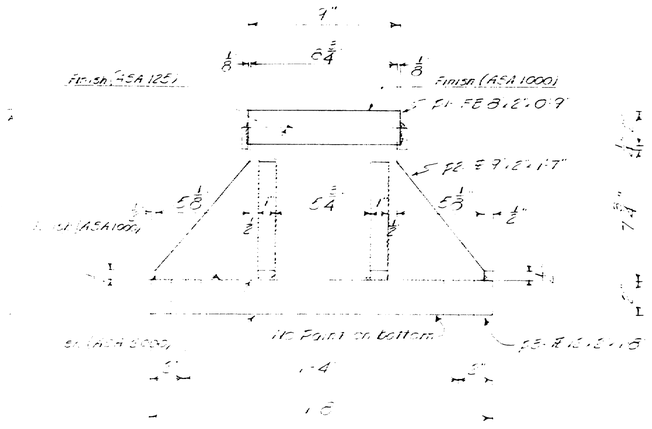
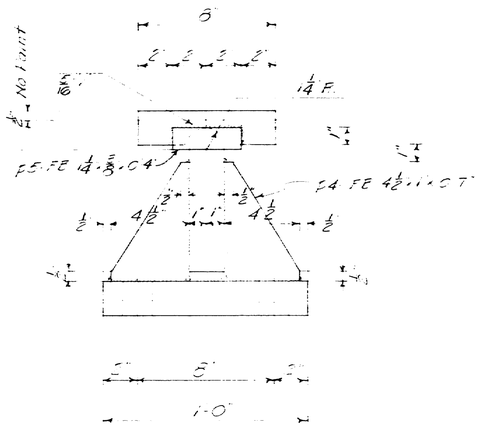
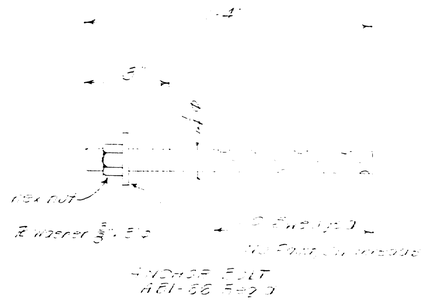


FIXED BEARING
11 Req'd

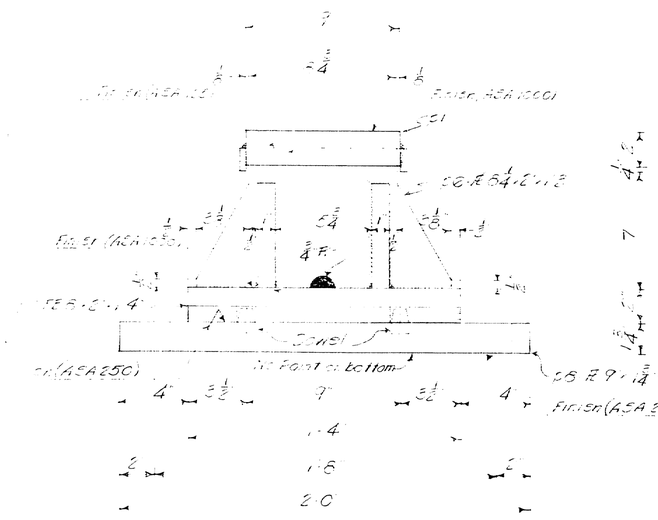




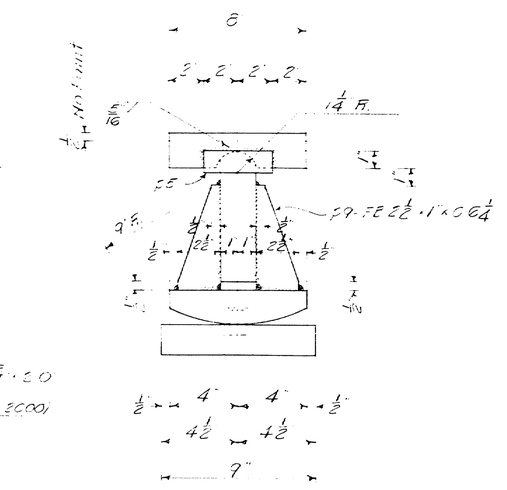
SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT	REMARKS
FIXED BEARING	11		SHOE ASSEMBLY		—	
EXP. BEARING	11		SHOE ASSEMBLY		—	
	22	E1	FE 3 x 2	0 7		
	1	PL	7 x 2	1 7		
	11	P3	4 x 2 x 2	3		
	44	P4	FE 4½ x 1	0 —		
	4	P5	FE 14 x ⅜	0 4		
	11	P6	FB 3½ x 2	1 3		
	11	P7	FE 3 x 2	1 4		
	11	P8	FB 7 x ½	2 0		
	44	P9	FE 2 x 1	0 6¼		
	22	Bevel Plate		0 ½		
(E)	36		¼ Plate	4		
	36		¼ Plate			
	36	Washer	FE ⅝	0 3		

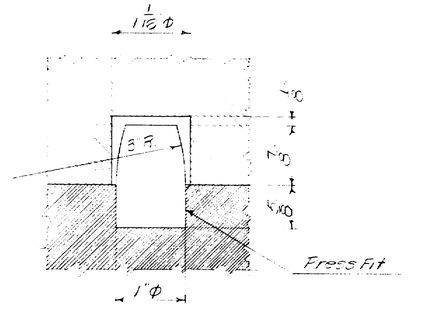
SCALE WEIGHT ILLEGIBLE

SHOP CONNECTIONS: [illegible]
FIELD CONNECTIONS: [illegible]
NOTES: [illegible]
PAINT: [illegible]



EXPANSION BEARING
11 Req'd





DOWEL DETAIL

NOTES
All welds to be ⅜ fillet unless noted.
Coat surfaces Finished ASA 125 & ASA 250 with white lead & tallow.
Coat unpainted surface of pl with boiled linseed oil.
All plates to be flat & true after welding

BEARINGS
Bancroft & Martin Rolling Mills Company
South Portland, Maine

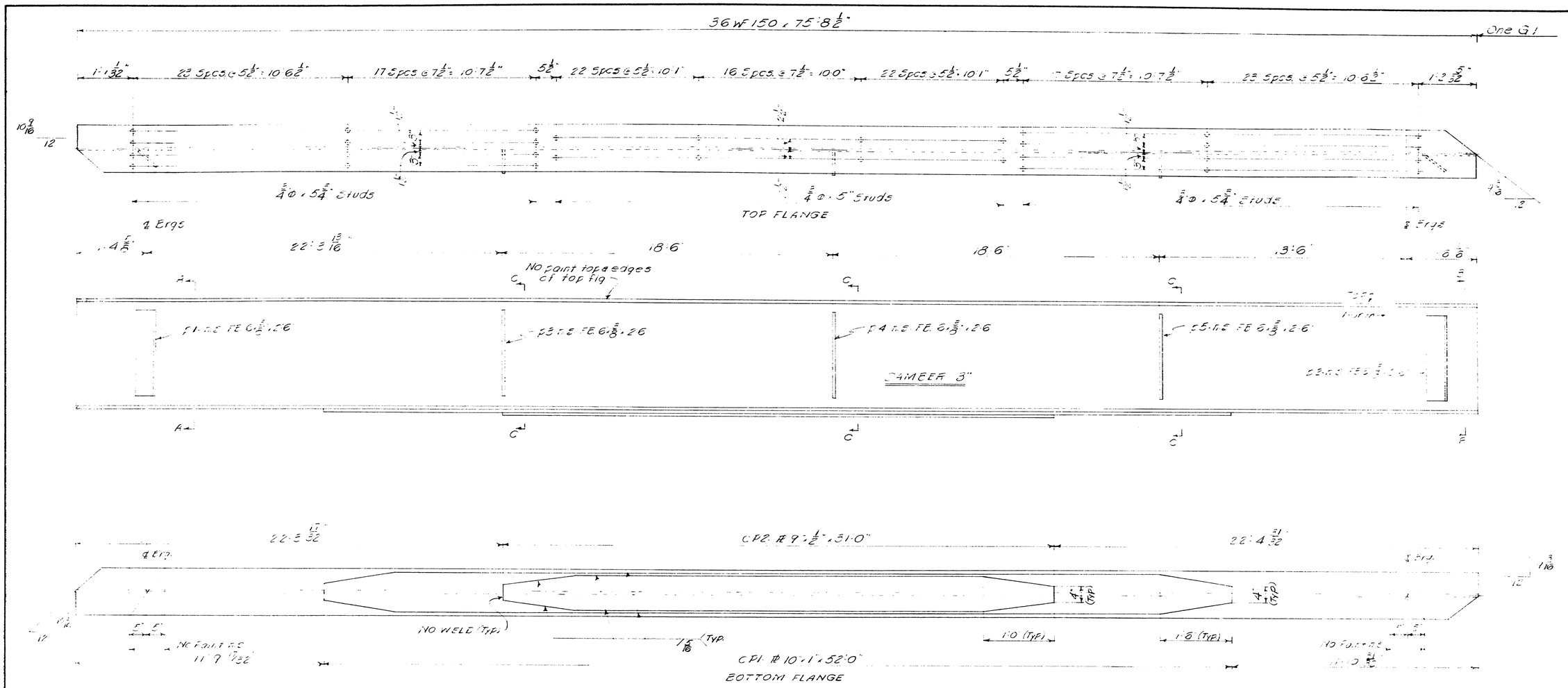
OVERPASS No 1 - TURNERS EXCHANGE
PORTLAND, ME

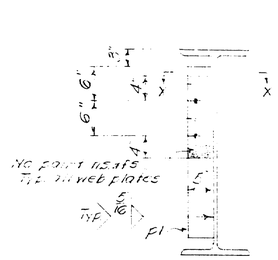
CUSTOMER W H HILLMAN, JR
DESIGNER M.S.H.C.

DRAWN	12-27	PLF
REVISION		
REVISION		
REVISION		

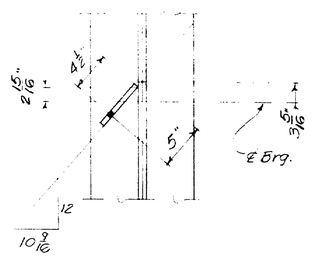
ORDER NO. _____ DWG. NO. 3-164-5101

76-270

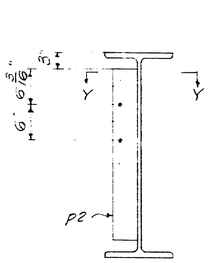




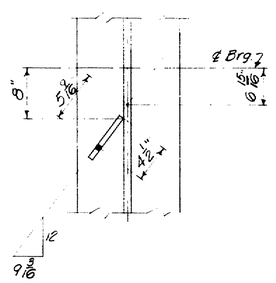
SECTION A-A



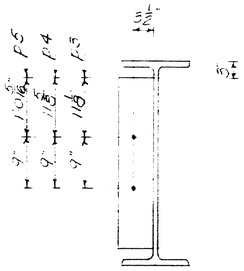
SECTION X-X



SECTION B-B



SECTION Y-Y



SECTION CC

NOTES:
Shop Connections Welded
Field Connections Welded
Holes 13/16 Ø
Paint - Red Lead Primer (Typ.)
Coat inside of web plates with Red Lead Primer
& on web plates with Red Lead Primer

STRINGER DETAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS NO. 1 - TUKEY'S BRIDGE
PORTLAND, ME.

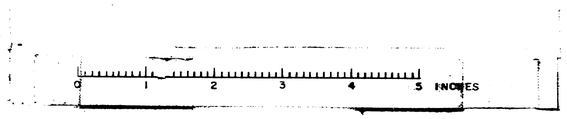
CUSTOMER W. H. HINMAN, INC.
DESIGNER M.S.H.C.

DRAWN	1-26-59	P.L.F.
REVISION		
REVISION		
REVISION		

ORDER NO. _____ DWG. NO. 3-164-5102

AFP 5-4-59

76-271



36 x F 170 x 77'-0 1/4"

5 @ 25 Spcs @ 5'-10.5" = 12 Spcs @ 7'-10.6" = 25 Spcs @ 5'-10.5" = 5

CHAMBER 5"

CP4 - R 7'-4 3/8" x 34'-0"

CP3 - R 10'-11" x 54'-0"

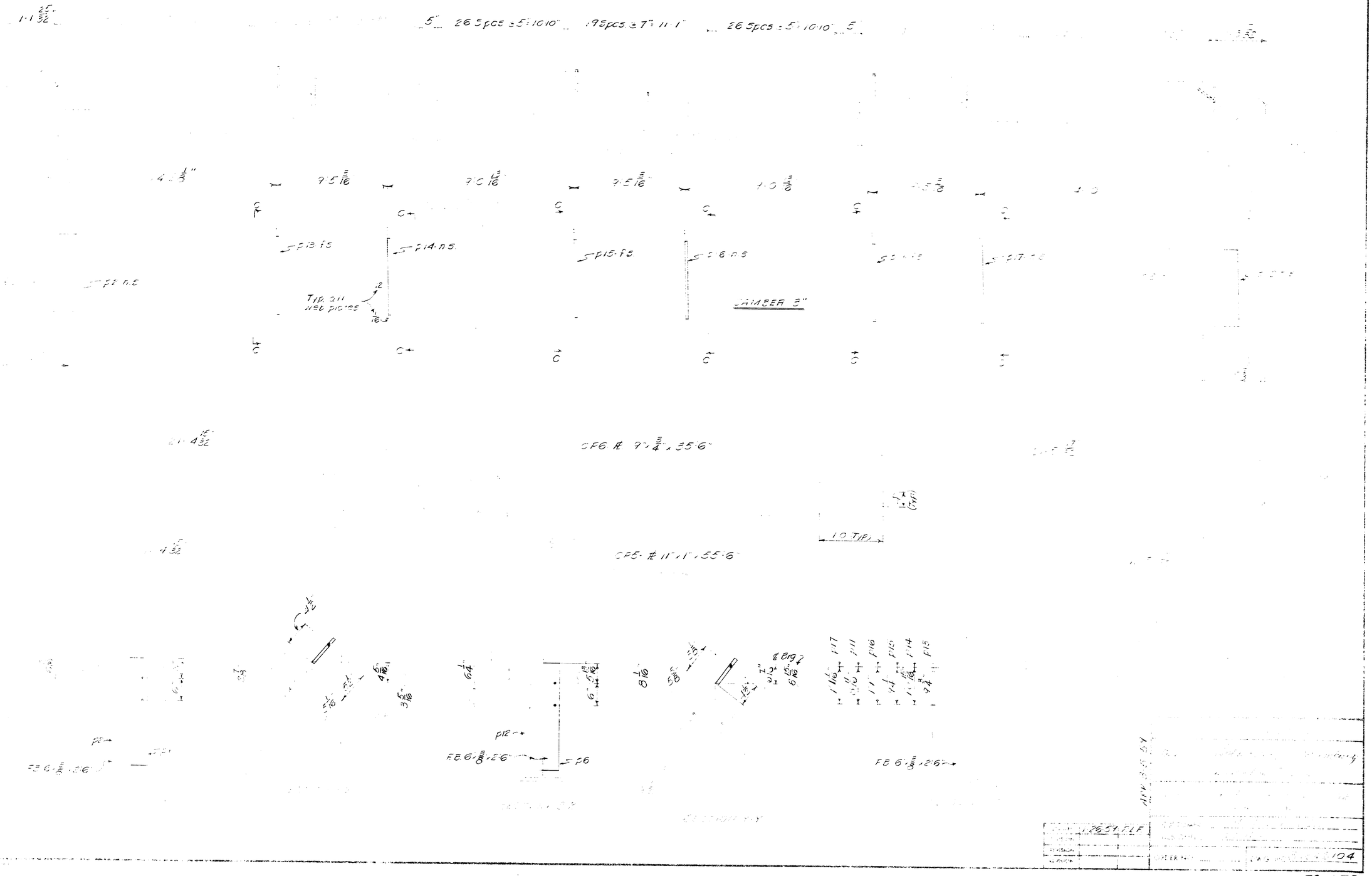
126 # PLF

103

76-272

0 1 2 3 4 5 INCHES

36 WF 170 x 78'-4"



0 1 2 3 4 5 INCHES

76-273

36 WF 170 x 79'-7 3/4"

12 2/32" | 5" | 26 Spcs. @ 5" = 10'-10" | 21 Spcs @ 7" = 12'-3" | 26 Spcs. @ 5" = 10'-10" | 5" | 7 3/32"

4 1/2" | 10'-1 5/16" | 8'-4 13/16" | 10'-1 5/16" | 8'-4 15/16" | 2 1/16" | 1'-2"

P19 FS | P20 FS | P21 FS | P22 FS | P23 FS | P24

TYP ALL WEB PLATES 1/2 x 12

CAMBER 3 1/4"

CP8 - # 9'-9 3/4" x 39'-0"

CP7 - # 10'-1" x 56'-0

1'-0" (TYP.)

4" TYP.

4 1/2" | 4 5/16" | 5 1/16" | 5 1/2" | 3 5/16" | 7/8" | 5/16" | 6" | 5 1/2" | 8/16" | 5/8" | 5 1/2" | 4 1/2" | 6/16" | 5/16" | 15/16" | 11/16" | 7/16" | 1 1/16" | 7/16" | 1 1/16" | 8/16" | 1'-1"

P2 | P6

FB 6 - 3/8 x 2'-6"

FB 6 - 3/8 x 2'-6"

FB 6 - 3/8 x 2'-6"

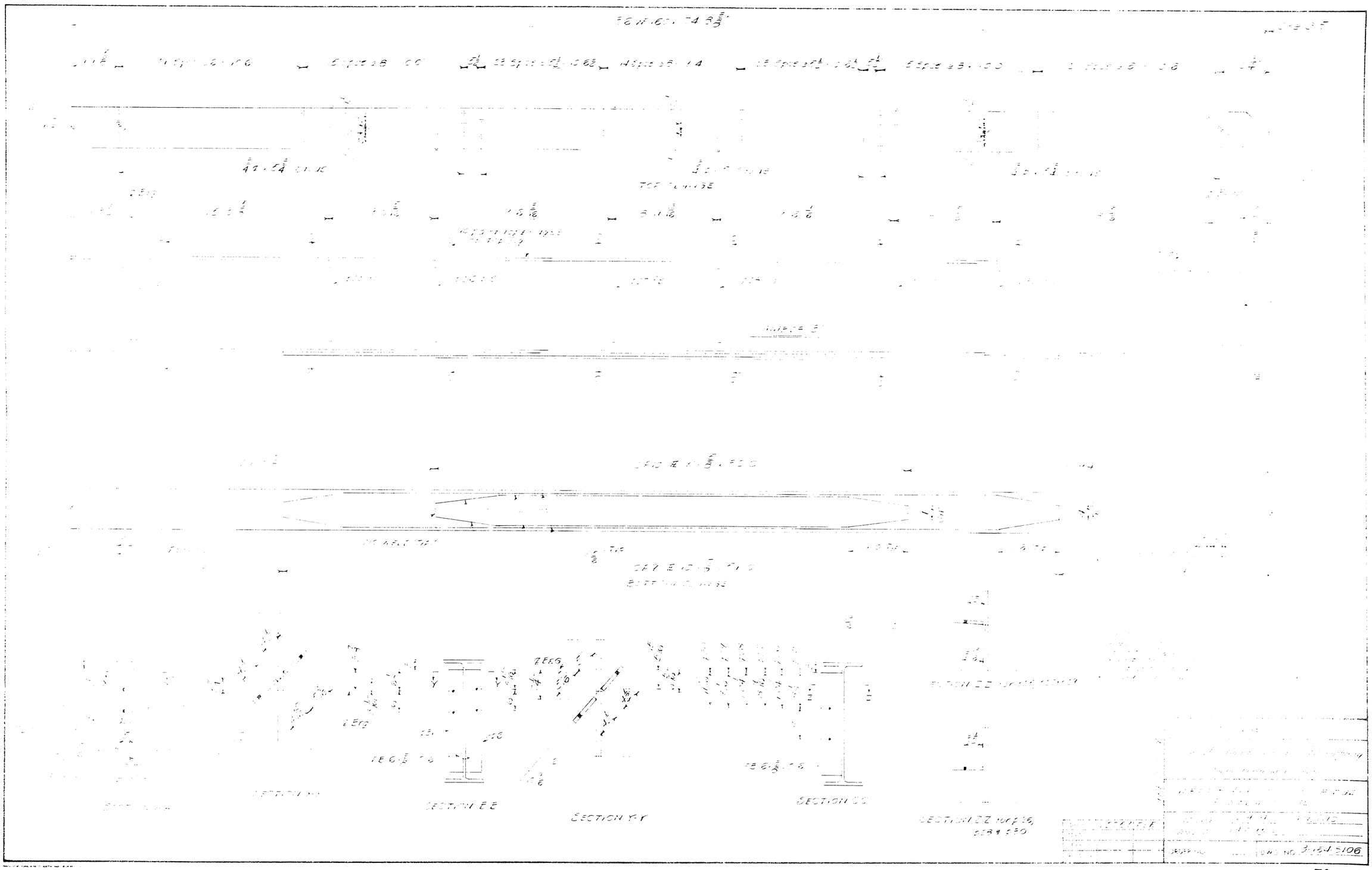
0 1 2 3 4 5 INCHES

1-2659 FLF

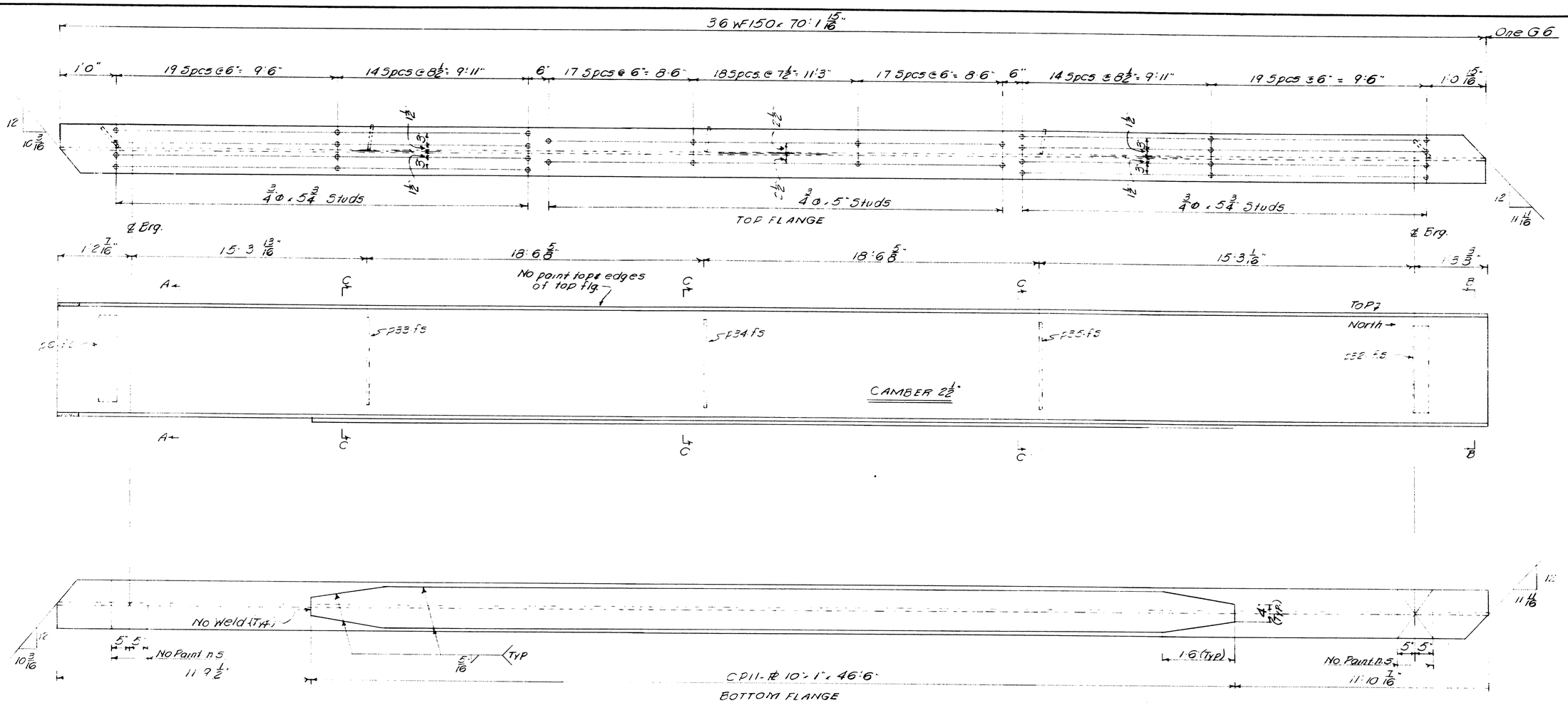
DESIGN

ORDER NO. | DWG NO. 105

76-274


SECTION E-E
SECTION F-F
SECTION G-G
SECTION Z-Z (OPPOSITE HAND)
SECTION Y-Y
SECTION H-H
SECTION J-J
SECTION K-K
0 1 2 3 4 5 INCHES

76-275



STRINGER DETAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

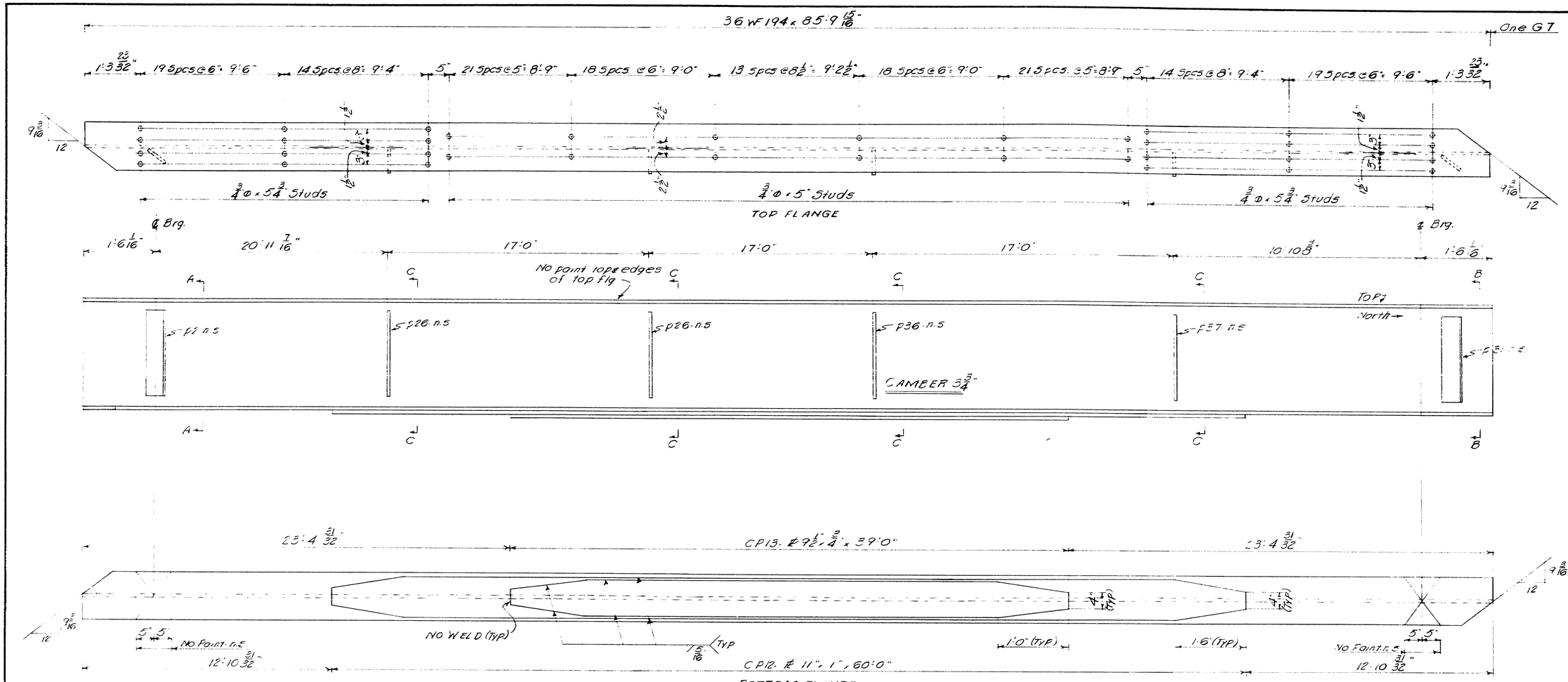
OVERPASS NO. 1 - TUKEYS BRIDGE
PORTLAND, ME.

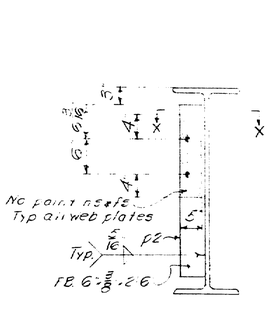
APP 3-5-59

DRAWN	12759	PLF
REVISION		
REVISION		
REVISION		

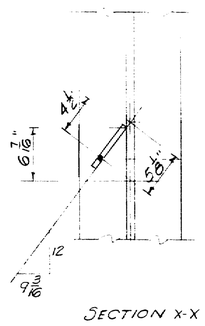
CUSTOMER W.H. HINMAN, INC
DESIGNER M.S.H.C.
ORDER NO. _____ DWG. NO. 8-164-5107

76-276

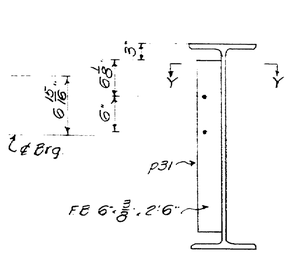




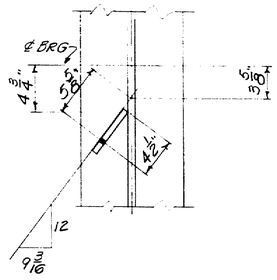
SECTION A-A



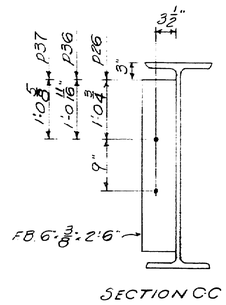
SECTION X-X



SECTION B-B



SECTION Y-Y



SECTION CC

NOTES:
Shop Conns. Welded
Field Conns. Welded
Holes: 13/16" Ø
Paint Red Lead unless noted
Coat unpainted areas on bottom flg. & on web plates with boiled linseed oil.

STRINGER DETAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS No 1. TUKEYS BRIDGE
PORTLAND, ME

APP 3-5-54

DRAWN	12859	PLF
REVISION		
REVISION		
REVISION		

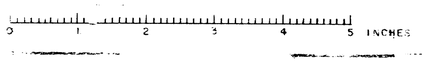
CUSTOMER W H HINMAN, INC.
DESIGNER M.S.H.C.

ORDER NO. _____ DWG. NO 8164-5108

76-277

SP33-P5 SP34-P5 SP33-P6 SP36-P5 SP35-P5 SP36-P6 SP37-P5 SP37-P6

108"	P37
108"	P39
104"	P26
108"	P38
108"	P36
108"	P21
108"	P33



Company

SIZE

DWG. NO. C4-5109

76-278

76-279

36 WF 194 x 85:9 15/16"

Jne G10

1:3 15/32" | 23 spcs @ 5" = 9:7" | 15 spcs. @ 7" = 8:9" | 12 spcs @ 9" = 9:0" | 5 1/2" | 20 spcs. @ 5 1/2" = 9:2" | 14 spcs @ 8" = 9:4" | 20 spcs @ 5 1/2" = 9:2" | 5 1/2" | 12 spcs @ 9" = 9:0" | 15 spcs @ 7" = 8:9" | 23 spcs @ 5" = 9:7" | 1:3 15/32"

7 3/16" / 12

3/4" Φ x 5 1/4" Studs

3/4" Φ x 5" Studs

TOP FLANGE

℄ Brg

1:6 1/16" | 10:10 1/4" | 10:1 3/16" | 6:10 13/16" | 10:1 3/16" | 6:10 13/16" | 10:1 3/16" | 6:10 13/16" | 10:1 3/16" | 10:10 3/8" | 1:6 1/8"

No paint top 8" edges of top flg.

TOP

North →

p2 n.s | p19 f.s | p26 n.s | p25 f.s | p26 n.s | p33 f.s | p36 n.s | p38 f.s | p37 n.s | p32 f.s | p31

CAMBER 3 3/4"

5/16"

21:10 31/32" | CP15 @ 12:4 3/4", 42:0" | 21:10 31/32"

9 3/16" / 12

NC Paint n.s | NO WELD (Typ) | 1:0 (Typ) | 1:6 (Typ) | NC Paint n.s

11:10 31/32" | CP14 @ 13:1", 62:0" | 11:10 31/32"

BOTTOM FLANGE

NC paint n.s at 5 Typ all web plates

FB 6:3 3/8 x 2:6

SECTION A-A

SECTION X-X

FB 6:3 3/8 x 2:6

SECTION B-B

SECTION Y-Y

FB 6:3 3/8 x 2:6

SECTION C-C

NOTES:
Shop Conns. Welded
Field Conns. Welded
Holes 13/16 Φ
Paint Red Lead unless noted
Coat unpainted areas on bottom flg. & on web plates with boiled linseed oil.

	STRINGER DETAIL
APP 3-5-59	Bancroft & Martin Rolling Mills Company South Portland 7, Maine
	OVERPASS NO. 1 - TUKEYS BRIDGE PORTLAND, ME
DRAWN 12959 PLF	CUSTOMER W H HINMAN, INC.
REVISION	DESIGNER M.S.H.C.
REVISION	ORDER NO. _____ DWG. NO. B-164-5111
REVISION	

76-280

0 1 2 3 4 5 INCHES

36 WF 194 # 86.9 7/16"

Jne G11

1'-4 7/32" | 15 Spcs @ 7 1/2" = 9'-4 1/2" | 12 Spcs @ 7" = 9'-0" | 6" | 18 Spcs @ 6" = 9'-0" | 16 Spcs @ 7 1/2" = 10'-0" | 10 Spcs @ 10" = 8'-4" | 16 Spcs @ 7 1/2" = 10'-0" | 18 Spcs @ 6" = 9'-0" | 6" | 12 Spcs @ 7" = 9'-0" | 15 Spcs @ 7 1/2" = 9'-4 1/2" | 1'-4 7/32"

9 1/16 | 12

3/4 Ø x 5 3/4" Studs | 3/4 Ø x 5" Studs | 3/4 Ø x 5 3/4" Studs

TOP FLANGE

℄ Brg | 1'-6 1/4" | 11'-7 7/8" | 17'-0" | 17'-0" | 17'-0" | 21'-1 1/3" | 1'-6 1/4" | ℄ Brg

No paint top & edges of top flg

SP33 FS | SP33 FS | SP38 FS | SP39 FS | SP32 FS

CAMBER 3 3/4"

TOP

North

24'-4 23/32" | CP17 # 92 1/2 E/B = 38'-0" | 24'-4 23/32"

9 1/16 | 12 | 1/16

No Weld (Typ) | 5/16 Typ | 1:0 (Typ) | 1:6 (Typ) | No Paint FS | 5'-10 23/32"

CP16 # 11" x 1" = 59'-0"

BOTTOM FLANGE

SECTION A-A

No paint FS & FS Typ all wet plates

5/16 Typ

FB 6 x 5/8 x 2'-6"

SP6

SECTION X-X

12 | 9 1/16

SECTION B-B

FB 6 x 5/8 x 2'-6"

SP32

SECTION Y-Y

12 | 9 1/16

SECTION C-C

FB 6 x 3/8 x 2'-6"

SP39 | SP38 | SP33

SECTION Z-Z

NOTES:
Shop Conns. Welded
Field Conns. Welded
Holes 13/16 Ø
Paint: Red Lead unless noted
Coat unpainted areas on bottom of
& on web plates with noted thickness of

STRINGER DETAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS NO 1. TUKEY'S BRIDGE
PORTLAND, ME.

CUSTOMER W H HINMAN, INC.
DESIGNER M.S.H.C.

ORDER NO. _____ | DWG. NO. 8-164-5112

DRAWN	1-29-59	P.L.F.
REVISION		
REVISION		
REVISION		

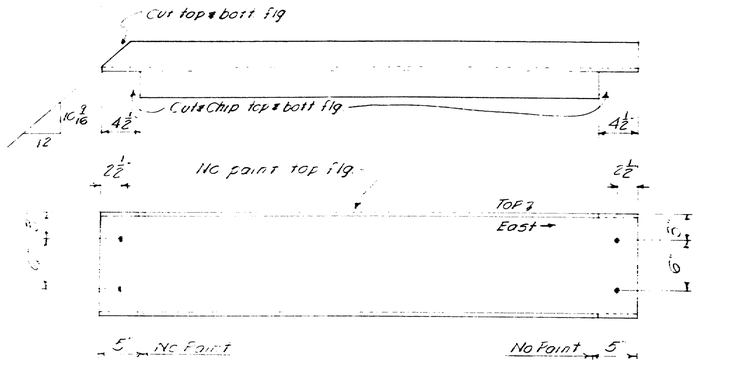
APP. 3-5-59

76-281

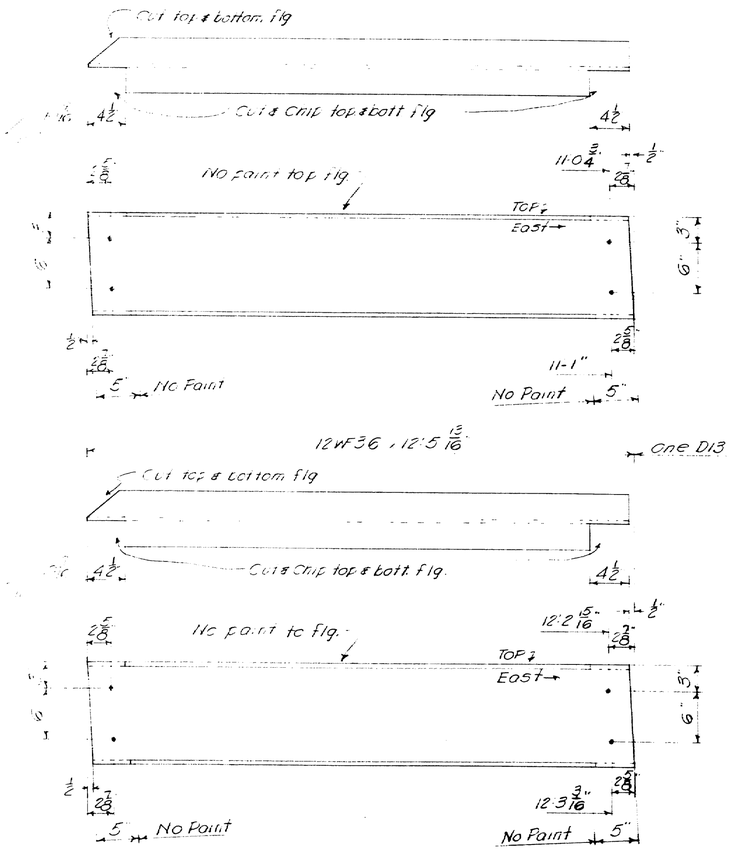
0 1 2 3 4 5 INCHES

12WF36 × 11'-3 1/16" — One D12

12WF36 × 11'-3" — One D12A

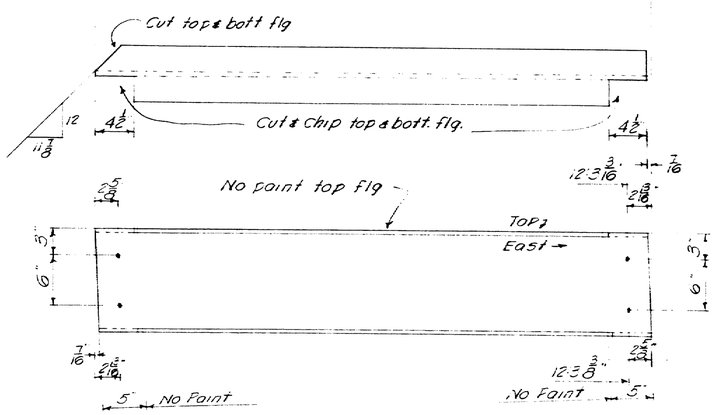


12WF36 × 11'-5 5/8" — One D12B

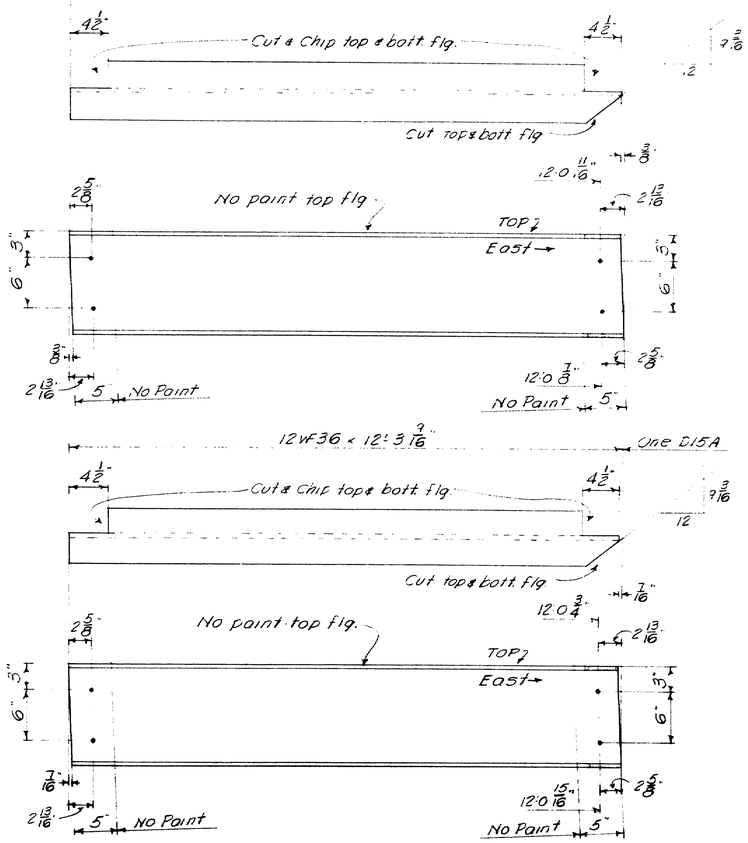


12WF36 × 12'-5 15/16" — One D13

12WF36 × 12'-6" — One D14



12WF36 × 12'-3 1/2" — One D15



12WF36 × 12'-3 3/16" — One D15A

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	DEDUCTION	REMARKS
31			36WF150	75 3 1/2		.5	
36	1		Jo	70 1 1/2		.17	
35	1		36WF160	74 8 3/4		.19	
32	1		36WF170	77 0 1/4		.9	
33	1		Jo	73 4		.20	
34	1		Jo	71 7 3/4		.20	
37	1		36WF194	35 7 15/16		.10	
38	1		Jo	35 7 15/16		.10	
39	1		Jo	35 7 15/16		.10	
311	1		Jo	36 7 15/16		.7	
	3	CP14	℄ 13 × 1	32 0		.13	
	1	CP12	℄ 11 × 1	80 0		.26	
	1	CF6	Jo	57 0		.26	
	1	CF5	Jo	45 6		.36	
	1	CP7	℄ 10 × 1	76 0		.31	
	1	CP3	Jo	74 0		.31	
	1	CF1	Jo	42 0		.31	
	1	CP11	Jo	46 6		.31	
	1	CF9	℄ 10 × 3/4	51 0		.27	
	3	CP15	℄ 12 × 1	12 0		.61	
	1	CP13	℄ 7 1/2 × 3/4	39 0		.14	
	1	CP8	℄ 7 × 3/4	37 0		.13	
	1	CF6	Jo	35 6		.13	
	1	CP4	Jo	34 0		.13	
	1	CP17	℄ 7 1/2 × 5/8	33 0		.12	
	1	CP10	℄ 7 × 7/8	32 0		.11	
	1	CP2	℄ 7 × 5/8	31 0		.7	
D12	1		12WF36	11 3 1/16		.11	
D12A	1		Jo	11 3		.11	
D12B	1		Jo	1 3 5/8		.12	
D13	1		Jo	12 5 3/16		.12	
D14	1		Jo	12 6		.12	
D15	1		Jo	12 3 1/2		.12	
D15A	1		Jo	12 3 3/16		.12	
D15B	1		Jo	12 3 5/16		.12	
D16	1		Jo	5 6 11/16		.12	
D17	1		Jo	5 7 1/16		.2	
D15C	3		Jo	12 3 7/16		.36	
D18	1		Jo	11 3 5/8		.2	
D19	3		Jo	2 3 3/8		.6	
D20	1		Jo	12 5 1/2		.2	

ADD 4 LBS

BILL OF MATERIAL — DWG. NO 3-164-5113

This Bill of Mat'l cont on Dwg 3-164-5112 Sht 2 of 5
Bill of Mat'l covers Dwgs 3-164-5112 to 5

SHOP CONNECTIONS: —
FIELD CONNECTIONS: A325 BOLTS
HOLES: 13/16 ø
PAINT: RED LEAD unless noted
Coat 5" inside of webs at ends with boiled linseed oil.

APP 5-5-59

DIAPHRAGM DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

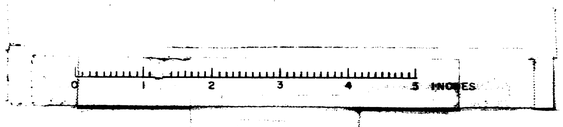
OVERPASS No. 1 - TUKEYS BRIDGE
PORTLAND, ME.

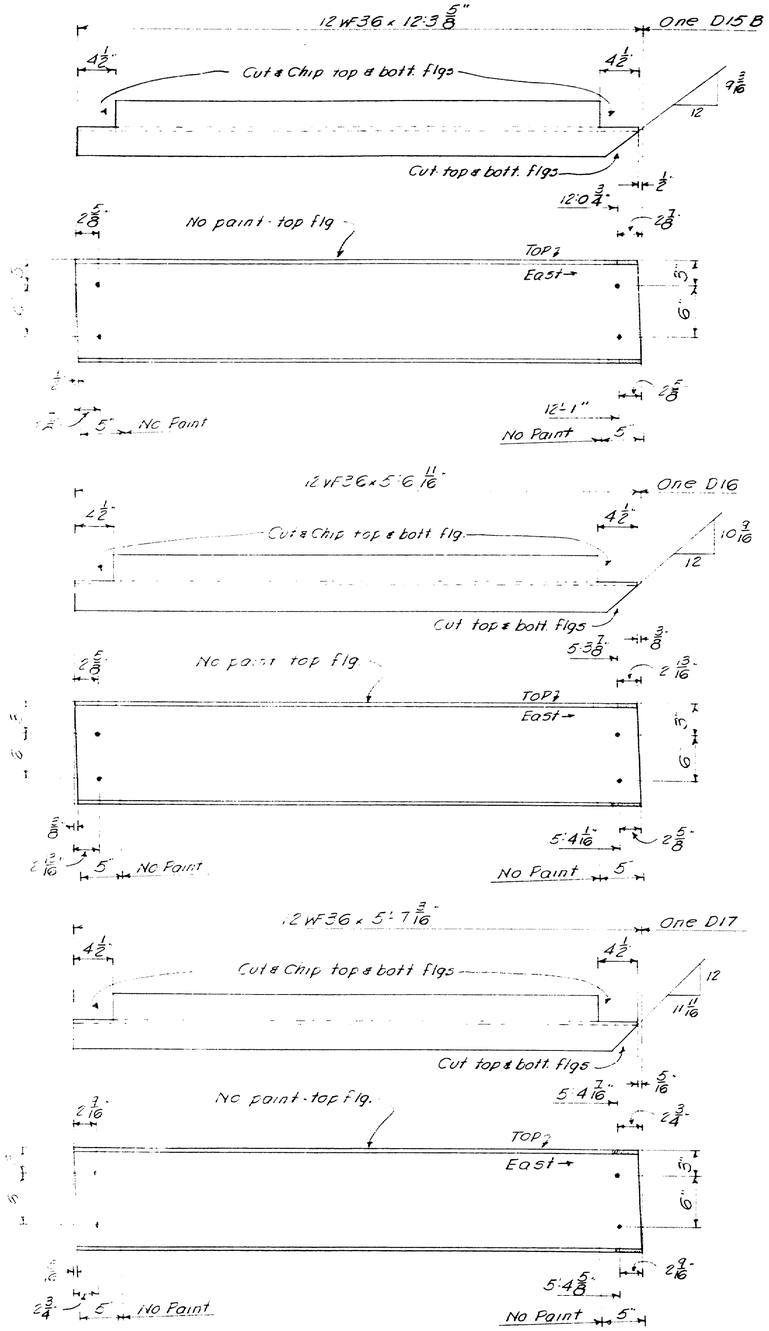
CUSTOMER W. H. HINMAN, INC
DESIGNER M.S.H.C

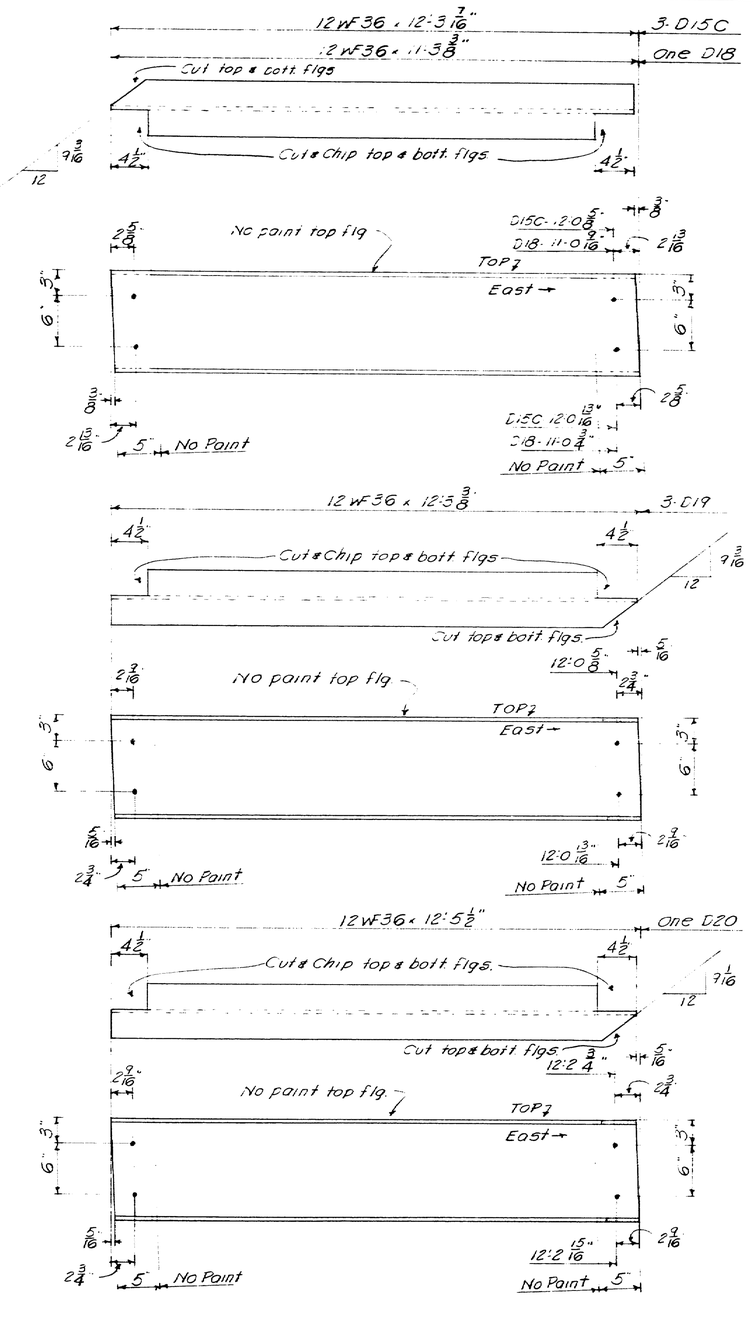
ORDER NO. _____ DWG. NO. 3-164-5113

DRAWN	1-29-59	P.L.F.
REVISION	3-9-59	P.L.F.
REVISION		
REVISION		

76-282







SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT	REMARKS
D1	3		15E33.9	7 4 1/2		
D1A	18		do	7 4 1/2		
D2	1		do	7 1 3/16		
D3	1		do	5 10 1/4		
D4	1		do	4 7 1/16		
D5	1		do	7 7		
D6	1		do	6 2 3/8		
D7	1		do	1 1 1/16		
D8	1		do	5 3 1/4		
D9	1		do	6 1 3/4		
D10	1		do	- 3 3/4		
D11	1		do	7 3 3/8		
	4	P1	FB 6 1/8	2 6		
	10	P2	do	2 6		
	1	P3	do	2 6		
	1	P4	do	2 6		
	2	P5	do	2 6		
	10	P6	do	2 6		
	1	P7	do	2 6		
	1	P8	do	2 6		
	1	P9	do	2 6		
	1	P10	do	2 6		
	2	P11	do	2 6		
	1	P12	do	2 6		
	1	P13	do	2 6		
	2	P14	do	2 6		
	1	P15	do	2 6		
	1	P16	do	2 6		
	1	P17	do	2 6		
	1	P18	do	2 6		
	2	P19	do	2 6		
	3	P20	do	2 6		
	1	P21	do	2 6		
	1	P22	do	2 6		
	1	P23	do	2 6		
	1	P24	do	2 6		
	3	P25	do	2 6		
	7	P26	do	2 6		
	1	P27	do	2 6		
	1	P28	do	2 6		
	1	P29	do	2 6		
	1	P30	do	2 6		
	5	P31	do	2 6		

BOLT CONNECTIONS
FIELD CONNECTIONS WELDED
HOLES 3/8 Ø
PAINT Red Lead unless noted
Coat 5" unpainted areas at ends with boiled linseed oil.

DIAPHRAGM DETAILS

Designed by: Harden-Rollins Mills & Company
South Portland 7, Maine

OVERPASS No 1-TUKEYS BRIDGE
PORTLAND, ME.

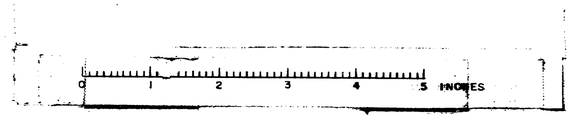
CUSTOMER W H HINMAN, INC
DESIGNER M.S.H.C

ORDER NO _____ DWG. NO 8-164-5114

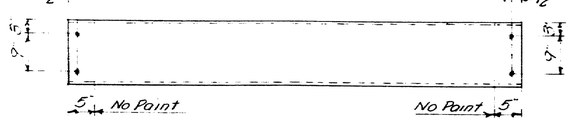
APP 5-5-59

DRAWN	1-30-59	P.L.F.
REVISION		
REVISION		
REVISION		

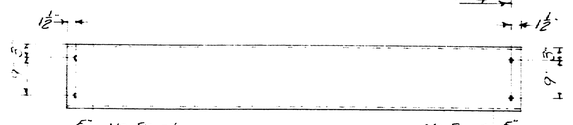
76-283



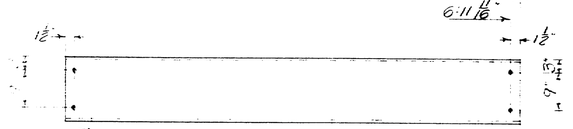
15 L 33.9 x 7'-4 5/16" — 3-D1



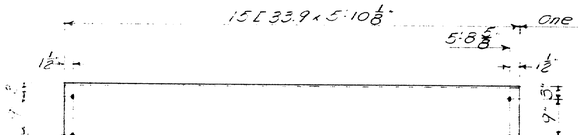
15 L 33.9 x 7'-4 1/4" — 18-D1A



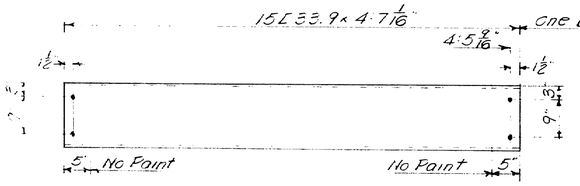
15 L 33.9 x 7'-1 3/16" — One D2



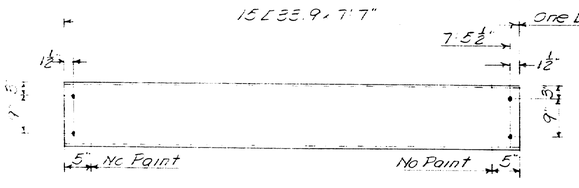
15 L 33.9 x 5'-10 1/8" — One D3



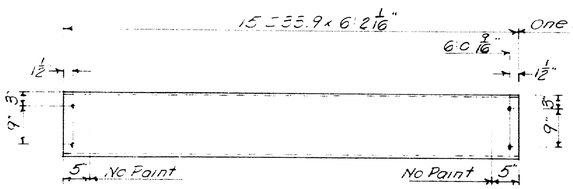
15 L 33.9 x 4'-7 1/16" — One D4



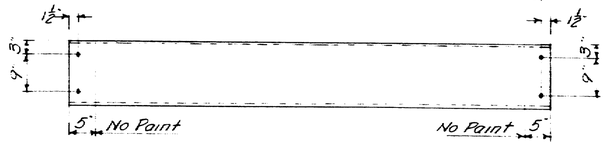
15 L 33.9 x 7'-7" — One D5



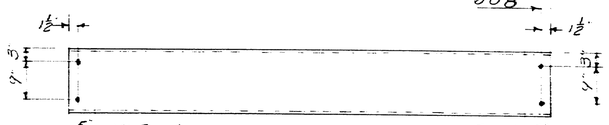
15 L 33.9 x 6'-2 1/16" — One D6



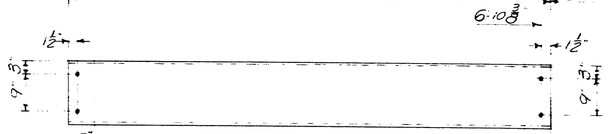
15 L 33.9 x 4'-9 1/16" — One D7



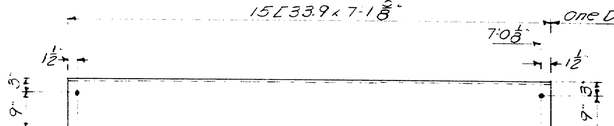
15 L 33.9 x 6'-10 5/8" — One D8



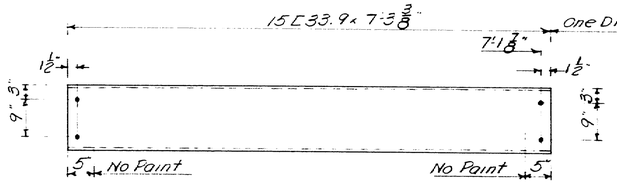
15 L 33.9 x 6'-11 7/8" — One D9

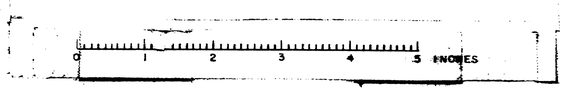


15 L 33.9 x 7'-1 5/8" — One D10



15 L 33.9 x 7'-3 3/8" — One D11





BILL OF MATERIAL

DWG. NO 3-164-5115

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
	5	P32	F.B. 6 x 3/8	2 6		
	7	P33	do	2 6		
	1	P34	do	2 6		
	1	P35	do	2 6		
	4	P36	do	2 6		
	3	P37	do	2 6		
	4	P38	do	2 6		
	3	P39	do	2 6		
Field	205		3/4 ø M. Bolt	0 1 3/4	—	
	3600	Shop	3/8 ø Studs	0 5 3/4		
	1452	Shop	do	0 5		
	1	Shop	5/16 Fillet weld	2479 unit		

SHOP CONNECTIONS:
FIELD CONNECTIONS: Welded
HOLES: 13/16 ø
PAINT: Red lead unless noted
Coat 5" unpainted areas at ends with boiled linseed oil.

DIAPHRAGM DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS NO. 1 - TUKEYS BRIDGE
PORTLAND, ME.

CUSTOMER N. H. HINMAN, INC.
DESIGNER M.S.H.C.

ORDER NO. _____ DWG. NO. 3-164-5115

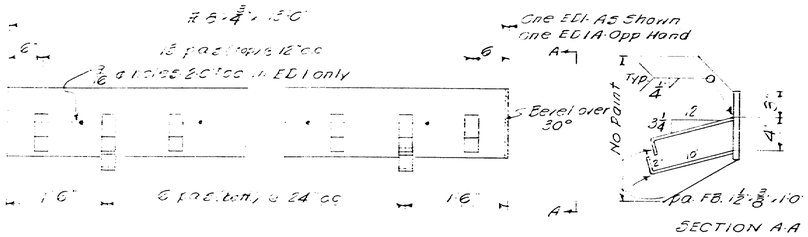
APP. 3-5-59

DRAWN	1-30-59	P.L.F.
REVISION		
REVISION		
REVISION		

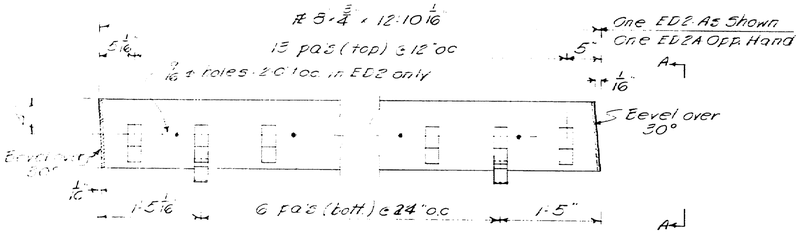
76-284

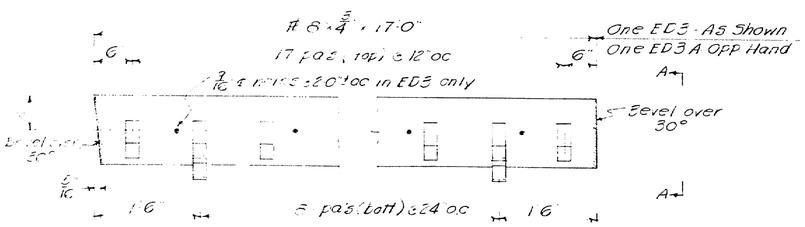
NORTH

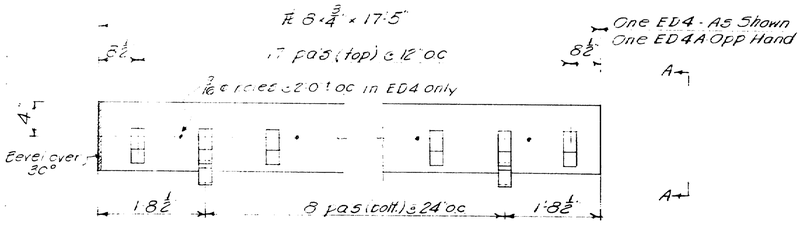
ERECTION PLAN
EXPANSION DAMS

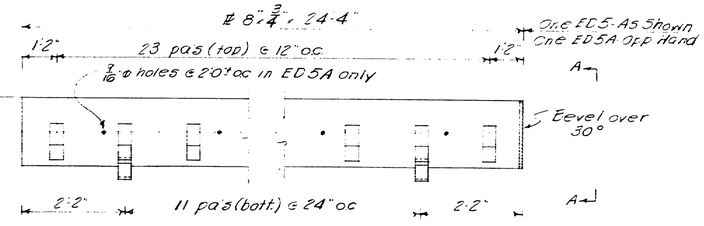


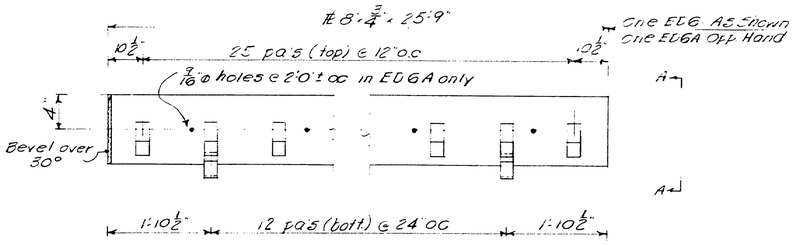
SECTION A-A











SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	WT. DEDUCTION	REMARKS
ED1	1		# 8 x 3/4	13 0			
ED1A	1		do	3 0			
ED2	1		do	12 10 1/16		1	
ED2A	1		do	2 0 1/16			
ED3	1		do	17 0			
ED3A	1		do	7 0		1	
ED4	1		do	17 5			
ED4A	1		do	17 5			
ED5	1		do	24 4			
ED5A	1		do	24 4			
ED6	1		do	25 9			
ED6A	1		do	25 9			
	318	22	PL 1/2 x 3/8	1 0			
	1	Snap	1/4 x 2-1/2	17 0			1-3 1/4" - 4

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: WELDED
HOLES: 7/16 ø
PAINT: RED LEAD UNLESS OTHERWISE

DRAWN	2-3-59	R.L.F.
REVISION	3-9-59	R.L.F.
REVISION		
REVISION		

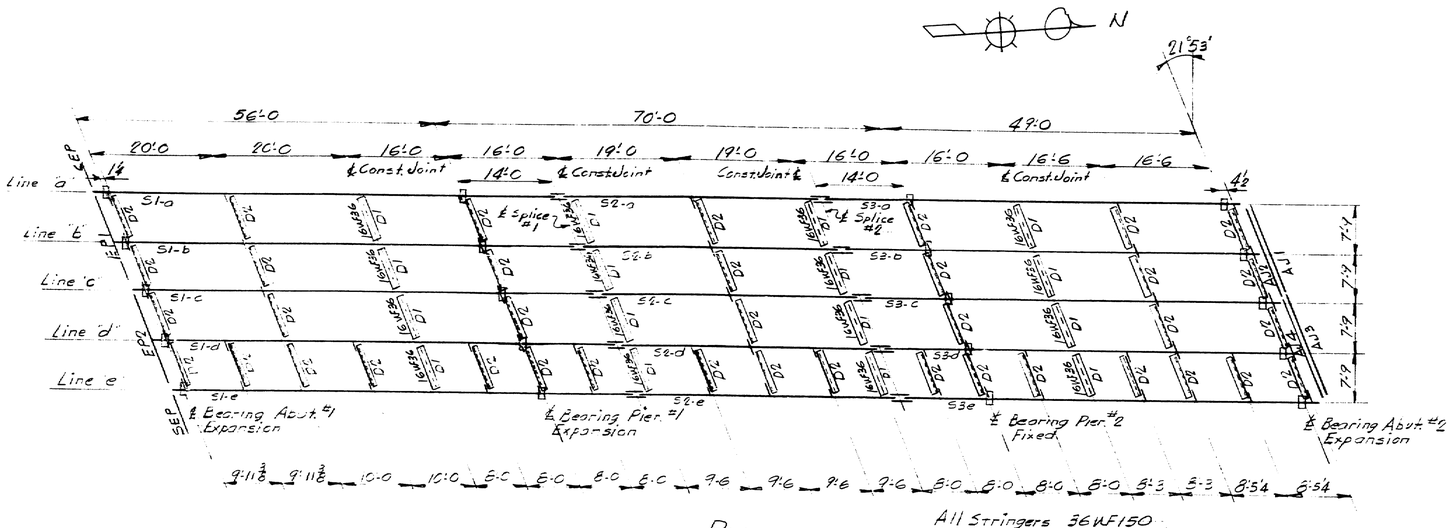
APP. 3-5-59

EXPANSION DAMS
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
OVERPASS NO. 1 - TUKEYS BRIDGE
PORTLAND, ME

CUSTOMER W. H. HINMAN, INC.
DESIGNER M.S.H.C.
ORDER NO. _____ DWG. NO. 8-164-5116

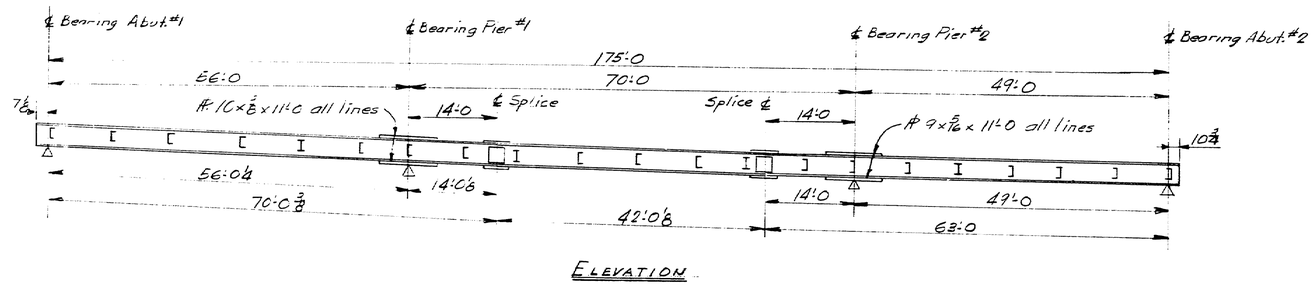
76-285

0 1 2 3 4 5 INCHES

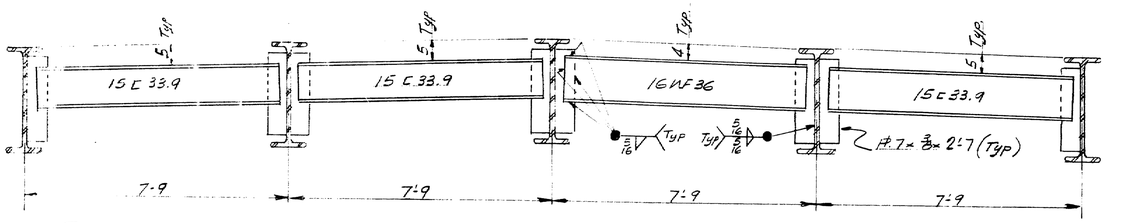


PLAN

All Stringers 36WF150
All Diaphragms 15C33.9 unless noted



ELEVATION



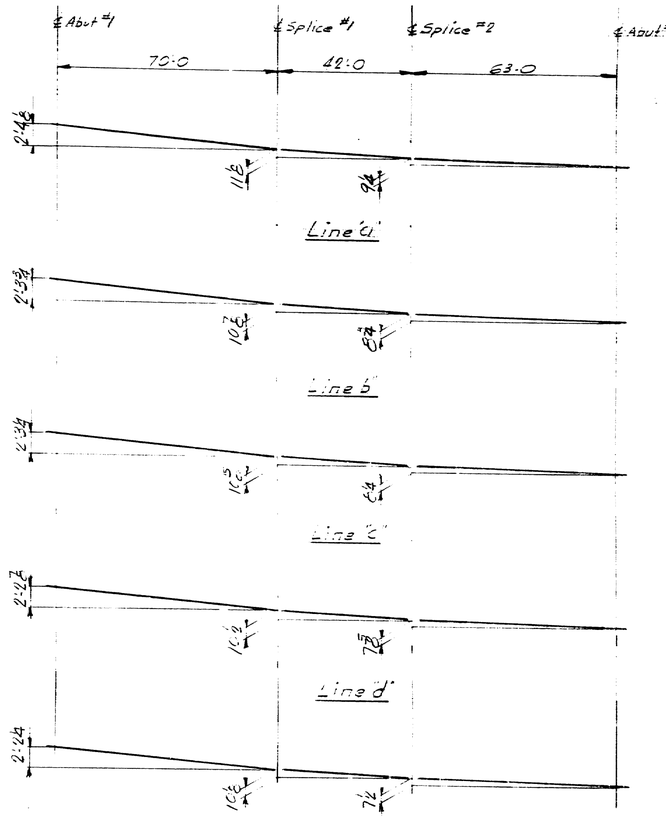
TYPICAL DIAPHRAGMS INTERMEDIATE

TYPICAL DIAPHRAGMS AT ABUTMENTS

TYPICAL DIAPHRAGMS AT CONST. JOINTS

TYPICAL DIAPHRAGMS INTERMEDIATE

TRANSVERSE SECTION



SHOP ASSEMBLY DIAGRAM

Vertical dimensions given to bottom flgs of beams

GENERAL NOTES:

1-) Stringers & Cover Plates to be structural weldable steel, A.S.T.M. designation A373.
2.) Holes in field splices of continuous beams to be sub-punched (for sub-drilled) and reamed while assembled in the shop and connecting parts to be match marked & bolted for shipment.
3-) Holes are for Hi-Tensile Bolts, they are to be free from burrs and there shall be no point on any surfaces within 3" of such open holes.
4.) Bearing Pedestals are to be field welded to stringers

NOTES.

SHOP CONN.: WELDED
FIELD CONN.: WELDED - ⅞" H.S. Bolts.
PAINT: PER STATE OF MAINE SPECS & AS NOTED.

ERECTION DIAGRAMS

Bancroft & Martin Rollins Mills Company
South Portland 7, Maine

OVERPASS NO. 2
TUKEYS BRIDGE
PORTLAND, MAINE

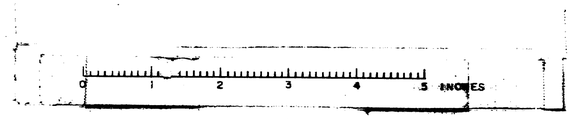
CUSTOMER W. H. HINMAN ENG.
DESIGNER MAINE S.H.C. BRIDGE DIV.

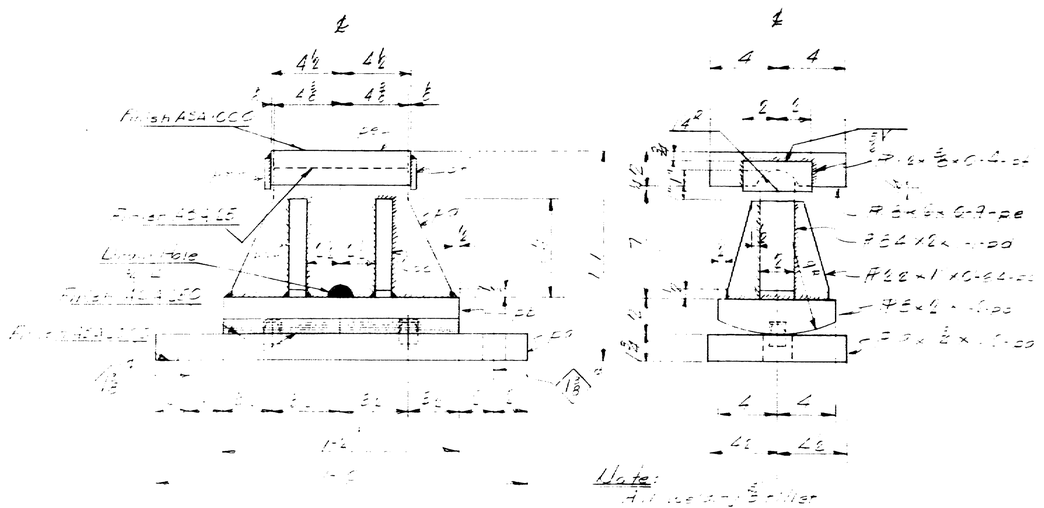
ORDER NO. VERBAL
DWG. NO. 8-164-E201

DRAWN	6-24-58	J.P.F.
REVISION	7-21-58	J.P.F.
REVISION		
REVISION		

APP 7-17-58

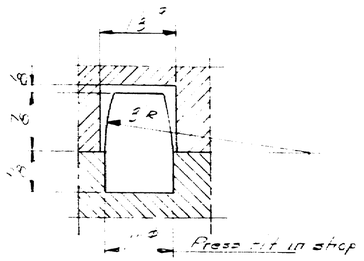
76-286



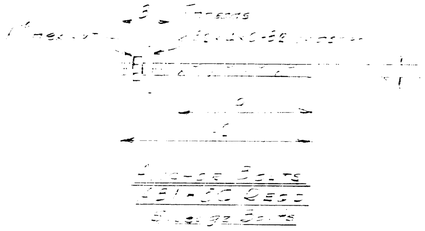


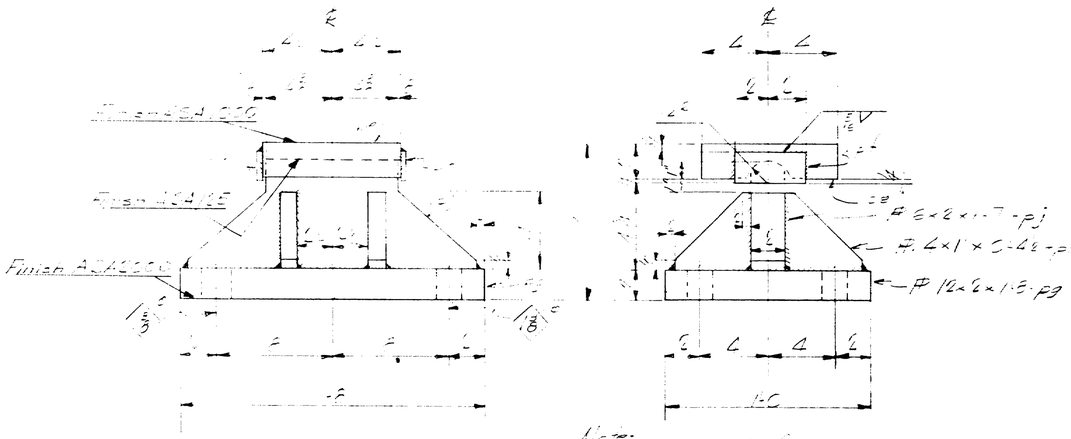
Note:
All welds are ⅜" fillet unless noted.

EXPANSION PEDESTAL
EP-5 REQ'D
REQ'D FOR BENT #1



DOWEL DETAIL





Note:
All welds are ⅜" fillet unless noted.

FIXED PEDESTAL
FP-5 REQ'D
REQ'D #1

Note:
Pedestals to be Field Welded to Stringers.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES: As Noted.
PAINT: Per State of Maine Specs
Cast machined surfaces
w/ white lead & tallow

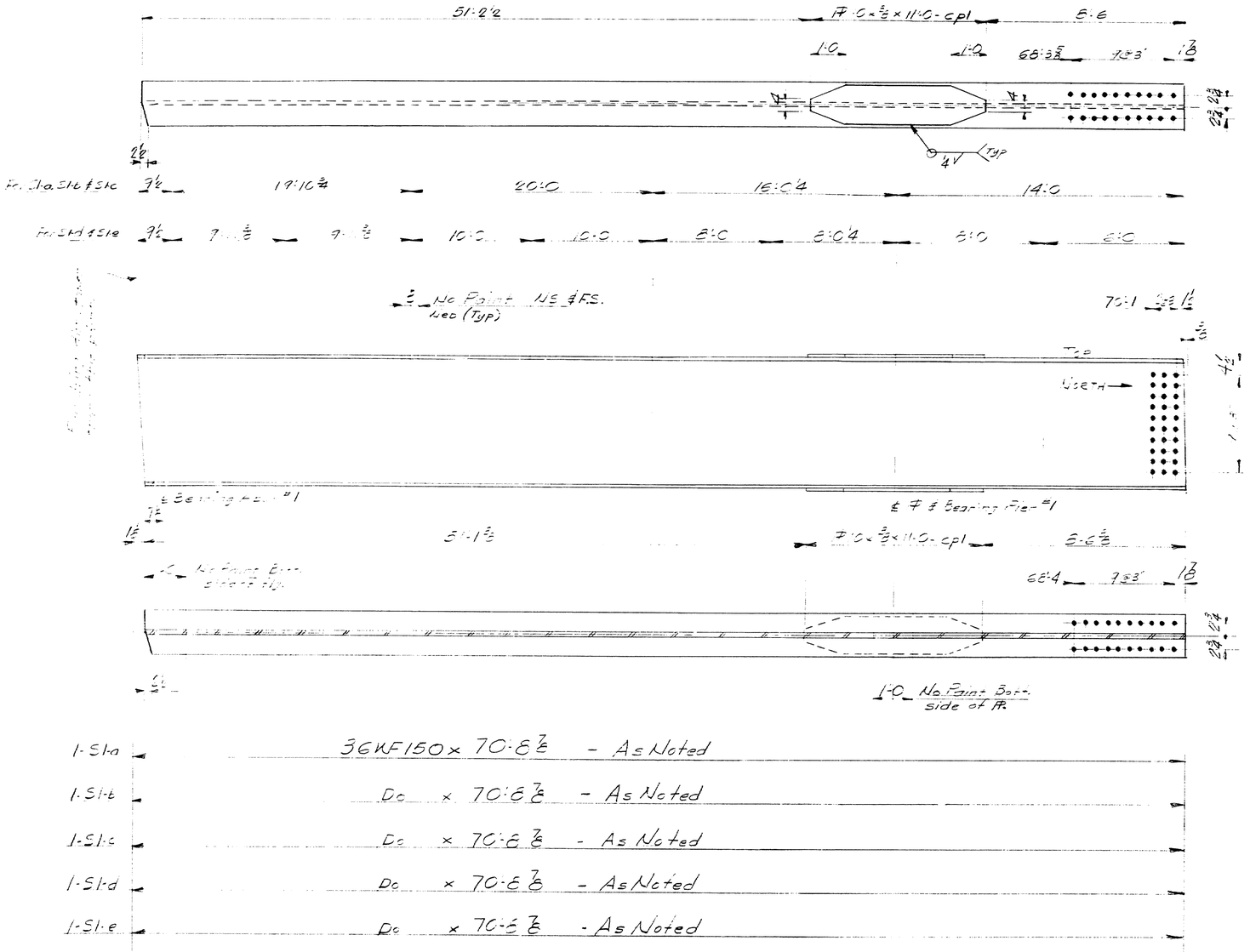
PEDESTAL DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

DRAWN	[illegible]	J.P.F.	
REVISION	7-21-58	T.R.S.	
REVISION			
REVISION			

CUSTOMER [illegible]
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. [illegible] DWG. NO. [illegible]

76-287



W.F. SECTION

1-51-a	36WF150 x 70-8 3/8	- As Noted
1-51-b	Do x 70-8 3/8	- As Noted
1-51-c	Do x 70-8 3/8	- As Noted
1-51-d	Do x 70-8 3/8	- As Noted
1-51-e	Do x 70-8 3/8	- As Noted

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	W.F. DEPTH	REMARKS
51-a	1		36WF150	70-8 3/8		12.0	Material Shall Conform to A.S.T.M. Designation A 373
51-b	1		Do	70-8 3/8		12.0	
51-c	1		Do	70-8 3/8		12.0	
51-d	1		Do	70-8 3/8		12.0	
51-e	1		Do	70-8 3/8		12.0	
	10	cpl	PL 0-5/8		0	77.0	

ITEM No. 702-1020

SHOP CONNECTIONS: WELDED
FIELD CONNECTIONS: A325 H.S. BOLTS
HOLES: See General Notes
PAINT: See Spec. for Painting Steel Bridges, Also Note 3.
See General Notes Dwg. S-54-E-101

STRINGER DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS NO. 2
TUKEYS BRIDGE
PORTLAND, MAINE

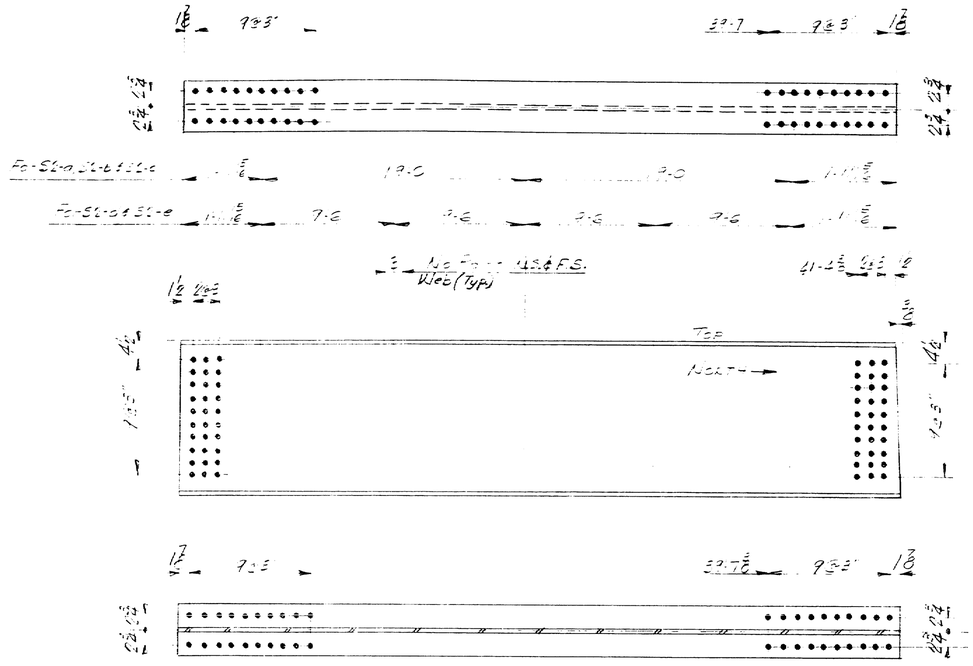
CUSTOMER W. H. HINMAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL | DWG. NO. B-164-S202

DRAWN	6-26-58	J.P.F.
REVISION	7-21-58	J.P.F.
REVISION		
REVISION		

APP 7-17-58

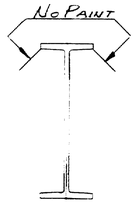
76-208



SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.		REMARKS
S2-a	1		36WF150	42	04	4.0	
S2-b	1		Do	42	04	4.0	
S2-c	1		Do	42	04	4.0	
S2-d	1		Do	42	04	4.0	
S2-e	1		Do	42	04	4.0	

BILL OF MATERIAL DWG. NO. 3-64.5203

1-S2-a 36WF150 x 42'-04 - As Noted
1-S2-b Do x 42'-04 - As Noted
1-S2-c Do x 42'-04 - As Noted
1-S2-d Do x 42'-04 - As Noted
1-S2-e Do x 42'-04 - As Noted



TYPICAL SECTION

ITEM NO. 709-030

SHOP CONNECTIONS:
FIELD CONNECTIONS:
HOLES:
PAINT:

See General Notes Dwg. 3-64.5201

STD. USER DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

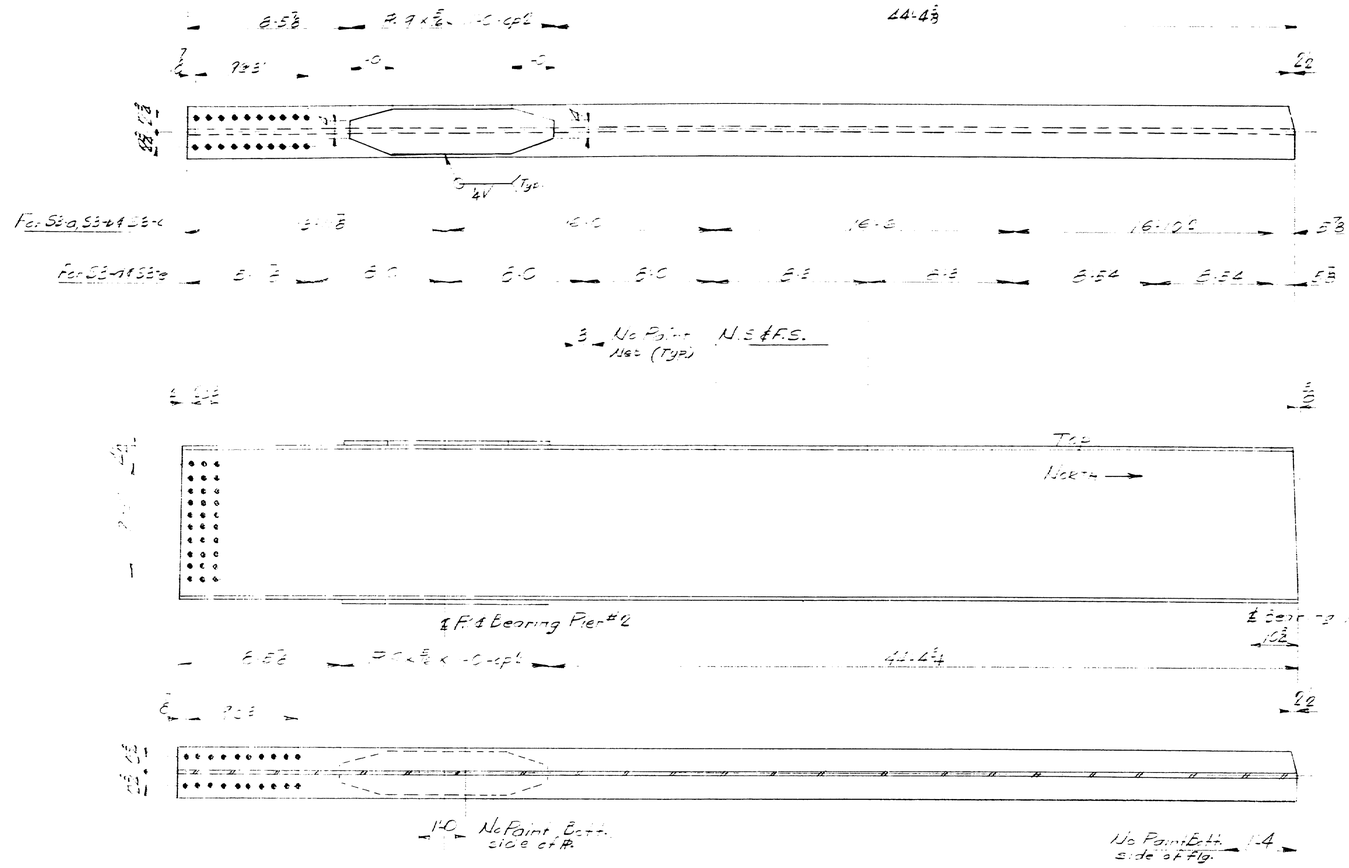
Dyer Bros. No 2
Turkey Bridge
Portland, Maine.

DRAWN	6-26-58	J.P.F.
REVISION	7-21-58	J.P.F.
REVISION		
REVISION		

CUSTOMER V.I.H. Flintkote Inc.
DESIGNER Maine S.H.C. Bridge Div.
ORDER NO. Verbal DWG. NO. 3-164.5203

APR. 1, 1959

76-289



1-SB-A	EQ. SP. @ 12.5	As Noted
1-SB-B	Do.	As Noted
1-SB-C	Do.	As Noted
1-SB-D	Do.	As Noted
1-SB-E	Do.	As Noted

SHIP MARK	NO	MARK	SHAPE	LENGTH	WT.	NF DEPOSIT	REMARKS
SB-A	1		W 36 WF 150	44'-3"	6,639	3.0	
SB-B	1		Do	44'-3"	6,639	3.0	
SB-C	1		Do	44'-3"	6,639	3.0	
SB-D	1		Do	44'-3"	6,639	3.0	
SB-E	1		Do	44'-3"	6,639	3.0	
	10	CPL	PL ⅝"	1'-0"	53.0		

Structural Steel A.S.T.M. Designation A 36

BILL OF MATERIAL DWG. NO. 8-164-S204

ITEM NO. 7021-01P

SHOP CONNECTIONS: [illegible]
FIELD CONNECTIONS: [illegible] 3/4" H.T.B.
HOLES: See General Notes
PAINT: [illegible]
See General Notes Dwg. No. 8-164-S101

STRUCTURE DETAILS

Bancroft & Martin-Rollins-Wills Company
South Portland 7, Maine

OVERPASS No. 2
FORESYS BRIDGE
PORTLAND, MAINE

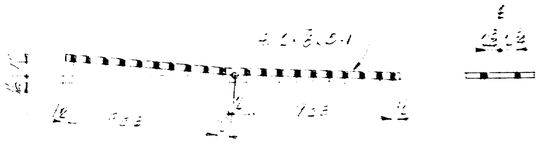
CUSTOMER M.S. HIGHWAY DEPT.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. 1 FEDERAL DWG. NO. 8-164-S204

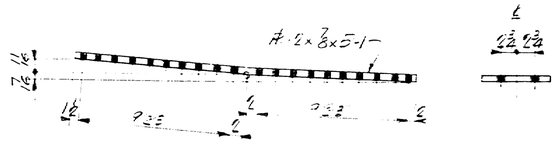
DRAWN	6-26-58	J.P.F.
REVISION	7-21-58	J.P.F.
REVISION		
REVISION		

APPROVED

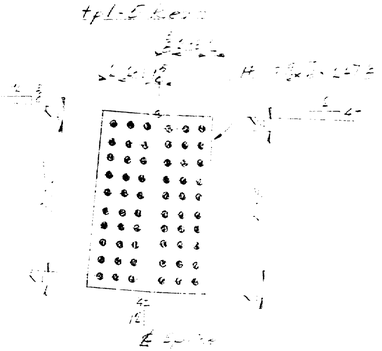
76-290



tpl-5 Reqd.



tp2-5 Reqd.



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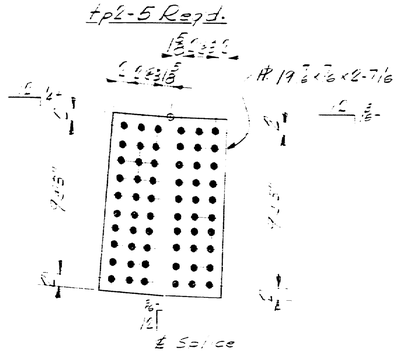
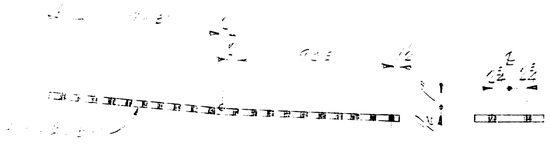
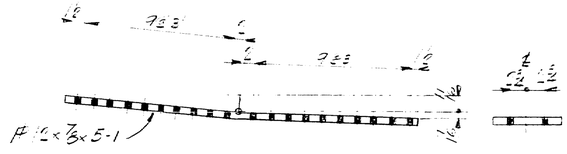
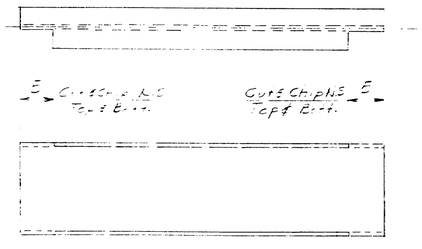


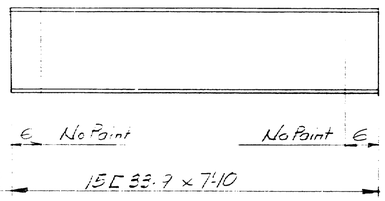
wp2-10 Reqd.

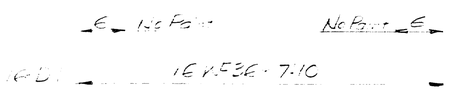


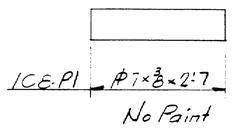
bpl-5 Reqd.











SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	INIT. DRAWG	REMARKS
	5	tpl	PL 2 × 3	5 1			
	2	wpl	PL 1'-2 1/2 × 1/2	2 7/8			
	5	tp1	PL 2 × 3	5 1			
	5	tp2	PL 2 × 3	5 1			
	10	wp2	PL 1/2 × 7/8	2 7/8			
	5	bp2	PL 5 × 3/8	5 1			
D1	6		6 WF 36	7 0			
D2	23		15 WF 33.1	7 10			
P1	08		PL 7 × 3/8	2 7			
*	5123	200	2 1/2 HS Bolts	2 2			USE 3/8" DIA.
*	20	250	DO	2 3 1/2			USE 3/4" DIA.
*	20	1300	3/4" DIA. WASHERS		—		

* Material Count

ITEM No. 700-100

SHOP CONNECTIONS:
FIELD CONNECTIONS: [illegible] B.M.S. 20.
HOLES: SEE GENERAL NOTES
PAINT: [illegible]
SEE GENERAL NOTES Dwg. B-S1-5201

STRUCTURAL DIAPHRAGM DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

OVERPASS NO. 2
EVERYS BRIDGE
FORT KENT, MAINE

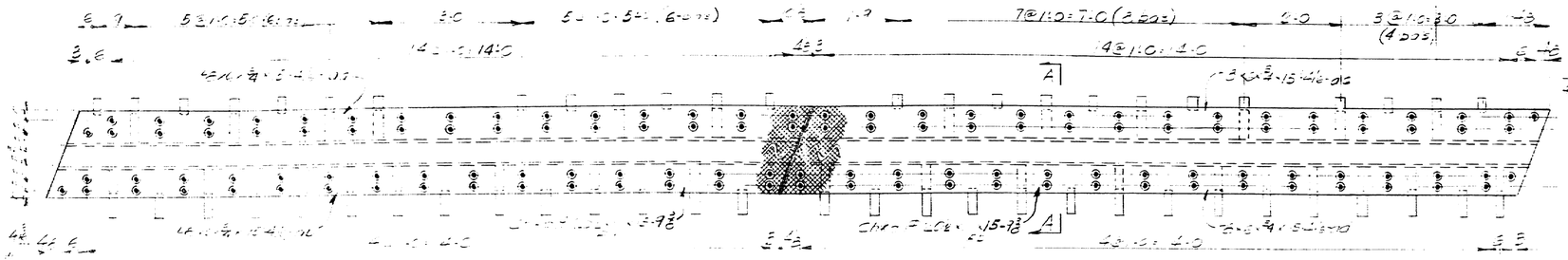
CUSTOMER W. H. HINMAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

DRAWN	5-27-58	J.P.F.
REVISION	7-21-58	J.P.F.
REVISION		
REVISION		

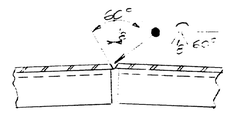
App. 7-11-58

ORDER NO. VERBAL | DWG. NO. B-124-S205

76-291



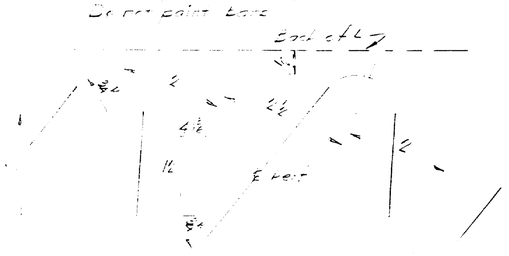
Curb Expansion Plate



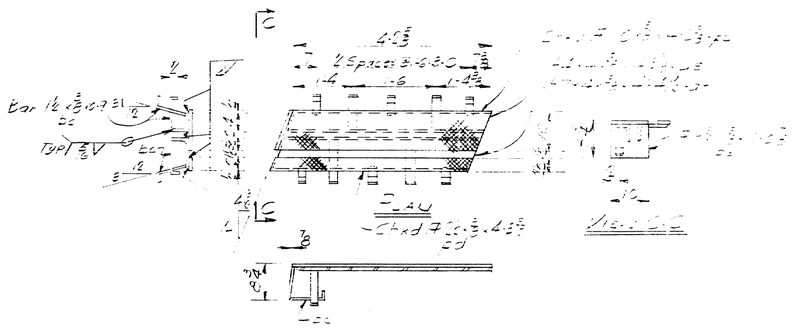
Plan

Section A-A

Do not paint bars



Elevation



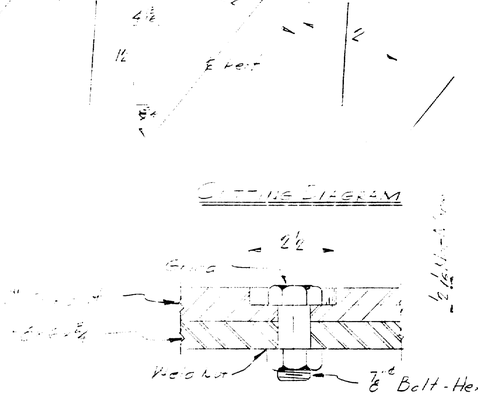
Elevation

Sidewalk Expansion Plate Abut. No.1

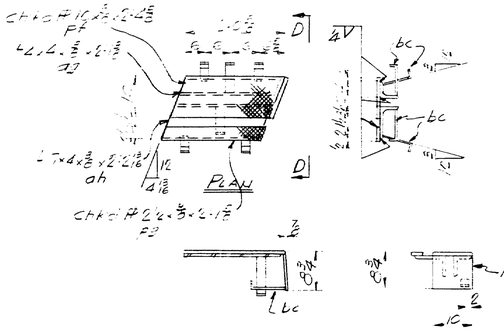
C.E.P. One Req'd.

Do not paint inside of LS

Do not paint bars



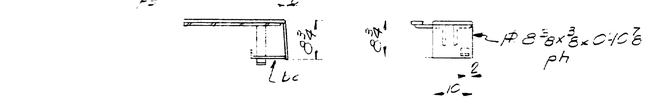
Section at ℄ Weir



Plan

Section at ℄ Weir

Detail



Elevation

View D-D

Curb Expansion Plate Abutment No.1

C.E.P. One Req'd.

Do not paint inside of LS

Do not paint bars.

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
EP1	1		Assembly	5' 7⅜		See weight
EP2	1		20	5' 7⅜		do do
CEP	1		20	4' 6"		do do
CED			22	5' 6¼		do do
	1	41	20 x 54	5' 4⅛		
	10	42	22	5' 4⅛		
	1	43	24	5' 4⅛		
			26	5' 4⅛		
			28	5' 4⅛		
			30	5' 4⅛		
			32	5' 4⅛		
			34	5' 4⅛		
			36	5' 4⅛		
			38	5' 4⅛		
			40	5' 4⅛		
			42	5' 4⅛		
			44	5' 4⅛		
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			556	5' 4⅛		
			558	5' 4⅛		
			560	5' 4⅛		
			562	5' 4⅛		
			564	5' 4⅛		
			566	5' 4⅛		
			568	5' 4⅛		
			570	5' 4⅛		
			572	5' 4⅛		
			574	5' 4⅛		
			576	5' 4⅛		
			578	5' 4⅛		
			580	5' 4⅛		
			582	5' 4⅛		
			584	5' 4⅛		
			586	5' 4⅛		
			588	5' 4⅛		
			590	5' 4⅛		
			592	5' 4⅛		
			594	5' 4⅛		
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			604	5' 4⅛		
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			610	5' 4⅛		
			612	5' 4⅛		
			614	5' 4⅛		
			616	5' 4⅛		
			618	5' 4⅛		
			620	5' 4⅛		
			622	5' 4⅛		
			624	5' 4⅛		
			626	5' 4⅛		
			628	5' 4⅛		
			630	5' 4⅛		
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			700	5' 4⅛		
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			706	5' 4⅛		
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			718	5' 4⅛		
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			736	5' 4⅛		
			738	5' 4⅛		
			740	5' 4⅛		
			742	5' 4⅛		
			744	5' 4⅛		
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			750	5' 4⅛		
			752	5' 4⅛		
			754	5' 4⅛		
			756	5' 4⅛		
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			774	5' 4⅛		
			776	5' 4⅛		
			778	5' 4⅛		
			780	5' 4⅛		
			782	5' 4⅛		
			784	5' 4⅛		
			786	5' 4⅛		
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			790	5' 4⅛		
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			794	5' 4⅛		
			796	5' 4⅛		
			798	5' 4⅛		
			800	5' 4⅛		
			802	5' 4⅛		
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			858	5' 4⅛		
			860	5' 4⅛		
			862	5' 4⅛		
			864	5' 4⅛		
			866	5' 4⅛		
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			870	5' 4⅛		
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			874	5' 4⅛		
			876	5' 4⅛		
			878	5' 4⅛		
			880	5' 4⅛		
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			910	5' 4⅛		
			912	5' 4⅛		
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			978	5' 4⅛		
			980	5' 4⅛		
			982	5' 4⅛		
			984	5' 4⅛		
			986	5' 4⅛		
			988	5' 4⅛		
			990	5' 4⅛		
			992	5' 4⅛		
			994	5' 4⅛		
			996	5' 4⅛		
			998	5' 4⅛		
			1000	5' 4⅛		

Bill of Material — Dwg. No. 3-164-S206

Item 100 ...

Shop connections ...

Field connections ...

Holes ...

Paint ...

Expansion Plate Details

Bancroft & Martin Rolling Mills Company

South Portland, Maine

Riveters Bridge

Portland, Maine

Customer ...

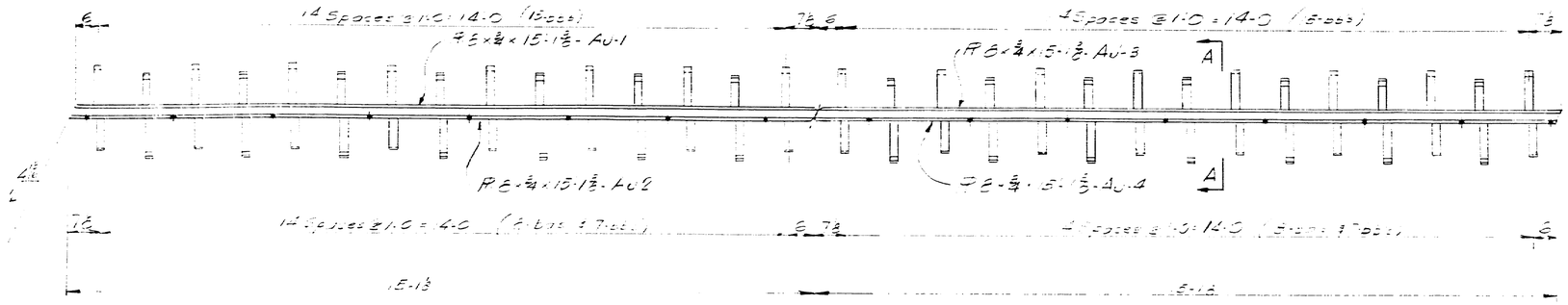
Designer ...

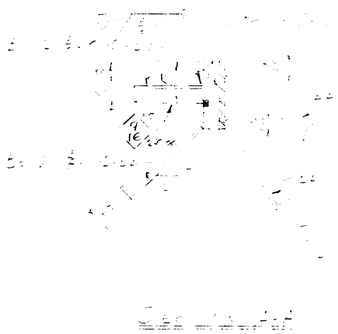
Order No. Verbal — Dwg. No. 3-164-S206

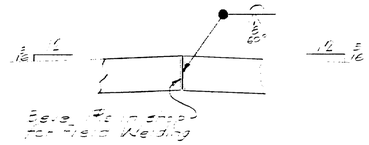
Drawn	7-11-58	J.F.F.
Revision	7-21-58	J.P.R.
Revision		
Revision		

App. 7-17-58

76-292







FIELD CONN. DETAIL

SHIP MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
AU1	1		PS x ¾	5 1/3		
AU2	1		2[	15 1/3		
AU3	1		2[	15 1/3		
AU4	1		2[	5 1/3		
	16	B2	5 or 5 x ⅜	2 10		
	44	C2	2[	1 2		

BILL OF MATERIAL — DWG. NO. B-164.5207

SHOP CONNECTIONS:
FIELD CONNECTIONS:
HOLES:
PAINT:

DRAWN	7.8.93	J.P.F.
REVISION		
REVISION		
REVISION		

Approved Joint Details

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

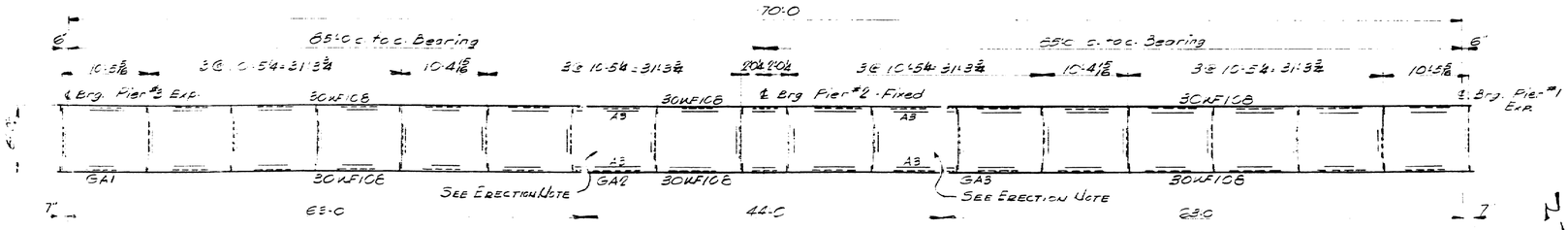
Overpass No. 2
Parkers Bridge
Portland, Maine

CUSTOMER N. J. Aluminum Inc.
DESIGNER Maine S.H. & Bridge Div.

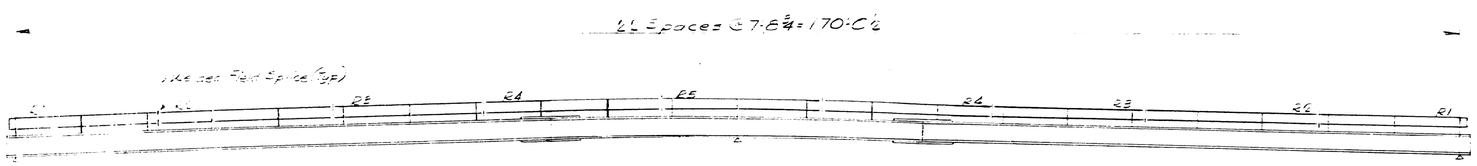
ORDER NO. 12884 DWG. NO. B-164.5207

76-293

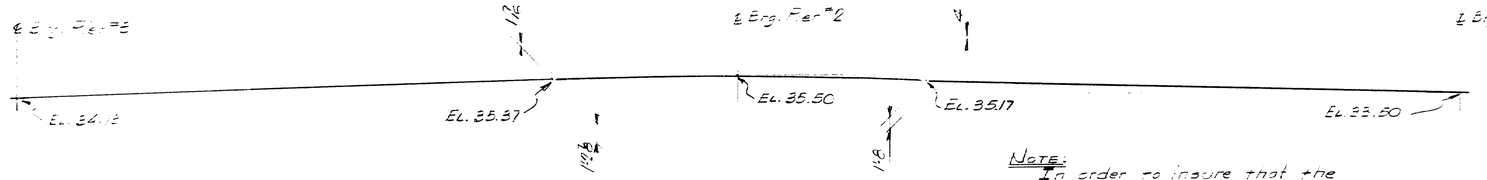
0 1 2 3 4 5 INCHES



Framing Plan

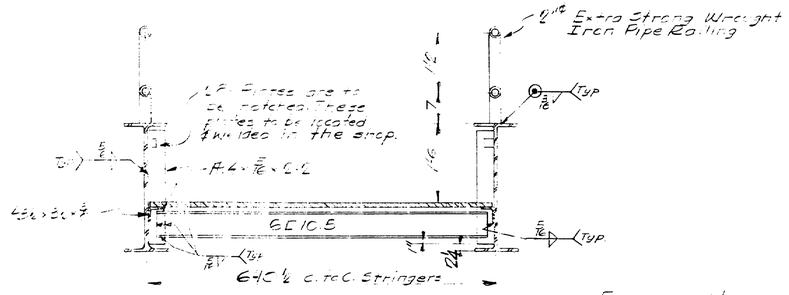


Elevation



Bottom Flange Profile

Note:
In order to insure that the correct distance (S) between stringers is maintained for field welding, the stringers are to be laid out, fitted and match marked in the shop.



Transverse Section

Erection Note
Grating supporting angle on one side of bridge to be welded in place only after grating has been located between stringers.

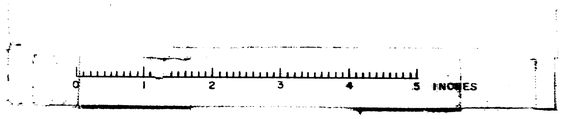
NOTES:
Design Loading
Pedestrian Live Load
Fabrication and Erection in accordance with the Standard Specifications for Highway Bridges adopted by the American Association of State Highway Officials, latest edition.
All structural steel to be ASTM Designation A-373.

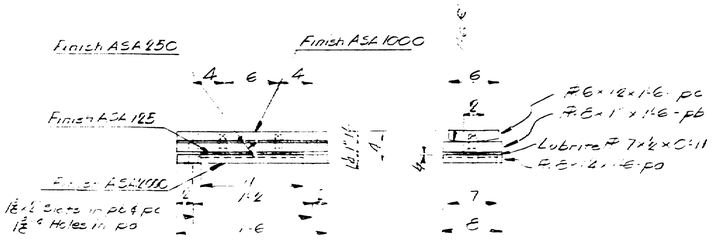
DRAWN	10-7-58	J.P.F.
REVISION		
REVISION		
REVISION		

Framing Plan
Bancroft & Martin Rolling Mills Company
South Portland 7, Maine
Pedestrian Overpass
Fykers Bridge
Portland, Maine
CUSTOMER Vi-Ad-Minian Inc.
DESIGNER Maine S.H.C. Bridge Div.
ORDER NO. Verbal
DWG. NO. 3-164-E151

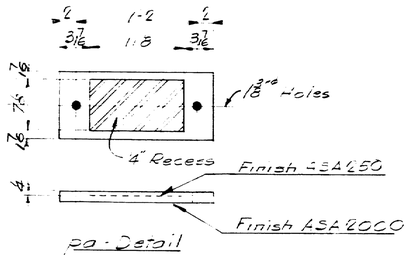
APP'D 11-4-58

76-294

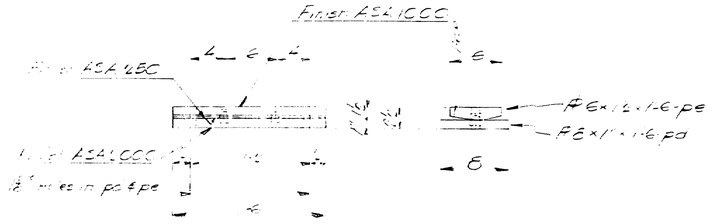




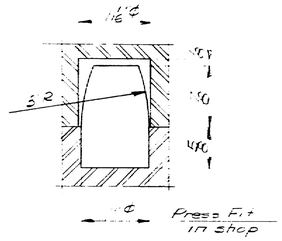
EXPANSION BEARINGS
EB1 - 4 REQ'D.



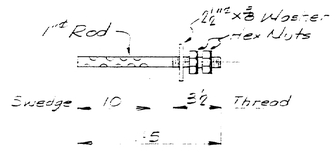
pa - Detail



FIXED BEARINGS
FB1 - 1 REQ'D



Pintle Detail



ABI - 1½ REQ'D

Note
Bearing devices are to be tied welded to stringers w/ ⅜" fillet weld.

SHIP MARK	NO	MARK	SHAPE	LENGTH	WT	WT REDUCT	REMARKS
FB1	1		EXPANSION BEARING	1' 6"	—		
FB1	1		FIXED BEARING	1' 6"	—		
	4	pa	PL 3 x 4	6"		1.7 lbs	
	4	pb	PL 3 x 1"	6"		1.0 lbs	
	4	pc	PL 6 x 2	1' 6"		1.0 lbs	
	2	pd	PL 3 x 1"	6"		0.5 lbs	
	2	pe	PL 6 x 2	6"		1.5 lbs	
	4	pa & pb	PL ½ x 2	0' 2"			Lubrite #7 Plates
	2	pa	PL ½ x 2	0' 2"	1.4 lbs	—	
FB1	1		[illegible]	[illegible]	[illegible]		
	[illegible]		[illegible]	[illegible]	[illegible]		
	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]

STRUCTURAL STEEL ITEM 83.1
LUBRITE PLATE ITEM 83.1

BILL OF MATERIAL DWG NO 8-164-S151

[illegible]
[illegible]
[illegible]
[illegible]

BEARING DETAILS

Prepared by Harbor Welding Welfab company
South Portland, Maine

PEDESTRIAN OVERPASS
TUNNERS BRIDGE
PORTLAND, MAINE

CUSTOMER M. H. HUNTING, INC.
DESIGNER MAINE S.H. & BRIDGE DIV.

ORDER NO. VERBAL DWG. NO. 8-164-S151

DRAWN	10-10-58	J.P.F.
REVISION	11-17-58	J.P.F.
REVISION		
REVISION		

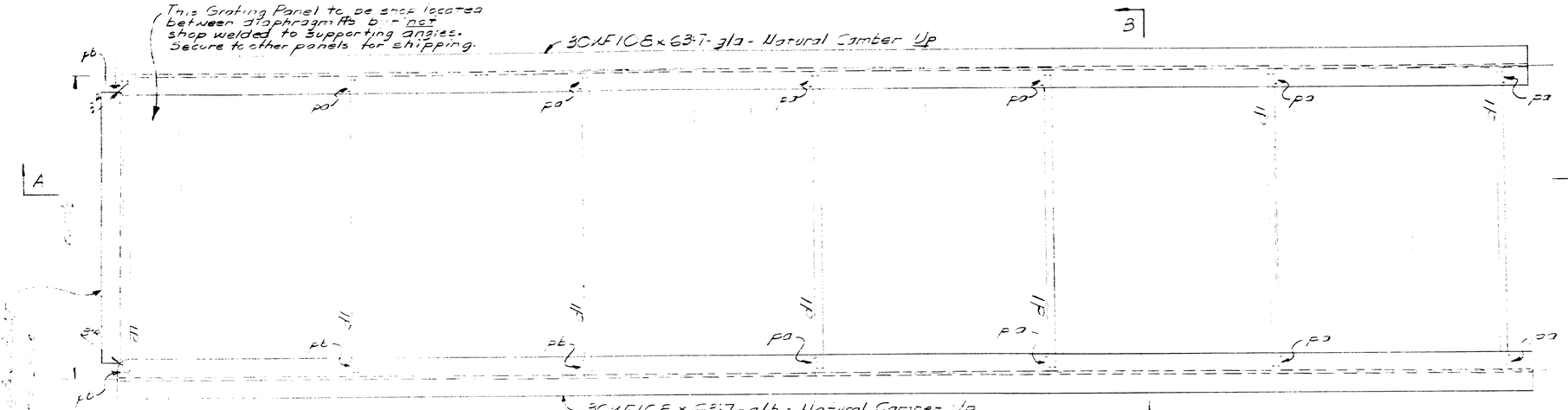
APPD. [illegible]

76-295

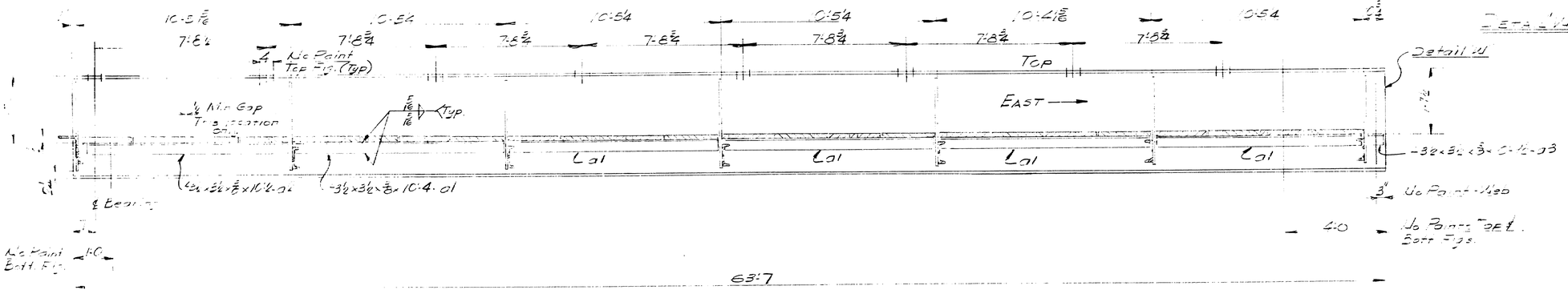
0 1 2 3 4 5 INCHES

This Grating Panel to be shop located between diaphragm As b - not shop welded to supporting angles. Secure to other panels for shipping.

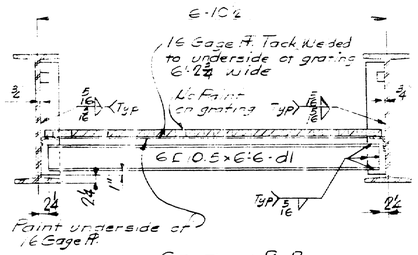
30 x F I C E x 63:7-g/a - Natural Camber Up



30 x F I C E x 63:7-g/b - Natural Camber Up

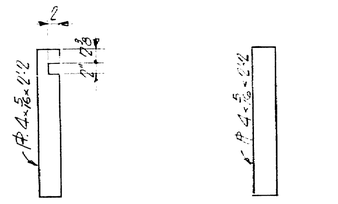


GIRDER ASSEMBLY - GA1 - ONE REQD



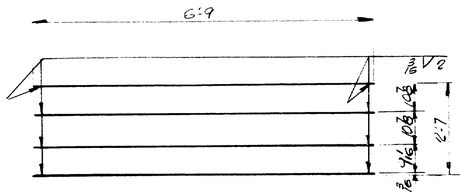
SECTION B-B

SECTION A-A

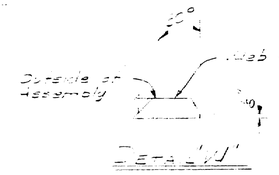


pa - Detail
28 - Reqd.

pb - Detail
8 - Reqd.



TYPICAL WELD DETAIL FOR PANELS



NOTES:

Shop Connections Field Connections Paint Per State of Maine Specs. Plus No Rust

DRAWN	10-13-58	J.P.F.
REVISION	11-17-58	J.P.F.
REVISION		
REVISION		

GA1 - DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

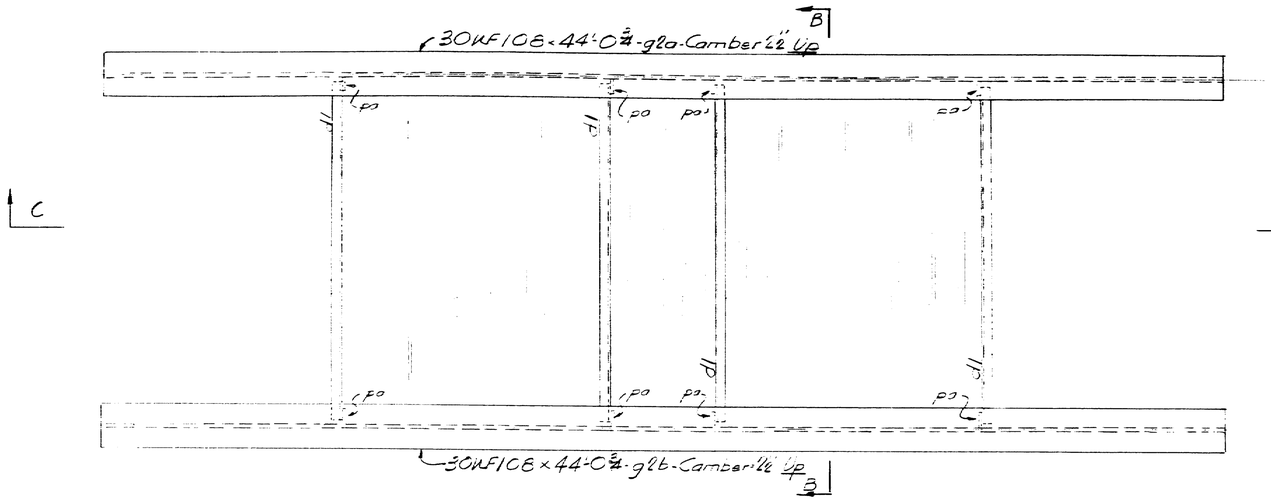
PEDESTRIAN OVERPASS
KEYS BRIDGE
PORTLAND, MAINE

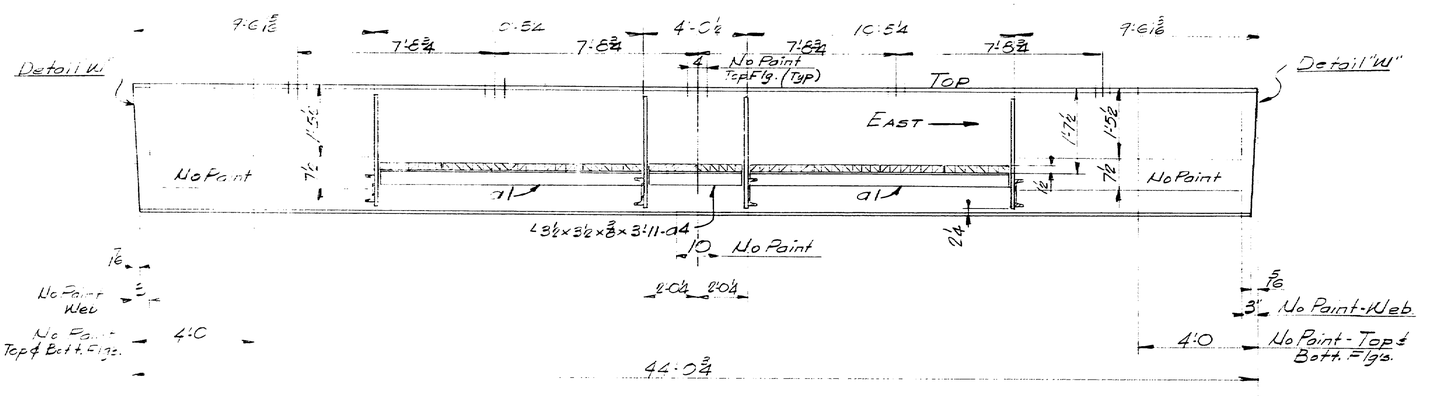
CUSTOMER W.H. HINMAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL | DWG. NO. 3-164-S152

APP 11-14-58

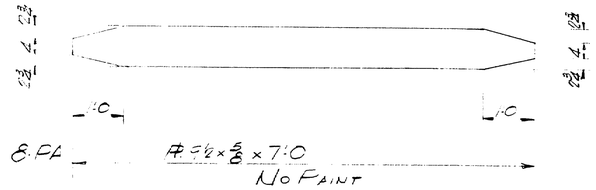
76-296

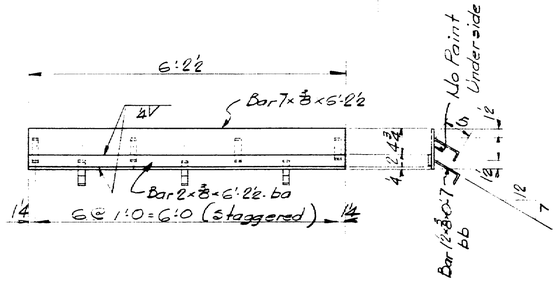




SECTION "C-C"

GIRDER ASSEMBLY-GL 1-ONE REQ'D





EP1 - 2 REQ'D

SHIP MARK	NO	MARK	SHAPE	LENGTH	WT	WT. DEDUCT	REMARKS
GA1	1		Assembly	65	7	—	
GA2	1		Do	44	C3/4	—	
GA3	1		Do	63	7/8	—	
* DA	3		PL 7/2×5/8	7	5		
A3	4		L 3 1/2×3 1/2×3/8	7	64		
	8	PD	PL 4×5/16	2	2		10.
	3	PD	Do	2	2		
	6	D1	PL 2.5	6	6		
	24	D1	PL 2 1/2×2 1/2×3/8	0	4		
	4	D2	Do	0	C		
	4	D3	Do	0	7/8		
	2	D4	Do	3	11		
A5	2		L 6×6×3/8	6	1/2		
*	1	V1	PL 45'-0×1/2×3/8	63	7		
*	1	V2	Do	63	7		
*	1	V3	Do	44	C3/4		5.
*	1	V4	Do	44	C3/4		5.
*	1	V5	Do	63	7/8		
*	1	V6	Do	63	7/8		
◇	6	Str-P	PL 21×1/2	6	7		
◇	2	Do	PL 23 3/4×1/2	6	7		
◇ Filler	2		PL 1/4	6	1		
EP1	2		Str-7×3/8	6	C2		
	2	Do	Str-2×3/8	6	2/2		
	14	E6	Str-12×3/8	0	7		

* Structural Quality Steel ASTM Designation A-373.

◇ Sorlon Bearing Type 4(3.5-2 3/16) Shoe # on Underside Ordered 11-19-58 Our P.O. No. 20388

STRUCTURAL STEEL ITEM 702.20 A
BEARING ITEM 706.15

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS: Welded
HOLES:
PAINT: Per Specs. Unless Otherwise Specs. & As Noted.

APP. 11-14-58

G.42 - DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

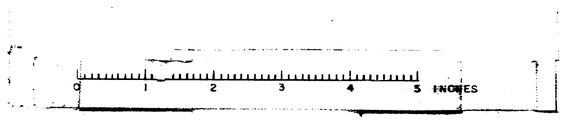
PEDESTRIAN OVERPASS
TYLER'S BRIDGE
PORTLAND, MAINE

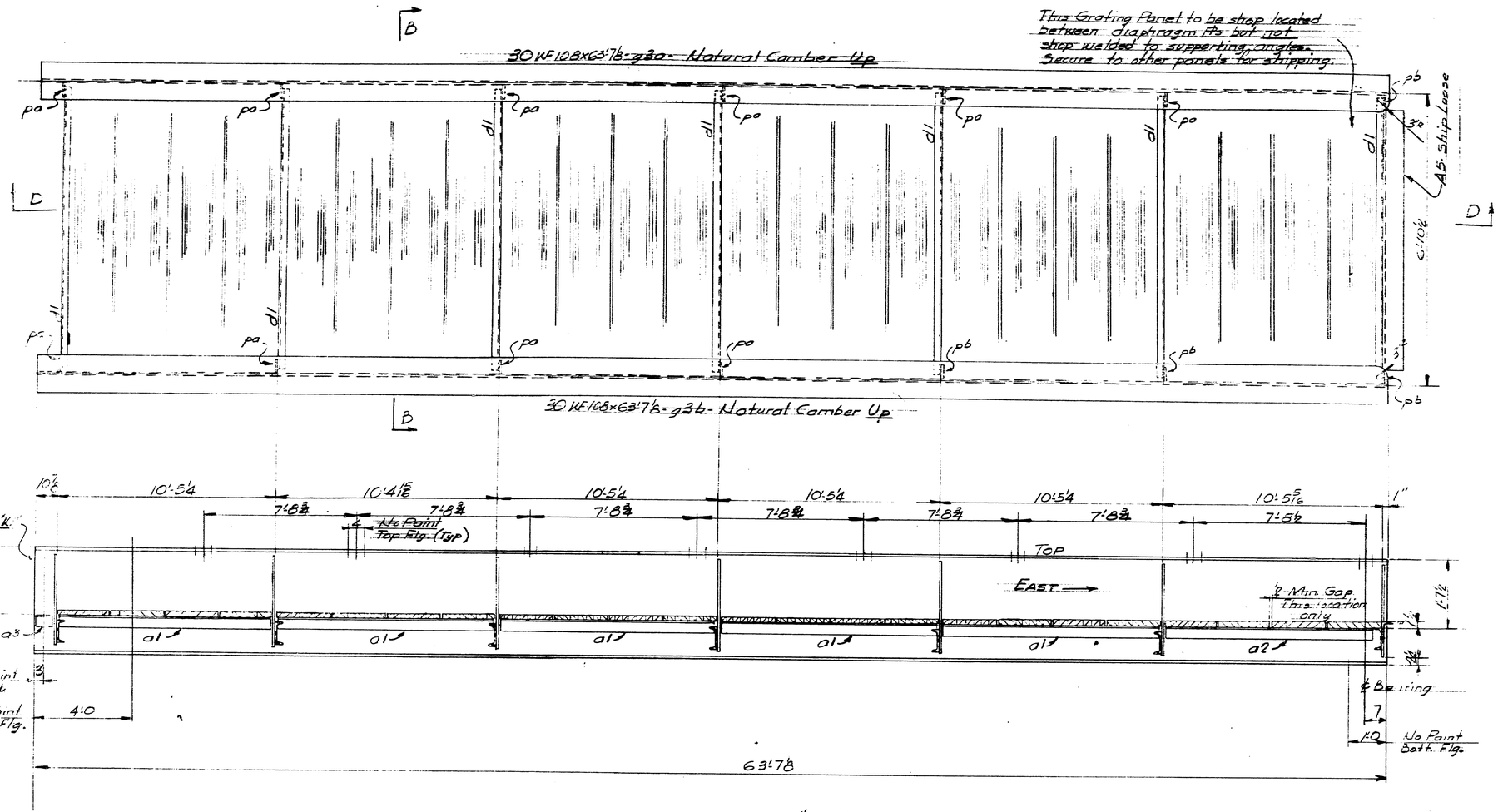
CUSTOMER W. H. HINMAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

DRAWN	12-20-58	J.P.F.
REVISION	11-19-58	J.P.F.
REVISION		
REVISION		

ORDER NO. VERBAL DWG. NO. B-164-S153

76-297





SECTION "D-D"

GIRDER ASSEMBLY - GA3 - ONE REQ'D.

SHOP CONNECTIONS: Weld

FIELD CONNECTIONS: Weld

HOLES:

PAINT: Per State of Maine Specs. & as noted.

GA3 - DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PEDESTRIAN OVERPASS
TYKE'S BRIDGE
PORTLAND, MAINE

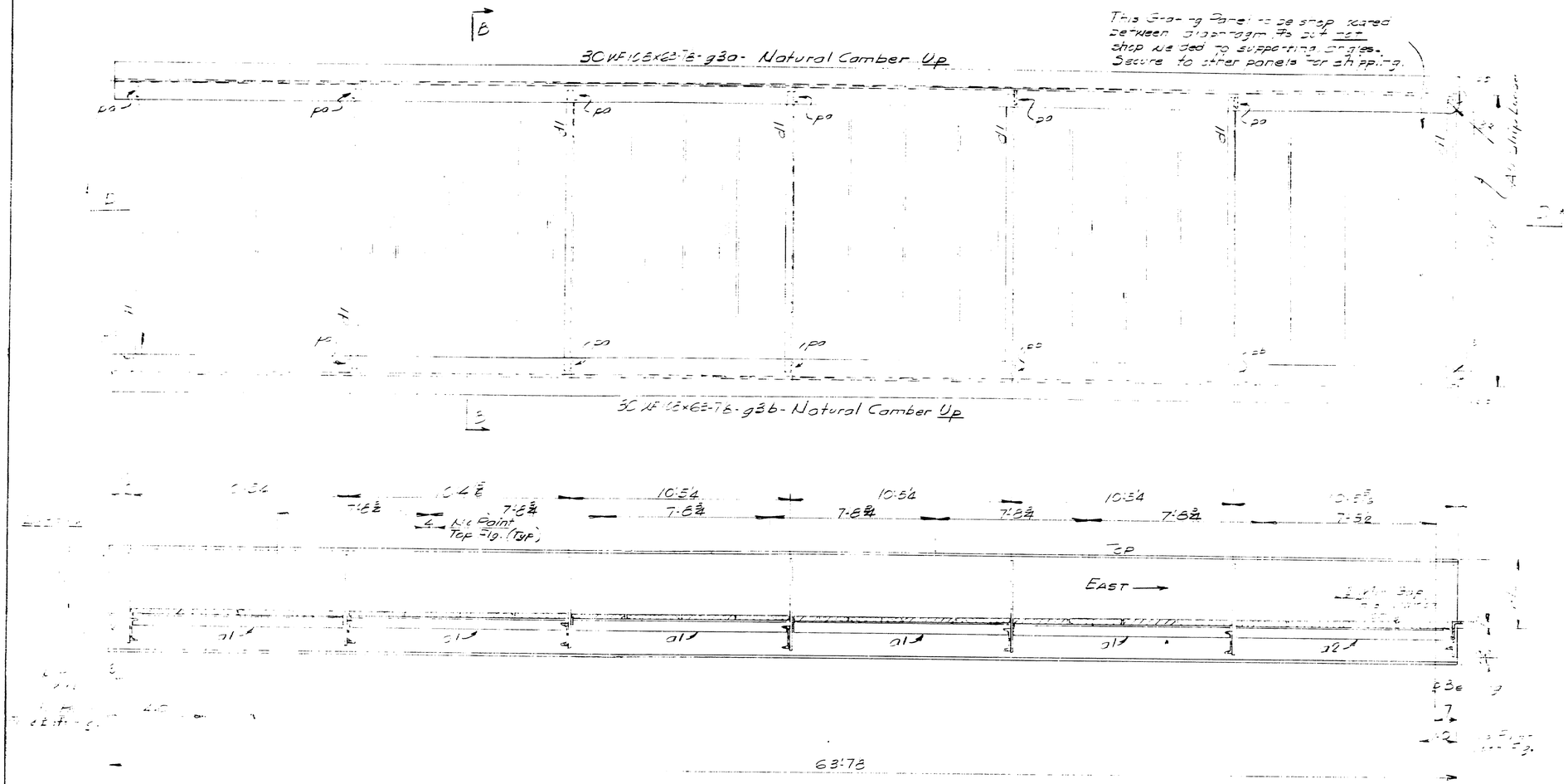
CUSTOMER W. H. HINMAN INC.

DESIGNER MAINE S.H.C. BRIDGE CO.

ORDER NO. VERBAL DWG. NO. 3

APP. 11-14-58

J.P.F.
J.P.F.



SECTION "D-D"

GIRDER ASSEMBLY-GA3-ONE REQ'D.

SHOP CONNECTIONS:
FIELD CONNECTIONS:
HOLES:
PAINT:

DRAWN	D.P.O. 1-8-76
REVISION	11-1-76 T.F.
REVISION	
REVISION	

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

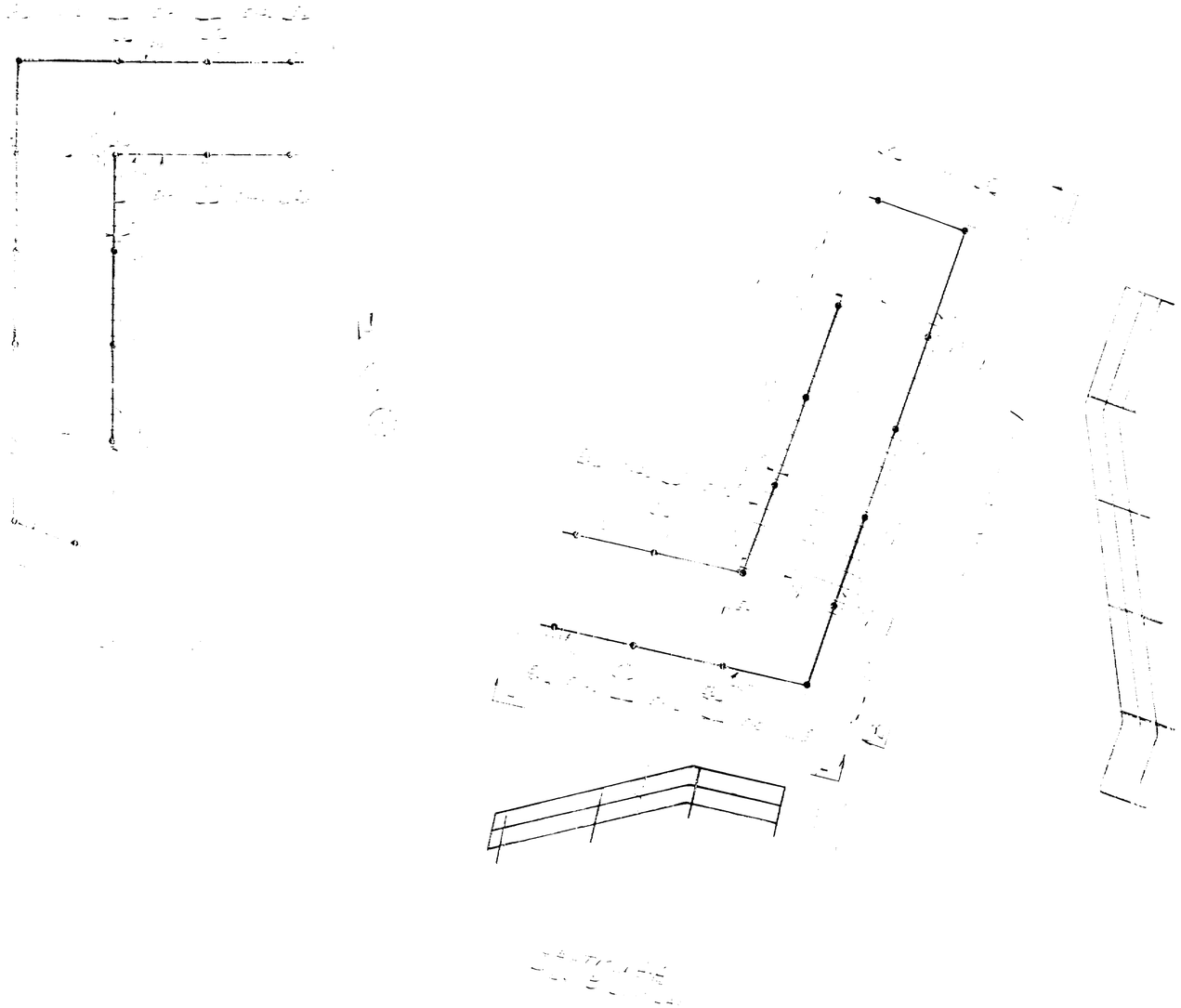
CUSTOMER
DESIGNER Maine S.D. Bridge Co.

ORDER NO. 3154 DWG. NO. 3154-S154

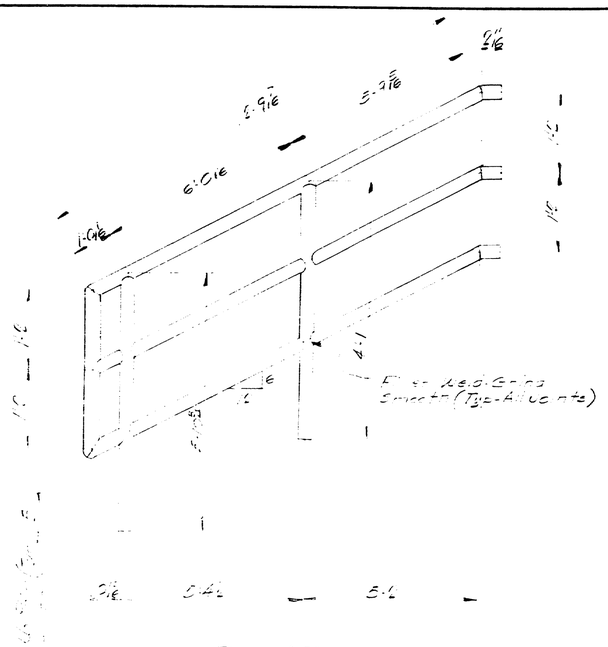
76-298

0 1 2 3 4 5 INCHES

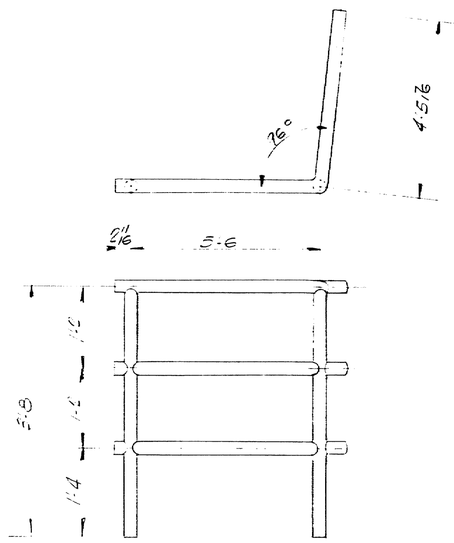
76-299



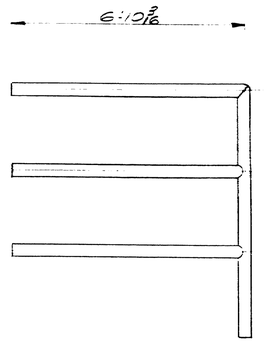
76-300



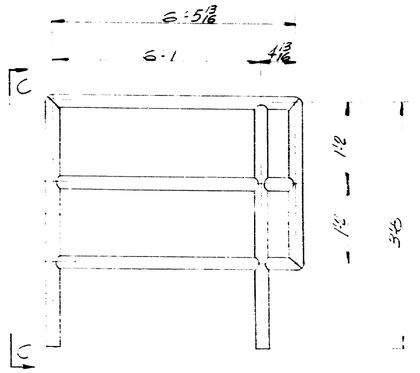
R6-4 Req'd



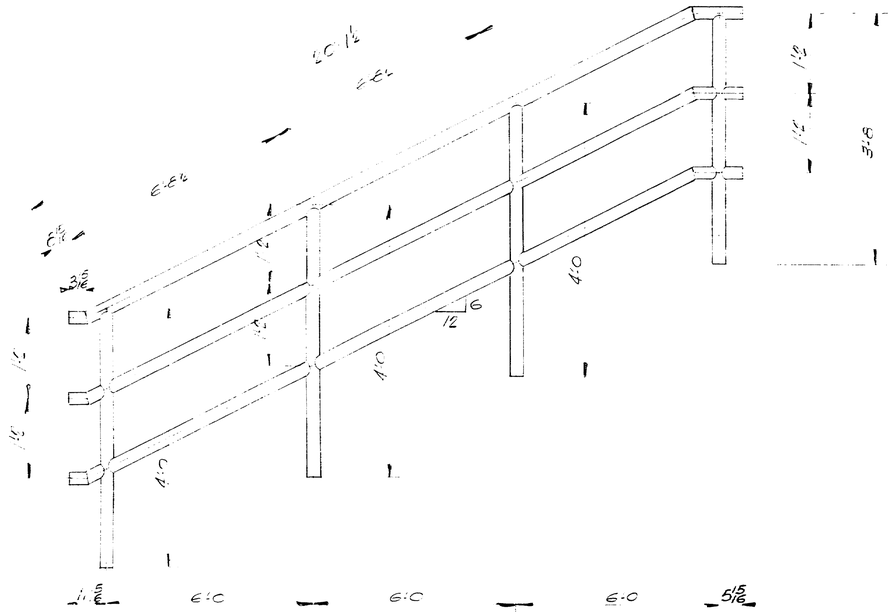
R7-One Req'd



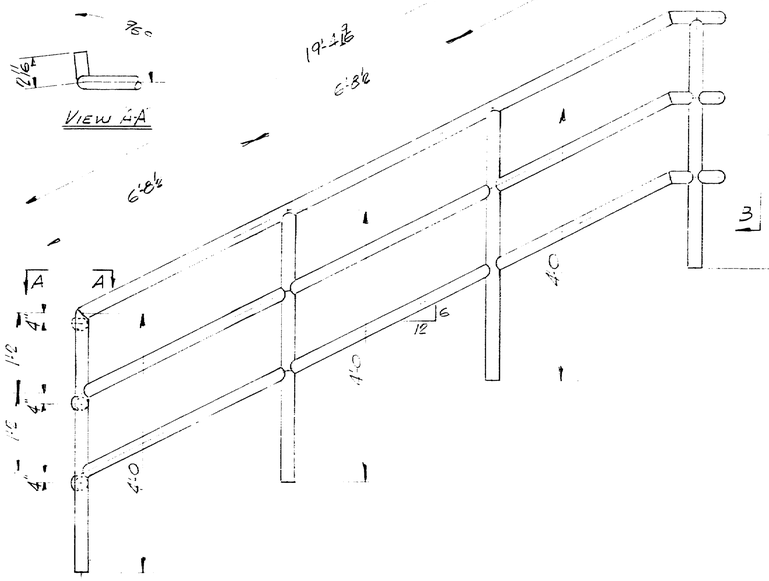
View "C-C"



R10-One Req'd



R8-2 Req'd.



View A-A

View B-B

R9-One Req'd

NOTES:

For Bill of Materials & Notes see Dwg. B-164-5156

DRAWN	10-27-58	J.P.F.
REVISION	11-19-58	J.P.F.
REVISION		
REVISION		

STAIR RAIL DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

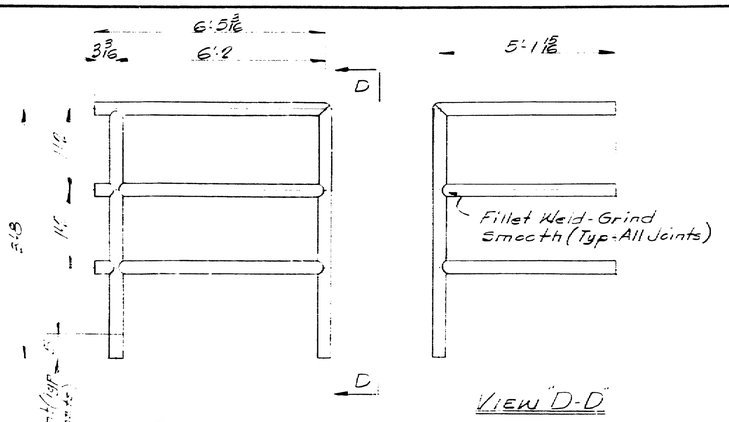
PEDESTRIAN OVERPASS
TUKEY'S BRIDGE
PORTLAND, MAINE

CUSTOMER W. H. HUMAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.

ORDER NO. VERBAL | DWG. NO. B-164-5157

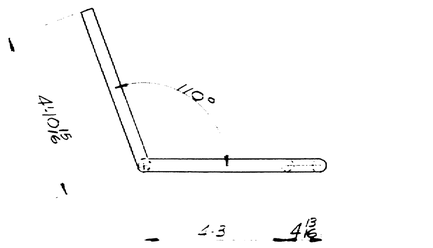
APP. 11-14-58

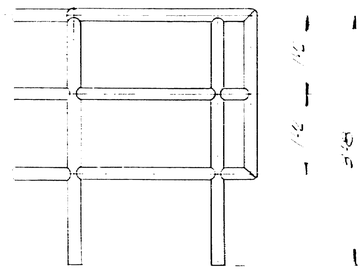
76-301



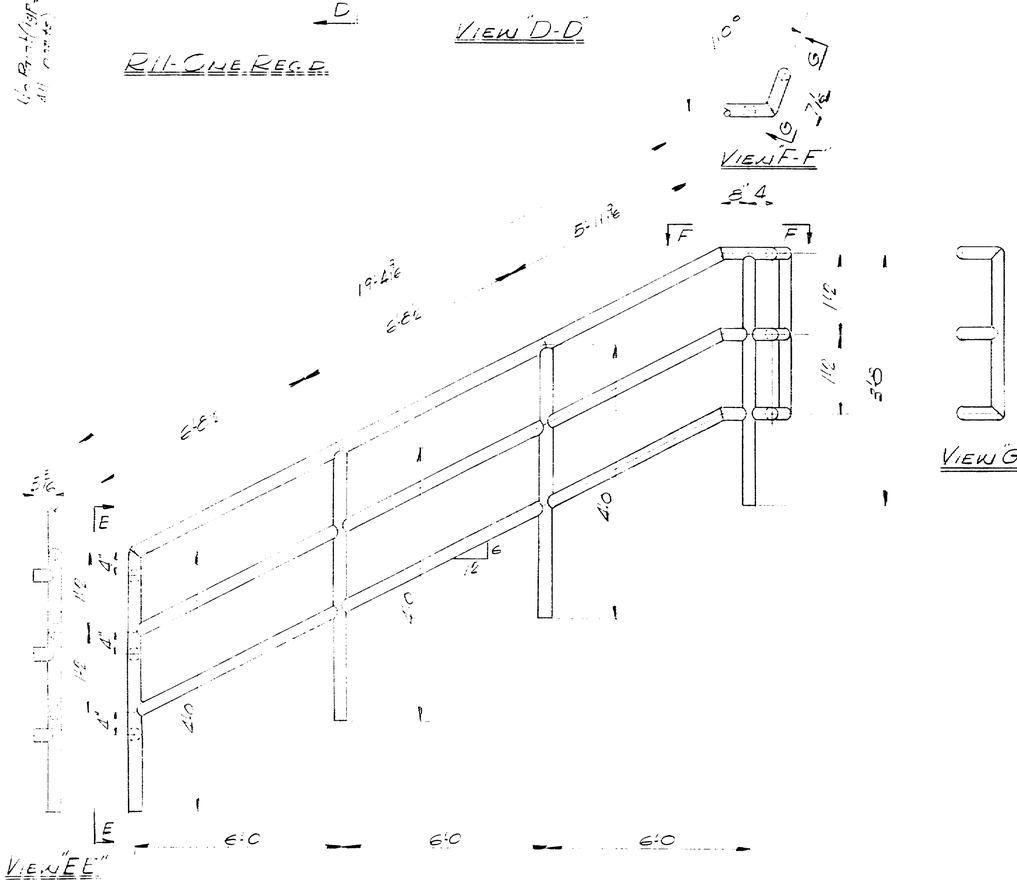
R11 - ONE REQ'D.

VIEW "D-D"





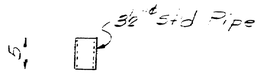
R13 - ONE REQ'D



VIEW "E-E"

R12 - ONE REQ'D.

VIEW G-G



SLEEVES S1 - S2 REQ'D
No Fabrication, No Paint

NOTES:
For Bill of Material
Notes See Dwg. S-154-S-56

DRAWN	10-28-58	J.P.F.
REVISION	11-17-58	J.P.F.
REVISION		
REVISION		

STAIR RAIL DETAILS

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

PEDESTRIAN OVERPASS
TYLERS BRIDGE
PORTLAND, MAINE

APP. 11-14-58

CUSTOMER M. H. HANNAN INC.
DESIGNER MAINE S.H.C. BRIDGE DIV.
ORDER NO. VERBAL
DWG. NO. S-154-S158

76-302

B.P.R. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-B95-3(4)50	1	166

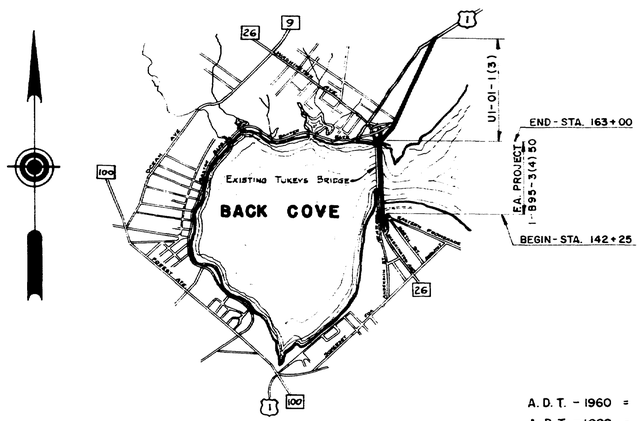
MAINE STATE HIGHWAY COMMISSION

INDEX OF SHEETS

1 _____ TITLE SHEET
2 _____ [illegible] DETAILS, CATCH BASINS, MANHOLES, ETC.
3 _____ [illegible] DETAILS, GUARD RAIL AND FASTENINGS, ETC.
4 _____ [illegible] DETAILS, MISCELLANEOUS ITEMS
5 _____ [illegible] PROFILES, OVERPASS NO. 1
6 _____ SOILS PROFILES, OVERPASS NO. 2-SOUTH APPROACH
7 _____ [illegible] PROFILES, TUKEYS BRIDGE - SOUTHBOUND LANE
_____ [illegible] PROFILES, TUKEYS BRIDGE - NORTHBOUND LANE
_____ [illegible] PROFILES, NORTH APPROACH AND PEDESTRIAN OVERPASS
_____ [illegible] PROFILES, TRANSVERSE SECTIONS STA. 15L + 00 TO STA. 30L + 00
[illegible]
_____ INDEX MAP, PLAN AND ELEVATION, SCALE 1" = 200'
[illegible]
[illegible]
[illegible] PLAN
_____ [illegible] EASTERN PROMENADE, FRANKLIN CIRCLE
_____ [illegible] WASHINGTON AVENUE-STH END
_____ [illegible] 1ST COMMERCIAL ST. - MARGINAL WAY, INTERSTATE NORTHBOUND
_____ [illegible] MARGINAL WAY JA - INTERSTATE S. BOUND
_____ [illegible] PAKEY ST. AND WASHINGTON AVE. SOUTHBOUND
_____ [illegible] INTERSTATE AND EASTER BOULEVARD SOUTHBOUND
____ [illegible] SOUTH APPROACH - NORTHBOUND
[illegible] SOUTH APPROACH - NORTHBOUND
[illegible] SOUTH APPROACH - SOUTHBOUND
[illegible] NORTH APPROACH - SOUTHBOUND
_____ [illegible] EASTERN PROMENADE AND EAST COMMERCIAL ST.
_____ [illegible] PROFILE - WASHINGTON AVE. - NORTHBOUND
_____ [illegible] DETAILS - [illegible] AND [illegible] - EASTERN PROMENADE
_____ [illegible] DETAILS - [illegible] AND [illegible]
_____ [illegible] PROFILES - [illegible] AND [illegible]
_____ [illegible] PROFILES - [illegible] AND M.E.C.R.R. - INTERSTATE
_____ [illegible] PROFILES - NORTH STREET OR [illegible] - EASTERLY
_____ [illegible] DETAILS, GENERAL [illegible]
_____ [illegible] DETAILS, PILES AND [illegible]
_____ [illegible] DETAILS, PEDESTRIAN OVERPASS, NAVIGATION LIGHTS AND CABLE
_____ DETAILS, PEDESTRIAN OVERPASS, PIER NO. 3
_____ DETAILS, NAVIGATION LIGHT AND [illegible]
[illegible] [illegible] UTILITIES

_____ TUKEYS BRIDGE, GENERAL PLAN AND ELEVATION
_____ TUKEYS BRIDGE, ABUTMENT NO. 1
_____ TUKEYS BRIDGE, ABUTMENT NO. 2
_____ TUKEYS BRIDGE, PILE PLAN AND DETAILS OF PILES
_____ TUKEYS BRIDGE, PIER DETAILS
_____ TUKEYS BRIDGE, SLAB DETAILS
_____ TUKEYS BRIDGE, RAIL DETAILS
_____ SIDEWALK RAIL - APPROACHES

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. I-B95-3(4)50
LENGTH OF PROJECT 0.393 MILE



LOCATION MAP

SCALE IN MILES

INDEX OF SHEETS

74 _____ TUKEYS BRIDGE, APPROACH SLABS AND SIDEWALKS AT ABUTMENTS
75 [illegible] TUKEYS BRIDGE, STEEL DETAILS
80, 81 __ TUKEYS BRIDGE, EXPANSION DAMS
82 _____ OVERPASS NO. 1, PLAN, ELEVATION AND LAYOUT
83 _____ OVERPASS NO. 1, ABUT. NO. 1 AND RET. WALLS FOUNDATION AND PILE PLAN
84, 85 __ OVERPASS NO. 1, ABUTMENT NO. 1
86 _____ OVERPASS NO. 1, ABUTMENT NO. 1 EAST WALL
87 _____ OVERPASS NO. 1, ABUTMENT NO. 1 WEST WALL
88 _____ OVERPASS NO. 1, ABUT. NO. 2 AND RET. WALLS, FOUNDATION AND PILE PLAN
89, 90 __ OVERPASS NO. 1, ABUTMENT NO. 2
91 _____ OVERPASS NO. 1, ABUTMENT NO. 2 EAST WALL
92 _____ OVERPASS NO. 1, ABUTMENT NO. 2 WEST WALL
93 _____ OVERPASS NO. 1, PIER DETAILS
94 _____ OVERPASS NO. 1, SUPERSTRUCTURE SLAB LAYOUT
95 _____ OVERPASS NO. 1, BLOCKING FOR SLAB OVER BEAMS
96 _____ OVERPASS NO. 1, SPAN NO. 1, SUPERSTRUCTURE SLAB
97 _____ OVERPASS NO. 1, SPAN NO. 2, SUPERSTRUCTURE SLAB
98 _____ OVERPASS NO. 1, MISCELLANEOUS DETAILS
99 _____ OVERPASS NO. 1, APPROACH SLABS
100 _____ OVERPASS NO. 1, STEEL DETAILS
101 _____ OVERPASS NO. 1, STEEL DETAILS, SHEAR CONNECTORS
102 _____ OVERPASS NO. 1, EXPANSION DAMS
103 _____ OVERPASS NO. 2, GENERAL PLAN AND ELEVATION
104 _____ OVERPASS NO. 2, ABUTMENT NO. 1
105 _____ OVERPASS NO. 2, ABUTMENT NO. 2
106 _____ OVERPASS NO. 2, PIERS 1 AND 2
107, 108 __ OVERPASS NO. 2, SUPERSTRUCTURE SLAB
109, 110 __ OVERPASS NO. 2, STRUCTURAL STEEL
111 _____ PEDESTRIAN OVERPASS, LAYOUT AND ELEVATION
112 _____ PEDESTRIAN OVERPASS, PIER NO. 1
113 _____ PEDESTRIAN OVERPASS, PIER NO. 1, COLUMNS AND STAIRS
114 _____ PEDESTRIAN OVERPASS, PIER NO. 2
115 _____ PEDESTRIAN OVERPASS, PIER NO. 3
116 _____ PEDESTRIAN OVERPASS, PIER NO. 3 COLUMNS AND STAIRS
117 _____ PEDESTRIAN OVERPASS, SUPERSTRUCTURE
118 _____ PEDESTRIAN OVERPASS, RAIL DETAILS
119 _____ CONCRETE MEDIAN WALL, MEDIAN WALL RAIL
120 _____ RAIL DETAILS, OVERPASSES AND MEDIAN WALL
121 _____ SPECIAL DETAILS
122 _____ TUKEYS BRIDGE, REINFORCING STEEL
123, 124, 125 REINFORCING STEEL

126 thru 166 CROSS SECTIONS

DESIGN SPECIFICATIONS

A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1953.

LOADING

TUKEYS BRIDGE: H20-S16-44, AS MODIFIED FOR INTERSTATE HIGHWAYS.

OVERPASS NO. 1 & 2: H20-S16-44

CONTRACT SPECIFICATIONS

STATE OF MAINE, STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS, REVISION OF JAN. 1956. EXCEPT AS MODIFIED ON THESE PLANS AND IN THE SUPPLEMENTAL SPECIFICATIONS.

CONCRETE CLASSIFICATION

CLASSIFICATION OF PORTLAND CEMENT CONCRETE IN PIER FOOTINGS OF TUKEYS BRIDGE TO BE AS PROVIDED FOR IN THE SUPPLEMENTAL SPECIFICATIONS.

CLASS Y - PEDESTRIAN OVERPASS GRID FLOOR & CAST IN PLACE CONCRETE PILES.

CLASS A - ALL OTHER CONCRETE.

A.D.T. - 1960	=	33,360
A.D.T. - 1980	=	45,495
D.H.V.	=	6,824
D.	=	55 %
T.	=	9 %
V.	=	50 mph.

APPROVED:
MAINE STATE HIGHWAY COMMISSION

David A. Stevens
CHAIRMAN

Clarence S. Crosby

CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 1

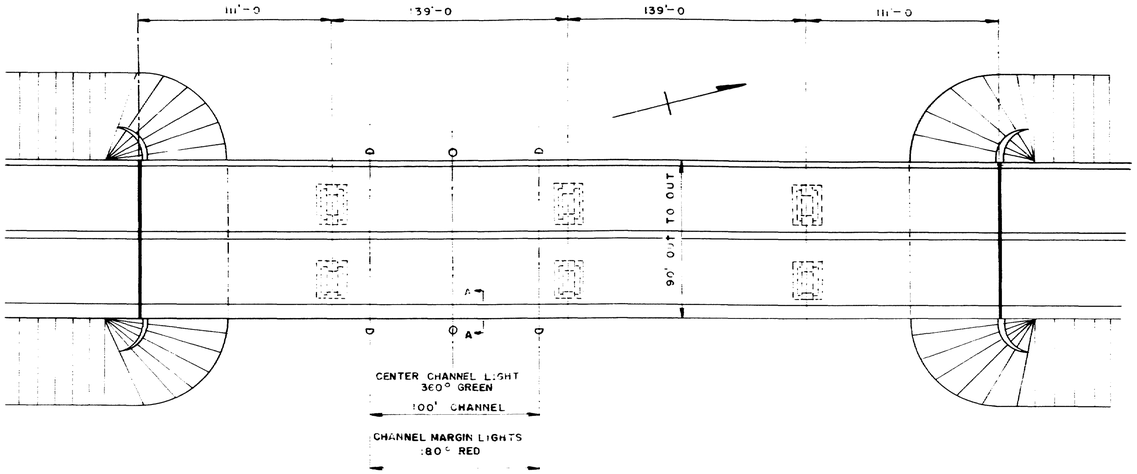
APPROVED:

DIVISION ENGINEER _____ DATE

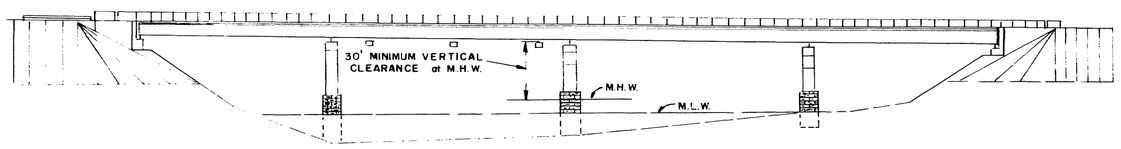
0 1 2 3 4 5 INCHES

76-1

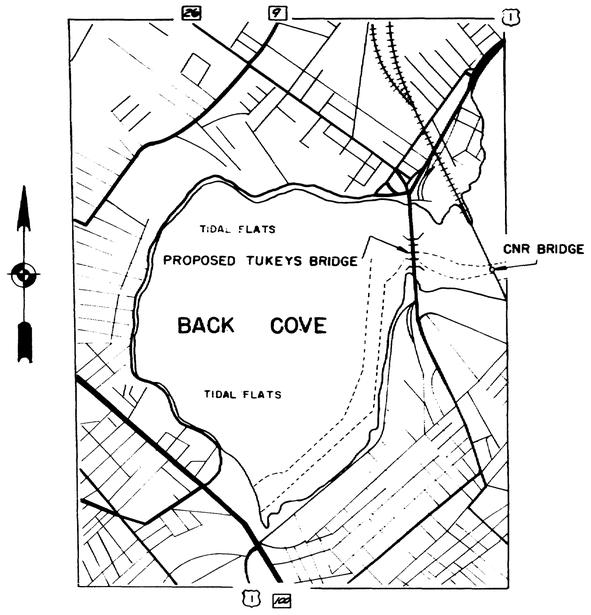
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



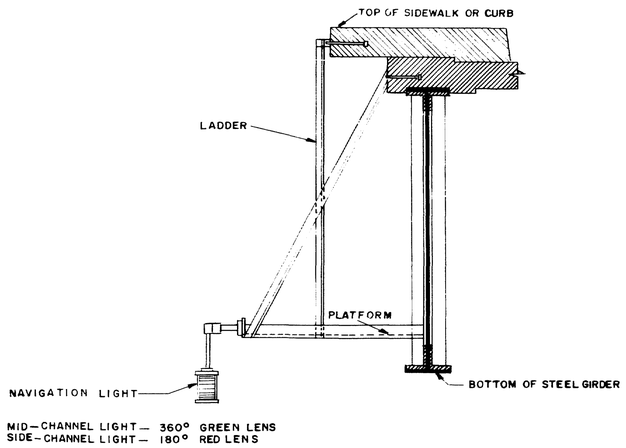
PLAN



ELEVATION



A PORTION OF PORTLAND, MAINE



MID-CHANNEL LIGHT — 360° GREEN LENS
SIDE-CHANNEL LIGHT — 180° RED LENS

SECTION A-A
(TYPICAL)

DESIGN —
TRACE — MURRELL
CHECK —

BRIDGE NO.
SURVEY —
PLOT —

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

NAVIGATION LIGHTS

SHEET 1 OF 1 AUGUSTA, MAINE JAN. 1960

76-1A

0 1 2 3 4 5 INCHES

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
	MAINE	I-082-1(16)3	2	166

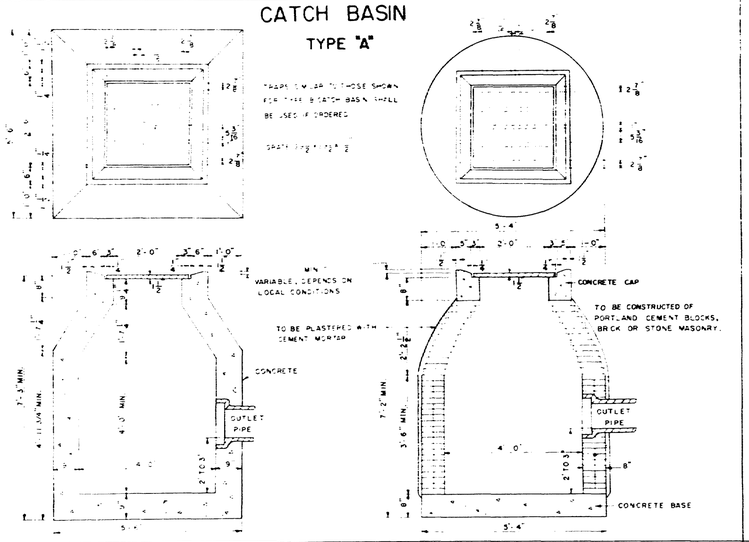
DIAMETER "D" — DEPTH "A"
12" — 7"
15" — 8"
18" — 10"

I-B95-3(4)50

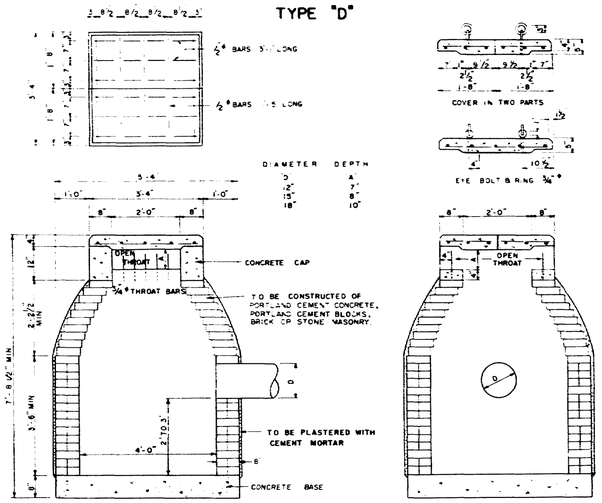
CATCH BASIN
TYPE "A"

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE B CATCH BASIN SHALL BE USED IF ORDERED.

SPACE FOR 12" Ø

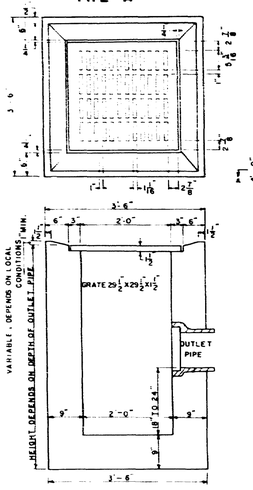


CATCH BASIN
TYPE "D"



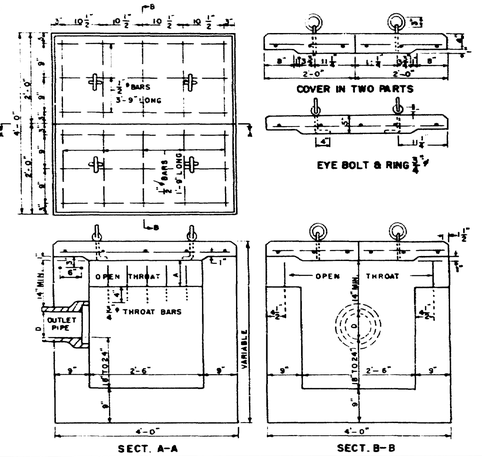
DROP INLET

TYPE A



TYPE B

TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE

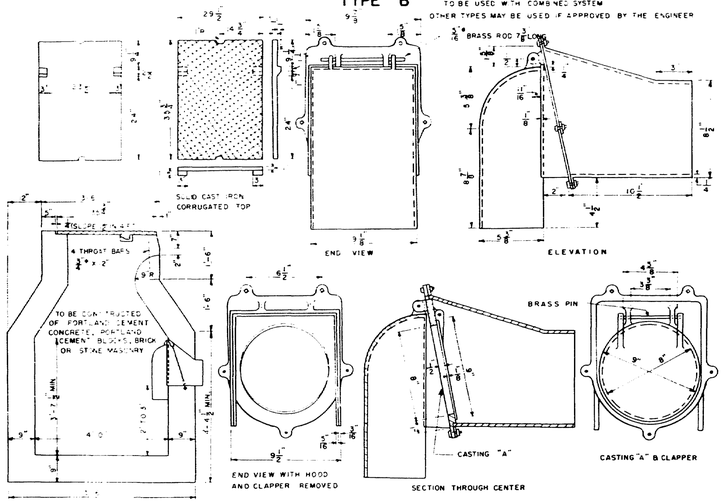


SECT. A-A — SECT. B-B

CATCH BASIN
TYPE "B"

DETAIL OF TRAP

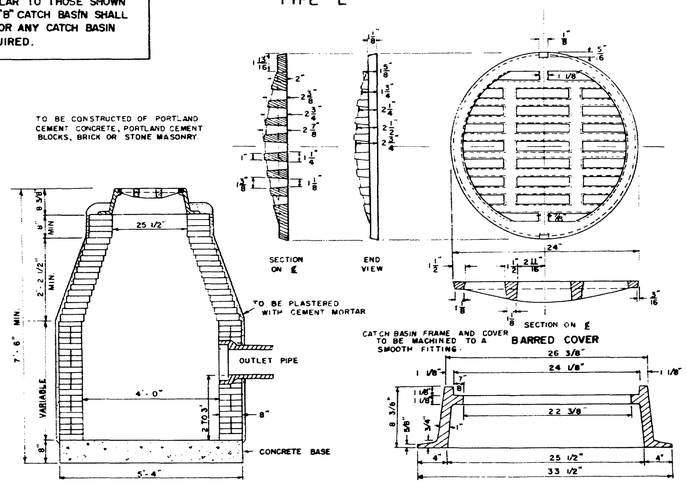
TO BE USED WITH COMBINED SYSTEM
OTHER TYPES MAY BE USED IF APPROVED BY THE ENGINEER



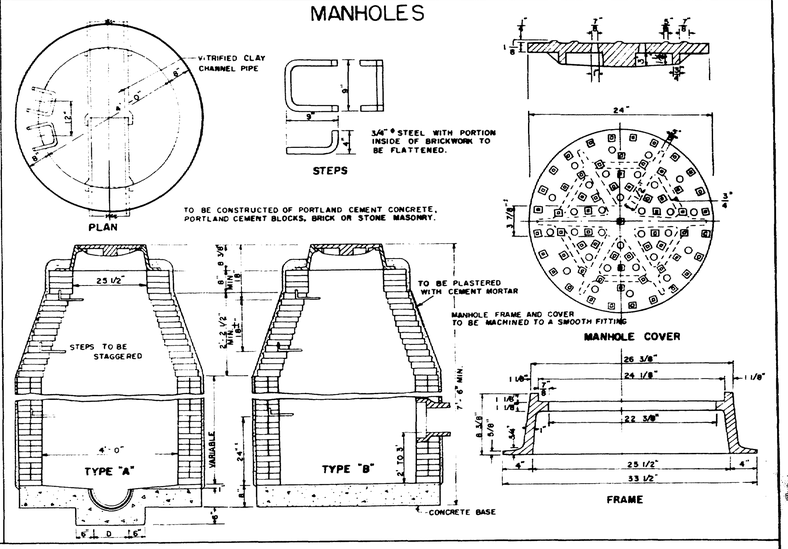
NOTE

TRAPS SIMILAR TO THOSE SHOWN FOR TYPE "B" CATCH BASIN SHALL BE USED FOR ANY CATCH BASIN WHEN REQUIRED.

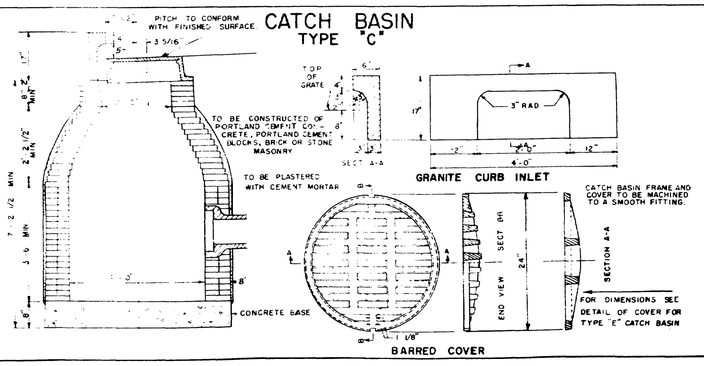
CATCH BASIN
TYPE "E"

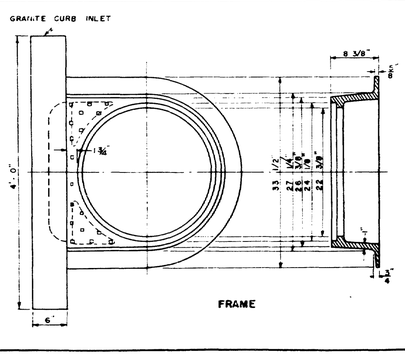


MANHOLES

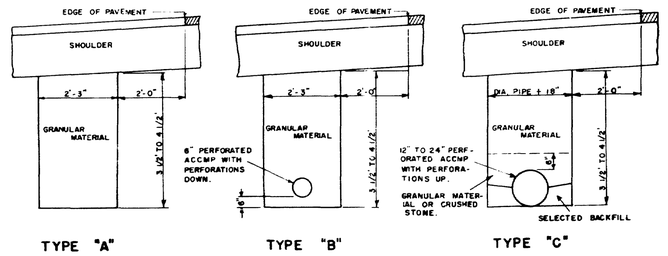


CATCH BASIN
TYPE "C"





UNDERDRAIN



TYPE "A" — TYPE "B" — TYPE "C"

TUKEYS BRIDGE

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

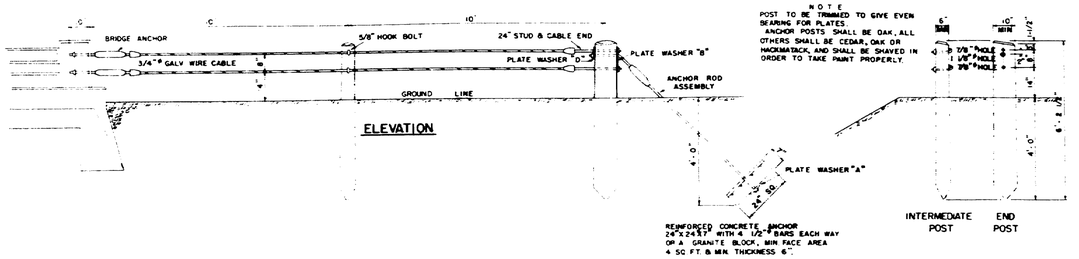
CATCH BASINS, MANHOLES, DROP INLETS AND UNDERDRAINS

sheet 2 of 166 **76-2** OCT. 1957

0 1 2 3 4 5 INCHES

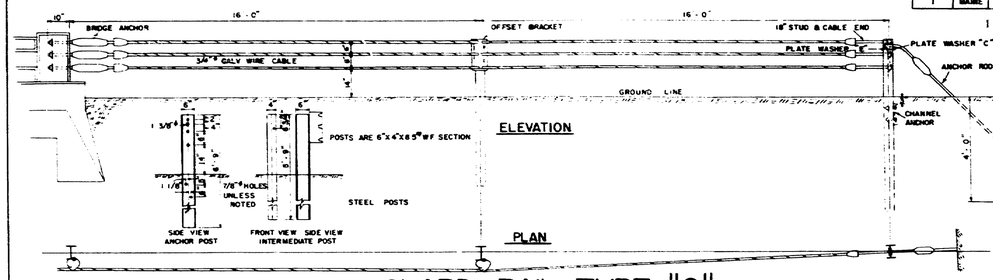
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~S-002-1(3)~~	3	146

1:B95-3(4) 50

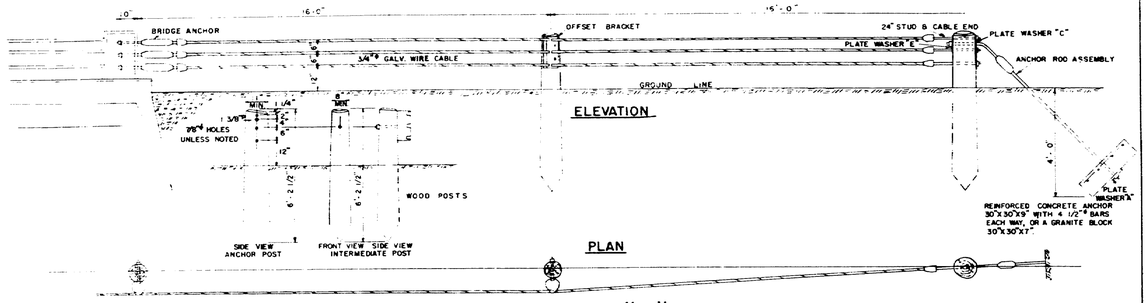


NOTE
POST TO BE TRIMMED TO GIVE EVEN BEARING FOR PLATES. ANCHOR POSTS SHALL BE OAK, ALL OTHERS SHALL BE CEDAR, OAK OR HACKMATACK, AND SHALL BE SHAVED IN ORDER TO TAKE PAINT PROPERLY.

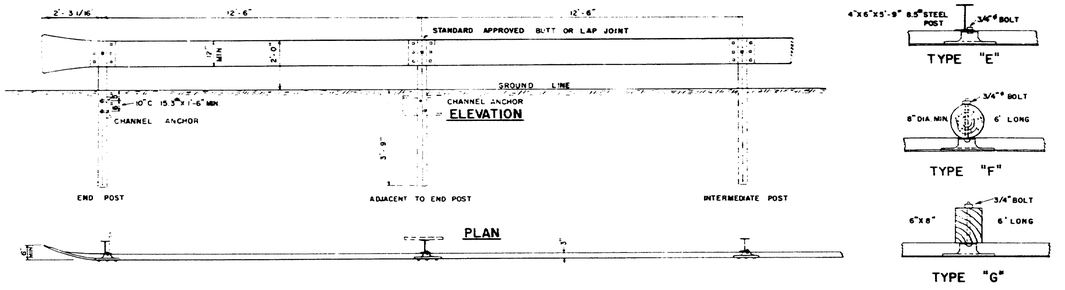
GUARD RAIL TYPE "A" & "B"



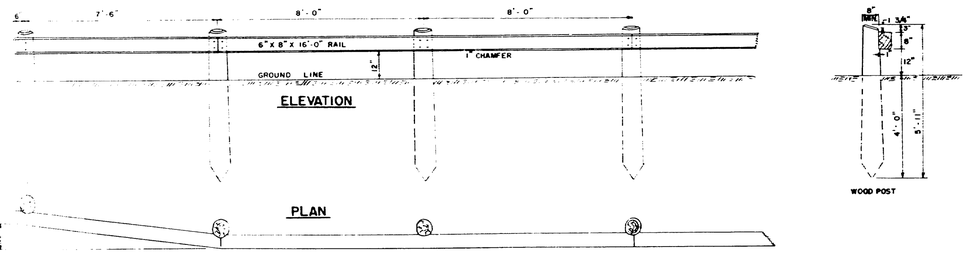
GUARD RAIL TYPE "C"



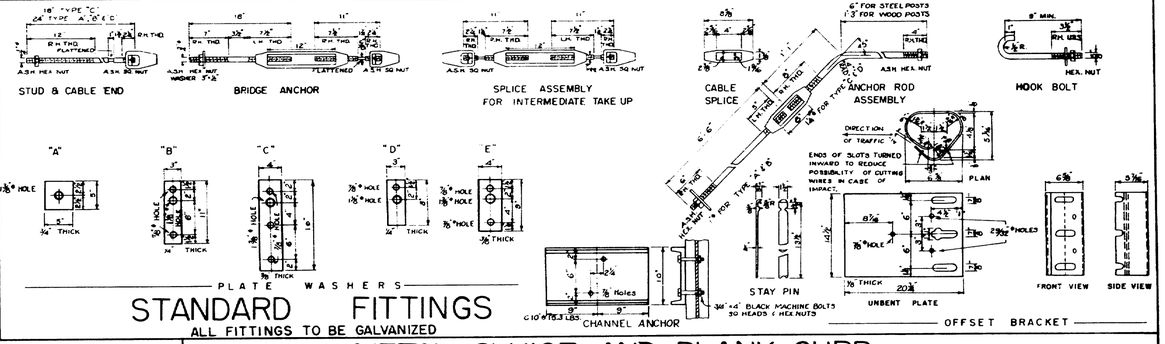
GUARD RAIL TYPE "D"



GUARD RAIL TYPE "E", "F" & "G"

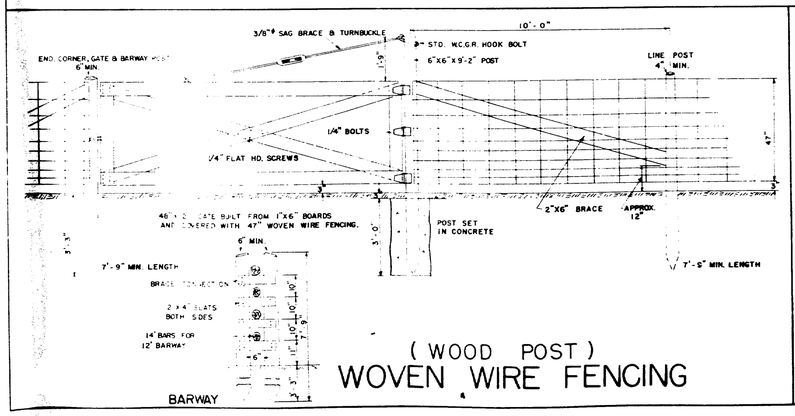


GUARD RAIL TYPE "H"

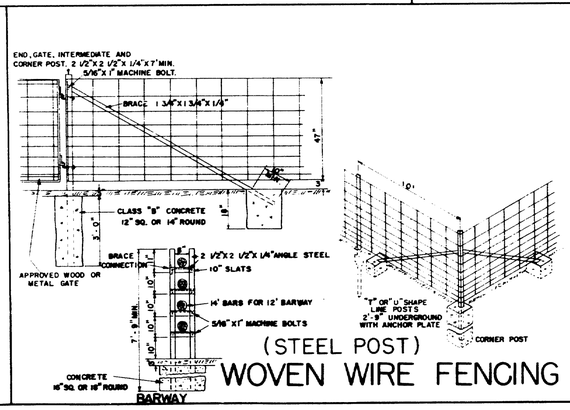


STANDARD FITTINGS

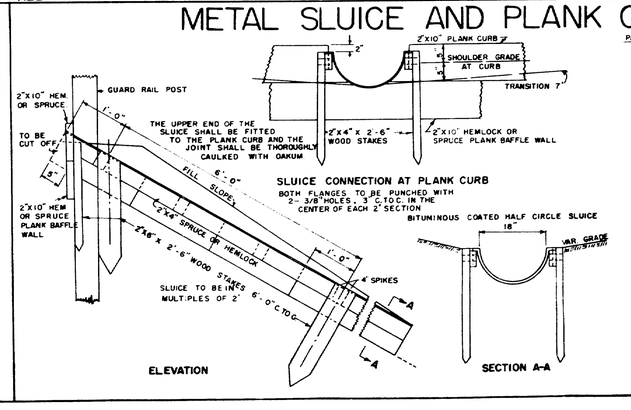
ALL FITTINGS TO BE GALVANIZED



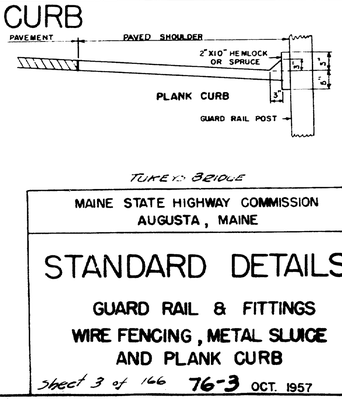
(WOOD POST) WOVEN WIRE FENCING



(STEEL POST) WOVEN WIRE FENCING



METAL SLUICE AND PLANK CURB



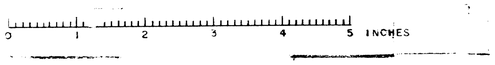
TYPE "B" BRIDGE

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

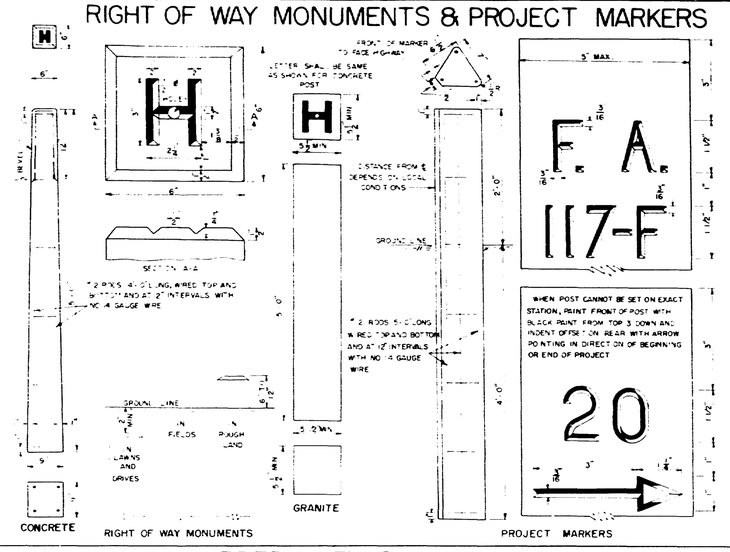
GUARD RAIL & FITTINGS
WIRE FENCING, METAL SLUICE AND PLANK CURB

Sheet 3 of 146 **76-3** OCT. 1957



B. P. R. REG. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~ F-082-1(4)J 50	4	166

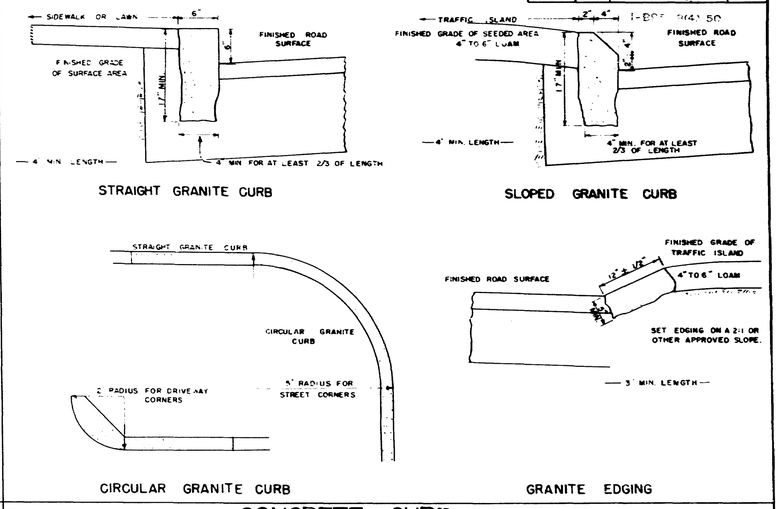
RIGHT OF WAY MONUMENTS & PROJECT MARKERS



RIGHT OF WAY MONUMENTS

PROJECT MARKERS

GRANITE CURB & EDGING



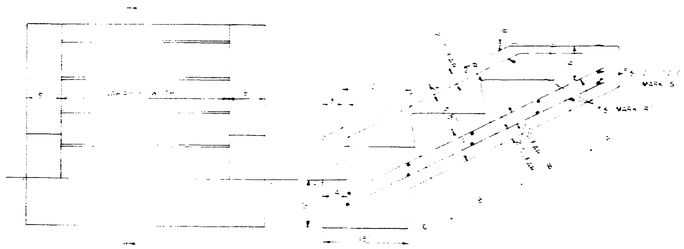
STRAIGHT GRANITE CURB

SLOPED GRANITE CURB

CIRCULAR GRANITE CURB

GRANITE EDGING

CONCRETE STEPS



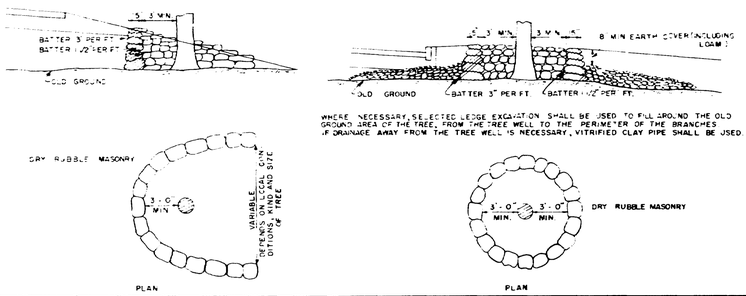
ELEVATION

SECTION H-H

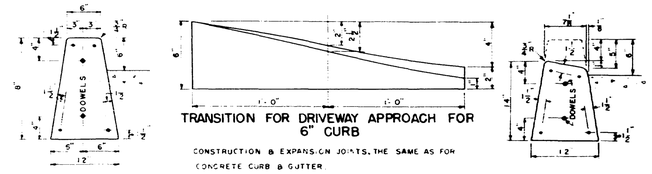
CONCRETE CLASS "A"		
SECTION	AREA	PARAPET EACH WALL
"A" HEADER	4.50 SQ. YDS.	0.12 CU. YDS.
"B" EA. INTER.	4.00 SQ. YDS.	0.40 CU. YDS.
"C" FOOTER	3.50 SQ. YDS.	0.65 CU. YDS.

REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH EACH
A	#5 .043 LBS PER FT	3 EACH PARAPET 2 EACH FT OF WIDTH	BEND A 3 FOR EACH B #5 FOR "C"
B	#5 .043 LBS PER FT	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	9' EACH PARAPET +2 PER FT OF WIDTH

TREE WELLS



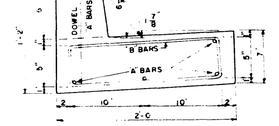
CONCRETE CURB



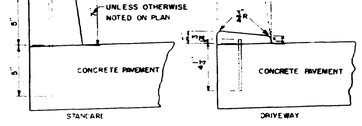
STANDARD CURB

DRIVEWAY CURB

CONCRETE CURB & GUTTER



INTEGRAL CONCRETE CURB



TO BE CONSTRUCTED IN 20 SECTIONS. CONSTRUCTION JOINTS TO BE POINTED WITH BITUMINOUS MATERIAL. EXPANSION JOINTS EVERY 40' ½" THICK PREMOLDED MATERIAL SHALL BE PLACED AT EACH EXPANSION JOINT.

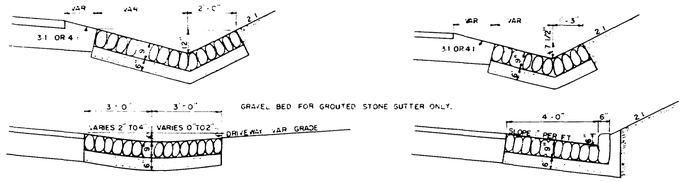
'A' BARS "3 X19'-6" LONG. 'B' BARS "3 X4'-6" LONG. PLACE A 'B' BAR 1'-3" FROM EACH END OF THE SECTION AND THEN SPACE THEM 3'-6" C TO C. THE REST OF THE SECTION.

DOWELS "4 X1'-0" LONG, SPACED 1'-0" C. TO C.

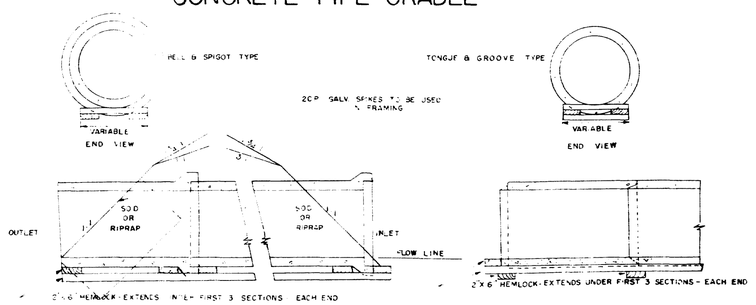
EXPANSION & DUMMY JOINTS IN CURB SHALL BE CONSTRUCTED AT SAME LOCATION AS EXPANSION & DUMMY JOINTS IN CONCRETE PAVEMENT.

DOWELS "4 SPACED 1'-0" C TO C. FIRST DOWEL TO BE PLACED 6" FROM END OF JOINT.

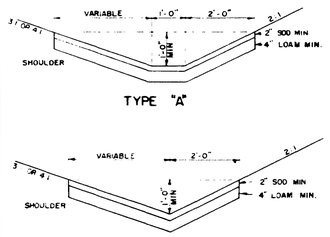
STONE GUTTER



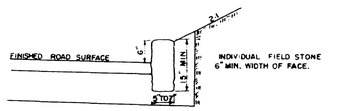
CONCRETE PIPE CRADLE



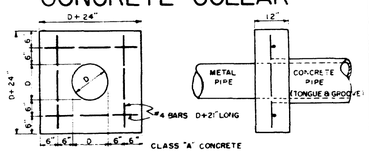
SODDED GUTTER



FIELD STONE CURB



CONCRETE COLLAR



TURKEYS BRIDGE

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

MISCELLANEOUS ITEMS

Sheet 4 of 166

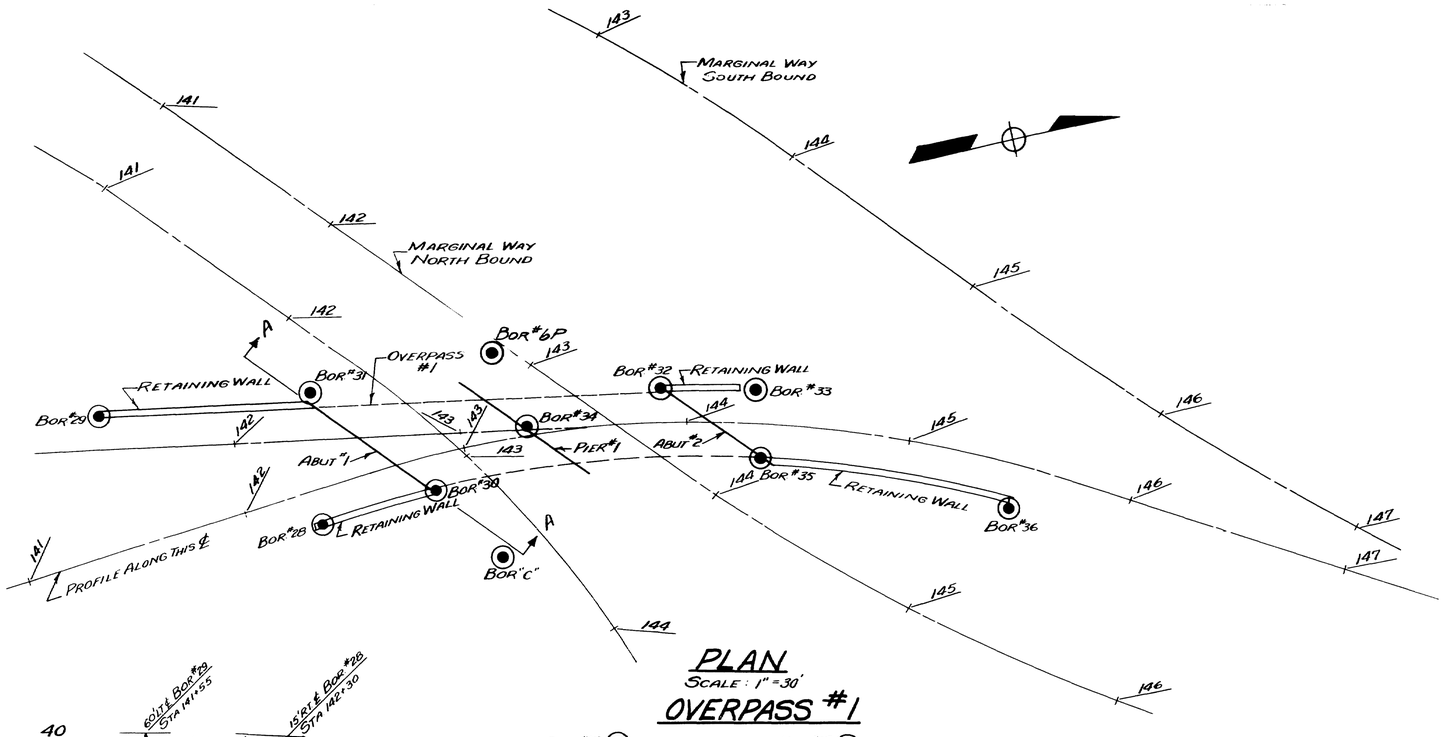
OCT. 1957

76-4

0 1 2 3 4 5 INCHES

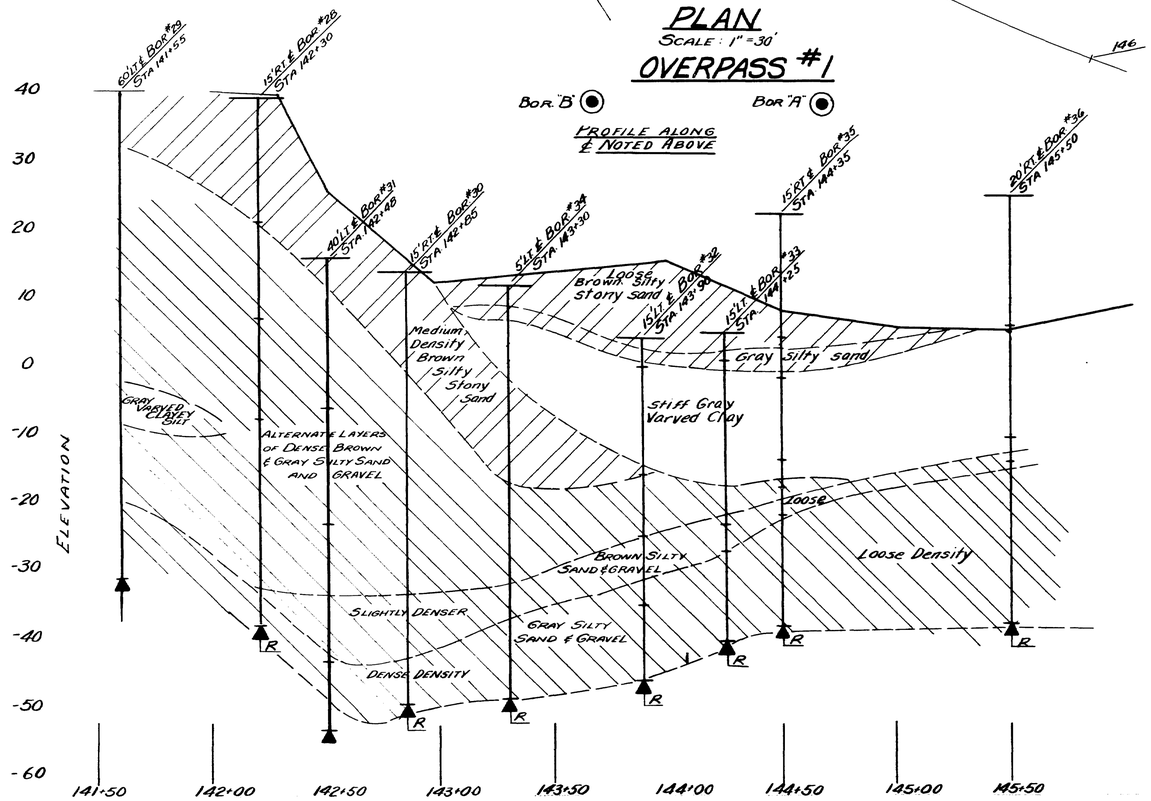
MAINE 2-000-1(4) 5 166

1-B95-1(4) 5C

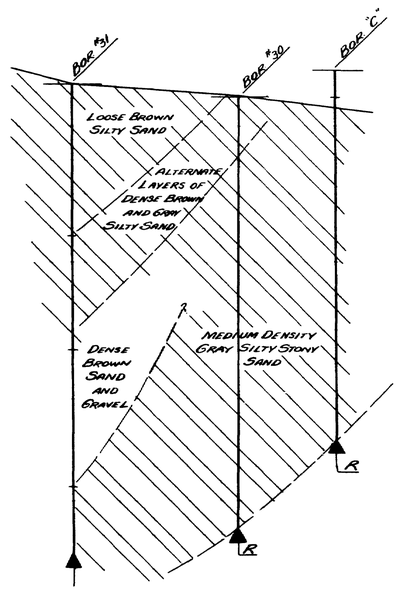


PLAN
SCALE: 1" = 30'

OVERPASS #1



PROFILE AT SECTION A-A



DESIGN TRACE - SIROIS CHECK	BRIDGE NO.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

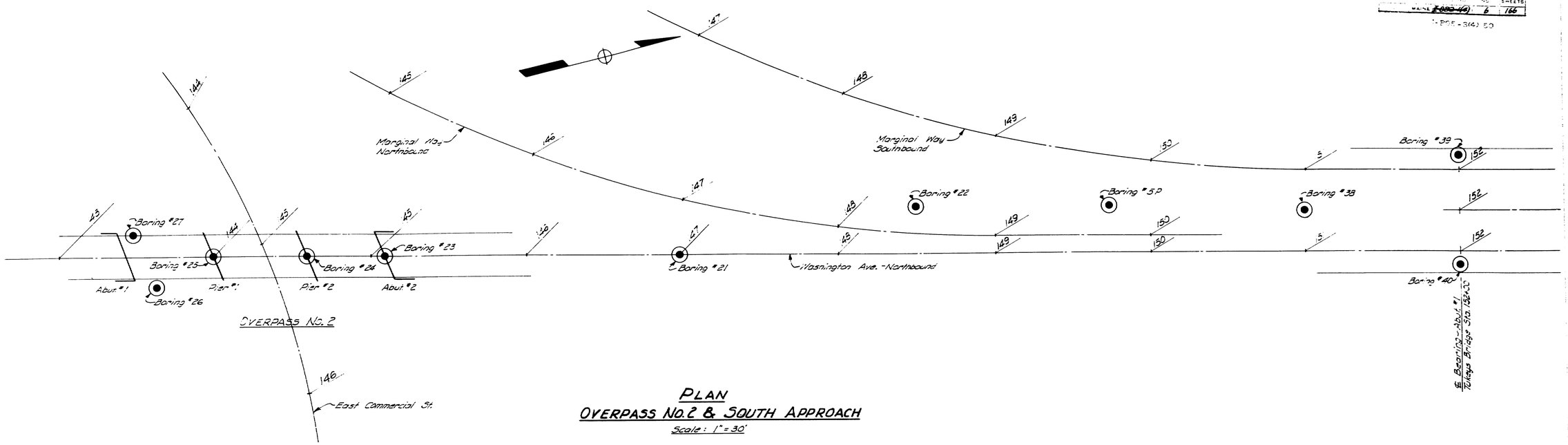
SOILS PROFILE, OVERPASS No. 1

SHEET 5 OF 166 AUGUSTA MAINE OCT. 1957

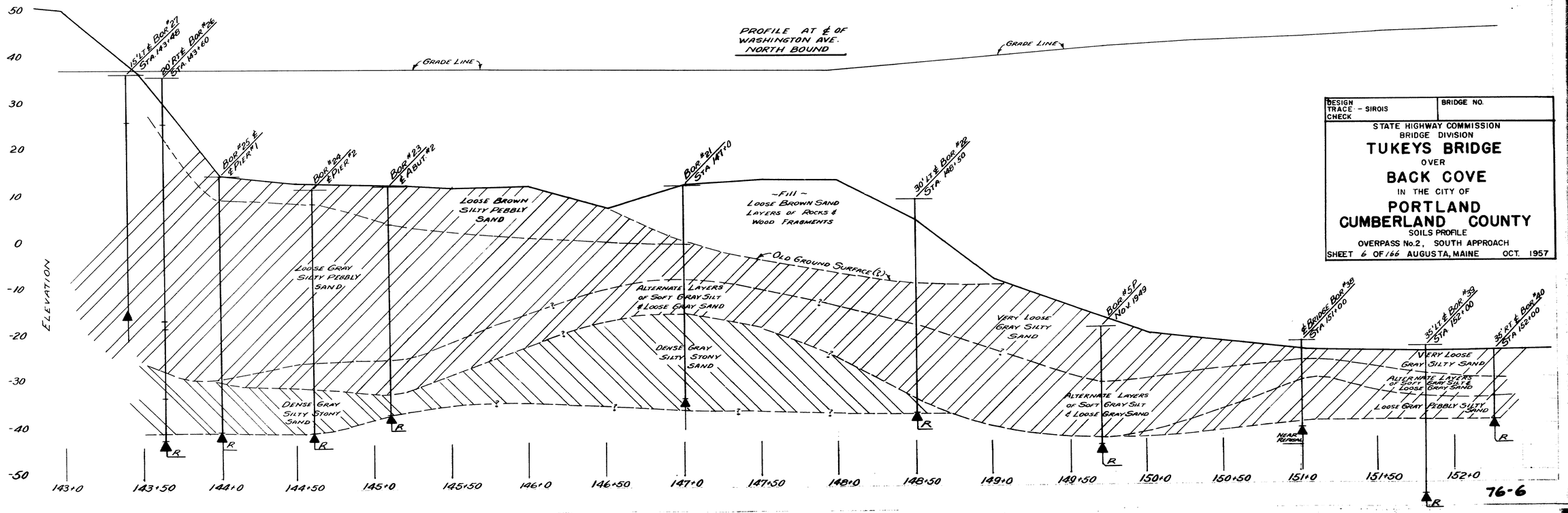
76-5

0 1 2 3 4 5 INCHES

REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MAINE	~~F-003-(4)~~ BRF-3(4) 50		6	166



PLAN
OVERPASS No. 2 & SOUTH APPROACH
Scale: 1" = 30'



DESIGN	BRIDGE NO.
TRACE - SIROIS	
CHECK	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

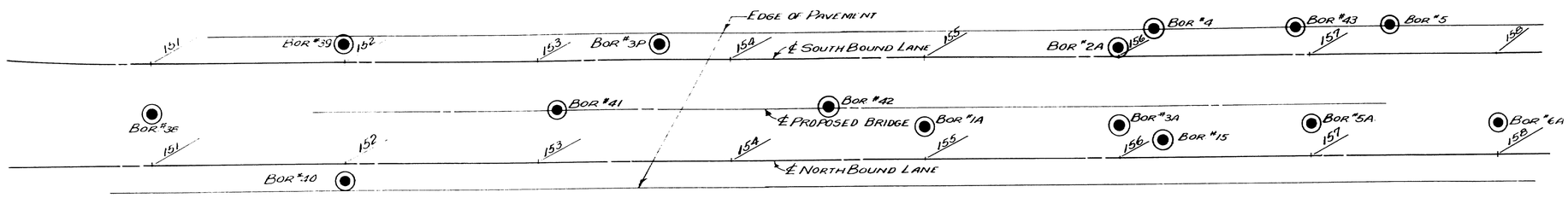
SOILS PROFILE
OVERPASS No.2, SOUTH APPROACH
SHEET 6 OF 166 AUGUSTA, MAINE OCT. 1957

76-6

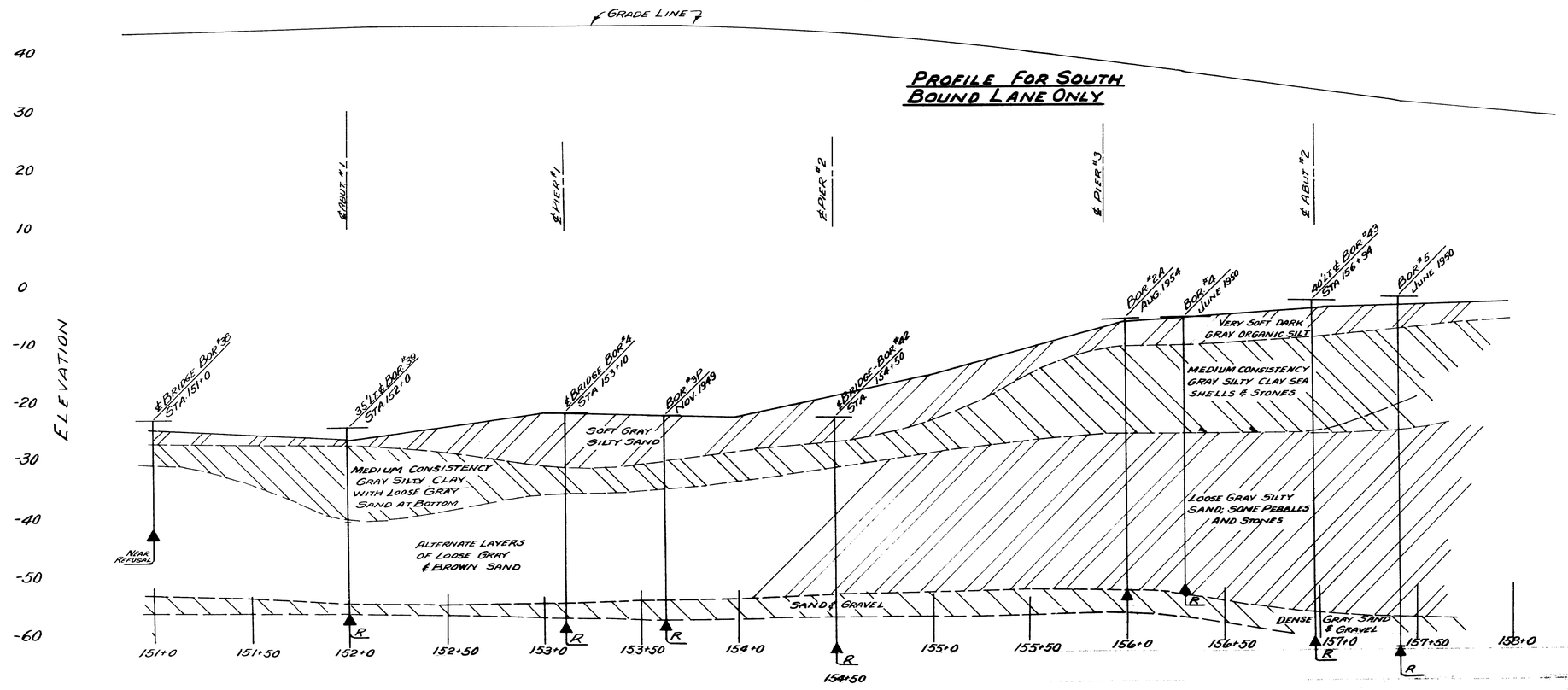
0 1 2 3 4 5 INCHES

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MAINE	~~I-000-1(1)~~	7	166

I-295-2(15) 50



PLAN
SCALE 1" = 30'
BRIDGE AREA



PROFILE FOR SOUTH BOUND LANE ONLY

0 1 2 3 4 5 INCHES

DESIGN
TRACE - SIROIS
CHECK

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

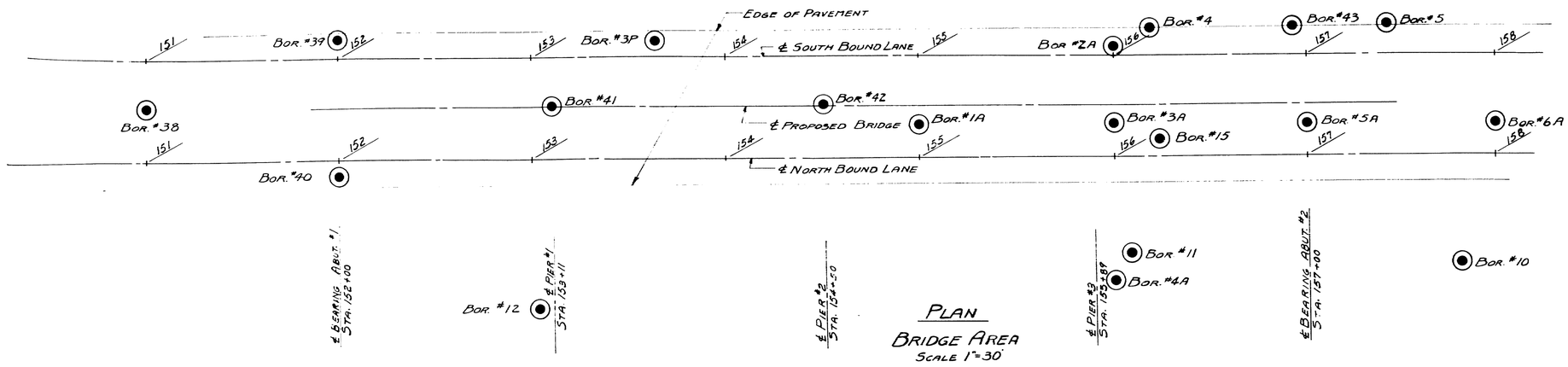
SOILS PROFILE
TUKEYS BRIDGE, SOUTHBOUND LANE

SHEET 7 OF 166 AUGUSTA, MAINE OCT. 1957

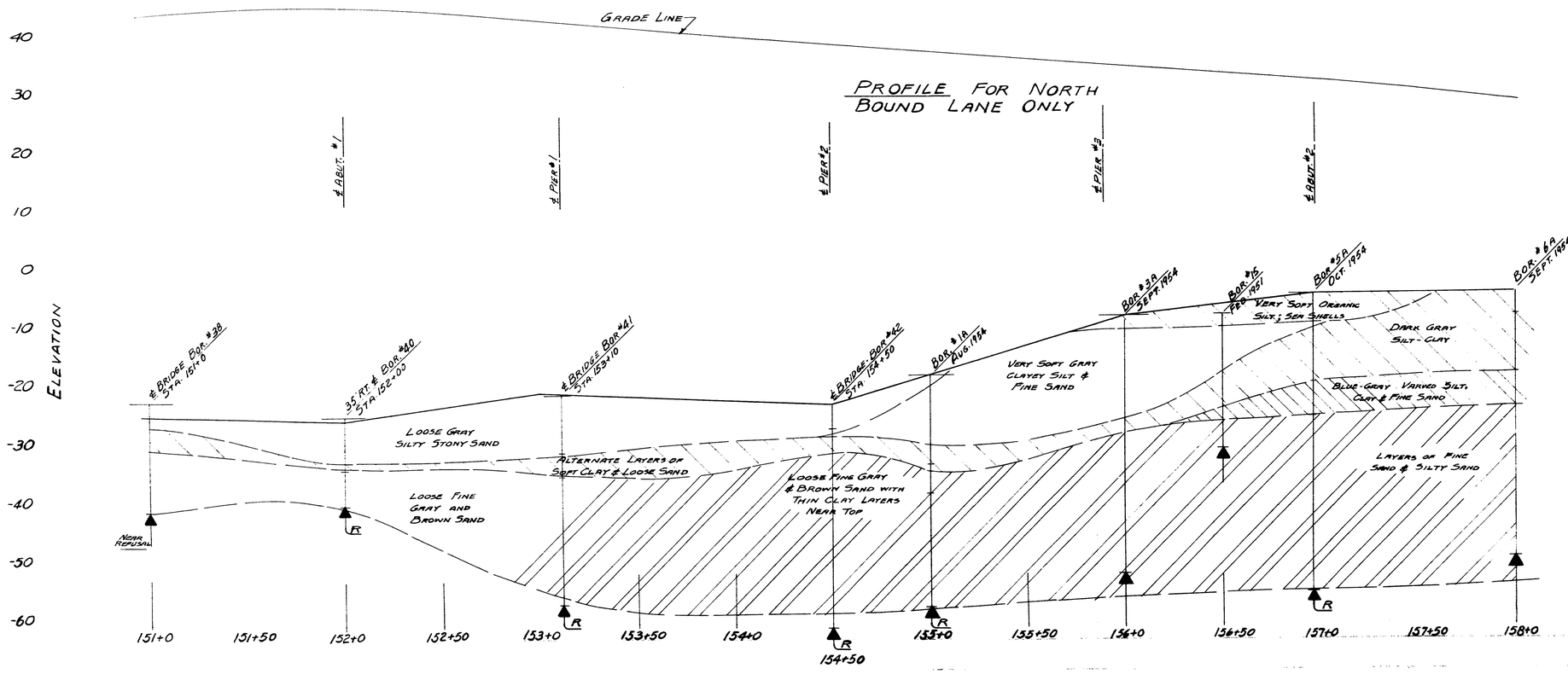
76-7

B.P.R. AREA	STATE	FED. AID NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~S-083-1(8)~~	8	166

P.D.S.-3(4) 50



PLAN
BRIDGE AREA
SCALE 1"=30'



0 1 2 3 4 5 INCHES

DESIGN	BRIDGE NO.
TRACE - JONES	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

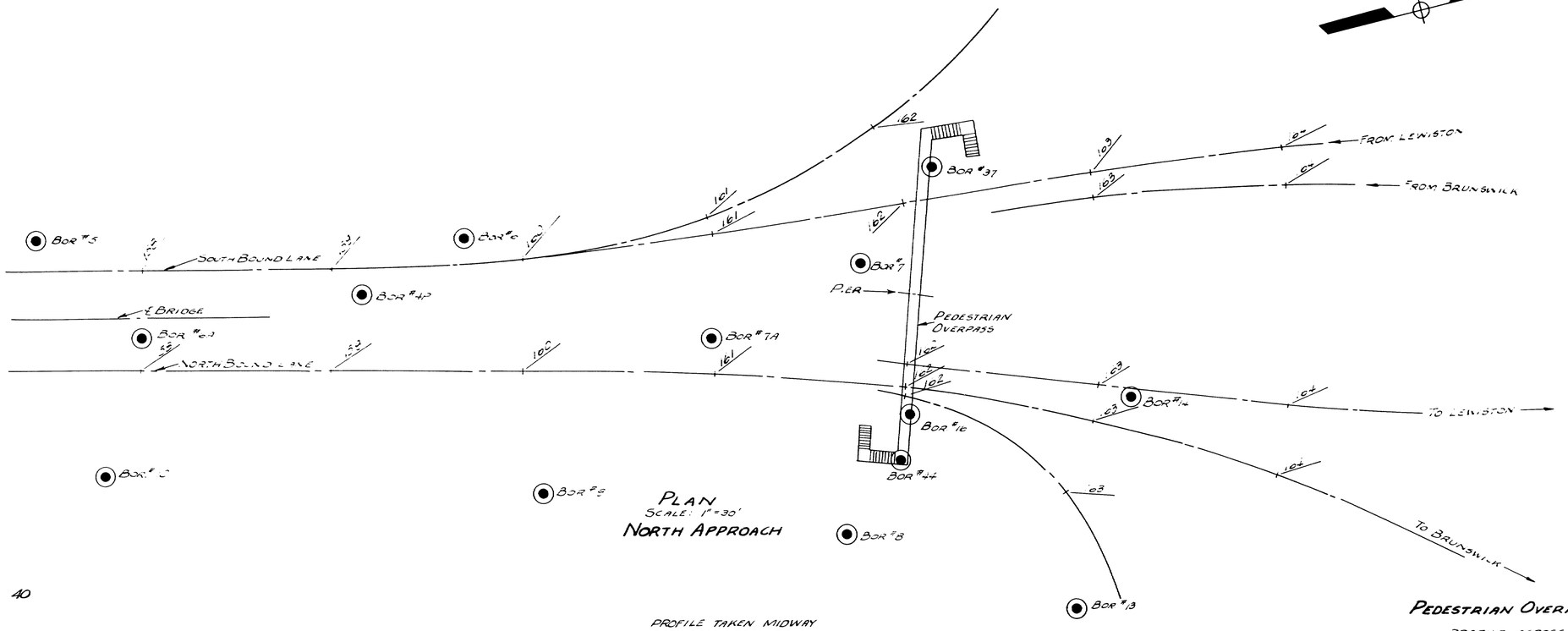
SOILS PROFILE

TUKEYS BRIDGE – NORTHBOUND LANE

SHEET 8 OF 166 AUGUSTA, MAINE OCT., 1957

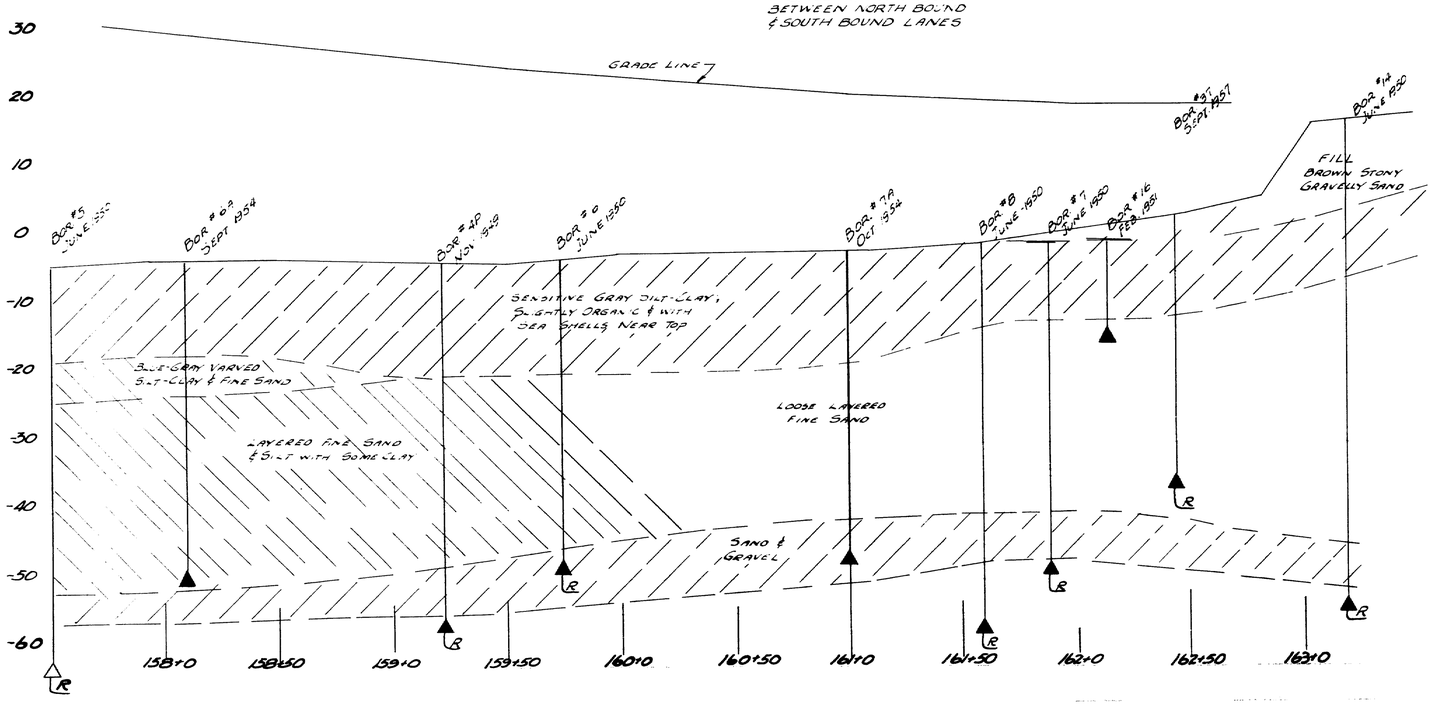
76-8

R25 1-083-1(6) 9 166
1-195-561 SC



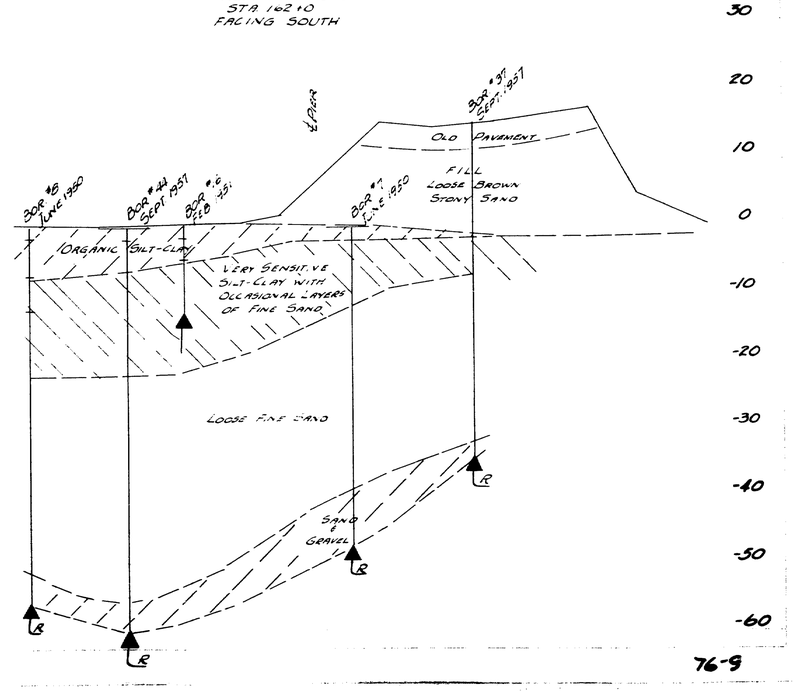
PLAN
SCALE: 1"=30'
NORTH APPROACH

PROFILE TAKEN MIDWAY BETWEEN NORTH BOUND & SOUTH BOUND LANES



PEDESTRIAN OVERPASS

PROFILE ACROSS STA 162+10 FACING SOUTH



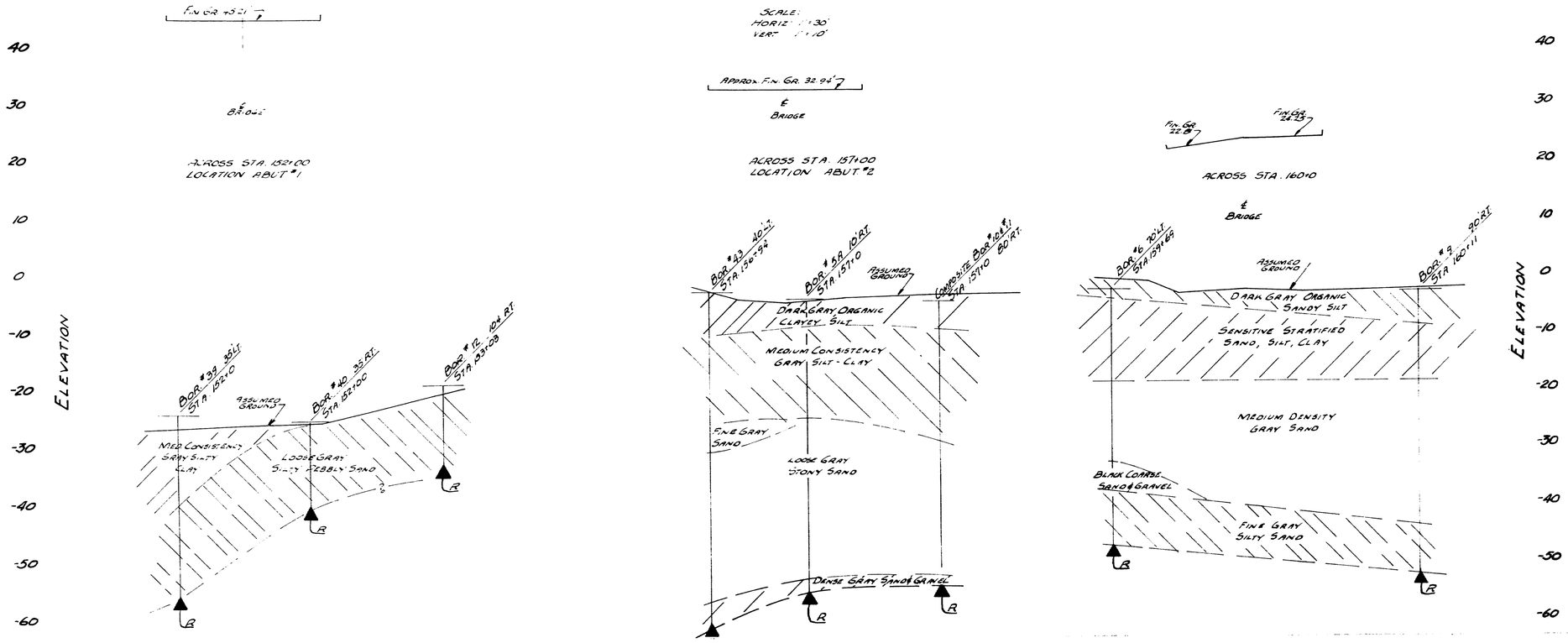
DESIGN	BRIDGE NO.
TRACE - MURRELL	
CHECK	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SOILS PROFILE
NORTH APPROACH & PEDESTRIAN OVERPASS
SHEET 9 OF 166 AUGUSTA, MAINE OCT. 1957

76-9

SCALE:
HORIZ. 1"=30'
VERT. 1"=10'



DESIGN	BRIDGE NO.
TRACE - MURRELL	
CHECK	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

SOILS PROFILE
TRANSVERSE SECTIONS STA. 152+0, 157+0, 160+0

SHEET 10 OF 166 AUGUSTA, MAINE OCT. 1957

76-10

0 1 2 3 4 5 INCHES

R. P. B. Reg. No.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-002-1(41)~~	11	166

I-895-3(4) 50

BORING No. 21
STA. 147+0 - ℄ OVERPASS #2

El 124'

Loose Fine Brown Sand & Wood Particles — 120

Dense Gray Stony Sand — 122, 249, 189, 147, 151, 178, 65, 60, 78, 87

Alternate layers of soft gray silt and loose gray sand — 130, 111, 97, 88, 75, 61, 50, 72

Alternate Layers of Medium Density Brown & Gray Fine Sand Becoming Denser & Changing to Coarser Sand With Depth — 63, 73, 90, 82, 119, 127, 123, 83, 93, 106, 118, 119, 120, 80, 102, 116, 162

67/6" — El 33.1

BORING NO. 22
STA. 14- + [illegible] 30' LT. CENTER LINE
DRIVING RESISTANCE (BLOWS/FT.)

El 92'

Fill Section Loose Medium grained brown sand, layers of rock and wood fragments. — 184, 99, 290

9 1/12" — El 68.0

Loose Gray silty sand — 73, 81, 83

Medium density Medium Grained Gray Sand — 100, 104, 105, 149, 140, 121, 253, 232, 367, 410

Loose Density Fine Gray Sand — 94, 73, 99, 95, 128, 77, 124, 136, 126, 139, 170

El 36.8

BORING NO. 23
CENTER LINE ABUT. #2, OVERPASS #2

El 126

Loose Brown Silty Pebbly Sand — 78, 85, 86

Loose Gray Silty Pebbly Sand With Density Increasing With Depth — 79, 93, 81, 83

13/3" — El 60.0

Dense Gray Sand With Thin Layers of Gray Clay — 94, 73, 99, 95, 128, 77, 124, 136, 126, 139, 170

Very Dense Gray Stony Silty Sand — 90, 85, 80, 237

7/7% — El 70.0
21%
23%

Phillite Poor Recovery Due To Horizontal Cleavage

El 42.2'

BORING NO. 24
CENTER LINE PIER #2 OVERPASS #2

El 121

Loose Organic Brown Silty Sand — 93

Loose Gray Silty Pebbly Sand — 93, 103, 155, 122, 165, 168, 181, 145, 126, 184, 194, 227

24/3" — El 60.0

Dense Fine Gray Stony Sand — 586, 491, 180, 176, 140, 236, 171, 258

Dense Gray Silty Stony Sand — 330, 133, 139, 240, 425, 163, 170, 179, 370

20/3" — El 90.0

75%
33%
29%

Phillite With Weathered Calcite Intrusions

El 44.4

BORING NO. 25
CENTER LINE PIER #1. OVERPASS #2

El 152

Loose Brown Silty Sand — 93

Medium Density Gray Silty Pebbly Sand With Density Changing To Loose and Very Dense Erratically — 90, 101, 78, 123, 108, 168, 84, 100, 302, 189, 185, 109, 167, 193, 313, 326

Alternate Layers of Dense Fine Gray Silty Sand And Gravel — 160, 227, 350, 441, 335, 225, 546, 436, 387*, 324*, 193, 216*, 212*, 258*, 461*, 300, 231*, 235*, 428*, 460*, 218, 212*, 202*, 325*, 367*

85%
54%
99%

Phillite Ledge- With Some Weathered Calcite Seams

El 46.2'

BORING NO. 26
ABUT. #1. OVERPASS #2
STA. 143 + 50 20' RT. CENTER LINE

El 362

Loose Brown Silty Stony Sand — 100, 127, 241, 143, 97, 147, 246, 87*, 135*, 139, 210, 268, 240, 255, 135, 288, 350, 512, 621, 93, 184*, 101*, 116*, 142*, 84

Loose Gray Silty Pebbly Sand Becomes Dense With Depth

Dense Gray Silty Sand And Gravel — 110, 177, 237, 282, 121, 246, 308, 140*, 362*, 300, 257, 223*, 300*, 612*, 510, 274, 500, 467*, 636*, 163, 229*, 438*, 747*, 208*, 330, 503, 176

35/3" — El 90.0

30/6" — El 100.0

38/6" — El 110.0

Dense Brown Sand

Dense Gray Silty Sand

0.7'± Recovery Ledge-1/4 Ft. Fractured Phillite

El 42.3'

* Washed Ahead

BORING NO. 27
ABUT. #1. OVERPASS #2
Sta. 143+[illegible] 15' LT. Center Line

El 370

Alternate Layers of Loose Brown Silty Sand — 74

Loose Brown Silty Stony Sand Becoming Denser With Depth — 80, 91, 98, 75, 87, 115, 231, 220, 96, 152, 235, 253, 328, 91, 199, 190, 211, 398, 156, 225, 88, 185, 279

DESIGN	BRIDGE NO.
TRACE - JONES	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

SHEET 11 OF 166 AUGUSTA MAINE OCT. 1957

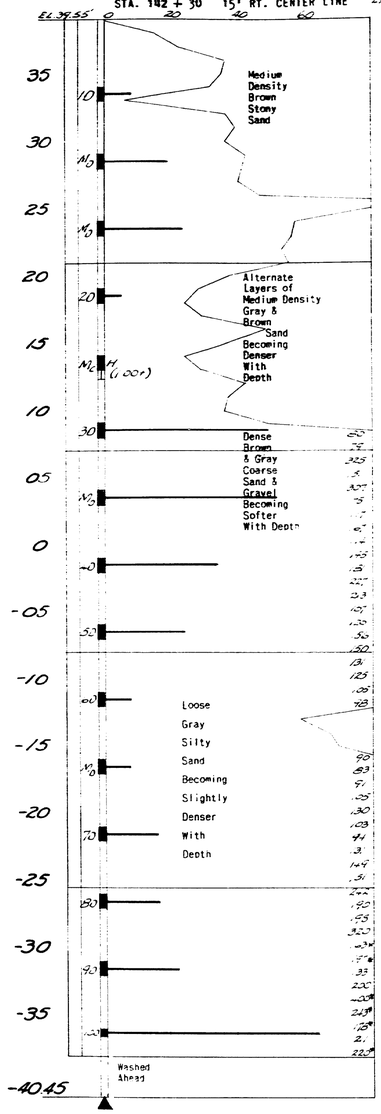
76-11

0 1 2 3 4 5 INCHES

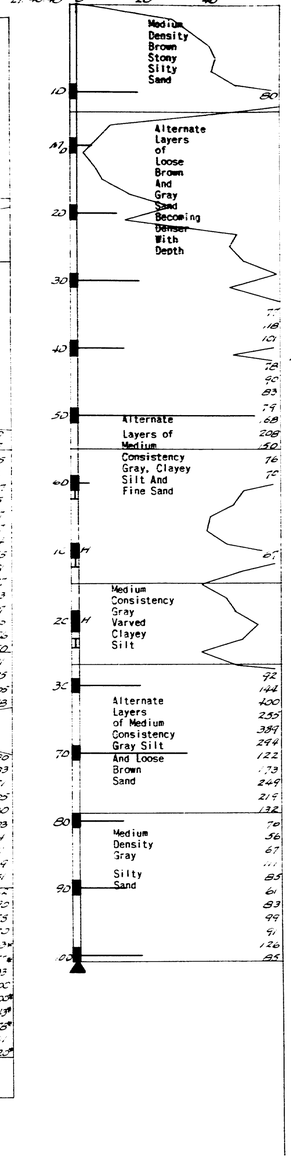
B. P. R. & W. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	I-095-1(6)	12	166

I-095-1(6)' 50

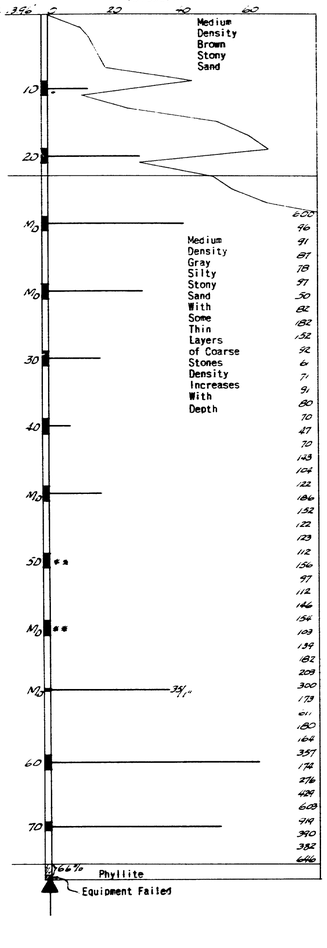
BORING NO. 28
END OF RETAINING WALL-ABUT. #1. OVERPASS #1
STA. 142 + 30 15' RT. CENTER LINE



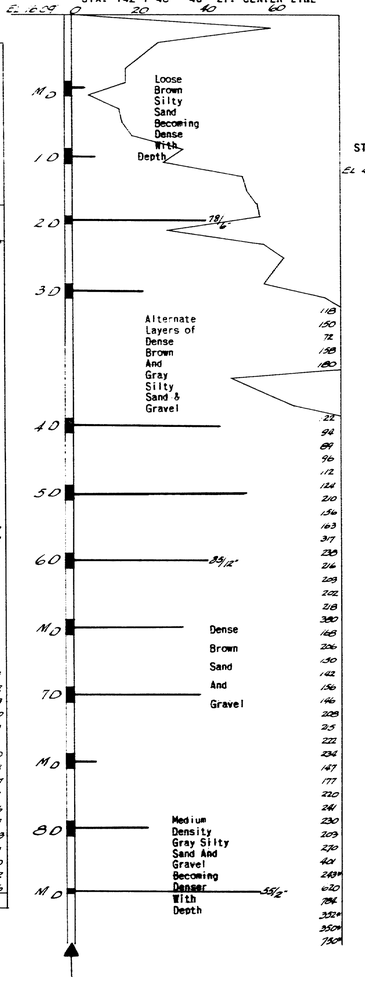
BORING NO. 29
STA. 141 + 55 60' LT. CENTER LINE
ABUT. #1. OVERPASS #1. END RET. WALL



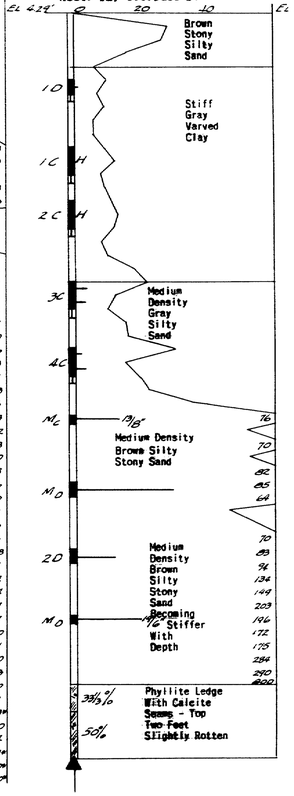
BORING NO 30
ABUT. #1. OVERPASS #1
STA. 142 + 85 15' RT. CENTER LINE
DRIVING RESISTANCE
(Blows/FT.)



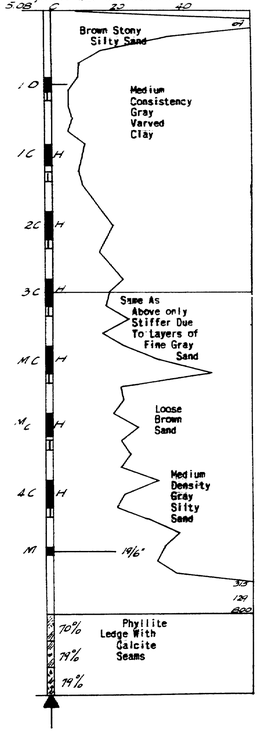
BORING NO. 31
ABUT. #1. OVERPASS #1
STA. 142 + 48 40' LT. CENTER LINE

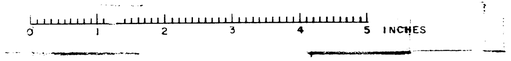


BORING NO. 32
STA. 143 + 90 15' LT. CENTER LINE
Abut. #2. Overpass #1



BORING NO. 33
STA. 144 + 25 15' LT. CENTER LINE
Abut. #2, Overpass #1





DESIGN TRACE - MURRELL CHECK	BRIDGE NO.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

SHEET 12 OF 166 AUGUSTA, MAINE OCT. 1957

76-12

B. P. R. PROJ NO	STATE	PROJ NO	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I 000 (04)~~	13	166

F95-3(41) 50

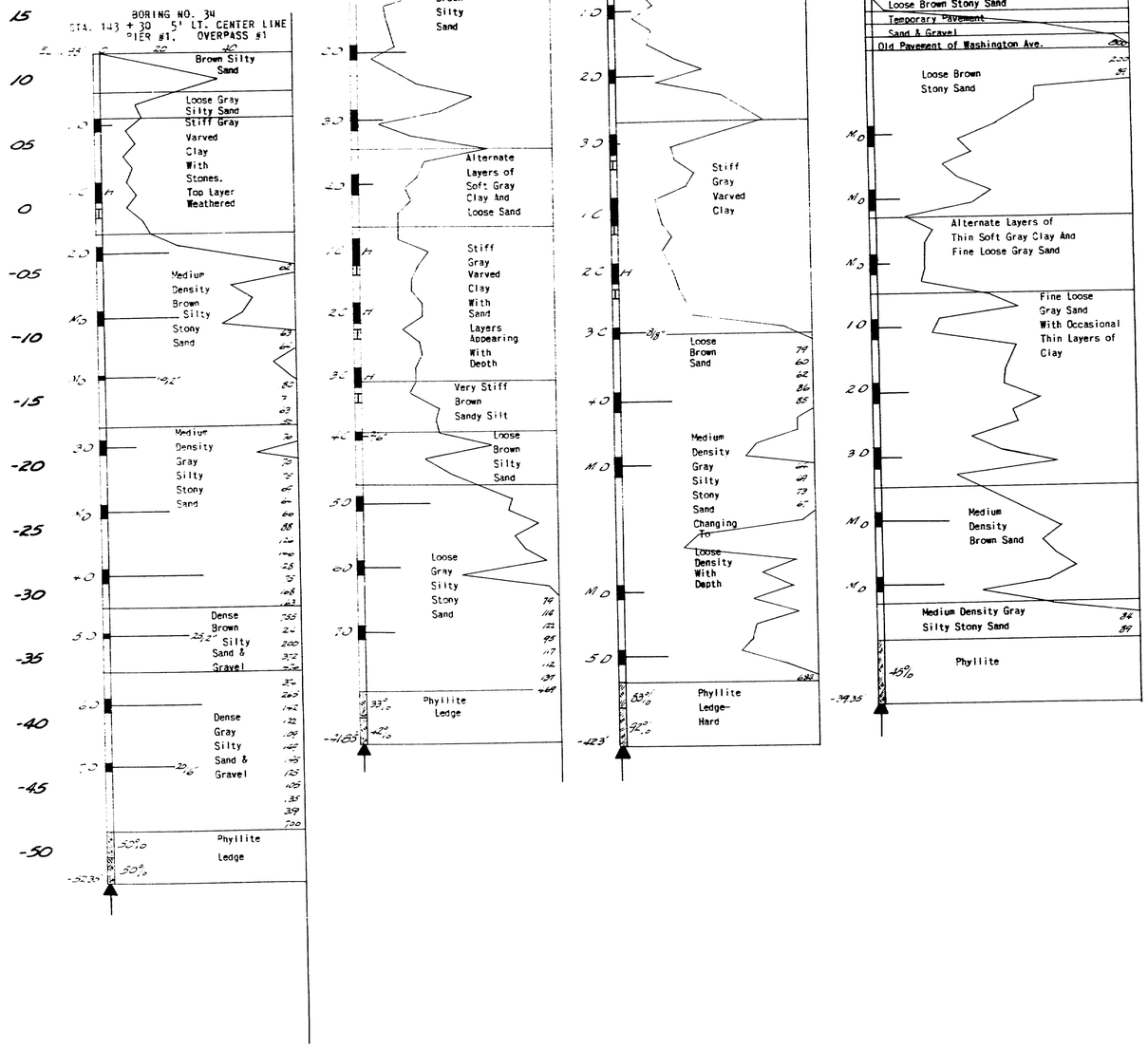
DRIVING RESISTANCE
(BLOWS/FT.)

BORING NO. 34
STA. 143 + 30 5' LT. CENTER LINE
PIER #1. OVERPASS #1

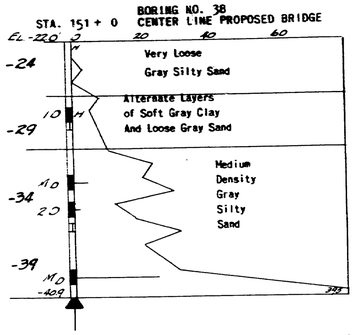
BORING NO. 35
STA. 144 + 35 15' RT. CENTER LINE
ABUT. #2. OVERPASS #1

BORING NO. 36
STA. 145 + 50 20' RT. CENTER LINE
ABUT. #2. OVERPASS #1

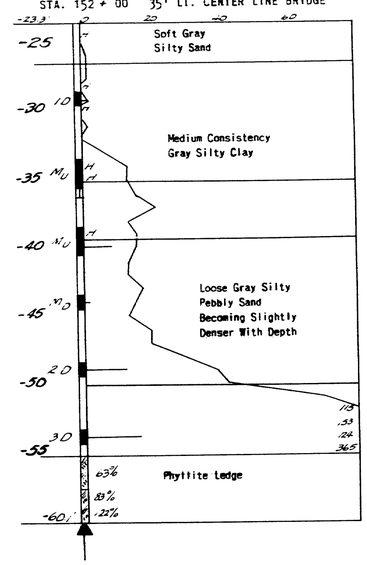
BORING NO. 37
STA. 162 + 20 15' LT. CENTER LINE
WEST END PEDESTRIAN OVERPASS



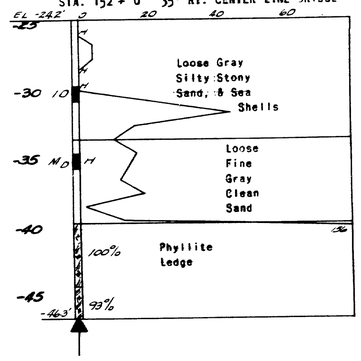
BORING NO. 38
STA. 151 + 0 CENTER LINE PROPOSED BRIDGE



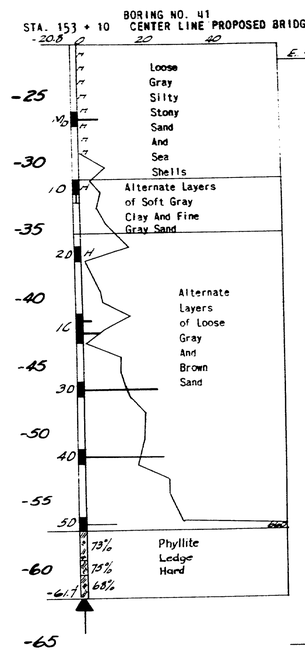
BORING NO. 39
STA. 152 + 00 35' LT. CENTER LINE BRIDGE



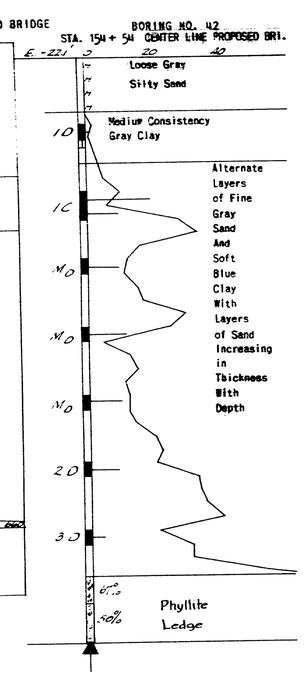
BORING NO. 40
STA. 152 + 0 35' RT. CENTER LINE BRIDGE

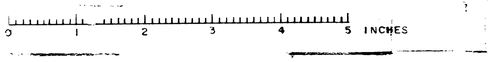


BORING NO. 41
STA. 153 + 10 CENTER LINE PROPOSED BRIDGE



BORING NO. 42
STA. 154 + 54 CENTER LINE PROPOSED BRI.





DESIGN	MURRELL	BRIDGE NO.
TRACE		
CHECK		

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

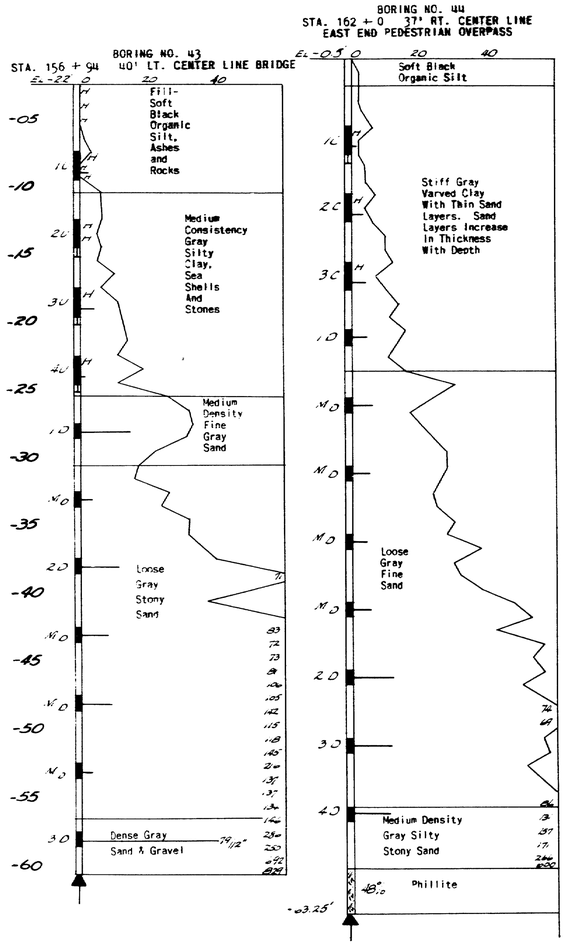
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

SHEET 13 OF 166 AUGUSTA, MAINE OCT. 1957

76-13

B. P. R. Proj. No.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-003-1(4)~~ I-B95-3(4) 50	14	166



BORING NOTES

	LOG SHEETS	DETAIL SHEETS
1. Scales as noted on drawings.		
2. Casing size as noted on drawings.		
3. Ground water table indicated thus:		
4. Number of blows of 275# hammer falling 18 inches, required to drive extra heavy casing one foot thus:	40	graphical
5. W, S, or V indicates respectively that the hole was washed, sampled, or vaned ahead of casing.		
6. Location and designation of "dry" samples taken in 3⅜ H sampler #1290's indicated thus:	1D	1D
7. Location and designation of "dry" samples taken in 2" O.D. 18 ga. seamless tubing indicated thus:	1C	1C
8. Location and designation of "dry" samples taken in 3½" O.D. 16 ga. seamless tubing indicated thus:	1U	1U
9. Location and designation of 3½" O.D. "Dry" samples taken with piston sampler indicated thus:	1P	1P
10. Location and designation of wash samples indicated thus:	1W	1W
11. Unsuccessful attempts to secure dry sample indicated thus:	M	M
12. Location of field vane test indicated thus:		
13. Number of blows of 275# hammer falling 15" required to drive spoon or tubing one foot indicated thus:	20	graphical
14. Sampling spoon or seamless tubing driven by static load not exceeding ½ ton indicated thus:	J	J
15. Sampling spoon or seamless tubing driven by static weight of drill rods and 275# hammer indicated thus:	H	H
16. Where no resistance is specified spoon or tubing was driven by the static weight of drill rods		
17. Natural water contents, given as percent of dry weight, are indicated thus:	31%20	graphical
18. Bottom of boring indicated thus:		
19. Refusal of drill rods or casing indicated thus:	R	R
20. % recovery of rock core by size "E" diamond bit thus:	71%	71%

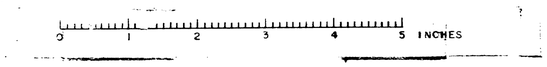
DESIGN
TRACE – MURRELL
CHECK

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS
SHEET 14 OF 166 AUGUSTA, MAINE OCT. 1957

76-14



R. P. R. 856 NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-080-1(16)~~	15	166

1-895-3(4) 50

BORING NO. 1A
STA. 155 + 00
100' RIGHT OF CENTER LINE
DRIVING RESISTANCE (BLOWS/FT.)
0 25 50 75

Blue-gray silt and fine sand containing large amounts of shell fragments at top. Soft and sensitive. Varved with clay. Strong odor.

Cohesionless silt & fine sand.

Medium & fine gray sand containing some silt and shells and vegetable remains. Loose Consistency

100

BORING NO. 2A
STA. 156 + 00
50' RIGHT OF CENTER LINE
0 20 40 60

Black to dark gray extremely soft organic silt. Contains some sand & shells. Strong sulfide odor.

Very soft sensitive gray cohesionless silt containing some fine sand and clay and occasional organic specks.

Very fine blue-gray silty sand. Loose consistency

Medium & fine loose blue-gray sand.

70

BORING NO. 3A
STA. 156 + 00
100' RIGHT OF CENTER LINE
0 25 50

Very soft black wet spongy organic silt containing some roots.

Dark gray very soft fine sand & clayey cohesionless silt containing scattered shell fragments. Water content diminishes with increasing depth.

Dark gray very sensitive clayey silt

Fine gray sand & clayey cohesionless silt Loose consistency

BORING NO. 4A
STA. 156 + 00
100' RIGHT OF CENTER LINE
0 20 40

Very soft gray clayey silt containing shell fragments, bits of wood and scattered sand & mica.

Blue gray stratified fine sand, cohesionless silt & lean clay. Loose consistency

BORING NO. 5A
STA. 157 + 00
100' RIGHT OF CENTER LINE
0 20 40

Dark gray organic clayey silt & fine sand containing many shells and some vegetable matter.

Gray silt-clay, homogeneous at top becoming varved towards bottom.

Varved gray silt, sand, and clay. Clay content decreases with depth.

Stratified very fine silty sand, and well graded coarse-fine silty sand. Partly oxidized at top. Loose consistency.

200

R

BORING NO. 6A
STA. 158 + 00
100' RIGHT OF CENTER LINE
0 20 40

Dark gray silty clay containing many shells of all sizes.

Uniform blue gray silt-clay containing some sand layers.

Blue gray varved silt, clay and fine sand.

Varved blue gray fine sand and cohesionless silt containing some clay. Variable consistency.

90
135
135
135
100

BORING NO. 7A
STA. 161 + 00
100' RIGHT OF CENTER LINE
0 20 40

Varved gray silt & clay. Shell fragments & vegetable matter in uppermost foot. Contains increasing sand varves below 8' depth.

Stratifical blue gray very fine and medium sand. Loose consistency

70
63
100
108
100
65
75

0 -5 -10 -15 -20 -25 -30 -35 -40 -45 -50 -55

0 -05 -10 -15 -20 -25 -30 -35 -40 -45 -50

0 1 2 3 4 5 INCHES

Note— Center Line refers to ℄ existing Tukeys Bridge
Datum for project is Mean Sea Level. For Borings 1A thru 7A the datum is U.S.C & G.S. thus making the elevations for these borings about 4.5 feet higher than other plan elevations.

DESIGN	BRIDGE NO
TRACE—JONES	SURVEY
CHECK	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

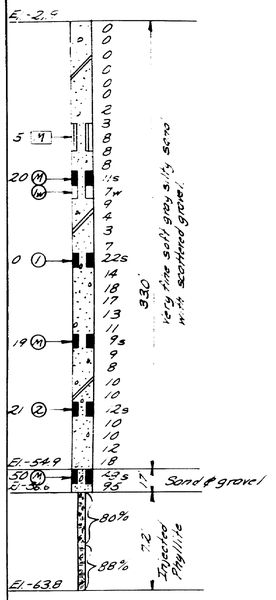
SHEET 15 OF 166 AUGUSTA, MAINE OCT., 1957

76-15

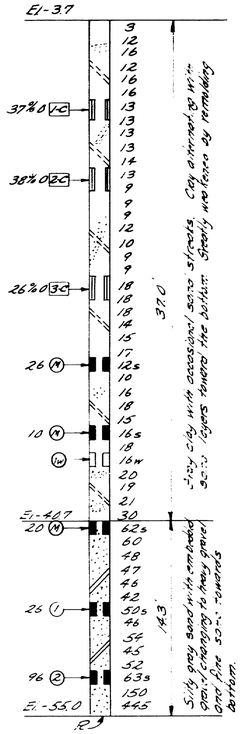
B.P.R. Proj. No.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-082-1(4)~~	16	166

I-B95-3(4) 50

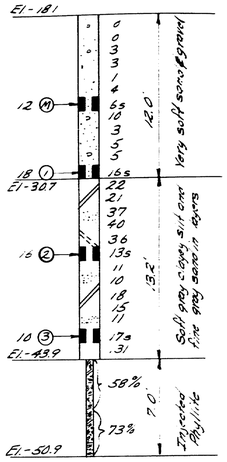
BORING 3P
Sta. 153+64 57'R



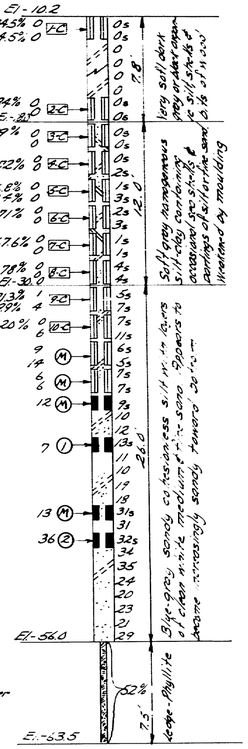
BORING 4P
Sta. 159+18 79'R



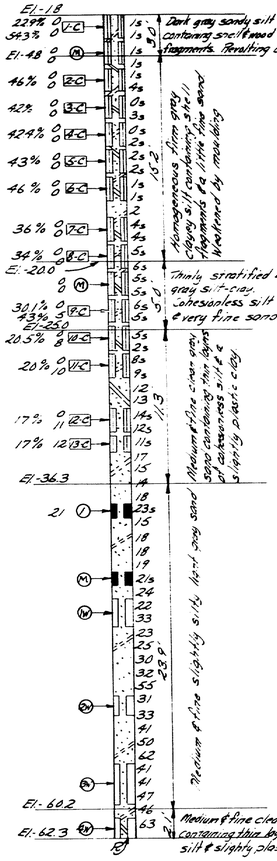
BORING 5P
Sta. 149+72 87'R



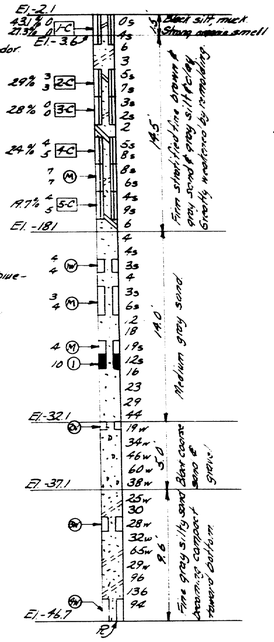
BORING 4
Sta. 156+19 50'R



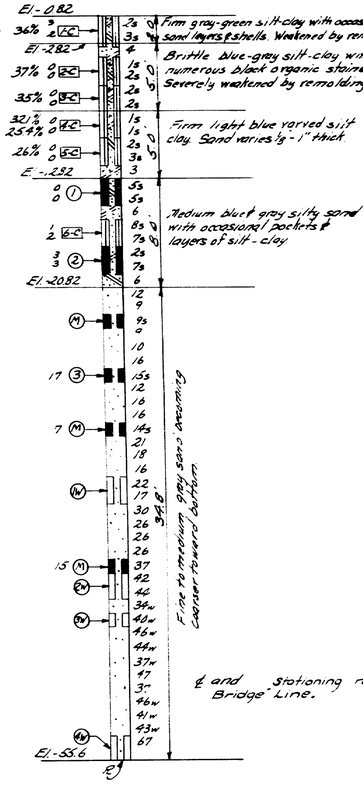
BORING 5
Sta. 157+40 49'R



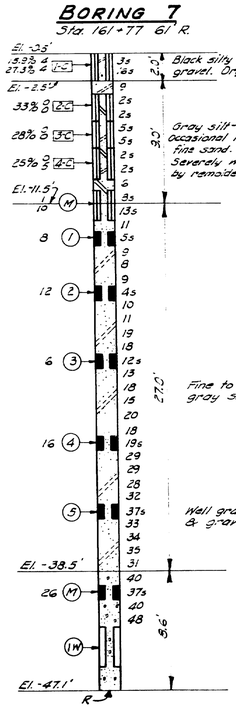
BORING 6
Sta. 159+69 48'R



BORING 8
Sta. 161+72 202'R



BORING 7
Sta. 161+77 61'R



Notes:-
1. Scale 1"=5'
2. Location & designation of Dry Samples indicated thus: (1)
3. Location & designation of Wash Samples indicated thus (W)
4. Location & designation of Continuous Samples indicated thus: (CS)
5. Unsuccessful attempts to secure samples indicated by: W
6. Figures to the left of sample markers indicate number of 6 drops of 2.75# hammer required to drive sampling spoon or seamless tubing one foot.
7. Number of 18 drops of 2.75# hammer required to drive 2½" ex. heavy casing one foot indicated thus: 18/37
8. 'W' or 'S' indicates hole was washed or sampled ahead of casing
9. Natural water contents, given as % of dry weight, are shown to left of sample marker.
10. Recovery of rock core by size E diamond bit indicated thus: 18/37%
11. RA denotes refusal of casing or drill rods.
12. Ground water table indicated thus: ▽
13. Dry samples taken in S.A.H. sampler Cat. No. 1290s.
14. Continuous samples taken in 2.0 O.D. 18 ga. seamless tubing
15. Datum: Mean Sea level.

BORING SUPERVISOR — L. CLARK SOILS ENGINEER — H. GRAY	BRIDGE —

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEY'S BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

SHEET 16 OF 166 AUGUSTA, MAINE OCT. 1957

76-16

0 1 2 3 4 5 INCHES

B.P.R. File No.	State	Fed. Aid Proj. No.	Sheet No.	Total Sheets
1	Maine	F-082-1(4)	17	166

I-B05-1(4) 50

Boring 9

Sta. 160+11 181'R

El. -2.3
- 38½% 6 C — 2s
- 28.2% 6 C — 11s — Dark gray sandy silt shells
- 32% 0 6 C — 6s
- 11s
- 34% 5 3 C — 4s
- El. -8.3 — 4s
- 39% 5 2 C — 3s — Firm gray silt-clay Weakened by remolding
- 2s
- 38% 0 5 C — 1s — Some yellow stains - disappear on exposure to air
- El. -12.3 — 2s
- 2
- 35% 0 6 C — 2s — Gray silt-clay & fine sand in layers
- 2s
- 27½ 0 4 C — 1s
- 1s
- El. -18.3 — 2
- 27% 0 8 C — 3s
- 2s
- 2s
- W — 5
- 9 M — 8
- 5
- 11
- 7
- 9
- Dn — 12 — Fine gray sand
- 20 M — 18
- 6s
- 10
- 12
- 16
- 21
- 20 M — 12s
- 15
- 21
- Sw — 28
- 27
- 26
- El. -43.3 — 30
- 36
- Cn — 60
- 65w
- 64
- 44 — Fine & coarse gray sand & gravel
- 54
- 52
- 141
- El. -52.0

Boring 10

Sta. 157+79 172'R

El. -3.2
- 40% 0 4 C — 0s — Dark gray sandy silt with numerous snails & shell fragments Weakened by remolding
- 0
- 0
- 33% 0 2 C — 3s
- 33% 5 10 B C — 4s — Light brownish-gray silt-clay Weakened by remolding
- El. -12.2 — 5s
- 4
- 35% 5 4 C — 3s
- 4s
- 39% 0 5 C — 2s — Dark gray silt clay with layers of fine sand, which increase in number with depth. Severely weakened by remolding
- 2s
- 0 M — 3s
- 3s
- 32% 0 6 C — 3s
- 3s
- 28% 0 7 C — 4s
- 5s
- 3
- 3s
- 21% 2 8 B C — 3s
- 5s
- 18.7% 8 16 B C — 15
- 16s
- 14s
- 9s
- 13s
- 15
- 14
- 0 I — 14s
- 15
- 9
- Iw — 26
- 9
- 14
- 10 M — 8s
- 15
- 9
- Dn — 14
- 5
- 22
- 25
- 24
- 22
- W — 24
- 7
- 26
- 28w
- 23w
- 23
- 26
- El. -56.0

Boring 11

Sta. 156+09 167'R

El. -4.7
- 24.6% 0 4 C — 3s — Light gray silty sand, shells & organic matter
- 44.6% 0 V C — 1s
- 0
- 0
- El. -9.7 M — 0s
- 0s
- 68% 0 2 C — 0s
- 0s
- 74% 0 5 C — 0s
- 0s
- 82% 0 8 C — 2s — Gray silt clay, shells, pieces of wood & organic matter. Severely weakened by remolding.
- 2s
- 2
- 0s
- 0s
- 78% 0 6 C — 0s
- 1s
- El. -21.7
- 1
- 77% 0 7 C — 2s
- 3s
- 77% 0 8 C — 3s
- 4s
- 4
- 74% 0 7 C — 5s — Gray sandy organic silt & clay Severely weakened by remolding.
- 3s
- 73.6% 0 12 C — 4s
- 47.5% 0 12 C — 5s
- 20.7% 0 V C — 6s
- El. -34.7 — 6
- 10
- Iw — 10
- 10
- 2
- 6 M — 3s
- 8
- 10
- 12
- Sw — 12
- 12
- 15
- 20
- Sw — 23
- 18
- 22
- 22
- El. -51.0

Boring A

- Elev. 6.5'
- 3 — Sand, rubbish, fill
- Elev. 13.6
- 10 — Brown sand & gravel fill
- 14
- Elev. 2.0'
- 10 ① D — 16 — 25s
- 32
- 24
- 26
- 36
- 10 ② D — 24s
- 30
- 42
- 42
- 50
- 15 W — 36s
- 45
- 80
- 80
- 80
- 5 ③ D — 50s — Mixture of gray sand, silt & gravel with traces of clay. Not compact. Contains scattered boulders.
- 85
- 95
- 110
- 10 W — 200
- 340
- 125
- 150
- 185
- 160
- 5 ④ D — 130s
- 145
- 165
- 210
- 250
- 16 ⑤ D — 125s
- 280
- Elev. -20.5'
- T W — 255w — Compact dry peat, Black
- 125w — Elev. -21.5'
- 300
- 65 ⑥ D — 475s
- 185w
- 106w
- 120w — Compact stratified sand, gravel & silt
- 320w
- 90 ⑦ D — 95s
- 233
- 260
- 390
- Elev. -32.5'
- 240 ⑧ D — 650 500 — Disintegrating ledge Elev. 33.7
- Washed ahead

Boring B

- Elev. 19.8'
- 3
- 4 — Loose sand & rubbish fill
- 5
- 3
- Elev. 15.8'
- 16
- 16 ① D — 18s — Fine gray silty sand containing some gravel Medium consistency.
- 18
- 17
- 25
- 40
- 3 M — 23s
- 28
- 37
- 65
- 80
- 24 ② D — 21s
- 35
- 62
- 68
- 72
- 16 ③ D — 55s — Medium consistency becoming compact at bottom.
- 60
- 95
- 70
- 88
- 11 ④ D — 50s
- 65
- 75
- 135
- 160
- 11 ⑤ D — 70s
- 200
- 100w
- 125w
- 250w
- 60 M — 115s
- 260
- 95w
- 115w T.D. Elev. -19.4'

Boring #6P

(Nov 1949)

Sta. 142+00
- Elev. 10.2'
- 9
- 12 — Course brown sand & gravel. Loose
- 10
- 8
- 8
- Elev. 5.2'
- 11
- 33% 0 ① C — 4s — Gray clay with some thin sand layers & organic bands.
- 8
- El. 2.2'
- 8
- 14
- 20
- 28 ① D — 16s
- 30
- 30
- 32 — Fine brown sand & silty clay in layers. Gravelly towards bottom.
- 34
- 124 ② D — 42s
- 120
- 120
- 70
- 72
- 84 ③ D — 54s
- 72
- Elev. -14.8'
- 56
- 48
- 60
- 80 ④ D — 92s
- 32
- 96
- 48 ⑤ D — 92s
- 180
- 180
- 196 — Firm gray silty course sand & gravel. Becomes very compact in lower portion.
- 368
- 46 ⑥ D — 126s
- 360
- 724
- 196
- 440
- 280 M — 298
- 206s
- 308
- 340
- 102 ⑦ D — 122s
- 112
- 120
- 140
- 96
- 140
- 210
- 150 ⑧ D — 120s
- 370
- 320
- Elev. -49.6'
- 30% — Injected phyllite
- 20%
- 50%
- Elev. -61.3'

Boring C

- Elev. 18.2'
- 3
- 5
- 7 — Brown silty sand fill
- 9
- Elev. 14.2'
- 11 — Loose brown silty sand
- 3 ① D — 8s — Elev. 12.7'
- 11
- 14
- 16
- 6 M — 12s
- 16
- 21
- 24
- 16 ② D — 18s
- 30
- 31
- 32
- 50 ③ D — 52s
- 50
- 37
- 35
- 40
- 22 ④ D — 50s — Mixture of gray sand, silt, and gravel containing a little clay and scattered boulders. Consistency varies from loose to dense.
- 47
- 52
- 60
- 14 ⑤ D — 55s
- 60
- 60
- 55
- 50
- 6 ⑥ D — 45s
- 38
- 95
- 105
- 160
- 21 ⑦ D — 45s
- 110
- 235
- 240
- 430
- 110 ⑧ D — 95w
- 135w
- 165w
- 185w
- 190w
- 45 ⑨ D — 165w
- 190w
- 110w
- 100w 1000 Elev. -35.0

Scale: 1"=5'

NOTE: Datum for Project is Mean Sea Level, except that for Borings A, B and C the datum is U.S.C.&G.S.; thus making the elevations for A, B & C about 45 higher than other plan elevations.
Center line refers to existing Tukeys Bridge

NOTE: Stationing refers to "Existing Tukey Bridge" Line.

BORING SUPERVISOR — L. CLARK
SOILS ENGINEER — H. GRAY
BRIDGE —

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEY'S BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

SHEET 17 OF 166 AUGUSTA, MAINE OCT. 1957

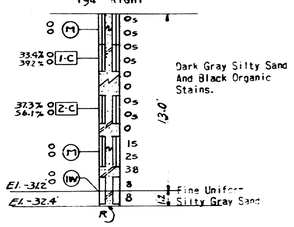
76-17

0 1 2 3 4 5 INCHES

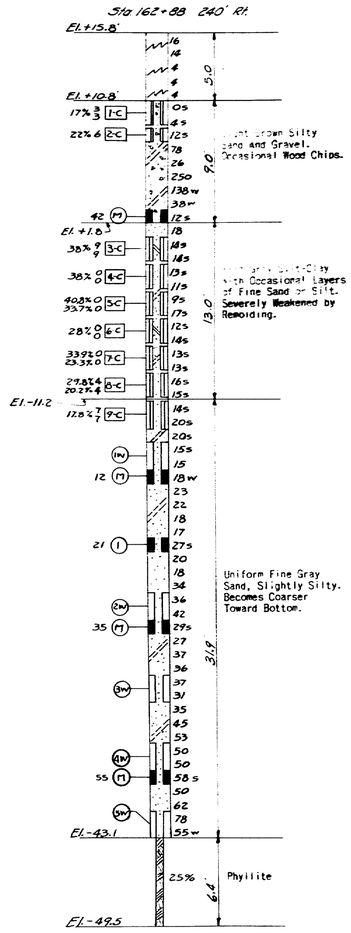
S. P. R. Proj. No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	18	166

I-B95-3(4) 50

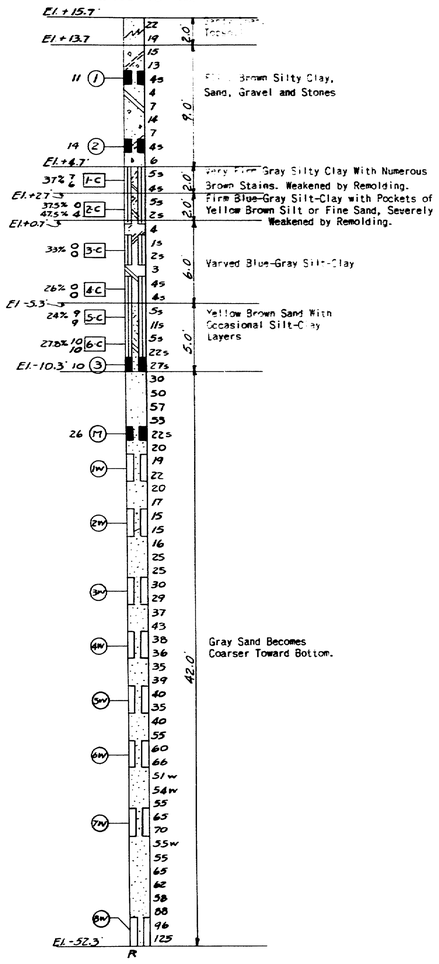
BORING NO. 12
STA. 153 + 03
194' RIGHT



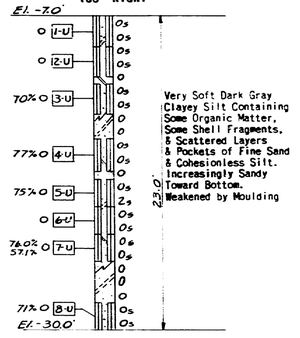
STA. 162+88 240' Rt.



BORING NO. 14
Sta. 163 +19 Rt.

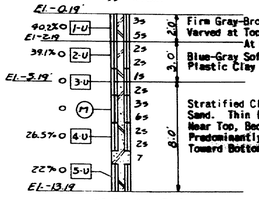


BORING NO. 15
STA. 156 + 22.5
108' RIGHT



4" Ex. Hwy. Casing

BORING NO. 16
STA. 156 + 02.5
139' RIGHT



4" Ex. Hwy. Casing

& refers to existing Tukeys Bridge.

DESIGN –
TRACE – JONES
CHECK –

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BORINGS

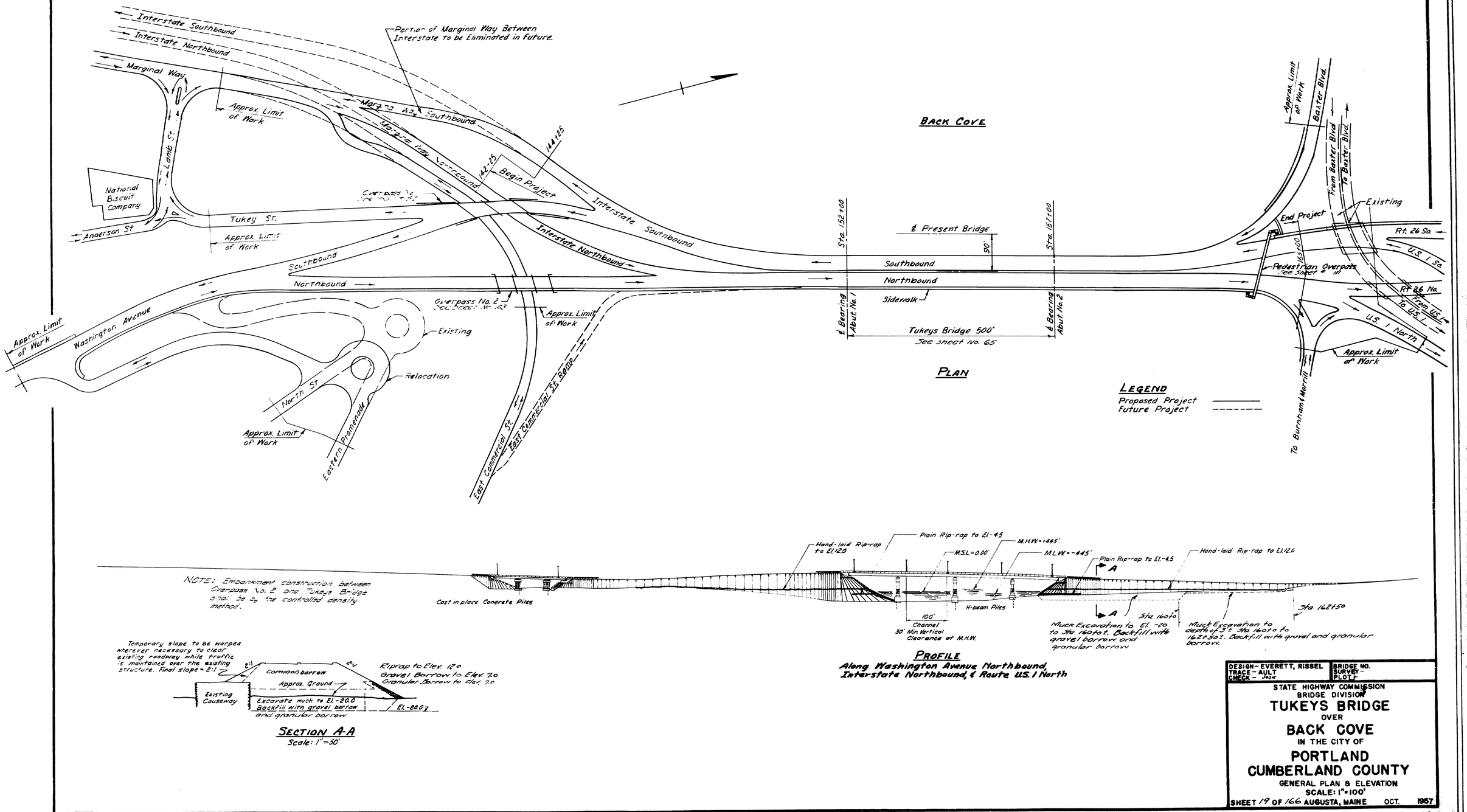
SHEET 18 OF 166 AUGUSTA, MAINE OCT. 1957

76-18

0 1 2 3 4 5 INCHES

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~	19	166

I-B95-3(4) 50



DESIGN – EVERETT, RISSEL	BRIDGE NO.
TRACE – AULT	SURVEY –
CHECK – Jasr	PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

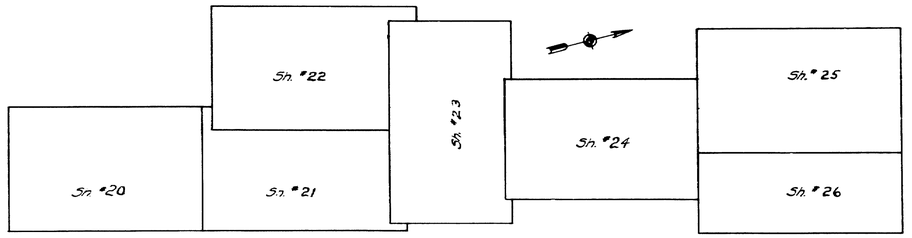
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

GENERAL PLAN & ELEVATION
SCALE: 1"=100'

SHEET 19 OF 166 AUGUSTA, MAINE OCT. 1967

76-19

0 1 2 3 4 5 INCHES



KEY PLAN
For Survey

NOTES:

SURVEY BASE LINE
Survey line on center line of existing Tukeys Bridge.

COORDINATES EASTERLY
Coordinates are based on center line of new bridge equals E 3000 (located 90 feet easterly and parallel to the Survey Base Line N. 14°-27'-12" E.)

COORDINATES NORTHERLY
Coordinates are based on line at right angles to Survey Base Line at Sta. 147+50 equals N 5000.

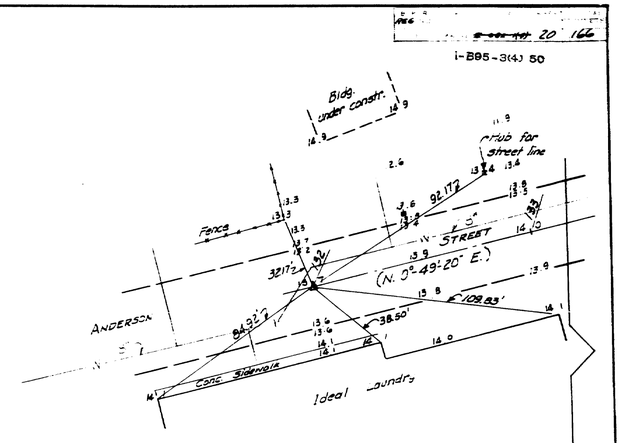
ALL CURVES - Arc designation.

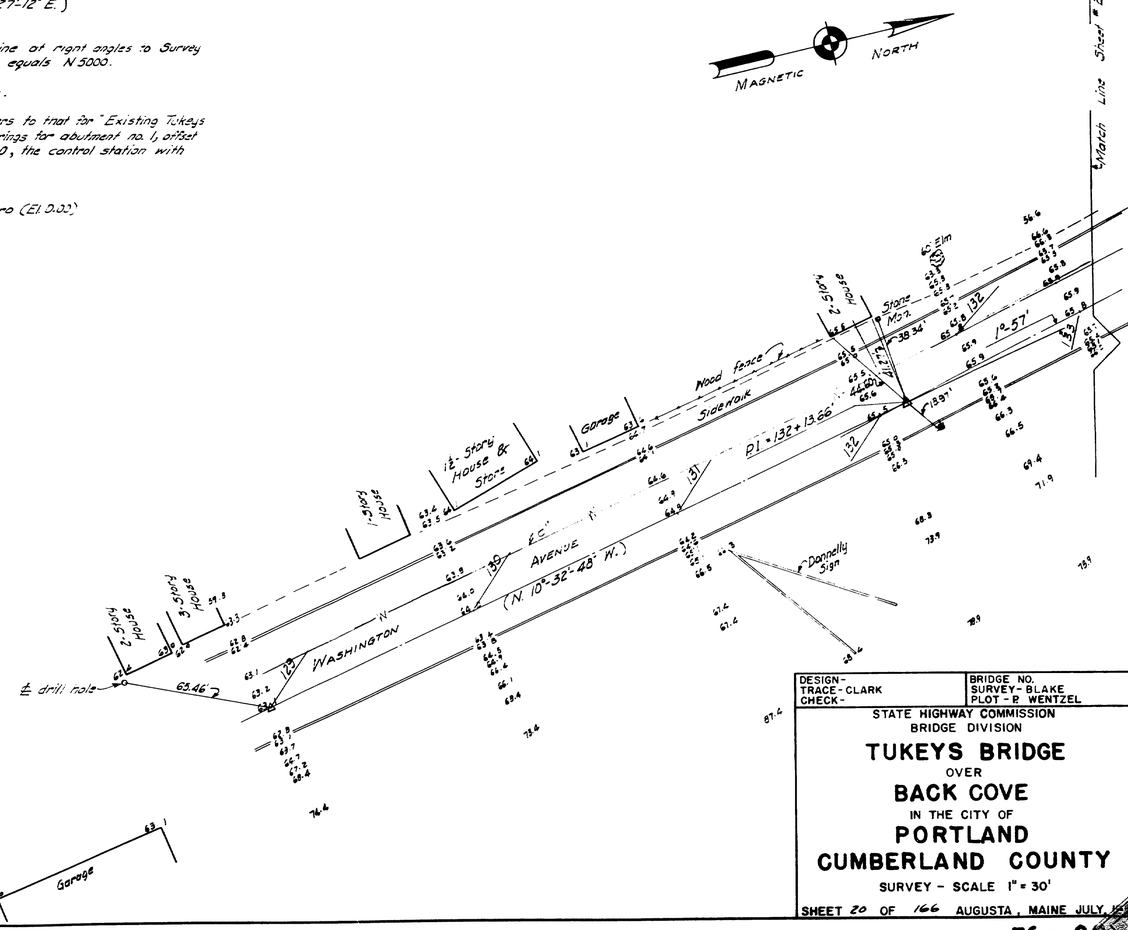
Stationing for project refers to that for "Existing Tukeys Bridge" with center line of bearings for abutment no. 1, offset 90 feet and set at sta. 152+00, the control station with coordinates N 5450 - E 3000.

DATUM
Mean Sea Level equals zero (El. 0.00)

NOTE

Survey not to be used for layout. For construction layout use "ALIGNMENT."
Survey and Alignment are the same except the followings
Center Line of Tukey Street and Control Points.
Center Line of Lamb Street and Control Points.
Marginal Way and Interstate Northbound and Control Points.





DESIGN -
TRACE - CLARK
CHECK -

BRIDGE NO.
SURVEY - BLAKE
PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

SURVEY - SCALE 1" = 30'

SHEET 20 OF 166 AUGUSTA, MAINE JULY, 19

76 - 20

0 1 2 3 4 5 INCHES

SHEET 21 OF 166

I-B95-3(4) 56

Match Line Sheet #22

Garage

Asphalt Apron Parking Apron

Wood Fence

Lot to Washington Ave.

Gravel

Stone Box

Stone Curb

Brick Sidewalk

Concrete Curb

Concrete Sidewalk

Granite Curb

Granite Edging

Concrete Gutter

Concrete Slope Wall

Concrete Retaining Wall

Concrete Steps

Iron Fence

Chain Link Fence

Wire Fence

Hedge

Shrubs

Trees

Poles

Guy Wires

Light

Hydrant

Water Gates

Water Meter

Manhole

Catch Basin

Inlet

Sign

Curb Cut

Edge of Pavement

Edge of Water

Edge of Marsh

Edge of Woods

Edge of Brush

Edge of Grass

Edge of Ledge

Edge of Rock

Edge of Sand

Edge of Gravel

Edge of Concrete

Edge of Asphalt

Edge of Brick

Edge of Stone

Edge of Wood

Edge of Metal

Edge of Plastic

Edge of Glass

Edge of Paper

Edge of Cloth

Edge of Leather

Edge of Rubber

Edge of Fabric

Edge of Textile

Edge of Yarn

Edge of Thread

Edge of Fiber

Edge of Cord

Edge of Rope

Edge of Chain

Edge of Wire

Edge of Cable

Edge of Tube

Edge of Pipe

Edge of Duct

Edge of Conduit

Edge of Channel

Edge of Trough

Edge of Gutter

Edge of Curb

Edge of Sidewalk

Edge of Path

Edge of Road

Edge of Street

Edge of Avenue

Edge of Boulevard

Edge of Drive

Edge of Lane

Edge of Alley

Edge of Court

Edge of Place

Edge of Square

Edge of Circle

Edge of Park

Edge of Garden

Edge of Yard

Edge of Field

Edge of Meadow

Edge of Pasture

Edge of Farm

Edge of Orchard

Edge of Vineyard

Edge of Nursery

Edge of Greenhouse

Edge of Barn

Edge of Shed

Edge of Garage

Edge of House

Edge of Building

Edge of Wall

Edge of Fence

Edge of Gate

Edge of Door

Edge of Window

Edge of Roof

Edge of Chimney

Edge of Antenna

Edge of Flagpole

Edge of Sign

Edge of Billboard

Edge of Marquee

Edge of Awning

Edge of Canopy

Edge of Porch

Edge of Deck

Edge of Balcony

Edge of Terrace

Edge of Patio

Edge of Pool

Edge of Fountain

Edge of Statue

Edge of Monument

Edge of Memorial

Edge of Cemetery

Edge of Church

Edge of School

Edge of Hospital

Edge of Clinic

Edge of Library

Edge of Museum

Edge of Theater

Edge of Cinema

Edge of Stadium

Edge of Arena

Edge of Gymnasium

Edge of Pool

Edge of Track

Edge of Field

Edge of Court

Edge of Golf Course

Edge of Tennis Court

Edge of Basketball Court

Edge of Baseball Field

Edge of Football Field

Edge of Soccer Field

Edge of Hockey Rink

Edge of Ice Rink

Edge of Skating Rink

Edge of Swimming Pool

Edge of Diving Board

Edge of Lifeguard Stand

Edge of Bathhouse

Edge of Locker Room

Edge of Shower

Edge of Toilet

Edge of Sink

Edge of Mirror

Edge of Towel Rack

Edge of Soap Dish

Edge of Toothbrush Holder

Edge of Toothpaste Tube

Edge of Razor

Edge of Shaving Cream

Edge of Aftershave

Edge of Deodorant

Edge of Perfume

Edge of Cologne

Edge of Lotion

Edge of Sunscreen

Edge of Insect Repellent

Edge of Bandage

Edge of Adhesive Tape

Edge of Gauze

Edge of Cotton Swab

Edge of Tongue Depressor

Edge of Thermometer

Edge of Stethoscope

Edge of Blood Pressure Cuff

Edge of Syringe

Edge of Needle

Edge of Vial

Edge of Pill Bottle

Edge of Prescription Label

Edge of Medicine Cabinet

Edge of First Aid Kit

Edge of Emergency Kit

Edge of Survival Kit

Edge of Tool Kit

Edge of Repair Kit

Edge of Sewing Kit

Edge of Knitting Kit

Edge of Crochet Kit

Edge of Embroidery Kit

Edge of Needlepoint Kit

Edge of Cross-Stitch Kit

Edge of Quilting Kit

Edge of Patchwork Kit

Edge of Appliqué Kit

Edge of Beadwork Kit

Edge of Lacework Kit

Edge of Tatting Kit

Edge of Macramé Kit

Edge of Weaving Kit

Edge of Spinning Kit

Edge of Dyeing Kit

Edge of Printing Kit

Edge of Bookbinding Kit

Edge of Calligraphy Kit

Edge of Drawing Kit

Edge of Painting Kit

Edge of Sculpting Kit

Edge of Pottery Kit

Edge of Glassblowing Kit

Edge of Metalworking Kit

Edge of Woodworking Kit

Edge of Leatherworking Kit

Edge of Jewelry Making Kit

Edge of Model Making Kit

Edge of Miniature Kit

Edge of Doll House Kit

Edge of Train Set Kit

Edge of Car Set Kit

Edge of Airplane Set Kit

Edge of Boat Set Kit

Edge of Spaceship Set Kit

Edge of Robot Set Kit

Edge of Dinosaur Set Kit

Edge of Animal Set Kit

Edge of Plant Set Kit

Edge of Insect Set Kit

Edge of Bird Set Kit

Edge of Fish Set Kit

Edge of Reptile Set Kit

Edge of Amphibian Set Kit

Edge of Mammal Set Kit

Edge of Human Set Kit

Edge of Skeleton Set Kit

Edge of Muscle Set Kit

Edge of Organ Set Kit

Edge of Cell Set Kit

Edge of Molecule Set Kit

Edge of Atom Set Kit

Edge of Particle Set Kit

Edge of Wave Set Kit

Edge of Energy Set Kit

Edge of Force Set Kit

Edge of Motion Set Kit

Edge of Time Set Kit

Edge of Space Set Kit

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Edge of Nothing Else

REG 22 166

I-BGS-3(4) 50

EXISTING MARGINAL WAY

N 3956.75
E 2524.28

Δ = 90°00'
R = 100.00'
T = 100.00'
L = 157.08'

P.C. = 131+73.27
131+32.35 Back (Northbound)

Mill Z Monument

P.T. = 133+36.35

℄ Lamb Street

4'

(N. 29°37'12"E.)

P.C. = 135+17.30

P.T. = 135+17.07

N 4185.18
E 2581.62

N 4287.48
E 2539.71

(N.24°23'12"E.)

Δ = 25°04'
D = 70°00'
R = 818.51'
T = 181.96'
L = 358.09'

Cut-off line "A"

Δ = 62°00'
R = 85.00'
T = 56.19'
L = 82.45'

N 4224.78
E 2600.43

P.C. = 139+01.08

P.T. = 139+01.08

(N.89°27'12"E.)

Δ = 56°10'
R = 55.00'
T = 26.68'
L = 49.01'

N 4223.38
E 2670.93

P.C. = 139+50.09

(N. 39°27'12"E.)

N 4372.32
E 2717.74

P.T. = 141+25.76

P.C. = 143+32.17

Δ = 169°33'
D = 25°30'
R = 224.11'
T = 1359.51'
L = 69.51'

P.T. = 141+01.74

N 4300.78
E 2740.94

N 4101.53
E 2740.94

P.C. = 134+71.40

Portland Terminal Co.

N 3614.67
E 2740.94

Δ = 102°39'52"
R = 100.00'
T = 124.96'
L = 179.18'

P.T. = 136+50.58

Cut-off line "B"

To Dump

National Biscuit Co.

Match Line Sheet #21

Asphalt

N 3794.64
E 2878.89

P.I. = 135+93.25

6" M.H.

TUKEY STREET

(N. 11°43'20" E.)

6" A.P. Gas Line

Survey Line Construction ℄

Mon.

Δ = 4°38'51"
D = 3°00'
R = 1909.85'
T = 77.52'
L = 154.92'

P.T. = 141+54.73

N 4326.75
E 2853.51

(N.72°04'28"E.)

Match Line Sheet #21

Yarmouth Line

Cut-off line "A"

DESIGN- TRACE - CLARK CHECK -

BRIDGE NO. SURVEY - BLAKE PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

SURVEY- SCALE 1" = 30'

SHEET 22 OF 166 AUGUSTA, MAINE JULY 1956

76-22

0 1 2 3 4 5 INCHES

Match Line Sheet #21

Match Line Sheet #22

Match Line Sheet #24

Match Line Sheet #24

Cut-off line "A"

Cut-off line "B"

Cut-off line "C"

Cut-off line "D"

Cut-off line "E"

Cut-off line "F"

Marginal Way North Bound

Marginal Way South Bound

Construction Control Line

Washington Avenue North Bound

Washington Avenue

Eastern Avenue

East Commercial Street

To Dump

Back Cove

Donnelly Sign

Store House

Bridge Tender Office

Lobster House

Left edge of pavement (control line)

Buildings to be Razed

To be available to Contractor by June 1, 1958.

Revised April 2, 1958 - Added availability date to "Building to be Razed."

DESIGN - TRACE - CLARK CHECK -

BRIDGE NO. SURVEY - BLAKE PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

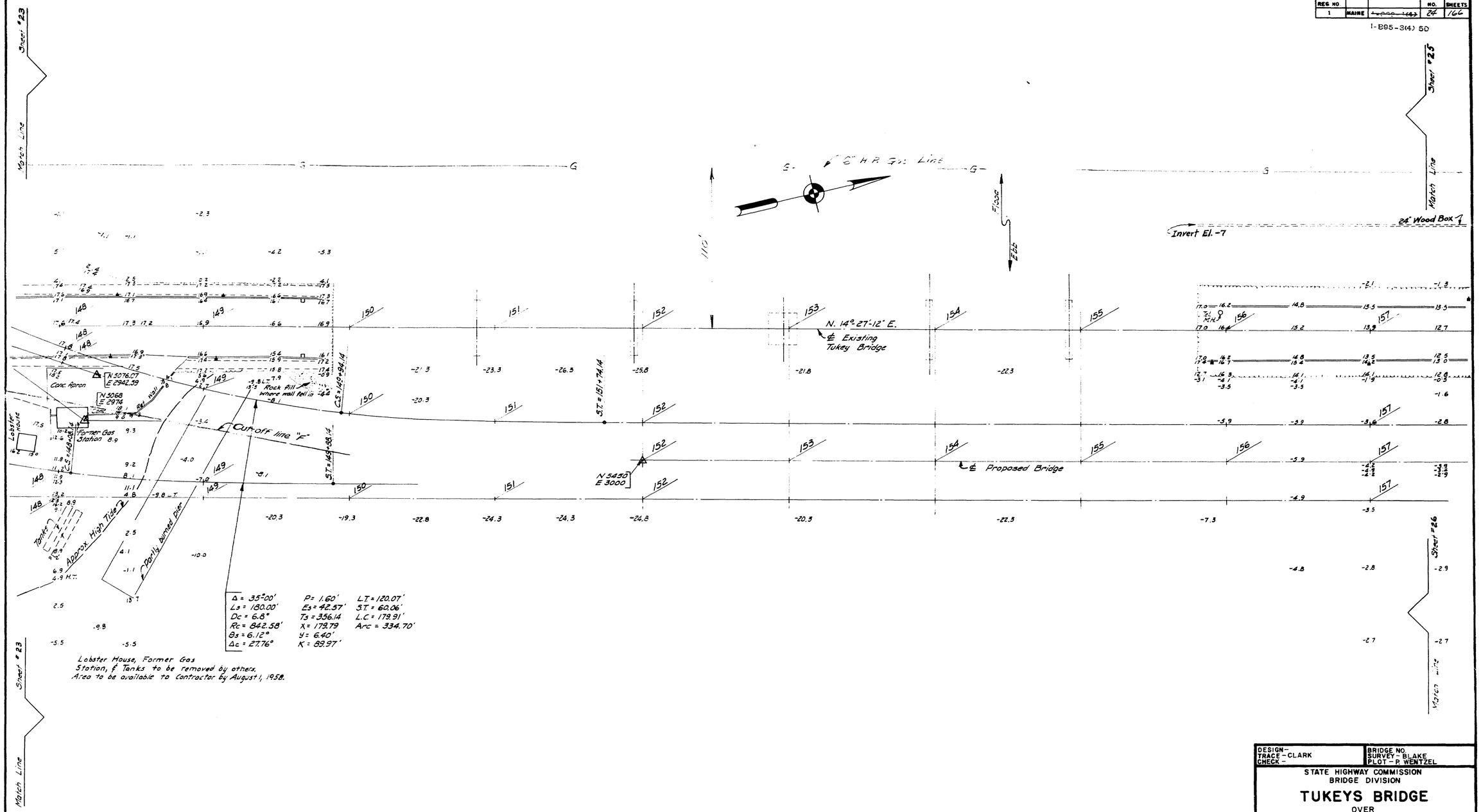
SURVEY - SCALE 1" = 30'

SHEET 23 OF 166 AUGUSTA, MAINE JULY 1956

76-23

0 1 2 3 4 5 INCHES

B P R REG NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-0000 (14)~~ I-BRS-3(14) 50	24	166



Δ = 35°-00'	P = 1.60'	L.T. = 120.07'
Ls = 180.00'	Es = 42.57'	S.T. = 60.06'
Dc = 6.8°	Ts = 356.14	L.C. = 179.91'
Rc = 842.58'	X = 179.79	Arc = 334.70'
Bs = 6.12°	y = 6.40'	
Δc = 27.76°	K = 89.97'	

Lobster House, Former Gas Station, ℄ Tanks to be removed by others. Area to be available to contractor by August 1, 1958.

Revised April 2, 1958 - Removal of "Buildings ℄ Tanks."

DESIGN -
TRACE - CLARK
CHECK -

BRIDGE NO.
SURVEY - BLAKE
PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

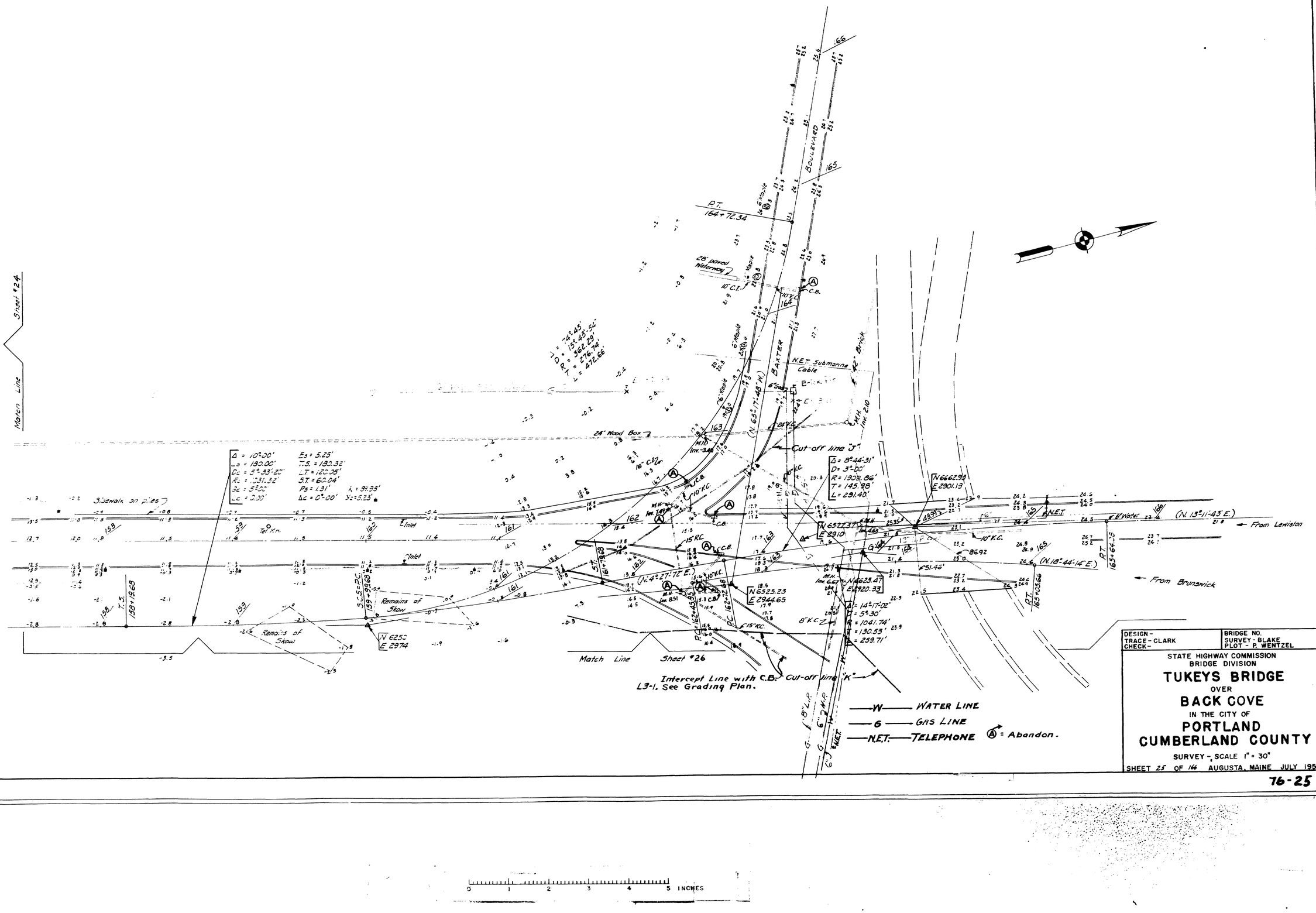
SURVEY - SCALE 1" = 30'

SHEET 24 OF 166 AUGUSTA, MAINE JULY 1956

76-24

0 1 2 3 4 5 INCHES

I-B95-2(4) 50



DESIGN -
TRACE - CLARK
CHECK -

BRIDGE NO.
SURVEY - BLAKE
PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

SURVEY -, SCALE 1" = 30"

SHEET 25 OF 166 AUGUSTA, MAINE JULY 1956

76-25

Intercept with C.B. L3-1
See Grading Plan

Cut-off line "K"

Existing Observation Hole.
Adjust to grade

Match Line

Sheet #25

Sheet #24

Match Line

Remove curb and adjust to grade

Cut-off line "M"

Retaining Wall

To Lewiston

To Brunswick

To B.M. Farb 3
(S 63°18'48" E.)

Breakwater 8' Wide

Stone Wall

Basin cable stone

B.M. - Top of hydrant El. 18.76

Catch Basin

R.W. Fence

Parking Area Fence

Bituminous Treated Parking Area

No direct payment will be made for the necessary removal and resetting of the right of way fence adjacent to the Burnham and Morrill property. This work shall be considered as incidental to the various contract items.

Ⓐ = Abandon

Δ = 32° 44'	Δc = 21° 02'
Ls = 180.00'	θc = 13° 51'
Dc = 6° 30'	Xc = 179.51'
Rc = 881.47'	Yc = 6.12'
θs = 5° 51'	Es = 38.82'
Ls = 323.59'	Ts = 349.23'
	P = 1.53'
	K = 89.97
	L.T = 120.07'
	3.T = 60.06
	L.C = 179.92'

Δ = 96° 22'	
D = 40° 07' 32"	
R = 142.79'	
T = 159.61'	
L = 240.16	
P.I. =	N 6595.78
	E 3053.27

Δ = 7° 58' 32"	
D = 9° 30'	
R = 603.11'	
T = 42.34'	
L = 83.95'	
P.C. =	164+01.11
P.T. =	164+91.06

Δ = 101° 13' 25"	
R = 90.00'	
T = 109.61'	
L = 159.00'	
P.T. =	164+58.22

N 6636.89	
E 3026.20	
N 6592.01	
E 3062.52	
N 6698.82	
E 3046.84	
N 6656.84	
E 3195.69	
N 6422.45	
E 3179.15	
P.C. =	162+99.22
P.T. =	164+27.76
P.C. =	164+58.22
P.T. =	166+91.19
(N. 12° 13' 40" E.)	147.45'
(N. 47° 21' 12" E.)	91.19'

DESIGN -
TRACE - CLARK
CHECK -

BRIDGE NO.
SURVEY - BLAKE
PLOT - P. WENTZEL

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

SURVEY - SCALE 1" = 30'

SHEET 26 OF 166 AUGUSTA, MAINE JULY 1956

76-26

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-302-1(40)~~ I-B95-3(4) 50	27	166

Match Line - Sh. 28

Match Line - Sh. 29

Δ = 6°00'-34"
D = 2°-30'
R = 2291.82'
T = 120.30'
L = 240.38'

N. 5°-12'-22" W.

Washington Avenue - Southbound

N 4186.15
E 2971.80

N 4090.26
E 3004.0

Tangent

N. 2°-39'-12" E.

N.14°-27'-12" E.
(E 3026)

Washington Avenue - Northbound

4' Sidewalk

N 3871.27
E 3031.58

N 3923.35
E 3026.00

Δ = 26°-57'
D = 10.0°
R = 572.96'
T = 137.29'
L = 269.50'

(E 3076)

N 3949.04
E 3141.63

Δ = 15°-03'
D = 9.5°
R = 603.1'
T = 80.2'
L = 159.47'

E. Wash. Ave. - Southbound

E. Wash. Ave.

E. Wash. Ave. - Northbound

N. 1°-29'-48" W.

Sta. 135+47.14 W. Ave. - Northbound
= 135+00.63 W. Ave. - Southbound

Eastern Promenade

Δ = 52°-30'
D = 19.0986°
R = 300'
T = 147.94'
L = 274.89'

N. 40°-00'-12" E.

N 4193.11
E 3171.85

P.T. 140+10.05

N 4364.35
E 3141.45

145°-02'

N 4364.35
E 3163.56

115°-33'

N 4288.56
E 3236.00

N. 14°-27'-12" E.

75.79

N 4081.13
E 3260.19

P.T. 140+80.14
North St.

N 4215.66
E 3321.99

P.T. +98.86

N 4308.39
E 3308.33

5. 20°-30'-48" E.
North Street

3+00.15 (Survey Sta.)

2+07.90 (Survey Sta.)

Eastern Promenade

KEY PLAN

Sh. 28 | Sh. 29 | Sh. 30 | Sh. 31 | Sh. 32
Sh. 27

0 1 2 3 4 5 INCHES

DESIGN – EVERETT, RISSEL
TRACE – CLARK
CHECK – JOSE, SHAILER

BRIDGE NO.
SURVEY –
PLOT –

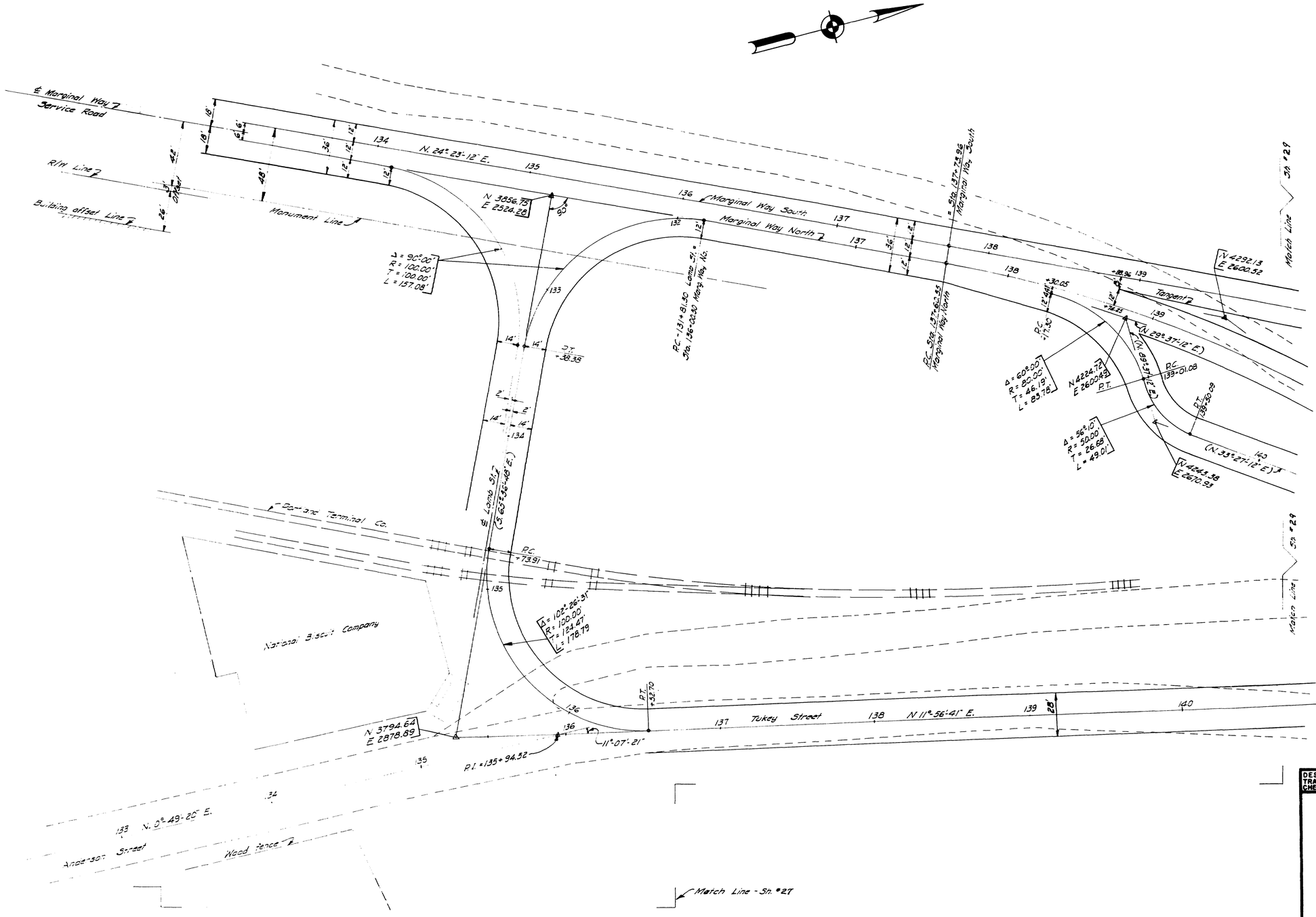
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

SHEET 27 OF 166 AUGUSTA, MAINE OCT. 1952

76-27

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-095-1(4)~~ I-B95-3(4) 50	28	166



DESIGN – EVERETT, RISSE TRACE – CLARK CHECK – COSE, SHAILER	BRIDGE NO. SURVEY – PLOT –

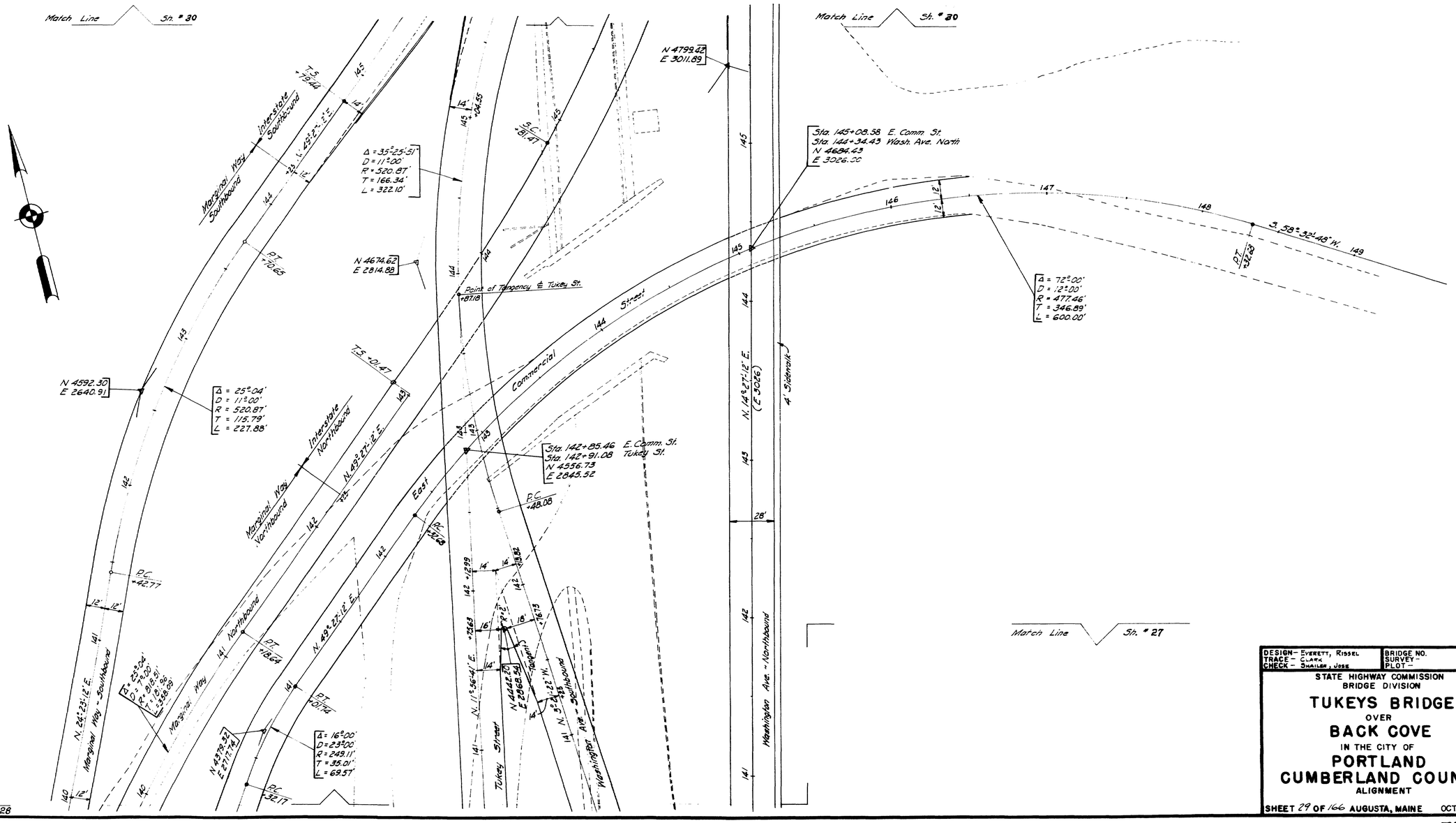
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

SHEET 28 OF 166 AUGUSTA, MAINE OCT. 1957.

76-28

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~ I-895-3(4) 50	29	166



DESIGN - EVERETT, RISSEL	BRIDGE NO.
TRACE - CLARK	SURVEY -
CHECK - SHAILER, JOSE	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

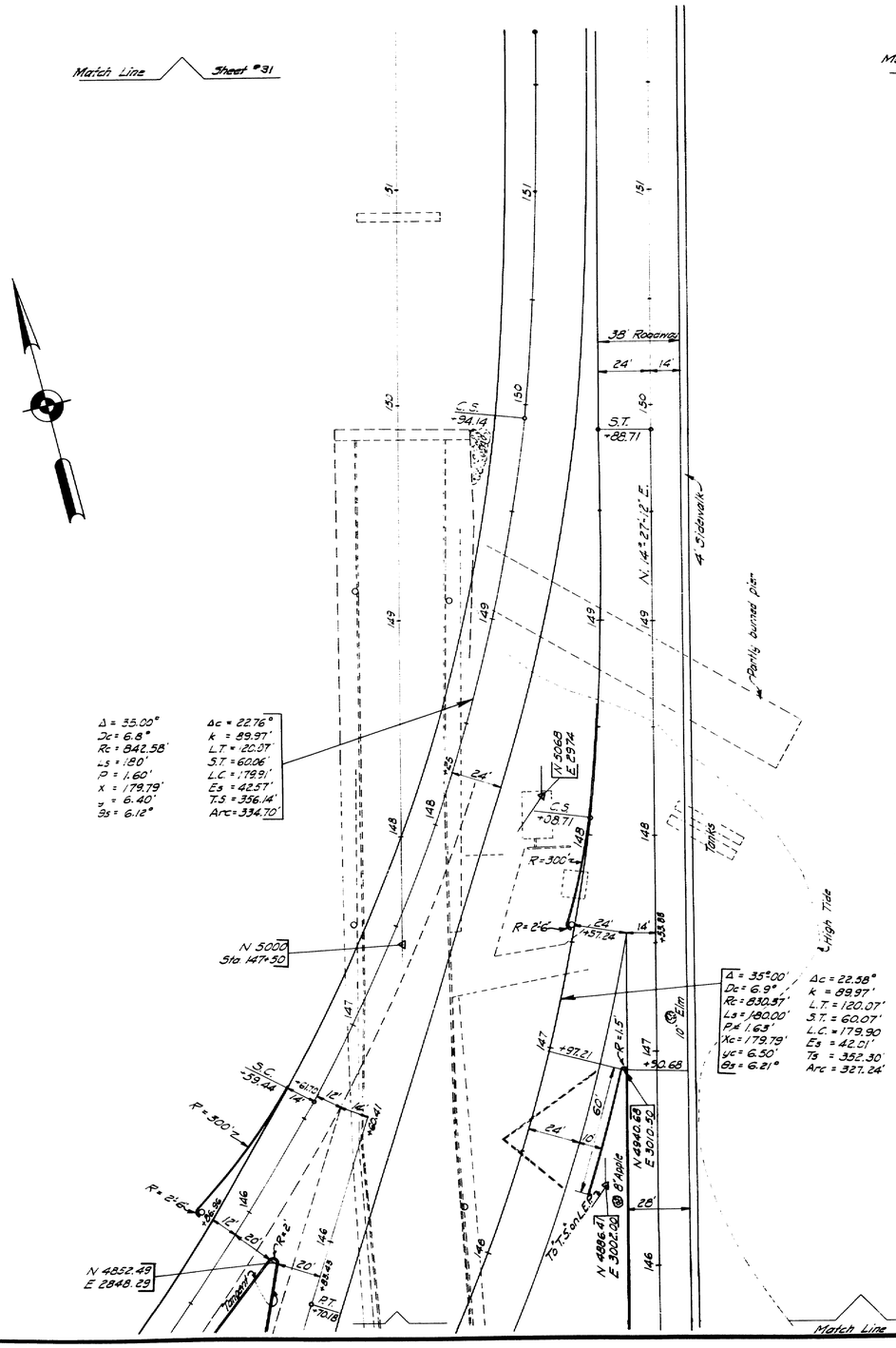
SHEET 29 OF 166 AUGUSTA, MAINE OCT. 1957.

76-29

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F 002 1(4)~~ I-B95-3(4) 5C	30	166

Match Line Sheet #31

Match Line Sh. #31



Match Line - Sh. #29

Match Line Sh. #29

DESIGN – EVERETT, RISSEL	BRIDGE NO.
TRACE – CLARK	SURVEY –
CHECK – JOSS, SHAILER	PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

SHEET 30 OF 166 AUGUSTA, MAINE OCT. 1957.

76-30

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-062-1(4)~~ F-B95-5(4)50	31	166

Match Line - Sh. #30

Match Line - Sh. #32

Survey Base Line

N. 14°27'-12" E.

90.0'

Δ = 10°
Ls = 180'
Bs = 5°00'
Δc = 0°
Ts = 180.32'
Es = 5.25'
Dc = 1°-33'-20"
Rc = 1031.32'
L.T. = 120.35'
S.T. = 60.04
P = 1.31'
k = 89.98'
yc = 5.23'

Sta. 146+74

S.T.

Sta. 147+19.69

P.C. Sta. 149+68 Baxter Blvd.
P.C.S. Intersection

Remains of Skew

N 6250
E 2974

Remains of Skew

N 5450
E 3000

N 5561
E 3000

℄ new Bridge
℄ roadway and construction

N 5700
E 3000

N 5839
E 3000

N 5950
E 3000

(N. 14°27'-12" E.)

4' Sidewalk

Sta. 151+07.69

E.T.

E Bearing Abut #1
Sta. 152+00

E Pier #1
Sta. 153+11

E Pier #2
Sta. 154+30

E Pier #3
Sta. 155+89

E bearing Abut #2
Sta. 157+00

SPAN 1

SPAN 2.

SPAN 3.

SPAN 4.

TUKEYS BRIDGE

Δ = 32°44'
Ls = 180'
Dc = 6°-30'
Rc = 881.47'
Δc = 21°02'
Lc = 323.59'
Bs = 5°51'
Øc = 1°-57'
Xc = 179.81'
yc = 6.12'
D = 1.53'
k = 89.97'
Es = 38.82'
T.S. = 349.29'
L.T. = 120.07'
S.T. = 60.06'
L.C. = 179.92'

8' Breakwater

GENERAL NOTES

Survey Base Line : Center Line of existing Tukeys Bridge

Coordinates Easterly : Based on center line of new bridge equals E 3000, located 90.0' Easterly and parallel to Survey Base Line, N. 14°27'-12" E.

Coordinates Northerly : Based on a line at right angles to Survey Base Line at Sta. 147+50 equals N 5000.

All curves : Arc designation
Datum : Mean Sea Level = Elevation 0.0
Scale : One inch = 30 feet

Stationing for project refers to that for "Existing Tukeys Bridge", with center line of bearing Abutment #1 offset 90 feet and set at Sta. 152+00, the control station, with coordinates N 5450 - E 3000.

0 1 2 3 4 5 INCHES

DESIGN – EVERETT, RISSEL
TRACE – CLARK
CHECK – JOSE. LANGFORD

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

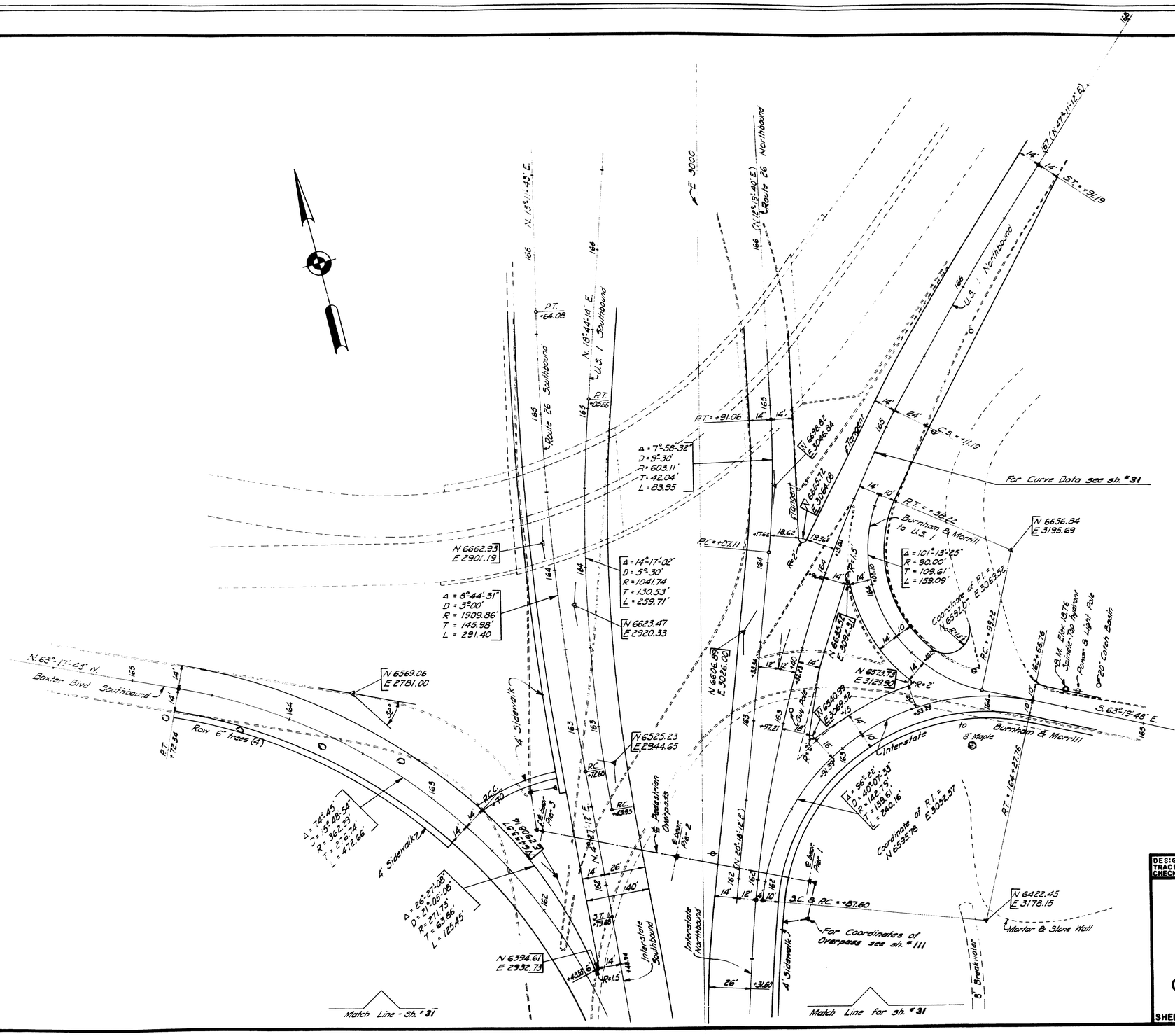
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

SHEET 31 OF 166 AUGUSTA, MAINE OCT. 1957.

76-31

S. P. R. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(45)~~	32	166

I-895-3(4) 50



0 1 2 3 4 5 INCHES

DESIGN - RISSEL TRACE - CLARK CHECK - LANGFORD, JOBE	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ALIGNMENT

SHEET 32 OF 166 AUGUSTA, MAINE OCT. 1957

76-32

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-065-1(4)~~ I-B95-3(4)50	33	166

Match St. 134

Match St. 135

Match St. 136

Limit of Work
Sta. 131+50 Washington Avenue

Source of Power "A"

Washington Avenue

Remove 2" Postar

Begin Type "E" Guard Rail
133+33 ±

Type "E" Guard Rail

5"ø Conduit

4' Sidewalk

4' Shoulder

CBC-135+50(A2-2)
Rim El. 60.26

CBC-134+35(A2-1)
Rim El. 62.58

2"ø Conduit

CBD-135+50 (A2)
Throat El. 59.80

3"ø Conduit

CBC-137+0(A3-1)
Rim El. 57.03

CBD-137+0 (A3)
Throat El. 56.50

CBC-138+0(A4-1)
Rim El. 55.00

CBD-138+0 (A4)
Throat El. 54.80

CBD-139+45 (A5)
Throat El. 51.40

CBC-139+45(A5-1)
Rim El. 51.92

4' Sidewalk

2' Shoulder

Underdrain "A" Line

CBD-139+93(A5-2)
Throat El. 49.70

CBD-141+0 (A6-3)
Throat El. 46.30

CBD-138+0 (A4-2)
Throat El. 71.50

3' Shoulder

2"ø Conduit

"C" Line

CBC-138+59 (C5)
Rim El. 89.45

CBC-136+45 (B1-1)
Rim El. 78.63

CBA-133+48(A1)
Rim El. 64.0

Underdrain "A" Line

Underdrain "B" Line

Eastern Promenade

CBC-133+24 L.E.R.
Rim El. 64.24

CBC-134+30 (B2-1)
Rim El. 68.01

CBC-134+30 (B2)
Throat El. 67.30

CBD-136+45 (B1)
Throat El. 77.90

CBC-138+59 R.E.P. (C4)
Rim El. 89.25

CBC-139+59 R.E.P.(C3)
Rim El. 93.01

CBC-140+30 Circle (D1)
Rim El. 93.83

Island E.P. level
El. 95.0

"D" Line

Remove 10' Elm

Remove 8' Elm

Remove 7' Elm

2"ø Conduit

Match existing ground

3' Shoulder

"E" Line

CBC-140+15 (E1)
Rim El. 94.27

CBD-140+15 (E1)
Throat El. 90.0

3"ø Conduit

CBC-139+48(A5-1)
Rim El. 91.92

CBC-140+31 R.E.P.(C1)
Rim El. 95.97

24" R.C.P.

CBE-141+35 (C1-1)
Rim El. 97.36

2-0720 (Survey Sta.)

24" R.C.P.

Install Manhole Type B

Eastern Promenade

3(S)

Limit of Work
Sta. 141+50 Eastern Promenade
equals Sta. 2+58.34 (S)

Limit of Work
Sta. 140+25 North St.
equals Sta. 3+45.01(S)

Install Type B Manhole at cut existing 24" North St. Sanitary Sewer & abandon beyond manhole.

4(S)

5(S) North Street

6(S)

Type B

CBA-133+3 R.E.P. (B3)
Rim El. 64.20

CBD-133+76 (B3-1)
Throat El. 84.40

Match existing ground

KEY PLAN

Sh. 34 | Sh. 35 | Sh. 36 | Sh. 37 | Sh. 38
Sh. 33

0 1 2 3 4 5 INCHES

I-B95-3(4) 50

DESIGN - Barnes
TRACE - Clark
CHECK - A.B.P.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

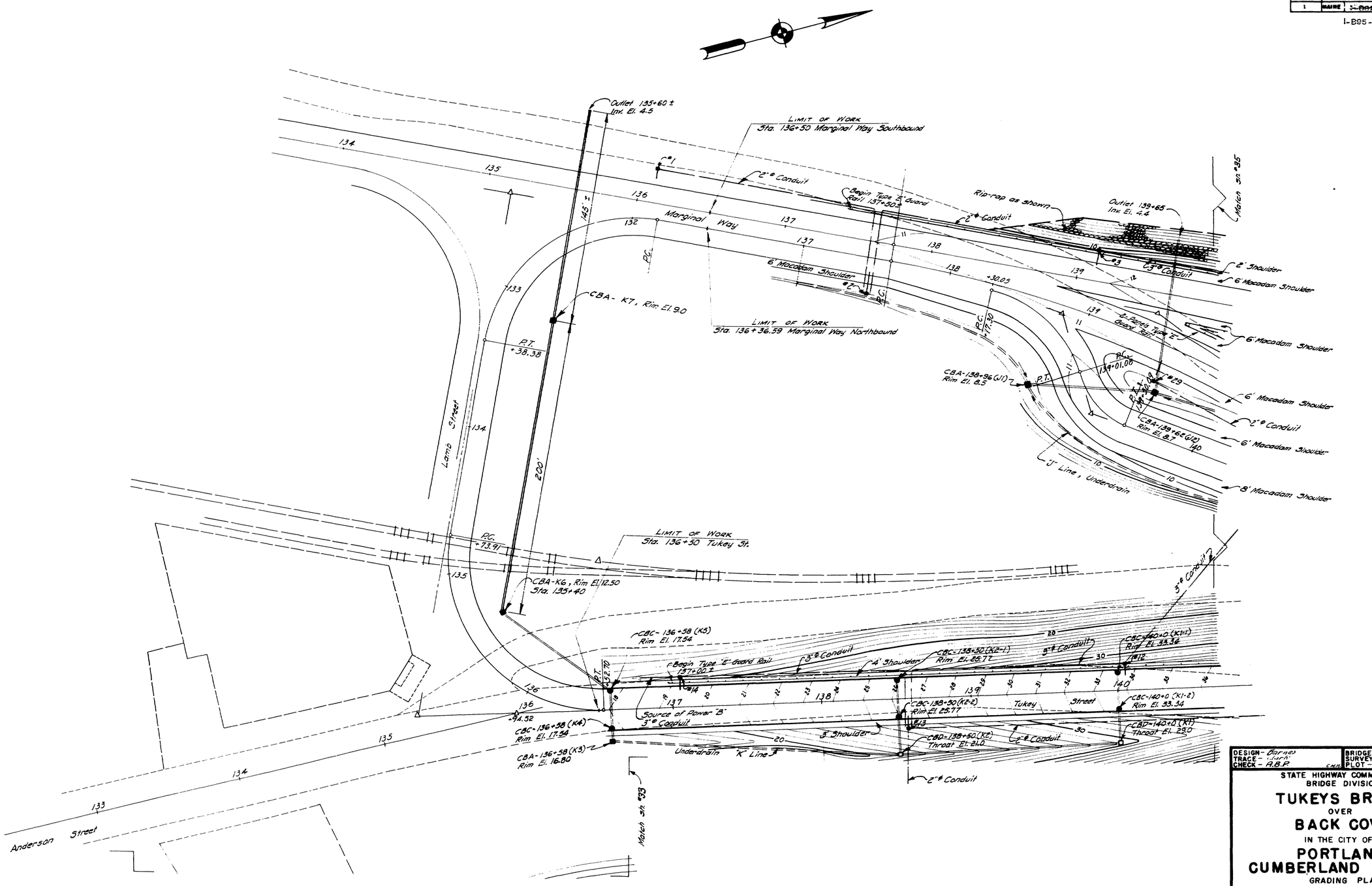
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GRADING PLAN

SHEET 33 OF 166 AUGUSTA, MAINE OCT. 1957.

76-33

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~S-0003 (14)~~	34	166

I-B95-3(4) 50



DESIGN - Barnes	BRIDGE NO.
TRACE - [illegible]	SURVEY -
CHECK - A.B.P.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

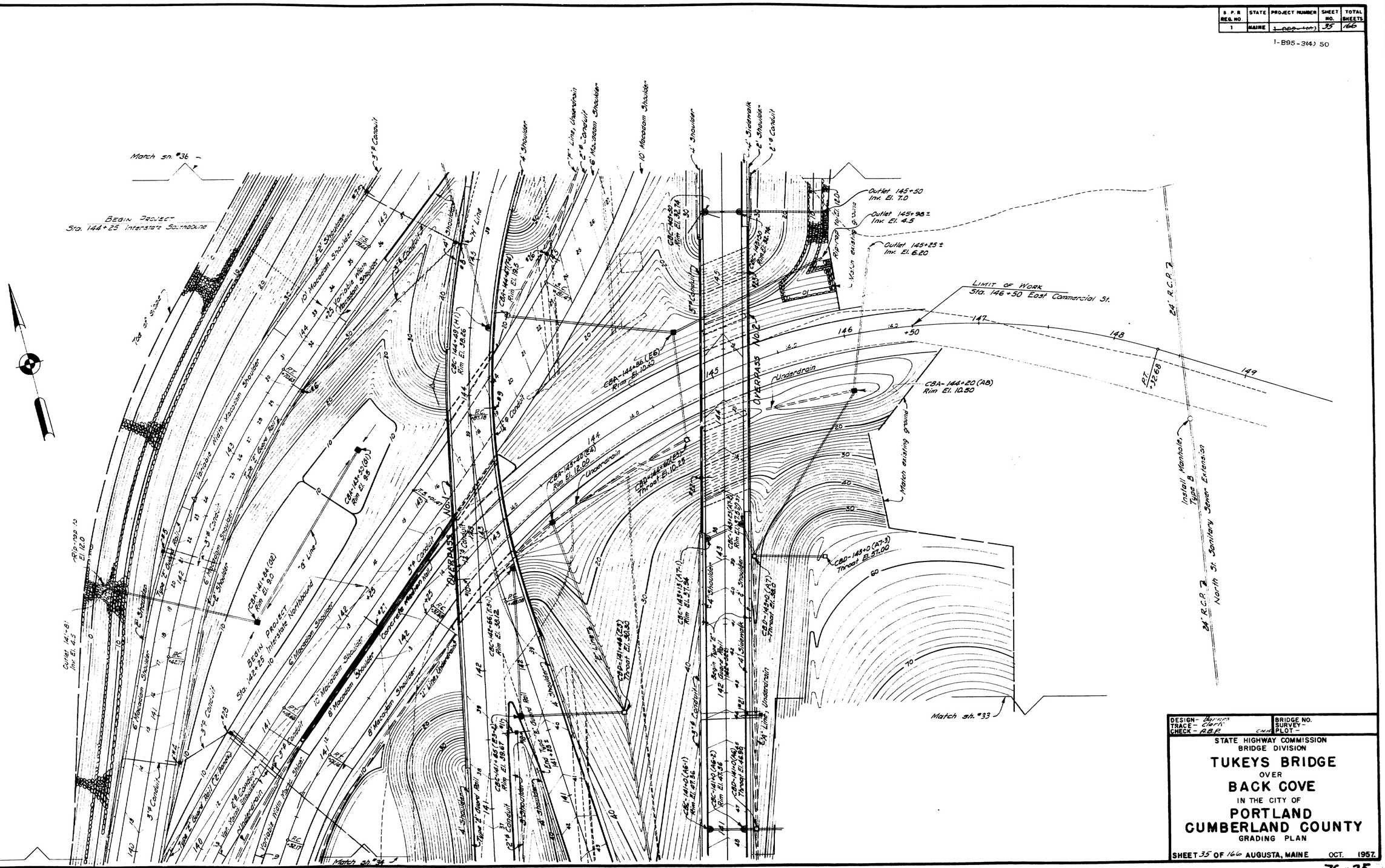
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GRADING PLAN

SHEET 34 OF 166 AUGUSTA, MAINE OCT. 1957

76-34

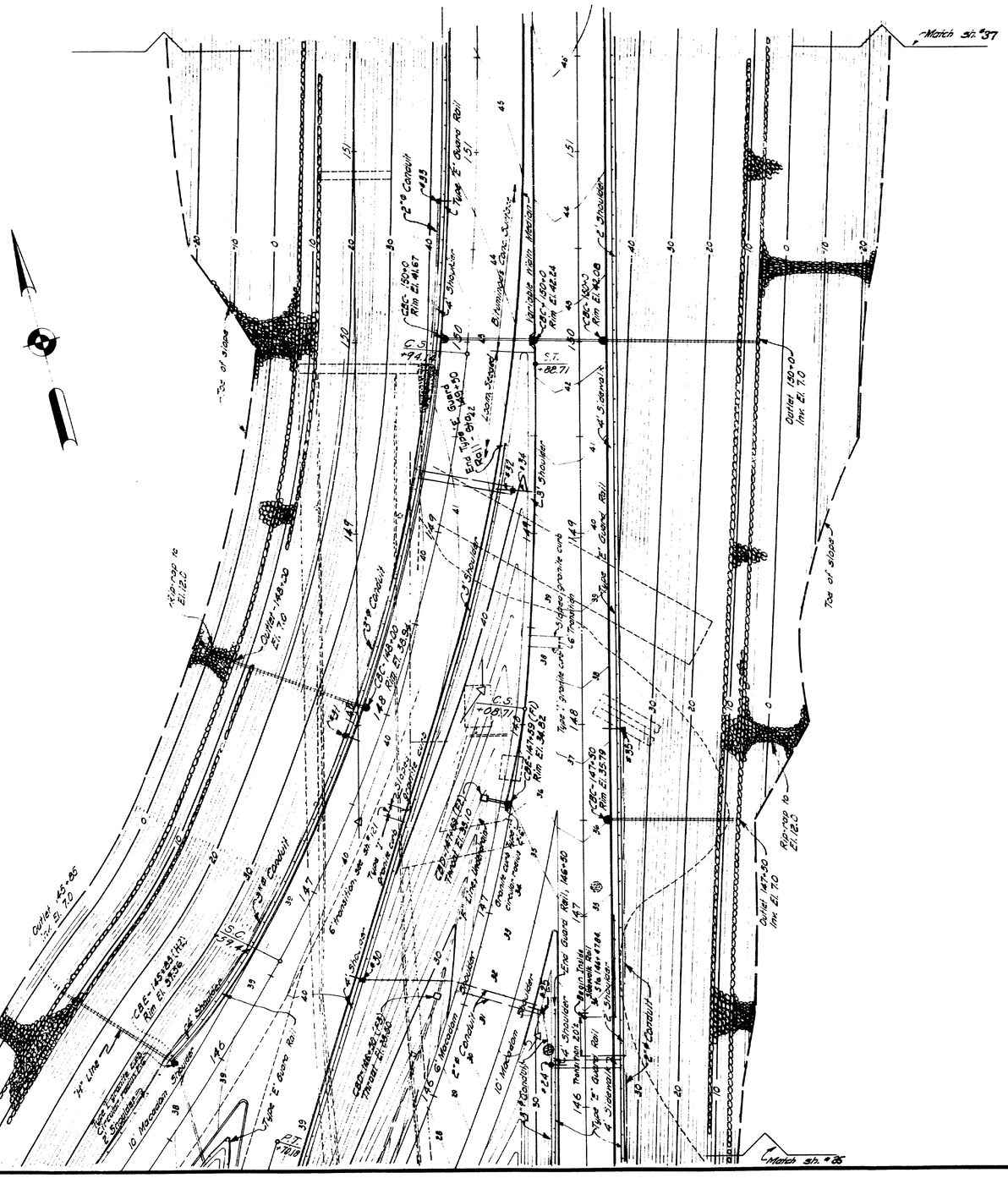
0 1 2 3 4 5 INCHES

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-000-1(4)~~ I-895-3(4) 50	35	166


March sh. #36
BEGIN PROJECT Sta. 144+25 Interstate Southbound
Match sh. #34
BEGIN PROJECT Sta. 142+25 Interstate Northbound
Match sh. #33
LIMIT OF WORK Sta. 146+50 East Commercial St.
OVERPASS NO. 2
Outlet 145+50 Inv. El. 7.0
Outlet 145+98± Inv. El. 4.5
Outlet 145+25± Inv. El. 6.20
Outlet 141+8± Inv. El. 4.5
Underdrain
Match existing ground
Install Manholes Type B
North St. Sanitary Sewer Extension
24" R.C.P.
36" R.C.P.
CBA-144+86 (E6) Rim El. 10.49
CBA-144+20 (AB) Rim El. 10.50
CBA-144+40 (E4) Rim El. 12.00
CBA-145+40 (E5) Rim El. 12.25
CBA-145+55 (61) Rim El. 9.5
CBA-141+84 (62) Rim El. 9.0
CBC-144+49 (H1) Rim El. 18.26
CBC-144+47 (74) Rim El. 18.5
CBC-140+38 Rim El. 32.74
CBC-140+20 Rim El. 32.74
CBC-142+66 (E3-1) Rim El. 30.12
CBC-141+85 (E3-4) Rim El. 28.87
CBC-141+10 (A6-2) Rim El. 27.56
CBC-141+10 (A6-1) Rim El. 27.56
CBC-145+13 (A7-1) Rim El. 27.54
CBC-145+10 (A7-2) Rim El. 27.54
CBD-144+60 (E2) Throat El. 10.25
CBD-141+48 (E3) Throat El. 30.30
CBD-141+10 (A6-3) Throat El. 26.86
CBD-145+0 (A7-3) Throat El. 27.00
CBC-145+10 (A7-3) Rim El. 27.00
Type 2' Curb Rail (2 Faces)
Type 2' Curb Rail (2 Sides)
Begin Type 2' Curb Rail (2 Sides)
Type 2' Curb Rail (1 Side)
Variable Width Median
Concrete Median Rail
Begin Concrete Median Rail
Begin Type 2' Curb Rail (2 Faces)
Begin Type 2' Curb Rail (1 Side)
Begin Variable Width Median
Begin Underdrain
Begin 1" Line Underdrain
Begin 2" Line Underdrain
Begin 4" Line Underdrain
Begin 6" Line Underdrain
Begin 8" Line Underdrain
Begin 10" Line Underdrain
Begin 12" Line Underdrain
Begin 15" Line Underdrain
Begin 18" Line Underdrain
Begin 24" Line Underdrain
Begin 30" Line Underdrain
Begin 36" Line Underdrain
Begin 42" Line Underdrain
Begin 48" Line Underdrain
Begin 60" Line Underdrain
Begin 72" Line Underdrain
Begin 84" Line Underdrain
Begin 96" Line Underdrain
Begin 108" Line Underdrain
Begin 120" Line Underdrain
Begin 132" Line Underdrain
Begin 144" Line Underdrain
Begin 156" Line Underdrain
Begin

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-ARD-1223	36	166

1"=5'-0" H 50


Match Sh. #37
Match Sh. #35
Top of slope
Outlet 130+0 Inv. El. 7.0
Outlet 147+30 Inv. El. 7.0
Outlet 145+85 Inv. El. 7.0
RCP-130 to El. 12.5
RCP-130 to El. 12.0
CBC- 130+0 Rim El. 44.67
CBC- 130+0 Rim El. 42.24
CBC- 130+0 Rim El. 42.08
CBC- 147+30 Rim El. 35.79
CBC- 145+85 (42) Rim El. 35.58
CBC- 148+30 Rim El. 35.54
CBC- 147.59 (72) Rim El. 34.52
CBD- 147.59 (72) Invert El. 28.10
CBD- 146.80 (72) Invert El. 28.30
2'-0" Conduit
End Type 2E Guard Rail
Type 2E Guard Rail
Type 1E Guard Rail
Type 1 Guard Rail
Type 1 Guard Rail Sta. 146+50
Type 1 Guard Rail Sta. 146+70
Type 1 Guard Rail Sta. 147+10
Type 1 Guard Rail Sta. 147+30
Type 1 Guard Rail Sta. 148+30
Type 1 Guard Rail Sta. 149+30
Type 1 Guard Rail Sta. 149+50
Type 1 Guard Rail Sta. 149+70
Type 1 Guard Rail Sta. 149+90
Type 1 Guard Rail Sta. 150+10
Type 1 Guard Rail Sta. 150+30
Type 1 Guard Rail Sta. 150+50
Type 1 Guard Rail Sta. 150+70
Type 1 Guard Rail Sta. 150+90
Type 1 Guard Rail Sta. 151+10
Type 1 Guard Rail Sta. 151+30
Type 1 Guard Rail Sta. 151+50
Type 1 Guard Rail Sta. 151+70
Type 1 Guard Rail Sta. 151+90
Type 1 Guard Rail Sta. 152+10
Type 1 Guard Rail Sta.

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-095-1(4)	37	166

I-095-1(4) 50

BACK COVE

TUKEYS BRIDGE

Tee of slope

Remove Piers to stream bed elevation

Existing River Pier

Existing Pier 3

Existing Pier 4

Excavate cross-hatched area to Elevation -4.0 Payment to be made under Items 203-9 and 203-10

#32

2"ø Conduit

#31

3"ø Conduit

Inside Sidewalk Rail Sta. 146+47.84 Wash. Ave. Northbound to Sta. 162+91.17 Interstate to Burnham & Morrill

3"ø Conduit

2"ø Conduit

#37

#38

#36

℄ Bearing Abut. 1 Sta. 152+00

℄ Pier #1 Sta. 153+11

℄ Pier #2 Sta. 154+30

℄ Pier #3 Sta. 155+89

℄ Bearing Abut. #2 Sta. 157+00

Rip-rap to El. 12.0

Toe of slope

Match Line

3" Loam, Seeded (Hay Mulched)

4' Shoulder

Type "E" Guard Rail

#50

CBC-158+28 Rim El. 28.33

3"ø Conduit

CBC-158+28 Rim El. 28.78

CBC-160+16 Rim El. 21.50

#49

3"ø Conduit

4' min.

CBC-160+16 Rim El. 23.80

E.E. 3000

4' min. Post centered in median

Loam & Seeded

Bituminous Conc. Surf.

CBC-158+28 Rim El. 28.58

4' Sidewalk

2' Shoulder

#39

CBC-160+16 Rim El. 23.35

3"ø Conduit

3"ø Conduit

Outlet, Inv. El. 7.0

Rip-rap to El. 12.0

Outlet, Inv. El. 7.0

Match Line #38

Match Line #36

DESIGN - Bureau	BRIDGE NO.
TRACE - [illegible]	SURVEY -
CHECK - A.B.P.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GRADING PLAN

SHEET 37 OF 166 AUGUSTA, MAINE OCT. 1957.

76-37

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~ -095-1(4) 50	38	166

LIMIT OF WORK
Sta. 165+30 Baxter Blvd.

LIMIT OF WORK
Sta. 164+50 Route 26 Southbound

LIMIT OF WORK
Sta. 165+50 Route 26 Northbound

LIMIT OF WORK
Sta. 164+30 U.S. 1 Southbound

LIMIT OF WORK
U.S. 1 Northbound Sta. 167+00

LIMIT OF WORK
Sta. 164+50 Burnham & Morrill

END PROJECT
Sta. 163+00 Interstate Northbound & Southbound
Project measured along Interstate Northbound

Baxter Blvd.

End Type 'E' Guard Rail 164+75 ±
Cut & Type 'C' Guard Rail anchor to remove existing rail to meet new sidewalk.

Remove 6" Maple

Outlet Inv. El. 7.0

Rip-rap to El. 12.0

Match exist. ground

CBC-161+80(45) Rim El. 18.40

Outlet Inv. El. 7.0

Match existing ground

3' Shoulder

Exist. vertical granite curb

Type I granite curb

4' Sidewalk

2' Shoulder

2-4" Conduit

CBA-162+85(3-D) Rim El. 16.0

CBC-162+40 Wtr Rim El. 18.16

CBC-162+80(W) Rim El. 19.20

PEDESTRIAN OVERPASS

Vert. granite curb

Sloped granite curb

3-4" Conduit

End Type 'E' Guard Rail

CBC-163+20(E) Rim El. 18.0

End Slope Sidewalk Rail Sta. 163+25 ±

Type I granite curb

Transition

2' Shoulder

4' Sidewalk

Match exist. ground

Outlet Inv. El. 7.0

Rip-rap to El. 12.0

Existing Breakwater

Match Line sh. #37

End Type 'E' Guard Rail 163+35 ±

To Burnham & Morrill

Tie to existing Junction Box 3-4" Conduit

Type I granite curb

6' Trans. 1:30 Slope

Existing Cedar Grid

R/W Fence

Parking Area Fence

Match existing ground

3-4" Conduit

Source of Power-Conduit 182+67.46

2" Conduit

Type I granite curb

Existing 15" R.C.P. Intercept with L.S.#1

Existing vertical granite curb

Type I granite curb

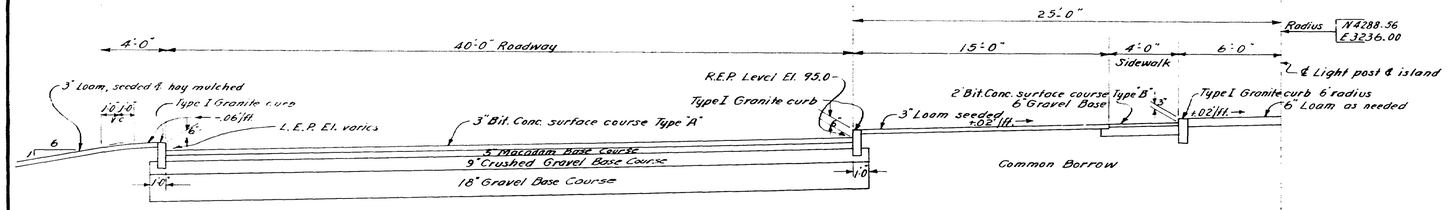
Sloped granite curb

Existing 6'x6' Timber Crib Pier

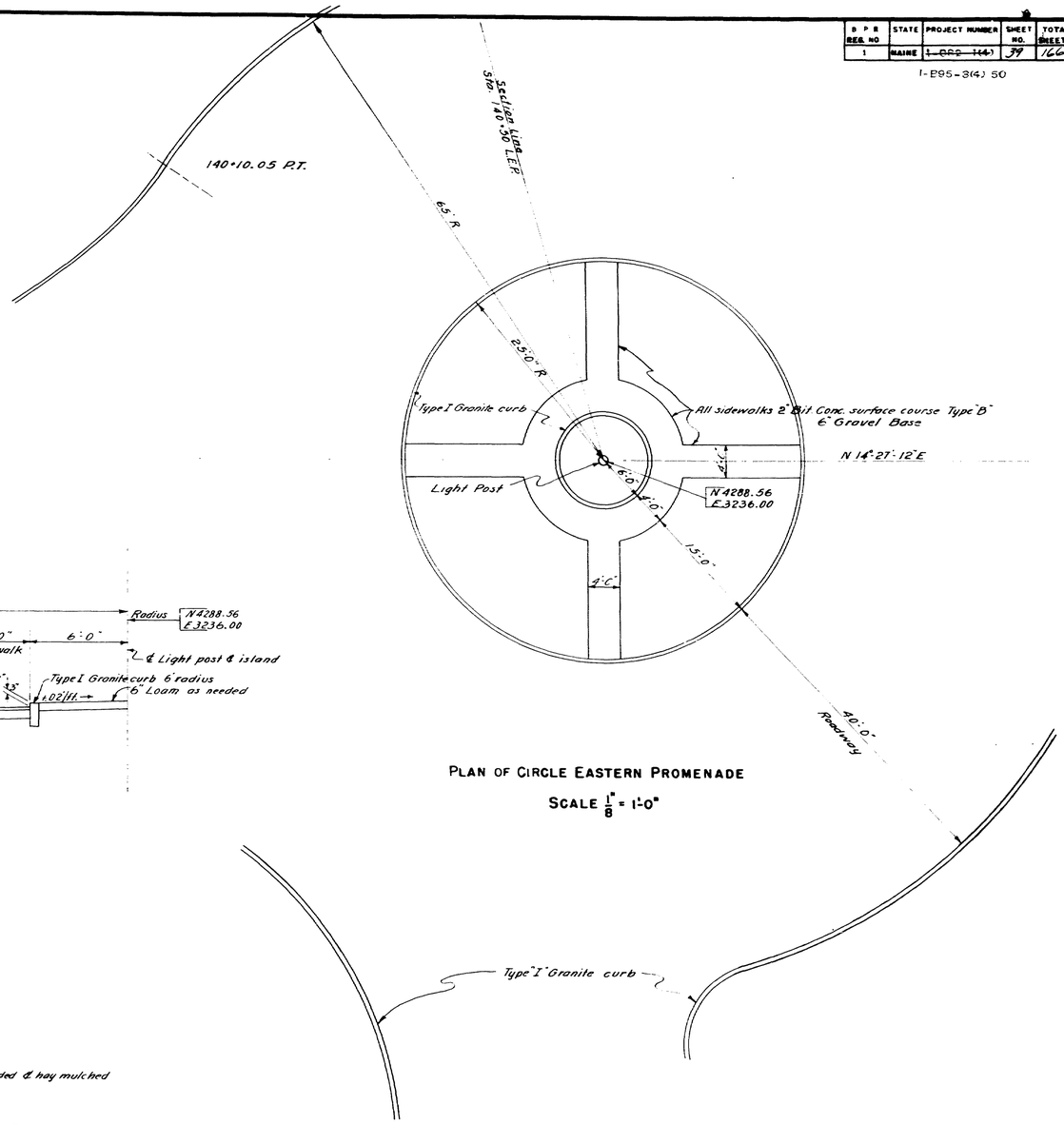
Existing 6'x6' Timber Crib Pier

Existing 6'x6' Timber Crib Pier

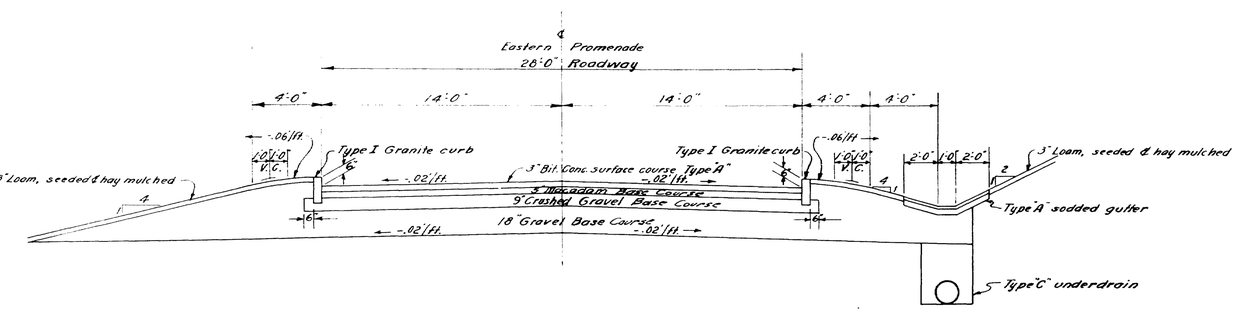
B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-095-1(4)~~ I-095-3(4) 50	39	166



1/2 SECTION THRU CIRCLE EASTERN PROMENADE
L.E.P. 140+50 SCALE $\frac{1}{4}$" = 1'-0"



PLAN OF CIRCLE EASTERN PROMENADE
SCALE $\frac{1}{8}$" = 1'-0"



NORMAL SECTION EASTERN PROMENADE
134+75 TO 135+00 SCALE $\frac{1}{4}$" = 1'-0"

DESIGN - BARNES TRACE - SAVAGE CHECK - [illegible]	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TYPICAL SECTIONS EASTERN PROMENADE
PLAN OF CIRCLE

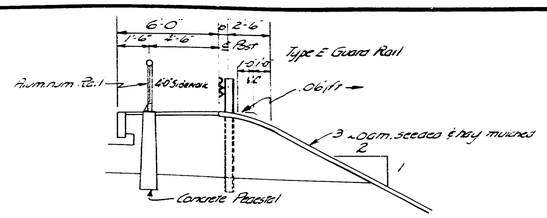
SHEET 39 OF 166 AUGUSTA, MAINE OCT. 1957

76-39

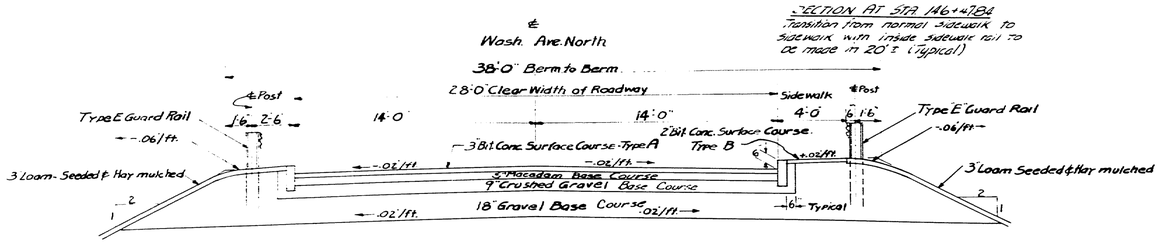
0 1 2 3 4 5 INCHES

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-095-1(4)	40	166

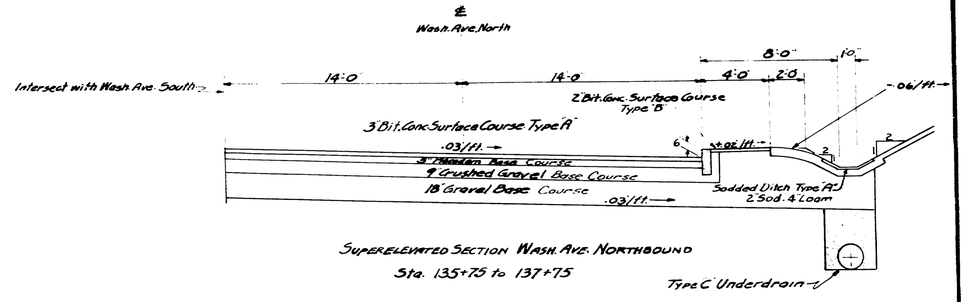
I-895-1(4) 50



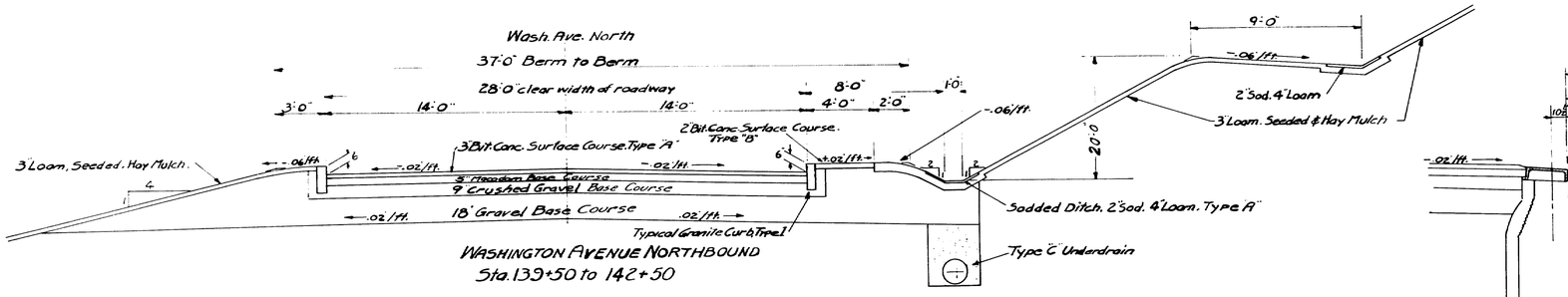
SECTION AT STA 146+47.84
Transition from normal sidewalk to sidewalk with inside sidewalk rail to be made in 20'± (typical)



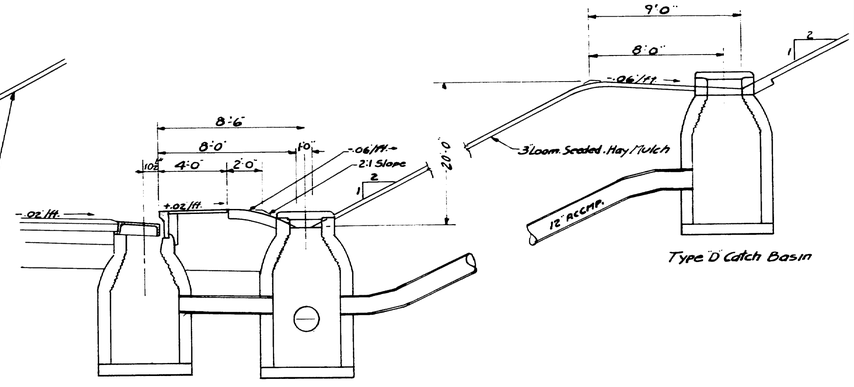
WASHINGTON AVE. NORTHBOUND
Sta. 142+50 to Sta. 143+40 and
Sta. 145+20 to Sta. 146+27.84



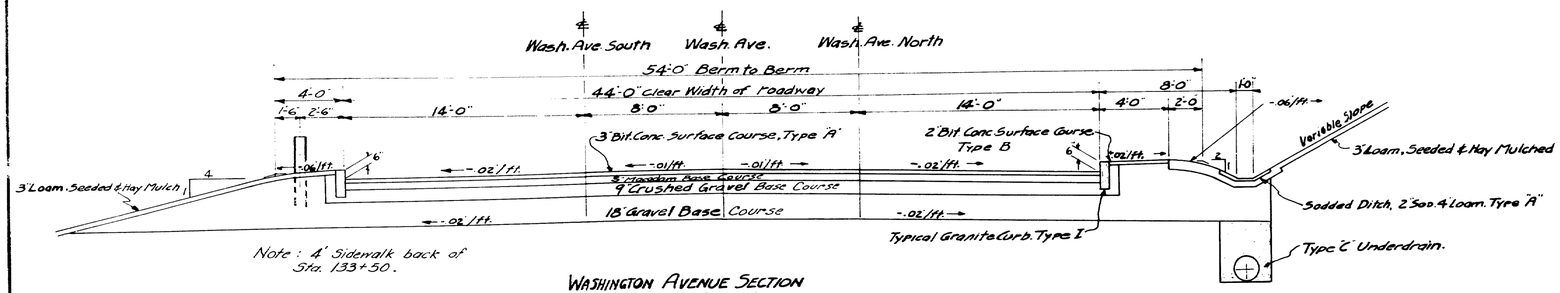
SUPERELEVATED SECTION WASH. AVE. NORTHBOUND
Sta. 135+75 to 137+75



WASHINGTON AVENUE NORTHBOUND
Sta. 139+50 to 142+50



CATCH BASIN SYSTEM - WASH. AVE. NORTHBOUND
TYPICAL SECTION



Note: 4' Sidewalk back of Sta. 133+50.

WASHINGTON AVENUE SECTION
Sta. 133+50 to 134+25

DESIGN - BARNES
TRACE - H.L. JONES
CHECK - H.C.C.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

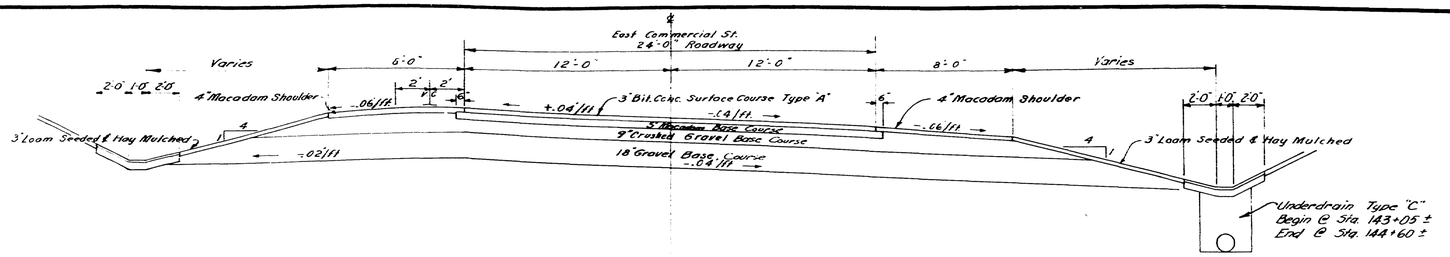
TYPICAL SECTIONS
WASHINGTON AVENUE - NORTHBOUND

SHEET 40 OF 166 AUGUSTA, MAINE OCT. 1957

76-40

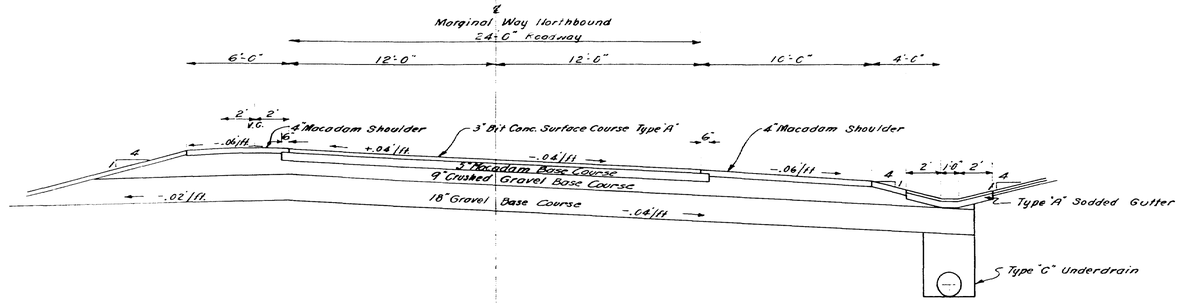
0 1 2 3 4 5 INCHES

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-000-1(4)~~ I-295-2(4) 50	41	166

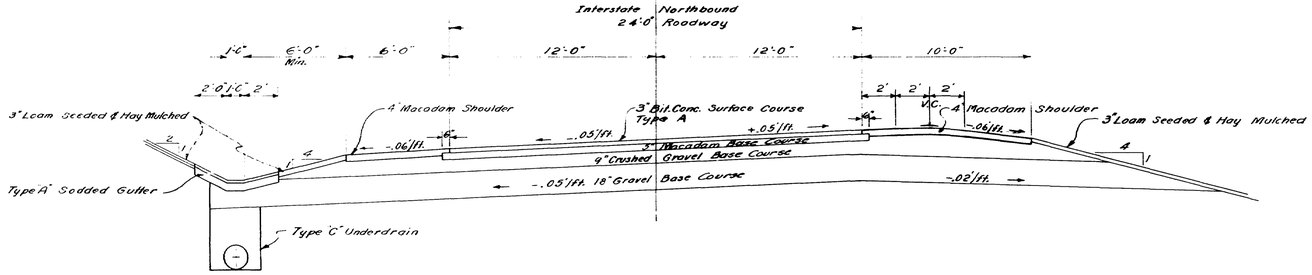


Sta. 143+50 to 146+0

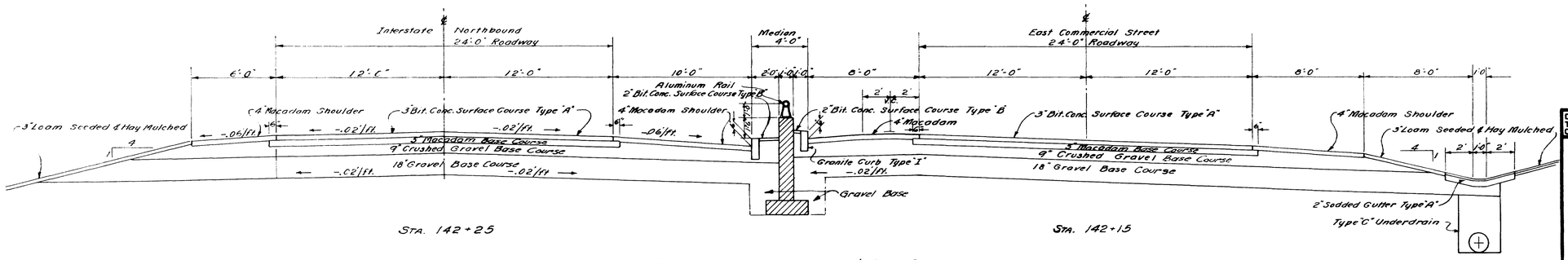
Superelevated Section East Commercial Street



Marginal Way Northbound Superelevated Section
Sta. 140+0 to 140+75



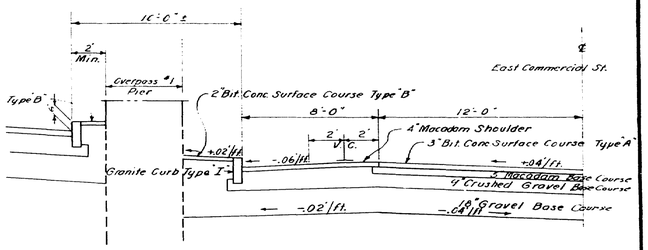
Interstate Northbound Superelevated Section
Sta. 144+75 to 147+57.24



Sta. 142+25

Sta. 142+15

Section thru Interstate Northbound & East Commercial Street
Scale 1/4"=1'0"



Section thru median Sta. 143+0 East Commercial Street

DESIGN - BARNES
TRACE - SAVAGE
CHECK - MCZ
BRIDGE NO.
SURVEY
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

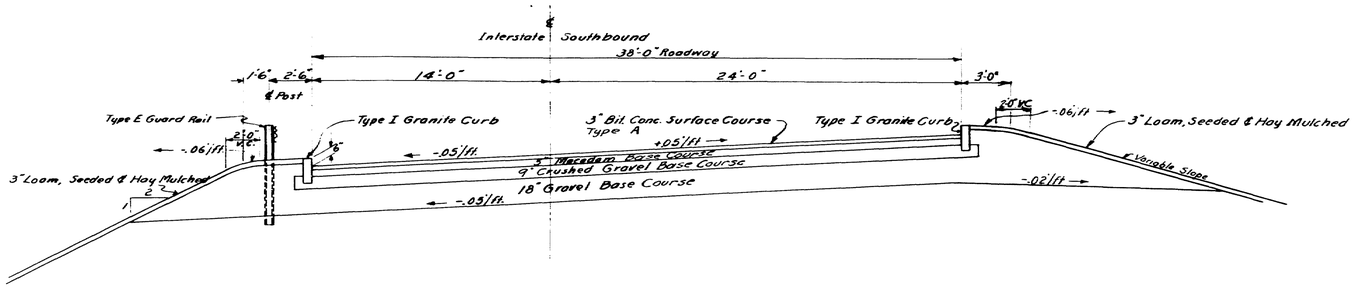
TYPICAL SECTIONS EAST COMMERCIAL STREET
MARGINAL WAY—INTERSTATE NORTHBOUND

SHEET 41 OF 166 AUGUSTA, MAINE OCT. 1957.

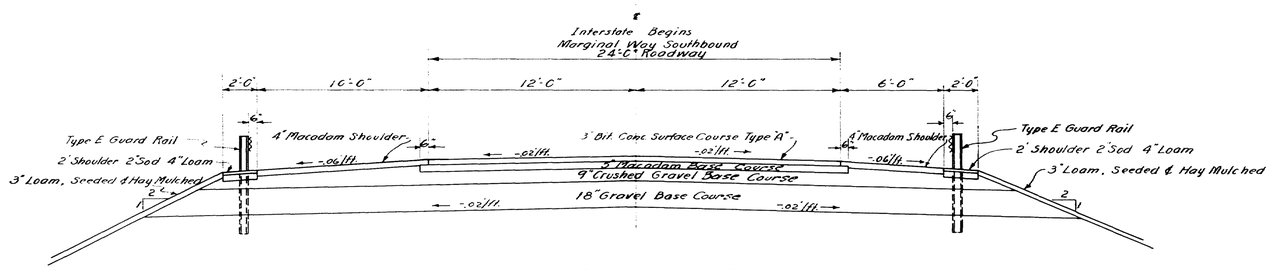
76-41

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-PSD-[illegible]	42	166

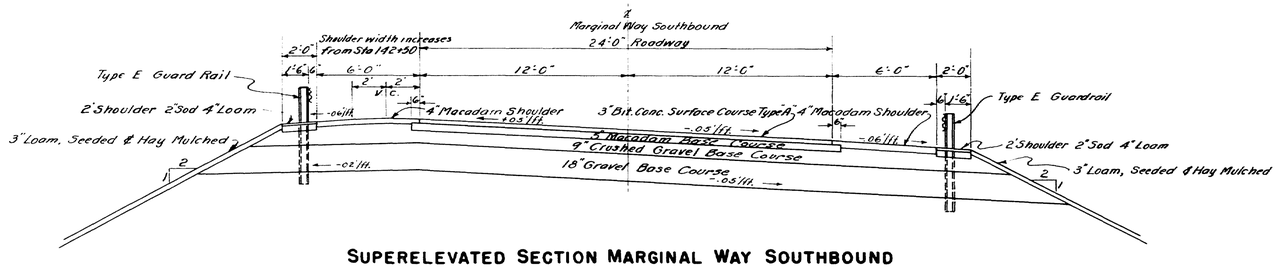
I-B95-3(4); 50



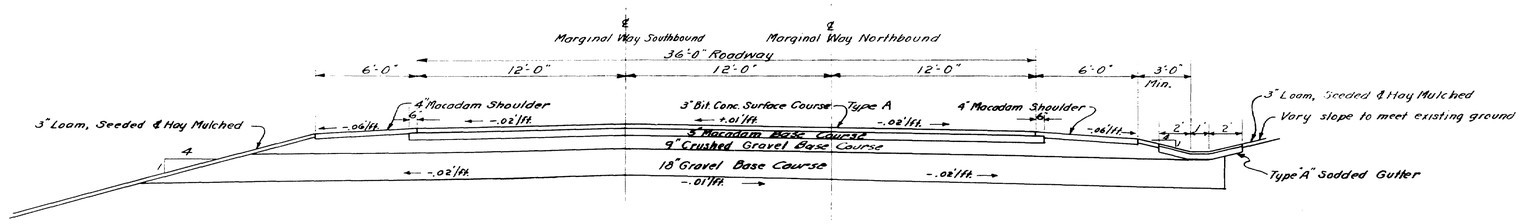
INTERSTATE SOUTHBOUND SUPERELEVATED SECTION
STA. 148+25 TO 149+94.14



MARGINAL WAY SOUTHBOUND STA. 144+25



SUPERELEVATED SECTION MARGINAL WAY SOUTHBOUND
STA. 141+75 TO 142+75



MARGINAL WAY
STA. 136+00 TO 136+50

DESIGN - BARNES TRACE - SAVAGE CHECK - McE PLOT -	BRIDGE NO. SURVEY -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TYPICAL SECTIONS MARGINAL WAY AND INTERSTATE SOUTHBOUND

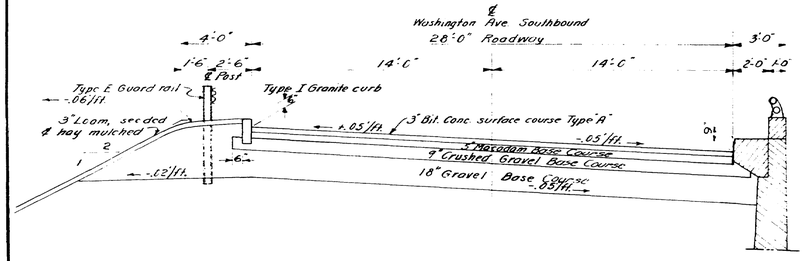
SHEET 42 OF 166 AUGUSTA, MAINE OCT. 1957.

76-42

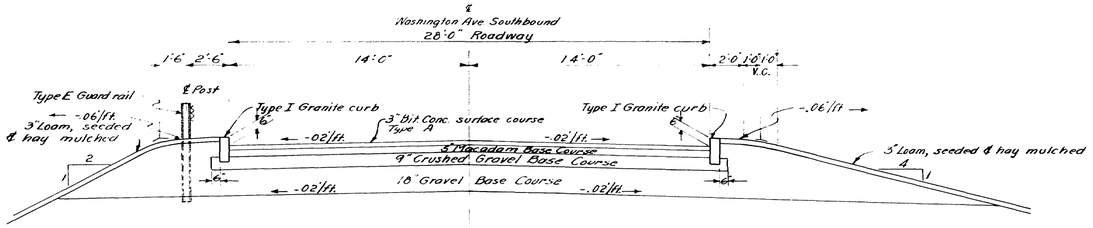
0 1 2 3 4 5 INCHES

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-095-1(44)~~ 50	43	166

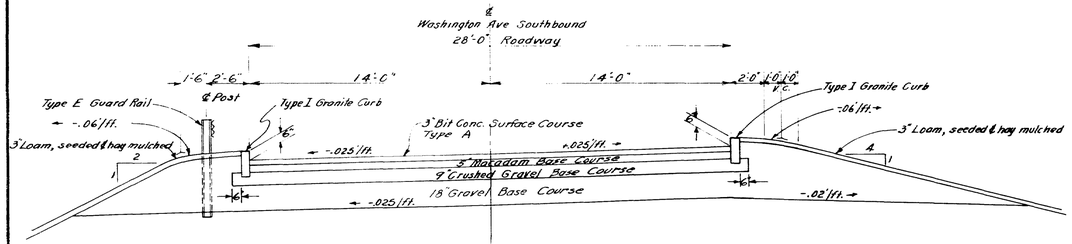
I-095-1(44) 50



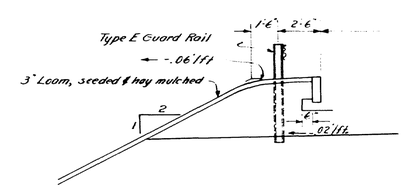
SUPERELEVATED SECTION WASHINGTON AVE. SOUTHBOUND
145+00

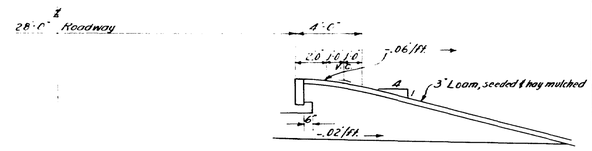


NORMAL SECTION WASHINGTON AVE. SOUTHBOUND
141+ 25

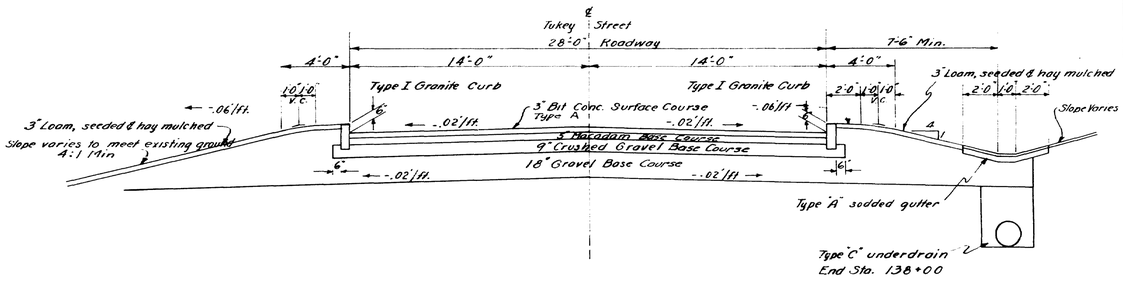


SUPERELEVATED SECTION WASHINGTON AVE. SOUTHBOUND
138+81.06 TO 140+00

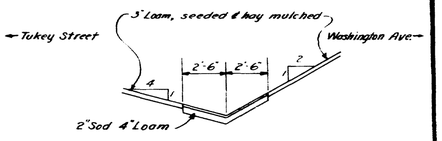




TUKEY STREET RAMP SECTION
137+0 TO 140+50



TUKEY STREET RAMP SECTION
136+50 TO 137+00



DETAIL OF SODDED GUTTER BETWEEN
TUKEY STREET & WASHINGTON AVE. SOUTH

DESIGN - BARNES TRACE - SAVAGE CHECK - MCR	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TYPICAL SECTIONS TUKEY STREET
& WASHINGTON AVE-SOUTHBOUND

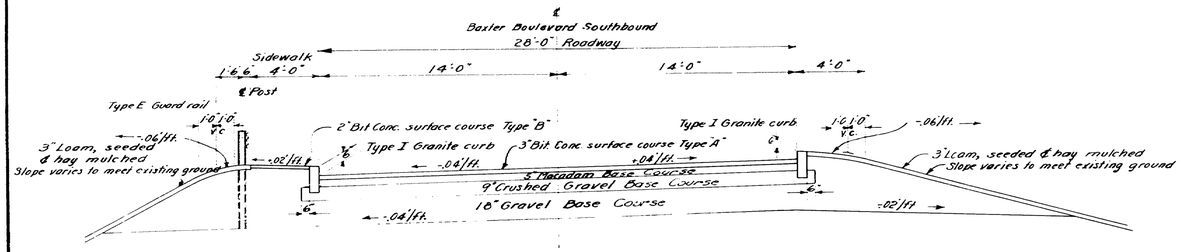
SHEET 43 OF 166 AUGUSTA, MAINE OCT. 1957

76-43

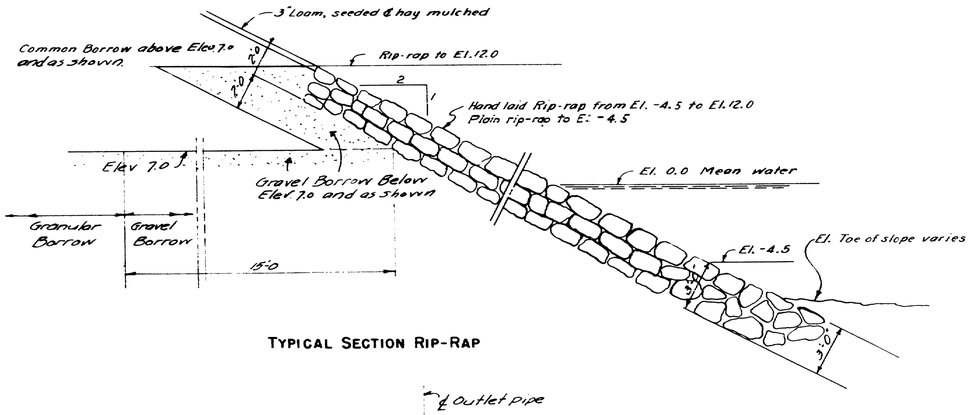
0 1 2 3 4 5 INCHES

R P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-095-2(4)50~~	44	166

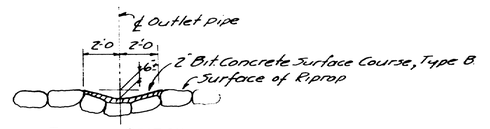
F-095-2(4)50



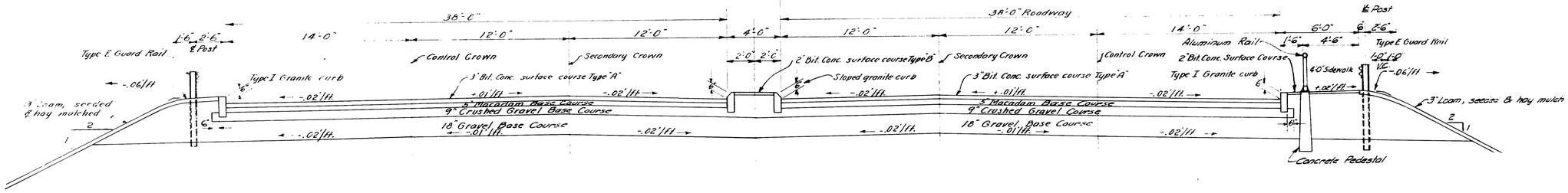
SUPERELEVATED SECTION
BAXTER BOULEVARD- SOUTHBOUND
162+70 TO 164+25



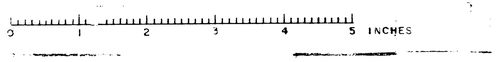
TYPICAL SECTION RIP-RAP



TYPICAL SECTION
GUTTER IN RIP-RAP
Construct gutter in riprap at outlet of all drainage pipes. Gutter to extend along slope of riprap from end of pipe to elev. of stream bed or elev. -4.0±, whichever is higher.



NORMAL SECTION THRU INTERSTATE
STA. 157+50



DESIGN - BARNES	BRIDGE NO.
TRACE - SAVAGE	SURVEY -
CHECK - [illegible]	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

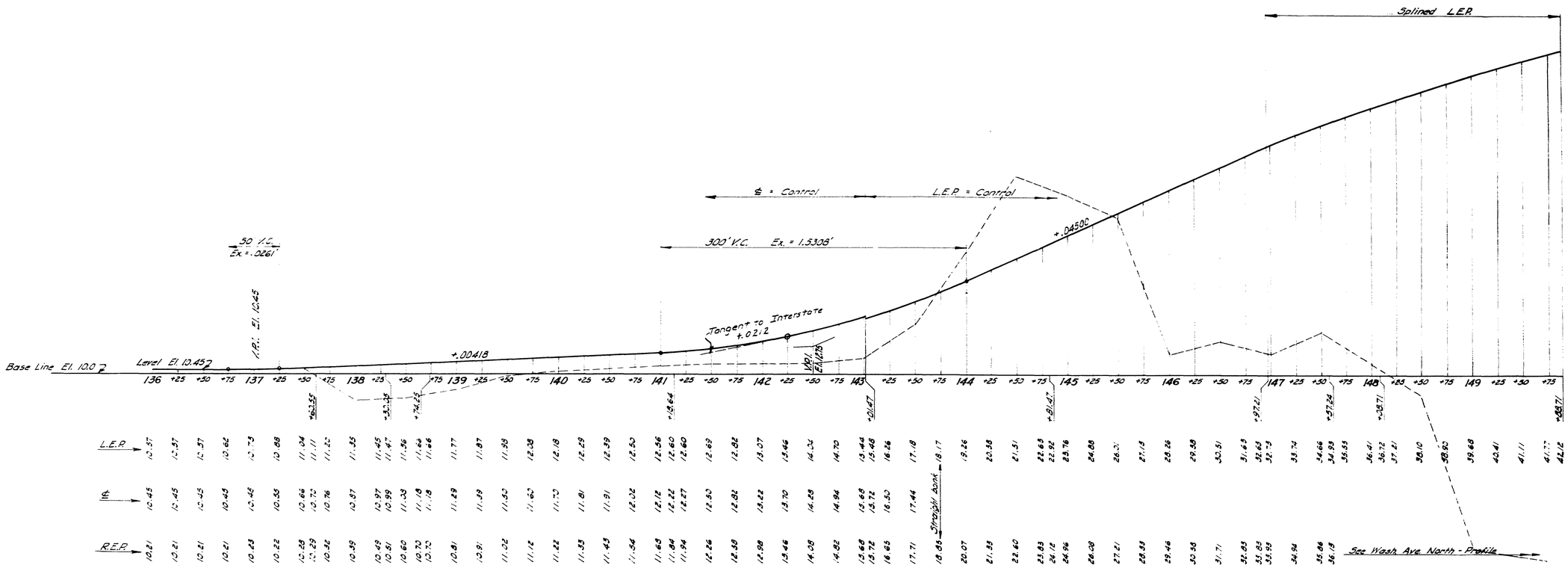
TYPICAL SECTIONS — INTERSTATE & BAXTER BOULEVARD — SOUTHBOUND

SHEET 44 OF 166 AUGUSTA, MAINE OCT. 1957

76-44

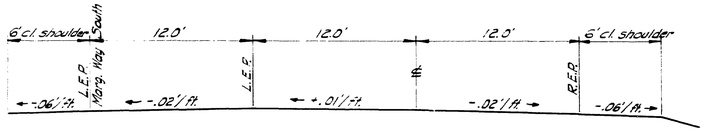
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-002-1143~~	45	166

BRS-3141) 50

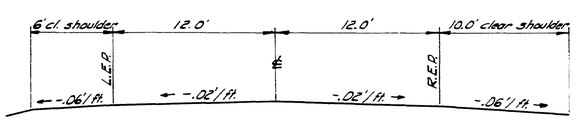


MARGINAL WAY-NORTHBOUND
(Sta. 136+00 to 142+25)
AND
INTERSTATE - NORTHBOUND
(Sta. 142+25 to 149+88.71)

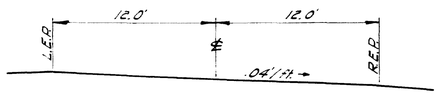
NOTE: "R.E.P." from Sta. 137+60.35 to intersection of "R.E.P." with "L.E.P. East Commercial St. is a theoretical line 12' right of ℄.
"L.E.P." from Sta. 136+00 to 138+74.25 is a theoretical line 12' left of ℄.



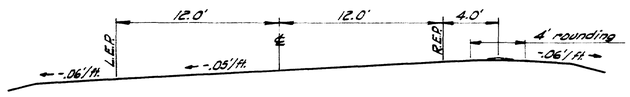
NORMAL SECTION
Sta. 136+00 to 136+50



NORMAL SECTION
Sta. 142+25



SUPERELEVATED SECTION
Sta. 138+00 to 140+75



SUPERELEVATED SECTION
Sta. 144+75 to 147+57.24

NOTE: L.E.P.= Left edge of pavement.
R.E.P.= Right edge of pavement.
The edges of pavement in all cases are referenced to direction of stationing and not to direction of travel.
For all Profiles, the word "Control" designates the line for which grades were calculated, and the profile line drawn.

DESIGN - RISSEL
TRACE - CLARK
CHECK - ~~RSE~~

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

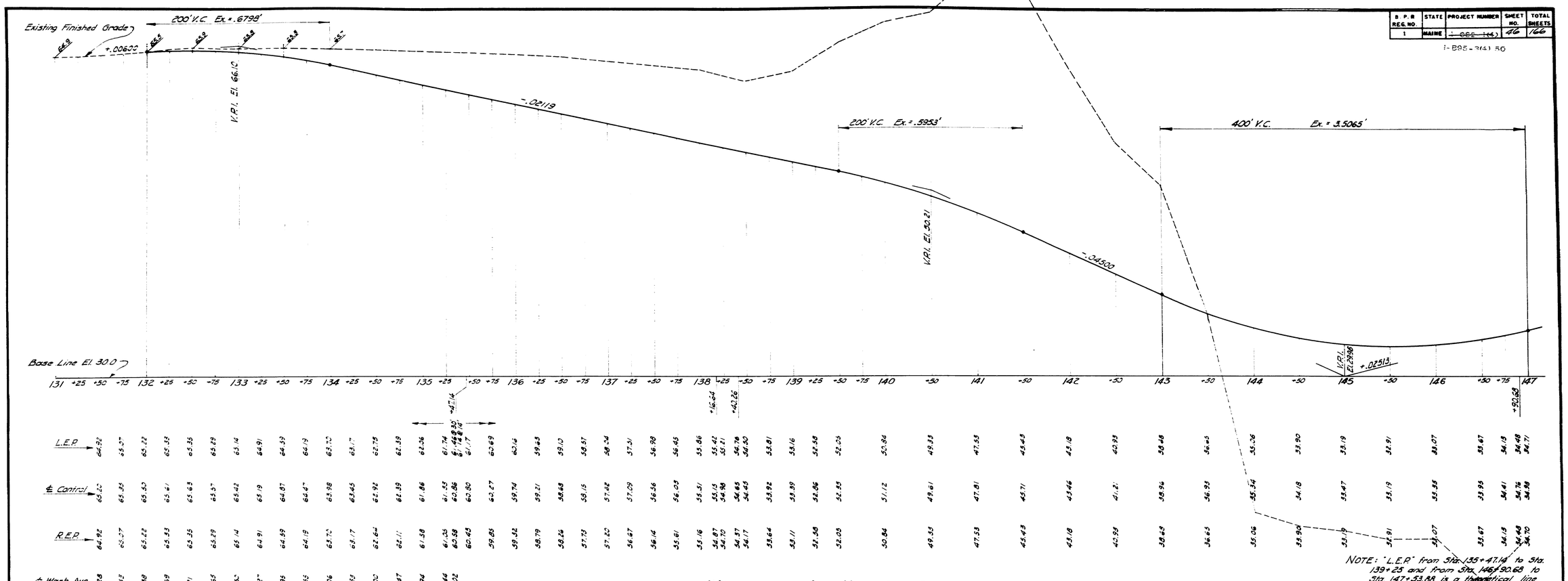
PROFILES
SOUTH APPROACH - NORTHBOUND

SHEET 45 OF 166 AUGUSTA, MAINE OCT. 1957

76-45

0 1 2 3 4 5 INCHES

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~S 066 1(4)~~ I-B95-3(41) 50	46	166

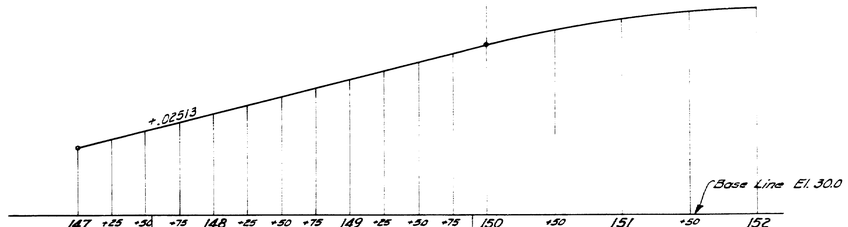


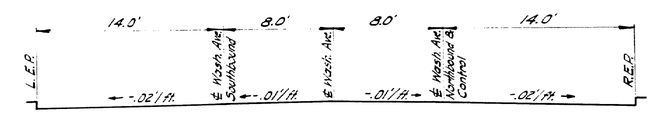
NOTE: "L.E.P." from Sta. 135+47.14 to Sta. 139+25 and from Sta. 146+90.68 to Sta. 147+53.88 is a theoretical line 14' left of ℄.
"L.E.P." from Sta. 147+53.88 to Sta. 149+88.71 is a theoretical line varying uniformly from 14' to 12' to left of ℄.
From Sta. 149+88.71 to Sta. 152+00 there is a secondary crown 12' left of control crown and 0.12' higher in elevation.
R.E.P. from Sta. 131+77.82 to 133+49.98 is a theoretical line 14' right of ℄.

See Washington Ave. South Profile. Sta. 135+47.14 Wash. Ave. North = Sta. 135+00.63 Wash. Ave. South.

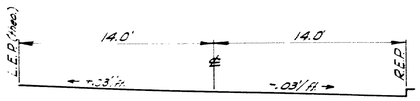
WASHINGTON AVE. - NORTHBOUND
(Sta. 131+50 to 149+88.71)
AND
INTERSTATE - NORTHBOUND
(Sta. 149+88.71 to 152+00)

520' V.C. Ex. = 3.9540 Des. Spd. = 50 m.p.h.
V.P.I. @ Sta. 152+60 El. 49.06

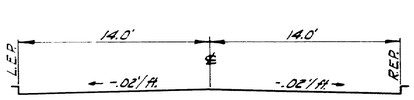




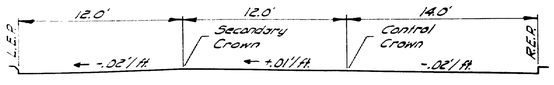
SECTION
Sta. 131+30 to 134+25



SECTION
Sta. 135+75 to 137+75



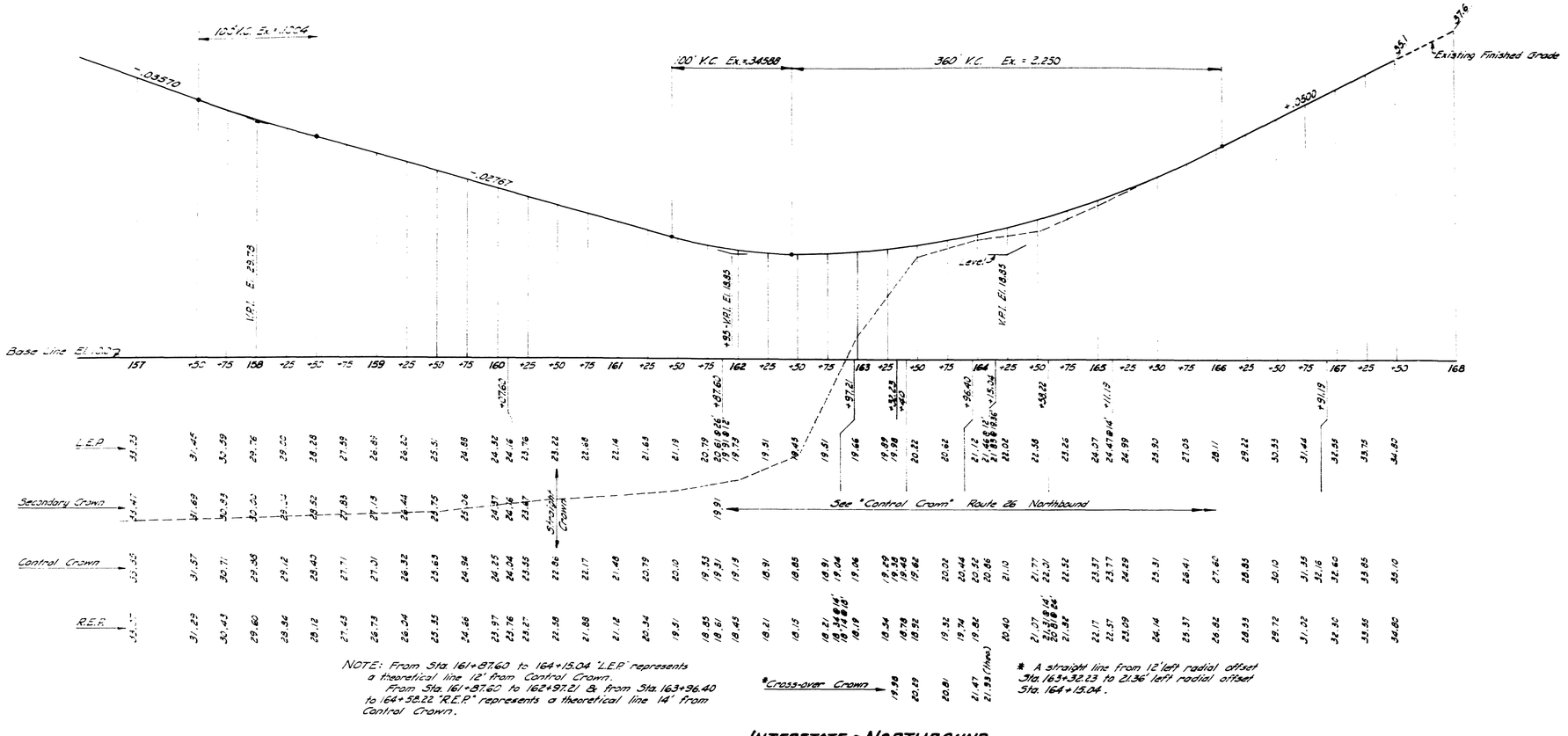
SECTION
Sta. 140+00 to 146+90.68



SECTION
Sta. 149+88.71 to 152+00

| | | |

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-095-1(4) 50	47	166



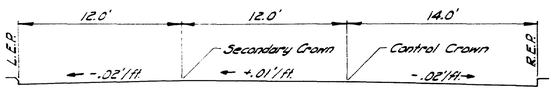
NOTE: From Sta. 161+87.60 to 164+15.04 "L.E.P." represents a theoretical line 12' from Control Crown. From Sta. 161+87.60 to 162+97.21 & from Sta. 163+96.40 to 164+58.22 "R.E.P." represents a theoretical line 14' from Control Crown.

* A straight line from 12' left radial offset Sta. 163+32.23 to 21.36' left radial offset Sta. 164+15.04.

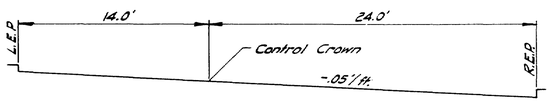
INTERSTATE - NORTHBOUND
(Sta. 157+00 to 163+00)

AND

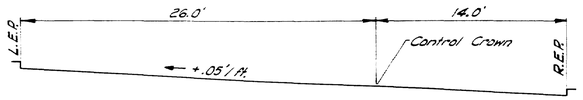
U.S. #1 - NORTHBOUND
(Sta. 163+00 to 167+50)



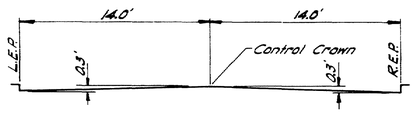
NORMAL SECTION
Sta. 157+00 to 159+50



MAXIMUM SUPERELEVATED SECTION
Sta. 164+58.22 to Sta. 165+11.19



MAXIMUM SUPERELEVATED SECTION
Sta. 161+87.60



NORMAL SECTION
Sta. 167+50

DESIGN - RISSEL	BRIDGE NO.
TRACE - CLARK	SURVEY -
CHECK - [illegible]	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

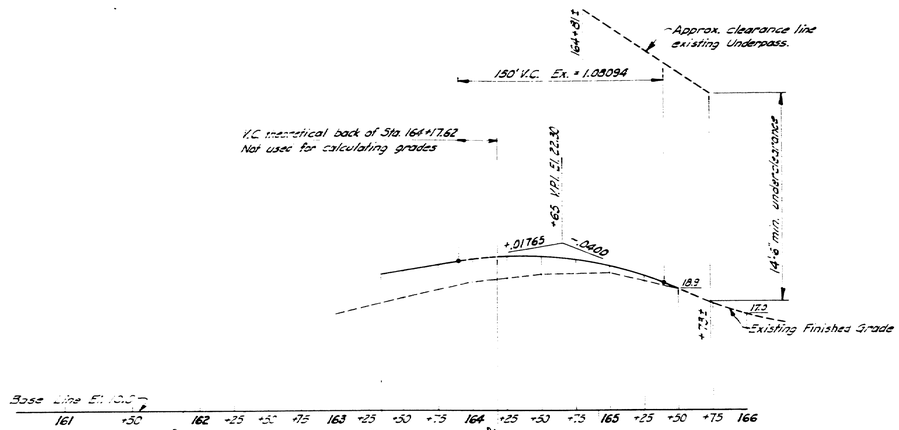
PROFILES
NORTH APPROACH - NORTHBOUND

SHEET 47 OF 166 AUGUSTA, MAINE OCT. 1957

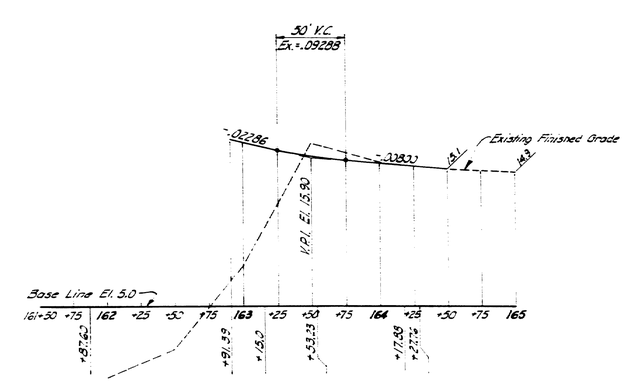
76-47

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~BRP-1141~~	48	166

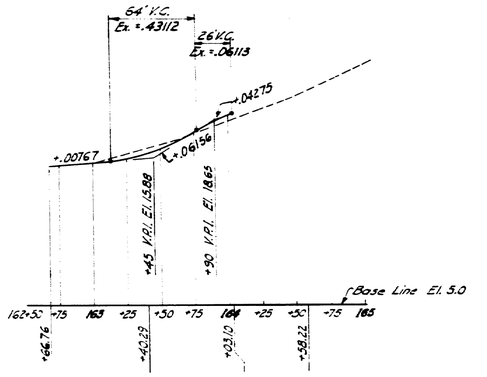
~~BRP~~ - 564) SC



NOTE: From Sta. 163+33.54 & 164+17.62 R.E.P. represents a theoretical line 12' from Control Crown.

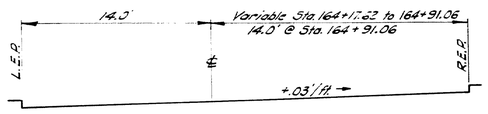


* A straight line from 16' left radial offset Sta. 163+53.23 to Control Crown Sta. 164+17.88.

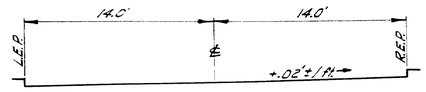


NOTE: Sta. 162+66.76 = 164+27.76 Interstate to Burnham & Morrill

ROUTE No. 26
(Northbound)

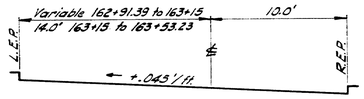


MAXIMUM SUPERELEVATED SECTION
Sta. 164+17.62 to 164+91.06

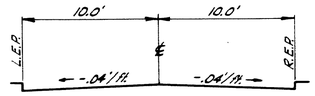


SECTION
Sta. 165+50
meeting existing road

INTERSTATE TO BURNHAM & MORRILL

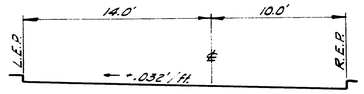


SECTION
Sta. 162+91.39 to 163+53.23



SECTION
Sta. 164+50
meeting existing road

BURNHAM & MORRILL TO U.S. 1



SECTION
Sta. 163+40.29 to 164+03.10

DESIGN - RISSEL
TRACE - CLARK
CHECK - [illegible]
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

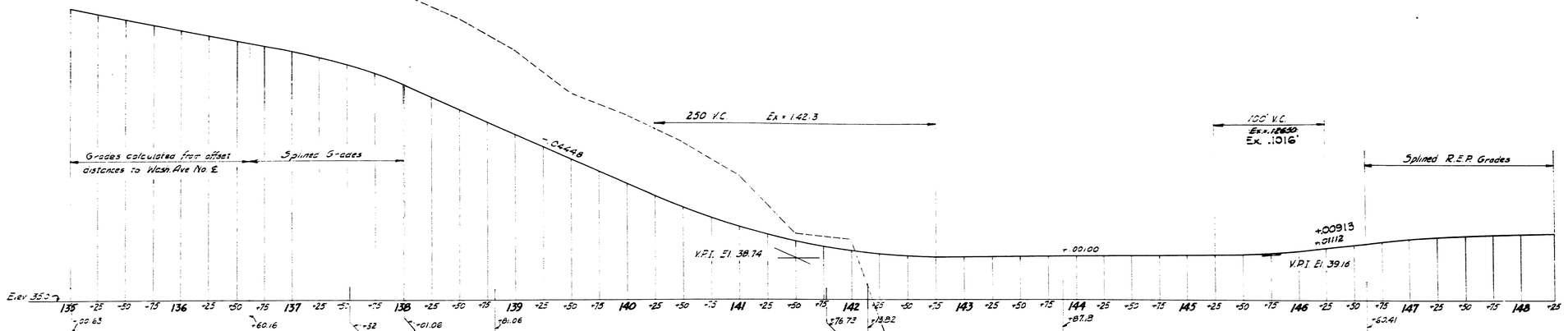
PROFILES
NORTH APPROACH - NORTHBOUND

SHEET 48 OF 166 AUGUSTA, MAINE OCT. 1957

76-48

0 1 2 3 4 5 INCHES

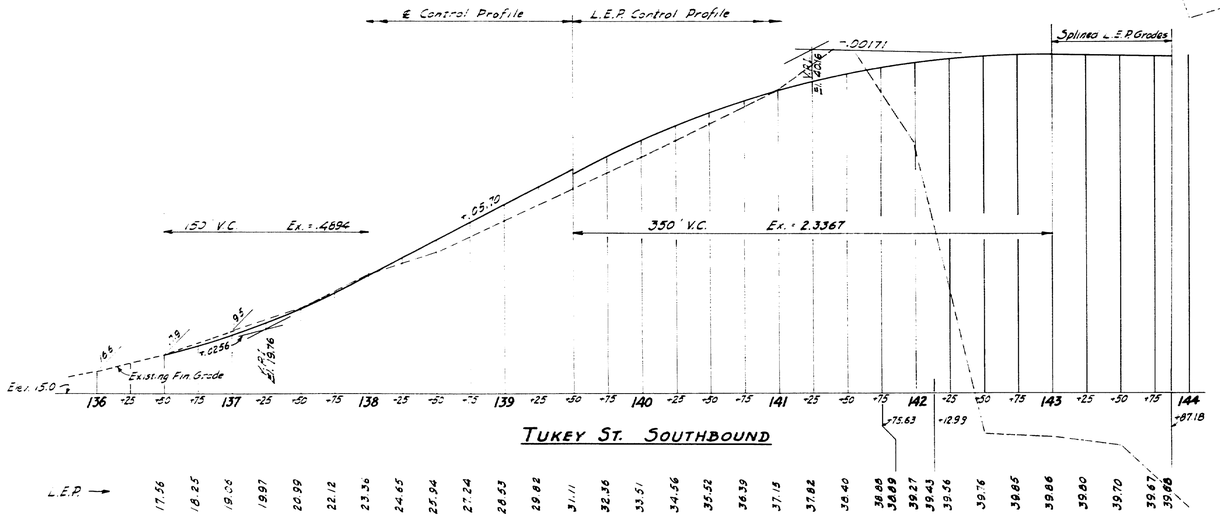
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-BRS-1123~~ I-295-3(4) 50	49	166



WASHINGTON AVE. SOUTHBOUND

	135 +25	-50	-75	136 +25	+50	+75	137 +25	+50	+75	138 +25	+50	+75	139 +25	+50	+75	140 +25	+50	+75	141 +25	+50	+75	142 +25	+50	+75	143 +25	+50	+75	144 +25	+50	+75	145 +25	+50	+75	146 +25	+50	+75	147 +25	+50	+75	148 +25
L.E.P. →	6.46	6.13	6.15	6.23	59.72	59.21	58.69	58.50	58.9	57.6	56.94	56.12	56.05	55.08	53.38	52.85	51.73	50.32	50.35	49.41	48.40	47.29	46.17	45.08	44.02	42.97	42.03	41.19	40.48	40.00	39.73	39.71	39.57	39.52	39.54	39.56	39.59	39.61	39.64	39.66	39.69	39.71	39.74	39.76	39.79	39.80	39.75	39.76	39.83	39.72	39.77	39.87	39.88	40.03	40.11	39.94
℄ → Control	6.18	6.07	6.03	59.81	59.30	58.79	58.27	58.08	57.78	57.27	56.73	56.09	56.05	55.29	54.31	54.26	53.25	52.39	50.97	50.30	49.86	48.75	47.64	46.52	45.41	44.30	43.25	42.31	41.47	40.76	40.16	39.68	39.65	39.50	39.47	39.14	39.04	38.90	38.86	38.89	38.91	38.84	38.96	38.98	38.93	39.01	39.04	39.06	39.09	39.11	39.16	39.17	39.26	39.29	39.41	39.47	39.62	39.72	39.84	39.93	40.11	39.94
R.E.P. →												56.05	55.42	54.56	54.51	53.50	52.41	51.32	51.35	50.21	49.10	47.99	46.87	45.76	44.58	43.35	42.22	41.26	40.43	39.66	39.40	39.37	39.02	38.75	38.56	38.26	38.16	38.19	38.21	38.24	38.26	38.28	38.29	38.31	38.34	38.36	38.39	38.42	38.51	38.58	38.85	38.84	39.19	39.19	39.47	39.57	39.80	39.93	40.11	39.94

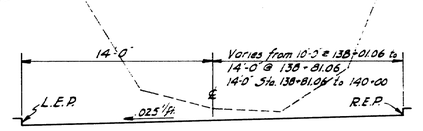
NOTE: "R.E.P." from Sta. 137+32 to 138+01.06 is a theoretical line 10' right of ℄.
"L.E.P." from Sta. 141+25 to 143+87.18 and from Sta. 145+04.55 to 146+60.41 is a theoretical line 14' left of ℄.



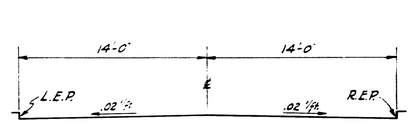
TUKEY ST. SOUTHBOUND

	136 +25	+50	+75	137 +25	+50	+75	138 +25	+50	+75	139 +25	+50	+75	140 +25	+50	+75	141 +25	+50	+75	142 +25	+50	+75	143 +25	+50	+75	144
L.E.P. →	17.56	18.25	19.08	19.97	20.99	22.12	23.36	24.65	25.94	27.24	28.53	29.82	31.11	32.36	33.51	34.56	35.52	36.39	37.15	37.82	38.40	38.88	39.27	39.43	39.56	39.76	39.85	39.86	39.80	39.70	39.67	39.68
℄ →	17.84	18.53	19.34	20.25	21.27	22.40	23.64	24.93	26.22	27.52	28.81	30.10	31.39	32.64	33.79	34.84	35.80	36.67	37.43	38.10	38.68	39.16	39.7	39.43	39.48							
R.E.P. →	17.56	18.25	19.06	19.97	20.99	22.12	23.36	24.65	25.94	27.24	28.53	29.82	31.11	32.36	33.51	34.56	35.52	36.43	37.32	38.21	38.98	39.44	39.45	39.59	39.53							

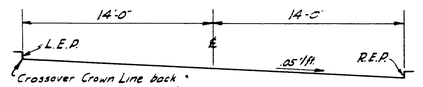
NOTE: "R.E.P." from Sta. 141+50 to 142+12.99 is a theoretical line 14' right of ℄.



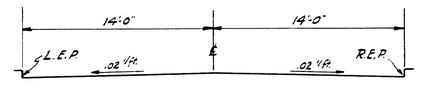
SUPERELEVATED SECTION
Washington Ave. So. - Sta. 138+01.06 to 140+00



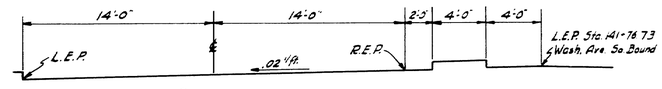
NORMAL SECTION
Washington Ave. So - Sta. 141+25



SUPERELEVATED SECTION
Washington Ave. So. - Sta. 142+75 to 145+00



NORMAL SECTION
Tukey St. - Sta. 136+50 to 140+50



SECTION
Tukey St. - Sta. 141+75.63

Revised Profile - Sta. 145+50 to Sta. 148+25
8-28-61. M.C.R. Check - [illegible]

DESIGN - RISSEL
TRACE - FORTIER
CHECK - [illegible]

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

PROFILES
SOUTH APPROACH - SOUTHBOUND

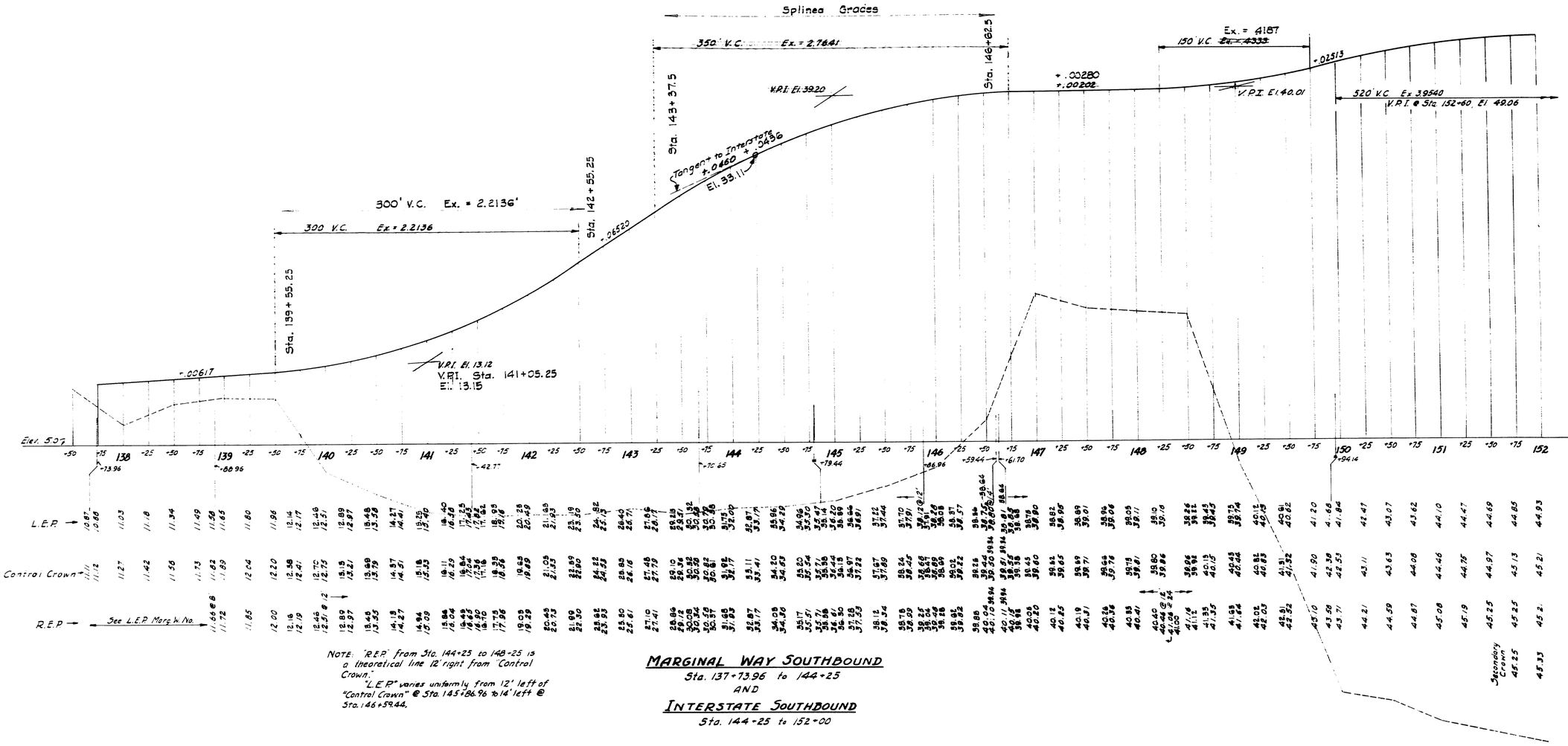
SHEET 49 OF 166 AUGUSTA, MAINE OCT. 1957

76-49

0 1 2 3 4 5 INCHES

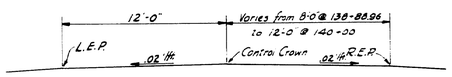
B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-95-2(14)~~	50	166

I-PRF-DIA(50

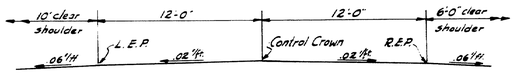


NOTE: "R.E.P." from Sta. 144+25 to 148+25 is a theoretical line 12' right from "Control Crown."
"L.E.P." varies uniformly from 12' left of "Control Crown" @ Sta. 145+86.96 to 14' left @ Sta. 146+59.44.

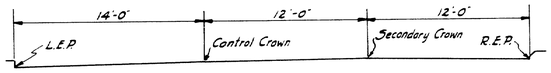
MARGINAL WAY SOUTHBOUND
Sta. 137+73.96 to 144+25
AND
INTERSTATE SOUTHBOUND
Sta. 144+25 to 152+00



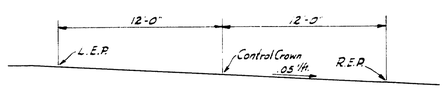
SECTION
Sta. 138+88.96 to 140+00



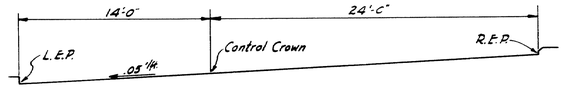
SECTION @ Sta. 144+25



SECTION @ Sta. 152+00
℄ Bearing Abut. #1



SUPERELEVATED SECTION
Sta. 141+75 to 142+75



MAXIMUM SUPERELEVATED SECTION
Sta. 146+25 to 149+94.14

Revised Profile - Sta. 139+75 to Sta. 149+50
8-28-61. M.C.R. Check - ~~HLB~~

DESIGN - RISSEL
TRACE - FORTIER
CHECK - ~~H.L.B.~~

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

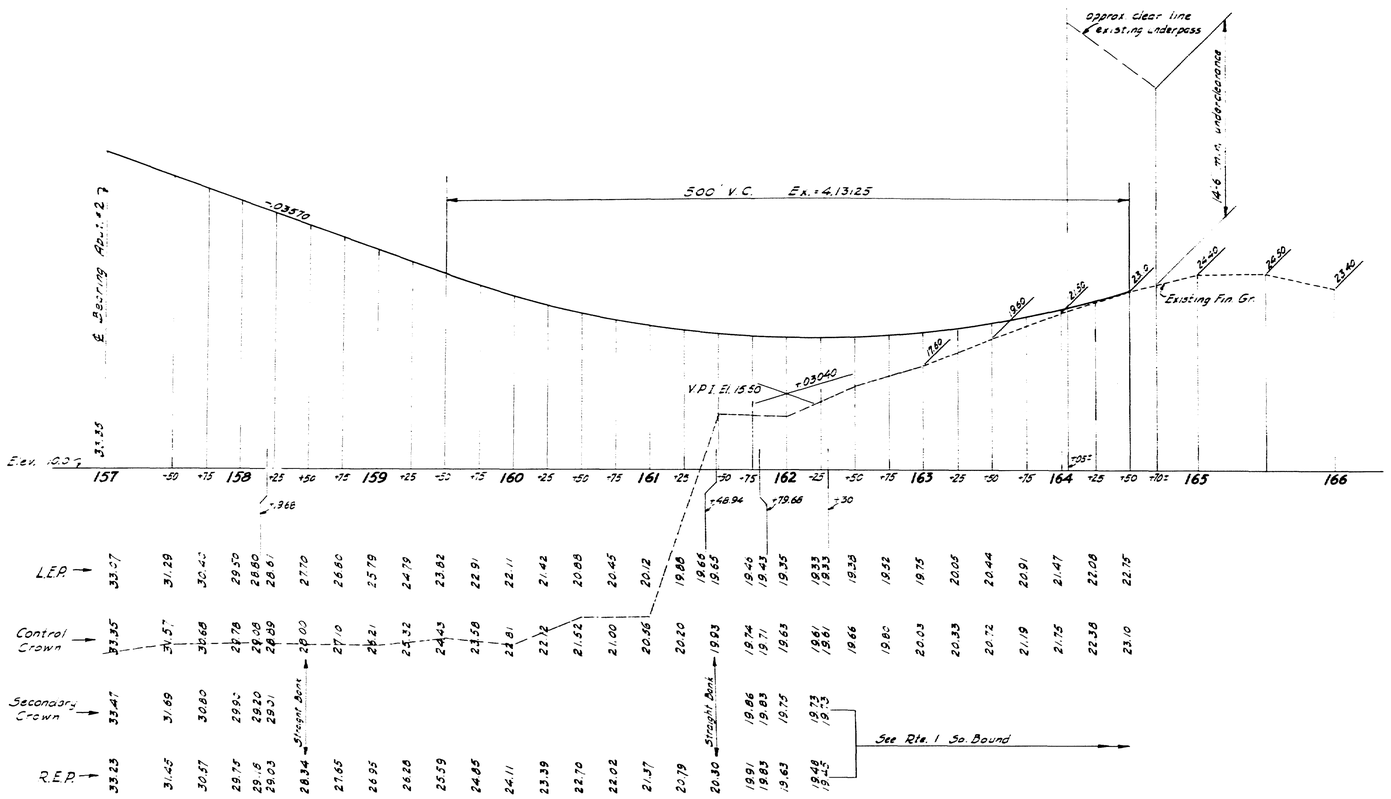
PROFILES
SOUTH APPROACH - SOUTHBOUND

SHEET 50 OF 166 AUGUSTA, MAINE OCT. 1957

76-50

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-066-1449~~	51	166



INTERSTATE SOUTHBOUND

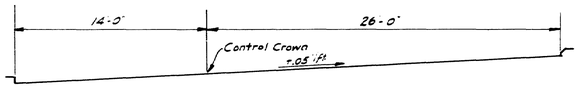
Sta. 157+00 to 163+00

AND

ROUTE 26 SOUTHBOUND

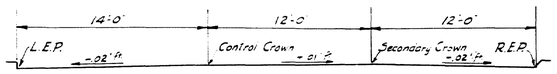
Sta. 163+00 to 166+00

NOTE At intersection with Baxter Blvd. South-Bound "L.E.P. represents a theoretical line 14'-0" from Control Crown (Sta. 159-9868 to 161-4894)



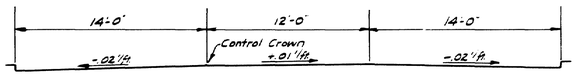
MAXIMUM SUPERELEVATED SECTION

Sta. 159+80 to 160+20



NORMAL SECTION

Sta. 157+00 to 157+70



NORMAL SECTION

Sta. 162+30 to 162+45.83

DESIGN - RISSEL	BRIDGE NO.
TRACE - FORTIER	SURVEY -
CHECK -	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

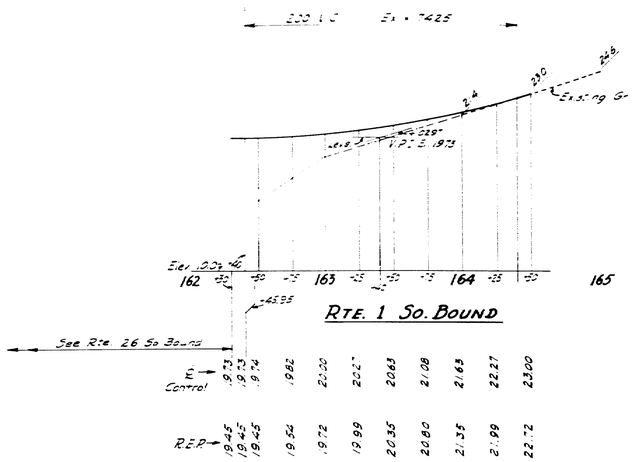
PROFILES
NORTH APPROACH - SOUTHBOUND

SHEET 51 OF 166 AUGUSTA, MAINE OCT. 1957

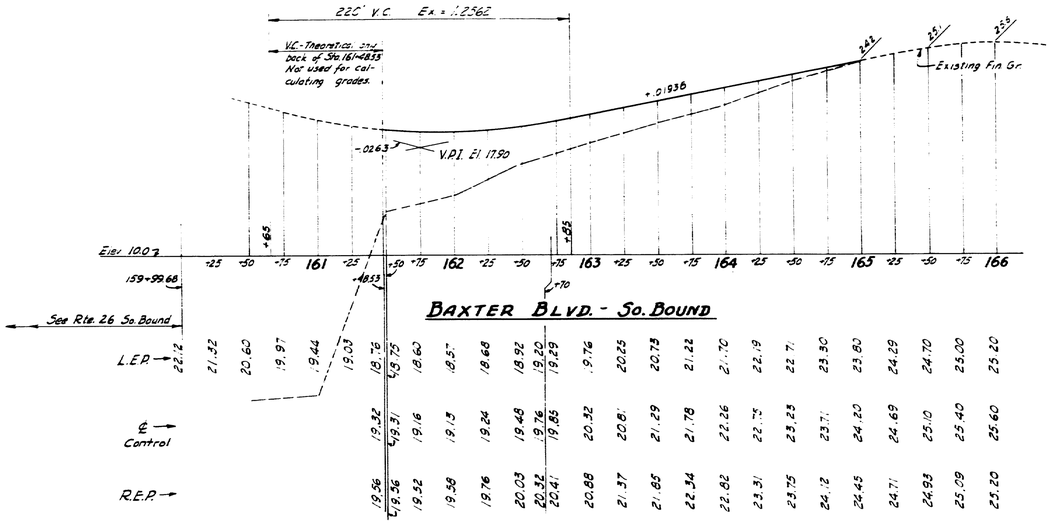
76-51

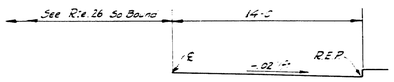
0 1 2 3 4 5 INCHES

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	52	166



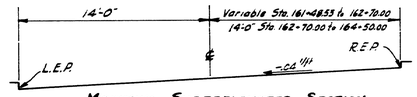
RTE. 1 So. BOUND



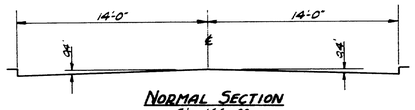


TYPICAL SECTION
Sta. 162+30 to 164+50

NOTE: At Sta. 162+30 Control Crown Rte. 1 So. Bound equals Secondary Crown Rte. 26 So. Bound.



MAXIMUM SUPERELEVATED SECTION
Sta. 161+48.53 to 164+25



NORMAL SECTION
Sta. 166+00

DESIGN - RISSEL
TRACE - FORTIER
CHECK - [illegible]

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

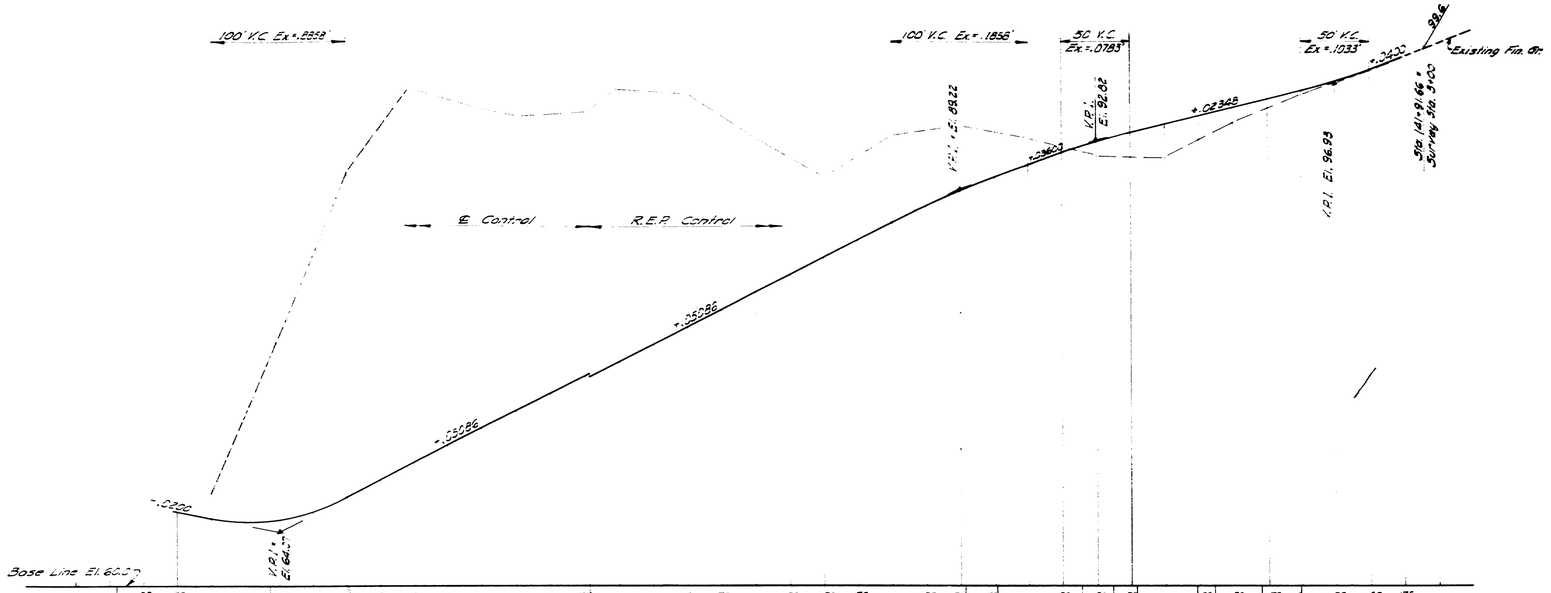
PROFILES
NORTH APPROACH - SOUTHBOUND

SHEET 52 OF 166 AUGUSTA, MAINE OCT. 1957

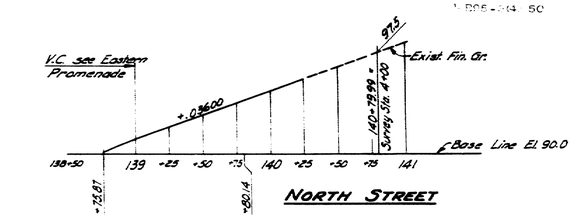
76-52

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	53	166



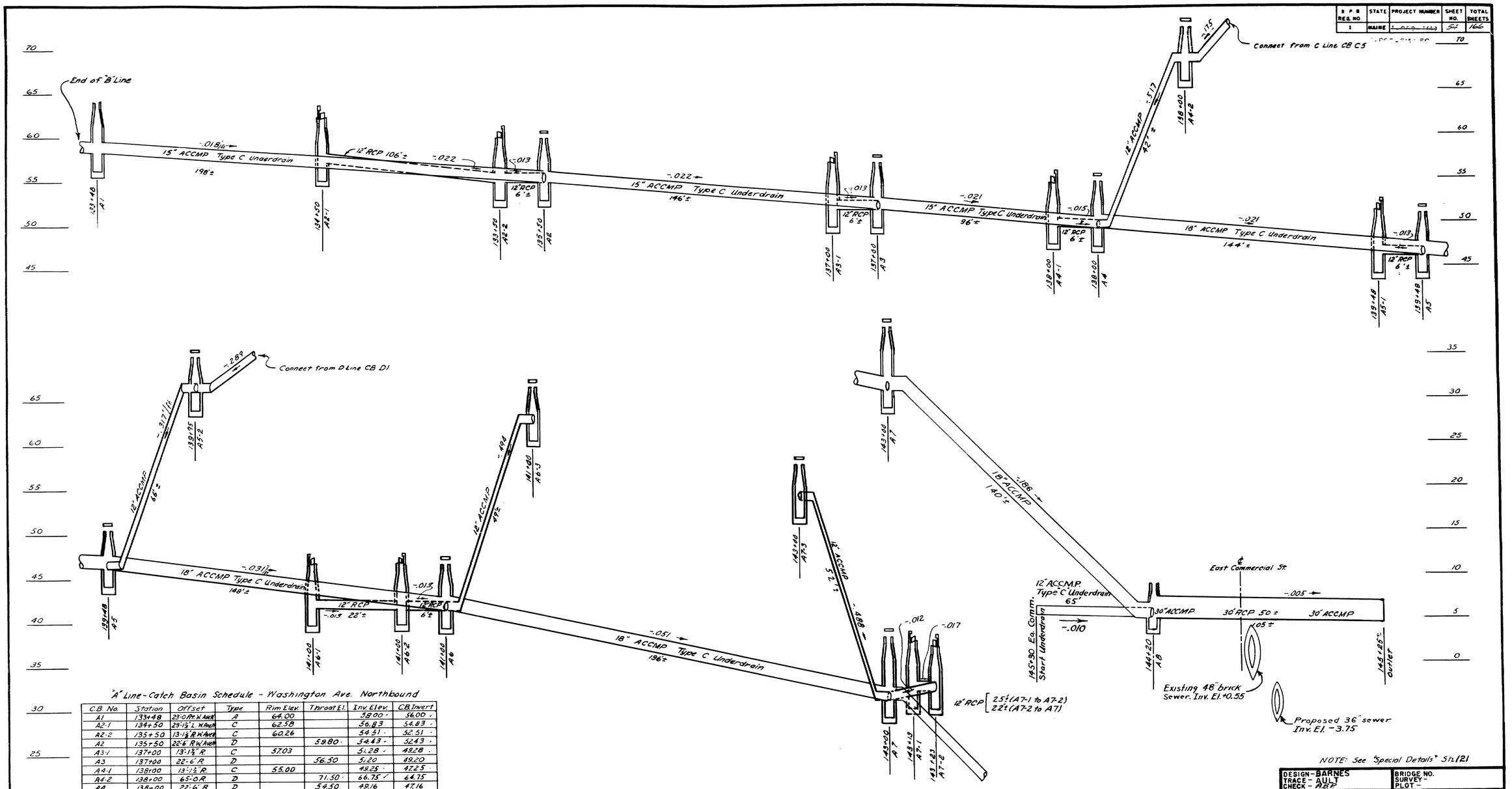
	132	-25	+50	+75	133	+25	+50	+75	134	+25	+50	+75	135	+25	+50	+75	136	+25	+50	+75	137	+25	+50	+75	138	+25	+50	+75	139	+25	+50	+75	140	+25	+50	+75	141	+25	+50	+75	142
		-35.11	-50.46		-88.28			-43.66				-03.97					-78.61				-35.50		-75.87			-58.80		-61.59		-78.82		-23.69		-36.17		-70.60		-58.86				
L.E.P. →		64.59	64.84	64.82	64.65	64.41	64.50	64.58	65.18	66.26	66.5	67.60	68.88	70.3	71.42	72.79	74.27	75.73	75.94	77.07	78.34	79.61	80.88	82.15	83.42	84.69	85.97	87.24	88.34	89.29	89.42	90.19	90.82	91.06	91.92	92.40				96.37	96.48	97.04	97.06	97.49	98.08	98.95
℄ →			63.57	63.27	64.79	64.98	64.98	64.96	65.96	66.61	66.66	67.89	69.16	70.43	71.70	72.97	74.24	75.51	75.70											88.18	89.31	89.47	90.35	90.39	91.30	92.20	92.68	92.99	93.30	93.61	93.69	94.15	94.64 @ 14'		96.68 @ 18'	96.70	97.39	98.29	99.29	
R.E.P. →	63.57	65.16 @ -50	63.18	63.27	63.22	63.24	64.84	65.84	66.89	66.84	67.97	69.04	70.15	71.42	72.69	73.96	75.23	75.42	76.51	77.78	79.05	80.32	81.59	82.86	84.13	85.41	86.68	87.90	89.03	89.19	90.07	90.11	91.02	91.92	92.40	92.74	93.07	93.41	93.50	93.99	94.35	94.38	94.84	95.17	95.63	95.76	96.32	96.34	97.03	97.52	98.93				



NORTH STREET

| | | | | | | | | | | |

B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	54	166



"A" Line - Catch Basin Schedule - Washington Ave. Northbound

C.B. No.	Station	Offset	Type	Rim Elev.	Throat El.	Inv. Elev.	C.B. Invert
A1	133+48	23'-0" R. N. Ave.	A	64.00		58.00	56.00
A2-1	134+50	29'-1½" L. N. Ave.	C	62.58		56.83	54.83
A2-2	135+50	13'-1½" R. N. Ave.	C	60.26		54.51	52.51
A2	135+50	22'-6" R. N. Ave.	D		59.80	54.43	52.43
A3-1	137+00	13'-1½" R.	C	57.03		51.28	49.28
A3	137+00	22'-6" R.	D		56.50	51.20	49.20
A4-1	138+00	13'-1½" R.	C	55.00		49.25	47.25
A4-2	138+00	65'-0" R.	D		71.50	66.75	64.75
A4	138+00	22'-6" R.	D		54.50	49.16	47.16
A5-1	139+48	13'-1½" R.	C	51.92		46.17	44.17
A5	139+48	22'-6" R.	D		51.40	46.09	44.09
A5-2	139+95	71'-0" R.	D		69.70	64.95	62.95
A6-1	141+00	13'-1½" L.	C	47.36		41.90	39.61
A6-2	141+00	13'-1½" R.	C	47.36		41.61	39.61
A6	141+00	22'-6" R.	D		46.90	41.53	39.53
A6-3	141+00	71'-0" R.	D		66.30	61.55	59.55
A7	143+00	22'-6" R.	D		38.0	31.50	29.50
A7-3	143+00	73'-0" R.	D		57.00	52.25	50.25
A7-1	143+13	13'-1½" L.	C	37.94		32.19	30.19
A7-2	143+23	13'-1½" R.	C	37.52		31.77	29.77
A8	144+20	95'-0" R.	A	10.50		6.70	3.92
Start Underdrain	Ea. Comm. 145+30		C			7.35	
Outlet	145+258	107'-0" R.				6.20	

"Offset" refers to ℄ of catch basins.

NOTE: See "Special Details" Sh. 121

DESIGN - BARNES
TRACE - AULT
CHECK - ARE
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

DRAINAGE PROFILE A LINE
WASHINGTON AVE - NORTHBOUND

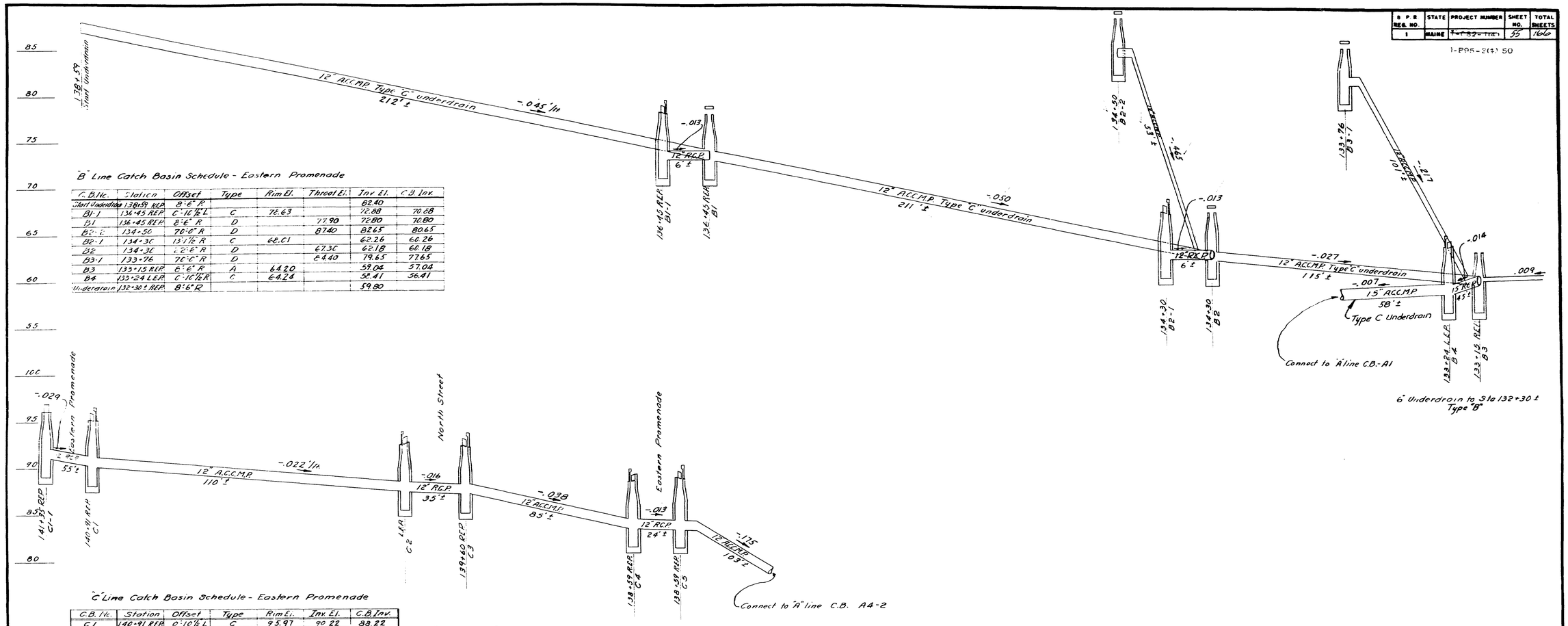
SHEET 54 OF 166 AUGUSTA, MAINE OCT. 1957

76-54

0 1 2 3 4 5 INCHES

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-95-1(7)50~~	55	166

I-295-2(7) 50



"B" Line Catch Basin Schedule - Eastern Promenade

C.B.No.	Station	Offset	Type	Rim El.	Throat El.	Inv. El.	C.B. Inv.
Start Underdrain	138+59 REP	8'-6" R				88.40	
B1-1	136+45 REP	8'-6" L	C	76.63		72.88	70.68
B1	136+45 REP	8'-6" R	D		77.90	72.80	70.80
B2-2	134+50	7.5°-6" R	D		83.40	82.65	80.65
B2-1	134+30	13'-1½" R	C	88.01		82.26	80.26
B2	134+30	13'-6" R	D		67.30	82.18	80.18
B3-1	133+76	20'-0" R	D		84.40	79.65	77.65
B3	133+15 REP	6'-6" R	A	84.20		59.04	57.04
B4	133+84 LEP	6'-6" R	C	84.24		58.41	56.41
Underdrain	132+30± REP	8'-6" R				59.80	

"C" Line Catch Basin Schedule - Eastern Promenade

C.B.No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
C1	140+91 REP	0'-10½" L	C	95.97	90.22	88.22
C2	LEP	0'-10½" R	C	93.32	87.82	85.57
C3	139+66 REP	0'-10½" L	C	93.01	87.26	85.26
C4	138+39 REP	0'-10½" L	C	89.25	84.00	81.50
C5	138+59 REP	27'-1½" L	C	89.45	83.70	81.70
C1-1	141+35 REP	36Σ	E	97.56	91.81	89.81

See "Grading Plan" for location of C2

"D" Line Catch Basin Schedule - Eastern Promenade

C.B.No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
D1	140+30 LEP	0'-10½" R	C	93.83	88.08	86.08

NOTE: See "Special Details" Sh"121
"Offset" in tables refers to ℄ of catch basins.

DESIGN - BARNES TRACE - SAVAGE CHECK - A.P.P.	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

DRAINAGE PROFILES B, C & D LINES
EASTERN PROMENADE

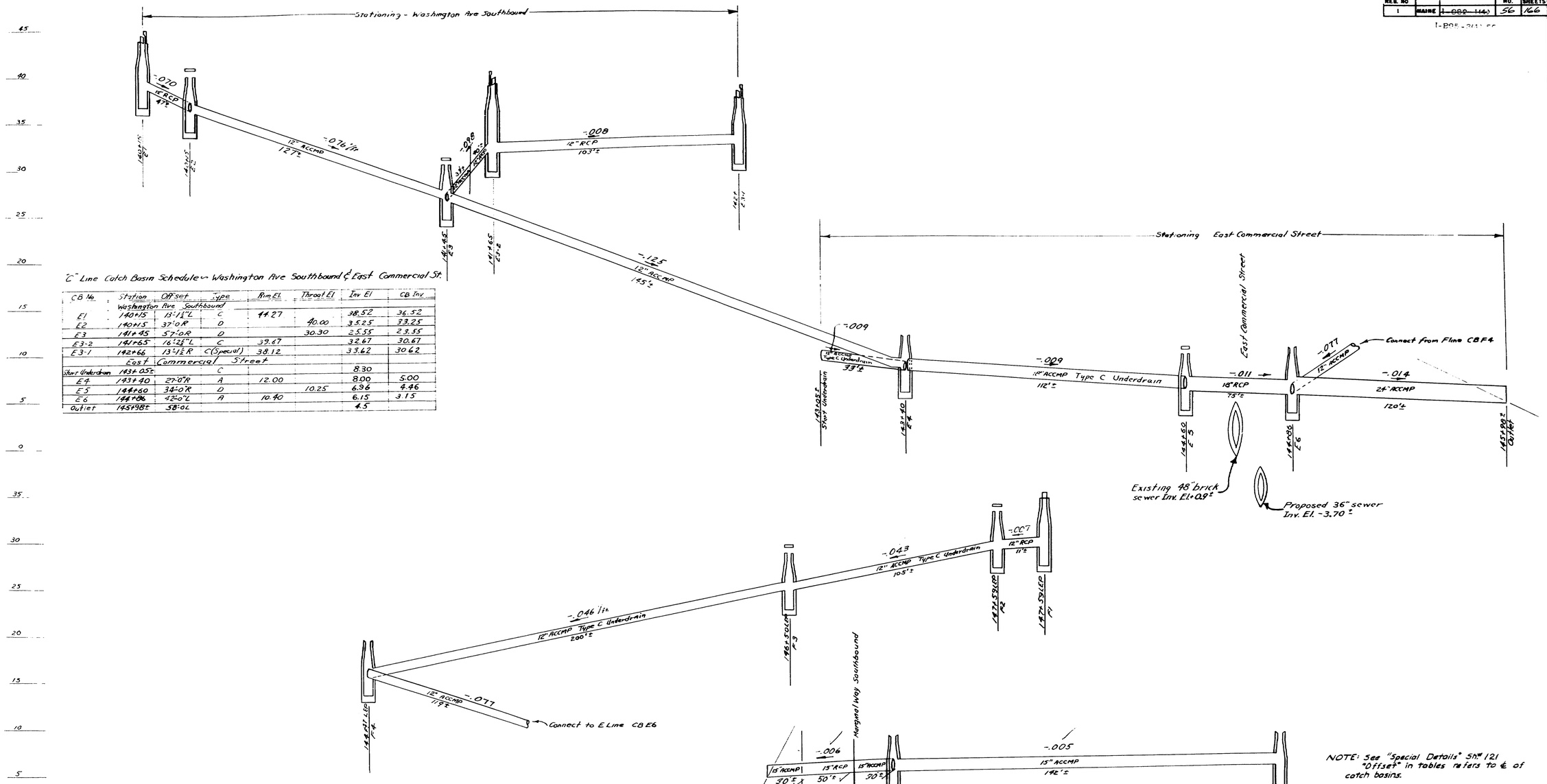
SHEET 55 OF 166 AUGUSTA, MAINE OCT. 1957

76-55

0 1 2 3 4 5 INCHES

B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-BOS-2(11) 66~~	56	166

I-BOS-2(11) 66



"C" Line Catch Basin Schedule ~ Washington Ave Southbound & East Commercial St.

CB No.	Station	Offset	Type	Rim El.	Throat El.	Inv El	CB Inv
	Washington Ave Southbound						
E1	140+15	13'-1½"L	C	41.27		38.52	36.52
E2	140+15	37'-0"R	D		40.00	35.25	33.25
E3	141+45	57'-0"R	D		30.30	25.55	23.35
E3-2	141+65	16'-2½"L	C	39.67		32.67	30.67
E3-1	142+66	13'-1½"R	C(Special)	38.12		33.62	30.62
	East Commercial Street						
Short Underdrain	143+05±		C			8.30	
E4	143+40	27'-0"R	A	12.00		8.00	5.00
E5	144+60	34'-0"R	D		10.25	6.96	4.46
E6	144+96	42'-0"L	A	10.40		6.15	3.15
Outlet	145+98±	58'-0L				4.5	

"F" line Catch Basin Schedule ~ Interstate Northbound

CB No	Station	Offset	Type	Rim El.	Throat El	Inv El	CB Inv
F1	147+59 LEP	1'-0L	E	34.82		27.07	27.07
F2	147+59 LEP	14'-0L	D		33.10	28.99	26.99
F3	146+50 LEP	12'-6"L	D		28.50	24.50	22.50
F4	146+47 LEP	12'-6"L	A	19.50		15.37	12.87

"G" Line Catch Basin Schedule ~ Interstate & Marginal Way - Southbound

CB No	Station	Offset	Type	Rim El	Inv El	CB Inv
G1	143+50	77'-0"R	A	9.50	5.92	2.92
G2	141+84	38'-0"R	A	9.00	5.17	2.42
Outlet	141+81	54'-0L±			4.5	

NOTE: See "Special Details" Sht. 121 "Offset" in tables refers to ℄ of catch basins.

DESIGN - BARNS
TRACE - LEWIS
CHECK - R.B.E.
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

DRAINAGE PROFILES - E, F & G LINES

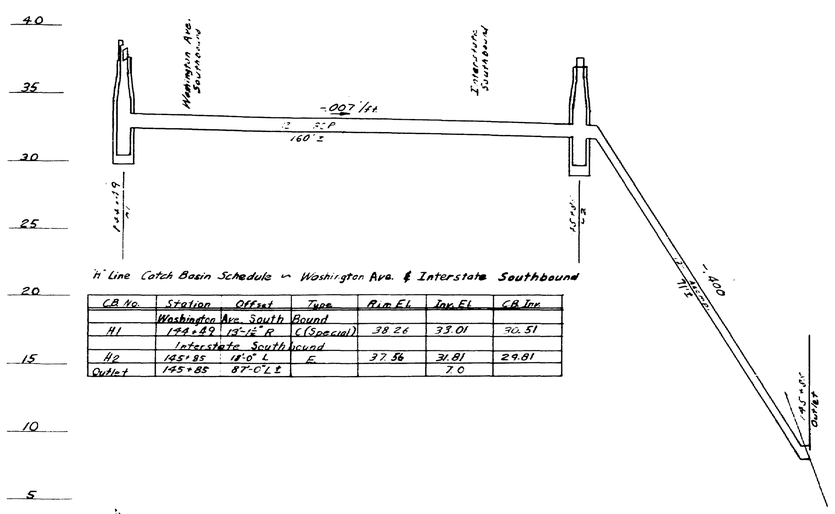
SHEET 56 OF 166 AUGUSTA, MAINE OCT. 1957

76-56

0 1 2 3 4 5 INCHES

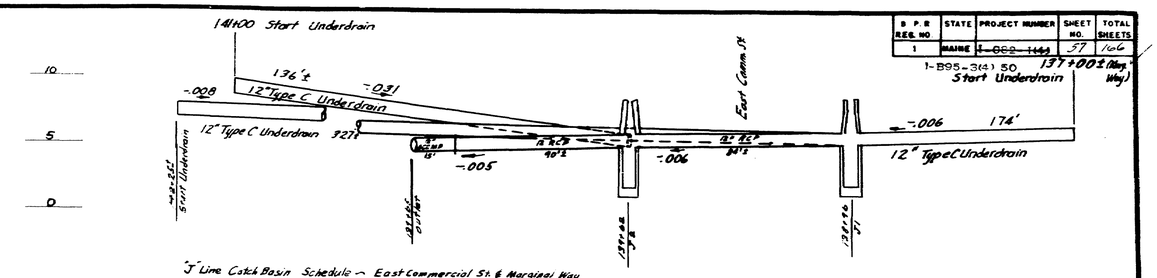
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-862-1(4)~~	57	166

I-895-3(4) 50



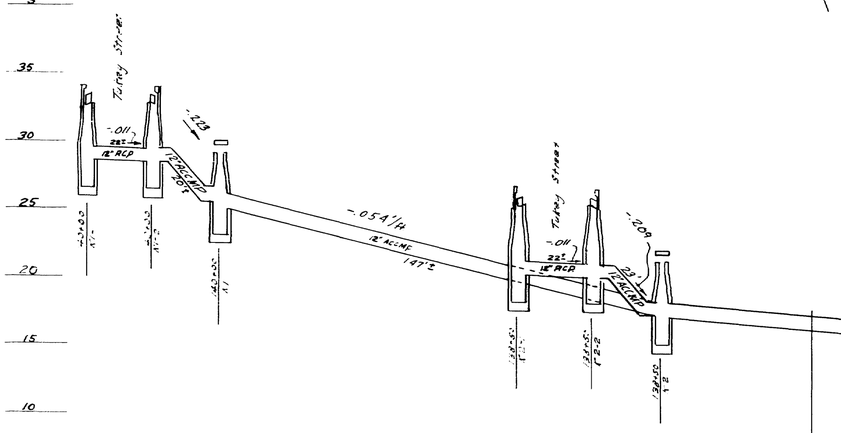
"H" Line Catch Basin Schedule ~ Washington Ave. & Interstate Southbound

C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	Washington Ave. South Bound					
H1	144+49	13'-1½" R	(Special)	38.26	33.01	30.51
	Interstate South bound					
H2	145+85	14'-0" L	E	37.56	31.81	29.81
Outlet	145+85	87'-0" Lt			7.0	



"J" Line Catch Basin Schedule ~ East Commercial St. & Marginal Way

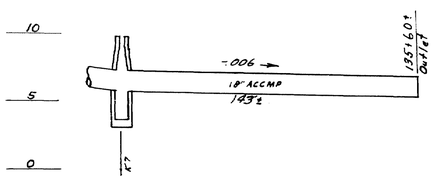
	C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	East Commercial Street						
	Start Underdrain	142+25±	26'-0" R	C		8.0	
	J1	138+96	33'-0" R	A	8.50	5.42	1.92
	J2	139+62	28'-0" L	A	8.70	4.92	2.12
	Marginal Way Southbound						
	Outlet	139+65	32'-7" L			4.40	
Marginal Way Northbound	Start Underdrain	141+00±	24'0" R			9.10	
Marginal Way	- - - -	137+00±	25'0" R			6.50	



"K" Line Catch Basin Schedule ~ Tukey Street Ramp & Lamb Street

	C.B. No.	Station	Offset	Type	Rim El.	Throat El.	Inv. El.	C.B. Inv.
		Tukey	Street					
	K1-1	140+00	13'-1½" L	C	33.34		27.84	25.59
	K1-2	140+00	13'-1½" L	C	33.34		27.59	25.59
	K1	140+00	36'-0" R	D		29.00	24.25	22.25
	K2-1	138+50	13'-1½" L.	C	25.77		20.27	18.02
	K2-2	138+50	13'-1½" R	C	25.77		20.02	18.02
	K2	138+50	38'-0" R	D		21.00	16.25	14.25
	K3	136+58	22'-0" R	A	16.80		12.20	10.20
	K4	136+58	13'-1½" R	C	17.54		12.04	9.79
	K5	130+58	13'-1½" L	C	17.54		11.79	9.79
		Lamb	Street					
	K6	135+40	28'-0" L	A	12.50		7.92	5.92
*	K7			A	9.00		5.42	2.42
		Marginal Way Southbound						
	Outlet	135+60±	43'-0" L				4.50	

* For location of K7 see "Grading Plan."



Catch Basin Schedule Sta. 148+00 Interstate Southbound

C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	148+00	13'-1½" L	C	38.94	33.19	31.19
Outlet	148+00	83'-0" L			7.00	

Note: See "Special Details" Sh.# 121
"Offset" in tables refers to ℄ of catch basins.

DESIGN - BARNES	BRIDGE NO.
TRACE - W.A.M.	SURVEY -
CHECK - A.B.P.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE over BACK COVE

IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

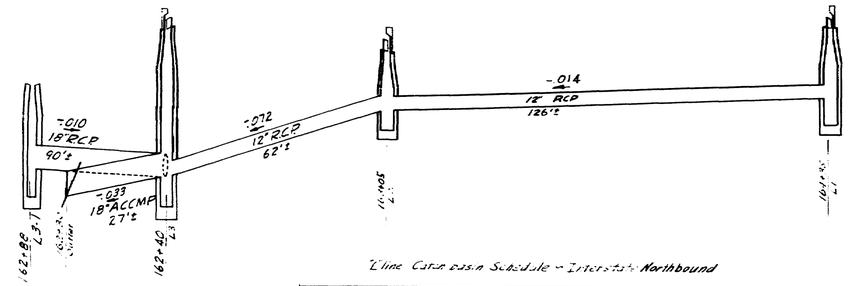
DRAINAGE PROFILES & K LINES

SHEET 57 OF 166 AUGUSTA, MAINE OCT. 1957

76-57

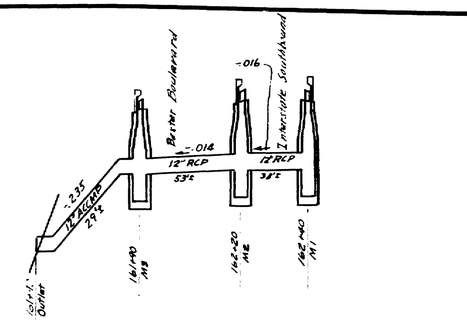
0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-089-1(4)~~ I-B95-2(14)50	58	166



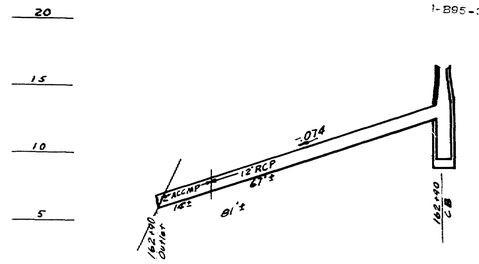
"L" line Catch Basin Schedule - Interstate Northbound

C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	B.M. to U.S.1 Northbound					
L1	164+35	94-1/2° R	C	19.70	14.15	12.15
	U.S. Northbound					
L2	163+35	18°-45½ R	C	18.10	12.35	10.35
	Interstate Northbound to B.M.					
L3	162+40	97-1/2° R	C	17.61	7.90	5.90
	Route 26 Northbound					
L3'	162+88	47°-3" L	A	16.00	8.80	6.80
Outlet	162+90	61°-0" R			7.00	



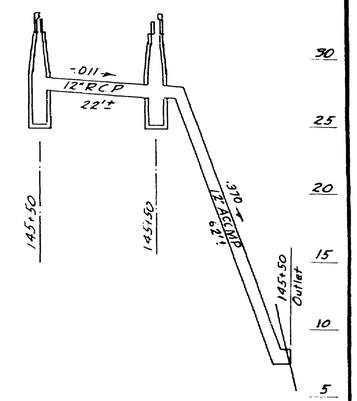
"M" line Catch Basin Schedule - Interstate Southbound & Baxter Blvd.

C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	Interstate Southbound					
M1	162+40	25°-11½° R	C	19.28	14.03	11.53
M2	162+20	13°-1¾° L	C	19.16	13.41	11.41
	Baxter Boulevard					
M3	161+90	13°-11½° L	C	18.40	12.65	10.65
Outlet	161+90	42°-0" L			7.00	



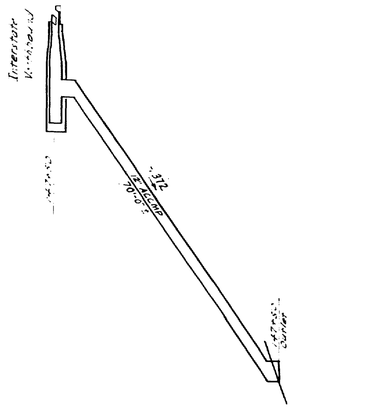
Catch Basin Schedule - Sta. 162+90 Baxter Blvd.

C.B. No.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
	162+90	37°-0" R	A	17.00	13.00	10.00
Outlet	162+90	47°-0" L			7.00	



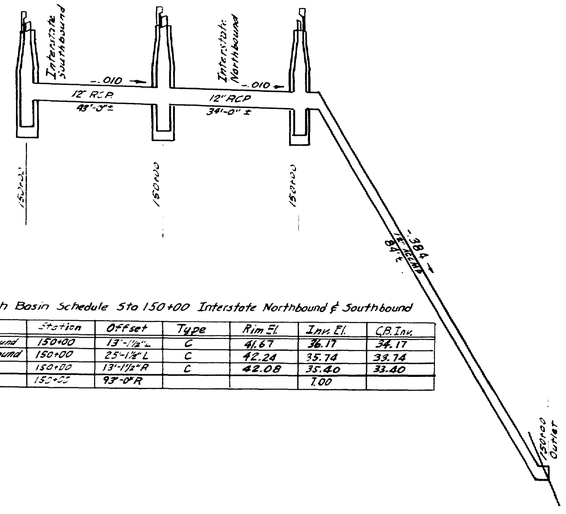
Catch Basin Schedule Sta. 145+50 Washington Ave. Northbound

C.B.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
Northbound	145+50	13°-1½° L	C	32.74	27.74	24.99
" "	145+50	13°-1½° R	C	32.74	26.99	24.99
Outlet	145+50	73°-0" R			7.0	



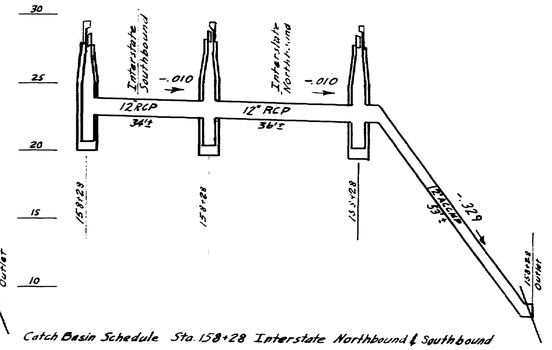
Catch Basin Sta. 147+50 Interstate Northbound

C.B.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
Northbound	147+50	13°-1½° R	C	35.79	30.04	28.04
Outlet	147+50	90°-0" R			7.0	



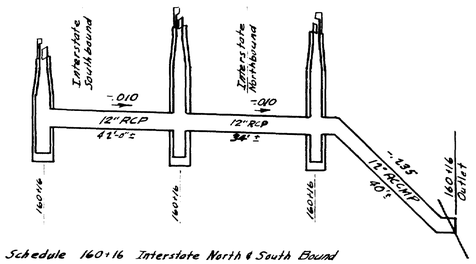
Catch Basin Schedule Sta 150+00 Interstate Northbound & Southbound

C.B.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
Southbound	150+00	13°-1½° L	C	41.67	36.17	34.17
Northbound	150+00	25°-1¾° L	C	42.24	35.74	33.74
"	150+00	13°-1½° R	C	42.08	35.40	33.40
Outlet	150+00	93°-0" R			7.00	



Catch Basin Schedule Sta. 158+28 Interstate Northbound & Southbound

C.B.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
Southbound	158+28	13°-1½° L	C	28.93	22.83	20.83
"	158+28	25°-1¼° R	C	28.78	22.49	20.49
Northbound	158+28	13°-1½° R	C	28.58	22.13	20.13
Outlet	158+28	65°-0" R			7.00	



Catch Basin Schedule 160+16 Interstate North & South Bound

C.B.	Station	Offset	Type	Rim El.	Inv. El.	C.B. Inv.
Southbound	160+16	13°-1½° L	C	21.30	16.00	14.00
Northbound	160+16	25°-1½° L	C	23.80	15.58	13.58
"	160+16	19°-1½° R	C	23.35	15.24	13.24
Outlet	160+16	54°-0" R			7.00	

Note: See "Special Details" Sh.# 121
"Offset" in tables refers to ℄ of catch basins.

DESIGN - BARNES	BRIDGE NO.
TRACE - W.N.H.	SURVEY -
CHECK -	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

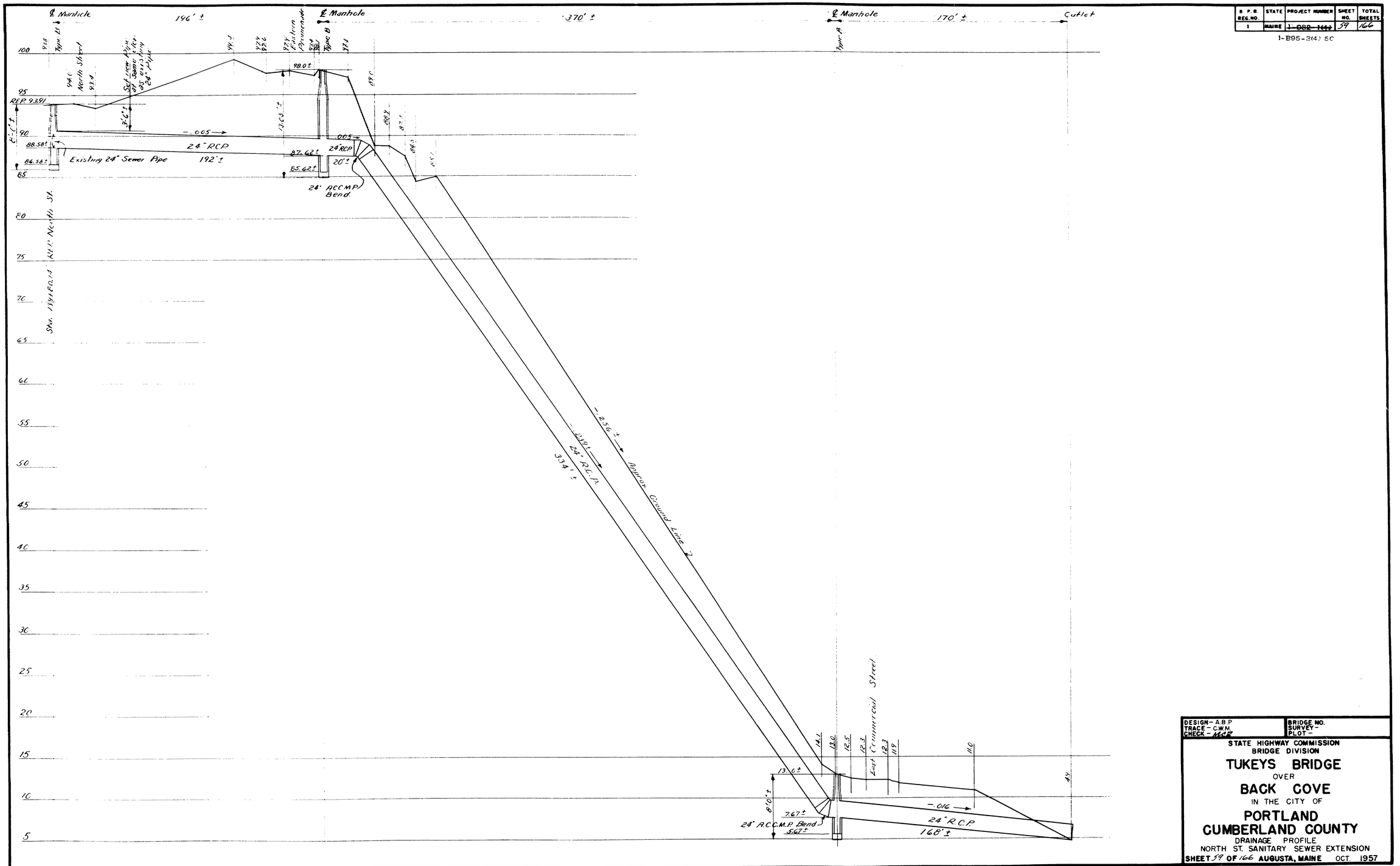
DRAINAGE PROFILES - L & M LINES INTERSTATE

SHEET 58 OF 166 AUGUSTA, MAINE OCT. 1957

76-58

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~ I-B95-3(4) 50	59	166



DESIGN – A.B.P	BRIDGE NO.
TRACE – C.W.N.	SURVEY –
CHECK – ~~A.C.B~~	PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

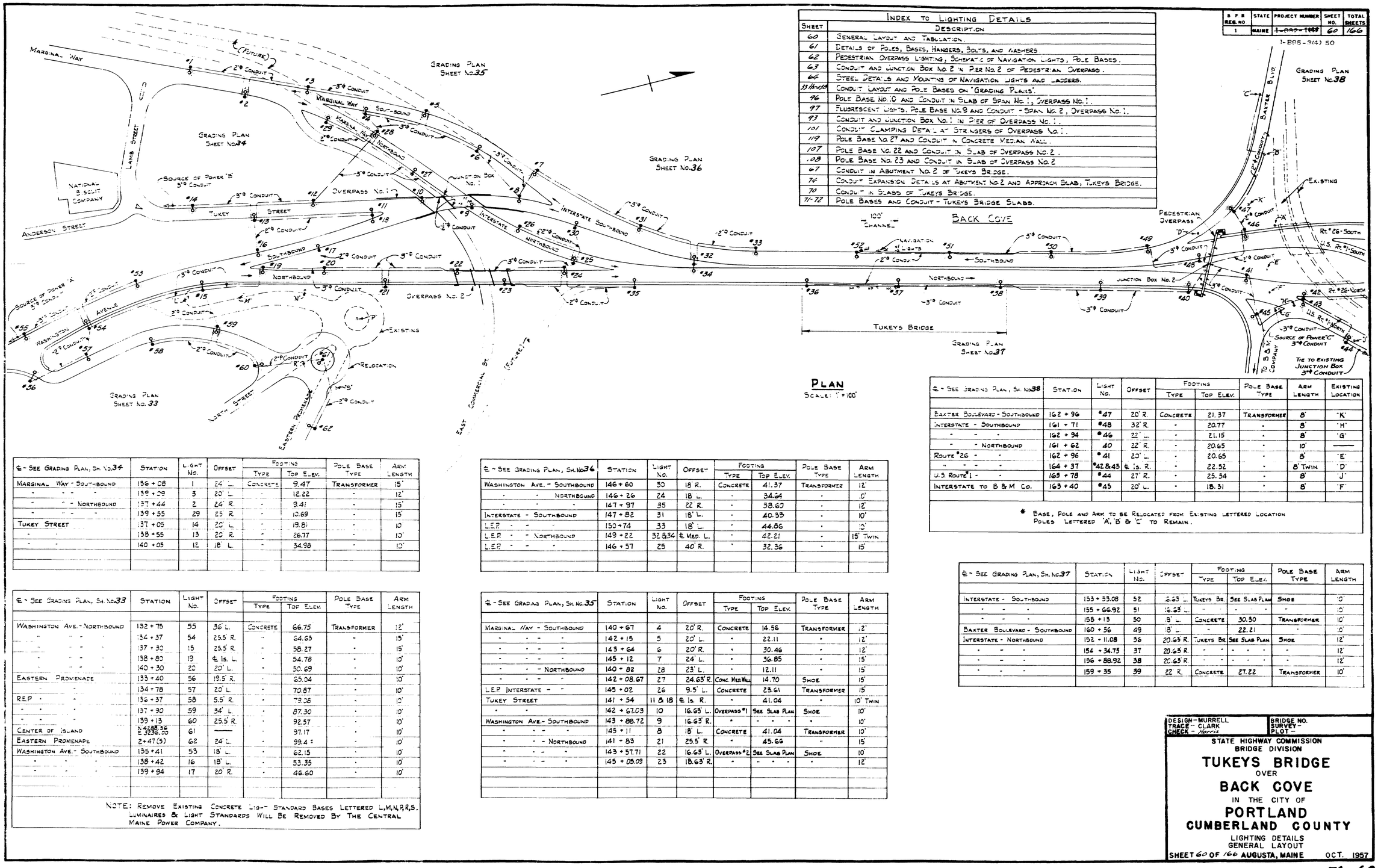
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

DRAINAGE PROFILE
NORTH ST. SANITARY SEWER EXTENSION

SHEET 59 OF 166 AUGUSTA, MAINE OCT. 1957

76-59

0 1 2 3 4 5 INCHES



INDEX TO LIGHTING DETAILS

SHEET	DESCRIPTION
60	GENERAL LAYOUT AND TABULATION.
61	DETAILS OF POLES, BASES, HANGERS, BOLTS, AND WASHERS
62	PEDESTRIAN OVERPASS LIGHTING; SCHEMATIC OF NAVIGATION LIGHTS, POLE BASES.
63	CONDUIT AND JUNCTION BOX NO. 2 IN PIER NO. 2 OF PEDESTRIAN OVERPASS.
64	STEEL DETAILS AND MOUNTING OF NAVIGATION LIGHTS AND LADDERS.
13-14-109	CONDUIT LAYOUT AND POLE BASES ON 'GRADING PLANS'.
96	POLE BASE NO. 10 AND CONDUIT IN SLAB OF SPAN No. 1, OVERPASS No. 1.
97	FLUORESCENT LIGHTS, POLE BASE NO. 9 AND CONDUIT - SPAN No. 2, OVERPASS No. 1.
93	CONDUIT AND JUNCTION BOX No. 1 IN PIER OF OVERPASS No. 1.
101	CONDUIT CLAMPING DETAILS AT STRINGERS OF OVERPASS No. 1.
119	POLE BASE No. 27 AND CONDUIT IN CONCRETE MEDIAN WALL.
107	POLE BASE NO. 22 AND CONDUIT IN SLAB OF OVERPASS NO. 2.
108	POLE BASE NO. 23 AND CONDUIT IN SLAB OF OVERPASS NO. 2
67	CONDUIT IN ABUTMENT NO. 2 OF TUKEYS BRIDGE.
74	CONDUIT EXPANSION DETAILS AT ABUTMENT NO. 2 AND APPROACH SLAB, TUKEYS BRIDGE.
70	CONDUIT IN SLABS OF TUKEYS BRIDGE.
71-72	POLE BASES AND CONDUIT - TUKEYS BRIDGE SLABS.

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-085-1(6)~~ 1-085-3(4) 50	60	166

PLAN

SCALE: 1" = 100'

℄ - See Grading Plan, Sh. No. 34	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length
Marginal Way - Southbound	136 + 08	1	24' L.	Concrete	9.47	Transformer	15'
" - - -	139 + 09	3	20' L.	-	12.22	-	12'
- " - Northbound	137 + 44	2	24' R.	-	9.41	-	15'
" " - "	139 + 55	29	23' R.	-	10.69	-	15'
Tukey Street	137 + 05	14	20' L.	-	19.81	-	10
- -	138 + 55	13	20' R.	-	26.77	-	10'
- -	140 + 05	12	18' L.	-	34.98	-	10'

℄ - See Grading Plan, Sh. No. 33	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length
Washington Ave. - Northbound	132 + 75	55	36' L.	Concrete	66.75	Transformer	12'
" - - -	134 + 37	54	25.5' R.	"	64.63	"	15'
- - - -	137 + 30	15	25.5' R.	-	58.27	-	15'
- - - -	138 + 80	19	℄ Is. L.	-	54.78	-	10'
- - - -	140 + 30	20	20' L.	-	50.69	-	10'
Eastern Promenade	133 + 40	56	19.5' R.	-	65.04	-	10'
- -	134 + 78	57	20' L.	-	70.87	-	10'
R.E.P. - -	136 + 37	58	5.5' R.	-	73.08	-	10'
- - -	137 + 90	59	34' L.	-	87.30	-	10'
- - -	139 + 13	60	25.5' R.	-	92.57	-	10'
Center of Island	N 4288.56 E 3236.20	61	——	-	97.17	-	10'
Eastern Promenade	2+47(S)	62	24' L.	-	99.4 ±	-	10'
Washington Ave. - Southbound	135 + 41	53	18' L.	-	62.15	-	10'
- - -	138 + 42	16	18' L.	-	53.35	-	10'
- - -	139 + 94	17	20' R.	-	46.60	-	10'

NOTE: REMOVE EXISTING CONCRETE LIGHT STANDARD BASES LETTERED L, M, N, P, R, S. LUMINAIRES & LIGHT STANDARDS WILL BE REMOVED BY THE CENTRAL MAINE POWER COMPANY.

℄ - See Grading Plan, Sh. No. 36	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length
Washington Ave. - Southbound	146 + 60	30	18' R.	Concrete	41.37	Transformer	12'
- - Northbound	146 + 26	24	18' L.	-	34.24	-	10'
- - -	147 + 97	35	22' R.	-	38.60	-	12'
Interstate - Southbound	147 + 82	31	18' L.	-	40.35	-	10'
L.E.P. - -	150 + 74	33	18' L.	-	44.86	-	10'
L.E.P. - - Northbound	149 + 22	32 & 34	℄ Med. L.	-	42.21	-	15' Twin
L.E.P. - -	146 + 57	25	40' R.	-	32.36	-	15'

℄ - See Grading Plan, Sh. No. 35	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length
Marginal Way - Southbound	140 + 67	4	20' R.	Concrete	14.56	Transformer	12'
- - - -	142 + 15	5	20' L.	"	22.11	"	12'
- - - -	143 + 64	6	20' R.	"	30.46	"	12'
- - - -	145 + 12	7	24' L.	"	36.85	"	15'
- - - Northbound	140 + 82	28	23' L.	"	12.11	"	15'
- - - "	142 + 08.67	27	24.63' R.	Conc. Med. Wall	14.70	Shoe	15'
L.E.P. Interstate - "	145 + 02	26	9.5' L.	Concrete	23.61	Transformer	15'
Tukey Street	141 + 54	11 & 18	℄ Is. R.	"	41.04	"	10' Twin
" "	142 + 67.03	10	16.63' L.	Overpass #1	See Slab Plan	Shoe	10'
Washington Ave. - Southbound	143 + 88.72	9	16.63' R.	"	- - -	"	10'
- - -	145 + 11	8	18' L.	Concrete	41.04	Transformer	10'
- - - Northbound	141 + 83	21	25.5' R.	"	45.66	"	15'
" - - -	143 + 57.71	22	16.63' L.	Overpass #2	See Slab Plan	Shoe	10'
" - - -	145 + 05.09	23	18.63' R.	"	- - -	"	12'

℄ - See Grading Plan, Sh. No. 38	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length	Existing Location
Baxter Boulevard - Southbound	162 + 96	*47	20' R.	Concrete	21.37	Transformer	8'	'K'
Interstate - Southbound	161 + 71	*48	32' R.	-	20.77	-	8'	'H'
- - -	162 + 94	*46	22' L.	-	21.15	-	8'	'G'
- - Northbound	161 + 62	40	22' R.	-	20.65	-	10'	——
Route #26 - -	162 + 96	*41	20' L.	-	20.65	-	8'	'E'
" - - -	164 + 37	*42 & 43	℄ Is. R.	-	22.52	-	8' Twin	'D'
U.S. Route #1 - -	165 + 78	*44	27' R.	-	25.34	-	8'	'J'
Interstate to B & M Co.	163 + 40	*45	20' L.	-	18.31	-	8'	'F'

* Base, Pole and Arm to be Relocated from Existing Lettered Location
Poles Lettered 'A', 'B' & 'C' to Remain.

℄ - See Grading Plan, Sh. No. 37	Station	Light No.	Offset	Footing Type	Footing Top Elev.	Pole Base Type	Arm Length
Interstate - Southbound	153 + 33.08	52	16.63' L.	Tukeys Br.	See Slab Plan	Shoe	10'
- - -	155 + 66.92	51	"	-	-	-	10'
- - -	158 + 13	50	8' L.	Concrete	30.30	Transformer	10'
Baxter Boulevard - Southbound	160 + 56	49	18' L.	-	22.21	-	10'
Interstate - Northbound	152 + 11.08	36	20.63' R.	Tukeys Br.	See Slab Plan	Shoe	12'
- - -	154 + 34.75	37	20.63' R.	"	"	-	12'
- - -	156 + 88.92	38	20.63' R.	-	-	-	12'
- - -	159 + 35	39	22' R.	Concrete	27.22	Transformer	10'

DESIGN - MURRELL
TRACE - CLARK
CHECK - ~~Norris~~
PLOT -

BRIDGE NO.
SURVEY -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

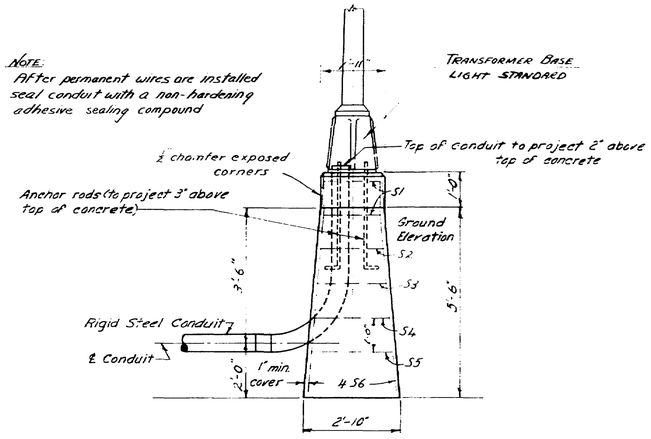
LIGHTING DETAILS
GENERAL LAYOUT

SHEET 60 OF 166 AUGUSTA, MAINE OCT. 1957

76-60

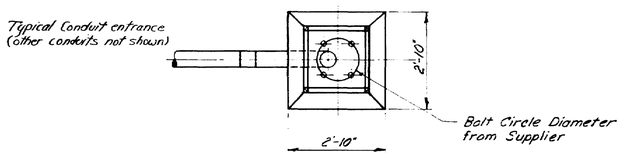
0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-000-1449~~ I-295-2(4): 50	61	166



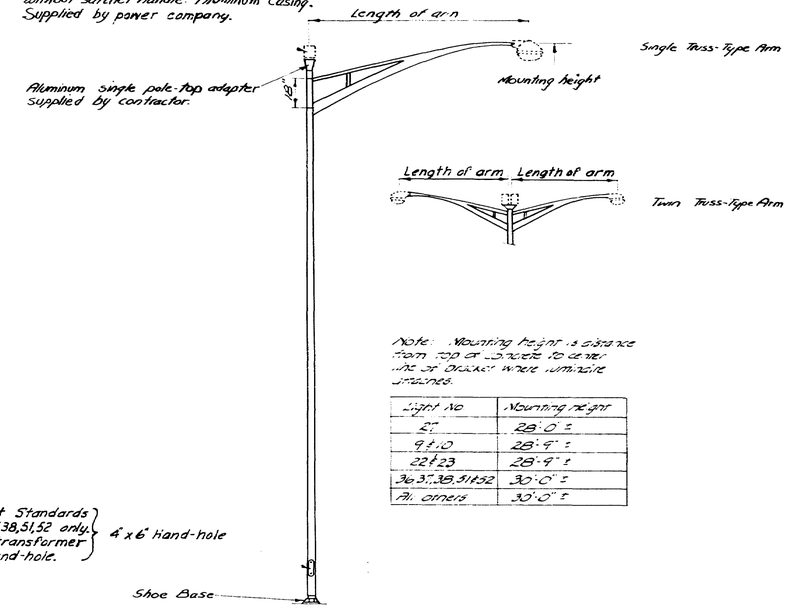
CONCRETE LIGHT BASE

49 REQUIRED



PLAN VIEW

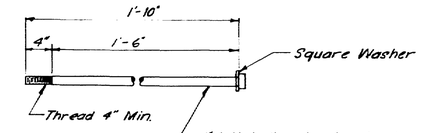
Multiple Ballast - Pole base type without satchel handle. Aluminum casing. Supplied by power company.



Typical for Light Standards 9,10,22,23,27,36,37,38,51,52 only. All others with transformer base without hand-hole. } 4"x6" hand-hole

Note: Mounting height is distance from top of concrete to center line of bracket where luminaire attaches.

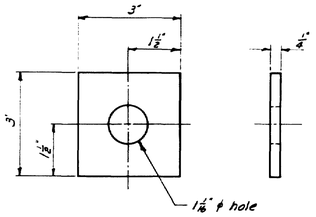
Light No	Mounting Height
27	28'-0" ±
9 & 10	28'-9" ±
22 & 23	28'-9" ±
36,37,38,51 & 52	30'-0" ±
All others	30'-0" ±



ANCHOR BOLT

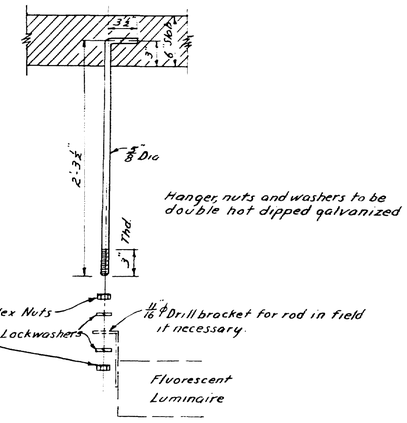
40 REQUIRED

NOTE:
Furnish anchor bolt with hex nut, lockwasher, and square washer. All anchorage hardware to be double hot dipped galvanized. Anchor bolts are for light standard anchorage on rail parapet or sidewalk. Payment for delivery and erection of above bolts shall be made under Items 702-103B and 702-104B



SQUARE WASHER

40 REQUIRED



FLUORESCENT HANGER

8 REQUIRED

for Overpass #1 - Span #2

Payment for delivery and erection of fluorescent hangers shall be made under Items 702-103C and 702-104C

DESIGN - MURRELL, TRACE - GARDNER, CHECK - Harris | BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING DETAILS
POLES & BASES

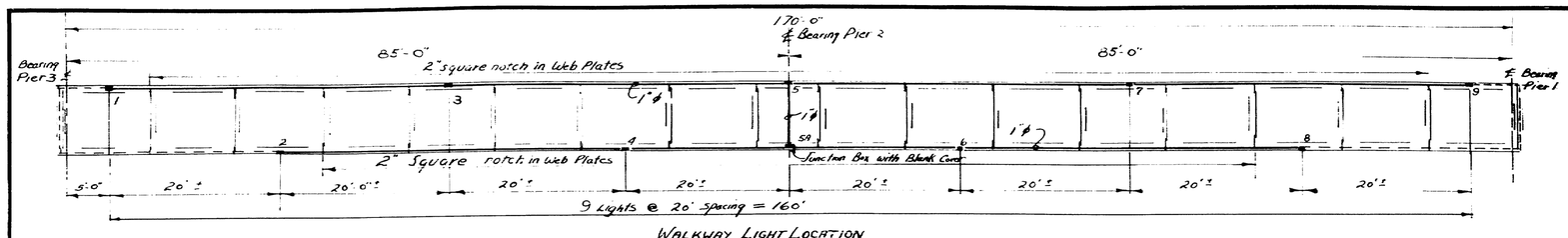
SHEET 61 OF 166 AUGUSTA, MAINE OCT. 1957

76-61

0 1 2 3 4 5 INCHES

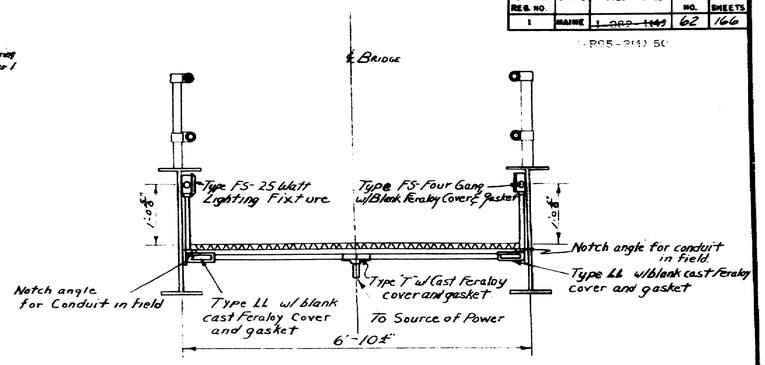
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-905-1143	62	166

1-905-2(1) 50



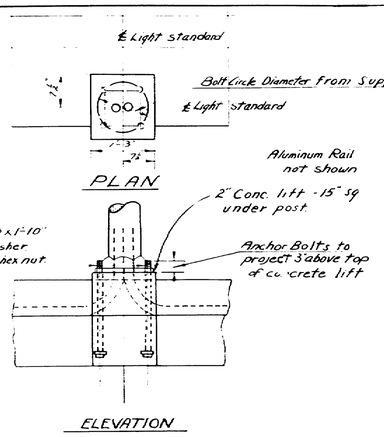
WALKWAY LIGHT LOCATION
PEDESTRIAN OVERPASS

NOTE -
All conduit 1" ϕ Galvanized Rigid
Clamp conduit every 4'-0" maximum using 1-Hole Galvanized Malleable Iron Pipe Strap with galvanized Hex Head bolt, lockwasher and nut.



PEDESTRIAN OVERPASS LIGHT DETAIL

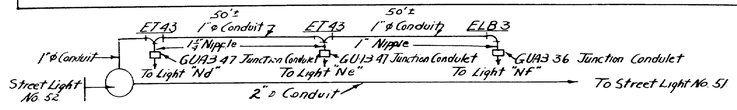
SECTION AT PIER 2.



ELEVATION

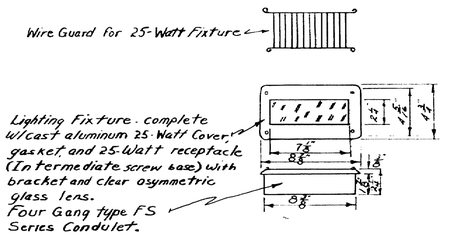
Anchor Bolt & Conduit Detail
TUKEYS BRIDGE

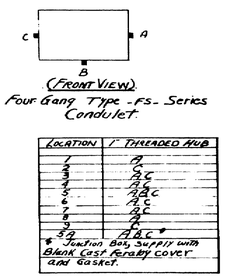
Note:-
Bolt circle dimensions should be checked with template supplied by light standard supplier



Note
Conduit from GUAB to Navigation Light to be 1" ϕ Galvanized

CONDUIT SCHEMATIC FOR NAVIGATION LIGHTS
SOUTH BOUND SIDE

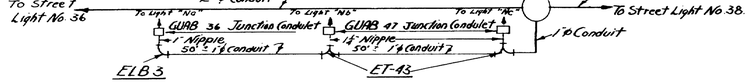




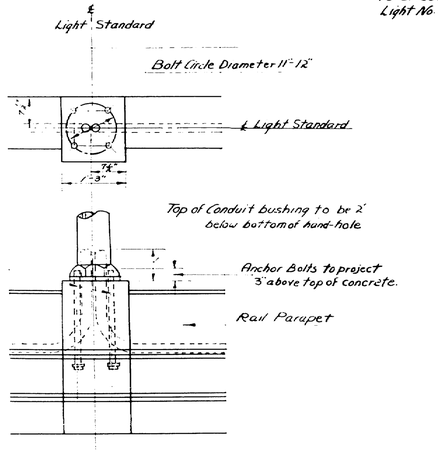
(FRONT VIEW)
Four Gang Type -FS- Series Condulet

LOCATION	1" THREADED HUB
1	A
2	A&C
3	A&C
4	A&C
5	A
6	A&C
7	A
8	A
9	A&C *

* Junction Body Supply with Blank Cast Feraloy cover and Gasket.

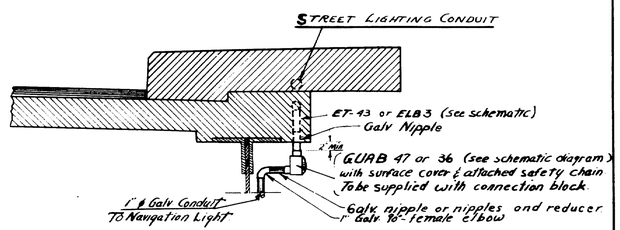


CONDUIT SCHEMATIC FOR NAVIGATION LIGHTS
NORTHBOUND SIDE



LIGHT STANDARD

ANCHOR BOLT & CONDUIT DETAIL
OVERPASS "1 and "2



TYPICAL CONDUIT DETAIL AT NAVIGATION LIGHTS.

(Sidewalk-Side Shown).

DESIGN - MURRELL. TRACE - GARDNER. CHECK - HARRIS	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING DETAILS
PED. OVERPASS - NAV. LTS. - POLE BASES

SHEET 62 OF 166 AUGUSTA, MAINE OCT. 1957

76-62

0 1 2 3 4 5 INCHES

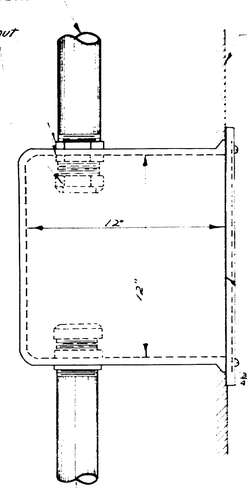
B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-095-3(4) 50	63	166

Typical Detail for fittings

2" ϕ Rigid Steel Conduit

Galvanized Locknut Insulated Bushing

East Face of Concrete



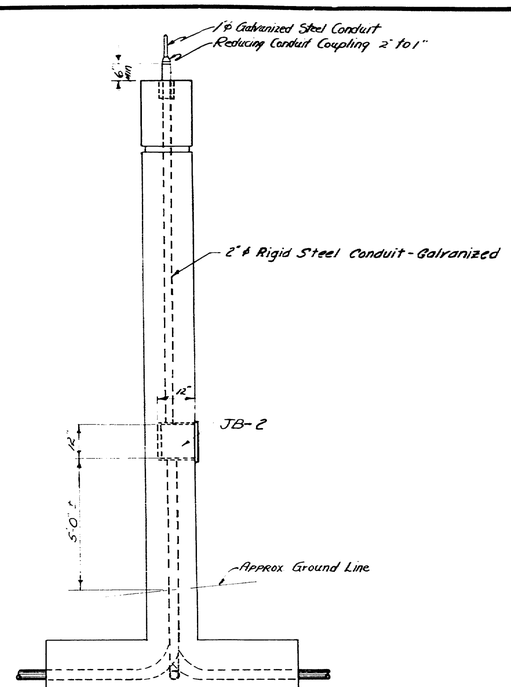
All conduit terminations to be sealed with a non-hardening sealing compound

Galvanized Cast Iron Flanged (Flush) Type Junction Box 12"x18"x12"

Drill Slipholes as follows:
Bottom 4-holes { 3 @ 3" ϕ, 1 @ 2" ϕ
Top 1-hole @ 2" ϕ
Furnish with gasket and weather-proof cover.

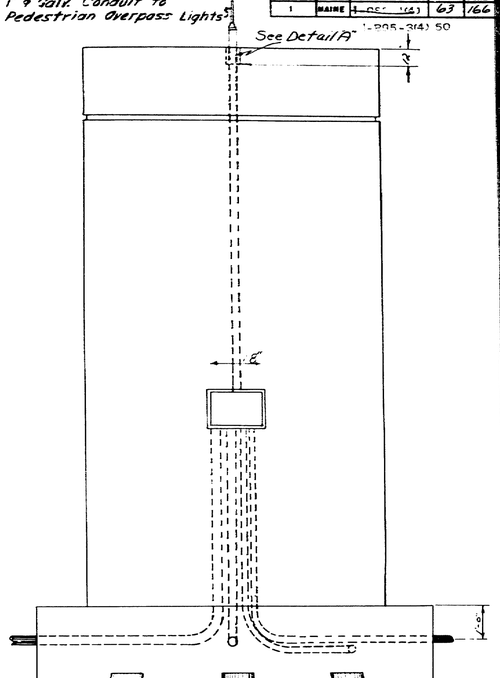
Seal under cover with a non-hardening adhesive plastic sealing compound.

JUNCTION BOX
JB-2
1 Required

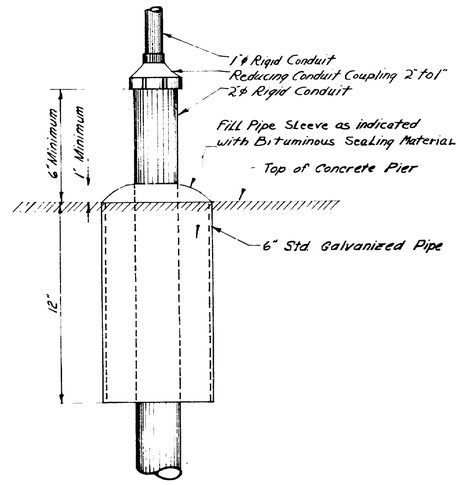


END VIEW
PIER 2

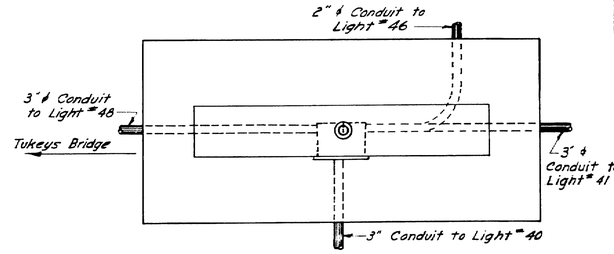
1" ϕ Galv. Conduit to Pedestrian Overpass Lights



FRONT ELEVATION
PIER 2.



DETAIL "A"



PLAN VIEW
PIER 2.

DESIGN - MURRELL
TRACE - GARDNER
CHECK - Harris
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

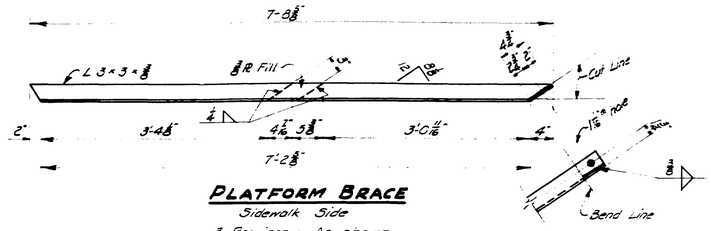
LIGHTING DETAILS
PEDESTRIAN OVERPASS PIER. 2.
SHEET 63 OF 166 AUGUSTA, MAINE OCT. 1957

76-63

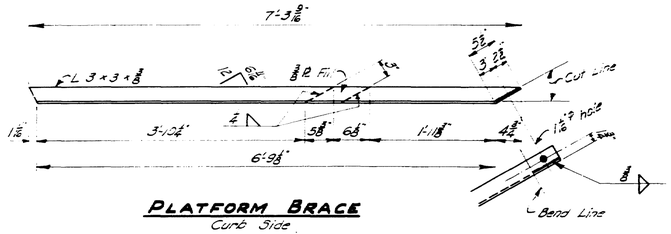
0 1 2 3 4 5 INCHES

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-065-1(10)	64	166

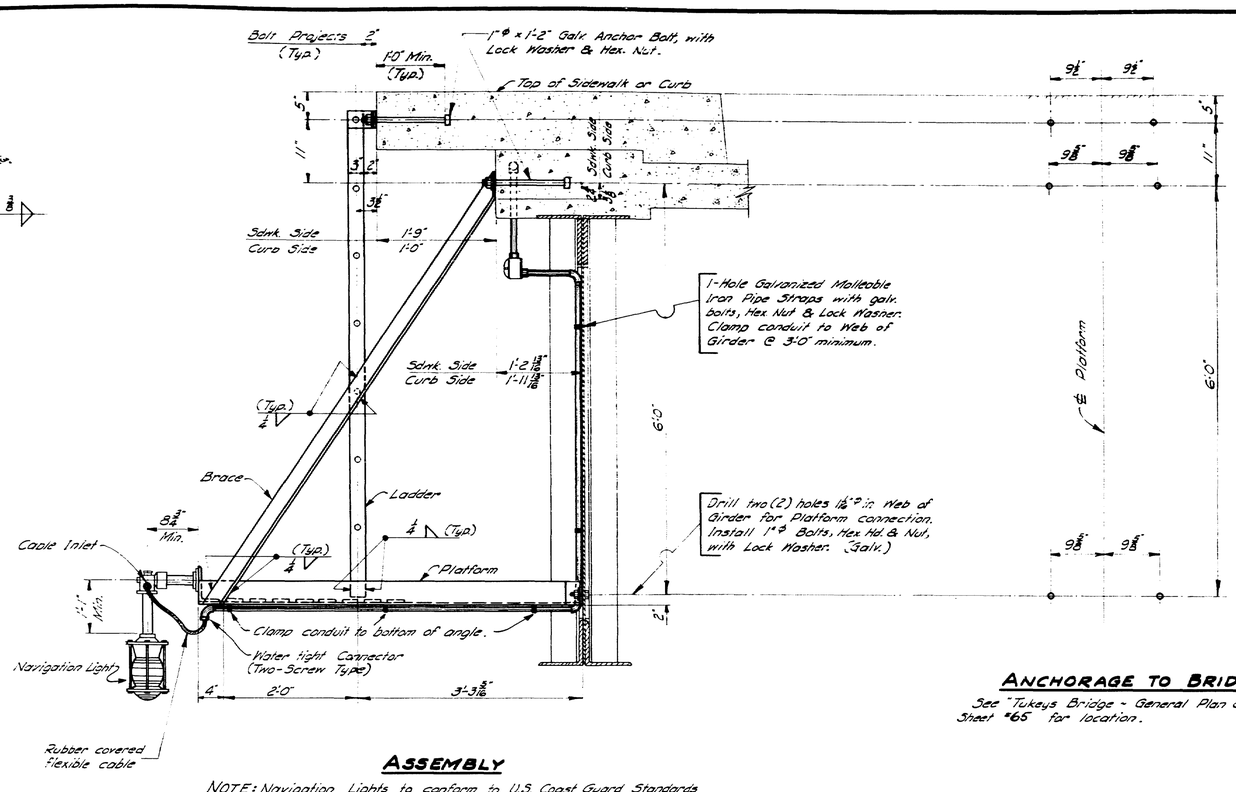
I-295-3(4) 50



PLATFORM BRACE
Sidewalk Side
3 Required - As shown
3 " - Opp. hand



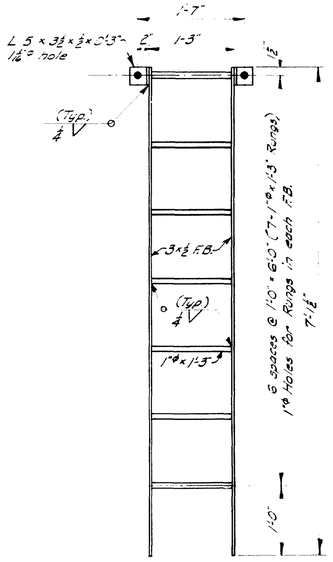
PLATFORM BRACE
Curb Side
3 Required - As shown
3 " - Opp. hand



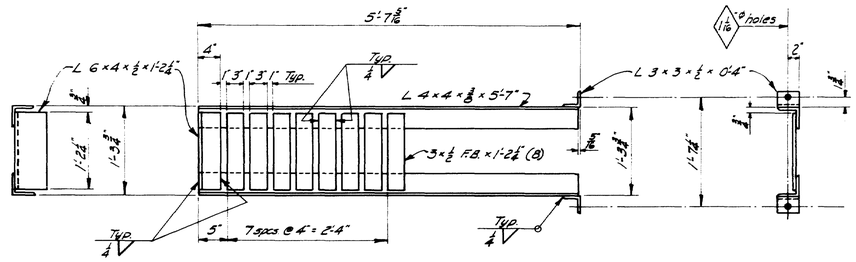
ANCHORAGE TO BRIDGE
See "Tukeys Bridge - General Plan & Elevation" Sheet #65 for location.

ASSEMBLY

NOTE: Navigation Lights to conform to U.S. Coast Guard Standards
Mid-Channel Light - 360° Green Lens - 2 Reqd.
Side-Channel Light - 180° Red Lens - 4 Reqd.



LADDER
6 - Required



PLATFORM
6 - Required

Payment for fabrication and mounting of Navigation Light Ladders shall be made under Items 702-1038 & 1048, Structural Steel, Delivered and Erection, (Tukeys Bridge)
Payment for drilling holes for pipe straps shall be included under "Electrical System".

DESIGN - MUSSELL
TRACE - CLARK
CHECK - Harris

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

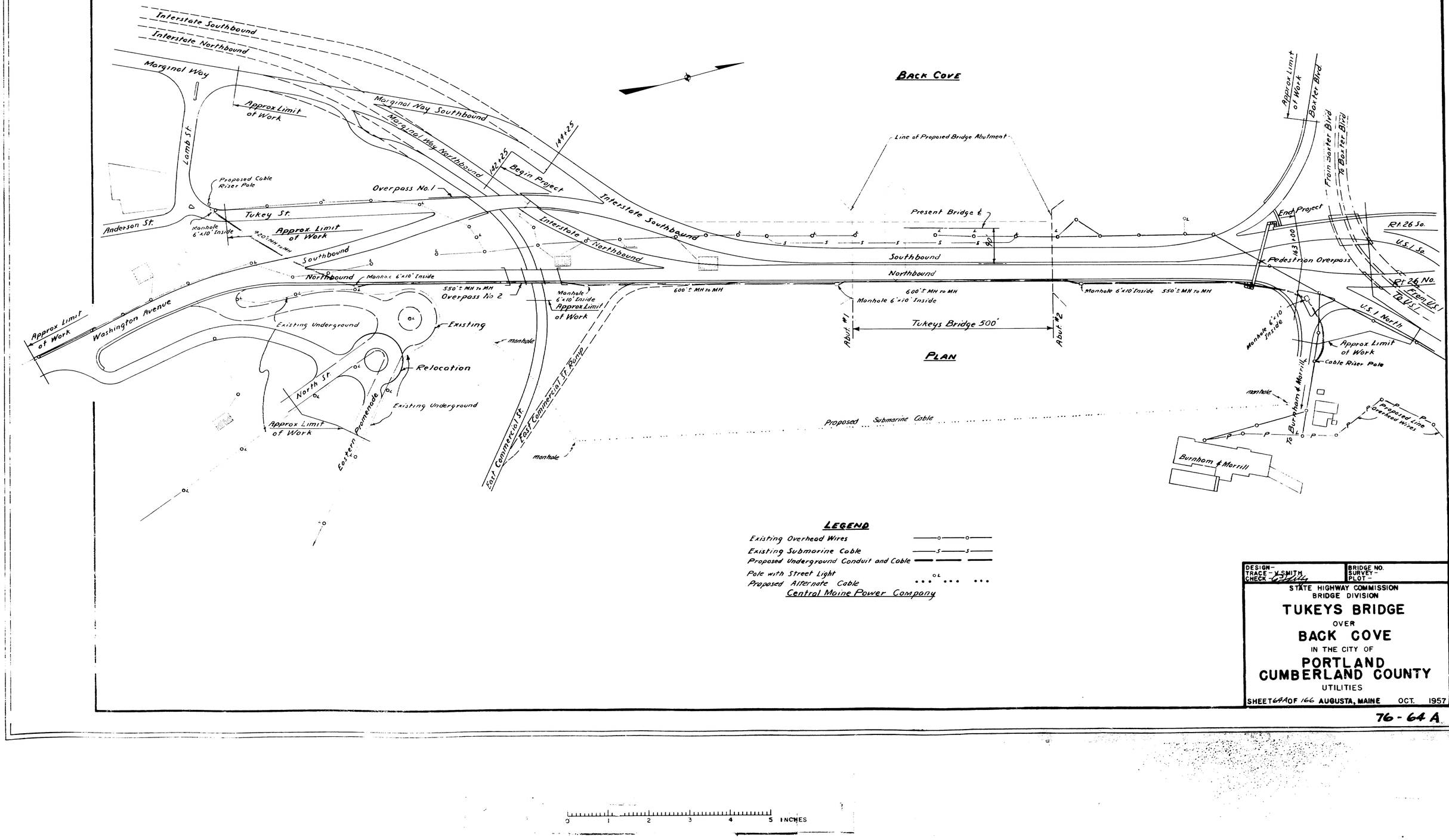
LIGHTING DETAILS
NAVIGATION LIGHTS & LADDERS

SHEET 64 OF 166 AUGUSTA, MAINE OCT. 1957

76-64

0 1 2 3 4 5 INCHES

R P R Reg. No	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F 082-1(6)~~ I-895-3(4)9 59	64A	166



LEGEND

Existing Overhead Wires —o—o—
Existing Submarine Cable —s—s—
Proposed Underground Conduit and Cable ———
Pole with Street Light o℄
Proposed Alternate Cable ... ...

Central Maine Power Company

0 1 2 3 4 5 INCHES

DESIGN –
TRACE – V. SMITH
CHECK –
BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

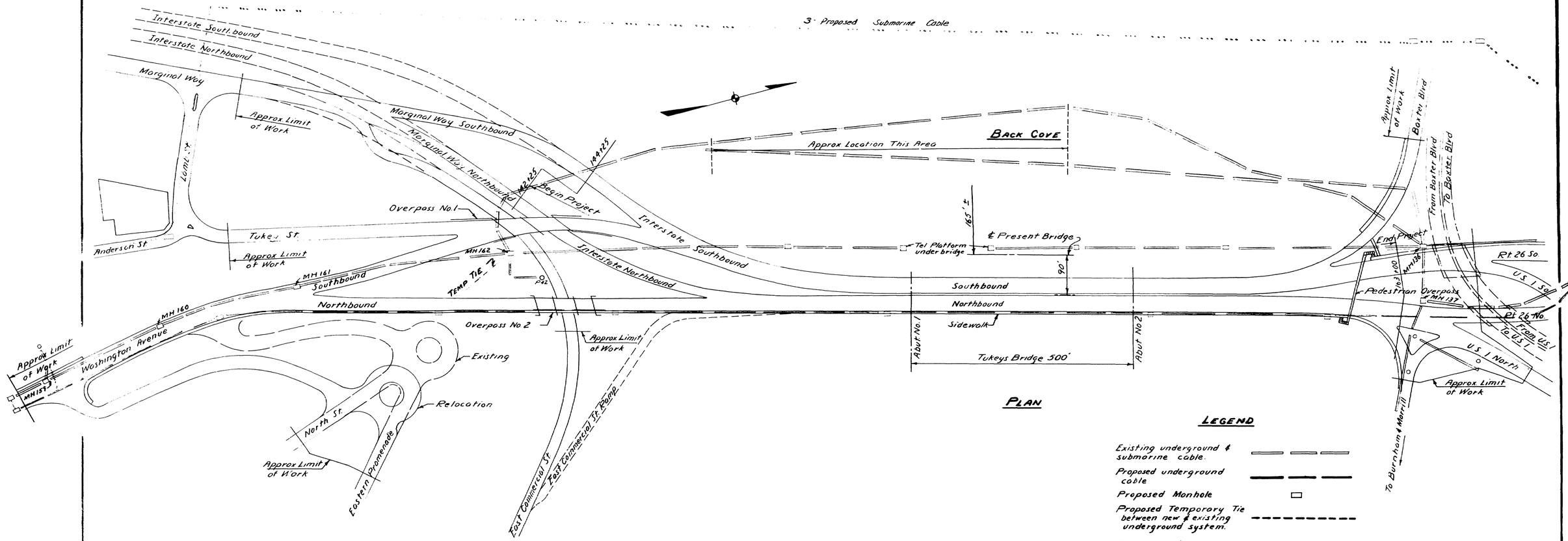
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
UTILITIES

SHEET 64A OF 166 AUGUSTA, MAINE OCT. 1957

76-64A

S P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-002-141~~	64B	166

I-295-3(4) 80



PLAN

LEGEND

Existing underground & submarine cable. — — —

Proposed underground cable ▬ ▬ ▬

Proposed Monhole □

Proposed Temporary Tie between new & existing underground system. - - - - - - - - - -

Proposed Alternate Cable ... ...

NEW ENGLAND TEL. & TEL. CO.

DESIGN –
TRACE – V.SMITH
CHECK – [illegible]

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

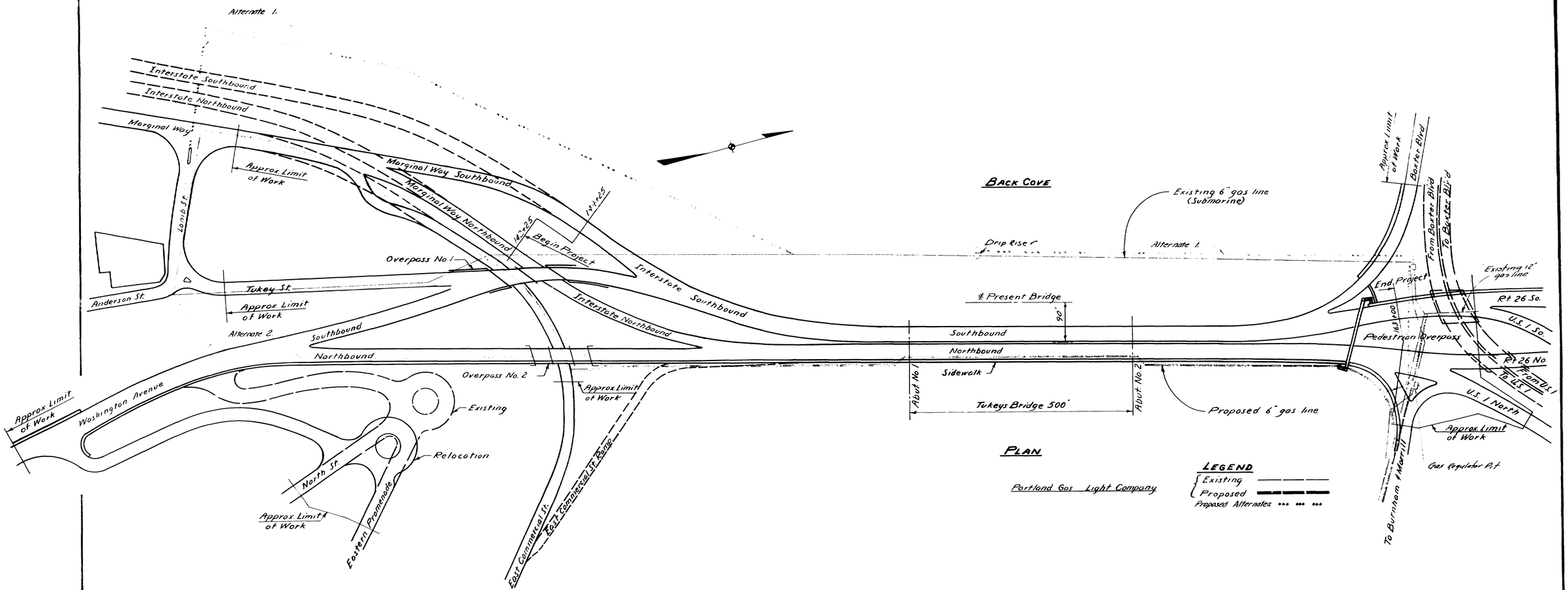
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
UTILITIES

SHEET 64B OF 166 AUGUSTA, MAINE OCT. 1957

76-64 B

0 1 2 3 4 5 INCHES

B P R REG NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-022-1(6)~~ I-B95-3(4) 50	64 C	166



PLAN

Portland Gas Light Company

LEGEND

Existing ———

Proposed ▬▬▬

Proposed Alternates ••• ••• •••

0 1 2 3 4 5 INCHES

DESIGN -
TRACE - V. SMITH
CHECK - [illegible]

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

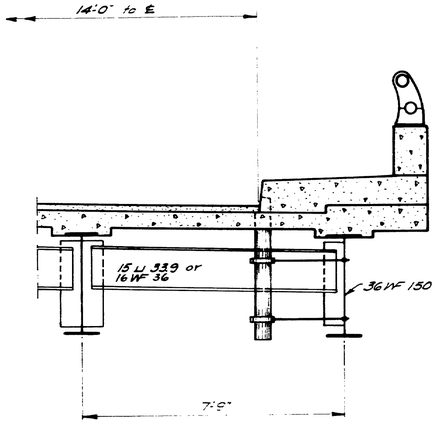
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
UTILITIES

SHEET 64C OF 166 AUGUSTA, MAINE OCT. 1957

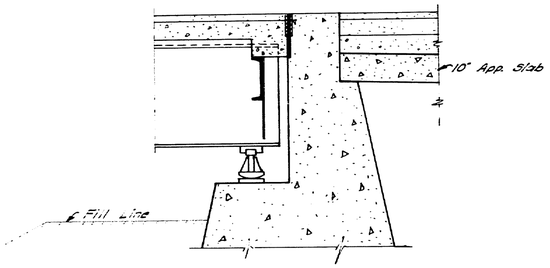
76-64 C

F. A. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-1(4)	64D	166

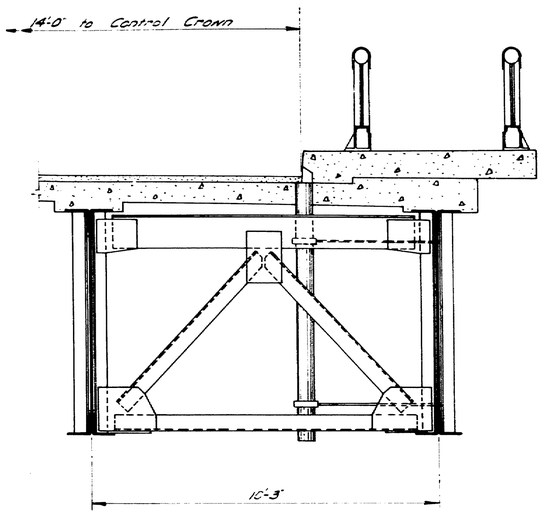
I-B95-3(4) 50



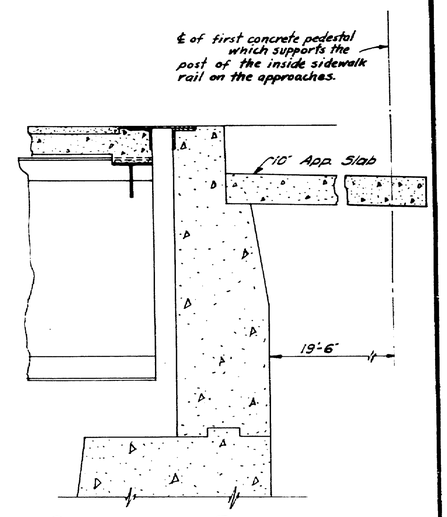
SECTION THRU SIDEWALK
Overpass No. 2



SECTION THRU BACKWALL
Overpass No. 2

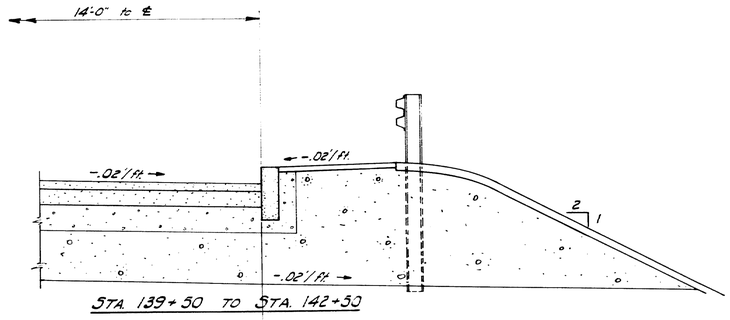


SECTION THRU SIDEWALK
Tukeys Bridge

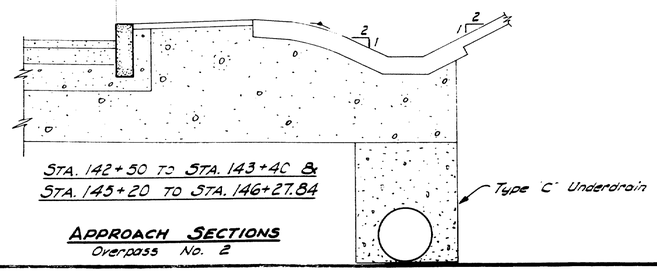


SECTION THRU BACKWALL
Tukeys Bridge

NOTE: The Utility Companies will support thier lines from the structural steel on the easterly side of Tukeys Bridge and the easterly side of Overpass No. 2. Exact location will be determined by the Companies with the approval of the Engineer.

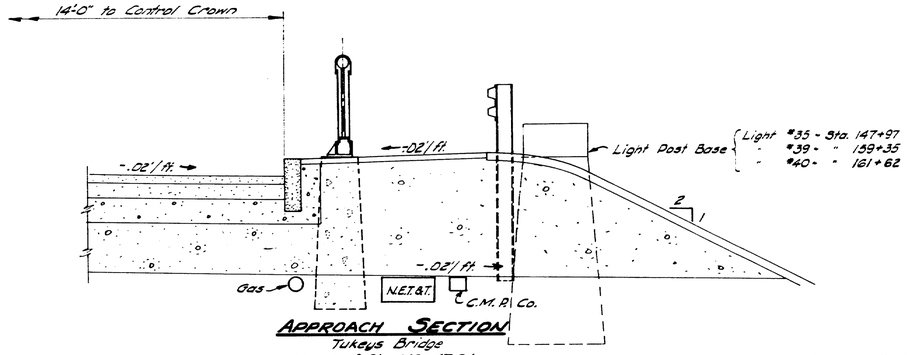


STA. 139+30 TO STA. 142+50



STA. 142+50 TO STA. 143+40 &
STA. 145+20 TO STA. 146+27.84

APPROACH SECTIONS
Overpass No. 2



APPROACH SECTION
Tukeys Bridge
Ahead of Sta. 146+47.84

NOTE: The size and location of the Utility Company lines are approximate.

Scale: $\frac{1}{2}$" = 1'-0"

DESIGN - M.C.R.
TRACE - G.W.C.
CHECK -

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
UTILITIES

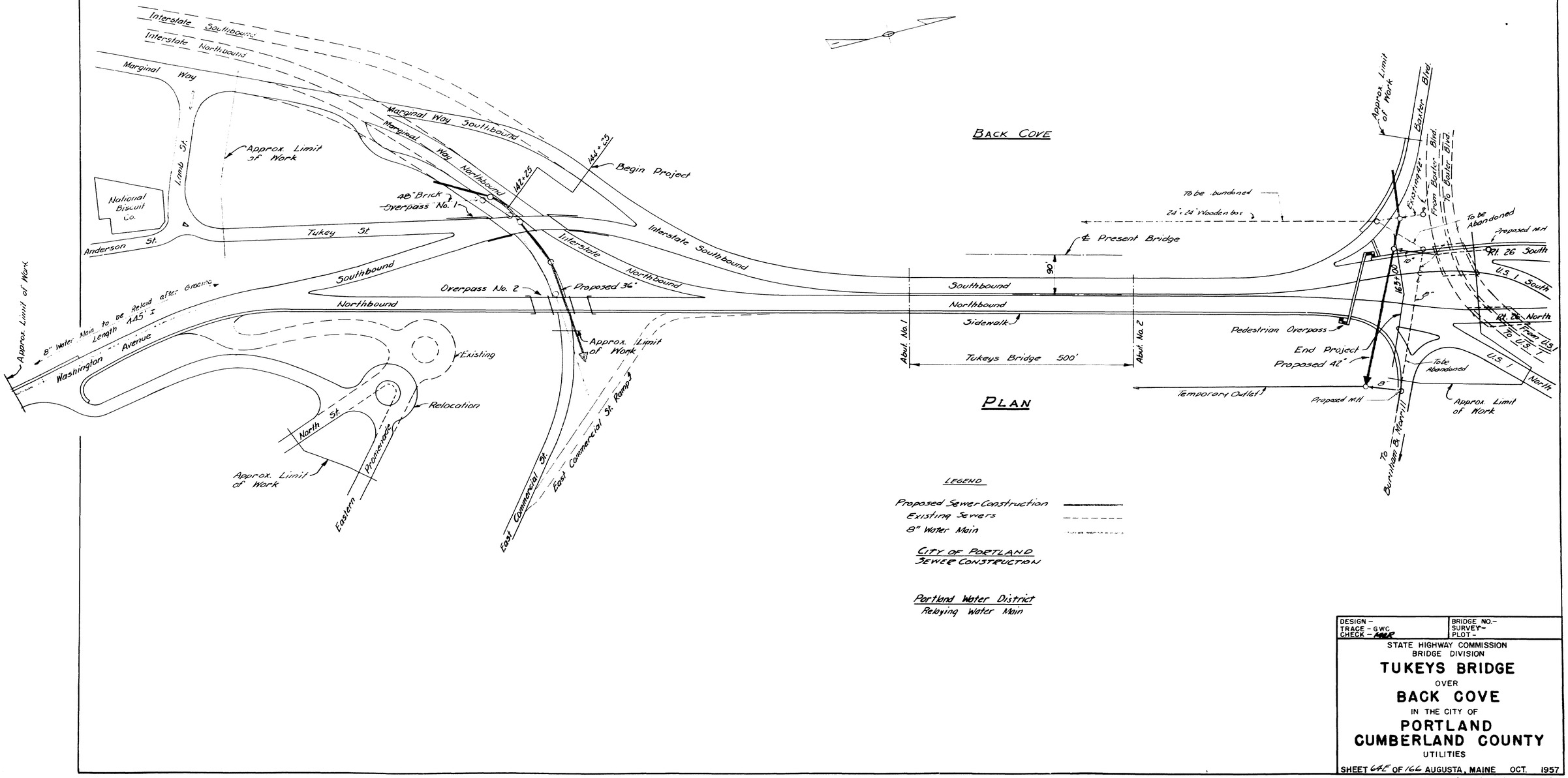
SHEET 64D OF 166 AUGUSTA, MAINE OCT. 1957

76-64 D

0 1 2 3 4 5 INCHES

REG. ~~FAS 14 64E 166~~

1-B95-3(4) 50



DESIGN –
TRACE – G.W.C.
CHECK – ~~A.M.R.~~

BRIDGE NO.–
SURVEY–
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
UTILITIES

SHEET 64E OF 166 AUGUSTA, MAINE OCT. 1957

Plot Water Main Mar. 1958 P.M.

76-64E

0 1 2 3 4 5 INCHES

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-082-1(4)~~	65	166

I-B95-3(4) 50

500'-0" c.c bearing - Abuts.

111'-0" | 139'-0" | 139'-0" | 111'-0"

℄ bear. - Abut #1 Sta. 152+00

℄ bear. - Pier #1 Sta. 153+11

℄ bear. - Pier #2 Sta. 154+50

Ebb Flood

℄ bear. - Pier #3 Sta. 155+89

℄ bear. - Abut #2 Sta. 157+00

30'± Typ @ End of Walls

Limit of Rip-rap 1'0 thick

2:1

Type 1 Granite Curb

Reveal 9"

Reveal 6"

Aluminum Rail

2' Clear Curb

3'

14'

Control Crown Line (Southbound)

38' Roadway

Superstructure

Roadway and Construction ℄

4' Median

Control Crown Line (Northbound)

14'

Aluminum Rail (Inside Sidewalk)

4' Clear Sidewalk

Aluminum Rail (Outside Sidewalk)

F.G. El. 45.2

F.G. El. 44.68

F.G. El. 41.99

F.G. El. 37.31

F.G. El. 33.35

152 | 153 | 154 | 155 | 156 | 157

5:1

5:0

Approach

E 3000 (N. 14°-27'-12" E.)

Limit of Rip-rap 1'0 thick

GENERAL PLAN
Scale - 1" = 20'

520' V.C. Ex. = 3.954'

+.02513 | -.03570

127' El. 49.36 Sta. 152+60

Sta. 155+20

Aluminum bridge rail

Type 'E' Guard Rail

Exp.

Exp.

Navigation Lights

Fixed

Exp.

Exp.

1½':1 slope above elev. 7.0 on front. Typical

100' Channel

130' Min. Vert. Clearance @ Sta. 154+32.5

Hand-laid Rip-rap 1'0 thick above Elev. 12.0 Typical both abuts.

Hand-laid Rip-rap to El. 12.0

Hand-laid Rip-rap to El. 12.0

M.H.W. = El. 4.45

M.S.L. = El. 0.00

M.L.W. = El. -4.45

Plain Rip-rap to El. -4.5

Masonry Facing

Distribution Slab

Approximate Stream Bed

Muck Excavation

Concrete (Placed Under Water)

Steel 'H' Bearing Piles To Refusal

ELEVATION
Scale 1" = 20'

0 1 2 3 4 5 INCHES

DESIGN - Rissel
TRACE - Clark DET. - S.M.C.
CHECK - Eaton

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

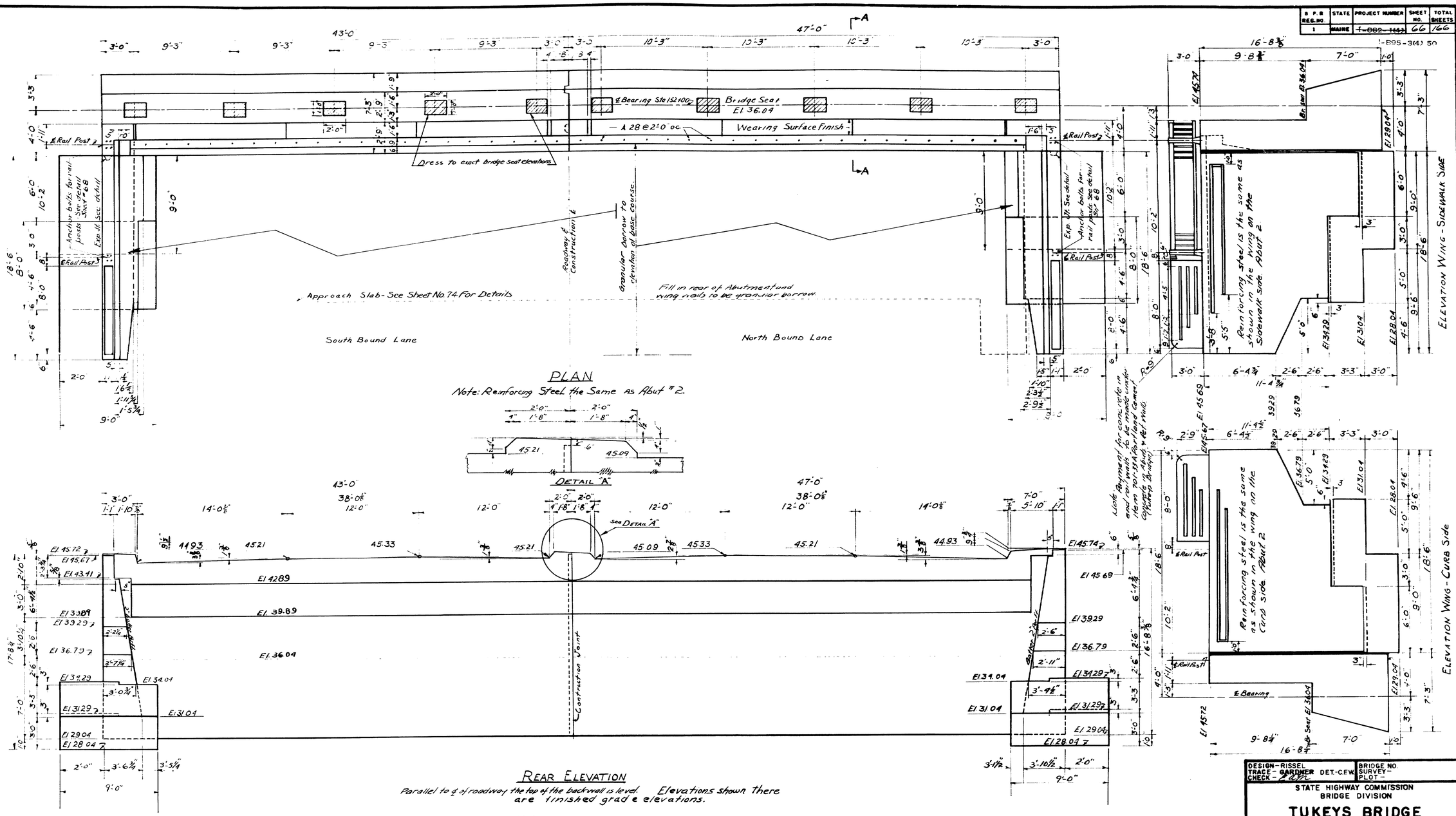
TUKEYS BRIDGE
GENERAL PLAN & ELEVATION

SHEET 65 OF 166 AUGUSTA, MAINE OCT. 1957

76-65

B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-002 (14)~~	66	166

F-BDS-3(4) 50



PLAN

Note: Reinforcing Steel the Same as Abut #2.

DETAIL "A"

REAR ELEVATION

Parallel to ℄ of roadway the top of the backwall is level. Elevations shown there are finished grade elevations.

Note:

For sections see Sheet 68.

Location of holes thru abutment backwalls for Utilities, shall be determined by the Engineer in the field.

Note:

Work with Sheets 67 and 68.

DESIGN - RISSEL
TRACE - GARDNER DET - C.F.W.
CHECK - J.W.R.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

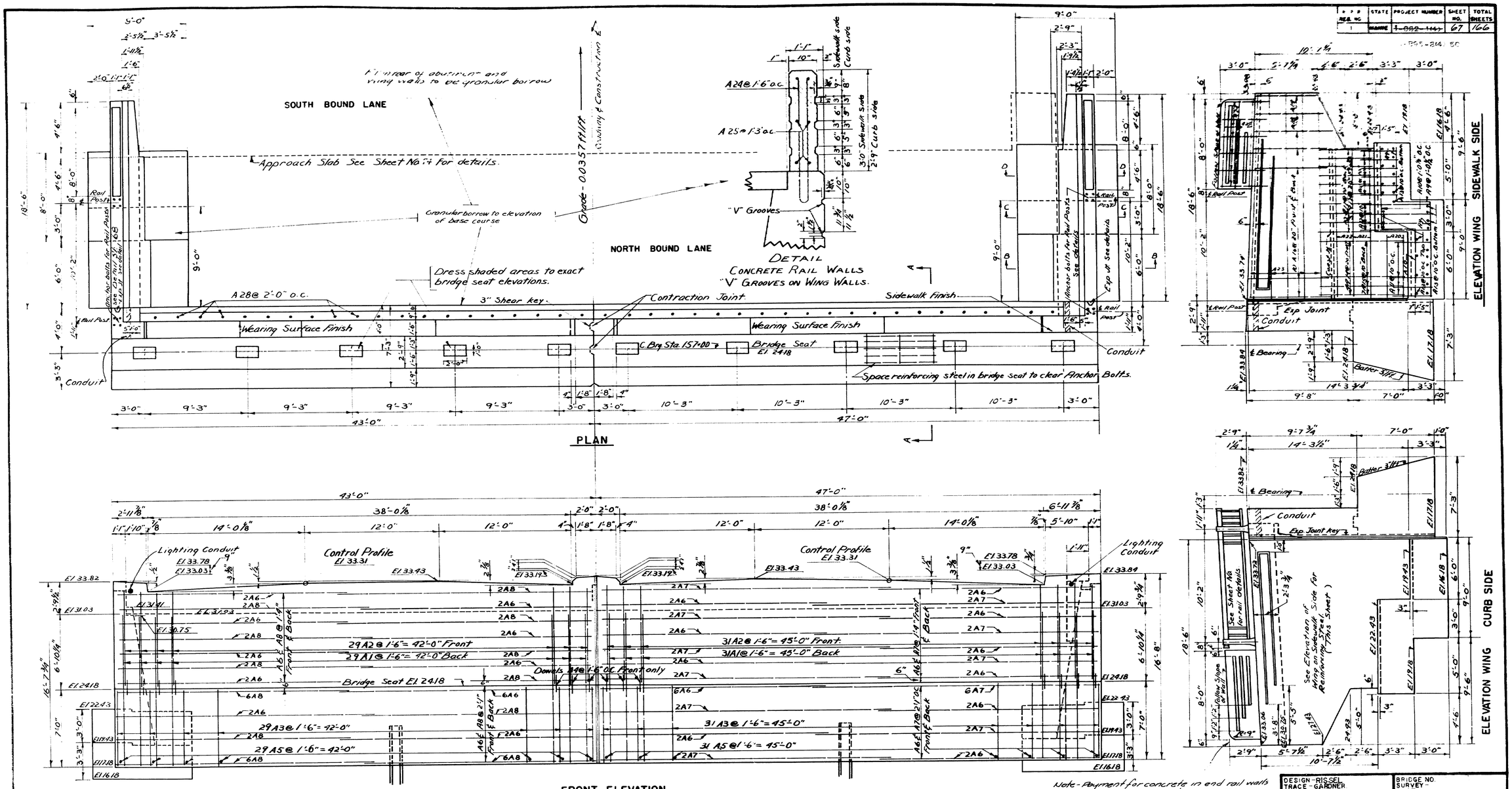
TUKEYS BRIDGE
ABUTMENT NO. 1

SHEET 66 OF 166 AUGUSTA, MAINE OCT. 1957

76-66

R.P.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~S-052-1147~~	67	166

795-214-50



Note - Payment for concrete in end rail walls to be made under Item 701-33A Portland Cement Concrete Abuts. & Retaining Walls (Tukeys Bridge)"

Note:
Work with Sheet 68.

0 1 2 3 4 5 INCHES

DESIGN - RISSEL
TRACE - GARDNER
CHECK - [illegible]

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

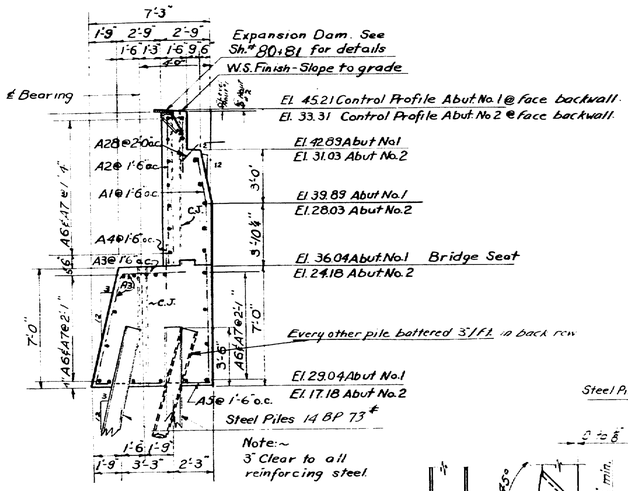
TUKEYS BRIDGE
ABUTMENT NO.2

SHEET 67 OF 166 AUGUSTA, MAINE OCT. 1957

76-67

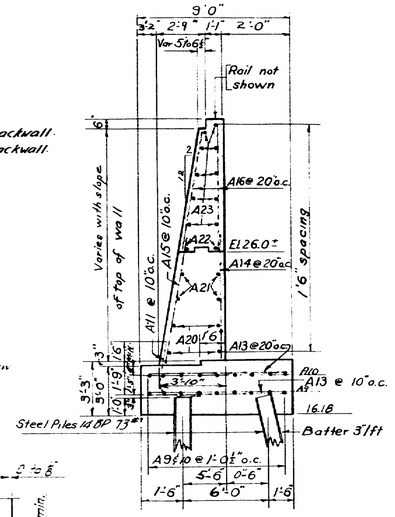
P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-022-1(4)~~	68	166

F-B05-3(4) 50

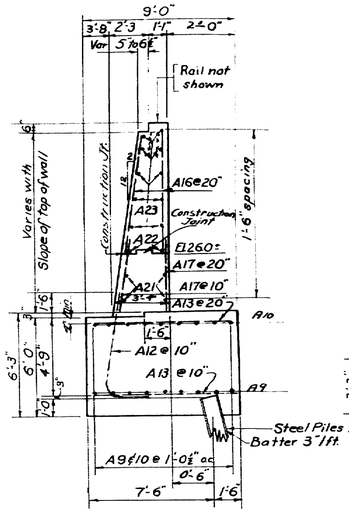


SECTION A-A
ABUTMENT

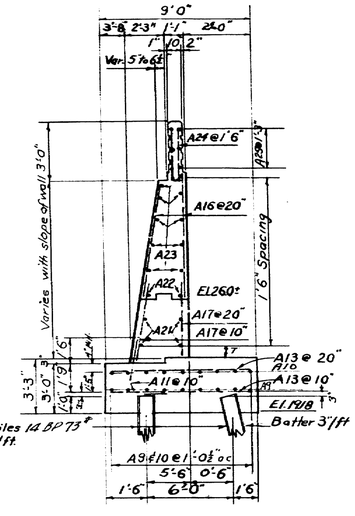
Note:
For location of sections A-A' etc. See Sheet 66 and 67



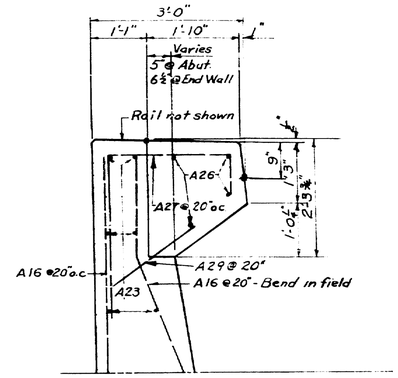
SECTION B-B
WING WALL SIDEWALK SIDE



SECTION C-C
WING WALL SIDEWALK SIDE

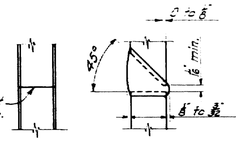


SECTION D-D
WING WALL SIDEWALK SIDE

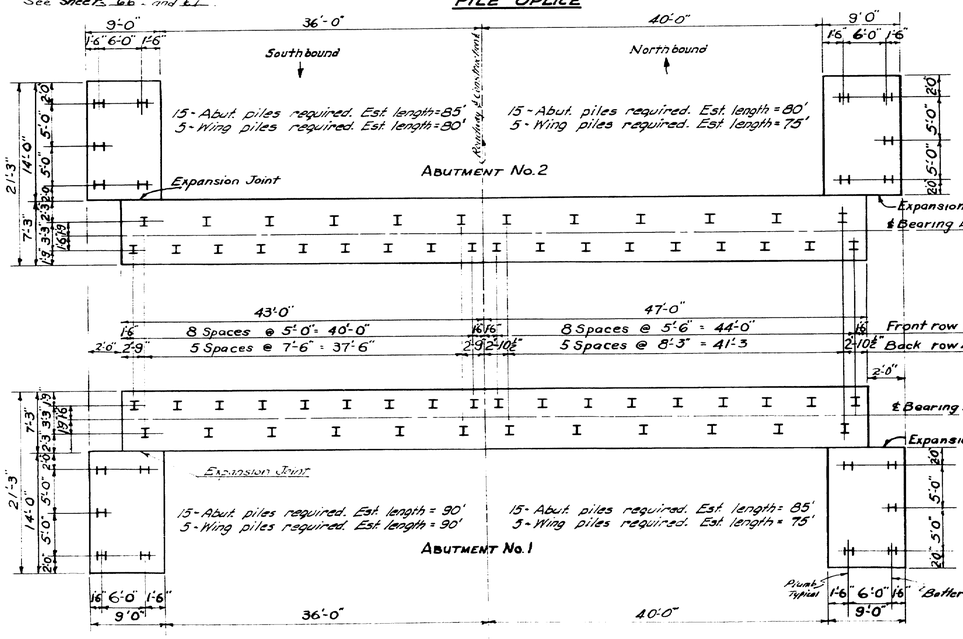


SECTION THRU TOP OF WING WALL - CURB SIDE

Note:~
This section shows curb section at top of wall. For other details see sections of wall on sidewalk side which is similar.



PILE SPLICE

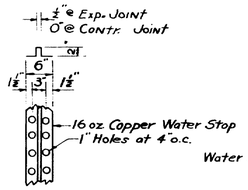


PLAN
PILE LAYOUT

Granular borrow, to be placed to elevation of bottoms of footings before piles are driven.

NOTE: Abutment piles 14 BP 73# driven to refusal
Allowable load 128 K/pile. Total number reqd. 60.
Wing piles 14 BP 73# driven to refusal
Allowable load 128 K/pile. Total number reqd. 20.
For the Contractors convenience one (1) splice per pile will be permitted. See detail above.

Contraction Joint



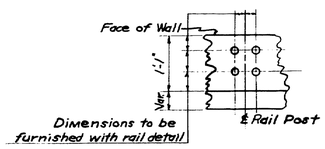
Water Stop

Water stop & exp. material to extend full height of Joint. Shear key to stop 6" below top of wall.

Expansion Joint

Note:
Cover the contraction & expansion joints on the back side with 2 layers of heavy roofing 10" wide. Coat the surface of the concrete and each layer of roofing as applied with a suitable grade of roofing cement. Recess area to be covered ¼".

Expansion & Contraction Joint Details



Rail Post Anchor Bolt Layout Detail

Note:
Work with Sheets 66 and 67

Revised 4/12/58 changed all piles to 14 BP 73# con't by BMER

DESIGN - RISSEL, IVES & WINNELL
TRACE - LEWIS
CHECK - [illegible]
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
PILE PLAN & DETAILS ABUTMENTS

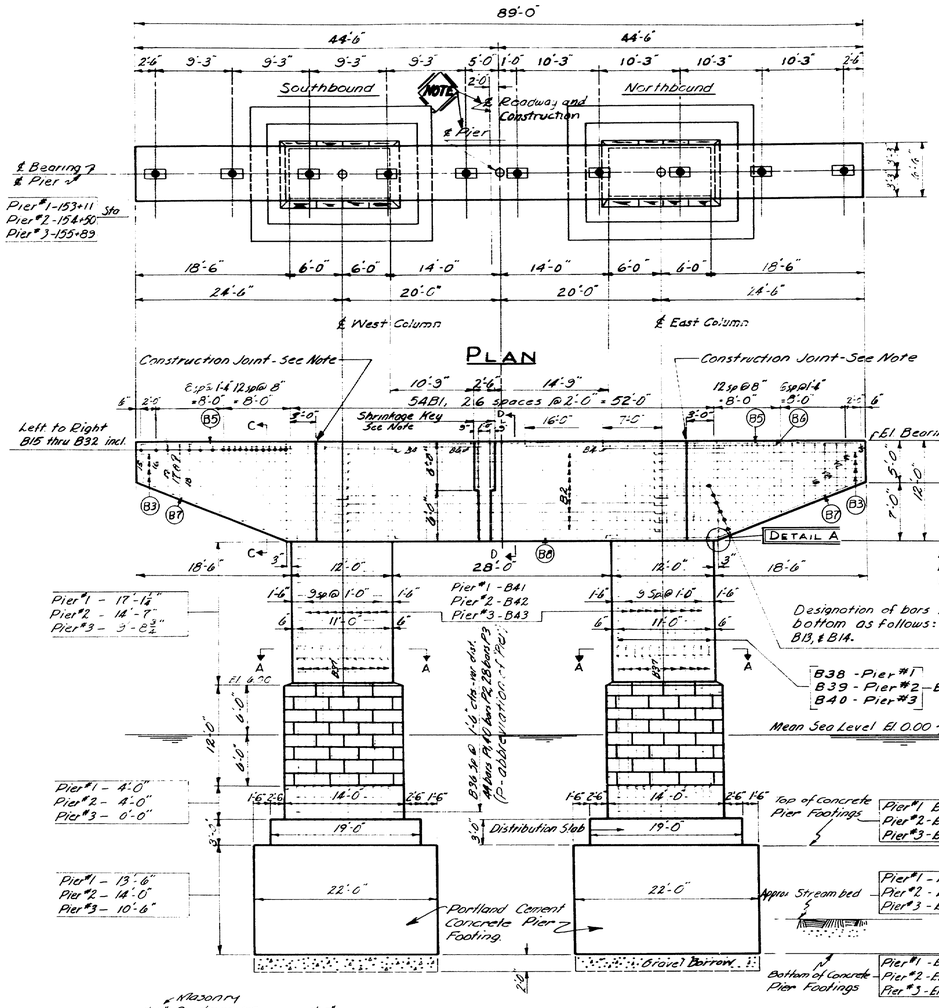
SHEET 68 OF 166 AUGUSTA, MAINE OCT. 1957

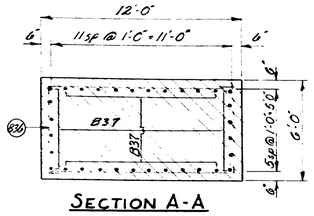
76-68

0 1 2 3 4 5 INCHES

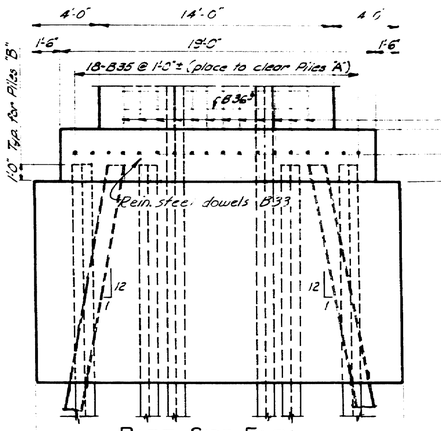
O P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-025-1(9)~~	69	166

I-P05-3(4) 50

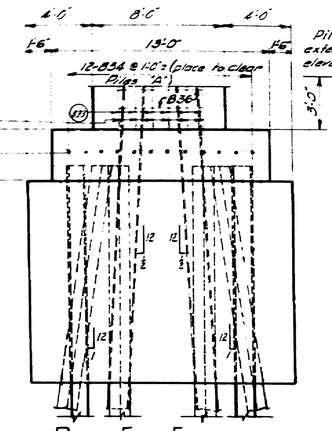




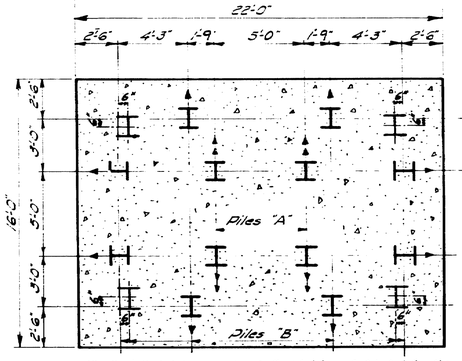
SECTION A-A



PART SIDE ELEV.

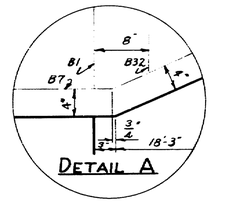


PART END ELEV.



FOOTING PLAN

All piles 14BP102 - 16 Req'd per Pier Column.
Allowable Pile Load - 90 Tons per Pile.

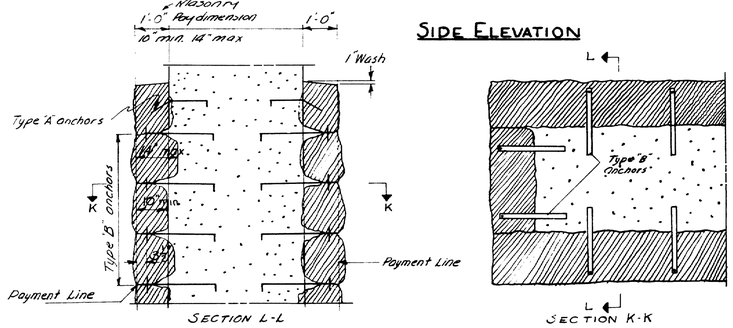


DETAIL A

NOTE: Portland Cement Concrete Pier Footings to be paid for under Item 701-36 A. Place Reinforcing Steel in bridge seats to clear anchor bolts. Dress shaded bearing areas to exact bridge seat elevations. Dimensions of the shaded areas to be 1" larger than the corresponding masonry & dimensions.

PILE SCHEDULE FOR PIERS					
LOCATION		Piles 'A'		Piles 'B'	
		No.	Est. Length	No.	Est. Length
PIER 1.	East Column	4	55'	12	50'
	West Column	4	55'	12	50'
PIER 2.	East Column	4	60'	12	55'
	West Column	4	60'	12	55'
PIER 3	East Column	4	60'	12	55'
	West Column	4	60'	12	55'

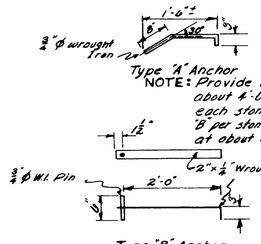
Note Pile locations shown at bottom of footing. Piles 'A' to extend into column, 3'-0" above top of distribution slab.



TYPICAL DETAILS OF GRANITE MASONRY

SIDE ELEVATION

END ELEVATION

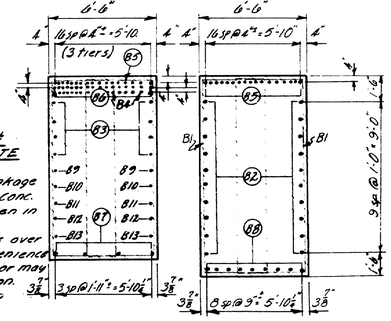


No direct payment will be made for anchors. Payment will be incidental to Granite Masonry.

DETAIL OF ANCHORS FOR GRANITE MASONRY

CAP SHRINKAGE KEY & CONSTRUCTION JT. NOTE

The concrete in the shrinkage key shall not be placed until conc. in adjacent sections has been in place a minimum of 3 days.
The vertical const. joints over the columns are for the convenience of the Contractor and may or may not be used at his discretion. No other const. joints in cap will be permitted.



SECTION C-C SECTION D-D

DESIGN - P.I.S.S.E.L., DET. C.J.S. —
TRACE - J.P.L.
CHECK - J.P.L.
BRIDGE NO.
SURVEY
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
PIER DETAILS

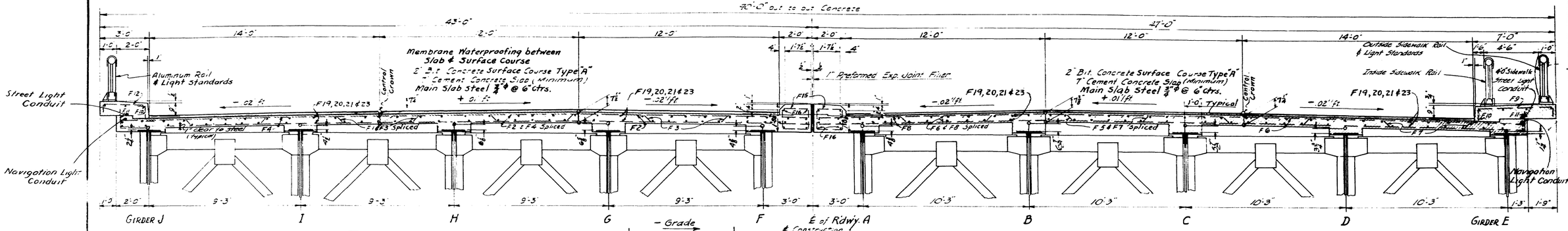
SHEET 69 OF 166 AUGUSTA, MAINE OCT. 1957

76-69

0 1 2 3 4 5 INCHES

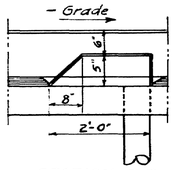
B P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
- 1	MAINE	~~F-082-(4)~~	70	166

F-B05-3(4) FC

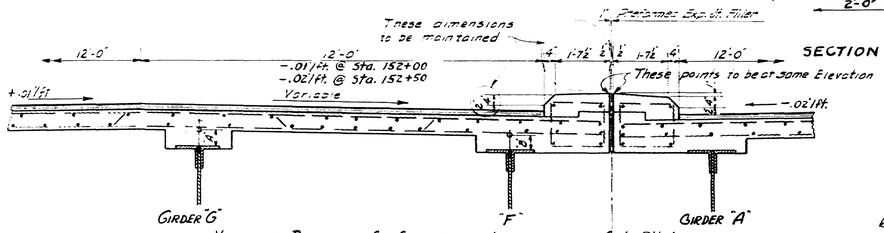


TRANSVERSE SECTION - SOUTHBOUND
TYPICAL NORMAL SECTION

Note - Bottom of slab to be straight between working points over tops of girders (Typical)



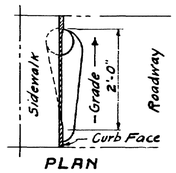
SECTION B-B



VARIABLE BLOCKING for SOUTHBOUND LANE

Portions of Slab not shown to be same as detailed above.

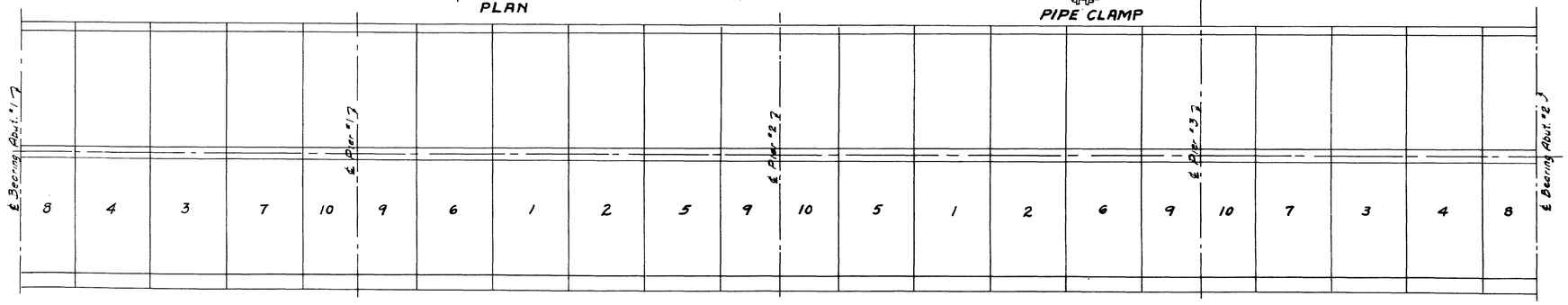
Station	Dimension "A"	Dimension "B"
152-00 ℄ Bearing	6 7/8"	5 3/4"
152-10	6 3/4"	5 1/4"
152-20	6 5/8"	5"
152-30	6 5/8"	4 3/4"
152-40	6 5/8"	4 5/8"
152-50	6 5/8"	4 3/8"



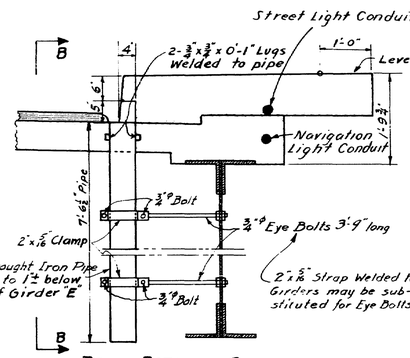
PLAN

SLAB PLACING SEQUENCE

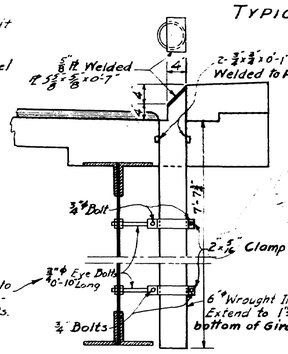
Concrete Slabs to be placed in numerical order. Order of placing to be the same for both lanes.



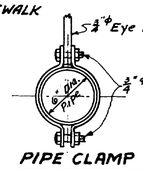
TRANSVERSE SECTION - NORTHBOUND
TYPICAL



DRAIN DETAIL AT SIDEWALK
22 Reqd.

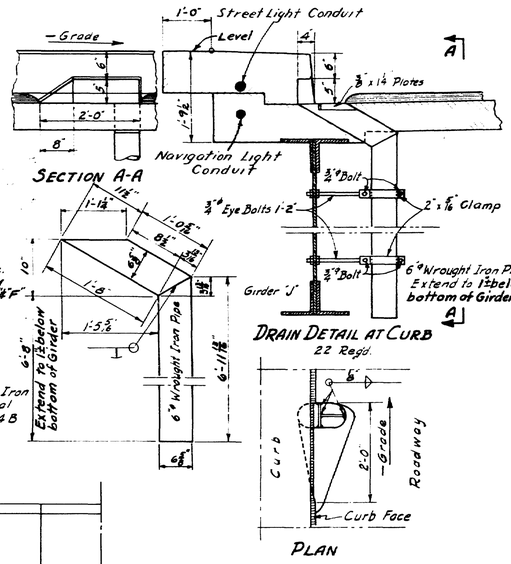


DRAIN DETAIL AT MEDIAN
44 Reqd.



PIPE CLAMP

NOTE: Furnishing and Erection of Wrought Iron Pipe Drains to be paid for as Structural Steel under Items 702-103 B & 702-104 B. Exact location of Drains to be determined in field



DRAIN DETAIL AT CURB
22 Reqd.

PLAN

DESIGN - RISSEL-DETAIL - J.L.F.	BRIDGE NO.
TRACE - FORTIER	SURVEY -
CHECK - ABE	PLOT - CHK

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
SLAB DETAILS

SHEET 70 OF 166 AUGUSTA, MAINE OCT. 1957

76-70

I-B95-3(4); SC

R P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-095-1(4)~~	71	166

50'-0" Variable Banked Section (see Sheet #70) — Normal Section to End of Bridge (see Sheet #70) — SOUTHBOUND

11-Rail Panels @ 10'-2" = 111'-10" — 8-Rail Panels @ 10'-2" = 81'-4"

Note F12 bars @ 1'-0 ctrs. Place at each F1 bar in slab.

Note F15 bars @ 1'-0 ctrs. Place 1-F15 bar at each bent slab bar & 4½" from end of Slabs @ Abuts.

Note F9 Bars @ 1'-0 ctrs. Place 1-F9 at each bent bar.

Light Post — Drain — Construction Joint — Move C.J. to clear Rail Post (Both sides of Bridge)

Panel "A1" — Panel "B1" — Panel "B1" — Panel "B" — Panel "A" — Panel "C" — Panel "B" — Panel "B" — Panel "B" — Panel "B" — Panel "Ci"

Panel "Di" — Panel "E" — Panel "E" — Panel "D" — Panel "F" — Panel "E" — Panel "E" — Panel "E" — Panel "Fi"

20 - Rail Panels @ 10'-2" = 203'-4"

3 Panels @ 25'-0" = 75'-0" — 111'-0" Span #1 — 4 Panels @ 25'-0" = 100'-0" — 139'-0" Span #2

Constr. Joints in Curb or Sidewalk

Sta. 152+0 ℄ Bearing at Abutment Expansion

NOTE: Break bond in vertical construction joints in curb and sidewalk

NOTE: Place Drains to clear Constr. Joints.

℄ Pier #1 Exp. — NORTHBOUND — ℄ Pier #2 Fixed

Light Post this side of Pier #2 only.

Reinforcement Symmetrical about ℄ Pier #2 except at Light Posts.

South bound Lane — North bound Lane — ½" Preformed Exp. Jt. Filler — ℄ Construction

Backwall — Construction Joint — Street Light Conduit — ½" V-Groove

ROADWAY SECTION AT ABUTS. — SECTION AT PIERS AND CROSS FRAMES — DETAIL AT CONST. CENTER LINE (TYPICAL) — DETAIL AT LIGHT POSTS, NORTHBOUND — DETAIL AT LIGHT POSTS, SOUTHBOUND

See Conduit Detail Sheet #74. Typical for Sidewalk and curb side.

F10 bars @ 1'-0 crs. Splice to F12 and to F1 slab bar.

F16 bars @ 1'-0 crs Splice to F9 bars and to F7 bars.

F11 bars @ 1'-0 crs Splice to top F8 slab bars.

TYPICAL SIDEWALK DETAIL — TYPICAL CURB DETAIL — DETAIL OF SIDEWALK AT ABUTMENT — VIEW "A-A" TYPICAL ALL LIGHT POSTS

NOTE: Concrete for curb, median and sidewalk shall not be placed until superstructure slab has been in place for a minimum period of 7 days. During this period form work may be placed, but hand equipment only, shall be allowed on the slab.

NOTE: Deck slabs symmetrical about ℄ of Pier #2 except for bank of panels A1 & B1 on Southbound Lane (see sheet #70) and for Light Post near Pier #2 on Northbound Lane. Splices in slab main reinforcing steel to be staggered.

DESIGN - RISSEL-DETAIL-J.L.F. BRIDGE NO.
TRACE - FORTIER SURVEY -
CHECK - A.B.F. PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
SLAB DETAILS

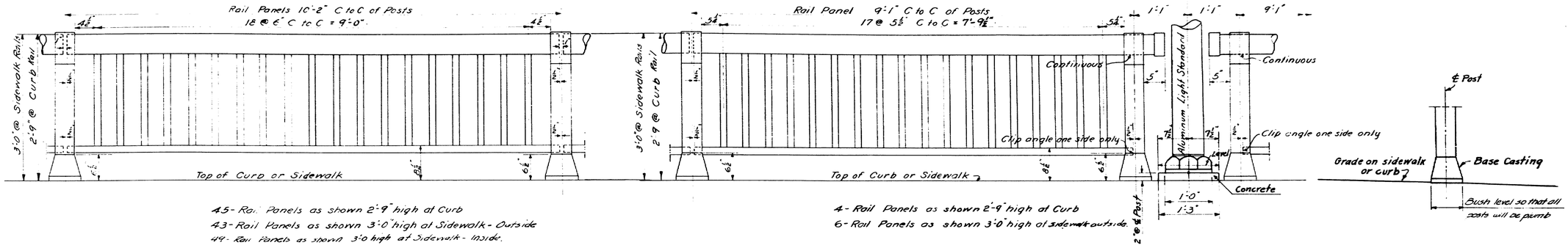
SHEET 71 OF 166 AUGUSTA, MAINE — OCT. 1957

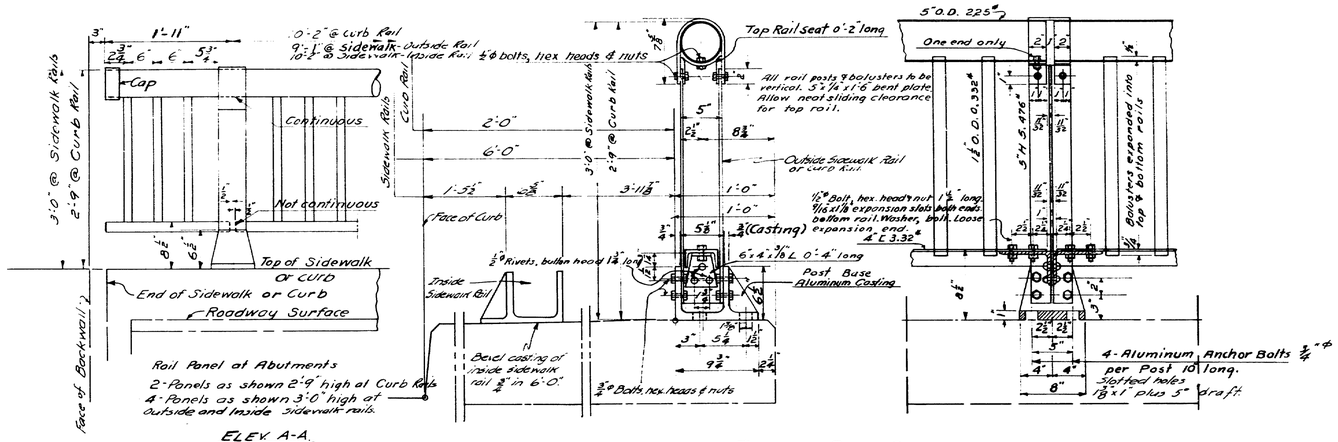
76-71

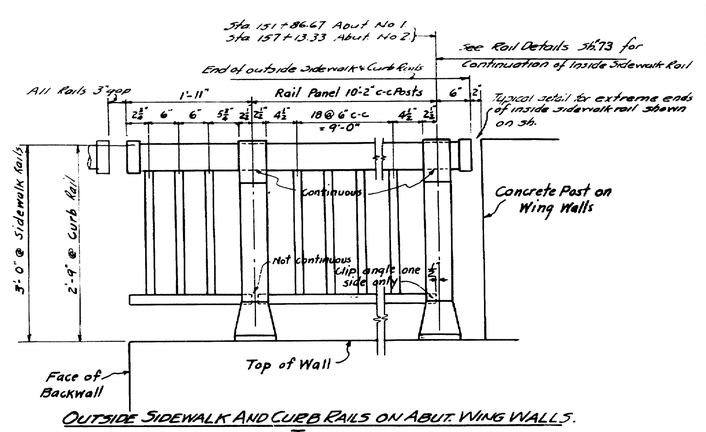
0 1 2 3 4 5 INCHES

B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	72	166

I-BOS-3(4) 50

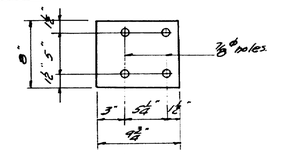






OUTSIDE SIDEWALK AND CURB RAILS ON ABUT. WING WALLS.
TYPICAL

ELEV. B-B



SHIMS

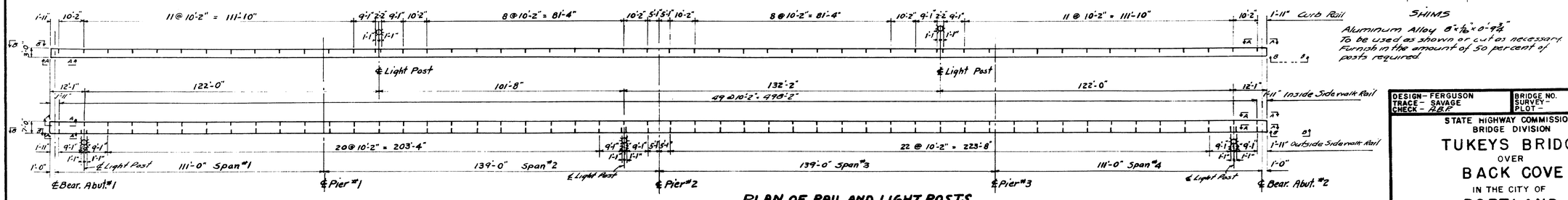
Aluminum Alloy 8" x ⅛" x 0'-9¾"
To be used as shown or cut as necessary. Furnish in the amount of 50 percent of posts required

—TYPICAL RAIL DETAILS—

All material in rails shall be aluminum alloy. Similar castings may be substituted if approved by the Engineer. Complete rail details shall be furnished by the Contractor before fabrication is started.

Payment for rail to be made under Item 805-B "Aluminum Rail Tukeys Bridge".

Note - Inside and Outside sidewalk rails are similar except as shown.



PLAN OF RAIL AND LIGHT POSTS
All dimensions horizontal.

DESIGN - FERGUSON
TRACE - SAVAGE
CHECK - J.B.F.
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
TUKEYS BRIDGE
RAIL DETAILS

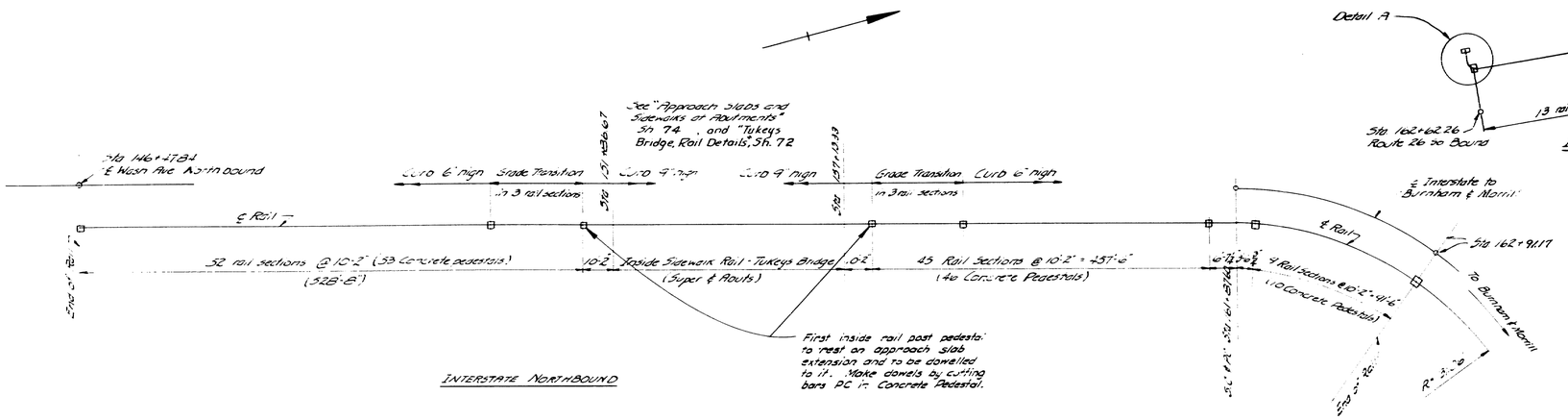
SHEET 72 OF 166 AUGUSTA, MAINE OCT. 1957

76-72

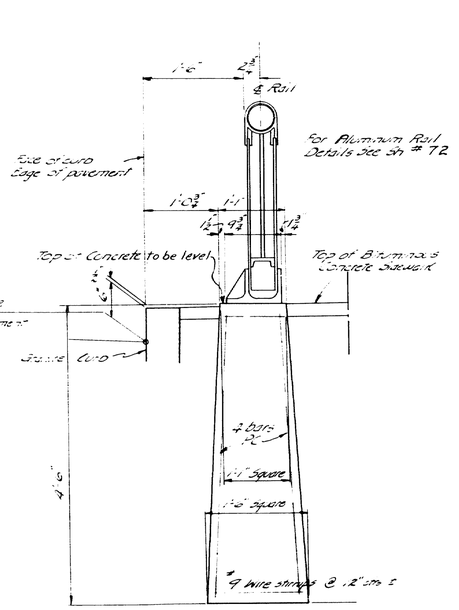
0 1 2 3 4 5 INCHES

B. P. R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~F-002-1(6)~~	73	166

F-B95-3(4) 50



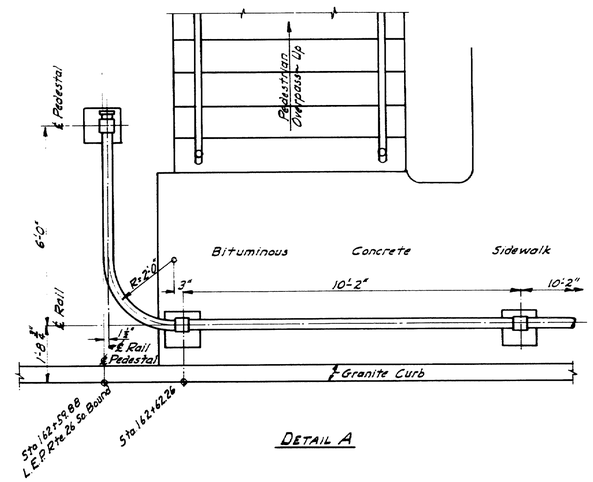
LAYOUT OF INSIDE SIDEWALK RAILS
No scale lengths along ℄ Rail



CONCRETE PEDESTAL

For supporting aluminum inside sidewalk rail on approaches - 124 required.
Spacing of posts 10'-2" on centers.

NOTE: Aluminum Rail to be paid for under Item 805-8 "Aluminum Rail, Tukeys Bridge." Concrete Pedestals to be paid for under Item 701-51. Cement and reinforcing steel to be paid for under their respective items.



DETAIL A

DESIGN - EVERETT, RISSEL
TRACE - MURRELL
CHECK - EE. RR

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

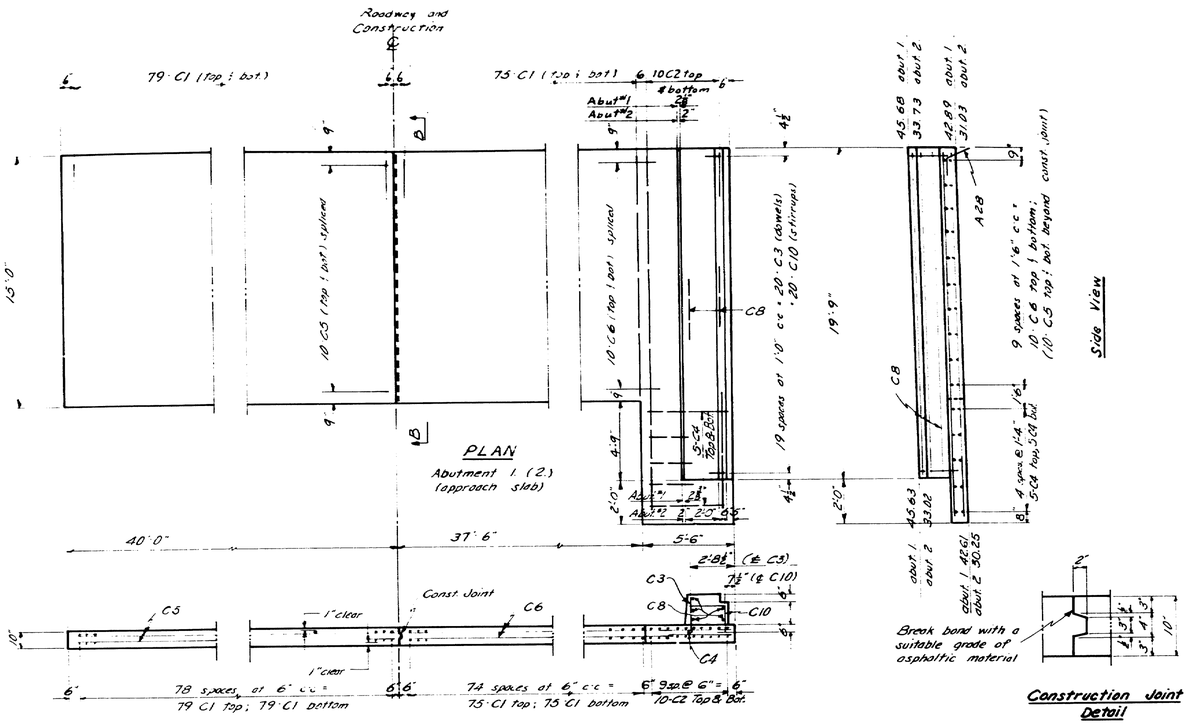
INSIDE SIDEWALK RAIL - APPROACHES

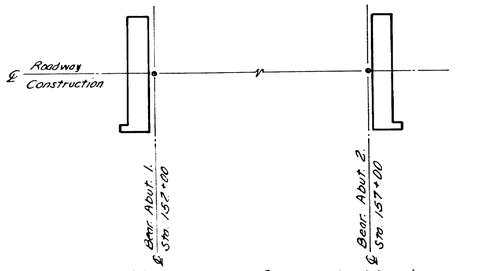
SHEET 73 OF 166 AUGUSTA, MAINE OCT. 1957

76-73

0 1 2 3 4 5 INCHES

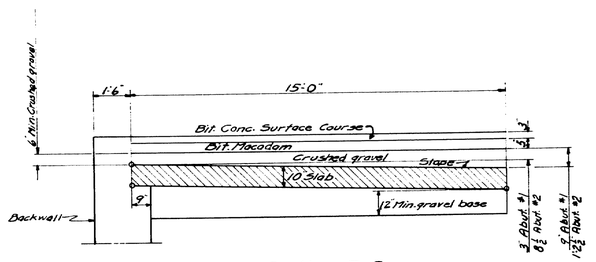
P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~I-895-1(4)~~ I-B95-3(4) 50	74	166



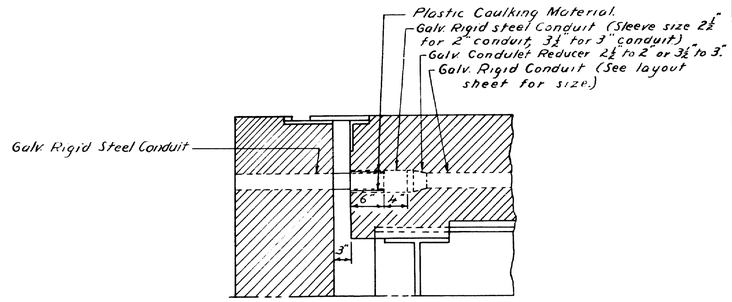


NOTE: Abutment 2. (approach slab and sidewalk) symmetrical to abutment 1. except elevations and dimensions as noted.

Payment for concrete in approach slabs sidewalk slabs & sidewalk curb to be made under Item 701-40



Section B-B



Typical Conduit Expansion Details At Abutments

DESIGN - MOLLICONE
TRACE -
CHECK - A.B.P CMR
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

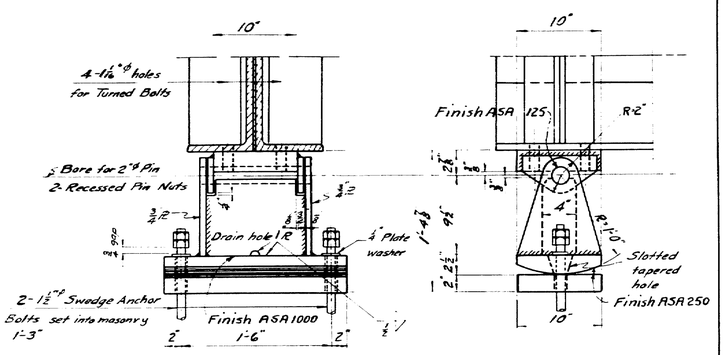
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
APPROACH SLABS AND SIDEWALKS AT ABUTMENTS
SHEET 74 OF 166 AUGUSTA, MAINE OCT. 1957

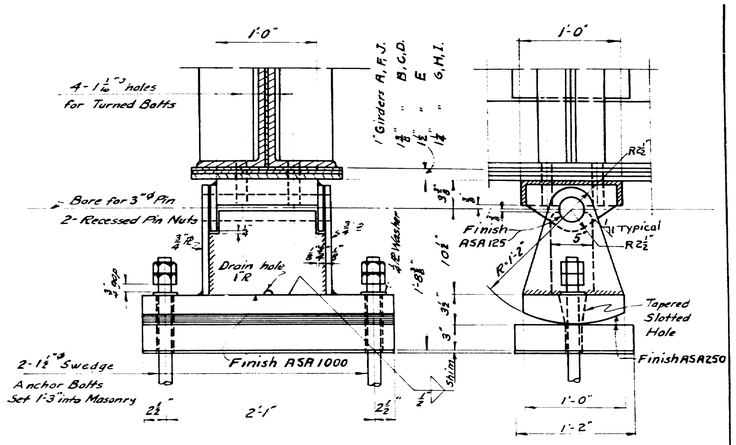
76-74

0 1 2 3 4 5 INCHES

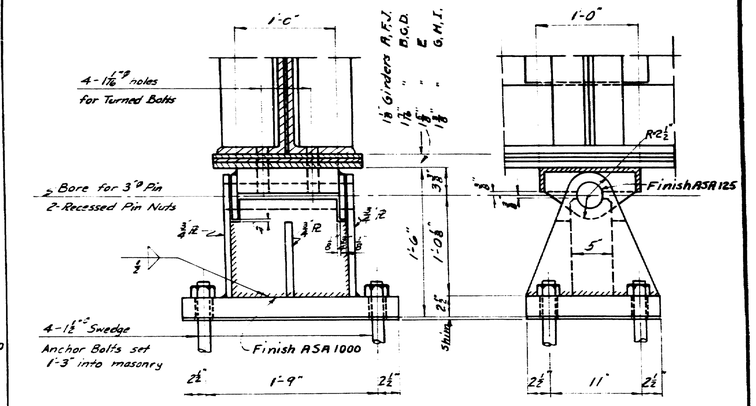
B.P.R. REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-005-1(4) 50	75	166



EXPANSION PEDESTAL
AT ABUTMENTS
20-REQ'D



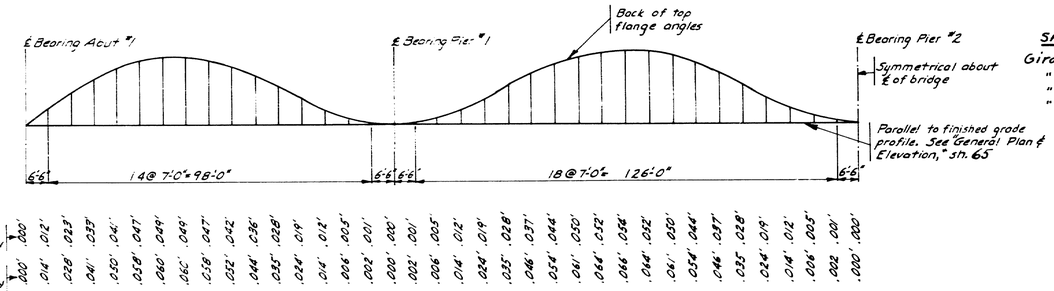
EXPANSION PEDESTAL
PIERS 1 & 3
20-REQ'D



FIXED PEDESTAL
PIER 2
10-REQ'D

SHIM THICKNESS

Girder A, F, J	1/2"
" B, C, D	3/8"
" E	none req'd.
" G, H, I	1/4"



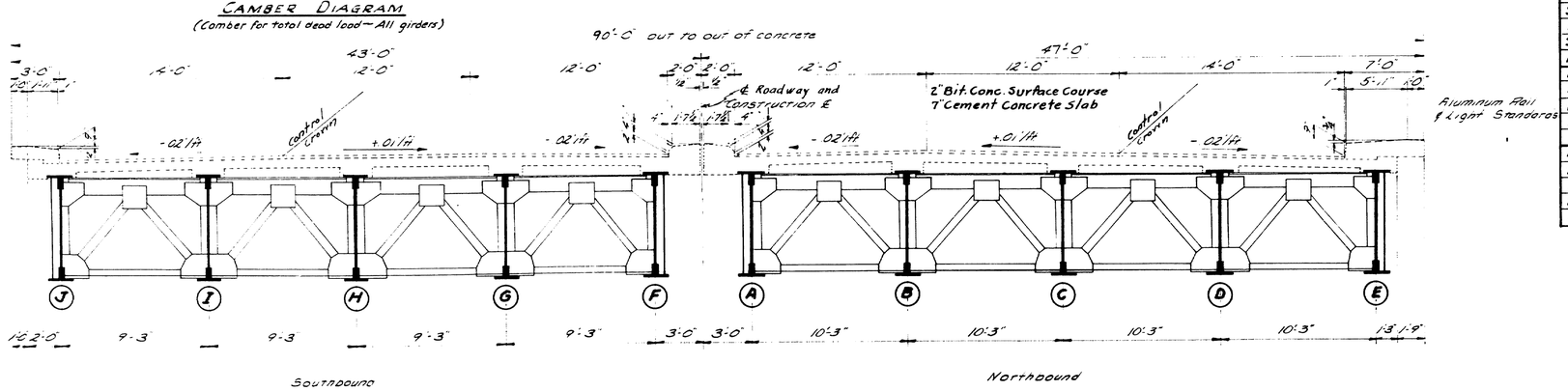
SHIM THICKNESS

Girder A, F, J	1/2"
" B, C, D	3/8"
" E	none req'd.
" G, H, I	1/4"

Welding for Pedestals
⅜" Fillet except as noted

	Concrete Dead Load	Total Dead Load
1	.000'	.000'
2	.012'	.014'
3	.023'	.028'
4	.033'	.041'
5	.041'	.050'
6	.047'	.058'
7	.049'	.060'
8	.049'	.060'
9	.047'	.058'
10	.042'	.052'
11	.036'	.044'
12	.028'	.035'
13	.019'	.024'
14	.012'	.014'
15	.005'	.006'
16	.001'	.002'
17	.000'	.000'
18	.001'	.002'
19	.005'	.006'
20	.012'	.014'
21	.019'	.024'
22	.028'	.035'
23	.037'	.046'
24	.044'	.054'
25	.050'	.061'
26	.052'	.064'
27	.050'	.061'
28	.044'	.054'
29	.037'	.046'
30	.028'	.035'
31	.019'	.024'
32	.012'	.014'
33	.005'	.006'
34	.001'	.002'
35	.000'	.000'

CAMBER DIAGRAM
(Camber for total dead load — All girders)



Southbound

Northbound

TRANSVERSE SECTION
Scale: 1"=4'

TABLE OF MAXIMUM MOMENTS-SHEAR-REACTIONS

	Max. M Kip ft.	Gross I in⁴	Net I in⁴	Max. Shear Kips	Max. React. Kips	Girder
Abut. 1				119	119	
Span 1	+2426	77650	66330			A-F
Pier 1	-4025	134540	109650	171	318	
Span 2	+2307	77650	66330			
Pier 2	-4182	141850	115950	171	320	
Abut 1				137	137	
Span 1	+2803	96320	76420			B-C-D
Pier 1	-4632	156610	128660	197	365	
Span 2	+2668	96320	76420			
Pier 2	-4815	160330	131860	197	367	
Abut 1				142	142	
Span 1	+3250	109300	87930			E
Pier 1	-5426	179100	148030	205	385	
Span 2	+3075	105740	84850			
Pier 2	-5426	186700	154560	205	387	
Abut. 1				131	131	
Span 1	+2689	96320	76420			G-H-I
Pier 1	-4454	149210	122280	190	352	
Span 2	+2557	77650	66330			
Pier 2	-4628	156610	128660	190	354	
Abut. 1				118	118	
Span 1	+2418	77650	66330			
Pier 1	-4033	134540	109650	172	319	J
Span 2	+2296	77650	66330			
Pier 2	-4188	141850	115950	172	321	

DESIGN - RISSEL
TRACE - GRAY
CHECK - JT
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
STEEL DETAILS

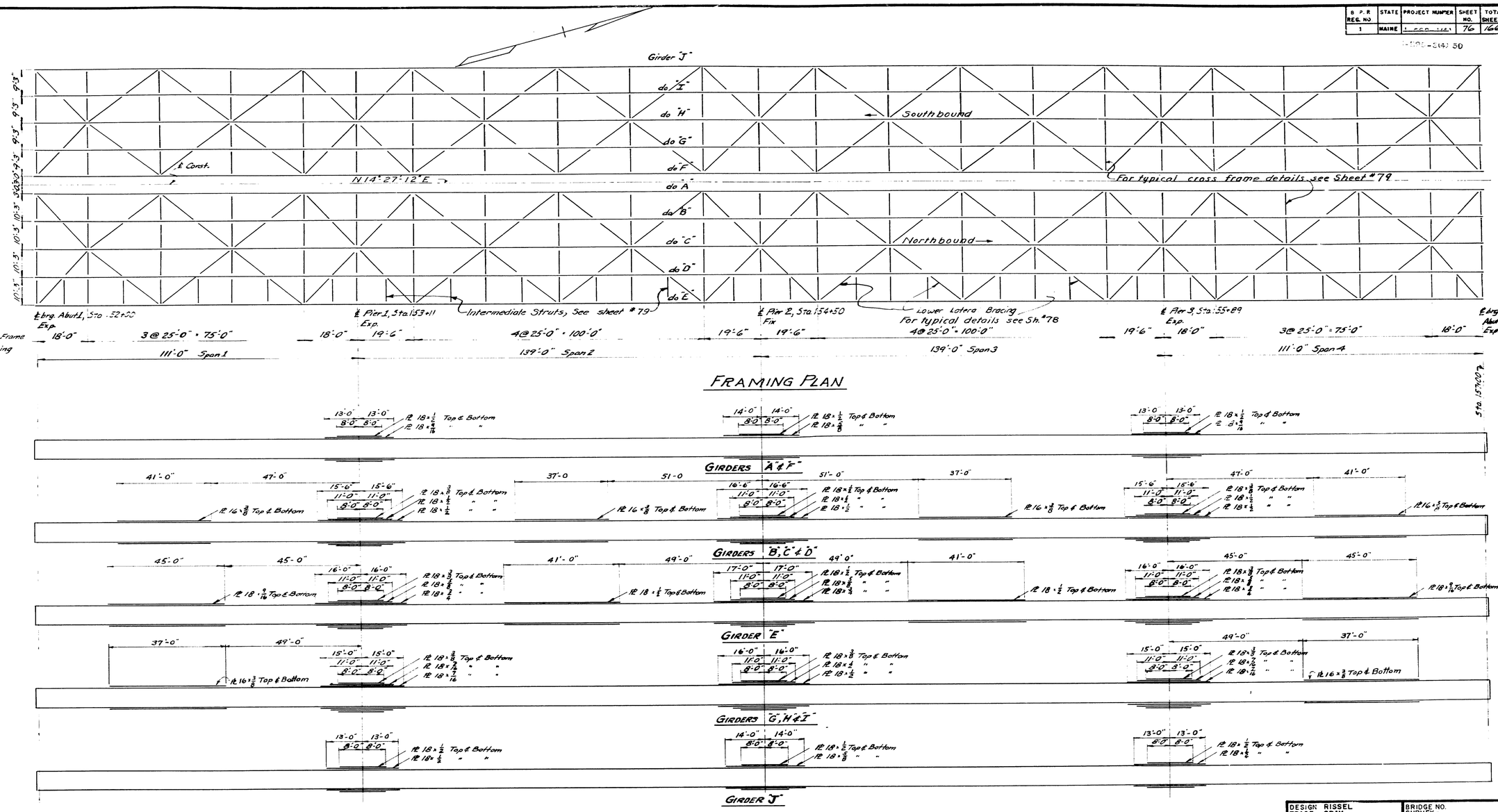
SHEET 75 OF 166 AUGUSTA, MAINE OCT. 1957

76-75

0 1 2 3 4 5 INCHES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	76	166

[illegible]-2(4) 30



FRAMING PLAN

All girders
4 - flg. Ls 8 x 8 x 3/4
Web Pl 78 x 3/8
C-C 2' 6" b. b. Cs

COVER PLATE LOCATION

Note:
All dimensions shown on this drawing are horizontal.

DESIGN RISSEL TRACE - GRAY CHECK - [illegible]	BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
STEEL DETAILS

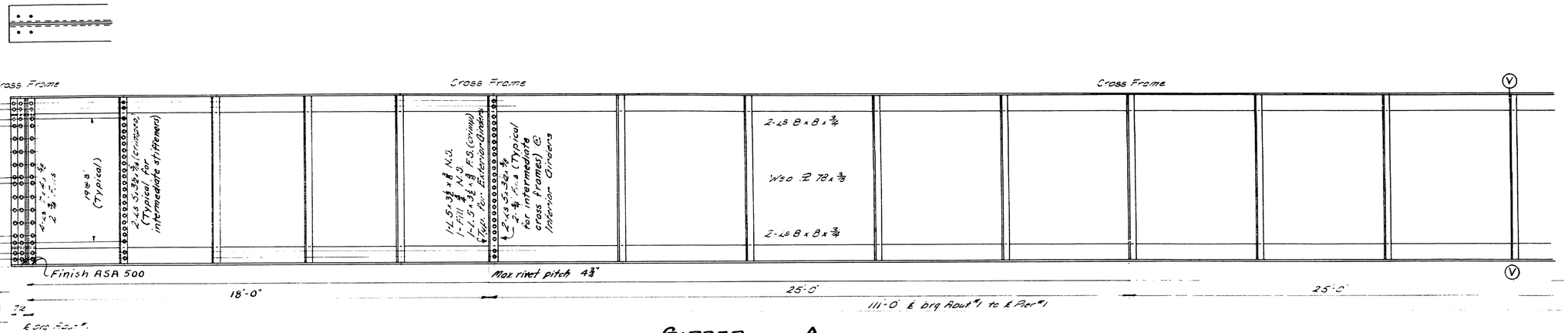
SHEET 76 OF 166 AUGUSTA, MAINE OCT. 1957

76 - 76

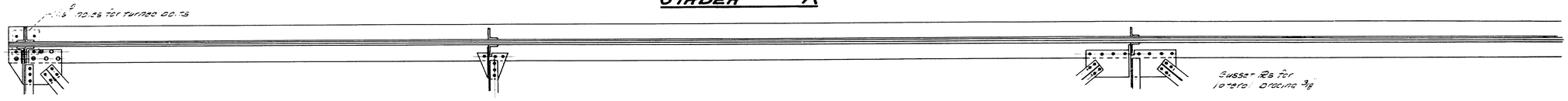
0 1 2 3 4 5 INCHES

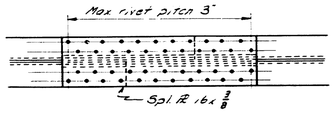
B P R REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	~~1-082-1(4)~~	77	166

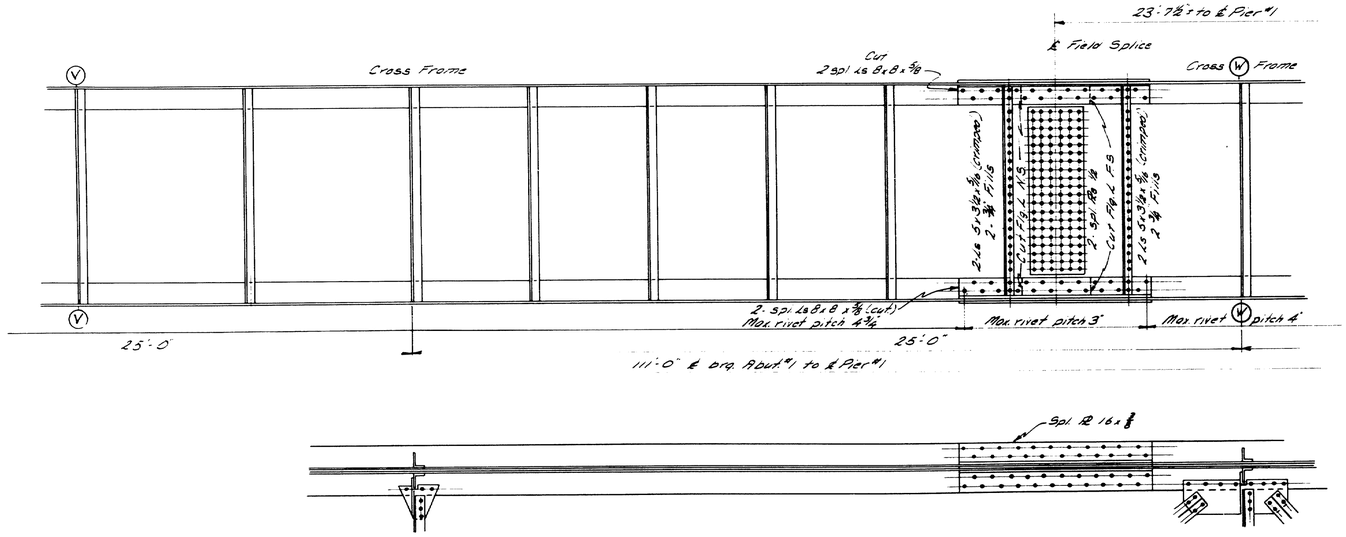
1-DM-5-3(4) 50



GIRDER A







TUKEYS BRIDGE

— Specifications for Structural Steel —

Materials, fabrication and erection shall conform to the State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of January 1956.

Design shall conform to the A.A.S.H.O. Standard Specifications for Highway Bridges, 1958.

Notes:-

All girders alike except for Lateral Bracing and Cross Frame connections and Cover Plates.

Dimensions shown are horizontal. Ends of Girders to be vertical.

Shop connections ⅞" rivets.

Field connections ⅞" rivets or high tensile strength bolts.

Open holes 13/16" unless noted.

Camber all girders for total dead load as shown by camber diagram, sh. 75

Loading- H20-S16-44 (as modified for Interstate Highways)

DESIGN - RISSEL, DET-WHITE
TRACE - BACHELDER
CHECK - K.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

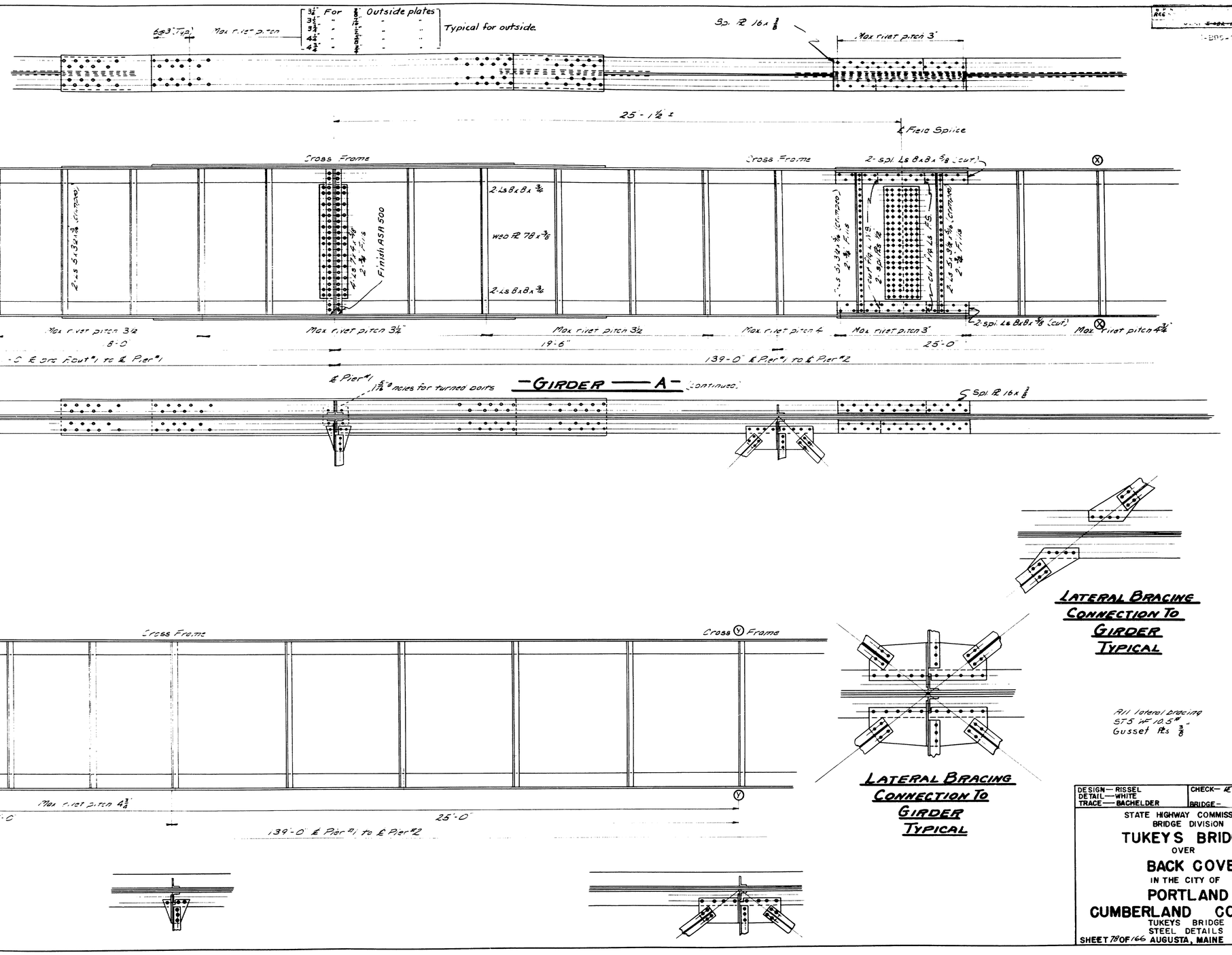
TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

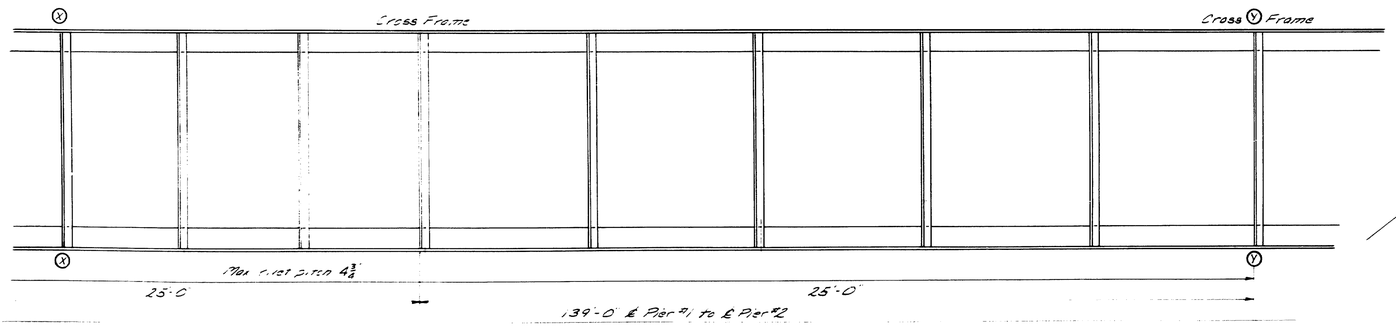
TUKEYS BRIDGE
STEEL DETAILS

SHEET 77 OF 166 AUGUSTA, MAINE OCT. 1957

76-77

0 1 2 3 4 5 INCHES





LATERAL BRACING CONNECTION TO GIRDER TYPICAL

LATERAL BRACING CONNECTION TO GIRDER TYPICAL

All lateral bracing ST5 WF 10.5# ∪
Gusset Pls ⅜

DESIGN — RISSEL	CHECK —
DETAIL — WHITE	
TRACE — BACHELDER	BRIDGE —

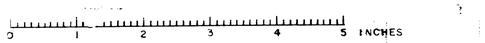
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

TUKEYS BRIDGE
OVER
BACK COVE
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

TUKEYS BRIDGE
STEEL DETAILS

SHEET 78 OF 166 AUGUSTA, MAINE OCT. 1957

76 - 78



F.A. R.S. RDS. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50 IR-295-3(106)50	1	130

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

CONVENTIONAL SIGNS

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

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.

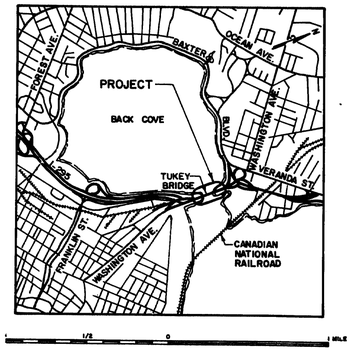
COAST GUARD PERMIT NO. TO BE SUPPLIED LATER

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

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	IR-295-3(94)50 (TUKEY'S BRIDGE)
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7	TYPICAL SECTION & NOTES
8-11	SUBSURFACE SOILS DATA
12	SUBSTRUCTURE LAYOUT & SLAB ELEVATION
13	ABUTMENT 1 - PLAN, ELEVATION & WINGWALLS
14	ABUTMENT 2 - PLAN, ELEVATION & WINGWALLS
15	ABUTMENT DETAILS & PIPE LAYOUT
16	PIERS - NORTHBOUND
17	PIERS - SOUTHBOUND
18	STRUCTURAL STEEL - FRAMING PLAN, SPLICES, STIFF., CONN.
19	STRUCTURAL STEEL - GIRDER ELEVATIONS & CAMBER
20	STRUCTURAL STEEL - UTILITY HANGERS
21	SUPERSTRUCTURE - SLAB PLAN
22	SUPERSTRUCTURE - TRANSV. SECTION DETAILS
23	NAVIGATION LIGHTING
24	APPROACH SLAB & BIKEWAY AT ABUTMENTS
25	SEQUENCE OF CONSTRUCTION
26-29	REINFORCING STEEL SCHEDULES
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40-43	LIGHTING PLANS
44-47	LIGHTING STANDARD DETAILS
	IR-295-3(106)50 (GRAD., DRAIN., BASE, & PVMT.)
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64	ADVISORY SIGNING PLAN
65-68	INITIAL TRAFFIC PLANS
69,70A-C	INTERMEDIATE TRAFFIC PLANS
71,72	FINAL TRAFFIC PLANS
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74,75	SIGN SUMMARY
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77	SIGN TRUSS ERECTION DETAILS
78	FOUNDATION DETAILS FOR HIGH MAST LIGHTING
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80,81	CONSTRUCTION BASELINE GEOMETRY PLANS
82-91	GENERAL CONSTRUCTION PLANS
92	B & M ACCESS ROAD
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98-99	PROFILES
100-130	CROSS SECTIONS

NO. 1: THE MAJORITY OF THIS PROJECT (HIGHWAY) WAS BUILT UNDER CONTRACTS I-295-3(95) & I-295-3(100)
J Mayo

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

103-265

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COMMISSIONER — DATE 6-5-85

CHIEF ENGINEER — 6-5-85

STATE OF MAINE — REGISTERED PROFESSIONAL ENGINEER

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

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ADMINISTRATOR — DATE

G14

BRUNING 44-132 63253

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	8290	9815	C.Y.
203.24	COMMON BORROW	210	11890	12 100	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	190	–	190	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.
901.09	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	–	1030	1030	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
410.19	EMULSIFIED ASPHALT, APPLIED	–	500	500	GALLON
501.216	STEEL H-BEAM PILES, 73 LBS. / FT.	9989	–	9989	L.F.
502.21	STRUCTURAL CONCRETE ABUTMENTS & RETAINING WALLS	315	–	315	C.Y.
502.23	STRUCTURAL CONCRETE PIERS	104	–	104	C.Y.
502.24	STRUCTURAL CONCRETE PIERS UNDERWATER	765	–	765	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	300 700	–	300 700	LB.
503.13	REINFORCING STEEL, PLACING	300 700	–	300 700	LB.
504.70	STRUCTURAL STEEL FABRICATED & DELIVERED	1	–	1	L.S.
504.71	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	7900	–	7900	M.H.
507.092	ALUMINUM BRIDGE RAILING, 2-BAR	532	–	532	L.F.
507.096	ALUMINUM BRIDGE RAILING, PEDESTRIAL, W/ BALES	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
514.21	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.
529.61	EXISTING GRANITE WALL REPAIR	–	1	1	L.S.
⚠ 526.30	TEMPORARY CONCRETE BARRIER - TYPE 1	1020	4610	5630	L.F.
526.32	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.
603.1093	15" CAP	–	24	24	L.F.
603.1095	15" RCP CLASS III	–	34	34	L.F.
603.1731	18" CAP	–	148	148	L.F.
603.1004	24" CAP	–	186	186	L.F.
604.09	CATCH BASIN TYPE B1	–	1	1	EACH
604.101	ALTERING CATCH BASIN	–	7	7	EACH
604.249	CATCH BASIN TYPE FG-C	–	1	1	EACH
604.251	CATCH BASIN TYPE A5-P	–	1	1	EACH

BRUNING 44-132-4570-1

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.
606.39	GUARD RAIL DELINEATOR POST	–	4	4	EACH
606.96	GUARD RAIL REMOVED AND RESET	–	2883	2883	L.F.
606.969	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.
607.249	REMOVE AND STACK FENCE	–	694	694	L.F.
607.96	BRACING ASSEMBLY TYPE I - CHAIN LINK FENCE - GFT.	–	4	4	EACH
607.97	BRACING ASSEMBLY TYPE II - CHAIN LINK FENCE - GFT.	–	9	9	EACH
609.132	VERTICAL BRIDGE CURB TYPE 1B	543	–	543	L.F.
609.193	VERTICAL BRIDGE CURB - SPECIAL	543	–	543	L.F.
609.91	CURB TYPE 3	–	450	450	L.F.
609.98	RESET CURB TYPE 1	–	310	310	L.F.
609.441	CURBING, REMOVED AND STACKED	–	3295	3295	L.F.
610.08	PLAIN RIPRAP	–	690	690	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	2942	1000	3942	C.Y.
619.07	LOAM	110	850	960	C.Y.
619.08	SODDING	91	650	741	S.Y.
618.14	SEEDING METHOD NO. 2	20	132	152	UNIT
618.19	TEMPORARY SEEDING	13	103	118	LB.
619.12	MULCH	24.5	174	198.5	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	235	–	235	L.F.
626.22	NON-METALLIC CONDUIT	111	–	111	L.F.
626.29	PREWIRED CONDUIT SECONDARY WIRING	2490	–	2490	L.F.
626.999	CONTROLLER CABINET FOUNDATION	2	–	2	EACH
626.361	REMOVE OR MODIFY CONCRETE FOUNDATION	51	–	51	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
627.09	WHITE OR YELLOW PAVEMENT & CURB MARKING	–	115	115	S.F.
627.09	REMOVING PAVEMENT MARKINGS	724	2220	2944	S.F.
⚠ 627.201	TEMP. OR PAINTED PAVEMENT MARKING WHITE OR YELLOW	8850	25300	34150	L.F.
634.10	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
699.13	RETAINING WALL	–	1	1	L.S.
637.07	SPRINKLING	–	250	250	M.G.
637.08	CALCIUM CHLORIDE	–	25	25	TON
638.02	NAVIGATION LIGHTS	1	–	1	L.S.
698.021	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.
643.103	DEMOLISH GUIDE SIGN	–	5	5	EACH
⚠ 643.106	DEMOLISH REG., WARN., CONFIRM., & RTE. MARKER ASS. SIGN	–	52	52	EACH
643.113	REINSTALL GUIDE SIGN	–	4	4	EACH
⚠ 643.116	REINSTALL REG., WARN., CONFIRM., & RTE. MARKER ASS. SIGN	–	6	6	EACH
643.121	OVERHEAD SIGN TRUSS	–	1	1	L.S.
643.301	DEMOUNTABLE REFLECTORIZED DELINEATOR, SINGLE	–	38	38	EACH
652.30	FLASHING ARROW BOARD	–	2	2	EACH
652.31	TYPE I BARRICADE	–	71	71	EACH
652.33	DRUM	–	30	30	EACH
⚠ 652.35	CONSTRUCTION SIGNS	–	4104	4104	S.F.
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	–	450	450	CAL. DAY
652.38	FLAGGERS	–	3000	3000	M.H.
696.03	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	190
		IR-295-3(106)50		

SUMMARY OF EXCAVATION & BORROW

COMMON EXCAVATION FOR ESTIMATE

BRIDGE CONTRACT	1925 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	76 CY	
GRUBBING	127 CY	
TOTAL COMMON EXCAVATION		9860 CY

FILL FOR COMMON BORROW CALCULATIONS

CROSS SECTIONS	20155 CY	
BAXTER BLVD./BATES ST. INTERSECTION	129 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. 22)		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. 22.)	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	994 CY
502.31	STR. CONC., APPROACH SLABS	94 CY
504.70	STR. STEEL, FAB. & DELIVERY	103 900 LB.
504.71	STR. STEEL, ERECTION	103 900 LB.
505.08	SHEAR CONNECTORS	9 016 LB.
506.141	FIELD PAINTING NEW STR. STEEL	103 900 LB
506.142	FIELD PAINTING EXIST. STR. STEEL	2 000 000 LB
508.13	MEMBRANE WATERPROOFING	6 857 SY

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

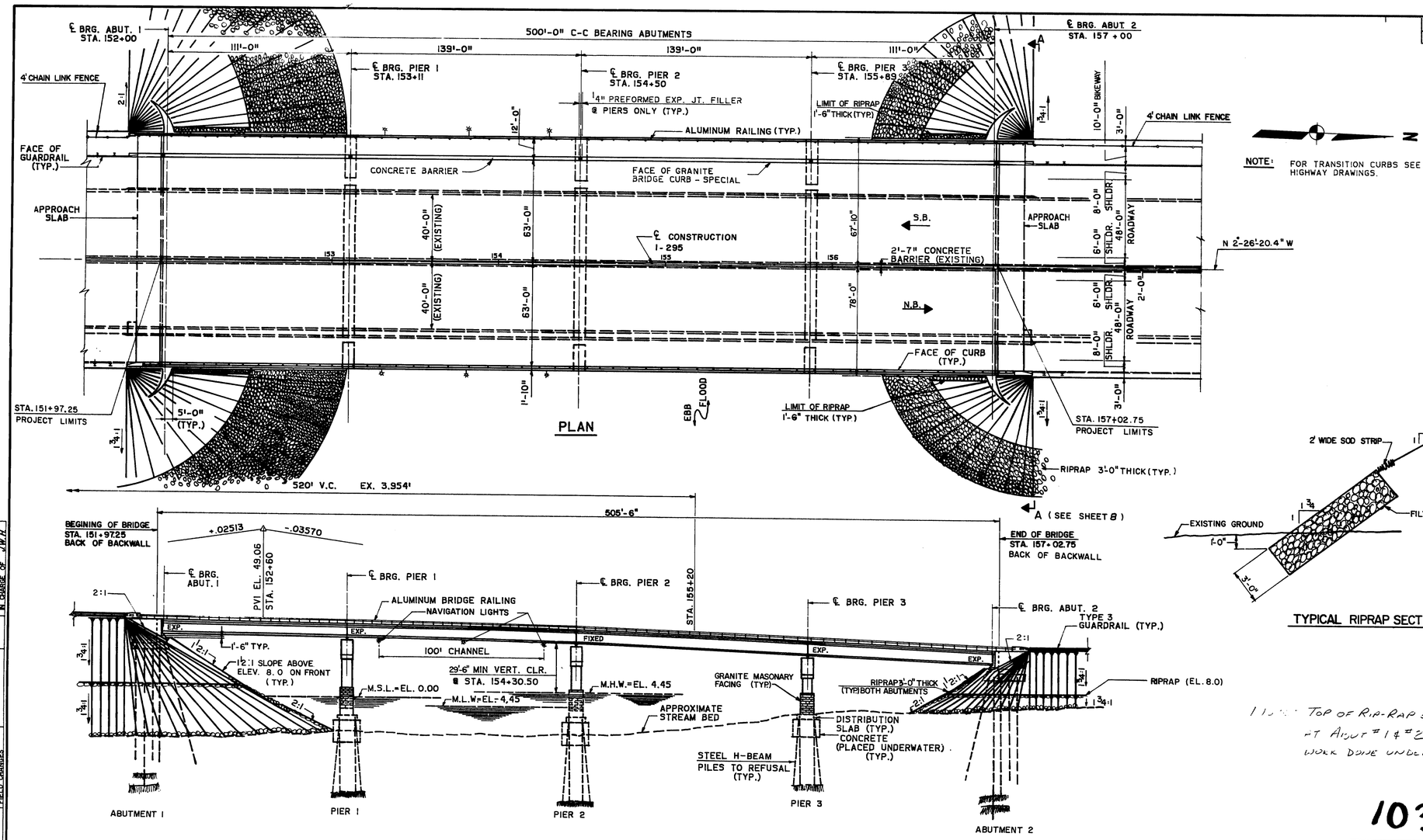
I-295 PORTLAND

ESTIMATED QUANTITIES

103-266

SHEET 2 OF AUGUSTA, MAINE

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



PROJECT DESIGN ENGINEER A.F.

	BY	DATE
DESIGN-DETAILED	A.F.	2-85
CHECKED	J.O.D.	
REVISIONS		
FIELD CHANGES		

PLANS

IN CHARGE OF J.W.H.

1/[illegible] TOP OF RIP-RAP EXTENDED TO ELEV AT ABUT #1 & #2 EASTSIDE. THIS WORK DONE UNDER CONTRACT I-295-3(33)

[illegible] 3-15-91

103-267

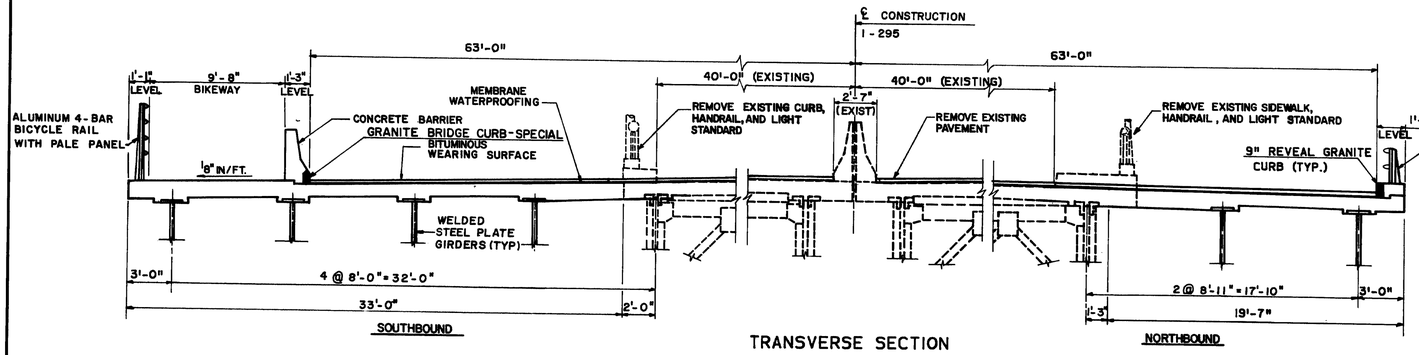
COAST GUARD PERMIT NO.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

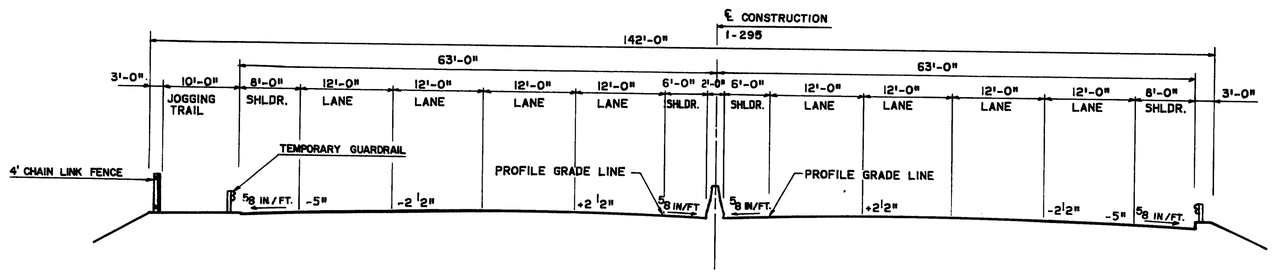
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
PLAN & ELEVATION

SHEET 2 OF 35 AUGUSTA, MAINE

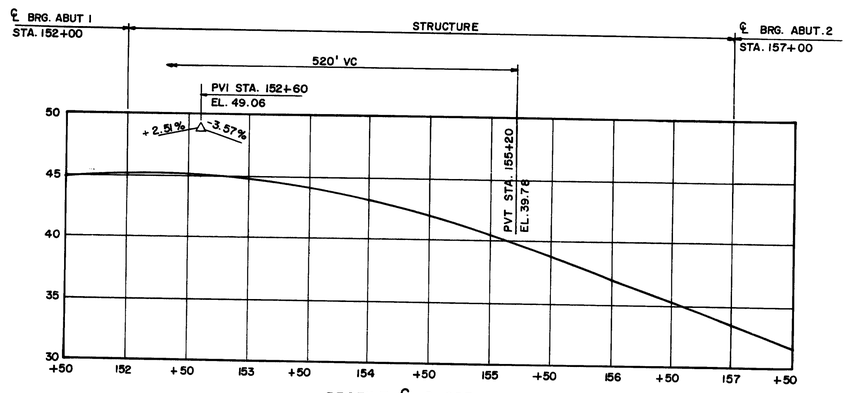
FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(9)	7	135



TRANSVERSE SECTION



APPROACH SECTION



PROFILE ℄ I-295

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

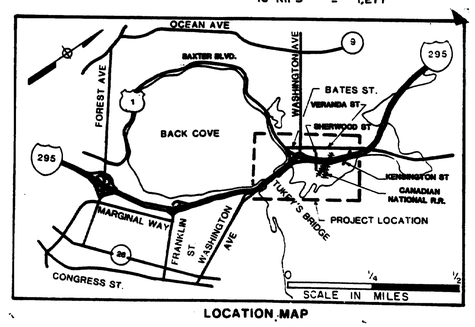
CONCRETE: SEALS CLASS S
ALL OTHERS CLASS A
REINFORCING STEEL: ASTM A615 GRADE 60.
STRUCTURAL STEEL: ALL MATERIAL ASTM A36
HIGH STRENGTH BOLTS ASTM A325, TYPE 1.

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.

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

PROJECT DESIGN ENGINEER	AF	DATE
DESIGN DETAILED	AF	2/85
CHECKED	KM	
REVISIONS	AH	
FIELD CHANGES		

PLANS

IN CHARGE OF JW 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

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(9450	B	190

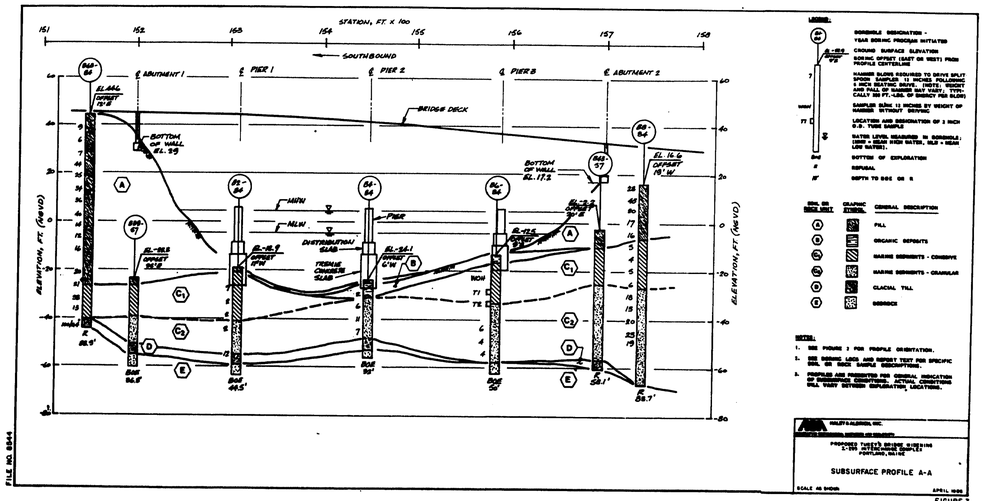


FIGURE 3

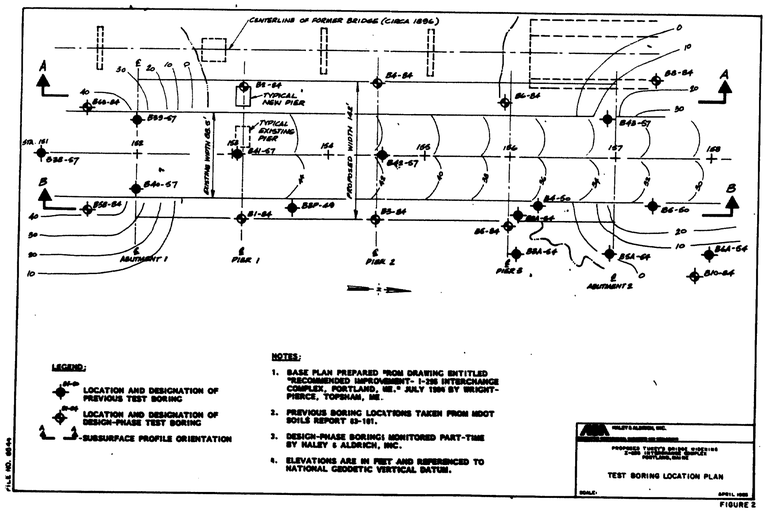


FIGURE 2

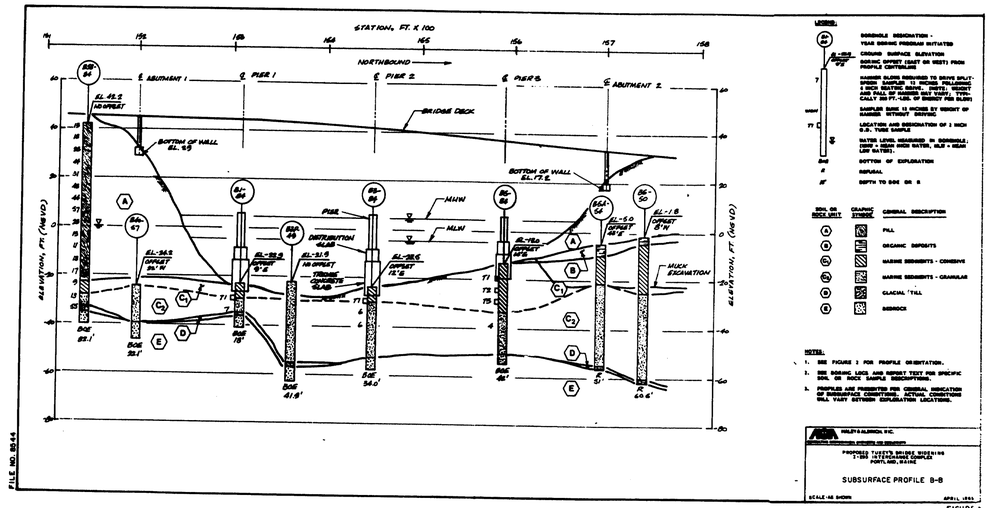


FIGURE 4

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

BRUNING 44-132 45710-1

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

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 ϕ H Samplers @ 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
- N — 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)
- RX — Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

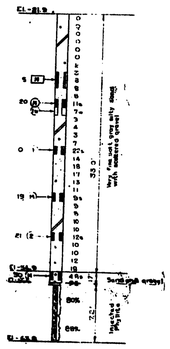
- ● Field vane shear strengths
- × Laboratory vane shear strengths
- → Shear strengths in excess of capacity of equipment
- ○ One half unconfined compressive strengths

WATER CONTENT NOTES

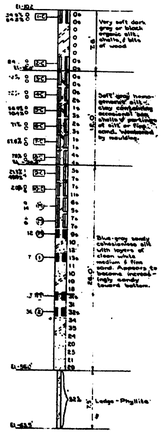
- ○ Natural water contents, given as per cent of dry weight
- ○—× Plastic and liquid limits

Ignition losses are given as per cent of dry weight

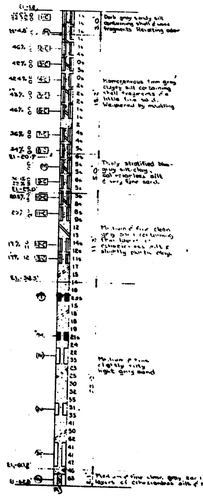
BORING 3 F
Sta 153+66 57'R

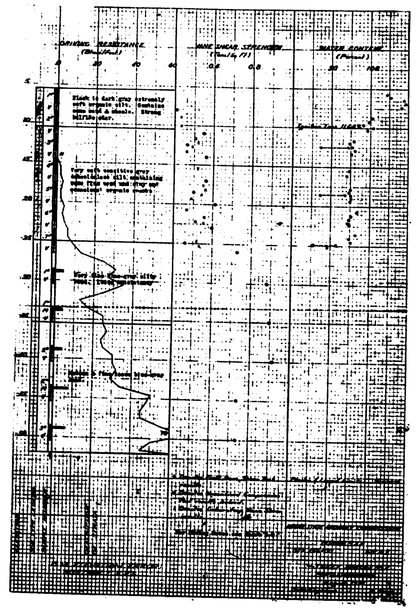


BORING #4
Sta 156+10 80'R

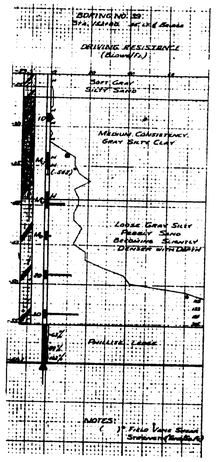


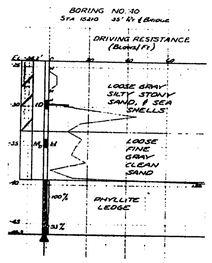
BORING #5
Sta 157+40 49'R

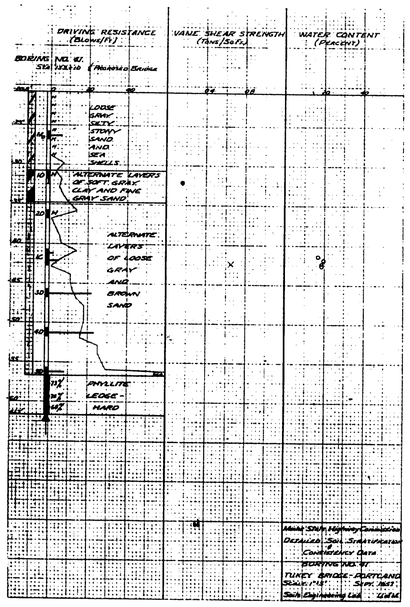


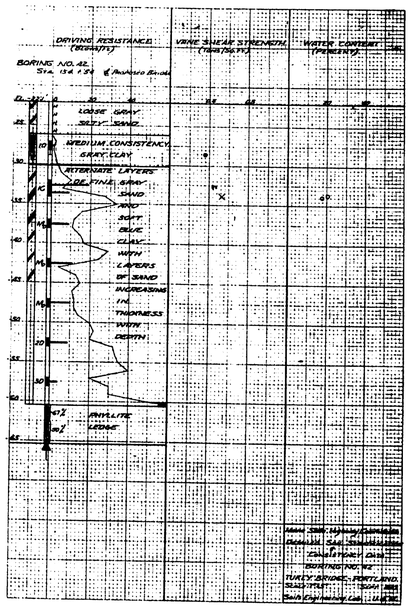

DRIVING RESISTANCE (Blows/ft.)
SHEAR STRENGTH (Tons/sq. ft.)
WATER CONTENT (Percent)
Black to dark gray extremely soft organic silt, fibrous wood and & shells. Strong sulfide odor.
Very soft sensitive gray silt-clay laminated with thin layers of fine sand and clay and occasional wisps of organics.
Very soft gray silt-clay with occasional thin layers of fine sand.
Medium stiff gray silt-clay with occasional thin layers of fine sand.

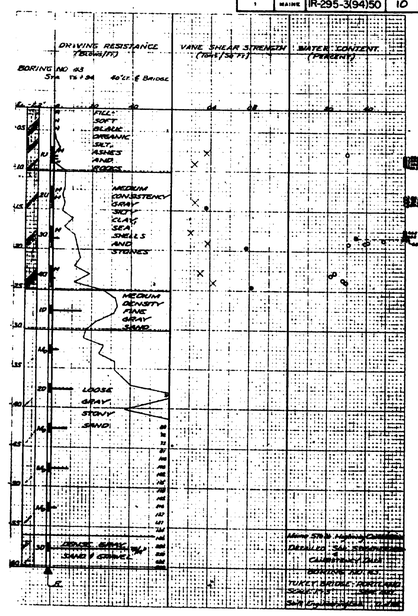
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	10	190

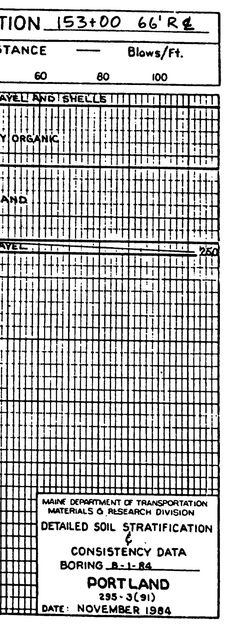


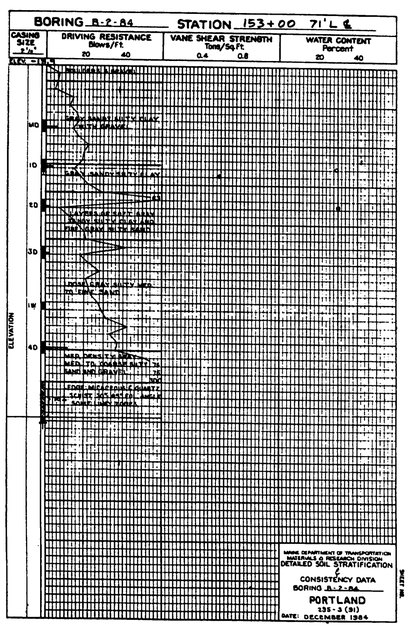


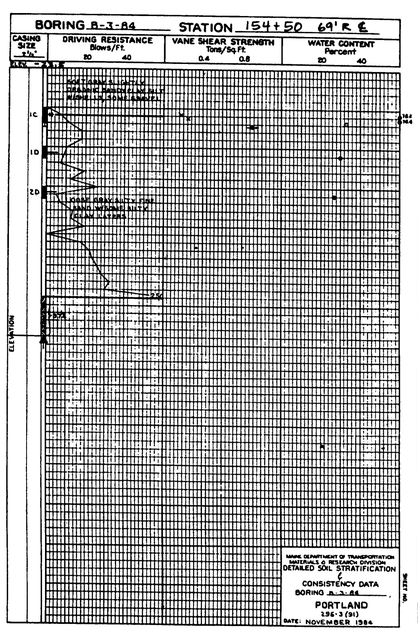


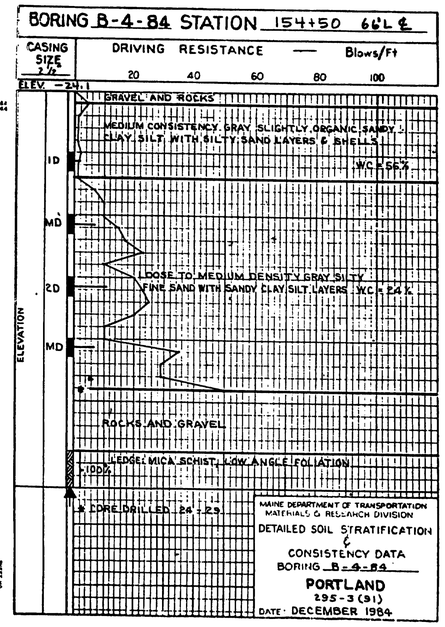












PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

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

103-271

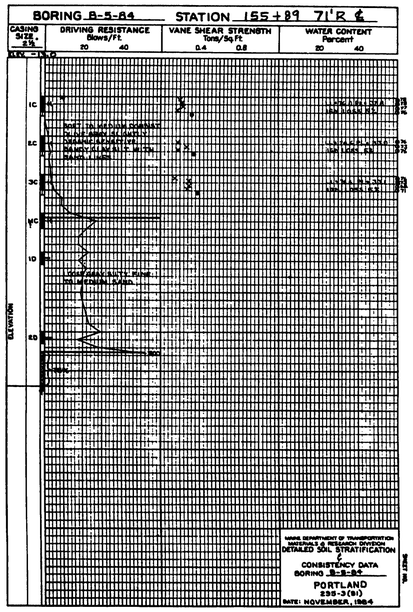
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

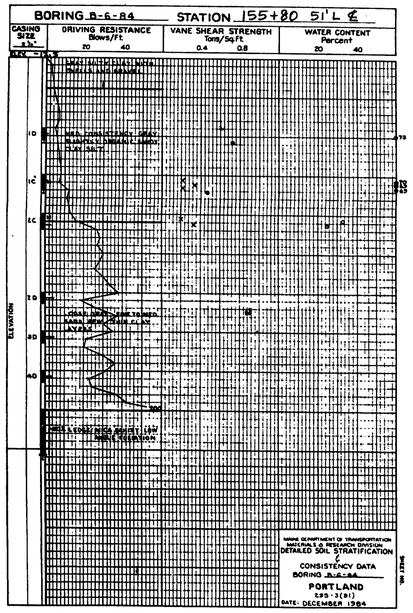
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
SUBSURFACE SOILS DATA

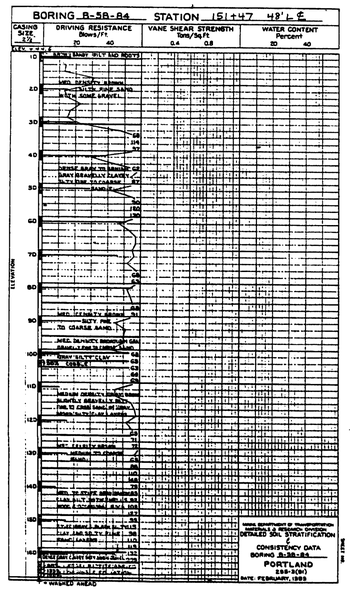
SHEET 6 OF 35 AUGUSTA, MAINE

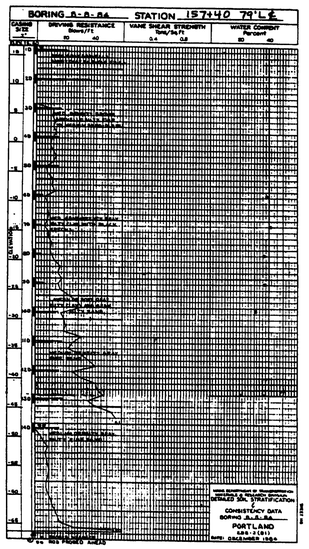
BRUNING 44 132 45710-1

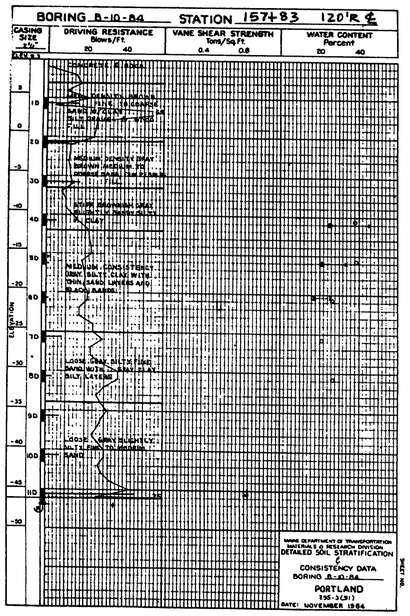
FHWA REG. NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	11	190

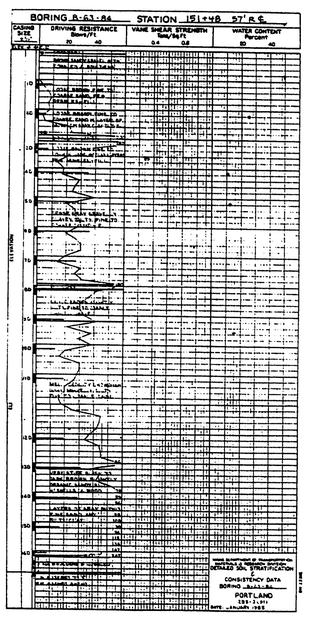












PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132 45710-1

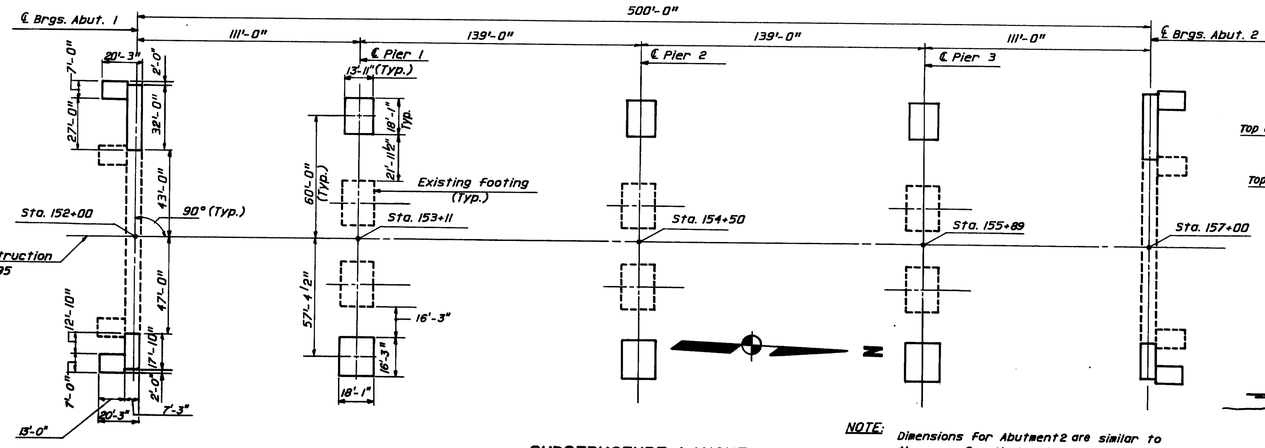
NOTE: 103-272
REFER TO NOTES 1 TO 4, SHEET NO. 5

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

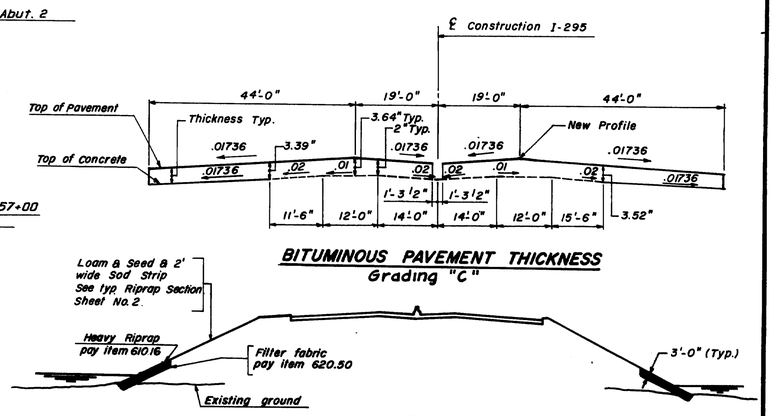
SHEET 7 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(9450	12	190



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

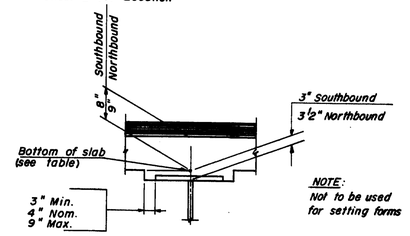
BOTTOM OF SLAB ELEVATIONS

	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	13.460	13.503	13.532	13.542	13.530	13.499	13.443	13.370	13.271	13.196	13.075	12.959	12.954	12.842	12.721	12.593	12.455	12.305	12.138	11.953	11.748	11.523	11.285	11.033	10.771	10.502	10.238
	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	13.595	13.643	13.672	13.682	13.671	13.640	13.583	13.510	13.420	13.320	13.214	13.098	13.093	12.981	12.860	12.732	12.595	12.446	12.273	12.093	11.888	11.663	11.437	11.173	10.910	10.641	10.377
	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	13.738	13.781	13.799	13.821	13.810	13.779	13.722	13.645	13.559	13.459	13.353	13.237	13.205	13.120	12.999	12.871	12.734	12.585	12.418	12.232	12.027	11.802	11.565	11.312	11.061	10.780	10.515
	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	13.878	13.922	13.951	13.961	13.951	13.919	13.863	13.785	13.700	13.599	13.493	13.337	13.371	13.260	13.139	13.047	12.875	12.726	12.561	12.383	12.168	11.943	11.705	11.452	11.189	10.920	10.654
	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	13.728	13.764	13.783	13.786	13.756	13.726	13.679	13.598	13.513	13.416	13.314	13.190	13.184	13.064	12.935	12.800	12.657	12.525	12.376	12.207	12.017	11.779	11.565	11.306	11.038	10.764	10.495
	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	13.573	13.605	13.622	13.620	13.597	13.553	13.503	13.435	13.423	13.258	13.158	13.035	13.029	12.908	12.778	12.641	12.495	12.341	12.210	12.041	11.851	11.643	11.403	11.146	10.881	10.609	10.340
	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	10.238	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	33.841	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	10.377	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	10.515	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	10.654	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	10.495	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	10.340	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:

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
PLANS	A.H. DESIGN - DETAILED	AS 2/88
	CHECKED	JDD
	REVISIONS	
	FIELD CHANGES	

DRAWING 44-132 45710-1

103-273

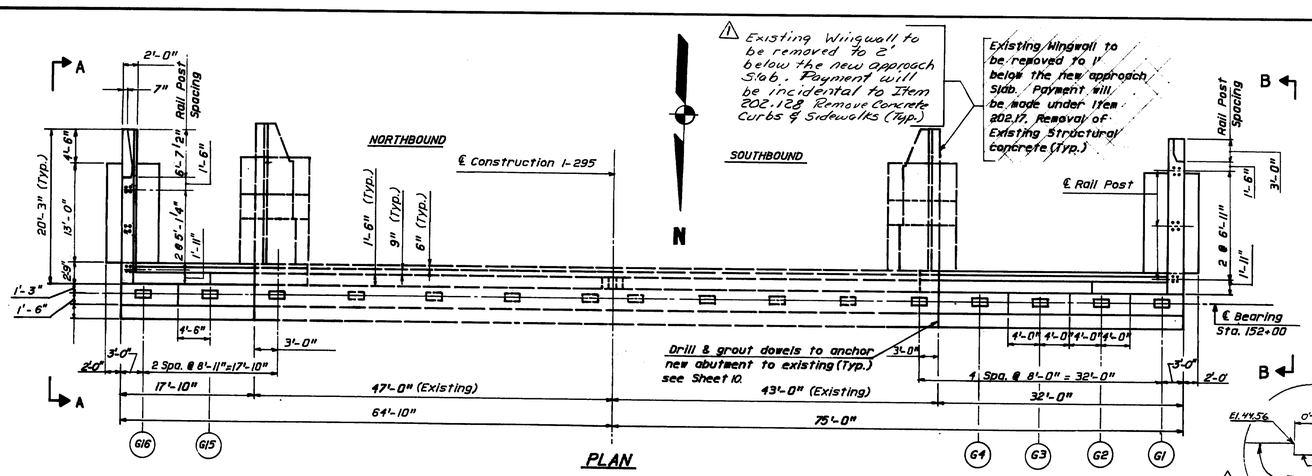
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

SUBSTRUCTURE LAYOUT & SLAB ELEVATION

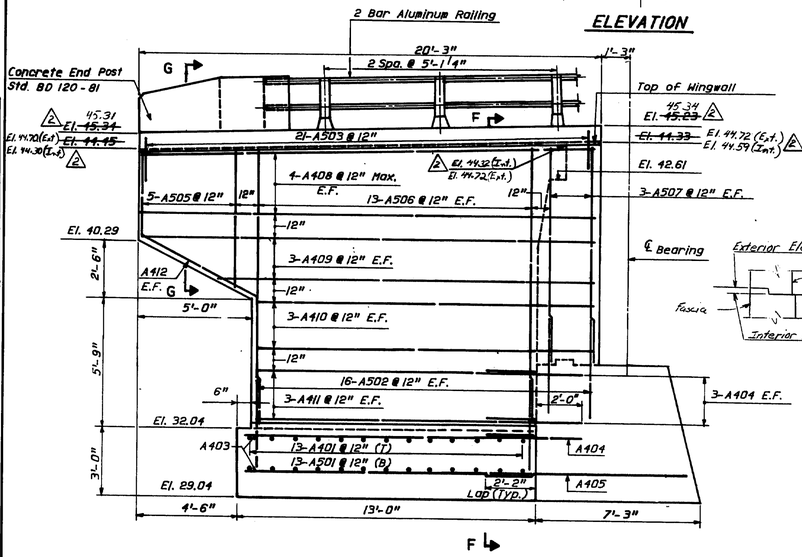
SHEET 8 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	13	130

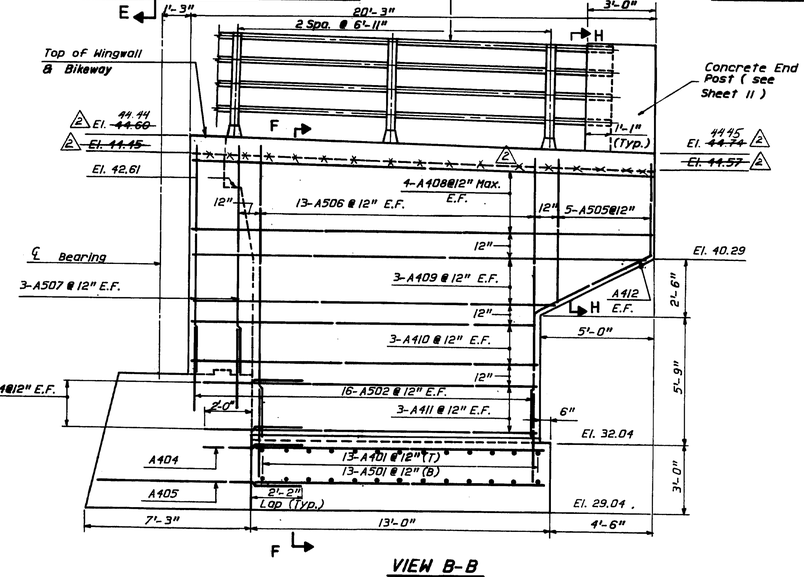


PLAN

ELEVATION

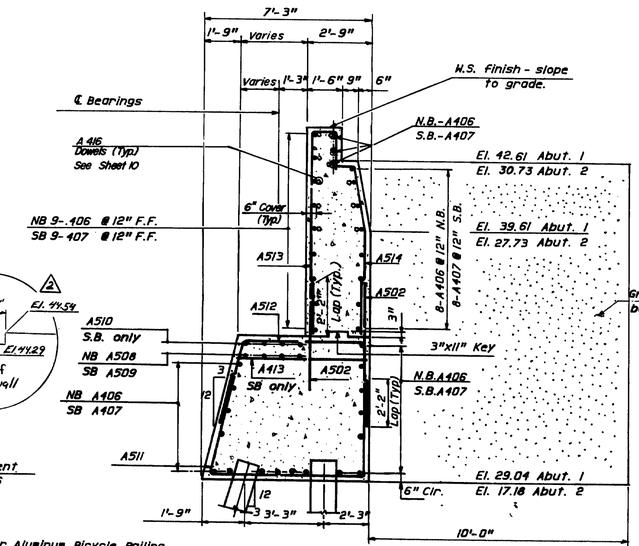


VIEW A-A



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
PLANS	DESIGN DETAILED	C.K.	2/85
	CHECKED	J.M.	
	REVISIONS	JDD	
	FIELD CHANGES		

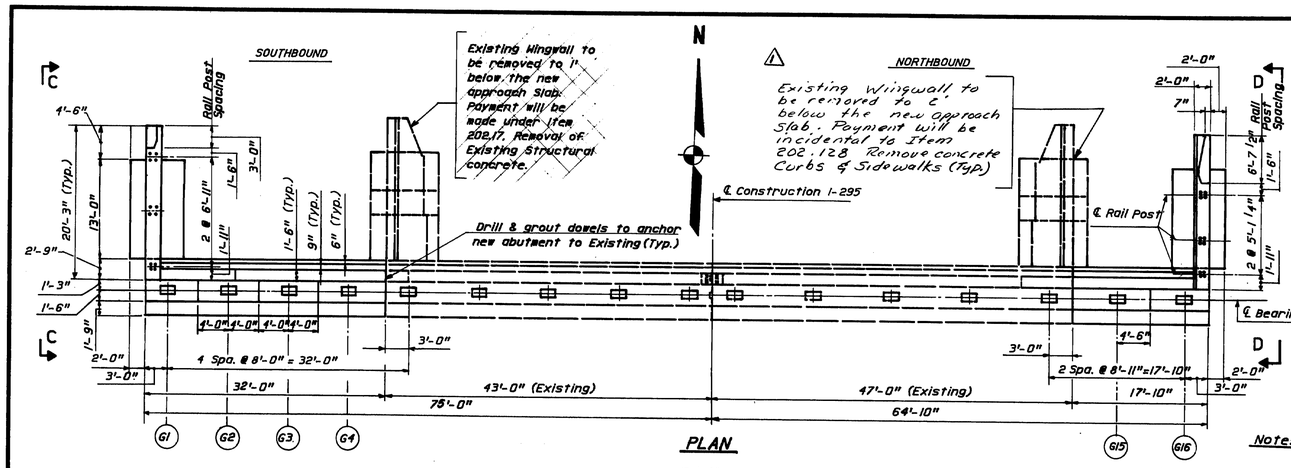
DRAWING 44-132-45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

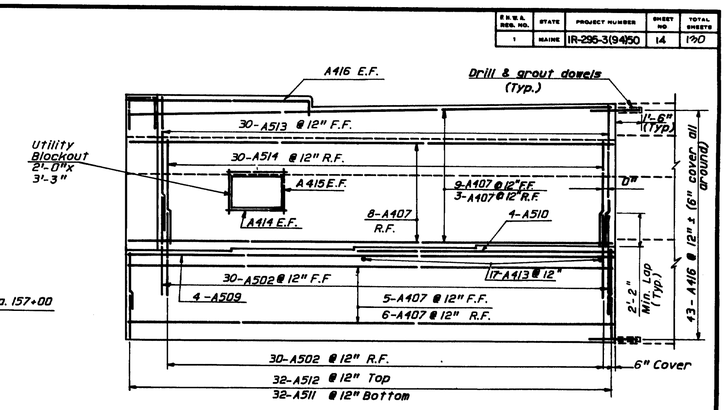
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT 1

SHEET 9 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(9)150	14	190

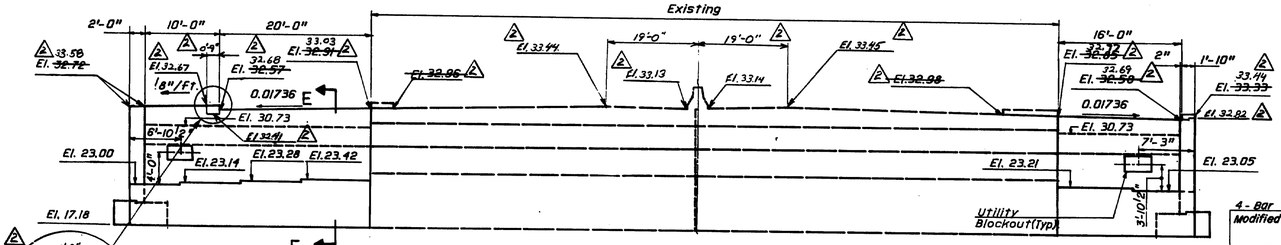


PLAN

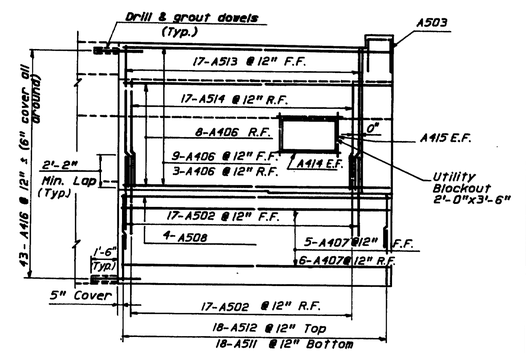


ELEVATION - SOUTHBOUND

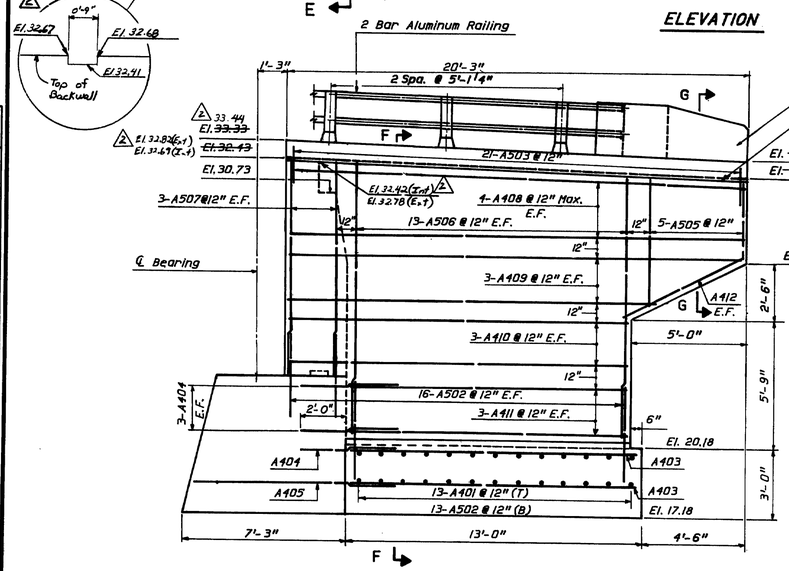
Note: Mortar used for the grouting of reinforcing steel shall contain a non-shrink additive. Payment for the drilling and grouting including all materials and labor necessary to complete the work shall be incidental to item 503.13, reinforcing steel placing.



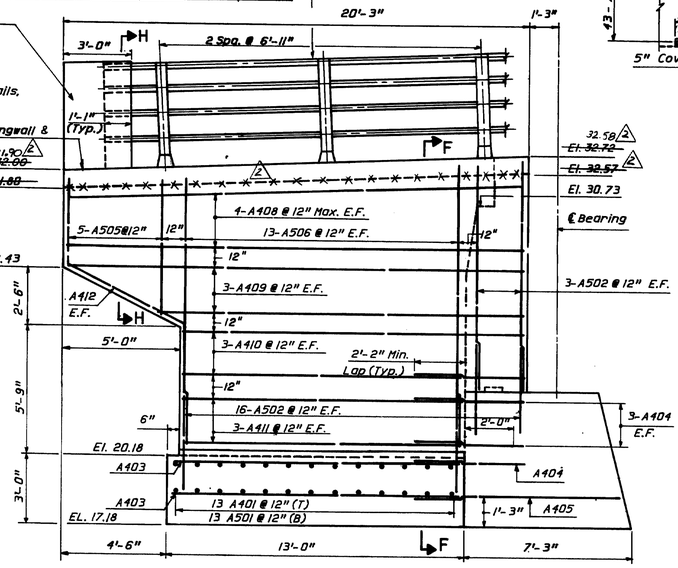
ELEVATION



ELEVATION - NORTHBOUND



VIEW D-D



VIEW C-C

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

NOTES:

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

2 Addendum 4-8-96
1 Addendum 6/17/85

103-275

PROJECT DESIGN ENGINEER A.F.	BY	DATE
DESIGNED	G.K.	2-85
DETAILED	G.K.	
CHECKED	J.D.D.	
REVISIONS		
FIELD CHANGES		

PLANS

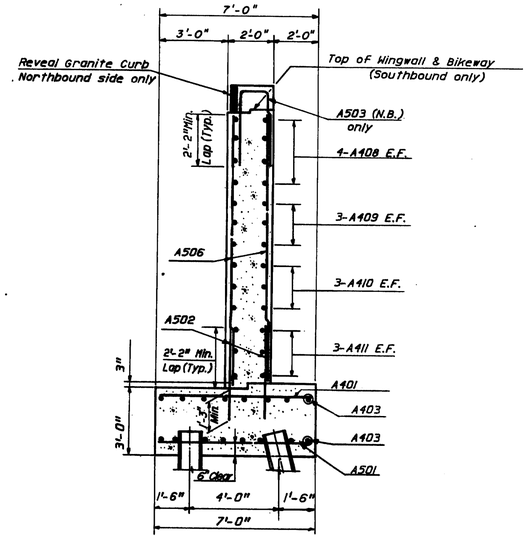
DRAWING 44-132 4571-0-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

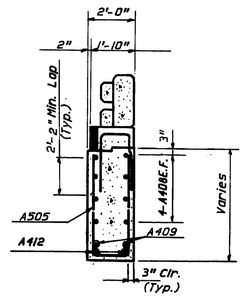
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT 2

SHEET 10 OF 35 AUGUSTA, MAINE

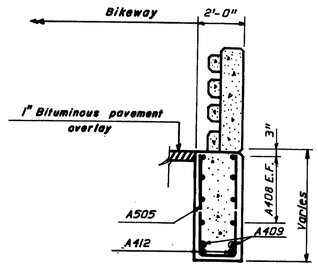
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	11	170



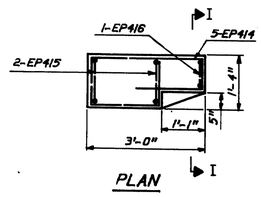
SECTION F-F



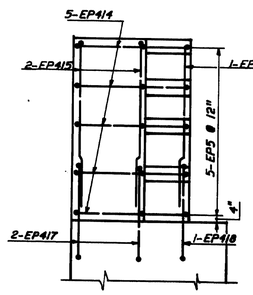
SECTION G-G



SECTION H-H

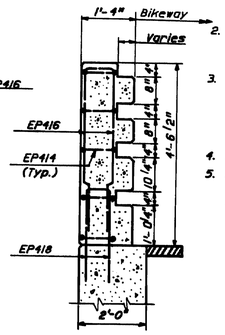


PLAN



ELEVATION

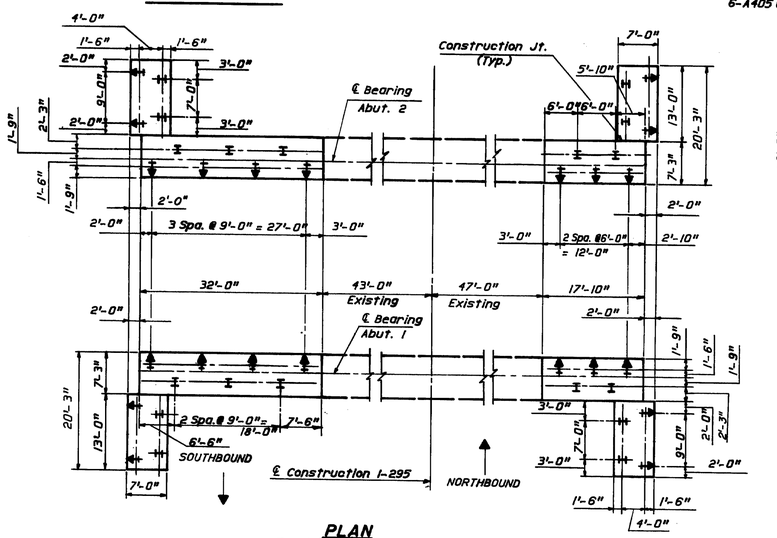
END POST-4BAR RAIL



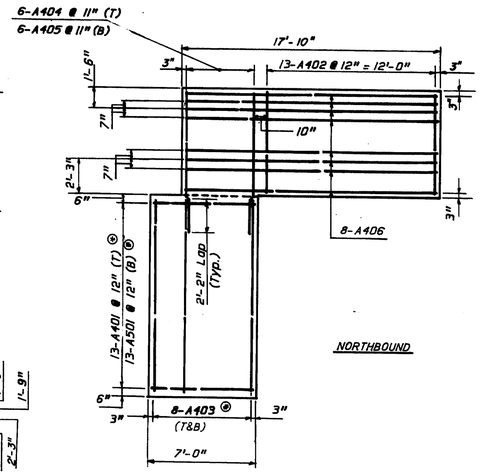
SECTION I-I

PILE NOTES

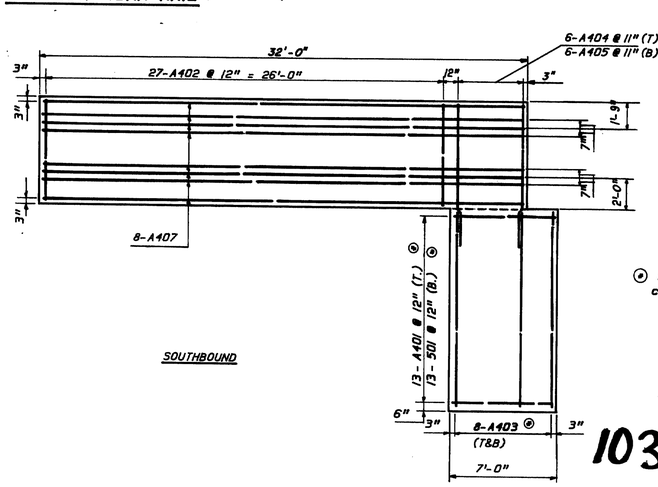
1. Piles marked thus ⟼ shall be battered 3" per foot in the direction of the arrow.
2. All piles are HP 14x73. Maximum calculated pile load 90 Tons.
3. Embedment of piles in Footing may vary between 1'-0" to 2'-0" and the actual embedment length up to a maximum of 1'-6" will be included in the measurement 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



NORTHBOUND



SOUTHBOUND

⊛ Place Bars to clear Piles.

FOOTING REINFORCEMENT

103-276

PROJECT MDSGN ENGINEER AF	BY	DATE
PLANS — DESIGN - DETAILED	CK XM	2/85
CHECKED	AF JDD	
REVISIONS		
FIELD CHANGES		

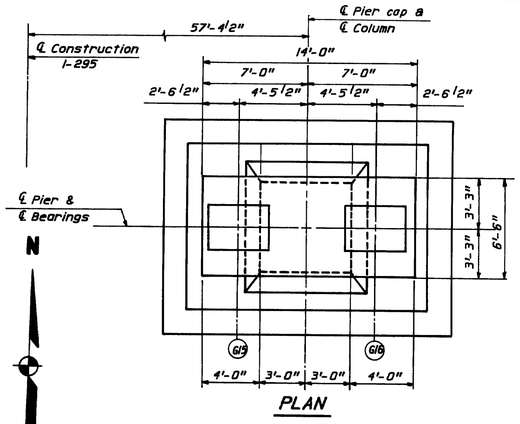
DRAWING 44-132-45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

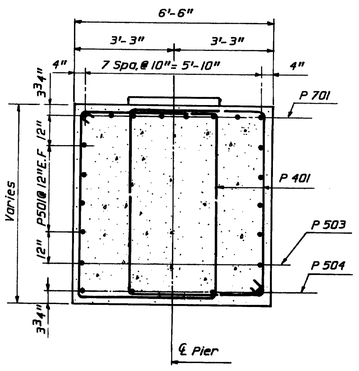
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT DETAILS

SHEET 11 OF 35 AUGUSTA, MAINE

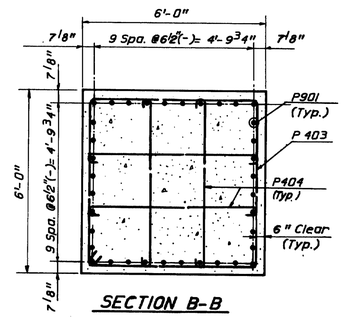
F.A.S.N. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)150	16	190



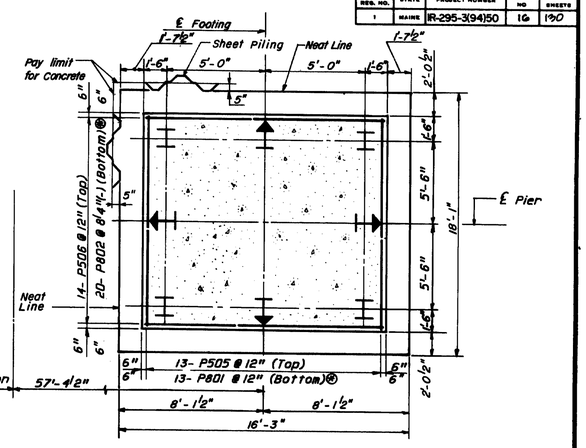
PLAN



SECTION A-A



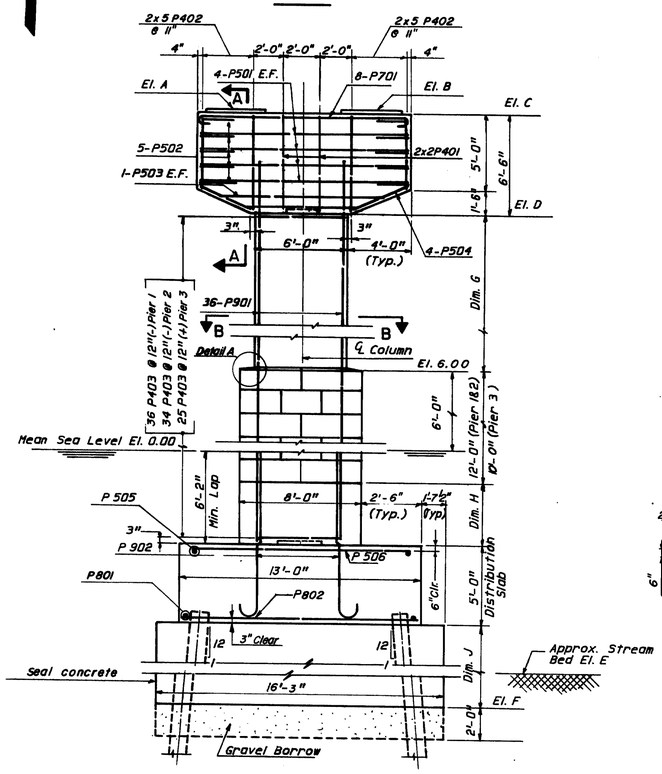
SECTION B-B



FOOTING PLAN

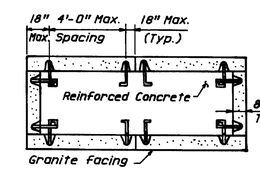
ⓔ Place bars to clear Piles

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

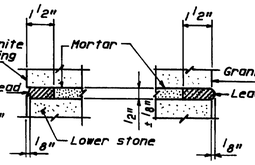


ELEVATION

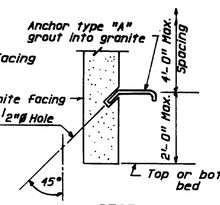
END ELEVATION



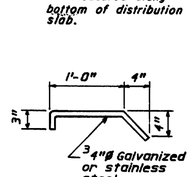
GRANITE MASONRY DETAIL



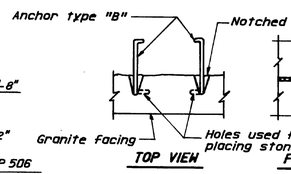
LEAD JOINT DETAILS

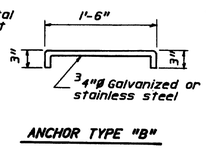


SECTION



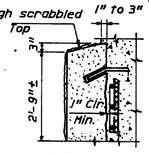
ANCHOR TYPE "A"





ANCHOR TYPE "B"

ANCHORS - TOP AND BOTTOM BEDS



DETAIL "A"

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.

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

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"

103-277

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

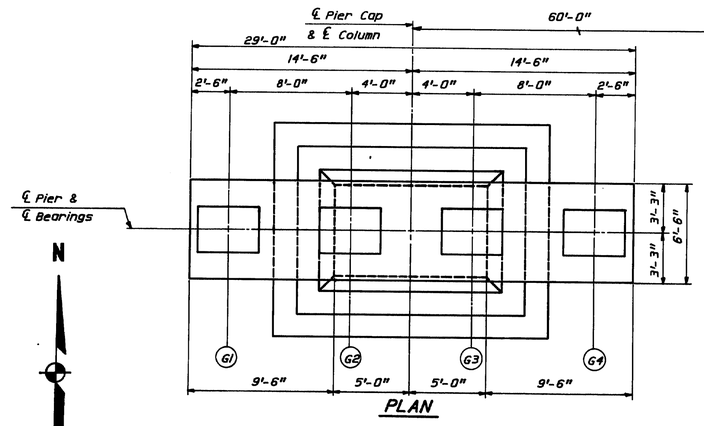
BRUNING 44-132 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

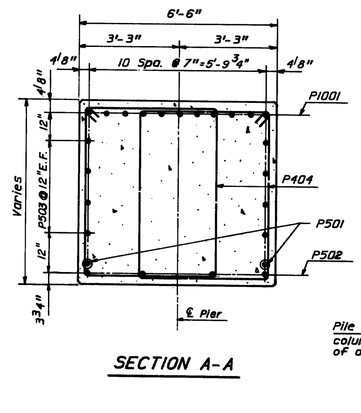
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
PIERS 1, 2, & 3, NORTHBOUND

SHEET 12 OF 35 AUGUSTA, MAINE

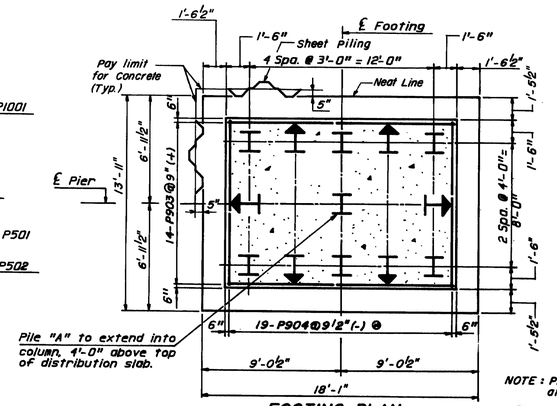
F.A.S.S. RDS. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	17	190



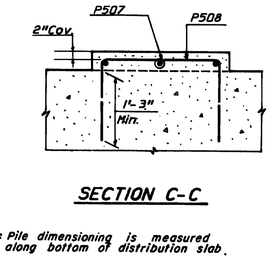
PLAN



SECTION A-A



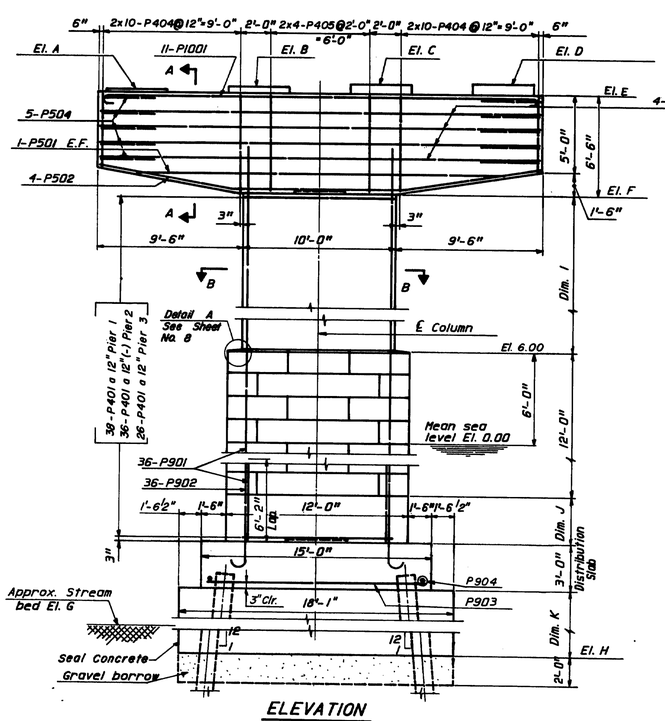
FOOTING PLAN



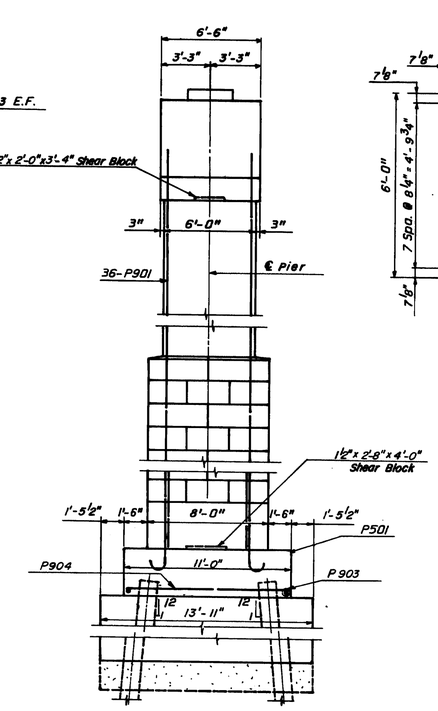
SECTION C-C

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

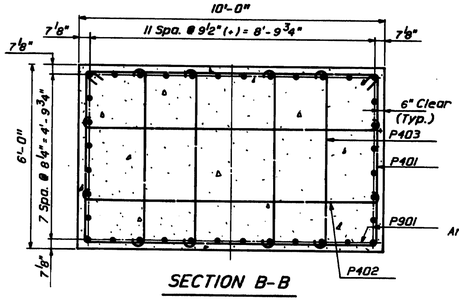
(*) Place bars to clear Pile "A"



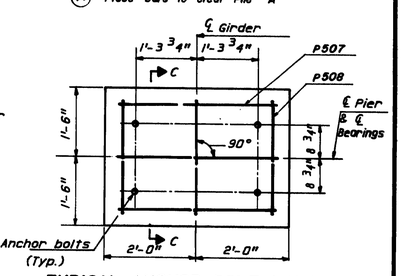
ELEVATION



END ELEVATION



SECTION B-B



TYPICAL ANCHOR BOLT LAYOUT

PILE NOTES:

1. Piles marked thus ⟶ s 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

PIERS ELEVATIONS & DIMENSIONS												
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"

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

BRUNING 44-132 457-0-1

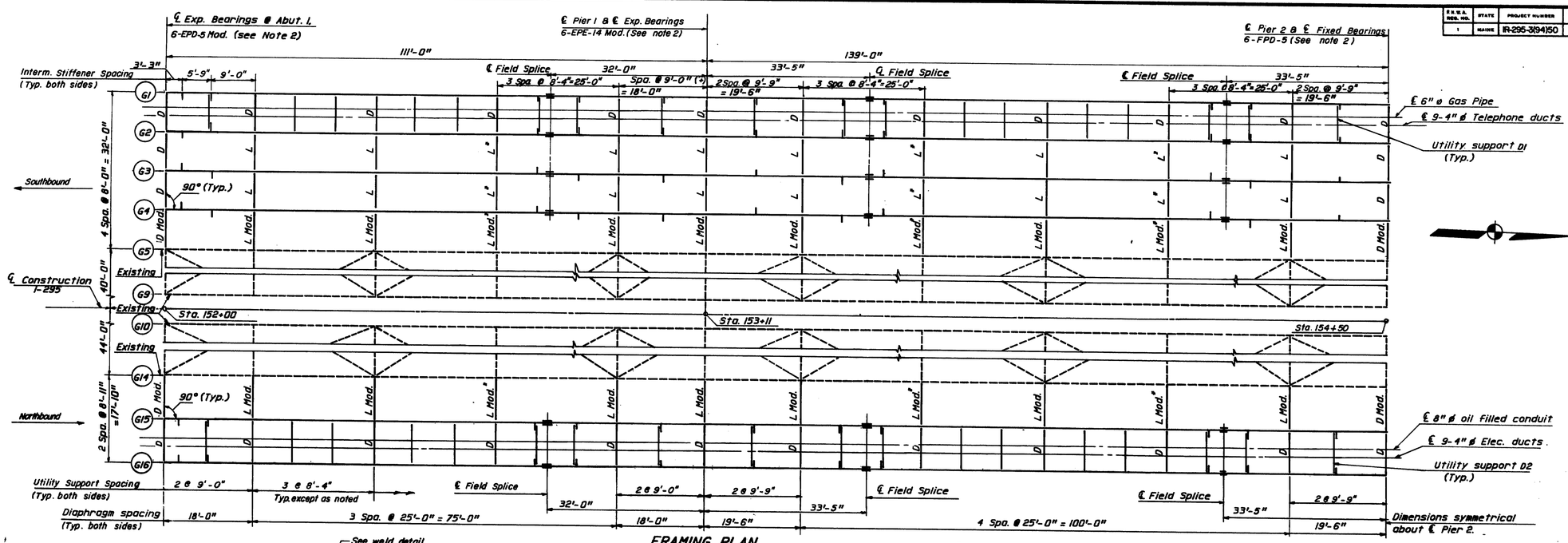
103-278

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

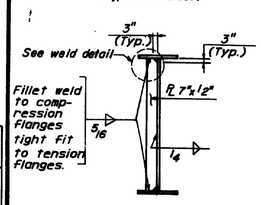
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
PIERS 1, 2 & 3, SOUTHBOUND

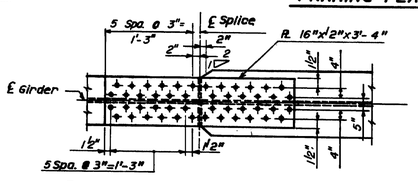
SHEET 13 OF 35 AUGUSTA, MAINE

F.A.H.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(194)150	15	170



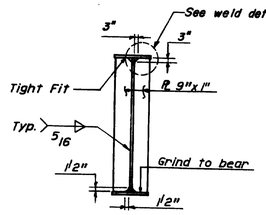
FRAMING PLAN



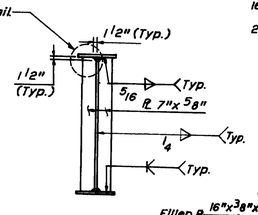


PLAN - BOTTOM SPLICE PLATE

INTERMEDIATE WEB STIFFENER CONNECTION PLATES

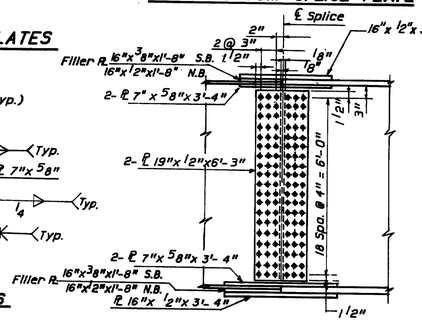


AT PIERS



AT ABUTMENTS

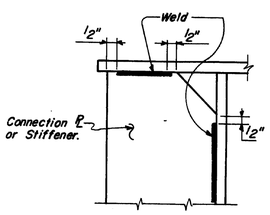
BEARING STIFFENER



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 diaphragms 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

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

103-299

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

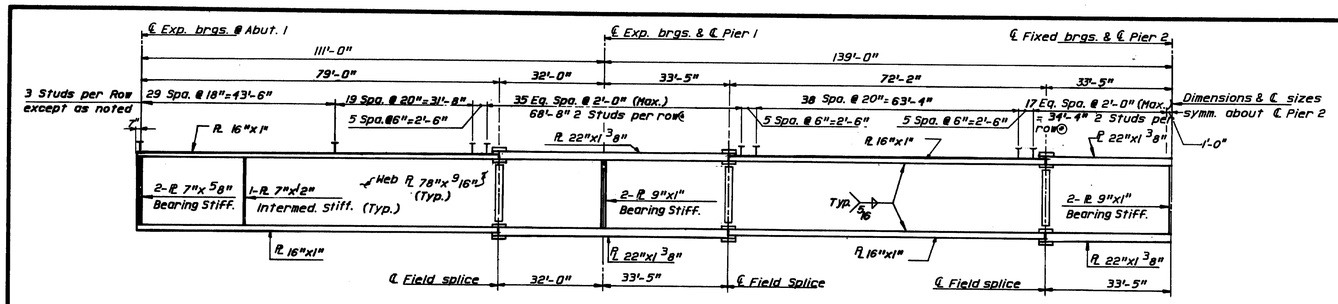
DRAWING 44-132 49710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

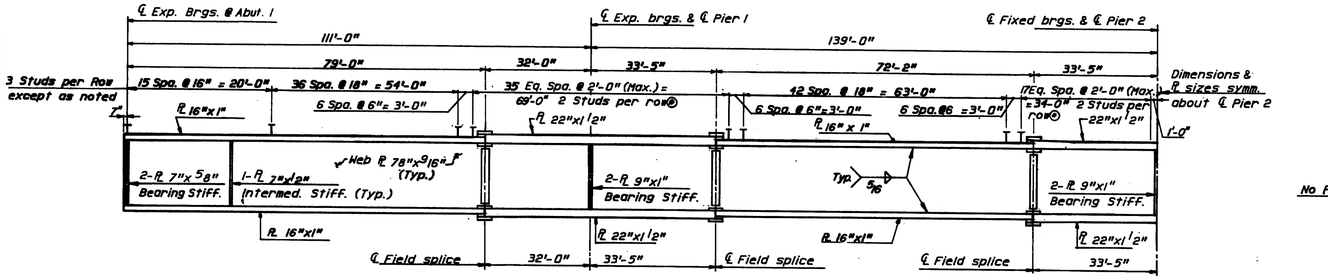
SHEET 14 OF 35 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	19	170



GIRDER ELEVATION - SOUTHBOUND

No. of Studs per Girder = 816



GIRDER ELEVATION - NORTHBOUND

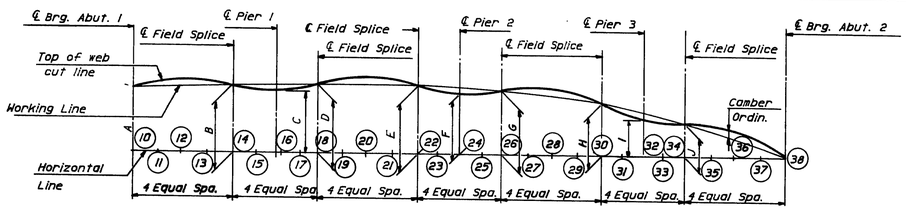
No. of Studs per Girder = 876
Total No. Studs this project = 5016

℗ Place single studs per row over splice.

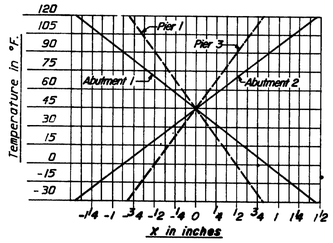
* Camber ordinates are adjusted for Dead Load Deflection.

CAMBER TABLE (Ft.) *

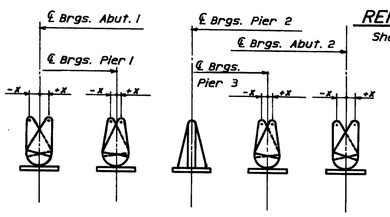
POINT			10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	A	B	C	D	E	F	G	H	I	J
CAMBER ORDINATE	SOUTH-BOUND	G1	0	.109	.149	.110	0	.016	.020	.019	0	.088	.121	.088	0	.018	.020	.018	0	.070	.083	.051	0	-.028	-.042	-.030	0	.042	.057	.041	0	11.860	11.671	11.332	10.937	9.540	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



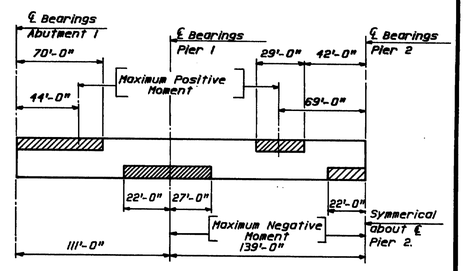
CAMBER DIAGRAM



BEARING SETTING CHART



BEARING SETTING DETAIL

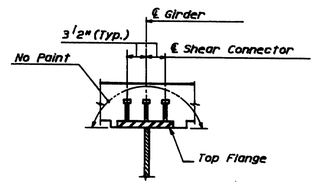


GIRDER STRESS DIAGRAM

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

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.



TYPICAL GIRDER SECTION

103-280

REFERENCE
Shear connector detail BD 126-81

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

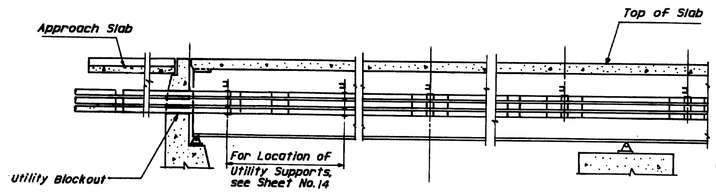
RUNNING 44-132 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

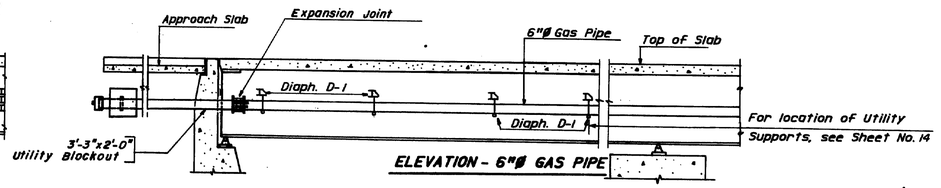
SHEET 15 OF 35 AUGUSTA, MAINE

F.A.H.S.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	120	130

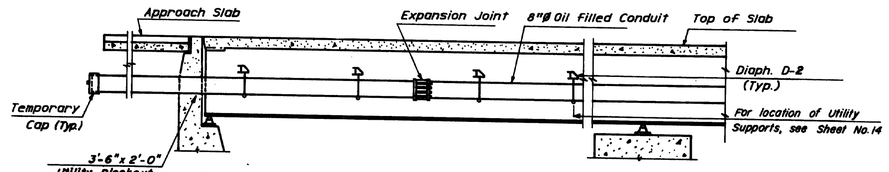


ABUTMENT PIER

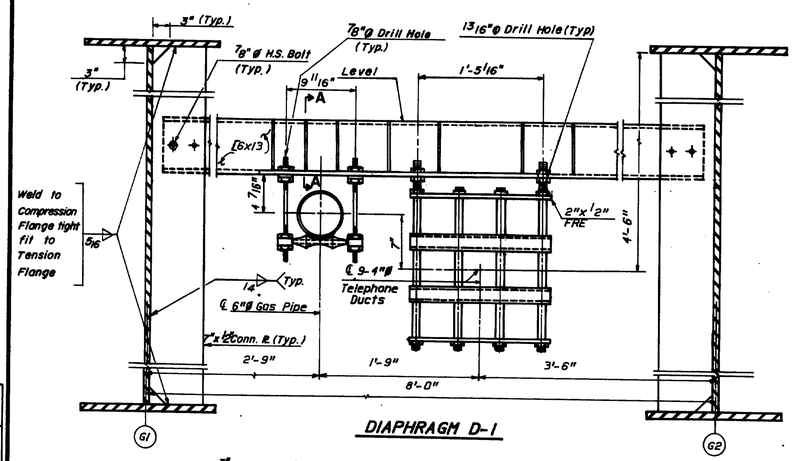
ELEVATION - 9-4"Ø TELEPHONE & ELECTRICITY DUCTS



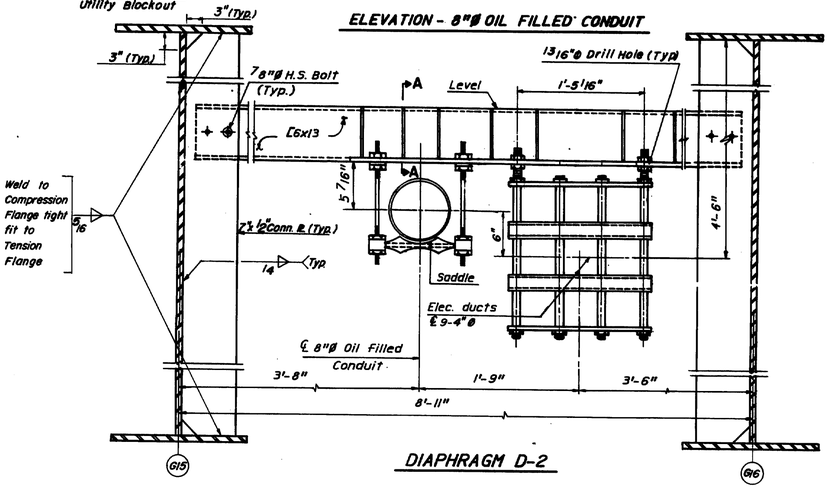
ELEVATION - 6"Ø GAS PIPE



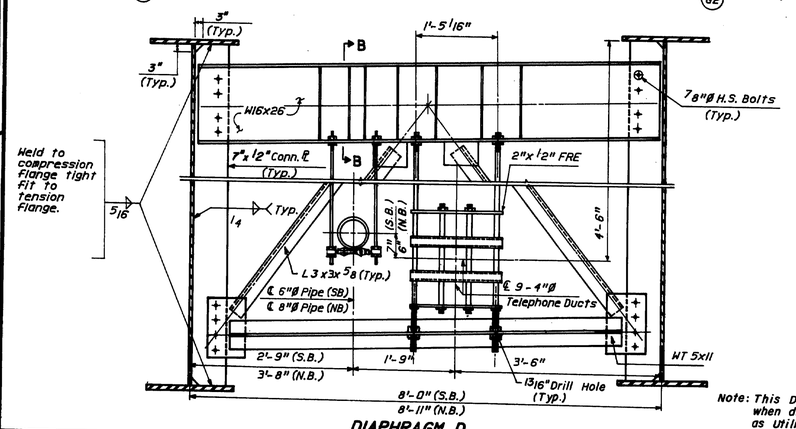
ELEVATION - 8"Ø OIL FILLED CONDUIT



DIAPHRAGM D-1

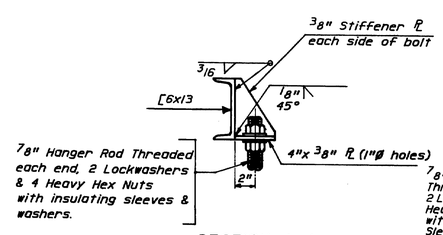


DIAPHRAGM D-2

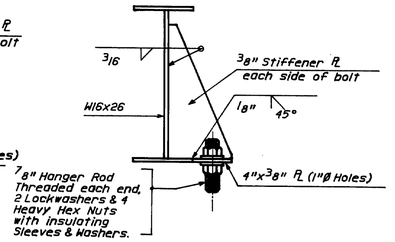


DIAPHRAGM D

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		

DRAWING 44-132-457101

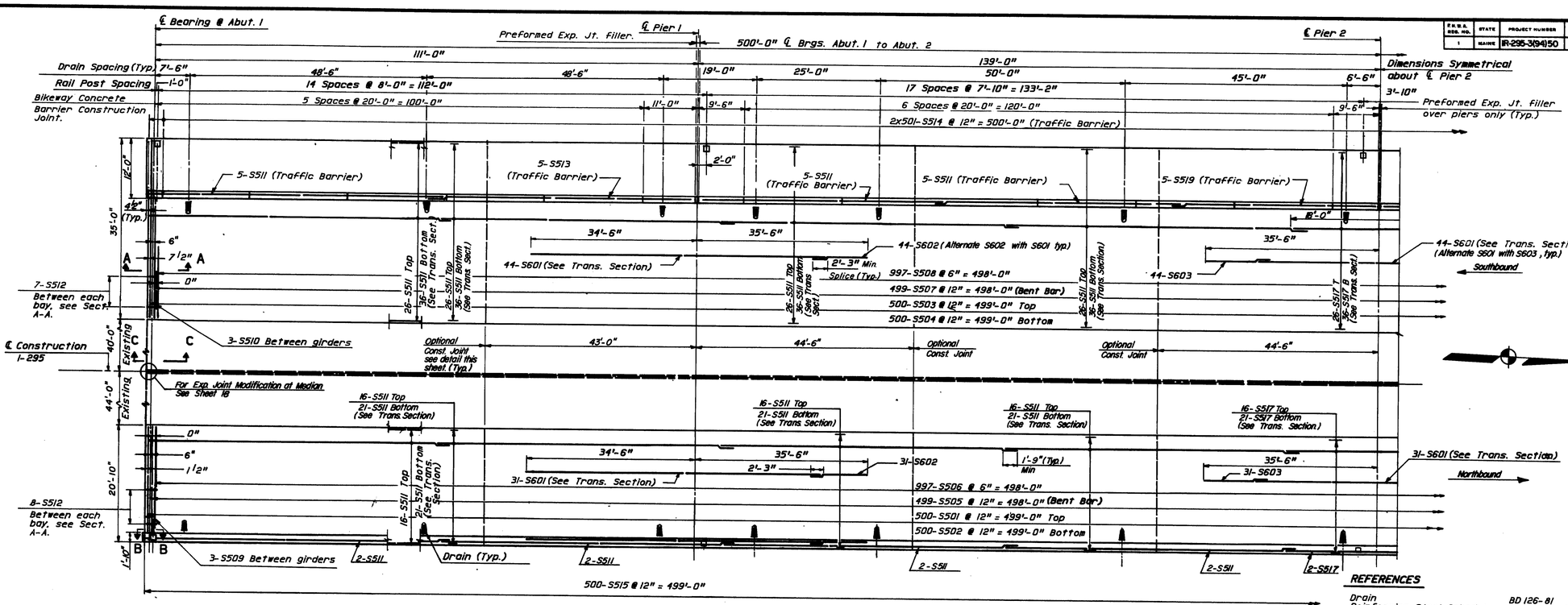
103-281

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

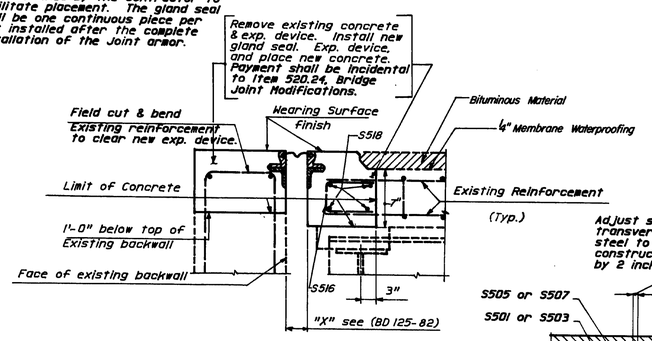
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
UTILITY SUPPORT DETAILS

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)150	21	130

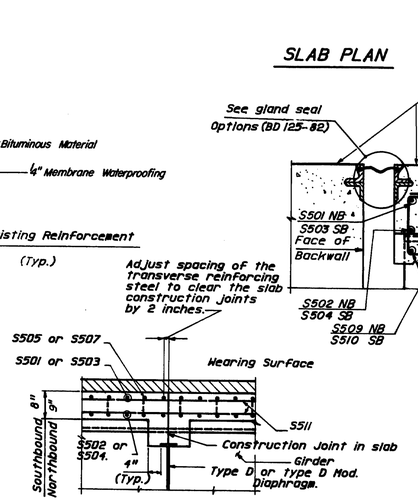


NOTE: The armored joints for the expansion devices may have a butt joint per unit as determined by the contractor to facilitate placement. The gland seal shall be one continuous piece per unit installed after the complete installation of the joint armor.

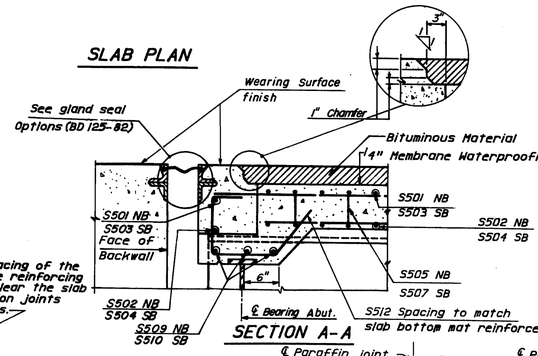


NOTE: For Exp. Device Detail, see (BD 125-82).

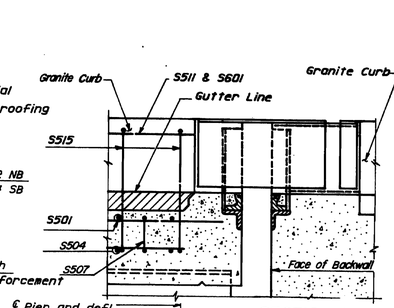
SECTION C-C



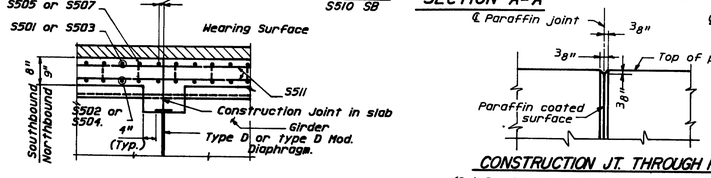
OPTIONAL TRANSVERSE CONSTRUCTION JOINT DETAIL



SECTION A-A



SECTION B-B



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 44-132-65710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
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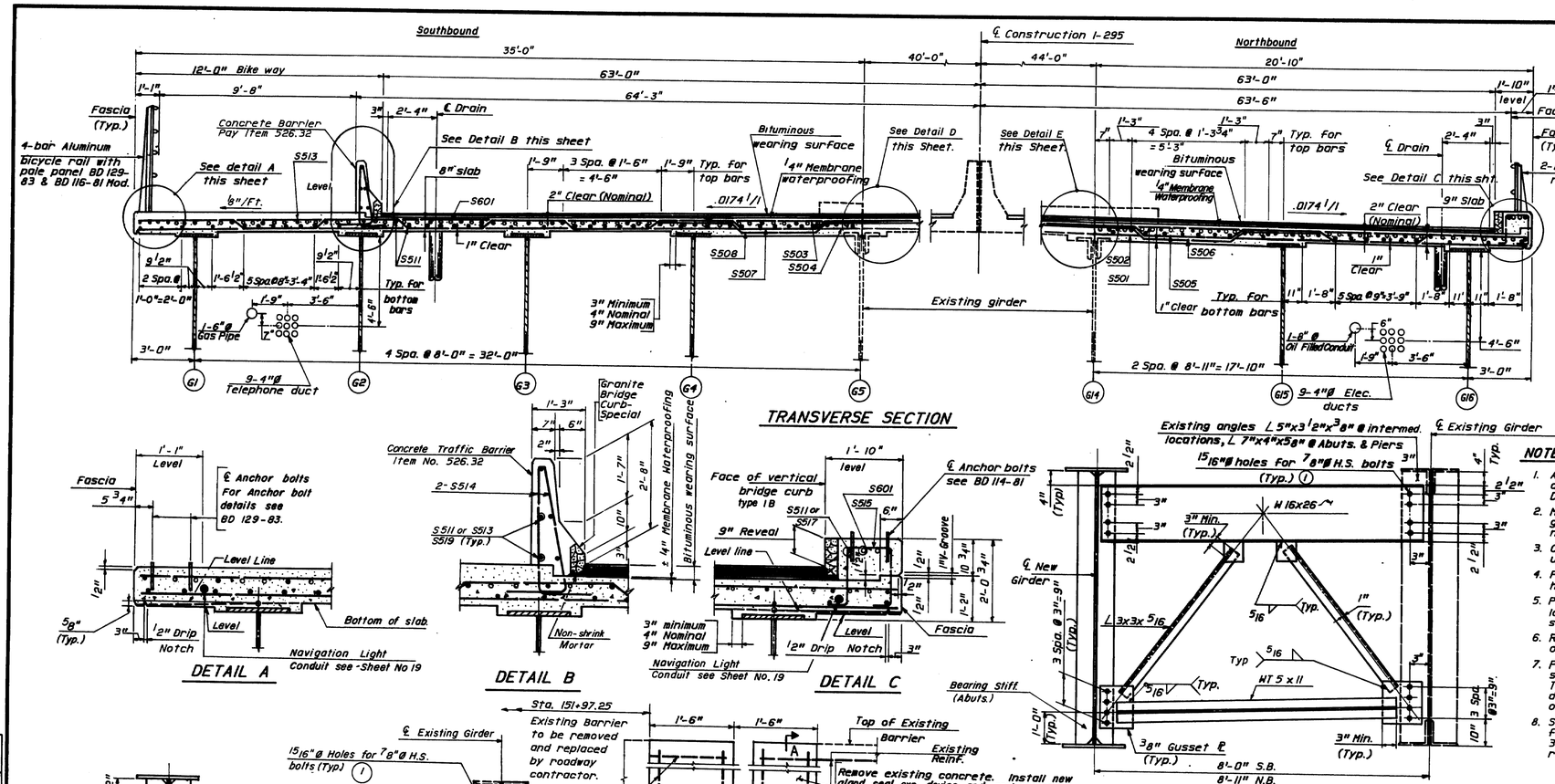


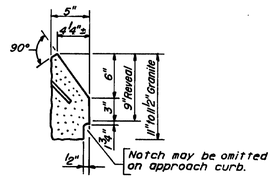
TRANSVERSE SECTION

DETAIL A

DETAIL B

DETAIL C

DIAPHRAGM TYPE "D" MODIFIED

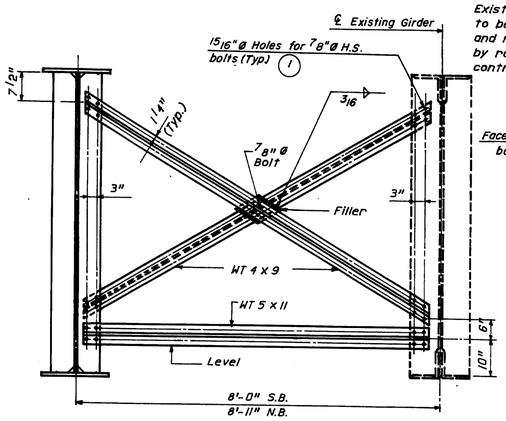


GRANITE BRIDGE CURB-SPECIAL

For details not shown see curb Section type 1A & 1B BD 126-81. Pay Item 609.133

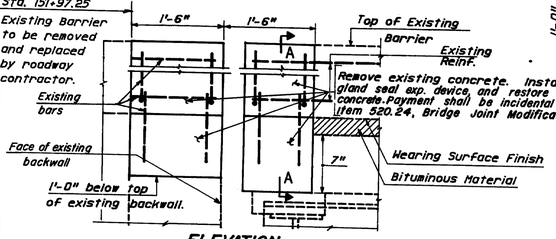
NOTES:

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.



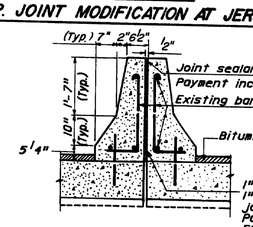
DIAPHRAGM TYPE "L" MODIFIED

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



ELEVATION

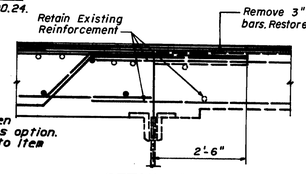
EXP. JOINT MODIFICATION AT JERSEY BARRIER



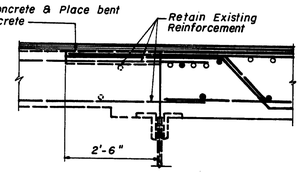
SECTION A-A

(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.



DETAIL D



DETAIL E

REFERENCES

Curb Section	BD 126-81
Drain	
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	4.5
	CHECKED	JDD	12/85
	REVISIONS		
	FIELD CHANGES		

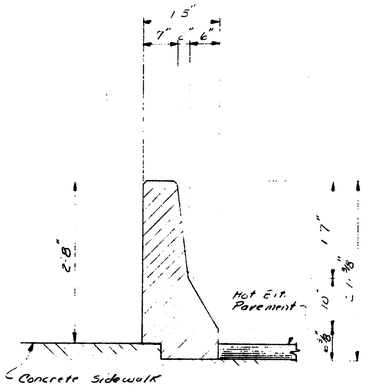
DRAWING 44132.457101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

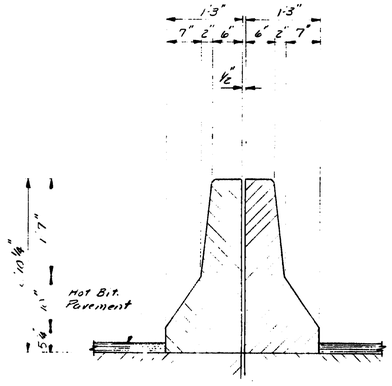
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
TRANSVERSE SECTION

SHEET 18 OF 35 AUGUSTA, MAINE

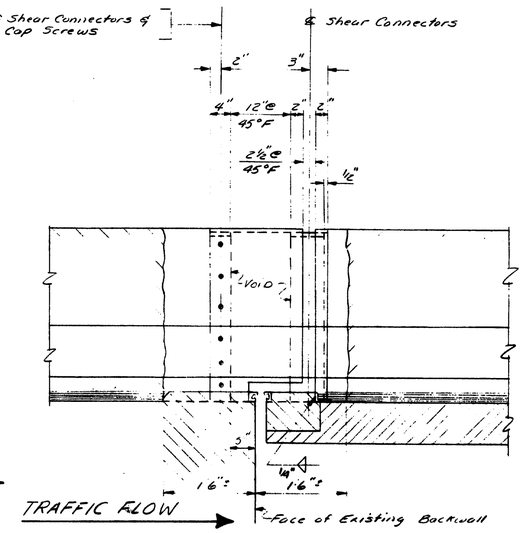
FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	EE-495-3(494)50	22A	130



PEDESTRIAN BARRIER
(Concrete dimensions)

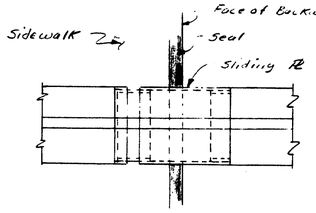


EXISTING MEDIAN BARRIER
(Concrete dimensions)

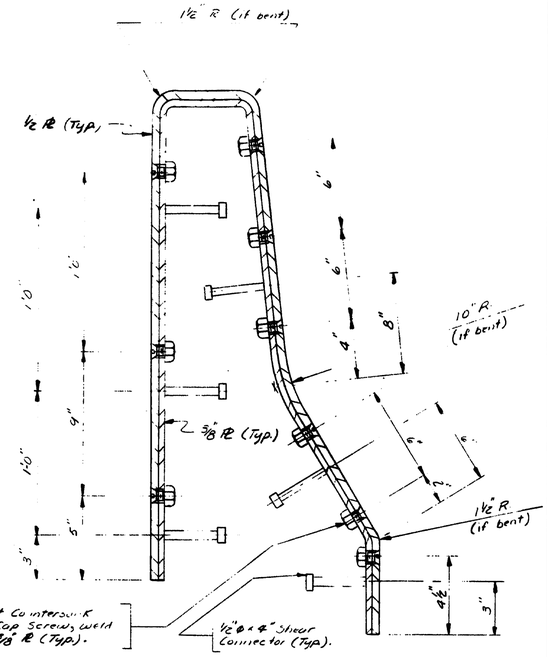


VIEW A-A

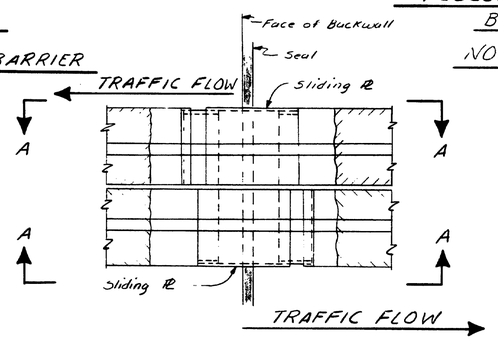
Median Barrier shown, rotate 180° for Pedestrian Barrier



PLAN PEDESTRIAN BARRIER



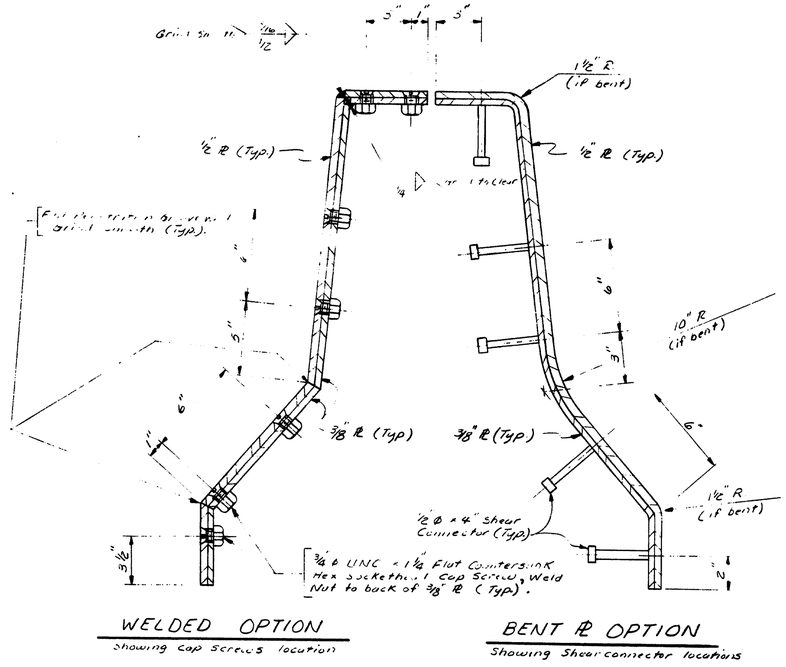
PEDESTRIAN BARRIER
BENT ℞ OPTION



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.



WELDED OPTION
Showing cap screws location

BENT ℞ OPTION
Showing Shear connector locations

MEDIAN BARRIER

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	VGS/RWC	3-06
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

DRAWING 44132 45701

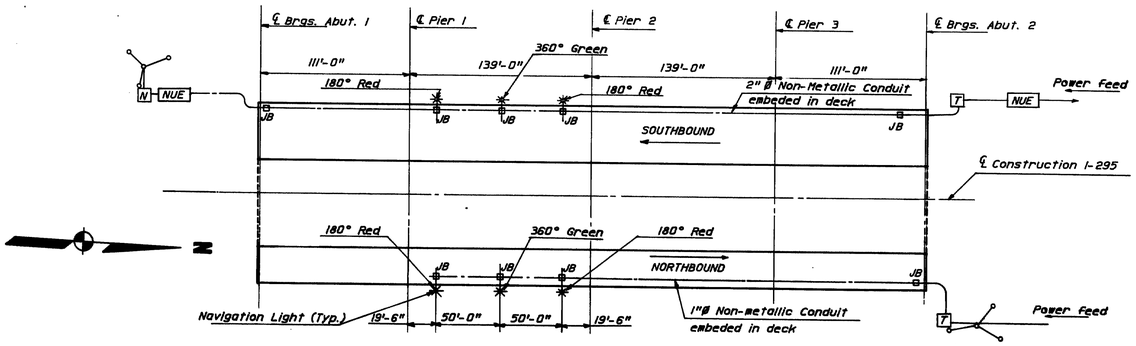
103-284

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

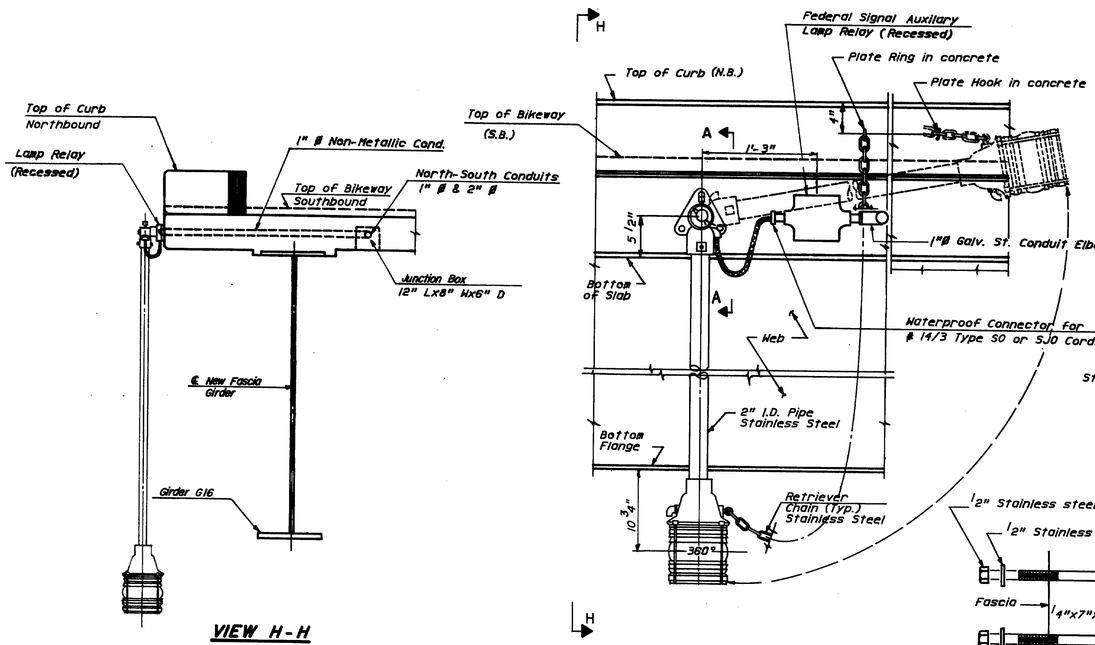
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
BARRIER EXPANSION DAM

SHEET 184 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	190



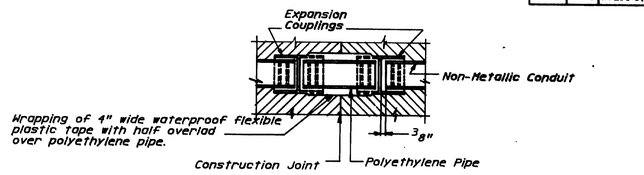
PLAN



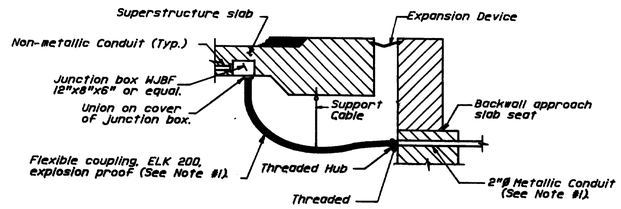
VIEW H-H

NAVIGATION LIGHT DETAIL

(6 Required 1 Red @ 180° & 2 Green @ 360°)



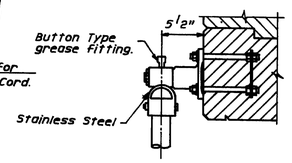
EXPANSION DEVICE FOR NON-METALLIC CONDUIT AT CONSTRUCTION JOINTS



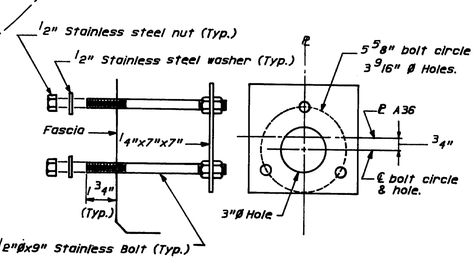
TYPICAL CONDUIT SYSTEM AT ABUTMENTS

ELECTRICAL SYMBOLS LEGEND

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



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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

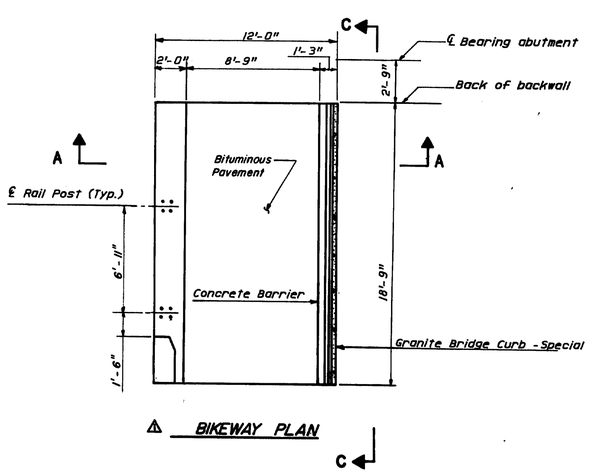
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
NAVIGATION LIGHTING

SHEET 19 OF 35 AUGUSTA, MAINE

PROJECT ROBIN ENGINEER AC	BY	DATE
PLANS DESIGN - DETAILED	AH	2-85
CHECKED	AF	
REVISIONS		
FIELD CHANGES		

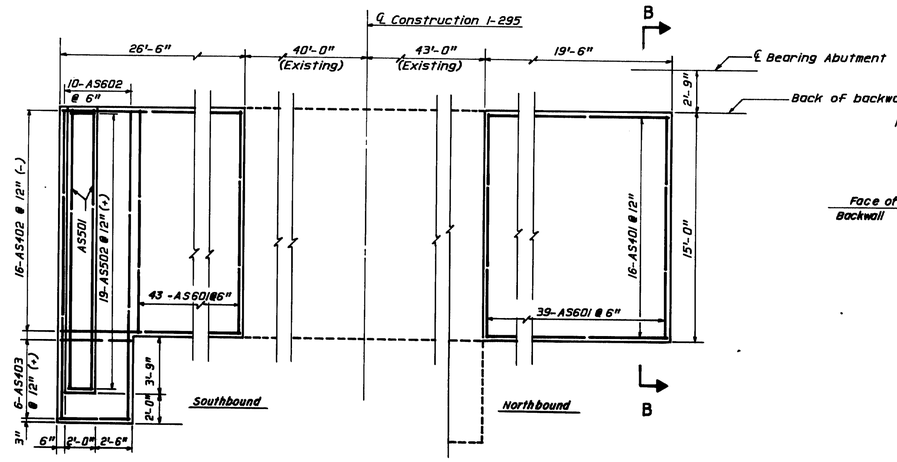
BRUNING 44-132 45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	2.4	190

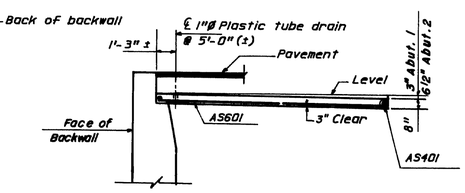


⚠ BIKEWAY PLAN

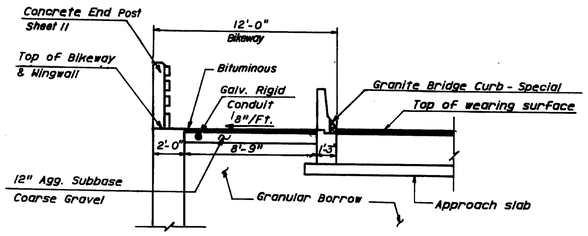
C



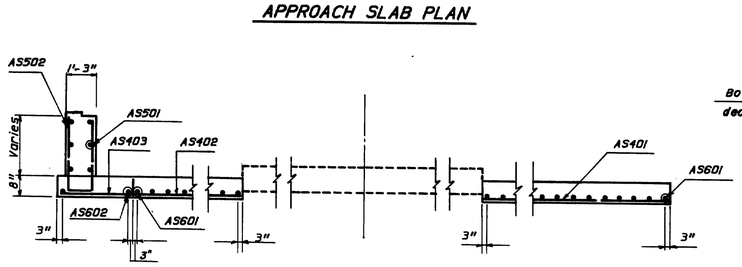
APPROACH SLAB PLAN



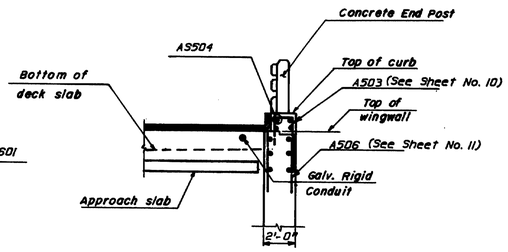
SECTION B-B



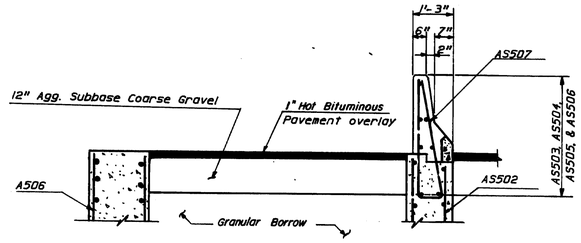
END VIEW (Southbound)



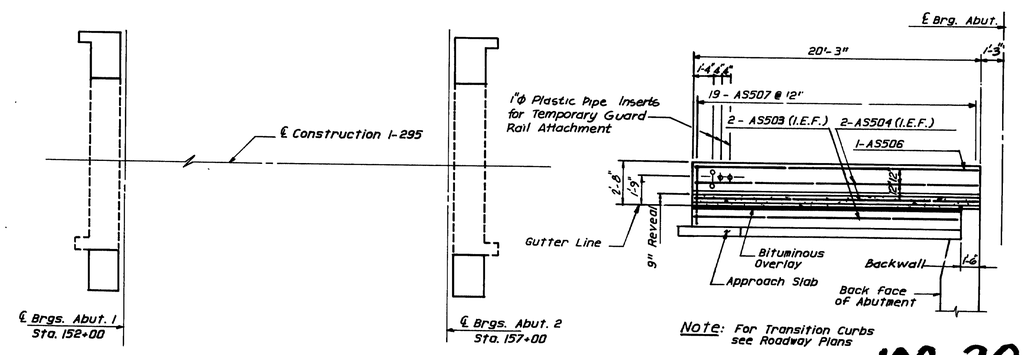
ELEVATION



END VIEW (Northbound)



SECTION A-A



LOCATION PLAN

Note: For Transition Curbs see Roadway Plans

⚠ VIEW C-C

103-286

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

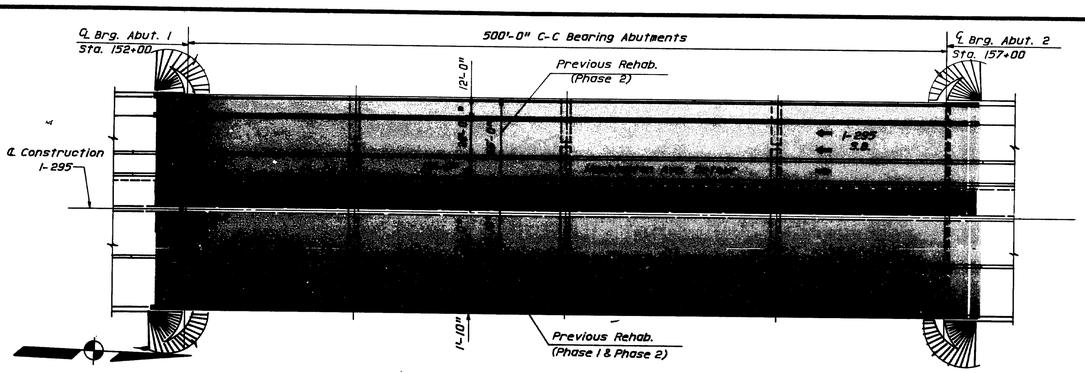
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY
APPROACH SLAB DETAILS

SHEET 20 OF 35 AUGUSTA, MAINE

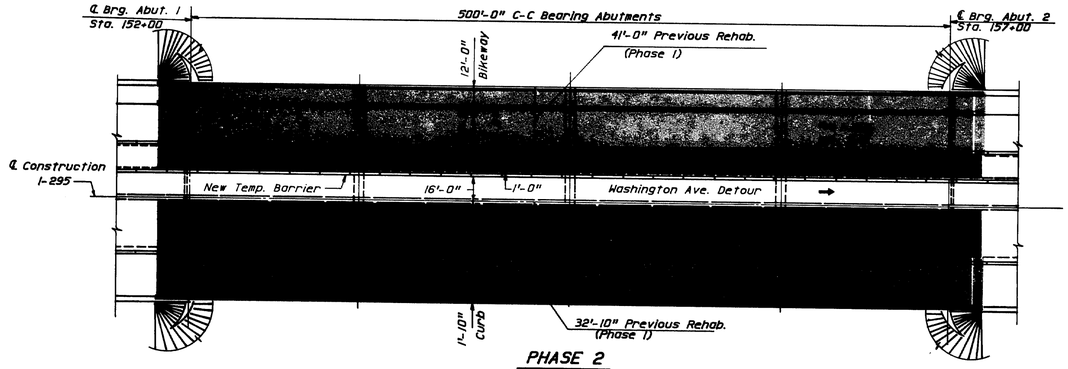
PROJECT DESIGN ENGINEER	A.F	BY	DATE
PLANS	DESIGN - DETAILED	J.D.D	C.H 2/85
	CHECKED		A.F
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132-48710-1

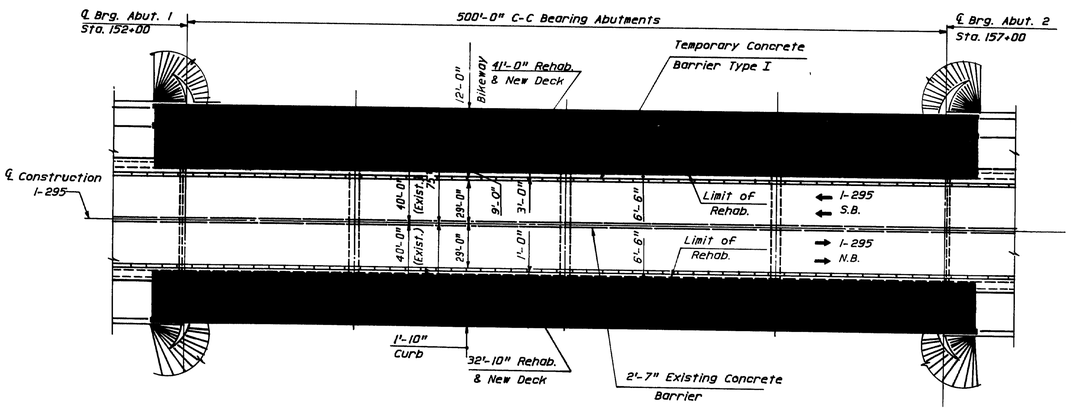
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	29	130



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.

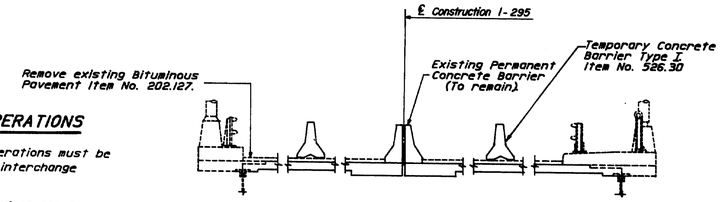
SCHEDULE OF OPERATIONS

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.

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.

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



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.

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 AF		BY	DATE
PLANS	DESIGN DETAILED	AF	4/85
	CHECKED	XM	"
	REVISIONS	JDD	
	FIELD CHANGES		

BRUNING 44-132-4710-1

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. 1 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
	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. 1 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

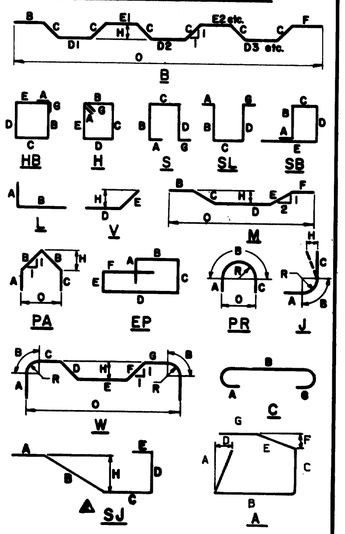
BENT BARS

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'-1"	6'-8"	4'-2"	1'-0"	0"	0"	0"				Abutment Footing
A512	50	13'-9"	A	0"	4'-2"	5'-3"	0"	4'-1"	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'-1"	6'-8"	4'-2"	1'-0"	0"	0"	0"				Abutment Footing
A512	50	13'-9"	A	0"	4'-2"	5'-3"	0"	4'-1"	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 Adm. no.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	22	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 (S609) 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 Revised ACI Standard	9-26-88 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	DESIGN - DETAIL	CFK	SJ	2-85
	CHECKED	JDD		
	REVISIONS			
	FIELD CHANGES			
	BY			DATE

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

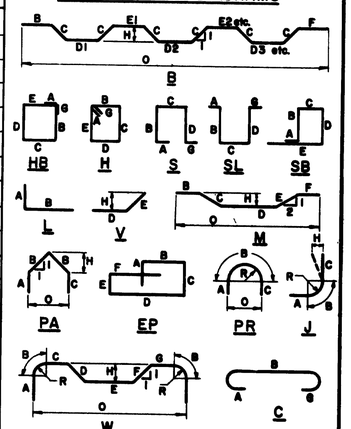
BENT BARS

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"	H	6"	4'-3"	4'-6"	4'-3"	4'-6"		6"				Pier Cap
		TO 21'-6"				TO 6'-0"		TO 6'-0"						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"	H	6"	4'-3"	4'-6"	4'-3"	4'-6"		6"				Pier Cap
		TO 21'-6"				TO 6'-0"		TO 6'-0"						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"	H	6"	4'-3"	4'-6"	4'-3"	4'-6"		6"				Pier Cap
		TO 21'-6"				TO 6'-0"		TO 6'-0"						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	DESIGN - DETAIL	BY	DATE
	CHECKED	C.F.K.	2-85
	REVISIONS	S.M.	
	FIELD CHANGES	J.D.D.	

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(94)50	27	190

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 (A 502) bar size - #5
   Mark (P 1001) bar size - #10
   Mark (S 609) 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	New Bent Bar Type SJ	9-26-88
1	Revised ACI Standard	5-12-88
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

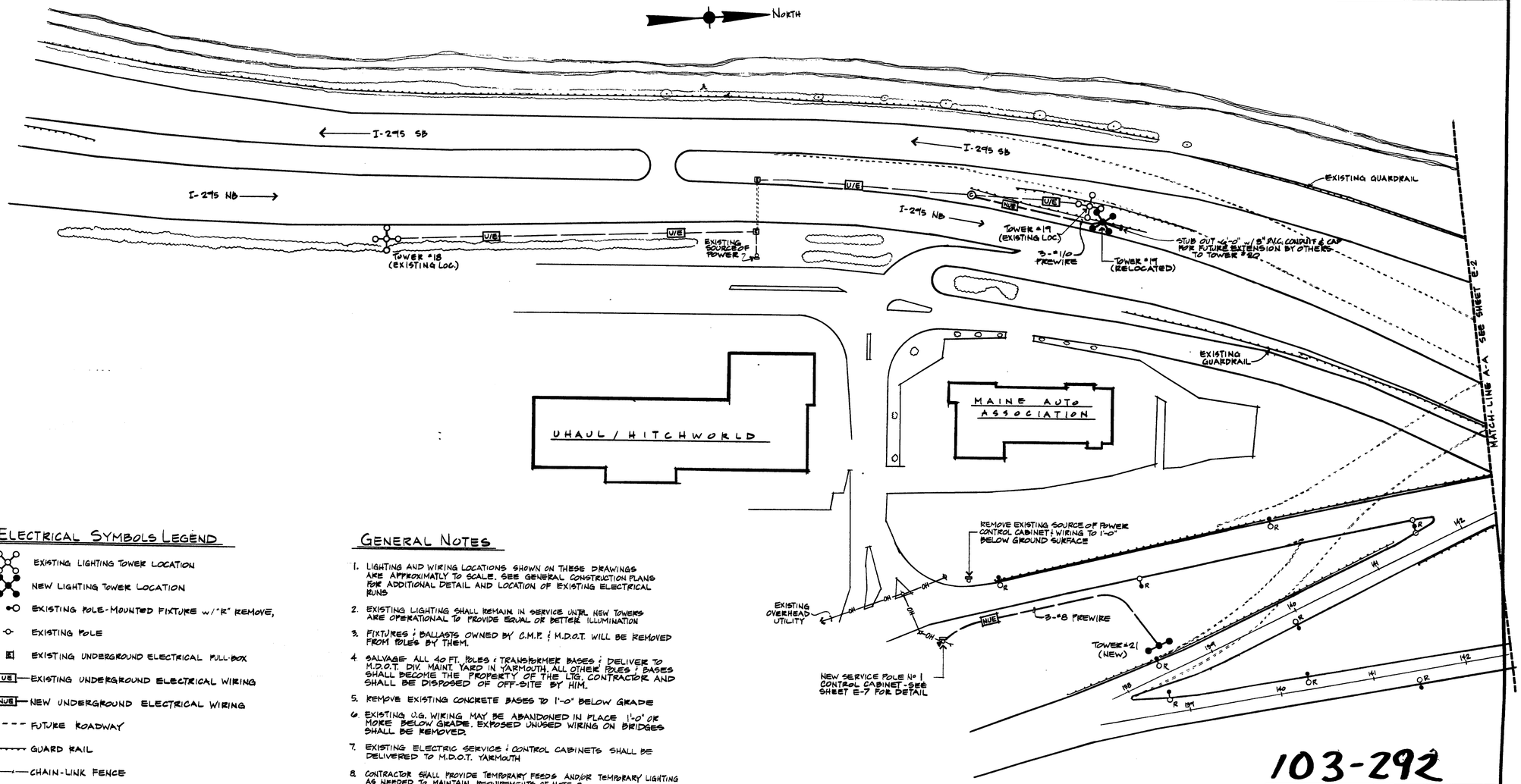
REINFORCING STEEL SCHEDULE

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	164	12'-3"	Over Piers
S603	77	13'-3"	Over Piers
S619	10	22'-6"	Traffic Barrier

MARK	NO.	LENGTH	LOCATION
		APPROACH SLAB	
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.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-299-3(96)90	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
- UE — 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 APPROXIMATELY 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

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

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

103-292

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

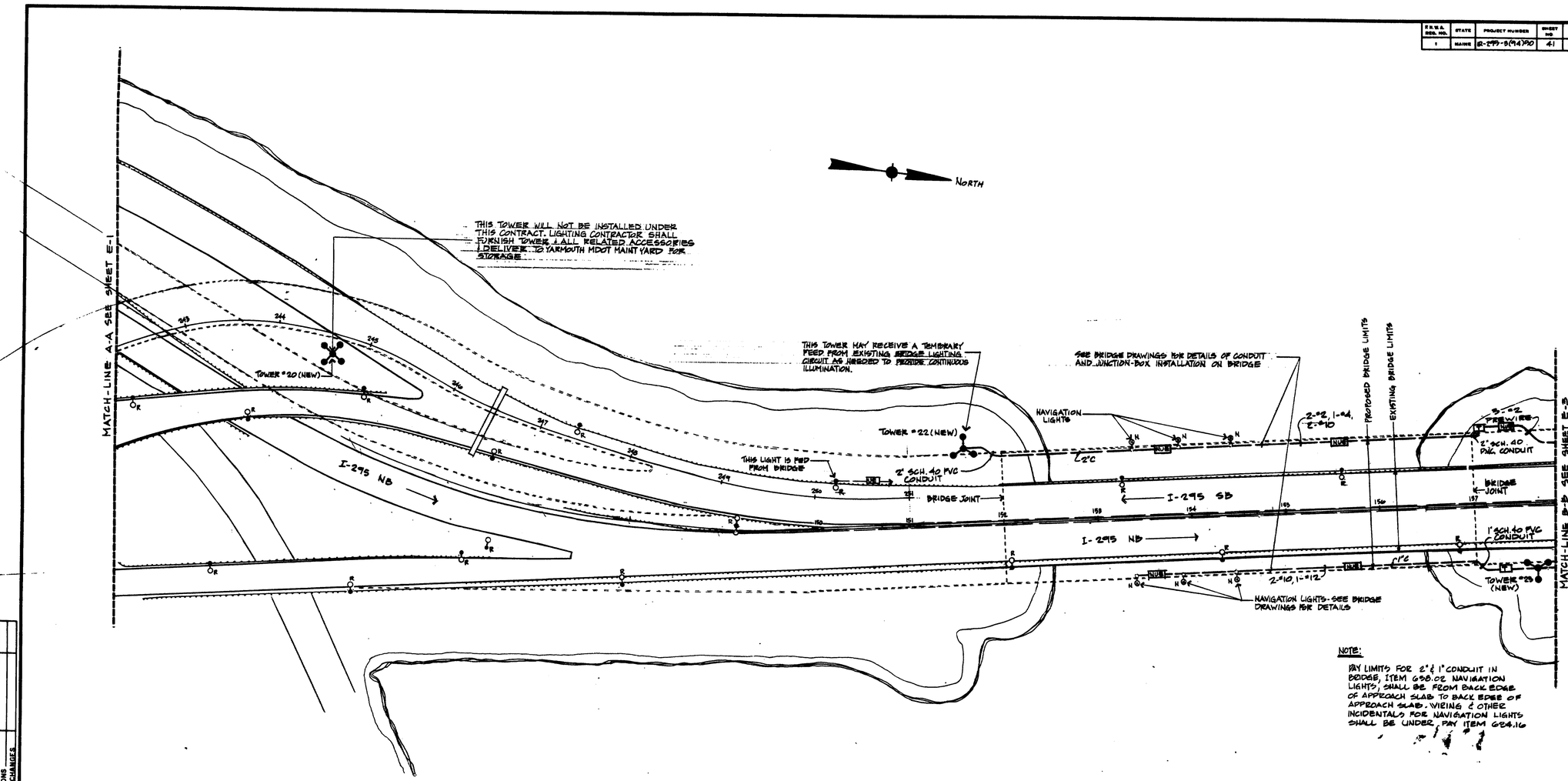
I-295 INTERCHANGE COMPLEX
TUKEYS BRIDGE
OVER
BACK COVE
IN THE TOWN OF
PORTLAND
CUMBERLAND COUNTY

LIGHTING PLAN - No. OF FRANKLIN ST.

SHEET 40 OF 130 AUGUSTA, MAINE E-1

BRUNING 44-132 45710-1

F.A.H.S.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-299-5(94)90	41	130



NOTE:

PAY LIMITS FOR 2" & 1" CONDUIT IN BRIDGE, ITEM 630.02 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 ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

RUNNING 44-132.45710-1

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)150	42	150

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 (ONLIED BY CMP CO.) ON THIS RAMP DURING CONSTRUCTION PERIOD. (PAY ITEM 654.160)

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

2-#8, 1" RIGID STEEL COND.

3-#10 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 94, 4W, 12,470/7200

TO EXISTG TRANSFORMER POLE (REMOVE)

NEW SERVICE POLE #2 & CONTROLLER

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

EXISTING U.G

MATCH-LINE A-A SEE SHEET E-2

MATCH-LINE C-C SEE SHEET E-4

1" = 50'

50 0 50 100 150 200

103-294

REV.	DESCRIPTION	BY	DATE
1	ADDENDUM 1	SSS	6-12-85
2	MINOR CONDUIT LOCATION REV.	SSS	6-17-85

PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
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

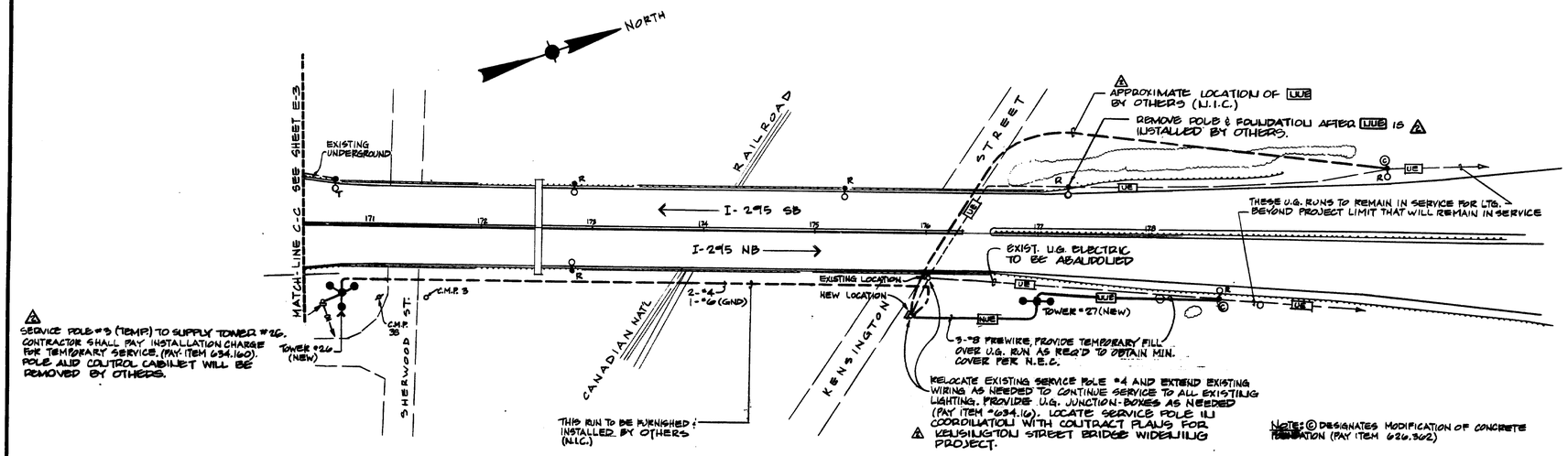
LIGHTING PLAN - INTERCHANGE AREA

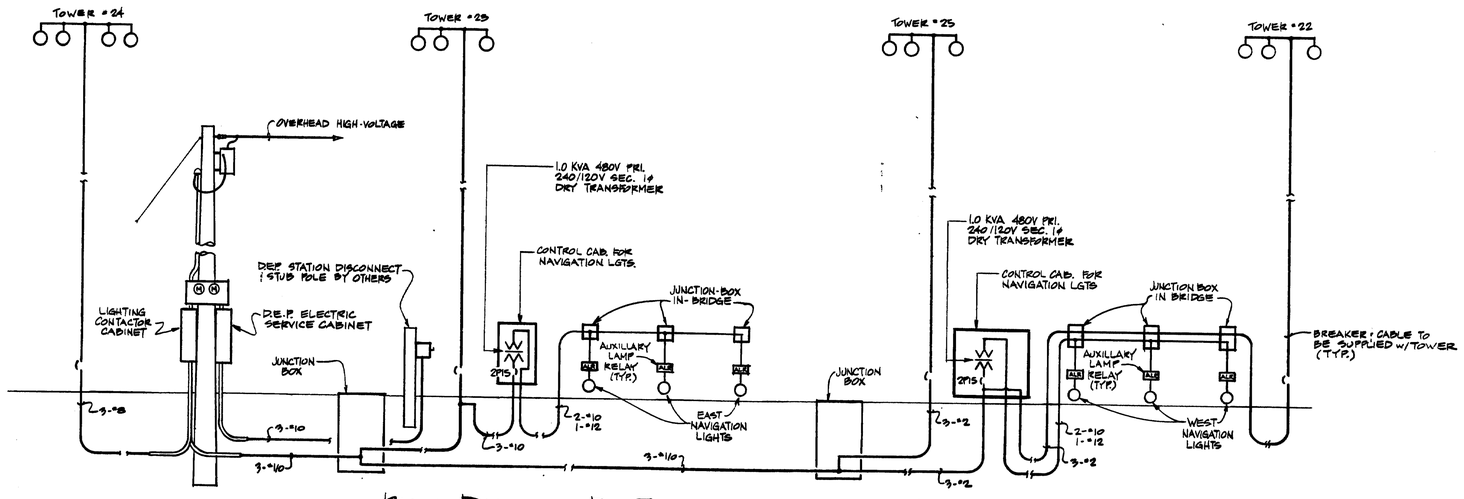
SHEET 42 OF 150 AUGUSTA, MAINE

E-3

DRAWING 44-132-457101

F.A. & A. PROJ. 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

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

DRAWING 44-132 45710-1

103-295

REV.	DESCRIPTION	BY	DATE
1	ADDENDUM 1	SSG	6-12-85
2	MINOR CONDUIT LOCATION REV.	SSG	6-12-85

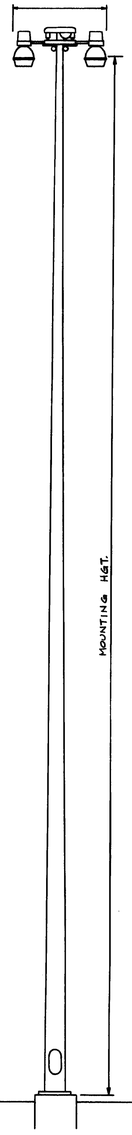
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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

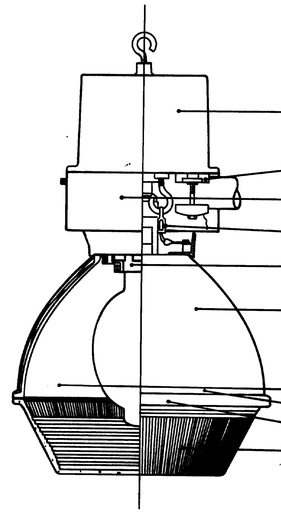
LIGHTING PLAN - SHERWOOD ST. / KENSINGTON ST.

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(4)120	44	130



634.207

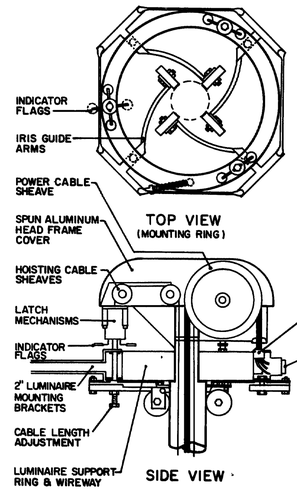


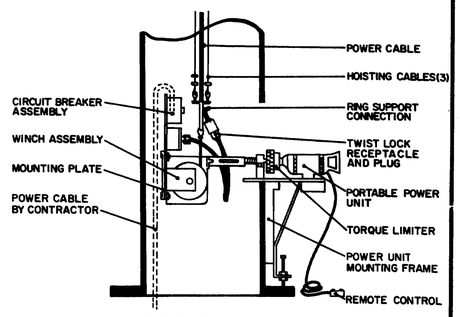
1000 WATT LUMINAIRE

LIGHTING TOWER SCHEDULE

TOWER No.	HGT. (FT)	LOCATION STATION	LOCATION OFFSET	LUMINAIRES QTY.	LUMINAIRES WATTS	LUMINAIRES DISTRIB.	REMARKS
19	100'	457+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'	257+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

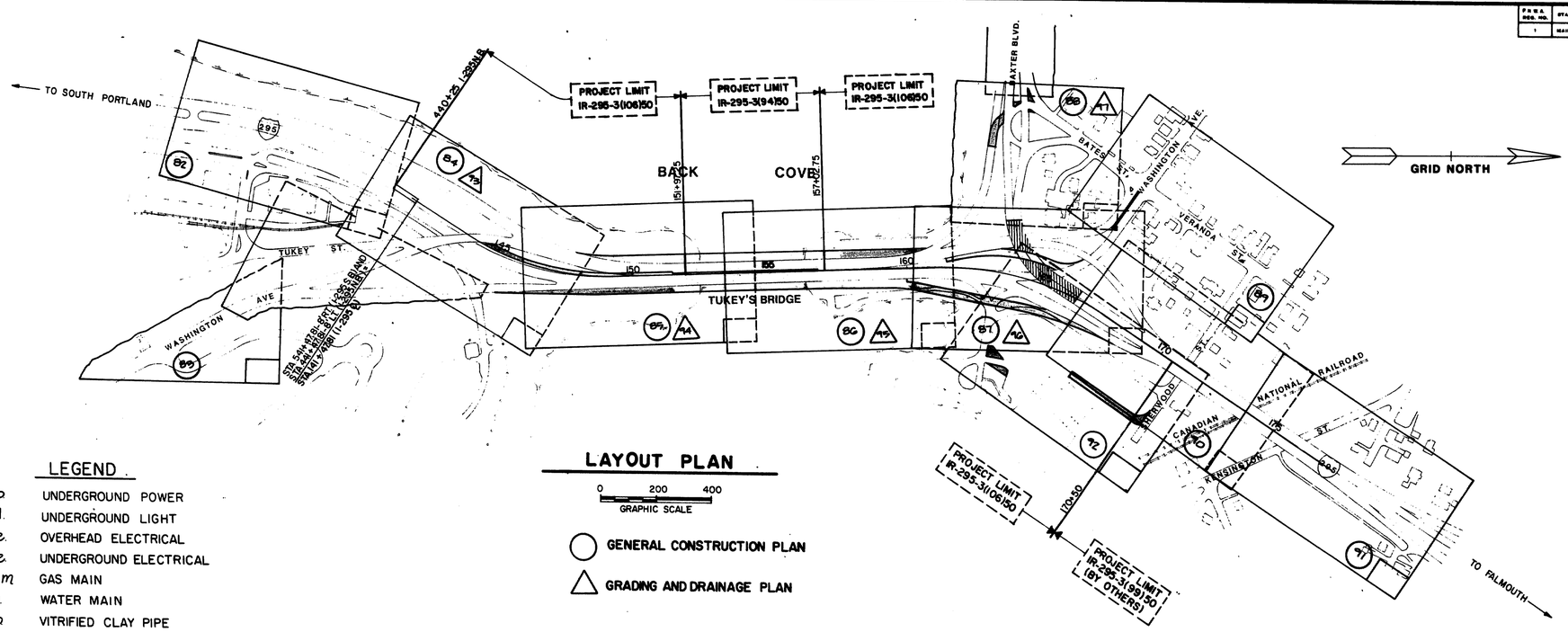
103-296

PLANS	DATE	BY
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS HIGH-MAST LIGHTING

F.A.P. & 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

ugp	UNDERGROUND POWER
ugl	UNDERGROUND LIGHT
ohe	OVERHEAD ELECTRICAL
uge	UNDERGROUND ELECTRICAL
gas m	GAS MAIN
wm	WATER MAIN
vcp	VITRIFIED CLAY PIPE
acp	ASBESTOS CEMENT PIPE
rcp	REINFORCED CONCRETE PIPE
cip	CAST IRON PIPE
br	BRICK SEWER OR STORM DRAIN LINE
cb	CATCH BASIN
dmh	DRAINAGE MANHOLE
tmh	TELEPHONE MANHOLE
emh	ELECTRICAL MANHOLE
smh	SEWER MANHOLE
net	NEW ENGLAND TELEPHONE
cmp	CENTRAL MAINE POWER
sd	STORM DRAIN-TYPE OF PIPE UNKNOWN
s	SEWER-TYPE OF PIPE UNKNOWN
w.s.o.	WATER SHUT OFF
b.o.	BLOW OFF
jb	JUNCTION BOX

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

DRAWING 44-132 4571D-1

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 (M.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 SCALES

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

103-297

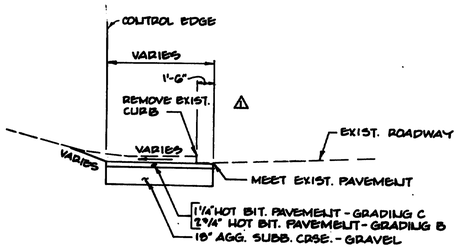
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

KEY PLAN, LEGEND & GENERAL NOTES

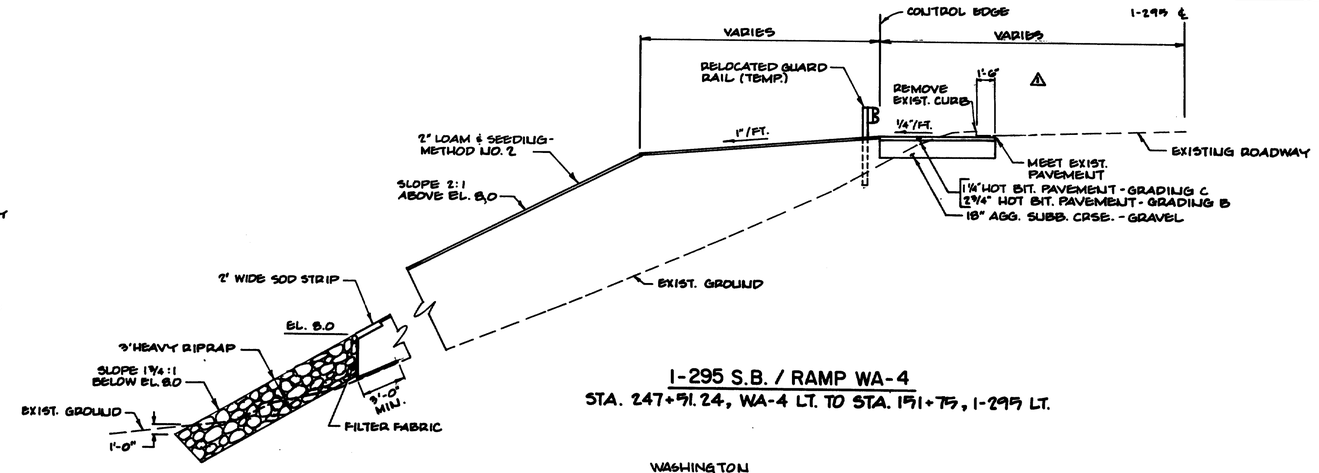
SHEET 48 OF 130 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295(106)50	49	190



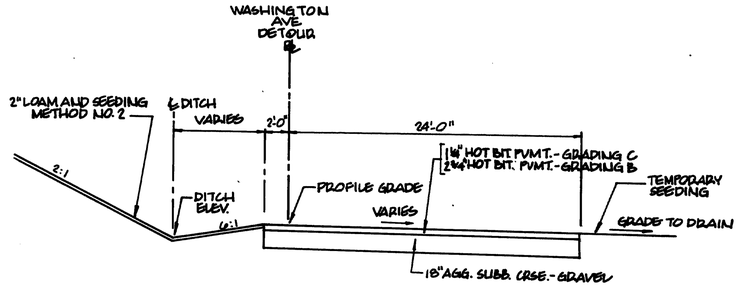
I-295 MEDIAN

STA. 144+25 ± TO STA. 151+75



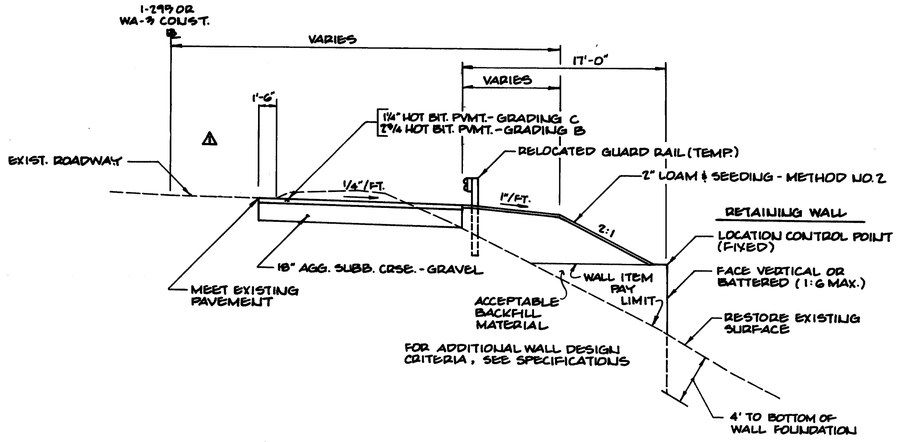
I-295 S.B. / RAMP WA-4

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



WASHINGTON AVE. DETOUR

STA. 9+00± TO STA. 14+27±

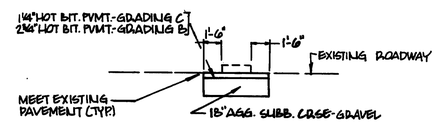


I-295 N.B. / RAMP WA-3

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 ⅝" 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-2 EXT) TO STA. 297+30 (WA-2)

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

DRAWING 44-132-45710-1

NO.	DESCRIPTION	BY	DATE
⚠ ⚠	TEMP. BAR LIST SHOWN	BWA	6-6-89

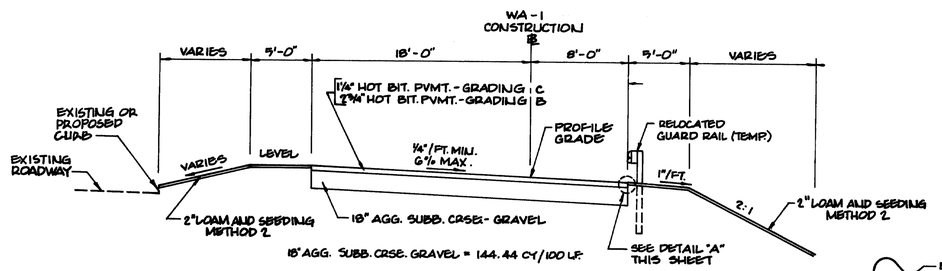
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

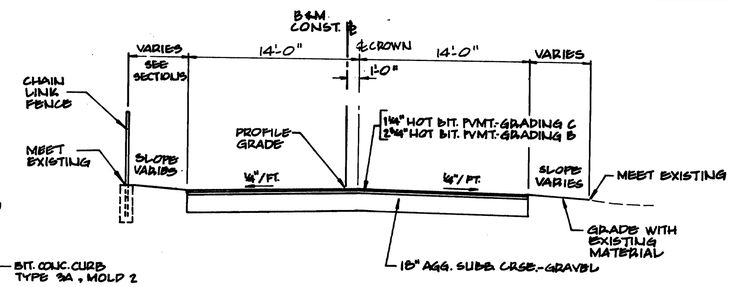
TYPICAL SECTIONS

SHEET 49 OF 190 AUGUSTA, MAINE

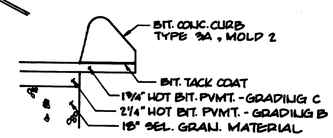
F.A.P. OR S.P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
-	MAINE	IR-295-3(10)650	50	130



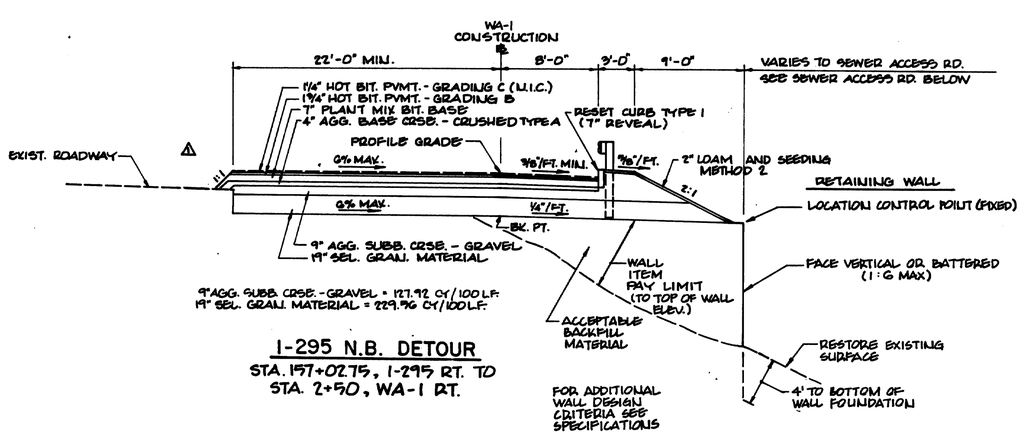
I-295 N.B. DETOUR
STA. 2+50 WA-1 TO
STA. 210+00 I-295 N.B. DETOUR



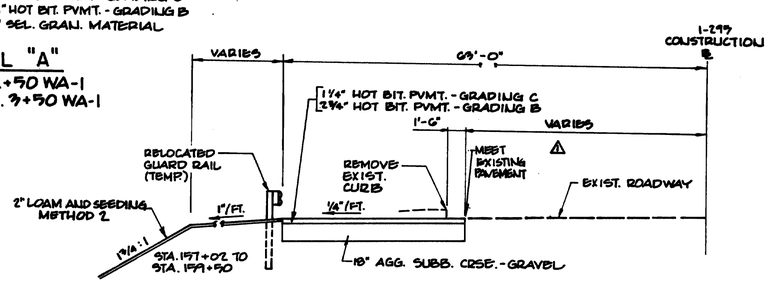
B & M DRIVEWAY



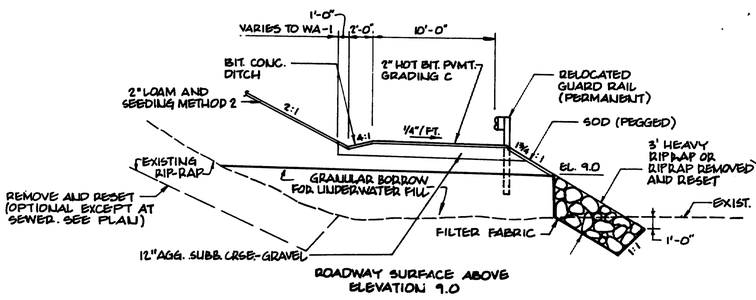
DETAIL "A"
STA. 2+50 WA-1
TO STA. 3+50 WA-1

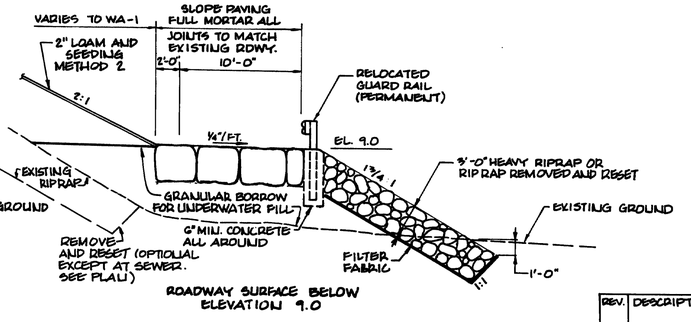


I-295 N.B. DETOUR
STA. 157+02.75, I-295 RT. TO
STA. 2+50, WA-1 RT.



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. 7.0. 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. U.I.C. MEANS NOT IN THIS CONTRACT.

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

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

BRUNING 44 12 45 7101

DRAINAGE

STATION	RCP SIZE	RCP LENGTH	RCP CLASS	CAP SIZE	CAP LENGTH	CMP SIZE	CMP LENGTH	CULVERT PIPE SIZE	CULVERT PIPE LENGTH	CATCH BASINS A1-C	A5-P	B1	B1-C	C1	E	F	MAN HOLES	UNDERDRAINS 'B' LENGTH	UNDERDRAINS 'C' SIZE	UNDERDRAINS 'C' LENGTH	UNDERDRAINS 'B' OUTLET LENGTH	REMARKS
NORTH OF TUKEY'S BRGE.																						
RAMP WA-1																						
1+03 , 5' RT.											1											
1+03, 5' RT. TO 40' RT.	12"	93.2'	III																			A5-P
2+89, 26 LT. TO 3+49 5' RT.	12"	64.5	III																			
3+49, 5' RT.												1										
3+49, 9' RT. TO 37' RT.	15"	90'	III																			
3+49, 5' RT.	15"	4'	III																			STUB W/END COVERED
3+49, 41' RT.															1							
3+49, 41' RT. TO 68' RT.				15"	24.1'																	
4+49, 60 RT. TO 4+71 3' RT				18"	67'																	
4+66, 05' RT. TO 6+47, 8' RT.				24"	183'																	COVER UPSTREAM END
4+66, 64' RT. TO 5+40, 49' RT.				18"	76'																	
WASHINGTON AVE. DETOUR																						
14+18 , 9' RT.																						ALTER CB WITH TYPE B FRAME
NORTH OF TUKEY'S BRIDGE I-295																						
157+75 61.5' LT TO 157+60 28' RT	12"	33.3'	III																			
157+77 61.5' LT TO 158+77 61.5' 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+63 56' RT - 302+98 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+97, "																						ALTER CB WITH TYPE B FRAME
147+61, "																						ALTER CB WITH TYPE B FRAME
148+88, "																						ALTER CB WITH TYPE B FRAME
149+91 , 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																			

DRAWING 44-132 30625

DRAINAGE CONT'D.

F. H. W. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	91	130

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

103-300

REVISED AS BUILT 1986
John E Mayo

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

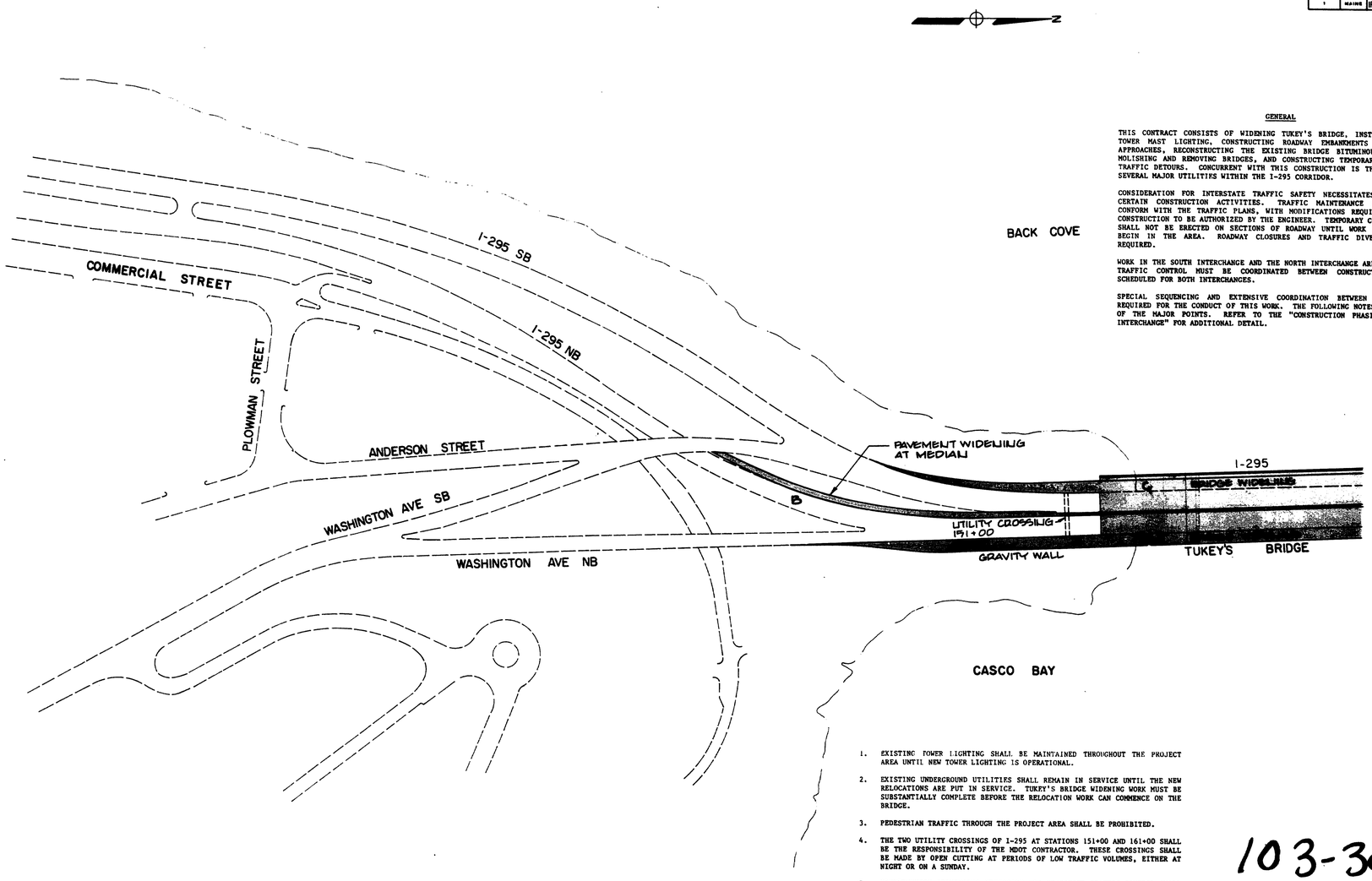
I-295 PORTLAND

DRAINAGE SUMMARY

SHEET 91 OF 130 AUGUSTA, MAINE

REEL
103
5/301 Thru 400

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(108)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 TOWER 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 ENGINEER	BY	DATE
DESIGN DETAILED		
CHECKED		
PLANS REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

103-301

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

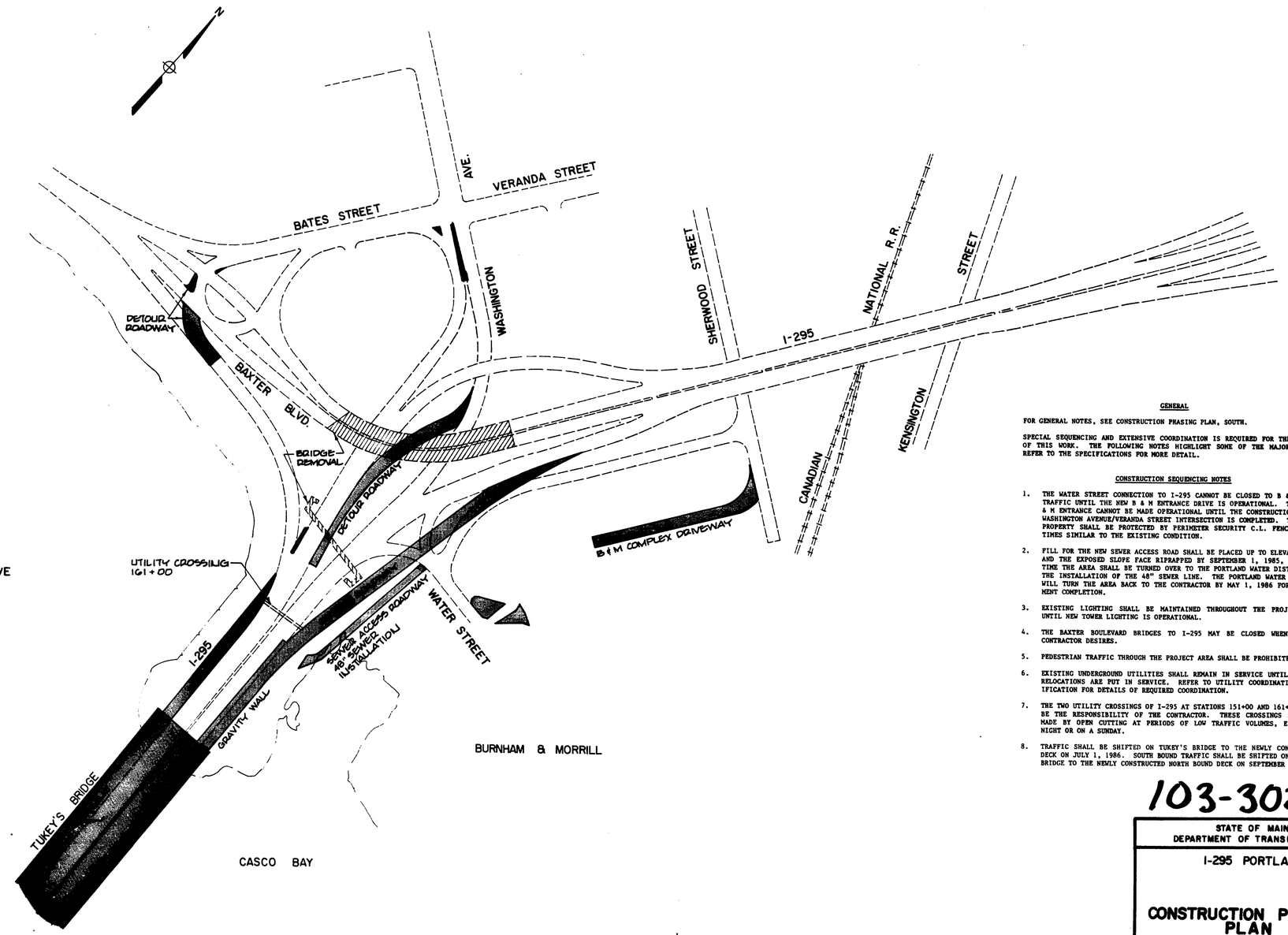
I-295 PORTLAND

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	R-295-3(106)50	63	190



PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS FIELD CHANGES		

BRUNING 44-132-45710

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 G3 OF 190 AUGUSTA, MAINE

F.A.P.G. SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	64	192

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

DETOUR
26 NORTH
WASHINGTON AVENUE

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

INSET

DETOUR
26 NORTH
WASHINGTON AVENUE

DG-16b
DG-17b

DG-16a
DG-17a

APPROX. NORTH

GORHAM

WESTBROOK

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

MAINE TURNPIKE

EXIT 6

EXIT 6A

EXIT 7

SCARBOROUGH

EXIT 8

MAINE TURNPIKE

EXIT 9

EXIT 10

PORTLAND

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)

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

PROJECT LOCATION

PRESUMPSCOT STREET

PRESUMPSCOT RIVER

FORE RIVER

CONGRESS ST

WASH AVE

INSET

TUKEY'S BRIDGE

EAST COMMERCIAL STREET

PORTLAND HARBOR

SOUTH PORTLAND

FALMOUTH

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

CUMBERLAND

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

YARMOUTH

REMOVE MESSAGE AND INSTALL GA-15V

CAPE ELIZABETH

GA-15V
DETOUR
EXIT 8
GA-15b

26 NORTH
Washington Ave.
EXIT LEFT 1 MILE
GA-15a

EXISTING SIGN

REMOVE MESSAGE AND INSTALL GA-15W

LEFT LANE
GA-15W
(SEE NOTE 2)

1 SOUTH
BAXTER BLVD.
BRIDGE CLOSED
½ MILE
CW-7

1 SOUTH
BAXTER BLVD.
BRIDGE CLOSED
1 MILE
CW-6

1 SOUTH
BAXTER BLVD.
BRIDGE CLOSED
2 MILES
CW-5

DG-7B
DG-7C EXIT 15
ALTERNATE
SOUTH 295 SOUTH 1
Saco Kittery
½ 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. 692.95, 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 BUTTRAMICE 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 ENGINEER'S PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE

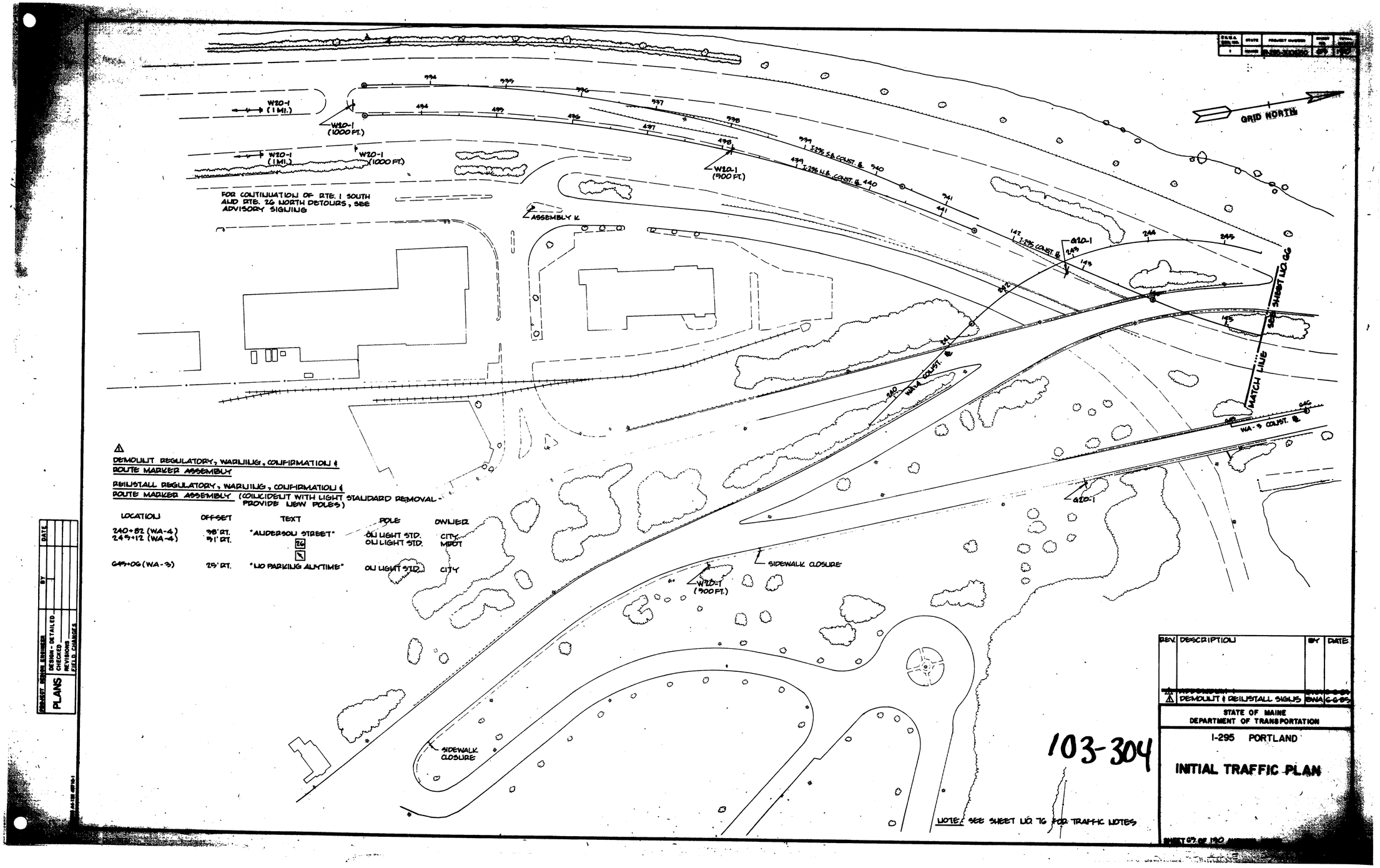
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

ADVISORY SIGNING PLAN

103-303

SHEET CASE NO.



⚠ DEMOUNT REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER ASSEMBLY

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

LOCATION	OFF-SET	TEXT	POLE	OWNER
240+82 (WA-4)	36' RT.	"ALDERSON STREET"	OLI LIGHT STD.	CITY
249+12 (WA-4)	91' RT.	R2-C	OLI LIGHT STD.	MDOT
645+06 (WA-3)	25' RT.	"NO PARKING ANYTIME"	OLI LIGHT STD.	CITY

REV.	DESCRIPTION	BY	DATE
⚠	DEMOUNT & REINSTALL SIGNS	BWA	6-6-95

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

103-304

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

SHEET 67 OF 130

F.A.P. OR S.P.R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	GG	130

DEMOUNT GUIDE SIGN

REINSTALL GUIDE SIGN (REINSTALL SIGNS ON NEW SIGN TRUSS)

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

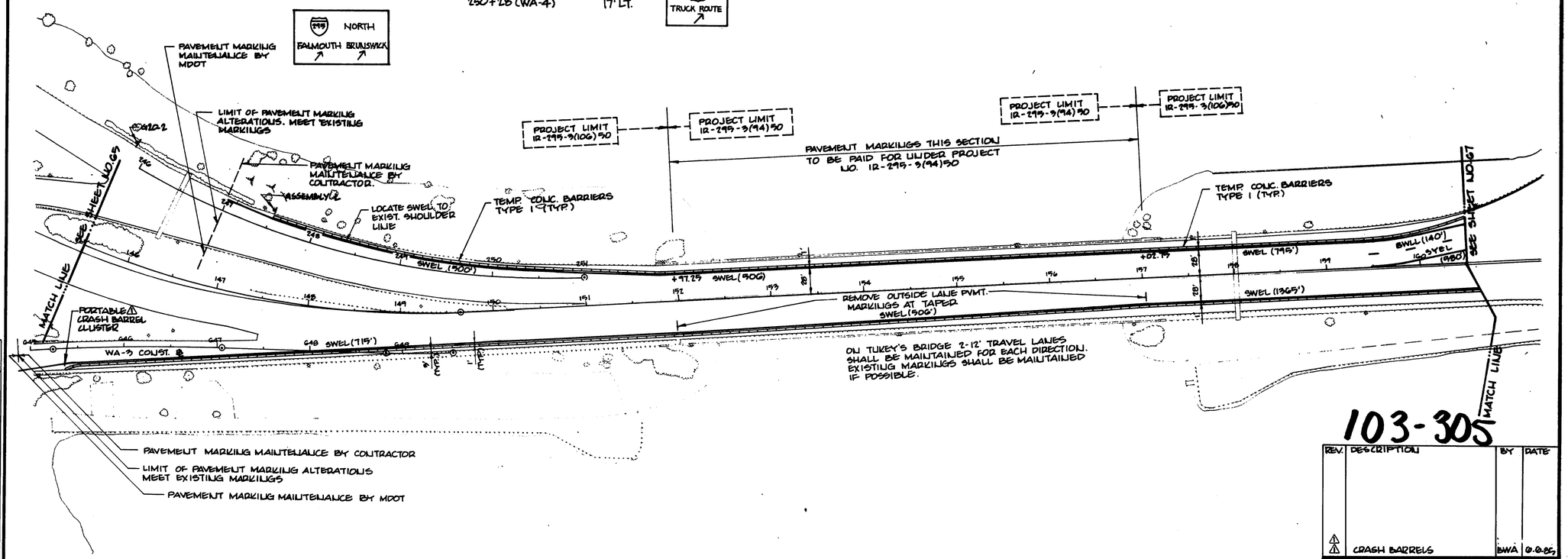
DEMOUNT REGULATORY WARNING CONFIRMATION AND ROUTE MARKER ASSEMBLY

LOCATION	OFFSET	TEXT	POLE	OWNER
158+30 (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+30 (I-295)	43' LT.	1A
250+28 (WA-4)	17' LT.	1A TRUCK ROUTE

GRID NORTH



NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

103-305

REV.	DESCRIPTION	BY	DATE
⚠ ⚠	CRASH BARRELS	BWA	10-10-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

SHEET GG OF 130 AUGUSTA, MAINE

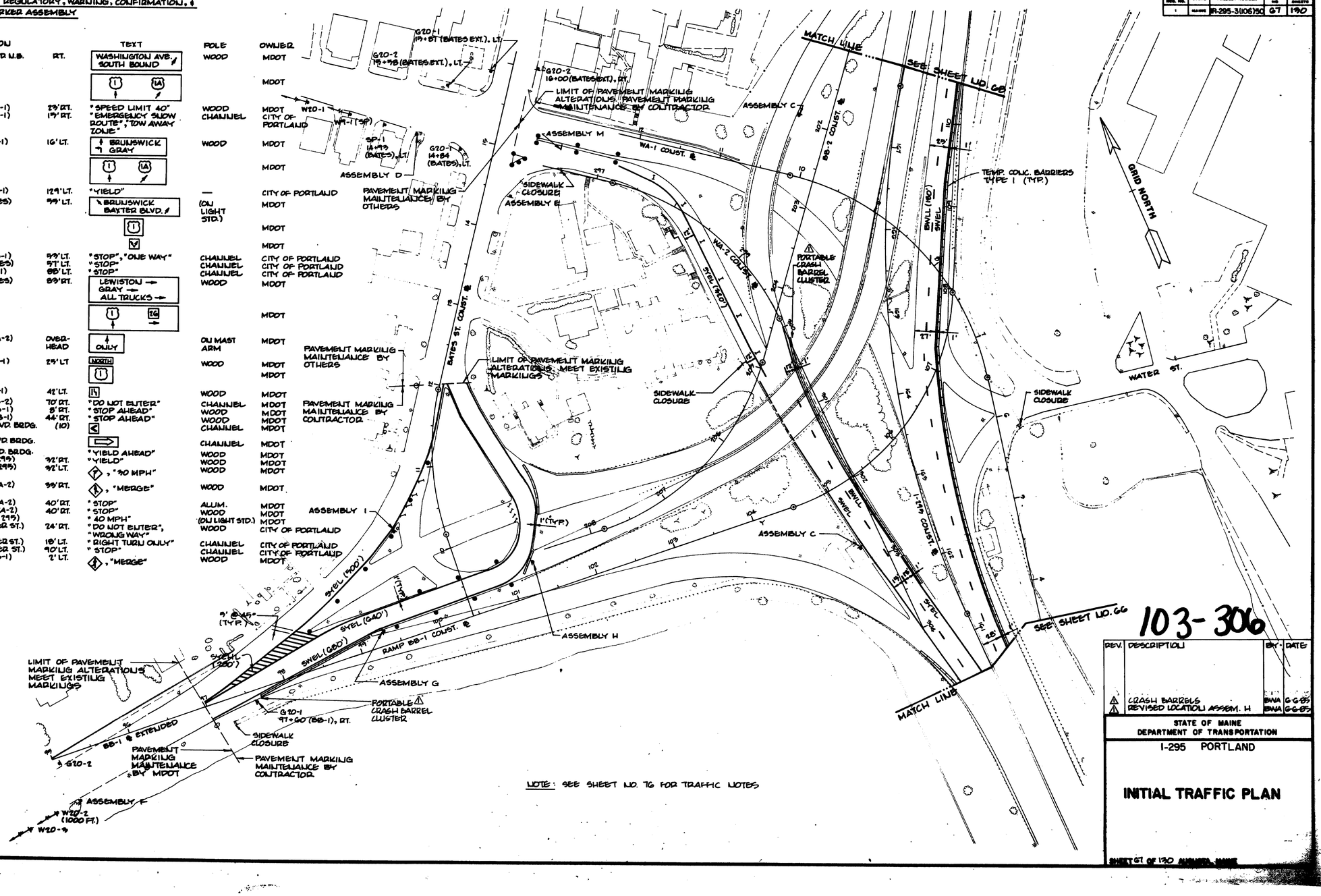
PROJECT REGION ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
PLANS REVISIONS		
FIELD CHANGES		

DRAWING 44-132 45710-1

S.B.G.A. DOC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)X	67	190

DISMOUNT REGULATORY, WARNING, CONFIRMATION, & ROUTE MARKER ASSEMBLY

LOCATION		TEXT	POLE	OWNER
BAXTER BLVD U.B.	RT.	WASHINGTON AVE. / SOUTH BOUND I 1A	WOOD	MDOT
				MDOT
97+99 (BB-1)	29' RT.	"SPEED LIMIT 40"	WOOD	MDOT
99+16 (BB-1)	19' 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+98 (BATES)	99' LT.	BRUNSWICK / BAXTER BLVD. I M	(ON LIGHT STD.)	MDOT
				MDOT
				MDOT
100+06 (BB-1)	99' LT.	"STOP", "ONE WAY"	CHANNEL	CITY OF PORTLAND
10+27 (BATES)	97' LT.	"STOP"	CHANNEL	CITY OF PORTLAND
10+97 (BB-1)	88' LT.	"STOP"	CHANNEL	CITY OF PORTLAND
10+49 (BATES)	89' RT.	LEWISTON → / GRAY → / ALL TRUCKS → I 26	WOOD	MDOT
				MDOT
196+48 (WA-2)	OVER-HEAD	ONLY	ON MAST ARM	MDOT
101+92 (BB-1)	29' LT	NORTH I	WOOD	MDOT
				MDOT
109+49 (BB-1)	42' LT.		WOOD	MDOT
207+95 (BB-2)	70' RT.	"DO NOT ENTER"	CHANNEL	MDOT
102+94 (BB-1)	5' 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
197+80 (I-295)	92' RT.	"YIELD"	WOOD	MDOT
197+00 (I-295)	92' LT.	, "30 MPH"	WOOD	MDOT
902+89 (WA-2)	99' RT.	, "MERGE"	WOOD	MDOT
309+26 (WA-2)	40' RT.	"STOP"	ALUM.	MDOT
309+87 (WA-2) (I-295)	40' RT.	"STOP" "40 MPH"	WOOD (ON LIGHT STD.)	MDOT 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

DEV.	DESCRIPTION	BY	DATE
⚠	CRASH BARRELS	BWA	G-G-85
⚠	REVISED LOCATION ASSEM. H	BWA	G-G-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INITIAL TRAFFIC PLAN

SHEET 67 OF 190 SHEETS, MAINE

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

DRAWING 44-138 (8710-1)

F.A.P. & SPEC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BI-295-3(106)90	68	140

DEMOUNT REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER ASSEMBLY

LOCATION	OFFSET	TEXT	POLE	OWNER
169+09 (I-295)	91' LT.	SOUTH SOUTH I 295 26	2-WOOD	MDOT

DEMOUNT GUIDE SIGN

172+49 (I-295)	OVER-HEAD TRUSS	I TO 26 BAXTER BLVD. NO TRUCKS	OH TRUSS	MDOT

GRID NORTH

LIMIT OF PVMT. MARKING ALTERATIONS MEET EXISTING MARKINGS

SEE SHEET NO. 67

88-2 CONST. ℄

ASSEMBLY B

TEMP. CONC. BARRIERS TYPE I (TYP.)

I-295 NB CONST. ℄

ASSEMBLY A

88-1 CONST. ℄

MATCH LINE

6WBL(40')
5YEL(108')

5YEL(142')
4WBL

PORTABLE CRASH BARREL CLUSTER

PAVEMENT MARKING MAINTENANCE BY MDOT

PAVEMENT MARKING MAINTENANCE BY CONTRACTOR

+90

PROJECT LIMIT
I2-295-3(106)90

PROJECT LIMIT
I2-295-3(99)90

(900 FT.) W20-2

G20-1

W20-1 (1000 FT.)

W20-1 (900 FT.)

W20-1 (1 MI.)

G20-2

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

DRAWING 44-132 40710-1

REV.	DESCRIPTION	BY	DATE
⚠	CRASH BARRELS	BNA	6-6-89
⚠	BARRIERS LIST INCL. THIS SECTION	BNA	6-6-89

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

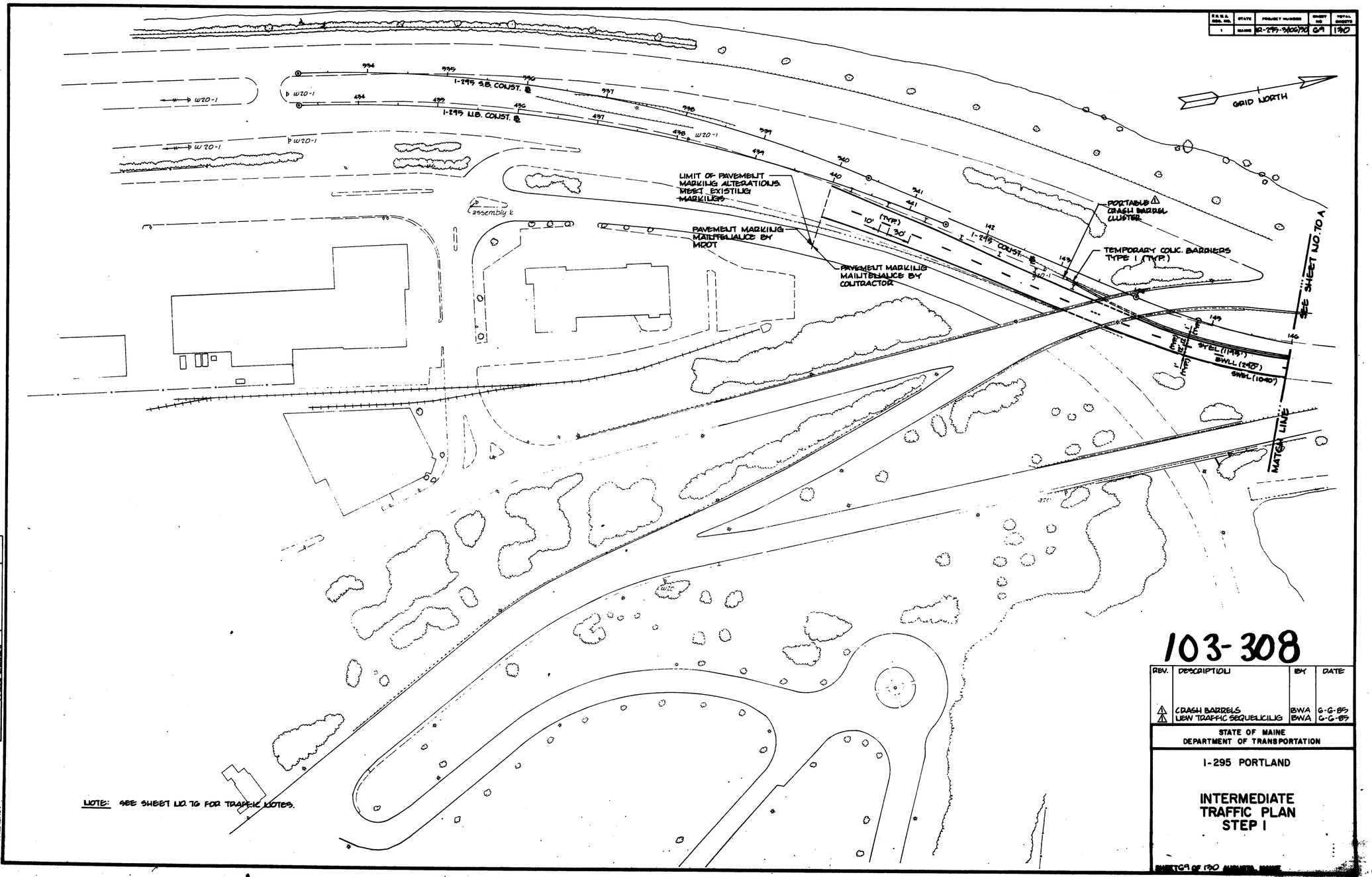
INITIAL TRAFFIC PLAN

SHEET 68 OF 130 AUGUSTA, MAINE

103-307

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

F.H.W.A. REGL. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-9(106)70	69	190



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

103-308

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP I

SHEET 69 OF 190 AUGUSTA, MAINE

GRID NORTH

PROJECT LIMIT
I2-295-9(106)90

PROJECT LIMIT
I2-295-9(94)90

PROJECT LIMIT
I2-295-9(94)90

PROJECT LIMIT
I2-295-9(106)90

PAVEMENT MARKING MAINTENANCE BY MDOT

LIMIT OF PAVEMENT MARKING ALTERATIONS. MEET EXISTING MARKINGS.

PAVEMENT MARKING MAINTENANCE BY CONTRACTOR

SEE SHEET NO. 130-2

assembly I

WA-4 CONST. ℄

MATCH LINE 1

BWLL (120')

SYEL (515')

+97.29

+02.79

I-295 CONST. ℄

SWEL (900')

WA-9 CONST. ℄

SWEL (780')

SWEL

SWEL (710')

PAVEMENT MARKING MAINTENANCE BY CONTRACTOR

LIMIT OF PAVEMENT MARKING ALTERATIONS. MEET EXISTING MARKINGS

PAVEMENT MARKING MAINTENANCE BY MDOT

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

RESET TEMPORARY CONC. BARRIER TYPE 1 (TYP.) (990')

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

RESET TEMPORARY CONC. BARRIER TYPE 1 (TYP.) (910')

PAVEMENT MARKINGS AND BARRIERS RESET THIS SECTION TO BE PAID UNDER PROJECT NO. I2-295-9(94)90

NOTE: SEE SHEET NO. 7G FOR TRAFFIC NOTES.

PROJECT ENGINEER | DATE
DESIGN - DETAILED | BY
CHECKED
APPROVED
FIELD CHANGES
PLANS

103-309

REV.	DESCRIPTION	BY	DATE
	USW TRAFFIC SEQUENCING	SWA	6-6-95

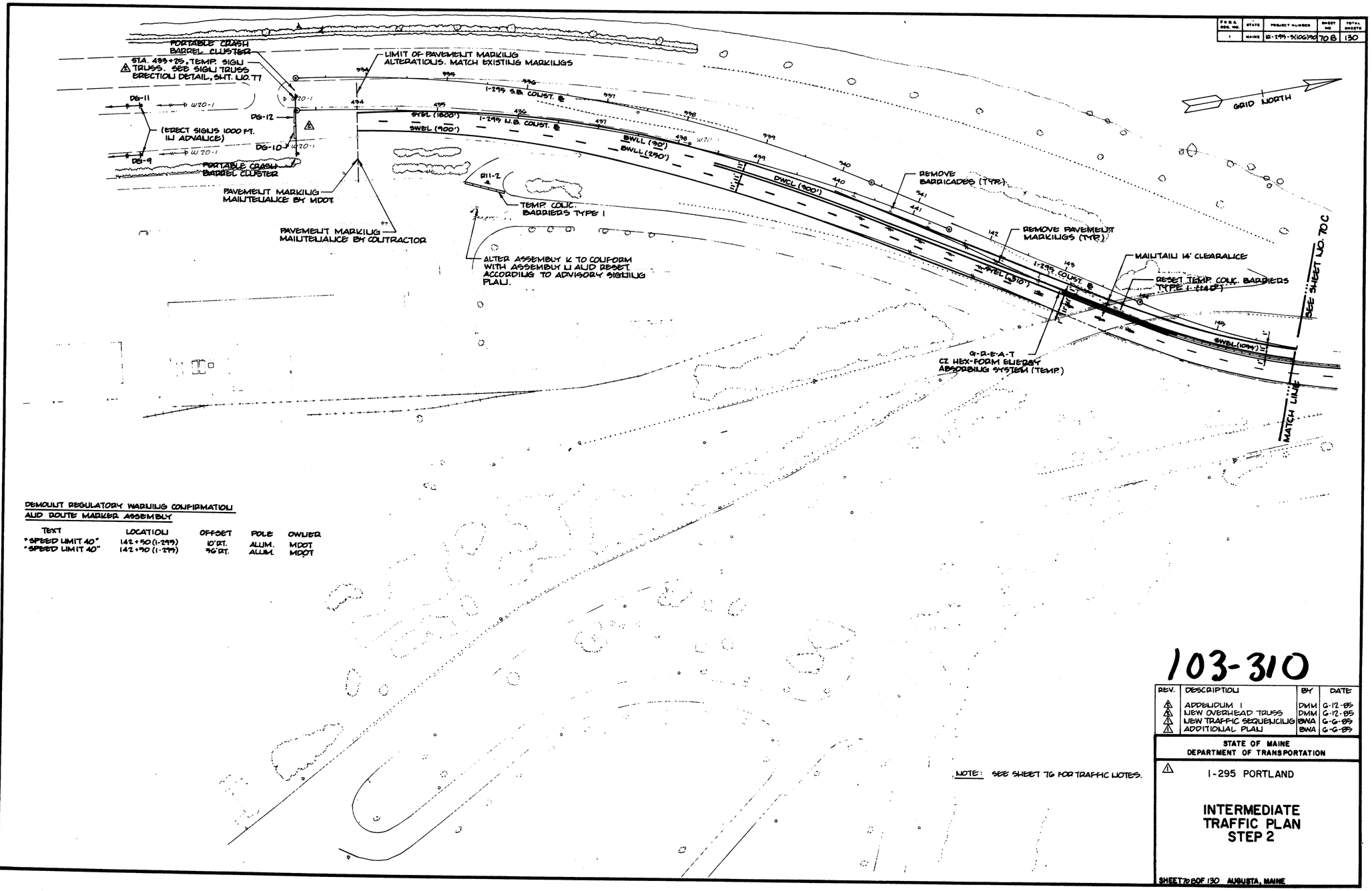
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 1

SHEET NO. 130 OF XXX SHEETS

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(100)X07	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+90 (I-295)	96' RT.	ALUM.	MDOT

NOTE: SEE SHEET 76 FOR TRAFFIC NOTES.

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

DRAWING 44-132-6710-1

103-310

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 2

F.A.P. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)90 IR-295-3(94)90	70 C	130

GRID NORTH

PROJECT LIMIT IR-295-3(106)90

PROJECT LIMIT IR-295-3(94)90

PROJECT LIMIT IR-295-3(94)90

PROJECT LIMIT IR-295-3(106)90

PAVEMELIT MARKILIG MAILTELIALICE BY MDOT.

LIMIT OF PAVEMELIT MARKILIG ALTERATIOLIS MEET EXISTILIG MARKILIGS.

PAVEMELIT MARKILIG MAILTELIALICE BY COLITRACTOR.

SEE SHEET NO. 70 B

4 SILIGLE DELILIEATORS (EQUAL SPACES)

REMOVE & RESET 230 TUKEY'S BRIDGE (180'±)

REMOVE PAVEMELIT MARKILIGS (TYP.)

WA-3 COLIST. BWLL (40')

MATCH LILIE

REMOVE & RESET (790')

WA-3 COLIST.

RESET TEMP. CONC. BARRIERS TYPE 1 FROM ILITERMEDIATE TRAFFIC PLALI STEP 1 (930') TO TUKEY'S BRIDGE

6 SILIGLE DELILIEATORS (EQUAL SPACES)

PAVEMELIT MARKILIGS ALID BARRIERS RESET THIS SECTIOLI TO BE PAID ULIDER PROJECT LIO. IR-295-3(94)90

RESET TEMP. COLIC. BARRIER TYPE 1 (TYP.) (510')

SWEL (405')
SYEL (375')
BWLL (170')
SWEL (900')
BWLL (170')
SYEL (300')

I-295 COLIST.

RESET TEMP. COLIC. BARRIERS TYPE 1 (140')

REMOVE PAVEMELIT MARKILIGS

4 SILIGLE DELILIEATORS (EQUAL SPACES)

PAILIT WASHILIGTOLI AVE. L.I.B. DETOUR LALIE LOCATIOLI AS REQUIRED

PORTABLE CRASH BARREL CLUSTER

RESET TEMP. COLIC. BARRIERS TYPE 1 (410')

SIGIT TRUSS

SWEL (700')
BWLL (170')
SYEL (700')

SWEL (900')
SYEL (970')

SWEL (900')

REMOVE PAVEMELIT MARKILIGS (TYP.)

SYEL (1090')
SWEL (1090')
BWLL (290')

R=800'

RESET TEMP. COLIC. BARRIERS TYPE 1 (240')

RESET TEMP. COLIC. BARRIERS TYPE 1 (200')

11 SILIGLE DELILIEATORS (EQUAL SPACES)

MATCH LILIE

SEE SHEET NO. 71

SEE SHEET NO. 69

NOTE: SEE SHEET LIO. 76 FOR TRAFFIC LIOTES..

103-311

REV.	DESCRIPTIOLI	BY	DATE
1	CRASH BARRELS	BWA	6-6-85
2	LIEW TRAFFIC SEQUELICILIG	BWA	6-6-85
3	ADDITIOLIAL PLALI	BWA	6-6-85

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND

INTERMEDIATE TRAFFIC PLAN STEP 2

SHEET 70 OF 130 AUGUSTA, MAINE

PROJECT ORIGIN REVIEWER | BY | DATE
DESIGN DETAILED
CHECKED
PLANS
REVISIONS
FIELD CHANGES

DRAWING 46-132-6710-1

F.A.P. OR STATE NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(00)990	71	190

GRID NORTH

REMOVE DRUMS

MOVE DRUMS TO DYCL

RESET TEMP. COLL. BARRIERS TYPE I (110')

REMOVE PAVEMENT MARKINGS (TYP.)

RESET TEMP. COLL. BARRIERS TYPE I (240')

RESET TEMP. COLL. BARRIERS TYPE I (90')

PORTABLE CRASH BARRELS AT LIGHT TOWER #24

SINGLE DELINEATORS (EQUAL SPACES)

SINGLE DELINEATORS (SEE PREVIOUS SHEET FOR QUALITY)

MATCH LINE

SEE SHEET NO. 70 C

assembly a

assembly b

assembly c

assembly d

assembly e

assembly f

assembly g

assembly h

assembly i

NOTE: SEE SHEET NO. 76 FOR TRAFFIC NOTES.

103-312

REV.	DESCRIPTION	BY	DATE
1	CRASH BARRELS	BWA	6-6-89
2	NEW TRAFFIC SEQUENCING	BWA	6-6-89
3	I-295 U.B. DETOUR - ADDL. WORK	BWA	6-6-89
4	WASH. AVE. U.B. DETOUR - ADDL. WORK	BWA	6-6-89

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

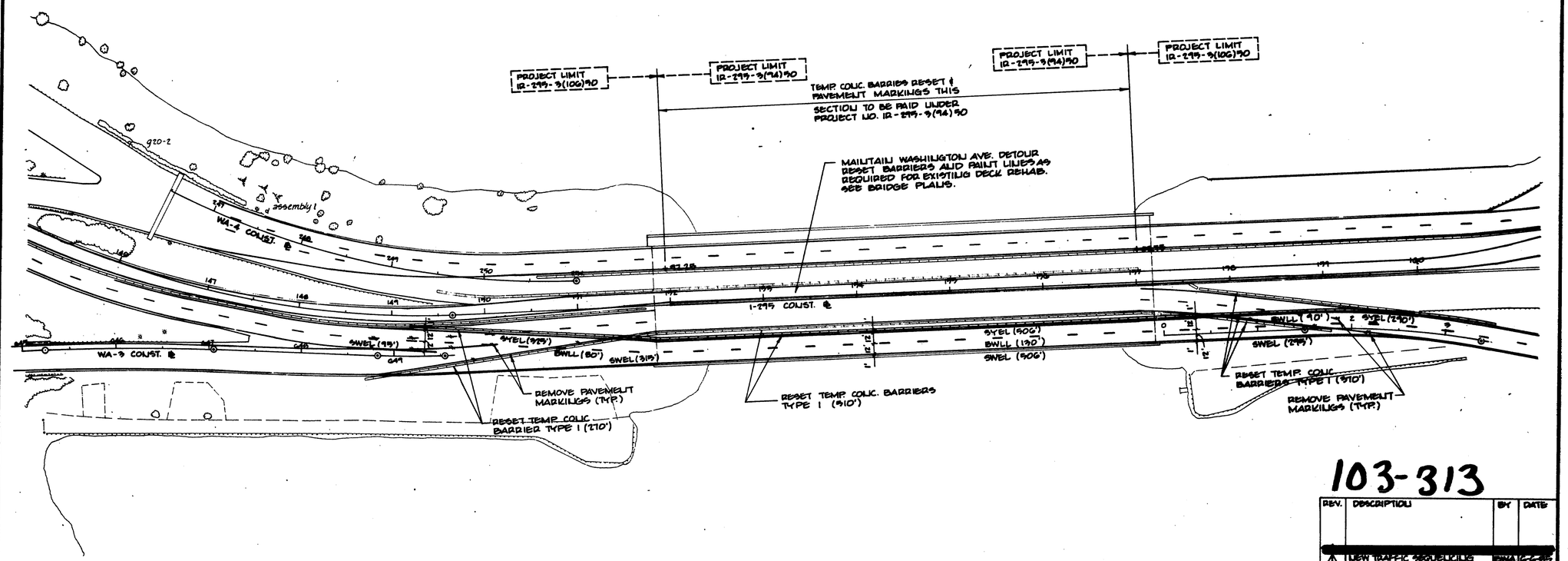
INTERMEDIATE TRAFFIC PLAN STEP 2

SHEET 71 OF 190 SHEETS, MAINE

PROJECT: REVISED SUBMISSION	BY	DATE
PLANS	CHECKED & DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

F.H.W.A. REGN. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-299-9(100)90	72	190

GRID NORTH



NOTE: SEE SHEET NO. TG FOR TRAFFIC NOTES.

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

103-313

REV.	DESCRIPTION	BY	DATE
1	NEW TRAFFIC SEQUENCING	BWA	12-05

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

FINAL TRAFFIC PLAN

SHEET 4 OF 190 SHEETS

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)50	79	190

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 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	36 X36		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
⚠⚠	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 HEIGHT U.C.	L.C.	C.L.	N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
⚠ 652.35	DG-1b DG-2b	2'-6"	4'-6"	ALT			10E				22.50	2	ATTACHED TO OTHER LISTED SIGNS	ORANGE	BLACK
⚠⚠ 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.
⚠ 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
⚠ 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.

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

103-314

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

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

I-295 PORTLAND

ADVISORY SIGN SUMMARY

D P R REG. NO	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
-	MAINE	IM-295-3(106)50	14	190

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 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 HEIGHT U.C.	L.C.	C.L.	N.	ROUTE MARKER OR SHIELD	ARROW	SIGN AREA IN SQ. FT.	NO. OF SIGNS REQD.	POST	COLOR BACK-GROUND	COLOR LEGEND & BORDER
652.35	WI-IL	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"	FLAGGER 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	6-85

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

I-295 PORTLAND

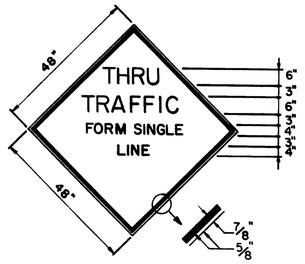
SIGN SUMMARY

TRAFFIC SIGN SUMMARY

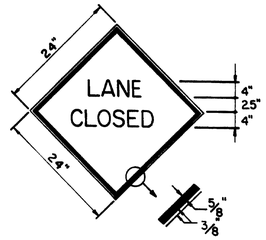
DIST. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	IR-295-3006150	19	190

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

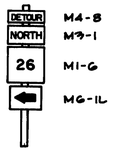
I-295 PORTLAND

SIGN SUMMARY

F.H.W.A. REGN. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3006150	76	130

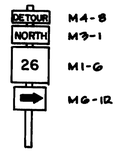
ASSEMBLY A

ASSEMBLY F



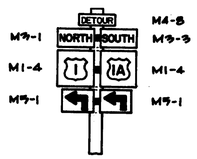
ASSEMBLY K

⚠

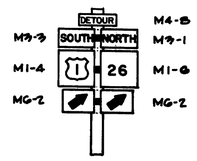


ASSEMBLY U

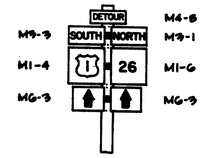
ASSEMBLY B



ASSEMBLY G

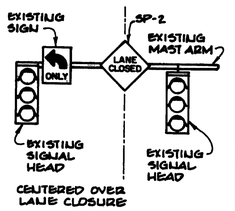


ASSEMBLY L

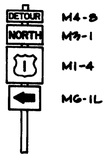


ASSEMBLY C

ASSEMBLY H

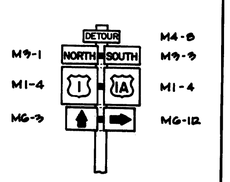


ASSEMBLY M

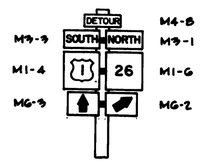


ASSEMBLY D

ASSEMBLY I



ASSEMBLY E



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 DARTMAN MAINTENANCE LOT, RTE. 1, SCARBOROUGH.
6. ADVISORY SIGNS, INCLUDING SUPPORTS, SHALL BE PAID FOR UNDER ITEM 692.35, 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 692.31) AND (1) FLASHING ARROW BOARD (ITEM 692.90) 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 692.96, 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	DESIGNED - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

DRAWING 44-132 45710-1

103-317

REV.	DESCRIPTION	BY	DATE
-			
⚠	ASSEMBLY U	BWA	6-6-89
⚠	ADD DWCL TO LEGEND	BWA	6-6-89

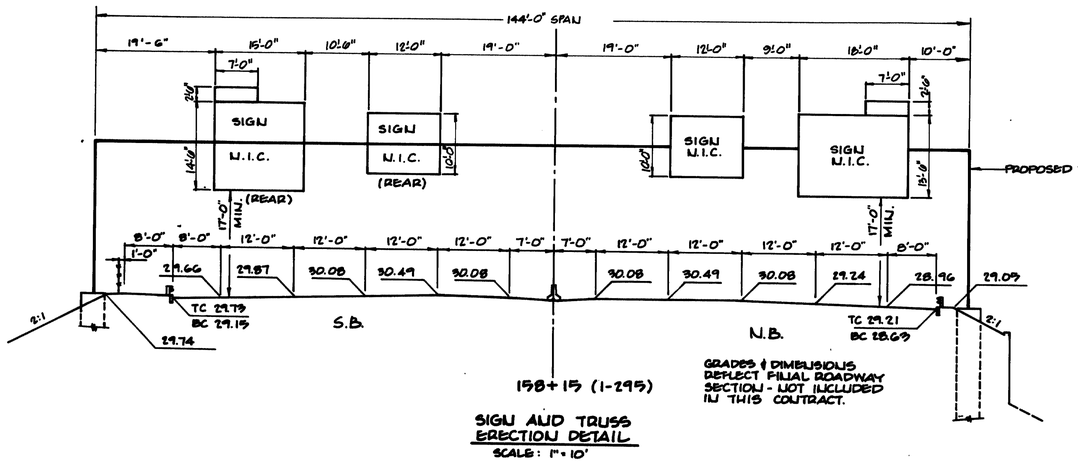
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

SIGN ASSEMBLY AND DETAILS

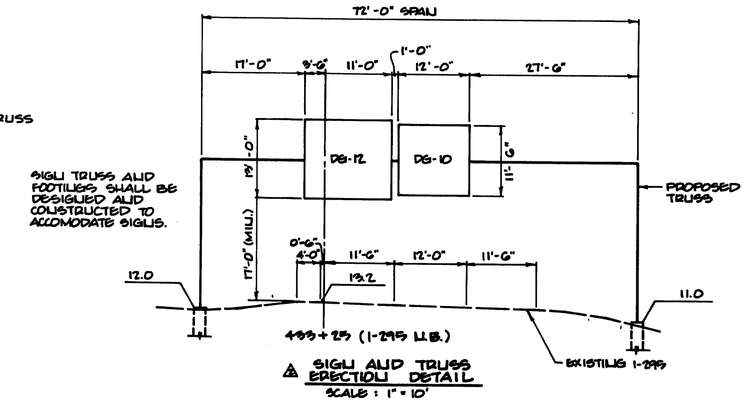
SHEET 76 OF 130 AUGUSTA, MAINE

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



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

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

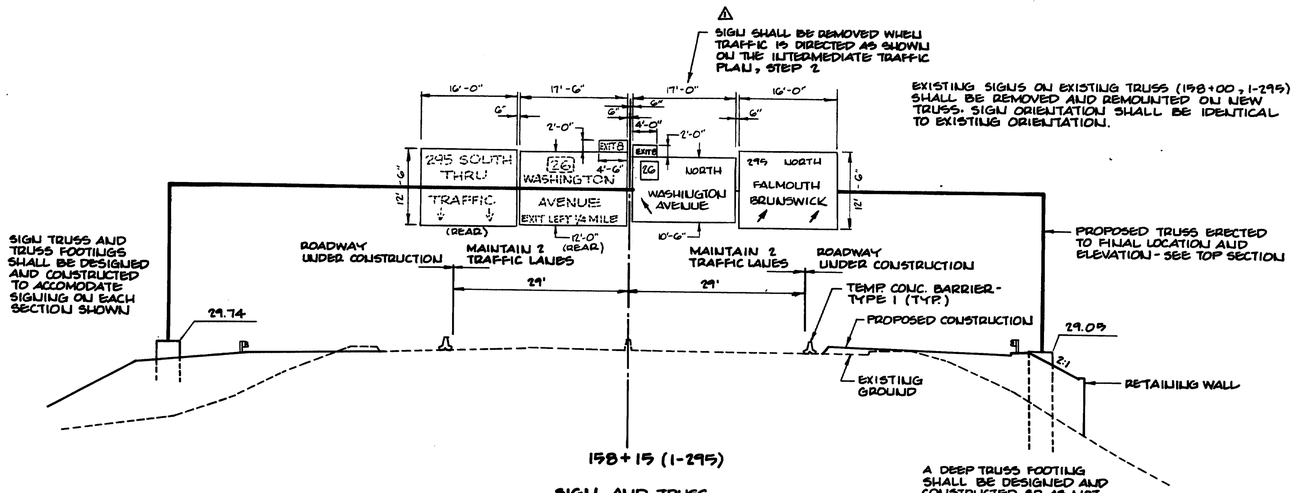


SIGN TRUSS AND FOOTILES SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMODATE SIGNS.

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

⚠ SIGN SHALL BE REMOVED WHEN TRAFFIC IS DIRECTED AS SHOWN ON THE INTERMEDIATE TRAFFIC PLAN, STEP 2

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	

DRAWING 44 1/2" x 40" (10:1)

103-318

REV.	DESCRIPTION	BY	DATE
⚠	ADDENDUM 1	DMM	6-12-95
⚠	NEW OVERHEAD SIGN TRUSS	DMM	6-12-95
⚠	REMOVE SIGN	BMA	6-6-95

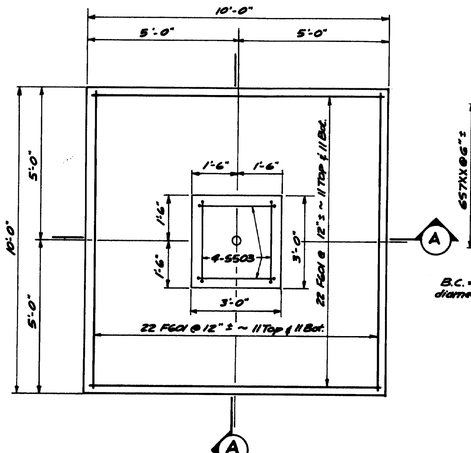
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

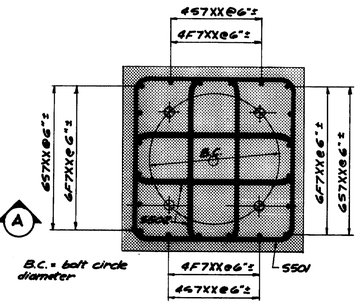
SIGN TRUSS ERECTION DETAILS

SHEET 77 OF 130 AUGUSTA, MAINE

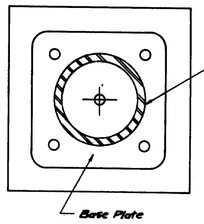
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)150	78	190



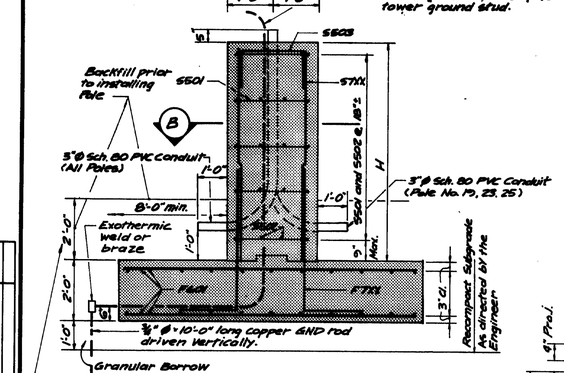
PLAN



SECTION (B)
See Table A



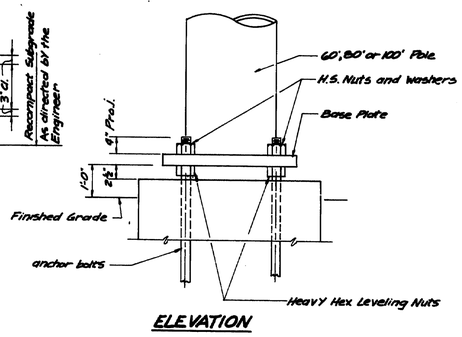
PLAN



SECTION (A)
See Table A

TABLE A

Pole No.	FTXX	STXX	5501 Qty.	5502 Qty.
19(Reloc.)	F701	—	3	6
20(n.i.c.)	F701	—	3	6
21	F702	5701	6	12
22	F702	5702	10	20
23	F702	5703	12	24
24	F702	5704	4	8
25	F702	5705	5	10
26	F702	5707	8	16
27	F702	5706	6	12



ELEVATION

ESTIMATED QUANTITIES

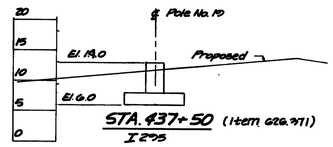
Concrete	88 Cu. Yd.
Reinforcing Steel	12,100 Lbs.
(Foundation for Pole No. 20 not included)	

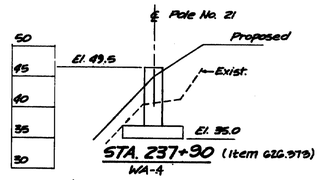
BASIC DESIGN STRESSES

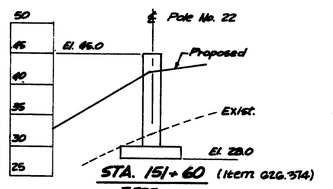
Concrete : f'_c = 3,000 psi
Reinforcing Steel : f_y = 60,000 psi

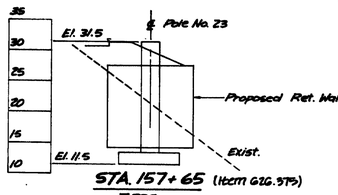
MATERIALS

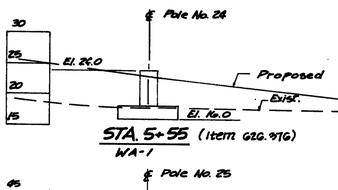
Concrete : Class A
Reinforcing Steel : ASTM A615 Grade 60

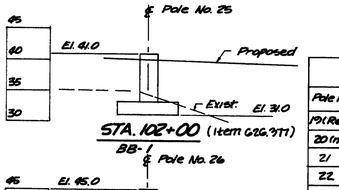


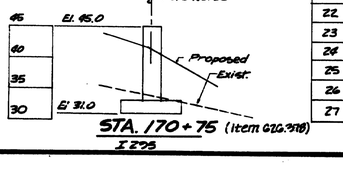


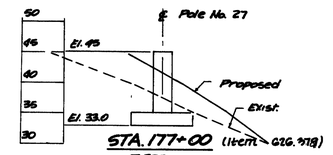


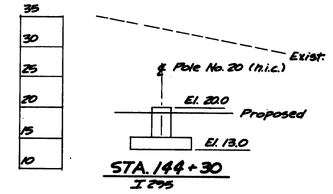


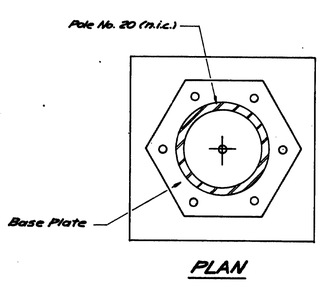




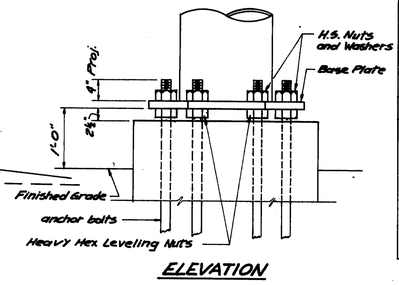








PLAN



ELEVATION

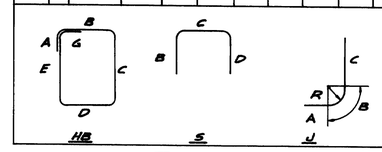
NOTES:

1. Chamfer all exposed edges of concrete ¾ 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 steal to clear anchor bolts.
5. Protective Coating for Concrete Surfaces shall be applied To all exposed concrete surfaces to one foot below finished grade. Payment shall be incidental to special Main 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 1.0 ton per Square foot.
10. All excavation will be paid under Item No. 206.061
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	7'-6"	5704	20	5'-10"			
5701	20	5'-4"	5705	20	7'-10"			
5702	20	14'-10"	5706	20	9'-10"			
5703	20	17'-10"	5707	20	11'-10"			

Mark	No.	Length	Type	A	B	C	D	E	F	R
5501	54	11'-8"	HB	6"	2'-8"	2'-8"	2'-8"	2'-8"	6"	—
5502	108	7'-4"	HB	6"	6"	2'-8"	6"	2'-8"	6"	—
5503	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"	41.0	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-4	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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

FOUNDATION DETAILS FOR HIGH MAST LIGHTING

103-319

SHEET 78 OF 190 AUGUSTA, MAINE

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

DRAWING 44-132-4570-1

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

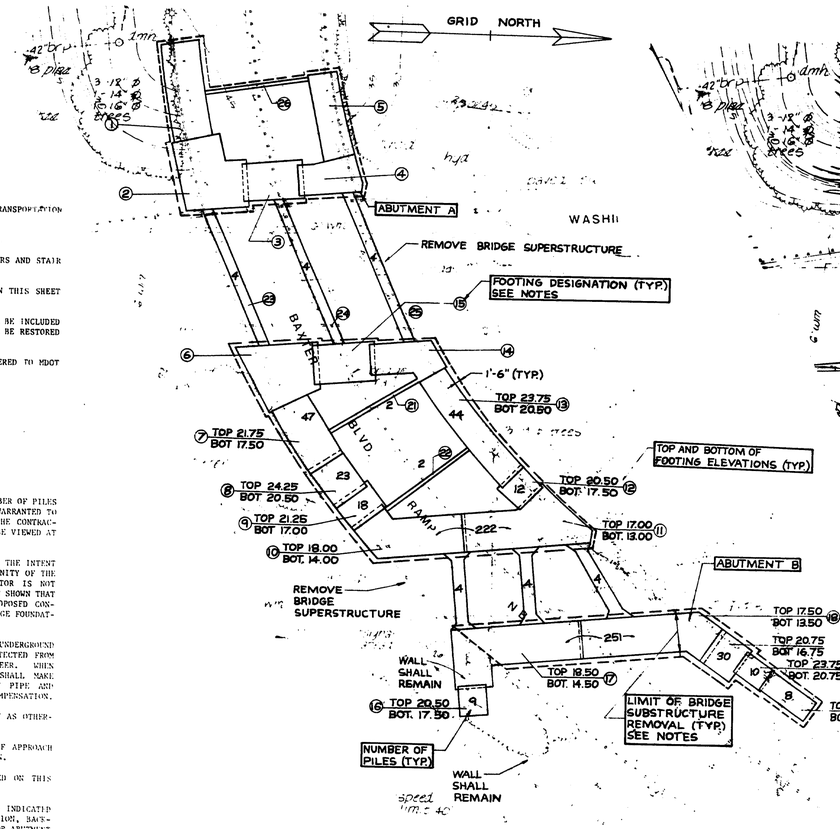
1. PLANS OF THE EXISTING BRIDGE MAY BE VIEWED AT THE TRANSPORTATION BUILDING, MDOT, AUGUSTA, MAINE.
2. THE BRIDGE FOUNDATIONS SHALL BE REMOVED TO ELEVATION 17.0.
3. BRIDGE REMOVAL SHALL INCLUDE REMOVAL AND DISPOSAL OF STAIRS AND STAIR FOUNDATIONS TO ELEVATION 17.0.
4. ITEM 202.192 SHALL INCLUDE PAYMENT 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 202.197. 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

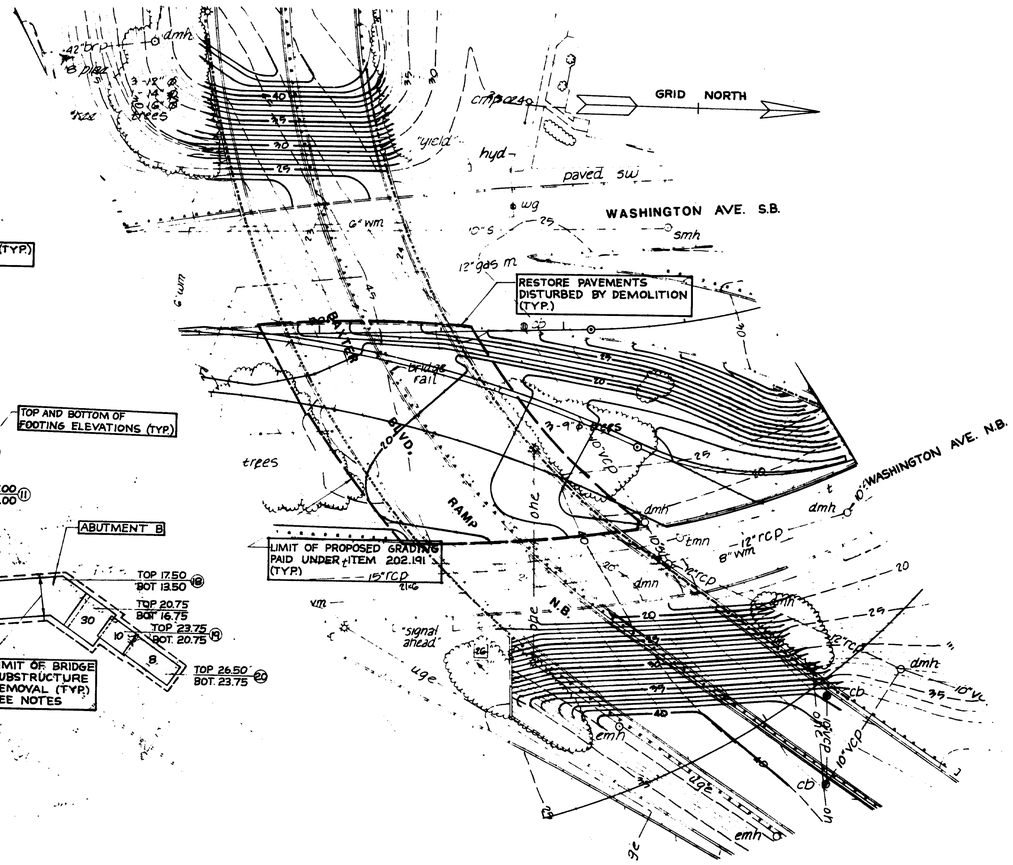
NOTES

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

RE:JWING 44-132.47101

103-320

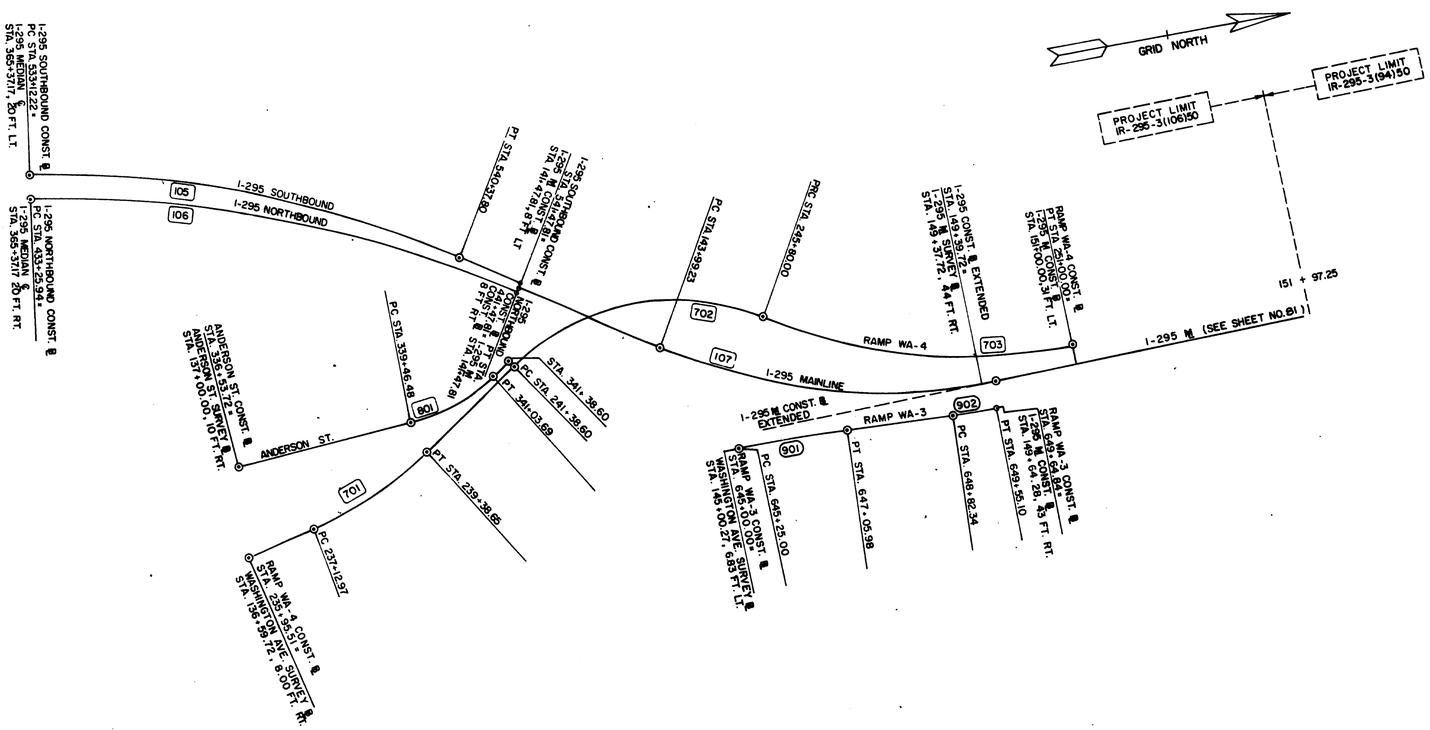
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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	IR-295-3106(50	80	190



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	925.00	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

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

DRAWING 44-132-4710-1

All Centerlines As Built

3-20-91

103-321

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

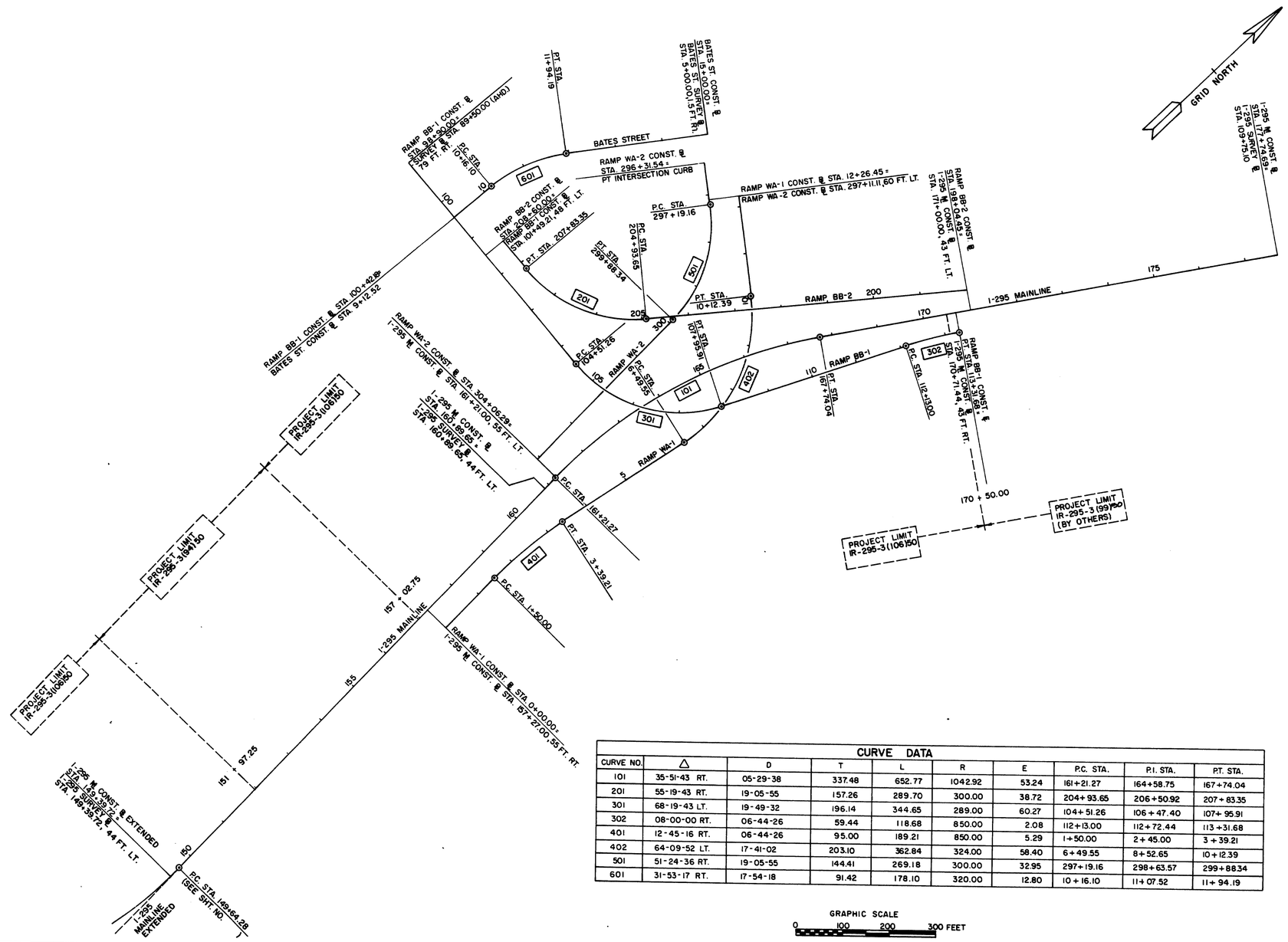
I-295 PORTLAND

CONSTRUCTION BASELINE GEOMETRY

SOUTH INTERCHANGE

SHEET 80 OF 190 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-295-3(006)150	81	130



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

DRAWING 44-132-45710-1

CURVE DATA

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

All Centerlines As Built
John Mayo
3-30-91

103-322

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION BASELINE GEOMETRY

SHEET 81 OF 130 AUGUSTA, MAINE

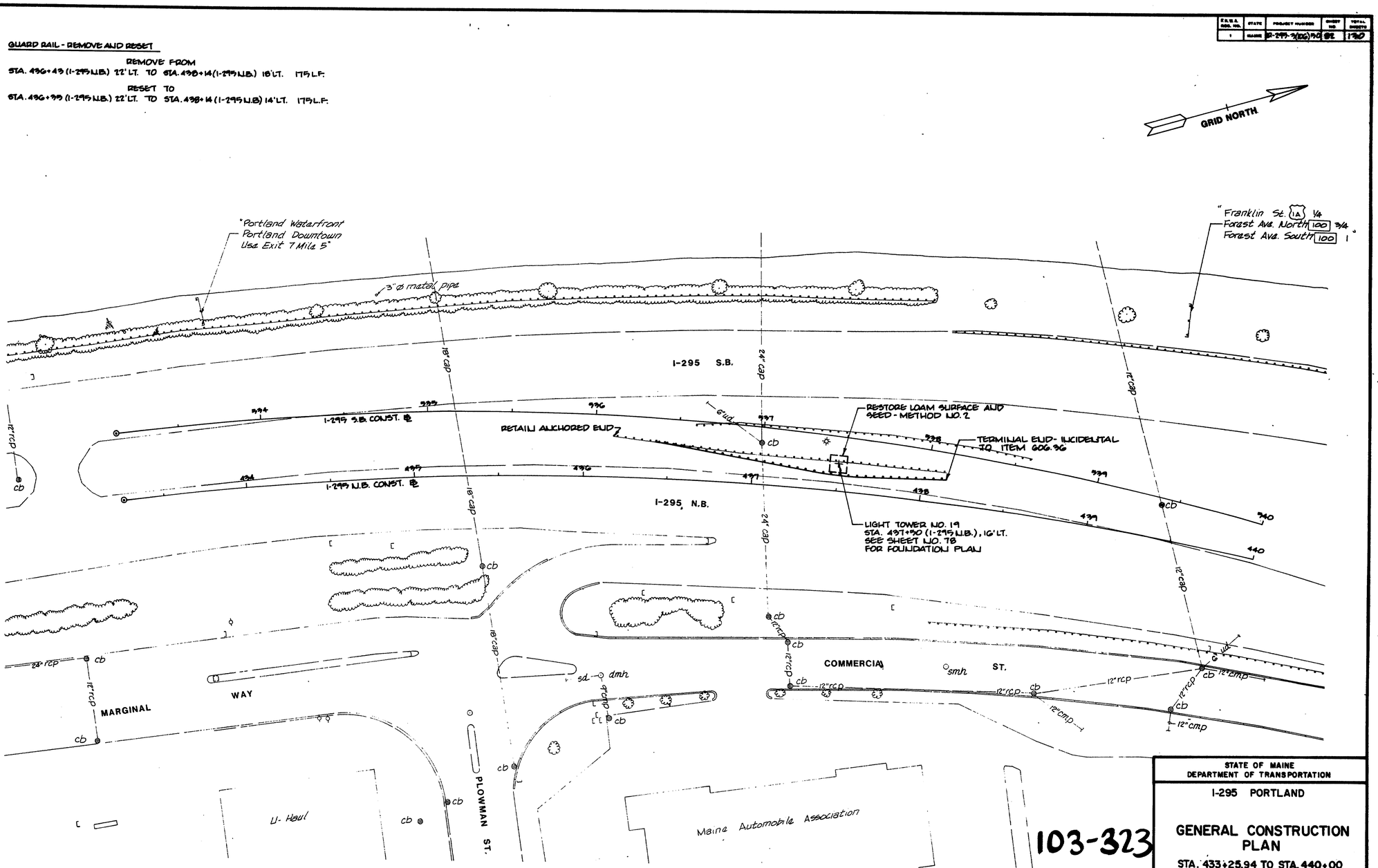
Contract 1 Mean 100 Scale Below.

F.A. NO. & SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-295-3(106)90	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.



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

BRUNING 44-132-6710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

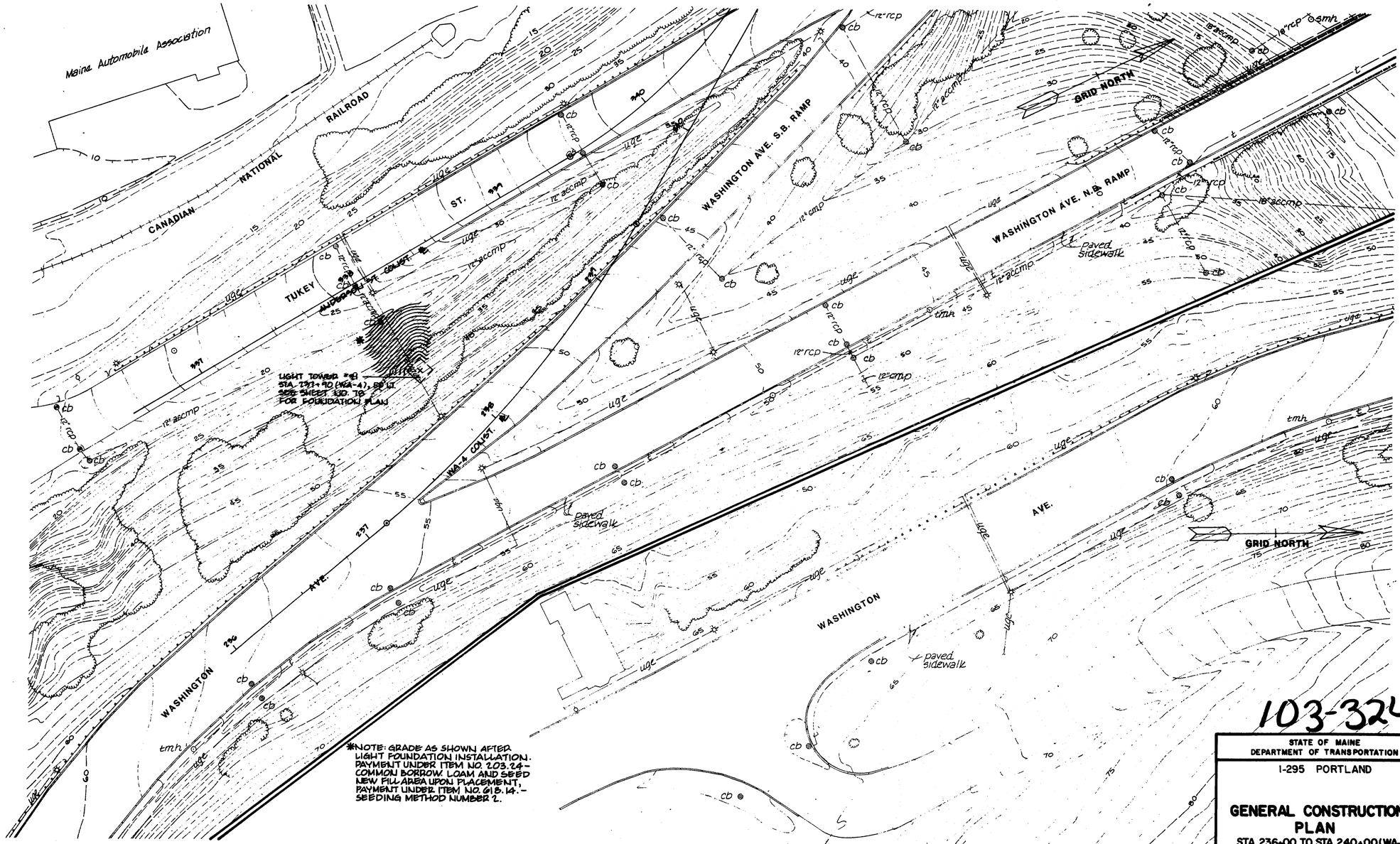
GENERAL CONSTRUCTION PLAN

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

103-323

SHEET 82 OF 130 AUGUSTA, MAINE

F.A.S.N. & SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(106)150	89	190



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

DRAWING 44-132 4710-1

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 89 OF 190 AUGUSTA, MAINE

F.A.R.S. ROUTE NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(100)7610	84	1920

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

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	L.F.
645+42 (WA-3)	26' RT.	191+82 (I-295)	46' RT.	697'
646+20 (WA-3)	20' RT.	191+82 (I-295)	40' RT.	960'
				1197'

RESET TO

645+42 (WA-3)	26' RT	191+82 (I-295)	69' RT.	699' (TEMP.)

CURB REMOVED AND STACKED.
RESET CURB TYPE I

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	L.F.
645+42 (WA-3)	21' RT.	191+82 (I-295)	40' RT.	699'

BACK

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
149+89 (I-295)	29' LT.	12"	12"
145+75 (I-295)	19' LT.	12"	12"
646+70 (WA-3)	90' RT.	12"	12"

COVE

SODDING

STA. 645+42 (WA-3) RT. TO STA. 191+78.5 (I-295) RT. 2' WIDE STRIP

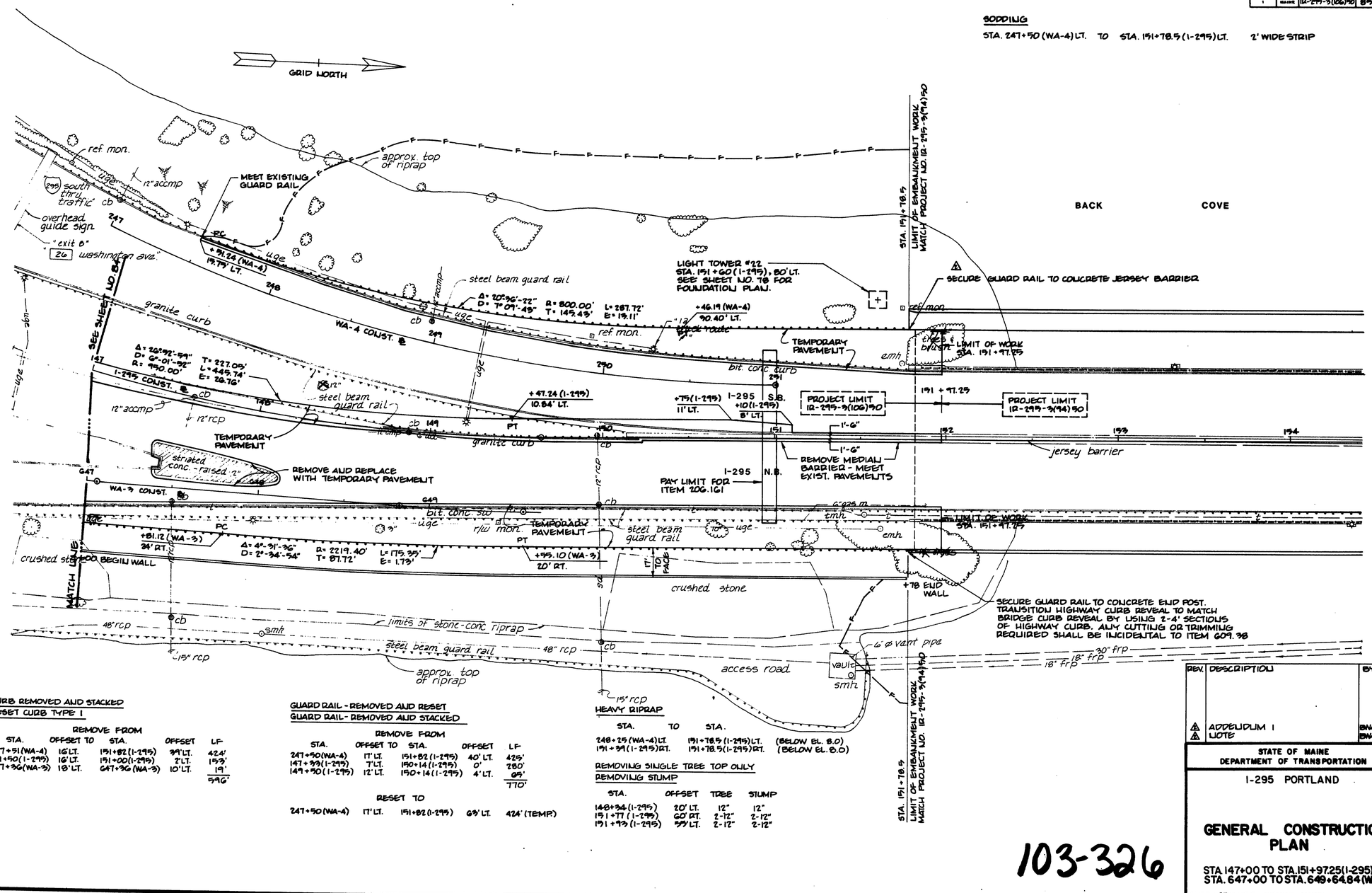
GRID NORTH

approx. top of riprap
3"-4" trees & bushes
"prohibited on this highway pedestrians hitchhikers bicycles etc."
"speed limit 50"
ref. mon.
12" accmp
uge
bushes
bit. conc. curb
cb
dmh
overhead guide sign
"295 south thru traffic"
"exit 8 26 Washington Ave."
MATCH LINE
granite curb
steel beam guard rail
12" rcp
small trees & brush
1.09' RT.
brush
12" cap
TEMPORARY PAVEMENT
"merge"
"yield"
crushed stone
limits of stone-conc. riprap
"no parking anytime"
MEET EXIST. BRIDGE RAIL
18" rcp
24" rcp
30" accmp
hazard marker
"exit 8"
I-295 S.B.
I-295 N.B.
RAMP
COMMERCIAL
WASHINGTON AVE.
ANDERSON ST.
"anderson st."
smh.
bushes & small trees
"speed limit 40"
18" accmp
12" rcp
6" ud
steel beam guard rail
granite curb
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 1920 AUGUSTA, MAINE
103-325

PROJECT BEGIN NUMBER
PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE

BUREAU 44-132 (07/01)

F.A.P. OR S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	112-299-3(106)90	89	190



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 1

REMOVE FROM

STA.	OFFSET TO	STA.	OFFSET	LF
247+51 (WA-4)	16' LT.	151+82 (I-295)	39' LT.	424'
149+50 (I-299)	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.	425'
147+39 (I-299)	7' LT.	150+14 (I-295)	0'	280'
149+50 (I-299)	12' LT.	150+14 (I-295)	4' LT.	95'
				770'

RESET TO

STA.				
247+50 (WA-4)	17' LT.	151+82 (I-295)	69' LT.	424' (TEMP.)

HEAVY RIPRAP

STA.	TO	STA.	
248+29 (WA-4) LT.		151+78.5 (I-295) LT.	(BELOW EL. 8.0)
191+91 (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"
191+99 (I-295)	99' LT.	2-12"	2-12"

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-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 89 OF 190 AUGUSTA, MAINE

103-326

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

DRAWING 46-132-4970-1

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.
197+17 (I-295)		198+77 (I-295)	69' RT.	162.5'
1+90 (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 — VARIES 33' TO 0'

STA.	OFFSET
197+39	0'
+50	2.30'
198+00	9.98'
+50	17.65'
199+00	29.32'
+50	33.00'

RESET ACCORDING TO TRAFFIC PLAN

1½" HOT BIT. PVMT.-GR. C
2¾" HOT BIT. PVMT.-GR. B (MIN.)
5¾" HOT BIT. PVMT.-GR. B (MAX.)

VARIABLE DEPTH AGG. BASE CASE. MAT. TYPE A (3" DEPTH MIN.)

PREVIOUSLY CONSTRUCTED

GRID NORTH

MATCH SLOPE OF ADJACENT CONST.

EXIST. BIT. CONC. PVMT.

EXIST. GRAVEL BASE

DRAINAGE WINDOW
REMOVE EXIST. BIT. CONC. FILL WITH AGG. SUBB. CSE. GRAVEL MAT. (TYP.)

TEMPORARY PAVED RAMP

BACK COVE

STA. 157+21.50 LIMIT OF EMBANKMENT WORK MATCH PROJECT NO. IR-295-3(94)90

SECURE GUARD RAIL TO CONCRETE JERSEY BARRIER

approx top of riprap

granite block retaining wall

approx top of riprap

"stop"

I-295 south Thru Traffic

"exit 8" "26 Washington ave exit left ¼ mile"

+02.75 69' LT.

LIMIT OF WORK STA. 197+02.75

TEMPORARY PAVEMENT

MEET EXISTING GUARD RAIL

40 mph

BAXTER BLVD. RAMP

uge

cb

MEET EXISTING PAVEMENT 69' LT.

granite curb

REMOVE overhead guide sign

NEW SIGN TRUSS

PROJECT LIMIT IR-295-3(94)90

PROJECT LIMIT IR-295-3(106)90

197+02.75

194 195 TUKEY'S BRIDGE 196 197 198 199 200 201

I-295 S.B.

PAY LIMIT FOR ITEM 206.162

paved

jersey barrier

+19 2-ramp

+99 DRAINAGE WINDOW

LIMIT OF WORK STA 197+02.75

+02.75 99' RT.

10' 20' (TYP.)

I-295 N.B.

I-295 CONST. ℄

TEMP. PAVED RAMP TO BE CONSTRUCTED (UNDER TRAFFIC) IMMEDIATELY AFTER OPENING WASH. AVE. U.B. DETOUR. SEE TYPICAL SECTION THIS SHEET.

+50 99' RT.

+00 99' RT.

tmh

PERM. PAVEMENT

6.625 m

granite curb

emh

uge

bushes

exit 8" washington ave

I-295 north Falmouth Brunswick

NA-1 CONST. ℄

TEMP. PAVEMENT

+29 BEGIN WALL

LIGHT TOWER # 13
STA. 197+69 (I-295), 68' RT.
SEE SHEET NO. 78 FOR FOOTING PLAN

vent

smh vault

smh

cb

48" rcp

15" rcp

+10 END WALL

MORTARED SLOPE PAVING

NEW DSF AIR MONITORING PLATFORM (BY OTHERS)

BIT CONC. SURFACE

SEWER ACCESS ROAD

MEET EXIST. GUARD RAIL

approx top of riprap

MATCH LINE SEE SHEET NO. 87

90" frp

18" frp

90" rcp emergency relief

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.

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

REMOVE FROM

STA.	OFFSET TO	STA.	OFFSET	LF
197+11 (I-295)	41' RT.	5+49 (WA-1)	29' LT.	540'
197+11 (I-295)	41' RT.	161+65 (I-295)	90' RT.	494'
197+11 (I-295)	41' LT.	160+80 (I-295)	64' LT.	370'
2+40 (WA-1)	40' RT.	4+89 (WA-1)	8' LT.	243'
				1607'

RESET TO

⚠2 2+90 (WA-1)	8' RT.	171+07 (I-295)	68' RT.	1077'	(TEMP.)
197+17 (I-295)	69' LT.	161+00 (I-295)	63' LT.	363'	(TEMP.)
2+40 (WA-1)	40' RT.	5+86 (WA-1)	97' RT.	347'	(PERM.)
				1787'	

CURB REMOVED AND STACKED
RESET CURB TYPE 1

REMOVE FROM

STA.	OFFSET TO	STA.	OFFSET	LF
197+11 (I-295)	41' RT.	160+11 (I-295)	41' RT.	300'
197+11 (I-295)	41' LT.	160+71 (I-295)	69' LT.	372'
				672'

RESET TO

197+21 (I-295)	69' RT	2+50 (WA-1)	8' RT.	~~254.7'~~ 250'	

STA. 157+21.50 LIMIT OF EMBANKMENT WORK MATCH PROJECT NO. IR-295-3(94)90

HEAVY RIPRAP

STA.	TO	STA.	
197+21 (I-295) RT.		197+50 (I-295) RT.	(BELOW EL. 8.0)
2+40 (WA-1) RT.		5+05 (WA-1) RT.	(BELOW EL. 9.0)
157+21 (I-295) LT.		197+81 (I-295) LT.	(BELOW EL. 8.0)

SODDING

STA. 5+00 (WA-1) RT.	TO	STA. 5+00 (WA-1) RT.	(SEWER ACCESS RD.)
STA. 157+17 (I-295) LT.	TO	STA. 160+85 (I-295) LT.	(EDGE PVMT.)
STA. 197+20 (I-295) RT.	TO	STA. 210+00 (I-295 NB DET.) RT.	(EDGE PVMT.)
STA. 157+20 (I-295) LT.	TO	STA. 197+65 (I-295) LT.	(TOP OF RIPRAP)
STA. 157+20 (I-295) RT.	TO	STA. 157+50 (I-295) RT.	(TOP OF RIPRAP)

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

PROJECT: IR-295-3(106)50 | DESIGN - DETAILED | CHECKED | REVISIONS | FIELD CHANGES | PLANS | BY | DATE

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)

SHEET 86 OF 130 AUGUSTA, MAINE

103-327

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3006)50	87	190

GRID NORTH

MATCH LINE

BACK COVE, REMOVE steel beam guard rail

BAXTER BLVD.

S.B. RAMP

bit conc s.w.

granite block retaining wall

"stop" "merge" "yield"

+24 (WA-2) +19 (WA-2)

TEMP. PVMT.

WA-2 CONST.

TEMP. PAVEMENT

MEET EXIST. PVMT.

grass paved

I-295 CONST.

jersey barrier

BRIDGE REMOVAL ITEM NO. 202.191 SEE BRIDGE DEMOLITION PLAN

BRIDGE REMOVAL ITEM NO. 202.192 SEE BRIDGE DEMOLITION PLAN

BRIDGE PIER (N.I.C.) COORDINATE PAVEMENT CONSTRUCTION WITH PIER CONSTRUCTION

light pole foundation

cable guard rail

cem. conc. walk

4 sty bldg

2½ sty house

cmp ce'd

cem. conc. walk

retaining wall

hyd

cem conc s.w.

granite curb

WASHINGTON AVE. S.B.

12" gas m.

10' on bridge & approach

cable guard rail

MEET EXIST. GUARD RAIL

Δ = 60°-17'-19"
D = 47°-44'-47"
T = 69.84'
L = 126.27'
R = 120.00'
E = 18.76'

VARIES

WASHINGTON AVE. DETOUR

I-295 N.B. DETOUR CONST.

RAMP WA-1 CONST.

N.B.

conc sloped curb

bridge rail

brush

cable guard rail

WASHINGTON AVE.

1 sty house

GUARD RAIL REMOVED AND RESET

GUARD RAIL REMOVED AND STACKED

REMOVE FROM STA	OFFSET	TO STA.	OFFSET	LF
4+88 (WA-1)	4' LT.	9+98 (WA-1)	13' LT.	11 LF
9+99 (WA-1)	2' LT.	5+84 (WA-1)	27' RT.	69 LF
208+08 (I-295 DET.)	14' LT.	119+92 (DB-1)	4' LT.	301'

RESET TO

STA	OFFSET	LF
294+20 (WA-2)	92' LT.	300+89 (WA-2) 9' RT. 179' (TEMP.)

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
47+75 (B.B.)	11' RT.	24"	24"
8+04 (WA-1)	92' LT.	9-12"	9-12"
13+10 (WASH. AVE. DET.)	29' LT.	15"	15"
301+90 (WA-2)	92' LT.	8-12"	4-12"
901+00 (WA-2)	100' RT.	9-12"	9-12"
		14"	14"
13+0 (WASH. AVE DET.)	10' RT.	16"	16"
		13"	13"

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

REMOVE FROM STA.	OFFSET	TO STA.	OFFSET	LF
9+87 (WA-1)	44' RT.	130+75 (I-295)	101' RT.	745'

RESET TO

9+87 (WA-1) 44' RT. 207+22 (I-295 DET.) 21' RT. 137'

EMMONS ST.

SEE SHEET NO. 89

SHEET NO. 90

MATCH LINE

REMOVE & STACK EXIST. FELICE

REMOVE & RESET GATE (INCLUDED UNDER CONT. 24)

INSTALL BRACING TYPE I

RESET (INCLUDED EXIST. FELICE UNDER CONT. 24)

FELICE TO BE REMOVED BY OTHERS

TREE TO REMAIN

chain link fence with barbed wire

RESET EXIST. FELICE WITH BARBED WIRE

CONNECT TO EXIST.

I-295 N.B. DETOUR CONST.

I-295 N.B. DETOUR P.C. STA. 106+91.39

WA-1 CONST.

I-295 N.B. DETOUR P.T. STA. 206+97.55

WA-1 STA. 9+55.95

I-295 N.B. DETOUR STA. 206+97.55

WA-1 STA. 6+91.13

I-295 N.B. DETOUR STA. 207+22.00

REMOVE AND RESET (BY OTHERS)

do not enter wrong way

"exit B"

"signal ahead"

"speed limit 40"

"right turn only"

"stop"

3' BIT. CONC. DITCH

SEWER ACCESS ROAD

MATCH LINE SEE SHEET NO. 89

REVISED AS-BUILT 1986

cable guard

John M. Mayo 3-20-91

I-295 N.B.

sloped conc curb

cable guard rail

MATCH LINE

CURB - REMOVED AND STACKED
RESET CURB TYPE I

REMOVE FROM STA.	OFFSET	TO STA.	OFFSET	LF
5+01 (WA-1)	9' LT.	9+72 (WA-1)	4' LT.	86'
9+96 (WA-1)	9' LT.	G+04 (WA-1)	2' LT.	74'
G+04 (WA-1)	2' LT.	206+99 (I-295 DET.)	54' LT.	71'
G+33 (WA-1)	29' RT.	206+90 (I-295 DET.)	97' LT.	112'
208+06 (I-295 DET.)	18' LT.	209+40 (I-295 DET.)	0'	137'
9+87 (WA-1)	9' RT.	9+96 (WA-1)	61' RT.	91'
301+25 (WA-2)	9' RT.	303+19 (WA-2)	21' LT.	252'
303+19 (WA-2)	21' RT.	309+78 (WA-2)	17' RT.	78'
13+91 (WASH. AVE. DETOUR)	27' RT.	14+90 (WASH. AVE DETOUR)	0'	109'
				1196'

RESET TO

309+19 (WA-2) 21' RT. 309+78 (WA-2) 17' RT. 95' (TEMP.)

SODDING

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

CURB TYPE 9

STA. 9+00 (WA-1) 91' LT. TO STA. 9+56 (WA-1) 56' LT. 56LF (TEMP.)
STA. 206+99 (I-295 DETOUR) 99' LT. TO STA. 206+90 (I-295 DET.) 98' LT. 40LF (TEMP.)

REV.	DESCRIPTION	BY	DATE
1	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 190 AUGUSTA, MAINE

103-328

PROJECT DESIGN ENGINEER

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DRAWING 44-132-45710-1

F.A.S.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(106)X	86	190

CURB REMOVED AND STACKED

REMOVE FROM STA.	OFFSET	TO STA.	OFFSET	LF
100+00(BB-1)	18'RT.	101+70(BB-1)	90'RT.	171'
100+00(BB-1)	10'LT.	101+72(BB-1)	8'RT.	179'
100+00(BB-1)	21'LT.	100+99(BB-1)	22'LT.	52'
101+87(BB-1)	90'LT.	102+19(BB-1)	99'LT.	30'
				426'

CURB TYPE 3

100+00(BB-1)	21'LT.	100+00(BB-1)	10'LT.	11'	(TEMP.)
9+79(BATES)	45'LT.	9+72(BATES)	99'LT.	96'	(TEMP.)
100+99(BB-1)	22'LT.	101+72(BB-1)	9'RT.	116'	(TEMP.)
10+29(BATES)	26'LT.	10+91(BATES)	19'LT.	40'	(TEMP.)
101+87(BB-1)	90'LT.	102+19(BB-1)	99'LT.	99'	(TEMP.)
				362'	

REMOVING SINGLE TREE TOP ONLY
REMOVING STUMP

STA.	OFFSET	TREE	STUMP
101+49(BB-1)	36'RT.	1-12"	1-12"
102+09(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. 619.14 - SEEDING METHOD NUMBER 2.

GRID NORTH

"washington ave south bound" "I 13"

COVE — BACK — BAXTER BLVD. — RAMP — BB-1 CONST. ID — BATES — BATES CONST. ID — ST. — CT.

metal post and cable guard rail — approx. top of riprap — existing retaining wall — granite curb — bit. conc. sw — sloped conc. curb — exist. beam guard rail — cable guard rail — double beam guard rail — TEMP. PAVEMENT — MEET EXIST. PAVEMENT (TYP.) — REMOVE CURB — TOP OF RESET VERTICAL CURB SHALL MEET TOP OF EXIST. SLOPED CURB (TYP.) — CURB STACKING AREA (FOR CONTRACTOR'S USE) — LIGHT TOWER #25 STA. 102+00 (BB-1) 24' LT. - SEE SHT. NO. 78. FOR FOUNDATION PLAN

"speed limit 40" — "stop" — "stop ahead" — "bike route" — "one way" — "do not enter" — "yield" — "no trucks" — "no parking anytime" — "emergency snow route tow away zone" — "no parking anytime/emergency snow route/tow away zone" — "lewiston gray all trucks" — "brunswick gray" rte 1, rte 1A" — "no parking any time no thru trucks" — "jct. 26" — "bates ct." — "bike route no parking anytime" — "Rte. 26" — "lockes auto inc. sales/service"

2½ sty. house — 1 sty. apt. bldg. — 1 sty. bldg. — 4 sty. bldg. — paved dr. — gar. — 2 car gar — 1 hr. parking — water meter — water main — foundation — unused sign post — iron pole 15' high

cmp 02.11 — cmp 02.1 — cmp 02 — cmp 102-3

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

DRAWING 44-132-45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

BAXTER BOULEVARD/
BATES STREET INTERSECTION

SHEET 86 OF 190 AUGUSTA, MAINE

103-329

T.R.N.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3006)80	89	190

CURB REMOVED AND STACKED
RESET CURB TYPE 1

REMOVE FROM

STA.	OFFSET	TO STA.	OFFSET	LF
296+17 (WA-2 EXT.)	29' LT.	297+90 (WA-2)	28' LT.	113'
296+17 (WA-2 EXT.)	99' LT.	297+90 (WA-2)	94' LT.	113'
14+90 (BATES)	30' RT.	ISLAND		40' (SLOPED)
				266'

RESET TO

297+90 (WA-2)	28' LT.	297+90 (WA-2)	99' 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 DUNSTAN 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.

Sta. 5+00.00 Bates St. = Sta. 10+00.00 Washington Ave. outbound

Sta. 5+37.00 Bates St / Veranda St. = Sta. 20+00.00 Washington Ave. inbound

Sta. 8+32.00 Veranda St. = Sta. 10+00.00 Pembroke St.

Sta. 7+30.00 Veranda St. = Sta. 10+00.00 Jordan St.

Sta. 10+00.00 Veranda St. = Sta. 10+00.00 Sherwood St.

Sta. 10+25.00 Veranda St. = Sta. 10+00.00 Sherwood St.

WASHINGTON AVE. · BATES ST. · VERANDA ST. · PEMBROKE ST. · JORDAN ST. · SHERWOOD ST.

TEMPORARY PAVEMELIT

MATCH LINE SHEET NO. 87

CMP POLE RELOCATED BY OTHERS

REMOVE GRANITE CURB

B.F.M. SIGN TO BE REMOVED AND RELOCATED

P.T. STA 10+70 (SHERWOOD) 152 RT.

CONNECT TO EXISTING

4" LOAM & SEED (NO. METHOD NO. 2

REMOVE AND RESET EXIST. FENCE (35 LF.) REMOVE AND STACK FENCE (14 LF.)

PLANT 14 - DARK AMERICAN ARBORVITAE 10'-12' IN HEIGHT AT THE DIRECTION OF THE ENGINEER PAYMENT UNDER ITEM 621.052

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

WASHINGTON AVENUE / BATES STREET / VERANDA STREET INTERSECTION

SHEET 89 OF 190 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3006)50	90	190

EMMONS ST.
Emmons St
2½ sty house
cmp 2
15"gas m
bo
wg
elwm
nat ert
drain curb
gar
2 sty house
garden shed
2½ sty house
bit. sw
paved dr
1½ sty house
2 sty house
conc. ret wall
6" tree
PROJECT LIMIT 12-299-9(106)90
PROJECT LIMIT 12-299-9(99)90 (BY OTHERS)
cmp 29
smh
12" wm
gas m
99
8's
paved dr
2 sty house
cmp 5
gravel dr
2 sty house
conc ret wall
2 car garage
hyd
6" tree
vge
10" vcp
cb
amh
I-295 S.B.
granite curb
sloped conc curb
merge
cable guard rail
"south", I-295", "south", rte 1", 26"
BAXTER BLVD. RAMP S.B.
granite curb
+90
I-295 RAMP S.B.
I-295 N.B.
I-295 NB DETOUR
BB-1 CONST. ℄
I-295 NB CONST. ℄
FASTEN GUARD RAIL TO BRIDGE
cable guard rail (REMOVE)
brush trees
cmp 35
cmp 37
cmp 39
cmp 2
cmp 1
15"acp
REMOVE AND STACK EXIST. FENCE
MATCH LINE
LIGHT TOWER #26 STA. 170+79 (I-295 NB), 60' RT. SEE SHEET NO. 78 FOR FOUNDATION PLAN
"stop"
Wash Ave Downtown
Rte 1 to Rte 26 Baxter Blvd
no trucks
rr pole
cable guard rail
granite curb
I-295 S.B.
ret wall
rr switch
I-295 N.B.
pier (typ)
overhead guide sign
Rte 1 Falmouth P side
cmp 31
cmp 32
box
rr pole
2½ sty apt bldg
paved dr
NATIONAL RAILROAD
CANADIAN
GRID NORTH
90
80
70
60
20

* 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. 626.978-SPECIAL FOUNDATION - TOWER NO. 26.

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

DRAWING 44-132-45710-1

REV.	DESCRIPTION	BY	DATE
1	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. 168+00 TO STA. 171+00 I-295
STA. 210+00 TO STA. 210+66.39 I-295 N.B DETOUR

SHEET 90 OF 190 AUGUSTA, MAINE

103-331

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3004(50)	91	190

GRID NORTH

RAILROAD
NATIONAL
CANADIAN
mixed growth & bushes
small sumac bushes
c.r.r. pole
rr pole
rr switch
ret wall
granite curb
tramp 30 mph
uge
dmh
cb
sw cb
I-295 SOUTH
I-295 SOUTH T-295
I-295 CONST. ℄
pier (typ)
conc granite curb
elec box
ch
rr pole bal pull br. edge
cmp 32
net 8
cmp 5
cmp 51
ST.
KENSINGTON
stone bit curb
paved sw
paved road
cmp 2
cmp 52
cmp 53
1 sty house
2 sty house
garage
wg
wm
apple
woods & small sumac
LIGHT TOWER #27
STA. 177+00 (I-295) • 60' RT.
SEE SHEET NO. 78 FOR FOUNDATION PLAN

"I-295 Me. Tpke."
"Falmouth Brunswick"
overhead guide sign
"Exit 9 Rte. 1"
"Falmouth Foreside"

PROJECT DESIGN ENGINEER

PLANS	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

BRUNING 44-132 45710-1

*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 190 AUGUSTA, MAINE

F.A.R.S. ROUTE NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3100(80)	92	120

GRID NORTH

SHERWOOD STREET

"STOP"

STA 170+82.32 = STA 15+66.71

B&M CONST. ℄ STA. 22+64.16 LT. 88' + RAD. PT.

B&M CONST. ℄ STA. 22+89.47 LT. 60' RAD. PT.

MEET EXISTING FENCE - RESET EXIST. CHAIN LINK FENCE WITH BARBED WIRE

REMOVE BIT. CURB

INSTALL BRACING TYPE 2

REMOVE & RESET EXIST. FELICE

STA. 17+07.75 = STA. 23+50.00

INSTALL BRACING TYPE 2

RESET CHAIN LINK FENCE WITH BARBED WIRE

2" LOAM AND SEEDING METHOD NO. 2

RESET EXISTING GATE (INCLUDED UNDER GOT. 24)

RESET EXIST. FENCE WITH BARBED WIRE

P.C. STA. 22+89.47 RT. 15'

P.C. STA. 22+64.16 LT. 15'

STA. 23+50 LIMIT OF DRIVEWAY WORK MATCH EXISTING PAVEMENT

STA. 20+00 LIMIT OF DRIVEWAY WORK MATCH EXISTING PAVEMENT

SURFACE DISTURBED AREA WITH 1¼" HOT BIT. PVMT. - GRADING C

TO BE MOVED BY OTHERS

SEE TYPICAL B&M DRIVEWAY FOR CONSTRUCTION

INSTALL BRACING TYPE 1 AT END EXIST. FELICE

INSTALL BRACING TYPE 2

2" LOAM AND SEEDING METHOD NO. 2

PAVED SAME AS DRIVEWAY TYPICAL

propane tank

REMOVE & STACK EXIST. FELICE

B&M DRIVEWAY, CONST. ℄ 7

CROWN LINE

REMOVE

gate

36' WIDE GATE WITH BARBED WIRE

END OF CROWN LINE

B & M

VARIES

1½" HOT BIT. PVMT. - GRADE C

2½" HOT BIT. PVMT. - GRADE B

15" AGG. SUBB. CRSE. GRAVEL

TYPICAL PARKING LOT PAVEMENT

N.T.S.

REMOVE EXIST. CONC. CURB

PARKING LOT PAVEMENT

TRANSPLANTED BY OTHERS (TYP.)

EXISTING GRANITE CURB TO BE REMOVED AND RELOCATED AS SHOWN

concrete curb

granite curb

RELOCATED GRANITE CURB

PARKING LOT PAVEMENT

re-striping

GRADE 5:1 - LOAM AND SEEDING METHOD NO. 2.

WATER STREET

REMOVE AND RESET FELICE (INCLUDES GATES)

REMOVE AND STACK FELICE

STA.	OFFSET TO	STA	OFFSET	L.F.
REMOVE FROM				
20+98 (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+71 (B&M DRIVE)	17' LT.	23+22 (B&M DRIVE)	47' LT.	66.3'
~~22+71 (B&M DRIVE)~~	~~19' LT.~~	~~23+24 (B&M DRIVE)~~	~~45' LT.~~	~~66'~~
	~~20' RT.~~		~~28' RT.~~	~~68'~~
				~~134'~~
21+90 (B&M DRIVE)	35' RT.	21+53 (B&M DRIVE)	46' RT.	135.2'
22+71 (B&M DRIVE)	19' RT.	22+71 (B&M DRIVE)	30' RT.	55.2' (INCLUDES GATE)
5+87 (WA-1)	44' RT.	207+22 (I-295 DET)	27' RT.	11.0'
				138.2' (INCLUDES GATES)

PROJECT BEING ENGINEERED	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

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

103-333

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

GENERAL CONSTRUCTION PLAN

B & M COMPLEX

SHEET 92 OF 120 SHEETS

F.A.H.S. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	1-295-9(126)92	99	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

BACK COVE

approx. top of riprap

3"-4" trees & bushes

"prohibited on this highway pedestrians hitchhikers bicycles etc."

"speed limit 40" ref mon

ref mon

I-295 S.B.

I-295 N.B.

I-295 CONST. ℄ RAMP

WASHINGTON AVE.

ANDERSON ST.

COMMERCIAL

MATCH LINE

"exit 8" 26 Washington Ave.

overhead guide sign

hazard marker "exit 8"

"yield"

"merge"

"no parking anytime"

N.B. WA-3 CONST.

TEMP. SILT FENCE

2" LOAM AND SEEDING, METHOD NO. 2

ALTER CATCH BASIN (TO GRADE)

STA.	OFFSET	FRAME & GRATE
144+91 (I-295)	9' LT.	TYPE B
146+97 (I-295)	℄	TYPE B
645+50 (WA-3)	20' RT.	TYPE B

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

PLANS

BRUNING 44-132 45710-1

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 99 OF 130 AUGUSTA, MAINE

103-334

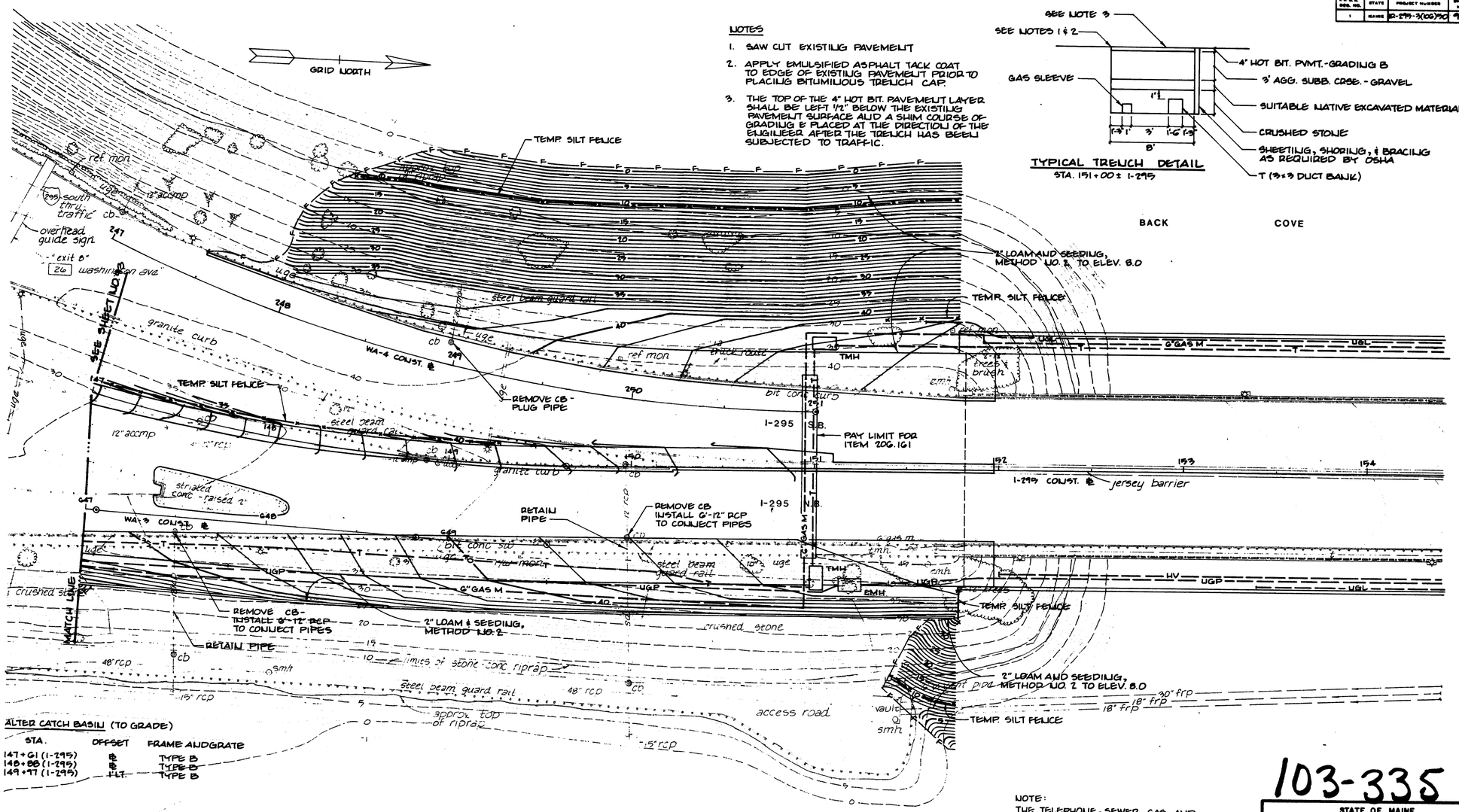
F.A. R.S. & BDG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-299-3(100)90	94	190

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 B 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+88 (I-295)	℄	TYPE B
149+97 (I-295)	4' 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		

DRAWING 44-132-107101

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 190 AUGUSTA, MAINE

S.N.B.A. NOS. INS.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(86)X	95	130

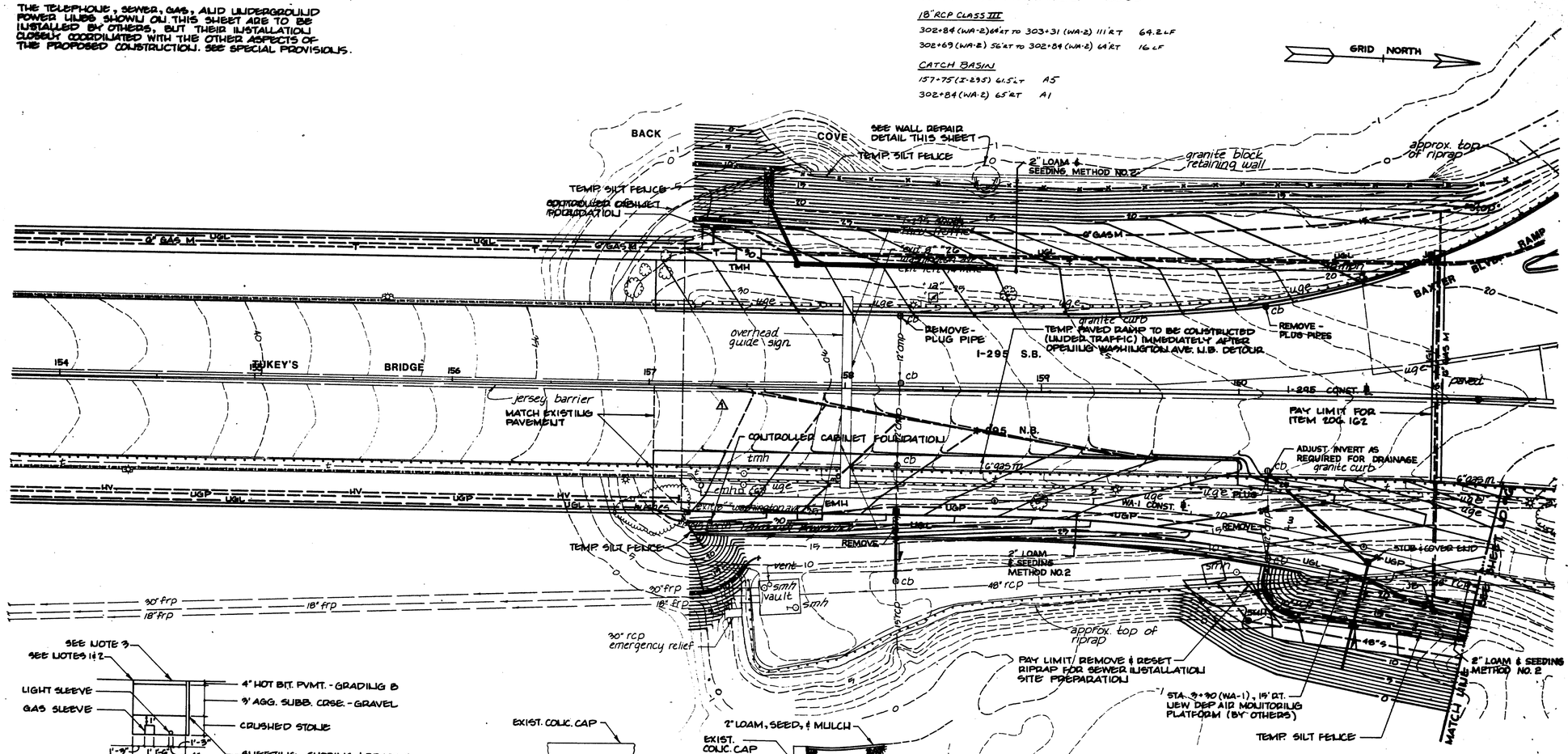
NOTE:

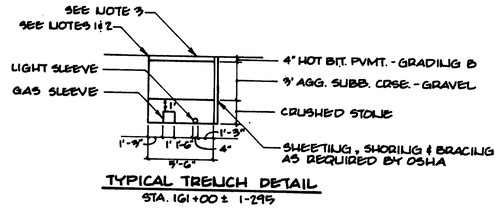
THE TELEPHONE, SEWER, GAS, AND UNDERGROUND POWER LINES SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS, BUT THEIR INSTALLATION CLOSELY COORDINATED WITH THE OTHER ASPECTS OF THE PROPOSED CONSTRUCTION. SEE SPECIAL PROVISIONS.

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'LT A1

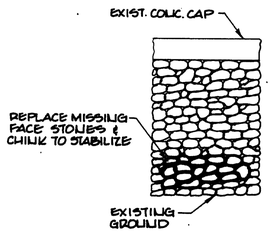




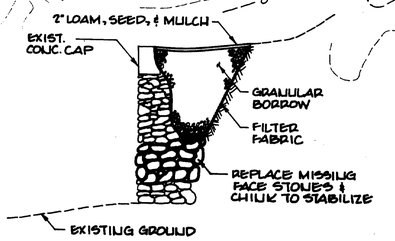
TYPICAL TRENCH DETAIL
STA. 161+00 ± I-295

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
M.T.S.

15" CAP
STA. 3+43 (WA-1), 41' RT. TO STA. 3+43 (WA-1), 63' RT. 22 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 643 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), 48' RT 37' AT 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

103-336

REV.	DESCRIPTION	BY	DATE
	Revised As Built 1986 John R. Maynard		
1	TEMP. PAVED RAMP	BNA	6-6-89

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)

SHEET 95 OF 130

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

DRAWING 44-132 457101

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		

FHWA ADM. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	MAINE	IR-295-2004(100)	96	

GRID NORTH

MATCH LINE

SEE SHEET NO. 97

BACK COVE

BAXTER BLVD.

WASHINGTON AVE. S.B.

WASHINGTON AVE. N.B. DETOUR CONST. ②

I-295 N.B.

I-295 S.B.

COVER BLVD.

WATER ST.

EMMONS ST.

RAMP

PEDESTRIAN OVERPASS

TEMP. SILT FENCE

TEMP. SEEDING

2" LOAM & SEEDING METHOD NO. 2

RETAIL PIPE, OUTLET & NEW CURB, SLOPE, AND DRAIN AT OUTLET

CUT & REMOVE EXIST. PIPE CONNECT NEW 18" CAP AT THE CUT

REMOVE PIPE

REMOVE CB

REMOVE PLUG

1 sty bldg.

2½ sty house

1 sty house

steel beam guard

granite block retaining wall

cem. conc. retaining wall

cable guard rail

chain link fence with barbed wire

wood fence with barbed wire

jersey barrier

granite curb

bit. conc. curb

bit. conc. pavement

slope paving

mortar slope paving

bridge rail

dep air monitoring station

"do not enter wrong way"

"rt. turn only"

"yield"

"stop"

"merge"

"exit 8"

"signal ahead"

"speed limit 40"

"40 mph"

Revised As Built 1986

John E Mayo

ALTER CATCH BASIN (TO GRADE)

STA.	OFFSET	FRAME & GRATE
14+18 (WASH. AVE. DET.)	9' RT.	TYPE B

18" CAP

STA. 4+49 (WA-1), 60' RT. TO STA. 4+78 (WA-1), 89' RT. 72 LF
STA. 4+66 (WA-1), 64' RT. TO STA. 5+40 (WA-1), 49' RT. 76 LF

21" CAP

STA 4+66 (WA-1), 62' RT. TO STA. 6+47 (WA-1), 8' RT. 198 LF

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

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 SHEETS

103-337

DRAWING 44-102 40710-1

F.H.W.A. DES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-2(104)ED	97	190

GRID NORTH

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		

DRAWING 44-132-4710-1

"washington ave." south bound

12'

10'

15'

6'

dmh

cb

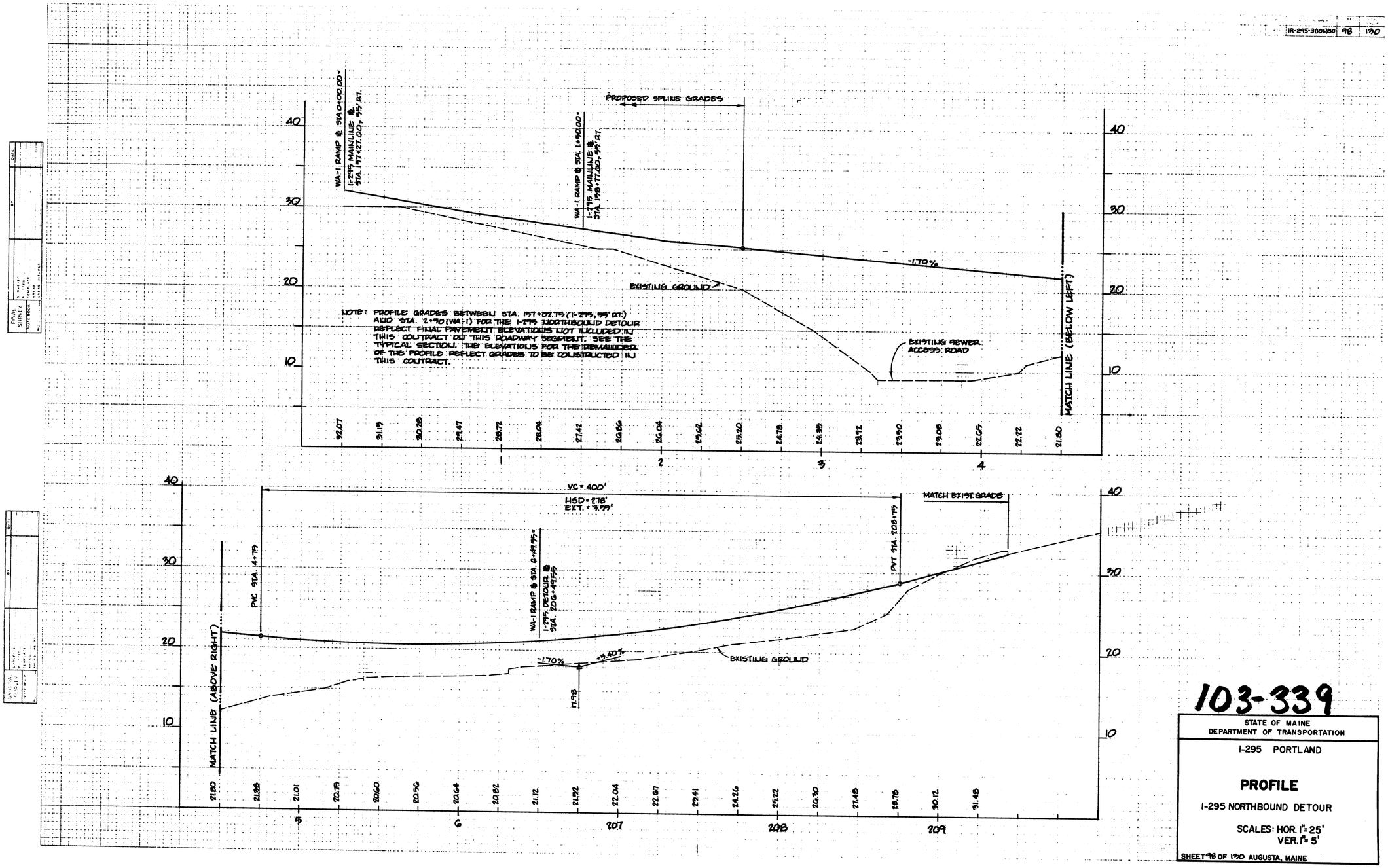
cb

cb

dmh

dmh

dmh



103-339

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

PROFILE

I-295 NORTHBOUND DETOUR

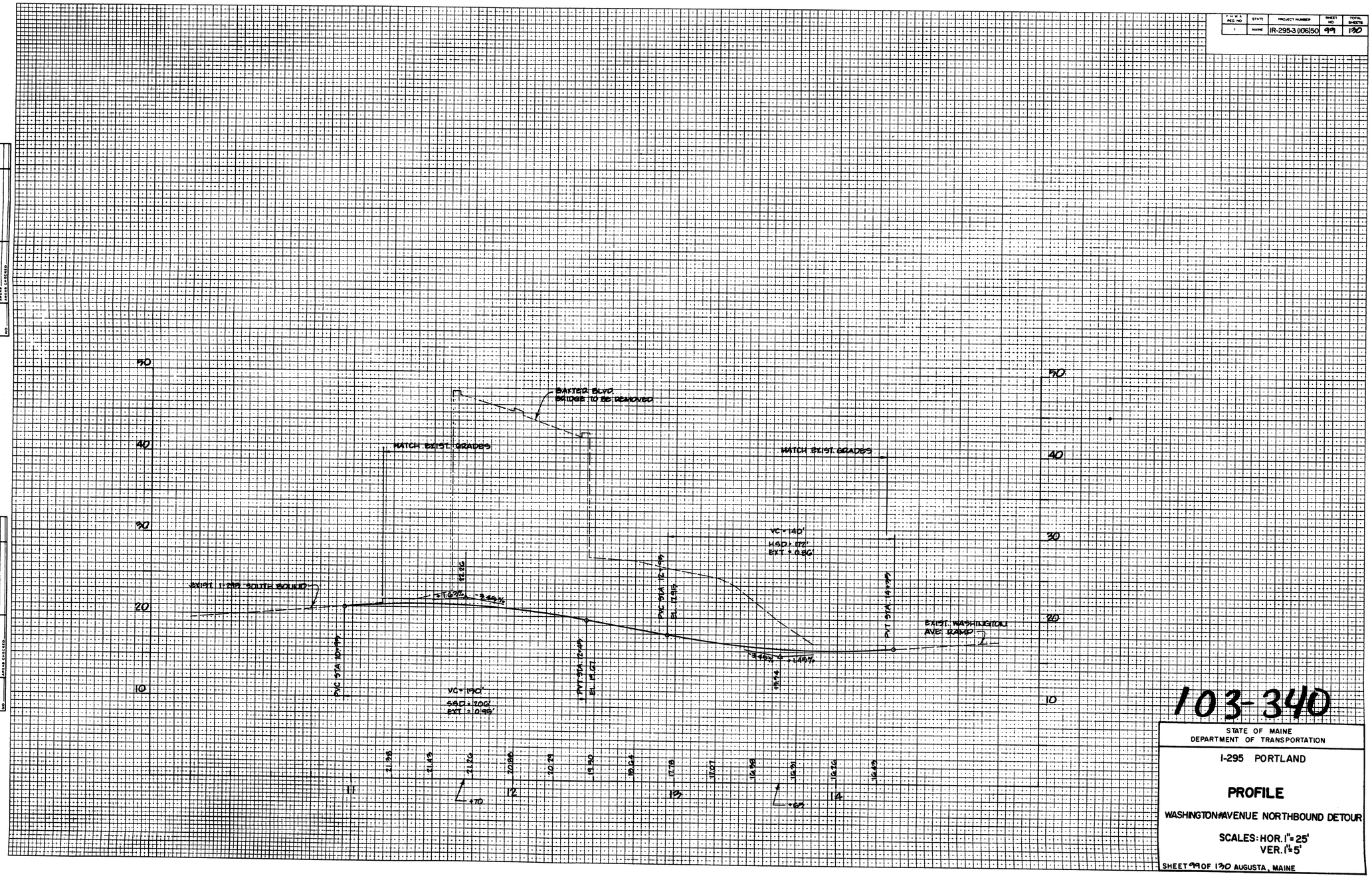
SCALES: HOR. 1"= 25'
VER. 1"= 5'

SHEET 98 OF 130 AUGUSTA, MAINE

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

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

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



103-340

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND

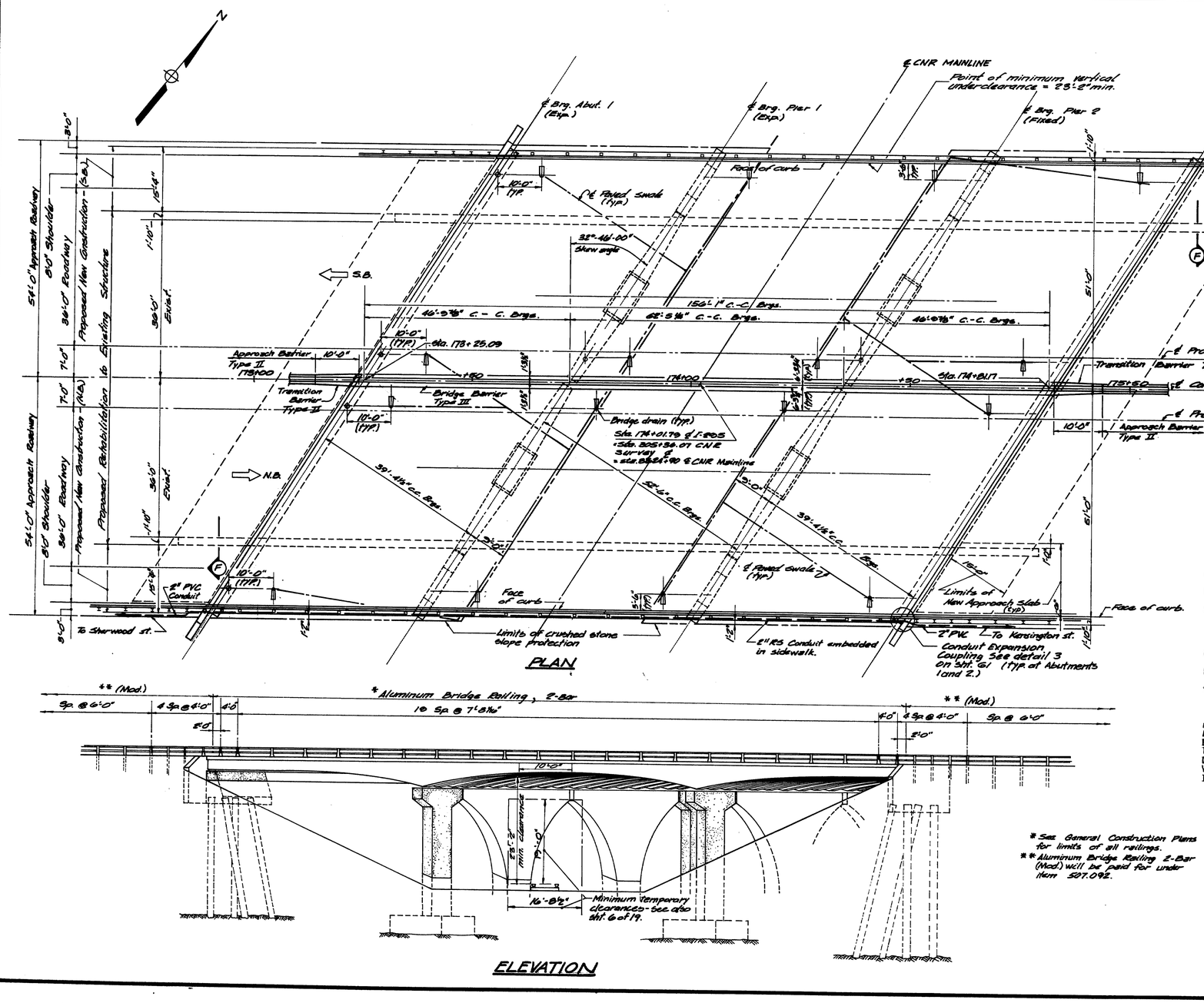
PROFILE

WASHINGTON AVENUE NORTHBOUND DETOUR

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

SHEET 99 OF 130 AUGUSTA, MAINE

F.A.S.S. RDS. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR5-275-3(4)950	19	95



6" Crushed stone slope protection, 2" Loam & Seeding Method No. 2
48" ± 1"
4"
8"
Bituminus Conc. 4"
9"
Gravel

PAVED SWALE

Payment incidental to crushed stone slope protection. Item no. 613.22

* See General Construction Plans for limits of all railings.

** Aluminum Bridge Railing 2-Bar (Mod.) will be paid for under Item 507.092.

SPECIFICATIONS

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

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES, REVISION OF JANUARY 1984.

DESIGN LOADING

LIVE LOAD: HS20

MATERIALS

CONCRETE: CLASS A (EXCEPT AS OTHERWISE SPECIFIED)

REINFORCING STEEL: ASTM A615 GRADE 60

STRUCTURAL STEEL: ASTM A36

BASIC DESIGN STRESSES

CONCRETE: F'C = 3,000 PSI.

REINFORCING STEEL: FY = 60,000 PSI.

STRUCTURAL STEEL: FY = 36,000 PSI.

TRAFFIC DATA

ADT 1985 = 35970
AADT 2005 = 44720
DHV 4919
T (%) 7
D (%) 50
V 50 MPH
18 KIPS 1,093

102-444

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED RDB DAB	6-29-88
	CHECKED KAS	
	REVISIONS	
	FIELD CHANGES	

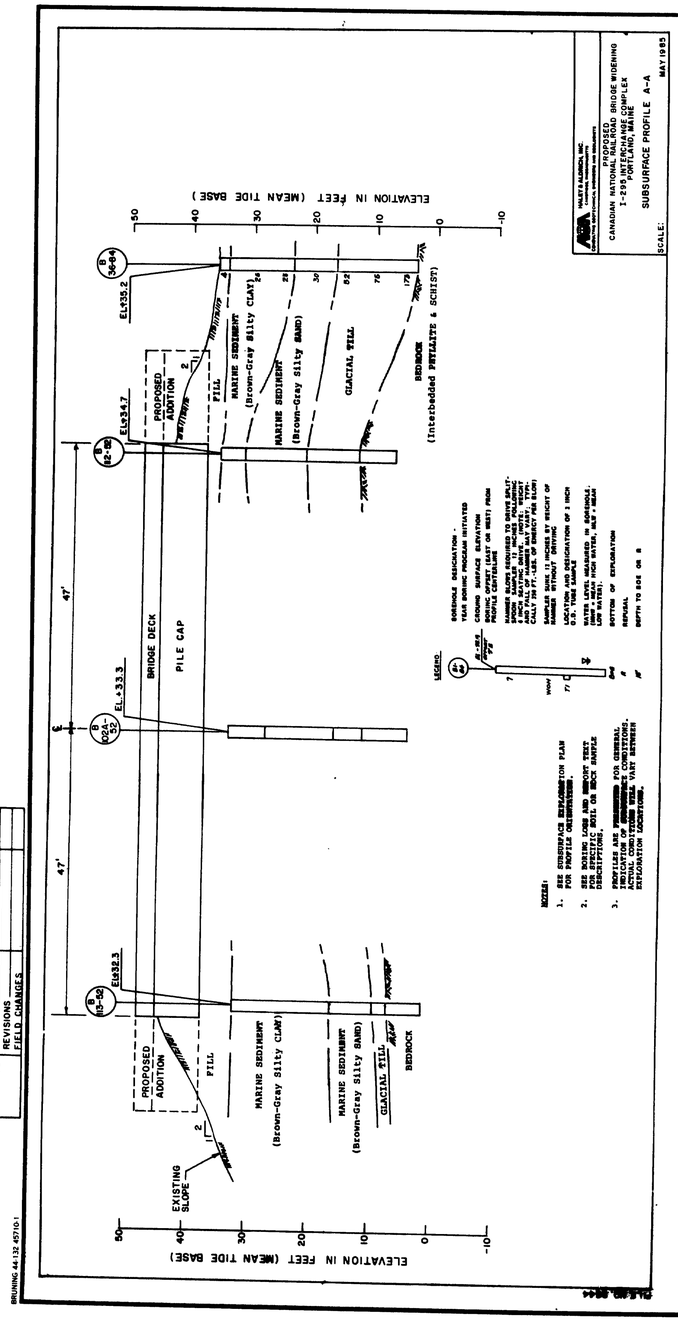
BRUNING 44-132 45710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

GENERAL PLAN AND ELEVATION

SHEET 1 OF 19 AUGUSTA, MAINE

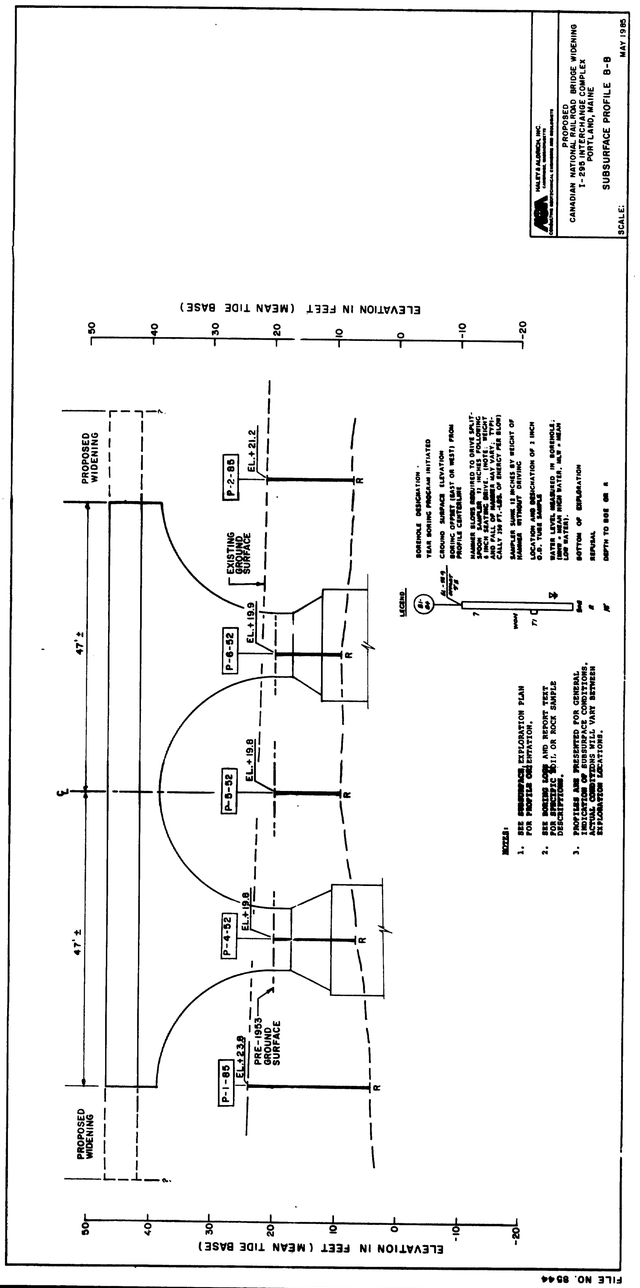


HALEY & ALDRICH, INC.
CAMBRIDGE, MASSACHUSETTS

PROPOSED
CANADIAN NATIONAL RAILROAD BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

SUBSURFACE PROFILE A-A

SCALE: MAY 1985

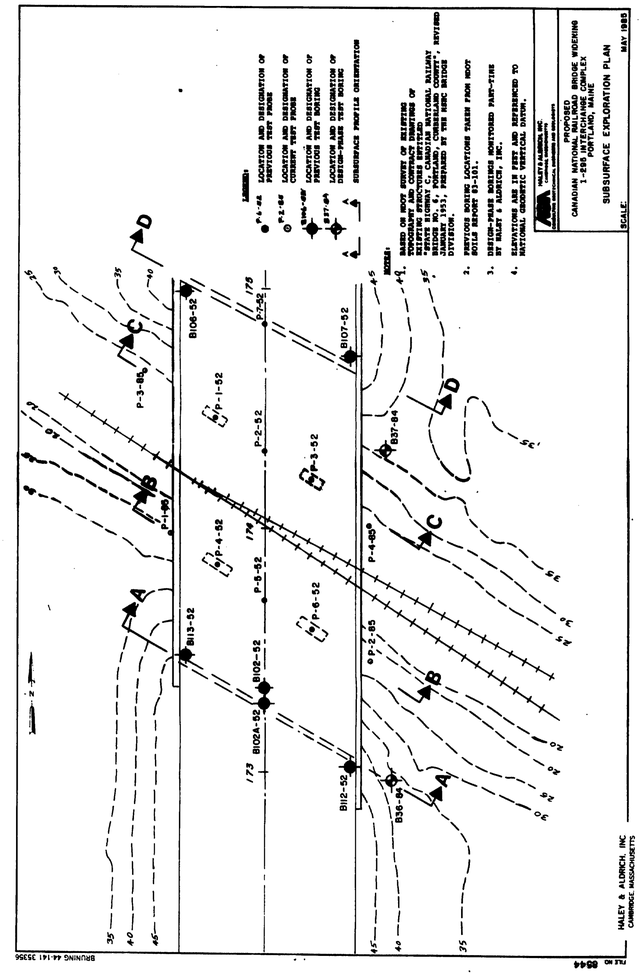


HALEY & ALDRICH, INC.
CAMBRIDGE, MASSACHUSETTS

PROPOSED
CANADIAN NATIONAL RAILROAD BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

SUBSURFACE PROFILE B-B

SCALE: MAY 1985



HALEY & ALDRICH, INC.
CAMBRIDGE, MASSACHUSETTS

PROPOSED
CANADIAN NATIONAL RAILROAD BRIDGE WIDENING
I-295 INTERCHANGE COMPLEX
PORTLAND, MAINE

SUBSURFACE EXPLORATION PLAN

SCALE: MAY 1985

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IRS-295-3(102)X0	20	919

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAILED		6-29-86
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132 45710-1

FILE NO. 85-44

102-445

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

SUBSURFACE SOILS DATA

SHEET 2 OF 19 AUGUSTA, MAINE

BORING DESIGNATION -
YEAR BORING PROGRAM INITIATED
GROUND SURFACE ELEVATION
BORING COURSE (EAST OR WEST) FROM PREVIOUS TEST BORING
HAMMER BLOWS REQUIRED TO DRIVE SPLIT-SPOON SAMPLER THE LAST 12 INCHES OF AN 18 INCH DRIVE. (WEIGHT OF HAMMER = 300 LBS., FREE FALL = 30 INCHES, ENERGY PER BLOW = CA. 750 FT.-LBS. OF ENERGY PER BLOW)
SAMPLER SINK: 12 INCHES BY WEIGHT OF HAMMER, 12 INCHES BY BLOWS
LOCATION AND DESIGNATION OF 1 INCH O.D. TUBE SAMPLE
WATER LEVEL MEASURED IN BOREHOLE AT TIME INDICATED (WATER, MAY BE LOW WATER).
BOTTOM OF EXPLORATION
REFUSAL
DEPTH TO BASE OF A

LEGEND:
A-1-B 2/12 — 7 — WOH — 71 — C

NOTES:
1. SEE SUBSURFACE EXPLORATION PLAN FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR STRATIGRAPHIC DETAIL OR ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

BORING DESIGNATION -
YEAR BORING PROGRAM INITIATED
GROUND SURFACE ELEVATION
BORING COURSE (EAST OR WEST) FROM PREVIOUS TEST BORING
HAMMER BLOWS REQUIRED TO DRIVE SPLIT-SPOON SAMPLER THE LAST 12 INCHES OF AN 18 INCH DRIVE. (WEIGHT OF HAMMER = 300 LBS., FREE FALL = 30 INCHES, ENERGY PER BLOW = CA. 750 FT.-LBS. OF ENERGY PER BLOW)
SAMPLER SINK: 12 INCHES BY WEIGHT OF HAMMER, 12 INCHES BY BLOWS
LOCATION AND DESIGNATION OF 1 INCH O.D. TUBE SAMPLE
WATER LEVEL MEASURED IN BOREHOLE AT TIME INDICATED (WATER, MAY BE LOW WATER).
BOTTOM OF EXPLORATION
REFUSAL
DEPTH TO BASE OF A

LEGEND:
A-1-B 2/12 — 7 — WOH — 71 — C

NOTES:
1. SEE SUBSURFACE EXPLORATION PLAN FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR STRATIGRAPHIC DETAIL OR ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

LEGEND:
- P-1-85 LOCATION AND DESIGNATION OF PRESENT TEST PROBE
- P-1-52 LOCATION AND DESIGNATION OF CURRENT TEST PROBE
- B108-52 LOCATION AND DESIGNATION OF PREVIOUS TEST BORING
- B37-64 LOCATION AND DESIGNATION OF PREVIOUS PHASE TEST BORING
- A SUBSURFACE PROFILE ORIENTATION

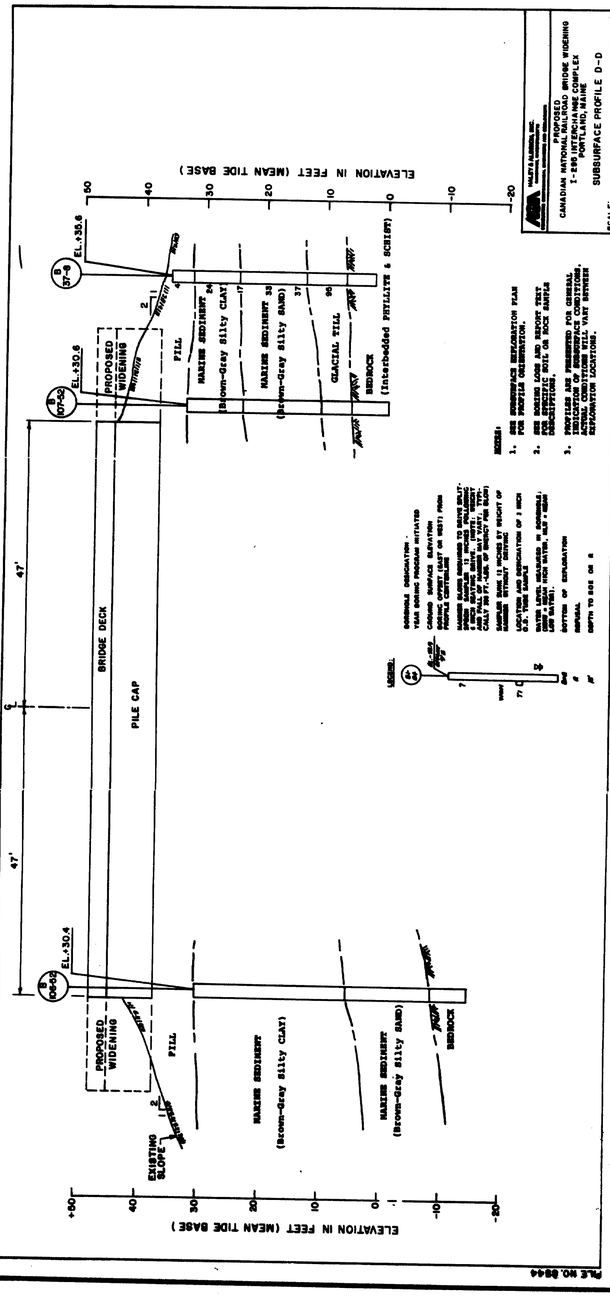
NOTES:
1. BASED ON WOOD PERMIT OF DRIFTING PROGRAM, LOCATIONS AND ELEVATIONS OF DRIFTING STRUCTURES DETERMINED BY FIELD SURVEY BY CANADIAN NATIONAL RAILWAY BRIDGE ENGINEERING DEPARTMENT, REVISED JANUARY 1951, PREPARED BY THE MERC BRIDGE DRAWING.
2. PREVIOUS BORING LOCATIONS TAKEN FROM WOOD ROLL REPORT 83-101.
3. DRIFT-PROBE BORINGS MONITORED PARK-TYPE BY HALEY & ALDRICH, INC.
4. ELEVATIONS ARE IN FEET AND REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM.

NOTES:

1. Boring Location Plan and soil-profiles were taken from "Report on Subsurface Investigation and Foundations Recommendations, Proposed Sherwood Street, Kensington Street, and Canadian National Railroad Bridge Widenings, I-295 Interchange Complex, Portland, Maine" prepared by Haley & Aldrich, Inc. and dated June 1985.

2. Refer to the above referenced geotechnical report for discussion of subsurface conditions and foundation construction considerations.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IRS-295-1(107)X	21	95



NOTES:
1. SEE REFERENCE EXPLORATION PLAN FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR SPECIFIC NOTE ON ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

BORING DESIGNATION -
YEAR BORING PROGRAM INITIATED
GROUND SURFACE ELEVATION
PROBABLE CORREST (EAST OR WEST) FROM PROBE CONTROLLER
BORING CLOSE REQUIRED TO DRIVE SPLIT-SPOON SAMPLER 24 INCHES, NUMBER OF BLOWS OF 140 LB. HAMMER FALLING 30 INCHES PER FOOT. CALL'D 50 FT. FOR 6 INCHES OR LESS PEN. TO REFUSAL
SAMPLE SEND 13 INCHES BY WEIGHT OF HAMMER WITHOUT BLOWS
LOCATION AND ASSOCIATION OF 3 INCH O.D. TUBE SAMPLE
WATER LEVEL MEAS. IN BOREHOLE; HIGH WATER, MAR. + YEAR; LOW WATER;
BOTTOM OF EXPLORATION
REFUSAL
DEPTH TO BOR OR E

LEGEND:
B-37-82
EL.+30.6
47'
7
77

ELEVATION IN FEET (MEAN TIDE BASE)

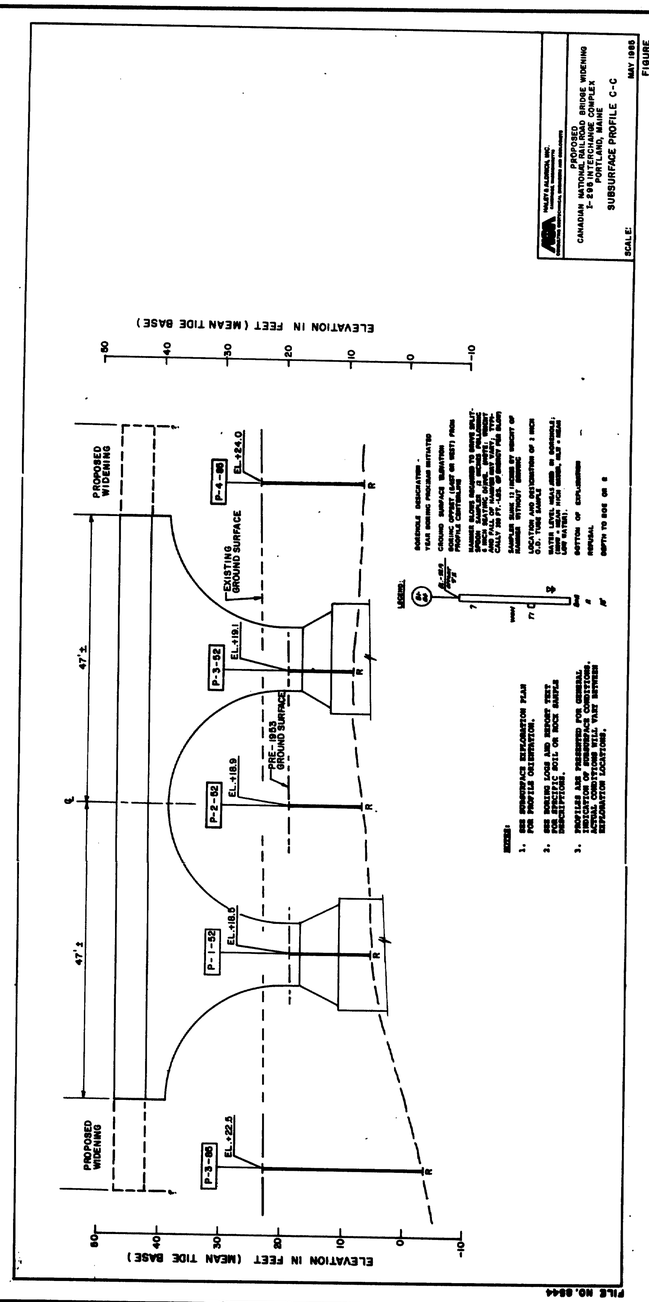
VALLEY ENGINEERS, INC.
CIVIL & STRUCTURAL ENGINEERS
HAMPDEN, MAINE

PROPOSED
CANADIAN NATIONAL RAILROAD BRIDGE WIDENING
I-295 INTERCHANGE NO8 COMPLEX
PORTLAND, MAINE
SUBSURFACE PROFILE D-D
SCALE:
MAY 1985
FIGURE

PROJECT DESIGN ENGINEER
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE
6-29-86
PLANS

BRUNING 44-132 45710-1

FILE NO. 8844



NOTES:
1. SEE REFERENCE EXPLORATION PLAN FOR PROFILE ORIENTATION.
2. SEE BORING LOGS AND REPORT TEXT FOR SPECIFIC NOTE ON ROCK SAMPLE DESCRIPTIONS.
3. PROFILES ARE PRESENTED FOR GENERAL INDICATION OF SUBSURFACE CONDITIONS. ACTUAL CONDITIONS WILL VARY BETWEEN EXPLORATION LOCATIONS.

BORING DESIGNATION -
YEAR BORING PROGRAM INITIATED
GROUND SURFACE ELEVATION
PROBABLE CORREST (EAST OR WEST) FROM PROBE CONTROLLER
BORING CLOSE REQUIRED TO DRIVE SPLIT-SPOON SAMPLER 24 INCHES, NUMBER OF BLOWS OF 140 LB. HAMMER FALLING 30 INCHES PER FOOT. CALL'D 50 FT. FOR 6 INCHES OR LESS PEN. TO REFUSAL
SAMPLE SEND 13 INCHES BY WEIGHT OF HAMMER WITHOUT BLOWS
LOCATION AND ASSOCIATION OF 3 INCH O.D. TUBE SAMPLE
WATER LEVEL MEAS. IN BOREHOLE; HIGH WATER, MAR. + YEAR; LOW WATER;
BOTTOM OF EXPLORATION
REFUSAL
DEPTH TO BOR OR E

LEGEND:
B-37-82
EL.+30.6
47'
7
77

VALLEY ENGINEERS, INC.
CIVIL & STRUCTURAL ENGINEERS
HAMPDEN, MAINE

PROPOSED
CANADIAN NATIONAL RAILROAD BRIDGE WIDENING
I-295 INTERCHANGE NO8 COMPLEX
PORTLAND, MAINE
SUBSURFACE PROFILE C-C
SCALE:
MAY 1985
FIGURE

FILE NO. 8844

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
  - SD — 5 ⅞ H Sampler @ 1290's
  - IC — 2" O.D. 16 ga. seamless tubing
  - IE — 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)
- HX — Locations cored by diamond bit and per cent recovery of rock

SHEAR NOTES

- ● — Field vane shear strengths
- × — 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
- ⊖—× — Plastic and liquid limits

Ignition losses are given as per cent of dry weight

NOTES:

1. See Sheet No. 2 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.
4. Refer to geotechnical report for discussion of subsurface conditions and foundation considerations.

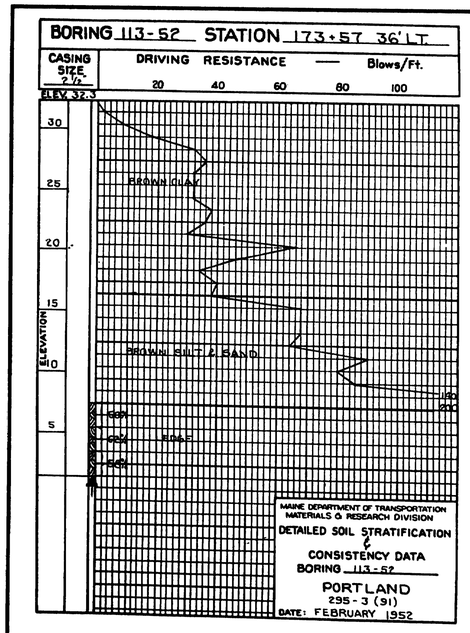
102-446

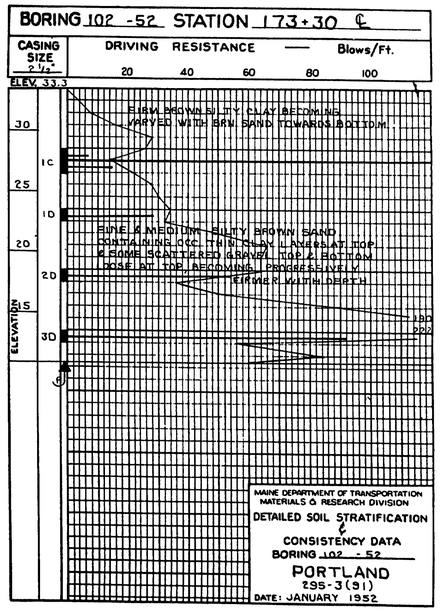
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

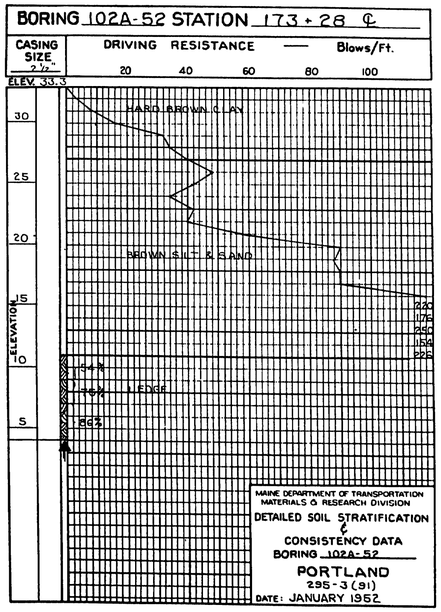
I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

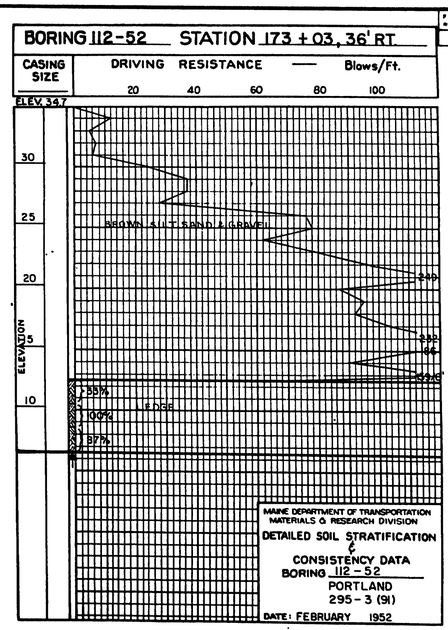
SUBSURFACE SOILS DATA

SHEET 2 OF 12 AUGUSTA, MAINE









F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IRG-295-3(102)PID	22	95

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

"BORING LOG"

PROJ. [illegible]
CLIENT State of Maine IUT

BORING NO. P-1
LINE & STA.
OFFSET
GR. ELEV.
DATE: 2-20-85

A	STRATUM DESCRIPTION	BLOWS PER	B
2.0	Brown fine to med. sand w/coarse sand & trace of organics.		
4.0	Brown silty fine sand.		
	Brown silty mottled clay w/fine sand.		
12.5	Brown silty fine sand.		
16.7	Brown silty fine to med. sand w/coarse sandy gravel, trace of cobbles.		
19.7	Refusal @ 19.7' Water 15.9' Caved @ 16.5'		
	Driller: Gerry Rudnicki Job # 84-199		

BORING NO. P-2
LINE & STA.
OFFSET
GR. ELEV.
DATE: 2-20-85

A	STRATUM DESCRIPTION	BLOWS PER	B
3.5	Brown silty fine to med. sand w/coarse sand, trace of organics, coal.		
7.0	Brown silty fine to med. sand w/trace of clay.		
13.7	Brown silty fine to med. sand w/coarse sandy gravel trace of cobbles.		
	Refusal @ 13.7' Caved dry @ 11.0'		

1. COL. A ___ depth in feet
2. COL. B ___
3. HAMMER = 140#; FALL 30"
4. SAMPLER = ___ O.D. SPLIT SPOON
5. GWT = GROUND WATER

AND - 40 to 50%
SOME - 10 to 40%
TRACE - 0 to 10%

NTB-13

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

"BORING LOG"

PROJ. [illegible]
CLIENT State of Maine IUT

BORING NO. P-3
LINE & STA.
OFFSET
GR. ELEV.
DATE: 2-20-85

A	STRATUM DESCRIPTION	BLOWS PER	B
2.0	Brown silty fine to mod. sand w/coarse gravel & coal.		sandy
	Brown silty mottled clay w/fine sand.		
11.0	Gray silty clay.		
22.0	Brown silty fine to med. sand.		
26.0	Refusal @ 26.0' Water @ 13.1' Caved @ 20.4'		
	Driller: Gerry Rudnicki Job # 84-199		

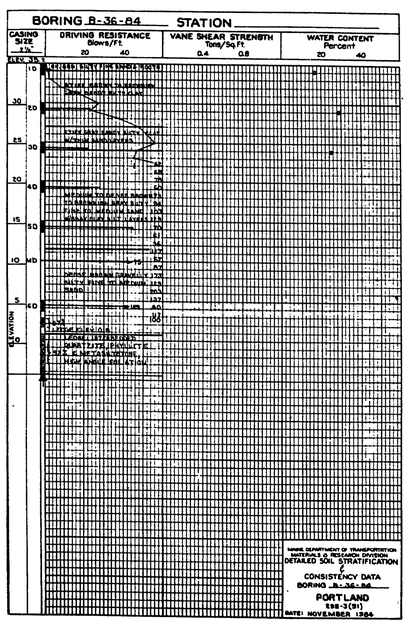
BORING NO. P-4
LINE & STA.
OFFSET
GR. ELEV.
DATE: 2-20-85

A	STRATUM DESCRIPTION	BLOWS PER	B
2.0	Brown silty fine to med. sand w/trace of organics, roots & glass.		
	Brown silty fine sand w/trace of clay.		
7.0	Brown silty fine sand w/trace of med. sand.		
11.0	Brown silty fine to med. sand w/trace of coarse sand & gravel.		
16.3	Refusal @ 16.3' Caved dry @ 15.3' Installed well.		

1. COL. A ___ depth in feet
2. COL. B ___
3. HAMMER = 140#; FALL 30"
4. SAMPLER = ___ O.D. SPLIT SPOON
5. GWT = GROUND WATER

AND - 40 to 50%
SOME - 10 to 40%
TRACE - 0 to 10%

NTB-13



NOTE:
REFER TO NOTES 1 TO 4, SHEET NO. 2

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	6-28-86
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

BRUNING 44-132 45710-1

102-447

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

SUBSURFACE SOILS DATA

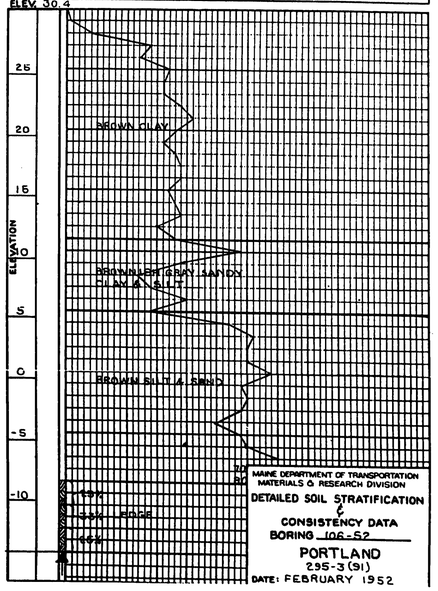
SHEET 4 OF 19 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	BRD 295-3(107)X0	23	459

BORING 106-52 STATION 175+12 36'LT.

CASING SIZE 2½" | DRIVING RESISTANCE — Blows/Ft. 20 40 60 80 100

ELEV. 30.4

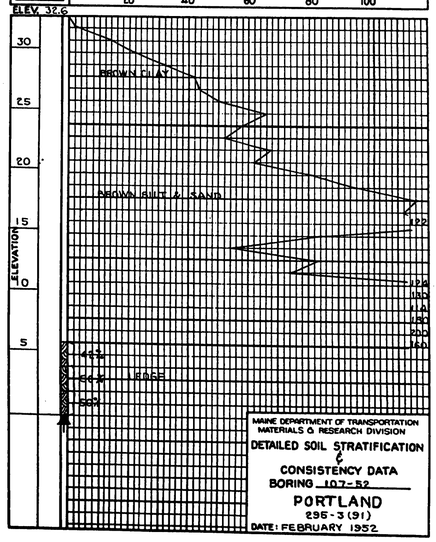


MAINE DEPARTMENT OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
DETAILED SOIL STRATIFICATION
&
CONSISTENCY DATA
BORING 106-52
PORTLAND
295-3(91)
DATE: FEBRUARY 1952

BORING 107-52 STATION 174+64 36'RT.

CASING SIZE 2½" | DRIVING RESISTANCE — Blows/Ft. 20 40 60 80 100

ELEV. 32.6

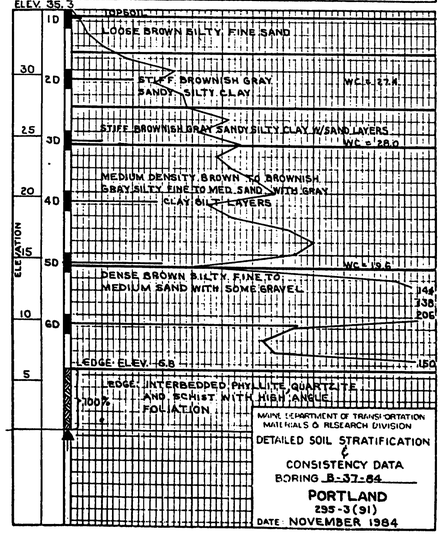


MAINE DEPARTMENT OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
DETAILED SOIL STRATIFICATION
&
CONSISTENCY DATA
BORING 107-52
PORTLAND
295-3(91)
DATE: FEBRUARY 1952

BORING B-37-64 STATION

CASING SIZE 2½" | DRIVING RESISTANCE — Blows/Ft. 20 40 60 80 100

ELEV. 35.3



MAINE DEPARTMENT OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
DETAILED SOIL STRATIFICATION
&
CONSISTENCY DATA
BORING B-37-64
PORTLAND
295-3(91)
DATE: NOVEMBER 1984

NOTE:
REFER TO NOTES 1 TO 4, SHEET NO. 2

102-448

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

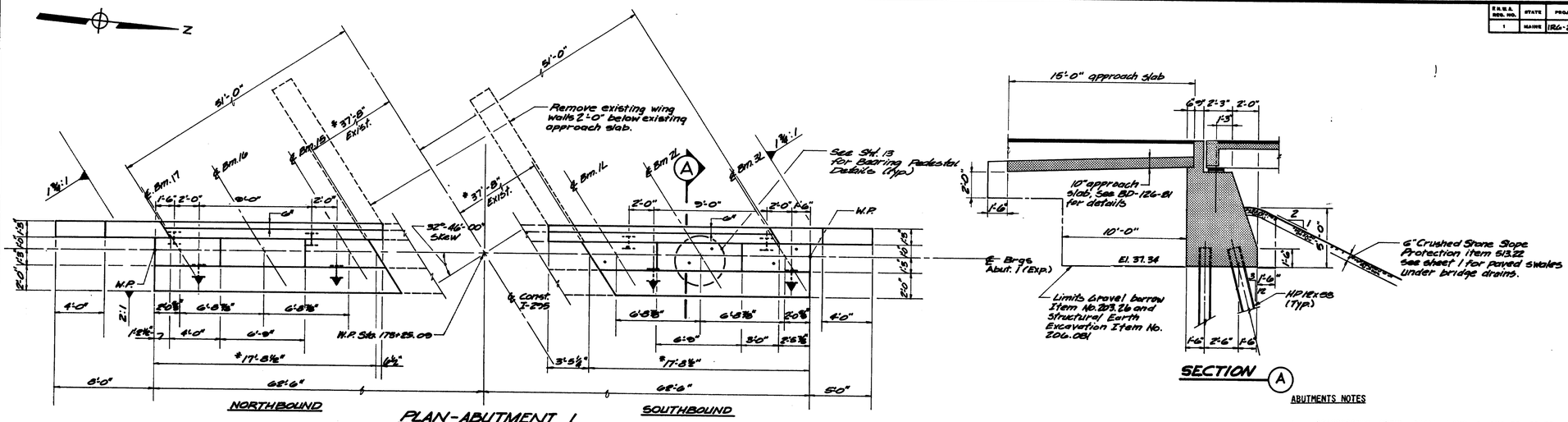
SUBSURFACE SOILS DATA

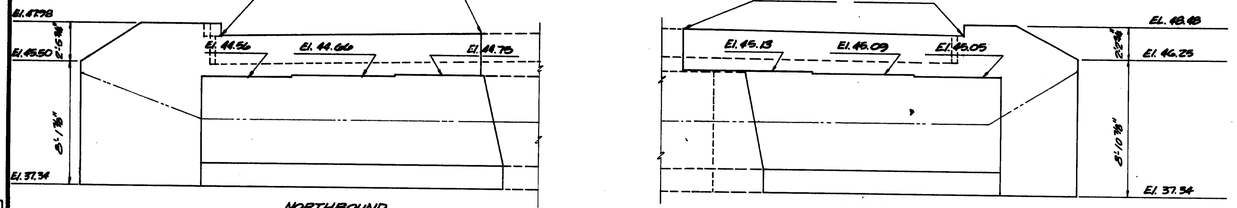
SHEET 5 OF 19 AUGUSTA, MAINE

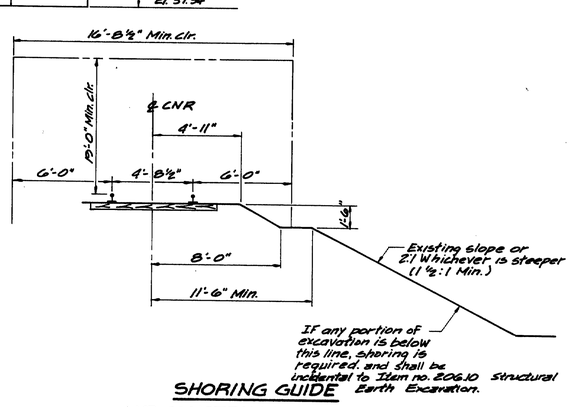
PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED		4-29-86
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132-45710-1

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IRG-295-3(XXE)24		96







ABUTMENTS NOTES

1. REINFORCING STEEL SHALL HAVE 2 INCHES COVER UNLESS OTHERWISE INDICATED.
2. COVER EXPANSION JOINTS ON THE BACK WITH TWO LAYERS OF HEAVY ROOFING. SEE BD 127 FOR DETAIL.
3. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS:
   TOP OF CONCRETE CURBS.
   TOP OF ABUTMENT BACKWALLS AND 1' BELOW TOP OF BACKWALLS ON THE BACKSIDE.

PILE NOTES

1. PIER PILES MARKED THUS ↦, SHALL BE BATTERED 2 INCHES PER FOOT IN THE DIRECTION OF THE ARROW.
2. ABUTMENT PILES MARKED THUS ↦, SHALL BE BATTERED 3 INCHES PER FOOT IN THE DIRECTION OF THE ARROW.
3. MAXIMUM CALCULATED PILE LOADS - 70 TONS
4. ESTIMATE OF PILES REQUIRED:

ABUTMENT NUMBER 1 NB	4 -HP x 12 x 53 @ 38 FEET
ABUTMENT NUMBER 1 SB	4 -HP x 12 x 53 @ 32 FEET
PIER NUMBER 1 SB	6 -HP x 12 x 53 @ 12 FEET
PIER NUMBER 2 SB	6 -HP x 12 x 53 @ 19 FEET
ABUTMENT NUMBER 2 NB	4 -HP x 12 x 53 @ 33 FEET
ABUTMENT NUMBER 2 SB	4 -HP x 12 x 53 @ 48 FEET

5. SEE BD 127-81 FOR POINTED REINFORCED PILE TIP DETAILS, TYPICAL FOR ALL PILES.
6. EMBEDMENT OF PILES MAY VARY BETWEEN 1'-0" AND 2'-0" AND THE ACTUAL EMBEDMENT LENGTH UP TO A MAXIMUM OF 1'-6" WILL BE INCLUDED IN THE MEASUREMENT OF PAYMENT.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	ROB	6-29-82
CHECKED	PJB	
REVISIONS	KRG	
FIELD CHANGES		

BRIDGE 44-132-4571.0.1

102-449

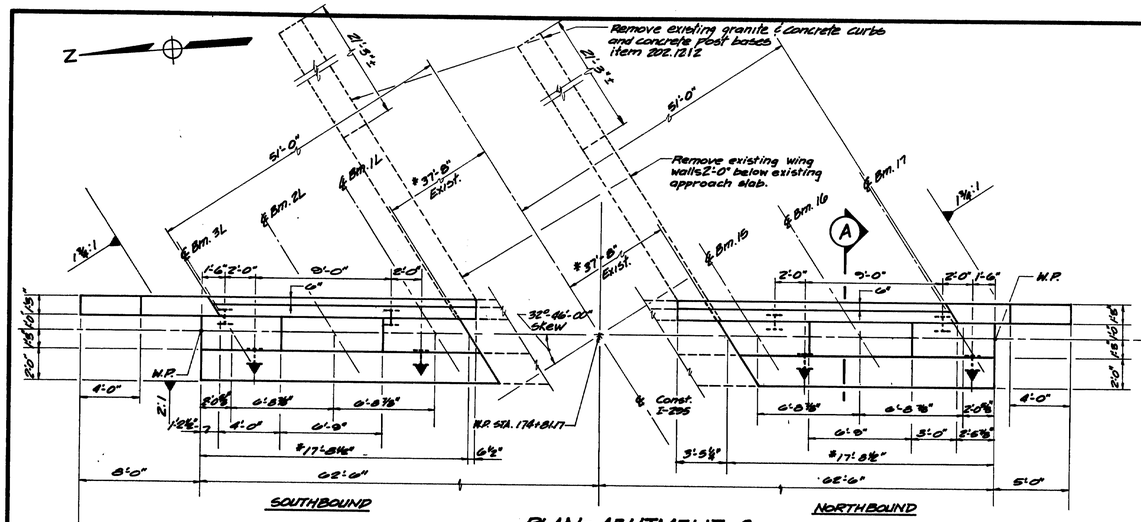
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT 1
PLAN
AND
ELEVATION

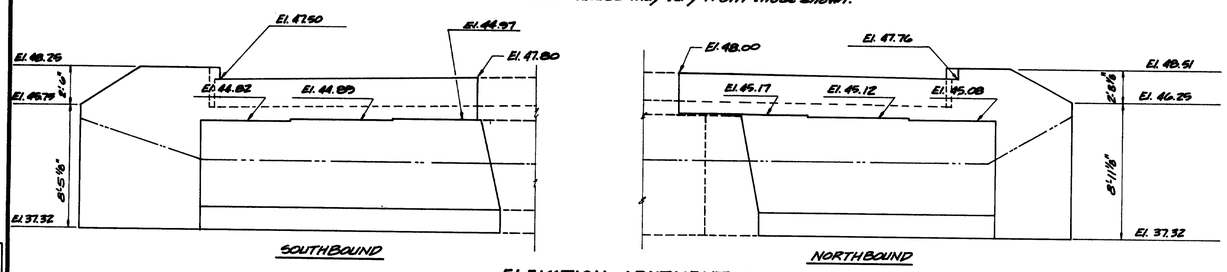
SHEET 6 OF 17 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR26-295-3(108)d	25	96

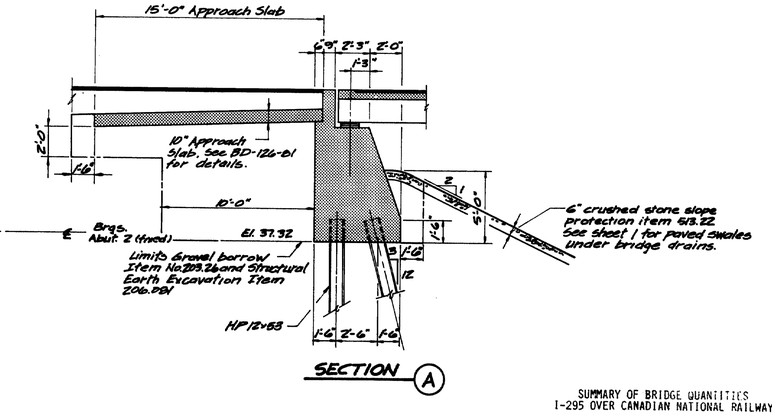


PLAN - ABUTMENT 2

* Dimensions shown thus (*0'-0") are based on plans of the existing structures. Actual values may vary from those shown.



ELEVATION - ABUTMENT 2



SECTION (A)

SUMMARY OF BRIDGE QUANTITIES
I-295 OVER CANADIAN NATIONAL RAILWAY

		QUANTITY	UNIT
202.1212	REMOVING EXISTING CONCRETE	1	LS
202.1272	REMOVAL OF EXISTING BITUMINOUS PAVEMENT	1	LS
202.1282	REMOVAL OF EXISTING CONCRETE - CURBS AND SIDEWALKS	1	LS
202.13	REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	382	LF
203.26	GRAVEL BORROW	875	CY
206.081	STRUCTURAL EARTH EXCAVATION - ABUTMENTS AND RETAINING WALLS	340	CY
206.10	STRUCTURAL EARTH EXCAVATION - PIERS	590	CY
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	360	TON
501.214	STEEL H-BEAM PILES 53 LBS/FT	790	LF
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	114	CY
502.23	STRUCTURAL CONCRETE, PIERS	200	CY
502.2702	STRUCTURAL CONCRETE SUPERSTRUCTURE T-BEAM TYPE (EST. 330 CY)	1	LS
502.3102	STRUCTURAL CONCRETE APPROACH SLAB (EST. 35 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	103,300	LB
503.13	REINFORCING STEEL, PLACING	103,300	LB
504.7002	STRUCTURAL STEEL FABRICATED AND DELIVERED (EST. 6100 LB)	1	LS
504.7102	STRUCTURAL STEEL ERECTION (EST. * 6100 LB)	1	LS
507.092	ALUMINUM BRIDGE RAILING, 2-BAR	751	LF
508.1302	MEMBRANE WATERPROOFING	1	LS
613.22	CRUSHED STONE SLOPE PROTECTION	1470	SY
614.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
615.2102	PROTECTIVE COATING FOR CONCRETE SURFACES	1	LS
518.30	REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO REINFORCING STEEL	1325	SF
518.31	REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO BELOW REINFORCING STEEL	375	SF
[illegible]	BRIDGE JOINT MODIFICATIONS	4	EA
[illegible]	PERMANENT CONCRETE BARRIER TYPE III	317	LF
[illegible]	VERTICAL BRIDGE CURB TYPE 1F	317	LF
[illegible]	VERTICAL BRIDGE CURB - SPECIAL	317	LF

* INCLUDES WEIGHT OF NEW BEARING PEDESTALS ONLY. REHABILITATION OF EXISTING BEARING PEDESTALS TO BE INCIDENTAL TO ITEM 504.7102.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	RDB	6-28-88
	CHECKED	RJB	
	REVISIONS	KRG	
	FIELD CHANGES		

DRAWING 44-132-457101

102-450

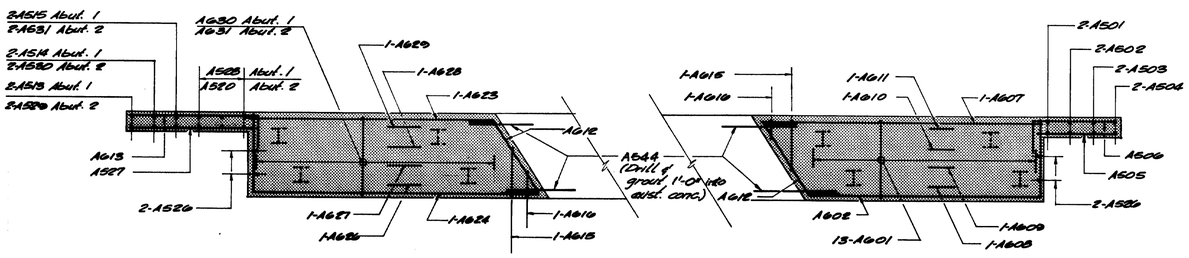
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT 2
PLAN AND ELEVATION

SHEET 7 OF 12 AUGUSTA, MAINE

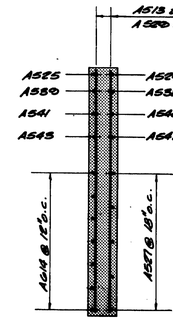
F.A. & S.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(103)X	26	90



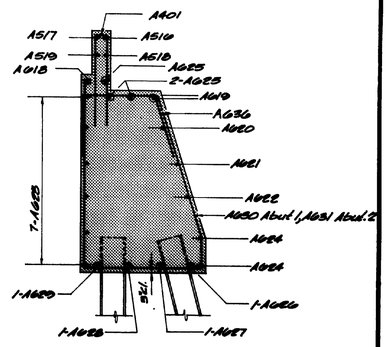
Abutment 1 Northbound
Abutment 2 Southbound

SECTION A

Abutment 1 Southbound
Abutment 2 Northbound



SECTION B



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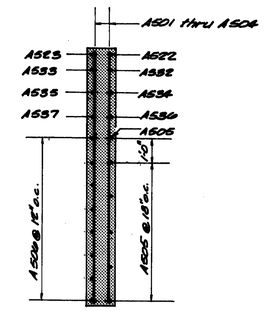

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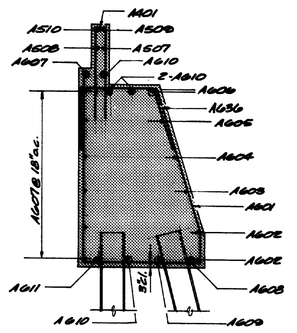
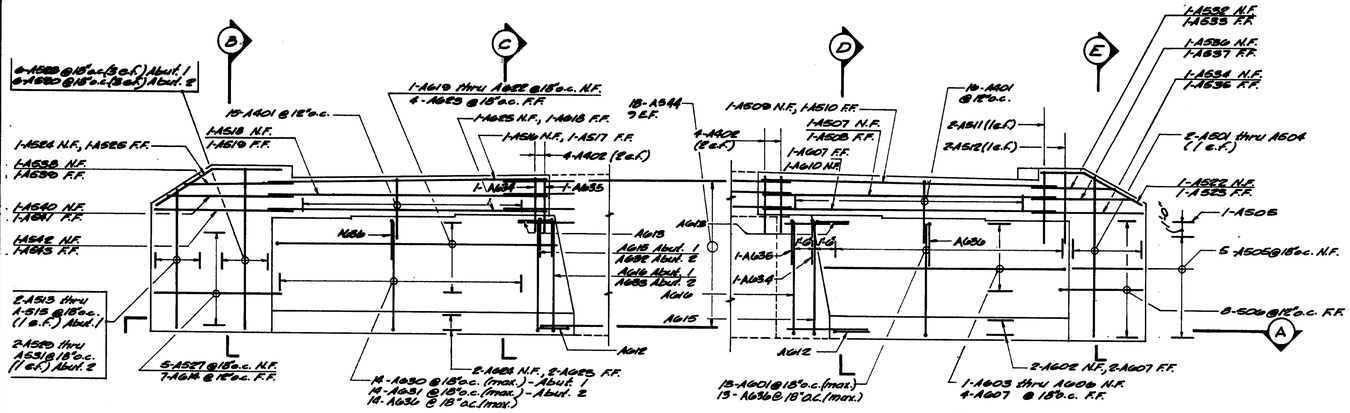


SECTION D



Abutment 1 Northbound
Abutment 2 Southbound

Abutment 1 Southbound
Abutment 2 Northbound

ABUTMENT REINFORCEMENT

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	EDS	4-28-86
CHECKED	PAB	
REVISIONS	KRG	
FIELD CHANGES		

PLANS

BRUNING 44-132 42710-1

102-451

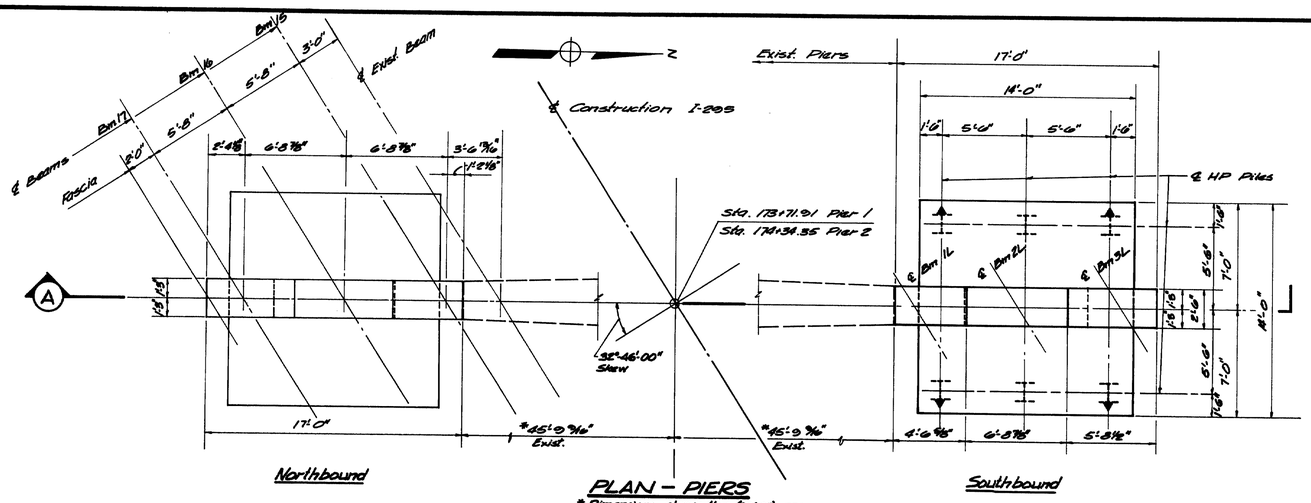
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENTS 1 & 2
REINFORCEMENT

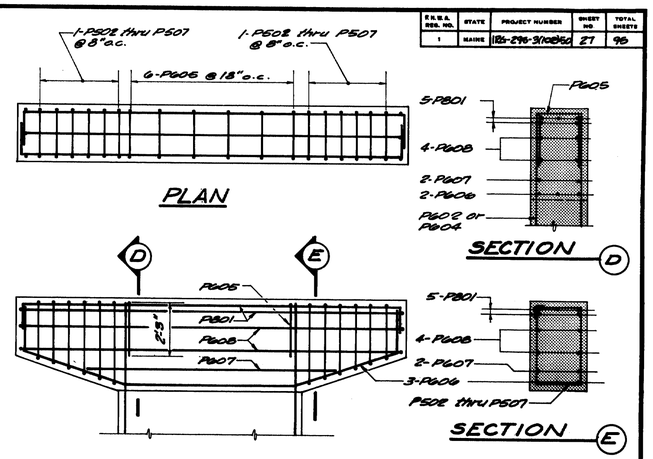
SHEET 26 OF 90 AUGUSTA, MAINE

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	185-276-3100860	27	96



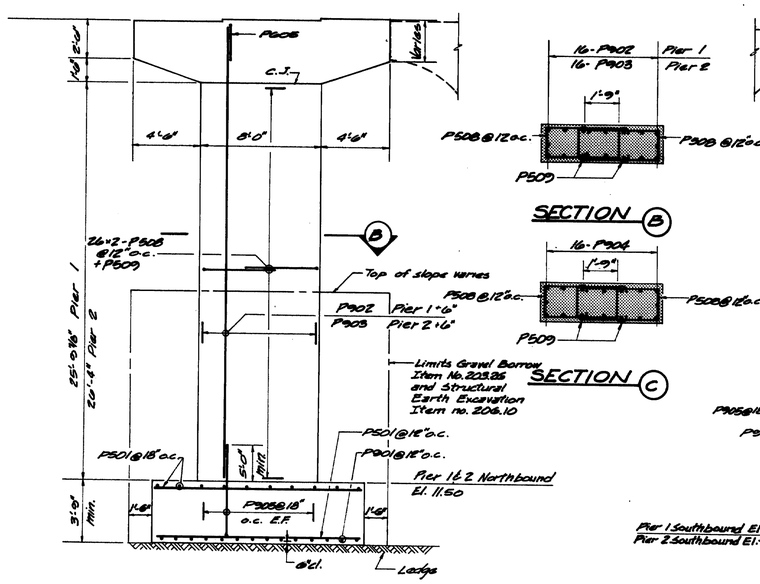
PLAN – PIERS

*Dimensions shown thus (0'-0") are based on the existing structures. Actual values may vary from those shown.



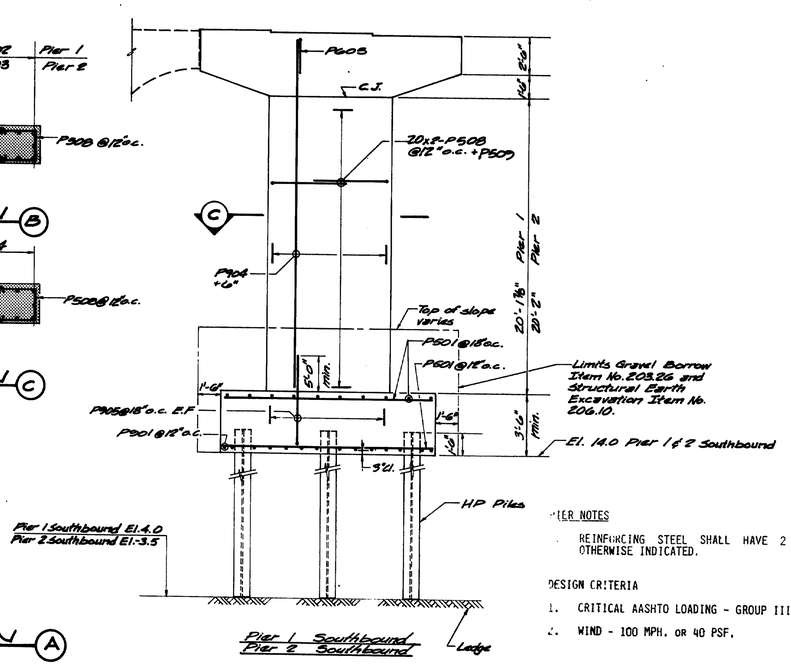
TYPICAL PIER CAP REINFORCEMENT

Pier 1 Northbound	41.48	41.63	41.61	(Exist.)	Bridge Seat Elevations	(Exist.)	41.77	41.72	41.66	Pier 1 Southbound
Pier 2 Northbound	41.88	41.88	41.94	(Exist.)		(Exist.)	41.82	41.75	41.67	Pier 2 Southbound

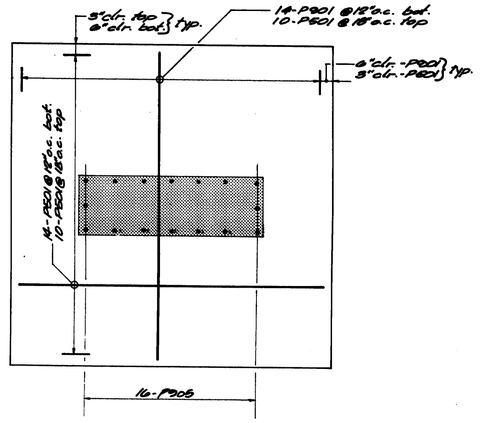


Note

"Structural Earth Excavation-Piers" required below El. 8.0 for the piers placed on ledge will be paid for at 1½ times the Contract Unit Price for Item 206.10.



SECTION A



TYPICAL FOOTING REINFORCEMENT

102-452

PIER NOTES

1. REINFORCING STEEL SHALL HAVE 2 INCHES MINIMUM COVER UNLESS OTHERWISE INDICATED.

DESIGN CRITERIA

1. CRITICAL AASHTO LOADING - GROUP III.
2. WIND - 100 MPH. OR 40 PSF.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	RDB	6-8-90
	CHECKED	DAS	
	REVISIONS	KRG	
	FIELD CHANGES		

DRAWING 44-132.4(7)0-1

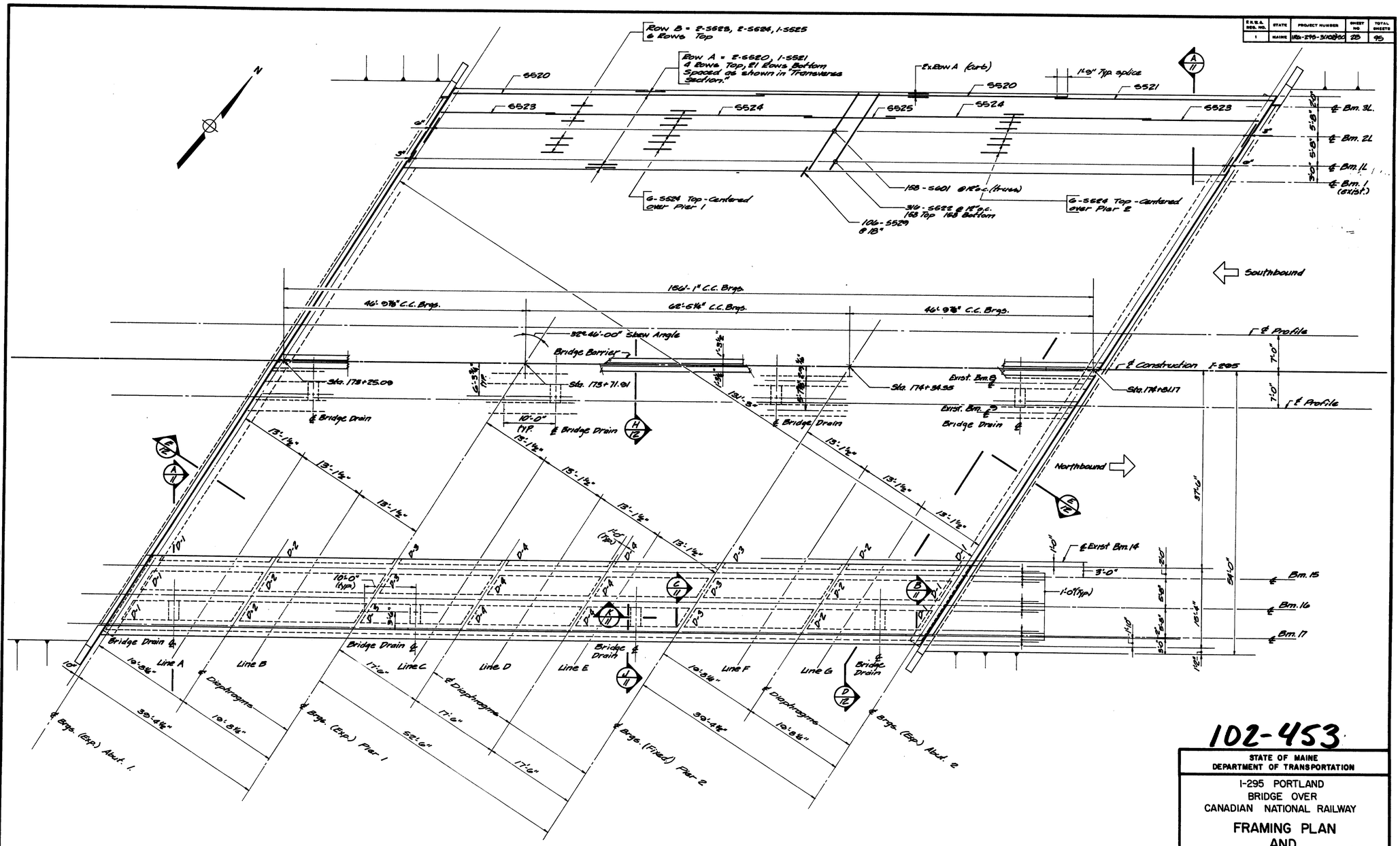
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

PIERS
PLAN, ELEVATION AND REINFORCEMENT

SHEET 9 OF 19 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IRR-295-3(103)00	22	95



FRAMING PLAN & DECK REINFORCEMENT

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	RPB	6-28-96
CHECKED	DAB	
REVISIONS	KRG	
FIELD CHANGES		

PLANS

BRUNING 44-132 45710-1

102-453

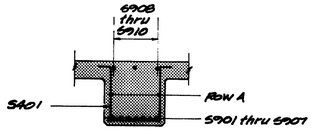
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

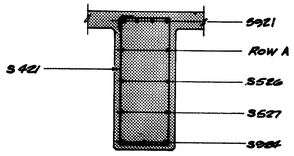
FRAMING PLAN AND DECK REINFORCEMENT

SHEET 10 OF 12 AUGUSTA, MAINE

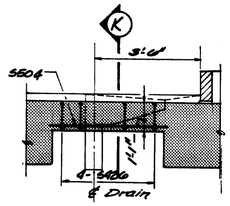
R.B.&A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-1(20)00	29	96



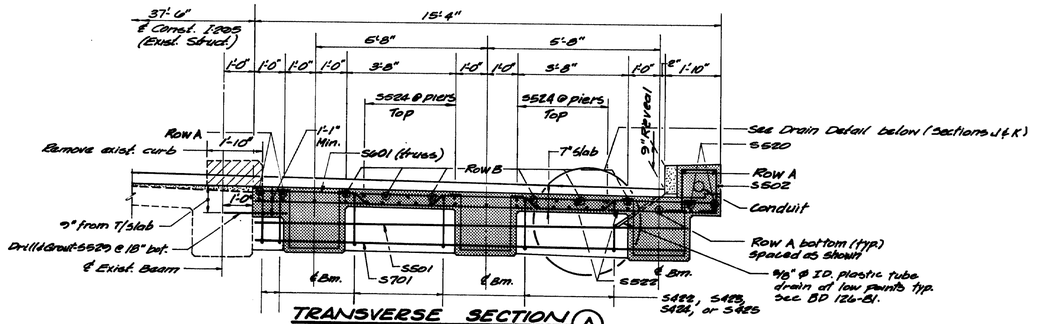
SECTION (B)



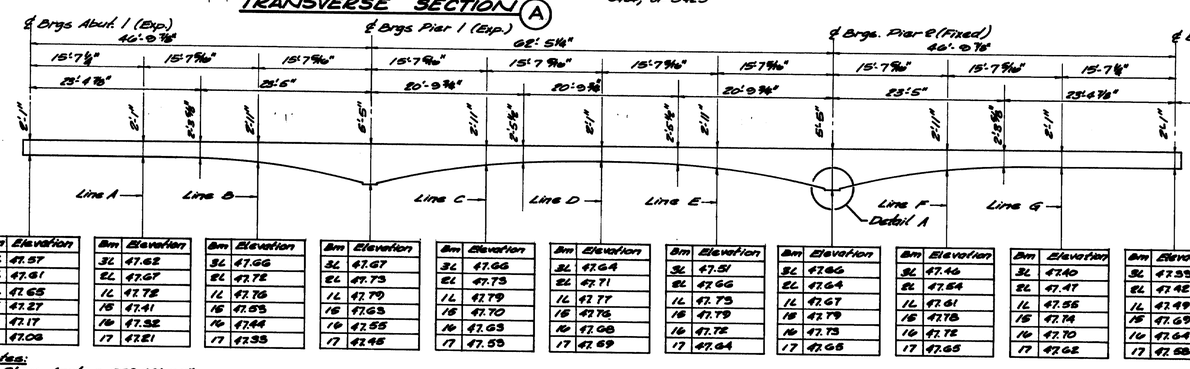
SECTION (C)



SECTION (K/10)



TRANSVERSE SECTION (A)



Brg	Elevation
3L	47.57
2L	47.61
1L	47.65
1R	47.27
2R	47.17
3R	47.08

Brg	Elevation
3L	47.62
2L	47.67
1L	47.72
1R	47.41
2R	47.32
3R	47.21

Brg	Elevation
3L	47.66
2L	47.72
1L	47.76
1R	47.53
2R	47.44
3R	47.33

Brg	Elevation
3L	47.67
2L	47.73
1L	47.79
1R	47.63
2R	47.55
3R	47.45

Brg	Elevation
3L	47.66
2L	47.73
1L	47.79
1R	47.70
2R	47.63
3R	47.55

Brg	Elevation
3L	47.64
2L	47.71
1L	47.77
1R	47.76
2R	47.68
3R	47.59

Brg	Elevation
3L	47.51
2L	47.66
1L	47.73
1R	47.79
2R	47.72
3R	47.64

Brg	Elevation
3L	47.66
2L	47.64
1L	47.67
1R	47.79
2R	47.73
3R	47.65

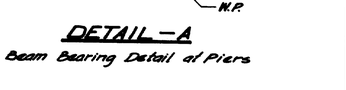
Brg	Elevation
3L	47.46
2L	47.54
1L	47.61
1R	47.78
2R	47.72
3R	47.65

Brg	Elevation
3L	47.40
2L	47.47
1L	47.56
1R	47.74
2R	47.70
3R	47.62

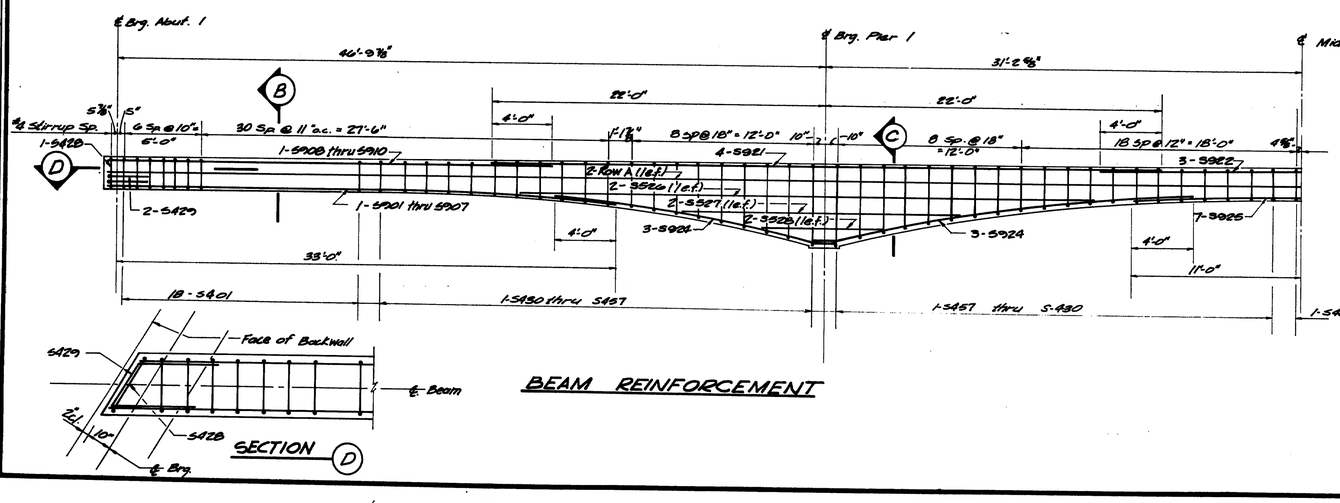
Brg	Elevation
3L	47.35
2L	47.42
1L	47.49
1R	47.69
2R	47.64
3R	47.58

Notes:
1. Skew Angle = 32°-46'-00"
2. Elevations given are to top of concrete beams.

BEAM ELEVATION SCHEDULE

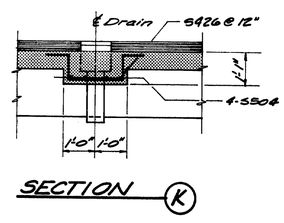


DETAIL - A
Beam Bearing Detail at Piers

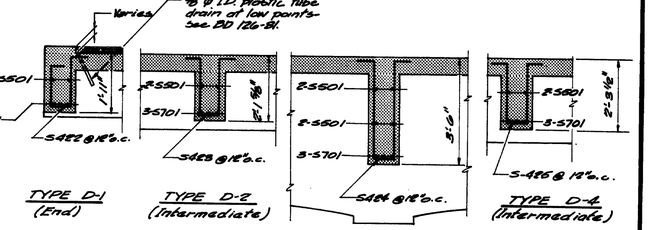


BEAM REINFORCEMENT

SECTION (D)



SECTION (K)



TYPE D-1 (End)
TYPE D-2 (Intermediate)
TYPE D-3 (Piers)
TYPE D-4 (Intermediate)

DIAPHRAGMS 102-454

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED RDB DAB 6-29-95	
	CHECKED KRG	
	REVISIONS	
	FIELD CHANGES	

DRAWING 44-132.457(0)

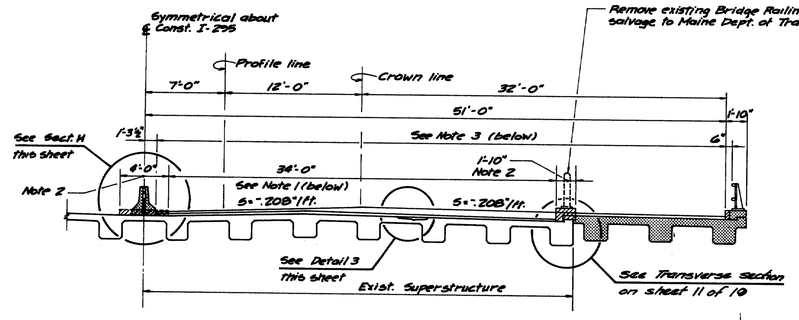
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

FRAMING DETAILS

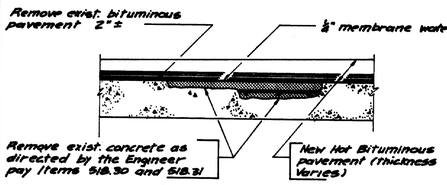
SHEET 11 OF 19 AUGUSTA, MAINE

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-1(18)00	30	95

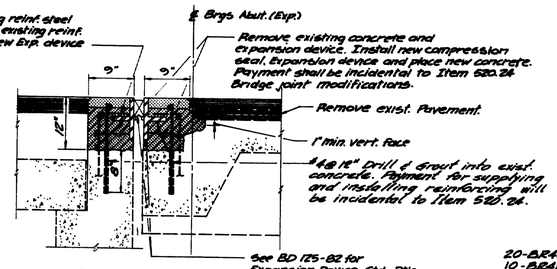


HALF TRANSVERSE SECTION (D)

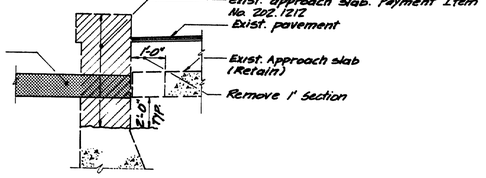
Notes:
1. Limits Item 202.127 Removal of existing Bituminous Pavement.
2. Limits Item 202.128 Removal of existing Concrete Curbs and Sidewalks.
3. Limits Item 403.08 Hot Bituminous pavement, Grading C.



DETAIL 3



SECTION (E)



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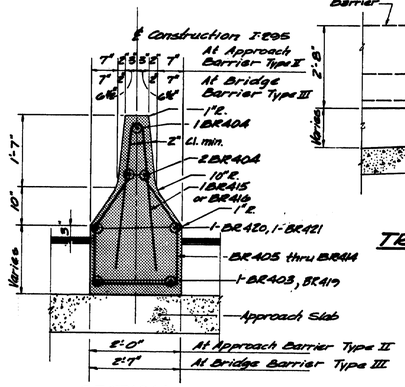
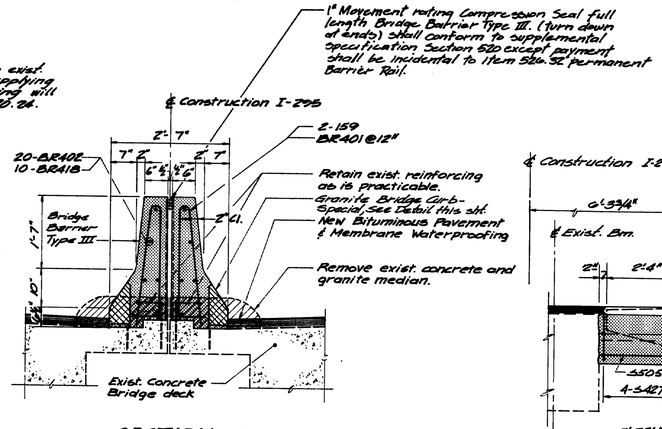
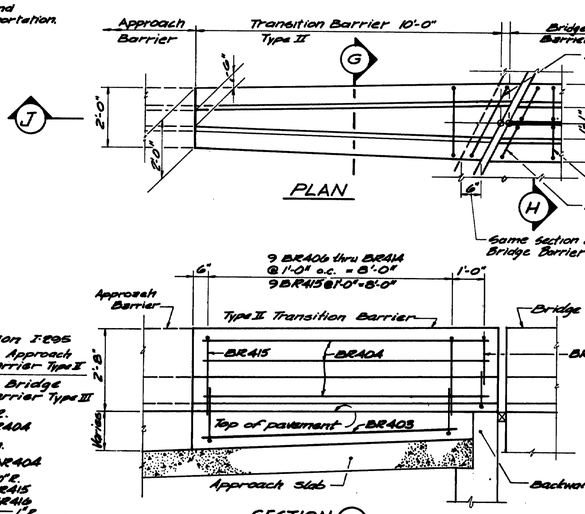


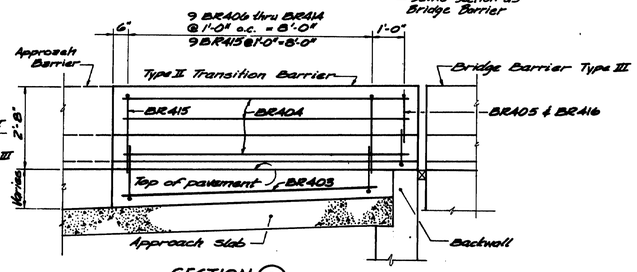
SECTION (G)



SECTION (H)

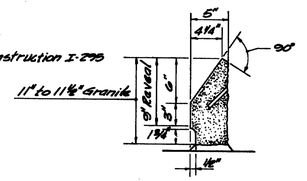


PLAN



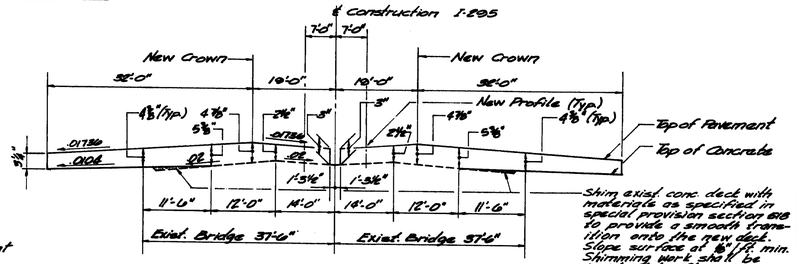
SECTION (J)

TRANSITION BARRIER RAIL



GRANITE BRIDGE CURB - SPECIAL

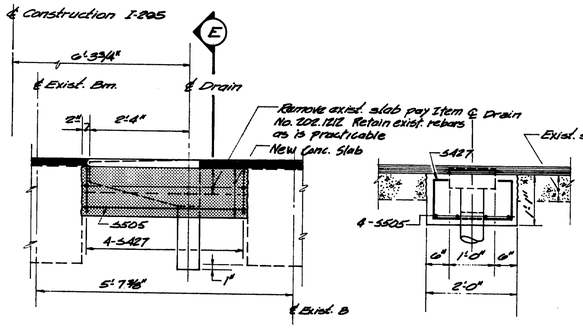
For details not shown see curb section Type 11 & 18 BD 186-81.



BITUMINOUS PAVEMENT THICKNESS

Grading "C"

Shim exist. conc. deck with materials as specified in special provision section 518 to provide a smooth transition onto the new deck. Slope surface at ⅛"/ft. min. Shimming work shall be incidental to Item 520.2702. To avoid a feathered edge of concrete, the min. thickness of shim material shall be 1½". Payment for existing concrete required to be removed to maintain 1½" minimum thickness shall be made under Item 518.30.



BRIDGE DRAIN DETAIL - EXIST. DECK

For additional details see BD 186-81

SECTION (E)

102-455

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

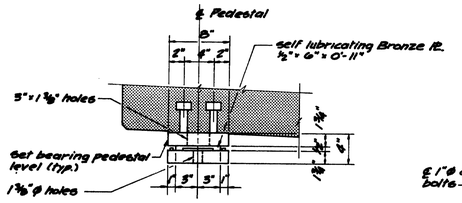
SECTIONS AND DETAILS

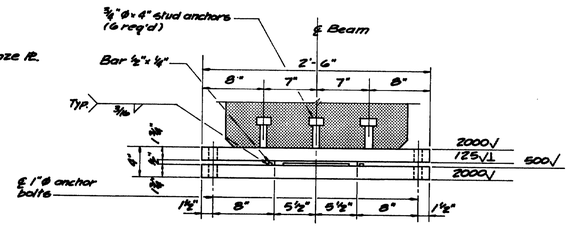
SHEET 12 OF 19 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	KMS / RJB / 6-28-90
	CHECKED	RJB
	REVISED	
	FIELD CHANGES	

BRUNING 44-132 45710-1

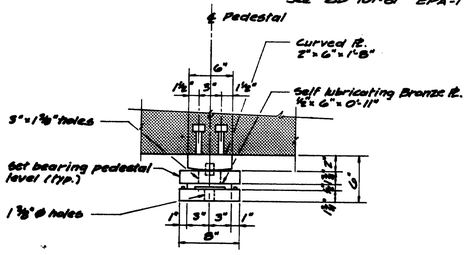
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	185-295-3(4)[illegible]	31	95

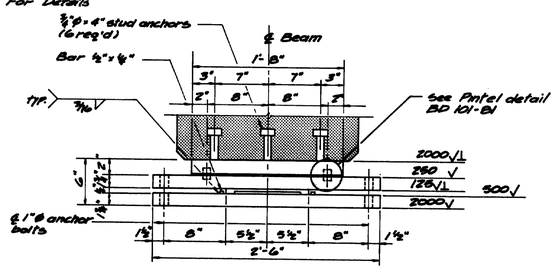




EXPANSION PEDESTAL - ABUTMENTS 1 & 2

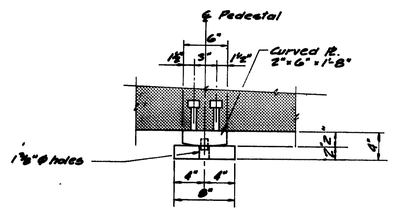
See BD 101-81 EPA-1 For Details

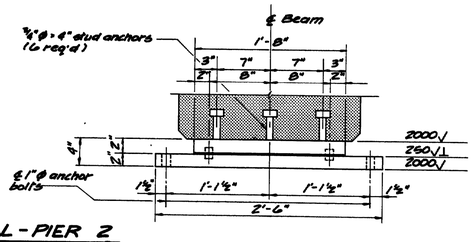




EXPANSION PEDESTAL - PIER 1

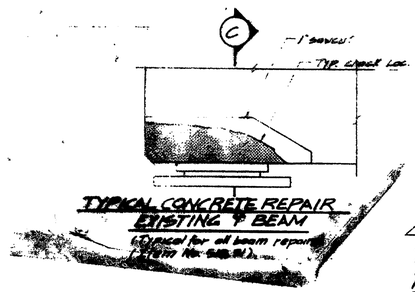
See BD 101-81 EPB-1 For Details





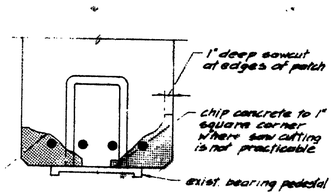
FIXED PEDESTAL - PIER 2

See BD 101-81 FPB-1 For Details



TYPICAL CONCRETE REPAIR - EXISTING ⊥ BEAM

(Typical for all beam repairs unless noted otherwise.)



SECTION C

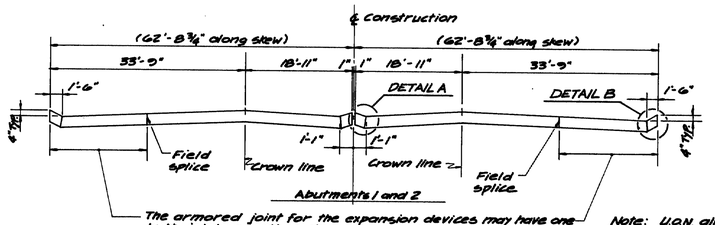
Remove all loose or deteriorated material to sound concrete. Clean and roughen to ¼" min. amplitude prior to placing concrete patch.

BEARING PEDESTAL NOTES

1. THE EXISTING BEARING PEDESTALS SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH SECTIONS 504 AND 506 OF THE STANDARD SPECIFICATIONS, AND SHALL BE INCIDENTAL TO ITEM 504.7102, STRUCTURAL STEEL ERECTION.

2. THE EXISTING BEARING PEDESTALS AT THE ABUTMENTS ARE MADE UP OF [illegible] AND MASONRY PLATES AND A LUBRITE PLATE. HEAVY METAL [illegible] AND SPALLING OF THE CONCRETE HAS OCCURRED AT THESE [illegible] THE CONTRACTOR SHALL JACK UP THE FULL WIDTH OF THE [illegible] AT EACH ABUTMENT (3/8" MAXIMUM) TO FACILITATE [illegible] OF THE BEARINGS. AT EACH BEARING, THE FRONT [illegible] SHALL BE REMOVED TO ALLOW REMOVAL OF THE LUBRITE [illegible] CLEANING OF THE ENTIRE BEARING ASSEMBLY. THE BEARING [illegible] BE INSPECTED AND PLATES SHALL BE REPAIRED, RESET OR [illegible] AS REQUIRED. INSTALL A NEW FRONT RETAINING BAR AFTER REPAIRS ARE MADE AND PAINT AS INDICATED IN NOTE 3. REPAIRS OF EXISTING BEARING PEDESTALS SHALL BE INCIDENTIAL TO ITEM 504.7102.

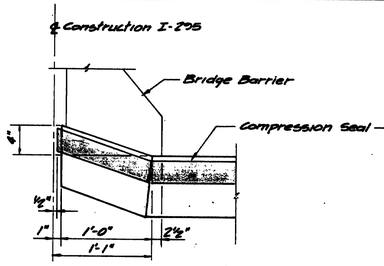
3. NEW AND EXISTING BEARING PEDESTALS SHALL BE PAINTED WITH FOUR COATS CONSISTING OF THREE COATS OF FIRST COAT-ORANGE, AND ONE COAT OF FOURTH COAT-GREEN IN ACCORDANCE WITH SECTION 506. ALL PAINTING SHALL BE INCIDENTAL TO ITEM 504.70.



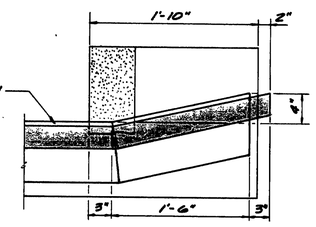
The armored joint for the expansion devices may have one butt joint per unit as determined by the contractor to facilitate placement. The compression seal shall be one continuous piece per unit installed after the complete installation of the joint armor.

Note: U.O.N. all dimensions are shown normal to ℄ construction. Actual lengths must be increased due to skew angle.

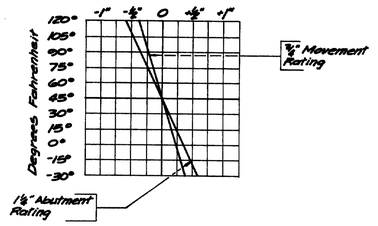
PROFILE DECK EXPANSION DEVICES



DETAIL A



DETAIL B



COMPRESSION SEAL ADJUSTMENT CHART

COMPRESSION SEAL NOTES

1. The seals to be furnished shall have minimum Movement Ratings as follows:

Location	Movement Rating
Abutment No. 1	1⅛"
Abutment No. 2	¾"

2. The seal shall be approved by the Engineer prior to fabrication of the joint armor.
3. The joint opening will vary depending on the dimensions of the seal selected by the contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
4. It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joints is made and no allowance for movement due to dead load deflections is needed.
5. The compression seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

PROJECT BRIDGE ENGINEER	BY	DATE
DESIGN - DETAILED	RAS	R-15
CHECKED	RPB	
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

BEARING PEDESTALS
AND
EXPANSION DEVICES

SHEET 13 OF 19 AUGUSTA, MAINE

102-456

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			ABUTMENT I N.B.
A402	4	4'-0"	Backwall
A513	2	7'-11"	Wing
A514	2	8'-10"	Wing
A515	2	9'-8"	Wing
A516	1	18'-11"	Backwall
A517	1	19'-7"	Backwall
A518	1	18'-11"	Backwall
A519	1	19'-7"	Backwall
A521	5	8'-0"	Wing
A522	6	10'-4"	Wing
A538	1	6'-4"	Wing
A539	1	5'-8"	Wing
A540	1	7'-8"	Wing
A541	1	7'-0"	Wing
A542	1	9'-0"	Wing
A543	1	8'-4"	Wing
A644	18	2'-0"	Breastwall & Backwall
A618	1	19'-7"	Backwall
A625	6	15'-11"	Breastwall
A626	3	18'-11"	Backwall
A627	1	19'-0"	Breastwall
A628	1	18'-5"	Breastwall
A629	1	17'-0"	Breastwall

MARK	NO.	LENGTH	LOCATION
BRA06	20	60'-0"	Bridge Barrier
BRA05	2	9'-9"	Transition Barrier
BRA07	6	9'-6"	Transition Barrier
BRA18	10	41'-5"	Bridge Barrier
BRA19	2	8'-1"	Transition Barrier
BRA20	2	10'-6"	Transition Barrier
BRA21	2	8'-10"	Transition Barrier

Note: Barrier Railing Steel is included in the unit bid price for concrete barrier and has therefore been excluded from the estimated quantity for Items 503.12 and 503.13

BENT BARS

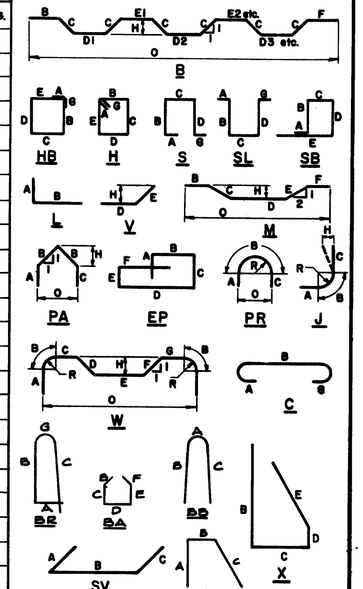
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
														ABUTMENT I N.B.
A401	15	8'-11"	S	0"	4'-0"	11"	4'-0"			0"				Backwall
A524	1	9'-0"	V				4'-8"	4'-8"			2'-4"			Wing
A525	1	8'-4"	V				3'-10"	4'-8"			2'-4"			Wing
A612	1	10'-6"	SV	2'-3"	6'-0"	2'-3"								Breastwall
A613	1	8'-2"	SV	2'-3"	3'-8"	2'-3"								Breastwall
A614	7	10'-3"	L	2'-3"	8'-0"									Breastwall
A615	1	18'-7"	X		7'-10"	3'-6"	3'-6"	3'-0"						Breastwall
A616	1	16'-10"	X		7'-10"	1'-10"	5'-6"	1'-8"						Breastwall
A619	1	21'-3"	L	5'-2"	15'-1"									Breastwall
A620	1	22'-0"	L	3'-8"	15'-4"									Breastwall
A621	1	22'-0"	L	4'-2"	15'-7"									Breastwall
A622	1	23'-6"	L	4'-8"	15'-10"									Breastwall
A624	2	24'-4"	L	5'-2"	16'-2"									Breastwall
A630	16	20'-0"	X		7'-10"	5'-8"	1'-1"	5'-11"						Breastwall
A634	1	6'-8"	SX	2'-3	2'-2"	2'-3"								Breastwall
A635	1	5'-8"	SX	2'-3"	1'-2"	2'-3"								Breastwall
A636	14	7'-8"	SX	2'-3"	3'-2"	2'-3"								Breastwall
BRA01	318	5'-5"	BR	0'-6"	2'-1"	2'-4"				0'-6"				Bridge Barrier
BRA05	2	5'-0"	BA		1'-2"	0'-0"	2'-8"	0'-0"	1'-2"					Transition Barrier
BRA06	2	7'-0"	BA		1'-2"	1'-6"	1'-8"	1'-6"	1'-2"					Transition Barrier
BRA07	2	6'-10¾"	BA		1'-2"	1'-5"	1'-8¾"	1'-5"	1'-2"					Transition Barrier
BRA08	2	6'-9½"	BA		1'-2"	1'-4"	1'-9½"	1'-4"	1'-2"					Transition Barrier
BRA09	2	6'-8¼"	BA		1'-2"	1'-3"	1'-10¼"	1'-3"	1'-2"					Transition Barrier
BRA10	2	6'-7"	BA		1'-2"	1'-2"	1'-11"	1'-2"	1'-2"					Transition Barrier
BRA11	2	6'-5¾"	BA		1'-2"	1'-1"	1'-11¾"	1'-1"	1'-2"					Transition Barrier
BRA12	2	6'-4½"	BA		1'-2"	1'-0"	2'-0½"	1'-0"	1'-2"					Transition Barrier
BRA13	2	6'-3¼"	BA		1'-2"	0'-11"	2'-1¼"	0'-11"	1'-2"					Transition Barrier
BR-A14	2	6'-2"	BA		1'-2"	0'-10"	2'-2"	0'-10"	1'-2"					Transition Barrier
BRA15	18	5'-6"	BB	0'-6"	2'-6"	2'-6"								Transition Barrier
BRA16	2	3'-6"	BB	0'-6"	1'-6"	1'-6"								Transition Barrier

102-457

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(102)X60	32	95

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.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT I
NORTHBOUND
REINFORCING SCHEDULE

SHEET 14 OF 17 AUGUSTA, MAINE

PLANS	DESIGN - DETAIL	CHECKED	REVISIONS	FIELD CHANGES
BY	RJB	DAS		
DATE	9-26-83			

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 1 S.B.
A402	4	4'-0"	Backwall
A501	2	10'-9"	Wing
A502	2	10'-5"	Wing
A503	2	9'-5"	Wing
A504	2	8'-7"	Wing
A505	6	5'-0"	Wing
A507	1	21'-10"	Backwall
A508	1	21'-2"	Backwall
A509	1	21'-10"	Backwall
A510	1	21'-2"	Backwall
A511	2	4'-11"	Wing
A512	2	4'-11"	Wing
A513	2	7'-5"	Breastwall
A532	1	4'-11"	Wing
A533	1	5'-8"	Wing
A534	1	6'-7"	Wing
A535	1	7'-5"	Wing
A536	1	7'-4"	Wing
A537	1	8'-0"	Wing
A544	18	2'-0"	Breastwall & Wingwall
A607	6	20'-6"	Breastwall
A608	1	18'-0"	Breastwall
A609	1	16'-7"	Breastwall
A610	4	21'-10"	Breastwall
A611	1	20'-5"	Breastwall
A617	1	21'-2"	Backwall

BENT BARS

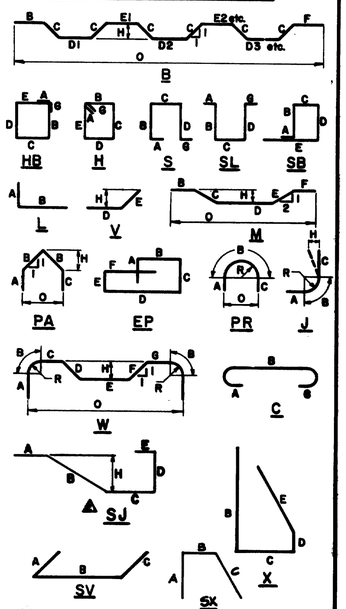
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
														ABUTMENT 1 S.B.
A401	16	8'-11"	S	0"	4'-0"	11"	4'-0"			0"				Backwall
A506	28	6'-9"	L	1'-9"	5'-0"									Wing
A522	1	7'-0"	V				2'-8"	4'-4"			2'-1"			Wing
A523	1	7'-8"	V				3'-4"	4'-4"			2'-1"			Wing
A601	15	20'-5"	X		8'-1"	5'-2"	1'-1"	6'-1"						Breastwall
A615	1	18'-1"	X		8'-1"	3'-8"	3'-6"	4'-0"						Breastwall
A616	1	18'-3"	X		8'-1"	1'-10"	6'-6"	1'-10"						Breastwall
A628	2	20'-8"	L	5'-2"	15'-6"									Breastwall
A629	1	20'-6"	L	4'-5"	15'-6"									Breastwall
A604	1	20'-5"	L	4'-2"	16'-1"									Breastwall
A605	1	20'-0"	L	3'-8"	16'-4"									Breastwall
A606	1	19'-10"	L	3'-2"	16'-8"									Breastwall
A612	1	10'-6"	SV	2'-5"	6'-0"	2'-5"								Breastwall
A613	1	8'-2"	SV	2'-5"	3'-8"	2'-5"								Breastwall
A631	1	6'-8"	SX	2'-3"	2'-2"	2'-3"								Breastwall
A635	1	5'-8"	SX	2'-3"	1'-2"	2'-3"								Breastwall
A636	18	7'-0"	AX	2'-3"	3'-2"	2'-3"								Breastwall
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

102-458

PLANS — DESIGN - DETAIL — BY — DATE
CHECKED — EDB — 2/15
REVISIONS — KES
FIELD CHANGES

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR6-295-3(10)150	33	95

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.

	REVISIONS	DATE
⚠	New Bent Bar Type SJ	9-26-89
⚠	Revised ACI Standard	5-12-93

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT 1
SOUTHBOUND
REINFORCING SCHEDULE

SHEET 15 OF 15 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 2 N.B.
A402	4	4'-0"	Backwall
A501	2	10'-9"	Wing
A502	2	10'-5"	Wing
A503	2	9'-5"	Wing
A504	2	8'-7"	Wing
A505	6	5'-0"	Wing
A507	1	21'-10"	Backwall
A508	1	21'-2"	Backwall
A509	1	21'-10"	Backwall
A510	1	21'-2"	Backwall
A511	2	4'-11"	Wing
A512	2	4'-11"	Wing
A601	2	7'-3"	Breastwall
A532	1	4'-11"	Wing
A533	1	5'-8"	Wing
A534	1	6'-7"	Wing
A535	1	7'-5"	Wing
A536	1	7'-4"	Wing
A537	1	8'-0"	Wing
A544	18	2'-0"	Breastwall & Backwall
A607	6	20'-6"	Breastwall
A608	1	18'-0"	Breastwall
A609	1	16'-7"	Breastwall
A610	4	21'-10"	Breastwall
A611	1	20'-3"	Breastwall
A617	1	21'-2"	Backwall

BENT BARS

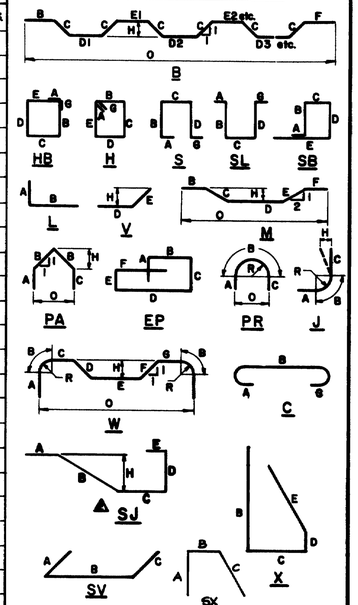
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
														ABUTMENT 2 N.B.
A401	16	8'-11"	S	0"	4'-0"	11"	4'-0"			0"				Backwall
A506	8	6'-9"	L	1'-9"	5'-0"									Wing
A622	1	7'-0"	V				2'-8"	4'-4"			2'-1"			Wing
A623	1	7'-8"	V				3'-4"	4'-4"			2'-1"			Wing
A601	13	20'-5"	X		8'-1"	5'-2"	1'-1"	6'-1"						Breastwall
A615	1	18'-1"	X		8'-1"	3'-6"	3'-6"	4'-0"						Breastwall
A616	1	17'-3"	X		8'-1"	1'-10"	5'-6"	1'-10"						Breastwall
A602	2	20'-8"	L	5'-8"	15'-6"									Breastwall
A603	1	20'-6"	L	4'-8"	15'-6"									Breastwall
A604	1	20'-8"	L	4'-8"	16'-1"									Breastwall
A605	1	20'-0"	L	3'-8"	16'-4"									Breastwall
A606	1	18'-10"	L	3'-8"	16'-8"									Breastwall
A612	1	16'-8"	SV	2'-3"	6'-0"	2'-3"								Breastwall
A613	1	8'-8"	SV	2'-3"	5'-8"	2'-3"								Breastwall
A634	1	6'-8"	SX	2'-3"	2'-2"	2'-3"								Breastwall
A635	1	6'-8"	SX	2'-3"	1'-2"	2'-3"								Breastwall
A636	13	7'-8"	SX	2'-3"	3'-2"	2'-3"								Breastwall
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

102-459

PLANS — DESIGN - DETAIL: RDB — CHECKED: PAB — REVISIONS: KRD — FIELD CHANGES: — DATE: 4-29-83

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(14)150	34	95

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 (S609) 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.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT 2
NORTHBOUND
REINFORCING SCHEDULE

SHEET 16 OF 95 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
			ABUTMENT 2 S.B.								
A406	4	4'-0"	Backwall								
A516	1	18'-11"	Backwall								
A517	1	19'-7"	Backwall								
A518	1	18'-11"	Backwall								
A519	1	19'-7"	Backwall								
A520	6	10'-7"	Wing								
A521	5	5'-0"	Wing								
A522	2	7'-10"	Wing								
A523	2	8'-0"	Wing								
A524	2	5'-8"	Wing								
A525	1	6'-4"	Wing								
A526	1	5'-8"	Wing								
A527	1	7'-8"	Wing								
A528	1	7'-0"	Wing								
A529	1	5'-0"	Wing								
A530	1	8'-4"	Wing								
A544	18	2'-0"	Breastwall & Wingwall								
A618	1	19'-7"	Backwall								
A623	6	15'-11"	Breastwall								
A625	3	18'-11"	Backwall								
A626	1	19'-0"	Breastwall								
A627	1	18'-5"	Breastwall								
A628	1	17'-0"	Breastwall								

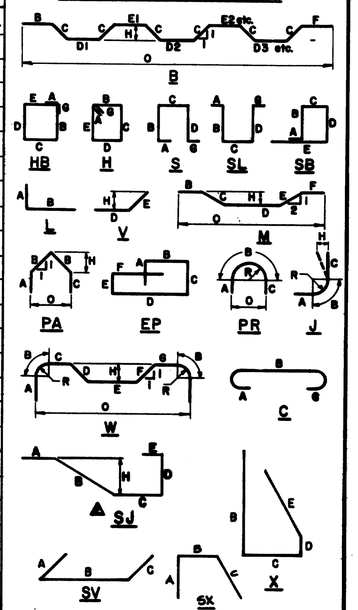
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
														ABUTMENT 2 S.B.
A401	15	8'-11"	S	0"	4'-0"	11"	4'-0"			0"				Backwall
A526	1	9'-0"	V				4'-6"	4'-6"			2'-4"			Wing
A525	1	8'-4"	V				3'-10"	4'-6"			2'-4"			Wing
A612	1	10'-6"	SV	2'-8"	6'-0"	2'-8"								Breastwall
A613	1	8'-2"	SV	2'-8"	5'-8"	2'-8"								Breastwall
A614	7	10'-8"	L	2'-8"	8'-0"									Breastwall
A615	1	19'-7"	X		7'-10"	3'-6"	3'-0"	3'-0"						Breastwall
A616	1	16'-10"	X		7'-10"	1'-10"	5'-6"	1'-8"						Breastwall
A619	1	21'-5"	L	3'-2"	18'-1"									Breastwall
A620	1	22'-0"	L	3'-8"	18'-4"									Breastwall
A621	1	22'-9"	L	4'-2"	18'-7"									Breastwall
A622	1	23'-6"	L	4'-8"	18'-10"									Breastwall
A624	2	24'-4"	L	5'-2"	19'-2"									Breastwall
A631	14	20'-6"	X		8'-1"	5'-2"	1'-1"	6'-2"						Breastwall
A632	1	19'-1"	X		8'-1"	3'-6"	3'-6"	4'-0"						Breastwall
A633	1	17'-4"	X		8'-1"	1'-10"	5'-6"	1'-11"						Breastwall
A634	1	6'-8"	SX	2'-3"	2'-2"	2'-3"								Breastwall
A635	1	5'-8"	SX	2'-3"	1'-2"	2'-3"								Breastwall
A636	14	7'-8"	SX	2'-3"	3'-2"	2'-3"								Breastwall

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

102-460

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 (S609) 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.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

ABUTMENT 2
SOUTHBOUND
REINFORCING SCHEDULE

SHEET 17 OF [illegible] AUGUSTA, MAINE

FHWA SDR. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-1(102)	95	95

PLANS

	BY	DATE
DESIGN - DETAIL	KPB	9-26-83
CHECKED	PAS	
REVISIONS	CRS	
FIELD CHANGES		

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			PIER 1 N.B.
P501	34	13'-6"	Footing
P507	2	11'-4"	Cap
P901	14	13'-6"	Footing
P902	16	29'-8"	Shaft
P903	16	30'-2"	Shaft (Pier 2 N.B.)
P904	16	24'-0"	Shaft (Pier 1 & 2 S.B.)

NOTE: For Pier 1, S.B., Pier 2 N.B. & Pier 2 S.B. Reinf. is the same as Pier 1 N.B.

MARK	NO.	LENGTH	LOCATION

MARK	NO.	LENGTH	LOCATION

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
														PIER 1 N.B.
P502	2	10'-4"	NB	7"	2'-5"	2'-2"	2'-6"	2'-2"		7"				Cap
P503	2	10'-10"	NB	7"	2'-8"	2'-2"	2'-8"	2'-2"		7"				Cap
P504	2	11'-2"	NB	7"	2'-10"	2'-2"	2'-10"	2'-2"		7"				Cap
P505	2	11'-8"	NB	7"	3'-1"	2'-2"	3'-1"	2'-2"		7"				Cap
P506	2	12'-2"	NB	7"	3'-4"	2'-2"	3'-4"	2'-2"		7"				Cap
P507	2	12'-6"	NB	7"	3'-6"	2'-2"	3'-6"	2'-2"		7"				Cap
P605	6	6'-8"	SL	0"	2'-8"	2'-2"	2'-8"			0"				Cap
P608	3	21'-4"	N	2'-2"	4'-8"	7'-6"	4'-8"	2'-8"						Cap
P608	4	20'-2"	SL	0"	11'-8"	16'-8"	1'-8"			0"				Cap
P801	5	18'-8"	SL	0"	1'-0"	16'-8"	1'-0"			0"				Cap
P905	14	0'-5"	L	8'-5"	1'-0"									Footing

NOTE: For Pier 1 S.B., Pier 2 N.B. & Pier 2 S.B. Reinf. is the same as Pier 1 N.B. Unless noted otherwise below.

P508	52	12'-0"	SL	0"	4'-9"	2'-2"	4'-9"			0"				Pier 1 N.B.
P509	52	3'-4"	C	7"	2'-2"									Pier 1 N.B.
P508	52	12'-0"	SL	0"	4'-9"	2'-2"	4'-9"			0"				Pier 2 N.B.
P509	52	3'-4"	C	7"	2'-2"									Pier 2 N.B.
P508	40	12'-0"	SL	0"	4'-9"	2'-2"	4'-9"			0"				Pier 1 S.B.
P509	40	3'-4"	C	7"	2'-2"									Pier 1 S.B.
P508	40	12'-0"	SL	0"	4'-9"	2'-2"	4'-9"			0"				Pier 2 S.B.
P509	40	3'-4"	C	7"	2'-2"									Pier 2 S.B.

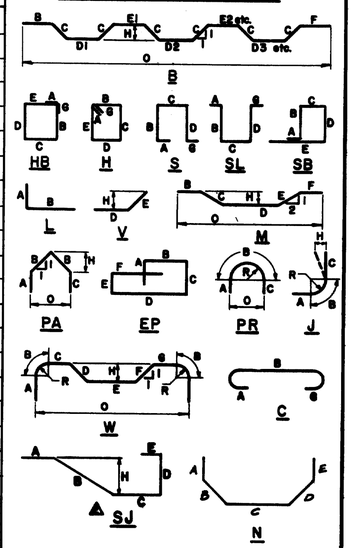
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

102-461

PLANS	DESIGN - DETAIL	BY	DATE
	CHECKED	KDB DAB	4-28-83
	REVISIONS	KRS	
	FIELD CHANGES		

FHWA SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	185-295-3(107)150	36	95

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

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

PIER

REINFORCING SCHEDULE

SHEET 18 OF 19 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			SUPERSTRUCTURE
S501	48	16'-7"	Diaphragms
S504	32	4'-0"	Bridge Drain's
S505	32	3'-4"	Bridge Drain's
S520	108	60'-0"	Deck Slab
S521	54	41'-3"	Deck Slab
S522	432	17'-10"	Deck Slab
S523	24	25'-4"	Deck Slab
S524	48	48'-0"	Deck Slab
S525	12	17'-9"	Deck Slab
S526	12	41'-0"	Beams
S527	12	19'-8"	Beams
S528	12	8'-0"	Beams
S529	212	2'-0"	Deck Slab
S701	48	16'-7"	Diaphragms
S901	12	33'-9"	Beams
S902	12	33'-7"	Beams
S903	12	33'-5"	Beams
S904	12	33'-3"	Beams
S905	12	33'-1"	Beams
S906	12	32'-11"	Beams
S907	12	32'-9"	Beams
S908	12	33'-9"	Beams
S909	12	33'-3"	Beams
S910	12	32'-9"	Beams
S921	48	44'-0"	Beams
S922	18	26'-6"	Beams
S925	42	22'-0"	Beams
AS400	64	18'-0"	Approach Slab
AS600	128	17'-0"	Approach Slab

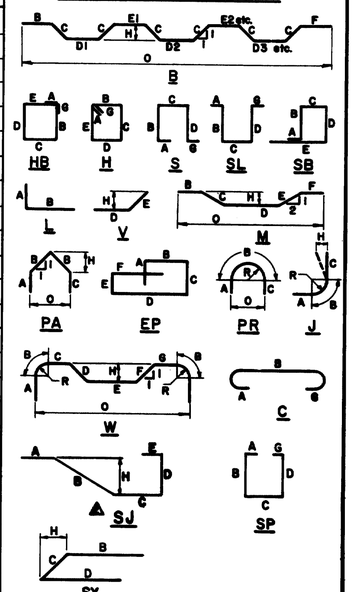
BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
							SUPERSTRUCTURE							
S401	168	5'-9"	SL	0'-4½"	1'-8"	1'-8"	1'-8"			0'-4½"				Beams
S430	24	6'-6"	SL	0'-4½"	1'-8½"	1'-8"	1'-8½"			0'-4½"				Beams
S431	24	6'-7"	SL	0'-4½"	1'-9"	1'-8"	1'-9"			0'-4½"				Beams
S432	24	6'-8"	SL	0'-4½"	1'-9½"	1'-8"	1'-10½"			0'-4½"				Beams
S433	24	6'-9"	SL	0'-4½"	1'-10"	1'-8"	1'-10"			0'-4½"				Beams
S434	24	6'-9"	SL	0'-4½"	1'-10"	1'-8"	1'-10"			0'-4½"				Beams
S435	24	6'-10"	HB	0'-4½"	1'-10½"	1'-8"	1'-10½"	1'-8"		0'-4½"				Beams
S490	24	6'-10"	HB	0'-4½"	1'-10½"	1'-8"	1'-10½"	1'-8"		0'-4½"				Beams
S437	24	6'-11"	HB	0'-4½"	1'-11"	1'-8"	1'-11"	1'-8"		0'-4½"				Beams
S438	24	7'-0"	HB	0'-4½"	1'-11½"	1'-8"	1'-11½"	1'-8"		0'-4½"				Beams
S439	24	7'-1"	HB	0'-4½"	2'-0"	1'-8"	2'-0"	1'-8"		0'-4½"				Beams
S440	24	7'-3"	HB	0'-4½"	2'-1"	1'-8"	2'-1"	1'-8"		0'-4½"				Beams
S441	24	7'-4"	HB	0'-4½"	2'-1½"	1'-8"	2'-1½"	1'-8"		0'-4½"				Beams
S442	24	7'-6"	HB	0'-4½"	2'-2½"	1'-8"	2'-2½"	1'-8"		0'-4½"				Beams
S443	24	7'-7"	HB	0'-4½"	2'-3"	1'-8"	2'-3"	1'-8"		0'-4½"				Beams
S444	24	7'-9"	HB	0'-4½"	2'-4"	1'-8"	2'-4"	1'-8"		0'-4½"				Beams
S445	24	7'-11"	HB	0'-4½"	2'-5"	1'-8"	2'-5"	1'-8"		0'-4½"				Beams
S446	24	8'-1"	HB	0'-4½"	2'-6"	1'-8"	2'-6"	1'-8"		0'-4½"				Beams
S447	24	8'-4"	HB	0'-4½"	2'-7½"	1'-8"	2'-7½"	1'-8"		0'-4½"				Beams
S448	24	8'-7"	HB	0'-4½"	2'-9"	1'-8"	2'-9"	1'-8"		0'-4½"				Beams
S449	24	8'-0"	HB	0'-4½"	2'-11½"	1'-8"	2'-11½"	1'-8"		0'-4½"				Beams
S422	40	4'-7"	S	0'-4½"	1'-3"	0'-8"	1'-7"			0'-4½"				Diaphragms
S423	40	4'-11"	SL	0'-4½"	1'-9"	0'-8"	1'-9"			0'-4½"				Diaphragms
S424	40	7'-9"	SL	0'-4½"	3'-2"	0'-8"	3'-2"			0'-4½"				Diaphragms
S425	40	5'-3"	SL	0'-4½"	1'-11"	0'-8"	1'-11"			0'-4½"				Diaphragms
S426	32	3'-11"	SL	0'-4½"	0'-9"	1'-8"	0'-9"			0'-4½"				Bridge Drain's
S427	32	3'-11"	SP	0'-4½"	0'-9"	1'-8"	0'-9"			0'-4½"				Bridge Drain's
S428	12	8'-3"	HB	0'-4½"	1'-9"	2'-0"	1'-9"	2'-0"		0'-4½"				Beams
S429	24	5'-10"	SX		2'-0"	1'-10"	2'-0"				1'-0"			Beams
S502	316	4'-3"	S	0'-4½"	1'-3"	1'-0"	1'-3"			0'-4½"				Curbs
S601	316	20'-6"	B		4'-1"	0'-6¾"	3'-4"	3'-5"	4'-1"		0'-6"	17'-10"		Deck Slab
S924	72	20'-6"	V				18'-0"	1'-8"			2'-6"			Beams
S450	24	3'-3"	HB	0'-4½"	3'-1"	1'-8"	3'-1"	1'-8"		0'-4½"				Beams
S451	24	3'-7"	HB	0'-4½"	3'-5"	1'-8"	3'-5"	1'-8"		0'-4½"				Beams
S452	24	10'-2"	HB	0'-4½"	3'-6½"	1'-8"	3'-6½"	1'-8"		0'-4½"				Beams
S453	24	10'-8"	HB	0'-4½"	3'-9½"	1'-8"	3'-9½"	1'-8"		0'-4½"				Beams
S454	24	11'-2"	HB	0'-4½"	4'-0½"	1'-8"	4'-0½"	1'-8"		0'-4½"				Beams
S455	24	11'-9"	HB	0'-4½"	4'-4"	1'-8"	4'-4"	1'-8"		0'-4½"				Beams
S456	24	18'-5"	HB	0'-4½"	4'-8"	1'-8"	4'-8"	1'-8"		0'-4½"				Beams
S457	24	13'-5"	HB	0'-4½"	6'-1"	1'-8"	6'-1"	1'-8"		0'-4½"				Beams
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

DATE	BY	PLANS
9-26-83	RJB	DESIGN - DETAIL
5-12-83	LRS	CHECKED
		REVISIONS
		FIELD CHANGES

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-IZ4-295-3(102)X	37	95

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.

102-462

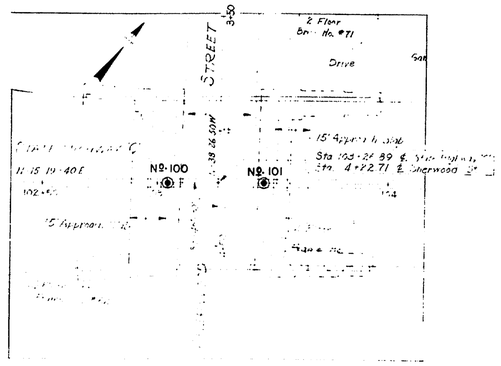
REVISIONS	DATE
⚠ New Bent Bar Type SJ	9-26-83
⚠ Revised ACI Standard	5-12-83

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
CANADIAN NATIONAL RAILWAY

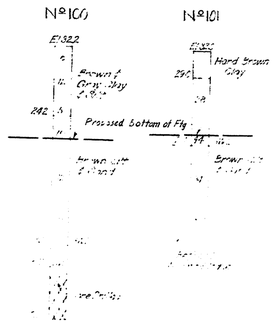
SUPERSTRUCTURE REINFORCING SCHEDULE

SHEET 19 OF 19 AUGUSTA, MAINE



GENERAL PLAN

Scale 1"=30'-0"



BORING DATA

Scale 1/8"=1'-0"

BORING NOTES

Location of Borings shown on Plan thus ◉ Nº 100
Borings are taken for purposes of design and show conditions at boring location only. Additional borings necessary, show nature of material to be encountered during construction.
Figures inside columns indicate number of blows required to drive [illegible] sampler [illegible] inches.
Wash water is used. Water level at time boring was taken.
Samples from test borings are available and may be seen at the office of the [illegible] County Commissioners, Court House, Portland, Maine.

P.R.A. DIV. NO.	STATE	FEDERAL PROJECT	AID NO	SHEET NO.	TOTAL SHEETS
1	MAINE	UI-01-1(3)		49	115

GENERAL NOTES

FOUNDATIONS:

MAY BE ALTERED IF NECESSARY TO SUIT CONDITIONS OF CONSTRUCTION.

DESIGN:

ACCORDING TO SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS FOR H-20 S16-44 LOADING. (1949 ED.)

BENCHMARK:

TOP NUT HYD., NORTH SIDE SHERWOOD ST.
ELEVATION 32.72 (MEAN TIDE BASE)

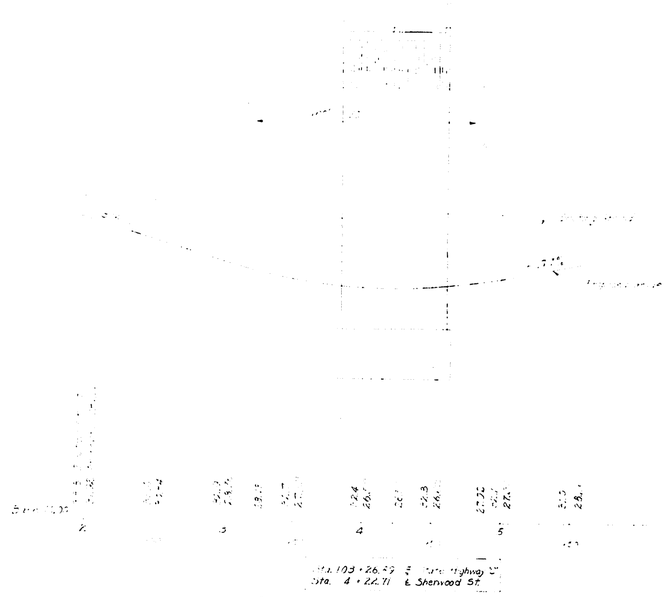
REINFORCEMENT:

ALL REINFORCING STEEL BARS SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A305-49

ESTIMATED QUANTITIES

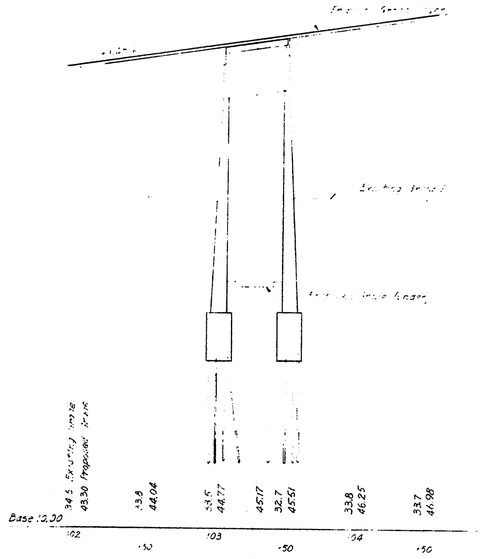
(NOT GUARANTEED)

ITEM NO.	ITEM	QUANTITY	UNIT
5	STRUCTURAL EARTH EXCAVATION, ABUTMENTS, WING WALLS & RETAINING WALLS	1880	C.Y.
6	STRUCTURAL ROCK EXCAVATION, ABUTMENTS, WING WALLS & RETAINING WALLS	5	C.Y.
16	FRENCH DRAINS	590	C.Y.
43A	BITUMINOUS CONCRETE SURFACE COURSE	36	TONS
51	BITUMINOUS DAMP-PROOFING	420	S.Y.
52	MEMBRANE WATER-PROOFING (3 PLIES)	370	S.Y.
53	GRANITE FACED PRECAST CONCRETE EDGING (11"x7")	90	L.F.
54	GRANITE CURB (6" x 11")	255	L.F.
56A	CLASS-A, CEMENT CONCRETE MASONRY	375	C.Y.
56B	CLASS-A-A, CEMENT CONCRETE MASONRY	225	C.Y.
56C	CLASS-B, CEMENT CONCRETE MASONRY	870	C.Y.
57	CEMENT (4 BAGS / BARREL)	2000	BARRELS
58	STEEL REINF. FOR STRUCTURES DEL. & PLACED	99,000	LBS.
75A	EXPANSION BEARINGS, TYPE A	14	EACH
76A	BRIDGE RAILING, TYPE A	255	L.F.
83	PILES, WOODEN, TREATED	6380	L.F.



PROFILE ℄ SHERWOOD STREET

SCALE Vertical 1"=5'-0"
Horizontal 1"=50'-0"



PROFILE ℄ STATE HIGHWAY "C"

SCALE Vertical 1"=5'-0"
Horizontal 1"=50'-0"

DRAWN BY Snow
TRACED BY Snow
CHECKED BY Lower

BRIDGE NO.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE
BRIDGE DIVISION

STATE HIGHWAY "C"

SHERWOOD STREET - BRIDGE NO. 4
PORTLAND
CUMBERLAND COUNTY

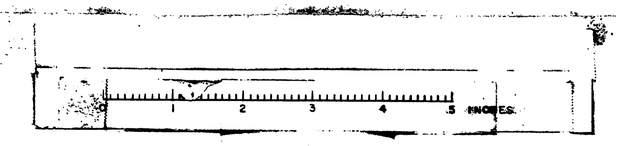
GENERAL PLAN, BORING DATA, & PROFILES

SCALE: AS NOTED

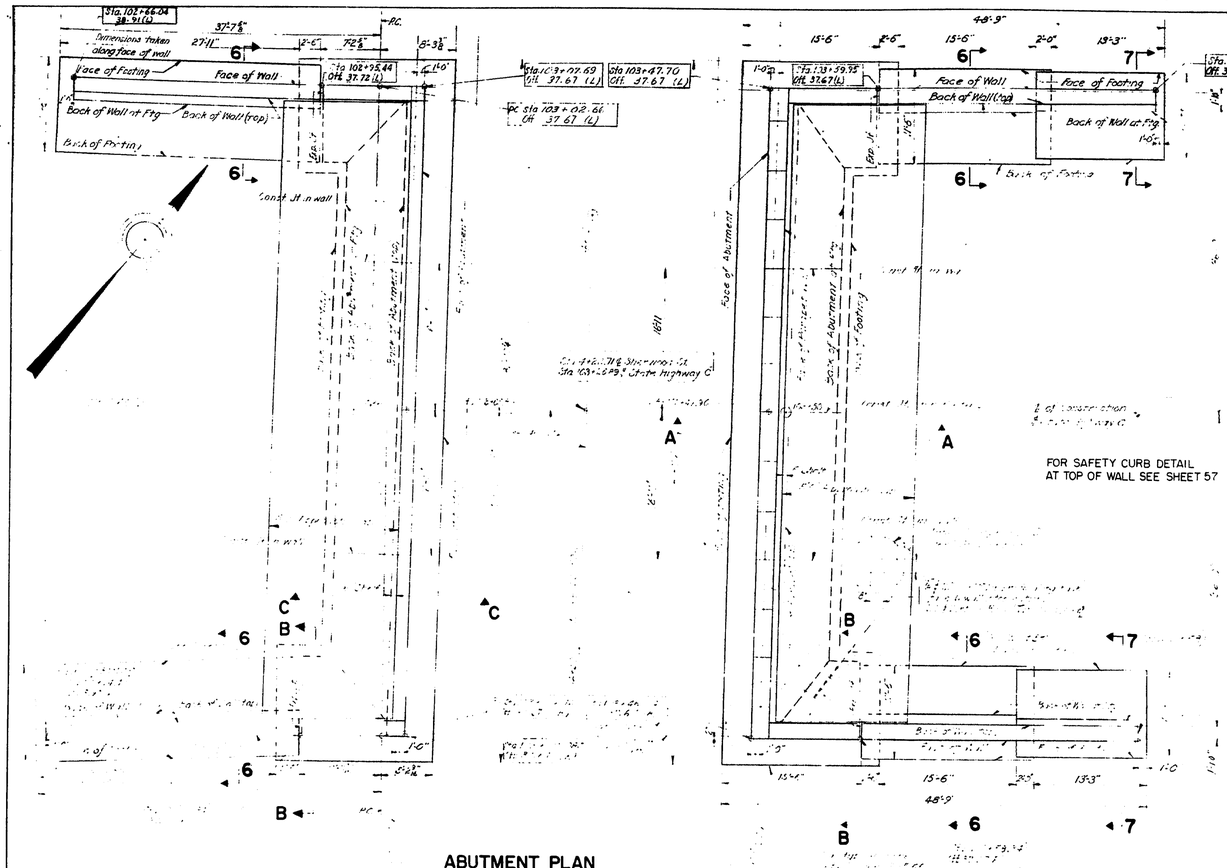
SHEET 49 OF 115 SHEETS

MAY 1952
REVISED JAN. 1953

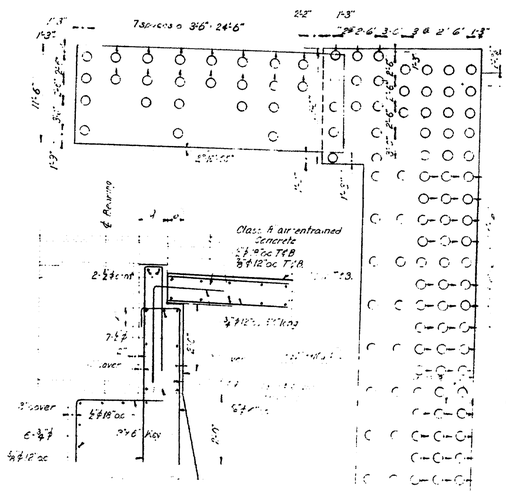
M-930



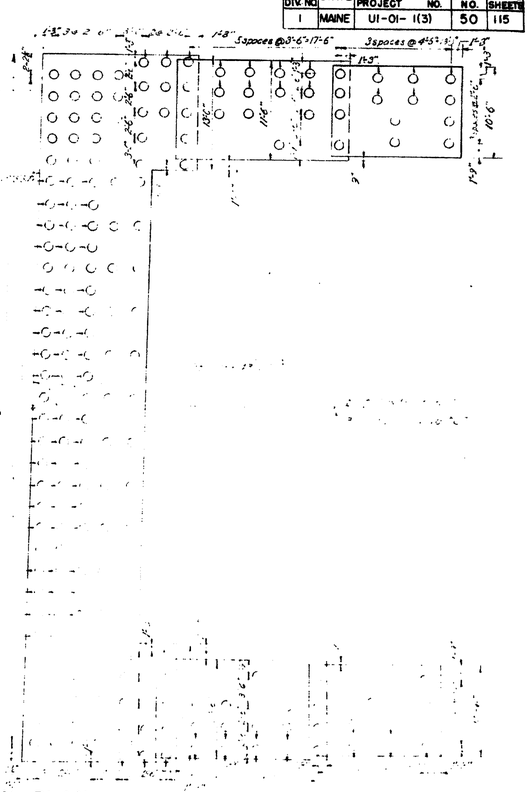
PR A DIV. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	UI-01- 1(3)		50	115



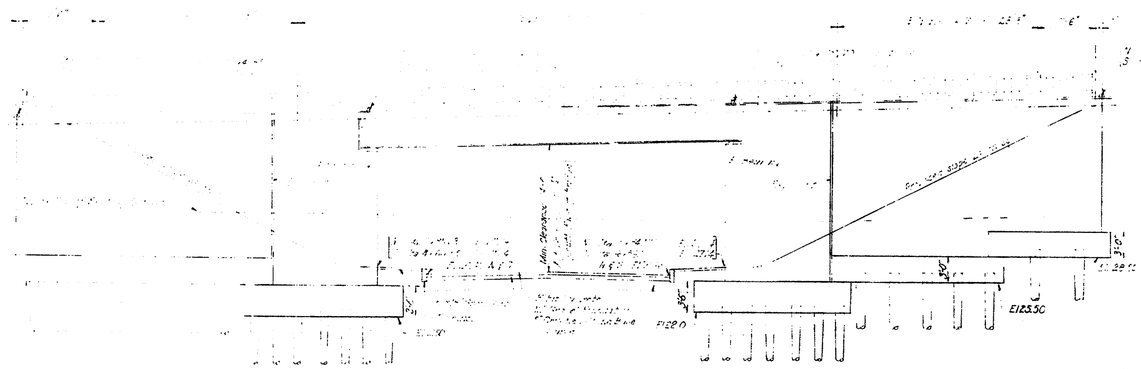
ABUTMENT PLAN
Scale 1/8"=1'-0"



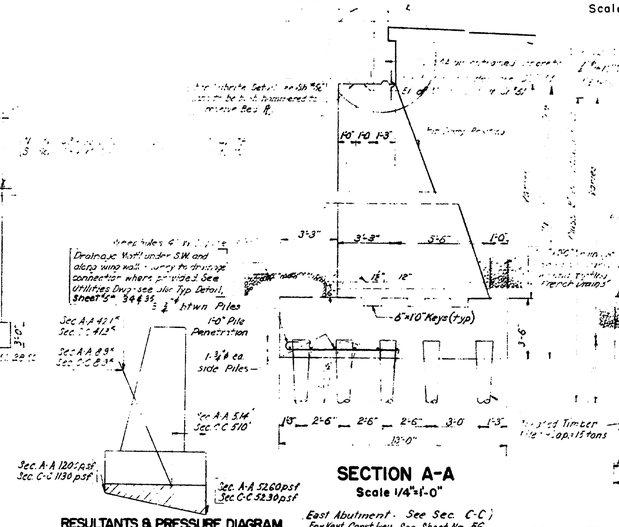
DETAIL A
Scale 1/2"= 1'-0"



PILE LOCATION PLAN
Scale: 1/8"= 1'-0"

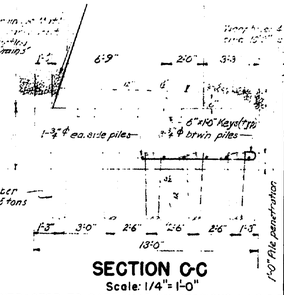


SOUTH ELEVATION
Scale 1/8"=1'-0"
Note: North Elevation same except as shown & noted



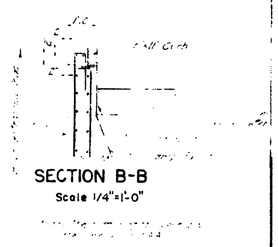
SECTION A-A
Scale 1/4"=1'-0"
East Abutment - See Sec. C-C for Vert. Construction Key, See Sheet No. 56

RESULTANTS & PRESSURE DIAGRAM FOR SECTIONS A-A & C-C
All quantities are per lineal foot of wall



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

NOTE: CONTRACTOR TO BASE BIDS ON SECTIONS A-A & B-B CONCRETE DIMENSIONS WILL REMAIN AS SHOWN IF PILES ARE OMITTED BY ENGINEER.



SECTION B-B
Scale 1/4"=1'-0"

DRAWN BY:
TRACED BY:
CHECKED BY:
BRIDGE NO.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE
BRIDGE DIVISION

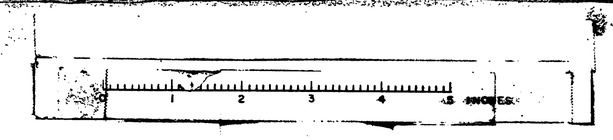
STATE HIGHWAY "C"
SHERWOOD STREET - BRIDGE NO. 4
PORTLAND
CUMBERLAND COUNTY
ABUTMENT PLAN AND DETAILS
PILE LOCATION PLAN

SCALE AS NOTED

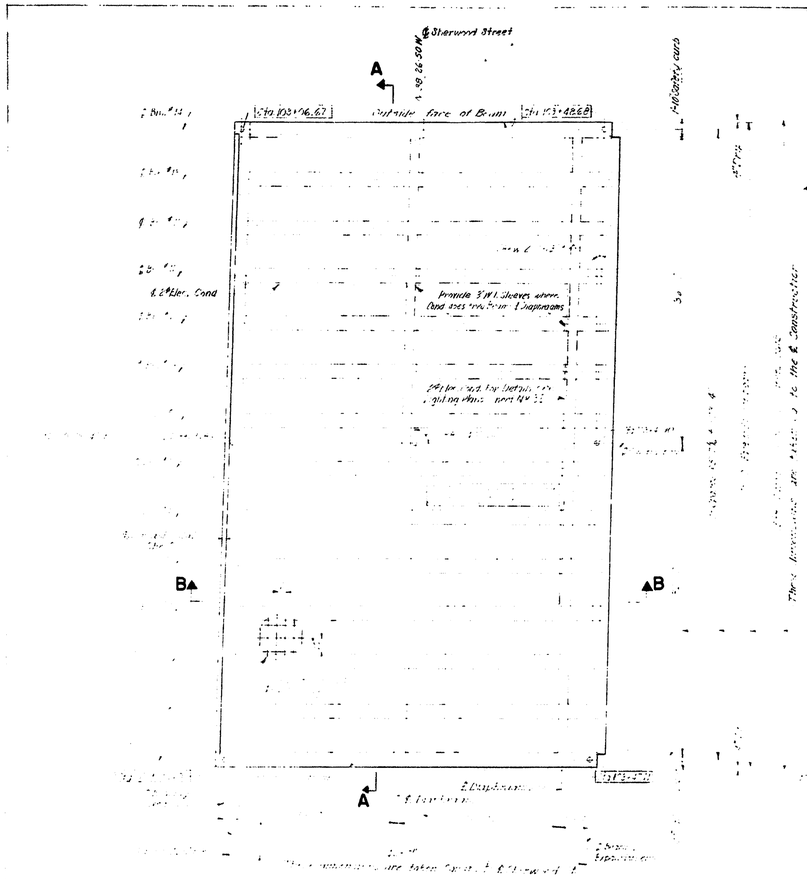
MAY 1952
REVISED JAN. 1953

SHEET 50 OF 115 SHEETS

M-931

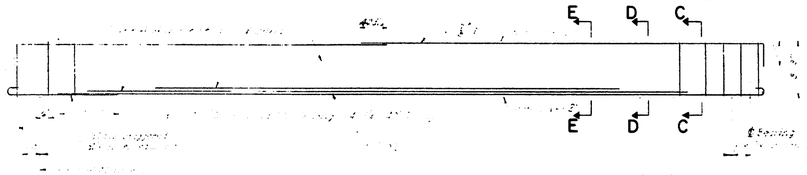


PRA DIV. NO	STATE	FEDERAL PROJECT	AID NO	SHEET NO	TOTAL SHEETS
1	MAINE	U1-01-1(3)		51	115



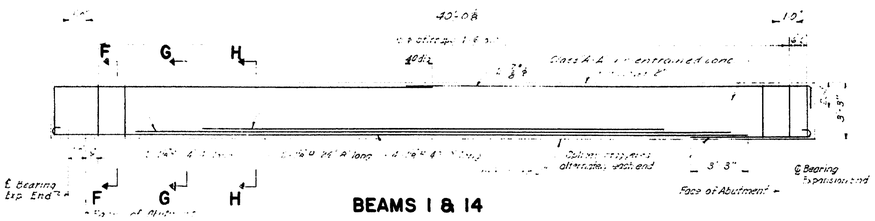
FRAMING PLAN

Scale Vertical Horizontal 1/8"=1'-0"



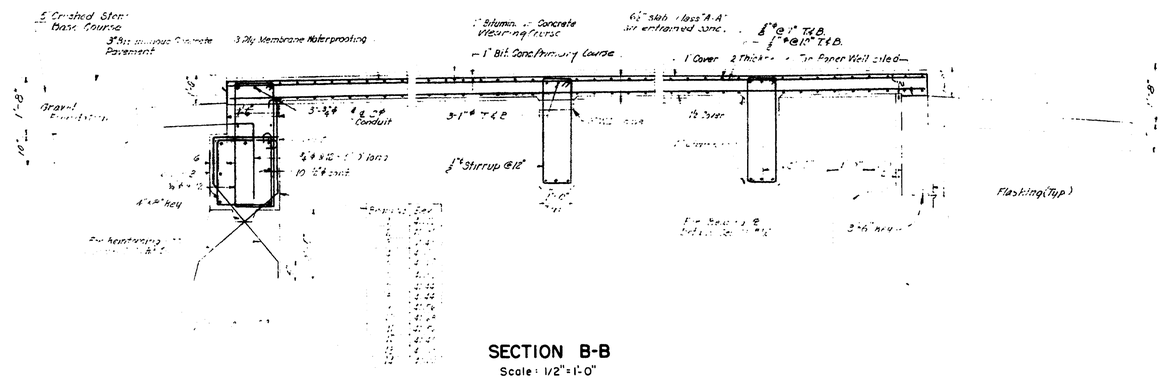
BEAMS 2 THRU 13

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



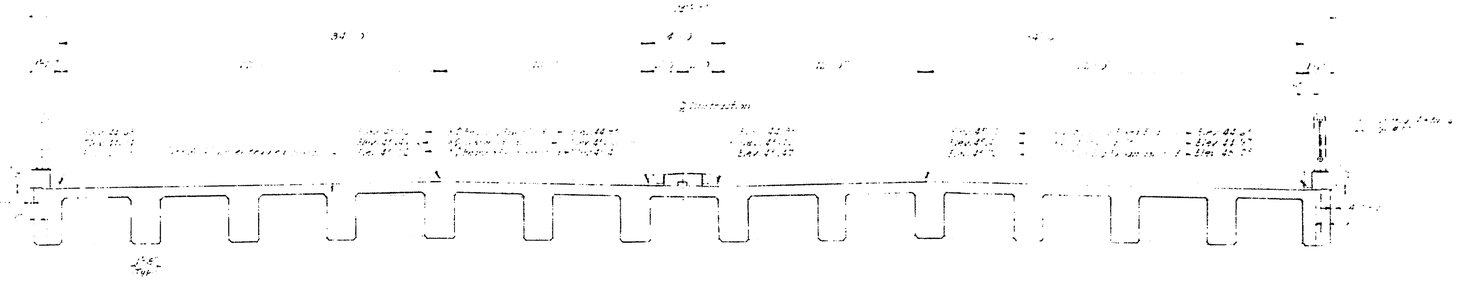
BEAMS 1 & 14

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



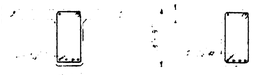
SECTION B-B

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



SECTION A-A

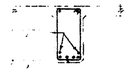
Scale : 1/4"=1'-0"



SECTION C-C

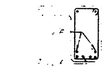
Scale : 1/4"=1'-0"

SECTION F-F

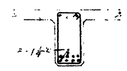


SECTION D-D

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

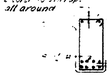


SECTION G-G



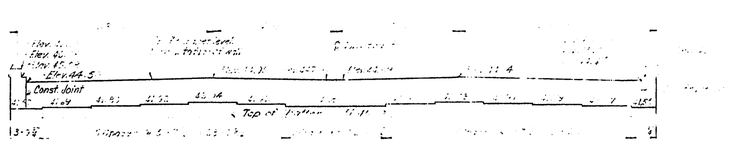
SECTION E-E

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



SECTION H-H

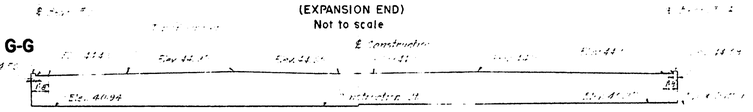
Note: Cover & clearances shown in this section are typical for all beam sections.



ELEVATION EAST MASONRY SHELF

(EXPANSION END)

Not to scale



ELEVATION WEST MASONRY SHELF

(FIXED END)

Not to Scale

DRAWN BY:
TRACED BY:
CHECKED BY

BRIDGE NO.

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE
BRIDGE DIVISION

STATE HIGHWAY "C"
SHERWOOD STREET - BRIDGE NO. 4
PORTLAND
CUMBERLAND COUNTY

FRAMING PLAN AND DETAILS

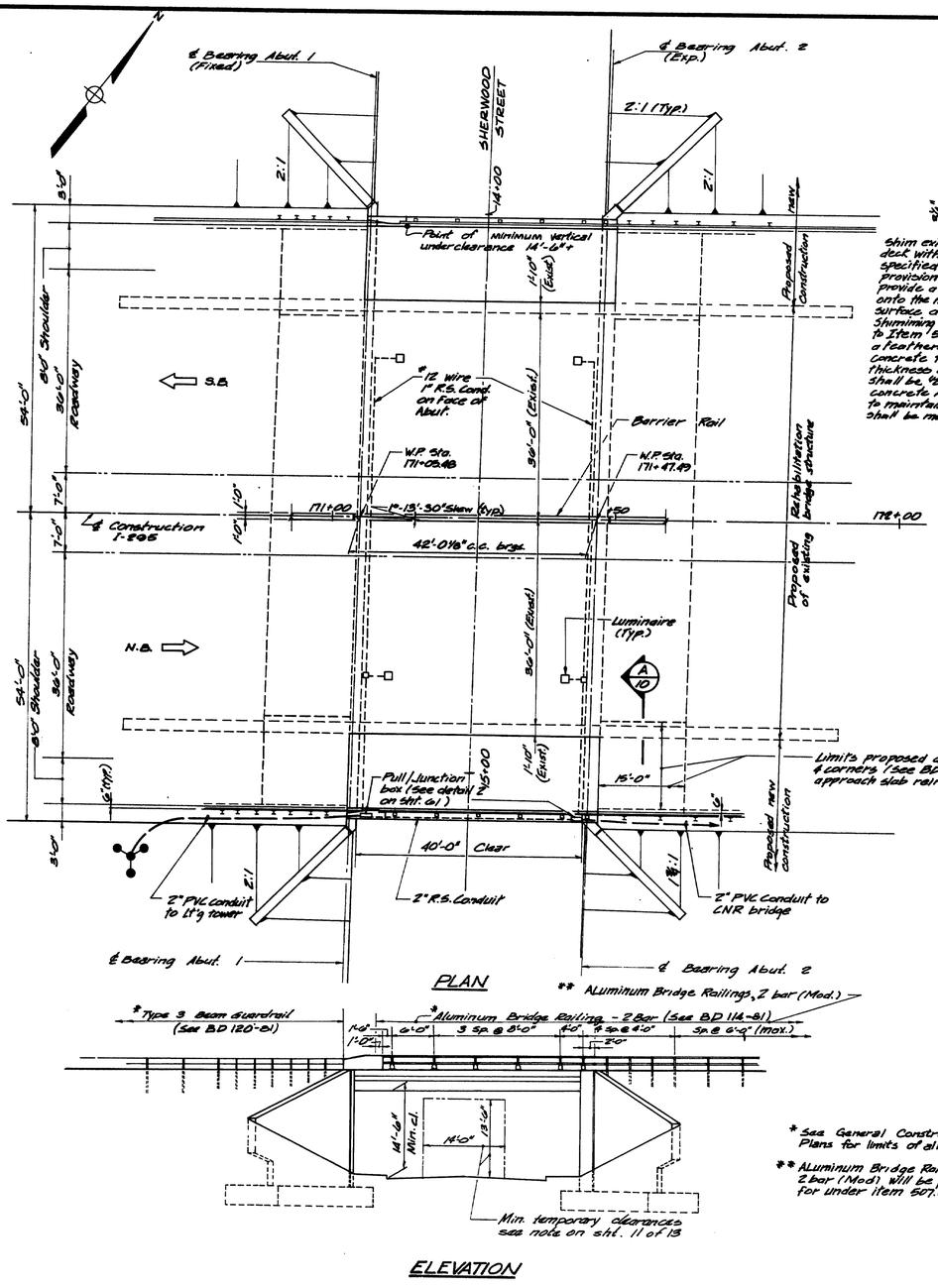
SCALE: AS NOTED

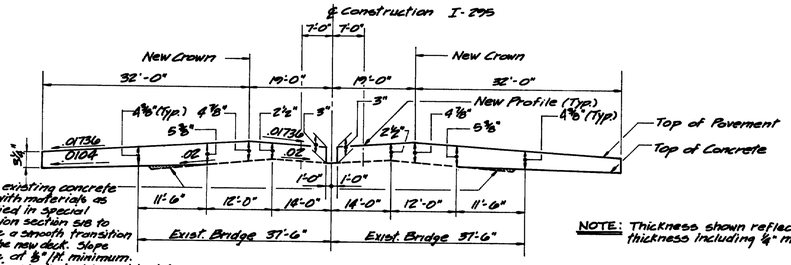
SHEET 51 OF 115 SHEETS

MAY 1952
REVISED JAN. 1953

M-932

F.A.S.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(99)E0	6	95

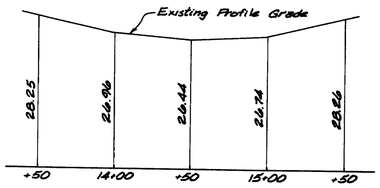




Shim existing concrete deck with materials as specified in special provision section 518 to provide a smooth transition onto the new deck. Slope surface at ½" /ft minimum. Shimming work shall be incidental to Item 502.2101. To avoid a feathered edge of concrete the minimum thickness of shim material shall be ½". Payment for existing concrete required to be removed to maintain ½" minimum thickness shall be made under Item 518.30

BITUMINOUS PAVEMENT THICKNESS
Grading "C"

NOTE: Thickness shown reflects total thickness including ¼" membrane.



PROFILE SHERWOOD STREET
(SURVEY ℄)

SPECIFICATIONS

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

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES, REVISION OF JANUARY 1984.

DESIGN LOADING

LIVE LOAD: HS20

MATERIALS

CONCRETE: CLASS A (EXCEPT AS OTHERWISE SPECIFIED)

REINFORCING STEEL: ASTM A615 GRADE 60

STRUCTURAL STEEL: ASTM A36

BASIC DESIGN STRESSES

CONCRETE: F'C = 3,000 PSI.

REINFORCING STEEL: FY = 60,000 PSI.

STRUCTURAL STEEL: FY = 36,000 PSI.

TRAFFIC DATA

ADT 1985 = 35970
ADT 2005 = 44720
DHV 4919
T (%) 7
D (%) 60
V 50 MPH
18 KIPS 1.093

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	KRS	6-28-85
CHECKED	DAB	
REVISIONS	RDB	
FIELD CHANGES		

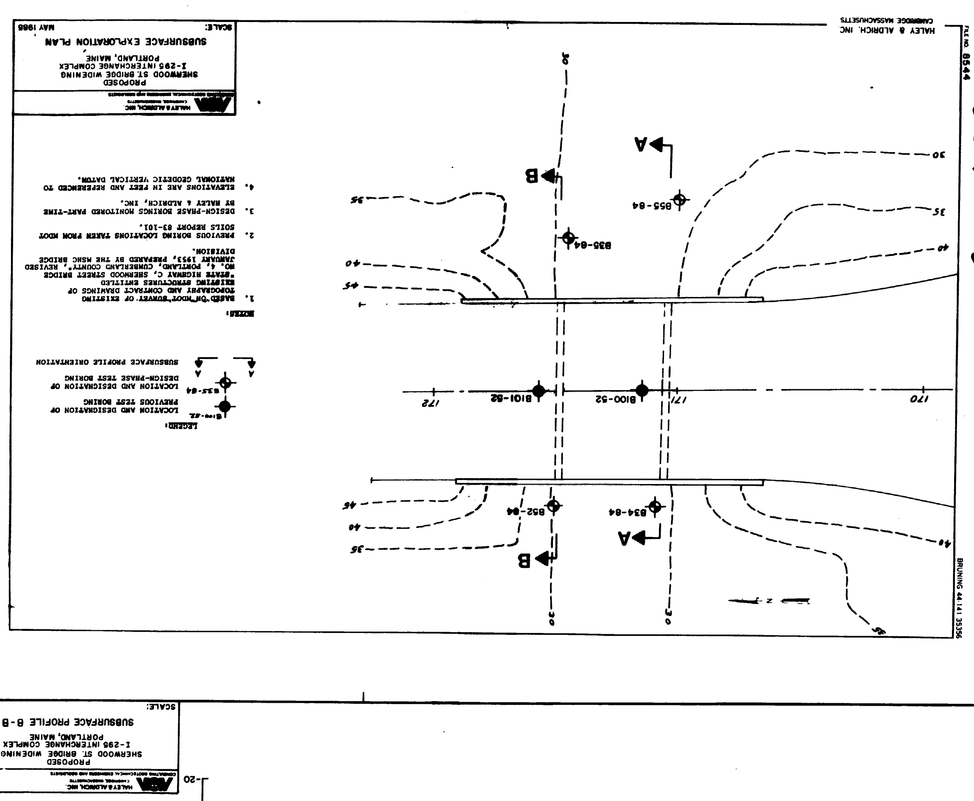
BRUNING 44-132 457101

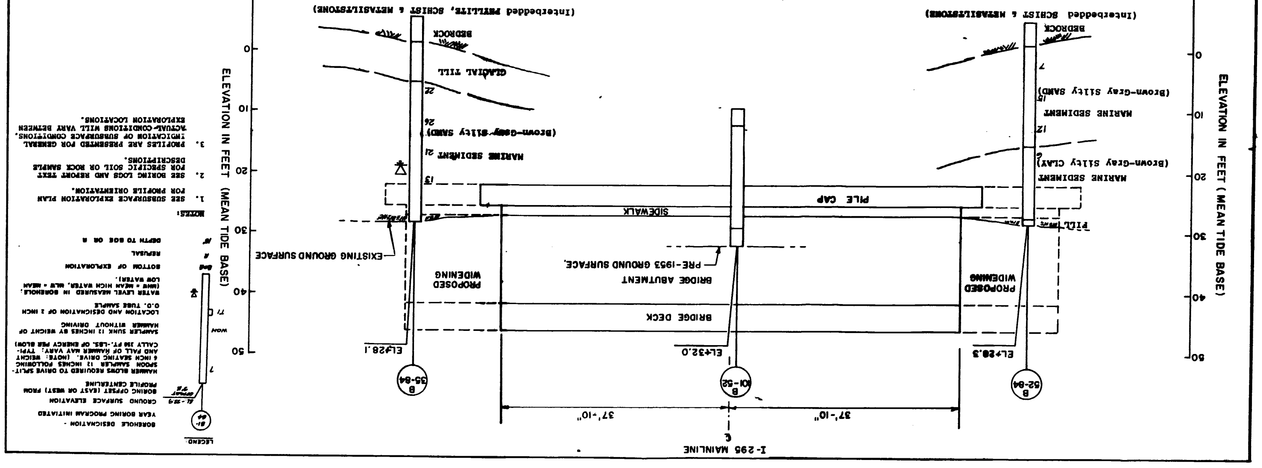
201-431

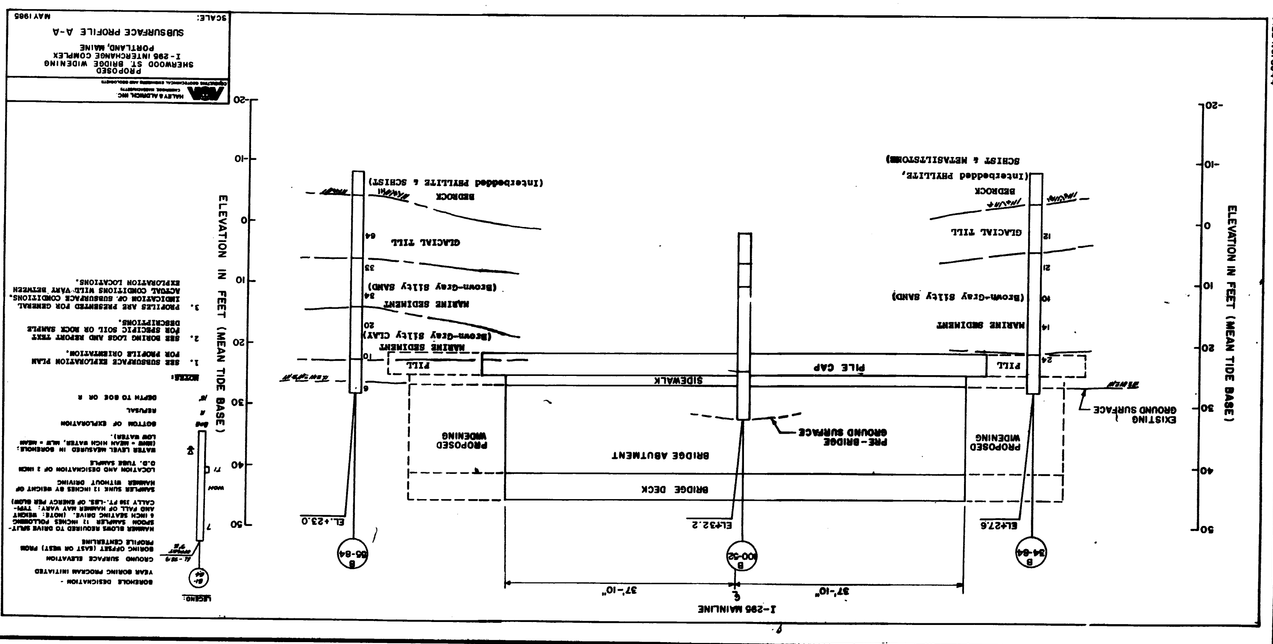
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
SHERWOOD STREET
GENERAL PLAN, ELEV.
AND
NOTES

SHEET 1 OF 13 AUGUSTA, MAINE





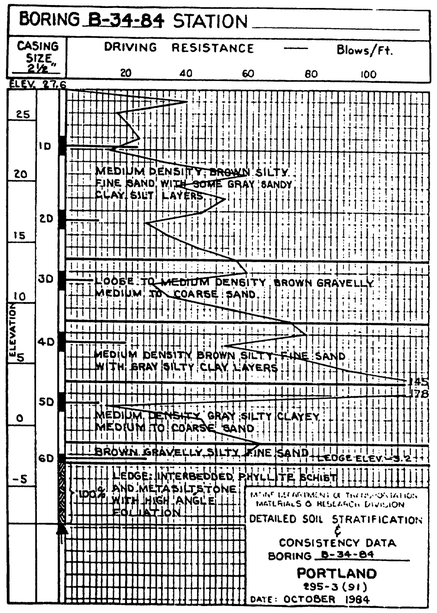


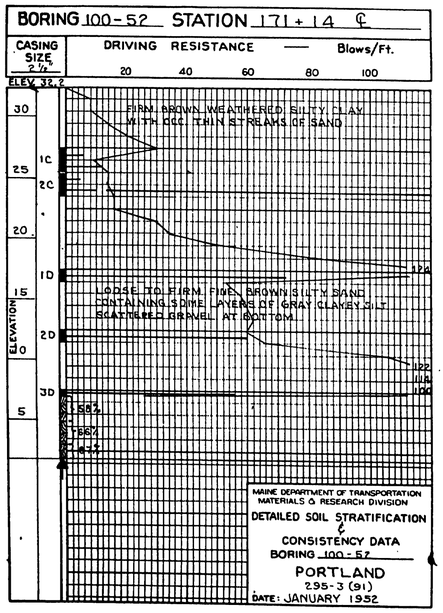
PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

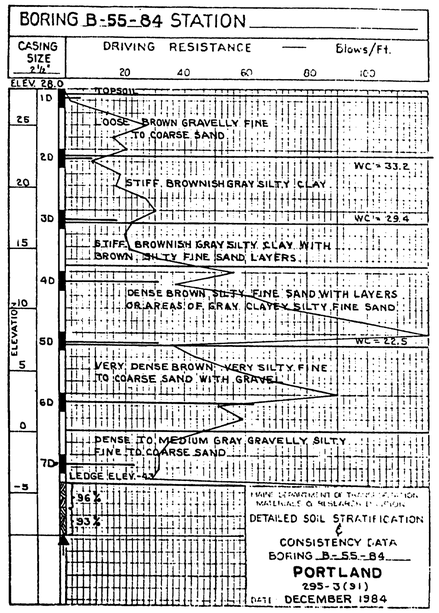
PLANS

DRAWING 66-132 4571O-1

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	92-295-3(91)50	0	93







BORING NOTES

All samples and vanes are made ahead of casing

- Water elevation
- 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

- 1D 5 ℄ H Sampler #1290's
- 1C 2" O.D. 16 ga. seamless tubing
- 1U 3½" O.D 16 ga. seamless tubing
- 1W 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)
- Locations cored by diamond bit and per cent recovery of rock

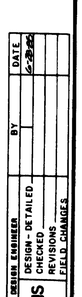
SHEAR NOTES

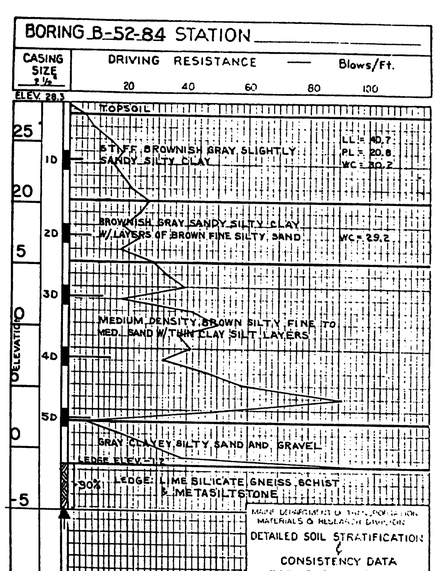
- ● Field vane shear strengths
- X Laboratory vane shear strengths
- → Shear strengths in excess of capacity of equipment
- O One half unconfined compressive strengths

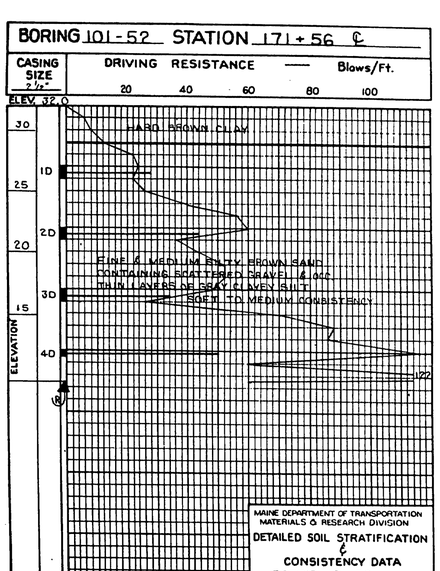
WATER CONTENT NOTES

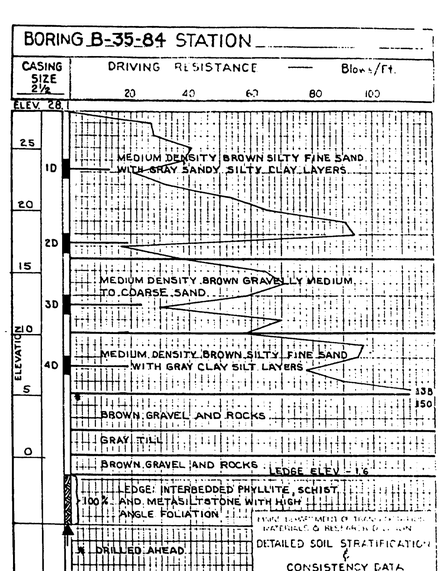
- O Natural water contents, given as per cent of dry weight
- ●---X Plastic and liquid limits

Ignition losses are given as per cent of dry weight









NOTES:

1. See Sheet No. 2 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.
4. Refer to geotechnical report for discussion of subsurface conditions and foundation considerations.

201-433

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

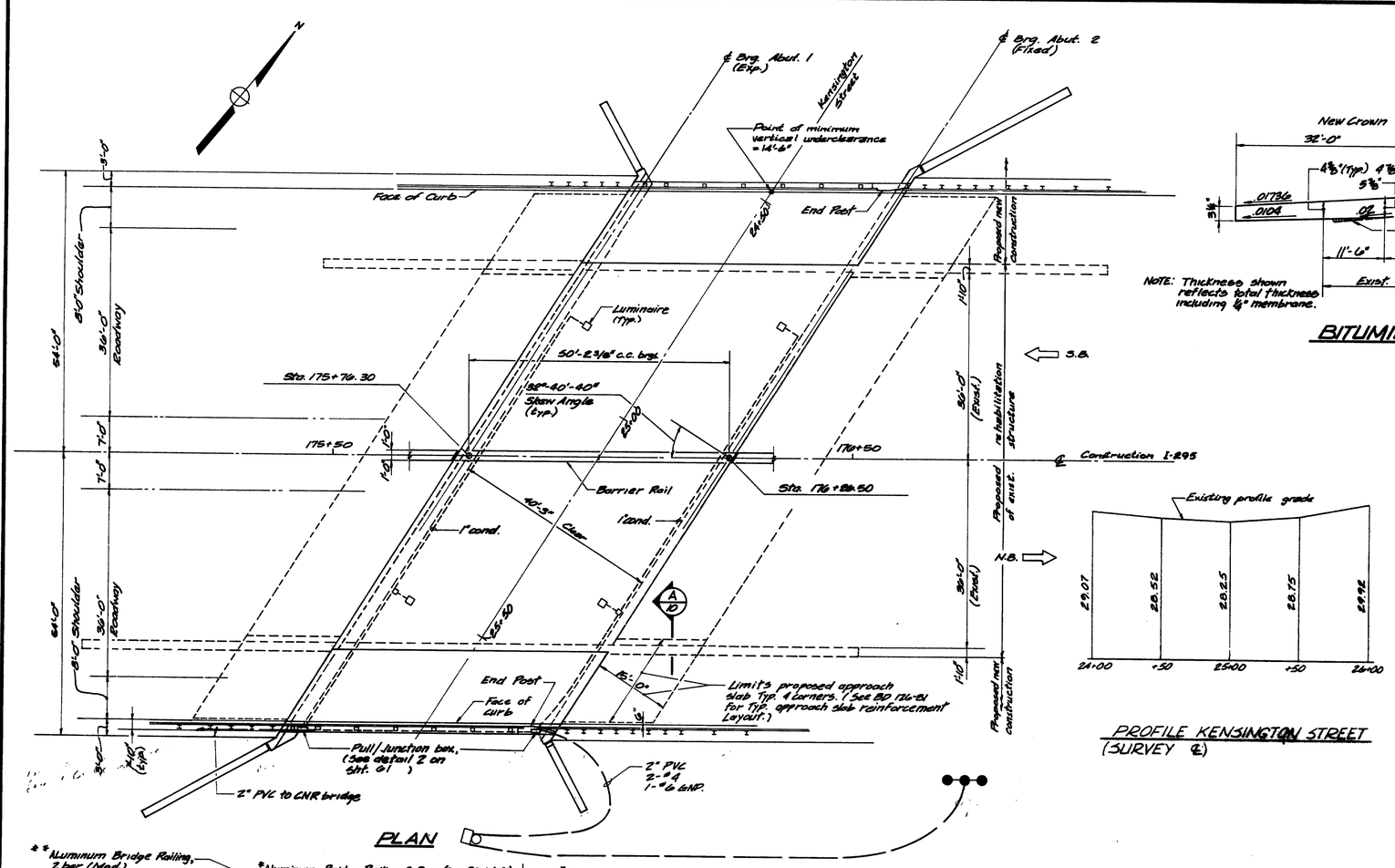
I-295 PORTLAND
BRIDGE OVER
SHERWOOD STREET

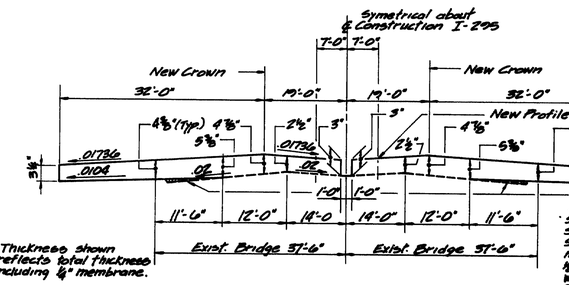
SUBSURFACE SOILS DATA

SHEET 3 OF 13 AUGUSTA, MAINE

DRAWING 44132 45710-1

F.H.W.A. DOC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(44)00	98	98





NOTE: Thickness shown reflects total thickness including ½" membrane.

Shim existing concrete deck with materials as specified in special Provision Section 518 to provide a smooth transition onto the new deck. Slope surface at ¼"/ft minimum. Shimming part shall be incidental to Item 502.2703. To avoid a feathered edge of concrete the min. thickness of shim material shall be ½". Payment for exist. conc. required to be removed to maintain ½" min. thickness, shall be made under Item 518.80.

BITUMINOUS PAVEMENT THICKNESS

Grading "C"

PROFILE KENSINGTON STREET
(SURVEY ℄)

SPECIFICATIONS

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

CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES, REVISION OF JANUARY 1984.

DESIGN LOADING

LIVE LOAD: HS20

MATERIALS

CONCRETE: CLASS A (EXCEPT AS OTHERWISE SPECIFIED)

REINFORCING STEEL: ASTM A615 GRADE 60

STRUCTURAL STEEL: ASTM A36

BASIC DESIGN STRESSES

CONCRETE f'c = 3,000 PSI.

REINFORCING STEEL: Fy = 60,000 PSI.

STRUCTURAL STEEL: Fy = 36,000 PSI.

[illegible]

J 50 [illegible]

[illegible] KIPS 1.092

PROJECT DESIGN REMINDER		BY	DATE
PLANS	DESIGN - DETAILED	LKG	4-28-88
	CHECKED	PJB	
	REVISIONS	PJB	
	FIELD CHANGES		

DRAWING 44-132-4(7)0-1

102-463

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

GENERAL PLAN AND ELEVATION

SHEET 1 OF 14 AUGUSTA, MAINE

F.A.P.R. SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IM-295-4(46)0	1A	44

FIGURE

102-464

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		6-22-87
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

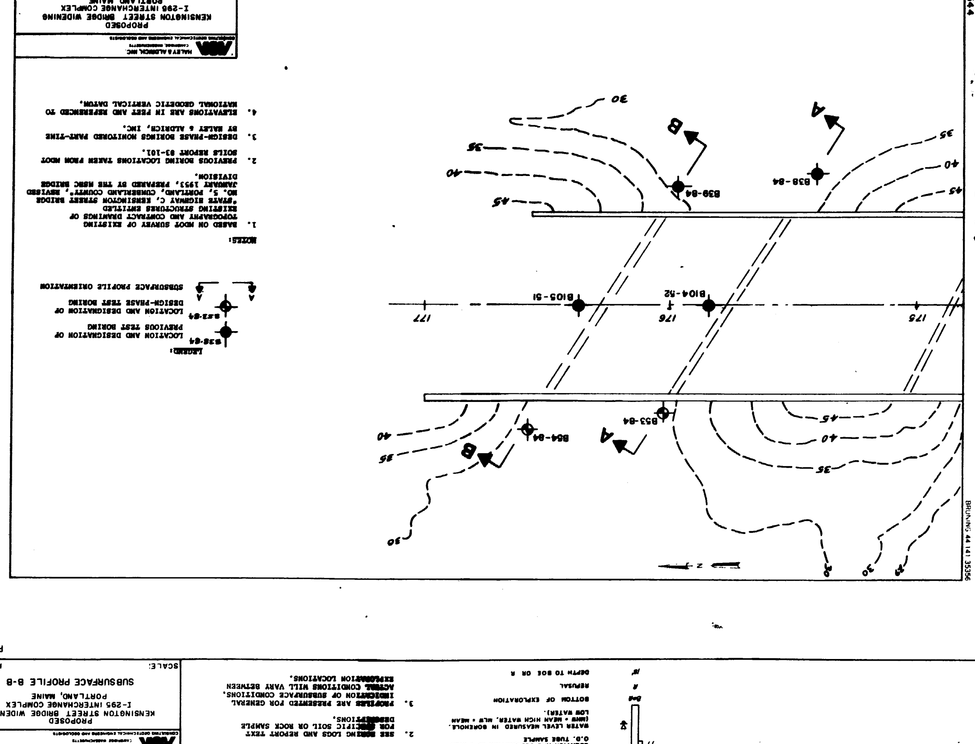
I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

SUBSURFACE SOILS DATA

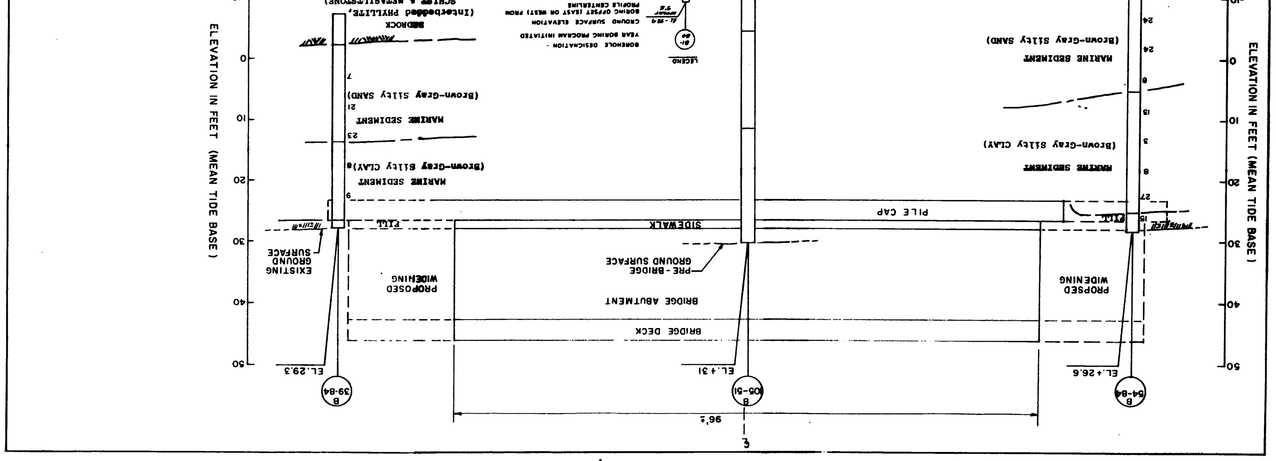
SHEET 2 OF 14 AUGUSTA, MAINE

NOTES:

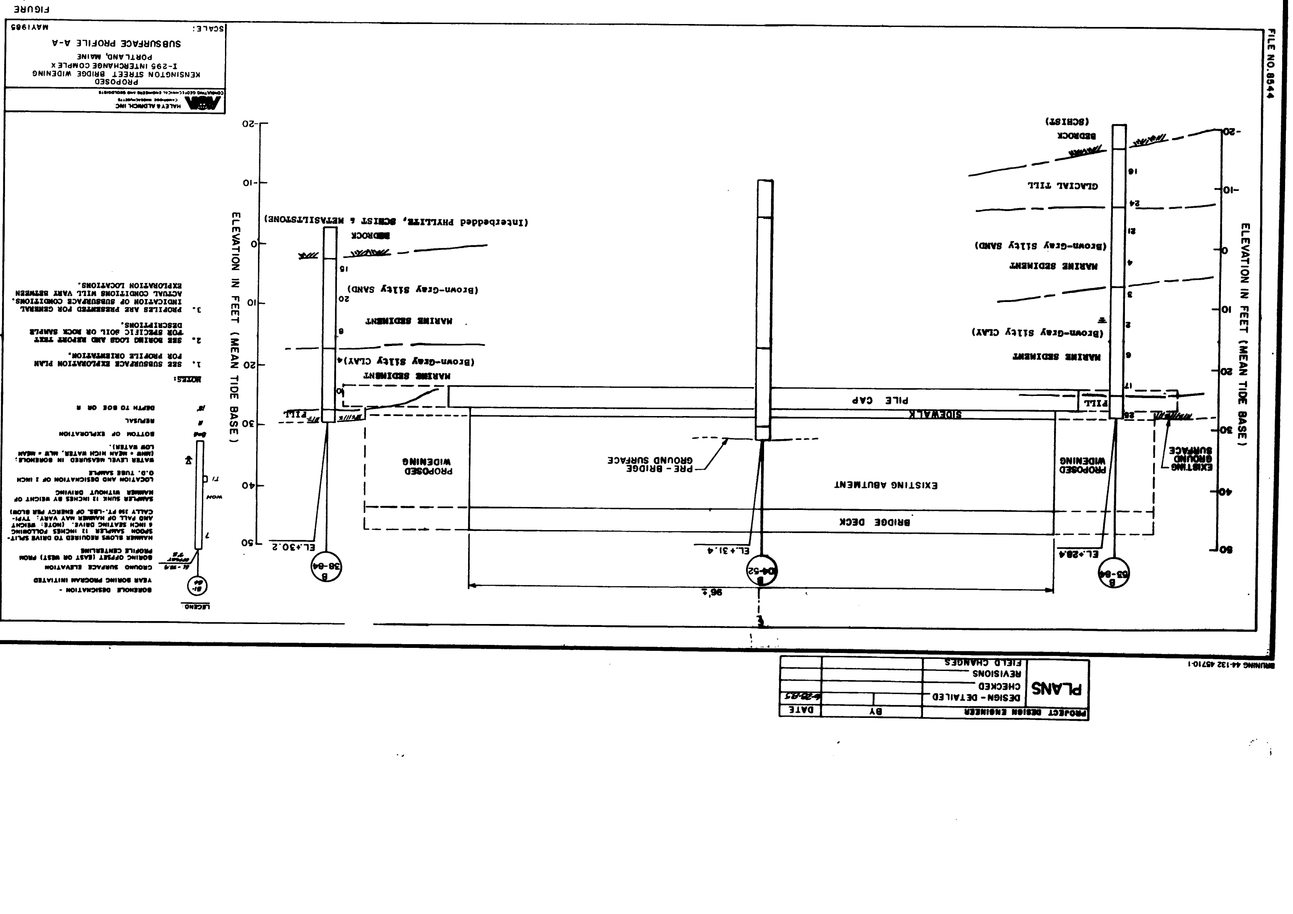
1. Boring Location Plan and soil-profiles were taken from "Report on Subsurface Investigation and Foundations Recommendations, Proposed Sherwood Bridge, Kensington Street, and Canadian National Railroad Bridge, Over I-295 Interchange Complex, Portland, Maine" prepared by Haley & Aldrich, Inc. and dated June 1985.
2. Refer to the above referenced geotechnical report for discussion of subsurface conditions and foundation construction considerations.



FIGURE

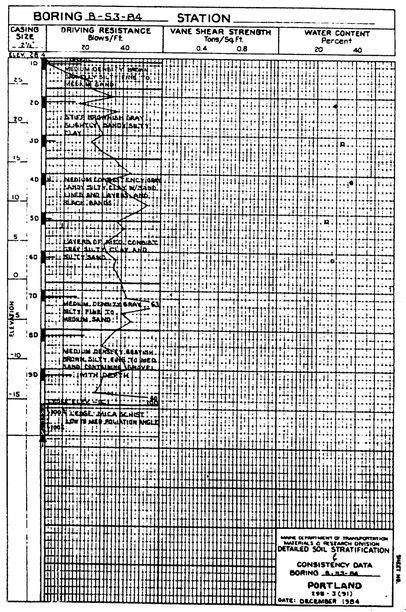


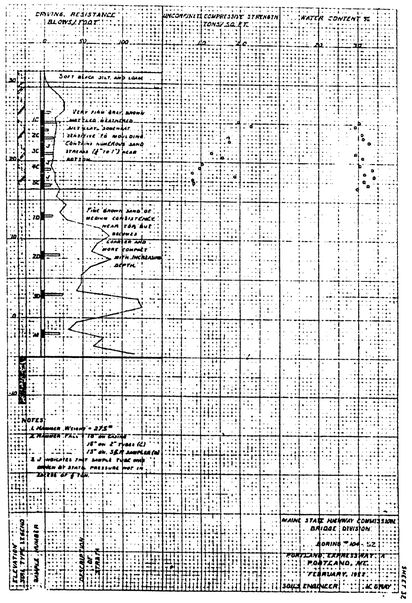
FIGURE

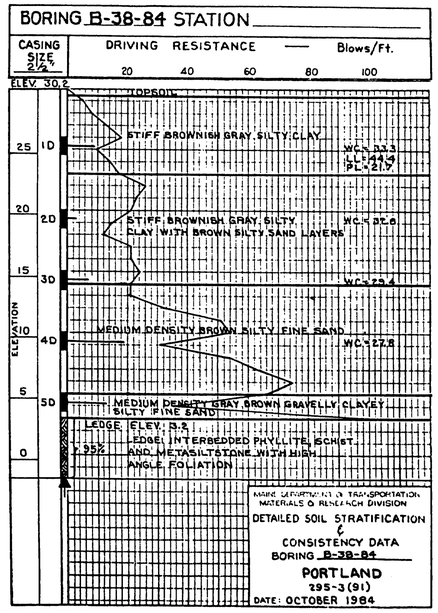


FILE NO. 9544

BRUNING 44-132 4571C-1







F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-2(99)90	40	99

BORING NOTES

All samples and vanes are made ahead of casing

- Water elevation
- 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

- 1D 5 ¢ H Sampler @ 1290's
- 1C 2" O.D. 16 ga. seamless tubing
- 1U 3⅛" O.D. 16 ga. seamless tubing
- 1W 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)
- RX Locations cored by diamond bit and per cent recovery of rock

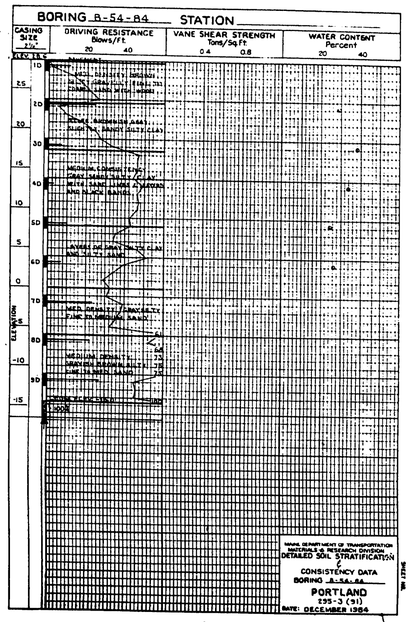
SHEAR NOTES

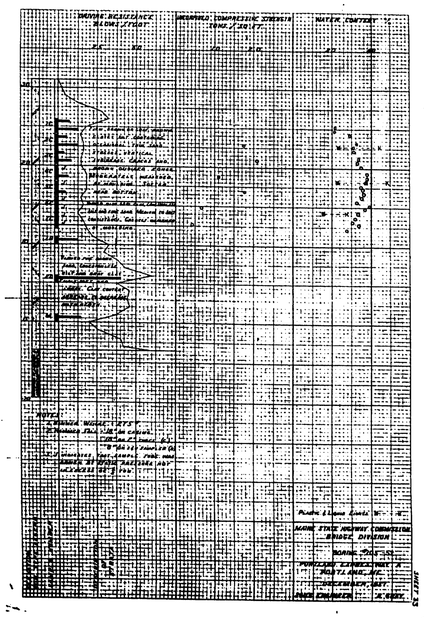
- ● Field vane shear strengths
- X Laboratory vane shear strengths
- → Shear strengths in excess of capacity of equipment
- o One half unconfined compressive strengths

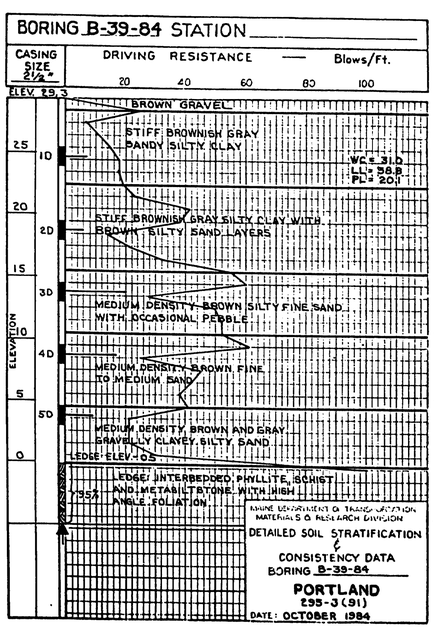
WATER CONTENT NOTES

- 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







PROJECT DESIGN ENGINEER	BY	DATE
PLANS DESIGN - DETAILED		10-29-85
CHECKED		
AS BUILT		
FIELD CHANGES		

BRUNING 44-132 4571-0.1

NOTES:

1. See Sheet No. 2 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.
4. Refer to geotechnical report for discussion of subsurface conditions and foundation considerations.

102-465

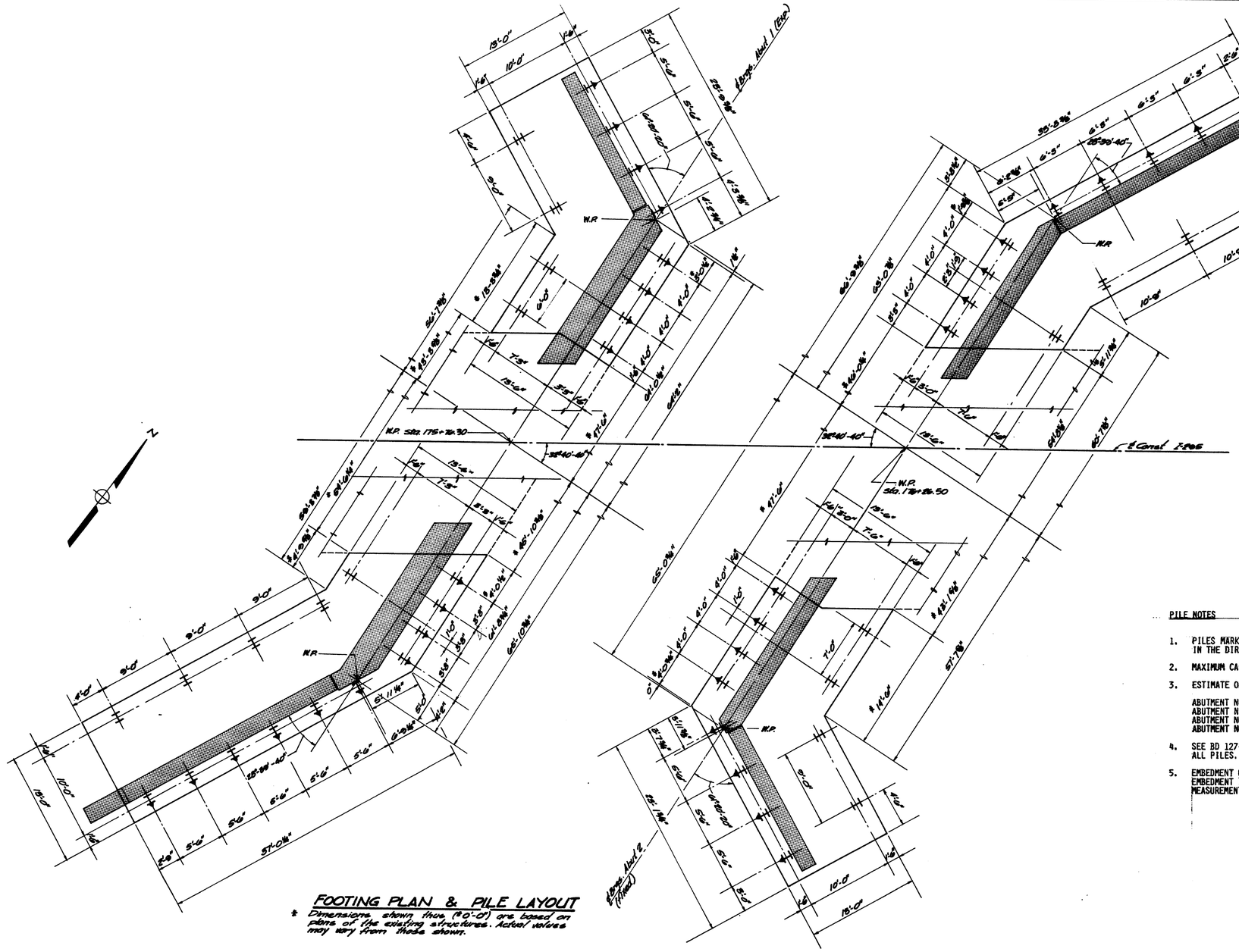
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

SUBSURFACE SOILS DATA

SHEET 2 OF 14 AUGUSTA, MAINE

F.A.H.S. & BDG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	95-295-5(99)60	41	96



FOOTING PLAN & PILE LAYOUT

* Dimensions shown thus (10'-0") are based on plans of the existing structures. Actual values may vary from those shown.

PILE NOTES

1. PILES MARKED THUS ⟷, SHALL BE BATTERED ¾ INCHES PER FOOT IN THE DIRECTION OF THE ARROW.
2. MAXIMUM CALCULATED PILE LOADS: 70 TONS
3. ESTIMATE OF PILES REQUIRED:

ABUTMENT NUMBER 1 NB	15 -HP x 12 x 53 @ 26 FEET
ABUTMENT NUMBER 1 SB	12 -HP x 12 x 53 @ 45 FEET
ABUTMENT NUMBER 2 NB	12 -HP x 12 x 53 @ 28 FEET
ABUTMENT NUMBER 2 SB	13 -HP x 12 x 53 @ 42 FEET

4. SEE BD 127-81 FOR POINTED REINFORCED PILE TIP DETAILS, TYPICAL FOR ALL PILES.
5. EMBEDMENT OF PILES MAY VARY BETWEEN 1'-0" AND 2'-0" AND THE ACTUAL EMBEDMENT LENGTH UP TO A MAXIMUM OF 1'-6" WILL BE INCLUDED IN THE MEASUREMENT OF PAYMENT.

102-466

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	KPS	4-28-86
CHECKED	KPS	DAD
PLANS REVISIONS		
FIELD CHANGES		

BRIDGING 44-132.4(710)-1

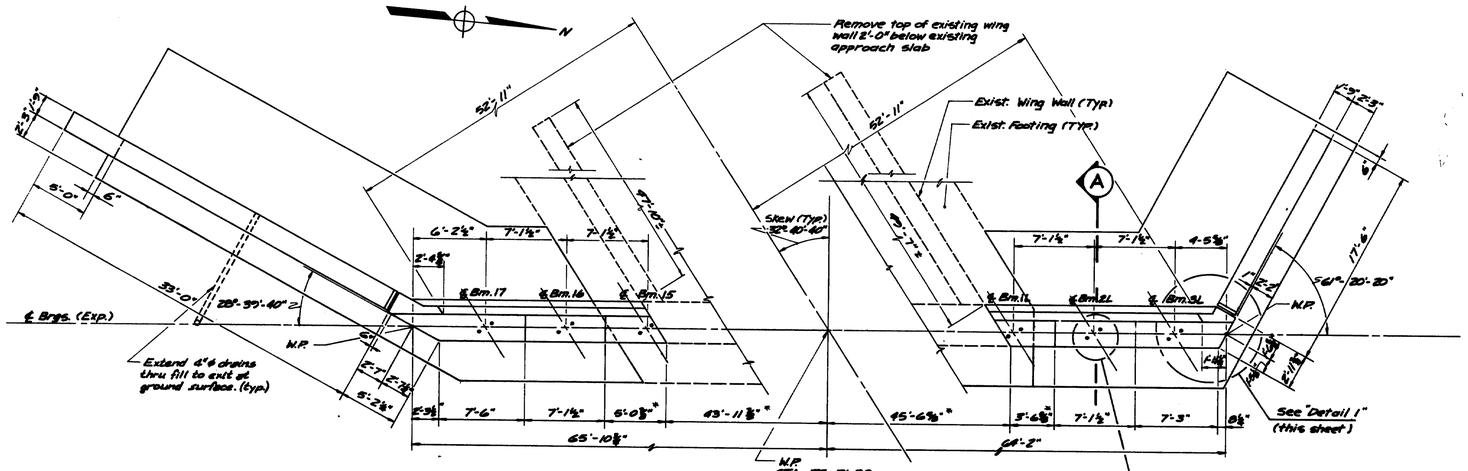
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

FOOTING PLAN
PILE LAYOUT

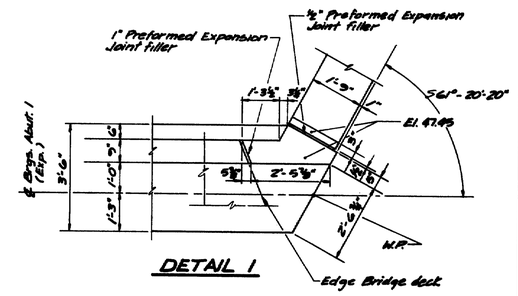
SHEET 4 OF 14 AUGUSTA, MAINE

F.A.H.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(99)82	42	96

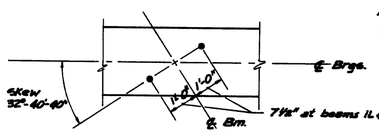


PLAN – ABUTMENT 1

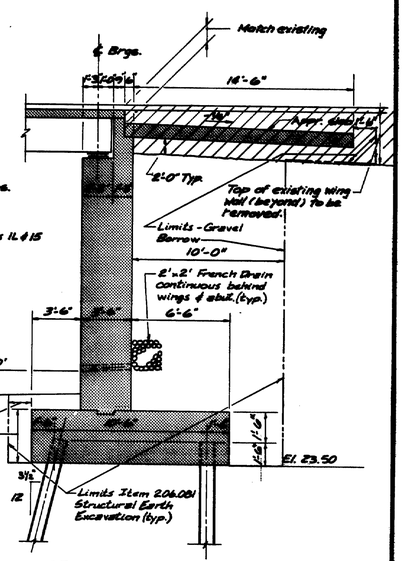
* Dimensions shown thus ("o-o") are based on plans of the existing structures. Actual values may vary from those shown.



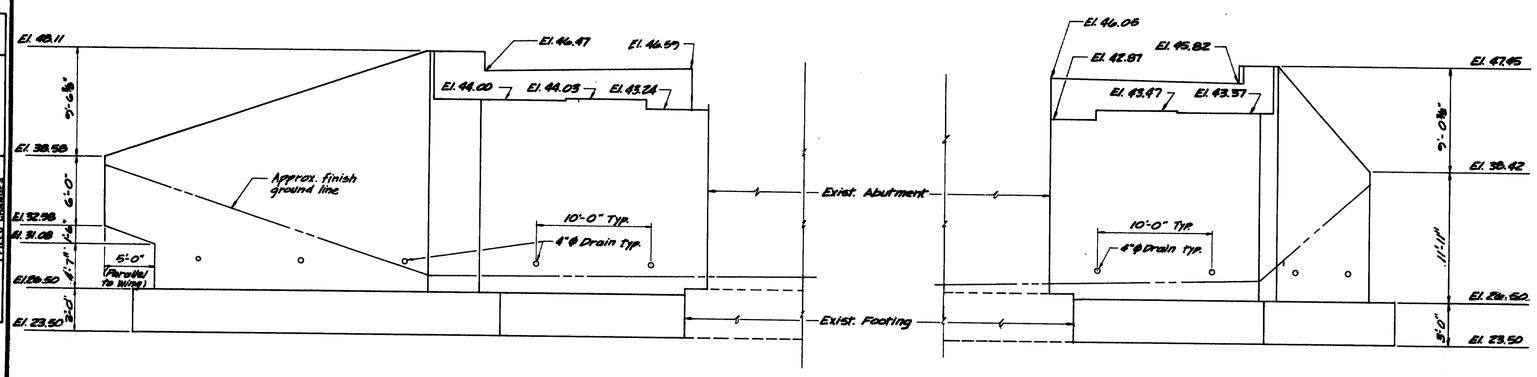
DETAIL 1



DETAIL 2



SECTION (A)



ELEVATION – ABUTMENT 1

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	KRS	4-88
	CHECKED	RDD	
	REVISIONS		
	FIELD CHANGES		

BRUNING 44-132 42710-1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

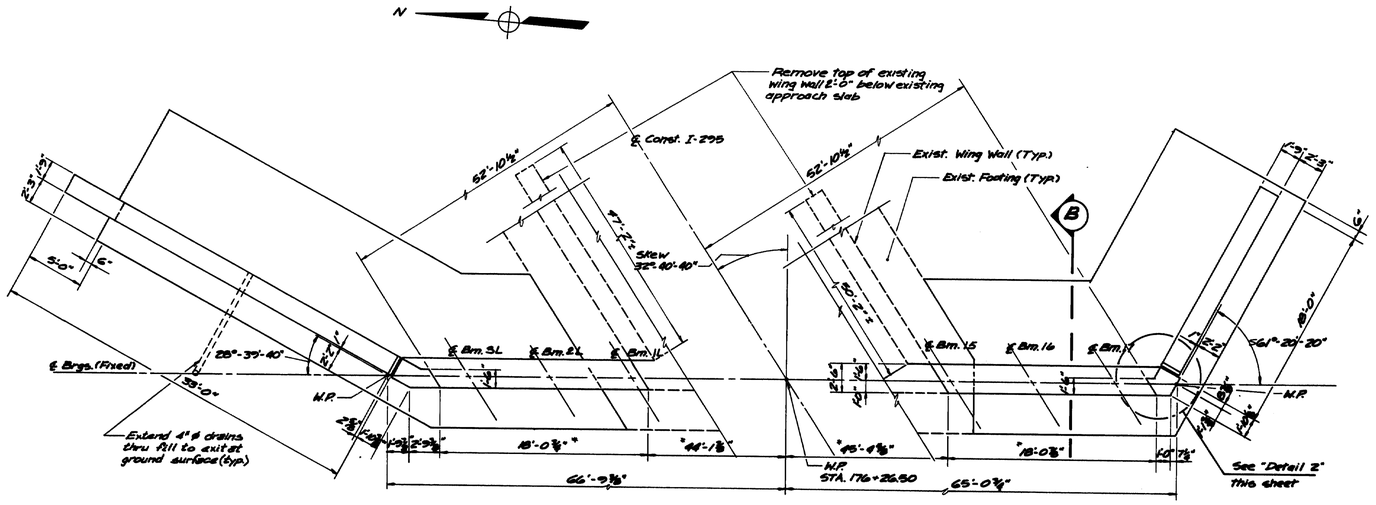
I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

ABUTMENT 1
PLAN, ELEVATION
AND SECTION

SHEET 5 OF 14 AUGUSTA, MAINE

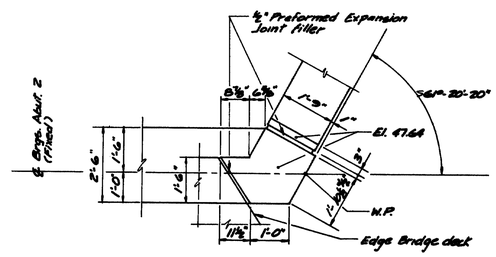
102-468

F.A.P. & SEQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-5(44)20	49	98

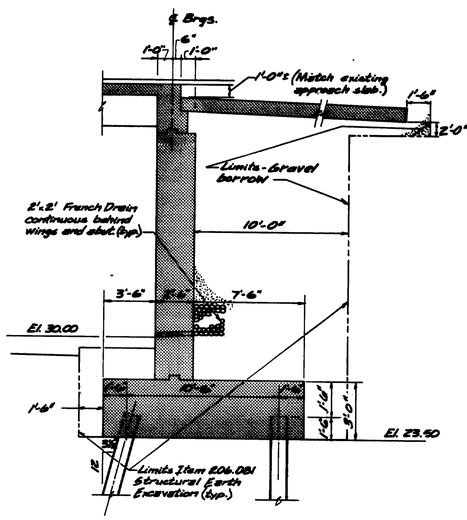


PLAN- ABUTMENT 2

*Dimensions shown thus ("0'-0") are based on plans of the existing structure. Actual values may vary from those shown.



DETAIL 2



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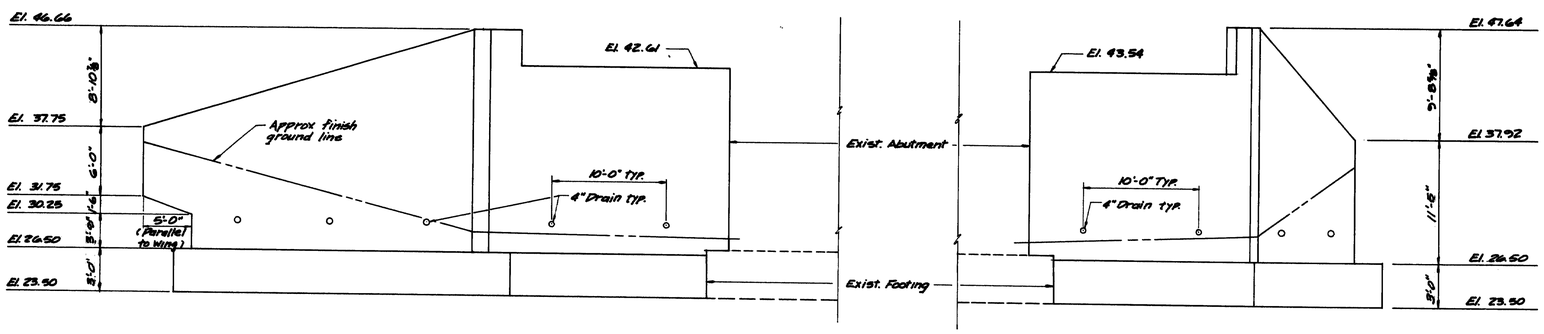


ELEVATION- ABUTMENT 2

PROJECT DESIGN DESIGNER	BY	DATE
PLANS	DESIGN - DETAILED KRS	4/29/85
	CHECKED EJB	
	REVISIONS ZDS	
	FIELD CHANGES	

RUNNING 44-32 45710-1

102-468

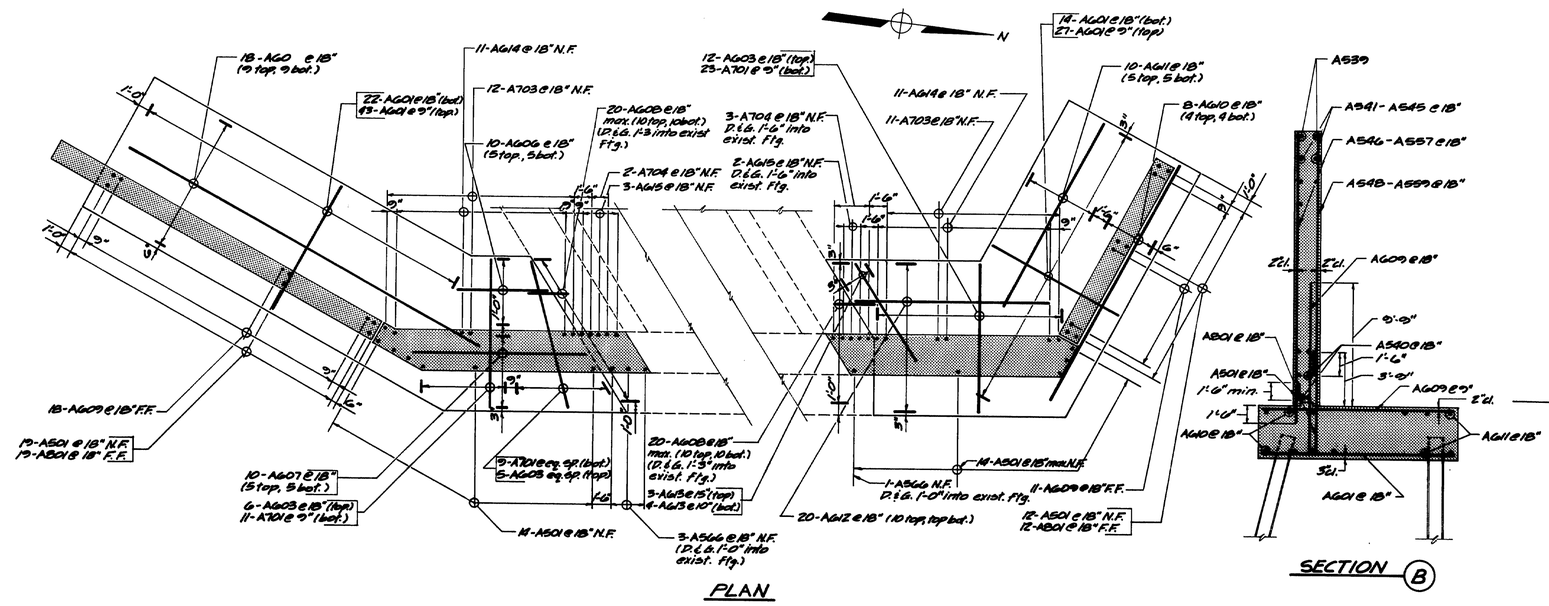
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

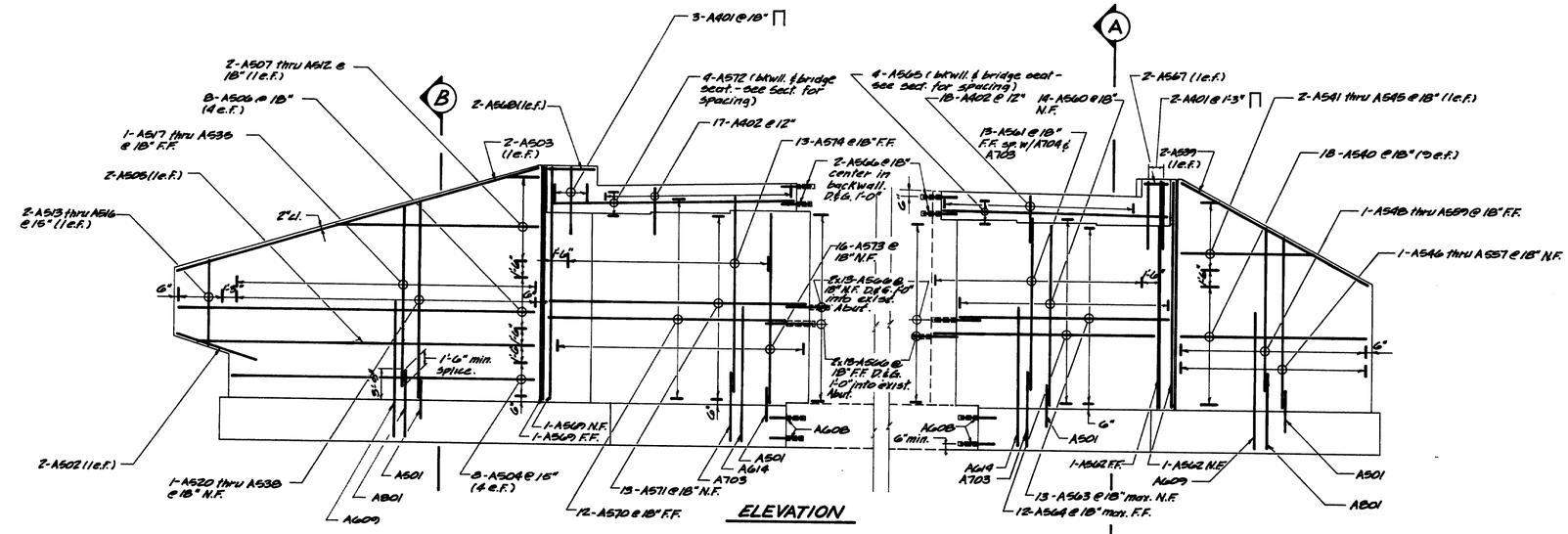
I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

**ABUTMENT 2
PLAN, ELEVATION
AND SECTION**

SHEET 6 OF 14 AUGUSTA, MAINE

F.H.W.A. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IE-295-3(99)00	44	95





PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	KFS	R.J.B. 6-29-00
	CHECKED	ROB	
	REVISIONS		
	FIELD CHANGES		

DRAWING 44-132-4710-1

102-469

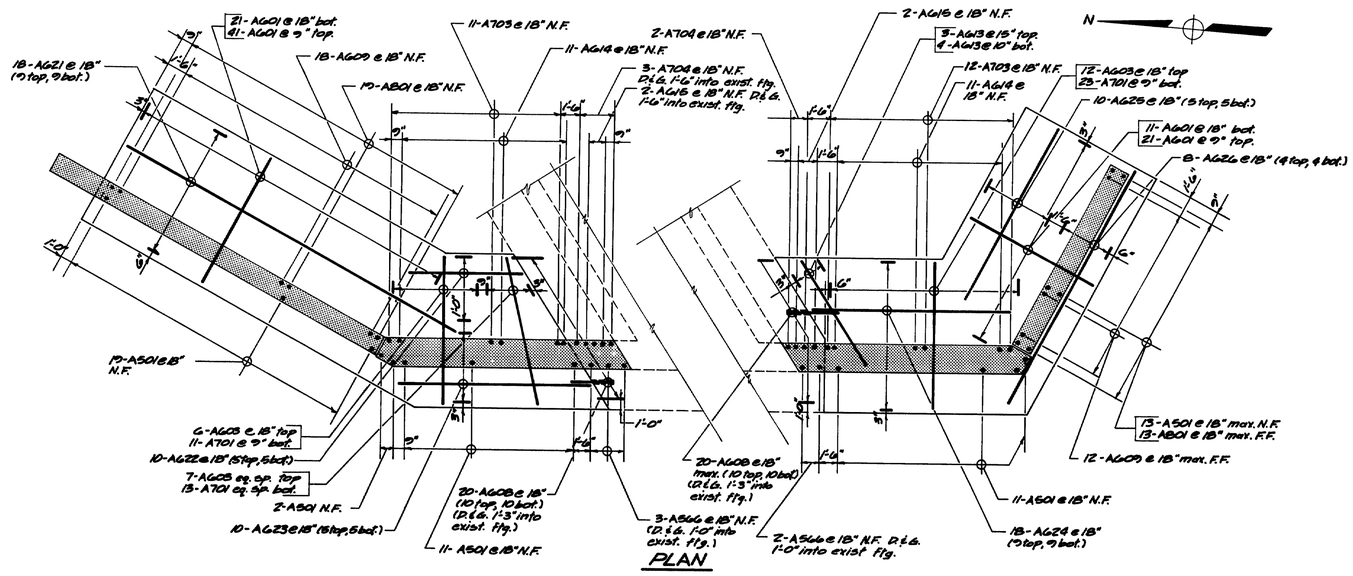
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

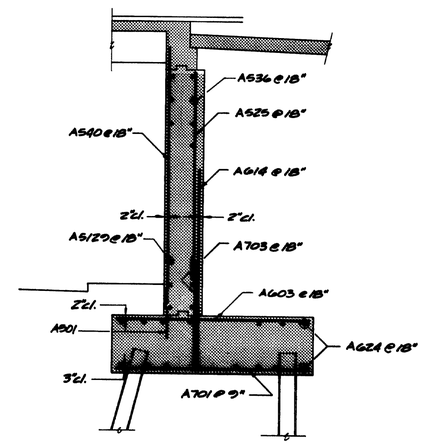
I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

ABUTMENT I
REINFORCEMENT

SHEET 7 OF 14 AUGUSTA, MAINE

F.H.W.A. DOC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(99)00	46	98





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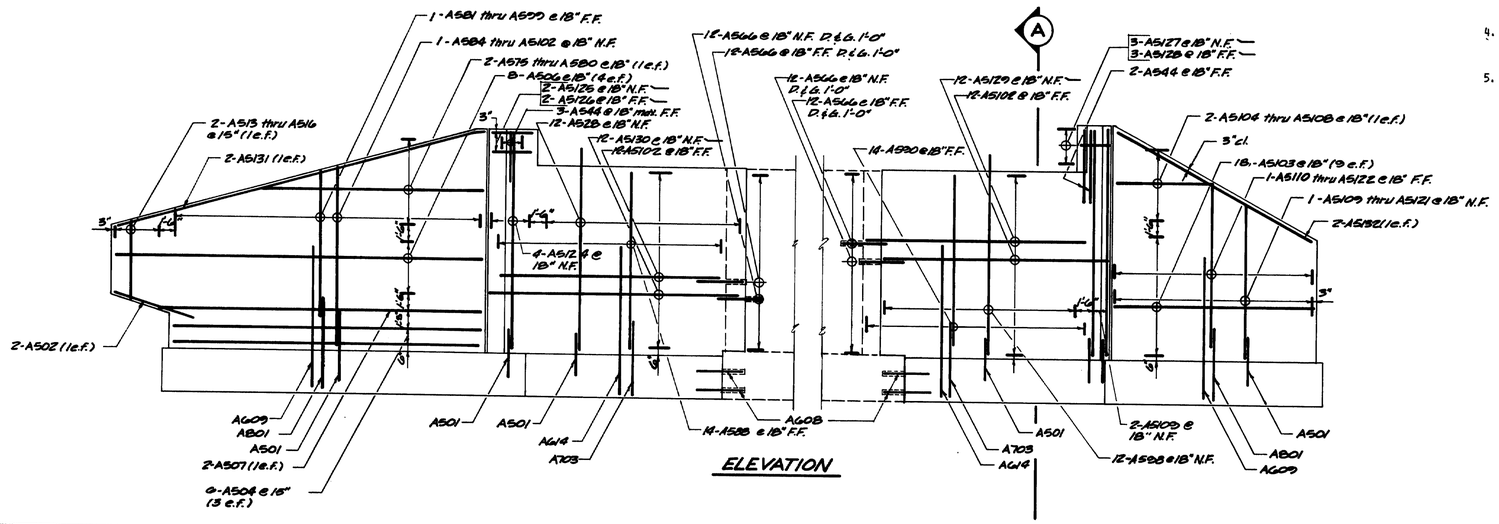


ABUTMENTS NOTES

1. REINFORCING STEEL SHALL HAVE 2 INCHES COVER UNLESS OTHERWISE INDICATED.
2. COVER EXPANSION JOINTS ON THE BACK WITH TWO LAYERS OF HEAVY ROOFING. SEE BD 127 FOR DETAIL.
3. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS:
   TOP OF CONCRETE CURBS.
   ALL EXPOSED SURFACES OF CONCRETE END POSTS.
4. PLACE 4" DIAMETER DRAINS IN BREASTWALL AND WINGS AT TEN (10) FEET MAXIMUM SPACING. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
5. ABUTMENT AND WING DOWELS INTO THE NEW CONCRETE FOOTING SHALL BE INSTALLED BEFORE THE FOOTING CONCRETE IS PLACED.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	KRS	6-28-96
	CHECKED	RDB	
	REVISIONS		
	FIELD CHANGES		

BRIMING 44-132 457101

102-470

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

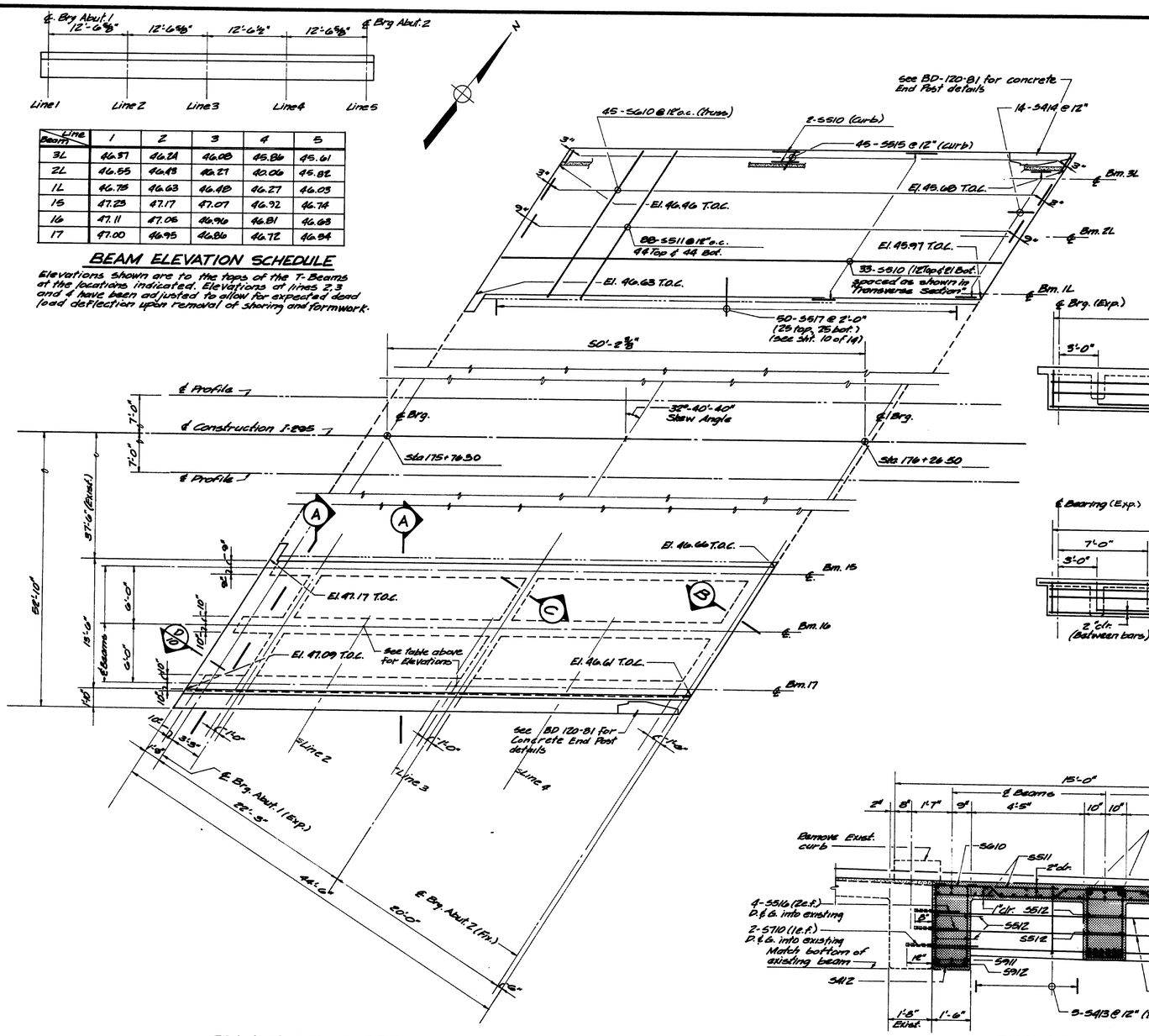
ABUTMENT 2
REINFORCEMENT

F.A.H.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(99)X0	46	90

Line / Beam	1	2	3	4	5
3L	46.97	46.78	46.68	46.84	45.61
2L	46.85	46.68	46.77	46.86	45.82
1L	46.78	46.63	46.48	46.27	46.03
15	47.23	47.17	47.07	46.92	46.74
16	47.11	47.06	46.96	46.81	46.63
17	47.00	46.95	46.86	46.72	46.54

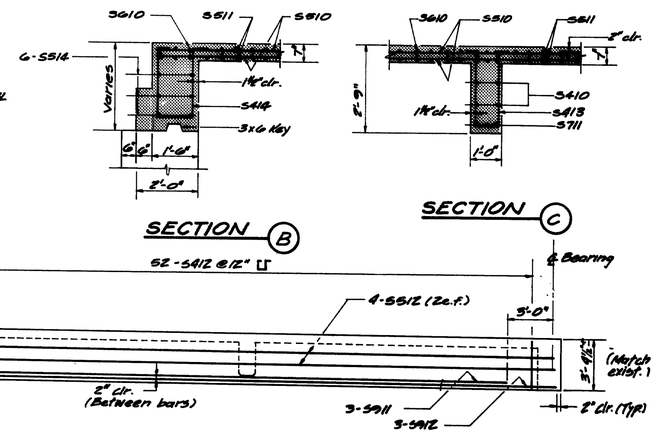
BEAM ELEVATION SCHEDULE

Elevations shown are to the tops of the T-Beams at the locations indicated. Elevations at lines 2, 3 and 4 have been adjusted to allow for expected dead load deflection upon removal of shoring and formwork.

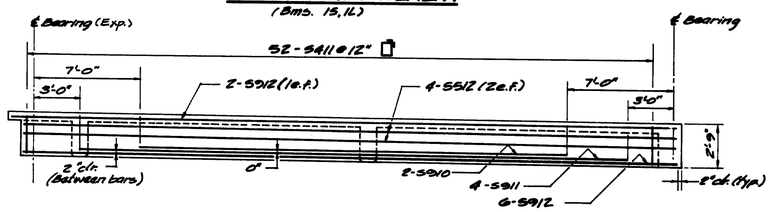


FRAMING PLAN & DECK REINFORCEMENT

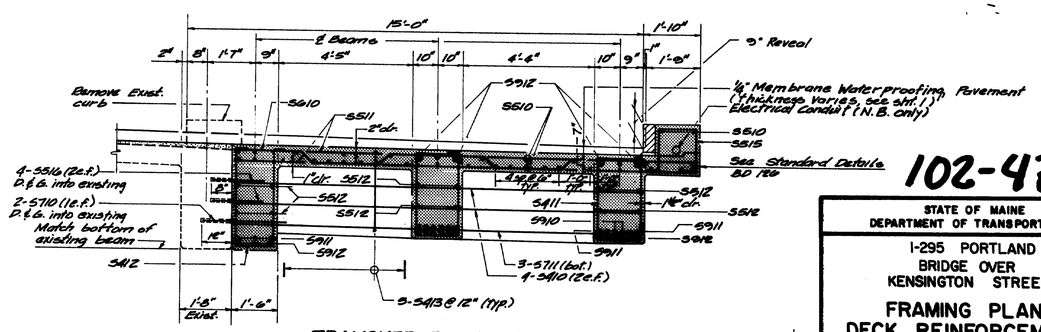
Notes: 1. "Framing Plan" and "Deck Reinforcement" shown is symmetrical about ℄ of 1-295.
2. T.O.C. = Top of Concrete
3. Camber beams ⅜" at ℄ and ½" at ¼ points



BEAM REINFORCEMENT
(Bms. 15, 1L)



BEAM REINFORCEMENT
(Bms. 16, 17, 2L, 3L)



TRANSVERSE SECTION A

102-471

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

FRAMING PLAN DECK REINFORCEMENT AND DETAILS

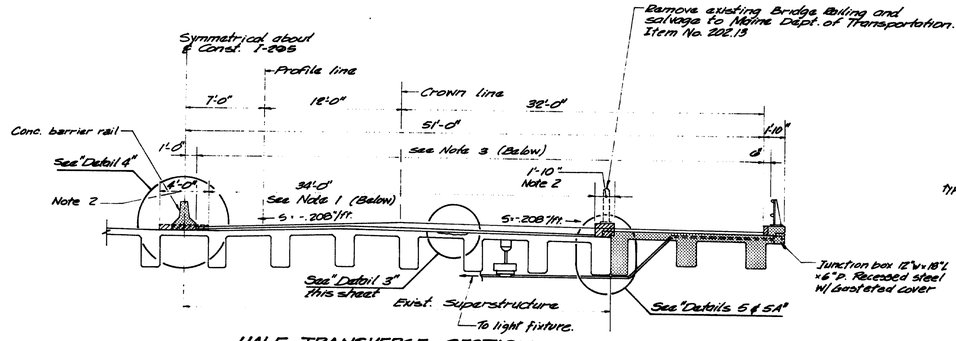
SHEET 9 OF 14 AUGUSTA, MAINE

PROJECT ENGINEER	BY	DATE
DESIGN - DETAILED	EKS	DAB	6-29-95
CHECKED -	KDB	
REVISIONS -		
FIELD CHANGES		

PLANS

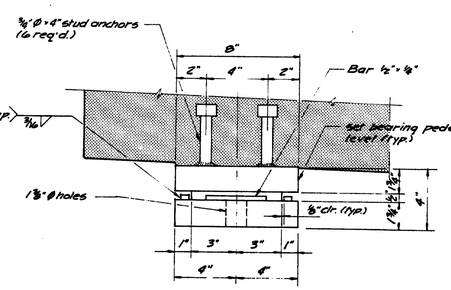
BRUNING 44-132 467101

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	IR-295-3(77)60	67	95

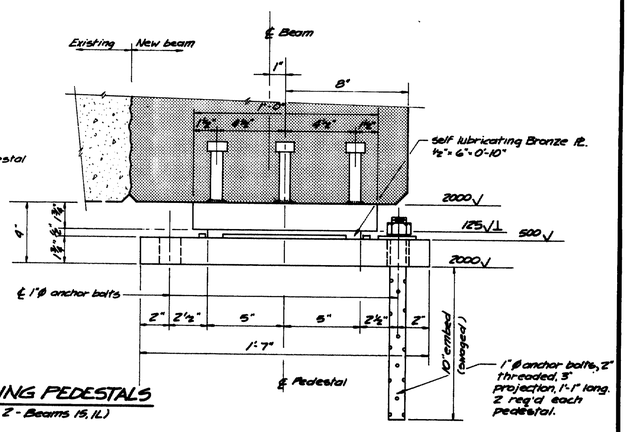


HALF TRANSVERSE SECTION

Notes:
1. Limits Item 202.127 Removal of Existing Bituminous Pavement.
2. Limits Item 202.128 Removal of Existing Concrete Curbs and Sidewalks.
3. Limits Item 403.08 Hot Bituminous Pavement, Grading C.

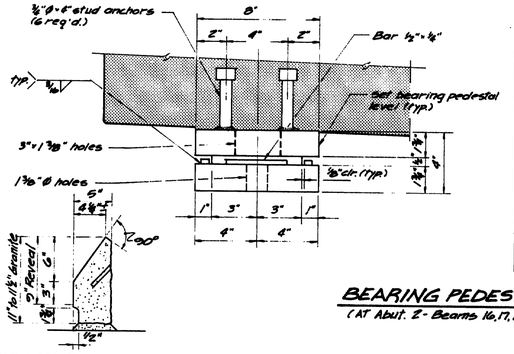


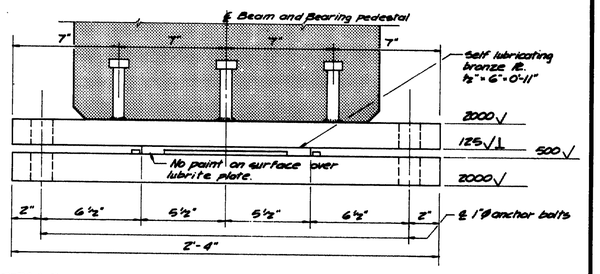
NOTES:
1. Steel plates and anchor bolts shall be ASTM A36 painted.
2. See standard details BD 101-81 for anchor bolt detail, masonry plate, and other notes. (Refer to bearing pedestal EPA).



BEARING PEDESTALS

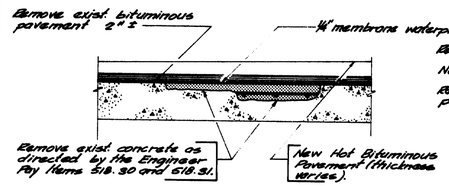
(At Abut. 2 - Beams 15, 16)





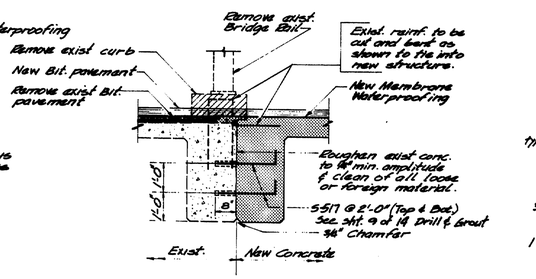
BEARING PEDESTALS

(AT Abut. 2 - Beams 16, 17, 2L, 3L)

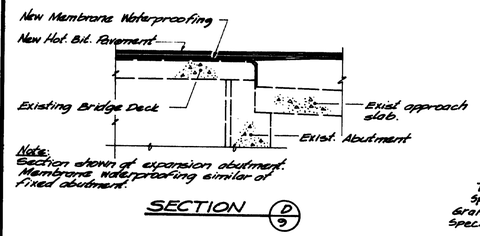


DETAIL 3

(Typical for all deteriorated areas of deck)

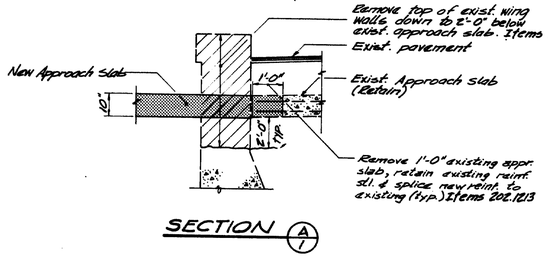


DETAIL 5

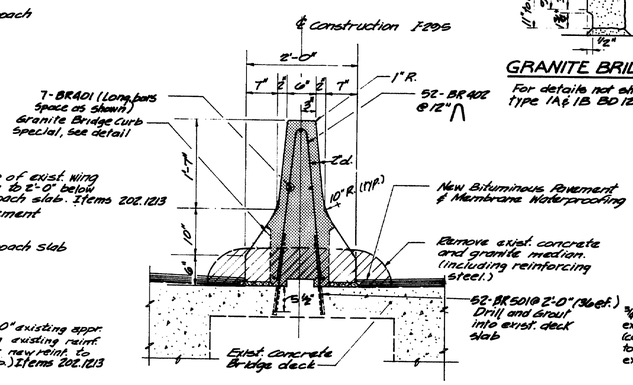


Note: Section shown at expansion abutment. Membrane waterproofing similar at fixed abutment.

SECTION (D/9)



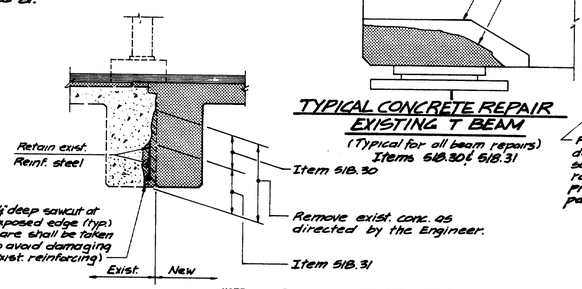
SECTION (A/1)



DETAIL 4

GRANITE BRIDGE CURB - SPECIAL

For details not shown see curb section type 1A & 1B BD 126-81.



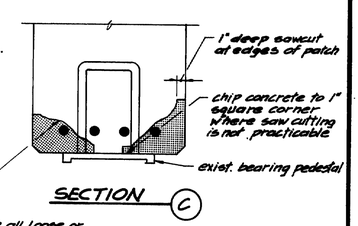
DETAIL 5A

(See detail 5 for details not shown here.)

TYPICAL CONCRETE REPAIR EXISTING T BEAM

(Typical for all beam repairs) Items 518.30 & 518.31

Remove all loose or deteriorated material to sound concrete. Clean and roughen to ¼" min. amplitude prior to placing concrete patch.



SECTION (C)

NOTE: THE REMOVAL AND REPLACEMENT OF DETERIORATED CONCRETE IN THE EXISTING CONCRETE T-BEAM SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SPECIAL PROVISION SECTION 518, REHABILITATION OF EXISTING BRIDGE DECK. PAYMENT WILL BE MADE UNDER ITEMS 518.30 OR 518.31 AS DIRECTED BY THE ENGINEER. WHERE A NEW CONCRETE T-BEAM IS TO BE ATTACHED TO REHABILITATED AREAS OF EXISTING T-BEAMS, REPLACEMENT CONCRETE SHALL BE CLASS A AND SHALL BE MADE MONOLITHICALLY WITH THE NEW T-BEAM.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	KRS	12/15/82
CHECKED	RDS	4-29-83
REVISIONS		
FIELD CHANGES		

DRAWING 44-132-4870-1

102-472

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

SECTIONS, DETAILS AND BEARING PEDESTALS

SHEET 10 OF 14 AUGUSTA, MAINE

F.A.S.S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(97)160	48	95

GENERAL NOTES:

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 14' WIDE BY 13'-6" HIGH ROADWAY WITH ADDITIONAL PROVISION FOR PEDESTRIAN TRAFFIC ON KENSINGTON STREET AT ALL TIMES, EXCEPT AS APPROVED BY THE ENGINEER.

2. THE EXISTING BEARING PEDESTALS SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH SECTIONS 504 AND 506 OF THE STANDARD SPECIFICATIONS, AND SHALL BE INCIDENTAL TO ITEM 504.7103, STRUCTURAL STEEL ERECTION.

3. NEW AND EXISTING BEARING PEDESTALS SHALL BE PAINTED WITH FOUR COATS CONSISTING OF THREE COATS OF FIRST COAT-ORANGE, AND ONE COAT OF FOURTH COAT-GREEN IN ACCORDANCE WITH SECTION 506. ALL PAINTING SHALL BE INCIDENTAL TO ITEM 504.70.

4. CLEANING OF EXTERIOR FACES OF EXISTING BEAM AS SHOWN IN DETAILS 5 & 5A ON SHT. 10 OF 14 SHALL BE INCIDENTAL TO ITEM 502.2703.

5. DRILLING AND GROUTING OF ALL REINFORCING STEEL PLACED INTO EXISTING CONCRETE SHALL BE CONSIDERED INCIDENTAL TO ITEM 503.13, REINFORCING STEEL PLACING. THE GROUT USED SHALL BE AN APPROVED NONSHRINK GROUT.

SUPERSTRUCTURE NOTES

1. FORM A 1" V-GROOVE ON THE FASCIAS AT THE HORIZONTAL JOINT BETWEEN THE CURB AND SLAB.

2. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" UNLESS OTHERWISE INDICATED.

3. ADJUST REINFORCING STEEL TO FIT AROUND THE DRAINS IN A MANNER APPROVED BY THE ENGINEER. DO NOT CUT TRANSVERSE REINFORCING BARS.

4. THE SUPERSTRUCTURE SLAB CONCRETE FOR EACH SPAN SHALL BE PLACED CONTINUOUSLY AND SHALL BE KEPT PLASTIC UNTIL THE ENTIRE SPAN HAS BEEN PLACED.

5. MORTAR FOR BEDDING AND FOR JOINTS IN THE GRANITE CURB SHALL CONTAIN AN APPROVED NON-SHRINK ADDITIVE.

6. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS:

TOP OF CONCRETE CURBS.
FASCIA DOWN TO THE DRIP NOTCH.
ALL EXPOSED SURFACES OF CONCRETE END POSTS.
ALL EXPOSED SURFACES OF CONCRETE BARRIER RAIL.

SUMMARY OF BRIDGE QUANTITIES
I-295 OVER KENSINGTON STREET

		QUANTITY	UNIT
202.1213	REMOVING EXISTING CONCRETE	1	LS
202.1273	REMOVAL OF EXISTING BITUMINOUS PAVEMENT	1	LS
202.1283	REMOVAL OF EXISTING CONCRETE - CURBS AND SIDEWALKS	1	LS
202.13	REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	303	LF
203.26	GRAVEL BORROW	1300	CY
206.081	STRUCTURAL EARTH EXCAVATION - ABUTMENTS AND RETAINING WALLS	870	CY
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	123	TON
501.214	STEEL H-BEAM PILES 53 LBS/FT	1812	LF
502.21	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	494	CY
502.2703	STRUCTURAL CONCRETE SUPERSTRUCTURE T-BEAM TYPE (EST. 94 CY)	1	LS
502.3103	STRUCTURAL CONCRETE APPROACH SLAB (EST. 34 CY)	1	LS
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	54800	LB
503.13	REINFORCING STEEL, PLACING	54800	LB
504.7003	STRUCTURAL STEEL FABRICATED AND DELIVERED (EST. 1350 LB)	1	LS
504.7103	STRUCTURAL STEEL ERECTION (EST. 1350* LB)	1	LS
507.092	ALUMINUM BRIDGE RAILING, 2-BAR	92	LF
508.1303	MEMBRANE WATERPROOFING	1	LS
512.08	FRENCH DRAINS	170	LF
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.2103	PROTECTIVE COATING FOR CONCRETE SURFACES	1	LS
518.30	REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO REINFORCING STEEL	450	SF
518.31	REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO BELOW REINFORCING STEEL	75	SF
526.31	PERMANENT CONCRETE BARRIER TYPE II	53	LF
609.132	VERTICAL BRIDGE CURB TYPE 1B	106	LF
609.133	VERTICAL BRIDGE CURB - SPECIAL	106	LF

* INCLUDES WEIGHT OF NEW BEARING PEDESTALS ONLY. REHABILITATION OF EXISTING BEARING PEDESTALS TO BE INCIDENTAL TO ITEM 504.7103.

PROJECT ADMIN ENGINEER	BY	DATE
DESIGN - DETAILED	KFS	6-2006
CHECKED	RPB	
REVISIONS		
FIELD CHANGES		

PLANS

BRUNING 44-132-45710-1

102-473

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I 295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

NOTES & DETAILS

SHEET 11 OF 14 AUGUSTA, MAINE

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 1
A501	69	3'-6"	Footing
A502	2	7'-0"	Wing
A503	2	38'-10"	Wing
A504	8	27'-6"	Wing
A505	2	31'-0"	Wing
A506	8	32'-6"	Wing
A507	2	28'-0"	Wing
A508	2	23'-0"	Wing
A509	2	18'-0"	Wing
A510	2	13'-0"	Wing
A511	2	8'-0"	Wing
A512	2	3'-0"	Wing
A513	2	6'-8"	Wing
A514	2	6'-5"	Wing
A515	2	7'-1"	Wing
A516	2	7'-10"	Wing
A517	1	11'-3"	Wing
A518	1	11'-8"	Wing
A519	1	21'-1"	Wing
A520	2	13'-3"	Wing
A521	2	15'-9"	Wing
A522	2	14'-2"	Wing
A523	2	16'-7"	Wing
A524	2	15'-0"	Wing
A525	2	15'-0"	Wing
A526	2	16'-11"	Wing
A527	2	10'-6"	Wing
A528	2	10'-9"	Wing
A529	2	17'-5"	Wing
A530	2	17'8"	Wing
A531	2	18'-1"	Wing
A532	2	18'-6"	Wing
A533	2	19'-0"	Wing
A534	2	19'-6"	Wing
A535	2	19'-10"	Wing
A536	1	20'-3"	Wing
A537	1	20'-9"	Wing
A538	1	21'-2"	Wing
A539	2	19'-2"	Wing
A540	18	17'-0"	Wing
A541	2	14'-9"	Wing
A542	2	11'-6"	Wing
A543	2	8'-8"	Wing
A544	2	5'-10"	Wing
A545	2	3'-0"	Wing
A546	1	20'7"	Wing

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 1
A547	1	19'-0"	Wing
A548	2	19'-0"	Wing
A549	2	18'-2"	Wing
A550	2	17'-5"	Wing
A551	2	16'-8"	Wing
A552	2	15'-10"	Wing
A553	2	15'-1"	Wing
A554	2	14'-4"	Wing
A555	2	13'-7"	Wing
A556	2	12'-9"	Wing
A557	2	12'-0"	Wing
A558	1	10'-6"	Wing
A559	1	8'-9"	Wing
A562	2	20'-8"	Abut.
A564	14	19'-10"	Abut.
A565	4	20'-0"	Abut.
A566	60	2'-6"	Abut. Dwls.
A567	2	2'-3"	Abut.
A568	2	3'-7"	Abut.
A569	2	21'-3"	Abut.
A570	14	21'-0"	Abut.
A572	4	21'-8"	Abut.
A601	106	12'-6"	Footing
A603	23	13'-0"	Footing
A605	18	36'-6"	Footing
A606	10	8'-6"	Footing
A607	10	15'-9"	Footing
A608	40	4'-6"	Footing Dwls.
A609	29	12'-6"	Footing
A610	8	23'-5"	Footing
A611	10	18'-0"	Footing
A612	20	16'-5"	Footing
A613	7	10'-0"	Footing
A614	22	13'-0"	Footing
A615	5	11'-0"	Footing
A701	43	13'-0"	Footing
A703	23	6'-6"	Footing
A704	5	4'-6"	Footing
AB01	31	6'-6"	Footing

MARK	NO.	LENGTH	LOCATION

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 2
A501	50	3'-6"	Footing
A502	2	7'-0"	Wing
A504	6	27'-6"	Wing
A506	8	32'-6"	Wing
A507	2	28'-0"	Wing
A513	2	5'-8"	Wing
A514	2	6'-5"	Wing
A515	2	7'-1"	Wing
A516	2	7'-10"	Wing
A528	12	16'-9"	Abutment
A544	5	5'-10"	Abutment
A566	53	2'-6"	Abut. and Ftg. Dowels
A575	2	31'-6"	Wing
A576	2	25'-11"	Wing
A577	2	20'-4"	Wing
A578	2	14'-10"	Wing
A579	2	9'-3"	Wing
A580	2	3'-9"	Wing
A581	1	10'-4"	Wing
A582	1	10'-9"	Wing
A583	1	11'-2"	Wing
A584	2	12'-4"	Wing
A585	2	13'-8"	Wing
A586	2	13'-1"	Wing
A587	2	13'-0"	Wing
A588	16	13'-11"	Wing & Abutment
A589	2	14'-4"	Wing
A590	16	14'-8"	Wing & Abutment
A591	2	15'-2"	Wing
A592	2	15'-6"	Wing
A593	2	15'-11"	Wing
A594	2	16'-4"	Wing
A595	2	16'-9"	Wing
A596	2	17'-2"	Wing
A597	2	17'-7"	Wing
A598	14	18'-0"	Wing & Abutment
A599	2	18'-5"	Wing
A5100	1	18'-9"	Wing
A5101	1	19'-2"	Wing
A5102	26	19'-7"	Wing

MARK	NO.	LENGTH	LOCATION
			ABUTMENT 2
A5103	18	17'-6"	Wing
A5104	2	18'-0"	Wing
A5105	2	11'-3"	Wing
A5106	2	8'-5"	Wing
A5107	2	5'-8"	Wing
A5108	2	2'-10"	Wing
A5109	3	20'-6"	Wing & Abutment
A5110	2	19'-8"	Wing
A5111	2	18'-10"	Wing
A5112	2	18'-1"	Wing
A5113	2	17'-3"	Wing
A5114	2	16'-5"	Wing
A5115	2	15'-7"	Wing
A5116	2	14'-10"	Wing
A5117	2	14'-0"	Wing
A5118	2	13'-2"	Wing
A5119	2	12'-5"	Wing
A5120	2	11'-7"	Wing
A5121	2	10'-9"	Wing
A5122	1	9'-2"	Wing
A5124	4	10'-6"	Abutment
A5131	2	33'-8"	Wing
A5132	2	20'-0"	Wing
A601	94	12'-6"	Footing
A603	25	13'-0"	Footing
A608	40	4'-6"	Footing Dowels
A609	30	12'-6"	Footing
A613	7	10'-0"	Footing
A614	22	13'-0"	Footing
A615	4	11'-0"	Footing
A621	18	33'-6"	Footing
A622	10	10'-0"	Footing
A623	10	16'-10"	Footing
A624	18	17'-5"	Footing
A625	10	17'-0"	Footing
A626	8	22'-10"	Footing
A701	47	13'-0"	Footing
A703	23	6'-6"	Footing
A704	5	4'-6"	Footing
A801	32	6'-6"	Footing

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
							ABUTMENT 2							
A5125	2	3'-11"	V				2'-4"	1'-7"			0'-9"			Abutment
A5126	2	3'-0"	V				1'-11"	0'-9"			0'-4"			Abutment
A5127	3	2'-4"	V				1'-6"	0'-10"			0'-9"			Abutment
A5128	3	1'-6"	V				1'-0"	0'-6"			0'-5"			Abutment
A5129	12	20'-6"	V				19'-0"	1'-6"			1'-3"			Abutment
A5130	12	1'-7"	V				20'-7"	1'-7"			0'-9"			Abutment

REINFORCING STEEL SCHEDULE

STRAIGHT BARS

MARK	NO.	LENGTH	LOCATION
			SUPERSTRUCTURE
S410	16	15'-10"	Diaphragms
S510	70	52'-5"	Deck and Curb
S511	176	17'-11"	Deck
S512	24	51'-4"	Beams
S516	16	2'-6"	Diaphragm-Dowels
S710	8	3'-6"	Diaphragm-Dowels
S910	8	36'-3"	Beams
S911	22	44'-3"	Beams
S912	30	51'-3"	Beams
			END POST (2 bar)
EP401	16	1'-10"	End Post Dowels
EP408	8	1'-5"	End Post Dowels
EP508	8	4'-0"	End Post
			APPROACH SLAB
AS400	64	18'-1"	Approach Slab
AS600	128	17'-5"	Approach Slab
			BARRIER RAIL
BR401	7	52'-6"	Barrier Rail
BR501	82	2'-2"	Barrier Rail-Dowels

NOTE: Barrier Reinforcing steel is "included in the unit bid price for concrete barrier" and has therefor been excluded from the estimated quantity for Items 503.12 and 503.13

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
							SUPERSTRUCTURE							
S411	208	8'-6"	HB	0'-4½"	2'-5½"	1'-5"	2'-5½"	1'-5"		0'-4½"				Beams
S412	104	8'-2"	S	0'-4½"	3'-1	1'-3"	3'-1"			0'-4½"				Beams
S413	40	6'-4"	SL	0'-4½"	2'-5"	0'-9"	2'-5"			0'-4½"				Diaphragm
S414	28	7'-1"	S	0'-4½"	2'-6"	1'-4"	2'-6"			0'-4½"				End Diaphragm
S515	90	4'-9"	S	0'-4½"	1'-4"	1'-4"	1'-4"			0'-4½"				Curb
S517	100	2'-5"	L	0'-6"	1'-11"									Beam-Dowels
							D1	E1		D2				
S610	90	18'-9"	B		2'-8"	0'-5⅝"	2'-7"	3'-10½"	4'-10"	2'-7"	0'-4"	17'-10½"		Deck
S711	12	16'-8"	L	0'-10"	15'-10"									Diaphragm
							END POST (2 bar)							
EP402	8	4'-9"	S	0"	2'-1"	0'-7"	2'-1"			0"				End Post
EP403	8	4'-9"	H	0'-4½"	1'-0"	1'-0"	1'-0"	1'-0"		0'-4½"				End Post
EP404	8	3'-1"	S	0"	1'-3"	0'-7"	1'-3"			0"				End Post
EP406	6	4'-3"	S	0"	1'-10"	0'-7"	1'-10"			0"				End Post
EP409	4	4'-2"	S	0"	1'-10"	0'-6"	1'-10"			0"				End Post
EP410	2	4'-6"	S	0"	1'-10"	0'-10"	1'-10"			0"				End Post
EP501	8	5'-3"	V				3'-0"	2'-3"			0'-4"			End Post
EP502	6	4'-11"	S	0"	1'-11"	0'-7"	1'-11"			0'-6"				End Post
EP503	4	4'-10"	S	0"	1'-11"	0'-6"	1'-11"			0'-6"				End Post
EP504	2	6'-4"	H	0'-5"	0'-10"	1'-11"	0'-10"	1'-11"		0'-5"				End Post
							BARRIER RAIL							
BR402	52	5'-0"	PA	0"	2'-6"	0"						0'-10"		Barrier Rail

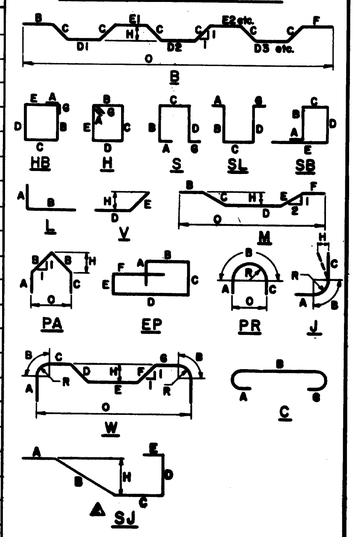
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

102-476

PLANS	DESIGN - DETAIL	CHECKED	REVISIONS	FIELD CHANGES
BY	KRS	EJB	KRS	
DATE	6-28-83			

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	IR-295-3(99)50	61	95

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 (S609) 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.

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND
BRIDGE OVER
KENSINGTON STREET

SUPERSTRUCTURE BARRIER RAILS, END POST, AND APPROACH SLAB REINFORCING SCHEDULE

SHEET 16 OF 16 AUGUSTA, MAINE