

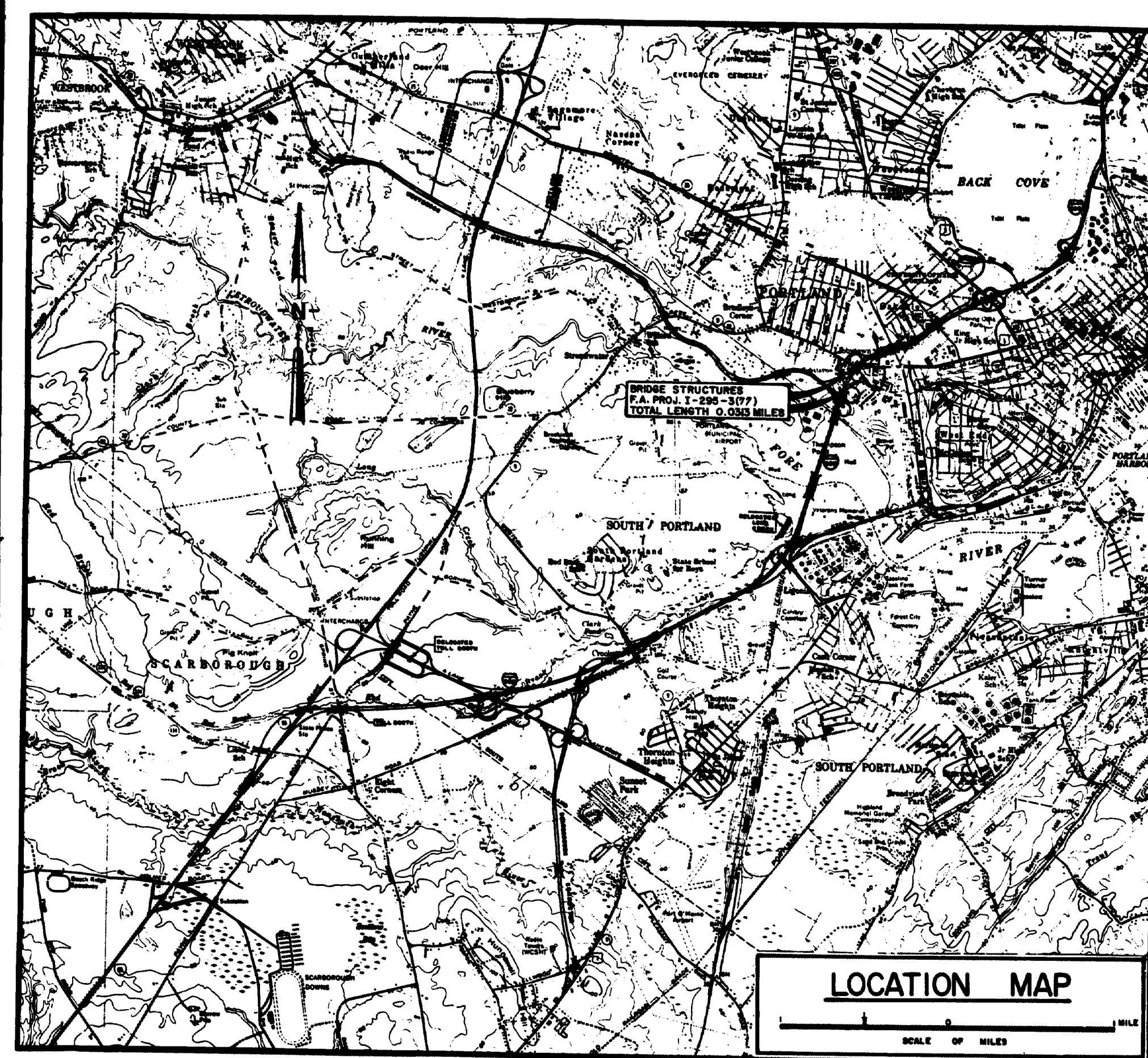
STATE OF MAINE DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAYS

INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
AND
RAMP CS-6 OVER RAMP WA-2
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. I-295-3(77)48
TOTAL LENGTH = 0.0313 MILES
Completed: 1976

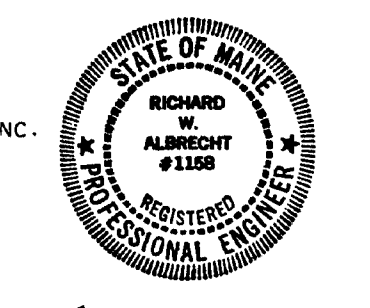
CONVENTIONAL SIGNS	
COUNTY LINES	=====
TOWN LINES	-----
PROPERTY LINES	-----
R/W LINES - EXISTING	=====
R/W LINES - NEW ACCESS CONTROL	=====
R/W LINES - NEW NO ACCESS CONTROL	=====
CULVERT - EXISTING	=====
CULVERT - PROPOSED	=====
CURBING - EXISTING	=====
CURBING - PROPOSED	=====
TRAVELLED WAY - EXISTING	=====
TRAVELLED WAY - PROPOSED	=====
UNDERGROUND UTILITIES - EXISTING	-----
UNDERGROUND UTILITIES - PROPOSED	-----
RAILROAD - SINGLE TRACK	=====
RAILROAD - DOUBLE TRACK	=====
UTILITY POLE - EXISTING	o
UTILITY POLE - JOINT OCCUPANCY	o
PROPOSED UTILITY POLE - TEMPORARY	x
PROPOSED UTILITY POLE - PERMANENT	x
TREES	o
WOODS	o

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3	GENERAL PLAN AND QUANTITIES (INTERSTATE ROUTE 295 OVER WESTBROOK ARTERIAL)
4	PROFILE
5	FOUNDATION SURVEY - PART I
6	FOUNDATION SURVEY - PART II
7	FOUNDATION SURVEY - PART III
8	FOOTING PLANS - ABUTMENTS NO. 1 AND 2
9	REINFORCING - FOOTING PLAN - ABUTMENT NO. 1
10	REINFORCING - FOOTING PLAN - ABUTMENT NO. 2
11	APPROACH SLABS
12	ABUTMENT NO. 1 - PART I
13	ABUTMENT NO. 1 - PART II
14	ABUTMENT NO. 2 - PART I
15	ABUTMENT NO. 2 - PART II
16	WINGWALLS
17	ABUTMENT ARCHITECTURAL TREATMENT
18	PIER
19	FRAMING PLAN
20	FRAMING DETAILS
21	BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
22	ARMORED JOINT
23	SUPERSTRUCTURE PLAN
24	SUPERSTRUCTURE DETAILS - PART I
25	SUPERSTRUCTURE DETAILS - PART II
26	SLOPE PROTECTION
27	BAR SCHEDULE - PART I
28	BAR SCHEDULE - PART II
29	GENERAL PLAN AND QUANTITIES (RAMP CS-6 OVER RAMP WA-2)
30	PROFILE
31	FOUNDATION SURVEY - PART I
32	FOUNDATION SURVEY - PART II
33	FOOTING PLAN - ABUTMENT NO. 1
34	FOOTING PLAN - ABUTMENT NO. 2
35	APPROACH SLABS
36	ABUTMENT NO. 1
37	ABUTMENT NO. 2
38	WINGWALLS
39	ABUTMENT ARCHITECTURAL TREATMENT
40	FRAMING PLAN AND DETAILS
41	CROSS FRAMES AND DETAILS
42	ARMORED JOINT
43	SUPERSTRUCTURE PLAN
44	SUPERSTRUCTURE DETAILS
45	SLOPE PROTECTION
46	BAR SCHEDULE - PART I
47	BAR SCHEDULE - PART II
(STANDARD DETAILS)	
48	BD 101-70 BEARING PEDESTALS
49	BD 104-71 DIAPHRAGMS, SHEAR CONNECTORS, DRAIN & ARMORED JOINT
50	BD 114-73 ALUMINUM RAILING
51	AUGUST 1969 (1) BARRICADES
52	AUGUST 1969 (2) FIELD OFFICE



TRAFFIC FLOW DATA				
	WESTBROOK ARTERIAL	I-295	RAMP CS-6	RAMP WA-2
A.D.T. 1970	6,780	28,240		
A.D.T. 1990	8,810	34,080	1,290	6,990
D.M.V.	881	3,408		
T.	5%	5%		
V.		50 M.P.H.		

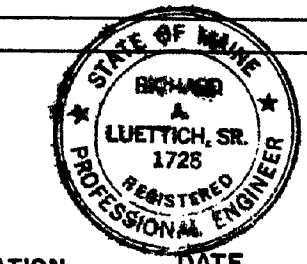
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.



Richard W. Albrecht

NOTE
ALL WORK CONTEMPLATED UNDER THIS CONTRACT
SHALL BE GOVERNED BY AND IN CONFORMITY WITH
THE STANDARD SPECIFICATIONS (REVISION OF JUNE
1968) AND SUPPLEMENTS THERETO, EXCEPT AS MOD-
IFIED ON THE PLANS AND IN THE SPECIAL PROVIS-
IONS.

APPROVED: STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Richard W. Albrecht
COMMISSIONER
Richard W. Albrecht
CHIEF ENGINEER AND BUREAU DIRECTOR



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ENGINEER DATE

[illegible]

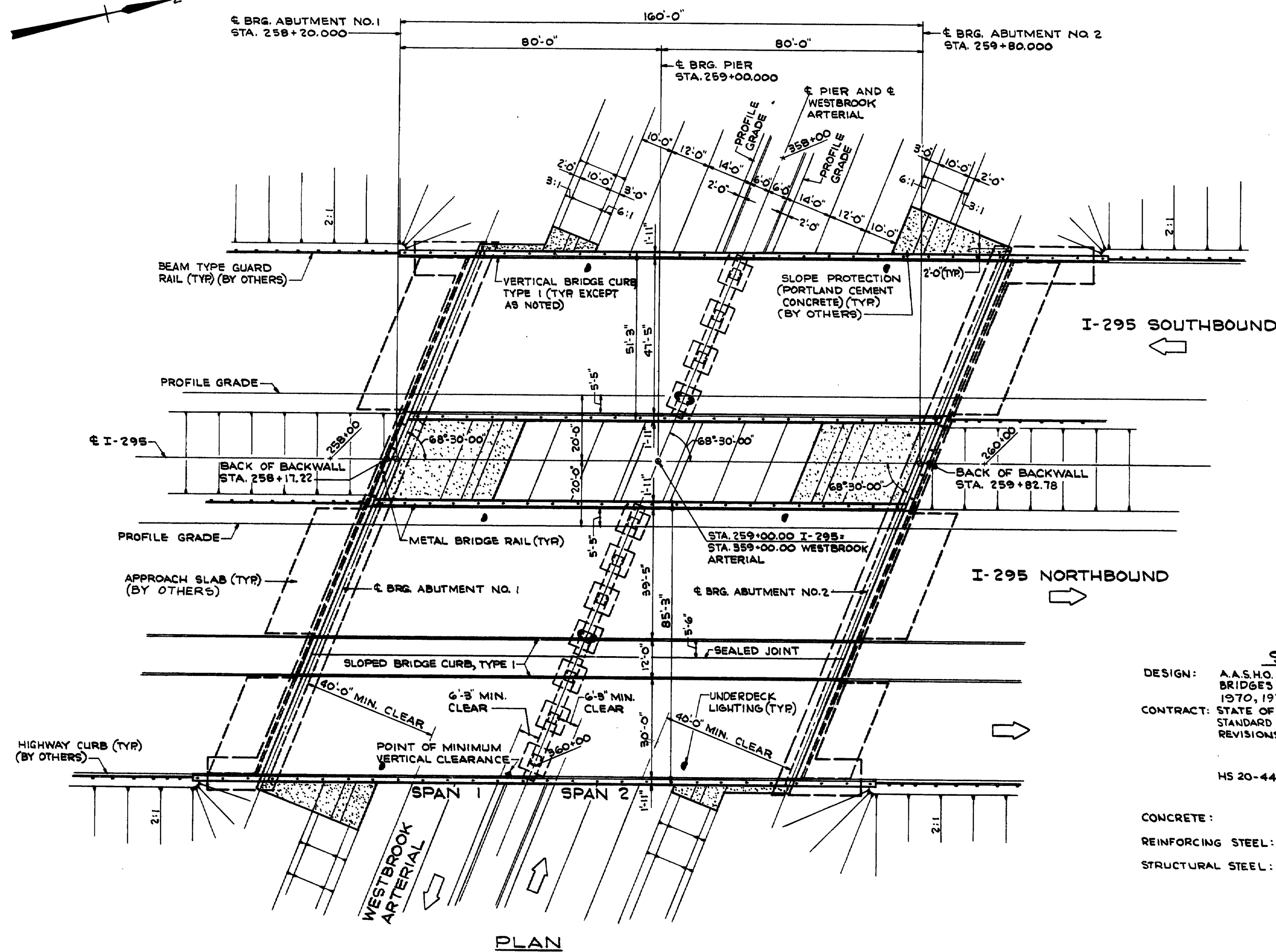
ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
629.05	LABOR, STRAIGHT TIME	10	M. HR.
631.13	BULLDOZER (INC. OPERATOR)	10	HOUR
631.171	TRUCK-SMALL (INC. OPERATOR)	10	HOUR
637.22	FRONT END LOADER (INC. OPERATOR)	10	HOUR
633.09	PORTABLE BARRICADE	2	EACH
638.01	EMBEDDED WORK IN STRUCTURES	1	L.S.
639.08	FIELD OFFICE, TYPE A	1	EACH
637.201	SEED AND APPLICATION, METHOD A	25	UNIT
640.21	ON-THE-JOB TRAINING (BID)	2000	M. HR.

ESTIMATED QUANTITIES OF LUMP SUM ITEMS			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
502.2601	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - WESTBROOK ARTERIAL	737	CY
502.2602	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - RAMP CS-G	82	CY
504.7001	STRUCTURAL STEEL FAB. & DELIVERED - WESTBROOK ARTERIAL	602,800	LBS.
504.7002	STRUCTURAL STEEL FAB. & DELIVERED - RAMP CS-G	89,850	LBS.
504.7003	STRUCTURAL STEEL ERECTION - WESTBROOK ARTERIAL	602,800	LBS.
504.7004	STRUCTURAL STEEL ERECTION - RAMP CS-G	89,850	LBS.
505.0801	SHEAR CONNECTORS - WESTBROOK ARTERIAL	5412	EACH
505.0802	SHEAR CONNECTORS - RAMP CS-G	688	EACH
506.1401	FIELD PAINTING, STRUCTURAL STEEL - WESTBROOK ARTERIAL	60,800	LB.
506.1402	FIELD PAINTING, STRUCTURAL STEEL - RAMP CS-G	69,850	LB.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
AND
RAMP CS-6 OVER RAMP WA-2
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SHEET AUGUSTA, MAINE

149-178

S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	3	52



ESTIMATED BRIDGE QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203.25	GRANULAR BORROW	C.Y.	6700
206.08	STRUCTURAL EARTH EXCAVATION-ABUTS (RET. WALLS)	C.Y.	633
206.10	STRUCTURAL EARTH EXCAVATION-PIERS	C.Y.	82
403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	242
501.215	STEEL H-BEAM PILES 74 lbs/FT	L.F.	12156
502.21	STRUCTURAL CONCRETE, ABUTS & RET. WALLS	C.Y.	1,145
502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	222
502.2401	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
502.51	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
503.12	REINFORCING STEEL, FABRICATED & DELIVERED	L.B.	242,960
503.15	REINFORCING STEEL, PLACING	L.B.	242,960
504.7001	STRUCTURAL STEEL, FABRICATED & DELIVERED	L.S.	1
504.7101	STRUCTURAL STEEL, ERECTION	L.S.	1
505.0801	SHEAR CONNECTORS	L.S.	1
506.1401	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
507.141	ALUMINUM BRIDGE RAILING, TYPE A	L.F.	884
508.10	MEMBRANE WATERPROOFING	S.Y.	2105
512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	61
513.09	SLOPE PROTECTION-PORTLAND CEMENT CONCRETE	S.Y.	1390
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	330
609.13	VERTICAL BRIDGE CURB - TYPE I	L.F.	750
609.17	SLOPED BRIDGE CURB - TYPE I	L.F.	325
638.01	EMBEDDED WORK IN STRUCTURES	L.S.	1
639.08	FIELD OFFICE - TYPE A	EACH	1

* NOT A PART OF THIS CONTRACT.

ESTIMATED QUANTITIES- LUMP SUM ITEMS

SUPERSTRUCTURE CONCRETE	737 C.Y.
* STRUCTURAL CONCRETE- APPROACH SLABS	85 C.Y.
STRUCTURAL STEEL	602,800 LBS.
SHEAR CONNECTORS (5288 LBS.)	5,412 STUDS

BASIC ALLOWABLE STRESSES

CONCRETE:	$f_c = 1200$ R.S.I. $n=10$
REINFORCING STEEL:	$f_s = 24,000$ R.S.I.
STRUCTURAL STEEL:	$f_s = 27,000$ R.S.I.
A572 GRADE 50	$f_s = 24,000$ R.S.I.
A36	$f_s = 24,000$ R.S.I.

SPECIFICATIONS

DESIGN: A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1969 AND INTERIM SPECIFICATIONS 1970, 1971 AND 1972

CONTRACT: STATE OF MAINE, STATE HIGHWAY COMMISSION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES REVISIONS OF JUNE 1968.

LIVE LOADING

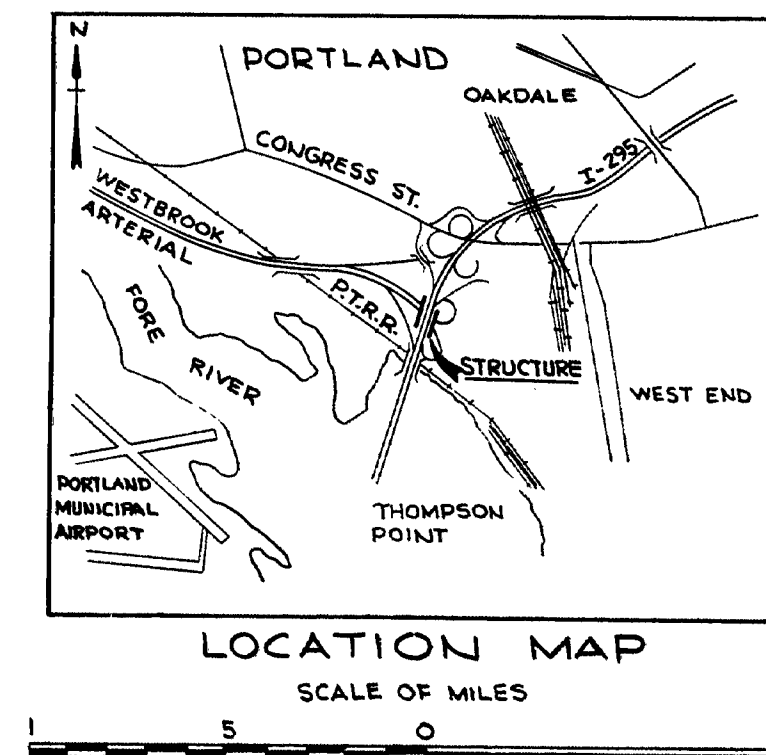
HS 20-44 MODIFIED FOR INTERSTATE

MATERIALS

CONCRETE: CLASS A

REINFORCING STEEL: ASTM 615 GRADE 60

STRUCTURAL STEEL: SEE "FRAMING PLAN"



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GENERAL PLAN AND QUANTITIES

SHEET 1 OF 26 AUGUSTA, MAINE MARCH, 1972

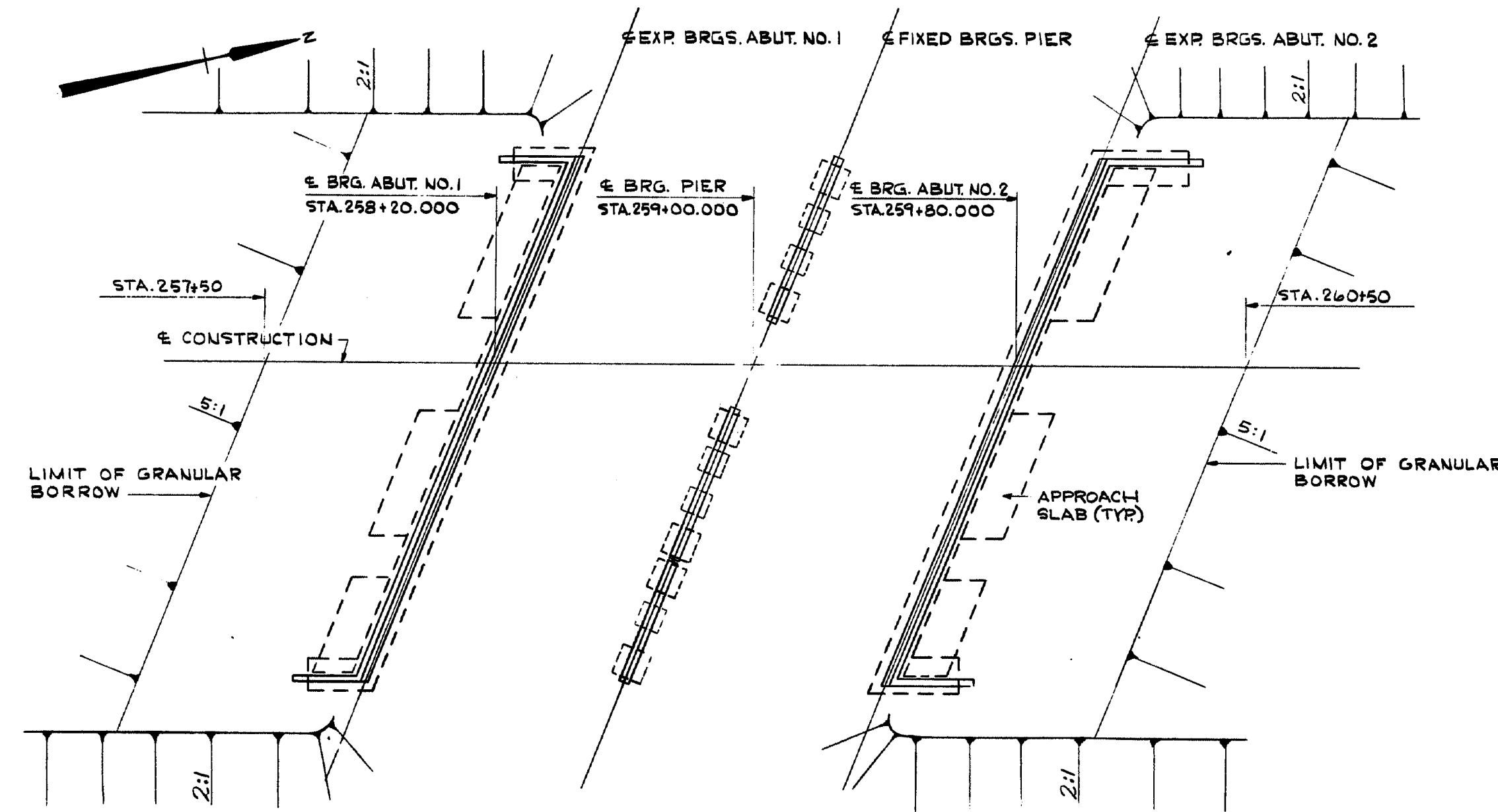
149-179

DATE	BY	DESIGN	CHECK	REVISIONS	FIELD CHANGES
1/72	DLAM	DESIGN	CHECK	REVISIONS	FIELD CHANGES
2/72	DLAM	DESIGN	CHECK	REVISIONS	FIELD CHANGES

FILE NO.	PLAN NO.
VL-51	3
DES. R.T.L.	CHK. C.K.L.
DR. D.A.M.	CHK. R.E.B.
EST. R.E.B.	CHK. C.K.L.

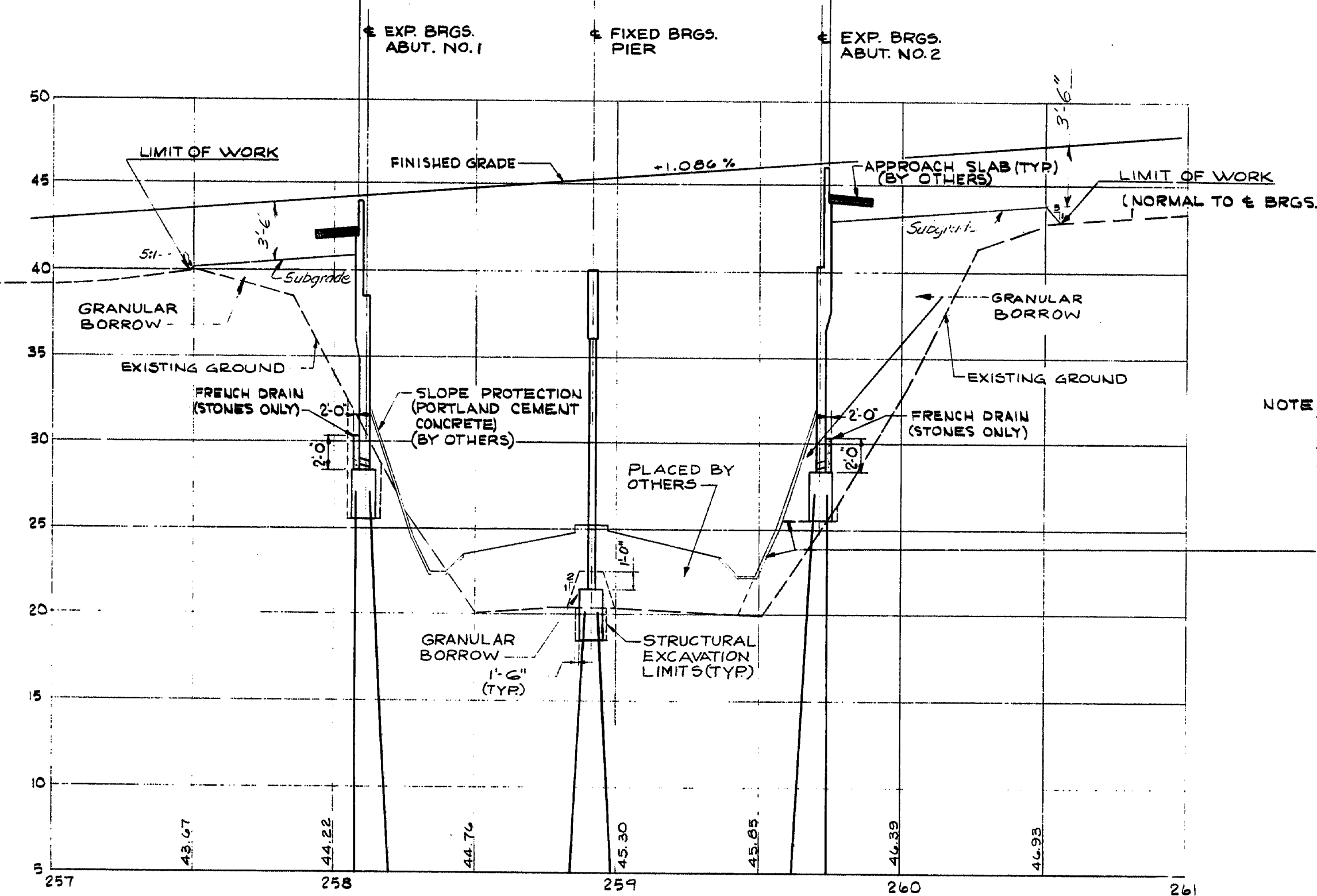
MSRP-2000-1-64 3700

S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	4	52



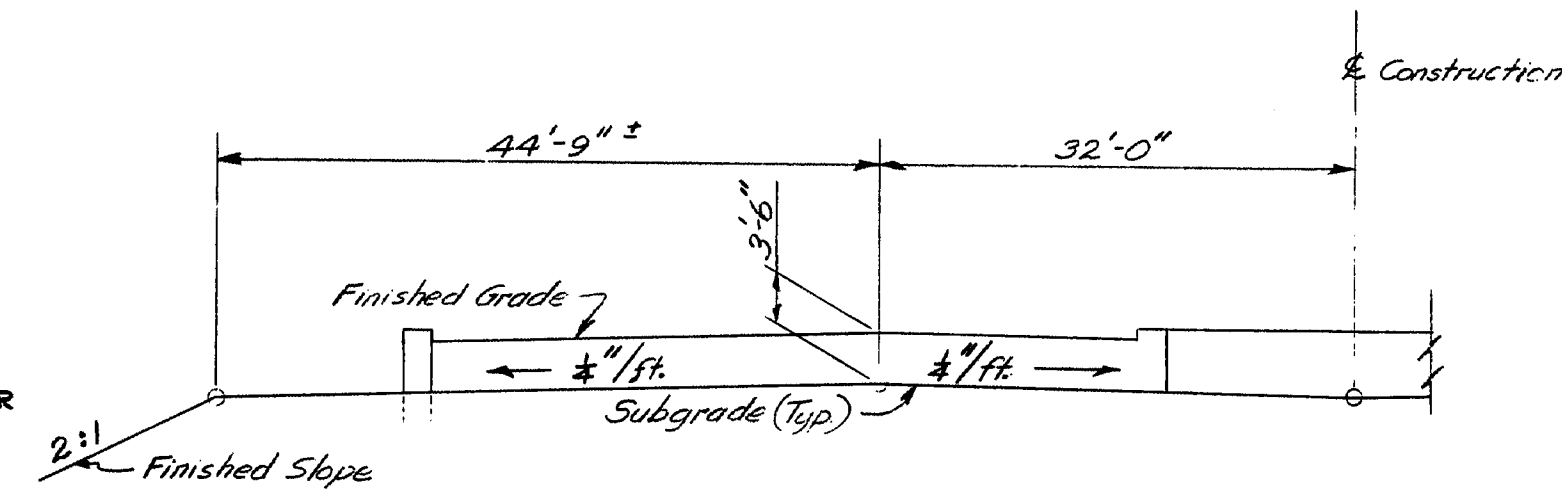
PLAN VIEW

BEGIN PROJECT STA. 258+17.22 PROJECT LENGTH=165.56 ft. END PROJECT STA. 259+82.78

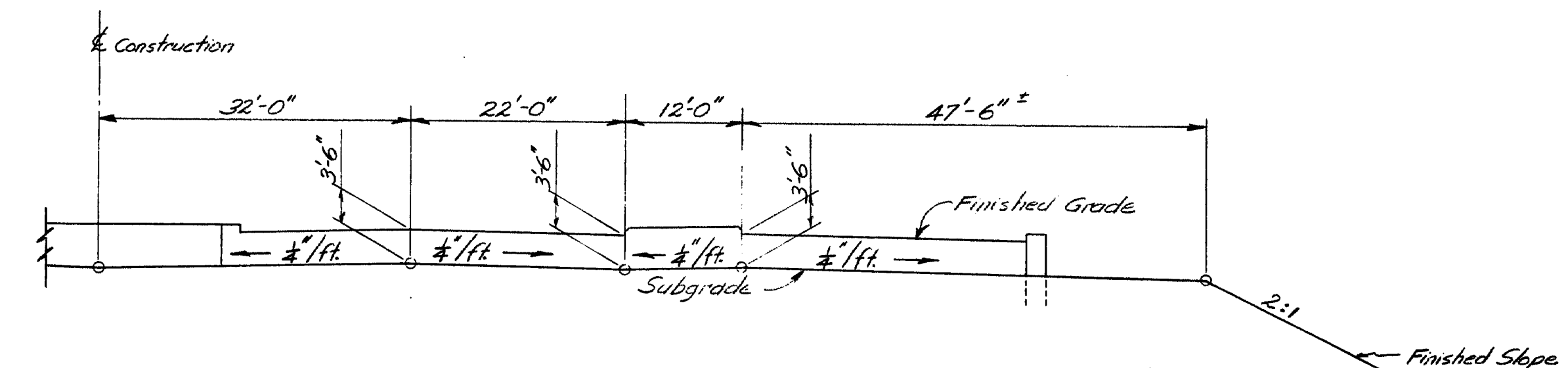


NOTE: THE GRANULAR BORROW BEHIND ABUTMENTS SHALL BE COMPACTED TO A MINIMUM DRY DENSITY OF 90% MAXIMUM LAB. DENSITY.

LIMIT OF GRANULAR BORROW PLACED BEFORE ABUTMENT CONSTRUCTION.



TYPICAL TRANSVERSE SECTION AT STRUCTURE



FILE NO.	PLANNING
VL-57	4
DES. R.T.L.	CHK. C.K.L.
DR. J.L.M.	CHK. R.E.B.
EST. R.E.B.	CHK. C.K.L.

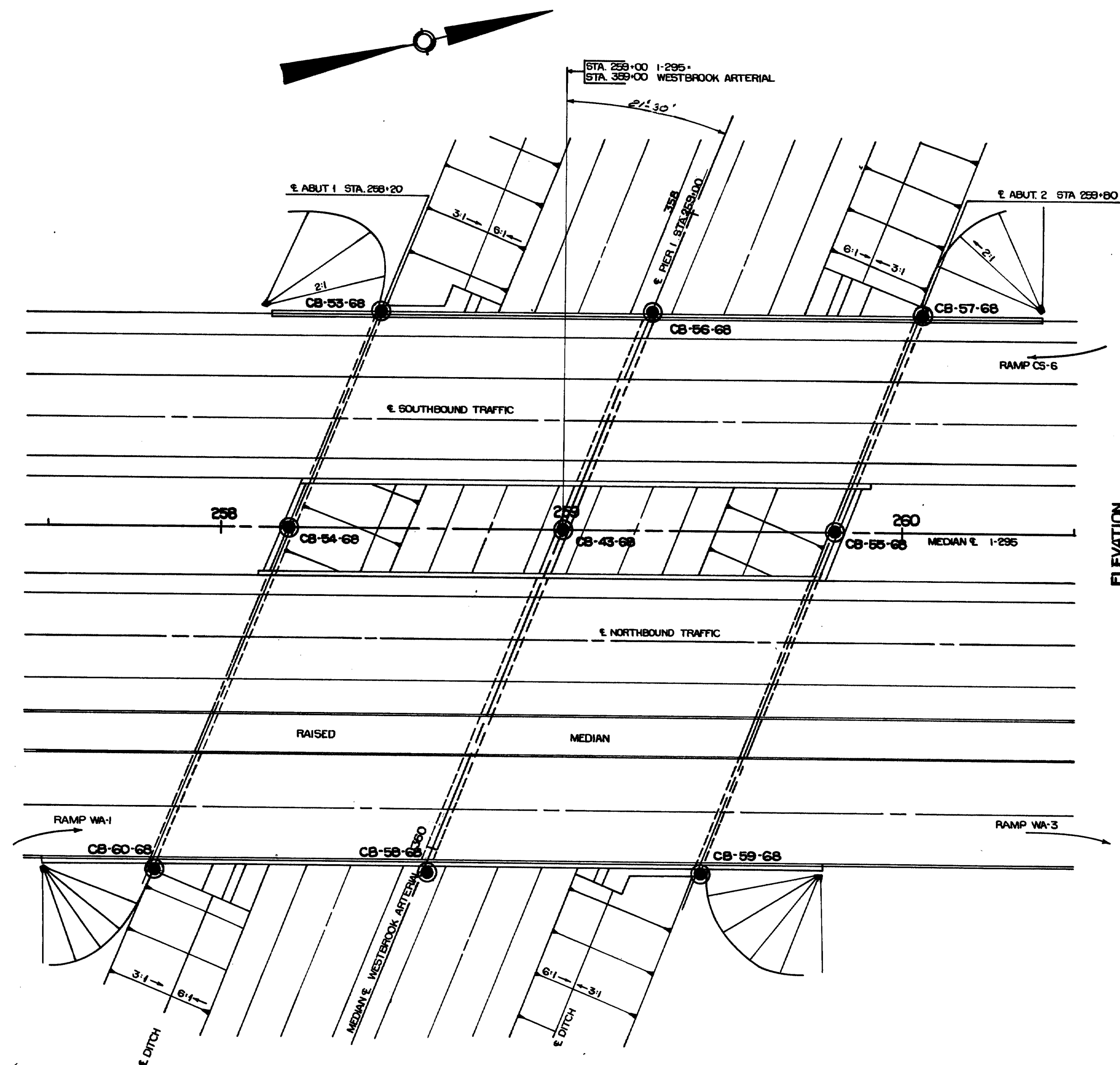
FILE NO.	PLANNING
VL-57	4
DES. R.T.L.	CHK. C.K.L.
DR. J.L.M.	CHK. R.E.B.
EST. R.E.B.	CHK. C.K.L.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
PROFILE

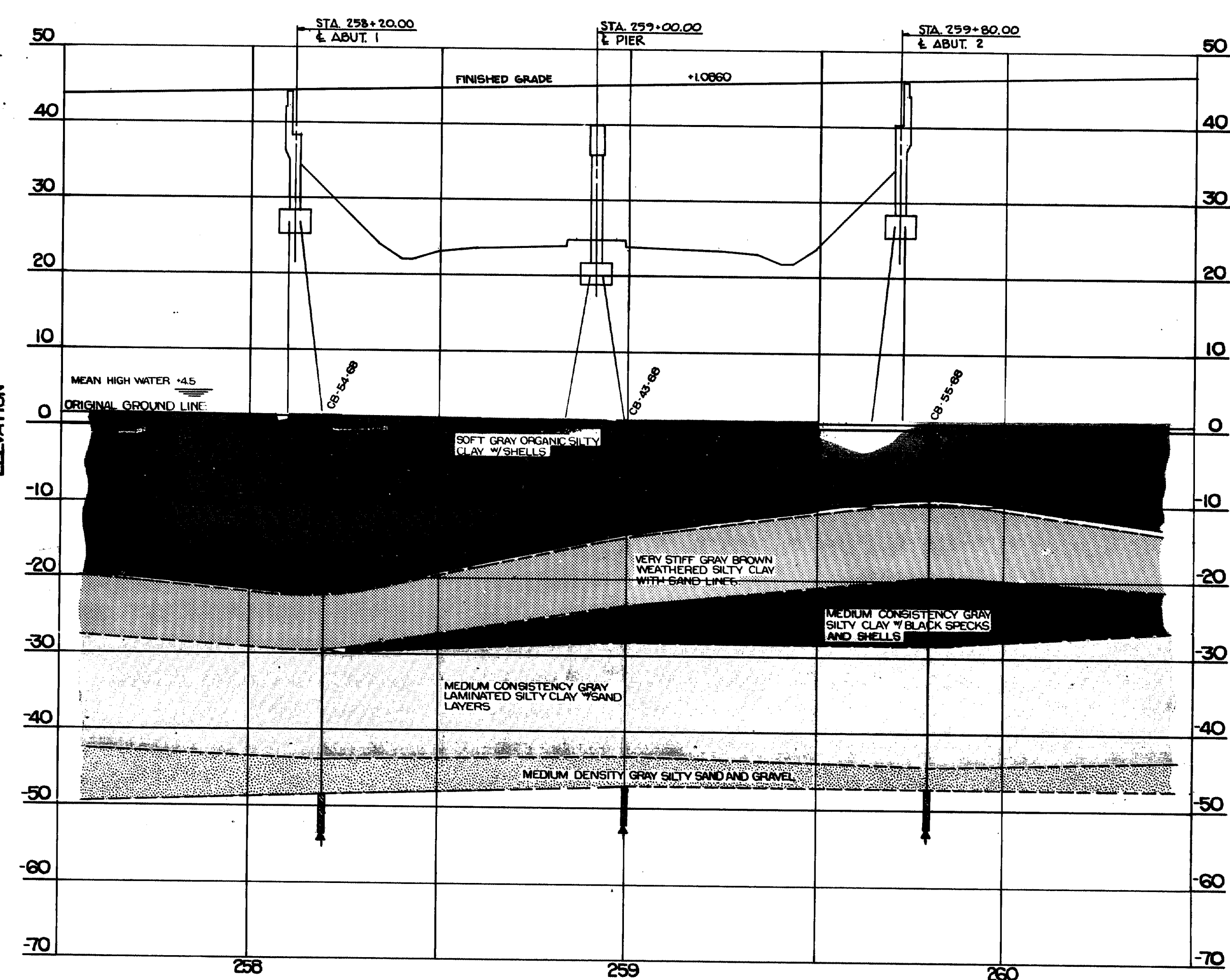
SHEET 2 OF 26 AUGUSTA, MAINE MARCH, 19

149-180

S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-9/7748	5	52



PLAN



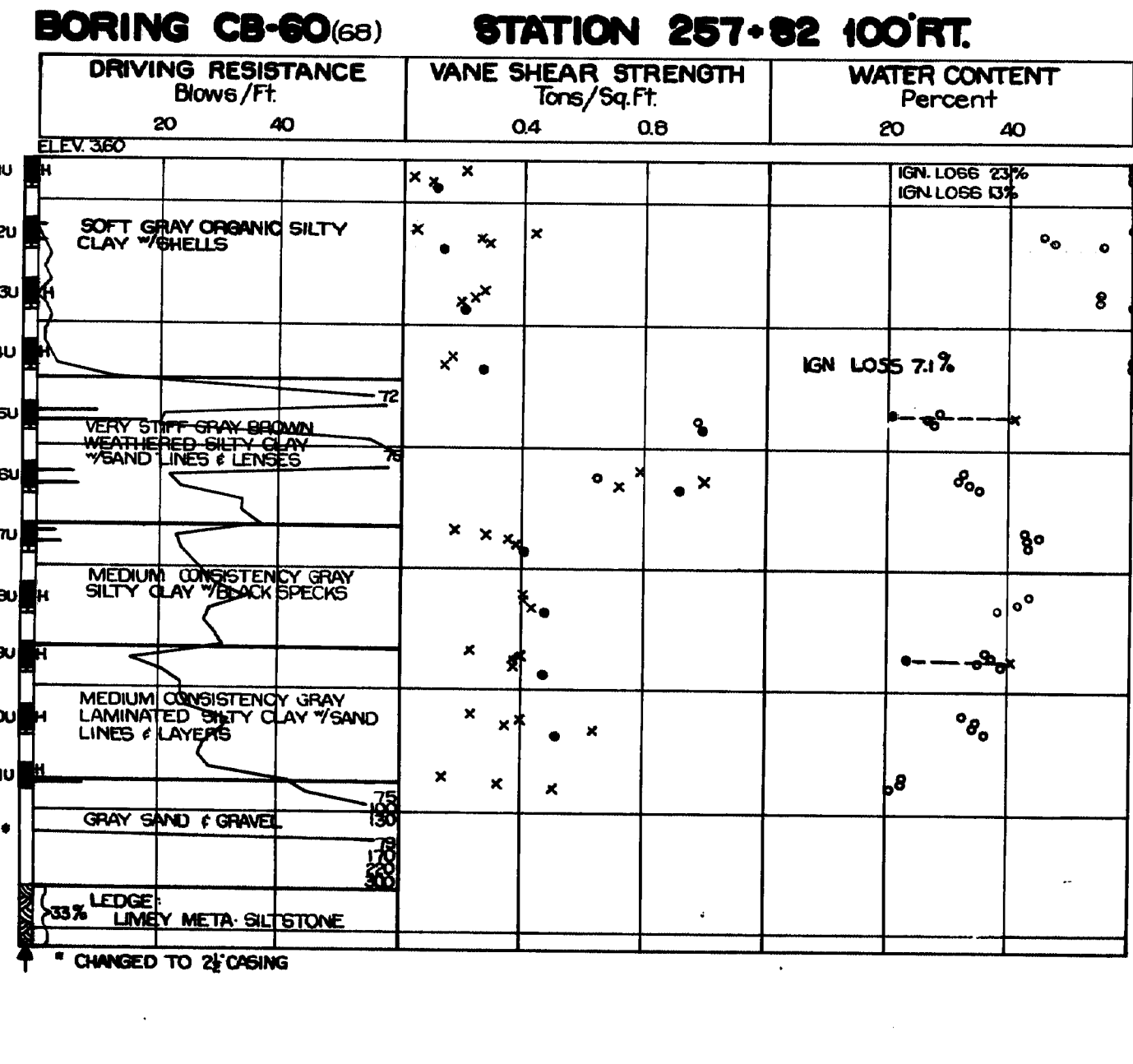
PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY - PART I
SHEET 3 OF 26 AUGUSTA, MAINE MARCH, 1972

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES

VL-57
5

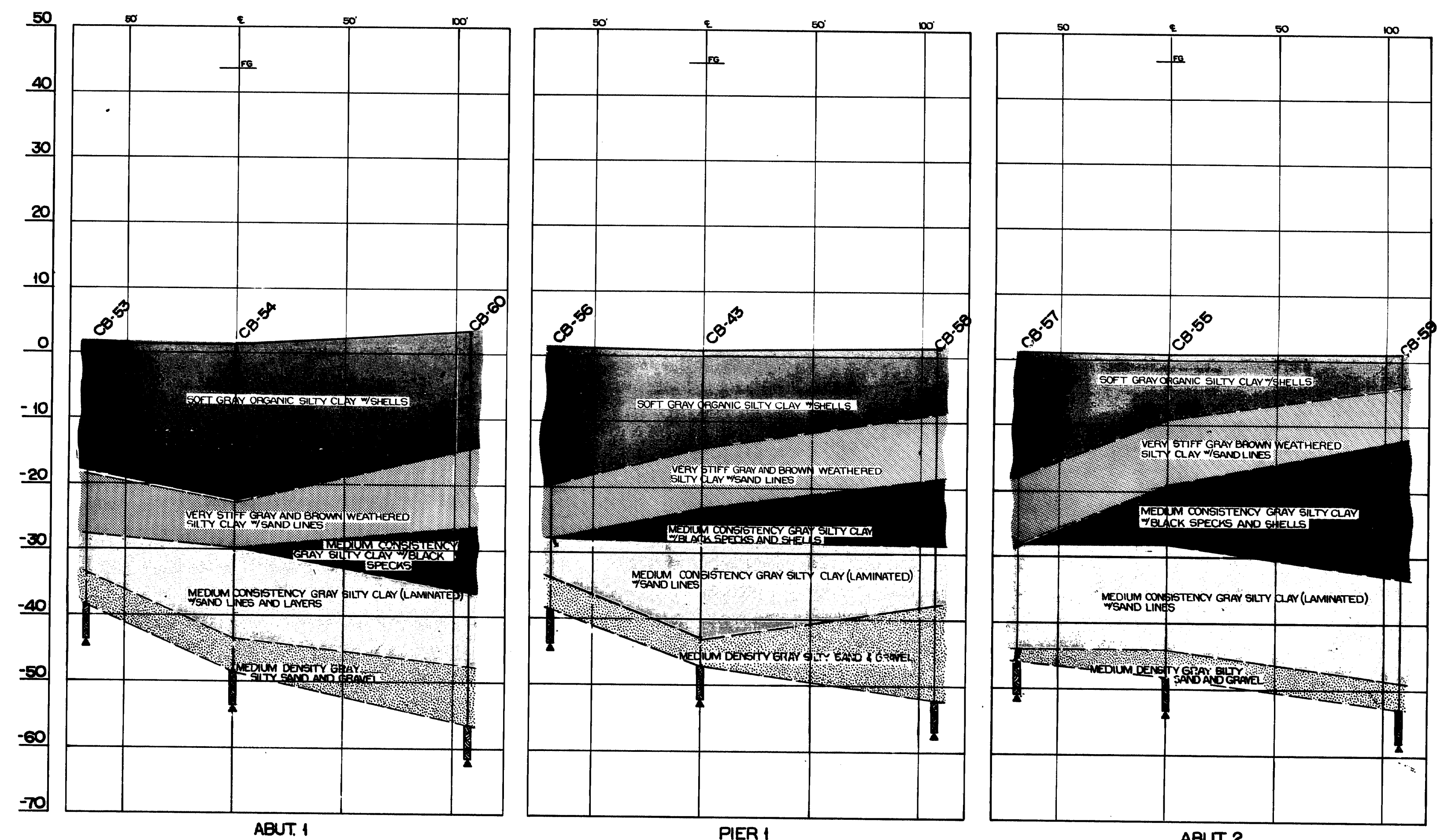
149-181



BORING NOTES
 ALL SAMPLES AND VANS 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
 5H SAMPLER *1200'
 2" O.D. 16 GA. SEAMLESS TUBING
 3 1/2" O.D. 16 GA. SEAMLESS TUBING
 WASH SAMPLE AND NUMBER
 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
 SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
 PISTON SAMPLER
 FIELD VANE TEST
 BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOILS 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
 • NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT
 — PLASTIC AND LIQUID LIMITS
 •-x IGNITION LOSSES ARE GIVEN AS PER CENT OF DRY WEIGHT



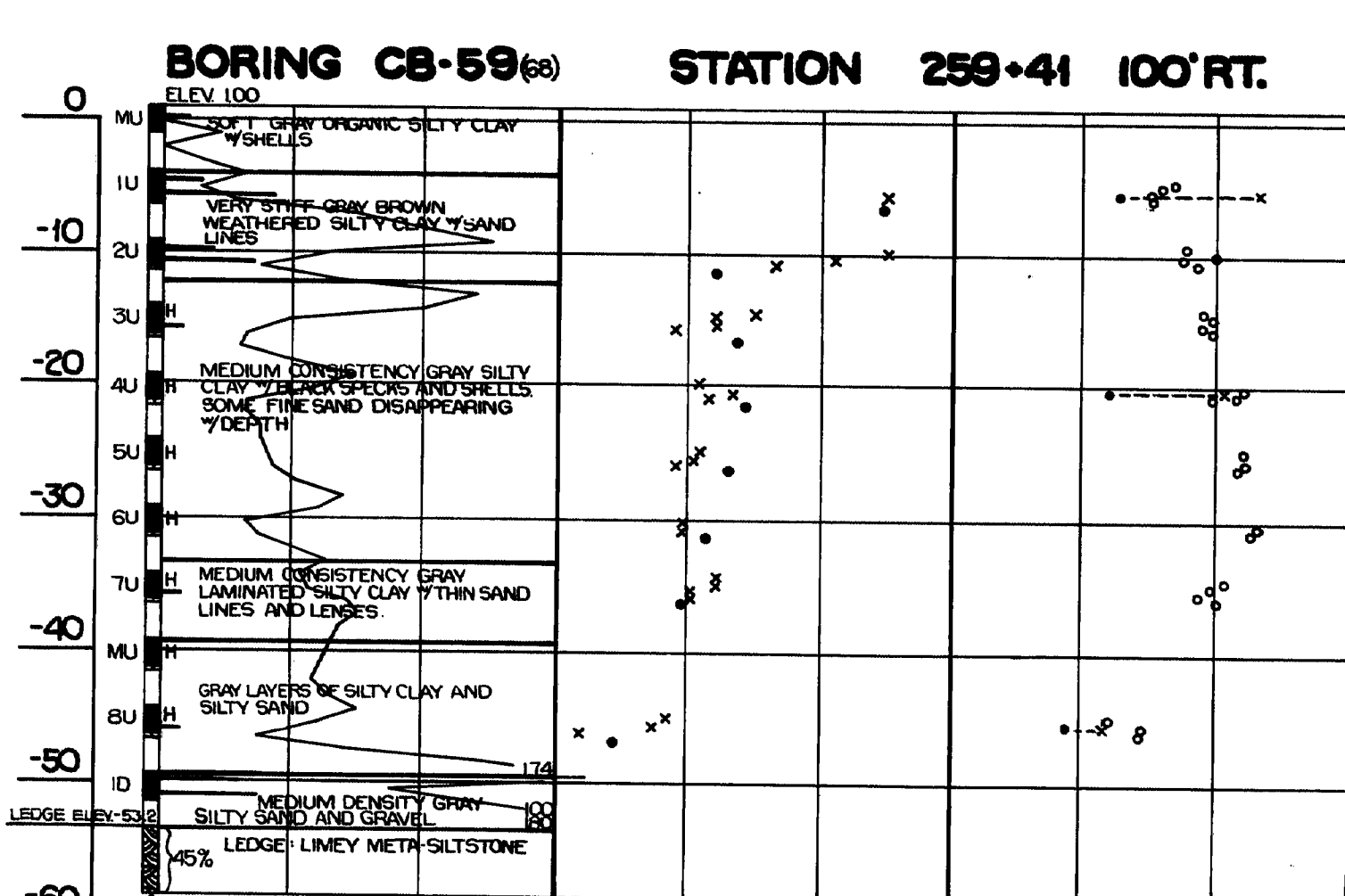
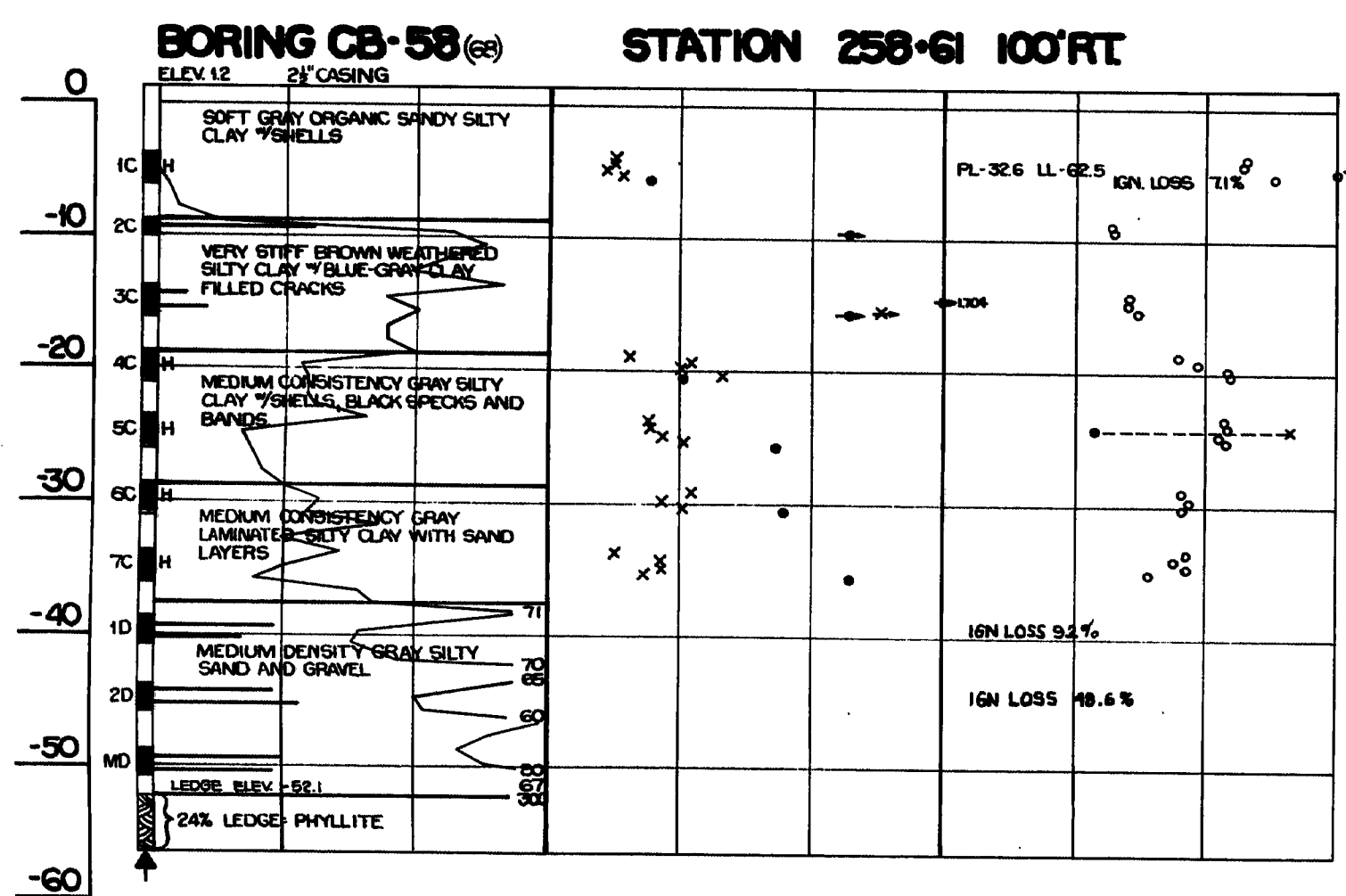
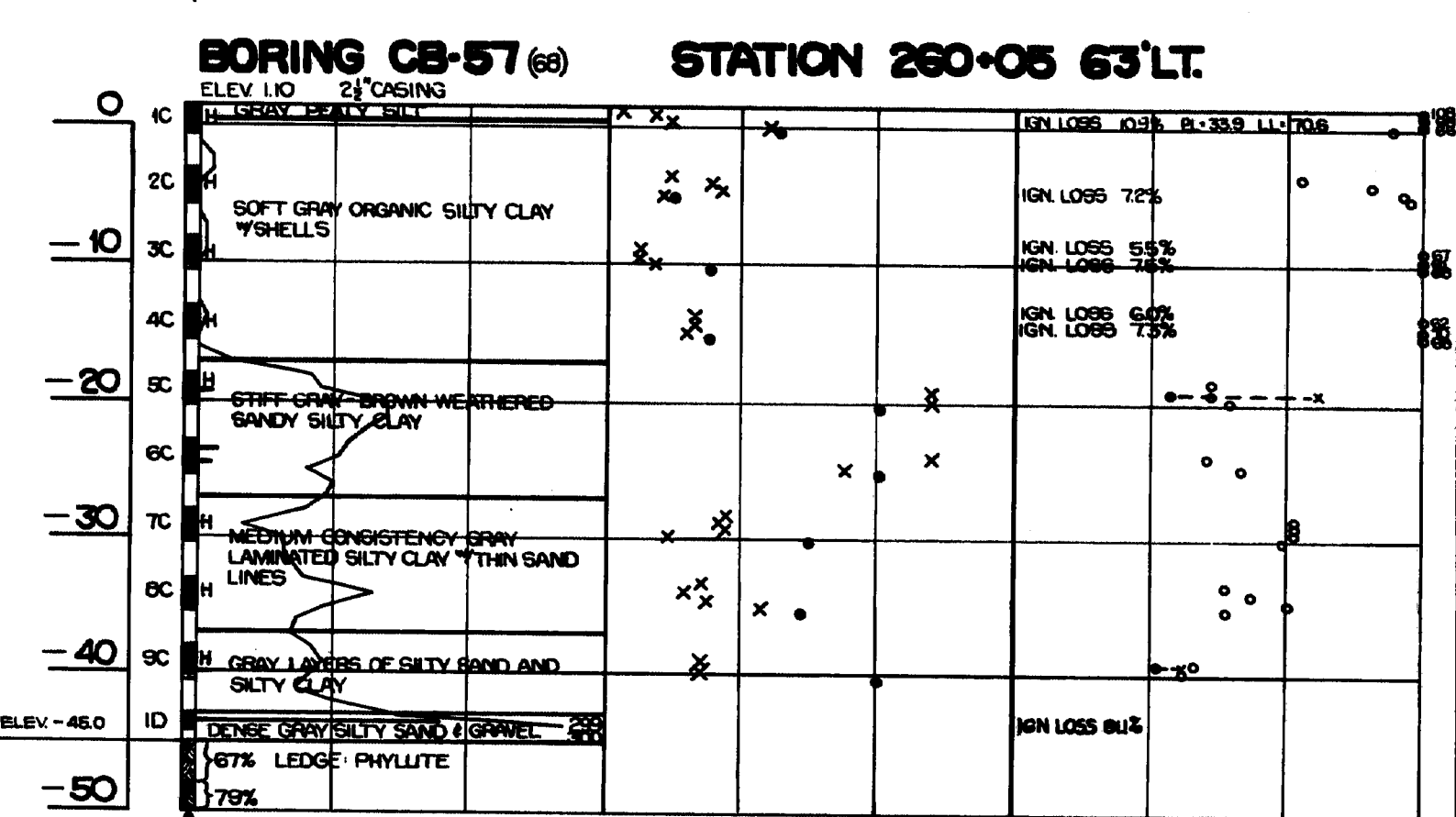
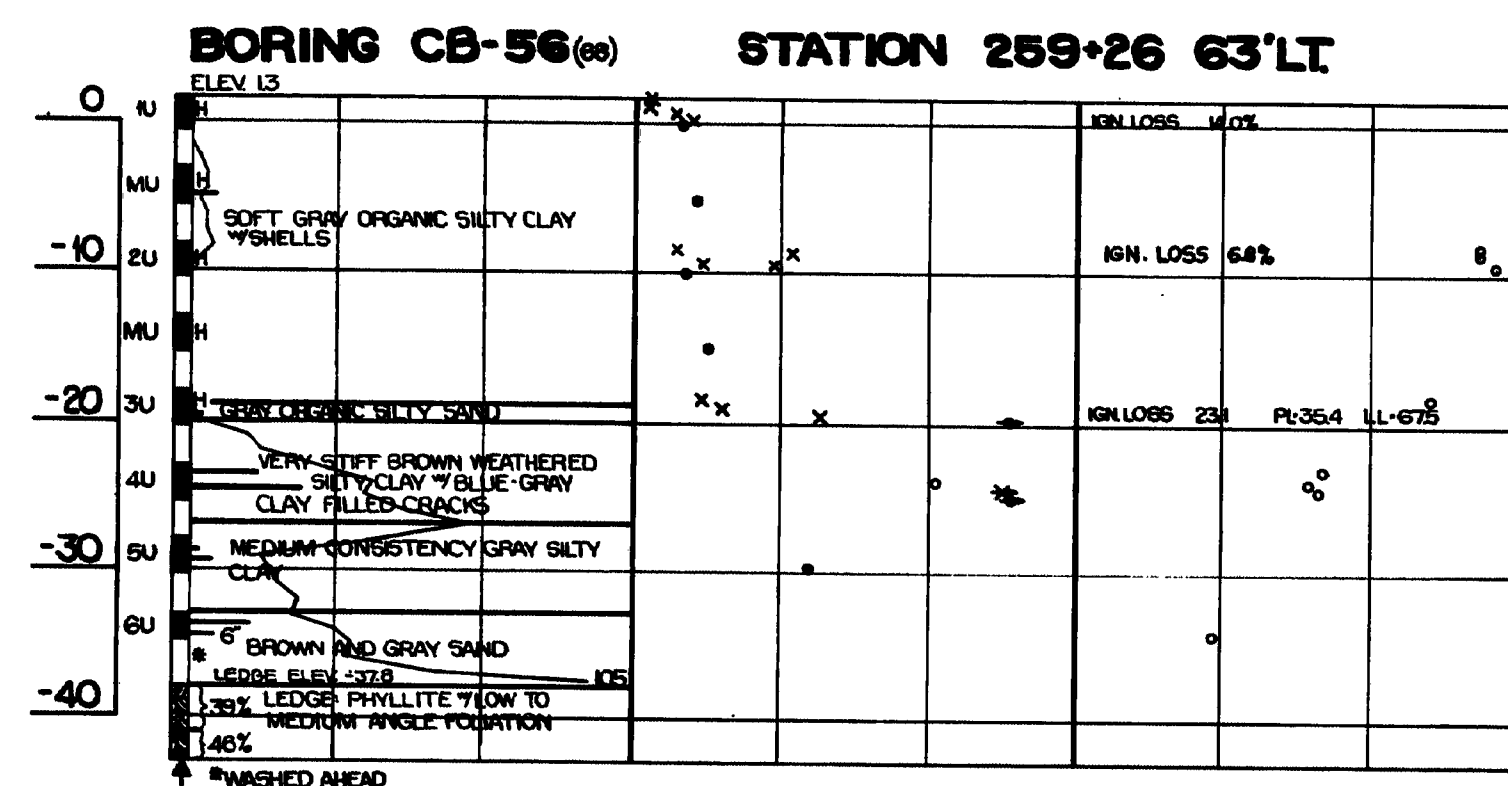
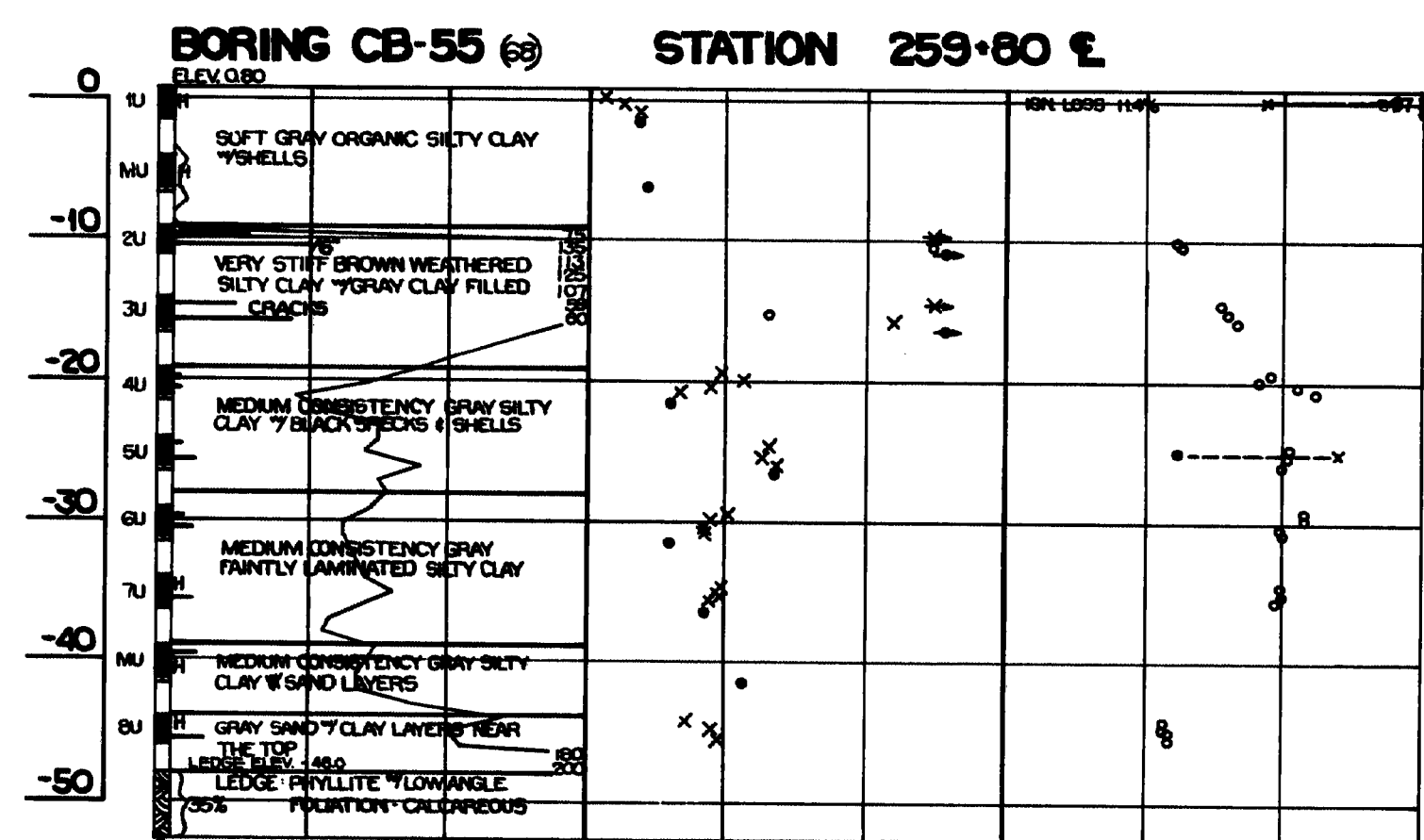
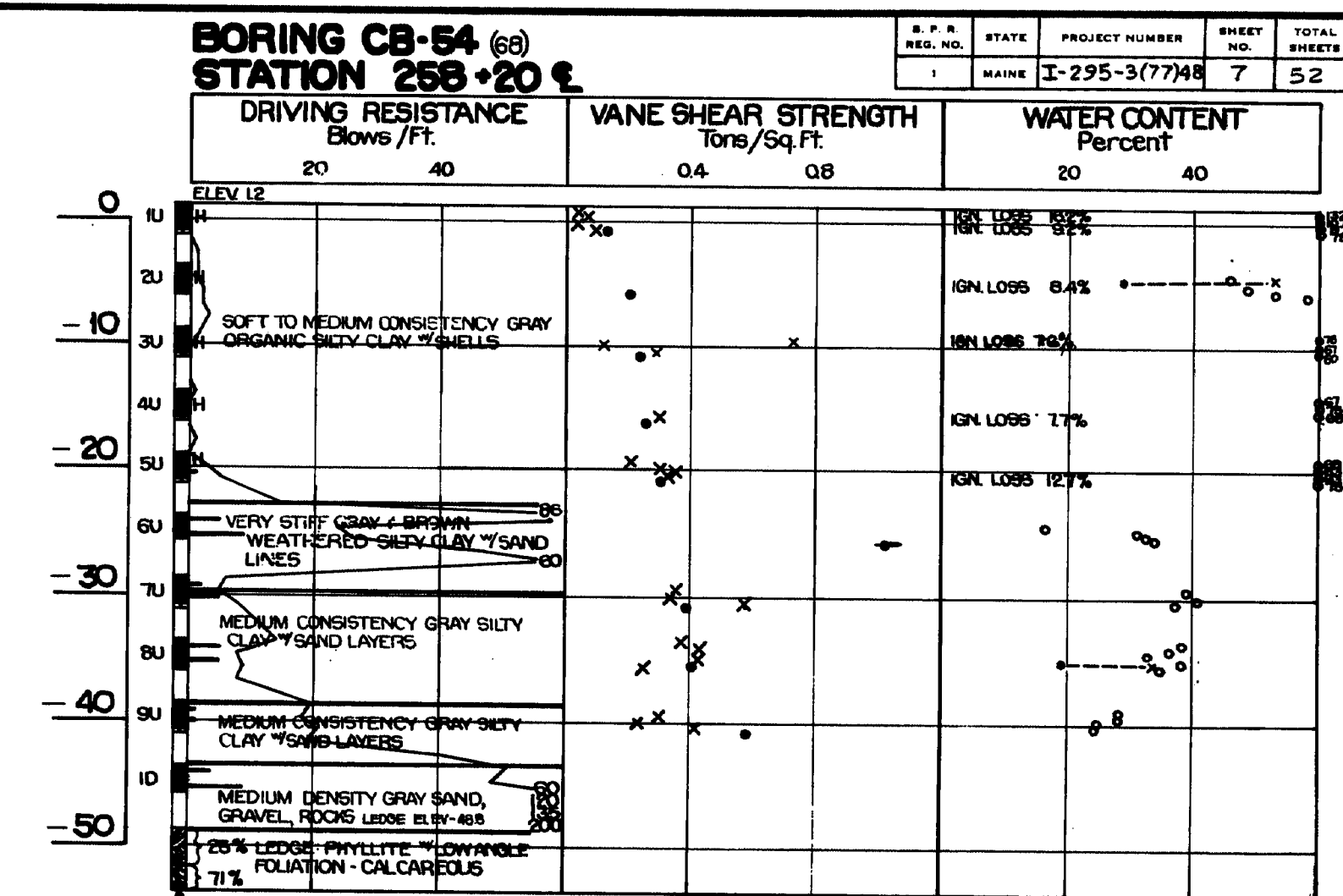
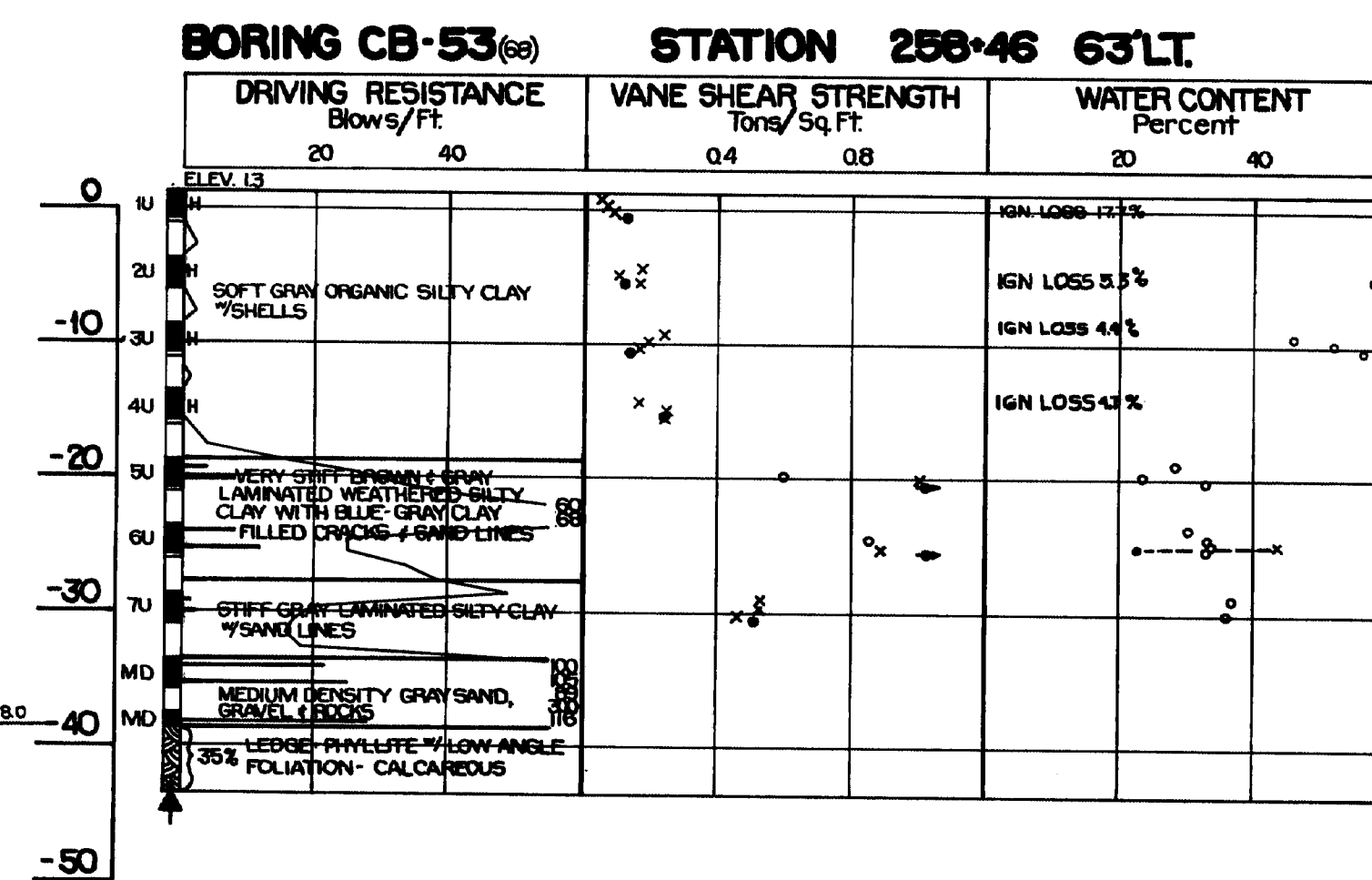
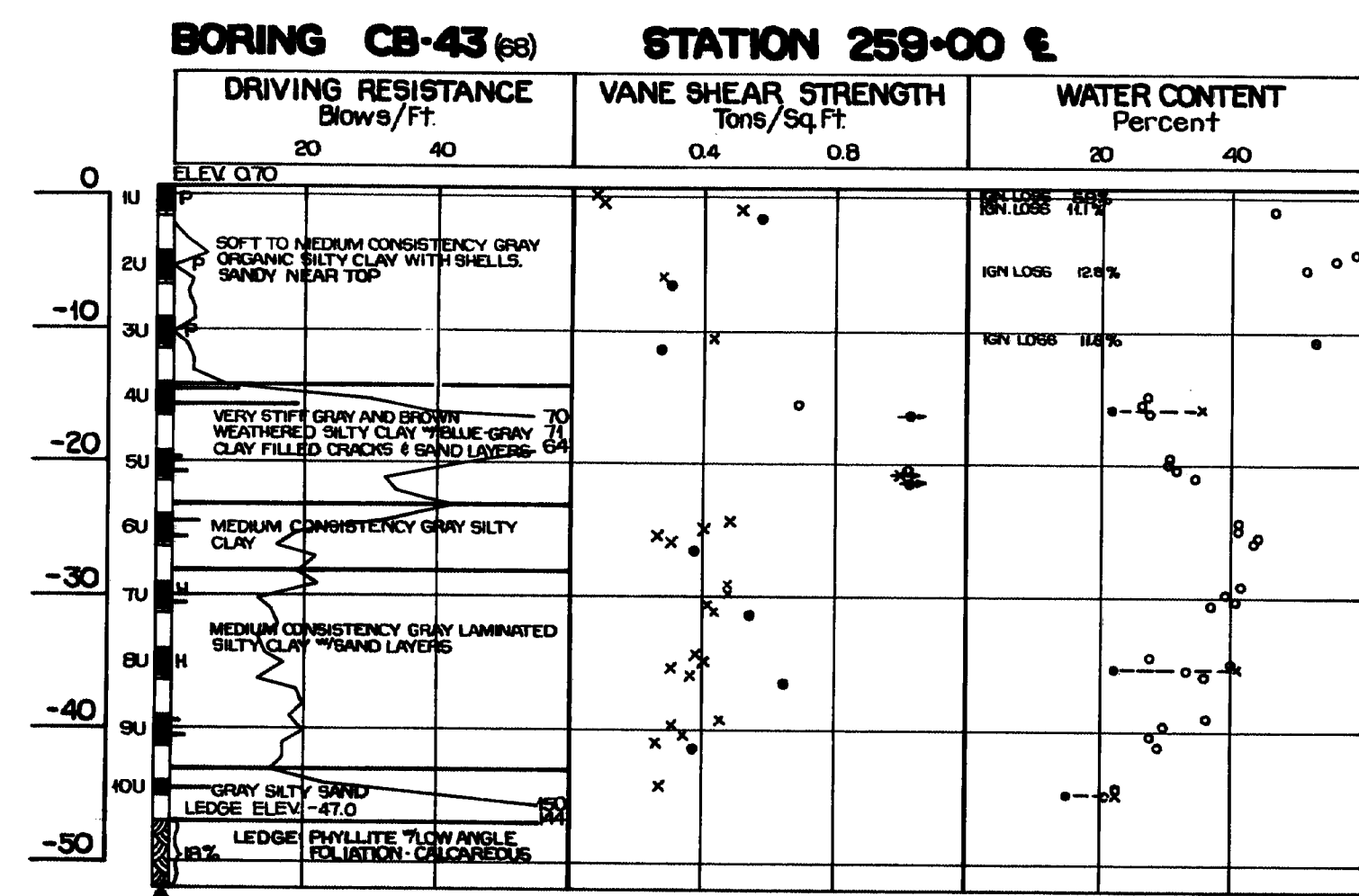
TRANSVERSE PROFILES

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES

VL-57
6

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 INTERSTATE ROUTE 295
 OVER
 WESTBROOK ARTERIAL
 IN THE CITY OF
 PORTLAND
 CUMBERLAND COUNTY
 FOUNDATION SURVEY - PART II
 SHEET 4 OF 26 AUGUSTA, MAINE MARCH 1972

149-182



ALL BORINGS MADE WITH 4 CASING UNLESS NOTED

DATE	
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

VL-51

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY - PART III
SHEET 5 OF 26 AUGUSTA, MAINE MARCH, 1972

149-183

This hand-drawn structural drawing illustrates the plan view of a bridge deck. The drawing includes the following details:

- Deck Dimensions:** The total width is 68'-30"-00". It features two main sections separated by a "CONTRACTION JOINT":
 - The left section has a length of 97'-11" and contains "14 SPACES @ 6'-3 5/8" = 88'-2 3/4" (104'-6 1/8")
 - The right section has a length of 68'-11" and contains "13 SPACES @ 6'-3 3/8" = 81'-7 3/8" (72'-9 3/8")
- Reinforcement Details:**
 - "# BEARINGS" are indicated along the bottom edge.
 - A "CONSTRUCTION I-295" is shown crossing the deck.
 - Various reinforcement bars are dimensioned, such as "3'-9 3/8\"", "4'-9 3/8\"", "1'-6\"", and "2'-5 1/4\"".
- Structural Features:**
 - "FACE OF WALL" is labeled at both ends of the deck.
 - A "CONTRACTION JOINT" is located between the two main deck sections.
 - Diagonal dimensions include "97'-11\"", "98'-10 7/8\"", "54'-4 1/4\"", "68'-11\"", "20'-11 1/2\"", and "29'-2 3/8\"".
- Other Annotations:**
 - Vertical dimensions on the left include "18'-0 1/2\"", "20'-1 1/2\"", "14'-4 1/2\"", and "7'-4 3/8\"".
 - Vertical dimensions on the right include "9'-5 5/8\"", "9'-1 3/4\"", "11'-6 3/8\"", and "4'-6 3/8\"".
 - Internal dimensions for wall thicknesses include "10'-0\"", "7'-0\"", "1'-6\"", and "1'-3\"".

ABUTMENT NO. 1

CONSTRUCTION I-295

10'-4 1/8"

17 SPACES @ 5'-4 3/4" = 91'-8 3/4"

2'-10 3/8"

2'-6 1/2"

6'-11 5/8"

15 SPACES @ 5'-3 1/2" = 78'-10 1/2"

11'-0 3/8"

68'-30'-00"

BEARINGS

CONTRACTION JOINT

12'-6"

6'-11 5/8"

ABUTMENT NO. 2

FOOTING AND PILE PLAN

ABUTMENT PILE NOTES

ABUTMENT PILE NOTES

-

POINTED REINFORCED PILE TIP

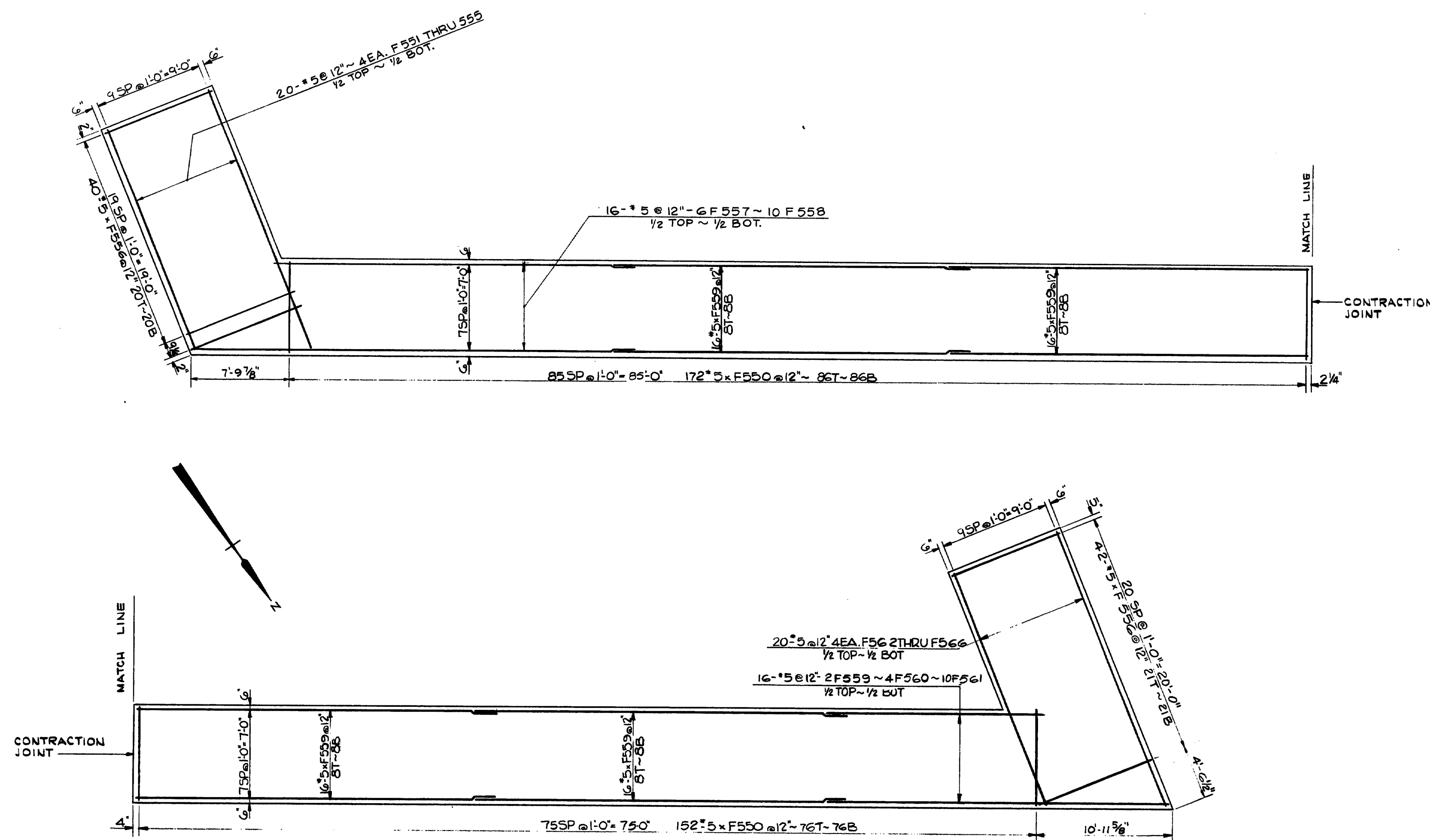
FILE NO.		PLAN NO.	
	VL-57		8
DES	C.K.L.	CHK	R.E.B.
DR	J.L.M.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

R. Albrecht

SHEET 6 OF 26 AUGUSTA, MAINE MARCH, 1972

199-184

S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	9	52



REINFORCING - FOOTING PLAN

NOTE : FOR FOOTING DOWELS SEE WINGWALL
& ABUTMENT DRAWINGS.

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	C.K.L.	J.L.M.	REL.B.	
DATE	1/72	2/72		

FILE NO.	PLAN NO.
VL-51	9
DES. C.K.L.	CHK. REL.B.
DR. J.L.M.	CHK. REL.B.
EST. REL.B.	CHK. C.K.L.

P. Albert
SEAL IN CHARGE

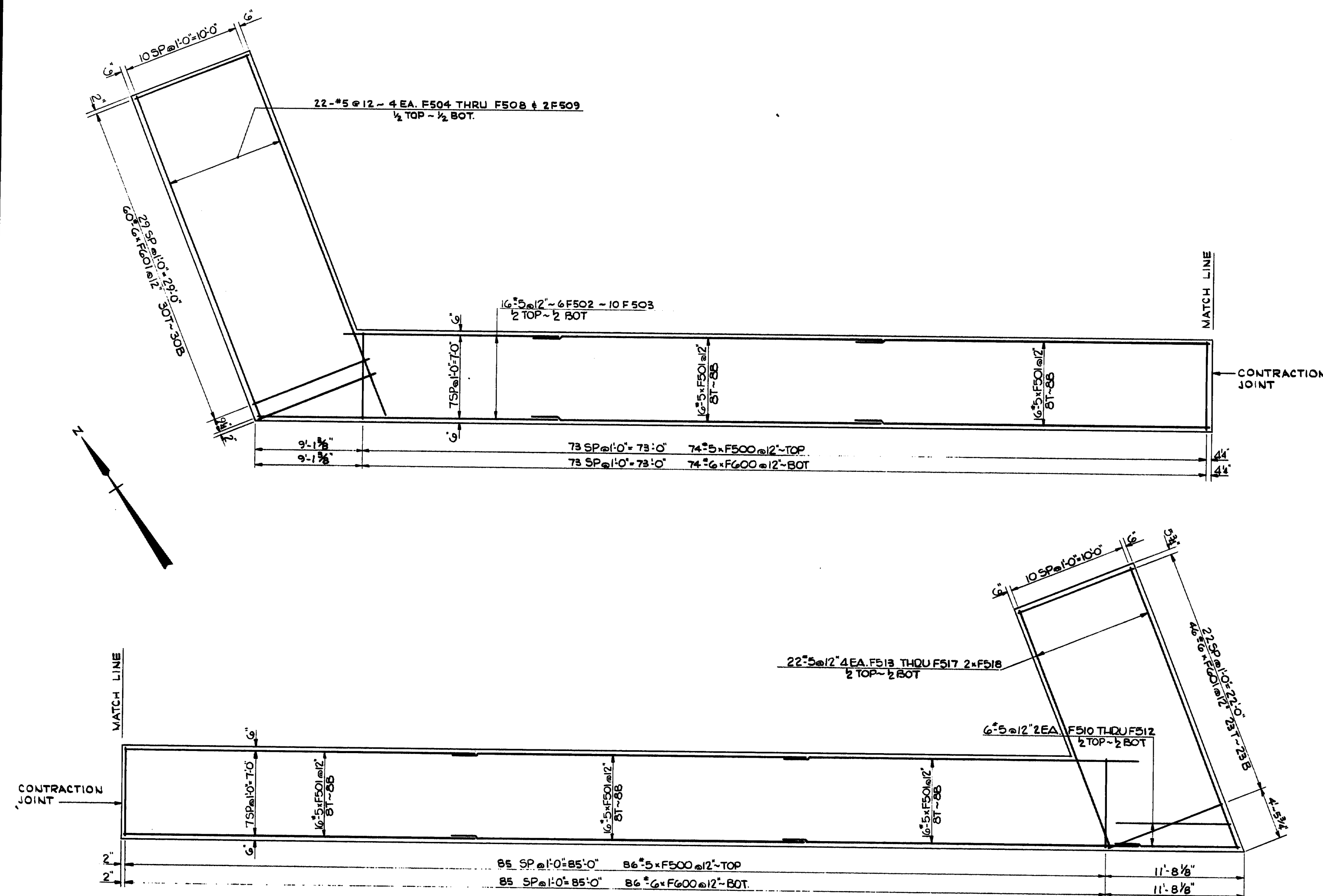
MSDP - 2300 - 4 - 6-3 2700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING - FOOTING PLAN - ABUTMENT NO. 1

SHEET 7 OF 26 AUGUSTA, MAINE MARCH, 1972

149-185

D.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	T-295-3(77)48	10	52



REINFORCING - FOOTING PLAN

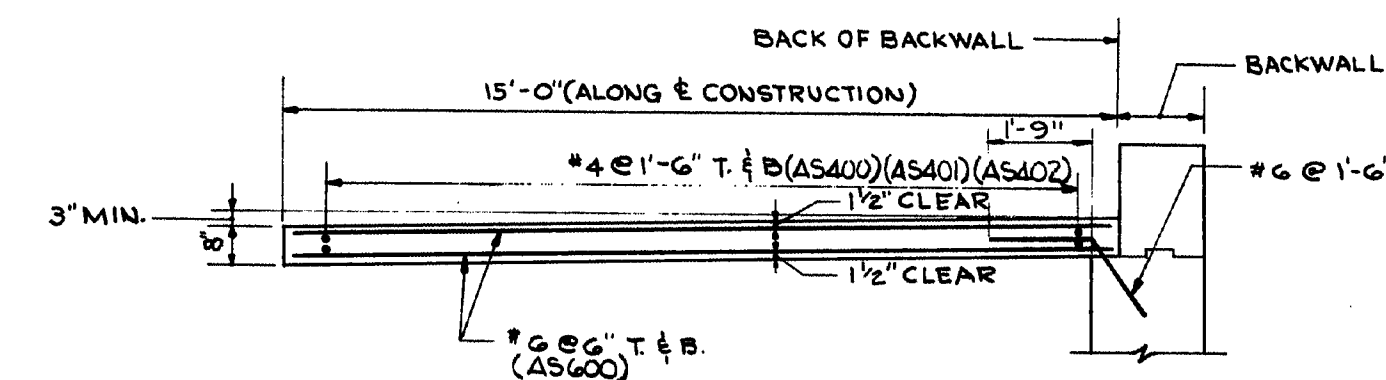
NOTE: FOR FOOTING DOWELS SEE WING WALL & ABUTMENT DRAWINGS.

FILE NO.	PLAN NO.
VL-57	10

DESIGN - CHECKED	DATE
C.K.L.	1/78
REVISIONS	BY
1	R.E.B.
2	R.E.B.
3	R.E.B.
4	R.E.B.
5	R.E.B.
6	R.E.B.
7	R.E.B.
8	R.E.B.
9	R.E.B.
10	R.E.B.
11	R.E.B.
12	R.E.B.
13	R.E.B.
14	R.E.B.
15	R.E.B.
16	R.E.B.
17	R.E.B.
18	R.E.B.
19	R.E.B.
20	R.E.B.
21	R.E.B.
22	R.E.B.
23	R.E.B.
24	R.E.B.
25	R.E.B.
26	R.E.B.
27	R.E.B.
28	R.E.B.
29	R.E.B.
30	R.E.B.
31	R.E.B.
32	R.E.B.
33	R.E.B.
34	R.E.B.
35	R.E.B.
36	R.E.B.
37	R.E.B.
38	R.E.B.
39	R.E.B.
40	R.E.B.
41	R.E.B.
42	R.E.B.
43	R.E.B.
44	R.E.B.
45	R.E.B.
46	R.E.B.
47	R.E.B.
48	R.E.B.
49	R.E.B.
50	R.E.B.
51	R.E.B.
52	R.E.B.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING - FOOTING PLAN - ABUTMENT NO. 2
SHEET 8 OF 26 AUGUSTA, MAINE MARCH, 1972

199-186



REINFORCING STEEL SCHEDULE

TO BE CONSTRUCTED BY OTHERS

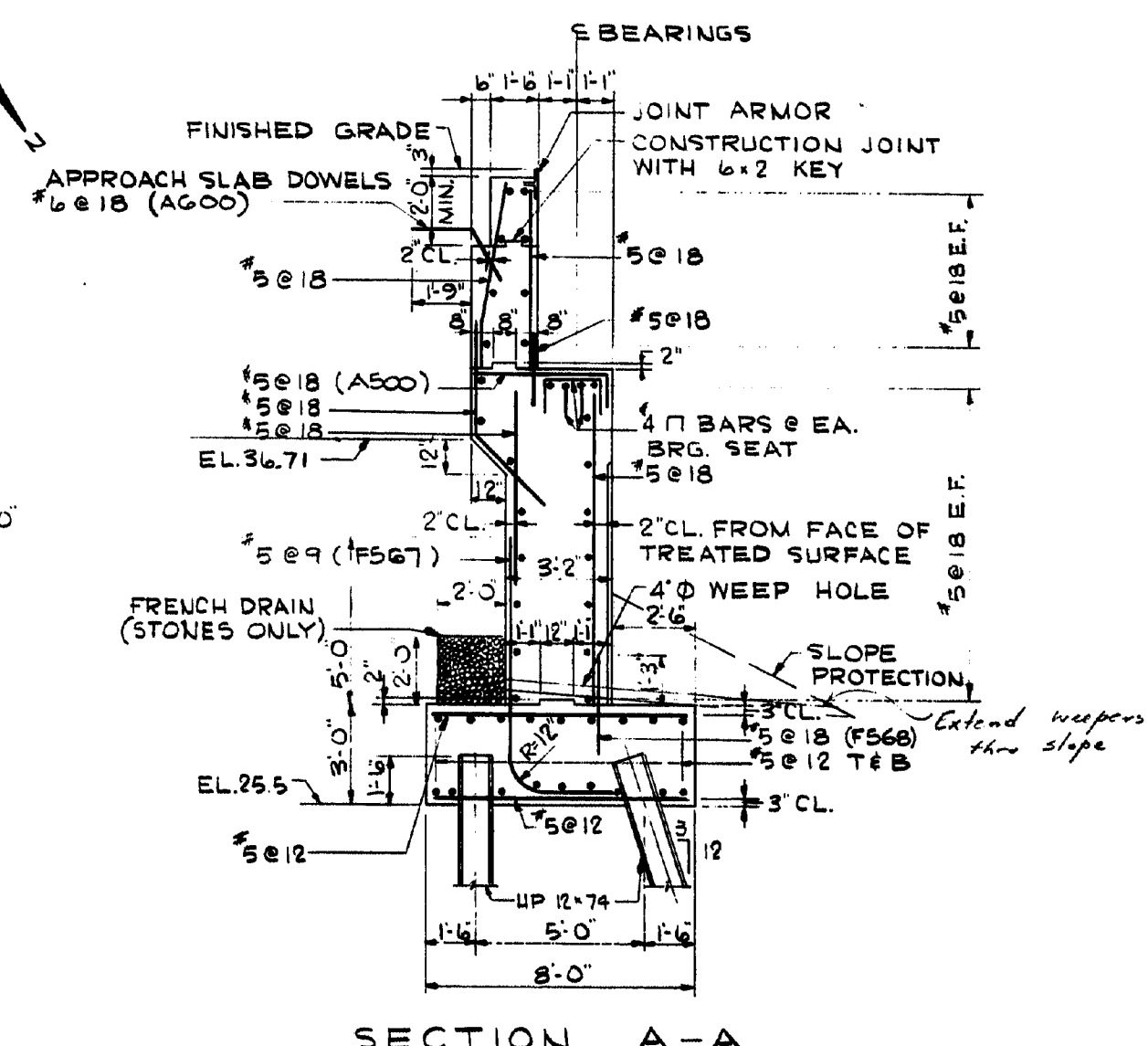
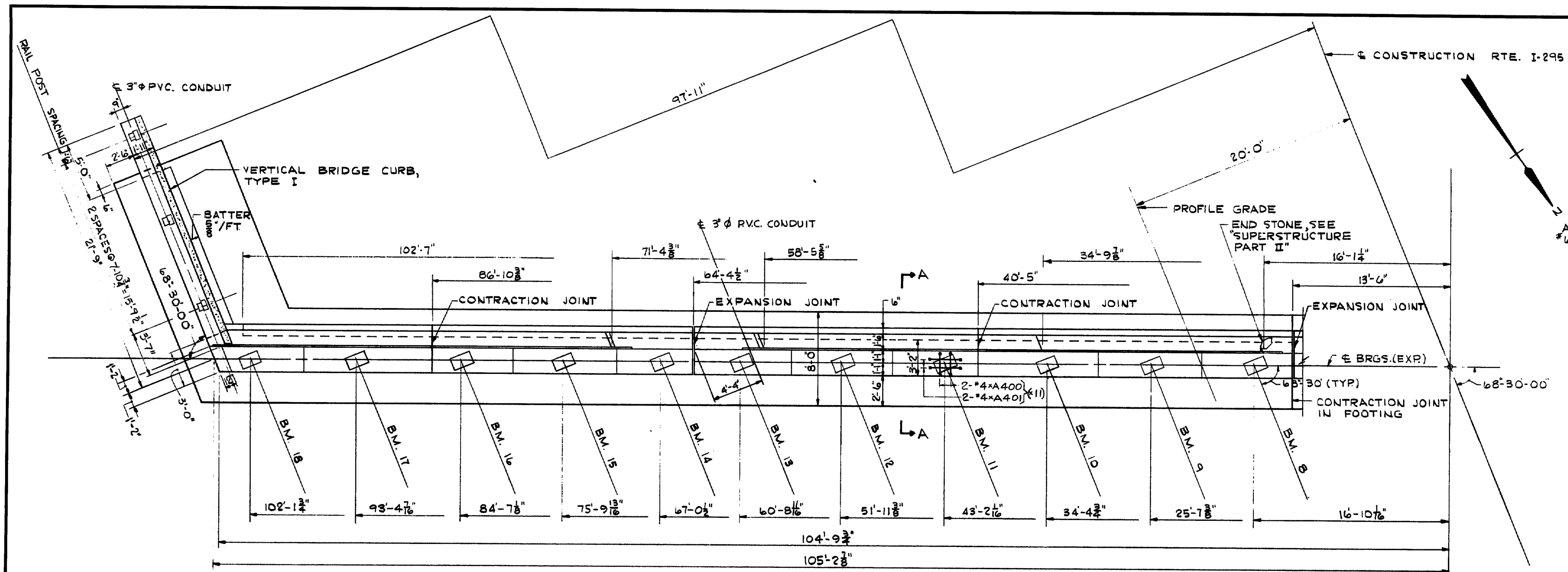
PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	C.K.L. W.J.A.	1/72
	REVISIONS	R.E.B.	2/72
	PER. O. H. 11-11-72 11-11-72		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
APPROACH SLABS

SHEET 9 OF 26 AUGUSTA, MAINE MARCH, 1972

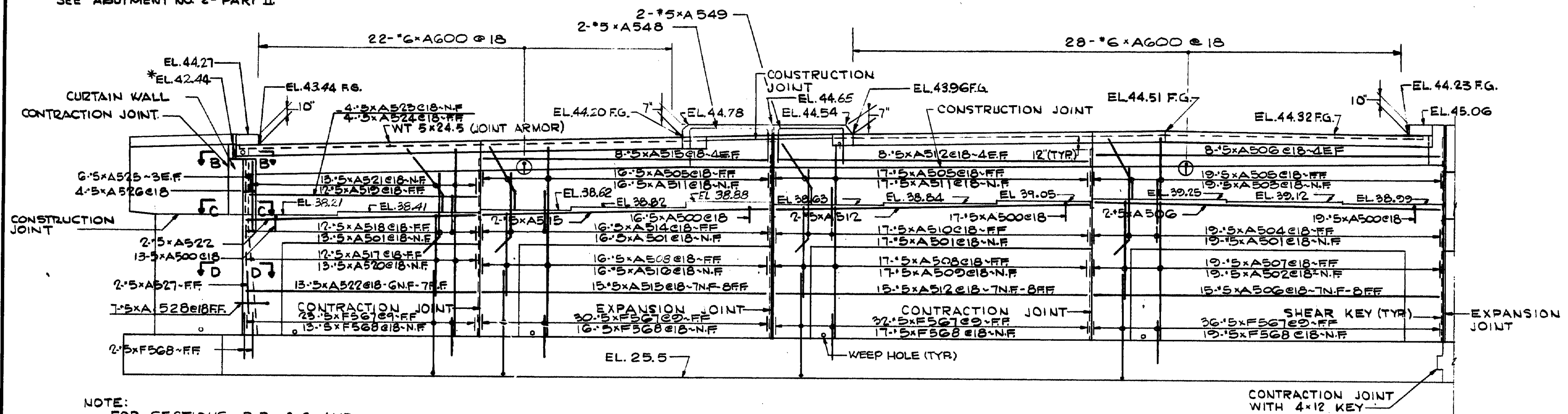
149-187

S.P.N.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	12	52



*FOR CURTAIN WALL
SEE 'ABUTMENT NO. 2 - PART II'

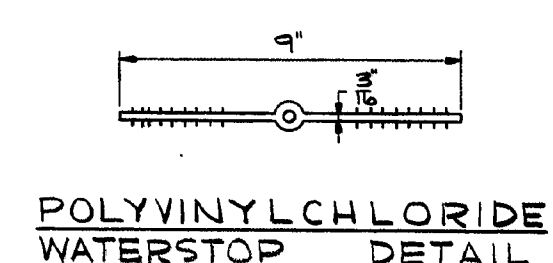
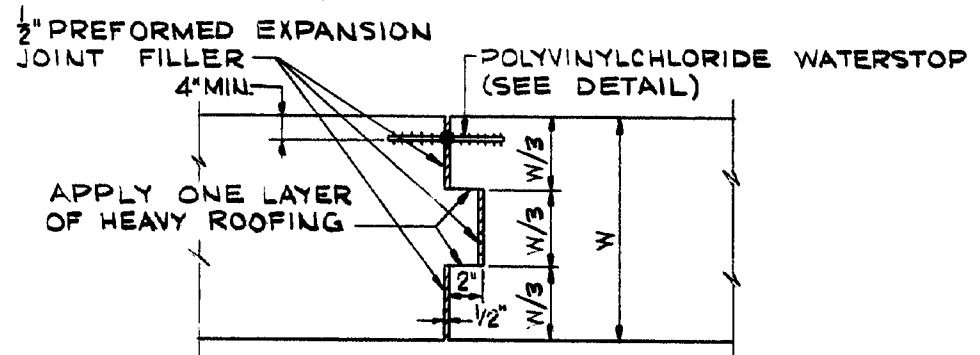
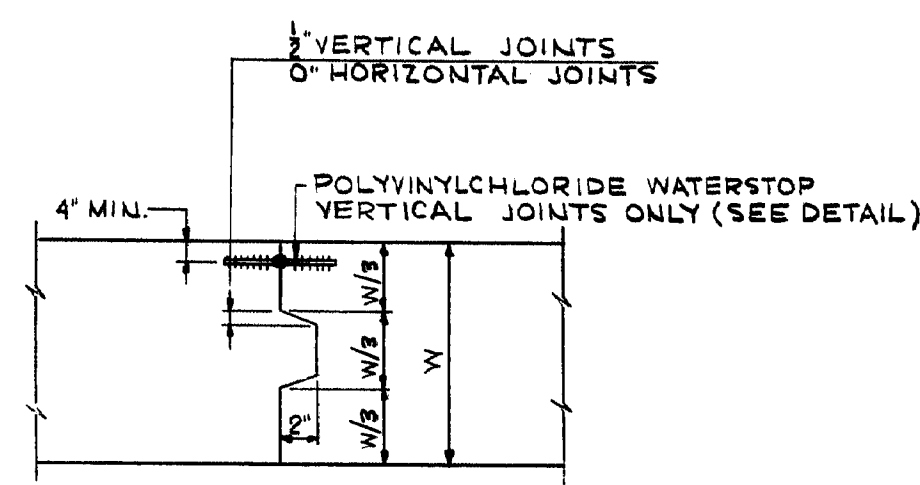
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.



NOTE:
FOR SECTIONS B-B, C-C AND
D-D, SEE 'ABUTMENT NO. 1 - PART II'

FOR CONDUIT EXPANSION DEVICE DETAILS, SEE
'ABUTMENT NO. 1 - PART II'

- GENERAL ABUTMENT NOTES**
1. REINFORCING STEEL SHALL HAVE 2" CLEAR COVER EXCEPT AS SHOWN.
 2. POSITION REINFORCING STEEL TO CLEAR SWEDGED ANCHOR BOLTS.
 3. CHAMFER ALL EXPOSED EDGES OF CONCRETE 1/2" UNLESS OTHERWISE INDICATED.
 4. FOR ARMORED JOINT DETAILS, SEE 'ARMORED JOINT'.
 5. REINFORCING STEEL SPLICES AND EXTENSIONS SHALL HAVE A MINIMUM LENGTH OF 36 DIAMETERS UNLESS OTHERWISE SHOWN.
 6. FOR DETAILS OF CURB ON ABUTMENT BACKWALLS, SEE 'ARMORED JOINT'.
 7. FOR DETAILS OF WINGS AND FOOTING (ABUTMENTS), SEE 'FOOTING PLANS - ABUTMENT NOS 1 AND 2' AND 'WINGWALLS'.
 8. FOR ARCHITECTURAL TREATMENT, (ABUTMENT WALLS), SEE 'ABUTMENT ARCHITECTURAL TREATMENT'.
 9. THE TOP OF BACKWALLS SHALL NOT BE PLACED UNTIL THE STRUCTURAL CONCRETE SLAB HAS BEEN PLACED, UNLESS APPROVED BY THE ENGINEER.
 10. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO TOP OF ABUTMENT CURBS, MEDIAN, AND TO THE TOP OF BACKWALL.
 11. BREAK BOND IN THE CONTRACTION JOINTS IN A MANNER APPROVED BY THE ENGINEER.
 12. BEARING SEAT STEPS ARE MIDWAY BETWEEN BEARINGS EXCEPT AS NOTED.



LEGEND
F.G. - FINISHED GRADE
N.F. - NEAR FACE
F.F. - FAR FACE
E.F. - EACH FACE

CONSTRUCTION AND CONTRACTION JOINTS

EXPANSION JOINT DETAIL

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
1/12	J.L.M.				
2/12	R.E.B.				

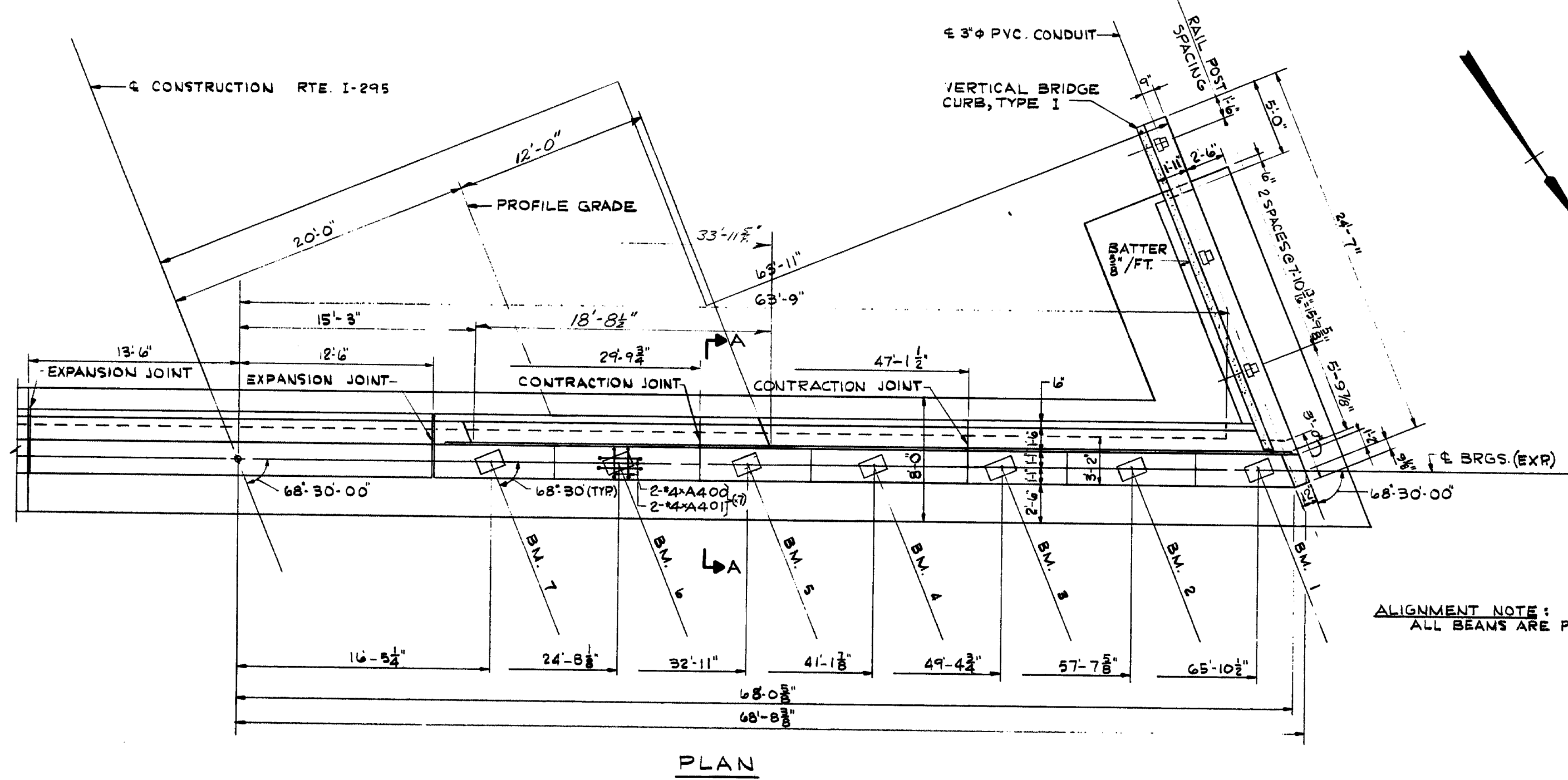
FILE NO.	PLAN NO.
YL-57	12
DES. C.K.L.	CHK. R.E.B.
DR. J.L.M.	CHK. R.E.B.
EST. R.E.B.	CHK. C.K.L.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 1 - PART I

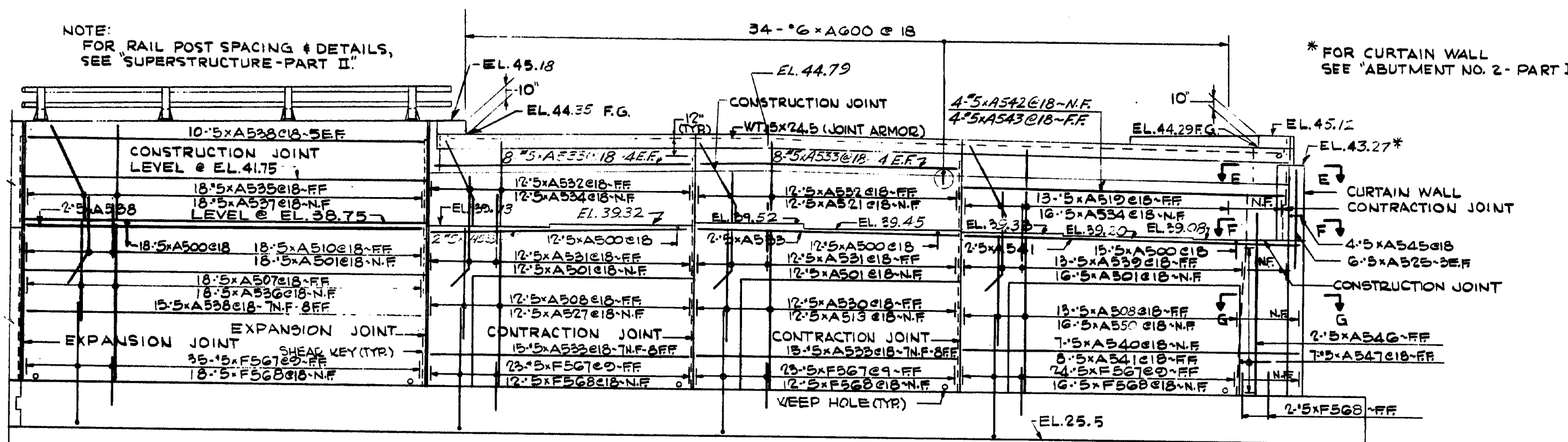
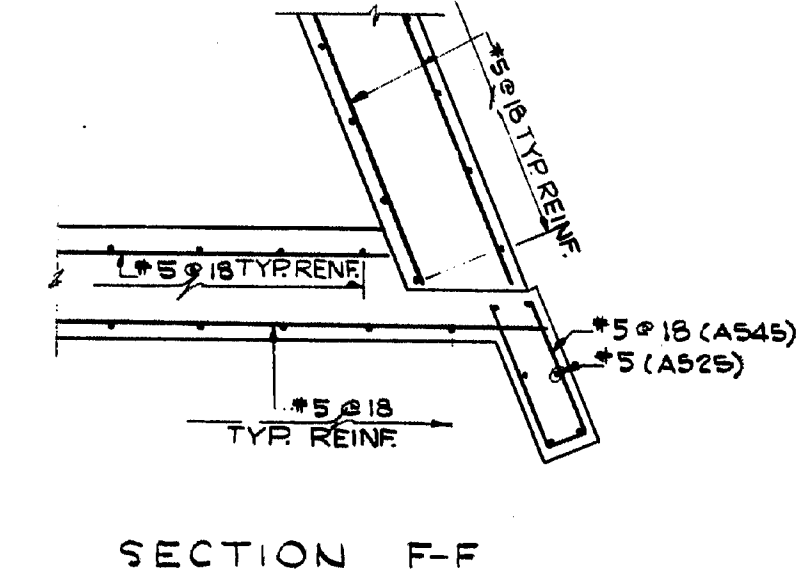
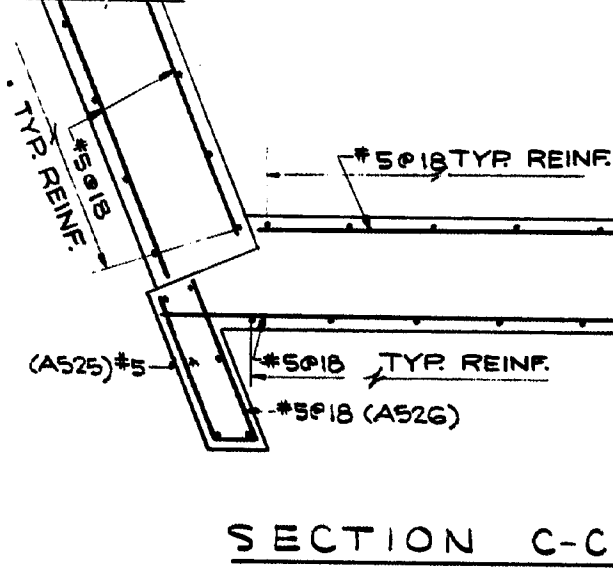
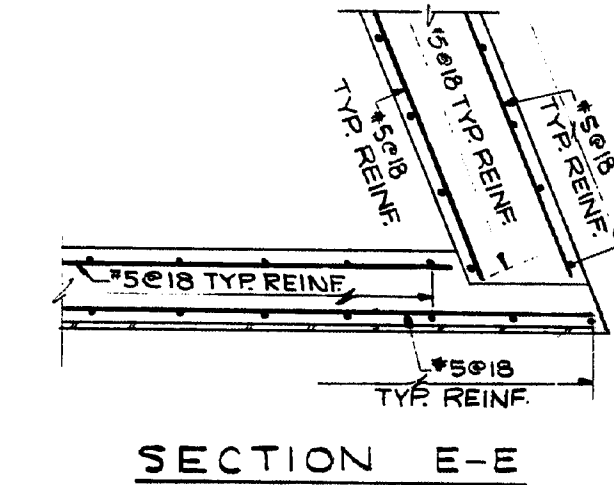
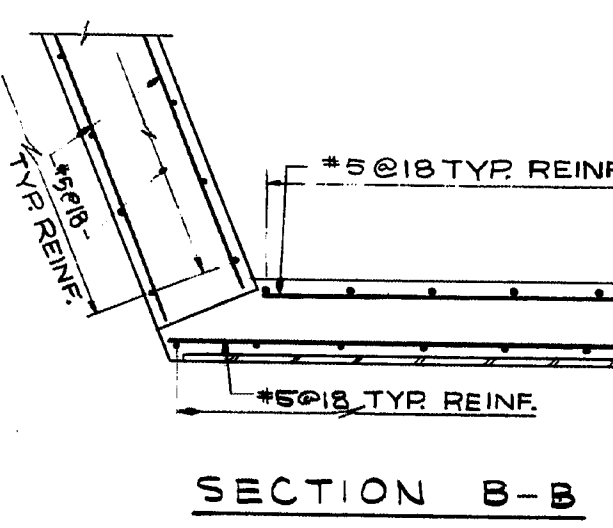
SHEET 10 OF 26 AUGUSTA, MAINE MARCH, 1972

149-188

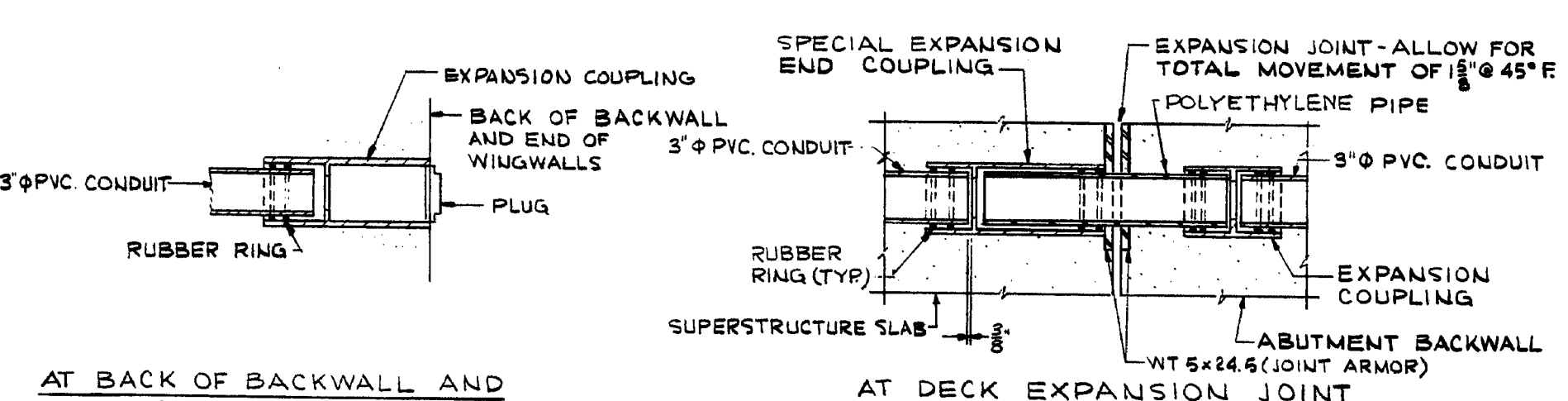
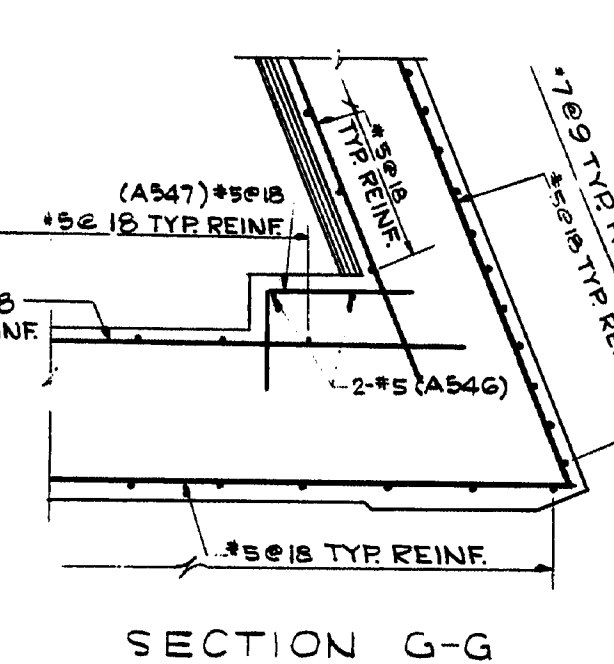
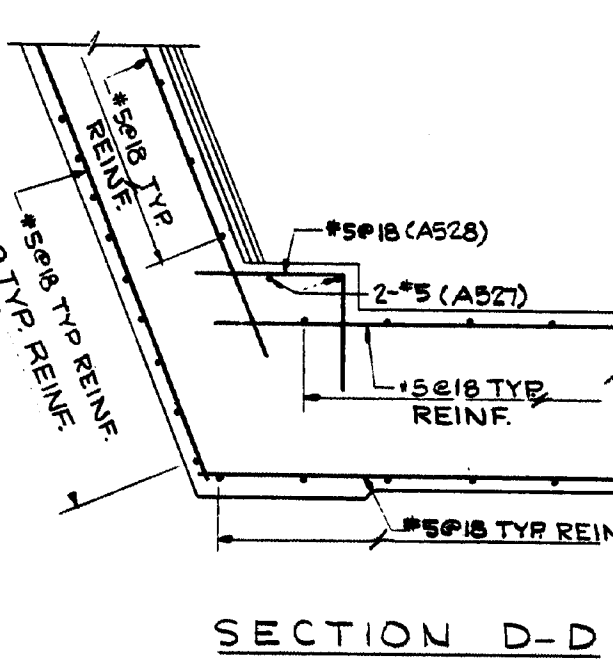
S.P.R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	13	52



ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.



FOR GENERAL ABUTMENT NOTES AND SECTION A-A
SEE 'ABUTMENT NO. 1 - PART I'



CONDUIT EXPANSION DEVICE DETAILS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 1 - PART II
SHEET 11 OF 26 AUGUSTA, MAINE MARCH, 1972

199-189

Technical drawing of a bridge deck cross-section and plan view.

Cross-Section Details:

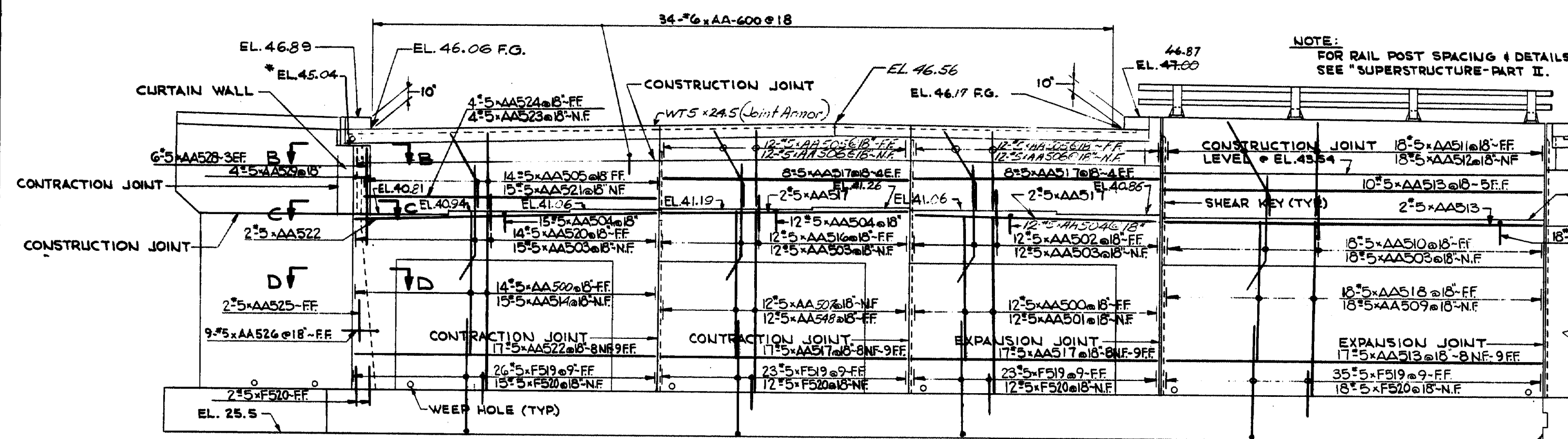
- VERTICAL BRIDGE CURB, TYPE I
- 5" PVC CONDUIT
- BATER 1/2" FT.
- 2" x 4" AM400 (X7)
- 2" x 4" AA400 (X7)
- 3" SPACES @ 7.10% = 23.85"
- 31'-9"
- 5'-7 1/8"
- 6'-8'-00"
- 3'-0"
- 1'-2"
- 1'-2"

Plan View Details:

- CONTRACTION JOINT
- CONTRACTION JOINT
- EXPANSION JOINT
- EXPANSION JOINT
- END STONE, SEE "SUPERSTRUCTURE PART II"
- 68'-30' (TYR)
- 68'-30'-00"
- CONTRACTION JOINT IN FOOTING
- BM 1
- BM 2
- BM 3
- BM 4
- BM 5
- BM 6
- BM 7
- 65'-10 1/2"
- 57'-7 5/8"
- 49'-4 3/4"
- 41'-1 1/4"
- 32'-11"
- 24'-8 5/8"
- 16'-5 1/2"
- 68'-0 3/8"
- 68'-34"
- 47'-4"
- 30'-5"
- 18'-8 1/4"
- 16'-1 1/4"
- 13'-6"
- 12'-6"
- 65'-9"
- 34'-9 3/8"
- 12'-0"
- 20'-0"
- 65'-11"
- PROFILE GRADE

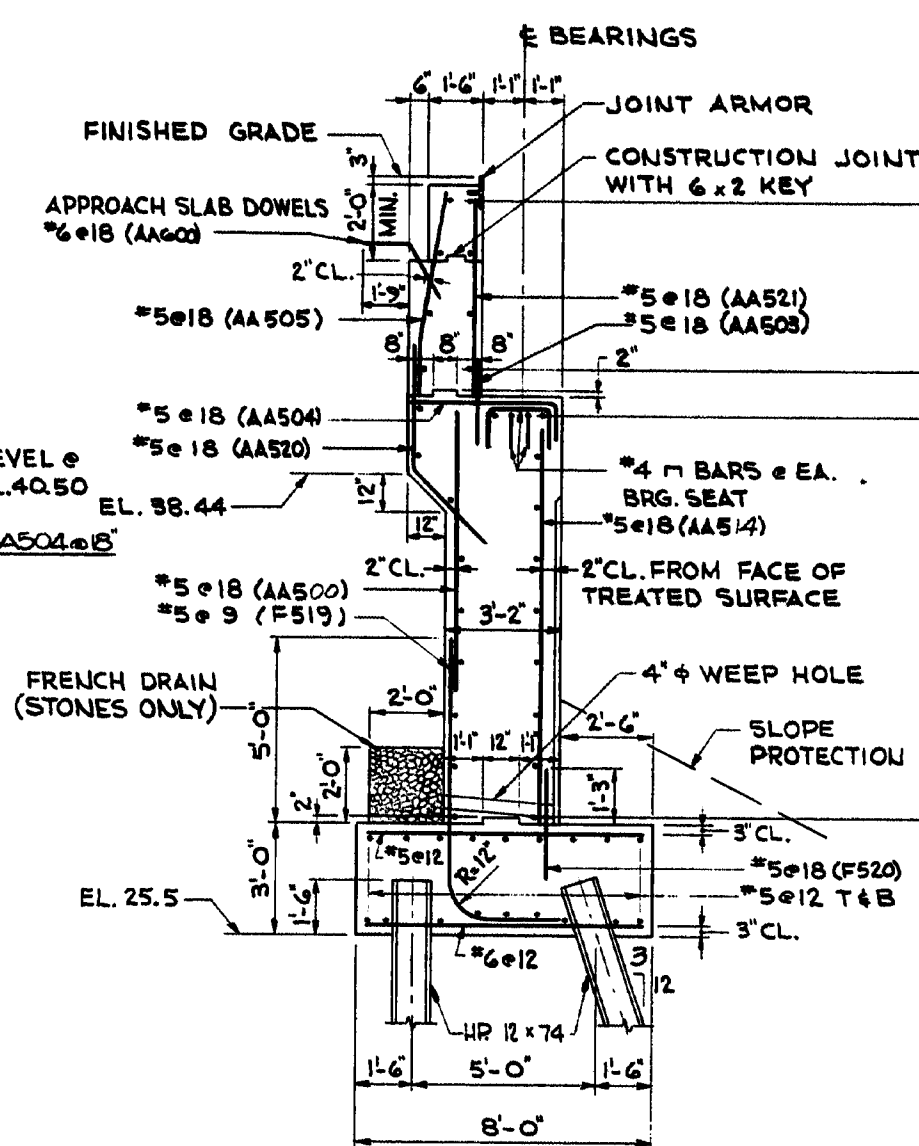
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.

* FOR CURTAIN WALL
SEE "ABUTMENT NO. 2 - PART II"



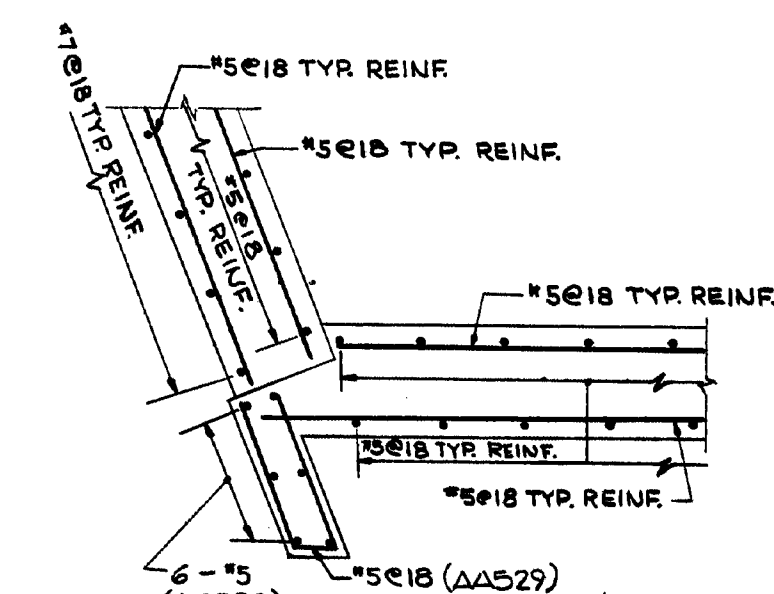
FOR GENERAL ABUTMENT NOTES
SEE "ABUTMENT NO.1 - PART I".

FOR CONDUIT EXPANSION DEVICE DETAILS,
SEE "ABUTMENT NO.1 - PART II".

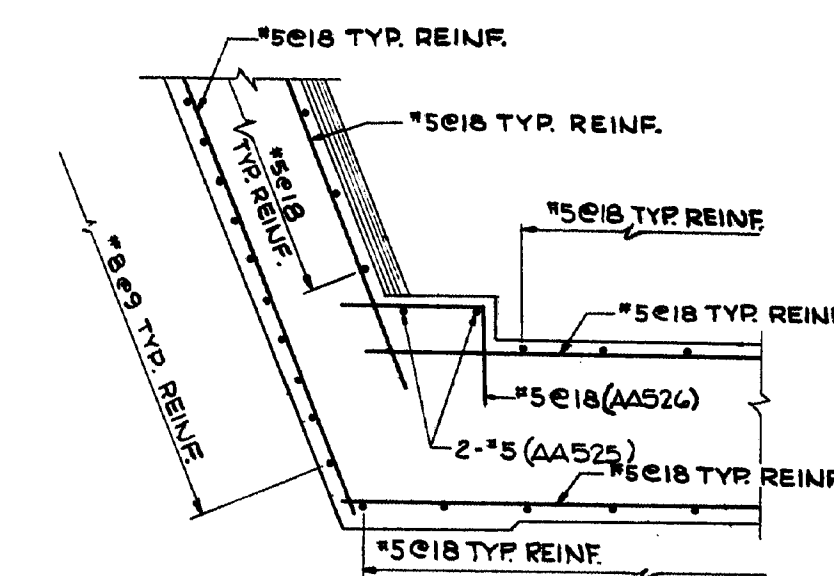


SECTION B-B

SECTION B-B



SECTION C-C



SECTION D-D

FILE NO.		PLAN NO.	
	VL-57		14
DES	C.K.L.	CHK	R.E.B.
DR	G.T.S.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

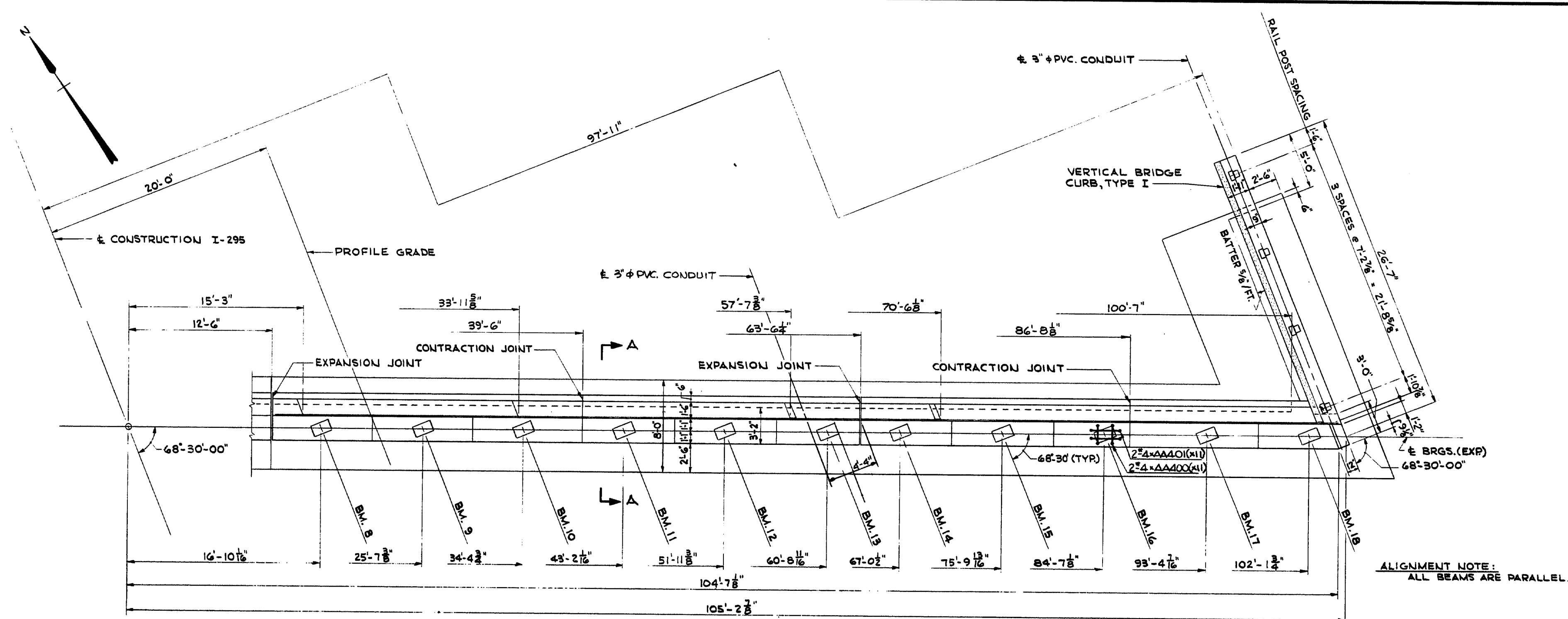
R. Albrecht

IN CHARGE

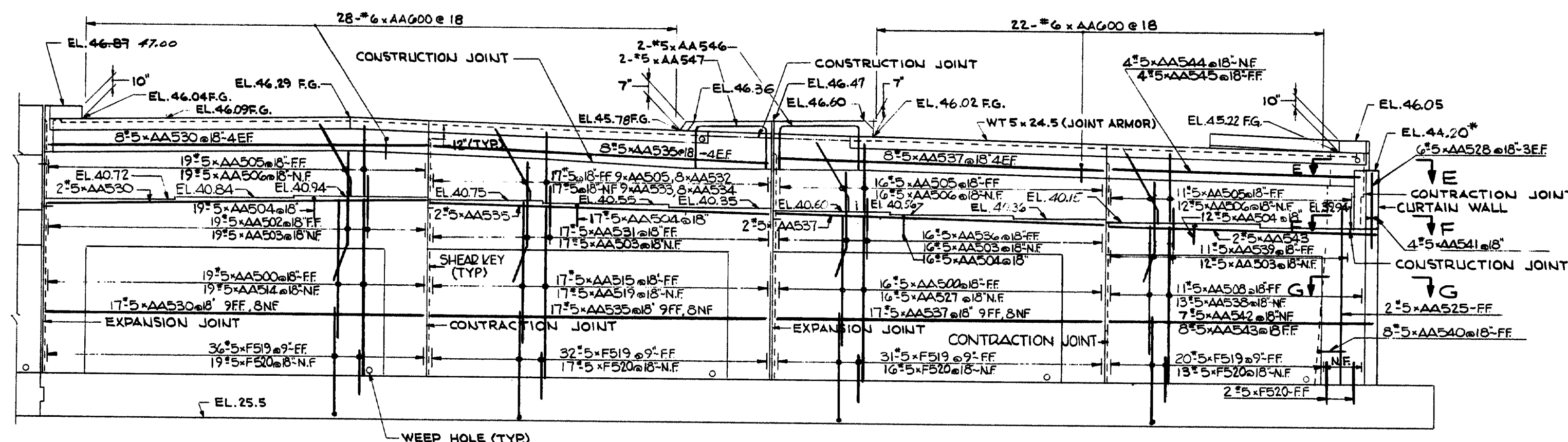
SHEET 12 OF 26 AUGUSTA, MAINE MARCH, 197

12 OF 26 AUGUST 1A, MAIN

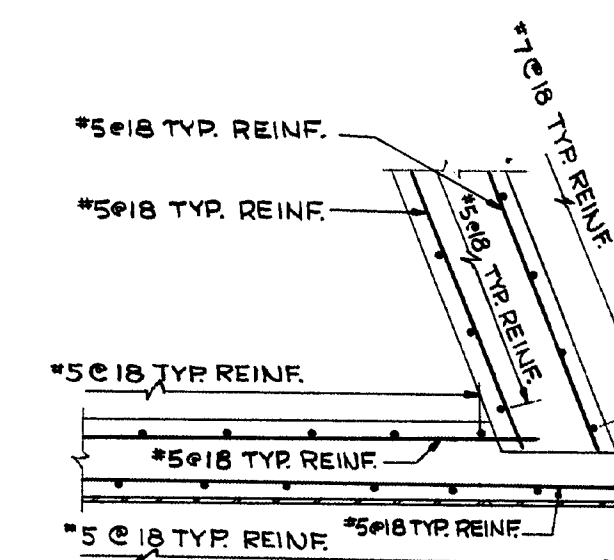
S.P. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(7)48	15	52



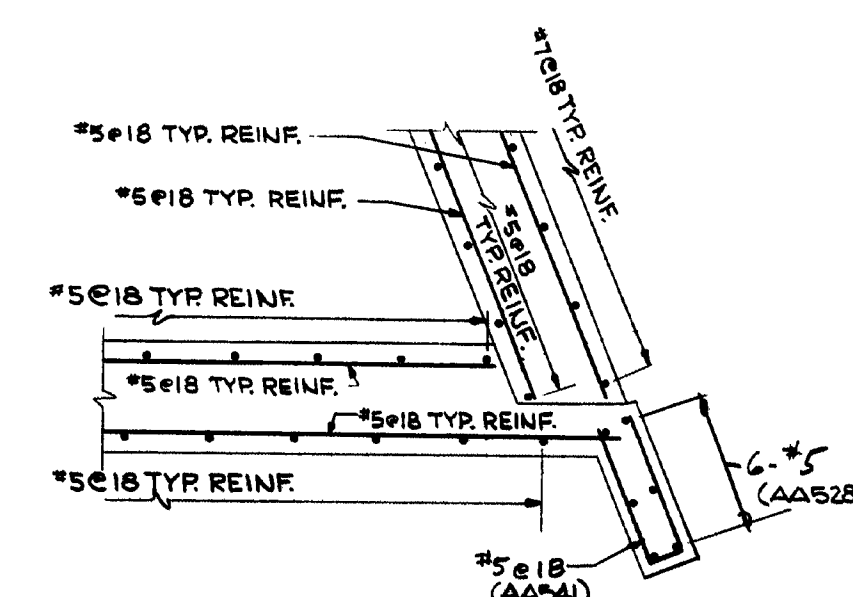
PLAN



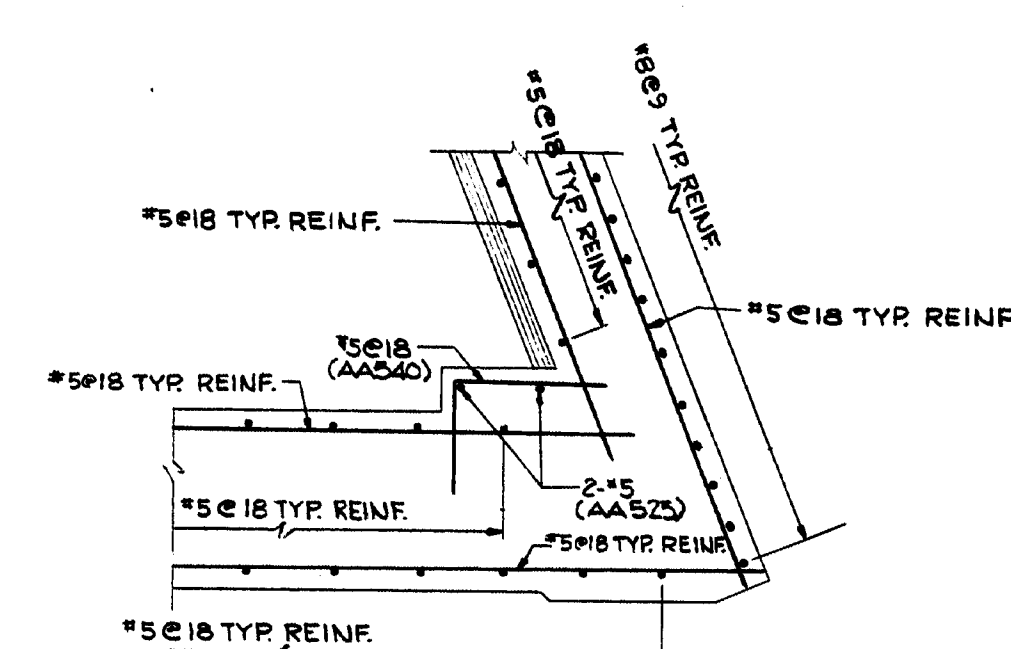
ELEVATION



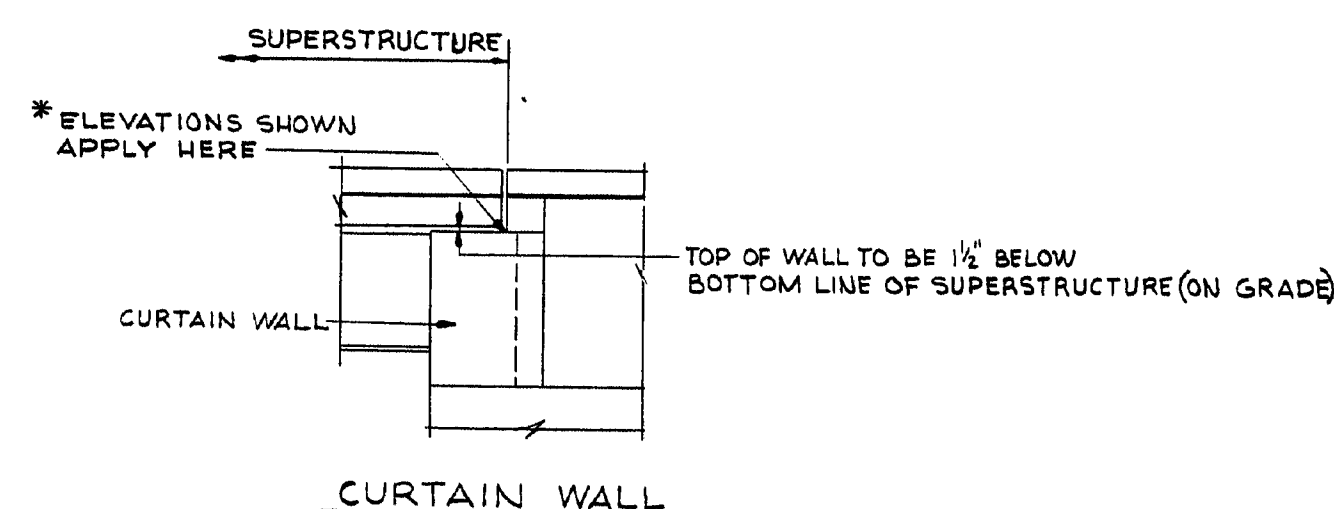
SECTION E-E



SECTION F-F



SECTION G-G



FOR GENERAL ABUTMENT NOTES,
SEE "ABUTMENT NO. 1 - PART I".
FOR SECTION A-A, SEE "ABUTMENT NO. 2 - PART I".
FOR CONDUIT EXPANSION DEVICE DETAILS,
SEE "ABUTMENT NO. 1 - PART II".

Revised As built
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 - PART II

SHEET 13 OF 26 AUGUSTA, MAINE MARCH, 1972

149-191

DESIGN-DETAILED	RECORDED	FIELD CHANGES
BY C.K.L.	BY G.T.S.	BY R.E.B.
DATE 7/72	DATE 7/72	DATE 7/72

FILE NO.	PLAN NO.
VL-57	15
DES C.K.L.	CHK R.E.B.
DR G.T.S.	CHK R.E.B.
EST R.E.B.	CHK C.K.L.

MSPC-2000-1-69 2700

The image contains three structural drawings of a building's exterior wall and foundation. The first drawing on the left is for the S.E. Wing, showing a cross-section with reinforcement bars (e.g., 15#5xW501@18", 2#5xW502-IEF) and construction joints. The middle drawing is for the S.W. Wing, showing a similar cross-section with reinforcement bars (e.g., 4#5@18", 3#5@18", 1#W520) and construction joints. The third drawing on the right is a detail of the wall and foundation, showing the French drain (stones only), weep holes, and reinforcement bars (e.g., 1#5@18", 2#5@18", 3#5@18").

[illegible]

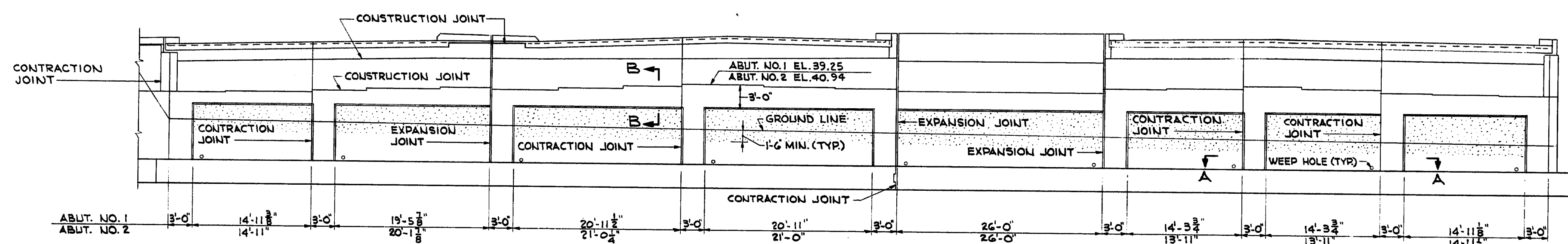
FILE NO.		PLAN NO.	
	VL-57		16
DES	C.K.L.	CNK	R.E.B.
DR	W.J.A.	CHK	R.E.B.
EST	R.E.B.	CNK	C.K.L.

R. Albrecht

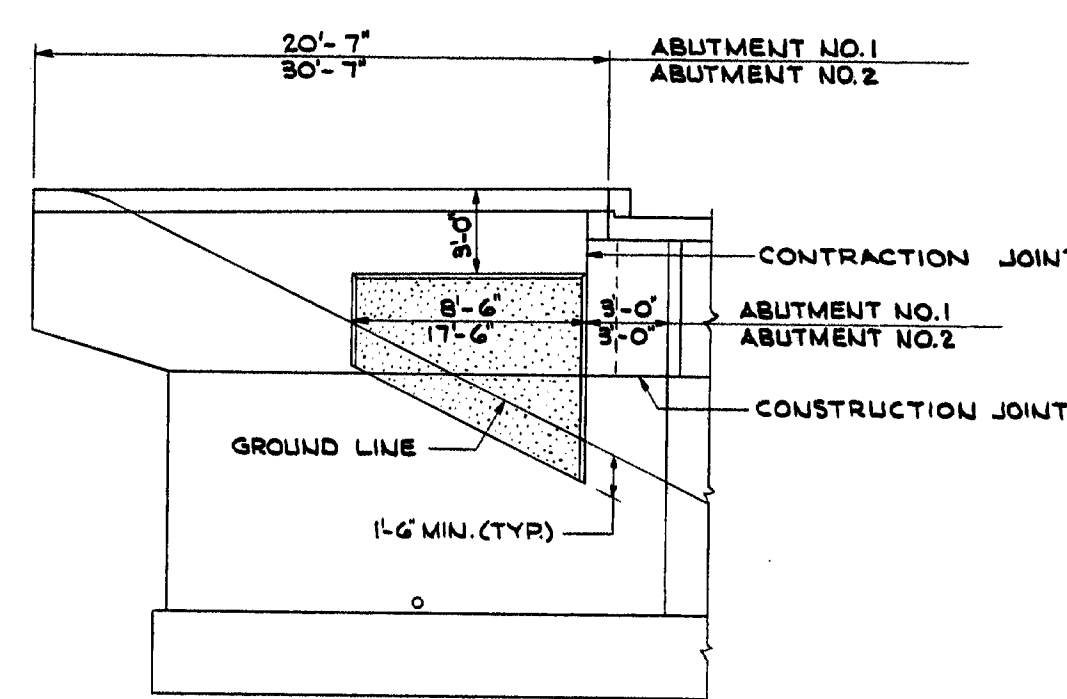
SHEET 14 OF 26 AUGUSTA, MAINE MARCH, 1972

149-192

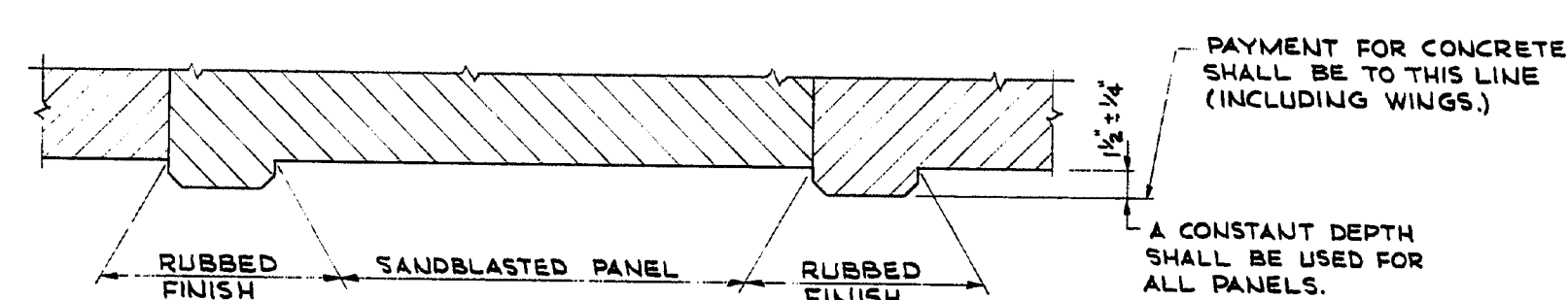
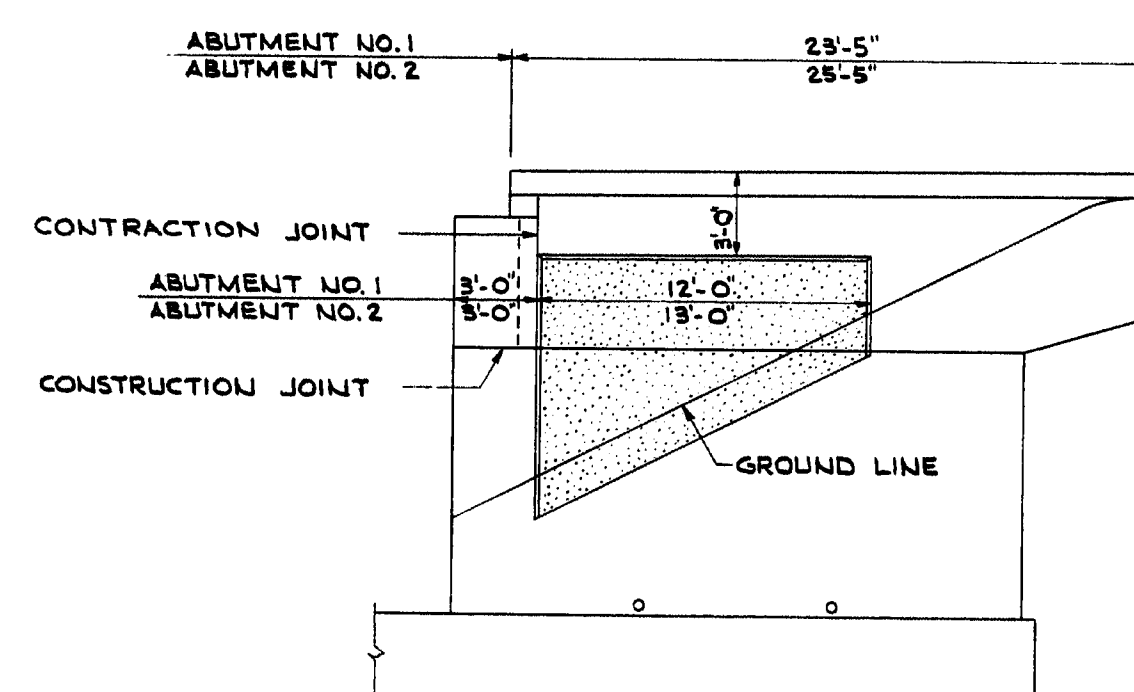
S.P. & REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-5(77)48	17	52



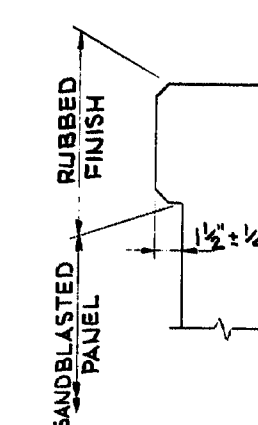
ELEVATION-ABUTMENT NO. 1
ABUT. NO. 2 OPPOSITE HAND AND AS NOTED



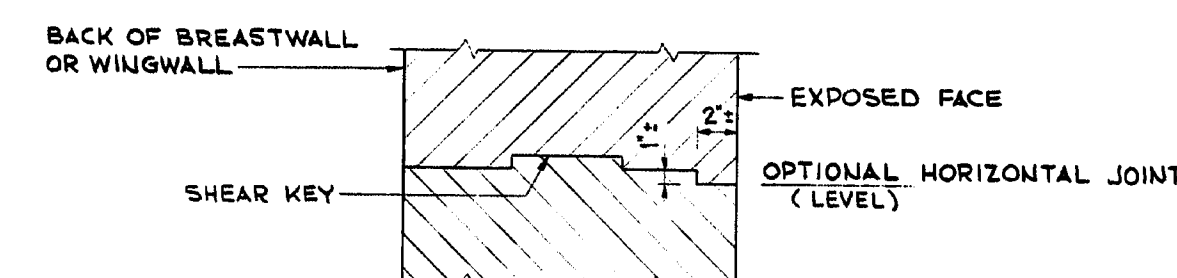
ELEVATION-ABUTMENT NO. 1 WINGS SHOWN
ABUTMENT NO. 2 AS NOTED



SECTION A-A
(TYPICAL)



SECTION B-B
(TYPICAL)



DETAIL A
SEE NOTE 1

NOTES

1. IF HORIZONTAL CONSTRUCTION JOINTS ARE USED IN PLACING CONCRETE IN THE BREASTWALLS OR WINGWALLS, EXPOSED FACES SHALL BE FORMED AS SHOWN IN DETAIL A OR IN A SIMILAR MANNER APPROVED BY THE ENGINEER.
2. SPECIAL CARE SHALL BE EXERCISED SO THAT FORM JOINTS AT EXPOSED FACE OF CONCRETE SHALL BE TIGHT.
3. ALL SURFACES SO DESIGNATED ON THE PLANS SHALL BE SANDBLASTED.
4. ARCHITECTURAL TREATMENT SHALL BE CARRIED TO A MINIMUM DEPTH OF 18" BELOW FINISHED GROUND.
5. BEFORE SANDBLASTING, ALL FINES AND PROJECTIONS IN THE CONCRETE SHALL BE REMOVED AND ALL HOLES PATCHED TO CREATE A SURFACE OF UNIFORM TEXTURE.
6. AT THE TIME CONCRETE IS PLACED, THE CONTRACTOR SHALL CAST 3 SAMPLE SLABS (2'x2'x4'). PRIOR TO SANDBLASTING, THE SAMPLES SHALL BE SANDBLASTED, EACH TO A DIFFERENT DEGREE OF PENETRATION, WITH A MAXIMUM DEPTH OF 3/4" APPROXIMATELY, AND UNDER THE DIRECTION OF THE ENGINEER. THE MOST DESIRABLE SAMPLE WILL BE CHOSEN BY THE ENGINEER, AND THE DESIGNATED AREAS SHALL BE SANDBLASTED TO MATCH THIS SAMPLE.
7. CONCRETE SHALL NOT BE SANDBLASTED FOR AT LEAST 28 DAYS AFTER PLACEMENT.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT MATERIALS AND EQUIPMENT FROM DAMAGE BY THE SANDBLASTING OPERATION. PERSONNEL SHALL BE PROPERLY EQUIPPED: SANDBLAST HOOD FOR OPERATOR AND RESPIRATORS AND GOGGLES FOR ALL OTHER PERSONNEL EXPOSED TO DUST.
9. PAYMENT FOR SANDBLASTING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 502.21, STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS.
10. IN ORDER TO INSURE A CONSISTENT SURFACE TEXTURE FOR THE AREAS TO BE ARCHITECTURALLY TREATED, CONCRETE AGGREGATE SHALL BE TAKEN FROM THE SAME SOURCE, AND PORTLAND CEMENT SHALL BE FROM THE SAME MANUFACTURER THROUGHOUT THE ENTIRE PLACEMENT OF THE ABUTMENT WINGS AND BREASTWALLS.

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
1/72	C.K.L.	G.T.S.	R.E.B.		
2/72					

PLANS

FILE NO.	PLAN NO.
VL-57	17
DES. C.K.L.	CHK. R.E.B.
DR. G.T.S.	CHK. R.E.B.
EST. R.E.B.	CHK. C.K.L.

R. Abbott

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT ARCHITECTURAL TREATMENT

SHEET 15 OF 26 AUGUSTA, MAINE MARCH, 1972

149-193

Plan view of a bridge structure showing spans, bearings, and dimensions. The drawing includes a north arrow pointing towards the top left. The bridge is divided into two main spans, SPAN 1 and SPAN 2, separated by a pier. The total length of the bridge is 90'-2". The drawing shows 18 bearings (BM.1 to BM.18) and 18 piers (PIER 1 to PIER 18). Dimensions are provided for various segments, including 6'-0", 13'-10", 13'-10", 13'-10", 20'-4 1/8", 20'-1 1/8", 12'-8", 12'-8", 12'-8", 5'-9", 6'-3", 13'-11 1/2", 13'-11 1/2", and 6'-3". The drawing also shows a 'WALLPACK LIGHTING FIXTURE (TYP) (BY OTHERS)' and 'THREADED INSERTS, SEE DETAIL A (TYP)'. The drawing is labeled 'CONSTRUCTION I-295' and 'ALIGNMENT NOTE'.

S.P.R. RECORD	STATE	PROJECT NUMBER	SHEET NO.
1	MAINE	I-295-3(7)48	18

PLAN

ELEVATION

TYPICAL EXTERIOR FOOTING

TYPICAL INTERIOR FOOTING

1. ALL PILES - HP12, 74 (44 REQUIRED)
2. PILES MARKED THIS WAY SHALL BE BATTERED 2"/FT. IN THE DIRECTION OF ARROW
3. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
4. MAXIMUM PILE LOAD = 98 TONS (INCLUDES 30% PER PILE FOR NEGATIVE SKIN FRICTION).
5. ESTIMATED LENGTH OF PILES : VARIES FROM 61' TO 74'.
6. ALL PILES TO HAVE POINTED REINFORCED TIP, SEE "FOOTING PLANS-ABUTMENT NOS. 1 & 2"
7. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED, IF THEY ARE EQUAL IN CROSS-SECTIONAL AREA TO THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
8. ESTIMATED DRIVEN LENGTHS OF PILES ARE ESTIMATED FROM AVAILABLE SOILS INFORMATION, WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.

1. DRESS BEARING PAD AREA 1" LARGER, ALL AROUND, THAN SIZE OF MASONRY PLATES TO EXACT ELEVATION SHOWN.
2. REINFORCING STEEL TO HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN.
3. ALL EXPOSED CORNERS TO HAVE 1/2" CHAMFER.
4. ANY UNWATERING AT PIER FORMS SHALL BE INCIDENTAL TO STRUCTURAL EARTH EXCAVATION PIERS.
5. PLACE REINFORCING STEEL IN TOP OF PIER CAP TO CLEAR SWEDGED ANCHOR BOLTS.
6. STEPS IN SEAT ARE MIDWAY BETWEEN BEARINGS (TYP).
7. PLACE PIER CAP SEGMENTS FIRST. PLACE SEGMENTS NOT LESS THAN 24 HOURS AFTER COMPLETION OF POURS OF SEGMENTS 01.

INTERIOR FOOTING PLAN
REQ'D x 5

EXTERIOR FOOTING PLAN
REQ'D x 6

DETAIL A

SECTION B-B

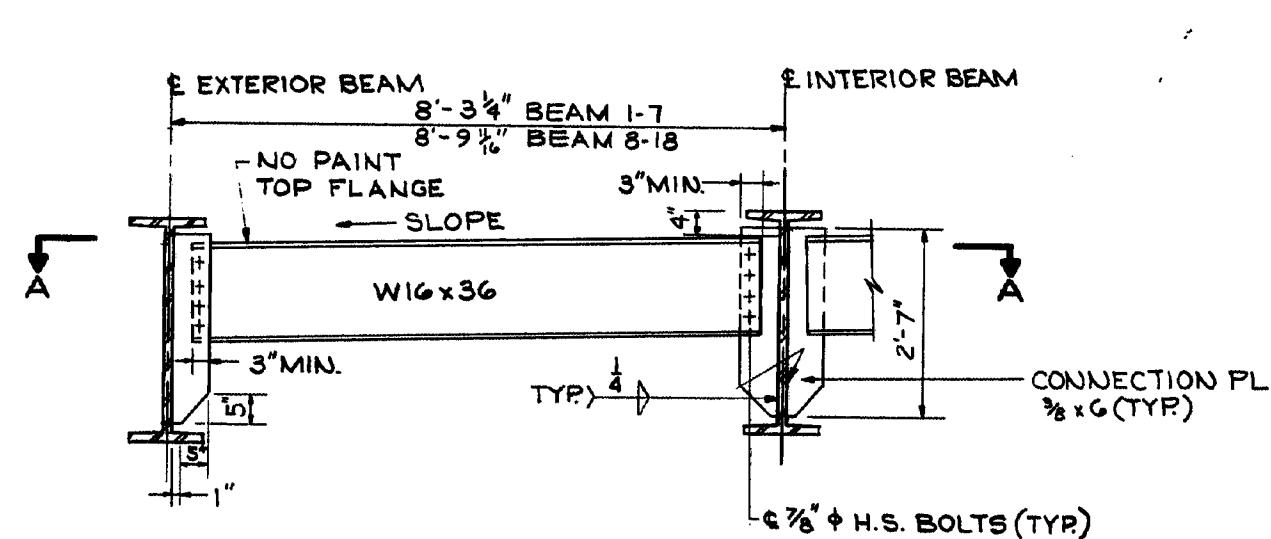
SECTION C-C

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
PIER

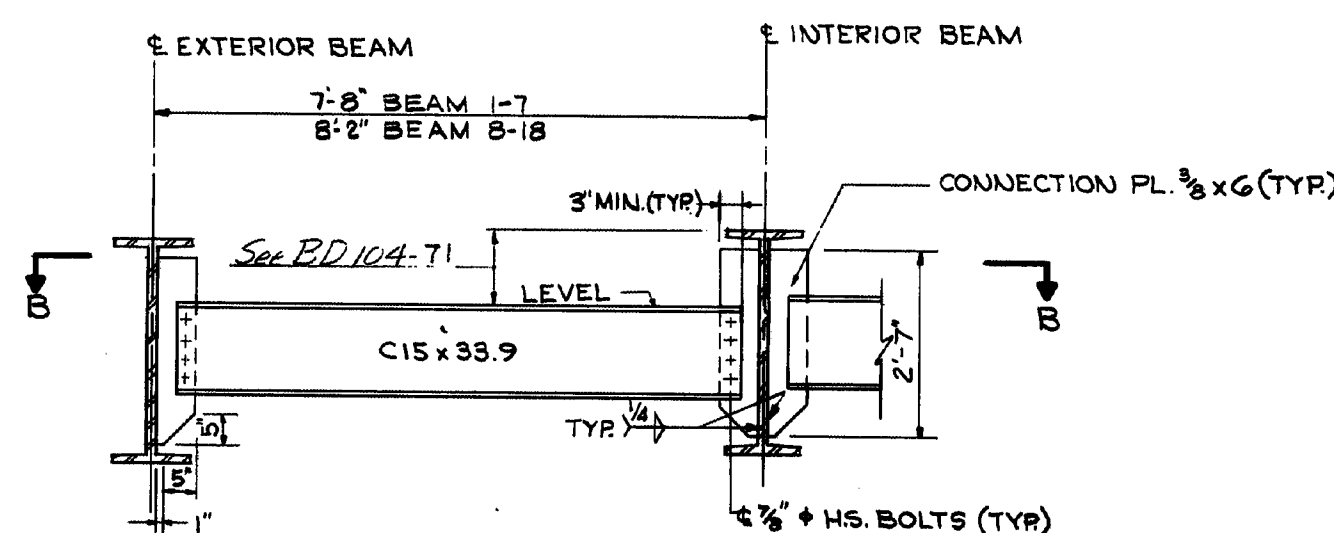
SHEET 16 OF 26 AUGUSTA, MAINE MARCH, 1972

26 AUGUSTA, MAINE MARC
189-194

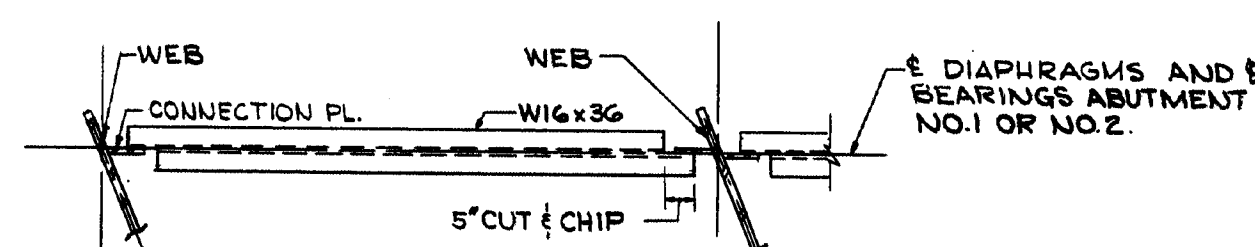
R.P.D. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-5(77)A	20	52



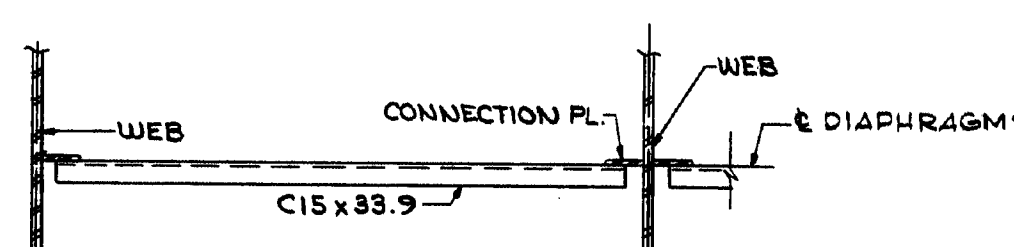
END DIAPHRAGM



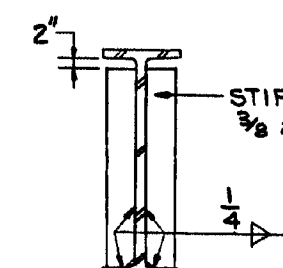
INTERMEDIATE DIAPHRAGM



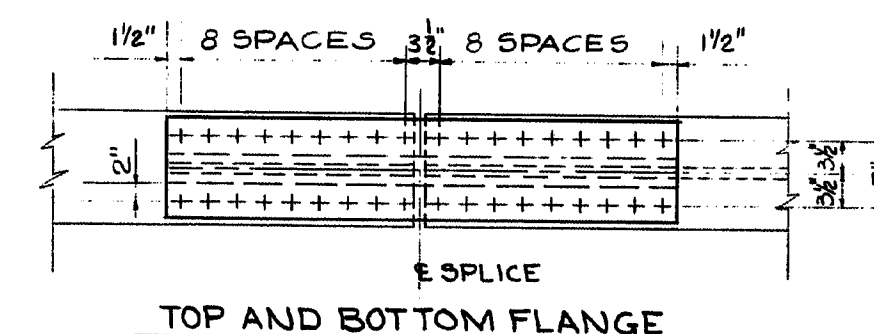
SECTION A-A



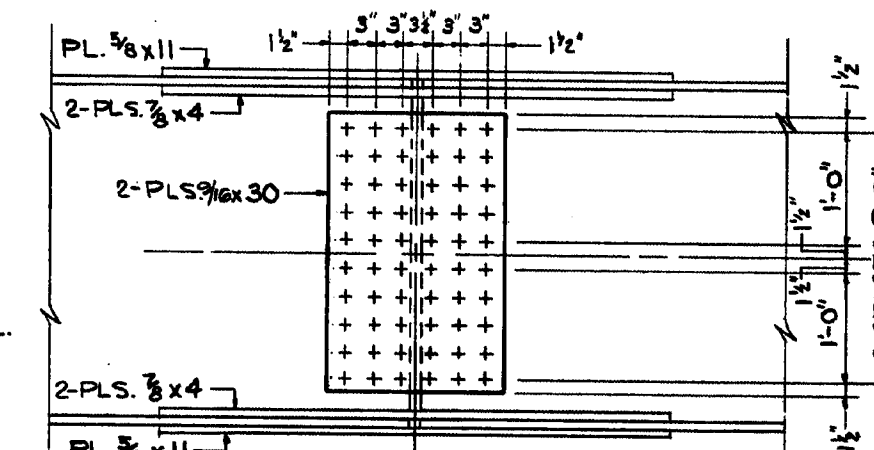
SECTION B-B



BEARING STIFFENER AT PIER

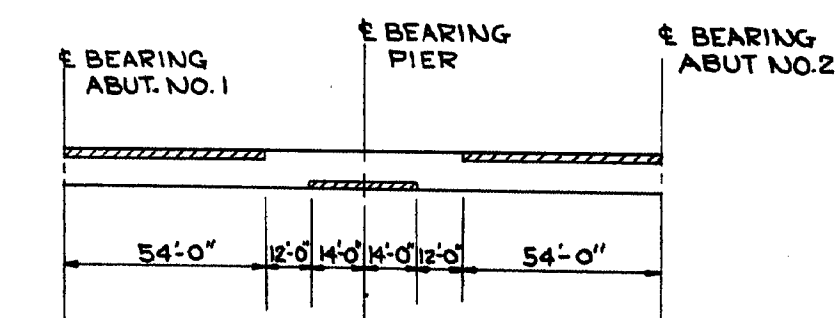


TOP AND BOTTOM FLANGE



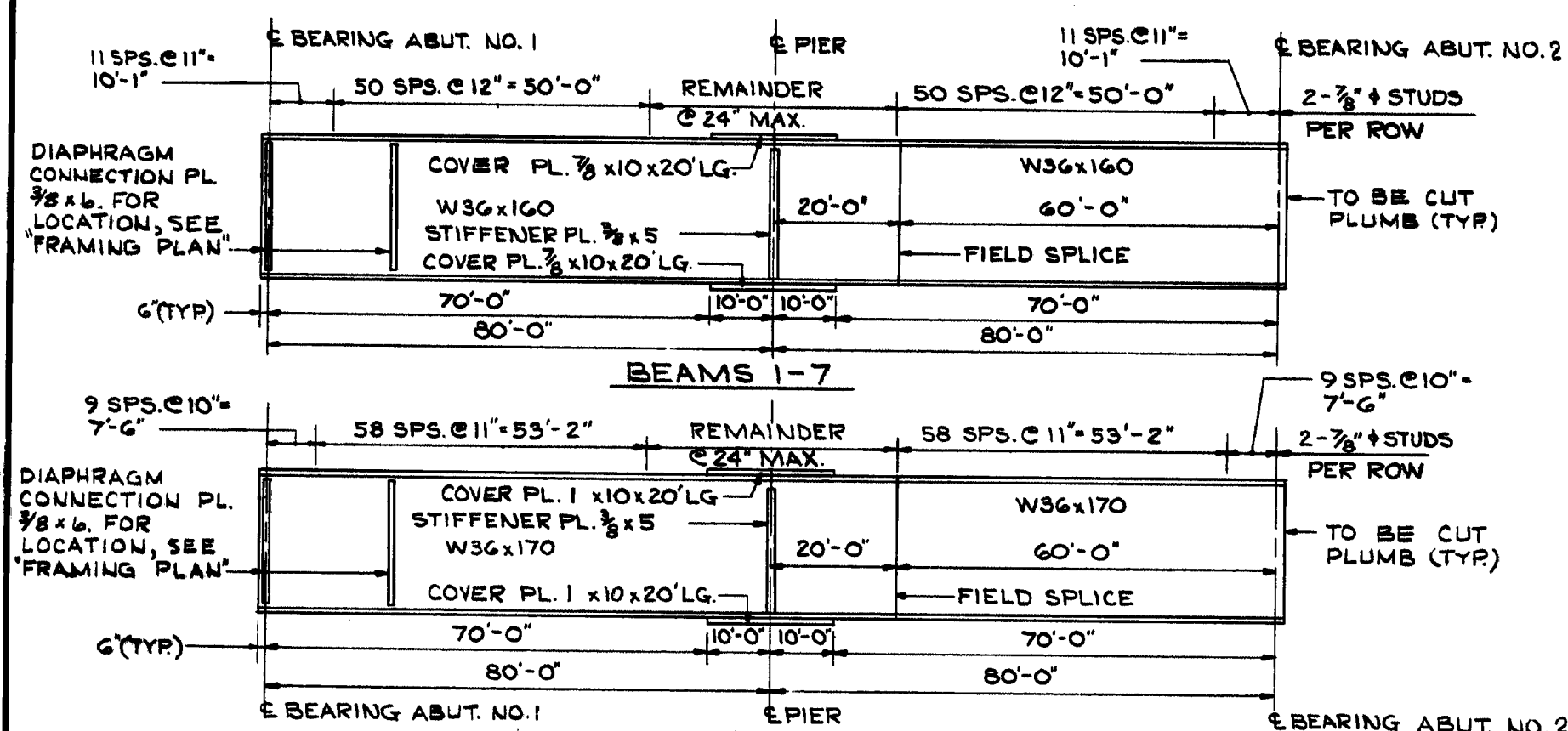
ELEVATION

SPLICE DETAILS

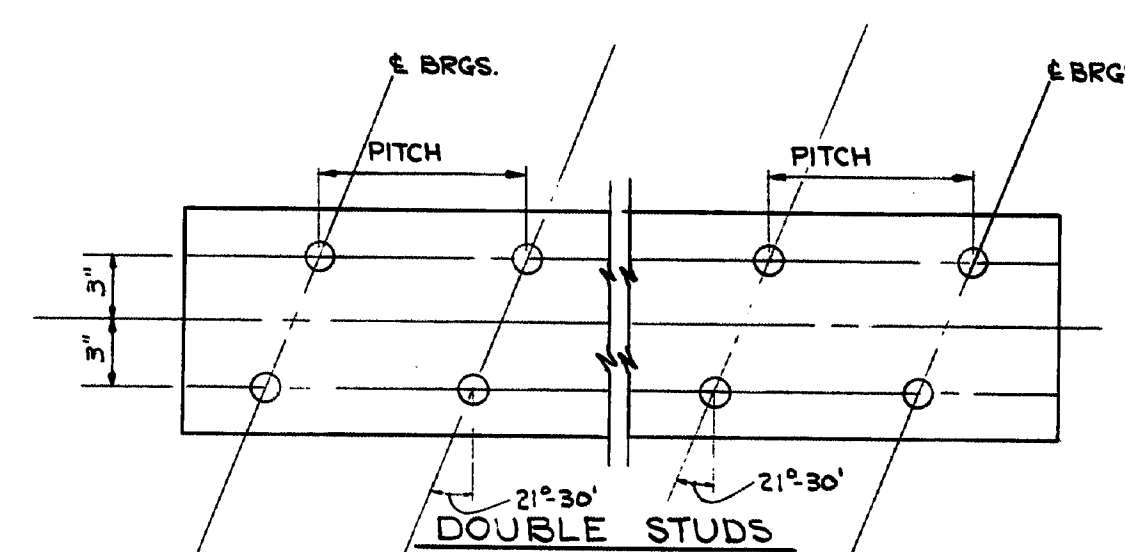


BEAM STRESS TYPE DIAGRAM

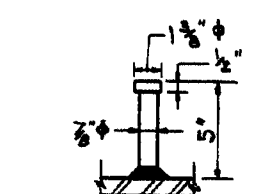
NOTE:
- AREA OF THE BEAM WHICH WILL ALWAYS BE IN COMPRESSION. ALL OTHER AREAS WILL BE IN TENSION OR ARE AREAS WHICH HAVE STRESS REVERSALS.



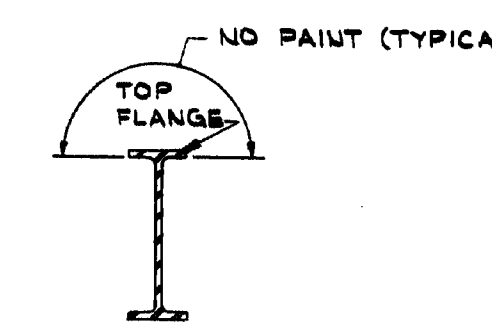
TYPICAL BEAM ELEVATIONS



SHEAR CONNECTOR DETAILS



STUD DETAIL

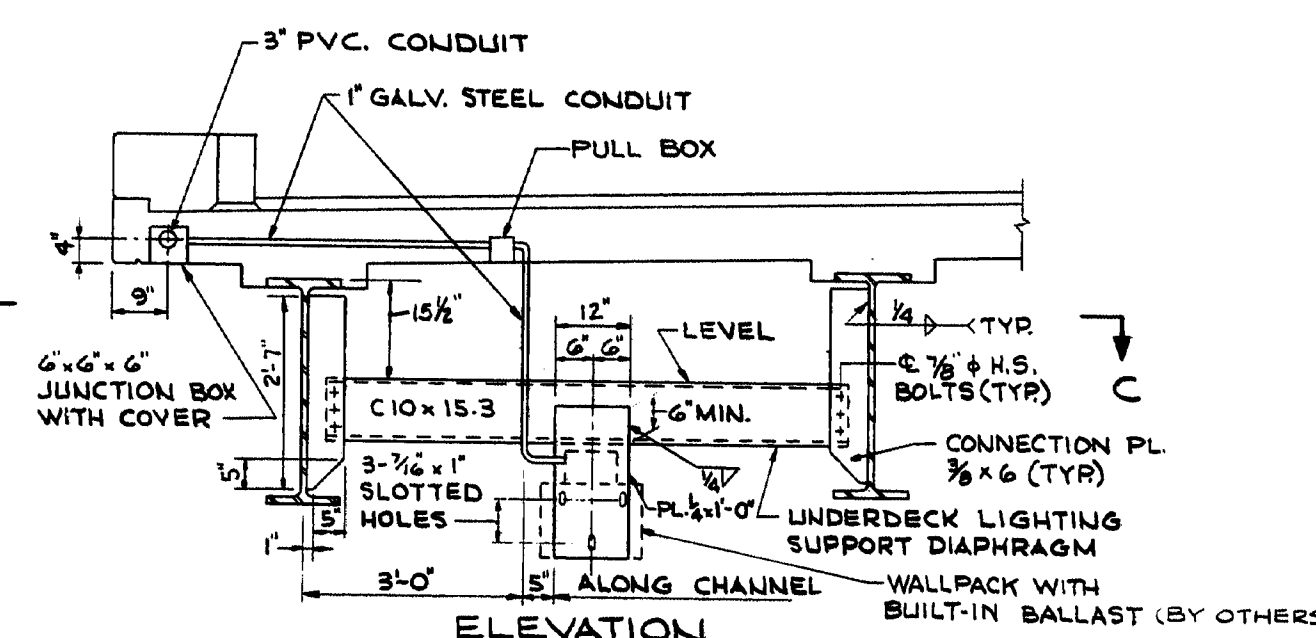


TYPICAL BEAM SECTION

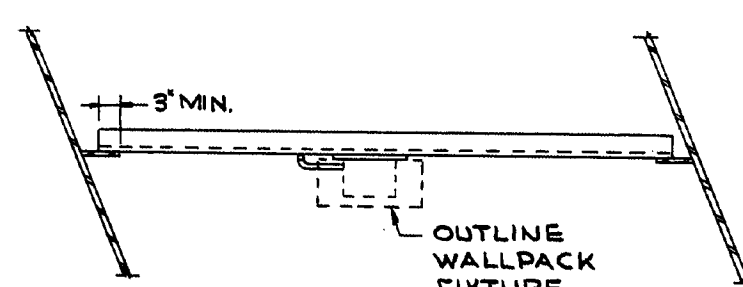
ROCKER SETTING DATA

TEMP. DEGREES F	TEMP.	ABUT. NO. 1	ABUT. NO. 2
-15°	-15°	- 3/16"	- 3/16"
0°	0°	- 5/8"	- 5/8"
15°	15°	- 1/4"	- 1/4"
30°	30°	- 5/16"	- 5/16"
45°	45°	- 1/16"	- 1/16"
60°	60°	0	0
75°	75°	1/8"	1/8"
90°	90°	5/16"	5/16"
105°	105°	5/16"	5/16"

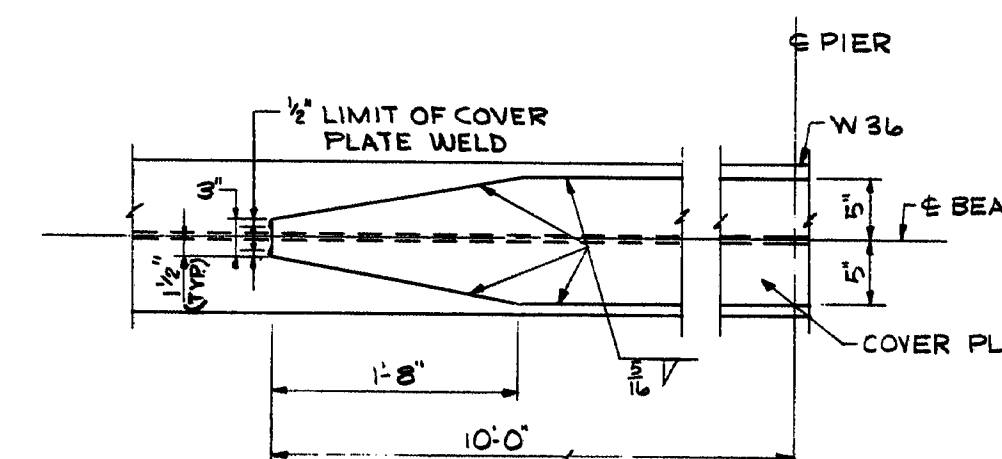
(C) SIGN INDICATES BEARINGS TILT TOWARD PIER



UNDERDECK LIGHTING SUPPORT DETAILS



SECTION C-C



COVER PLATE DETAIL

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
1/72	W.J.A.	REB.			
3/72	REB.				

FILE NO.	PLAN NO.
VL-57	20
DES. C.K.L.	CHK. REB.
DR. W.J.A.	CHK. REB.
EST. REB.	CHK. C.K.L.

SEE IN CHARGE

SEP-1000-1-68 5700

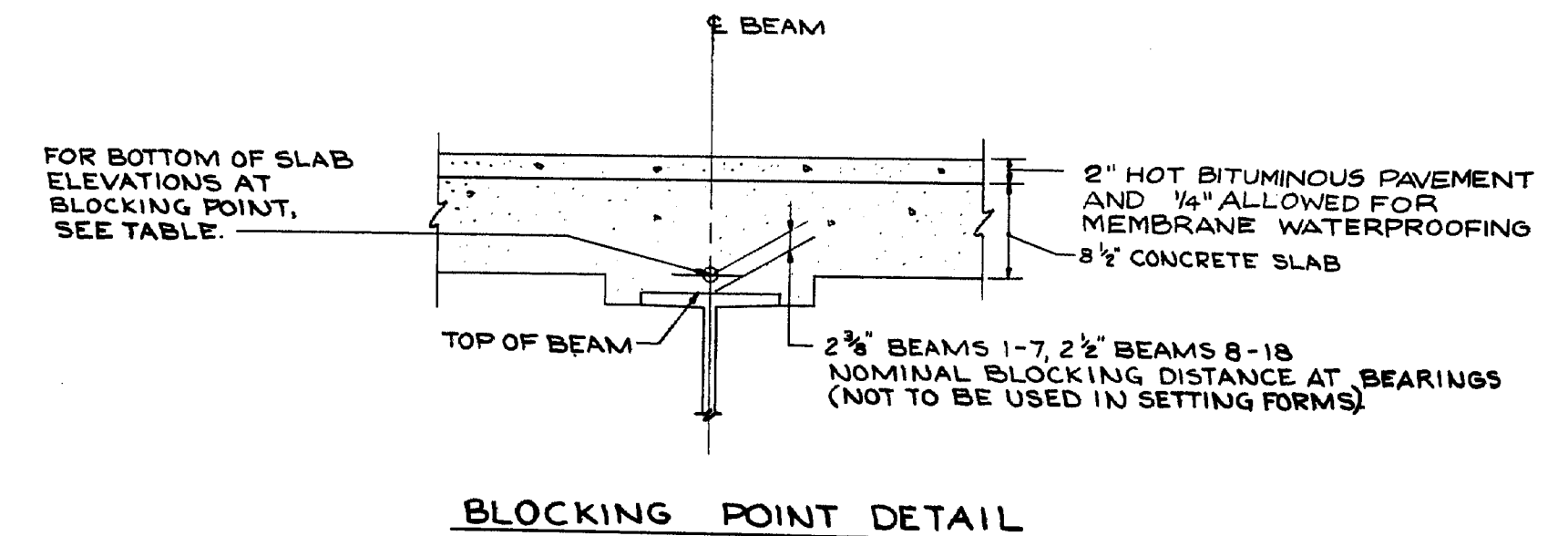
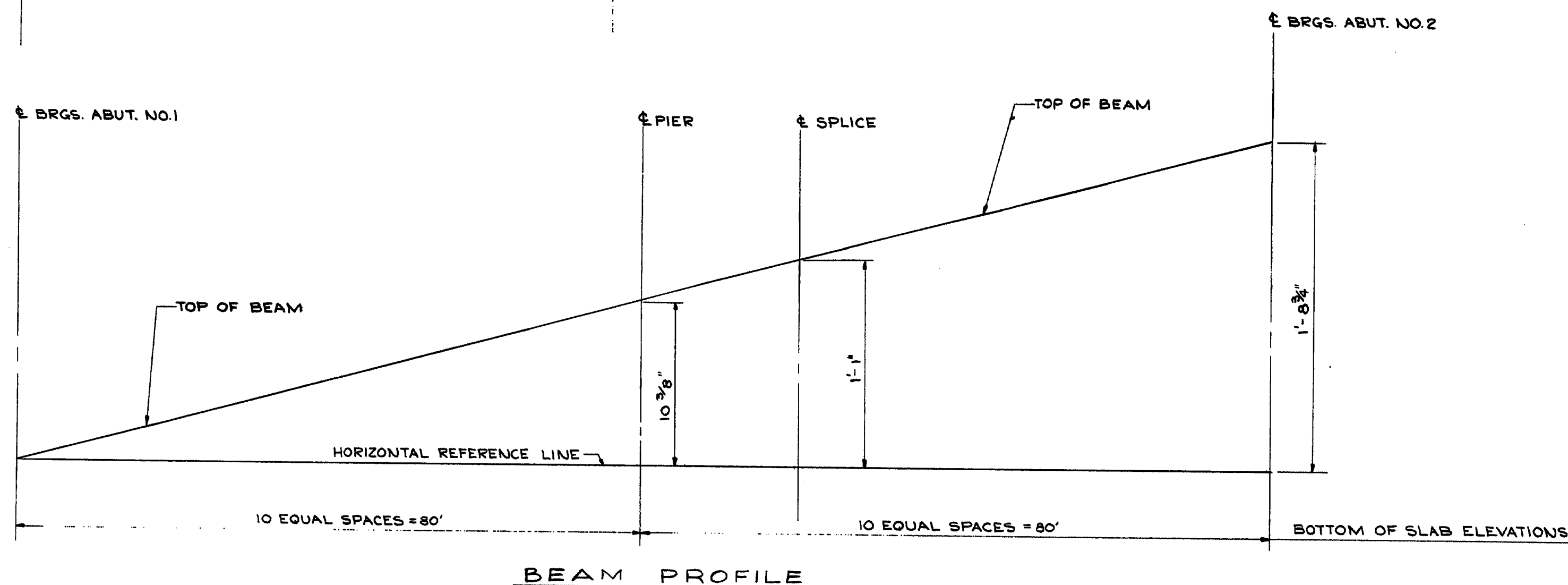
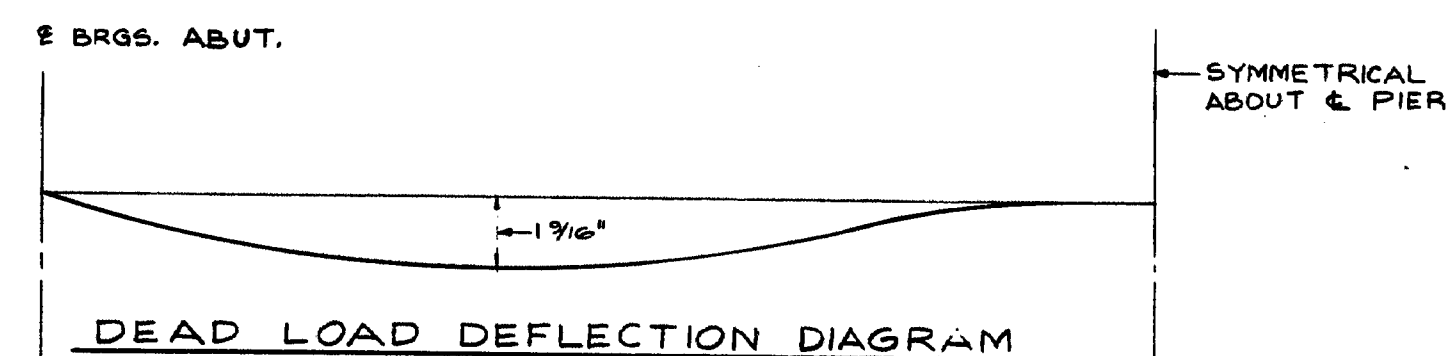
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FRAMING DETAILS

SHEET 18 OF 26 AUGUSTA, MAINE MARCH, 1972

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BOTTOM OF SLAB ELEVATIONS																							
BEAM NO.	ABUT. #1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	ABUT. #2		
1	43.45	43.57	43.67	43.81	43.90	43.98	44.05	44.11	44.17	44.24	44.31	44.41	44.52	44.63	44.75	44.85	44.94	45.02	45.08	45.14	45.18		
2	43.57	43.70	43.82	43.93	44.03	44.11	44.18	44.24	44.30	44.36	44.44	44.53	44.64	44.76	44.87	44.98	45.07	45.15	45.21	45.26	45.31		
3	43.70	43.82	43.95	44.06	44.15	44.23	44.30	44.36	44.42	44.49	44.57	44.66	44.77	44.88	45.00	45.10	45.20	45.27	45.34	45.39	45.43		
4	43.82	43.95	44.07	44.18	44.28	44.36	44.43	44.49	44.55	44.61	44.68	44.79	44.90	45.01	45.12	45.23	45.32	45.40	45.46	45.51	45.56		
5	43.95	44.07	44.19	44.29	44.38	44.46	44.53	44.59	44.65	44.71	44.78	44.86	44.96	45.07	45.19	45.29	45.39	45.46	45.53	45.58	45.63		
6	44.07	44.19	44.31	44.41	44.50	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63		
7	44.19	44.31	44.41	44.50	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68		
8	44.31	44.41	44.50	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73		
9	44.41	44.50	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78		
10	44.50	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83		
11	44.58	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88		
12	44.65	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93		
13	44.71	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98		
14	44.77	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98	46.03		
15	44.83	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98	46.03	46.08		
16	44.90	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98	46.03	46.08	46.13		
17	44.98	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98	46.03	46.08	46.13	46.18		
18	45.07	45.17	45.26	45.33	45.39	45.46	45.53	45.58	45.63	45.68	45.73	45.78	45.83	45.88	45.93	45.98	46.03	46.08	46.13	46.18	46.23		

- NOTES:
1. THE "BOTTOM OF SLAB ELEVATIONS" IN THE TABLE INCLUDE DEAD LOAD DEFLECTIONS.
 2. BEFORE THESE ELEVATIONS ARE USED IN SETTING FORMS, THE WELDING OF SHEAR CONNECTORS TO THE TOP FLANGE PLATES AND THE DIAPHRAGM CONNECTIONS MUST BE COMPLETED.



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Figure 10-1 illustrates typical cross-sections of concrete bridge deck slabs, showing four distinct configurations: Outside Curb, Median Curb, Abutment No. 1, and Abutment No. 2.

- Outside Curb:** Shows a cross-section of the deck slab with a 3' PVC conduit, a 9' width, and WT5x24.5 reinforcement. The face of the curb is indicated.
- Median Curb:** Shows a cross-section of the deck slab with an anchor bar (typ) and a 1/2 expansion joint in the abutment backwall. The face of the median curb is indicated.
- Abutment No. 1:** Shows a cross-section of the deck slab with an end stone and a 1/2 longitudinal deck joint with sealer. The face of the curb is indicated.
- Abutment No. 2:** Similar to Abutment No. 1, but with noted differences.

Technical drawings of bridge deck details C, A, and D.

Detail C: Shows a cross-section of a bridge deck with an anchor bar (1/2" x 1'-0" (TYP)) and a 1/2" PL. WELDED TO WT 5 x 24.5 (TYP). A 10" REVEAL is indicated. A note states: "ANCHOR BARS 1/2" x 1'-0" (TYP) SEE DETAIL A". A note also states: "PROVIDE HOLE FOR 3" Ø PVC CONDUIT".

Detail A: Shows a cross-section of a bridge deck with an anchor bar (1/2" x 1'-0" (TYP)) and a 1/2" PL. WELDED TO WT 5 x 24.5 (TYP). A 10" REVEAL is indicated. A note states: "ANCHOR BAR 1/2" x 1'-0" (TYP)".

Detail D: Shows a cross-section of a bridge deck with a preformed elastic joint sealer and a 1/2" BAR (TYP). A 10" REVEAL is indicated. A note states: "PREFORMED ELASTIC JOINT SEALER".

SECTION C-C

SECTION D-D

NOTES

1. FOR CURB SECTIONS AND CROSS SLOPE ON SUPERSTRUCTURE, SEE "SUPERSTRUCTURE DETAILS - PART I".
2. THE ENTIRE ARMORED JOINT WILL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.
3. THE TYPE OF PREFORMED ELASTIC JOINT SEALER FURNISHED SHOULD ACCOMMODATE A TOTAL MOVEMENT OF 1" AT ABUTMENTS NO. 1 & 2.
4. DIMENSIONS OF THE SEALERS, OPENINGS, AND POSITION OF THE SUPPORTING BARS SHALL BE ADJUSTED TO CONFORM WITH THE TYPE OF SEALER FURNISHED.

The figure contains two technical drawings labeled (A) and (B).

(A) is a side view of an armor joint assembly. It shows a vertical plate being joined to another surface. Key components include:

- A top flange with dimensions $1\frac{7}{8} \pm .045"$ and a note "SEE DETAIL U".
- A circular seal area with a cross-hatched pattern, labeled "SEAL BAR" with dimensions $\frac{1}{4} \times \frac{1}{4} \times 1'-6"$.
- A central bolt labeled " $L \frac{7}{8} \times \frac{3}{8}$ H.S. BOLT (TYP)".
- A base plate labeled "WT 5 x 24.5".
- An angled reinforcement plate labeled "10°" and "12' 7\".
- A bottom flange labeled " $\frac{1}{8}" V 1-S$ ".
- A dimension of $3\frac{1}{2}"$ across the top section.
- A horizontal distance of $2\frac{1}{2}"$ from the left edge to the center bolt.
- A total width of $1\frac{1}{4}"$ at the base.
- A note at the bottom: "BAR $2\frac{1}{2} \times \frac{3}{8} \times 1'-4"$ (TYP)".

(B) is a detailed view of the adjustment device. Key components include:

- A top flange with "SLOTTED HOLES $\frac{11}{16} \times \frac{1}{8} \phi$ H.S. BOLTS".
- A central bolt labeled " $\frac{7}{8} \phi$ H.S. BOLT".
- A dimension of $1\frac{1}{2}"$ between the top holes.
- A dimension of $2\frac{1}{2}"$ from the center bolt to the right edge.
- A label "L $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$ " pointing to a component.
- A label "ADJUSTMENT DEVICE" pointing to the main assembly.
- A dimension of $\frac{1}{4}"$ indicating a gap or offset.
- A dashed line representing the "END DIAPHRAM".

NOTE:

AFTER ARMORED JOINT IS SET IN FINAL POSITION, ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH $\frac{1}{4}"$ RILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED.

ADJUSTMENT DEVICES
SUPERSTRUCTURE SIDE
ONLY-1 EACH BEAM

- ### NOTES
1. FOR CURB SECTIONS AND CROSS SLOPE ON SUPERSTRUCTURE, SEE "SUPERSTRUCTURE DETAILS - PART I".
 2. THE ENTIRE ARMORED JOINT WILL BE SET TO THE GRADIENT AND CROSS SLOPE OF THE FINISHED ROADWAY.
 3. THE TYPE OF PREFORMED ELASTIC JOINT SEALER FURNISHED SHOULD ACCOMMODATE A TOTAL MOVEMENT OF 1" AT ABUTMENTS NO. 1 & 2.
 4. DIMENSIONS OF THE SEALS, OPENINGS, AND POSITION OF THE SUPPORTING BAR SHALL BE ADJUSTED TO CONFORM WITH THE TYPE OF SUPERSTRUCTURE.

THE CONFIGURATION OF THE PREFORMED ELASTIC JOINT SEALER MAY BE CHANGED FROM THAT SHOWN IN ORDER TO CONFORM WITH SIZES AS PRODUCED BY VARIOUS MANUFACTURERS, HOWEVER, THE CROSS-SECTIONAL DIMENSIONS, INCLUDING THOSE IN THE INTERNAL ELEMENTS & THE SHELL (A & B) SHALL BE APPROVED BY THE ENGINEER BEFORE ORDERING THE PREFORMED ELASTIC JOINT SEALER.

PREFORMED ELASTIC JOINT SEALER SHALL BE FABRICATED, DELIVERED & INSTALLED ACCORDING TO THE SUPPLEMENTAL SPECIFICATIONS AND AS SHOWN ON P. 11.

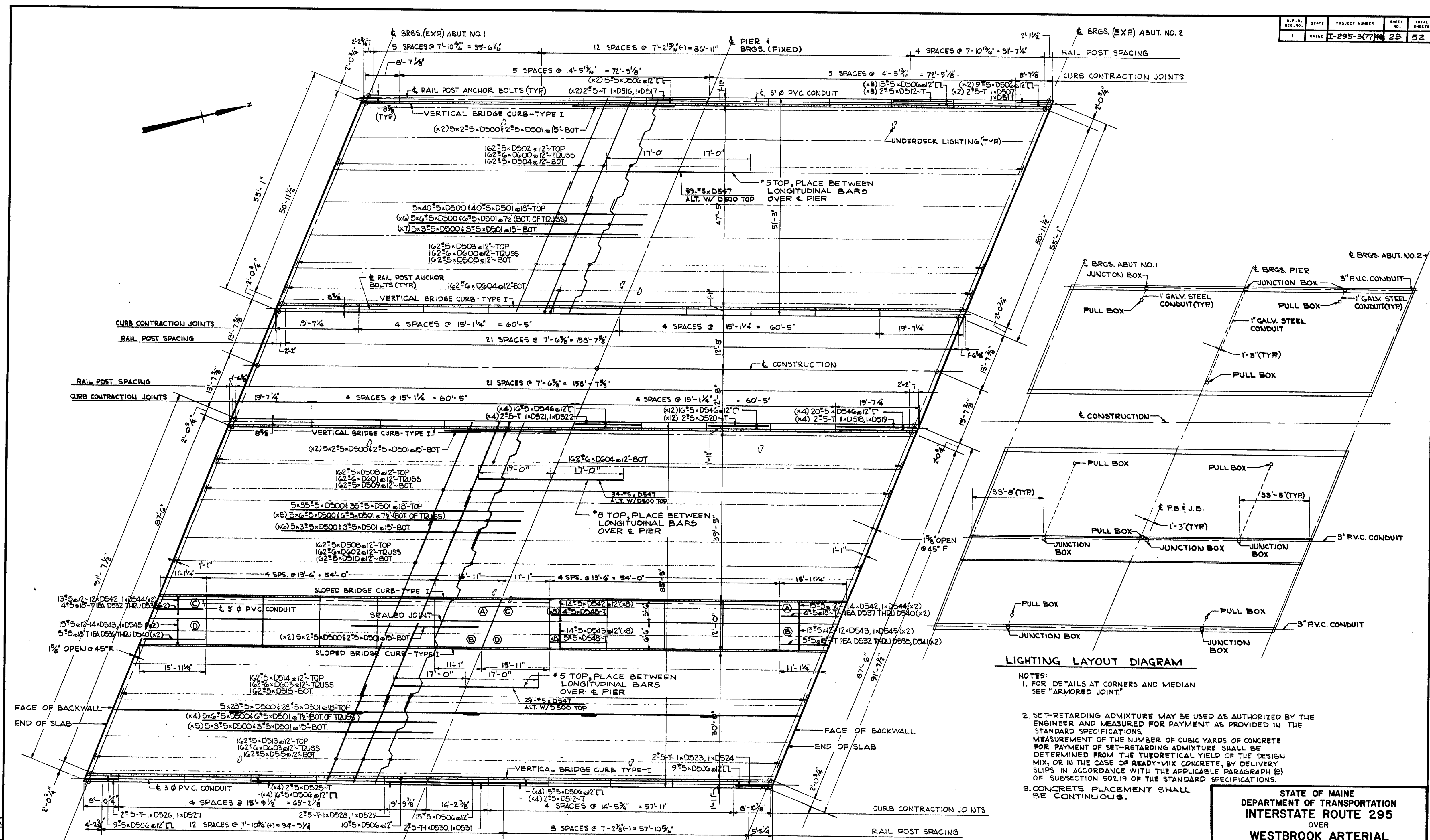
FILE NO.		PLAN NO.	
	VL-57		22
DES	C.K.L.	CHK	REB.
DR	G.T.S.	CHK	REB.
EST	REB.	CHK	C.K.L.

P. Albrecht
 ER IN CHARGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARMORED JOINT
EET 20 OF 26 AUGUSTA, MAINE MARCH, 1972

149-198

S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)46	23	52



LIGHTING LAYOUT DIAGRAM

- NOTES:
1. FOR DETAILS AT CORNERS AND MEDIAN SEE "ARMORED JOINT."
 2. SET-RETARDING ADMIXTURE MAY BE USED AS AUTHORIZED BY THE ENGINEER AND MEASURED FOR PAYMENT AS PROVIDED IN THE STANDARD SPECIFICATIONS. MEASUREMENT OF THE NUMBER OF CUBIC YARDS OF CONCRETE FOR PAYMENT OF SET-RETARDING ADMIXTURE SHALL BE DETERMINED FROM THE THEORETICAL YIELD OF THE DESIGN MIX, OR IN THE CASE OF READY-MIX CONCRETE, BY DELIVERY SLIPS IN ACCORDANCE WITH THE APPLICABLE PARAGRAPH (E) OF SUBSECTION 502.19 OF THE STANDARD SPECIFICATIONS.
 3. CONCRETE PLACEMENT SHALL BE CONTINUOUS.

- NOTES:
1. BRIDGE RAILING - SEE STANDARD DETAIL BD(14-75) AND "SUPERSTRUCTURE DETAILS-PART II."
 2. FOR BRIDGE RAIL LAYOUT AT ABUTMENT BACKWALLS SEE "SUPERSTRUCTURE DETAILS-PART II."

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE PLAN

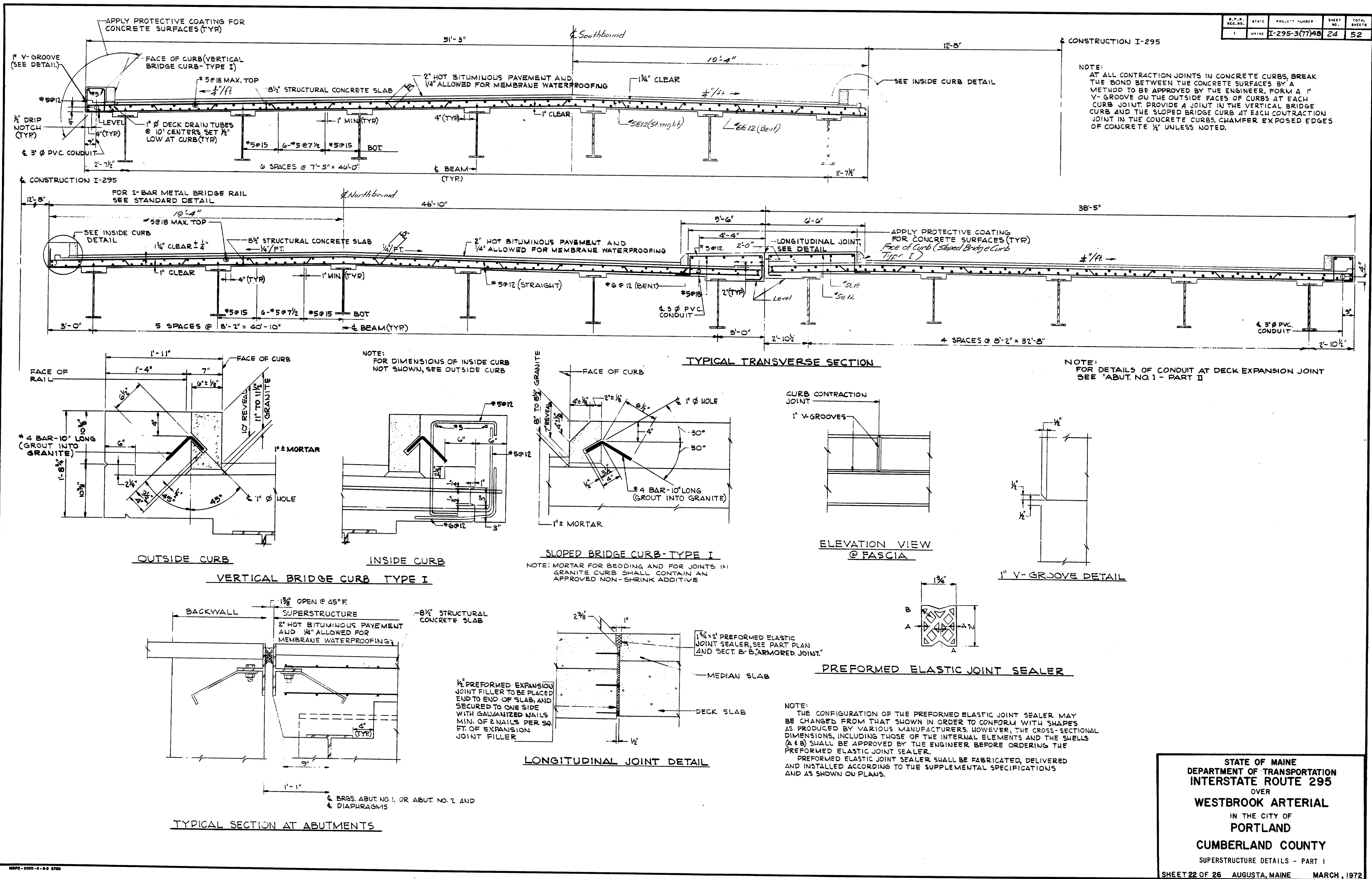
SHEET 21 OF 26 AUGUSTA, MAINE MARCH, 1972

149-199

DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY DATE	1/72		
W.R.R.			
R.B.B.			
C.K.L.			
PLANS			

FILE NO.	PLAN NO.
VL-57	23
C.K.L.	CHK
W.R.R.	CHK
R.B.B.	CHK
C.K.L.	CHK

MAINE 2000-1-64 3700



199-200