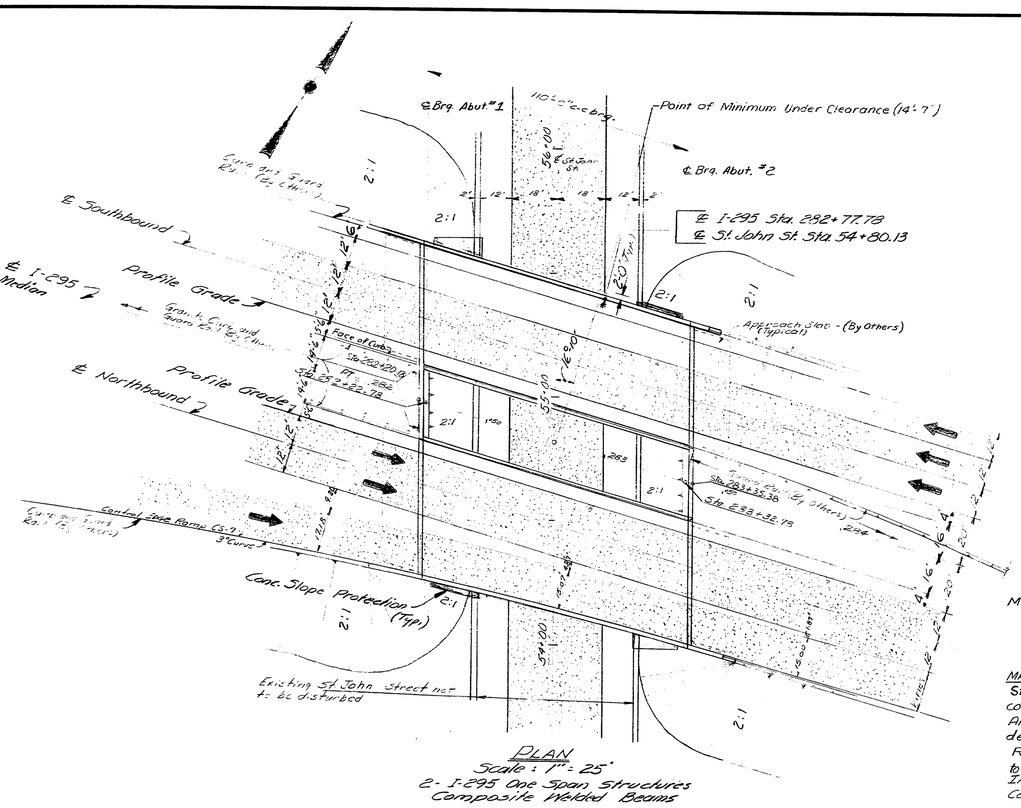
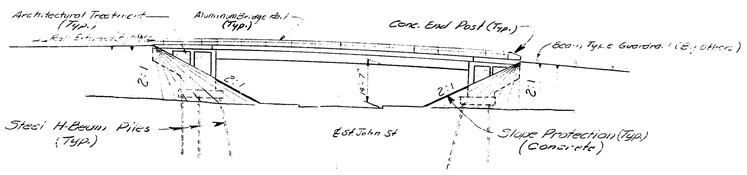
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(64)48	62	85



TRAFFIC

I-295		ST. JOHN ST.
24,676	AADT 1970	5800
28,510	AADT 1990	7000
10%	DHV	10%
5%	T	8%



ELEVATION
(Looking North along ℄ St. John St.)
Scale: 1" = 25'

BRIDGE QUANTITIES

	Item No.	DESCRIPTION	Quantity	Unit
	203.12	Gravel Borrow	360	Cu. Yd.
*	304.10	Aggregate Subbase Course - Gravel	130	Cu. Yd.
	501.315	Steel H-beam Piles 74 lbs./ft.	1850	L. F.
	502.21	Structural Concrete, Abuts. & Retaining Walls	790	Cu. Yd.
	502.2602	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	1	L. S.
*	502.3102	Structural Concrete, Approach Slabs	1	L.S.
	503.12	Reinforcing Steel, Fab. & Delivered	150,000	Lb.
	503.13	Reinforcing Steel, Placing	160,000	Lb.
	504.7102	Structural Steel, Fab. & Delivered - St. John St.	1	L. S.
	504.7402	Structural Steel, Erection - St. John St.	1	L. S.
	505.2602	Shear Connectors - St. John St.	1	L. S.
	506.402	Field Painting, Structural Steel - St. John St.	1	L. S.
	507.06	Bridge Railing	570	L. F.
*	508.10	Membrane Waterproofing	1210	Sq. Yd.
	512.17	French Drains - Stones only	50	Cu. Yd.
	513.09	Slope Protection - Port. Cem. Concrete	760	Sq. Yd.
	515.20	Protective Coating For Concrete Surfaces	200	Sq. Yd.
	520.07	Elastomeric Expansion Device (Type I)	108	L. F.
	609.13	Vertical Bridge Curb - Type 1	530	L. F.
	638.102	Embedded work in Structures - St. John St.	1	L.S.

* Not part of this contract.

NOTE:
Estimated Quantity of Structural Steel, Fab, Del, Erected and Painted. = 398,000 lbs.
Estimated Quantity of Shear Connectors. = 2312 Studs = 2300 lbs.
Estimated Quantity of Concrete Item 502.2602 = 355 C.Y.
Estimated Quantity of Concrete Item 502.3102 = 71 C.Y.
Estimated Quantity of Embedded Work In Structures, St. John = 310 Lin. Ft. 3" PVC Plus F. Hdgs.

MATERIALS

Structural Steel: 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: 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

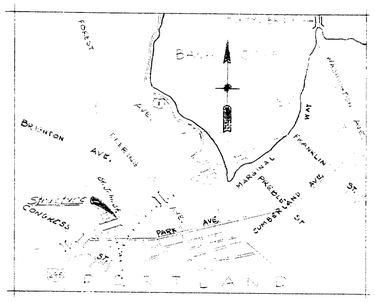
Structural Steel ~ A572 (Grade 50)	$f_s = 27,000$ psi
~ A-36	$f_s = 20,000$ psi
Reinforcing Steel	$f_s = 20,000$ psi
Concrete	$f_c = 1,200$ psi

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

"As Built"

DESIGN-	BRIDGE NO.
TRACE- ALL E & W.C.	SURVEY-
CHECK- E.B.S.	PLOT-

STATE HIGHWAY COMMISSION

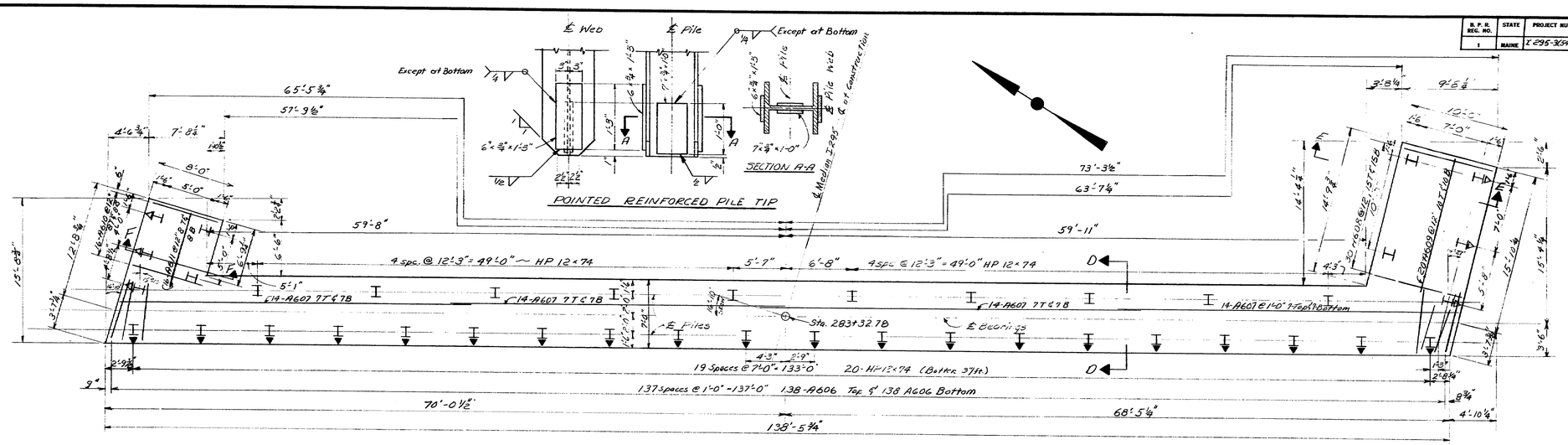
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

GENERAL PLAN

SHEET 62 OF 85 AUGUSTA, MAINE MAY 1971

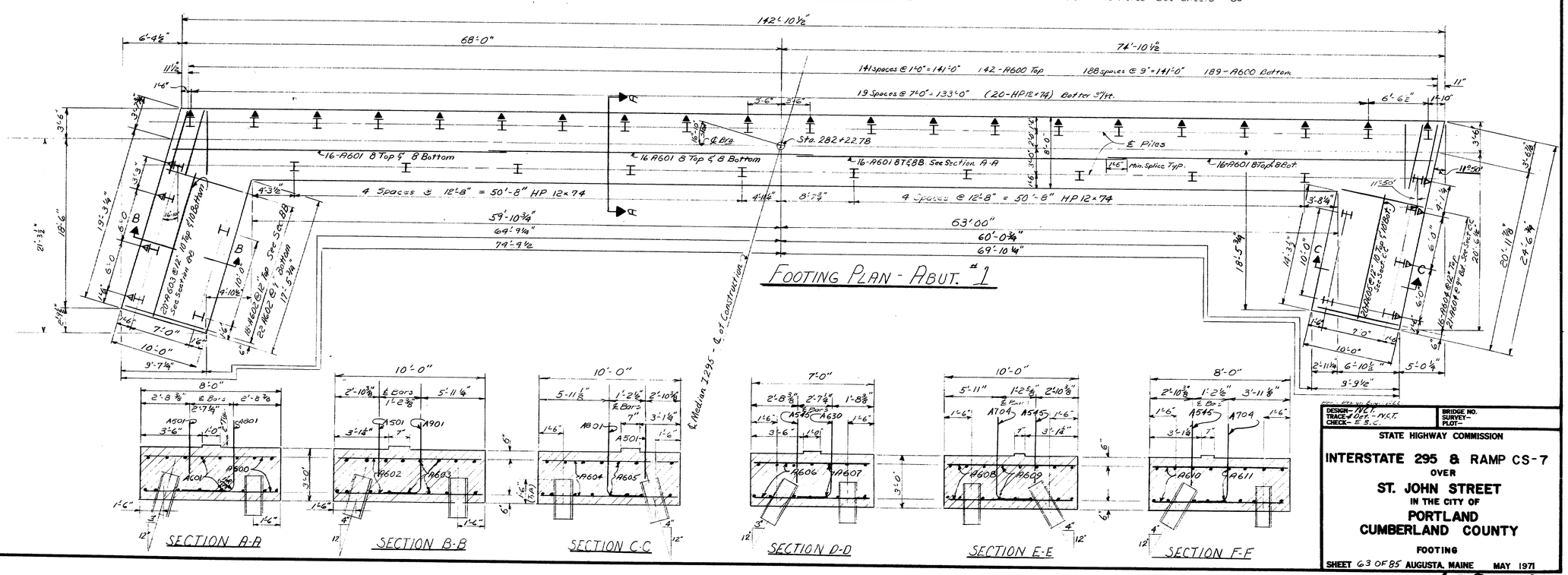
152-146

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(69) 48	63	85



FOOTING PLAN - ABUT. #2

NOTE:
For Pile notes See Sheets #65



FOOTING PLAN - ABUT. #1

DESIGN- D.L.C.	BRIDGE NO.
TRACED- D.P.T.	SURVEY-
CHECK- E.S.C.	PLOT-

STATE HIGHWAY COMMISSION

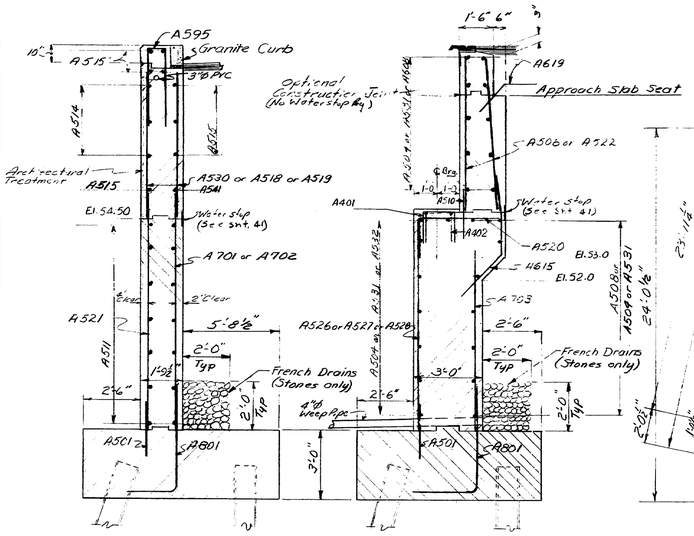
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

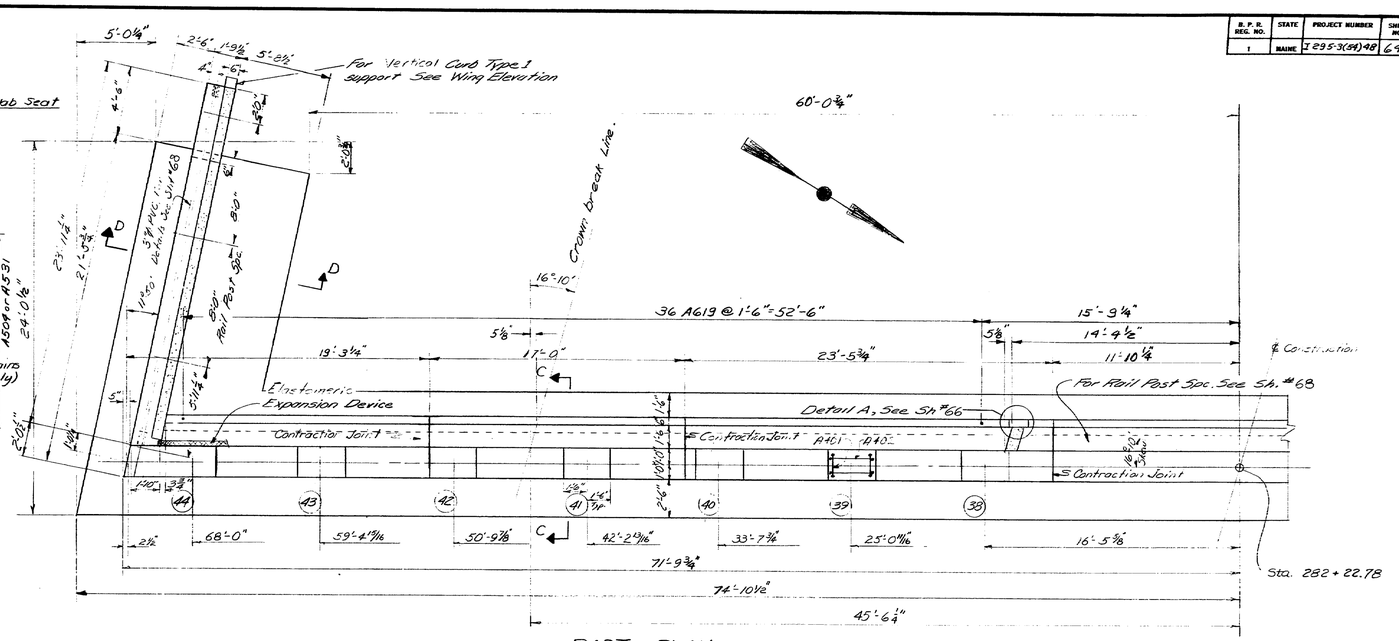
FOOTING

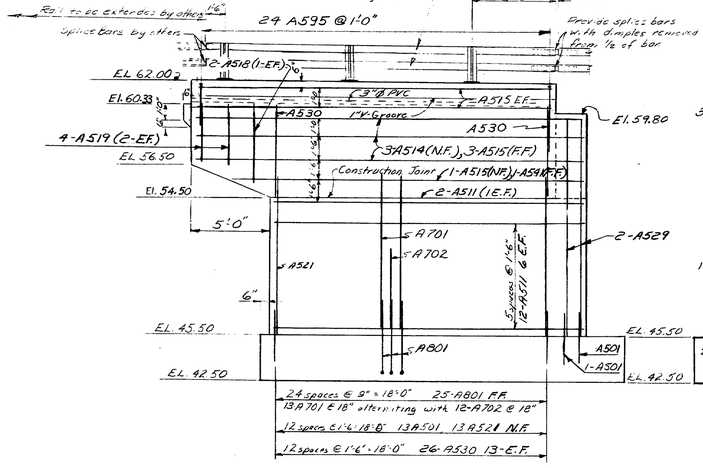
SHEET 63 OF 85 AUGUSTA, MAINE MAY 1971

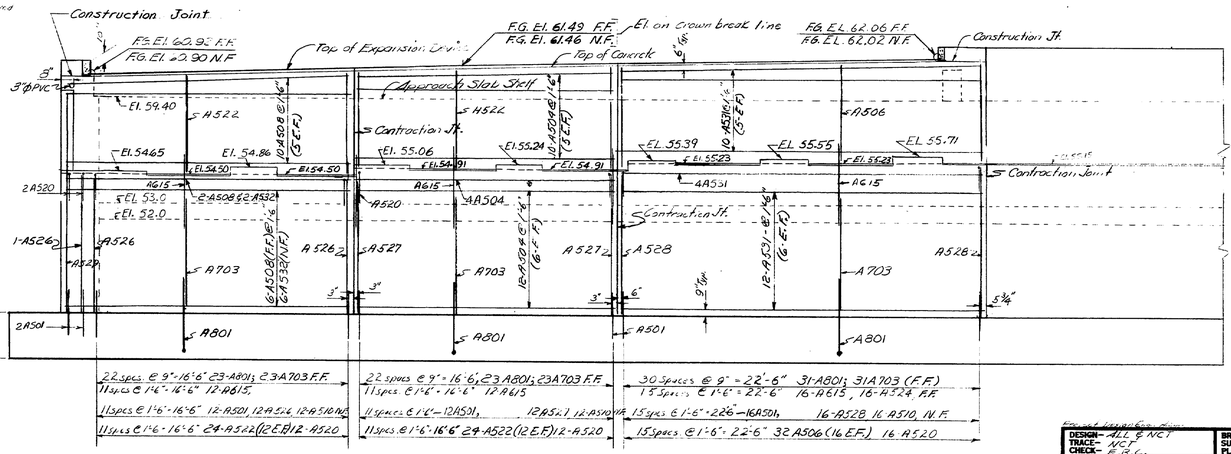
152-147

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(69)48	64	85









NOTE:
For Footing Notes see Sheet # 65

DESIGN- ALL & NCT	BRIDGE NO.
TRACE- NCT	SURVEY-
CHECK- E.A.G.	PLOT-

STATE HIGHWAY COMMISSION

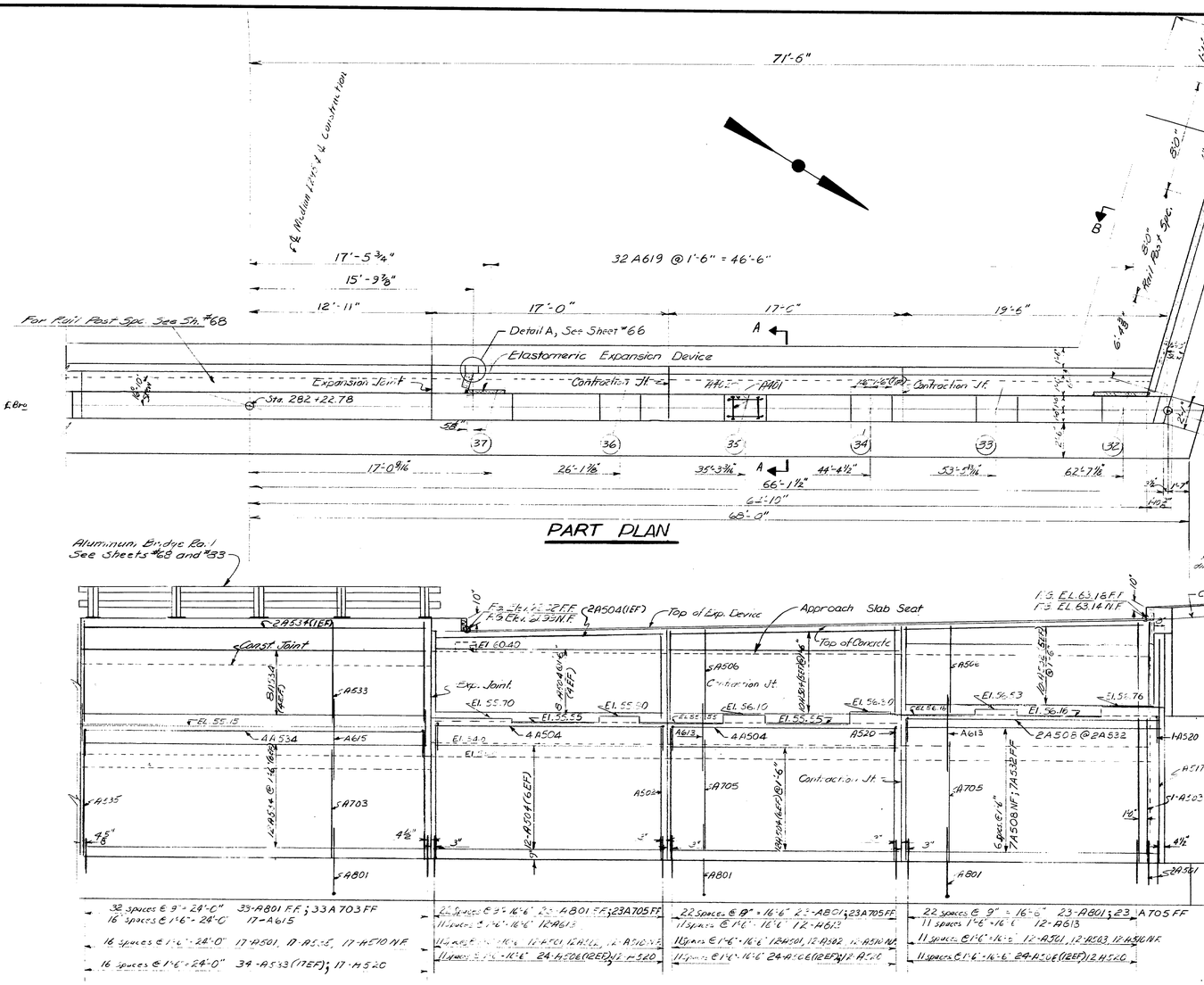
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUTMENT NO. 1

SHEET 64 OF 85 AUGUSTA, MAINE MAY 1971

152-148

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54)48	65	85



ABUTMENT NOTES

Reinforcing Steel to have 2" clear cover except as shown.
Position reinforcing steel to clear embedded anchor bolts.
Reinforcing Steel splices to be a minimum of 24 bar diameters.
Chamfer all exposed edges of concrete ½" unless otherwise indicated.
Place weep holes 20' apart. The exact location is to be determined by the Engineer. Weep holes are to be 4" diameter.
Abutment Concrete to be Class "A".
Footing concrete shall be cured for at least 7 days prior to placing breast wall Concrete.

PART ELEVATION

PILES

Piles shall be HP 12×74
Maximum Pile Load = 96 ton.
Piles marked → to be battered 3/12 in direction of arrow.
Piles marked ⊙ to be battered 4/12 in direction of arrow.
Piles shall be driven to ledge or practical refusal.

Estimated driven lengths of piles are estimated from available soils information with no allowance for pile cutoffs or any allowance for unusual pile penetration.

All piles to have pointed reinforced pile tips. See Sheet 63 for details. Alternate types of pointed pile tips may be used if they are equal or better than the pointed reinforced pile tips shown, if approved by the Engineer.

Estimated Length	No. Reqd.
Abut #1 20' to 29'	43
Abut #2 16' to 23'	40

For Details refer as follows:

Work this Sheet with Sheet 64

DESIGN— ACC & NET
TRACE—
CHECK— E.B.C.
BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION

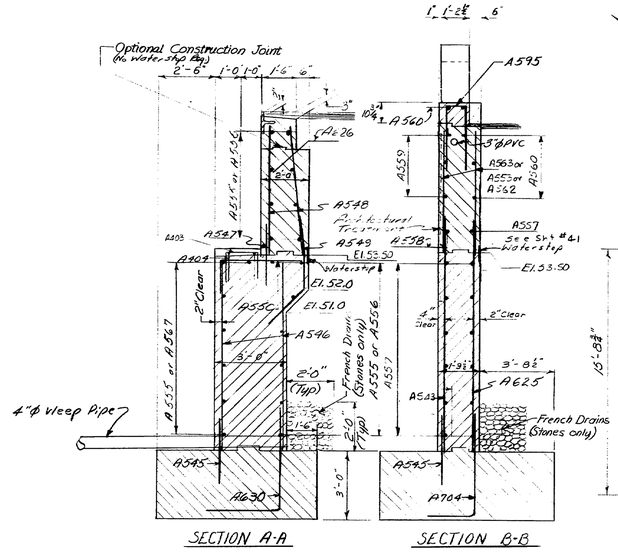
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUTMENT NO. 1

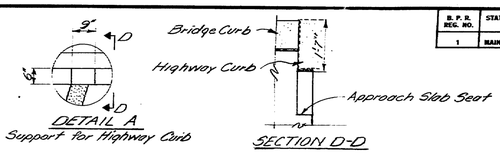
SHEET 65 OF 85 AUGUSTA, MAINE MAY 1971

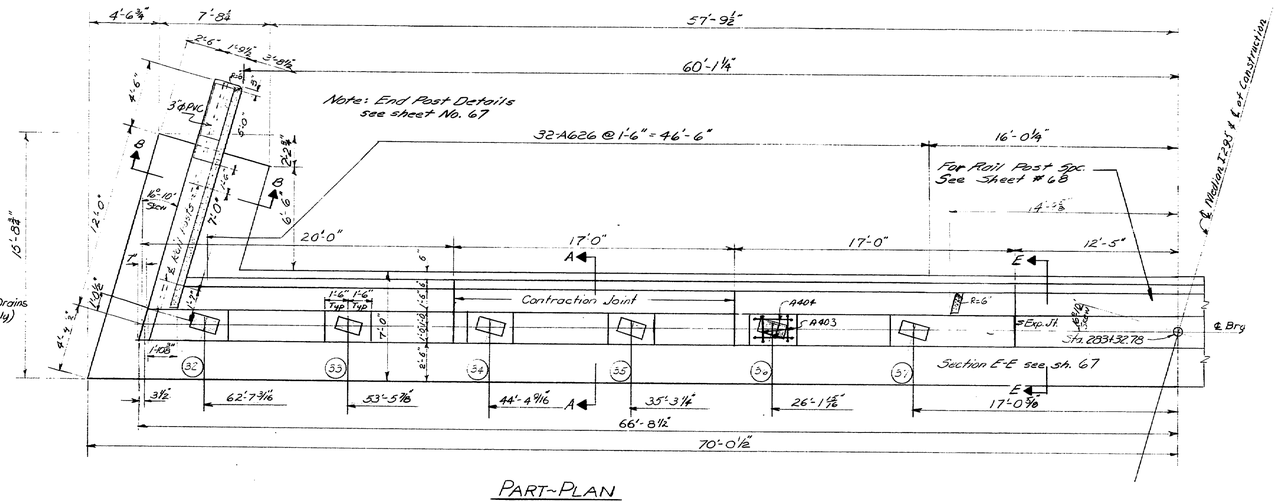
152-149

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(39)48	66	85



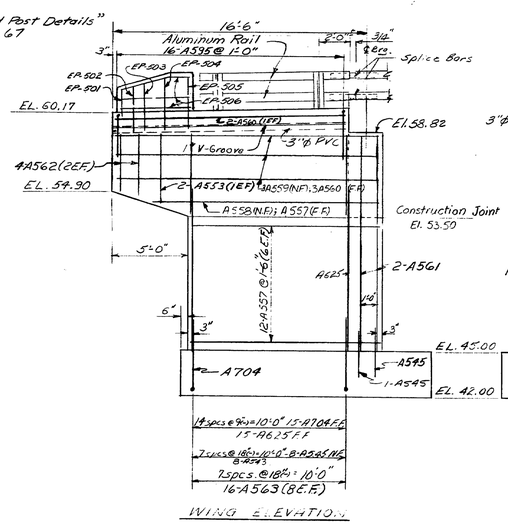
See Sheet No. 63 for Footing Steel and Piles

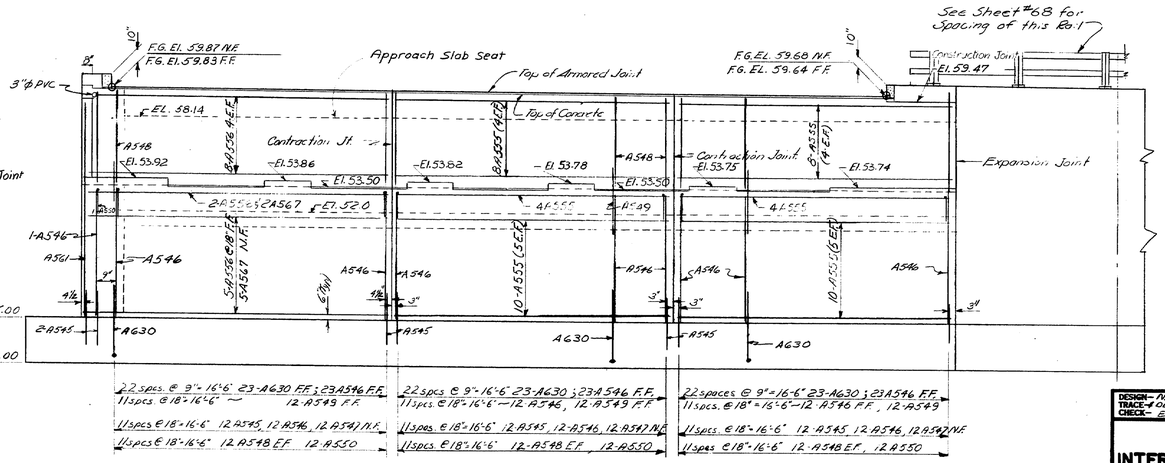




PART-PLAN

NOTE:
For Abutment & Piles notes See sheet #65





For Details refer as follows :

Armored Joint	Sheet # 75
Elastomeric Expansion Device	Sheet # 76
Slope Protection Details	Sheet # 78
End Post Details	Sheet # 67
Vertical Bridge Curb	Sheet # 73
Architectural Treatment	Sheet # 61
Piles	Sheet # 63

PART-ELEVATION

Work this sheet with sheet #67

DESIGN- NICTEACLE
TRACED- DET.- NCT.
CHECK- EBC

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

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

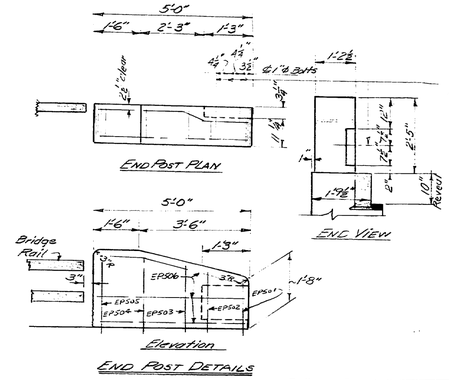
ABUTMENT NO. 2

SHEET 66 OF 85 AUGUSTA, MAINE MAY 1971

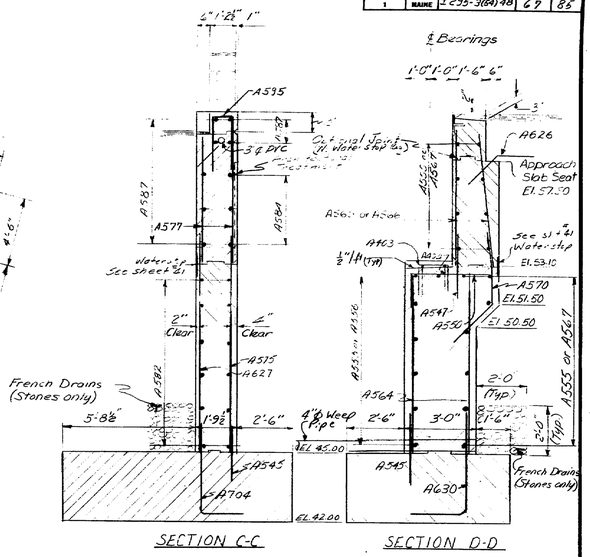
152-150

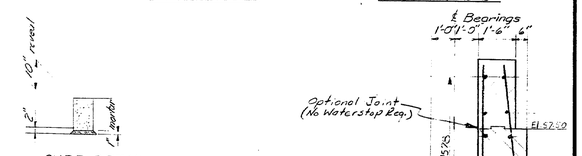
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(64) 48	67	85

Furnishing and setting anchor bolts nuts and washers will be incidental to Itm. 202.21 See also Standard Details August 1969 (D), Supp. 2, 3

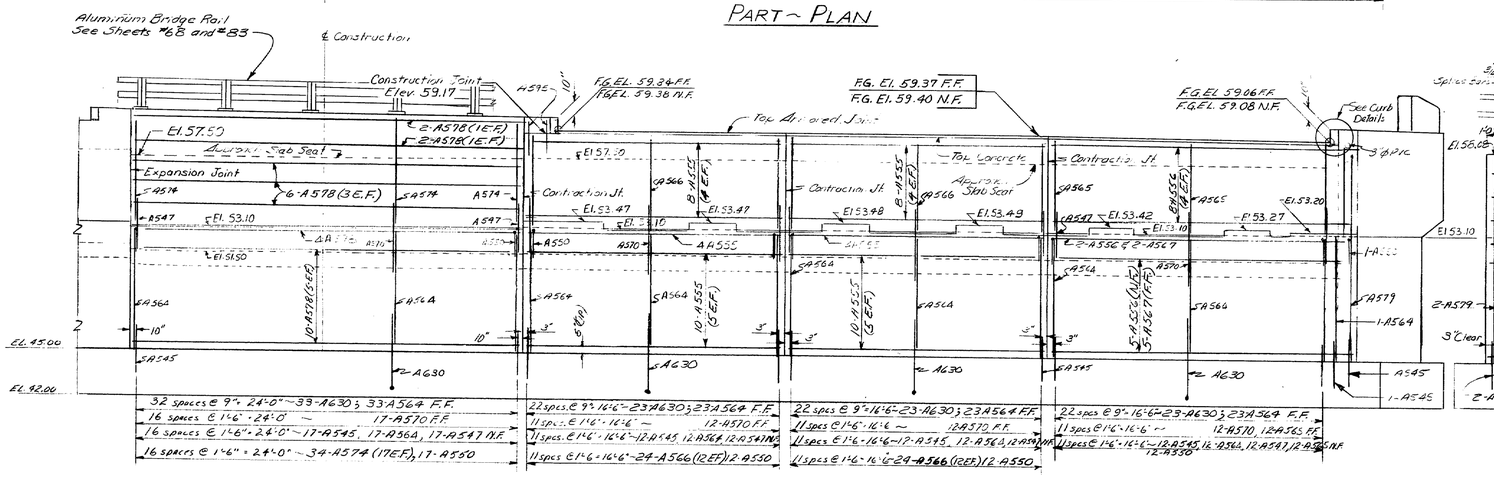


PART ~ PLAN



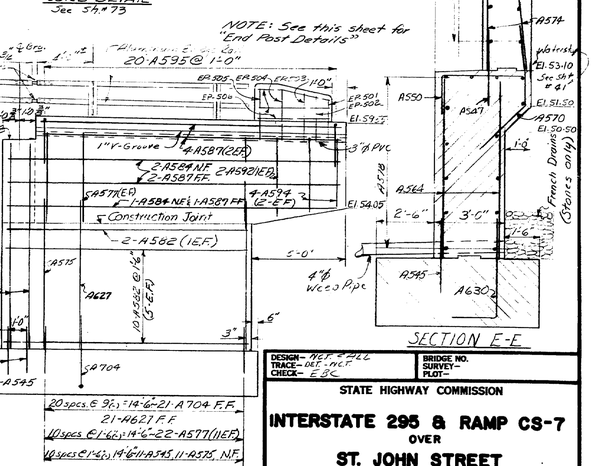


NOTE: See this sheet for "End Post Details"



PART ~ ELEVATION

NOTE: For additional [illegible] See Sheet #65



WING ELEVATION

DESIGN ~ MCT. CHECK ~ ESC
TRACE ~ DET. ~ MCT.
BRIDGE NO.
SURVEY ~
PLOT ~

STATE HIGHWAY COMMISSION

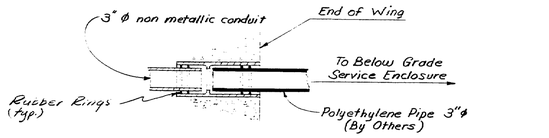
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ABUTMENT NO. 2

SHEET 67 OF 85 AUGUSTA, MAINE MAY 1971

152-151

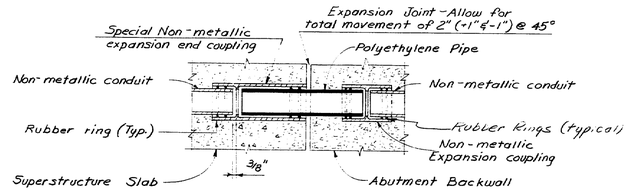
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(84) 48	68	85



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

DEVICE AT END OF WING

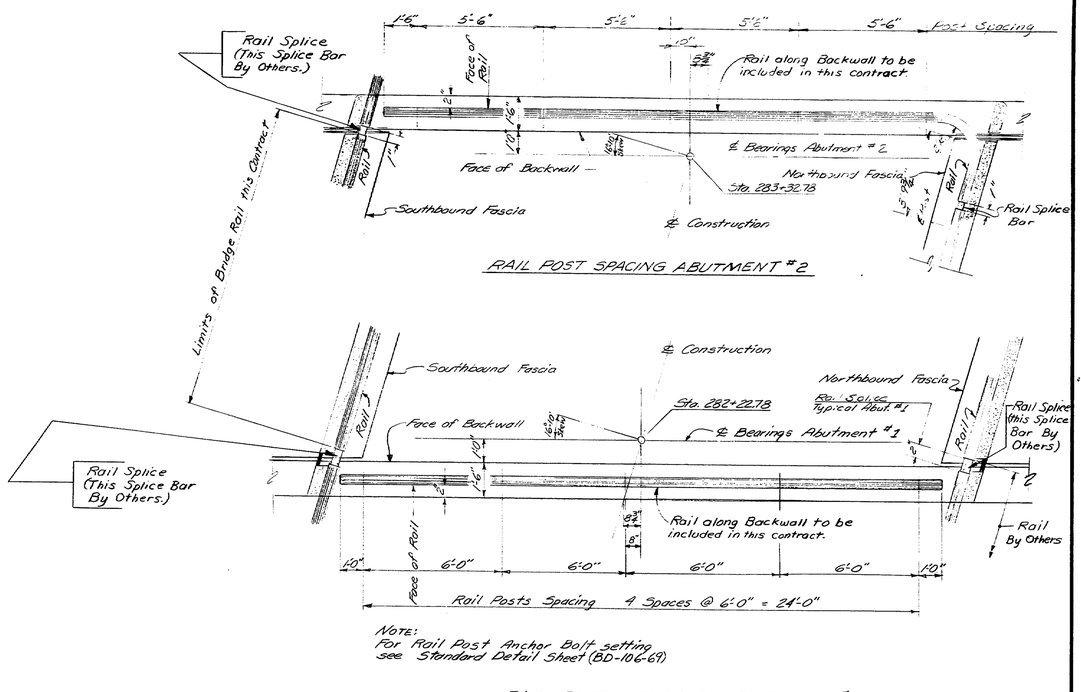
4-Required



EXPANSION DEVICE FOR NON-METALLIC CONDUIT

AT ABUTMENT & END OF SLAB

4 Required



Note:
For Rail Post Anchor Bolt setting see Standard Detail Sheet (BD-106.69)

RAIL POST SPACING ABUTMENT #1

RAIL POST SPACING ABUTMENT #2

DESIGN- ALL & GGT
TRACE- DPE MD
CHECK- EAC

BRIDGE NO.
SURVEY-
PLOT-

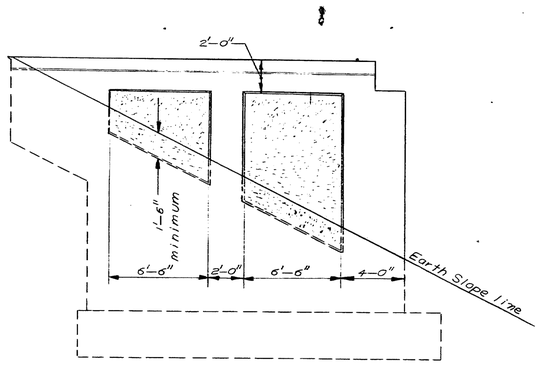
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMPS CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
-RAIL POST SPACING AT ABUTMENTS-
-ELECTRICAL DETAIL-

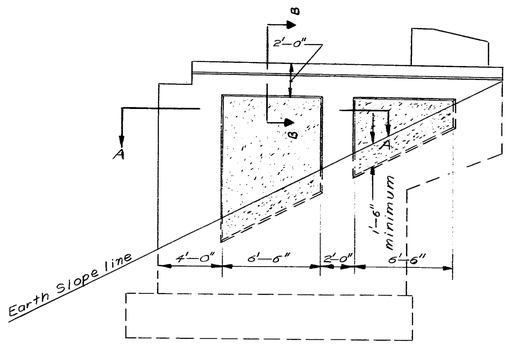
SHEET 68 OF 85 AUGUSTA, MAINE MAY 1971

152-152

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54)48	69	85

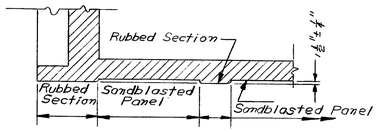


South Wing — Abutment No. 1

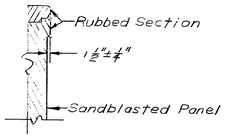


South Wing — Abutment No. 2

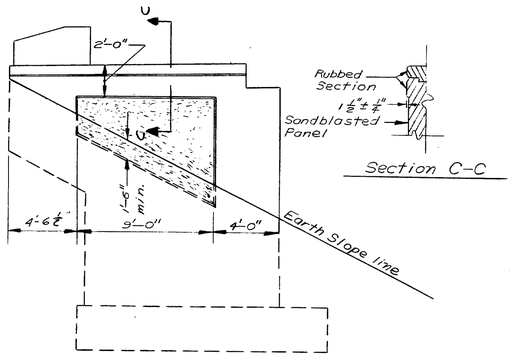
Shaded Areas Are Sandblasted, Typical On All Wings



Section A—A

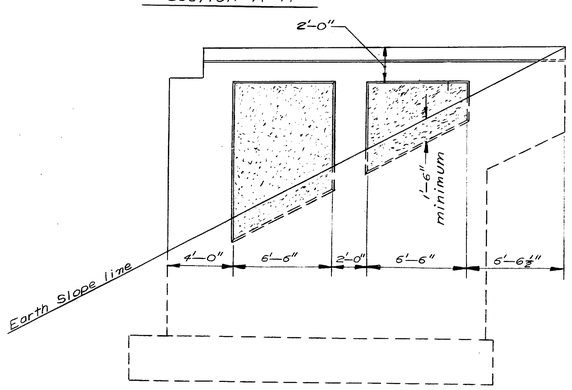


Section B—B



Section C—C

North Wing — Abutment No. 2



North Wing — Abutment No. 1

Notes:

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 18 inches below the finished ground.

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

Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwall.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2'X2'X4").

Prior to sandblasting, the samples shall be sandblasted, each a different degree of penetration with a maximum depth of 3/8 inch approximately, and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and the designated areas shall be sandblasted to match this sample.

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

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

Payment for the sand blasting shall be included in the contract unit price for Item 502.21, "Structural Concrete Abutments and Retaining walls."

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES	BY	DATE

JANUARY 1968

DESIGN- ALC	BRIDGE NO.
TRACE- C	SURVEY-
CHECK- EBC	PLOT-

STATE HIGHWAY COMMISSION

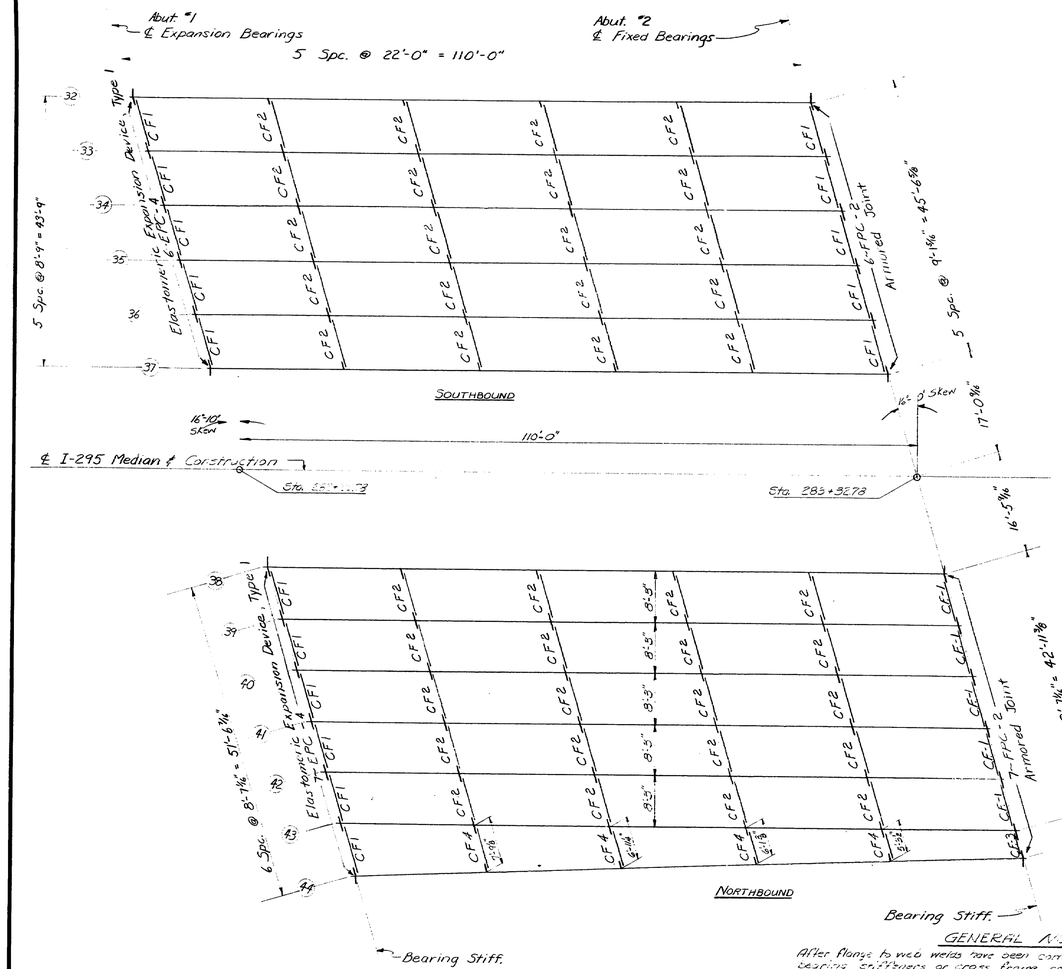
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

ARCHITECTURAL TREATMENT

SHEET 69 OF 85 AUGUSTA, MAINE MAY 1971

152·153

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59)48	70	85



FRAMING PLAN

℄ Expansion Bearings
Abut. #1

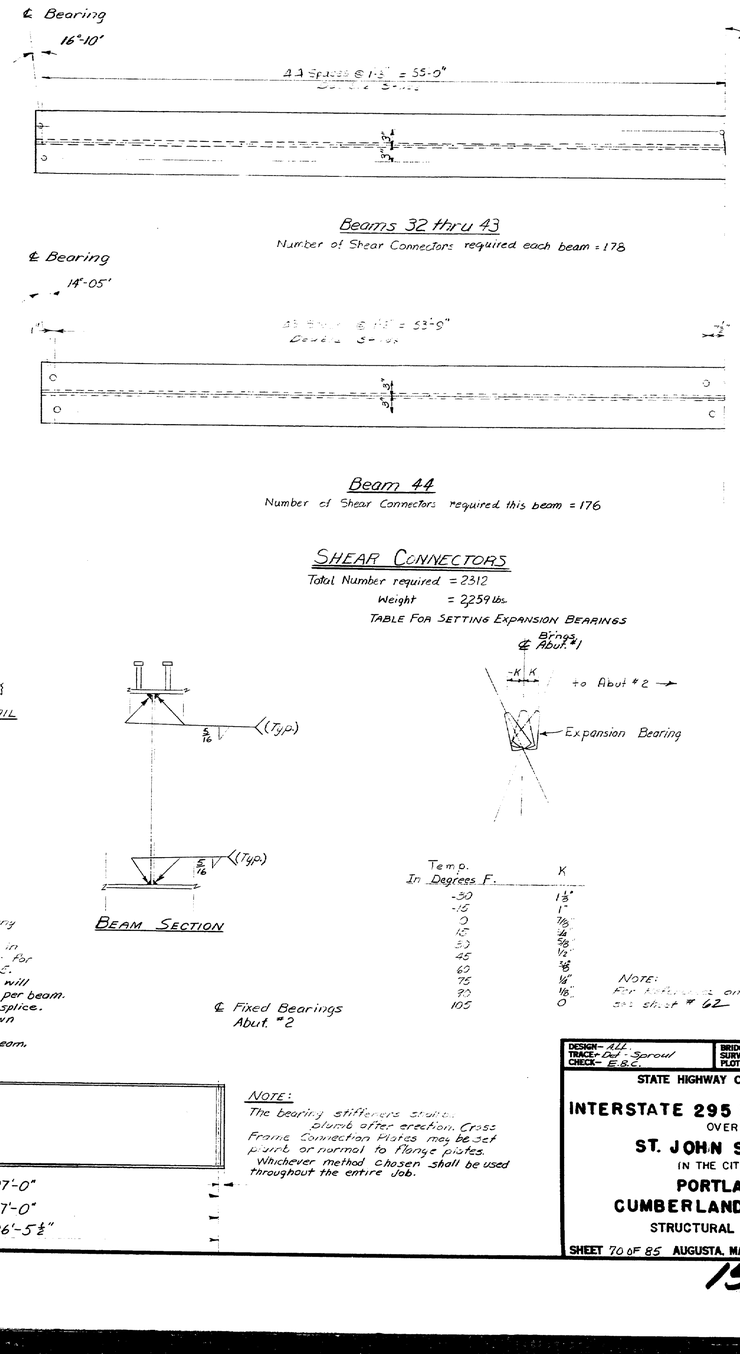
NOTE:
All beam dimensions are horizontal.
For slope of beams see Bottom of Slab Elevations sheet # 71

BEAMS

GENERAL NOTES

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, Latest Art. 305.
A maximum of two (2) transverse shop butt weld splices will be permitted to fabricate any completed 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.
No web butt welds will be allowed within 10' of center of the beam.

NOTE:
The bearing stiffeners shall be plumb after erection. Cross Frame Connection Plates may be set plumb or normal to flange plates. Whichever method chosen shall be used throughout the entire job.



SHEAR CONNECTORS

Total Number required = 2312
Weight = 2,259 lbs.

TABLE FOR SETTING EXPANSION BEARINGS

Temp. In Degrees F.	K
-30	1⅜"
-10	1"
0	⅞"
15	¾"
30	⅝"
45	½"
60	⅜"
75	¼"
90	⅛"
105	0

NOTE:
For Notations and Specifications see sheet # 62

BEAM SECTION

℄ Fixed Bearings
Abut. #2

DESIGN- A.J.C.	BRIDGE NO.
TRACE- Del - Sprout	SURVEY-
CHECK- E.B.C	PLOT-

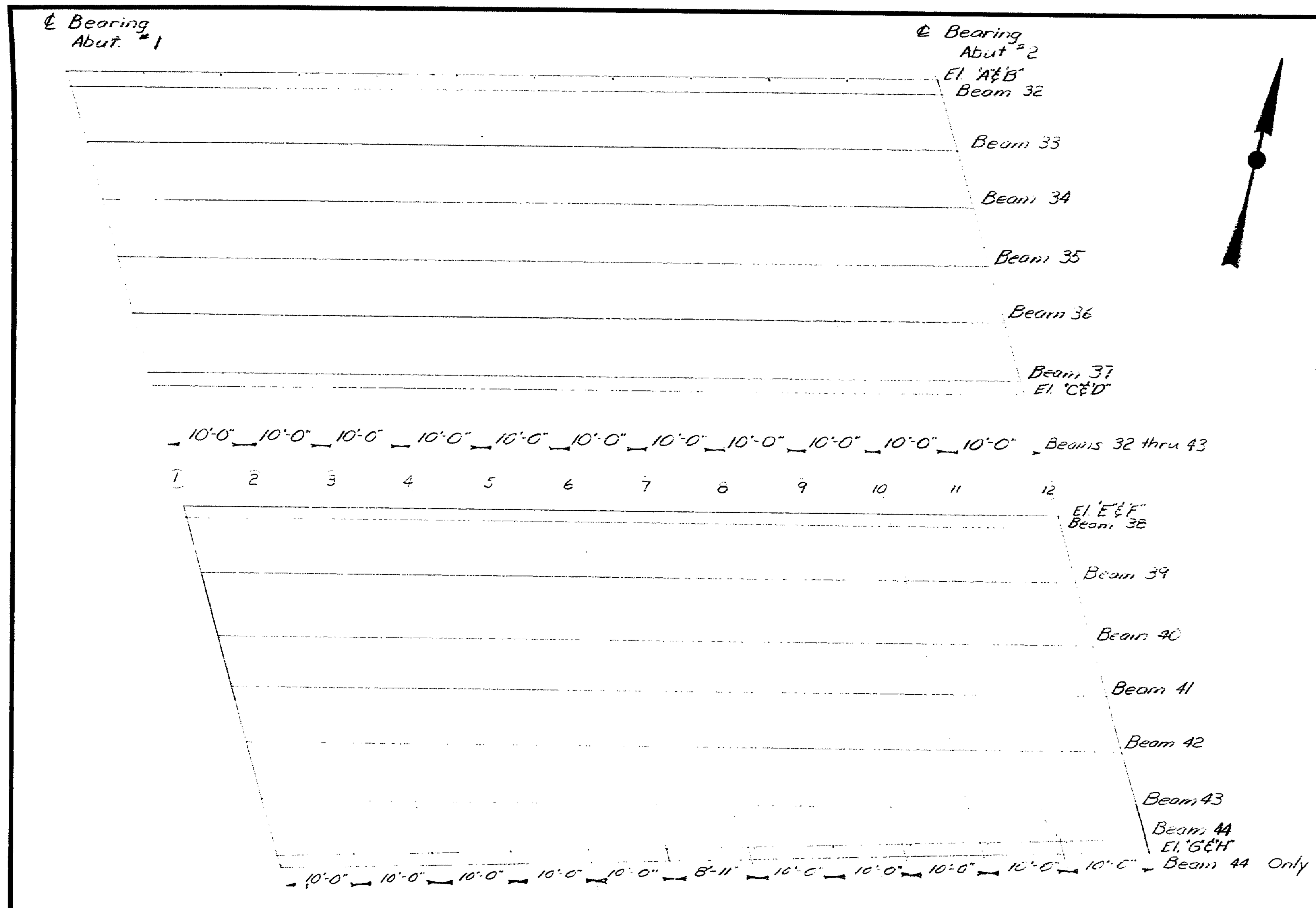
STATE HIGHWAY COMMISSION

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

SHEET 70 OF 85 AUGUSTA, MAINE MAY 1971

152-154

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54)48	71	85



BLOCKING DIAGRAM

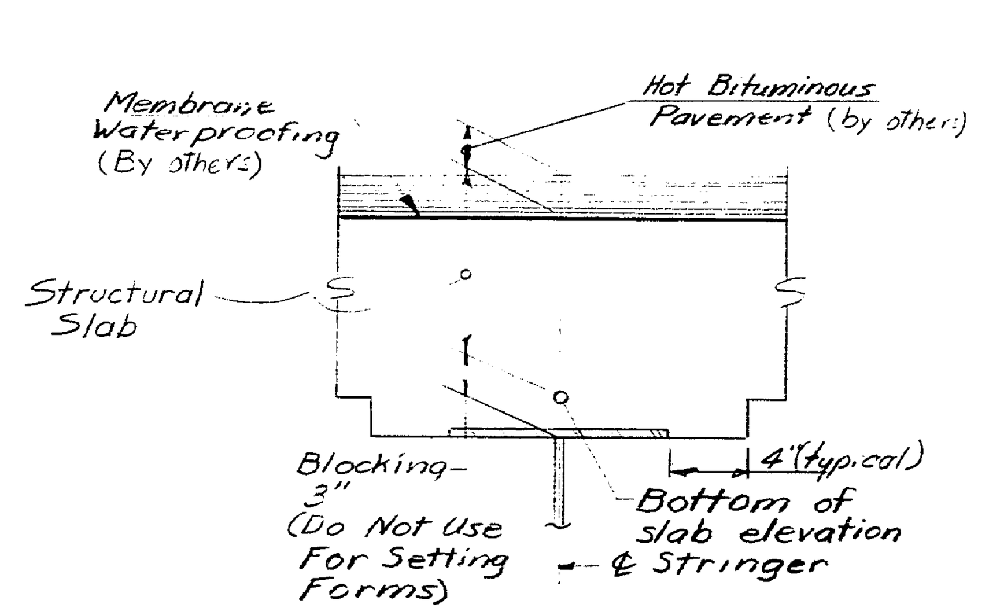
BOTTOM OF SLAB AND CURB FASCIA ELEVATIONS

		1	2	3	4	5	6	7	8	9	10	11	12
Southbound Elevations	El. "A"	62.27	62.12	61.95	61.75	61.53	61.27	60.97	60.64	60.28	59.88	59.45	59.01
	El "B"	63.94	63.79	63.64	63.43	63.22	62.97	62.66	62.33	61.97	61.55	61.17	60.74
	Beam 32	[illegible]	[illegible]	[illegible]	[illegible]	61.46	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Beam 33	61.94	[illegible]	61.67	61.50	61.24	[illegible]	60.77	60.47	60.12	59.73	[illegible]	58.94
	Beam 34	61.71	61.60	61.47	[illegible]	[illegible]	[illegible]	[illegible]	60.36	60.04	59.65	59.30	58.90
	Beam 35	61.51	61.42	61.30	61.16	60.99	60.79	60.55	60.26	59.96	59.62	59.25	58.86
	Beam 36	61.31	61.23	61.12	[illegible]	60.84	60.66	60.44	60.17	59.85	59.56	59.20	58.83
	Beam 37	61.11	61.05	60.96	60.85	60.71	60.55	60.33	60.08	59.80	59.50	59.16	58.81
	El. "C"	61.04	60.98	60.90	60.77	60.65	60.49	60.29	60.05	59.77	59.48	59.15	58.80
	El. "D"	62.80	62.75	62.66	62.55	62.41	62.24	62.04	61.79	61.52	61.22	60.88	60.53
Northbound & Ramp CS-7 Elevations	El. "E"	[illegible]	61.08	60.97	60.83	60.65	60.46	60.21	59.95	59.63	59.30	58.94	58.56
	El. "F"	62.84	62.75	62.63	62.50	62.33	62.13	61.89	61.62	61.31	60.98	[illegible]	60.23
	Beam 38	61.12	[illegible]	[illegible]	60.77	60.59	60.40	60.16	59.89	59.60	59.27	58.92	58.55
	Beam 39	60.96	60.88	60.79	60.67	60.51	60.33	60.11	59.86	59.57	59.25	58.91	[illegible]
	Beam 40	60.80	60.74	60.66	60.56	60.42	60.25	60.05	59.80	59.53	59.23	58.90	58.56
	Beam 41	60.65	[illegible]	60.54	60.45	60.33	60.18	59.99	59.76	59.51	59.22	58.90	58.57
	Beam 42	60.47	60.43	60.38	60.30	60.16	60.04	59.86	59.64	59.40	59.12	58.82	58.49
	Beam 43	60.27	60.23	60.17	60.09	59.97	59.83	59.66	59.45	59.22	58.95	58.66	58.35
	Beam 44	60.06	60.03	59.97	59.89	59.79	59.66	[illegible]	59.32	59.10	58.85	58.57	58.28
	El "G"	[illegible]	59.93	59.89	59.81	59.70	59.58	59.44	59.23	59.01	58.79	58.52	58.24
	El "H"	61.72	61.66	61.62	61.54	61.43	61.31	61.16	60.95	60.73	60.49	60.21	59.96

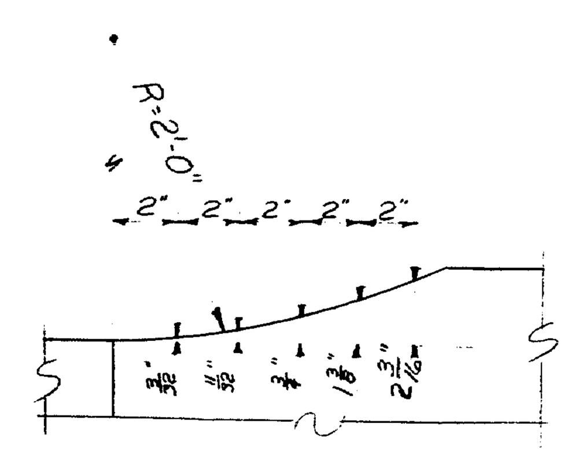
Note: Dead load deflections will be furnished by the Engineer if required.

REFERENCES

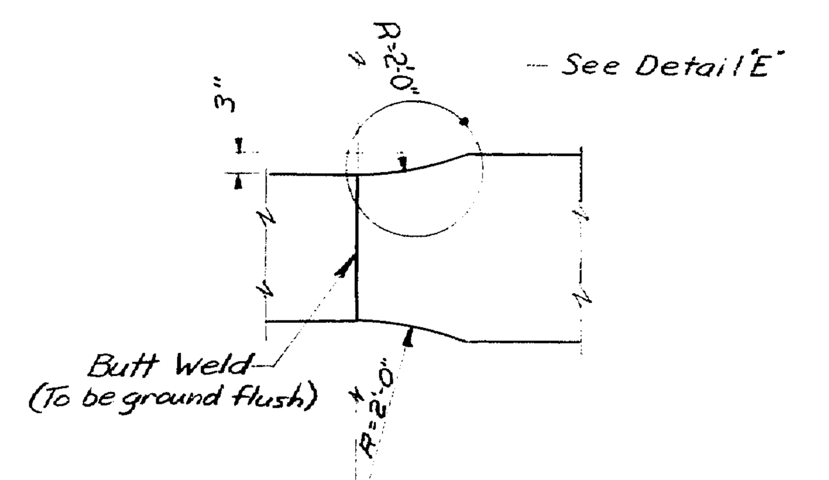
Diaphragms - See Sheet BD 104-66
Pedestals - See Standard Details BD101-70 and Sheet 70
Armored Joint - See Standard Details BD104-66 and Sheet 75
Shear Connectors - See Standard Details BD 104-66 and Sheet 70



BLOCKING DETAIL



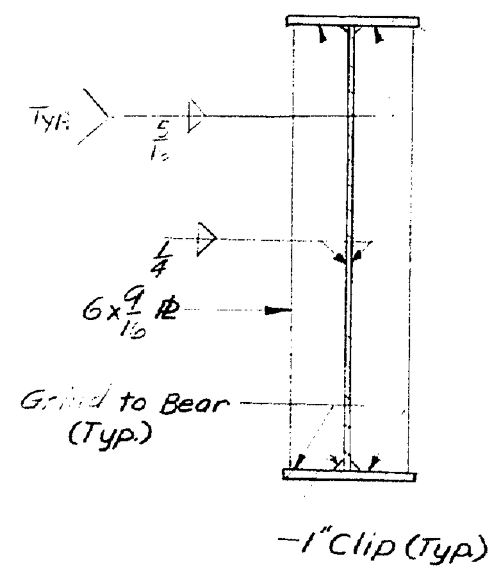
DETAIL "E"



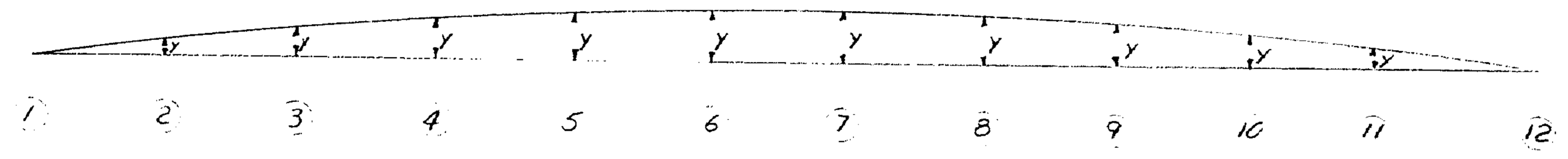
FLANGE WIDTH TRANSITION

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.



BEARING STIFFENERS DETAIL



CAMBER DIAGRAM

Beams	1	2	3	4	5	6	7	8	9	10	11	12
	Y-Values in Inches											
32 thru 44	0	2 1/2	3 5/8	5	6	6 5/8	6 5/8	6	5 1/8	3 3/4	2 1/8	0

CAMBER SCHEME

NOTE:

All beams shall be cambered as shown above to compensate for dead load deflection and vertical curvature.

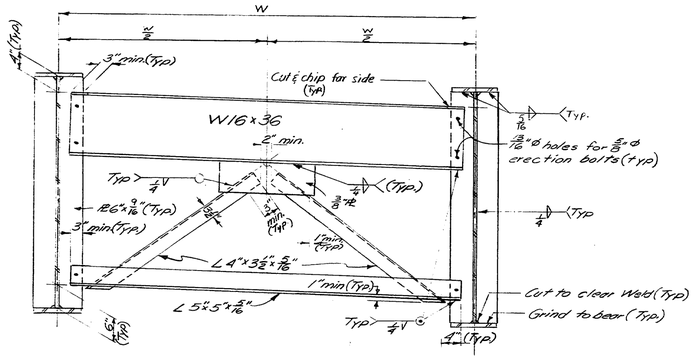
DESIGN- ALL TRACE- Det. SPROUL CHECK- E.B.C.	BRIDGE NO. SURVEY- PLOT-

STATE HIGHWAY COMMISSION

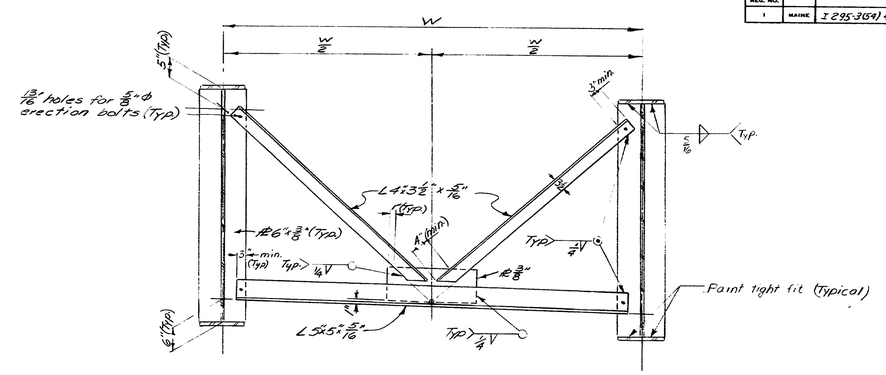
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
STRUCTURAL STEEL & BOTTOM SLAB ELEV.
SHEET 71 OF 85 AUGUSTA, MAINE MAY 1971

152-155

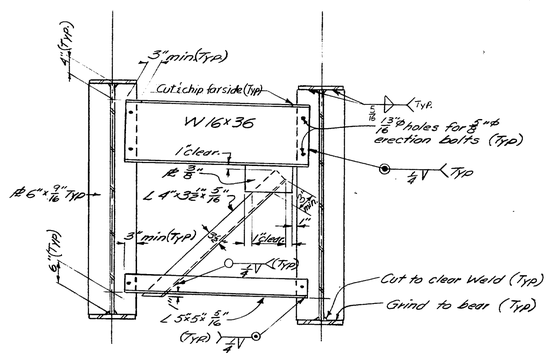
R. F. B. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(64) 48	72	85



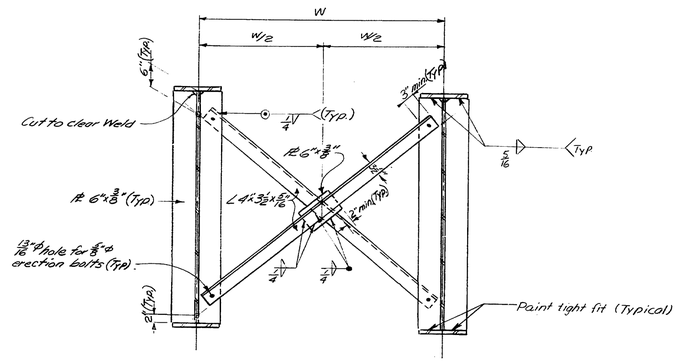
CROSS FRAME "CF-1"
Number Required (21)



CROSS FRAME "CF-2"
Number Required (40)



CROSS FRAME "CF-3"
1 Required



CROSS FRAME "CF-4"
Number Required (4)

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

JANUARY 1969

DESIGN - GDT	BRIDGE NO.
TRACE - NP	SURVEY -
CHECK - E.B.C.	PLOT -

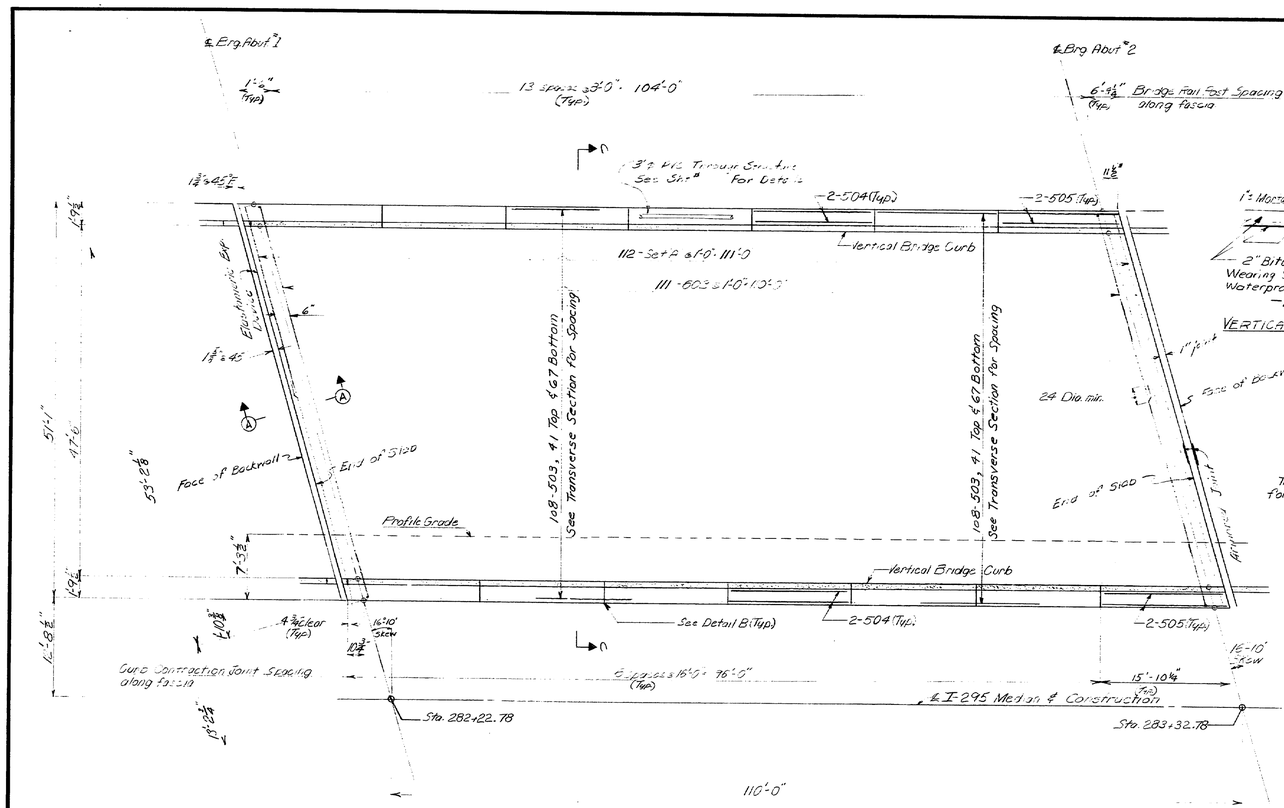
STATE HIGHWAY COMMISSION

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

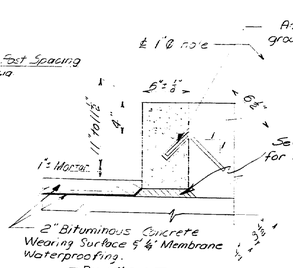
SHEET 72 OF 85 AUGUSTA, MAINE MAY 1971

152-156

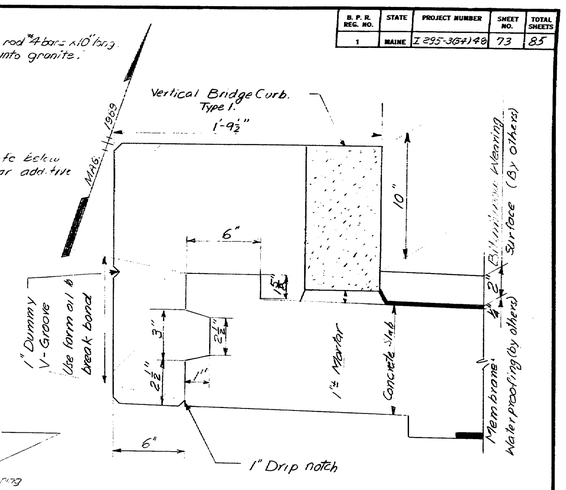
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(67)128	73	85



PLAN
SOUTHBOUND

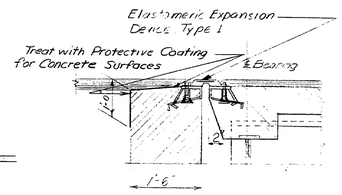


VERTICAL BRIDGE CURB TYPE 1



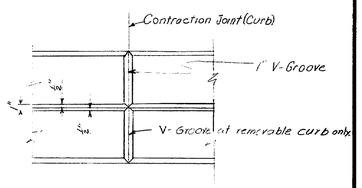
REMOVABLE CURB DETAIL

Note: For reinforcing steel in removable curb, see transverse section.

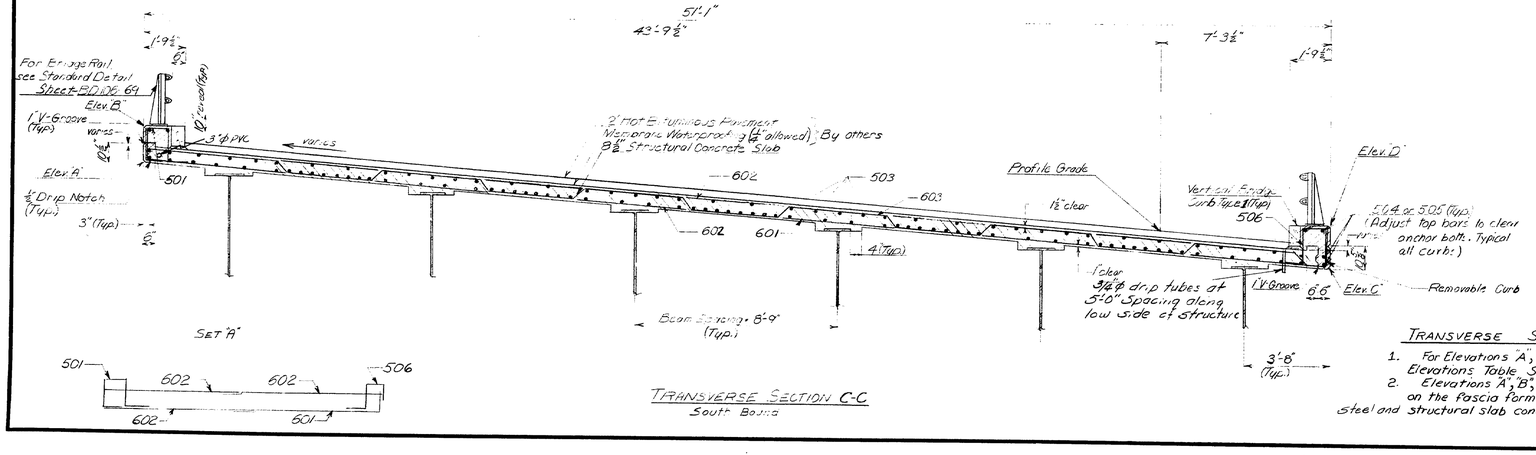


SECTION AA

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



DETAIL B



TRANSVERSE SECTION C-C
South Bound

TRANSVERSE SECTION NOTES

1. For Elevations "A", "B", "C" & "D" See Curb Fascia Elevations Table Sheet # 71
2. Elevations "A", "B", "C" & "D" are to be set on the fascia forms Before superstructure reinforcing steel and structural slab concrete is placed.

GENERAL SUPERSTRUCTURE NOTES

(1) At all curb joints, break the bond between concrete surfaces with a clear approved form oil. Form "V" groove on outside face of curb at vertical joint. Provide joints in vertical bridge curb construction joints.
(2) For bridge rail, see Standard Detail Sheets BD 106-69 Aluminum Rail.
(3) For Rail Post layout see this sheet and sheets #66 & #67
(4) All exposed edges to be chamfered ¾".
(5) Vertical Bridge Curb will be paid for under Item 609.13
(6) Apply Protective Coating for Concrete Surfaces to the top of Curbs & Completely coat Facia down to drip notch and concrete End Posts.

DESIGN- ALL
TRACE- CMP - EWS - PROVE
CHECK- EBC

BRIDGE NO.
SURVEY-
PLOT-

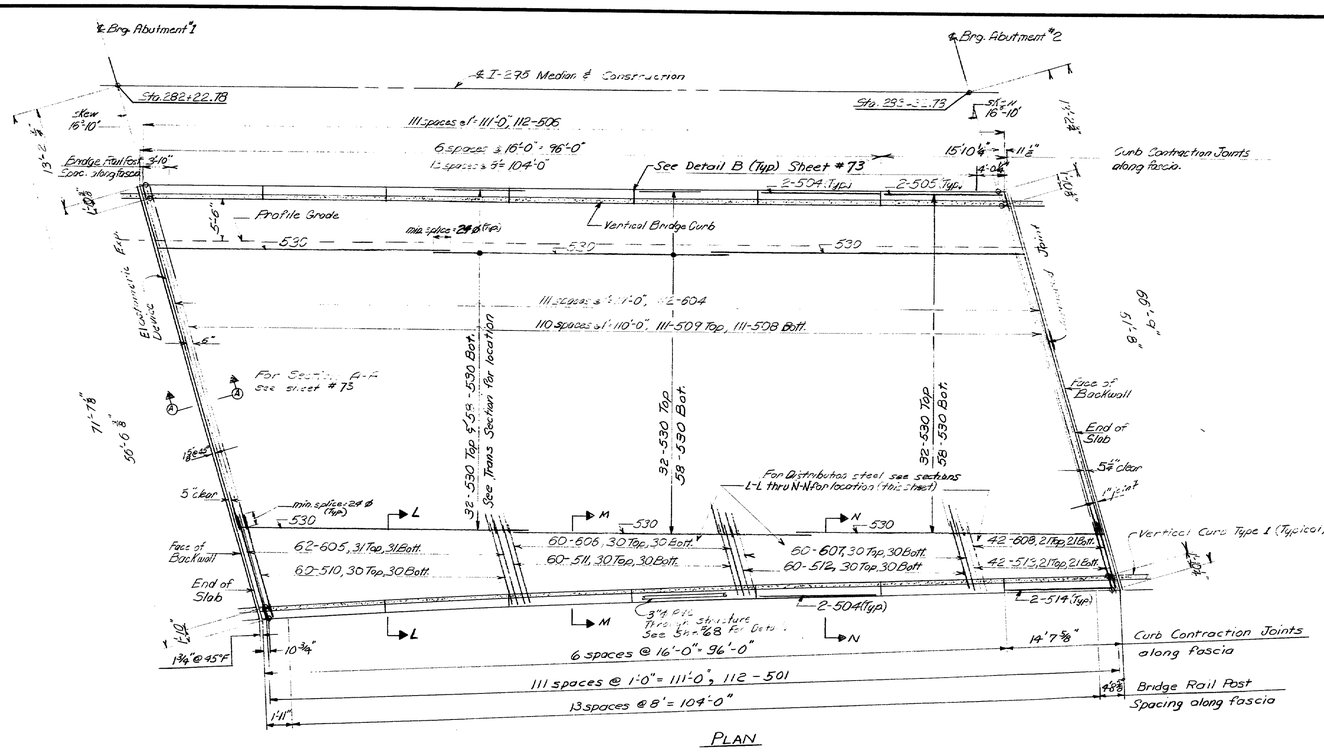
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMPS S-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE S.B.

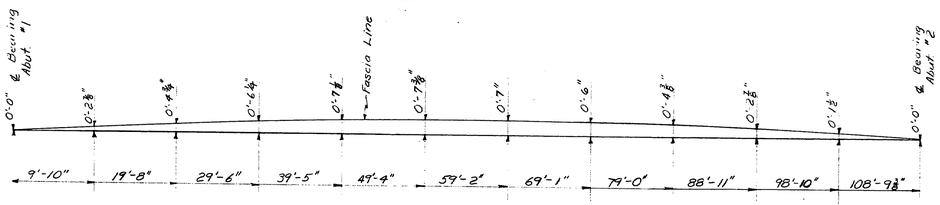
SHEET 73 OF 85 AUGUSTA, MAINE MAY 1971

152-157

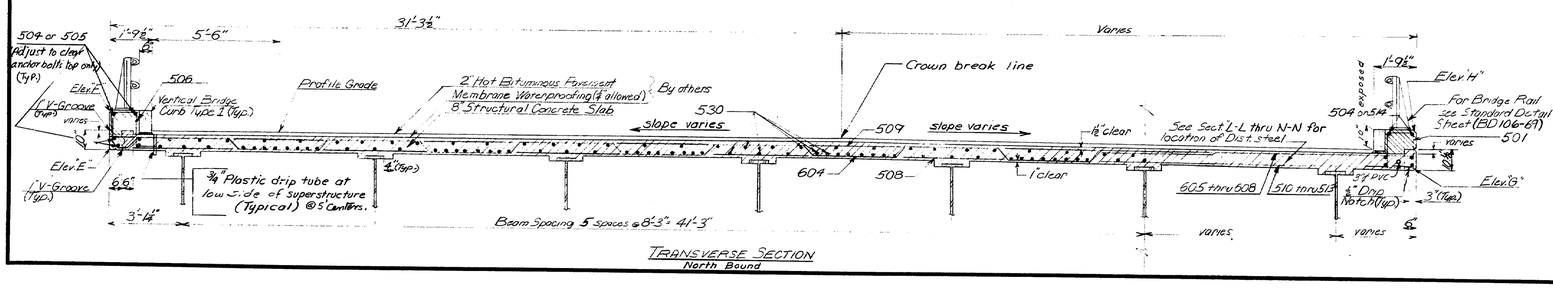
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(59) 48	74	85



PLAN
NORTHBOUND

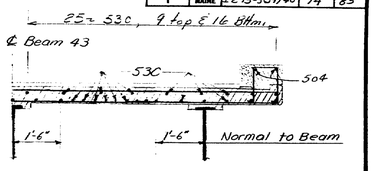


FASCIA LAYOUT – SOUTH CURB

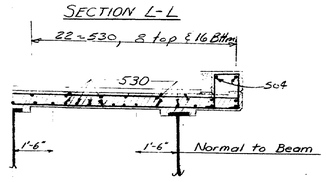


TRANSVERSE SECTION
North Bound

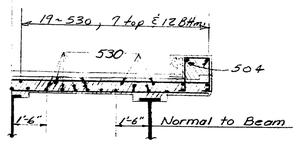
℄ Beam 43



SECTION L-L



SECTION M-M



SECTION N-N

Transverse Section Notes
1. For Elevations E, F, G & H see Curb Fascia Elevations Table Sheet # 71
2. Elevations E, F, G & H are to be set on the fascia forms Before superstructure reinforcing steel and slab concrete are placed.

DESIGN – A.L.C.
TRACE – D.J. - D.M.H. - R.W.S.
CHECK – E.R.C.

BRIDGE NO.
SURVEY –
PLOT –

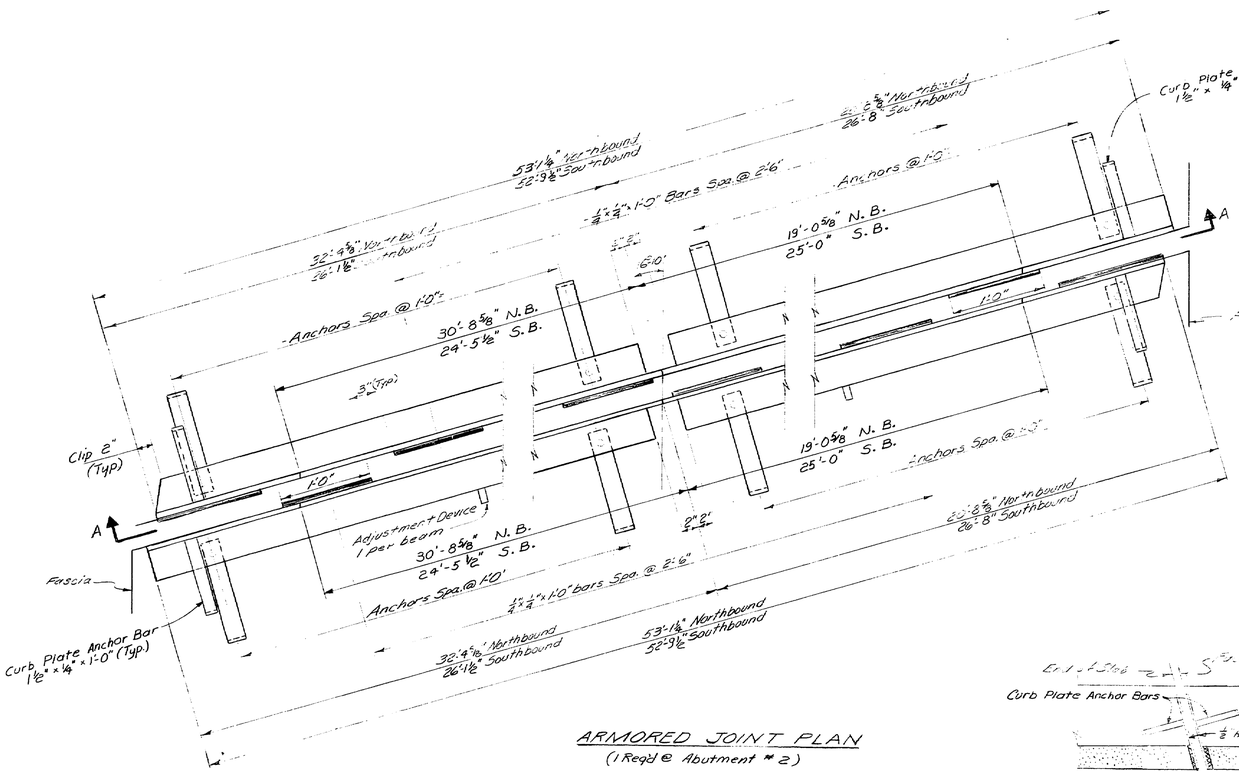
STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMPS CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY
SUPERSTRUCTURE N. B.

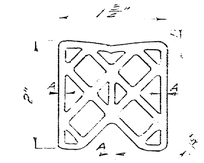
SHEET 74 OF 85 AUGUSTA, MAINE MAY 1971

152-158

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	I 295-3(59) 48	75	85

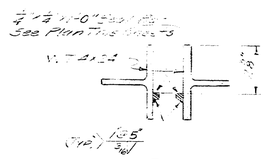


ARMORED JOINT PLAN
(1 Req'd @ Abutment # 2)

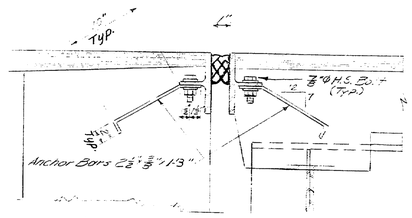


PREFORMED ELASTIC JOINT SEALER

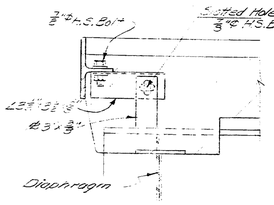
The configuration of the preformed elastic joint seal may be changed from that shown in order to conform with shapes as produced by various manufacturers. However, the cross-sectional "AEB" dimensions, including area of the internal elements of the shell "AEB" shall be approved by the Engineer before ordering the Preformed Elastic Joint Sealer.



SEAL BAR DETAIL



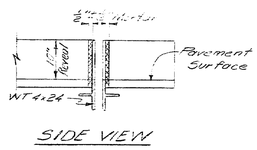
ANCHOR BAR DETAIL



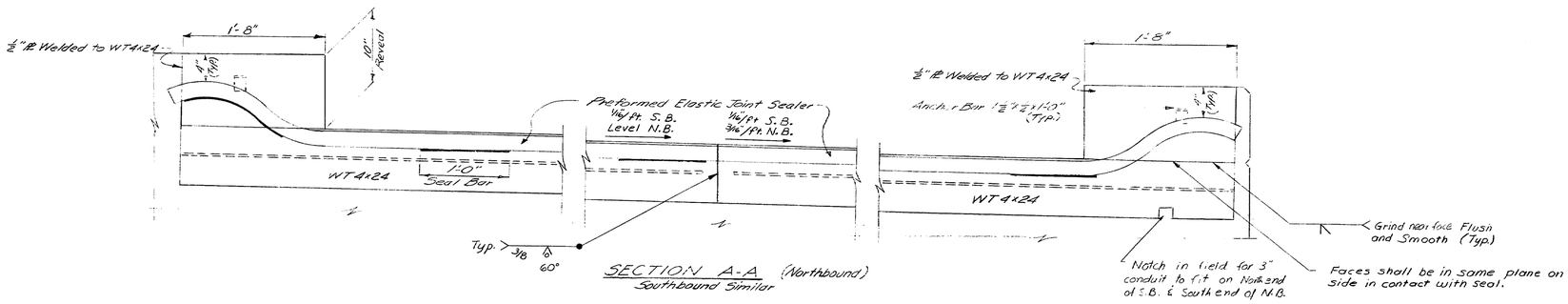
ADJUSTMENT DEVICE DETAIL
19 Adjustment Devices Superstructure Side only. 1 each beam.

Note: For details not shown see sheet BD 10d-66

PLAN



SIDE VIEW



SECTION A-A (Northbound)
Southbound Similar

DESIGN – DETAILED	BY	DATE
CHECKED –		
REVISIONS –		
FIELD CHANGES		

PLANS

JANUARY 1969

DESIGN – ALL
TRACE – L.B.
CHECK – E.B.C.
BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION

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

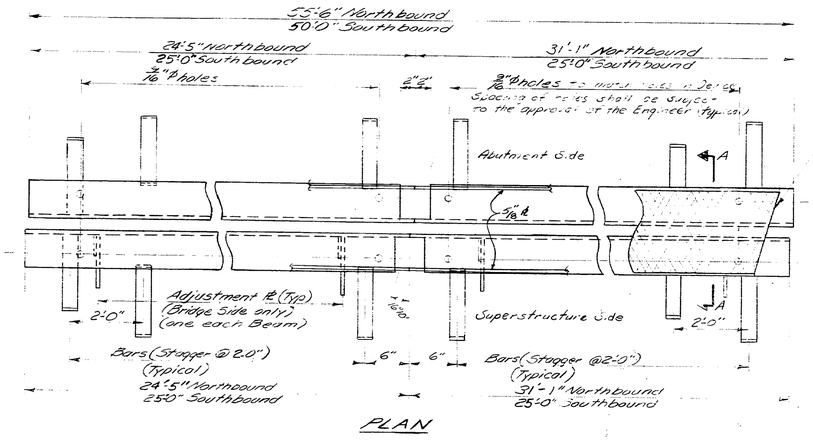
ARMORED JOINT

SHEET 75 OF 85 AUGUSTA, MAINE MAY 1971

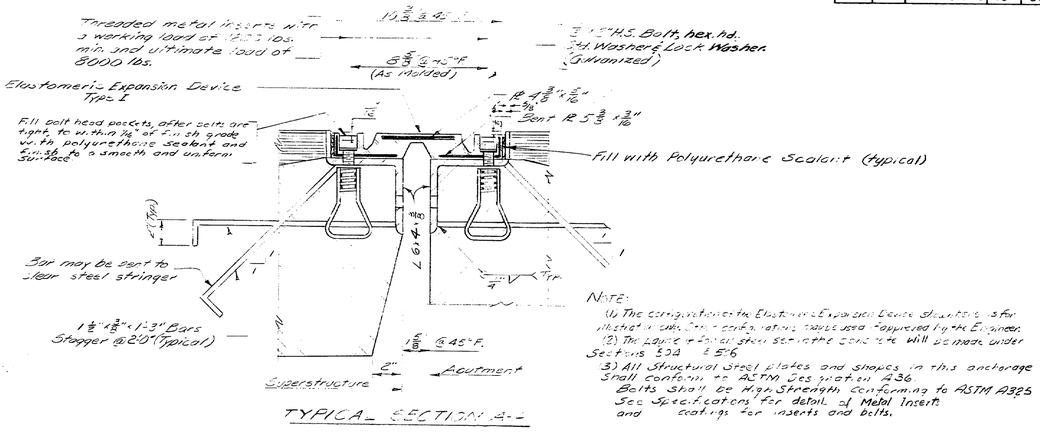
293-1 2080

152-159

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(39) 48	76	85

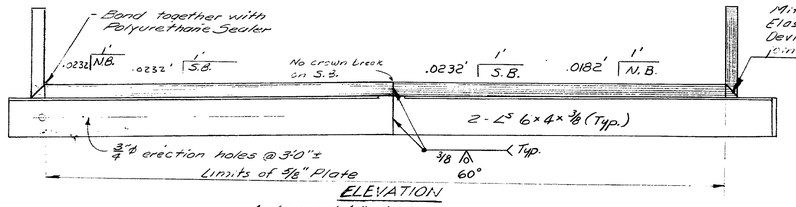


PLAN



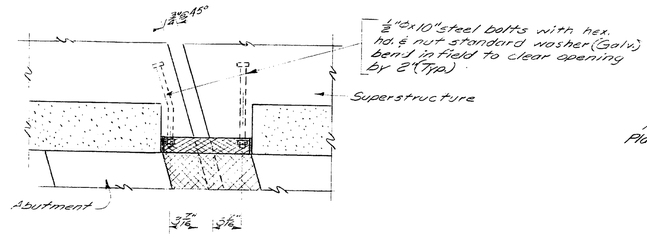
TYPICAL SECTION A-A

NOTE:
(1) The configuration of the Elastomeric Expansion Device shown is for illustration only. The configuration actually used is approved by the Engineer.
(2) The layout of the steel stringers and concrete will be shown under Sections 504 & 506
(3) All Structural steel plates and shapes in this anchorage shall conform to ASTM Designation A36.
Bolts shall be High Strength conforming to ASTM A325
See Specifications for detail of Metal Inserts and coatings for inserts and bolts.

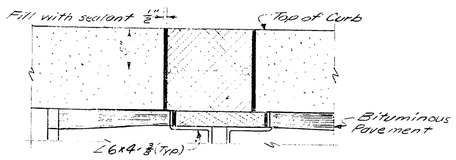


ELEVATION

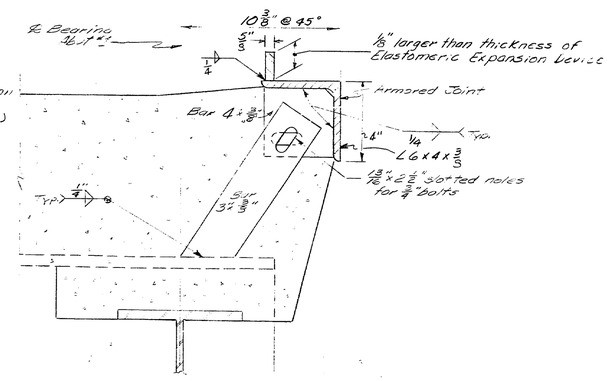
Anchors and Adjustment Plates not shown



PLAN



ELEVATION



TYPICAL ADJUSTMENT PLATES

After Armored Joint is set in final position Adjustment Plates shall be welded together with 1/4" fillet weld.

PLANS

	DATE
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

JANUARY 1968

DESIGN-
TRACE-
CHECK- ESC

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION

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

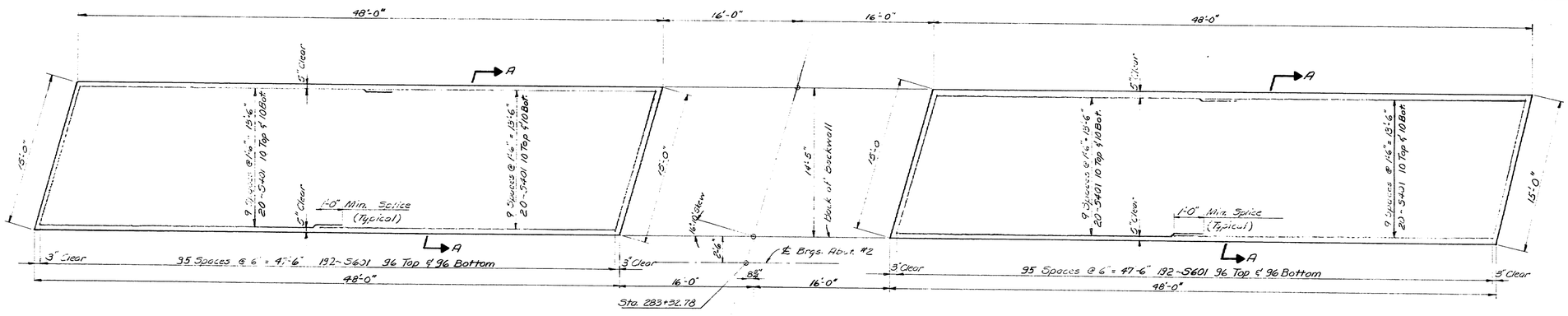
ELASTOMERIC EXPANSION DEVICE

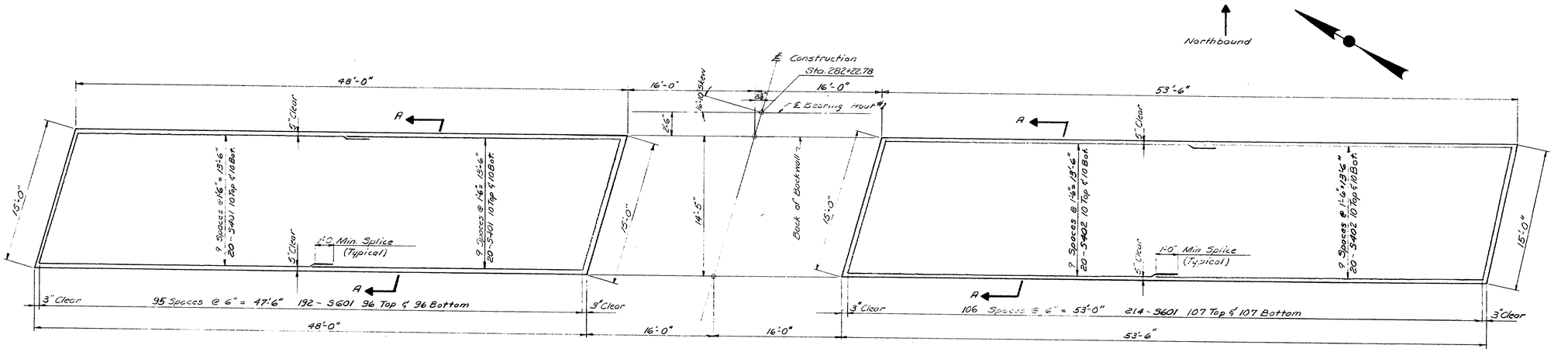
SHEET 76 OF 85 AUGUSTA, MAINE MAY 1971

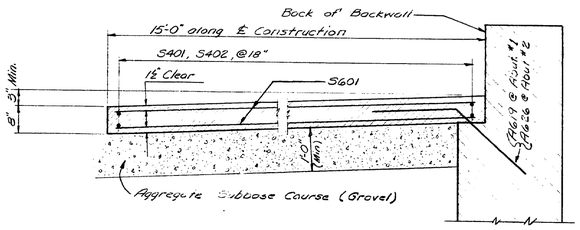
293-1 2000

152-160

S. P. R. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	77	85







SECTION A-A

NOTE: Approach slabs and 1'-0" of Aggregate Subbase by others, not a part of this contract.

PLANS	BY	DATE
DESIGN - DETAILED	JHC	5-71
CHECKED	E.B.C.	5-71
REVISIONS		
FIELD CHANGES		

STATE HIGHWAY COMMISSION

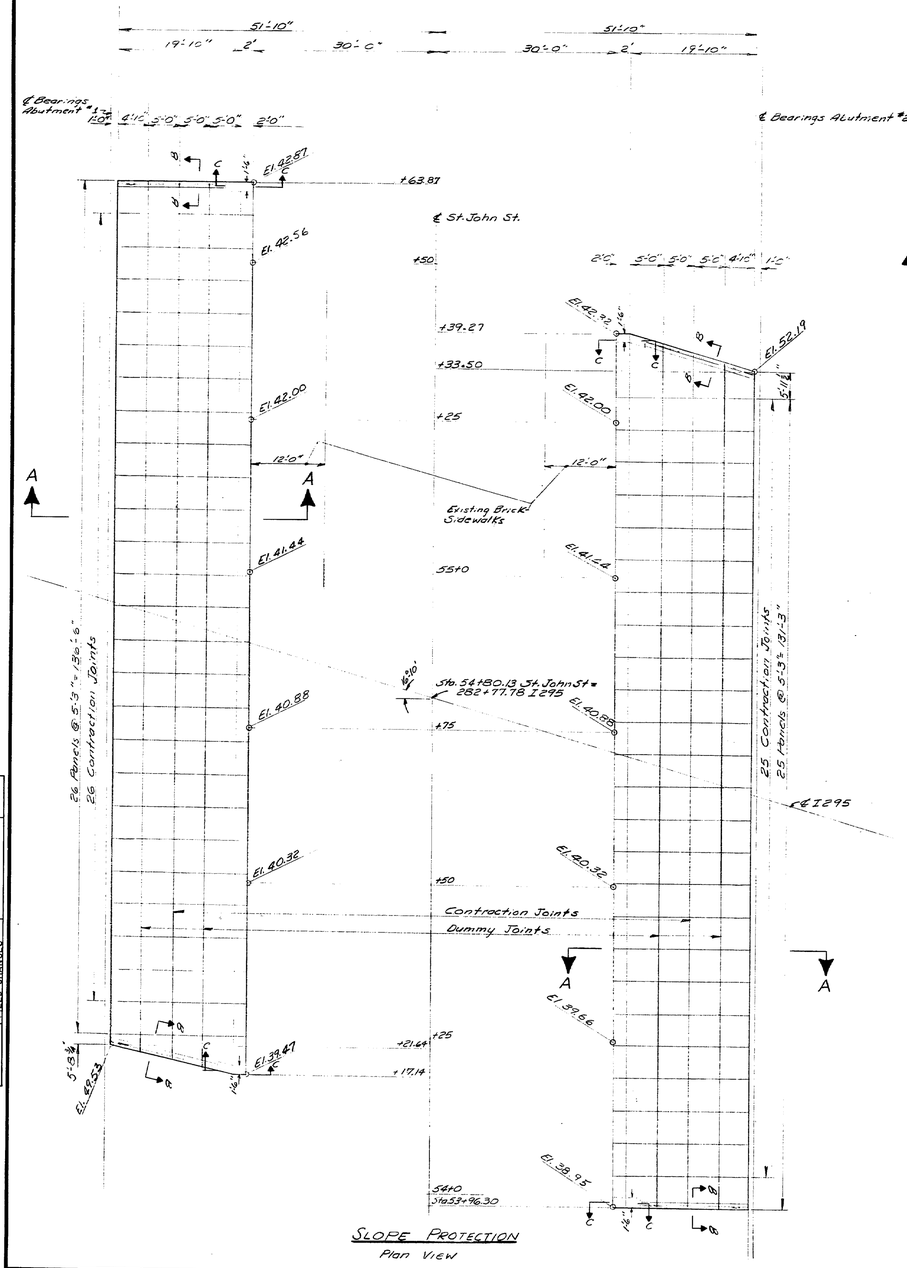
INTERSTATE I-295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

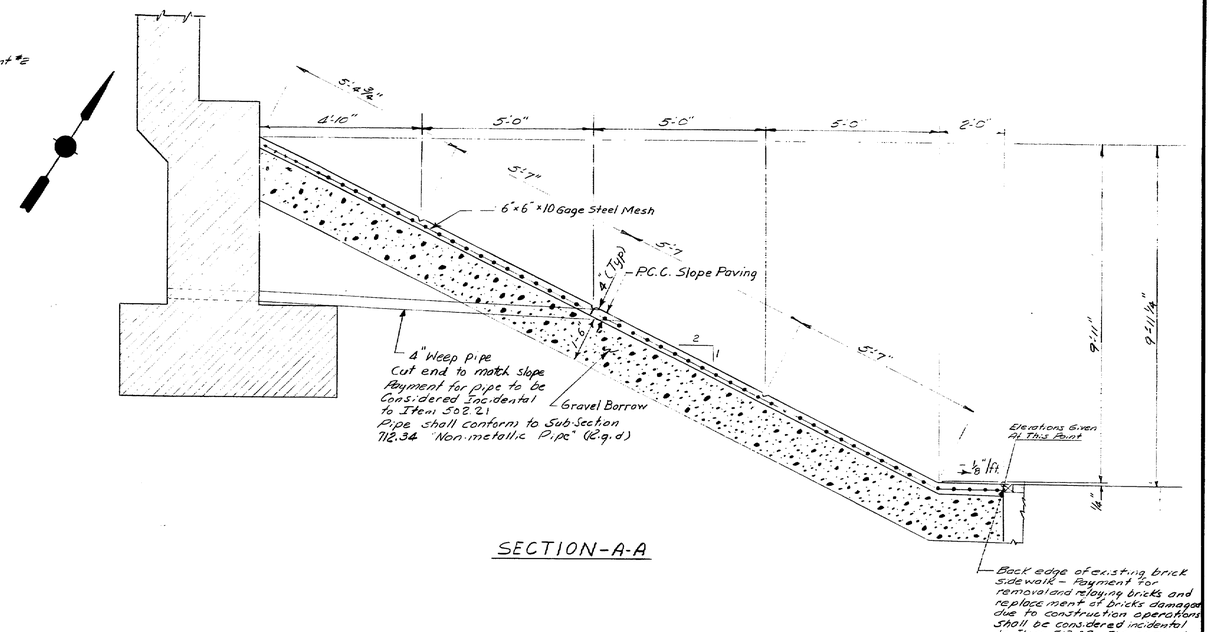
APPROACH SLABS

SHEET 77 OF 85 AUGUSTA, MAINE MAY 1971

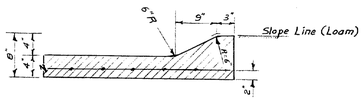
152-161

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(39) 48	78	85

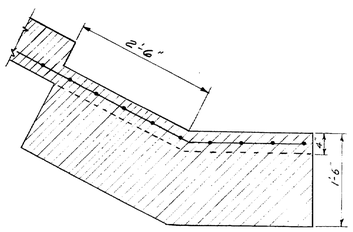




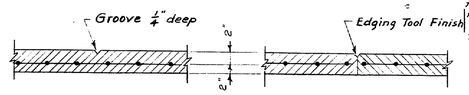
SECTION-A-A



SECTION B-B



SECTION C-C



DUMMY JOINT CONTRACTION JOINTS

Notes:

Steel mesh shall not pass through any contraction joint. Coat concrete faces at contraction joints with asphalt paint to break bond.

Portland Cement Concrete for slope protection shall be "Class A"

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	ALC/GMM	5-71
	REVISIONS	EBC	6-71
	FIELD CHANGES		

STATE HIGHWAY COMMISSION

INTERSTATE 295 & RAMP CS-7

OVER

ST. JOHN STREET

IN THE CITY OF

PORTLAND

CUMBERLAND COUNTY

SLOPE PROTECTION

SHEET 78 OF 85 AUGUSTA, MAINE **MAY 1971**

2834 2500

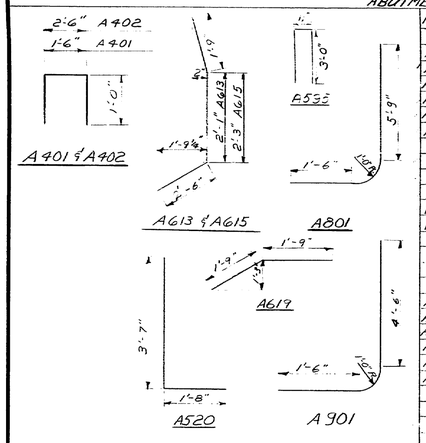
152-162

JANUARY 1968

REINFORCING STEEL SCHEDULE

B. P. R. SEC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	79	85

ABUTMENT #1



BENT BARS

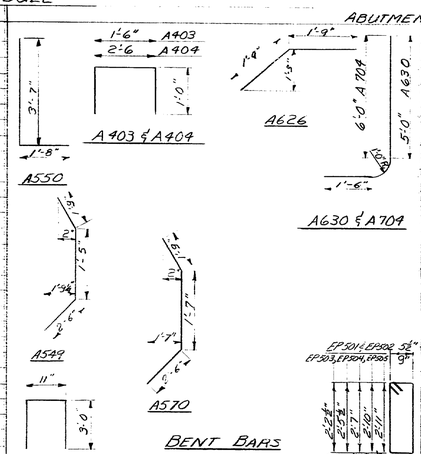
Mark	Size	No.	Length	Location
A530	#5	26	6'-0"	Back Wall Wing
A531	#5	26	23'-0"	Back Wall & Breast Wall
A532	#5	27	19'-0"	" " " "
A533	#5	34	7'-5"	" "
A534	#5	26	24'-0"	" "
A535	#5	17	5'-5"	Breast Wall
A540	#5	1	19'-6"	North Wing
A541	#5	2	21'-0"	Wings
A600	#6	331	7'-6"	Footing
A601	#6	64	37'-0"	"
A602	#6	40	9'-6"	"
A603	#6	20	19'-0"	"
A604	#6	37	9'-6"	"
A605	#6	20	19'-0"	"

Mark	Size	No.	Length	Location
A520	#5	96	5'-3"	Breast Wall
A595	#5	50	6'-11"	Wing Wall
A613	#6	36	6'-9"	Breast Wall
A615	#6	57	6'-6"	" "
A619	#6	68	3'-6"	Approach Slab
A801	#8	209	8'-10"	Footing Dowels
A901	#9	25	7'-7"	Footing
A701	#7	13	10'-3"	North Wing
A702	#7	12	6'-0"	" "
A703	#7	110	7'-6"	Breast Wall
A705	#7	69	8'-6"	
A902	#9	13	12'-0"	Wing Wall
A903	#9	12	6'-6"	" " "
A401	#9	26	3'-6"	Bearing Area
A402	#9	26	4'-6"	" "

STRAIGHT BARS

A501	#5	125	3'-0"	Footing Dowels
A502	#5	24	9'-3"	Breast Wall
A503	#5	12	10'-3"	" "
A504	#5	78	16'-6"	" " & Back Wall
A506	#5	109	6'-0"	Back Wall
A508	#5	27	18'-3"	Back Wall & Breast Wall
A509	#5	13	12'-0"	North Wing
A510	#5	93	3'-0"	Breast Wall Dowels
A511	#5	28	20'-0"	Wings
A512	#5	1	21'-6"	North Wing
A513	#5	1	24'-0"	"
A514	#5	5	25'-0"	Wing
A515	#5	14	23'-0"	"
A516	#5	26	6'-9"	North Wing
A517	#5	2	16'-0"	Curtain Wall
A518	#5	4	5'-5"	Wings
A519	#5	8	9'-3"	"
A521	#5	13	10'-3"	South Wing
A522	#5	48	6'-0"	Back Wall
A526	#5	13	5'-9"	Breast Wall
A527	#5	12	9'-3"	" "
A528	#5	16	9'-7"	" "
A529	#5	2	19'-0"	Curtain Wall

ABUTMENT #2



BENT BARS

Mark	Size	No.	Length	Location
A403	#9	26	3'-6"	Bearing Area
A404	#9	26	4'-6"	" "
A549	#5	36	5'-8"	Breast Wall
A550	#5	91	5'-3"	" "
A570	#5	53	5'-10"	Breast Wall
A595	#5	36	6'-11"	Wings
A626	#6	64	3'-6"	Approach Slab
A630	#6	171	8'-1"	Footing Dowels
A709	#7	36	9'-1"	Footing Dowels
EP501	#5	2	6'-0"	End Post
EP502	#5	2	6'-6"	" "
EP503	#5	2	7'-4"	" "
EP504	#5	2	7'-10"	" "
EP505	#5	2	8'-0"	" "

STRAIGHT BARS

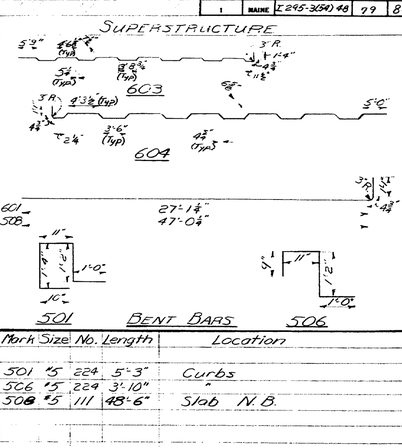
A543	#5	8	10'-2"	North Wing
A545	#5	114	3'-2"	Footing Dowels
A546	#5	106	8'-3"	Breast Wall
A547	#5	89	3'-0"	" Dowels
A548	#5	72	5'-8"	Back Wall
A553	#5	2	4'-5"	North Wing
A555	#5	88	16'-6"	Breast Wall & Back Wall
A556	#5	22	18'-9"	" " " "
A557	#5	13	12'-3"	North Wing
A558	#5	1	15'-2"	" "
A559	#5	3	17'-0"	" "
A560	#5	5	15'-0"	" "
A561	#5	2	13'-7"	Curtain Wall
A562	#5	4	4'-3"	North Wing
A563	#5	16	5'-5"	North Wing
A564	#5	156	7'-10"	Breast Wall

Mark	Size	No.	Length	Location
A565	#5	24	5'-6"	Back Wall
A566	#5	98	5'-10"	" "
A567	#5	22	19'-6"	Breast Wall & Back Wall
A574	#5	34	7'-0"	" "
A575	#5	11	9'-9"	South Wing
A577	#5	22	4'-9"	South Wing
A578	#5	24	26'-2"	Back Wall & Breast Wall
A579	#5	2	13'-0"	Curtain Wall
A580	#5	12	16'-3"	South Wing
A584	#5	2	21'-6"	" "
A587	#5	7	19'-6"	" "
A592	#5	2	4'-6"	South Wing
A594	#5	4	3'-10"	South Wing
EP506	#5	12	4'-6"	End Post
A606	#6	276	6'-6"	Footing
A607	#6	56	37'-0"	"
A608	#6	30	9'-6"	"
A609	#6	20	16'-3"	"
A610	#6	16	7'-6"	"
A611	#6	16	10'-8"	"
A625	#6	15	10'-2"	North Wing
A627	#6	21	9'-9"	South Wing

APPROACH SLABS (Not part of this contract)

S401	#4	120	24'-6"
S402	#4	90	27'-3"
S601	#6	790	14'-0"

SUPERSTRUCTURE



Mark	Size	No.	Length	Location
501	#5	224	5'-3"	Curbs
506	#5	229	3'-10"	"
508	#5	111	48'-6"	Slab N.B.
601	#6	112	28'-7"	Slab S.B.
603	#6	111	56'-6"	Crankbar S.B.
604	#6	112	51'-9"	" N.B.

STRAIGHT BARS

503	#5	216	56'-5"	Distribution Steel S.B.
504	#5	72	15'-8"	Curbs
505	#5	10	15'-1"	"
509	#5	111	47'-3"	Slab N.B.
510	#5	60	12'-0"	" "
511	#5	60	10'-8"	" "
512	#5	60	9'-5"	" "
513	#5	42	7'-2"	" "
514	#5	2	14'-0"	S. Curb N.B.
530	#5	342	38'-8"	Distribution Steel N.B.
602	#6	336	27'-6"	Slab S.B.
605	#6	62	12'-0"	" N.B.
606	#6	60	10'-8"	" "
607	#6	60	9'-5"	" "
608	#6	42	7'-2"	" "

Notes:

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

DESIGN- ALL
TRACE- Sarsoul
CHECK- EBC
Def-NCT
-DMR
BRIDGE NO.
SURVEY-
PLOT-

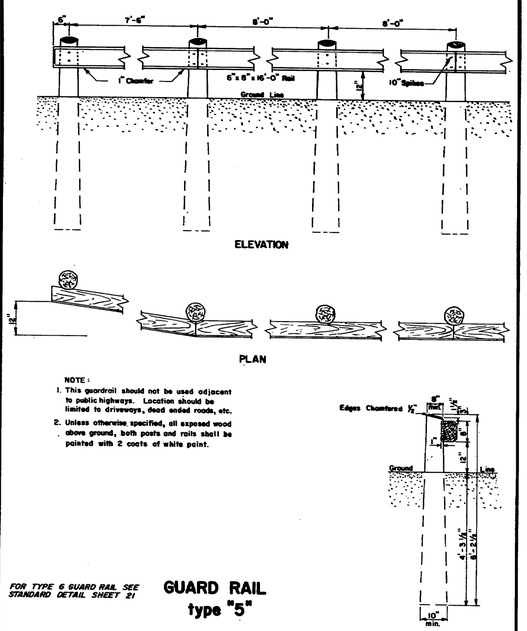
STATE HIGHWAY COMMISSION

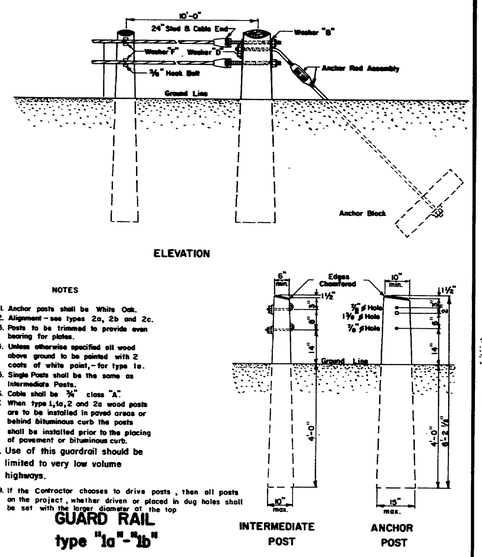
INTERSTATE 295 & RAMP CS-7
OVER
ST. JOHN STREET
IN THE CITY OF
PORTLAND
CUMBERLAND COUNTY

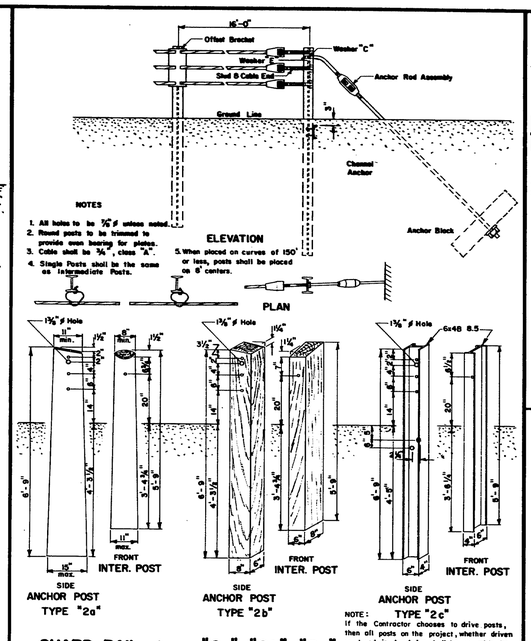
REINFORCING STEEL SCHEDULE

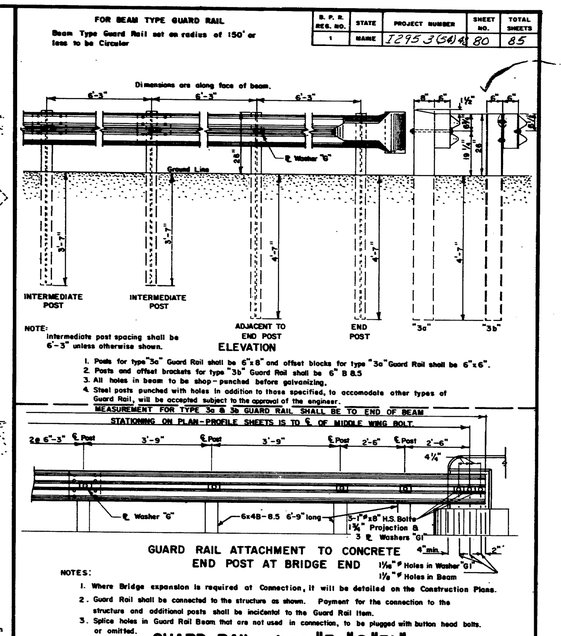
SHEET 79 OF 85 AUGUSTA, MAINE MAY 1971

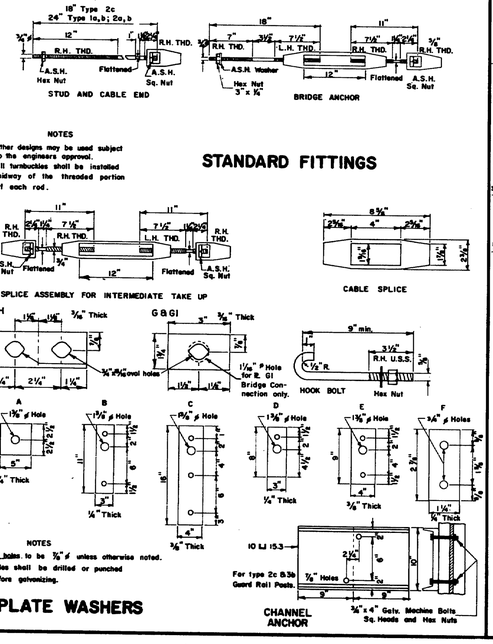
152-163

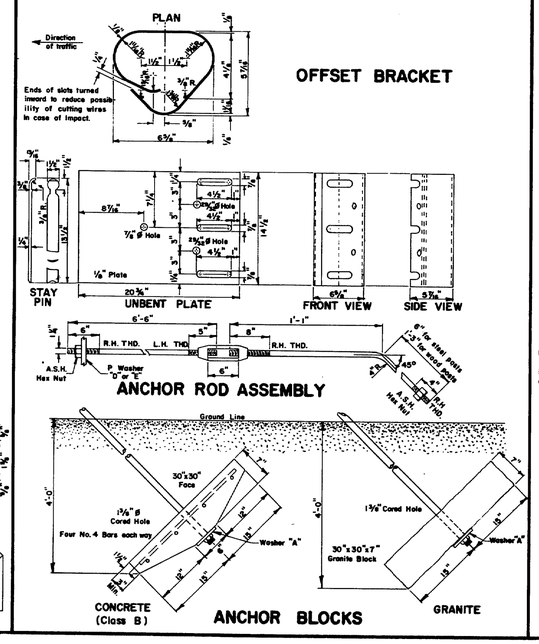


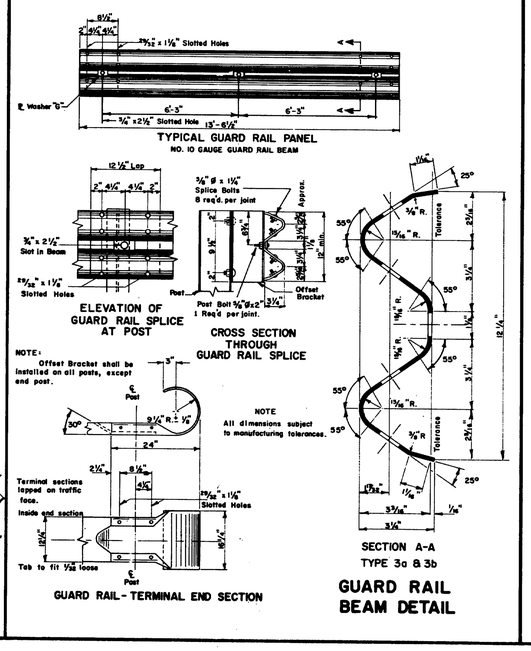


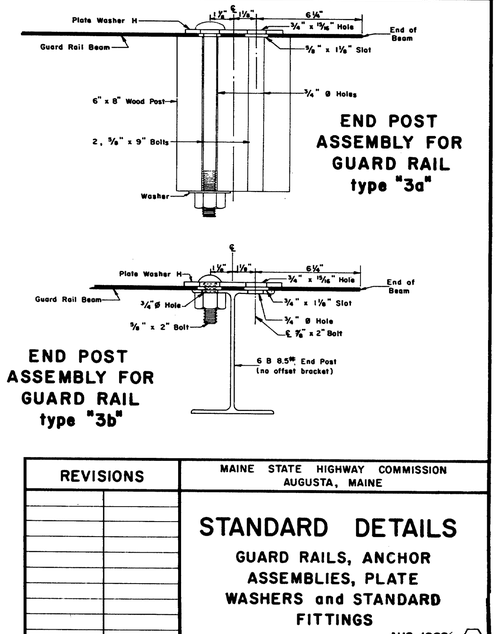








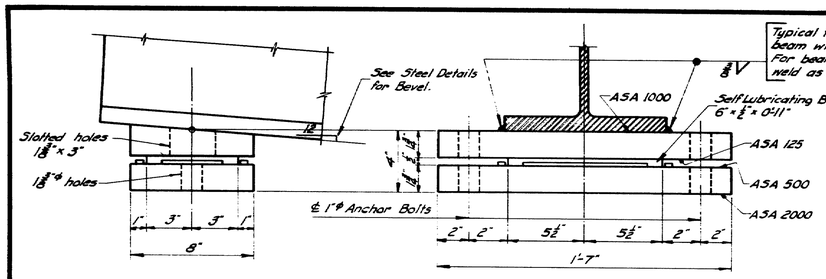




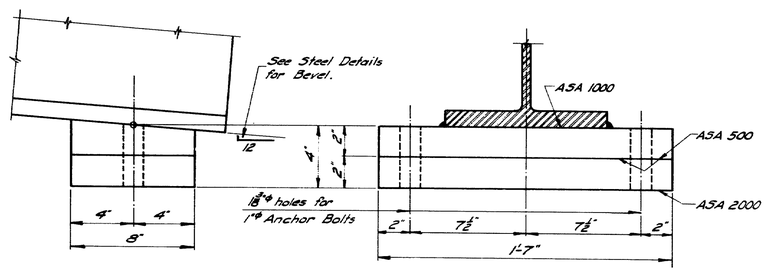
REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE
		STANDARD DETAILS GUARD RAILS, ANCHOR ASSEMBLIES, PLATE WASHERS and STANDARD FITTINGS
		AUG. 1969 (6)

152-164

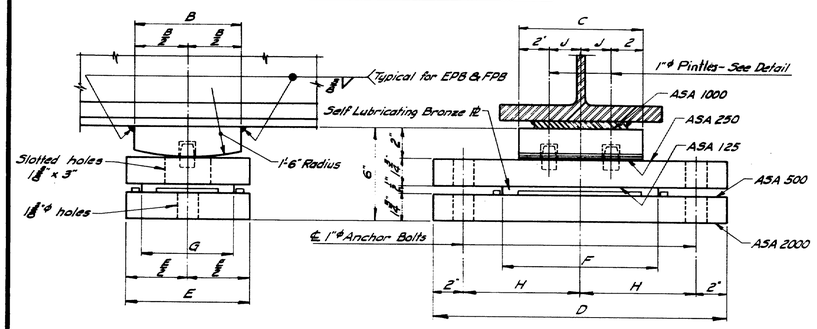
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(54) 48	81	85



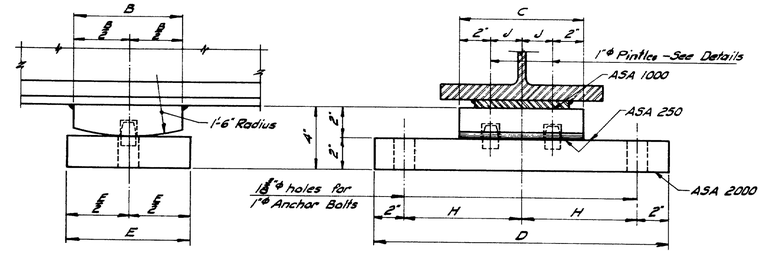
EXPANSION PEDESTAL – EPA



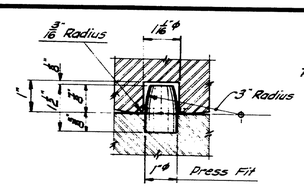
FIXED PEDESTAL – FPA



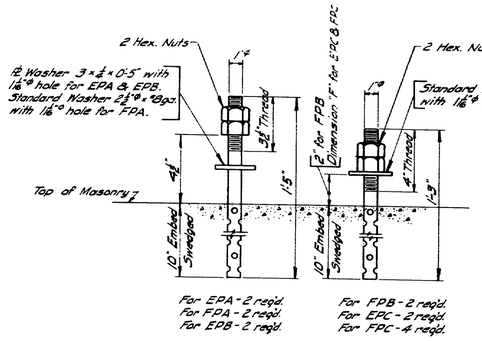
EXPANSION PEDESTAL – EPB



FIXED PEDESTAL – FPB



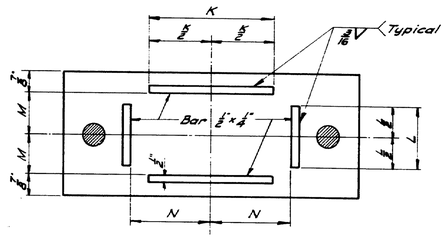
PINTLE DETAIL



For EPA - 2 reqd. For FPA - 2 reqd. For EPB - 2 reqd.

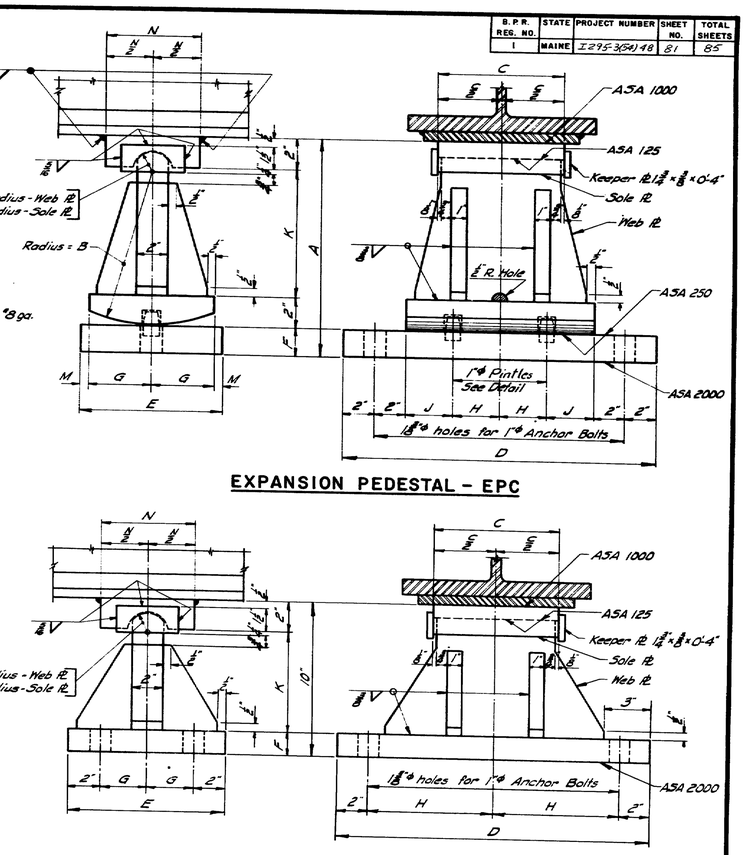
For FPB - 2 reqd. For EPC - 2 reqd. For FPC - 4 reqd.

ANCHOR BOLT DETAIL



For EPA & EPB

MASONRY PLATE



EXPANSION PEDESTAL – EPC

FIXED PEDESTAL – FPC

PEDESTALS — ALLOWABLE LOADS & DIMENSIONS														
Pedestal	Load	A	B	C	D	E	F	G	H	J	K	L	M	N
EPA	132 K	—	—	—	—	—	—	—	—	—	8"	4"	3⅜"	5⅜"
FPA	150 K	—	—	—	—	—	—	—	—	—	—	—	—	—
EPB-1	120 K	—	6"	8"	1'-7"	8"	10"	6"	7⅛"	2"	8"	4"	3⅜"	5⅜"
EPB-2	165 K	—	7"	10"	1'-8"	9"	1'-0"	7"	8"	3"	10"	5"	3⅜"	6⅜"
EPB-3	224 K	—	8"	1'-1"	2'-0"	10"	1'-4"	7"	10"	4½"	1'-2"	5"	3⅜"	8⅜"
FPB-1	120 K	—	6"	8"	1'-7"	8"	—	—	7⅛"	2"	—	—	—	—
FPB-2	165 K	—	7"	10"	1'-8"	9"	—	—	8"	3"	—	—	—	—
FPB-3	224 K	—	8"	1'-2"	2'-0"	10"	—	—	10"	5"	—	—	—	—
EPC-1	70 K	9¾"	6"	8"	1'-8"	8"	1½"	3½"	3"	3"	4½"	—	1"	6"
EPC-2	100 K	11¾"	8"	8"	1'-8"	8"	1½"	3½"	3"	3"	6½"	—	1"	6"
EPC-3	130 K	1'-2"	10"	8"	1'-8"	9"	1½"	4"	3"	3"	8½"	—	1"	7"
EPC-4	160 K	1'-2"	10"	8"	1'-10"	9"	1⅝"	4"	4"	3"	8½"	—	1"	7"
EPC-5	190 K	1'-2¾"	10"	9"	2'-0"	10"	2"	4½"	5"	3"	8½"	—	1"	8"
EPC-6	220 K	1'-4¾"	1'-0"	10"	2'-0"	1'-0"	2¼"	5"	5"	3"	10½"	—	1"	8"
EPC-7	250 K	1'-4¾"	1'-0"	1'-0"	2'-2"	1'-0"	2¼"	5"	5"	4"	10½"	—	1"	8"
FPC-1	100 K	—	—	8"	1'-8"	9"	1½"	2½"	8"	—	6½"	—	—	6"
FPC-2	160 K	—	—	8"	1'-8"	10"	1½"	3"	8"	—	6½"	—	—	7"
FPC-3	190 K	—	—	9"	2'-0"	10"	1½"	3"	10"	—	6½"	—	—	8"
FPC-4	220 K	—	—	10"	2'-0"	1'-0"	1⅝"	4"	10"	—	6½"	—	—	8"
FPC-5	250 K	—	—	1'-0"	2'-0"	1'-0"	2"	4"	10"	—	6"	—	—	8"

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

DESIGN SPECIFICATIONS

A.A.S.H.O., Standard Specifications for Highway Bridges, 1969

A.S.T.M. STEEL CLASSIFICATION

Anchor Bolts - A36
All other - A36.

Revised - Design Specifications and A.S.T.M. Steel Classification 1969

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 101 - 70)

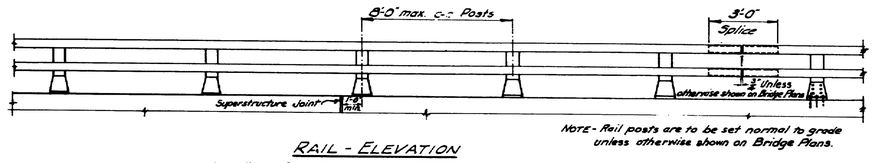
BEARING PEDESTALS

JANUARY 1970

152-165

BRUNING 44-131 11224

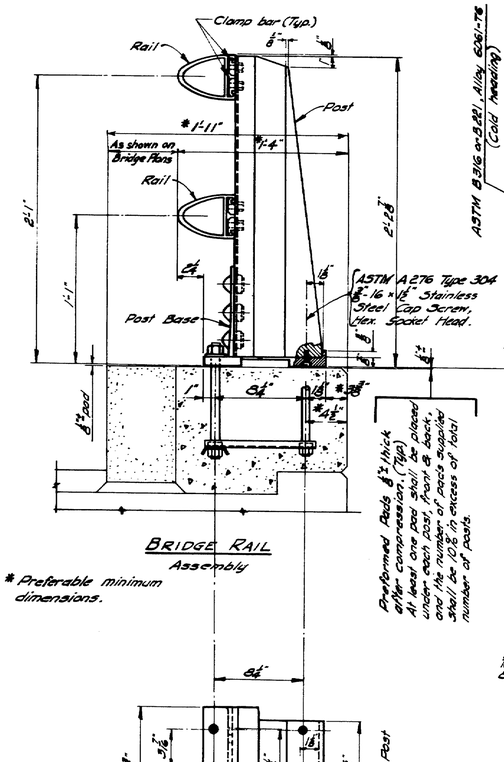
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 27-2 3(24)48	53	55



RAIL - ELEVATION

NOTE - Rail posts are to be set normal to grade unless otherwise shown on Bridge Plans.

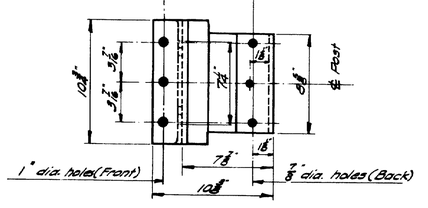
Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



BRIDGE RAIL

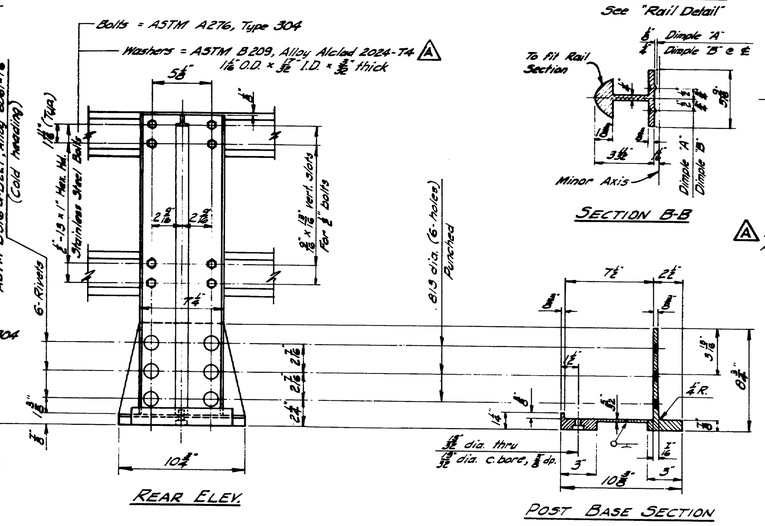
Assembly

* Preferable minimum dimensions.



POST BASE

(Bottom View)

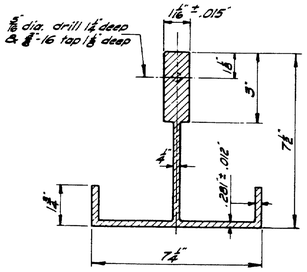


REAR ELEV.

POST BASE SECTION

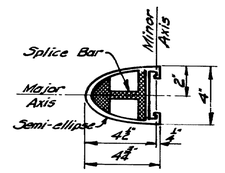
RIVET

Shop rivet rail post to base



POST SECTION

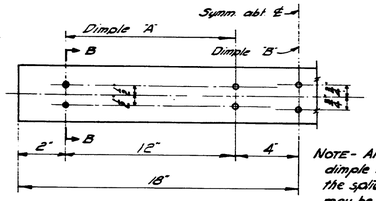
Post & Post Base = ASTM B221, Alloy 6061-T6.



RAIL SECTION

See "Rail Detail"

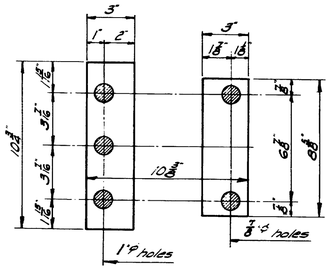
SECTION B-B



SPLICE BAR

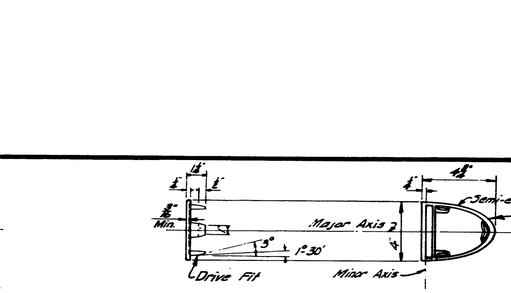
NOTE - An alternate to the dimple system for holding the splice bar in position may be used if approved by the Engineer.

Ⓐ Rail, Splice Bar, & Clamp Bar = ASTM B221, Alloy 6351-T5 or 6061-T6.



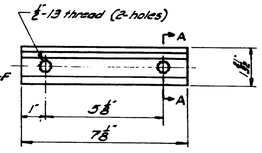
PREFORMED PADS

See Subsection 713.03 Standard Specifications Revision of June 1968 for pad.

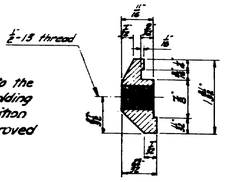


RAIL CAP

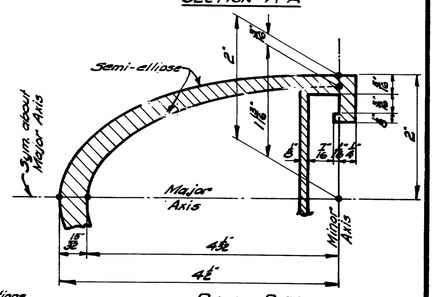
ASTM B26 or B108, Aluminum Assoc. Alloy 43-F or 356-F



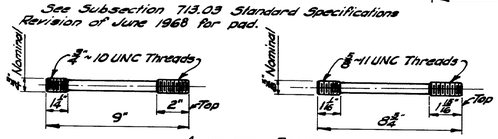
CLAMP BAR



SECTION A-A

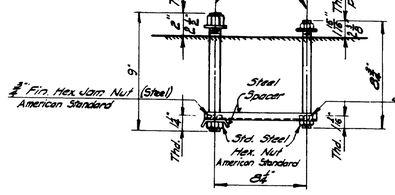


RAIL DETAIL



ANCHOR BOLTS

If cut threads are used bolt diameter shall be not less than nominal diameter.
If rolled threads are used bolt diameter shall be not less than root diameter of nominal diameter.

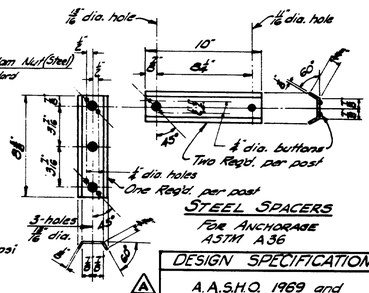


RAIL POST ANCHORAGE

Assembly

NOTE: Anchor Bolts, exposed Hex. Nuts (Amer. Std. Heavy) and washers shall conform to Designation "Stainless ASTM A276 ~~Type 304~~, Ultimate Tensile Strength 100,000 psi minimum, Elongation 15% minimum. Hex. Nuts embedded in concrete shall conform to Steel Designation ASTM A 307.

* See Supplemental Specification.



STEEL SPACERS

For Anchorage ASTM A36

DESIGN SPECIFICATIONS

Ⓐ A.A.S.H.O. 1969 and Interim Specifications.

MARK	ALTERATIONS
Ⓐ 3-25-70	Changed ASTM B221, to include Alloy 6351-T5 for Rail, Splice & Clamp Bars.
	Changed ASTM Designations A276 & B209 A276 ~~Type 304~~ to ~~304~~ (Post Anchorage) B209 - T3 to T4 (Washers)
	Changed AASHO Design Specifications from 1965 to 1969.

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

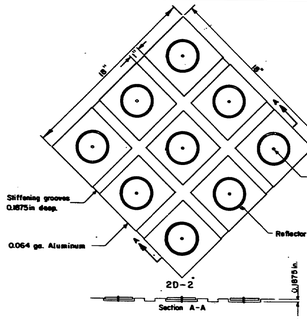
(BD 106 - 69)

ALUMINUM RAILING

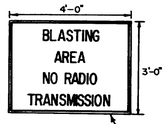
2 - BAR (SEMI-ELLIPSE) EXTRUDED POST

JANUARY 1969

152-166

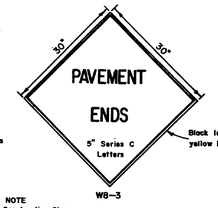


HAZARD MARKER



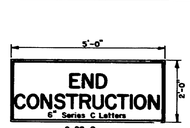
Black legend with white background. 6" Series 'C Letters

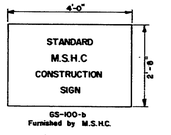
Note: For placement of signs refer to subsection 712.2, Maine State Highway Commission, Standard Specifications.

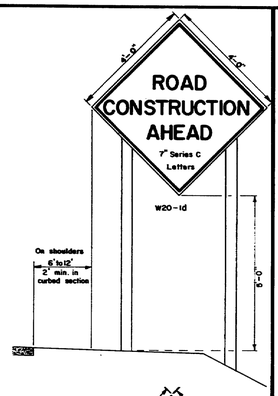


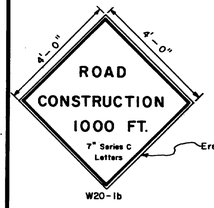
Black legend with yellow background.

GENERAL NOTE
Construction Signs
1. Sign Borders: All signs shall have borders conforming to the sizes and spacing as shown below:
   a. 30"x30" Sign - 3/4" Border, 1/2" Space from sign edge.
   b. 2' x 5' Sign - 3/4" Border, 3/8" Space from sign edge.
   c. 3'x 4' Sign - 3/4" Border, 1/2" Space from sign edge.
   d. 4'x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.

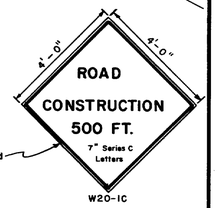








Erected in the same manner as W20-1d

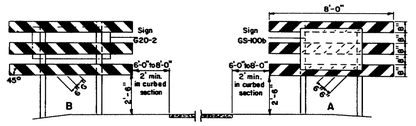


CONSTRUCTION SIGNS

GENERAL NOTES - BARRICADES
1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Streets and Highways", published by the Department of Commerce, Bureau of Public Roads.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to a black painted background to form the black and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opaque film or paint applied to form the stripes.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Maine State Highway Commission, Standard Specifications, June 1965.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Maine State Highway Commission, Standard Specifications.

NOTES - PORTABLE BARRICADES
1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M5-7 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, R10-2 or R10-3 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

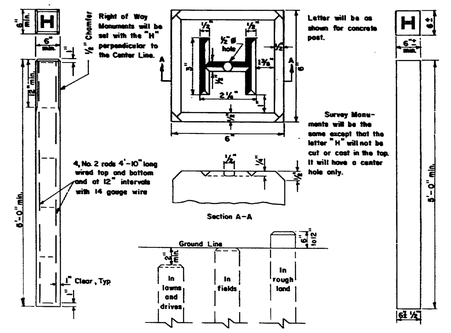
NOTES - WING BARRICADES
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.



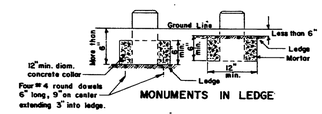
WING BARRICADES

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(39) 18	84	85

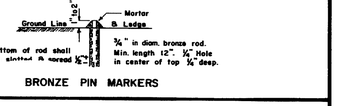
RIGHT OF WAY & SURVEY MONUMENTS



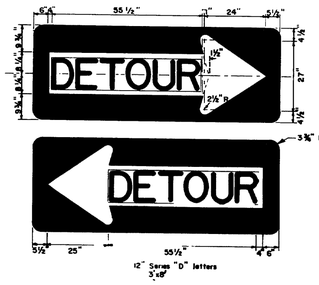
CONCRETE MONUMENT | MONUMENTS IN EARTH | GRANITE MONUMENT



MONUMENTS IN LEDGE



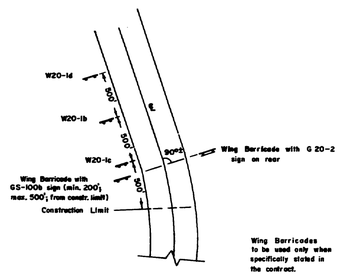
BRONZE PIN MARKERS



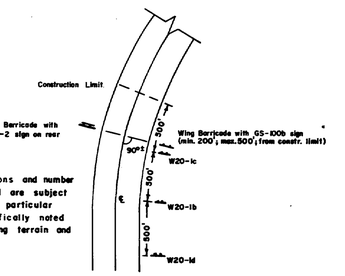
Detachable DETOUR message shall have 1" clearance from letters to edge on all sides.

DETOUR SIGN
M5-7(L)

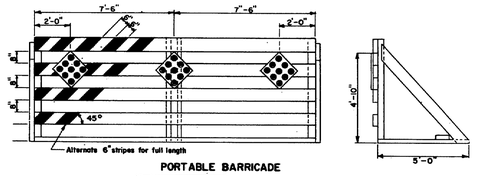
STANDARD SIGN LOCATIONS



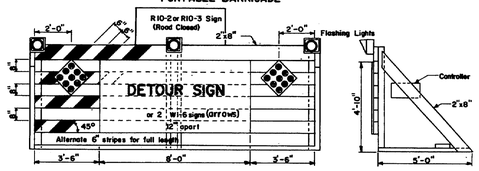
Wing Barricades to be used only when specifically stated in the contract.



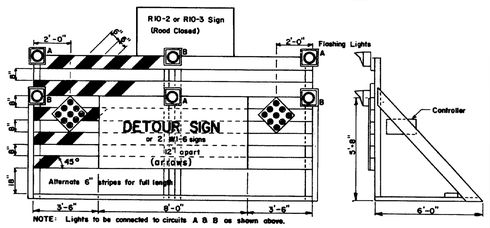
NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.



PORTABLE BARRICADE



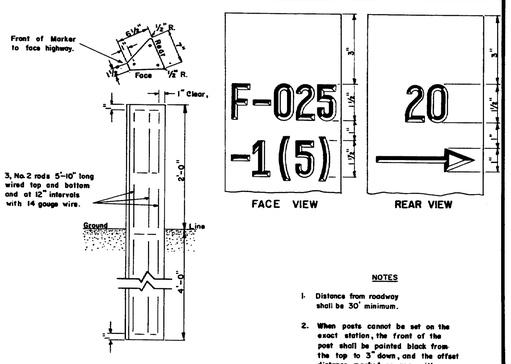
PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)



NOTE: Lights to be connected to circuits A B B as shown above.

OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS

BARRICADES



FACE VIEW | REAR VIEW

NOTES
1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, the front of the post shall be pointed black from the top to 3" down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
3. All markings to be 1/4" deep and 3/16" wide.

PROJECT MARKERS

REVISION	
	1-22-70

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

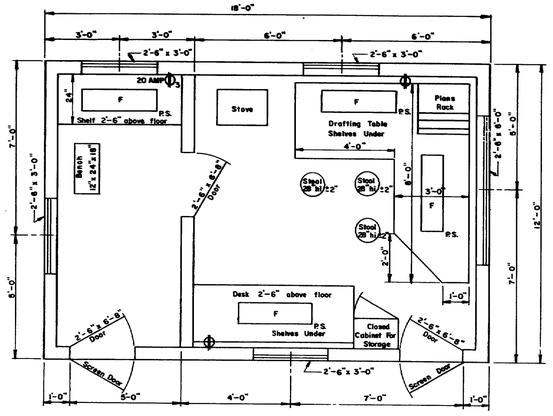
BARRICADES
WARNING SIGNS
MONUMENTS
PROJECT MARKERS

AUG. 1969

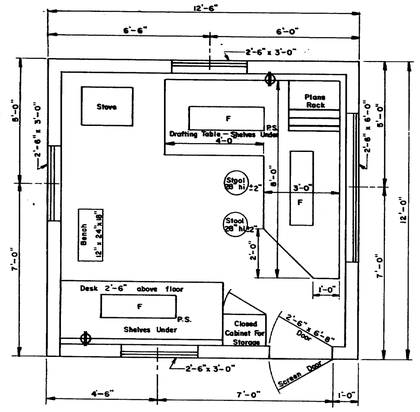
11

152-167

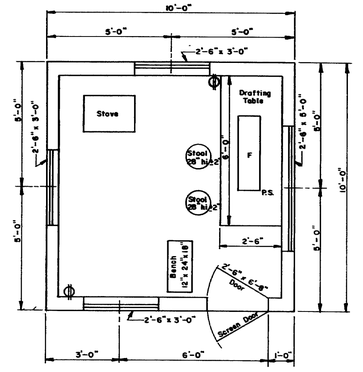
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 295-3(5)148	85	85



FLOOR PLAN
TYPE "A"



FLOOR PLAN
TYPE "B"

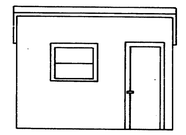


FLOOR PLAN
TYPE "C"

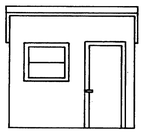
GENERAL NOTES

1. Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11½" x 14" x 25" transfiles.
3. Windows shall be double hung.
4. Stovepipe shall not be in direct contact with combustible material, the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. FURNISHINGS TO BE SUPPLIED:
   - 2 Straight back chairs for types A and B
   - 1 Bench for types A, B & C
   - 3 Stool for type A
   - 2 Stools for types B & C
8. SYMBOLS:
   - F — Florescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
   - P.S. — Pull switch
   - Duplex wall outlet — 15 amp unless otherwise noted.
   - $\oplus_3$ Triplex Wall Outlet
9. For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furished with water at all times.

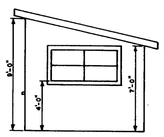
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"

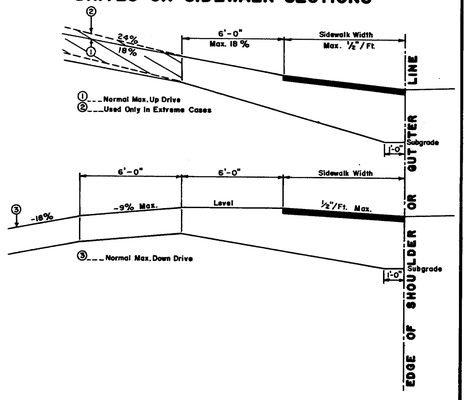


FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

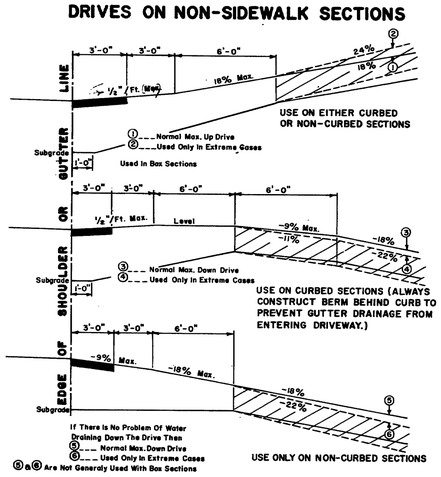
DRIVES ON SIDEWALK SECTIONS



GENERAL NOTES
1. The sidewalk width shall be paved in all cases.
2. All residential or commercial drives over 10% to be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES
1. These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of drriveway length. This applies to both up and down profiles.

DRIVES ON NON-SIDEWALK SECTIONS



②a⑤ Are Not Generaly Used With Box Sections

GENERAL NOTES
1. The first 3' shown as pavement shall be paved only when abutting a paved area.
2. All residential or commercial drives over 10% to be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES
1. These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

REVISIONS	

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969 (12)

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