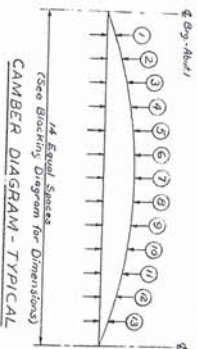


Blocking Diagram

Beam	4 B <sub>2</sub> -B <sub>18</sub> ft	1	2	3	4	5	6	7	8	9	10	11	12	13
B1	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B2	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B3	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B4	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B5	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B6	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B7	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B8	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B9	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B10	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B11	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B12	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B13	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B14	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B15	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B16	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B17	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19
B18	30.14	30.15	30.16	30.18	30.14	30.12	30.07	30.01	29.94	29.72	29.61	29.48	29.33	29.19

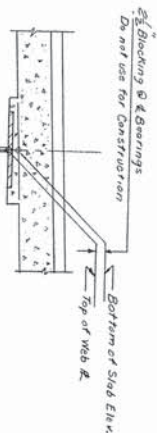
Center gridings as shown are computed to compensate for all dead load deflections & for the curvature of the finish grade profile.



Camber Diagram - Typical

Beam	4 B <sub>2</sub> -B <sub>18</sub> ft	1	2	3	4	5	6	7	8	9	10	11	12	13
B1	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B2	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B3	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B4	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B5	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B6	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B7	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B8	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B9	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B10	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B11	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B12	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B13	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B14	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B15	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B16	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B17	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000
B18	0.000	0.047	0.080	0.087	0.088	0.086	0.064	0.091	0.064	0.096	0.082	0.047	0.000	0.000

DEAD LOAD DEFLECTIONS (FEET)



NOTE: In comparison for dead load deflections as noted on all drawings shown, and the bearing only side forms are shown. All framing and connections shall be added to top slab deflection, see drawings.

Approved note May 31, 1972 Cumber

STATE HIGHWAY COMMISSION  
INTERSTATE 295  
OVER  
PREBLE STREET  
IN THE CITY OF  
PORTLAND  
CUMBERLAND COUNTY  
BLOCKING TABLE  
SHEET NO. 60 AUGUSTA MAINE April 1972