

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



PORTLAND  
CUMBERLAND COUNTY  
INTERSTATE 295 NORTHBOUND  
BRIDGE REHABILITATION  
PROJECTS

IM-1792(900)E

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

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

MATERIALS

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

BASIC DESIGN STRESSES

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

MAINTENANCE OF TRAFFIC

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

LIST OF DRAWINGS

Title Sheet	1
Estimated Bridge Quantities	2
General Notes	3
Location Map	4
Plan and Transverse Section	
Back Cove (Tukeys Bridge) #3088	5
Washington Avenue, Bridge #0816	6
Sherwood Street, Bridge #5617	7
SLARR/CNRR, Bridge #5616	8
Kensington Street, Bridge #5618	9
Joint Modification Details I	10
Joint Modification Details II	11
Concrete Transition Barrier (Type 1)	12
Concrete Transition Barrier (Type 2)	13
Bridge Drain Details	14
Bridge Phasing Plans and Typical Sections	
Back Cove (Tukeys Bridge)	15-16
Washington Avenue	17-19
Sherwood, SLARR/CNRR and Kensington	20-21
Traffic Control Plans	
Phase 0, I-295 Northbound	22-24
Phase I, I-295 Northbound	25-27
Phase II, I-295 Northbound	28-30
Phase III, I-295 Northbound	31-33
I-295 North Exit 8 Detour Plan	34
I-295 North Baxter Blvd. On Ramp Detour Plan	35
Local Signing Plan	36
Regional Signing Plan	37
Sign Summary Sheets	38-40

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	<i>[Signature]</i>	4/18/11
COMMISSIONER		CHIEF ENGINEER
<i>[Signature]</i>		<i>[Signature]</i>

STATE OF MAINE SEAL OF THE DEPARTMENT OF TRANSPORTATION FOUNDED 1789 LAVALLEE No. 8462 PERSONAL	
SIGNATURE	P.E. NUMBER
<i>[Signature]</i>	6452
DATE	4/18/11

PROJECT INFORMATION	
PROGRAM	Bridge
PROJECT MANAGER	Nate Benoit
DESIGNER	Don Ettinger
CONSULTANT	HNIB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY	TITLE SHEET
--	-------------

SHEET NUMBER
1
OF 40

Date: 3/16/2011

Username: mcundiff

Division: BRIDGE

Filename: 001\_Title.dgn

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

\* Undetermined Location

Notes:

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

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

BRIDGE NO. 

Varies

 PIN 17929.00 BRIDGE PLANS

INTERSTATE 295 NORTHBOUND  
PORTLAND  
CUMBERLAND COUNTY

ESTIMATED BRIDGE QUANTITIES

SHEET NUMBER  
2  
OF 40



Filename: 003\_GeneralNotes.dgn

Division: HIGHWAY

Username: mcurdiff

Date:4/7/2011

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

IM-1792(900)E

PIN 17929.00

BRIDGE NO. Varies

BRIDGE PLANS

INTERSTATE 295 NORTHBOUND

PORTLAND COUNTY

CUMBERLAND COUNTY

GENERAL NOTES

SHEET NUMBER

3

OF 40

GENERAL

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

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

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

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

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

UTILITIES

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

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

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

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

BRIDGE RAILING

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

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

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

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

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

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

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

CONCRETE WEARING SURFACE

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

STRUCTURAL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24. The contractor is required to have on-site a copy of the Technical Guideline No. 037.32 or latest version published by the International Concrete Repair Institute as well as a set of nine molded replicas of surfaces textures, for use on this project. All associated costs considered incidental to pay item 508.14.

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

CONSTRUCTION PHASING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
LOCATION MAP		IM-1792(900)E	
SHEET NUMBER		BRIDGE NO.	Variety
4		PIN	17925.00
OF 40		BRIDGE PLANS	
PROJ. MANAGER	NATE BENNETT	BY	DATE
DESIGN-DETAILED	DGE	MPC	03/11
CHECKED-REVIEWED	RBH	-	03/11
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-
SIGNATURE		P.E. NUMBER	
DATE		DATE	

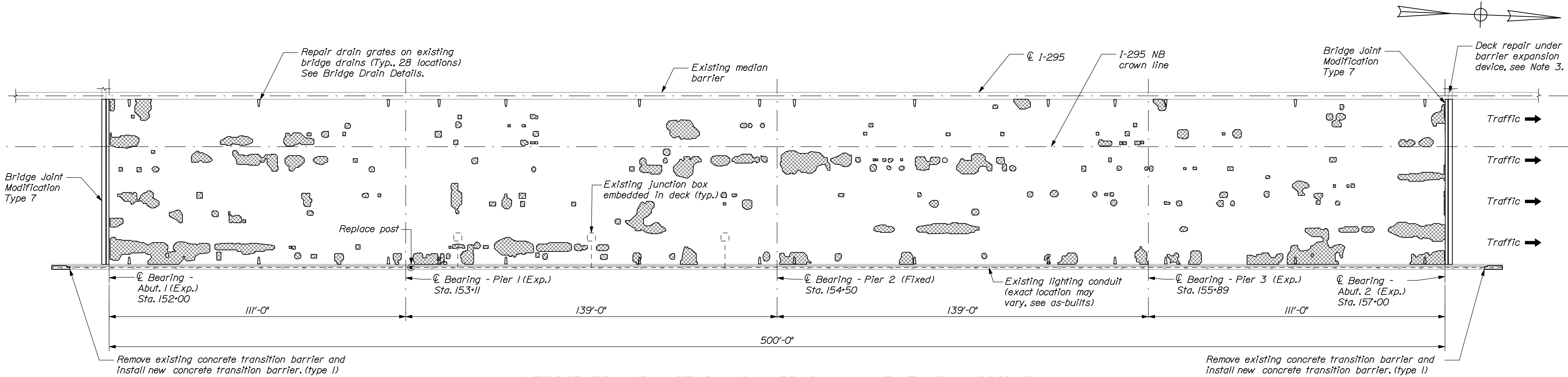


Date: 3/15/2011

Username: mcardiff

Division: BRIDGE

Filename: 005\_PlanXsec-Tukeys.dgn



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

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

NOTES:

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

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

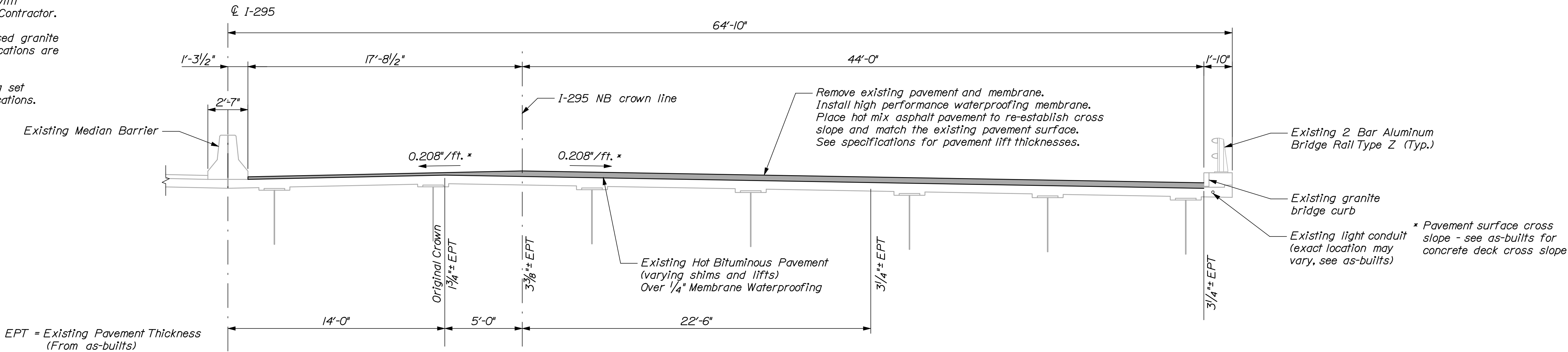
3. Contractor shall repair areas of concrete deck deterioration under median barrier expansion device. Work may require median shoulder closure on I-295 Southbound. Coordinate work with Resident and I-295 Southbound Bridge Contractor.

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

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

Legend

Approximate limits of deck repair



TRANSVERSE SECTION

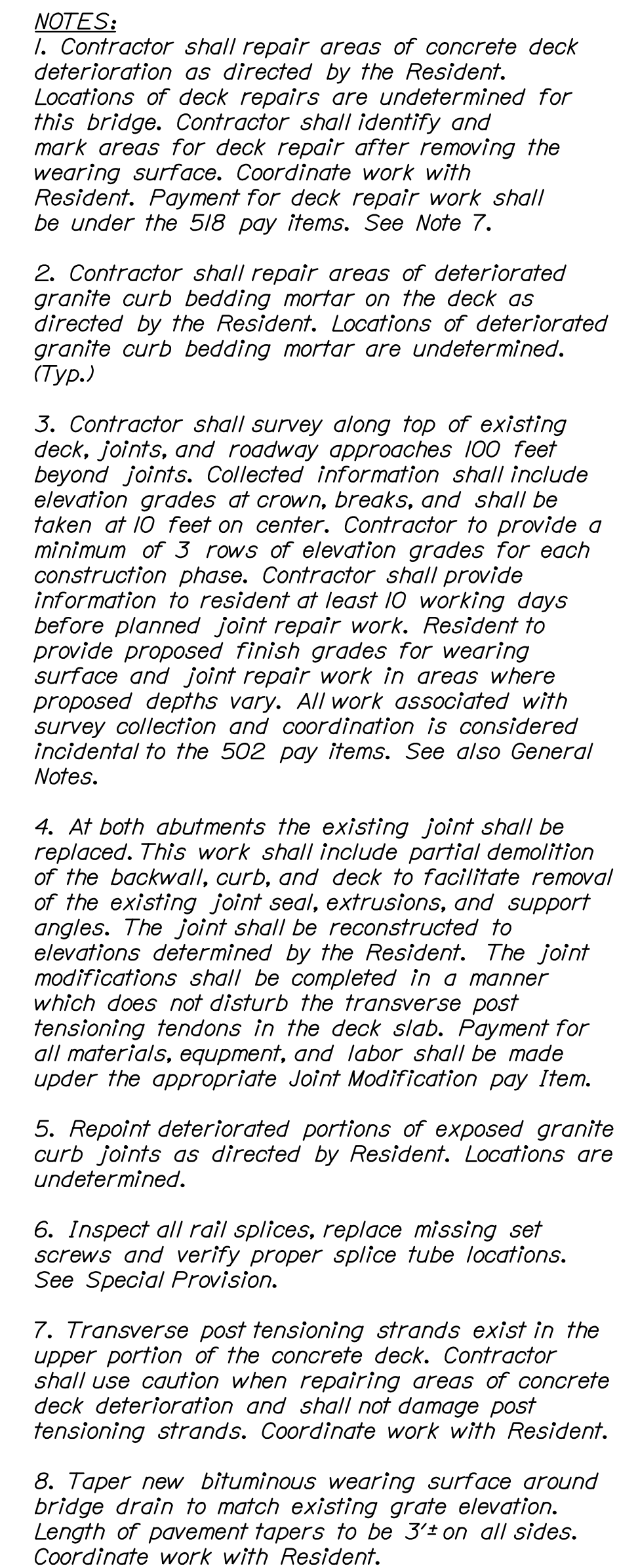
N.T.S.

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

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

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

SHEET NUMBER
5
OF 40





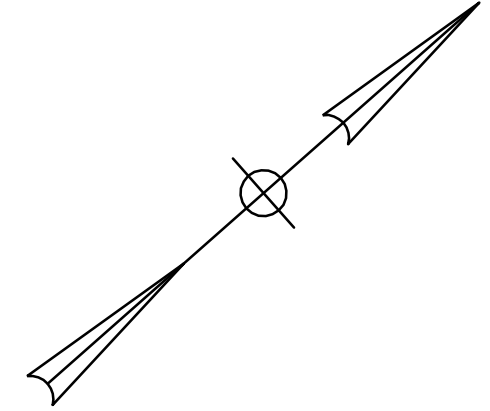
1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing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

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

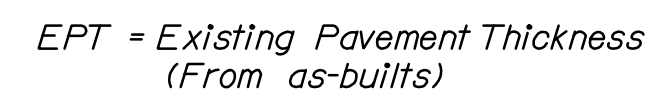
5. Contractor shall repair concrete beam vertical surface, at locations where material samples were removed from the beam. Coordinate work with Resident. Payment for this work shall be made under the 518 pay items.

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

 *Approximate limits of deck repair*




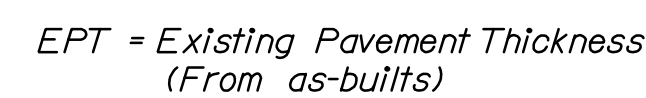
Portland ~ Bridge No. 5617  
N.T.S.



*N.T.S.*

7

 *Approximate limits of deck repair*



F 40

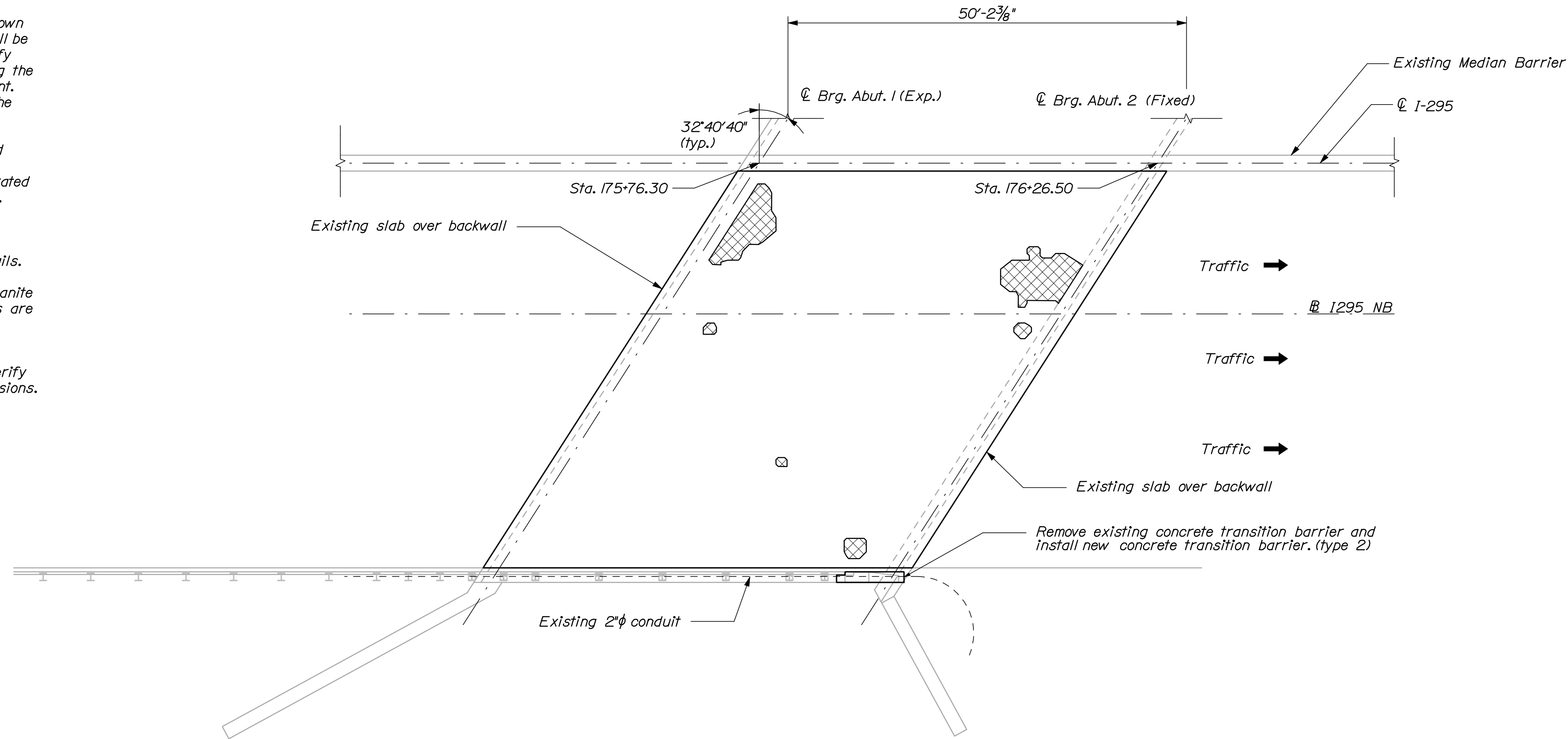


1. Contractor shall repair areas of concrete deck deterioration as directed by the Resident. Approximate locations for deck repairs are shown on the plan. Exact locations may vary and shall be determined in the field. Contractor shall identify and mark areas for deck repair after removing the wearing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

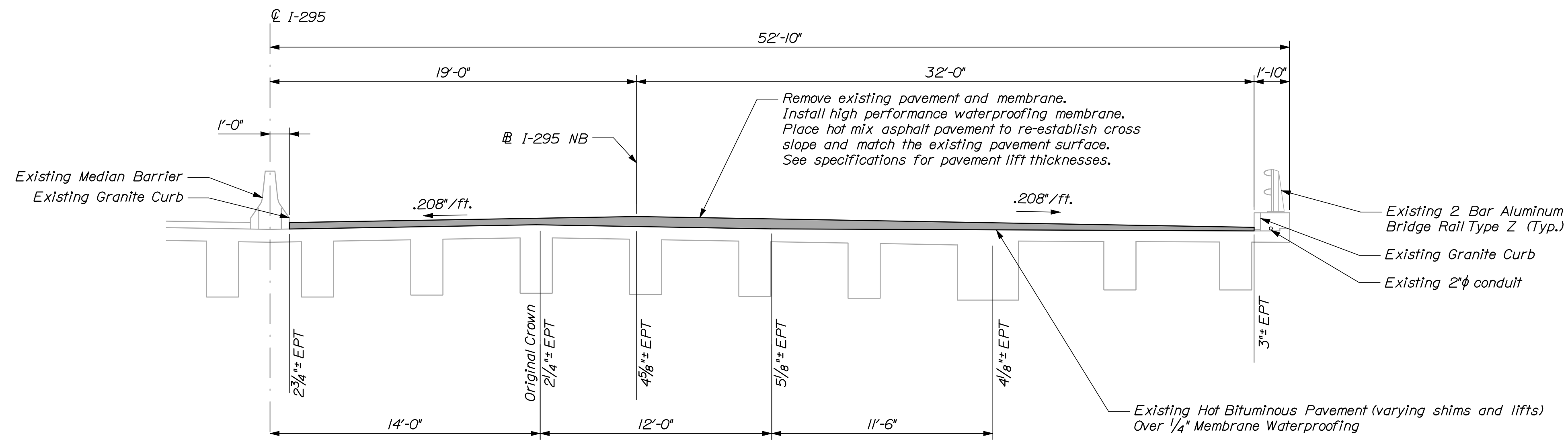
3. Install composite pavement interlayer at Abutments 1 and 2. See Joint Modification Details.

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

 *Approximate limits of deck repair*



Portland ~ Bridge No. 5618  
N.T.S.



*N.T.S.*

DESIGN-DETAILED	DGE	MPC	03/11
CHECKED-REVIEWED	RGM	—	03/11
DESIGN2-DETAILED2	—	—	
DESIGN3-DETAILED3	—	—	
REVISIONS 1	—	—	
REVISIONS 2	—	—	
REVISIONS 3	—	—	
REVISIONS 4	—	—	
FIELD CHANGES	—	—	
SIGNATURE			
P.E. NUMBER			
DATE			

INDEPENDENT ENGINEERS  
KENSINGTON STREET  
PORTLAND CUMBERLAND COUNTY  
PLAN AND TRANS. SECTION

HEET NUMBER

9

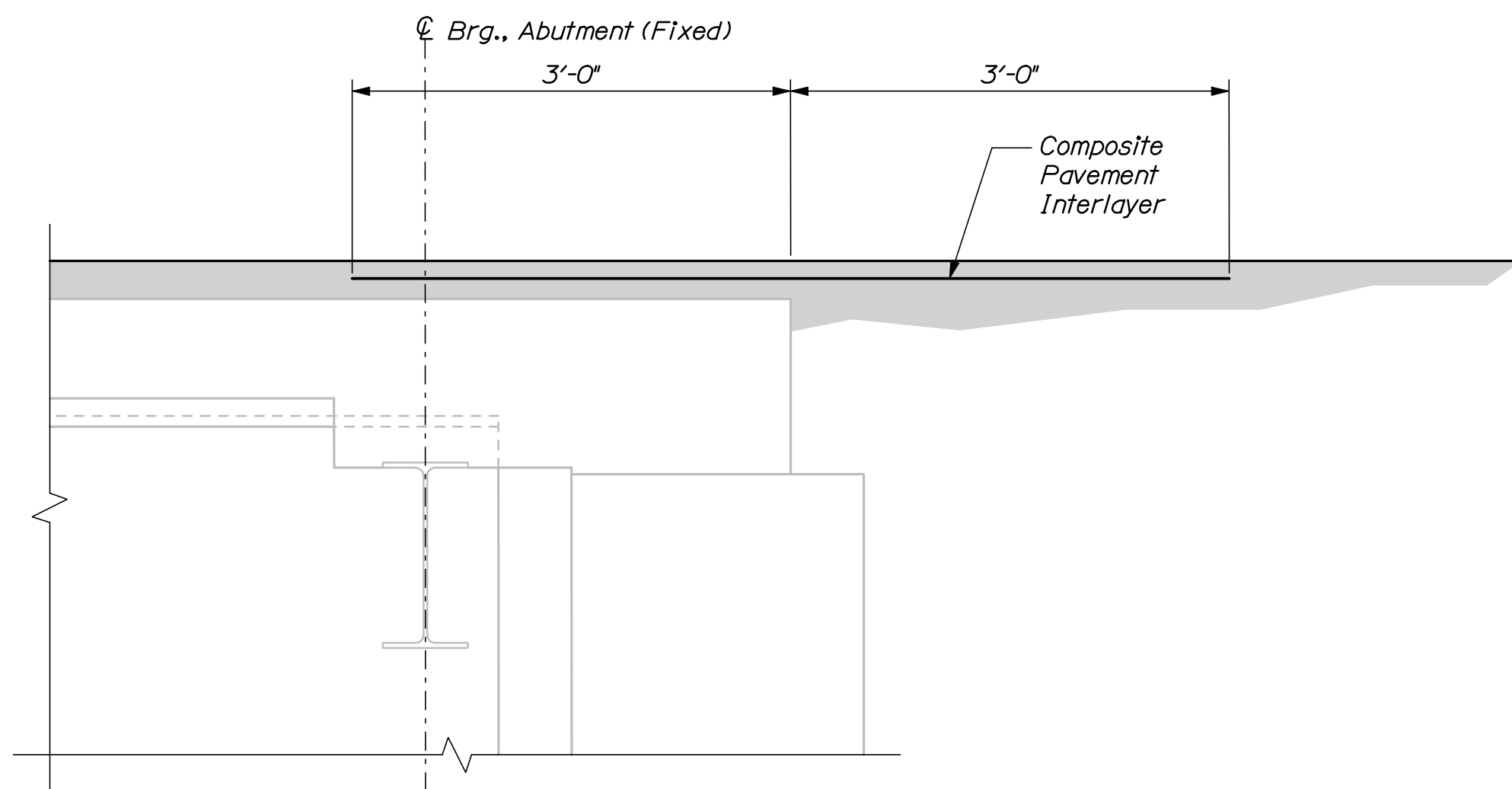
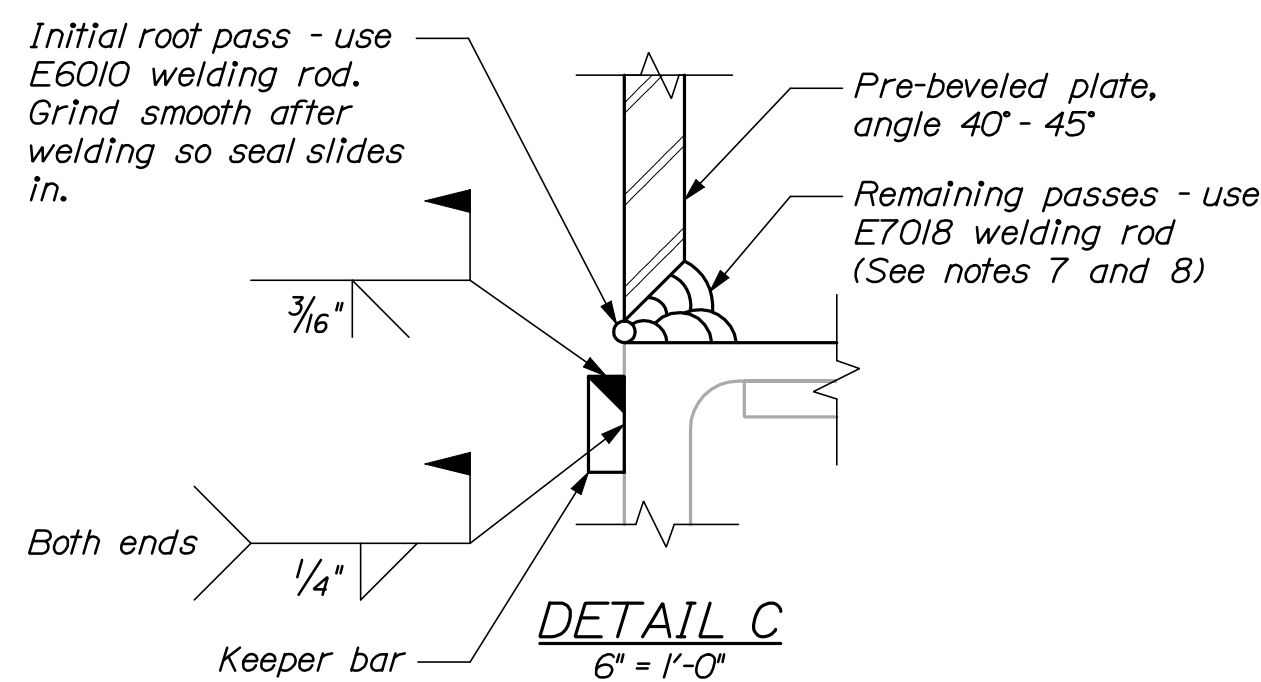
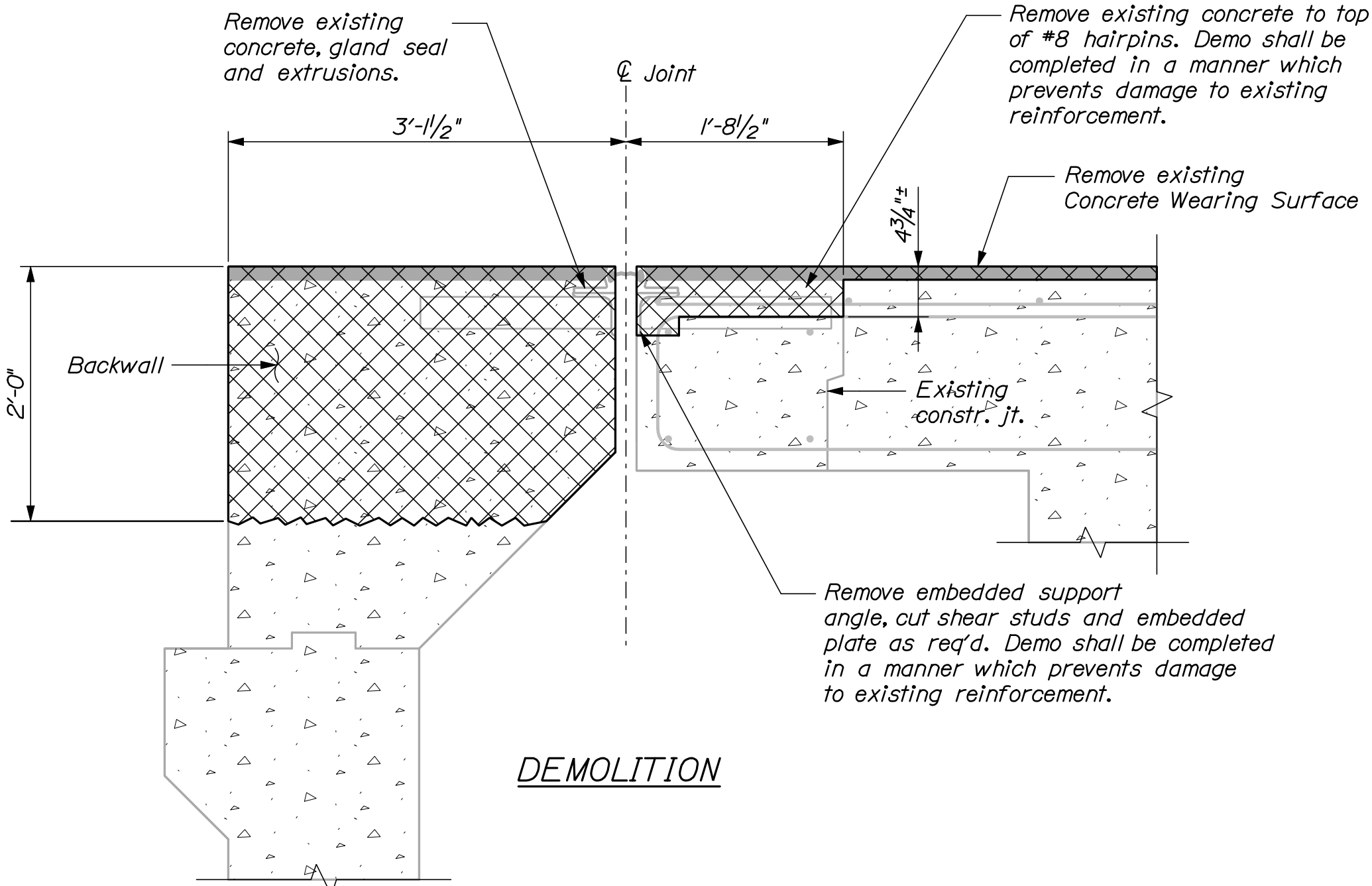


Diagram illustrating the Compression Seal Joint Detail at Curb. The diagram shows a cross-section of a joint between a Modified Joint Element and a Roadway. A Compression Seal is installed in the joint. The Roadway is 6 inches wide, and the Curb is 6 inches minimum wide. The joint modification is shown as a dashed line.

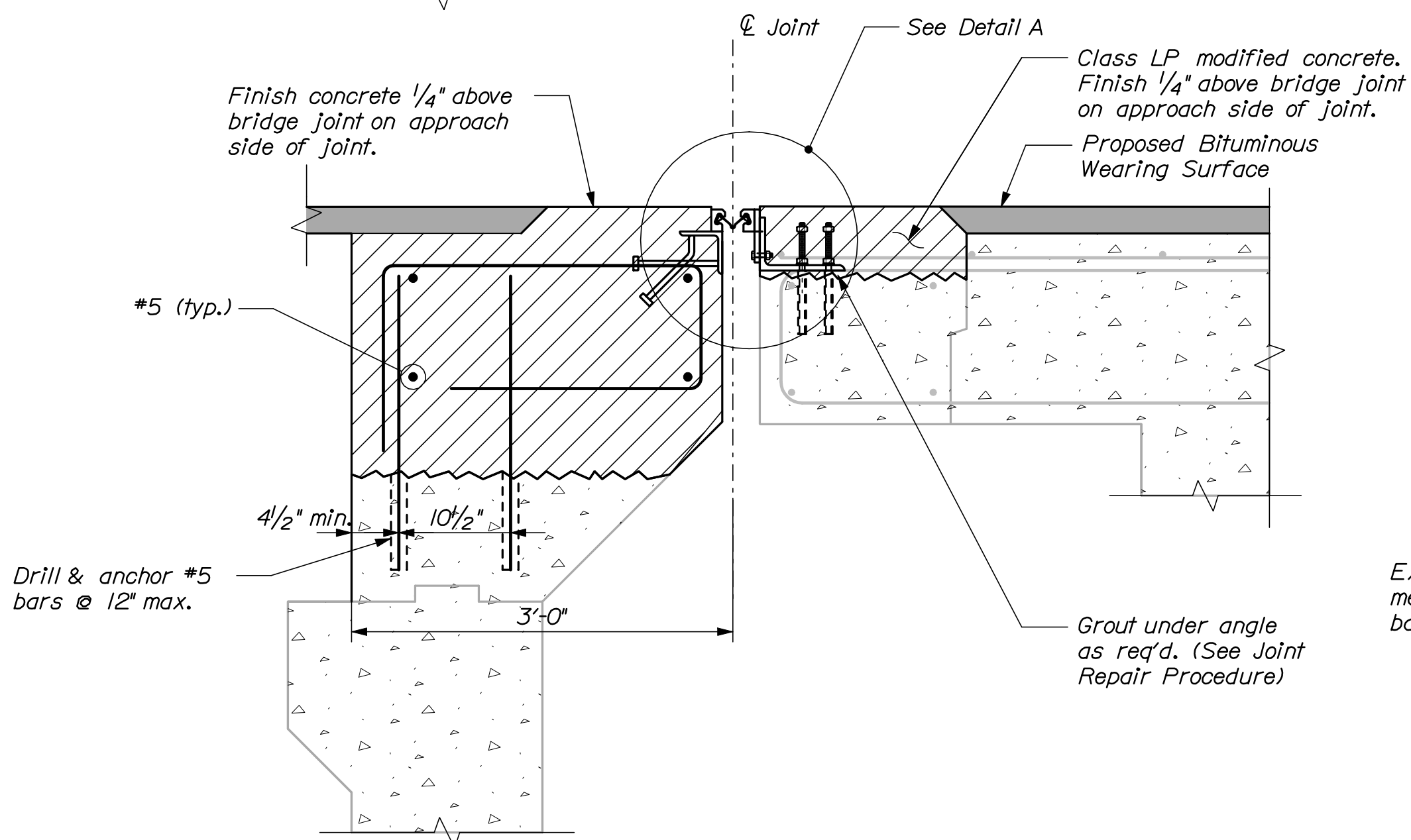
**COMPRESSSION SEAL JOINT DETAIL AT CURB**

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



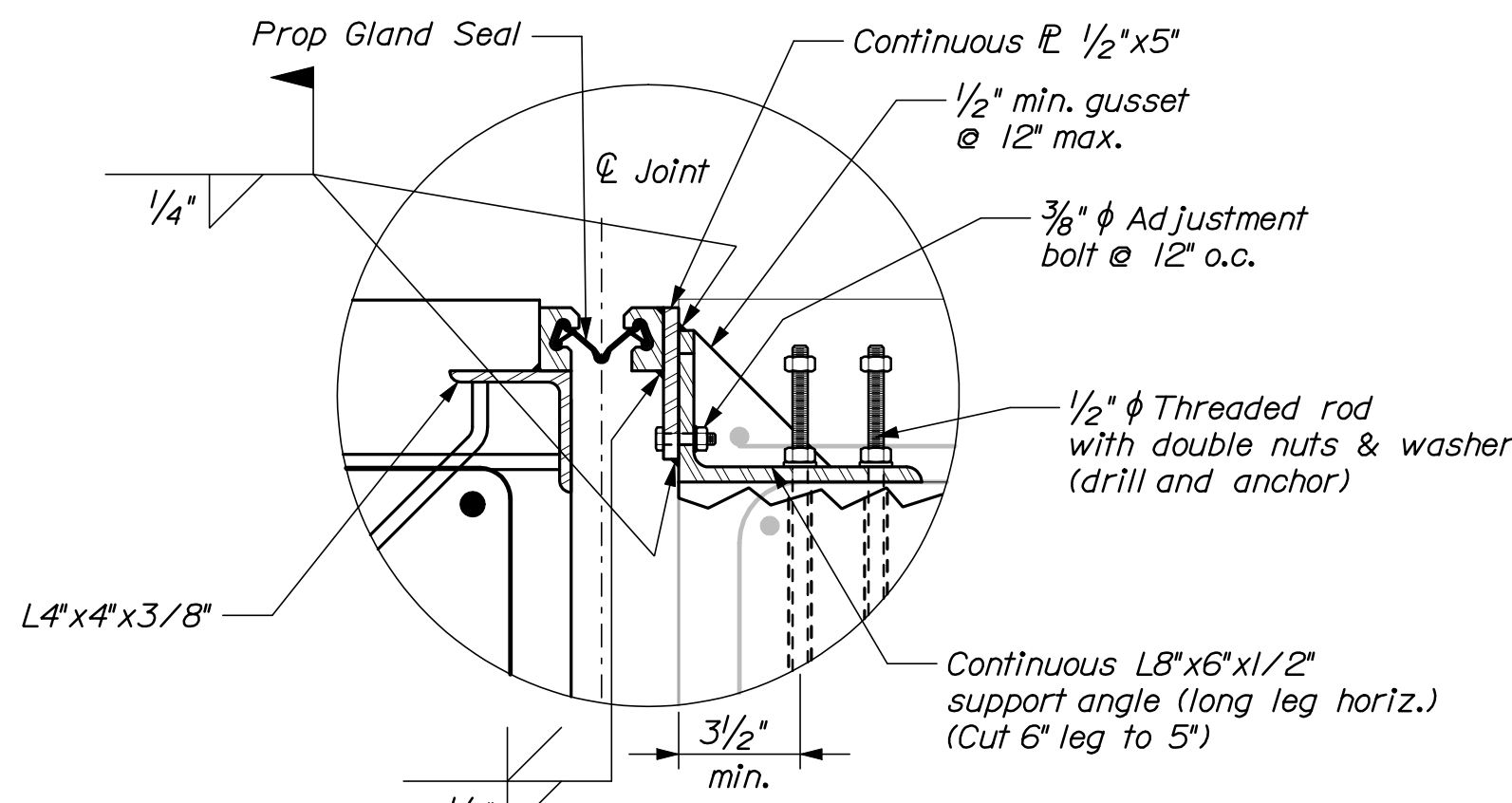


DEMOLITION



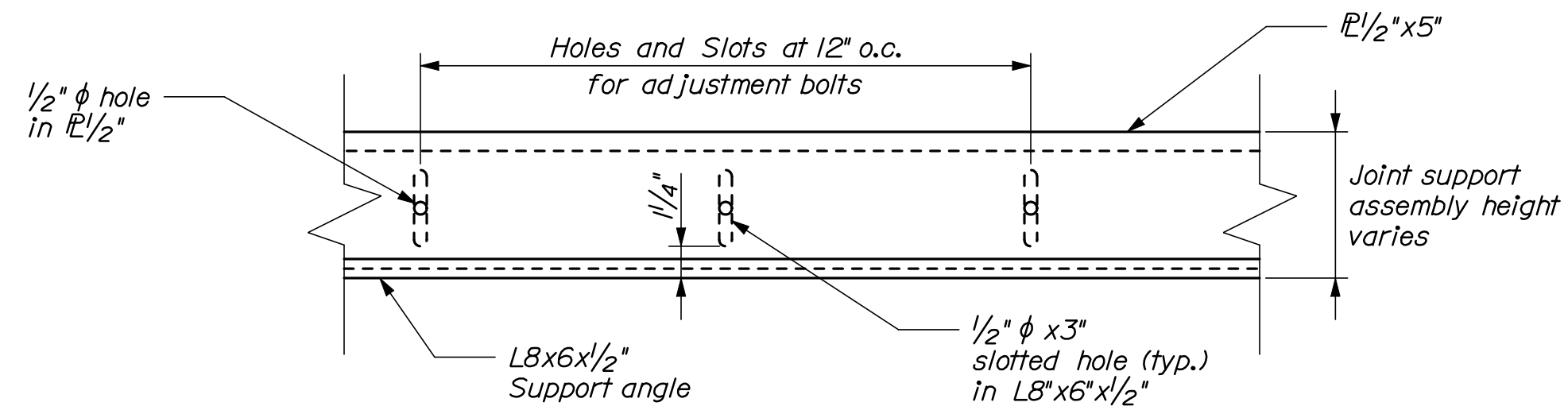
CONSTRUCTION

JOINT MODIFICATION TYPE 4  
1" = 1'-0"

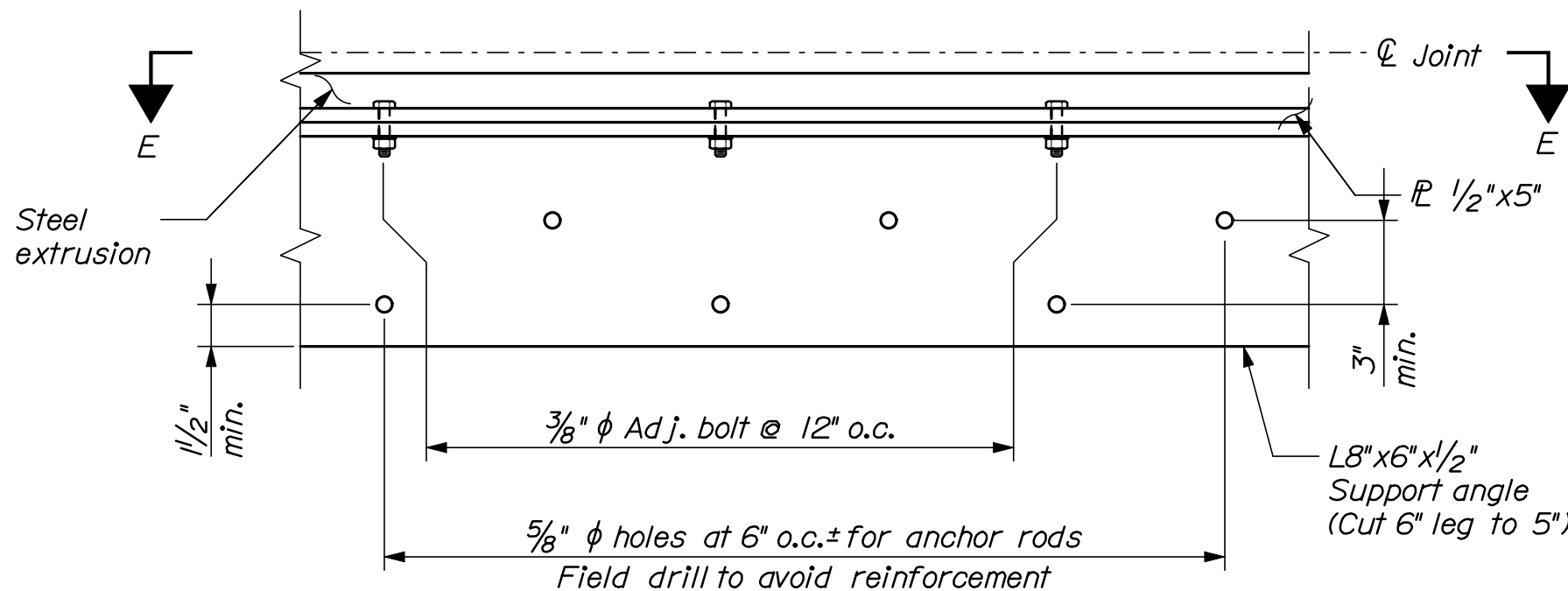


DETAIL A  
2" = 1'-0"

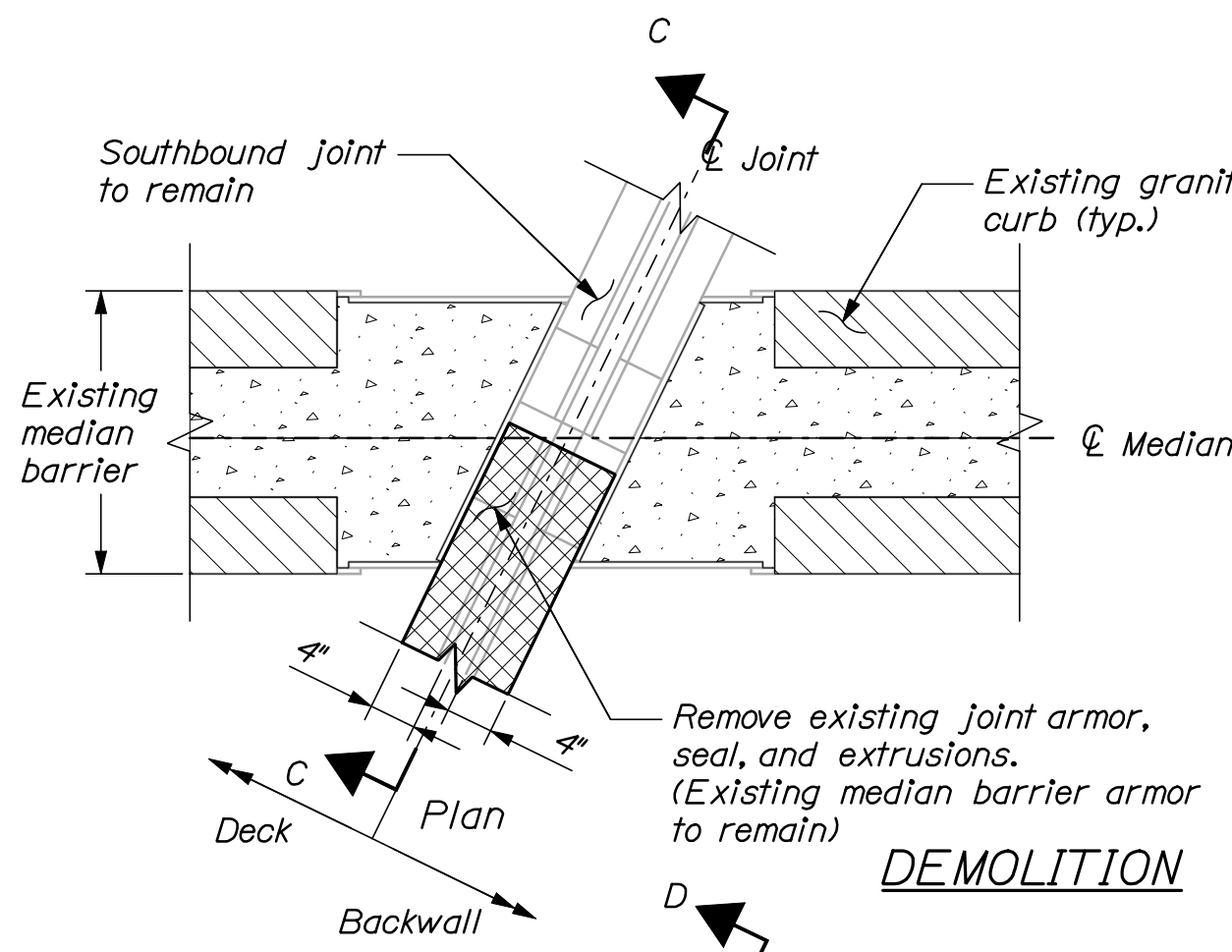
**LEGEND**  
Approximate limit of concrete removal



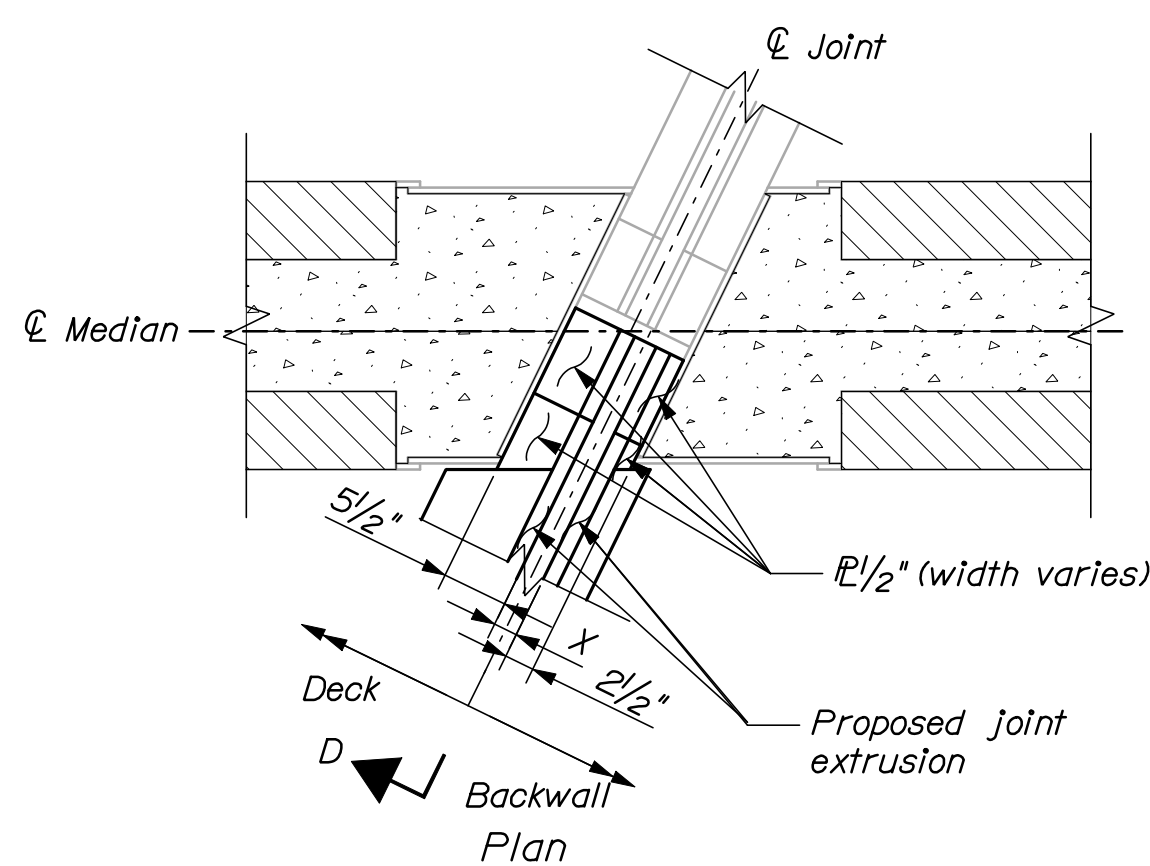
SECTION E-E



SUPPORT ANGLE DETAIL  
(Joint extrusion not shown for clarity)  
2" = 1'-0"

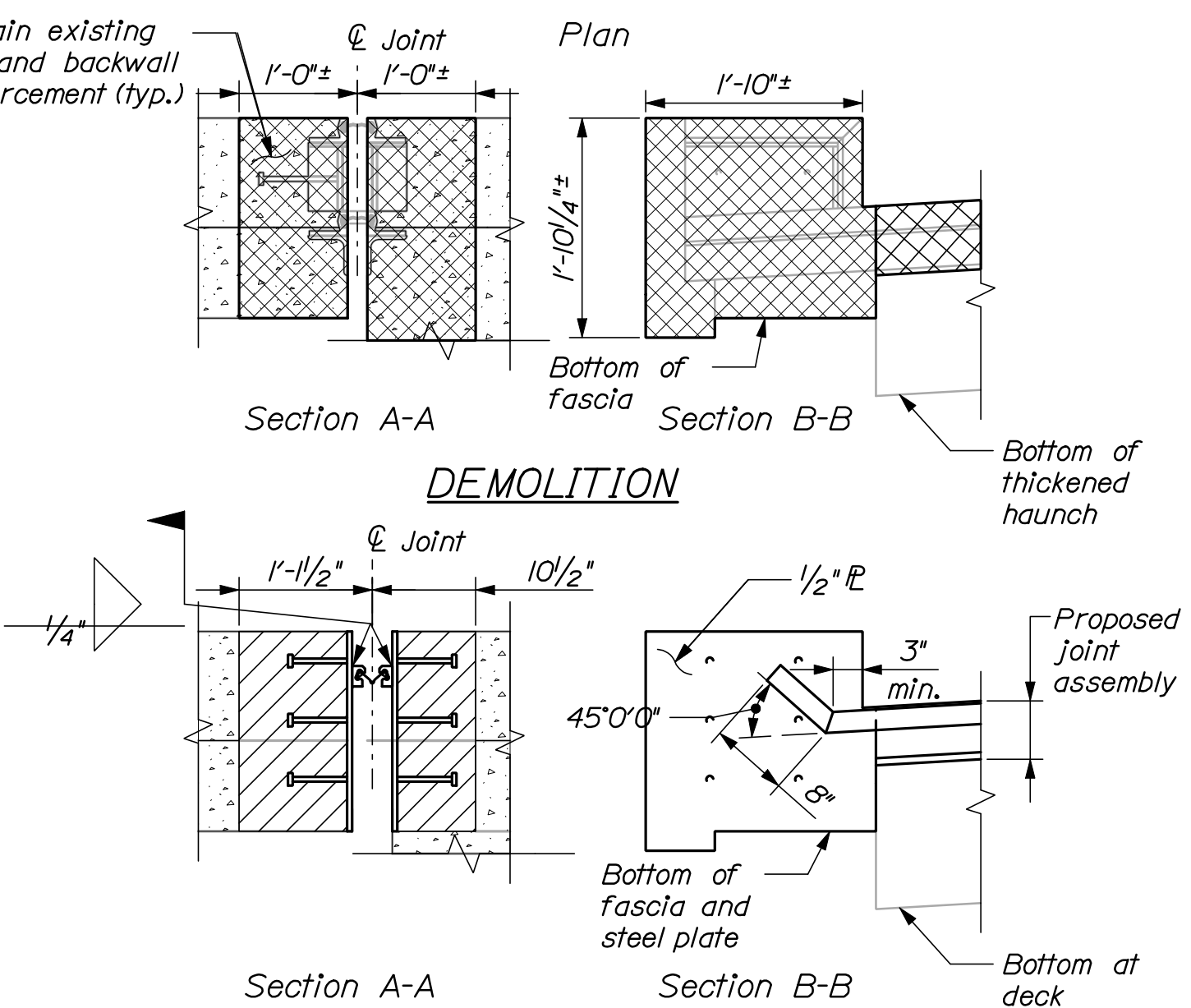
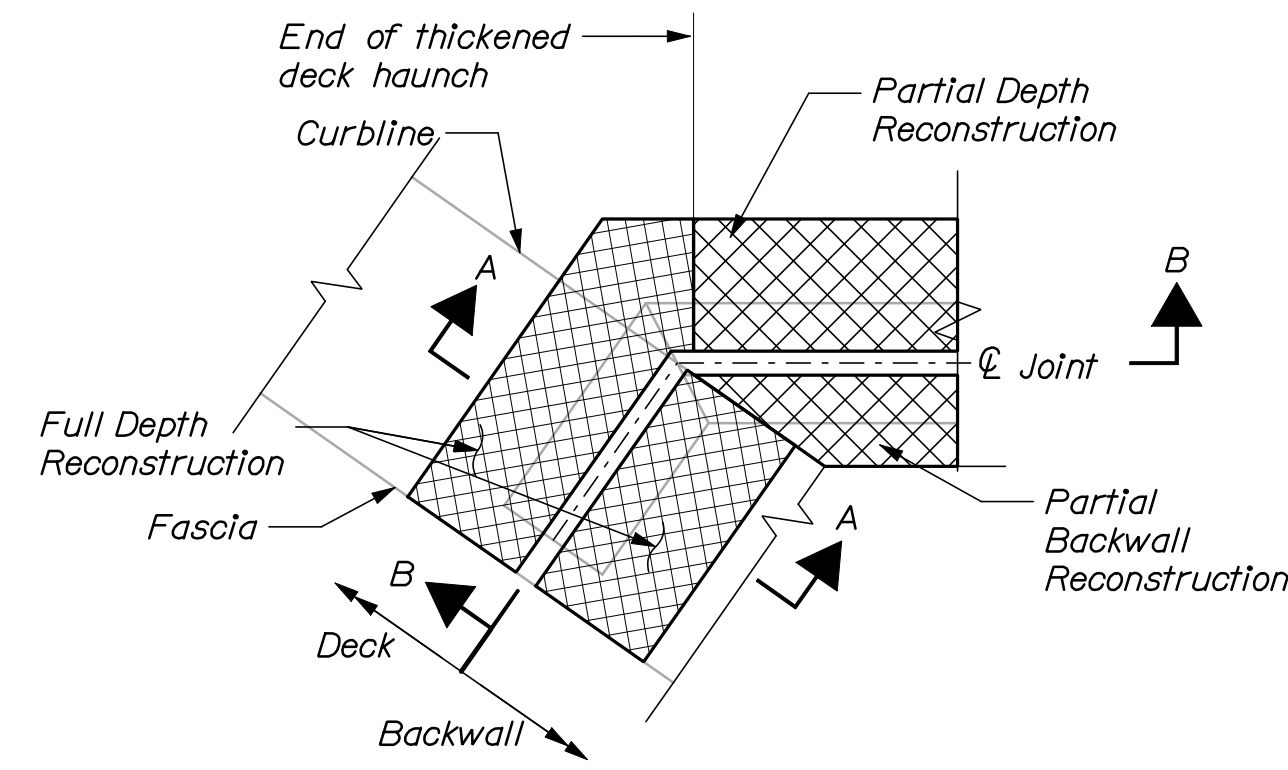


DEMOLITION



CONSTRUCTION

JOINT MODIFICATION TYPE 4 - MEDIAN BARRIER DETAILS  
3/4" = 1'



CONSTRUCTION

JOINT MODIFICATION TYPE 4 - CURB DETAILS  
3/4" = 1'

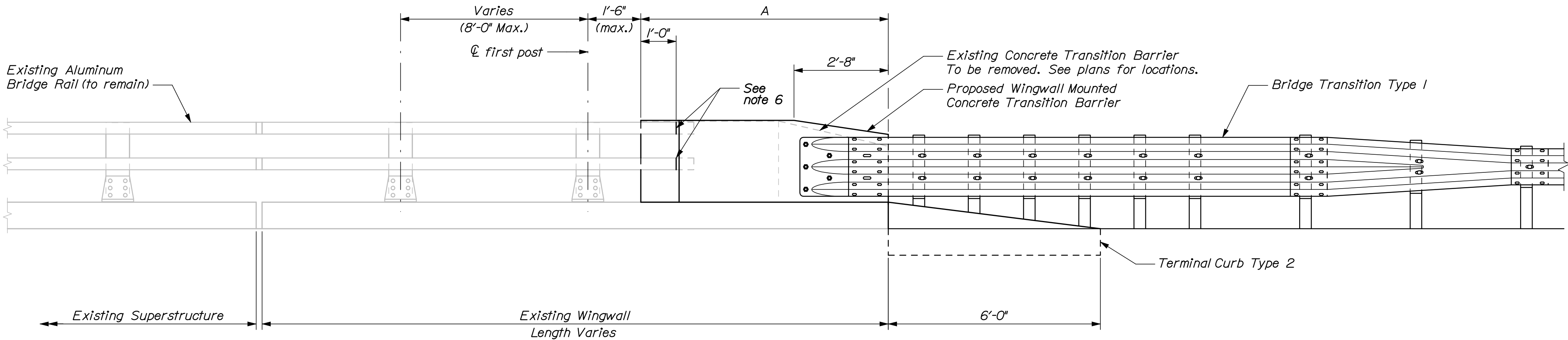
**NOTES**

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

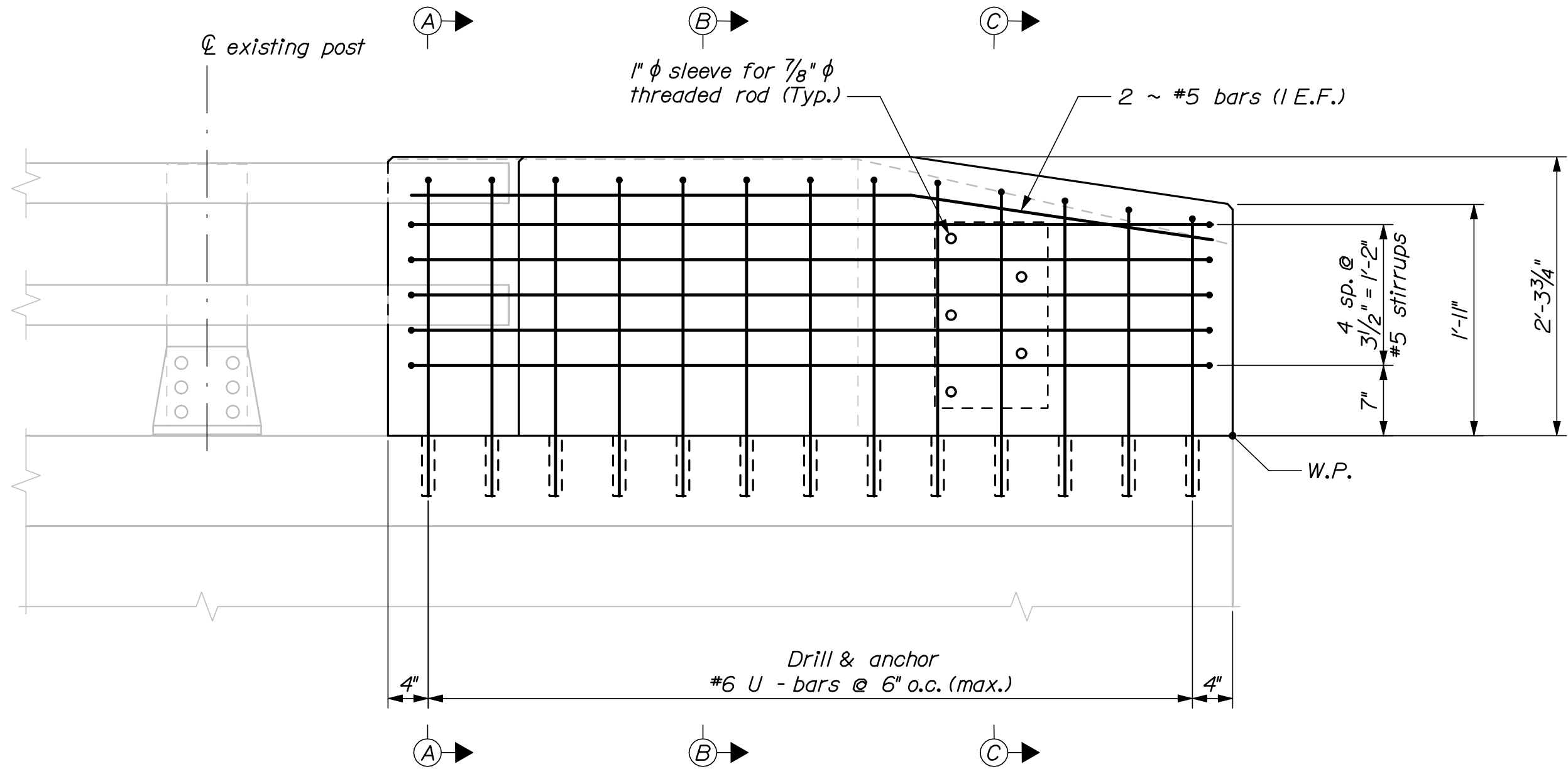
**JOINT REPAIR PROCEDURE**

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

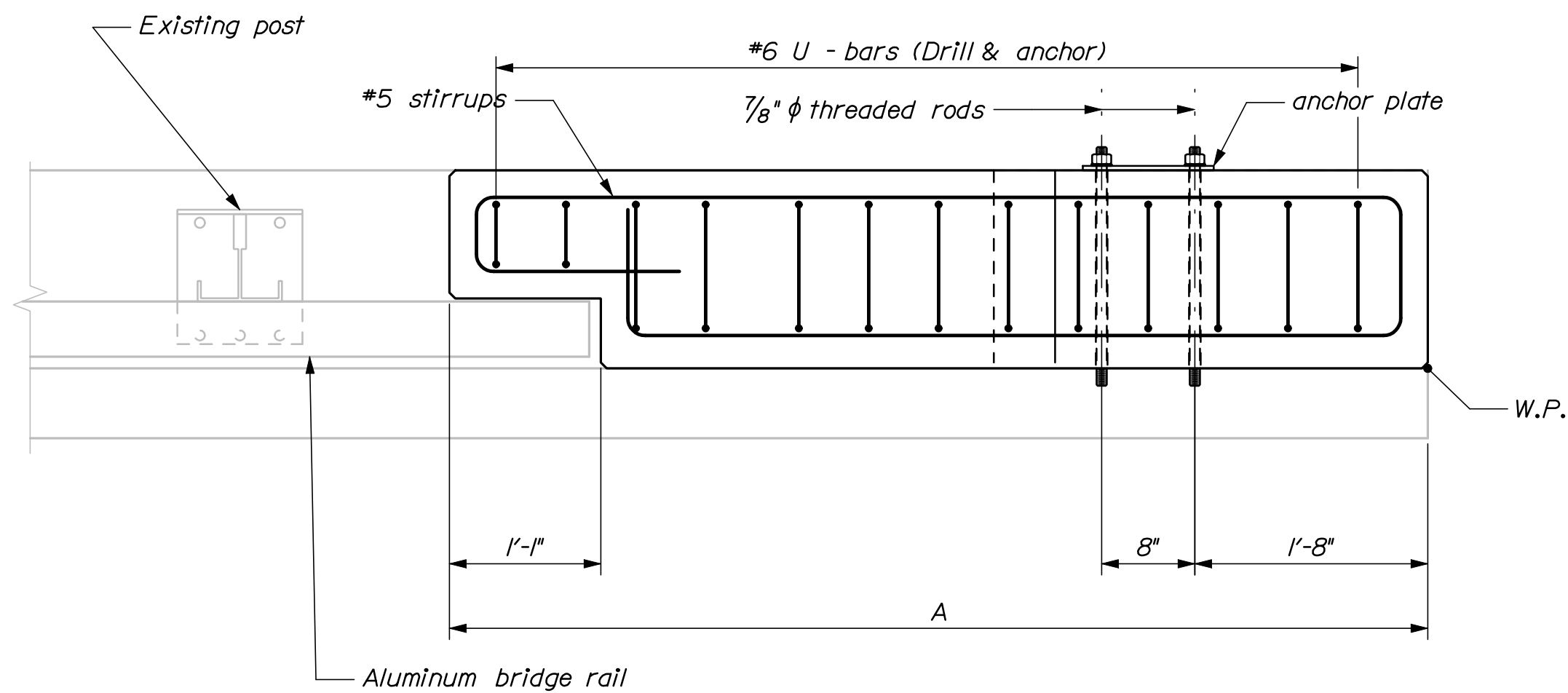
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. Varies		PIN 17925.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PORTLAND COUNTY		JOINT MODIFICATION DETAILS II		SHEET NUMBER		11	
DATE		SIGNATURE		P.E. NUMBER		DATE		OF 40	
PROJ. MANAGER		DATE		BY		DATE			
DESIGN-DETAILED		DGE		MPC		03/11			
CHECKED-REVIEWED		RBM				03/11			
DESIGN-DETAILED									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									



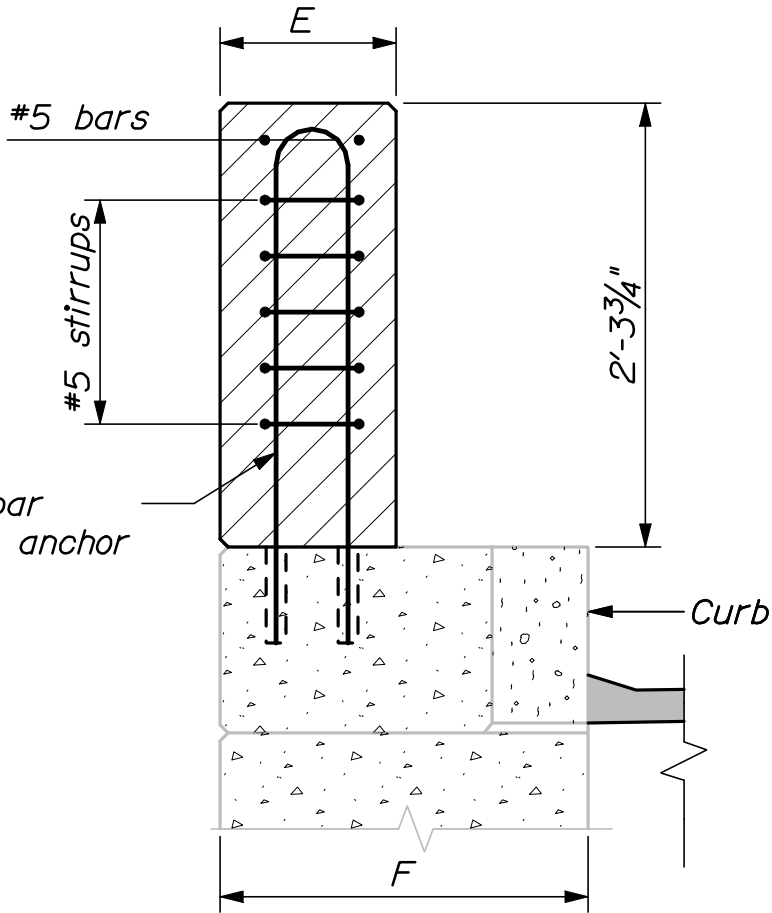
CONCRETE TRANSITION BARRIER (TYPE I)  
Roadway elevation shown



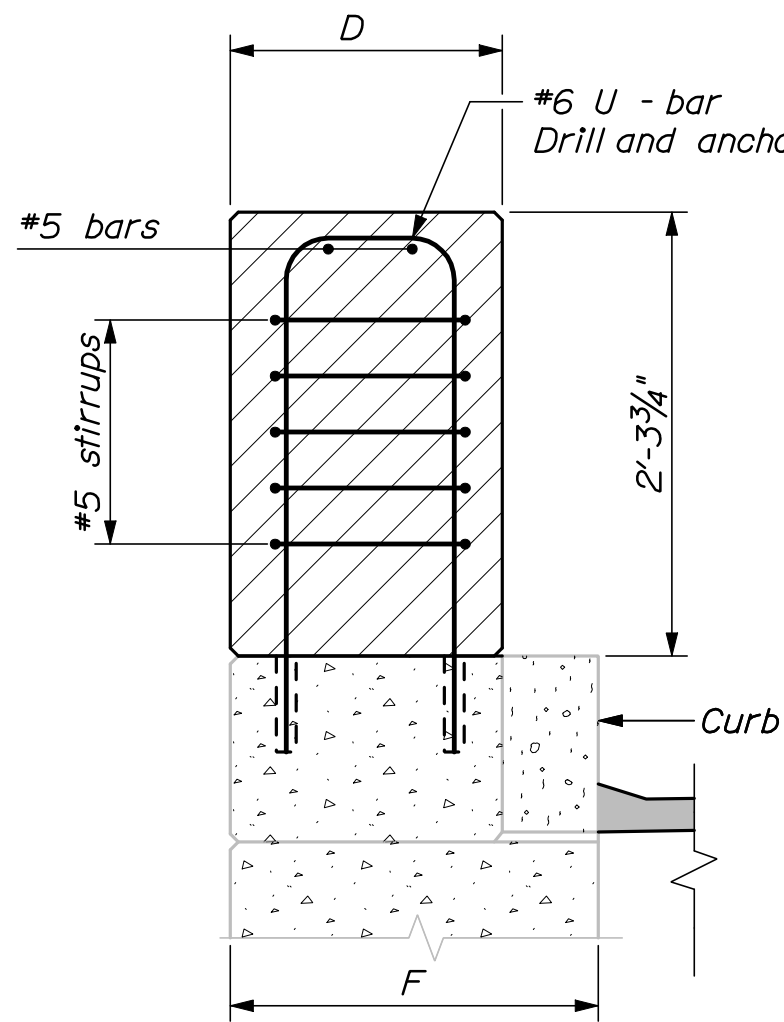
TRANSITION BARRIER ELEVATION  
Roadway elevation shown



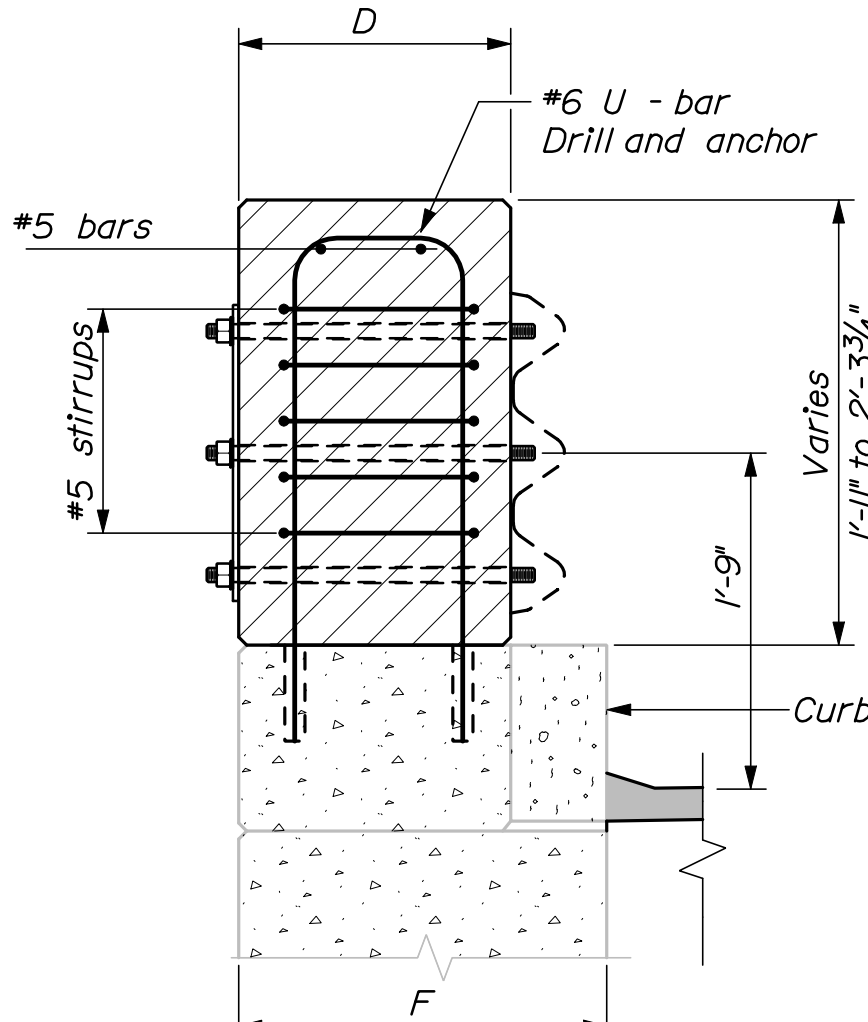
TRANSITION BARRIER PLAN



SECTION A-A



SECTION B-B



SECTION C-C

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

CONCRETE TRANSITION BARRIER NOTES

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

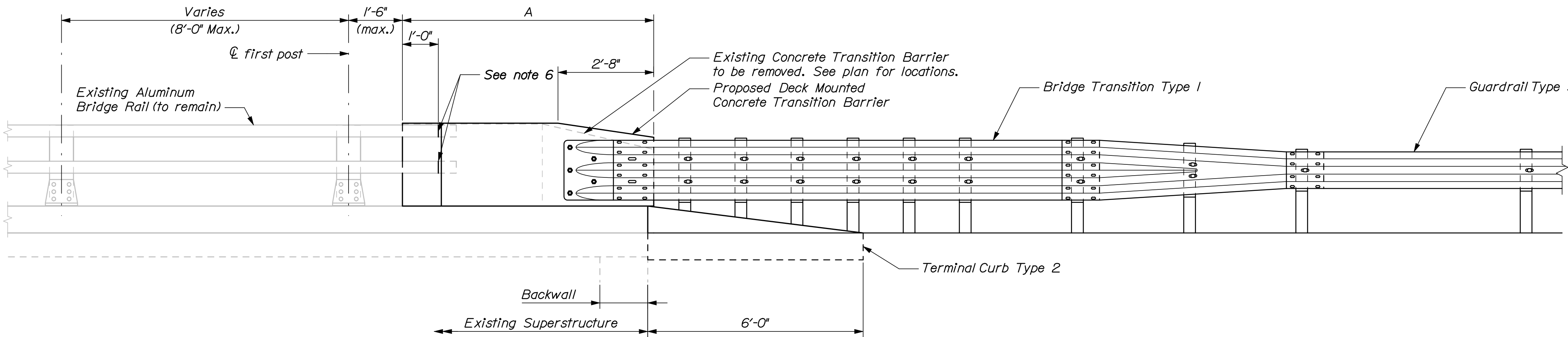
INTERSTATE 295 NORTHBOUND  
PORTLAND COUNTY  
CUMBERLAND COUNTY  
CONCRETE TRANSITION BARRIER  
(TYPE 1)

SHEET NUMBER  
12  
OF 40

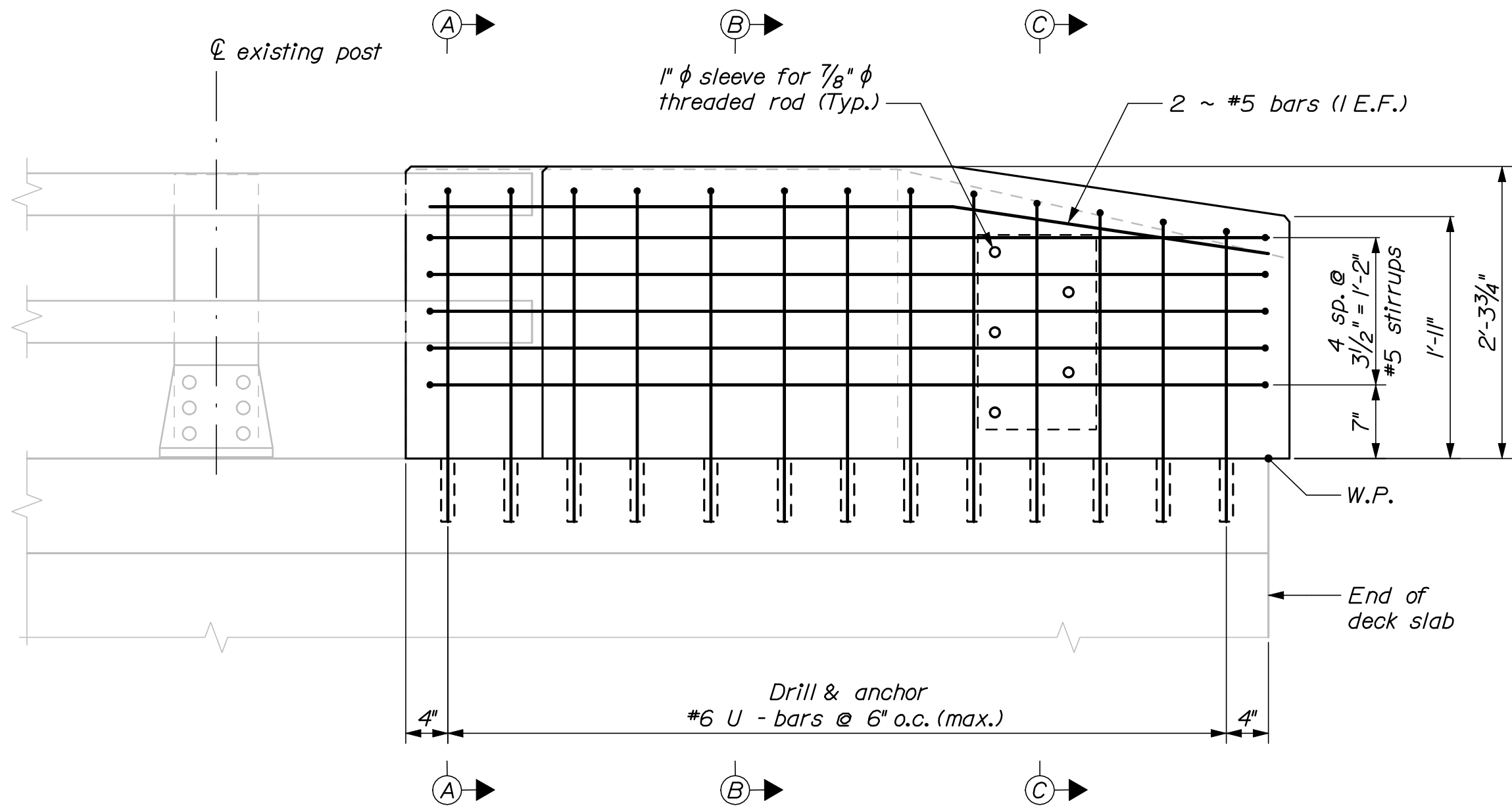
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
IM-1792(900)E  
BRIDGE NO. As Noted  
PIN 17923.00  
BRIDGE PLANS

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
NAVE BENOT	03/11	MPC	03/11			
DESIGNED-DETAILED	DGE					
CHECKED-REVIEWED	RM					
DESIGNED-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

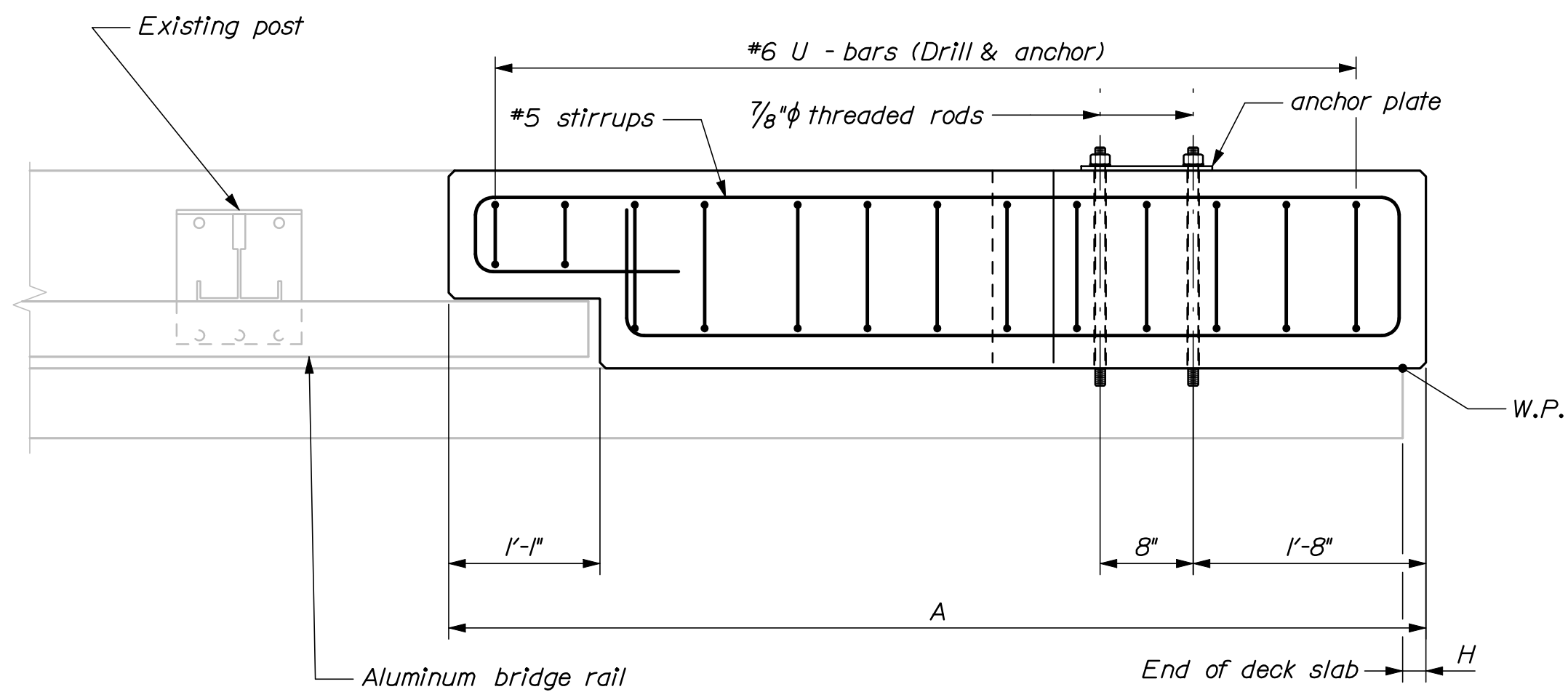




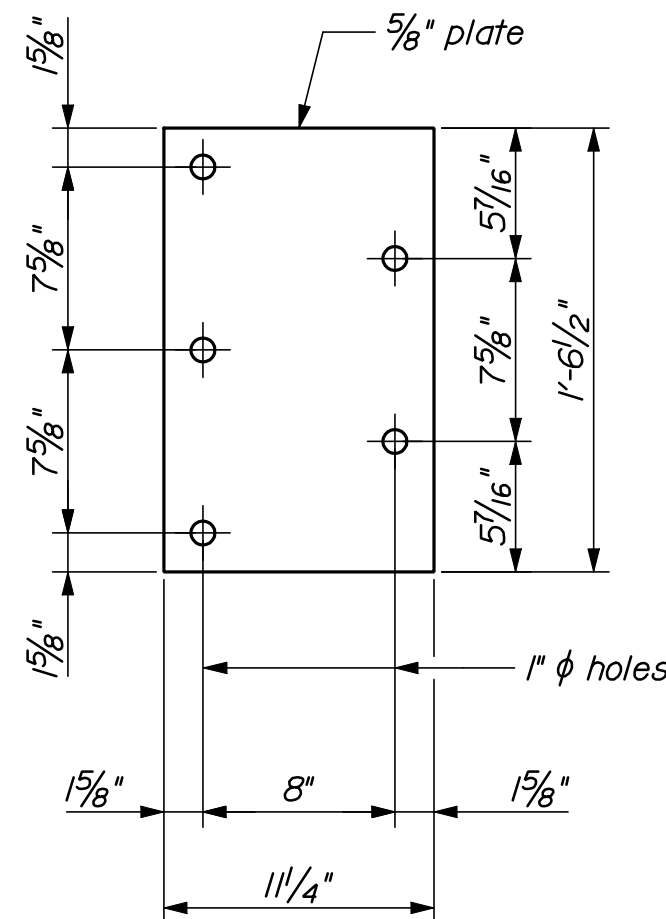
CONCRETE TRANSITION BARRIER (TYPE 2)  
Roadway elevation shown



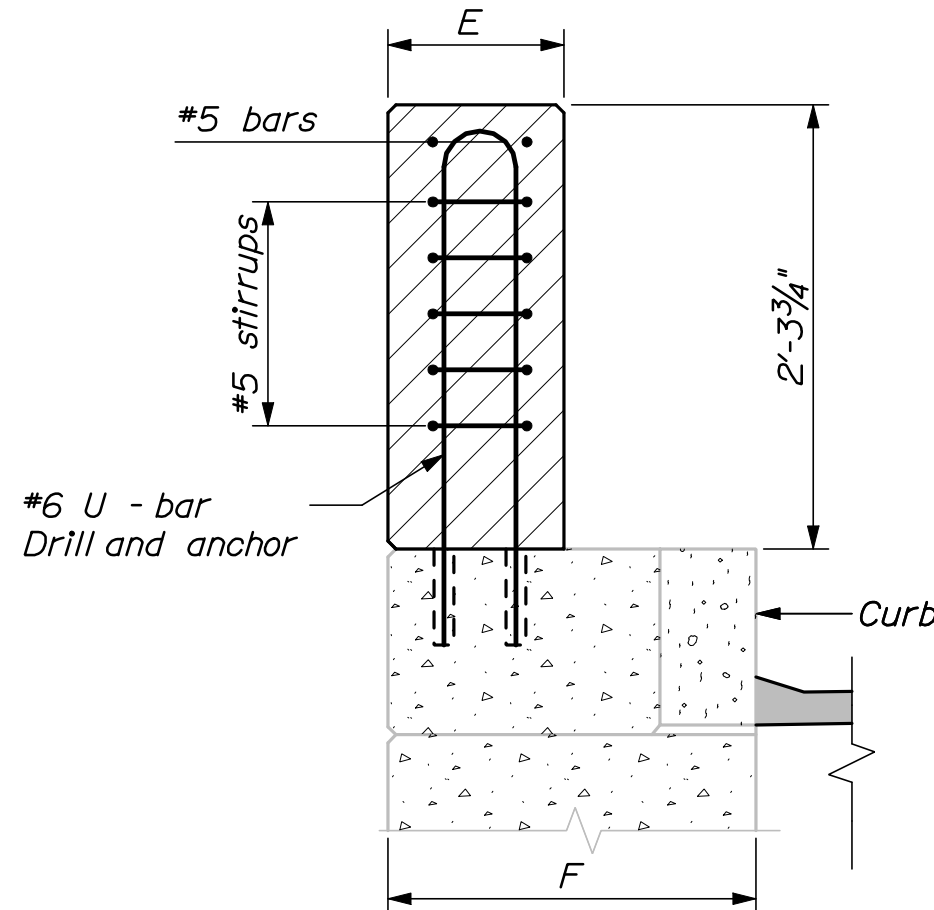
TRANSITION BARRIER ELEVATION  
Roadway elevation shown



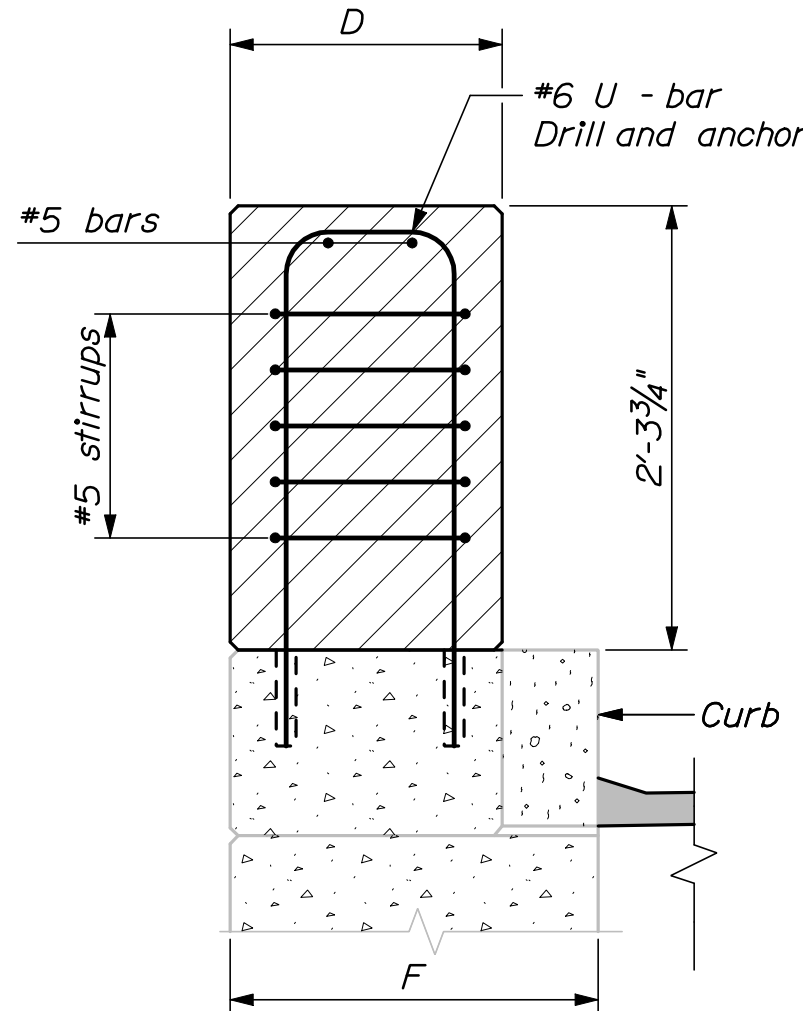
TRANSITION BARRIER PLAN



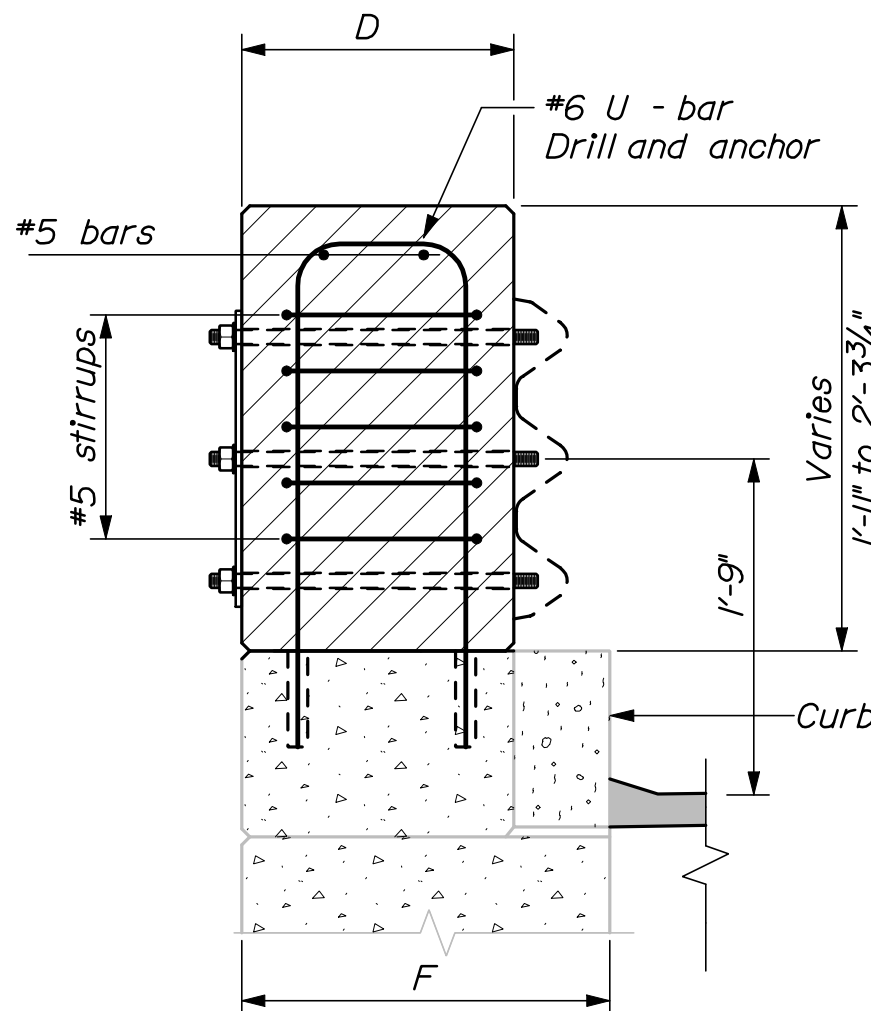
ANCHOR PLATE



SECTION A-A



SECTION B-B



SECTION C-C

CONCRETE TRANSITION BARRIER NOTES

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

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

INTERSTATE 295 NORTHBOUND  
PORTLAND COUNTY  
CUMBERLAND COUNTY  
CONCRETE TRANSITION BARRIER  
(TYPE 2)

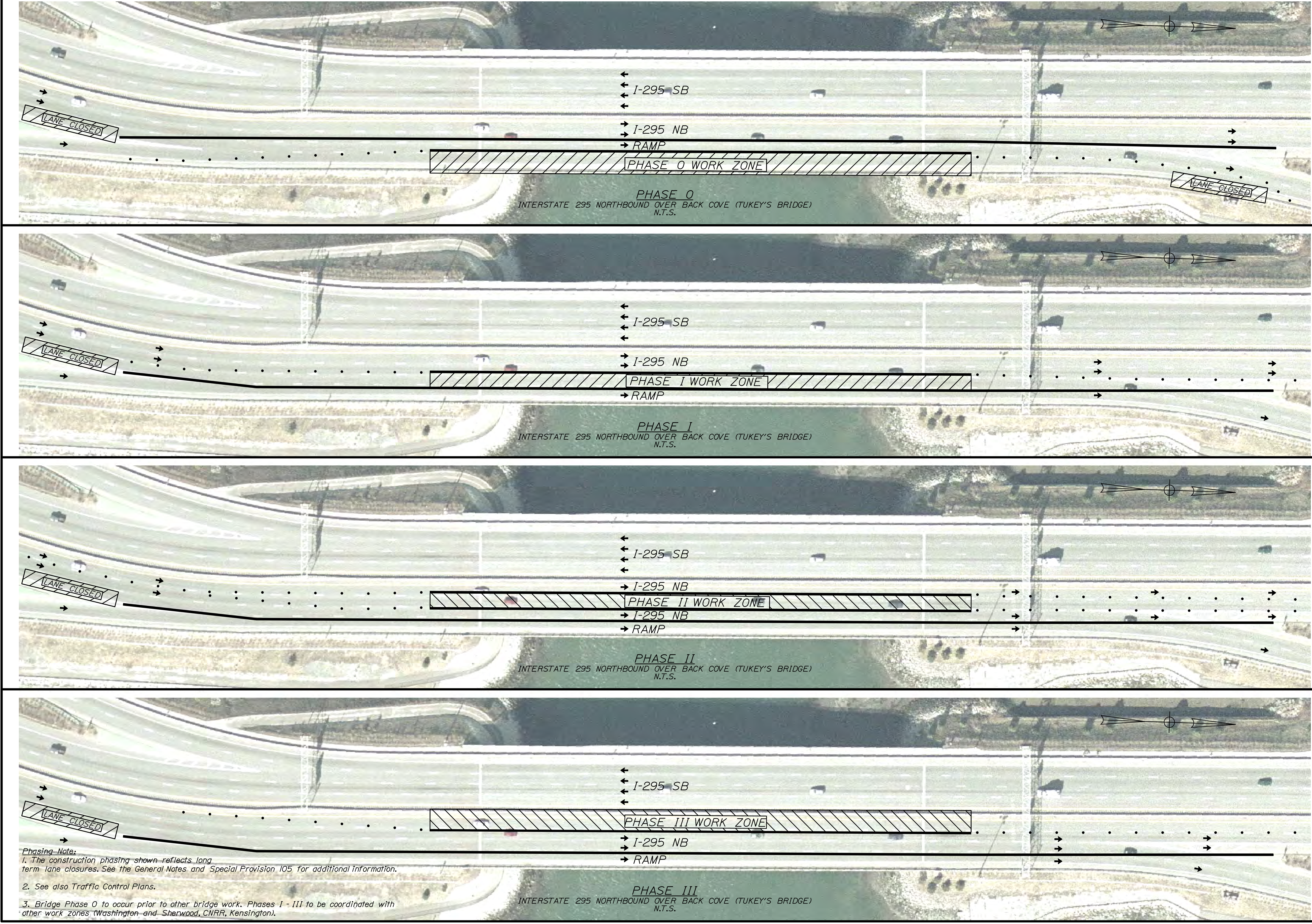
SHEET NUMBER  
13  
OF 40

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

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

[illegible]

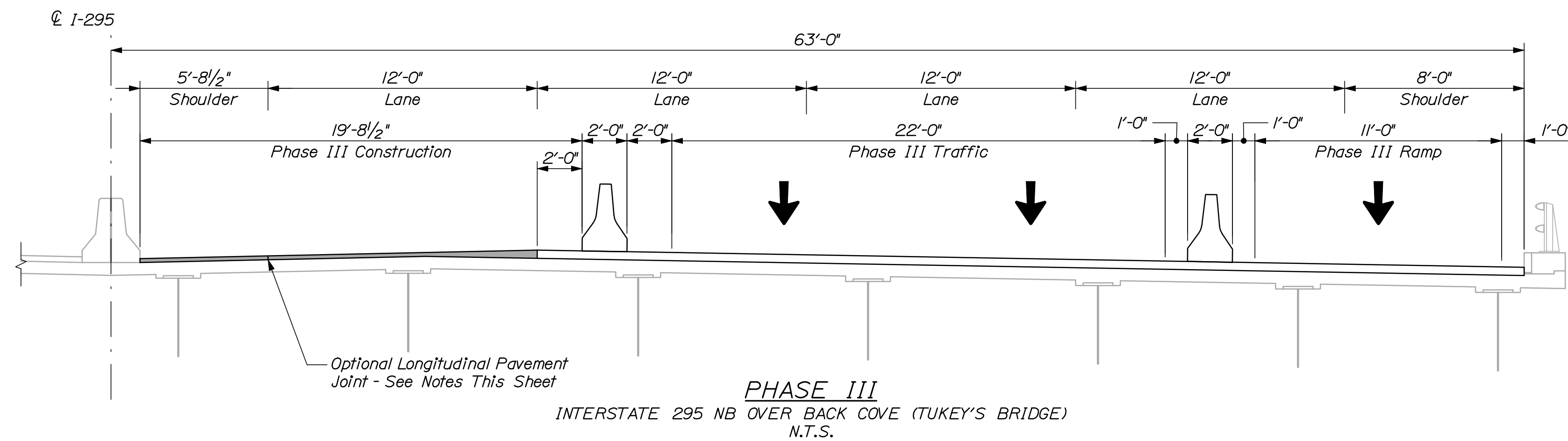




Phasing Note:  
1. The construction phasing shown reflects long term lane closures. See the General Notes and Special Provision 105 for additional information.  
2. See also Traffic Control Plans.  
3. Bridge Phase 0 to occur prior to other bridge work. Phases I - III to be coordinated with other work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

SHEET NUMBER		INTERSTATE 295 NORTHBOUND BACK COVE (TUKEY'S BRIDGE) PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER		NATE BENOTI	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
				DESIGN-DETAILED		DCE	MPG	03/11			
15 OF 40		BRIDGE PHASING PLAN		CHECKED-REVIEWED		RBM	-	03/11	IM-1792(900)E		
				DESIGN2-DETAILED2		-	-	-			SIGNATURE
				DESIGN3-DETAILED3		-	-	-			
				REVISIONS 1		-	-	-			
				REVISIONS 2		-	-	-			
				REVISIONS 3		-	-	-			
				REVISIONS 4		-	-	-			
				FIELD CHANGES		-	-	-			DATE
						-	-	-			





3. Bridge Phase 0 to occur prior to other bridge work. Phases I - III to be coordinated with other work zones (Washington and Sherwood, CNRR, Kensington).

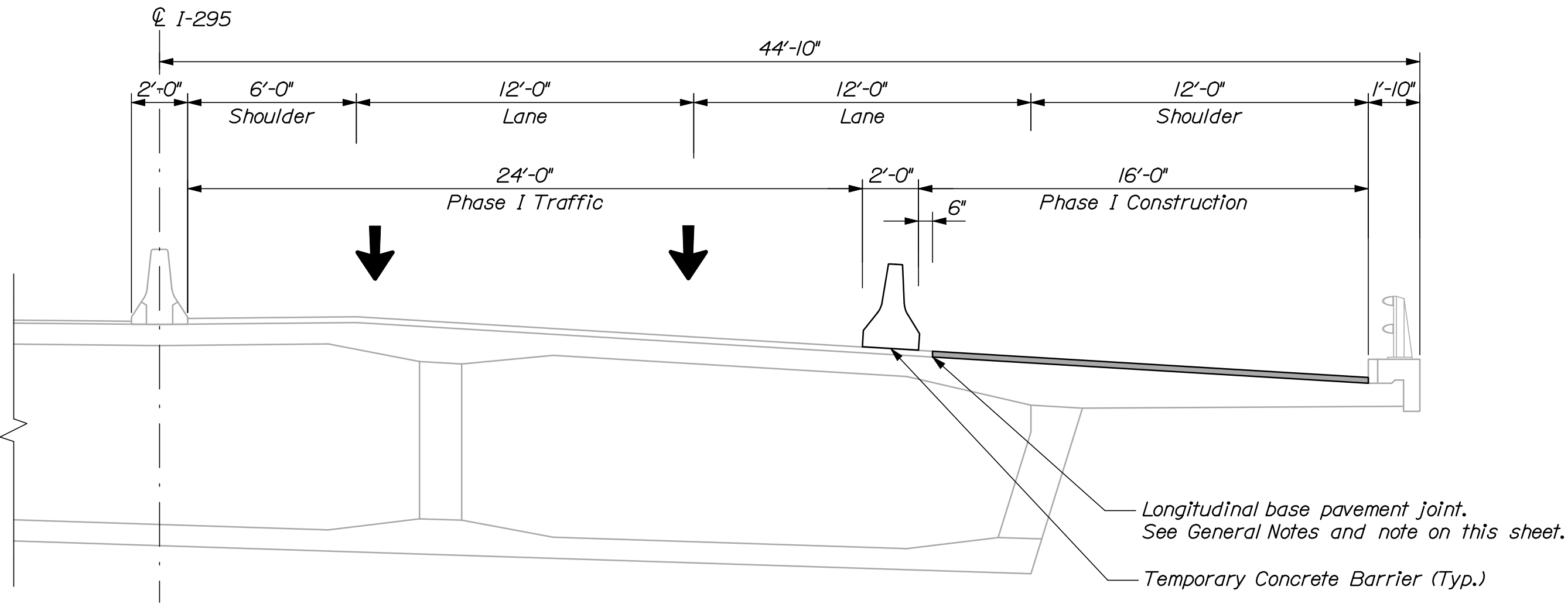




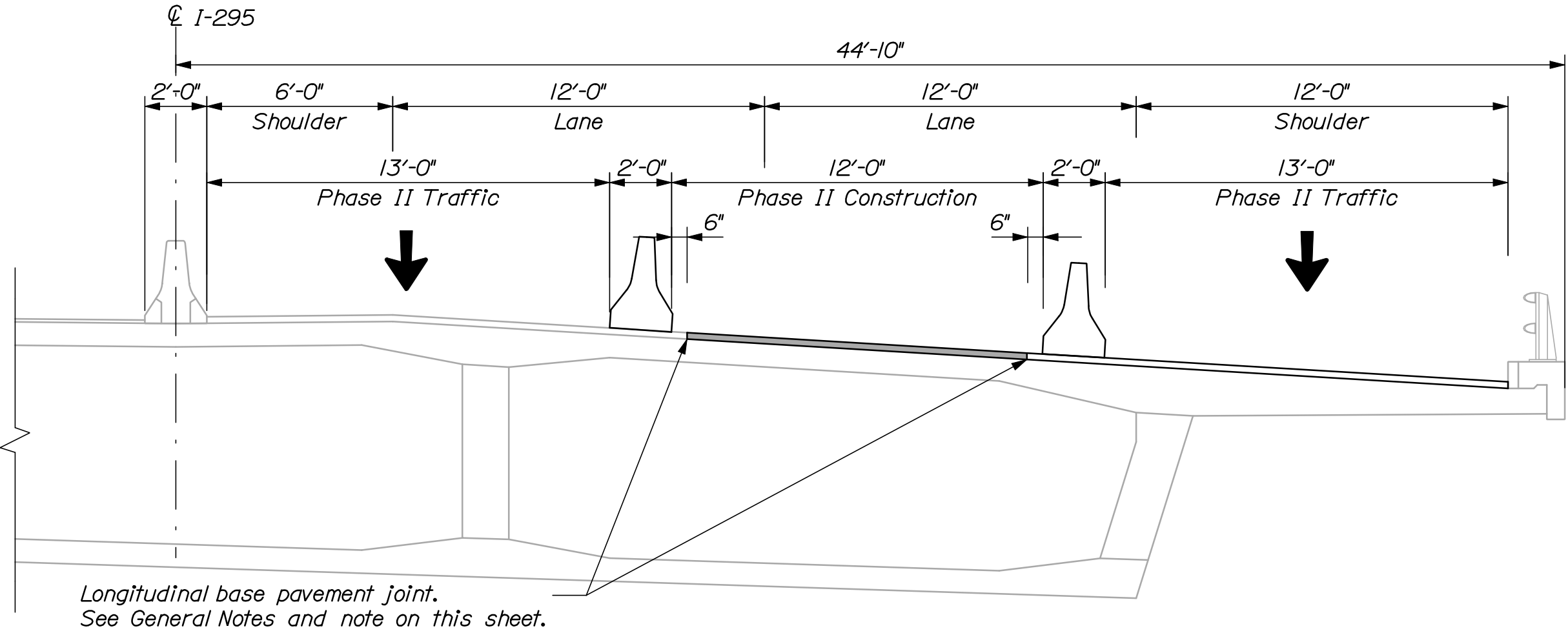
4. *Phases to be coordinated with other bridge work zones.*

SHEET NUMBER  17  OF 40	INTERSTATE 295 NORTHBOUND  WASHINGTON AVENUE  PORTLAND CUMBERLAND COUNTY  BRIDGE PHASING PLAN	PROJ. MANAGER	NATE BENNET	BY	DATE
		DESIGN-DETAILED	DCE	MPC	03/11
		CHECKED-REVIEWED	ROM	-	03/11
		DESIGNER-DETAILED	-	-	-
		DESIGNER-DETAILED	-	-	-
		DESIGNER-DETAILED	-	-	-
		REVISIONS 1	-	-	-
		REVISIONS 2	-	-	-
		REVISIONS 3	-	-	-
		REVISIONS 4	-	-	-
FIELD CHANGES		-	-	-	-
STATE OF MAINE  DEPARTMENT OF TRANSPORTATION  <b>IM-1792(900)E</b>    BRIDGE NO. 0816  <b>PIN 17929.00</b>  BRIDGE PLANS					

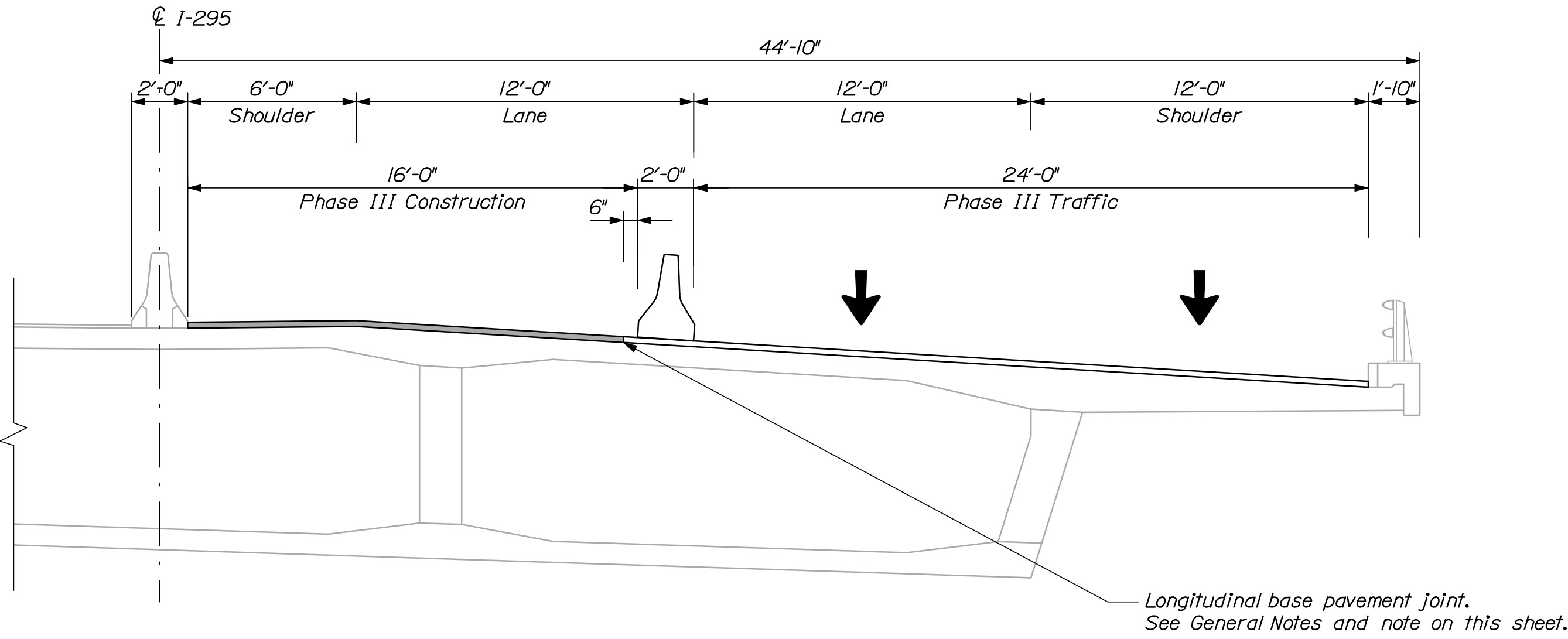




PHASE I  
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE  
N.T.S.



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



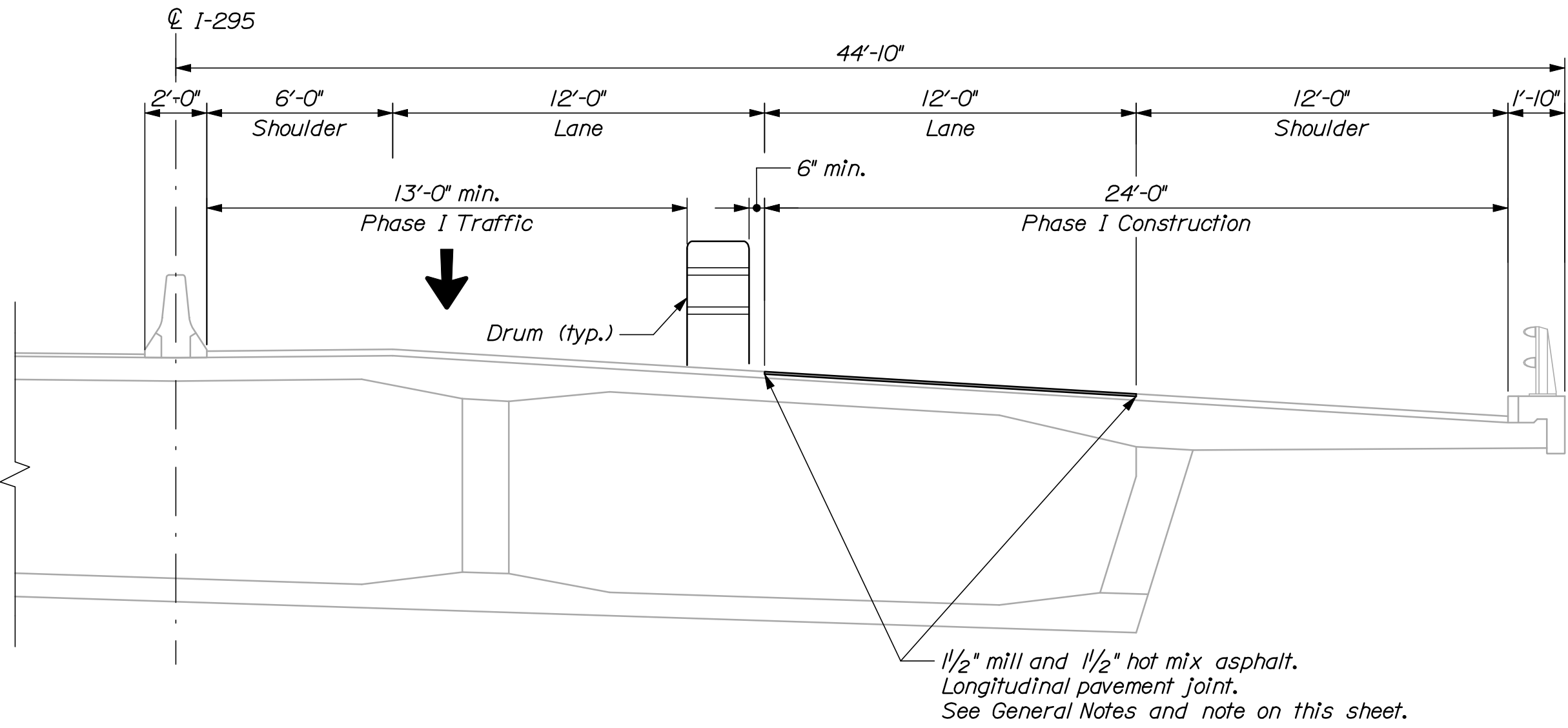
PHASE III  
INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE  
N.T.S.

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

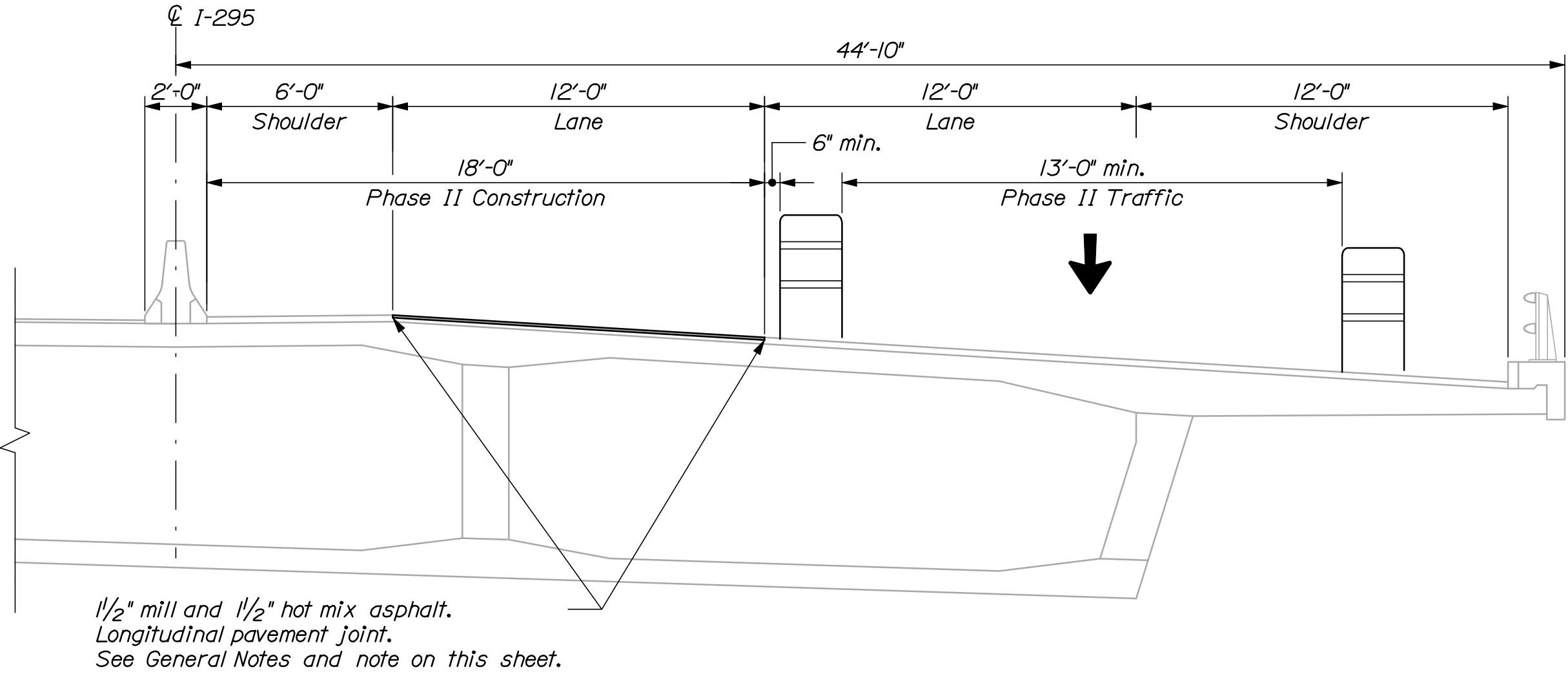
2. Sections are shown looking upstation.

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

INTERSTATE 295 NORTHBOUND WASHINGTON AVENUE PORTLAND CUMBERLAND COUNTY BRIDGE PHASING TYPICAL SECTION 1	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	IM-1792(900)E			
	BRIDGE NO. 0816	PIN 1792S.00	BRIDGE PLANS	
SHEET NUMBER  18  OF 40	PROJ. MANAGER	NATE BENoit	BY	DATE
	DESIGN-DETAILED	DGE	MPC	03/11
	CHECKED-REVIEWED	RBM	-	03/11
	DESIGN-DETAILED	-	-	SIGNATURE
	REVISIONS 1	-	-	P.E. NUMBER
	REVISIONS 2	-	-	DATE
	REVISIONS 3	-	-	-
	REVISIONS 4	-	-	-
	FIELD CHANGES	-	-	-



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

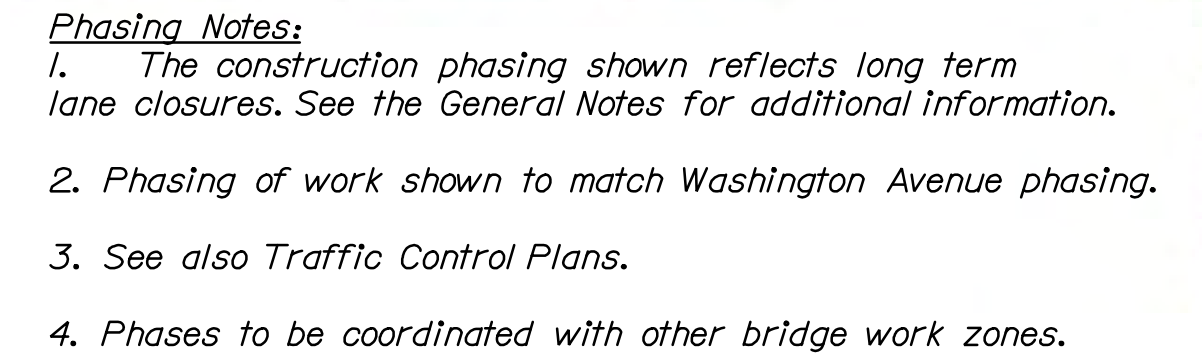


PHASE II  
 INTERSTATE 295 NORTHBOUND OVER WASHINGTON AVENUE  
 N.T.S.

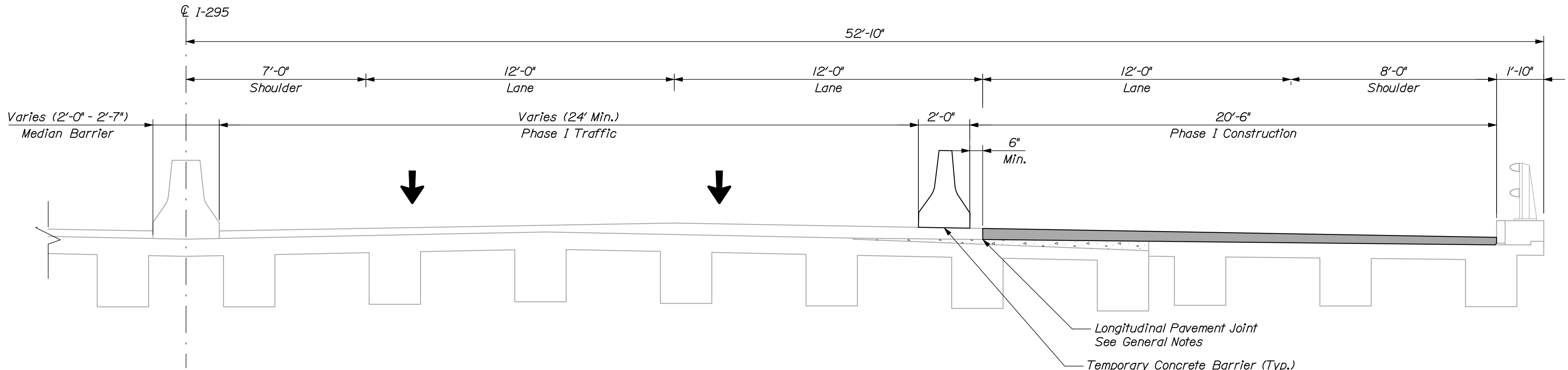
NOTES:  
 1. Phasing shown for milling 1 1/2" and repaving 1 1/2" of surface pavement (travel lanes only) necessary for longitudinal pavement joints to match lane lines, to be completed as night work after Phase III work.  
 2. Sections are shown looking upstation.

SHEET NUMBER		INTERSTATE 295 NORTHBOUND WASHINGTON AVENUE PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER		NATE BENNETT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
				DESIGN-DETAILED	DGE	MPC	03/11				
19 OF 40		BRIDGE PHASING TYPICAL SECTION 2		CHECKED-REVIEWED	RBH	—	—	03/11	SIGNATURE		
				DESIGN-DETAILED	D2	—	—	—			
				DESIGN-DETAILED	D3	—	—	—			
				REVISIONS 1	—	—	—	—			
				REVISIONS 2	—	—	—	—			
				REVISIONS 3	—	—	—	—	DATE		
				REVISIONS 4	—	—	—	—			
				FIELD CHANGES	—	—	—	—			
								BRIDGE NO. 0816		PIN 17929.00	BRIDGE PLANS

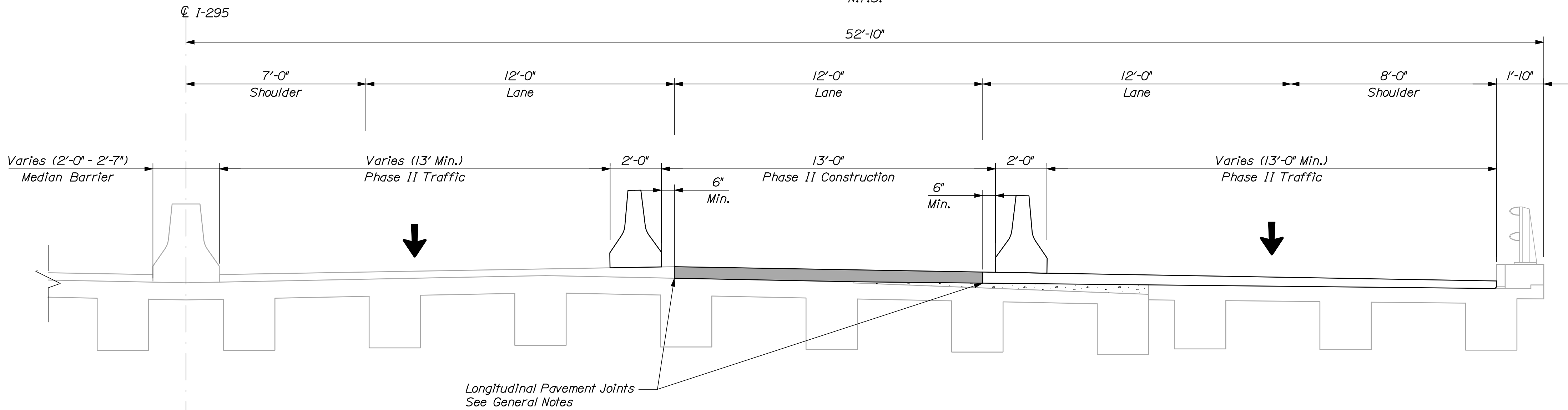




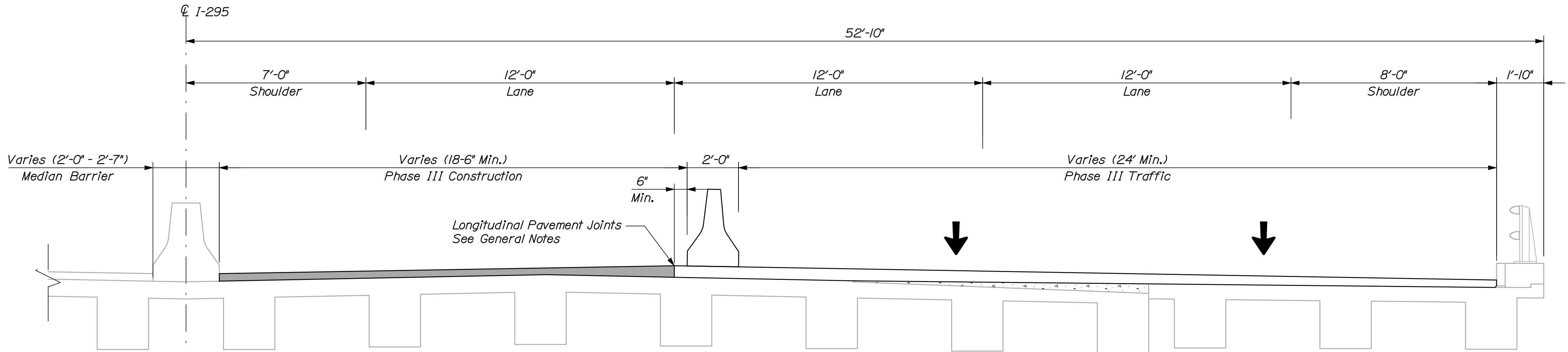




PHASE I  
INTERSTATE 295 NORTHBOUND OVER SHERWOOD STREET, SLRR & CNRR  
AND KENSINGTON STREET  
N.T.S.



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



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

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

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

BRIDGE NO.  
5617, 5616, 5618  
PIN  
17925.00  
BRIDGE PLANS

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

INTERSTATE 295 NORTHBOUND  
SHERWOOD STREET, SLRR/CNRR  
AND KENSINGTON STREET  
PORTLAND CUMBERLAND COUNTY

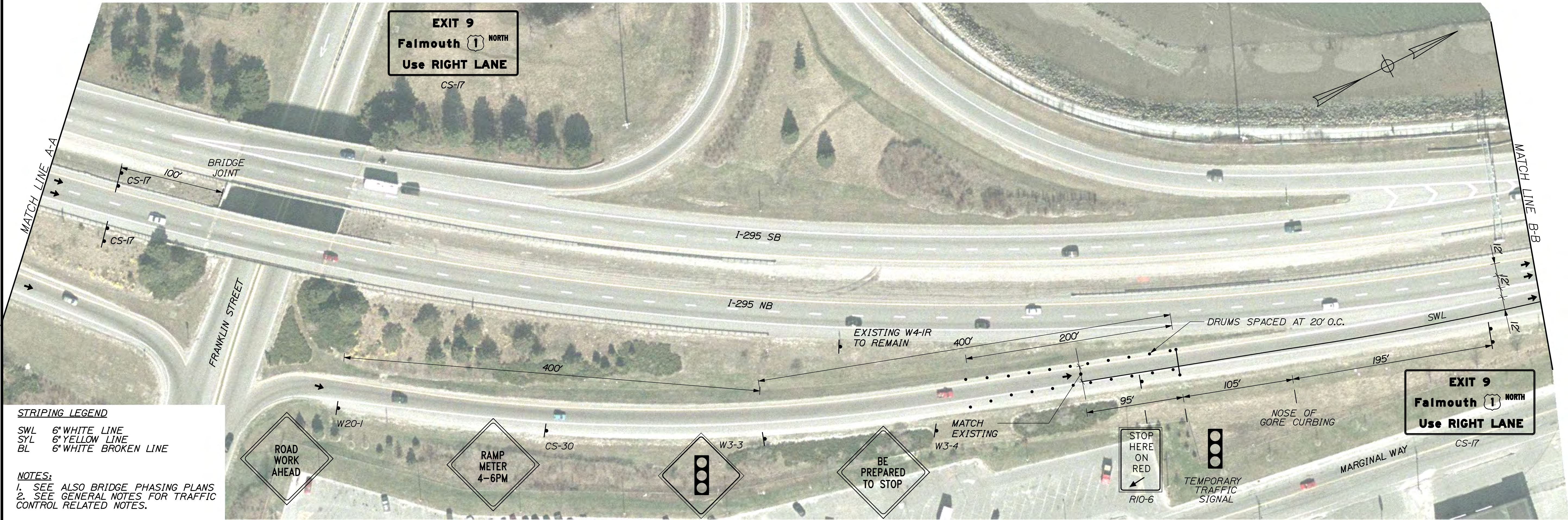
BRIDGE PHASING  
TYPICAL SECTION

SHEET NUMBER

21

OF 40





NOT TO SCALE

PHASE 0 SHEET 1 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE 0		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
DATE		BY		SIGNATURE		P.E. NUMBER		DATE		22	
03/31/11		MPC		-		-		-		OF 40	
DESIGN-DETAILED		DATE		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED			
CHECKED-REVIEWED		DATE		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED			
DESIGN-DETAILED		DATE		DESIGN-DETAILED		DESIGN-DETAILED		DESIGN-DETAILED			
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES			





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

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

NOT TO SCALE

PHASE 0 SHEET 2 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE 0		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
23		OF 40									
PROJ. MANAGER	NATE BENOIT	DATE	03/31/11	BY	MPC	SIGNATURE	P.E. NUMBER	DATE			
DESIGN-DETAILED	DCE	DATE	03/31/11	BY							
CHECKED-REVIEWED	RM	DATE		BY							
DESIGN-DETAILED	03	DATE		BY							
REVISIONS	1	DATE		BY							
REVISIONS	2	DATE		BY							
REVISIONS	3	DATE		BY							
REVISIONS	4	DATE		BY							
FIELD CHANGES		DATE		BY							





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

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

NOT TO SCALE

PHASE 0 SHEET 3 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE 0		CUMBERLAND COUNTY		PORTLAND		SHEET NUMBER		24	
TRAFFIC CONTROL PLAN		SIGNATURE		P.E. NUMBER		DATE		FIELD CHANGES		OF 40	

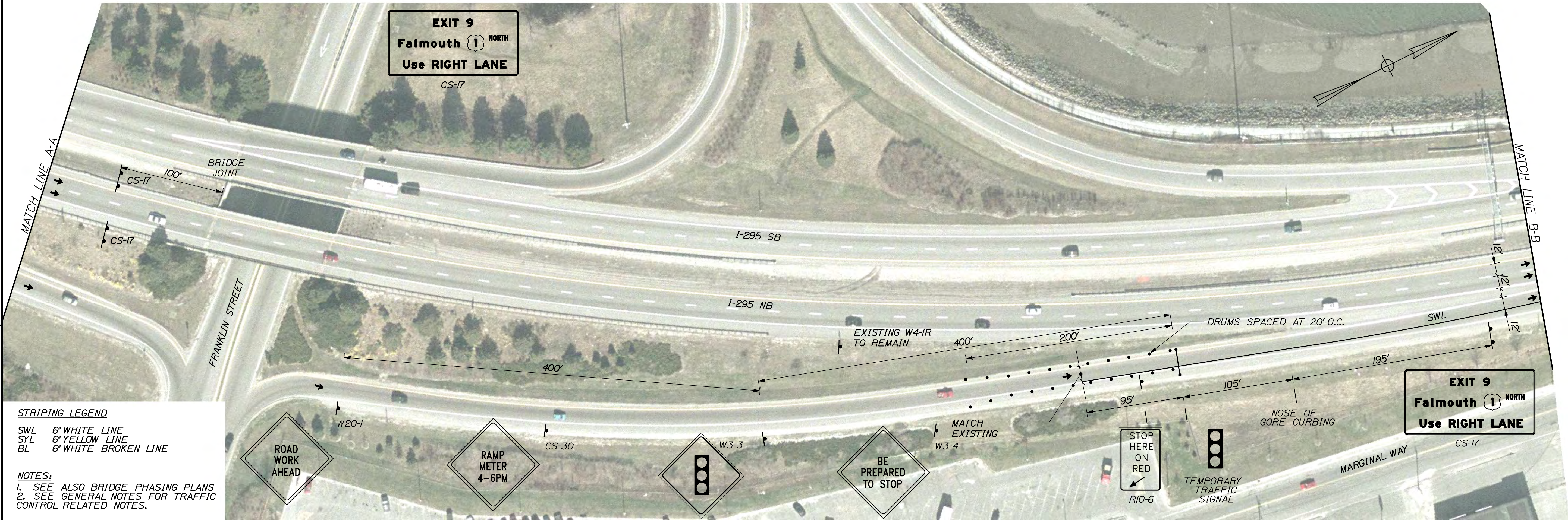


Filename: 025\_Phase 01 Plan 01.dgn

Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY



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

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

NOT TO SCALE

PHASE I SHEET 1 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE I		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
DATE		BY		SIGNATURE		P.E. NUMBER		DATE		25	
03/31/11		MPC		-		-		-		OF 40	
DESIGN-DETAILED		DATE		REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
CHECKED-REVIEWED		DCE		DESIGN-DETAILED2		DESIGN-DETAILED3		FIELD CHANGES			
-		-		-		-		-			
-		-		-		-		-			
-		-		-		-		-			
-		-		-		-		-			
-		-		-		-		-			





**STRIPING LEGEND**

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

**NOTES:**

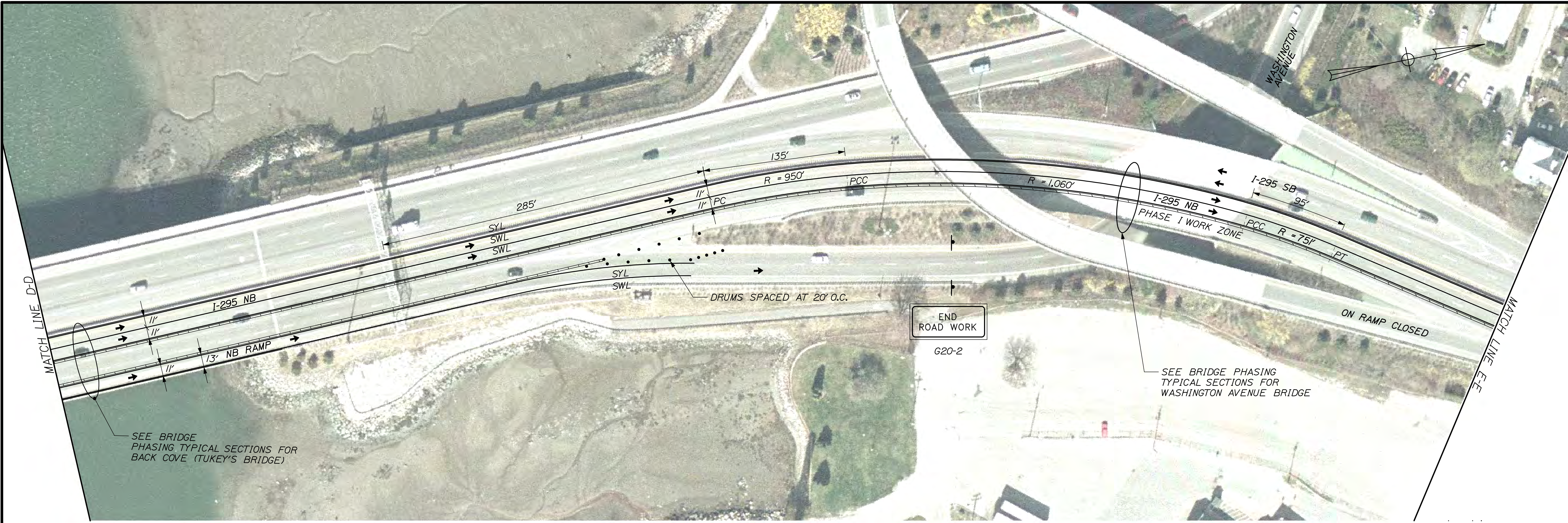
1. SEE ALSO BRIDGE PHASING PLANS  
2. SEE GENERAL NOTES FOR TRAFFIC CONTROL RELATED NOTES.

NOT TO SCALE

PHASE I SHEET 2 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN 17929.00		BRIDGE NO. VARIES		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE I		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
26		OF 40									





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

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

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

NOT TO SCALE

PHASE I SHEET 3 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE I		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
DATE		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
03/11		MPC		03/11		-		-		-	
DESIGN-DETAILED		DATE		DATE		REVISIONS 1		REVISIONS 2		REVISIONS 3	
CHECKED-REVIEWED		DATE		DATE		REVISIONS 4		REVISIONS 5		REVISIONS 6	
DESIGN-DETAILED		DATE		DATE		REVISIONS 7		REVISIONS 8		REVISIONS 9	
DESIGN-DETAILED		DATE		DATE		REVISIONS 10		REVISIONS 11		REVISIONS 12	
DESIGN-DETAILED		DATE		DATE		REVISIONS 13		REVISIONS 14		REVISIONS 15	
DESIGN-DETAILED		DATE		DATE		REVISIONS 16		REVISIONS 17		REVISIONS 18	
DESIGN-DETAILED		DATE		DATE		REVISIONS 19		REVISIONS 20		REVISIONS 21	
DESIGN-DETAILED		DATE		DATE		REVISIONS 22		REVISIONS 23		REVISIONS 24	
DESIGN-DETAILED		DATE		DATE		REVISIONS 25		REVISIONS 26		REVISIONS 27	
DESIGN-DETAILED		DATE		DATE		REVISIONS 28		REVISIONS 29		REVISIONS 30	
DESIGN-DETAILED		DATE		DATE		REVISIONS 31		REVISIONS 32		REVISIONS 33	
DESIGN-DETAILED		DATE		DATE		REVISIONS 34		REVISIONS 35		REVISIONS 36	
DESIGN-DETAILED		DATE		DATE		REVISIONS 37		REVISIONS 38		REVISIONS 39	
DESIGN-DETAILED		DATE		DATE		REVISIONS 40		REVISIONS 41		REVISIONS 42	
DESIGN-DETAILED		DATE		DATE		REVISIONS 43		REVISIONS 44		REVISIONS 45	
DESIGN-DETAILED		DATE		DATE		REVISIONS 46		REVISIONS 47		REVISIONS 48	
DESIGN-DETAILED		DATE		DATE		REVISIONS 49		REVISIONS 50		REVISIONS 51	
DESIGN-DETAILED		DATE		DATE		REVISIONS 52		REVISIONS 53		REVISIONS 54	
DESIGN-DETAILED		DATE		DATE		REVISIONS 55		REVISIONS 56		REVISIONS 57	
DESIGN-DETAILED		DATE		DATE		REVISIONS 58		REVISIONS 59		REVISIONS 60	
DESIGN-DETAILED		DATE		DATE		REVISIONS 61		REVISIONS 62		REVISIONS 63	
DESIGN-DETAILED		DATE		DATE		REVISIONS 64		REVISIONS 65		REVISIONS 66	
DESIGN-DETAILED		DATE		DATE		REVISIONS 67		REVISIONS 68		REVISIONS 69	
DESIGN-DETAILED		DATE		DATE		REVISIONS 70		REVISIONS 71		REVISIONS 72	
DESIGN-DETAILED		DATE		DATE		REVISIONS 73		REVISIONS 74		REVISIONS 75	
DESIGN-DETAILED		DATE		DATE		REVISIONS 76		REVISIONS 77		REVISIONS 78	
DESIGN-DETAILED		DATE		DATE		REVISIONS 79		REVISIONS 80		REVISIONS 81	
DESIGN-DETAILED		DATE		DATE		REVISIONS 82		REVISIONS 83		REVISIONS 84	
DESIGN-DETAILED		DATE		DATE		REVISIONS 85		REVISIONS 86		REVISIONS 87	
DESIGN-DETAILED		DATE		DATE		REVISIONS 88		REVISIONS 89		REVISIONS 90	
DESIGN-DETAILED		DATE		DATE		REVISIONS 91		REVISIONS 92		REVISIONS 93	
DESIGN-DETAILED		DATE		DATE		REVISIONS 94		REVISIONS 95		REVISIONS 96	
DESIGN-DETAILED		DATE		DATE		REVISIONS 97		REVISIONS 98		REVISIONS 99	
DESIGN-DETAILED		DATE		DATE		REVISIONS 100		REVISIONS 101		REVISIONS 102	
DESIGN-DETAILED		DATE		DATE		REVISIONS 103		REVISIONS 104		REVISIONS 105	
DESIGN-DETAILED		DATE		DATE		REVISIONS 106		REVISIONS 107		REVISIONS 108	
DESIGN-DETAILED		DATE		DATE		REVISIONS 109		REVISIONS 110		REVISIONS 111	
DESIGN-DETAILED		DATE		DATE		REVISIONS 112		REVISIONS 113		REVISIONS 114	
DESIGN-DETAILED		DATE		DATE		REVISIONS 115		REVISIONS 116		REVISIONS 117	
DESIGN-DETAILED		DATE		DATE		REVISIONS 118		REVISIONS 119		REVISIONS 120	
DESIGN-DETAILED		DATE		DATE		REVISIONS 121		REVISIONS 122		REVISIONS 123	
DESIGN-DETAILED		DATE		DATE		REVISIONS 124		REVISIONS 125		REVISIONS 126	
DESIGN-DETAILED		DATE		DATE		REVISIONS 127		REVISIONS 128		REVISIONS 129	
DESIGN-DETAILED		DATE		DATE		REVISIONS 130		REVISIONS 131		REVISIONS 132	
DESIGN-DETAILED		DATE		DATE		REVISIONS 133		REVISIONS 134		REVISIONS 135	
DESIGN-DETAILED		DATE		DATE		REVISIONS 136		REVISIONS 137		REVISIONS 138	
DESIGN-DETAILED		DATE		DATE		REVISIONS 139		REVISIONS 140		REVISIONS 141	
DESIGN-DETAILED		DATE		DATE		REVISIONS 142		REVISIONS 143		REVISIONS 144	
DESIGN-DETAILED		DATE		DATE		REVISIONS 145		REVISIONS 146		REVISIONS 147	
DESIGN-DETAILED		DATE		DATE		REVISIONS 148		REVISIONS 149		REVISIONS 150	
DESIGN-DETAILED		DATE		DATE		REVISIONS 151		REVISIONS 152		REVISIONS 153	
DESIGN-DETAILED		DATE		DATE		REVISIONS 154		REVISIONS 155		REVISIONS 156	
DESIGN-DETAILED		DATE		DATE		REVISIONS 157		REVISIONS 158		REVISIONS 159	
DESIGN-DETAILED		DATE		DATE		REVISIONS 160		REVISIONS 161		REVISIONS 162	
DESIGN-DETAILED		DATE		DATE		REVISIONS 163		REVISIONS 164		REVISIONS 165	
DESIGN-DETAILED		DATE		DATE		REVISIONS 166		REVISIONS 167		REVISIONS 168	
DESIGN-DETAILED		DATE		DATE		REVISIONS 169		REVISIONS 170		REVISIONS 171	
DESIGN-DETAILED		DATE		DATE		REVISIONS 172		REVISIONS 173		REVISIONS 174	
DESIGN-DETAILED		DATE		DATE		REVISIONS 175		REVISIONS 176		REVISIONS 177	
DESIGN-DETAILED		DATE		DATE		REVISIONS 178		REVISIONS 179		REVISIONS 180	
DESIGN-DETAILED		DATE		DATE		REVISIONS 181		REVISIONS 182		REVISIONS 183	
DESIGN-DETAILED		DATE		DATE		REVISIONS 184		REVISIONS 185		REVISIONS 186	
DESIGN-DETAILED		DATE		DATE		REVISIONS 187		REVISIONS 188		REVISIONS 189	
DESIGN-DETAILED		DATE		DATE		REVISIONS 190		REVISIONS 191		REVISIONS 192	
DESIGN-DETAILED		DATE		DATE		REVISIONS 193		REVISIONS 194		REVISIONS 195	
DESIGN-DETAILED		DATE		DATE		REVISIONS 196		REVISIONS 197		REVISIONS 198	
DESIGN-DETAILED		DATE		DATE		REVISIONS 199		REVISIONS 200		REVISIONS 201	
DESIGN-DETAILED		DATE		DATE		REVISIONS 202		REVISIONS 203		REVISIONS 204	
DESIGN-DETAILED		DATE		DATE		REVISIONS 205		REVISIONS 206		REVISIONS 207	
DESIGN-DETAILED		DATE		DATE		REVISIONS 208		REVISIONS 209		REVISIONS 210	
DESIGN-DETAILED		DATE		DATE		REVISIONS 211		REVISIONS 212		REVISIONS 213	
DESIGN-DETAILED		DATE		DATE		REVISIONS 214		REVISIONS 215		REVISIONS 216	
DESIGN-DETAILED		DATE		DATE		REVISIONS 217		REVISIONS 218		REVISIONS 219	
DESIGN-DETAILED		DATE		DATE		REVISIONS 220		REVISIONS 221		REVISIONS 222	
DESIGN-DETAILED		DATE		DATE		REVISIONS 223		REVISIONS 224		REVISIONS 225	
DESIGN-DETAILED		DATE		DATE		REVISIONS 226		REVISIONS 227		REVISIONS 228	
DESIGN-DETAILED		DATE		DATE		REVISIONS 229		REVISIONS 230		REVISIONS 231	
DESIGN-DETAILED		DATE		DATE		REVISIONS 232		REVISIONS 233		REVISIONS 234	
DESIGN-DETAILED		DATE		DATE		REVISIONS 235		REVISIONS 236		REVISIONS 237	
DESIGN-DETAILED		DATE		DATE		REVISIONS 238		REVISIONS 239		REVISIONS 240	
DESIGN-DETAILED		DATE		DATE		REVISIONS 241		REVISIONS 242		REVISIONS 243	
DESIGN-DETAILED		DATE		DATE		REVISIONS 244		REVISIONS 245		REVISIONS 246	
DESIGN-DETAILED		DATE		DATE		REVISIONS 247		REVISIONS 248		REVISIONS 249	
DESIGN-DETAILED		DATE		DATE		REVISIONS 250		REVISIONS 251		REVISIONS 252	
DESIGN-DETAILED		DATE		DATE		REVISIONS 253		REVISIONS 254		REVISIONS 255	
DESIGN-DETAILED		DATE		DATE		REVISIONS 256		REVISIONS 257		REVISIONS 258	
DESIGN-DETAILED		DATE		DATE		REVISIONS 259		REVISIONS 260		REVISIONS 261	
DESIGN-DETAILED		DATE		DATE		REVISIONS 262		REVISIONS 263		REVISIONS 264	
DESIGN-DETAILED		DATE		DATE		REVISIONS 265		REVISIONS 266		REVISIONS 267	
DESIGN-DETAILED		DATE		DATE		REVISIONS 268		REVISIONS 269		REVISIONS 270	
DESIGN-DETAILED		DATE		DATE		REVISIONS 271		REVISIONS 272		REVISIONS 273	
DESIGN-DETAILED		DATE		DATE		REVISIONS 274		REVISIONS 275		REVISIONS 276	
DESIGN-DETAILED		DATE		DATE		REVISIONS 277		REVISIONS 278		REVISIONS 279	
DESIGN-DETAILED		DATE		DATE		REVISIONS 280		REVISIONS 281		REVISIONS 282	
DESIGN-DETAILED		DATE		DATE		REVISIONS 283		REVISIONS 284		REVISIONS 285	
DESIGN-DETAILED		DATE		DATE		REVISIONS 286		REVISIONS 287		REVISIONS 288	
DESIGN-DETAILED		DATE		DATE		REVISIONS 289		REVISIONS 290		REVISIONS 291	
DESIGN-DETAILED		DATE		DATE		REVISIONS 292		REVISIONS 293		REVISIONS 294	
DESIGN-DETAILED		DATE		DATE		REVISIONS 295		REVISIONS 296		REVISIONS 297	
DESIGN-DETAILED		DATE		DATE		REVISIONS 298		REVISIONS 299		REVISIONS 300	
DESIGN-DETAILED		DATE		DATE		REVISIONS 301		REVISIONS 302		REVISIONS 303	
DESIGN-DETAILED		DATE		DATE		REVISIONS 304		REVISIONS 305		REVISIONS 306	
DESIGN-DETAILED		DATE		DATE		REVISIONS 307		REVISIONS 308		REVISIONS 309	
DESIGN-DETAILED		DATE		DATE		REVISIONS 310		REVISIONS 311		REVISIONS 312	
DESIGN-DETAILED		DATE		DATE		REVISIONS 313		REVISIONS 314		REVISIONS 315	
DESIGN-DETAILED		DATE		DATE		REVISIONS 316		REVISIONS 317		REVISIONS 318	
DESIGN-DETAILED		DATE		DATE		REVISIONS 319		REVISIONS 320		REVISIONS 321	
DESIGN-DETAILED		DATE		DATE		REVISIONS 322		REVISIONS 323		REVISIONS 324	
DESIGN-DETAILED		DATE		DATE		REVISIONS 325		REVISIONS 326		REVISIONS 327	
DESIGN-DETAILED		DATE		DATE		REVISIONS 328		REVISIONS 329		REVISIONS 330	
DESIGN-DETAILED		DATE		DATE		REVISIONS 331		REVISIONS 332		REVISIONS 333	
DESIGN-DETAILED		DATE		DATE		REVISIONS 334		REVISIONS 335		REVISIONS 336	
DESIGN-DETAILED		DATE		DATE		REVISIONS 337		REVISIONS 338		REVISIONS 339	
DESIGN-DETAILED		DATE		DATE		REVISIONS 340		REVISIONS 341		REVISIONS 342	
DESIGN-DETAILED		DATE		DATE		REVISIONS 343		REVISIONS 344		REVISIONS 345	
DESIGN-DETAILED		DATE		DATE		REVISIONS 346		REVISIONS 347		REVISIONS 348	
DESIGN-DETAILED		DATE		DATE		REVISIONS 349		REVISIONS 350		REVISIONS 351	
DESIGN-DETAILED		DATE		DATE		REVISIONS 352		REVISIONS 353		REVISIONS 354	
DESIGN-DETAILED		DATE		DATE		REVISIONS 355		REVISIONS 356		REVISIONS 357	
DESIGN-DETAILED		DATE		DATE		REVISIONS 358		REVISIONS 359		REVISIONS 360	
DESIGN-DETAILED		DATE		DATE		REVISIONS 361		REVISIONS 362		REVISIONS 363	
DESIGN-DETAILED		DATE		DATE		REVISIONS 364		REVISIONS 365		REVISIONS 366	
DESIGN-DETAILED		DATE		DATE		REVISIONS 367		REVISIONS 368		REVISIONS 369	
DESIGN-DETAILED		DATE		DATE		REVISIONS 370		REVISIONS 371		REVISIONS 372	
DESIGN-DETAILED		DATE		DATE		REVISIONS 373		REVISIONS 374		REVISIONS 375	
DESIGN-DETAILED		DATE		DATE		REVISIONS 376		REVISIONS 377		REVISIONS 378	
DESIGN-DETAILED		DATE		DATE		REVISIONS 379		REVISIONS 380		REVISIONS 381	
DESIGN-DETAILED		DATE		DATE		REVISIONS 382		REVISIONS 383		REVISIONS 384	
DESIGN-DETAILED		DATE		DATE		REVISIONS 385		REVISIONS 386		REVISIONS 387	
DESIGN-DETAILED		DATE		DATE		REVISIONS 388		REVISIONS 389		REVISIONS 390	
DESIGN-DETAILED		DATE		DATE		REVISIONS 391		REVISIONS 392		REVISIONS 393	
DESIGN-DETAILED		DATE		DATE		REVISIONS 394		REVISIONS 395		REVISIONS 396	
DESIGN-DETAILED		DATE		DATE		REVISIONS 397		REVISIONS 398		REVISIONS 399	
DESIGN-DETAILED		DATE		DATE		REVISIONS 400		REVISIONS 401		REVISIONS 402	
DESIGN-DETAILED		DATE		DATE		REVISIONS 403		REVISIONS 404		REVISIONS 405	
DESIGN-DETAILED		DATE		DATE		REVISIONS 406		REVISIONS 407		REVISIONS 408	
DESIGN-DETAILED		DATE		DATE		REVISIONS 409		REVISIONS 410		REVISIONS 411	
DESIGN-DETAILED		DATE		DATE		REVISIONS 412		REVISIONS 413		REVISIONS 414	
DESIGN-DETAILED		DATE		DATE		REVISIONS 415		REVISIONS 416		REVISIONS 417	
DESIGN-DETAILED		DATE		DATE		REVISIONS 418		REVISIONS 419		REVISIONS 420	
DESIGN-DETAILED		DATE		DATE		REVISIONS 421		REVISIONS 422			









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

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

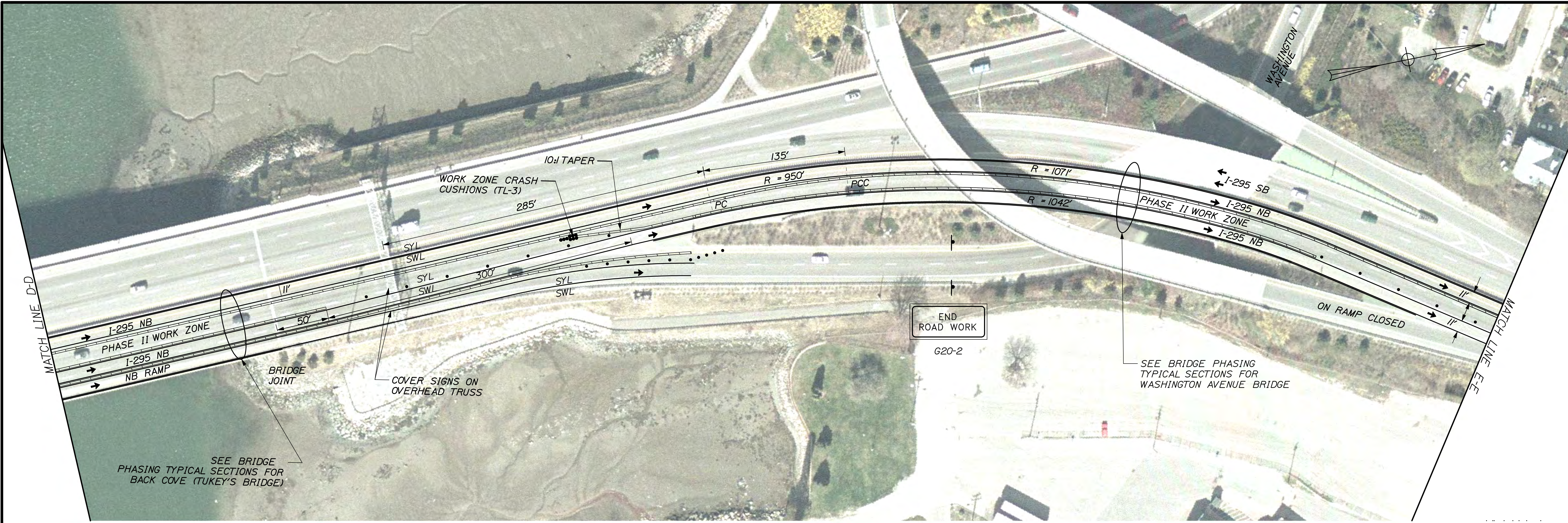
NOT TO SCALE

PHASE II SHEET 2 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN 17929.00		BRIDGE NO. VARIES		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE II		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
										29	
										OF 40	

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





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

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

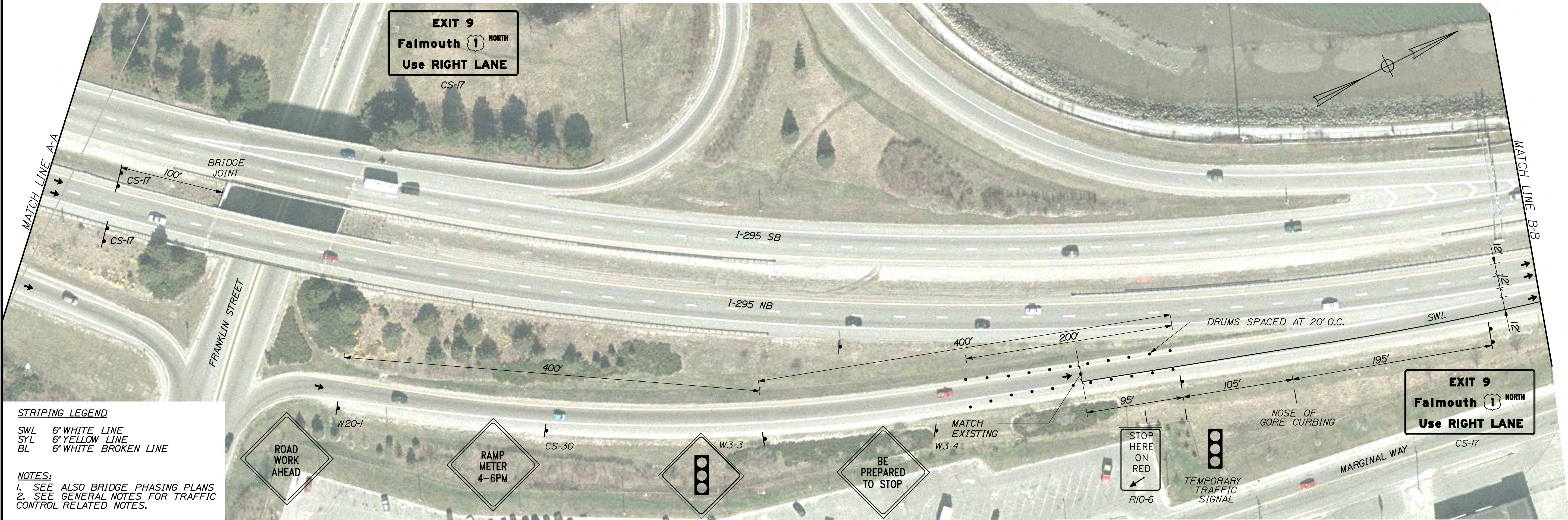
SEE BRIDGE PHASING TYPICAL SECTIONS FOR SHERWOOD STREET, SLARR/CNRR AND KENSINGTON STREET BRIDGES

NOT TO SCALE

PHASE II SHEET 3 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN 17929.00		BRIDGE NO. VARIES		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE II		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
										30	
										OF 40	





NOT TO SCALE

PHASE III SHEET 1 of 3

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. VARIES		PIN 17929.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND		PHASE III		CUMBERLAND COUNTY		PORTLAND		TRAFFIC CONTROL PLAN		SHEET NUMBER	
DATE		BY		SIGNATURE		P.E. NUMBER		DATE		31	
03/31/11		MPC		-		-		-		OF 40	
DESIGN-DETAILED		DATE		DESIGN-REVIEWED		DESIGN-DETAILED		REVISIONS 1			
03/31/11		MPC		-		-		-			
CHECKED-REVIEWED		DATE		DESIGN-DETAILED		REVISIONS 2		REVISIONS 3			
03/31/11		MPC		-		-		-			
DESIGN-DETAILED		DATE		REVISIONS 4		FIELD CHANGES					
03/31/11		MPC		-		-		-			



Date:3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 032\_Phase 03 Plan 02.dgn



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

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

NOT TO SCALE

PHASE III SHEET 2 of 3

SHEET NUMBER		INTERSTATE 295 NORTHBOUND		PROJ. MANAGER		NATE BENNETT		BY		DATE	
32 OF 40		PHASE III		DESIGN-DETAILED		DGE		MPC		03/11	
		PORTLAND		CHECKED-REVIEWED		RRM		-		03/11	
		CUMBERLAND COUNTY		DESIGN2-DETAILED2		-		-		SIGNATURE	
		TRAFFIC CONTROL		DESIGN3-DETAILED3		-		-		P.E. NUMBER	
		PLAN		REVISIONS 1		-		-		DATE	
				REVISIONS 2		-		-			
				REVISIONS 3		-		-			
				REVISIONS 4		-		-			
				FIELD CHANGES		-		-			

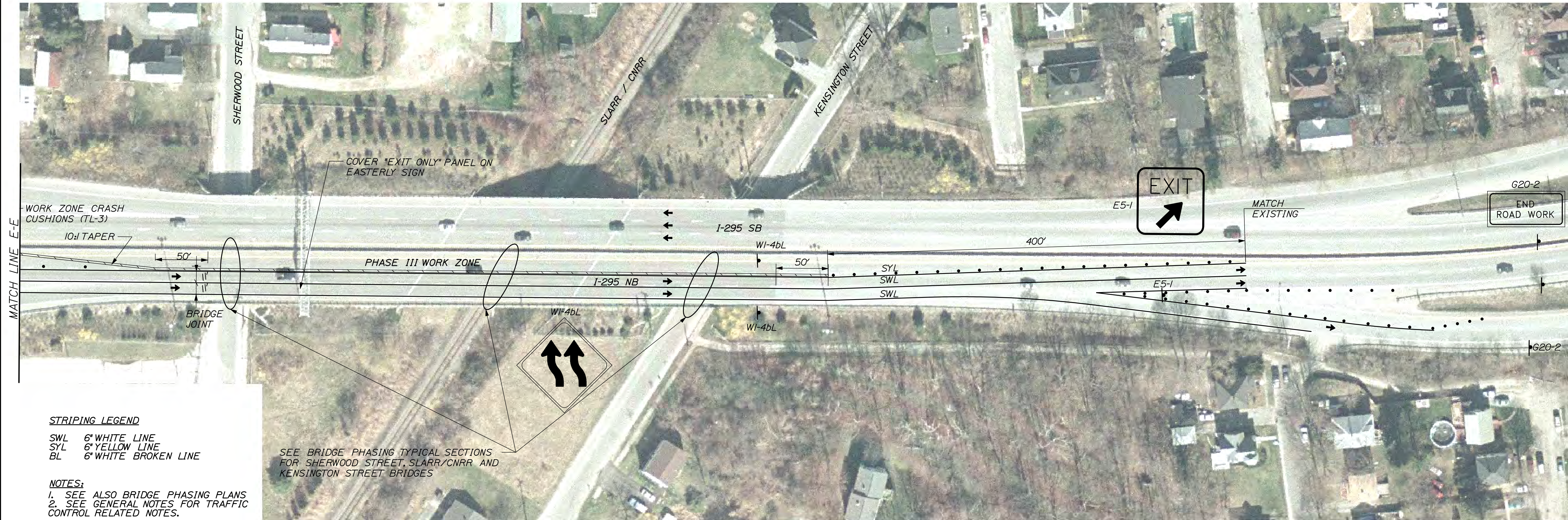
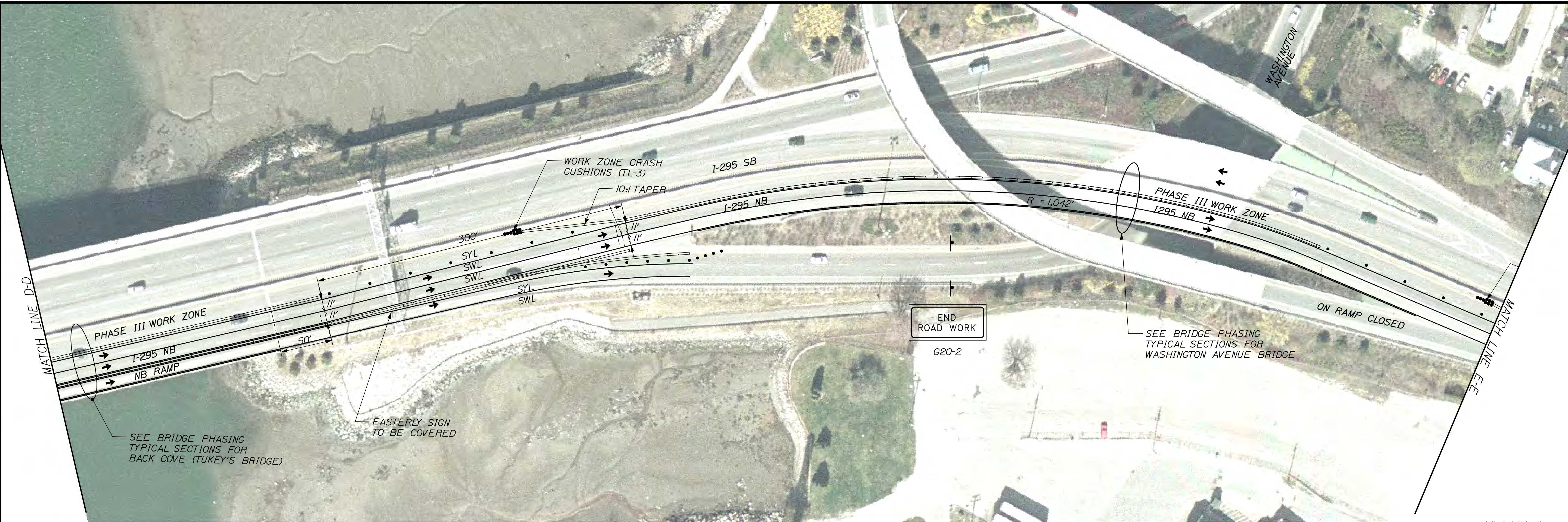


Date: 3/20/2011

Username: rhanf

Division: HIGHWAY

Filename: 033\_Phase 03 Plan 03.dgn



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

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

NOT TO SCALE

PHASE III SHEET 3 of 3

SHEET NUMBER		INTERSTATE 295 NORTHBOUND		PROJ. MANAGER		NATE BENOIT		BY		DATE	
33		PHASE III		DESIGN-DETAILED		DGE		MPC		03/11	
				CHECKED-REVIEWED		RBM		--		03/11	
				DESIGN2-DETAILED2		--		--		SIGNATURE	
				DESIGN3-DETAILED3		--		--		P.E. NUMBER	
				REVISIONS 1		--		--		DATE	
OF 40		PORTLAND CUMBERLAND COUNTY		REVISIONS 2		--		--		--	
				REVISIONS 3		--		--		--	
				REVISIONS 4		--		--		--	
				FIELD CHANGES		--		--		--	
				TRAFFIC CONTROL PLAN		--		--		--	
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		PIN		BRIDGE NO. VARIES		BRIDGE PLANS	
										17929.00	

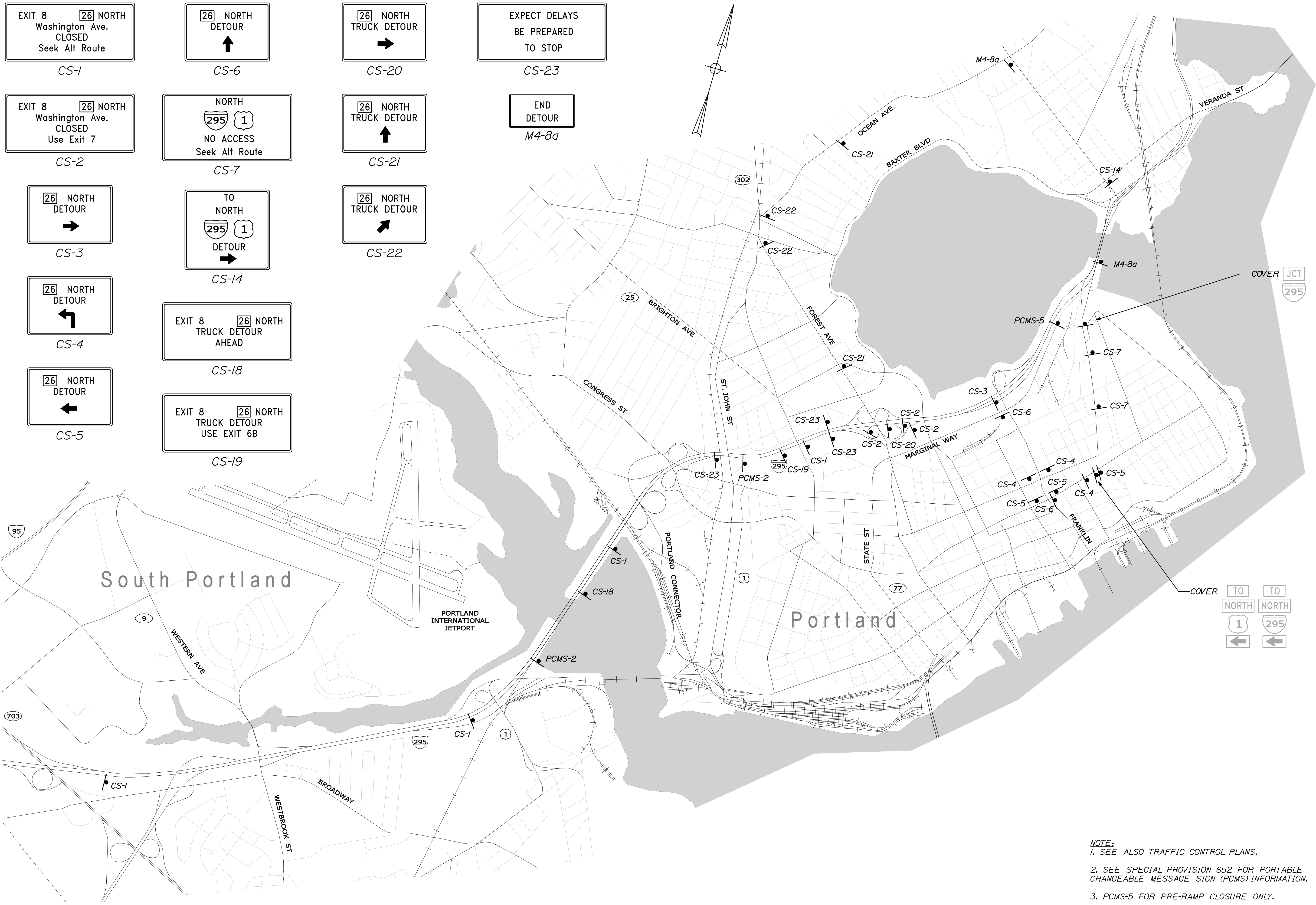


Date: 3/30/2011

Username: mcurdfff

Division: HIGHWAY

Filename: 034\_Detour01.dgn

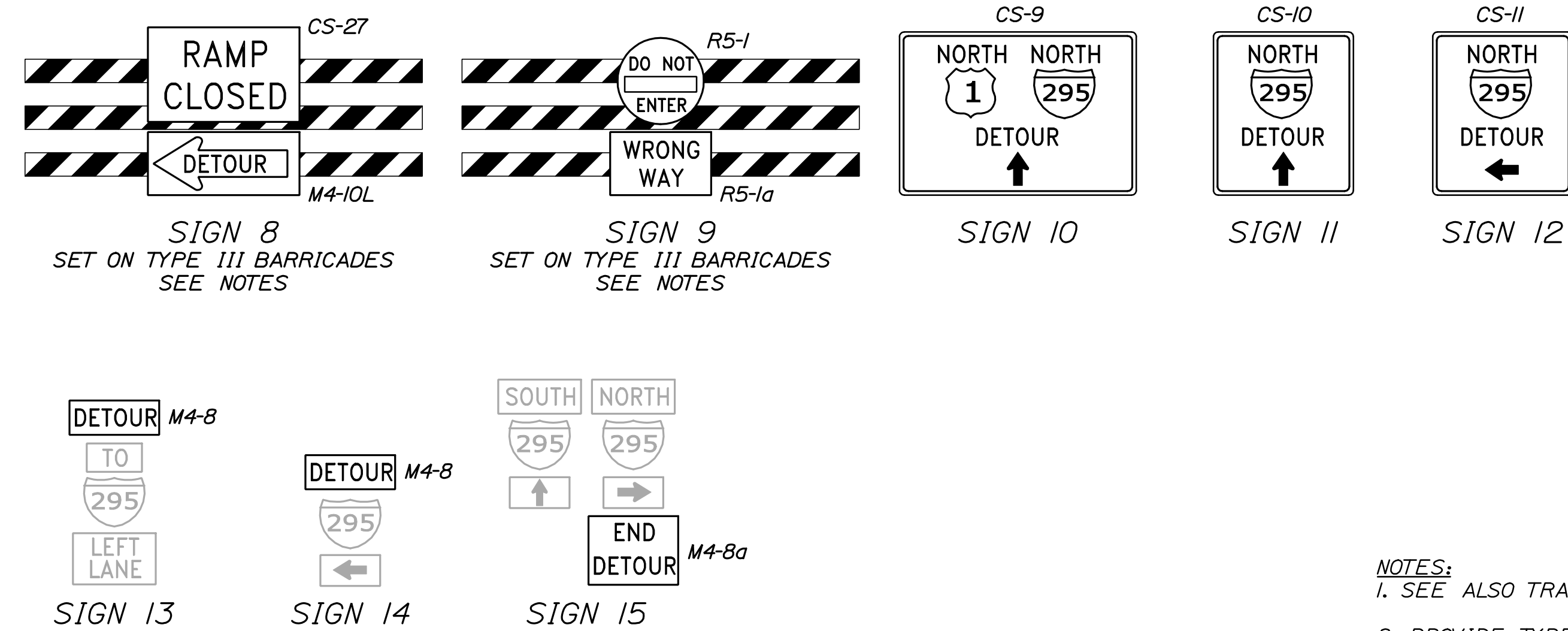
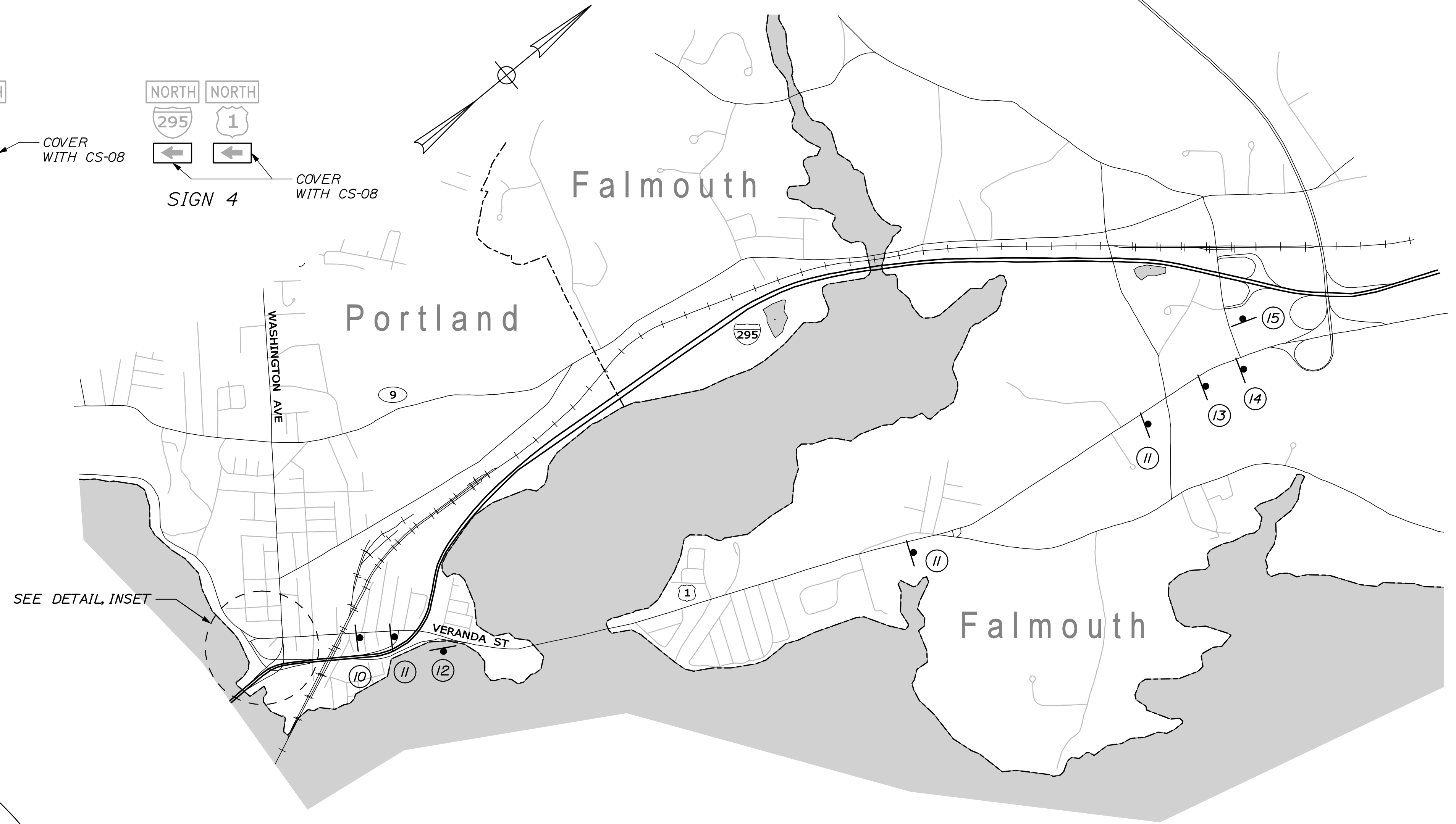


NOTE:  
1. SEE ALSO TRAFFIC CONTROL PLANS.  
2. SEE SPECIAL PROVISION 652 FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.  
3. PCMS-5 FOR PRE-RAMP CLOSURE ONLY.

NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		IM-1792(900)E		BRIDGE NO. 17923.00		PIN 17923.00		BRIDGE PLANS	
INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY		I-295 NORTH EXIT 8 DETOUR PLAN		SHEET NUMBER		34		OF 40	
PROJ. MANAGER	NATE BENNETT	BY	DATE	DATE	SIGNATURE	P.E. NUMBER	DATE		
DESIGN-DETAILED	DGE	MPC	03/11	03/11					
CHECKED-REVIEWED	RBH								
DESIGN-DETAILED									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									





NOT TO SCALE

<div><div><div>35</div><div>OF 40</div></div><div>SHEET NUMBER</div></div>	INTERSTATE 295 NORTHBOUND PORTLAND CUMBERLAND COUNTY				PROJ. MANAGER	NATE BENNETT	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION  IM-1792(900)E  PIN 17929.00 BRIDGE NO. 17929.00 BRIDGE PLANS
					DESIGN-DETAILED	DCE	MPC	03/11	
					CHECKED-REVIEWED	RBW	-	03/11	
					DESIGN2-DETAILED2	-	-	SIGNATURE	
					DESIGN3-DETAILED3	-	-		
					REVISIONS 1	-	-	P.E. NUMBER	
					REVISIONS 2	-	-		
					REVISIONS 3	-	-		
					REVISIONS 4	-	-	DATE	
					FIELD CHANGES	-	-		



Date: 3/30/2011

Username: mcundiff

Division: HIGHWAY

Filename: 036\_LocalSigning.dgn

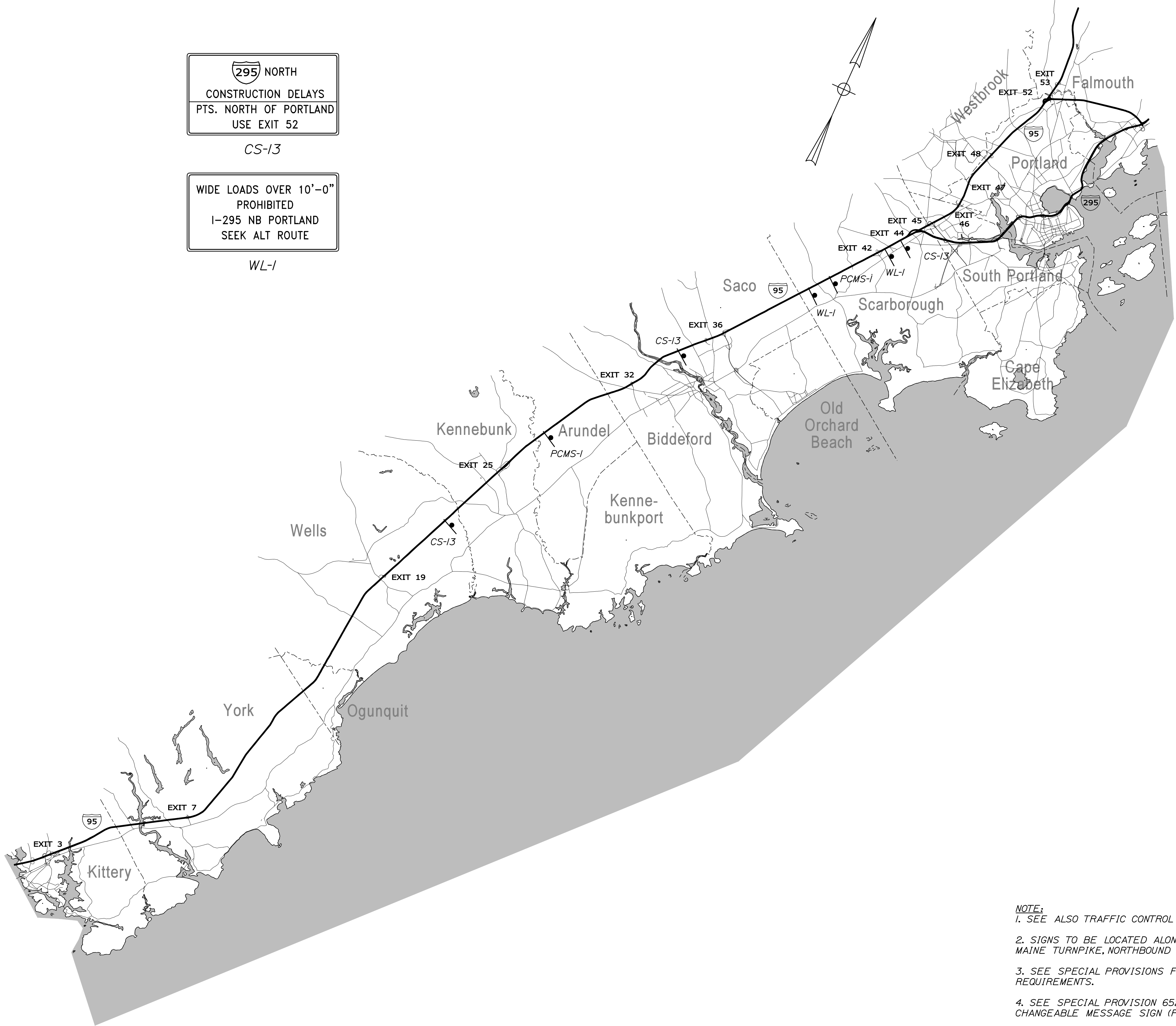


NOTE:  
 1. SEE ALSO TRAFFIC CONTROL PLANS.  
 2. SEE SPECIAL PROVISION 652 FOR PORTABLE  
 CHANGEABLE MESSAGE SIGN (PCMS) INFORMATION.

NOT TO SCALE

INTERSTATE 295 NORTHBOUND PORTLAND COUNTY CUMBERLAND COUNTY		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
LOCAL SIGNING PLAN		IM-1792(900)E	
SHEET NUMBER		BRIDGE NO.	Varies
36		PIN	1792S.00
OF 40		BRIDGE PLANS	





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

<div> <div>INTERSTATE 295 NORTHBOUND</div> <div>PORTLAND</div> <div>CUMBERLAND COUNTY</div> <div>REGIONAL SIGNING PLAN</div> </div>	<div>STATE OF MAINE</div> <div>DEPARTMENT OF TRANSPORTATION</div>			
	<div>IM-1792(900)E</div>			
	<div> <div>BRIDGE NO.</div> <div>Varies</div> <div>PIN</div> <div>17929.00</div> <div>BRIDGE PLANS</div> </div>			
SHEET NUMBER		DATE	BY	DATE
37		DESIGN-DETAILED	DGE	03/11
		CHECKED-REVIEWED	RBM	03/11
		DESIGN-DETAILED	-	-
		REVISIONS 1	-	-
		REVISIONS 2	-	-
OF 40		REVISIONS 3	-	-
		REVISIONS 4	-	-
		FIELD CHANGES	-	-
		SIGNATURE		
		P.E. NUMBER		
		DATE		



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

Z SIGNS PROVIDED BY MAINE DOT

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

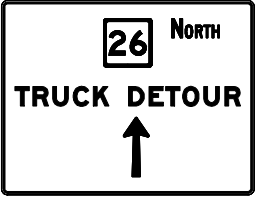
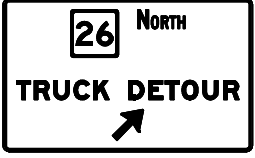



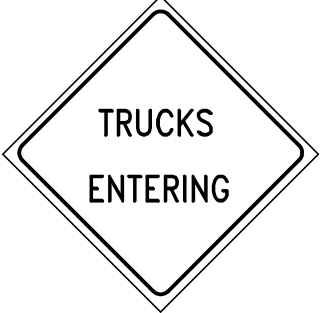


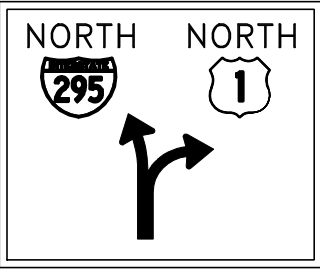
NOTE: INFORMATION SHOWN REFLECTS SIGNAGE FOR BRIDGE TRAFFIC CONTROL PLANS ONLY. ADDITIONAL SIGNAGE IS REQUIRED FOR HIGHWAY PRESERVATION WORK AND FOR NIGHT TIME LANE CLOSURES.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	IM-1792(900)E		BRIDGE NO. VARIES	PIN 17929.00	BRIDGE PLANS					
INTERSTATE 295 NORTHBOUND ALL PHASES PORTLAND CUMBERLAND COUNTY SIGN SUMMARY										
SHEET NUMBER										
38										
OF 40										


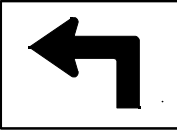


CONSTRUCTION SIGN SUMMARY

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

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

\* UNDETERMINED LOCATION  
Z SIGNS PROVIDED BY MAINE DOT

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

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

BRIDGE NO. VARIES  
PIN  
17929.00  
BRIDGE PLANS

INTERSTATE 295 NORTHBOUND  
ALL PHASES  
PORTLAND CUMBERLAND COUNTY

SIGN SUMMARY




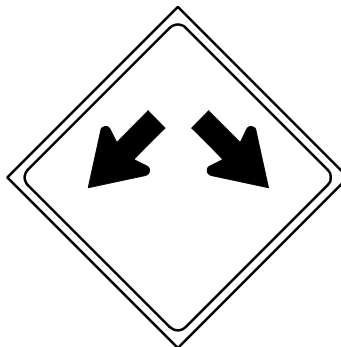

SHEET NUMBER

39

OF 40



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

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND BORDER		
W3-5	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	COLORS SHALL CONFORM TO STANDARD HIGHWAY SIGN DETAILS			16.00 (32)
W7-3aP	36"	30"					2				7.50 (15)
W8-23	48"	48"					2				16.00 (32)
W12-1	36"	36"					1				9.00 (9)
W20-1	48"	48"					4				16.00 (64)

Z SIGNS PROVIDED BY MAINE DOT

40	SHEET NUMBER	INTERSTATE 295 NORTHBOUND		STATE OF MAINE	
		ALL PHASES		DEPARTMENT OF TRANSPORTATION	
OF 40	PORTLAND CUMBERLAND COUNTY	DESIGN-DETAILED	DGE	MPC	SIGNATURE
		CHECKED-REVIEWED	RBM		
	SIGN SUMMARY	DESIGN2-DETAILED2			P.E. NUMBER
		DESIGN3-DETAILED3			
		REVISIONS 1			
		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			DATE
		FIELD CHANGES			
		BRIDGE NO. VARIES		PIN	
				17929.00	
				BRIDGE PLANS	