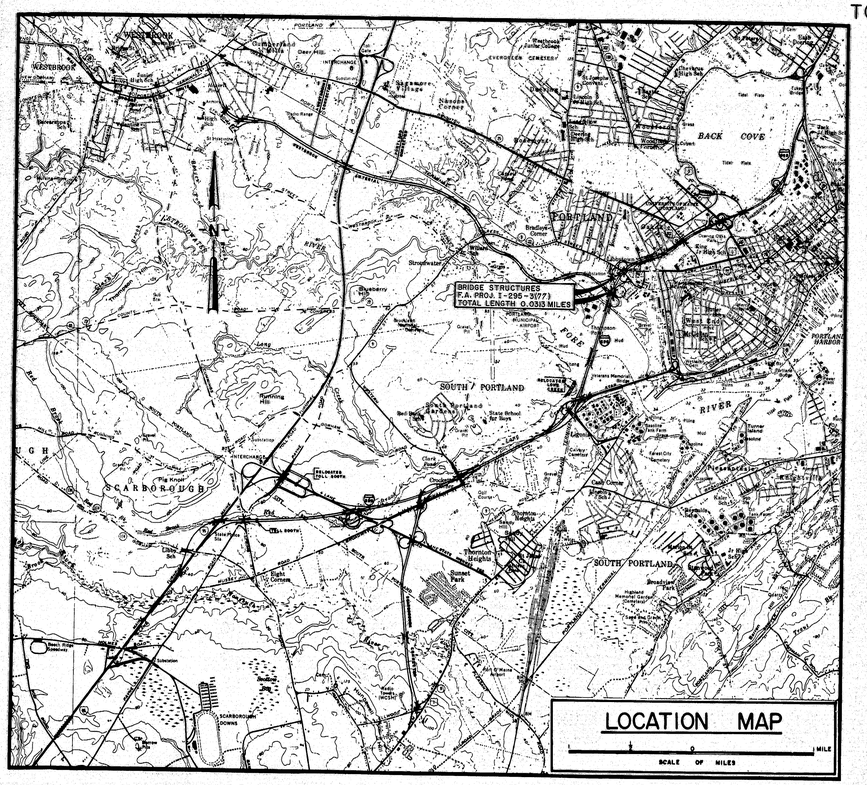
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I-295-3(77)48	1	52

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
AND
RAMP CS-6 OVER RAMP WA-2
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. I-295-3(77)48
TOTAL LENGTH = 0.0313 MILES
Completed - 1974

CONVENTIONAL SIGNS

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



TRAFFIC FLOW DATA

	WESTBROOK ARTERIAL	I-295	RAMP CS-6	RAMP WA-2
A.D.T. 1970	6,780	26,240		
A.D.T. 1990	8,810	34,080	1,290	6,990
D.H.V.	881	3,408		
T.	5%	5%		
V.		50 M.P.H.		

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

STATE OF MAINE — RICHARD W. ALBRECHT #1158 — REGISTERED PROFESSIONAL ENGINEER

Richard W. Albrecht

NOTE

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

INDEX OF SHEETS

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

STATE OF MAINE — EDWARD A. LUETTICH, SR. 1728 — REGISTERED PROFESSIONAL ENGINEER

APPROVED: STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Richard W. Albrecht — COMMISSIONER — June 5, 1973

Richard W. Albrecht — CHIEF ENGINEER AND BUREAU DIRECTOR — June 5, 1973

DATE

"As Built" Plan.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

VL-57
2

149-177

203-1 2060

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	2	52

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
	EARTHWORK		
203.25	GRANULAR BORROW	8650	C.Y.
206.08	STR. EARTH EXCAV. - ABUTS. & RET. WALLS	633	C.Y.
206.10	STR. EARTH EXCAV. - PIERS	82	C.Y.
	BASES AND PAVEMENTS		
	STRUCTURES		
501.215	STEEL H-BEAM PILES 74 lbs./FT.	14,063	L.F.
502.21	STRUCTURAL CONCRETE, ABUTS. & RETAINING WALLS	1410	C.Y.
502.23	STRUCTURAL CONCRETE, PIERS	222	C.Y.
502.2601	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - WESTBROOK ARTERIAL	1	L.S.
502.2602	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - RAMP CS-6	1	L.S.
503.12	REINFORCING STEEL, FAB. & DELIVERED	275830	Lb.
503.13	REINFORCING STEEL, PLACING	275830	Lb.
504.7001	STRUCTURAL STEEL, FAB. & DELIVERED - WESTBROOK ARTERIAL	1	L.S.
504.7002	STRUCTURAL STEEL, FAB. & DELIVERED - RAMP CS-6	1	L.S.
504.7101	STRUCTURAL STEEL, ERECTION - WESTBROOK ARTERIAL	1	L.S.
504.7102	STRUCTURAL STEEL, ERECTION - RAMP CS-6	1	L.S.
505.0801	SHEAR CONNECTORS - WESTBROOK ARTERIAL	1	L.S.
505.0802	SHEAR CONNECTORS - RAMP CS-6	1	L.S.
506.1401	FIELD PAINTING, STRUCTURAL STEEL - WESTBROOK ARTERIAL	1	L.S.
506.1402	FIELD PAINTING, STRUCTURAL STEEL - RAMP CS-6	1	L.S.
507.141	Aluminum Bridge Railing, Type A	1146	L.F.
512.07	FRENCH DRAINS (STONES ONLY)	77	C.Y.
514.06	CURING BOX FOR CONCRETE CYLINDERS	1	EACH
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	625	S.Y.
	INCIDENTAL CONSTRUCTION		
609.13	VERTICAL BRIDGE CURB - TYPE 1	956	L.F.
609.17	SLOPED BRIDGE CURB - TYPE 1	325	L.F.
618.15	TEMPORARY SEEDING	25	Lb.

ESTIMATED QUANTITIES

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

ESTIMATED QUANTITIES OF LUMP SUM ITEMS

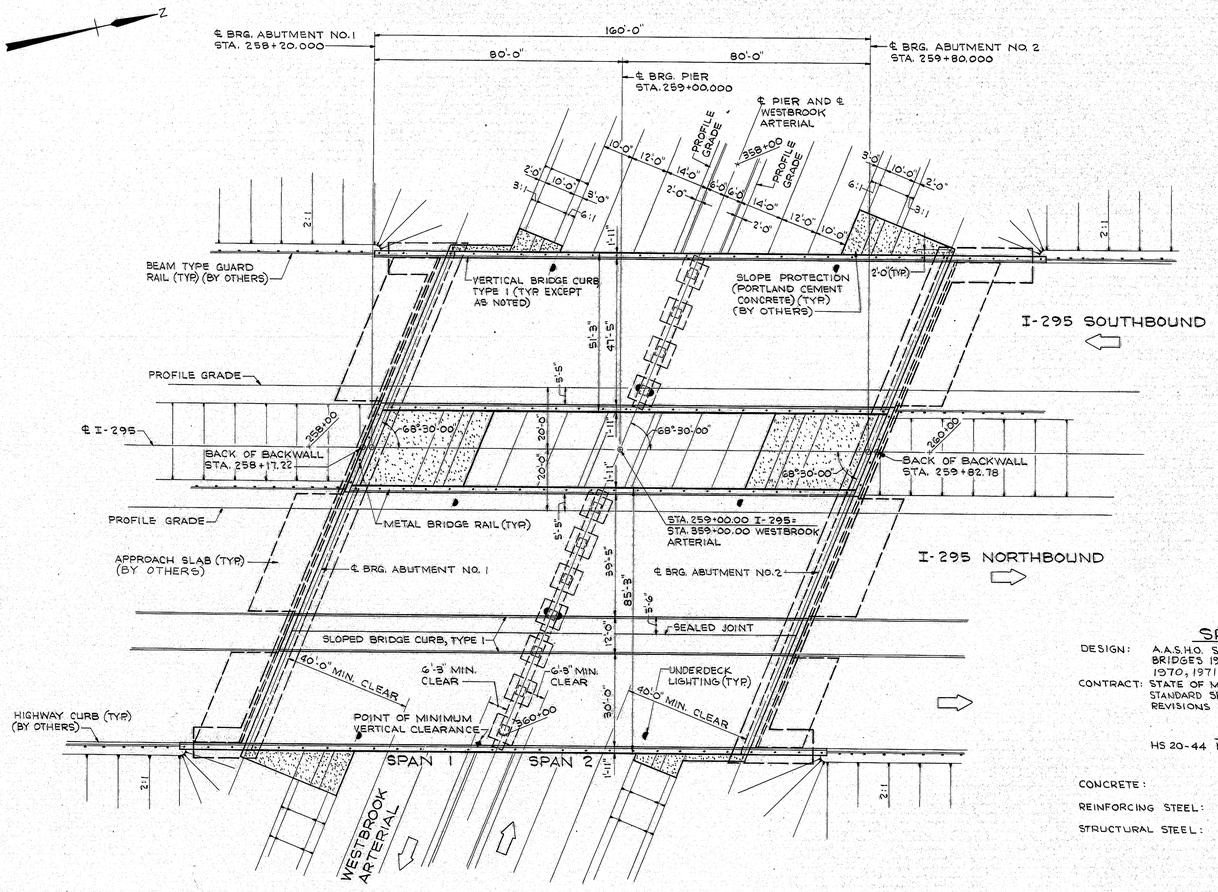
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
502.2601	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - WESTBROOK ARTERIAL	737	C.Y.
502.2602	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES - RAMP CS-6	82	C.Y.
504.7001	STRUCTURAL STEEL, FAB. & DELIVERED - WESTBROOK ARTERIAL	602,800	lbs.
504.7002	STRUCTURAL STEEL, FAB. & DELIVERED - RAMP CS-6	89,850	lbs.
504.7101	STRUCTURAL STEEL, ERECTION - WESTBROOK ARTERIAL	602,800	lbs.
504.7102	STRUCTURAL STEEL, ERECTION - RAMP CS-6	89,850	lbs.
505.0801	SHEAR CONNECTORS - WESTBROOK ARTERIAL	2412	EACH
505.0802	SHEAR CONNECTORS - RAMP CS-6	488	EACH
506.1401	FIELD PAINTING, STRUCTURAL STEEL - WESTBROOK ARTERIAL	602,800	lbs.
506.1402	FIELD PAINTING, STRUCTURAL STEEL - RAMP CS-6	89,850	lbs.

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

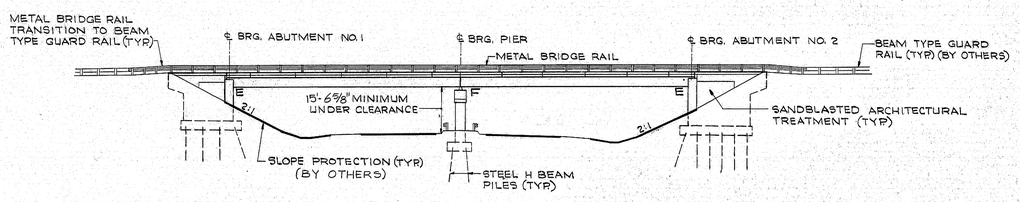
149-178

Z03-1 2060

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



PLAN



ELEVATION
VIEW NORMAL TO ℄ WESTBROOK ARTERIAL

ESTIMATED BRIDGE QUANTITIES

	ITEM NO	DESCRIPTION	UNIT	QUANTITY
	203.25	GRANULAR BORROW	C.Y.	6700
	206.08	STRUCTURAL EARTH EXCAVATION-ABUTS. & RET. WALLS	C.Y.	633
	206.10	STRUCTURAL EARTH EXCAVATION-PIERS	C.Y.	82
*	403.08	HOT BITUMINOUS PAVEMENT, GRADING C	TON	242
	501.215	STEEL H-BEAM PILES 74 lbs/FT	L.F.	1215.6
	502.21	STRUCTURAL CONCRETE, ABUTS. & RET. WALLS	C.Y.	1,145
	502.23	STRUCTURAL CONCRETE, PIERS	C.Y.	222
	502.2601	STRUCTURAL CONCRETE, ROADWAY & SIDEWALK SLABS ON STEEL BRIDGES	L.S.	1
*	502.51	STRUCTURAL CONCRETE, APPROACH SLABS	L.S.	1
	503.12	REINFORCING STEEL, FABRICATED & DELIVERED	LB.	242,960
	503.13	REINFORCING STEEL, PLACING	LB.	242,960
	504.7001	STRUCTURAL STEEL, FABRICATED & DELIVERED	L.S.	1
	504.7101	STRUCTURAL STEEL, ERECTION	L.S.	1
	505.0801	SHEAR CONNECTORS	L.S.	1
	506.1401	FIELD PAINTING, STRUCTURAL STEEL	L.S.	1
	507.141	ALUMINUM BRIDGE RAILING, TYPE A	L.F.	884
*	508.10	MEMBRANE WATERPROOFING	S.Y.	2,105
	512.07	FRENCH DRAINS (STONES ONLY)	C.Y.	61
*	513.09	SLOPE PROTECTION-PORTLAND CEMENT CONCRETE	S.Y.	1,390
	515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	S.Y.	530
	609.13	VERTICAL BRIDGE CURB - TYPE I	L.F.	750
	609.17	SLOPED BRIDGE CURB - TYPE I	L.F.	325
	638.01	EMBEDDED WORK IN STRUCTURES	L.S.	1
	639.08	FIELD OFFICE - TYPE A	EACH	1

* NOT A PART OF THIS CONTRACT.

ESTIMATED QUANTITIES- LUMP SUM ITEMS

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

SPECIFICATIONS

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

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

LIVE LOADING

HS 20-44 MODIFIED FOR INTERSTATE

MATERIALS

CONCRETE: CLASS A

REINFORCING STEEL: ASTM 615 GRADE 60

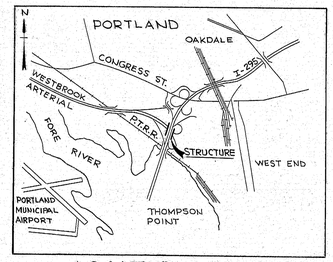
STRUCTURAL STEEL: SEE "FRAMING PLAN"

BASIC ALLOWABLE STRESSES

CONCRETE: f_c = 1200 P.S.I. n=10

REINFORCING STEEL: f_s = 24,000 P.S.I.

STRUCTURAL STEEL:
A572 GRADE 50 f_s = 27,000 P.S.I.
A36 f_s = 20,000 P.S.I.



LOCATION MAP
SCALE OF MILES
1 5 0

PLANS	DESIGN - DETAILED	BY	DATE
		R.T.L.	1/72
	CHECKED	D.A.M.	2/72
	REVISIONS	C.H.C.	
	FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-57		3
DES	R.T.L.	CHK	C.K.L.
DR	D.A.M.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

R. Albrecht
IN CHARGE

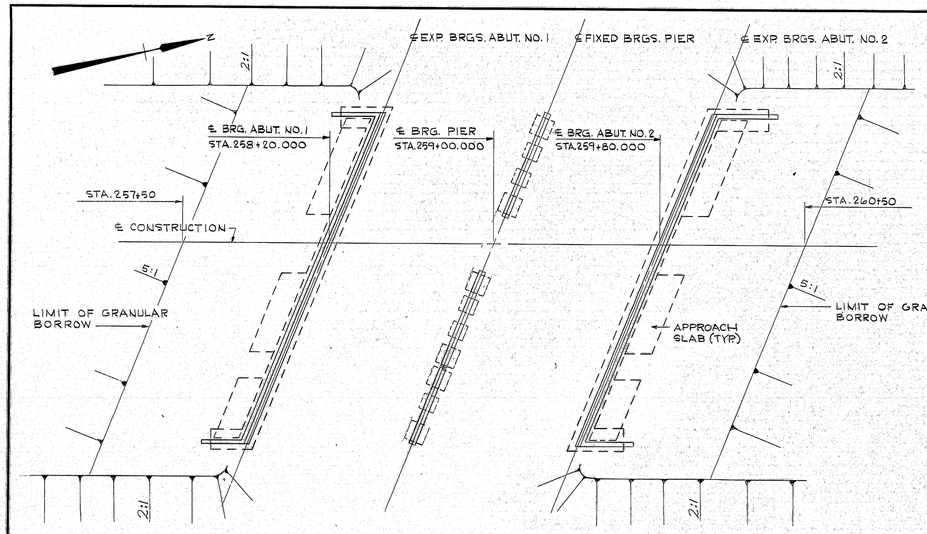
MSPC-2000-4-69 3700

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

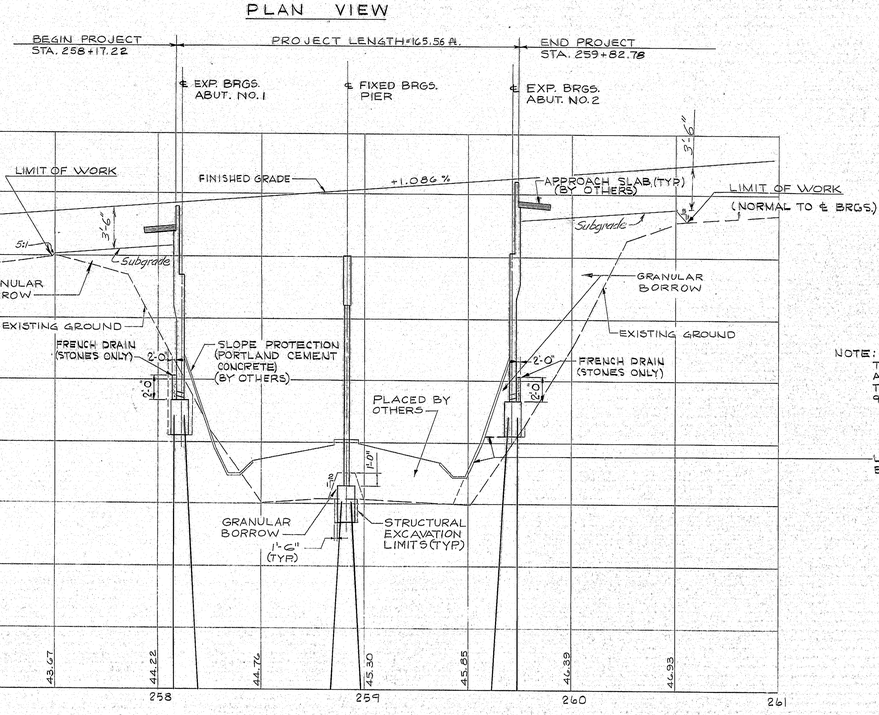
SHEET 1 OF 26 AUGUSTA, MAINE MARCH, 1972

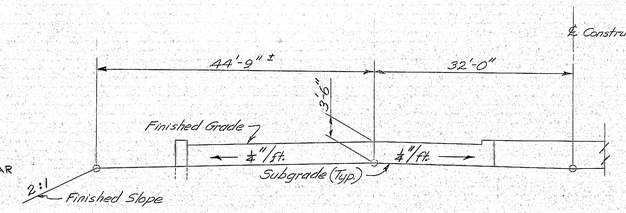
149-179

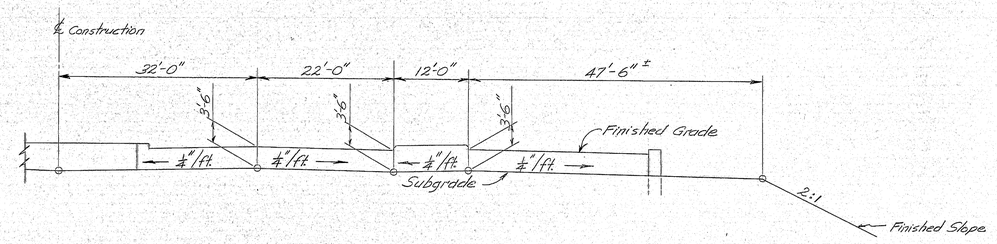
R.F.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	4	52



PLAN VIEW







Typical Transverse Section At Structure

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

LIMIT OF GRANULAR BORROW PLACED BEFORE ABUTMENT CONSTRUCTION.

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

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

R. Albrecht
IN CHARGE

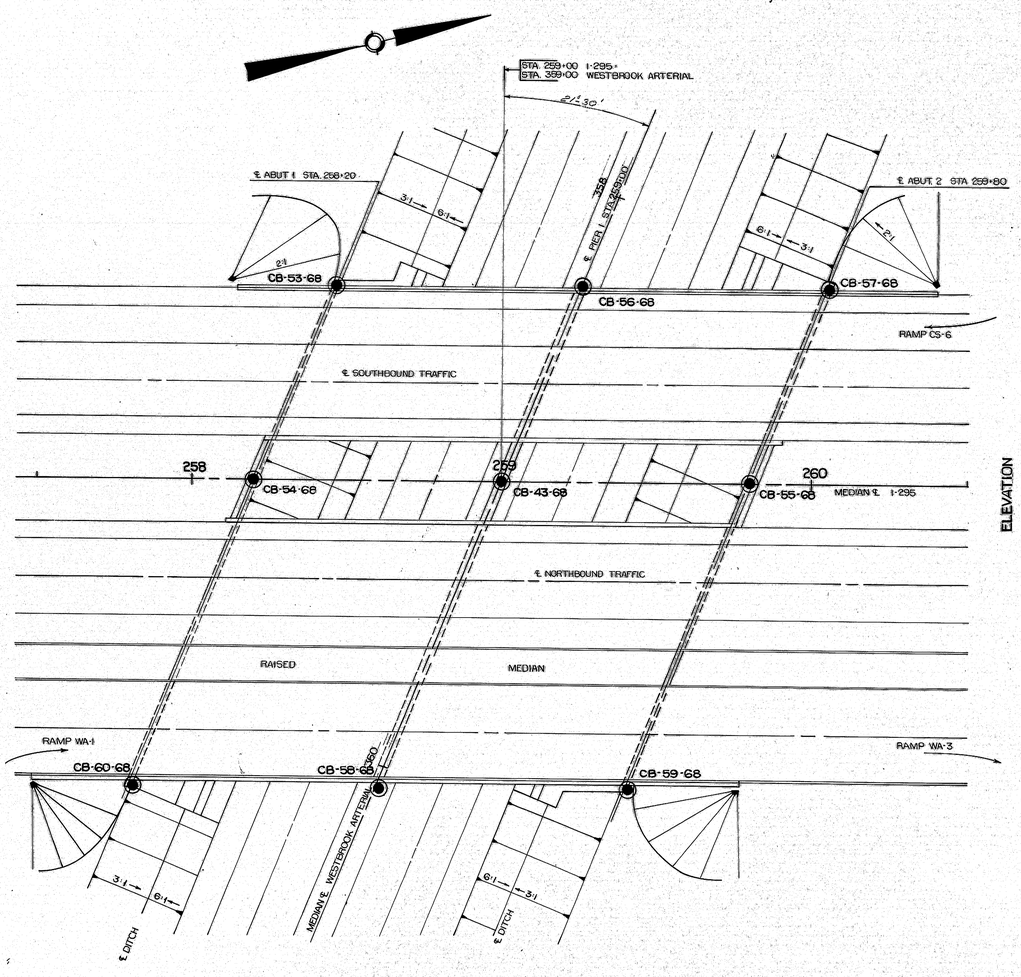
MBPC-2000-4-6-9 3700

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

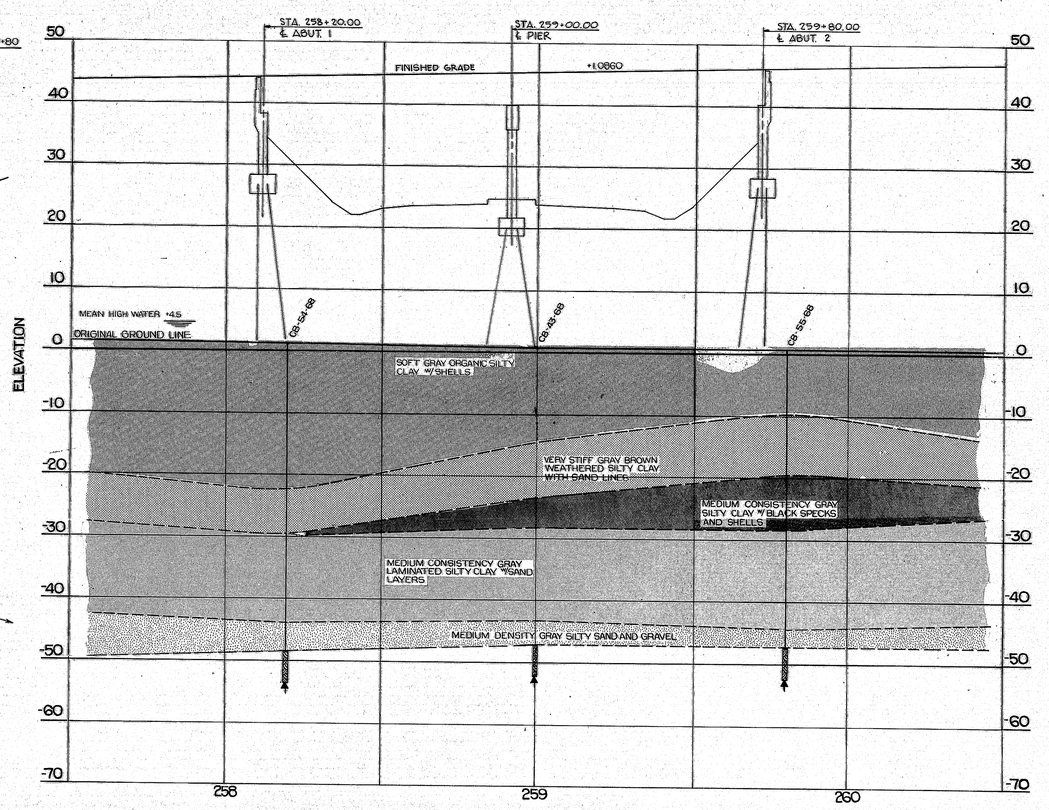
SHEET 2 OF 26 AUGUSTA, MAINE MARCH, 19

149-180

R. F. A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	5	52



PLAN



PROFILE

PLANS

BY	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

VL-57
5

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY - PART I

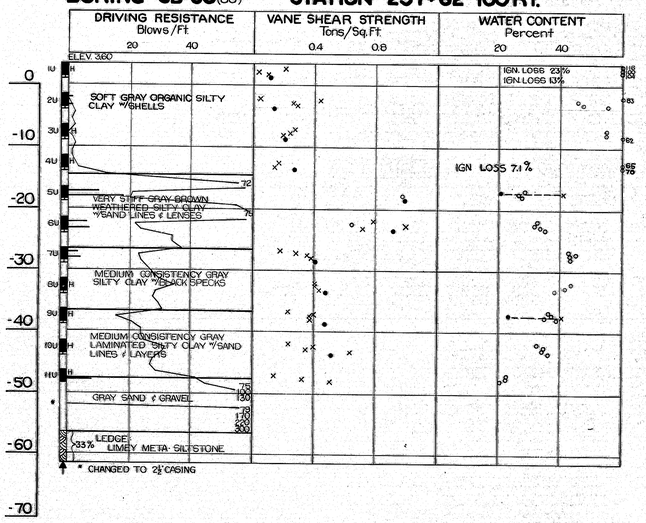
SHEET 3 OF 26 AUGUSTA, MAINE MARCH, 1972

295-1 2380

149-181

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	6	52

BORING CB-60(68) STATION 257+82 100'RT.



BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING

- WATER ELEVATION
- NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT LBS. OF ENERGY PER BLOW
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT
- NUMBER AND TYPE OF DRY SAMPLE
  - ID — S&H SAMPLER #1290's
  - IC — 2" O.D. 16GA. SEAMLESS TUBING
  - IU — 3½" O.D. 16GA. SEAMLESS TUBING
- IW — WASH SAMPLE AND NUMBER
- MD — UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.
- H — SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- P — PISTON SAMPLER
- FIELD VANE TEST
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOILS STRATA)
- REFUSAL OF DRILL RODS OR CASING (MAY NOT BE LEDGE)
- 77% — LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

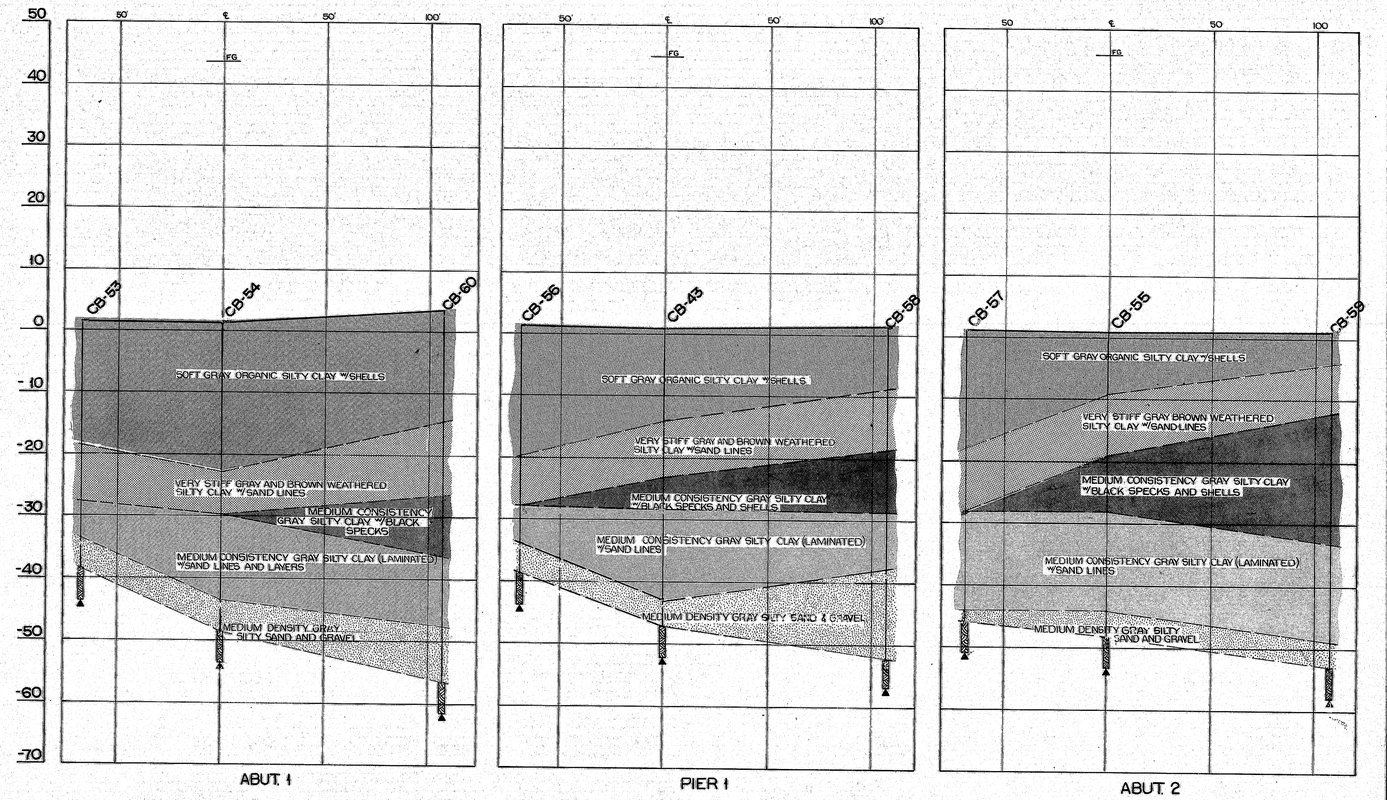
SHEAR NOTES

- ● FIELD VANE SHEAR STRENGTHS
- X LABORATORY VANE SHEAR STRENGTHS
- → SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT
- o ONE HALF UNCONFINED COMPRESSIVE STRENGTHS

WATER CONTENT NOTES

- o NATURAL WATER CONTENTS, GIVEN AS PER CENT OF DRY WEIGHT
- ⊗—X PLASTIC AND LIQUID LIMITS

IGNITION LOSSES ARE GIVEN AS PER CENT OF DRY WEIGHT



TRANSVERSE PROFILES

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES	BY	DATE

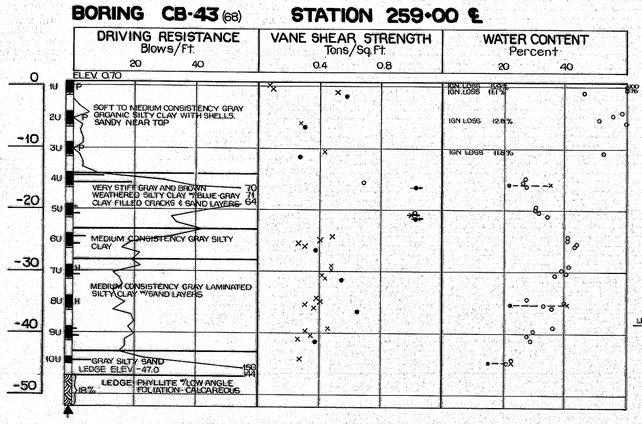
VL-67
6

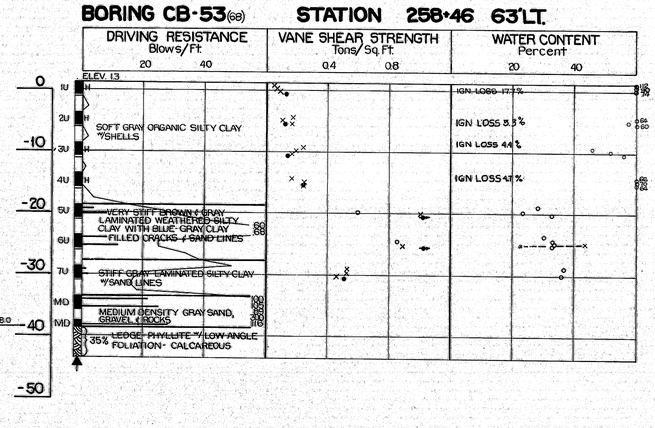
JANUARY 1968

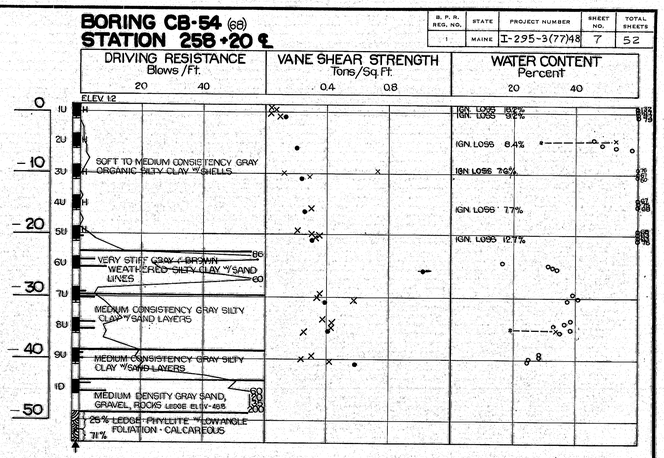
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY - PART II
SHEET 4 OF 26 AUGUSTA, MAINE MARCH, 1972

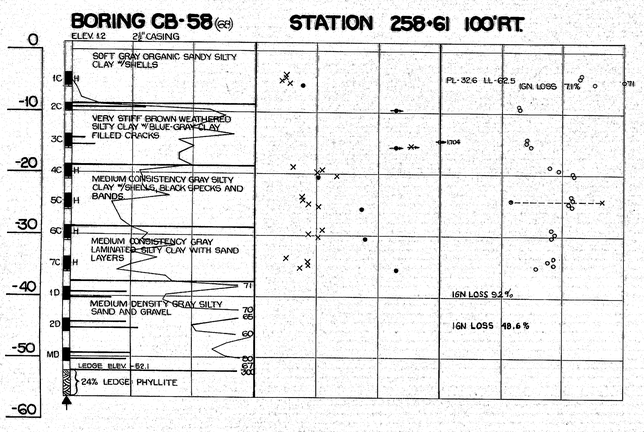
203-1 2080

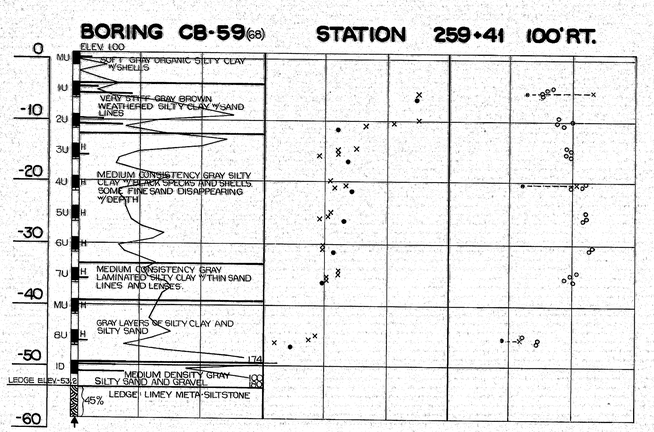
149-182











ALL BORINGS MADE WITH 4" CASING UNLESS NOTED

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	7	52

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

VL-57

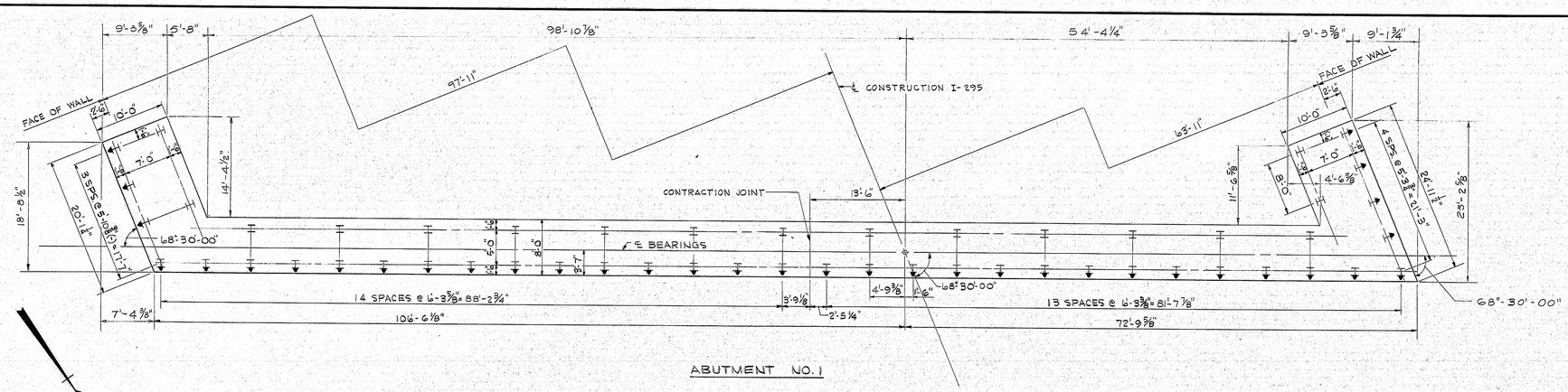
JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY - PART III

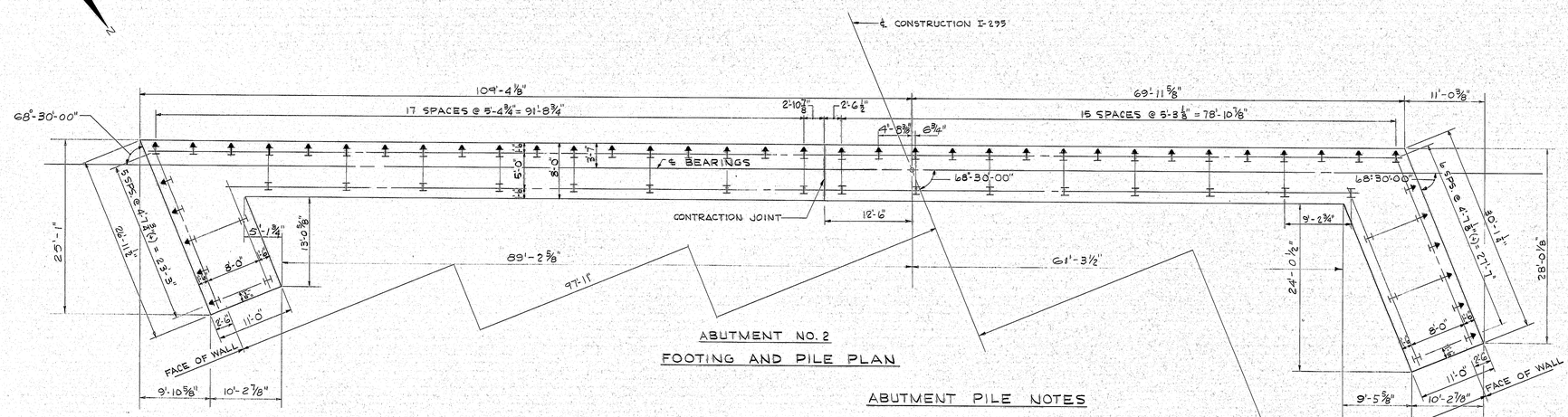
SHEET 5 OF 26 AUGUSTA, MAINE MARCH, 1972

149-183

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	8	52



ABUTMENT NO. 1

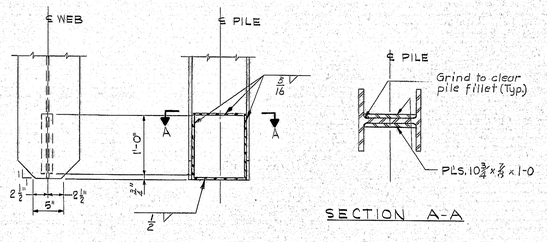


ABUTMENT NO. 2

FOOTING AND PILE PLAN

ABUTMENT PILE NOTES

1. ALL ABUTMENT PILES SHALL BE HP 12×74.
2. MAXIMUM PILE LOAD = 98 TONS. (INCLUDES 33T PER PILE FOR NEGATIVE SKIN FRICTION).
3. PILES MARKED THUS ↦ SHALL BE BATTERED 3" PER FOOT IN DIRECTION OF ARROW.
4. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
5. PILES REQUIRED, 53 - ABUT. NO. 1. 66 - ABUT. NO. 2.
6. ALL PILES SHALL HAVE POINTED REINFORCED TIP. SEE DETAIL THIS SHEET.
7. ESTIMATED LENGTH OF PILES: ABUT. NO. 1 VARIES FROM 67' WEST TO 90' EAST. ABUT. NO. 2 VARIES FROM 74' WEST TO 86' EAST.
8. PILES SHALL BE CUT OFF 1'-6 ± 6" ABOVE THE ELEVATION OF THE BOTTOM OF THE FOOTING.
9. POINTED REINFORCED TIPS MAY BE SHOP OR FIELD WELDED.
10. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED IF THEY ARE EQUAL IN CROSS-SECTIONAL AREA TO THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
11. ESTIMATED DRIVEN LENGTHS OF PILES ARE ESTIMATED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.



SECTION A-A

POINTED REINFORCED PILE TIP

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

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

R. Albert
"IN CHARGE"

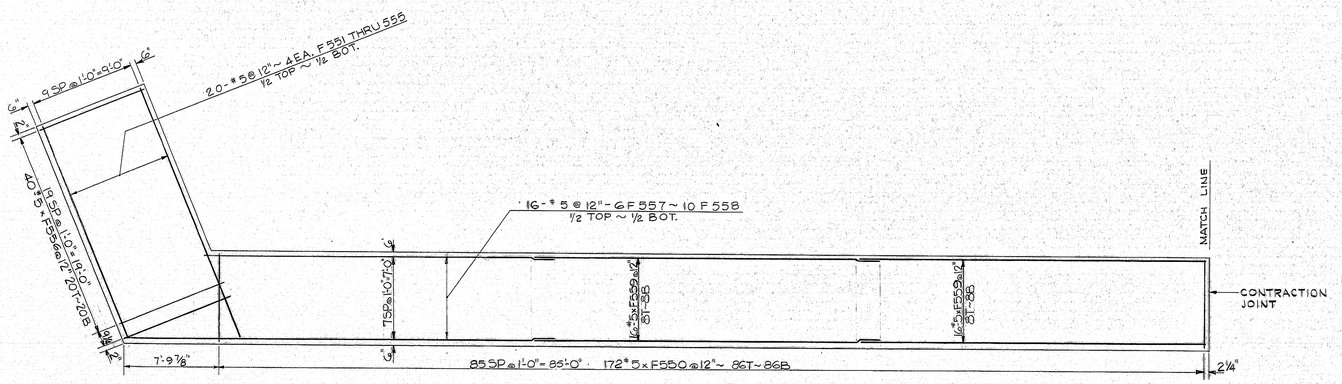
MBPO-2000-4-6-9 3700

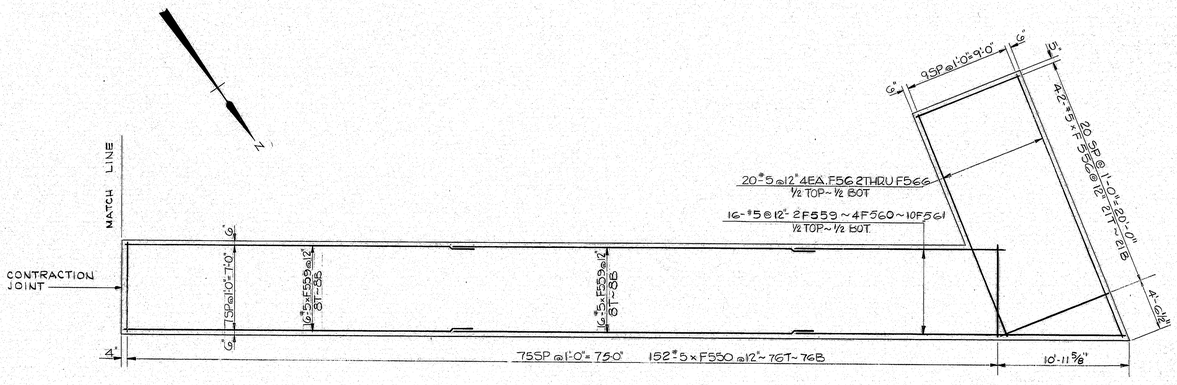
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOOTING PLANS - ABUTMENTS NO. 1 AND 2

SHEET 6 OF 26 AUGUSTA, MAINE MARCH, 1972

199-184

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





REINFORCING - FOOTING PLAN

NOTE : FOR FOOTING DOWELS SEE WINGWALL & ABUTMENT DRAWINGS.

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

FILE NO.			PLAN NO.
	VL-57		9
DES	C.K.L.	CHK	R.E.B.
DR	J.L.M.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

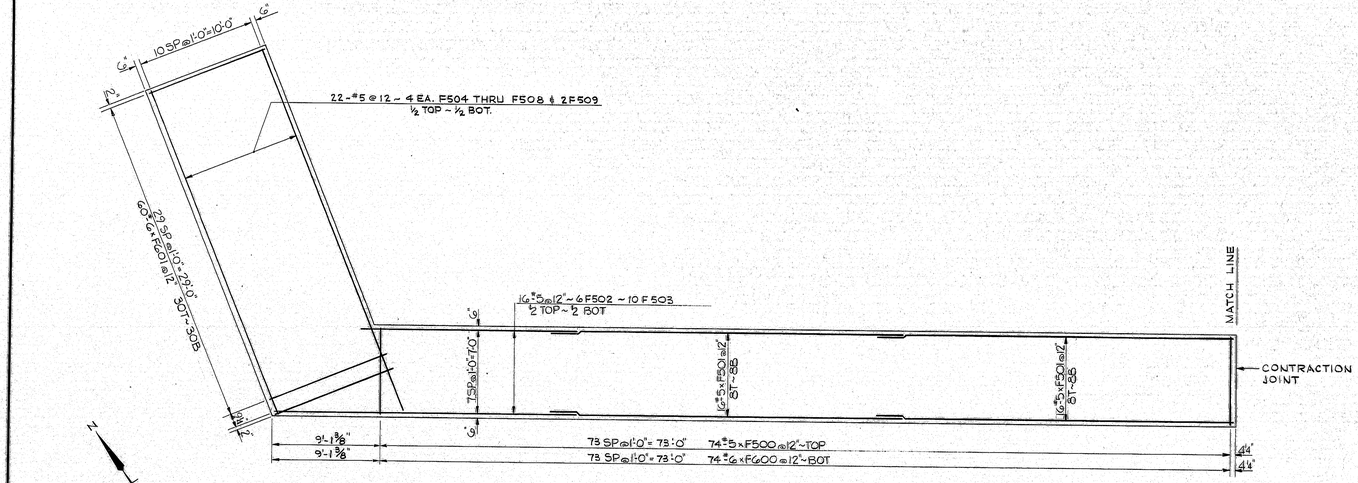
R Albrecht
ENGR IN CHARGE

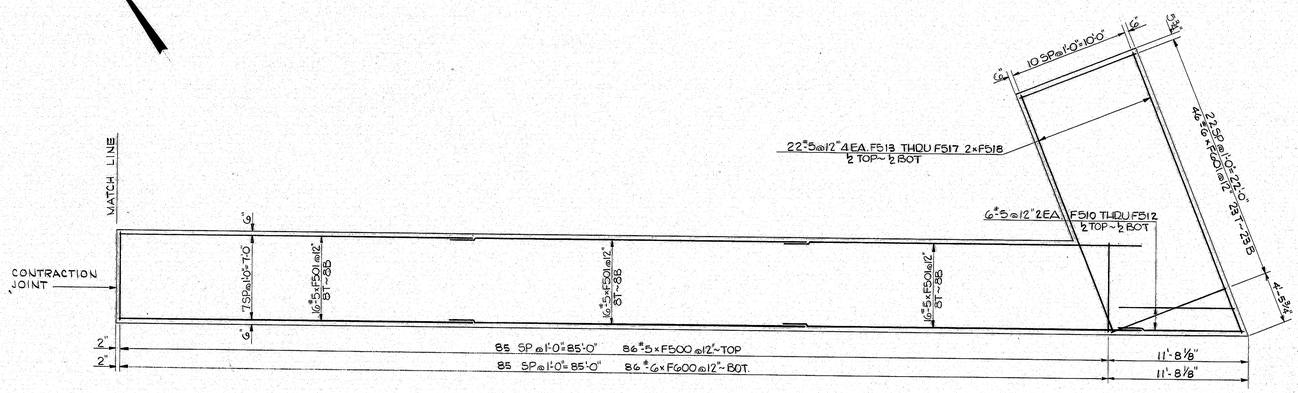
MBPD-2000-4-69-3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING - FOOTING PLAN - ABUTMENT NO. 1
SHEET 7 OF 26 AUGUSTA, MAINE MARCH, 1972

149-185

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





REINFORCING — FOOTING PLAN

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

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

FILE NO.			PLAN NO.
	YL-57		10
DES	C.K.L.	CHK	R.E.B.
DR	J.L.M.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

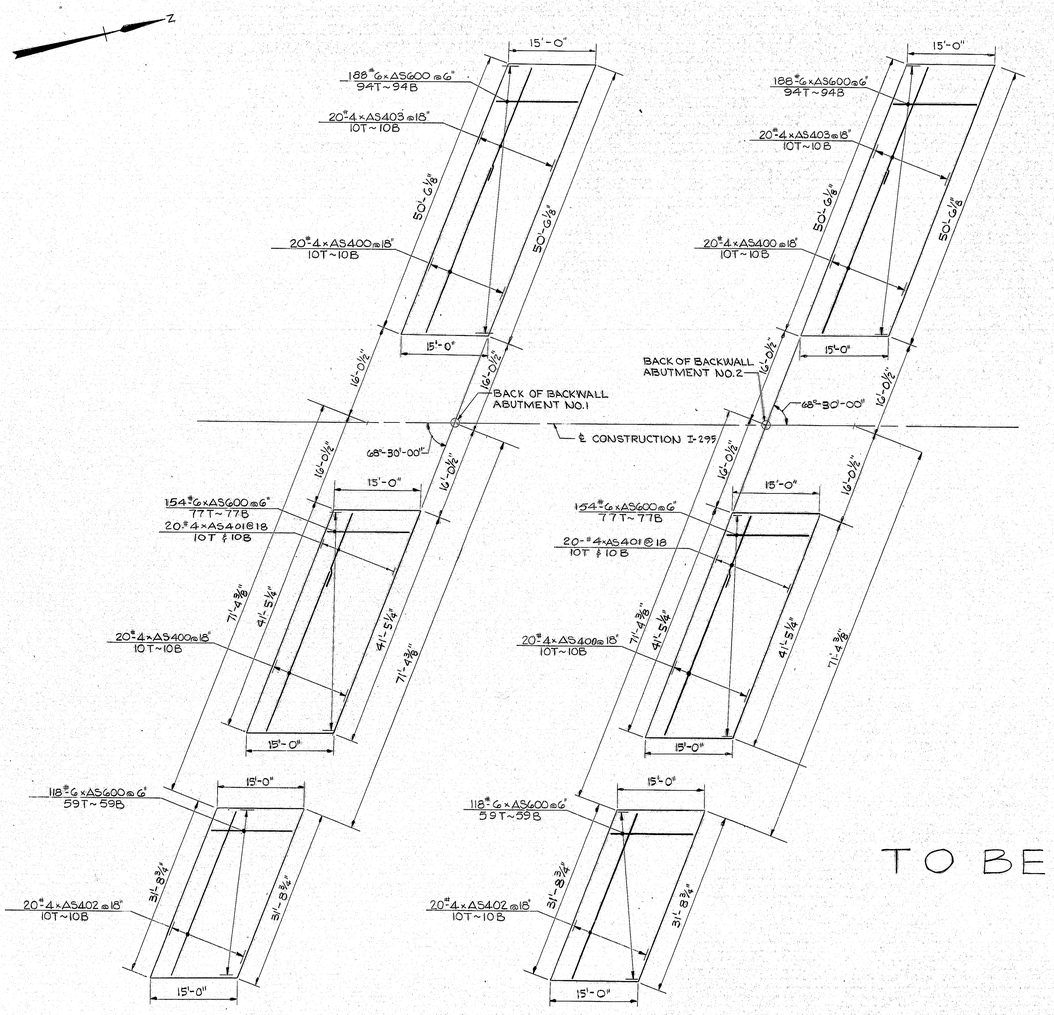
R. Albrecht
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

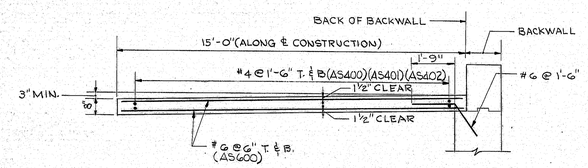
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING - FOOTING PLAN - ABUTMENT NO. 2
SHEET 8 OF 26 AUGUSTA, MAINE MARCH, 1972

199-186

D.P.W. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	11	52



PLAN - APPROACH SLABS



TYPICAL SECTION

REINFORCING STEEL SCHEDULE

MARK	SIZE	NO. REQ'D	LENGTH	TYPE
AS600	6	988	14-8	—
AS400	4	40	30-0	—
AS401	4	40	41-1	—
AS402	4	40	31-4	—
AS403	4	40	22-3	—

TO BE CONSTRUCTED BY OTHERS

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	1/72
QUANTITIES	W.J.A.	1/72
REVISIONS	R.E.B.	2/72
FIELD CHANGES		

FILE NO.			PLAN NO.
	VL-57		11
DES	C.K.L.	CHK	R.E.B.
DR	W.J.A.	CHK	R.E.B.
TEST	R.E.B.	CHK	C.K.L.

R. Albrecht
ENGR IN CHARGE

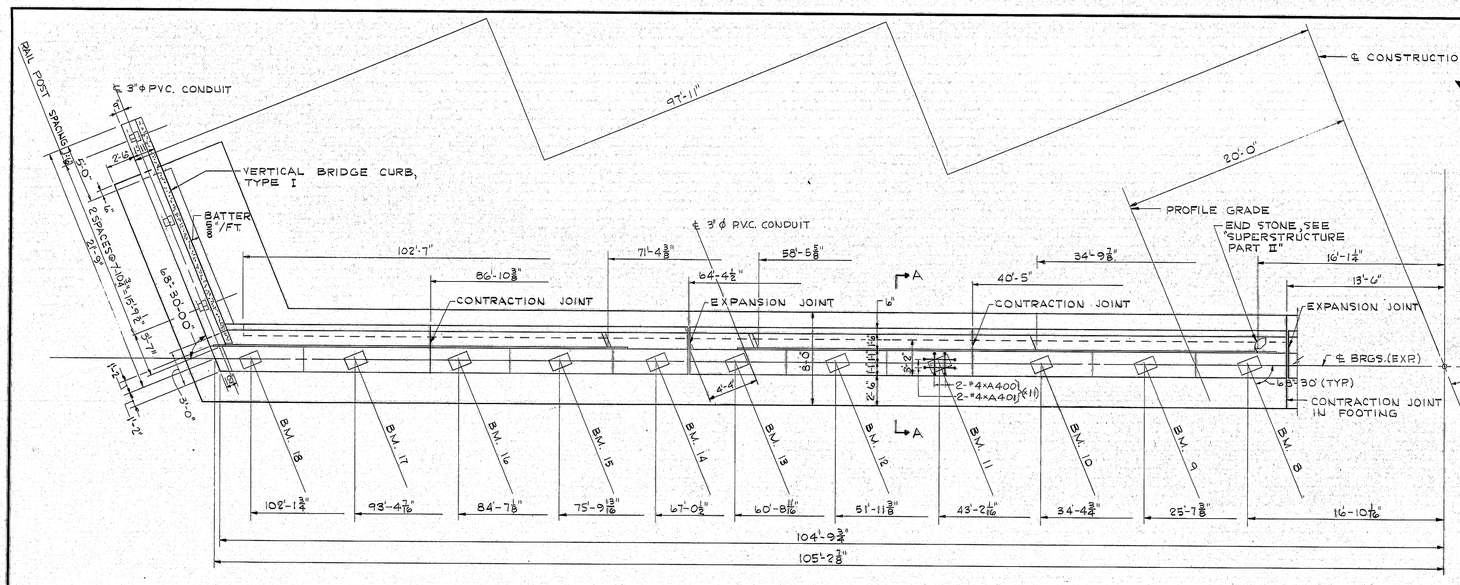
MBPC-2000-4-6-9 3700

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

SHEET 9 OF 26 AUGUSTA, MAINE MARCH, 1972

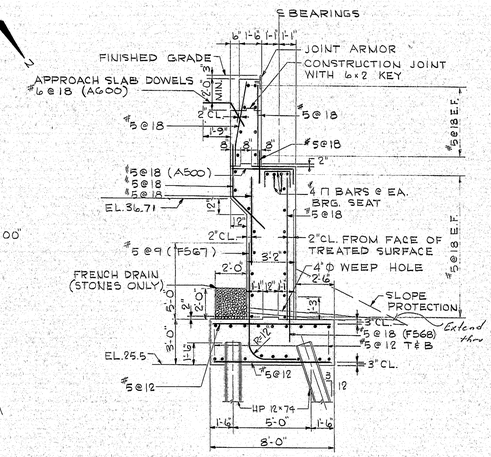
149-187

D.F.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	12	52



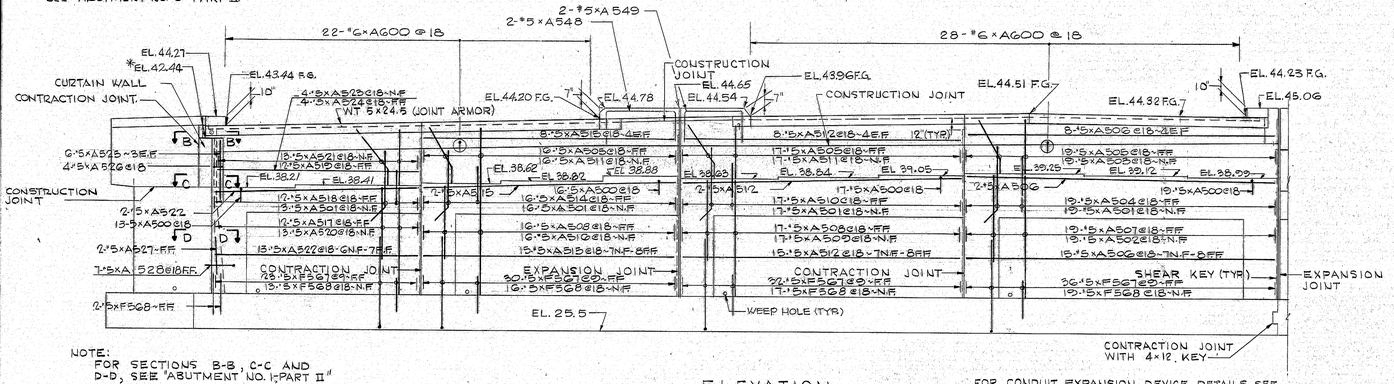
PLAN

ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.



SECTION A-A

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



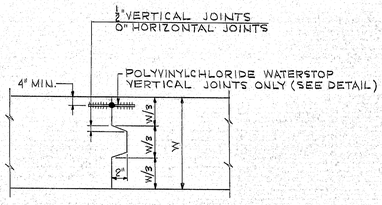
ELEVATION

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

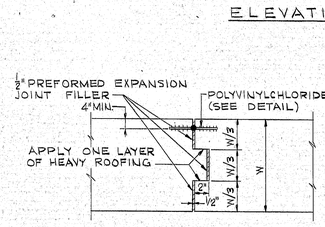
FOR CONDUIT EXPANSION DEVICE DETAILS, SEE "ABUTMENT NO. 1 - PART II."

GENERAL ABUTMENT NOTES

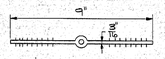
1. REINFORCING STEEL SHALL HAVE 2" CLEAR COVER EXCEPT AS SHOWN.
2. POSITION REINFORCING STEEL TO CLEAR SWEDGED ANCHOR BOLTS.
3. CHAMFER ALL EXPOSED EDGES OF CONCRETE ½" UNLESS OTHERWISE INDICATED.
4. FOR ARMORED JOINT DETAILS, SEE "ARMORED JOINT."
5. REINFORCING STEEL SPLICES AND EXTENSIONS SHALL HAVE A MINIMUM LENGTH OF 36 DIAMETERS UNLESS OTHERWISE SHOWN.
6. FOR DETAILS OF CURB ON ABUTMENT BACKWALLS, SEE "ARMORED JOINT."
7. FOR DETAILS OF WINGS AND FOOTING, (ABUTMENTS), SEE "FOOTING PLANS - ABUTMENT NO'S 1 AND 2" AND "WINGWALLS".
8. FOR ARCHITECTURAL TREATMENT, (ABUTMENT WALLS), SEE "ABUTMENT ARCHITECTURAL TREATMENT."
9. THE TOP OF BACKWALLS SHALL NOT BE PLACED UNTIL THE STRUCTURAL CONCRETE SLAB HAS BEEN PLACED, UNLESS APPROVED BY THE ENGINEER.
10. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO TOP OF ABUTMENT CURBS, MEDIAN, AND TO THE TOP OF BACKWALL.
11. BREAK BOND IN THE CONTRACTION JOINTS IN A MANNER APPROVED BY THE ENGINEER.
12. BEARING SEAT STEPS ARE MIDWAY BETWEEN BEARINGS EXCEPT AS NOTED.



CONSTRUCTION AND CONTRACTION JOINTS



EXPANSION JOINT DETAIL



POLYVINYLCHLORIDE WATERSTOP DETAIL

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

DESIGN - DETAILED	BY	DATE
CHECKED	C.K.L. / J.L.M.	1/72
REVISIONS	R.E.B.	5/72
FIELD CHANGES		

PLANS

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

R. Albrecht
IN CHARGE

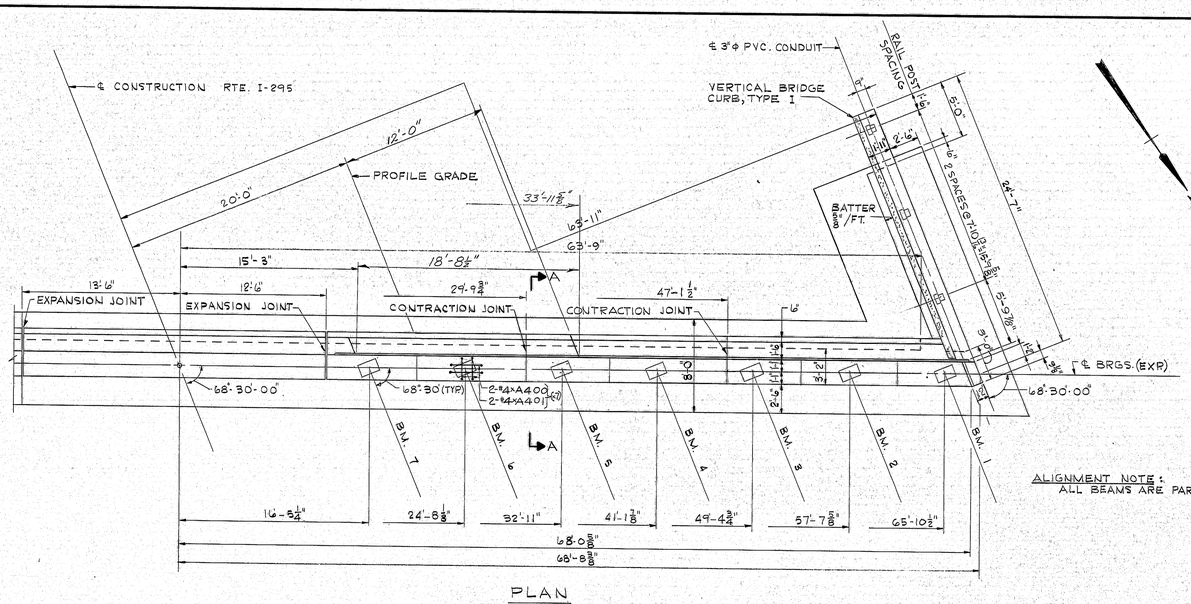
Revised As Built Plan

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 1 - PART I
SHEET 10 OF 26 AUGUSTA, MAINE MARCH, 1972

149-188

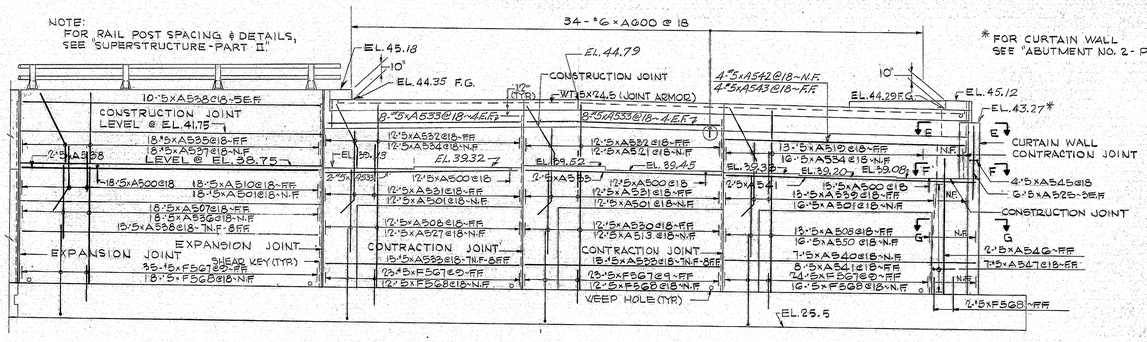
MBPC-2000-4-6-9 3700

F.A.P. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	18	52



PLAN

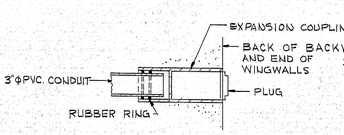
NOTE:
FOR RAIL POST SPACING & DETAILS, SEE "SUPERSTRUCTURE - PART II."



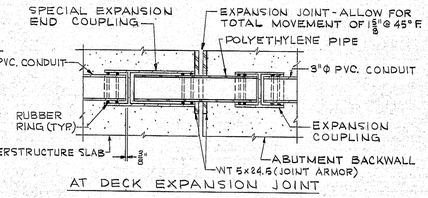
* FOR CURTAIN WALL SEE "ABUTMENT NO. 2 - PART II"

ELEVATION

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

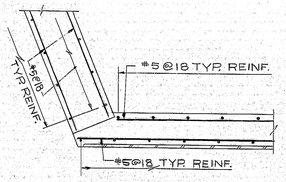


AT BACK OF BACKWALL AND END OF WINGWALLS

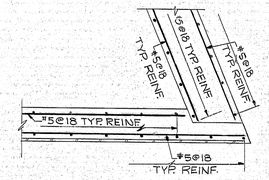


AT DECK EXPANSION JOINT

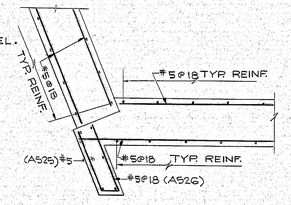
CONDUIT EXPANSION DEVICE DETAILS



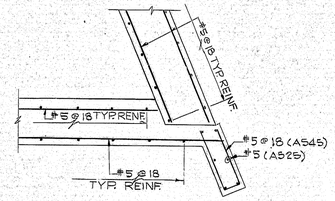
SECTION B-B



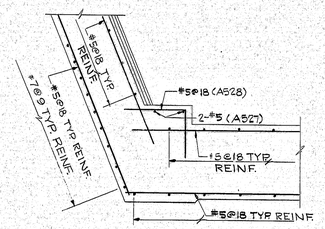
SECTION E-E



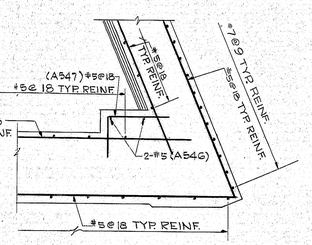
SECTION C-C



SECTION F-F



SECTION D-D



SECTION G-G

BY	DATE
C.K.L.	1/72
J.L.M.	2/72
R.E.B.	

DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

FILE NO.		PLAN NO.
	VL-57	13
DES	C.K.L.	CHK R.E.B.
DR	J.L.M.	CHK R.E.B.
EST	R.E.B.	CHK C.K.L.

R. Albrecht
ENGINEER IN CHARGE

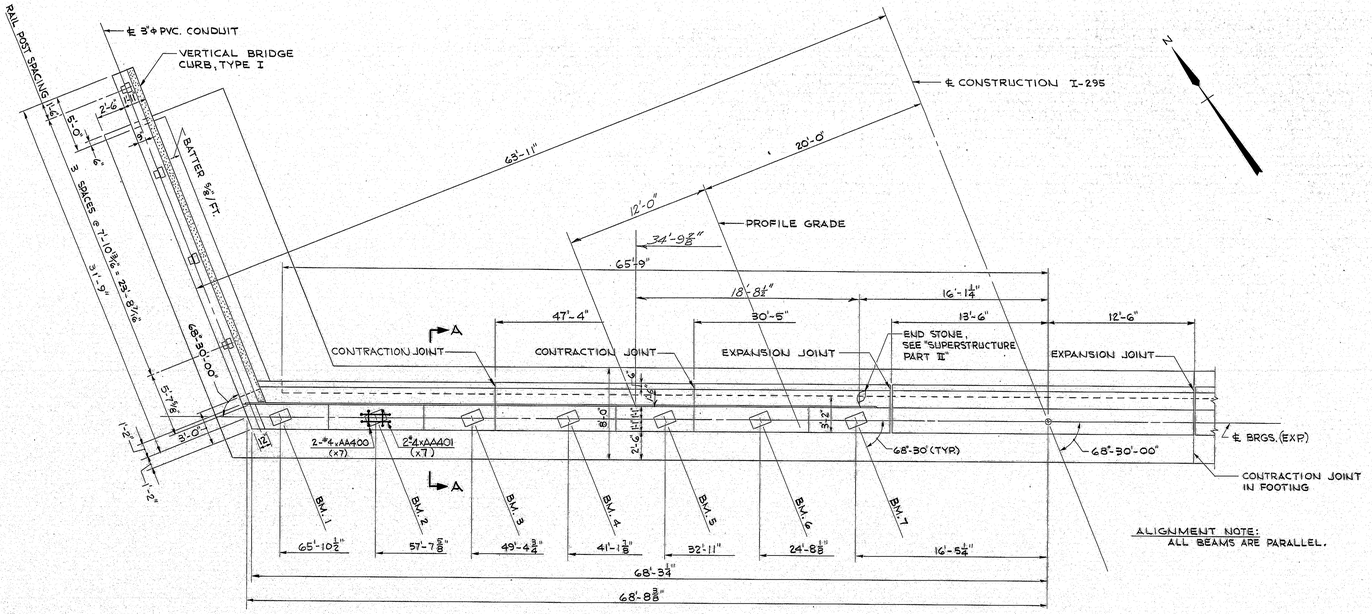
MBPO - 2000 - 4 - 6-9 3700

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

SHEET 11 OF 26 AUGUSTA, MAINE MARCH, 1972

149-189

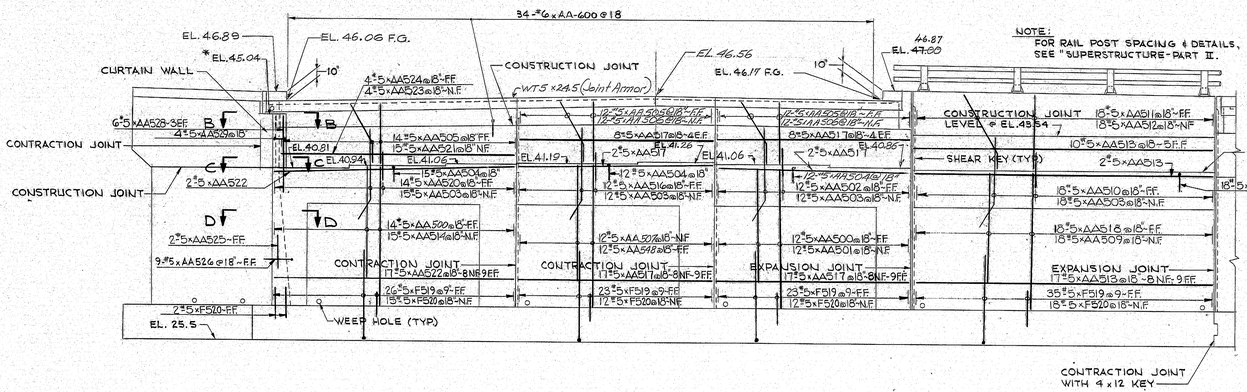
R.P.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	14	52



ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.

PLAN

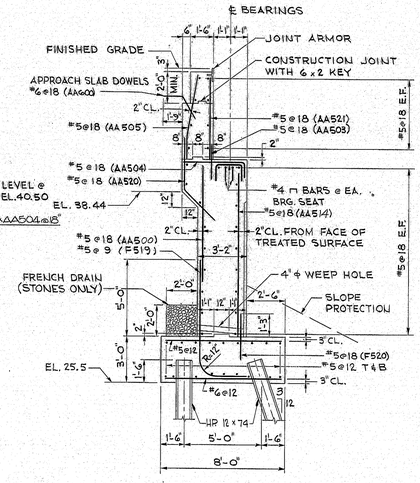
* FOR CURTAIN WALL SEE "ABUTMENT NO. 2 - PART II"



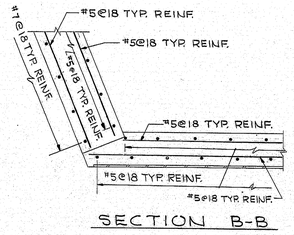
ELEVATION

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

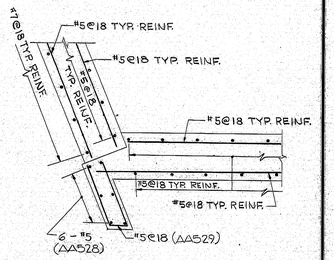
FOR CONDUIT EXPANSION DEVICE DETAILS, SEE "ABUTMENT NO.1 - PART II".



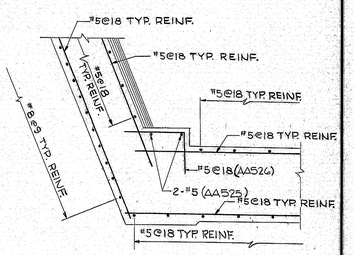
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

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

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

K. Abbott
CHF ENGR. IN CHARGE

Ronald A. Bill

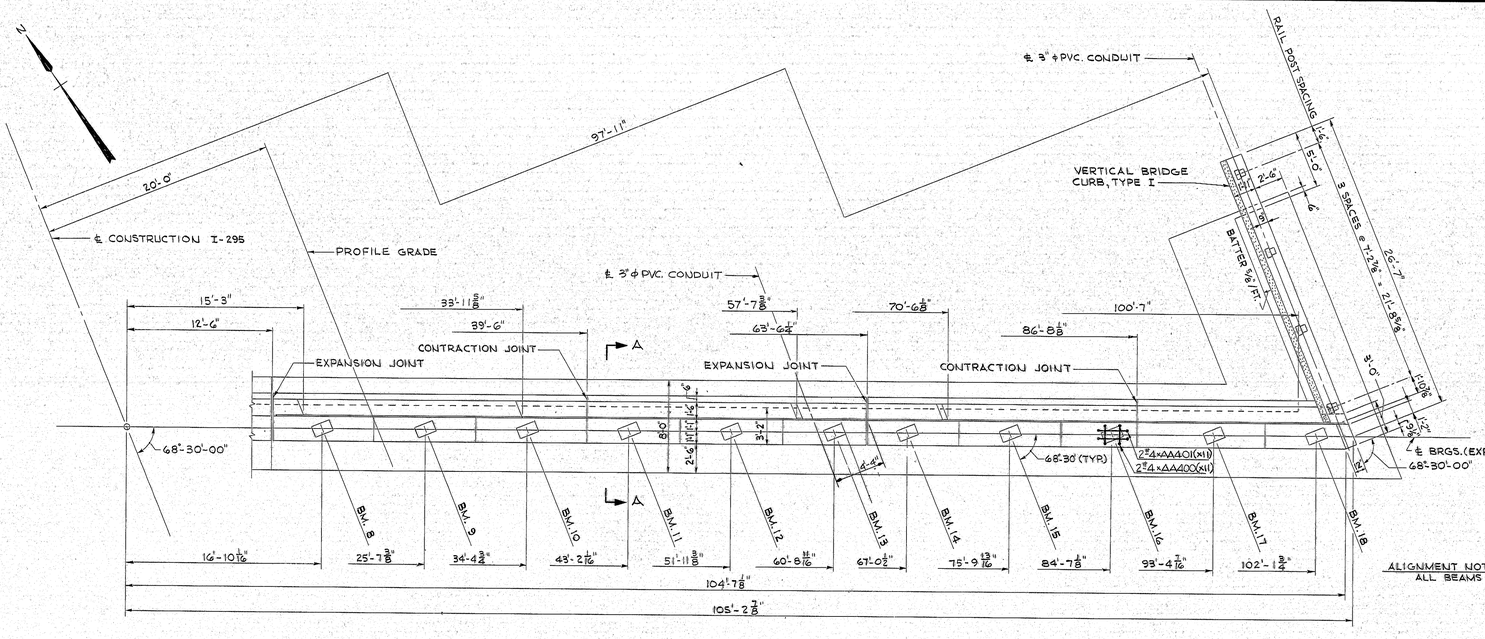
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 - PART I

SHEET 12 OF 26 AUGUSTA, MAINE MARCH, 1972

MBPC - 2000 - 4 - 6-9 3700

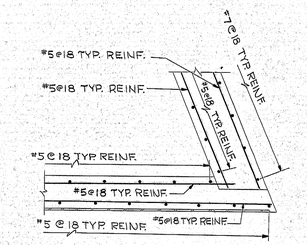
149-190

R.P.B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	15	52

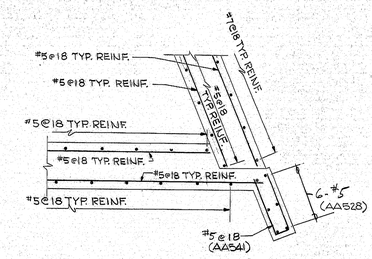


PLAN

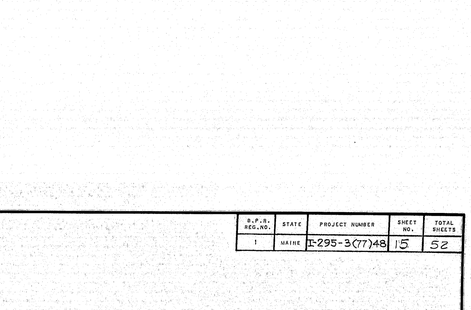
ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.



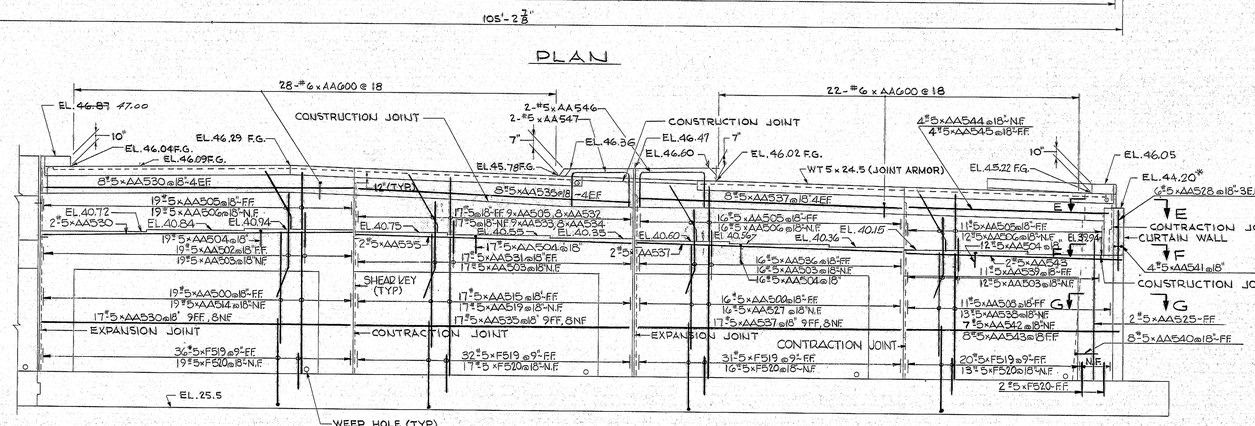
SECTION E-E



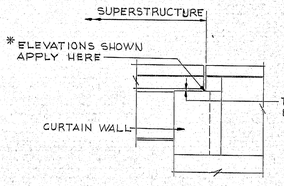
SECTION F-F



SECTION G-G



ELEVATION



CURTAIN WALL

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

FOR SECTION A-A, SEE "ABUTMENT NO.2 - PART I".

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

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

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

R. Albert
ENG. IN CHARGE

MBPC-2000-4-6-9 3700

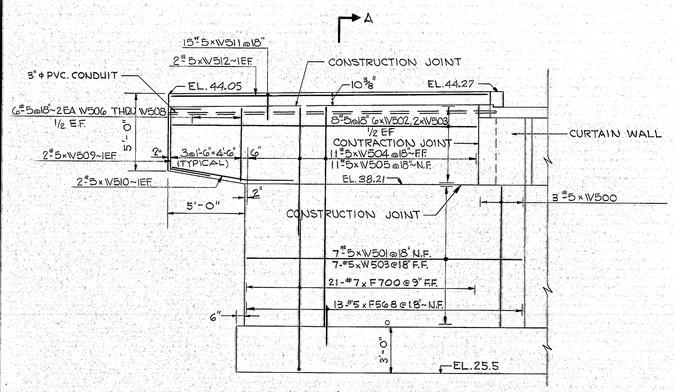
Revised As Built

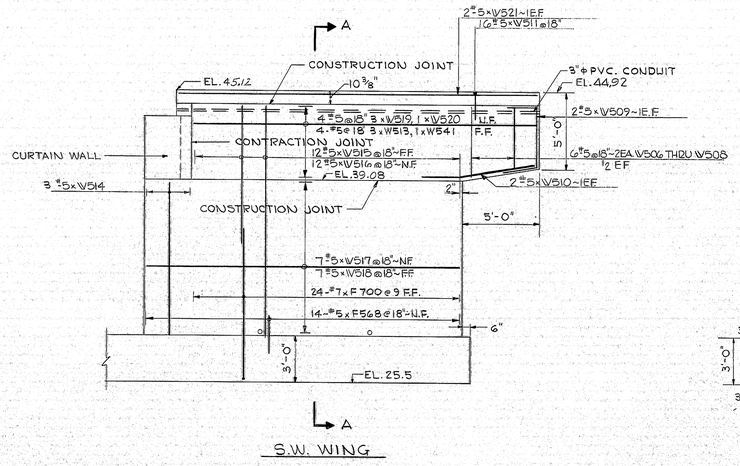
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 - PART II

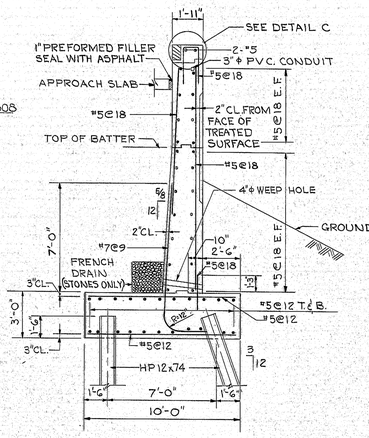
SHEET 13 OF 26 AUGUSTA, MAINE MARCH, 1972

149-191

I.R.-S. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	16	52

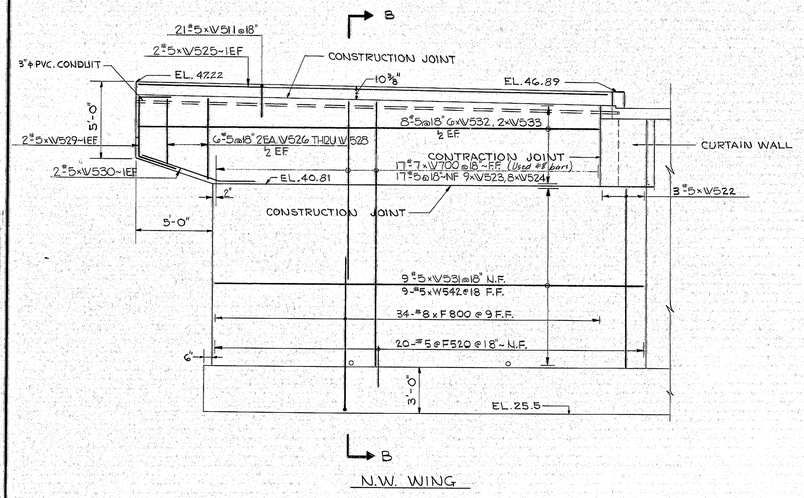


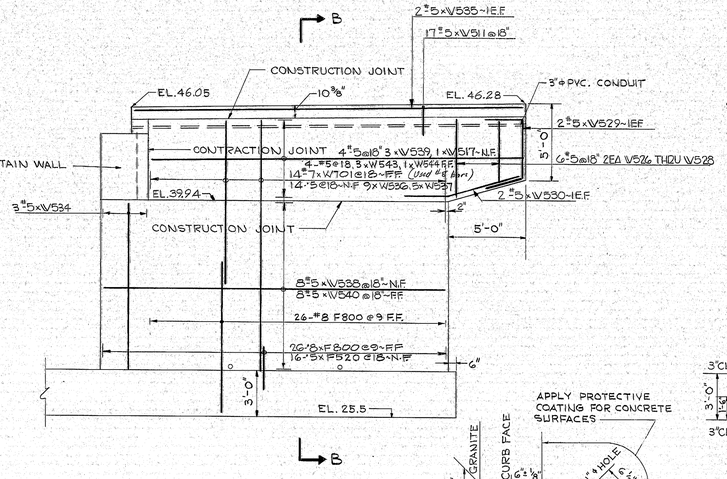


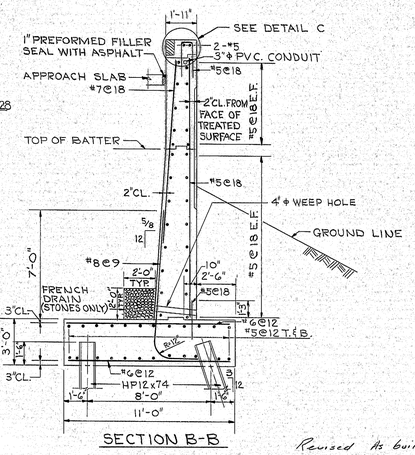


SECTION A-A

ELEVATION - ABUTMENT NO.1 WINGS



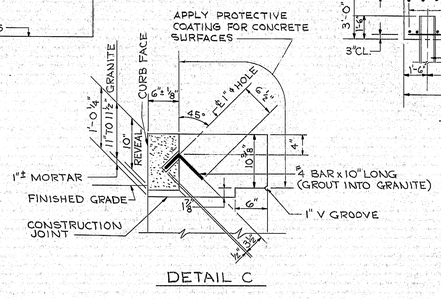




SECTION B-B

Revised As Builts. VBA

ELEVATION - ABUTMENT NO.2 WINGS



BY	DATE
C.K.L.	1/72
W.J.A.	2/72
R.E.B.	

PLANS
DESIGN - DETAILED
CHECKED
REVISIONS
FIELD CHANGES

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

R. Albrecht
ENGR. IN CHARGE

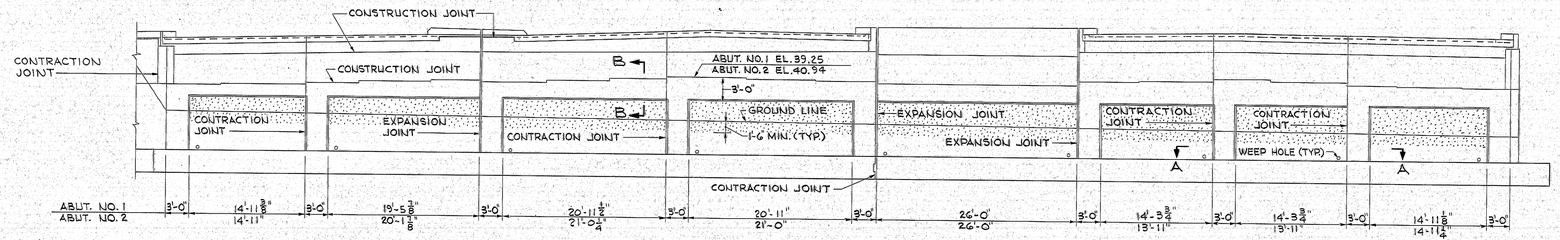
MBPO-2000-4-6-9 3700

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

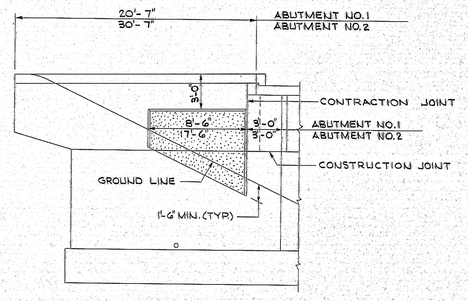
SHEET 14 OF 26 AUGUSTA, MAINE MARCH, 1972

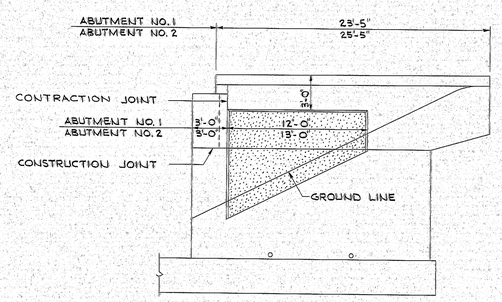
149-192

B.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	17	52



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

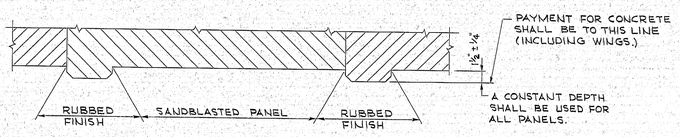




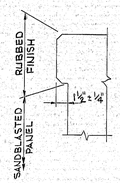
ELEVATION - ABUTMENT NO. 1 WINGS SHOWN
ABUTMENT NO.2 AS NOTED

NOTES

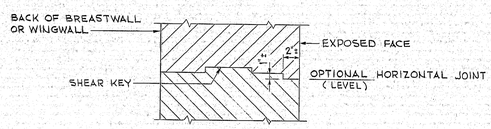
1. IF HORIZONTAL CONSTRUCTION JOINTS ARE USED IN PLACING CONCRETE IN THE BREASTWALLS OR WINGWALLS, EXPOSED FACES SHALL BE FORMED AS SHOWN IN DETAIL A OR IN A SIMILAR MANNER APPROVED BY THE ENGINEER.
2. SPECIAL CARE SHALL BE EXERCISED SO THAT FORM JOINTS AT EXPOSED FACE OF CONCRETE SHALL BE TIGHT.
3. ALL SURFACES SO DESIGNATED ON THE PLANS SHALL BE SANDBLASTED.
4. ARCHITECTURAL TREATMENT SHALL BE CARRIED TO A MINIMUM DEPTH OF 18' BELOW FINISHED GROUND.
5. BEFORE SANDBLASTING, ALL FINS AND PROJECTIONS IN THE CONCRETE SHALL BE REMOVED AND ALL HOLES PATCHED TO CREATE A SURFACE OF UNIFORM TEXTURE.
6. AT THE TIME CONCRETE IS PLACED, THE CONTRACTOR SHALL CAST 3 SAMPLE SLABS (2'x2'x4"). PRIOR TO SANDBLASTING, THE SAMPLES SHALL BE SANDBLASTED, EACH TO A DIFFERENT DEGREE OF PENETRATION, WITH A MAXIMUM DEPTH OF 3/16 APPROXIMATELY, AND UNDER THE DIRECTION OF THE ENGINEER. THE MOST DESIRABLE SAMPLE WILL BE CHOSEN BY THE ENGINEER, AND THE DESIGNATED AREAS SHALL BE SANDBLASTED TO MATCH THIS SAMPLE.
7. CONCRETE SHALL NOT BE SANDBLASTED FOR AT LEAST 28 DAYS AFTER PLACEMENT.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT MATERIALS AND EQUIPMENT FROM DAMAGE BY THE SANDBLASTING OPERATION. PERSONNEL SHALL BE PROPERLY EQUIPPED: SANDBLAST HOOD FOR OPERATOR AND RESPIRATORS AND GOGGLES FOR ALL OTHER PERSONNEL EXPOSED TO DUST.
9. PAYMENT FOR SANDBLASTING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 502.21, STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS.
10. IN ORDER TO INSURE A CONSISTENT SURFACE TEXTURE FOR THE AREAS TO BE ARCHITECTURALLY TREATED, CONCRETE AGGREGATE SHALL BE TAKEN FROM THE SAME SOURCE, AND PORTLAND CEMENT SHALL BE FROM THE SAME MANUFACTURER THROUGHOUT THE ENTIRE PLACEMENT OF THE ABUTMENT WINGS AND BREASTWALLS.



SECTION A-A
(TYPICAL)



SECTION B-B
(TYPICAL)



DETAIL A
SEE NOTE 1

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

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

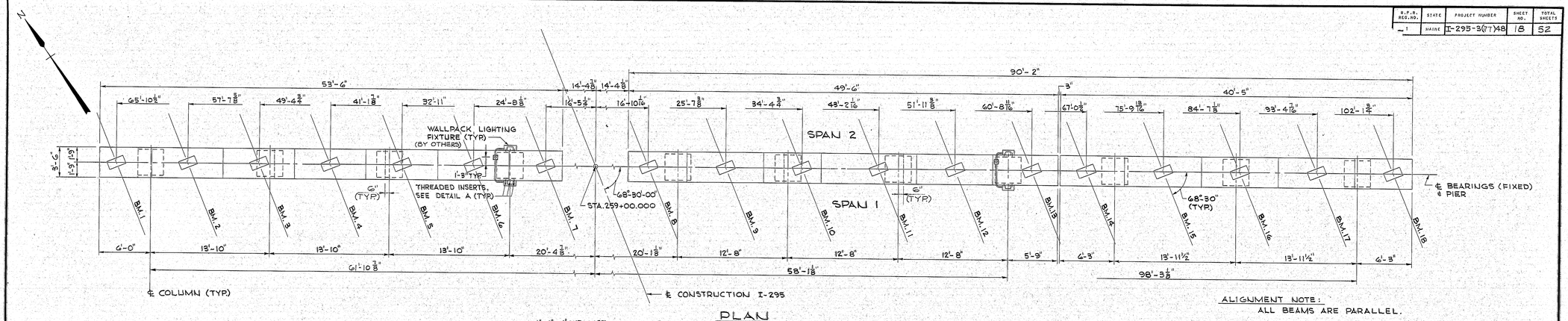
R. Albrecht
IN CHARGE

MBPC-2000-4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT ARCHITECTURAL TREATMENT
SHEET 15 OF 26 AUGUSTA, MAINE MARCH, 1972

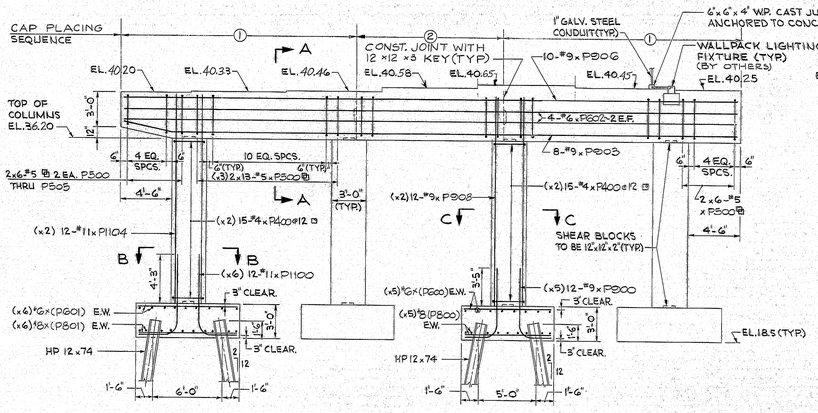
149-193

U.S.F.H. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
~1	MAINE	I-295-3(7)48	18	52



PLAN

ALIGNMENT NOTE:
ALL BEAMS ARE PARALLEL.



TYPICAL EXTERIOR FOOTING

TYPICAL INTERIOR FOOTING

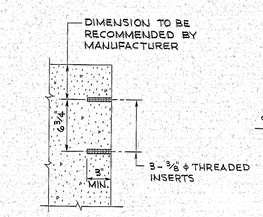
ELEVATION

PILE NOTES

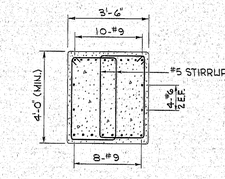
1. ALL PILES - HP12 x 74 (44 REQUIRED)
2. PILES MARKED THUS ++ SHALL BE BATTERED 2"/FT., IN THE DIRECTION OF ARROW.
3. PILES SHALL BE DRIVEN TO LEDGE OR PRACTICAL REFUSAL.
4. MAXIMUM PILE LOAD = 98 TONS (INCLUDES 88T PER PILE FOR NEGATIVE SKIN FRICTION.)
5. ESTIMATED LENGTH OF PILES : VARIES FROM 61' TO 74'.
6. ALL PILES TO HAVE POINTED REINFORCED TIP, SEE "FOOTING PLANS-ABUTMENT NOS. 1 & 2"
7. ALTERNATE TYPES OF POINTED PILE TIPS MAY BE USED IF THEY ARE EQUAL IN CROSS-SECTIONAL AREA TO THE POINTED REINFORCED PILE TIP SHOWN, IF APPROVED BY THE ENGINEER.
8. ESTIMATED DRIVEN LENGTHS OF PILES ARE ESTIMATED FROM AVAILABLE SOILS INFORMATION WITH NO ALLOWANCE FOR PILE CUT-OFFS AND NO ALLOWANCE FOR UNCERTAIN PILE PENETRATION.

GENERAL PIER NOTES

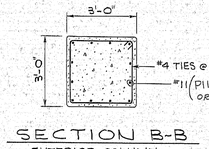
1. DRESS BEARING PAD AREA 1" LARGER, ALL AROUND, THAN SIZE OF MASONRY PLATES TO EXACT ELEVATION SHOWN.
2. REINFORCING STEEL TO HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN.
3. ALL EXPOSED CORNERS TO HAVE ½" CHAMFER.
4. ANY UNWATERING AT PIER FORMS SHALL BE INCIDENTAL TO STRUCTURAL EARTH EXCAVATION PIERS.
5. PLACE REINFORCING STEEL IN TOP OF PIER CAP TO CLEAR SWEDGED ANCHOR BOLTS.
6. STEPS IN SEAT ARE MIDWAY BETWEEN BEARINGS (TYP.)
7. PLACE PIER CAP SEGMENTS ① FIRST. PLACE SEGMENTS ② NOT LESS THAN 24 HOURS AFTER COMPLETION OF POURS OF SEGMENTS ①.



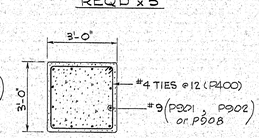
DETAIL A



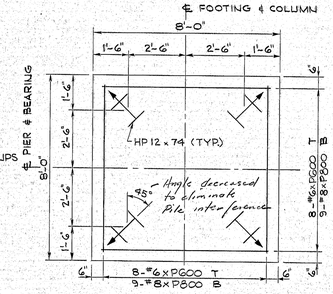
SECTION A-A



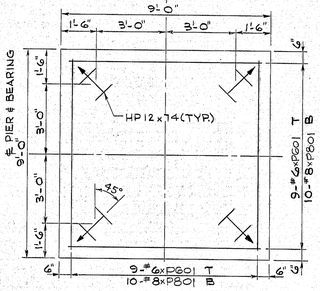
SECTION B-B
EXTERIOR COLUMN
REQ'D x 6



SECTION C-C
INTERIOR COLUMN
REQ'D x 5



INTERIOR FOOTING PLAN
REQ'D x 5



EXTERIOR FOOTING PLAN
REQ'D x 6

Revised to bill

FILE NO.		PLAN NO.
	VL-57	18
DES	C.K.L.	CHK R.E.B.
DR	G.T.S.	CHK R.E.B.
EST	R.E.B.	CHK C.K.L.

K. Albert
ENGINEER IN CHARGE

BY	DATE
C.K.L., G.T.S.	1/72
R.E.B.	2/72

PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

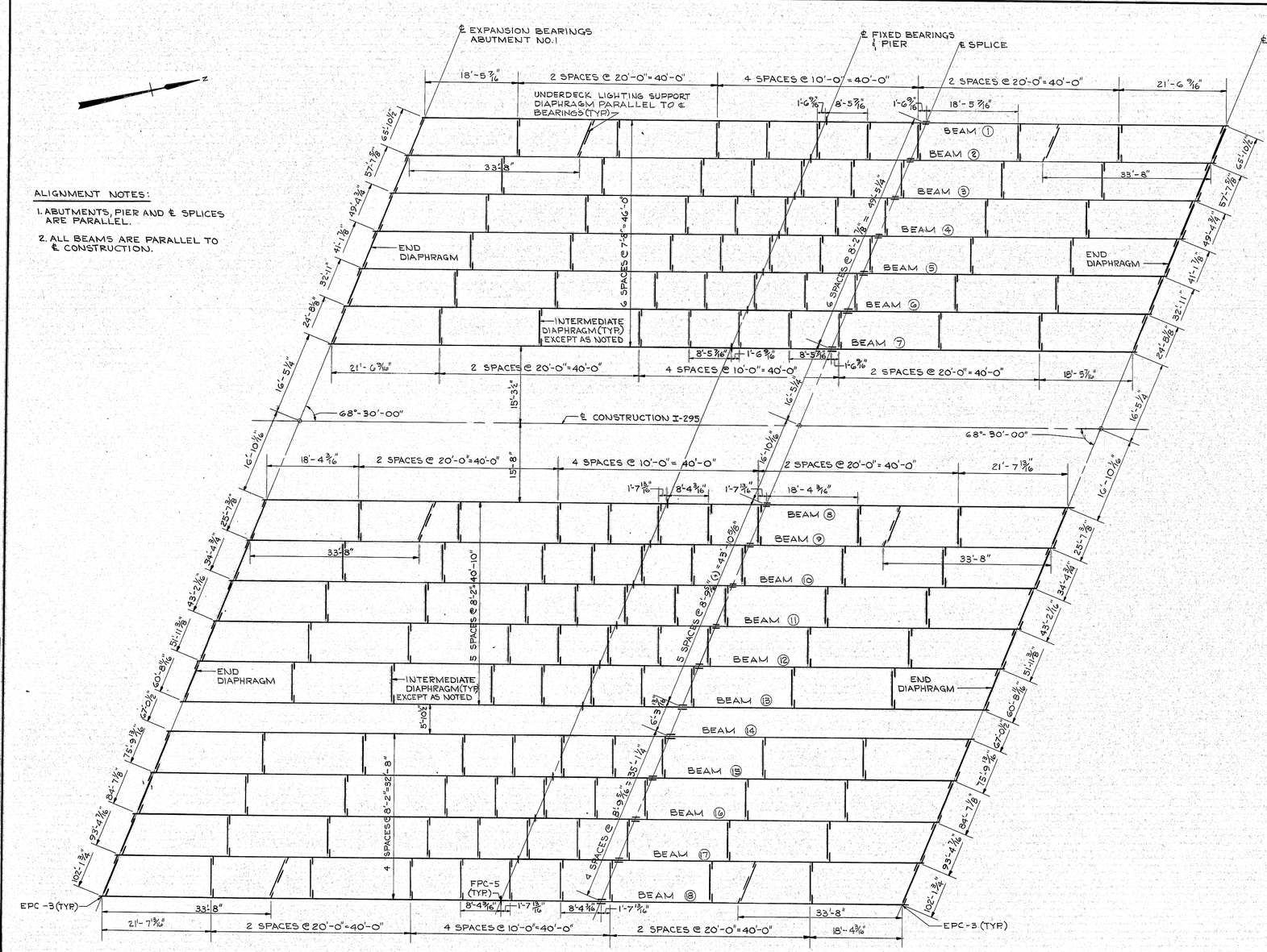
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
PIER

SHEET 16 OF 26 AUGUSTA, MAINE MARCH, 1972

149-194

MBPC-2000-4-6-9 3700

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	19	52



FRAMING PLAN

ALIGNMENT NOTES:

1. ABUTMENTS, PIER AND ℄ SPLICES ARE PARALLEL.
2. ALL BEAMS ARE PARALLEL TO ℄ CONSTRUCTION.

NOTES:

1. DIAPHRAGMS AND DIAPHRAGM CONNECTION PLATES SHALL BE ASTM-A36 STEEL.
2. WIDE FLANGE BEAMS, COVER PL. & SPLICE PLATES SHALL BE A-572, GRADE 50.
3. ALL OTHER MATERIAL, UNLESS OTHERWISE NOTED, SHALL BE A-36.
4. ALL BEAMS ARE TO BE FITTED WITH SHEAR CONNECTORS.
5. ALL BOLTS SHALL BE ⅞" ϕ A-325. HOLES $\frac{15}{16}$" Ø.
6. BEAM BEARING PEDESTALS SHALL BE NORMAL TO RESPECTIVE BEAMS.

REFERENCES

PEDESTALS - SEE STANDARD DETAIL BD(101-70).
SHEAR CONNECTORS - SEE STANDARD DETAIL BD(104-71) AND "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
BLOCKING DETAIL - SEE "BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM."
DIAPHRAGMS - SEE "FRAMING DETAILS."
ARMORED JOINTS - SEE "ARMORED JOINT."

PLANS	BY	DATE
DESIGN-DETAILED	C.K.L.	1/72
CHECKED	W.J.A.	2/72
QUANTITIES	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
VL-57		19
DES C.K.L.	CHK R.E.B.	
DR W.J.A.	CHK R.E.B.	
EST R.E.B.	CHK C.K.L.	

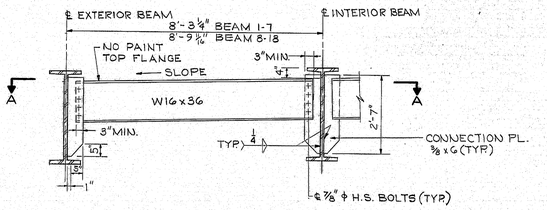
R. Albert
ENGR IN CHARGE

MBPC-2000-4-6-9 3700

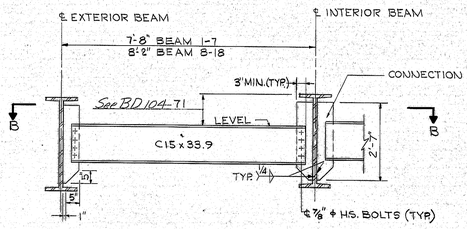
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FRAMING PLAN
SHEET 17 OF 26 AUGUSTA, MAINE MARCH, 1972

149-195

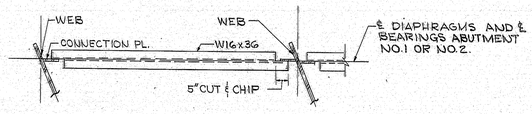
F.A.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	20	52



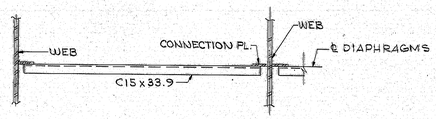
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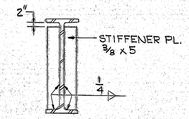
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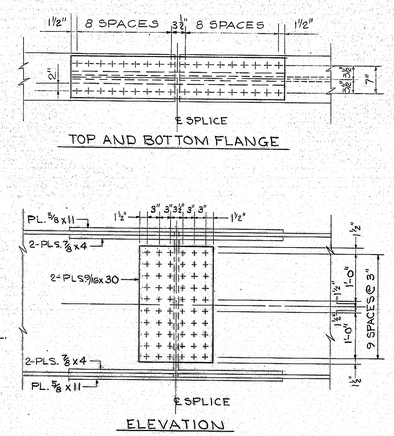
SECTION A-A



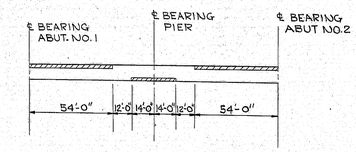
SECTION B-B



BEARING STIFFENER AT PIER



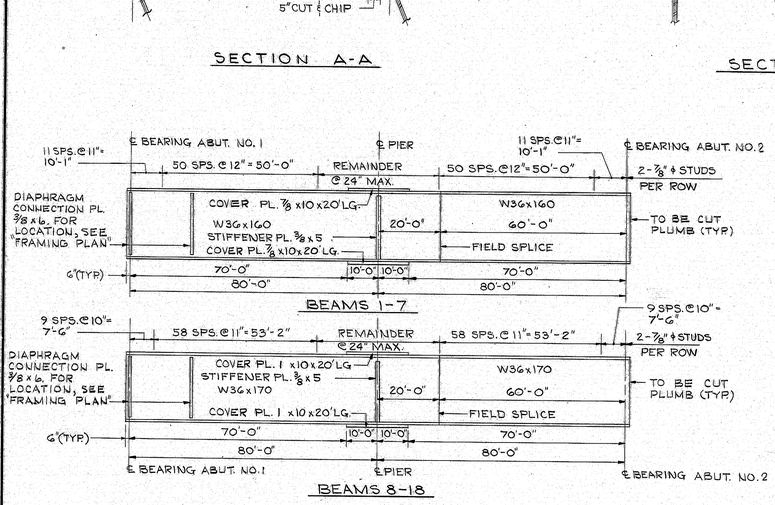
SPLICE DETAILS



BEAM STRESS TYPE DIAGRAM

NOTE:

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



TYPICAL BEAM ELEVATIONS



DOUBLE STUDS

SHEAR CONNECTOR DETAILS

STUD DETAIL



TYPICAL BEAM SECTION

ROCKER SETTING DATA			
	TEMP	ABUT. NO.1	ABUT. NO.2
TEMP DEGREES F. @ SETTING	-15°	- 7/16"	- 7/16"
	0°	- 3/8"	- 3/8"
	15°	- ¼"	- ¼"
	30°	- 5/16"	- 5/16"
	45°	- 1/16"	- 1/16"
	60°	0	0
	75°	1/8"	1/8"
	90°	3/16"	3/16"
	105°	5/16"	5/16"

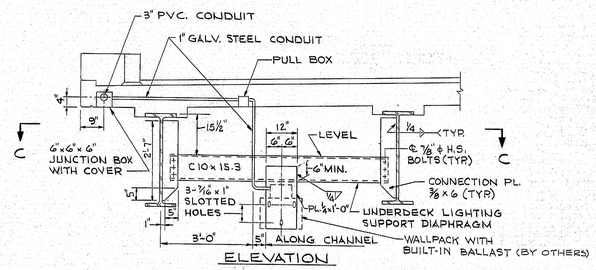
(-) SIGN INDICATES BEARINGS TILT TOWARD PIER

PLANS	DATE
DESIGN - DETAILED	1/72
CHECKED	C.K.L.
REVISIONS	W.J.A.
FIELD CHANGES	2/72
	R.E.B.

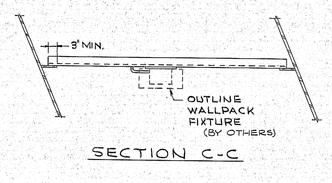
FILE NO.		PLAN NO.
VL-57		20
DES C.K.L.	CHK R.E.B.	
DR W.J.A.	CHK R.E.B.	
EST R.E.B.	CHK C.K.L.	

R. Albrecht
ENGINEER IN CHARGE

MBPC-2000-4-69 3700

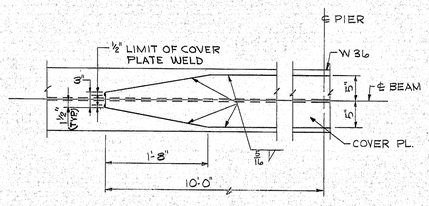


ELEVATION



SECTION C-C

UNDERDECK LIGHTING SUPPORT DETAILS



COVER PLATE DETAIL

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

SHEET 18 OF 26 AUGUSTA, MAINE MARCH, 1972

149-196

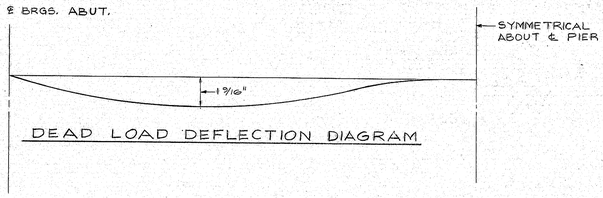
M.P.R. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	21	52

BOTTOM OF SLAB ELEVATIONS

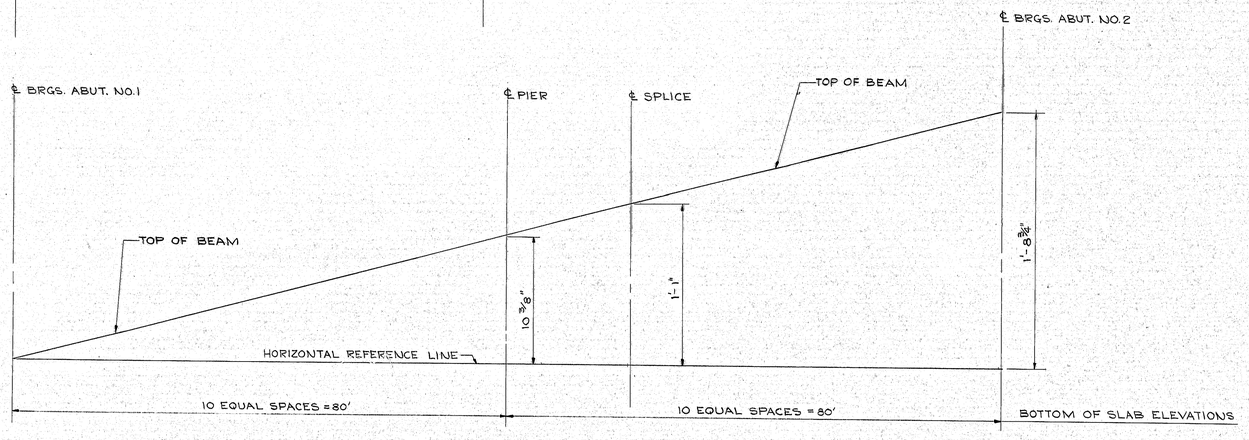
SPAN POINT	℄ BRG. ABUT. #1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. ABUT #2
1	43.45	43.57	43.69	43.81	43.90	43.98	44.05	44.11	44.17	44.24	44.31	44.41	44.52	44.63	44.75	44.85	44.94	45.02	45.08	45.14	45.18
2	43.57	43.70	43.82	43.93	44.03	44.11	44.18	44.24	44.30	44.36	44.44	44.53	44.64	44.76	44.87	44.98	45.07	45.15	45.21	45.26	45.31
3	43.70	43.82	43.95	44.06	44.15	44.23	44.30	44.36	44.42	44.49	44.57	44.66	44.77	44.88	45.00	45.10	45.20	45.27	45.34	45.39	45.43
4	43.82	43.95	44.07	44.18	44.28	44.36	44.43	44.49	44.55	44.61	44.69	44.79	44.90	45.01	45.12	45.23	45.32	45.40	45.46	45.51	45.56
5	43.89	44.02	44.14	44.25	44.34	44.43	44.50	44.55	44.61	44.68	44.76	44.85	44.96	45.08	45.19	45.29	45.39	45.46	45.53	45.58	45.63
6	43.69	43.82	43.94	44.05	44.15	44.23	44.30	44.36	44.42	44.48	44.56	44.66	44.77	44.88	45.00	45.10	45.19	45.27	45.33	45.39	45.43
7	43.50	43.63	43.76	43.86	43.96	44.04	44.11	44.17	44.23	44.29	44.37	44.47	44.57	44.69	44.81	44.90	45.00	45.08	45.15	45.19	45.24
8	43.38	43.51	43.63	43.74	43.83	43.91	43.98	44.04	44.10	44.17	44.25	44.34	44.45	44.57	44.68	44.78	44.88	44.95	45.02	45.07	45.11
9	43.51	43.64	43.76	43.87	43.97	44.05	44.12	44.18	44.24	44.30	44.38	44.47	44.58	44.70	44.81	44.92	45.01	45.09	45.15	45.19	45.23
10	43.64	43.77	43.89	44.01	44.10	44.18	44.25	44.31	44.37	44.43	44.51	44.61	44.72	44.83	44.95	45.05	45.14	45.22	45.28	45.31	45.33
11	43.44	43.57	43.69	43.80	43.90	43.98	44.05	44.11	44.16	44.23	44.31	44.40	44.51	44.63	44.74	44.85	44.94	45.02	45.08	45.12	45.14
12	43.23	43.36	43.49	43.59	43.69	43.77	43.84	43.90	43.96	44.08	44.10	44.20	44.31	44.42	44.54	44.64	44.73	44.81	44.88	44.92	44.94
13	43.03	43.15	43.28	43.39	43.48	43.56	43.64	43.70	43.75	43.82	43.90	43.99	44.10	44.22	44.33	44.43	44.53	44.60	44.67	44.72	44.74
14	43.27	43.40	43.52	43.63	43.73	43.81	43.88	43.94	44.00	44.06	44.14	44.23	44.34	44.46	44.57	44.68	44.77	44.85	44.91	44.96	44.99
15	43.21	43.34	43.46	43.58	43.67	43.75	43.82	43.88	43.94	44.00	44.08	44.18	44.29	44.40	44.52	44.62	44.71	44.79	44.85	44.91	44.95
16	43.01	43.14	43.26	43.37	43.47	43.55	43.62	43.68	43.73	43.80	43.88	43.97	44.08	44.20	44.31	44.42	44.51	44.59	44.65	44.70	44.75
17	42.80	42.93	43.05	43.16	43.26	43.34	43.41	43.47	43.53	43.59	43.67	43.77	43.88	43.99	44.11	44.21	44.30	44.38	44.44	44.50	44.54
18	42.60	42.73	42.85	42.96	43.05	43.14	43.20	43.27	43.32	43.39	43.47	43.56	43.67	43.79	43.90	44.00	44.10	44.17	44.24	44.29	44.34

NOTES:

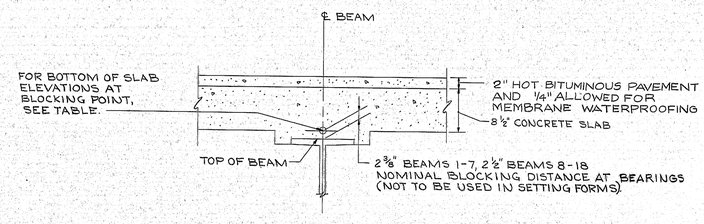
1. THE "BOTTOM OF SLAB ELEVATIONS" IN THE TABLE INCLUDE DEAD LOAD DEFLECTIONS.
2. BEFORE THESE ELEVATIONS ARE USED IN SETTING FORMS, THE WELDING OF SHEAR CONNECTORS TO THE TOP FLANGE PLATES AND THE DIAPHRAGM CONNECTIONS MUST BE COMPLETED.



DEAD LOAD DEFLECTION DIAGRAM



BEAM PROFILE



BLOCKING POINT DETAIL

PLANS	DESIGN-DETAILED	BY C.K.L.	DATE 1/72
	CHECKED	W.J.A.	
	REVISIONS	R.E.B.	2/72
	FIELD CHANGES		

FILE NO.	VL-57		PLAN NO. 21
DES	C.K.L.	CHK	R.E.B.
DR	W.J.A.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

R. Albrecht
ENGR IN CHARGE

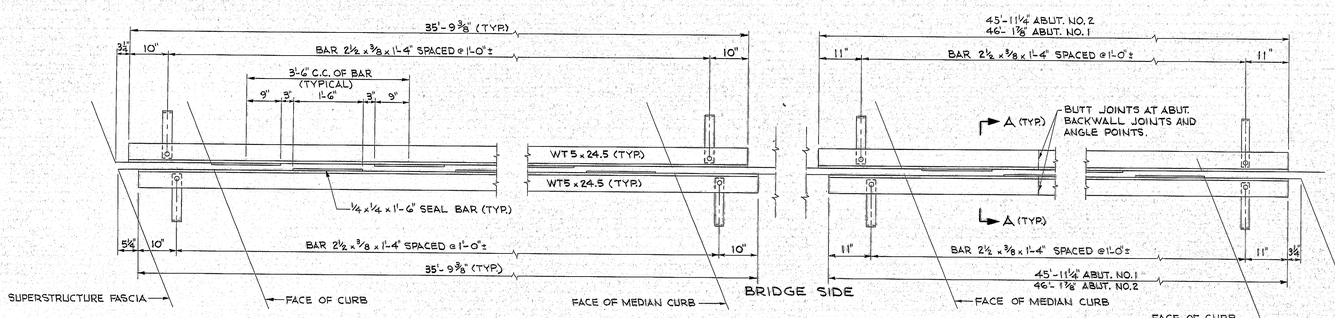
MBPC-2000/4-69 3700

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BOTTOM OF SLAB ELEVATIONS AND CAMBER DIAGRAM
SHEET 19 OF 26 AUGUSTA, MAINE MARCH, 1972

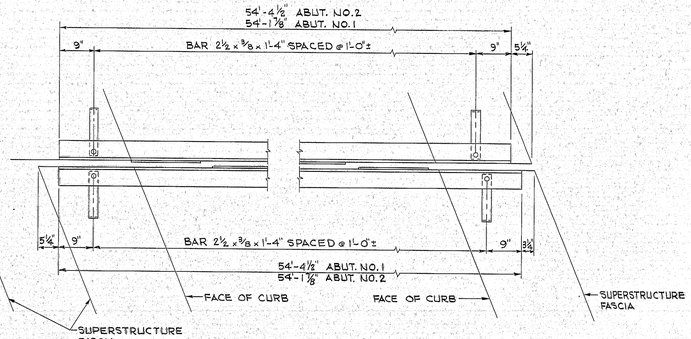
149-197

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	22	52

BACKWALL SIDE

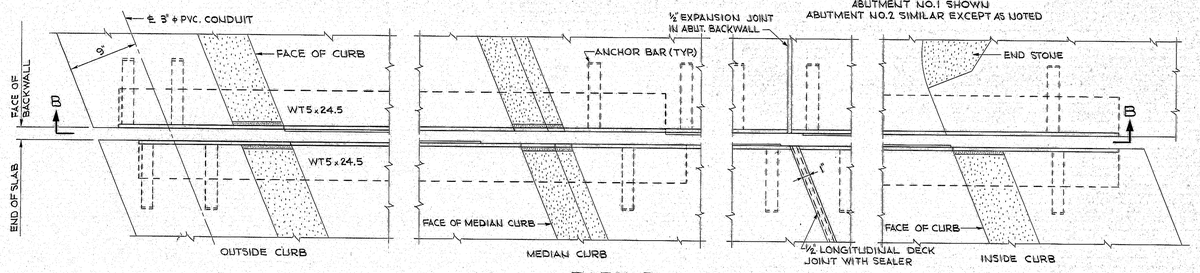


BRIDGE SIDE

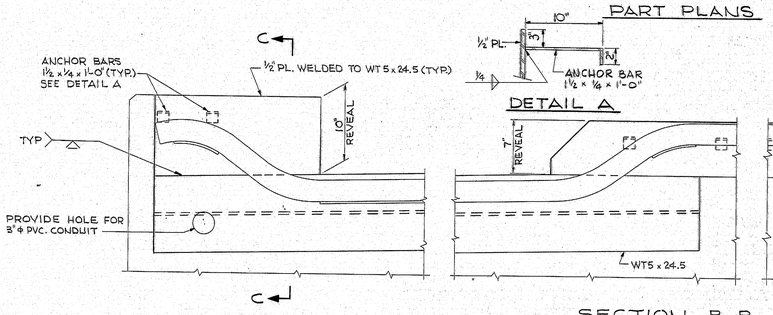


ARMORED JOINT DETAIL

ABUTMENT NO.1 SHOWN
ABUTMENT NO.2 SIMILAR EXCEPT AS NOTED

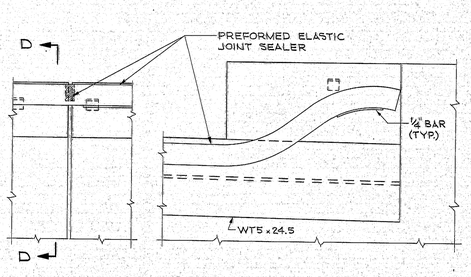


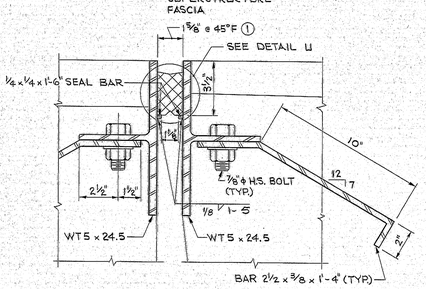
PART PLANS



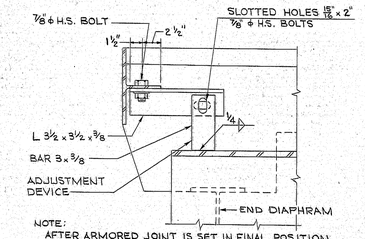
DETAIL A

SECTION B-B





SECTION A-A



NOTE:
AFTER ARMORED JOINT IS SET IN FINAL POSITION, ADJUSTMENT PLATES SHALL BE WELDED TOGETHER WITH ¼" FILLET WELD. OTHER ADJUSTMENT DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.

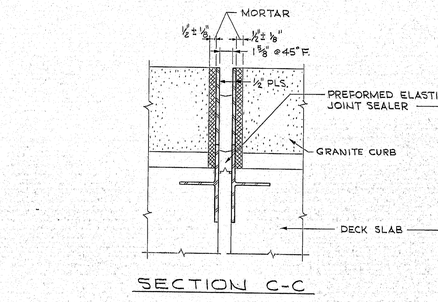
ADJUSTMENT DEVICE DETAIL

ADJUSTMENT DEVICES
SUPERSTRUCTURE SIDE
ONLY-1 EACH BEAM

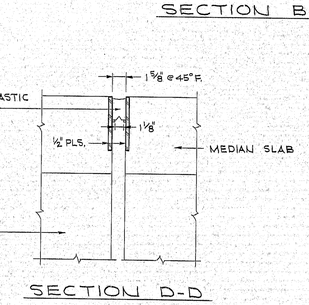
① OPENING IN THE FINISHED STRUCTURE AT 45° F.
AT ABUTMENT NO.1 1 5/8"
AT ABUTMENT NO.2 1 5/8"

② AFTER ERECTION OF STRUCTURAL STEEL AND PRIOR TO THE PLACEMENT OF THE SUPERSTRUCTURE SLAB, THE JOINT OPENING SHALL BE:
AT ABUTMENT NO. 1 1½" } AT 45° F.
AT ABUTMENT NO. 2 1½" }

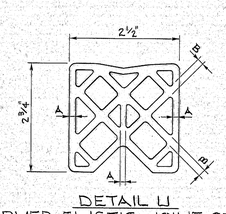
③ FOR EACH 10° INCREASE IN TEMP. FROM 45° SUBTRACT 1/16 FROM THESE DIMENSIONS. ADD 1/16 FOR EACH 10° DECREASE.



SECTION C-C



SECTION D-D



DETAIL U
PREFORMED ELASTIC JOINT SEALER

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

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

NOTES

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

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

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

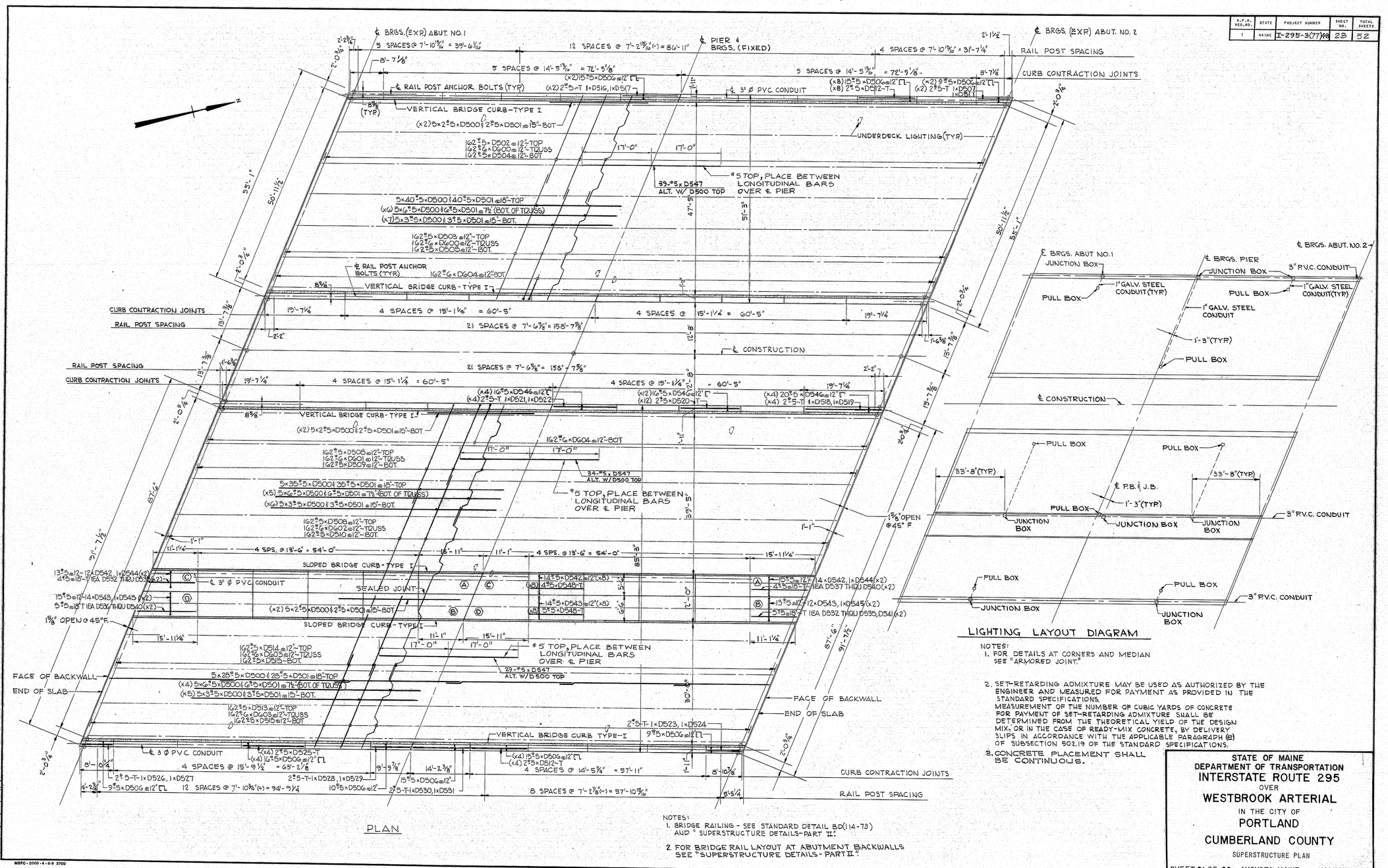
J. Albrecht
ENGR IN CHARGE

MBPO-2000-4-6-9 3700

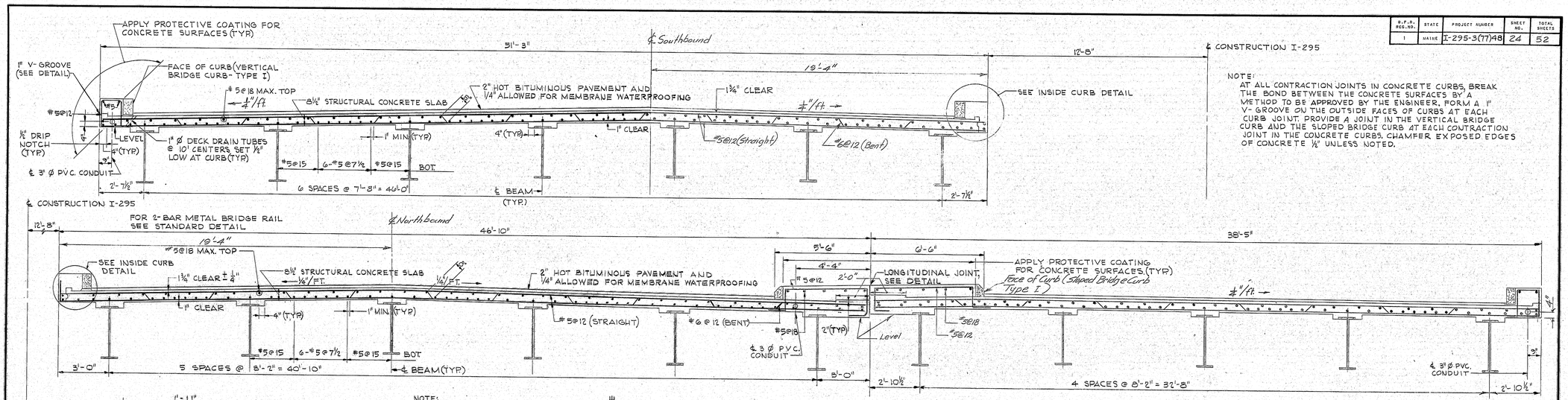
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARMORED JOINT
SHEET 20 OF 26 AUGUSTA, MAINE MARCH, 1972

149-198

D.F.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	23	52


℄ BRGS. (EXP) ABUT. NO. 1
5 SPACES @ 7'-10 9/16" = 39'-6 1/16"
12 SPACES @ 7'-2 15/16" (=) = 86'-11"
℄ PIER 4
BRGS. (FIXED)
4 SPACES @ 7'-10 9/16" = 31'-7 1/4"
℄ BRGS. (EXP) ABUT. NO. 2
RAIL POST SPACING
CURB CONTRACTION JOINTS
5 SPACES @ 14'-5 3/16" = 72'-5 1/8"
5 SPACES @ 14'-5 3/16" = 72'-5 1/8"
8'-7 1/8"
8'-7 1/8"
℄ RAIL POST ANCHOR BOLTS (TYP)
(x2)15#5×D506@12" LL
(x2)2#5-T 1×D516, 1×D517
3" Ø PVC. CONDUIT
(x8)15#5×D506@12" LL
(x8) 2#5×D512-T
(x2) 9#5×D506@12" LL
(x2) 2#5-T 1×D507
1×D511
VERTICAL BRIDGE CURB-TYPE I
(x2)5×2#5×D500 & 2#5×D501@15"-BOT.
UNDERDECK LIGHTING (TYP.)
162#5×D502@12"-TOP
162#6×D600@12"-TRUSS
162#5×D504@12"-BOT
17'-0"
17'-0"
#5 TOP, PLACE BETWEEN LONGITUDINAL BARS OVER ℄ PIER
39-#5×D547 ALT. W/ D500 TOP
5×40#5×D500 & 40#5×D501@16"-TOP
(x6)5×6#5×D500 & 6#5×D501@7½" (BOT. OF TRUSS)
(x7)5×3#5×D500 & 3#5×D501@15"-BOT.
47'-5"
51'-3"
55'-1"
50'-11½"
162#5×D503@12"-TOP
162#6×D600@12"-TRUSS
162#5×D505@12"-BOT.
℄ RAIL POST ANCHOR BOLTS (TYP)
162#6×D604@12"-BOT
VERTICAL BRIDGE CURB-TYPE I
CURB CONTRACTION JOINTS
RAIL POST SPACING
19'-7 1/4"
4 SPACES @ 15'-1 1/8" = 60'-5"
21 SPACES @ 7'-6 3/8" = 158'-7 7/8"
4 SPACES @ 15'-1 1/4" = 60'-5"
19'-7 1/4"
℄ CONSTRUCTION
(x4) 16#5×D546@12" LL
(x4) 2#5-T 1×D521, 1×D522
(x12) 16#5×D546@12" LL
(x12) 2#5×D520-T
(x4) 20#5×D546@12" LL
(x4) 2#5-T 1×D518, 1×D519
(x2)5×2#5×D500 & 2#5×D501@15"-BOT.
162#5×D508@12"-TOP
162#6×D602@12"-TRUSS
162#5×D509@12"-BOT.
162#6×D604@12"-BOT
11'-0"
17'-0"
34-#5×D547 ALT. W/D500 TOP
#5 TOP, PLACE BETWEEN LONGITUDINAL BARS OVER ℄ PIER
5×35#5×D500 & 35#5×D501@18"-TOP
(x5) 5×6#5×D500 & 6#5×D501@7½"-BOT. OF TRUSS)
(x6) 5×3#5×D500 & 3#5×D501@15"-BOT.
87'-6"
91'-7½"
162#5×D508@12"-TOP
162#6×D602@12"-TRUSS
162#5×D510@12"-BOT.
1'-1"
11'-11¼"
4 SPS. @ 13'-6" = 54'-0"
16'-11"
11'-1"
4 SPS. @ 13'-6" = 54'-0"
15'-11¼"
SLOPED BRIDGE CURB-TYPE I
℄ 3" Ø PVC. CONDUIT
SEALED JOINT
13#5@12'-12×D542, 1×D544(x2)
4#5@18'-7 IEA D532 THRU D535&(x2)
15#5@12'-14×D543, 1×D545 (x2)
5#5@18'-7 IEA D532 THRU D540 (x2)
(x2) 5×2#5×D500 & 2#5×D501@15"-BOT.
15⅛" OPEN @ 45° F.
14#5×D542@12"(x8)
4#5×D548-T
14#5×D543@12"(x8)
3#5×D548-T
2'-0"
15'-11¼"
11'-1"
17'-0"
17'-0"
#5 TOP, PLACE BETWEEN LONGITUDINAL BARS OVER ℄ PIER
29-#5×D547 ALT. W/D500 TOP
162#5×D514@12"-TOP
162#6×D603@12"-TRUSS
162#5×D515-BOT.
FACE OF BACKWALL
END OF SLAB
5×28#5×D500 & 28#5×D501@18"-TOP
(x4) 5×6#5×D500 & 6#5×D501@7½"-BOT. OF TRUSS)
(x5) 5×3#5×D500 & 3#5×D501@15"-BOT.
162#5×D513@12"-TOP
162#6×D603@12"-TRUSS
162#5×D515@12"-BOT
80'-6"
2#5-T-1×D523, 1×D524
9#5×D506@12" LL
VERTICAL BRIDGE CURB TYPE-I
℄ 3" Ø PVC. CONDUIT
(x4) 2#5×D525-T
(x4) 16#5×D506@12" LL
4 SPACES @ 15'-9½" = 69'-2⅞"
2#5-T-1×D526, 1×D527
12 SPACES @ 7'-10⅜"(=) = 94'-9¼
2#5-T-1×D528, 1×D529
15#5×D506@12"
2#5-T-1×D530, 1×D531
(x2) 15#5×D506@12" LL
(x4) 2#5×D512-T
4 SPACES @ 14'-5¾" = 57'-11"
8 SPACES @ 7'-2⅞"(=) = 57'-10 15/16"
CURB CONTRACTION JOINTS
RAIL POST SPACING
FACE OF BACKWALL
END OF SLAB
2'-0¾"
2'-0¾"
2'-0¾"
2'-0¾"
2'-0¾"
2'-0¾"
2'-3¾"
2'-3¾"
2'-2"
2'-2"
1'-6⅜"
1'-6⅜"
1'-6⅜"
1'-6⅜"
8⅝"
8⅝"
8⅝

W.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	24	52



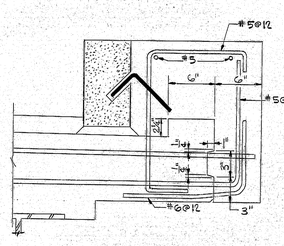
NOTE:
AT ALL CONTRACTION JOINTS IN CONCRETE CURBS, BREAK THE BOND BETWEEN THE CONCRETE SURFACES BY A METHOD TO BE APPROVED BY THE ENGINEER. FORM A 1" V-GROOVE ON THE OUTSIDE FACES OF CURBS AT EACH CURB JOINT. PROVIDE A JOINT IN THE VERTICAL BRIDGE CURB AND THE SLOPED BRIDGE CURB AT EACH CONTRACTION JOINT IN THE CONCRETE CURBS. CHAMFER EXPOSED EDGES OF CONCRETE ½" UNLESS NOTED.

NOTE:
FOR DETAILS OF CONDUIT AT DECK EXPANSION JOINT SEE "ABUT. NO. 1 - PART II"

TYPICAL TRANSVERSE SECTION

OUTSIDE CURB

NOTE:
FOR DIMENSIONS OF INSIDE CURB NOT SHOWN, SEE OUTSIDE CURB

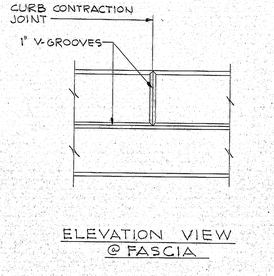


INSIDE CURB

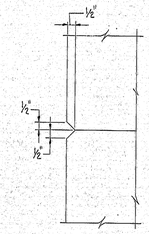
VERTICAL BRIDGE CURB TYPE I

SLOPED BRIDGE CURB - TYPE I

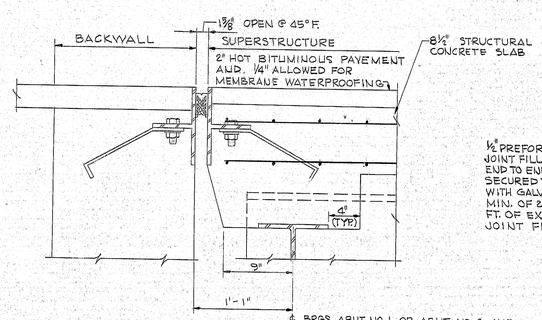
NOTE: MORTAR FOR BEDDING AND FOR JOINTS IN GRANITE CURB SHALL CONTAIN AN APPROVED NON-SHRINK ADDITIVE



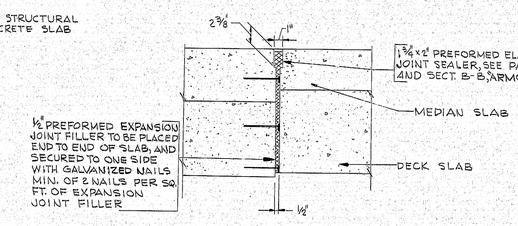
ELEVATION VIEW @ FASCIA



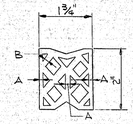
1" V-GROOVE DETAIL



TYPICAL SECTION AT ABUTMENTS



LONGITUDINAL JOINT DETAIL



PREFORMED ELASTIC JOINT SEALER

NOTE:
THE CONFIGURATION OF THE PREFORMED ELASTIC JOINT SEALER MAY BE CHANGED FROM THAT SHOWN IN ORDER TO CONFORM WITH SHAPES AS PRODUCED BY VARIOUS MANUFACTURERS. HOWEVER, THE CROSS-SECTIONAL DIMENSIONS, INCLUDING THOSE OF THE INTERNAL ELEMENTS AND THE SHELLS (A & B) SHALL BE APPROVED BY THE ENGINEER BEFORE ORDERING THE PREFORMED ELASTIC JOINT SEALER.
PREFORMED ELASTIC JOINT SEALER SHALL BE FABRICATED, DELIVERED AND INSTALLED ACCORDING TO THE SUPPLEMENTAL SPECIFICATIONS AND AS SHOWN ON PLANS.

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

FILE NO.		PLAN NO.
VL-57		24
DES C.K.L.	CHK R.E.B.	
DR W.R.R.	CHK R.E.B.	
EST R.E.B.	CHK C.K.L.	

R. Albrecht
IN CHARGE

MBPO-2000-4-6-9 3700

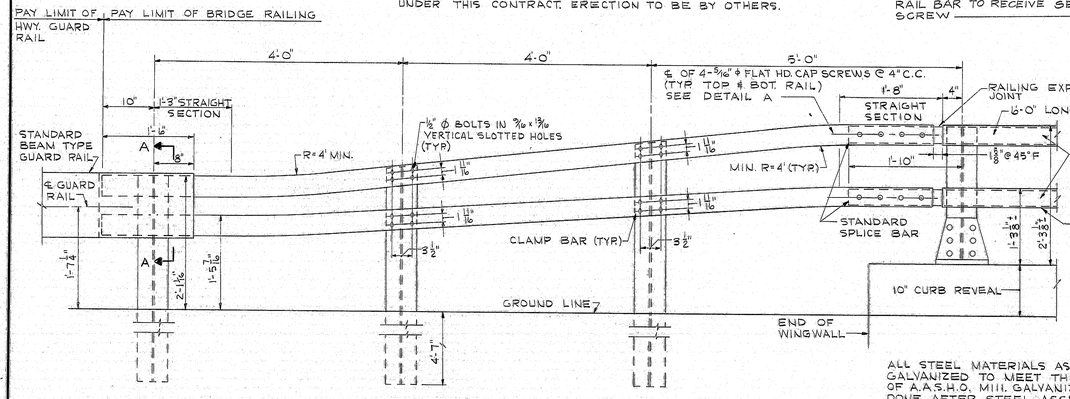
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE DETAILS - PART I

SHEET 22 OF 26 AUGUSTA, MAINE MARCH, 1972

199-200

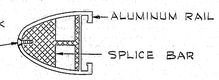
O.P.R. REQ.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(17)48	25	52

BRIDGE RAILING TRANSITION MATERIALS TO BE SUPPLIED UNDER THIS CONTRACT. ERECTION TO BE BY OTHERS.



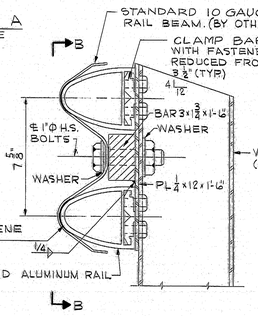
TRANSITION OF BRIDGE RAIL

5/16" ϕ FLAT HEAD, STAINLESS STEEL CAP SCREW, THREADED INTO SPLICE BAR, COUNTERSINK RAIL BAR TO RECEIVE SET SCREW

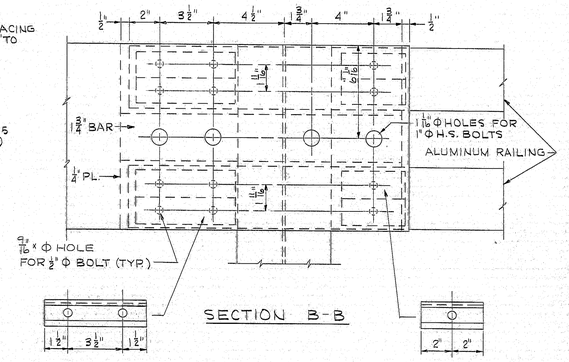


DETAIL A
NOT TO SCALE

ALL STEEL MATERIALS AS SHOWN SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF A.A.S.H.O. M111. GALVANIZING SHALL BE DONE AFTER STEEL ASSEMBLY IS FABRICATED AND WELDED. BAR 3 x 13/16 x 1'-6" AND PL ¼ x 12 x 1'-6" SHALL BE A.S.T.M. A-36.



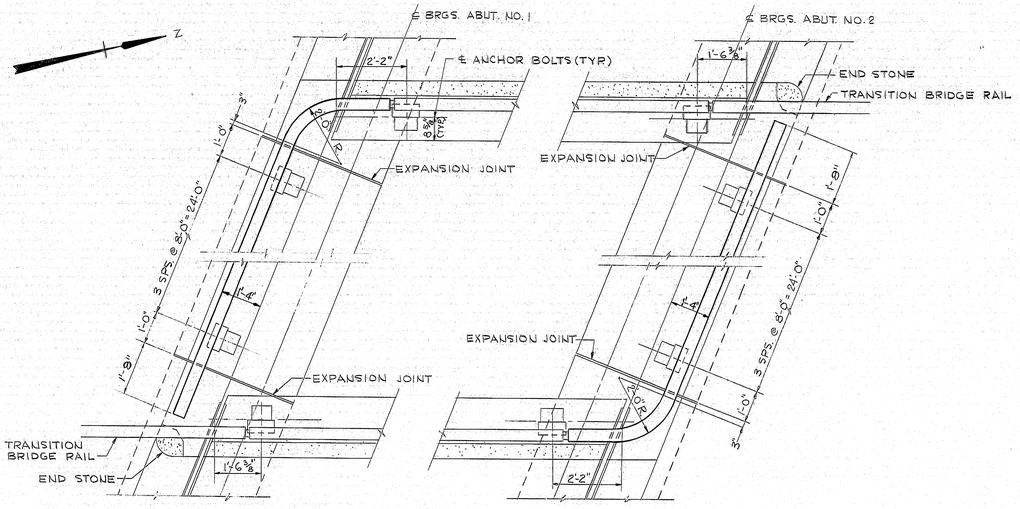
SECTION A-A



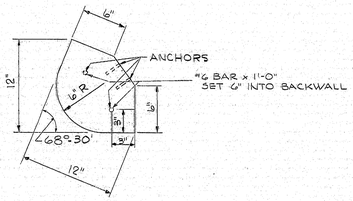
SECTION B-B

CLAMP BAR
(4 REQ'D EACH ASSEMBLY)
(8 REQ'D EACH ASSEMBLY FOR TRANSITION POSTS)

CLAMP BAR
(4 REQ'D EACH ASSEMBLY)



BRIDGE RAIL LAYOUT AT ABUTMENT BACKWALLS



END STONE DETAIL

SEE BD 114-73 FOR DETAILS NOT SHOWN

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	1/72
CHECKED	J.L.M.	
REVISIONS	R.E.B.	3/72
FIELD CHANGES		

	FILE NO.		PLAN NO.
	VL-57		25
DES	C.K.L.	CHK	R.E.B.
DR	J.L.M.	CHK	R.E.B.
EST	R.E.B.	CHK	C.K.L.

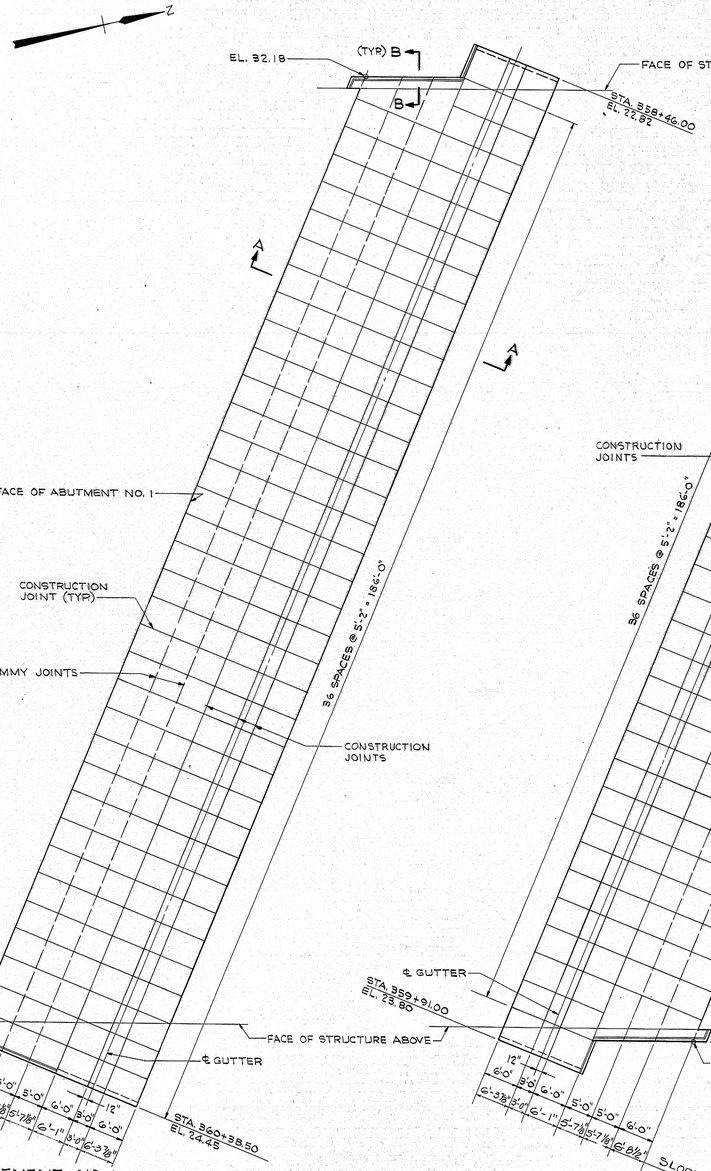
R. Albrecht
SR IN CHARGE

MBPO - 2000 - 4 - 6-9 3700

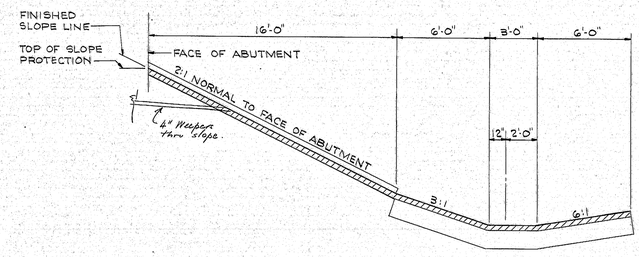
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE DETAILS - PART II
SHEET 23 OF 26 AUGUSTA, MAINE MARCH, 1972

150-1

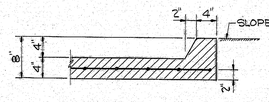
R.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	26	52



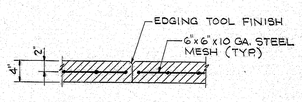
PLAN



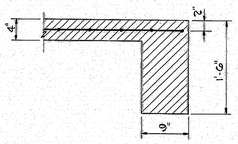
SECTION A-A



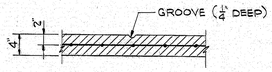
SECTION B-B



CONSTRUCTION JOINT



SECTION C-C



DUMMY JOINT

TO BE CONSTRUCTED BY OTHERS

NOTES:
1. DIMENSIONS SHOWN IN PLAN ARE HORIZONTAL EXCEPT AS NOTED.
2. ALL CONSTRUCTION JOINTS TO BE COATED WITH ASPHALT PAINT TO PREVENT BOND.
3. STEEL MESH SHALL NOT PASS THRU ANY CONSTRUCTION JOINTS.

PLANS	BY	DATE
DESIGN - DETAILED	C.K.L.	1/72
CHECKED	D.A.M.	2/72
REVISIONS	R.E.B.	
FIELD CHANGES		

FILE NO.		PLAN NO.
	VL-57	26
DES	C.K.L.	CHK R.E.B.
DR	D.A.M.	CHK R.E.B.
TST	R.E.B.	CHK C.K.L.

R. Albrecht
IN CHARGE

MBPC-2000-4-6-8 3700

Revised As Built

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

SHEET 24 OF 26 AUGUSTA, MAINE MARCH, 1972

150-2

R.F.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	27	52

FOOTING - ABUTMENT - #1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
F100	7	45	12-3	W		8-9	1-6	2-0						0-5½	3-0	1-0
F550	5	324	7-8	-												
F551	↓	4	19-9	-												
F552		4	20-6	-												
F553		4	21-4	-												
F554		4	22-2	-												
F555		4	23-0	-												
F556		82	9-8	-												
F557		6	37-0	-												
F558		10	31-0	-												
F559		66	30-0	-												
F560		4	29-2	-												
F561		10	20-0	-												
F562		4	20-11	-												
F563		4	21-9	-												
F564		4	22-6	-												
F565		4	23-4	-												
F566		4	24-2	-												
F567	↓	226	10-3	X		2-0	1-6	6-9							7-9	1-0
F568	5	154	3-0	-												

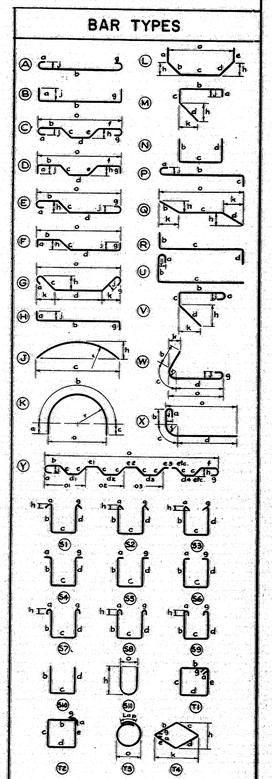
ABUTMENT - #1

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A500	5	122	5-4	N		1-6	3-10									
A501	↓	123	3-4	-												
A502		19	10-4	-												
A503		19	4-6	-												
A504		19	6-8	M			3-10	2-10				2-0		2-0		
A505		32	4-10	M			1-6	3-4				3-2		0-11½		
A506		25	26-8	-												
A507		37	7-9	-												
A508		58	7-6	-												
A509	↓	17	9-11	-												
A510	5	35	6-5	M			3-7	2-10				2-0		2-0		
A511	↓	33	4-4	-												
A512		25	23-8	-												
A513		12	10'-10"	-												
A514		16	6-0	M			3-2	2-10				2-0		2-0		
A515		25	22-2	-												
A516		16	10'-0"	-												
A517		12	7'-2"	-												
A518		12	5-8	M			2-10	2-10				2-0		2-0		
A519	↓	25	4-11	M			1-6	3-5				3-3		1-0		
A520	5	13	9-6	-												
A521	↓	25	4-8	-												
A522		15	17-8	-												
A523		4	18-6	-												
A524		4	16-9	-												
A525		12	5-9	-												
A526		4	6-1	AA		2-8	0-9	2-8				2-6		1-0		
A527	↓	14	10-6	-												
A528	5	7	4-9	N		2-9	2-0									
A530	5	12	7-9	-												
A531	↓	24	6-10	M			4-0	2-10				2-0		2-0		
A532		24	5-0	M			1-6	3-6				3-4		1-0½		
A533		80	17-1	-												
A534		78	4-7	-												
A535		18	6-1	M			1-6	4-7				4-6		0-9		
A536		18	10-1	-												
A537		18	6-0	-												
A538		27	25-6	-												
A539	↓	13	6-3	M			3-5	2-10				2-0		2-0		
A540	5	7	21-4	-												

ABUTMENT - #2

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
AA500	5	61	9-4	-												
AA501	↓	12	12-3	-												
AA502		31	7-0	M			4-2	2-10				2-0		2-0		
AA503		121	3-4	-												
AA504		121	5-4	N		1-6	3-10									
AA505	↓	93	6-2	M			1-6	3-8				3-6		1-1		
AA506	5	55	4-10	-												
AA507	5	12	12-6	-												
AA508	5	11	8-9	-												
AA509	↓	18	11-10	-												
AA510		18	6-4	M			3-6	2-10				2-0		2-0		
AA511		18	6-3	M			1-6	4-9				4-8		0-10		
AA512		16	6-0	-												
AA513		29	125-6	-												
AA514		34	12-0	-												
AA515		17	9-1	-												
AA516		12	6-8	M			3-10	2-10				2-0		2-0		
AA517		54	6-8	-												
AA518		18	8-10	-												
AA519	↓	12	11-7	-												
AA520	5	14	6-6	M			3-8	2-10				2-0		2-0		
AA521	↓	15	4-7	-												
AA522		19	20-8	-												
AA523		4	21-6	-												
AA524		4	19-9	-												
AA525		4	13-2	-												
AA526		9	4-9	N		2-9	2-0									
AA527		16	11-8	-												
AA528		12	5-9	-												
AA529	↓	4	6-1	AA		2-8	0-9	2-8								
AA530	5	47	26-9	-												
AA531	↓	17	6-7	M			3-9	2-10				2-0		2-0		
AA532		8	5-3	M			1-6	3-9				3-7		1-0		
AA533		9	4-6	-												
AA534		8	4-9	-												
AA535		27	23-9	-												
AA536		16	6-2	M			3-4	2-10				2-0		2-0		
AA537		27	22-11	-												
AA538		13	11'-3"	-												
AA539	↓	11	5-8	M			2-10	2-10				2-0		2-0		
AA540	5	8	5-0	N		2-0	3-0									

BAR TYPES



FOOTING - ABUTMENT - #2

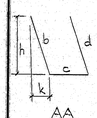
MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
F800	8	60	12-3	W		8-9	1-6	2-0						0-5½	3-0	1-0
F600	6	160	7-8	-												
F601	6	106	10-8	-												
F500	5	160	7-8	-												
F501	↓	80	30-0	-												
F502		6	26-6	-												
F503		10	20-0	-												
F504		4	33-5	-												
F505		4	32-7	-												
F506		4	31-9	-												
F507		4	30-11	-												
F508		4	30-2	-												
F509	↓	2	29-9	-												
F510	5	2	13-0	-												
F511	↓	2	12-7	-												
F512		2	12-2	-												
F513		4	22-3	-												
F514		4	23-1	-												
F515		4	23-10	-												
F516		4	24-8	-												
F517		4	25-6	-												
F518		2	25-11	-												
F519	↓	226	10-3	X		2-0	1-6	6-9							7-9	1-0
F520	5	162	3-0	-												

ABUTMENT #1 - CONTINUED

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
A541	5	10	19-0	-												
A542	5	4	20-3	-												
A543	5	4	17-3	-												
A545	5	4	6-1	510		2-8	0-9	2-8								
A546	5	2	12-0	-												
A547	5	7	5-0	N		2-0	3-0									
A548	5	2	9-8	N		1-10	6-0	1-10								
A549	5	2	8-8	N		1-10	5-0	1-10								
A550	5	16	10'-5"	-												
A400	4	36	4-10	N		1-6	1-10	1-6								
A401	4	36	5-3	N		1-6	2-3	1-6								
AG00	6	84	3-6	M			1-9	1-9				1-0⅝		1-4½		

ABUTMENT #2 - CONTINUED

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
AA541	5	4	6-1	510		2-8	0-9	2-8								
AA542	↓	7	18-4	-												
AA543		10	16-0	-												
AA544		4	17-3	-												
AA545		4	14-9	-												
AA546	↓	2	9-8	NZ		1-10	6-0	1-10								
AA547	5	2	8-8	NZ		1-10	5-0	1-10								
AA548	5	12	9-7	-												
AA400	4	36	4-10	NZ		1-6	1-10	1-6								
AA401	4	36	5-3	NZ		1-6	2-3	1-6								
AAG00	6	84	3-6	M			1-9	1-9				1-0⅝		1-4½		



NOTES:
1. REINFORCING STEEL TO BE A.S.T.M. A615, GRADE 60.
2. ALL DIMENSIONS OUT TO OUT OF BAR.
3. ALL HOOKS SHALL MEET "ACI 315-65" REQUIREMENTS.

PLANS — DESIGN - DETAILED: C.K.L. DET 1/72; CHECKED: R.E.B. 2/72; REVISIONS; FIELD CHANGES

VL-57
27

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE 295
OVER
WESTBROOK ARTERIAL
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BAR SCHEDULE - PART I
SHEET 25 OF 26 AUGUSTA, MAINE MARCH, 1972

150-3

B.P.R. REG.NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(77)48	28	52

DECK

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
DG00	6	324	30-6	Y		4-6	0-8	3-7½	3-8¾	3-8		0-5¾				
							(x6)	(x3)	(x2)							
DG01	6	162	32-9	Y		5-11½	0-8	3-7½	4-3	4-3		0-5¾				
							(x6)	(x3)	(x2)							
DG02	6	162	23-6	Y		5-1	0-8	3-7½	4-3	4-3		0-5¾				
							(x4)	(x2)								
DG03	6	324	22-9	Y		5-0	0-8	3-7½	4-3	4-3		0-5¾				
							(x4)	(x2)								
DG04	6	324	4-2	N		1-5	2-9									
DS00	5	1295	30-0	–												
DS01	1	259	22-0	–												
DS02		162	24-6	–												
DS03		162	32-9	–												
DS04		162	28-5	–												
DS05		162	29-10	N		1-5	28-5									
DS06		335	4-10	SS	0-6	1-4½	1-1	1-4½				0-6				
DS07		2	6-3	–												
DS08		324	26-0	–												
DS09	1	162	23-0	N		1-5	21-7									
DS10	5	162	30-5	–												
DS11	1	2	7-10	–												
DS12		24	14-2	–												
DS13		162	25-11	–												
DS14		162	17-0	–												
DS15		324	21-6	–												
DS16		2	14-0	–												
DS17		2	13-8	–												
DS18		4	19-2	–												
DS19	1	4	18-10	–												
DS20	5	24	14-9	–												
DS21	1	4	14-8	–												
DS22		4	14-4	–												
DS23		1	8-6	–												
DS24		1	8-2	–												
DS25		8	15-5	–												
DS26	1	1	7-7	–												
DS27	5	1	7-8	–												

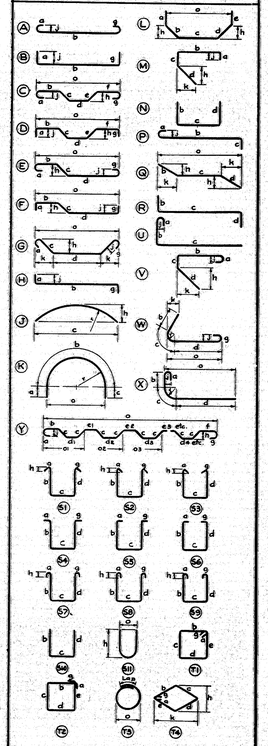
PIER

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
P1100	11	72	9-6	X		2-0	1-6	6-0							7-0	1-0
P1101	11	24	18-0	–												
P1102	11	24	17-7	–												
P1104	11	24	18-6	–												
P200	9	60	8-2	X		1-6	1-6	5-2							6-2	1-0
P201	1	24	18-0	–												
P202		12	17-7	–												
P203		8	53-3	D		4-5	48-10					0-11½		4-4		
P204		16	49-2	–												
P205		8	40-2	L		4-7½	30-11	4-7½				0-11		40-1		
P206	1	10	53-1	–												
P207	9	10	40-1	–												
P208	9	24	18-6	–												
P800	8	90	7-8	–												
P801	8	120	8-8	–												
P600	6	80	7-8	–												
P601	1	108	8-8	–												
P602		4	53-1	–												
P603	1	4	49-2	–												
P604	6	4	40-1	–												
P500	5	244	12-2	T1	0-6	3-8	1-11	3-8	1-11		0-6					
P501	1	6	11-11	T1	0-6	3-6½	1-11	3-6½	1-11		0-6					
P502		6	11-6	T1	0-6	3-4	1-11	3-4	1-11		0-6					
P503		6	11-1	T1	0-6	3-1½	1-11	3-1½	1-11		0-6					
P504	1	6	10-8	T1	0-6	2-11	1-11	2-11	1-11		0-6					
P505	5	6	10-3	T1	0-6	2-8½	1-11	2-8½	1-11		0-6					
P400	4	162	11-5	T1	0-4½	2-8	2-8	2-8	2-8		0-4½					

WING WALLS

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
W700	7	17	13-6	–												
W701	7	14	13-0	–												
W500	5	5	9-7	–												
W501	1	7	17-7	–												
W502		6	19-8	–												
W503		9	16-2	–												
W504		11	10-0	–												
W505		11	14-6	–												
W506		4	4-0	–												
W507		4	4-4	–												
W508		4	4-8	–												
W509	1	4	7-9	M		2-0	3-9	2-0				0-4		2-0		
W510	5	4	7-0	M			2-0	5-0				4-11		0-10		
W511	1	69	7-7	SG		3-3	1-1	3-3								
W512		2	20-4	–												
W513		3	20-8	–												
W514		3	10-5	–												
W515		12	10-6	–												
W516		12	15-3	–												
W517		8	19-7	–												
W518		7	17-0	–												
W519	1	3	21-5	–												
W520	5	1	18-0	–												
W521	1	7	22-6	–												
W522		3	11-8	–												
W523		9	17-4	–												
W524		8	17-8	–												
W525		2	30-8	–												
W526		4	4-3	–												
W527		4	4-8	–												
W528		4	5-0	–												
W529	1	4	7-9	M		2-0	3-9	2-0				0-6½		1-11		
W530	5	4	7-0	M			2-0	5-0				4-10		1-4½		
W531	1	9	27-6	–												
W532		6	29-7	–												
W533		2	25-6	–												
W534	1	3	11-4	–												
W535	5	2	24-8	–												

BAR TYPES



DECK - CONTINUED

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
D528	5	1	9-5	–												
D529	1	1	9-1	–												
D530		1	13-9	–												
D531		1	13-5	–												
D532		4	11-1	–												
D533		4	11-8	–												
D534		4	12-3	–												
D535		4	12-10	–												
D536		2	13-0	–												
D537		4	13-5	–												
D538		4	14-0	–												
D539	1	4	14-7	–												
D540	5	4	15-2	–												
D541	1	2	13-3	–												
D542		164	8-1	SS	0-6	1-4	4-7	1-2				0-6				
D543		164	8-11	SS	0-6	1-2	5-7	1-2				0-6				
D544		4	4-5	SS	0-6	1-2	2-9	–				–				
D545		4	5-2	SS	0-6	1-2	3-6	–				–				
D546		336	3-5	T2	0-6	1-1	1-4	0-6								
D547	1	102	34-0	–												
D548	5	72	13-2	–												

APPROACH SLAB

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
* AS600	6	920	14-8	–												
* AS400	4	80	30-0	–												
* AS401	4	40	13-1	–												
* AS402	4	40	21-4	–												
* AS403	4	40	22-3	–												

* NOT PART OF THIS CONTRACT

WING WALLS - CONTINUED

MARK	SIZE	NO. REQ'D.	LENGTH	TYPE	BAR DIMENSIONS a	b	c	d	e	f	g	h	j	k	o	r
W536	5	9	16-6	–												
W537	1	5	16-9	–												
W538		8	22-0	–												
W539		3	24-0	–												
W540		8	19-6	–												
W541		1	17-3	–												
W542		9	26-0	–												
W543	1	3	29-3	–												
W544	5	1	18-10	–												

PLANS

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

VL-57
28

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

150-4

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	1	40

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAYS

CITY OF PORTLAND
CUMBERLAND COUNTY
MAINE FEDERAL AID

PROJECT NO. I-295-3(61)48
TOTAL LENGTH 0.039 MILES

INTERSTATE 295

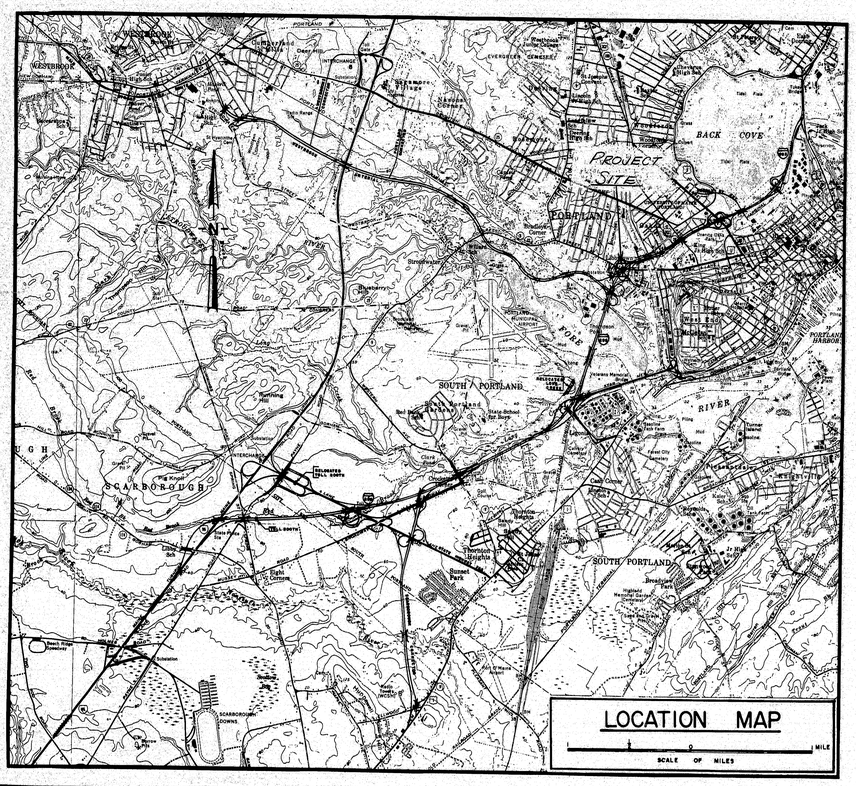
OVER

CONGRESS ST. & PARK AVE.

As Built 1972-1974 PLA

CONVENTIONAL SIGNS

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



LOCATION MAP

SCALE OF MILES

INDEX OF SHEETS

1. TITLE SHEET
2. ESTIMATE OF QUANTITIES
3. GENERAL PLAN
4. APPROACH SLABS & SECTION PROFILE
5. ARCHITECTURAL TREATMENT
6. ABUTMENT NO.1 FOOTING
7. ABUTMENT NO.1 N.B
8. ABUTMENT NO. 1 S.B
9. ABUTMENT NO.1 SECTIONS & END POST
10. PIER N.B
11. PIER S.B.
12. ABUTMENT NO.2 FOOTING
13. ABUTMENT NO. 2 N.B.
14. ABUTMENT NO. 2 S.B.
15. ABUTMENT NO. 2 WINGS
16. ABUTMENT NO. 2 SECTIONS
17. CONCRETE SLOPE PROTECTION
18. STRUCTURAL STEEL - FRAMING PLAN N.B.
19. STRUCTURAL STEEL - FRAMING PLAN S.B.
20. DIAPHRAGM LAYOUT
21. DIAPHRAGMS, SPLICE
22. CAMBER DIAGRAM
23. DEAD LOAD DEFLECTIONS
24. SHEAR CONNECTORS
25. ARMORED JOINT & BEARING PEDESTALS
26. SUPERSTRUCTURE LAYOUT N.B. & BOTTOM OF SLAB ELEVATIONS
27. SUPERSTRUCTURE N.B.
28. SUPERSTRUCTURE LAYOUT S.B. & BOTTOM OF SLAB ELEVATIONS
29. SUPERSTRUCTURE S.B.
30. TOP OF CURB ELEVATIONS
31. BRIDGE RAIL LAYOUT
32. REINFORCING STEEL SCHEDULE - ABUTMENT NO. 1
33. REINFORCING STEEL SCHEDULE - ABUTMENT NO. 2 & PIERS
34. REINFORCING STEEL SCHEDULE - SUPERSTRUCTURE
35. BRIDGE LIGHTING
36. FOUNDATION SURVEY
37. BORING DETAILS

STANDARD DETAILS

38. BD 104-71 SHEAR CONNECTORS & ARMORED JOINT DETAILS
39. BD 106-69 ALUMINUM RAILING
40. AUGUST 1969 (12) FIELD OFFICE

NOTE

ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS(REVISION OF 1968 AND SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

STATE OF MAINE SYLVESTER L. POOR 187 CIVIL ENGINEER

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	DATE
Daniel H. Stevens, COMMISSIONER	Oct 25, 1972
Richard A. Sutton, BUREAU DIRECTOR	Oct 25, 1972
Sylvester L. Poor, CHIEF ENGINEER	Oct 25, 1972

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1

APPROVED:

DIVISION ENGINEER DATE

150-195

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.25	Granular Borrow	5500	C.Y.
206.08	Str. Earth Excav.-Abuts. & Ret. Walls	760	C.Y.
206.10	Str. Earth Excav.-Piers	130	C.Y.
501.216	Steel H-Beam Piles 79 lbs./Ft.	1710	L.F.
501.217	Steel H-Beam Piles 89 lbs./Ft.	5465	L.F.
502.21	Structural Concrete, Abuts. & Retaining Walls	1250	C.Y.
502.23	Structural Concrete, Piers	140	C.Y.
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	316,000	Lb.
503.13	Reinforcing Steel, Placing	316,000	Lb.
504.70	Structural Steel, Fab. & Delivered	1	L.S.
504.71	Structural Steel, Erection	1	L.S.
505.08	Shear Connectors	1	L.S.
506.14	Field Painting, Structural Steel	1	L.S.
507.08	Bridge Railing	996	L.F.
512.07	French Drains (Stones Only)	57	C.Y.
513.09	Slope Protection-Port. Cem. Concrete	545	S.Y.
514.06	Curing Box For Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	340	S.Y.
609.18	Vertical Bridge Curb-Type 1	975	L.F.
618.15	Temporary Seeding	10	Lb.
619.09	Hay Mulch	15	Unit
629.05	Labor, Straight Time	10	M. Hr.
631.18	Bulldozer(inc. operator)	10	Hour
631.171	Truck-small (inc. operator)	10	Hour
631.22	Front End Loader (inc. operator)	10	Hour
638.01	Embedded Work in Structures	1	L.S.
639.08	Field Office, Type A	1	Each
657.201	Seed and Application, Method A	15	Unit
657.21	Reforesting, Method B	1	Acre
660.21	On-the-Job Training(Bid)	1000	M. Hr.

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT

ESTIMATED QUANTITIES OF LUMP SUM ITEMS

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	705	C.Y.
504.70	Structural Steel, Fab. & Delivered	709,700	Lb.
504.71	Structural Steel, Erection	709,700	Lb.
505.08	Shear Connectors	5080	Pc.
506.14	Field Painting, Structural Steel	709,700	Lb.

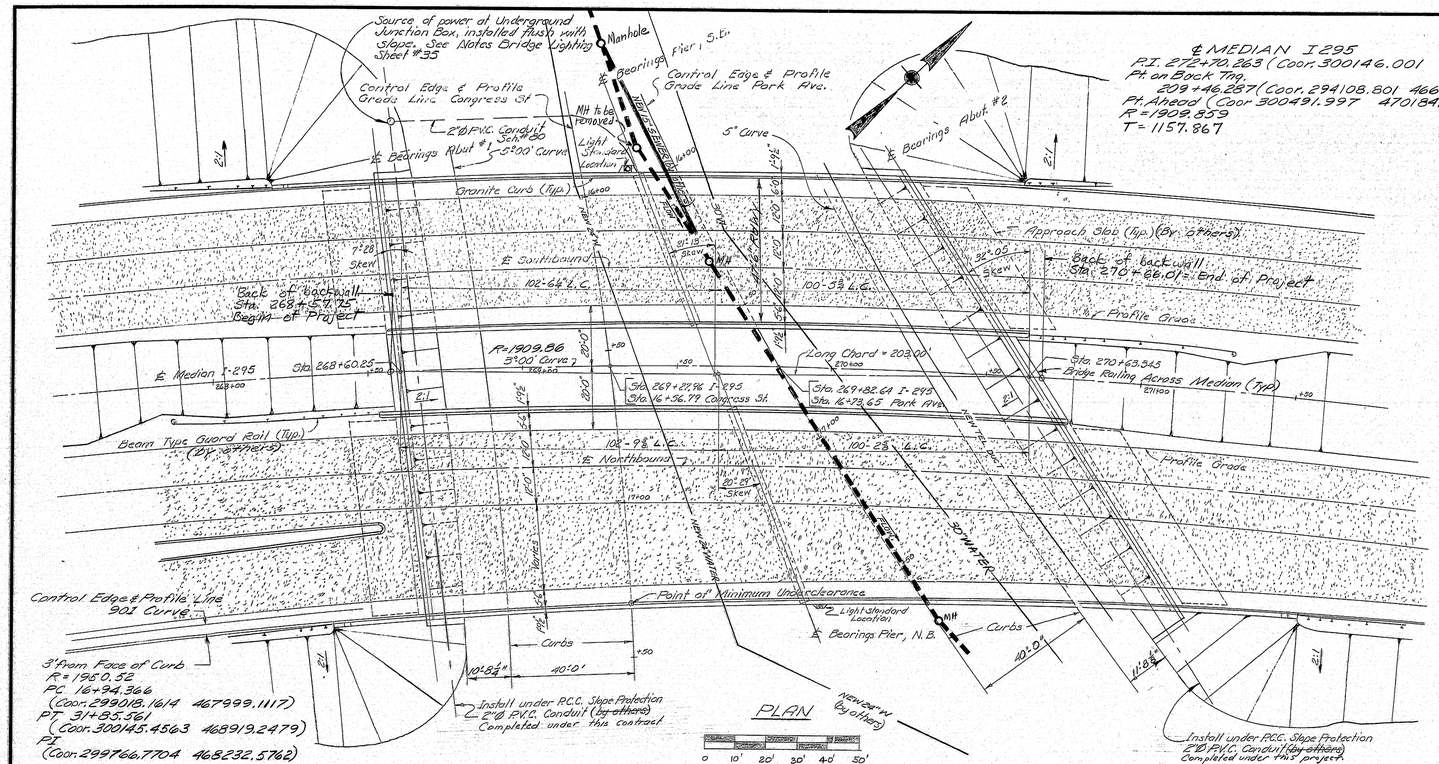
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	2	40

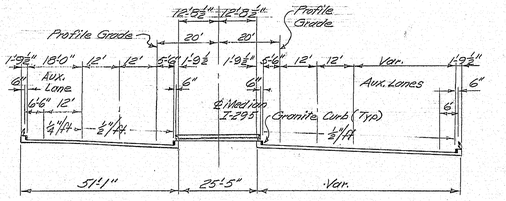
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ESTIMATED QUANTITIES
SHEET 2 OF 40 AUGUSTA, MAINE MAY 1972

2034 8360

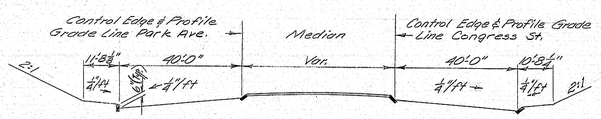
150-196

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)1/16	3	40





SECTION THRU STRUCTURE



CONGRESS ST. & PARK AVE.
Looking ahead on station

TRAFFIC DATA

	PARK E/O Ramp CS7	CONGRESS W/O Marston St.	I-295 between Congress & Deering
ADT 1972	11,285	9,090	33,580
ADT 1992	14,365	10,100	51,760
DHV.	1,580	1,010	5,176
T.	5%	5%	5%
V.	30mph.	30mph.	50mph.

SPECIFICATIONS

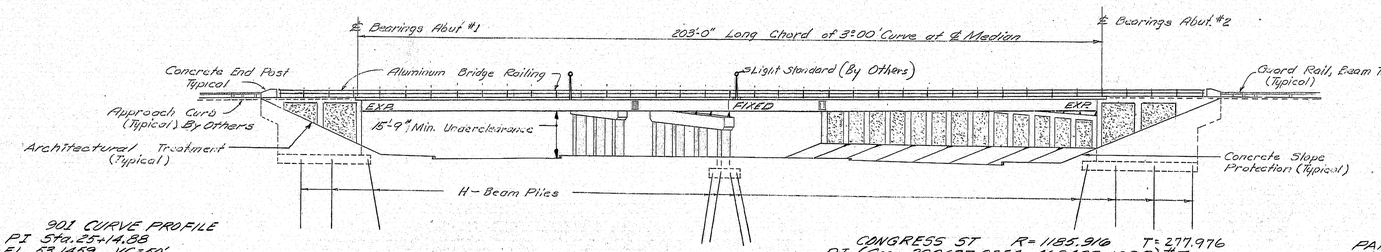
Design: AASHO Standard Specifications for Highway Bridges, 1969, with Interim Specifications, 1970, 1971, 1972.
Contract: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June, 1968.

LIVE LOADING
H520-44 as modified for Interstate

ALLOWABLE STRESSES
Concrete ~ f'c = 1200 psi, n=10
Reinforcing Steel ~ fs = 20,000 P.S.i.
Structural Steel ~ ASTM - A36 = 20,000 psi
A572 - G50 fs = 27,300 psi
A588 fs = 27,000 p.s.i.

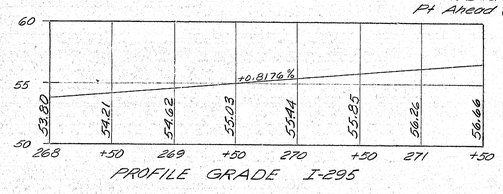
CONCRETE CLASSIFICATION
Concrete Slope Protection ~ Class A
All other ~ Class A

STRUCTURAL STEEL CLASSIFICATION
See sheet #19



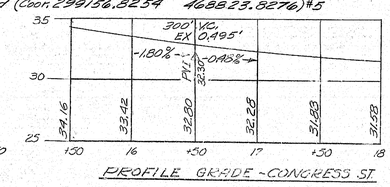
ELEVATION

901 CURVE PROFILE
PI Sta. 25+14.68
El. 53.1459 VC=150'
Back +0.85% Ahead +0.975%



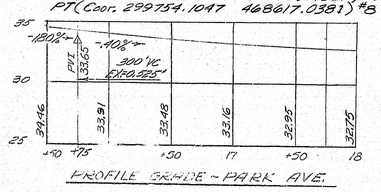
PROFILE GRADE I-295

CONGRESS ST. R=1185.916 T=277.976
PI (Coor. 299897.9354 468432.1083) #7
Pt. on Back Tng. 10+00-2 RT (Coor. 300059.242 467744.353) #6
Pt. Ahead (Coor. 299756.8254 468823.8276) #5



PROFILE GRADE ~ CONGRESS ST

PARK AVE R=1185.916 T=287.583
Sta. 10+00 2' Lt (Coor. 300062.782 467746.2132) #10
PI (Coor. 299756.3769 468329.4627) #9
PT (Coor. 299754.1047 468617.0381) #8



PROFILE GRADE ~ PARK AVE.

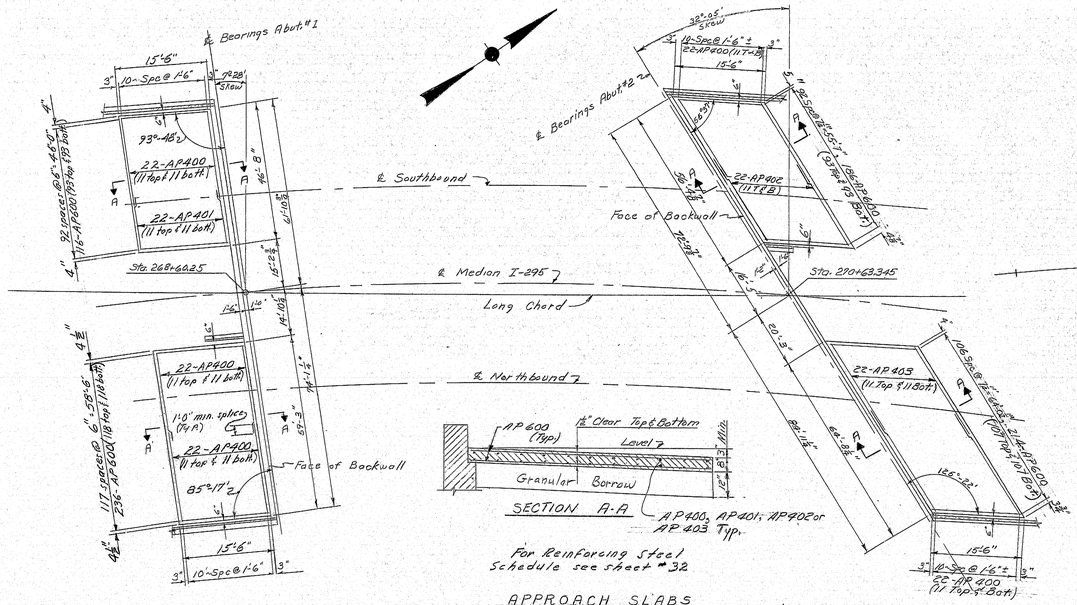
Proj. Engr. CDH
DESIGN- GDT
TRACE- G.D.T.
CHECK- CDH
PLOT-
BRIDGE NO.
SURVEY-

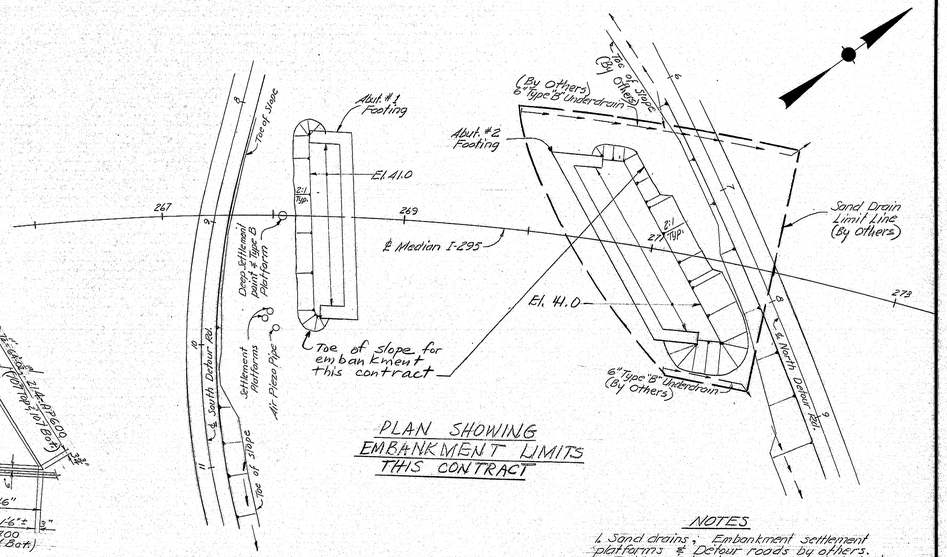
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GENERAL PLAN

SHEET 3 OF 40 AUGUSTA, MAINE MAY 1972

150-197

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)AD	4	40

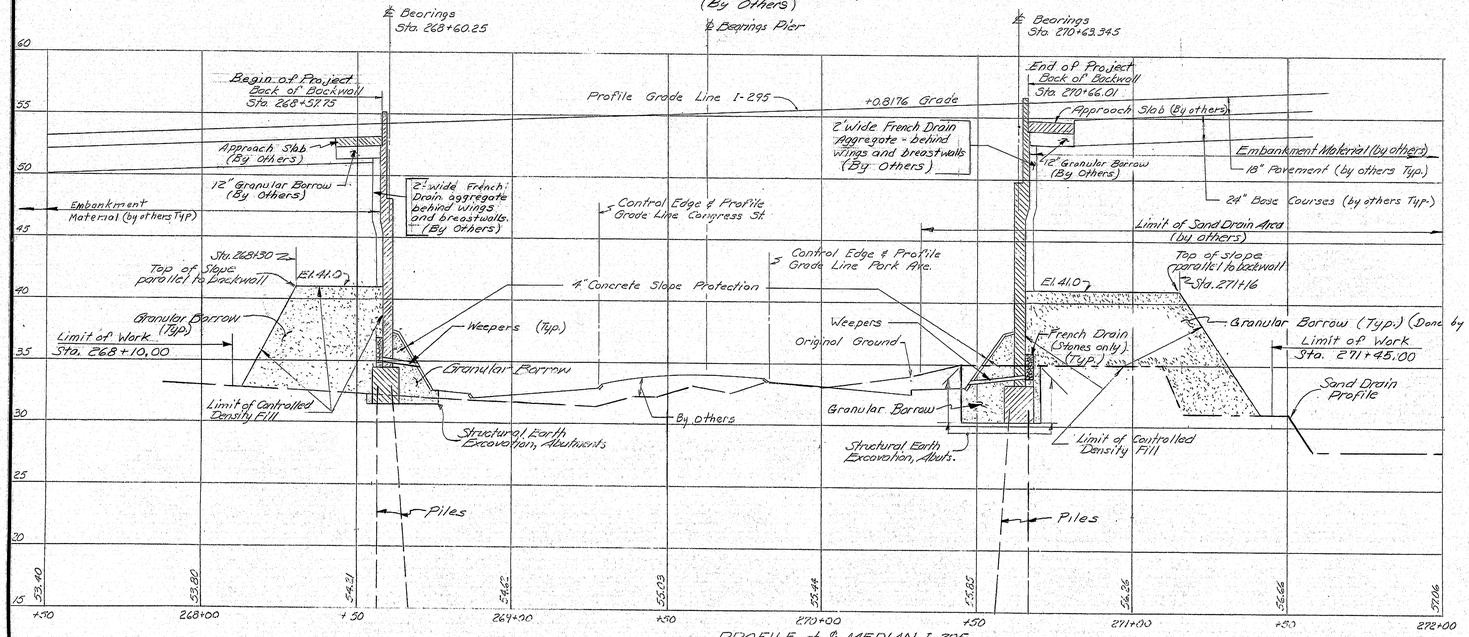




PLAN SHOWING
EMBANKMENT LIMITS
THIS CONTRACT

NOTES

1. Sand drains, Embankment settlement platforms & Detour roads by others.
2. Bridge Contractor should not disturb Embankment platforms, drainage flow along Detour roads or outlets of 6" Underdrains



PROFILE of ℄ MEDIAN I-295

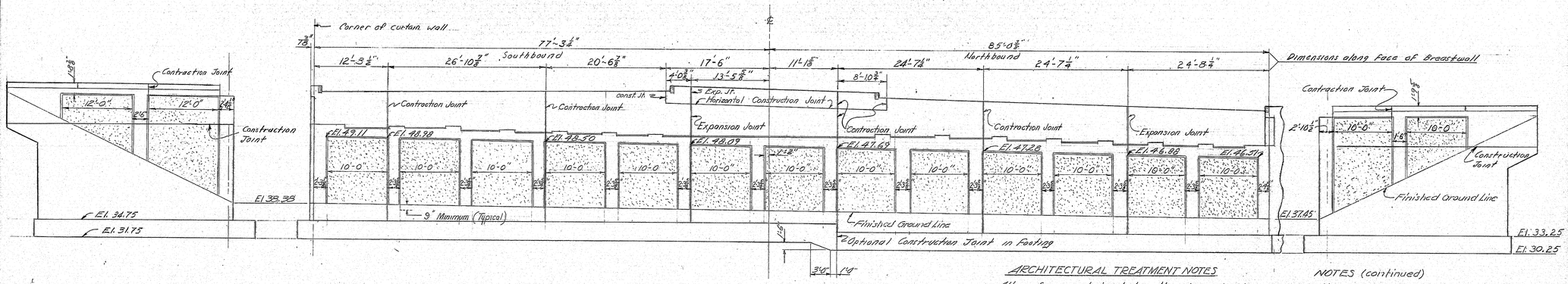
Proj. Engr. CDH

DESIGN- Prof. - GDT	BRIDGE NO.
TRACE- Detail - GDT	
CHECK- ESC	SURVEY-
	PLOT-

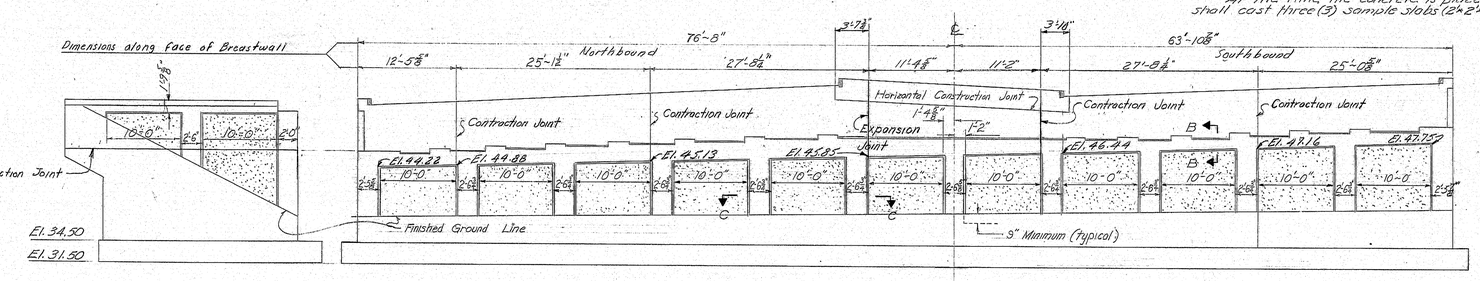
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
APPROACH SLABS & SECTION PROFILE
SHEET # 04 OF 40 AUGUSTA, MAINE MAY 1972

150-198

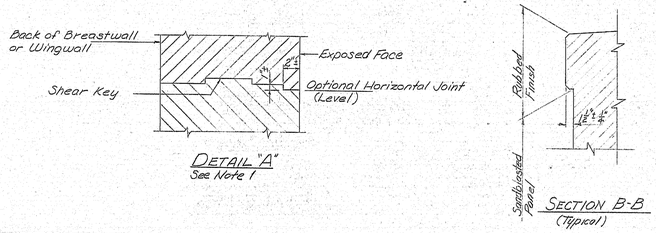
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)10	5	40



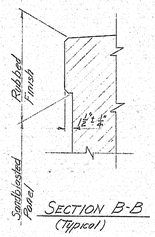
ELEVATION ABUTMENT #2



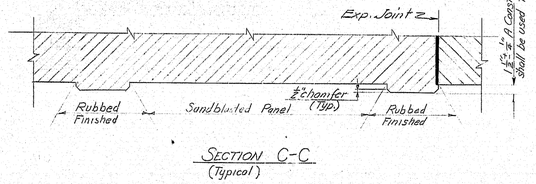
ELEVATION ABUTMENT #1



DETAIL "A"
See Note 1



SECTION B-B
(Typical)



SECTION C-C
(Typical)

ARCHITECTURAL TREATMENT NOTES

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of nine (9) inches below the finished ground.

Special care shall be exercised so that form joints at the exposed face of concrete shall be tight.

Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture. In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and Portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwall.

At the time the concrete is placed, the contractor shall cast three (3) sample slabs (2'x2'x4"). Prior to sandblasting, the samples shall be sandblasted, each a different degree of penetration with a maximum depth of ⅜" inch approximately, and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and the designated areas shall be sandblasted to match this sample.

Concrete shall not be sandblasted for a least 28 days after placement.

The contractor shall take all the necessary steps to protect materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped: Sandblast head for operator and respirators and goggles for all other personnel exposed to dust.

Payment for the sandblasting shall be included in the contract unit price for Dou. 502.21, "Structural Concrete Abutments and Retaining Walls".

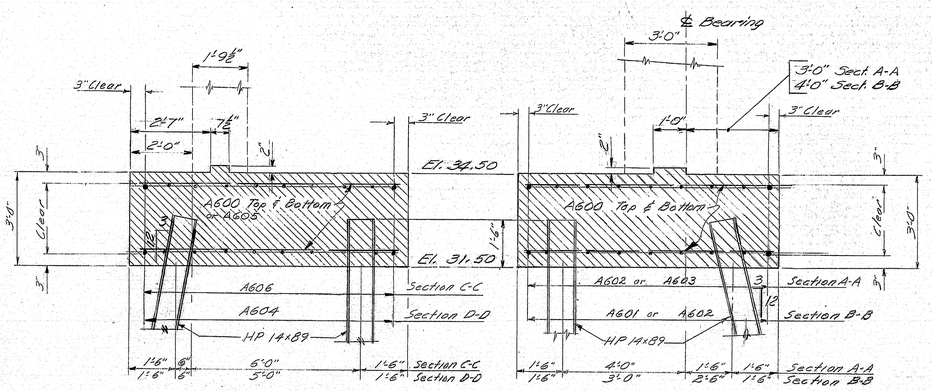
1. If horizontal construction joints are used in placing concrete in the breastwalls or wingwalls, exposed faces formed as shown in Detail 'A' or in a similar manner approved by the Engineer.

Proj. Engr. CDH
DESIGN- CDH
TRACE- RFG
CHECK- JBC
BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARCHITECTURAL TREATMENT
SHEET 5 OF 40 AUGUSTA, MAINE MAY 1972

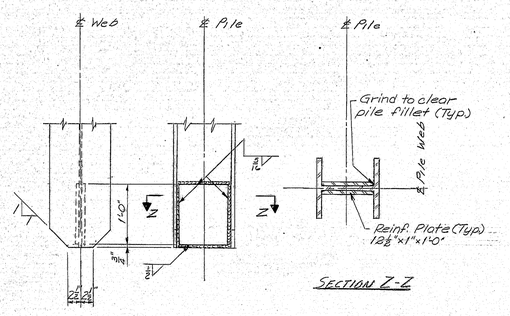
150-199

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	6	40



SECTION C-C
SECTION D-D

SECTION A-A
SECTION B-B



SECTION Z-Z

POINTED REINFORCED PILE TIP DETAIL
Plates may be shop or field welded

PILE NOTES

1. Piles shall be driven to ledge or practical refusal.

2. Alternate types of pointed pile tips may be used if they are equal to or better than the pointed reinforced pile tip shown, if approved by the Engineer.

3. Estimated Driven Lengths of Piles are determined from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.

4. Piles marked with arrow symbol ↦ shall be battered 3 inches per foot in the direction of the arrow.

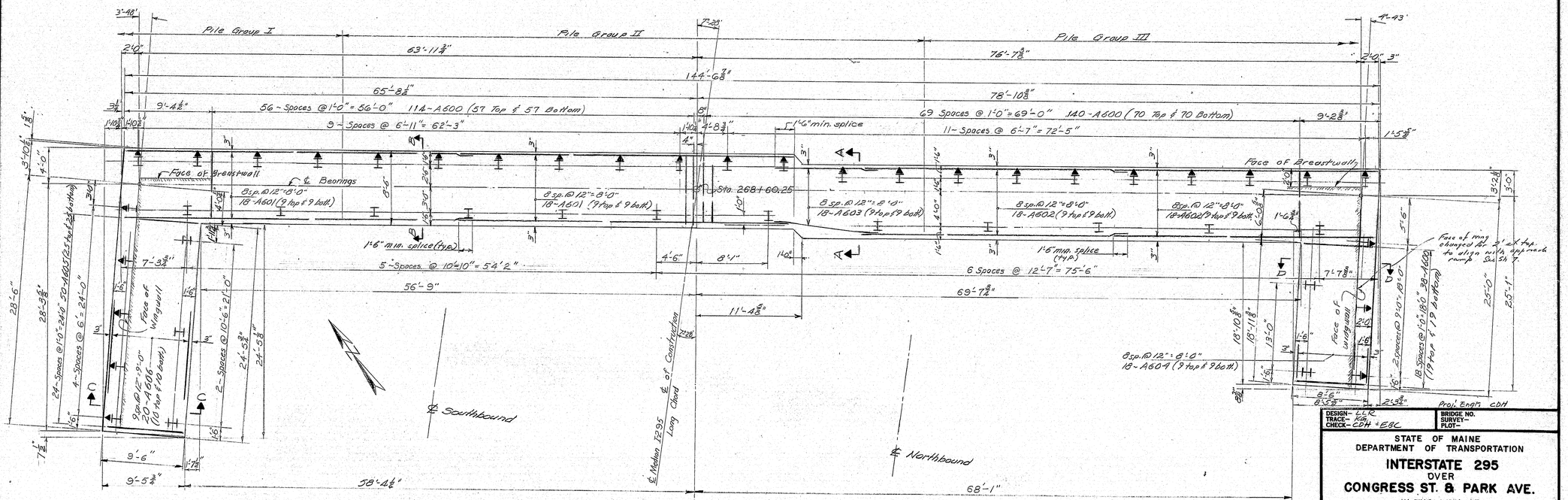
5. Maximum Pile Load equals 118 Tons, including 25 tons allowed for negative skin friction.

6. Following are Pile Locations, number of piles required, size of piles and estimated driven length of piles:
   Abutment No. 1:
   Pile Group I 14 ~ HP 14x89 @ 45'
   Pile Group II 16 ~ HP 14x89 @ 55'
   Pile Group III 17 ~ HP 14x89 @ 65'
   Abutment No. 2:
   57 piles ~ HP 14x89 @ 50'

7. All Abutment Piles shall be HP 14x89 and shall have a pointed reinforced pile tip.

REFERENCES

For Abutment Plan see sheet # 7
For Abutment Notes see sheet # 8



FOOTING PLAN - ABUTMENT NO. 1
For Footing Reinforcing Bar Dowels See Other Sheets

Proj. Engr. CDH

DESIGN- LLC
TRACE- JCG
CHECK- CDH & EBC

BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
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CUMBERLAND COUNTY
ABUTMENT NO. 1 FOOTING
SHEET 6 OF 40 AUGUSTA, MAINE MAY 1972

150-200