





Item 403.101 Hot Bit Pavt. Grading D

Item 658.20 Acrylic Latex Color Finish-Green

I-295 Sta. 202+95 To 203+60 - Median  
Sta. 209+80 To 210+55 - Median  
Sta. 209+25 To 210+00 Lt.-Shld. To Slope Pavt.  
Ramp SP-2 Sta. 0+00 To 2+50 Lt.-Curb To Curb  
SP-3 Sta. 0+00 To 3+00 Lt.-Curb To Curb  
SP-3 Sta. 4+75 To Bridge Rt.-Median  
SP-3 Sta. 14+80 To 15+45 Lt.-Shld. To Shld.  
SP-3 Sta. 15+05 To 15+70 Rt.-Shld. To Slope Pavt.  
SP-4 Sta. 5+20 To 5+80 Rt.-Shld. To Slope Pavt.  
SP-4 Sta. 14+00 To Bridge Lt.-Curb To Curb  
I-295 Sta. 250+49.99 To 252+10.5 Coll. Dist. Median  
Sta. 253+62.1 To 257+92.1 Coll. Dist. Median  
Sta. 259+60.1 To 268+48.46 Coll. Dist. Median  
Ramp CS-2 Sta. 3+00 To 7+45 Lt.-Median  
I-295 Sta. 298+15 To 299+05 - Median  
Ramp FA-4 Sta. 10+29 To 13+15 Lt.-Median  
FA-7 Sta. 1+65 To 4+10 Lt.-Median  
FA-6 Sta. 1+10 To 2+75 Lt.-Median  
Franklin St. Sta. 16+73 To Ramp FS-2 Sta. 23+00 - Median  
\* Sta. 19+42 To 20+88 Rt.  
\* Sta. 19+33 To 20+77 Lt.  
Marginal Way Sta. 25+78 To 27+72 - Median } Non  
Sta. 28+73 To 30+67 - Median } Participating  
Sta. 50+00 To 51+25 - Median  
East Commercial St. 10+20 To 10+65 Lt.-Island  
\* I-295 N.B. Sta. 375+18 To 375+73 Rt.-Around Piers  
Ramp SP-3 Bridge To 11+50 Rt.-Median

\* Acrylic Latex Color Finish-Green shall not be applied to these areas.

Item 605.10 6" Underdrain Outlet For Future Electrical Conduit

I-295 N.B. Sta. 202+86, 52' \*  
I-295 S.B. Sta. 202+80, 47'  
Ramp SP-2 Sta. 21+30, 45'  
\* Not installed.  
SP-2 Sta. 12+00, 37' \*  
SP-4 Sta. 5+99, 38' \*  
SP-4 Sta. 13+30, 40'

Westbrook Arterial Sta. 358+20, 92'  
Westbrook Arterial Sta. 360+70, 80'  
Ramp WA-1 Sta. 8+15, 30'  
WA-3 Sta. 7+30, 30'

Coll. Dist. Sta. 13+40, 97' (Across N.E. Rdwy.) } Parallel  
I-295 S.B. Sta. 258+00, 58' } To Abut.  
Ramp CS-1 Sta. 3+15, 45'

CS-1 Sta. 6+20, 30'  
CS-8 Sta. 4+20, 26'  
CS-4 Sta. 7+30, 27' } One Run  
CS-2 Sta. 4+40, 31' }  
CS-4 Sta. 3+90, 33' } One Run  
CS-2 Sta. 7+10, 33' }  
CS-4 Sta. 1+60, 27'  
CS-7 Sta. 7+20, 26'  
I-295 N.B. Sta. 290+80, 47'  
I-295 S.B. Sta. 290+80, 46'  
Ramp CS-3 Sta. 3+70, 34'  
CS-3 Sta. 5+40, 31'

CS-6 Sta. 9+50, 30'  
FA-1 Sta. 6+50, 33'  
I-295 N.B. Sta. 310+40, 42'  
I-295 S.B. Sta. 310+40, 42'  
Ramp FA-6 Sta. 6+00, 26'  
FA-6 Sta. 2+20, 26' } One Run  
FA-8 Sta. 3+70, 27' }  
FA-8 Sta. 1+35, 26' }  
FA-3 Sta. 6+20, 28'  
FA-3 Sta. 2+70, 28'  
FA-1 Sta. 12+50, 26'  
FA-4 Sta. 12+20, 27' } One Run  
FA-2 Sta. 3+05, 26' }  
FA-2 Sta. 6+50, 27' }  
FA-5 Sta. 1+60, 27' }  
FA-5 Sta. 4+65, 26' } One Run  
FA-7 Sta. 2+70, 26' }  
I-295 S.B. Sta. 344+30, 64'  
I-295 N.B. Sta. 344+30, 50'  
Ramp FS-1 Sta. 10+30, 36'  
FS-2 Sta. 29+00, 30'  
FS-3 Sta. 0+75, 30'  
Franklin St. Intg. Sta. 16+80, 130' FS-4 Sta. 32+00, 37'  
I-295 N.B. Sta. 366+00, 44'  
I-295 S.B. Sta. 366+00, 44'

NOTE:  
6" Underdrain outlet for future lighting projects shall be installed a minimum of 6" below subgrade and 2' beyond the edge of shoulder, face of curb or face of guard rail. The ends shall be blocked with flat rocks. The stations and lengths shown above are intended to be nominal as built.  
END 4-20-76

Item 617.09 Erosion Control Mesh

Ramp CS-7 Sta. (400 to 2160) ± Lt 227 L.F.  
CS-7 Sta. (2+00 to 3+50) ± Rt 158 L.F.  
FS-1 Sta. (7+00 to 11+00) ± Lt 400 L.F.  
FS-2 Sta. 22+0 ± Rt 62 L.F.  
FS-3 Sta. (1+70 to 5+70) ± Lt 400 L.F.  
FS-4 Sta. 29+50 Rt to  
I-295 S.B. Sta. 350+50 Lt 130 L.F.

PLANS	DESIGN - DETAILED CHECKED REVISIONS FIELD CHANGES	BY	DATE

Revised As Built C.N. Putney, Jr. 4-20-76

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

QUANTITY LISTING

SHEET 1 OF 1 AUGUSTA, MAINE

Portland-South Portland I-295-3(76)



# CURB TABULATION



ADDITIONAL CURB TYPE 3a (ITEM 603.32)

I-295 Sta 251+90± - 84' RT	20.0 L.F.	} At Type F Catch Basins added under EWO #11
252+20± - 77' LT	23.3	
328+85± - 55' LT	10.0	
328+85± - 73' RT	8.5 L.F.	
I-295 S.B. Sta 377+0± L&H to Turkey's Bridge 678.8 L.F. EWO #20		

2 OF 2



BRIDGE	202.20 REMOVING BITUMINOUS CONCRETE PAVEMENT	403.08 HOT BIT.PAVEMENT GRADING "C"	403.131 HOT BIT.PAVEMENT GRADING "G"	502.36 STRUCTURAL CONCRETE EXISTING STRUCTURES MODIFICATIONS	502.45 STRUCTURAL CONCRETE APPROACH SLABS	503.12 & 503.13 REINFORCING STEEL	508.10 MEMBRANE WATERPROOFING		515.20 PROTECTIVE COATING FOR CONCRETE SURFACES
RAMP SP-2 OVER I-295		(2") 195 TONS					1773 S.Y.		
RAMP SP-4 OVER I-295 & P.T.R.R.		(2") 229 TONS					2080 S.Y.		
SO.PORTLAND R.R.OVERPASS (EXISTING)	414 S.Y.	(2") 36 TONS		LUMP SUM			320 S.Y.		135 S.Y.
I-295 OVER FORE RIVER			(1") 308 TONS		59 C.Y.	16050 Lbs.			
I-295 OVER P.T.R.R. (THOMPSON POINT)		(1 1/4") 142 TONS	(3/4") 85 TONS				2060 S.Y.		
I-295 OVER WESTBROOK ARTERIAL		(1 1/4") 145 TONS	(3/4") 86 TONS		85 C.Y.	25086 Lbs.	2105 S.Y.		
RAMP CS-6 OVER WA-2		(2") 28 TONS			16 C.Y.	4502 Lbs.	252 S.Y.		
I-295 OVER CONGRESS ST. & PARK AVENUE		(1 1/4") 170 TONS	(3/4") 102 TONS		81 C.Y.	20315 Lbs.	2482 S.Y.		
CS-7 OVER ST.JAMES STREET		(2") 27 TONS			16 C.Y.	4534 Lbs.	251 S.Y.		
I-295 OVER ST.JAMES STREET		(1 1/4") 72 TONS	(3/4") 43 TONS		67 C.Y.	18966 Lbs.	1049 S.Y.		
I-295 & RAMP CS-7 OVER P.T.R.R.		(1 1/4" I-295) (2" RAMP) 101 TONS	(3/4" I-295) 47 TONS		75 C.Y.	20862 Lbs.	1350 S.Y.		
I-295 & RAMP CS-7 OVER ST.JOHN ST.		(1 1/4") 83 TONS	(3/4") 50 TONS		71 C.Y.	19304 Lbs.	1210 S.Y.		
I-295 OVER FOREST AVENUE		(1 1/4") 91 TONS	(3/4") 54 TONS				1321 S.Y.		
I-295 OVER PREBLE STREET		(1 1/4") 94 TONS	(3/4") 56 TONS				1370 S.Y.		
I-295 OVER FRANKLIN STREET		(1 1/4") 87 TONS	(3/4") 52 TONS				1260 S.Y.		

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	10/22/73	10/22/73
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BRIDGE QUANTITIES

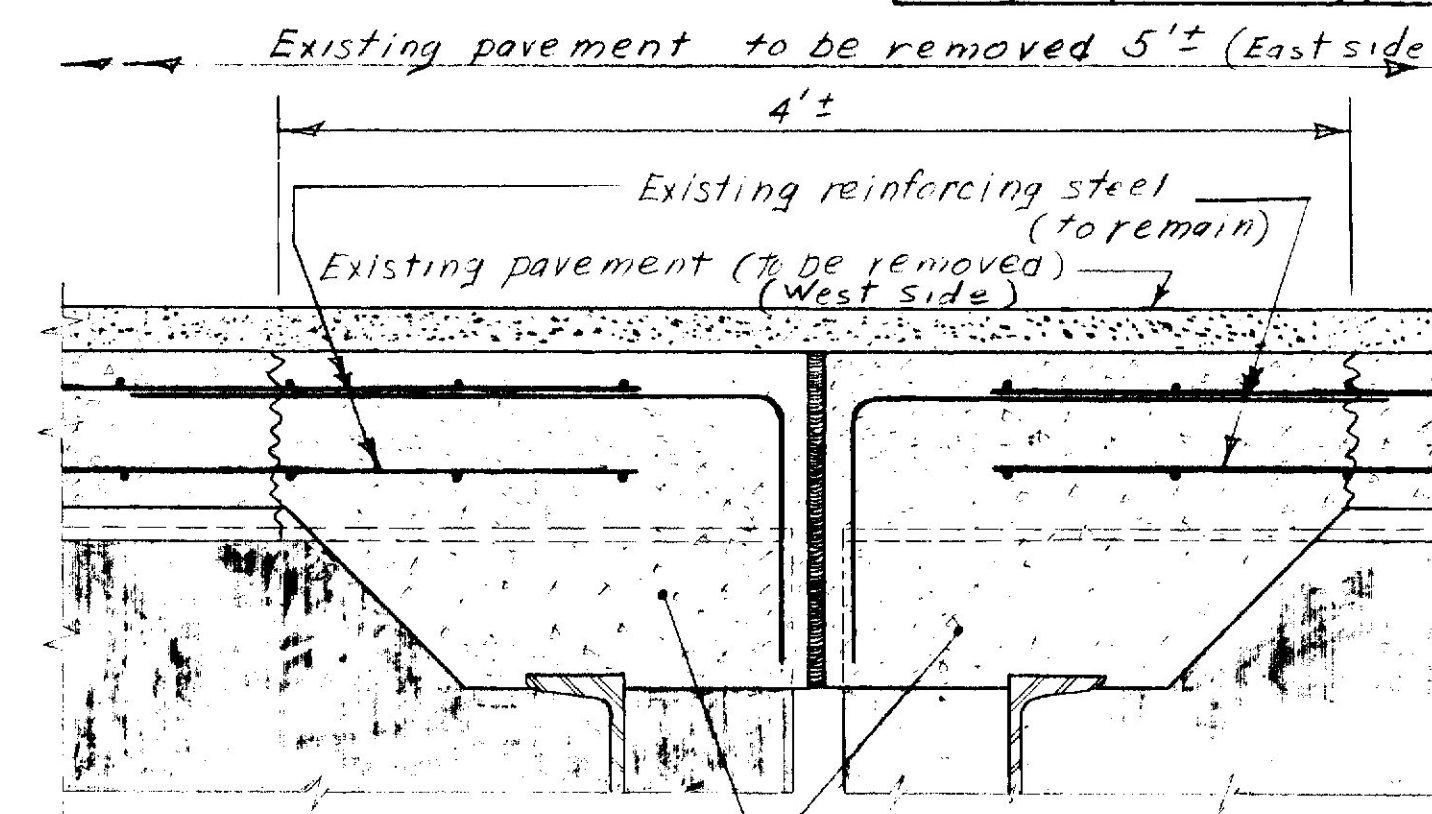


## STEEL SCHEDULE

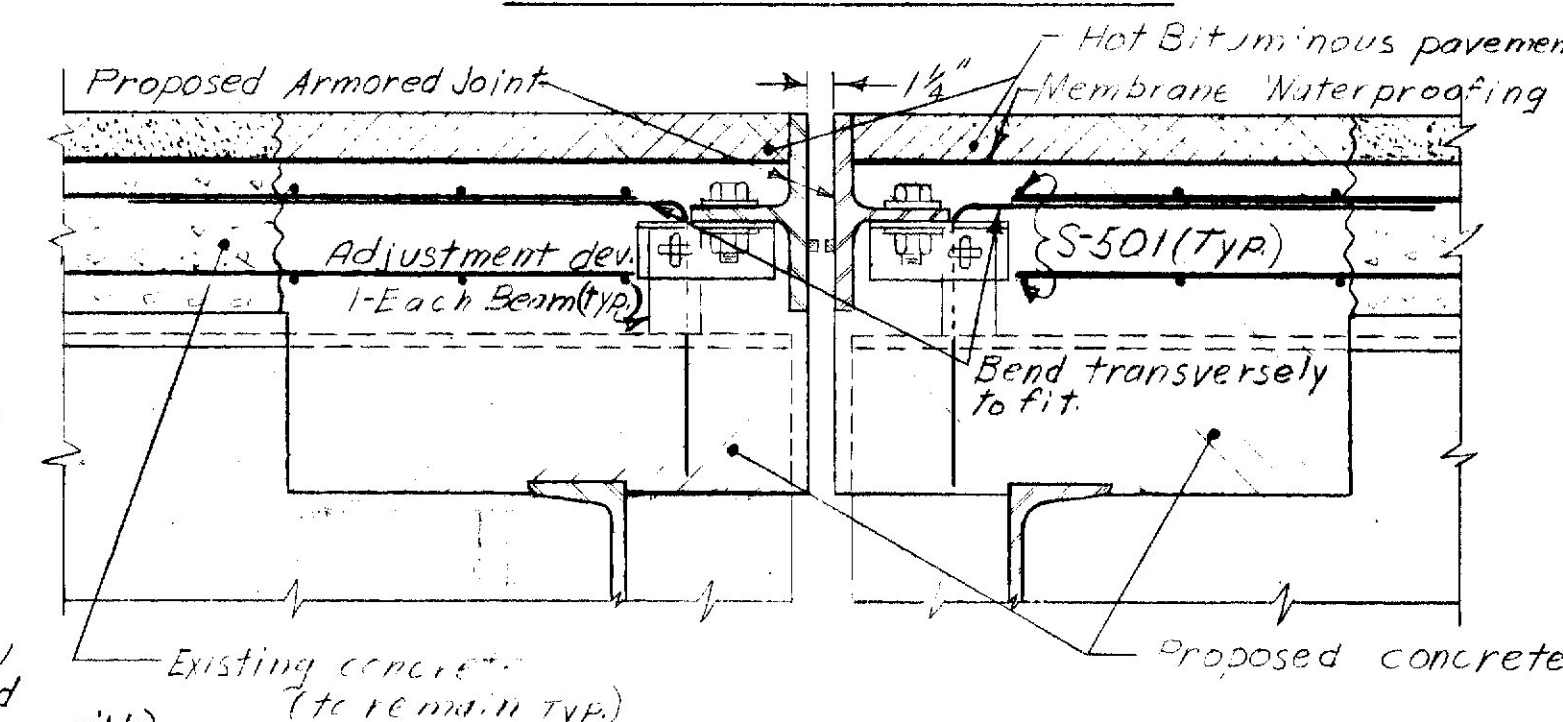
MARK	SIZE	NO.	LENGTH
M401	4	120	2'-0"
M402	4	140	6'-6"
M403	4	20	30'-0"
M404	4	10	15'-0"
M405	4	20	6'-0"
S501	5	48	23'-0"

BENDING DIAGRAM

Hand-drawn sketch of a roof section. It shows a horizontal line with a vertical line extending upwards from it. The angle between the horizontal line and the vertical line is labeled  $245^\circ$ . The vertical line is labeled  $3\frac{3}{4}$  and  $3''$ . The horizontal line is labeled  $6'-0''$ . Above the horizontal line, there are labels  $M405$  and  $M401$  with dimensions  $5'-6''$  and  $1'-6''$  respectively. To the right of the vertical line, there is a label  $6''$ .



EXISTING SECTION C-C



PROPOSED SECTION C-C

Notes: The size of the preformed elastic joint sealer may be changed from that shown in order to conform with shapes as produced by various manufacturers. The seal characteristics shall be submitted to the engineer for approval, prior to the fabrication of the armored joint.

The joint seal shall extend across the median and the sidewalks to the fascia.

The ends of the seal shall be capped or sealed in a manner approved by the Engineer.

The exact dimensions of armored joint and seal required shall be determined in the field.

## MATERIALS

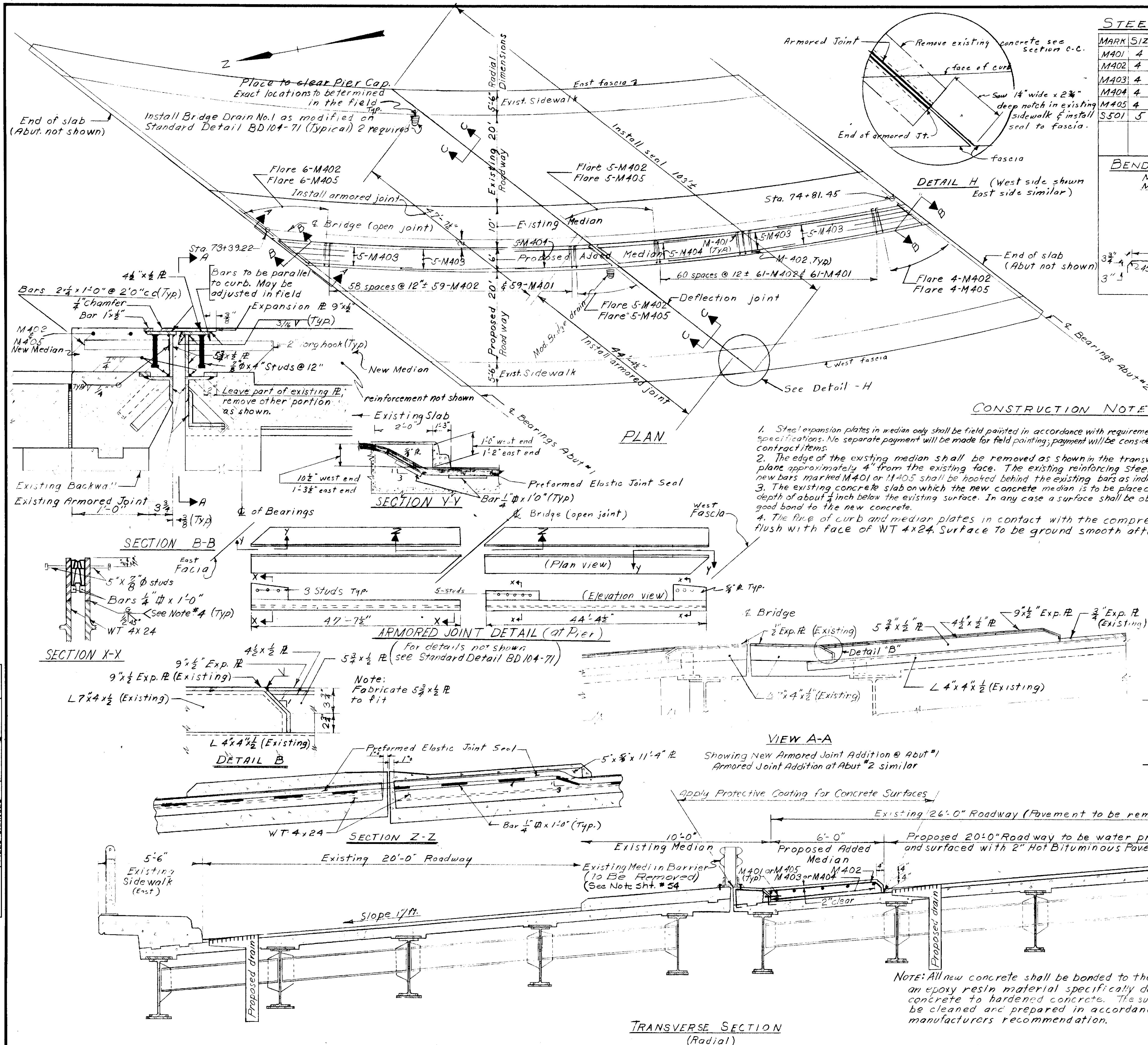
Concrete	Class. A
Reinforcing Steel	A 615 Grade 60
Structural Steel	A.S.T.M. A 36
Hot Bituminous Pavement	*Grading C
Waterproofing -- as per Special Provisions	
* Another grade of pavement may be used if approved by the Engineer.	

### SPECIFICATIONS

Design --- AASHTO Standard Specifications for  
Highway Bridges, (1969) & Interims  
1970-1971 & 1972  
Contract --- State of Maine State Highway Commission  
Standard Specifications, Highways and Bridges  
Revision of June (1968)

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
SPECIAL DETAIL  
ROADWAY RESURFACING, MEDIAN ADDITION,  
JOINT CONSTRUCTION & BRIDGE DRAINS  
FOR  
SOUTH PORTLAND RAILROAD OVERPASS  
SHEET OF AUGUSTA, MAINE

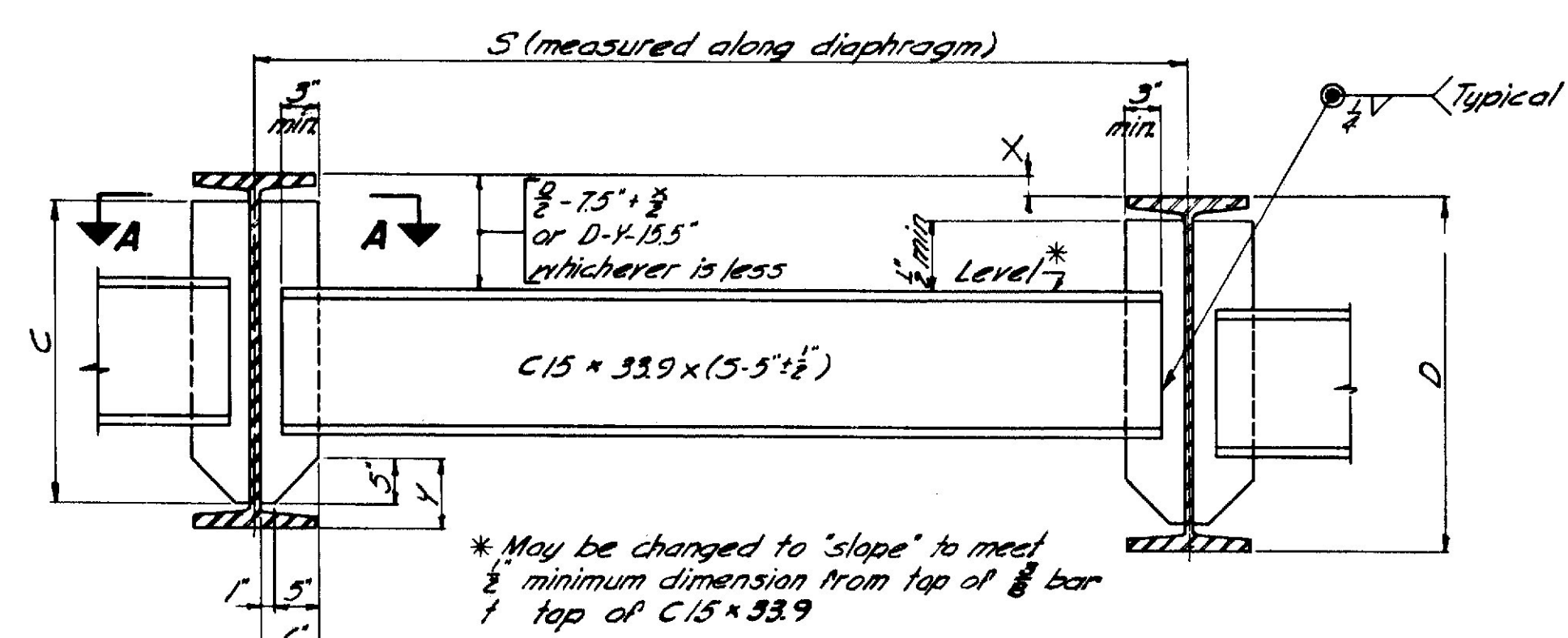
Portland 1-295-3176



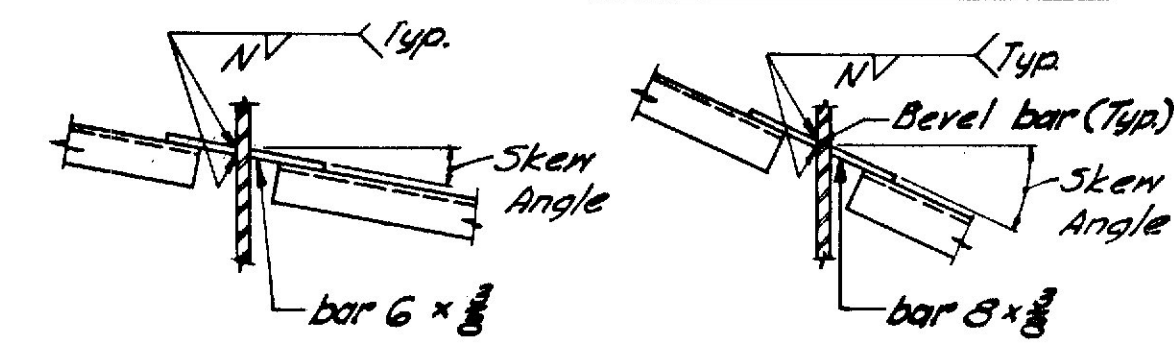
**NOTE:** All new concrete shall be bonded to the existing concrete with an epoxy resin material specifically designed to bond fresh concrete to hardened concrete. The surface of the existing concrete shall be cleaned and prepared in accordance with the manufacturers recommendation.

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED	J.C. DAC.	Jan. 73
	REVISIONS	K.E.R.	Feb - 73
	F.I.D. CHANGES		





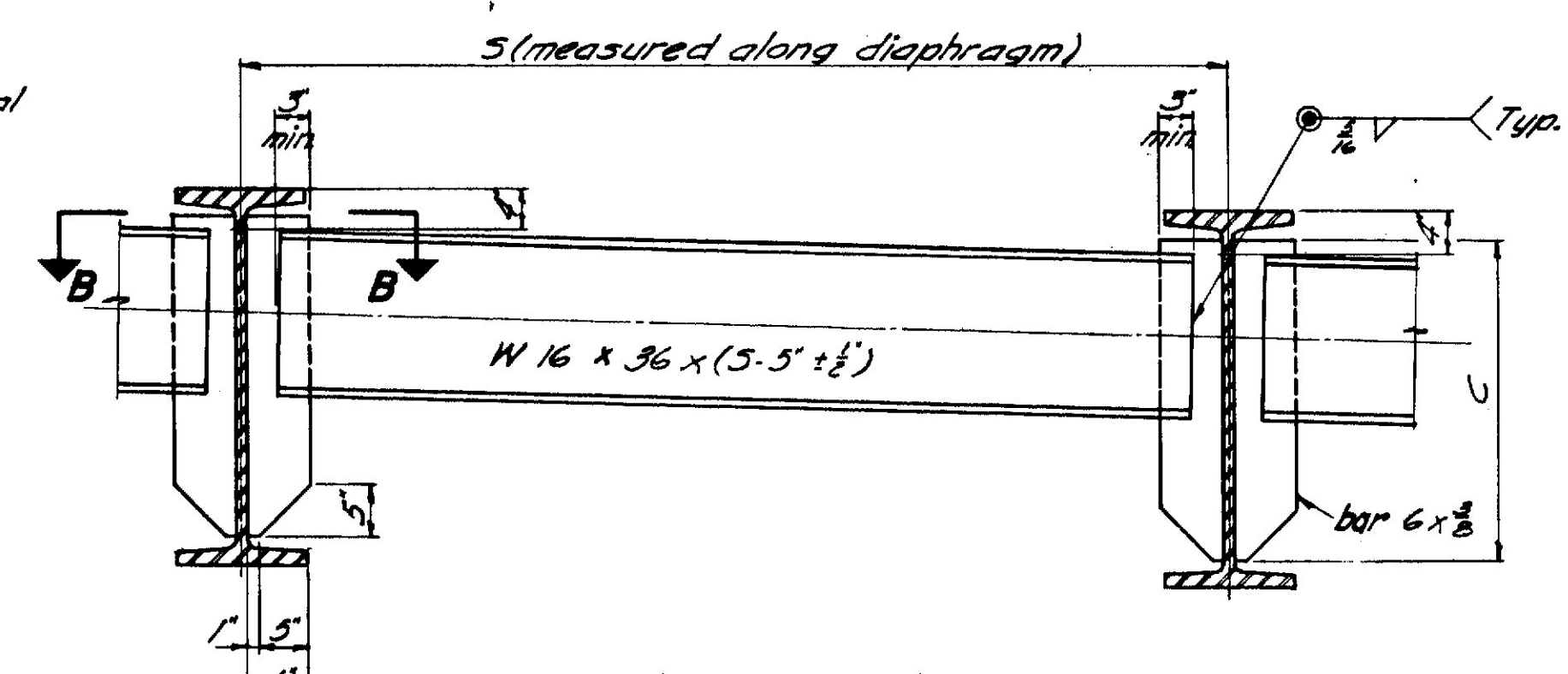
**TYPE A DIAPHRAGM**



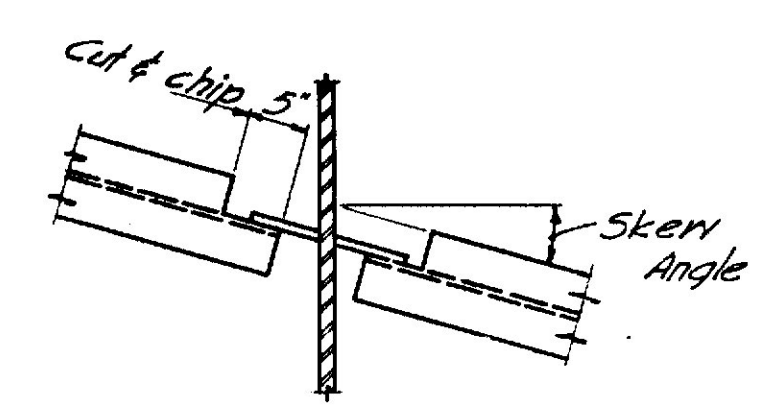
**SECTION A-A**  
Skew Angle  $0^\circ$  to  $10^\circ-00'$

**SECTION A-A**  
Skew Angle over  $10^\circ-00'$  to  $20^\circ-00'$

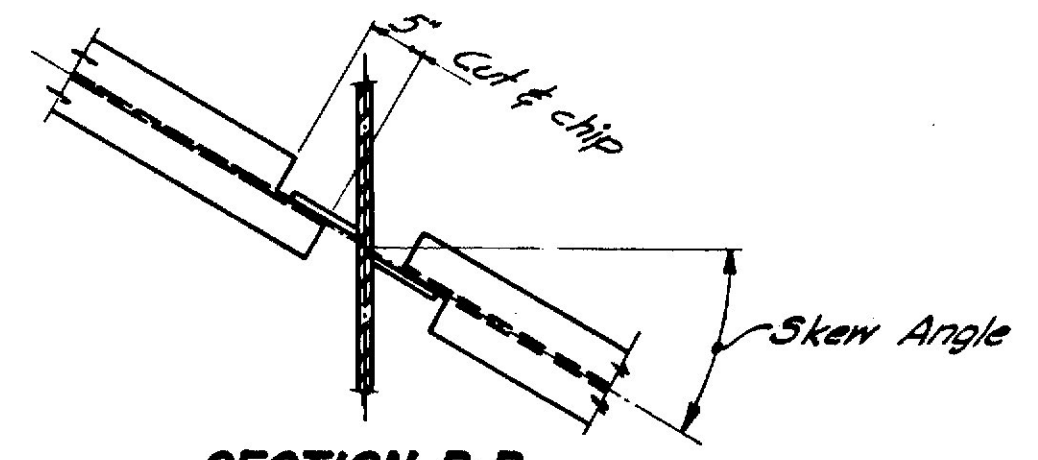
FILLET WELD SIZE "N" 8 DIMENSION "C" FOR DIAPHRAGM BARS		
BEAM	C	N
W27 x 84 to 114 incl.	1'-11"	$\frac{1}{2}"$
W30 x 99 to 132 incl.	2'-2"	$\frac{1}{2}"$
W33 x 118 to 152 incl.	2'-5"	$\frac{1}{2}"$
W36 x 135 to 194 incl.	2'-7"	$\frac{1}{2}"$
W36 x 230 to 300 incl.	2'-6"	$\frac{3}{4}"$



**TYPE B DIAPHRAGM**  
Welding  $6 \times \frac{3}{8}"$  bars to web same as for Type A Diaphragm.



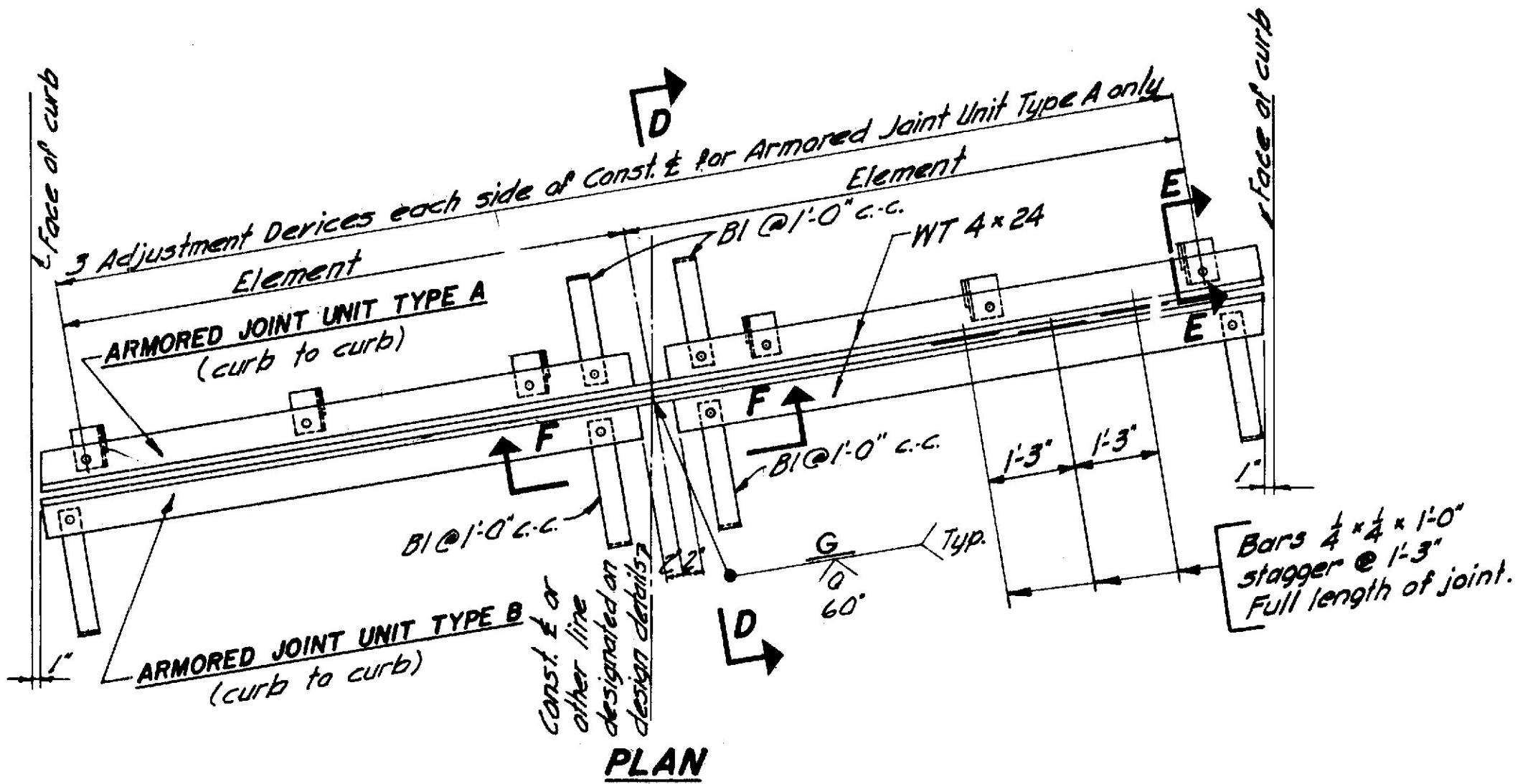
**SECTION B-B**  
Skew Angle  $0^\circ$  to  $10^\circ-00'$



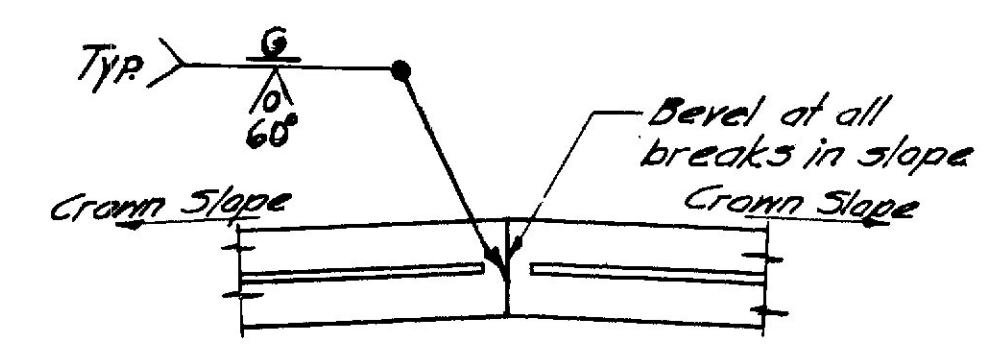
**SECTION B-B**  
Skew Angle over  $10^\circ-00'$

**NOTE**  
See design details for diaphragm type, location and skew.

**DIAPHRAGMS**



**PLAN**



**SECTION F-F**

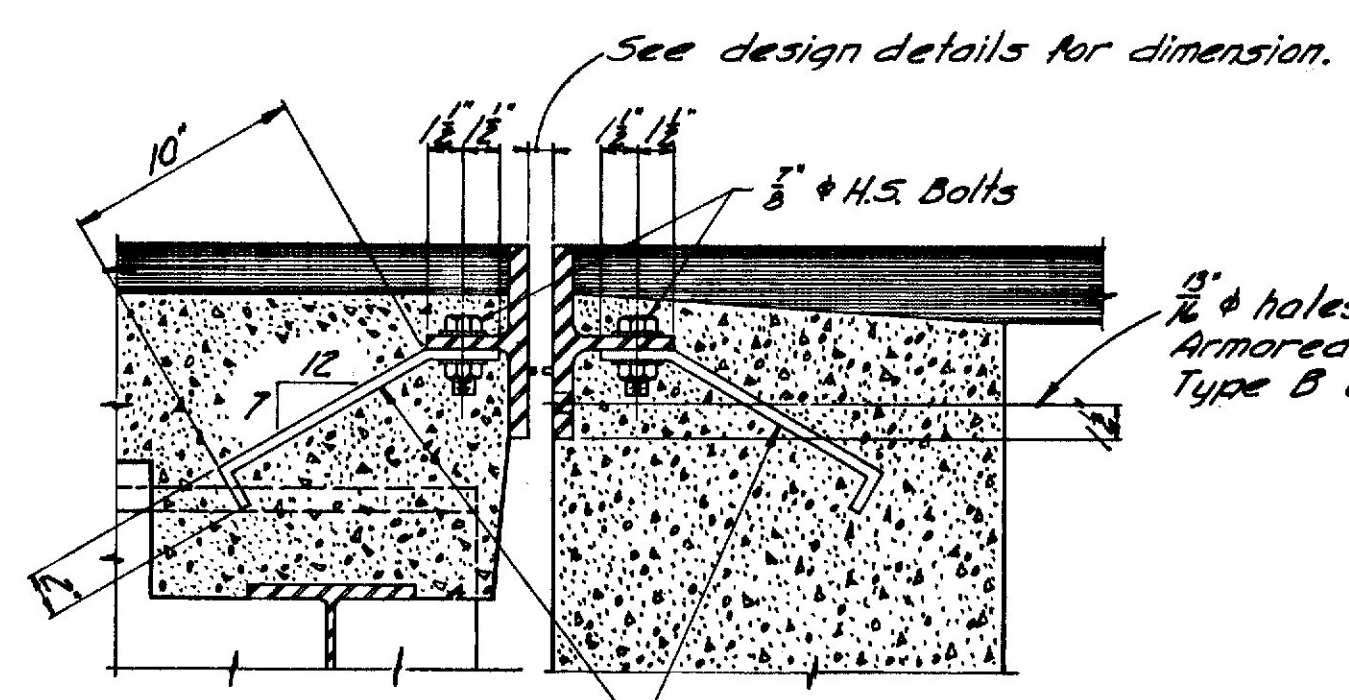
Note: See design details for Const. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

**NOTE**

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. All armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. If more elements than the two shown in the "Plan" are required by the design details, there shall be three adjustment devices for each element for Armored Joint Unit Type A and the elements of both units shall be field welded together in the same manner as shown in the "Plan".
3. Armored Joints to be paid for as Structural Steel.

**ARMORED JOINT**

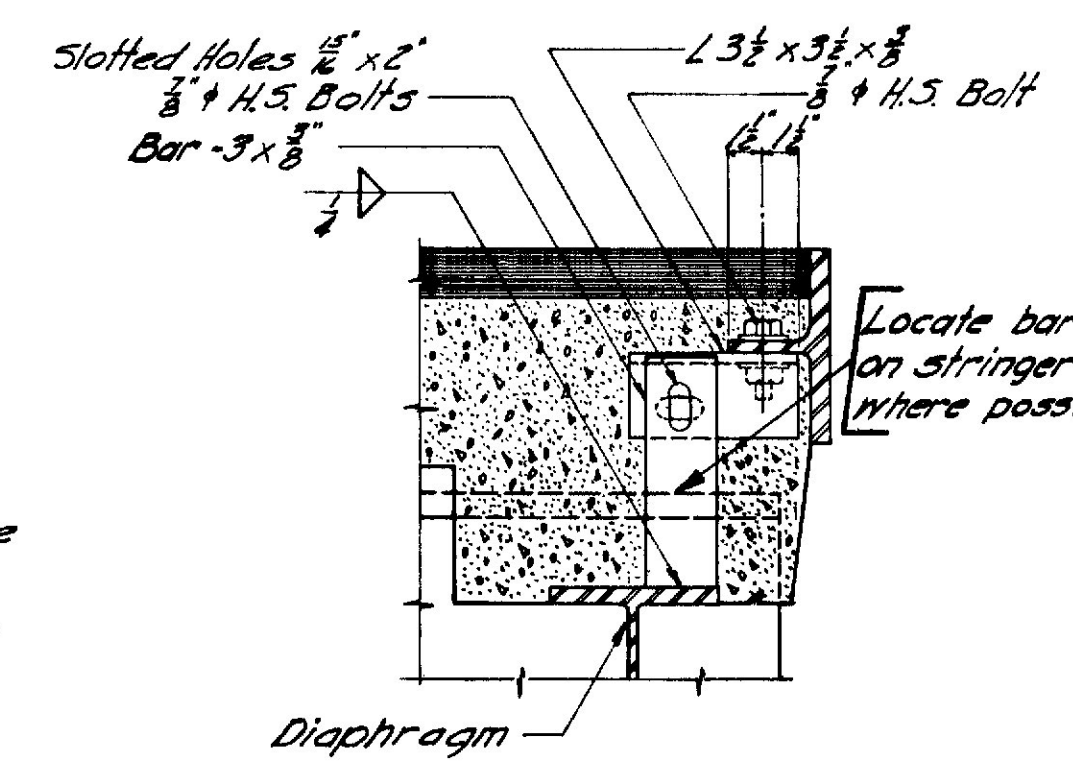
An armored joint consists of two armored joint units. See note 1.



**ARMORED JOINT UNIT TYPE A**

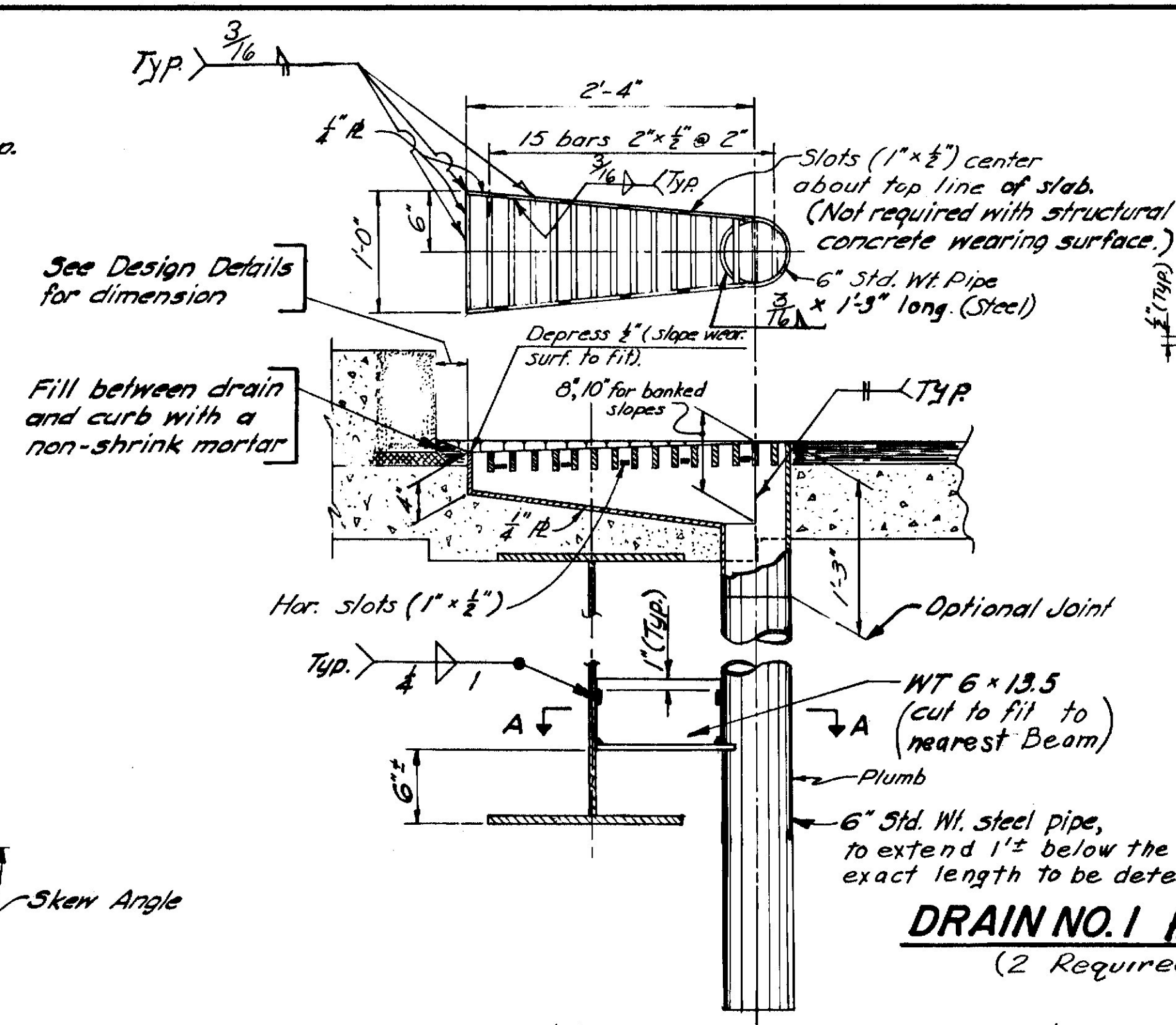
**ARMORED JOINT UNIT TYPE B**

**SECTION D-D**



**SECTION E-E**

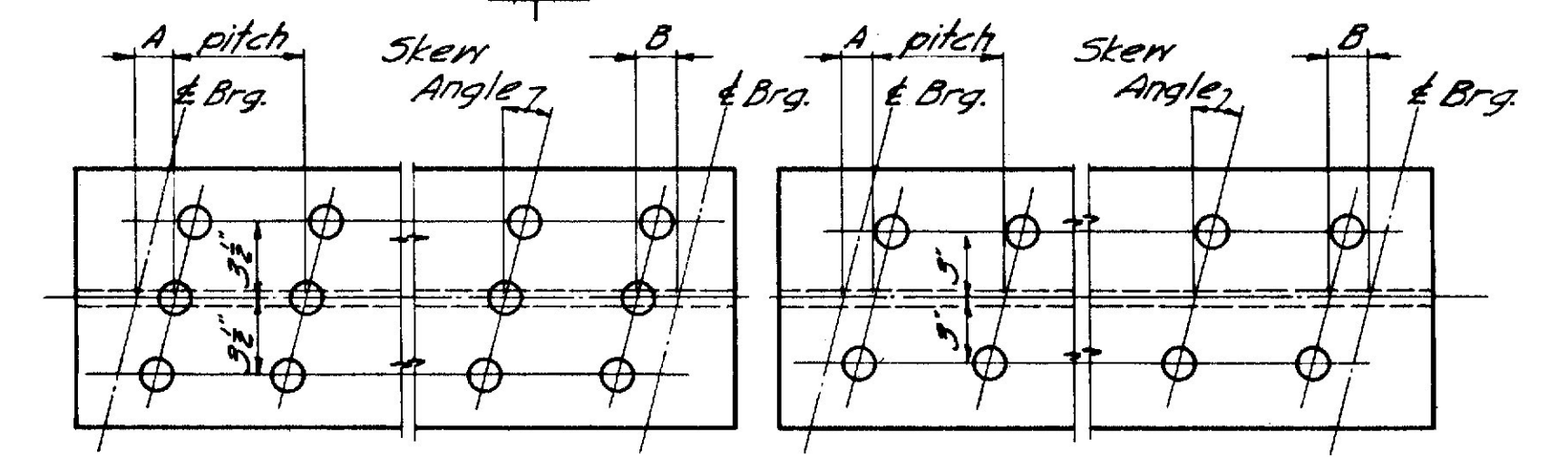
Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld  $\frac{3}{8}"$  bar to angle with  $\frac{1}{4}"$  fillet



**SECTION A-A**

**NOTE:**  
See design details for location and number of drains and beam size to which it is connected.

**DRAIN NO. 1 MODIFIED**  
(2 Required)



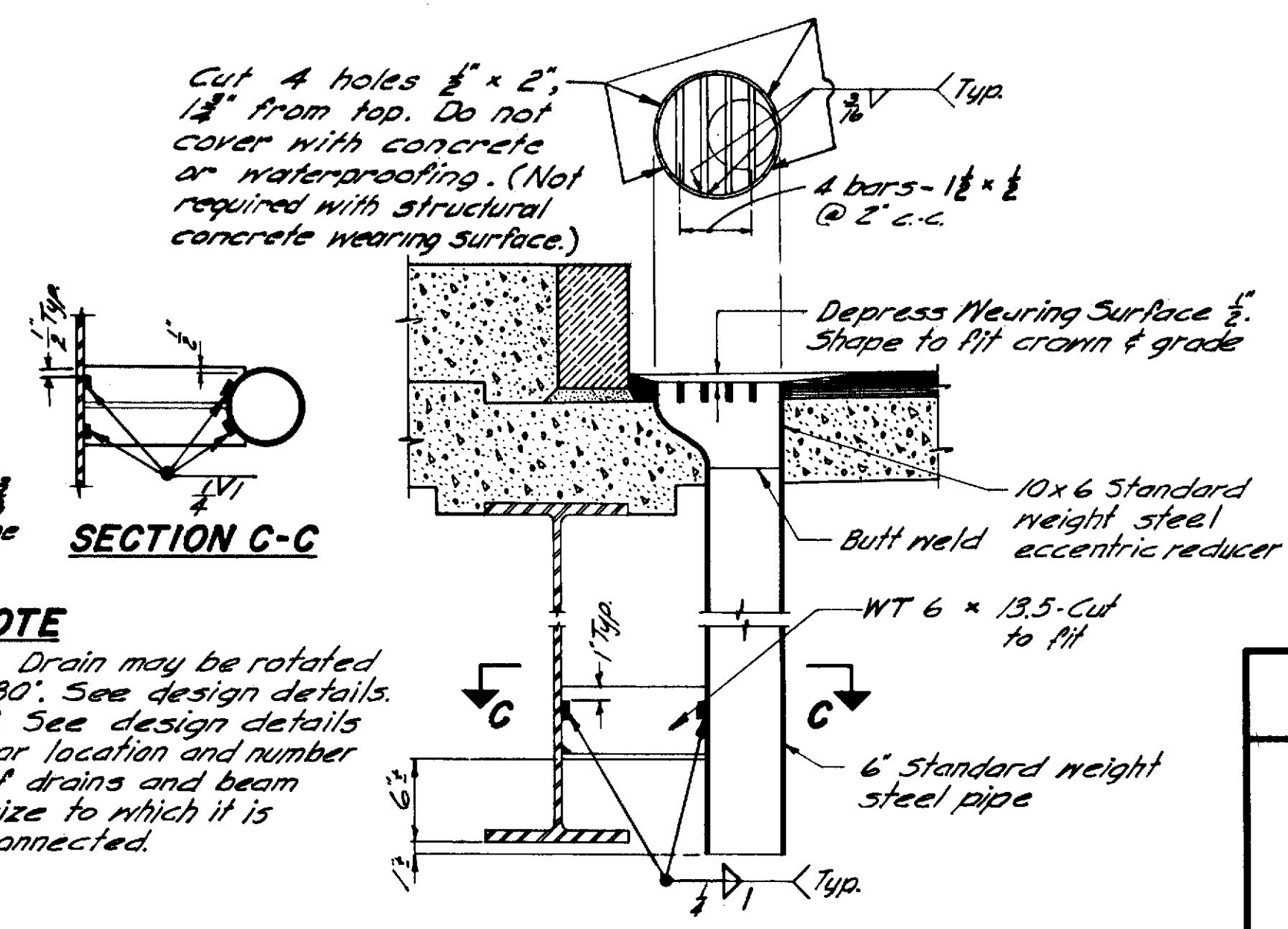
**TRIPLE STUDS**

**DOUBLE STUDS**

**NOTE**

1. Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.
2. See the design details for Dimensions "A" & "B", stud pitch and skew angle for studs.

**SHEAR CONNECTORS**



**SECTION C-C**

**NOTE**

1. Drain may be rotated  $180^\circ$ . See design details.
2. See design details for location and number of drains and beam size to which it is connected.

**DRAIN NO. 2**

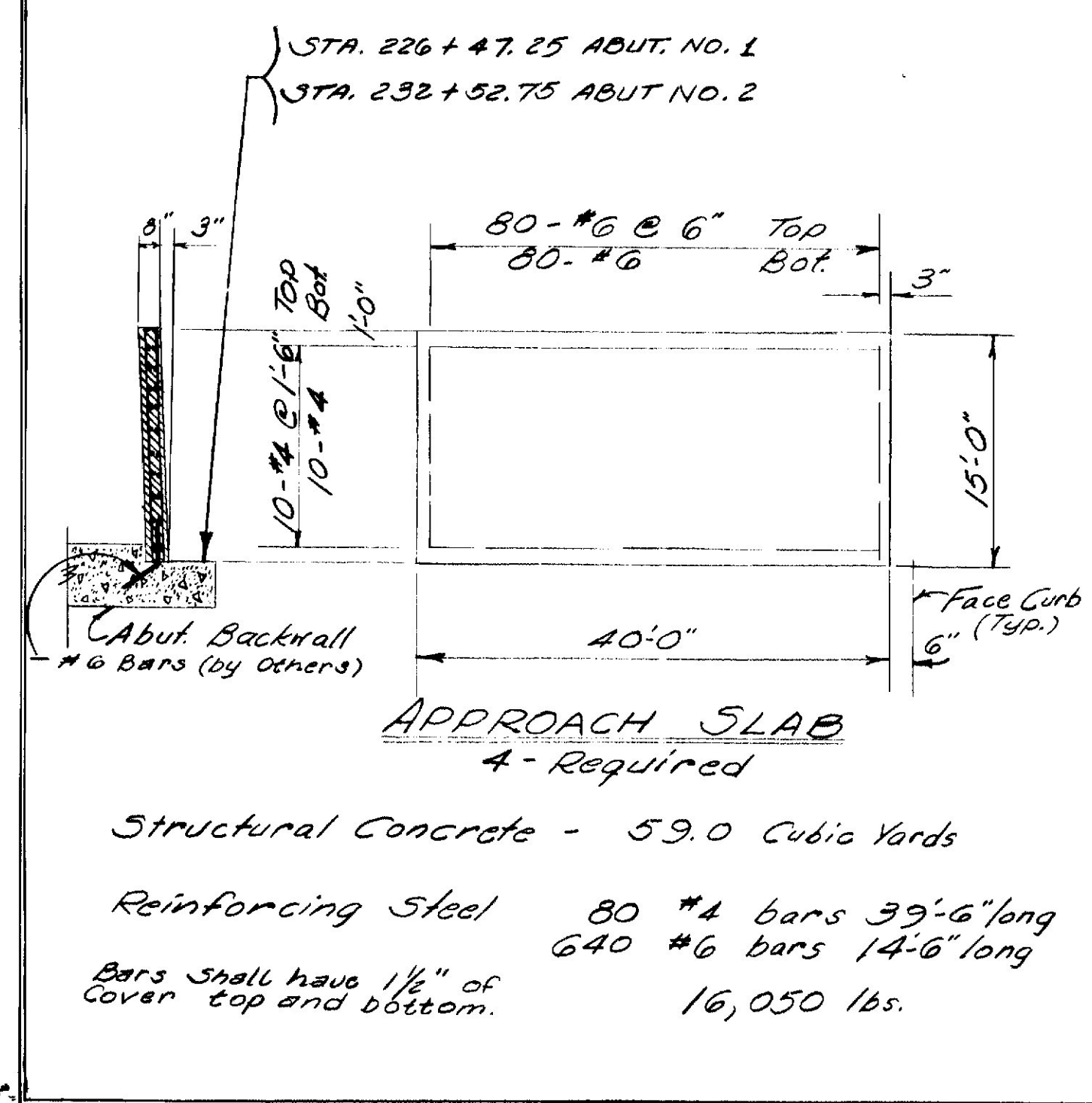
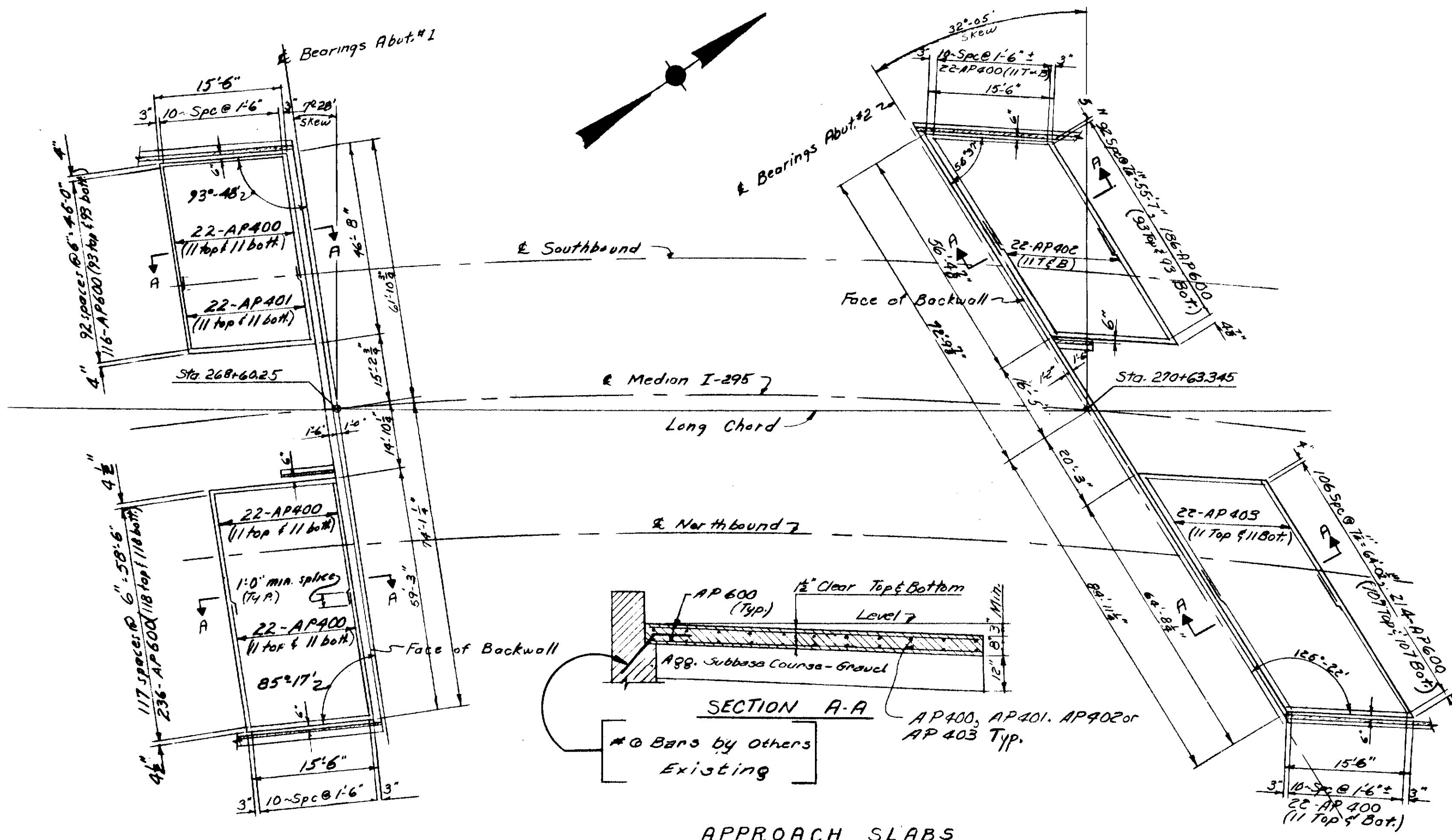
**GENERAL NOTE**

Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.  
Drains to be incidental, see Section 502.20

MAINE STATE HIGHWAY COMMISSION  
AUGUSTA, MAINE

**STANDARD DETAILS**  
(BD 104-71)  
**DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN**  
MODIFIED FOR SOUTH PORTLAND RAILROAD OVERPASS





DESIGN - GWC  
TRACE - YMK  
CHECK - YMK

BRIDGE NO.  
SURVEY -  
PLOT -

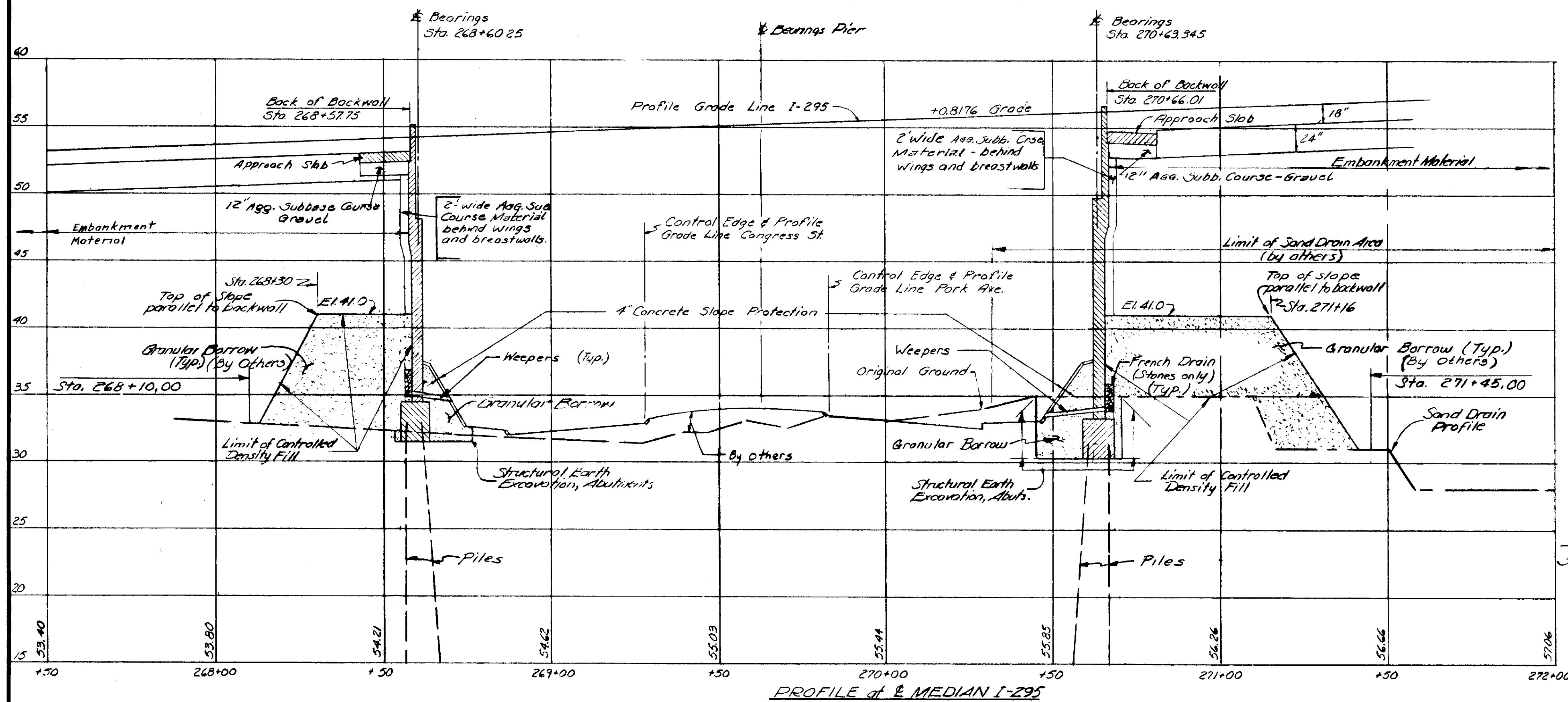
**INTERSTATE 295**  
OVER  
**FORE RIVER**  
BETWEEN THE CITIES OF  
**PORTLAND & SOUTH PORTLAND**  
CUMBERLAND COUNTY

Structural Concrete - 59.0 Cubic Yards

Reinforcing Steel 80 #4 bars 39'-6" long  
640 #6 bars 14'-6" long  
Bars shall have 1/2" of cover top and bottom.  
16,050 lbs.

**MATERIALS:**  
Portland Cement Concrete shall be Class A.  
Reinforcing Steel shall meet ASTM A 615 Grade 60.

**APPROACH SLABS**



ABUTMENT No.1 & ABUTMENT No.2					
APPROACH SLABS					
STRAIGHT BARS					
Mark	Size	Number	Length	Location	
AP400	#4	110	30'-0"	Abutment #1 & Abutment #2	
AP401	#4	22	17'-3"	Abutment #1 Southbound	
AP402	#4	22	26'-10"	Abutment #2 Southbound	
AP403	#4	22	35'-5"	Abutment #2 Northbound	
AP600	#6	752	15'-0"	Abutment #1 & Abutment #2	

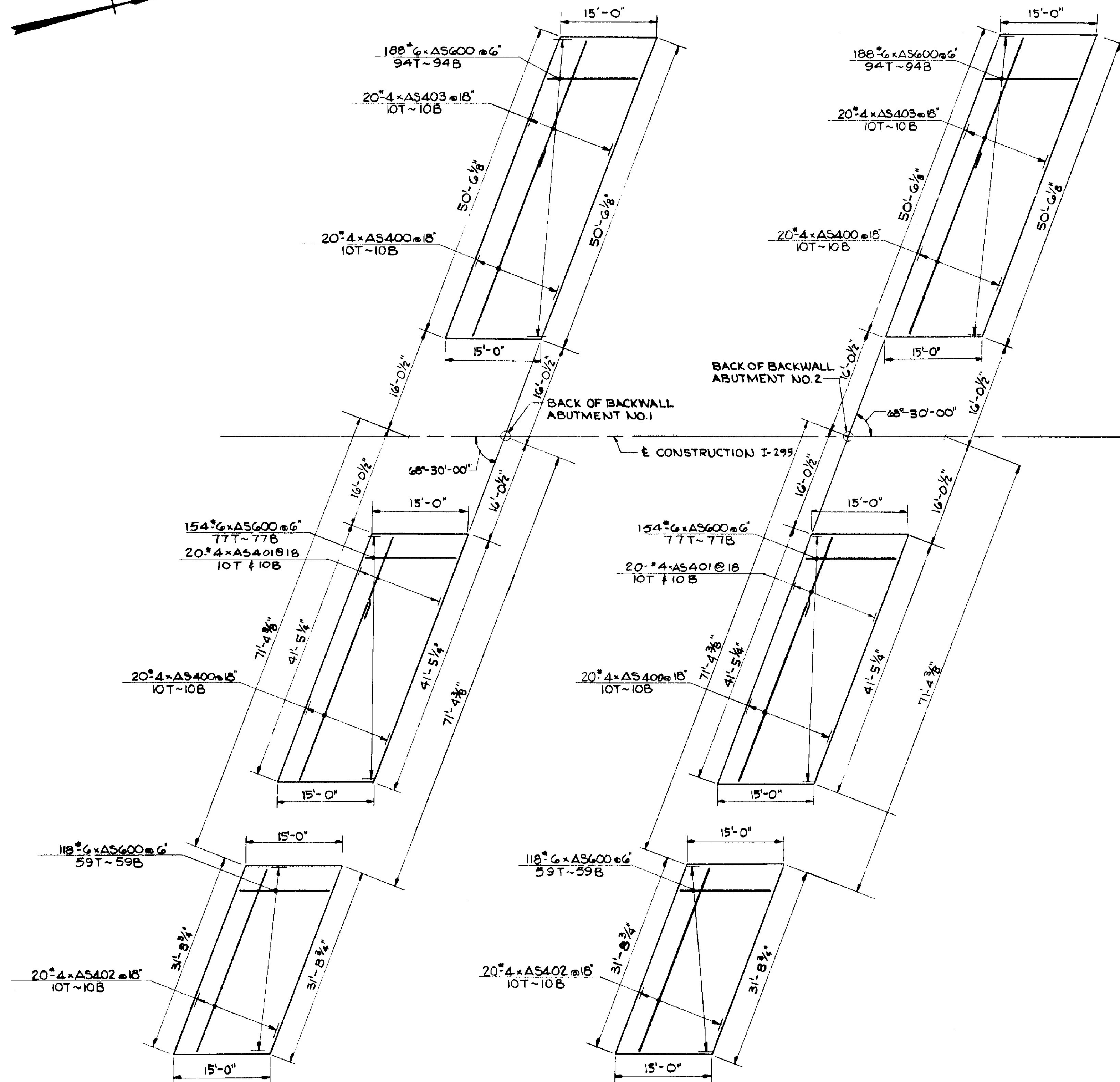
ESTIMATED QUANTITY FOR LUMP SUM ITEM  
STRUCTURAL CONCRETE - APPROACH SLABS = 51 CU. YDS

Proj. Engr. CDH  
DESIGN - ZTK  
TRACE - CHH, SGT  
CHECK - EGC

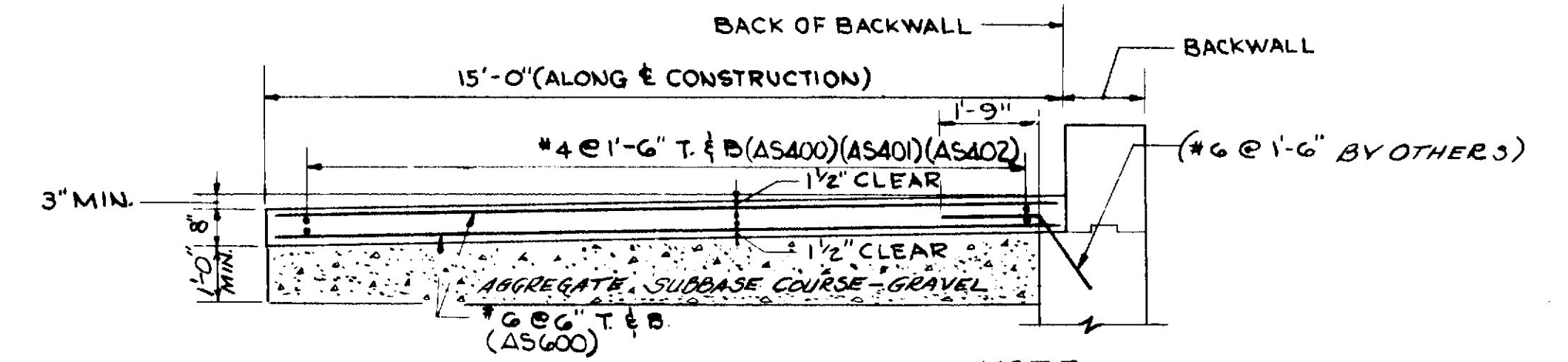
BRIDGE NO.  
SURVEY -  
PLOT -

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE 295**  
OVER  
**CONGRESS ST. & PARK AVE.**  
IN THE CITY OF  
**PORTLAND**  
CUMBERLAND COUNTY  
APPROACH SLABS & SECTION PROFILE  
SHEET 31 OF 31 AUGUSTA, MAINE





PLAN - APPROACH SLABS



TYPICAL SECTION

NOTE: DO NOT EXCAVATE EXISTING MATERIAL IF IT MEETS THE SPECIFICATIONS FOR GRANULAR BORROW.

REINFORCING STEEL SCHEDULE				
MARK	SIZE	NO. REQ'D	LENGTH	TYPE
AS600	6	988	14-8	-
AS400	4	40	30-0	-
AS401	4	40	41-1	-
AS402	4	40	31-4	-
AS403	4	40	22-3	-

ESTIMATED QUANTITY FOR LUMP SUM ITEMS  
STRUCTURAL CONCRETE APPROACH SLABS = 85 CU. YDS.

MATERIALS:  
PORTLAND CEMENT CONCRETE SHALL BE CLASS A.  
REINFORCING STEEL SHALL MEET ASTM A615 GRADE 60.

DATE	BY	DESIGN-DETAILED	CHECKED	REVISIONS	FIELD CHANGES
1/18	W.J.A.				
2/12	R.E.B.				

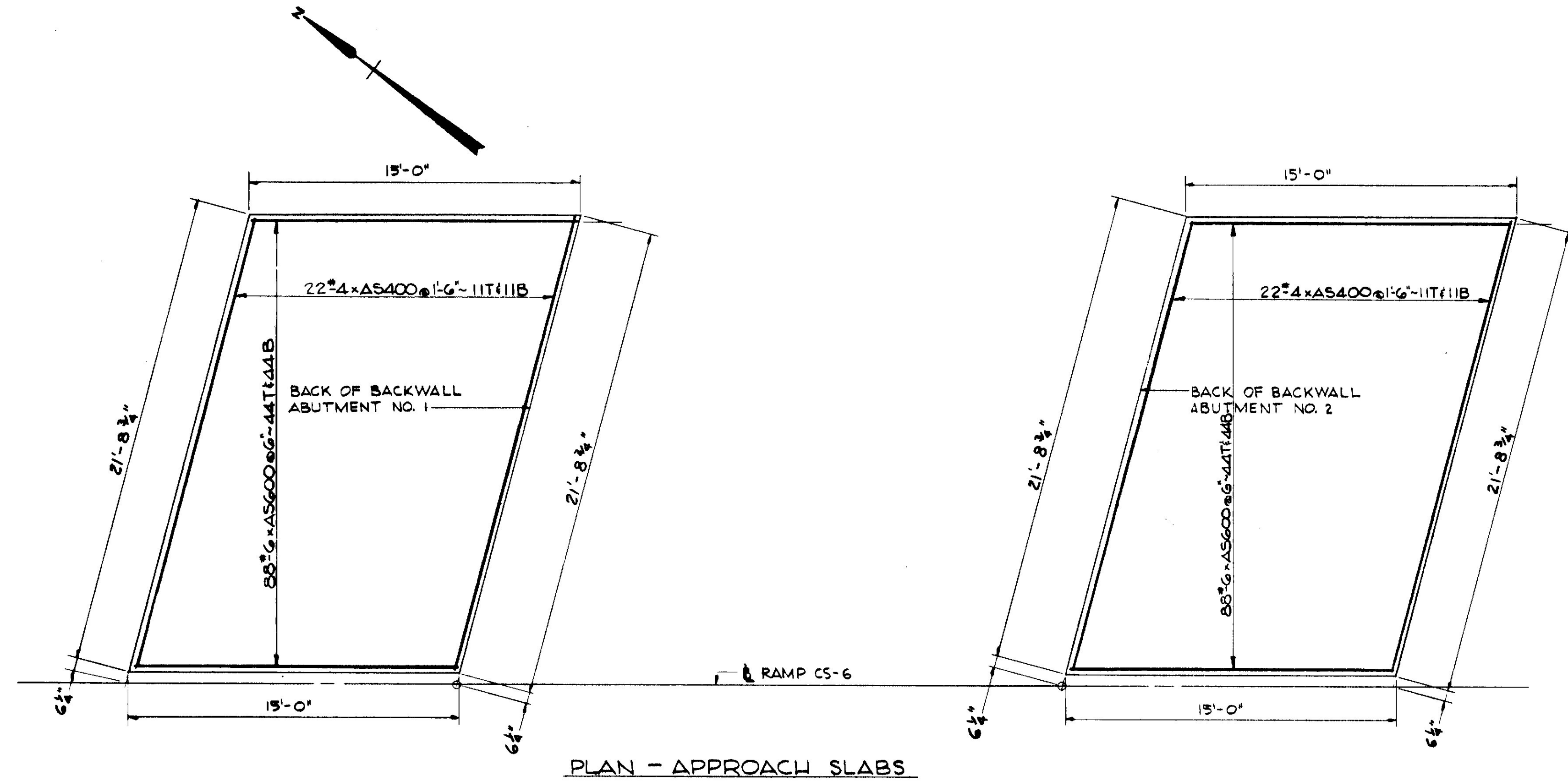
E. NO.	PLAN NO.
57	11
CHK	R.E.B.
CHK	R.E.B.
CHK	C.K.L.

IN CHARGE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE ROUTE 295**  
OVER  
**WESTBROOK ARTERIAL**  
IN THE CITY OF  
**PORTLAND**  
**CUMBERLAND COUNTY**  
APPROACH SLABS  
SHEET OF AUGUSTA, MAINE

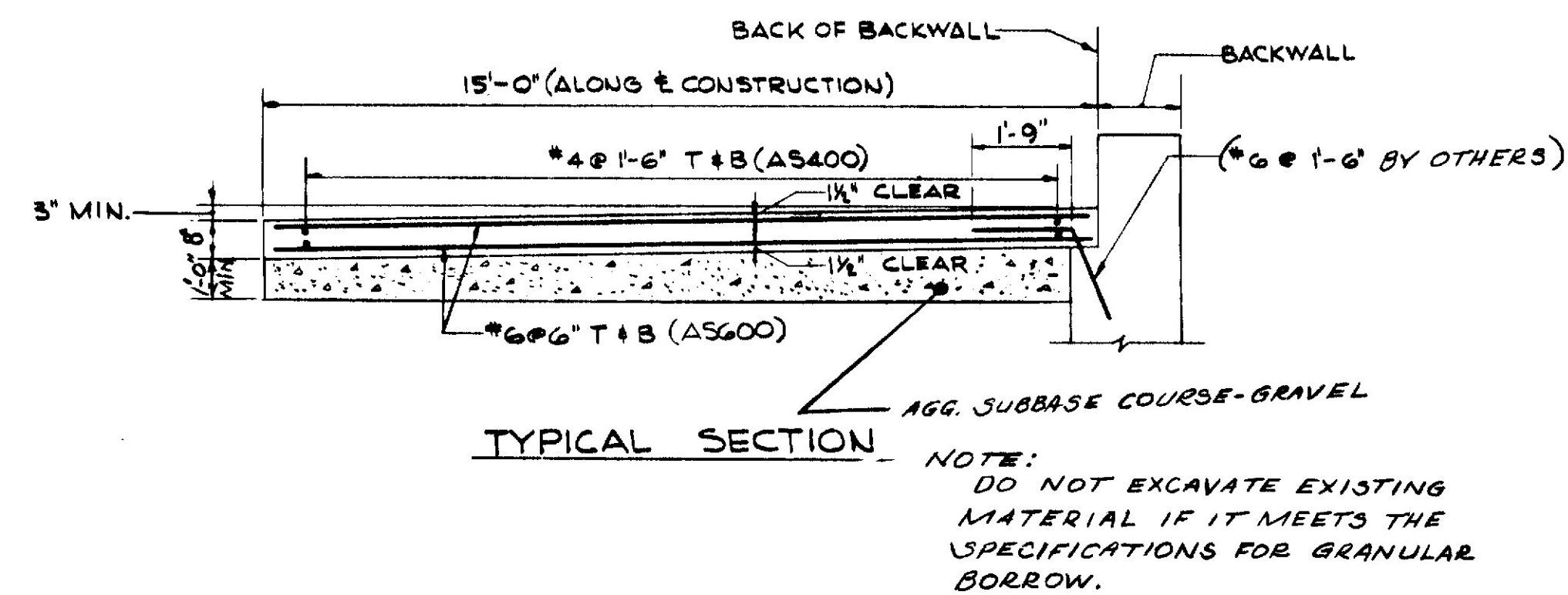
Portland I-295-3(76)





REINFORCING STEEL SCHEDULE				
MARK	SIZE	NO. REQ'D	LENGTH	TYPE
AS600	6	176	14-8	-
AS400	4	44	21-4	-

ESTIMATED QUANTITIES FOR LUMP SUM ITEMS  
 STRUCTURAL CONCRETE - APPROACH SLABS = 16 CU. YDS.



MATERIALS:  
 PORTLAND CEMENT CONCRETE SHALL BE CLASS A  
 REINFORCING STEEL SHALL MEET ASTM A 615-GRADE 60

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 RAMP CS-6  
 OVER  
 RAMP WA-2  
 IN THE CITY OF  
 PORTLAND  
 CUMBERLAND COUNTY  
 APPROACH SLABS  
 SHEET OF AUGUSTA, MAINE

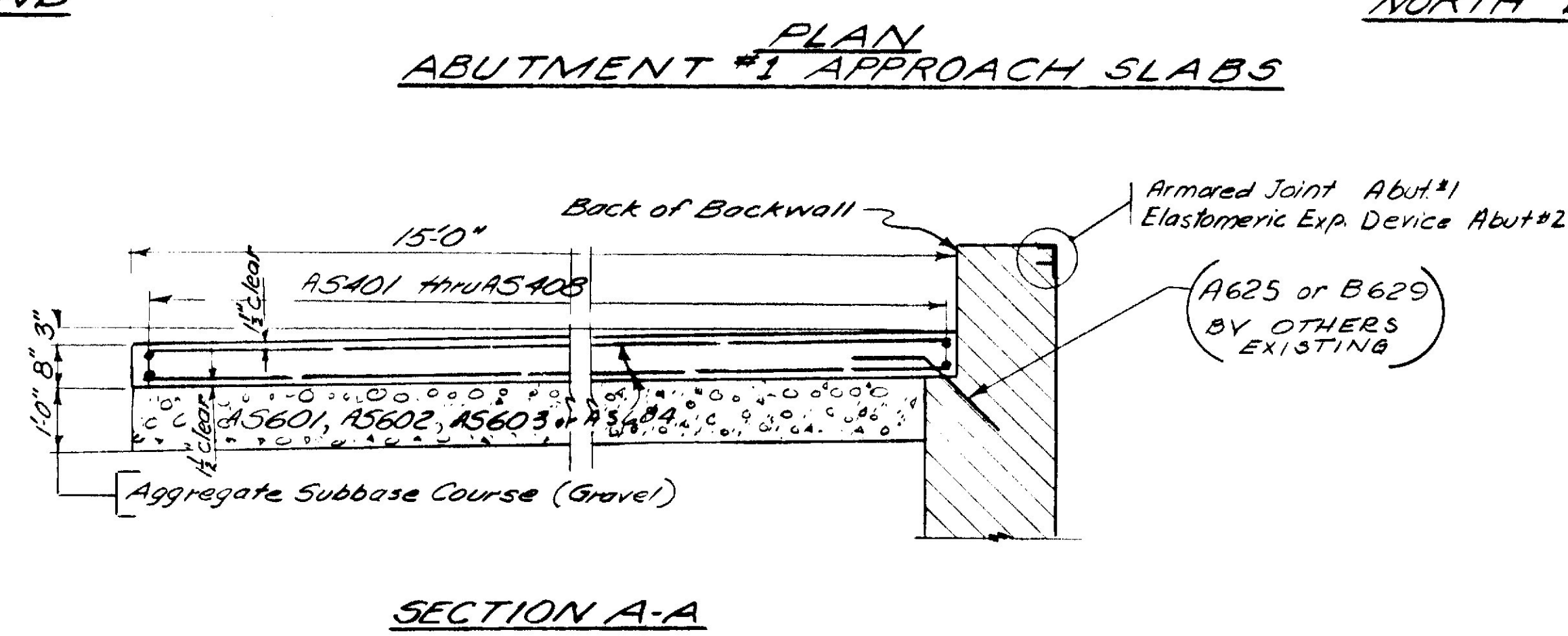
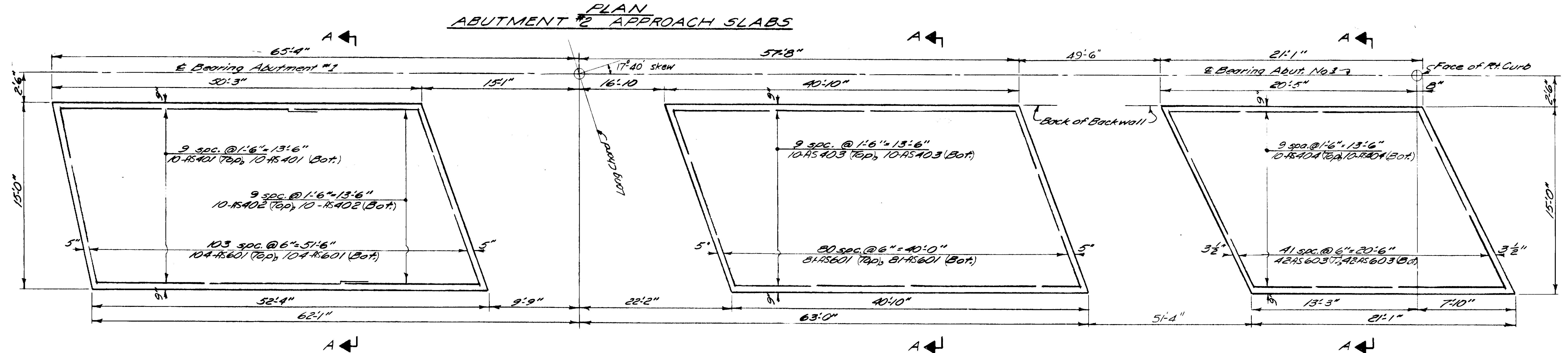
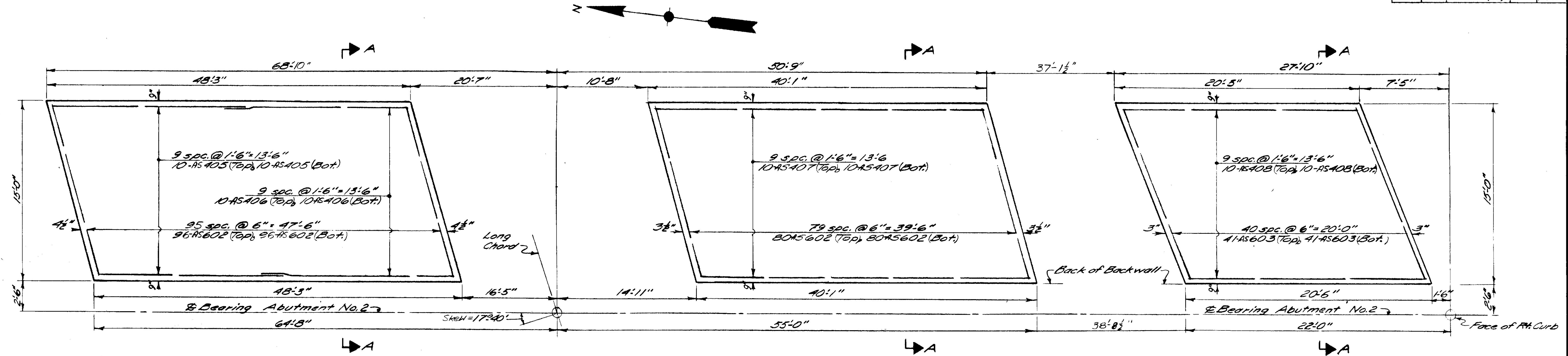
Portland I-295-3(76)

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
7/12	N.K.D.	W.R.R.	R.E.B.		
2/12					

E. NO.	PLAN NO.
-57	35
K.D.	CHK
R.R.	CHK
K.D.	CHK

IN CHARGE





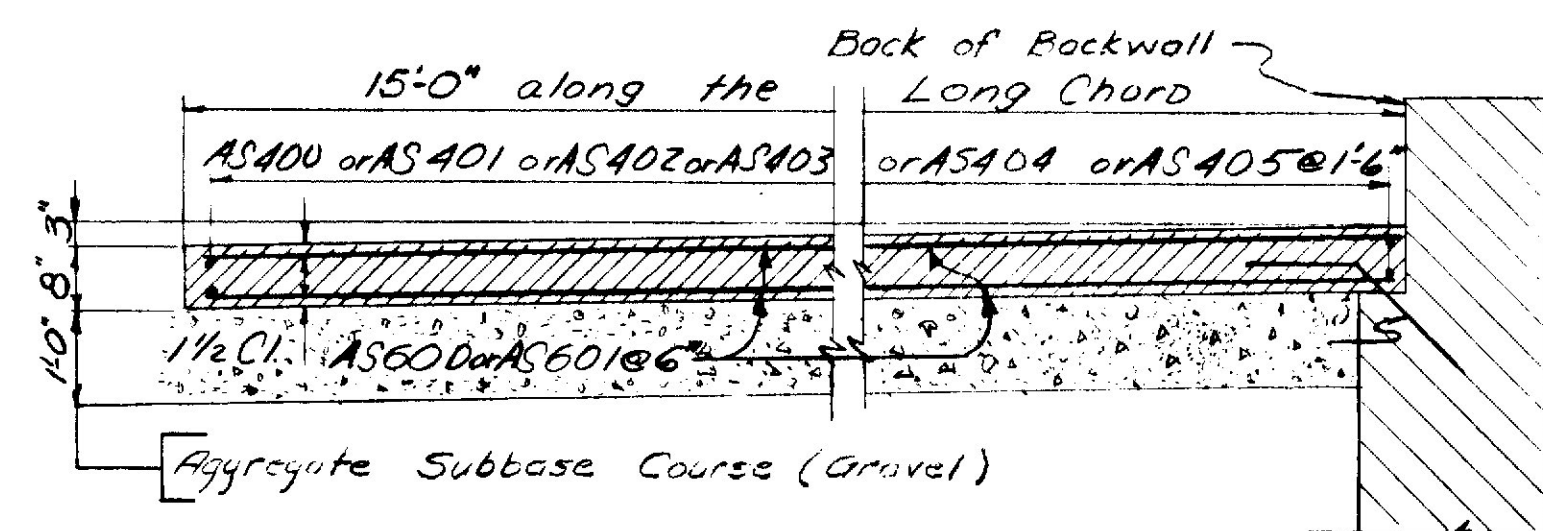
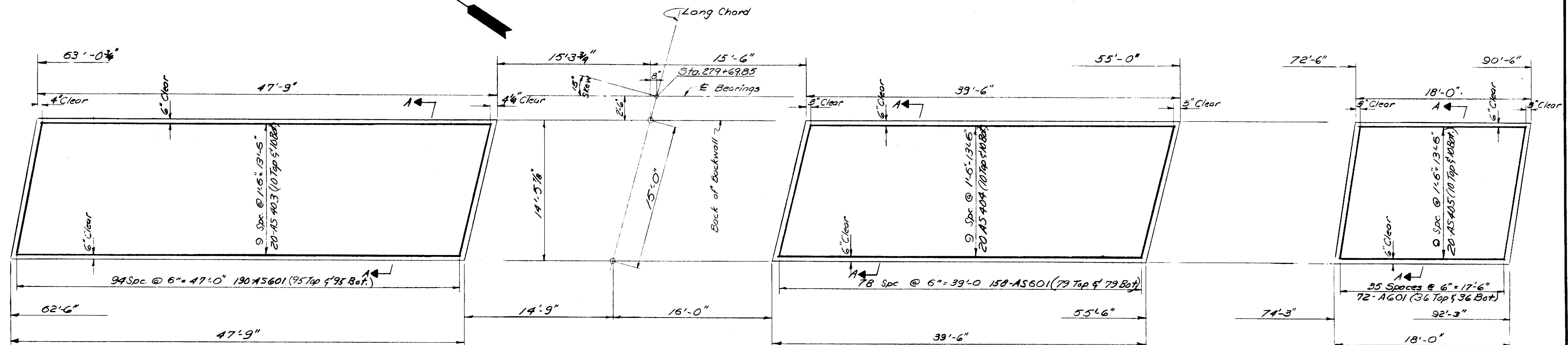
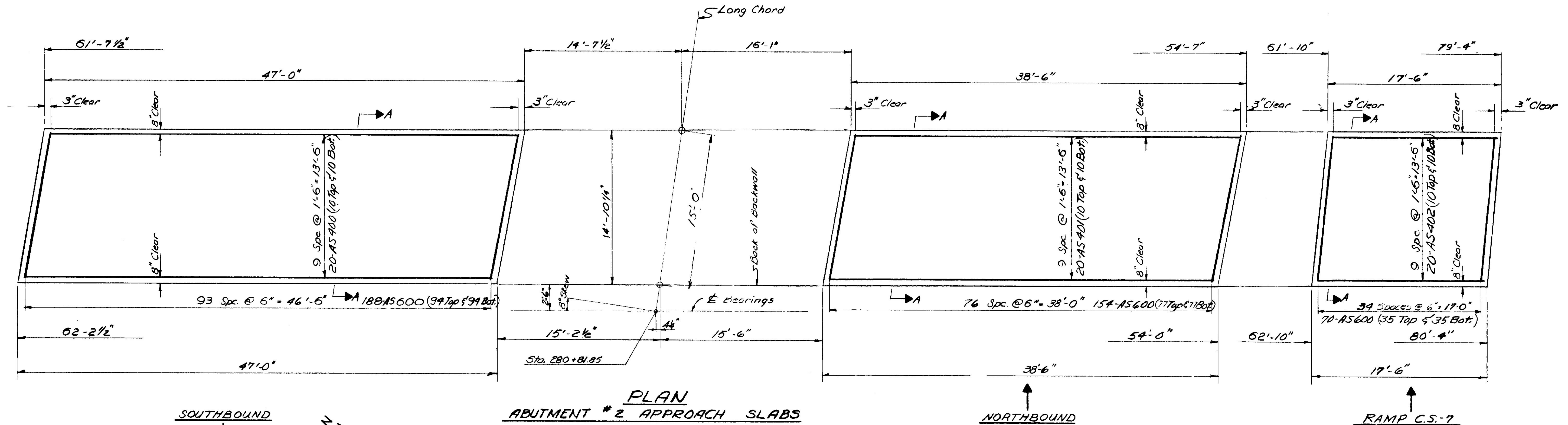
REINFORCING STEEL SCHEDULE - APPROACH SLABS				
STRAIGHT BARS				
Mark	Size	Number	Length	Location
AS401	#4	20	40'-0"	At Abutment No. 1 (S.B.)
AS402			13'-6"	No. 1 (S.B.)
AS403			40'-0"	No. 1 (N.B.)
AS404			20'-9"	No. 1 (Ramp)
AS405			40'-0"	No. 2 (S.B.)
AS406			9'-0"	No. 2 (S.B.)
AS407			39'-9"	No. 2 (N.B.)
AS408	#4	20	20'-0"	At Abutment No. 2 (Ramp)
AS601	#6	370	15'-6"	At Abutment No. 1 (N.B. & S.B.)
AS602		352	15'-0"	No. 2 (N.B. & S.B.)
AS603		82	15'-9"	No. 2 (Ramp)
AS604	#6	84	16'-3"	At Abutment No. 1 (Ramp)

**MATERIALS:**  
PORTLAND CEMENT CONCRETE SHALL BE CLASS A.  
REINFORCING STEEL SHALL MEET ASTM A 615 GRADE 60.  
**ESTIMATED QUANTITY FOR LUMP SUM ITEM**  
STRUCTURAL CONCRETE APPROACH SLABS = 83 CU. YDS.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE 295 & RAMP CS-7**  
OVER  
**RELOCATED ST. JAMES STREET**  
IN THE CITY OF  
**PORTLAND**  
CUMBERLAND COUNTY  
APPROACH SLABS  
SHEET OF AUGUSTA, MAINE

DESIGNED BY: M.M.G. 7-71  
CHECKED BY: M.L.R. 1/24/72  
REVISIONS:  
FIELD CHANGES:  
PLANS





SECTION A-A

**PLAN**  
**ABUTMENT #1 APPROACH SLABS**  
ESTIMATED QUANTITY FOR LUMP SUM ITEM  
Structural Concrete, Approach Slabs = 75 CU. YD3.  
**MATERIALS:**  
Portland Cement Concrete shall be Class A  
Reinforcing steel shall meet ASTM A 615  
Grade 60  
A 628 Bars by others existing.

APPROACH SLAB REINFORCING STEEL SCHEDULE					
MARK	SIZE	LENGTH	LOCATION		
AS400	#4	46'-6"	ABUTMENT NO. 2	20	Longitudinal
AS401	#4	38'-0"	"	20	"
AS402	#4	17'-0"	"	20	"
AS403	#4	47'-3"	"	20	"
AS404	#4	39'-0"	"	20	"
AS405	#4	17'-6"	"	20	"
AS600	#6	14'-6"	"	412	Transverse
AS601	#6	14'-6"	"	420	"

DESIGN - ALLIANCE  
TRACE - Det D D  
CHECK - RER - EBC

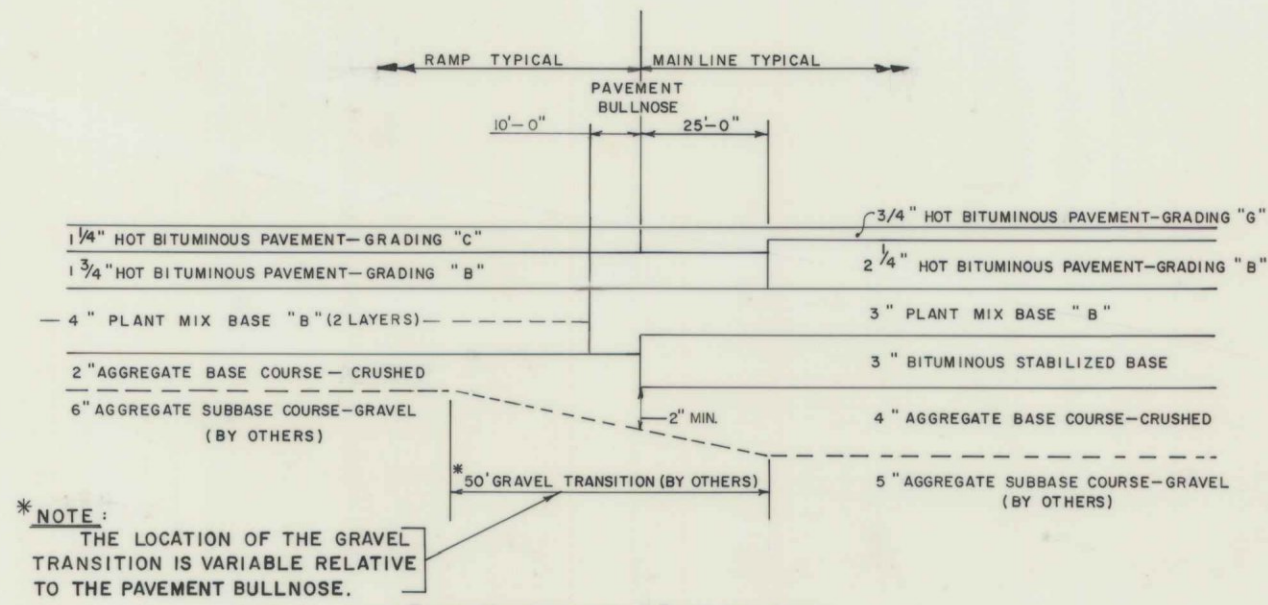
BRIDGE NO.  
SURVEY -  
PLOT

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**INTERSTATE 295 & RAMP CS-7**  
OVER  
**PORTLAND TERMINAL RAILROAD**  
**MAIN LINE CROSSING**  
IN THE CITY OF  
**PORTLAND**  
**CUMBERLAND COUNTY**  
APPROACH SLABS  
SHEET OF AUGUSTA, MAINE





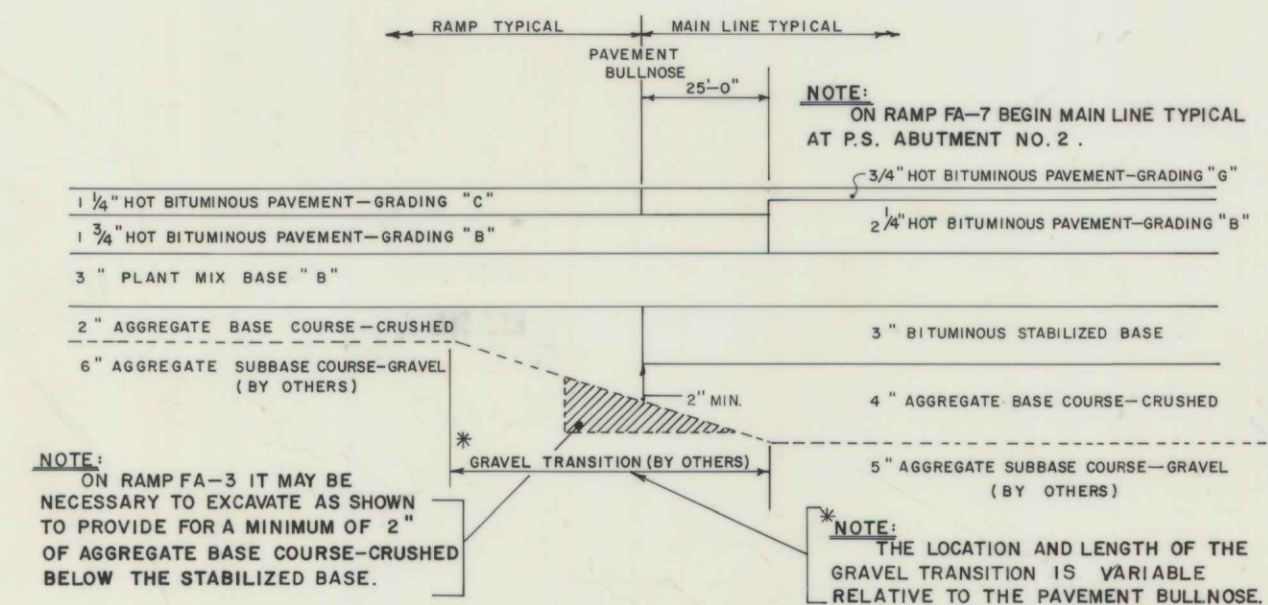




#### 7" PAVEMENT TO 9" PAVEMENT

##### RAMPS FA-1, 2, 5 & 6

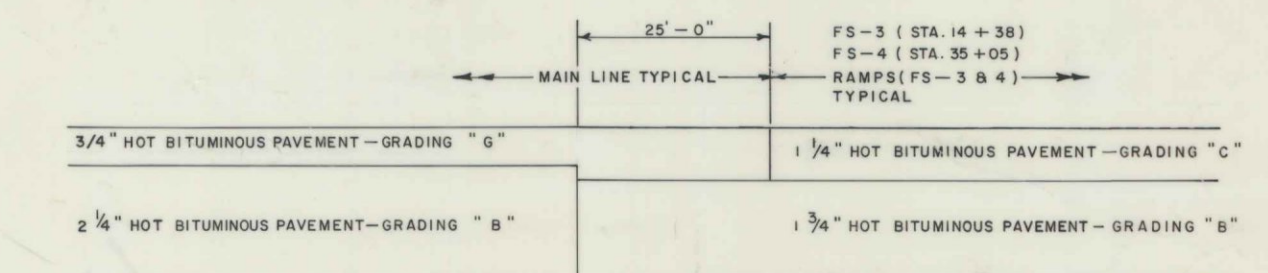
RAMP GRAVEL TRANSITION \*  
FA-1 STA. 5+50-STA. 6+00  
FA-2 STA. 6+50-STA. 7+00  
FA-5 STA. 0+25-STA. 0+75  
FA-6 STA. 6+50-STA. 7+00



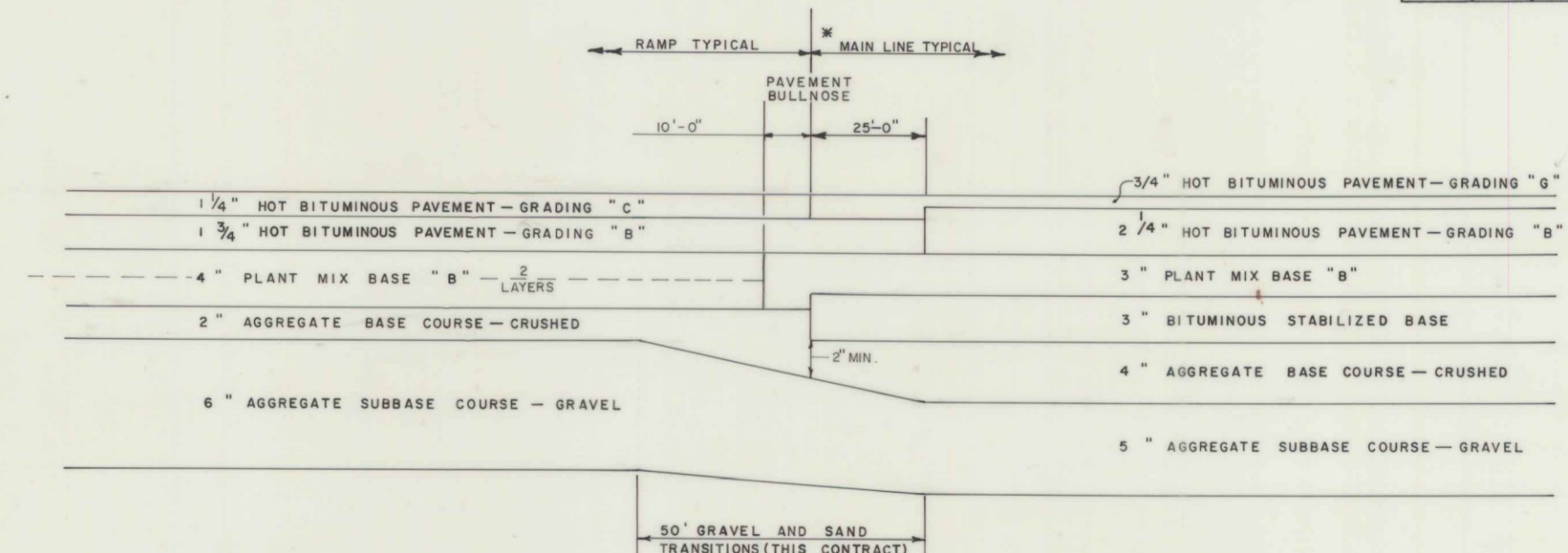
#### 6" PAVEMENT TO 9" PAVEMENT

##### RAMPS FA-3, 4, 7 & 8

RAMP GRAVEL TRANSITION  
FA-3 STA. 6+75-STA. 7+25  
FA-4 STA. 6+30-STA. 7+00  
FA-7 STA. 8+00-STA. 8+50  
FA-8 STA. 0+25-STA. 0+75

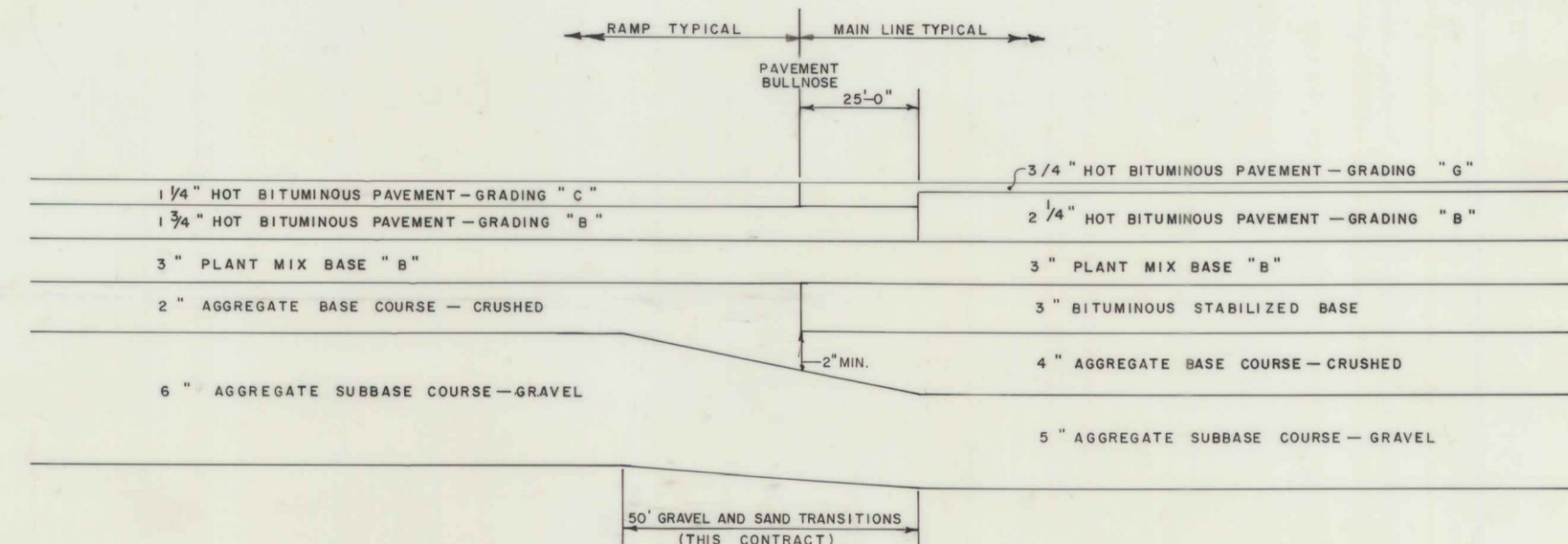


#### 10" PAVEMENT RAMPS FS-3&4

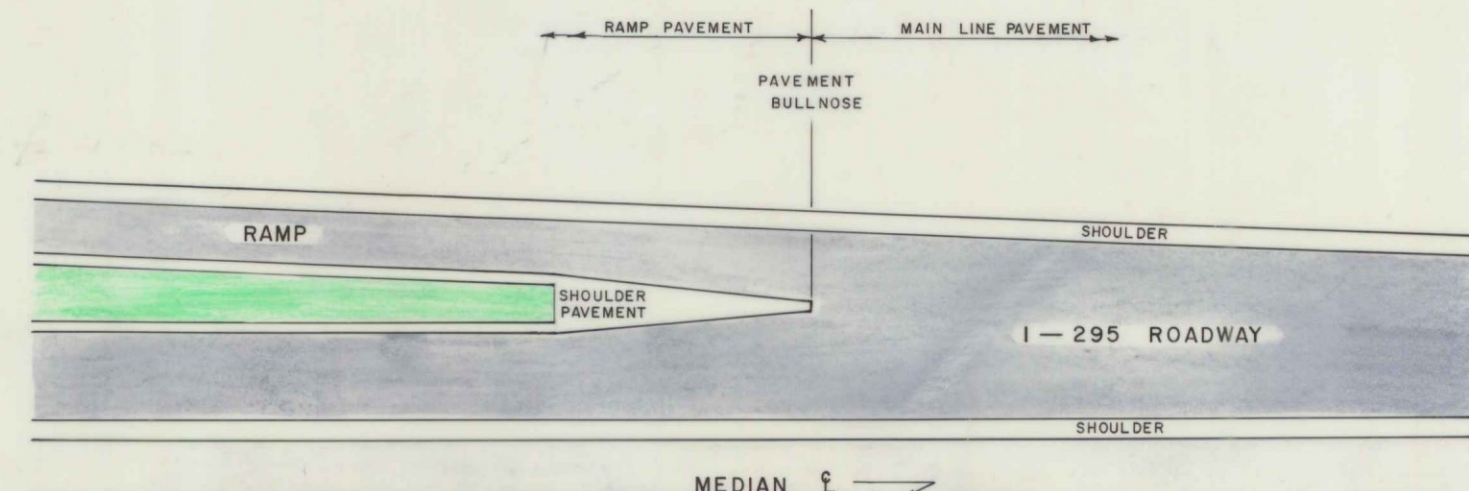


#### 7" PAVEMENT TO 9" PAVEMENT RAMPS CS-1,2, SP-3,4-AND FS-1

**\*NOTE:**  
ON RAMP FS-2 BEGIN FULL MAIN LINE TYPICAL AT F.S. ABUTMENT NO. 1 RATHER THAN AT PAVEMENT BULLNOSE.



#### 6" PAVEMENT TO 9" PAVEMENT RAMPS CS-3,4,6,7 AND 8



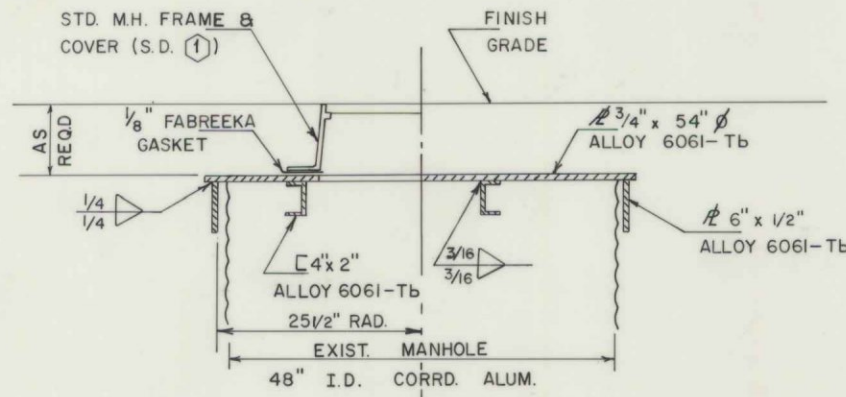
#### PLAN

### I-295 TO RAMPS: BASE AND PAVEMENT TRANSITIONS

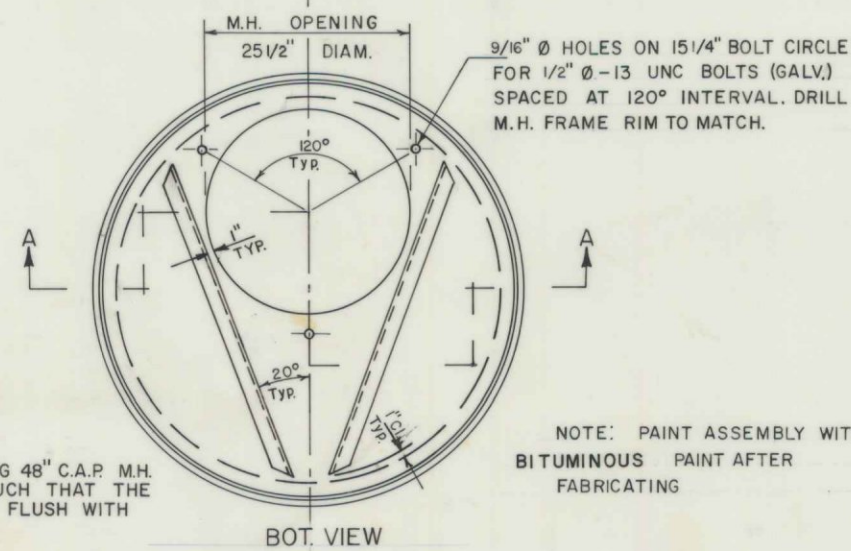
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MISCELLANEOUS  
DETAILS

DATE	3/13/72
BY	6586 G
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	



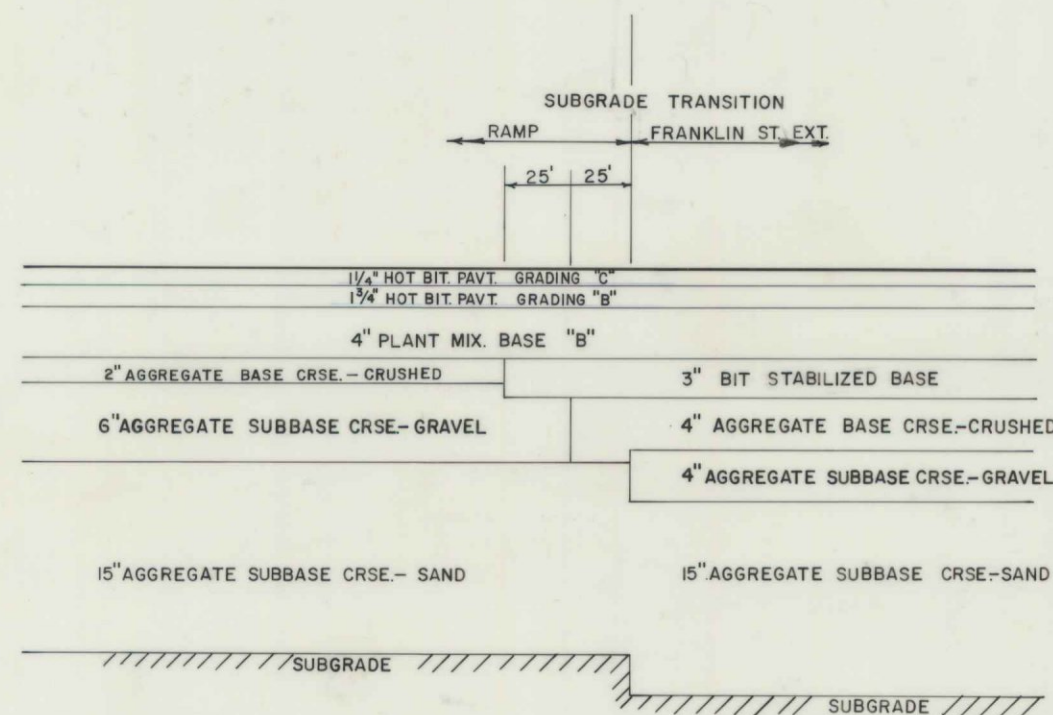


SECT. A-A



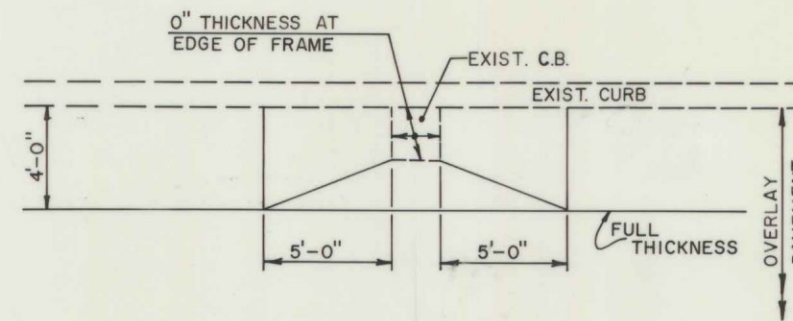
ALUMINUM  
MANHOLE COVERS

PREBLE AND FRANKLIN STREETS



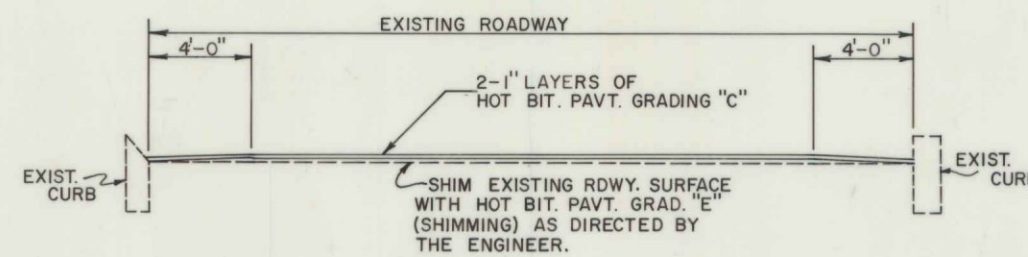
RAMP BASE TRANSITION

10" PAVEMENT TO 7" PAVEMENT  
RAMPS FS-1, FS-2



TREATMENT AT EXISTING CATCH BASIN

SCALE 1"=5'

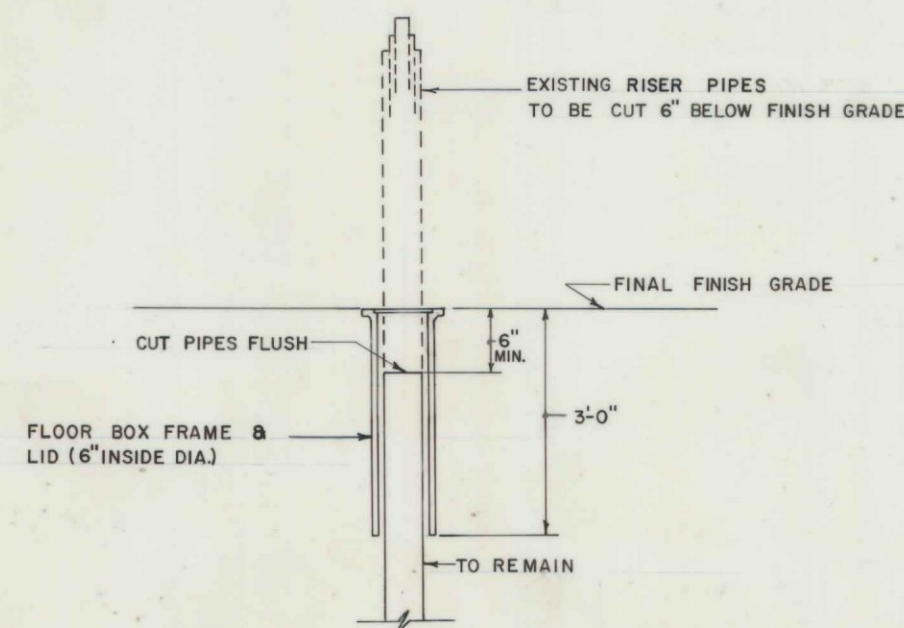


NOTES: THE FIRST LAYER OF HOT BIT. PAVT. GRAD. "C" SHALL BE FEATHERED FROM A THICKNESS OF ONE INCH FOUR FEET FROM THE EXISTING CURB TO ZERO INCHES AT THE FACE OF CURB. THE SECOND LAYER SHALL BE ONE INCH THICK FOR THE FULL WIDTH. IN AREAS WHERE IT IS PROPOSED TO INSTALL NEW CURB OR RESET EXISTING CURB NO FEATHERING IS REQUIRED AND EACH LAYER SHALL BE ONE INCH THICK AT THE FACE OF CURB.

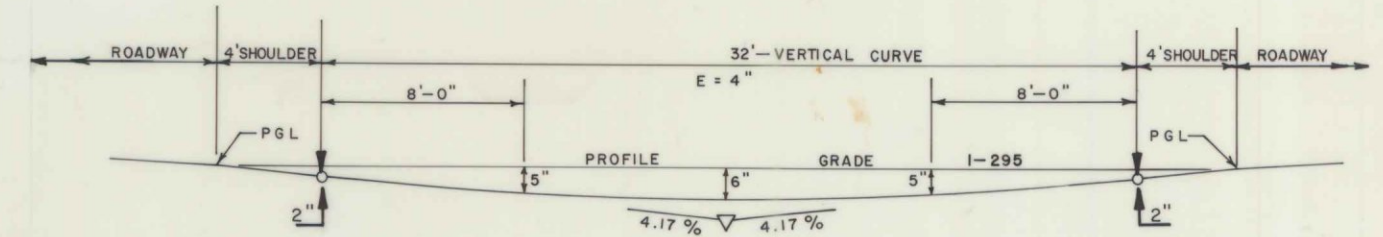
THE SECTION ABOVE IS DETAILED FOR U.S. RTE.1 IN THE SOUTH PORTLAND INTERCHANGE. THE OVERLAY AT THE TUKEY'S BRIDGE APPROACH (I-295 N.B. & S.B.) SHALL BE SIMILAR EXCEPT THAT THE FIRST LAYER SHALL BE 1 1/4" HOT BIT. PAVT. GRAD. "C" AND THE SECOND LAYER SHALL BE 3/4" HOT BIT. PAVT. GRADING "G".

SECTION

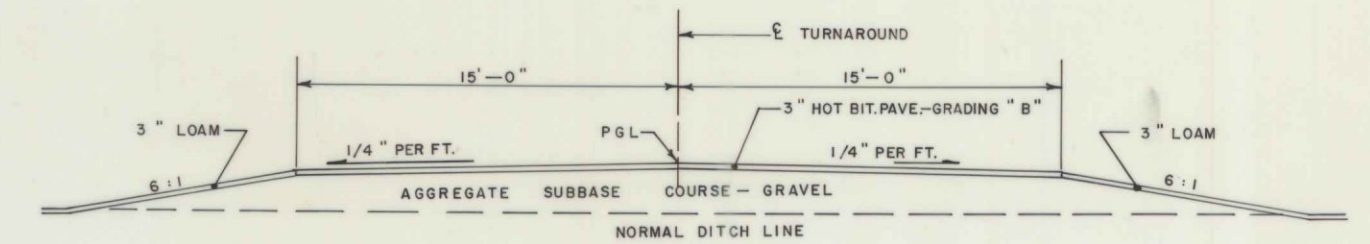
OVERLAY PAVEMENTS  
US RTE 1 AND TUKEY'S BRIDGE APPROACHES



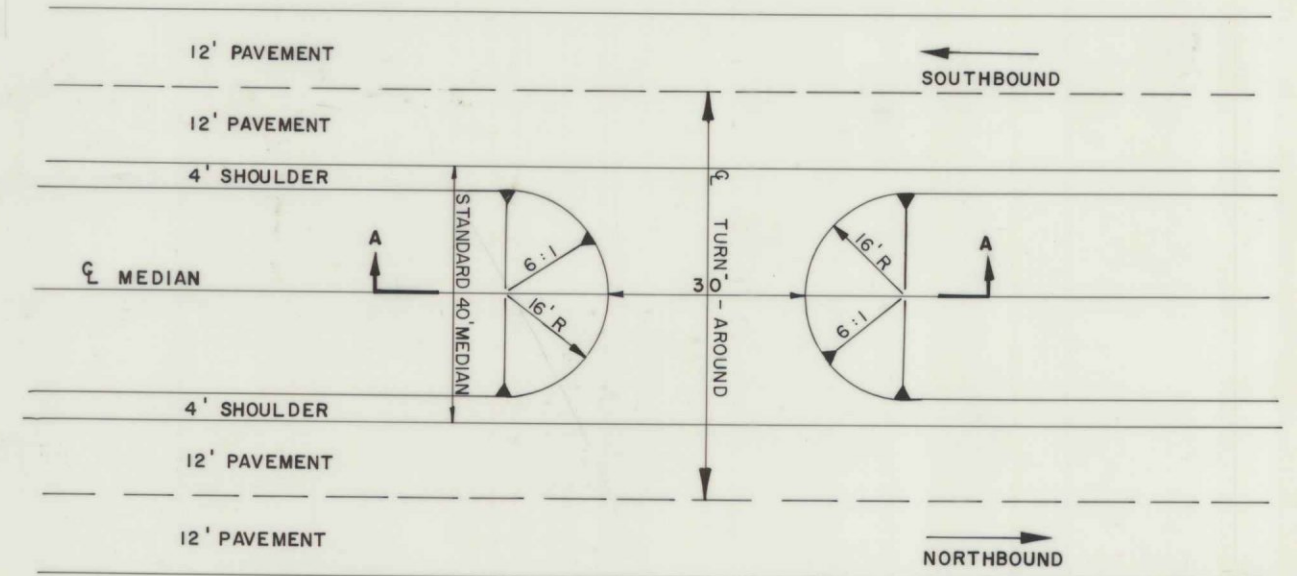
ADJUSTING & CAPPING EXISTING  
RISER PIPES



PROFILE



SCALE 1"=5'  
SECTION A-A

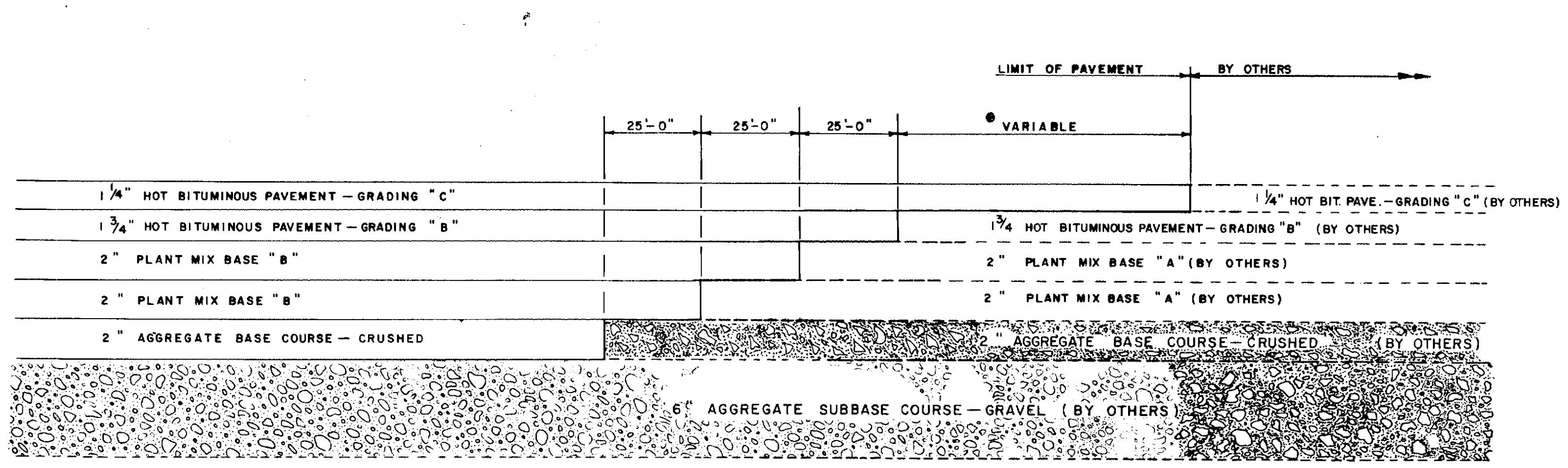


PLAN  
MAINTENANCE TURNAROUND

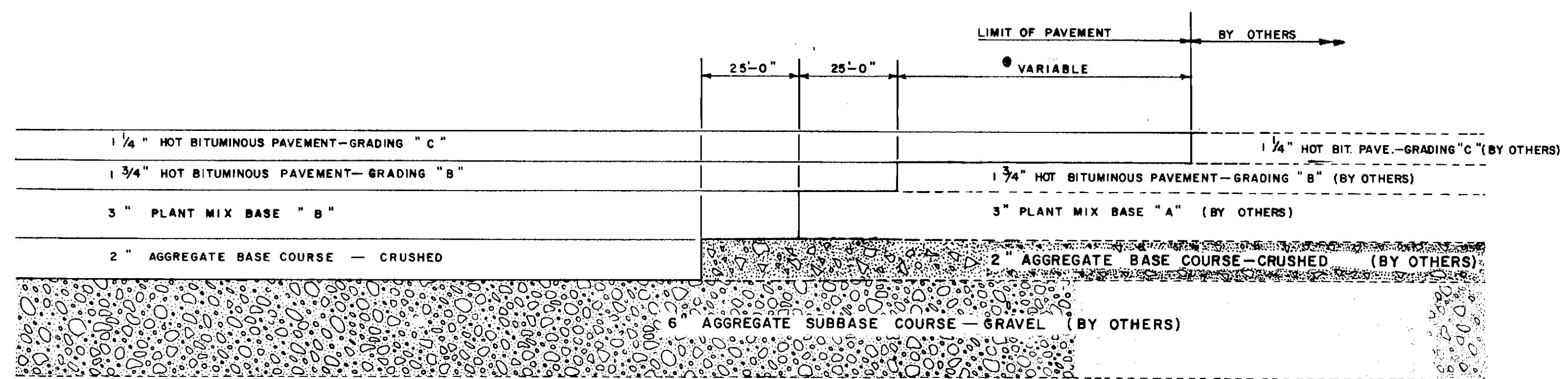
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MISCELLANEOUS  
DETAILS

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE			
	10/26/76			





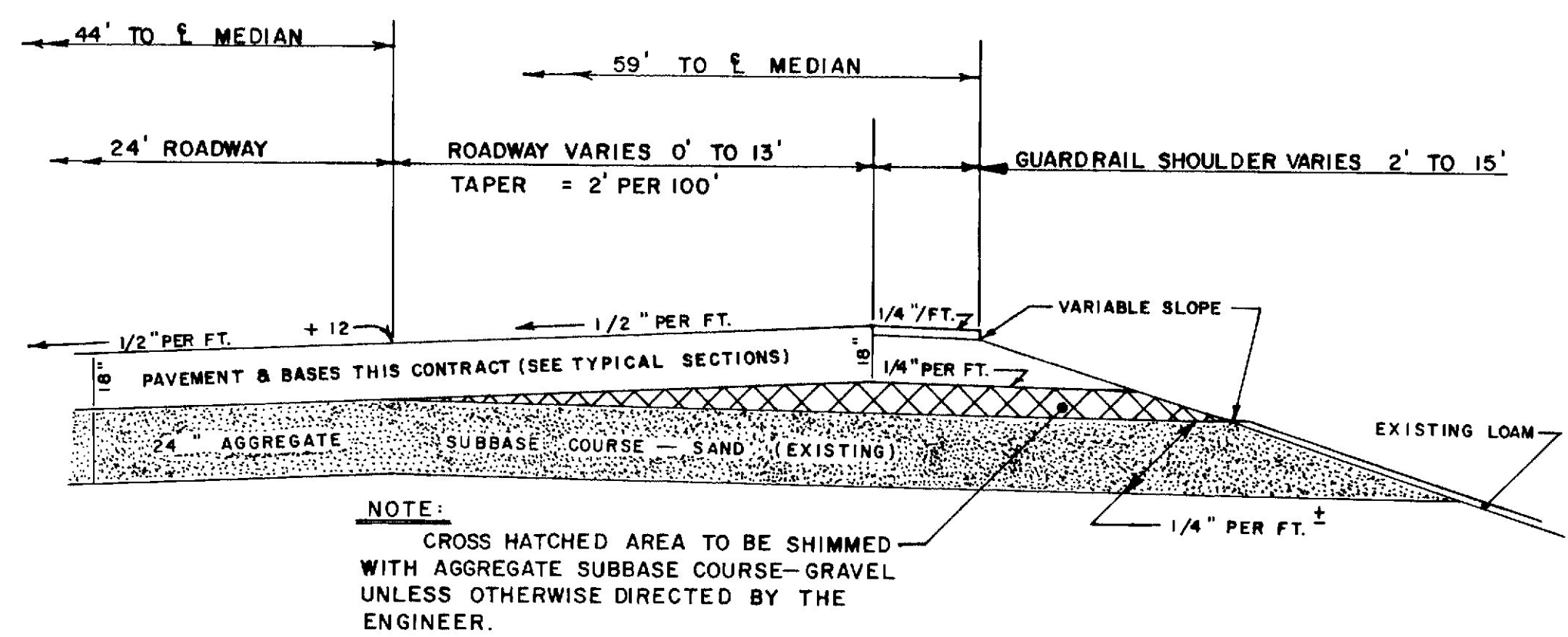
7" PAVEMENT  
RAMPS FA-1, 2, 5 & 6



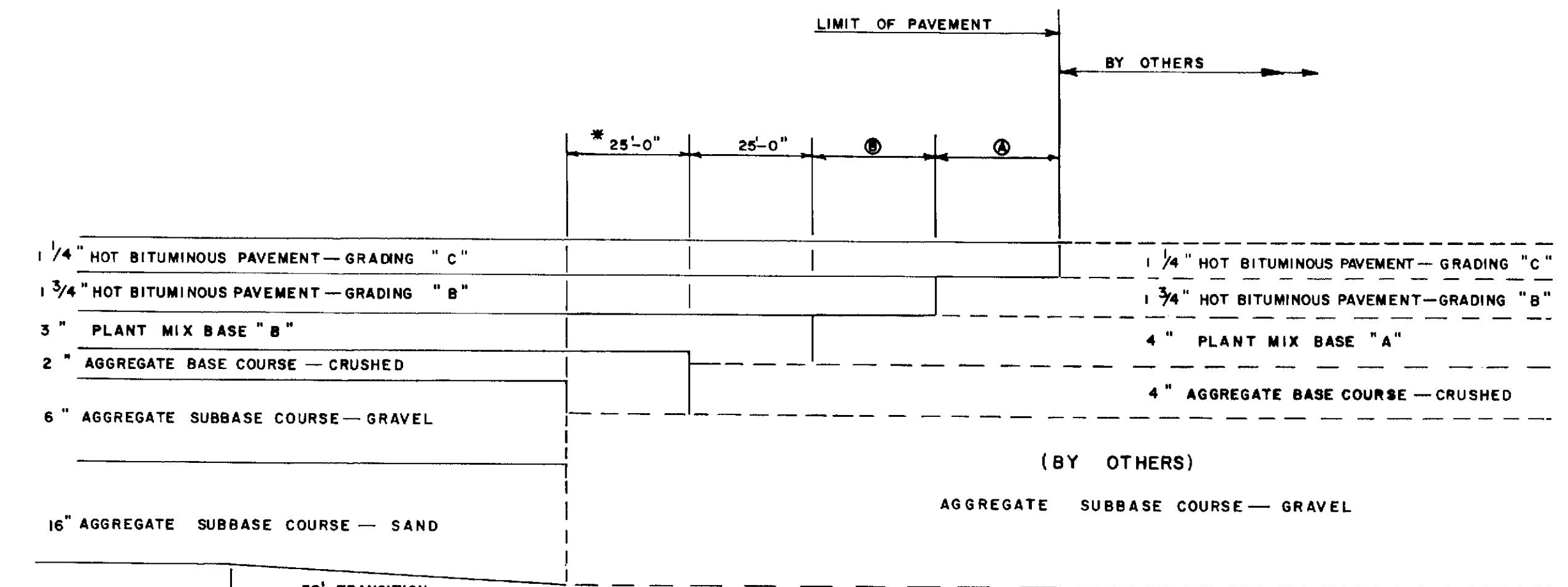
6" PAVEMENT  
RAMPS FA-3, 4, 7 & 8  
RAMP PAVEMENT LIMITS

RAMP	①	LIMIT OF PAVEMENT
FA-1	200'	STA. 14 + 25
FA-2	150'	STA. 1 + 25
FA-3	165'	STA. 1 + 35
FA-4	130'	STA. 13 + 90
FA-5	225'	STA. 7 + 25
FA-6	110'	STA. 0 + 65
FA-7	175'	STA. 0 + 50
FA-8	125'	STA. 5 + 25

FOREST AVENUE INTERCHANGE RAMP PAVEMENT AND BASE TRANSITIONS



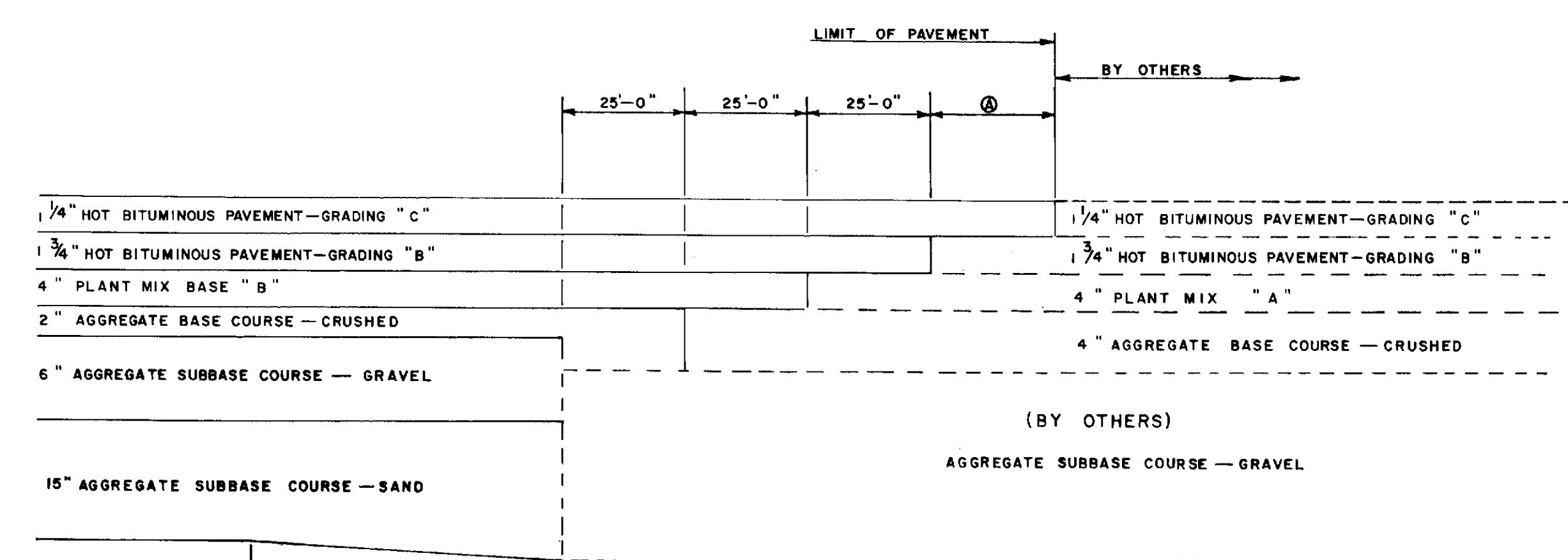
TREATMENT OF ROADWAY AND SHOULDER TAPER  
STATION 287+00 - STATION 293+50 RT.



6" PAVEMENT TO 7" PAVEMENT  
RAMPS CS-3, 4, 6, 7, 8

RAMP	LIMIT OF PAVEMENT	①	②
CS-3	STA. 1 + 50	25	25
CS-4	STA. 10 + 30	15	15
CS-6	STA. 0 + 85	15	25
CS-7	STA. 0 + 60	15	25
CS-8	STA. 10 + 00	25	25

\* FOR RAMP CS-8 ONLY THIS DIMENSION IS 125'



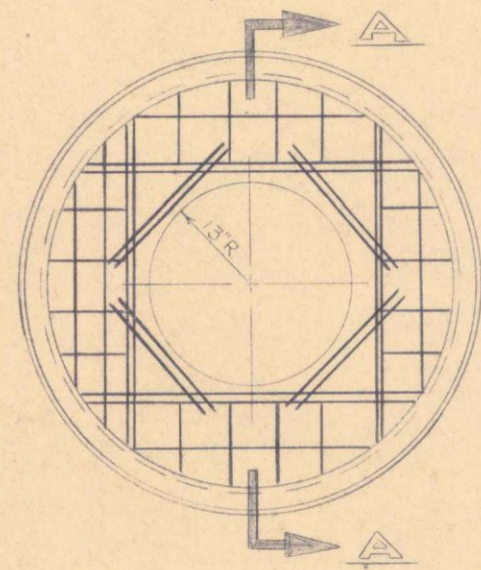
7" PAVEMENT TO 7" PAVEMENT  
RAMPS CS-1, 2

RAMP	LIMIT OF PAVEMENT	A
CS-1	STA. 8 + 65	15'
CS-2	STA. 1 + 30	20'

CONGRESS AND PARK INTERCHANGE RAMP PAVEMENT AND BASE TRANSITIONS

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
MISCELLANEOUS  
DETAILS  
SHEET OF AUGUSTA, MAINE  
No Scale

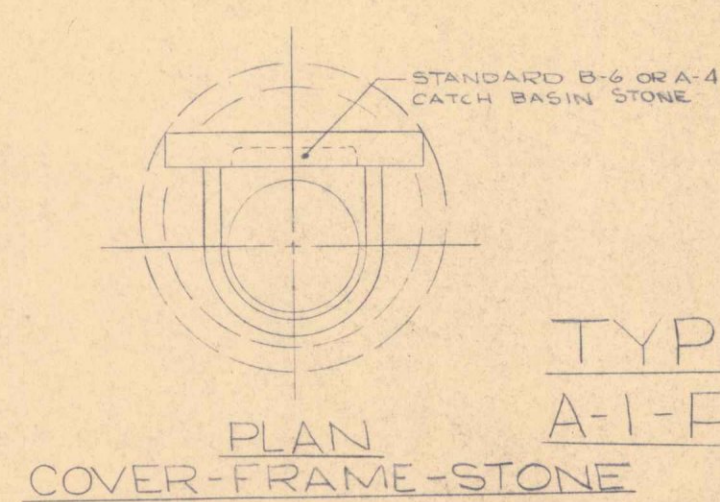




SCALE -  $\frac{3}{4}$ " = 1'-0"

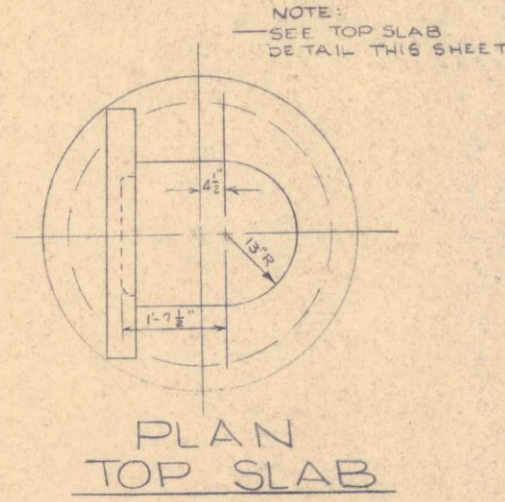
PLAN

# REINFORCED CONCRETE CATCH BASIN TOP SLAB DETAIL FOR TYPE B-1-P

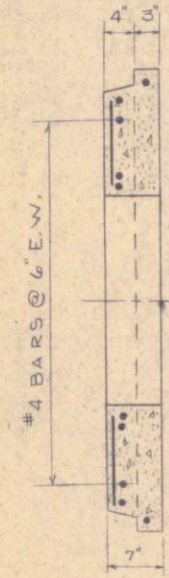


PLAN  
COVER-FRAME-STONE

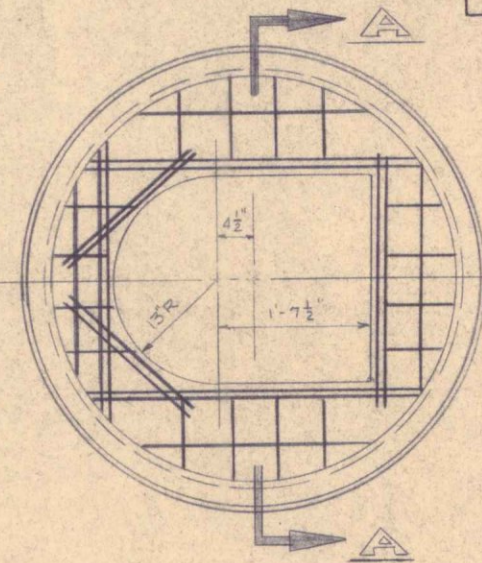
TYPE  
A-1-P



PLAN  
TOP SLAB

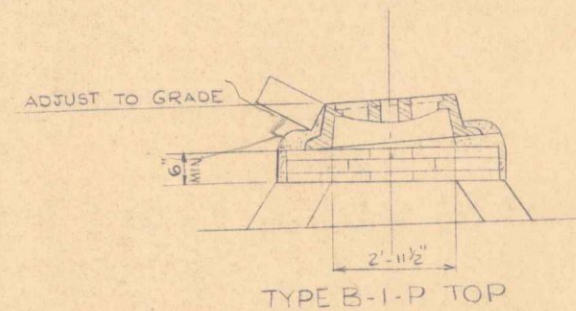


SECTION A-A

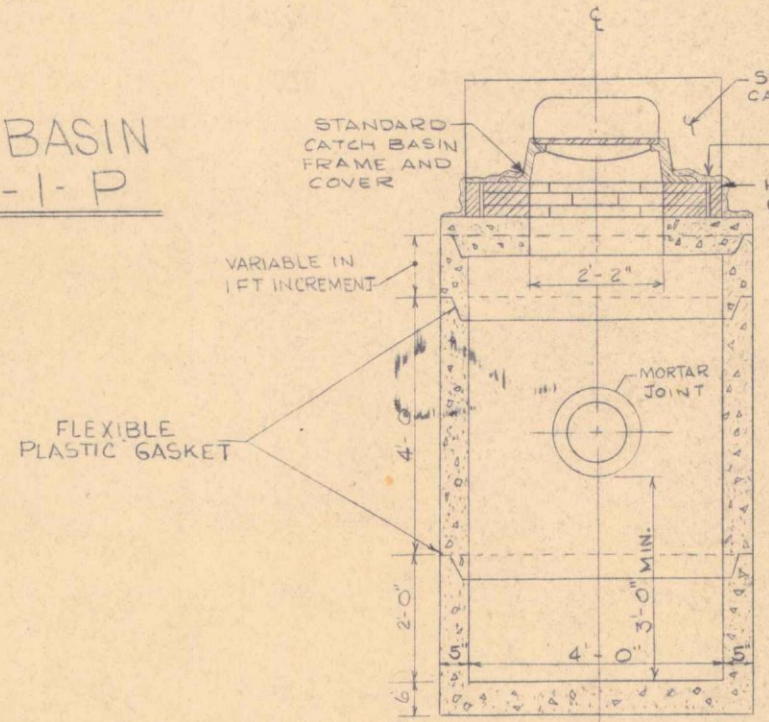


PLAN

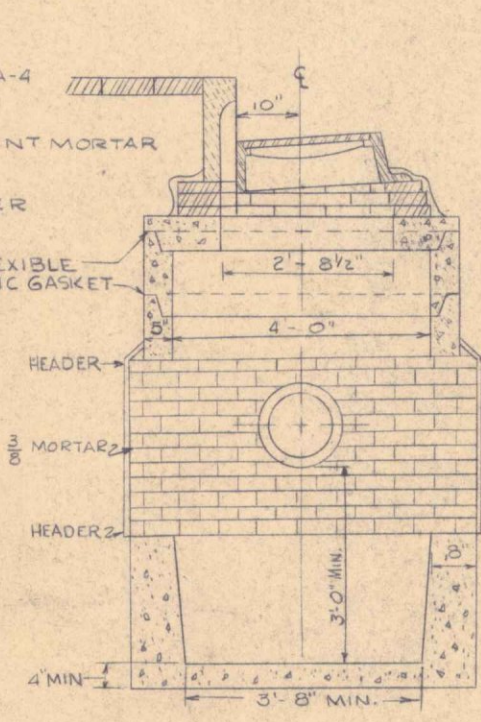
# REINFORCED CONCRETE CATCH BASIN TOP SLAB DETAIL FOR TYPE A-1-P



TYPE B-1-P TOP



CONSTRUCTION ALTERNATE "A"



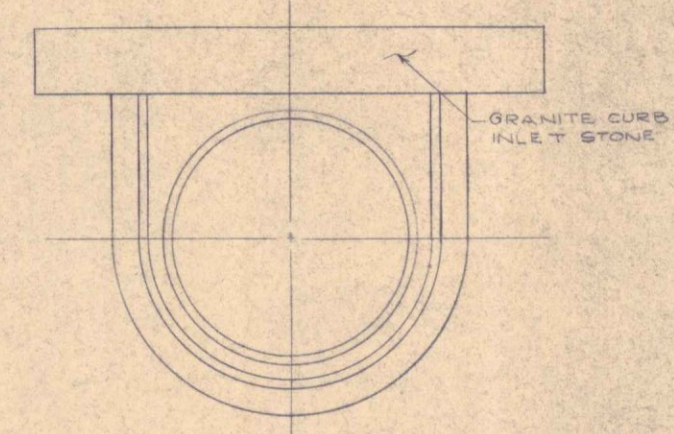
CONSTRUCTION ALTERNATE "B"

# REINFORCED CONCRETE CATCH BASIN

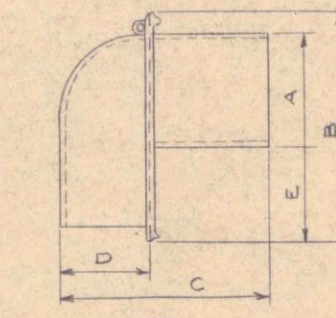
## GENERAL NOTES

1. IF REINFORCED CONCRETE BARREL-MANUFACTURED PER ASTM. STD. SPECIFICATION \*C-478-70.
2. SEWER BRICKS TO CONFORM TO ASTM. STD. SPECIFICATION DESIGN \*C-132-69, GRADE S.M. OR SS.
3. CASTING SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE, DISTORTION, OR OTHER DEFECTS. THEY SHALL BE SMOOTH AND WELL CLEANED, TRIMMED AND INSPECTED, AND APPROVED ASPHALT PAINT. MATERIALS BEAS DESIGNATED IN A.S.T.M. STD. SPECIFICATIONS A 48-CLASS 35.
4. CATCH BASINS CONSTRUCTED OF BRICK MASONRY, PLASTER WITH MORTAR  $\frac{3}{8}$ " THICK, FULL DEPTH AS SHOWN ON PLANS, AND APPLY TWO (2) COATS OF WATERPROOFING.
5. ALL CONCRETE SHALL BE CLASS "A" HAVING A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 3000 LBS PER SQ INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
6. FORGED ALUMINUM SAFETY-TYPE MANHOLE STEPS, IF DESIGNATED, SHALL BE ALLOW 6061, TEMPER "T6".
7. MANHOLES CONSTRUCTED OF POURED CONCRETE MASONRY, APPLY (SEE GENERAL NOTE #8) BIT. WATER PROOFING TO EXTERIOR SURFACE; IF CONSTRUCTED OF BRICK MASONRY, PLASTER WITH MORTAR  $\frac{3}{8}$ " THICK AND APPLY (SEE GENERAL NOTE #8) WATERPROOFING.
8. WATER PROOFING-THE OUTSIDE SURFACE OF CATCH BASINS AND MANHOLE CONES SHALL BE GIVEN TWO COATS OF BITUMINOUS WATER-PROOFING MATERIAL AFTER THE PLASTER OR MORTAR IN THE JOINTS HAS BECOME SUITABLY HARDENED. THE MATERIAL SHALL BE MINWAX FIBROUS BRUSH COAT MADE BY THE MINWAX COMPANY, NEW YORK N.Y.; TREMCO 121 FOUNDATION COATING MADE BY THE TREMCO MANUFACTURING COMPANY, CLEVELAND, OHIO; INTEROL NO. 7 MADE BY INTEROL COMPANY, NEWARK N.J.; OR APPROVED EQUIV. THE WATER-PROOFING MATERIAL SHALL BE APPLIED BY BRUSH, OIL SPRAY AND IN ACCORDANCE WITH THE INSTRUCTIONS OF THE MANUFACTURER. TIME SHALL BE ALLOWED BETWEEN COATS TO PERMIT SUFFICIENT DRYING SO THAT THE APPLICATION OF THE SECOND COAT HAS NO EFFECT ON THE FIRST COAT.
9. CATCH BASINS NOT IN A SYSTEM THAT CONNECT INTO EXISTING CITY OR PORTLAND DRAINAGE SYSTEM MAY BE CONSTRUCTED WITH OUT FLEXIBLE PLASTIC GASKETS AND WILL HAVE A MIN. 2 FT. SUMP.

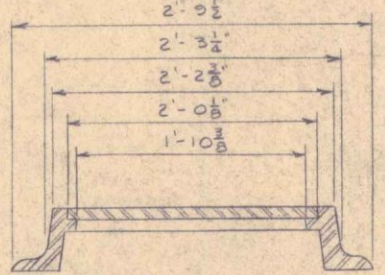
SIZE	A	B	C	D	E	F	G	H
6 IN	5 1/2	13 1/2	13 1/2	5 1/2	5 1/2	11 1/2	4 1/2	7 1/2
8 IN	7 1/2	15 1/2	15 1/2	5 1/2	5 1/2	13 1/2	5 1/2	9 1/2
10 IN	9 1/2	16 1/2	16 1/2	6 1/2	6 1/2	14 1/2	6 1/2	11 1/2
12 IN	11 1/2	17 1/2	17 1/2	7 1/2	7 1/2	15 1/2	7 1/2	13 1/2
15 IN	SIMILAR TO DESIGNS ABOVE							



TYPE "A" INLET



TRAP DETAIL



# BARRED COVER & FRAME

SCALE -  $\frac{1}{2}$ " = 1'-0"

NOTE: Original sheet of This Print Is In,  
PORTLAND, M-5059(1)

R.A. Bachelder-  
11 Jun. '76  
FAP

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
SPECIAL DETAIL  
Catch Basin Type A-1-P  
Catch Basin Type B-1-P

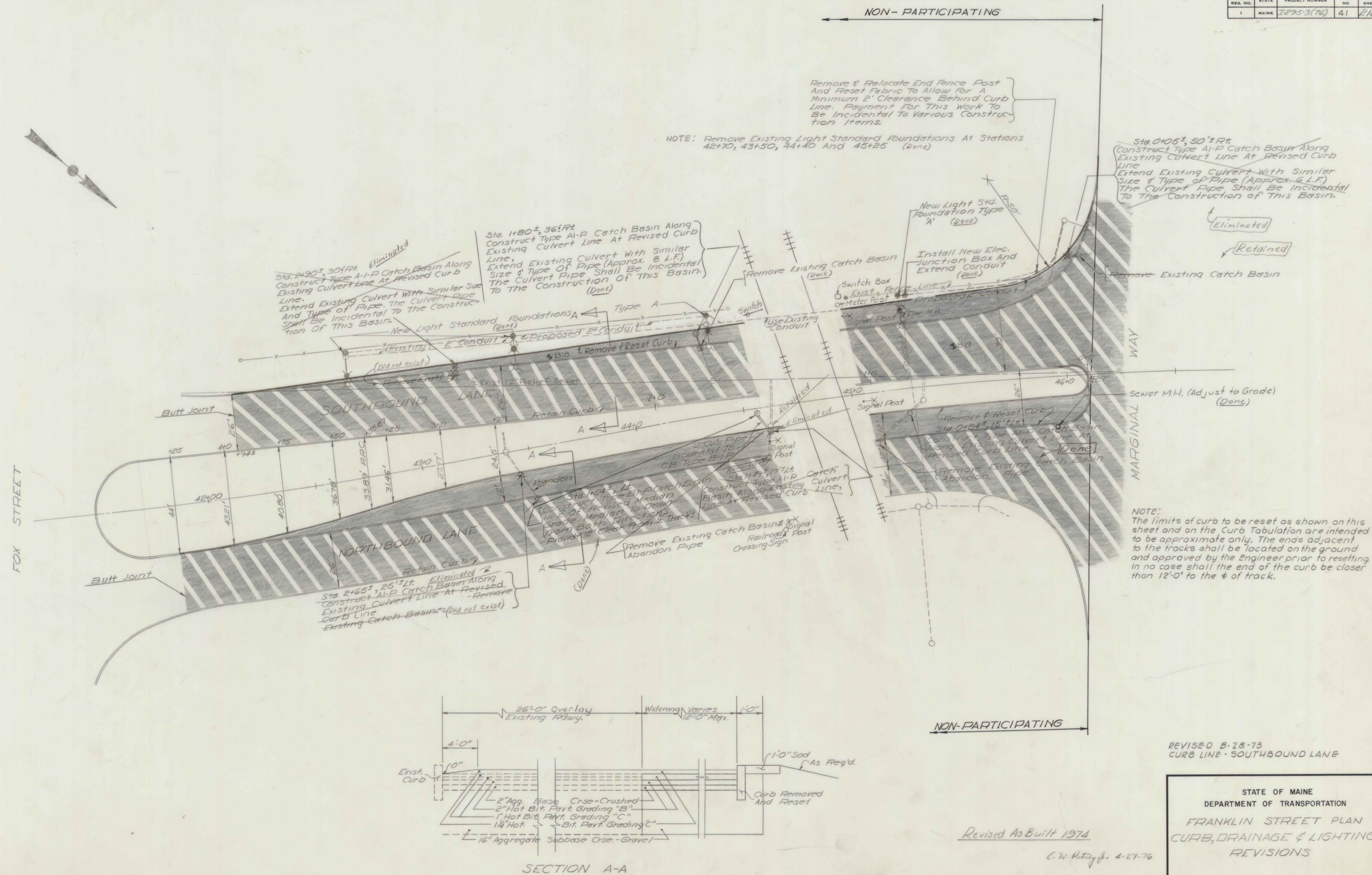
SHEET OF AUGUSTA, MAINE

SOUTH Portland - Portland 1-295-3(176)

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES

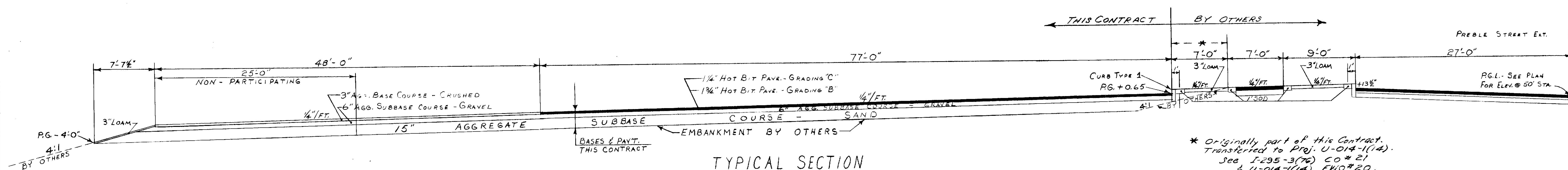
PLANS







PLANS		BY	DATE
DESIGN - DETAILED			
CHECKED			
REVISIONS			
FIELD CHANGES			



\* Originally part of this Contract.  
Transferred to Proj. U-014-1(14).  
See I-295-3(76) CO # 21  
& U-014-1(14) EWO # 20.

Revised As Built C.W. Putney, Jr. 3-26-70

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
PREBLE ST. EXTENSION  
SNOW DUMP -  
PARKING AREA

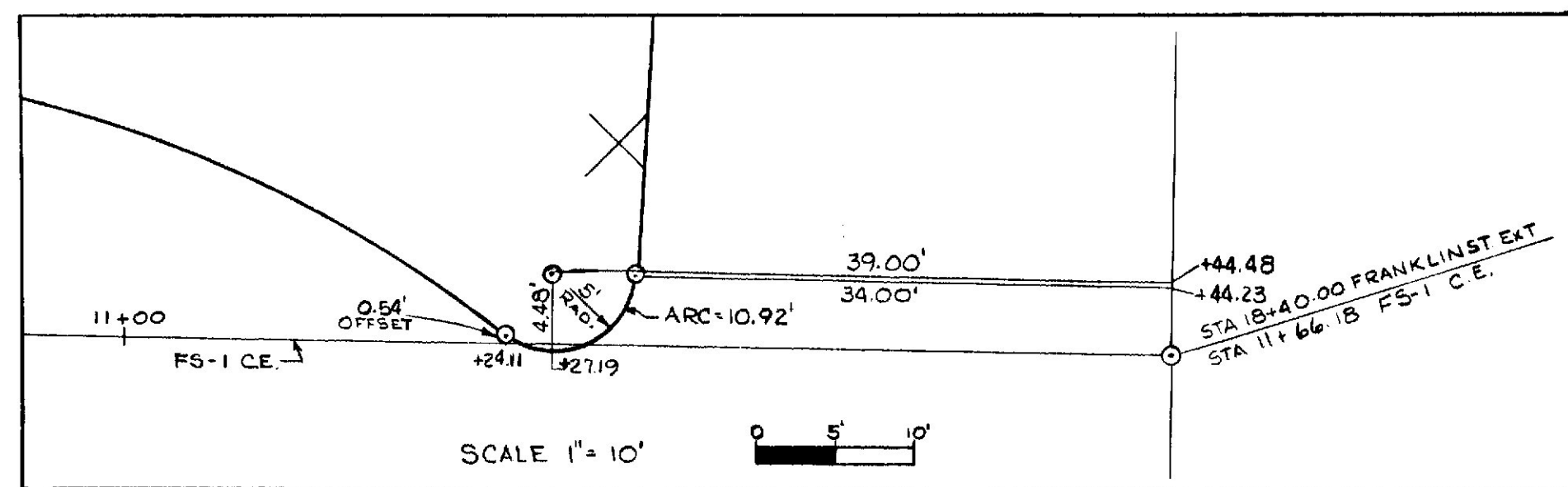
SCALE 1" = 50'

SHEET OF AUGUSTA, MAINE

Portland 1-295-3(76)

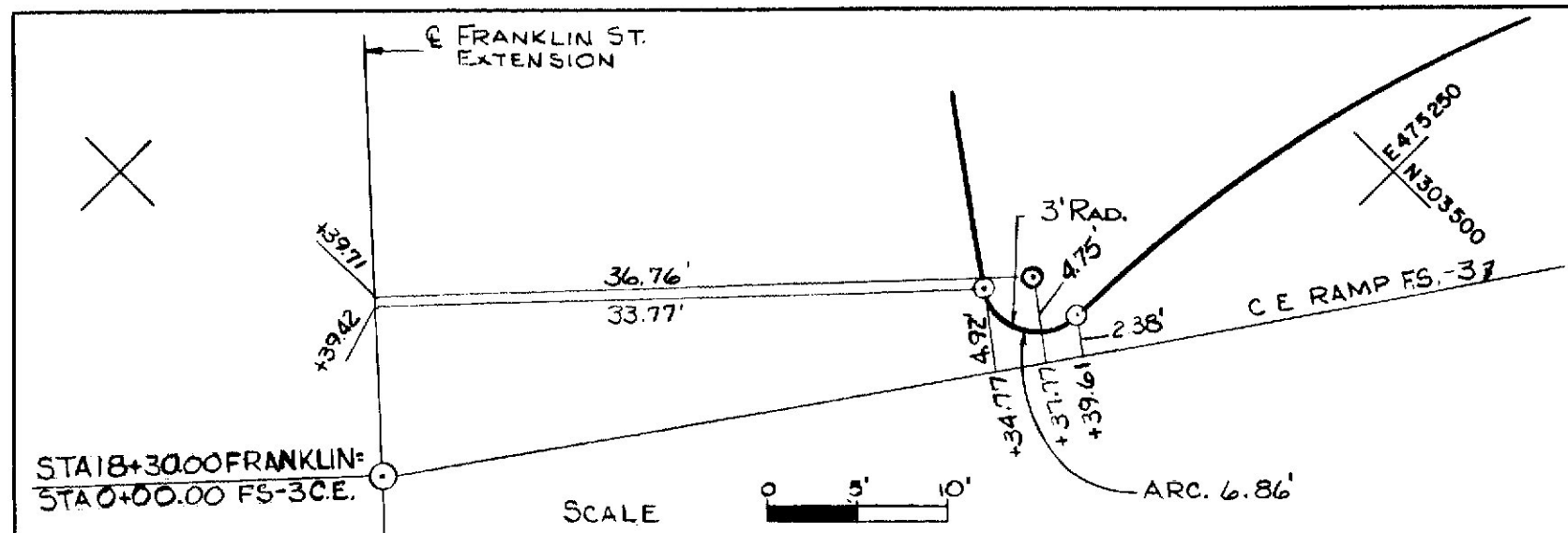
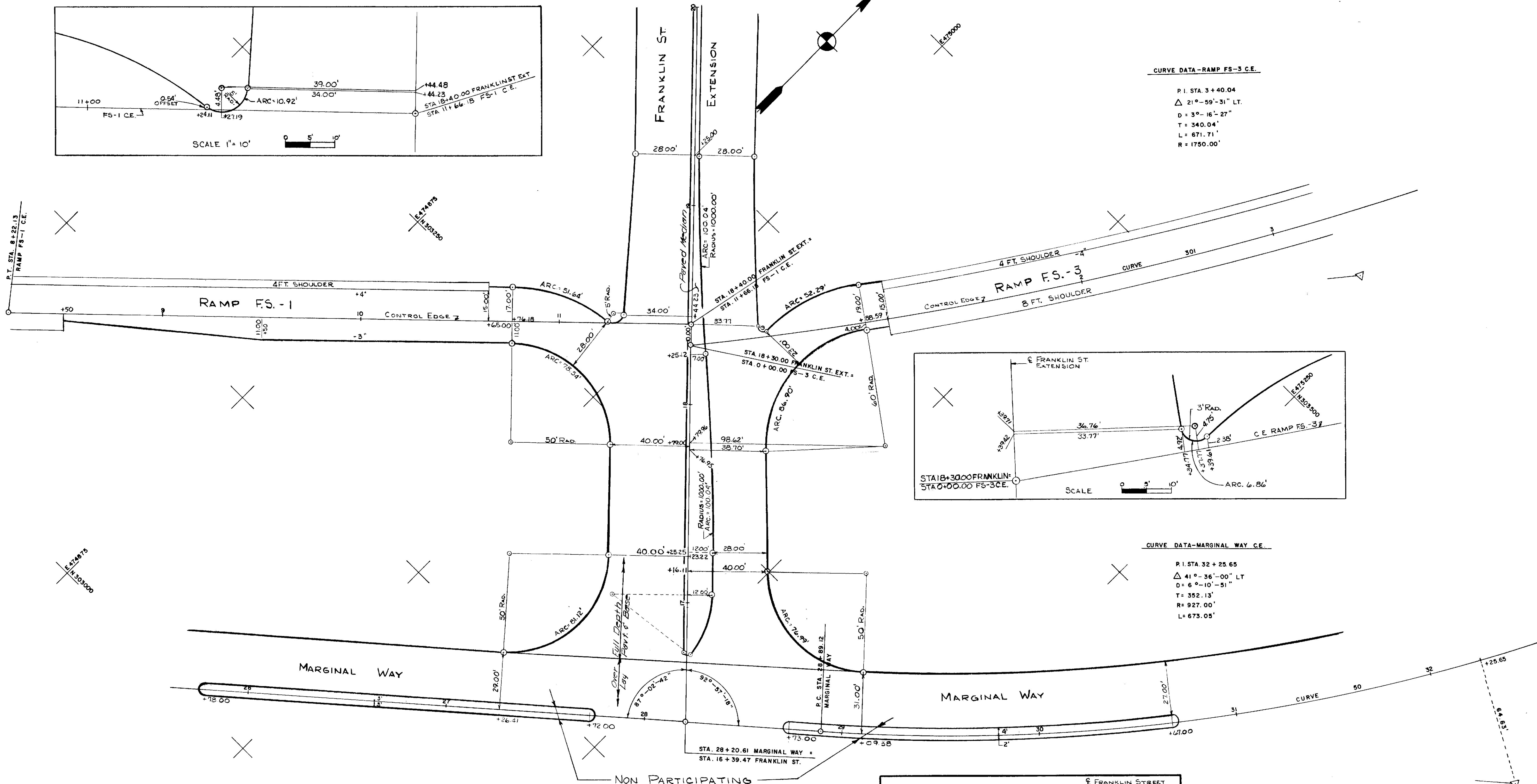
203-1 21





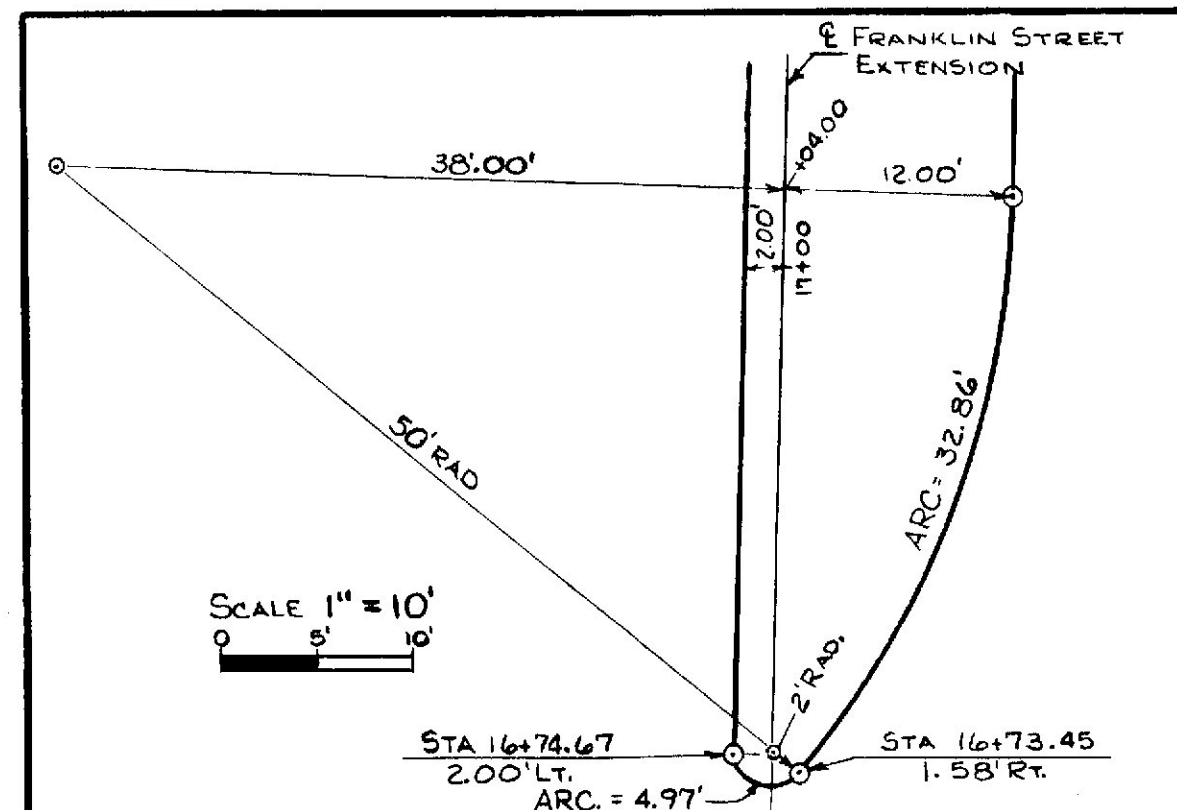
CURVE DATA - RAMP FS-3 C.E.

P.I. STA. 3 + 40.04  
 $\Delta$  21° - 59' - 31" LT.  
 $D = 3^\circ - 16' - 27"$   
 $T = 340.04'$   
 $L = 671.71'$   
 $R = 1750.00'$



CURVE DATA - MARGINAL WAY C.E.

P.I. STA. 32 + 25.65  
 $\Delta$  41° - 36' - 00" LT.  
 $D = 6^\circ - 10' - 51"$   
 $T = 352.13'$   
 $R = 927.00'$   
 $L = 673.05'$



As Built 1974

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 FRANKLIN STREET EXTENSION  
 CURB TIE PLAN

SCALE 1" = 25'

SHEET OF AUGUSTA, MAINE

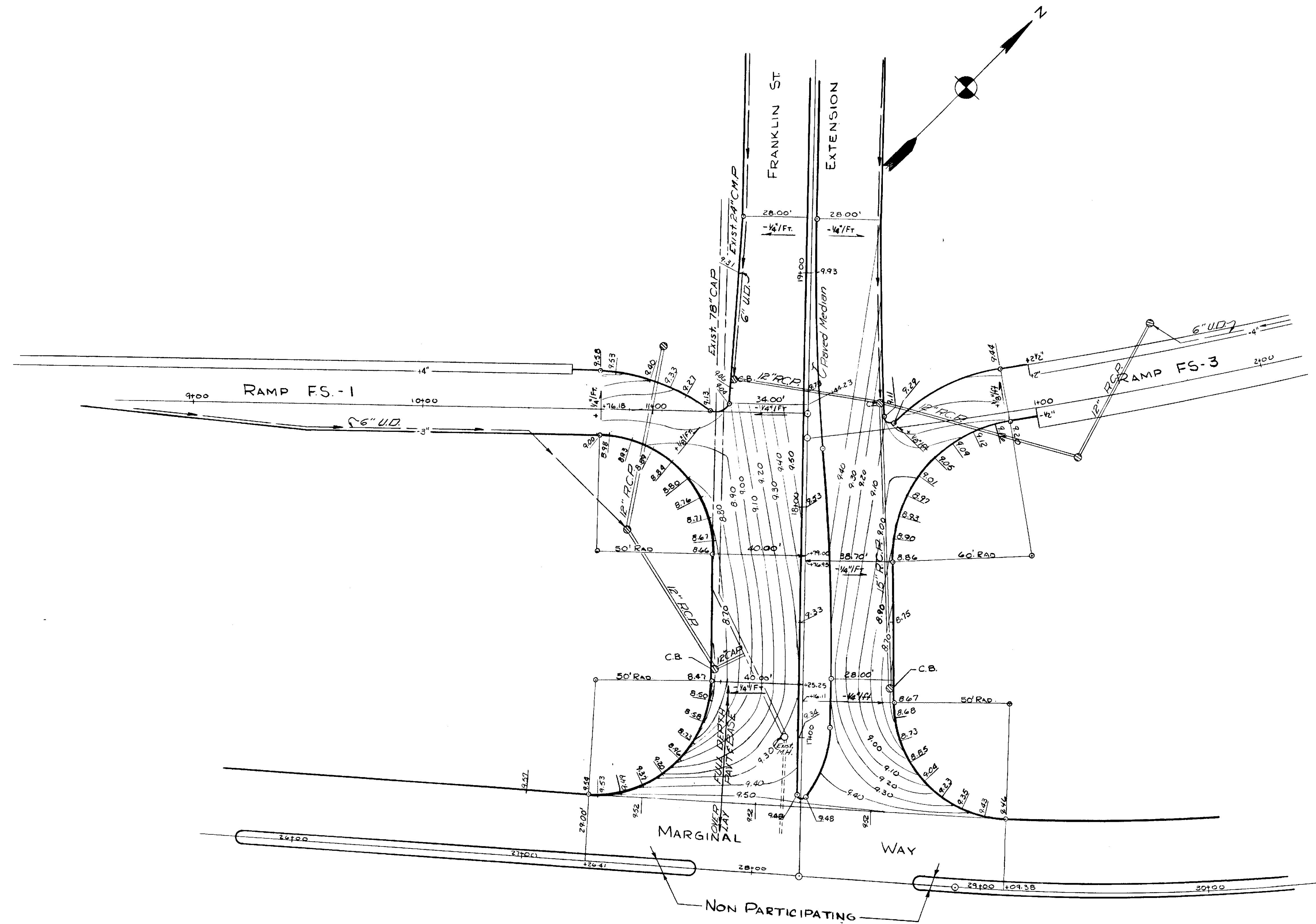
I-295-3(76) PORTLAND

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE			
	3/2/73			



F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(76)	45	218

PLANS	DESIGN - DETAILED	BY	DATE
	CHECKED		
	REVISIONS		
	FIELD CHANGES		



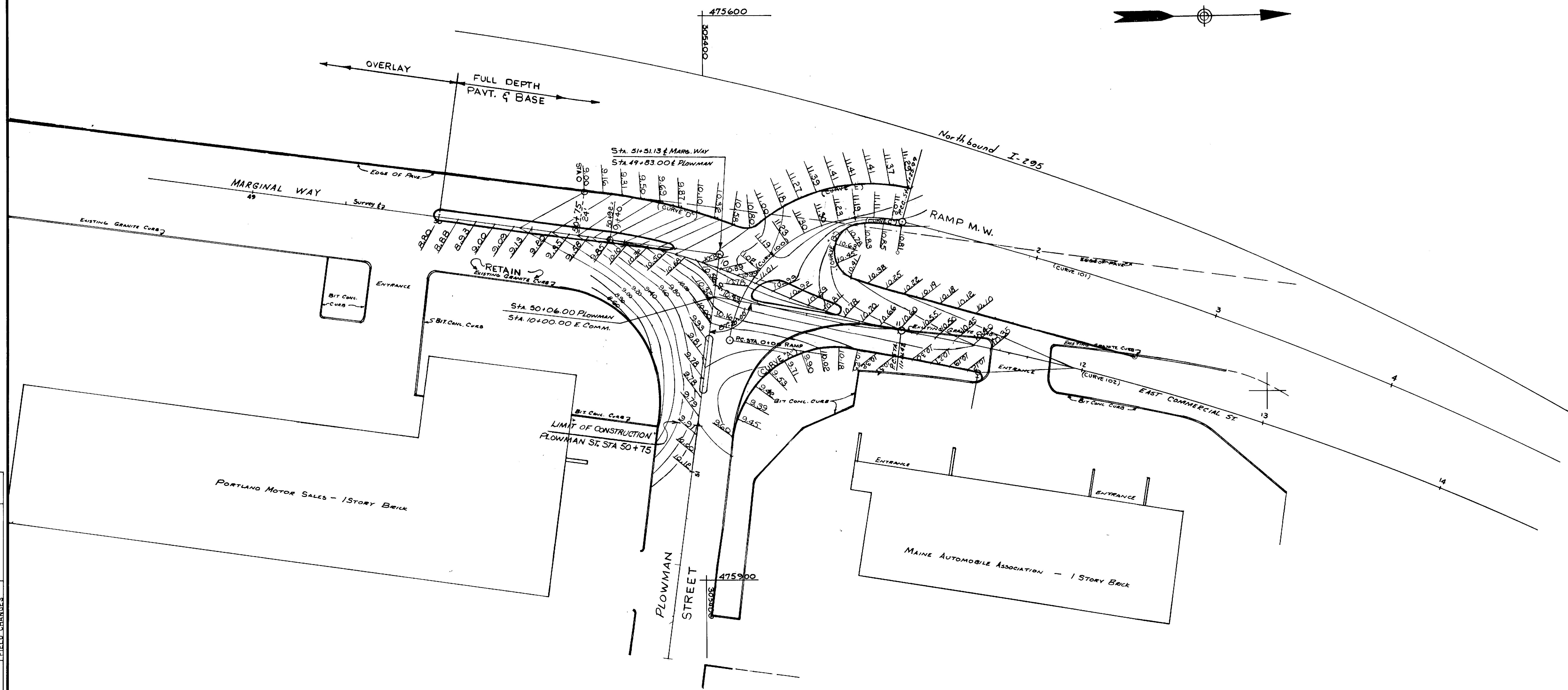
As Built 1974

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FRANKLIN STREET EXTENSION  
GRADING PLAN  
SCALE 1" = 25'  
0 10 20 30 40 50  
SHEET OF AUGUSTA, MAINE  
I-295-3(76) PORTLAND









PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY	DATE			

Revised As Built C.W. Pitting Jr. 3-26-76

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

RAMP M.W. - PLOWMAN STREET  
MARGINAL WAY - E.COMMERCIAL ST.

GRADING PLAN

0 10 20 30 40 50  
SCALE 1" = 25'

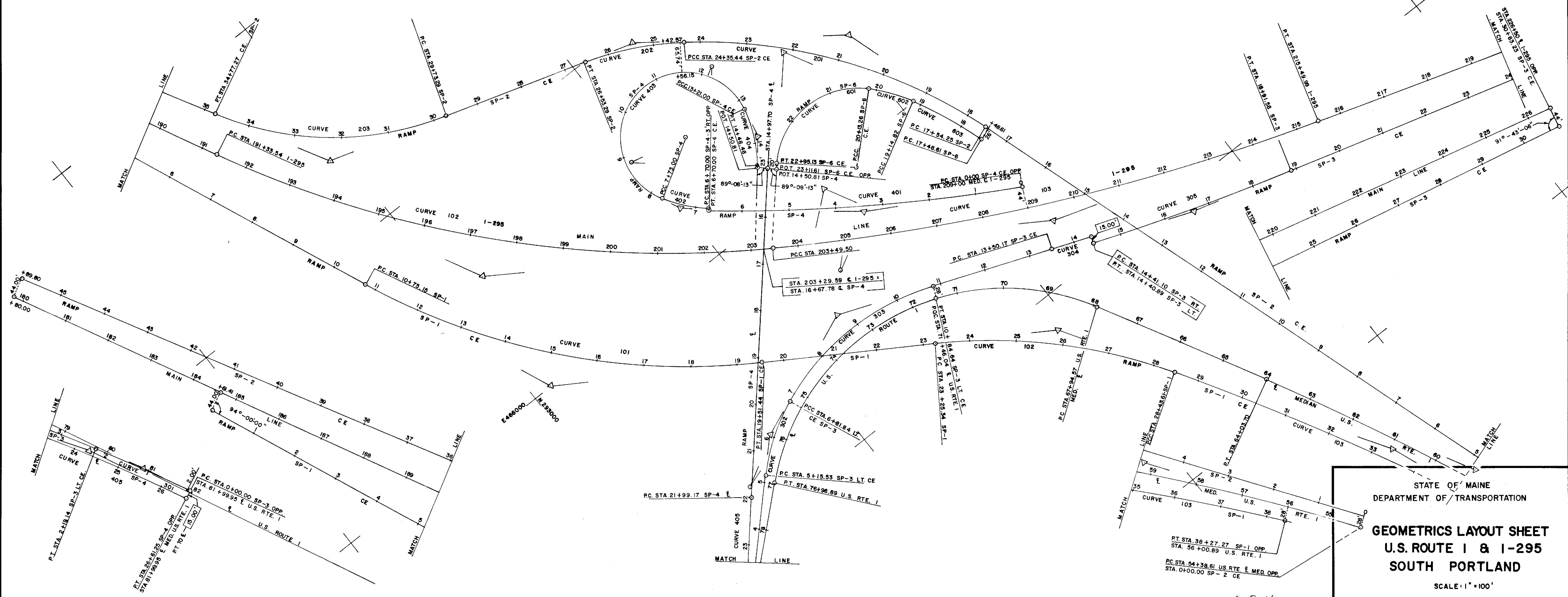
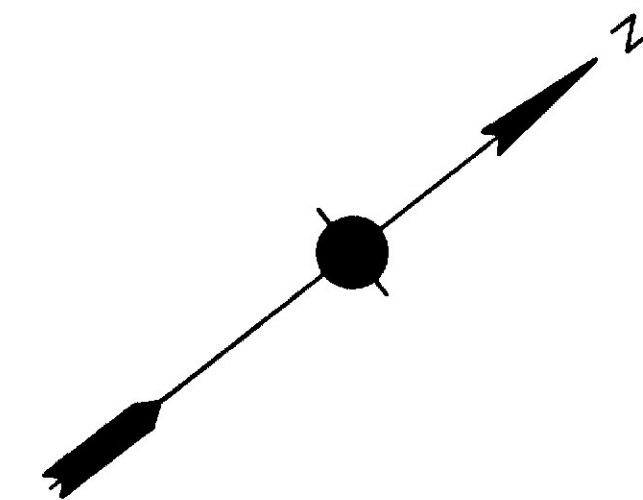
SHEET 1 OF 1 AUGUSTA, MAINE

Portland I-295-3(76)



## CURVE DATA

RAMP SP-1 CURVE NO.101	SP-1 CURVE NO.102	SP-1 CURVE NO.103	SP-2 CURVE NO. 201	SP-2 CURVE NO. 202	SP-2 CURVE NO. 203	SP-3 CURVE NO. 301	SP-3 CURVE NO. 302	SP-3 CURVE NO. 303												
$\Delta 35^{\circ}-05'-05''$ LT. D 4°-00'-00" T 452.34' L 876.29' R 1432.39' P.I. STA. 15+27.49	$\Delta 25^{\circ}-54'-49''$ RT. D 5°-00'-00" T 263.65' L 516.27' R 1145.92' P.I. STA. 25+88.98	$\Delta 10^{\circ}-40'-13''$ RT. D 1°-05'-05" T 493.26' L 983.67' R 5281.94' P.I. STA. 33+36.87	$\Delta 36^{\circ}-00'-18''$ LT. D 5°-17'-08" T 352.27' L 681.19' R 1084.00' P.I. STA. 21+06.52	$\Delta 19^{\circ}-12'-09''$ LT. D 8°-48'-53" T 109.95' L 217.85' R 650.00' P.I. STA. 25+48.40	$\Delta 44^{\circ}-25'-28''$ RT. D 8°-48'-53" T 265.42' L 503.98' R 650.00' P.I. STA. 32+38.72	$\Delta 3^{\circ}-16'-21''$ LT. D 1°-29'-36" T 109.60' L 219.14' R 3836.72' P.I. STA. 1+09.60	$\Delta 22^{\circ}-41'-17''$ RT. D 13°-38'-31" T 84.26' L 166.31' R 420.00' P.I. STA. 5+99.79	$\Delta 43^{\circ}-42'-35''$ RT. D 10°-51'-05" T 211.77' L 402.80' R 528.00' P.I. STA. 8+93.61												
SP-3 CURVE NO. 304	SP-3 CURVE NO.305	SP-4 CURVE NO.401	SP-4 CURVE NO.402	SP-4 CURVE NO.403	SP-4 CURVE NO.404	SP-4 CURVE NO.405	CURVE DATA I-295													
$\Delta 0^{\circ}-54'-34''$ D T 45.36' L 90.72' R 5714.58' P.I. STA. 13+95.53	$\Delta 4^{\circ}-30'-17''$ D 1°-00'-00" T 225.36' L 450.48' R 5729.58' P.I. STA. 16+66.46	$\Delta 9^{\circ}-34'-09''$ D 1°-25'-42" T 335.78' L 670.00' R 4011.72' P.I. STA. 3+35.78	$\Delta 19^{\circ}-40'-18''$ D 19°-05'-55" T 52.01' L 103.00' R 300.00' P.I. STA. 7+22.01	$\Delta 224^{\circ}-16'-19''$ D 40°-58'-32" T L 548.00' R 140.00'	$\Delta 27^{\circ}-28'-24''$ D 21°-33'-02" T 64.99' L 127.48' R 265.87' P.I. STA. 13+85.99	$\Delta 6^{\circ}-55'-52''$ D 1°-30'-00" T 231.32' L 462.08' R 3819.72' P.I. STA. 24+30.49	<table><tr><th>CURVE 102</th><th>CURVE 103</th></tr><tr><td><math>\Delta 30^{\circ}-23'-56''</math> LT. D 2°-30'-00" T 622.65' L 1215.98' R 2291.83' P.I. STA. 197+56.19</td><td><math>\Delta 15^{\circ}-00'-22''</math> LT. D 1°-15'-00" T 603.70' L 1200.49' R 4683.66' P.I. STA. 209+53.20</td></tr></table>		CURVE 102	CURVE 103	$\Delta 30^{\circ}-23'-56''$ LT. D 2°-30'-00" T 622.65' L 1215.98' R 2291.83' P.I. STA. 197+56.19	$\Delta 15^{\circ}-00'-22''$ LT. D 1°-15'-00" T 603.70' L 1200.49' R 4683.66' P.I. STA. 209+53.20								
CURVE 102	CURVE 103																			
$\Delta 30^{\circ}-23'-56''$ LT. D 2°-30'-00" T 622.65' L 1215.98' R 2291.83' P.I. STA. 197+56.19	$\Delta 15^{\circ}-00'-22''$ LT. D 1°-15'-00" T 603.70' L 1200.49' R 4683.66' P.I. STA. 209+53.20																			
SP-6 CURVE NO. 601	SP-6 CURVE NO.602	SP-6 CURVE NO.603	CURVE DATA U.S. ROUTE 1 MEDIAN C																	
$\Delta 95^{\circ}-00'-00''$ D 33°-42'-14" T 185.52' L 98.87' R 170.00' P.I. STA. 21+98.78	$\Delta 14^{\circ}-20'-00''$ D 14°-33'-39" T 49.48' L 98.44' R 393.50' P.I. STA. 19+64.30	$\Delta 10^{\circ}-38'-04''$ D 6°-23'-53" T 83.35' L 166.21' R 895.51' P.I. STA. 18+31.96	<table><tr><th>CURVE 101</th><th>CURVE 102</th><th>CURVE 103</th><th>CURVE 104</th><th>CURVE 105</th><th>CURVE 106</th></tr><tr><td><math>\Delta 10^{\circ}-30'-00''</math> LT. D 1°-05'-17" T 483.90' L 965.09' R 5266.23' P.I. STA. 59+22.51</td><td><math>\Delta 103^{\circ}-23'-57''</math> LT. D 1°-05'-17" T 483.90' L 965.09' R 5266.23' P.I. STA. 74+27.67</td><td></td><td></td><td></td><td></td></tr></table>						CURVE 101	CURVE 102	CURVE 103	CURVE 104	CURVE 105	CURVE 106	$\Delta 10^{\circ}-30'-00''$ LT. D 1°-05'-17" T 483.90' L 965.09' R 5266.23' P.I. STA. 59+22.51	$\Delta 103^{\circ}-23'-57''$ LT. D 1°-05'-17" T 483.90' L 965.09' R 5266.23' P.I. STA. 74+27.67				
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATIONGEOMETRICS LAYOUT SHEET  
U.S. ROUTE 1 & I-295  
SOUTH PORTLAND

SCALE: 1" = 100'

SHEET OF AUGUSTA, MAINE

As Built  
South Portland I-295-3(76)

DATE	BY
12/20/76	6852 SP
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS



