S. P. R. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(54)48	1	55

STATE OF MAINE
STATE HIGHWAY COMMISSION

PORTLAND
CUMBERLAND COUNTY
MAINE FEDERAL AID INTERSTATE
PROJECT NO. I-295-3(54)48
TOTAL LENGTH 0.070 MILES
I-295 AND CS-7
OVER
PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING
AND
ST. JOHN STREET

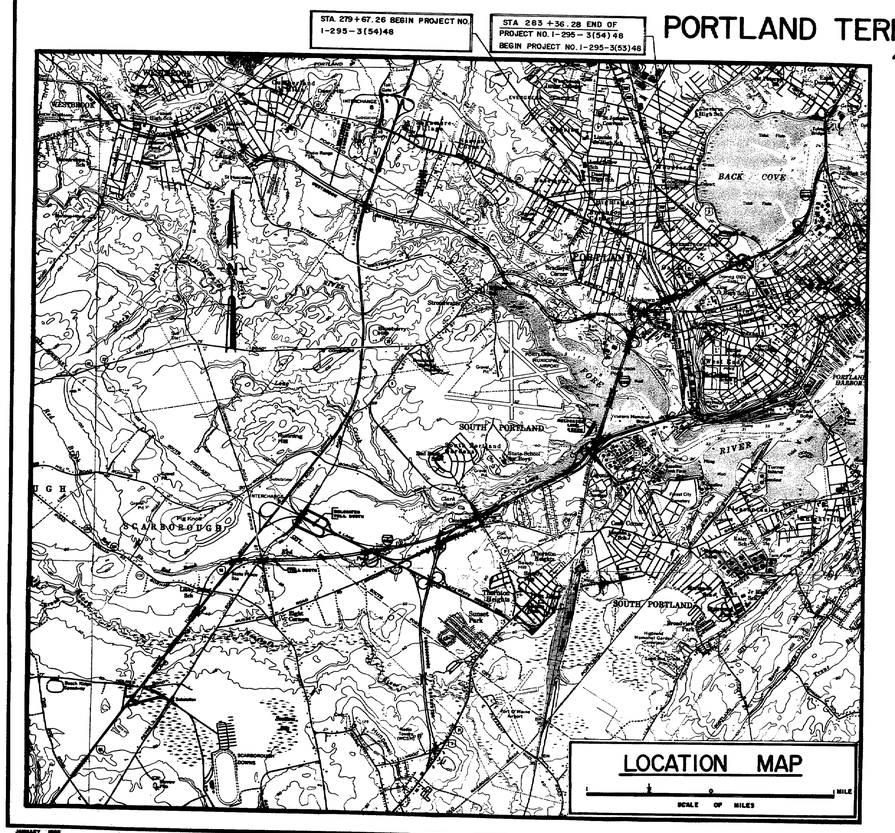
"As Built" 1972 Bridge Items

CONVENTIONAL SIGNS

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

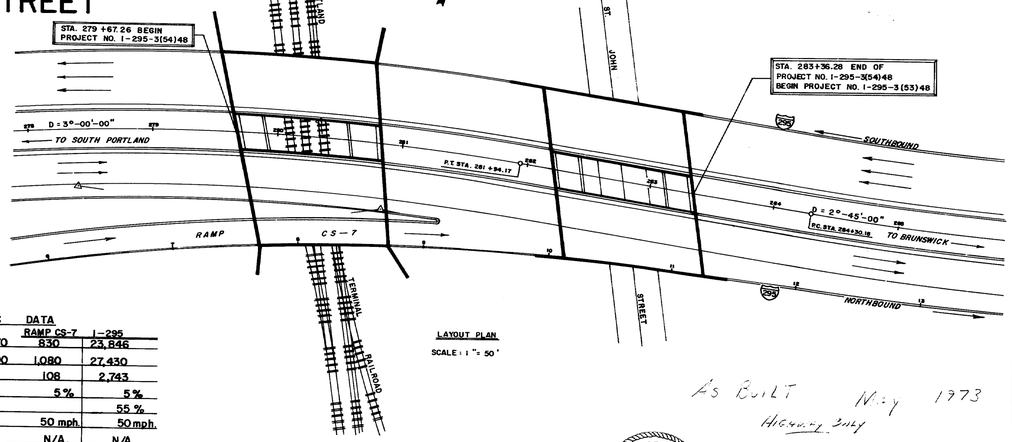
INDEX OF SHEETS

SHEET NO.	CONTENTS
1	TITLE SHEET
2	GENERAL PLAN
3	QUANTITIES & R/W MON. LIST
4-5	RIGHT OF WAY
6	PLAN SHEET
7	TYPICAL SECTIONS
8-9	PROFILES
10-18	CROSS SECTIONS I-295
19-28	CROSS SECTIONS RAMP CS-7
29-33	SOILS
34-61	STRUCTURAL PLANS I-295 & CS-7 OVER MAIN LINE PORTLAND TERMINAL RAILROAD
62-79	STRUCTURAL PLANS I-295 & CS-7 OVER ST. JOHN STREET
80-85	STANDARD DETAIL SHEETS



LOCATION MAP

SCALE OF MILES



LAYOUT PLAN

SCALE 1" = 50'

TRAFFIC DATA		RAMP CS-7	I-295
A.D.T.	1970	830	23,846
A.D.T.	1990	1,080	27,430
D.H.V.		108	2,743
T. (%)		5%	5%
D. (%)			55%
V.		50 mph.	50 mph.
P.S.D. (%)		N/A.	N/A.
18 KIPS		N/A.	N/A.

As Built May 1973
Highway Duty

STATE OF MAINE
SYLVESTER L. POOR
187
REGISTERED PROFESSIONAL ENGINEER

NOTE

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

APPROVED:
MAINE STATE HIGHWAY COMMISSION

	DATE
Daniel H. Stevens, CHAIRMAN	MAY 19, 1971
Burton E. Sockalexis	MAY 19, 1971
Steven J. Shaw	MAY 19, 1971
Sylvester L. Poor, CHIEF ENGINEER	MAY 19, 1971

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

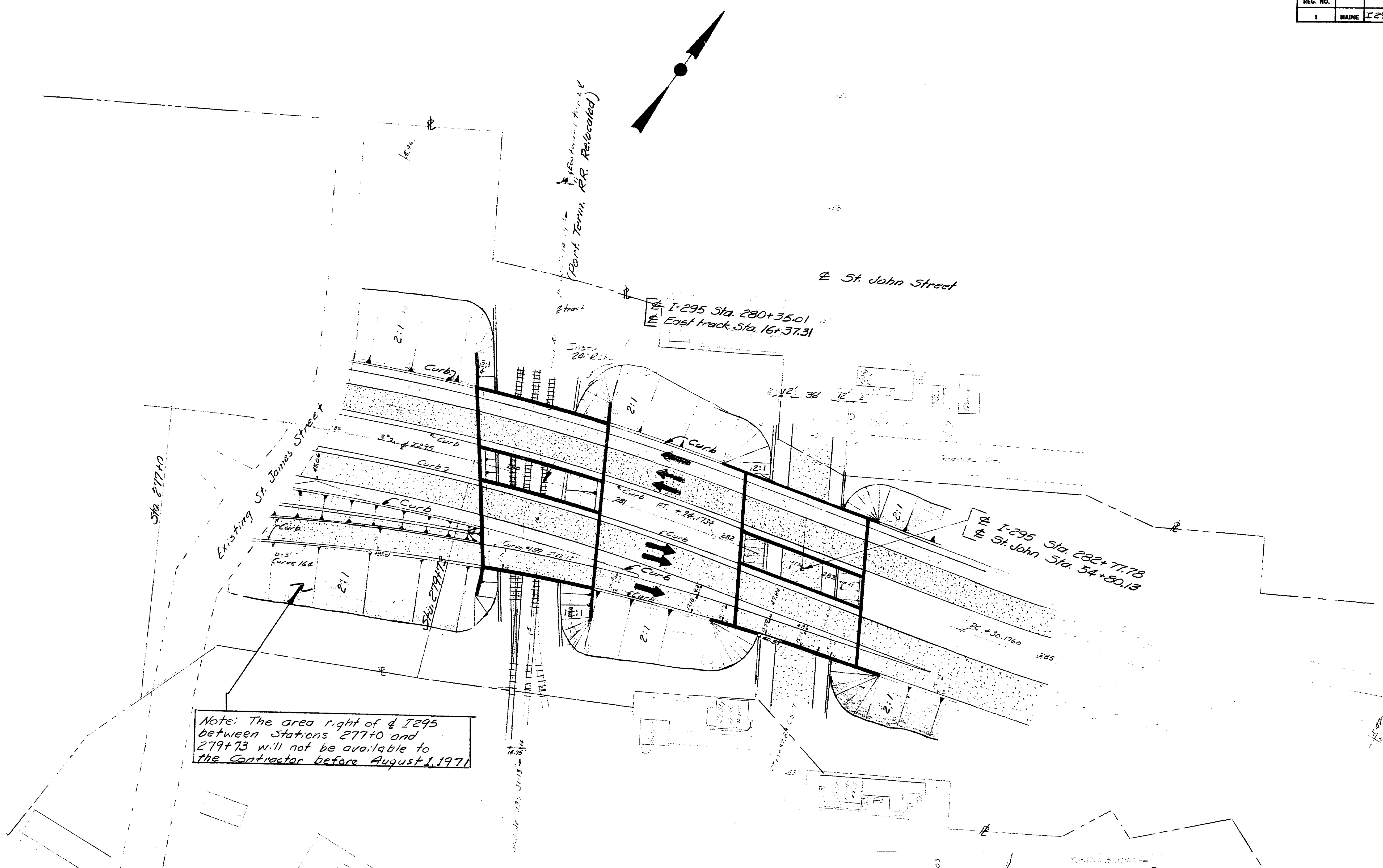
REGION 1

APPROVED:

DIVISION ENGINEER DATE

152-87

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	2	85



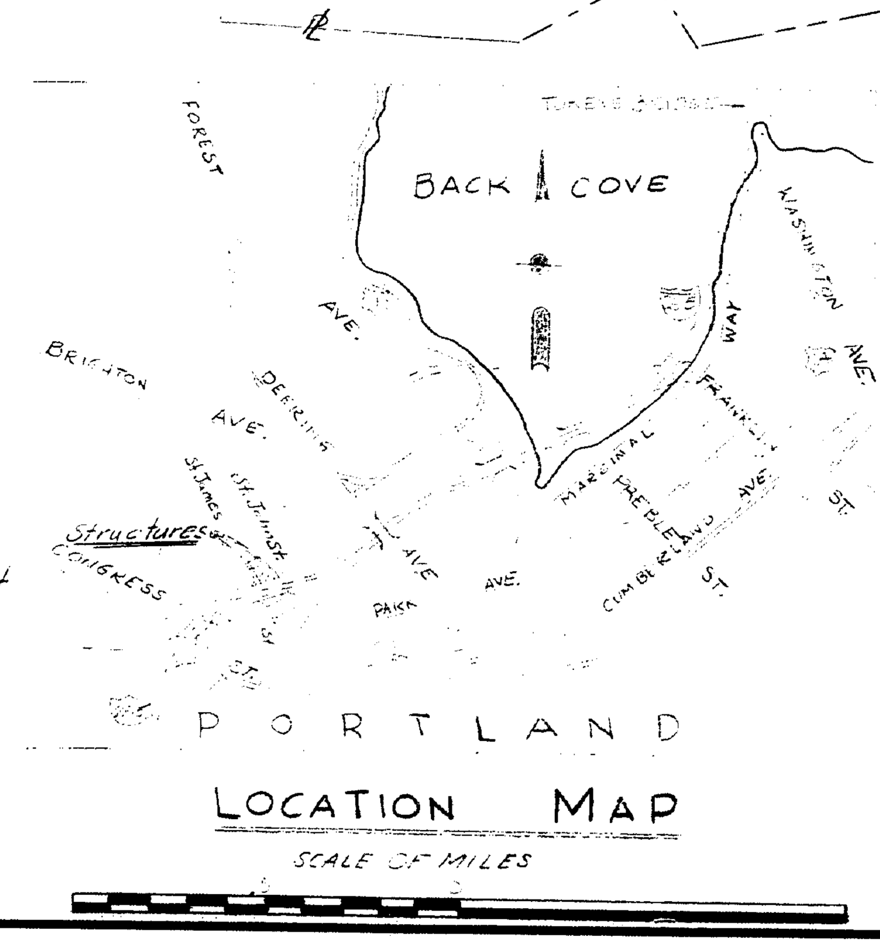
Note: The area right of ℄ I295 between Stations 277+0 and 279+73 will not be available to the Contractor before August 1, 1971

For detailed General Plans see Sht's 34 & 62

This plan shows the completed highway and Structures and will require work under future contracts. For limits of work under this contract see sheets 1, 6, 8, 34 & 62

℄ St. John Street

PLAN
Scale: 1" = 50'



PORTLAND

LOCATION MAP

SCALE OF MILES

DESIGN–ALL
TRACE–ALL & GWC
CHECK–CMR

BRIDGE NO.
SURVEY–
PLOT–

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7

OVER

MAIN LINE PORTLAND TERMINAL RAILROAD

AND

SAINT JOHN STREET

IN THE CITY OF

PORTLAND

CUMBERLAND COUNTY

COMPOSITE GENERAL PLAN

SHEET 2 OF 85 AUGUSTA, MAINE MAY 1971

152-88

B. P. R. PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	3	85

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
203.20	Common Excavation	600	Cu. Yd.
203.25	Granular Borrow	33,000	Cu. Yd.
203.26	Gravel Borrow	910	Cu. Yd.
* 304.10	Aggregate Subbase Course - Gravel	250	Cu. Yd.
501.215	Steel H-beam Piles 74 lbs/Ft.	5850	L.F.
502.21	Structural Concrete, Abuts. & Retaining Walls	2140	Cu. Yd.
502.2601	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges - Portland Terminal Railroad	1	L.S.
502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges - St. John St.	1	L.S.
* 502.3101	Structural Concrete, Approach Slabs - PTRR	1	L.S.
* 502.3102	Structural Concrete, Approach Slabs - St. John	1	L.S.
503.12	Reinforcing Steel, Fab. & Delivered	377,000	Lb.
503.13	Reinforcing Steel, Placing	377,000	Lb.
504.7001	Structural Steel, Fab. & Delivered - P.T.R.R.	1	L.S.
504.7002	Structural Steel, Fab. & Delivered - St. John St.	1	L.S.
504.7101	Structural Steel, Erection - P.T.R.R.	1	L.S.
504.7102	Structural Steel, Erection - St. John St.	1	L.S.
505.0801	Shear Connectors - P.T.R.R.	1	L.S.
505.0802	Shear Connectors - St. John St.	1	L.S.
506.1401	Field Painting, Structural Steel - P.T.R.R.	1	L.S.
506.1402	Field Painting, Structural Steel - St. John St.	1	L.S.
507.08	Bridge Railing	1140	L.F.
* 508.10	Membrane Waterproofing	2560	Sq. Yd.
512.07	French Drains (Stones only)	115	Cu. Yd.
513.09	Slope Protection - Port. Cem. Concrete	760	Sq. Yd.
513.10	Slope Protection - Bit. Treated Stone	1050	Sq. Yd.
514.06	Curing Box for Concrete Cylinders	1	Each
515.20	Protective Coating for Concrete Surfaces	540	Sq. Yd.
520.07	Elastomeric Expansion Device (Type I)	231	L.F.
609.13	Vertical Bridge Curb - Type I	1190	L.F.
610.09	Hand Laid Riprap	20	Cu. Yd.
615.07	Loam	200	Cu. Yd.
616.08	Sodding	225	Sq. Yd.
617.09	Erosion Control Mesh (Standard) (Not used)	200	Sq. Yd.
618.13	Seeding, Method Number 1	25	Unit
618.15	Temporary Seeding	20	Lbs.
619.08	Hay Mulch	1	Ton
623.06	Right-of-Way Monuments	11	Each
629.05	Labor, Straight Time (Not used)	100	M.Hr.
632.08	Warning Lights	2	Group
637.07	Sprinkling (Not used)	10	M.G.
637.08	Calcium Chloride (Not used)	2	Ton
638.0101	Embedded Work in Structures - P.T.R.R.	1	L.S.
638.0102	Embedded Work in Structures - St. John St.	1	L.S.
639.08	Field Office, Type A	1	Each

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
652.25	Maintenance of Traffic	1	L.S.
657.20	Seed and Application Method A (NOT USED)	1	Acre
660.20	On The Job Training	2000	M.H.
EW 0 #4	9"-24" Trees Remove	9	Each
EW 0 #4	24" To 48" Trees Remove	3	Each
EW 0 #4	Stumps Remove	9	Each
EW0 #9	24" RCP	235	L.F.
EW0 #7	All Purpose Excavation Item 631.12	4.5	Has
EW0 #7	Truck-Large Item 631.122	8.0	Has

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS

502.2601 — Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges — P.T.R.R. — 435 c.y.
502.2602 — Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges — St. John St. — 355 c.y.
* 502.3101 — Structural Concrete, Approach Slabs — P.T.R.R. — 15 c.y.
* 502.3102 — Structural Concrete, Approach Slabs — St. John St. — 71 c.y.
504.7001 — Structural Steel, Fab. & Delivered — P.T.R.R. — 410,000 lbs.
504.7002 — Structural Steel, Fab. & Delivered — St. John St. — 398,000 lbs.
504.7101 — Structural Steel, Erection — P.T.R.R. — 410,000 lbs.
504.7102 — Structural Steel, Erection — St. John St. — 398,000 lbs.
505.0801 — Shear Connectors — P.T.R.R. — 2840 = 2800 lbs.
505.0802 — Shear Connectors — St. John St. — 2312 = 2300 lbs.
506.1401 — Field Painting, Structural Steel — P.T.R.R. — 410,000
506.1402 — Field Painting, Structural Steel — St. John St. — 398,000
638.0101 — Embedded Work in Structures — P.T.R.R. — 2360 lin. Ft. of 3" ϕ P.V.C. conduit plus fittings
638.0102 — Embedded Work in Structures — St. John St. — 3105 lin. Ft. of 3" ϕ P.V.C. conduit plus fittings

RIGHT OF WAY MONUMENT LOCATIONS

I - 295 - STATIONS
279+33 — — — — — — 289' LEFT
279+46 — — — — — — 175' LEFT
280+92 — — — — — — 175' LEFT
281+00 — — — — — — 142' LEFT
281+99 — — — — — — 171' LEFT
282+18 — — — — — — 100' LEFT
281+75 — — — — — — 151' RIGHT
281+80 — — — — — — 165' RIGHT
282+83 — — — — — — 120' RIGHT

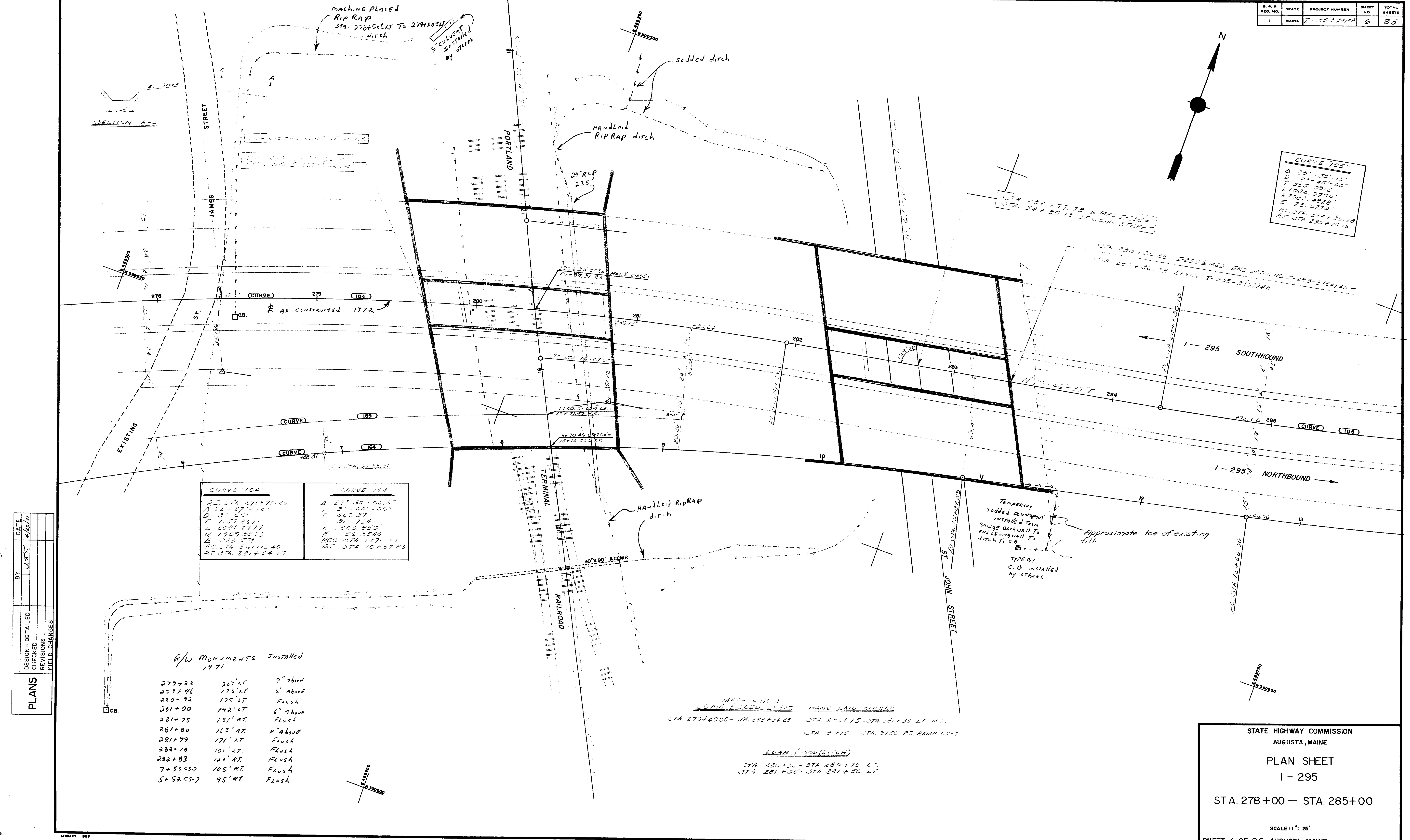
RAMP CS-7 - STATIONS
5+50 — — — — — — 95' RIGHT
7+50 — — — — — — 105' RIGHT

* Not a part of this Contract

STATE HIGHWAY COMMISSION
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
AND
PORTLAND TERMINAL RAILROAD
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
QUANTITIES
SHEET 3 OF 85 AUGUSTA, MAINE MAY. 1971

152-89

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(54)48	6	85



N
machine placed Rip Rap
sodded ditch
Handlaid Rip Rap ditch
24" RCP 235
JAMES STREET
ST.
PORTLAND TERMINAL RAILROAD
ST. JOHN STREET
EXISTING
CURVE 104
CURVE 189
CURVE 164
CURVE 105
℄ As constructed 1972
I - 295 SOUTHBOUND
I - 295 NORTHBOUND
278
279
280
281
282
283
284
285
6
7
8
9
10
11
12
13
+88.81
Handlaid RipRap ditch
30"X90" ACCMP
Temporary sodded downspout installed from bridge backwall to end of wingwall to ditch to C.B.
Approximate toe of existing fill.
TYPE B1 C.B. installed by others
C.B.
CURVE "105"
CURVE "104"
RI. STA. 276+79.26
Δ 62°-27'-12"
D 3°-00'
T 1157.8671'
L 2081.7777
R 1909.8593'
E 323.578'
PC STA. 261+12.40
PT STA. 281+34.17
CURVE "164"
Δ 27°-30'-06.2"
D 3°-00'-00"
T 467.37'
L 916.724'
R 1909.859'
E 56.3544'
PCC STA. 1+71.166
PT STA. 10+87.89
R/W Monuments Installed 1971
279+33 289' LT. 7" Above
279+46 175' LT. 6" Above
280+92 175' LT. Flush
281+00 142' LT. 6" Above
281+75 151' RT. Flush
281+80 165' RT. 11" Above
281+99 171' LT. Flush
282+18 100' LT. Flush
282+83 120' RT. Flush
7+50 CS-7 105' RT. Flush
5+52 CS-7 95' RT. Flush
PLANS
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
BY
DATE

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PLAN SHEET
I - 295

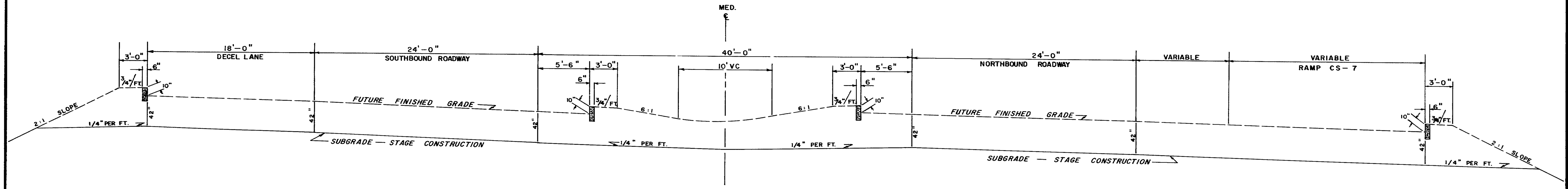
STA. 278+00 — STA. 285+00

SCALE: 1" = 25'

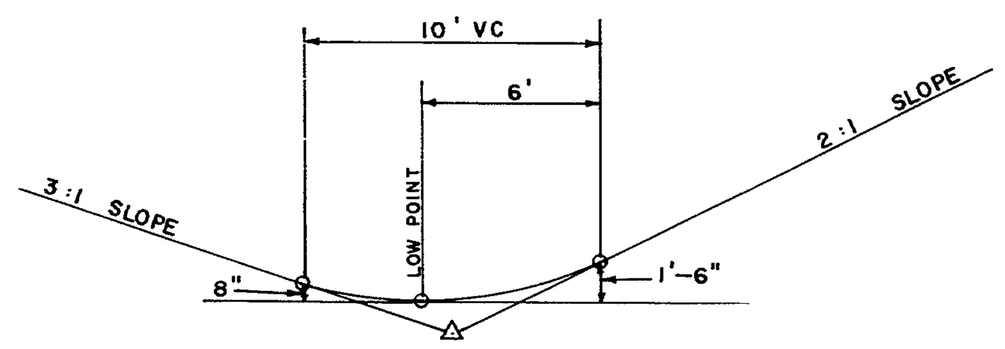
SHEET 6 OF 85 AUGUSTA, MAINE

152-90

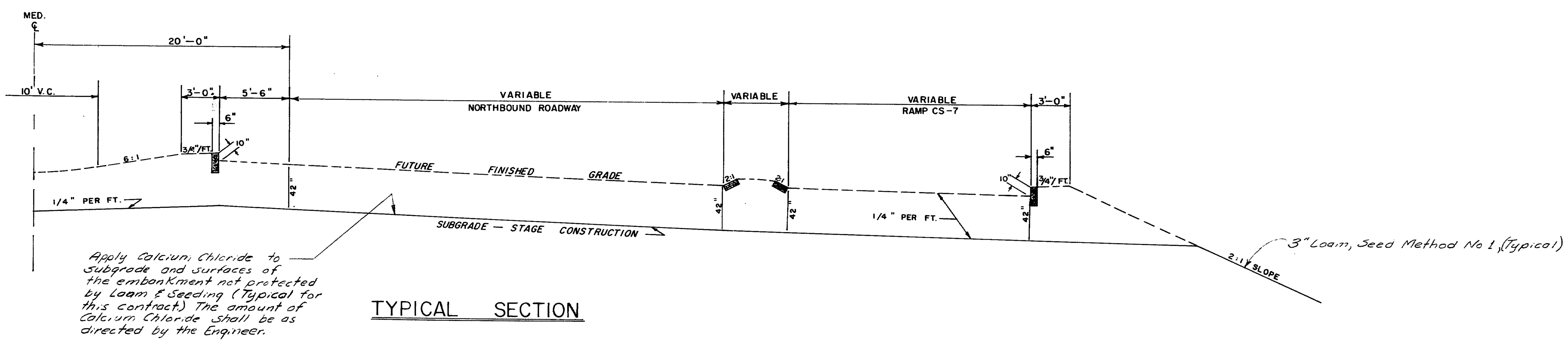
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(61)48	7	85



TYPICAL SECTION



CIRCULAR DITCH



TYPICAL SECTION

(MAIN LINE & RAMP CS-7)

PLANS		BY	DATE
	DESIGN - DETAILED	J.F.T.	5/21/71
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

STATE HIGHWAY COMMISSION

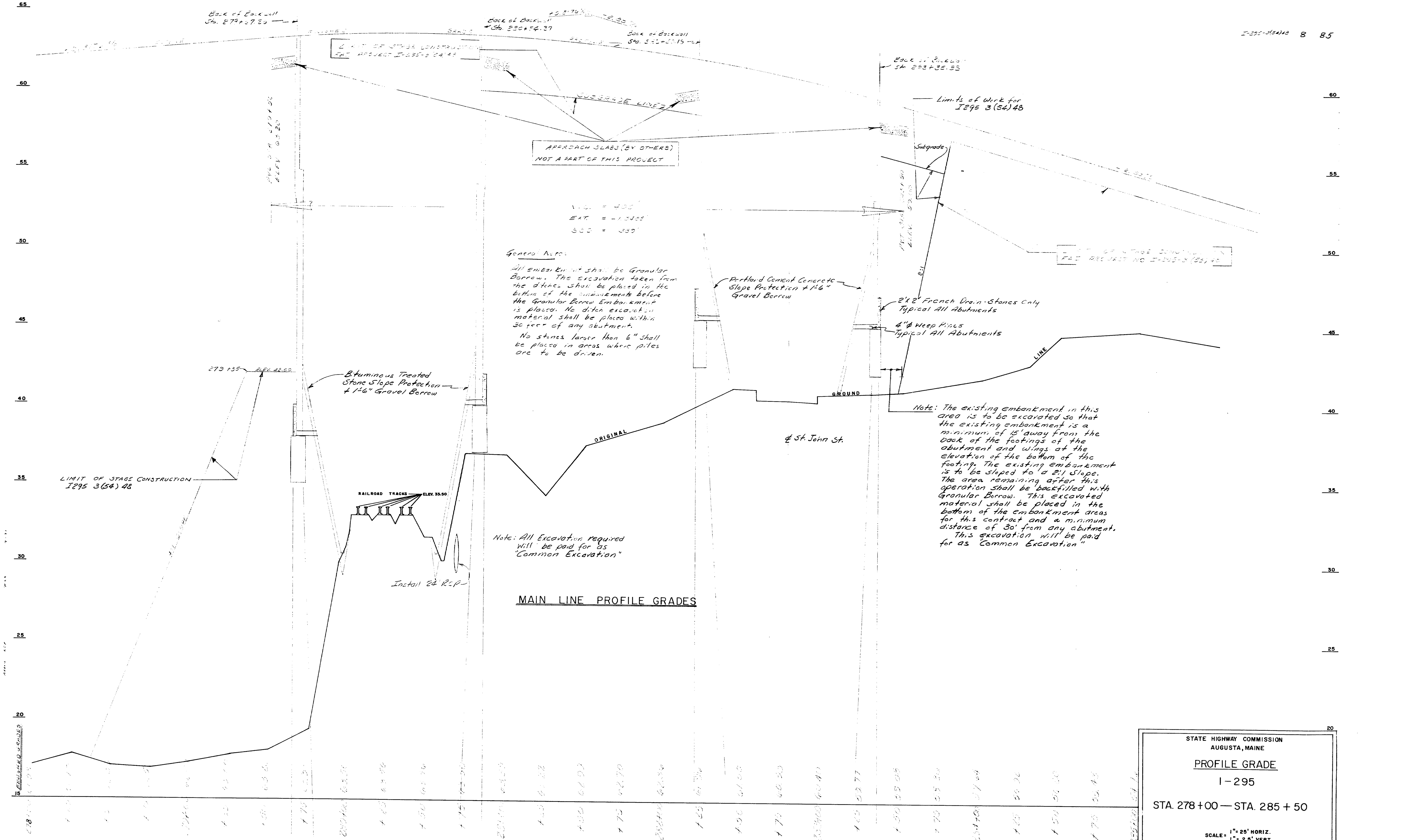
TYPICAL SECTIONS

MAIN LINE & RAMP CS-7

SHEET 7 OF 85 AUGUSTA, MAINE

152-91

203-1 2080



STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

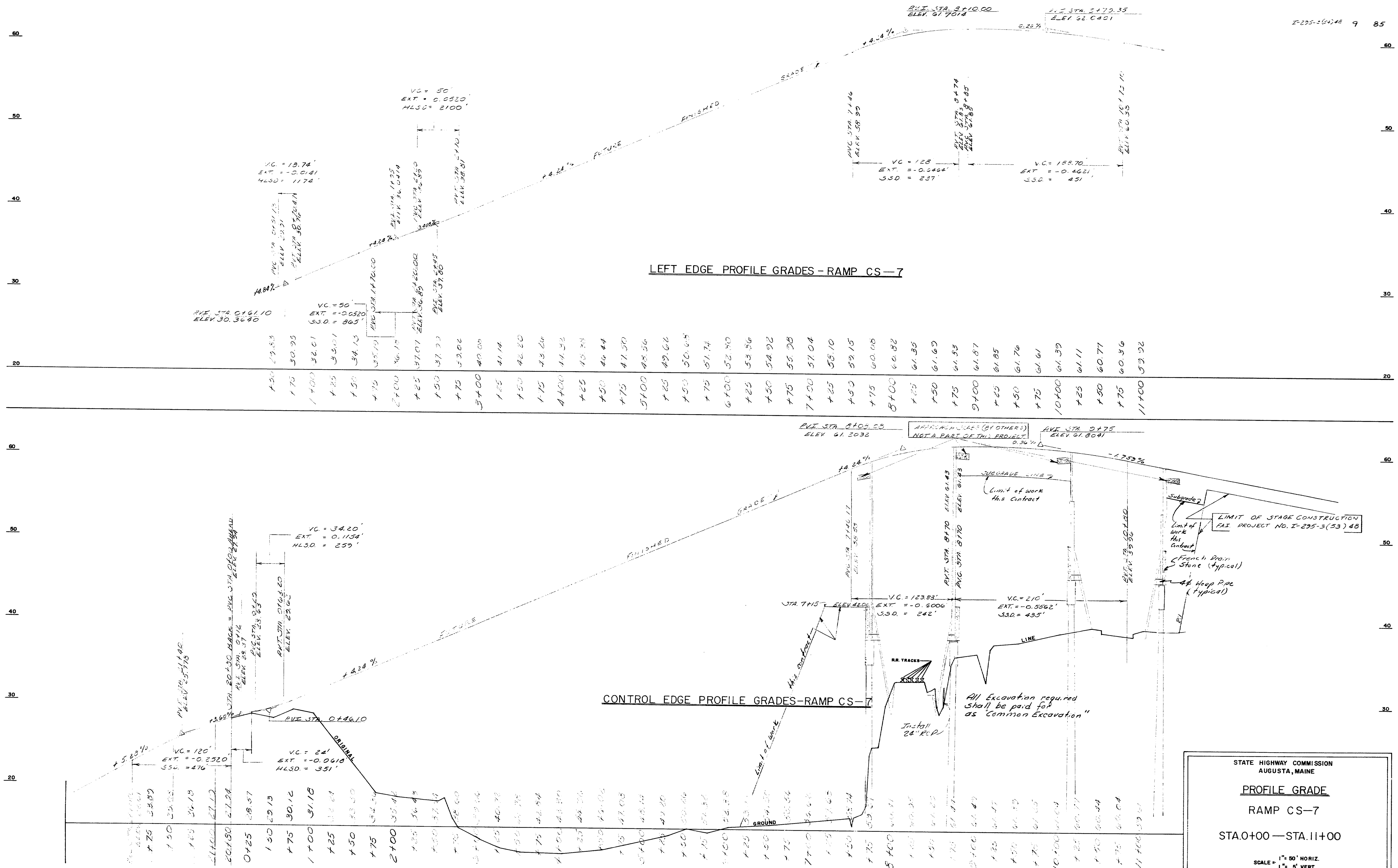
PROFILE GRADE

I-295

STA. 278 + 00 — STA. 285 + 50

SCALE = 1" = 25' HORIZ. 1" = 2.5' VERT.

152-92



STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

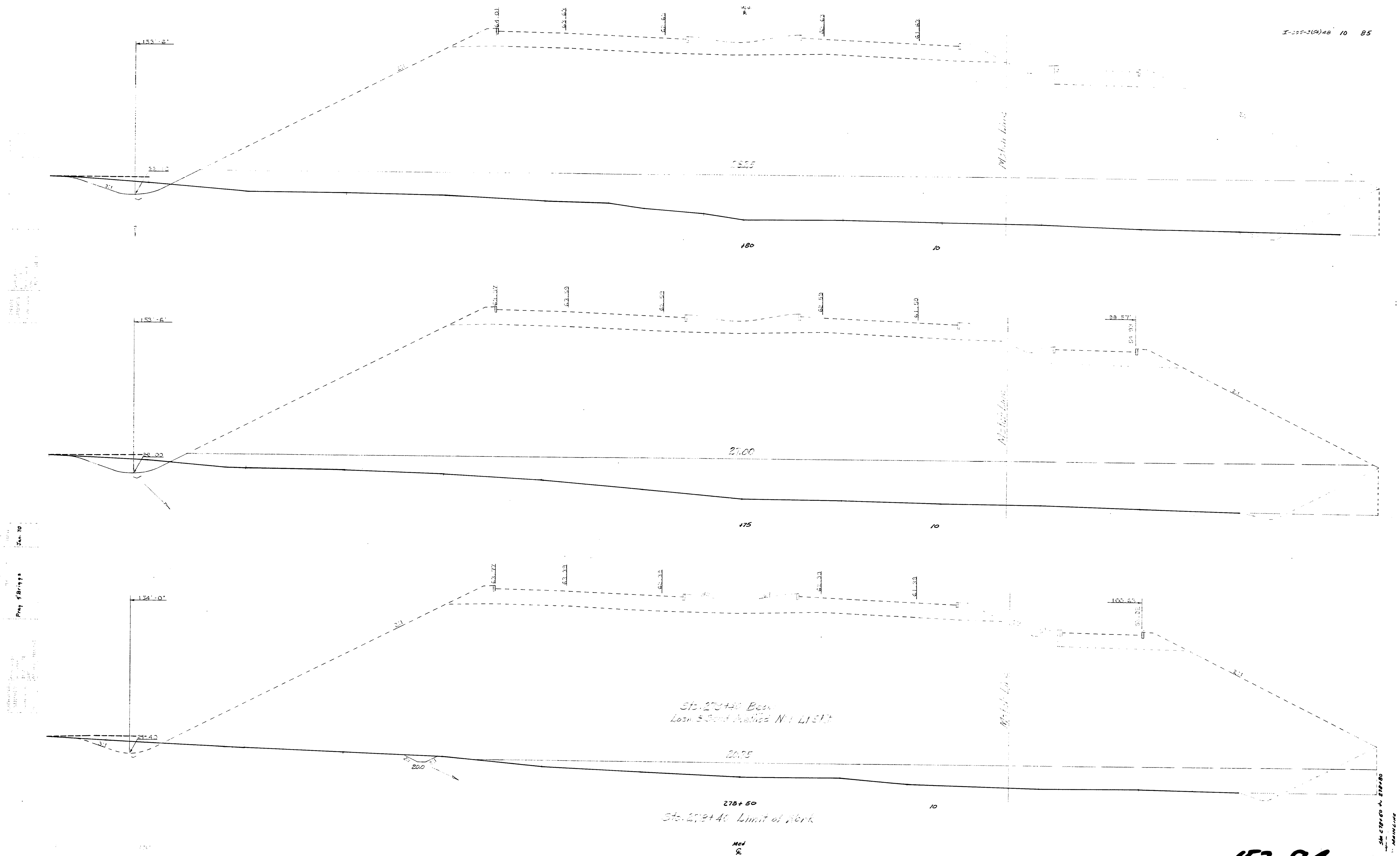
PROFILE GRADE

RAMP CS—7

STA.0+00 —STA.11+00

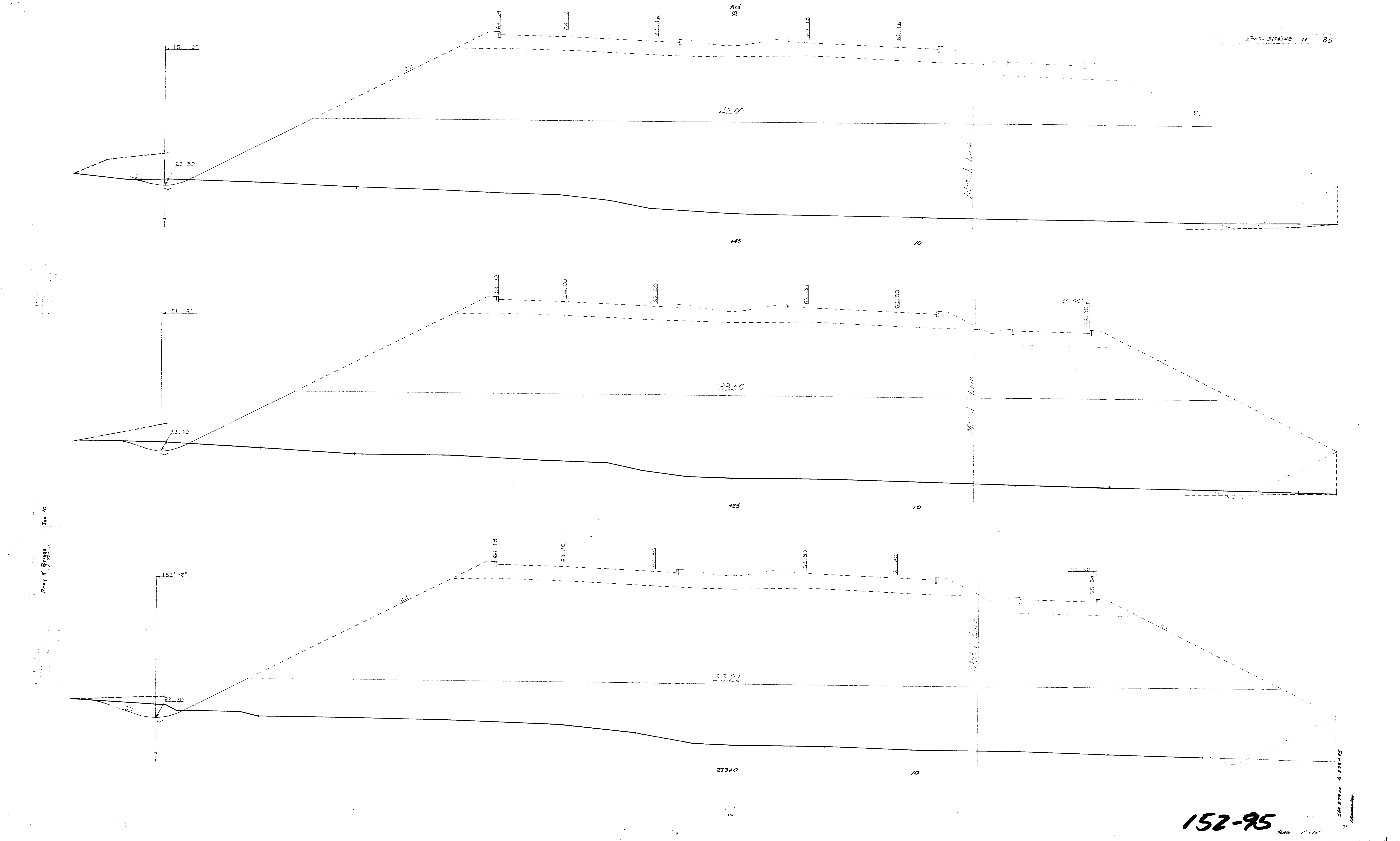
SCALE = 1" = 50' HORIZ. 1" = 5' VERT.

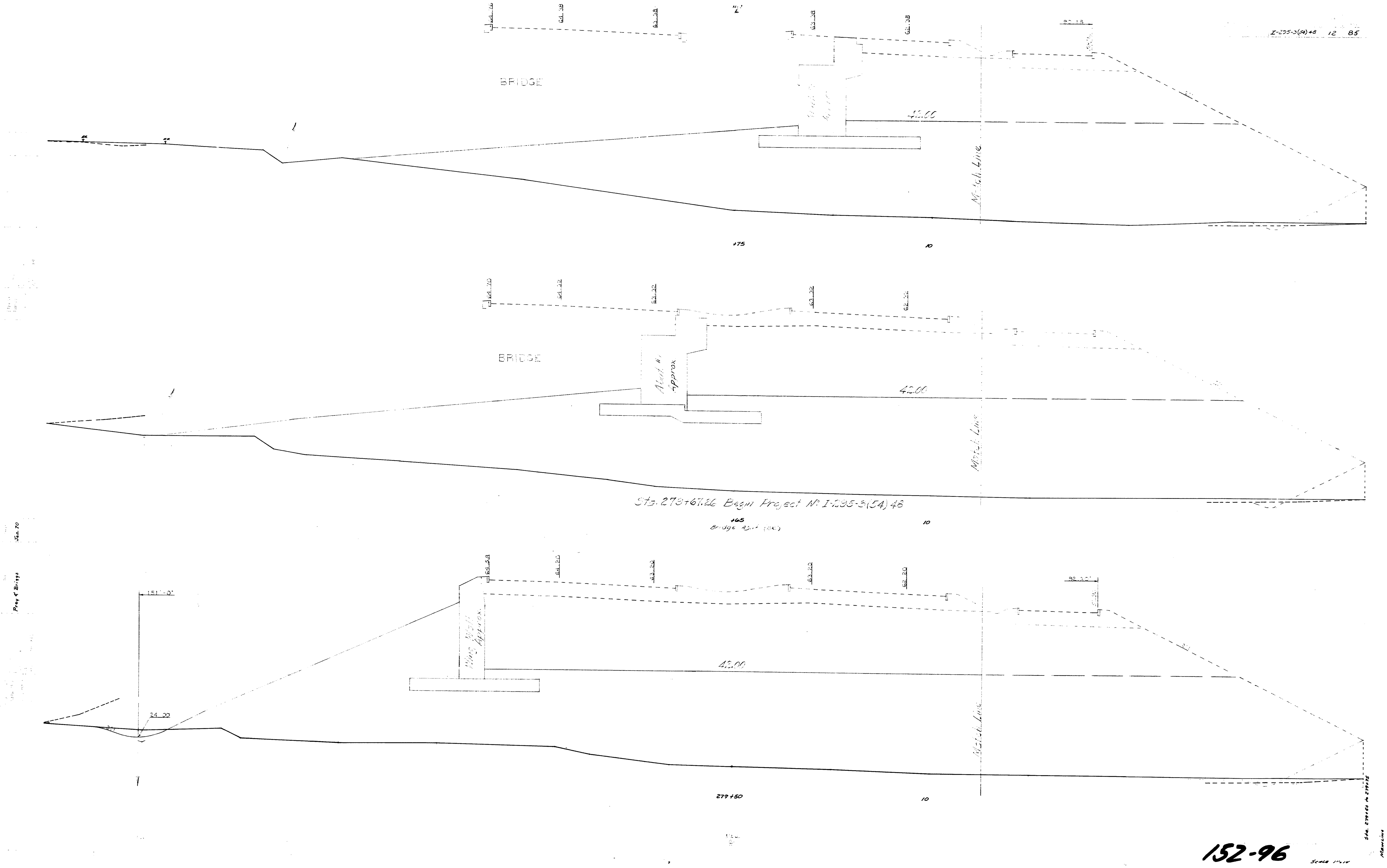
152-93



I-225-2(9)48 10 85
153'-6'
28.25
+80
10
153'-6'
27.00
+75
10
134'-0'
20.75
278+50
10
Sta. 278+40 Limit of Work

152-94


I-275-3(14)48 11 85
42.0
33.50
33.25
Pray & Briggs
Jan 70
152-95



BRIDGE
Match Line
42.00
BRIDGE
Abut. to Approx
Match Line
42.00
Sta. 273+67.26 Begin Project No. I-235-3(54)48
Bridge Abut (BR)
Match Line
42.00
Pray & Briggs
Jan. 70

152-96

BRIDGE

BRIDGE

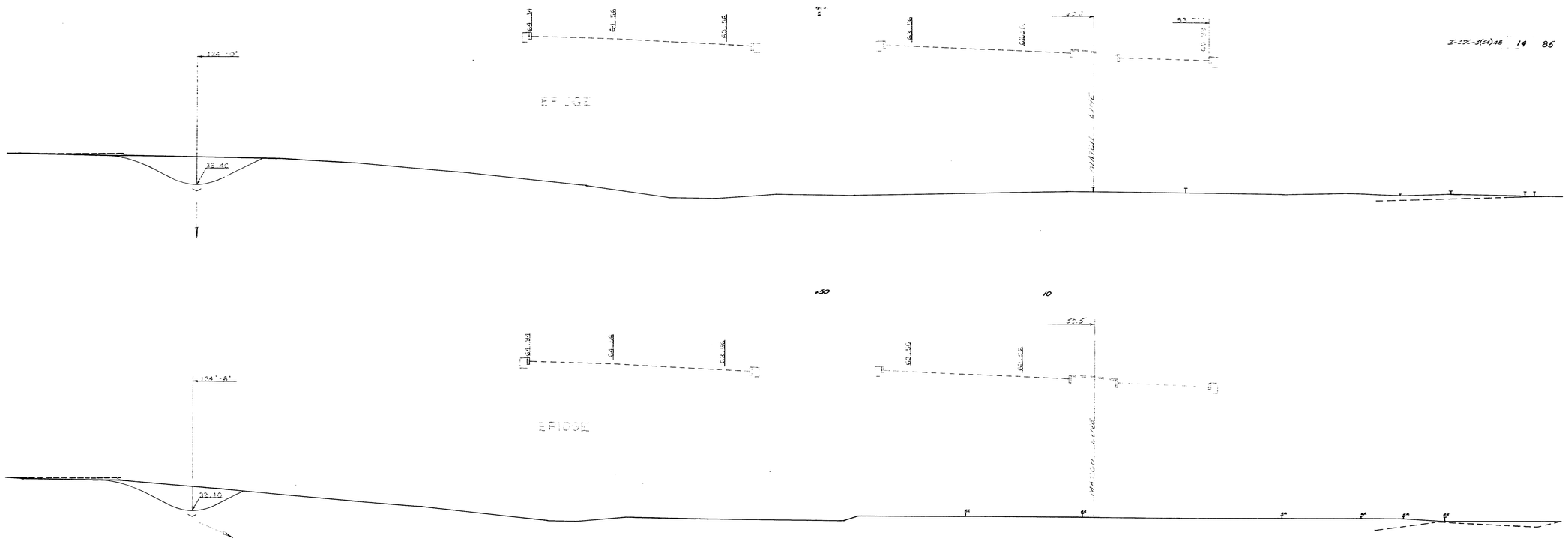
BRIDGE

42.00

42.00

152-97

I-135-3(64)48 14 85



Sta. 280+35 Lt.
Eqpmt. Soaked Ditch

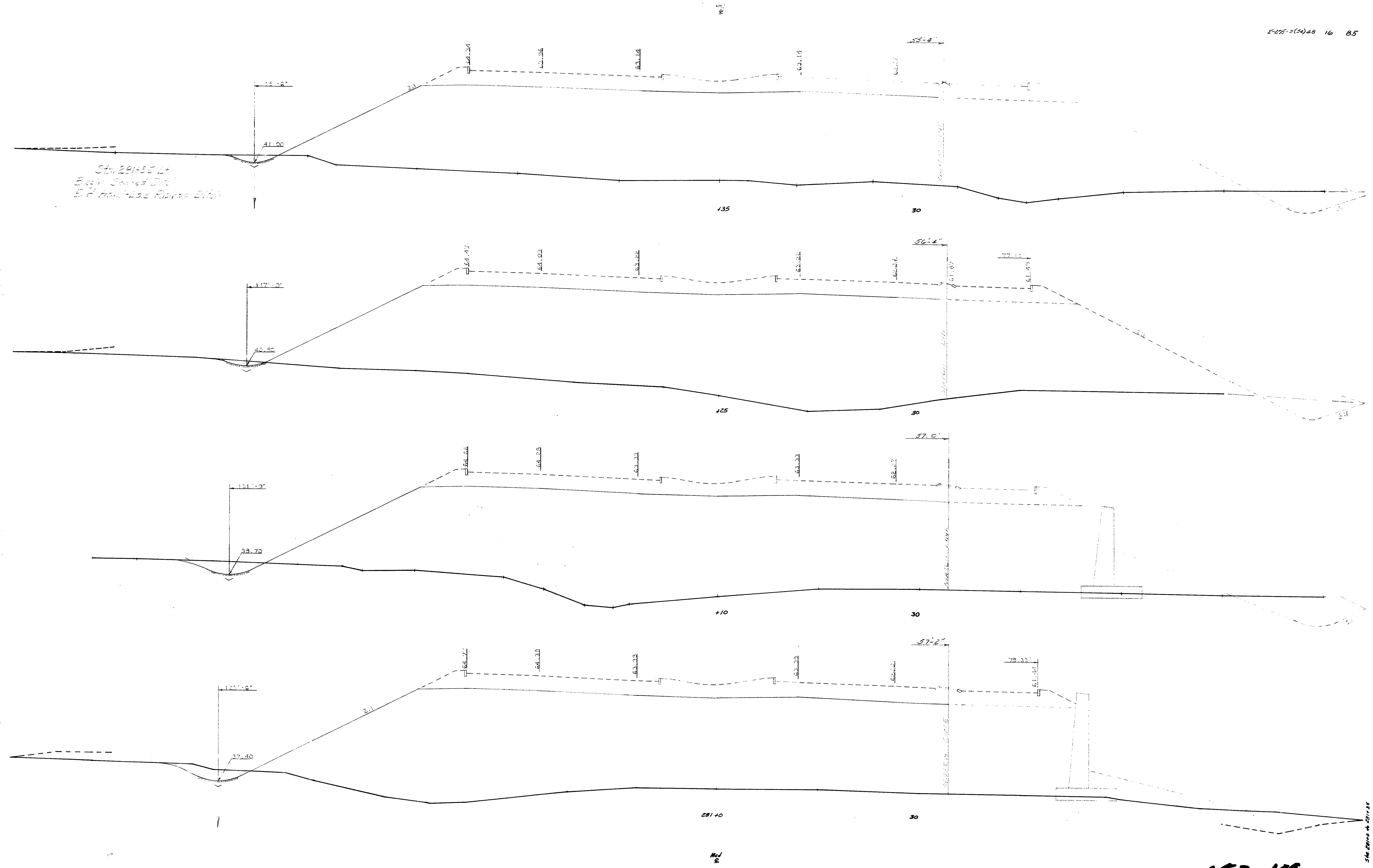
280 + 25

152-98

I-225-3(54)40 15 85
34.50
MATCH LINE
+80
10
34.20
MATCH LINE
+75
10
BRIDGE
33.30
Invert El 30.43'
Install 24" R.C.P.
Outlet El 29.25'
280+70 G.R. = Ground at R.R. Track
10

152-99

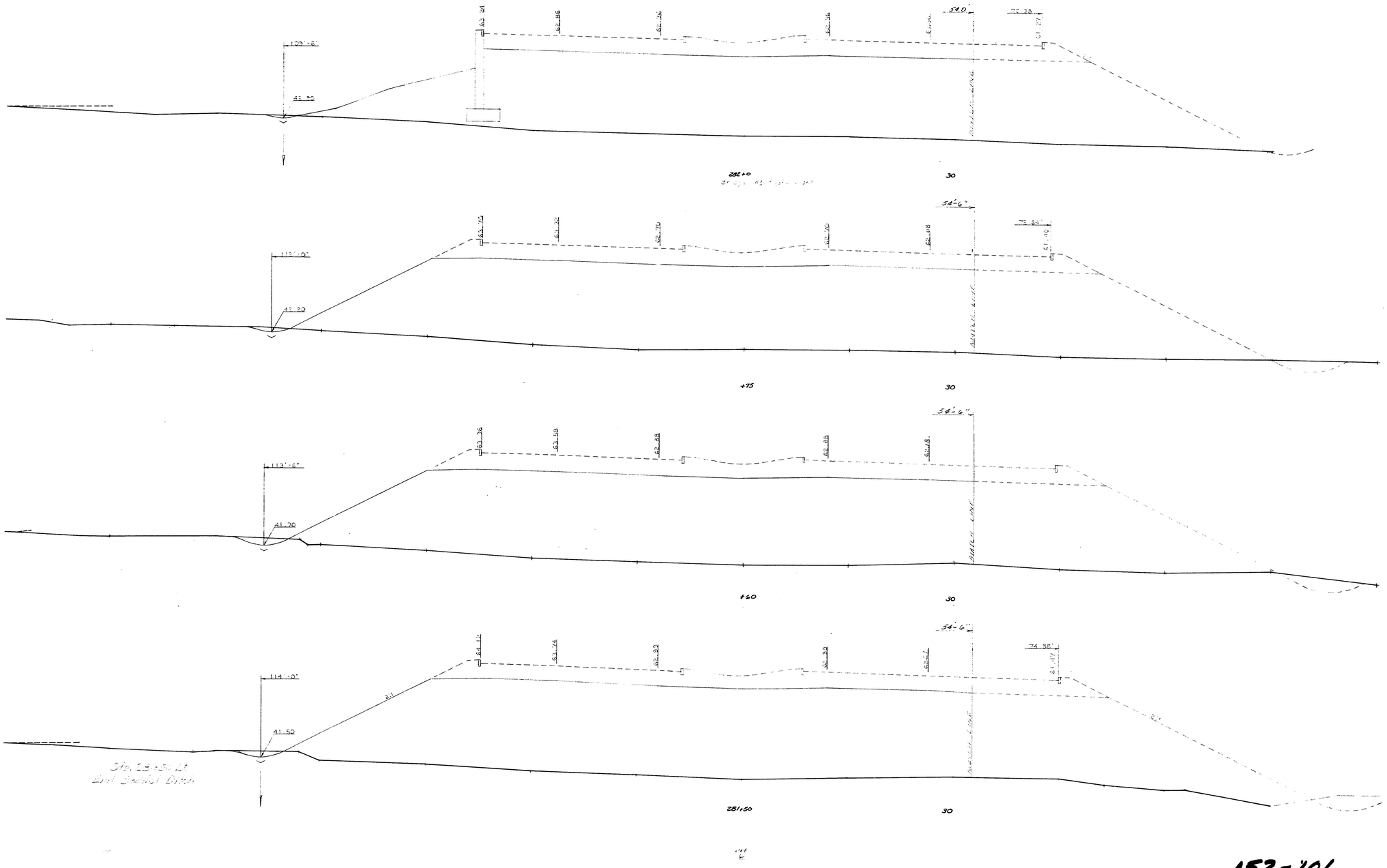
I-275-3(54)48 16 85

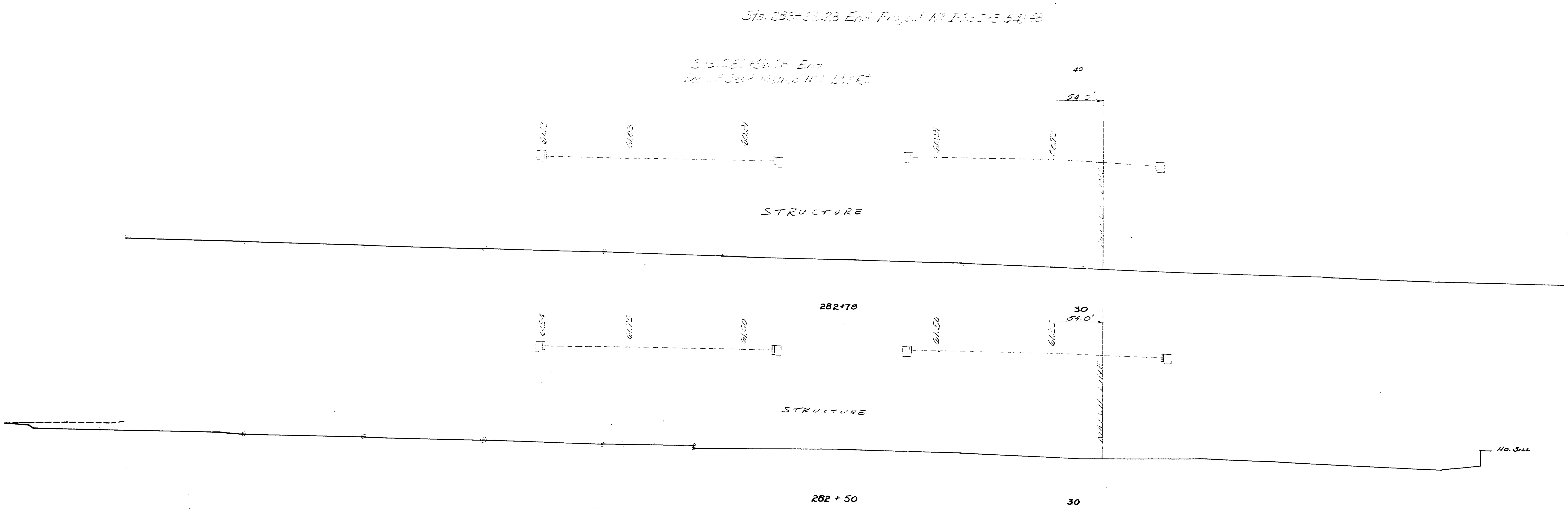


152-100

Scale 1" = 10'

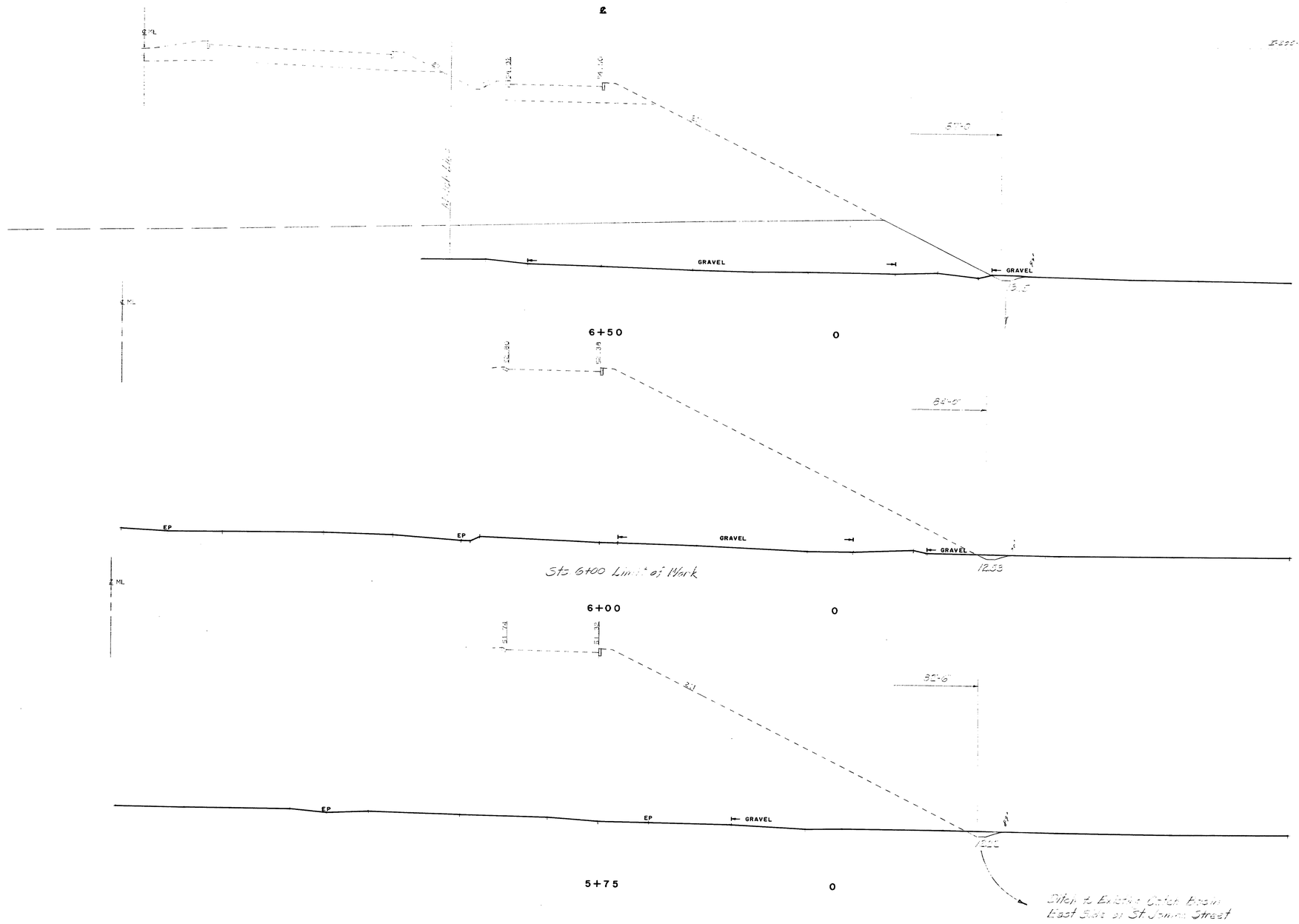
I-295-3(54)26 17 85





282+50 to 282+78 M.L.

152-102 Scale 1"=10'

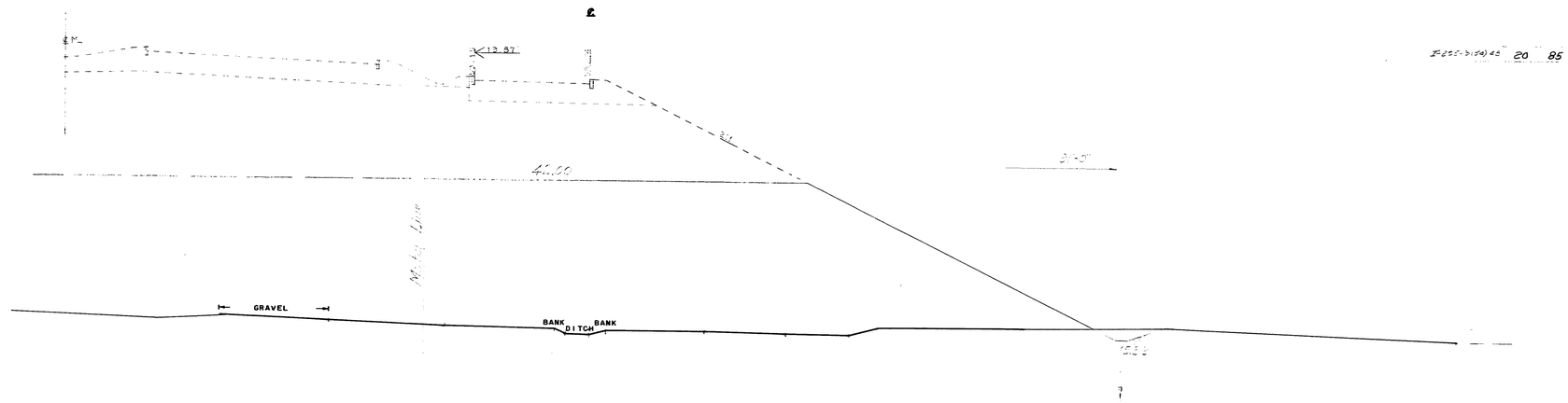


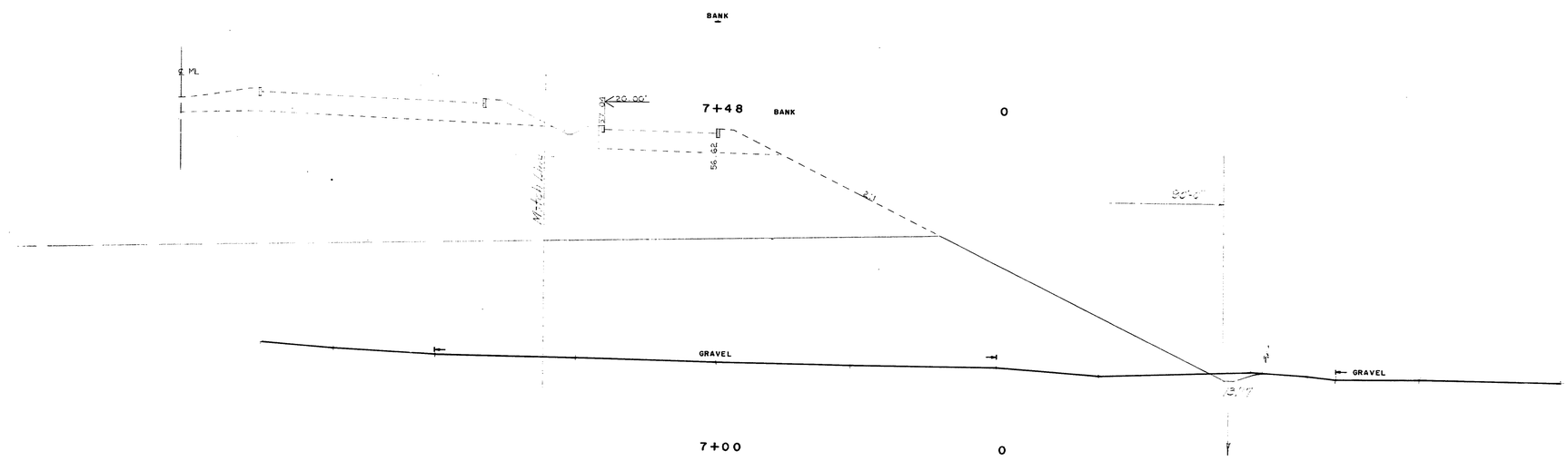
WELLS & CREW
S.M.D.
4-69
4-69

295-240

CS-7 STA.5+75 to STA.6+50

152-103



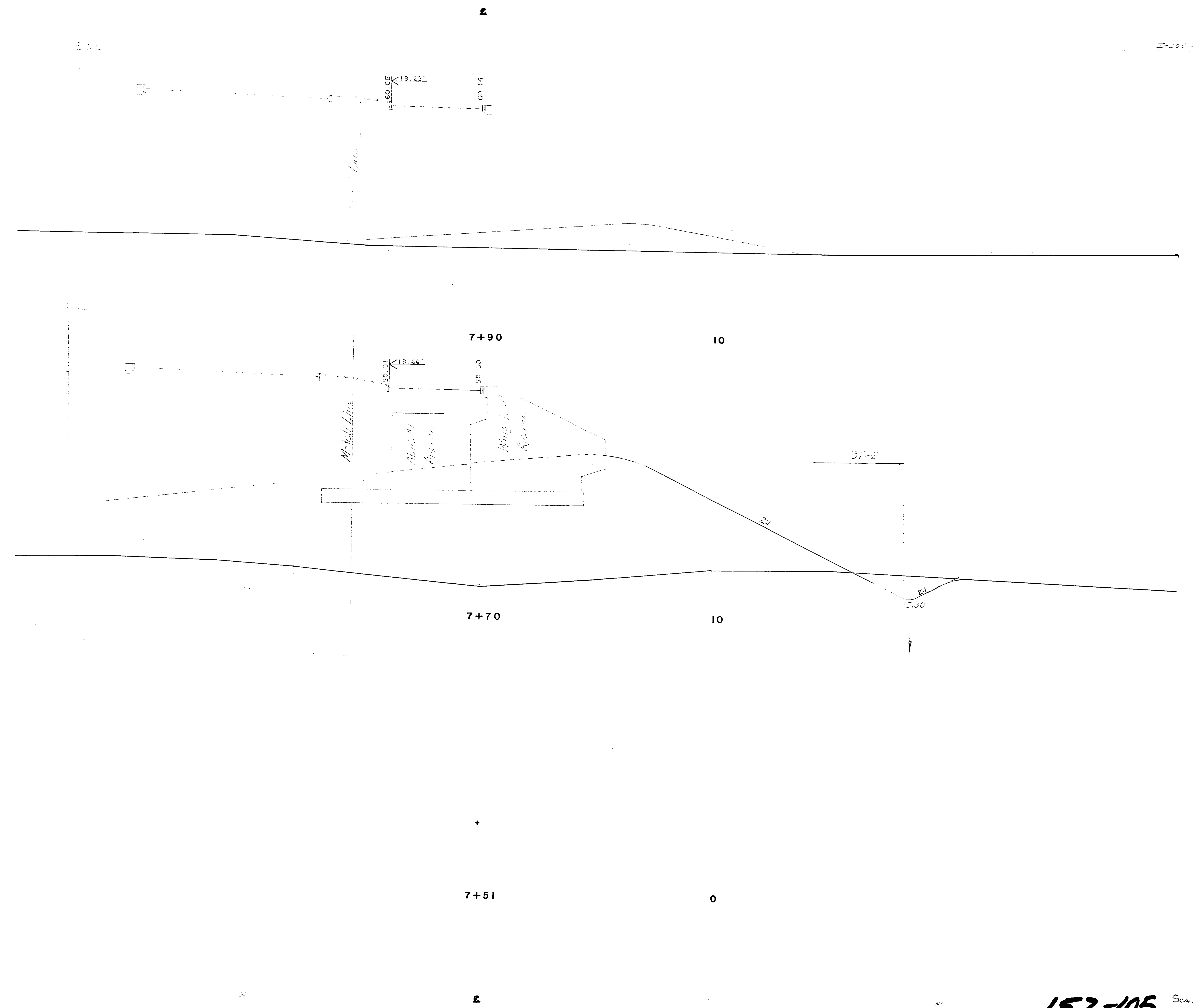


WELLS & CREW
S.M.D.
4-69
4-69

293-240

CS-7 STA. 7+00 to STA. 7+50

152-104 Scale 1"=5'



WELLS & CREW 4-69
S.M.B. 4-69

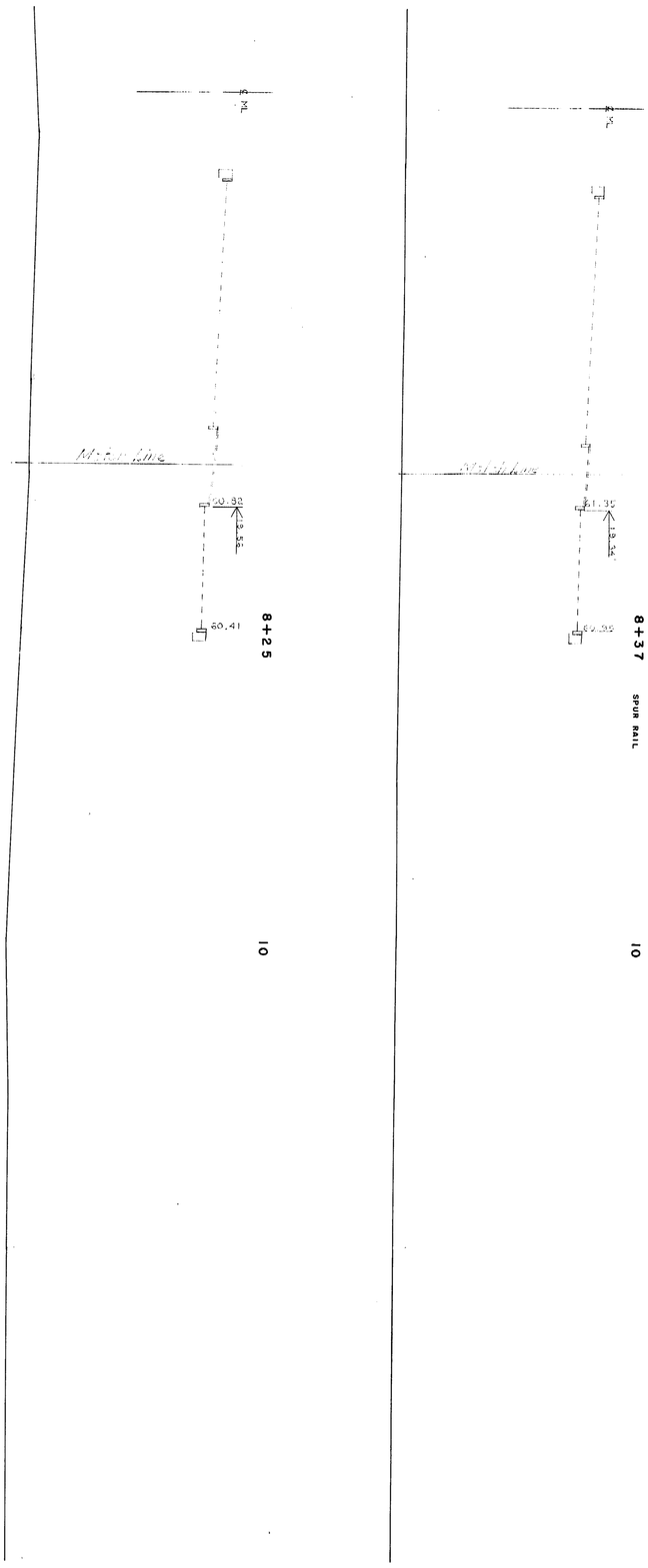
295-240

CS-7 STA.7+51 to STA.7+90

152-105 Scale 1"=10'

WELLS & CREW 4-69
S.M.B. 4-69

295-240



152-106 SCALE 1"=10'

CS-7 STA. 8+00 to STA. 8+37

I-275-3(54)48 23 85

℄

8+48.6 M.L. RAIL 10

8+43.6 M.L. RAIL 10

8+42 SPUR RAIL 10

℄

WELLS & CREW 4-69
S.M.B. 4-69

295-240

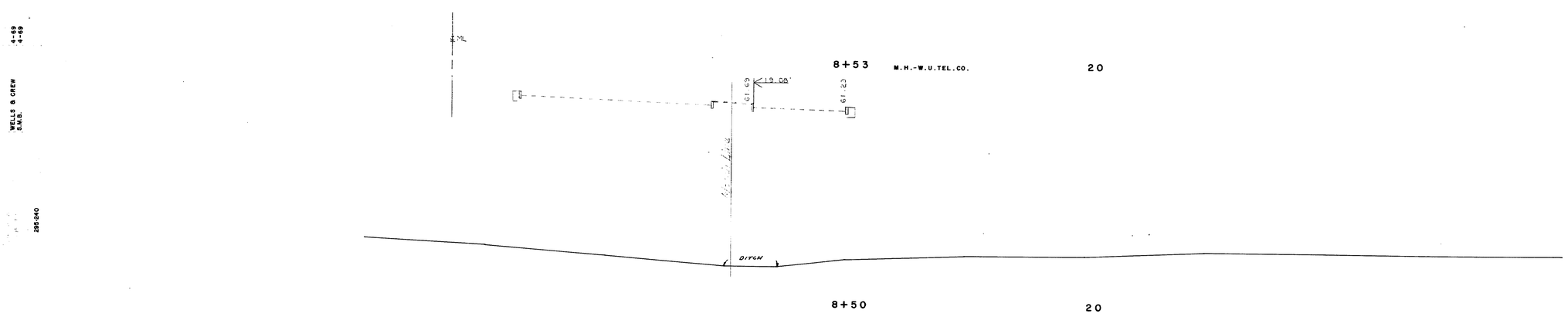
CS-7 STA. 8+42 to STA. 8+48.6

152-107 SCALE 1"=10'

℄

8+57 SPUR RAIL 30

8+56.7 M.L. RAIL 20



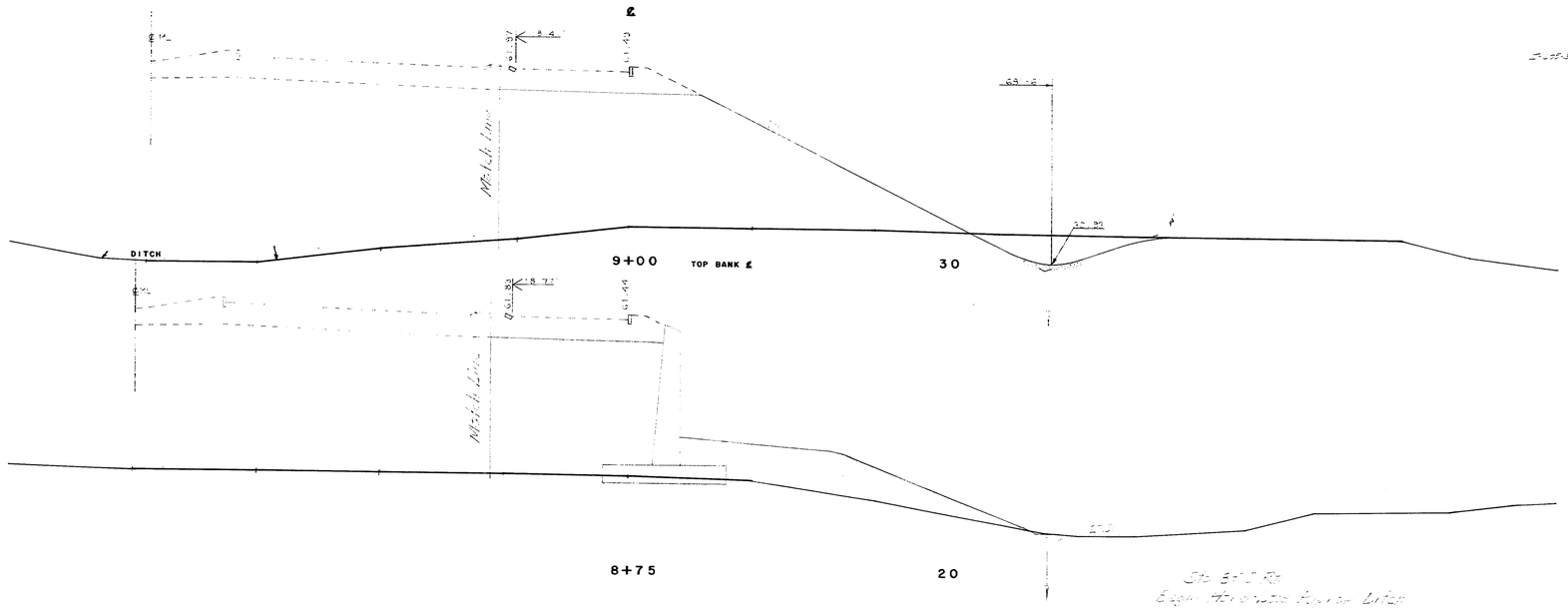
WELLS & CREW 4-69
S.M.D. 4-69

295-240

CS-7 STA. 8+50 to STA. 8+57

℄

152-108 SCALE 1"=10'



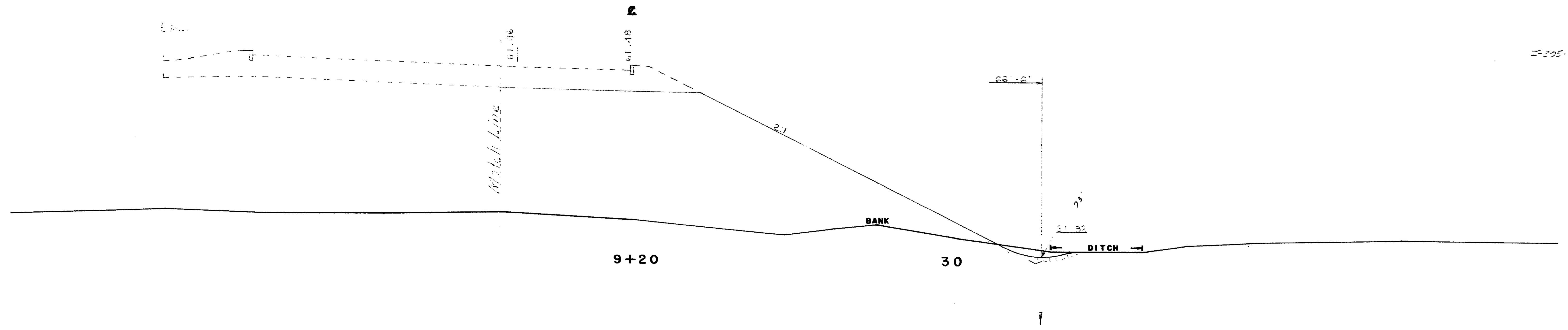
WELLS & CREW 4-69
S.M.B. 4-69

295-240

CS-7 STA.8+61.6 to STA.9+00

152-109

F-295-3(34)48 26 85



9+20 30

\+

9+17 TOP BANK 20

\+

9+10 DITCH 20

\+

9+08 DITCH 20

℄

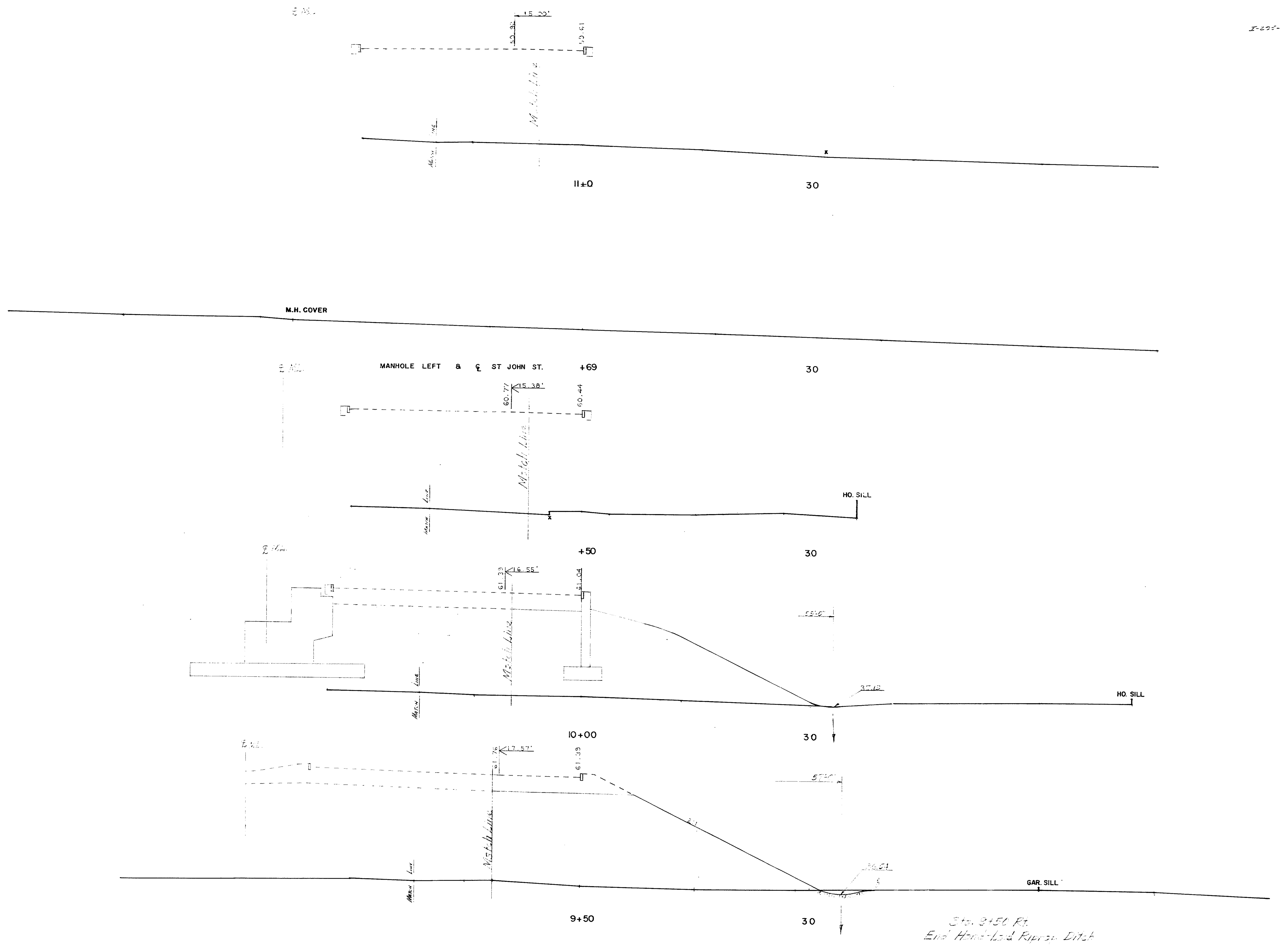
WELLS & CREW 4-69
S.M.B. 4-69

295-240

CS-7 STA.9+08 to STA.9+20

162-110 Scale 1"=10'

I-495-3(64)48 27 85



GOBEL & CREW 10-24-69
PRAY & BRIGGS 11-26-69

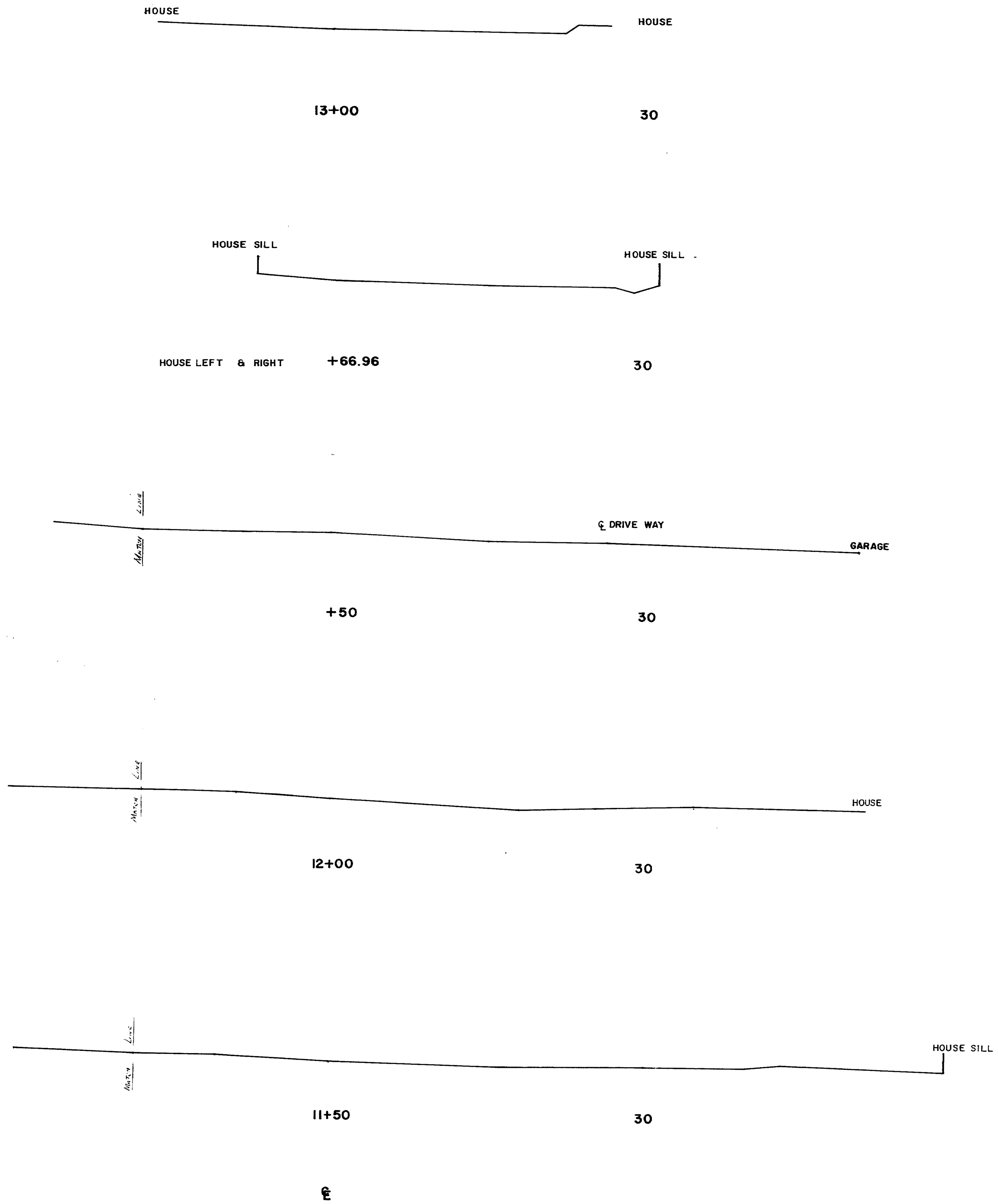
29 240

152-111

Scale 1"=10'

CS-7 STA. 9+50 TO 11+00

I-295-3(54)45 28 85



GOBEL & CREW 10·30·69
PRAY & BRIGGS 11·26·69

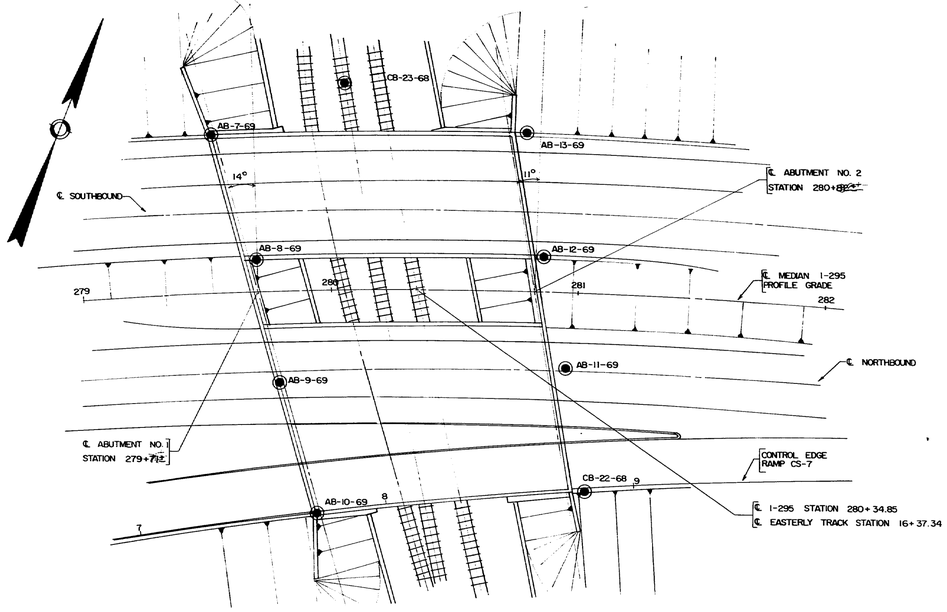
295/290

STA. 11+50 to 13+00

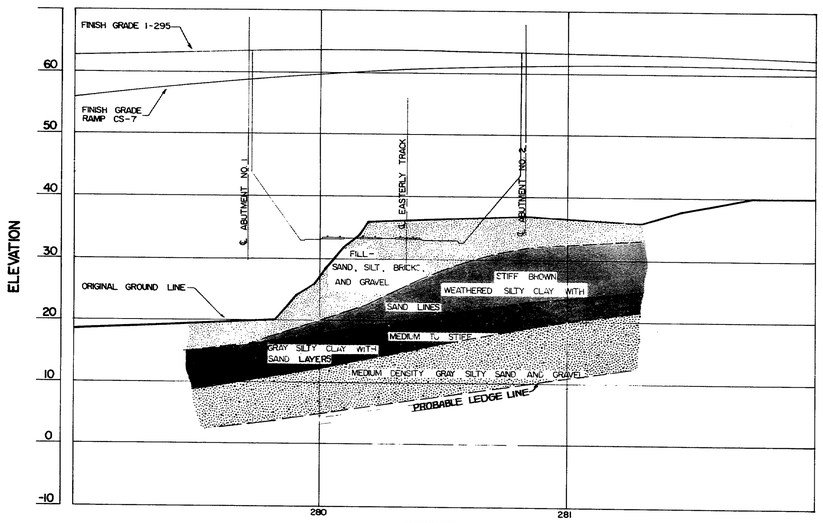
CS-7

152-112 Scale 1"=10'

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59)48	29	85

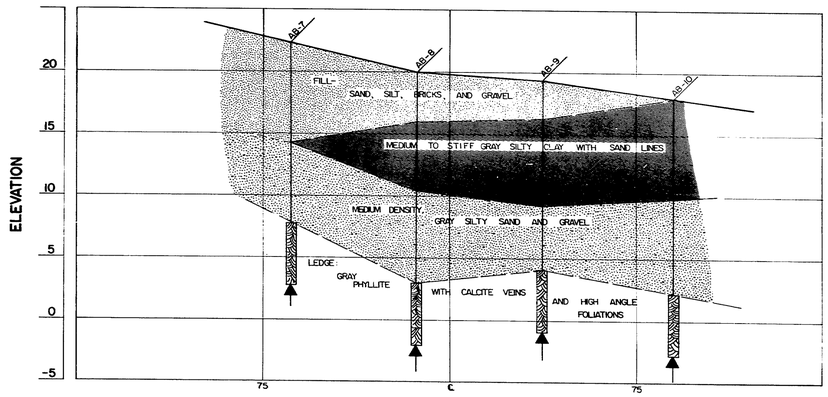


PLAN
SCALE: 1"=25'

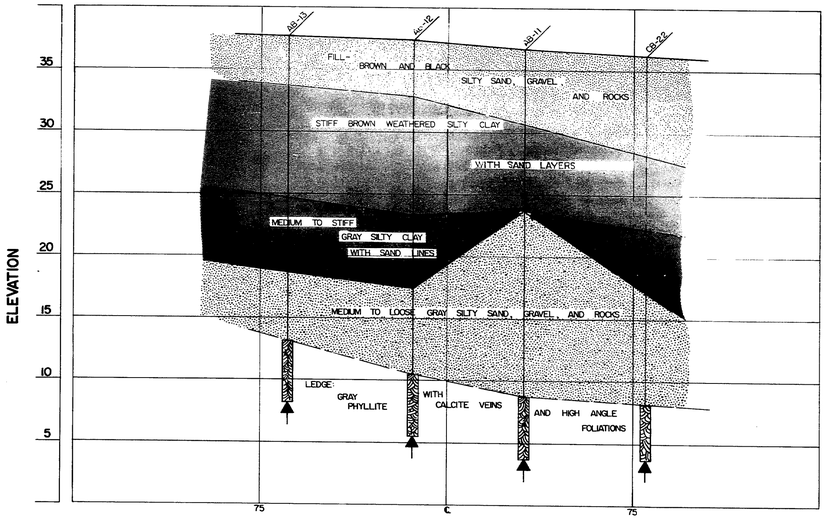


PROFILE
SCALE : HORIZ. 1"=25' — VERT. 1"=10'

TRANSVERSE SECTIONS



ABUTMENT NO. 1
STATION 279+



ABUTMENT NO. 2
STATION 280+

PLANS	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
	DATE			
	BY			

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER RELOCATED TRACKS OF
PORTLAND TERMINAL RAILROAD
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY

SHEET 29 OF 85 AUGUSTA, MAINE

152-113

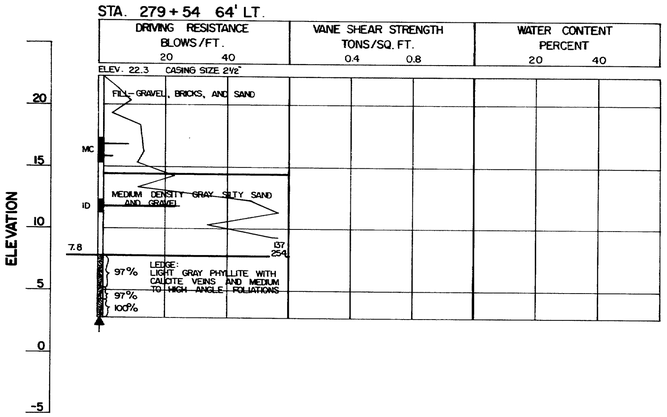
JANUARY 1969

293-1 2000

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 98	30	85

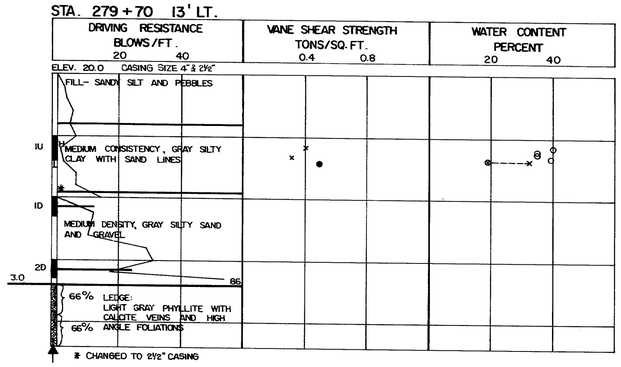
BORING AB-7-69

STA. 279+54 64' LT.



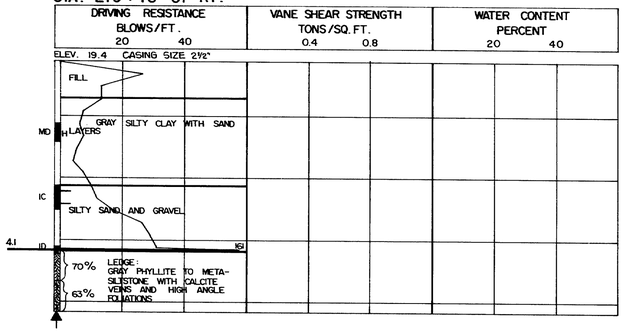
BORING AB-8-69

STA. 279+70 13' LT.



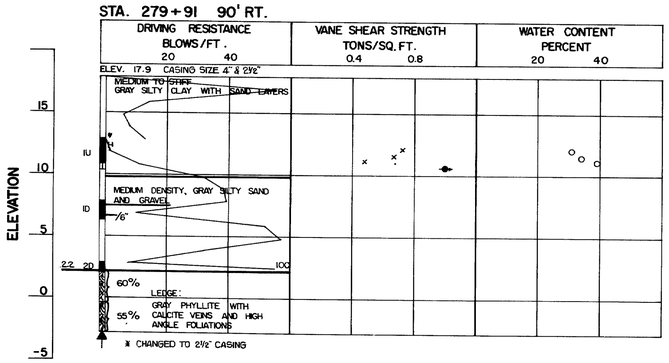
BORING AB-9-69

STA. 279+78 37' RT.



BORING AB-10-69

STA. 279+91 90' RT.



BORING NOTES

ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING

- NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT
- NUMBER AND TYPE OF DRY SAMPLE
- ID — S & H SAMPLER AT 1290's
- IC — 2" O.D. 16 GA. SEAMLESS TUBING
- IU — 3½" O.D. 16 GA. SEAMLESS TUBING
- MD — UNSUCCESSFUL SAMPLE AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW
- H — SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER
- FIELD VANE TEST
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
- 47% LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

SHEAR NOTES

- ● FIELD VANE SHEAR STRENGTHS
- × LABORATORY VANE SHEAR STRENGTHS
- → SHEAR STRENGTHS IN EXCESS OF CAPACITY OF EQUIPMENT

WATER CONTENT NOTES

- ○ NATURAL WATER CONTENT, GIVEN AS PER CENT OF DRY WEIGHT
- ⊗—× PLASTIC AND LIQUID LIMITS

IGNITION LOSSES ARE GIVEN AS PER CENT OF DRY WEIGHT

PLANS	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER RELOCATED TRACKS OF
PORTLAND TERMINAL RAILROAD
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BORING DETAILS

SHEET 30 OF 85 AUGUSTA, MAINE

JANUARY 1968

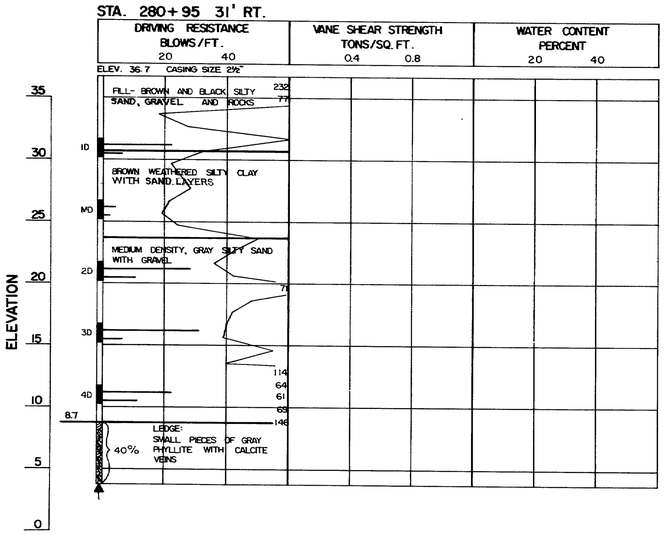
293-1 2080

152-114

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(6)148	31	85

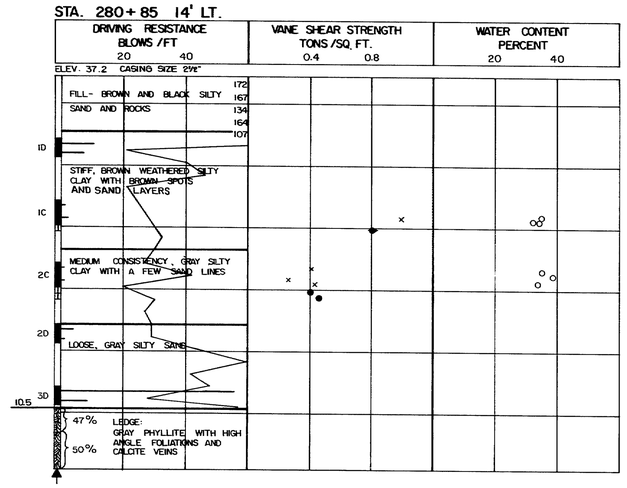
BORING AB-11-69

STA. 280+95 31' RT.



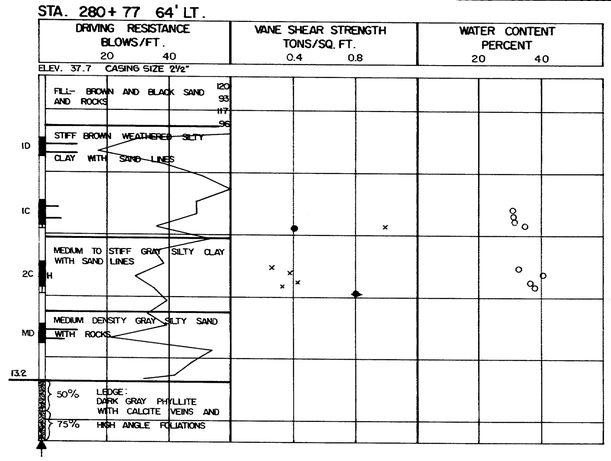
BORING AB-12-69

STA. 280+85 14' LT.



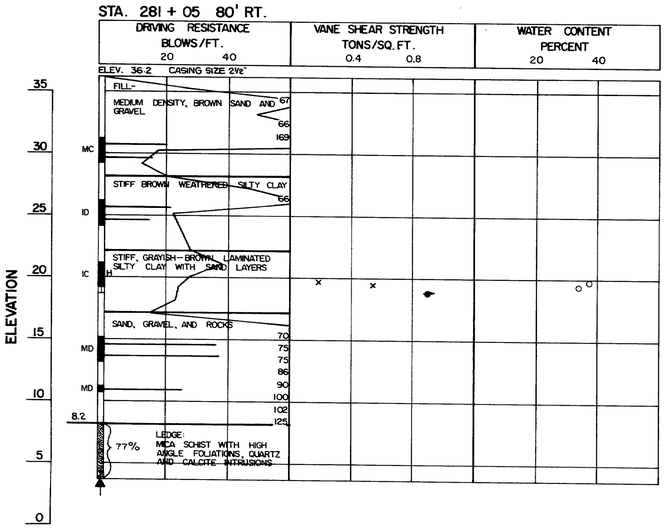
BORING AB-13-69

STA. 280+77 64' LT.



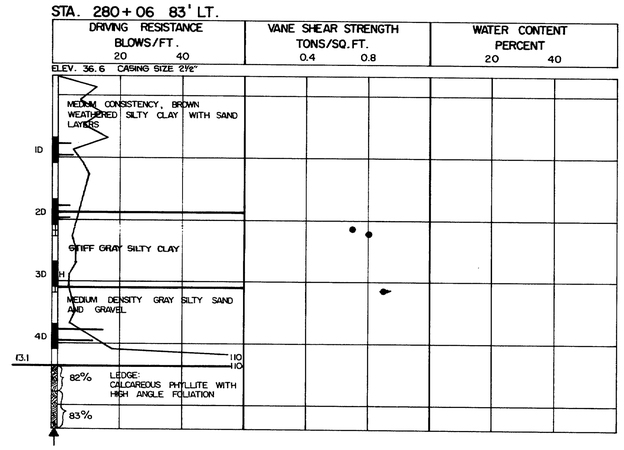
BORING CB-22-68

STA. 281+05 80' RT.



BORING CB-23-68

STA. 280+06 83' LT.



PLANS

	BY	DATE
DESIGN-DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1968

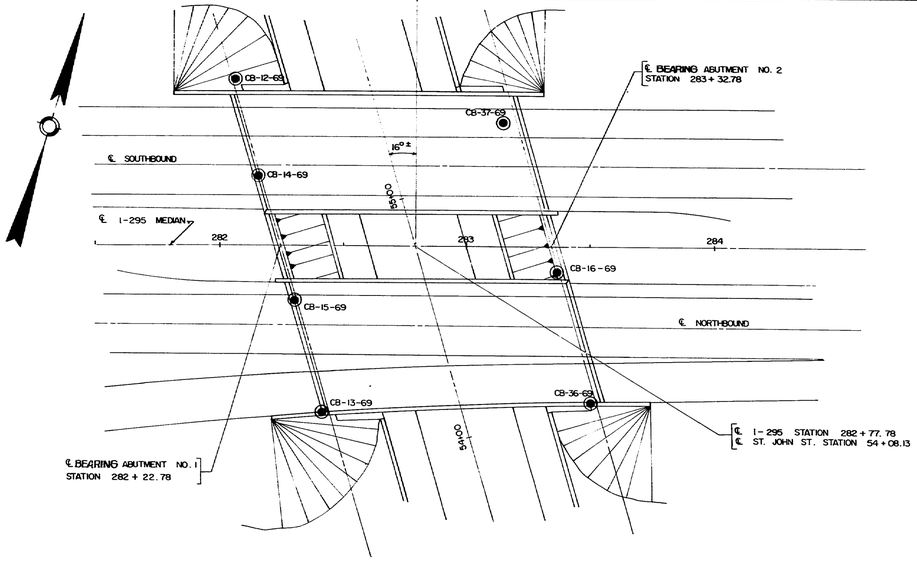
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER RELOCATED TRACKS OF
PORTLAND TERMINAL RAILROAD
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BORING DETAILS

SHEET 31 OF 85 AUGUSTA, MAINE

152115

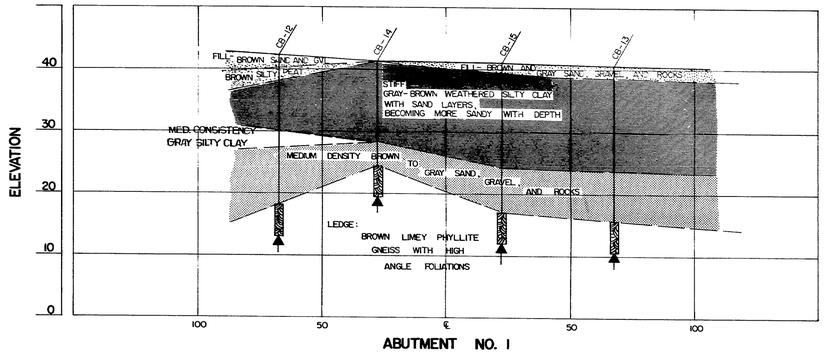
B. F. H. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59)48	32	85



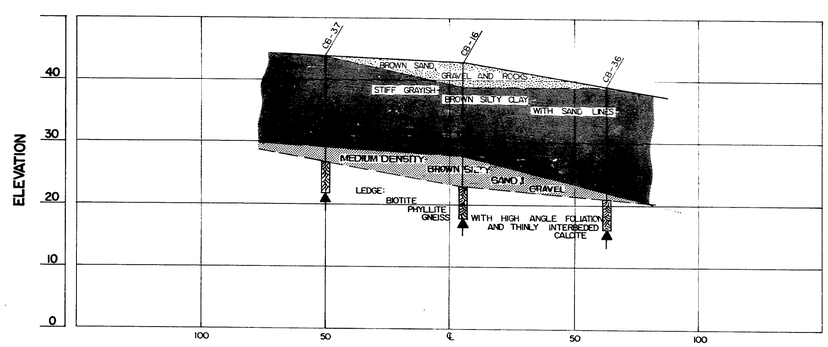
PLAN
SCALE: 1"=25'

PROFILE
SCALE: HORZ. 1"=25' —— VERT. 1"=10'

TRANSVERSE SECTIONS



ABUTMENT NO. 1
STATION 282+22.78



ABUTMENT NO. 2
STATION 283+32.78

	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	

JANUARY 1969

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
FOUNDATION SURVEY

SHEET 32 OF 85 AUGUSTA, MAINE

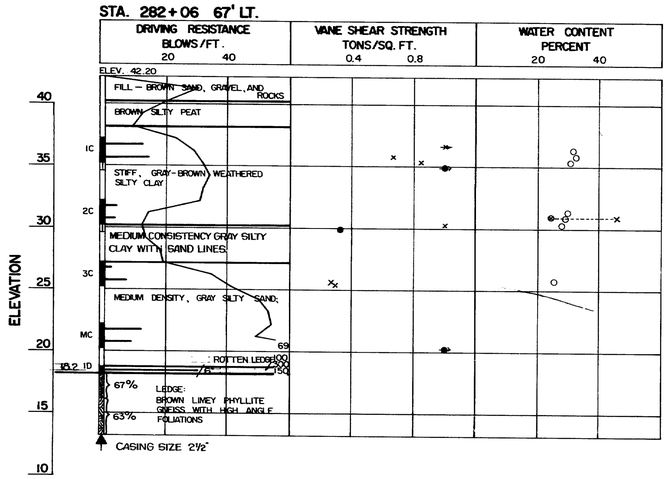
283-1 2080

152-116

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	33	85

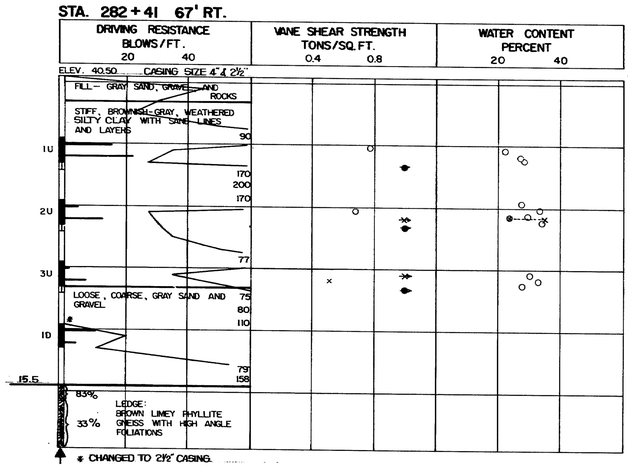
BORING CB-12-69

STA. 282+06 67' LT.



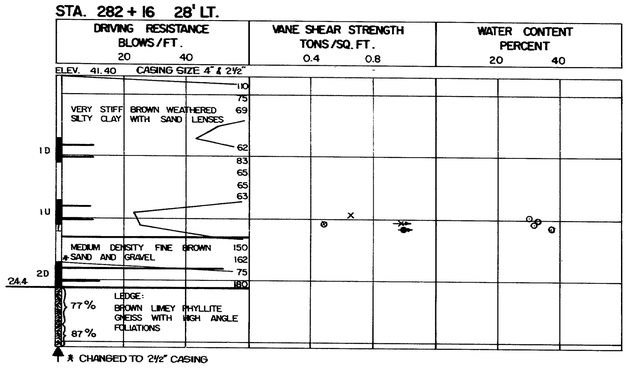
BORING CB-13-69

STA. 282+41 67' RT.



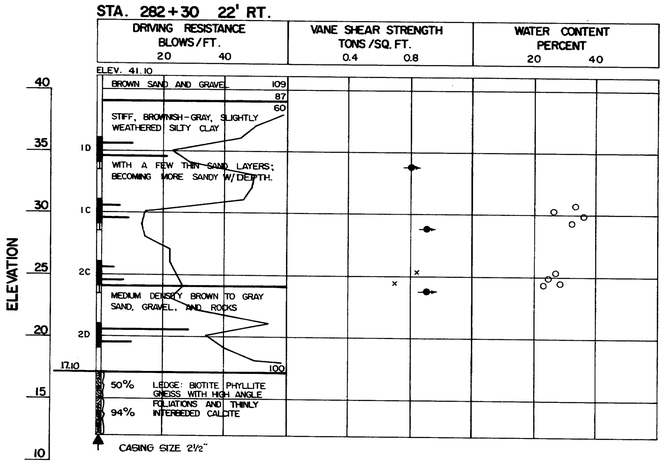
BORING CB-14-69

STA. 282+16 28' LT.



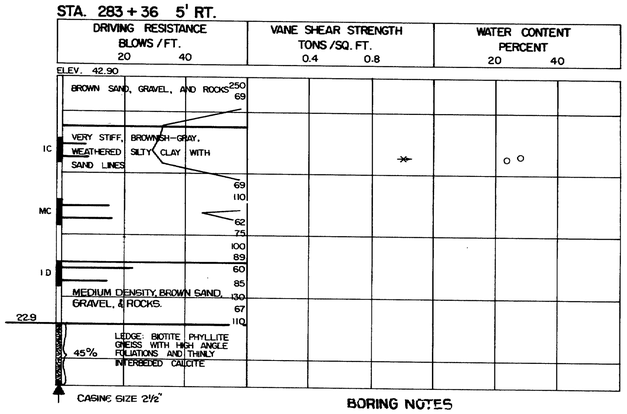
BORING CB-15-69

STA. 282+30 22' RT.



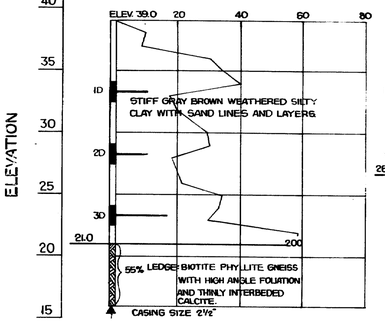
BORING CB-16-69

STA. 283+36 5' RT.



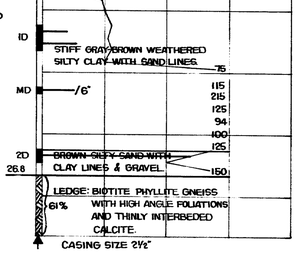
BORING CB-36 69

STATION 283+50 63' RT



BORING CB-37 69

STATION 283+15 50' LT



FIELD VANE TEST

95% LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK

SHEAR NOTES

- ● FIELD VANE SHEAR STRENGTHS
- × 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
- ○-× PLASTIC AND LIQUID LIMITS
  IGNITIONS LOSSES ARE GIVEN AS PER CENT OF DRY WEIGHT

BORING NOTES

- ALL SAMPLES AND VANES ARE MADE AHEAD OF CASING
- WATER ELEVATION
- N — NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT
  NUMBER AND TYPE OF DRY SAMPLE
  - 1D — S & H SAMPLER # 1290's
  - 1C — 2" O.D. 16GA. SEAMLESS TUBING
  - 1U — 3½" O.D. 16GA. SEAMLESS TUBING
  - MD — UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW

PLANS	DATE	BY
DESIGN – DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1969

STATE HIGHWAY COMMISSION

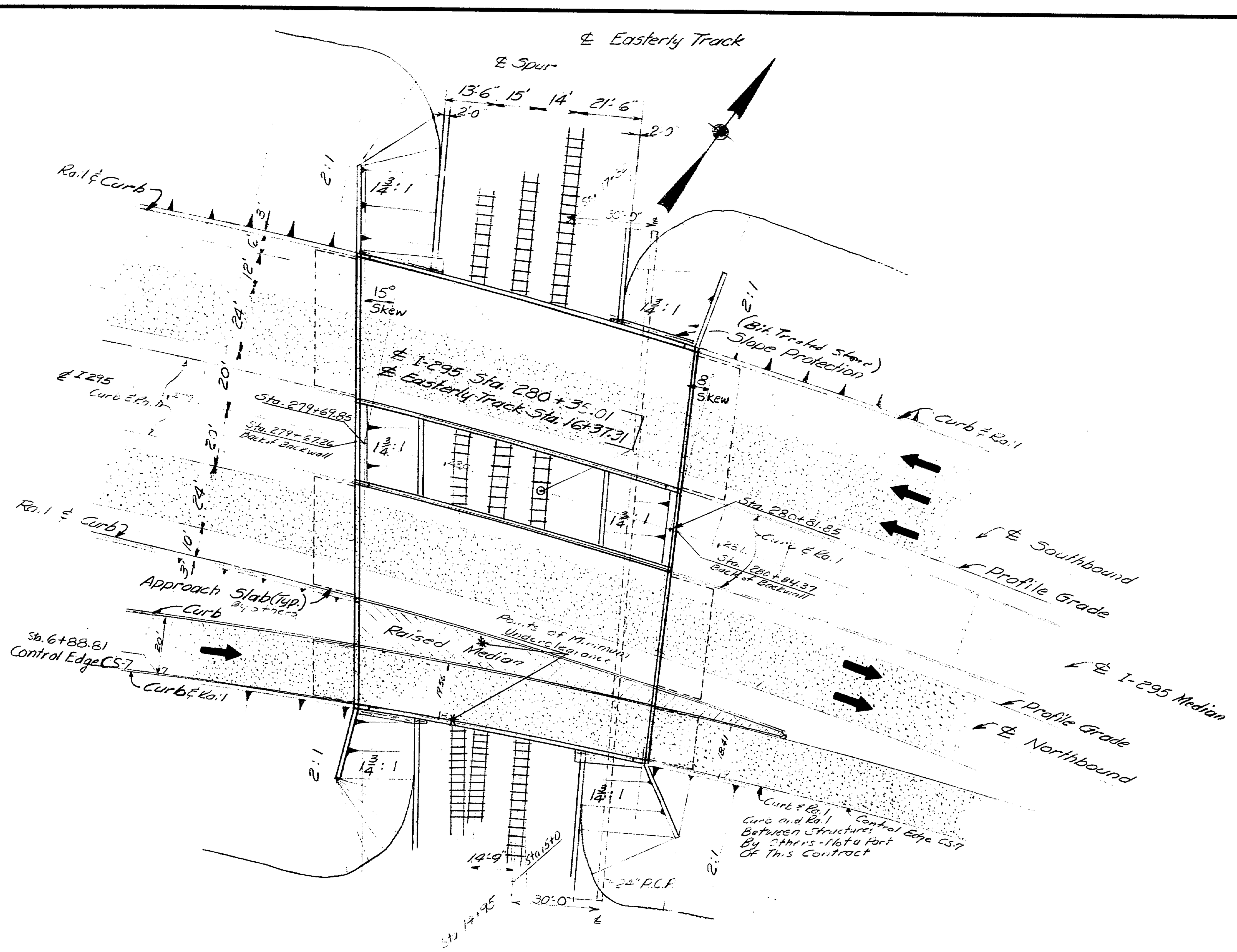
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BORING DETAILS

SHEET 33 OF 85 AUGUSTA, MAINE

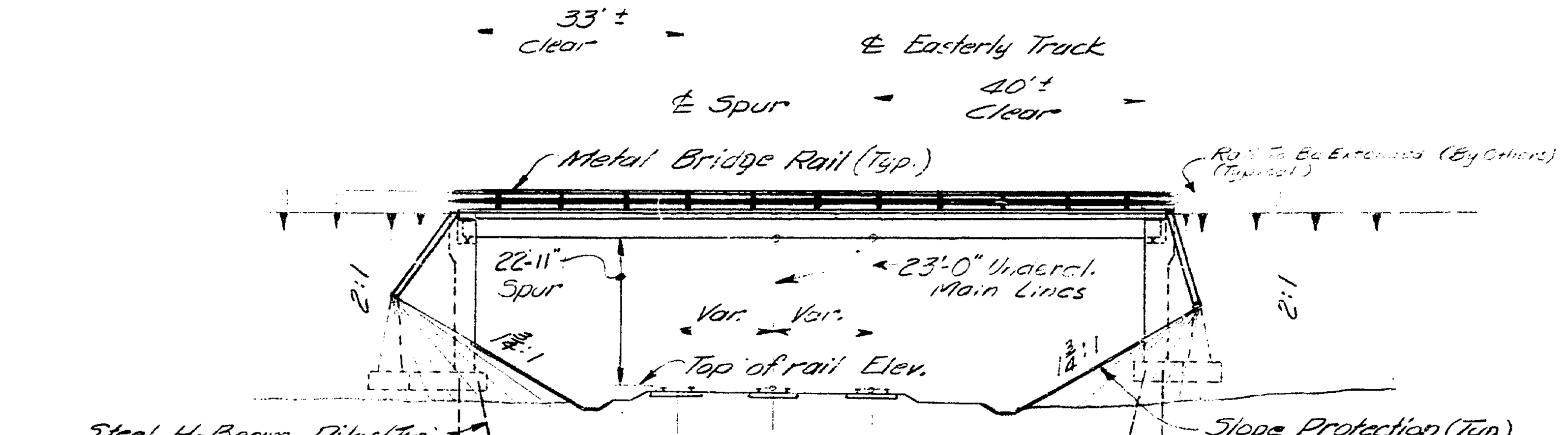
152-117

283-1 2080

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	34	85



PLAN
Scale: 1" = 25'



ELEVATION
Scale: 1" = 20'

BRIDGE QUANTITIES				
	Item No.	DESCRIPTION	Quantity	Unit
	203.26	Gravel Borrow	530	Cu. Yd.
*	304.10	Aggregate Subbase Course - Gravel	120	Cu. Yd.
	501.215	Steel H-beams Piles 74 lbs/Ft.	4000	L.F.
	502.21	Structural Concrete, Abuts. & Retaining Walls	1350	Cu. Yd.
	502.2601	Structural Concrete, Roadway & Sidewalk, Slabs on Steel Bridges - Portland Term. R.R.	1	L.S.
*	502.3101	Structural Concrete Approach Slabs PTRR	1	L.S.
	503.12	Reinforcing Steel, Fab. & Delivered	217,000	Lb.
	503.13	Reinforcing Steel, Placing	217,000	Lb.
	504.7001	Structural Steel, Fab. & Delivered - Portland Term. R.R.	1	L.S.
	504.7101	Structural Steel, Erection - Portland Term. R.R.	1	L.S.
	505.0601	Shear Connectors - Portland Term. R.R.	1	L.S.
	506.1401	Field Painting Structural Steel - Portland Term. R.R.	1	L.S.
	507.08	Bridge Railing	570	L.F.
*	508.10	Membrane Waterproofing	1350	Sq. Yd.
	512.07	French Drains - Stones only	65	Cu. Yd.
	513.10	Slope Protection - Bit. Treated Stone	1050	Sq. Yd.
	515.20	Protective Coating for Concrete Surfaces	340	Sq. Yd.
	520.07	Elastomeric Expansion Device (Type I)	123	L.F.
	609.13	Vertical Bridge Curb - Type I	650	L.F.
	638.0101	Embedded Works in Structures - Portland Term. R.R.	1	L.S.

* Not part of this contract.

NOTE:

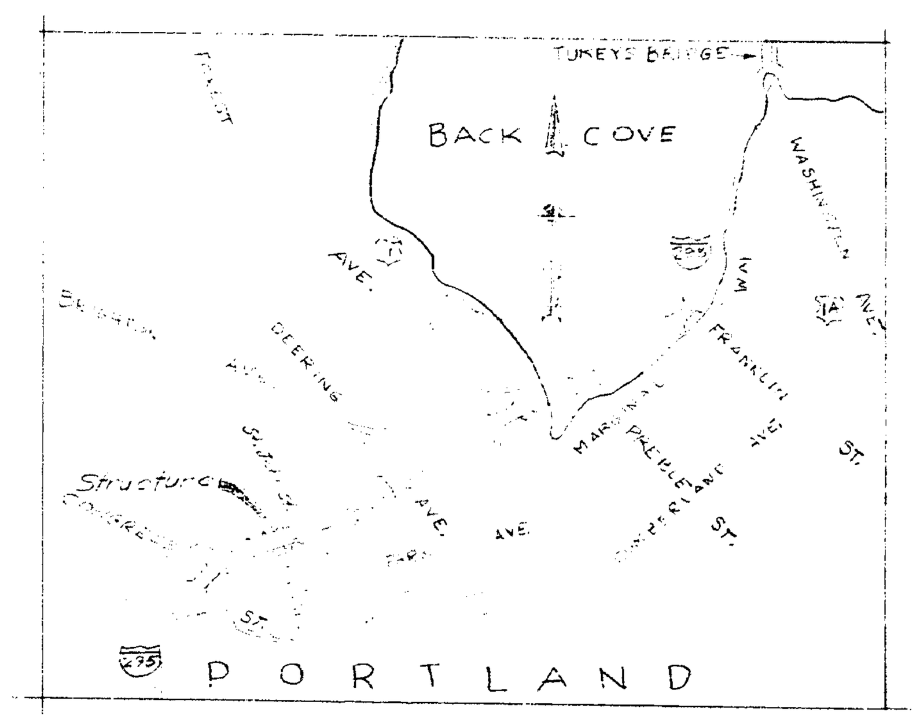
Estimated Quantity of Structural Steel, Fab. Del., Erected and Painted = 410,000#
Estimated Quantity of Shear Connectors = 2840 Studs = 2800 lbs
Estimated Quantity of Concrete Item 502.2601 = 435 C.Y.
Estimated Quantity of Concrete Item 502.3101 = 75 C.Y.
Estimated Quantity of Embedded Work in Structures PTRR = 230± lin ft. 3"Ø P.V.C. Plus Fittings

SPECIFICATIONS

DESIGN - A.A.S.H.O. Standard Specifications for Highway Bridges, 1969 with Interim Specifications 1970.

CONTRACT - State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

LIVE LOADING - HS 20-44



LOCATION MAP

RCP Added 9-22-71

DESIGN - ALL
TRACE - ALL & GWC
CHECK - J.S. R.W. E.C. H.R.

BRIDGE NO.
SURVEY -
PLOT -

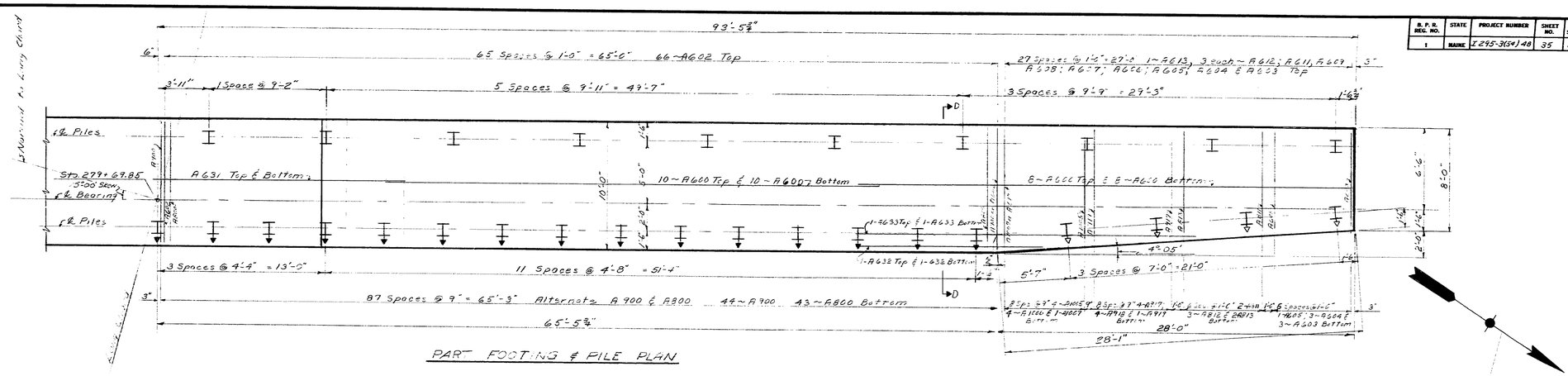
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
GENERAL PLAN

SHEET 34 OF 85 AUGUSTA, MAINE MAY 1971

152-118

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(64) 48	35	85



NOTE
For Painted Reinforcing Pile Tip Detail See Sheet # 36
For Pile Notes See Sheet # 42

DESIGN- ALLANT
TRACE-
CHECK- Chandler
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

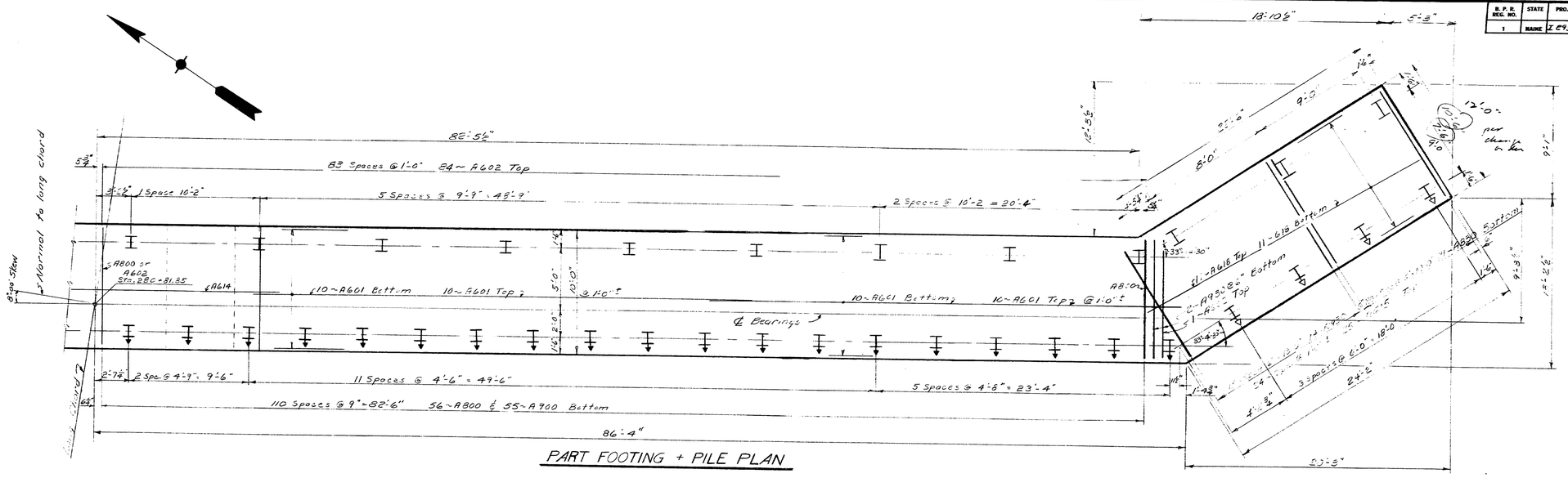
INTERSTATE 295 & RAMP CS-7 OVER PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING

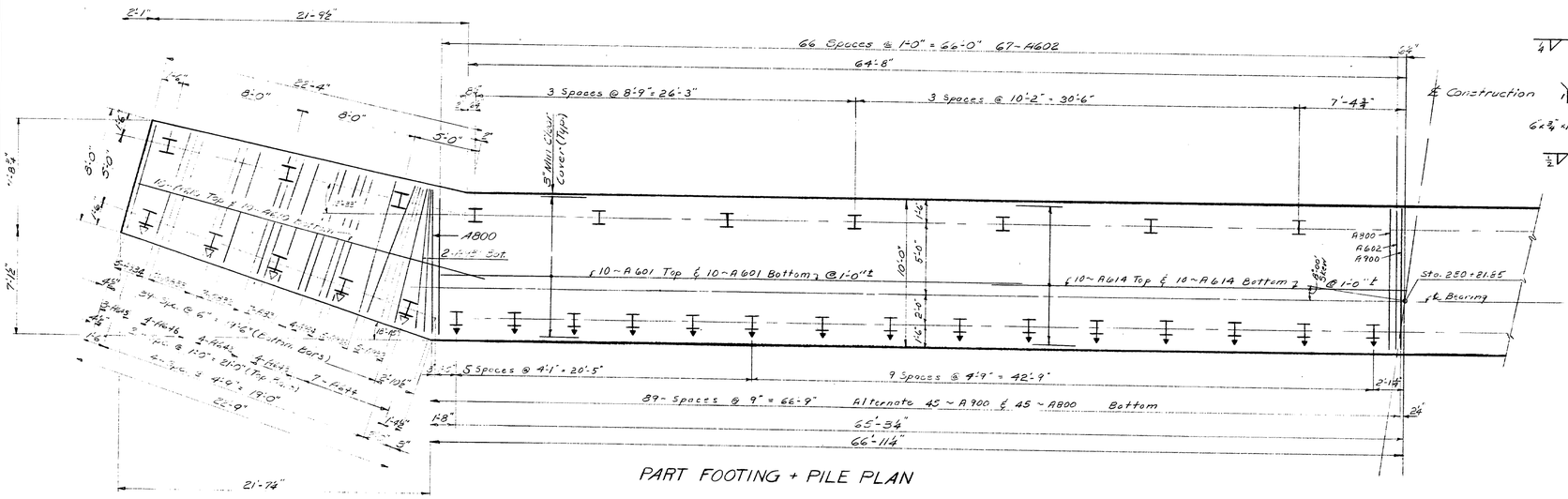
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. 1 FTG

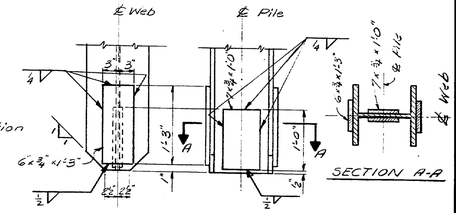
SHEET 35 OF 85 AUGUSTA, MAINE MAY 1971

152:119

B. P. R. REC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59)48	36	85







POINTED REINFORCED PILE TIP

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.

NOTE For Pile Notes See Sheet #42

"As Built" 197- -

DESIGN- ALLEN
TRACE-
CHECK- Chandler
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

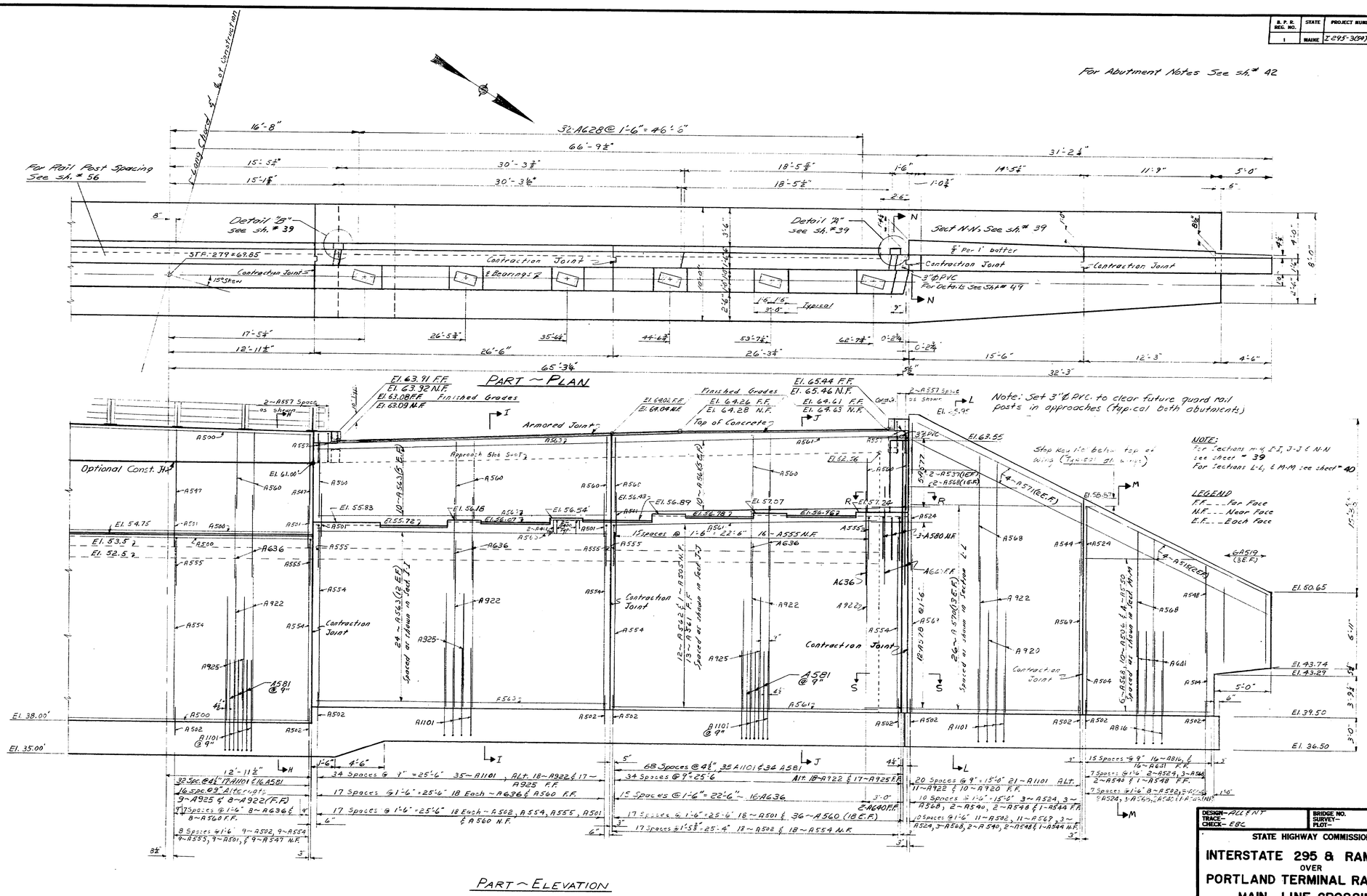
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT 2 FTG

SHEET 36 OF 85 AUGUSTA, MAINE MAY 1971

152-120.

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59) 48	37	85

For Abutment Notes See sh.# 42



PART ~ ELEVATION

PART ~ PLAN

DESIGN- ALL'NT	BRIDGE NO.
TRACE-	SURVEY-
CHECK- EBC	PLOT-

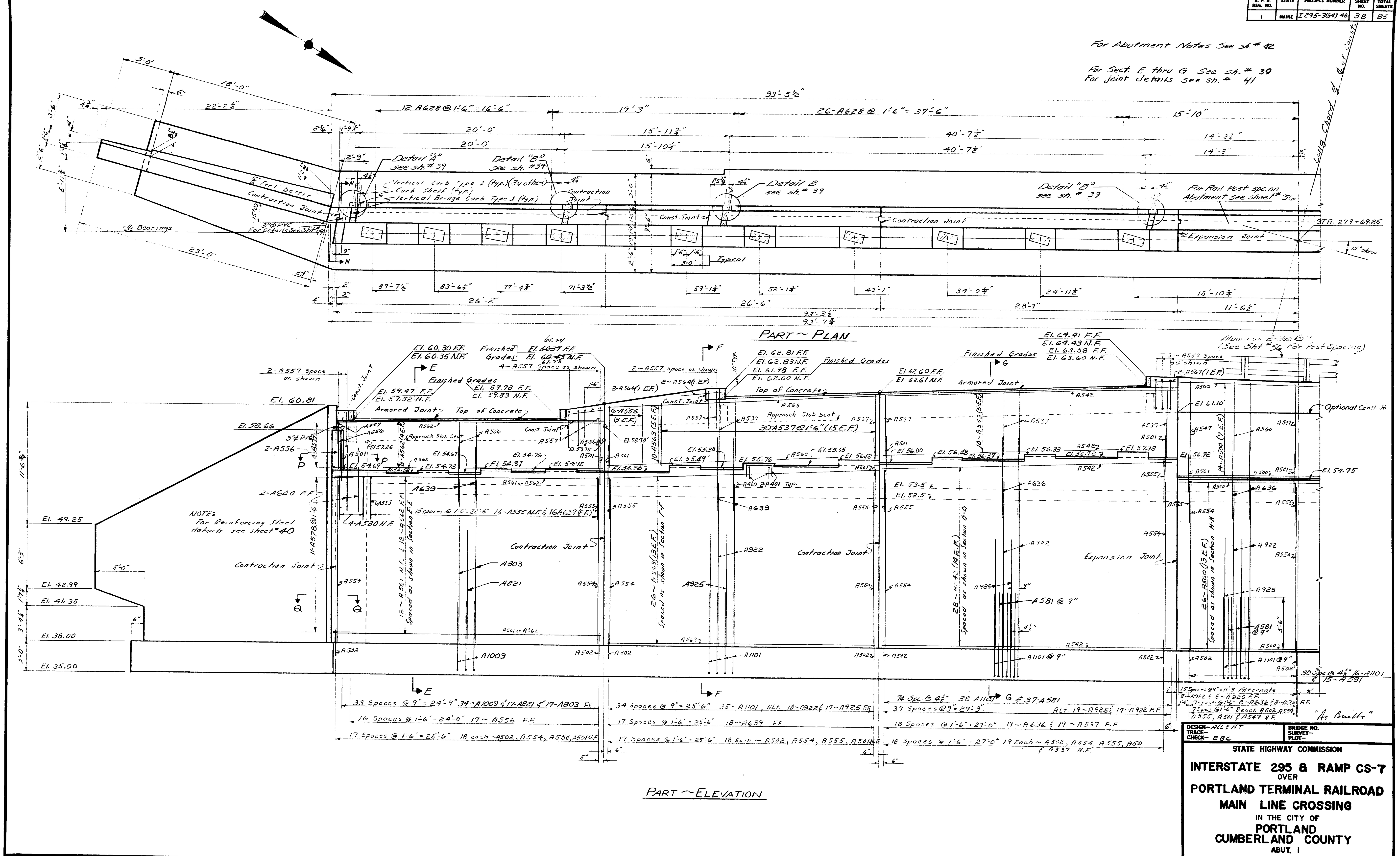
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. 1

SHEET 37 OF 85 AUGUSTA, MAINE MAY 1971

152-121

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	38	85



DESIGN– ALC & HT
TRACE–
CHECK– EBC

BRIDGE NO.
SURVEY–
PLOT–

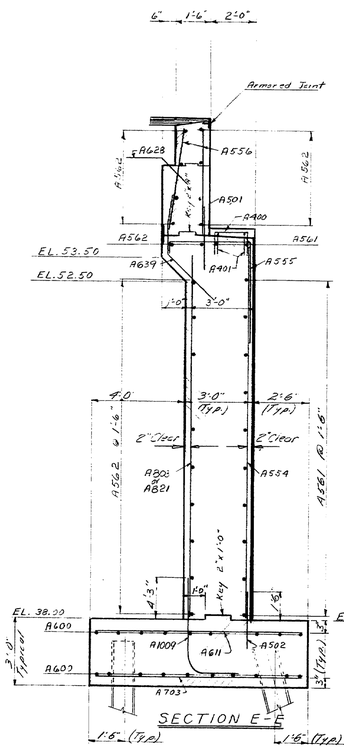
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. I

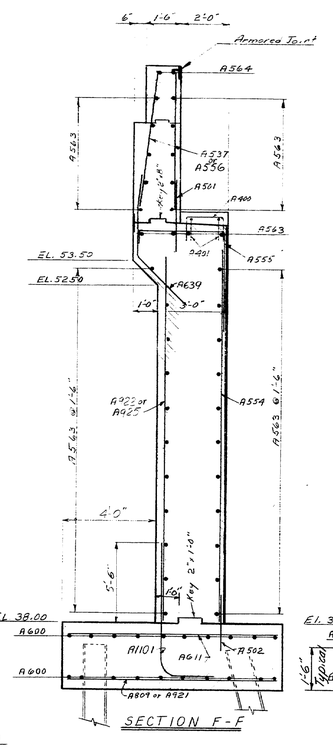
SHEET 38 OF 85 AUGUSTA, MAINE MAY 1971

152-122

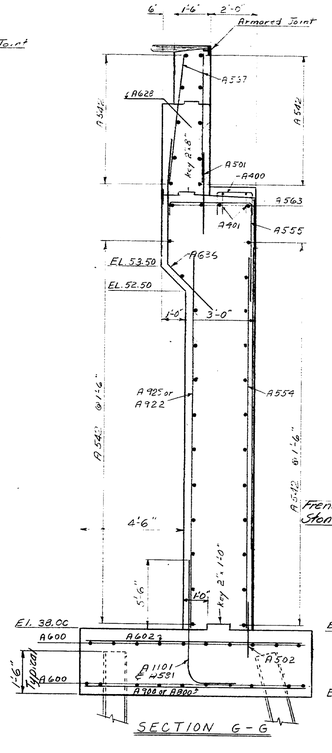
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59) 48	39	85



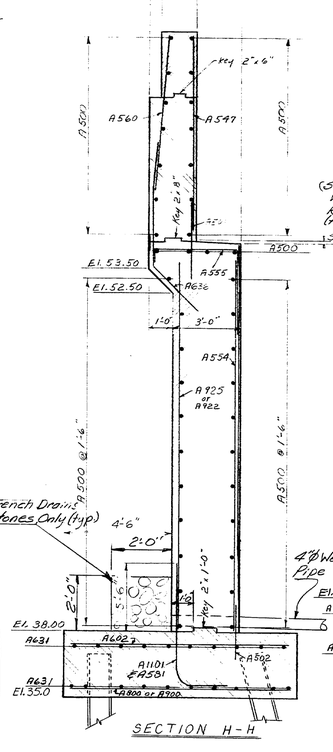
SECTION E-E



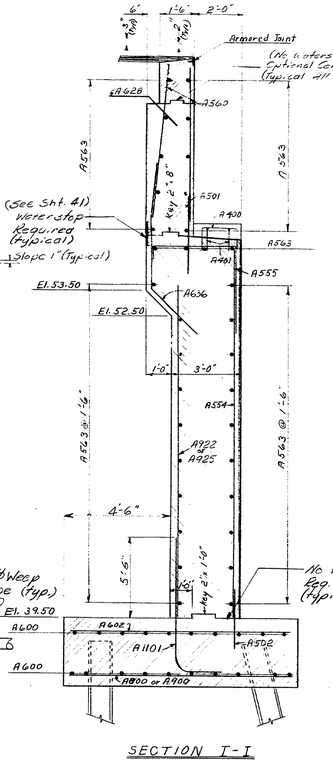
SECTION F-F



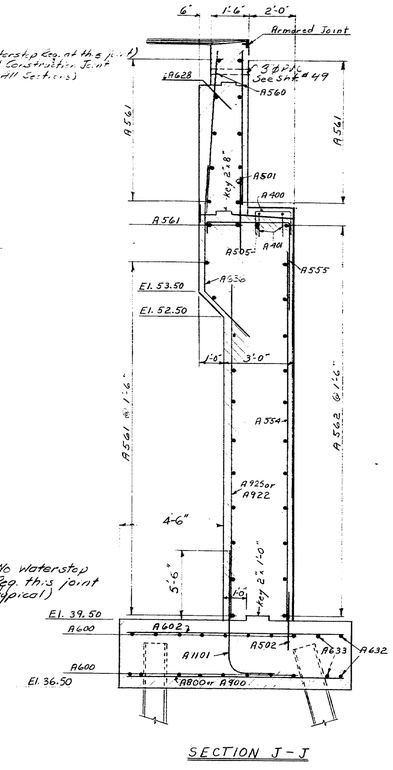
SECTION G-G



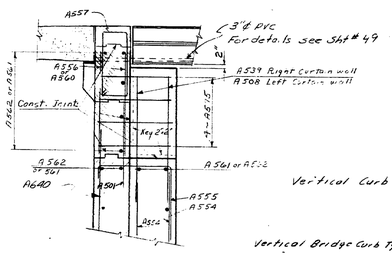
SECTION H-H

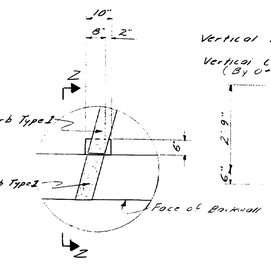


SECTION I-I

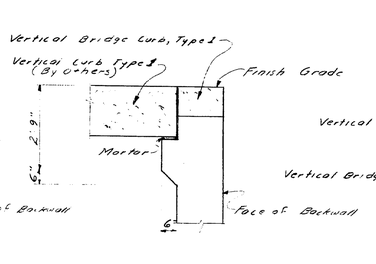


SECTION J-J

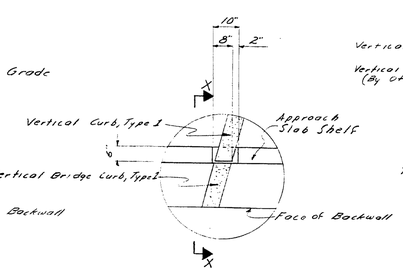




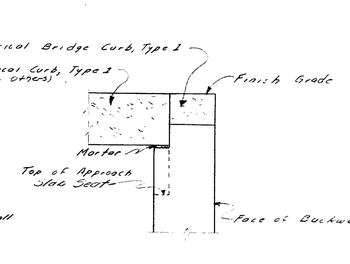
DETAIL "A"



SECTION Z-Z



DETAIL "B"



SECTION X-X

DESIGN- ALLEN
TRACE-
CHECK- EBC

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

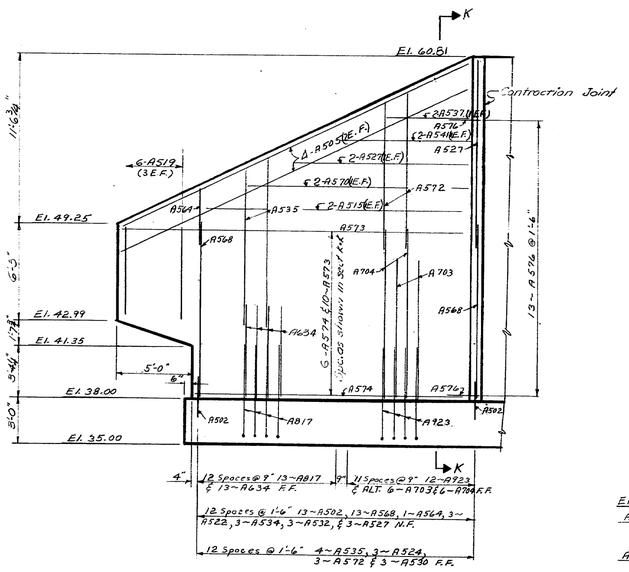
INTERSTATE 295 & RAMP CS-7 OVER PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING IN THE CITY OF PORTLAND CUMBERLAND COUNTY

ABUT. I

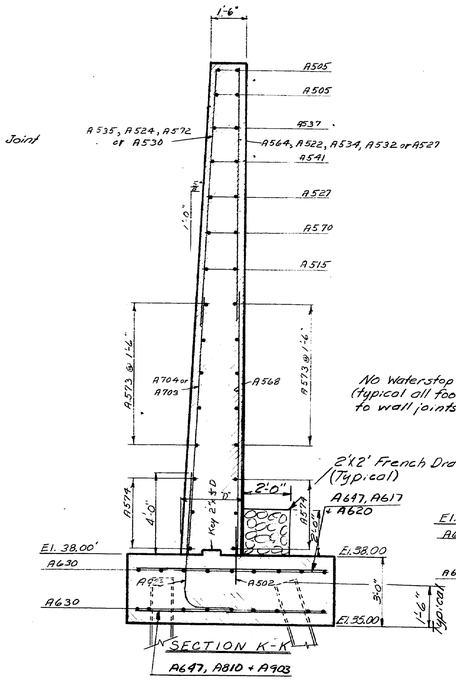
SHEET 39 OF 85 AUGUSTA, MAINE MAY 1971

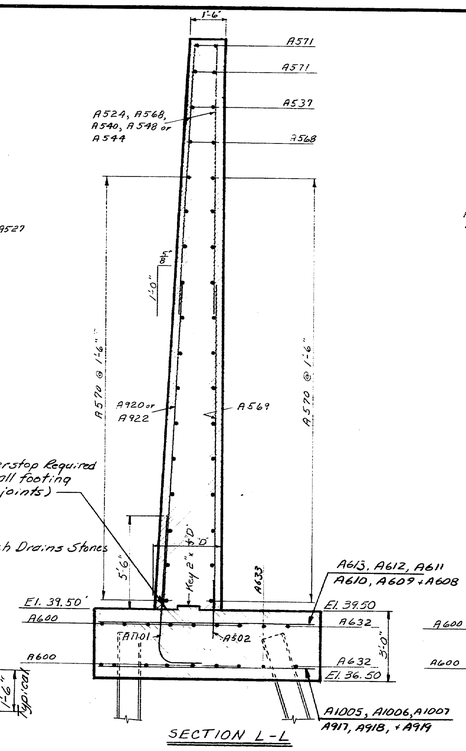
152-123

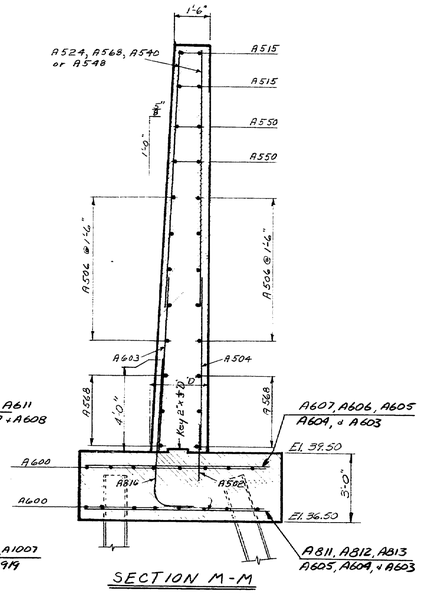
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(34) 48	40	85

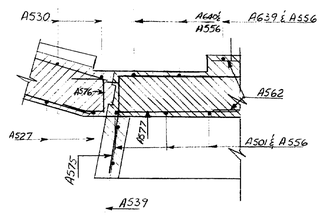


RIGHT WING - ABUT. # 1

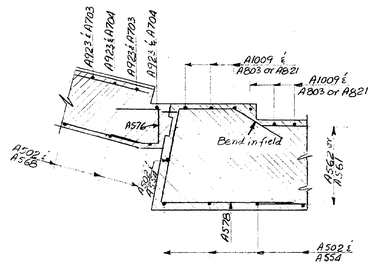




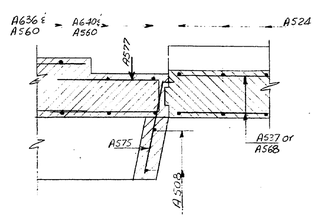




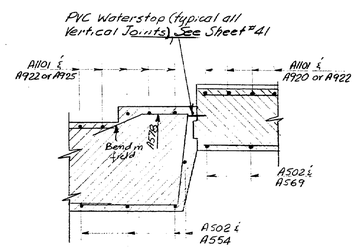
SECTION P-P



SECTION Q-Q



SECTION R-R



SECTION S-S

DESIGN- ALL 2 MT
TRACE-
CHECK- EBC
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

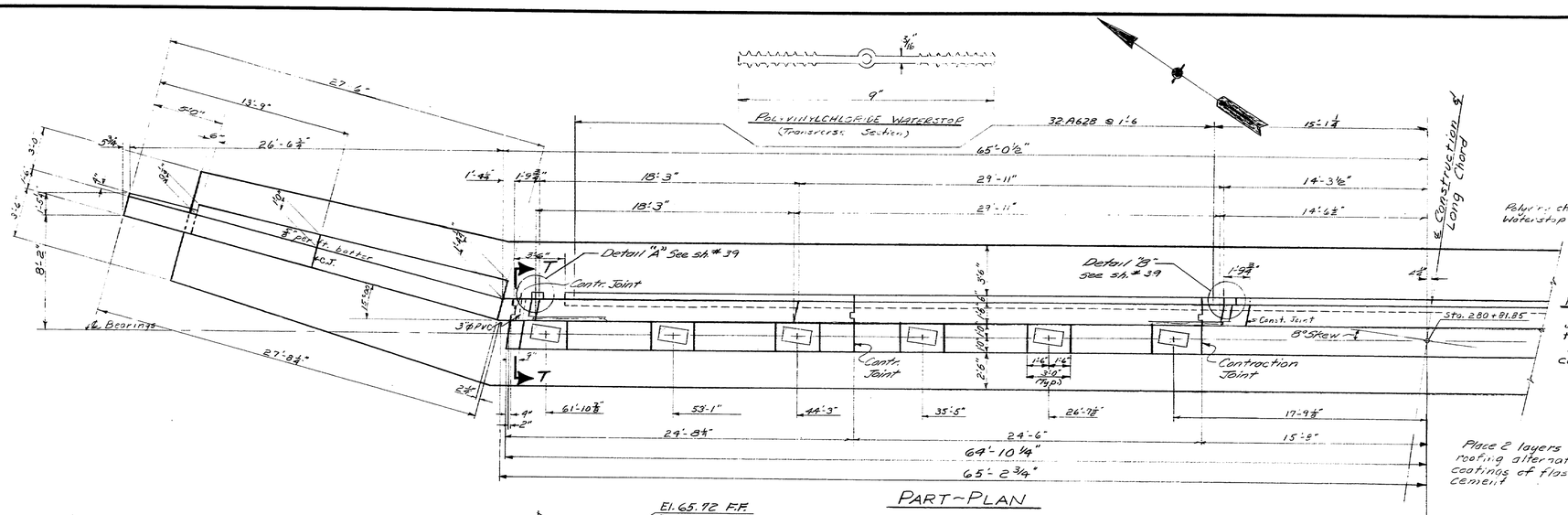
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

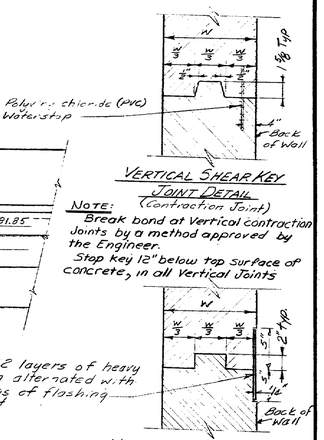
ABUT. 1 RIGHT WING & X-SECTIONS

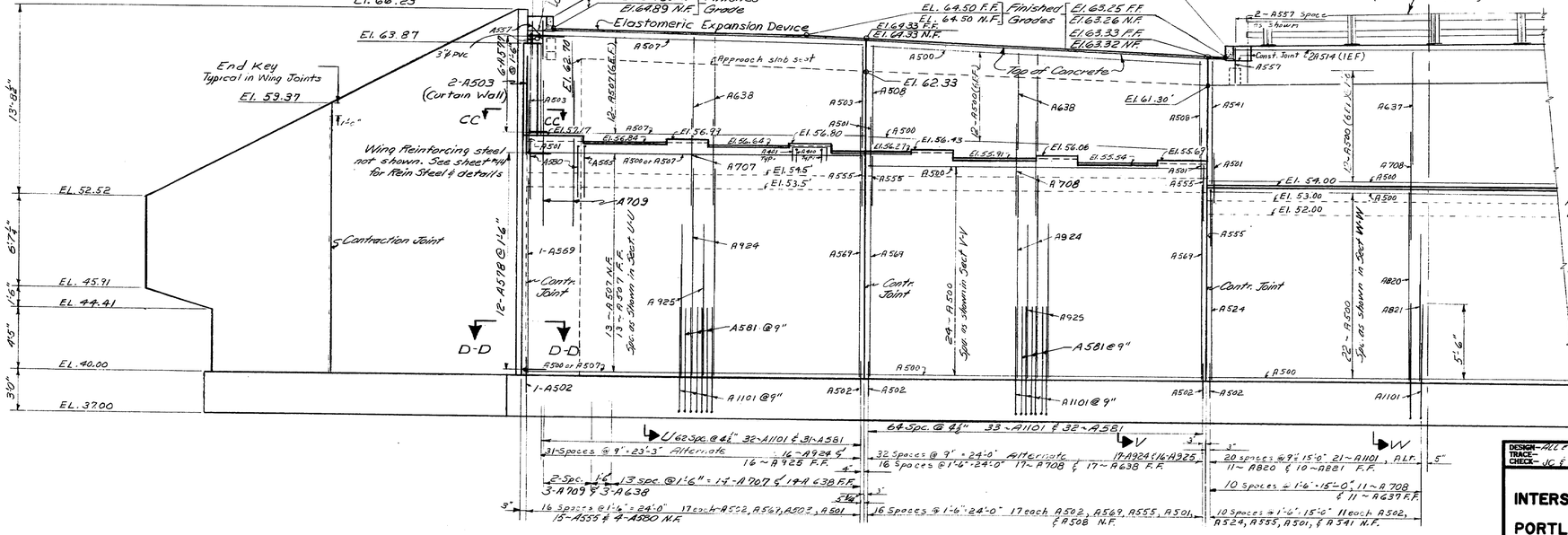
SHEET 40 OF 85 AUGUSTA, MAINE MAY 1971

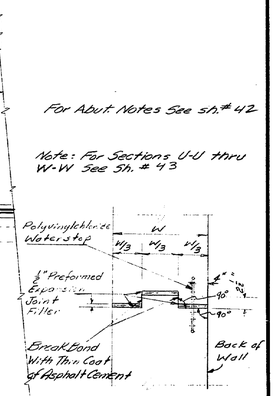
152-124

B. P. R. SEC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	41	85









For Abut. Notes See sh.# 42

Note: For Sections U-U thru W-W See Sh. # 43

C.J. = Contr. Joint = Contraction Joint
P.V.C. = Polyvinylchloride

DESIGN—ALL P.N.T.
TRACE—
CHECK—JC & EBC
BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION

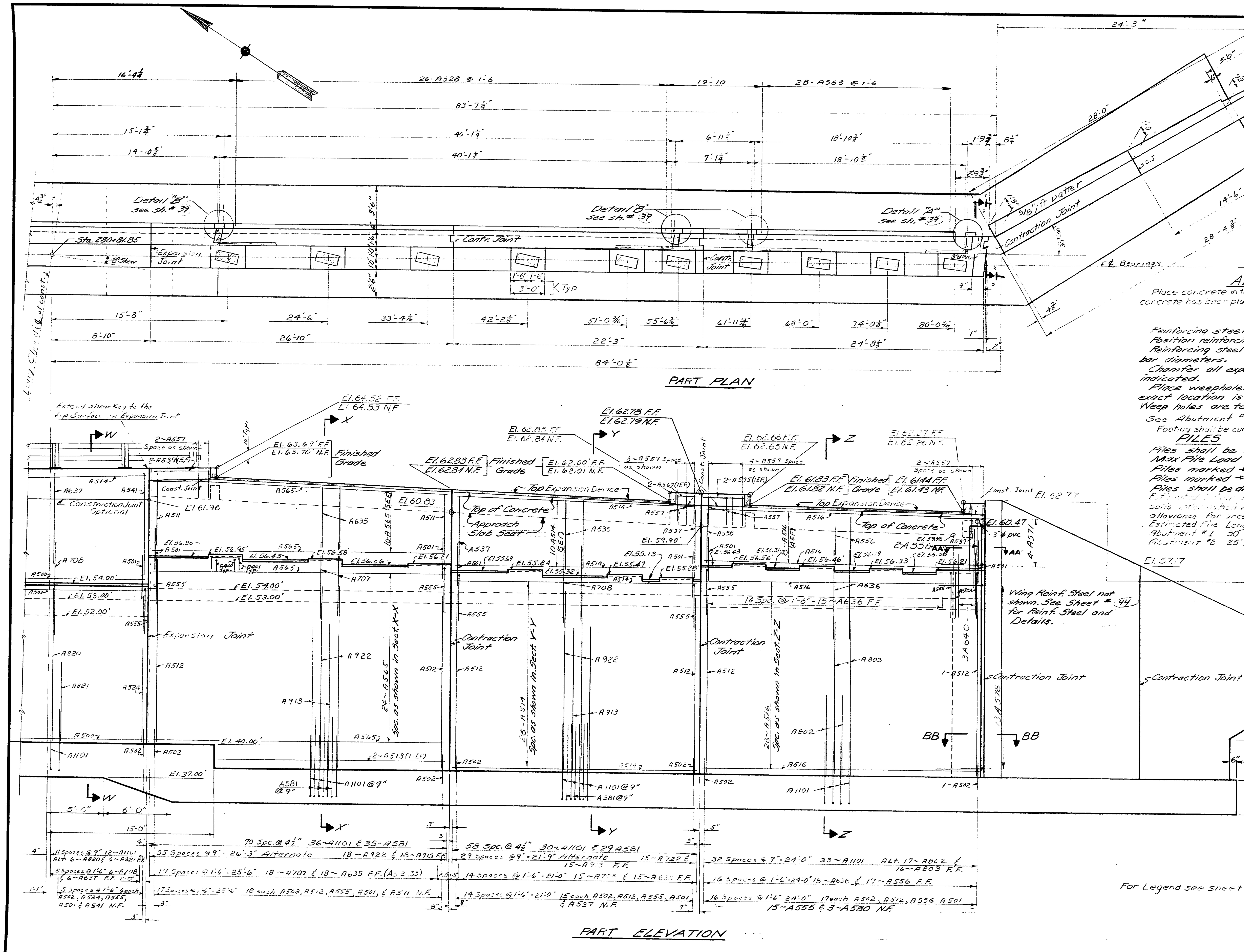
INTERSTATE 295 & RAMP CS-7 OVER PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING

IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. 2

SHEET 41 OF 85 AUGUSTA, MAINE MAY 1971

152-125

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54)48	42	85



NOTE:
For Section W-W thru Z-Z See sh. # 43

ABUTMENT NOTES

Place concrete in the top of abutment backwalls after the superstructure concrete has been placed.

Reinforcing steel shall have 2" clear cover except as shown.
Position reinforcing steel to clear swedged anchor bolts.
Reinforcing steel splices and embedments are to be a minimum of 24 bar diameters.
Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.
Place weepholes through abutment 20' apart. The exact location is to be determined by the Engineer. Weep holes are to be 4" in diameter.
See Abutment #2 Sheet #41 for joint details.
Footing shall be cured at least 7 days prior to placing breastwall concrete.

PILES

Piles shall be HP ~~12x74~~ 14x73 (Per Co# 1)
Max Pile Load = 98 tons.
Piles marked ➔ to be battered 3 1/2"/ft. in direction of arrow.
Piles marked ⇾ to be battered 4"/ft. in direction of arrow.
Piles shall be driven to ledge or practical refusal.
Estimated Pile Lengths of Piles are estimated from available soils information with no allowance for pile cut-offs and no allowance for uncertain pile penetration.
Estimated Pile Lengths and No. of Piles:
Abutment #1 30' to 37', 65 Piles
Abutment #2 25' to 32', 65 Piles

For Legend see sheet # 5

"As Builts" pla

DESIGN- ALLENT
TRACE-
CHECK- JC & EBC

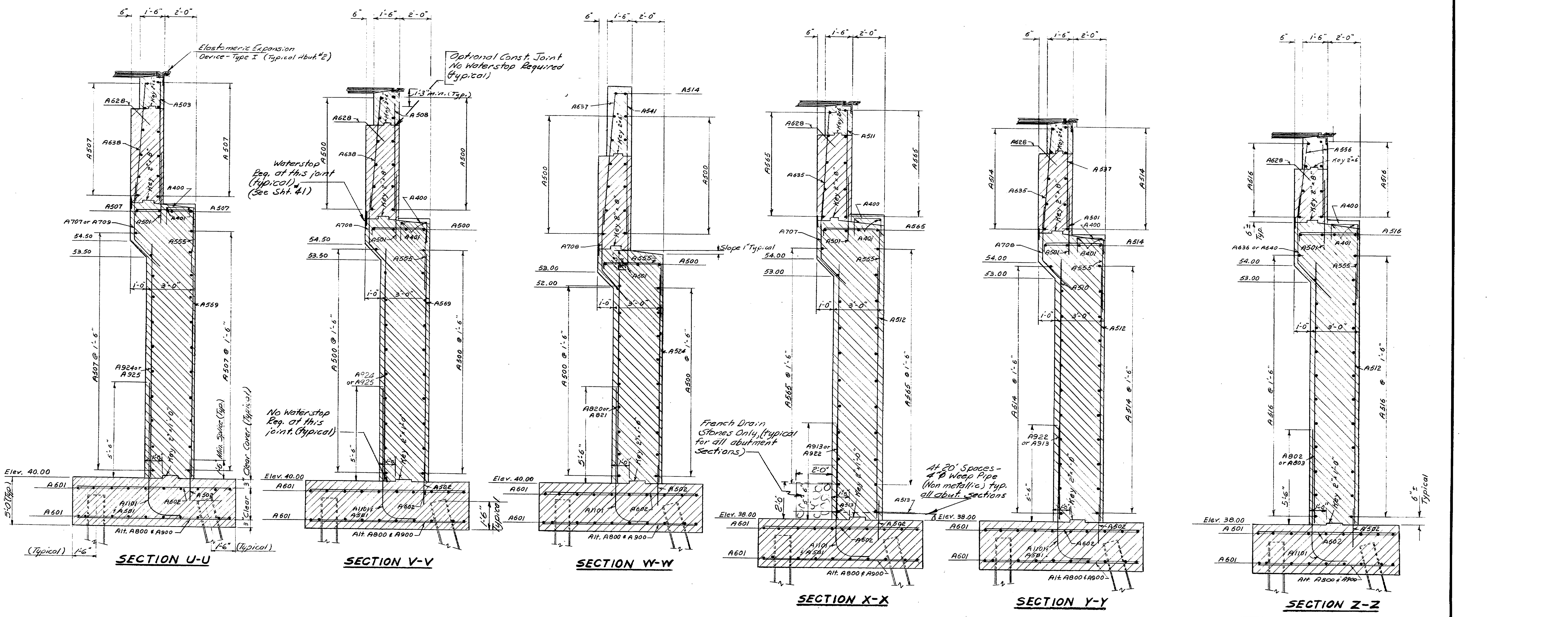
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. 2

SHEET 42 OF 85 AUGUSTA, MAINE MAY 1971

152-126



Note: See Section X-X For Location Of French Drain Stone and Weep Pipe. Weep Pipe Is To Extend Through Slope Protection, Typical All Wall Sections at Abutments.

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	43	85

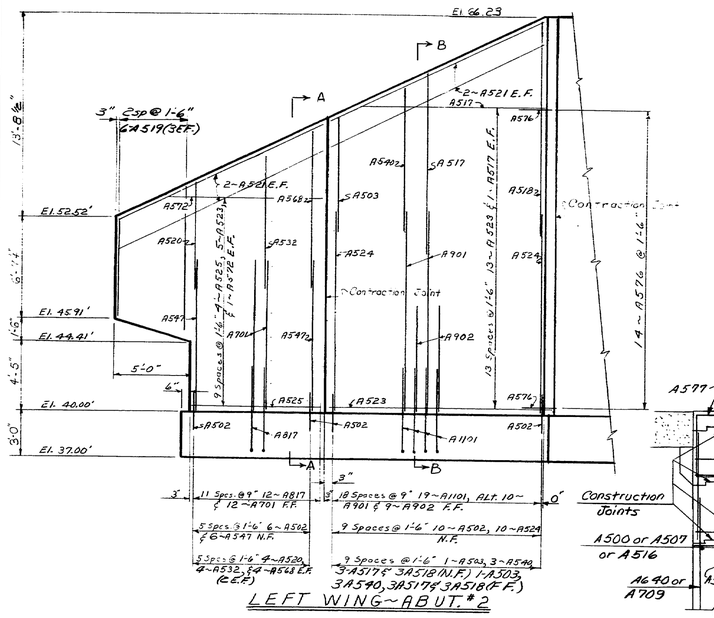
PLANS	BY	DATE
DESIGN - DETAILED		1969
CHECKED		
REVISIONS		
FIELD CHANGES		

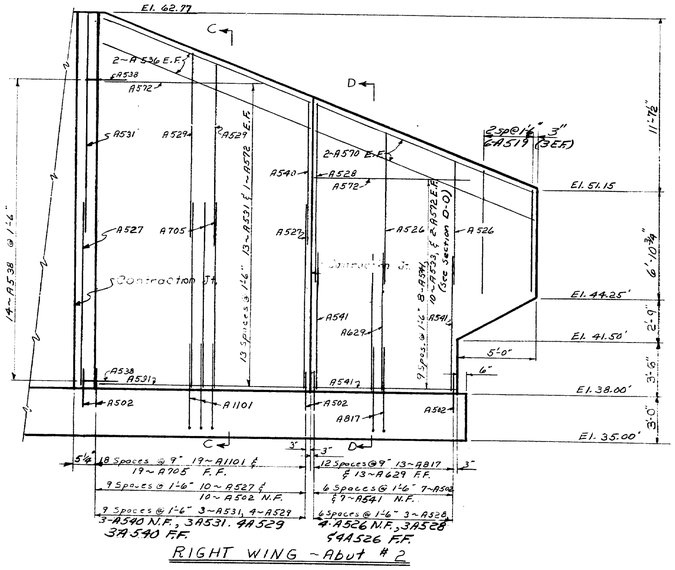
STATE HIGHWAY COMMISSION

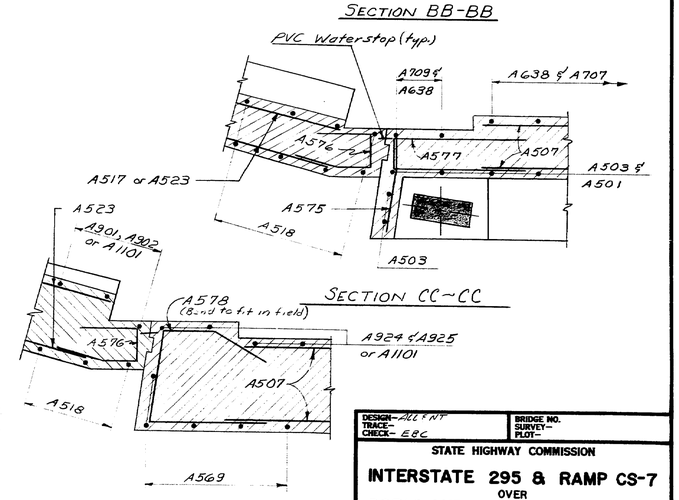
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ABUT. 2 X-SECTIONS
SHEET 43 OF 85 AUGUSTA, MAINE MAY 1971

152-127

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(64) 48	44	85







DESIGN – ALL NT
TRACE –
CHECK – EBC

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7 OVER PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING

IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUT. 2 WINGWALLS

SHEET 44 OF 85 AUGUSTA, MAINE MAY 1971

152-128

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	45	85

FRAMING PLAN

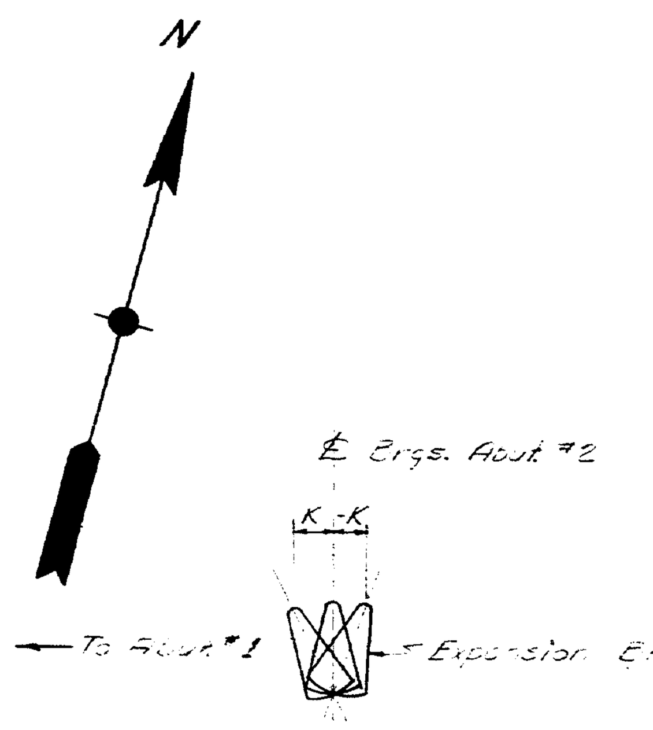


TABLE FOR SETTING EXP. BRGS.

Temp = Degrees F	K
-30	1⅛"
-15	1"
0	⅞"
15	¾"
30	⅝"
45	½"
60	⅜"
75	¼"
90	⅛"
105	0"

REFERENCES

Diaphragms ~ For Type A & Type B diaphragms See Std. Details Sheet BD 104-66
Cross Frames ~ See sheet #48
Pedestals - See Standard Details BD101-70 and this sheet.

Armored Joint - See Standard Details BD104-66 and Sheets No. 49 & 50
Shear Connectors - See Standard Details BD104-66 and Sheet #46
Elastomeric Expansion Device - See sheet # 51

SPECIFICATIONS

Contract: State of Maine, State Highway Commission Standard Specifications, Highways and Bridges Revision of June, 1968

Design: A.A.S.H.O. Standard Specifications for Highway Bridges 1969 with Interim Specifications 1970.

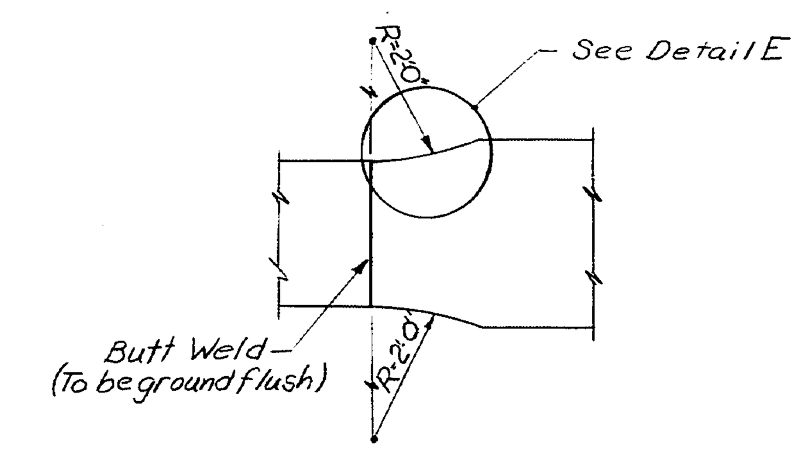
Materials: Flanges & Web for beams shall conform to A.S.T.M. designation A-572 (Grade 50). All other steel shall conform to A.S.T.M. designation A-36, unless otherwise noted.

Reinforcing Steel shall conform to A.S.T.M. designation A615 (Grade 60) or AASHO M31, Intermediate Grade.

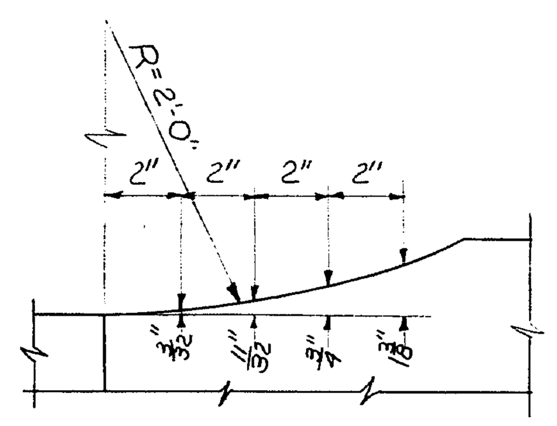
Concrete: All Concrete shall be Class A.

Allowable Stresses:

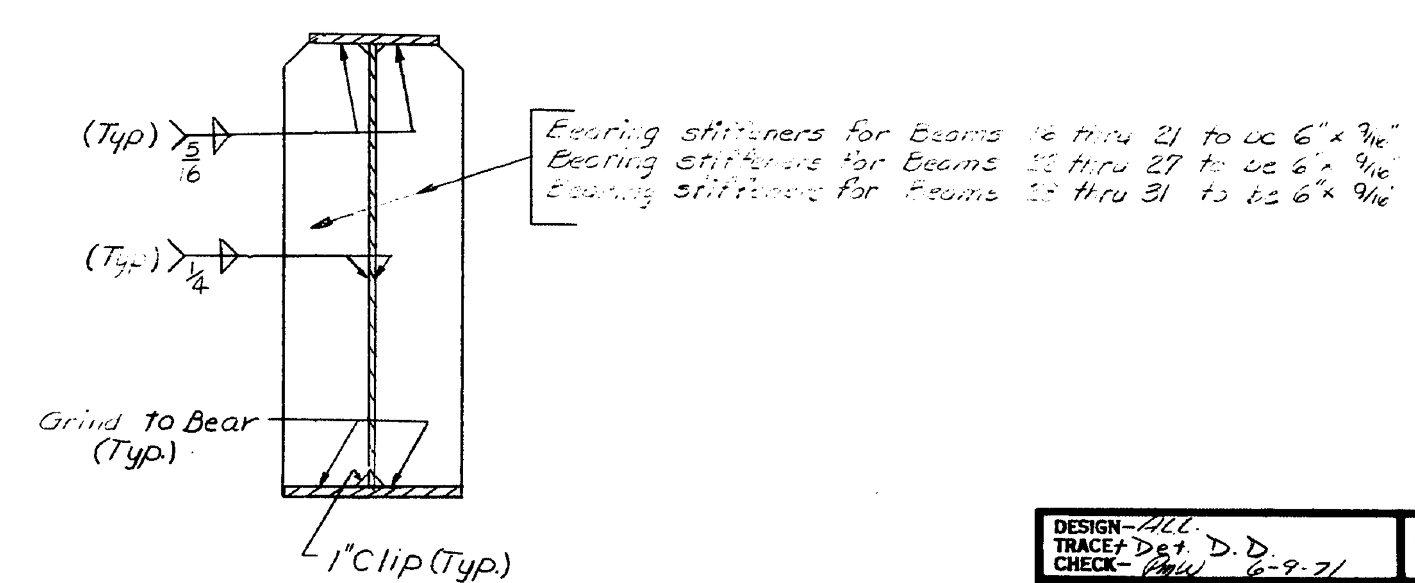
Structural Steel ~	A-572 (Grade 50)	fs = 27,000 psi
	A-36	fs = 20,000 psi
Reinforcing Steel		fs = 20,000 psi
Concrete		fc = 1,200 psi



FLANGE WIDTH TRANSITION



DETAIL E



BEARING STIFFENER DETAIL

DESIGN - ALL
TRACE - D.D.
CHECK - 6-9-71

BRIDGE NO.
SURVEY -
PLOT -

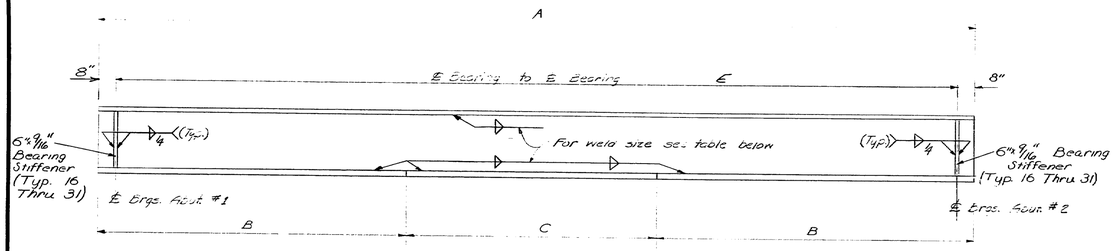
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
STRUCTURAL STEEL

SHEET 45 OF 85 AUGUSTA, MAINE MAY 1971

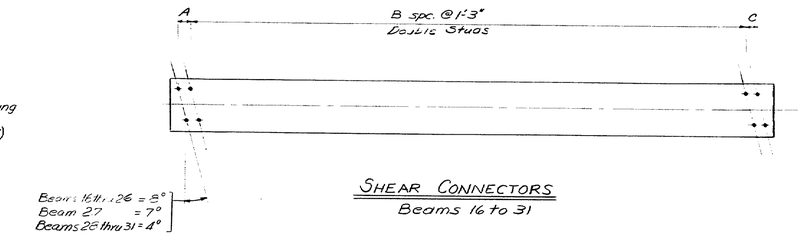
152-129

B. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	46	85



TYPICAL for BEAM
16, 17, 18, 19, 20, 21, 26, 27, 28, 31

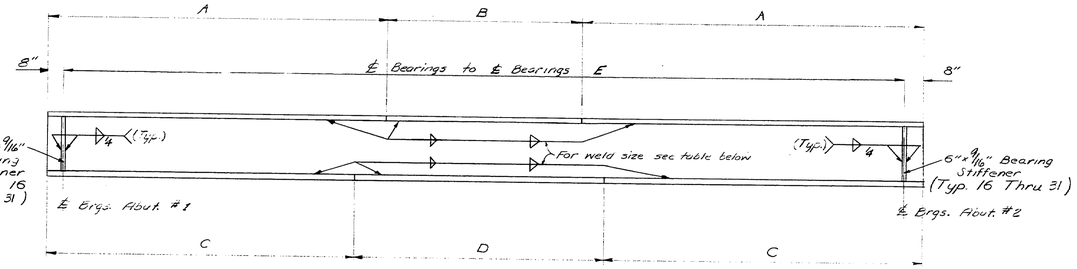
BEAM	WEB	A LENGTH	A FLANGE	A WELD	B LENGTH	B FLANGE	B WELD	C LENGTH	C FLANGE	C WELD	E C. to C. Brgs.
16	64"x 3/16"	120'-11"	14"x 3/4"	1/4"	30'-5 3/16"	15"x 1 1/8"	5/16"	60'-0"	22"x 1 1/8"	5/16"	119'-7"
17	64"x 3/16"	119'-9 11/16"	14"x 3/4"		29'-10 7/8"	15"x 1 1/8"			22"x 1 1/8"		118'-5 11/16"
18	64"x 3/16"	118'-8 5/16"	14"x 3/4"		29'-4 7/16"	15"x 1 1/8"			22"x 1 1/8"		117'-4 5/8"
19	64"x 3/16"	117'-7"	13"x 3/4"		28'-9 1/2"	14"x 1 1/8"			21"x 1 1/8"		116'-3"
20	64"x 3/16"	116'-5 5/8"	13"x 3/4"		28'-2 13/16"	14"x 1 1/8"			21"x 1 1/8"		115'-1 5/8"
21	64"x 3/16"	115'-4 7/16"	13"x 3/4"		27'-8 1/16"	14"x 1 1/8"			21"x 1 1/8"		114'-0 5/16"
26	52"x 3/16"	106'-11 1/16"	12"x 3/4"		23'-5 7/16"	12"x 1 1/4"			17"x 1 1/4"		105'-7 1/16"
27	52"x 3/16"	105'-9 1/16"	12"x 3/4"	1/4"	22'-10 3/16"	12"x 1 1/4"	5/16"	60'-0"	17"x 1 1/4"	5/16"	104'-5 1/16"



SHEAR CONNECTORS
Beams 16 to 31

Beam	A	B	C	Total
16	1 spc. @ 1'-0 1/2"	94 spc. @ 1'-3"	1 spc. @ 1'-0 1/2"	119'-7"
17	1 spc. @ 1'-1 1/4"	93 spc. @ 1'-3"	1 spc. @ 1'-1 1/2"	118'-5 5/16"
18		94 spc. @ 1'-3 (-)		117'-4 5/16"
19		93 spc. @ 1'-3"		116'-3"
20		92 spc. @ 1'-3 (+)		115'-1 3/16"
21	1 spc. @ 9"	90 spc. @ 1'-3"	1 spc. @ 9 1/4" (-)	114'-0 5/16"
22		88 spc. @ 1'-3 (+)		110'-0 3/8"
23		87 spc. @ 1'-3" (+)		108'-11 3/16"
24	1 spc. @ 9 1/2" (-)	85 spc. @ 1'-3"	1 spc. @ 9 1/2" (-)	107'-9 3/16"
25	1 spc. @ 10 1/2"	84 spc. @ 1'-3"	1 spc. @ 10 1/2" (-)	106'-8 3/16"
26	1 spc. @ 11"	83 spc. @ 1'-3"	1 spc. @ 11" (+)	105'-7 1/16"
27	1 spc. @ 11 1/2"	82 spc. @ 1'-3"	1 spc. @ 11 1/2" (+)	104'-5 1/16"
28		82 spc @ 1'-3 (-)		102'-5 1/8"
29	1 spc. @ 10"	80 spc. @ 1'-3"	1 spc. @ 10" (+)	101'-8 3/16"
30	1 spc. @ 12'1"	79 spc. @ 1'-3"	1 spc. @ 1'-1 1/2"	100'-11 1/4"
31		80 spc. @ 1'-3" (+)		100'-2 5/16"

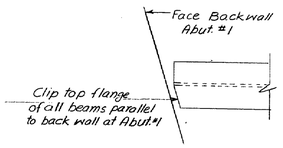
Total Number of Studs = 2,840



NOTE: All beam dimensions are horizontal. For slope of beams see Bridge Plan & Profile Sheet # 47

TYPICAL for BEAM
22, 23, 24, 25, 29, 30

BEAM	WEB	A LENGTH	A FLANGE	A WELD	B LENGTH	B FLANGE	B WELD	C LENGTH	C FLANGE	C WELD	D LENGTH	D FLANGE	D WELD	E C. to C. Brgs.
22	52"x 3/16"	27'-8 5/16"	(12) x 7/8"	5/16"	56'-0"	14"x 7/8"	5/16"	25'-8 9/16"	16"x 1 1/4"	5/16"	60'-0"	23"x 1 1/4"	5/16"	110'-0 3/8"
23	52"x 3/16"	27'-1 5/8"				14"x 7/8"		25'-1 5/8"	16"x 1 1/4"			23"x 1 1/16"		108'-11 3/4"
24	52"x 3/16"	26'-6 15/16"				13"x 7/8"		24'-6 15/16"	14"x 1 1/4"			22"x 1 1/4"		107'-9 7/8"
25	52"x 3/16"	26'-0 1/4"				13"x 7/8"		24'-0 1/4"	14"x 1 1/4"			22"x 1 1/4"		106'-8 7/16"
28	36"x 3/16"	23'-10 9/16"				15"x 7/8"		21'-10 9/16"	14"x 1 5/8"			23x 1 5/8		102'-5 1/8"
29	36"x 3/16"	23'-6 1/8"				15"x 7/8"		21'-6 1/8"	14"x 1 5/8"			23"x 1 5/8"		101'-8 3/16"
30	36"x 3/16"	23'-1 5/8"	14" per change order (12)			15"x 7/8"		21'-1 5/8"	14"x 1 5/8"			23"x 1 5/8"		100'-11 1/4"
31	36"x 11/16"	22'-9 3/16"	x 7/8"	5/16	56'-0"	15"x 7/8"	5/16"	20'-9 3/16"	14"x 1 5/8"	5/16"	60'-0"	23"x 1 5/8"	5/16"	100'-2 5/16"



TOP FLANGE DETAIL
(Abutment #1 only)

NOTE:

1. After flange to web welds have been completed and before any bearing stiffeners or cross frame connection plates are attached to it, the beams shall be inspected, and shall be in accordance with American Welding Society Specifications for Welded Highway and Railway Bridges, D-20-69 Art. 305.
2. A maximum of two (2) transverse shop butt weld splices will be permitted to fabricate any complete web plate or flange plate, per beam. Transverse web splices shall not be nearer than 1'-0" to a flange splice. Location and details of butt weld shop splices shall be shown on shop detail drawings for approval by the Engineer. (See Note 4 Also)
3. The bearing stiffeners shall be so as to be plumb after erection. Cross frame connection plates may be set plumb or normal to flange plates. Which ever method is chosen, shall be used throughout the entire job.
4. No web butt welds will be allowed within 10' of the center of any given beam.

As Built 1972

DESIGN- ALL	BRIDGE NO.
TRACE- bet	SURVEY-
CHECK- JWH 6-29-71	PLOT-

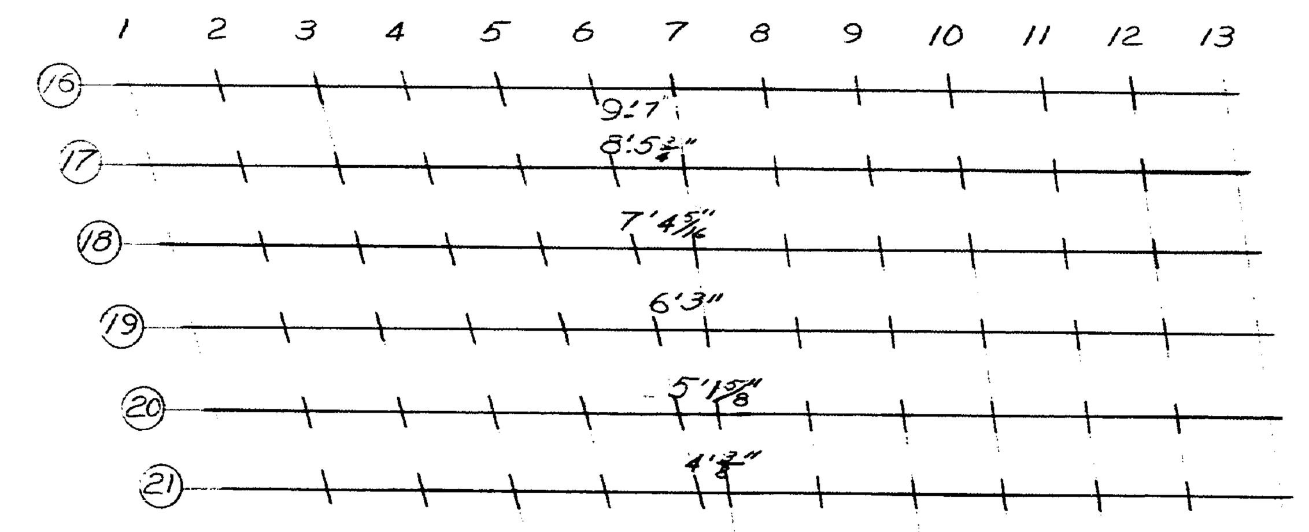
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
STRUCTURAL STEEL

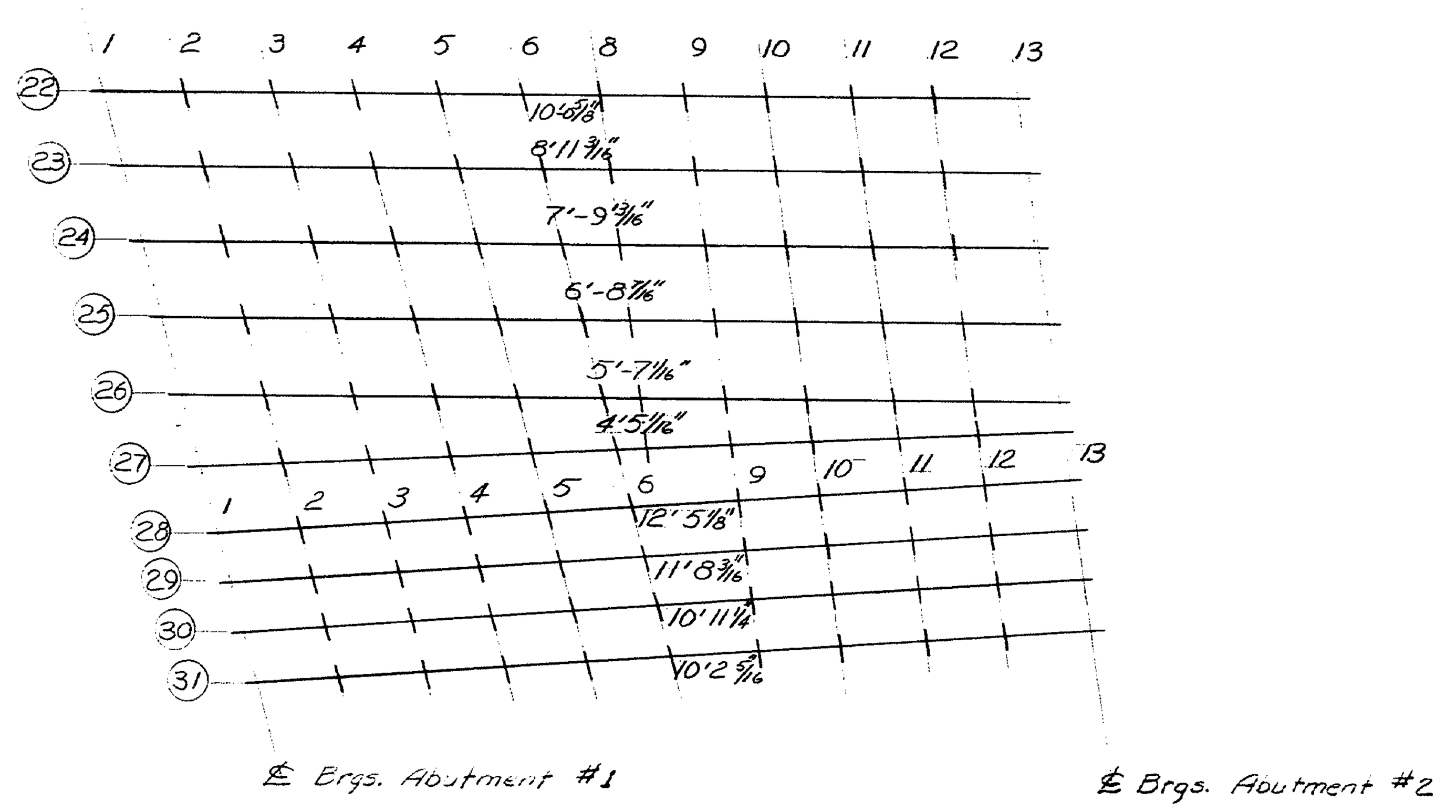
SHEET 46 OF 85 AUGUSTA, MAINE MAY 1971

152-136

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	47	85

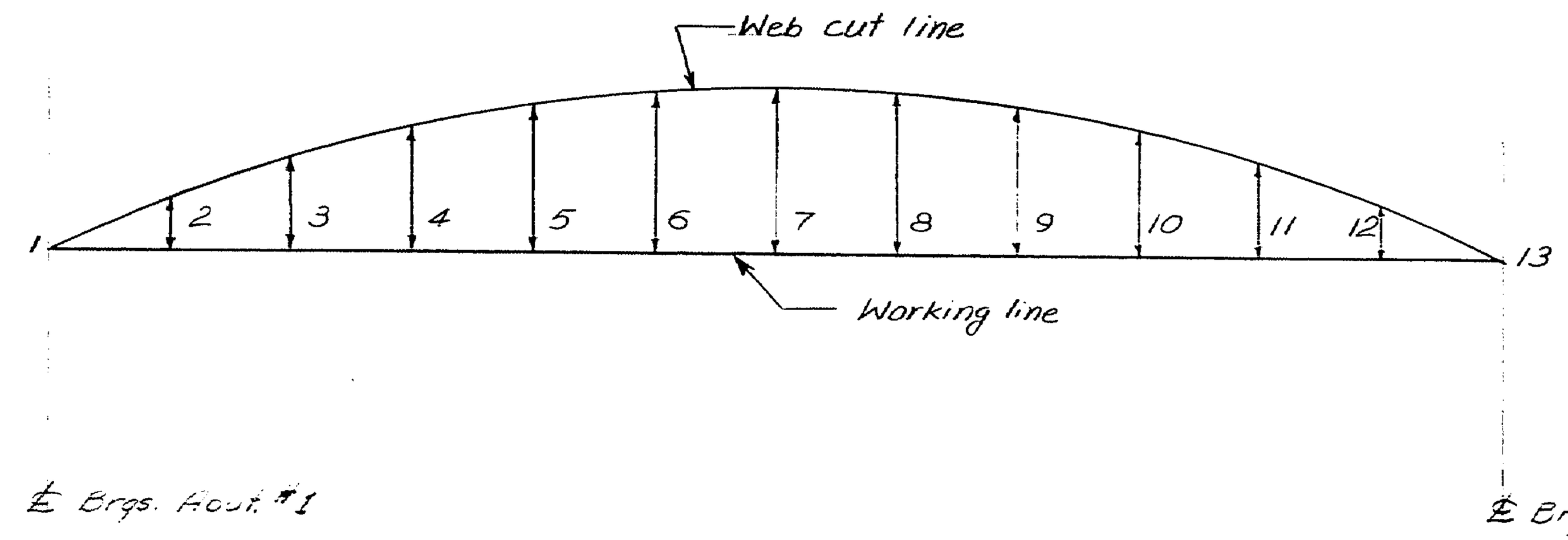


NOTE: Spaces are 10'-0" along ℄ of beams except as noted.



BLOCKING POINT DIAGRAM

NOTE: For dimension between points see Blocking Point Diagram this sheet.



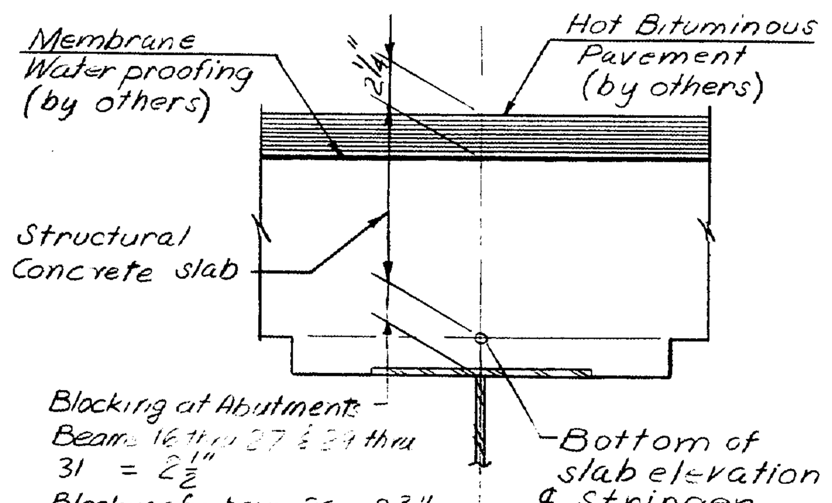
CAMBER DETAIL

CAMBER NOTE: All beams to be cambered in accordance with the Camber Table below to compensate for dead load deflections & vertical curvature.

CAMBER TABLE													
BEAMS	1	2	3	4	5	6	7	8	9	10	11	12	13
16	0	1 7/8"	3 1/2"	4 7/8"	5 3/4"	6 1/2"	6 3/4"	6 1/2"	5 3/4"	4 7/8"	3 5/8"	1 7/8"	0
17		1 5/8"	3 3/8"	4 5/8"	5 5/8"	6 1/4"	6 3/8"	6 1/4"	5 5/8"	4 5/8"	3 3/8"	1 3/4"	
18		1 5/8"	3 1/8"	4 3/8"	5 1/4"	5 3/4"	6"	5 3/4"	5 1/4"	4 3/8"	3 1/8"	1 5/8"	
19		1 3/4"	3 1/4"	4 3/8"	5 1/4"	5 7/8"	5 7/8"	5 7/8"	5 1/4"	4 3/8"	3 1/8"	1 1/2"	
20		1 5/8"	3"	4 1/4"	5 1/8"	5 5/8"	5 3/4"	5 5/8"	5 1/8"	4 1/4"	3"	1 5/8"	
21		1 5/8"	3"	4 1/4"	5"	5 3/4"	5 7/8"	5 3/4"	5"	4 1/4"	3"	1 5/8"	
22		2"	3 3/8"	4 7/8"	5 3/4"	6 1/4"	—	6 1/4"	5 3/4"	4 7/8"	3 3/8"	2"	
23		1 7/8"	3 5/8"	4 7/8"	5 3/4"	6 1/8"	—	6 1/8"	5 3/4"	4 7/8"	3 5/8"	1 7/8"	
24		1 7/8"	3 1/2"	4 3/4"	5 3/4"	6 1/8"	—	6 1/8"	5 3/4"	4 3/4"	3 1/2"	1 7/8"	
25		1 7/8"	3 3/8"	4 5/8"	5 1/2"	5 7/8"	—	5 7/8"	5 1/2"	4 5/8"	3 3/8"	1 7/8"	
26		2"	3 1/2"	4 3/4"	5 1/2"	6"	—	6"	5 1/2"	4 3/4"	3 5/8"	2"	
27		2"	3 1/2"	4 3/4"	5 3/8"	6"	—	6"	5 5/8"	4 3/4"	3 1/2"	2"	
28		3 5/8"	6 1/2"	8 3/4"	10"	10 1/2"	—	—	10"	8 3/4"	6 1/2"	3 5/8"	
29		3 5/8"	6 3/8"	8 5/8"	10"	10 1/2"	—	—	10"	8 5/8"	6 3/8"	3 5/8"	
30		3 5/8"	6 5/8"	8 3/4"	10 1/8"	10 5/8"	—	—	10 1/8"	8 3/4"	6 5/8"	3 5/8"	
31	0	3 5/8"	6 1/2"	8 3/4"	10"	10 1/2"	—	—	10"	8 3/4"	6 1/2"	3 5/8"	0

Note: Dead load deflections will be furnished by the Engineer if required.

BOTTOM OF SLAB ELEVATION													
POINT / BEAMS	1	2	3	4	5	6	7	8	9	10	11	12	13
16	63.71	63.87	64.01	64.13	64.22	64.29	64.33	64.33	64.31	64.26	64.19	64.09	63.97
17	63.54	63.69	63.83	63.94	64.03	64.09	64.12	64.13	64.11	64.06	63.99	63.90	63.79
18	63.36	63.50	63.63	63.73	63.82	63.88	63.90	63.91	63.89	63.85	63.78	63.70	63.59
19	63.01	63.15	63.27	63.38	63.46	63.52	63.54	63.55	63.53	63.48	63.42	63.33	63.23
20	62.65	62.79	62.91	63.01	63.09	63.15	63.17	63.17	63.15	63.11	63.04	62.96	62.86
21	62.30	62.44	62.56	62.67	62.75	62.80	62.82	62.83	62.80	62.76	62.68	62.60	62.49
22	62.66	62.81	62.94	63.04	63.12	63.16	—	63.17	63.14	63.09	63.00	62.89	62.76
23	62.31	62.45	62.58	62.69	62.76	62.79	—	62.80	62.77	62.72	62.64	62.52	62.39
24	61.96	62.10	62.22	62.32	62.39	62.43	—	62.43	62.41	62.35	62.27	62.15	62.02
25	61.60	61.74	61.86	61.95	62.02	62.05	—	62.06	62.03	61.98	61.89	61.78	61.65
26	61.24	61.39	61.50	61.60	61.66	61.69	—	61.69	61.67	61.62	61.54	61.42	61.28
27	60.97	61.10	61.24	61.34	61.42	61.45	—	61.46	61.44	61.39	61.31	61.20	61.10
28	59.10	59.55	59.96	60.31	60.61	60.83	—	—	61.03	61.12	61.15	61.12	61.05
29	59.01	59.47	59.86	60.21	60.50	60.73	—	—	60.91	61.00	61.03	61.00	60.93
30	58.91	59.36	59.77	60.11	60.40	60.62	—	—	60.77	60.88	60.91	60.88	60.81
31	58.82	59.27	59.67	60.01	60.30	60.51	—	—	60.68	60.76	60.79	60.76	60.68



Blocking at Abutments - Beams 16 thru 27 & 29 thru 31 = 2 1/2"
Blocking for beam 28 = 2 3/4"
(Do not use for setting forms)

BLOCKING DETAIL

NOTE

To compensate for dead load deflections, as well as possible irregularities in beams, the bottom of slab elevations shall be set at the points indicated before any of the slab formwork is started.

DESIGN- ALL.
TRACE- Det. D.D.
CHECK- PMW 6-7-71

BRIDGE NO.
SURVEY-
PLOT-

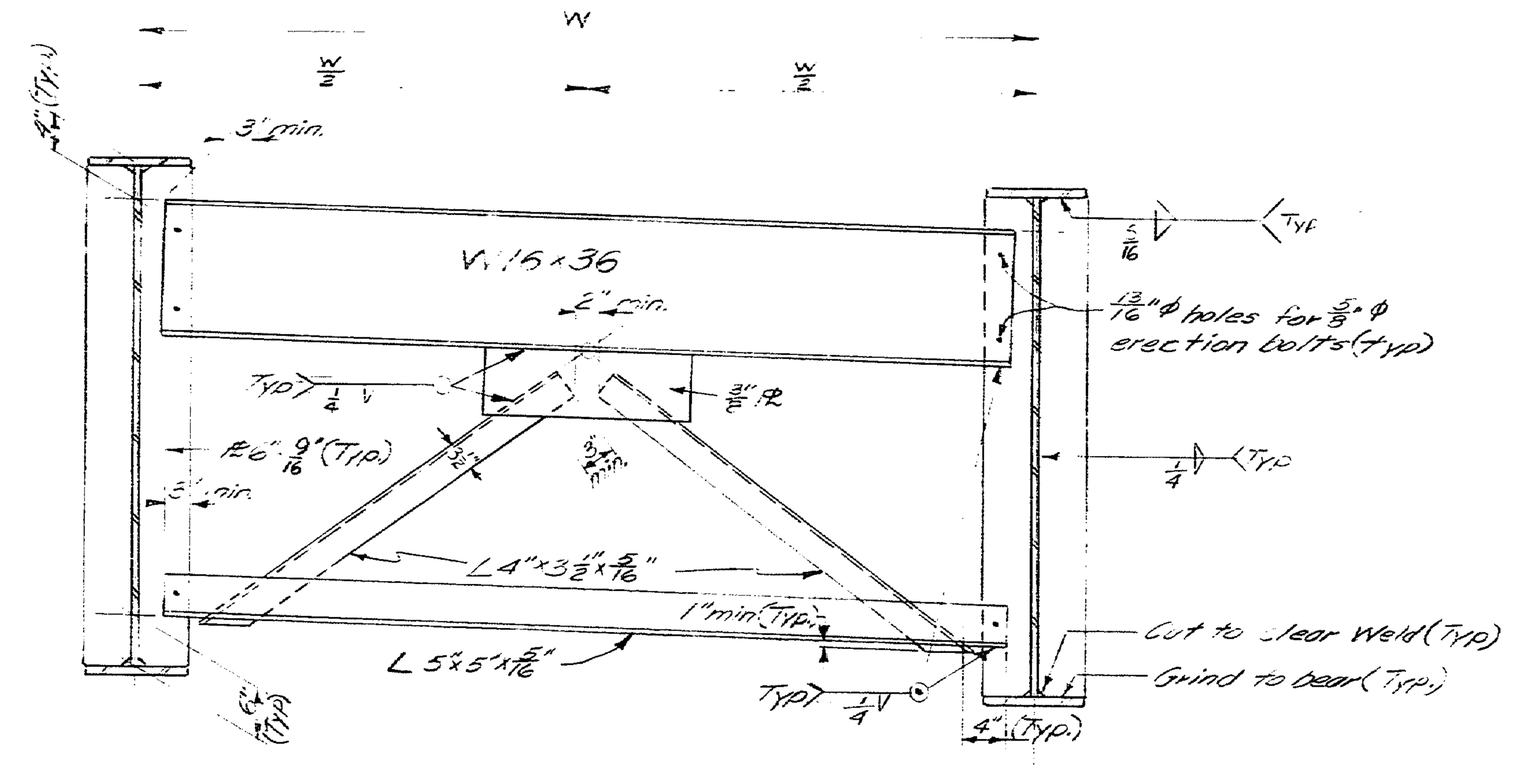
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
BOTTOM OF SLAB ELEV., CAMBER TABLE

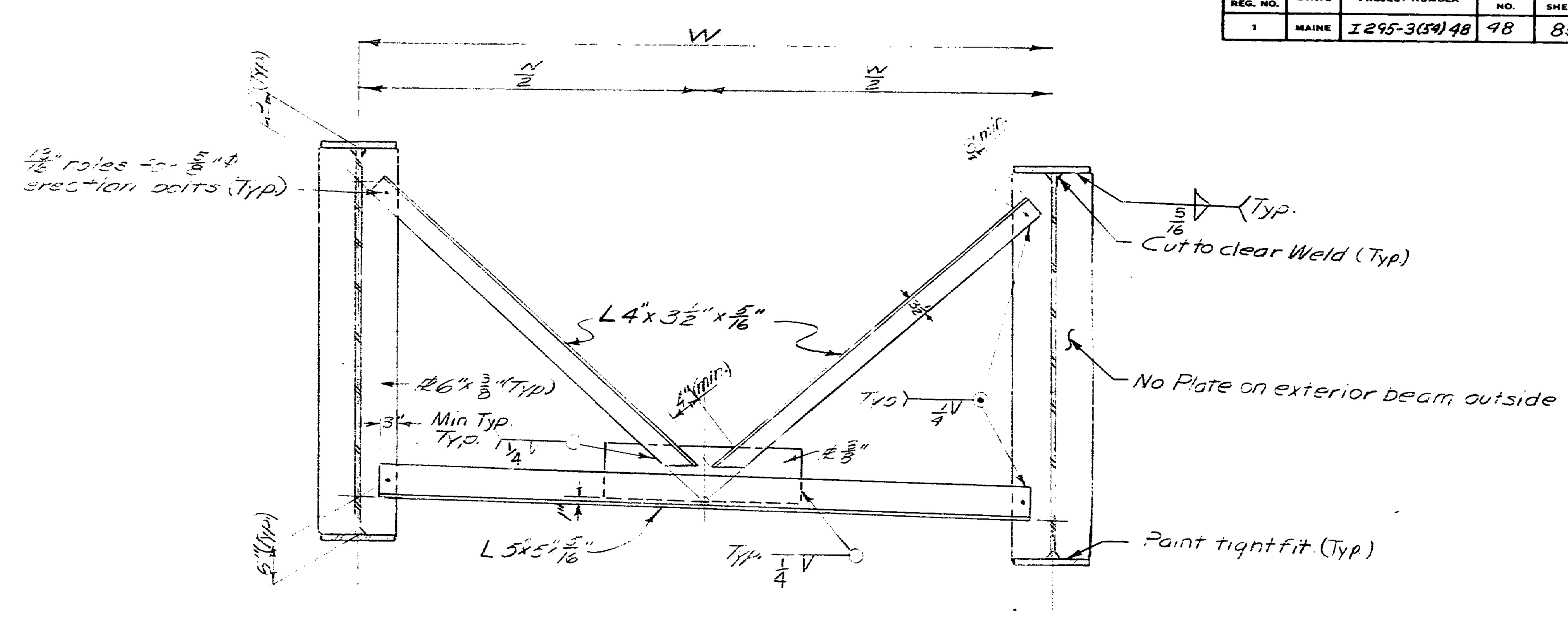
SHEET 47 OF 85 AUGUSTA, MAINE MAY 1971

152-131

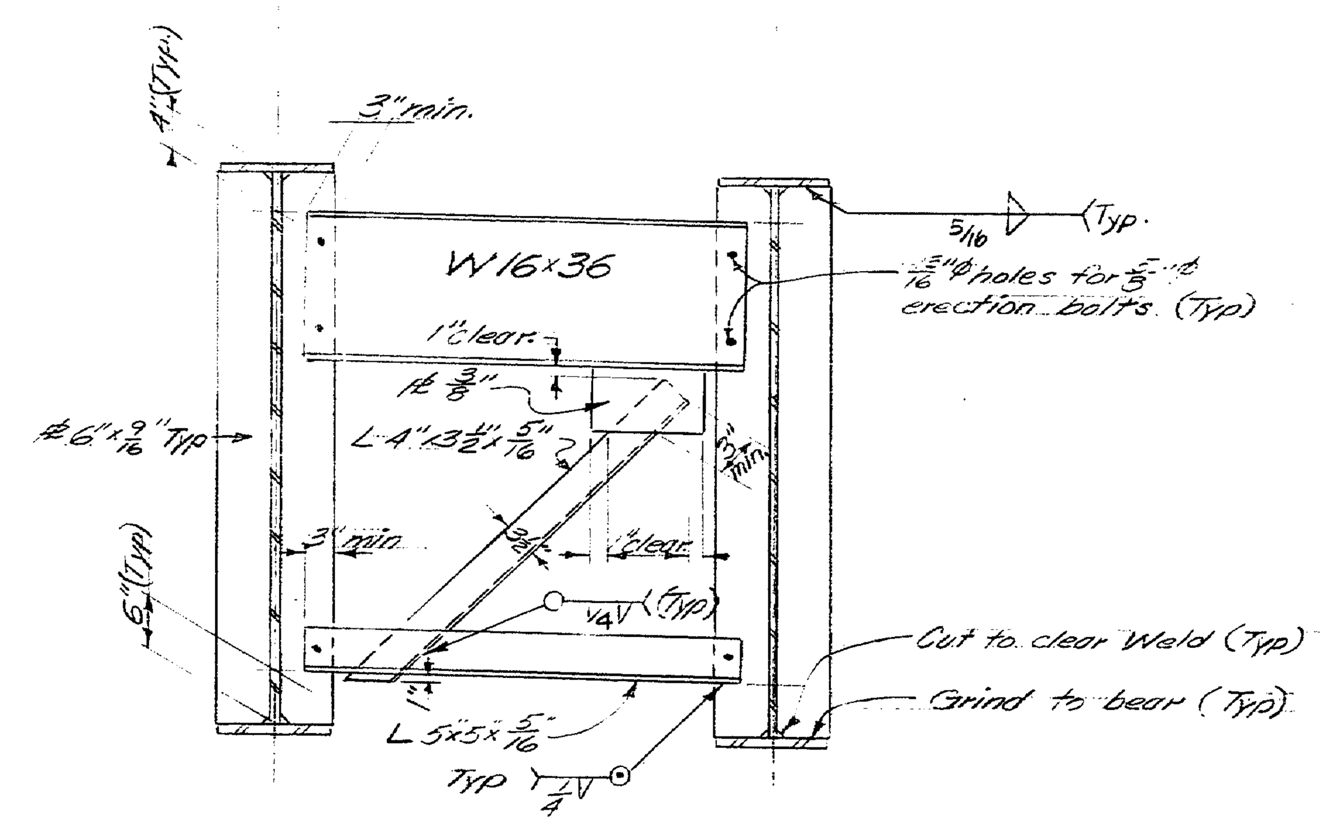
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I295-3(54)48	48	85



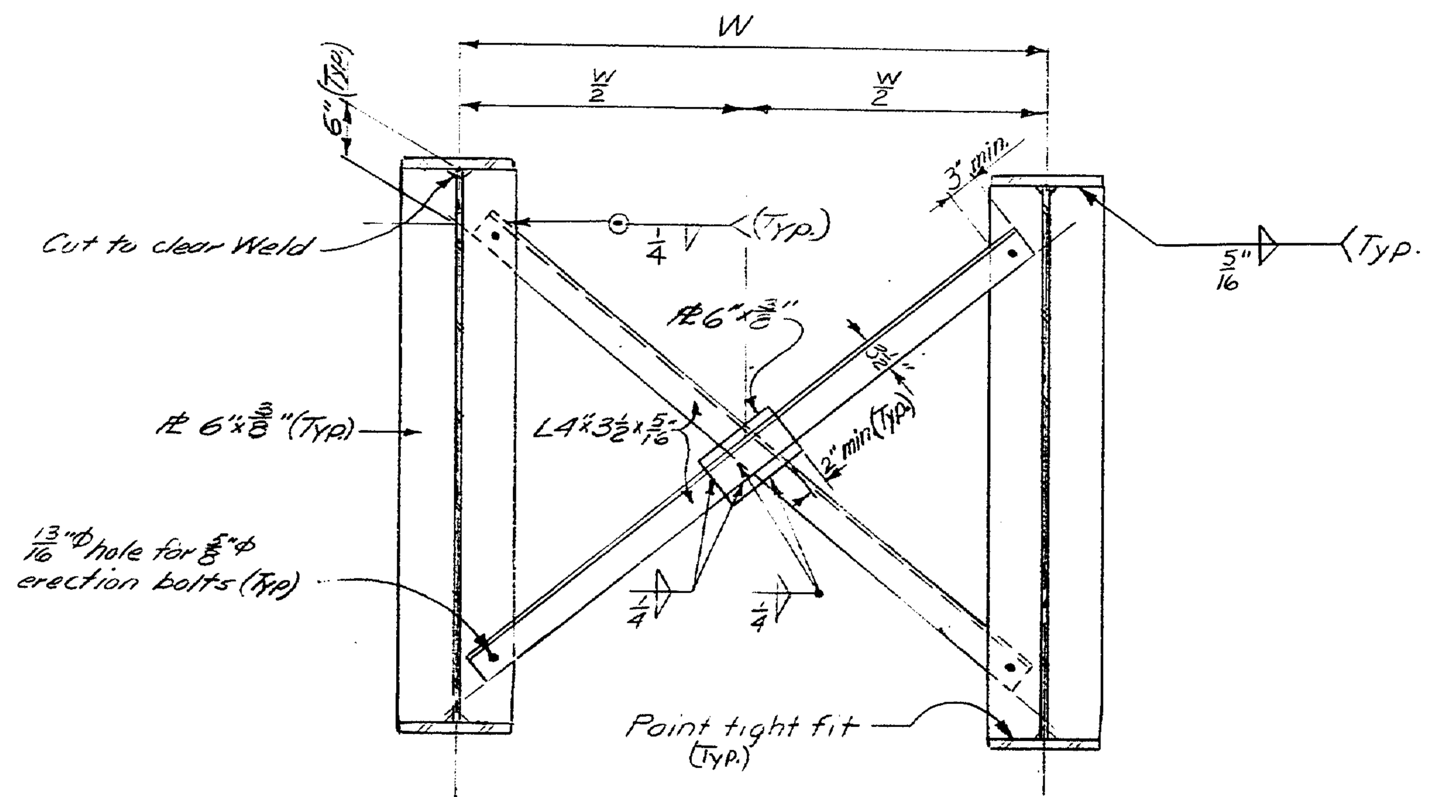
CROSS FRAME "CF-1"
18 Required



CROSS FRAME "CF-2"
36 Required



CROSS FRAME "CF-3"
2 Required



CROSS FRAME "CF-4"
4 Required

PLANS	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

DESIGN - G.C.T.
TRACE -
CHECK - 6-9-71
BRIDGE NO.
SURVEY-
PLOT-

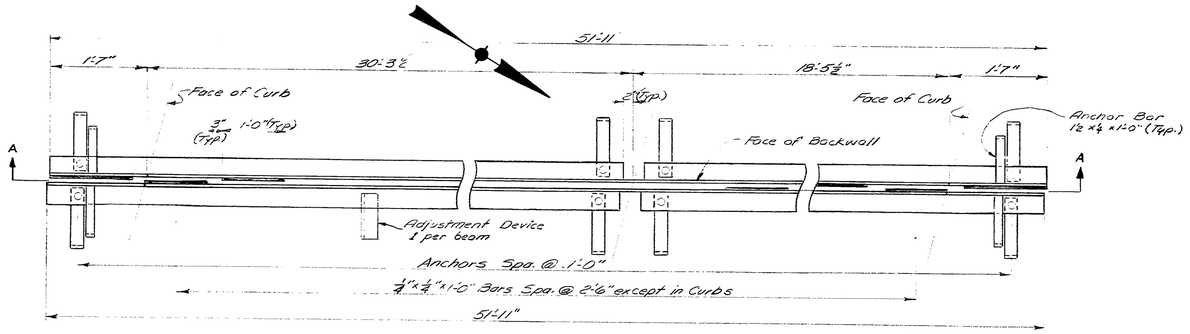
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
CROSS FRAMES

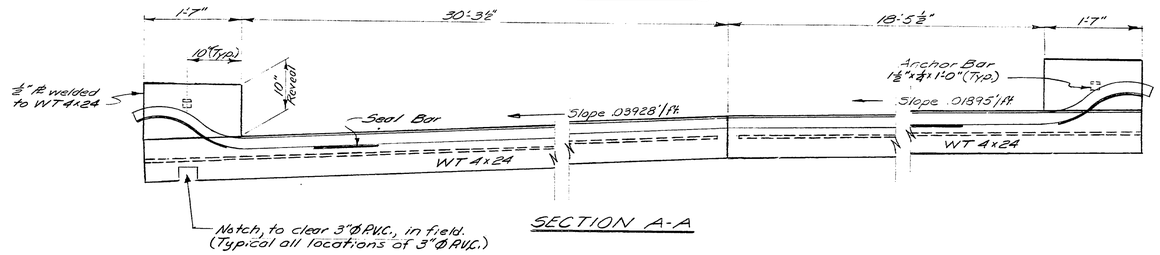
SHEET 48 OF 85 AUGUSTA, MAINE MAY 1971

152-132

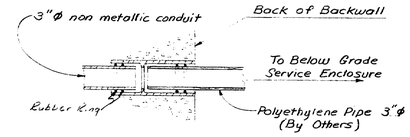
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	49	85



ARMORED JOINT PLAN
SOUTHBOUND

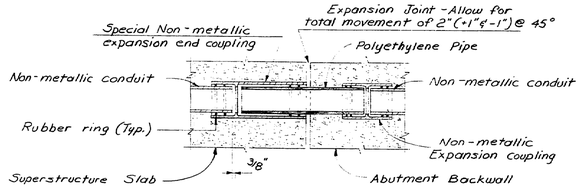


SECTION A-A



CONNECTION BETWEEN NON-METALLIC CONDUIT EMBEDDED IN STRUCTURE AND DIRECT BURIED POLYETHLENE PIPE

DEVICE AT BACK OF BACKWALL
4-Required



EXPANSION DEVICE FOR NON-METALLIC CONDUIT
AT ABUTMENT & END OF SLAB
4 Required

PLANS		BY	DATE
	DESIGN + DETAILED	[illegible]	
	CHECKED	[illegible]	
	REVISIONS		
	FIELD CHANGES		

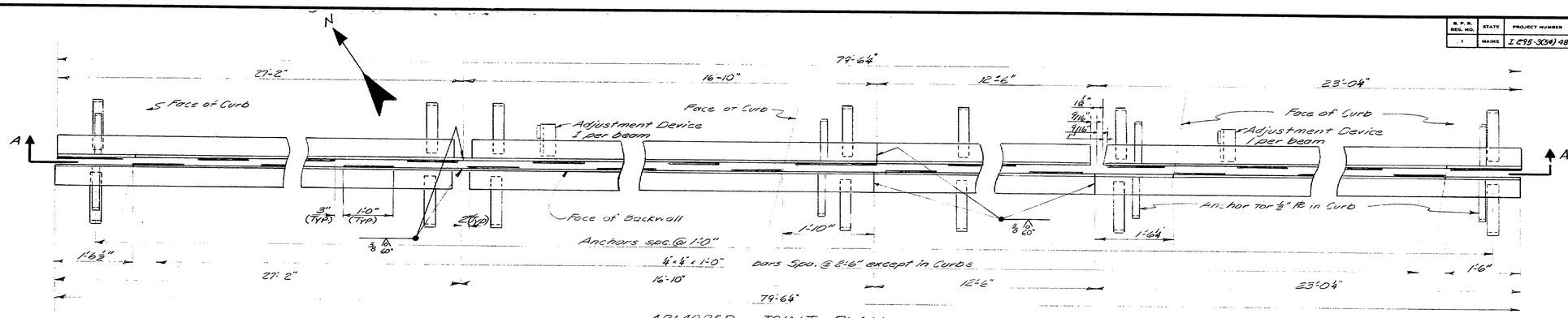
JANUARY 1969

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARMORED JOINT ABUTMENT NO. 1
SHEET 49 OF 85 AUGUSTA, MAINE MAY 1971

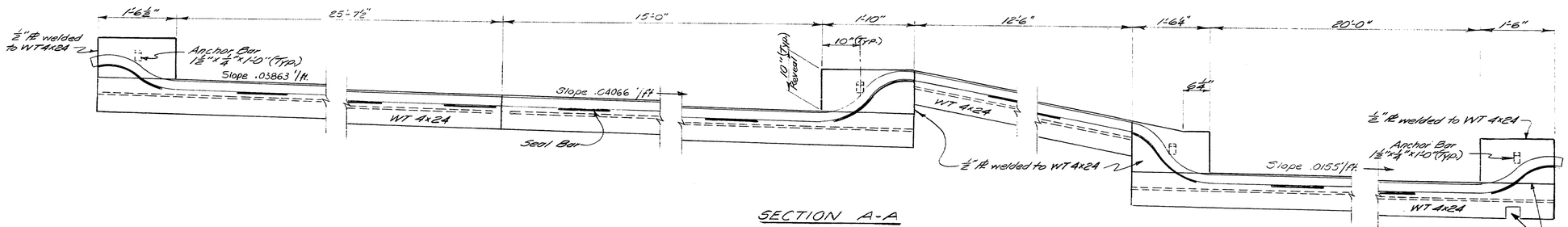
152-133

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(34) 98	50	85

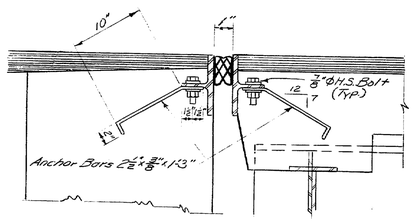


ARMORED JOINT PLAN

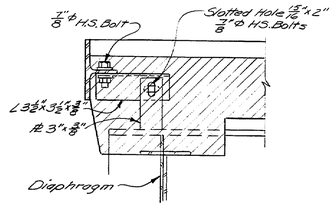
NORTHBOUND AND RAMP CS-7



SECTION A-A

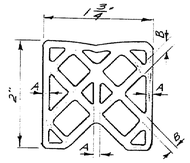


ANCHOR BAR DETAIL



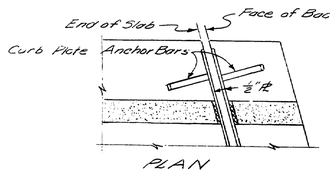
ADJUSTMENT DEVICE DETAIL

16 Adjustment Devices Superstructure side only. 1 each beam.

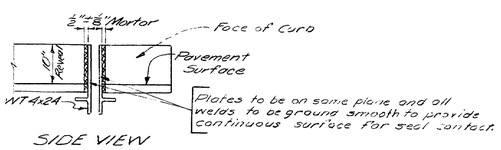


PREFORMED ELASTIC JOINT SEALER

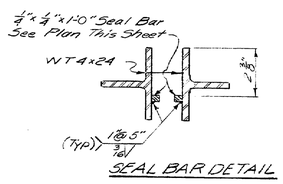
The configuration of the Preformed Elastic Joint Sealer may be changed from that shown in order to conform with shapes as produced by various manufacturers. However, the cross-sectional (A & B) dimensions, including those of the internal elements & the shell (A & B) shall be approved by the Engineer before ordering the Preformed Elastic Joint Sealer.



PLAN



SIDE VIEW



SEAL BAR DETAIL

PLANS	BY	DATE
DESIGN - DETAILED	[illegible]	5-71
CHECKED	[illegible]	6-71
REVISIONS		
FIELD CHANGES		

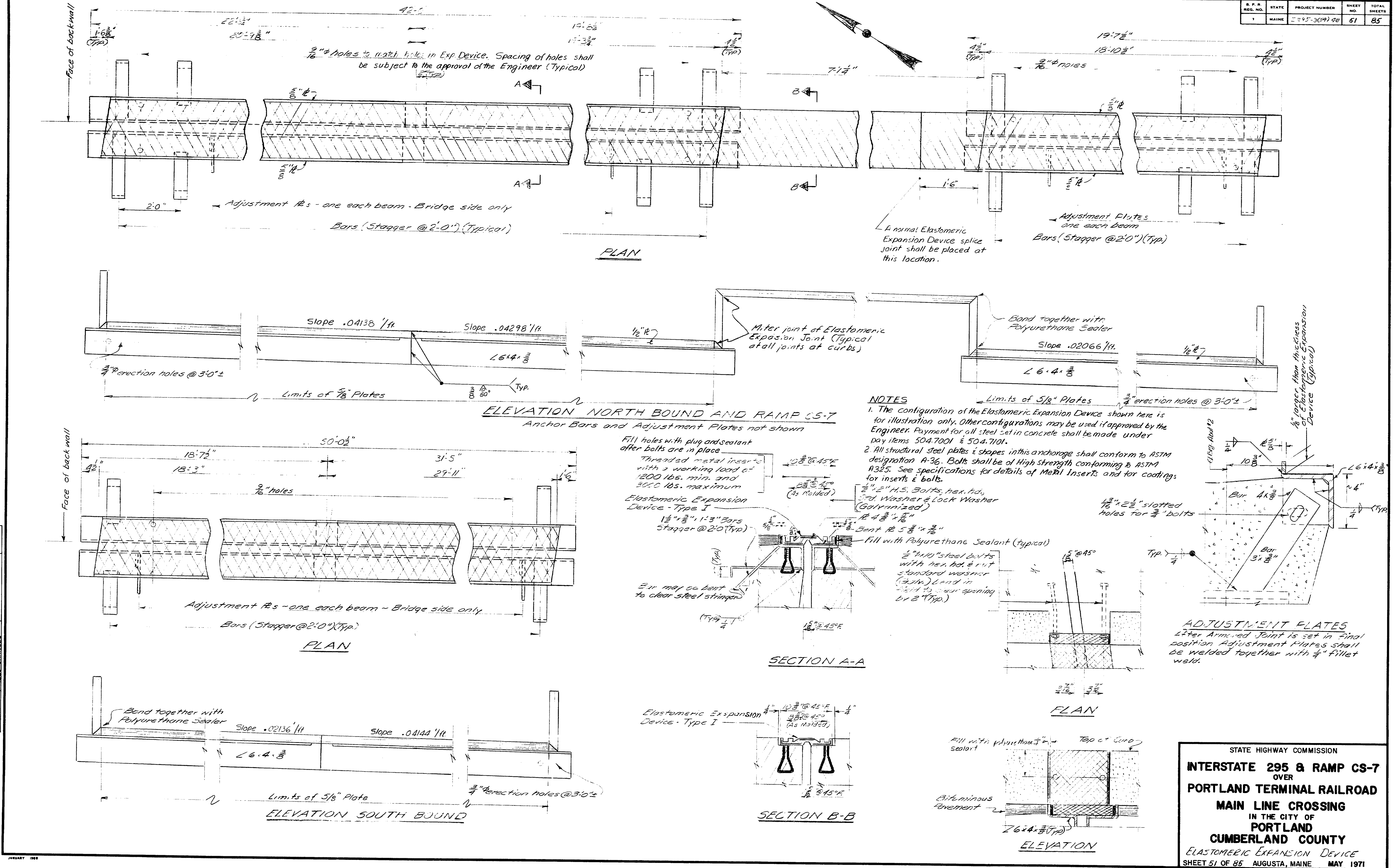
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
ARMORED JOINT ABUTMENT NO. 1

SHEET 50 OF 85 AUGUSTA, MAINE MAY 1971

JANUARY 1969

152-134



NOTES

1. The configuration of the Elastomeric Expansion Device shown here is for illustration only. Other configurations may be used if approved by the Engineer. Payment for all steel set in concrete shall be made under pay items 504.7001 & 504.7101.
2. All structural steel plates & shapes in this anchorage shall conform to ASTM designation A-36. Bolts shall be of High Strength conforming to ASTM A325. See specifications for details of Metal Inserts and for coatings for inserts & bolts.

STATE HIGHWAY COMMISSION

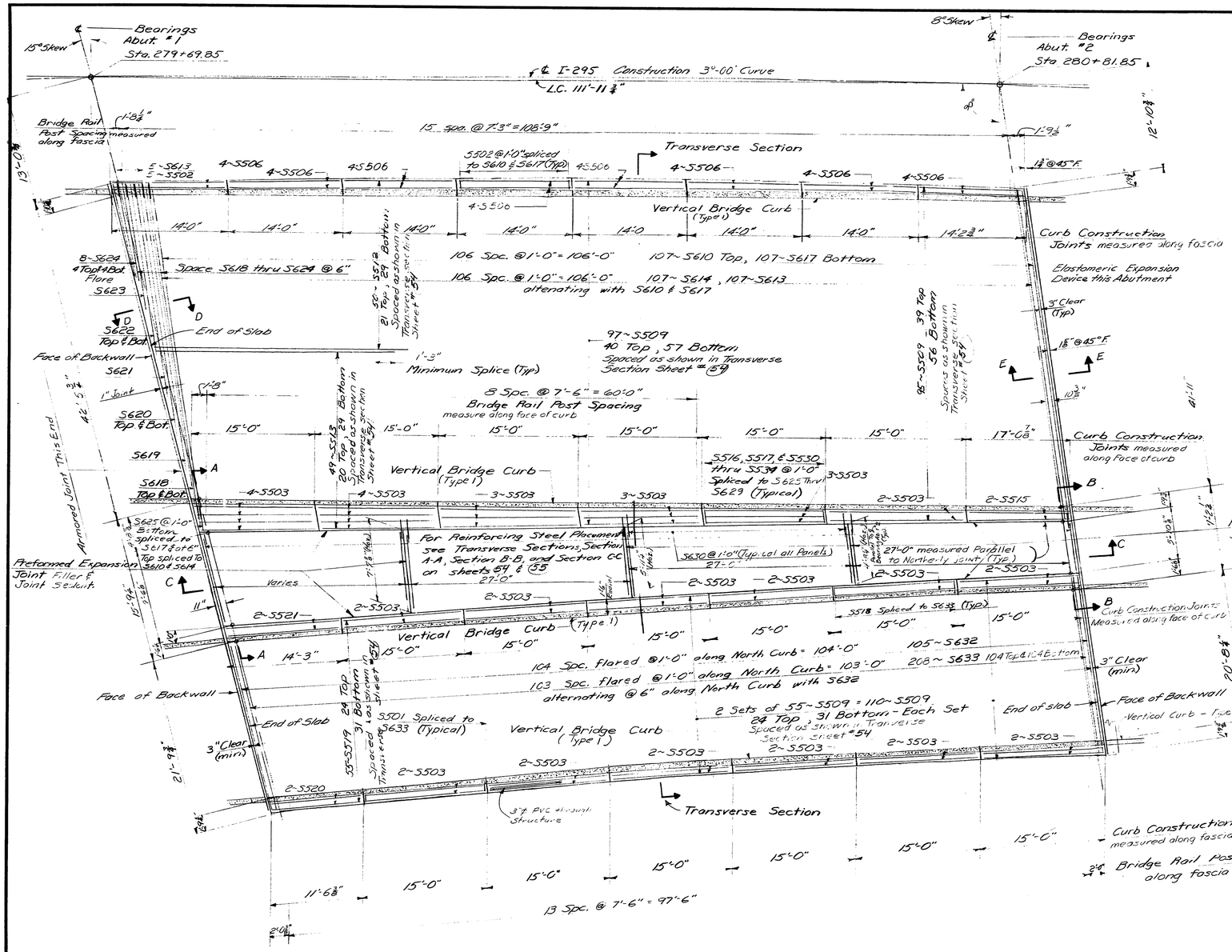
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ELASTOMERIC EXPANSION DEVICE

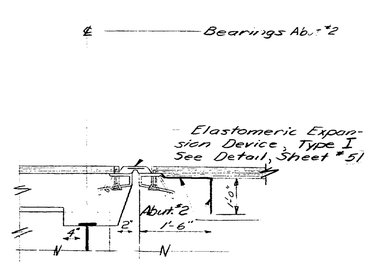
SHEET 51 OF 85 AUGUSTA, MAINE MAY 1971

152-135

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I295-3(54)48	52	85



PLAN
Northbound & RAMP CS7



SECTION E-E

Note:
For sections A-A, B-B, & Transverse Section see sheet # 54
For Section C-C See Sheet # 55
For Section D-D See Sheet # 53

DESIGN- BLF : SPACUL
TRACE- BLF
CHECK- N.E.R.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7 OVER PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING

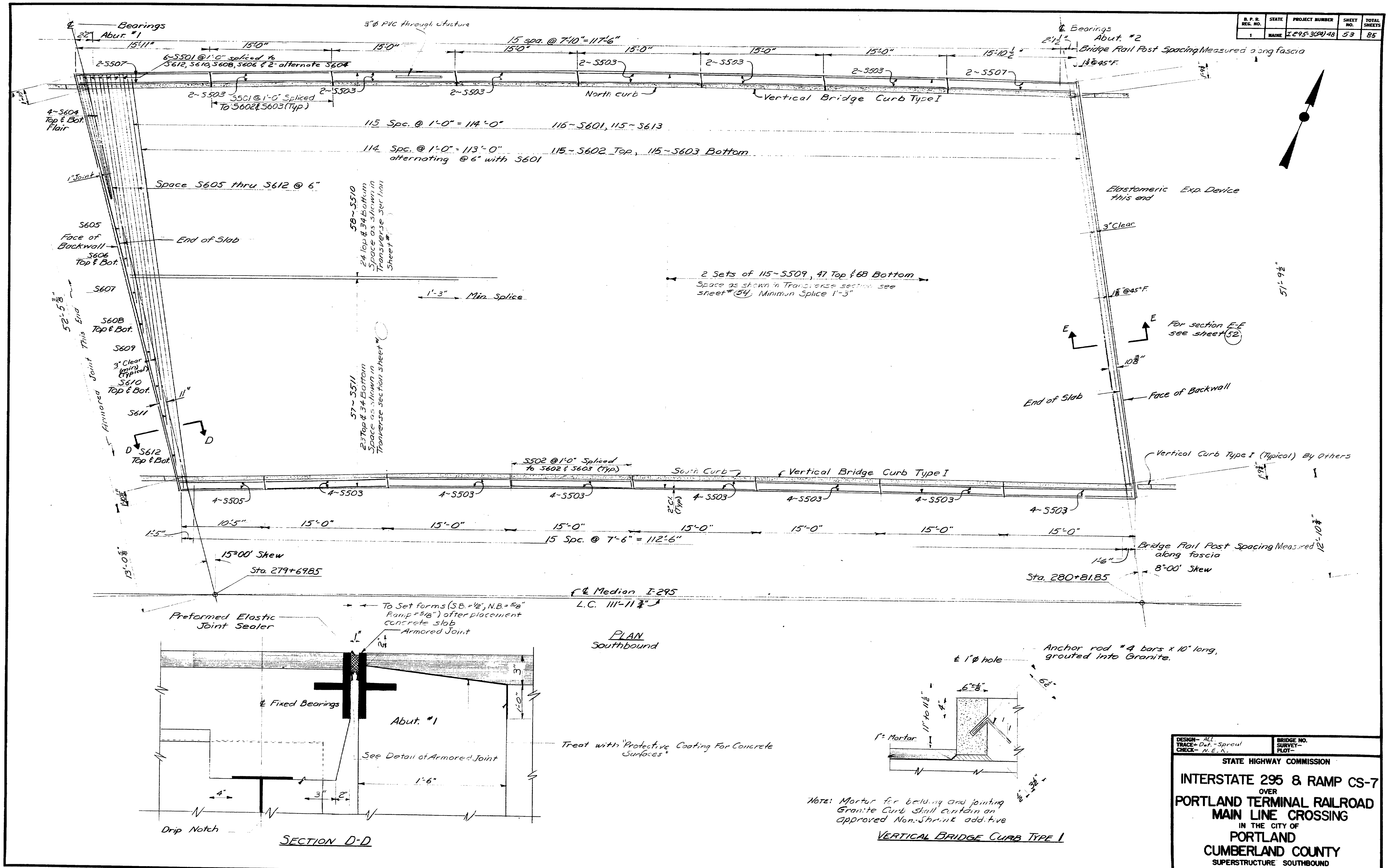
IN THE CITY OF

PORTLAND CUMBERLAND COUNTY

SUPERSTRUCTURE

SHEET 52 OF 85 AUGUSTA, MAINE MAY 1971

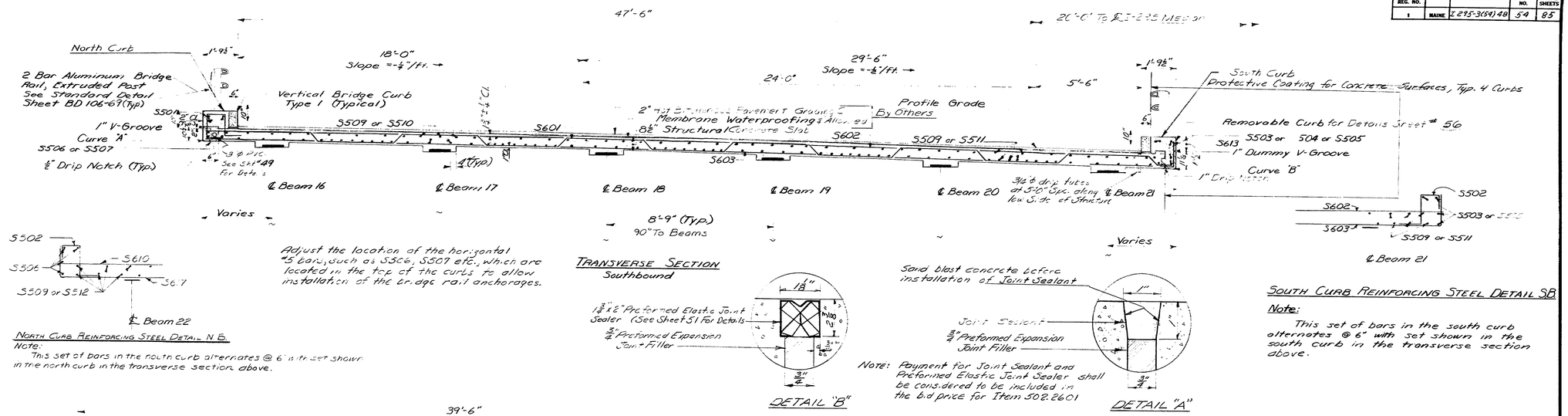
152-136



℄ Bearings Abut. #1
3"ø PVC through structure
15 spa. @ 7'-10" = 117'-6"
℄ Bearings Abut. #2
Bridge Rail Post Spacing Measured along fascia
6-S501 @ 1'-0" spliced to S612, S610, S608, S606 & 2-alternate S604
S501 @ 1'-0" Spliced To S602 & S603 (Typ)
North curb
Vertical Bridge Curb Type I
115 Spc. @ 1'-0" = 114'-0"
116-S601, 115-S613
114 Spc. @ 1'-0" = 113'-0" alternating @ 6" with S601
115-S602 Top, 115-S603 Bottom
Space S605 thru S612 @ 6"
Elastomeric Exp. Device this end
End of Slab
Face of Backwall
58-S510 24 Top & 34 Bottom Space as shown in Transverse Section Sheet
2 Sets of 115-S509, 47 Top & 68 Bottom
Space as shown in Transverse section see sheet #54. Minimum Splice 1'-3"
1'-3" Min. Splice
For section E-E see sheet 52
57-S511 23 Top & 34 Bottom Space as shown in Transverse section sheet
Armored Joint This End
S502 @ 1'-0" Spliced to S602 & S603 (Typ)
South Curb
Vertical Bridge Curb Type I
Vertical Curb Type I (Typical) By Others
15 Spc. @ 7'-6" = 112'-6"
15°00' Skew
Sta. 279+69.85
Sta. 280+81.85
8°-00' Skew
℄ Median I-295
L.C. 111'-11 3/4"
PLAN
Southbound
Preformed Elastic Joint Sealer
To Set forms (S.B.=1/2", N.B.=5/8" Ramp=5/8") after placement concrete slab
Armored Joint
℄ Fixed Bearings
Abut. #1
See Detail of Armored Joint
Treat with "Protective Coating For Concrete Surfaces"
Drip Notch
SECTION D-D
Anchor rod #4 bars x 10" long, grouted into Granite.
℄ 1" ø hole
1:1 Mortar
Note: Mortar for bedding and jointing Granite Curb shall contain an approved Non-Shrink additive
VERTICAL BRIDGE CURB TYPE I
B.P.R. REG. NO. 1 | STATE MAINE | PROJECT NUMBER I-295-3(94)48 | SHEET NO. 53 | TOTAL SHEETS 85
DESIGN- ALL
TRACK- Det.-Spreul
CHECK- N.E.K.
BRIDGE NO.
SURVEY-
PLOT-
STATE HIGHWAY COMMISSION
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE SOUTHBOUND
SHEET 53 OF 85 AUGUSTA, MAINE MAY 1971

152-137

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(39) 48	54	85



DESIGN- A.L.L.
TRACE- Dept - SPROUL
CHECK- A.L.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

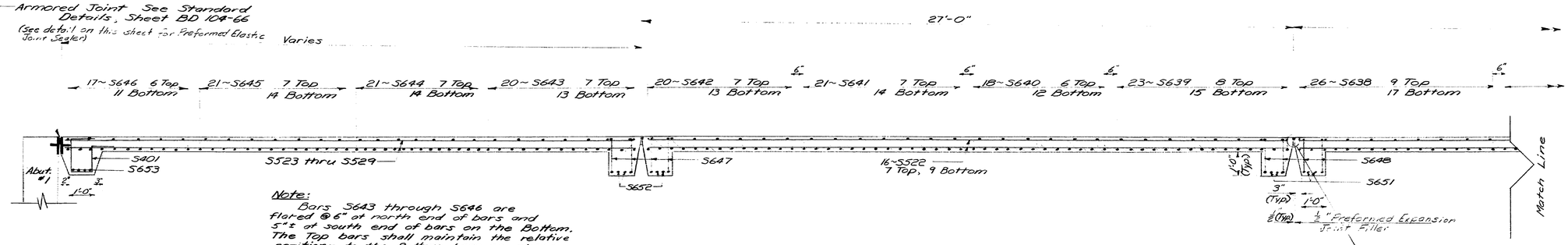
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE

SHEET 54 OF 85 AUGUSTA, MAINE MAY 1971

152-138

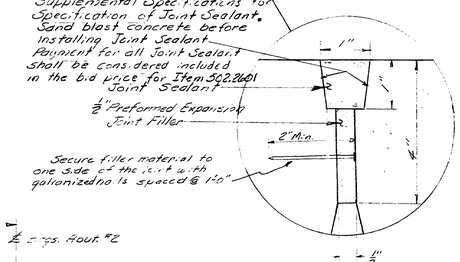
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(34)48	55	85

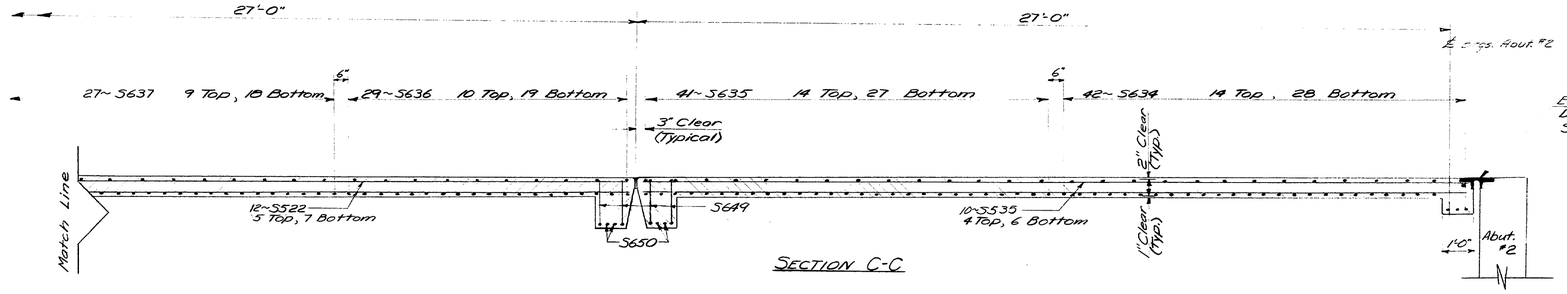
Armored Joint See Standard Details, Sheet BD 104-66
(See detail on this sheet for Preformed Elastic Joint Seal)



Note:
Bars S643 through S646 are flared @ 6" at north end of bars and 5"± at south end of bars on the Bottom. The Top bars shall maintain the relative positions to the Bottom bars as shown.

See Section 502 of the Supplemental Specifications for Specification of Joint Sealant. Sand blast concrete before installing Joint Sealant. Payment for all Joint Sealant shall be considered included in the bid price for Item 502.2601 Joint Sealant





SECTION C-C

TYPICAL TRANSVERSE JOINT (3 Joints Required)
Elastomeric Expansion Device, Type I
See Sheet # 51

DESIGN- ALL
TRACE-
CHECK- W.E.R.
BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

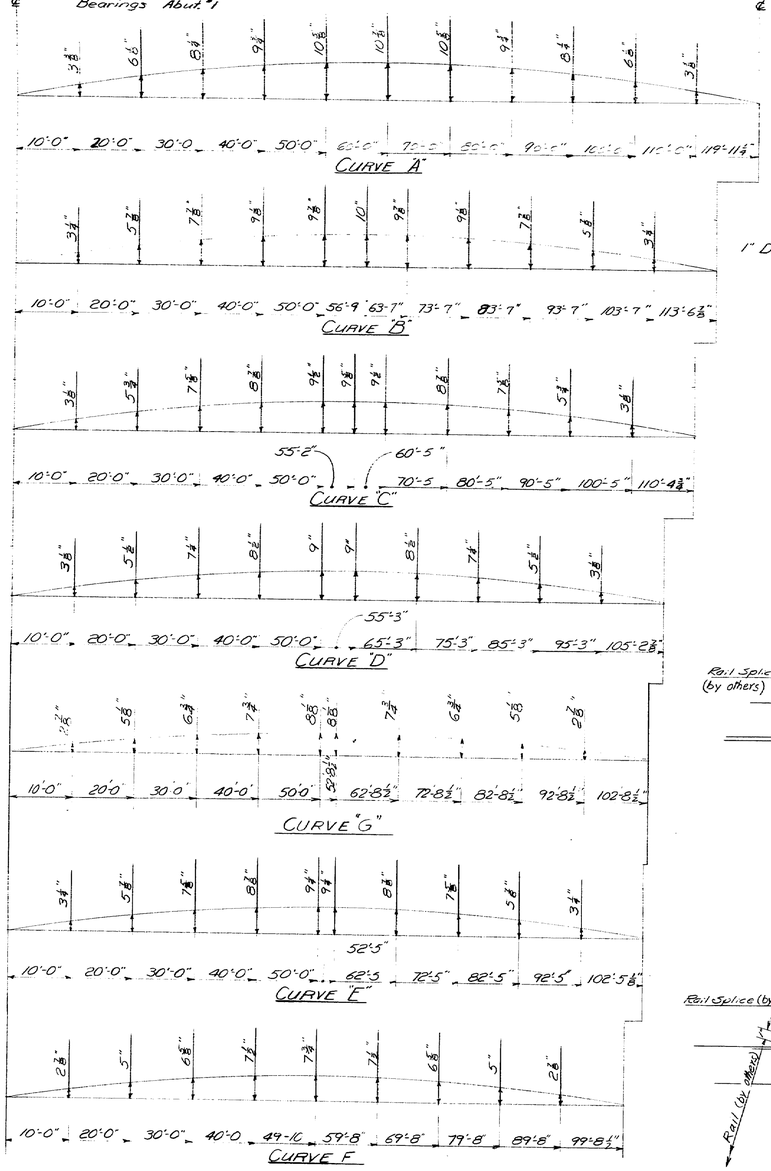
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE

SHEET 55 OF 85 AUGUSTA, MAINE MAY 1971

152-139

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(54)48	56	85

℄ Bearings Abut. #1

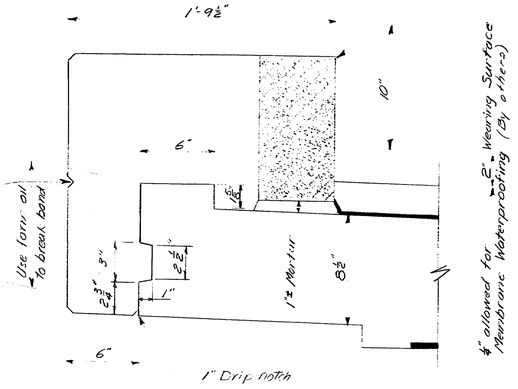


OFFSETS

Note: Horizontal dimensions are measured along chord drawn from ℄ of Bearing @ Abut. #1 to ℄ Bearing @ Abut. #2. See sheet # 54 for curves location.

℄ Bearings Abut. #2

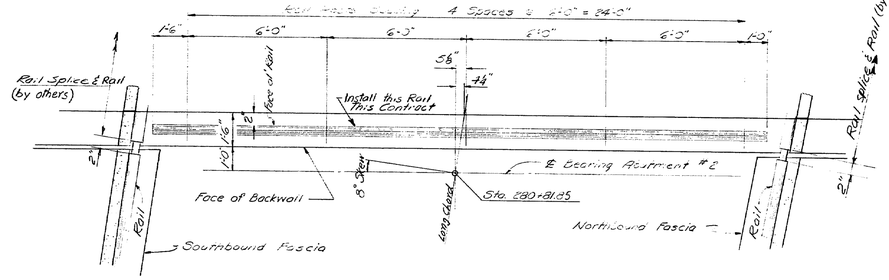
Vertical Bridge Curb, Type 1
See Detail, Sheet # 53



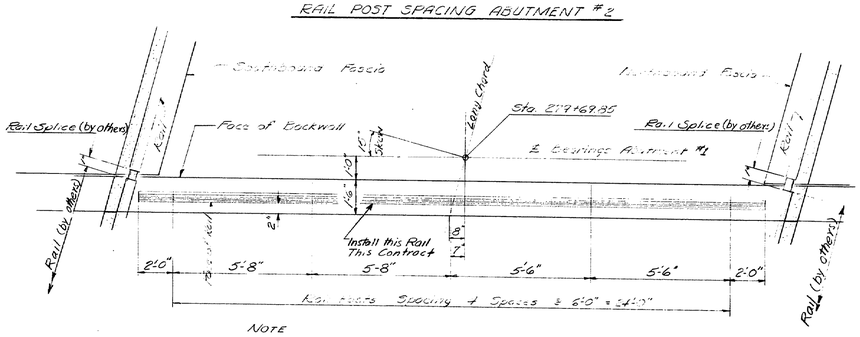
Note:
Mortar for bedding of and for joints in Granite Curb shall contain an approved Non-Shrink additive.

REMOVABLE CURB DETAIL

NOTE:
For reinforcing steel in removable curb, See Transverse Sections, Sheet # 54



RAIL POST SPACING ABUTMENT # 2



NOTE
For Rail Post Anchor Bolt Setting see Standard Detail Sheet (BD-106-69)

RAIL POST SPACING ABUTMENT # 1

DESIGN- ALL
TRACE- Carl Sproul
CHECK- [illegible] 6-11-71

BRIDGE NO.
SURVEY-
PLOT-

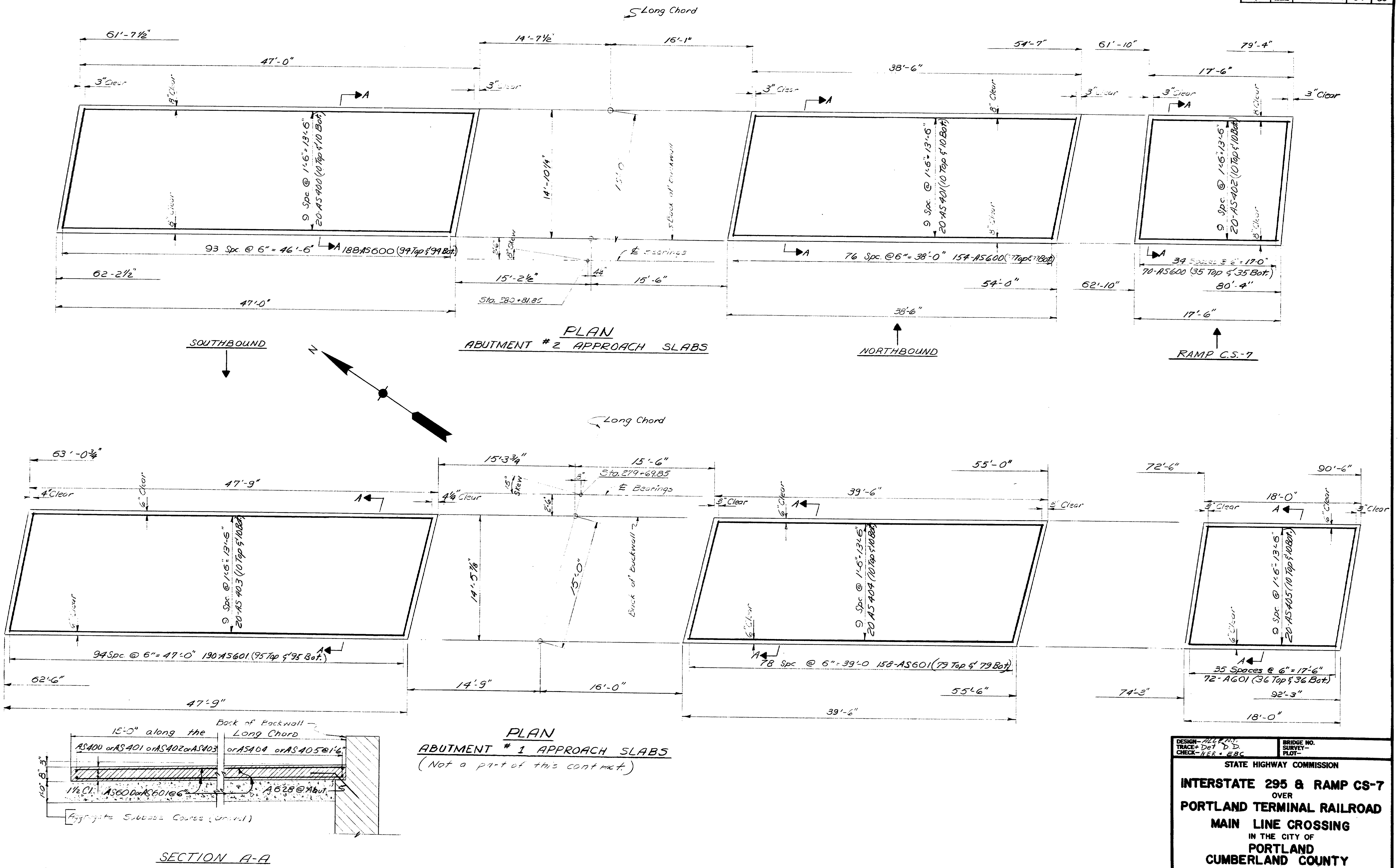
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE

SHEET 56 OF 85 AUGUSTA, MAINE MAY 1971

152-140

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54)48	57	85



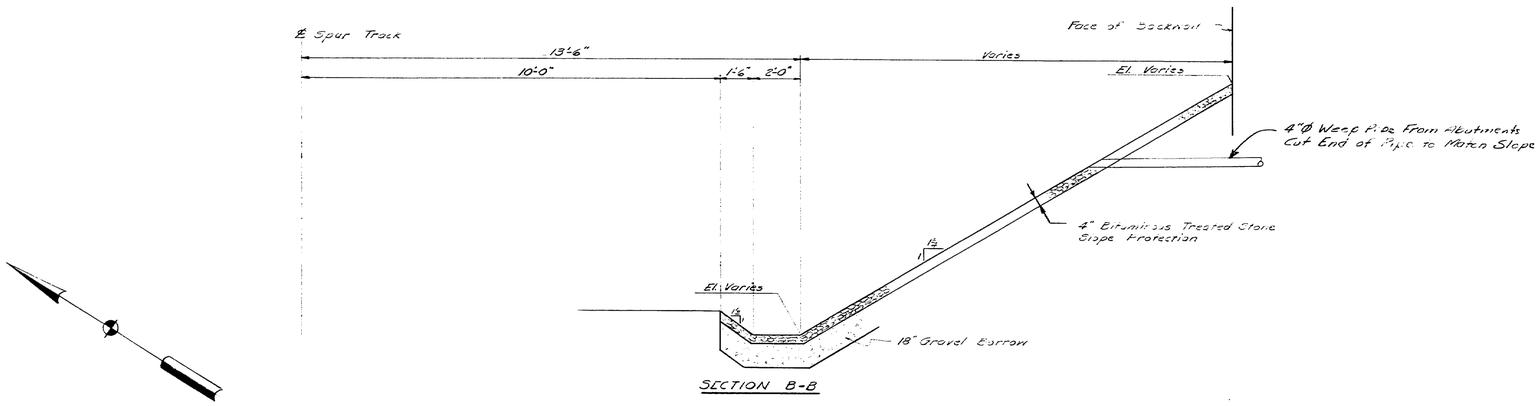
DESIGN– TRACE– CHECK–
BRIDGE NO. SURVEY– PLOT–

STATE HIGHWAY COMMISSION

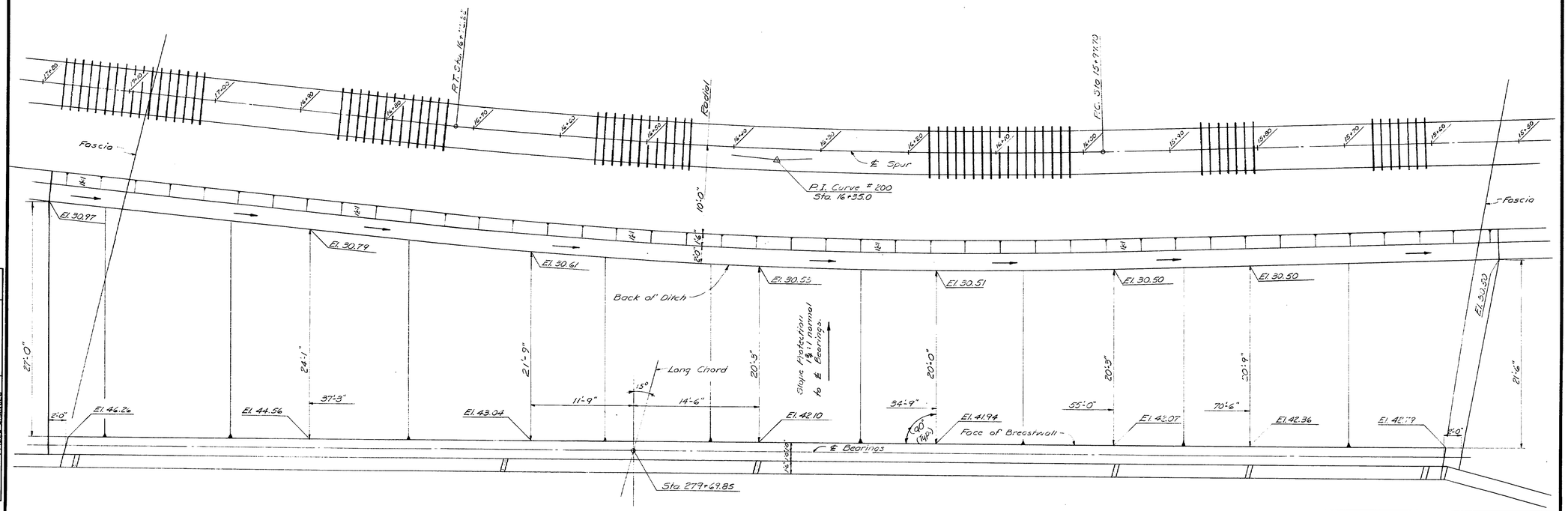
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
APPROACH SLABS
SHEET 57 OF 85 AUGUSTA, MAINE MAY 1971

152-141

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59) 48	58	85



SECTION B-B



PLAN SLOPE PROTECTION ABUTMENT #1

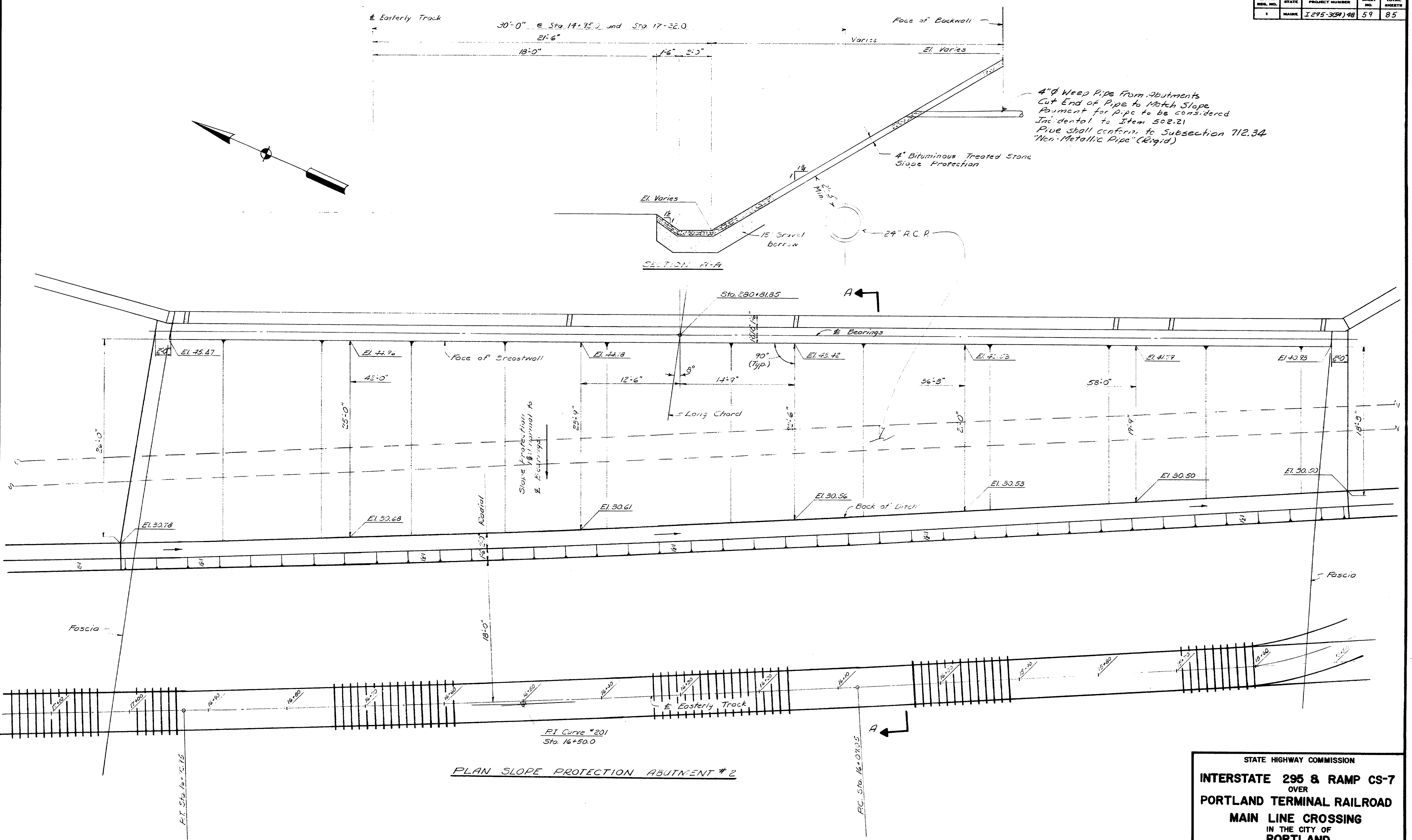
PLANS	BY	DATE
DESIGN - DETAILED	GWF	2-71
CHECKED	Chandler	
REVISIONS		
FIELD CHANGES		

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SLOPE PROTECTION - ABUT. 1
SHEET 58 OF 85 AUGUSTA, MAINE MAY 1971

152-142

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I295-3(54)48	59	85



PLAN SLOPE PROTECTION ABUTMENT #2

PLANS	BY	DATE
DESIGN - DETAILED	GNF	4-71
CHECKED	Chandler	6-71
REVISIONS		
FIELD CHANGES		

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SLOPE PROTECTION - ABUT. 2

SHEET 59 OF 85 AUGUSTA, MAINE MAY 1971

152-143

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	60	85

ABUTMENTS 1 & 2

Straight Bars

MARK	SIZE	LENGTH	NUMBER ABUT 1	NUMBER ABUT 2	LOCATION
A 500	#5	24'-0"	40	70	Backwall & Breastwall
A 501	↑	3'-10"	108	101	" " dowel:
A 502	↓	3'-0"	142	136	Footing, Breastwall, & Wing dowel:
A 503		7'-3"	–	21	Backwall, Left Wing & Curtain Wall
A 504		7'-6"	8	–	Wing
A 505		25'-6"	5	–	Breastwall & Wing
A 506		16'-3"	10	–	Wing
A 507		20'-0"	–	36	Breastwall & Backwall
A 508		7'-6"	2	17	Backwall & Curtain wall
A 511		6'-3"	–	18	Backwall
A 512		15'-6"	–	51	Breastwall
A 513		20'-0"	–	2	Breastwall
A 514		21'-9"	–	38	Breastwall & Backwall
A 515		17'-8"	6	–	Wing
A 516		21'-4"	–	36	Breastwall
A 517		11'-7"	–	8	Wing
A 518		13'-9"	–	6	"
A 519		6'-0"	12	12	"
A 520		8'-5"	–	4	" & Fourment #1 Breastwall
A 521		14'-9"	–	8	"
A 522		5'-9"	3	–	"
A 523		13'-3"	–	36	"
A 524		13'-0"	13	27	"
A 525		8'-3"	–	8	"
A 526		9'-3"	–	8	"
A 527		12'-0"	5	10	"
A 528		10-10"	–	6	"
A 529		11'-9"	–	8	"
A 530		12'-4"	3	–	"
A 531		13'-5"	–	32	"
A 532		9'-10"	3	4	"
A 533		14'-0"	–	10	"
A 534		8'-0"	3	–	"
A 535		8'-9"	4	–	"
A 536		14-6"	–	4	"
A 537		6'-0"	72	15	Backwall & Wing
A 539		4'-10"	2	2	Curtain Wall & Backwall
A 540		9'-4"	5	12	Wing
A 541		9'-0"	2	32	" & Backwall
A 542		28'-3"	38	–	Breastwall
A 544		6'-5"	2		Wing
A 547		8'-0"	17	6	Backwall Abut #1 & Wing Abut #2
A 548		7'-5"	6	–	Wing & Breastwall
A 550		9'-11"	4	–	"
A 554		15'-10"	108	–	Breastwall
A 556		4'-6"	37	36	Backwall & Curtain Wall
A 560		6'-8"	68	–	"
A 561		23'-0"	35	–	Breastwall & Backwall
A 562		22'-7"	32	–	Breastwall & Backwall
A 563		26'-0"	70	–	Breastwall & Backwall
A 564		3'-6"	5	–	Parapet & Wing
A 565		26'-3"	–	34	Backwall & Breastwall
A 567		2'-3"	2	2	"
A 568		11'-4"	33	4	Wing
A 569		14'-0"	11	35	Wing & Breastwall
A 570		15'-0"	28	4	Wing
A 571		16'-6"	4	–	"
A 572		10'-0"	3	6	"
A 573		22'-6"	10	–	"
A 574		17'-6"	6	–	"
A 575	#5	3'-0"	8	10	Curtain wall & Backwall
A 600	#6	38'-6"	76	–	Footing
A 601	↑	39'-6"	–	60	"
A 602	↓	9'-6"	121	151	"
A 603		7'-6"	6	–	Footing
A 604		7'-9"	6	–	Footing
A 605		7'-11"	4	–	"
A 606		8'-1"	3	–	"
A 607		8'-4"	3	–	"
A 608		8'-6"	3	–	"
A 609		8'-8"	3	–	"
A 610		24'-0"	–	20	Wing Footing
A 611		9'-0"	41	–	Footing
A 612		9'-3"	3	–	"
A 613		9'-5"	1	–	"
A 615		10'-0"	–	25	"
A 617		7'-5"	7	–	"
A 618		25'-0"	–	23	"
A 620		8'-0"	3	–	"
A 629		9'-0"	–	13	" Wing
A 630		20'-6"	18	–	Footing
A 632		14'-3"	2	–	"
A 633		28'-4"	2	–	"
A 634		8'-0"	13	–	Wing
A 635		6'-2"	–	33	Backwall
A 637	↑	8'-6"	–	17	"
A 638	#6	7'-6"	–	33	"

Straight Bars – continued

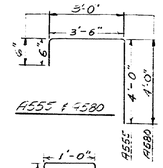
MARK	SIZE	LENGTH	NUMBER ABUT 1	NUMBER ABUT 2	LOCATION
A640	# 6	7'-0"	4	3	Breast wall
A641	↑	9'-9"	16	–	Wing
A642		8'-3"	–	4	Footing
A643		8'-7"	–	4	↑
A644		9'-2"	–	7	
A645		7'-6"	–	3	
A646	↓	7'-9"	–	4	↓
A647	#6	7'-0"	10	–	Footing
A703	# 7	9'-0"	35	–	" & Wing
A705	#7	14'-0"	–	19	Wing
A709	#7	6'-6"	–	3	Breast wall
A800	#8	9'-6"	80	101	Footing
A802	↑	12'-0"	–	17	Breastwall
A803		16'-3"	17	16	"
A809		9'-0"	11	–	Footing
A810		7'-5"	7	–	"
A811		8'-0"	2	–	"
A812		8'-2"	3	–	"
A813		8'-4"	2	–	"
A820		13'-3	–	17	Breastwall
A821	#8	10-3"	17	16	"
A830	#8	10'0"	–	21	Footing
A831	↑	8'-7	–	7	↑
A832		8'-8	–	7	
A833		7'-9"	–	7	
A834	#9	7'-6"	–	5	↓
A900	#9	9'-6"	81	100	Footing
A901	↑	13'-0"	–	10	Wing
A902		7'-0"	–	9	"
A903		7'-11"	10	–	Footing
A913		12'-0"	–	38	Breastwall
A917		8'-6"	4	–	Footing
A918		8'-8"	4	–	"
A919		8'-11"	1	–	"
A920	↓	10'-0"	10	–	Wing
A922	#9	16'-0"	100	33	Breastwall & Wing
A930	# 9	10'-0"	–	16	Footing
A931	↑	9'-3"	–	2	↑
A932		9'-6"	–	5	
A933		9'-2	–	5	
A934	#9	8'-10"	–	4	↓
A1005	#10	9'-0"	4	–	Footing
A1006	#10	9'-3"	4	–	"
A1007	#10	9'-6"	1	–	"
A921	# 9	9'-0"	10	–	↑
A924	# 9	14'-6"	–	33	Breastwall
A925	# 9	10'-3"	87	32	Breastwall

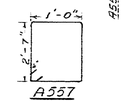
MARK	SIZE	LENGTH	NUMBER ABUT 1	NUMBER ABUT 2	LOCATION
A 400	#4	3'-6"	32	32	Breastwall
A 401	↑	4'-6"	32	32	"
A538	#5	5'-8"	–	14	Wing
A553	#5	2'-2"	104	97	Breastwall
A557	#5	7'-10"	15	15	Backwall
A576	#5	4'-11"	13	14	Wing
A577	#5	10'-6"	9	10	Backwall
A578	#5	12'-6"	23	25	Backwall
A580	#5	7'-6"	7	7	Breast Wall
A581	#5	9'-10"	102	127	"
A614	#6	43'-4"	—	20	Footing
A626	#6	3'-6"	70	70	Approach slab seat
A631	#6	41'-6"	20	–	Footing
A636	#6	7'-9"	69	15	Breast Wall
A639	#6	6'-6"	35	–	"
A707	#7	7'-0"	–	32	"
A708	#7	6'-2"	–	49	"
A816	#8	8'-4"	16	–	Wing & Footing
A817	#8	7'-4"	13	25	"
A923	#9	8'-4"	12	–	Wing
A1009	#10	8'-7"	34	–	Footing & Breastwall
A1101	#11	9'-10"	197	197	"

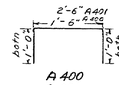
* APPROACH SLAB - STRAIGHT BARS

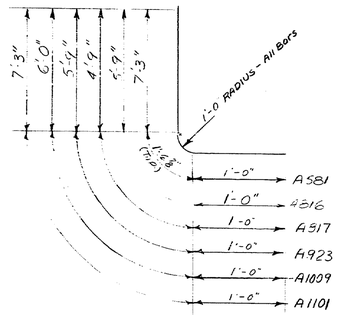
AS400	#4	46'-6"	–	20	Longitudinal
AS401	↑	38'-0"	–	20	"
AS402		17'-0"	–	20	"
AS403		47'-3"	20	–	"
AS404		39'-0"	20	–	"
AS405	#4	17'-6"	20	–	"
AS600	#6	14'-6"	–	412	Transverse
AS601	#6	14'-6"	420	–	"

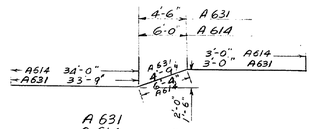
* Approach Slab Straight Bars are not a part of this contract

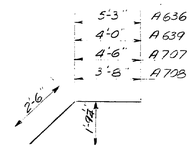


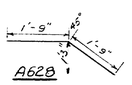


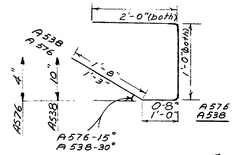


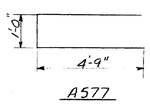


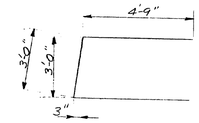












NOTE
All dimensions to ℄ Bars

A578

PLANS

DESIGN - DETAILED	BY	DATE
CHECKED	EBC	
REVISIONS		
FIELD CHANGES		

JANUARY 1968

STATE HIGHWAY COMMISSION

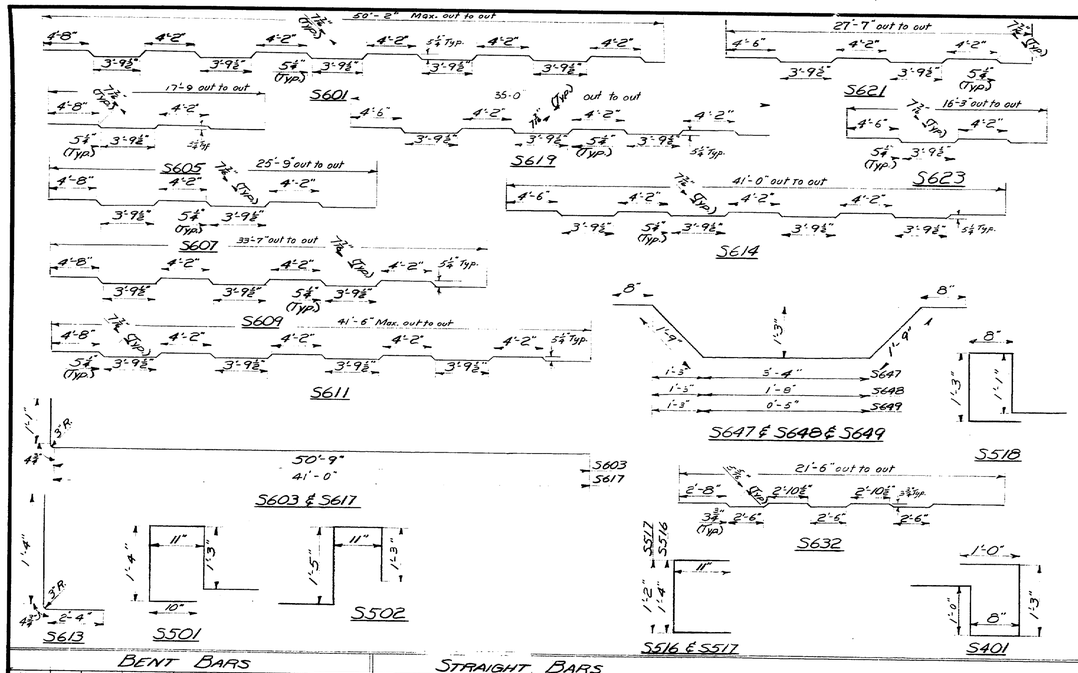
INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD
MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
REINFORCING STEEL

SHEET 60 OF 85 AUGUSTA, MAINE MAY 1971

295-1 2980

152-144

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	61	85



BENT BARS

Mark	Size	No.	Length	Location
S401	#4	8	4'-11"	Median Slab
S501	#5	224	6'-0"	Outside Curbs
S502	#5	225	4'-10"	Removable Curbs
S516	#5	107	3'-2"	South Curb N.B.
S517	#5	107	3'-0"	" " "
S518	#5	104	4'-10"	North Curb Ramp
S601	#6	116	52'-2"	Slab S.B.
S603	#6	115	52'-3"	" "
S605	#6	1	18'-3"	" "
S607	#6	1	26'-8"	" "
S609	#6	1	34'-11"	" "
S611	#6	1	43'-1"	" "
S613	#6	228	4'-1"	North & South Curb S.B.
S614	#6	107	42'-6"	Slab N.B.
S617	#6	107	42'-6"	Slab N.B.
S619	#6	1	36'-3"	" " "
S621	#6	1	28'-6"	" " "
S623	#6	1	16'-10"	" " "
S632	#6	105	22'-5"	Slab Ramp
S647	#6	4	8'-2"	Median Slab
S648	#6	4	6'-6"	" "
S649	#6	4	5'-3"	" "

STRAIGHT BARS

Mark	Size	No.	Length	Location
S503	#5	85	14'-8"	Curbs
S505	#5	4	10'-0"	South Curb S.B.
S506	#5	32	13'-8"	Curbs N.B.
S507	#5	4	15'-6"	North Curb S.B.
S509	#5	532	40'-0"	Slabs
S510	#5	58	44'-6"	Slab S.B.
S511	#5	57	41'-6"	" "
S512	#5	50	34'-6"	" N.B.
S513	#5	49	32'-0"	" "
S515	#5	2	16'-8"	South Curb "
S519	#5	55	27'-6"	Slab Ramp
S520	#5	2	11'-2"	South Curb Ramp
S521	#5	2	13'-11	North Curb "
S522	#5	28	26'-6"	Median Slab
S523	#5	2	23'-8"	" "
S524	#5	3	23'-5"	" "
S525	#5	2	23'-2"	" "
S526	#5	3	23'-0"	" "
S527	#5	2	22'-9"	" "
S528	#5	3	22'-6"	" "
S529	#5	3	22'-4"	" "
S530	#5	14	0'-11"	South Curb NB.
S531	#5	13	1'-6"	" " "
S532	#5	14	2'-0"	" " "
S533	#5	23	2'-6"	" " "
S534	#5	43	3'-0"	" " "
S535	#5	10	27'-4"	Median Slab

Mark	Size	No.	Length	Location
S600	#6	115	57'-0"	Slab S.B.
S604	#6	8	15'-6"	" "
S606	#6	2	21'-6"	" "
S608	#6	2	29'-6"	" "
S610	#6	109	41'-0"	Slabs
S612	#6	2	45'-6"	Slab S.B.
S618	#6	2	35'-0"	" N.B.
S620	#6	2	27'-6"	" "
S622	#6	2	19'-6"	" "
S624	#6	8	12'-5"	" "
S625	#6	323	8'-0"	South Curb NB.
S633	#6	208	24'-0"	Slab Ramp
S634	#6	42	3'-6	" Median
S635	#6	41	3'-1"	" "
S636	#6	29	4'-4"	" "
S637	#6	27	4'-1"	" "
S638	#6	26	5'-2"	" "
S639	#6	23	5'-1"	" "
S640	#6	18	6'-3"	" "
S641	#6	21	6'-5"	" "
S642	#6	20	6'-10"	" "
S643	#6	20	7'-6"	" "
S644	#6	21	8'-3"	" "
S645	#6	21	2'-5"	" "
S646	#6	17	8'-10"	" "
S650	#6	4	2'-3"	" "
S651	#6	4	3'-6"	" "
S652	#6	4	5'-6"	" "
S653	#6	4	7'-0"	" "
S630	#6	111	3'-0"	South Curb N.B.

1. Dimensions are to ℄ of bars
2. Reinforcing steel bars shall conform to the requirements of AASHO Designation M31, Intermediate Grade, or to ASTM Designation A615, Grade 60.

DESIGN- ALL
TRACE- Dot - SPROUL
CHECK- N.E.P. 6/11/71

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7
OVER
PORTLAND TERMINAL RAILROAD MAIN LINE CROSSING
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE

SHEET 61 OF 85 AUGUSTA, MAINE MAY 1971

152-145.