

TYPICAL DETAIL - PAVEMENT STAGE CONSTRUCTION

As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE

I-295
STA. 95+00 TO STA. 110+00

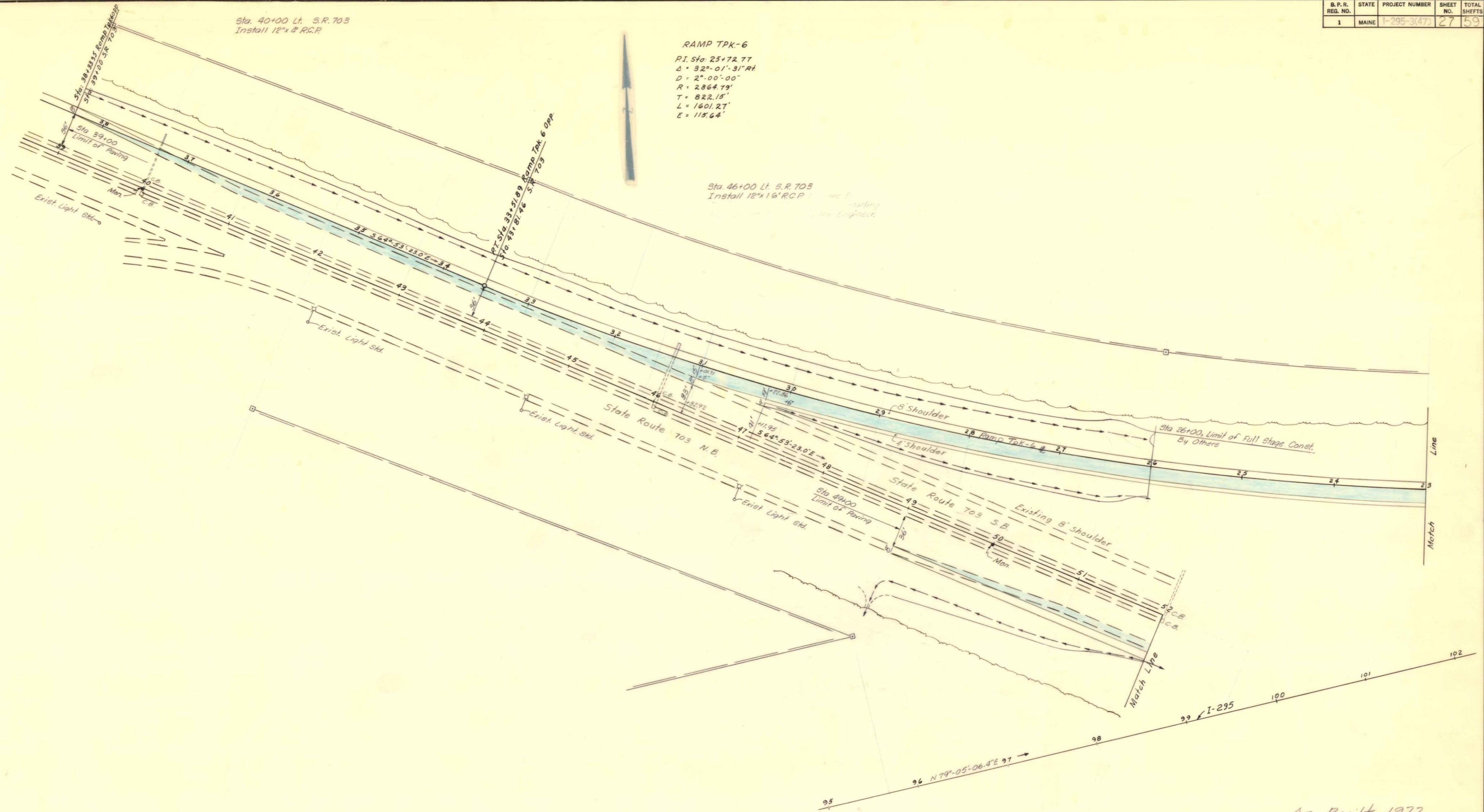
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

Sta. 40+00 Lt. S.R. 703
Install 12"x14" R.C.P.

RAMP TPK-6
P.I. Sta. 25+72.77
 $\Delta = 32^{\circ}-01'-31''$ Rt
 $D = 2^{\circ}-00'-00''$
 $R = 2864.79'$
 $T = 822.15'$
 $L = 1601.27'$
 $E = 115.64'$

Sta. 46+00 Lt. S.R. 703
Install 12"x16" R.C.P.
See E. Walling
for Engineer.



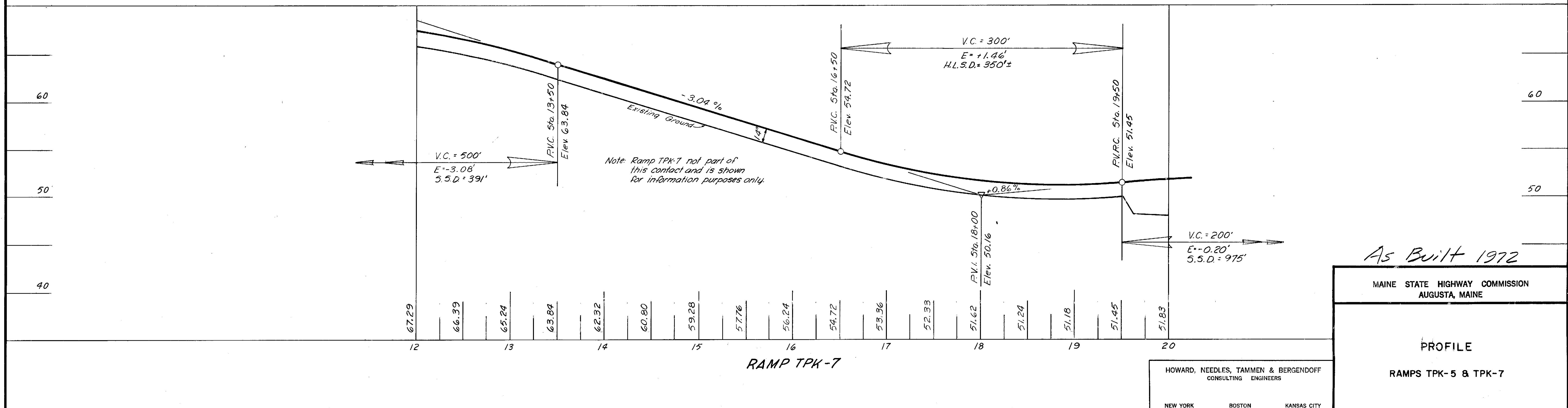
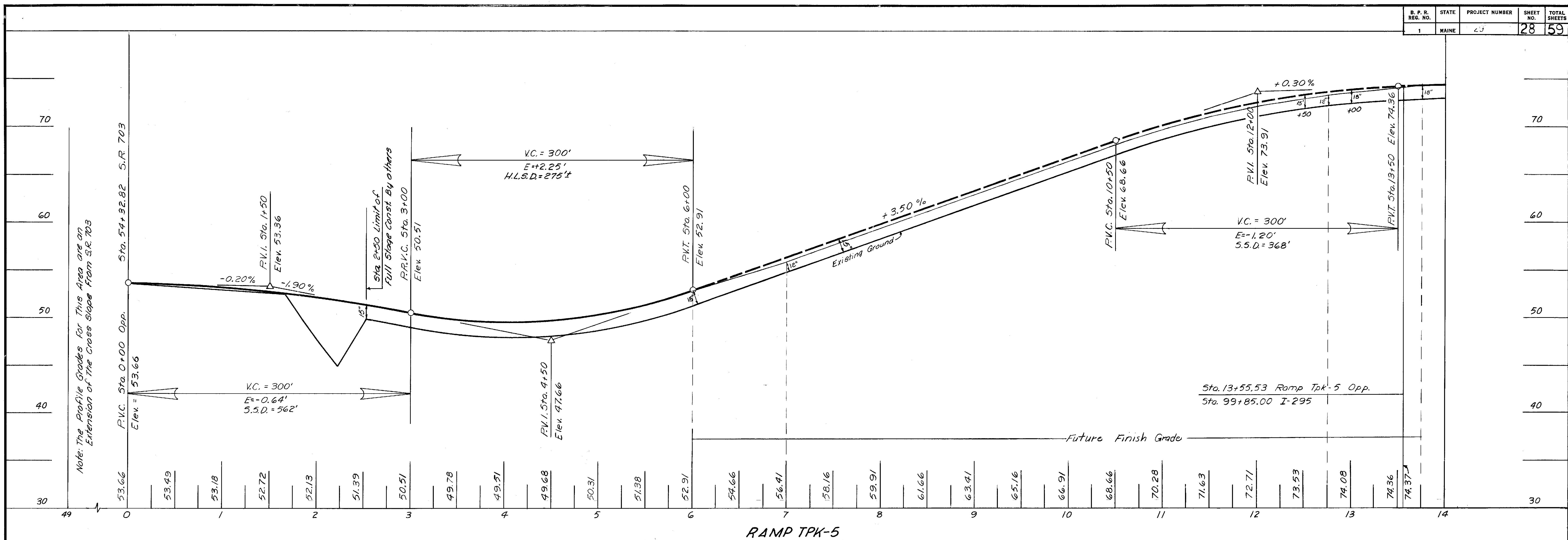
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MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PLAN
RAMP TPK-6
STATE ROUTE 703

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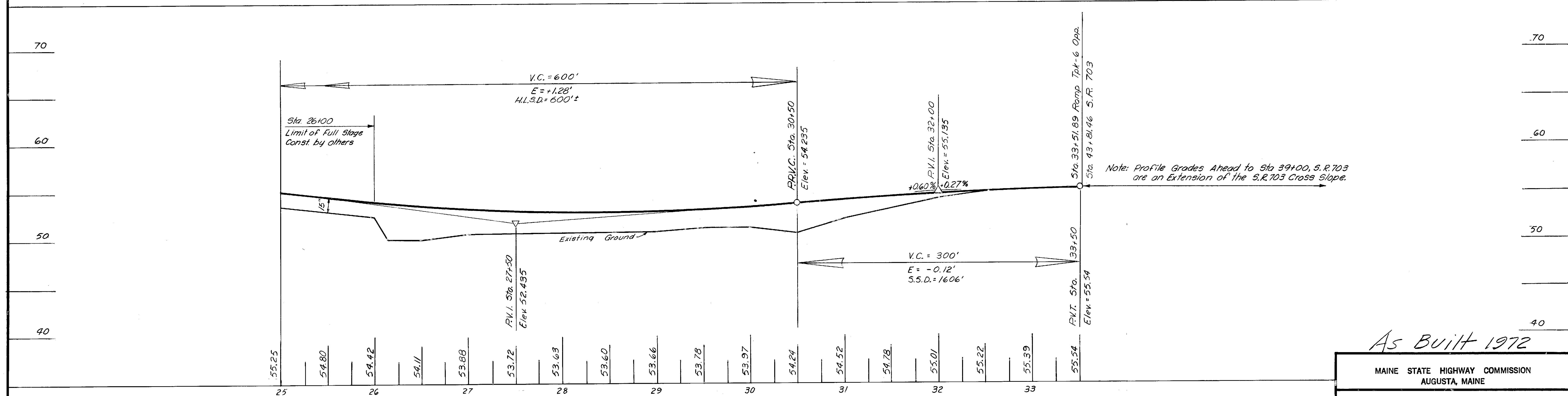
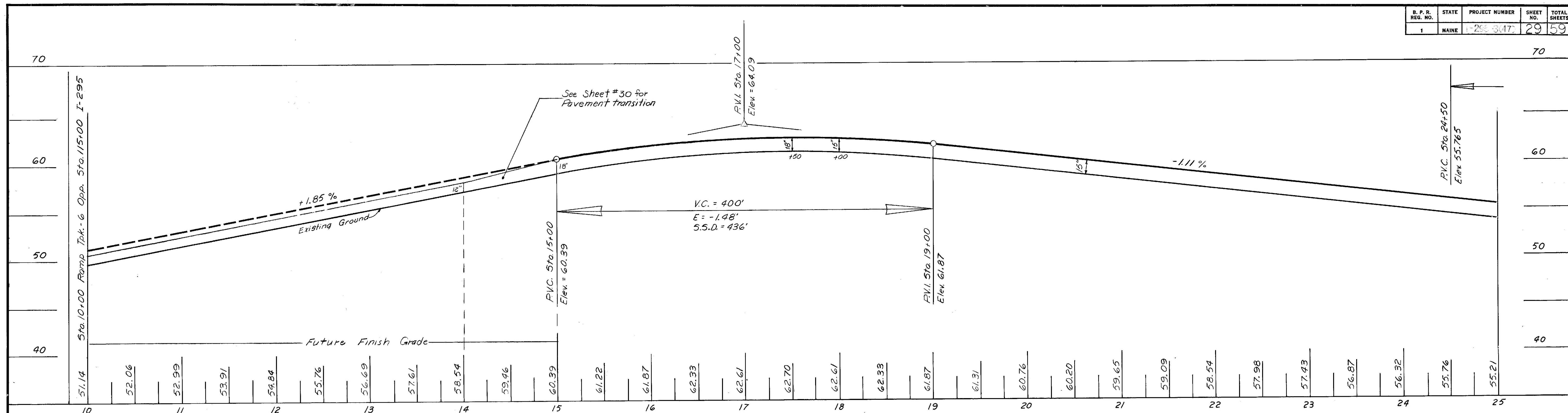
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE

RAMPS TPK-5 & TPK-7

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MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE

RAMP TPK-6

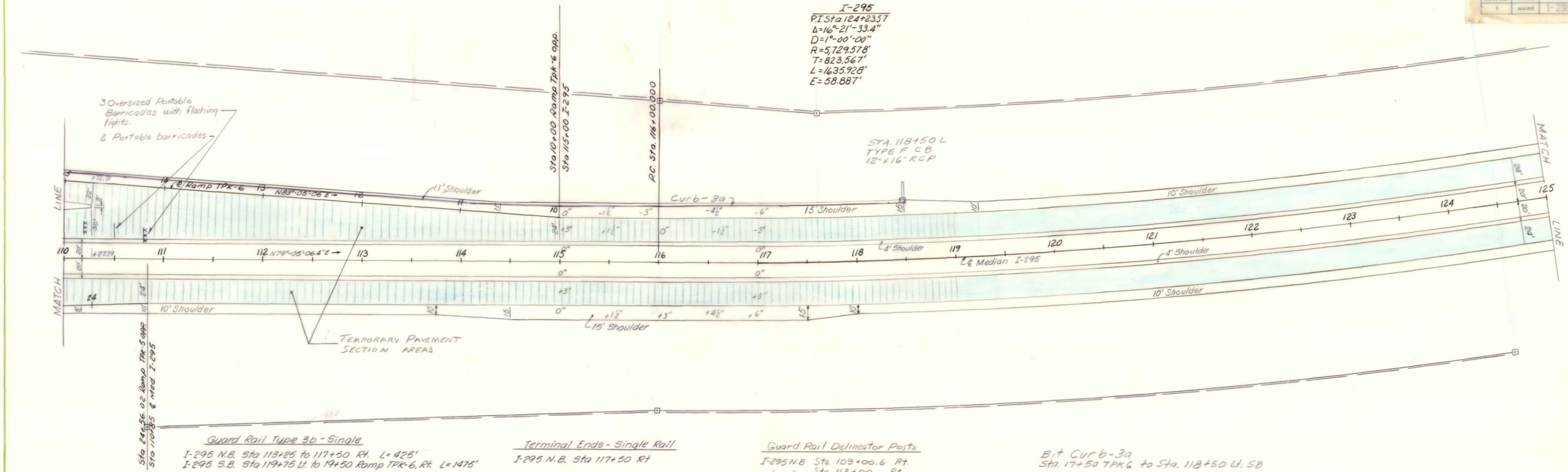
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PLAN
DATE
BY
SURVEYED
PLOTTED
NOTE BOOK
ALIGNMENT CHECKED
ST. OF WAY CHECKED

PROFILE
DATE
BY
SURVEYED
PLOTTED
NOTE BOOK
GRADES CHECKED
STRUCTURE NOTATIONS CHECKED

I-295
PI Sta 124+23.7
 $\Delta = 16^\circ 21' - 33.4"$
 $D = 1^\circ 00' - 00"$
 $R = 5,729.578'$
 $T = 823.567'$
 $L = 1635.928'$
 $E = 58.887'$



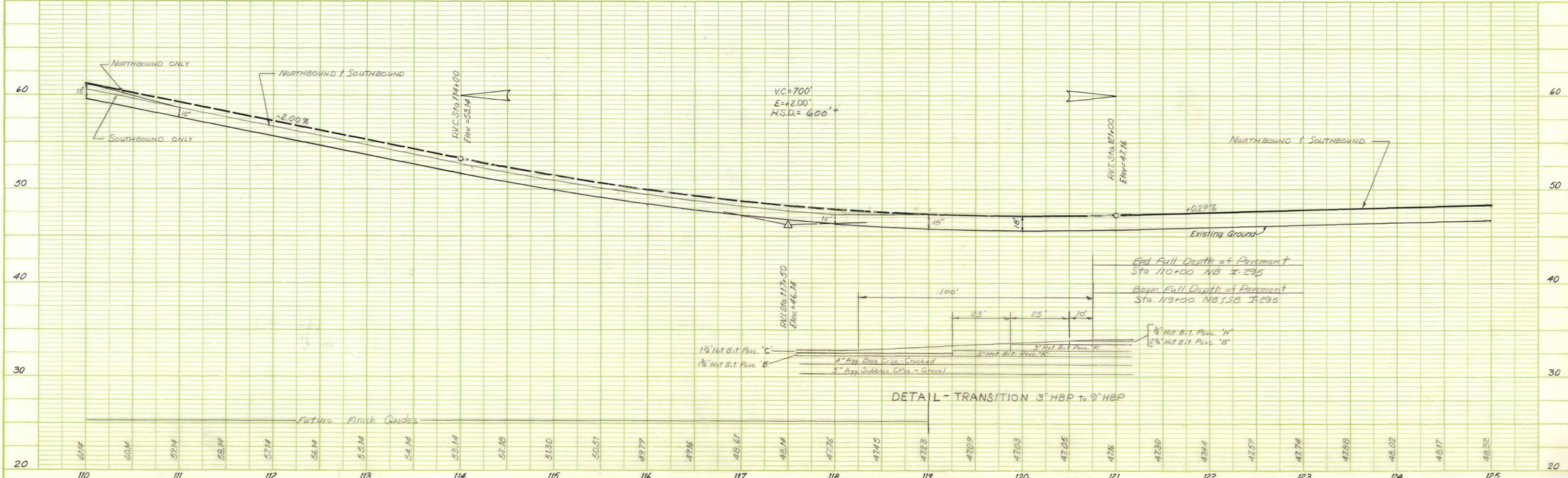
Guard Rail Type 3b - Single
I-295 N.B. Sta 113+25 to 117+50 Rt. L=425'
I-295 S.B. Sta 119+75 Lt. to 124+50 Ramp Tpk 6, Rt. L=1475'

Terminal Ends - Single Rail
I-295 N.B. Sta 117+50 Rt

Guard Rail Delineator Posts
I-295 N.B. Sta. 109+00.6 Rt.
" " Sta. 113+00 Rt.
" " Sta. 117+50 Rt.
I-295 S.B. Sta. 120+00 Lt.

Bit Cur b-3a
Sta. 17+50 Tpk 6 to Sta. 118+50 Lt. SB

Twisted End Section, Guard Rail, Type 3b
I-295 N.B. Sta 113+00 to 118+25 Rt.
I-295 S.B. Sta 119+75 to 120+00 Lt.



DETAIL - TRANSITION 3" HBP to 9" HBP

Curve (2)
 P.I. Sta. 124+23.57
 $\Delta = 16^\circ 21' 33''$ Lt.
 $D = 1^\circ 00'$
 $R = 5,729.58'$
 $T = 823.567'$
 $L = 1635.928'$
 $E = 58.887'$

Curve (3)
 P.I. Sta. 157+81.46
 $\Delta = 10^\circ 23' 03.0''$ Rt.
 $D = 1^\circ 00'$
 $R = 5,729.58'$
 $T = 520.63'$
 $L = 1,038.42'$
 $E = 23.61'$

Curve (4)
 P.I. Sta. 144+87.36
 $\Delta = 75^\circ 54' 19.4''$ Lt.
 $D = 6^\circ 15'$
 $R = 916.73'$
 $T = 715.01'$
 $L = 1,214.49'$
 $E = 245.87'$

Curve (5)
 P.I. Sta. 148+84.75
 $\Delta = 31^\circ 09' 13.7''$ Lt.
 $D = 4^\circ 00'$
 $R = 1,432.39'$
 $T = 399.31'$
 $L = 778.84'$
 $E = 54.62'$

Curve (6)
 P.I. Sta. 141+88.39
 $\Delta = 14^\circ 56' 16.3''$ Lt.
 $D = 2^\circ 30'$
 $R = 2,291.83'$
 $T = 300.46'$
 $L = 597.51'$
 $E = 19.61'$

Terminal Ends, Single Rail

I-295 N.B. Sta. 130+50 Lt.
 I-295 S.B. Sta. 129+00 Rt.
 Rte. 1 Conn. N.B. Sta. 144+94.8 Rt.

Guard Rail Delineator Posts

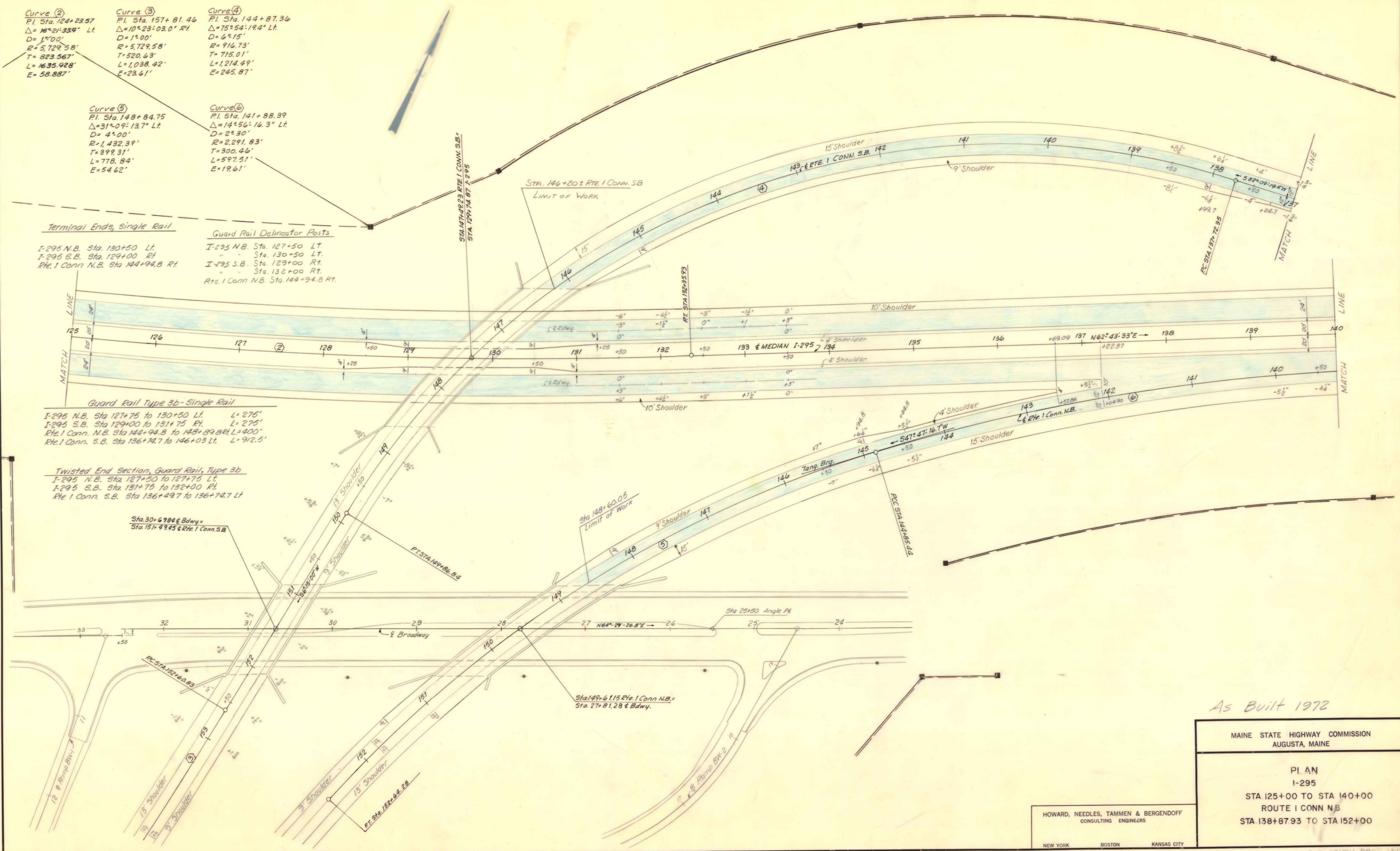
I-295 N.B. Sta. 127+50 Lt.
 " Sta. 130+50 Lt.
 I-295 S.B. Sta. 129+00 Rt.
 " Sta. 132+00 Rt.
 Rte. 1 Conn. N.B. Sta. 144+94.8 Rt.

Guard Rail Type 3b - Single Rail

I-295 N.B. Sta. 127+75 to 130+50 Lt. $L = 275'$
 I-295 S.B. Sta. 129+00 to 131+75 Rt. $L = 275'$
 Rte. 1 Conn. N.B. Sta. 144+94.8 to 149+89.8 Rt. $L = 400'$
 Rte. 1 Conn. S.B. Sta. 136+74.7 to 146+03 Lt. $L = 912.5'$

Twisted End Section, Guard Rail, Type 3b

I-295 N.B. Sta. 127+50 to 127+75 Lt.
 I-295 S.B. Sta. 131+75 to 132+00 Rt.
 Rte. 1 Conn. S.B. Sta. 136+49.7 to 136+74.7 Lt.



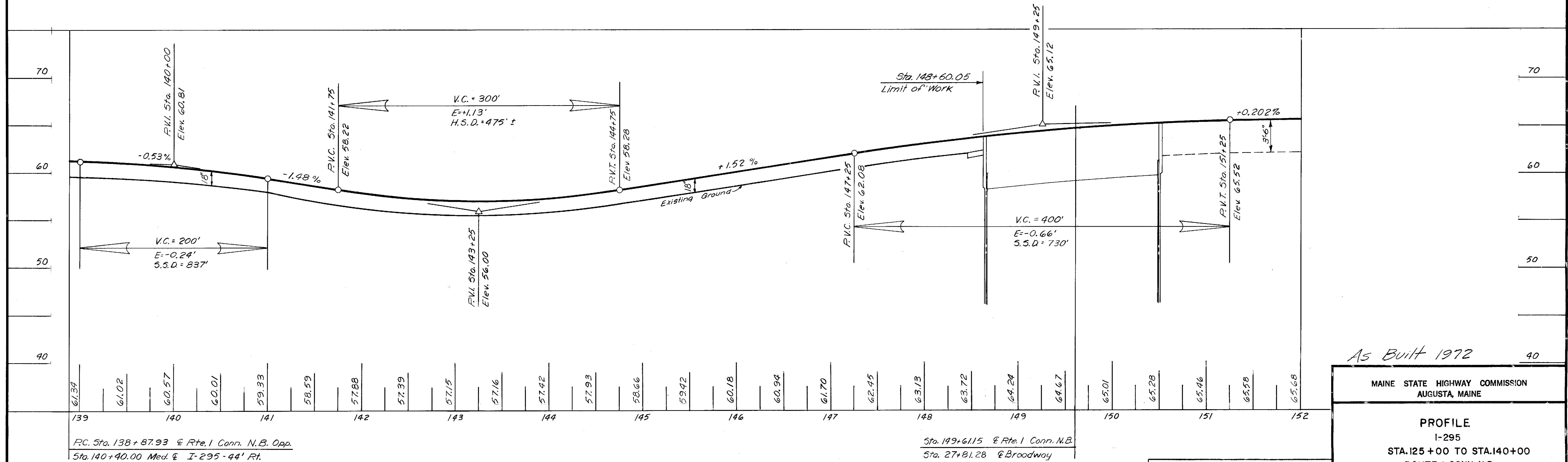
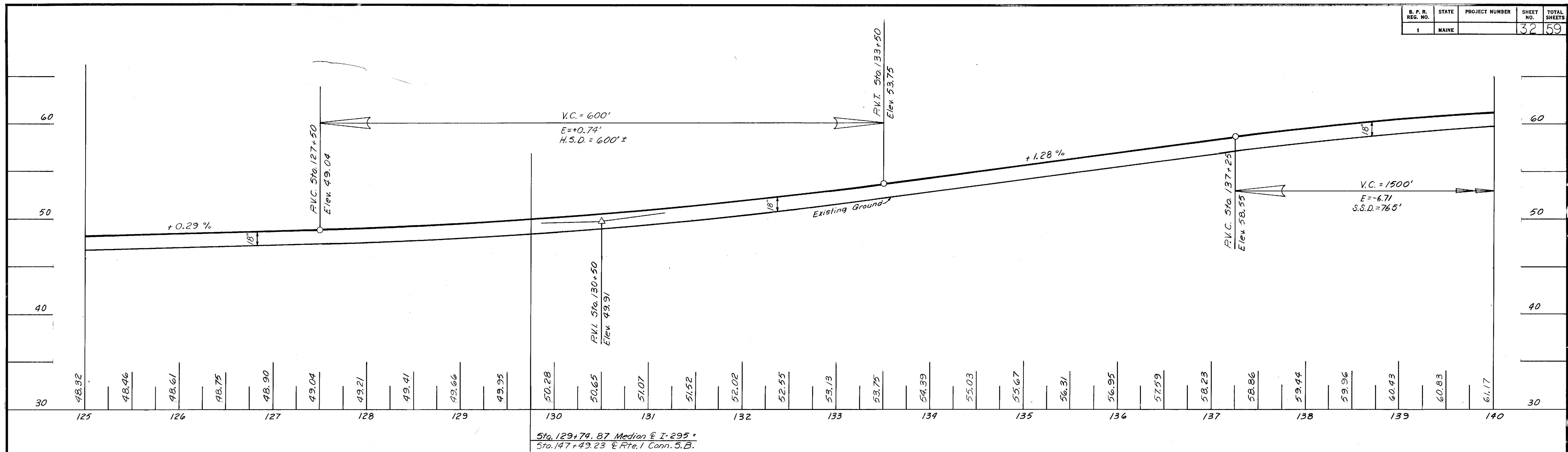
As Built 1972

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

PLAN
 I-295
 STA. 125+00 TO STA. 140+00
 ROUTE 1 CONN. N.B.
 STA. 138+87.93 TO STA. 152+00

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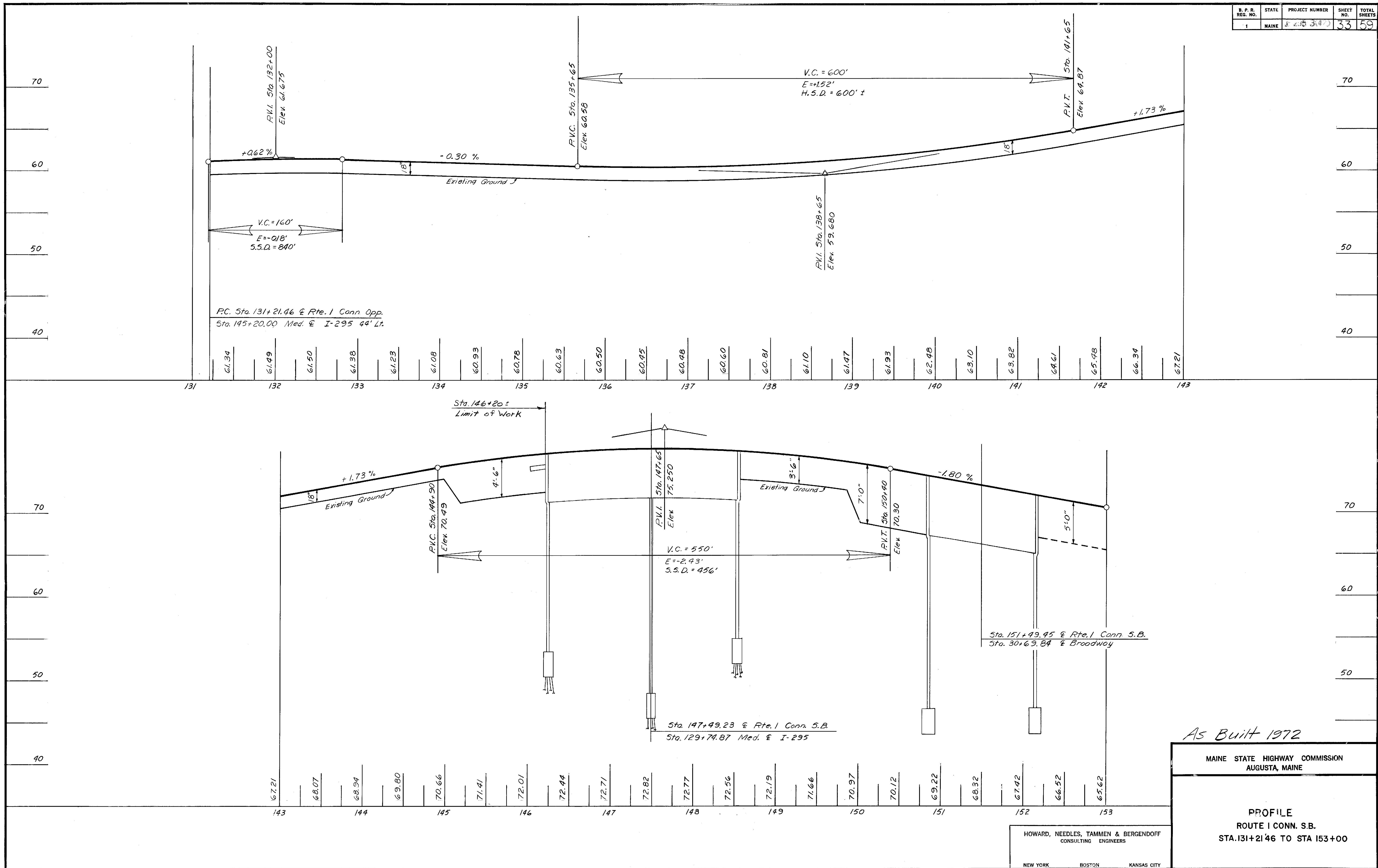
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| | |
|---|--|
| MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE | |
| PROFILE I-295 STA. 125+00 TO STA. 140+00 ROUTE 1 CONN. N.B. STA. 138+87.93 TO STA. 152+00 | |

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CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY



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MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE
ROUTE 1 CONN. S.B.
STA. 131+21.46 TO STA 153+00

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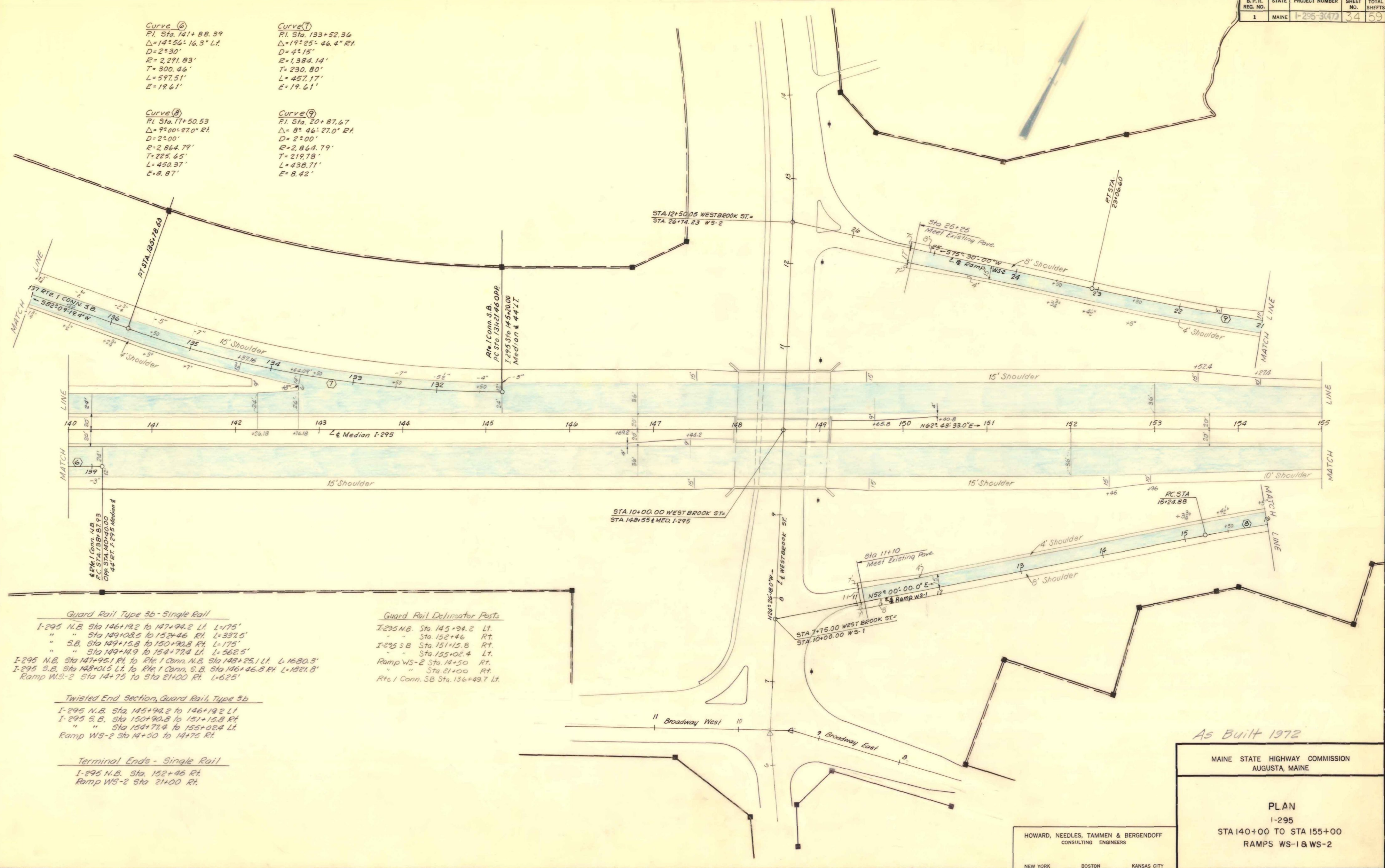
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Curve (6)
 P.I. Sta. 141+88.39
 $\Delta = 14^\circ 56' 16.3''$ Lt.
 $D = 2^\circ 30'$
 $R = 2,291.83'$
 $T = 300.44'$
 $L = 597.51'$
 $E = 19.61'$

Curve (7)
 P.I. Sta. 133+52.36
 $\Delta = 19^\circ 25' 46.4''$ Rt.
 $D = 4^\circ 15'$
 $R = 1,384.14'$
 $T = 230.80'$
 $L = 457.17'$
 $E = 19.61'$

Curve (8)
 P.I. Sta. 17+50.53
 $\Delta = 9^\circ 00' 27.0''$ Rt.
 $D = 2^\circ 00'$
 $R = 2,864.79'$
 $T = 225.65'$
 $L = 450.37'$
 $E = 8.87'$

Curve (9)
 P.I. Sta. 20+87.67
 $\Delta = 8^\circ 46' 27.0''$ Rt.
 $D = 2^\circ 00'$
 $R = 2,864.79'$
 $T = 219.78'$
 $L = 438.71'$
 $E = 8.42'$



Guard Rail Type 3b - Single Rail

I-295 N.B. Sta. 146+19.2 to 147+94.2 Lt. L=175'
 " Sta. 149+08.5 to 152+46 Rt. L=337.5'
 " S.B. Sta. 149+15.8 to 150+90.8 Rt. L=175'
 " Sta. 149+14.9 to 154+77.4 Lt. L=562.5'
 I-295 N.B. Sta. 147+95.1 Rt. to Rte. 1 Conn. N.B. Sta. 148+25.1 Lt. L=1680.3'
 I-295 S.B. Sta. 148+01.5 Lt. to Rte. 1 Conn. S.B. Sta. 146+46.8 Rt. L=1321.8'
 Ramp WS-2 Sta. 14+75 to Sta. 21+00 Rt. L=625'

Guard Rail Delinicator Posts

I-295 N.B. Sta. 145+94.2 Lt.
 " Sta. 152+46 Rt.
 I-295 S.B. Sta. 151+15.8 Rt.
 " Sta. 155+02.4 Lt.
 Ramp WS-2 Sta. 14+50 Rt.
 " Sta. 21+00 Rt.
 Rte. 1 Conn. S.B. Sta. 136+49.7 Lt.

Twisted End Section, Guard Rail, Type 3b

I-295 N.B. Sta. 145+94.2 to 146+19.2 Lt.
 I-295 S.B. Sta. 150+90.8 to 151+15.8 Rt.
 " Sta. 154+77.4 to 155+02.4 Lt.
 Ramp WS-2 Sta. 14+50 to 14+75 Rt.

Terminal Ends - Single Rail

I-295 N.B. Sta. 152+46 Rt.
 Ramp WS-2 Sta. 21+00 Rt.

As Built 1972

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

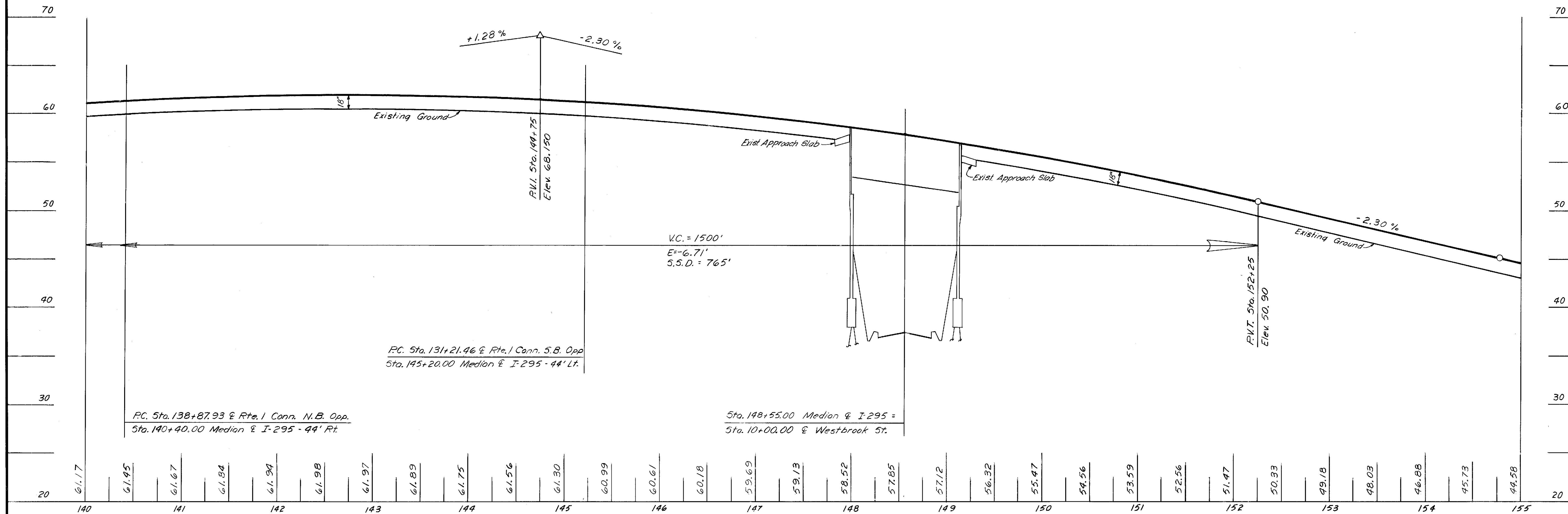
PLAN

I-295
 STA 140+00 TO STA 155+00
 RAMP WS-1 & WS-2

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
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NEW YORK BOSTON KANSAS CITY

| B. P. R. REG. NO. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|----------------------|-------|----------------|--------------|-----------------|
| 1 | MAINE | 1-295(4) | 35 | 59 |



As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE
I-295
STA. 140+00 TO STA. 155+00

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

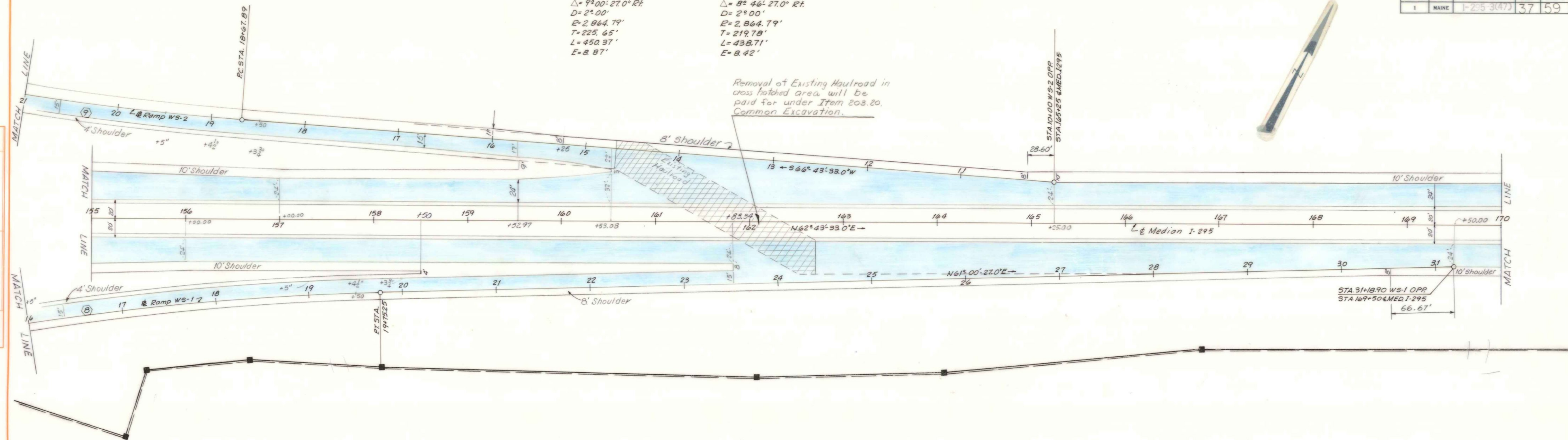
NEW YORK BOSTON KANSAS CITY

Curve (8)
 P.I. Sta 17+50.53
 $\Delta = 9^{\circ}00'27.0''$ Rt.
 $D = 2^{\circ}00'$
 $E = 2,864.79'$
 $T = 225.65'$
 $L = 450.37'$
 $E = 8.87'$

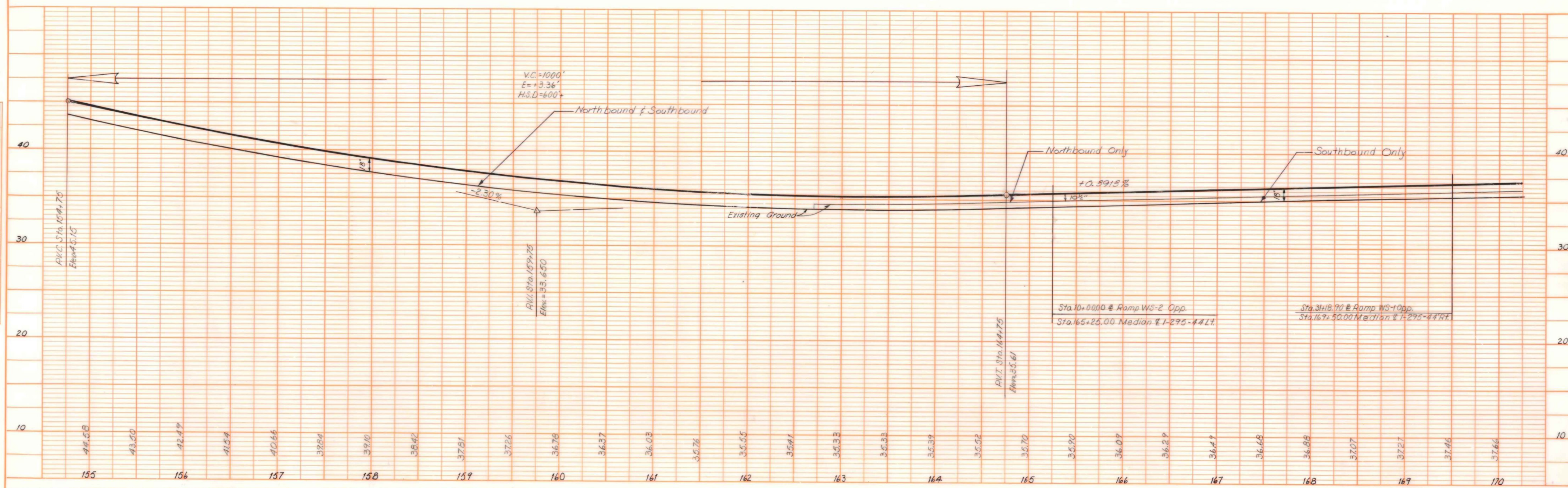
Curve (9)
 P.I. Sta. 20+87.67
 $\Delta = 8^{\circ}46'27.0''$ Rt.
 $D = 2^{\circ}00'$
 $E = 2,864.79'$
 $T = 219.78'$
 $L = 438.71'$
 $E = 8.42'$

Removal of Existing Haulroad in cross hatched area will be paid for under Item 203.20, Common Excavation.

| PLAN | DATE | BY |
|---------|------|----|
| SHOWN | | |
| PLATTED | | |
| ALIGNED | | |
| CHECKED | | |
| DATE | | |
| BY | | |

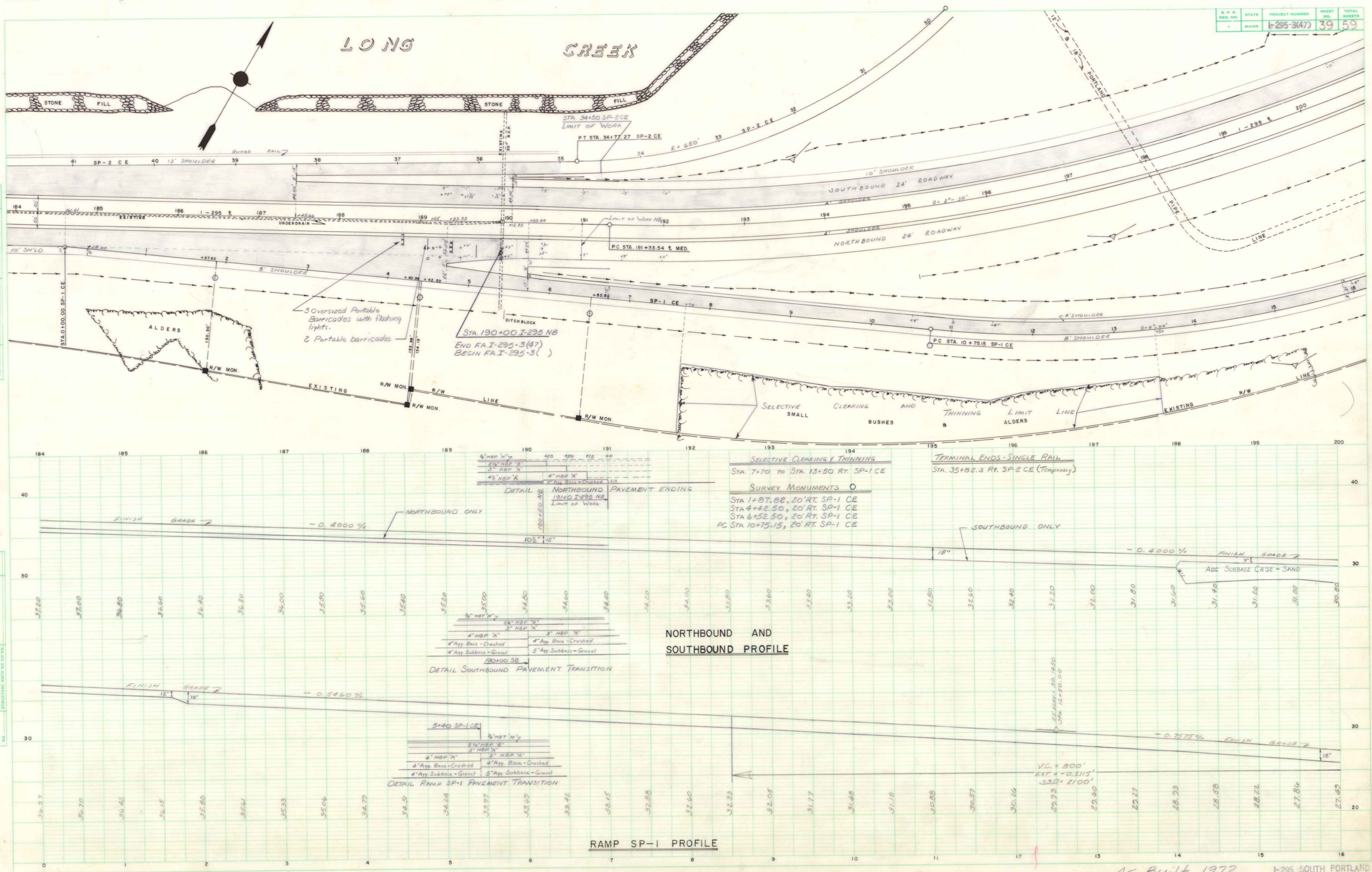


| PROFILE | DATE | BY |
|---------|------|----|
| SHOWN | | |
| PLATTED | | |
| ALIGNED | | |
| CHECKED | | |
| DATE | | |
| BY | | |



As Built 1972

1-235 SOUTH PORTLAND

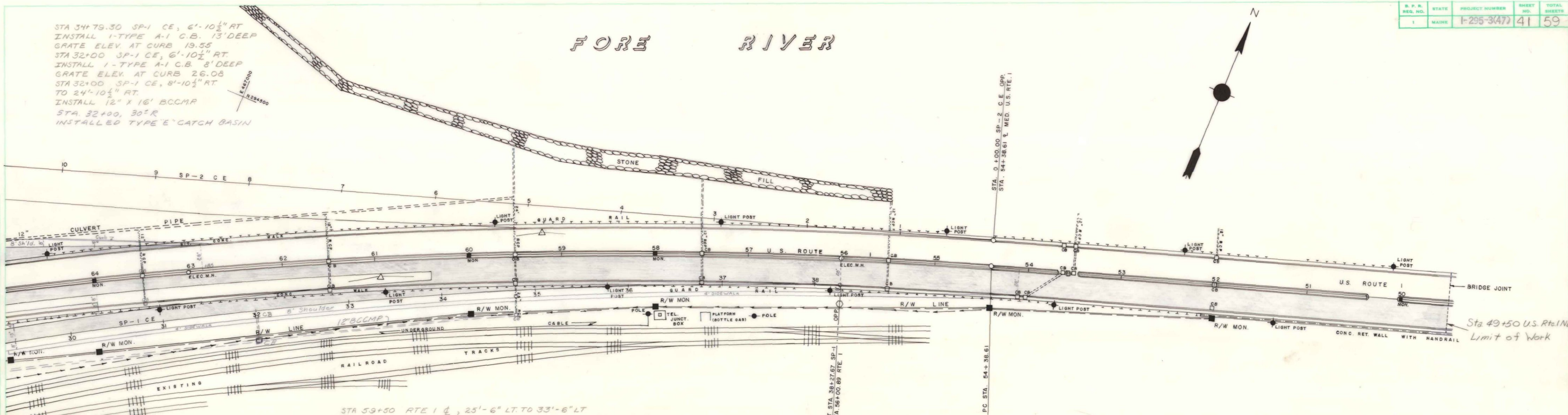


As Built 1972

I-295 SOUTH PORTLAND

FORE RIVER

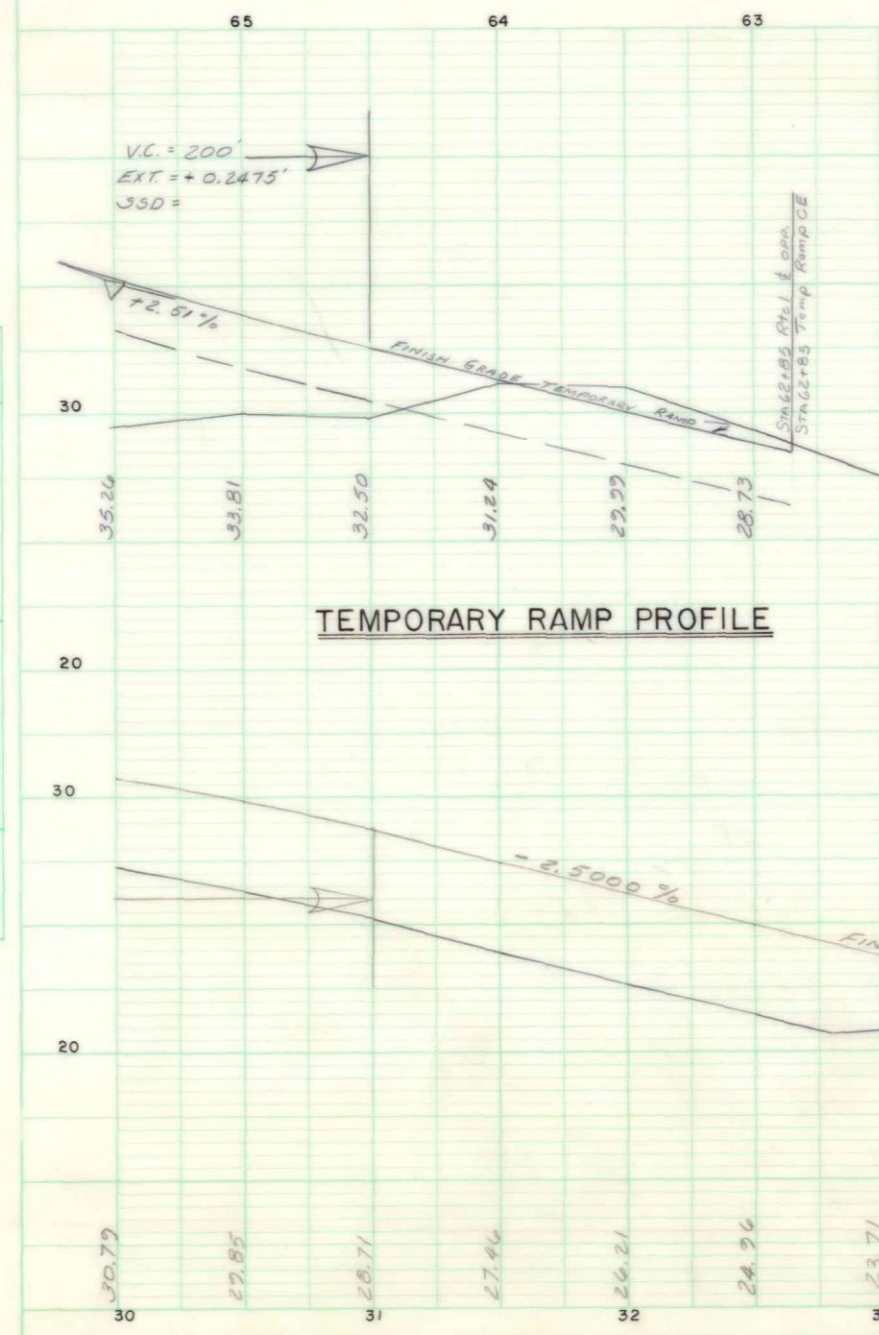
STA 34+79.30 SP-1 CE, 6'-10 1/2" RT
INSTALL 1-TYPE A-1 C.B. 13' DEEP
GRATE ELEV. AT CURB 19.55
STA 32+00 SP-1 CE, 6'-10 1/2" RT
INSTALL 1-TYPE A-1 C.B. 8' DEEP
GRATE ELEV. AT CURB 26.08
STA 32+00 SP-1 CE, 8'-10 1/2" RT
TO 24'-10 1/2" RT.
INSTALL 12" X 16' BCCMP
STA 32+00, 30° R
INSTALLED TYPE E' CATCH BASIN



STA 65+11, RTE 1 & LT.
INSTALL 14' METAL SLUICE
FROM OUTLET OF
24" RCP TO DITCH.

STA 59+50 RTE 1 & LT, 25'-6" LT. TO 33'-6" LT.
INSTALL 24" X 8' RCP
STA 65+01 RTE 1 & LT, 17'-10 1/2" LT.
INSTALL 1-TYPE A-1 CB 8' DEEP
GRATE ELEV. AT CURB 33.39
STA 65+11 RTE 1 & LT, 33'-9" LT.
INSTALL 1 TYPE B-1 CB 8' DEEP
GRATE ELEV. = 31.50

STA 65+01, C.B. 17'-10 1/2" LT. TO STA. 65+11, 33'-9" LT. RTE 1 &
INSTALL 12' X 16' R.C.P.
STA 65+11 RTE 1 & LT, 33'-9" LT. TO STA. 65+11 RTE 1 & LT, 81'-9" LT.
INSTALL 24" X 48' R.C.P.
STA 29+25, 90° R TO STA. 34+80, 66° R
INSTALLED 12" BCCMP, 1972



TEMPORARY RAMP PROFILE

RAMP SP-1 PROFILE

GUARD RAIL TYPE 3b - SINGLE RAIL

STA. 16+75 to STA. 29+30 RT. SP-1 CE
STA. 29+31 RT. SP-1 CE to STA. 52+13.5 LT. US RTE 1 &, 30' High, See Sheet # 56
STA. 66+25 to STA. 73+00 RT. TEMP. RAMP CE
STA. 69+25 to STA. 73+00 LT. TEMP. RAMP CE
STA. 65+05, 23' LT. to STA. 72+62.5, 32' LT. US RTE 1 &, 30' High, See Sheet # 56
STA. 20+69.03, 22.04' LT. to STA. 20+94.00, 21.00' LT. SP-1 CE

GUARD RAIL TYPE 3b - CIRCULAR - GREATER THAN 15 FT. RADIUS

STA. 67+66, 40.6' RT. to STA. 67+78, 37' RT. US RTE 1 & - 30' RAD. L=12.5',
STA. 20+57.14, 25.61' LT. to STA. 20+69.03, 22.04' LT. SP-1 CE. L=12.5', R=30'

TERMINAL ENDS - SINGLE RAIL

STA. 29+30, 8' RT. SP-1 CE
STA. 29+31, 12' RT. SP-1 CE
STA. 73+00 RT. TEMP. RAMP CE
STA. 73+00 LT. TEMP. RAMP CE
STA. 67+66, 40.6' RT. US RTE 1 &
STA. 20+57.14, 25.61' LT. SP-1 CE
STA. 20+94.00, 21.00' LT. SP-1 CE
STA. 65+04, 23' LT. US RTE 1 &

TWISTED END SECTION, GUARD RAIL, TYPE 3b

STA. 16+50 to 16+75 RT. SP-1 CE
STA. 66+00 to 66+25 RT. TEMP. RAMP CE
STA. 69+00 to 69+25 LT. TEMP. RAMP CE

GUARD RAIL, REMOVED AND RESET

STA. 67+78 ± to STA. 68+35 ± RT. US RTE 1 &

EXISTING GUARD RAIL TO BE REMOVED BY OTHERS

STA. 62+50 ± to STA. 67+78 ±, 32' RT. US RTE 1 &
STA. 52+13.5 ± to STA. 72+62.5, 32' LT. US RTE 1 &

NOTE:

THE WORK OF REMOVING LIGHT POLES AND FOUNDATIONS WILL BE ACCOMPLISHED BY THE LIGHTING CONTRACTOR IN COORDINATION WITH THE WORK OF THIS PROJECT.

POLES & FOUNDATIONS TO BE REMOVED:

STA. 56+10 LT. US RTE 1 &
58+50 LT.
60+30 LT.
63+40 LT.
64+50 RT.
65+70 LT.
66+85 RT.
68+00 LT.
70+30 LT.
72+60 LT.

TERMINAL CURB TYPE 1

STA. 20+90 to STA. 20+94, 21' LT. SP-1 CE
STA. 23+50 to STA. 23+54, 21' LT. SP-1 CE
STA. 29+27 to STA. 29+31, 8' RT. SP-1 CE
STA. 64+96 to STA. 65+00, 19' LT. US RTE 1 &
STA. 67+78 to STA. 67+82, RT. US RTE 1 &

RESETTING CURB TYPE 1

REMOVE
STA. 62+50 ± to STA. 68+35 ±, 28' RT. US RTE 1 &
STA. 50+50 to STA. 73+30 ±, 2' LT. US RTE 1 &
STA. 50+50 to STA. 72+80 ±, 28' LT. US RTE 1 &
RESET
STA. 62+50 ±, 28' RT. US RTE 1 & to STA. 64+50, 8' RT. TEMP. RAMP CE
STA. 67+82 ±, 33' RT. to STA. 68+35 ±, 28' RT. US RTE 1 &
STA. 50+50, 2' LT. to STA. 73+20, 8' LT. US RTE 1 &
STA. 50+50, 28' LT. to STA. 56+00.89, 36' LT. US RTE 1 &
STA. 65+00, 19' LT. to STA. 72+80 ±, 28' LT. US RTE 1 &
STA. 29+31, 8' RT. to STA. 38+27.67, 8' RT. SP-1 CE
STA. 20+94, 21' LT. to STA. 23+50, 21' LT. SP-1 CE

GUARD RAIL DELINEATOR POSTS

STA. 16+50 RT. SP-1 CE
STA. 20+57.14 LT. SP-1 CE
STA. 66+00 RT. TEMP. RAMP CE
STA. 69+00 LT. TEMP. RAMP CE
STA. 73+00 RT. TEMP. RAMP CE
STA. 73+00 LT. TEMP. RAMP CE
STA. 67+66, RT. SP-5

As Built 1972

DATE
BY
SURVEYED
NOTE BOOK
ALIGNMENT CHECKED
BT. OF WAY CHECKED
NO.

DATE
BY
DOAK & COOPER
AUG 70
SURVEYED
NOTE BOOK
STRUCTURE NOTES ENTERED
NO.

