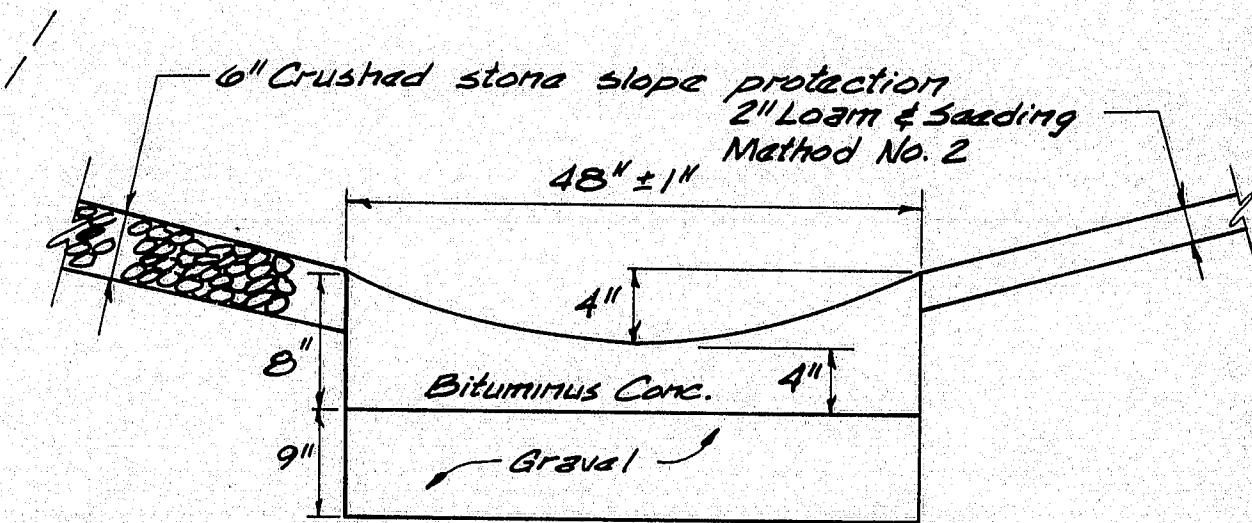
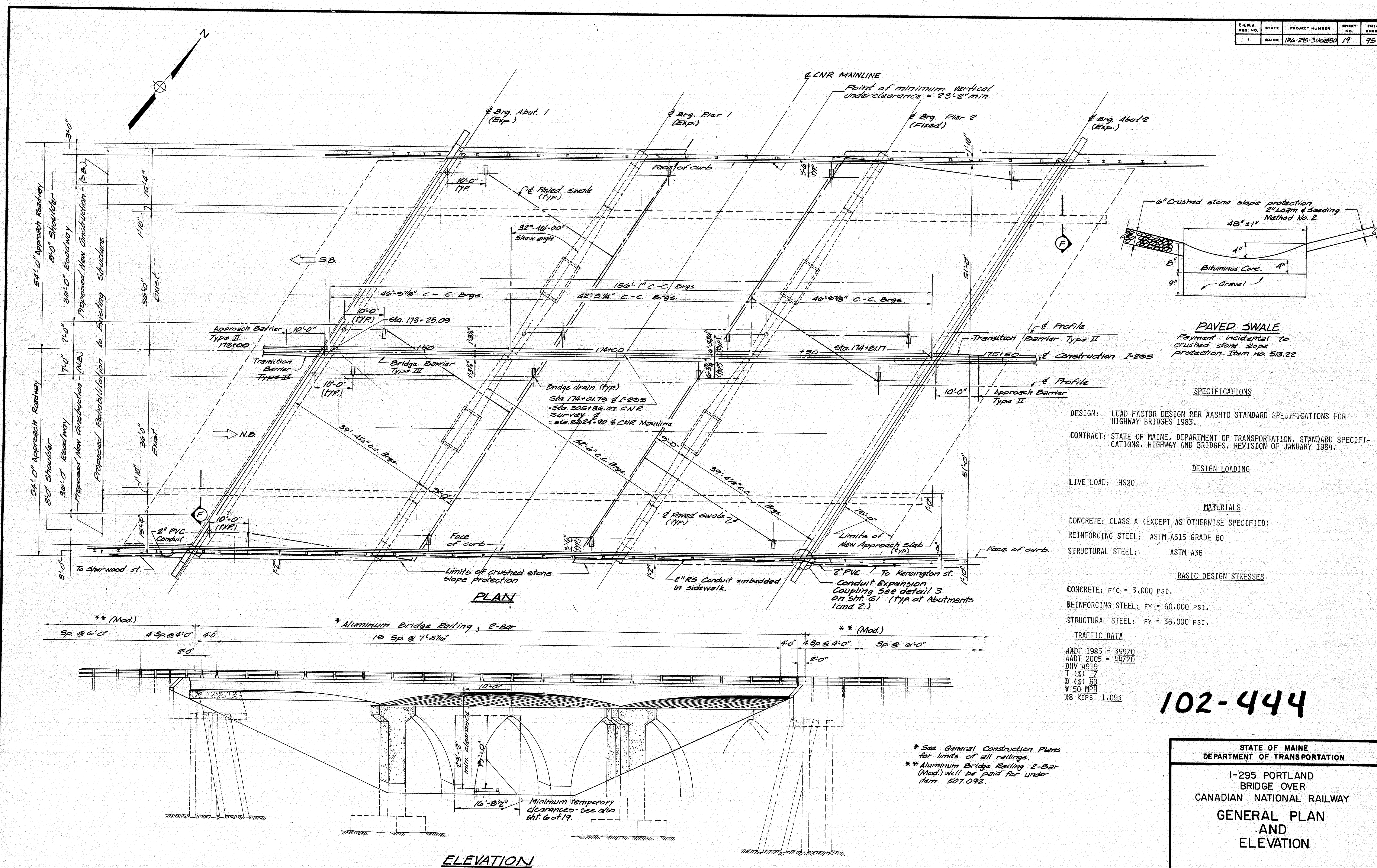


F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-295-310250	19	95



**PAVED SWALE**  
Payment incidental to  
crushed stone slope  
protection. Item no. 513.22

**SPECIFICATIONS**

DESIGN: LOAD FACTOR DESIGN PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1983.  
CONTRACT: STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAY AND BRIDGES, REVISION OF JANUARY 1984.

**DESIGN LOADING**

LIVE LOAD: HS20

**MATERIALS**

CONCRETE: CLASS A (EXCEPT AS OTHERWISE SPECIFIED)  
REINFORCING STEEL: ASTM A615 GRADE 60  
STRUCTURAL STEEL: ASTM A36

**BASIC DESIGN STRESSES**

CONCRETE:  $f'_c = 3,000$  PSI.  
REINFORCING STEEL:  $F_y = 60,000$  PSI.  
STRUCTURAL STEEL:  $F_y = 36,000$  PSI.

**TRAFFIC DATA**

AADT 1985 = 35970  
AADT 2005 = 44720  
DIV 4919  
T (2)  
D (2) 60  
V 50 MPH  
18 KIPS 1.093

102-444

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
1-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
GENERAL PLAN  
AND  
ELEVATION

PROJECT DESIGN ENGINEER	DATE
BY: DAB	6/22/85
DESIGN DETAIL	
CHECKED	
REVISIONS	
FIELD CHANGES	

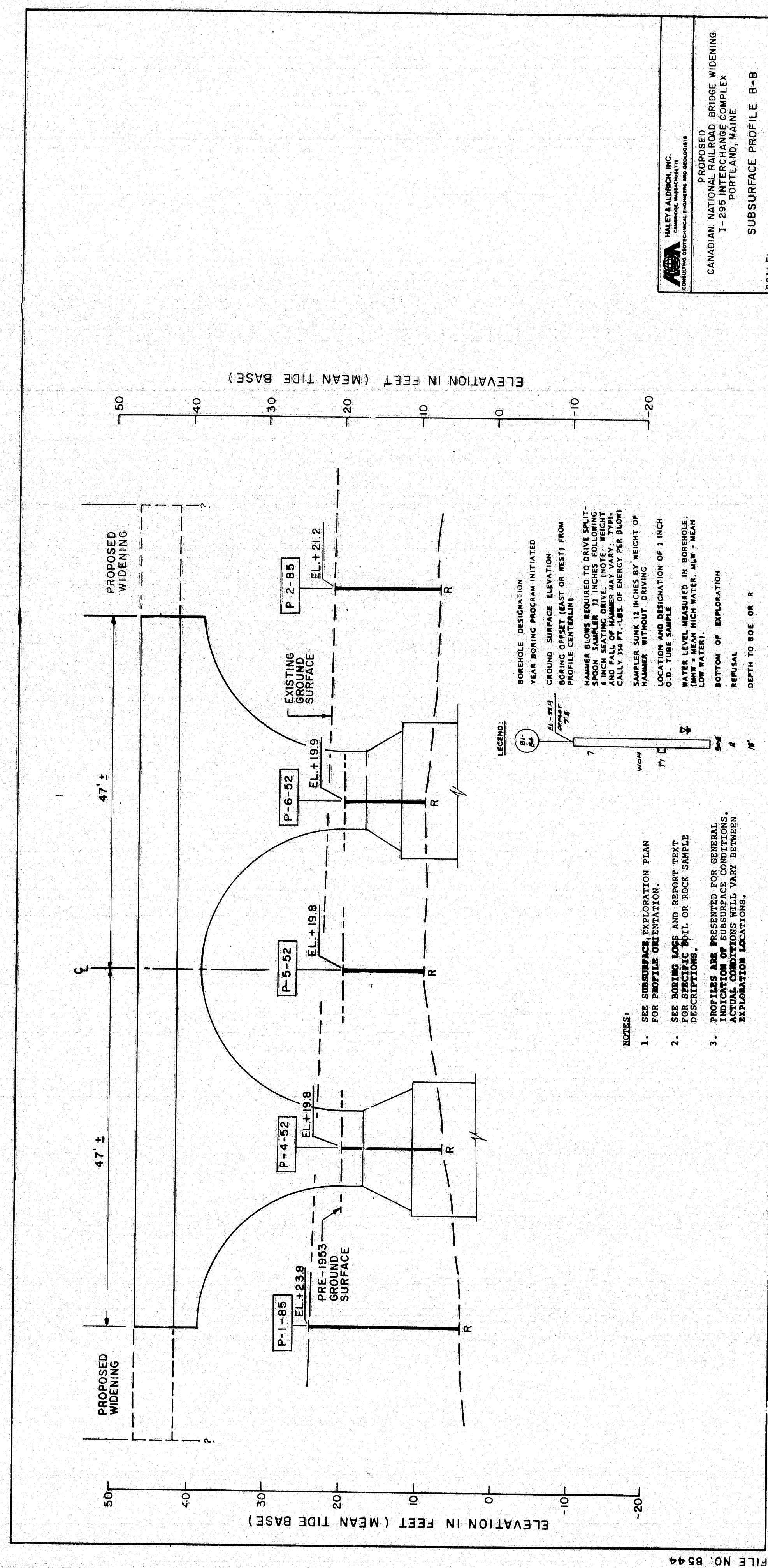
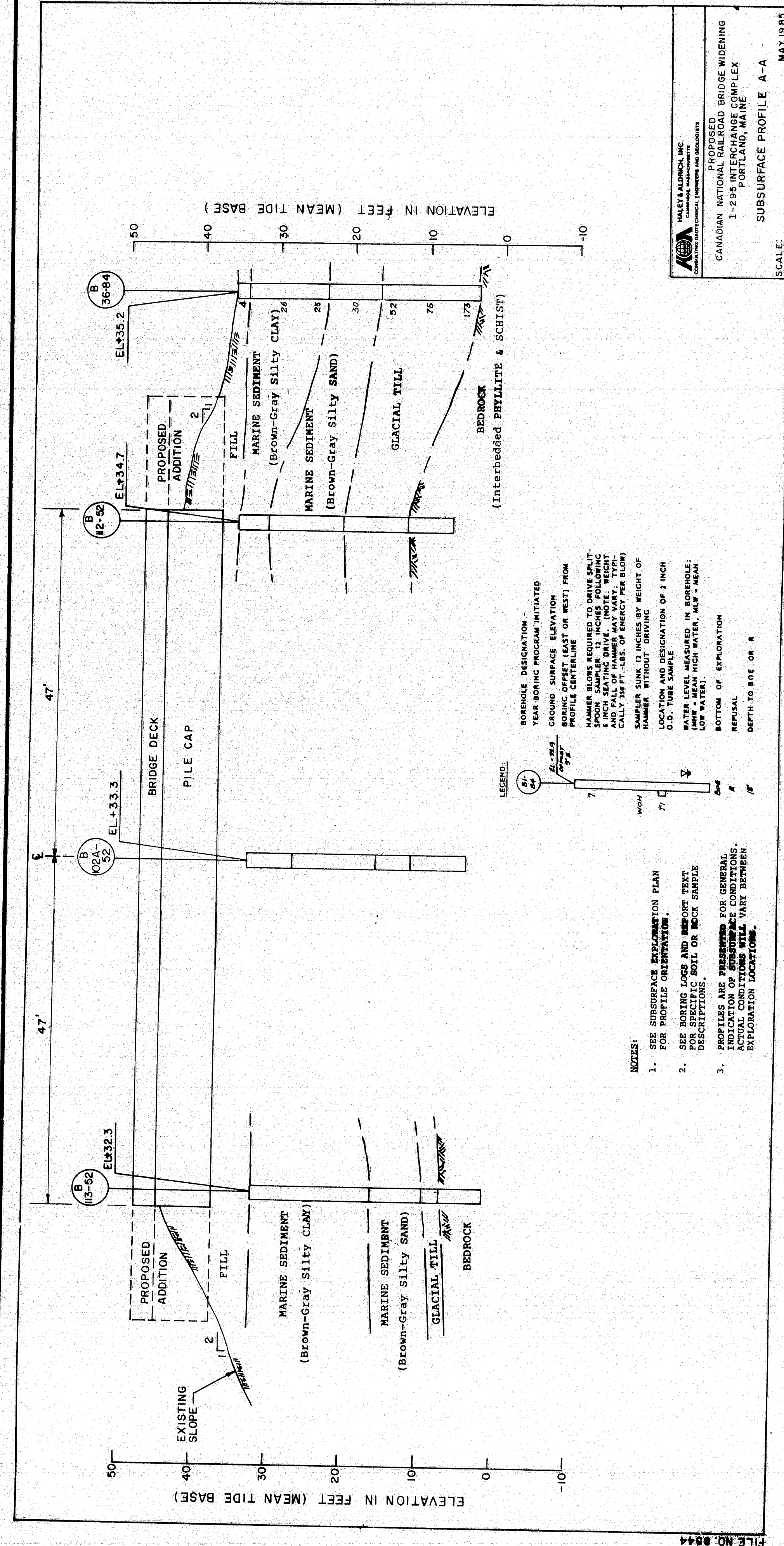
BURNING 44-132-45710-1



PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		6/28/85
CHECKED		
REVISIONS		
FIELD CHANGES		

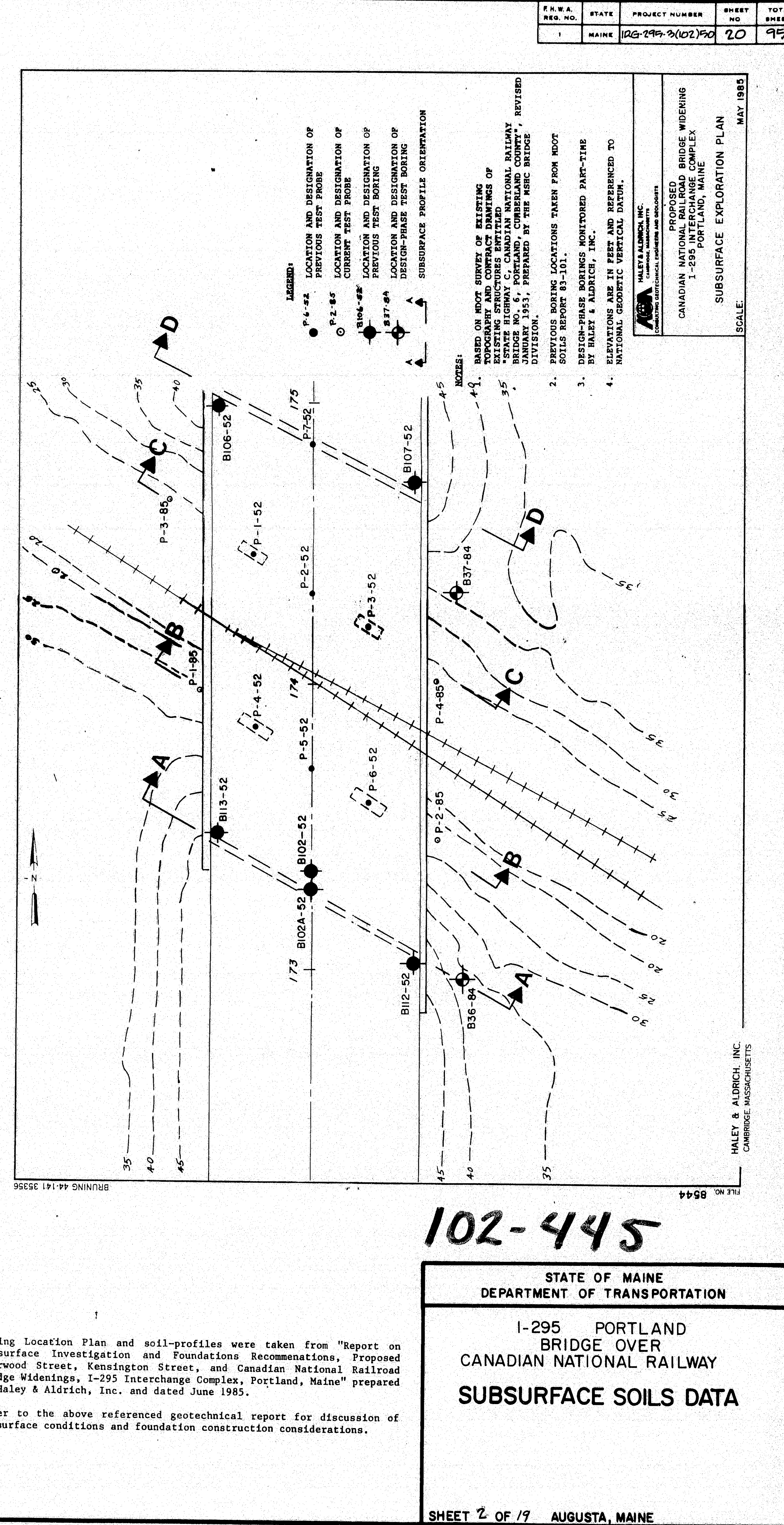
# PLANS

BRUNING 44-122 457(1)



## NOTES:

1. Boring Location Plan and soil-profiles were taken from "Report on Subsurface Investigation and Foundations Recommendations, Proposed Sherwood Street, Kensington Street, and Canadian National Railroad Bridge Widening, I-295 Interchange Complex, Portland, Maine" prepared by Haley & Aldrich, Inc. and dated June 1985.
2. Refer to the above referenced geotechnical report for discussion of subsurface conditions and foundation construction considerations.



102-445

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
SUBSURFACE SOILS DATA

SHEET 2 OF 19 AUGUSTA, MAINE

F.R.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-445-102150	20	97

HALEY & ALDRICH, INC.  
CANADIAN NATIONAL RAILWAY  
I-295 INTERCHANGE COMPLEX  
PORTLAND, MAINE  
SUBSURFACE EXPLORATION PLAN  
MAY 1985



F.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-446	21	97

#### BORING NOTES

- All samples and vane tests are made ahead of casing.
- Water elevation
- Number of blows required to drive extra heavy casing one foot with 400 ft. lbs. of energy per blow
- Location of sample or sample attempt
- Number and type of dry sample
- 5 H Sampler #1290's
- 2" O.D. 16 ga. seamless tubing
- 3 1/2" O.D. 16 ga. seamless tubing
- Wash sample and number
- 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
- Sampling spoon or seamless tubing driven by static weight of drill rods and hammer
- Piston sampler
- Field vane test
- Bottom of boring (may not be bottom of soil strata)
- Refusal of drill rods or casing (may not be ledge)
- 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
- Ignition losses are given as per cent of dry weight

#### NOTES:

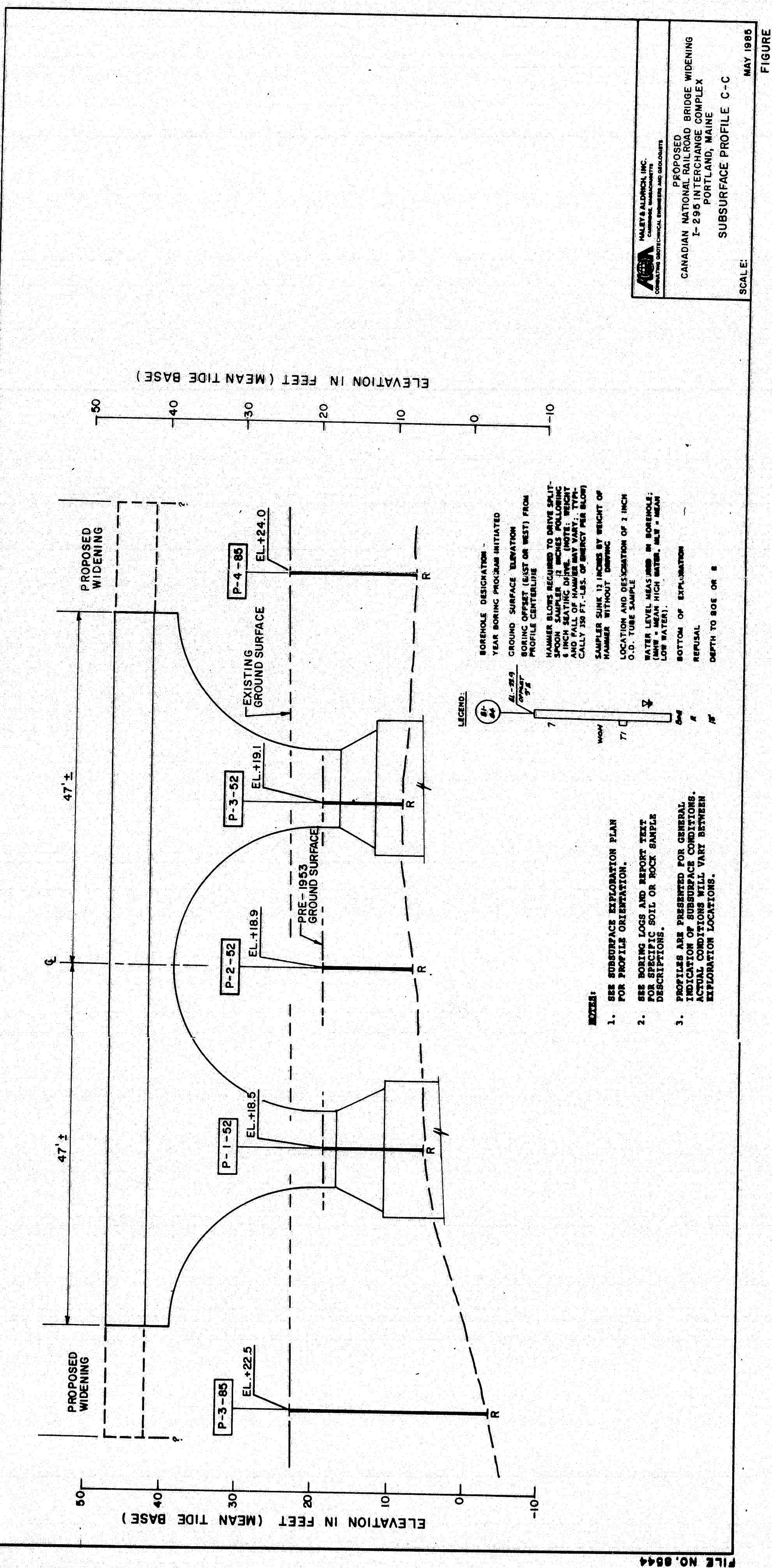
- See Sheet No. 2 for exploration locations and generalized soil profiles.
- Test boring logs prepared by Material & Research Division, Maine Department of Transportation.
- Borings drilled prior to 1984 represent ground surface elevations and subsurface stratifications which existed at the time of drilling.
- Refer to geotechnical report for discussion of subsurface conditions and foundation considerations.

102-446

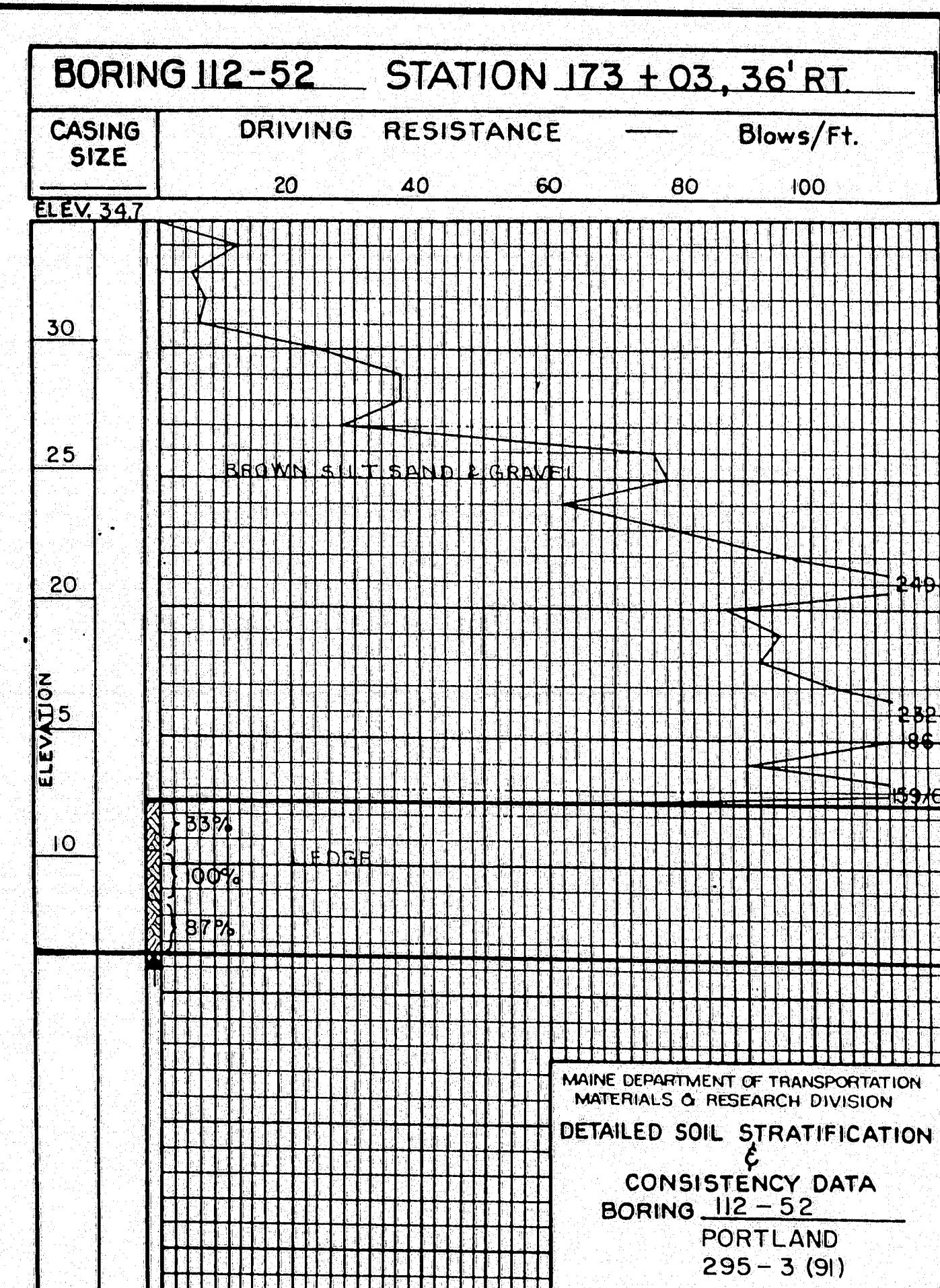
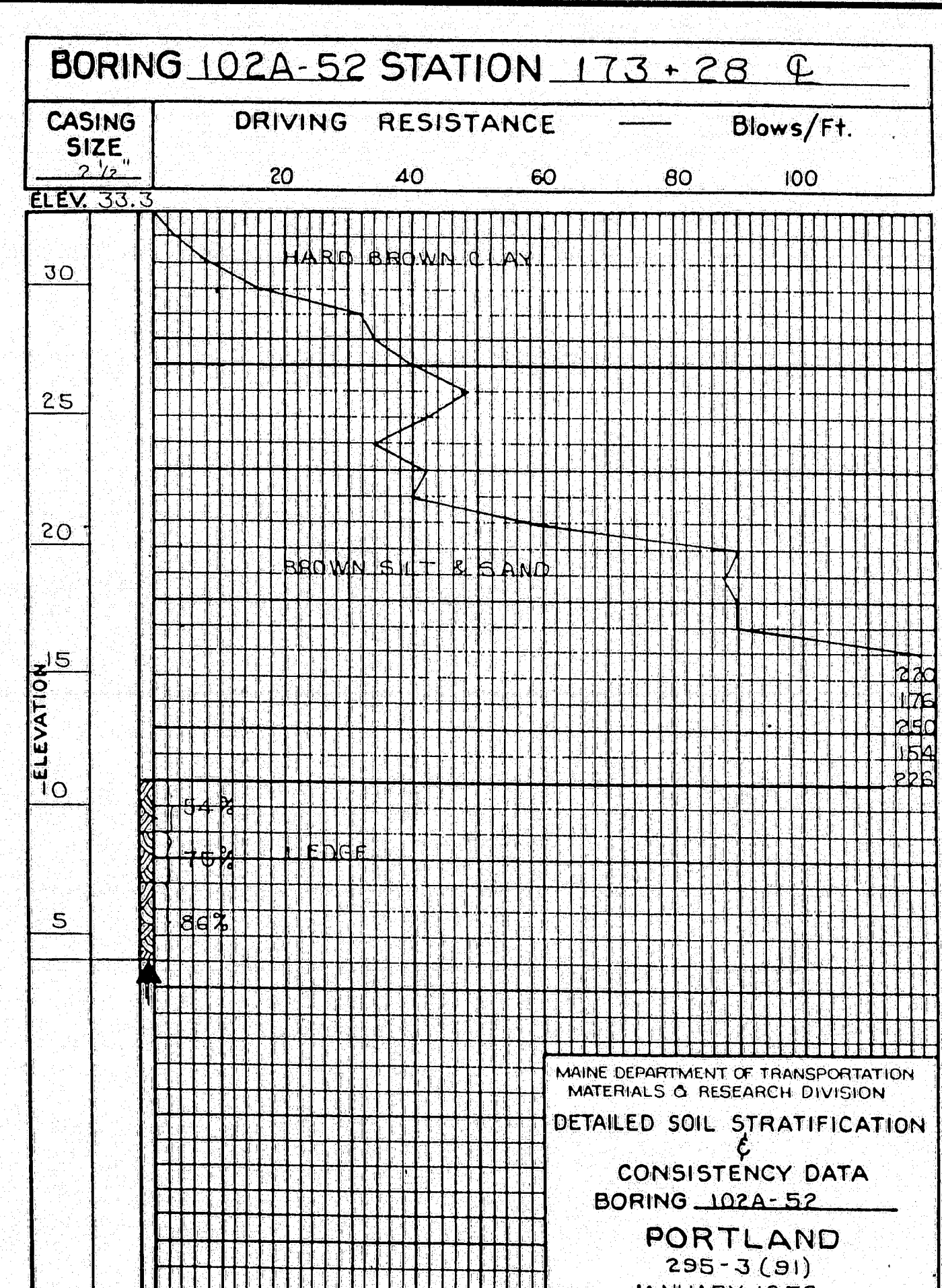
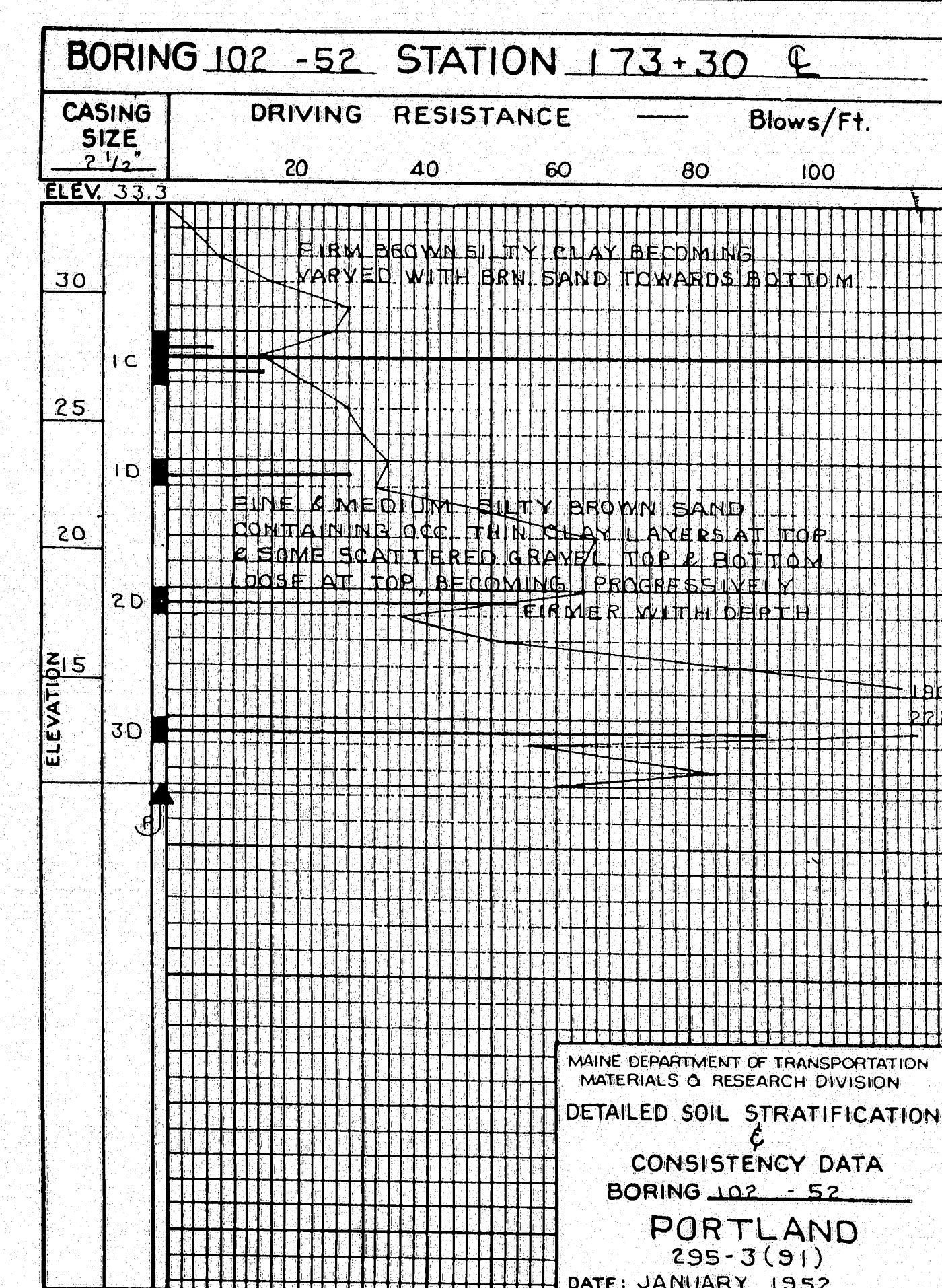
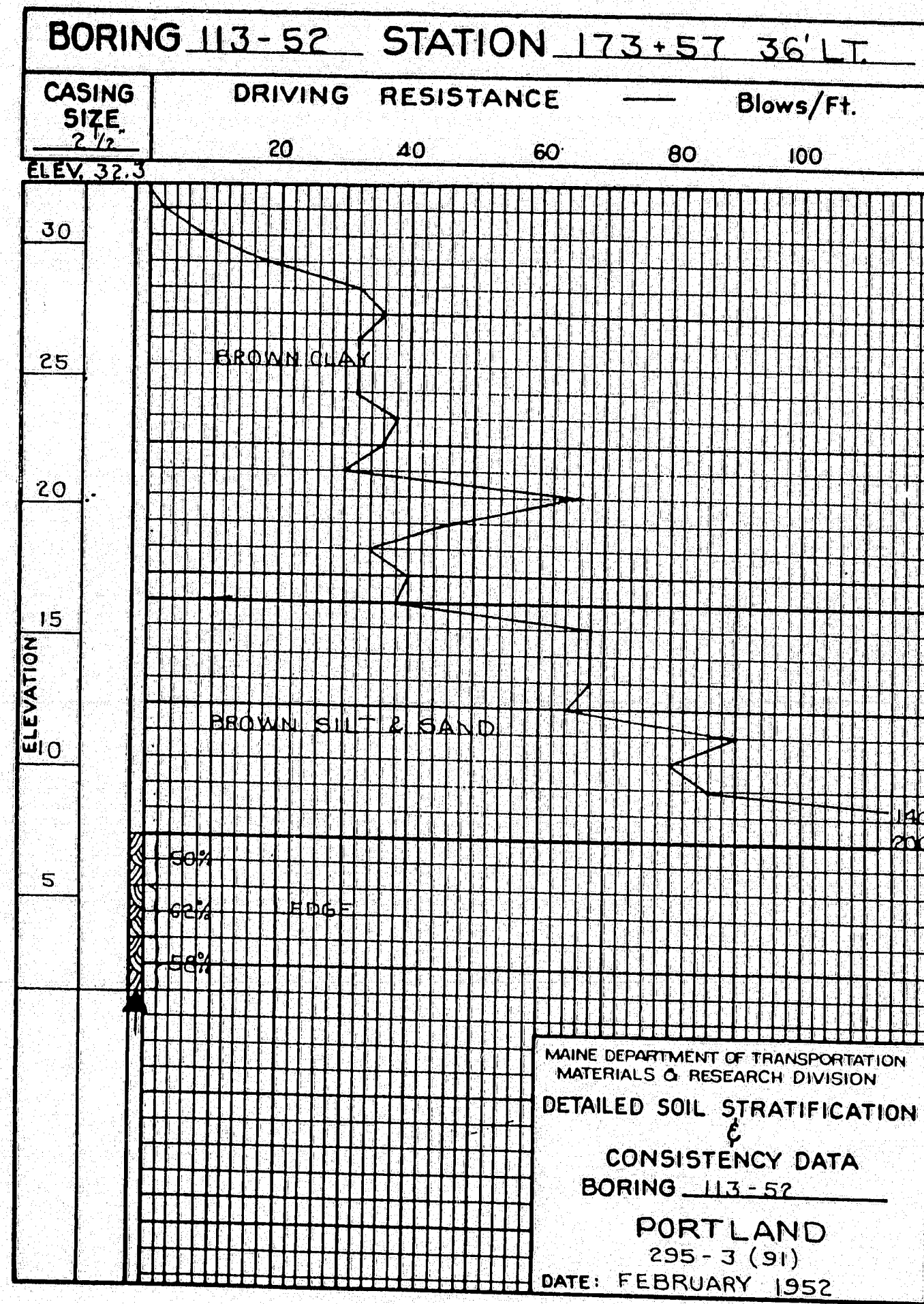
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
SUBSURFACE SOILS DATA

SHEET 21 OF 97 AUGUSTA, MAINE







STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	192-195-9(02)90	22	95

**"BORING LOG"**

MAINE TEST BORINGS, INC.  
BREWSTER, MAINE 04412

BORING NO. P-1  
LINE & STA. \_\_\_\_\_  
OFFSET \_\_\_\_\_  
GR. ELEV. \_\_\_\_\_  
DATE: 2-20-55

BLWS	STRATUM DESCRIPTION	PER	B
2.0	Brown fine to med. sand w/coarse sand & trace of organics.		
4.0	Brown silty fine sand.		
	Brown silty mottled clay w/fine sand.		
12.5	Brown silty fine sand.		
16.7	Brown silty fine to med. sand w/coarse sandy gravel, trace of cobbles.		
19.7	Refusal @ 19.7' Water 15.9'		
	Gravel @ 16.5'		
	Driller: Gerry Rudnicki Job # 84-199		

1. COL. A — depth in feet  
2. COL. B —  
3. HAMMER — 140#, FALL 30"  
4. SAMPLER — O.D. SPLIT SPOON  
5. GWT — GROUND WATER

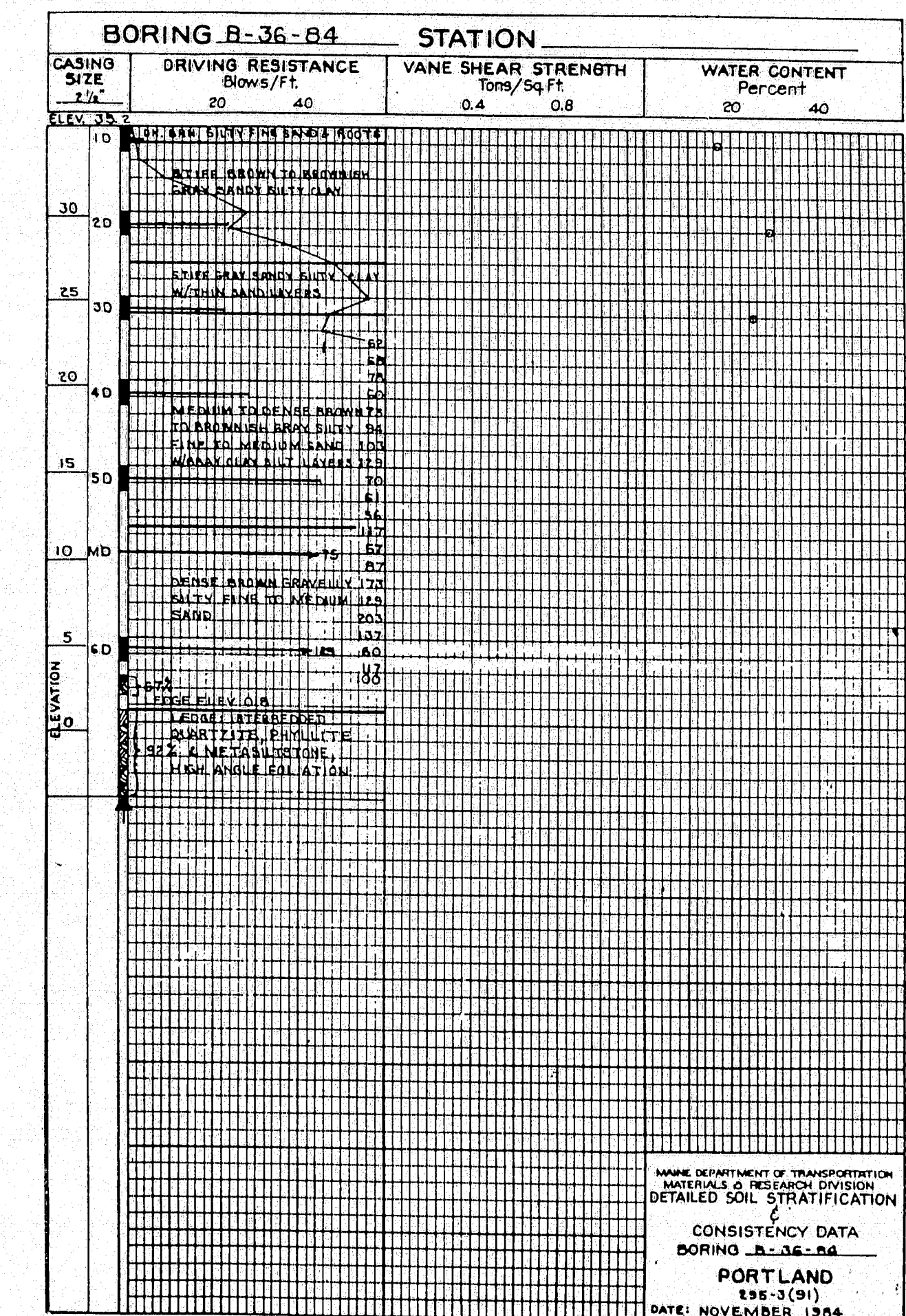
**"BORING LOG"**

MAINE TEST BORINGS, INC.  
BREWSTER, MAINE 04412

BORING NO. P-2  
LINE & STA. \_\_\_\_\_  
OFFSET \_\_\_\_\_  
GR. ELEV. \_\_\_\_\_  
DATE: 2-20-55

BLWS	STRATUM DESCRIPTION	PER	B
2.0	Brown silty fine to med. sand w/coarse sand, trace of organics, coal.		
3.5	Brown silty fine to med. sand w/trace of clay.		
7.0	Brown silty fine to med. sand w/coarse sandy gravel trace of cobbles.		
13.7	Refusal @ 13.7' Caved dry @ 11.0'		
	Driller: Gerry Rudnicki Job # 84-199		

1. COL. A — depth in feet  
2. COL. B —  
3. HAMMER — 140#, FALL 30"  
4. SAMPLER — O.D. SPLIT SPOON  
5. GWT — GROUND WATER



NOTE:  
REFER TO NOTES 1 TO 4, SHEET NO. 2

102-447

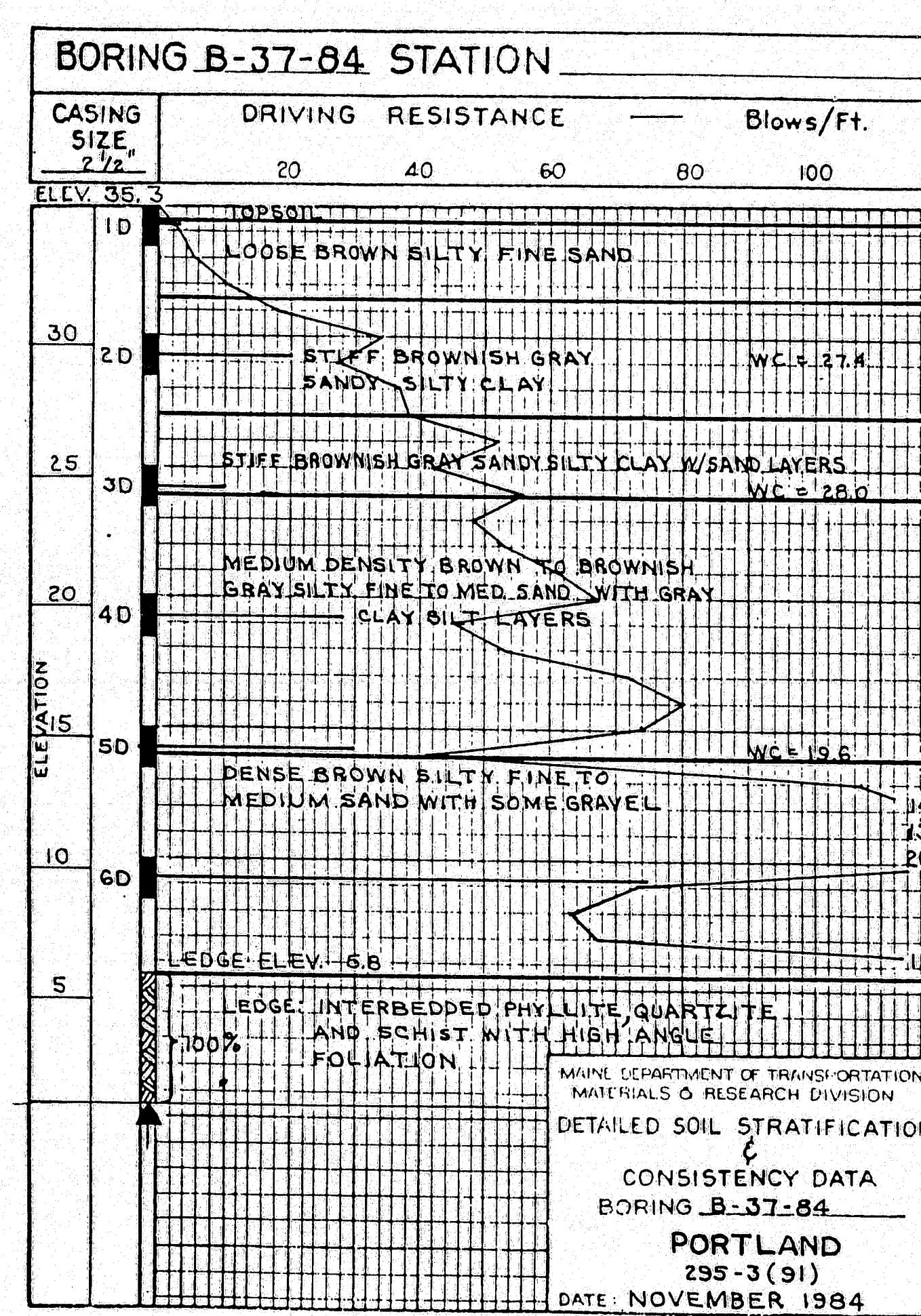
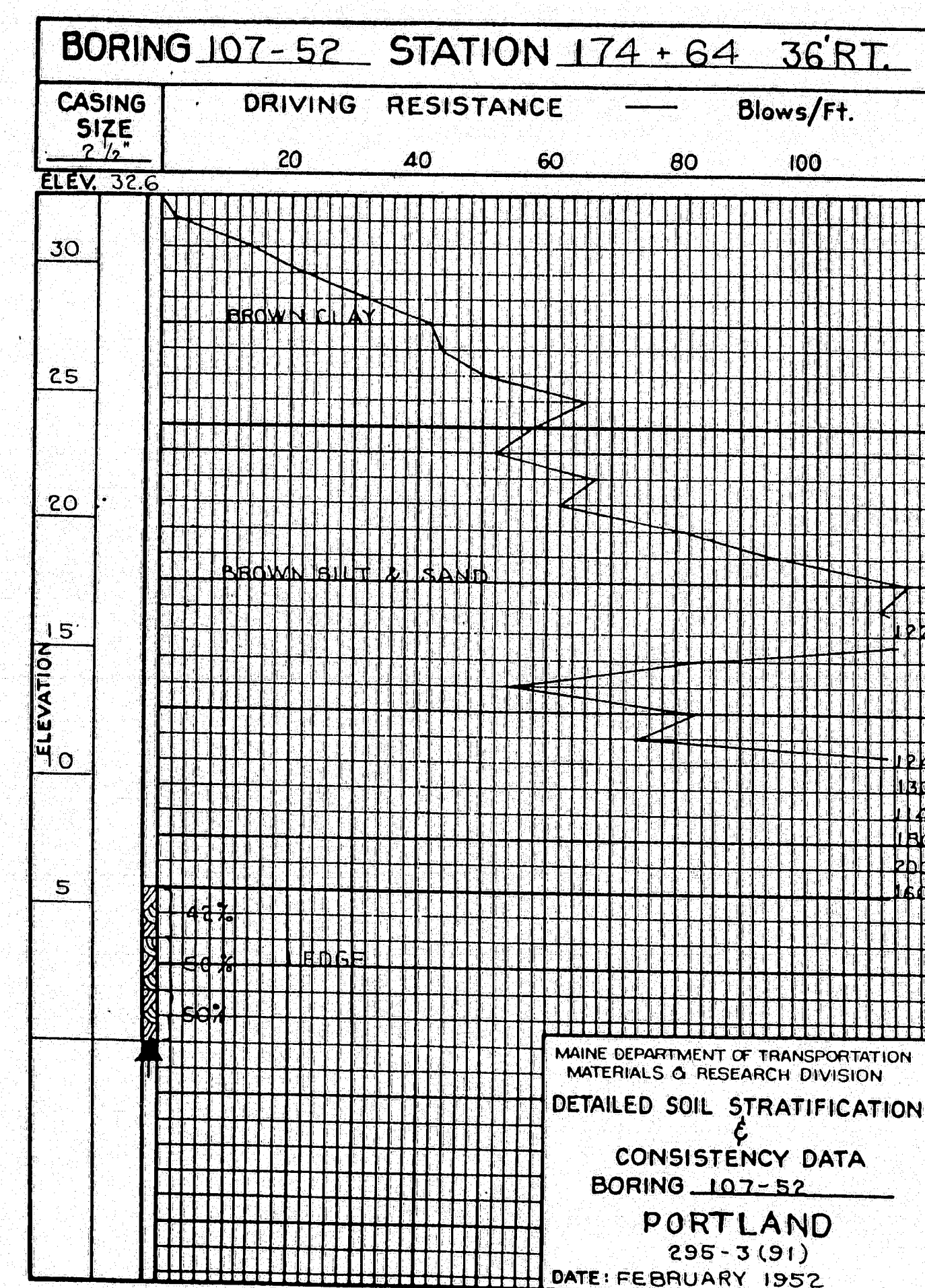
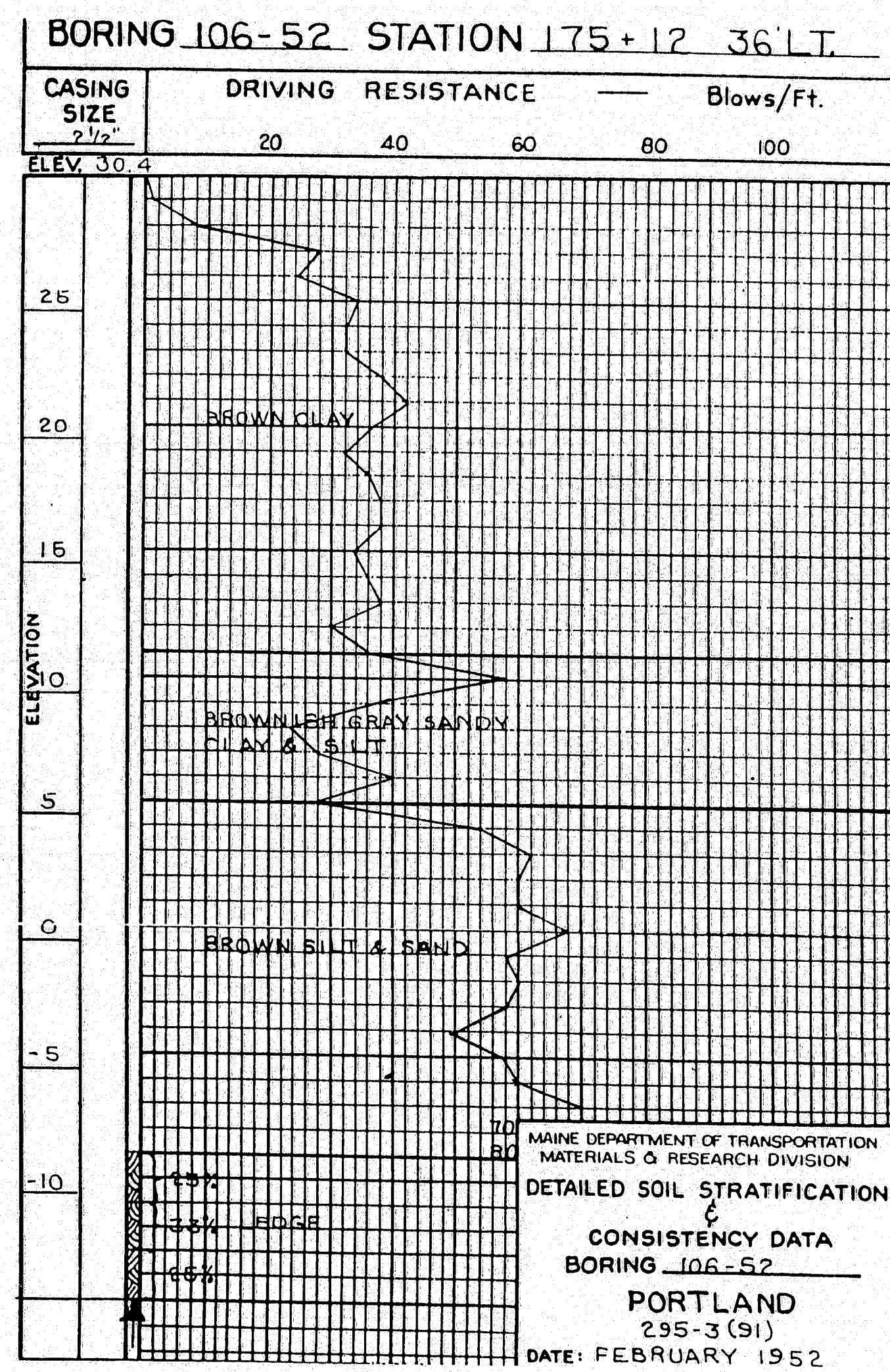
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
SUBSURFACE SOILS DATA

SHEET 4 OF 19 AUGUSTA, MAINE



F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-295-3(102)40	23	95



PROJECT DESIGN ENGINEER	DATE
DESIGN - DETAILED	6-28-86
CHECKED	
REVISIONS	
FIELD CHANGES	

BORING 44-132 457101

NOTE:  
 REFER TO NOTES 1 TO 4, SHEET 110.2

102-448

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND  
 BRIDGE OVER  
 CANADIAN NATIONAL RAILWAY  
 SUBSURFACE SOILS DATA

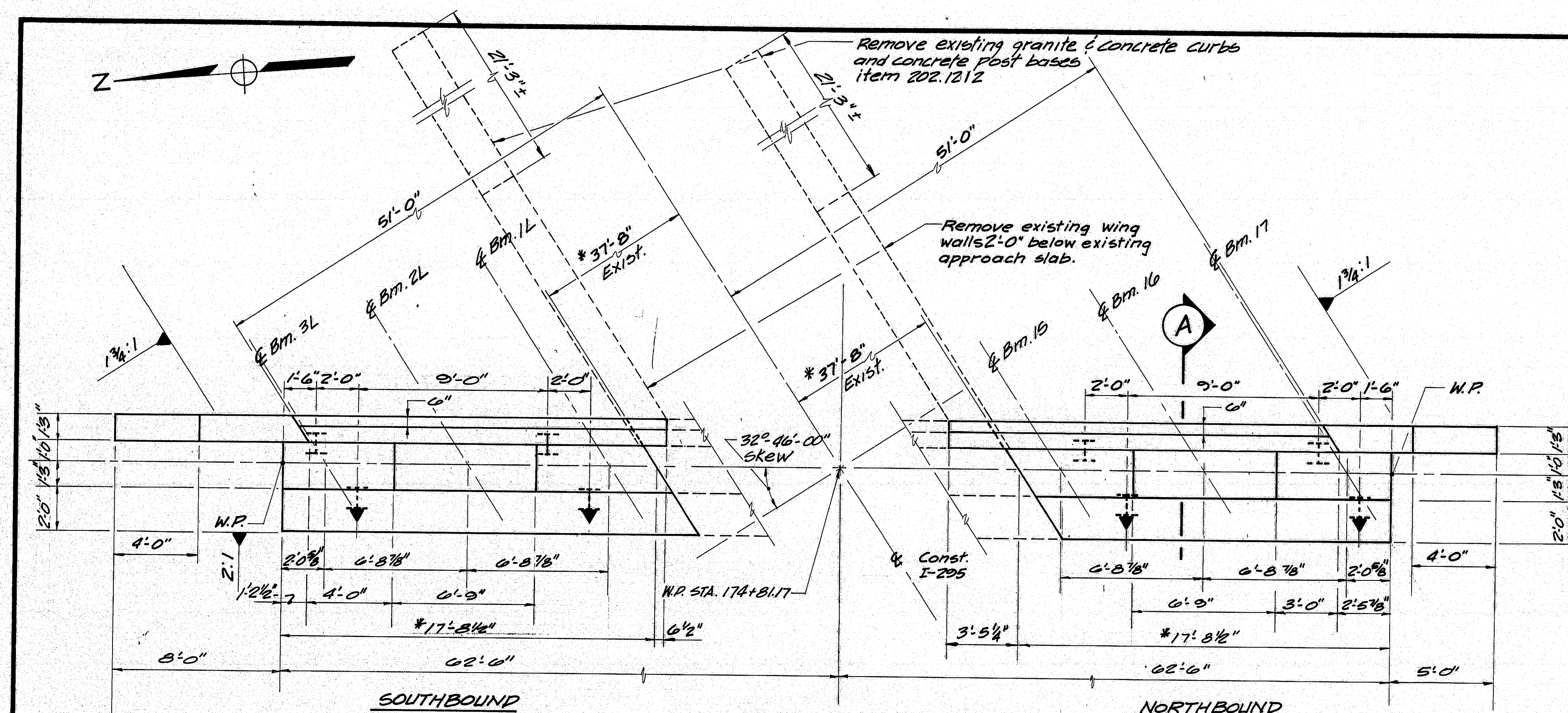
SHEET 23 OF 19 AUGUSTA, MAINE





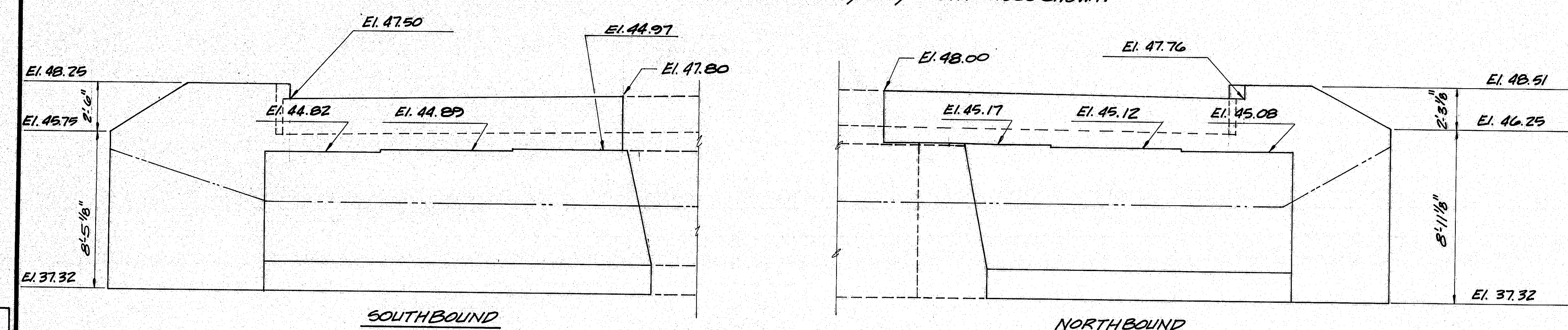


F.R.E.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-450-31025	25	95

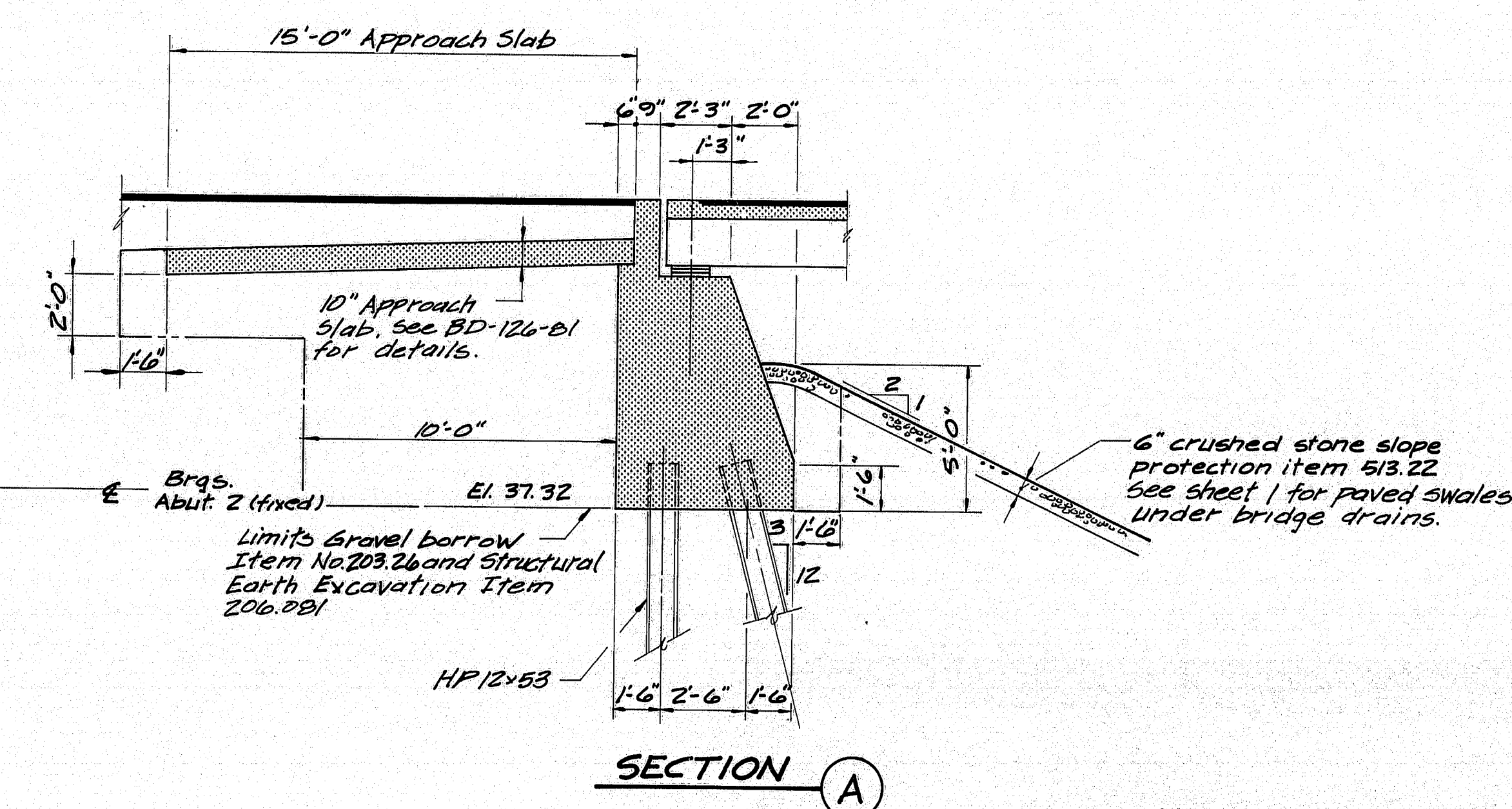


**PLAN-ABUTMENT 2**

\* Dimensions shown thus (\*0'-0") are based on plans of the existing structures. Actual values may vary from those shown.



**ELEVATION-ABUTMENT 2**



**SECTION A**

**SUMMARY OF BRIDGE QUANTITIES  
I-295 OVER CANADIAN NATIONAL RAILWAY**

	QUANTITY	UNIT
202.1212 REMOVING EXISTING CONCRETE	1	LS
202.1272 REMOVAL OF EXISTING BITUMINOUS PAVEMENT	1	LS
202.1282 REMOVAL OF EXISTING CONCRETE - CURBS AND SIDEWALKS	1	LS
202.13 REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	382	LF
203.26 GRAVEL BORROW	875	CY
206.081 STRUCTURAL EARTH EXCAVATION - ABUTMENTS AND RETAINING WALLS	340	CY
206.10 STRUCTURAL EARTH EXCAVATION - PIERS	590	CY
403.08 HOT BITUMINOUS PAVEMENT, GRADING C	360	TON
501.214 STEEL H-BEAM PILES 53 LBS/FT	790	LF
502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	114	CY
502.23 STRUCTURAL CONCRETE, PIERS	200	CY
502.2702 STRUCTURAL CONCRETE SUPERSTRUCTURE T-BEAM TYPE (EST. 330 CY)	1	LS
502.3102 STRUCTURAL CONCRETE APPROACH SLAB (EST. 35 CY)	1	LS
503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	103,300	LB
503.13 REINFORCING STEEL, PLACING	103,300	LB
504.7002 STRUCTURAL STEEL FABRICATED AND DELIVERED (EST. 6100 LB)	1	LS
504.7102 STRUCTURAL STEEL ERECTION (EST. *6100 LB)	1	LS
507.092 ALUMINUM BRIDGE RAILING, 2-BAR	751	LF
508.1302 MEMBRANE WATERPROOFING	1	LS
513.22 CRUSHED STONE SLOPE PROTECTION	1470	SY
514.06 CURING BOX FOR CONCRETE CYLINDERS	1	EA
515.2102 PROTECTIVE COATING FOR CONCRETE SURFACES	1	LS
518.30 REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO REINFORCING STEEL	1325	SF
518.31 REHABILITATION OF STRUCTURAL CONCRETE SLAB - TO BELOW REINFORCING STEEL	375	SF
526.24 BRIDGE JOINT MODIFICATIONS	4	EA
604.132 PERMANENT CONCRETE BARRIER TYPE III	317	LF
609.132 VERTICAL BRIDGE CURB TYPE 1B	317	LF
609.133 VERTICAL BRIDGE CURB - SPECIAL	317	LF

\* INCLUDES WEIGHT OF NEW BEARING PEDESTALS ONLY. REHABILITATION OF EXISTING BEARING PEDESTALS TO BE INCIDENTAL TO ITEM 504.7102.

**102-450**

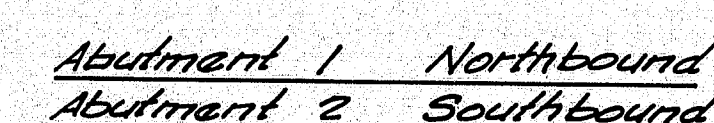
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
**ABUTMENT 2  
PLAN  
AND  
ELEVATION**

SHEET 7 OF 13 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAILER	RJB	6-28-95
REVISIONS	KRO	
FIELD CHANGES		

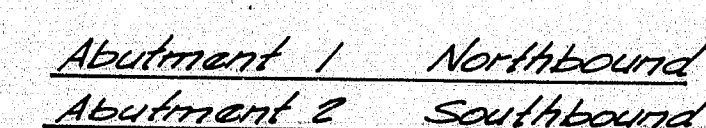
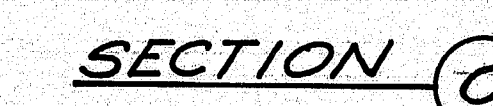
BURNING 44-132-45710-1



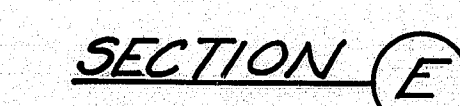
RUNING 44-132 45710-1

SECTION (A)

Abutment 1 Southbound  
Abutment 2 Northbound



ABUTMENT REINFORCEMENT



102-451

I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY

## ABUTMENTS 1 & 2 REINFORCEMENT

SHEET 8 OF 19 AUGUSTA, MAINE



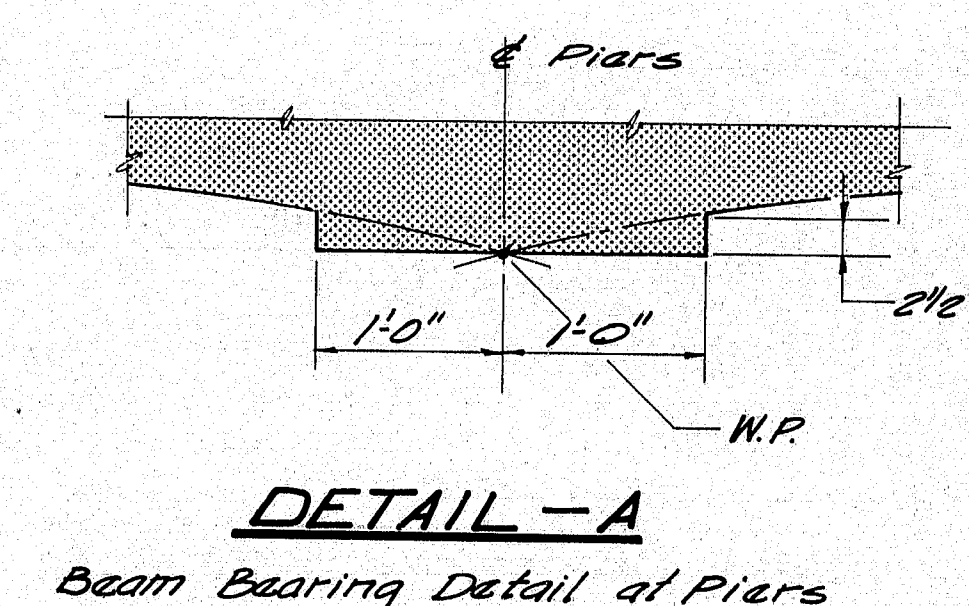








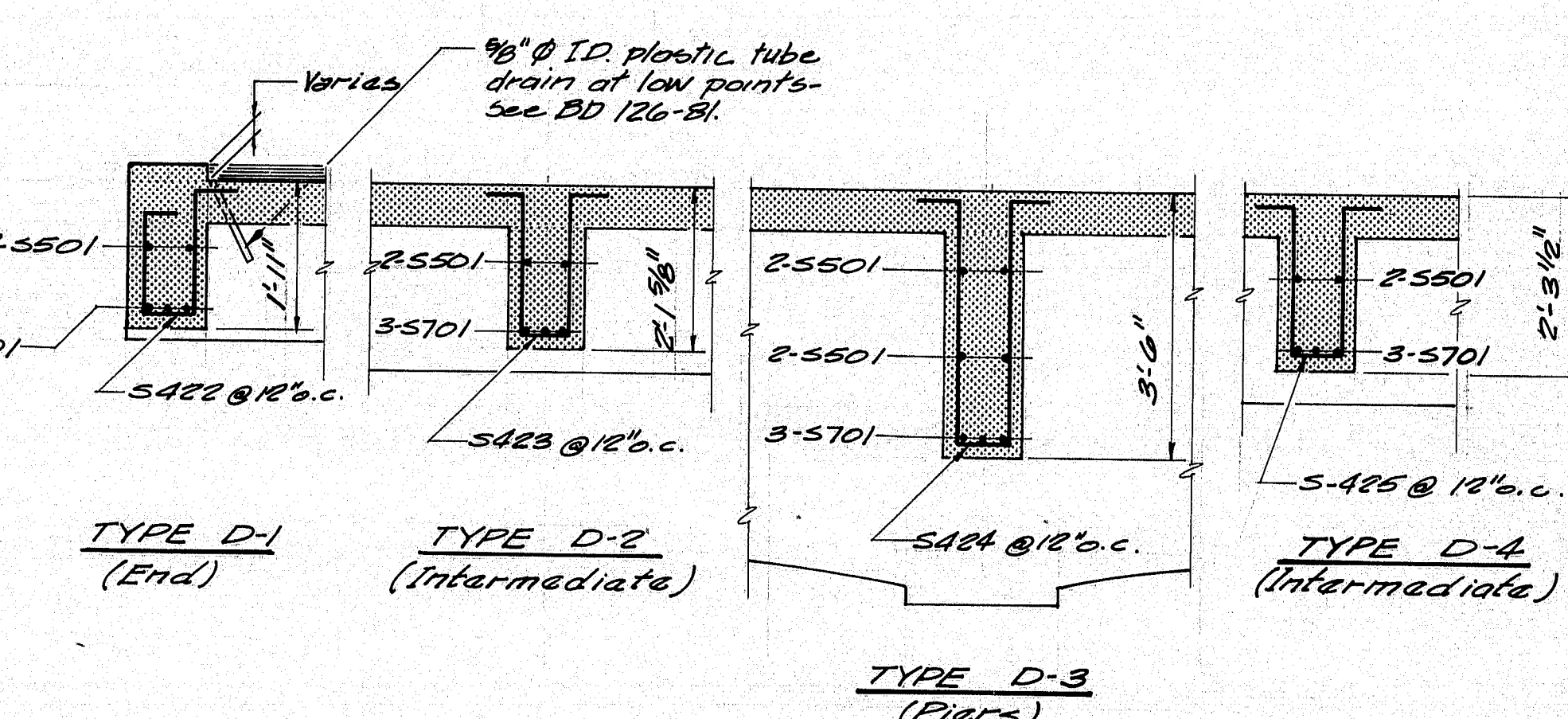
- TOP OF CONCRETE CURBS,  
FASCIA DOWN TO THE DRIP NOTCH.



Notes:

1. Skew Angle =  $32^{\circ}46'-00''$
2. Elevations given are to top of concrete beams

### BEAM ELEVATION SCHEDULE



## DIAPHRAGMS

102-454

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
1-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
FRAMING DETAILS

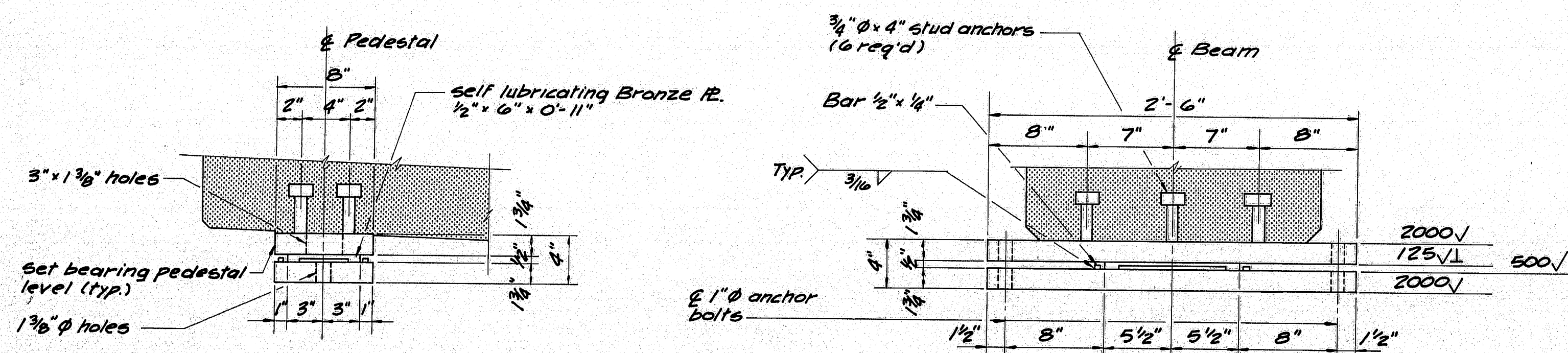
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	DESIGN - DETAILED		RDB	DAB
	CHECKED		KRS	
	REVISIONS			
	FIELD CHANGES			





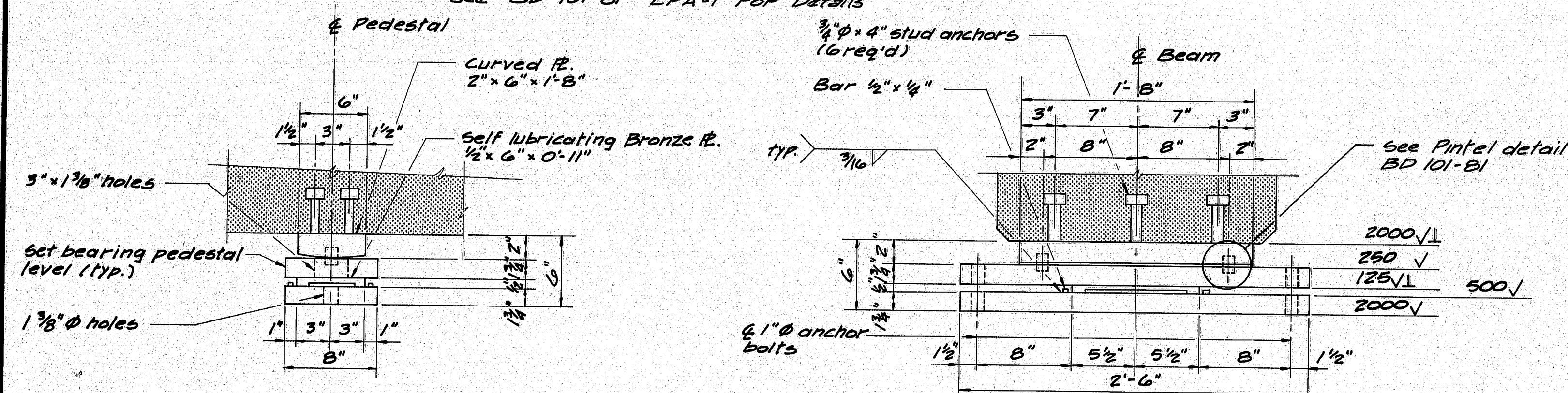


F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-456-3/10/2000	31	95



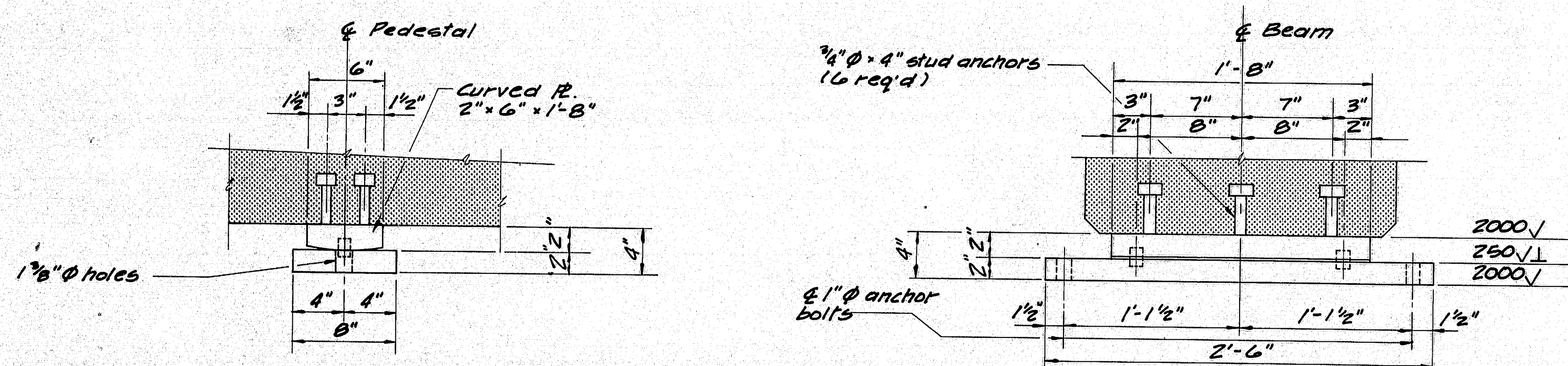
#### EXPANSION PEDESTAL-ABUTMENTS 1 & 2

See BD 101-B1 EPA-1 For Details



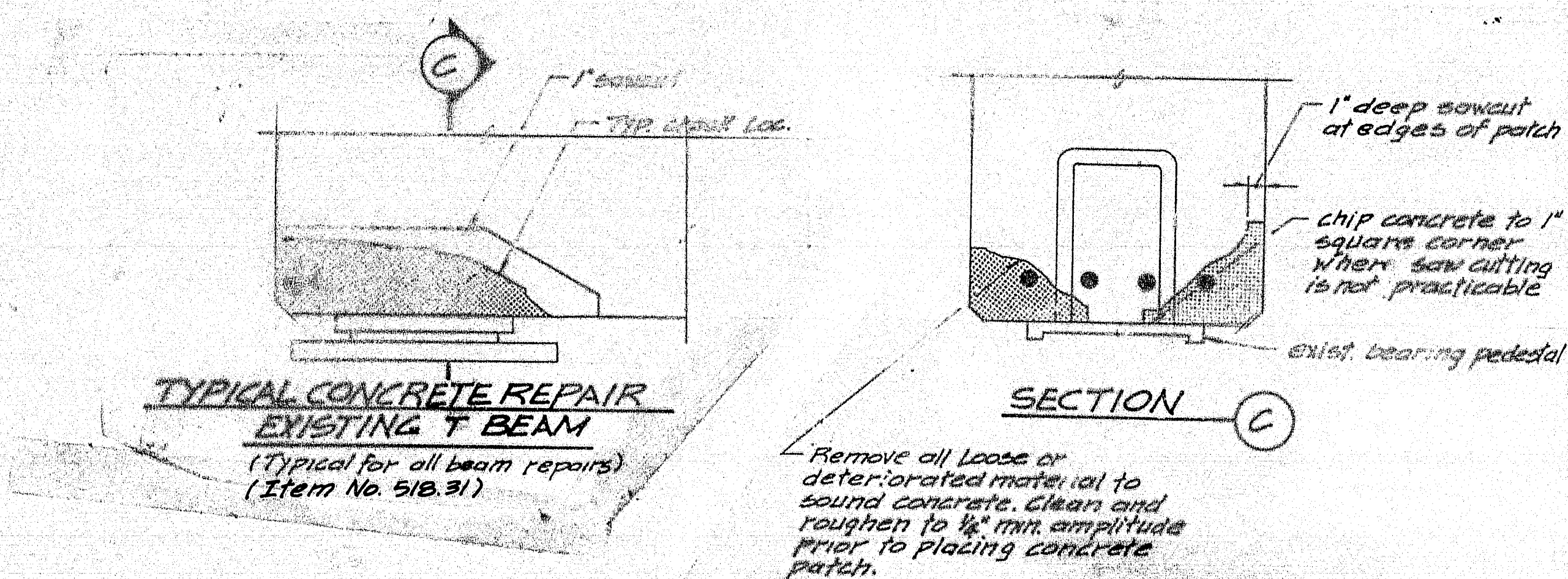
#### EXPANSION PEDESTAL-PIER 1

See BD 101-B1 EPB-1 For Details



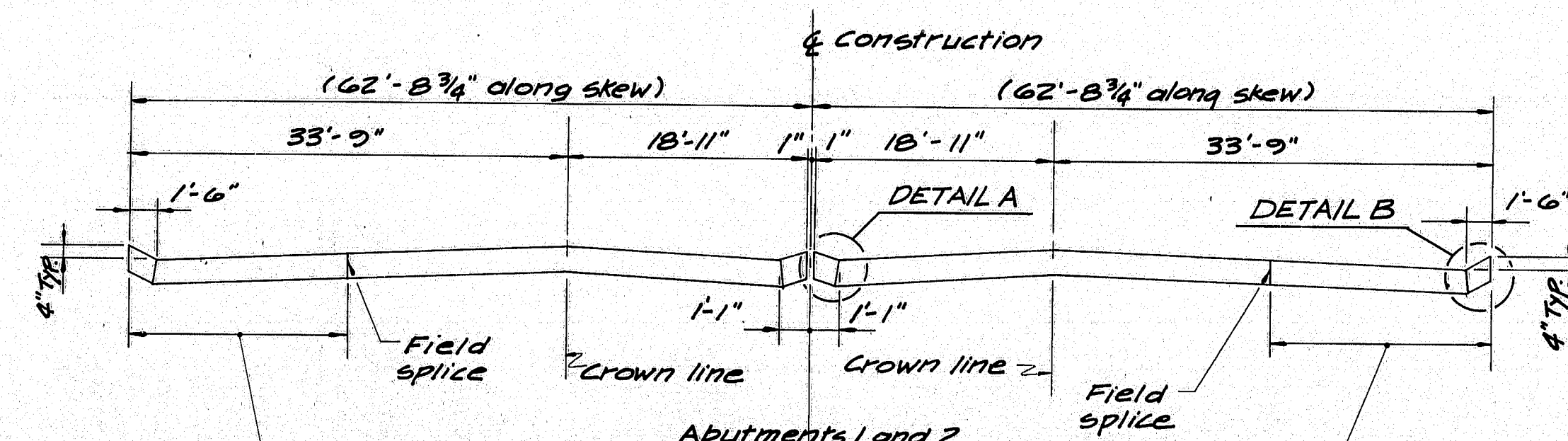
#### FIXED PEDESTAL-PIER 2

See BD 101-B1 FPS-1 For Details



#### BEARING PEDESTAL NOTES

- THE EXISTING BEARING PEDESTALS SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH SECTIONS 504 AND 506 OF THE STANDARD SPECIFICATIONS, AND SHALL BE INCIDENTAL TO ITEM 504.7102, STRUCTURAL STEEL ERECTION.
- THE EXISTING BEARING PEDESTALS AT THE ABUTMENTS ARE MADE UP OF REINFORCED CONCRETE AND MASONRY PLATES AND A LUBRITE PLATE. HEAVY METAL CORROSION AND SPALLING OF THE CONCRETE HAS OCCURRED AT THESE LOCATIONS. THE CONTRACTOR SHALL JACK UP THE FULL WIDTH OF THE BEARING PLATES AT EACH ABUTMENT (3/8\"
- NEW AND EXISTING BEARING PEDESTALS SHALL BE PAINTED WITH FOUR COATS CONSISTING OF THREE COATS OF FIRST COAT-ORANGE, AND ONE COAT OF FOURTH COAT-GREEN IN ACCORDANCE WITH SECTION 506. ALL PAINTING SHALL BE INCIDENTAL TO ITEM 504.70.

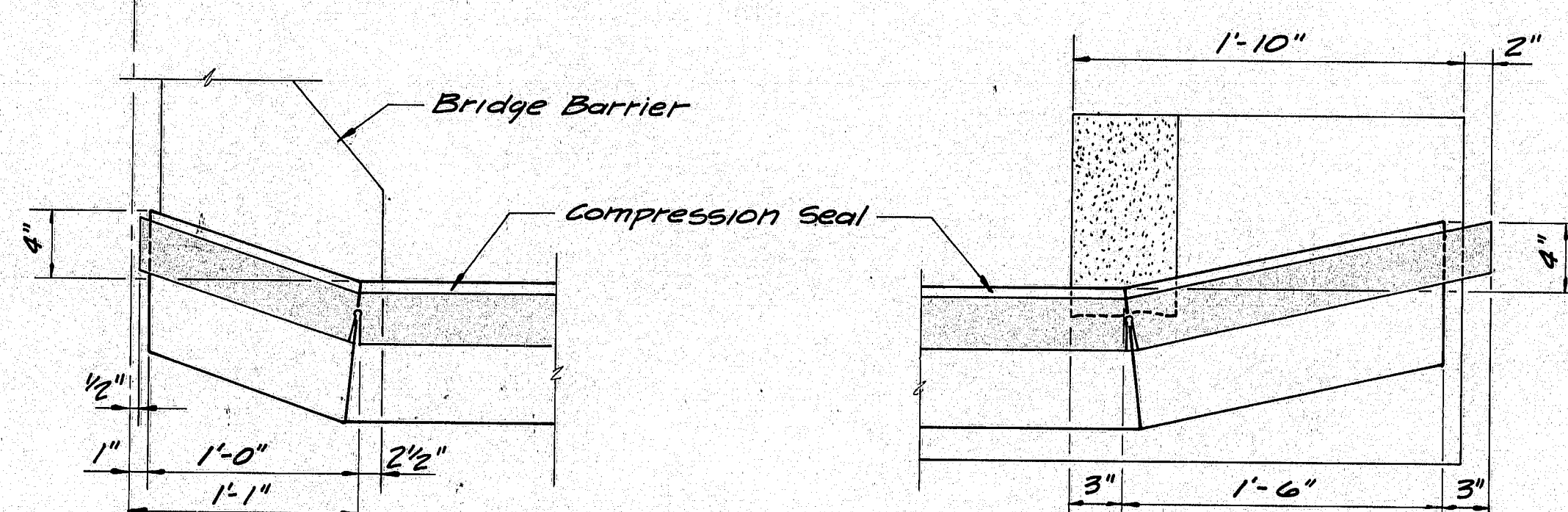


The armored joint for the expansion devices may have one butt joint per unit as determined by the contractor to facilitate placement. The compression seal shall be one continuous piece per unit installed after the complete installation of the joint armor.

Note: U.O.N. all dimensions are shown normal to construction. Actual lengths must be increased due to skew angle.

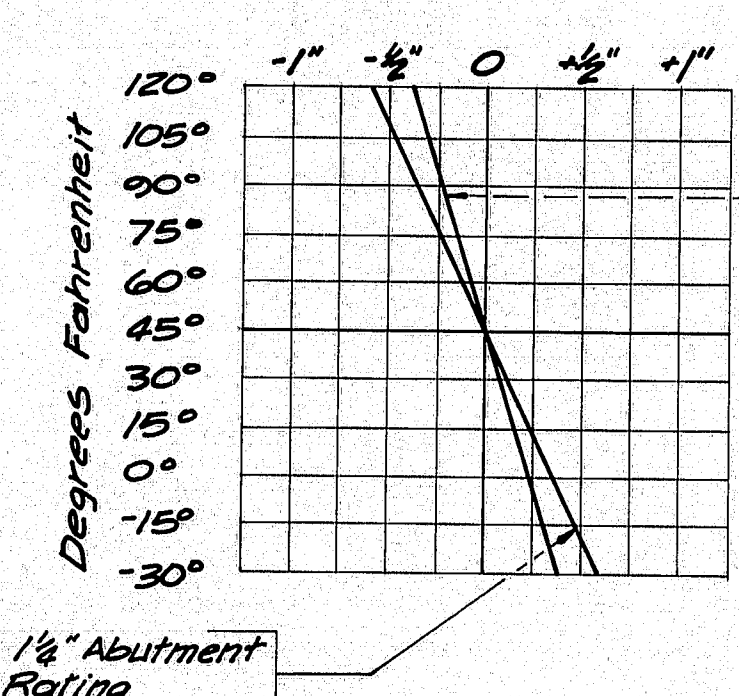
#### PROFILE DECK EXPANSION DEVICES

Construction I-295



#### DETAIL A

#### DETAIL B



#### COMPRESSION SEAL ADJUSTMENT CHART

#### COMPRESSION SEAL NOTES

- The seals to be furnished shall have minimum Movement Ratings as follows:
 

Location	Movement Rating
Abutment No. 1	1/4"
Abutment No. 2	3/4"
- The seal shall be approved by the Engineer prior to fabrication of the joint armor.
- The joint opening will vary depending on the dimensions of the seal selected by the contractor. The joint opening shall be set according to the opening shown on the approved shop detail drawings.
- It is anticipated that the slab and backwall concrete will be in place before the final adjustment to the joints is made and no allowance for movement due to dead load deflections is needed.
- The Compression Seal adjustment chart shows the adjustment necessary to adjust the joint opening shown on the shop detail drawings for temperatures other than 45°F. Adjustment is to be measured parallel to the centerline of construction.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
BEARING PEDESTALS  
AND  
EXPANSION DEVICES

102-456

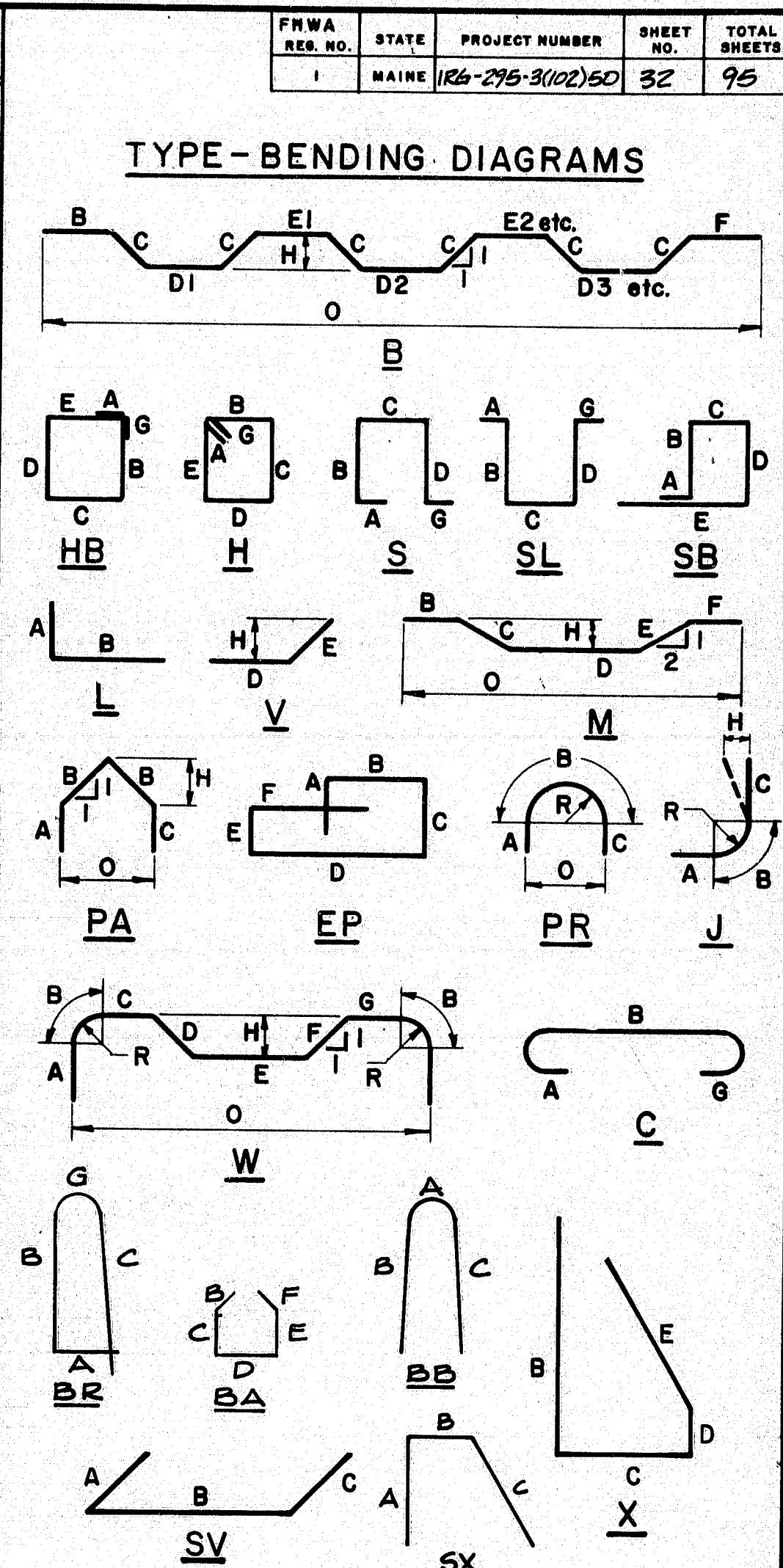
SHEET 3 OF 19 AUGUSTA, MAINE



REINFORCING STEEL SCHEDULE																									
STRAIGHT BARS								BENT BARS																	
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
			ABUTMENT / N.B.																			ABUTMENT / N.B.			
A402	4	4'-0"	Backwall					A401	15	8'-11"	S	0"	4'-0"	1"	4'-0"				0"				Backwall		
A513	2	7'-11"	Wing					A524	1	9'-0"	V				4'-6"	4'-6"				2'-4"			Wing		
A514	2	8'-10"	Wing					A525	1	8'-4"	V				3'-10"	4'-6"				2'-4"			Wing		
A515	2	9'-9"	Wing																						
A516	1	18'-11"	Backwall					A612	1	10'-6"	SV	2'-3"	6'-0"	2'-3"									Breastwall		
A517	1	19'-7"	Backwall					A613	1	8'-2"	SV	2'-3"	3'-8"	2'-3"									Breastwall		
A518	1	18'-11"	Backwall					A614	7	10'-3"	L	2'-3"	8'-0"										Breastwall		
A519	1	19'-7"	Backwall					A615	1	18'-7"	X		7'-10"	3'-6"	3'-0"	3'-0"							Breastwall		
A521	5	8'-0"	Wing					A616	1	16'-10"	X		7'-10"	1'-10"	5'-6"	1'-8"							Breastwall		
A522	6	10'-4"	Wing					A619	1	21'-3"	L	3'-2"	18'-11"										Breastwall		
A530	1	6'-4"	Wing					A620	1	28'-0"	L	3'-8"	18'-4"										Breastwall		
A535	1	5'-8"	Wing					A621	1	22'-0"	L	4'-2"	18'-7"										Breastwall		
A540	1	7'-8"	Wing					A622	1	23'-6"	L	4'-8"	18'-10"										Breastwall		
A541	1	7'-0"	Wing					A624	2	24'-4"	L	5'-2"	19'-2"										Breastwall		
A542	1	9'-0"	Wing					A630	14	20'-0"	X		7'-10"	5'-2"	1'-11"	5'-11"							Breastwall		
A543	1	8'-4"	Wing					A634	1	6'-8"	SX	2'-3	2'-2"	2'-3"									Breastwall		
A544	18	2'-0"	Breastwall & Backwall					A635	1	5'-8"	SX	2'-3"	1'-2"	2'-3"									Breastwall		
A618	1	19'-7"	Backwall					A636	14	7'-8"	SX	2'-3"	3'-2"	2'-3"									Breastwall		
A623	6	15'-11"	Breastwall																						
A625	3	18'-11"	Backwall																						
A626	1	19'-0"	Breastwall																						
A627	1	18'-5"	Breastwall																						
A628	1	17'-0"	Breastwall																						
				BR402	20	60'-0"	Bridge Barrier	BR401	318	5'-5"	BR	0'-6"	2'-1"	2'-4"				0'-6"					Bridge Barrier		
				BR403	2	9'-9"	Transition Barrier	BR405	2	5'-0"	BA		1'-2"	0'-0"	2'-8"	0'-0"	1'-2"						Transition Barrier		
				BR404	6	9'-6"	Transition Barrier	BR406	2	7'-0"	BA		1'-2"	1'-6"	1'-8"	1'-6"	1'-2"						Transition Barrier		
				BR418	10	41'-5"	Bridge																		

PLANS	DESIGN - DETAIL	BY		DATE
	CHECKED	RDB	DAB	6-28-88
	REVISIONS	KRS		



102-457



All dimensions are out to out of reinf. bar  
Bending details and hooks shall conform to  
the recommendations of the current revision  
of ACI Standard 318.  $\Delta$   
Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A 502) bar size - #5  
Mark (P 1001) bar size - #40  
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

	New Bent Bar Type SJ	9-26-83
	Revised ACI Standard	5-12-83
REVISIONS		DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY

ABUTMENT 1  
NORTHBOUND  
REINFORCING SCHEDULE

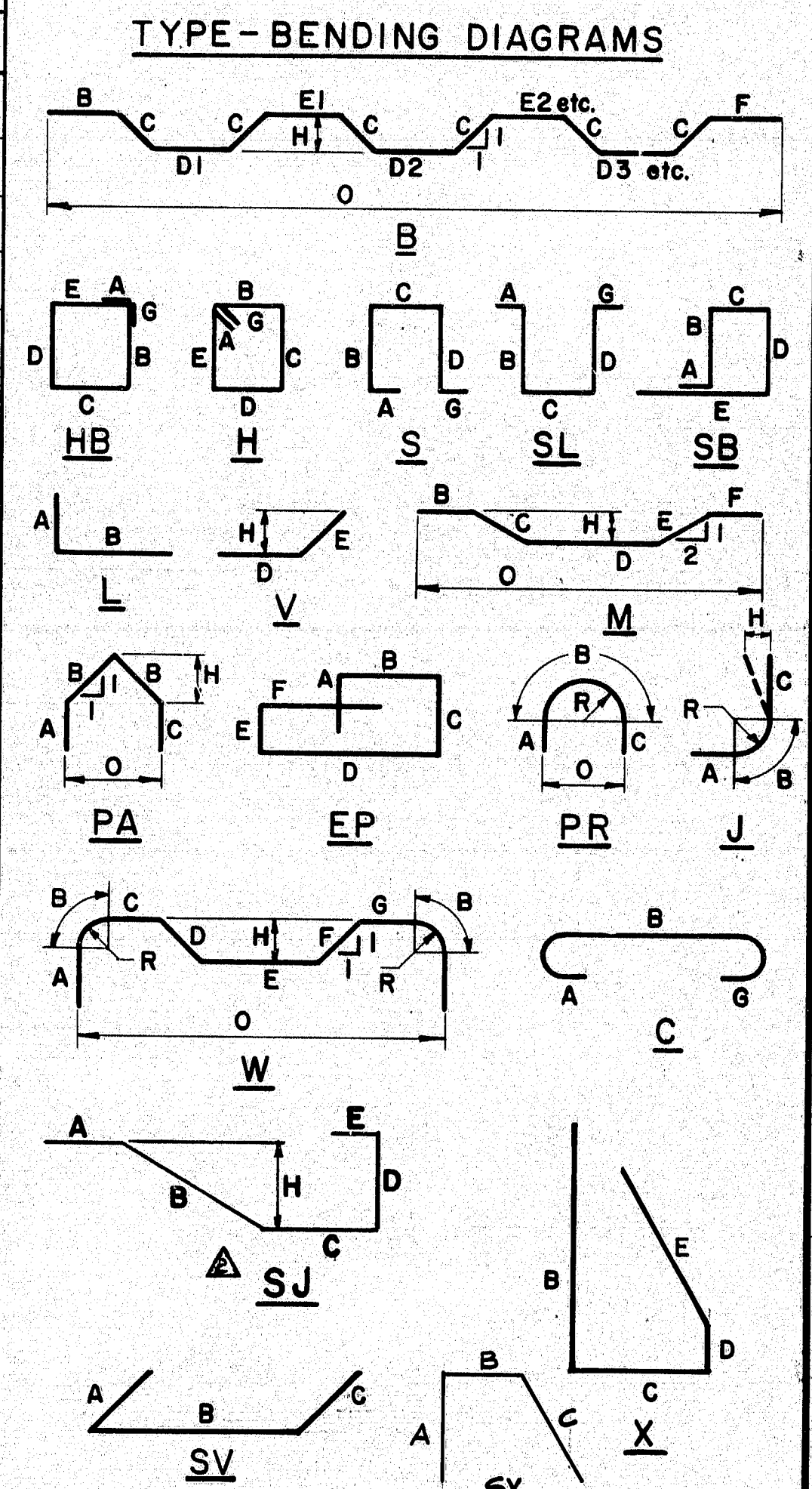
SHEET 14 OF 19 AUGUSTA, MAINE



# REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
			ABUTMENT 1 S.B.																							ABUTMENT 1 S.B.	
A402	4	4'-0"	Backwall									A401	10	8'-11"	S	0"	4'-0"	11"	4'-0"			0"					Backwall
A501	2	10'-9"	Wing									A500	3	6'-9"	L	1'-9"	5'-0"										Wing
A502	2	10'-3"	Wing									A522	1	7'-0"	V				2'-8"	4'-4"				2'-1"			Wing
A503	2	9'-5"	Wing									A523	1	7'-8"	V				3'-4"	4'-4"				2'-1"			Wing
A504	2	8'-7"	Wing									A601	13	20'-5"	X		8'-1"	5'-2"	1'-1"	6'-1"							Breastwall
A505	6	5'-0"	Wing									A615	1	10'-1"	X		8'-1"	3'-0"	3'-0"	4'-0"							Breastwall
A507	1	21'-10"	Backwall									A616	1	10'-3"	X		8'-1"	1'-10"	5'-6"	1'-10"							Breastwall
A508	1	21'-2"	Backwall									A602	2	20'-8"	L	5'-2"	15'-0"										Breastwall
A509	1	21'-10"	Backwall									A603	1	20'-8"	L	4'-8"	15'-0"										Breastwall
A510	1	21'-2"	Backwall									A604	1	20'-8"	L	4'-2"	10'-1"										Breastwall
A511	2	4'-11"	Wing									A605	1	20'-0"	L	3'-8"	10'-4"										Breastwall
A512	2	4'-11"	Wing									A606	1	10'-10"	L	3'-2"	14'-8"										Breastwall
A520	2	7'-3"	Breastwall									A612	1	10'-0"	SV	2'-3"	6'-0"	2'-3"									Breastwall
A532	1	4'-11"	Wing									A613	1	8'-2"	SV	2'-8"	3'-8"	2'-3"									Breastwall
A533	1	5'-8"	Wing									A631	1	6'-8"	SX	2'-3"	2'-2"	2'-3"									Breastwall
A534	1	6'-7"	Wing									A635	1	5'-8"	SX	2'-3"	1'-2"	2'-3"									Breastwall
A535	1	7'-3"	Wing									A636	13	7'-0"	SX	2'-3"	3'-2"	2'-3"									Breastwall
A536	1	7'-4"	Wing																								
A537	1	8'-0"	Wing																								
A544	13	2'-0"	Breastwall & Wingwall																								
A607	6	20'-6"	Breastwall																								
A608	1	10'-0"	Breastwall																								
A609	1	10'-7"	Breastwall																								
A610	4	21'-10"	Breastwall																								
A611	1	20'-3"	Breastwall																								
A617	1	21'-2"	Backwall																								

FWHA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	102-458-310-250	33	95



All dimensions are out to out of reinf. bar.  
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.  
Reinforcing Bar: ASTM A615 Grade 60

## GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A502) bar size - #5  
Mark (P1001) bar size - #10  
Mark (S603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

New Bent Bar Type SJ	9-26-83
Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
**ABUTMENT 1  
SOUTHBOUND  
REINFORCING SCHEDULE**

SHEET 15 OF 12 AUGUSTA, MAINE

102-458



DATE	2-29-83
BY	AKB
DESIGN - DETAIL	AKB
CHECKED	AKB
REVISIONS	
FIELD CHANGES	

REINFORCING STEEL SCHEDULE																						
STRAIGHT BARS								BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
			ABUTMENT 2 N.B.																			ABUTMENT 2 N.B.
A402	4	4'-0"	Backwall																			Backwall
A501	2	10'-9"	Wing																			Wing
A502	2	10'-3"	Wing																			Wing
A503	2	9'-5"	Wing																			Wing
A504	2	8'-7"	Wing																			Wing
A505	0	5'-0"	Wing																			
A507	1	21'-10"	Backwall																			
A508	1	21'-2"	Backwall																			
A509	1	21'-10"	Backwall																			
A510	1	21'-2"	Backwall																			
A511	2	4'-11"	Wing																			
A512	2	4'-11"	Wing																			
A520	2	7'-3"	Breastwall																			
A532	1	4'-11"	Wing																			
A533	1	5'-8"	Wing																			
A534	1	6'-7"	Wing																			
A535	1	7'-3"	Wing																			
A536	1	7'-4"	Wing																			
A537	1	8'-0"	Wing																			
A544	13	2'-0"	Breastwall & Backwall																			
A607	0	20'-6"	Breastwall																			
A608	1	10'-0"	Breastwall																			
A609	1	10'-7"	Breastwall																			
A610	4	21'-10"	Breastwall																			
A611	1	20'-3"	Breastwall																			
A617	1	21'-2"	Backwall																			
	</																					

FRWA REV. NO.	STATE MAINE	PROJECT NUMBER 102-459-3(10/2/80)	SHEET NO. 34	TOTAL SHEETS 45
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**TYPE-BENDING DIAGRAMS**

All dimensions are out to out of reinf. bar.  
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.  $\Delta$   
Reinforcing Bar: ASTM A615 Grade 60

**GENERAL NOTES**

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A 502) bar size - #5  
Mark (P 1001) bar size - #10  
Mark (S 603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

$\Delta$ New Bent Bar Type SJ	9-26-83
$\Delta$ Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY

**ABUTMENT 2  
NORTHBOUND  
REINFORCING SCHEDULE**

102-459

SHEET 16 OF 12 AUGUSTA, MAINE



DATE 2-22-83  
BY PAB  
DESIGN - DETAIL  
CHECKED  
REVISIONS  
FIELD CHANGES  
PLANS

REINFORCING STEEL SCHEDULE																											
STRAIGHT BARS													BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
			ABUTMENT 2 SB.																							ABUTMENT 2 SB.	
A402	4	4'-0"	Backwall									A401	15	8'-11"	S	0"	4'-0"	11"	4'-0"				0"				Backwall
A516	1	18'-11"	Backwall									A524	1	9'-0"	V				4'-0"	4'-0"				2'-4"			Wing
A517	1	19'-7"	Backwall									A525	1	8'-4"	V				3'-10"	4'-6"				2'-4"			Wing
A518	1	18'-11"	Backwall																								
A519	1	19'-7"	Backwall									A612	1	10'-6"	SV	2'-3"	6'-0"	2'-3"									Breastwall
A520	6	10'-7"	Wing									A613	1	8'-2"	SV	2'-3"	3'-8"	2'-3"									Breastwall
A527	5	5'-0"	Wing									A614	7	10'-3"	L	2'-3"	8'-0"										Breastwall
A528	2	7'-10"	Wing									A615	1	19'-7"	X		7'-10"	3'-6"	3'-6"	3'-0"							Breastwall
A529	2	8'-0"	Wing									A616	1	16'-10"	X		7'-10"	1'-10"	5'-6"	1'-8"							Breastwall
A531	2	9'-8"	Wing									A619	1	21'-3"	L	3'-2"	18'-1"										Breastwall
A532	1	6'-4"	Wing									A620	1	22'-0"	L	3'-8"	18'-4"										Breastwall
A533	1	5'-8"	Wing									A621	1	22'-0"	L	4'-2"	18'-7"										Breastwall
A540	1	7'-8"	Wing									A622	1	23'-0"	L	4'-8"	18'-10"										Breastwall
A541	1	7'-0"	Wing									A624	2	24'-4"	L	5'-2"	19'-2"										Breastwall
A542	1	9'-0"	Wing									A631	12	28'-6"	X		8'-1"	5'-2"	1'-1"	6'-2"							Breastwall
A643	1	8'-4"	Wing									A632	1	19'-1"	X		8'-1"	3'-6"	3'-6"	4'-0"							Breastwall
A544	13	2'-0"	Breastwall & Wingwall									A633	1	17'-4"	X		8'-1"	1'-10"	5'-6"	1'-11"							Breastwall
A618	1	19'-7"	Backwall									A634	1	6'-8"	SV	2'-3"	2'-2"	2'-3"									Breastwall
A623	6	15'-11"	Breastwall									A635	1	5'-8"	SV	2'-3"	1'-2"	2'-3"									Breastwall
A625	3	18'-11"	Backwall									A636	14	7'-8"	SV	2'-3"	3'-2"	2'-3"									Breastwall
A626	1	19'-0"	Breastwall																								
A627	1	18'-5"	Breastwall																								
A628	1	17'-0"	Breastwall																								

FRWA SER. NO. 1	STATE MAINE	PROJECT NUMBER 124-245-3(0025)	SHEET NO. 95	TOTAL SHEETS 95
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**TYPE-BENDING DIAGRAMS**

All dimensions are out to out of reinf. bar.  
Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.  $\Delta$   
Reinforcing Bar: ASTM A615 Grade 60

**GENERAL NOTES**

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A 502) bar size - #5  
Mark (P 1001) bar size - #10  
Mark (S 603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

$\Delta$ New Bent Bar Type SJ	9-26-83
$\Delta$ Revised ACI Standard	5-12-83
REVISIONS	DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

1-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY

**ABUTMENT 2  
SOUTHBOUND  
REINFORCING SCHEDULE**

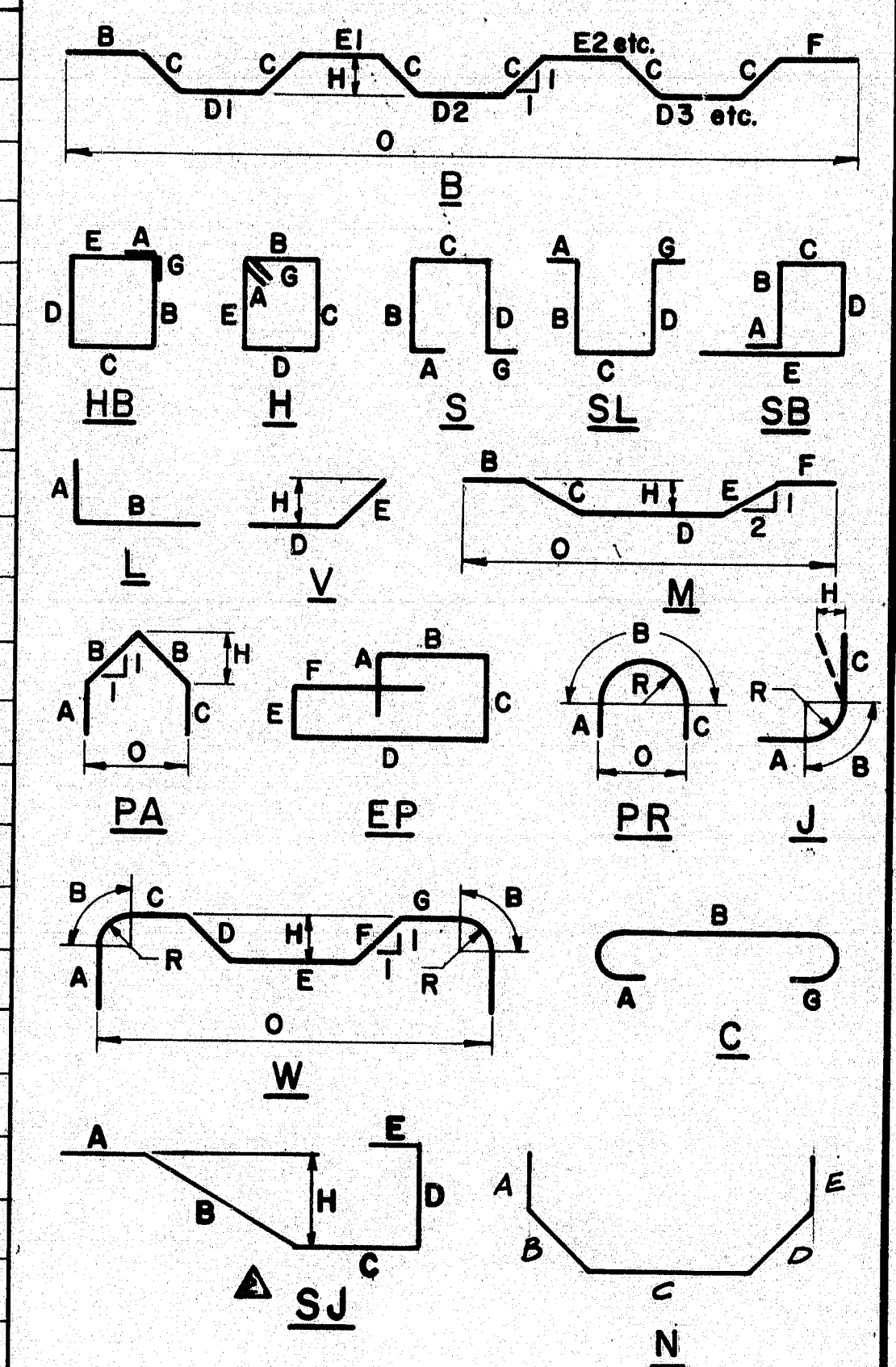
SHEET 17 OF 19 AUGUSTA, MAINE

102-460



[illegible]

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinf. bar  
Bending details and hooks shall conform to  
the recommendations of the current revision  
of ACI Standard 318.  $\Delta$   
Reinforcing Bar: ASTM A615 Grade 60

## GENERAL NOTES

1. First digit(s) following the letter of the Mark indicates size of reinf. bar.  
Mark (A 502) bar size - #5  
Mark (P 1001) bar size - #10  
Mark (S 603) bar size - #6
2. Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

2	New Bent Bar Type SJ	9-26-83
1	Revised ACI Standard	5-12-83
REVISIONS		DATE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

**I-295 PORTLAND  
BRIDGE OVER  
CANADIAN NATIONAL RAILWAY  
PIER**

### REINFORCING SCHEDULE

SHEET 18 OF 19 AUGUSTA, MAINE

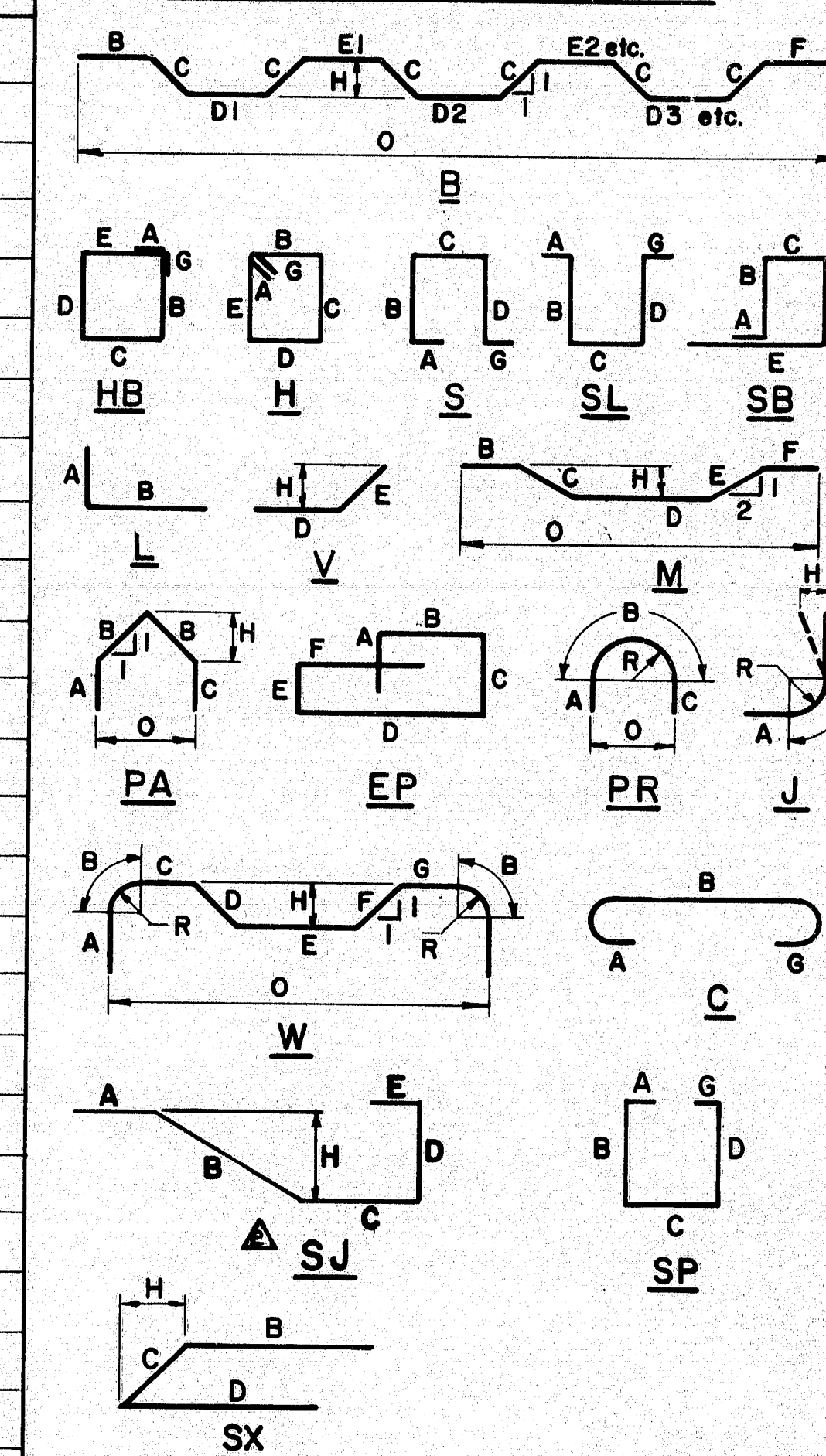
102-46



REINFORCING STEEL SCHEDULE																														
STRAIGHT BARS										BENT BARS																				
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION				
SUPERSTRUCTURE												SUPERSTRUCTURE																		
5501	4B	16'-7"	Diaphragms					5401	16B	5'-9"	SL	0'-4 1/2"	1'-8"	1'-8"	1'-8"												Beams			
5504	3Z	4'-0"	Bridge Drains					5430	2A	6'-6"	SL	0'-4 1/2"	1'-8 1/2"	1'-8"	1'-8 1/2"												Beams			
5505	3Z	3'-4"	Bridge Drains					5431	2A	6'-7"	SL	0'-4 1/2"	1'-8"	1'-8"	1'-8"												Beams			
5520	10B	60'-0"	Deck Slab					5432	2A	6'-8"	SL	0'-4 1/2"	1'-9 1/2"	1'-8"	1'-10 1/2"												Beams			
5521	5A	41'-3"	Deck Slab					5433	2A	6'-10"	SL	0'-4 1/2"	1'-10"	1'-8"	1'-10"												Beams			
5522	63Z	17'-10"	Deck Slab					5434	2A	6'-10"	SL	0'-4 1/2"	1'-10"	1'-8"	1'-10"												Beams			
5523	2A	25'-4"	Deck Slab					5435	2A	6'-10"	HB	0'-4 1/2"	1'-10 1/2"	1'-8"	1'-10 1/2"	1'-8"											Beams			
5524	4B	48'-0"	Deck Slab					5436	2A	6'-10"	HB	0'-4 1/2"	1'-10 1/2"	1'-8"	1'-10 1/2"	1'-8"											Beams			
5525	1Z	17'-9"	Deck Slab					5437	2A	6'-11"	HB	0'-4 1/2"	1'-11"	1'-8"	1'-11"	1'-8"											Beams			
5526	1Z	41'-0"	Beams					5438	2A	7'-0"	HB	0'-4 1/2"	1'-11 1/2"	1'-8"	1'-11 1/2"	1'-8"											Beams			
5527	1Z	10'-8"	Beams					5439	2A	7'-1"	HB	0'-4 1/2"	2'-0"	1'-8"	2'-0"	1'-8"											Beams			
5528	1Z	8'-0"	Beams					5440	2A	7'-3"	HB	0'-4 1/2"	2'-1"	1'-8"	2'-1"	1'-8"											Beams			
5529	21Z	2'-0"	Deck Slab					5441	2A	7'-4"	HB	0'-4 1/2"	2'-1 1/2"	1'-8"	2'-1 1/2"	1'-8"											Beams			
5701	4B	16'-7"	Diaphragms					5442	2A	7'-6"	HB	0'-4 1/2"	2'-2 1/2"	1'-8"	2'-2 1/2"	1'-8"											Beams			
5901	1Z	33'-9"	Beams					5443	2A	7'-7"	HB	0'-4 1/2"	2'-3"	1'-8"	2'-3"	1'-8"											Beams			
5902	1Z	33'-7"	Beams					5444	2A	7'-9"	HB	0'-4 1/2"	2'-4"	1'-8"	2'-4"	1'-8"											Beams			
5903	1Z	33'-5"	Beams					5445	2A	7'-11"	HB	0'-4 1/2"	2'-5"	1'-8"	2'-5"	1'-8"											Beams			
5904	1Z	33'-3"	Beams					5446	2A	8'-1"	HB	0'-4 1/2"	2'-6"	1'-8"	2'-6"	1'-8"											Beams			
5905	1Z	33'-1"	Beams					5447	2A	8'-4"	HB	0'-4 1/2"	2'-7 1/2"	1'-8"	2'-7 1/2"	1'-8"											Beams			
5906	1Z	32'-11"	Beams					5448	2A	8'-7"	HB	0'-4 1/2"	2'-9"	1'-8"	2'-9"	1'-8"											Beams			
5907	1Z	32'-9"	Beams					5449	2A	9'-0"	HB	0'-4 1/2"	2'-11 1/2"	1'-8"	2'-11 1/2"	1'-8"											Beams			
5908	1Z	33'-9"	Beams					5422	40	4'-7"	S	0'-4 1/2"	1'-3"	0'-8"	1'-7"												Diaphragms			
5909	1Z	33'-3"	Beams					5423	40	4'-11"	SL	0'-4 1/2"	1'-9"	0'-8"	1'-9"												Diaphragms			
5910	1Z	32'-9"	Beams					5424	40	7'-9"	SL	0'-4 1/2"	3'-2"	0'-8"	3'-2"												Diaphragms			
5921	4B	44'-0"	Beams					5425	40	5'-3"	SL	0'-4 1/2"	1'-11"	0'-8"	1'-11"												Diaphragms			
5922	1B	26'-6"	Beams					5426	3Z	3'-11"	SL	0'-4 1/2"	0'-9"	1'-8"	0'-9"												Bridge Drains			
5925	4Z	22'-0"	Beams					5427	3Z	3'-11"	SP	0'-4 1/2"	0'-9"	1'-8"	0'-9"												Bridge Drains			
								5428	1Z	8'-3"	HB	0'-4 1/2"	1'-9"	2'-0"	1'-9"	2'-0"											Beams			
								5429	2A	5'-10"	SX		2'-0"	1'-10"	2'-0"									1'-0"			Beams			
AS400	64	18'-0"	Approach Slab					5502	316	4'-3"	S	0'-4 1/2"	1'-3"	1'-0"	1'-3"												Curbs			
AS600	12B	17'-0"	Approach Slab					5601	316	20'-6"	B		4'-1"	0'-6 3/4"	3'-4"	3'-5"	4'-1"							0'-4"	17'-10"		Deck Slab			
								5924	7Z	20'-6"	V				18'-0"	1'-8"								2'-6"			Beams			
								5450	2A	9'-3"	HB	0'-4 1/2"	3'-1"	1'-8"	3'-1"	1'-8"											Beams			
								5451	2A	9'-7"	HB	0'-4 1/2"	3'-3"	1'-8"	3'-3"	1'-8"											Beams			
								5452	2A	10'-8"	HB	0'-4 1/2"	3'-6 1/2"	1'-8"	3'-6 1/2"	1'-8"											Beams			
								5453	2A	10'-8"	HB	0'-4 1/2"	3'-9 1/2"	1'-8"	3'-9 1/2"	1'-8"											Beams			
								5454	2A	11'-2"	HB	0'-4 1/2"	4'-0 1/2"	1'-8"	4'-0 1/2"	1'-8"											Beams			
								5455	2A	11'-9"	HB	0'-4 1/2"	4'-4"	1'-8"	4'-4"	1'-8"											Beams			
								5456	2A	18'-5"	HB	0'-4 1/2"	4'-8"	1'-8"	4'-8"	1'-8"											Beams			
								5457	2A	13'-3"	HB	0'-4 1/2"	5'-1"	1'-8"	5'-1"	1'-8"											Beams			
MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION																

FWMA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	16-295-3(102)50	37	95

# TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.  
 Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.1.  
 Reinforcing Bar: A57M A615 Grade 60

## GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.  
 Mark (A502) bar size - #5  
 Mark (P1001) bar size - #10  
 Mark (S603) bar size - #6
- Each truss bar, Type B, may be replaced by two (2) straight bars (one top & one bottom) of the same bar size as the truss bar. Payment in either case shall be based on truss bars as scheduled on plans.

**102-462**  
 New Bent Bar Type 53  
 Revised ACI Standard - 5-12-63

REVISIONS	DATE
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STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

I-295 PORTLAND  
 BRIDGE OVER  
 CANADIAN NATIONAL RAILWAY  
**SUPERSTRUCTURE  
 REINFORCING SCHEDULE**