTES 1 TO 4, SHEET NO. 5

103-271

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

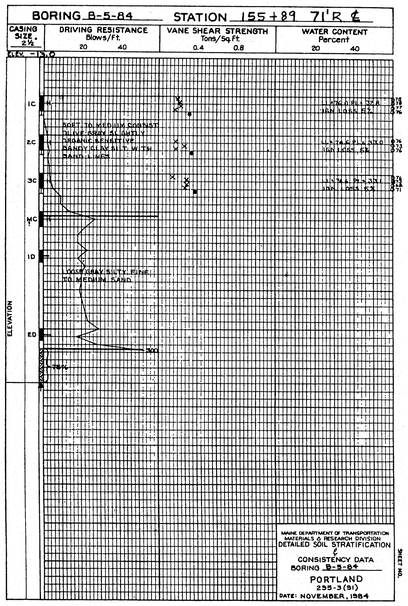
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSURFACE SOILS DATA

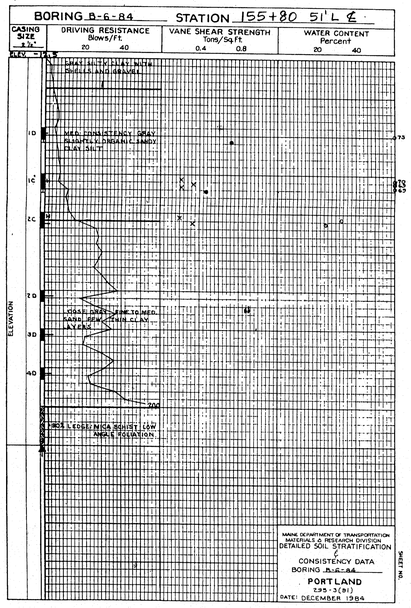
SHEET 6 OF 35 AUGUSTA, MAINE

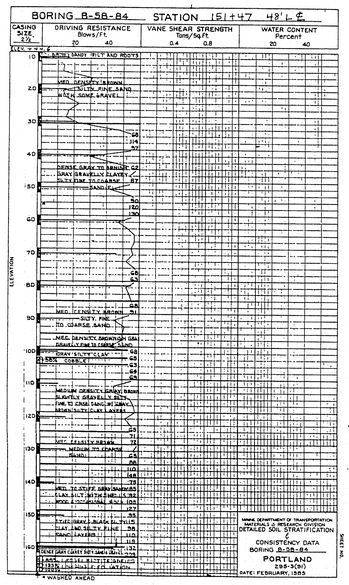
PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

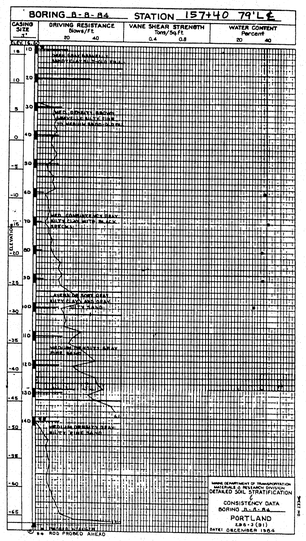
BRIDGING 44-132, 45710-1

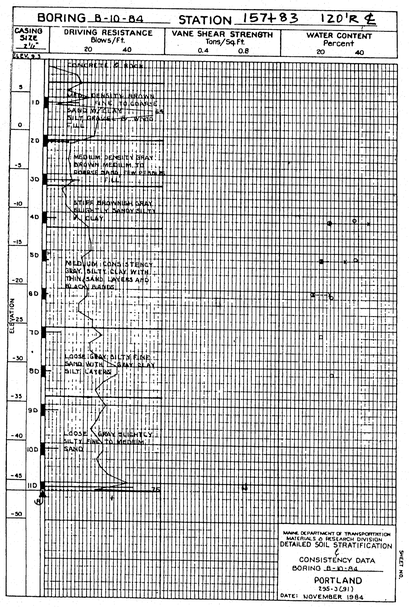
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	11	130

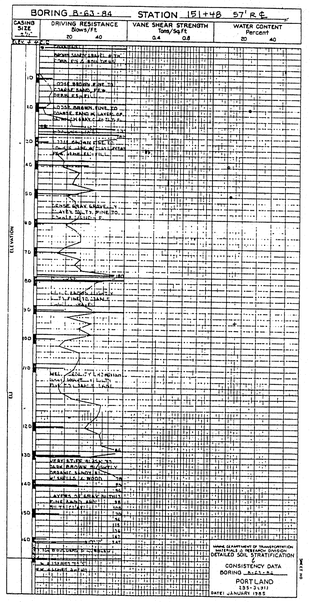












PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132-45710-1

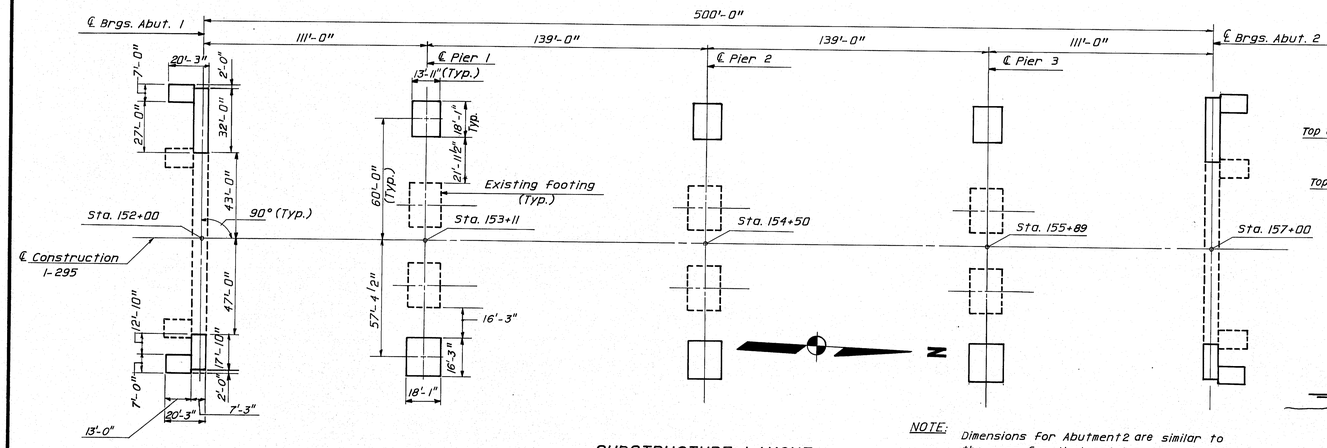
NOTE: 103-272
REFER TO NOTES 1 TO 4, SHEET NO. 5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSURFACE SOILS DATA

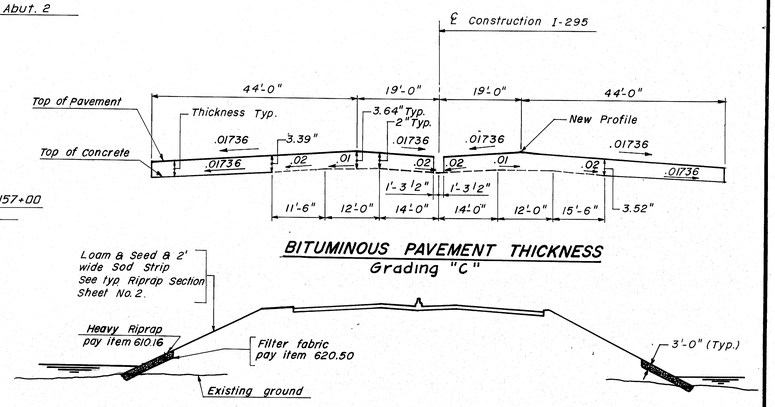
SHEET 7 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	12	130



SUBSTRUCTURE LAYOUT

NOTE: Dimensions for Abutment 2 are similar to the ones for Abutment 1 and for Pier 2 & 3 are similar to the ones for Pier 1.



BITUMINOUS PAVEMENT THICKNESS
Grading "C"

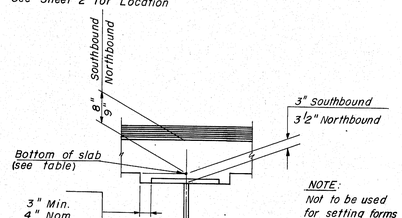
SECTION A-A
See Sheet 2 for Location

BOTTOM OF SLAB ELEVATIONS

	STATION	152+00 & ℄ Brg. Abut. 1	152+10	152+20	152+30	152+40	152+50	152+60	152+70	152+80	152+90	153+00	153+10	℄ Pier1	153+20	153+30	153+40	153+50	153+60	153+70	153+80	153+90	154+00	154+10	154+20	154+30	154+40	154.50 & ℄ Pier2
G1	Elevation	43.460	43.503	43.532	43.542	43.530	43.499	43.443	43.370	43.271	43.196	43.075	42.959	42.954	42.842	42.721	42.593	42.455	42.305	42.138	41.953	41.748	41.523	41.285	41.033	40.771	40.502	40.238
	Conc. DL + Superimposed DL Deflection (Ft.)	0	.028	.053	.071	.079	.079	.070	.055	.036	.018	.005	0	0	.005	.018	.036	.055	.072	.083	.088	.084	.073	.056	.036	.018	.005	0
G2	Elevation	43.599	43.643	43.672	43.682	43.671	43.640	43.583	43.510	43.420	43.320	43.214	43.098	43.093	42.981	42.860	42.732	42.595	42.446	42.273	42.093	41.888	41.663	41.437	41.173	40.910	40.641	40.377
	Conc. DL + Superimposed DL Deflection (Ft.)	0	.029	.054	.072	.081	.081	.071	.056	.036	.018	.005	0	0	.005	.018	.036	.056	.073	.085	.089	.085	.074	.057	.037	.018	.005	0
G3	Elevation	43.738	43.781	43.799	43.821	43.810	43.779	43.722	43.649	43.559	43.459	43.353	43.237	43.205	43.120	42.999	42.871	42.734	42.585	42.418	42.232	42.027	41.802	41.565	41.312	41.064	40.780	40.515
	Conc. DL + Superimposed DL Deflection (Ft.)	0	.029	.054	.072	.081	.081	.071	.056	.036	.018	.005	0	0	.005	.018	.036	.056	.073	.085	.089	.085	.074	.057	.037	.018	.005	0
G4	Elevation	43.878	43.922	43.951	43.961	43.951	43.919	43.863	43.789	43.700	43.599	43.493	43.337	43.371	43.260	43.139	43.047	42.875	42.726	42.561	42.383	42.168	41.943	41.705	41.452	41.189	40.920	40.654
	Conc. DL + Superimposed DL Deflection (Ft)	0	.029	.054	.072	.082	.081	.072	.056	.037	.018	.005	0	0	.005	.018	.037	.057	.074	.086	.090	.086	.075	.057	.037	.018	.005	0
G15	Elevation	43.728	43.764	43.783	43.786	43.756	43.726	43.679	43.598	43.513	43.416	43.314	43.190	43.184	43.064	42.935	42.800	42.657	42.525	42.376	42.207	42.017	41.779	41.565	41.306	41.038	40.764	40.495
	Conc. DL + Superimposed DL Deflection (Ft)	0	.033	.062	.083	.093	.092	.082	.063	.042	.021	.006	0	0	.005	.018	.037	.059	.078	.091	.096	.092	.080	.061	.039	.019	.005	0
G16	Elevation	43.573	43.605	43.622	43.620	43.597	43.553	43.503	43.435	43.423	43.258	43.158	43.035	43.029	42.908	42.778	42.641	42.495	42.341	42.210	42.041	41.851	41.643	41.403	41.146	40.881	40.609	40.340
	Conc. DL + Superimposed DL Deflection (Ft)	0	.029	.054	.072	.081	.080	.071	.055	.036	.018	.005	0	0	.004	.016	.033	.052	.069	.080	.085	.081	.070	.054	.034	.017	.004	0

BOTTOM OF SLAB ELEVATIONS

	STATION	154+50 & ℄ Pier 2	154+60	154+70	154+80	154+90	155+00	155+10	155+20	155+30	155+40	155+50	155+60	155+70	155+80	℄ Pier 3	155+90	156+00	156+10	156+20	156+30	156+40	156+50	156+60	156+70	156+80	156+90	157+00 & ℄ Brg. Abut. 2
G1	Elevation	40.238	39.954	39.675	39.389	39.093	38.783	38.457	38.112	37.755	37.387	37.015	36.626	36.238	35.855	35.524	35.480	35.115	34.794	34.478	34.163	33.844	33.519	33.155	32.783	32.401	32.012	31.620
	Conc. DL + Superimposed DL Deflection (Ft.)	0	.005	.018	.036	.056	.073	.084	.088	.083	.072	.055	.036	.018	.005	0	0	.005	.018	.036	.055	.070	.079	.079	.071	.053	.028	0
G2	Elevation	40.377	40.093	39.831	39.523	39.233	38.923	38.597	38.252	37.893	37.527	37.155	36.765	36.377	35.994	35.663	35.619	35.254	34.933	34.617	34.303	33.984	33.610	33.296	32.923	32.534	32.152	31.759
	Conc. DL + Superimposed DL Deflection (Ft)	0	.005	.018	.037	.057	.074	.085	.089	.085	.073	.056	.036	.018	.005	0	0	.005	.018	.036	.056	.071	.081	.081	.072	.054	.029	0
G3	Elevation	40.515	40.232	39.954	39.668	39.322	39.062	38.731	38.391	38.035	37.666	37.294	36.904	36.516	36.113	35.802	35.758	35.393	35.072	34.756	34.442	34.133	33.799	33.435	33.062	32.680	32.291	31.898
	Conc. DL + Superimposed DL Deflection (Ft)	0	.005	.018	.037	.057	.074	.085	.089	.085	.073	.056	.036	.018	.005	0	0	.005	.018	.036	.056	.071	.081	.081	.072	.054	.029	0
G4	Elevation	40.654	40.372	40.093	39.808	39.512	39.203	38.877	38.532	38.176	37.794	37.435	37.045	36.656	36.273	35.941	35.898	35.533	35.212	34.897	34.582	34.264	33.939	33.576	33.202	32.820	32.431	32.038
	Conc. DL + Superimposed DL Deflection (Ft)	0	.005	.018	.037	.057	.075	.086	.090	.086	.074	.057	.037	.018	.005	0	0	.005	.018	.037	.056	.072	.081	.082	.072	.054	.029	0
G15	Elevation	40.495	40.206	39.926	39.638	39.340	39.028	38.703	38.358	38.001	37.642	37.257	36.879	36.504	36.135	35.816	35.774	35.424	35.085	34.752	34.419	34.084	33.740	33.385	33.019	32.642	32.257	31.868
	Conc. DL + Superimposed DL Deflection (Ft)	0	.005	.019	.039	.061	.080	.092	.096	.091	.078	.059	.037	.018	005	0	0	.006	.021	.042	.063	.082	.092	.093	.083	.062	.033	0
G16	Elevation	40.340	40.050	39.769	39.478	39.178	38.862	38.537	38.186	37.835	37.469	37.095	36.720	36.347	35.979	35.661	35.619	35.283	34.927	34.591	34.256	33.918	33.573	33.218	32.853	32.485	32.128	31.713
	Conc. DL + Superimposed DL Deflection (Ft)	0	.004	.017	.034	.054	.070	.081	.085	.080	.069	.052	.033	.016	.004	0	0	.005	.018	.036	.055	.071	.080	.081	.072	.054	.029	0



BLOCKING DETAIL

NOTE: Not to be used for setting forms

NOTE:

1. Elevations are based on Field Book No. 295/1304
2. Bottom of Slab elevations are adjusted to compensate for Concrete Dead Load & Superimposed Dead Load deflections.

PROJECT DESIGN ENGINEER AF	BY	DATE
DESIGN - DETAILED	A.H. AS	2/85
CHECKED	JDD	
PLANS REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

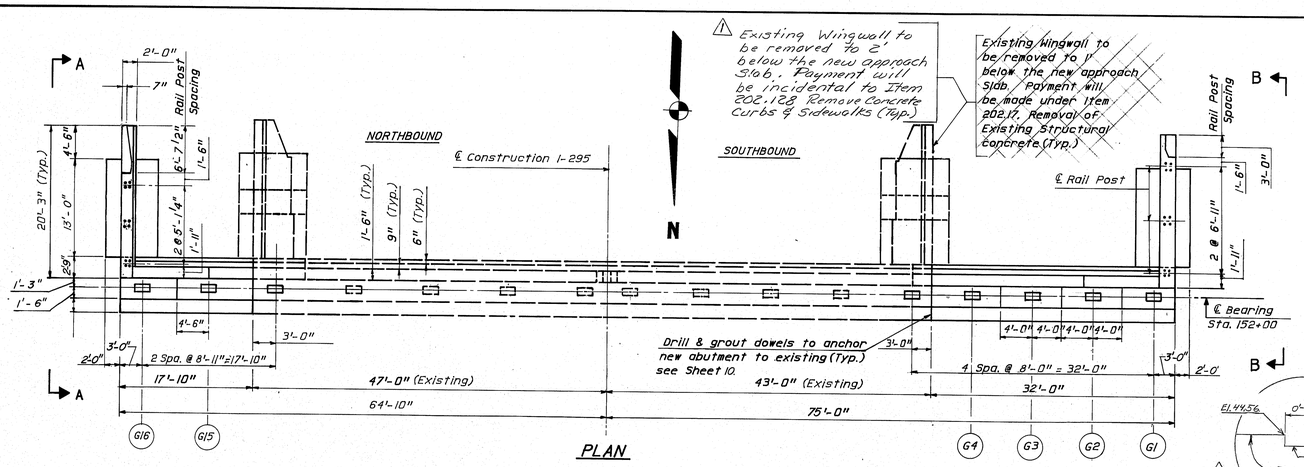
103-273

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

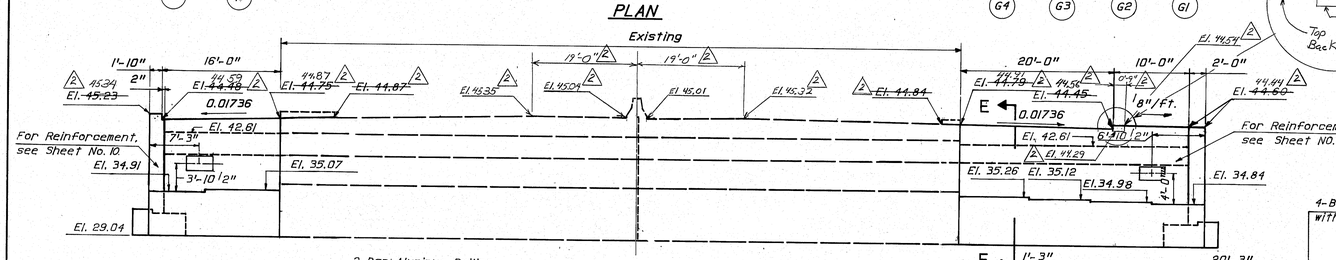
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSTRUCTURE LAYOUT & SLAB ELEVATION

SHEET 8 OF 35 AUGUSTA, MAINE

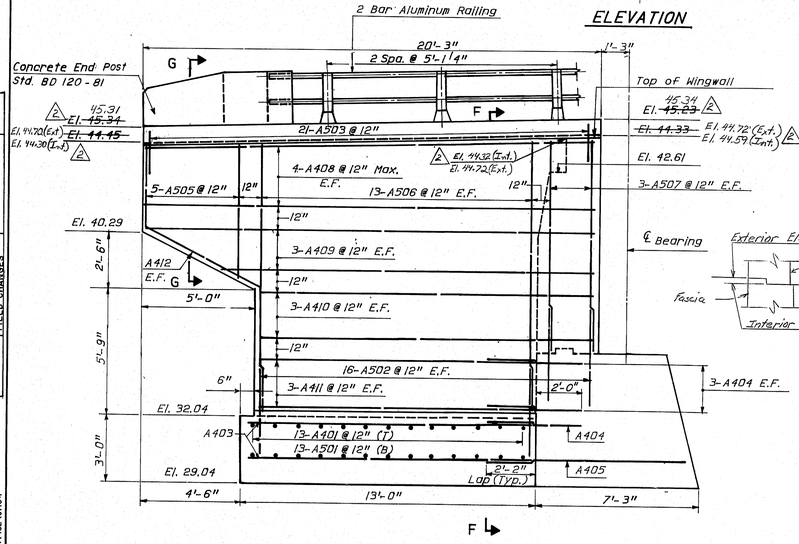
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	13	190



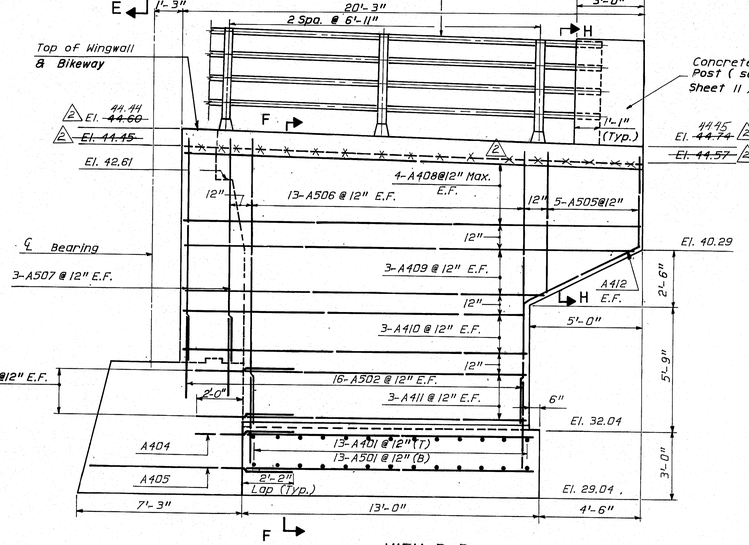
PLAN



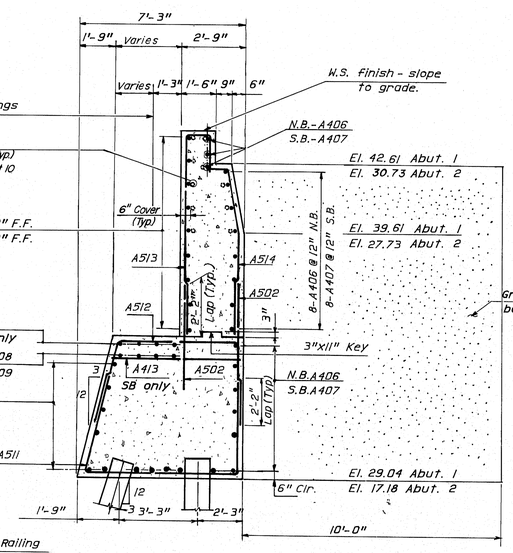
ELEVATION



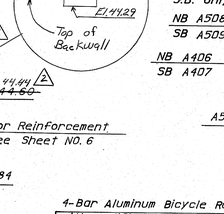
VIEW A-A



VIEW B-B



SECTION E-E



NOTES:

1. Reinforcing steel has 3" cover unless otherwise indicated.
2. Protective coating for concrete surface shall be applied to the following areas:
   a. Top of concrete curbs.
   b. Top of abutment backwalls and 1' below top of backwalls on the backside.
   c. All exposed surfaces of concrete end posts.

REFERENCE: 103-274

1. For Sections F-F, G-G, H-H, see sheet No. 11
2. For Pile Schedule, See Sheet No. 13

2 Addendum 4-8-86

1 Addendum 6/17/85

PROJECT DESIGN ENGINEER	AF	BY	DATE
DESIGN-DETAILED		C.K.	X.M.	2/85
CHECKED		JDD	
REVISIONS			
FIELD CHANGES			

PLANS

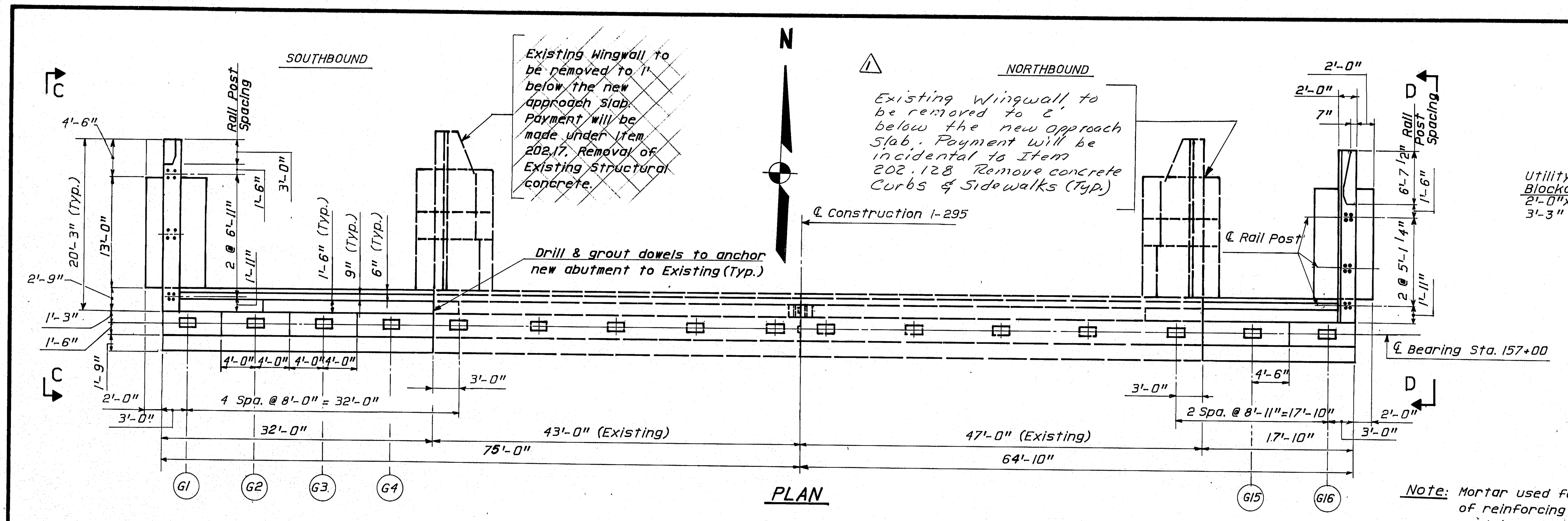
BROWNE 44-132-45710-1

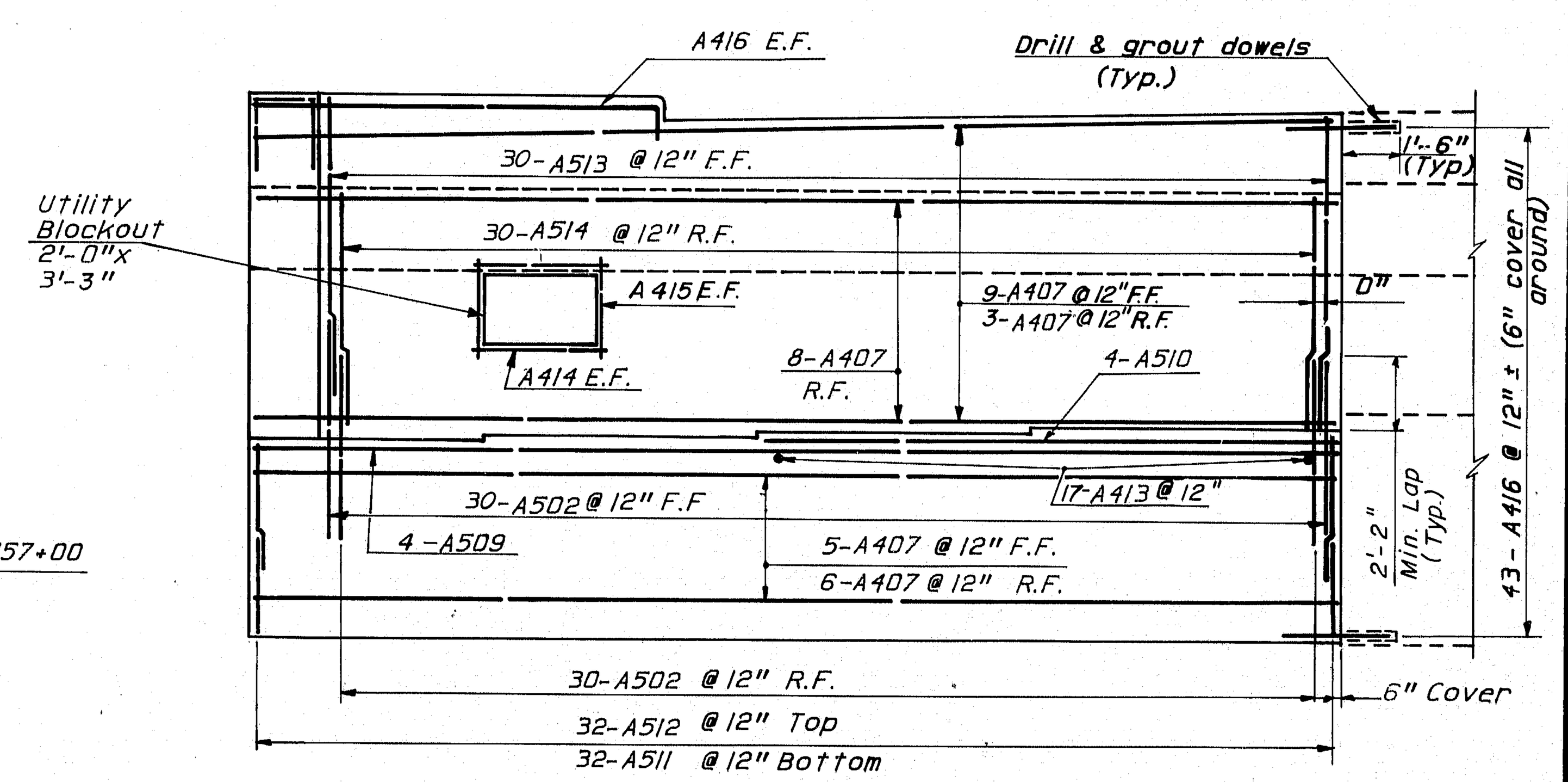
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT 1

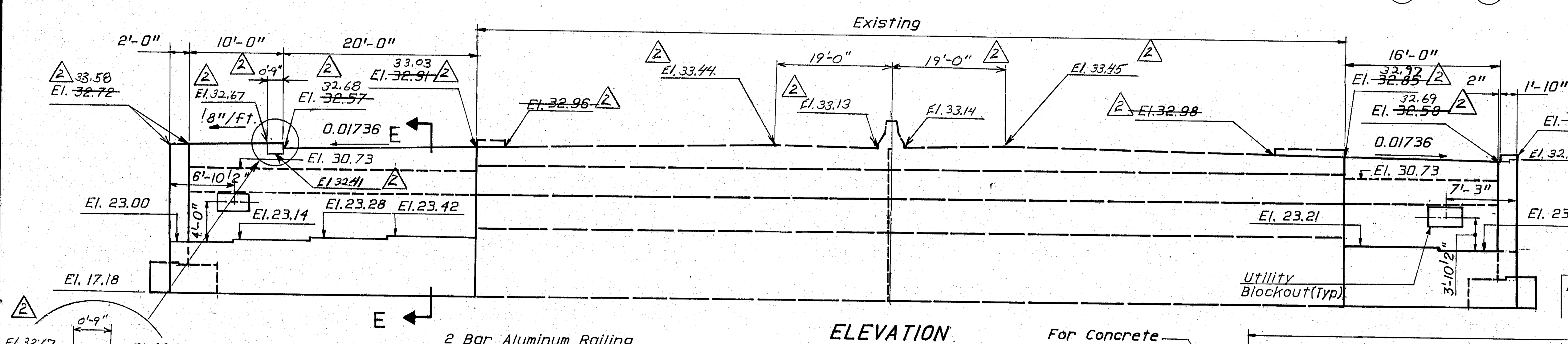
SHEET 9 OF 35 AUGUSTA, MAINE

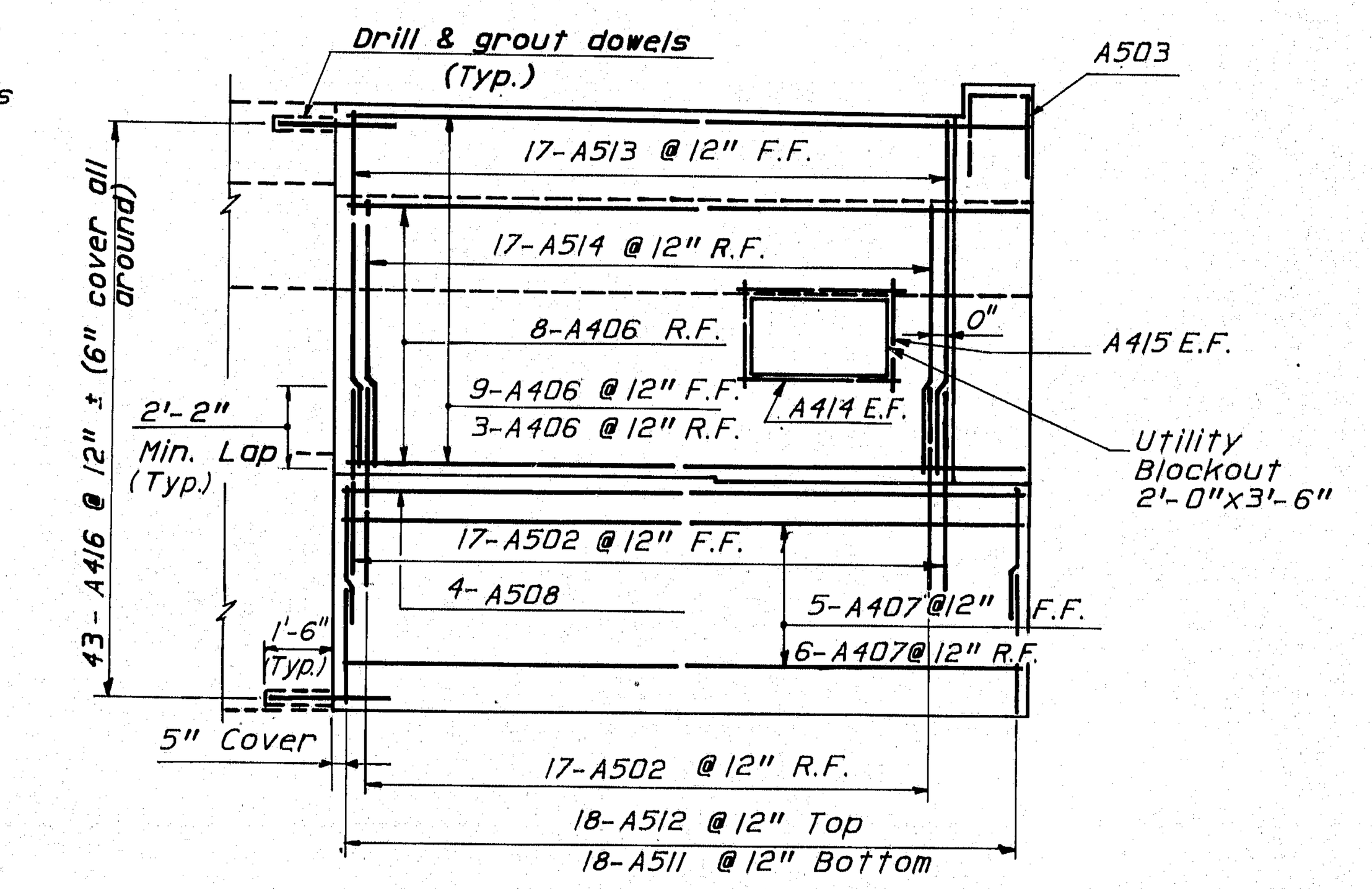
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	14	130

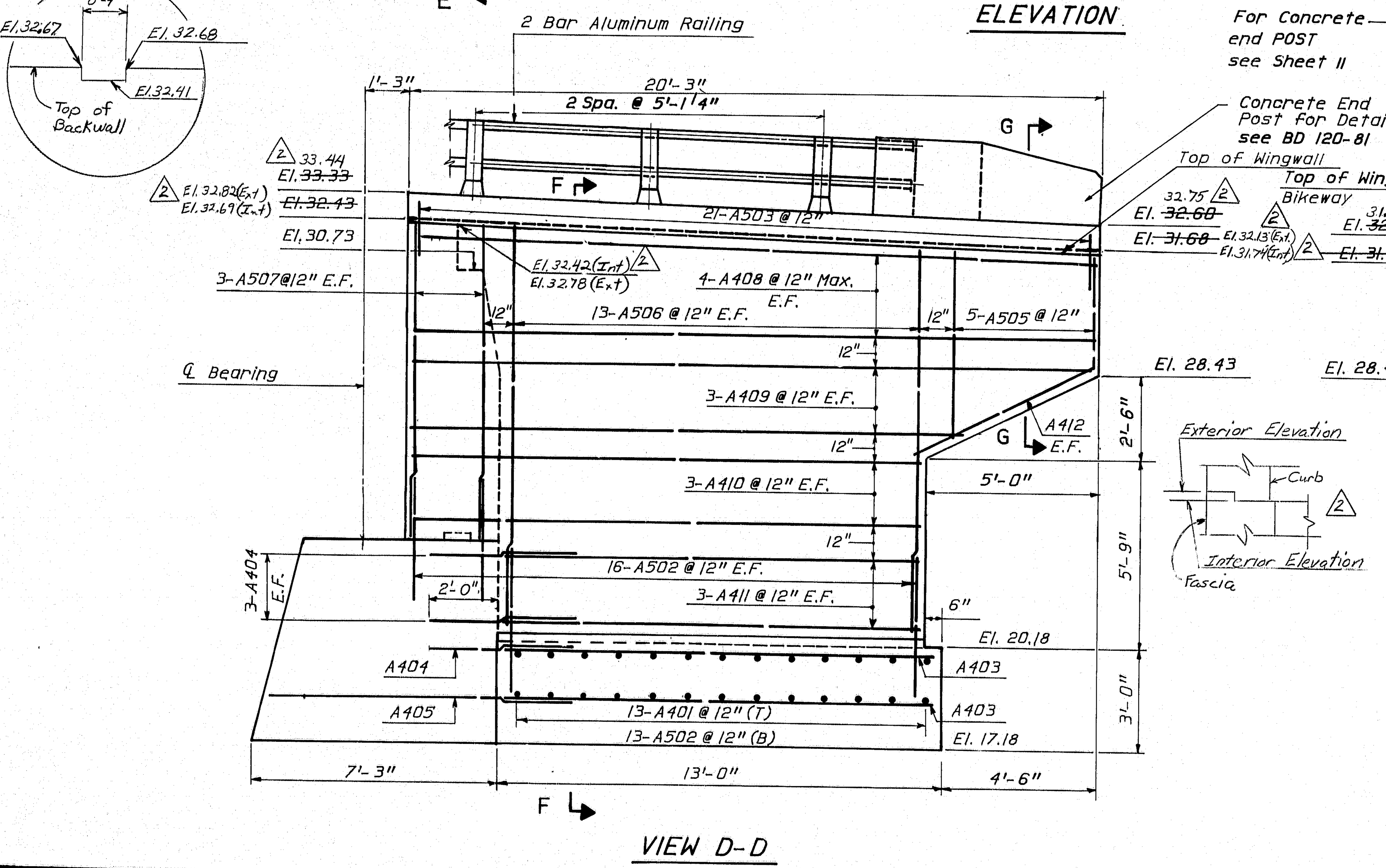


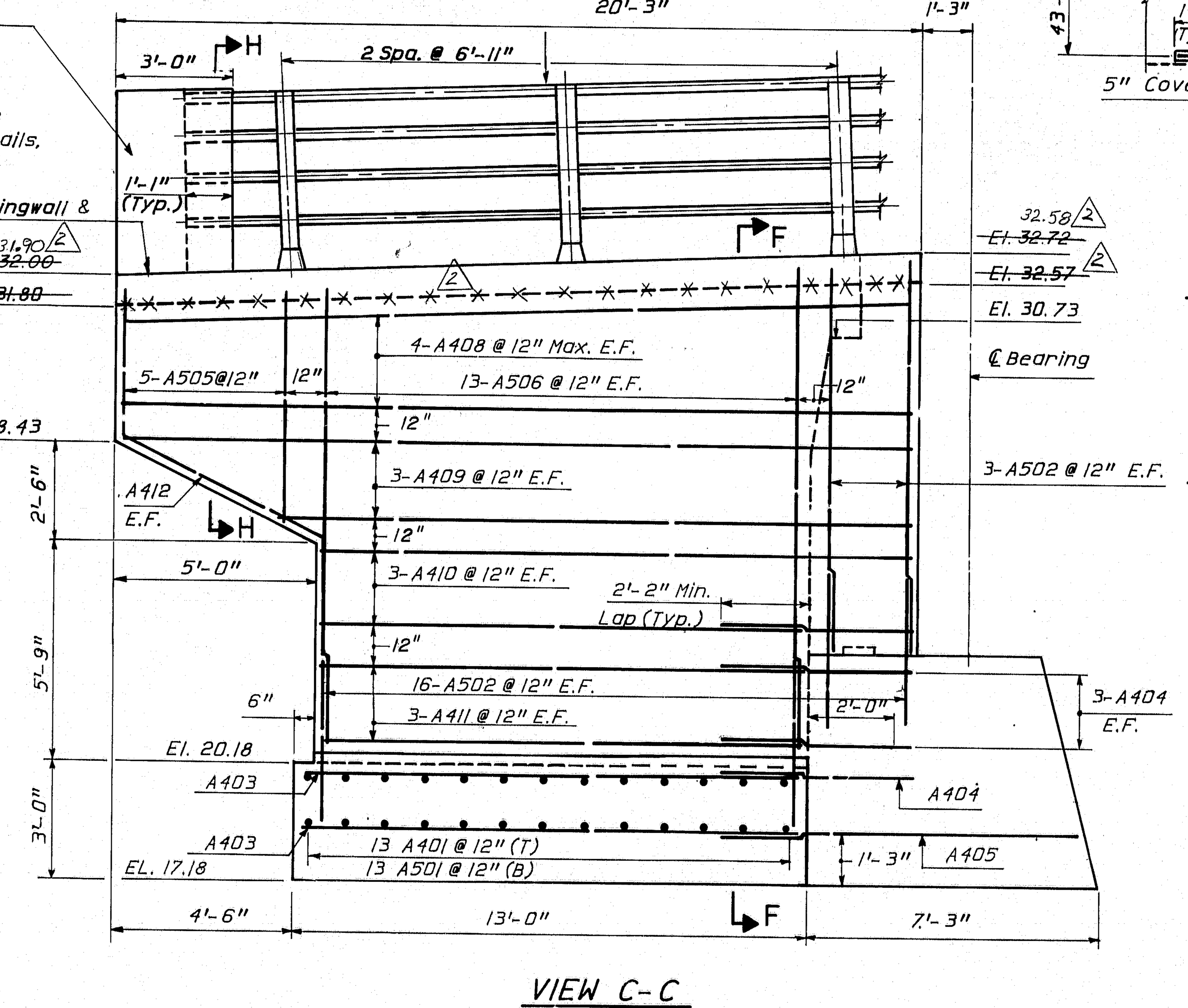


Note: Mortar used for the grouting of reinforcing steel shall contain a non-shrink additive. Payment for the drilling and grouting including all materials and labor necessary to complete the work shall be incidental to item 503.13, reinforcing steel placing.









NOTES:

1. Piles not shown for clarity.
2. For other notes, see Sheets 9 & 11

REFERENCE:

1. For Reinforcing Schedule, see Sheet No. 22
2. For Pile Schedule, see Sheet No. 13
3. For Section E-E, see Sheet No. 9
4. For Section F-F, G-G, H-H, see Sheet No. 11

△2 Addendum 4-8-86
△1 Addendum 6/17/85

103-275

PLANS		BY	DATE
PROJECT DESIGN ENGINEER		A.F.	
DESIGN-DETAILED		C.K.	C.H. 2-85
CHECKED		J.D.D.	
REVISIONS			
FIELD CHANGES			

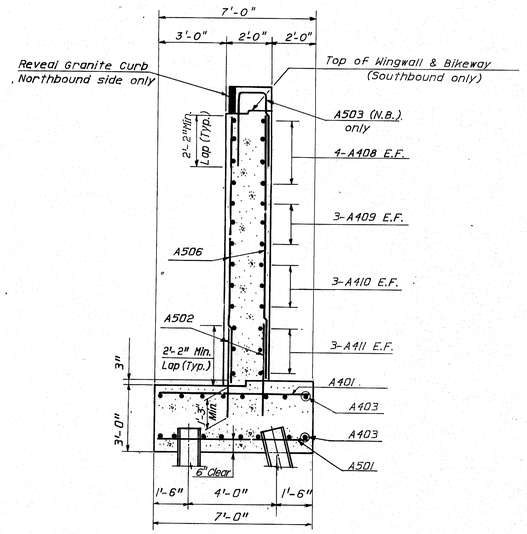
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT 2

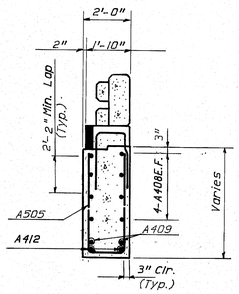
SHEET 10 OF 35 AUGUSTA, MAINE

BRUNING 44-132 45710-1

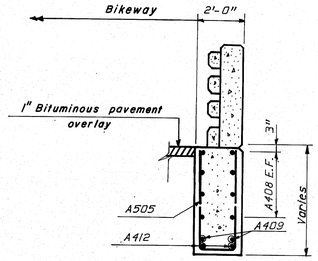
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	15	120



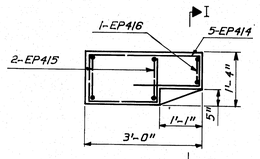
SECTION F-F



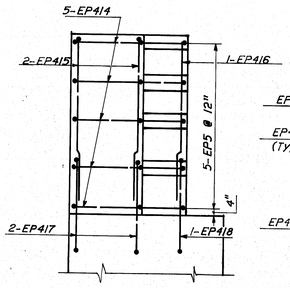
SECTION G-G



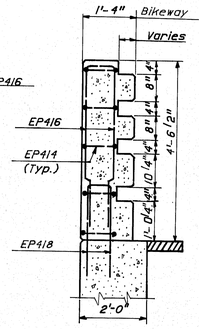
SECTION H-H



PLAN



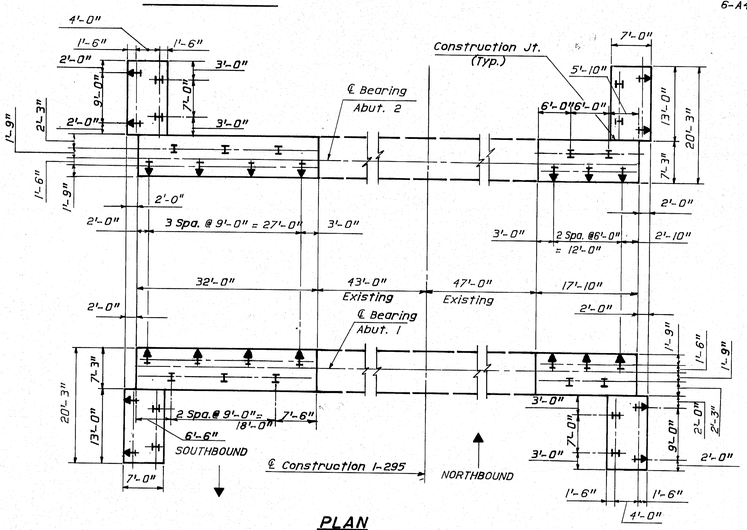
ELEVATION
END POST-4BAR RAIL



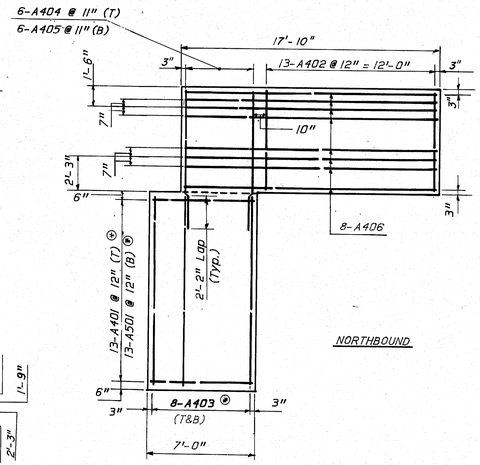
SECTION I-I

PILE NOTES

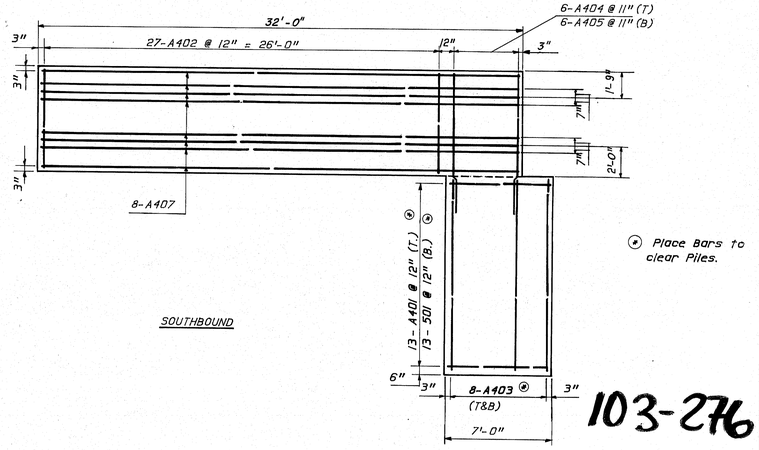
1. Piles marked thus ⟼ shall be battered 3" per Foot in the direction of the arrow.
2. All piles are HP 14x73. Maximum calculated pile load 90 Tons.
3. Embedment of piles in Footing may vary between 1'-0" to 2'-0" and the actual embedment length up to a maximum of 1'-6" will be included in the measurement for payment.
4. For Pile Schedule, see Sheet No. 13.
5. HP 13x73 Bearing Piles may be substituted for HP 14x73 bearing piles at the option of the contractor.



PLAN
PILE LAYOUT



FOOTING REINFORCEMENT



⊛ Place Bars to clear Piles.

103-276

PROJECT DESIGN ENGINEER AF	BY	DATE
PLANS — DESIGN-DETAILED	C.K. / K.M.	2/86
CHECKED	AF. / J.D.D.	
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

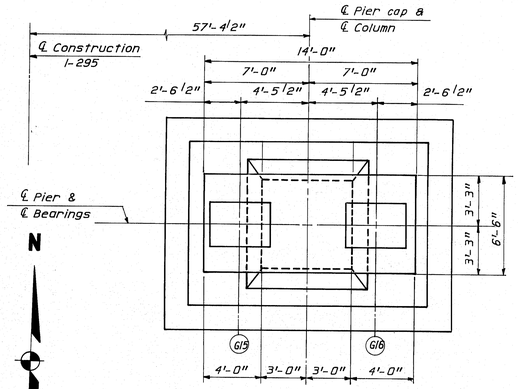
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

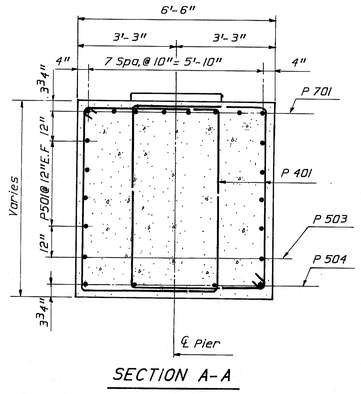
ABUTMENT DETAILS

SHEET 11 OF 35 AUGUSTA, MAINE

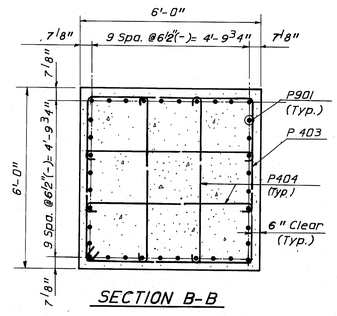
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	16	1?0



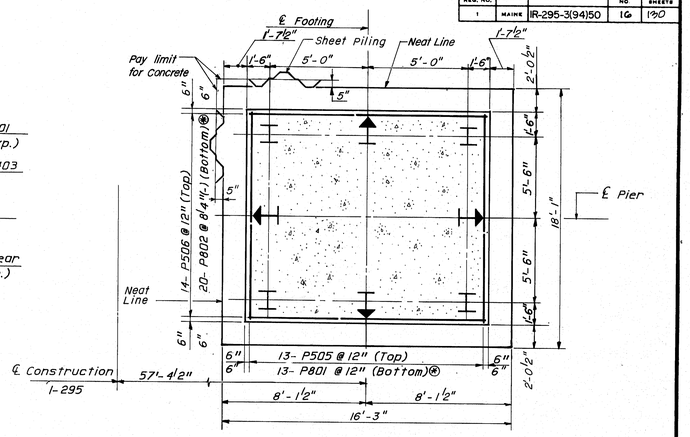
PLAN



SECTION A-A



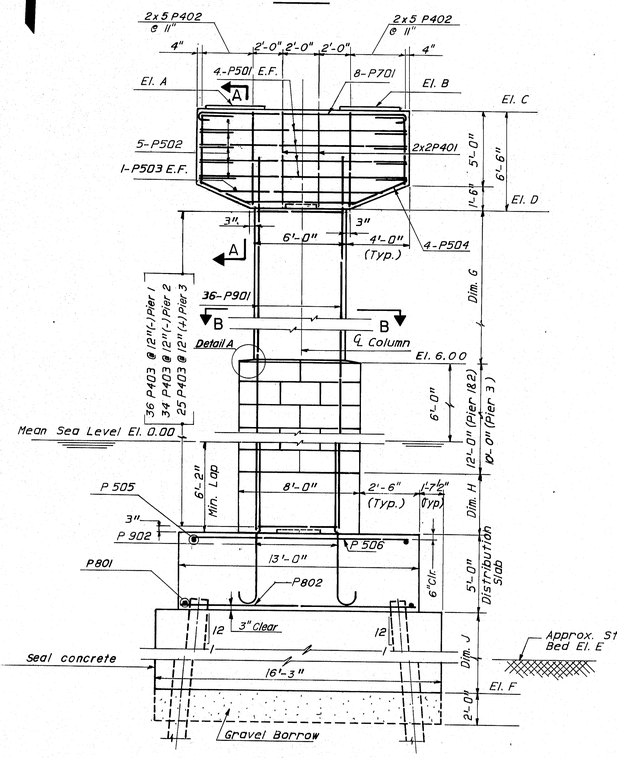
SECTION B-B



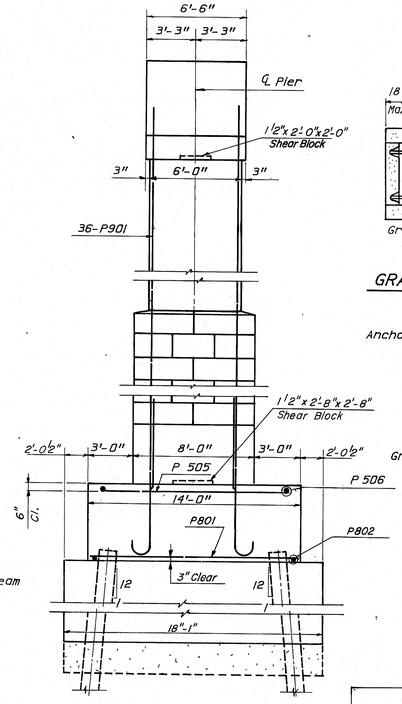
FOOTING PLAN

* Place bars to clear Piles

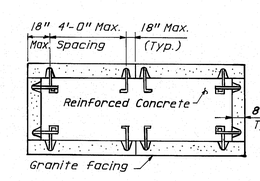
NOTE : Pile dimensioning is measured along bottom of distribution slab.



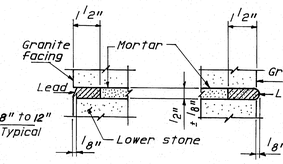
ELEVATION



END ELEVATION

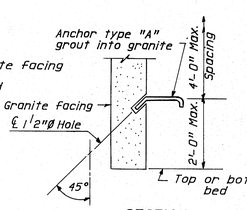


GRANITE MASONRY DETAIL

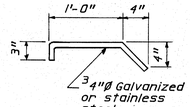


HORIZONTAL VERTICAL

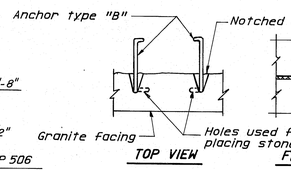
LEAD JOINT DETAILS



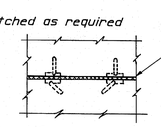
SECTION



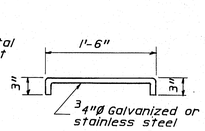
ANCHOR TYPE "A"



TOP VIEW

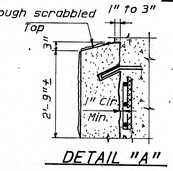


FRONT VIEW



ANCHOR TYPE "B"

ANCHORS - TOP AND BOTTOM BEDS



DETAIL "A"

REFERENCE:

1. For Pedestal details, see Sheet No. 13
2. For Reinforcing schedule, see Sheet No. 23
3. For pile notes see sheet No. 13
4. For Pier Notes, see sheet No. 13

ANCHORS - BACK FACE

(For Stones > 4'-0" High)

DESIGN CRITERIA

1. Critical AASHTO Loading - Group I for Pier Cap.
2. Buoyancy - Water level assumed at Elevation 6.00.
3. Stream flow - velocity of 10 feet per second skewed at perpendicular to longitudinal centerline of pier.
4. Wind - 100 mph. or 50 psf.
5. Ice - Thickness 18 inches, pressure 100 psi at Elevation 6.00, 30 percent of nose force applied transverse to pier.

103-277

PIER ELEVATION AND DIMENSIONS

	STATION	EL. A	EL. B	EL. C	EL. D	EL. E	EL. F	DIM. G	DIM. H	DIM. J
Pier 1	153+11	34.12	33.97	33.64	27.14	-21.80	-26.50	21'-1 5/8"	2'-0"	13'-6"
Pier 2	154+50	32.33	32.17	31.84	25.34	-22.30	-27.00	19'-4 1/8"	2'-0"	14'-0"
Pier 3	155+89	26.75	26.60	26.27	19.77	-7.30	-19.50	13'-9 1/4"	0'-0"	10'-6"

PROJECT DESIGN ENGINEER A.F.	BY	DATE
PLANS — DESIGN - DETAILED	J.D.D	C.H 2/85
CHECKED	A.F.	
REVISIONS		
FIELD CHANGES		

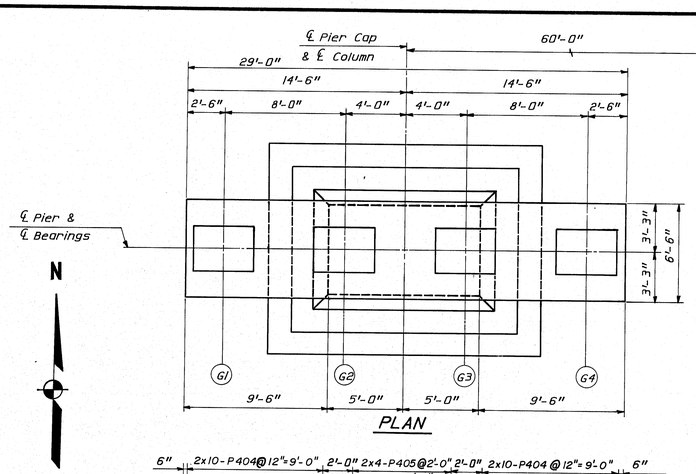
BRUNING 44-132-4570-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

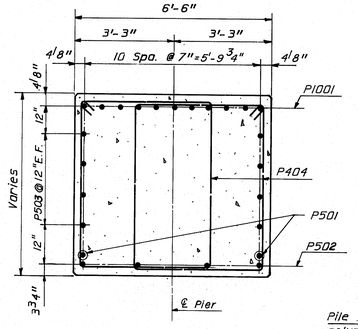
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
PIERS 1, 2, & 3, NORTHBOUND

SHEET 12 OF 35 AUGUSTA, MAINE

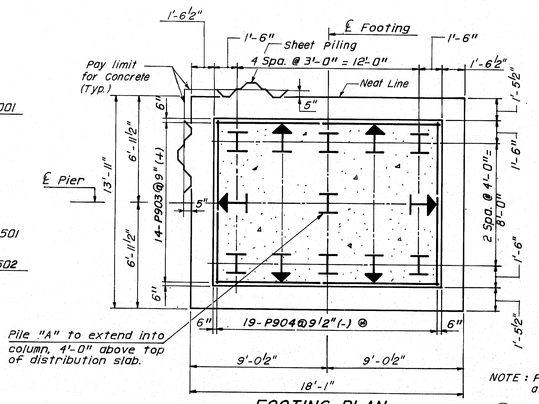
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	17	190



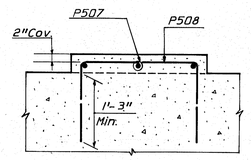
PLAN



SECTION A-A



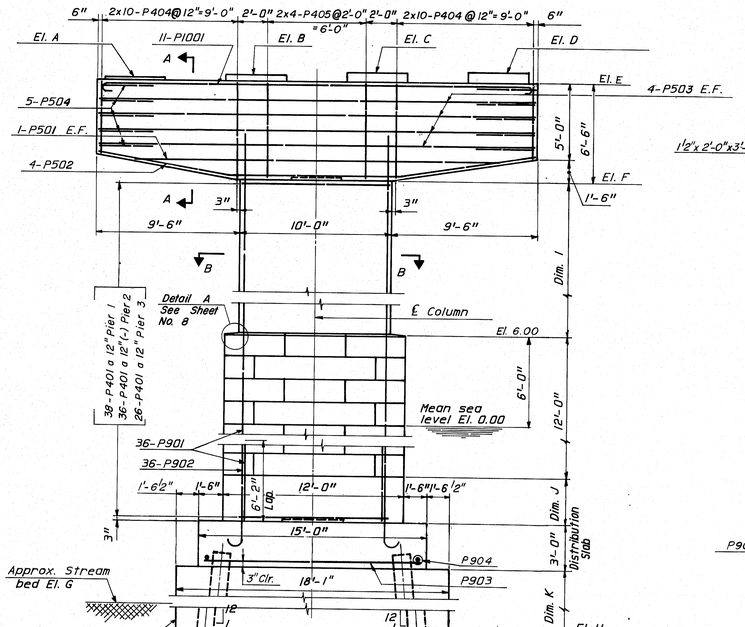
FOOTING PLAN



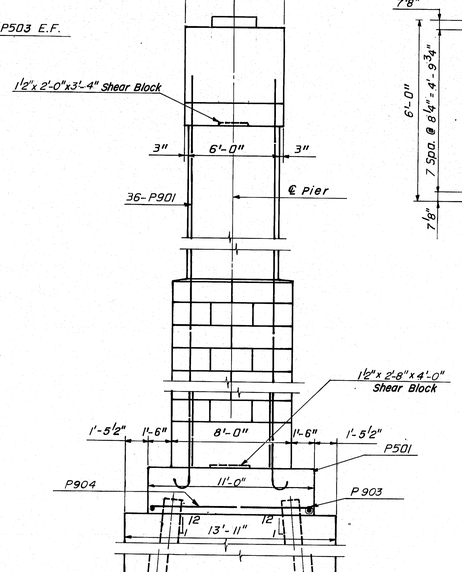
SECTION C-C

NOTE : Pile dimensioning is measured along bottom of distribution slab.

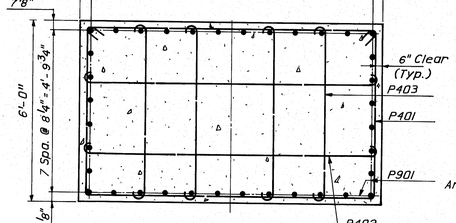
⊛ Place bars to clear Pile "A"



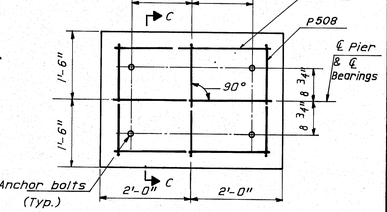
ELEVATION



END ELEVATION



SECTION B-B



TYPICAL ANCHOR BOLT LAYOUT

Location	STATION	EL. A	EL. B	EL. C	EL. D	EL. E	EL. F	EL. G	EL. H	DIM. I	DIM. J	DIM. K
Pier 1	153+11	33.94	34.08	34.22	34.36	33.61	27.11	-21.8	-26.5	21'-1 3/8"	4'-0"	13'-6"
Pier 2	154+50	32.12	32.26	32.40	32.54	31.79	25.29	-22.3	-27.0	19'-3 1/2"	4'-0"	14'-0"
Pier 3	155+89	26.51	26.65	26.79	26.93	26.18	19.68	-7.3	-19.5	13'-8 1/8"	0'-0"	10'-6"

PIER ELEVATIONS & DIMENSIONS

PILE NOTES:

1. Piles marked thus ▶ shall be battered 1" per foot in the direction of the arrow.
2. All piles are HP 14x73. Maximum calculated pile loads 97 tons for southbound piers and 104 tons for northbound piers.
3. Embedment of piles in distribution slab may vary between 1'-0" and 2'-0" the actual embedment length up to a maximum of 1'-6" will be included in the measurement for payment.

PILE SCHEDULE

	LOCATION	NO.	LENGTH	PILE "A" NO	PILE "A" LENGTH
SOUTHBOUND	Abut. 1	11	95'	—	—
	Abut. 2	11	83'		
	Pier 1	12	47'	1	53'
	Pier 2	12	42'	1	48'
	Pier 3	12	51'	1	57'
NORTHBOUND	Abut. 1	9	65'		
	Abut. 2	9	80'		
	Pier 1	8	25'		
	Pier 2	8	42'		
	Pier 3	8	44'		

NOTES:

1. Reinforcing steel shall have 3" minimum cover unless otherwise indicated.
2. The depth of the seal is set for a water elevation of 6.00. If the water elevation at the time of construction is higher, the depth of seal shall be adjusted.
3. Seal concrete dimensions are predicated on the use of standard sheet pile section PDA27 or equivalent steel sheet piling, using appropriate standard rolled corners. Pay dimensions for seal concrete shall be to the neat lines shown plus 5" all around.

REFERENCE:

1. For Design Criteria, see sheet No. 12
2. For Granite Masonry Details, see Sheet No. 12
3. For Reinforcing Steel Schedule, see Sheet No. 24

PROJECT DESIGN ENGINEER: AF		BY	DATE
PLANS	DESIGN DETAILED	AH	XM
	CHECKED	AF	2/85
	REVISIONS	JJD	
	FIELD CHANGES		

BRUNING 44-132 457101

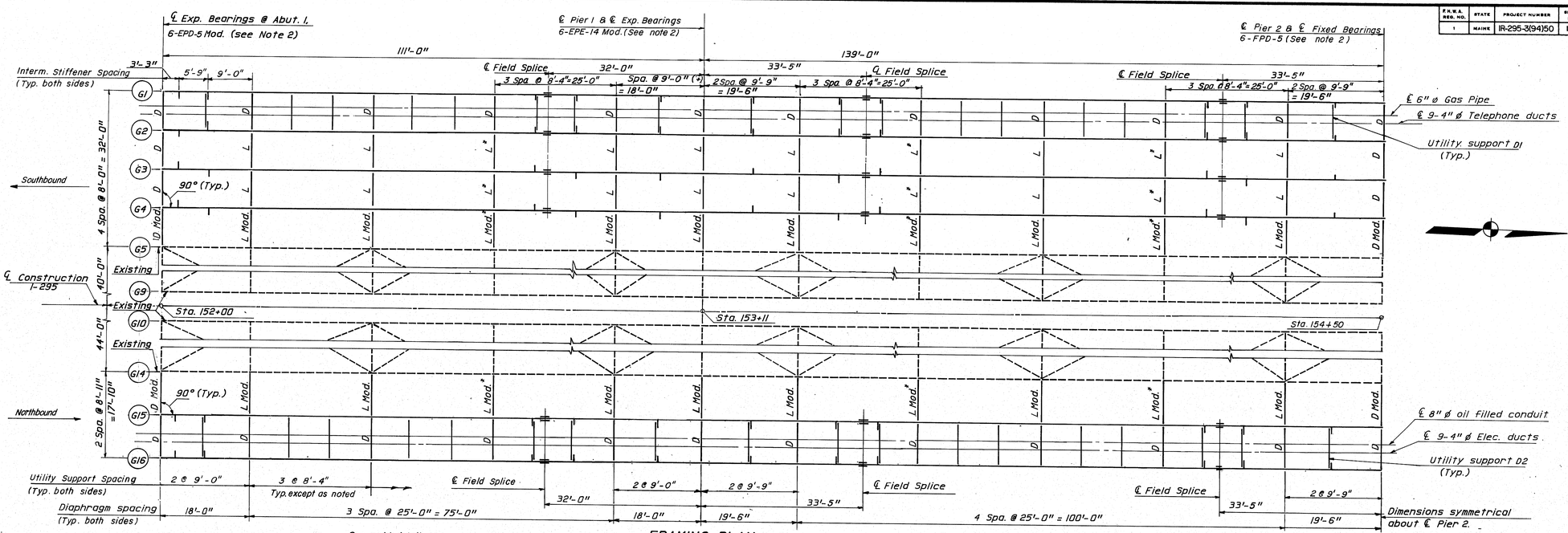
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
PIERS 1, 2 & 3, SOUTHBOUND

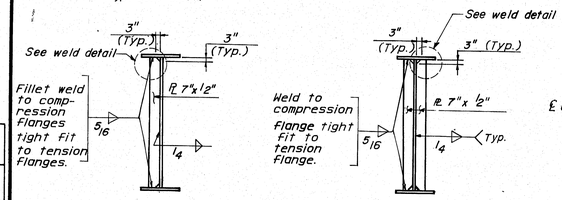
SHEET 13 OF 35 AUGUSTA, MAINE

103-278

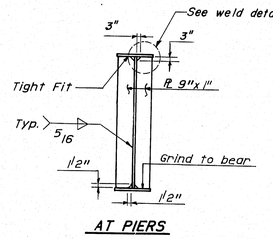
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	18	190



FRAMING PLAN



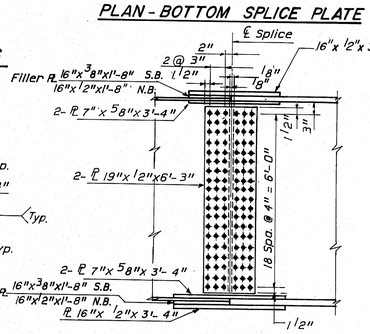
INTERMEDIATE WEB STIFFENER CONNECTION PLATES



AT PIERS

AT ABUTMENTS

BEARING STIFFENER

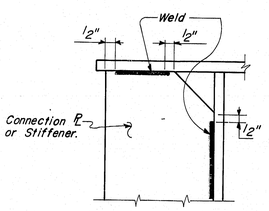


PLAN - BOTTOM SPLICE PLATE

ELEVATION

SPLICE DETAIL

NOTE: All bolts shall be 7/8" ø H.S. bolts.



WELD DETAIL

NOTE:

All plates welded to the girders (connection PL's, stiffeners, etc.) shall have their welds terminated 1/2" from the ends of the plates. See Weld Detail above.

NOTE:

At the locations marked with an asterisk (*) the Type L or Type L Modified diaphragm shall be changed to a Type D or Type D Modified diaphragm respectively at the locations where the Contractor elects to terminate the slab placement. No extra compensation will be allowed for any diaphagms so substituted, and any additional costs will be considered incidental to the contract items.

STRUCTURAL STEEL NOTES:

1. Diaphragms D Mod. & L Mod. shall be erected after dead load deflection has occured.
2. The 1/8" dimensions shown in Detail "A" of the Standard Details (BD 100-81) shall be altered to be 5/16" to accommodate transverse expansion and contraction.
3. The sole plates of EPE-14 and FPD-5 will project outside of the girder flange. Therefore, the girder to sole plate 1/2" Fillet weld shall be made on top of and across the sole plate along the edges of the girder flanges. The weld shall be returned 3/4" transversely onto the girder flange to the weld termini. Set sole plates centered transversely on pins at 45°F.
4. Cross frame or diaphragm connection plates may be either plumb or normal to the top flange.
5. The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Abutments will move 1/16" away from the fixed bearings due to placement of the superstructure concrete. No separate payment will be made for resetting bearings to the Final position if an adjustment is required.
6. See Notes on Sheet No. 15

103-279

REFERENCES

	Standard Details
Bearing Pedestals	BD 100-81 & Notes above
Expansion Device	BD 125-82
Shear Connectors	BD 126-81 & Sheet No. 15
Drains (Item 502.26)	BD 126-81
Diaphragms	BD 113-81 & Sheet No. 18

NOTE:

For Utility Support Details, see Sheet No. 16

PROJECT DESIGN ENGINEER AF	BY	DATE
DESIGN - DETAILED	A.F.	A.S. 2/85
CHECKED	J.DOT/AH	
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710-1

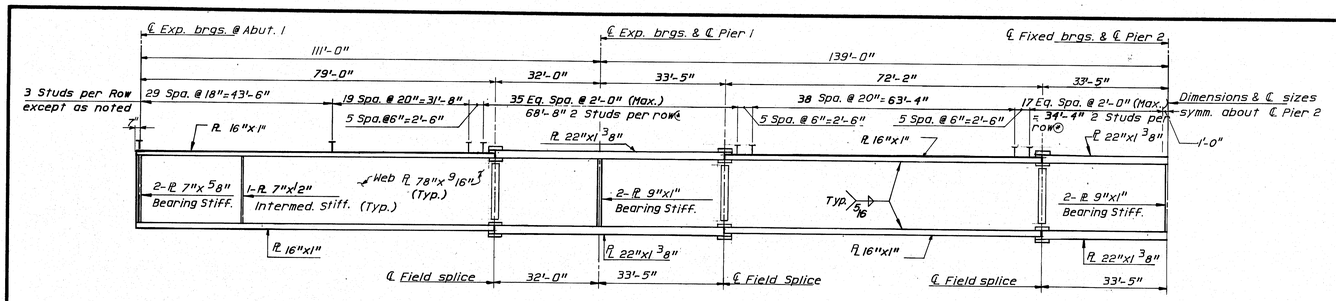
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

FRAMING PLAN

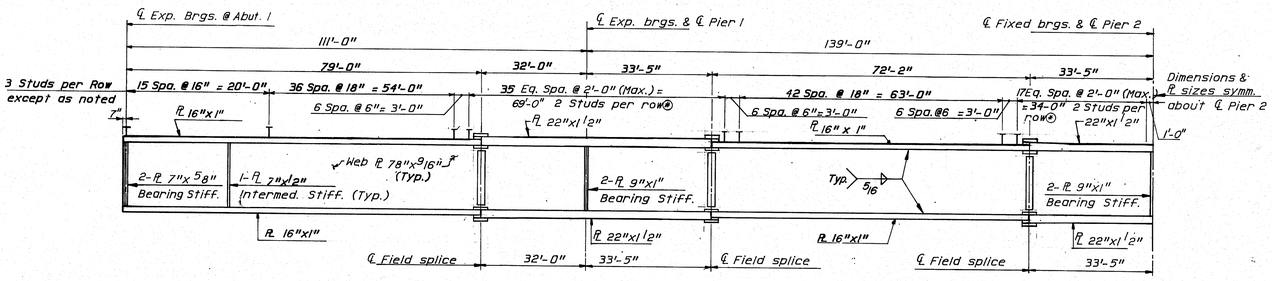
SHEET 14 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	19	190



GIRDER ELEVATION - SOUTHBOUND

No. of Studs per Girder = 816



GIRDER ELEVATION - NORTHBOUND

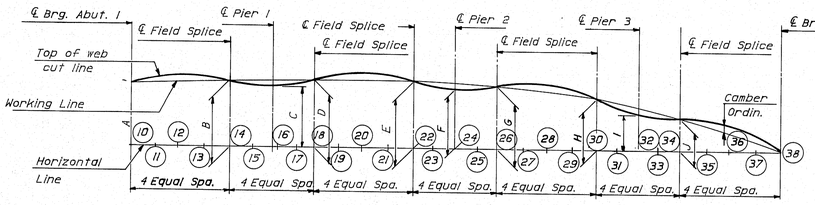
No. of Studs per Girder = 876
Total No. Studs this project = 5016

* Place single studs per row over splice.

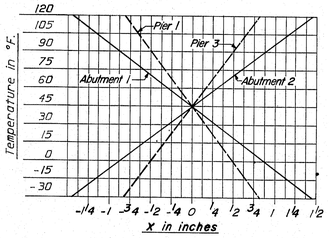
* Camber ordinates are adjusted for Dead Load Deflection.

CAMBER TABLE (Ft.) *

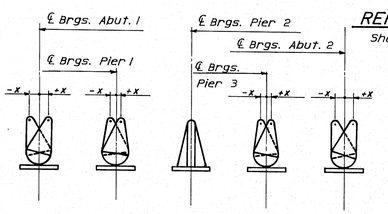
*POINT			10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	A	B	C	D	E	F	G	H	I	J
CAMBER ORDINATE	SOUTH-BOUND	G1	0	.109	.149	.110	0	.016	.020	.019	0	.088	.121	.088	0	.018	.020	.018	0	.070	.083	.051	0	-.028	-.042	-.030	0	.042	.057	.041	0	11.860	11.671	11.332	10.937	9.540	8.638	7.696	5.208	3.963	2.859
		G2	0	.111	.151	.111	0	.016	.019	.018	0	.089	.121	.089	0	.017	.019	.018	0	.071	.084	.052	0	-.029	-.043	-.030	0	.044	.059	.042	0	11.860	11.672	11.332	10.939	9.541	8.638	7.697	5.209	3.963	2.859
		G3	0	.111	.151	.111	0	.016	.019	.018	0	.089	.121	.089	0	.017	.019	.018	0	.071	.084	.052	0	-.029	-.043	-.030	0	.044	.059	.042	0	11.860	11.672	11.332	10.939	9.541	8.638	7.697	5.209	3.963	2.859
		G4	0	.107	.152	.113	0	.015	.018	.018	0	.089	.122	.089	0	.017	.018	.017	0	.071	.084	.052	0	-.030	-.044	-.031	0	.043	.060	.043	0	11.860	11.672	11.332	10.939	9.541	8.638	7.698	5.209	3.963	2.860
	NORTH-BOUND	G15	0	.116	.158	.116	0	.013	.016	.015	0	.092	.126	.092	0	.016	.016	.015	0	.073	.088	.055	0	-.031	-.048	-.033	0	.047	.067	.047	0	11.860	11.676	11.332	10.941	9.543	8.638	7.700	5.211	3.963	2.864
		G16	0	.111	.150	.111	0	.017	.021	.020	0	.088	.120	.089	0	.019	.021	.019	0	.069	.083	.051	0	-.028	-.043	-.030	0	.042	.059	.042	0	11.860	11.671	11.332	10.935	9.538	8.638	7.695	5.206	3.963	2.859



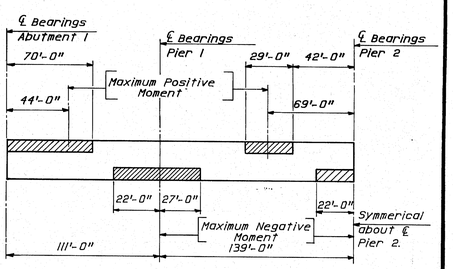
CAMBER DIAGRAM



BEARING SETTING CHART

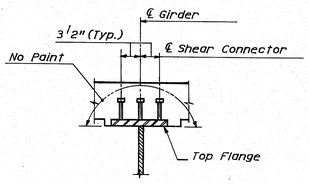


BEARING SETTING DETAIL



GIRDER STRESS DIAGRAM

NOTE: Cross hatched areas are always in compression. Others are in tension or have stress reversal.



TYPICAL GIRDER SECTION

NOTES:

1. Camber ordinates, as shown are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. Butt weld splices in flanges shall be not less than 3 Feet in the web plates. in the web plates.
3. The Bearing Setting Chart indicates the required final position of the bearings. It is anticipated that the bearings at Abutment 1 and at Abutment 2 will move 1/16 inch away from the fixed bearings due to the placement of the superstructure concrete. No separate payment will be made for resetting bearings to the final position if an adjustment is required.
4. No transverse butt weld splices will be allowed in the flange plates or web plates within 10' from points of maximum negative moment or maximum positive moment.
5. Sections of flange plates or web plates between transverse shop splice and a field splice shall be not less than 30 feet in length unless otherwise shown on the Plans.
6. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.

103-280

REFERENCE

Shear connector detail BD 126-81

PROJECT DESIGN ENGINEER	AF	BY	DATE
PLANS DESIGN - DETAILED		A.F	A.S
CHECKED		A.H./J.D.D	2/85
REVISIONS			
FIELD CHANGES			

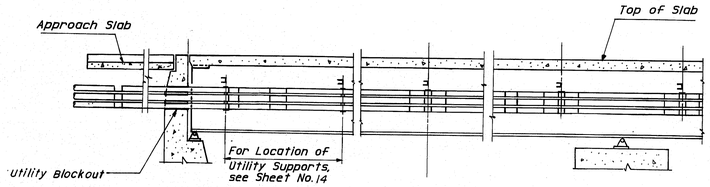
BRUNING 44-132 457101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
GIRDER ELEVATION & CAMBER TABLE

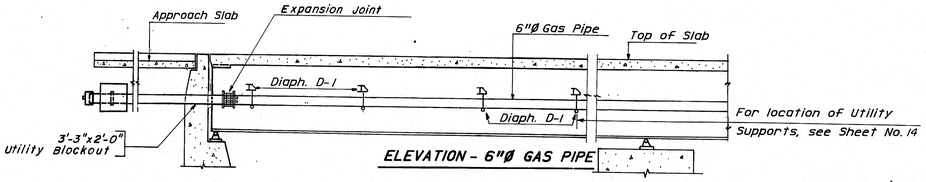
SHEET 15 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)150	20	1?0

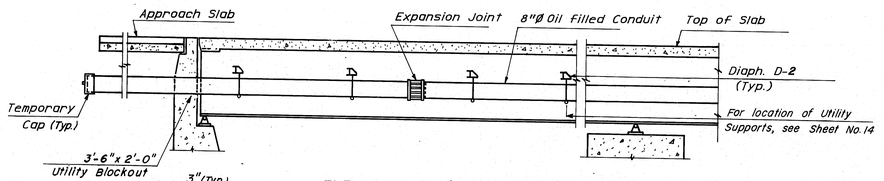


ABUTMENT PIER

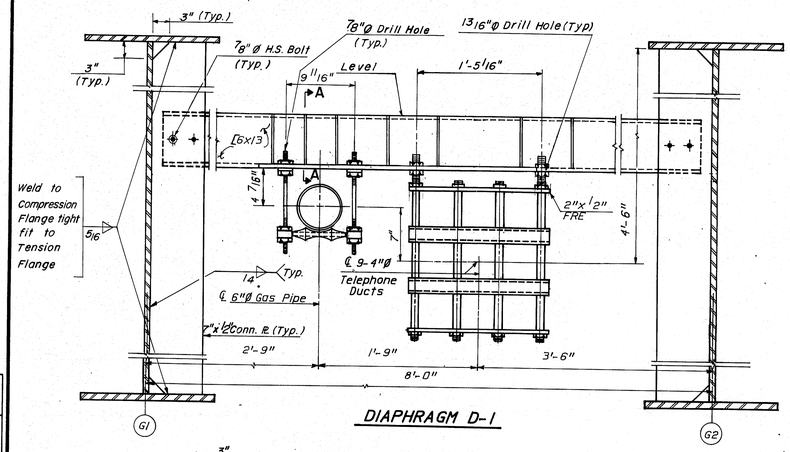
ELEVATION - 9-4"Ø TELEPHONE & ELECTRICITY DUCTS



ELEVATION - 6"Ø GAS PIPE

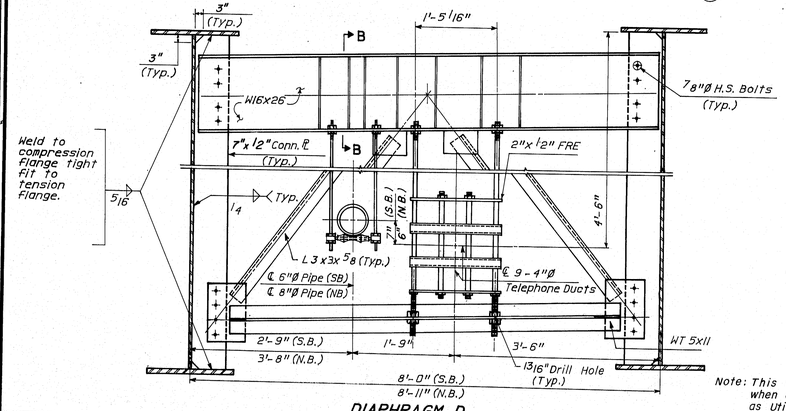


ELEVATION - 8"Ø OIL FILLED CONDUIT



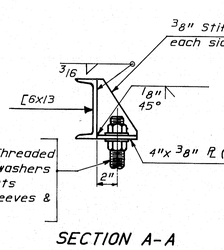
DIAPHRAGM D-1

DIAPHRAGM D-2

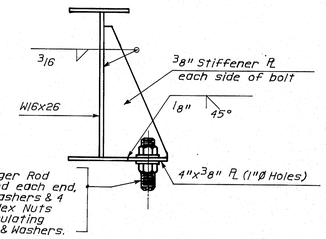


DIAPHRAGM D

Note: This Detail applies only when diaphragm D is used as utility hanger.



SECTION A-A



SECTION B-B

NOTES

1. All conduits, Pipe, Expansion Joints, Adapters, sleeves, shall be furnished & installed by respective utility companies.
2. Hanger details shown are designed for the following Dead Loads:
   - 8"Ø Oil Filled concuit = 70 lb./Ft.
   - 9-4"Ø Elec. ducts = 55 lb./Ft.
   - 9-4"Ø Tel. ducts =150 lb./Ft.
   - 6"Ø Gas pipe . = 25 lb./Ft.

REFERENCE

For location of Utility supports, see Sheet No. 14

PROJECT DESIGN ENGINEER A.F.	BY	DATE
PLANS — DESIGN - DETAILED	A.H. X.M.	2/85
CHECKED	A.F.	
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

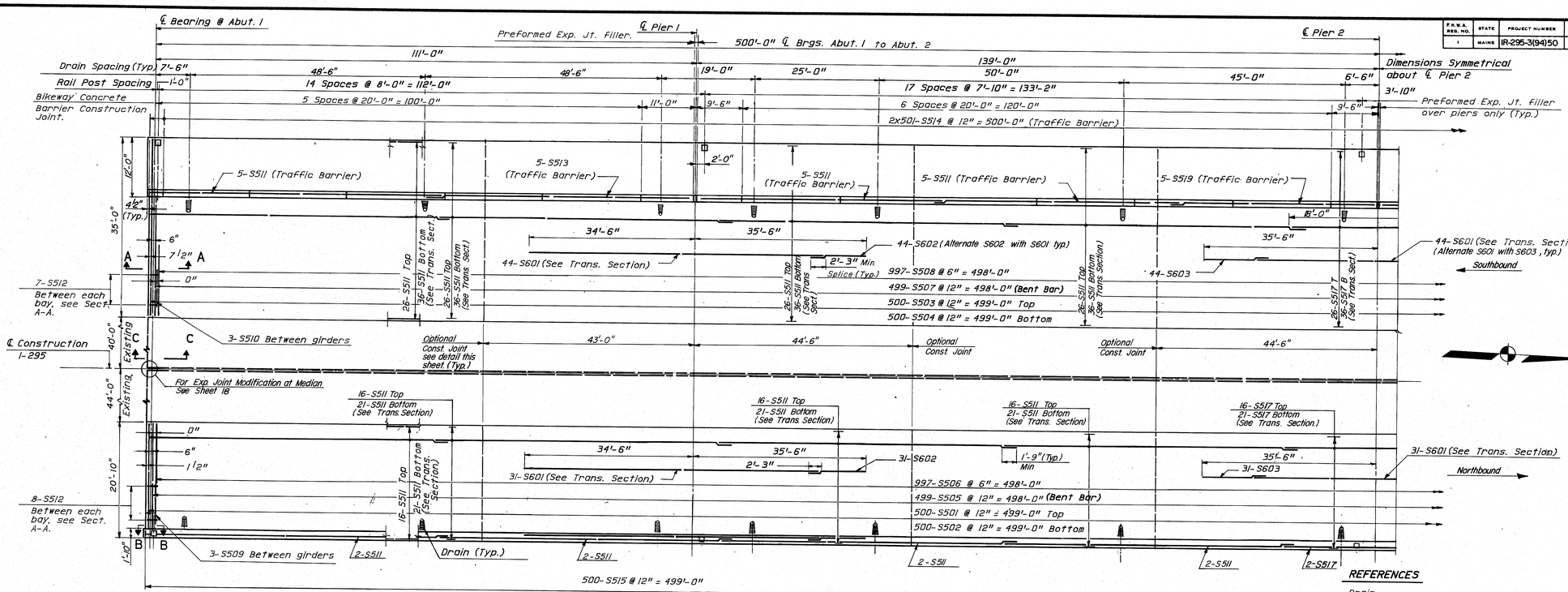
103-281

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

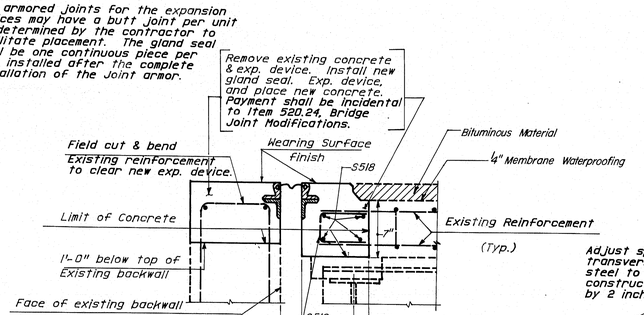
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
UTILITY SUPPORT DETAILS

SHEET 16 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	21	190



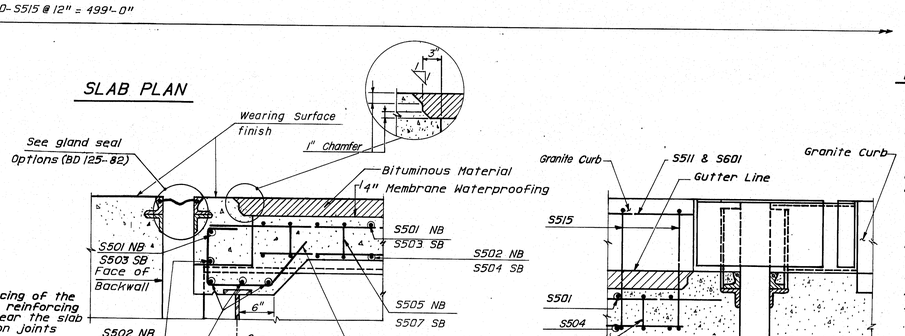
NOTE: The armored joints for the expansion devices may have a butt joint per unit as determined by the contractor to facilitate placement. The gland seal shall be one continuous piece per unit installed after the complete installation of the Joint armor.

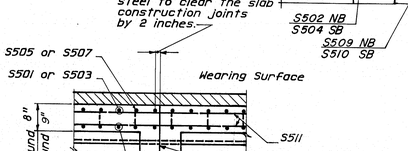


NOTE: For Exp. Device Detail, see (BD 125-82).

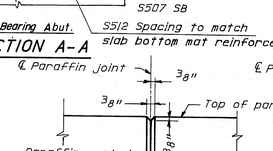
SECTION C-C

SLAB PLAN



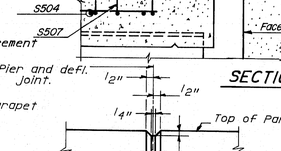


OPTIONAL TRANSVERSE CONSTRUCTION JOINT DETAIL



CONSTRUCTION JT. THROUGH PARAPET

(Reinforcing steel shall pass thru constr. jt.)



DEFLECTION JT. THROUGH PARAPET

(No reinf. steel shall pass thru exp. jt. filler)

NOTE: Parapet shall be poured in alternate sections and shall have a curing period of 14 days between pours.

REFERENCES

Drain	BD 126-81
Reinforcing Steel Schedule	Sheet No. 25
Transverse Section	Sheet No. 18
Expansion Device	BD 125-82

NOTE:

Unless the superstructure slab concrete is placed in one continuous operation, the initial placement shall start at a simply supported end of the deck slab and shall terminate at the completion of a positive moment section. Successive placements shall proceed from the end of the previous placement, terminate at the completion of a positive moment section, and include two or more spans. The placement sequence of the superstructure slab concrete shall be approved by the Engineer.

Concrete in a placement shall be kept plastic one complete span behind the span being placed. A minimum of five days shall elapse between successive partial placements.

103-282

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

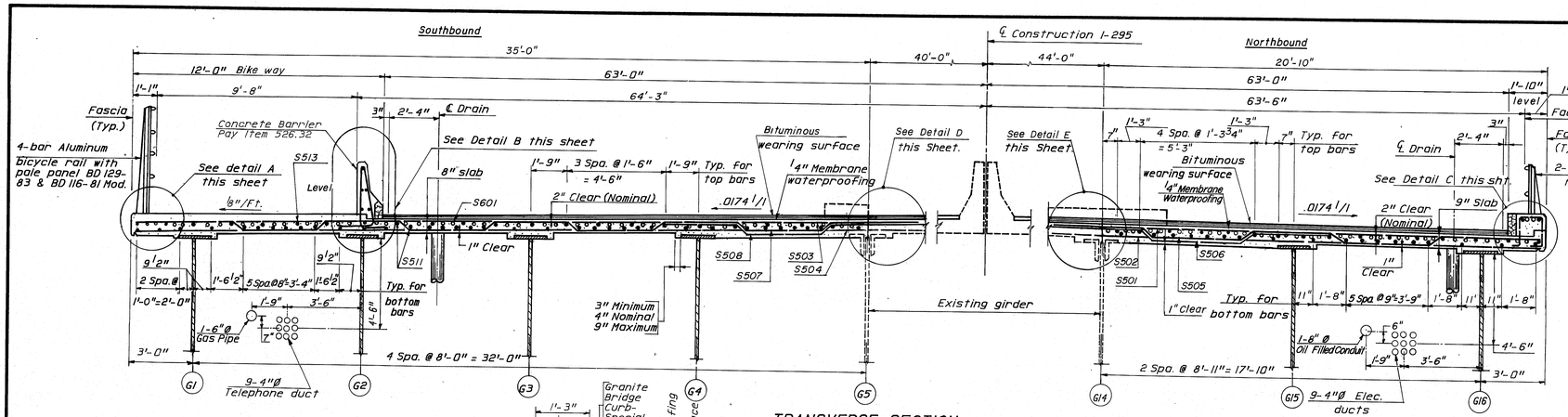
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SLAB PLAN

SHEET 17 OF 35 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER A.F.	BY	DATE
PLANS DESIGN - DETAILED	A.H.	A.S. 2-85
CHECKED	J.D.D.	
REVISIONS		
FIELD CHANGES		

BRUNING 44 122 457(0.)

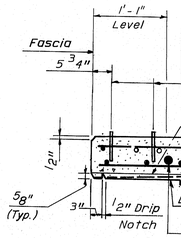
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	22	190



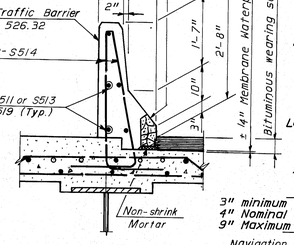
TRANSVERSE SECTION

GRANITE BRIDGE CURB-SPECIAL

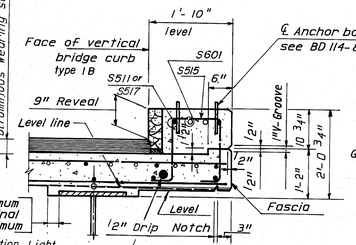
For details not shown see curb Section Type IA & IB BD 126-81. Pay Item 609.133



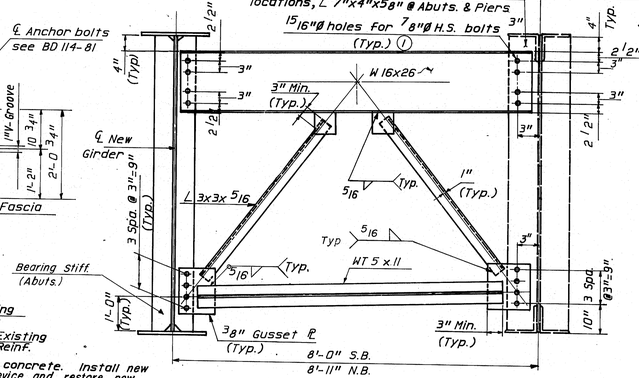
DETAIL A



DETAIL B



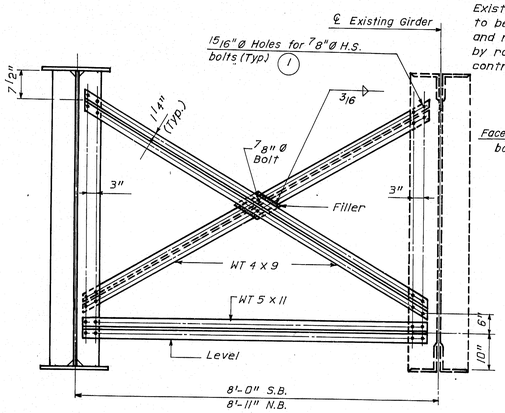
DETAIL C



DIAPHRAGM TYPE "D" MODIFIED

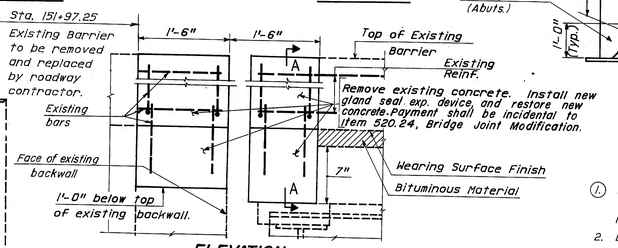
NOTES:

1. Adjust reinforcing steel to fit around the drains in a manner approved by the Engineer. Do not cut transverse reinforcing bars.
2. Mortar for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
3. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.
4. Form a 1" V-groove on the fascias at the horizontal joint between the curb and slab.
5. Plastic drain tubes shall be placed at the low points in the slab near the expansion joints, see Standard Sheet BD 126-81.
6. Reinforcing steel shall have a minimum cover of 2" unless otherwise indicated.
7. Protective coating for concrete surfaces shall be applied to the following areas; Top of concrete curb & bikeway, Fascias down to the drip notch. All exposed surfaces of concrete end post.
8. Standard detail BD 116-81 shall be modified as following: dimension 2'-2" for pedestrian. 3-bar shall be changed to 3'-3" for 4-bar railing.



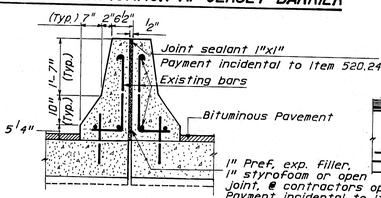
DIAPHRAGM TYPE "L" MODIFIED

NOTE: Diaphragm L Mod. shown for S.B. ,L Mod. on N.B. is similar.

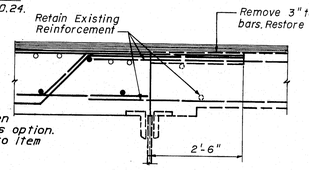


ELEVATION

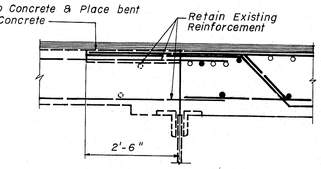
EXP. JOINT MODIFICATION AT JERSEY BARRIER



SECTION A-A



DETAIL D



DETAIL E

1. Locate and field drill 15/16"Ø holes for 7/8"Ø H.S. Bolts on existing angles. Payment shall be incidental structural steel item.
2. Diaphragm D. Mod. shown for S.B.,D Mod. on N.B. is similar.

REFERENCES

Curb Section, Drain	BD 126-81
Reinforcing Steel Schedule	Sheet No. 25
Aluminum Bridge Railings	BD 114-81, BD 115-81, BD 116-81 Mod., BD 129-83
Slab Plan	Sheet No. 17

103-283

PROJECT DESIGN ENGINEER AF	BY	DATE
PLANS DESIGN-DETAILED	AH	A.S 2/85
CHECKED	JDD	
REVISIONS FIELD CHANGES		

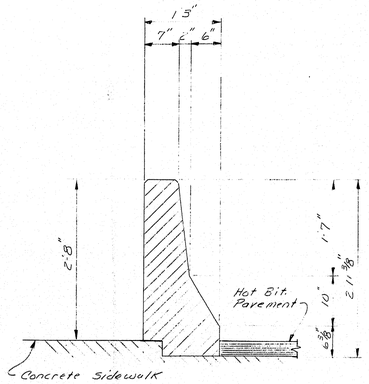
BRUNING 44-132-45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

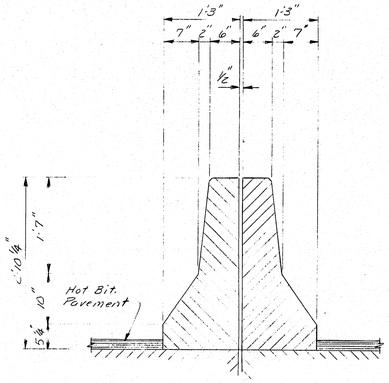
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
TRANSVERSE SECTION

SHEET 18 OF 35 AUGUSTA, MAINE

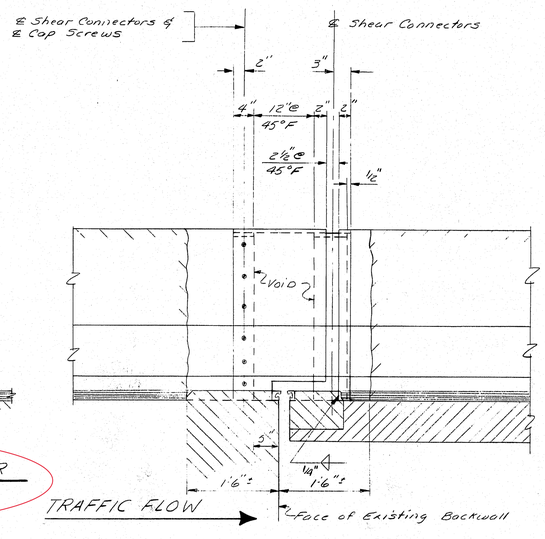
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(44)50	22A	130



PEDESTRIAN BARRIER
(Concrete dimensions)

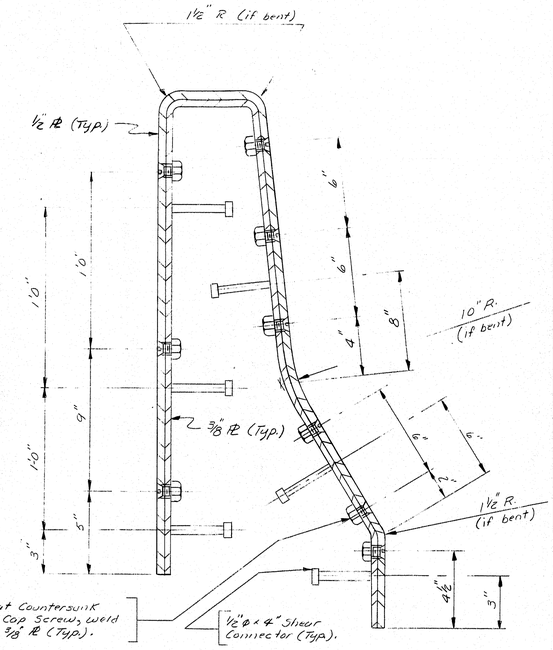


EXISTING MEDIAN BARRIER
(Concrete dimensions)

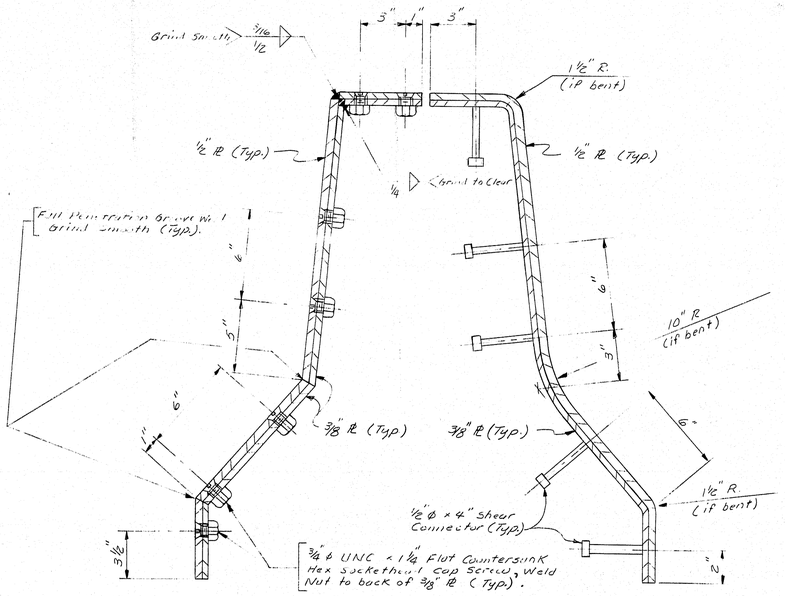


VIEW A-A

Median Barrier shown, rotate 180° for Pedestrian Barrier



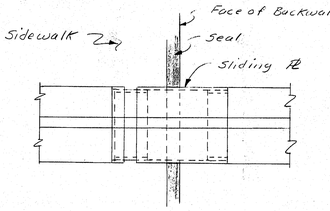
PEDESTRIAN BARRIER
BENT R OPTION



WELDED OPTION
Showing cap screws location

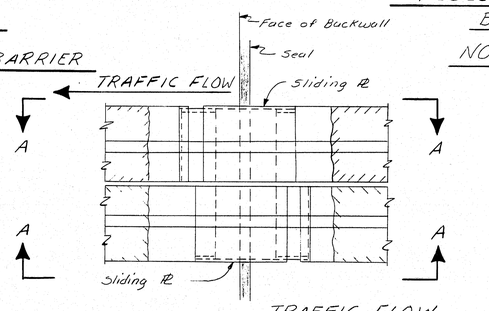
BENT R OPTION
Showing Shear connector locations

MEDIAN BARRIER



TRAFFIC FLOW

PLAN PEDESTRIAN BARRIER



PLAN MEDIAN BARRIER

NOTE:

Except as shown. Outside dimensions shall conform to permanent concrete barrier shown above. Plates may be bent, welded or both. ASTM A36 steel.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	V.C.S.
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44-132-427101

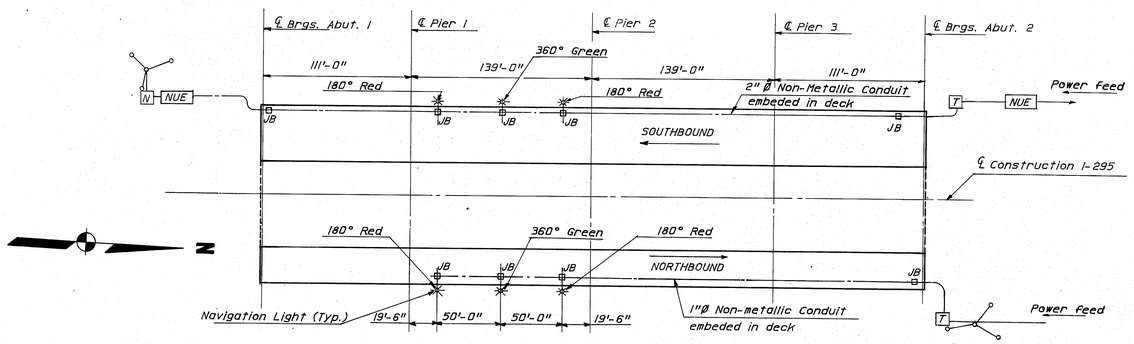
103-284

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

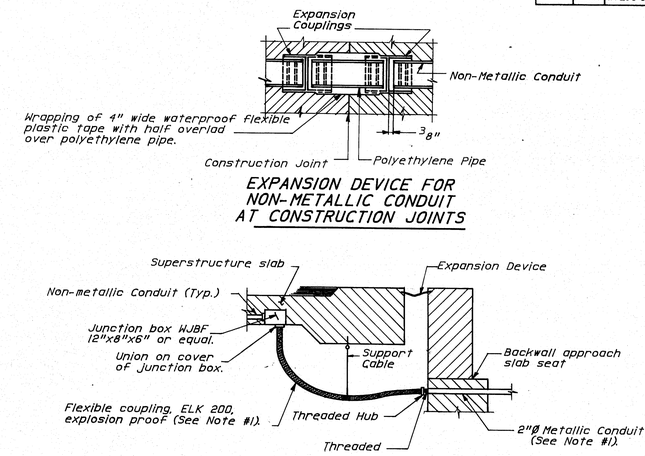
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
BARRIER EXPANSION DAM

SHEET 18A OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	23	130



PLAN

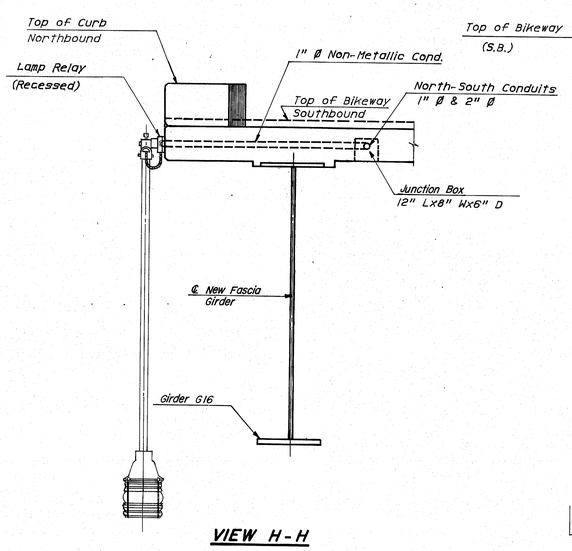


EXPANSION DEVICE FOR NON-METALLIC CONDUIT AT CONSTRUCTION JOINTS

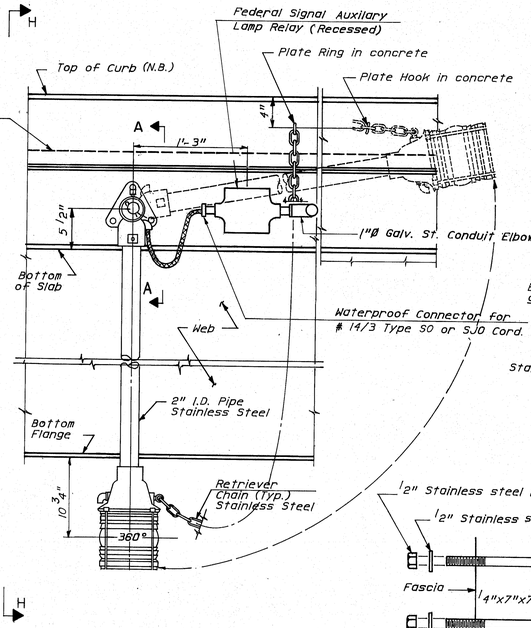
TYPICAL CONDUIT SYSTEM AT ABUTMENTS

ELECTRICAL SYMBOLS LEGEND

- New Lighting Tower & Luminaires
- NUE — New Underground Electrical wiring
- JB — Junction Box
- 7 — Transformer / Control Cabinet (See Elec. Dwg.)

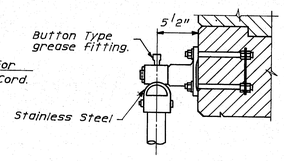


VIEW H-H

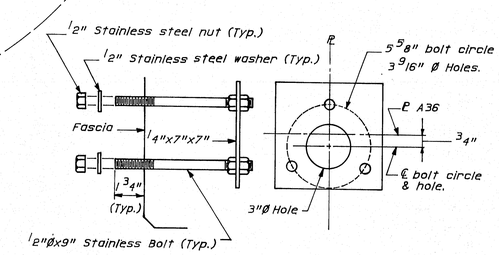


NAVIGATION LIGHT DETAIL

(6 Required 4 Red @ 180° & 2 Green @ 360°)



SECTION A-A



NAVIGATION LIGHT ANCHORAGE

(6 Required)

NOTES:

1. No separate payment will be made for ECK 200 Flexible coupling, support cable, 2"Ø metallic conduit and related hardware. The cost will be considered incidental to Item 638.01. Embedded work in structures.
2. Work this sheet with Lighting Plan - Tukey's Bridge Area.
3. Conduits embedded in the concrete superstructure shall have drain TEE's at low points.

103-285

PROJECT DESIGN ENGINEER	AF	BY	DATE
PLANS	DESIGNED DETAILED	AM	CH	2-85
	CHECKED	A.F.	
	REVISIONS		
	FIELD CHANGES		

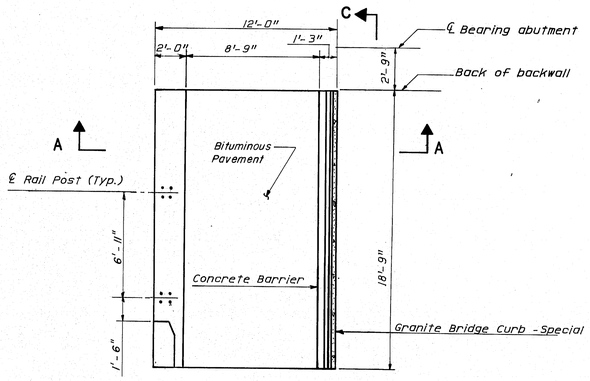
BRUNING 44-132 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

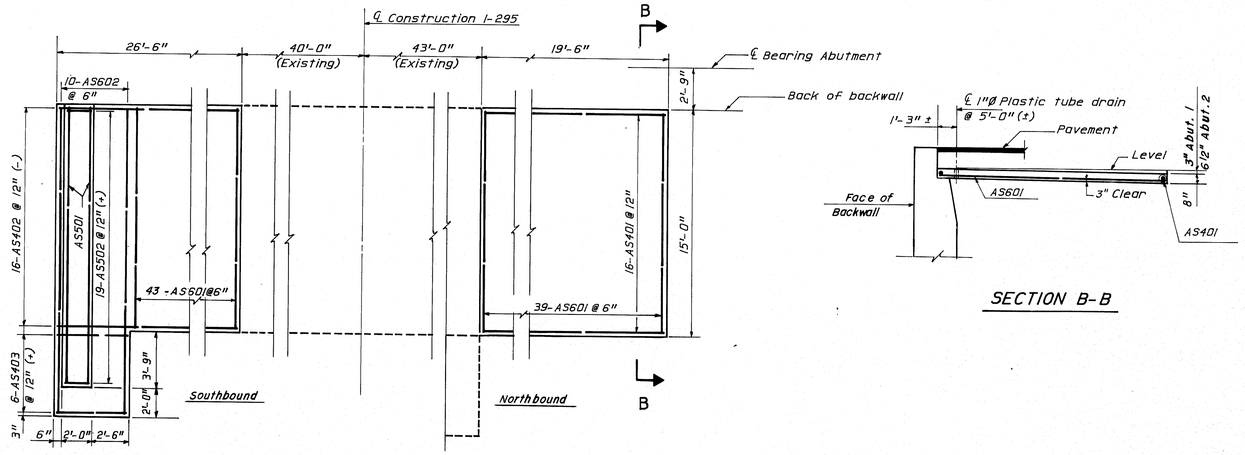
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
NAVIGATION LIGHTING

SHEET 19 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	24	190

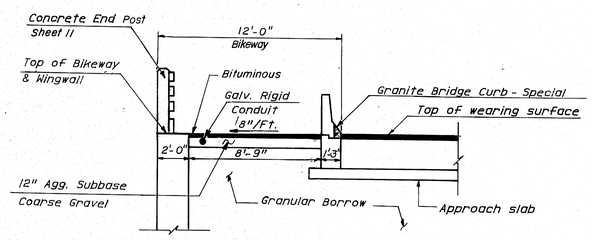


⚠ BIKEWAY PLAN

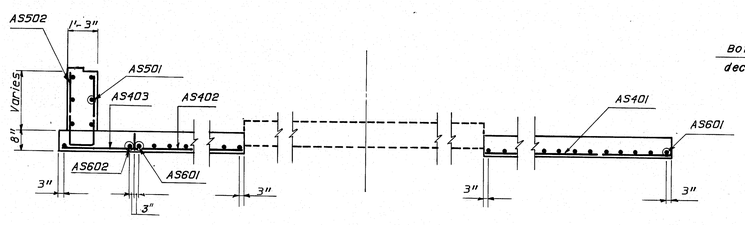


APPROACH SLAB PLAN

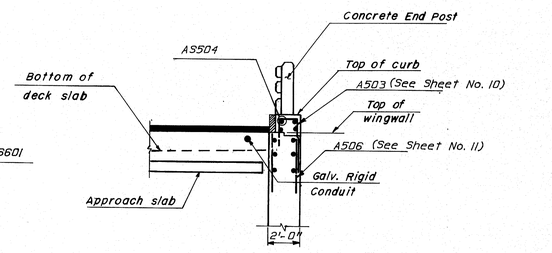
SECTION B-B



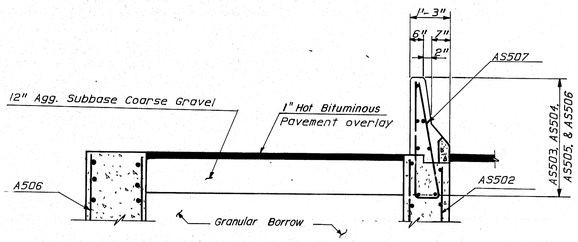
END VIEW (Southbound)



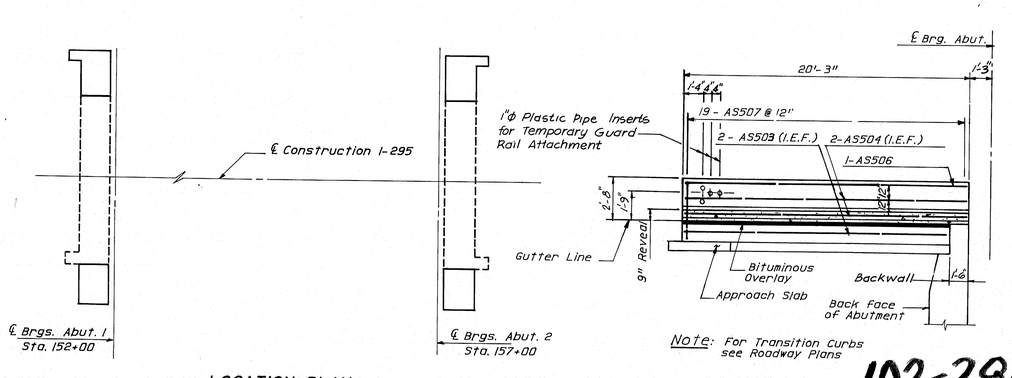
ELEVATION



END VIEW (Northbound)



SECTION A-A



LOCATION PLAN

Note: For Transition Curbs see Roadway Plans

⚠ VIEW C-C

Note:
1. For Granite Bridge Curb-Special Detail, see Sheet No. 18.

REV.	DESCRIPTION	BY	DATE
⚠	REVISE BIKEWAY PLAN	W-P	6-6-85
⚠	REVISE VIEW C-C	W-P	6-6-85

PROJECT DESIGN ENGINEER A.F.	BY	DATE
PLANS DESIGN - DETAILED	J.D.D	C.H
CHECKED		A.F.
REVISIONS		2/86
FIELD CHANGES		

BRUNING 44-132-45710-1

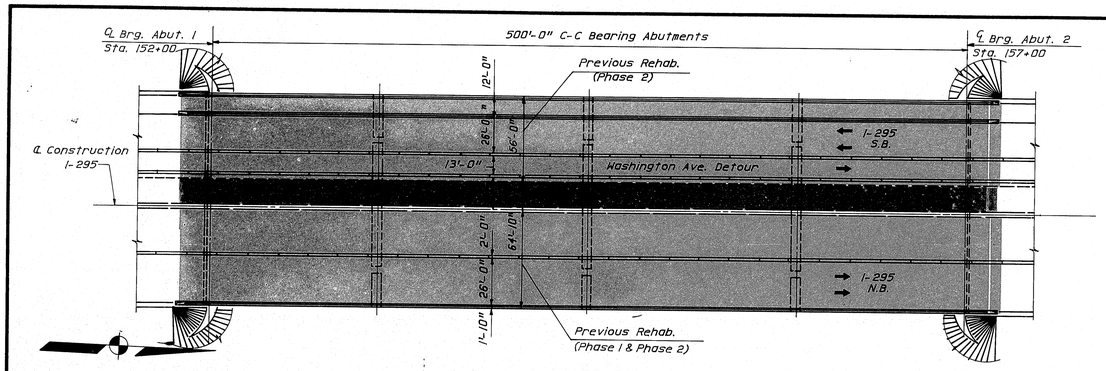
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
APPROACH SLAB DETAILS

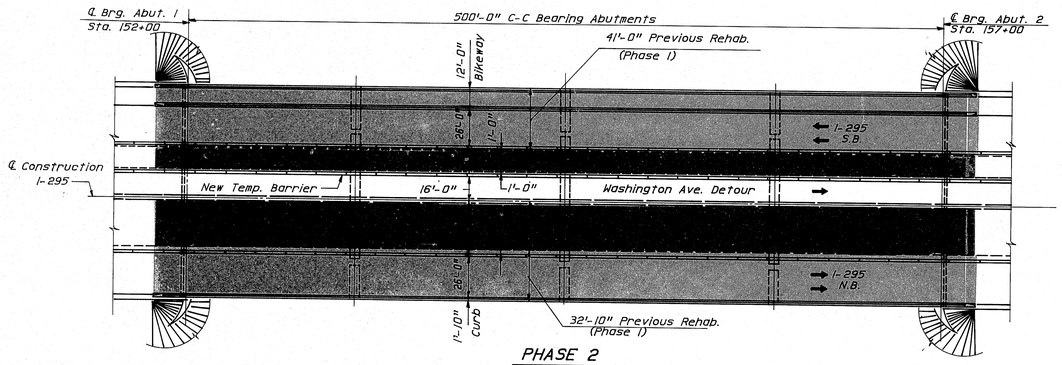
SHEET 20 OF 35 AUGUSTA, MAINE

103-286

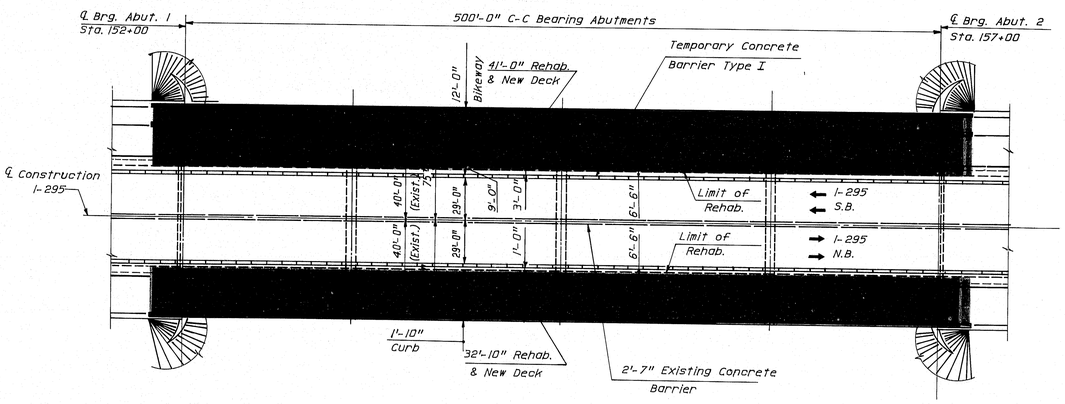
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	25	130



PHASE 3



PHASE 2



PHASE 1

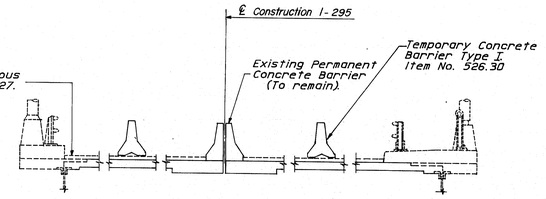
SCHEDULE OF OPERATIONS

1. All adjustments in operations must be coordinated with the interchange contractor
2. Construction warning signs are to be corrected to reflect changes in the traffic operation.
3. Reposition phase 2 new temporary concrete barrier type I.
4. Remove existing bituminous wearing surface and rehab as shown on plan.

NOTE: The existing bituminous pavement has an epoxy penatrating sealer. It is not necessary to remove this sealer.

SCHEDULE OF OPERATIONS

1. All adjustments in operations must be coordinated with the interchange contractor.
2. Construction warning signs are to be corrected to reflect changes in the traffic operation.
3. Remove and place temporary lane markings as determined by the changes in traffic lanes.
4. Remove and reposition temporary concrete barrier Type I.
5. Place new temporary concrete barrier for Washington Avenue detour traffic.
6. Remove existing bituminous wearing surface and rehab as shown on plan.



EXISTING BRIDGE SECTION

Girders not shown for clarity.

Payment for the removal of existing bridge railing, existing Light Standard, existing sidewalk concrete and slab concrete shall be considered incidental to Item 202.128, Removal of existing concrete curbs and sidewalks, (Typ.). Bridge rail and light standards shall be salvaged and stacked, property of MDOT.

SCHEDULE OF OPERATIONS

1. Construction warning signs are to be located and erected as the first order of work. See initial traffic plans.
2. Place temporary lane markings as required to direct traffic around the construction area.
3. Place temporary precast concrete barrier type I on existing bridge and approaches.
4. Remove existing bridge railing, existing light standard, existing sidewalk concrete and slab concrete.
5. Construct new deck & Rehab. existing bridge as shown on plan.

LEGEND

- Denotes Direction of Traffic
- Denotes Limit of Rehab.
- Denotes Concrete Chop out
- Denotes Temporary Concrete Barrier
- Denotes Rehab. or New Deck.
- Denotes previous Rehab.

PROJECT DESIGN ENGINEER A.F.		BY	DATE
PLANS	DESIGN - DETAILED	AF	4/85
	CHECKED	XM	"
	REVISIONS	JDD	
	FIELD CHANGES		

BRUNING 44-132 45710-1

103-287

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SEQUENCE OF CONSTRUCTION

SHEET 21 OF 35 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
	ABUTMENT 1		
A401	26	6'-6"	Wingwall Footing
A402			Canceled
A403	32	12'-9"	Wingwall Footing
A404	24	4'-8"	Abutment Footing
A405	12	9'-3"	Abutment Footing
A406	37	17'-4"	Abutment Footing
A407	37	31'-6"	Abutment Footing
A408	16	19'-9"	Wingwall Stem
A409	12	15'-0" to 19'-0"	Wingwall Stem Incr. 4 ea. by 2'-0"
A410	12	14'-9"	Wingwall Stem
A411	12	12'-3"	Wingwall Stem
A412	4	5'-9"	Wingwall Stem
A413	17	5'-4"	Abutment Footing
A414	8	4'-0"	Backwall
A415	8	2'-6"	Backwall
A416	86	3'-0"	Abutment Dowel
A501	26	6'-6"	Wingwall Footing
A502	158	5'-0"	Footings - Dowels
A506	52	11'-11"	Wingwall Stem
A507	12	9'-2"	Wingwall Stem
A508	4	17'-4"	Abutment Footing
A509	4	31'-6"	Abutment Footing
A510	4	16'-3"	Abutment Footing

MARK	NO.	LENGTH	LOCATION
	ABUTMENT 2		
A401	26	6'-6"	Wingwall Footing
A402			Canceled
A403	32	12'-9"	Wingwall Footing
A404	24	4'-8"	Abutment Footing
A405	12	9'-3"	Abutment Footing
A406	37	17'-4"	Abutment Footing
A407	37	31'-6"	Abutment Footing
A408	16	19'-9"	Wingwall Stem
A409	12	15'-4" to 19'-4"	Wingwall Stem Incr. 4 ea. by 2'-0"
A410	12	14'-9"	Wingwall Stem
A411	12	12'-3"	Wingwall Stem
A412	4	5'-9"	Wingwall Stem
A413	17	5'-4"	Abutment Footing
A414	8	4'-0"	Backwall
A415	8	2'-6"	Backwall
A516	86	3'-0"	Abutment Dowel
A501	26	6'-6"	Wingwall Footing
A502	158	5'-0"	Footings - Dowels
A506	52	11'-4"	Wingwall Stem
A507	12	9'-2"	Wingwall Stem
A508	4	17'-4"	Abutment Footing
A509	4	31'-6"	Abutment Footing
A510	4	16'-3"	Abutment Footing

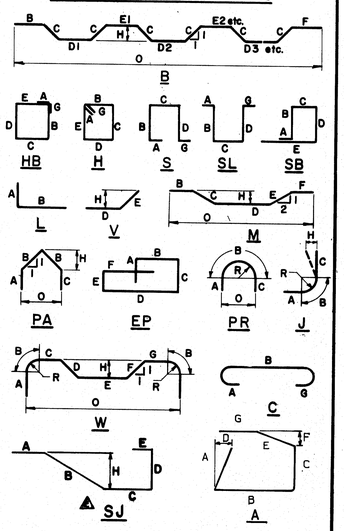
MARK	NO.	LENGTH	LOCATION

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
				ABUTMENT 1										
A416	2	12'-6"	L	1'-0"	11'-6"									Backwall
A503	21	9'-1"	S	0"	4'-0"	1'-1"	4'-0"			0"				Wingwall Stem
A504														Canceled
A505	10	7'-8" to 11'-8"	SL	0"	3'-1" to 5'-1"	1'-6"	3'-1" to 5'-1"			0"				Wingwall Stem Incr. 2 ea. by 6"
A511	50	15'-2"	A	4'-4"	6'-8"	4'-2"	1'-0"	0"	0"	0"				Abutment Footing
A512	50	13'-9"	A	0"	4'-2"	5'-3"	0"	4'-4"	1'-0"	0"				Abutment Footing
A513	47	13'-2"	S	0"	9'-3"	1'-0"	2'-11"			0"				Backwall
A514	47	7'-10"	A	0"	0"	9"	0"	2'-9"	6"	4'-4"				Backwall
				ABUTMENT 2										
A416	2	12'-6"	L	1'-0"	11'-6"									Backwall
A503	21	9'-1"	S	0"	4'-0"	1'-1"	4'-0"			0"				Wingwall Stem
A504														Canceled
A505	10	9'-6" to 13'-6"	SL	0"	4'-0" to 6'-0"	1'-6"	4'-0" to 6'-0"			0"				Wingwall Stem Incr. 2 ea. by 6"
A511	50	15'-2"	A	4'-4"	6'-8"	4'-2"	1'-0"	0"	0"	0"				Abutment Footing
A512	50	13'-9"	A	0"	4'-2"	5'-3"	0"	4'-4"	1'-0"	0"				Abutment Footing
A513	47	12'-11"	S	0"	9'-0"	1'-0"	2'-11"			0"				Backwall
A514	47	7'-10"	A	0"	0"	9"	0"	2'-9"	6"	4'-4"				Backwall
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	22	170

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. ⚠
Reinforcing Bar: ASTM A 615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A 502) bar size - #5
   Mark (P 1001) bar size - #10
   Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

103-288

	REVISIONS	DATE
⚠	New Bent Bar Type SJ	9-26-88
⚠	Revised ACI Standard	5-12-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING SCHEDULE - 1

SHEET 22 OF 35 AUGUSTA, MAINE

PLANS	BY	DATE
DESIGN - DETAIL CHECKED	CFK	SJ 2-88
REVISIONS	JDD	
FIELD CHANGES		

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			PIER 1 NORTHBOUND
P501	8	13'-6"	Pier Cap
P503	2	11'-0"	Pier Cap
P505	13	13'-0"	Distribution Slab
P506	14	12'-0"	Distribution Slab
P507	6	2'-6"	Pier Pad
P901	36	39'-0"	Column
P801	13	13'-0"	Distribution Slab
P802	20	12'-0"	Distribution Slab
			PIER 2 NORTHBOUND
P501	8	13'-6"	Pier Cap
P503	2	11'-0"	Pier Cap
P505	13	13'-0"	Distribution Slab
P506	14	12'-0"	Distribution Slab
P507	6	2'-6"	Pier Pad
P901	36	37'-0"	Column
P801	13	13'-0"	Distribution Slab
P802	20	12'-0"	Distribution Slab
			PIER 3 NORTHBOUND
P501	8	13'-6"	Pier Cap
P503	2	11'-0"	Pier Cap
P505	13	13'-0"	Distribution Slab
P506	14	12'-0"	Distribution Slab
P507	6	2'-6"	Pier Pad
P901	36	27'-6"	Column
P801	13	13'-0"	Distribution Slab
P802	20	12'-0"	Distribution Slab

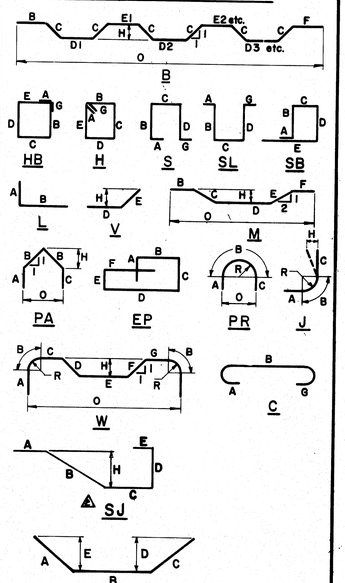
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
					PIER 1 NORTHBOUND									
P701	8	15'-2"	C	10"	13'-6"					10"				Pier Cap
P502	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P504	4	14'-0"	D	3'-9"	6'-6"	3'-9"	1'-6"	1'-6"						Pier Cap
P508	6	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier pad
P902	36	11'-3"	C	1'-3"	10'-0"					0"				Distribution Slab
P401	4	21'-6"	H	6"	4'-3"	6'-0"	4'-3"	6'-0"		6"				Pier Cap
P402	20	18'-6" to 21'-6"	H	6"	4'-3"	4'-6" to 6'-0"	4'-3"	4'-6" to 6'-0"		6"				Pier Cap Incr. eq. @ 4 1/2"
P403	36	21'-0"	H	6"	5'-0"	5'-0"	5'-0"	5'-0"		6"				Column
P404	144	6'-6"	C	6"	5'-6"					6"				Column
					PIER 2 NORTHBOUND									
P701	8	15'-2"	C	10"	13'-6"					10"				Pier Cap
P502	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P504	4	14'-0"	D	3'-9"	6'-6"	3'-9"	1'-6"	1'-6"						Pier Cap
P508	6	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier Pad
P902	36	11'-3"	C	1'-3"	10'-10"					0"				Distribution Slab
P401	4	21'-6"	H	6"	4'-3"	6'-0"	4'-3"	6'-0"		6"				Pier Cap
P402	20	18'-6" to 21'-6"	H	6"	4'-3"	4'-6" to 6'-0"	4'-3"	4'-6" to 6'-0"		6"				Pier Cap Incr. eq. @ 4 1/2"
P403	34	21'-0"	H	6"	5'-0"	5'-0"	5'-0"	5'-0"		6"				Column
P404	136	6'-6"	C	6"	5'-6"					6"				Column
					PIER 3 NORTHBOUND									
P701	8	15'-2"	C	10"	13'-6"					10"				Pier Cap
P502	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P504	4	14'-0"	D	3'-9"	6'-6"	3'-9"	1'-6"	1'-6"						Pier Cap
P508	6	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier Pad
P902	36	11'-3"	C	1'-3"	10'-0"					0"				Distribution Slab
P401	4	21'-6"	H	6"	4'-3"	6'-0"	4'-3"	6'-0"		6"				Pier Cap
P402	20	18'-6" to 21'-6"	H	6"	4'-3"	4'-6" to 6'-0"	4'-3"	4'-6" to 6'-0"		6"				Pier Cap Incr. Eq. @ 4 1/2"
P403	25	21'-0"	H	6"	5'-0"	5'-0"	5'-0"	5'-0"		6"				Column
P404	100	6'-6"	C	6"	5'-6"					6"				Column
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

PLANS	BY	DATE
DESIGN - DETAIL	C.F.K.	S.J. 2-86
CHECKED	J.D.D.	
REVISIONS		
FIELD CHANGES		

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	27	150

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.

Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. ⚠1

Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A502) bar size - #5
   Mark (P1001) bar size - #10
   Mark (S603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

103-289

⚠2 ⚠1	New Bent Bar Type SJ Revised ACI Standard	9-26-88 5-12-83
REVISIONS		DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING SCHEDULE - 2

SHEET 23 OF 35 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			PIER 1 SOUTHBOUND
P501	2	25'-6"	Pier Cap
P503	8	28'-6"	Pier Cap
P507	12	2'-6"	Pier Pad
P901	36	41'-0"	Column
P903	13	14'-0"	Distribution Slab
P904	19	10'-0"	Distribution Slab
			PIER 2 SOUTHBOUND
P501	2	25'-6"	Pier Cap
P503	8	28'-6"	Pier Cap
P507	12	2'-6"	Pier Pad
P901	36	39'-0"	Column
P903	13	14'-0"	Distribution Slab
P904	19	10'-0"	Distribution Slab
			PIER 3 SOUTHBOUND
P501	2	25'-6"	Pier Cap
P503	8	28'-6"	Pier Cap
P507	12	2'-6"	Pier Pad
P901	36	29'-6"	Column
P903	13	14'-0"	Distribution Slab
P904	19	10'-0"	Distribution Slab

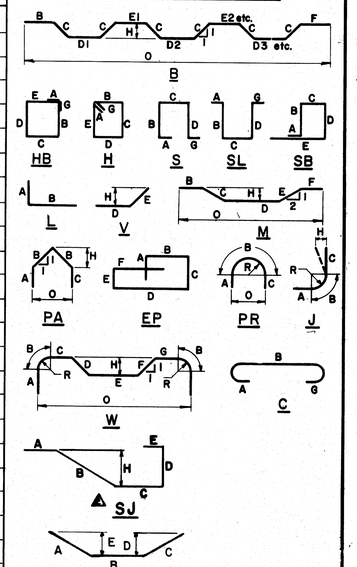
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
					PIER 1 SOUTHBOUND									
P1001	11	31'-4"	C		1'-5"	28'-6"				1'-5"				Pier Cap
P502	4	28'-10"	D	9'-2"	10'-6"	9'-2"	1'-6"	1'-6"						Pier Cap
P504	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P508	12	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier Pad
P902	36	9'-3"	C	1'-3"	8'-0"					0"				Column
P401	38	29'-0"	H	6"	5'-0"	9'-0"	5'-0"	9'-0"		6"				Column
P402	76	10'-6"	C	6"	9'-6"					6"				Column
P403	152	6'-6"	C	6"	5'-6"					6"				Column
P404	40	18'-4"	H	6"	4'-6"	4'-2"	4'-6"	4'-2"		6"				Pier Cap
		to 21'-4" (10)			to 6'-0" (10)		to 6'-0" (10)							Incr. 4 ea. by 2"
P405	8	21'-4"	H	6"	6'-0"	4'-2"	6'-0"	4'-2"		6"				Pier Cap
					PIER 2 SOUTHBOUND									
P1001	11	31'-4"	C		1'-5"	28'-6"				1'-5"				Pier Cap
P502	4	28'-10"	D	9'-2"	10'-6"	9'-2"	1'-6"	1'-6"						Pier Cap
P504	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P508	12	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier Pad
P902	36	9'-3"	C	1'-3"	8'-0"					0"				Column
P401	36	29'-0"	H	6"	5'-0"	9'-0"	5'-0"	9'-0"		6"				Column
P402	72	10'-6"	C	6"	9'-6"					6"				Column
P403	144	6'-6"	C	6"	5'-6"					6"				Column
P404	40	18'-4"	H	6"	4'-6"	4'-2"	4'-6"	4'-2"		6"				Pier Cap
		to 21'-4"			to 6'-0"		to 6'-0"							Incr. 4 ea. by 2"
P405	8	21'-4"	H	6"	6'-0"	4'-2"	6'-0"	4'-2"		6"				Pier Cap
					PIER 3 SOUTHBOUND									
P1001	11	31'-4"	C		1'-5"	28'-6"				1'-5"				Pier Cap
P502	4	28'-10"	D	9'-2"	10'-6"	9'-2"	1'-6"	1'-6"						Pier Cap
P504	10	10'-6"	S	0"	2'-3"	6'-0"	2'-3"			0"				Pier Cap
P508	12	7'-4"	S	0"	1'-10"	3'-8"	1'-10"			0"				Pier Pad
P902	36	9'-3"	C	1'-3"	8'-0"					0"				Column
P401	26	29'-0"	H	6"	5'-0"	9'-0"	5'-0"	9'-0"		6"				Column
P402	52	10'-6"	C	6"	9'-6"					6"				Column
P403	104	6'-6"	C	6"	5'-6"					6"				Column
P404	40	18'-4"	H	6"	4'-6"	4'-2"	4'-6"	4'-2"		6"				Pier Cap
		to 21'-4"			to 6'-0"		to 6'-0"							Incr. 4 ea. by 2"
P405	8	21'-4"	H	6"	6'-0"	4'-2"	6'-0"	4'-2"		6"				Pier Cap
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

PLANS	BY	DATE
DESIGN - DETAIL	CFK	SU
CHECKED	JDD	2/85
REVISIONS		
FIELD CHANGES		

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)150	25	120

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. ⚠
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A502) bar size - #5
   Mark (P1001) bar size - #10
   Mark (S603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars. (One top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

103-290

⚠	New Bent Bar Type SJ	9-26-83
⚠	Revised ACI Standard	5-12-83

REVISIONS	DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

REINFORCING SCHEDULE - 3

SHEET 24 OF 35 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
		SUPERSTRUCTURE	
S501	502	23'-0"	Transverse - Slab (N.B.)
S502	502	20'-7"	Transverse - Slab (N.B.)
S503	502	37'-2"	Transverse - Slab (S.B.)
S504	502	34'-9"	Transverse - Slab (S.B.)
S509	12	8'-9"	Transverse - Slab (N.B.)
S510	24	7'-10"	Transverse - Slab (S.B.)
S511	918	60'-0"	Longitudinal - Slab
S513	10	52'-9"	Traffic Barrier
S517	111	36'-0"	Longitudinal - Slab
S518	16	45'-0"	End of Slab (SB & NB)
S601	231	60'-0"	Over Piers
S602	154	12'-3"	Over Piers
S603	77	13'-3"	Over Piers
S519	10	22'-6"	Traffic Barrier
AS401	32	19'-0"	Transverse - N.B.
AS402	32	26'-0"	Transverse - S.B.
AS403	12	4'-6"	Transverse - S.B.
AS501	12	18'-3"	Bikeway
AS503	4	18'-3"	Approach Barrier
AS504	10	19'-9"	Approach Barrier
AS505			⚠ Canceled
AS601	164	14'-6"	Longitudinal
AS602	20	20'-3"	Longitudinal - S.B.
		APPROACH SLAB	
EP401	16	1'-10"	End Post Dowels
EP405	8	1'-5"	End Post (2 bar)
EP407			Canceled
EP508	8	4'-0"	End Post (2,3 & 4 bar)
		END POSTS	

BENT BARS

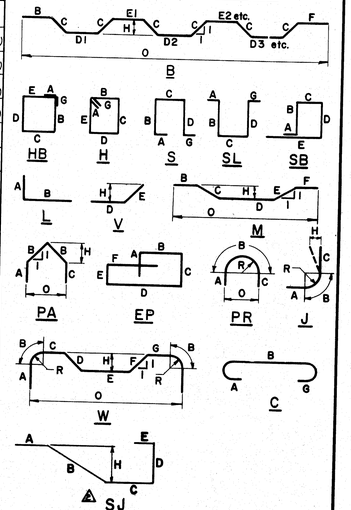
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
						SUPERSTRUCTURE								
S505	499	23'-10"	B		4'-5"	8 1/2"	3'-11"	4'-0"	4'-9"		6"	23'-0"		Transverse - Slab (N.B.)
S506	997	13'-11 1/2"	M		4'-5"	1'-0 3/4"	3'-5"	1'-0 3/4"	4'-0"		9"	13'-4"		Transverse - Slab (N.B.)
S507	499	38'-7 1/8"	B		4'-7"	7 1/8"	3'-6"	3'-8"	4'-3"		5"	37'-2"		Transverse - Slab (S.B.)
S508	997	12'-10 3/4"	M		3'-8"	11 3/8"	3'-1"	11 3/8"	4'-3"		8"			Transverse - Slab (S.B.)
S512	88	3'-6"	SJ	0"	1'-2"	11"	10"	7"			10"			End of Slab
S514	1002	4'-1"	L	10"	3'-3"									Traffic Barrier
S515	500	5'-8"	S	10"	1'-6"	1'-0"	1'-6"			10"				Curb
S516	168	2'-3"	S	0"	1'-0"	3"	1'-0"			0"				End of Slab (SB & NB)
						APPROACH SLAB								
AS502	38	5'-1"	SB	0"	2'-2"	9"	2'-2"							Bikeway
AS506														Canceled ⚠
AS507	38	7'-6"	S	—	3'-6"	6"	3'-6"			—				Approach Barrier
						END POSTS								
EP402	30	4'-9"	S	0"	2'-1"	7"	2'-1"			0"				End Post 2 bar
EP403	30	4'-9"	H	4"	1'-0"	1'-0"	1'-0"	1'-0"		4"				End Post 2 bar
EP404	8	3'-1"	S	0"	1'-3"	7"	1'-3"			0"				End Post 2 bar
EP406														Canceled
EP408	6	4'-3"	S	0"	1'-10"	7"	1'-10"			0"				End Post 2 bar
EP409	4	4'-2"	S	0"	1'-10"	6"	1'-10"			0"				End Post 2 bar
EP410	2	4'-6"	S	0"	1'-10"	10"	1'-10"			0"				End Post 2 bar
EP411														Canceled
EP412														Canceled
EP413														Canceled
EP414	10	8'-1"	EP	1'-0"	1'-7"	1'-0"	2'-8"	7"	1'-3"					End Post 4 bar
EP415	4	9'-8"	S	0"	4'-4"	1'-0"	4'-4"			0"				End Post 4 bar
EP416	2	9'-3"	S	0"	4'-4"	7"	4'-4"			0"				End Post 4 bar
EP417	4	5'-0"	S	0"	1'-10"	1'-0"	1'-10"			4"				End Post 4 bar
EP418	2	4'-7"	S	0"	1'-10"	7"	1'-10"			4"				End Post 4 bar
EP501	8	5'-3"	V				3'-0"	2'-3"			4"			End Post
EP502	6	4'-11"	S	0"	1'-11"	7"	1'-11"			6"				End Post
EP503	4	4'-10"	S	0"	1'-11"	6"	1'-11"			6"				End Post
EP504	2	6'-5"	H	5"	1'-11"	10"	1'-11"			5"				End Post

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	C.F.K.	5-85
	REVISIONS	K.D.Z.	
	FIELD CHANGES		

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	29	130

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. ⚠
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.
   Mark (A502) bar size - #5
   Mark (P1001) bar size - #10
   Mark (S603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

103-291

⚠	New Bent Bar Type SJ (MDOT)	9-26-83
⚠	Revised ACI Standard (MDOT)	5-12-83
⚠		

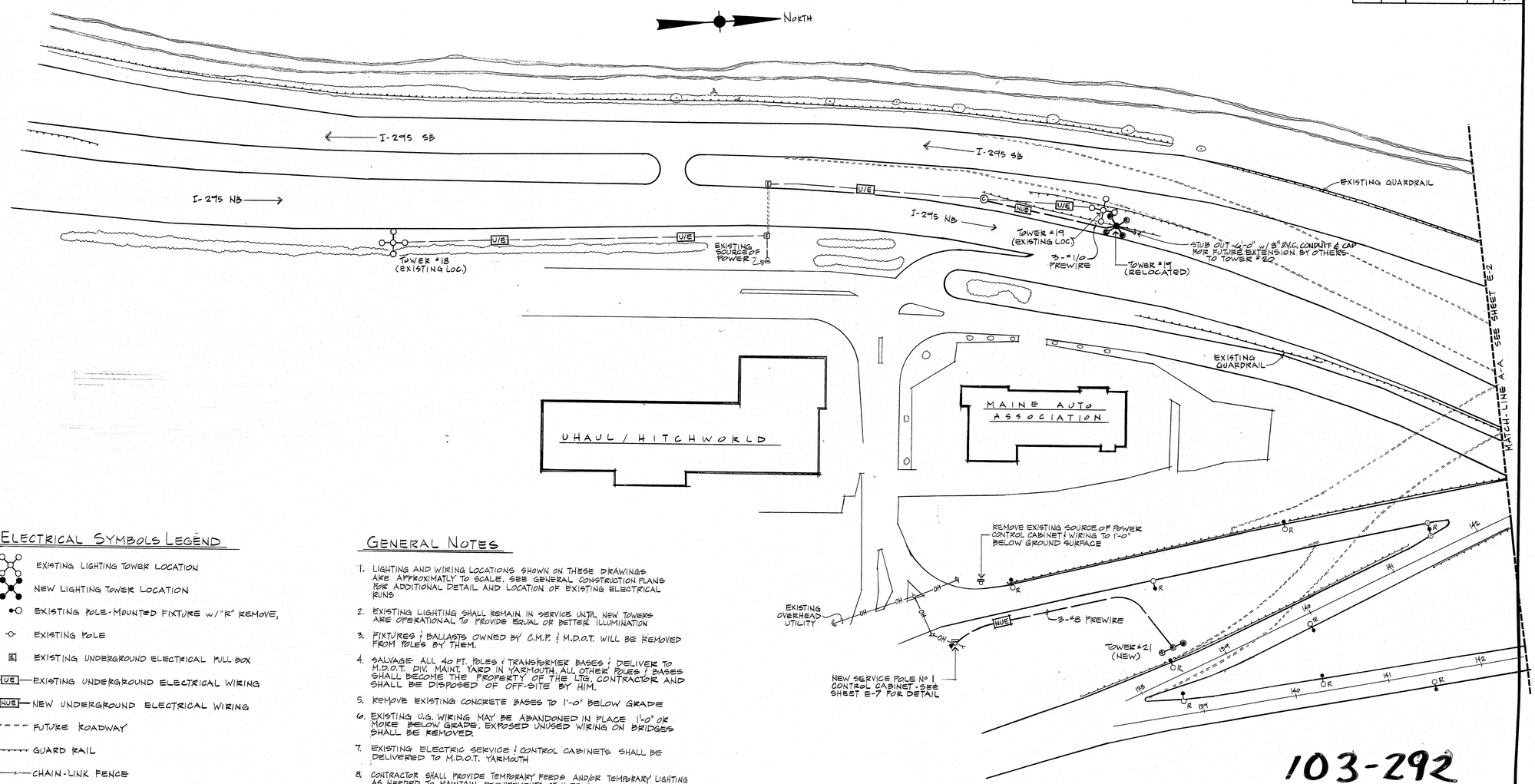
REVISIONS | DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING SCHEDULE - 4

SHEET 25 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	12-299-3(994)150	40	130



ELECTRICAL SYMBOLS LEGEND

- EXISTING LIGHTING TOWER LOCATION
- NEW LIGHTING TOWER LOCATION
- EXISTING POLE-MOUNTED FIXTURE w/"R" REMOVE,
- EXISTING POLE
- EXISTING UNDERGROUND ELECTRICAL PULL-BOX
- U/E — EXISTING UNDERGROUND ELECTRICAL WIRING
- NUE — NEW UNDERGROUND ELECTRICAL WIRING
- FUTURE ROADWAY
- GUARD RAIL
- CHAIN-LINK FENCE
- NEW PRECAST CONCRETE ELECTRICAL PULL-BOX ITEM 626.112
- NEW PRECAST CONCRETE ELECTRICAL PULL-BOX ITEM 626.11
- ELECTRIC SERVICE POLE w/ CONTROL CABINET
- ELECTRIC SERVICE POLE w/CONTROL CAB., CMP TRANSFORMER, & HEAD GUY
- OH — OVERHEAD LINE
- T — TRANSFORMER & CONTROL CABINET FOR NAVIGATION LIGHTS ON CONCRETE FOUNDATION

GENERAL NOTES

1. LIGHTING AND WIRING LOCATIONS SHOWN ON THESE DRAWINGS ARE APPROXIMATLY TO SCALE. SEE GENERAL CONSTRUCTION PLANS FOR ADDITIONAL DETAIL AND LOCATION OF EXISTING ELECTRICAL RUNS
2. EXISTING LIGHTING SHALL REMAIN IN SERVICE UNTIL NEW TOWERS ARE OPERATIONAL TO PROVIDE EQUAL OR BETTER ILLUMINATION
3. FIXTURES & BALLASTS OWNED BY C.M.P. & M.D.O.T. WILL BE REMOVED FROM POLES BY THEM.
4. SALVAGE- ALL 40 FT. POLES & TRANSFORMER BASES & DELIVER TO M.D.O.T. DIV. MAINT. YARD IN YARMOUTH. ALL OTHER POLES & BASES SHALL BECOME THE PROPERTY OF THE LTG. CONTRACTOR AND SHALL BE DISPOSED OF OFF-SITE BY HIM.
5. REMOVE EXISTING CONCRETE BASES TO 1'-0" BELOW GRADE
6. EXISTING U.G. WIRING MAY BE ABANDONED IN PLACE 1'-0" OR MORE BELOW GRADE. EXPOSED UNUSED WIRING ON BRIDGES SHALL BE REMOVED.
7. EXISTING ELECTRIC SERVICE & CONTROL CABINETS SHALL BE DELIVERED TO M.D.O.T. YARMOUTH
8. CONTRACTOR SHALL PROVIDE TEMPORARY FEEDS AND/OR TEMPORARY LIGHTING AS NEEDED TO MAINTAIN REQUIREMENTS OF NOTE 2.

1" = 50'

50' 0' 50' 100' 150 200'

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132, 45710.1

103-292

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

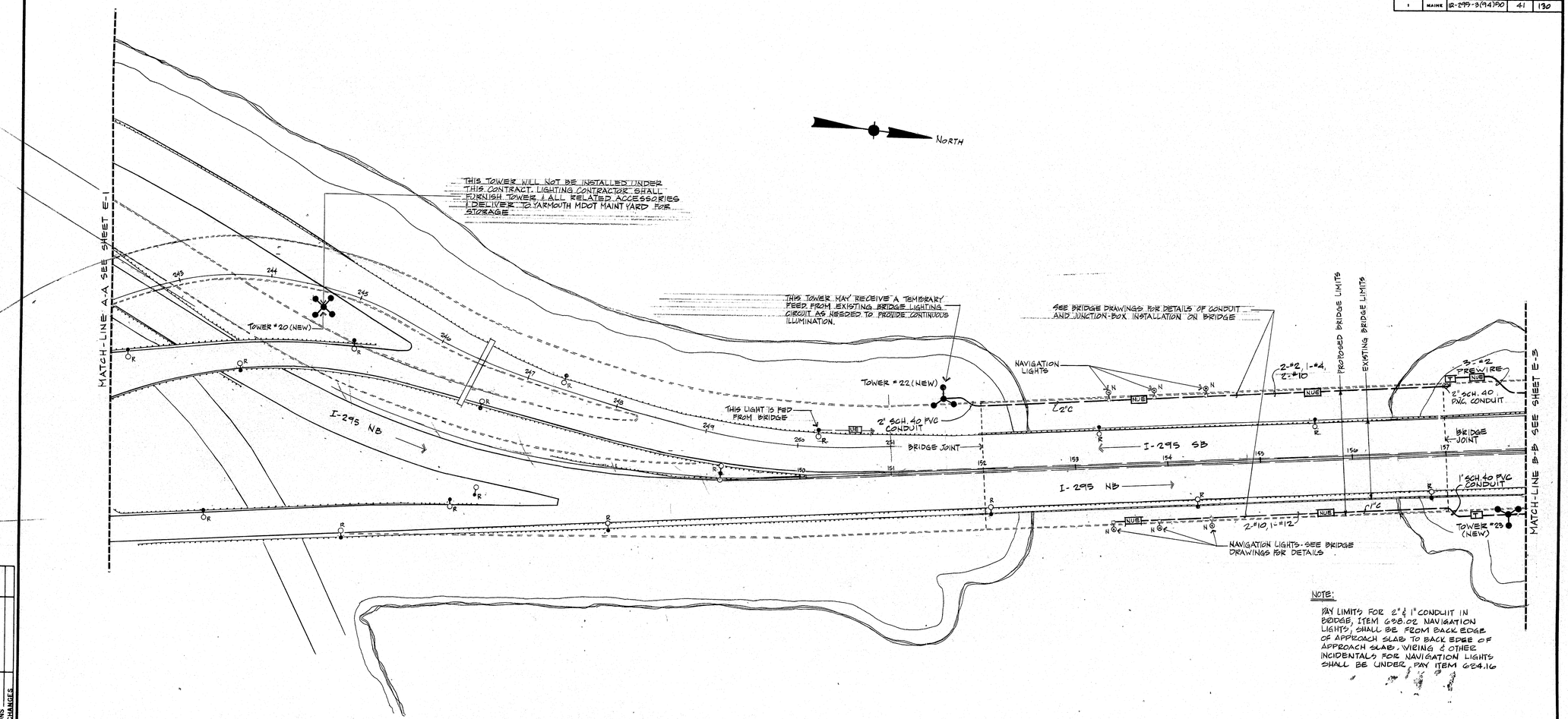
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING PLAN - No. OF FRANKLIN ST.

SHEET 40 OF 130 AUGUSTA, MAINE

E-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-299-3(94)150	41	130



NOTE:

PAY LIMITS FOR 2" & 1" CONDUIT IN BRIDGE, ITEM 608.02 NAVIGATION LIGHTS, SHALL BE FROM BACK EDGE OF APPROACH SLAB TO BACK EDGE OF APPROACH SLAB. WIRING & OTHER INCIDENTALS FOR NAVIGATION LIGHTS SHALL BE UNDER PAY ITEM 624.16

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45710-1

1" = 50'

103-293

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING PLAN - TUKEYS BRIDGE AREA

SHEET 41 OF 130 AUGUSTA, MAINE

E-2

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)130	42	130

NORTH

TOWER #25 (NEW)

TOWER #24 (NEW)

3-#2 PREWIRE

WASHINGTON AVE. SB

WASHINGTON AVE. NB

EXISTING OVERHEAD TO REMAIN

⚠ TEMPORARY O.H. LINE TO SUPPLY EXISTING 4 LIGHTS (OWNED BY CMP CO.) ON THIS RAMP DURING CONSTRUCTION PERIOD. (PAY ITEM 634.100)

4" RIGID STEEL CONDUIT SLEEVE, TWICE COATED W/ ASPHALTUM, 24 HOURS BETWEEN COATS, TOUCH-UP NICKS AFTER INSTALLATION

3-#2 PREWIRE

I-295 SB

I-295 NB

3-#10 PREWIRE IN SLEEVE

3-#8 1" RIGID STEEL COND.

3-#10 PREWIRE

3-#2 PREWIRE

D.E.P. STATION

D.E.P. SERVICE 3-#10 PREWIRE

EXISTING SERVICE POLE TO BE REMOVED

EXISTING C.M.P. Co RISER POLE 3ϕ, 4W, 12,470/7200

TO EXISTG TRANSFORMER POLE (REMOVE)

NEW SERVICE POLE N° 2 CONTROLLER

POLES & FLOODLIGHTS TO BE RELOCATED BY C.M.P. FINAL LOCATION TO BE DETERMINED IN THE FIELD.

EXISTING U.G

MATCH LINE & SEE SHEET E-3

MATCH LINE & SEE SHEET E-4

1" = 50'

50' 0 50' 100' 150' 200'

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44 132 45710-1

103-294

REV.	DESCRIPTION	BY	DATE
⚠	ADDENDUM 1	SSS	6-12-85
⚠	MINOR CONDUIT LOCATION REV.	SSS	6-12-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

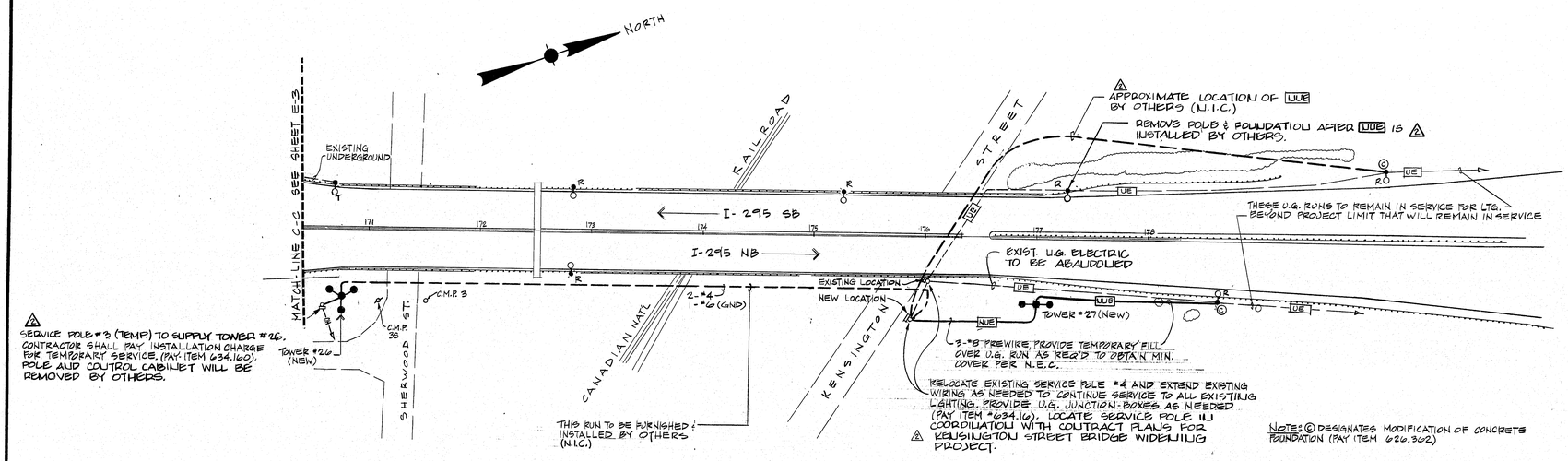
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

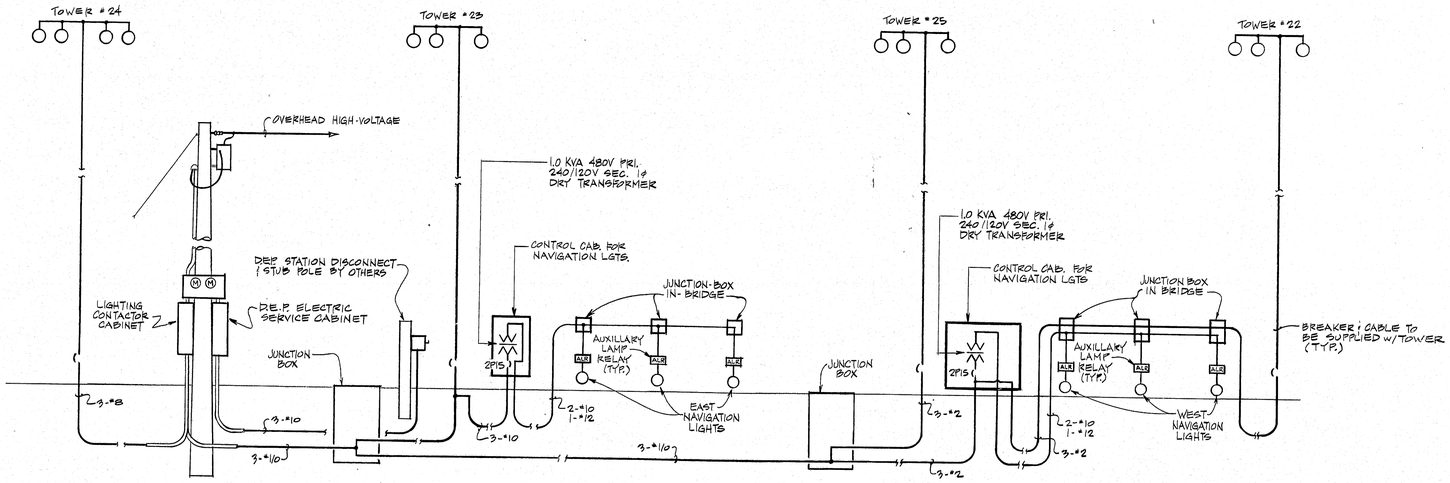
LIGHTING PLAN - INTERCHANGE AREA

SHEET 42 OF 130 AUGUSTA, MAINE

E-3

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	43	130





RISER DIAGRAM FOR TOWERS #22, 23, 24, 25 & NAV. LGTS.
NO SCALE

1" = 50'
50' 0' 50' 100' 150' 200'

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED -	
	REVISIONS -	
	FIELD CHANGES	

BRUNING 44-132 45710-1

103-295

REV.	DESCRIPTION	BY	DATE
A	ADDENDUM 1	SSS	6-12-85
A	MINOR CONDUIT LOCATION REV.	SSS	6-12-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

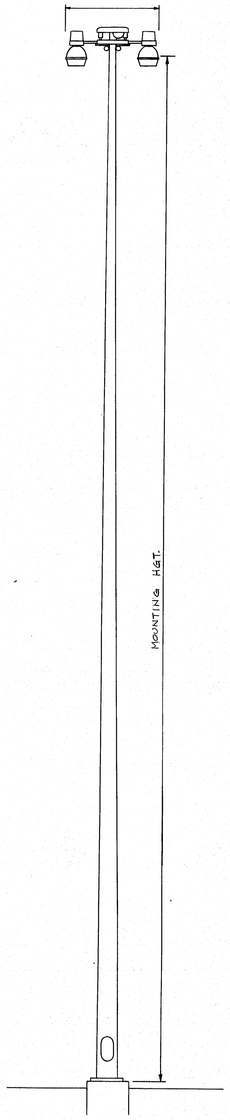
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING PLAN - SHERWOOD ST. / KENSINGTON ST.

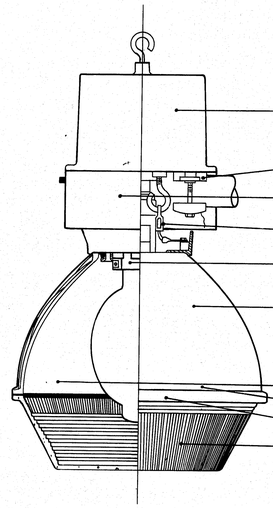
SHEET 43 OF 130 AUGUSTA, MAINE E-4

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	44	130

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		



634.207

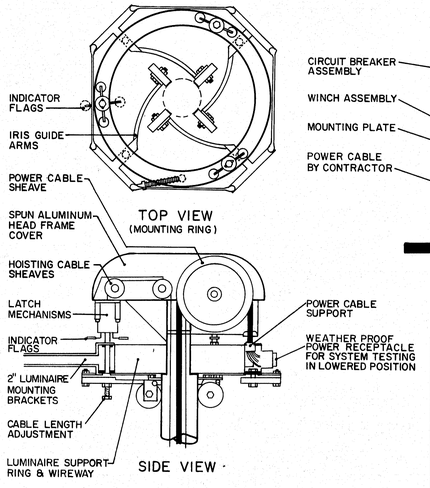


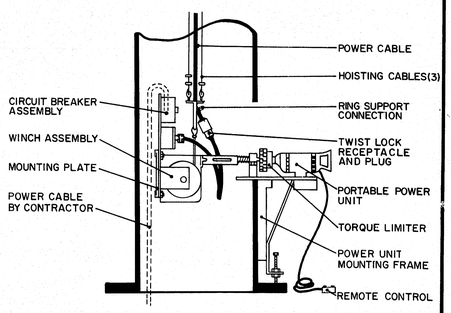
1000 WATT LUMINAIRE

LIGHTING TOWER SCHEDULE

TOWER Nº	HGT. (FT)	LOCATION STATION	LOCATION OFFSET	LUMINAIRES QTY.	LUMINAIRES WATTS	LUMINAIRES DISTRIB.	REMARKS
19	100'	437+50	16' LT	4	1000	LAN	EXISTING TOWER, RELOCATE & REPLACE LUMINAIRES
20	100'	144+30	75' LT	4			NEW TOWER - INSTALLED IN FUTURE BY OTHERS
21	60'	237+90	50' LT	2			NEW TOWER
22	60'	151+60	80' LT	3			
23	60'	157+65	68' LT	3			
24	80'	5+55	45' LT	4			
25	60'	102+00	24' LT	3			
26	60'	170+75	60' RT	3			
27	60'	177+00	60' RT	2	↓	↓	↓

NOTE: BALLASTS SHALL BE 480V





POLE BASE DETAIL WITH PORTABLE LOWERING DEVICE

103-296

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS HIGH-MAST LIGHTING

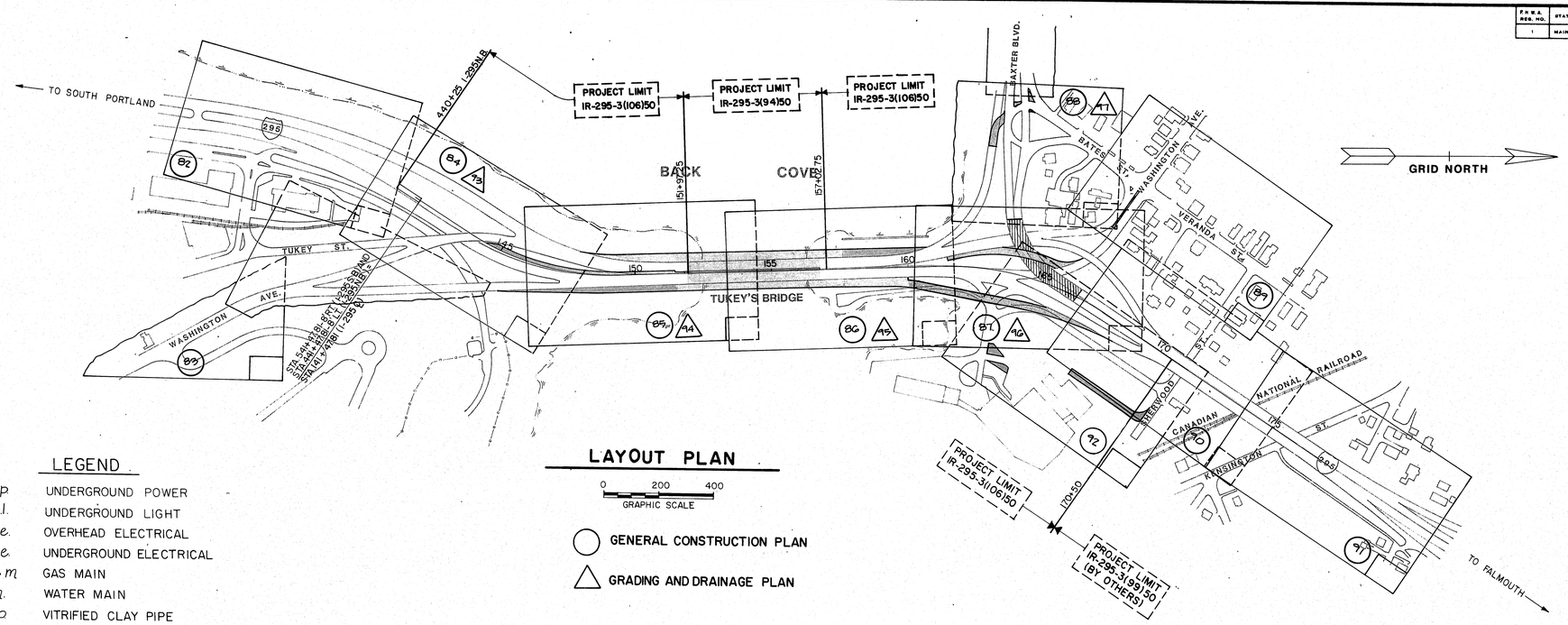
SHEET 44 OF 130 AUGUSTA, MAINE

E-5

JANUARY 1988

203-1 2080

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	48	130



LAYOUT PLAN

0 200 400
GRAPHIC SCALE

GENERAL CONSTRUCTION PLAN

GRADING AND DRAINAGE PLAN

LEGEND

u.g.p.	UNDERGROUND POWER
u.g.l.	UNDERGROUND LIGHT
o.h.e.	OVERHEAD ELECTRICAL
u.g.e.	UNDERGROUND ELECTRICAL
gas m	GAS MAIN
w.m.	WATER MAIN
v.c.p.	VITRIFIED CLAY PIPE
a.c.p.	ASBESTOS CEMENT PIPE
r.c.p.	REINFORCED CONCRETE PIPE
c.i.p.	CAST IRON PIPE
br.	BRICK SEWER OR STORM DRAIN LINE
c.b.	CATCH BASIN
d.m.h.	DRAINAGE MANHOLE
t.m.h.	TELEPHONE MANHOLE
e.m.h.	ELECTRICAL MANHOLE
s.m.h.	SEWER MANHOLE
n.e.t.	NEW ENGLAND TELEPHONE
c.m.p.	CENTRAL MAINE POWER
s.d.	STORM DRAIN-TYPE OF PIPE UNKNOWN
s.	SEWER-TYPE OF PIPE UNKNOWN
w.s.o.	WATER SHUT OFF
b.o.	BLOW OFF
j.b.	JUNCTION BOX

GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE:

   CITY OF PORTLAND (FIRE ALARM)
   CITY OF PORTLAND (SEWER & DRAINS)
   CENTRAL MAINE POWER COMPANY
   PORTLAND WATER DISTRICT
   NORTHERN UTILITIES, INC., (GAS)
   NEW ENGLAND TELEPHONE CO.
   MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION

   ALL UTILITY FACILITIES SHALL BE RELOCATED AND ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS NOTED.

2. CLEARING IS SHOWN ON THE PLANS. BRUSH AND TREES LESS THAN 12" SHALL BE REMOVED WITHIN THE CONSTRUCTION LIMITS, INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

3. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW-UNDERWATER BACKFILL.

4. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

5. EXISTING TOPOGRAPHIC PLANS AND CROSS SECTIONS WERE COMPUTER GENERATED BY AERIAL PHOTOGRAMMETRY. SOME DISCREPANCIES BETWEEN EXISTING ELEVATIONS SHOWN ON CONTOUR PLANS AND ON CROSS SECTIONS HAVE BEEN NOTICED. EXISTING DETAIL AND DIMENSIONS ALSO DIFFER BETWEEN THE TOPOGRAPHIC PLANS AND THE CROSS SECTIONS IN SOME LOCATIONS. THE CROSS SECTIONS WERE GENERATED POINT BY POINT, AND ARE THEREFORE A MORE ACCURATE REPRESENTATION OF EXISTING CONDITIONS.

6. ONE GUARDRAIL DELINEATOR POST SHALL BE INSTALLED AT EACH GUARD RAIL END BOTH FOR TEMPORARY CONSTRUCTION AND FOR PERMANENT CONSTRUCTION. RESET EXISTING DELINEATOR POSTS FOR TEMPORARY CONSTRUCTION.

7. UTILITY LOCATIONS AND RELOCATIONS (BY OTHERS) ARE SHOWN ON THE GRADING AND DRAINAGE PLANS. THE LOCATION, SIZE, AND DEPTH OF EXISTING SUBSURFACE UTILITIES SHOWN ON THE PLANS WERE COMPILED FROM AVAILABLE RECORD DRAWINGS AND A LIMITED NUMBER OF TEST PITS AND ARE NOT WARRANTED TO BE CORRECT. THE LOCATIONS ARE APPROXIMATE ONLY AND IN SOME CASES MAY BE INCOMPLETE. THE CONTRACTOR SHALL NOTIFY ALL UTILITIES REQUIRED AND VERIFY THE LOCATIONS OF ALL EXISTING SUBSURFACE UTILITIES PRIOR TO PERFORMING ANY WORK.

8. LOAM SHALL BE PLACED 2" DEEP AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER.

9. EXISTING MONUMENT CONTROL WITHIN THE PROJECT LIMITS WILL NOT BE REESTABLISHED.

10. PLACE 2' WIDE SOD STRIP IN THE FOLLOWING LOCATIONS:

    BEHIND CURBS
    ABOVE RIPRAP
    ADJACENT TO TEMPORARY PAVEMENT IN SPECIFIED LOCATIONS

11. ALL SLOPES SHALL BE SEEDED WITH SEEDING, METHOD NO. 2 UNLESS OTHERWISE NOTED.

12. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 2 AND THOSE AREAS TO BE TEMPORARY SEEDED.

13. ALL EXCAVATION BELOW SUBGRADE FOR CATCH BASINS NOTED "REMOVE AND PLUG" SHALL BE PAID FOR UNDER ITEM 203.20. ALL PLUGS SHALL BE CONSTRUCTED OF MORTAR AS DIRECTED BY THE ENGINEER, PAYMENT TO BE INCIDENTAL TO ITEM 203.20.

14. WHERE NEW ROADWAY PAVEMENT ADJACENT TO EXISTING ROADWAY PAVEMENT RESULTS IN A VERTICAL DIFFERENCE IN GRADE, HOT BITUMINOUS PAVEMENT, GRADING C, SHALL BE PLACED A MINIMUM DISTANCE OF 25 FEET BACK ON THE SIDE OF THE VERTICAL DROP SO AS TO RESULT IN A SMOOTH RAMPED TRANSITION BETWEEN ELEVATIONS.

15. TEMPORARY PAVEMENT IS TYPICALLY 4" HOT BITUMINOUS PAVEMENT OVER 18" AGGREGATE SUBBASE - GRAVEL MATERIAL.

16. ALL PAVEMENTS SHALL BE SWEPT CLEAN OF ALL LOOSE MATERIAL BEFORE TRAFFIC IS PERMITTED ON THEM.

17. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR UNDER ITEM 203.25.

18. DRAIN STRUCTURE OFFSET LOCATIONS FROM BASELINES ARE MEASURED TO THE FAR EDGE OF FRAMES.

19. CABLE GUARDRAIL SHALL BE REMOVED FROM CONSTRUCTION AREAS, POSTS AND HARDWARE SHALL BE DELIVERED AND STACKED ON WOODEN PLANKS AT MDOT MAINTENANCE LOT, PLEASANT HILL ROAD, SCARBOROUGH AND CABLE SHALL BE DISPOSED BY THE CONTRACTOR OFF THE SITE, AT NO ADDITIONAL COMPENSATION.

20. VERTICAL DATUM USED IS MEAN SEA LEVEL (N.G.V.D.).

21. NO LOAM SALVAGE IS ANTICIPATED.

22. BENCHING OF EXISTING FILL SLOPES SHALL BE REQUIRED FOR SOME EMBANKMENT CONSTRUCTION WHERE SHOWN ON THE SECTIONS.

PLAN	0	25	50 FEET
PROFILE HOR.	0	25	50 FEET
PROFILE VER.	0	5	10 FEET
CROSS SECTIONS	0	5	10 FEET

OR AS SHOWN

PLAN SCALES

PROJECT DESIGN ENGINEER	BY	DATE
PLANS: DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

103-297

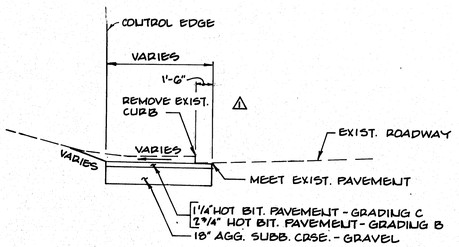
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

KEY PLAN, LEGEND & GENERAL NOTES

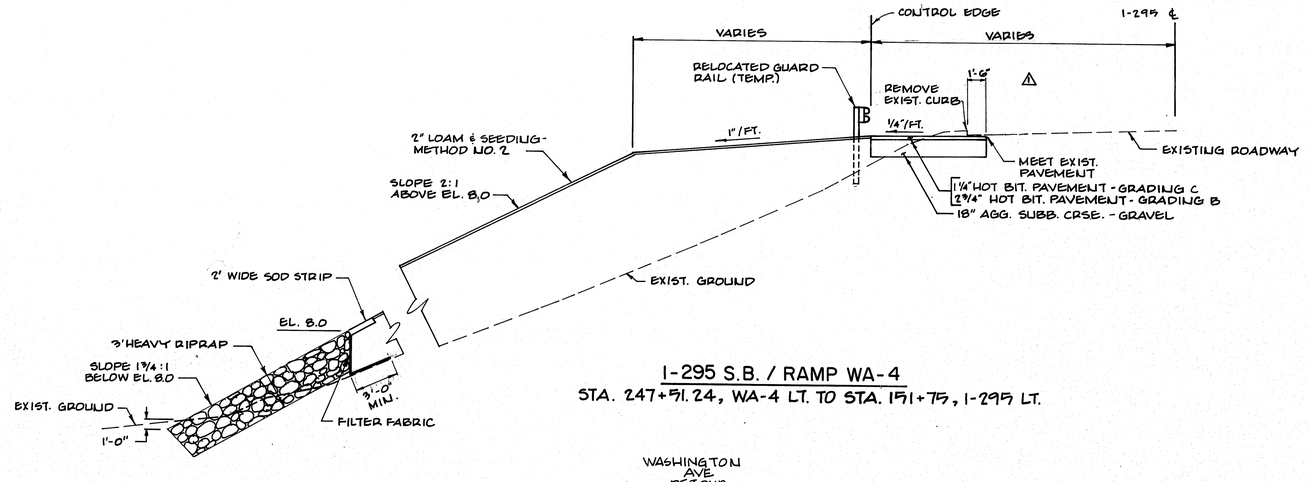
SHEET 48 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295(106)50	49	130



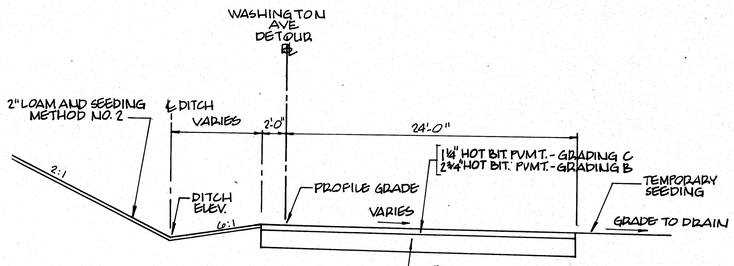
I-295 MEDIAN

STA. 144+25 ± TO STA. 151+75



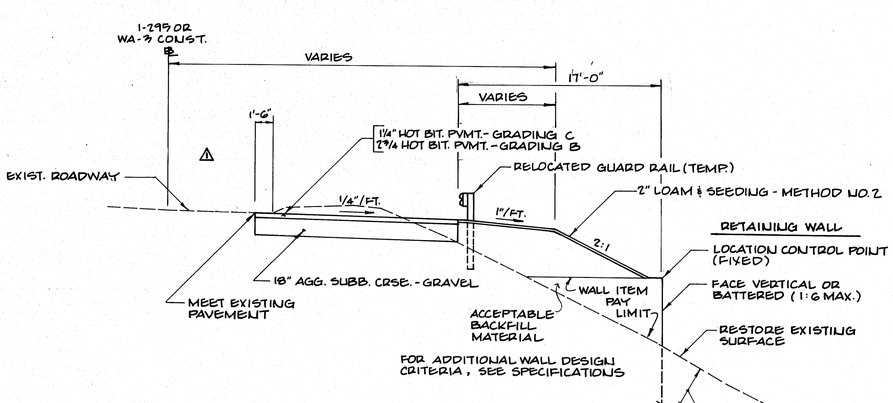
I-295 S.B. / RAMP WA-4

STA. 247+51.24, WA-4 LT. TO STA. 151+75, I-295 LT.



WASHINGTON AVE. DETOUR

STA. 9+00± TO STA. 14+27±

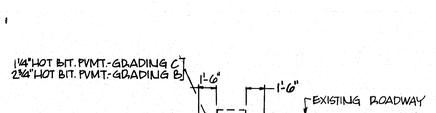


I-295 N.B. / RAMP WA-3

STA. 647+00, WA-3 RT. TO STA. 151+78, I-295 RT.

103-298

NOTES:
1. THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS 3/8" PER FOOT, LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS PAVEMENT.
3. N.I.C. MEANS NOT IN THIS CONTRACT.



WASHINGTON AVE. MEDIAN REMOVAL

STA. 296+17 (WA-2EXT) TO STA. 297+30 (WA-2)

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44132.45710-1

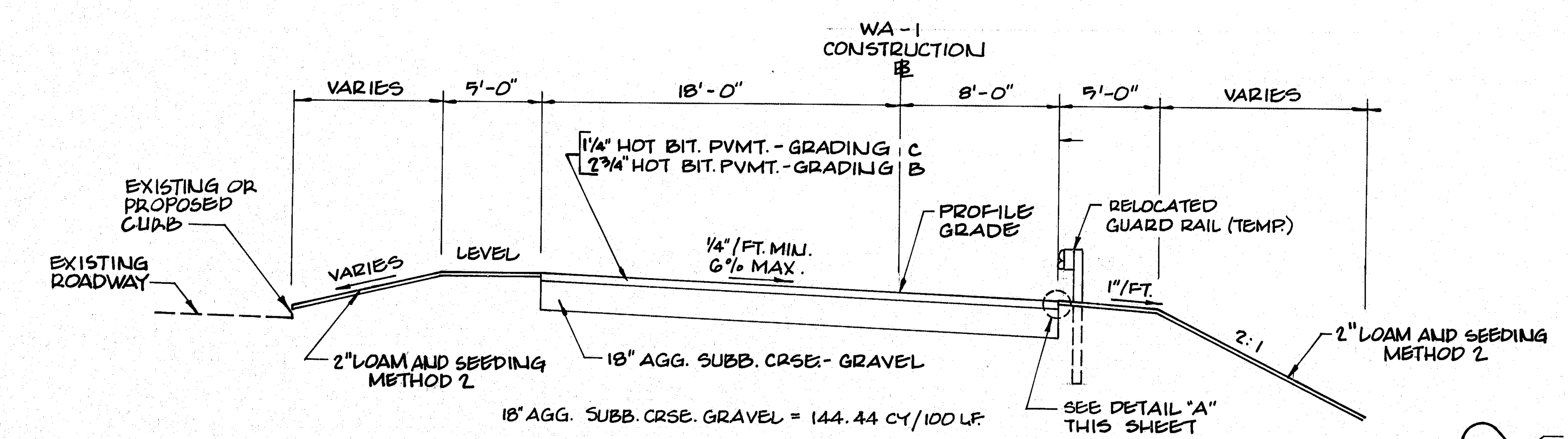
REV	DESCRIPTION	BY	DATE
⚠			
⚠	TEMP. BAR. LIST SHOWN	BMA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

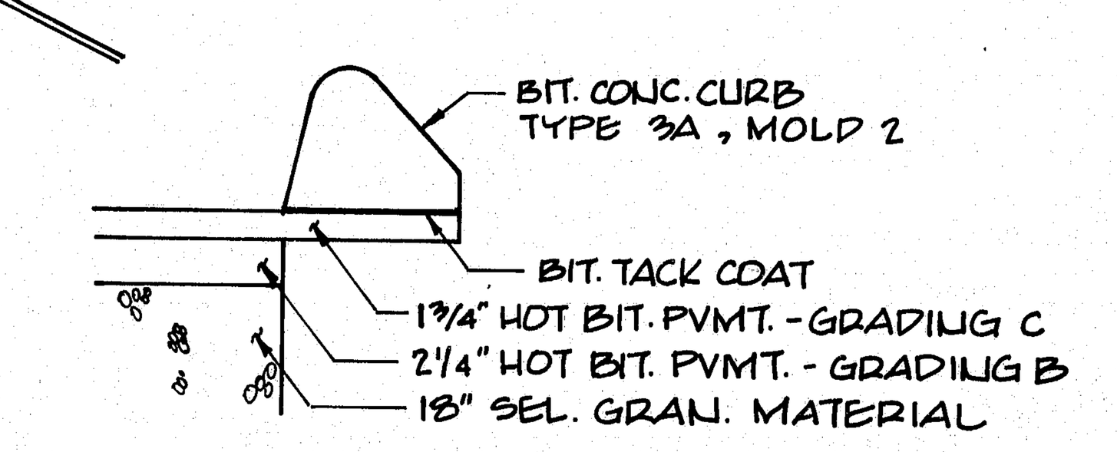
I-295 PORTLAND

TYPICAL SECTIONS

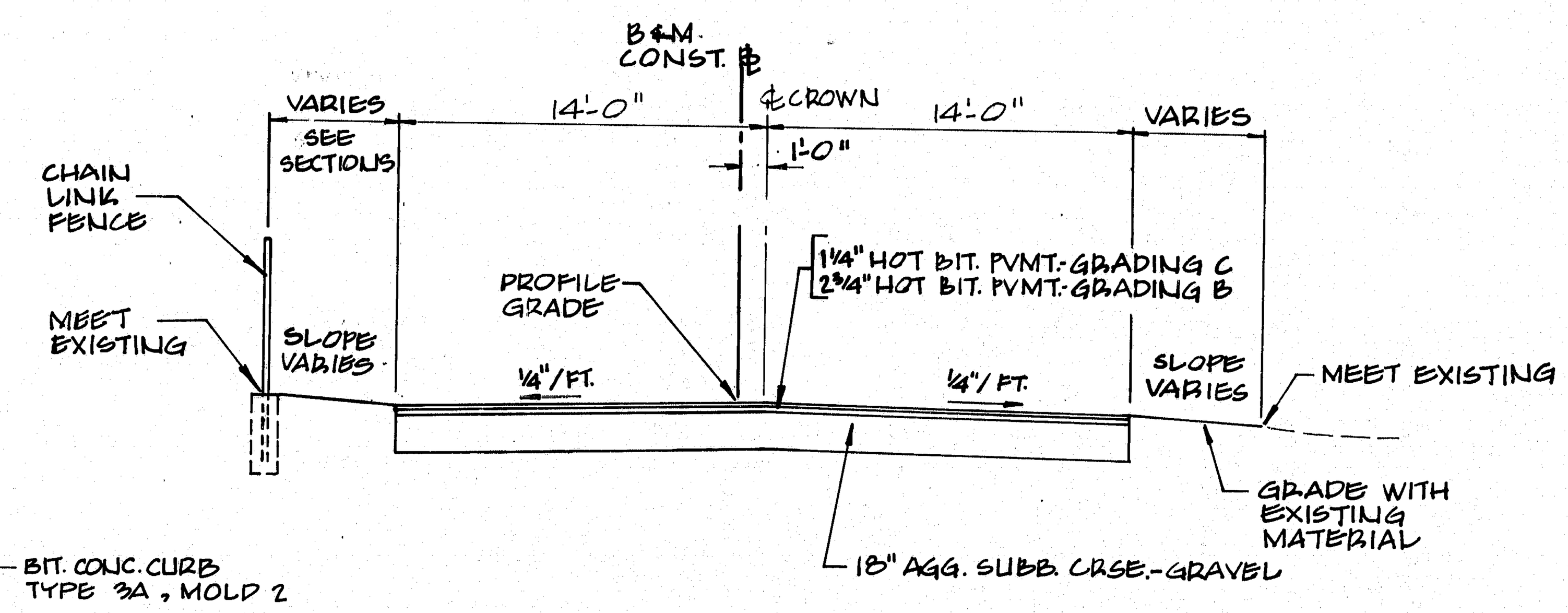
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	50	130



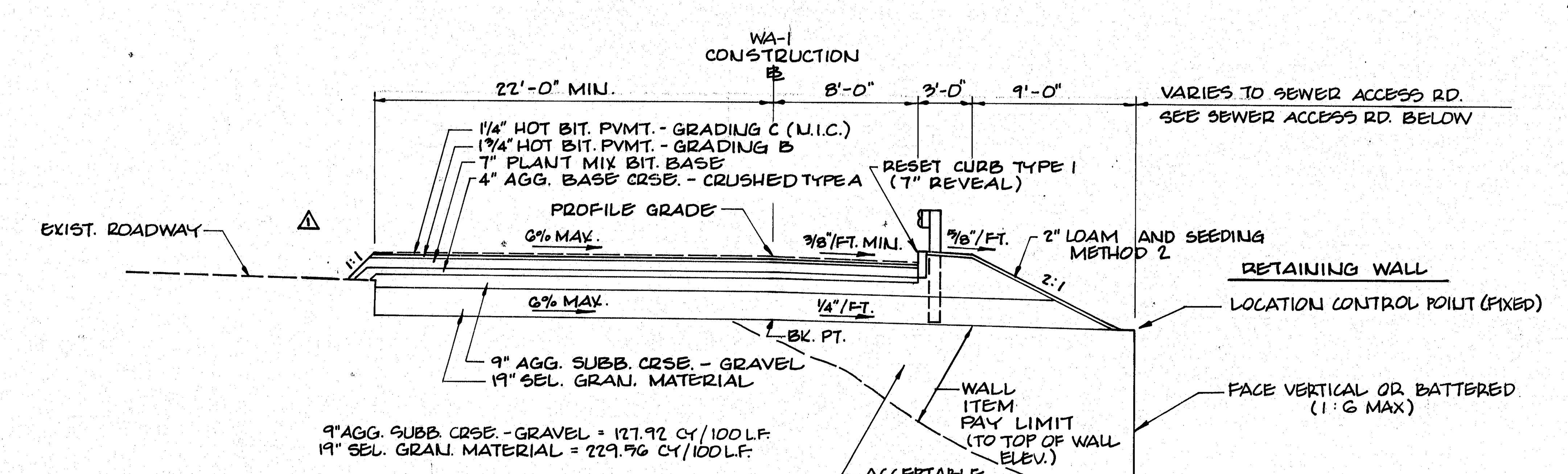
I-295 N.B. DETOUR
STA. 2+50 WA-1 TO
STA. 210+00 I-295 N.B. DETOUR



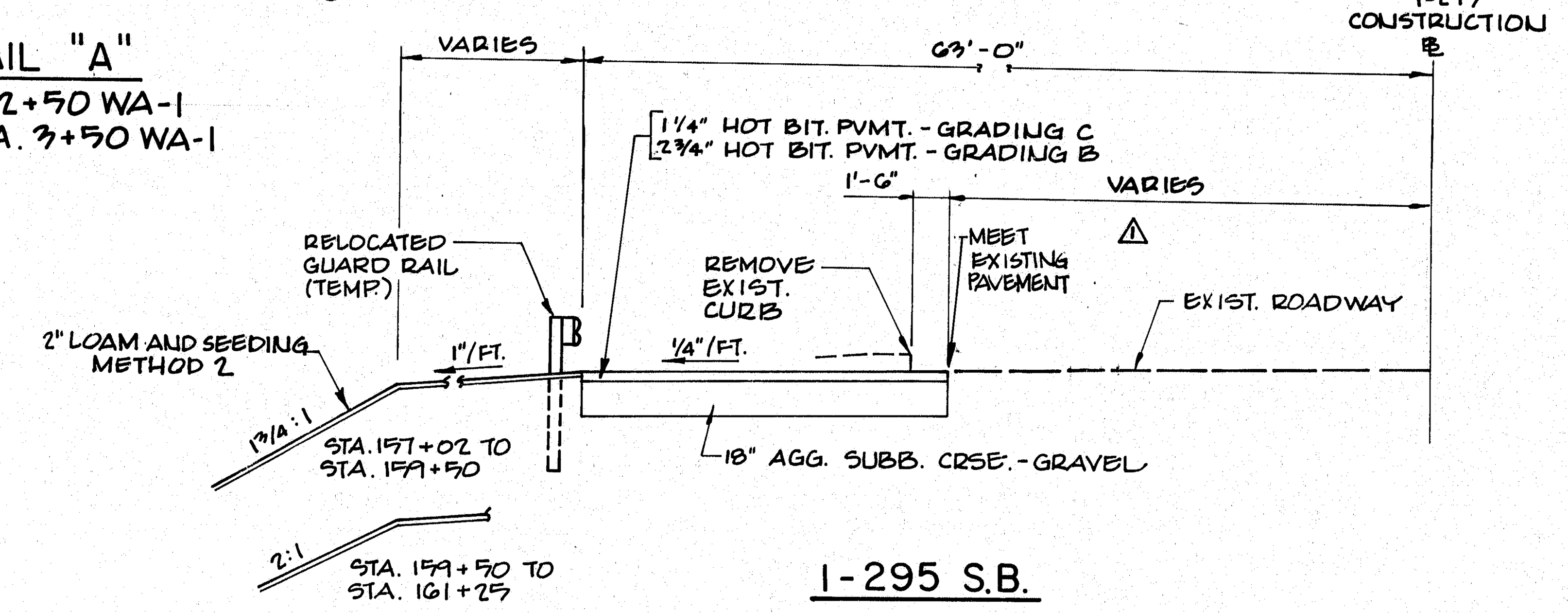
DETAIL "A"
STA. 2+50 WA-1
TO STA. 3+50 WA-1



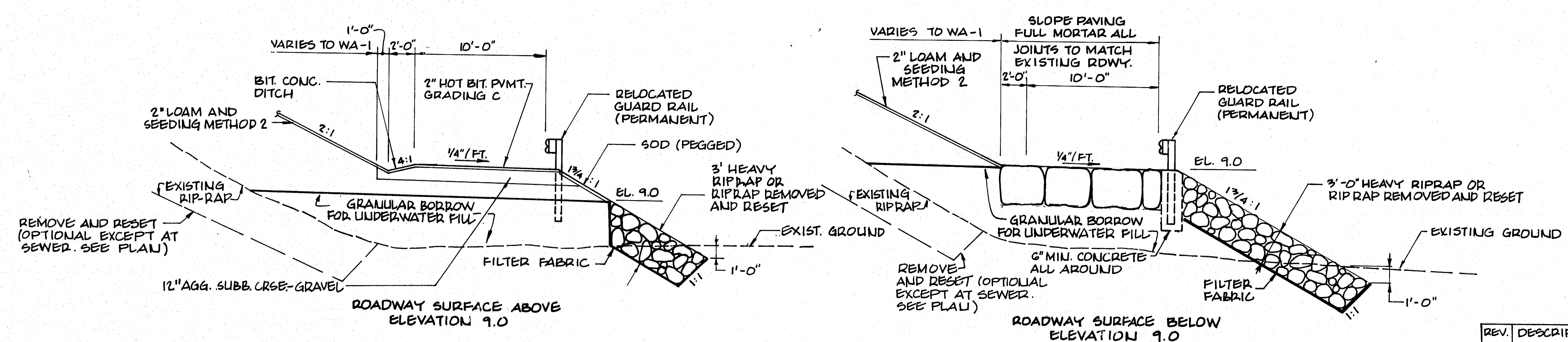
B & M DRIVEWAY



I-295 N.B. DETOUR
STA. 157+02.75, I-295 RT. TO
STA. 2+50, WA-1 RT.



I-295 S.B.
STA. 157+02.75, I-295 LT. TO
STA. 160+80, I-295 LT.



SEWER ACCESS ROAD

THE SEWER ACCESS ROAD SHALL BE CONSTRUCTED TO ELEV. 9.0. THE PROPOSED 48" SEWER SHALL THEN BE INSTALLED AFTER COMPLETION OF SEWER INSTALLATION THE SEWER ACCESS ROAD CONSTRUCTION SHALL BE COMPLETED.

10.3-299

NOTES:
1. THE PAVEMENT AND BASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS ⅜" PER FOOT, LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS PAVEMENT.
3. N.I.C. MEANS NOT IN THIS CONTRACT.

REV.	DESCRIPTION	BY	DATE
△	TEMP. BARRIERS NOT SHOWN	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

TYPICAL SECTIONS AND DETAILS

SHEET 50 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAINAGE

STATION	RCP			CAP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-P	B1	B1-C	C1	E		'B' LENGTH	'C' SIZE	'C' LENGTH	'B' OUTLET LENGTH	
NORTH OF TUKEY'S BDGE.																					
RAMP WA-1																					
1+03 , 8' RT.										1											
1+03, 8' RT. TO 40' RT.	12"	33.2'	III																		A5-P
2+85, 26' LT. TO 3+43 8' RT.	12"	643'	III																		
3+43, 8' RT.												1									
3+43, 9' RT. TO 37' RT.	15"	30'	III																		
3+43, 8' RT.	15"	4'	III																		STUB W/END COVERED
3+43, 41' RT.															1						
3+43, 41' RT. TO 63' RT.				15"	24.1'																
4+49, 60' RT. TO 4+71 3' LT				18"	67'																
4+66, 66' RT. TO 6+47, 8' RT.				27"	183.5'																COVER UPSTREAM END
4+66, 64' RT. TO 5+40, 49' RT.				18"	76'																
WASHINGTON AVE. DETOUR																					
14+18 , 3' RT.																					ALTER CB WITH TYPE B FRAME
NORTH OF TUKEY'S BRIDGE																					
I-295																					
157+75 61.5' LT TO 157+60 93' LT	12"	33.3'	III																		
157+77 61' LT TO 158+77 61' LT	12"	100.3'	III																		
157+75 61.5' LT										1											
WA-2																					
302+84 66' RT - 303+31 111' RT	18"	64.2'	III																		
302+69 56' RT - 302+84 66' RT	18"	16'	III																		
302+84 65' RT										1											
SOUTH OF TUKEY'S BRIDGE																					
I-295																					
144+91 , 3' LT.																					ALTER CB WITH TYPE B FRAME
146+37, "																					ALTER CB WITH TYPE B FRAME
147+61, "																					ALTER CB WITH TYPE B FRAME
148+88, "																					ALTER CB WITH TYPE B FRAME
149+97 , 1' LT.																					ALTER CB WITH TYPE B FRAME
149+98 , 39' RT.	12"	8'	III																		
RAMP WA-3																					
645+50, 20' RT.																					ALTER CB WITH TYPE B FRAME
647+50, 8' RT.	12"	6'	III																		

BRUNING 42-132 35926

DRAINAGE CONT'D.

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS						MAN HOLES	UNDERDRAINS				REMARKS
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A1-P	B1	B1-C	C1	E	F	'B' LENGTH	'C' SIZE	'C' LENGTH	'B' OUTLET LENGTH	

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	51	130

103-300

REVISED AS BUILT 1986
John R Moyal

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

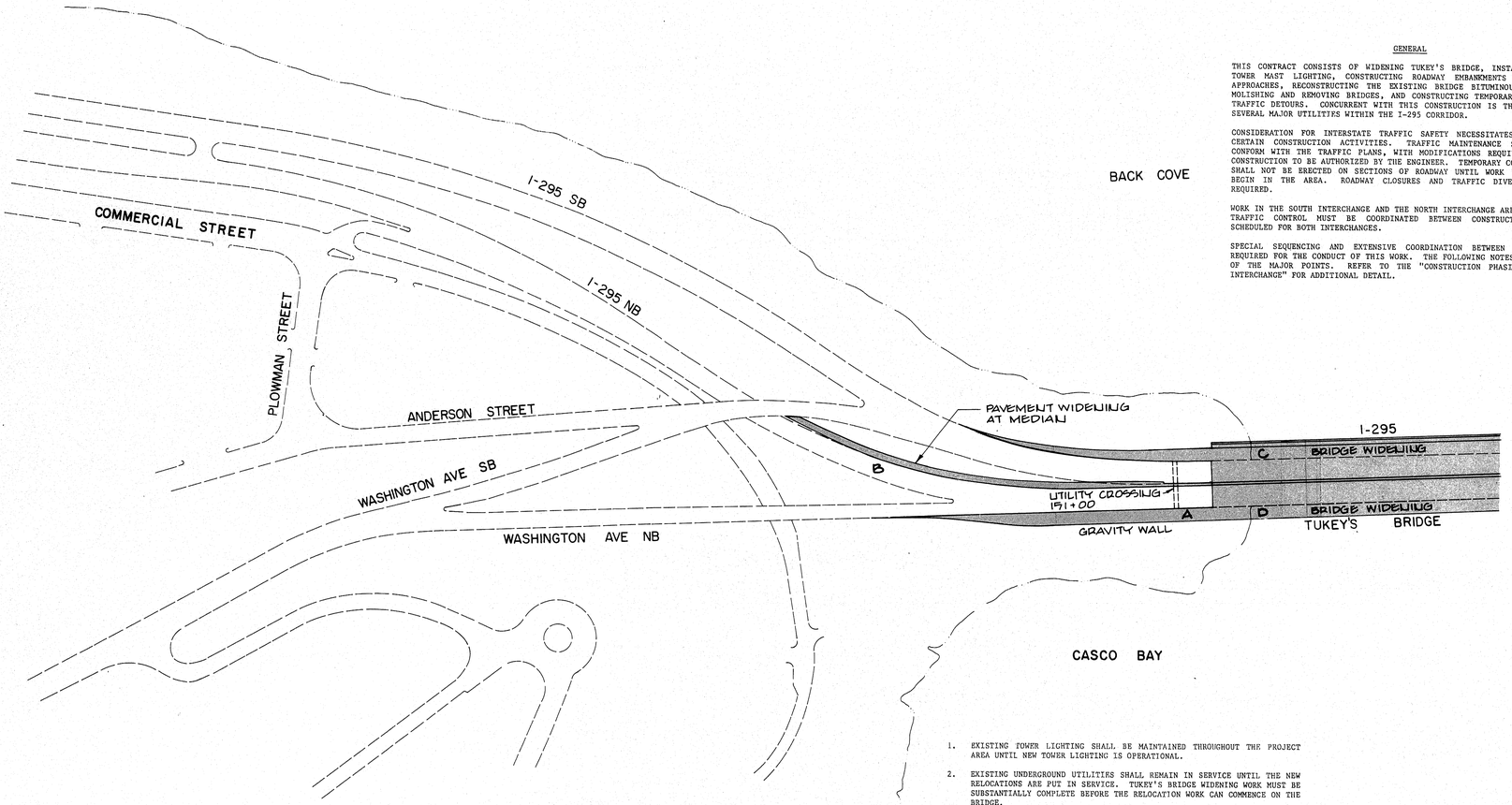
I-295 PORTLAND

DRAINAGE SUMMARY

SHEET 51 OF 130 AUGUSTA, MAINE

REEL
103
Sh 301 thru 400

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	62	130



GENERAL

THIS CONTRACT CONSISTS OF WIDENING TUKEY'S BRIDGE, INSTALLING NEW HIGH TOWER MAST LIGHTING, CONSTRUCTING ROADWAY EMBANKMENTS ON THE BRIDGE APPROACHES, RECONSTRUCTING THE EXISTING BRIDGE BITUMINOUS SURFACE, DEMOLISHING AND REMOVING BRIDGES, AND CONSTRUCTING TEMPORARY PAVEMENTS FOR TRAFFIC DETOURS. CONCURRENT WITH THIS CONSTRUCTION IS THE RELOCATION OF SEVERAL MAJOR UTILITIES WITHIN THE I-295 CORRIDOR.

CONSIDERATION FOR INTERSTATE TRAFFIC SAFETY NECESSITATES SEQUENCING OF CERTAIN CONSTRUCTION ACTIVITIES. TRAFFIC MAINTENANCE SHALL GENERALLY CONFORM WITH THE TRAFFIC PLANS, WITH MODIFICATIONS REQUIRED BY SPECIFIC CONSTRUCTION TO BE AUTHORIZED BY THE ENGINEER. TEMPORARY CONCRETE BARRIERS SHALL NOT BE ERECTED ON SECTIONS OF ROADWAY UNTIL WORK IS SCHEDULED TO BEGIN IN THE AREA. ROADWAY CLOSURES AND TRAFFIC DIVERSIONS WILL BE REQUIRED.

WORK IN THE SOUTH INTERCHANGE AND THE NORTH INTERCHANGE ARE INTER-RELATED. TRAFFIC CONTROL MUST BE COORDINATED BETWEEN CONSTRUCTION OPERATIONS SCHEDULED FOR BOTH INTERCHANGES.

SPECIAL SEQUENCING AND EXTENSIVE COORDINATION BETWEEN ACTIVITIES ARE REQUIRED FOR THE CONDUCT OF THIS WORK. THE FOLLOWING NOTES HIGHLIGHT SOME OF THE MAJOR POINTS. REFER TO THE "CONSTRUCTION PHASING PLAN, NORTH INTERCHANGE" FOR ADDITIONAL DETAIL.

1. EXISTING POWER LIGHTING SHALL BE MAINTAINED THROUGHOUT THE PROJECT AREA UNTIL NEW TOWER LIGHTING IS OPERATIONAL.

2. EXISTING UNDERGROUND UTILITIES SHALL REMAIN IN SERVICE UNTIL THE NEW RELOCATIONS ARE PUT IN SERVICE. TUKEY'S BRIDGE WIDENING WORK MUST BE SUBSTANTIALLY COMPLETE BEFORE THE RELOCATION WORK CAN COMMENCE ON THE BRIDGE.

3. PEDESTRIAN TRAFFIC THROUGH THE PROJECT AREA SHALL BE PROHIBITED.

4. THE TWO UTILITY CROSSINGS OF I-295 AT STATIONS 151+00 AND 161+00 SHALL BE THE RESPONSIBILITY OF THE MDOT CONTRACTOR. THESE CROSSINGS SHALL BE MADE BY OPEN CUTTING AT PERIODS OF LOW TRAFFIC VOLUMES, EITHER AT NIGHT OR ON A SUNDAY.

5. CONSTRUCTION SEQUENCING NECESSARY FOR SPECIFIED TRAFFIC CONTROL SHALL BE AS FOLLOWS:

   A. CONSTRUCT GRAVITY WALL, EMBANKMENT, TUKEY'S BRIDGE ABUTMENT EXTENSION. TRAFFIC CONTROL SHALL CONFORM TO THE INITIAL TRAFFIC PLAN.

   B. CONSTRUCT WIDENING OF I-295 PAVEMENT AT THE MEDIAN. TRAFFIC CONTROL SHALL CONFORM TO THE INTERMEDIATE TRAFFIC PLAN, STEP 1.

   C. COMPLETE WIDENING OF SOUTH BOUND LANES ON TUKEY'S BRIDGE. TRAFFIC CONTROL SHALL CONFORM TO THE INTERMEDIATE TRAFFIC PLAN, STEP 2.

   D. COMPLETE WIDENING OF NORTH BOUND LANES ON TUKEY'S BRIDGE. TRAFFIC CONTROL SHALL CONFORM TO THE FINAL TRAFFIC CONTROL PLAN.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-45710-1

103-301

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

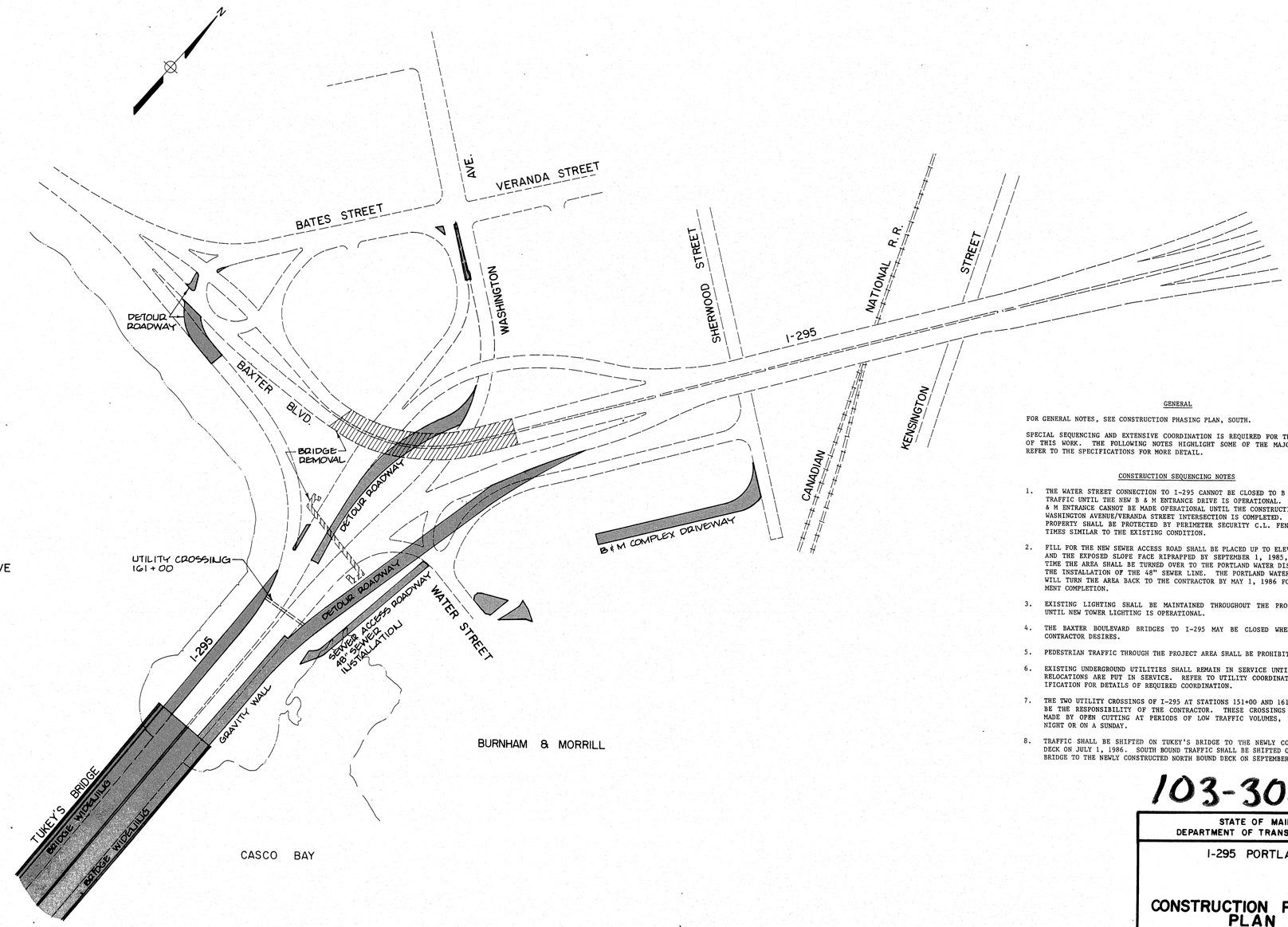
I-295 PORTLAND

CONSTRUCTION PHASING PLAN

SOUTH INTERCHANGE

SHEET 62 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)150	63	130



PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BROWNING 44-132 457161

GENERAL

FOR GENERAL NOTES, SEE CONSTRUCTION PHASING PLAN, SOUTH.

SPECIAL SEQUENCING AND EXTENSIVE COORDINATION IS REQUIRED FOR THE CONDUCT OF THIS WORK. THE FOLLOWING NOTES HIGHLIGHT SOME OF THE MAJOR POINTS. REFER TO THE SPECIFICATIONS FOR MORE DETAIL.

CONSTRUCTION SEQUENCING NOTES

1. THE WATER STREET CONNECTION TO I-295 CANNOT BE CLOSED TO B & M TRUCK TRAFFIC UNTIL THE NEW B & M ENTRANCE DRIVE IS OPERATIONAL. THE NEW B & M ENTRANCE CANNOT BE MADE OPERATIONAL UNTIL THE CONSTRUCTION AT THE WASHINGTON AVENUE/VERANDA STREET INTERSECTION IS COMPLETED. THE B & M PROPERTY SHALL BE PROTECTED BY PERIMETER SECURITY C.L. FENCE AT ALL TIMES SIMILAR TO THE EXISTING CONDITION.

2. FILL FOR THE NEW SEWER ACCESS ROAD SHALL BE PLACED UP TO ELEVATION 7.0 AND THE EXPOSED SLOPE FACE RIPRAPPED BY SEPTEMBER 1, 1985, AT WHICH TIME THE AREA SHALL BE TURNED OVER TO THE PORTLAND WATER DISTRICT FOR THE INSTALLATION OF THE 48" SEWER LINE. THE PORTLAND WATER DISTRICT WILL TURN THE AREA BACK TO THE CONTRACTOR BY MAY 1, 1986 FOR EMBANKMENT COMPLETION.

3. EXISTING LIGHTING SHALL BE MAINTAINED THROUGHOUT THE PROJECT AREA UNTIL NEW TOWER LIGHTING IS OPERATIONAL.

4. THE BAXTER BOULEVARD BRIDGES TO I-295 MAY BE CLOSED WHENEVER THE CONTRACTOR DESIRES.

5. PEDESTRIAN TRAFFIC THROUGH THE PROJECT AREA SHALL BE PROHIBITED.

6. EXISTING UNDERGROUND UTILITIES SHALL REMAIN IN SERVICE UNTIL THE NEW RELOCATIONS ARE PUT IN SERVICE. REFER TO UTILITY COORDINATION SPECIFICATION FOR DETAILS OF REQUIRED COORDINATION.

7. THE TWO UTILITY CROSSINGS OF I-295 AT STATIONS 151+00 AND 161+00 SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THESE CROSSINGS SHALL BE MADE BY OPEN CUTTING AT PERIODS OF LOW TRAFFIC VOLUMES, EITHER AT NIGHT OR ON A SUNDAY.

8. TRAFFIC SHALL BE SHIFTED ON TUKEY'S BRIDGE TO THE NEWLY CONSTRUCTED DECK ON JULY 1, 1986. SOUTH BOUND TRAFFIC SHALL BE SHIFTED ON TUKEY'S BRIDGE TO THE NEWLY CONSTRUCTED NORTH BOUND DECK ON SEPTEMBER 1, 1986.

103-302

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

CONSTRUCTION PHASING PLAN

NORTH INTERCHANGE

SHEET 63 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	64	130

DG-13b
DG-14b
DG-15b

DETOUR
26 NORTH
WASHINGTON AVENUE

DG-13a
DG-14a
DG-15a

DETOUR
26 NORTH
WASHINGTON AVENUE

DG-16b
DG-17b

DG-16a
DG-17a

APPROX. NORTH

INSET

CW-3
MAJOR ROAD CONSTRUCTION
ON 295 PORTLAND
THRU TRAFFIC USE 95
DG-3

MAINE TURNPIKE
EXIT 6
EXIT 6A
EXIT 7
EXIT 8
EXIT 9
EXIT 10

SCARBOROUGH
PORTLAND
WESTBROOK
GORHAM

SCARBOROUGH CONNECTOR
PORTLAND INTERNATIONAL JETPORT

DG-8b
ALTERNATE
SOUTH 295 SOUTH 1
USE Maine Turnpike
DG-8a

CW-4
MAJOR ROAD CONSTRUCTION
ON 295 PORTLAND
THRU TRAFFIC USE 95
DG-4

ASSEMBLY N
(SEE NOTE 2)
(SEE NOTE 2)
ASSEMBLY K
BACK COVE
ASSEMBLY J
(SEE NOTE 2)

PROJECT LOCATION
PRESUMPSCOT STREET
PRESUMPSCOT RIVER
FORE RIVER
CONGRESS ST.
WASH. AVE.
SEE INSET
PORTLAND HARBOR
TUKEY'S BRIDGE
EAST COMMERCIAL STREET

SOUTH PORTLAND
FALMOUTH
CUMBERLAND
YARMOUTH

MAJOR ROAD CONSTRUCTION
ON 295 PORTLAND
THRU TRAFFIC USE 95 ALT. 295
DG-2b
DG-2a

CW-1
MAJOR ROAD CONSTRUCTION
ON 295 PORTLAND
THRU TRAFFIC USE 95 ALT. 295
DG-1b
DG-1a

REMOVE MESSAGE AND INSTALL GA-15V
GA-15V
DETOUR
EXIT 8
GA-15b
CAPE ELIZABETH
EXISTING SIGN
25 NORTH
Washington Ave.
EXIT LEFT 1 MILE
REMOVE MESSAGE AND INSTALL GA-15W
GA-15a
LEFT LANE
GA-15W
(SEE NOTE 2)

SOUTH
BAXTER BLVD.
BRIDGE CLOSED
1/2 MILE
CW-7

SOUTH
BAXTER BLVD.
BRIDGE CLOSED
1 MILE
CW-6

SOUTH
BAXTER BLVD.
BRIDGE CLOSED
2 MILES
CW-5

DG-7B
DG-7C EXIT 15
ALTERNATE
SOUTH 295 SOUTH 1
Saco Kittery
1/2 MILE
DG-7A

DG-6B
DG-6C EXIT 15
ALTERNATE
SOUTH 295 SOUTH 1
Saco Kittery
1 MILE
DG-6A

DG-5B
DG-5C EXIT 15
ALTERNATE
SOUTH 295 SOUTH 1
Saco Kittery
2 MILES
DG-5A

1 1/2 0 1 2
APPROXIMATE SCALE IN MILES

NOTES:

1. ADVISORY SIGNING AND SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 652.95, CONSTRUCTION SIGNING.

⚠ 2. THE FOLLOWING CHANGES SHALL BE MADE WHEN TRAFFIC IS DIRECTED AS SHOWN ON THE INTERMEDIATE TRAFFIC PLAN, STEP 2:
   a. ALTER ASSEMBLY K TO CONFORM WITH ASSEMBLY N AND RESET AT THE EXIT RAMP, SHOWN AS *.
   b. ALTER ASSEMBLY J TO CONFORM WITH ASSEMBLY C
   c. ERECT ASSEMBLY N AT THE NORTHBOUND ELEVATED RAMP.
   d. ALTER EXISTING SIGN GA-15a
   e. SET UP DETOUR SHOWN IN INSET

REV.	DESCRIPTION	BY	DATE
⚠	[illegible]	[illegible]	[illegible]
⚠	INSET	BWA	6-6-85
⚠	ADDITIONAL SIGNS	BWA	6-6-85
⚠	NOTE 2, ASSEMBLY N	BWA	6-6-85

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

ADVISORY SIGNING PLAN

103-303

SHEET G4 OF 130 AUGUSTA, MAINE

DRAWING 44-132-457101

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	65	130

GRID NORTH

W20-1 (1 MI.)
W20-1 (1000 FT.)
W20-1 (1 MI.)
W20-1 (1000 FT.)
W20-1 (500 FT.)

FOR CONTINUATION OF RTE. 1 SOUTH AND RTE. 26 NORTH DETOURS, SEE ADVISORY SIGNING

ASSEMBLY K

I-295 S.B. CONST. ℄
I-295 N.B. CONST. ℄
I-295 CONST. ℄
WA-4 CONST. ℄
WA-3 CONST. ℄

G20-1

MATCH LINE — SEE SHEET NO. 66

G20-1

SIDEWALK CLOSURE

W20-1 (500 FT.)

SIDEWALK CLOSURE

⚠ DEMOUNT REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER ASSEMBLY

REINSTALL REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER ASSEMBLY (COINCIDENT WITH LIGHT STANDARD REMOVAL - PROVIDE NEW POLES)

LOCATION	OFFSET	TEXT	POLE	OWNER
240+82 (WA-4)	38' RT.	"ANDERSON STREET"	OLI LIGHT STD.	CITY
245+12 (WA-4)	51' RT.	R26	OLI LIGHT STD.	MDOT
645+06 (WA-3)	25' RT.	"NO PARKING ANYTIME"	OLI LIGHT STD.	CITY

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES

REV.	DESCRIPTION	BY	DATE
⚠	~~ADDENDUM 1~~	~~BWA~~	~~6-6-85~~
⚠	DEMOUNT & REINSTALL SIGNS	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

103-304

SHEET 65 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 44-132-457161

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	66	130

DEMOUNT GUIDE SIGN

REINSTALL GUIDE SIGN (REINSTALL SIGNS ON NEW SIGN TRUSS)

LOCATION	OFFSET	TEXT
158+00 (I-295)	OVERHEAD	295 SOUTH / THRU ↓ TRAFFIC ↓
		26 / Washington Avenue / EXIT LEFT 1/4 MILE
		EXIT 8 / Washington Avenue ↖
		295 NORTH / FALMOUTH ↗ BRUNSWICK ↗

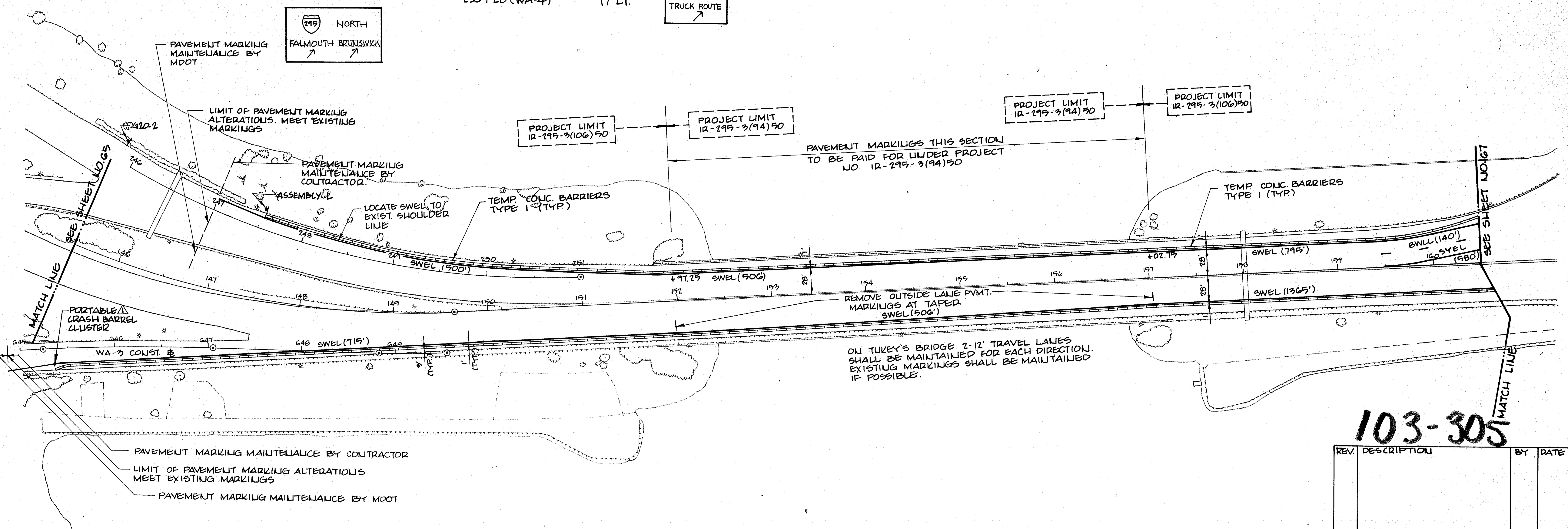
DEMOUNT REGULATORY WARNING CONFIRMATION AND ROUTE MARKER ASSEMBLY

LOCATION	OFFSET	TEXT	POLE	OWNER
158+36 (I-295)	41' LT.	1A / ↗	ON LIGHT STANDARD	MDOT
250+28 (WA-4)	15' LT.	1A TRUCK ROUTE ↗	ON LIGHT STANDARD	MDOT

REINSTALL REGULATORY WARNING CONFIRMATION AND ROUTE MARKER ASSEMBLY

LOCATION	OFFSET	TEXT
158+36 (I-295)	43' LT.	1A / ↗
250+28 (WA-4)	17' LT.	1A TRUCK ROUTE ↗

GRID NORTH



103-305

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

PLANS	
PROJECT DESIGN ENGINEER	
DESIGN-DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

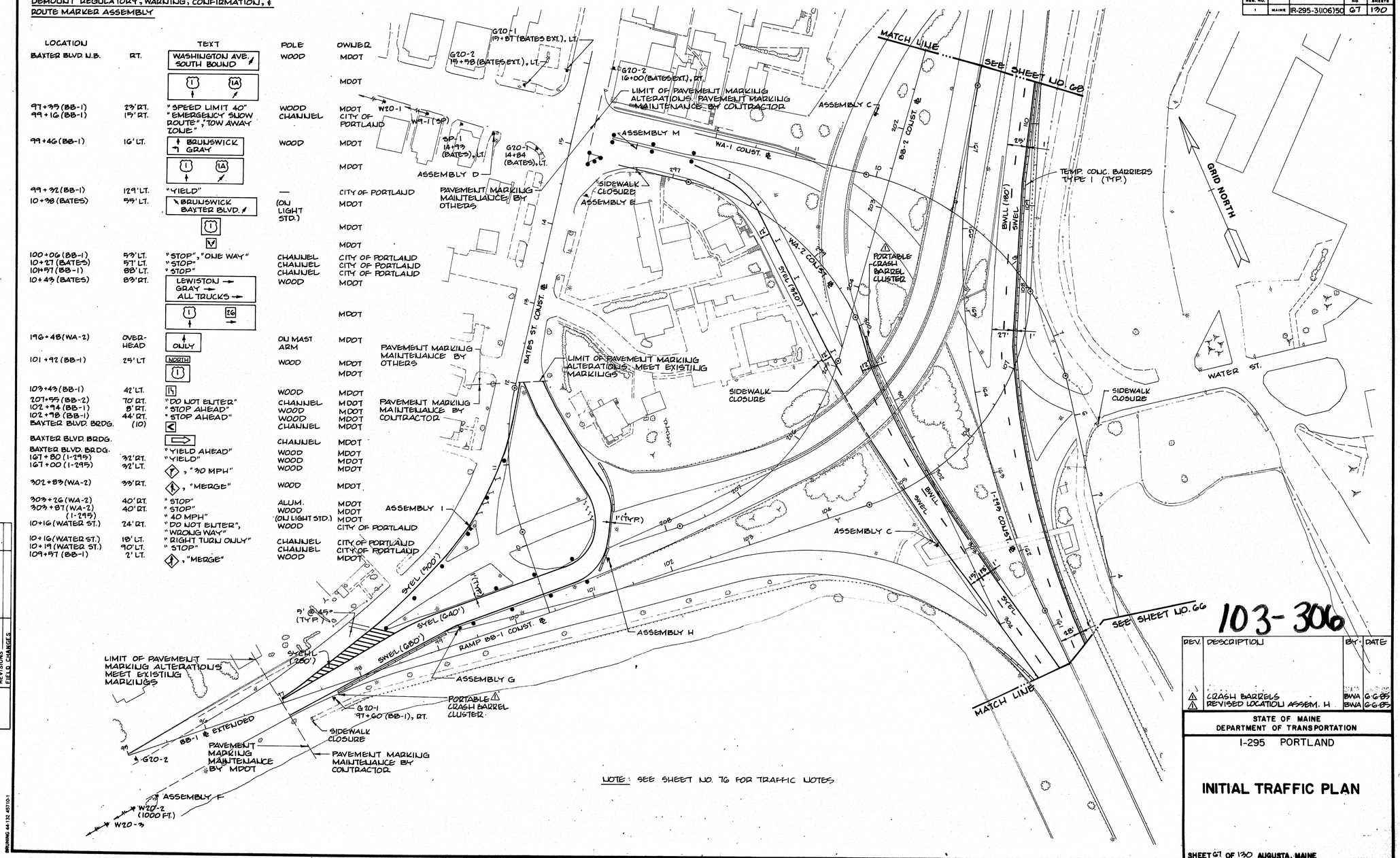
BRUNING 44-132 45710-1

SHEET 66 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	G7	130

DEMOUNT REGULATORY, WARNING, CONFIRMATION, & ROUTE MARKER ASSEMBLY

LOCATION		TEXT	POLE	OWNER
BAXTER BLVD. N.B.	RT.	WASHINGTON AVE. SOUTH BOUND; I, 1A	WOOD	MDOT
				MDOT
97+35 (BB-1)	23' RT.	"SPEED LIMIT 40"	WOOD	MDOT
99+16 (BB-1)	15' RT.	"EMERGENCY SLOW ROUTE", "TOW AWAY ZONE"	CHANNEL	CITY OF PORTLAND
99+46 (BB-1)	16' LT.	BRUNSWICK GRAY; I, 1A	WOOD	MDOT
				MDOT
99+92 (BB-1)	129' LT.	"YIELD"	—	CITY OF PORTLAND
10+38 (BATES)	99' LT.	BRUNSWICK BAXTER BLVD.; I; V	(ON LIGHT STD.)	MDOT
				MDOT
				MDOT
100+06 (BB-1)	93' LT.	"STOP", "ONE WAY"	CHANNEL	CITY OF PORTLAND
10+27 (BATES)	97' LT.	"STOP"	CHANNEL	CITY OF PORTLAND
101+97 (BB-1)	88' LT.	"STOP"	CHANNEL	CITY OF PORTLAND
10+43 (BATES)	83' RT.	LEWISTON GRAY ALL TRUCKS; I; 16	WOOD	MDOT
				MDOT
196+48 (WA-2)	OVER-HEAD	ONLY	ON MAST ARM	MDOT
101+92 (BB-1)	25' LT	NORTH; I	WOOD	MDOT
				MDOT
109+43 (BB-1)	42' LT.	14	WOOD	MDOT
207+55 (BB-2)	70' RT.	"DO NOT ENTER"	CHANNEL	MDOT
102+94 (BB-1)	8' RT.	"STOP AHEAD"	WOOD	MDOT
102+98 (BB-1)	44' RT.	"STOP AHEAD"	WOOD	MDOT
BAXTER BLVD. BRDG.	(10)		CHANNEL	MDOT
BAXTER BLVD. BRDG.			CHANNEL	MDOT
BAXTER BLVD. BRDG.		"YIELD AHEAD"	WOOD	MDOT
167+80 (I-295)	32' RT.	"YIELD"	WOOD	MDOT
167+00 (I-295)	32' LT.	, "30 MPH"	WOOD	MDOT
302+89 (WA-2)	33' RT.	, "MERGE"	WOOD	MDOT
303+26 (WA-2)	40' RT.	"STOP"	ALUM.	MDOT
303+87 (WA-2) (I-295)	40' RT.	"STOP"	WOOD	MDOT
		"40 MPH"	(ON LIGHT STD.)	MDOT
10+16 (WATER ST.)	24' RT.	"DO NOT ENTER", "WRONG WAY"	WOOD	CITY OF PORTLAND
10+16 (WATER ST.)	18' LT.	"RIGHT TURN ONLY"	CHANNEL	CITY OF PORTLAND
10+19 (WATER ST.)	90' LT.	"STOP"	CHANNEL	CITY OF PORTLAND
109+97 (BB-1)	2' LT.	, "MERGE"	WOOD	MDOT



NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES

103-306

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-85
2	REVISED LOCATION ASSEM. H	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

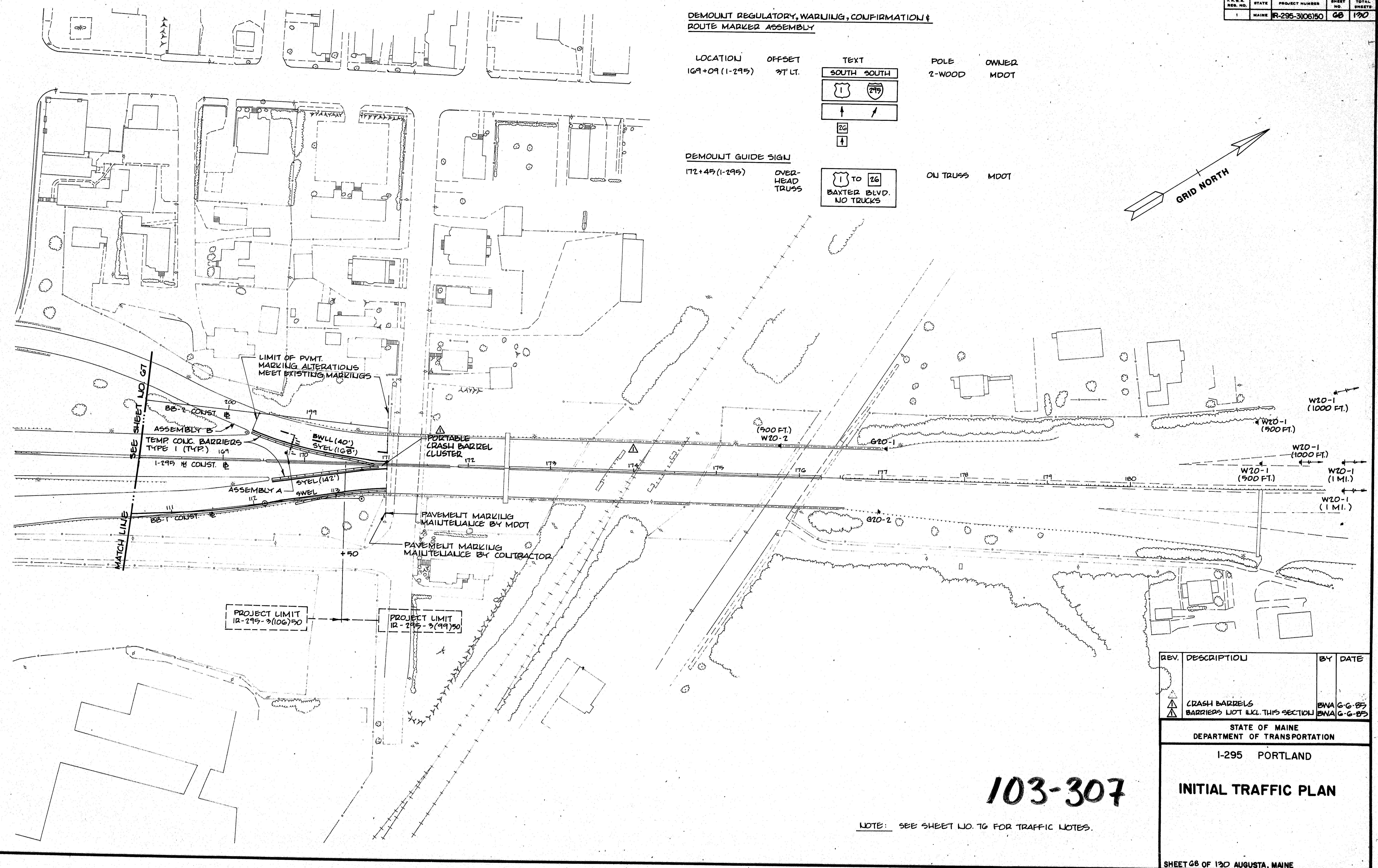
I-295 PORTLAND

INITIAL TRAFFIC PLAN

SHEET 67 OF 130 AUGUSTA, MAINE

BRUNING 44-132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	68	130



PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

103-307

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-85
1	BARRIERS NOT INCL. THIS SECTION	BWA	6-6-85

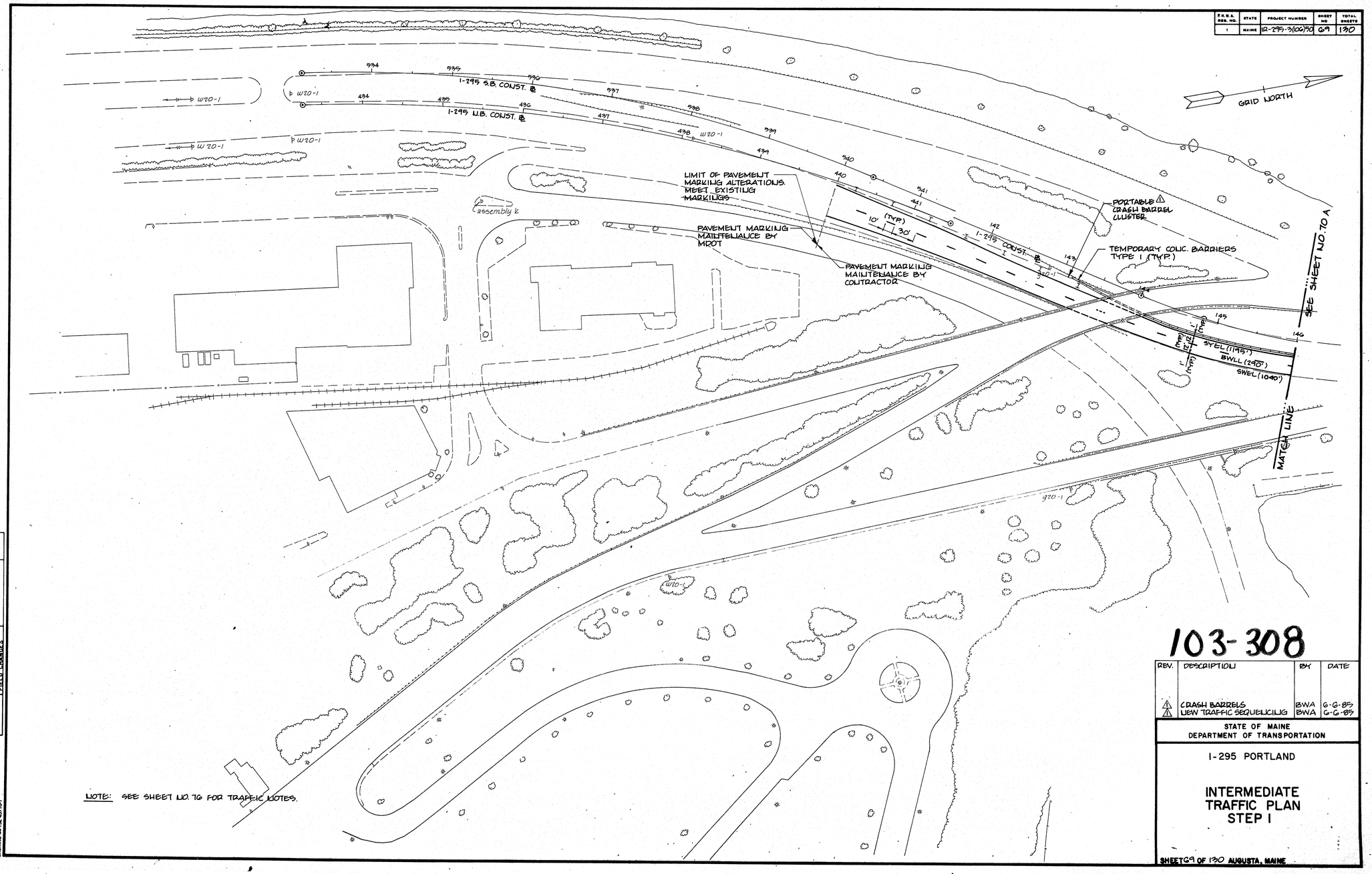
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

SHEET 68 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(100)90	69	130



NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

103-308

REV.	DESCRIPTION	BY	DATE
⚠	CRASH BARRELS	BWA	6-6-85
⚠	NEW TRAFFIC SEQUENCING	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 1

SHEET 69 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

DRAWING 44-132.457(01)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	12-295-3(106)50	70 A ⚠	130

GRID NORTH

PROJECT LIMIT
12-295-3(106)50

PROJECT LIMIT
12-295-3(94)50

PROJECT LIMIT
12-295-3(94)50

PROJECT LIMIT
12-295-3(106)50

PAVEMENT MARKINGS AND BARRIERS
RESET THIS SECTION TO BE PAID UNDER
PROJECT NO. 12-295-3(94)50

PAVEMENT MARKING MAINTENANCE
BY MDOT

LIMIT OF PAVEMENT MARKING ALTERATIONS.
MEET EXISTING MARKINGS.

PAVEMENT MARKING MAINTENANCE
BY CONTRACTOR

SEE SHEET NO. 69

Assembly I

WA-4 CONST.

MATCH LINE

10' (TYP.)

20' (TYP.)

SWEL (380')

WA-3 CONST.

SWEL (710')

SWEL

BWLL (120')

SYEL (515')

1-295 CONST.

SWEL (506')

RESET TEMPORARY COLLC.
BARRIER TYPE 1 (TYP.) (510')

RESET TEMPORARY COLLC.
BARRIER TYPE 1 (TYP.) (330')

RESET TEMPORARY COLLC.
BARRIER TYPE 1 (TYP.) (930')
TO AREA BEHIND BARRIERS

TEMP. COLLC. BARRIERS TYPE 1 (TYP.)
TO MEET EXIST. BRIDGE BARRIER

PAVEMENT MARKING MAINTENANCE
BY CONTRACTOR

LIMIT OF PAVEMENT MARKING
ALTERATIONS. MEET EXISTING MARKINGS

PAVEMENT MARKING MAINTENANCE
BY MDOT

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS		
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 66132.407(6)

103-309

REV.	DESCRIPTION	BY	DATE
⚠	NEW TRAFFIC SEQUENCING	BWA	6-6-85

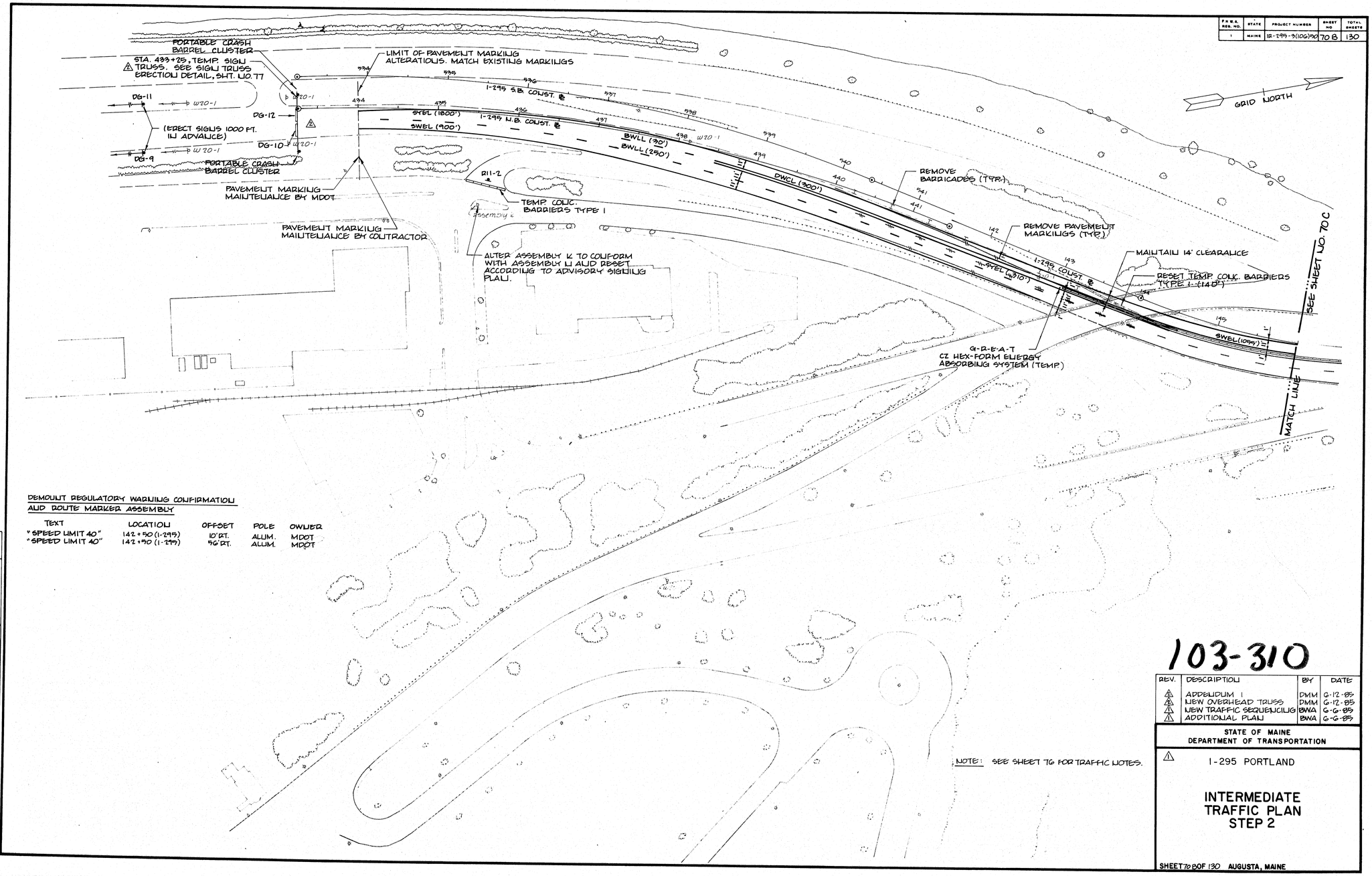
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295, PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP I

⚠ SHEET 70A OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-299-3(106)50	70 B	130



DEMOUNT REGULATORY WARNING CONFIRMATION AND ROUTE MARKER ASSEMBLY

TEXT	LOCATION	OFFSET	POLE	OWNER
"SPEED LIMIT 40"	142+50 (I-295)	10' RT.	ALUM.	MDOT
"SPEED LIMIT 40"	142+50 (I-295)	56' RT.	ALUM.	MDOT

NOTE: SEE SHEET 76 FOR TRAFFIC NOTES.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132-457101

103-310

REV.	DESCRIPTION	BY	DATE
2	ADDENDUM 1	DMM	6-12-85
2	NEW OVERHEAD TRUSS	DMM	6-12-85
1	NEW TRAFFIC SEQUENCING	BWA	6-6-85
1	ADDITIONAL PLAN	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

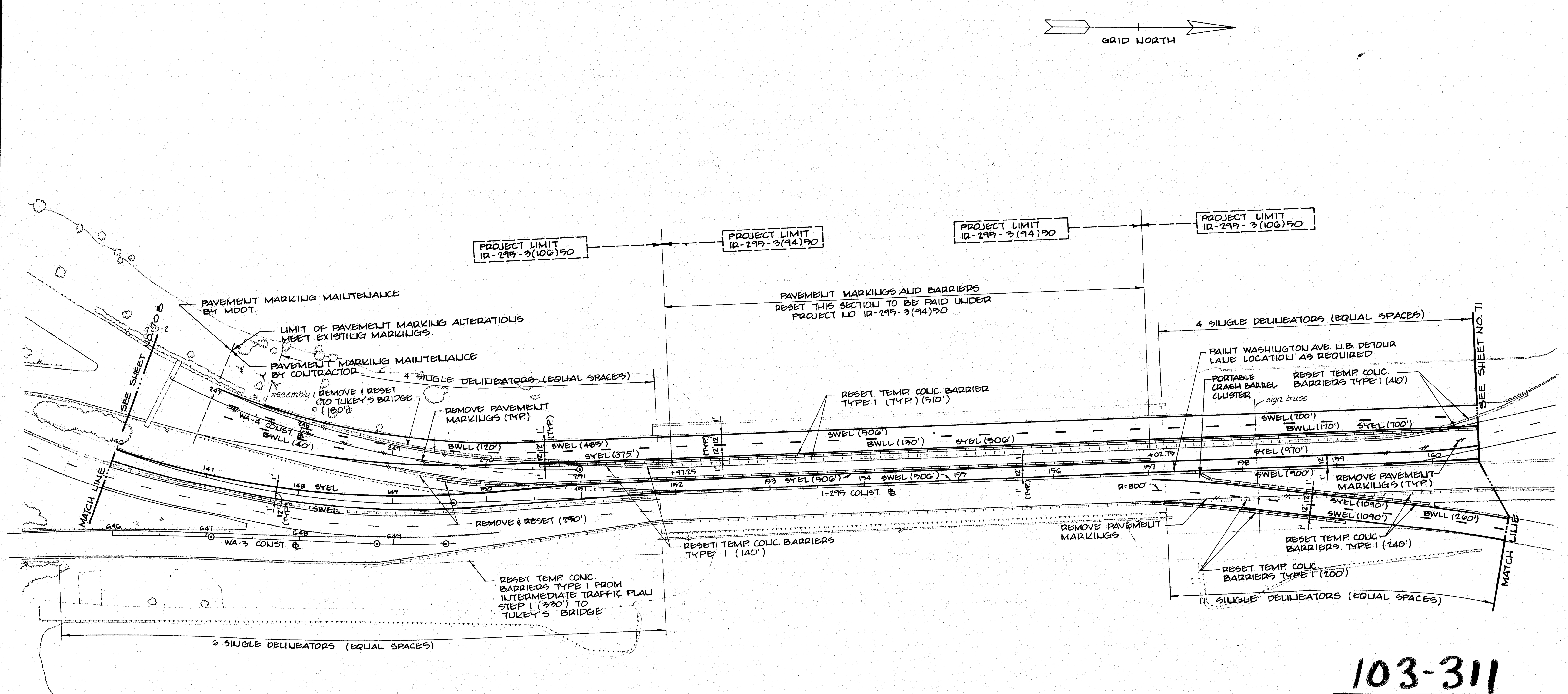
1

I-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 2

SHEET 70 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	70 C	130
		IR-295-3(94)50		



GRID NORTH
PROJECT LIMIT IR-295-3(106)50
PROJECT LIMIT IR-295-3(94)50
PROJECT LIMIT IR-295-3(94)50
PROJECT LIMIT IR-295-3(106)50
PAVEMENT MARKING MAINTENANCE BY MDOT.
LIMIT OF PAVEMENT MARKING ALTERATIONS MEET EXISTING MARKINGS.
PAVEMENT MARKING MAINTENANCE BY CONTRACTOR.
4 SINGLE DELINEATORS (EQUAL SPACES)
REMOVE & RESET TO TUKEY'S BRIDGE (180')
REMOVE PAVEMENT MARKINGS (TYP.)
PAVEMENT MARKINGS AND BARRIERS RESET THIS SECTION TO BE PAID UNDER PROJECT NO. IR-295-3(94)50
RESET TEMP. CONC. BARRIER TYPE 1 (TYP.) (510')
4 SINGLE DELINEATORS (EQUAL SPACES)
PAINT WASHINGTON AVE. N.B. DETOUR LANE LOCATION AS REQUIRED
PORTABLE CRASH BARREL CLUSTER
RESET TEMP. CONC. BARRIERS TYPE 1 (410')
sign truss
SEE SHEET NO. 70 B
SEE SHEET NO. 71
MATCH LINE
MATCH LINE
WA-2 CONST. ℄
BWLL (40')
BWLL (120')
SWEL (485')
SYEL (375')
SWEL (506')
BWLL (130')
SYEL (506')
SWEL (700')
BWLL (170')
SYEL (700')
SYEL (970')
SWEL (900')
SYEL (1090')
SWEL (1090')
BWLL (260')
SYEL
SWEL
I-295 CONST. ℄
R=800'
REMOVE & RESET (250')
RESET TEMP. CONC. BARRIERS TYPE 1 (140')
REMOVE PAVEMENT MARKINGS
REMOVE PAVEMENT MARKINGS (TYP.)
RESET TEMP. CONC. BARRIERS TYPE 1 (240')
RESET TEMP. CONC. BARRIERS TYPE 1 (200')
11 SINGLE DELINEATORS (EQUAL SPACES)
WA-3 CONST. ℄
RESET TEMP. CONC. BARRIERS TYPE 1 FROM INTERMEDIATE TRAFFIC PLAN STEP 1 (330') TO TUKEY'S BRIDGE
6 SINGLE DELINEATORS (EQUAL SPACES)

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

103-311

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-85
1	NEW TRAFFIC SEQUENCING	BWA	6-6-85
1	ADDITIONAL PLAN	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

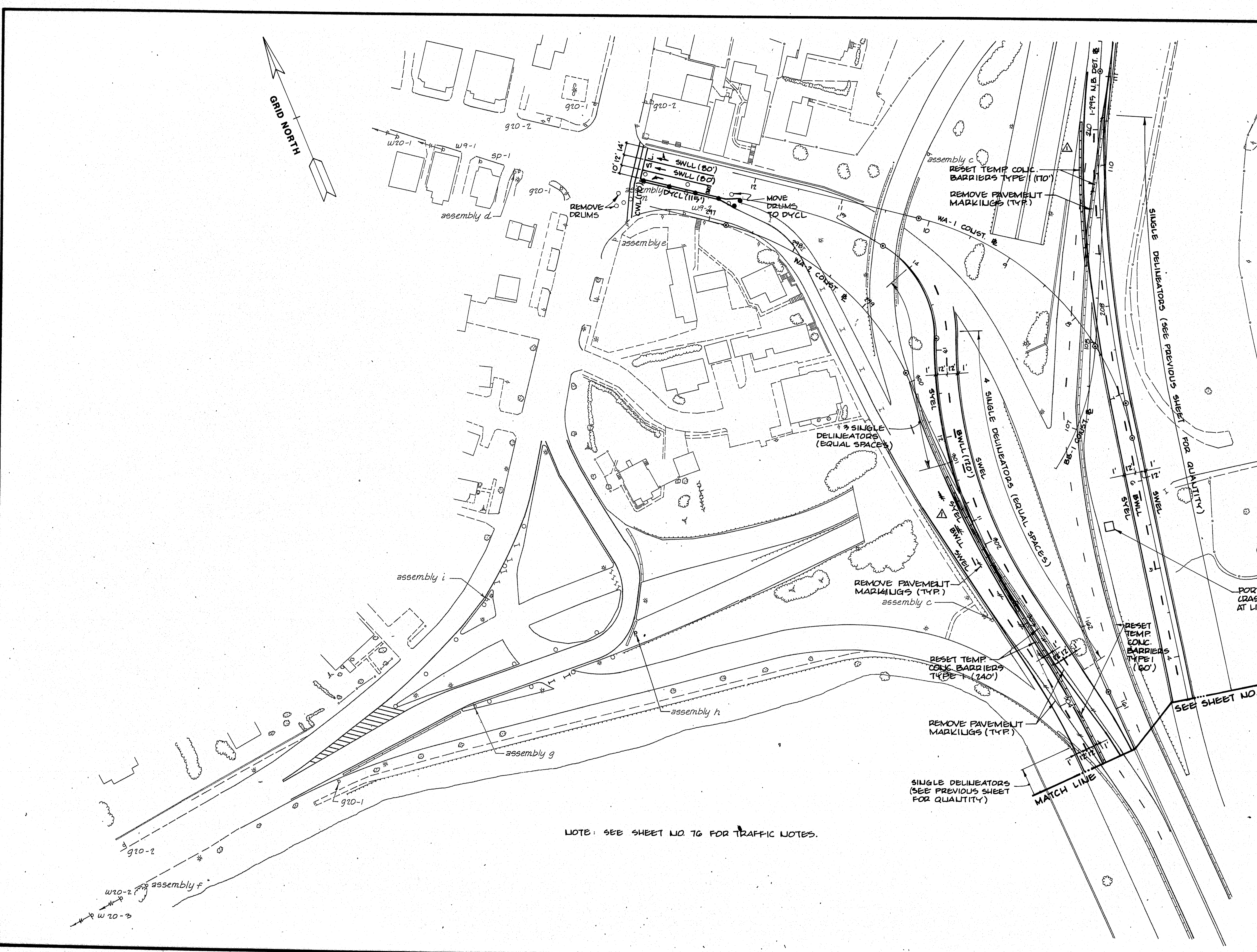
1 I-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 2

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

SHEET 70C OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	71	130



GRID NORTH
SWLL (80')
SWLL (80')
DYCL (115')
REMOVE DRUMS
MOVE DRUMS TO DYCL
assembly c
assembly d
assembly e
assembly i
assembly h
assembly g
assembly f
RESET TEMP CONC. BARRIERS TYPE 1 (110')
REMOVE PAVEMENT MARKINGS (TYP.)
WA-1 CONST. ℄
WA-2 CONST. ℄
I-295 N.B. DET. ℄
SINGLE DELINEATORS (SEE PREVIOUS SHEET FOR QUANTITY)
4 SINGLE DELINEATORS (EQUAL SPACES)
3 SINGLE DELINEATORS (EQUAL SPACES)
SYEL
SWEL
SWLL
SWLL (120')
BS-1 CONST. ℄
PORTABLE CRASH BARRELS AT LIGHT TOWER #24
REMOVE PAVEMENT MARKINGS (TYP.)
RESET TEMP. CONC. BARRIERS TYPE I (60')
RESET TEMP CONC. BARRIERS TYPE 1 (240')
REMOVE PAVEMENT MARKINGS (TYP.)
SEE SHEET NO. 70 C
MATCH LINE
SINGLE DELINEATORS (SEE PREVIOUS SHEET FOR QUANTITY)
NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

103-312

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-85
1	NEW TRAFFIC SEQUENCING	BWA	6-6-85
1	I-295 N.B. DETOUR-ADDL. WORK	BWA	6-6-85
1	WASH. AVE. N.B. DETOUR-ADDL. WORK	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

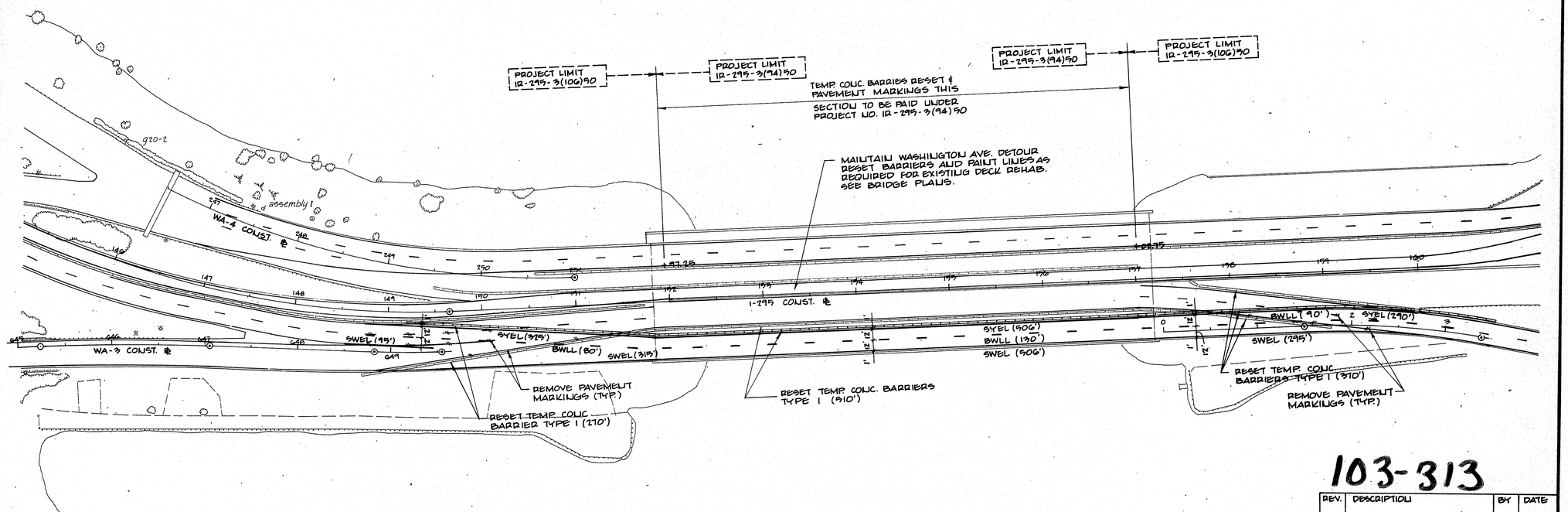
INTERMEDIATE TRAFFIC PLAN STEP 2

SHEET 71 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS: DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)90	72	130

GRID NORTH



NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132-45710-1

103-313

REV.	DESCRIPTION	BY	DATE
1	NEW TRAFFIC SEQUENCING	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

FINAL TRAFFIC PLAN

SHEET 72 OF 130 AUGUSTA, MAINE

TRAFFIC SIGN SUMMARY

BPR REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	79	130

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER U.C.	LETTER L.C.	HEIGHT C.L.	HEIGHT N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
652.35	CW-1 CW-2 CW-3 CW-4	10'-0"	17'-6"	MAJOR ROAD CONSTRUCTION ON (295) PORTLAND			15 15 12	18	36 x 45		700.00	4		ORANGE	BLACK
	DG-1a DG-2a	9'-6"	14'-0"	THRU TRAFFIC USE (95) ALT (295)			15 12	18 18	36 X 36 36 x 45		266.00	2			
	DG-5a	15'-6"	13'-0"	SOUTH (295) SOUTH (1) Saco Kittery 2 MILES	16	12	12 10	18 15	36x45 36x36		201.50	1			
	DG-6a	15'-6"	13'-0"	SOUTH (295) SOUTH (1) Saco Kittery 1 MILE	16	12	12 10	18 15	36x45 36x36		201.50	1		GREEN	WHITE
	DG-7a	15'-6"	13'-0"	SOUTH (295) SOUTH (1) saco Kittery 1/2 MILE	16	12	12 10/10	18 15	36x45 36x36		201.50	1	*		
	CW-5	11'-6"	18'-0"	(1) SOUTH BAXTER BLVD BRIDGE CLOSED 2 MILES			12 15 10	18 15	36X36		207.00	1			
	CW-6	11'-6"	18'-0"	(1) SOUTH BAXTER BLVD. BRIDGE CLOSED 1 MILE			12 15 10	18 15	36 X36		207.00	1		ORANGE	BLACK
	CW-7	11'-6"	18'-0"	(1) SOUTH BAXTER BLVD. BRIDGE CLOSED 1/2 MILE			12 15 10/10	18 15			207.00	1			
	DG-3 DG-4	10'-0"	9'-0"	THRU TRAFFIC USE (95)			15 15 12	18	36x36		180.00	2		GREEN	WHITE
⚠2 ⚠1	DG-8a	11'-6"	10'-6"	SOUTH (295) SOUTH (1) USE Maine Turnpike	13.3	10	10 10	18	36x45 36x36		120.75	1		GREEN	WHITE
652.35	DG-5b DG-6b DG-7b	2'-6"	7'-0"	EXIT 15			10	15			52.50	3	ATTACHED TO OTHER LISTED SIGNS	GREEN	WHITE

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER U.C.	LETTER L.C.	HEIGHT C.L.	HEIGHT N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
⚠2 652.35	DG-1b DG-2b	2'-6"	4'-6"	ALT			10E				22.50	2	ATTACHED TO OTHER LISTED SIGNS	ORANGE	BLACK
⚠2 ⚠1 652.35	DG-5c DG-6c DG-7c DG-8b	2'-6"	9'-0"	ALTERNATE			10E				90.00	4	ATTACHED TO OTHER LISTED SIGNS	ORANGE	BLACK

1. "STANDARDS" REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1978).
2. SIGN AREAS ARE COMPUTED TO THE NEAREST ONE HUNDRETH.
⚠1 3. **REFLECTIVE SHEETING SHALL BE ENGINEERING GRADE AND LETTERS SHALL BE RETRO-REFLECTIVE SHEETING.**

*THE CONTRACTOR SHALL PROVIDE SIGN SUPPORTS AND MAINTENANCE OF SIGNS FOR THE DURATION OF THE PROJECT. THE METHOD OF SUPPORT **SHALL CONFORM**
⚠1 **TO THE AASHTO, "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS"**, 1975, AND "GUIDE FOR SELECTING, LOCATING, AND DESIGNING TRAFFIC BARRIERS", 1977.
⚠2

LEGEND
U.C. = UPPER CASE LETTERS
L.C. = LOWER CASE LETTERS
C.L. = CAPITAL LETTERS
N. = NUMERALS

REV.	DESCRIPTION	BY	DATE
⚠2	ADDENDUM 1	BNA	6-12-85
⚠2	LETTER SIZE INCREASED	DMM	6-12-85
⚠2	ADDITIONAL REFERENCE	BNA	6-12-85
⚠1	ADDITIONAL NOTE	DMM	6-6-85
⚠1	ADDITIONAL SIGN	DMM	6-6-85
⚠1	ADDITIONAL SIGN	DMM	6-6-85

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

I-295 PORTLAND

ADVISORY SIGN SUMMARY

103-314

D P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	74	190

TRAFFIC SIGN SUMMARY

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER U.C.	LETTER L.C.	HEIGHT C.L.	HEIGHT N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
652.35	MI-1	24"	30"	295							5.00	1		RED BLUE	WHITE
	MI-4	24"	24"	I							32.00	8		WHITE BLACK	BLACK
	MI-4	24"	24"	IA							8.00	2		WHITE	BLACK
	MI-6	24"	24"	26							24.00	6		WHITE	BLACK
	M3-1	12"	24"	NORTH							18.00	9		WHITE	BLACK
	M3-3	12"	24"	SOUTH							16.00	8		WHITE	BLACK
	M4-8	12"	24"	DETOUR	SEE STANDARDS						18.00	9		ORANGE	BLACK
	M4-10L	18"	48"	DETOUR							6.00	1		ORANGE BLACK	BLACK
	M4-10R	18"	48"	DETOUR							6.00	1		ORANGE BLACK	BLACK
	M5-1	15"	21"								4.37	2		WHITE	BLACK
	M6-1L	15"	21"								6.57	3		WHITE	BLACK
	M6-1R	15"	21"								2.19	1		WHITE	BLACK
	M6-2	15"	21"								10.94	5		WHITE	BLACK
	M6-3	15"	21"								15.31	△ 7		WHITE	BLACK
	R11-2	30"	48"	ROAD CLOSED							30.00	△ 3		WHITE	BLACK

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER U.C.	LETTER L.C.	HEIGHT C.L.	HEIGHT N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
652.35	W1-1L	30"	30"								6.25	1		ORANGE	BLACK
	W9-1 (SP)	36"	36"	LEFT LANE ENDS 500FT.							9.00	1		ORANGE	BLACK
	W13-1	18"	18"	15 M.P.H.							2.25	1		ORANGE	BLACK
	W20-1	36"	36"	ROAD CONSTRUCTION AHEAD							9.00	1		ORANGE	BLACK
	W20-1	36"	36"	ROAD CONSTRUCTION 500 FT.							36.00	4		ORANGE	BLACK
	W20-1	36"	36"	ROAD CONSTRUCTION 1000 FT.	SEE STANDARDS						36.00	4		ORANGE	BLACK
	W20-1	36"	36"	ROAD CONSTRUCTION 1 MILE							36.00	4		ORANGE	BLACK
	W20-2	36"	36"	DETOUR 500FT.							9.00	1		ORANGE	BLACK
	W20-2	36"	36"	DETOUR 1000FT.							9.00	1		ORANGE	BLACK
	W20-3	48"	48"	ROAD CLOSED AHEAD							16.00	1		ORANGE	BLACK
	W20-7A	36"	36"						SEE NOTE 3 BELOW		36.00	4		ORANGE	BLACK
	W20-7A	24"	24"	FLAG-GER AHEAD	SEE M.D.O.T STANDARDS						16.00	4		ORANGE	BLACK

1. "STANDARDS" REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1978).
2. SIGN AREAS ARE COMPUTED TO THE NEAREST ONE HUNDREDTH.
3. LOCATIONS FOR SIGNS W20-7A ARE LEFT TO THE DISCRETION OF THE ENGINEER.

LEGEND
U.C. = UPPER CASE LETTERS
L.C. = LOWER CASE LETTERS
C.L. = CAPITAL LETTERS
N. = NUMERALS

103-315

REV.	DESCRIPTION	BY	DATE
△	QUALITY INCREASE	BNA	6-6-85

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

I-295 PORTLAND

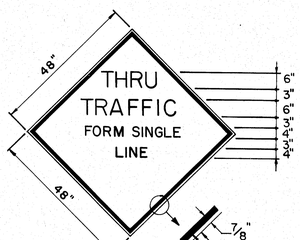
SIGN SUMMARY

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	75	130

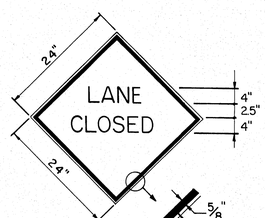
TRAFFIC SIGN SUMMARY

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER HEIGHT U.C.	L.C.	C.L.	N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACKGROUND	COLOR LEGEND & BORDER
652.35	G20-1	36"	60"	ROAD CONSTRUCTION NEXT 3/4 MILE	SEE STANDARDS						90.00	6		ORANGE	BLACK
	G20-2	24"	60"	END CONSTRUCTION	SEE STANDARDS						50.00	5		ORANGE	BLACK
		9"	18"	SIDEWALK CLOSED	SEE MDOT STANDARDS						6.75	6		WHITE	BLACK
	SP-1	48"	48"	THRU TRAFFIC FORM SINGLE LINE	SEE DETAIL THIS SHEET						16.00	1		ORANGE	BLACK
	SP-2	24"	24"	LANE CLOSED							4.00	1		ORANGE	BLACK
⚠	DG-13b DG-14b DG-15b DG-16b DG-17b	12"	24"	DETOUR	SEE STANDARDS (M4-8)						10.00	5		ORANGE	BLACK
	W4-2 (RIGHT)	48"	48"		SEE STANDARDS						16.00	1		ORANGE	BLACK
	W4-2 (LEFT)	48"	48"								16.00	1		ORANGE	BLACK
	W9-1	48"	48"	RIGHT LANE ENDS "LEFT"							32.00	1 EA. 2		ORANGE	BLACK
	W9-2	48"	48"	LANE ENDS MERGE LEFT "RIGHT"							32.00	1 EA. 2		ORANGE	BLACK
	W13-1	24"	24"	30 M.P.H.							8.00	2		ORANGE	BLACK
	W20-5	48"	48"	RIGHT LANE CLOSED AHEAD "LEFT"							32.00	1 EA. 2		ORANGE	BLACK
	R4-1	30"	24"	DO NOT PASS							10.00	2		WHITE	BLACK
⚠	DG-9 DG-10	11'-6"	12'-0"	295 NORTH Falmouth Brunswick RIGHT LANES	16	12	10 10	18	36X45		276.00	2		ORANGE	BLACK

ITEM NO.	I. D. NO.	SIGN SIZE HEIGHT	SIGN SIZE WIDTH	TEXT	TEXT DIMENSIONS LETTER HEIGHT U.C.	L.C.	C.L.	N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACKGROUND	COLOR LEGEND & BORDER
⚠ 652.35	DG-11a DG-12a	13'-6"	14'-6"	26 NORTH Washington Avenue LEFT LANE	16	12	10 10	18	36x36		391.50	2		ORANGE	BLACK
⚠	DG-13a DG-14a DG-15a	6'-0"	5'-6"	26 NORTH WASHINGTON AVENUE →			6D 6D	12	24x24	12x30	99.00	3		ORANGE	BLACK
⚠	DG-16a DG-17a	6'-0"	5'-6"	26 NORTH WASHINGTON AVENUE ←			6D 6D	12	24x24	12x30	66.00	2		ORANGE	BLACK
⚠	DG-11b DG-12b GA-15V	15"	30"	DETOUR	SEE STANDARDS (M4-8 SPECIAL)						9.38	3		ORANGE	BLACK
⚠	GA-15W	2'-6"	9'-0"	LEFT LANE			10				22.50	1		ORANGE	BLACK



SP-1



SP-2

NOTE: SPECIAL SIGNS ABOVE SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (1978) IN ADDITION TO THE DETAIL SHOWN.

1. "STANDARDS" REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1978).
2. SIGN AREAS ARE COMPUTED TO THE NEAREST ONE HUNDREDTH.
3. "LEFT" AND "RIGHT" PLAQUE OVERLAYS SHALL BE PROVIDED FOR CONSTRUCTION SIGNS AS REQUIRED, INCIDENTAL TO ITEM 652.35.

103-316

LEGEND
U.C. = UPPER CASE LETTERS
L.C. = LOWER CASE LETTERS
C.L. = CAPITAL LETTERS
N. = NUMERALS

REV.	DESCRIPTION	BY	DATE
⚠ ⚠	NEW SIGNS	BWA	6-6-85

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

I-295 PORTLAND

SIGN SUMMARY

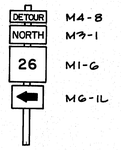
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	76	130

R11-2
M4-10R

ASSEMBLY A

W1-1L
W13-1

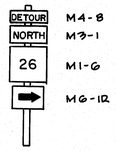
ASSEMBLY F



M4-8
M3-1
M1-6
M6-1L

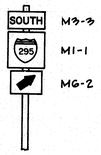
ASSEMBLY K

⚠



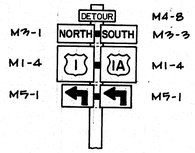
M4-8
M3-1
M1-6
M6-1R

ASSEMBLY N



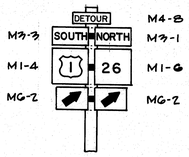
M3-3
M1-1
M6-2

ASSEMBLY B



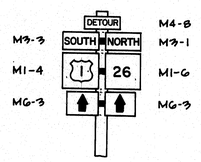
M4-8
M3-3
M1-4
M5-1

ASSEMBLY G



M4-8
M3-1
M1-6
M6-2

ASSEMBLY L

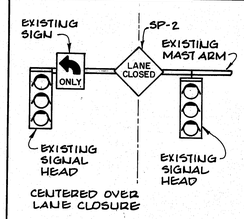


M4-8
M3-1
M1-6
M6-3

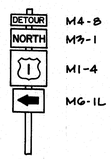
ASSEMBLY C

R11-2
M4-10L

ASSEMBLY H



ASSEMBLY M

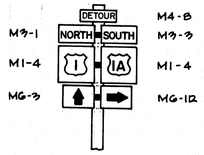


M4-8
M3-1
M1-4
M6-1L

ASSEMBLY D

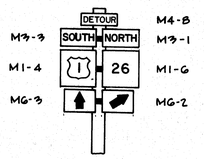
M3-3
M1-4
M6-2

ASSEMBLY I



M4-8
M3-3
M1-4
M6-1R

ASSEMBLY E



M4-8
M3-1
M1-6
M6-2

ASSEMBLY J

NOTES

1. STOP LINES SHALL BE 12" IN WIDTH, PAID FOR UNDER ITEM 627.65.
2. ALL PROPOSED PAVEMENT LANE MARKINGS SHALL BE TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINES, YELLOW OR WHITE.
3. PAVEMENT MARKING LEGENDS SHALL BE PAID UNDER ITEM 627.65, WHITE OR YELLOW PAVEMENT AND CURB MARKING.
4. EXISTING PAVEMENT MARKINGS WITHIN AREAS OF PAVEMENT MARKING ALTERATIONS SHALL BE REMOVED, AS REQUIRED.
5. THE CONTRACTOR SHALL STACK CITY OF PORTLAND SIGNS ON THE PROJECT SITE AND CONTACT BILL BRAY, PORTLAND CITY HALL, 775-5451 (EXT. 468) FOR SIGN PICK-UP BY CITY. MDOT DEMOUNTED SIGNS SHALL BE STACKED AND DELIVERED TO DUNSTAN MAINTENANCE LOT, RTE. 1, SCARBOROUGH.
6. ADVISORY SIGNS, INCLUDING SUPPORTS, SHALL BE PAID FOR UNDER ITEM 652.35, CONSTRUCTION SIGNS.
7. CROSSWALK LINES SHALL BE 6" IN WIDTH, PAID FOR UNDER ITEM 627.681, TEMPORARY 6" PAINTED PAVEMENT MARKING LINES, YELLOW OR WHITE.
8. PAYMENT FOR TEMPORARY BWLL'S SHALL NOT INCLUDE THE GAPS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING, ALTERING, MAINTAINING AND REMOVING EXISTING MARKINGS AND PROPOSED MARKINGS ON ALL PAVEMENTS WITHIN THE LIMITS INDICATED ON THE PLANS FOR THE DURATION OF THE PROJECT.
10. EXISTING PAINT LINES TO BE MAINTAINED SHALL BE DETERMINED BY THE ENGINEER.
11. THE SIGN SUMMARY INDICATES SIGNING AVAILABLE FOR TWO LANE CLOSURES, TO BE ERECTED AS REQUIRED BY CONSTRUCTION ONLY AFTER APPROVAL BY THE ENGINEER. (9) TYPE I BARRICADES (ITEM 652.31) AND (1) FLASHING ARROW BOARD (ITEM 652.90) SHALL BE REQUIRED FOR EACH LANE CLOSURE. MATERIAL FOR 2 SIMULTANEOUS LANE CLOSURES SHALL BE PROVIDED. SET-UP AND REMOVAL OF LANE CLOSURES SHALL BE PAID FOR UNDER ITEM 652.36, MAINTENANCE OF TRAFFIC CONTROL DEVICES.

LEGEND

SYCHL	SOLID YELLOW CHEVRON LINE
CWL	CROSS WALK LINE
S.L.	STOP LINE
BWLL	BROKEN WHITE LANE LINE
SWLL	SOLID WHITE LANE LINE
SWEL	SOLID WHITE EDGE LINE
SYEL	SOLID YELLOW EDGE LINE
DYCL	DOUBLE YELLOW CENTER LINE
▭▭	PROPOSED TEMPORARY CONCRETE BARRIER - TYPE 1 (10 FT. INCREMENTS)
⊢	PROPOSED TYPE I BARRICADE
▸	PROPOSED SIGN
•	PROPOSED DRUM
⚠ DWCL	DOUBLE WHITE CENTER LINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS FIELD CHANGES	

BRUNING 44-132 45710-1

103-317

REV.	DESCRIPTION	BY	DATE
-			
⚠	ASSEMBLY N	BWA	6-6-85
⚠	ADD DWCL TO LEGEND	BWA	6-6-85

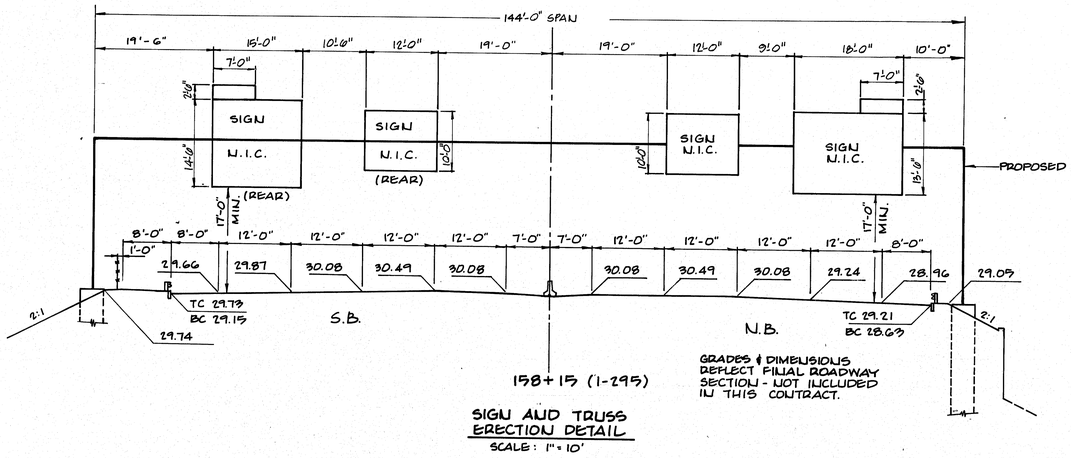
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

SIGN ASSEMBLY AND DETAILS

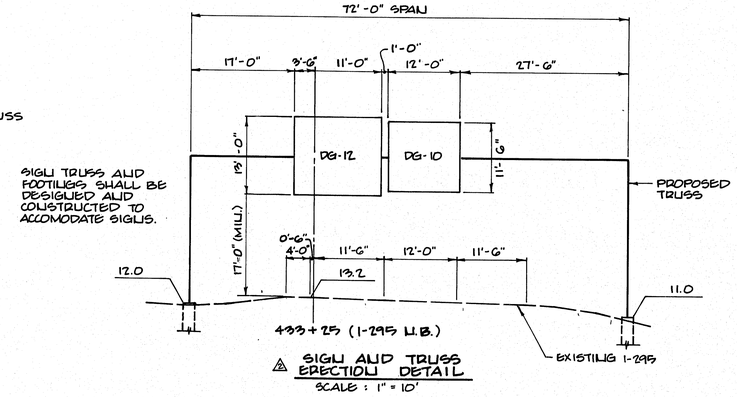
SHEET 76 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	77	130



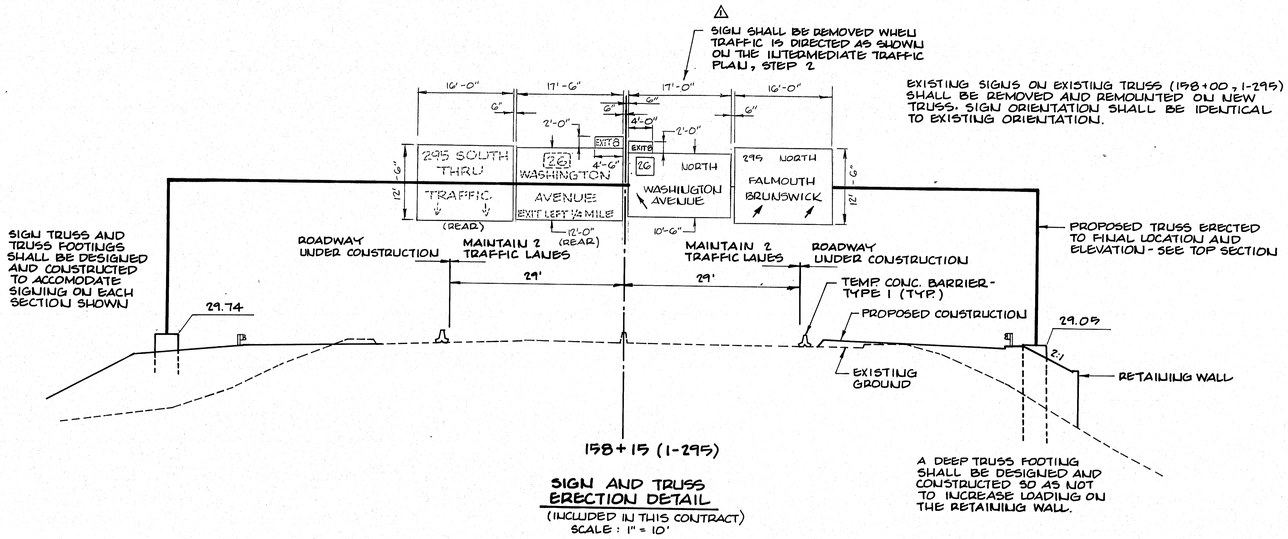
GRADES & DIMENSIONS REFLECT FINAL ROADWAY SECTION - NOT INCLUDED IN THIS CONTRACT.

SIGN AND TRUSS ERECTION DETAIL
SCALE: 1" = 10'



SIGN TRUSS AND FOOTINGS SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMODATE SIGNS.

⚠ SIGN AND TRUSS ERECTION DETAIL
SCALE: 1" = 10'



EXISTING SIGNS ON EXISTING TRUSS (158+00, I-295) SHALL BE REMOVED AND REMOUNTED ON NEW TRUSS. SIGN ORIENTATION SHALL BE IDENTICAL TO EXISTING ORIENTATION.

SIGN AND TRUSS ERECTION DETAIL
(INCLUDED IN THIS CONTRACT)
SCALE: 1" = 10'

A DEEP TRUSS FOOTING SHALL BE DESIGNED AND CONSTRUCTED SO AS NOT TO INCREASE LOADING ON THE RETAINING WALL.

N.I.C. MEANS NOT IN THIS CONTRACT.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44.132.45710-1

103-318

REV.	DESCRIPTION	BY	DATE
⚠	ADDENDUM 1	DMM	6-12-85
⚠	NEW OVERHEAD SIGN TRUSS	DMM	6-12-85
⚠	REMOVE SIGN	BWA	6-6-85

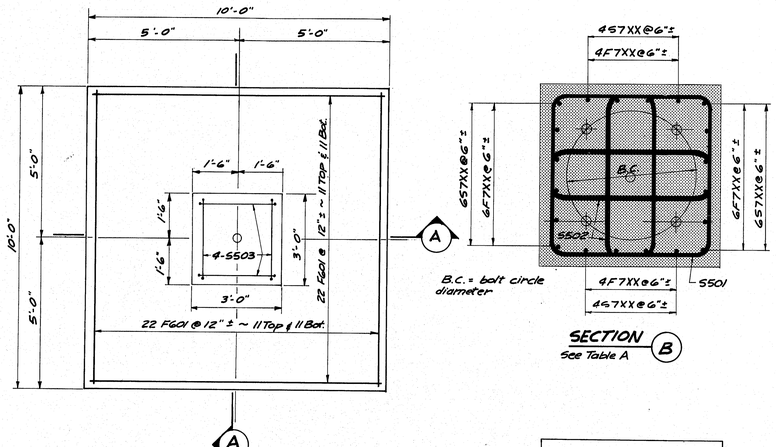
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

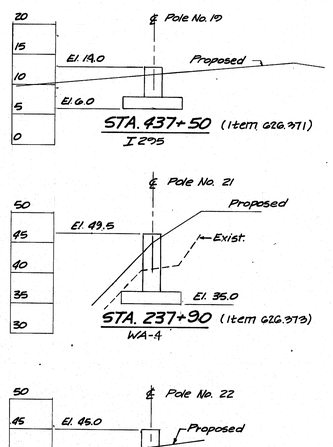
I-295 PORTLAND

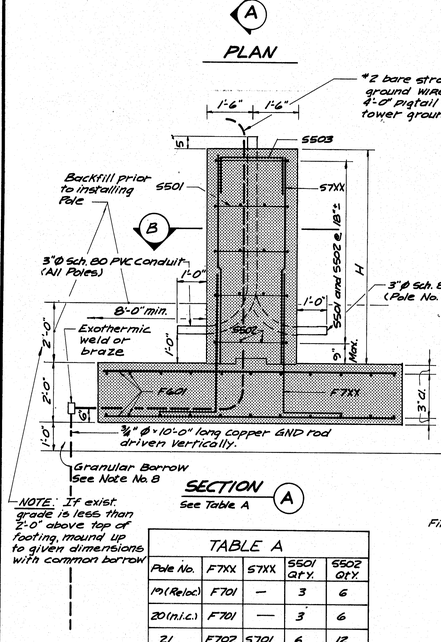
SIGN TRUSS ERECTION DETAILS

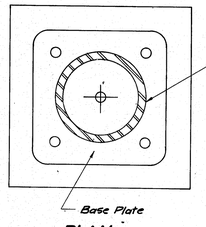
SHEET 77 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	78	130









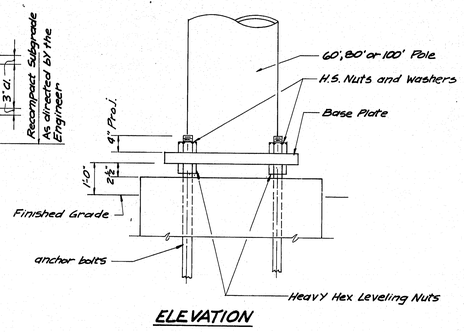


TABLE A				
Pole No.	F7XX	S7XX	S501 Qty.	S502 Qty.
19 (Reloc)	F701	—	3	6
20 (n.i.c.)	F701	—	3	6
21	F702	S701	6	12
22	F702	S702	10	20
23	F702	S703	12	24
24	F702	S704	4	8
25	F702	S705	5	10
26	F702	S707	8	16
27	F702	S706	6	12

ESTIMATED QUANTITIES

Concrete 88 Cu. Yd.
Reinforcing Steel 12,100 Lbs.
(Foundation for Pole No. 20 not included)

BASIC DESIGN STRESSES

Concrete : f'_c = 3,000 psi
Reinforcing Steel : f_y = 60,000 psi

MATERIALS

Concrete : Class A
Reinforcing Steel : ASTM A615 Grade 60

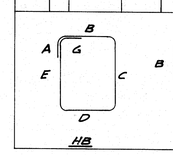
NOTES:

1. Chamfer all exposed edges of concrete ½ inch unless otherwise indicated.
2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
4. Place reinforcing steel to clear anchor bolts.
5. Protective Coating for Concrete Surfaces shall be applied To all exposed concrete surfaces to one foot below fin. grade. Payment shall be incidental to special fnish items.
6. Mortar shall contain an approved non-shrink additive.
7. Dimensions of base plate and bolt circle diameter to be determined by the manufacturer and approved by the Engineer.
8. Bedding and backfill material shall be granular borrow unless existing material is approved by the Engineer.
9. Maximum footing pressure is 10 ton per square foot.
10. All excavation will be paid under Item No. 206.09.
11. All concrete and reinforcing steel will be paid under Item No.s 626.371, 626.373 to 626.379.
12. For location and orientation of foundations see General Construction plans.
13. Length and size of anchor bolts shall be as supplied by the pole supplier. Number, size and location of anchor bolts for Pole No. 19 shall match the existing.
14. Pole No. 20 is not in this contract (n.i.c.)

REINFORCING STEEL SCHEDULE

Mark	No.	Length	Mark	No.	Length	Mark	No.	Length
F601	352	5'-6"	S704	20	5'-10"			
S701	20	9'-4"	S705	20	7'-10"			
S702	20	14'-10"	S706	20	9'-10"			
S703	20	17'-10"	S707	20	11'-10"			

Mark	No.	Length	Type	A	B	C	D	E	F	R
S501	64	11'-8"	HB	6"	2'-8"	2'-8"	2'-8"	2'-8"	6"	—
S502	108	7'-4"	HB	6"	6"	2'-8"	6"	2'-8"	6"	—
S503	32	5'-1"	S	—	1'-3"	2'-6¾"	1'-3"	—	—	—
F701	20	8'-8"	J	1'-7"	9"	6'-4"	—	—	—	6
F702	140	6'-8"	J	1'-7"	9"	4'-4"	—	—	—	6



FOUNDATION DATA

Pole No.	Pole Ht. Ft.	Shaft Ht. H	Top of Shaft Elevation	Bot. of Fig. Elevation	Route	Station	Offset
19 (Reloc.)	100	6'-0"	14.0	6.0	I 295	437+50	16' Lt.
20 (n.i.c.)	100	5'-0"	20.0	13.0	I 295	144+30	75' Lt.
21	60	12'-6"	49.5	35.0	WA-1	237+90	50' Lt.
22	60	15'-0"	45.0	28.0	I 295	151+60	80' Lt.
23	60	18'-0"	31.5	11.5	I 295	157+65	68' Rt.
24	80	6'-0"	24.0	16.0	WA-1	5+55	47' Lt.
25	60	8'-0"	41.0	31.0	BB-1	102+00	24' Lt.
26	60	12'-0"	45.0	31.0	I 295	170+75	60' Rt.
27	60	10'-0"	45.0	33.0	I 295	177+00	60' Rt.

REVISED AS BUILT 1986
John R Mayol 3-30-91

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RDB	R.J.B
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

FOUNDATION DETAILS FOR HIGH MAST LIGHTING

103-319

SHEET 78 OF 130 AUGUSTA, MAINE

BRUNING 44-132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	79	130

PEDESTRIAN BRIDGE REMOVAL
ITEM NO. 202.192

NOTES

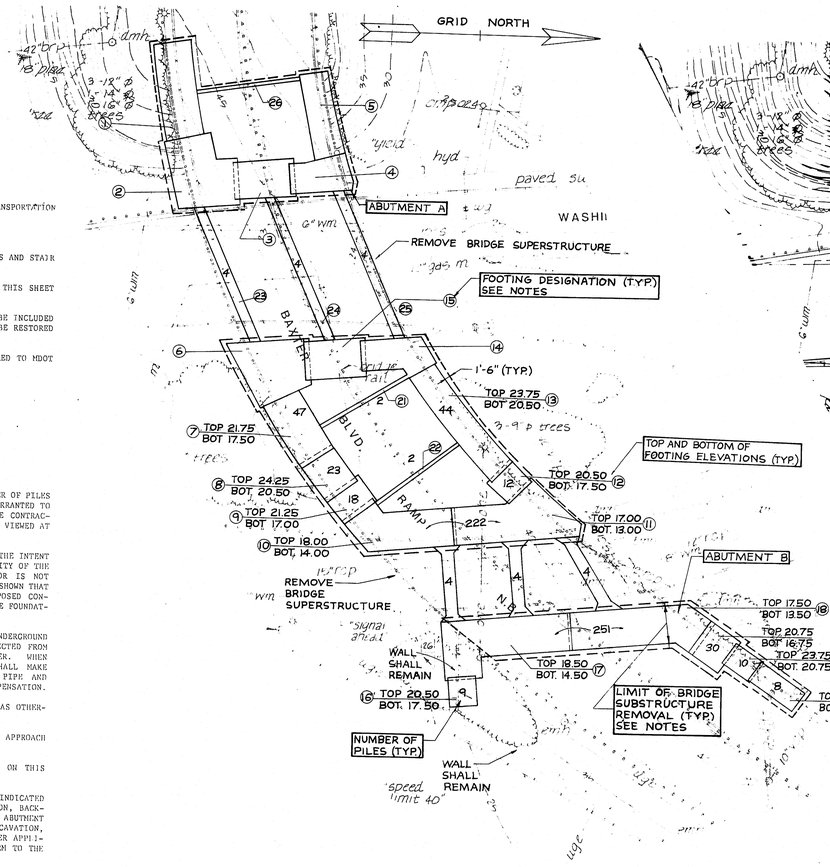
1. PLANS OF THE EXISTING BRIDGE MAY BE VIEWED AT THE TRANSPORTATION BUILDING, MDOT, AUGUSTA, MAINE.
2. THE BRIDGE FOUNDATIONS SHALL BE REMOVED TO ELEVATION 17.0.
3. BRIDGE REMOVAL SHALL INCLUDE REMOVAL AND DISPOSAL OF STAIRS AND STAIR FOUNDATIONS TO ELEVATION 17.0.
4. ITEM 202.192 SHALL INCLUDE PAYMENT FOR ALL WORK NOTED ON THIS SHEET AND IN THE SPECIFICATIONS UNDER ITEM 202.192.
5. EXCAVATION AND BACKFILL REQUIRED FOR BRIDGE REMOVAL SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 202.192. THE GROUND SURFACE SHALL BE RESTORED TO ITS ORIGINAL GRADE.
6. STRUCTURAL STEEL AND RAILINGS SHALL BE REMOVED AND DELIVERED TO MDOT DUNSTAN MAINTENANCE LOT, RTE. 1, SCARBOROUGH.

BAXTER BLVD BRIDGE REMOVAL
ITEM NO. 202.191

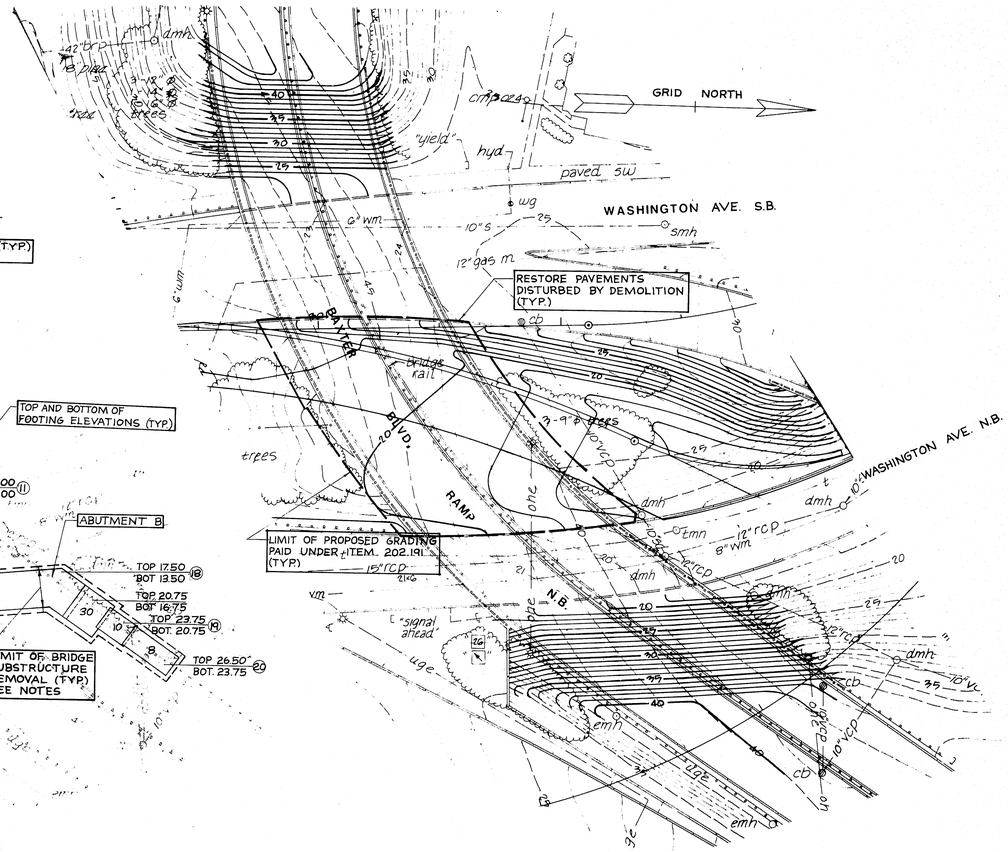
NOTES

1. THE BRIDGE FOUNDATION LOCATIONS, SIZES, ELEVATIONS AND NUMBER OF PILES WERE COMPILED FROM AVAILABLE RECORD DRAWINGS AND ARE NOT WARRANTED TO BE COMPLETE OR CORRECT. THIS INFORMATION IS SHOWN FOR THE CONTRACTOR'S REFERENCE ONLY. PLANS OF THE EXISTING BRIDGES MAY BE VIEWED AT THE TRANSPORTATION BUILDING, MDOT, AUGUSTA, MAINE.
2. LIMITS OF BRIDGE SUBSTRUCTURE REMOVAL ARE SHOWN TO REFLECT THE INTENT TO REMOVE ALL FOUNDATIONS AND BRIDGE MATERIALS IN THE VICINITY OF THE EXISTING BRIDGES TO THE EXTENT INDICATED. THE CONTRACTOR IS NOT RELIEVED FROM REMOVING FOUNDATIONS AND BRIDGE MATERIALS NOT SHOWN THAT MAY EXTEND BEYOND THE LIMITS MARKED AND MAY OBSTRUCT PROPOSED CONSTRUCTION, AT NO ADDITIONAL COMPENSATION. SECTIONS OF BRIDGE FOUNDATIONS MAY REMAIN AS NOTED.
3. BRIDGE DRAINAGE CONNECTIONS, ELECTRICAL CONDUIT AND OTHER UNDERGROUND UTILITIES IN THE VICINITY OF BRIDGE REMOVAL SHALL BE PROTECTED FROM DISRUPTION UNTIL AUTHORIZED FOR REMOVAL BY THE ENGINEER. WHEN AUTHORIZED TO COMMENCE BRIDGE REMOVAL THE CONTRACTOR SHALL MAKE WHATEVER REPAIRS ARE NECESSARY TO MAINTAIN SECTIONS OF PIPE AND CONDUIT THAT ARE TO REMAIN, IN SERVICE, AT NO ADDITIONAL COMPENSATION.
4. ALL MATERIAL ABOVE TOP OF FOOTINGS SHALL BE REMOVED EXCEPT AS OTHERWISE NOTED.
5. BRIDGE REMOVAL SHALL ALSO INCLUDE REMOVAL AND DISPOSAL OF APPROACH SLABS, END POSTS, AND MEDIANS TO THE LIMITS OF GRADING SHOWN.
6. ITEM 202.191 SHALL INCLUDE PAYMENT FOR ALL WORK SO NOTED ON THIS SHEET.
7. EXCAVATION, BACKFILL AND GRADING WITHIN THE GRADING LIMITS INDICATED SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 202.191. EXCAVATION, BACKFILL AND GRADING REQUIRED FOR BRIDGE SUBSTRUCTURE REMOVAL FOR ABUTMENT A AND ABUTMENT B SHALL BE PAID UNDER ITEM 202.191. EXCAVATION, BACKFILL AND GRADING OUTSIDE THESE LIMITS SHALL BE PAID UNDER APPLICABLE ITEMS DESCRIBED ELSEWHERE. FINAL GRADING SHALL CONFORM TO THE GRADING PLAN.
8. STRUCTURAL STEEL, BRIDGE RAIL AND BRIDGE MEDIAN RAIL, INCLUDING BRIDGE RAIL ON THE APPROACHES, SHALL BE REMOVED AND DELIVERED TO MDOT DUNSTAN MAINTENANCE LOT, RTE 1, SCARBOROUGH.

FOOTING DESIGNATION	DESCRIPTION OF WORK
1,2,3,4,5	REMOVE ALL MATERIAL ABOVE TOP OF FOOTINGS
6,7,8,9,10,15,21	REMOVE ALL MATERIAL ABOVE ELEVATION 18.0
14,22	REMOVE ALL MATERIAL ABOVE ELEVATION 17.0
11,12,13	REMOVAL ALL MATERIAL ABOVE ELEVATION 15.5
16,17,18,19,20	REMOVE ALL MATERIAL ABOVE TOP OF FOOTINGS
23,24,25	REMOVE ONLY SECTIONS OF FOOTINGS OUTSIDE THE HORIZONTAL LIMITS OF THE EXISTING ROADWAY. REMOVE ALL MATERIAL ABOVE ELEVATION 18.0 ON THESE SECTIONS.
26	REMOVE ALL MATERIAL ABOVE ELEVATION 36.0



BAXTER BLVD. BRIDGE REMOVAL
DEMOLITION PLAN
ITEM 202.191



BAXTER BLVD. BRIDGE REMOVAL
GRADING PLAN
ITEM 202.191

BAXTER BLVD. BRIDGE REMOVAL
PEDESTRIAN BRIDGE REMOVAL
MAINTENANCE OF TRAFFIC NOTES

SCHEDULING FOR BRIDGE SUPERSTRUCTURE REMOVAL SHALL BE AT PERIODS OF LOW TRAFFIC VOLUMES, EITHER AT NIGHT OR ON SUNDAYS. NO WORK WILL BE ALLOWED ON SPECIFIED HOLIDAYS AND HOLIDAY WEEKENDS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL CITY AND STATE AGENCIES (POLICE, FIRE, ETC.) OF ANY ANTICIPATED TRAFFIC INTERRUPTIONS DURING BRIDGE REMOVAL. PROVISIONS SHALL BE MADE BY THE CONTRACTOR TO PROTECT TRAFFIC FROM FALLING DEBRIS AND FROM ALL OTHER MATERIALS AND EQUIPMENT THAT ARE IN PROXIMITY TO THE TRAVELLED WAYS. TRAFFIC SHALL BE MAINTAINED AS INDICATED ON THE TRAFFIC PLANS EXCEPT AS SPECIFIED HEREINAFTER. AT LEAST ONE LANE OF INTERSTATE TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES DURING SUPERSTRUCTURE REMOVAL. ADDITIONAL TRAFFIC BARRIERS AND SIGNS NOT SHOWN ON THE PLANS THAT WILL BE REQUIRED FOR THE CONTRACTOR TO SAFELY COMPLETE BRIDGE REMOVAL WHILE MAINTAINING TRAFFIC SHALL BE ERECTED, RESET AS REQUIRED, AND REMOVED, WHEN AUTHORIZED BY THE ENGINEER, WITH PAYMENT TO BE INCLUDED UNDER THE APPLICABLE ITEMS.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 4570-1

103-320

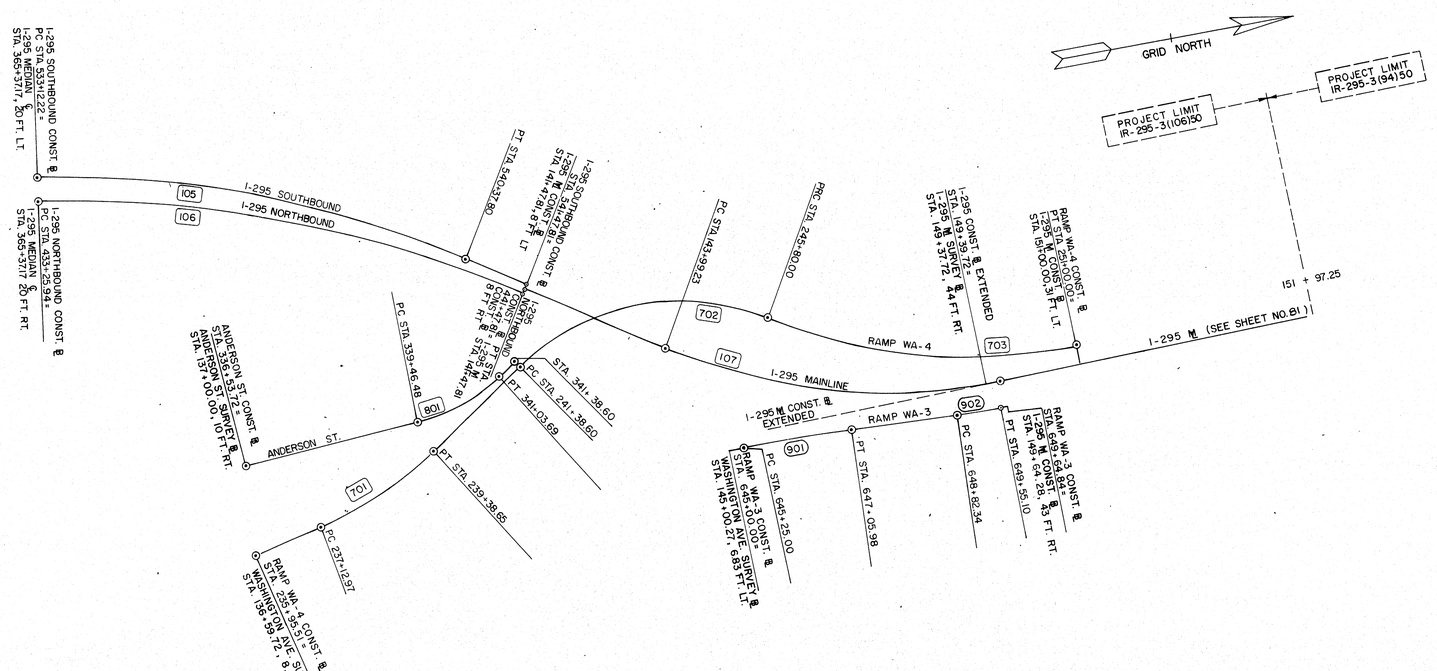
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

BRIDGE DEMOLITION PLAN

SHEET 79 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	R-295-3(106)50	80	130



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132-4570-1

CURVE DATA

CURVE NO.	△	D	T	L	R	E	P.C. STA.	P.I. STA.	P.T. STA.
105	24-36-50	3-23-32	368.48	725.58	1689.00	39.73	533+12.22	536+80.69	540+37.80
106	24-36-50	2-59-42	417.37	821.87	1913.13	44.90	433+25.94	437+43.31	441+47.81
107	35-00-00	6-11-39	291.65	565.05	1925.00	44.89	143+99.23	146+90.88	149+64.28
701	20-41-22	9-10-02	114.08	225.69	625.00	10.33	237+12.97	238+27.05	239+38.65
702	66-33-13	15-04-40	249.39	441.40	380.00	74.53	241+38.60	243+87.99	245+80.00
703	34-05-20	6-33-20	267.95	520.00	874.00	40.15	245+80.00	248+47.95	251+00.00
801	30-01-28	19-05-55	80.45	157.21	300.00	10.60	339+46.48	340+26.93	341+03.69
901	4-30-30	2-29-28	90.54	180.98	2300.00	1.78	645+25.00	646+15.53	647+05.98
902	4-31-36	6-13-14	36.40	72.77	921.07	0.72	648+82.34	649+18.74	649+55.10

GRAPHIC SCALE
0 100 200 300 FEET

All Centerlines As Built
J. Maynard
3-20-91

103-321

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

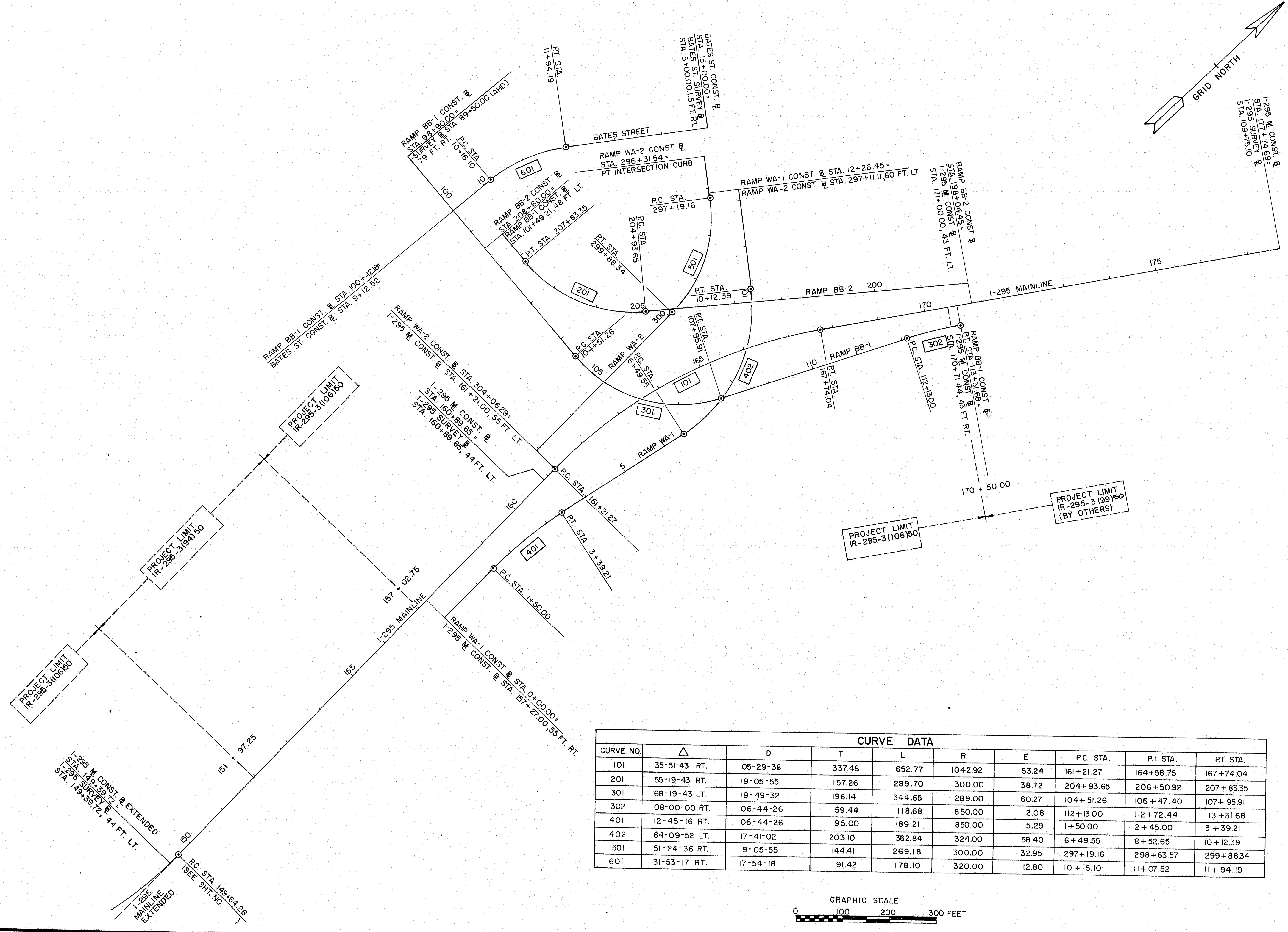
I-295 PORTLAND

CONSTRUCTION BASELINE GEOMETRY

SOUTH INTERCHANGE

SHEET 80 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(106)50	81	130



CURVE NO.	△	D	T	L	R	E	P.C. STA.	P.I. STA.	P.T. STA.
101	35-51-43 RT.	05-29-38	337.48	652.77	1042.92	53.24	161+21.27	164+58.75	167+74.04
201	55-19-43 RT.	19-05-55	157.26	289.70	300.00	38.72	204+93.65	206+50.92	207+83.35
301	68-19-43 LT.	19-49-32	196.14	344.65	289.00	60.27	104+51.26	106+47.40	107+95.91
302	08-00-00 RT.	06-44-26	59.44	118.68	850.00	2.08	112+13.00	112+72.44	113+31.68
401	12-45-16 RT.	06-44-26	95.00	189.21	850.00	5.29	1+50.00	2+45.00	3+39.21
402	64-09-52 LT.	17-41-02	203.10	362.84	324.00	58.40	6+49.55	8+52.65	10+12.39
501	51-24-36 RT.	19-05-55	144.41	269.18	300.00	32.95	297+19.16	298+63.57	299+88.34
601	31-53-17 RT.	17-54-18	91.42	178.10	320.00	12.80	10+16.10	11+07.52	11+94.19

GRAPHIC SCALE
0 100 200 300 FEET

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

All Centerlines As Built
[signature]
3-30-91

103-322

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION BASELINE GEOMETRY

SHEET 81 OF 130 AUGUSTA, MAINE

BRUNING 44-132 45710-1

Contract 1 Nash 100 [illegible]

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	12-295-3(106)50	82	130

GUARD RAIL - REMOVE AND RESET

REMOVE FROM
STA. 436+43 (I-295 N.B.) 22' LT. TO STA. 438+14 (I-295 N.B.) 18' LT. 175 L.F.

RESET TO
STA. 436+39 (I-295 N.B.) 22' LT. TO STA. 438+14 (I-295 N.B.) 14' LT. 175 L.F.

GRID NORTH

"Portland Waterfront
Portland Downtown
Usa Exit 7 Mile 5"

3" ø metal pipe

"Franklin St. (1A) 1/4
Forest Ave. North 100 3/4
Forest Ave. South 100 1"

I-295 S.B.

18" cap

24" cap

12" cap

534 535 536 537 538 539 540

I-295 S.B. CONST. ℄

I-295 N.B. CONST. ℄

RETAIL ANCHORED END

6" ud

RESTORE LOAM SURFACE AND SEED - METHOD NO. 2

TERMINAL END - INCIDENTAL TO ITEM 606.36

434 435 436 437 438 439 440

I-295, N.B.

LIGHT TOWER NO. 19
STA. 437+50 (I-295 N.B.), 16' LT.
SEE SHEET NO. 78
FOR FOUNDATION PLAN

cb

24" rcp

12" rcp

MARGINAL WAY

COMMERCIAL ST.

sd

dmh

smh

12" cmp

U-Haul

PLOWMAN ST.

Maine Automobile Association

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44-132, 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

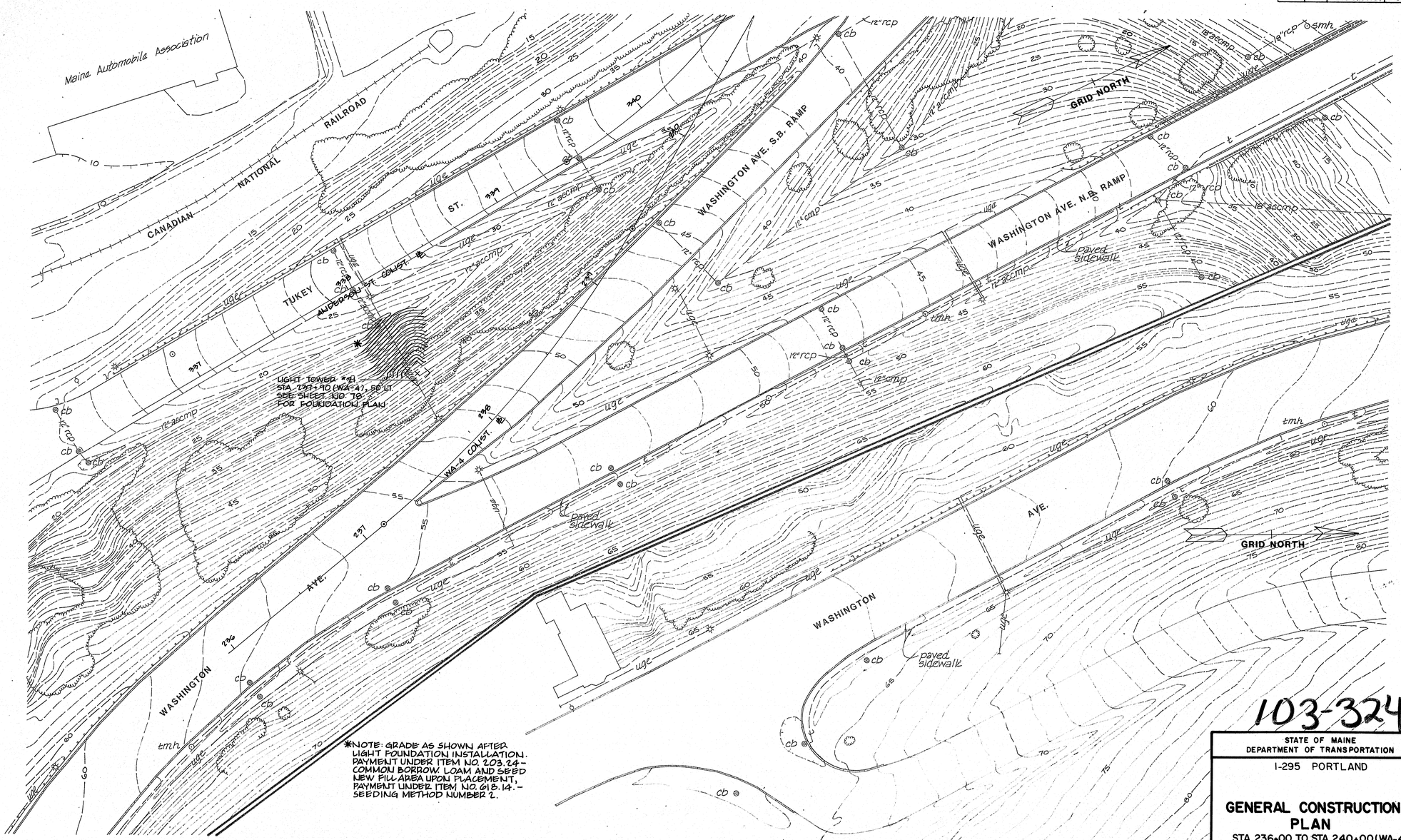
GENERAL CONSTRUCTION PLAN

STA. 433+25.94 TO STA. 440+00
(I-295 N.B.)

103-323

SHEET 82 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	83	190



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710-1

103-324

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

STA. 236+00 TO STA. 240+00 (WA-4)
STA. 337+00 TO STA. 340+00
(ANDERSON ST.)

SHEET 83 OF 190 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)30	84	130

GUARD RAIL - REMOVED AND RESET
GUARD RAIL - REMOVED AND STACKED

STA.	OFFSET	TO STA.	OFFSET	L.F.
REMOVE FROM				
645+42 (WA-3)	26' RT.	151+82 (I-295)	46' RT.	637'
646+20 (WA-3)	20' RT.	151+82 (I-295)	40' RT.	560'
				1197'
RESET TO				
645+42 (WA-3)	26' RT	151+82 (I-295)	63' RT.	639' (TEMP.)

CURB REMOVED AND STACKED.
RESET CURB TYPE 1

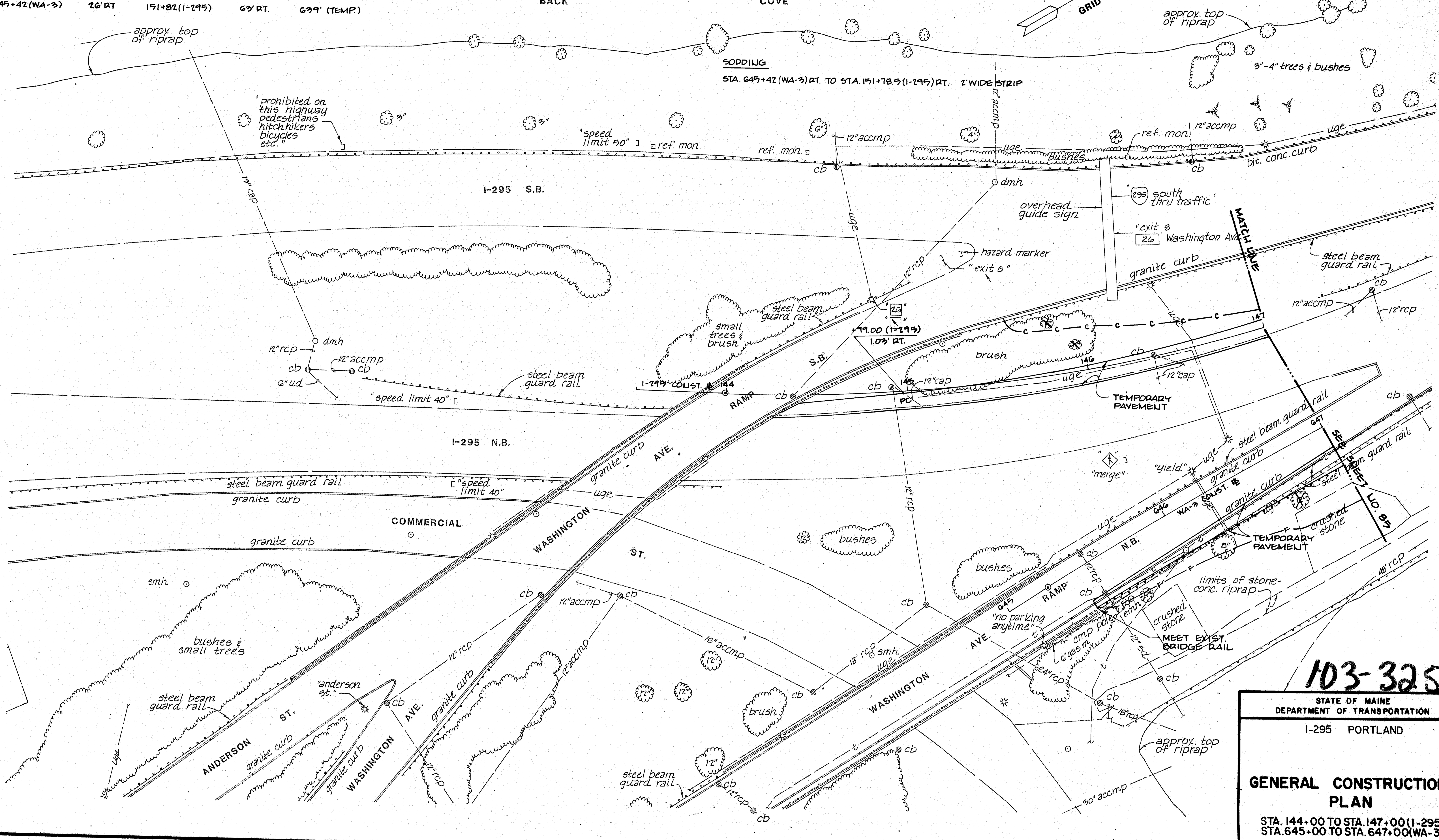
STA.	OFFSET	TO STA.	OFFSET	L.F.
REMOVE FROM				
645+42 (WA-3)	21' RT.	151+82 (I-295)	40' RT.	639'

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
145+83 (I-295)	29' LT.	12"	12"
145+95 (I-295)	15' LT.	12"	12"
646+70 (WA-3)	30' RT.	12"	12"

SODDING

STA. 645+42 (WA-3) RT. TO STA. 151+78.5 (I-295) RT. 2' WIDE STRIP



103-325

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

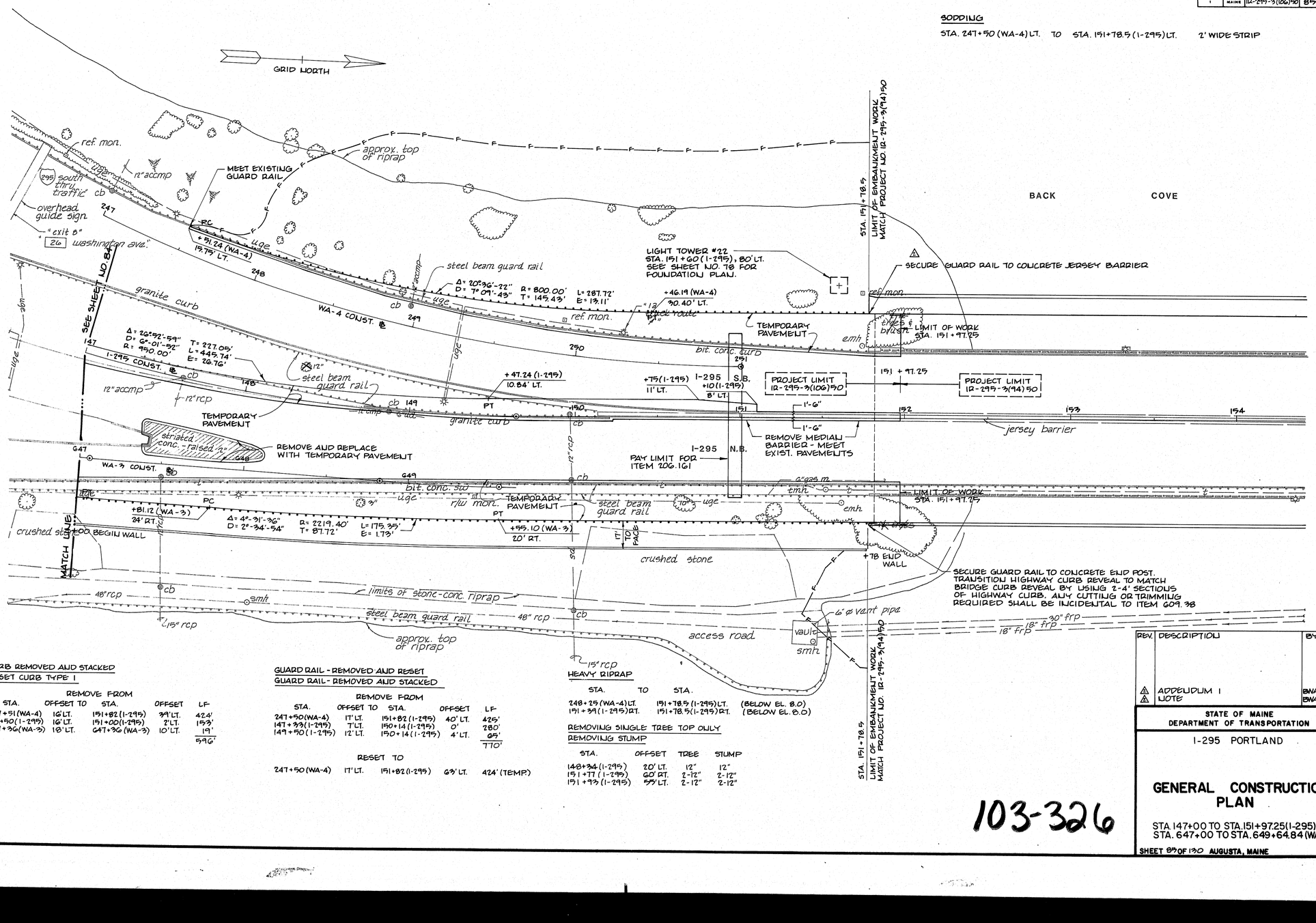
STA. 144+00 TO STA. 147+00 (I-295)
STA. 645+00 TO STA. 647+00 (WA-3)

SHEET 84 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	12-299-3(106)50	85	130



SODDING

STA. 247+50 (WA-4) LT. TO STA. 151+78.5 (I-295) LT. 2' WIDE STRIP

CURB REMOVED AND STACKED
RESET CURB TYPE I

REMOVE FROM

STA.	OFFSET TO	STA.	OFFSET	LF
247+51 (WA-4)	16' LT.	151+82 (I-295)	39' LT.	424'
149+50 (I-295)	16' LT.	151+00 (I-295)	2' LT.	153'
647+36 (WA-3)	18' LT.	647+36 (WA-3)	10' LT.	19'
				596'

GUARD RAIL - REMOVED AND RESET
GUARD RAIL - REMOVED AND STACKED

REMOVE FROM

STA.	OFFSET TO	STA.	OFFSET	LF
247+50 (WA-4)	17' LT.	151+82 (I-295)	40' LT.	426'
149+39 (I-295)	7' LT.	150+14 (I-295)	0'	280'
149+50 (I-295)	12' LT.	150+14 (I-295)	4' LT.	65'
				770'

RESET TO

247+50 (WA-4)	17' LT.	151+82 (I-295)	63' LT.	424' (TEMP.)

HEAVY RIPRAP

STA.	TO	STA.	
248+25 (WA-4) LT.		151+78.5 (I-295) LT.	(BELOW EL. 8.0)
151+39 (I-295) RT.		151+78.5 (I-295) RT.	(BELOW EL. 8.0)

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
148+34 (I-295)	20' LT.	12"	12"
151+77 (I-295)	60' RT.	2-12"	2-12"
151+93 (I-295)	55' LT.	2-12"	2-12"

REV.	DESCRIPTION	BY	DATE
1	ADDENDUM 1	BWA	6-12-85
2	NOTE	BWA	6-12-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND

GENERAL CONSTRUCTION PLAN

STA. 147+00 TO STA. 151+97.25 (I-295)
STA. 647+00 TO STA. 649+64.84 (WA-3)

SHEET 85 OF 130 AUGUSTA, MAINE

103-326

PROJECT DESIGN ENGINEER | BY | DATE
DESIGN DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BRUNING 44-132-45710-1

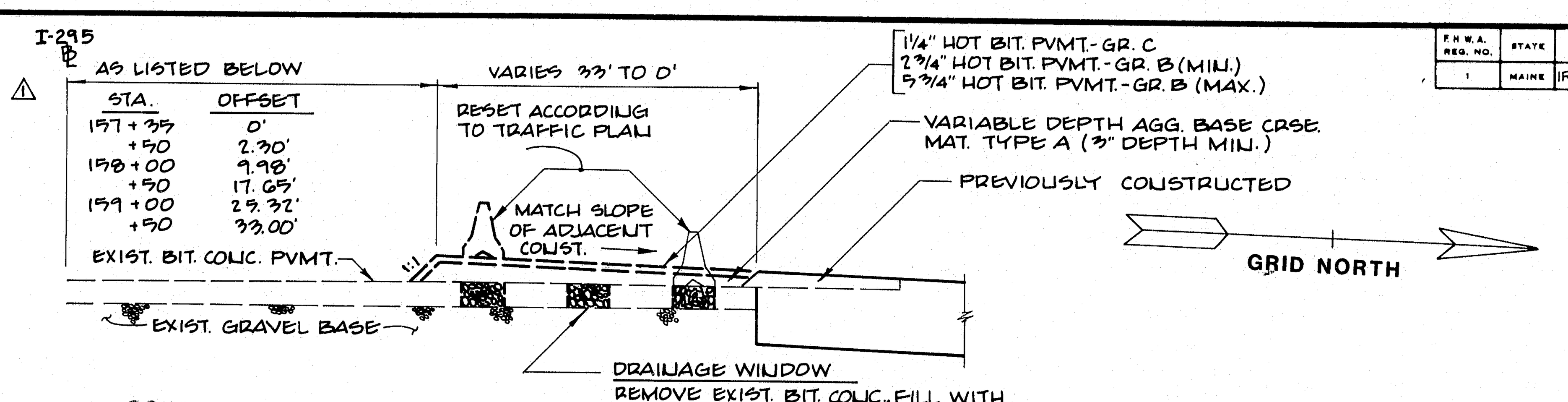
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	86	130

GUARD RAIL TYPE 3B

STA.	TO	STA.	OFFSET	L.F.
157+17 (1-295)		158+77 (1-295)	63' RT.	162.5'
1+50 (WA-1)		2+50 (WA-1)	8' RT.	100'
				262.5'

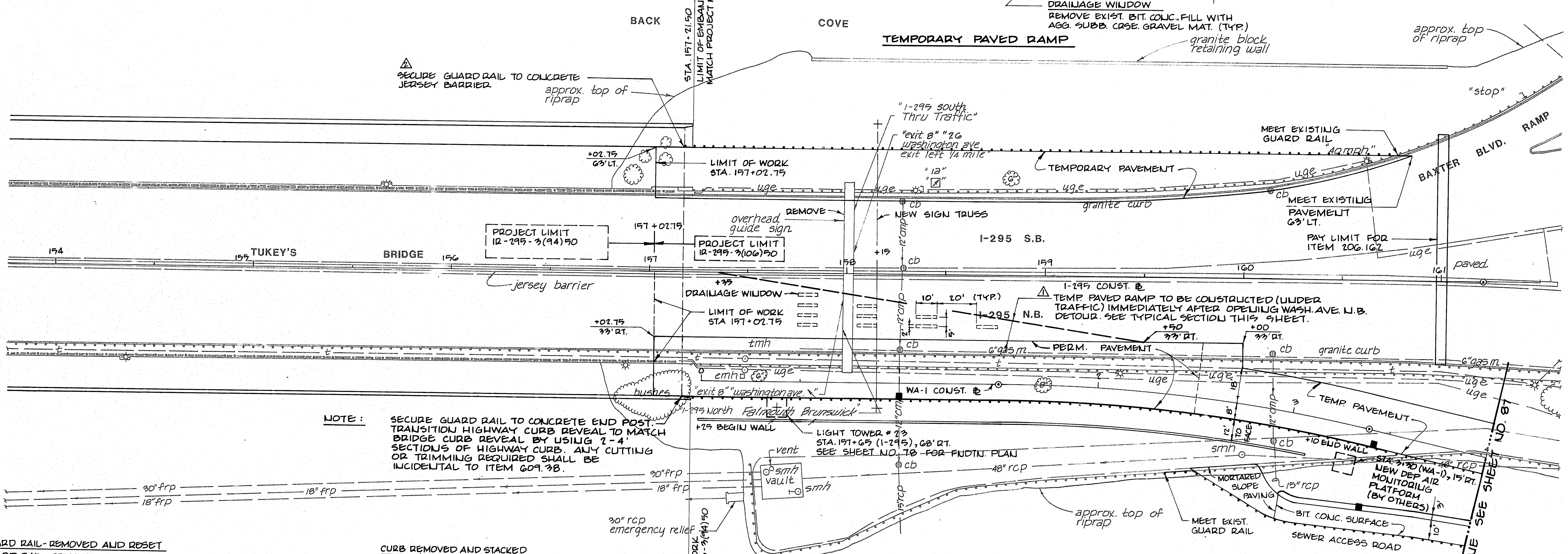
CURB TYPE 3

STA.	OFFSET	TO STA.	OFFSET	L.F.
2+50 (WA-1)	8' RT	3+50 (WA-1)	8' RT.	100' (TEMP.)



I-295 ℄
AS LISTED BELOW
STA. OFFSET
157+35 0'
+50 2.30'
158+00 9.98'
+50 17.65'
159+00 25.32'
+50 33.00'
VARIES 33' TO 0'
RESET ACCORDING TO TRAFFIC PLAN
MATCH SLOPE OF ADJACENT CONST.
EXIST. BIT. CONC. PVMT.
EXIST. GRAVEL BASE
1¼" HOT BIT. PVMT.- GR. C
2¾" HOT BIT. PVMT.- GR. B (MIN.)
5¾" HOT BIT. PVMT.- GR. B (MAX.)
VARIABLE DEPTH AGG. BASE CRSE. MAT. TYPE A (3" DEPTH MIN.)
PREVIOUSLY CONSTRUCTED
DRAINAGE WINDOW
REMOVE EXIST. BIT. CONC., FILL WITH AGG. SUBB. CRSE. GRAVEL MAT. (TYP.)
GRID NORTH

TEMPORARY PAVED RAMP



BACK
COVE
granite block retaining wall
approx. top of riprap
SECURE GUARD RAIL TO CONCRETE JERSEY BARRIER
STA. 157+21.50 LIMIT OF EMBANKMENT WORK MATCH PROJECT NO. IR-295-3(94)50
LIMIT OF WORK STA. 157+02.75
TEMPORARY PAVEMENT
MEET EXISTING GUARD RAIL
MEET EXISTING PAVEMENT 63' LT.
BAXTER BLVD. RAMP
REMOVE
NEW SIGN TRUSS
overhead guide sign
PROJECT LIMIT IR-295-3(94)50
PROJECT LIMIT IR-295-3(106)50
TUKEY'S BRIDGE
I-295 S.B.
I-295 N.B.
PAY LIMIT FOR ITEM 206.162
jersey barrier
DRAINAGE WINDOW
I-295 CONST. ℄
TEMP. PAVED RAMP TO BE CONSTRUCTED (UNDER TRAFFIC) IMMEDIATELY AFTER OPENING WASH. AVE. N.B. DETOUR. SEE TYPICAL SECTION THIS SHEET.
PERM. PAVEMENT
granite curb
TEMP. PAVEMENT
WA-1 CONST. ℄
BEGIN WALL
LIGHT TOWER # 23 STA. 157+65 (I-295), 68' RT. SEE SHEET NO. 78 FOR FNDTN. PLAN
END WALL
NEW DEP AIR MONITORING PLATFORM (BY OTHERS)
MORTARED SLOPE PAVING
BIT. CONC. SURFACE
SEWER ACCESS ROAD
MEET EXIST. GUARD RAIL
MATCH LINE SEE SHEET NO. 87
NOTE: SECURE GUARD RAIL TO CONCRETE END POST. TRANSITION HIGHWAY CURB REVEAL TO MATCH BRIDGE CURB REVEAL BY USING 2-4' SECTIONS OF HIGHWAY CURB. ANY CUTTING OR TRIMMING REQUIRED SHALL BE INCIDENTAL TO ITEM 609.38.
30" rcp emergency relief

GUARD RAIL - REMOVED AND RESET
GUARD RAIL - REMOVED AND STACKED

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	LF
157+11 (1-295)	41' RT.	5+45 (WA-1)	29' LT.	540'
157+11 (1-295)	47' RT.	161+65 (1-295)	50' RT.	494'
157+11 (1-295)	41' LT.	160+80 (1-295)	64' LT.	370'
2+40 (WA-1)	40' RT.	4+83 (WA-1)	8' LT.	243'
				1607'

RESET TO

STA.	OFFSET	TO STA.	OFFSET	LF
△2 2+50 (WA-1)	8' RT.	171+07 (1-295)	68' RT.	1077' (TEMP.)
157+17 (1-295)	63' LT.	161+00 (1-295)	63' LT.	363' (TEMP.)
2+40 (WA-1)	40' RT.	5+86 (WA-1)	37' RT.	347' (PERM.)
				1787'

CURB REMOVED AND STACKED
RESET CURB TYPE 1

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	LF
157+11 (1-295)	41' RT.	160+11 (1-295)	41' RT.	300'
157+11 (1-295)	41' LT.	160+79 (1-295)	63' LT.	372'
				672'

RESET TO

STA.	OFFSET	TO STA.	OFFSET	LF
157+21 (1-295)	63' RT	2+50 (WA-1)	8' RT.	254.7' ~~256'~~

STA. 157+21.50
LIMIT OF EMBANKMENT WORK
MATCH PROJECT NO. IR-295-3(94)50

HEAVY RIPRAP

STA.	TO STA.	
157+21 (1-295) RT.	157+50 (1-295) RT.	(BELOW EL. 8.0)
2+40 (WA-1) RT.	5+05 (WA-1) RT.	(BELOW EL. 9.0)
157+21 (1-295) LT.	157+81 (1-295) LT.	(BELOW EL. 8.0)

SODDING

STA. 3+00 (WA-1) RT.	TO	STA. 5+00 (WA-1) RT.	(SEWER ACCESS RD.)
STA. 157+17 (1-295) LT.	TO	STA. 160+85 (1-295) LT.	(EDGE PVMT.)
STA. 157+20 (1-295) RT.	TO	STA. 210+00 (1-295 N.B. DET.) RT.	(EDGE PVMT.)
STA. 157+20 (1-295) LT.	TO	STA. 157+65 (1-295) LT.	(TOP OF RIPRAP)
STA. 157+20 (1-295) RT.	TO	STA. 157+50 (1-295) RT.	(TOP OF RIPRAP)

REVIS.	DESCRIPTION	BY	DATE
△2	ADDENDUM 1	BWA	6·12·85
△2	NOTE	BWA	6·12·85
△2	GUARD RAIL LOCATION	BWA	6·12·85
△1	TEMP. PAVED RAMP	BWA	6-6-85

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

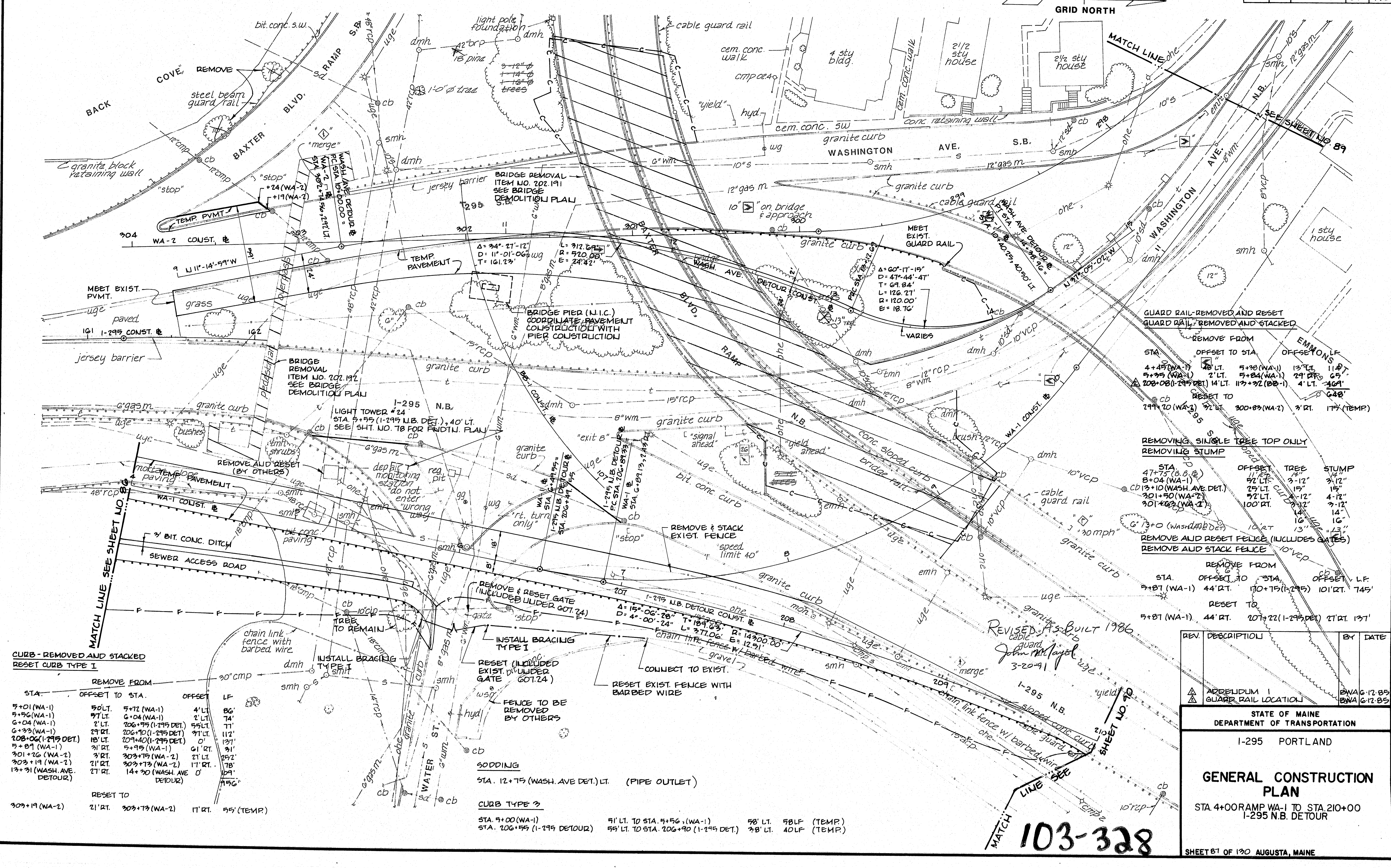
GENERAL CONSTRUCTION PLAN

STA. 157+02.75 TO STA. 161+00 (I-295)
STA. 0+00 TO STA. 4+00 (RAMP WA-1)

103-327

SHEET 86 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(006)50	87	130



CURB - REMOVED AND STACKED
RESET CURB TYPE I

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	LF
5+01 (WA-1)	50' LT.	5+72 (WA-1)	4' LT.	86'
5+56 (WA-1)	37' LT.	6+04 (WA-1)	2' LT.	74'
6+04 (WA-1)	2' LT.	206+55 (I-295 DET.)	55' LT.	77'
6+33 (WA-1)	29' RT.	206+90 (I-295 DET)	37' LT.	112'
208+06 (I-295 DET.)	18' LT.	209+40 (I-295 DET.)	0'	137'
5+89 (WA-1)	31' RT.	5+95 (WA-1)	61' RT.	31'
301+26 (WA-2)	3' RT.	303+75 (WA-2)	27' LT.	252'
303+19 (WA-2)	21' RT.	303+73 (WA-2)	17' RT.	78'
13+31 (WASH. AVE. DETOUR)	27' RT.	14+30 (WASH. AVE DETOUR)	0'	109'
				956'

RESET TO

STA.	OFFSET	TO STA.	OFFSET	LF
303+19 (WA-2)	21' RT.	303+73 (WA-2)	17' RT.	55' (TEMP.)

SODDING

STA. 12+75 (WASH. AVE DET.) LT. (PIPE OUTLET)

CURB TYPE 3

STA. 5+00 (WA-1) 51' LT. TO STA. 5+56 (WA-1) 58' LT. 58 LF (TEMP.)
STA. 206+55 (I-295 DETOUR) 55' LT. TO STA. 206+90 (I-295 DET.) 38' LT. 40 LF (TEMP.)

GUARD RAIL - REMOVED AND RESET
GUARD RAIL - REMOVED AND STACKED

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	LF
4+45 (WA-1)	48' LT.	5+38 (WA-1)	13' LT.	114'
5+35 (WA-1)	2' LT.	5+84 (WA-1)	29' RT.	65'
208+08 (I-295 DET.)	14' LT.	113+32 (BB-1)	4' LT.	469'
				648'

RESET TO

STA.	OFFSET	TO STA.	OFFSET	LF
299+20 (WA-2)	32' LT.	300+83 (WA-2)	3' RT.	175' (TEMP.)

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
47+75 (B.B.B)	11' RT.	14"	14"
8+04 (WA-1)	52' LT.	3-12"	3-12"
13+10 (WASH. AVE. DET.)	25' LT.	15"	15"
301+50 (WA-2)	52' LT.	4-12"	4-12"
301+63 (WA-2)	100' RT.	3-12"	3-12"
		14"	14"
		16"	16"
13+0 (WASH. AVE. DET.)	10' RT.	13"	13"

REMOVE AND RESET FENCE (INCLUDES GATES)
REMOVE AND STACK FENCE

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	L.F.
5+87 (WA-1)	44' RT.	170+75 (I-295)	101' RT.	745'

RESET TO

STA.	OFFSET	TO STA.	OFFSET	L.F.
5+87 (WA-1)	44' RT.	207+22 (I-295 DET.)	27' RT.	137'

REV.	DESCRIPTION	BY	DATE
2	ADDENDUM 1	BWA	6.12.85
2	GUARD RAIL LOCATION	BWA	6.12.85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

STA. 4+00 RAMP WA-1 TO STA. 210+00
I-295 N.B. DETOUR

SHEET 87 OF 130 AUGUSTA, MAINE

103-328

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	88	130

CURB REMOVED AND STACKED

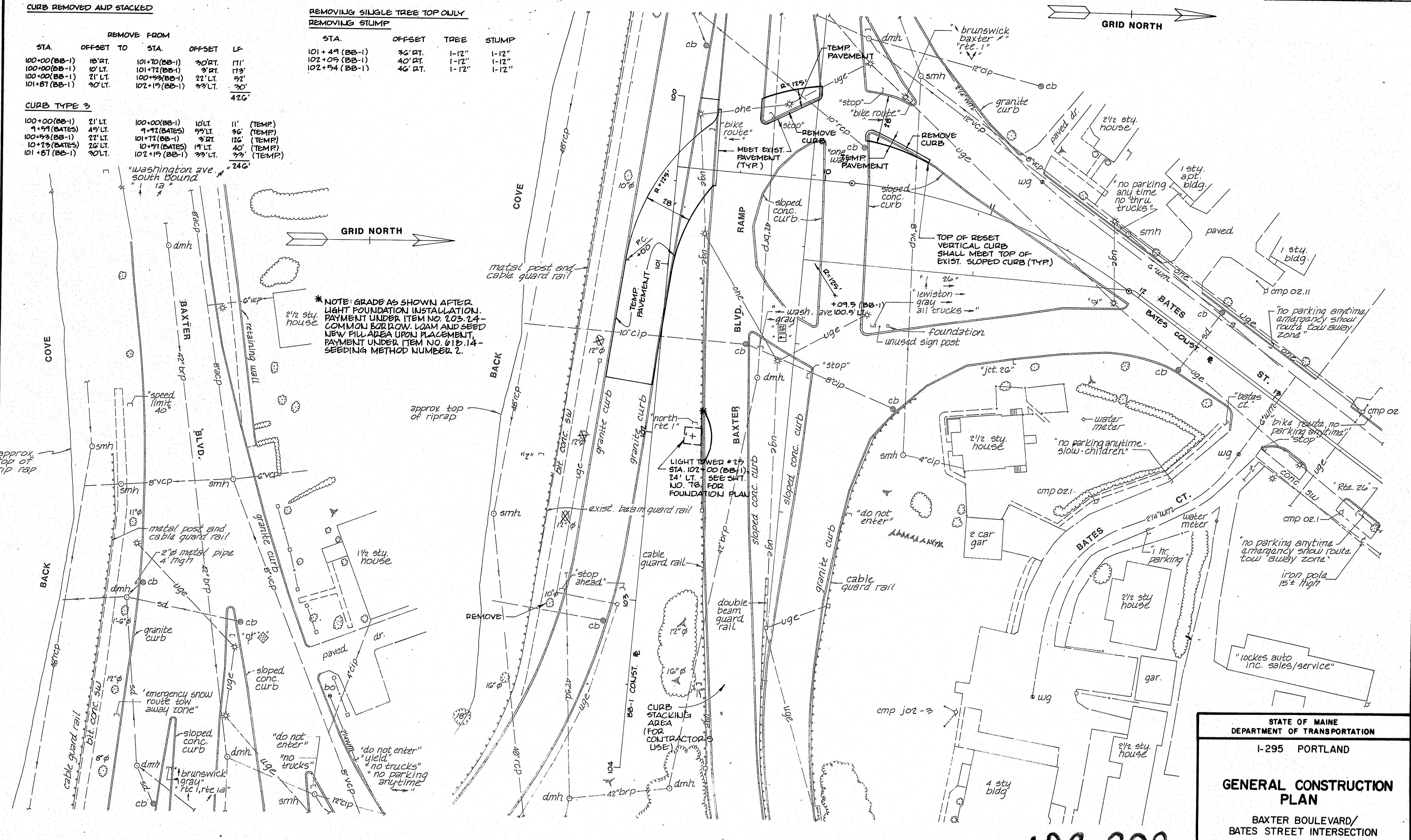
		REMOVE FROM			
STA.	OFFSET	TO STA.	OFFSET	LF	
100+00(BB-1)	18' RT.	101+70(BB-1)	30' RT.	171'	
100+00(BB-1)	10' LT.	101+72(BB-1)	3' RT.	173'	
100+00(BB-1)	21' LT.	100+53(BB-1)	22' LT.	52'	
101+87(BB-1)	30' LT.	102+15(BB-1)	33' LT.	30'	
				426'	

CURB TYPE 3

100+00(BB-1)	21' LT.	100+00(BB-1)	10' LT.	11'	(TEMP.)
9+59(BATES)	45' LT.	9+92(BATES)	55' LT.	36'	(TEMP.)
100+53(BB-1)	22' LT.	101+72(BB-1)	3' RT.	126'	(TEMP.)
10+23(BATES)	26' LT.	10+57(BATES)	19' LT.	40'	(TEMP.)
101+87(BB-1)	30' LT.	102+15(BB-1)	33' LT.	33'	(TEMP.)
				246'	

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
101+49 (BB-1)	36' RT.	1-12"	1-12"
102+05 (BB-1)	40' RT.	1-12"	1-12"
102+54 (BB-1)	46' RT.	1-12"	1-12"



*NOTE: GRADE AS SHOWN AFTER LIGHT FOUNDATION INSTALLATION. PAYMENT UNDER ITEM NO. 203.24 - COMMON BORROW. LOAM AND SEED NEW FILL AREA UPON PLACEMENT, PAYMENT UNDER ITEM NO. 618.14 - SEEDING METHOD NUMBER 2.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

BAXTER BOULEVARD/
BATES STREET INTERSECTION

103-329

SHEET 88 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)S0	89	130

CURB REMOVED AND STACKED
RESET CURB TYPE 1

REMOVE FROM

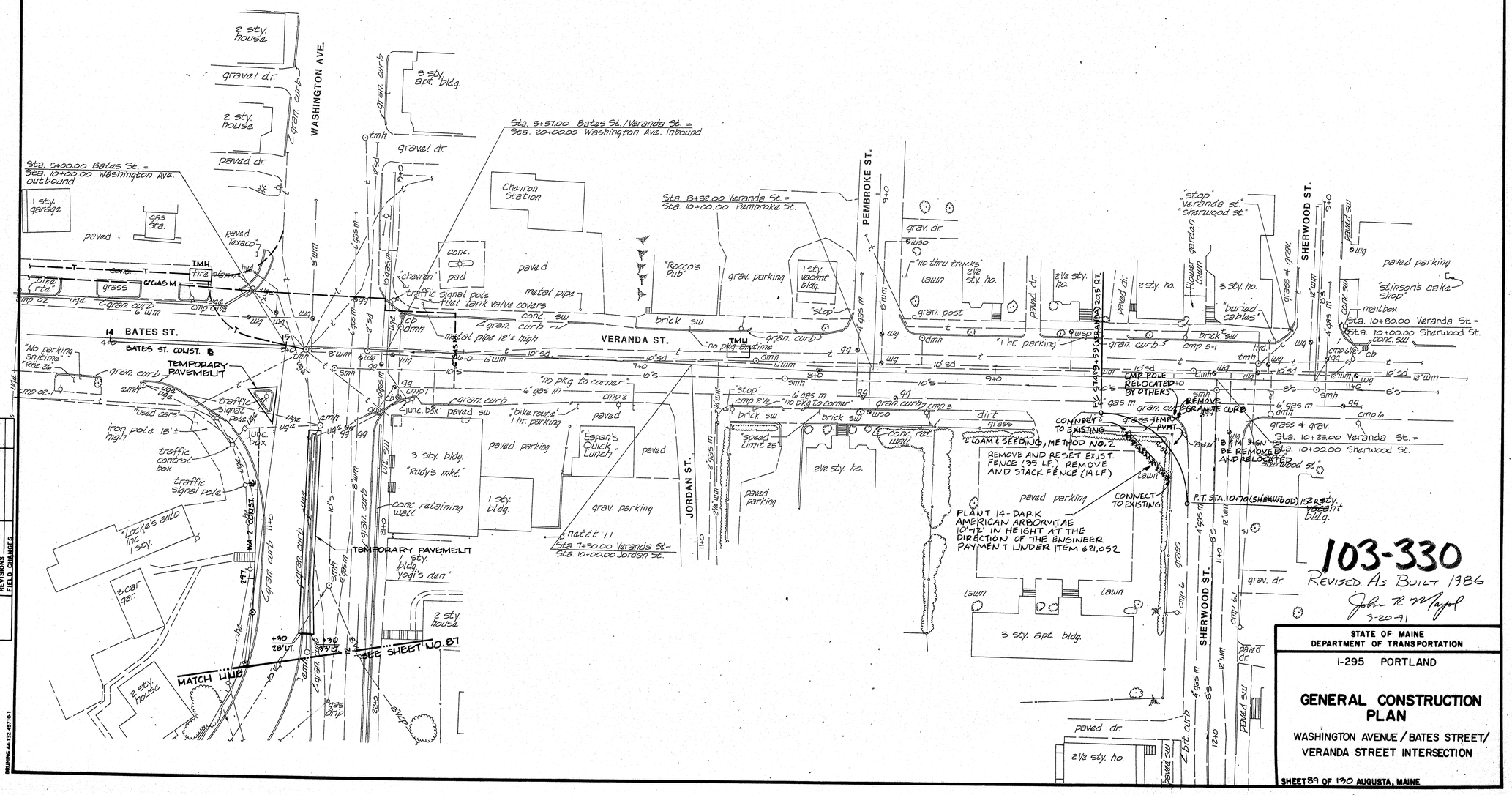
STA.	OFFSET	TO STA.	OFFSET	LF
296+17 (WA-2 EXT.)	29' LT.	297+30 (WA-2)	28' LT.	113'
296+17 (WA-2 EXT.)	33' LT.	297+30 (WA-2)	34' LT.	113'
14+90 (BATES)	30' RT.	ISLAND		40' (SLOPED)
				266'

RESET TO

297+30 (WA-2)	28' LT.	297+30 (WA-2)	33' LT.	5'

TRAFFIC SIGNAL MODIFICATION NOTES :

1. REMOVE PEDESTRIAN SIGNAL POLE AND HEAD WITHIN TRAFFIC ISLAND TO BE REMOVED AT INTERSECTION. DELIVER POLE AND HEAD TO MDOT'S DUMSTAN MAINTENANCE LOT, RTE. 1, SCARBOROUGH FOR SALVAGE BY MDOT.
2. REMOVE POLE FOUNDATION TO 2 FEET BELOW FINISH GRADE.
3. ABANDON WIRES IN PLACE AT POLE FOUNDATION
4. DISCONNECT WIRING TO PEDESTRIAN HEADS IN THE TRAFFIC SIGNAL CONTROL CABINET.



PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

103-330
REVISED AS BUILT 1986
John R Mayo
3-20-91

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

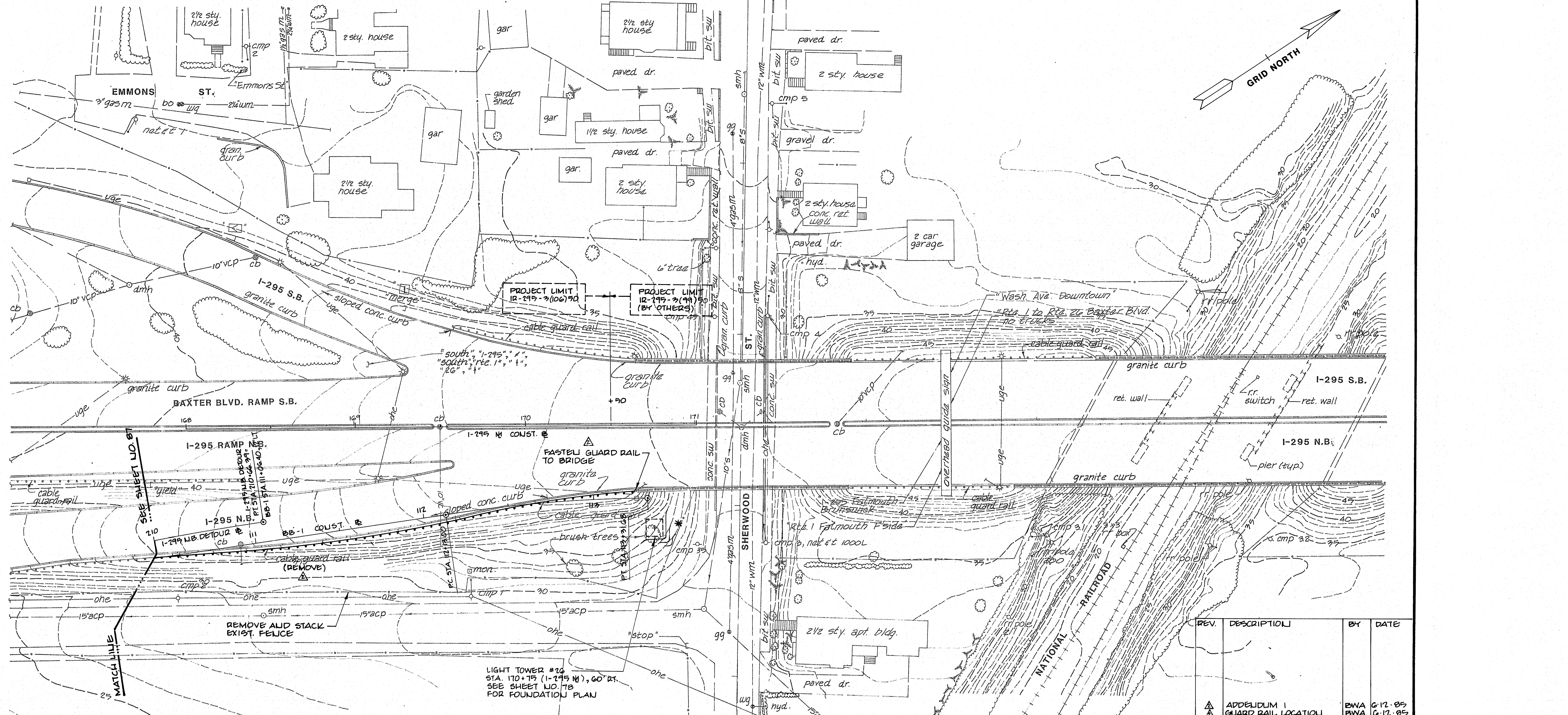
GENERAL CONSTRUCTION PLAN

WASHINGTON AVENUE / BATES STREET / VERANDA STREET INTERSECTION

SHEET 89 OF 130 AUGUSTA, MAINE

DRAWING 44-132-4771(1)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	90	130



✱ NOTE: NEED TO PROVIDE FILL AROUND LIGHT FOUNDATION IS DEPENDENT UPON TIMING OF FINAL EMBANKMENT BY OTHERS. CONTRACTOR SHOULD COORDINATE FOUNDATION INSTALLATION WITH OTHERS. PAYMENT UNDER ITEM NO. 203.24-COMMON BORROW, IF REQUIRED. LOAM AND SEED NEW FILL AREA UPON PLACEMENT. PAYMENT UNDER ITEM NO. 618.15-TEMPORARY SEEDING.

NOTE: NEED TO REMOVE AND RESET CHAIN LINK FENCE NEAR LIGHT FOUNDATION IS DEPENDENT UPON TIMING OF FINAL EMBANKMENT BY OTHERS. PAYMENT IS INCIDENTAL TO ITEM NO. 626.378-SPECIAL FOUNDATION - TOWER NO. 26.

REV.	DESCRIPTION	BY	DATE
1	ADDENDUM 1	BWA	6.12.85
2	GUARD RAIL LOCATION	BWA	6.12.85

PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

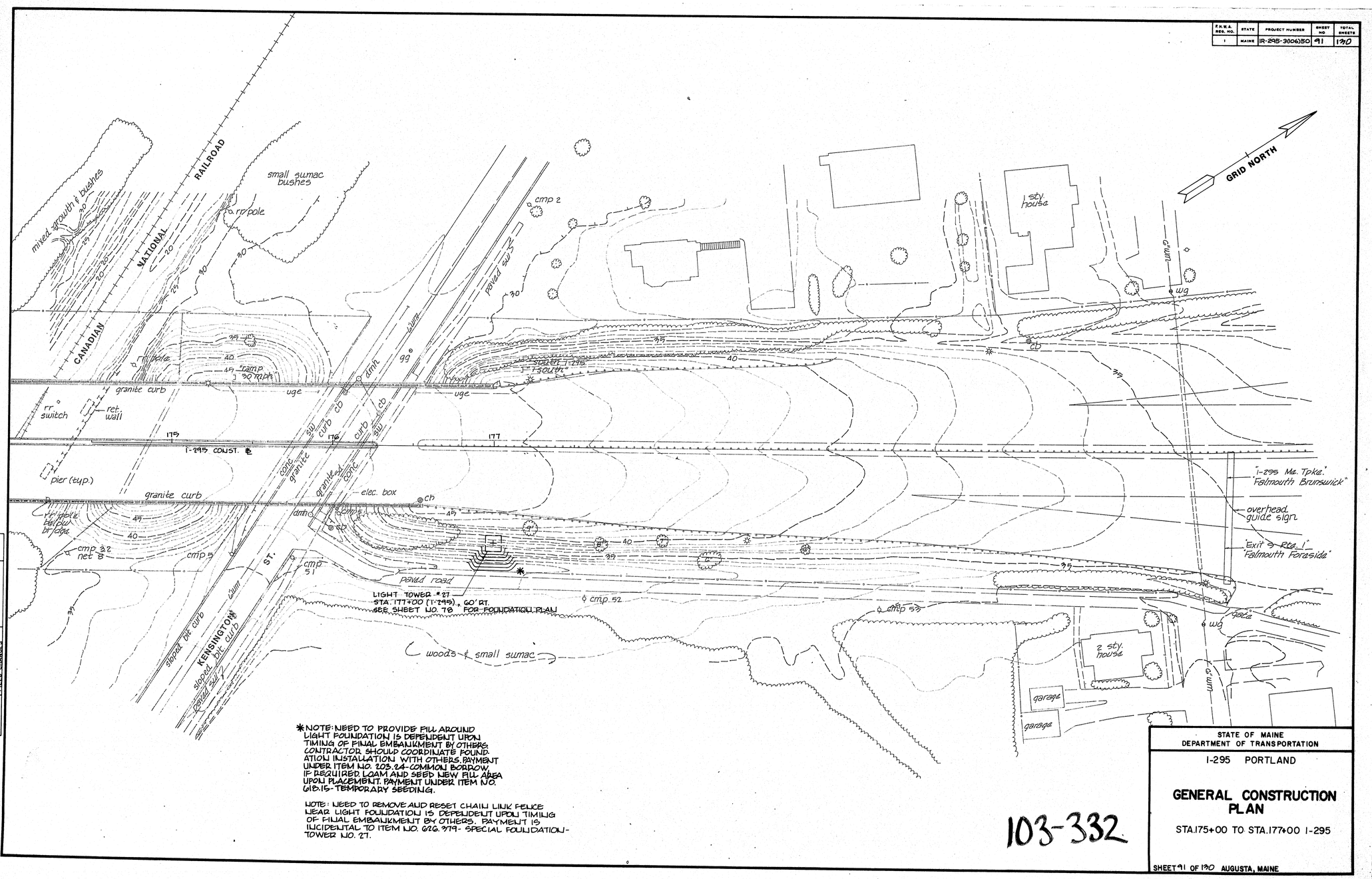
GENERAL CONSTRUCTION PLAN

STA.168+00 TO STA. 171+00 I-295
STA.210+00 TO STA.210+66.39 I-295 N.B DETOUR

SHEET 90 OF 130 AUGUSTA, MAINE

103-331

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3006(50	91	130



PROJECT DESIGN ENGINEER

PLANS	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 44-132-4971-01

*NOTE: NEED TO PROVIDE FILL AROUND LIGHT FOUNDATION IS DEPENDENT UPON TIMING OF FINAL EMBANKMENT BY OTHERS. CONTRACTOR SHOULD COORDINATE FOUNDATION INSTALLATION WITH OTHERS. PAYMENT UNDER ITEM NO. 203.24-COMMON BORROW, IF REQUIRED. LOAM AND SEED NEW FILL AREA UPON PLACEMENT. PAYMENT UNDER ITEM NO. 618.15-TEMPORARY SEEDING.

NOTE: NEED TO REMOVE AND RESET CHAIN LINK FENCE NEAR LIGHT FOUNDATION IS DEPENDENT UPON TIMING OF FINAL EMBANKMENT BY OTHERS. PAYMENT IS INCIDENTAL TO ITEM NO. 626.979- SPECIAL FOUNDATION-TOWER NO. 27.

103-332

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

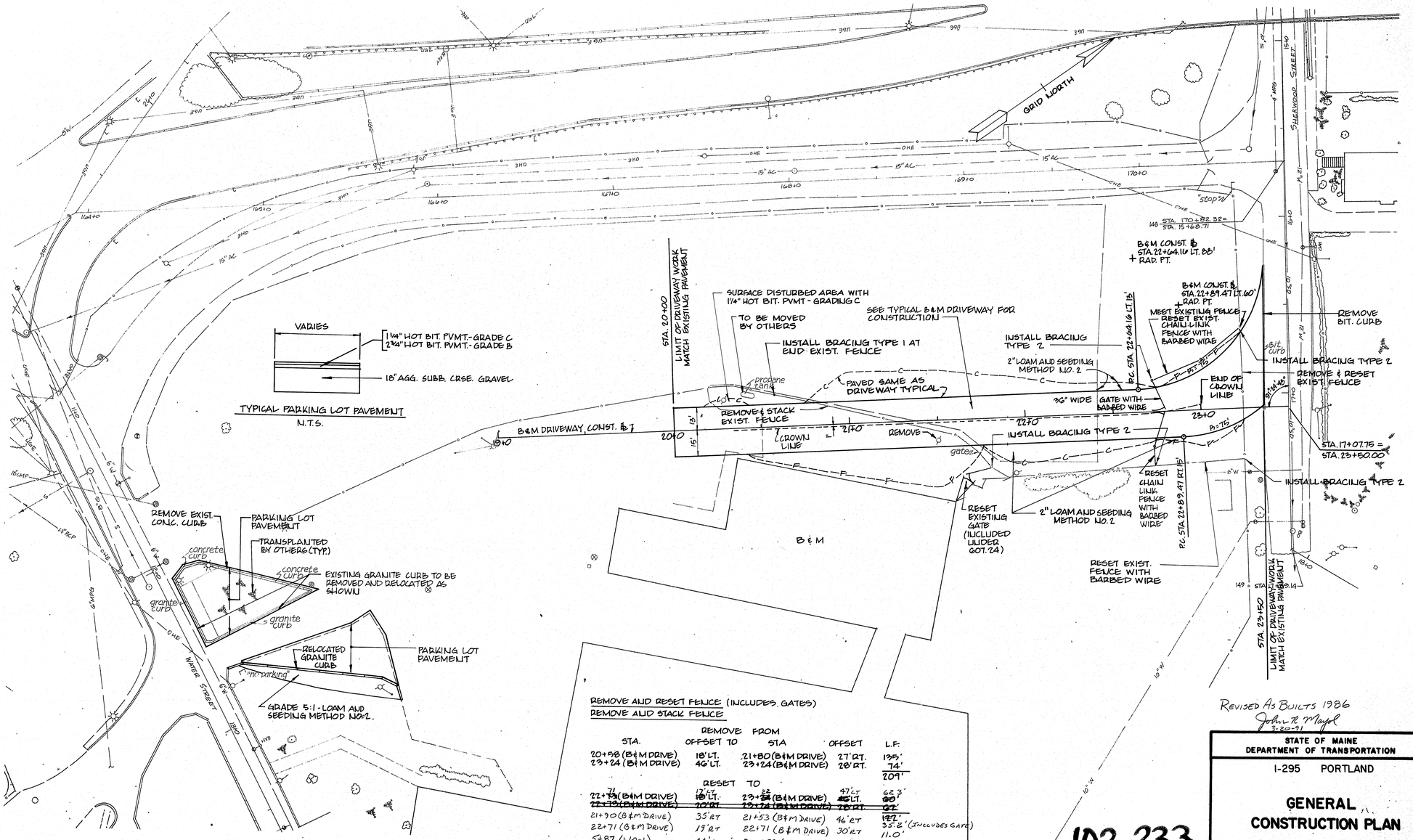
I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

STA.175+00 TO STA.177+00 I-295

SHEET 91 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	92	130



REMOVE AND RESET FENCE (INCLUDES GATES)

REMOVE AND STACK FENCE

STA.	OFFSET TO	STA	OFFSET	L.F.
	REMOVE FROM			
20+58 (B&M DRIVE)	18' LT.	21+80 (B&M DRIVE)	27' RT.	135'
23+24 (B&M DRIVE)	46' LT.	23+24 (B&M DRIVE)	28' RT.	74'
				209'
	RESET TO			
22+~~73~~71 (B&M DRIVE)	17' LT ~~18' LT.~~	23+22 ~~24~~ (B&M DRIVE)	47' LT ~~46' LT.~~	62.3' ~~60'~~
~~22+73 (B&M DRIVE)~~	~~20' RT.~~	~~23+24 (B&M DRIVE)~~	~~28' RT.~~	~~62'~~
				~~122'~~
21+90 (B&M DRIVE)	35' RT	21+53 (B&M DRIVE)	46' RT	35.2' (INCLUDES GATE)
22+71 (B&M DRIVE)	19' RT	22+71 (B&M DRIVE)	30' RT	11.0'
5+87. (WA-1)	44' RT	207+22 (I-295 DET)	27' RT	138.2' (INCLUDES GATES)

103-333

REVISED AS BUILTS 1986
John R. Mayol
3-20-91

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

B & M COMPLEX

SHEET 92 OF 130 AUGUSTA, MAINE

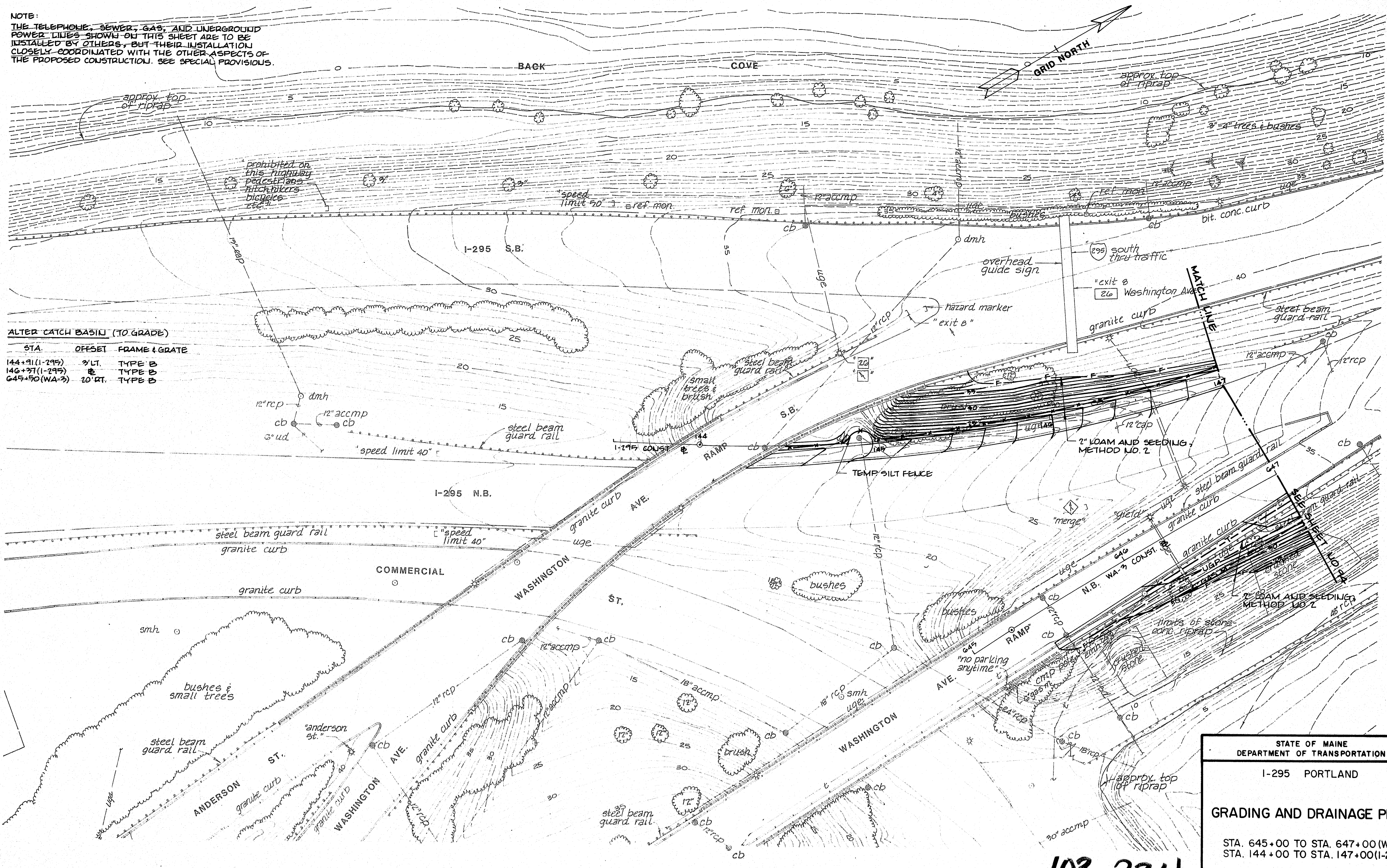
PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)30	93	130

NOTE:
THE TELEPHONE, SEWER, GAS, AND UNERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION. SEE SPECIAL PROVISIONS.

ALTER CATCH BASIN (TO GRADE)

STA.	OFFSET	FRAME & GRATE
144+91(I-295)	3' LT.	TYPE B
146+37(I-295)	℄	TYPE B
645+50(WA-3)	20' RT.	TYPE B



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GRADING AND DRAINAGE PLAN

STA. 645+00 TO STA. 647+00 (WA-3)
STA. 144+00 TO STA. 147+00 (I-295)

SHEET 93 OF 130 AUGUSTA, MAINE

103-334

PROJECT DESIGN ENGINEER	BY	DATE
PLANS: DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

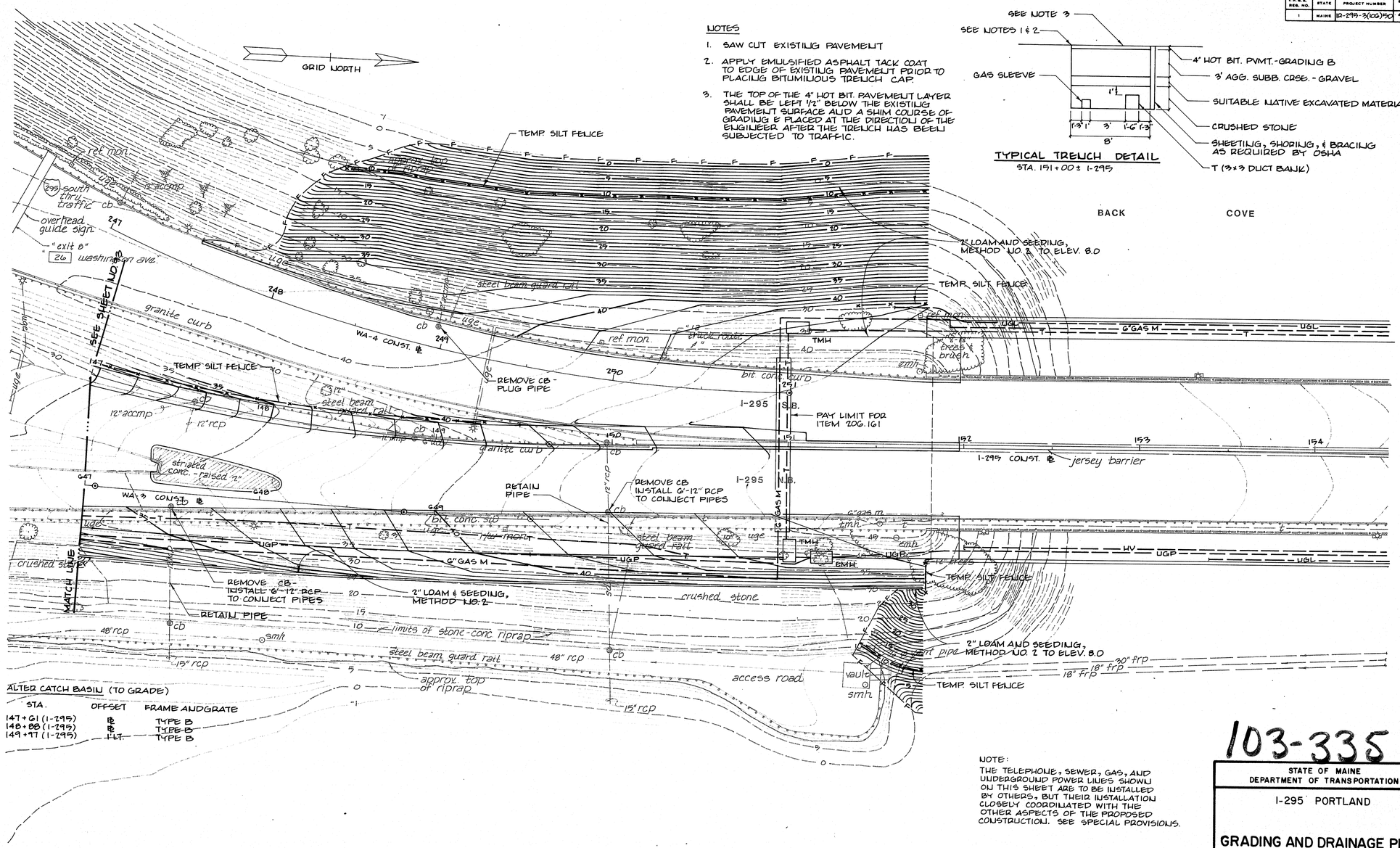
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-295-3(102)S0	94	130

NOTES

1. SAW CUT EXISTING PAVEMENT
2. APPLY EMULSIFIED ASPHALT TACK COAT TO EDGE OF EXISTING PAVEMENT PRIOR TO PLACING BITUMINOUS TRENCH CAP.
3. THE TOP OF THE 4" HOT BIT. PAVEMENT LAYER SHALL BE LEFT 1/2" BELOW THE EXISTING PAVEMENT SURFACE AND A SHIM COURSE OF GRADING E PLACED AT THE DIRECTION OF THE ENGINEER AFTER THE TRENCH HAS BEEN SUBJECTED TO TRAFFIC.

TYPICAL TRENCH DETAIL
STA. 151+00 ± I-295

BACK COVE



ALTER CATCH BASIN (TO GRADE)

STA.	OFFSET	FRAME AND GRATE
147+61 (I-295)	℄	TYPE B
148+86 (I-295)	℄	TYPE B
149+97 (I-295)	11' LT.	TYPE B

NOTE:
THE TELEPHONE, SEWER, GAS, AND UNDERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION. SEE SPECIAL PROVISIONS.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44-132 45710-1

103-335

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GRADING AND DRAINAGE PLAN

STA. 147+00 TO STA. 151+97.25 (I-295).
STA. 647+00 TO STA. 649+64.84 (WA-4)

SHEET 94 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	PHASE NO.	TOTAL SHEETS
1	MAINE	IR-295-3006(50)	00	130

NOTE:

THE TELEPHONE, SEWER, GAS, AND UNDERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION. SEE SPECIAL PROVISIONS.

12" RCP CLASS III

157+75 (I-295) 61.5'LT TO 157+60 93'LT 33.3 LF

157+77 (I-295) 61'LT TO 158+77 61'LT 100.3 LF

18" RCP CLASS III

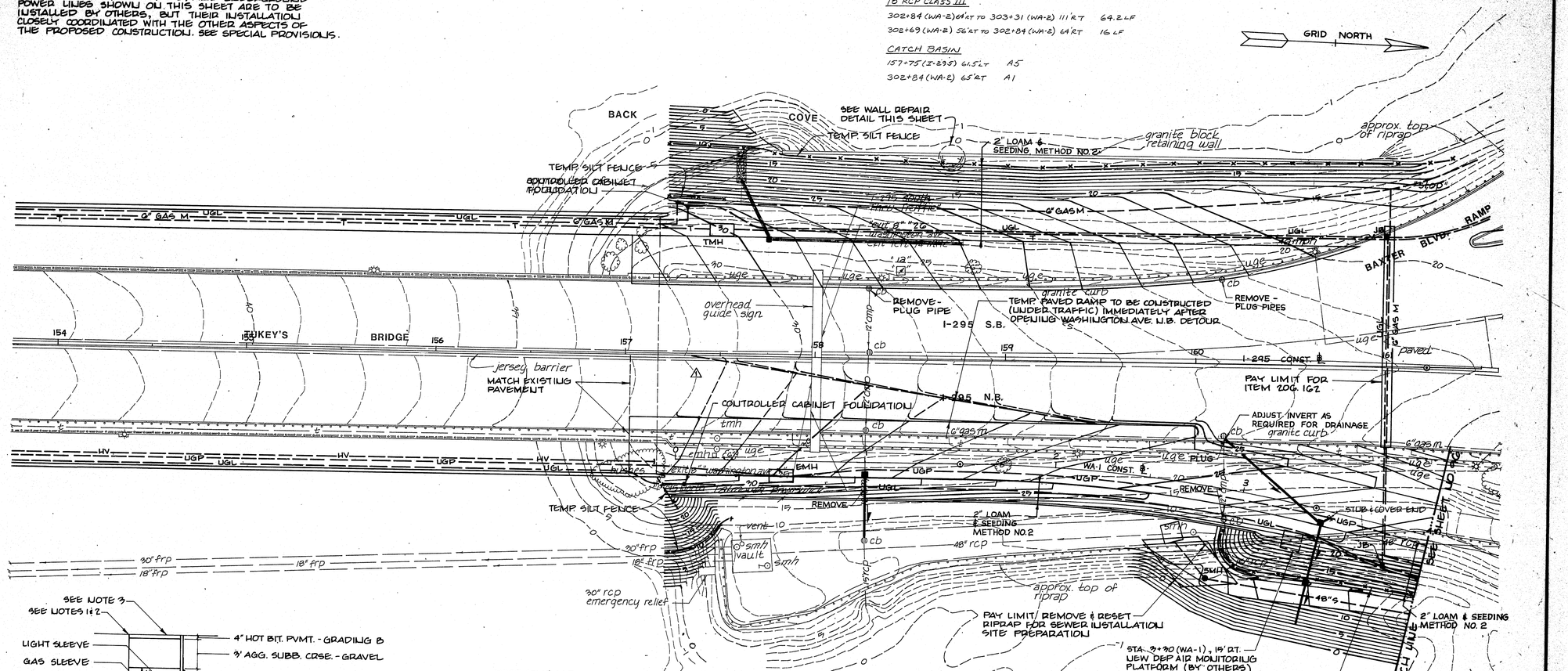
302+84 (WA-2) 64'LT TO 303+31 (WA-2) 111'RT 64.2 LF

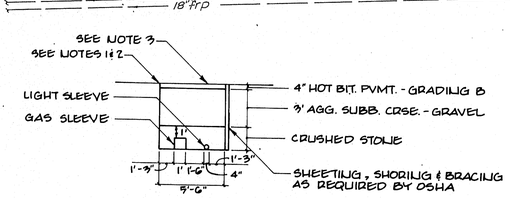
302+69 (WA-2) 56'LT TO 302+84 (WA-2) 64'RT 16 LF

CATCH BASIN

157+75 (I-295) 61.5'LT A5

302+84 (WA-2) 65'RT A1



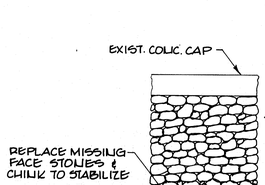


TYPICAL TRENCH DETAIL

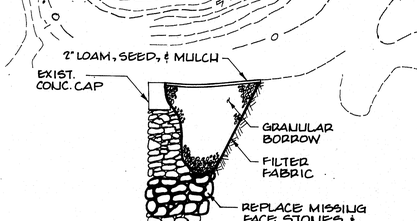
STA. 161+00 ± I-295

NOTES

1. SAW CUT EXISTING PAVEMENT.
2. APPLY EMULSIFIED ASPHALT TACK COAT TO EDGE OF EXISTING PAVEMENT PRIOR TO PLACING BITUMINOUS TRENCH CAP.
3. THE TOP OF THE 4" HOT BIT. PAVEMENT LAYER SHALL BE LEFT ½" BELOW THE EXISTING PAVEMENT SURFACE AND A SHIM COURSE OF GRADING E PLACED AT THE DIRECTION OF THE ENGINEER AFTER THE TRENCH HAS BEEN SUBJECTED TO TRAFFIC.



ELEVATION



SECTION

EXISTING GRANITE WALL REPAIR

U.T.S.

15" CAP

STA. 3+43 (WA-1), 41' RT. TO STA. 3+43 (WA-1), 63' RT. 24 LF

12" RCP CLASS III

STA. 1+08 (WA-1), 8' RT TO STA. 1+08 (WA-1), 40' RT 33.2 LF
STA. 2+85 (WA-1), 26' LT TO STA. 3+43 (WA-1), 8' RT 64.3 LF

15" RCP CLASS III

STA. 3+43 (WA-1), 8' RT (STUB) 4 LF
STA. 3+43 (WA-1), 8' RT TO STA. 3+43 (WA-1), 37' RT 30 LF

CATCH BASIN

STA 1+08 (WA-1), 8' RT TYPE A5-P
STA 3+43 (WA-1), 8' RT TYPE B-1
STA 3+43 (WA-1), 41' RT TYPE F6-C

REV.	DESCRIPTION	BY	DATE
	REVISED AS BUILT 1986 John F. Mayo		
⚠	TEMP. PAVED RAMP	BWA	6-6-87

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GRADING AND DRAINAGE PLAN

STA. 157+02.75 TO STA. 161+00 (I-295)
STA. 0+00 TO STA. 4+00 (RAMP WA-1)

103-336

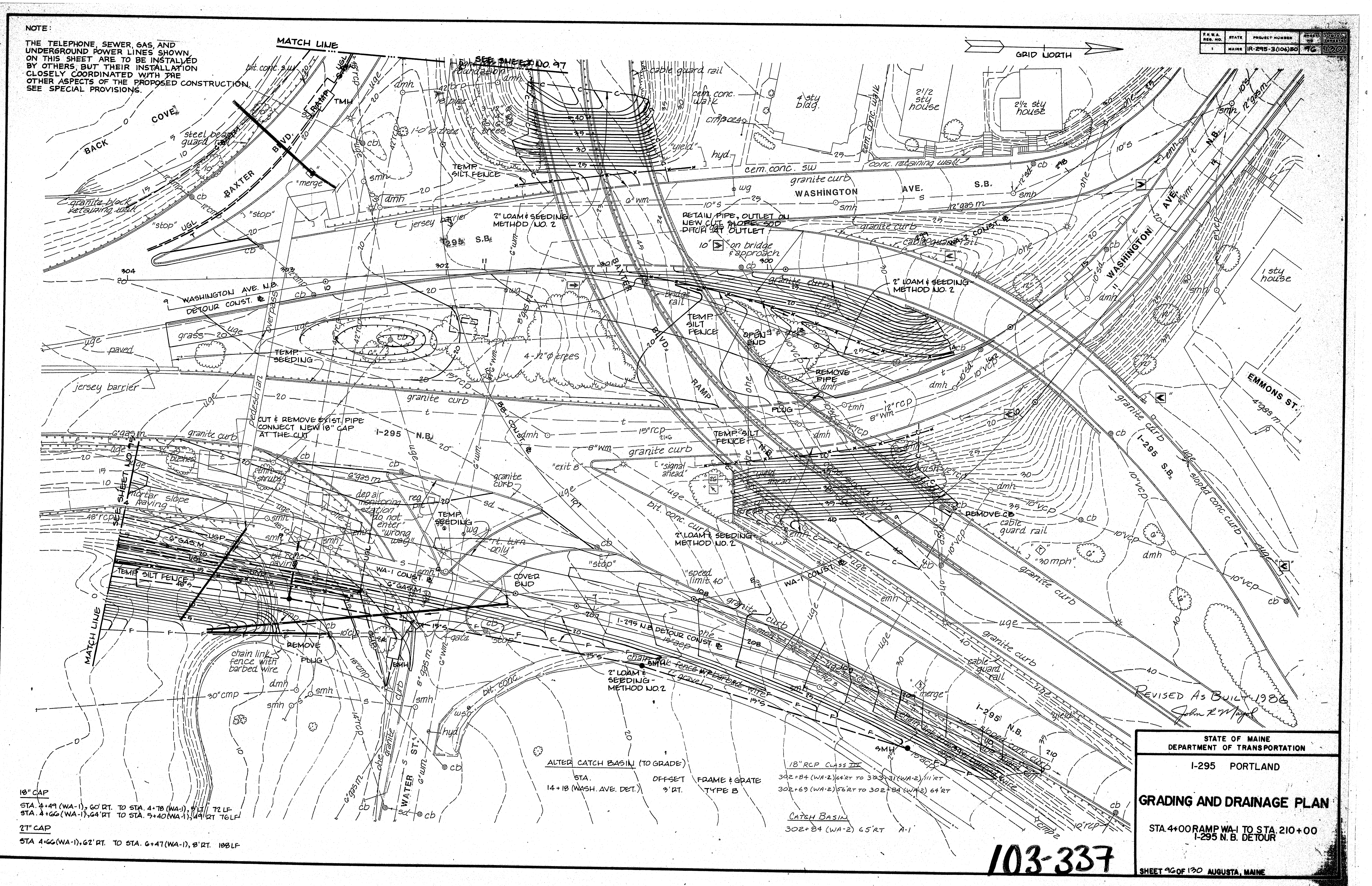
SHEET 95 OF 130 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 44.132.4710-1

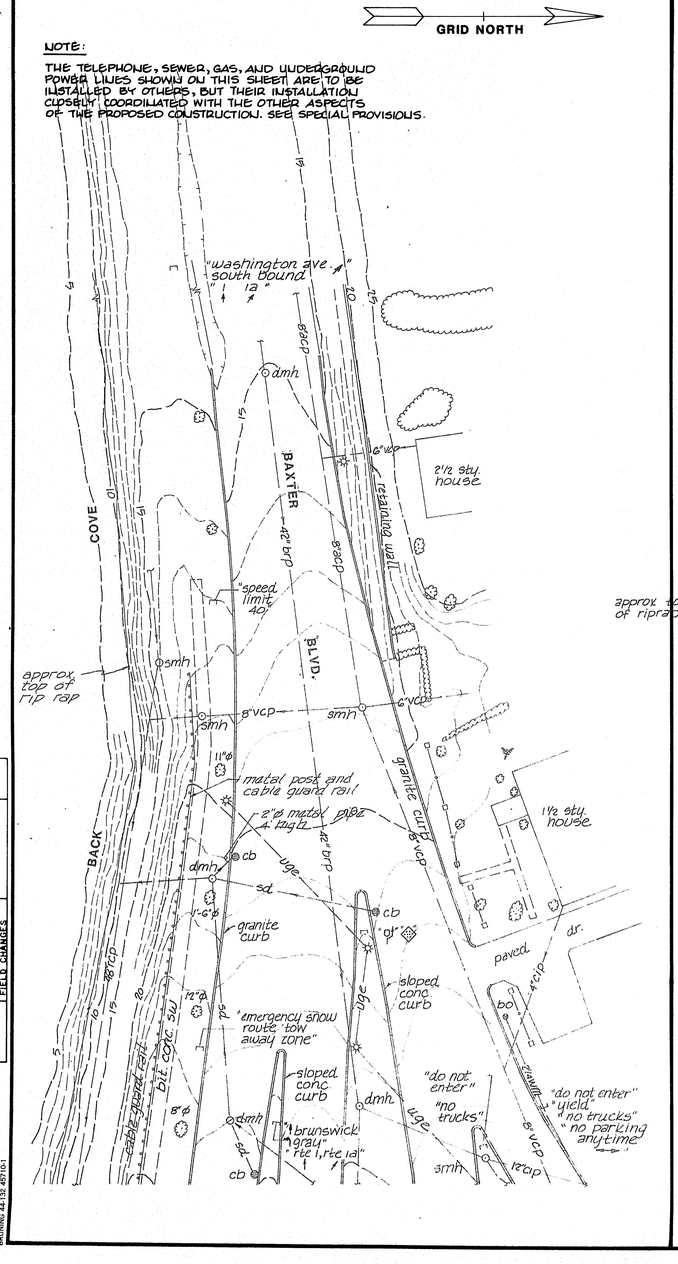

NOTE:
THE TELEPHONE, SEWER, GAS, AND UNDERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION SEE SPECIAL PROVISIONS.
MATCH LINE
SEE SHEET NO. 97
GRID NORTH
MAINE
IR-295-3(104)80
96
130
BACK COVE
BAXTER BLVD.
WASHINGTON AVE. S.B.
WASHINGTON AVE. N.B.
WASHINGTON AVE. N.B. DETOUR CONST.
EMMONS ST.
I-295 N.B.
I-295 S.B.
WATER ST.
RAMP
TEMP SILT FENCE
TEMP SEEDING
2" LOAM & SEEDING METHOD NO. 2
RETAIN PIPE, OUTLET ON NEW CUT SLOPE. 500 DITCH AT OUTLET
CUT & REMOVE EXIST. PIPE CONNECT NEW 18" CAP AT THE CUT
REMOVE PIPE
REMOVE CB
REMOVE PLUG
COVER END
OPEN END
WA-1 CONST.
I-295 N.B. DETOUR CONST.
chain link fence with barbed wire
1 sty house
2 1/2 sty house
4 sty bldg.
REVISED AS BUILT-1986
ALTER CATCH BASIN (TO GRADE)
STA. 14+18 (WASH. AVE. DET.) OFFSET 3' RT. FRAME & GRATE TYPE B
18" RCP CLASS III
302+84 (WA-2) 64' RT TO 303+31 (WA-2) 111' RT
302+69 (WA-2) 56' RT TO 302+84 (WA-2) 64' RT
CATCH BASIN
302+84 (WA-2) 65' RT A-1
18" CAP
STA. 4+49 (WA-1), 60' RT. TO STA. 4+78 (WA-1), 5' LT. 72 LF
STA. 4+66 (WA-1), 64' RT TO STA. 5+40 (WA-1), 49' RT 76 LF
27" CAP
STA 4+66 (WA-1), 62' RT. TO STA. 6+47 (WA-1), 8' RT. 108 LF
PROJECT DESIGN ENGINEER
PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
I-295 PORTLAND
GRADING AND DRAINAGE PLAN
STA. 4+00 RAMP WA-1 TO STA. 210+00 I-295 N.B. DETOUR
SHEET 96 OF 130 AUGUSTA, MAINE
103-337

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	97	130

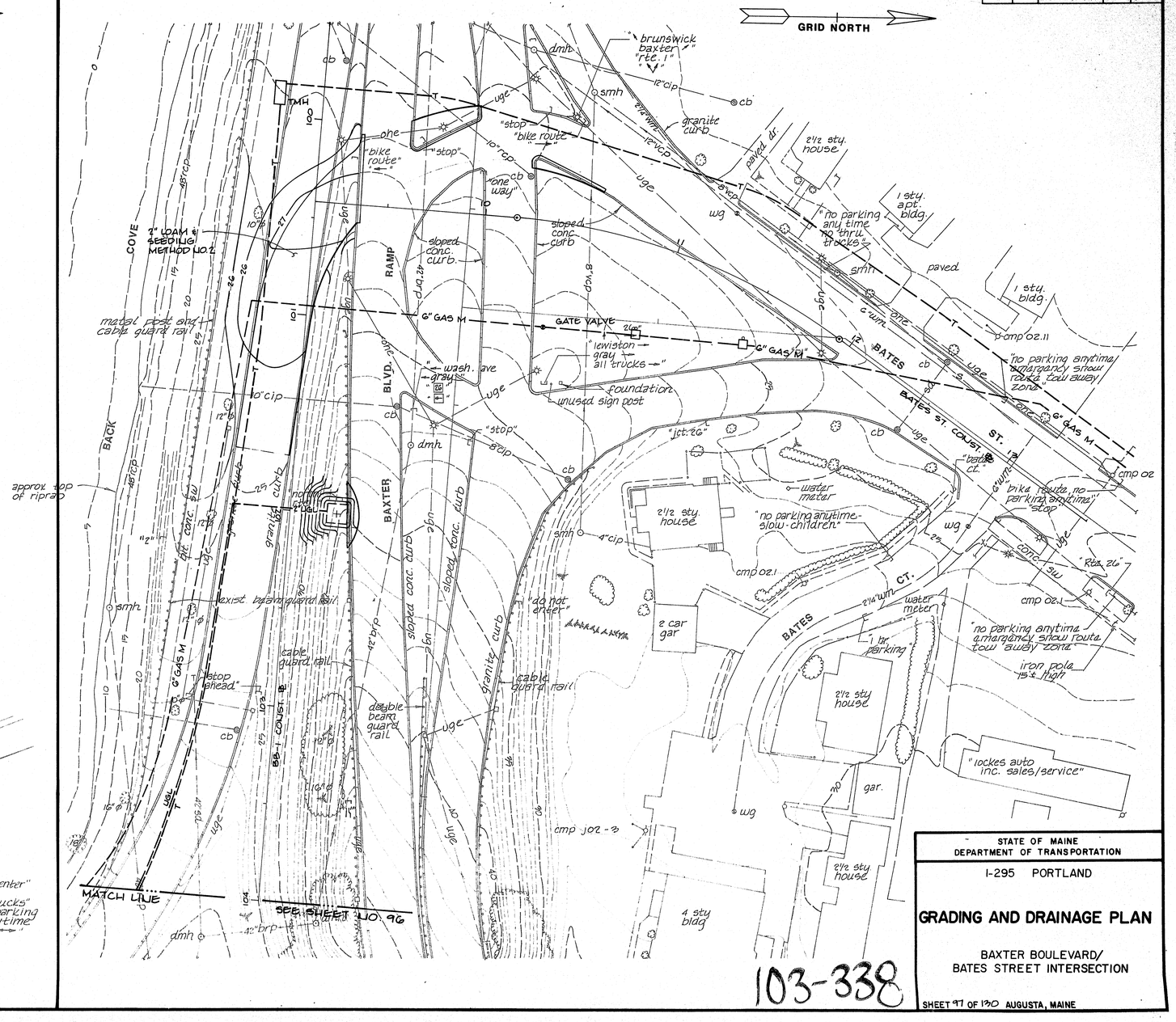
NOTE:

THE TELEPHONE, SEWER, GAS, AND UNDERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION. SEE SPECIAL PROVISIONS.

GRID NORTH



GRID NORTH



PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132 4970-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GRADING AND DRAINAGE PLAN

BAXTER BOULEVARD/
BATES STREET INTERSECTION

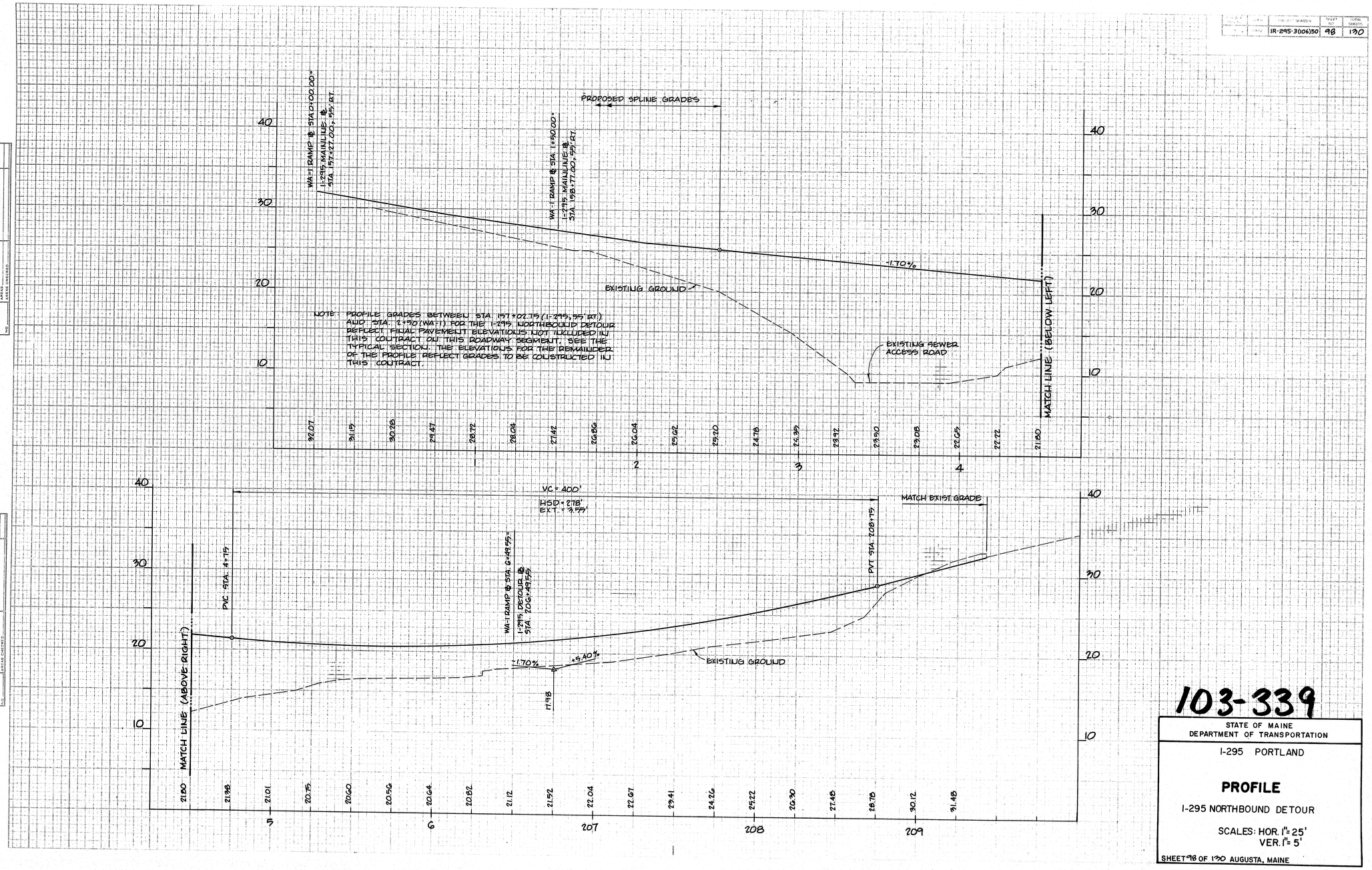
103-338

SHEET 97 OF 130 AUGUSTA, MAINE

	TOTAL SHEETS	SHEET NO	TITLE OR NUMBER
	130	98	IR-295-3006(50)

FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TRACED	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TRACED	
	AREAS CHECKED	



NOTE: PROFILE GRADES BETWEEN STA 197+02.79 (I-295, 55' RT.) AND STA. 2+50 (WA-1) FOR THE I-295 NORTHBOUND DETOUR REFLECT FINAL PAVEMENT ELEVATIONS NOT INCLUDED IN THIS CONTRACT OR THIS ROADWAY SEGMENT. SEE THE TYPICAL SECTION. THE ELEVATIONS FOR THE REMAINDER OF THE PROFILE REFLECT GRADES TO BE CONSTRUCTED IN THIS CONTRACT.

103-339

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

PROFILE

I-295 NORTHBOUND DETOUR

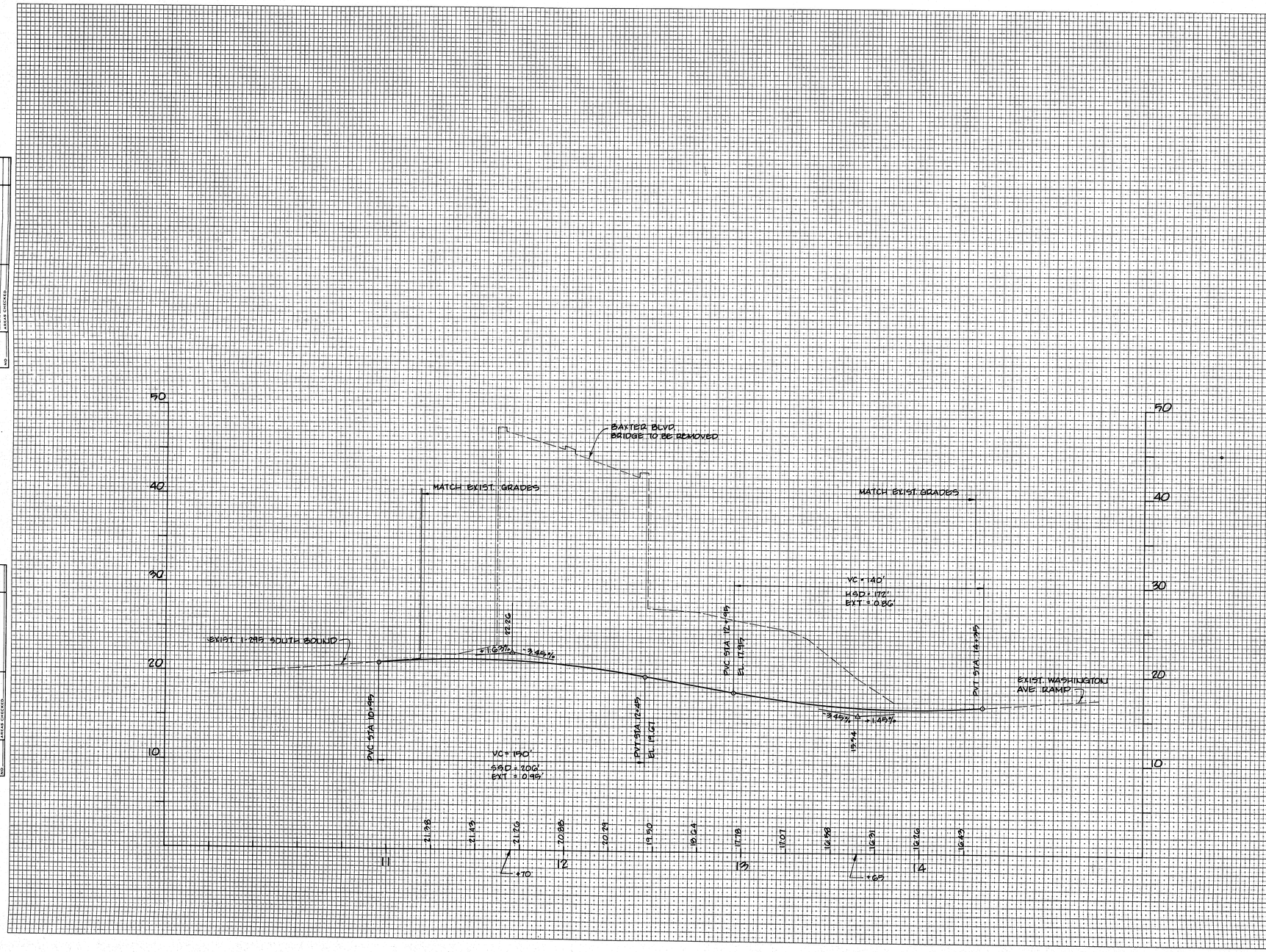
SCALES: HOR. 1"= 25'
VER. 1"= 5'

SHEET 98 OF 130 AUGUSTA, MAINE

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3 (106)50	99	130

FINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE



103-340

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

PROFILE

WASHINGTON AVENUE NORTHBOUND DETOUR

SCALES: HOR. 1" = 25'
VER. 1" = 5'

SHEET 99 OF 130 AUGUSTA, MAINE