

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition, 2017.

MATERIALS

Concrete: Deck Ends, Backwalls, Curbs & Transition Barriers..... Class "LP"
Reinforcing Steel..... ASTM A 615/A 615M, Grade 60

BASIC DESIGN STRESSES

Concrete, Class "LP"..... f 'c = 5,000 psi
Reinforcing Steel..... f y = 60,000 psi

SOUTH PORTLAND
CUMBERLAND COUNTY
INTERSTATE 295 SOUTHBOUND

BRIDGE JOINT REHABILITATION

FEDERAL PROJECT NO. 2361504
PROJECT LENGTH 0.94 mi.
BRIDGE NUMBERS:
1513, 6532

LIST OF DRAWINGS

Title Sheet.....	1
General Notes and Construction Phasing.....	2
Estimated Quantities.....	3
Plan View and Transverse Section:	
State Route 703 #1513.....	4
Westbrook Street #6532.....	5
Joint Modification Details.....	6-9
Concrete Transition Barriers.....	10-12
Joint Modification Temporary Roadway Plate.....	13
Bridge Phasing.....	14-15
Traffic Control Details.....	16
Traffic Control Plan.....	17-18
Traffic Control Sign Summary.....	19

UTILITIES

Central Maine Power Company
Great Works Internet (GWI)
Verizon
MaineCom
Portland Water District
Buckeye Partners, L.P.
Portland Pipe Line Corporation

MAINTENANCE OF TRAFFIC

Phased construction with single lane closures.

PROJECT LOCATION:	I-295 Between Route 703 & Westbrook Street (Multiple Bridge Locations)
PROGRAM AREA:	Bridge Preservation
OUTLINE OF WORK:	Joint Modifications



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE
APPROVED		6-30-2020
COMMISSIONER:		
CHIEF ENGINEER:		

Signature: *Timothy R. Cote*

SIGNATURE: 10671

P.E. NUMBER: 06/26/2020

DATE

PROJECT INFORMATION	
PROGRAM	Bridge
PROJECT MANAGER	Mackenzie Kersbergen
DESIGNER	Tim Cote
CONSULTANT	HNTB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SOUTH PORTLAND
CUMBERLAND COUNTY

TITLE SHEET

Date:6/25/2020

Username:

Division:

Filename001_Title Sheet.dgn

WIN 023615.04

2361504

GENERAL NOTES

1. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

2. Project info referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>

3. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. 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.

4. All dimensions, angles and stationing shown on existing plans are taken from as-built construction drawings from 1968 through 1994, supplemented by limited field measurements and are not guaranteed to be correct. All existing bridge information shall be verified in the field by the Contractor prior to commencing any work.

5. Contractor shall note that MaineDOT may have other active projects in the area. Contractor shall coordinate this work and associated traffic control with the other contracts.

6. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications section 109.7, Equitable Adjustments to Compensation.

7. Reinforcing steel shall have a minimum concrete cover of 2" unless otherwise noted.

8. Where new pavement joins existing pavement, the existing pavement shall be saw cut or milled along a smooth line to a neat, even, vertical joint, as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related Contract items.

9. Payment for removing existing concrete end posts will be considered incidental to Item 526.340 Permanent Concrete Transition Barrier - Modified.

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

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

12. New seals shall be installed full length after all sections of the joint armor have been installed.

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

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

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

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

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

18. Deck or backwall repairs located below areas of elastomeric concrete shall be repaired in accordance with Standard Specification 518 and allowed to cure prior to placing elastomeric concrete. The concrete repairs shall be completed to provide an elastomeric concrete thickness of 3". The depth of elastomeric concrete may be increased to 4" maximum only in cases where doing so eliminates the need for patching.

19. Limited field inspections indicate potential for deck end and/or backwall concrete repairs to be required to achieve sound concrete beneath the proposed elastomeric concrete headers.

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

21. All work shall conform to MaineDOT Standard Specifications for highways and bridges.

22. Any Temporary Earth Support Systems required to support the earth adjacent to the back walls during bridge joint replacement or structural concrete repairs will not be measured separately, but shall be incidental to the related Contract items.

CONSTRUCTION PHASING

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

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

3. The construction phasing for the bridge work has been separated into 2 work zones as follows:

a. I-295 over State Route 703

b. I-295 over Westbrook Street

The Contractor shall plan the work accordingly. Any proposed modifications to the work zones (grouping of bridges) or phasing of work shall be submitted to the Resident for review and approval.

4. Work zone time restrictions exist for all work zones. See Special Provisions 107 for specific work zone time restrictions and limitations of operations.

5. Except where noted otherwise, the Contractor shall provide 12 ft. min. width travel lanes and 2 ft. min. shoulders in all work zones, as shown on the bridge Phasing Sections. The Contractor shall maintain the number of travel lanes in work zones as defined on the Traffic Control Details and Traffic Control Plans.

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

7. Long term lane closures required for bridge work shall be protected with temporary concrete barrier and crash cushions at the work zones. Contractor shall access the work zones from the trailing end, unless otherwise noted.

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

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

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

11. The Contractor shall remove all existing pavement markings that conflict with proposed markings.

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

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

14. All construction signs will be provided by the Contractor. See Sign Summary Sheet.

INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY GENERAL NOTES AND CONSTRUCTION PHASING	STATE OF MAINE DEPARTMENT OF TRANSPORTATION				2361504				WIN 023615.04						
	SIGNATURE				P.E. NUMBER				DATE						
SHEET NUMBER		2		OF 19		HNTB									

ESTIMATED BRIDGE QUANTITIES					
ITEM NO.	DESCRIPTION	QUANTITY	QUANTITY	TOTAL	UNIT
		<i>SB State Route 703 Br. No. 1513</i>	<i>SB Westbrook Street Br. No. 6532</i>		
202.202	Removing Pavement Surface	910	410	1320	SY
203.20	Common Excavation*	34	12	46	CY
304.10	Aggregate Subbase Course - Gravel*	2	7	9	CY
403.2101	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Polymer Modified)	75	33	108	TON
403.211	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)	7	8	15	TON
403.2131	Hot Mix Asphalt, 12.5mm Nominal Maximum Size (Base and Intermediate Base course, Polymer Modified)	62	8	70	TON
409.15	Bituminous Tack Coat, Applied	46	21	67	GAL
424.38	Crack Repair, Hot Pour Mastic	2700	2100	4800	LB
461.131	Temporary Pavement*	5	40	45	TON
515.21	Protective Coating for Concrete Surfaces (15 CY)	1	0	1	LS
518.51	Repair of Upward Facing Surfaces - below Reinforcing Steel < 8 inches*	53	39	92	SF
518.52	Repair of Upward Facing Surfaces > 8 inches*	2	4	6	CY
520.2432	Bridge Joint Modification Type 3B	1	1	2	EA
520.245	Bridge Joint Modification Type 5 - State Supplied	1	0	1	EA
524.50	Temporary Roadway Mat	0	1	1	EA
526.301	Temporary Concrete Barrier, Type I (1030 LF)	0.56	0.44	1	LS
526.3401	Permanent Concrete Transition Barrier - Modified	2	0	2	EA
527.33	Truck Mounted Attenuator	0	1	1	EA
527.34	Work Zone Crash Cushions	1	1	2	UNIT
627.744	6" White or Yellow Painted Pavement Marking Line	5250	6700	11950	LF
627.77	Removing Existing Pavement Marking	1050	2700	3750	SF
627.781	Temporary 6" Painted Pavement Marking Line, White or Yellow	4350	5500	9850	LF
629.05	Hand Labor, Straight Time*	10	10	20	HR
631.10	Air Compressor (including operator)*	10	10	20	HR
631.11	Air Tool (including operator)*	10	10	20	HR
631.12	All Purpose Excavator (including operator)*	5	5	10	HR
631.172	Truck-Large (including operator)*	5	5	10	HR
639.19	Field Office, Type B	1	0	1	EA
652.30	Flashing Arrow	1	1	2	EA
652.33	Drum	46	90	136	EA
652.34	Cone	10	10	20	EA
652.35	Construction Signs	603	603	1206	SF
652.361	Maintenance of Traffic Control Devices	0.50	0.50	1	LS
652.41	Portable-Changeable Message Sign	1	0	1	EA
652.46	Sequential Flashing Warning Lights	8	8	16	EA
656.75	Temporary Soil Erosion and Water Pollution Control	0.5	0.5	1	LS
659.10	Mobilization	0.5	0.5	1	LS

* Undetermined Location

Notes:

1. Estimated Quantities for each bridge are provided here for reference purposes only.



INTERSTATE 295 SOUTHBOUND
S. PORTLAND

ESTIMATED QUANTITIES

SHEET NUMBER

3

OF 19

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2361504

WIN
023615.04

BRIDGE PLANS

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

M. Kersbergen
G. Standley
E. Beausoleil
A. Stephens

BY
T. Cote

DATE
06/20
06/20

SIGNATURE

P.E. NUMBER

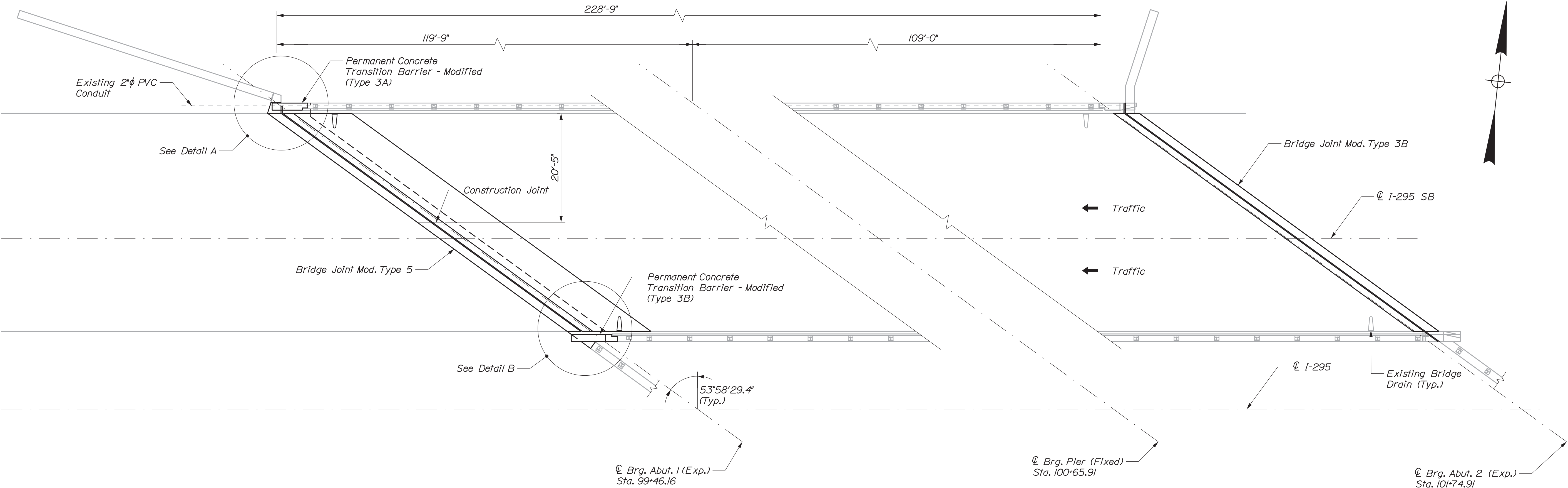
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Date:6/25/2020

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Division:

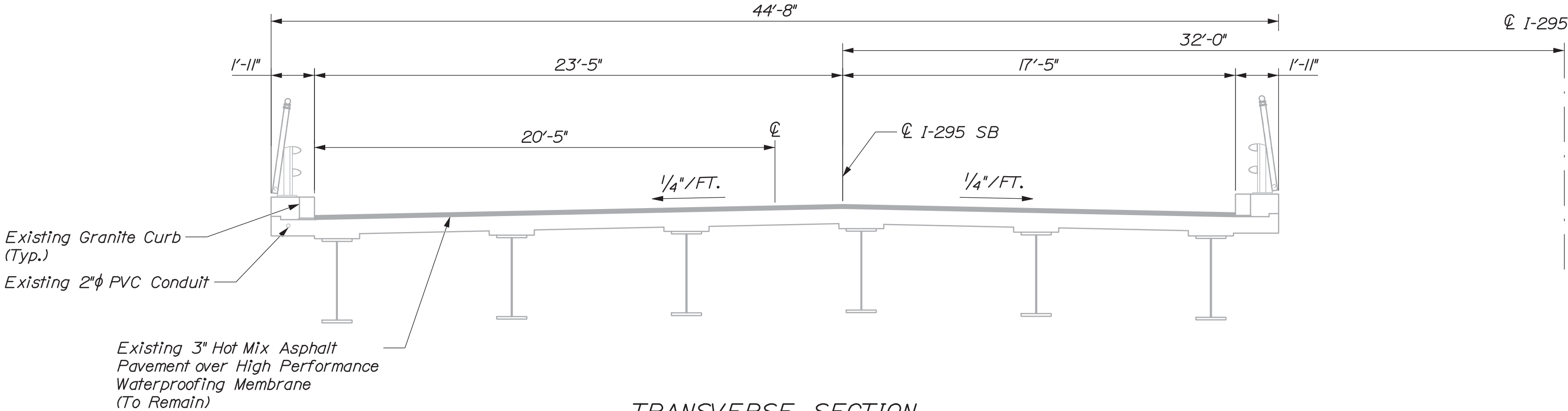
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INTERSTATE 295 SOUTHBOUND OVER STATE ROUTE 703
South Portland ~ Bridge No. 1513

NOTES:

1. Contractor shall repair areas of concrete deck and backwall deterioration under and adjacent to the existing elastomeric header concrete as directed by the Resident. Locations of deck and backwall repairs are undetermined for this bridge. Coordinate work with Resident. Payment for concrete repair work shall be under the 518 pay items.
2. For Details A and B see "Concrete Transition Barrier Details I"



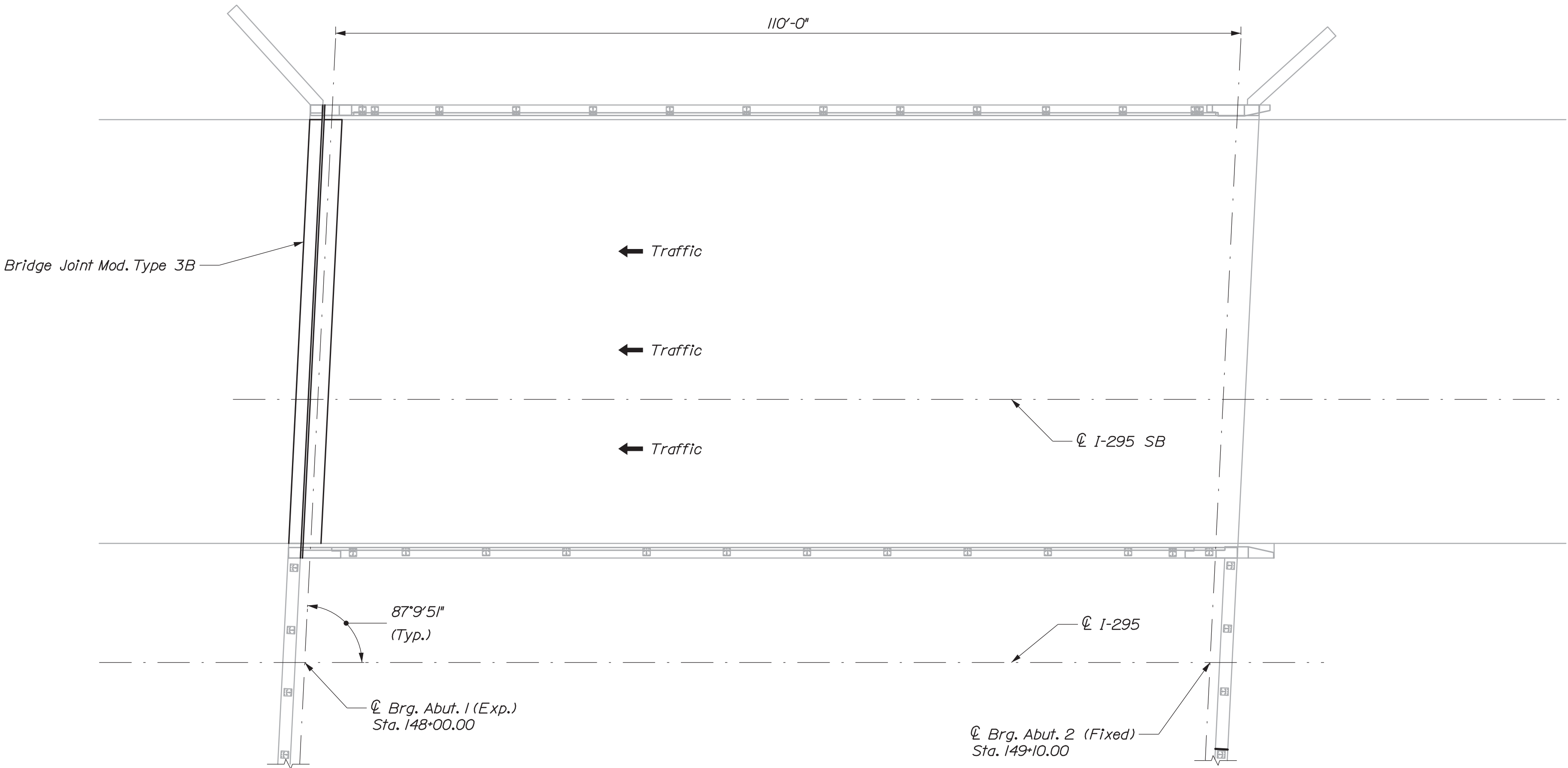
TRANSVERSE SECTION
M.T.S.



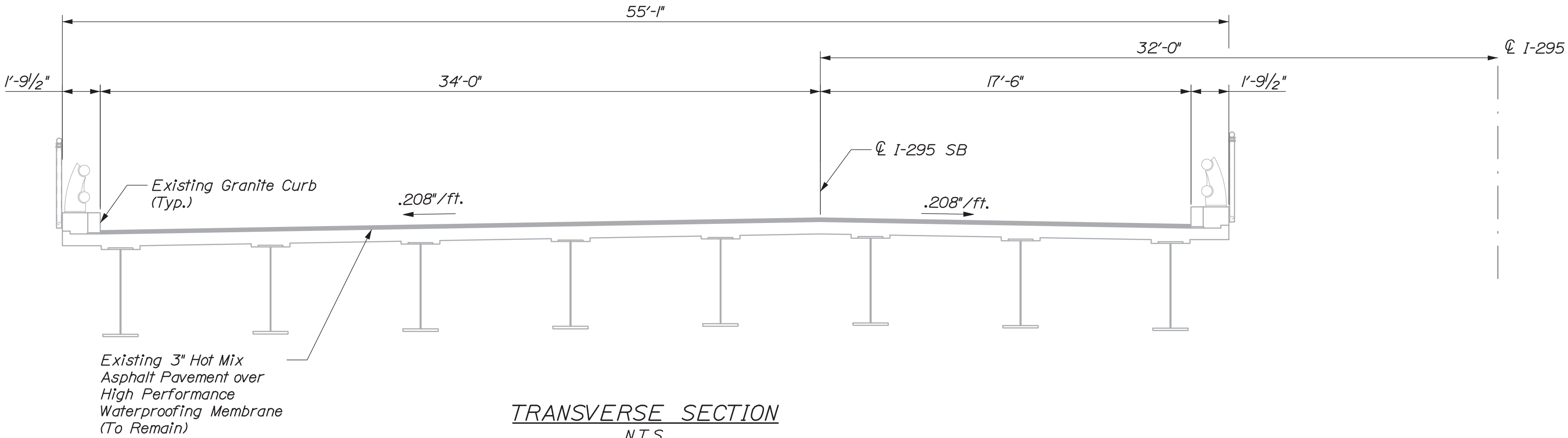
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2361504		BRIDGE NO. 1513		WIN		023615.04		BRIDGE PLANS	
INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY		PLAN AND SECTION		STATE ROUTE 703		SHEET NUMBER		4		OF 19	
PROJ. MANAGER	M. Kersbergen	DESIGNED	G. Standley	BY	E. Benoit	DATE	06/20	SIGNATURE		P.E. NUMBER	
CHECKED	A. Stephens	DESIGNED	A. Stephens	BY	T. Cote	DATE	06/20	SIGNATURE		P.E. NUMBER	
DESIGNED		DESIGNED		BY		DATE		SIGNATURE		P.E. NUMBER	
REVISIONS 1		REVISIONS 1		BY		DATE		SIGNATURE		P.E. NUMBER	
REVISIONS 2		REVISIONS 2		BY		DATE		SIGNATURE		P.E. NUMBER	
REVISIONS 3		REVISIONS 3		BY		DATE		SIGNATURE		P.E. NUMBER	
REVISIONS 4		REVISIONS 4		BY		DATE		SIGNATURE		P.E. NUMBER	
FIELD CHANGES		FIELD CHANGES		BY		DATE		SIGNATURE		P.E. NUMBER	

NOTES:

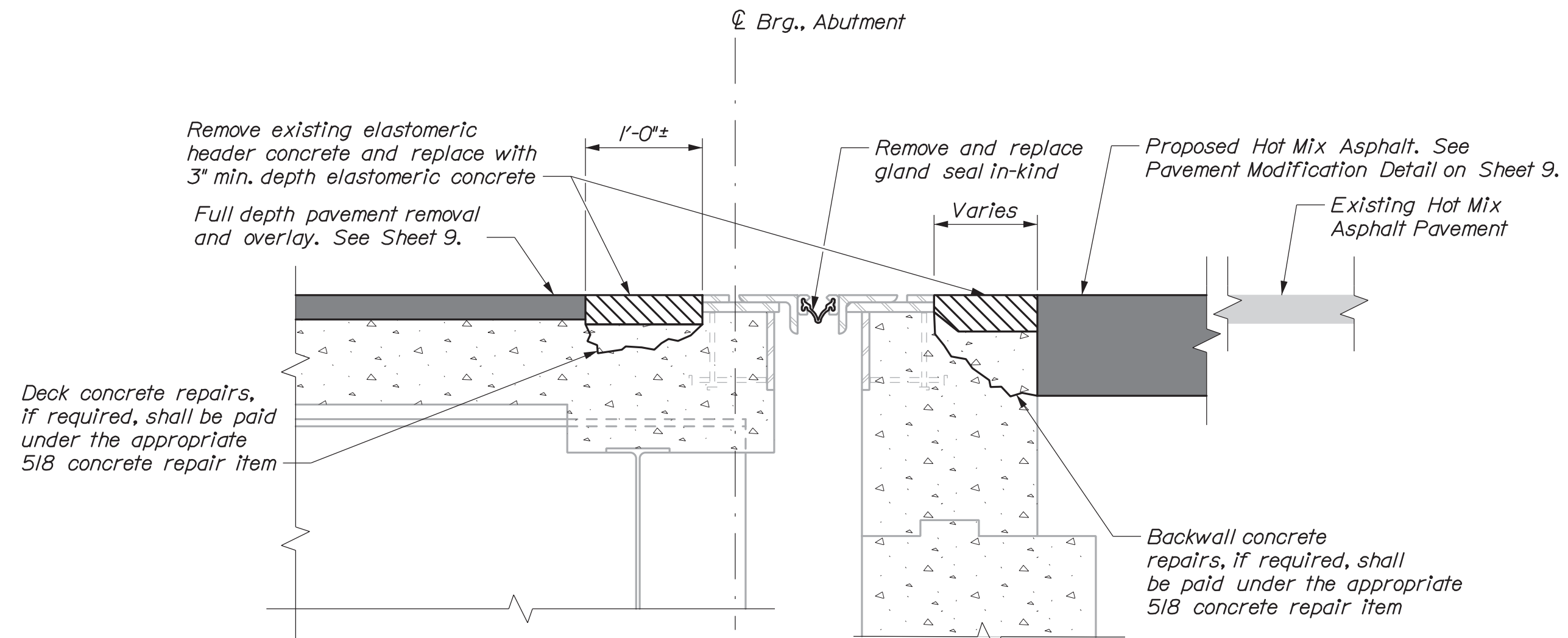
1. Contractor shall repair areas of concrete deck and backwall deterioration under and adjacent to the existing elastomeric header concrete as directed by the Resident. Locations of deck and backwall repairs are undetermined for this bridge. The Resident shall identify areas for deck and backwall repair after removing the existing header concrete and shall progress the repair work to reopen the travel lanes daily with temporary pavement and/or plating as required. Coordinate work with Resident. Payment for concrete repair work shall be under the 518 pay items.



INTERSTATE 295 SOUTHBOUND OVER WESTBROOK STREET
South Portland ~ Bridge No. 6532



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2361504		BRIDGE NO. 6532		WIN		023615.04		BRIDGE PLANS	
INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY		PLAN AND SECTION WESTBROOK STREET		SHEET NUMBER		5		OF 19			
PROJ. MANAGER	M. Kersbergen	BY	E. Benisole	DATE	06/20	SIGNATURE		P.E. NUMBER		DATE	
DESIGN-DETAILED	G. Standley	DESIGN-REVIEWED	A. Stephens	DATE	06/20						
DESIGN-DETAILED		DESIGN-REVIEWED		DATE							
REVISIONS 1		REVISIONS 1		DATE							
REVISIONS 2		REVISIONS 2		DATE							
REVISIONS 3		REVISIONS 3		DATE							
REVISIONS 4		REVISIONS 4		DATE							
FIELD CHANGES		FIELD CHANGES		DATE							



BRIDGE JOINT MODIFICATION TYPE 3B

Limits of joint modification:
Gland seal - full deck width and partially through
raised curbs (match limits of existing seal and extrusion)
Elastomeric concrete - full deck width to face of raised curbs.

NOTES

1. *Elastomeric concrete headers shall be set to the proposed roadway profile grade and deck cross slope established as defined in Special Provision 401.*
2. *All elastomeric header concrete shall be formed. Elastomeric header concrete shall not be cast against existing pavement.*
3. *The existing elastomeric header concrete shall be removed full depth on the deck and backwall. The As-Built Plans specified the elastomeric header concrete be installed to a minimum of 3 inches in depth. Actual conditions may vary.*
4. *After completing the elastomeric header concrete replacement, and associated joint armor, deck concrete and backwall concrete repairs:*
 - a. *Remove the existing deck bituminous pavement and membrane to the concrete deck surface to a distance approved by the Resident from the edge of the proposed elastomeric header concrete, apply bituminous mastic to the area of pavement removal in accordance with the project special provisions, and place HMA to the roadway profile grade and deck cross slope. Install a pavement transition down to the existing deck pavement. Payment for the bituminous mastic shall be made under Item No. 424.38 Crack Repair, Hot Pour Mastic.*
 - b. *Remove the existing approach (departure) bituminous pavement to the bottom of the deepest repair of the backwall and reconstruct to the roadway profile grade and deck cross slope. Install a pavement transition down to the existing approach pavement.*
5. *Upon completion of the permanent HMA repairs mill and fill the deck and approaches to smoothly match into the existing pavement.*

<div>OF 19</div> <div>6</div> <div>SHEET NUMBER</div>	INTERSTATE 295 SOUTHBOUND				PROJ. MANAGER	M. Kersbergen	BY	DATE	STATE OF MAINE	
	S. PORTLAND				DESIGN-DETAILED	G. Standley	E. Beausoleil	06/20		DEPARTMENT OF TRANSPORTATION
	CUMBERLAND COUNTY				CHECKED-REVIEWED	A. Stephens	T. Cote	06/20		
	JOINT MODIFICATION				DESIGN2-DETAILED2	SIGNATURE			2361504	
	DETAILS I (TYPE 3B)				DESIGN3-DETAILED3	P.E. NUMBER				
					REVISIONS 1					WIN 023615.04
					REVISIONS 2	DATE				
					REVISIONS 3					
					REVISIONS 4					
					FIELD CHANGES				BRIDGE PLANS	

Date:6/25/2020

Username:

Division:

Filename: 007_Joint Modification Details 2.dgn

BRIDGE JOINT MODIFICATION TYPE 5 NOTES:

1. The joint armor and gland seal will be supplied by the MaineDOT. Refer to Special Provision 520.
2. Each joint consists of one backwall element and one superstructure element with expansion dams as required.
3. Refer to superstructure plan and transverse section for dimensions, slopes, skew and other information necessary to install each expansion device. The curb plates shall be flush or slightly recessed from the concrete faces to avoid catching plows.
4. The Expansion Device shall be installed normal to grade.
5. Prior to the installation of the seal the steel surfaces to receive the adhesive shall be blast cleaned and solvent washed per the seal manufacturer's instructions.
6. All reinforcing steel shall be #5 bar unless noted otherwise.
7. All adjustment angles shall be welded after final position adjustments are made.
8. Welding to reinforcing steel is allowed in the top of the abutment backwall above the block-out joint.
9. See "Joint Modification Details III" for Detail A.

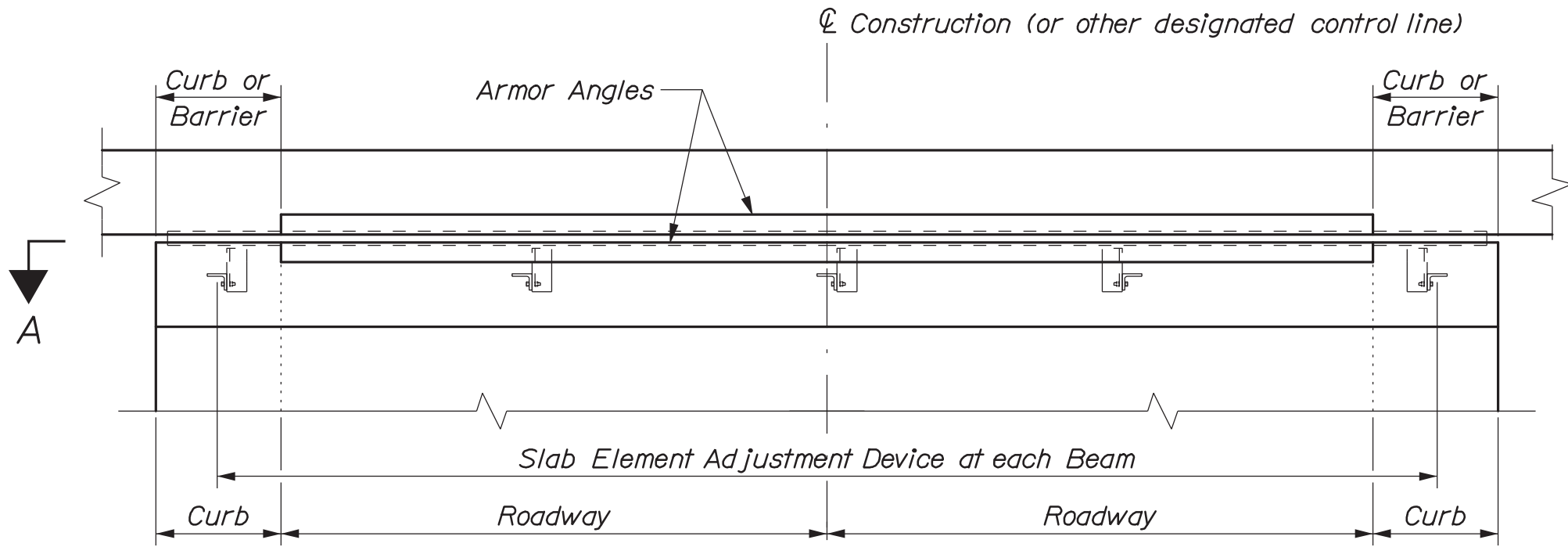
JOINT OPENING

The Expansion Device shall be set to an opening of 2" inches in the fabrication shop. The joint opening shall be adjusted for temperature in the field at the time of installation using the following formula:

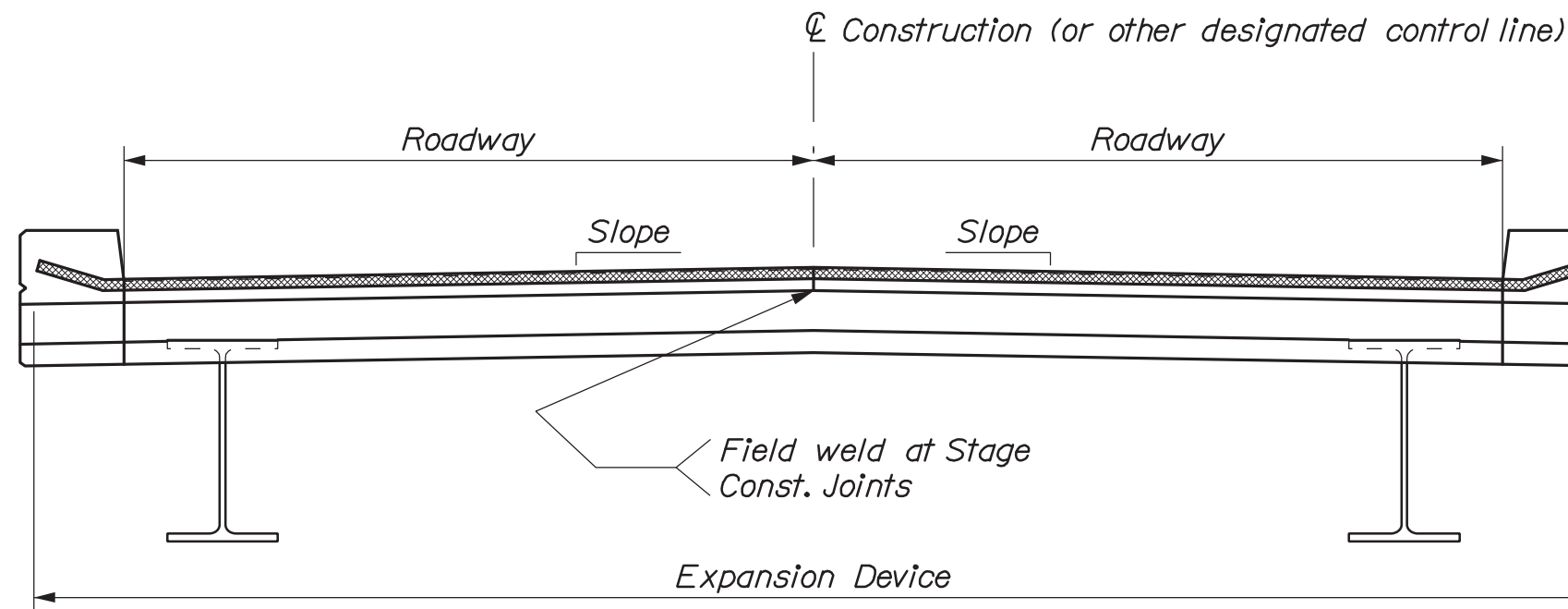
$$X'' = 0.00008 \times "D" \times "\Delta T" = \text{Adjustment (in inches)}$$

"D" is the distance in feet between the backwall and the nearest fixed bearing (for joints at abutments) or between the fixed bearings at either side of the expansion joint (for joints at piers). " ΔT " is the difference between the temperature of the bridge girders and 45° F.

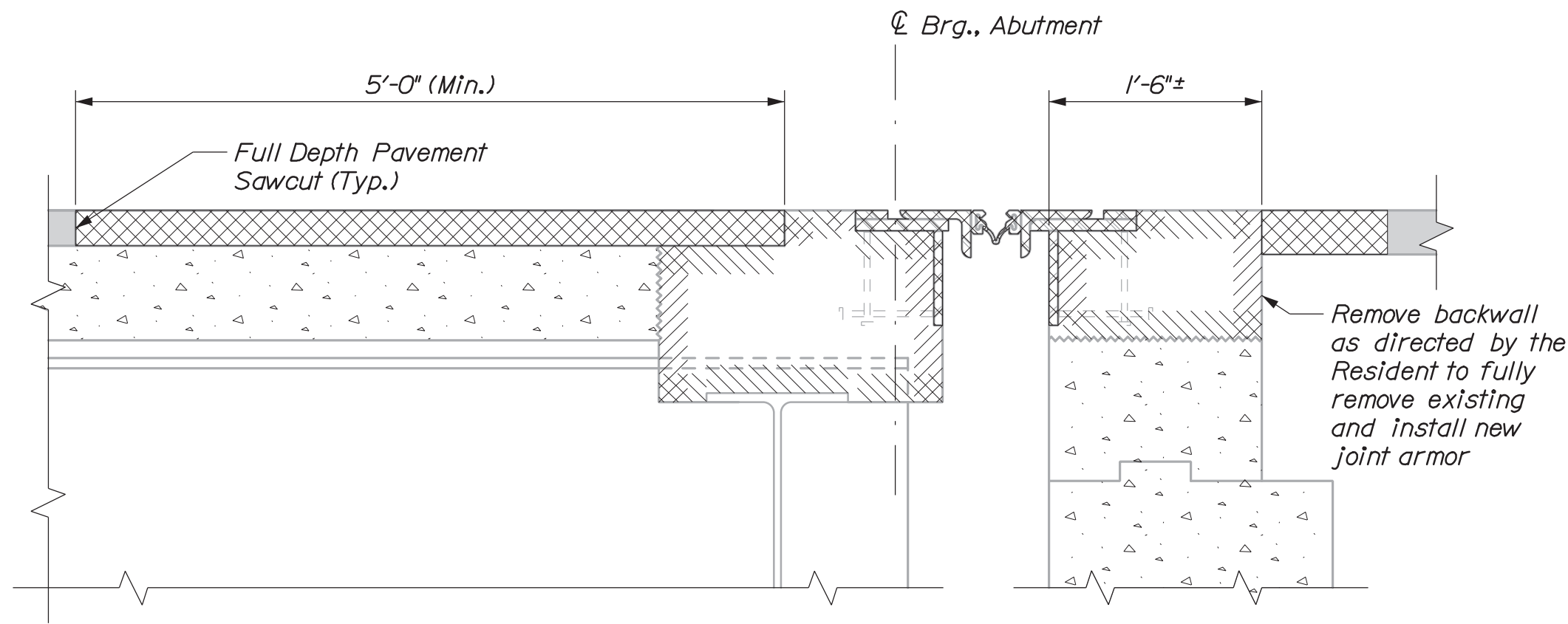
A structure temperature above 45° F will result in a smaller joint opening.



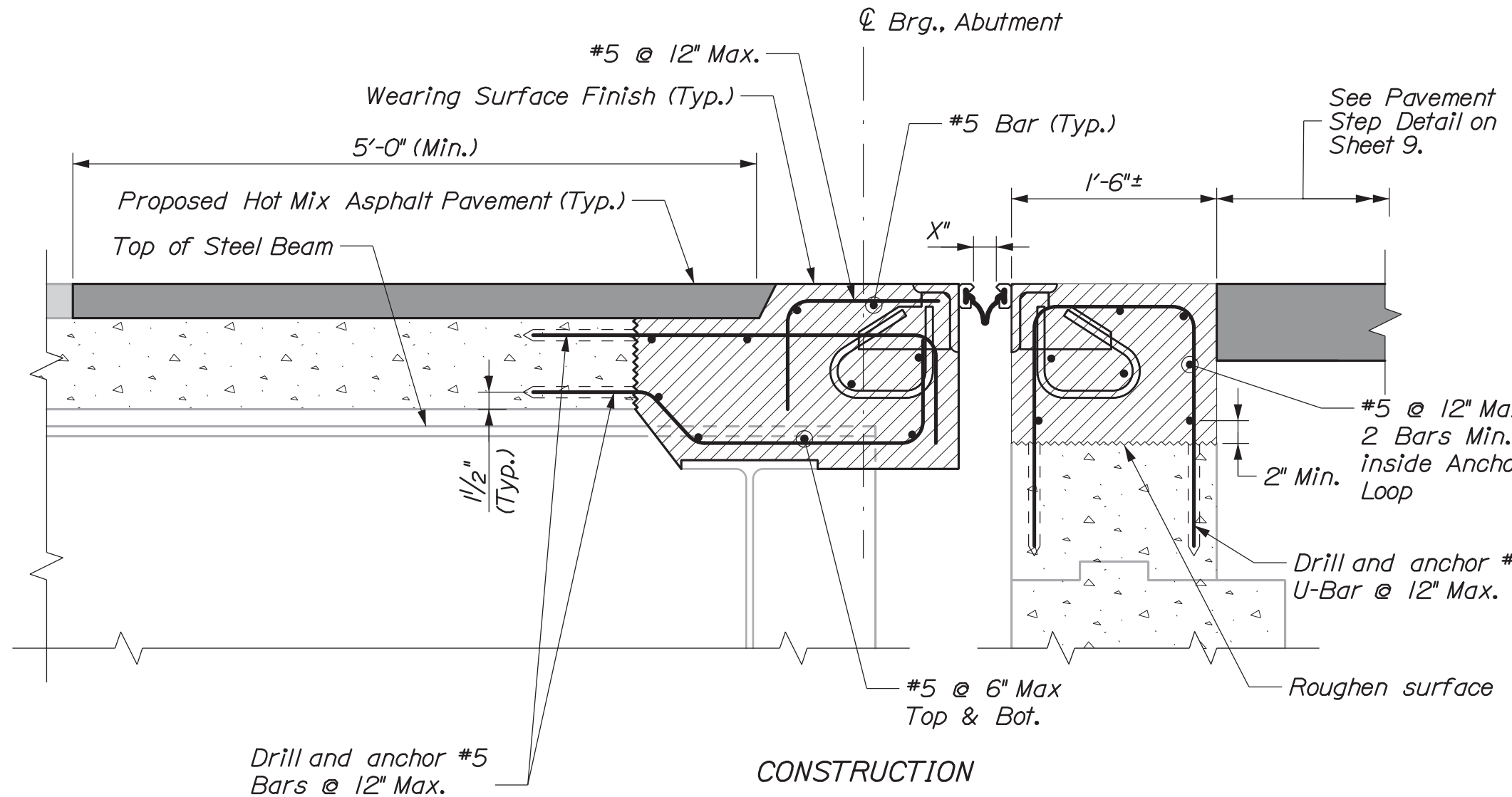
PLAN



SECTION A-A



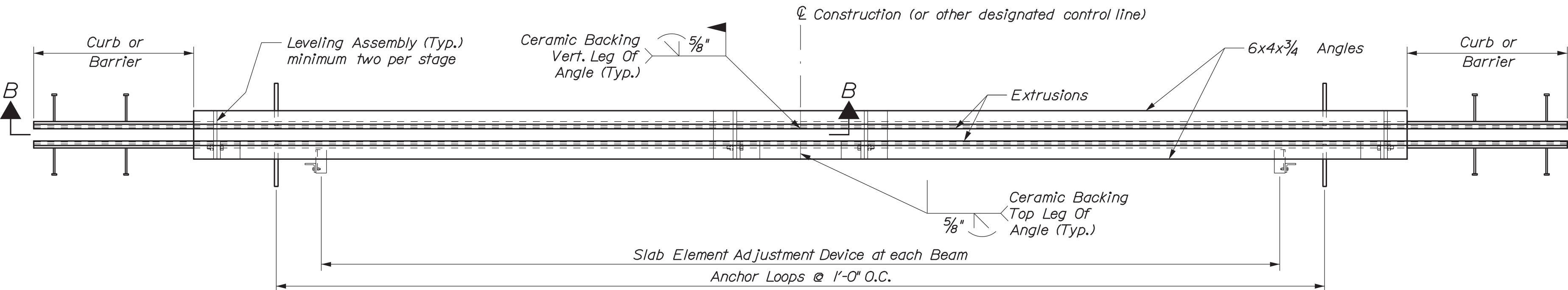
DEMOLITION



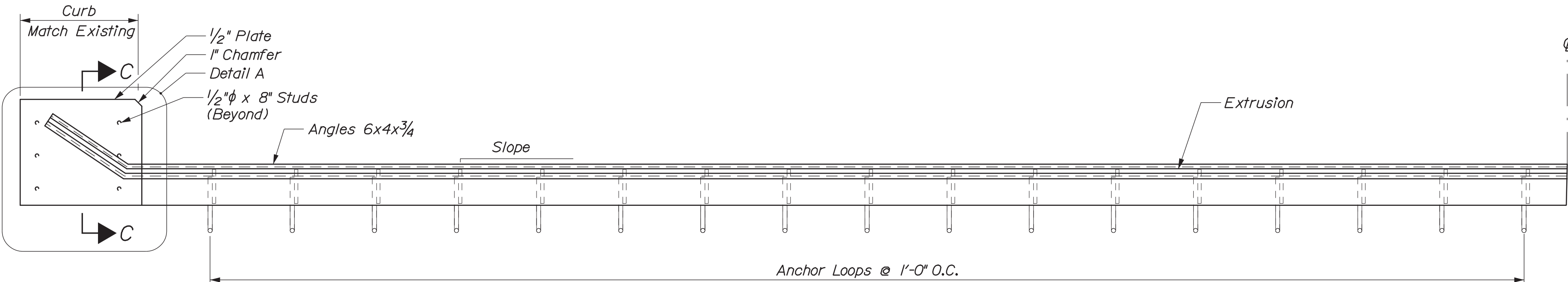
CONSTRUCTION

BRIDGE JOINT MODIFICATION TYPE 5

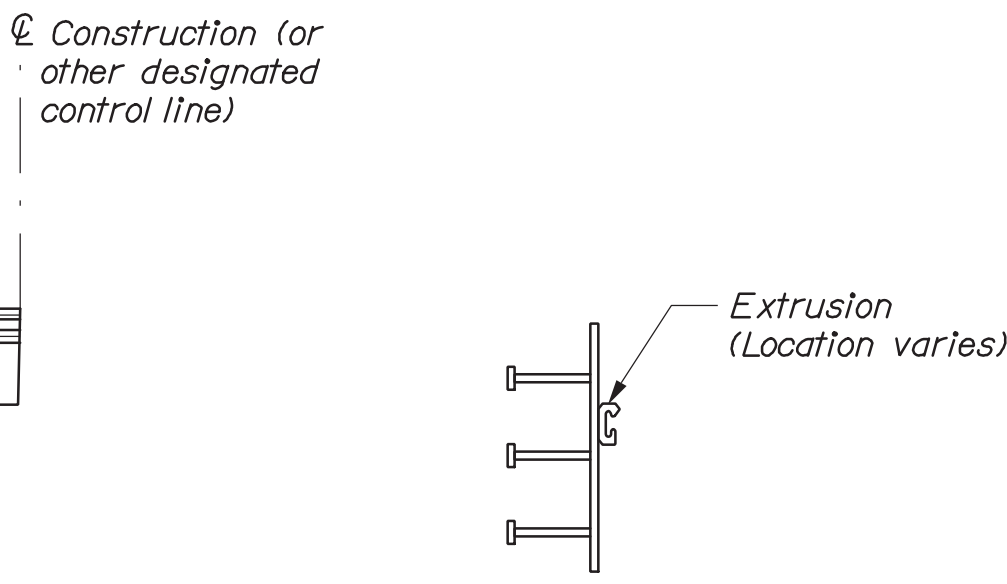
(See also "Reconstructed Curb & Overhang Detail" on "Concrete Transition Barrier Details II")



JOINT STEEL PLAN



SECTION B-B



SECTION C-C

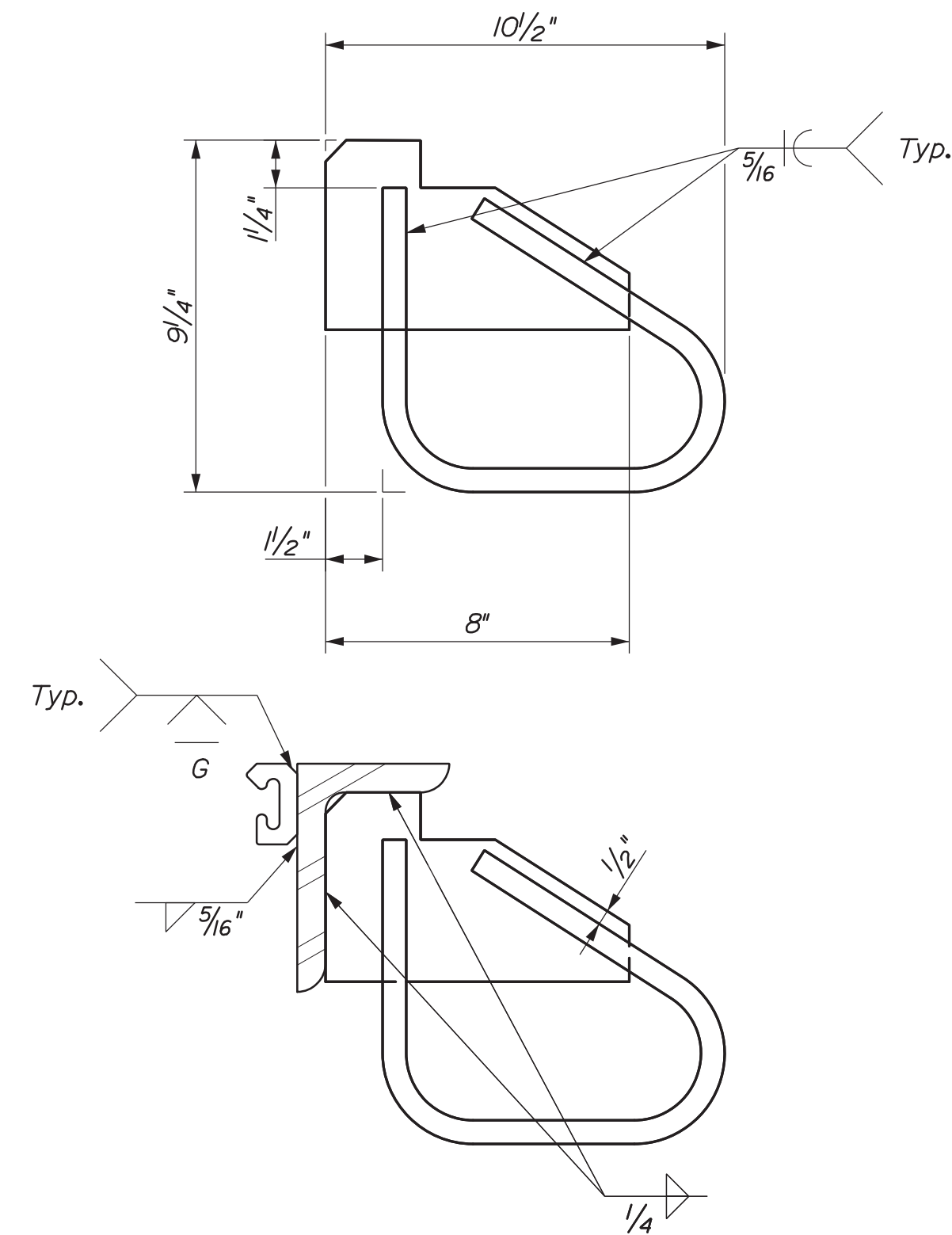
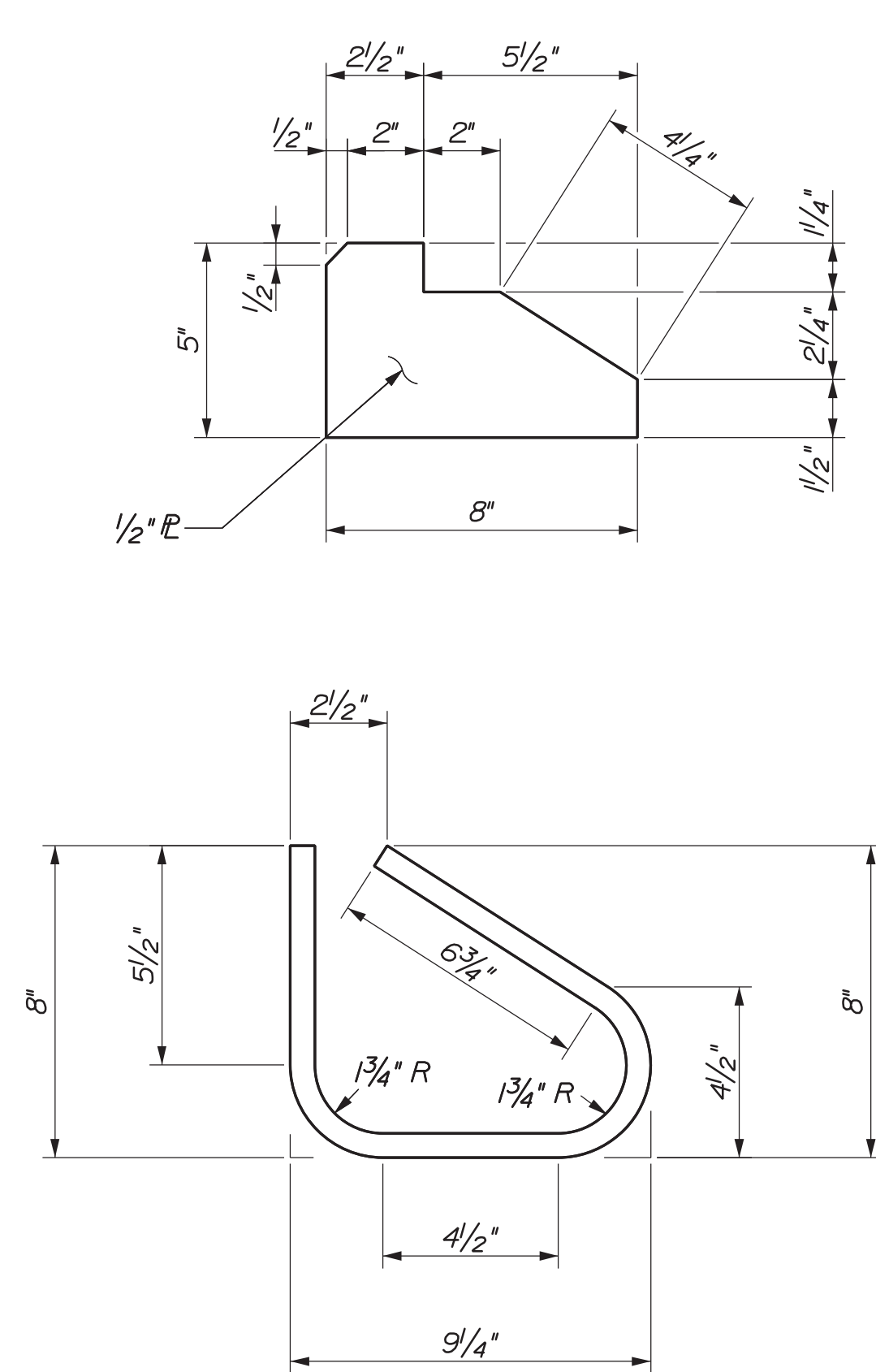
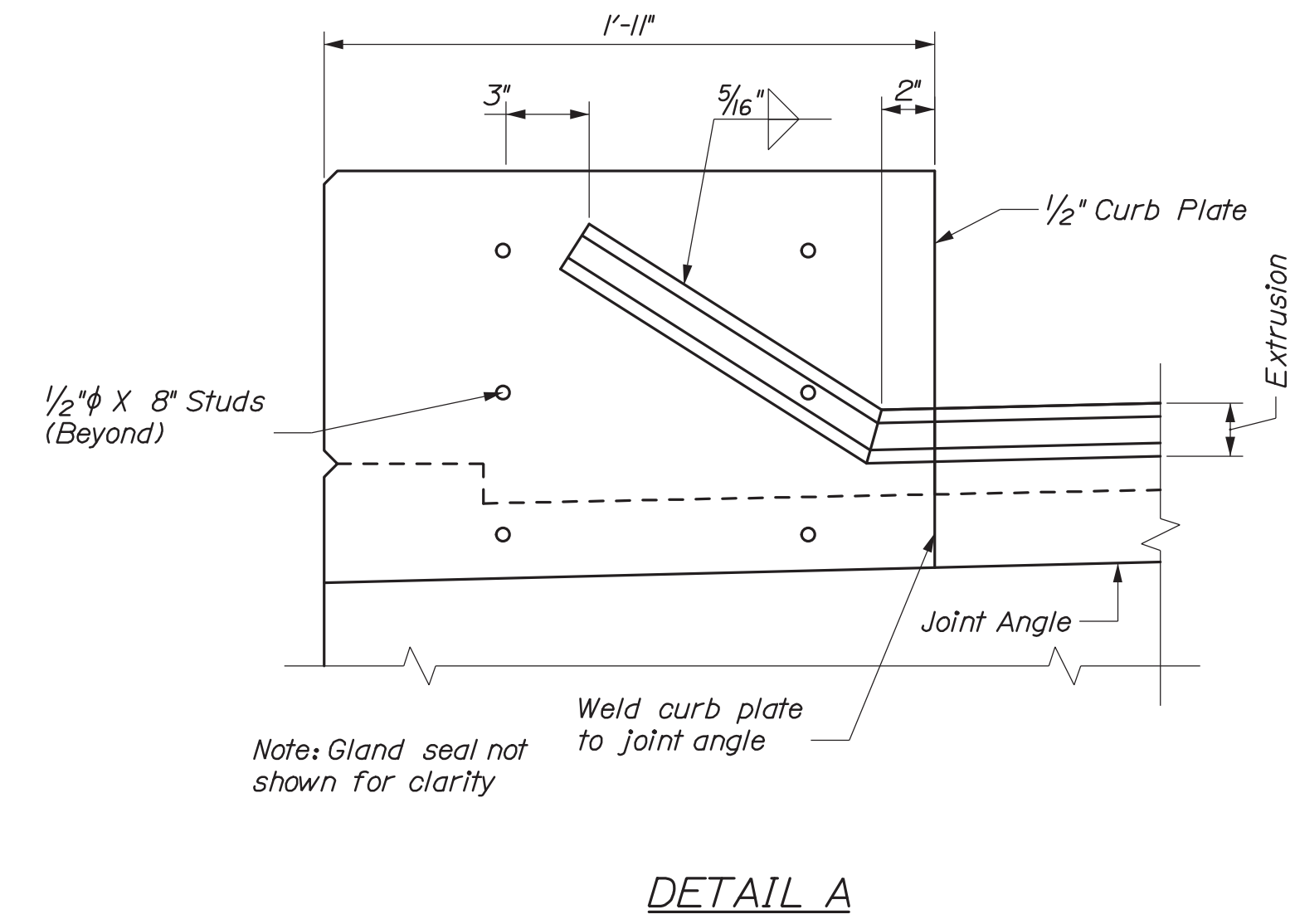
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2361504	WIN 023615.04	BRIDGE PLANS
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PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. Kerstberger	G. Standley	06/20			
DESIGN-DETAILED	E. Beausoleil	06/20			
CHECKED-REVIEWED	A. Stephens				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY	JOINT MODIFICATION DETAILS II (TYPE 5)
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SHEET NUMBER	7
OF 19	

HNTB

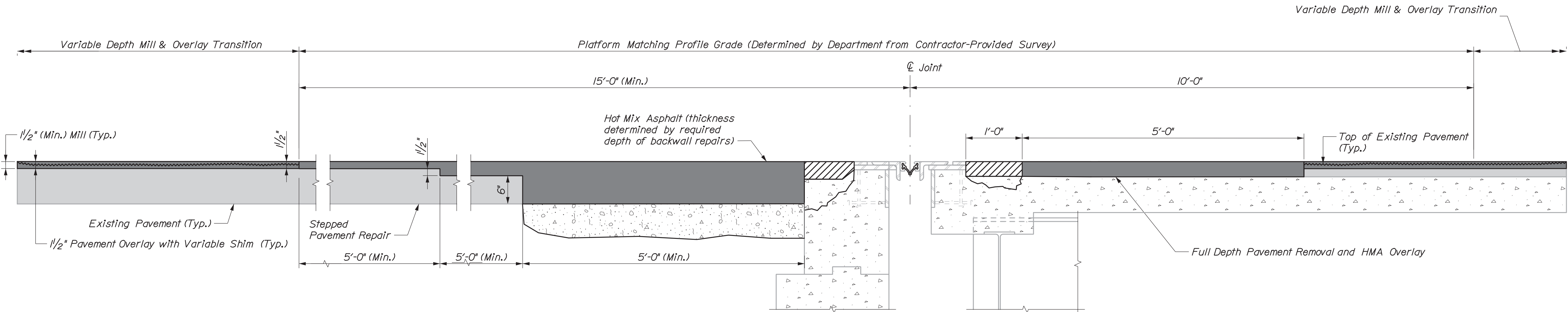
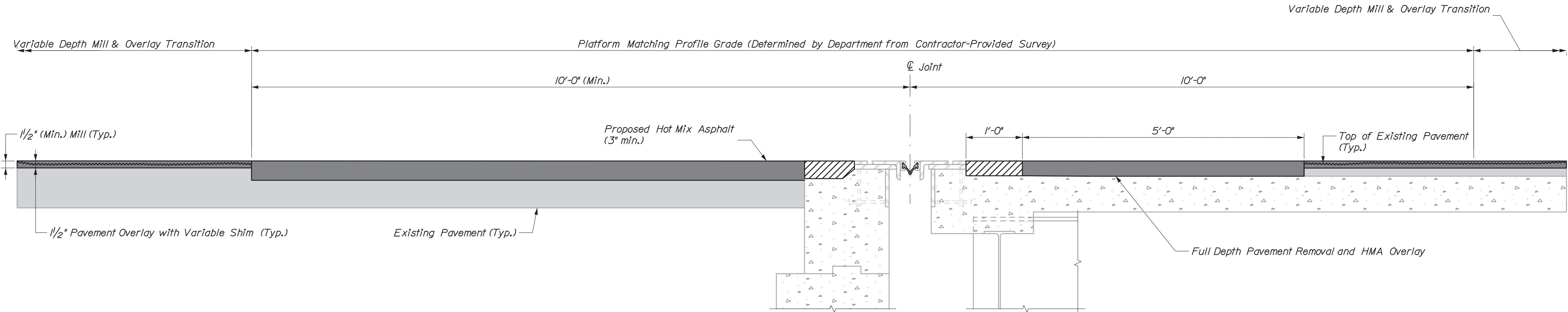


Date:6/25/2020

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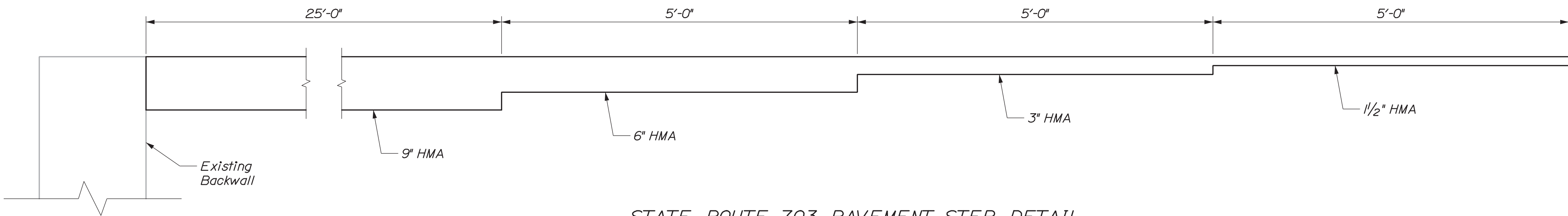
Division:

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PAVEMENT MODIFICATION - BRIDGE JOINT MODIFICATION TYPE 3

For Illustrative Purposes Only
Bridge Joint Modification Type 3B
(Backwall - Left, Deck - Right as shown)
(Deck - Left, Backwall - Right similar)



STATE ROUTE 703 PAVEMENT STEP DETAIL

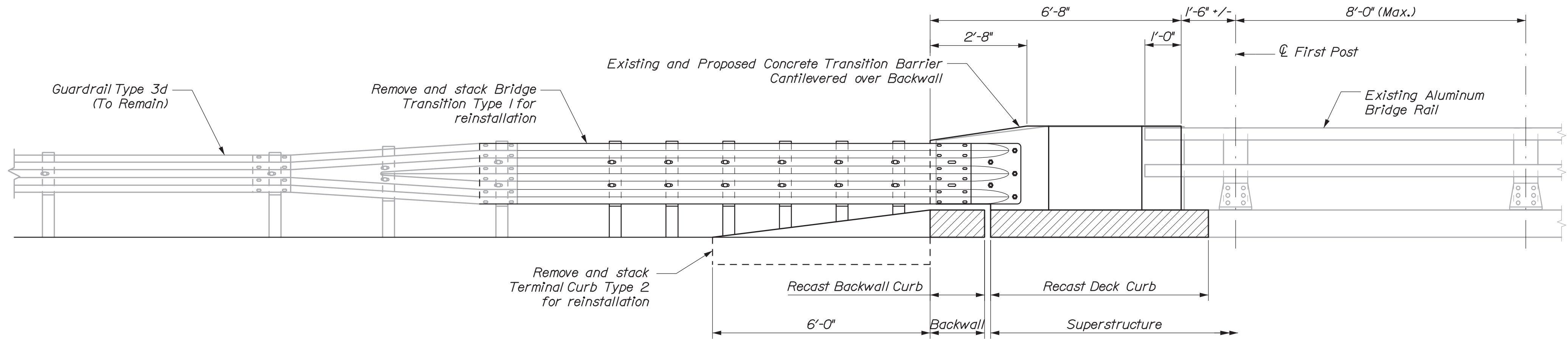
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
2361504
WIN 023615.04
BRIDGE PLANS

PROJ. MANAGER M. Kerstberger	BY E. Beausoleil	DATE 06/20	SIGNATURE
CHECKED-REVIEWED G. Standley A. Stephens	T. Cote	06/20	P.E. NUMBER
DESIGN-DETAILED			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

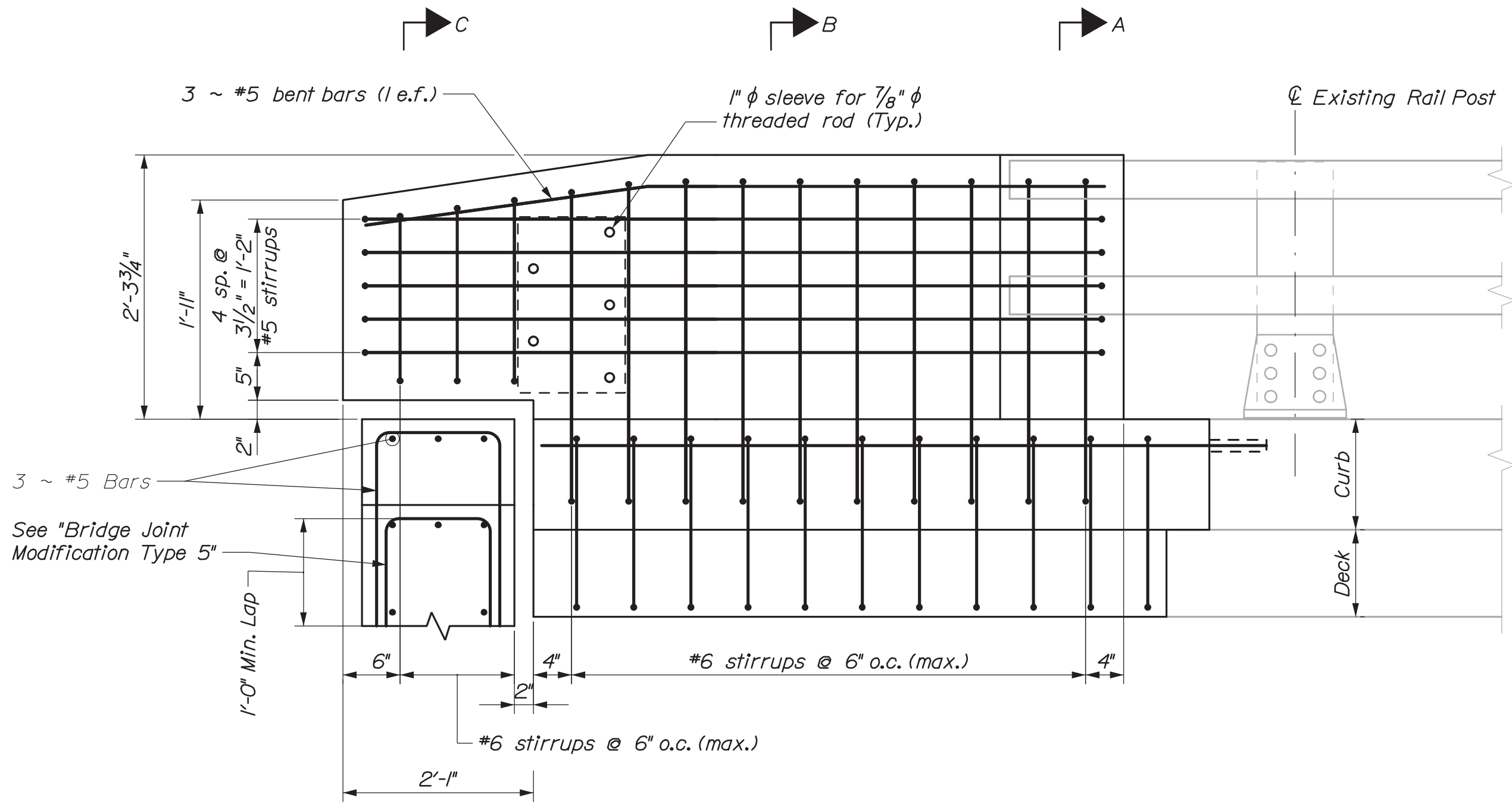
INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY
JOINT MODIFICATION DETAILS IV

SHEET NUMBER
9
OF 19

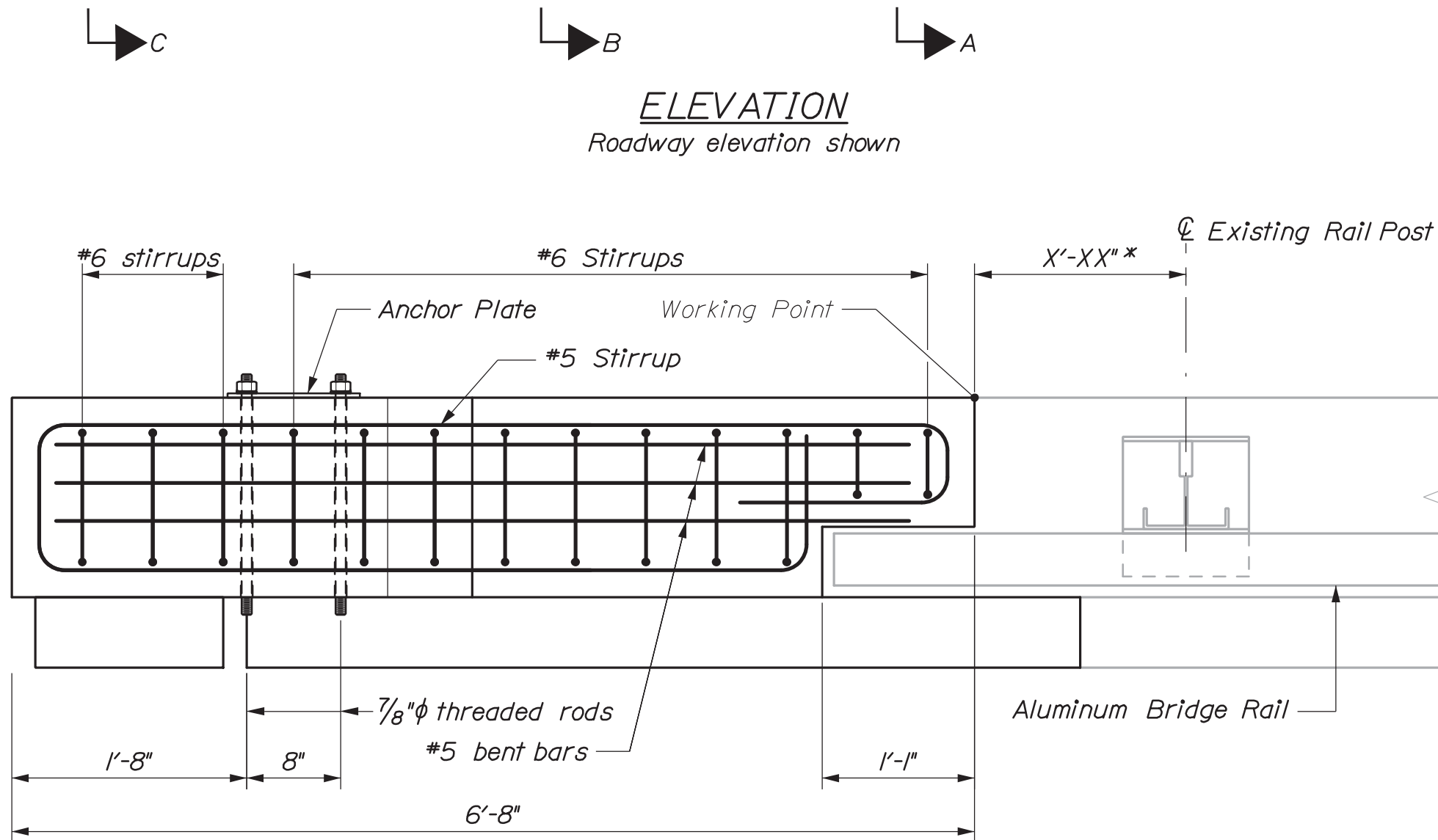




PERMANENT CONCRETE TRANSITION BARRIER - MODIFIED (TYPE 3A)
Roadway elevation shown

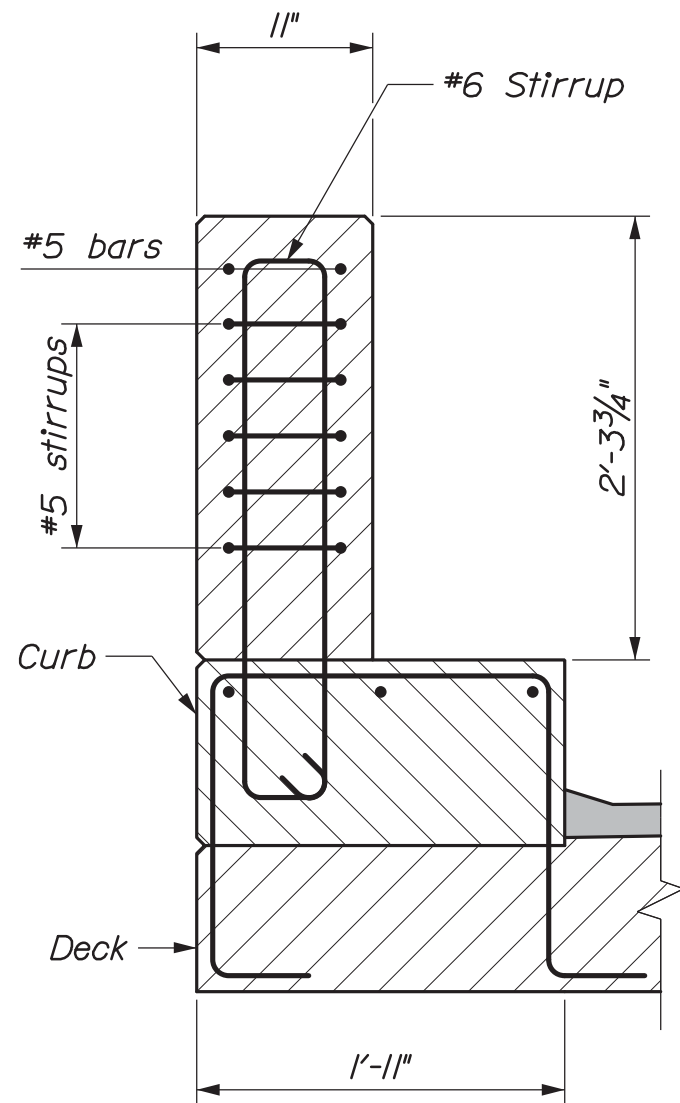


ELEVATION
Roadway elevation shown



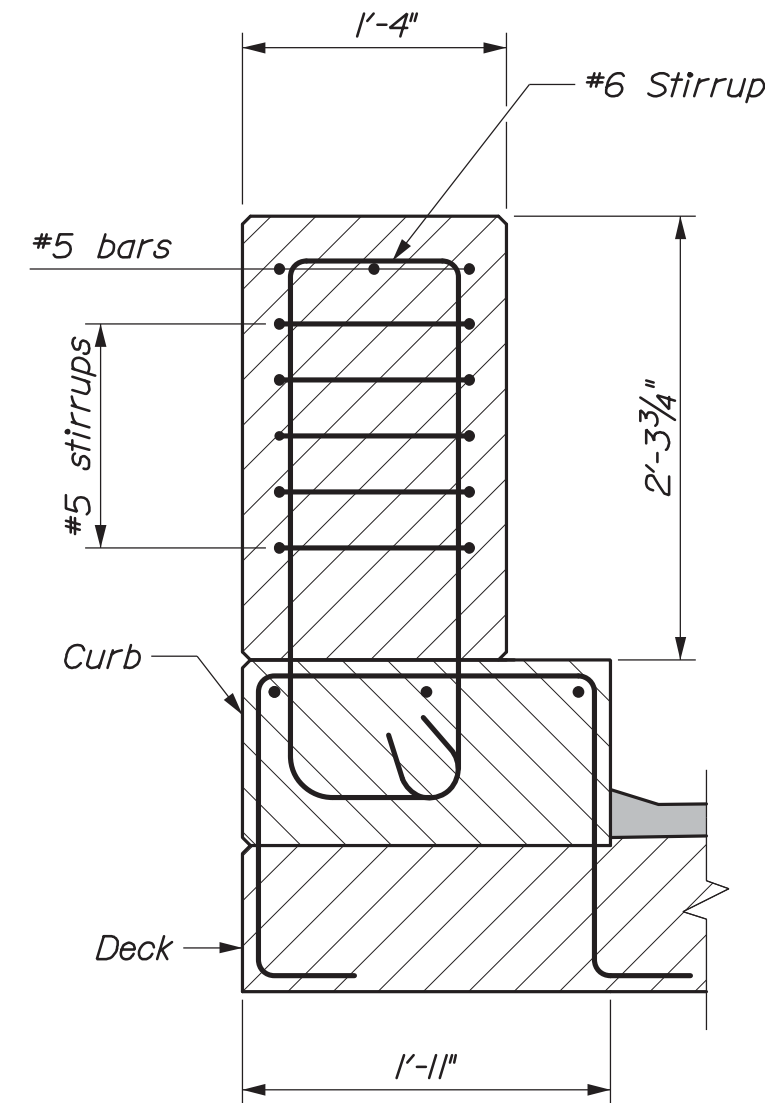
PLAN

* Field measure and record distance before demolition of existing transition barrier.

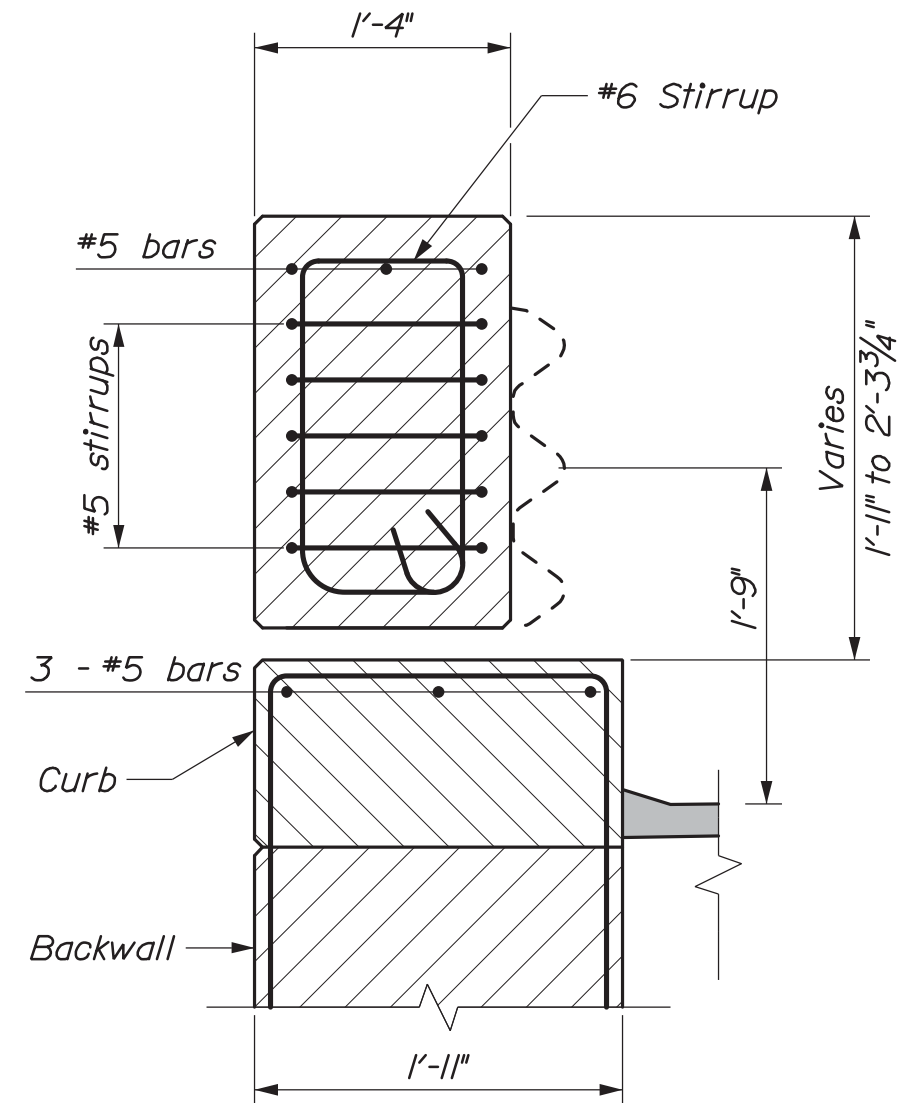


Note: Deck reinforcing not shown for clarity

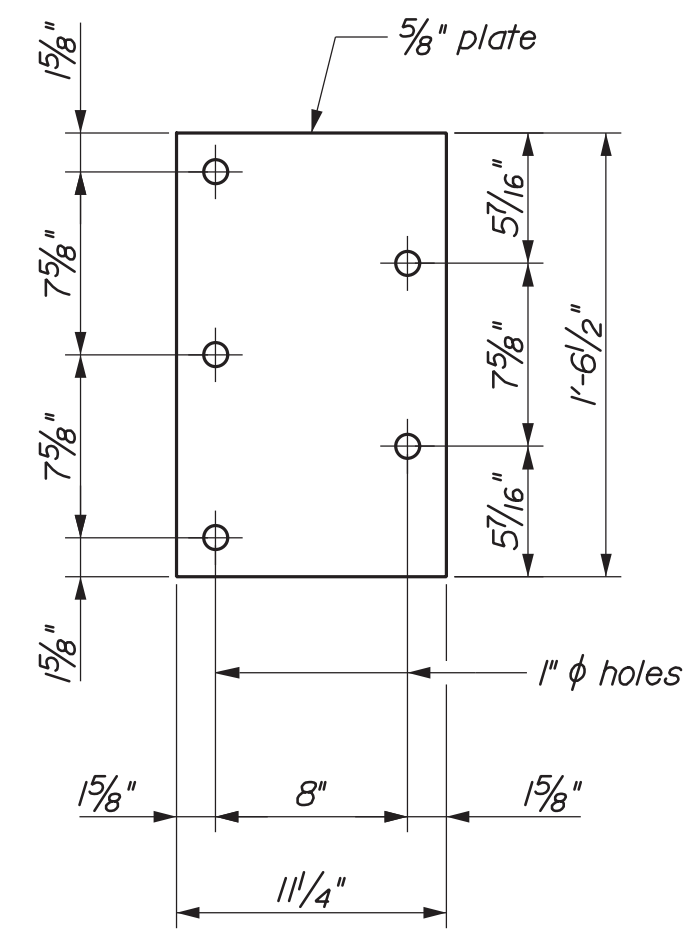
SECTION A-A



SECTION B-B

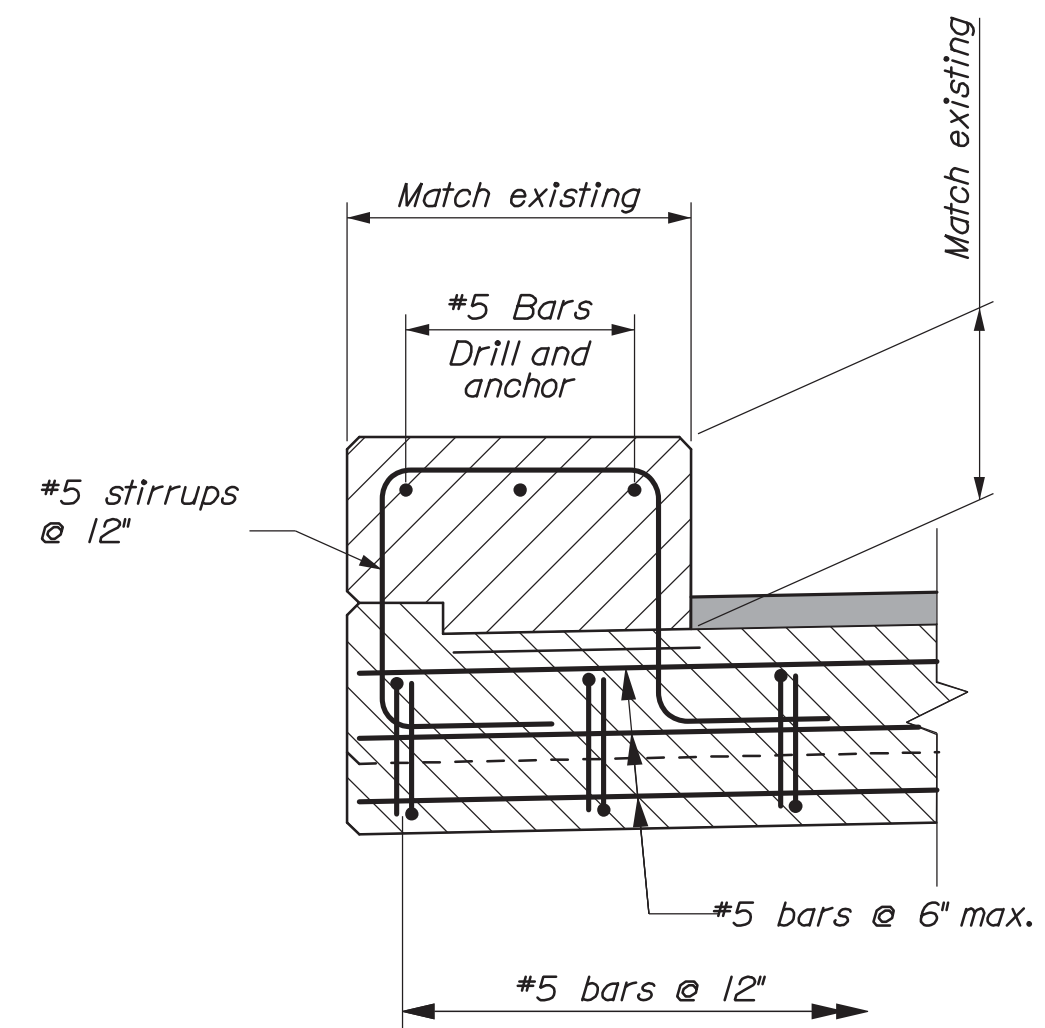


SECTION C-C



ANCHOR PLATE

(Remove and stack for reinstallation)



RECONSTRUCTED CURB & OVERHANG DETAIL

CONCRETE TRANSITION BARRIER NOTES

1. Refer to Standard Details Section 526 - Concrete Transition Barrier for details and Information not shown.
2. Reinforcing steel for the Transition Barriers is based on details shown in the Standard Details. Reinforcing steel shall be modified to fit the details and conditions shown on the plans. Payment for modifying reinforcing steel and for drilling and anchoring bars as shown will be considered incidental to Item No. 526.340L. Permanent Concrete Transition Barrier - Modified.
3. Anchor plates and threaded rods shall be galvanized in accordance with the Standard Specifications and the Standard Details. Existing Anchor Plates and Threaded Rods may be reused if undamaged.
4. The Contractor shall locate existing curb reinforcing steel and conduit and adjust dowel locations to avoid cutting existing bars. Any adjustments from plan dimensions shall be approved by the Resident.

INTERSTATE 295 SOUTHBOUND
S. PORTLAND
CUMBERLAND COUNTY
CONCRETE TRANSITION
BARRIER DETAILS II

SHEET NUMBER

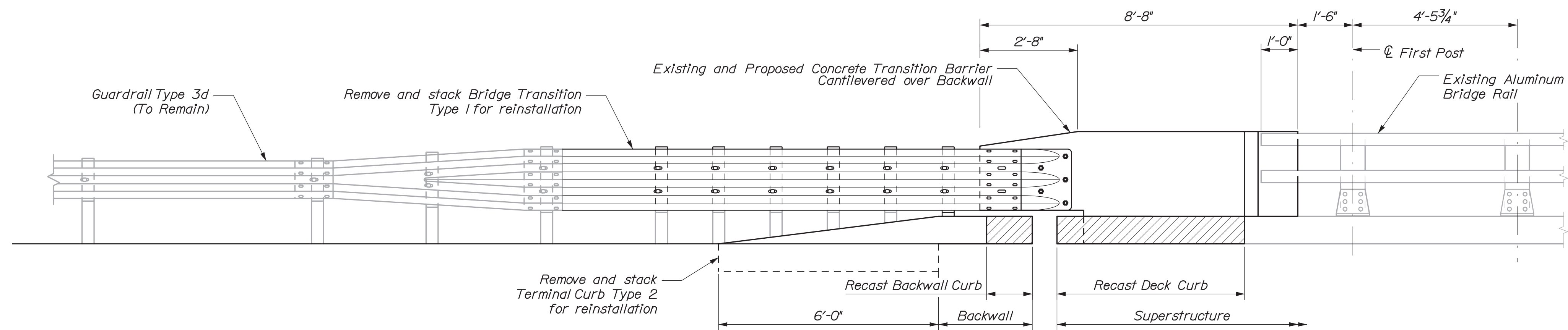
11

OF 19

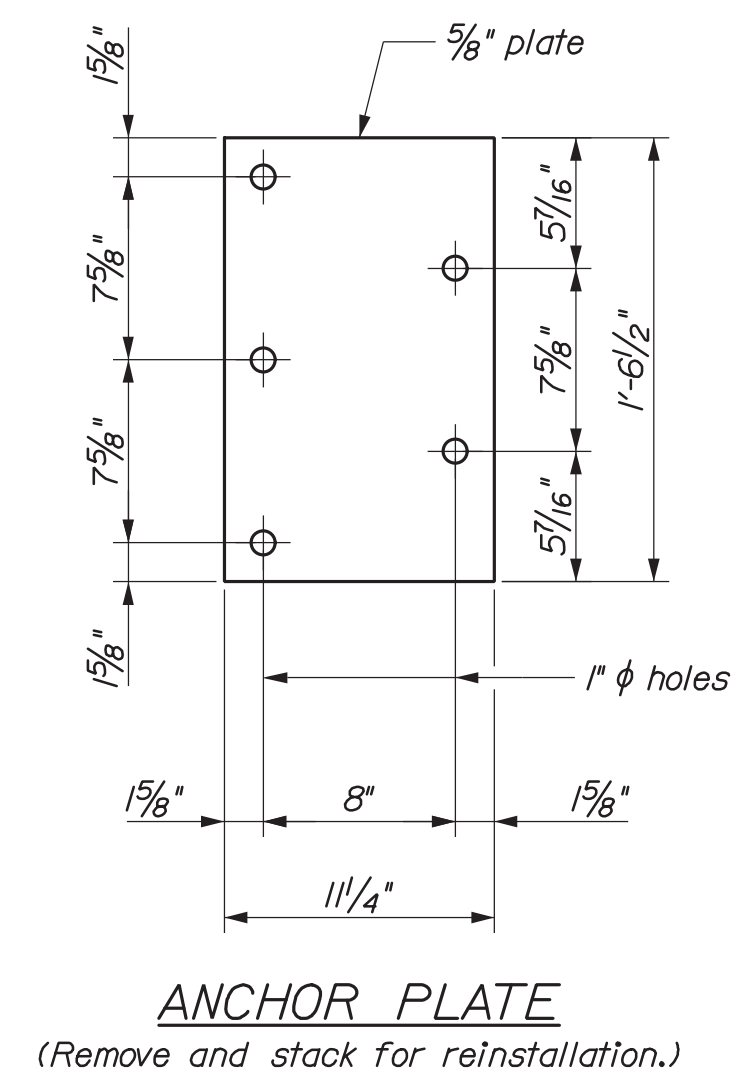
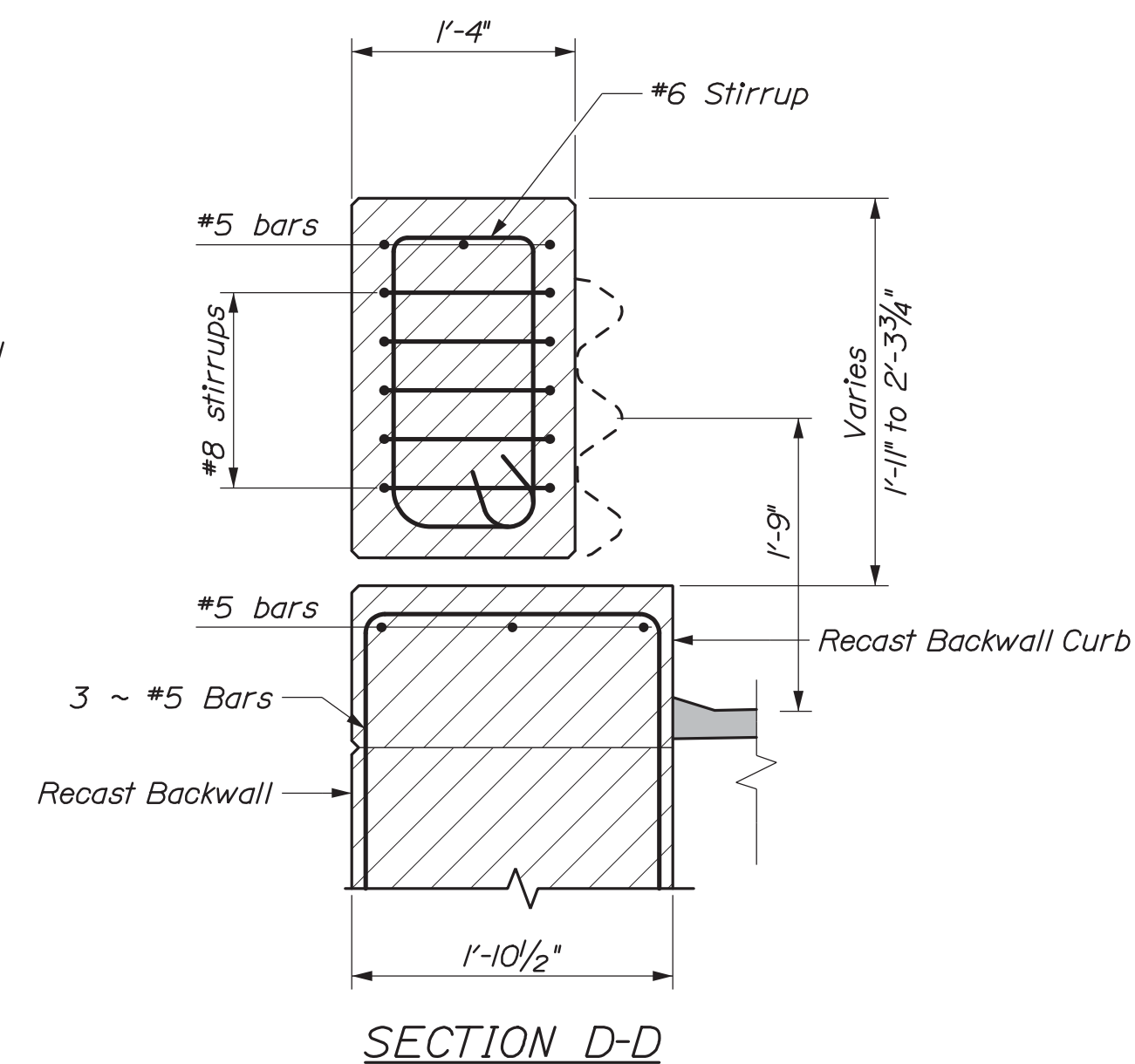
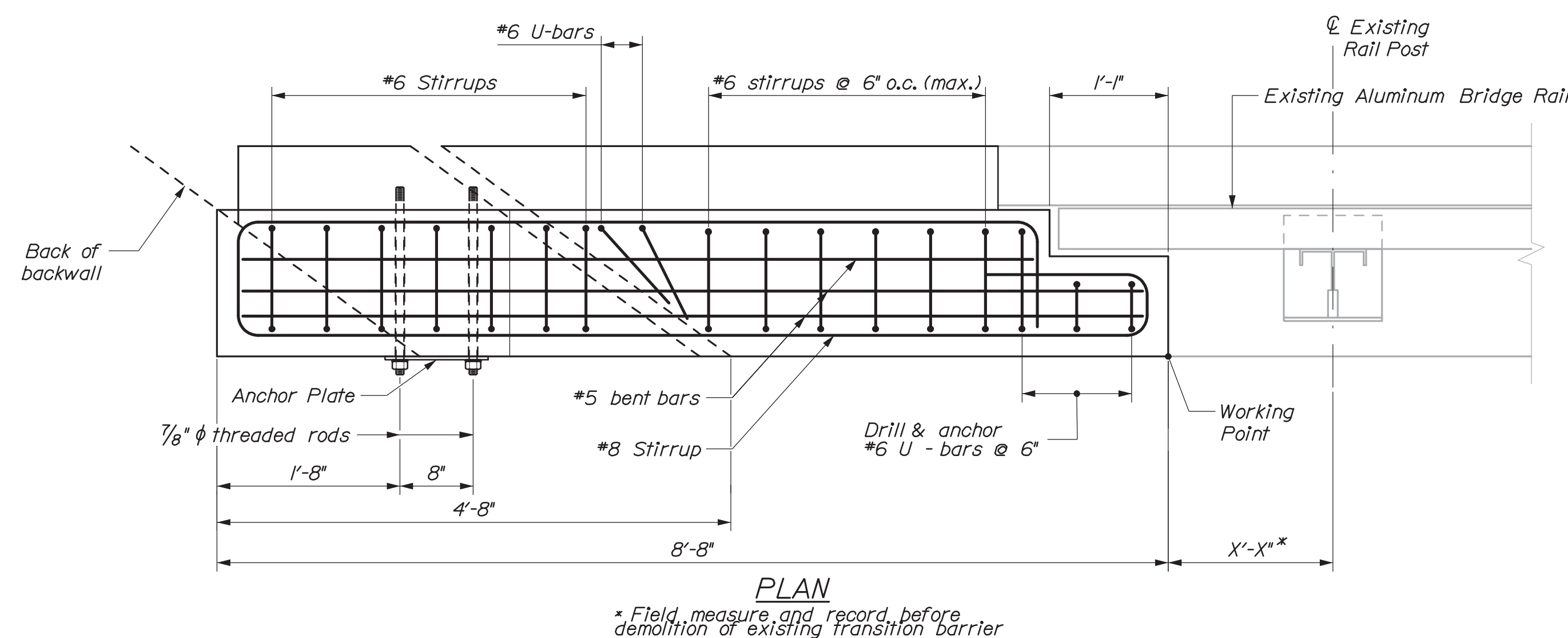
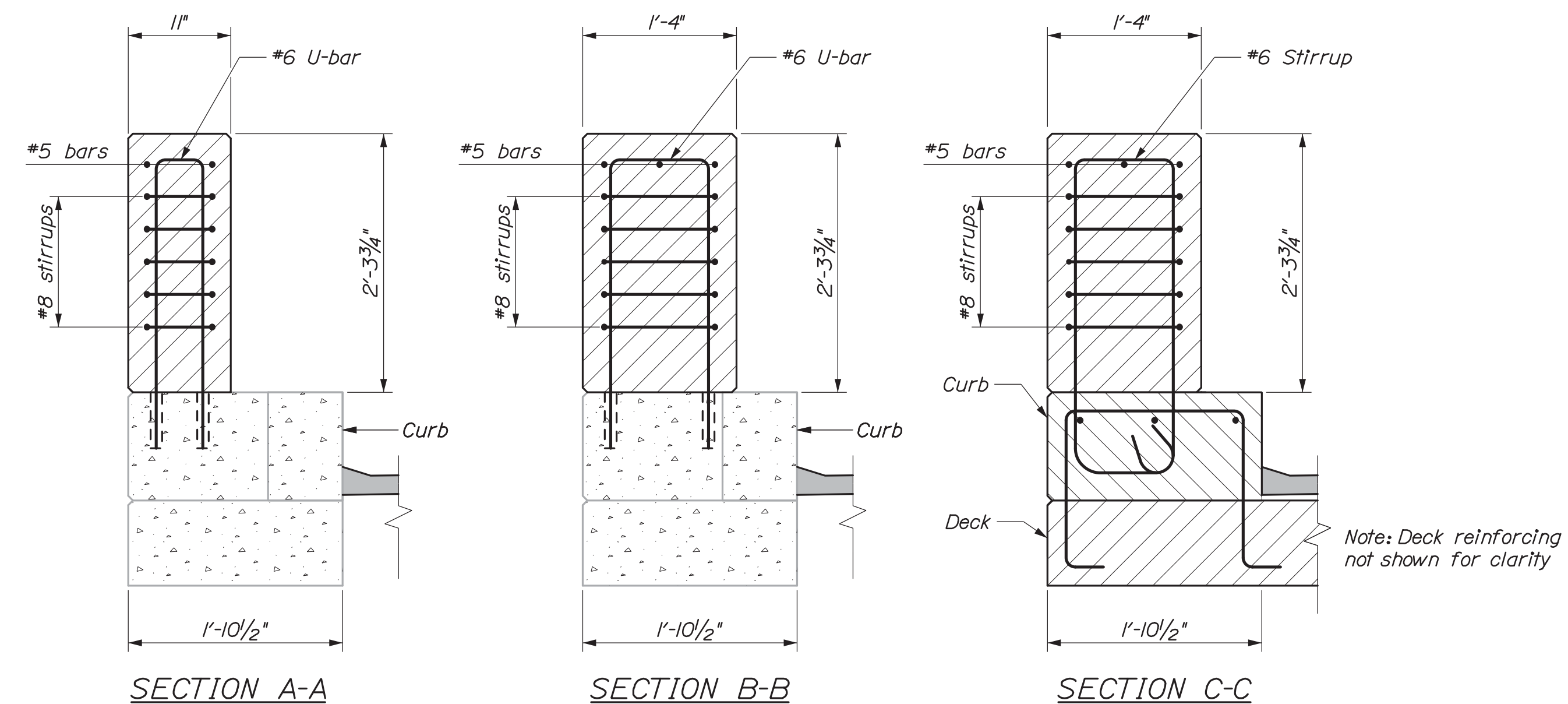
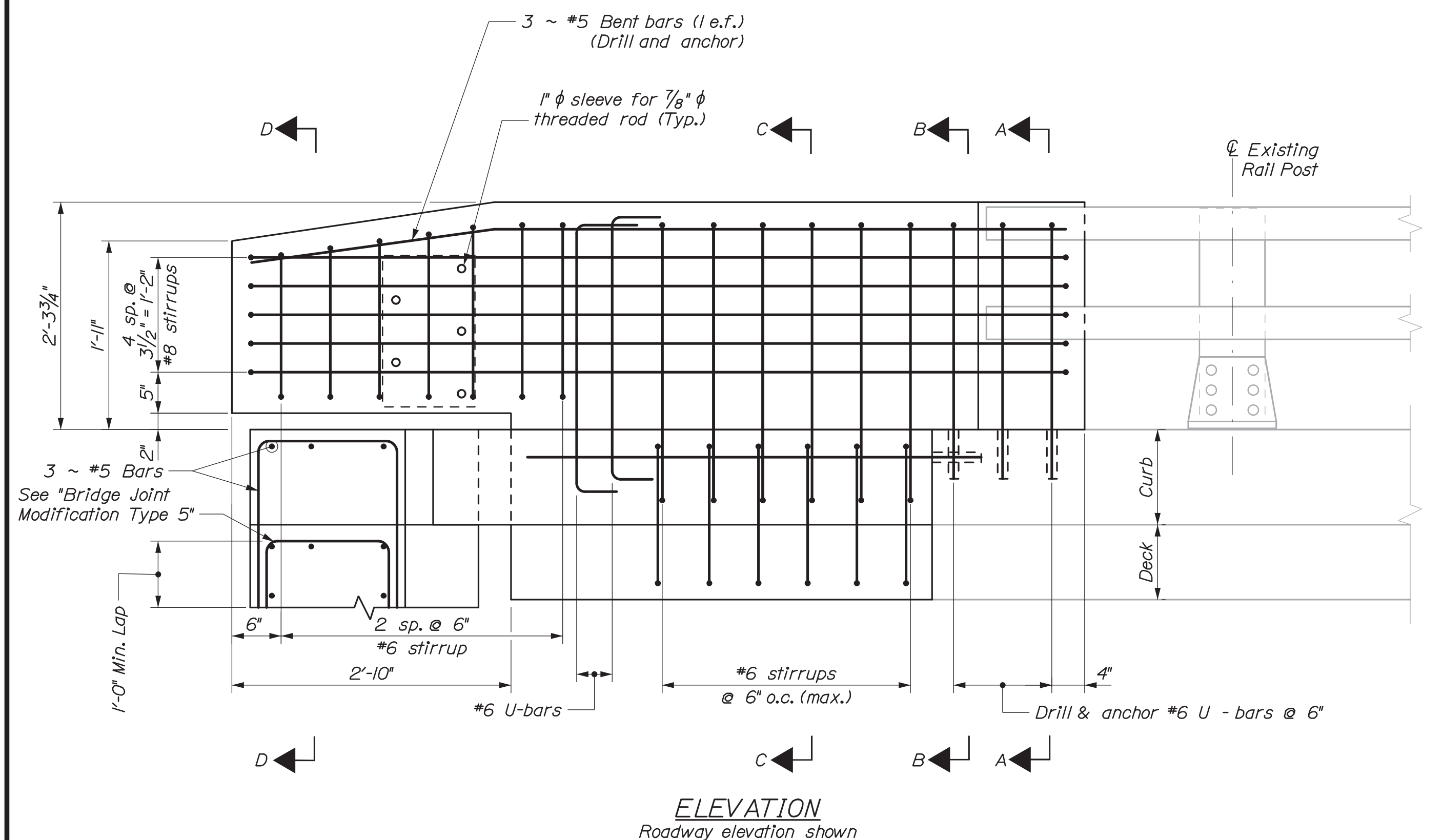
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2361504
WIN
023615.04
BRIDGE PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
M. Kersbergen	E. Beausoleil	06/20	
CHECKED-REVIEWED	T. Cote	06/20	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

HNTB



PERMANENT CONCRETE TRANSITION BARRIER - MODIFIED (TYPE 3B)



CONCRETE TRANSITION BARRIER NOTES

1. Refer to Standard Details Section 526 - Concrete Transition Barrier for details and Information not shown.

2. Reinforcing steel for the Transition Barriers is based on details shown in the Standard Details. Reinforcing steel shall be modified to fit the details and conditions shown on the plans. Payment for modifying reinforcing steel and for drilling and anchoring bars as shown will be considered incidental to Item No. 526.340I. Permanent Concrete Transition Barrier - Modified.

3. Anchor plates and threaded rods shall be galvanized in accordance with the Standard Specifications and the Standard Details. Existing Anchor Plates and Threaded Rods may be reused if undamaged.

4. The Contractor shall locate existing curb reinforcing steel and conduit and adjust dowel locations to avoid cutting existing bars. Any adjustments from plan dimensions shall be approved by the Resident.

12 OF 19		SHEET NUMBER		INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY				PROJ. MANAGER				M. Kersbergen		BY		DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION					
								DESIGN-DET AILED				C. Sundley		E. Beausoleil		06/20							
								CHECKED-REVIEWED				A. Siegmans		T. Cole		06/20							
								DESIGN-DET AILED				02										SIGNATURE	
								DESIGN-DET AILED				03											
CONCRETE TRANSITION BARRIER DETAILS III				REVISIONS 1														2361504 WIN 023615.04 BRIDGE PLANS					
				REVISIONS 2																			
				REVISIONS 3																			
				REVISIONS 4																			
				FIELD CHANGES																		DATE	

Date:6/25/2020

Username:

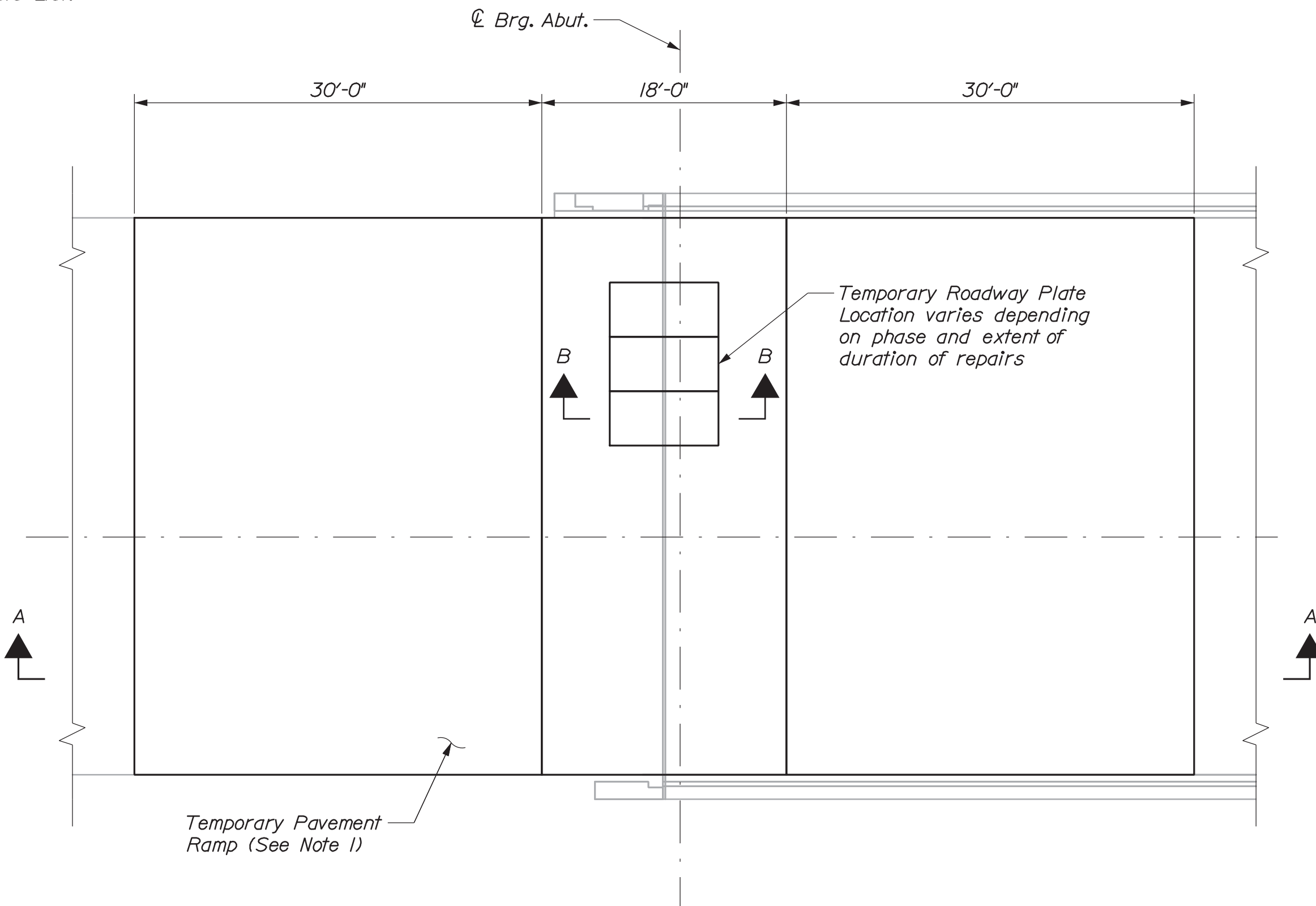
Filename: 013_Joint Modification Plating Details.dgn Division:

NOTES:

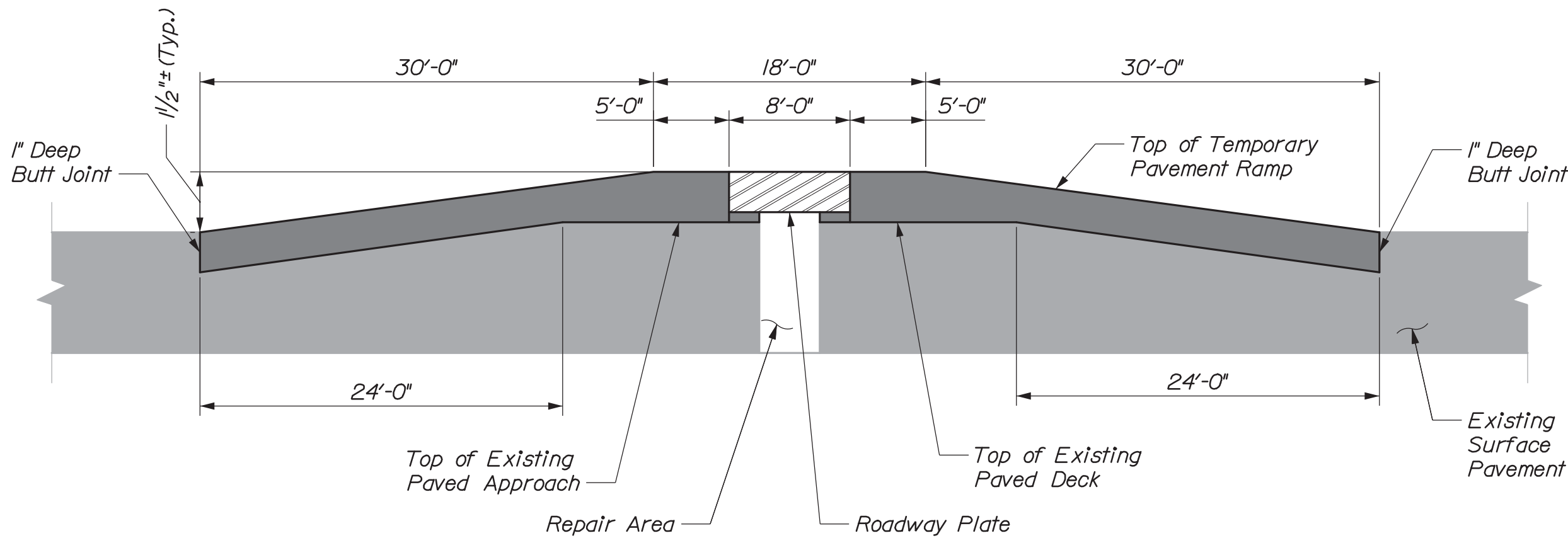
1. Pavement placed for the Temporary Roadway Mat will be paid for under Pay Item 461.131, "Temporary Pavement". Butt Joints shall be incidental to Pay Item 524.50, "Temporary Roadway Mat".

2. Contractor may propose alternate roadway plate designs in accordance with Special Provision 524.

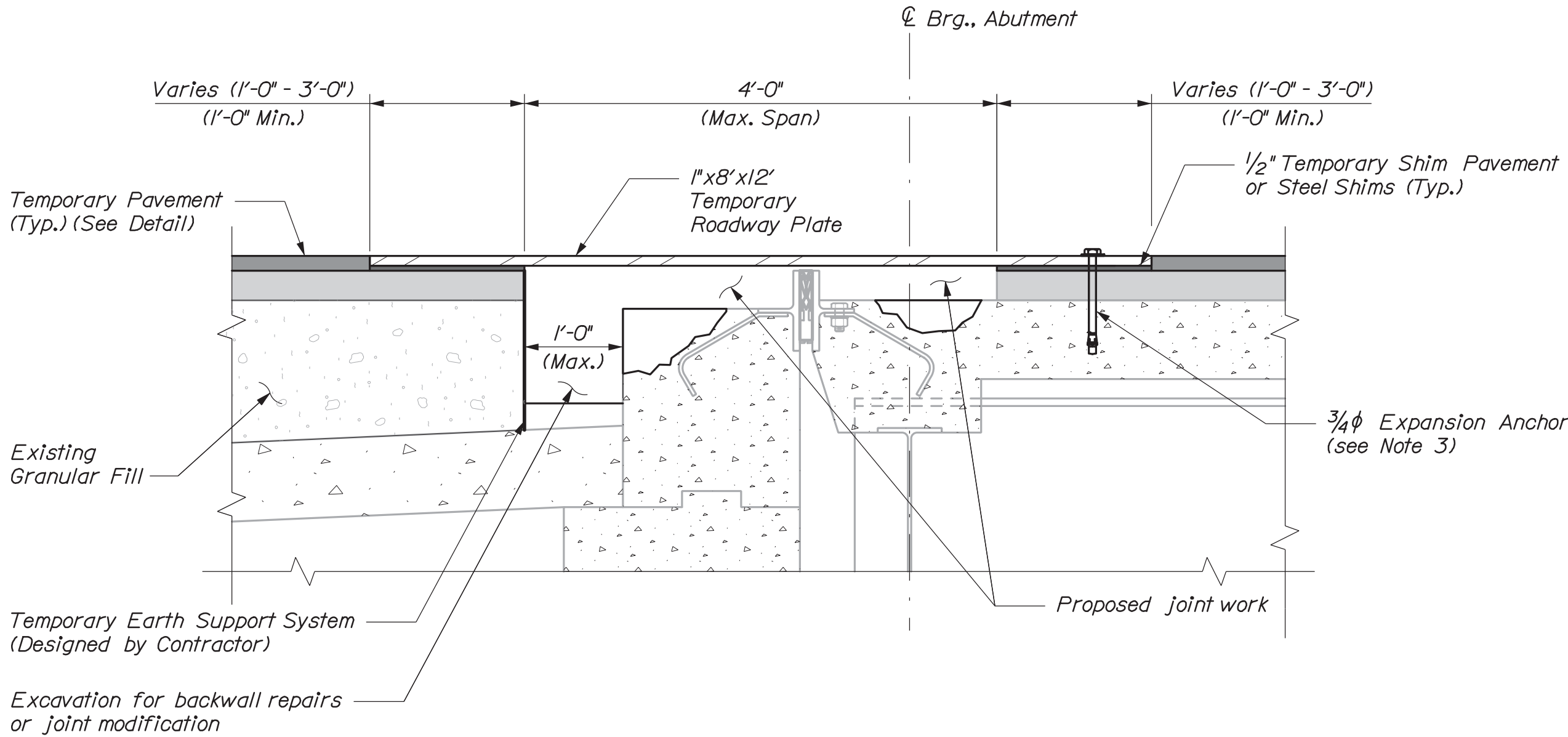
3. Expansion Anchors shall be fully removable, heavy duty, vibration resistant self-locking sleeve anchors installed in accordance with manufacturer's requirements. Each Expansion Anchor shall have a minimum embedment into concrete of 4 inches, excluding pavement thickness, and capable of resisting a shear loading of 5.0 kips and a tensile force of 5.0 kips. Following completion of the work all bolt holes shall be filled with a non-shrink grout selected from the Qualified Products List.



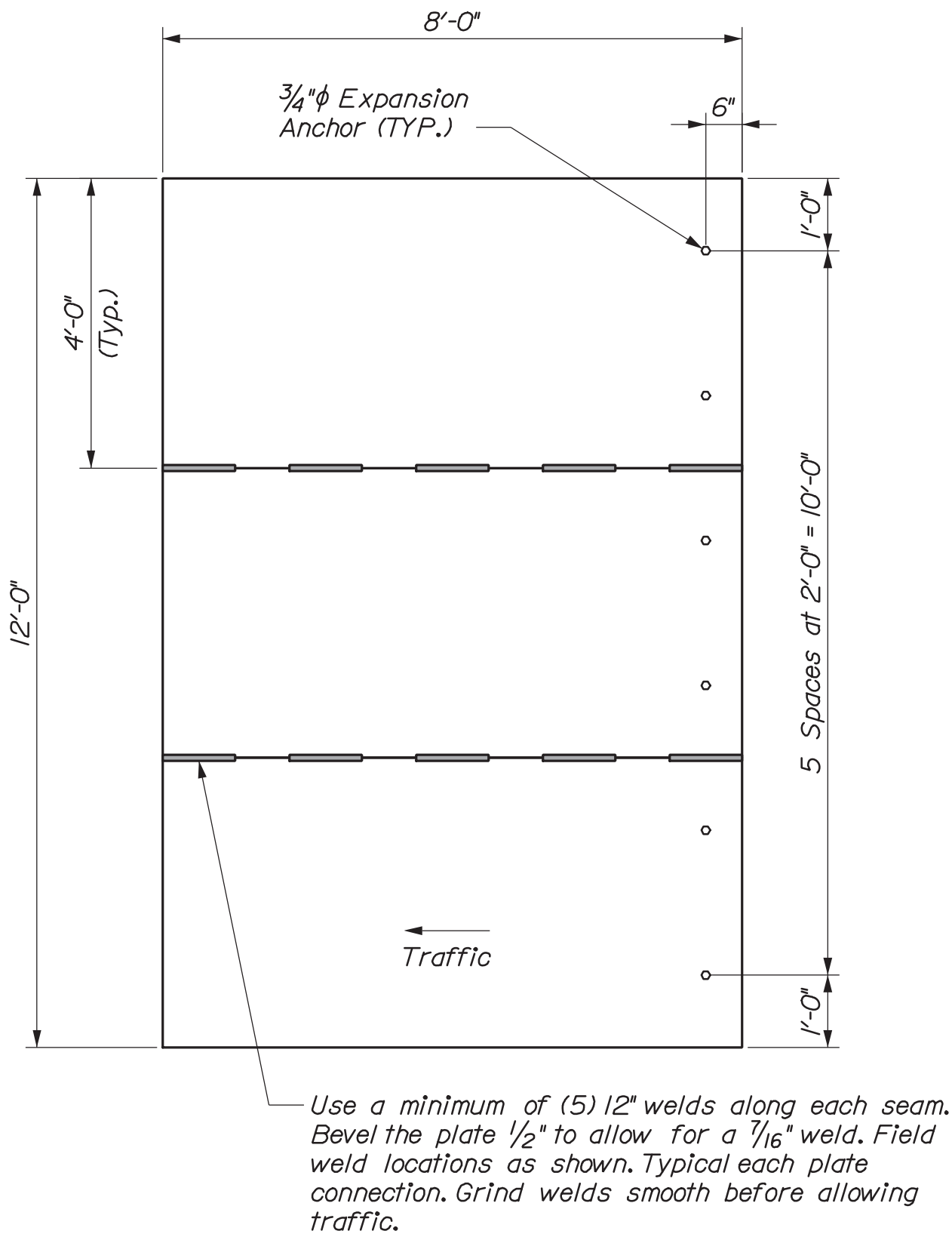
PLAN VIEW



SECTION A-A
TEMPORARY PAVEMENT DETAIL
(Vertical Scale Exaggerated)

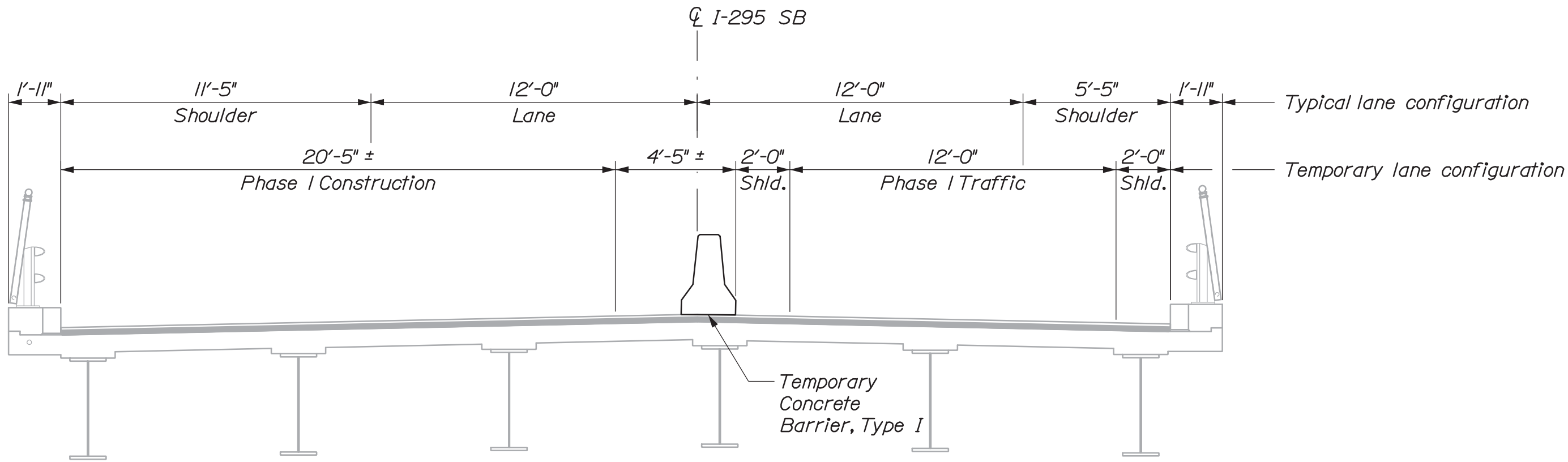


SECTION B-B

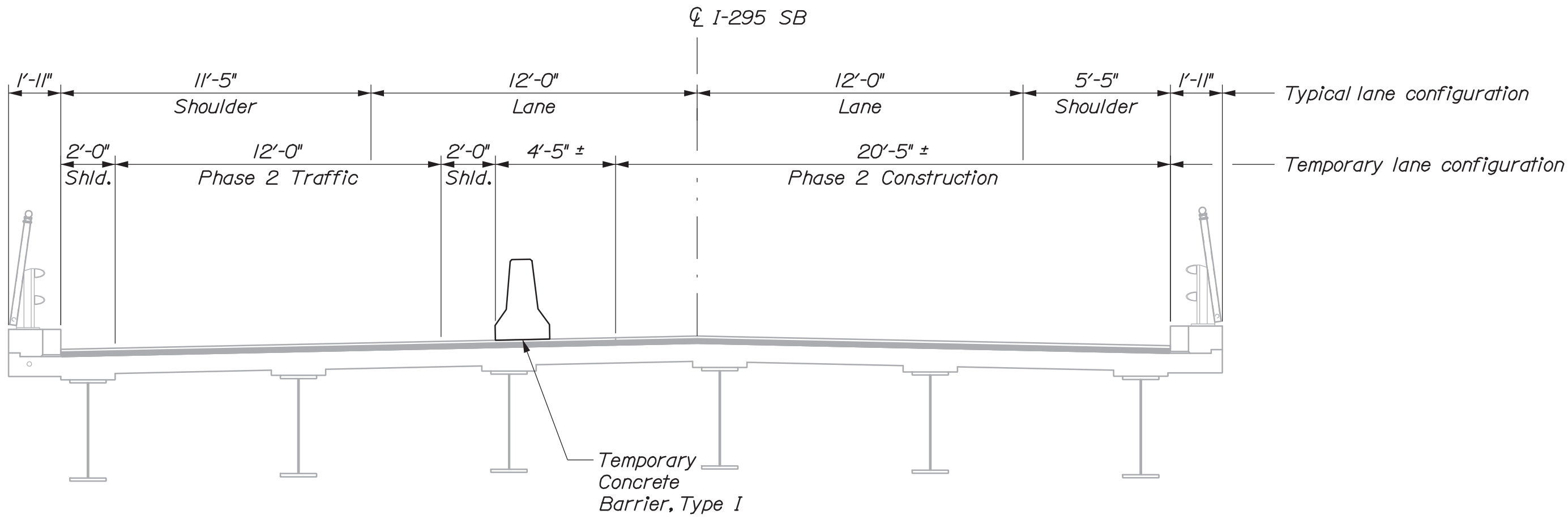


TEMPORARY ROADWAY PLATE PLAN

INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER M. Kersbergen		BY E. Beausoleil T. Cote	DATE 06/20 06/20	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
JOINT MODIFICATION TEMP. ROADWAY PLATE		DESIGNED-DETAILED G. Standley		SIGNATURE		
		CHECKED-REVIEWED A. Stephens		P.E. NUMBER		
		DESIGN2-DETAILED2				
SHEET NUMBER 13 OF 19		DESIGN3-DETAILED3		DATE		2361504 WIN 023615.04 BRIDGE PLANS
		REVISIONS 1				
		REVISIONS 2				
		REVISIONS 3				
		REVISIONS 4				
		FIELD CHANGES				



PHASE 1
Interstate 295 over Route 703



PHASE 2
Interstate 295 over Route 703

NOTES:
1. Sections are shown looking northbound.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION										
	2361504									
	WIN 023615.04									
	BRIDGE PLANS									
INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY BRIDGE PHASING ROUTE 703	PROJ. MANAGER	M. Kersbergen	BY	DATE						
	DESIGN-DETAILED	AJS	AIM	06/20						
	CHECKED-REVIEWED	JRH	TRC	06/20	SIGNATURE					
	DESIGN2-DETAILED2									
	DESIGN3-DETAILED3									
	REVISIONS 1				P.E. NUMBER					
	REVISIONS 2									
	REVISIONS 3									
	REVISIONS 4				DATE					
	FIELD CHANGES									
SHEET NUMBER	14									
OF 19										



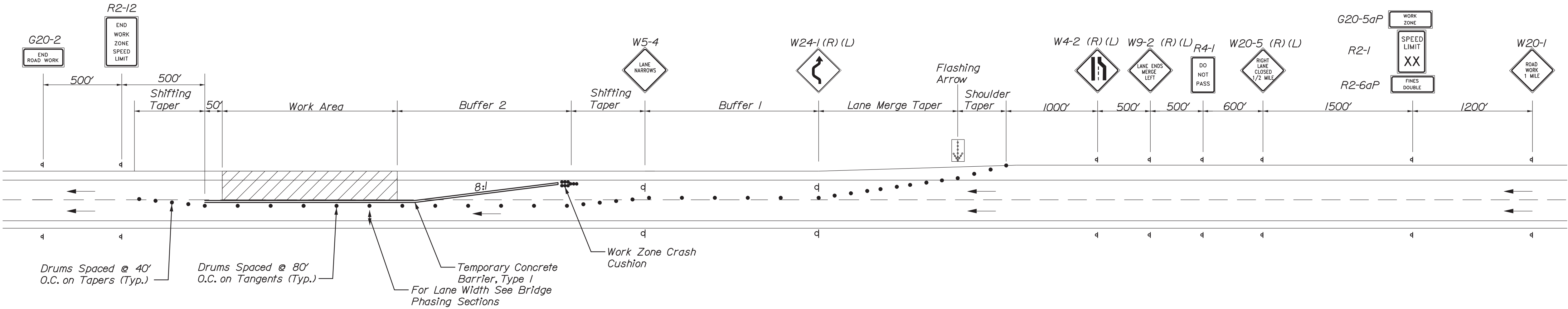
HNTB

NOTES:

1. Construction sign placement shall be adjusted by the Resident to avoid conflicts with existing signing.
2. This detail shall be modified for individual locations and phases as shown in the "Traffic Control Plans", for Route 703 and Westbrook Street.

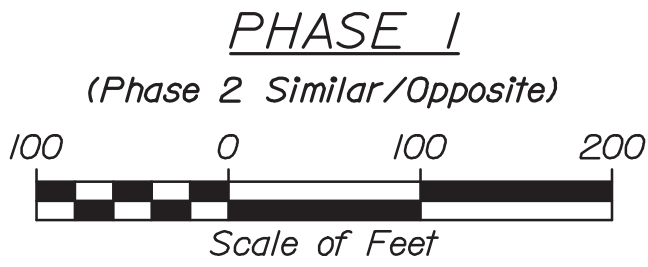
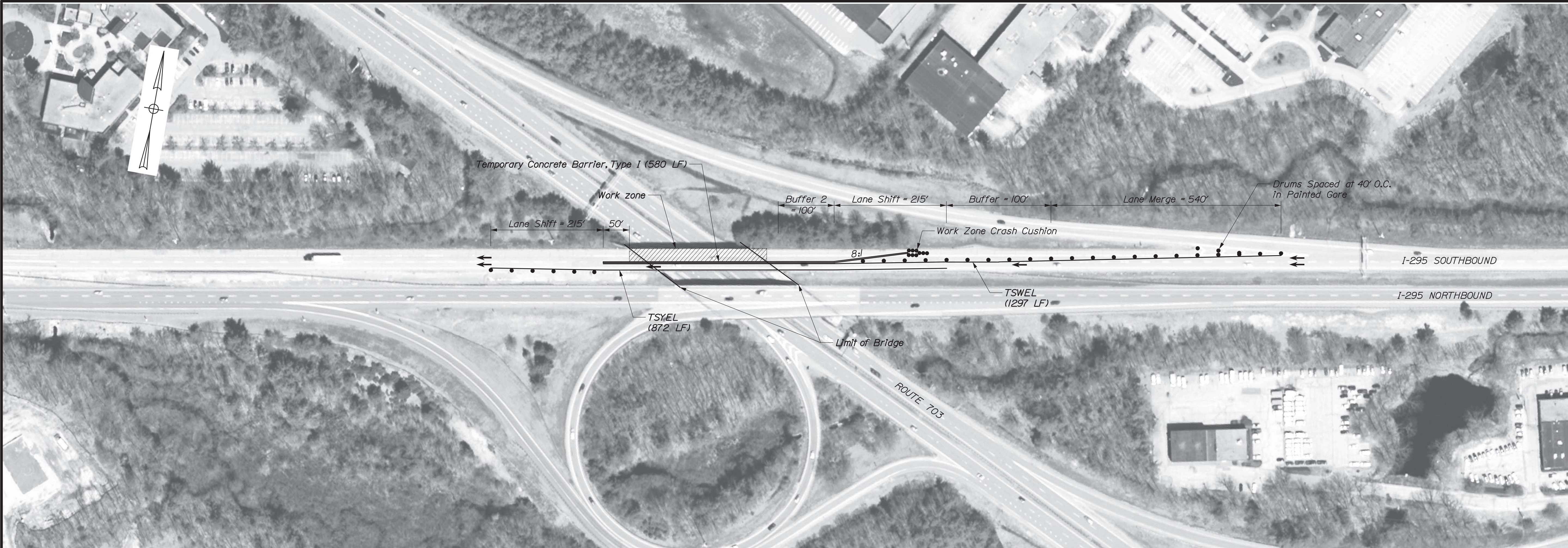
Taper Table

Work Zone	Bridge	Work Zone Speed (mph)	Buffer 2 (ft)	Phase 1 Shifting Taper (ft)	Phase 2 Shifting Taper (ft)	Buffer 1 (ft)	Lane Merge Taper (ft)	Shoulder Taper (ft)
1	Route 703	45	100	215	215	100	540	180
2	Westbrook Street	45	100	150	495	100	540	180



Standard Lane Closure Detail

Detail Shown Is For Travel Lane Closure.
Passing Lane Closure Similar, But Opposite Hand.



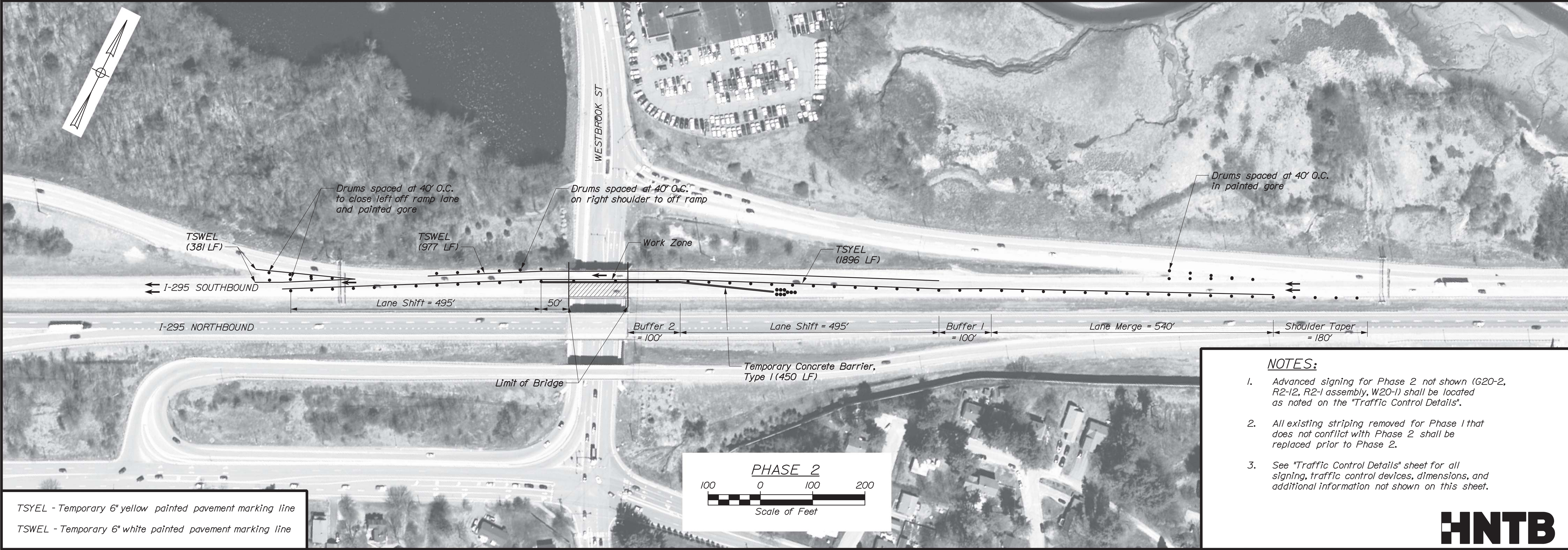
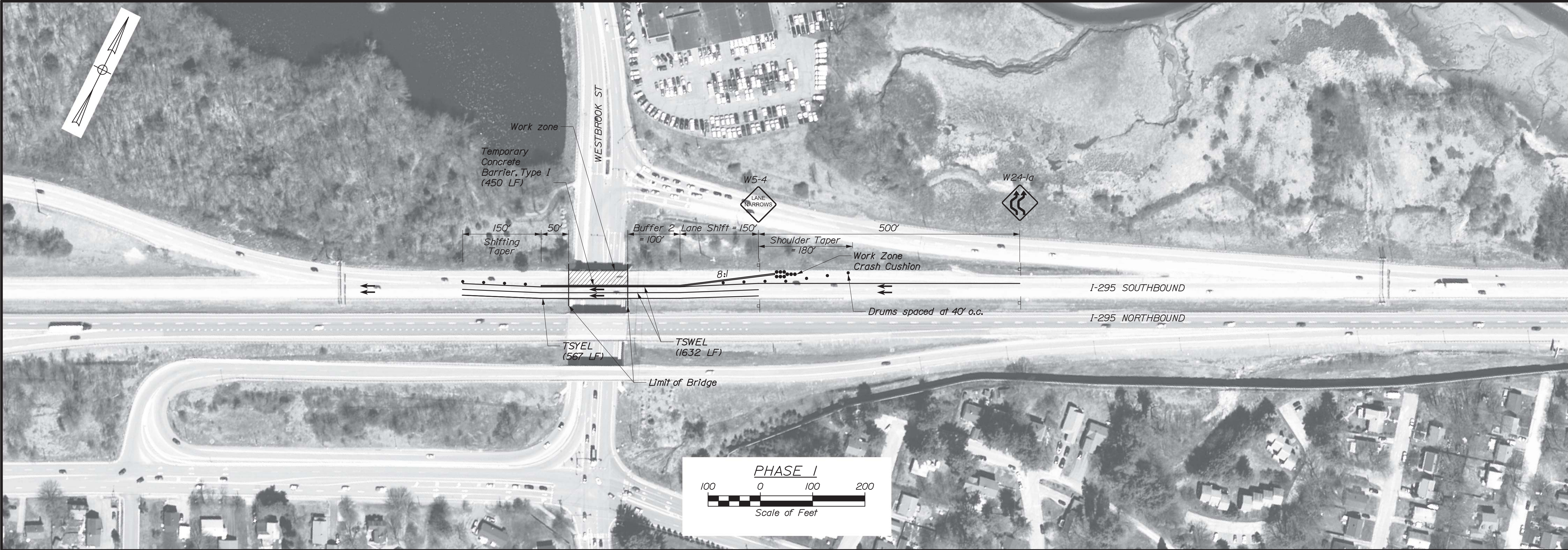
TSYEL - Temporary 6" yellow painted pavement marking line
TSWEL - Temporary 6" white painted pavement marking line

NOTES:

1. All existing striping removed for Phase 1 that does not conflict with Phase 2 shall be replaced prior to Phase 2.
2. See "Traffic Control Details" sheet for all signing, traffic control devices, dimensions, and additional information not shown on this sheet.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2361504	
	BRIDGE NO.	Varies
	WIN	023615.04
BRIDGE PLANS		
INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY TRAFFIC CONTROL PLAN ROUTE 703	PROJ. MANAGER	M. Kerssbergen
	DESIGN-DETAILED	AJS
	CHECKED-REVIEWED	JRH
	DESIGN-DETAILED	-
SHEET NUMBER	DATE	06/20
	SIGNATURE	
	P.E. NUMBER	
	DATE	
17		
OF 19		



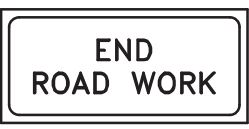



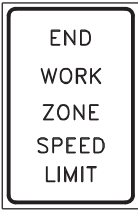

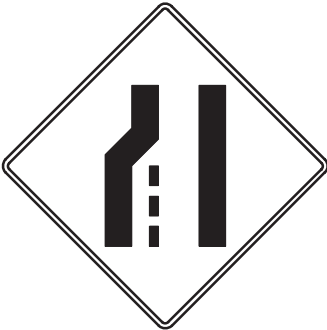


TSYEL - Temporary 6" yellow painted pavement marking line
TSWEL - Temporary 6" white painted pavement marking line



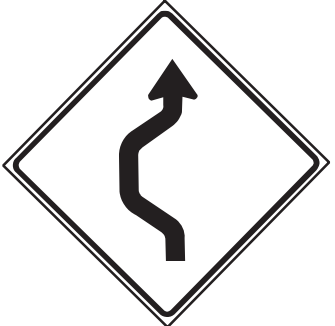

- NOTES:**
- Advanced signing for Phase 2 not shown (G20-2, R2-12, R2-1 assembly, W20-1) shall be located as noted on the "Traffic Control Details".
 - All existing striping removed for Phase 1 that does not conflict with Phase 2 shall be replaced prior to Phase 2.
 - See "Traffic Control Details" sheet for all signing, traffic control devices, dimensions, and additional information not shown on this sheet.



INTERSTATE 295 SOUTHBOUND S. PORTLAND CUMBERLAND COUNTY				PROJECT MANAGER		NATE BENOIT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLAN WESTBROOK STREET				DESIGN-DETAILED		AJS	TRC	06/20		
				CHECKED-REVIEWED		JRH		06/20		
				DESIGN2-DETAILED2		-	-	-		
				DESIGN3-DETAILED3		-	-	-	2361504	
				REVISIONS 1		-	-	-		
				REVISIONS 2		-	-	-		
				REVISIONS 3		-	-	-		
				REVISIONS 4		-	-	-	WIN 023615.04	
				FIELD CHANGES		-	-	-		
						-	-	-		
SHEET NUMBER				BRIDGE NO.		VARIATION		BRIDGE PLANS		
18										
OF 19										

CONSTRUCTION SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
G20-2	48"	24"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			4	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			8.00 (32)
G20-5aP	36"	24"					4				6.00 (24)
R2-1 (45)	48"	60"					4				20.00 (80)
R2-6aP	48"	36"					4				12.00 (48)
R2-12	36"	54"					4				13.50 (54)
R4-1	48"	60"					4				20.00 (80)
W4-2L	48"	48"					4				16.00 (64)
W4-2R	48"	48"					4				16.00 (64)
W5-4 (MODIFIED)	48"	48"					4				16.00 (64)
W9-2L	48"	48"					4				16.00 (64)
W9-2R	48"	48"					4				16.00 (64)

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
W20-1 (1 Mile)	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			4	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			16.00 (64)
W20-5R (1/2 Mile)	48"	48"					4				16.00 (64)
W20-5L (1/2 Mile)	48"	48"					4				16.00 (64)
W24-1L	48"	48"					2				16.00 (32)
W24-1R	48"	48"					4				16.00 (64)
W24-1aL	48"	48"					2				16.00 (32)

INTERSTATE 295 SOUTHBOUND
S. PORTLAND
CUMBERLAND COUNTY

SIGN SUMMARY

SHEET NUMBER

19

OF 19



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2361504

WIN

023615.04

BRIDGE NO. VARIES

BRIDGE PLANS

SIGNATURE
P.E. NUMBER
DATE

DATE	BY	M. Kersbergen	PROJ. MANAGER
06/20	ALS	ALS	DESIGN-DETAILED
06/20	TRC	JRH	CHECKED-REVIEWED
			DESIGN-DETAILED
			REVISIONS 1
			REVISIONS 2
			REVISIONS 3
			REVISIONS 4
			FIELD CHANGES