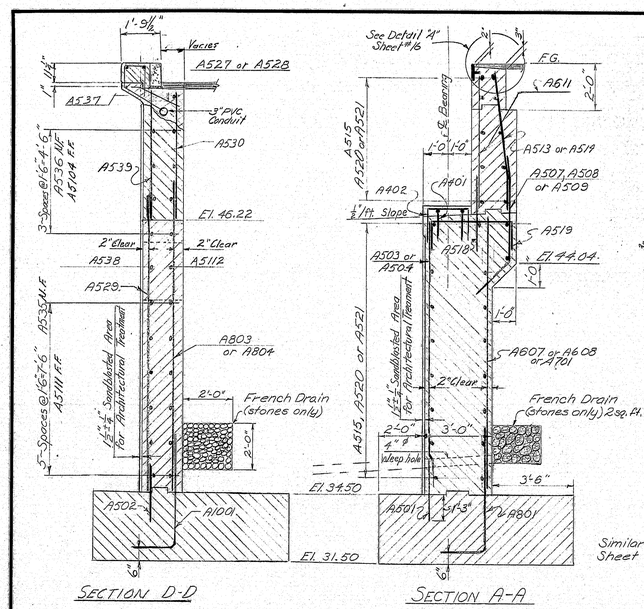
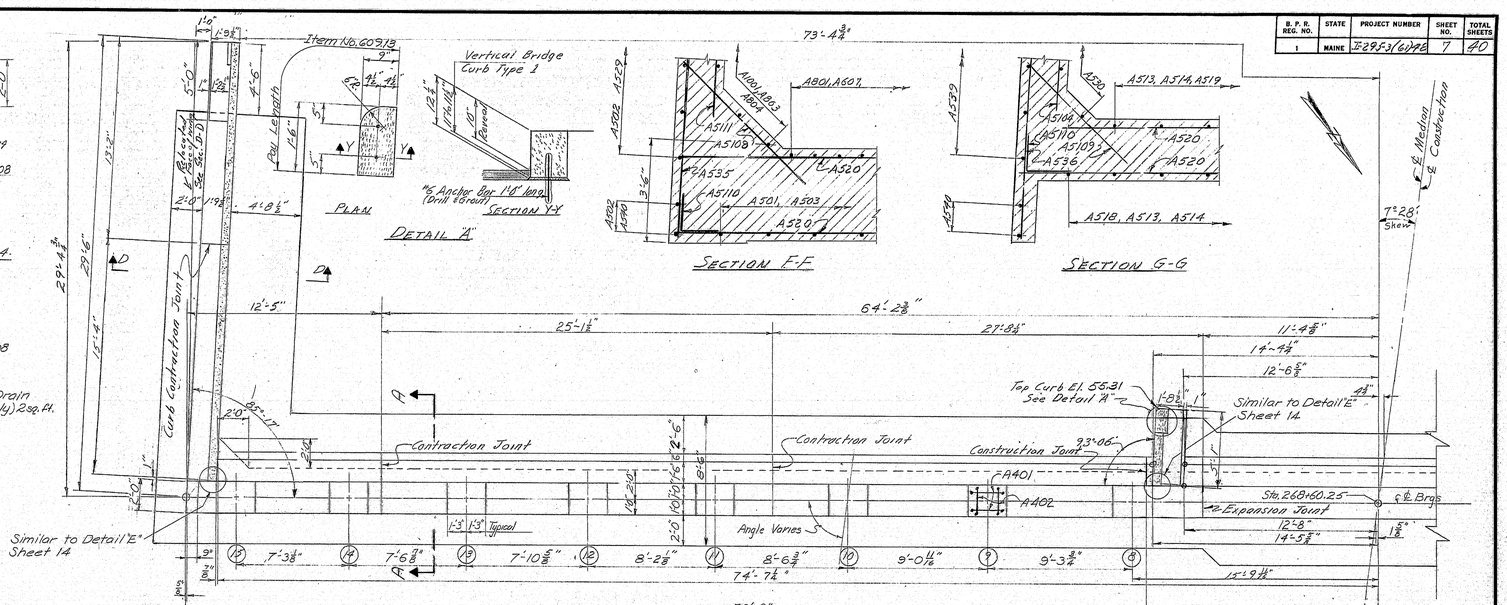
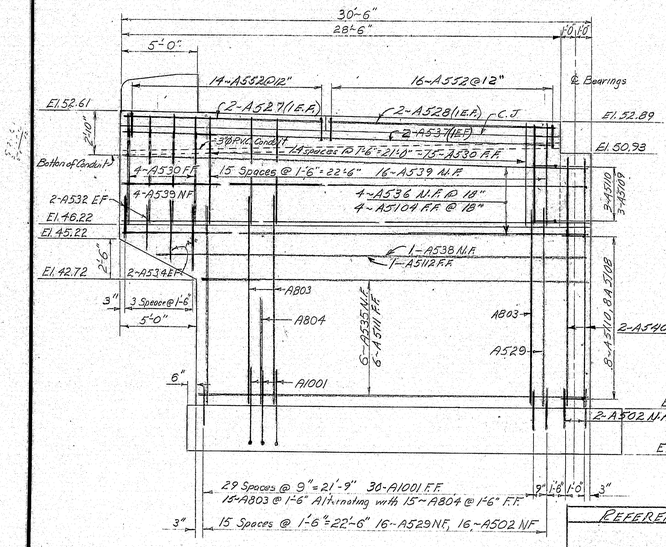
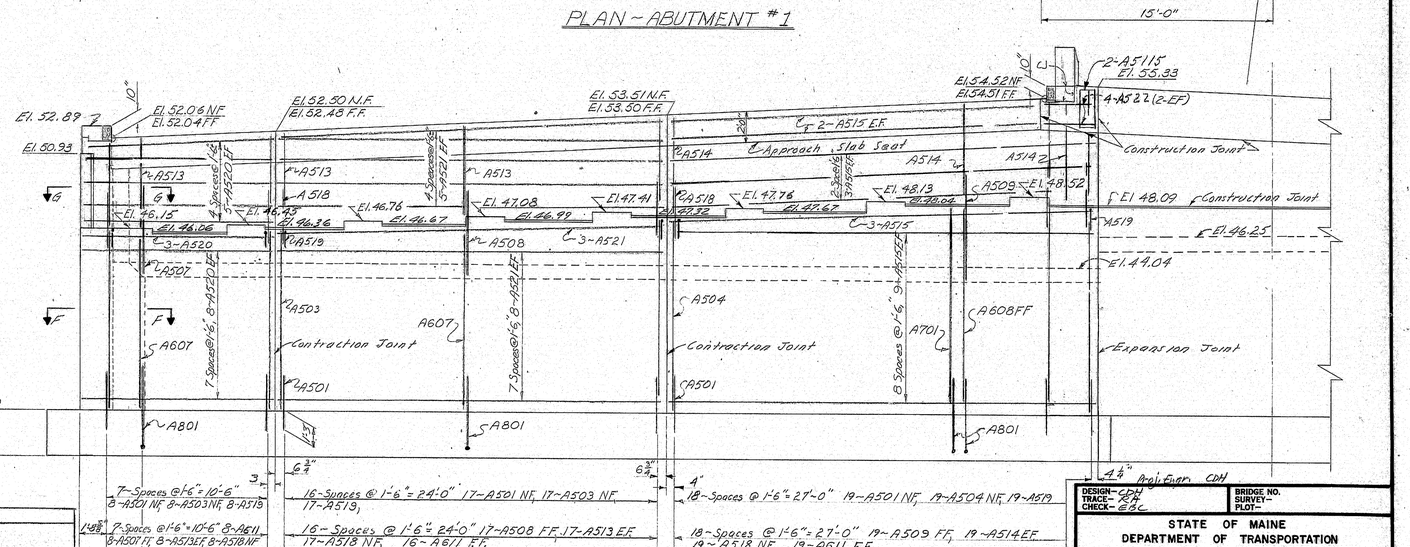
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-295-3(6)148	7	40









REFERENCES

For Abutment Notes see sheet #8
For Footing & Pile Plan see sheet #6
For Pile Notes see sheet # 6
For End Post Details see sheet # 9
For Approach Slab Details see sheet #4
For Armored Joint Detail see sheet #25 ℄ Standard Details BD 104-71
For Rail Post spacing see sheet # 31
For Vertical Bridge Curb Detail see sheet # 30

LEGEND
N.F. Near Face
F.F. Far Face
E.F. Each Face

DESIGN- CDH
TRACE- RH
CHECK- ESC

BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 1 N.B.

SHEET 7 OF 40 AUGUSTA, MAINE MAY 1972

151-1

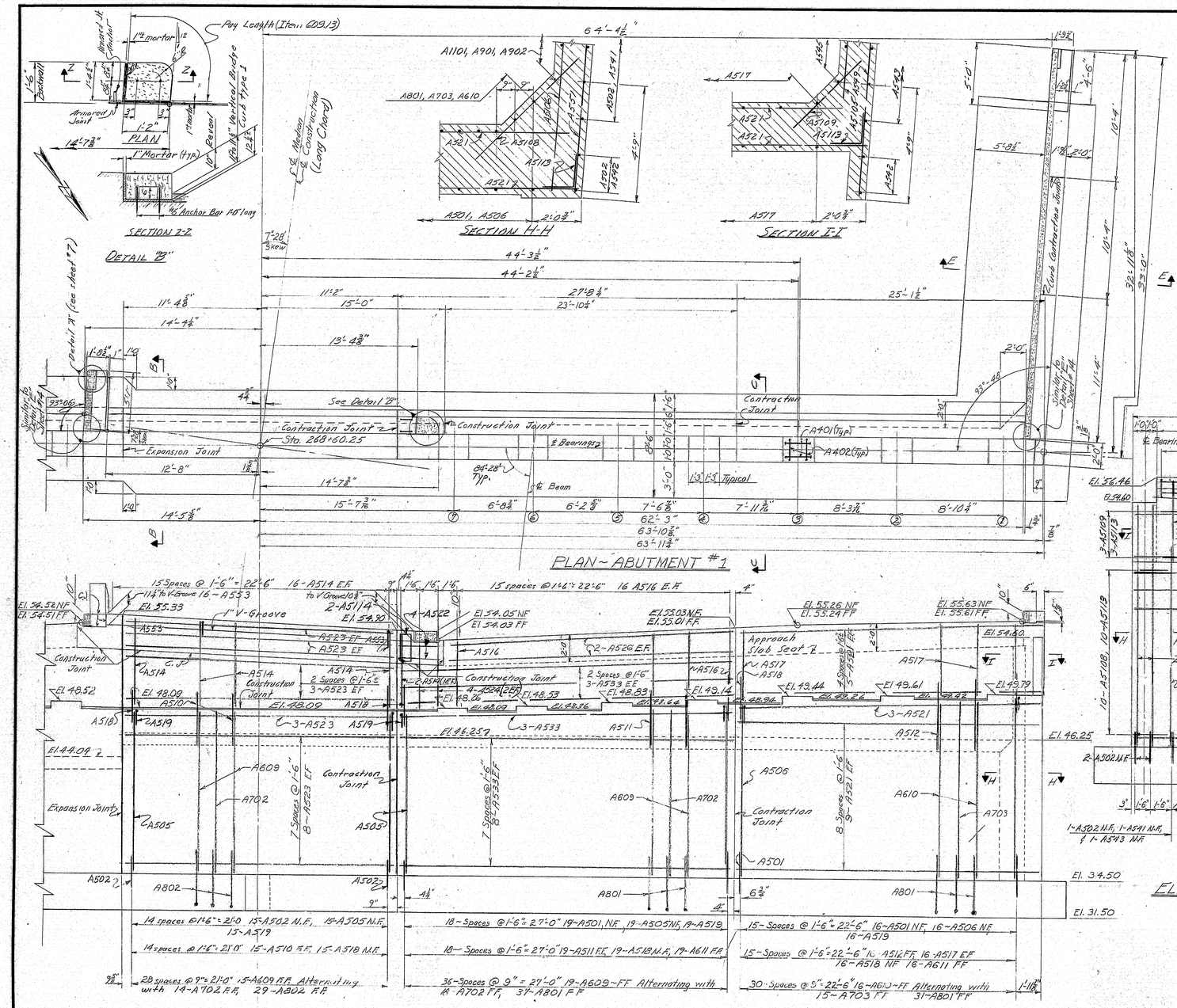
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)11	8	40

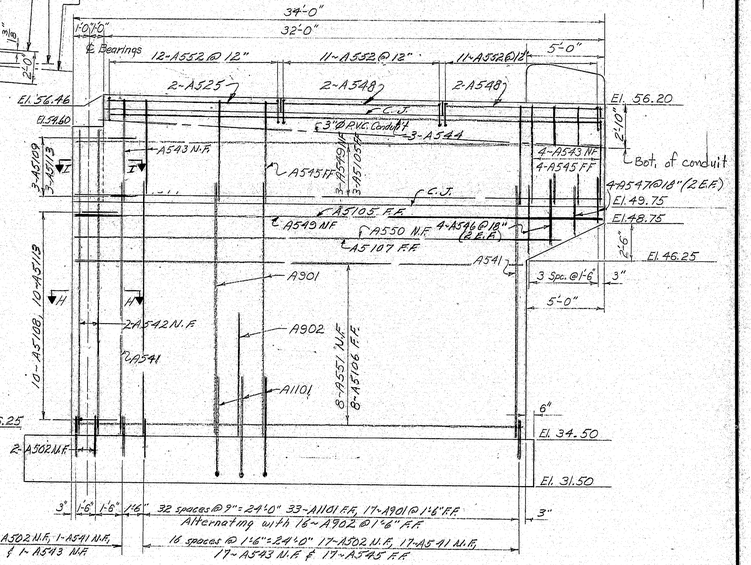
ABUTMENT NOTES

1. Chamfer all exposed edges of concrete 3/4 inch unless otherwise indicated.
2. All reinforcing steel splices and embedments are to be a minimum of 24 bar diameters unless otherwise indicated.
3. Reinforcing steel to have 2 inches cover unless otherwise indicated.
4. Place reinforcing steel in bridge seats to clear anchor bolts.
5. Break bond of vertical contraction joints by a method approved by the Engineer.
6. Place concrete in the top of abutment backwalls after the superstructure slab has been placed.
7. Waterstops are not required in horizontal construction joints in abutment backwalls.
9. Protective coating for concrete surfaces shall be applied to the following areas: Top of concrete curb on wingwalls; all exposed surfaces of concrete end posts.
10. Place 4 inch diameter drains in breastwall and wings at 20'± maximum spacing. Exact location to be determined by the Engineer in the field. Weepers shall be 4 inch diameter rigid non-metallic pipe. It may be rigid extruded Synthetic thermoplastic of Styrene copolymer, polyethylene, or polyvinylchloride. It shall have a perforations large enough to support the bank impeded water flow. The pipe is subject to the approval of the Engineer. Weeper pipes shall be cut flush with the slope protection. Payment to be considered incidental to Item 502.21.

REFERENCES

For Footing & Pile Plan see sheet #6
For Pile Notes see sheet #6
For Sections B-B, C-C, & EE see sheet #9
For End Post Details see sheet #9
For Approach Slab Details see sheet #4
For Construction & Contraction Joint Details see sheet #9
For Concrete Slope Protection see sheet #17
For Architectural Treatment see sheet #5
For Armored Joint Detail see sheet #25 & Standard Details BD 104-71.
For Rail Post spacing see sheet #31
For Vertical Bridge Curb Detail see sheet #30





LEGEND

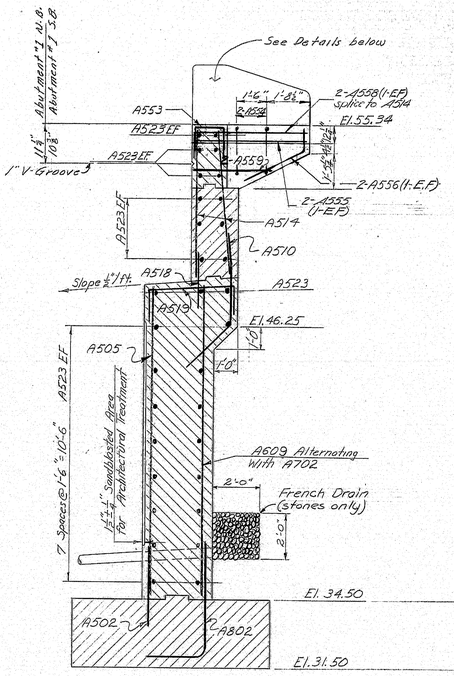
NF	Near Face
FF	Far Face
EF	Each Face

Proj. Engr. CDH
DESIGN - L.L.R.
TRACE - R.R.
CHECK - E.B.C.
BRIDGE NO.
SURVEY -
PLOT -

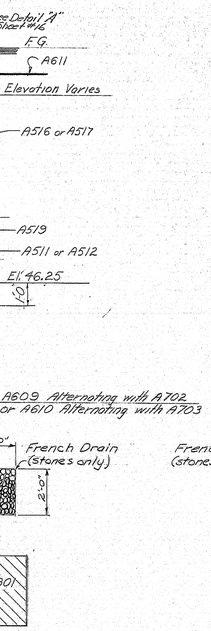
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 1 S.B.
SHEET 8 OF 40 AUGUSTA, MAINE MAY 1972

151-2

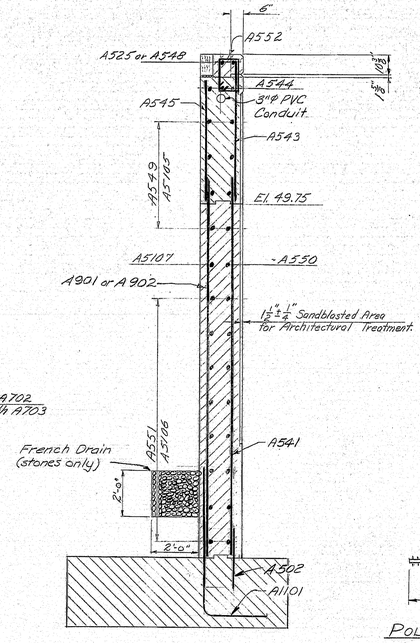
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)48	9	40



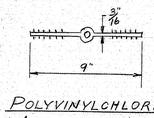
SECTION B-B



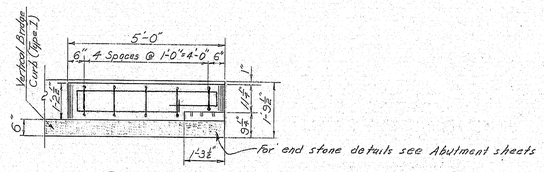
SECTION C-C

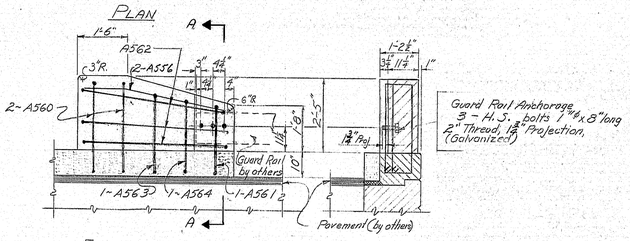


SECTION E-E



POLYVINYLCHLORIDE WATERSTOP DETAIL



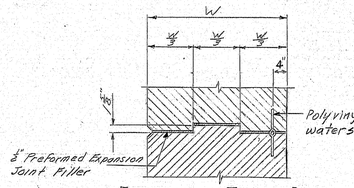


ELEVATION SECTION A-A

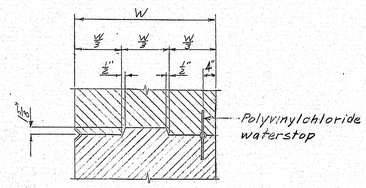
CONCRETE END POST & CURBS

Payment for concrete end posts to be made under Item 502.21, "Structural Concrete Abutments and Ret. Walls" Furnishing and installing guard rail anchorages shall be considered incidental to Item 502.21.

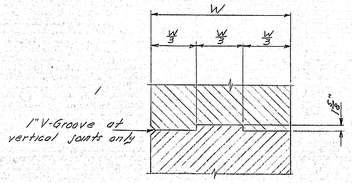
Reinforcing bars to have 2" min. clear cover.



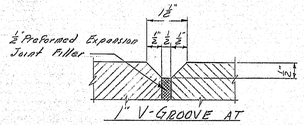
EXPANSION JOINT DETAIL

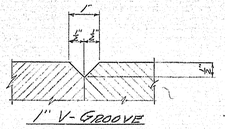


CONTRACTION JOINT DETAIL



CONSTRUCTION JOINT DETAIL





JOINT DETAILS

REFERENCES

For Footing & Pile Plan see sheet #6

For Pile Notes see sheet #6

For Abutment Plan Northbound see sheet #7

For Abutment Plan Southbound see sheet #8

For Approach Slab Details see sheet #4

For Armored Joint Detail see sheet #25 & Standard Details BD 104-71.

For Rail Post spacing; see sheet #31

For Vertical Bridge Curb Detail see sheet #30

For Architectural Treatment see sheet #5

Proj. Engr. CDH

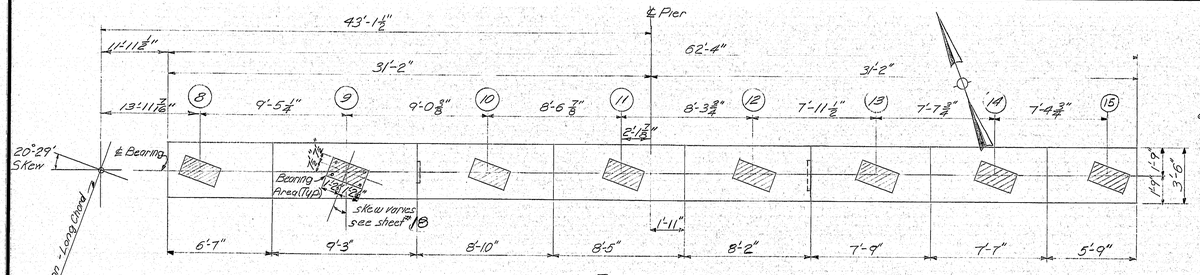
DESIGN- EAC
TRACE- EAC
CHECK- EAC

BRIDGE NO.
SURVEY-
PLOT-

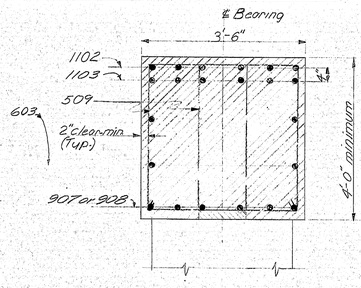
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. NO.1 SECTION & POST DETAIL
SHEET 9 OF 40 AUGUSTA, MAINE MAY 1972

151-3

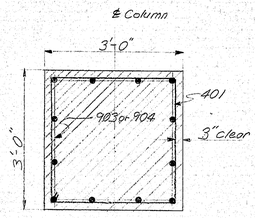
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)48	10	40



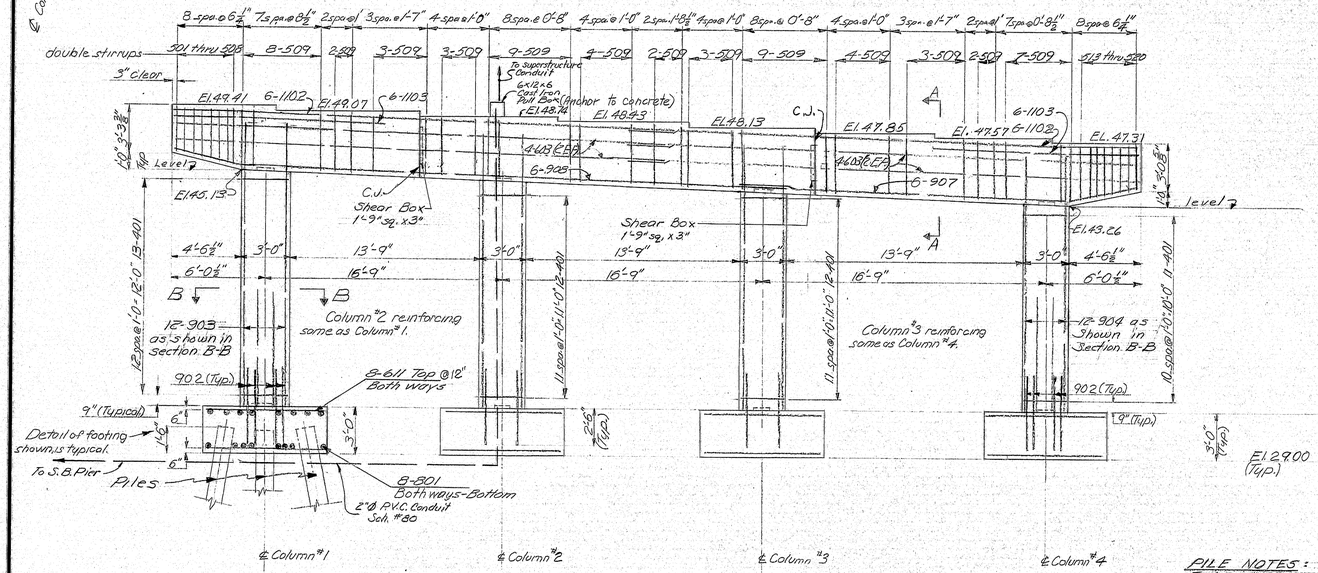
PLAN
NORTHBOUND PIER



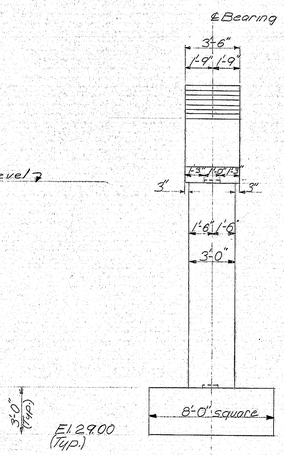
SECTION A-A



SECTION B-B

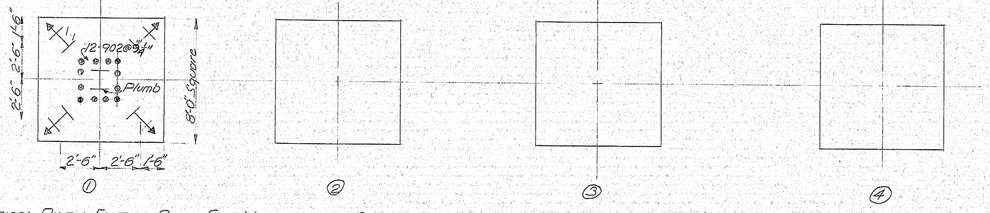


FRONT ELEVATION



END ELEVATION

PILE NOTES:
1. Estimated length of Piles - Northbound Pier Footings #1, 2, 3 & 4, 5 each @ 51 feet
2. For Other Pile Notes See Sh. #11 (Pier S.B.)



TYPICAL PILE & FOOTING PLAN FOR NORTHBOUND PIER

GENERAL PIER NOTES
See Sheet #11

Prel. Engr. CDH
DESIGN- LLR W.L.E.
TRACE- J. Dal D.M.P.
CHECK- CDH E.E.C.
BRIDGE NO.
SURVEY-
PLOT-

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

SHEET 10 OF 40 AUGUSTA, MAINE MAY 1972

151-4

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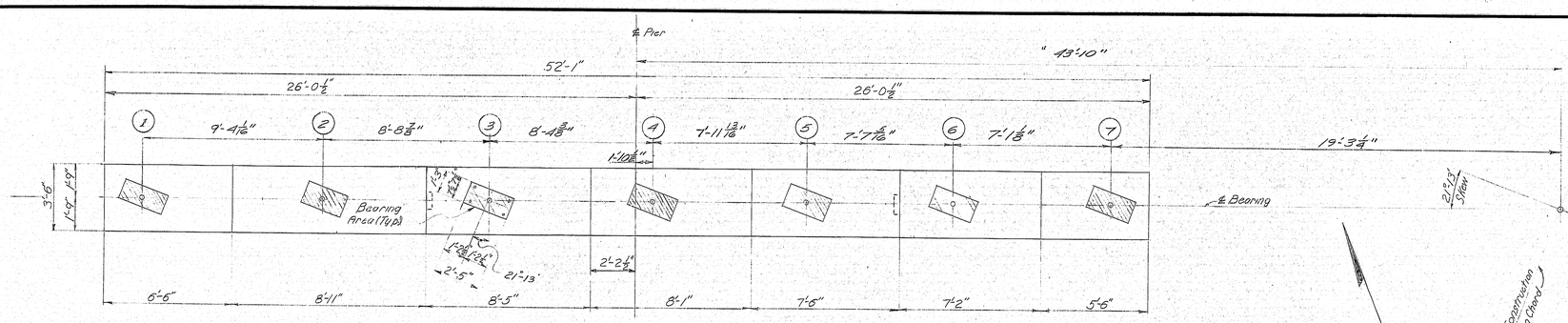
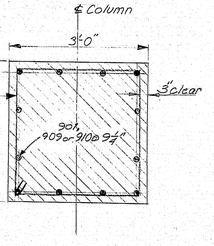
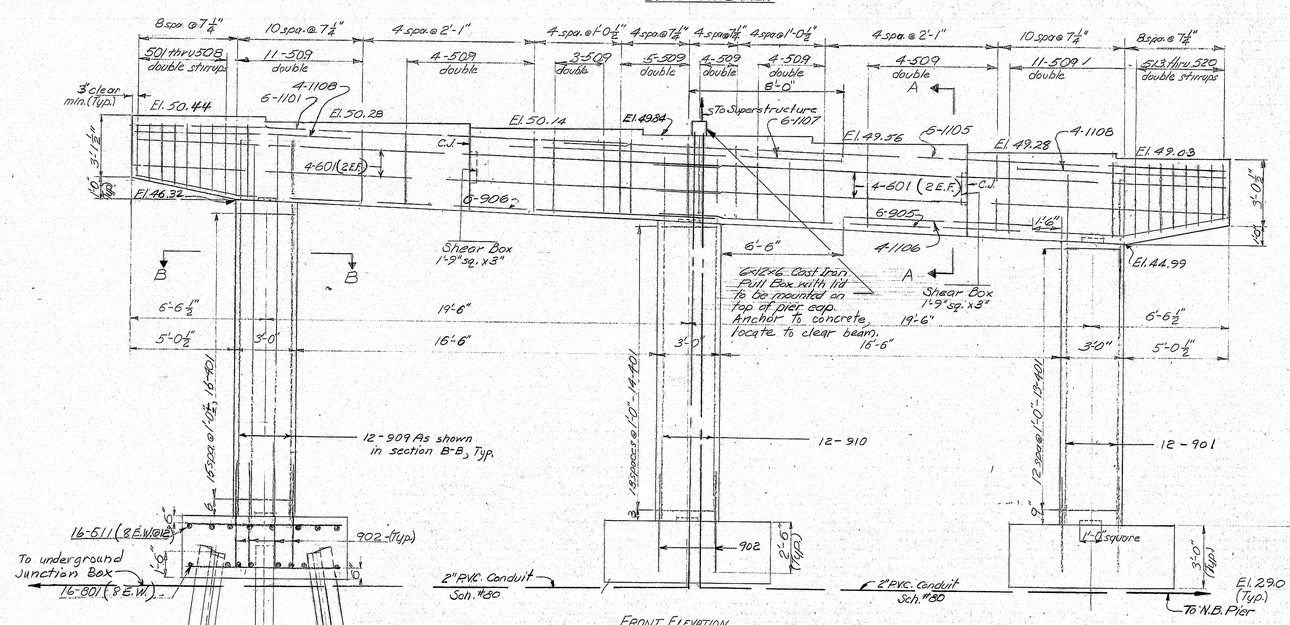


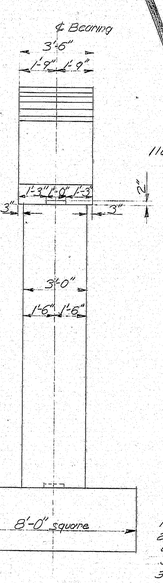
PLAN
SOUTHBOUND PIER



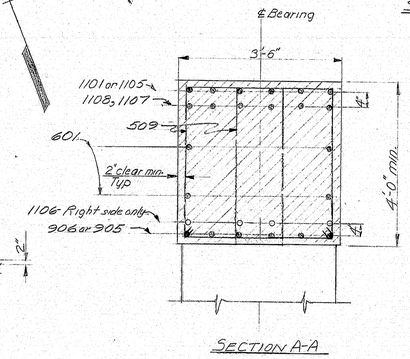
SECTION B-B



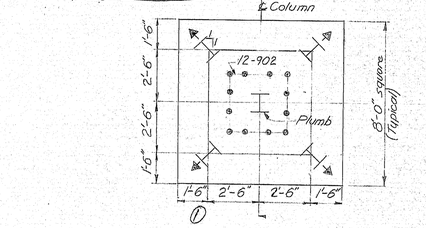
FRONT ELEVATION



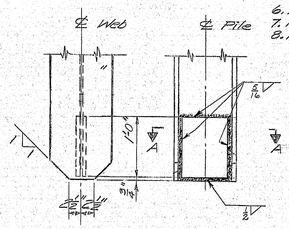
END ELEVATION



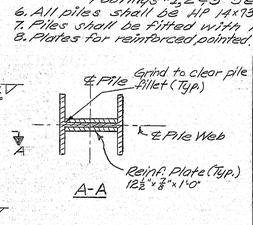
SECTION A-A



TYPICAL PILE & FOOTING PLAN FOR SOUTHBOUND PIER



POINTED REINFORCED PILE TIP



A-A

GENERAL PIER NOTES

Locate reinforcing steel in pier cap to clear bearing anchor bolts.

Reinforcing steel shall have a minimum concrete cover of 2 inches except as otherwise noted.
Do not place concrete in end sections of pier cap until center section of concrete has been in place a minimum of three (3) days.

Abbreviations - E.F. = each face, E.W. = each way
Minimum length of splice = 24 bar diameters.

PILE NOTES

1. Piles to 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. Maximum Allowable Pile Load = 96.5 Tons.
4. Piles marked ⊢→ shall be battered 2" per ft. in direction of arrow.
5. Estimated length of Piles - Southbound Pier.
   Footings #1, 2 & 3 Each @ 46 feet.
6. All piles shall be HP 14x73.
7. Piles shall be fitted with reinforced pointed pile tips.
8. Plates for reinforced pointed pile tips may be shop or field welded.

Proj. Engr. CDH

DESIGN- AL. ENGLE TRACE- R.Dostie, I.A.H.P. CHECK- CDH & EBC

BRIDGE NO.
SURVEY-
PLOT-

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

SHEET 11 of 40 AUGUSTA, MAINE MAY 1972

151-5

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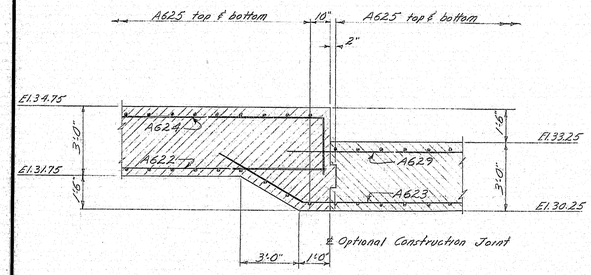
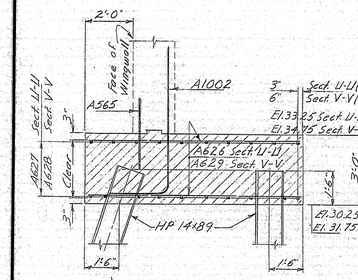
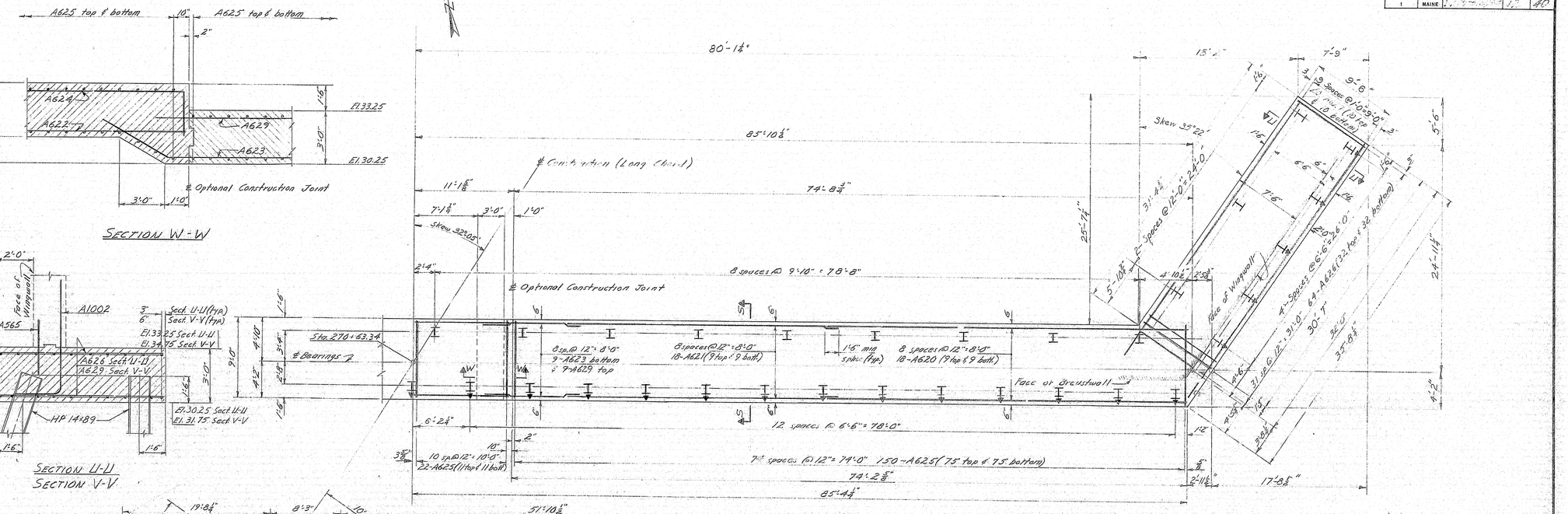
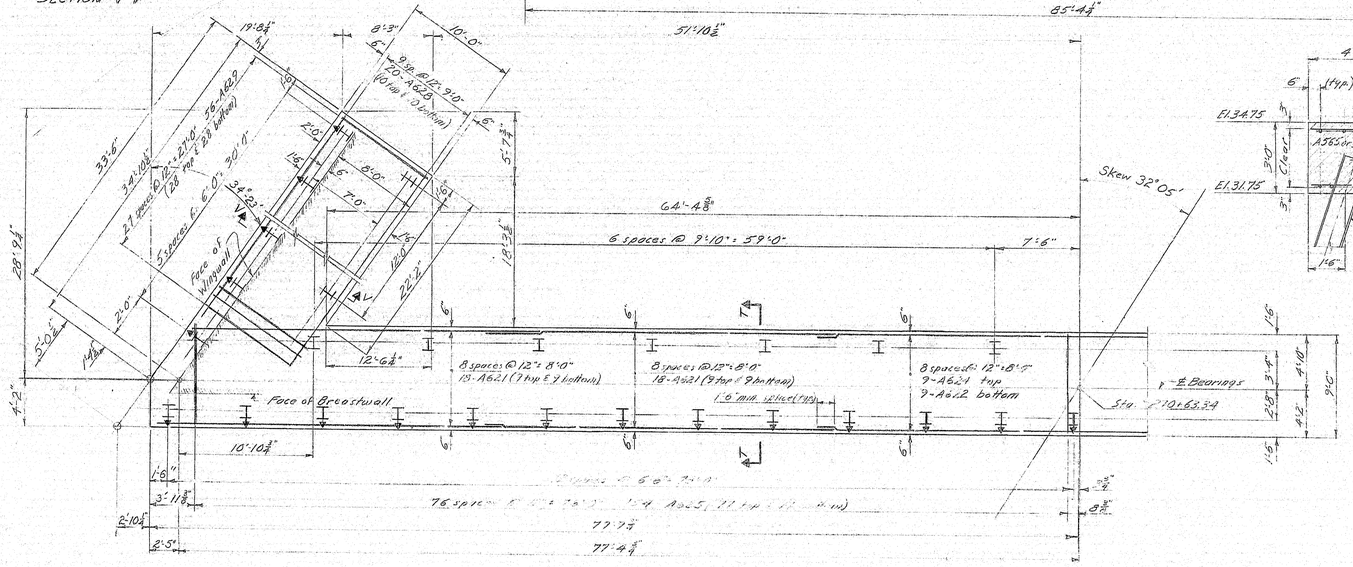


SECTION W-W



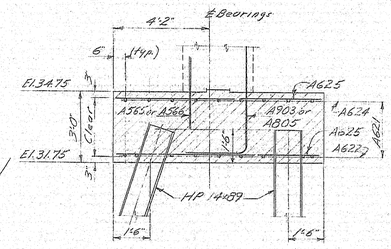
SECTION U-U
SECTION V-V



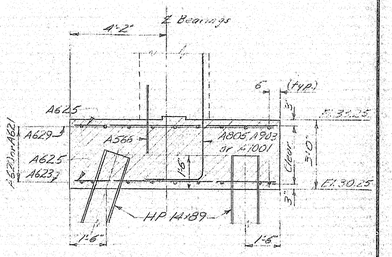


FOOTING PLAN - ABUTMENT No. 2

For footing dowels see other abutment sheets.



SECTION T-T



SECTION S-S

REFERENCES:
For Abutment Plan see sheet #13
For Abutment Notes see sheet #8
For Pile Notes see sheet #6
For Reinforcing Steel Details see sheet #6
For Construction Joint Detail see sheet #9

Proj. Engr. CDH

DESIGN - GLR	BRIDGE NO.
TRACE - GA	SURVEY -
CHECK - CDH + EBL	PLOT -

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 FOOTINGS
SHEET 12 OF 40 AUGUSTA, MAINE MAY 1972

151-6

5 courable prints TRUPLEX ★ SEAL ★ [illegible] ★ KIPLEX 5

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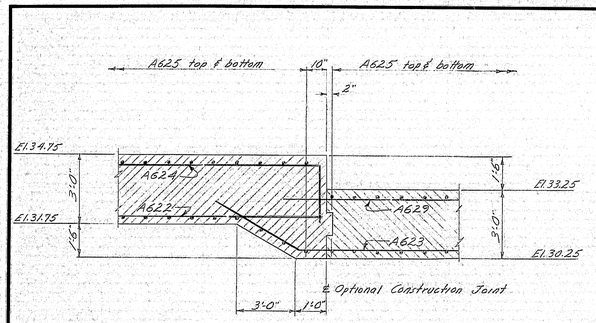
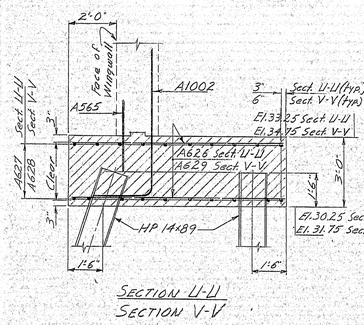
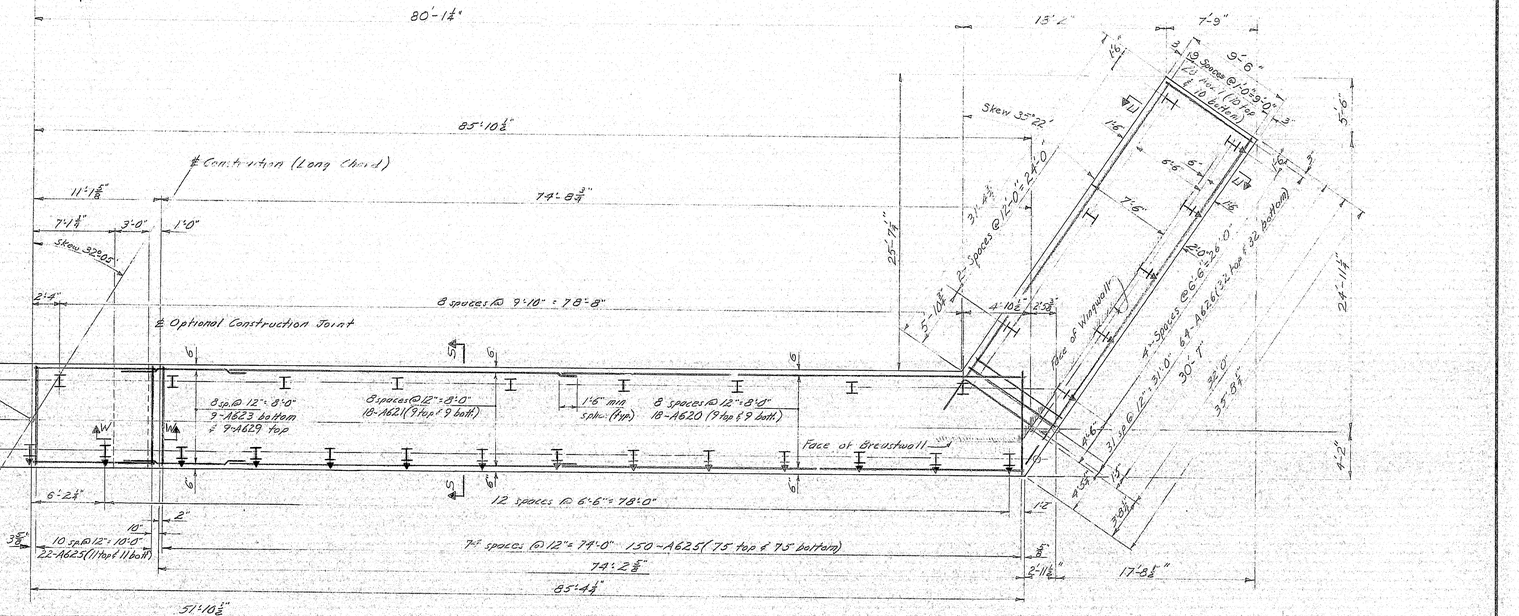
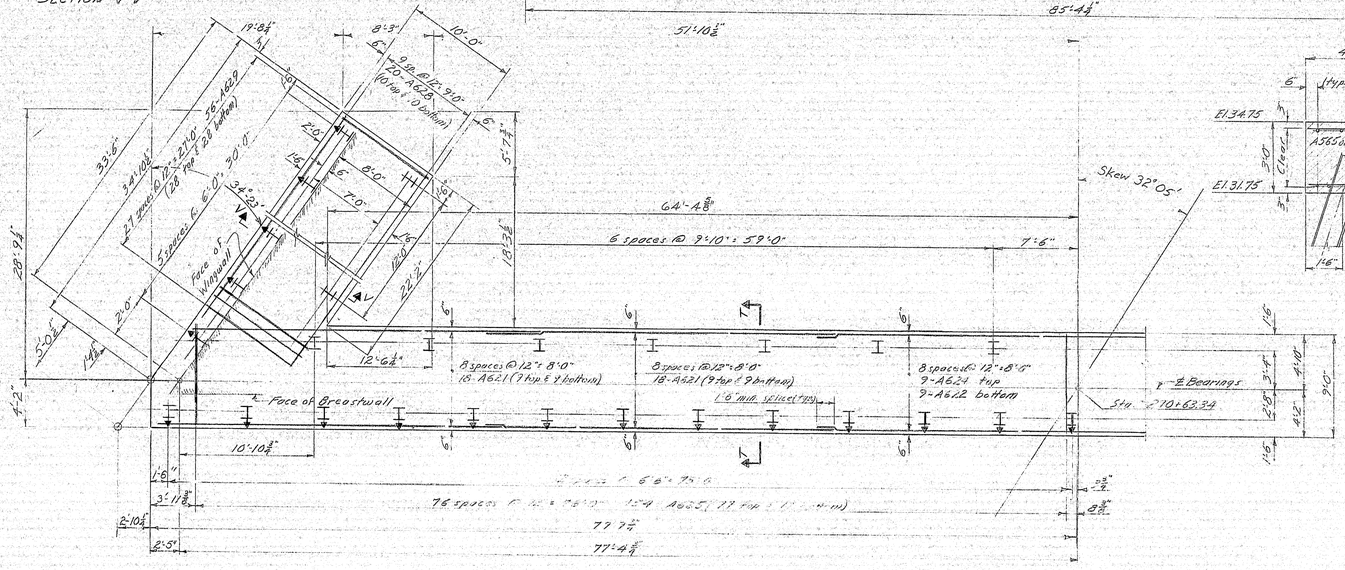


SECTION W-W



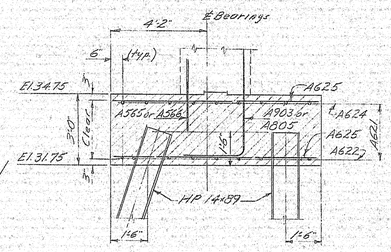
SECTION U-U
SECTION V-V



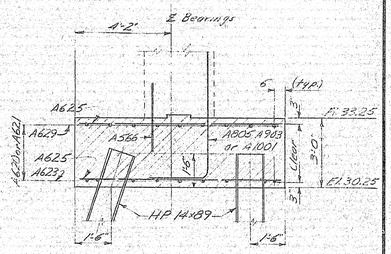


FOOTING PLAN - ABUTMENT No. 2

For footing dowels see other abutment sheets.



SECTION T-T



SECTION S-S

REFERENCES:
For Abutment Plan see sheet "13
For Abutment Notes see sheet "8
For Pile Notes see sheet "6
For Reinforcing Bar Detail see sheet "6
For Construction Joint Detail see sheet "9

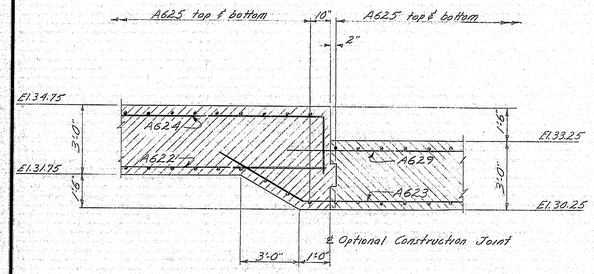
Proj. Engr. CDH

DESIGN- LLR	BRIDGE NO.
TRACE- GA	SURVEY-
CHECK- CDH + EBL	PLOT-

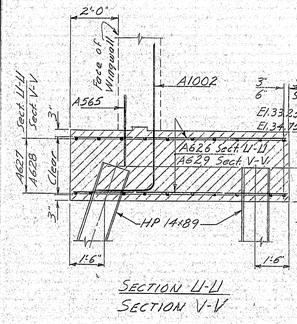
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 FOOTINGS
SHEET 12 OF 40 AUGUSTA, MAINE MAY 1972

151-6

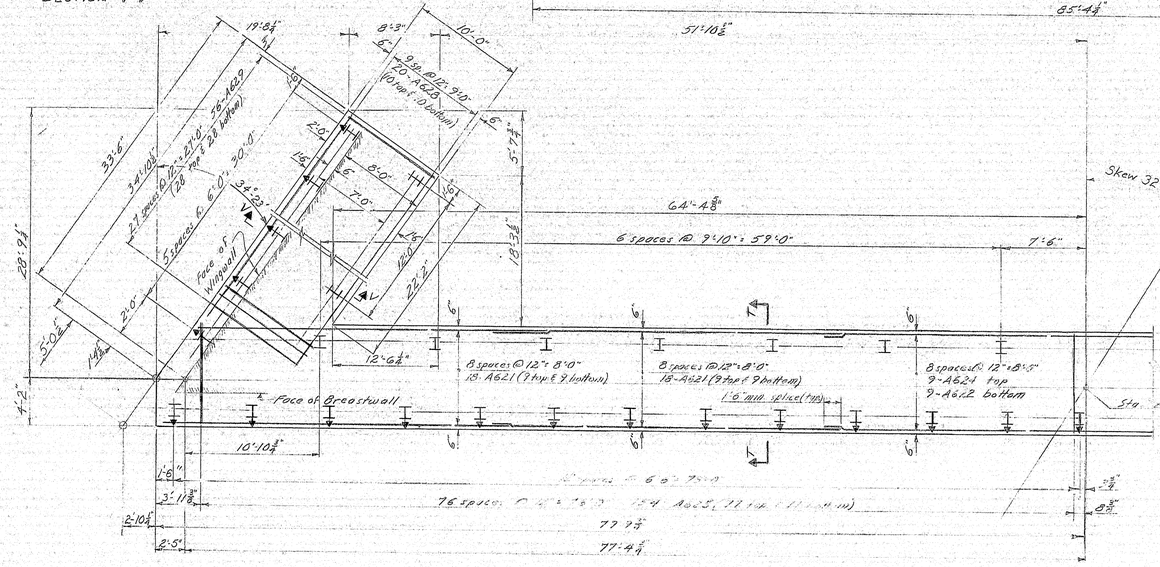
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	12	40



SECTION W-W

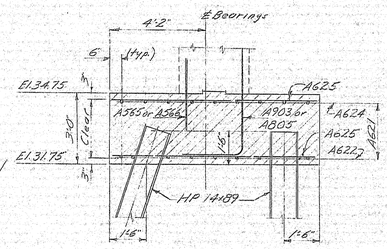


SECTION U-U
SECTION V-V

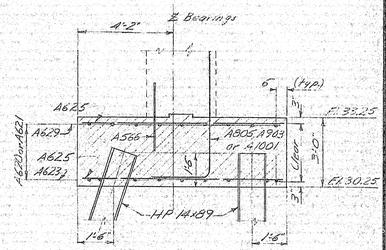


FOOTING PLAN - ABUTMENT No. 2

For footing dowels see other abutment sheets.



SECTION T-T



SECTION S-S

REFERENCES:
For Abutment Plan see sheet "13
For Abutment Notes see sheet "8
For Pile Notes see sheet "6
For Reinforced Pile To Dutail see sheet "6
For Construction Joint Detail see sheet "9

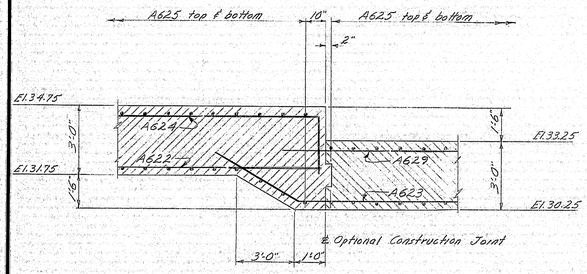
Proj. Engr.: CDH

DESIGN– GLR	BRIDGE NO.
TRACE– GA	SURVEY–
CHECK– CDH + EBL	PLOT–

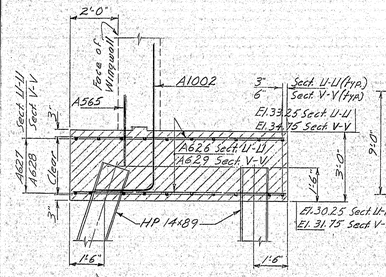
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 FOOTINGS
SHEET 12 OF 40 AUGUSTA, MAINE MAY 1972

151-6

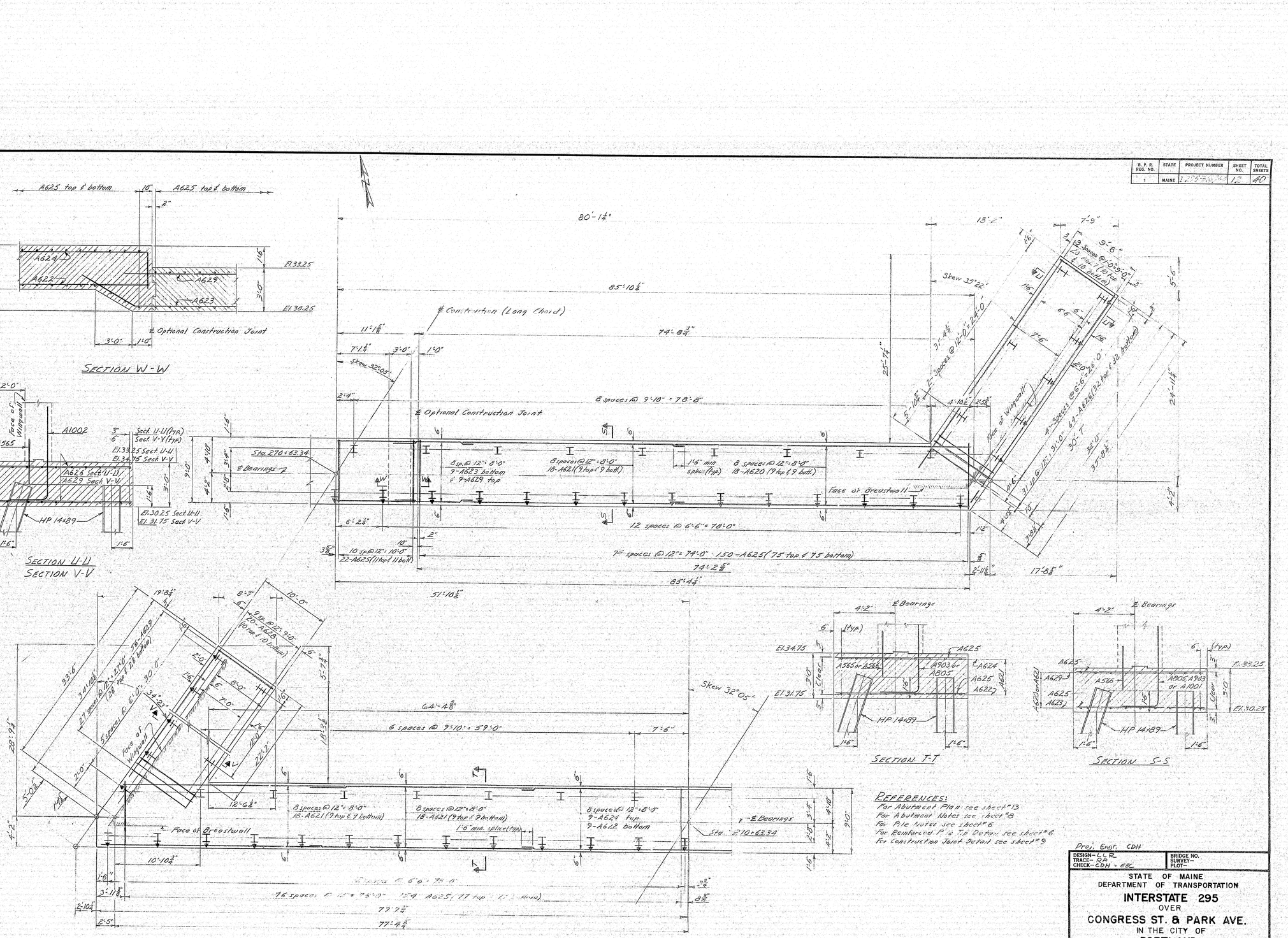
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	12	40



SECTION W-W



SECTION U-U
SECTION V-V



FOOTING PLAN - ABUTMENT No. 2

For footing dowels see other abutment sheets.

SECTION T-T

SECTION S-S

REFERENCES:
For Abutment Plan see sheet #13
For Abutment Notes see sheet #8
For Pile Notes see sheet #6
For Reinforced Fill Detail see sheet #6
For Construction Joint Detail see sheet #9

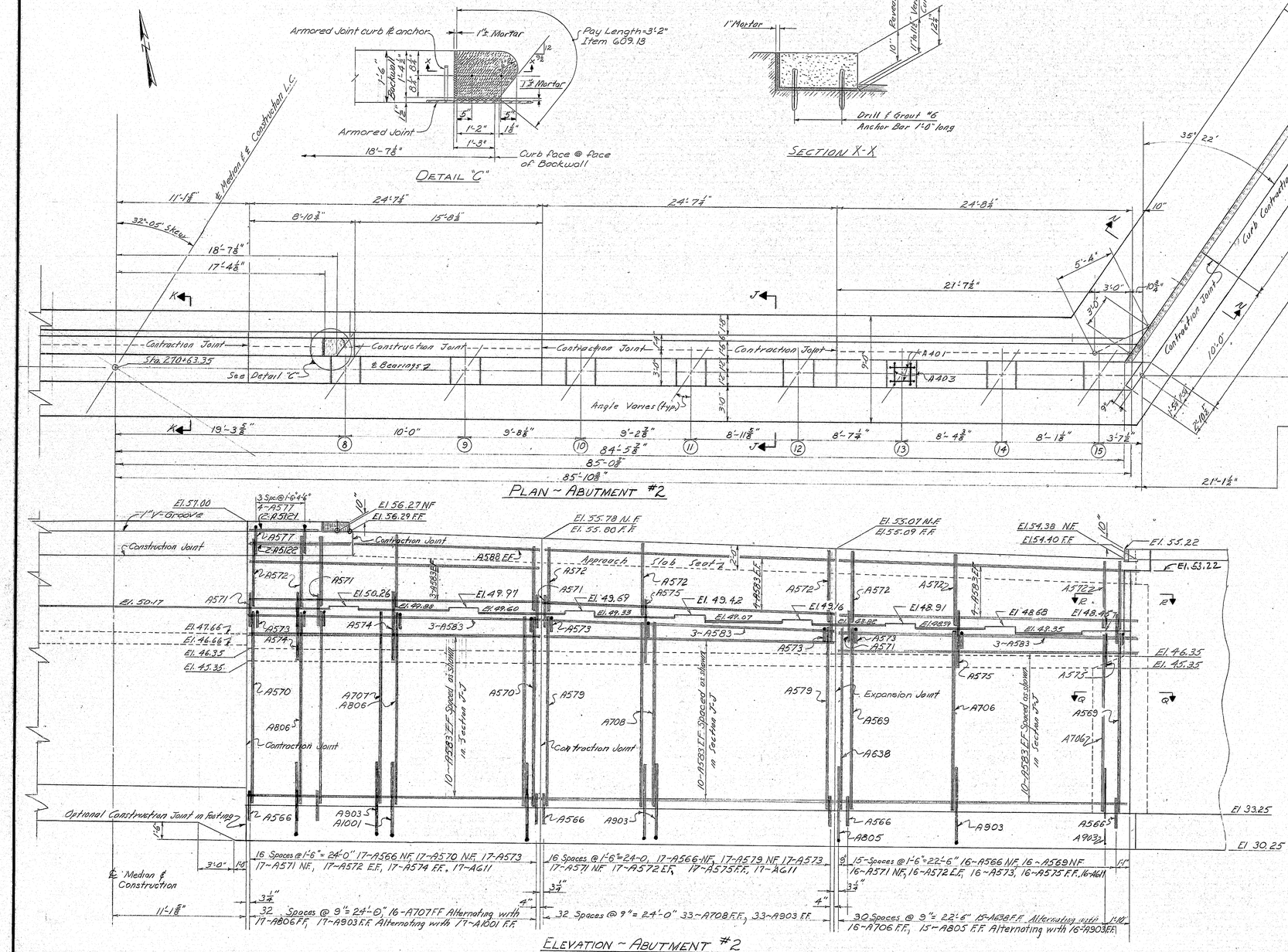
Proj. Engr. CDH

DESIGN - GLR	BRIDGE NO.
TRACE - GA	SURVEY -
CHECK - CDH - EBC	PLOT -

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 FOOTINGS
SHEET 12 OF 40 AUGUSTA, MAINE MAY 1972

151-6

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-29-5-3(61)48	13	40



REFERENCES

For Abutment Notes see sheet # 8
For Footing & Pile Plan see sheet # 12
For Pile Notes see sheet # 6
For Sections J-J & K-K see Sheet 16
For Sections Q-Q & R-R see sheet # 15
For Wing Elevation see sheet # 15
For End Post Detail see sheet # 9
For Approach Slab Details see sheet # 4
For Joint Details see sheet # 9
For Concrete Slope Protection see sheet # 17
For Architectural Treatment see sheet # 5
For Armored Joint Details see sheet # 25 and Standard Details BD 104-91.
For Rail Post spacing see sheet # 31
For Vertical Bridge Curb Detail see sheet # 30
For Section N-N See Sheet 15

LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

Proj. Engr. CDH

DESIGN- SS
TRACE- SS
CHECK- CDH - EBC

BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUTMENT NO. 2 N.B.

SHEET 13 OF 40 AUGUSTA, MAINE MAY 1972

151-7

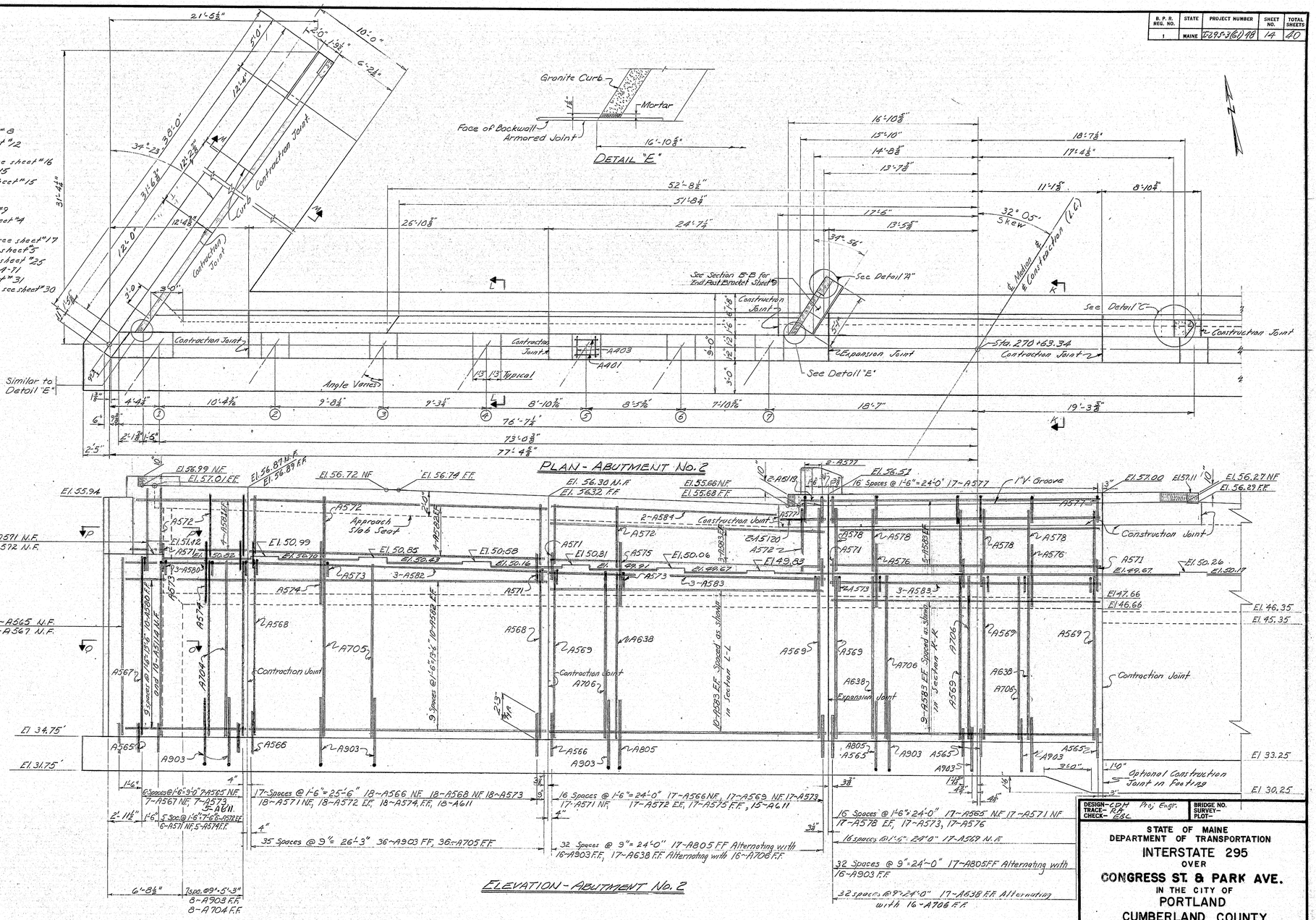
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	14	40

REFERENCES

For Abutment Notes see sheet "8
For Footing & Pile Plan see sheet "12
For Pile Notes see sheet "6
For Sections K-K, L-L & M-M see sheet "16
For Wing Elevation see sheet "15
For Sections O-O & P-P see sheet "15
For Detail A" see sheet "7
For Detail C" see sheet "13
For End Post Details see sheet "9
For Approach Slab Details see sheet "4
For Joint Details see sheet "9
For Concrete Slope Protection see sheet "17
For Architectural Treatment see sheet "5
For Armored Joint Details see sheet "25 and Standard Details 80104-11
For Rail Post spacings see sheet "31
For Vertical Bridge Curb Detail see sheet "30

LEGEND

N. F. = Near Face
F. F. = Far Face
E. F. = Each Face
L. C. = Long Chord



ELEVATION - ABUTMENT No. 2

DESIGN- CDH Proj. Engr.
TRACE- RA
CHECK- EBC
BRIDGE NO.
SURVEY-
PLOT-

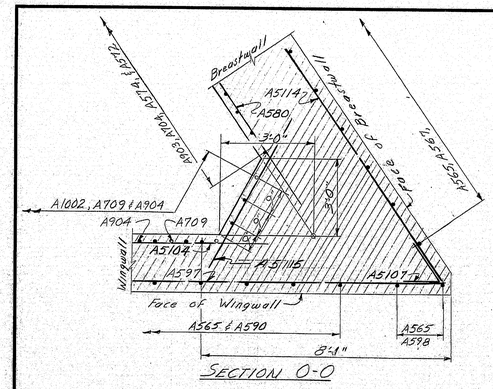
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUTMENT NO. 2 S.B.

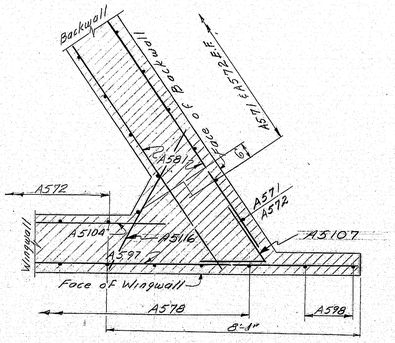
SHEET 14 OF 40 AUGUSTA, MAINE MAY 1972

151-8

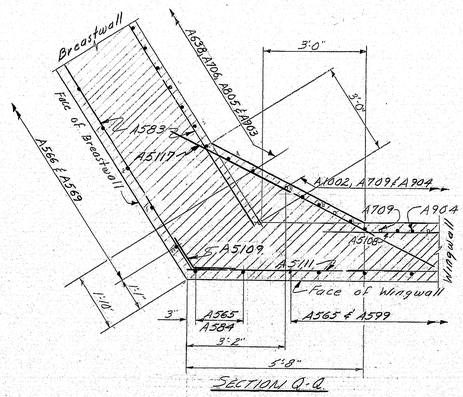
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)78	15	40



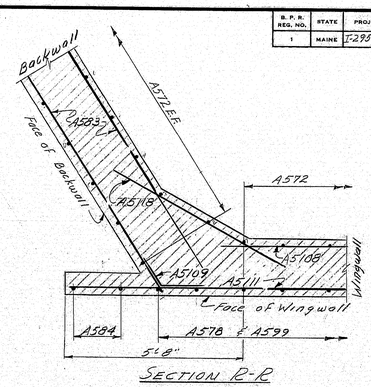
SECTION O-O



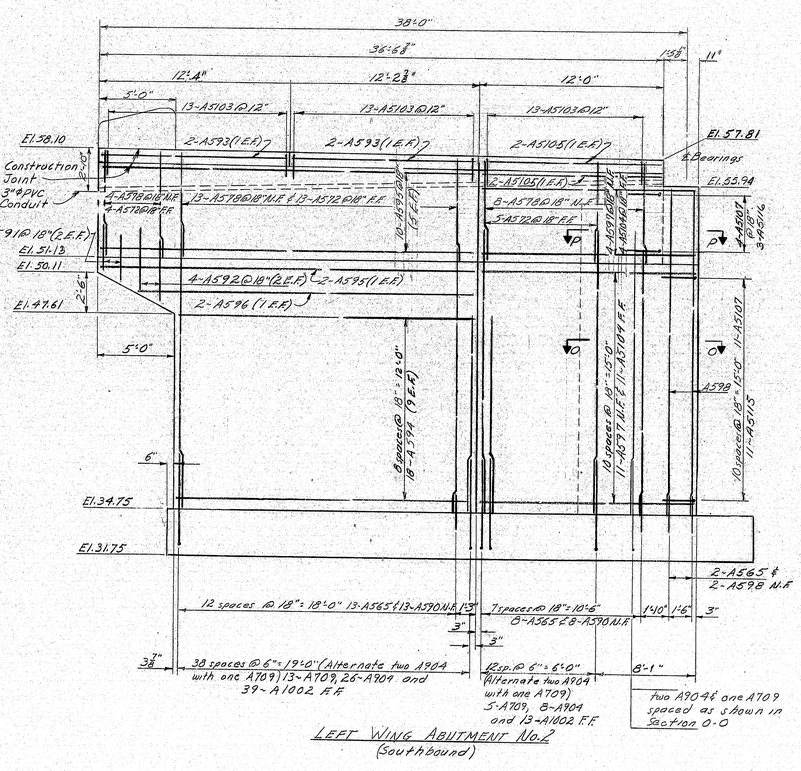
SECTION P-P



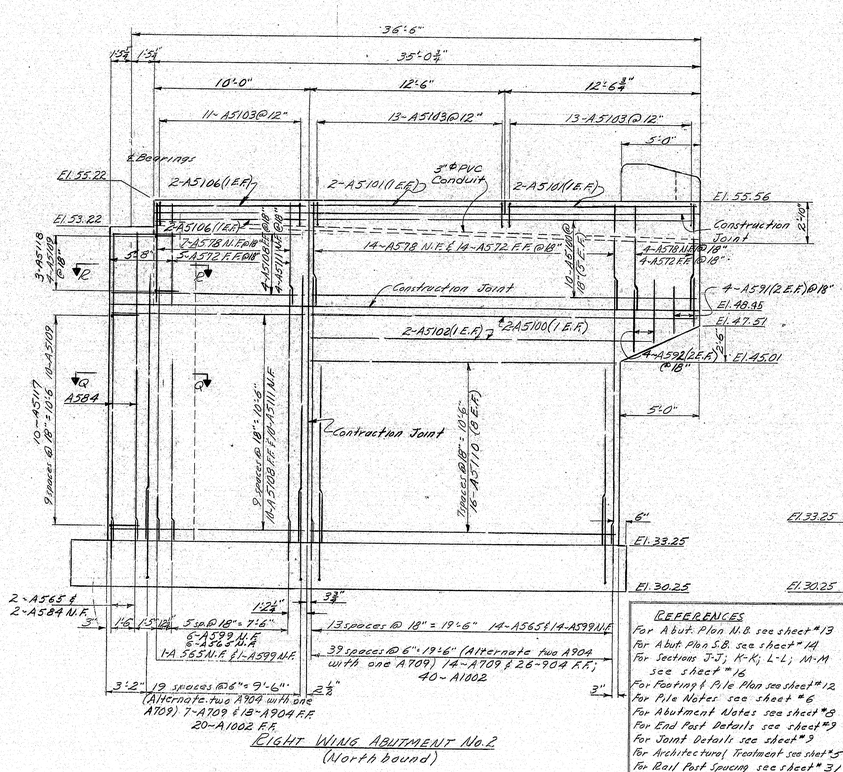
SECTION Q-Q



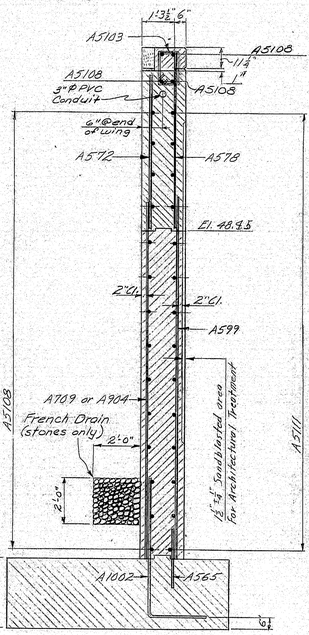
SECTION R-R



LEFT WING ABUTMENT No.2
(Southbound)



EIGHT WING ABUTMENT No.2
(North bound)



SECTION N-N

LEGEND
N.F. ——— Near Face
F.F. ——— Far Face
E.F. ——— Each Face

REFERENCES
For Abut. Plan N.B. see sheet #13
For Abut. Plan S.B. see sheet #14
For Sections J-J; K-K; L-L; M-M see sheet #16
For Footing & Pile Plan see sheet #12
For Pile Notes see sheet #6
For Abutment Notes see sheet #8
For End Post Details see sheet #9
For Joint Details see sheet #3
For Architectural Treatment see sheet #5
For Rail Post Spacing see sheet #31
For Vertical Bridge Curb Detail see sheet #30

Revised - Sheet was redrawn 4-72 R.T.A.

PLANS	Appl. Engr.	LDH		
	DESIGN - DETAILED	BY	LLR	DATE 5-72
	CHECKED		RA	9-72
	REVISIONS		EAC	
	FIELD CHANGES			

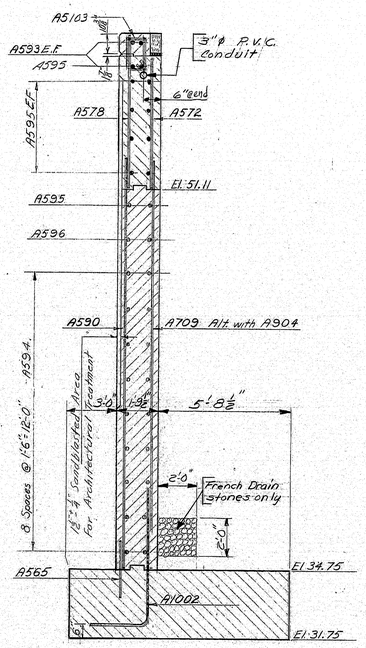
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 - WINGS

SHEET 15 OF 40 AUGUSTA, MAINE MAY 1972

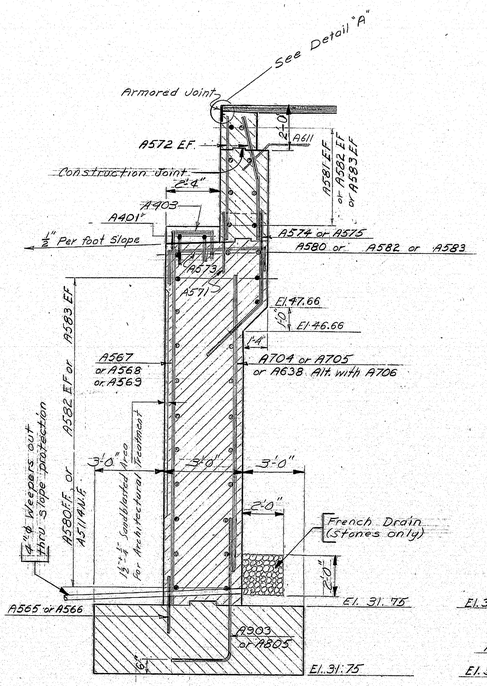
JANUARY 1969

151-9

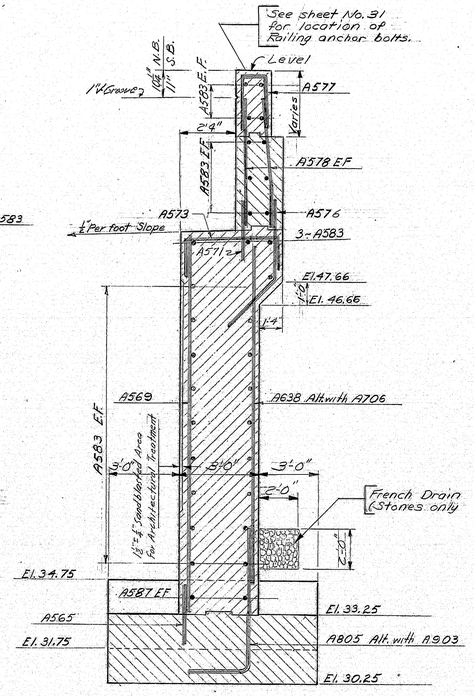
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)X	16	40



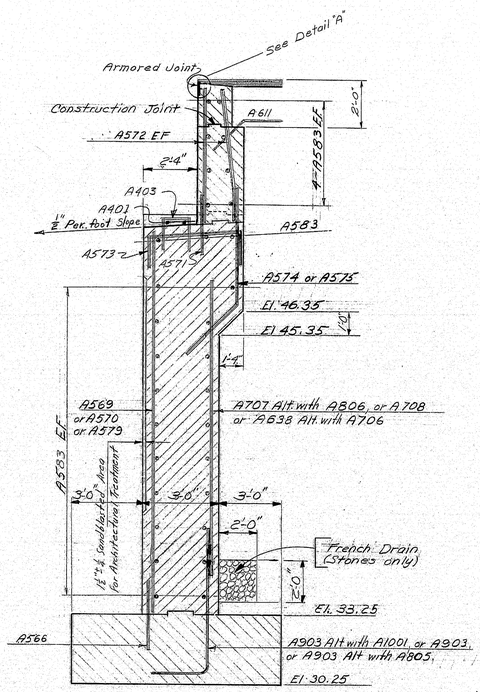
SECTION M-M
Left Wing (S.B.)



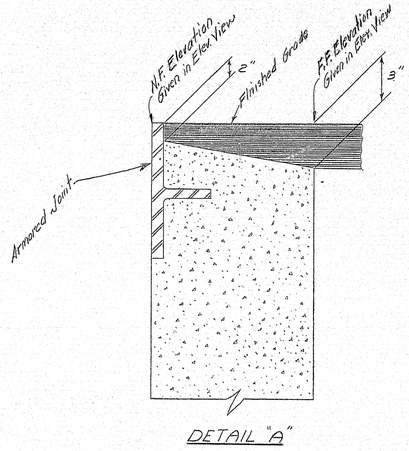
SECTION L-L
Left Side (S.B.)



SECTION K-K
@ Median



SECTION J-J
Right Side (N.B.)



DETAIL "A"

LEGEND
N.F. : Near Face
F.F. : For Face
E.F. : Each Face

Proj. Engr. CDH

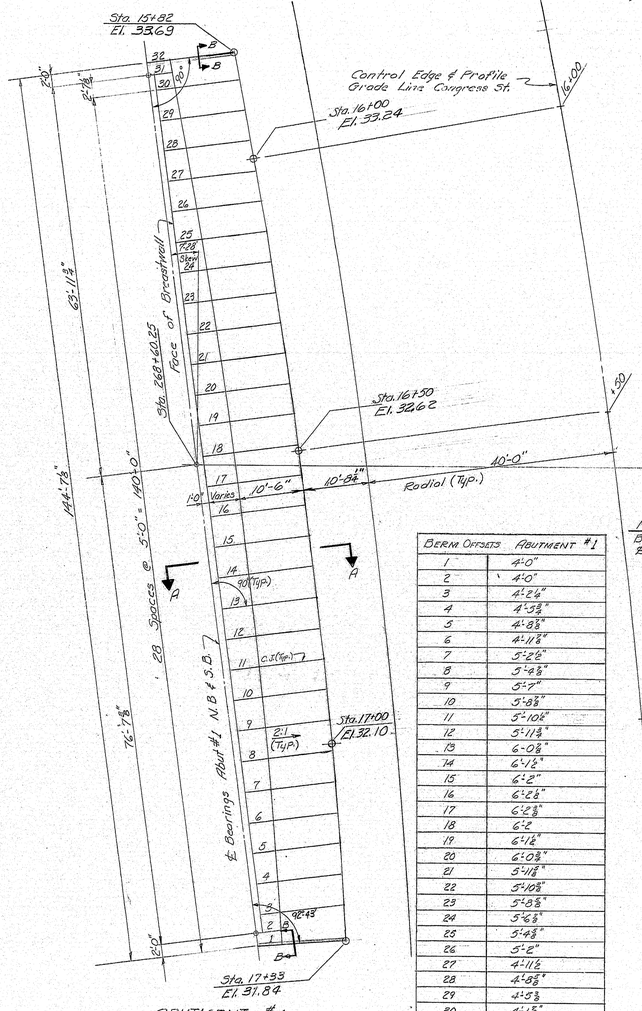
DESIGN- KB	BRIDGE NO.
TRACE- KB	SURVEY-
CHECK- ESC	PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUTMENT NO. 2 SECTIONS
SHEET 16 OF 40 AUGUSTA, MAINE MAY 1972

151-10

Ltr 32-05 & 8472B

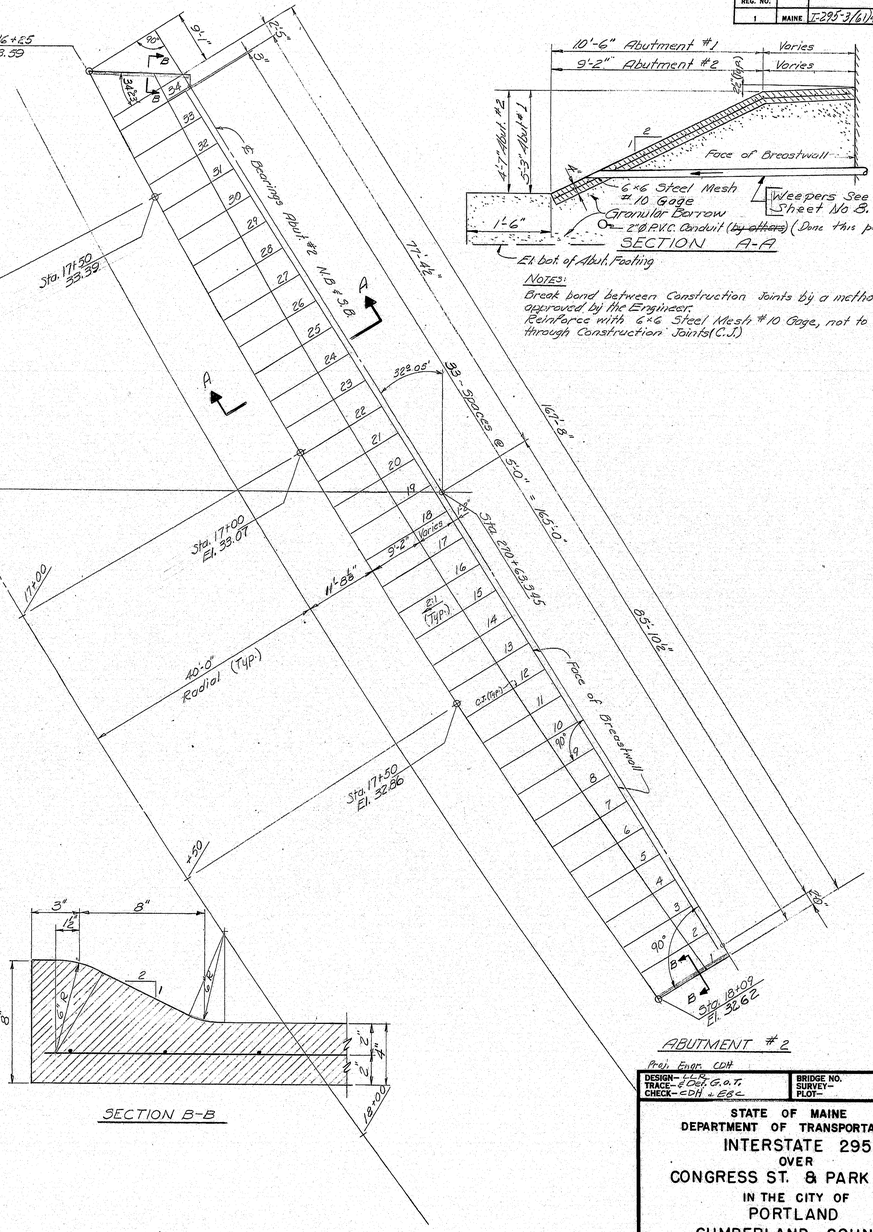
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)148	17	40

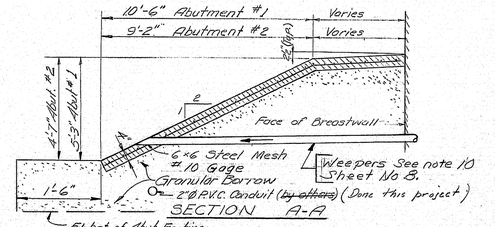


BERM OFFSETS ABUTMENT #1	
1	4'-0"
2	4'-0"
3	4'-2⅝"
4	4'-5⅜"
5	4'-8⅛"
6	4'-11⅛"
7	5'-2⅛"
8	5'-5⅛"
9	5'-7"
10	5'-8⅞"
11	5'-10⅝"
12	5'-11⅞"
13	6'-0⅞"
14	6'-1⅞"
15	6'-2"
16	6'-2⅛"
17	6'-2⅛"
18	6'-2"
19	6'-1⅞"
20	6'-0⅞"
21	5'-11⅞"
22	5'-10⅝"
23	5'-8⅞"
24	5'-6⅞"
25	5'-4⅝"
26	5'-2"
27	4'-11⅛"
28	4'-8⅝"
29	4'-5⅜"
30	4'-1⅝"
31	4'-0"
32	4'-0"

NOTE:
Berm offsets are from ℄ Bearings @ 90°

BERM OFFSETS ABUTMENT #2	
1	4'-2"
2	4'-4½"
3	4'-8⅝"
4	5'-0⅝"
5	5'-4"
6	5'-7⅛"
7	5'-10⅝"
8	6'-1"
9	6'-3⅝"
10	6'-5⅝"
11	6'-7⅝"
12	6'-9⅝"
13	6'-10⅝"
14	6'-11⅞"
15	7'-0⅝"
16	7'-1⅛"
17	7'-1⅛"
18	7'-1⅛"
19	7'-1⅛"
20	7'-0⅝"
21	7'-0⅛"
22	6'-11⅛"
23	6'-9⅝"
24	6'-8⅜"
25	6'-6⅛"
26	6'-4⅛"
27	6'-2⅛"
28	5'-11⅛"
29	5'-8⅜"
30	5'-5⅛"
31	5'-2"
32	4'-10⅜"
33	4'-6⅝"
34	4'-2⅜"





NOTES:
Break bond between Construction Joints by a method approved by the Engineer.
Reinforce with 6x6 Steel Mesh #10 Gage, not to pass through Construction Joints (C.J.)

PLAN SLOPE PROTECTION

Prel. Engr. CDH

DESIGN– L.L.S.
TRACE– E.Del. G.O.T.
CHECK– CDH + E.S.C.

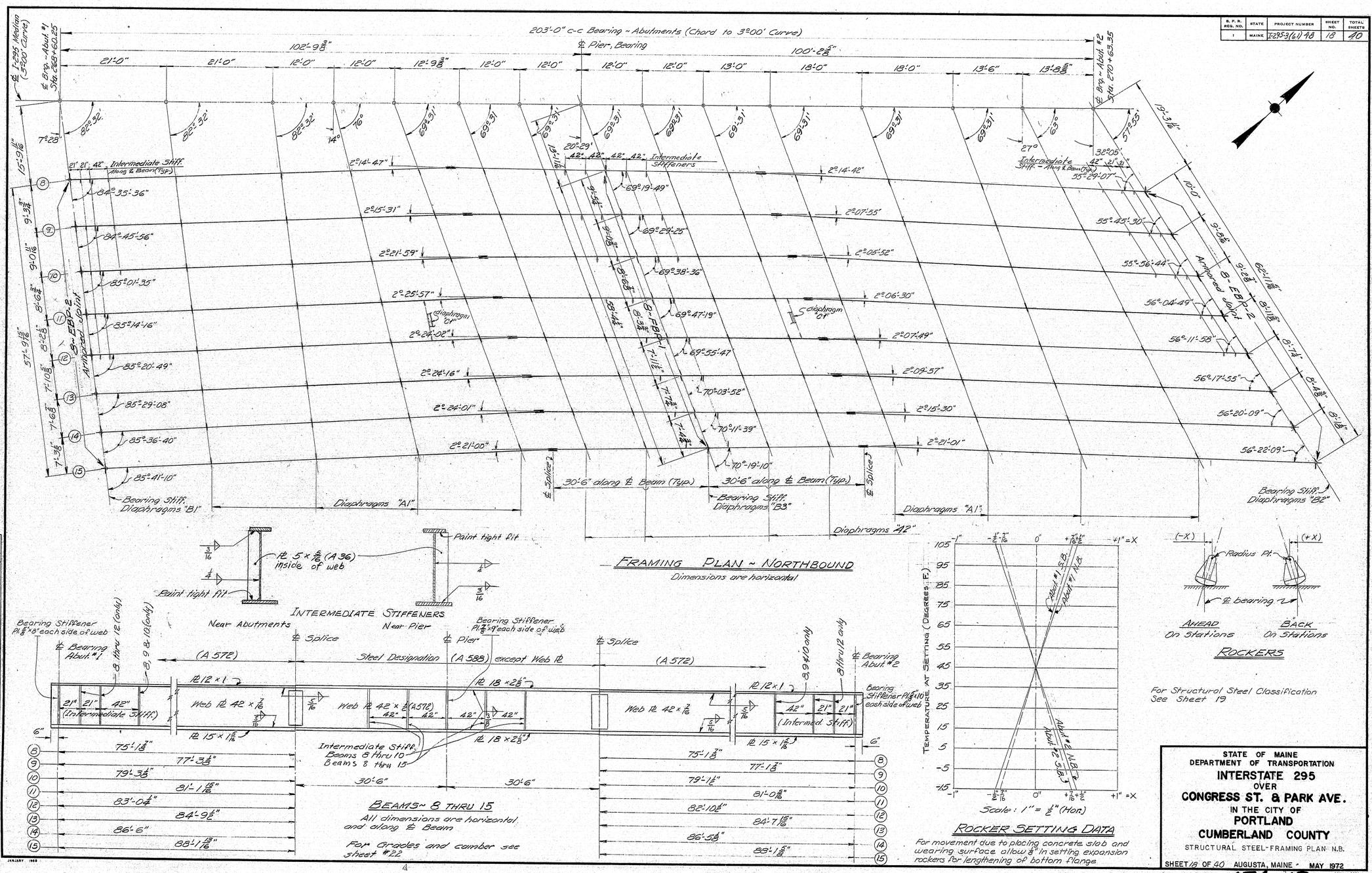
BRIDGE NO.
SURVEY–
PLOT–

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

SHEET 17 of 40 AUGUSTA, MAINE MAY 1972

151-11

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61) 48	18	40



PLANS	DESIGN - DETAILED	BY	DATE
Proj. Engr. CDH	CDH	JWC	6/72
	CHECKED	CDH	JEC
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
STRUCTURAL STEEL-FRAMING PLAN N.B.

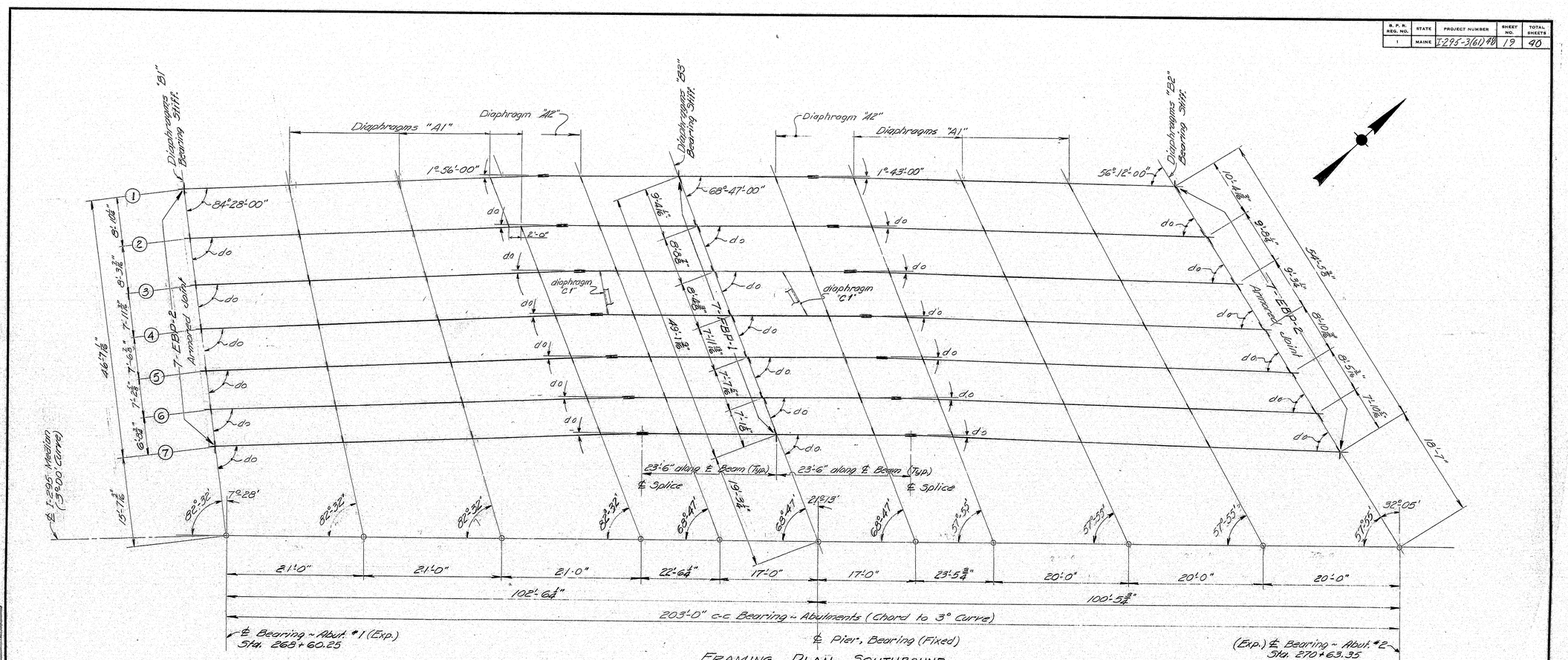
SHEET 18 OF 40 AUGUSTA, MAINE - MAY 1972

JANUARY 1968

151-12

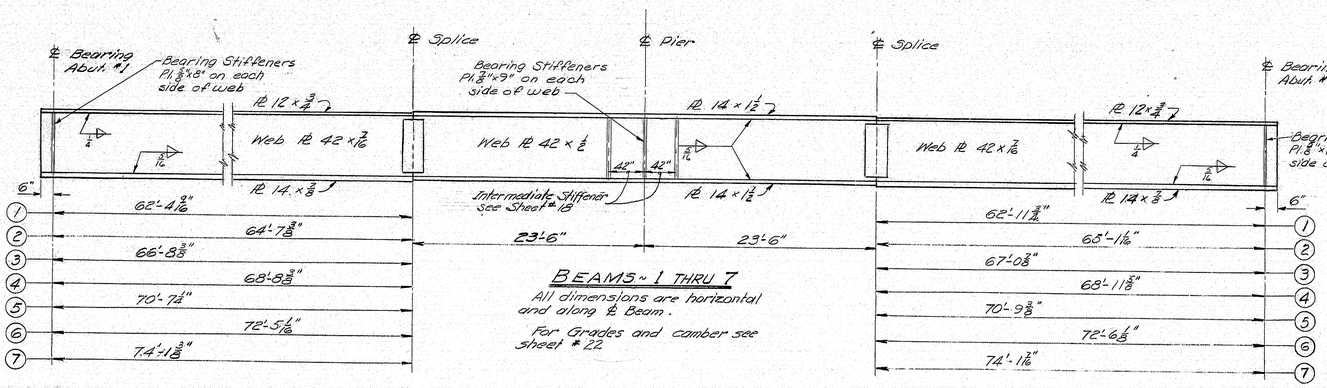
203-1 - 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	19	40



FRAMING PLAN ~ SOUTHBOUND

Dimensions are horizontal



BEAMS ~ 1 THRU 7

All dimensions are horizontal and along ℄ Beam.

For Grades and camber see Sheet # 22

N.B. & S.B. STRUCTURAL STEEL CLASSIFICATION

Top & Bot. Flanges between splices, All Beams - N.B. ____ A588
Web Pl, Splice Plates, Bearing Stiffeners @ Piers, and remaining Top & Bot. Flanges ____ A572 Grade 50
Bearing Stiffeners @ Abutments, and all other members unless noted ____ A36
H.S. Bolts ____ A325

REFERENCES

Shear Connectors ____ Sh. # (24)
Splice, diaphragms & Camber ____ Sh. # 21)
Rocker Setting Data ____ Sh. # 25
Armored Joint & Bearing Pedestals Sh. # 23

STANDARD DETAILS

Armored Joint, Shear Conn. - BD 104-71

PLANS	BY	DATE
Proj. Engr. CDM		
DESIGN - DETAILED	CDM	5-72
CHECKED	EJC	
RECORD		
FIELD CHANGES		

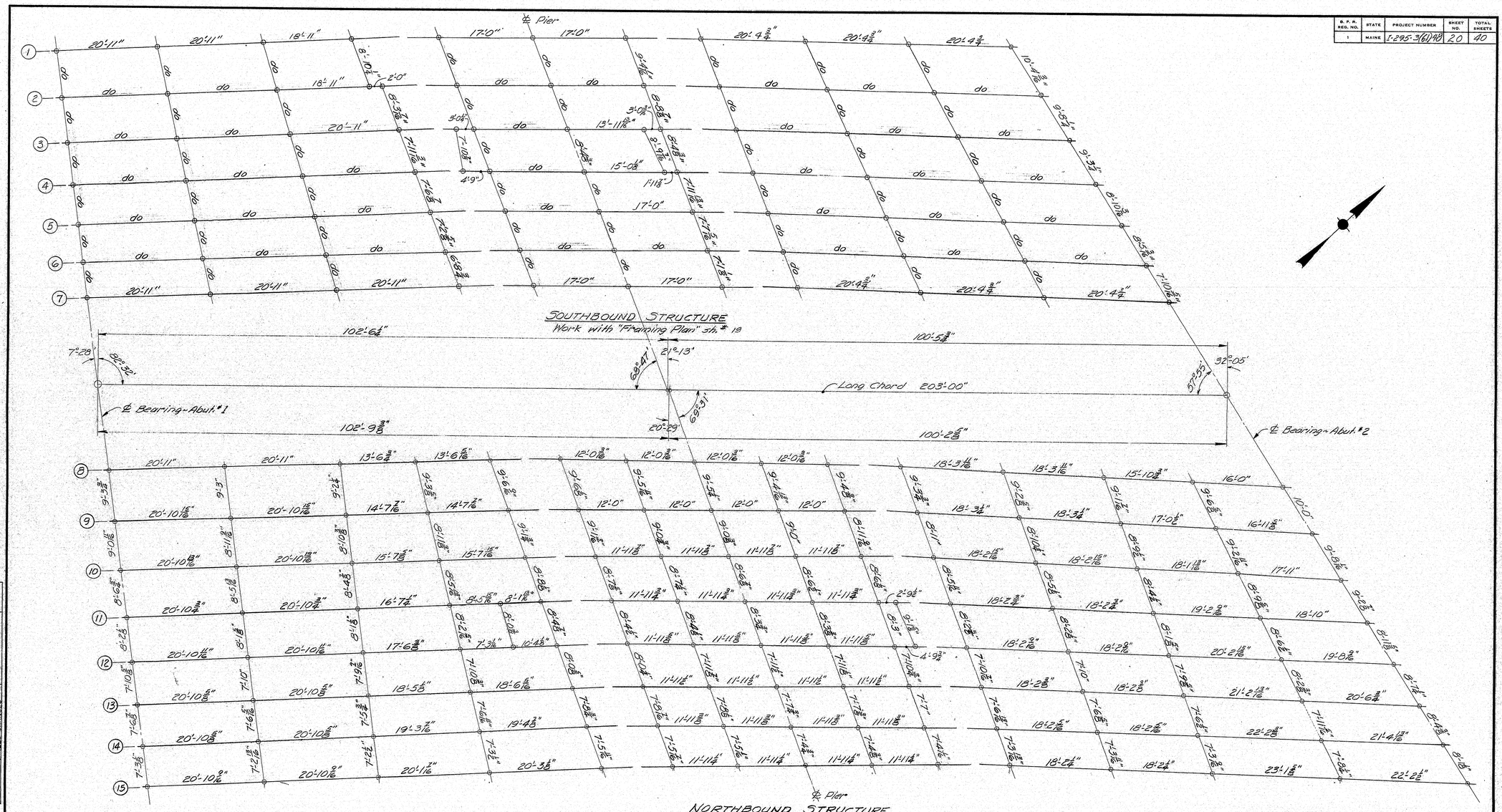
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
STRUCTURAL STEEL - FRAMING PLAN S.B.

SHEET 19 OF 40 AUGUSTA, MAINE MAY 1972

151-13

JANUARY 1968 203-1 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	20	40



DIAPHRAGM LAYOUT

Dimensions are horizontal
For details see sheet # 21

PLANS	BY	DATE
Proj. Engr. EDH		
DESIGN - DETAILED	JMC	3-72
DRAWN	EDH	3-72
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1968

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

SHEET 20 OF 40 AUGUSTA, MAINE MAY 1972

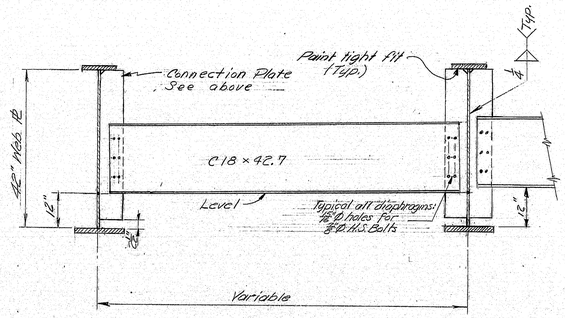
203-1 2080

151-14

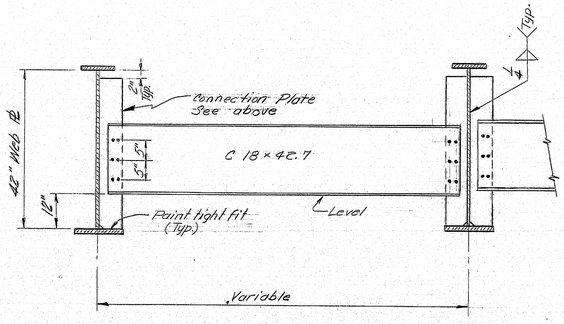
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3611(4)B	21	40

CONNECTION PLATES for Diaphragms "A1" & "A2"

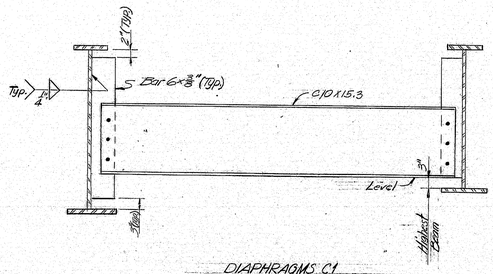
Skew Angle	PL
0° to 10°	Bar 8"x⅜"
10° to 30°	PL ⅜"x9"
over 30°	PL ⅜"x10"



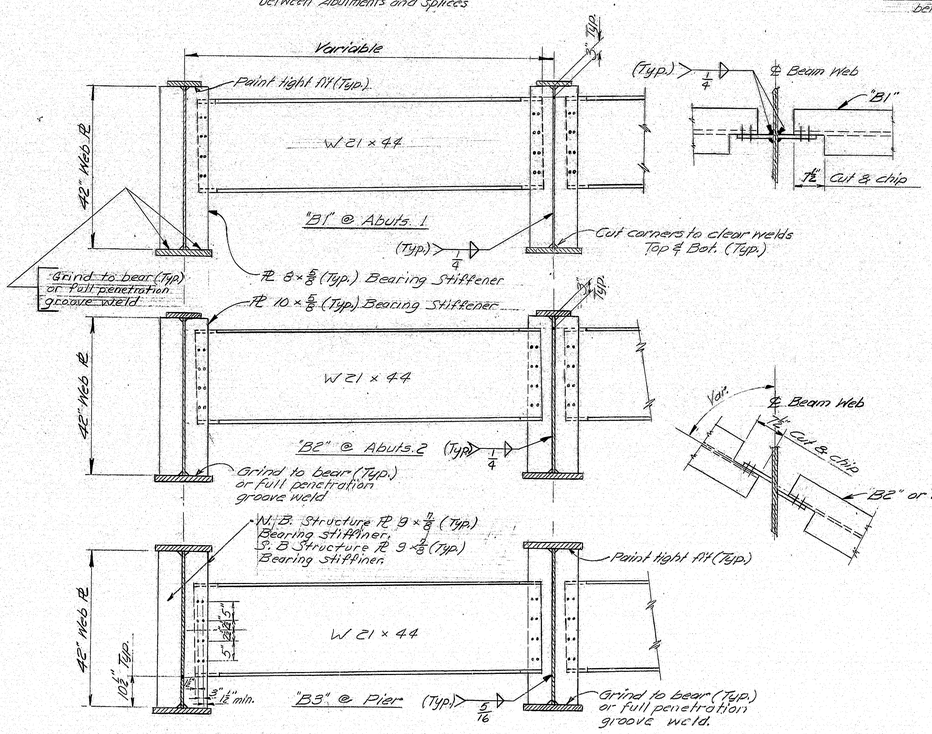
DIAPHRAGMS "A1"
between Abutments and Splices



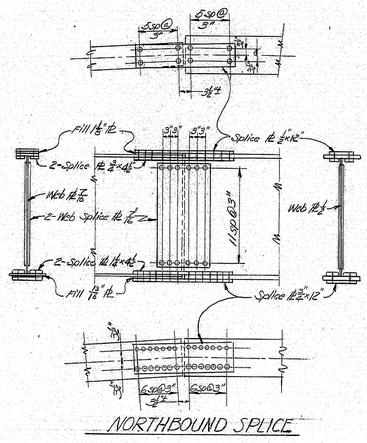
DIAPHRAGMS "A2"
between splices



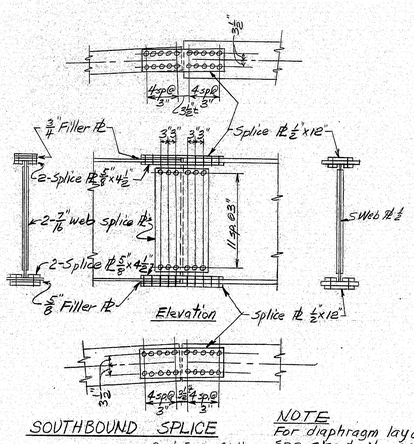
DIAPHRAGMS C1
Lighting Supports



DIAPHRAGMS - "B1", "B2", "B3"



NORTHBOUND SPLICE



SOUTHBOUND SPLICE

NOTE
For diaphragm layout see sheet No. 20.

TYPICAL SPLICE

⅞" ø H.S. Bolts ~ A 325
15/16" ø holes
Splice Plates ~ A 572
Min. Edge Distance = 1¼"

Filler PL's shall be either A36 or A572 Grade 50 and mill test reports are not required.

Proj. Engr. CDH

DESIGN- TRACE- CHECK- CDH

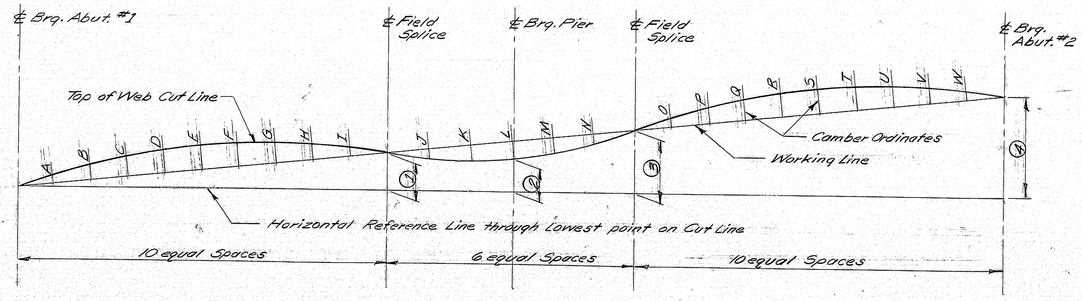
BRIDGE NO.
SURVEY-
PLOT-

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

SHEET 21 OF 40 AUGUSTA, MAINE MAY 1972

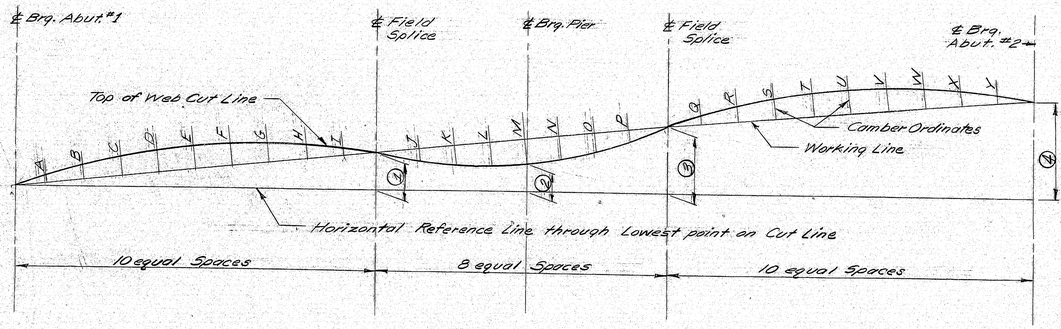
151-15

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	22	40



CAMBER SOUTHBOUND

Beam	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	①	②	③	④
1	3/8	11/16	15/16	1 1/16	1 3/16	1 5/16	1 5/16	1 1/16	3/8	3/8	5/8	3/4	5/8	3/8	3/8	11/16	15/16	1 1/16	1 3/16	1 5/16	1 5/16	5/8	3/8	6	7 3/8	10 7/16	15 1/16
2	3/8	3/4	1	1 3/16	1 3/8	1 3/16	1	3/4	3/8	3/8	5/8	3/4	5/8	3/8	7/16	3/4	1	1 3/16	1 1/4	1 3/16	1 1/16	3/4	7/16	6 5/16	7 11/16	10 9/16	16 3/16
3	7/16	13/16	1 1/16	1 5/16	1 3/8	1 5/16	1 1/16	7/16	7/16	3/8	5/8	3/4	5/8	3/8	3/8	3/4	1 1/16	1 3/16	1 5/16	1 1/4	1 1/16	13/16	7/16	6 5/8	8	10 7/8	16 15/16
4	7/16	7/8	1 3/16	1 3/8	1 7/16	1 3/8	1 3/16	7/8	7/16	3/8	11/16	13/16	5/8	3/8	3/8	13/16	1 1/16	1 5/16	1 3/16	1 5/16	1 3/16	7/8	7/16	6 3/4	8	10 7/8	17 1/4
5	1/2	15/16	1 1/4	1 1/2	1 1/2	1 7/16	1 1/4	7/8	7/16	3/8	11/16	13/16	11/16	3/8	7/16	13/16	1 1/16	1 5/16	1 7/16	1 3/8	1 3/16	7/8	1/2	7	8 3/8	11 3/8	17 3/4
6	3/8	7	1 5/16	1 1/2	1 9/16	1 1/2	1 5/16	1	1/2	3/8	1/16	13/16	1 1/16	3/8	7/16	1 1/16	1 3/16	1 7/16	1 9/16	1 1/2	1 1/16	1	9/16	7 1/16	8 3/8	11 1/2	18 3/8
7	3/8	1 1/16	1 3/8	1 5/8	1 11/16	1 9/16	1 3/8	1	1/2	3/8	1/16	1 3/16	1 1/16	3/8	7/16	7/8	1 1/16	1 3/16	1 11/16	1 9/16	1 5/16	1	1/2	7 1/2	8 7/8	11 1/16	18 13/16

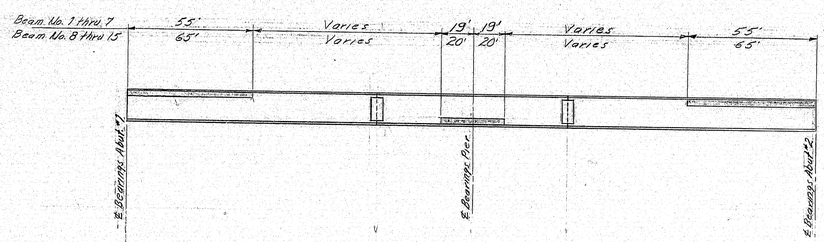


CAMBER NORTHBOUND

Beam	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	①*	②	③*	④
8	11/16	1 1/4	1 11/16	2	2 1/16	2	1 11/16	1 5/8	5/8	7/16	3/8	1 1/16	1 3/16	1 5/8	7/8	7/16	7/16	15/16	1 3/8	1 11/16	1 13/16	1 3/4	1 3/16	1 1/16	2 1/16	7 5/8	10 7/16	13 3/8	20 5/8
9	11/16	1 5/16	1 3/4	2 1/16	2 1/8	2 1/16	1 3/4	1 3/16	5/8	7/16	3/8	1 1/16	1 3/16	1 5/8	7/8	7/16	1/2	1	1 1/16	1 3/4	1 7/8	1 15/16	1 13/16	1 1/8	1 5/8	8	10 15/16	14 1/4	21 15/16
10	3/4	1 3/8	1 11/16	2 1/8	2 5/16	2 3/16	1 13/16	1 1/4	1 1/16	1/2	7/8	1 1/16	1 1/4	1 5/8	7/8	1/2	9/16	1 1/8	1 1/16	1 13/16	1 15/16	1 7/8	1 11/16	1 1/16	9/16	8 1/16	11 3/8	14 1/16	23 1/16
11	3/4	1 7/16	1 13/16	2 1/4	2 3/8	2 1/4	1 13/16	1 5/16	11/16	7/16	7/16	13/16	1/16	1 1/4	1 1/8	1/2	5/8	1 3/16	1 1/8	1 11/16	2 1/8	2 1/16	1 13/16	1 3/16	9/16	8 7/16	11 3/8	15 7/16	24 1/8
12	13/16	1 1/2	2 1/8	2 1/2	2 1/2	2 5/16	2	1 7/16	11/16	7/16	7/16	13/16	1/8	1 1/4	1 1/8	13/16	1/2	11/16	1 1/4	1 3/4	2 1/8	2 5/16	2 1/4	1 15/16	1 5/16	11/16	9 3/16	12 3/8	15 7/8	24 15/16
13	13/16	1 9/16	2 3/16	2 5/16	2 5/8	2 7/16	2 1/16	1 1/2	3/4	7/16	7/8	1 3/16	1 1/4	1 3/8	1 5/16	1/2	1/2	11/16	1 5/16	1 15/16	2 1/4	2 3/8	2 1/4	1 15/16	1 7/16	3/4	9 5/8	12 7/8	16 1/2	25 15/16
14	7/8	1 5/8	2 1/4	2 5/16	2 5/8	2 7/16	2 1/16	1 1/2	3/4	1/2	7/8	1 5/8	1 5/16	1 3/16	1 5/16	9/16	3/4	1 3/8	2	2 3/8	2 1/2	2 1/2	2 3/16	1 7/16	1 3/16	10	13 5/16	17	26 3/4
15	1	1 1/16	2 3/16	2 1/16	2 5/8	2 3/16	2 1/16	1 9/16	3/4	1/2	7/8	1 3/16	1 5/16	1 3/16	7/8	1/2	3/4	1 7/16	2 1/4	2 5/8	2 3/4	2 5/8	2 5/16	1 1/16	7/8	10 1/2	13 1/16	17 3/8	27 7/8

NB * CAMBER		
Beam	①	③
8	8 7/8"	14 3/4"
9	9 7/16"	15 5/16"
10	9 15/16"	16"
11	10 5/16"	16 5/8"
12	10 9/16"	17 1/16"
13	11"	17 9/16"
14	11 5/16"	18 3/16"
15	11 5/16"	18 13/16"

* Revised 1-3-73 CDH



BEAM STRESS TYPE

NOTE

= Areas of the beam which will always be in compression. All other areas will be in tension or are areas which have stress reversals.

	DATE	BY
Prel. Engr. CDH		
DESIGN - DETAILED	5-72	CDH
CHECKED		EGC
REVISIONS		
FIELD CHANGES		

PLANS

JANUARY 1968

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

CAMBER DIAGRAM

SHEET 22 OF 40 AUGUSTA, MAINE MAY 1972

203-1 2000

151-16

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61) 48	23	40

DEAD LOAD DEFLECTIONS

SOUTHBOUND

BEAM 2

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
8.81	0.007	0.006	0.040
17.62	0.012	0.012	0.074
26.43	0.016	0.015	0.096
35.24	0.017	0.016	0.103
44.06	0.017	0.016	0.097
52.87	0.014	0.013	0.080
61.68	0.011	0.009	0.055
70.49	0.006	0.005	0.029
79.30	0.002	0.001	0.009
℄ Pier			
SPAN 2			
℄ Pier			
8.86			0.008
17.72			0.028
26.57			0.053
35.43	*	*	0.078
44.29			0.095
53.15			0.101
62.01			0.094
70.86			0.073
79.72			0.040
A#2			

BEAM 4

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
9.22	0.008	0.008	0.044
18.44	0.015	0.014	0.081
27.66	0.019	0.018	0.106
36.88	0.021	0.020	0.114
46.10	0.021	0.019	0.108
55.32	0.018	0.015	0.088
64.54	0.013	0.011	0.061
73.76	0.007	0.006	0.033
82.98	0.002	0.002	0.010
℄ Pier			
SPAN 2			
℄ Pier			
9.25			0.008
18.49			0.028
27.74			0.053
36.99			0.078
46.24	*	*	0.095
55.48			0.101
64.73			0.094
73.98			0.073
83.22			0.040

BEAM 6

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
9.59	0.010	0.009	0.047
19.18	0.018	0.016	0.086
28.78	0.023	0.021	0.111
38.37	0.026	0.023	0.121
47.96	0.025	0.022	0.114
57.55	0.021	0.018	0.093
67.14	0.015	0.012	0.064
76.74	0.009	0.007	0.035
86.33	0.003	0.002	0.011
℄ Pier			
SPAN 2			
℄ Pier			
2.60			0.008
19.20			0.030
28.80			0.056
38.40			0.082
48.01			0.101
57.61	*	*	0.108
67.21			0.100
76.81			0.077
86.41			0.042

NORTHBOUND

BEAM 9

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
10.78	0.010	0.013	0.072
21.55	0.019	0.023	0.131
32.33	0.025	0.031	0.169
43.10	0.027	0.032	0.182
53.88	0.026	0.030	0.169
64.66	0.022	0.024	0.137
75.43	0.016	0.017	0.093
86.21	0.009	0.009	0.051
96.98	0.003	0.003	0.017
℄ Pier			
SPAN 2			
℄ Pier			
10.77			0.008
21.53			0.033
32.30			0.067
43.06			0.104
53.83			0.133
64.59			0.147
75.36			0.139
86.12			0.109
96.89			0.060
A#2			

BEAM 11

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
11.17	0.012	0.015	0.076
22.33	0.022	0.027	0.138
33.50	0.029	0.035	0.178
44.66	0.031	0.037	0.191
55.83	0.030	0.035	0.178
66.99	0.026	0.028	0.143
78.16	0.019	0.019	0.097
89.33	0.010	0.010	0.053
100.49	0.004	0.003	0.018
℄ Pier			
SPAN 2			
℄ Pier			
11.15			0.009
22.31			0.036
33.46			0.072
44.61			0.112
55.76			0.144
66.92			0.158
78.07			0.149
89.22			0.117
100.38			0.065

BEAM 13

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
11.53	0.014	0.017	0.079
23.06	0.025	0.030	0.144
34.59	0.033	0.039	0.186
46.12	0.036	0.042	0.199
57.65	0.035	0.039	0.185
69.17	0.029	0.032	0.149
80.70	0.021	0.022	0.101
92.23	0.012	0.012	0.055
103.76	0.004	0.004	0.018
℄ Pier			
SPAN 2			
℄ Pier			
11.52			0.010
23.03			0.040
34.55			0.079
46.06			0.123
57.58	*	*	0.167
69.10			0.172
80.61			0.162
92.13			0.127
103.64			0.070

BEAM 15

DISTANCE	WEAR. SURF. CURB RAIL	STEEL	CONCRETE
SPAN 1			
A#1			
11.87	0.016	0.019	0.076
23.73	0.029	0.034	0.139
35.60	0.039	0.044	0.177
47.46	0.042	0.047	0.189
59.33	0.041	0.044	0.173
71.19	0.034	0.035	0.137
83.06	0.024	0.024	0.089
94.92	0.014	0.013	0.046
106.79	0.009	0.004	0.013
℄ Pier			
SPAN 2			
℄ Pier			
11.86			0.018
23.73			0.056
35.59			0.104
47.45			0.154
59.32			0.192
71.18			0.207
83.04			0.193
94.90			0.150
106.77			0.092

* Symmetrical about ℄ Pier

PLANS	BY	DATE
Prin. Engr. CDH		
DESIGN - DETAILED	CDH	5-72
CHECKED	EBC	
REVISIONS		
FIELD CHANGES		

JANUARY 1968

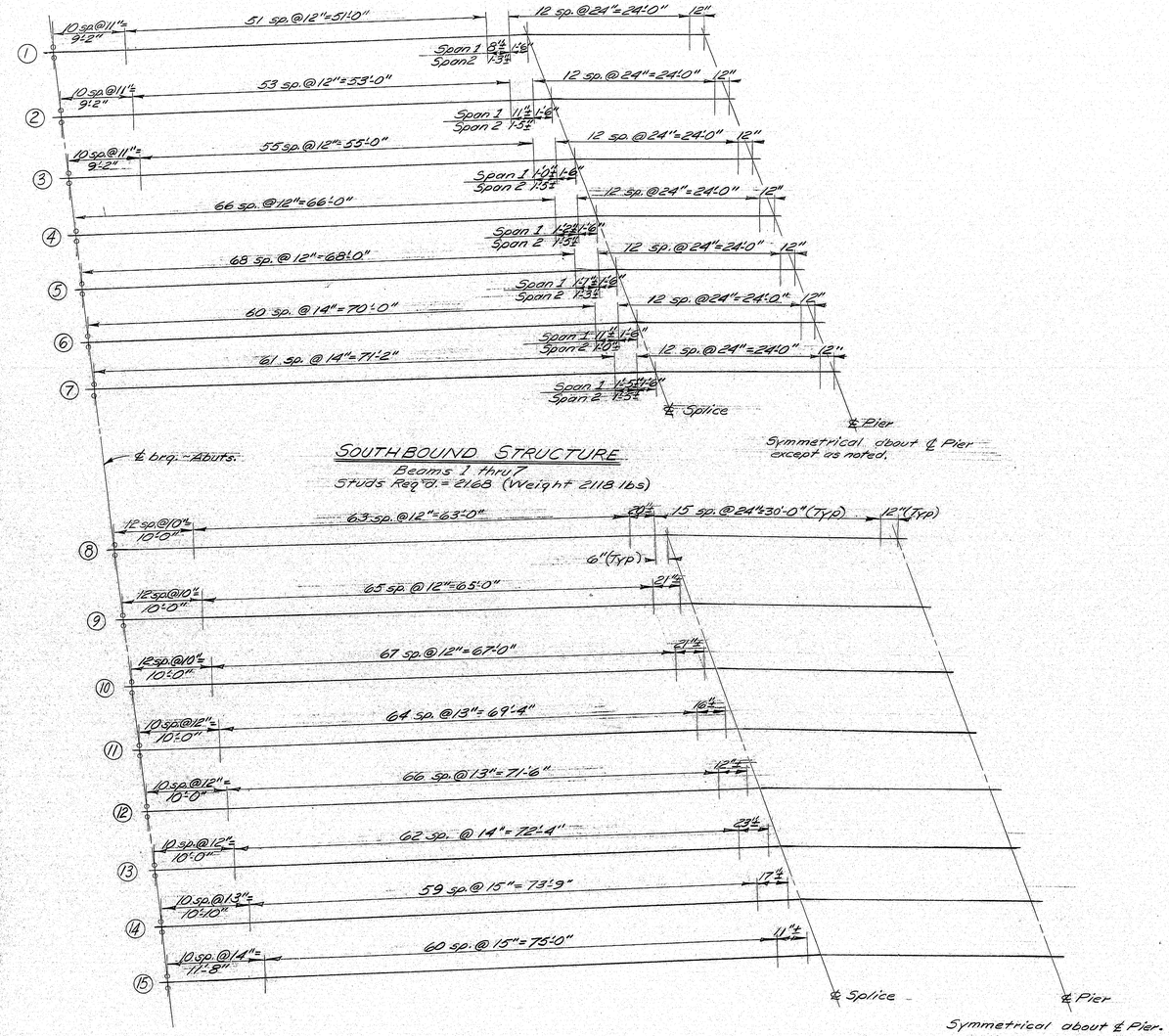
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
DEAD LOAD DEFLECTIONS

SHEET 23 OF 40 AUGUSTA, MAINE MAY 1972

151-17

2004 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6) 48	24	40



NORTHBOUND STRUCTURE
Beams 8 thru 15
Studs Req'd.=2912 (Weight=2845 lbs.)

SHEAR CONNECTORS
Total Studs Req'd=5080 (Weight=4963 lbs.)
See Standard Details, BD 104-71
Do not skew Studs.

NOTE: Shear Connectors (studs) shall be adjusted at beam splices to clear washers of H.S. connecting bolts. Double studs per pitch.

PLANS	BY	DATE
Proj. Engr. CDH		
DESIGN DETAILED	CDH	6-72
CHECKED	EBC	
REVISIONS		
FIELD CHANGES		

JANUARY 1968

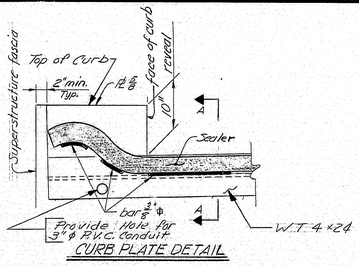
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SHEAR CONNECTORS

SHEET 24 OF 40 AUGUSTA, MAINE MAY 1972

203-1 2000

151-18

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)Pt0	25	40



CURB PLATE DETAIL

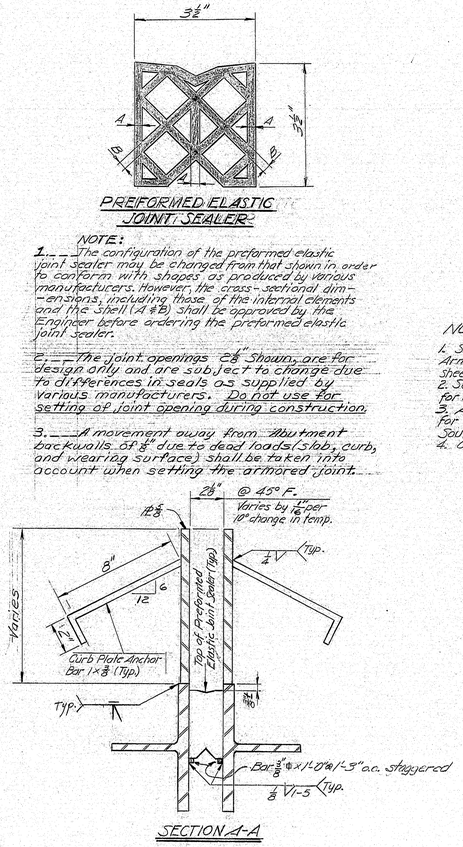
PREFORMED ELASTIC JOINT SEALER

NOTE:

1. 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 shell (A & B) shall be approved by the Engineer before ordering the preformed elastic joint sealer.
2. The joint openings 2⅜" shown, are for design only and are subject to change due to differences in seals as supplied by various manufacturers. Do not use for setting of joint opening during construction.
3. A movement away from Abutment backwalls of ⅜" due to dead loads (slab, curb, and wearing surface) shall be taken into account when setting the armored joint.

NOTES:

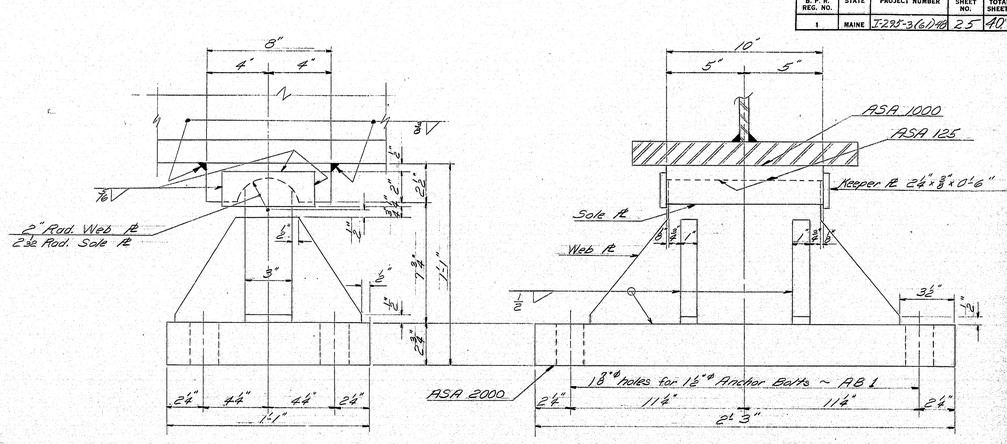
1. See Bridge Standard BD104-71 for Armored Joint details not shown this sheet.
2. See Superstructure & Abutment sheets for dimensions along joint.
3. All Armored Joint details are typical for Abutments 1 & 2, Northbound and Southbound.
4. One adjustment device per beam minimum.



SECTION A-A

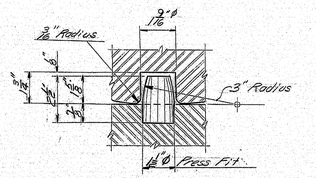
MISC. ARMORED JOINT DETAILS

The sealer furnished shall be able to provide a movement of at least ¼ normal to joint.

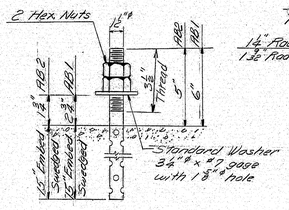


FBP-1 (PIERS)

15 Required

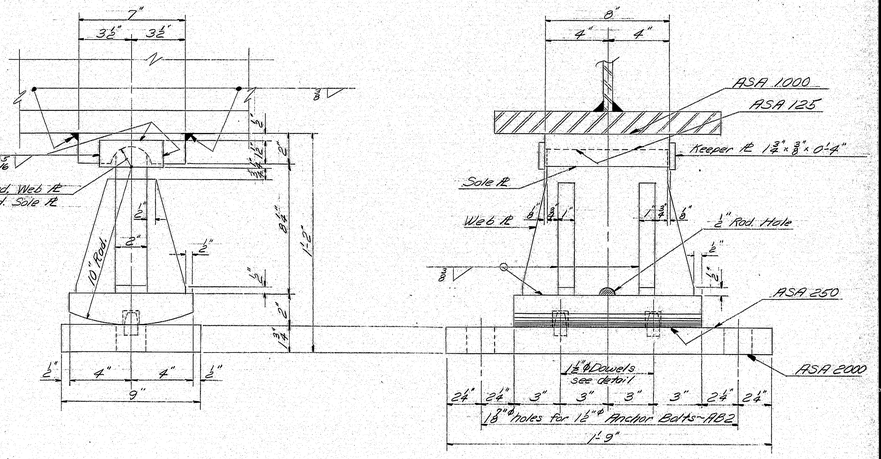


DOWEL DETAIL



ANCHOR BOLT DETAIL

AB1 - 1'-9" long ~ 60 req'd
AB2 - 1'-8" long ~ 60 req'd



EBP-2 (ABUTMENTS)

30 Required

NOTE: At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than the size of the masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat, a 3x3 channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a minimum width of 2" and a minimum slope of ¼ inch per foot. No seperate payment for this work will be made as it shall be considered incidental to the contract items.

Proj. Engr. CDH

DESIGN- JWR
TRACE- Detail - GWC & JWR
CHECK- CDH - EAC

BRIDGE NO.
SURVEY-
PLOT-

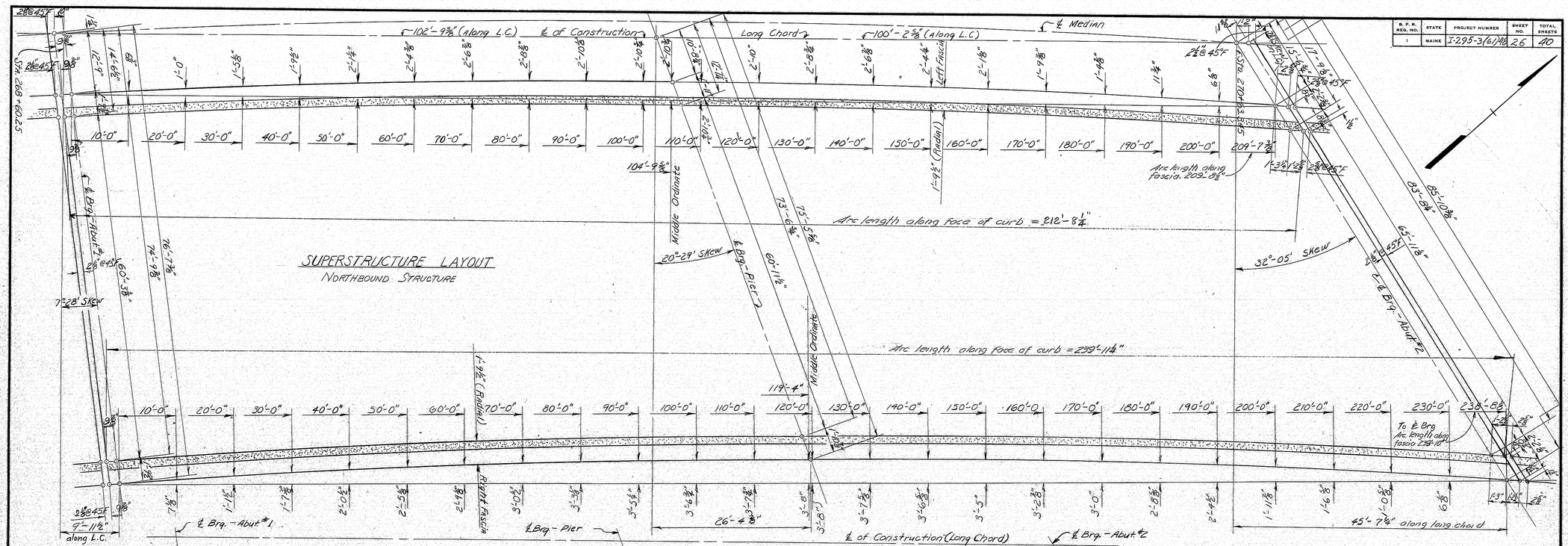
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARMORED JOINT & BEARING PEDESTALS

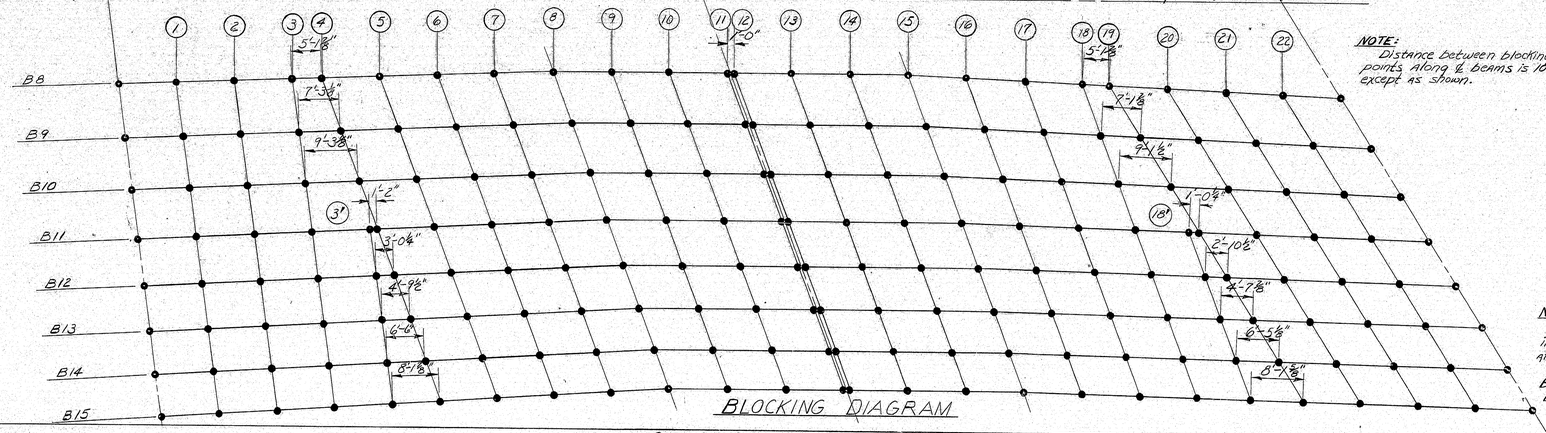
SHEET 25 of 40 AUGUSTA, MAINE MAY 1972

151-19

B. F. P. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)118	26	40

SUPERSTRUCTURE LAYOUT
NORTHBOUND STRUCTURE

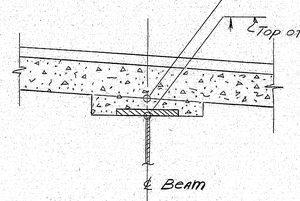




BLOCKING DIAGRAM

NOTE: Distance between blocking points along ℄ beams is 18'-0" except as shown.

3½" Blocking @ ℄ Bearings (Do not use for Const.).



BLOCKING DETAIL

NOTE: To compensate for dead load deflections, as well as irregularities in beams, set the bottom of slab elevations at points indicated before any slab forms are started. Shear connectors shall be welded to top flange of Beams before setting bottom of slab elevations for blocking.

BOTTOM OF SLAB ELEVATIONS

Beam	℄ Brg-Abut #1	(1)	(2)	(3)	(3')	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(18')	(19)	(20)	(21)	(22)	℄ Brg-Abut #2
8	53.59'	53.74	53.88	54.01		54.06	54.13	54.22	54.27	54.32'	54.35	54.39	54.45	54.46	54.55	54.67	54.79	54.90	55.01	55.10		55.15	55.22	55.27	55.30	55.33
9	53.20	53.36	53.50	53.63		53.71	53.80	53.87	53.92	53.97	54.01	54.05	54.11	54.12	54.21	54.33	54.46	54.57	54.69	54.79		54.85	54.92	54.97	55.01	55.04
10	52.83	52.99	53.14	53.27		53.38	53.47	53.54	53.59	53.64	53.68	53.72	53.79	53.80	53.89	54.01	54.14	54.26	54.38	54.49		54.57	54.64	54.69	54.73	54.76
11	52.48	52.64	52.80	52.93	53.05	53.06	53.15	53.21	53.28	53.33	53.36	53.41	53.48	53.49	53.59	53.71	53.84	53.96	54.09	54.20	54.29	54.30	54.37	54.43	54.46	54.49
12	52.15	52.31	52.48	52.61	52.73	52.75	52.85	52.92	52.97'	53.02	53.06	53.11	53.18	53.19	53.29	53.41	53.55'	53.68	53.80	53.92	54.02	54.04	54.11	54.17	54.21	54.23
13	51.83	51.99	52.15	52.29	52.41	52.46	52.55	52.62	52.68	52.73'	52.77	52.82	52.89	52.90	53.01	53.13	53.27'	53.40	53.53	53.65	53.75	53.79	53.86	53.92	53.96	53.98
14	51.52	51.68	51.84	51.99	52.11	52.18	52.26	52.33	52.39	52.45'	52.49	52.54	52.62	52.63	52.74	52.87	53.01'	53.15	53.28	53.40	53.51	53.56	53.64	53.68	53.73	53.75
15	51.22	51.39	51.54	51.69	51.81	51.90	51.98	52.05	52.11	52.17'	52.21	52.27	52.36	52.36	52.48	52.61	52.76	52.90	53.02	53.16	53.27	53.35	53.42	53.46	53.49	53.52

PLANS	BY	DATE
Engr. Engr. CDH	DESIGN - DETAILED	WCE	May 69
	CHECKED	CDH	4-72
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE LAYOUT N.B.
BOTTOM OF SLAB ELEVATIONS
SHEET 26 OF 40 AUGUSTA, MAINE MAY 1972

JANUARY 1969

151-20

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)78	27	40

PLAN NORTHBOUND STRUCTURE

TRANSVERSE SECTION (Looking Northeast)

NOTES:
For Superstructure Notes see sheet #30
For Superstructure details, Section B-B and Top of Curb Elevations see sheet #30
For rail post spacing see sheet # 31

	BY	DATE
Proj. Engr. CHF		
DESIGN - DETAILED	KG	May 69
CHECKED	CHF	9-72
REVISED		
FIELD CHANGES		

PLANS

DESIGN LLR
TRACE & DETAIL KG
CHECK CHF

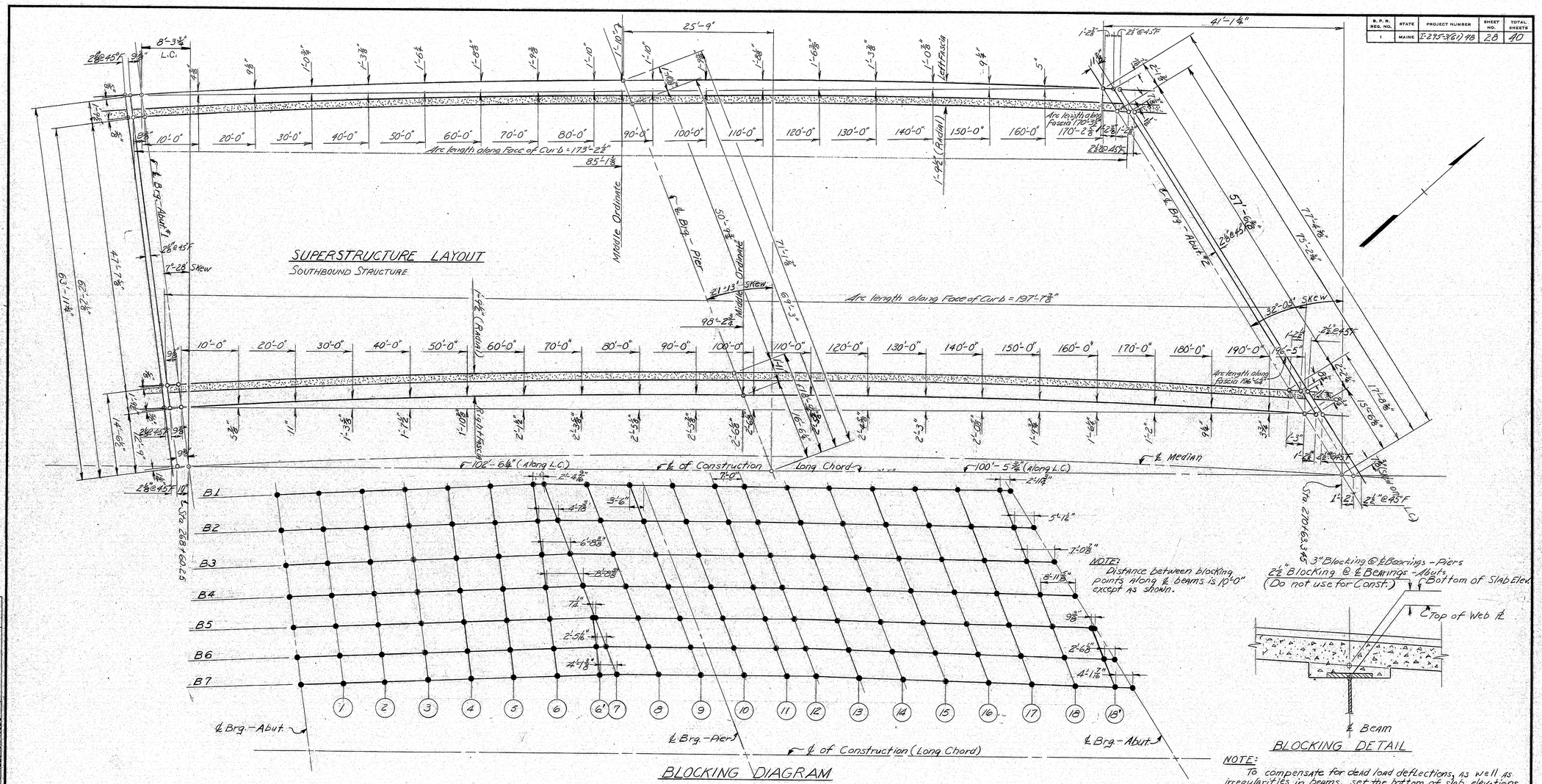
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE N.B.

SHEET 27 OF 40 AUGUSTA, MAINE MAY 1972

151-21

JANUARY 1968

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61) 98	28	90



BLOCKING DIAGRAM

BLOCKING DETAIL

BOTTOM OF SLAB ELEVATIONS

BEAM	℄ Brg-Abut #1	①	②	③	④	⑤	⑥	⑥'	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑱'	℄ Brg-Abut #2	℄ Pier
1	54.74	54.86	54.98	55.08	55.16	55.23	55.26		55.28	55.31	55.38	55.46	55.56	55.64	55.75	55.84	55.92	55.98	56.02	56.06		56.07	55.40
2	54.56	54.68	54.80	54.90	54.98	55.05	55.10		55.12	55.16	55.22	55.30	55.41	55.49	55.59	55.69	55.78	55.84	55.89	55.92		55.93	55.24
3	54.39	54.52	54.64	54.74	54.83	54.89	54.94		54.98	55.02	55.08	55.16	55.26	55.34	55.45	55.55	55.63	55.70	55.75	55.78		55.80	55.10
4	54.08	54.21	54.33	54.44	54.52	54.59	54.64		54.69	54.73	54.78	54.86	54.97	55.05	55.16	55.26	55.34	55.41	55.46	55.50		55.52	54.80
5	53.77	53.90	54.02	54.13	54.22	54.29	54.34	54.39	54.40	54.44	54.49	54.58	54.68	54.77	54.87	54.95	55.07	55.14	55.19	55.23	55.26	55.26	54.52
6	53.48	53.61	53.73	53.84	53.93	54.00	54.06	54.11	54.12	54.16	54.22	54.30	54.41	54.49	54.60	54.71	54.80	54.88	54.93	54.97	55.00	55.01	54.24
7	53.20	53.34	53.46	53.57	53.66	53.73	53.79	53.84	53.86	53.91	53.96	54.05	54.16	54.24	54.35	54.46	54.55	54.63	54.69	54.73	54.77	54.78	53.99

NOTE:
To compensate for dead load deflections, as well as irregularities in beams, set the bottom of slab elevations at points indicated before any slab forms are started.
Shear connectors shall be welded to top flange of Beams before setting bottom of slab elevations for blocking.

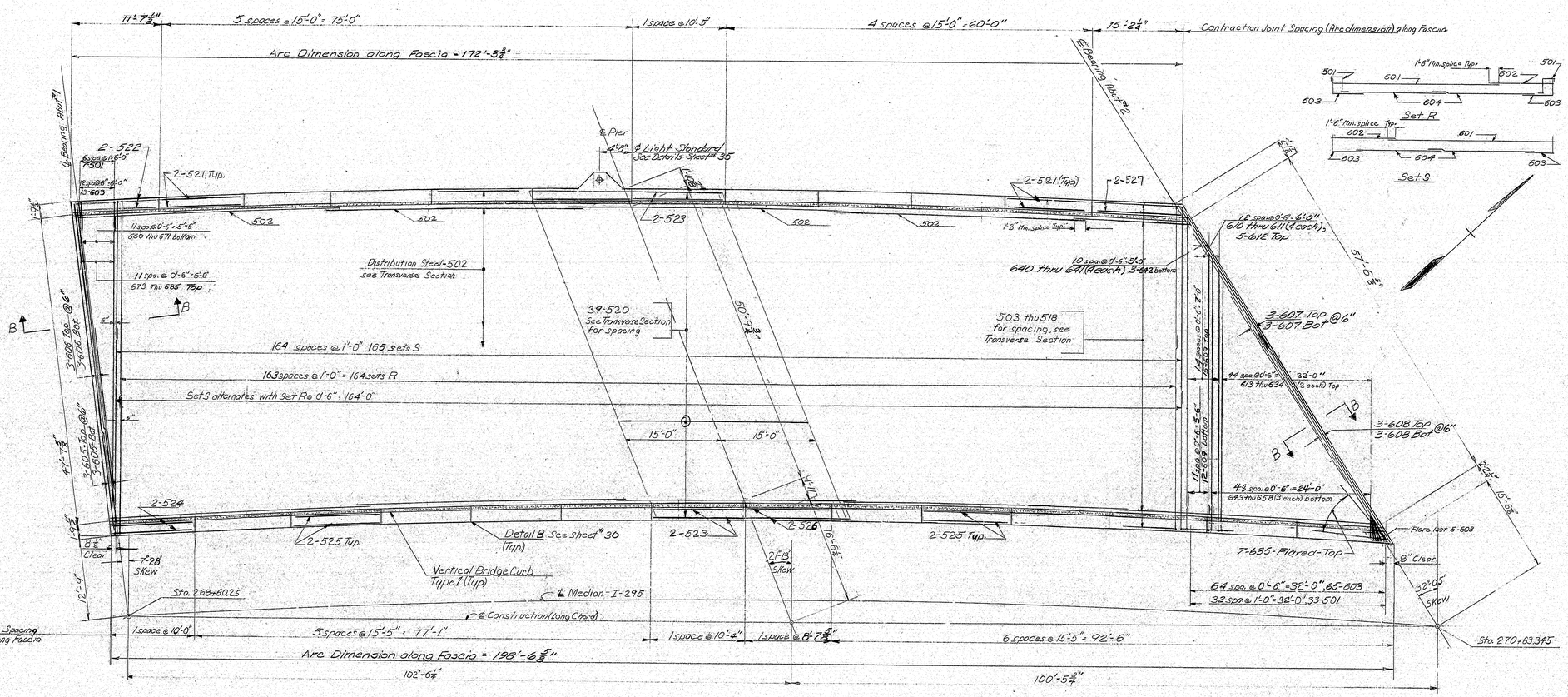
Poly. Engr. com	BY	DATE
PLANS DESIGN - DETAILED	JJC	Mar. 69
CHECKED	WCE	
REVISIONS	GDH	5-72
FIELD CHANGES	EBC	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE LAYOUT S.B.
BOTTOM OF SLAB ELEVATIONS
SHEET 28 OF 90 AUGUSTA, MAINE MAY 1972

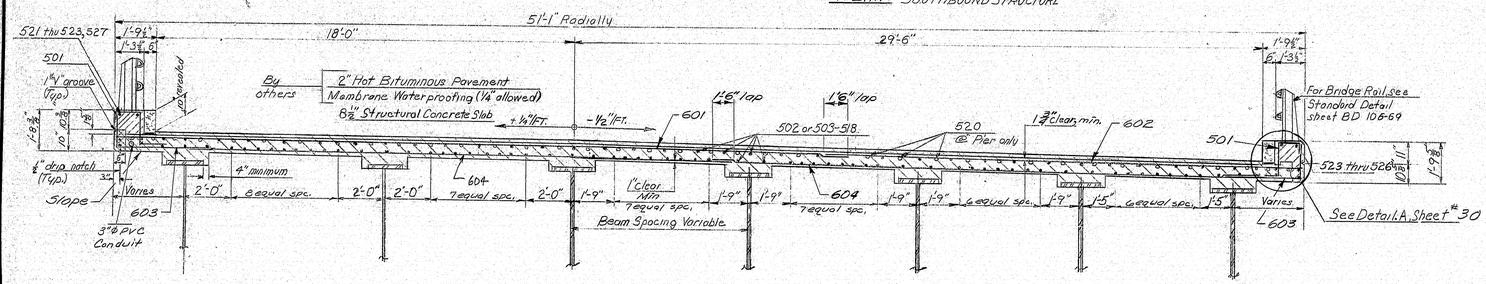
151-22

JANUARY 1968

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(41)48	29	40



PLAN SOUTHBOUND STRUCTURE



TRANSVERSE SECTION (Looking Northeast)

NOTES

For Superstructure Notes see sheet #30
For Superstructure details, Section B-B and Top of Curb Elevations see sheet #30
For Rail Post Spacing see Sheet 31

Proj. Engr.	BY	DATE
DESIGN - DETAILED	JSP	Mar. '72
CHECKED	JMP	2-72
REVISIONS	DJH + ESC	
FIELD CHANGES		

PLANS

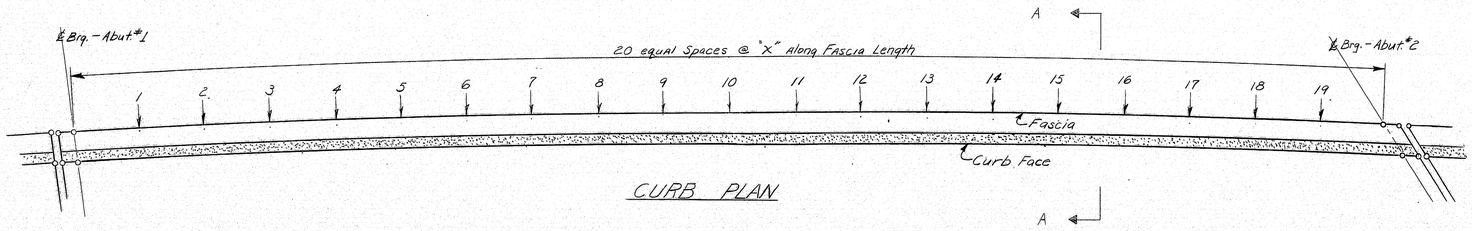
JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE S.B.
SHEET 29 OF 40 AUGUSTA, MAINE MAY 1972

151-23

203-1 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	30	40



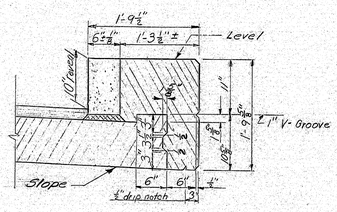
CURB PLAN

Deflections due to weight of curb, wearing surface & Railing have been considered.

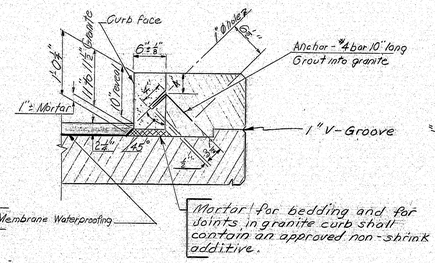
* Finish Grade Elevations

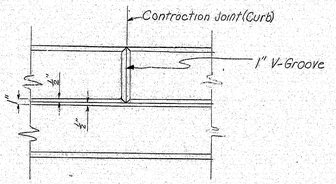
TOP OF CURB ELEVATIONS *

Fascia	"X" (in feet)	℄ Brg.-Abut.#1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brg.-Abut.#2
S.B. - West	8.5740	56.47	56.54	56.61	56.69	56.76	56.82	56.89	56.96	57.02	57.08	57.14	57.21	57.29	57.36	57.42	57.49	57.56	57.63	57.69	57.75	57.82
S.B. - East	9.7626	54.89	54.97	55.06	55.14	55.23	55.30	55.38	55.46	55.54	55.61	55.68	55.77	55.84	55.93	56.01	56.10	56.18	56.25	56.33	56.40	56.47
N.B. - West	10.5496	55.37	55.46	55.57	55.64	55.75	55.82	55.90	56.00	56.06	56.14	56.23	56.31	56.41	56.51	56.59	57.68	56.79	56.85	56.95	57.01	57.09
N.B. - East	11.8790	52.90	53.04	53.15	53.28	53.39	53.51	53.61	53.71	53.82	53.93	54.04	54.16	54.28	54.40	54.53	54.66	54.77	54.88	54.99	55.09	55.21



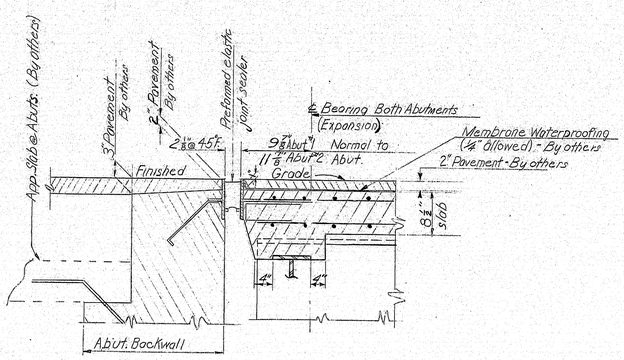
DETAIL A - REMOVABLE CURB



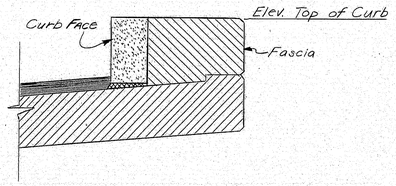


DETAIL B

VERTICAL BRIDGE CURB TYPE 1



SECTION B-B



CURB SECTION A-A

SUPERSTRUCTURE NOTES

Reinforcing Steel to have a minimum concrete cover of 2" except as shown, and minimum splice of 24 bar diameters.
For Blocking details see sheets #26, #28
For Preformed elastic joint sealer & armored joint details see sheet #25
Concrete Placement - Shall be continuous across each structure.

At all curb contraction joints break the bond by coating contact areas with an approved clear form oil.

Provide a 1" ϕ plastic tube drain extending through slab to 2" below bottom of slab at low points of superstructure slab of abutments and at 5' intervals along low side. Place in order for drip to clear Bridge Seats. Do not cover with membrane waterproofing. Payment to be incidental to Item 502.26, Structural Concrete, Roadway and Sidewalk Slabs on Steel Bridges.

Provide a joint in the Vertical Bridge Curb at each contraction joint in the concrete Curb.

For Superstructure layout see sheets #26 & #28
For Rail layout see sheets #27 & #29
Reinforcing steel main bars shall be placed normal to the ℄ Median Long Chord.

Protective Coating for Concrete Surfaces shall be applied to the following areas: Top of curb, Fascia down to the drip notch.

PLANS	BY/DATE
Proj. Engr.	GDH
DESIGN - DETAILED	LWC & E. 3-72
CHECKED	GDH & EAC.
REVISIONS	
FIELD CHANGES	

JANUARY 1969

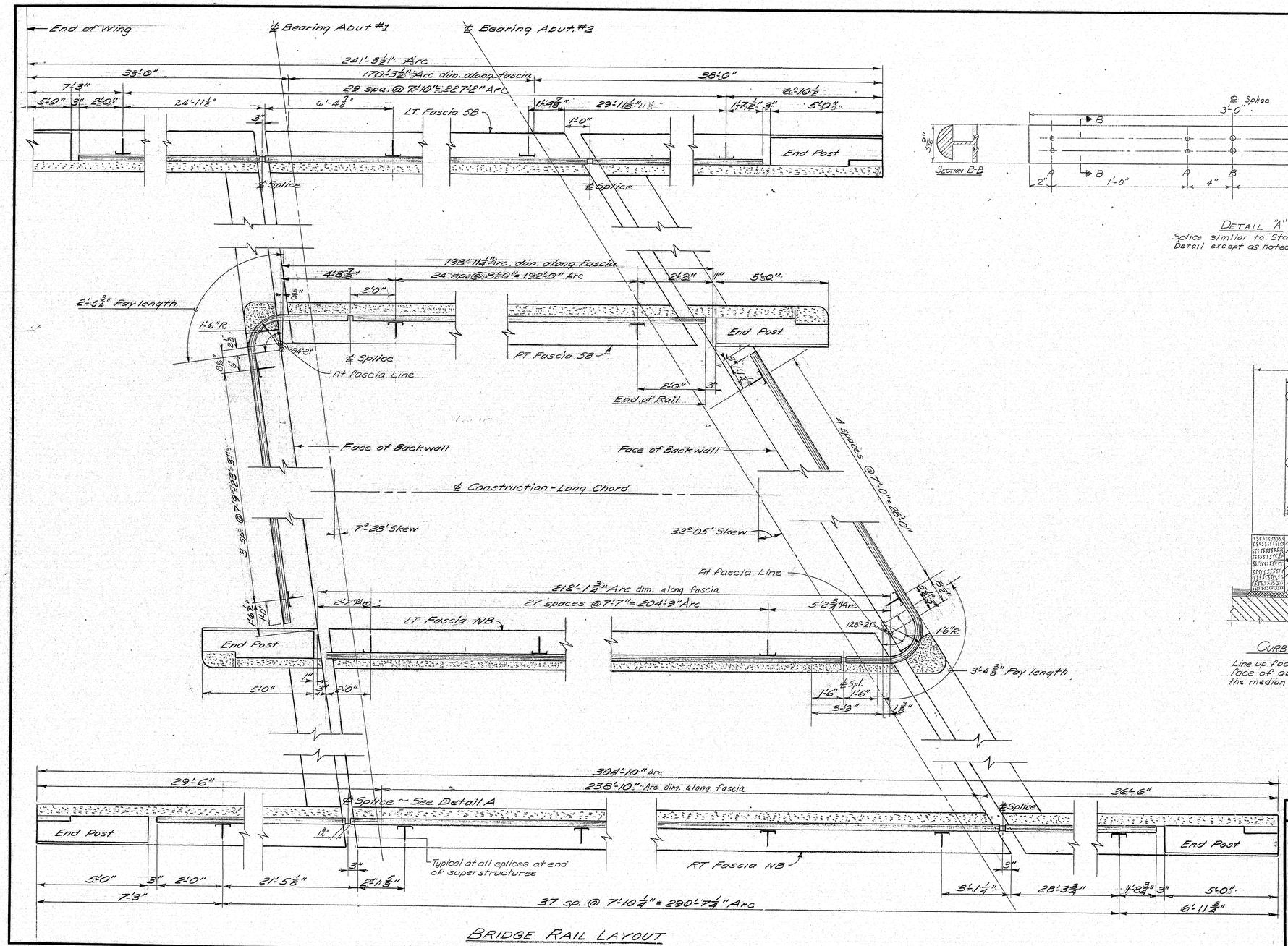
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
TOP OF CURB ELEVATIONS & DETAILS

SHEET 30 OF 40 AUGUSTA, MAINE MAY 1972

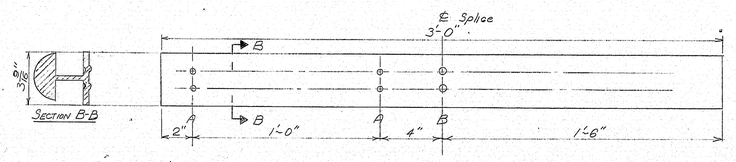
151-24

203-1 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(6)48	31	40

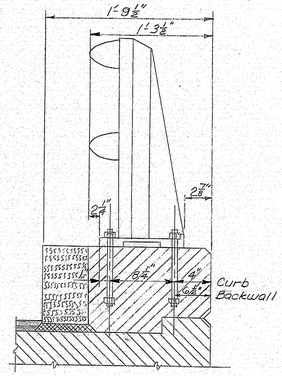


BRIDGE RAIL LAYOUT



DETAIL "A"

Splice similar to Standard Splice Detail except as noted.



CURB & RAIL DETAIL

Line up face of railing with back face of abutment backwalls in the median area.

Proj. Engr. CDH
DESIGN- SDP
TRACE- DHB/MA
CHECK- EBC
BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

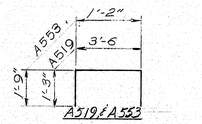
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

BRIDGE RAIL LAYOUT

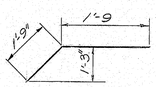
SHEET 31 OF 40 AUGUSTA, MAINE MAY 1972

151-25

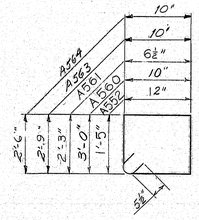
ABUTMENT NO. 1

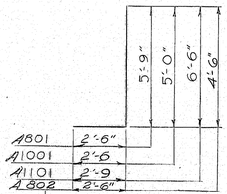


A519 & A553



A611





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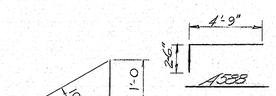
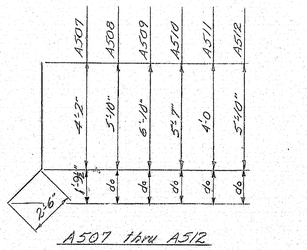
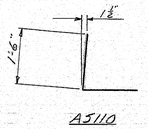


A556

A554 & A555



A507 thru A512



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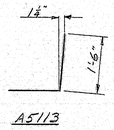

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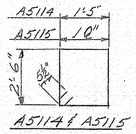
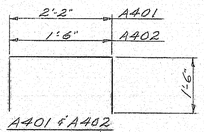


A5114 & A5115



A401 & A402

All dimensions are out to out of bars

STRAIGHT BARS

Mark	Size	Number	Length	Location
A501	5	79	3'-10"	Footing dowel
A502		53	2'-6"	Footing dowel
A503		25	11'-4"	Breastwall
A504		19	12'-4"	
A505		34	13'-4"	
A506		16	14'-0"	Breastwall
A513		50	5'-6"	Backwall
A514		72	5'-5"	Backwall
A515		31	27'-2"	Breastwall & Backwall
A516		32	5'-0"	Backwall
A517		32	5'-4"	Backwall
A518		94	3'-6"	Backwall
A520		29	12'-1"	Backwall + Breastwall
A521		60	24'-7"	Backwall + Breastwall
A522		9	3'-4"	Backwall
A523		31	22'-0"	Breastwall
A524		4	5'-7"	Backwall
A525		2	11'-0"	Lt. Wing Curb
A526		4	23'-4"	Backwall
A527		2	12'-10"	Rt. Wing Curb
A528		2	15'-0"	Rt. Wing Curb
A529		16	13'-7"	Right Wingwall
A530		19	5'-4"	Right Wingwall
A532		4	3'-3"	Right Wingwall
A533		25	27'-2"	Breastwall & Backwall
A534		4	4'-9	Right Wingwall
A535		6	25'-0"	
A536		4	30'-0"	
A537		2	28'-0"	
A538		1	27'-6"	
A539		20	6'-2"	
A540		2	16'-3"	Rt. Curtain Wall
A541		18	16'-9"	Lt. Wing Wall
A542		2	19'-9"	Lt. Curtain Wall
A543		22	6'-3"	Lt. Wing Wall
A544		3	31'-6"	
A545		21	5'-5"	
A546		4	4'-9"	
A547		4	3'-1"	Lt. Wing Wall
A548		4	10'-0"	Lt. Wing Curb
A549	5	4	33'-6"	Lt. Wing Wall

Mark	Size	Number	Length	Location
A550	#5	1	31'-0"	Lt. Wing Wall
A551		8	28'-6"	
A555		2	4'-8"	End Post Bracket
A559		2	3'-3"	End Post Bracket
A5104		4	26'-6"	Right Wing
A5105		4	30'-3"	Left Wing
A5106		8	25'-5"	Left Wing
A5107		1	27'-11"	Left Wing
A5108		18	6'-0"	Abutment Corners
A5109		6	4'-0"	Abutment Corners
A5111		6	22'-0"	Right Wingwall
A5112	#5	1	24'-6"	Right Wingwall
A600	#6	292	8'-2"	Footing
A601		36	38'-3"	
A602		36	30'-0"	
A603		18	18'-0"	
A604		18	27'-0"	
A605		50	9'-2"	
A606		20	31'-10"	Footing
A607		95	11'-9"	Breastwall
A608		19	12'-4"	
A609		34	13'-6"	
A610	#6	16	14'-9"	Breastwall
A701	#7	18	12'-4"	Breastwall
A702	#7	32	13'-6"	Breastwall
A703	#7	15	14'-0"	Breastwall
A803	#8	15	13'-10"	Right Wingwall
A804	#8	15	7'-0"	Right Wingwall
A901	#9	17	16'-11"	Left Wingwall
A902	#9	16	8'-0"	Left Wingwall

BENT BARS

Mark	Size	Number	Length	Location
A401	#4	30	3'-2"	Bearing Pads
A402	#4	30	4'-6"	Bearing Pads
A507	#5	8	6'-8"	Breastwall
A508		17	8'-4"	
A509		19	9'-4"	
A510		15	8'-1"	
A511		19	6'-6"	
A512		16	8'-4"	
A519		94	6'-0"	Breastwall
A552		64	5'-9"	Left & Right Wingwall
A553		17	4'-8"	Backwall
A556		16	4'-3"	End Post (2 per post) *
A560		12	8'-7"	(2 per Post)
A561		6	6'-6"	(1 per post)
A562		18	11'-2"	(3 per post)
A563		6	8'-1"	(1 per post)
A564		6	7'-7"	End Post (1 per post)
A5110		11	3'-0"	Breastwall & Backwall Corner
A5113		13	3'-0"	Breastwall & Backwall Corner
A5114		2	8'-9"	Backwall
A5115	#5	2	7'-7"	Backwall
A611	#6	78	3'-6	Backwall to Approach Slab
A801	#8	150	8'-3"	Footing dowel
A802	#8	29	7'-0"	Footing dowel
A1001	#10	30	7'-6"	Footing
A1101	#11	33	9'-3"	Footing Left Wing
A558	#5	2	7'-3"	End Post Bracket
A558A	#5	2	6'-6	End Post Bracket

Abutment #1 & Abutment #2

*Also in cantilevered support of Mid Abut. end posts.

ABUTMENT No. 1 & ABUTMENT No. 2

APPROACH SLABS BY OTHERS

STRAIGHT BARS

Mark	Size	Number	Length	Location
AP400	#4	110	30'-0"	Abutment #1 & Abutment #2
AP401		22	17'-3"	Abutment #1 Southbound
AP402		22	26'-10"	Abutment #2 Southbound
AP403	#4	22	35'-5"	Abutment #2 Northbound
AP600	#6	752	15'-0"	Abutment #1 & Abutment #2

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)78	32	40

Notes
1. Bending details and hooks shall conform to the recommendations of ACI Standard 315-65
2. Reinforcing Bars shall be ASTM A615 Grade 60 or ASTM A615 Grade 40

Proj. Engr. CDH

DESIGN- AG
TRACE- DD
CHECK- EBC

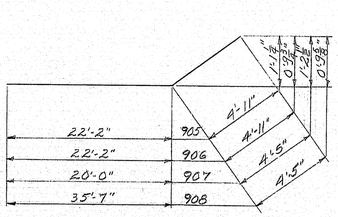
BRIDGE NO.
SURVEY-
PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE ABUT. NO. 1
SHEET 32 OF 40 AUGUSTA, MAINE MAY 1972

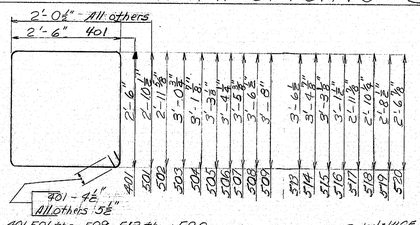
151-26

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	33	40

— REINFORCING STEEL SCHEDULE —



905 THRU 908



401, 501 thru 509, 513 thru 520

Detail - WCE
Trace - DMP

PIERS

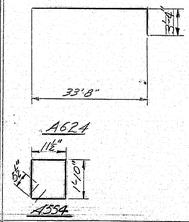
MARK	SIZE	NO.	LENGTH	LOCATION
			— BENT BARS —	
401	#4	89	10'-9"	N.B. & S.B. Column Ties.
501	#5	4	10'-9"	Pier Cap Cant ends
502		4	11'-0"	
503		4	11'-2"	
504		4	11'-4	
505		4	11'-7"	
506		4	11'-9"	
507		4	11'-11"	
508		4	12'-1"	Pier Cap Cant ends
509		210	12'-4"	N.B. & S.B. Pier Cap - Main sect
513		4	12'-1"	Pier Cap Cant. Ends
514		4	11'-10"	
515		4	11'-7"	
516		4	11'-3"	
517		4	11'-0"	
518		4	10'-9"	
519		4	10'-5"	
520	#5	4	10'-2"	Pier Cap Cant ends
905	#9	6	27'-1"	S.B. Pier Cap - Bottom
906		6	27'-1"	S.B. Pier Cap - Bottom
907		6	24'-5"	N.B. Pier Cap - Bottom
908	#9	6	40'-0"	N.B. Pier Cap - Bottom
			— STRAIGHT BARS —	
601	#6	8	26'-8"	S.B. Pier Cap, Middle Area
603	#6	8	31'-9"	N.B. Pier Cap, Middle Area
611	#6	112	7'-6"	N.B. & S.B. Footing
801	#8	112	7'-6"	N.B. & S.B. Footing
909	#9	12	17'-6"	S.B. Column
910	#9	12	16'-11"	S.B. Column
901	#9	12	16'-4"	S.B. Columns
902	#9	84	5'-0"	N.B. & S.B. Column + Footing - Dowels
903	#9	24	15'-7"	N.B. Column #1, #2
904	#9	24	14'-5"	N.B. Column #3, #4
1101	#11	6	24'-0"	S.B. Pier Cap
1102		12	32'-5"	N.B. Pier Cap Top
1103		12	12'-0"	N.B. Pier Cap
1105		6	30'-6"	S.B. Pier Cap
1106		4	8'-6"	
1107		6	16'-0"	
1108	#11	8	10'-0"	S.B. Pier Cap.

NOTES:

All dimensions are out to out of reinf. bars.

Bending details and hooks shall conform to the recommendations of A.C.I. Standard 315-65

Reinforcing Bar: ASTM A615 Grade 60 or ASTM A615 Grade 40.



ABUTMENT NO. 2

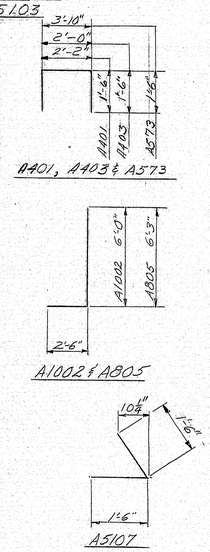
Detail & Trace A.D.D.

MARK	SIZE	NO.	LENGTH	LOCATION
			— BENT BARS —	
A401	#4	30	5'-2	Bearing Pads
A403	#4	30	5'-0"	Bearing Pads
A573	#5	109	6'-10"	Breastwall Stirrups
A574		41	7'-9"	Breastwall & Backwall
A575		30	7'-2"	Breastwall & Backwall
A576		17	6'-3"	Breastwall & Backwall
A577		23	6'-2"	Backwall Stirrups (Med. Stm)
A5103		76	5'-9"	Stirrups Wing Curbs
A5107		15	3'-0"	Left Wing
A5109	#5	14	3'-0"	Right Wing
A555	#5	2	4'-5"	End Post Bracket
A559	#5	2	3'-3"	End Post Bracket
A623	#6	9	12'-10"	Footing Bottom
A624	#6	9	37'-0"	Footing Top
A611	#6	88	3'-6"	Approach Slab Seat
A805	#8	49	8'-9"	Breastwall
A903	#9	141	8'-9"	Breastwall
A1001	#10	17	8'-9"	Footing to Breastwall
A1002	#10	112	8'-6"	Footing to Wingwalls

For End Post & Approach Slab reinforcing steel see sheet "32 Reinforcing Steel Schedule Abutment #2

			— STRAIGHT BARS —	
A565	5	71	2'-6"	Dowels Footing & Breastwall
A566		85	3'-6"	Dowels Footing & Breastwall
A567		8	15'-9	Breastwall
A568		18	15'-0"	Breast wall
A569		60	14'-7"	Breastwall
A570		17	16'-0"	Breast wall
A571		109	2'-9"	Dowels Breastwall & Backwall
A572		228	5'-7"	Backwall (EF) & Wing
A578		84	6'-3"	Backwall (EF) & Wing
A579		17	15'-4"	Breastwall
A580		18	6'-10"	Breastwall (Horiz. Steel)
A581		8	9'-3"	Backwall (Horiz. Steel)
A582		31	26'-5"	Breastwall & Backwall
A583		151	24'-3"	" "
A584	#5	4	20'-1"	Backwall & Wing (curb wall)

MARK	SIZE	NO.	LENGTH	LOCATION
			— STRAIGHT BARS (cont'd) —	
A588	#5	2	15'-4"	Backwall
A590		21	17'-8"	Left Wing
A591		8	3'-3"	Left & Right Wing
A592		8	4'-9"	Left & Right Wing
A593		4	12'-0"	Left Wing Curb
A594		18	19'-3"	Left Wing
A595		12	24'-3"	
A596		2	21'-6"	
A597		15	13'-11"	
A598		3	21'-0"	Left Wing (Curtain wall)
A599		21	16'-10"	Right Wing
A5100		12	24'-9"	" "
A5101		4	12'-2"	Right Wing Curb
A5102		2	22'-3"	Right Wing
A5104		15	8'-0"	Left Wing
A5105		4	10'-5"	Left Wing
A5106		4	9'-8"	Right Wing
A5108		14	9'-0"	Right Wing
A5110		16	19'-9"	Right Wing
A5111	#5	14	12'-6"	Right Wing
A553	#5	2	7'-9"	End Post Bracket
A554	#5	2	6'-6"	End Post Bracket
A620	#6	18	40'-0"	Footing Top & Bottom
A621		54	30'-0"	Footing Top & Bottom
A622		9	33'-8"	Footing Bottom
A625		326	8'-8"	Footing Top & Bottom
A626		64	9'-2"	Footing Top & Bottom Right Wing
A627		20	35'-0"	Footing Top & Bottom Right Wing
A628		20	31'-0"	Footing Top & Bottom Left Wing
A629		56	9'-6"	Footing Top & Bottom Left Wing
A638	#6	49	11'-4"	Breastwall
A704	#7	8	11'-8"	Breastwall
A705		36	11'-8"	
A706		48	12'-5"	
A707		16	12'-5"	
A708		33	12'-5"	Breastwall
A709	#7	40	13'-11"	Wings
A806	#8	17	12'-5"	Breastwall
A904	#9	75	11'-6"	Wings
A5115	#5	11	5'-6"	Breastwall Corner
A5116		3	5'-0"	Backwall Corner
A5117		10	9'-0"	Breastwall Corner
A5118		3	6'-6"	Backwall Corner
A5119		2	1'-4"	Backwall - S.B.
A5120		2	3'-8"	Backwall - S.B.
A5121		2	5'-10"	Backwall - N.B.
A5122	#5	2	8'-7"	Backwall - N.B.



Proj. Engr. COH

DESIGN- As noted	BRIDGE NO.
TRACE-	SURVEY-
CHECK- ESC.	PLOT-

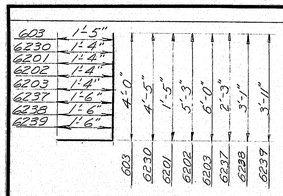
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING STEEL - ABUT. NO. 2 & PIERS
SHEET 33 OF 40 AUGUSTA, MAINE MAY 1972

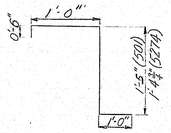
151-27

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)98	34	40

REINFORCING STEEL SCHEDULE

SUPERSTRUCTURE





501 or 5274

NORTHBOUND

MARK	SIZE	NO.	LENGTH	LOCATION
—BENT BARS—				
6239	#6	1	5'- 5"	Slab to Curb
5274	#5	477	3'-11"	Curb
6230	#6	899	5'- 3"	Slab to Curb
6201		1	2'- 9"	
6202		1	6'- 7"	
6203		1	7'- 4"	
6237		1	3'- 9"	
6238	#6	1	4'- 7"	Slab to Curb
—STRAIGHT BARS—				
5200	#5	618	40'- 0"	Slab - Dist Steel
5201	#5	3	39'- 5"	
5202			38'- 2"	
5203			36'-11"	
5204			35'- 8"	
5205			34'- 5"	
5206			33'- 2"	
5207			32'- 0"	
5208			30'- 9"	
5209			29'- 6"	
5210			28'- 3"	
5211			27'- 0"	
5212			25'- 9"	
5213			24'- 6"	
5214			23'- 4"	
5215			22'- 1"	
5216			20'-10"	
5217			19'- 7"	
5218			18'- 4"	
5220			8'- 3"	
5221			7'-10"	
5222			6'- 7"	
5223			5'- 4"	
5224			4'- 1"	
5225		3	2'-10"	
5226		1	39'- 3"	
5227			38'- 6"	
5228			37'- 9"	
5229			37'- 0"	
5230			36'- 3"	
5231			35'- 6"	
5232			34'- 9"	
5233			34'- 0"	
5234			33'- 3"	
5235			32'- 6"	
5236			31'- 9"	
5237			31'- 0"	
5238			30'- 3"	
5239			29'- 6"	
5240			28'- 9"	
5241			28'- 0"	
5242			27'- 3"	
5243			26'- 6"	
5244			25'- 9"	
5245			25'- 0"	
5246			24'- 3"	
5247			23'- 6"	
5248			22'- 9"	
5249			22'- 0"	
5250			21'- 3"	
5251			20'- 6"	
5252			19'- 9"	
5253			19'- 0"	
5254			18'- 3"	
5255	#5	1	17'- 6"	Slab - Dist Steel

SOUTHBOUND

MARK	SIZE	NO.	LENGTH	LOCATION
—BENT BARS—				
501	#5	368	3'-11"	Curb
603	#6	736	5'- 5"	Slab to Curb
—STRAIGHT BARS—				
502	#5	432	40'- 0"	Slab - Dist Steel
503		8	18'- 3"	
504		6	19'- 11"	
505		8	21'- 6"	
506		8	23'- 2"	
507		7	24'- 9"	
508		8	26'- 5"	
509		7	28'- 0"	
510		7	29'- 7"	
511		6	31'- 3"	
512		8	32'-10"	
513		5	34'- 6"	
514		8	36'- 1"	
515		6	37'- 9"	
516		8	39'- 4"	
517		6	41'- 0"	
518		4	42'- 7"	
520		39	30'- 0"	Slab - Dist over Pier
521		20	14'- 8"	Curb Steel
522		2	11'- 3"	
523		4	10'- 0"	
524		2	9'- 8"	
525		22	15'- 1"	
526	#5	2	7'-10"	Curb Steel
527	#5	2	14'-11"	Curb Steel
601	#6	329	31'- 3"	Slab - Main Steel
602		329	21'- 0"	
604		658	23'- 7"	
605		6	21'- 0"	
606		6	31'- 3"	
607		6	21'- 0"	
608		6	42'- 0"	
609		27	40'- 0"	
610		4	10'- 0"	
611		4	9'- 0"	
612		5	5'- 9"	
613		2	38'- 0"	
614			36'- 9"	
615			35'- 0"	
616			33'- 6"	
617			32'- 0"	
618			30'- 3"	
619			29'- 0"	
620			27'- 6"	
621			26'- 0"	
622			24'- 0"	
623			22'- 6"	
624			21'- 0"	
625			19'- 6"	
626			18'- 0"	
627			16'- 3"	
628			14'- 9"	
629			13'- 3"	
630			11'- 6"	
631			9'- 9"	
632	#6	2	8'- 6"	Slab - Main Steel

NORTHBOUND

MARK	SIZE	NO.	LENGTH	LOCATION
5257	#5	3	8'- 3"	Slab - Dist Steel
5258		1	7'- 7"	
5259		1	6'- 11"	
5260		1	6'- 3"	
5261		1	5'- 7"	
5262		1	4'- 11"	
5263		1	4'- 3"	
5264		1	3'- 7"	
5265		1	2'- 11"	
5266		41	28'- 0"	Slab - Dist Steel over Pier
5267		26	14'- 8"	Curb Steel
5268		2	8'- 8"	
5269		28	14'- 10"	
5270		2	7'-5"	
5271		2	12'-2"	
5273	#5	2	15'-4"	Curb Steel
6204	#6	1	8'- 5"	Slab - Main Steel
6205		1	12'- 2"	
6206		1	16'- 0"	
6207		1	19'- 10"	
6208		1	23'- 8"	
6209		1	27'- 5"	
6210		1	31'- 3"	
6211		2	17'-0"	
6212		2	19'-0"	
6213		2	21'-0"	
6214		2	23'-0"	
6215		2	25'-0"	
6216		2	27'-0"	
6217		1	9'-11"	
6218		1	13'-9"	
6219		1	17'-7"	
6220		1	21'-4"	
6221		1	25'-2"	
6222		1	29'-0"	
6223		1	32'-9"	
6224		2	19'-0"	
6225		2	21'-0"	
6226		2	23'-0"	
6227		2	25'-0"	
6228		2	27'-0"	
6229		2	29'-0"	
6231		272	29'-6"	
6232		272	28'-9"	
6233		274	27'-8"	
6234		464	40'-0"	
6235		136	24'-6"	
6236		136	22'-9"	
6240		6	4'-9"	
6241		6	7'-2"	
6242		6	9'-7"	
6243		6	11'-5"	
6244		6	14'-4"	
6245		6	16'-9"	
6246		3	19'-2"	
6247			21'-6"	
6248			23'-11"	
6249			26'-4"	
6250			28'-9"	
6251			31'-2"	
6252			33'-6"	
6253			35'-11"	
6254			38'-4"	
6255			4'-5"	
6256			6'-10"	
6257			9'-3"	
6258	#6	3	11'-8"	Slab - Main Steel

SOUTHBOUND

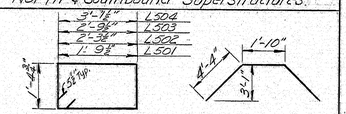
MARK	SIZE	NO.	LENGTH	LOCATION
633	6	2	7'- 0"	Slab - Main Steel
634		2	5'-6"	
635		7	10'-0"	
640		4	8'-0"	
641		4	6'-6"	
642		3	3'-6"	
643		3	39'-7"	
644			37'-2"	
645			34'-9"	
646			32'-4"	
647			30'-0"	
648			27'-7"	
649			25'-2"	
650			22'-9"	
651			20'-5"	
652			18'-0"	
653			15'-7"	
654			13'-2"	
655			10'-10"	
656			8'-5"	
657			6'-0"	
658		3	3'-8"	
660		1	4'-11"	
661			8'-9"	
662			12'-7"	
663			16'-4"	
664			20'-2"	
665			24'-0"	
666			27'-10"	
667			31'-8"	
668			35'-5"	
669			39'-3"	
670		1	43'-1"	
671		1	46'-11"	
672		2	4'-0"	
673		1	7'-5"	
674			11'-2"	
675			15'-0"	
676			18'-10"	
678			22'-8"	
679			26'-6"	
680			30'-4"	
681			34'-2"	
682			38'-0"	
683			41'-9"	
684			45'-7"	
685	#6	1	49'-5"	Slab - Main Steel

NORTHBOUND

MARK	SIZE	NO.	LENGTH	LOCATION
6259	#6	3	14'- 0"	Slab - Main Steel
6260		3	16'- 5"	
6261		3	18'- 10"	
6262		2	2'- 3"	
6263			3'- 0"	
6264			4'- 8"	
6265			6'- 3"	
6266			7'-10"	
6267			9'- 5"	
6268			11'- 0"	
6269			12'- 8"	
6270			14'- 3"	
6271			15'- 10"	
6272			17'- 5"	
6273			19'- 1"	
6274			20'- 3"	
6275			22'- 3"	
6276			23'-10"	
6277			25'- 5"	
6278			27'- 0"	
6279			28'- 7"	
6280			30'- 3"	
6281			31'- 9"	
6282			33'- 5"	
6283			35'- 0"	
6284			36'- 8"	
6285		2	38'- 4"	
6286		137	21'- 6"	
6287		6	32'- 0"	
6288	#6	6	25'- 6"	Slab - Main Steel

REINFORCING AT LIGHT STANDARD LOCATIONS

North & Southbound Superstructures



L501 thru L504 L500

BENT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
L500	#5	4	10'-6"	Light Standard
L501	#5	4	7'-4"	"
L502	#5	4	8'-2"	"
L503	#5	4	9'-1"	"
L504	#5	8	10'-0"	"

STRAIGHT BARS

L600	#6	14	6'-0"	Light Standard

NOTES:

All dimensions are out to out of reinf. bar.

Bending details and hooks shall conform to the recommendations of ACI Standard 315-65

Reinforcing Bar: ASTM A615 Grade 60 or ASTM A615 Grade 40

Proj. Engr. CDH

DESIGN- TRACE- DMP CHECK- EBC

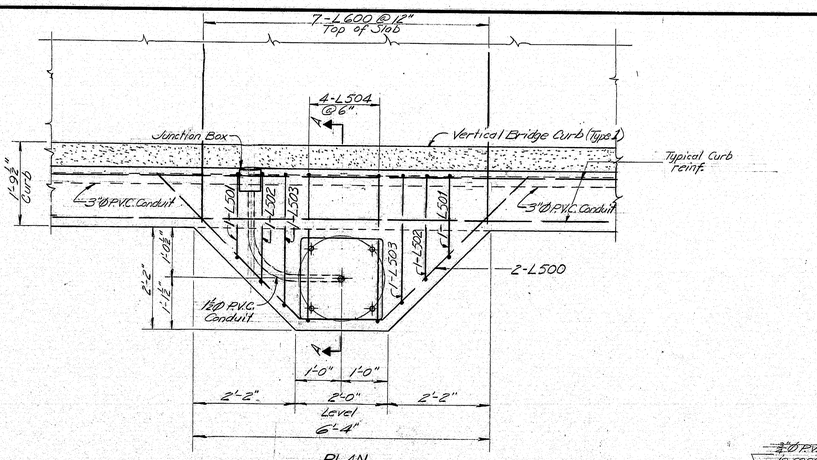
BRIDGE NO. SURVEY- PLOT-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE - SUPERSTRUCTURE

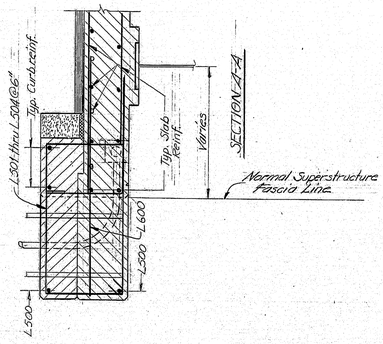
SHEET 34 of 40 AUGUSTA, MAINE MAY 1972

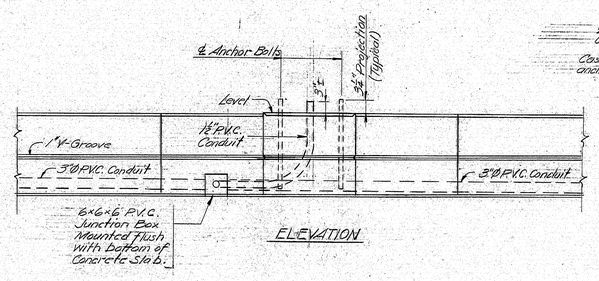
151-28

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	35	40

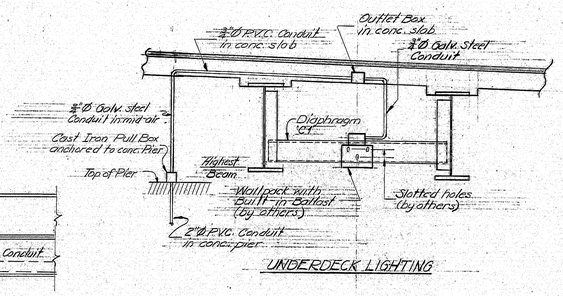


PLAN





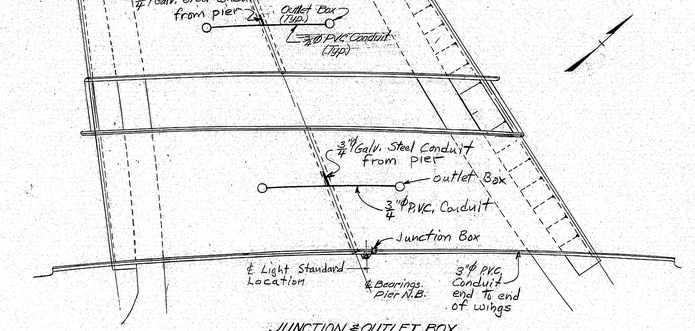
ELEVATION



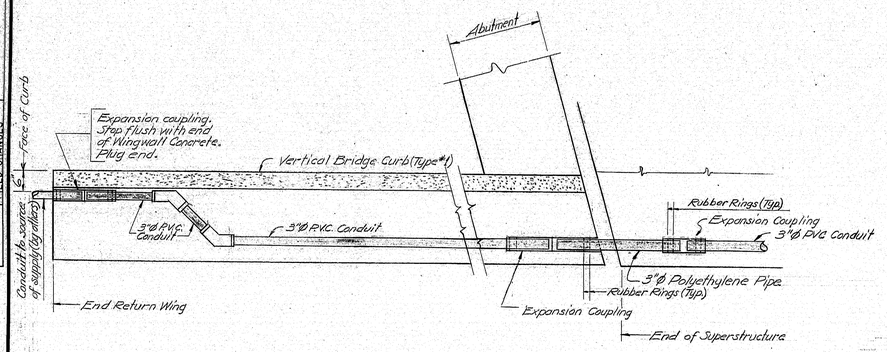
UNDERDECK LIGHTING

GENERAL LIGHTING NOTES

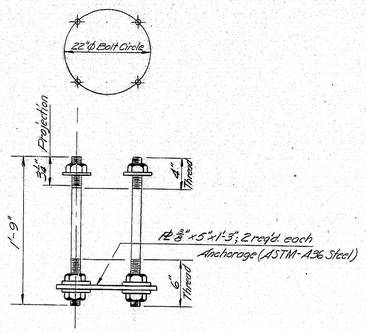
1. Bridge lighting consists of two conduit systems one in the curbs and wings of the structure and another from underground junction box in Congress St. up thru the piers to outlet boxes in superstructure slabs. Both systems will be paid for as a lump sum under Item 638.01. For details of under structure lighting see sheets 3, 10, 11, 35. For details of Interstate deck lighting see sheets 35, 7, 8, 9, 15, 16, 27, 29.
2. Junction Box shall be 6"x6"x6" P.V.C. with lid and gasket to be mounted flush with bottom of Concrete Slab.
3. Outlet Box shall be PVC octagon concrete box with lid to be mounted flush with bottom of Concrete Slab.
4. ¾"Ø & 1½"Ø & 3"Ø P.V.C. Conduit shall be Schedule #40
5. Design, construction and fittings of the unplasticized polyvinyl chloride (PVC) junction box and octagon concrete box shall conform to the most recent revised standards of the Underwriters' Laboratories, Inc. Approval by the Engineer is required before installation.
6. Provide drain hole in cover of junction boxes in concrete slab.
7. Underground Junction Box shall be Laminated Wall Bituminized Fibre with cast iron covers and be designed to support a 3000 pound vertical load. See General Plan Sheet #3 for location.
8. Center the outlet boxes over Type C1 diaphragms, see sheets #18, 19, 20 for locations.



JUNCTION & OUTLET BOX LOCATIONS IN SLAB



DETAIL AT ABUTMENTS AND ENDS OF SUPERSTRUCTURE
TYPICAL AT BOTH ENDS



ANCHOR BOLT DETAIL

4-1⅛"Ø Bolts Req'd with 3-hex nuts & 3 std washers for each bolt (All bolts, hex. nuts and standard washers shall be carbon steel - ASTM A307, and shall be hot-dipped galv. in accordance with A.S.T.M. A153.

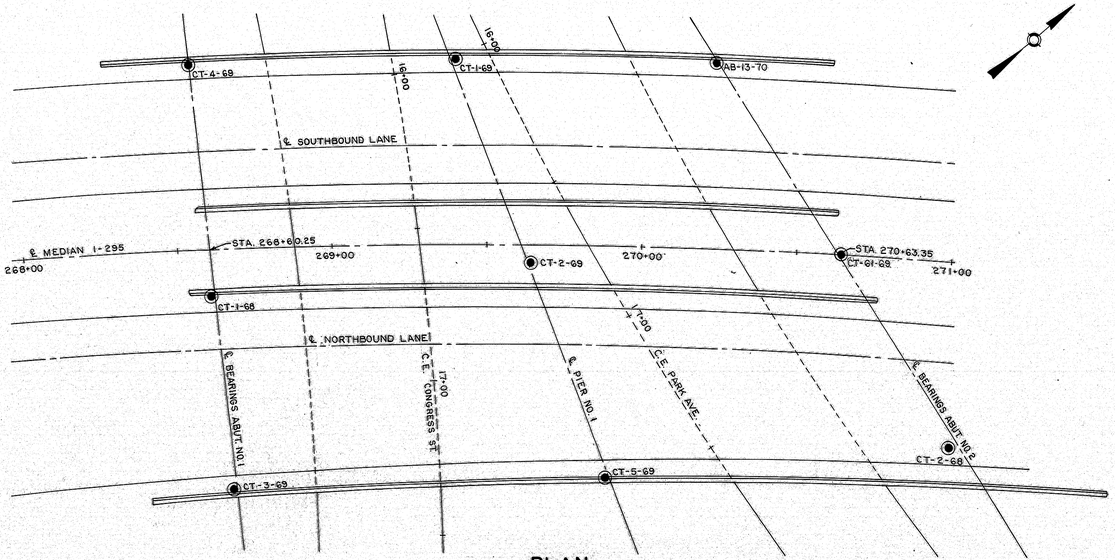
PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
Proj. Engr. CDH	BY	Whitbeck	Eder	
	DATE	8/72		

JANUARY 1968

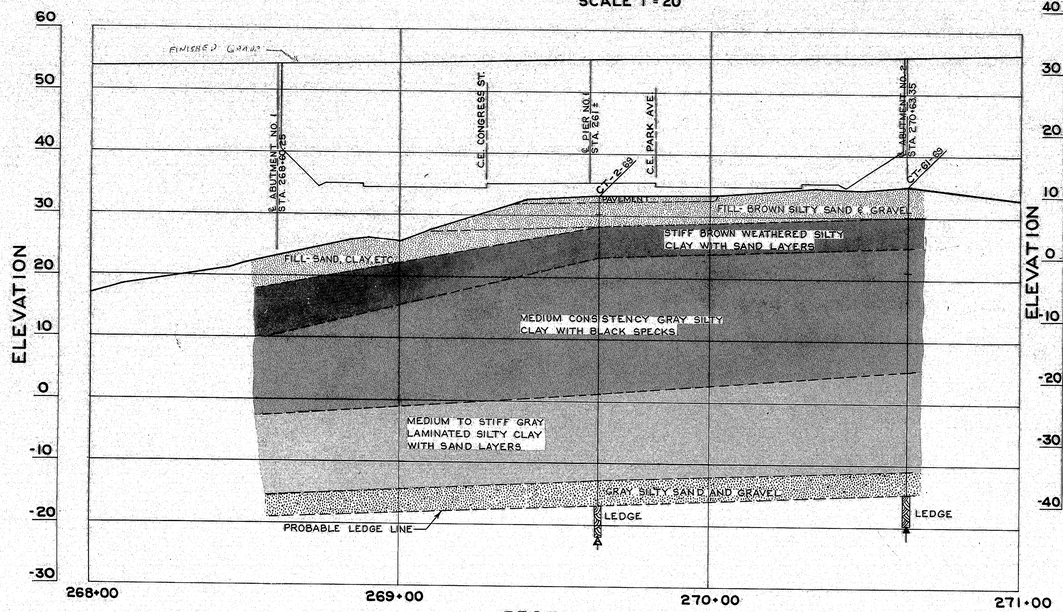
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BRIDGE LIGHTING (N.B. & S.B. STRUCTURES)
SHEET 35 OF 40 AUGUSTA, MAINE MAY 1972

151-29

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		36	40

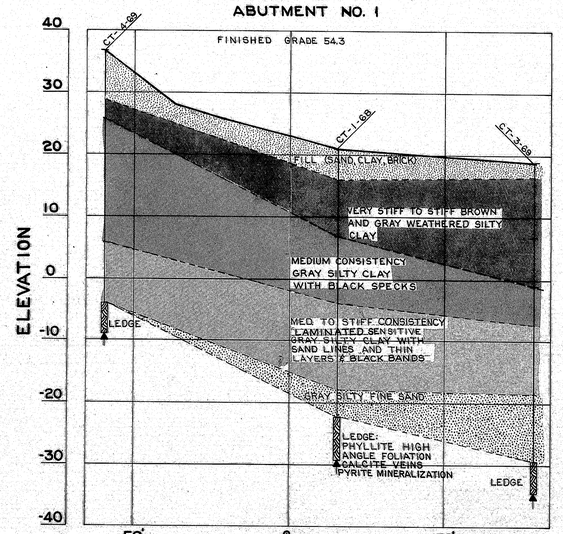


PLAN
SCALE 1" = 20'



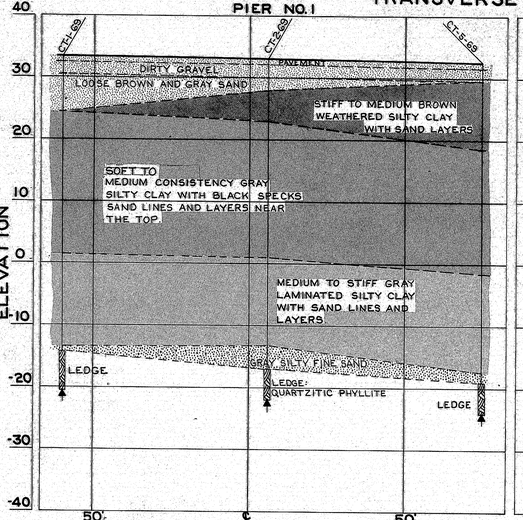
PROFILE
SCALE 1" = 20' HORIZ.
1" = 10' VERT.

TRANSVERSE SECTION
ABUTMENT NO. 1

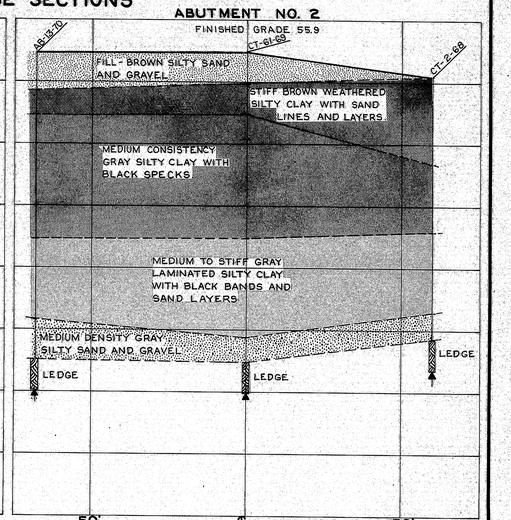


TRANSVERSE SECTIONS

PIER NO.1



ABUTMENT NO. 2



BORING NOTES

- All samples and vanes are made ahead of casing
- Number of blows required to drive extra heavy casing one foot 400 ft lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- ID S.I.H. Sampler #1290's
- IC 2" O.D. 16 ga. seamless tubing
- IU 3½" O.D. 16 ga seamless tubing
- IW Wash sample and number
- Number of blows required to drive spoon or tubing one foot with 350 ft lbs. of energy per blow
- H Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- P Piston sampler
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- 7½ 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
- ○ One half unconfined compressive strengths

WATER CONTENT NOTES

- ○ Natural water contents, given as per cent of dry weight
- ⊖···X Plastic and liquid limits
  Ignition losses are given as percent of dry weight

PLANS

	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY

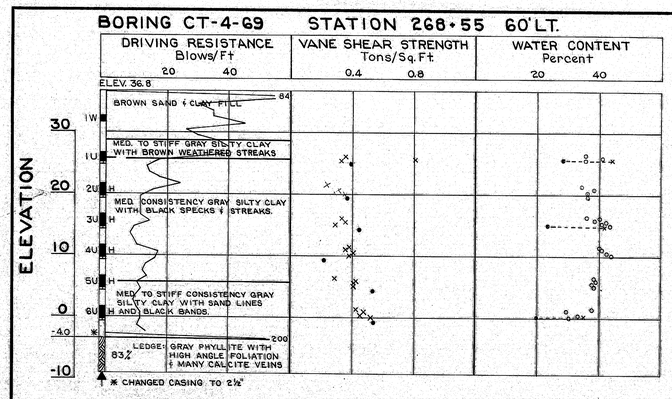
SHEET 36 OF 40 AUGUSTA, MAINE MAY 1972

203-1 2060

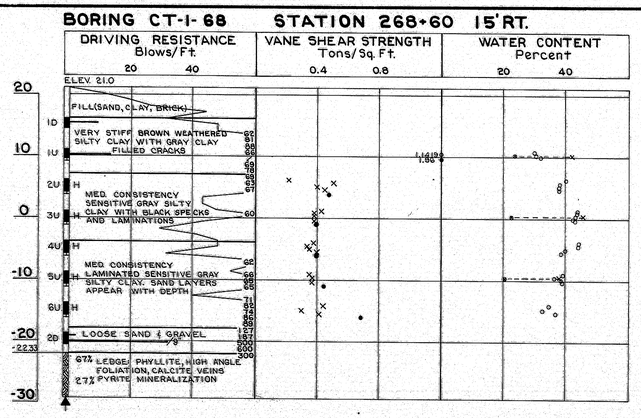
151-30

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		37	40

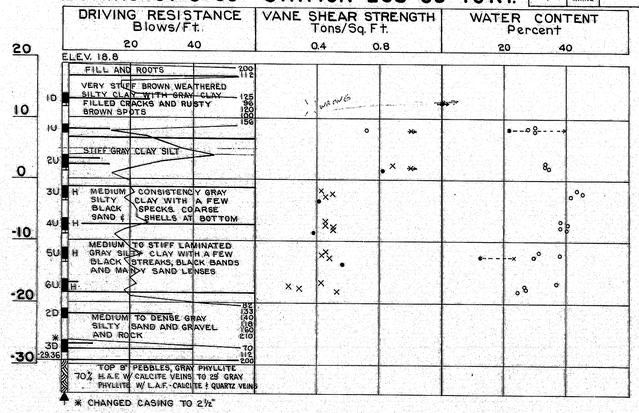
BORING CT-4-69 STATION 268+55 60'LT.



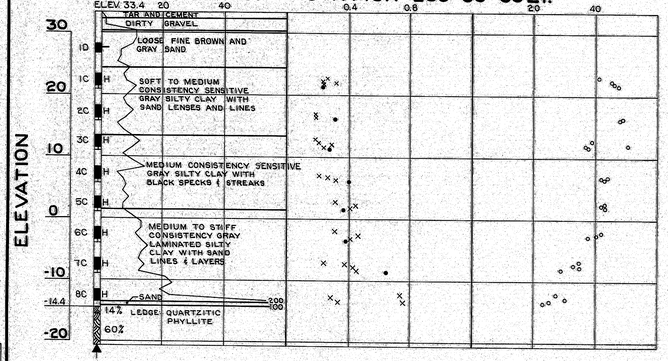
BORING CT-1-68 STATION 268+60 15'RT.



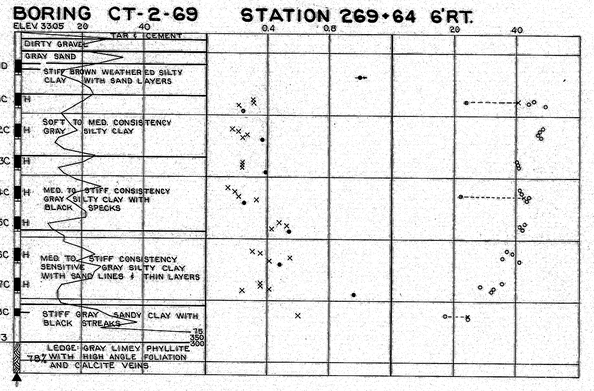
BORING CT-3-69 STATION 268+66 78'RT.



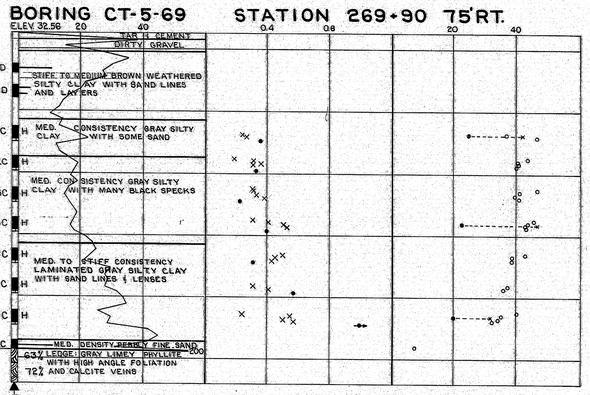
BORING CT-1-69 STATION 269+39 60'LT.



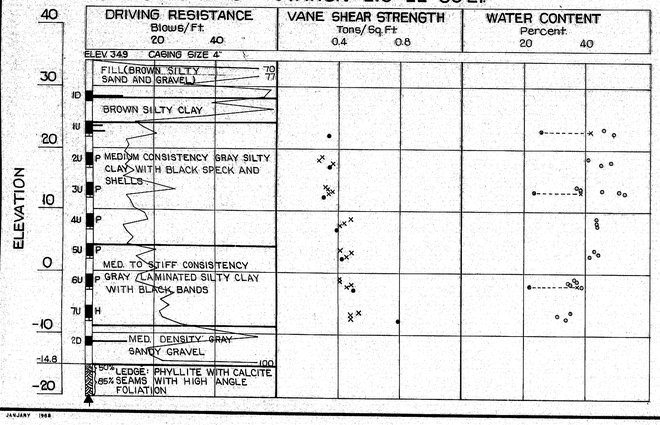
BORING CT-2-69 STATION 269+64 6'RT.



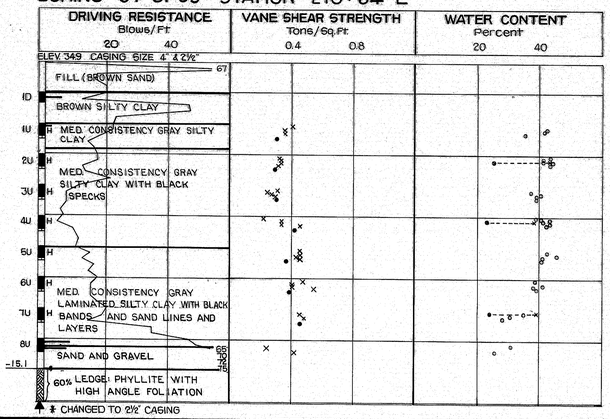
BORING CT-5-69 STATION 269+90 75'RT.



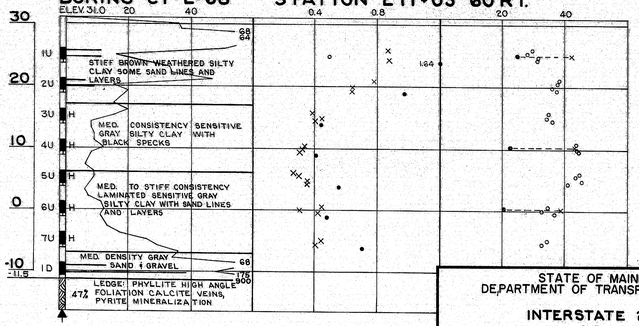
BORING AB-13-70 STATION 270+22 60'LT.



BORING CT-61-69 STATION 270+64 ℄



BORING CT-2-68 STATION 271+03 60'RT.



ELEVATION

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

INTERSTATE 295
OVER
CONGRESS ST. & PARK AVE.
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BORING DETAILS

SHEET 37 OF 40 AUGUSTA, MAINE MAY 1972

151-31

203-1 2060