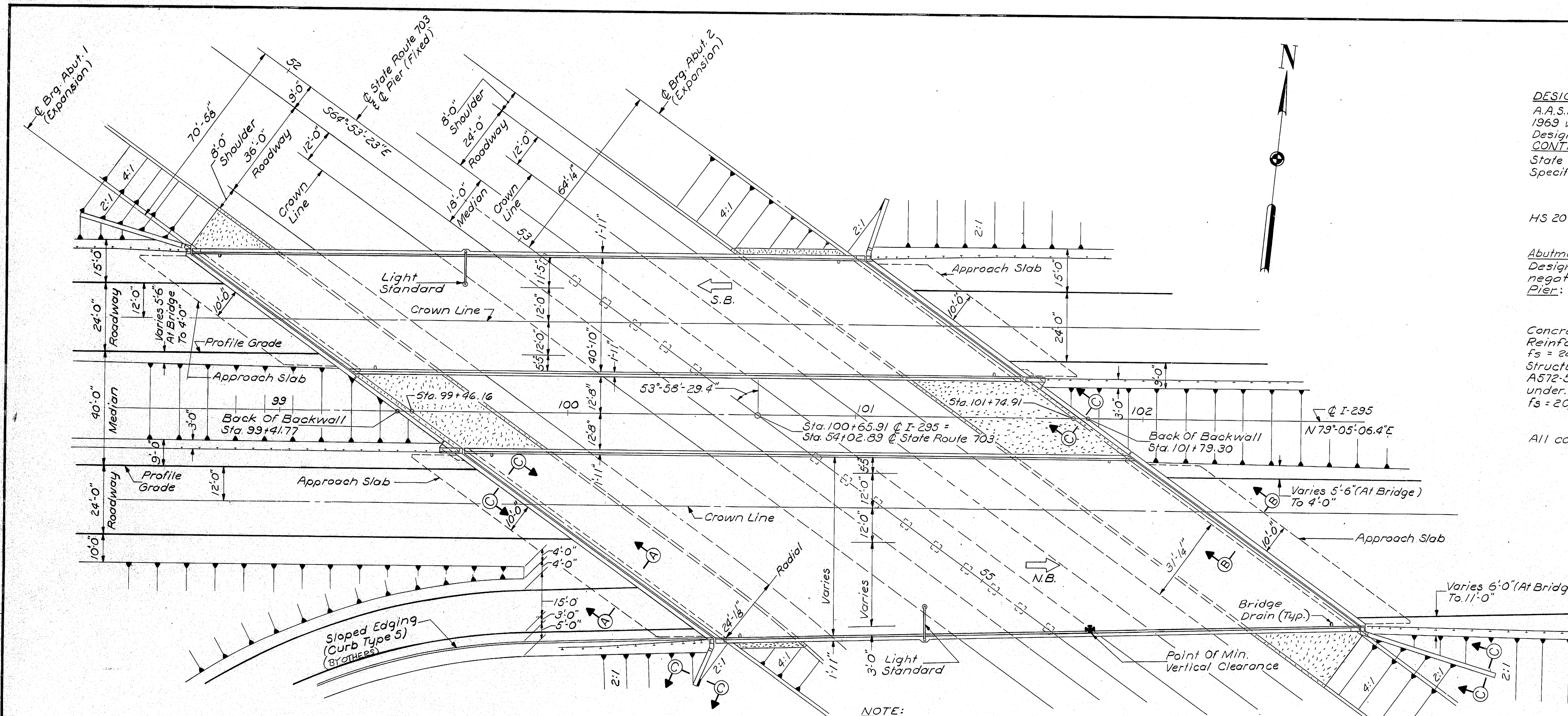
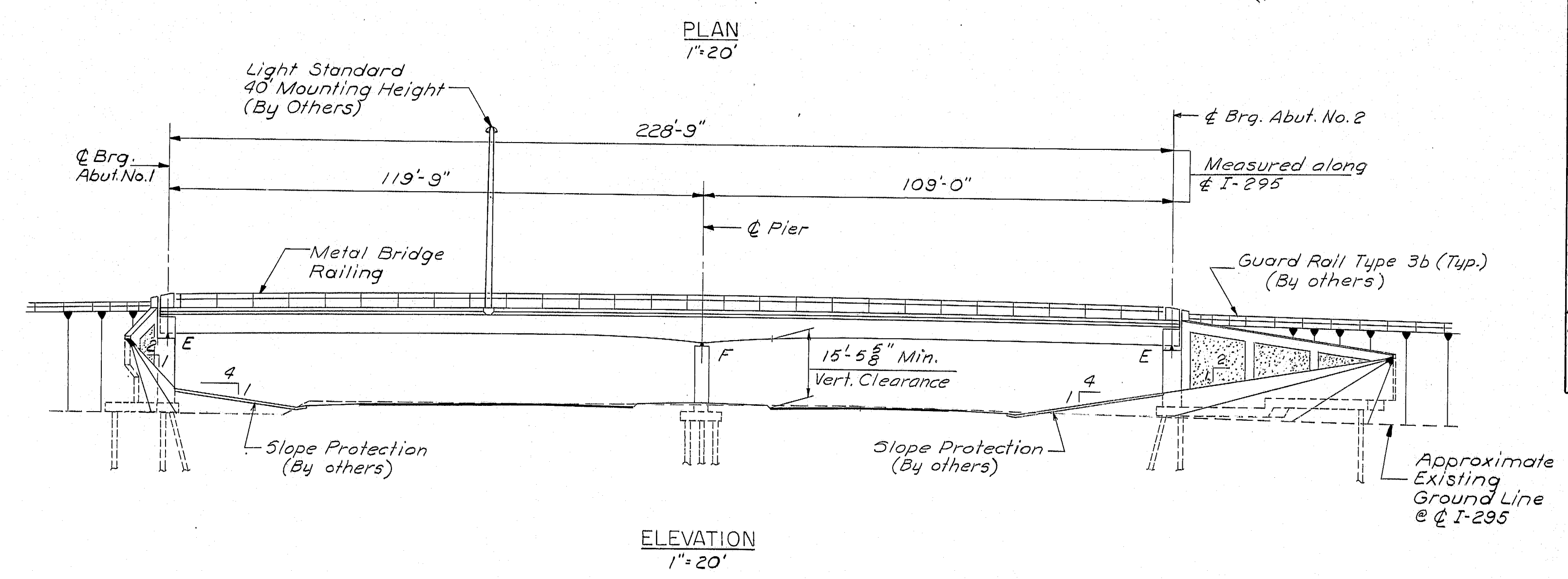


S. P. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	344	20	103



NOTE:  
For Section A-A, B-B & C-C see Sheet 3.



### SPECIFICATIONS

**DESIGN**  
A.A.S.H.O. Standard Specifications for Highway Bridges 1963 with Interim Specifications, 1970.  
Design includes provision for 1" future wearing surface.  
**CONTRACT**  
State of Maine, State Highway Commission Standard Specifications for Highways and Bridges, Revision of June 1968

### LIVE LOADING

HS 20-44 as modified for Interstate.

### FOUNDATIONS

Abutments: 148P73 End Bearing Piles, Total Capacity 96 Tons  
Design capacity 80 Tons (allowance of 16 Tons for negative skin friction).  
Pier: 12BP53 End Bearing Piles, capacity 70 Tons

### ALLOWABLE STRESSES

Concrete ( $n=10$ )  $f_c = 1200$  p.s.i.  
Reinforcing Steel, A.S.T.M. Designation A615 Grade 60-  
 $f_s = 24,000$  p.s.i.  
Structural Steel-Main stringer material A.S.T.M. Designation A572-50 except as noted,  $f_s = 27,000$  p.s.i. for thickness 1/2" and under. Other steel A.S.T.M. Designation A36 except as noted,  $f_s = 20,000$  p.s.i.

### CONCRETE CLASSIFICATION

All concrete shall be Class 'A'

### INDEX OF SHEETS

SHEET NO.	TITLE
1.	GENERAL PLAN
2.	APPROACH SECTIONS-PROFILES&QUANTITIES
3.	FOUNDATION SURVEY
4.	BORING DETAILS
5.	BORING DETAILS
6.	BORING DETAILS
7.	FOOTING PLAN-ABUTMENT NO. 1
8.	FOOTING PLAN-ABUTMENT NO. 2
9.	PIER FOOTING PLAN & APPROACH SLABS
10.	ABUTMENT NO. 1 SOUTHBOUND
11.	ABUTMENT NO. 1 NORTHBOUND
12.	ABUTMENT NO. 2 SOUTHBOUND
13.	ABUTMENT NO. 2 NORTHBOUND
14.	MEDIAN WALL, END POST & ABUTMENT DETAILS
15.	WINGWALLS-ABUTMENT NO. 1
16.	WINGWALLS-ABUTMENT NO. 2
17.	PIER PLAN
18.	FRAMING PLAN
19.	STRUCTURAL STEEL #BLOCKING POINTS
20.	STEEL DETAILS I
21.	STEEL DETAILS II
22.	SUPERSTRUCTURE DETAILS-S.B. ROADWAY
23.	SUPERSTRUCTURE DETAILS-N.B. ROADWAY
24.	MISCELLANEOUS CONCRETE DETAILS
25.	LIGHTING DETAILS
26.	REINFORCING STEEL SCHEDULE
27.	REINFORCING STEEL SCHEDULE
28.	REINFORCING STEEL SCHEDULE

### STANDARD DETAIL SHEETS

BD001-70 BEARING PEDESTALS JAN, 1970  
BD104-66 DIAPHRAGMS, ARMORED JOINT  
SHEAR CONNECTORS, DRAIN SEPT, 1966  
BD105-64 EXPANSION DAMS April, 1964  
BD106-69 ALUMINUM RAILING JAN, 1969  
REV. 3-25-70

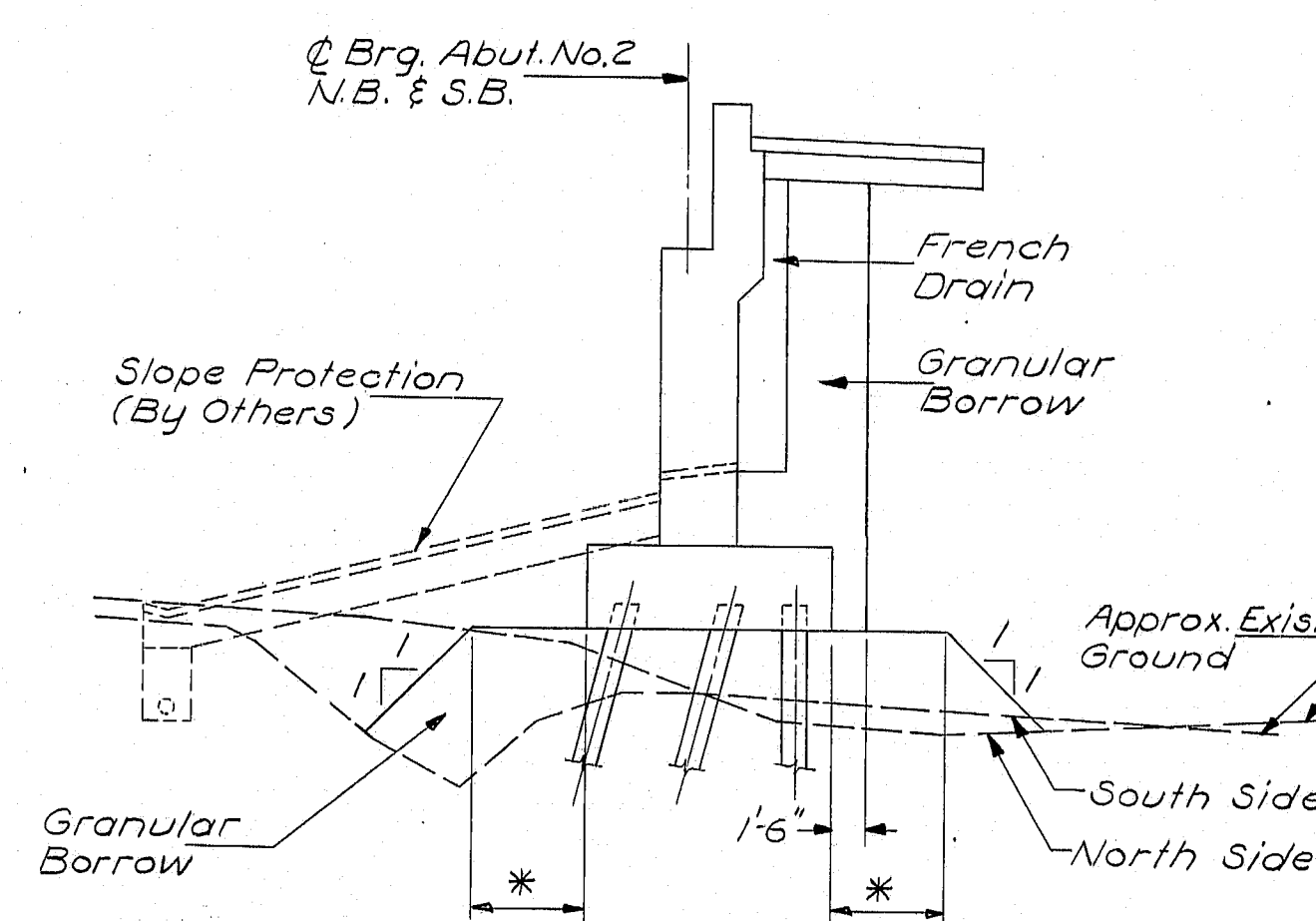
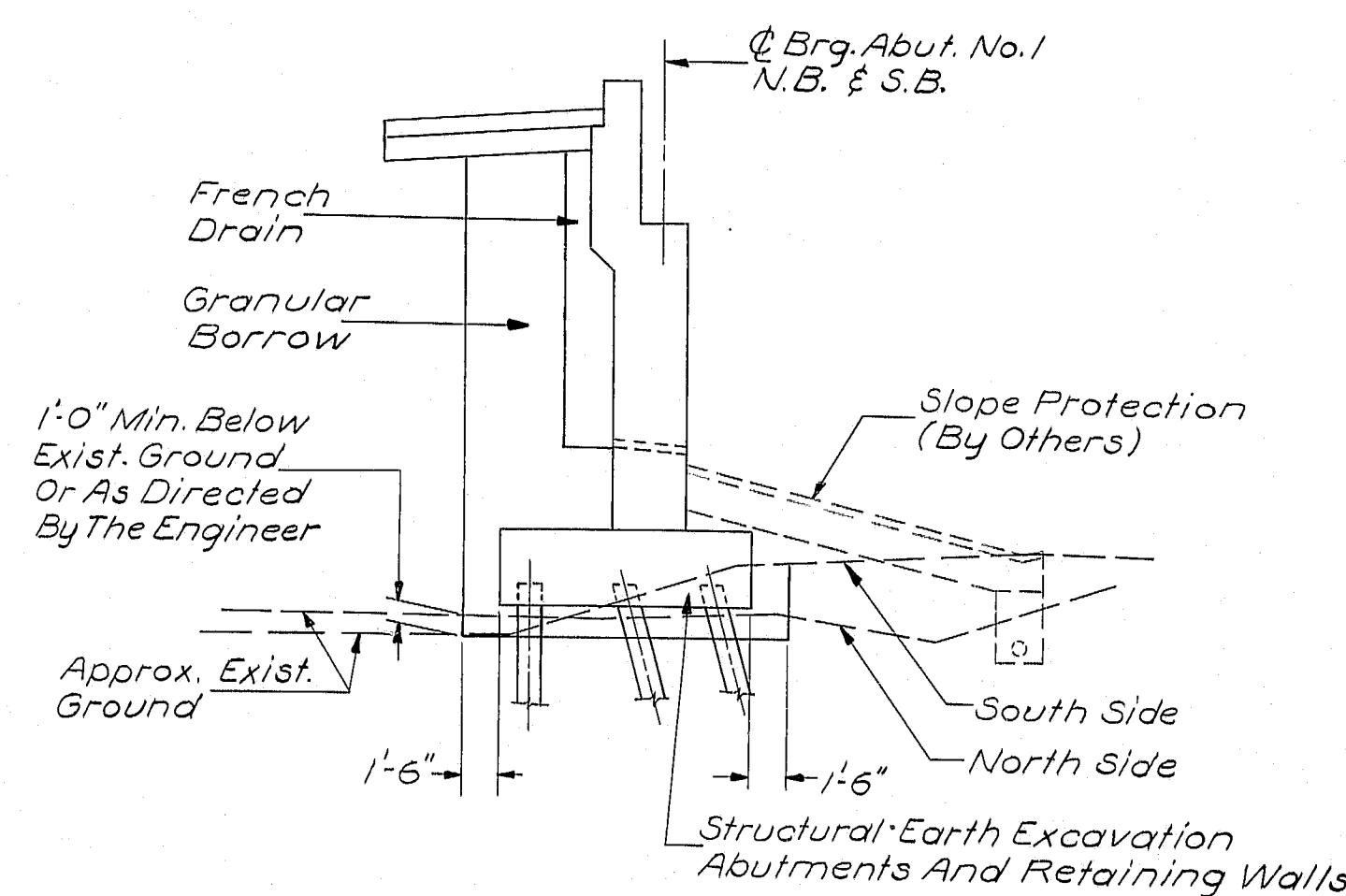
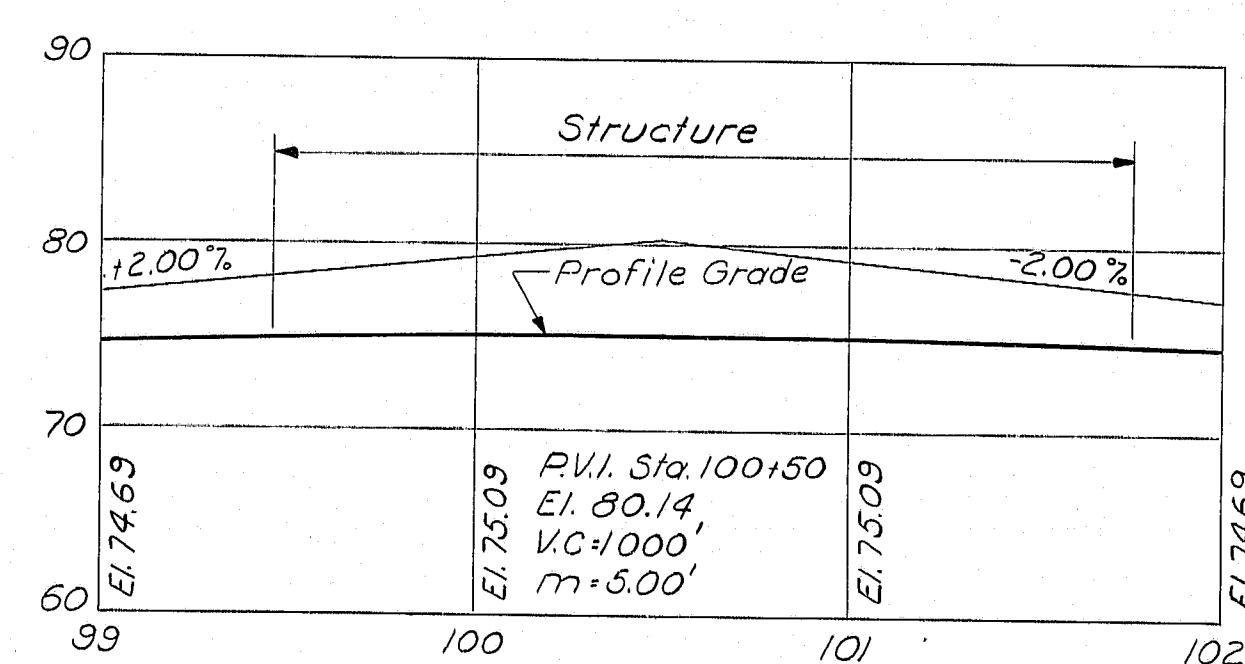
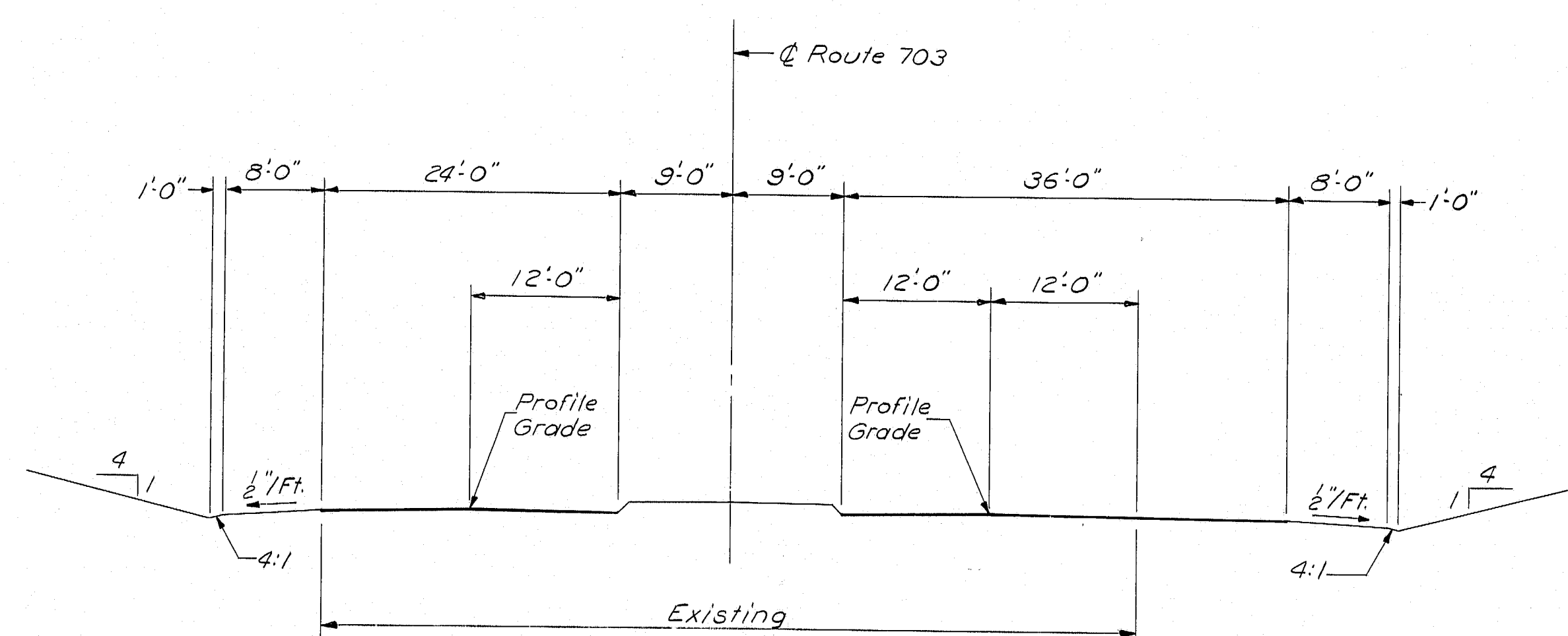
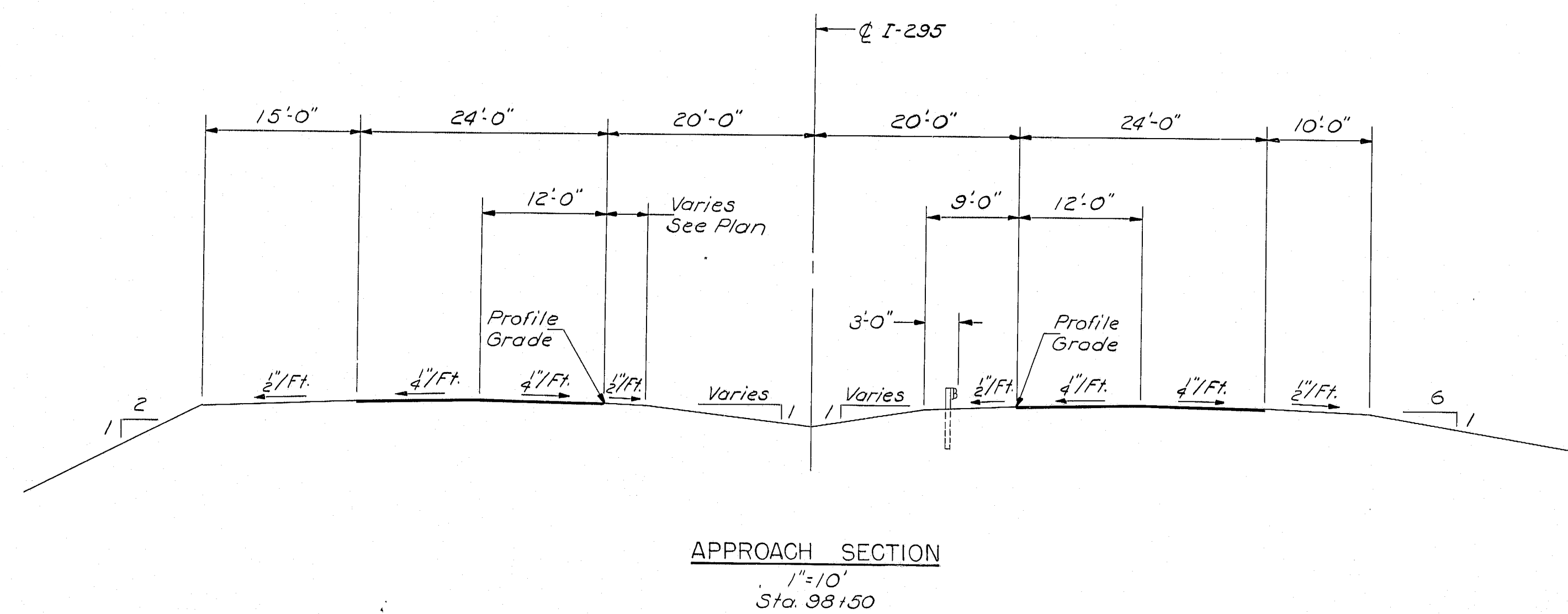
DESIGN- CHECK- G.U.J.	DETAIL-R.D.F.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
I-295 OVER STATE ROUTE 703		
IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY		
GENERAL PLAN		
SHEET 1 OF 28 AUGUSTA, MAINE, JUNE, 1970		

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

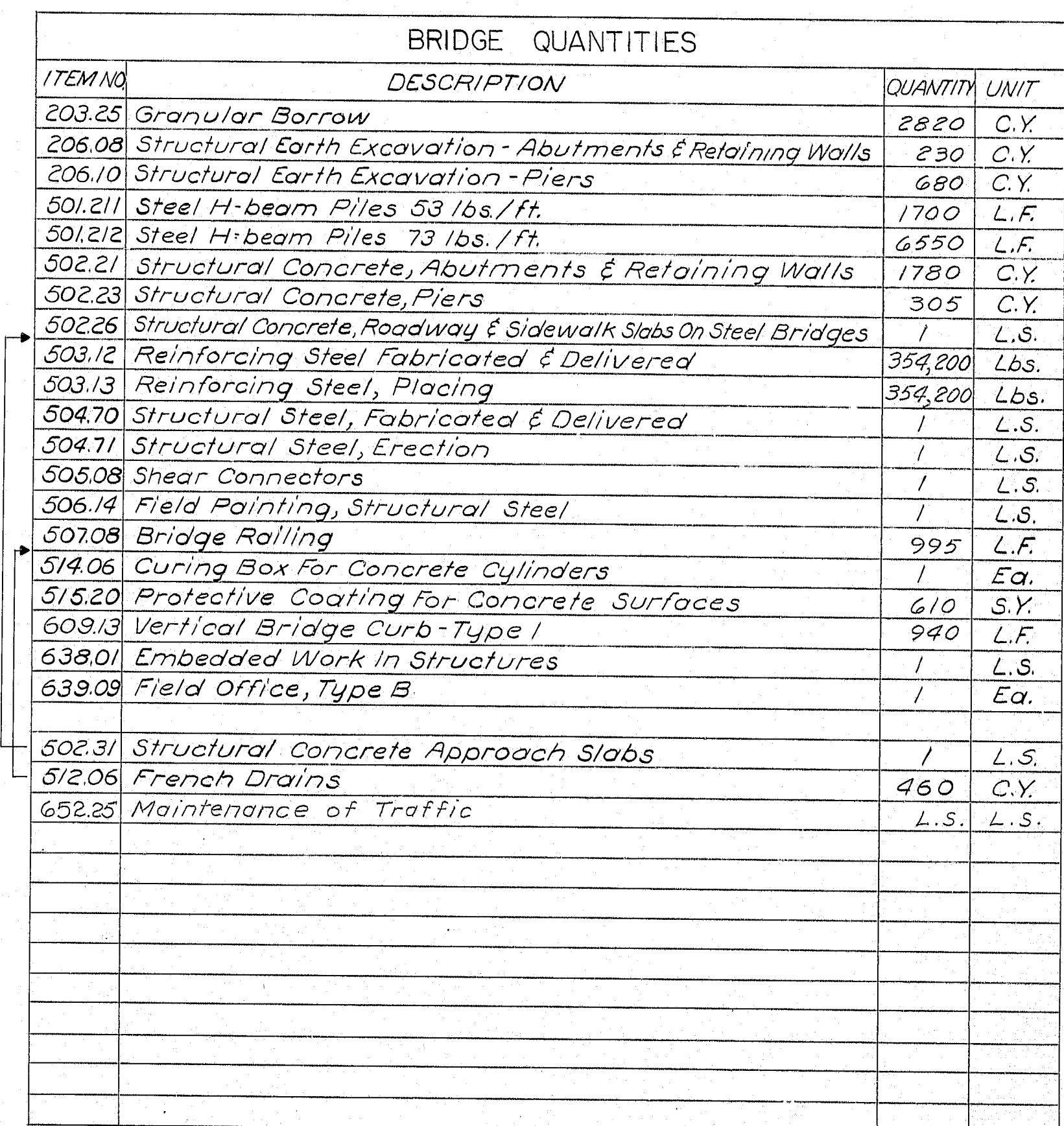
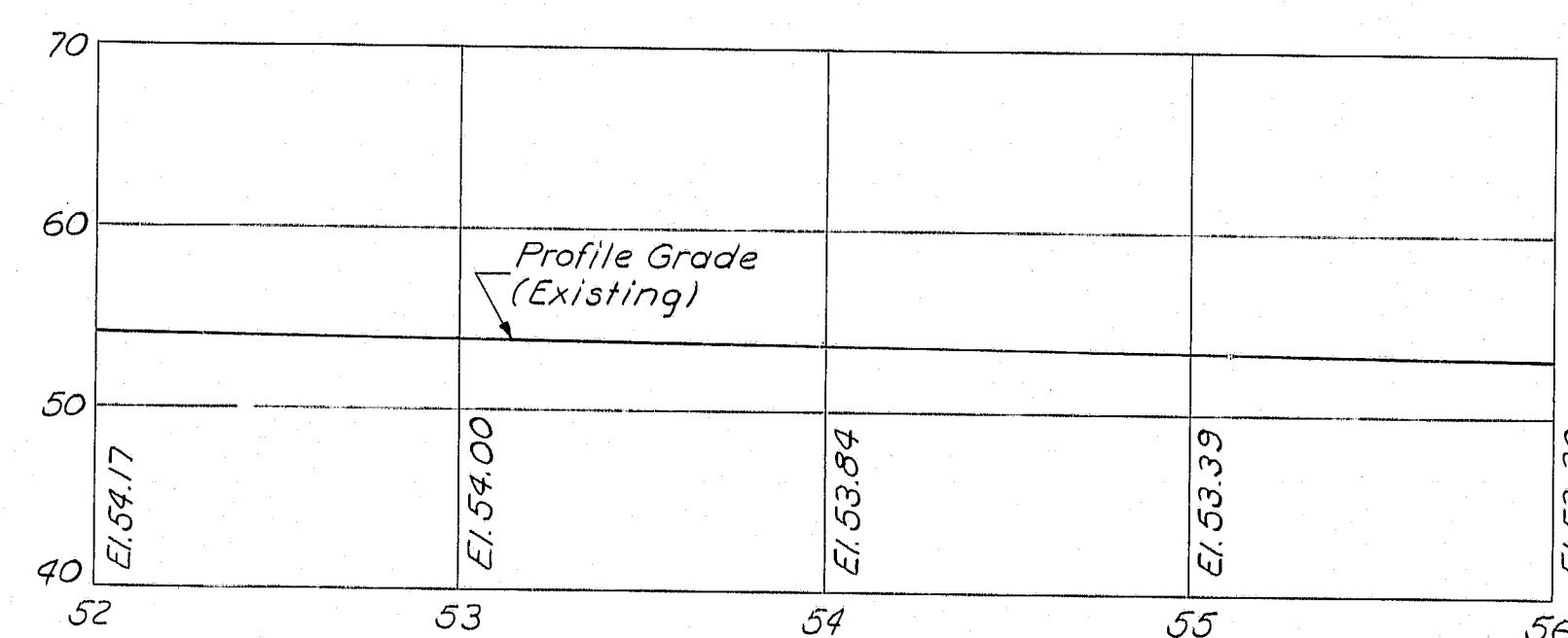
I-295 Scarborough 127-49 and





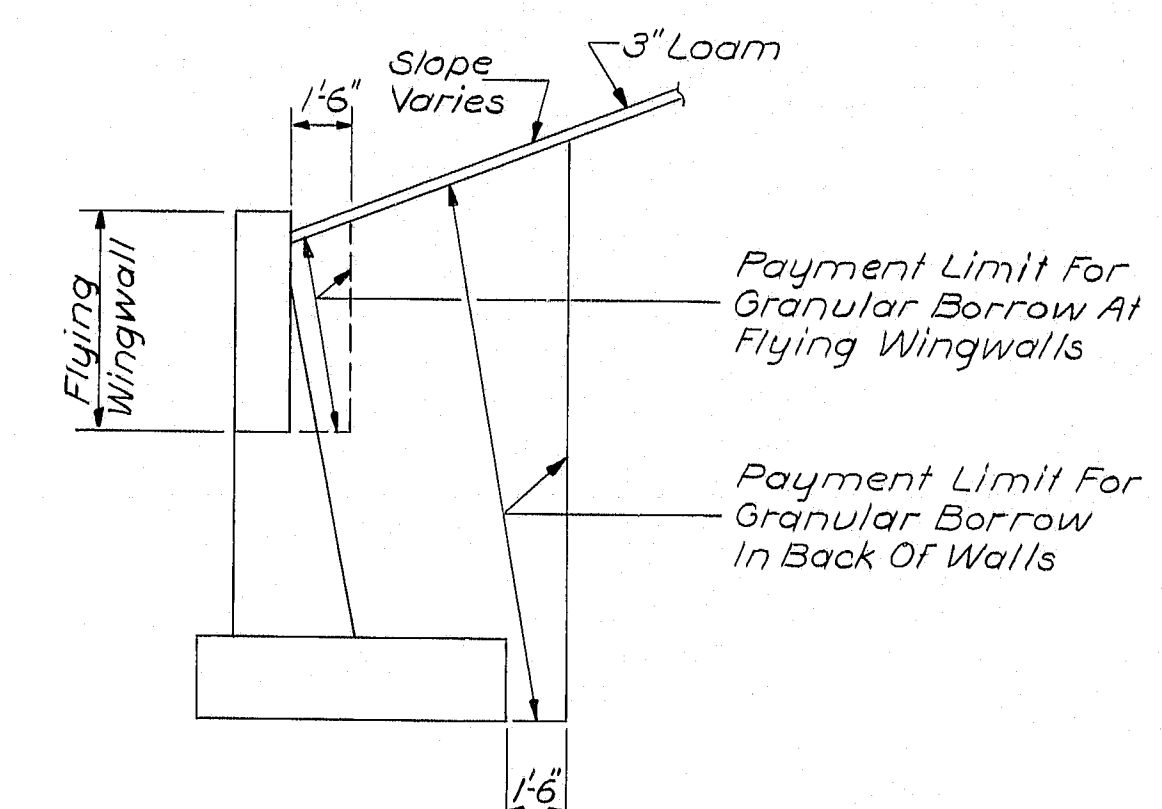
NOTES:

1. \* See Footing Plan Sheet 9 for Payment Limits for Granular Borrow under Footings.
2. Payment Limits for Granular Borrow in back of abutments and walls shall extend to 1'-6" beyond ends of wingwalls. See also Plan Median Wall, Sheet 15.



NOTE:

Estimated Quantity of Structural Steel, Fab, Del, Erected & Painted	867,000 Lbs.
Estimated Quantity of Shear Connectors	3,330 Pcs.
Estimated Quantity of Concrete Item 502.26	725 C.Y.
Estimated Quantity of Concrete Item 502.31	83 C.Y.



DESIGN-  
TRACE-  
CHECK- G.U.J.

DETAIL-R.D.F.

BRIDGE NO.  
SURVEY-  
PLOT-

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

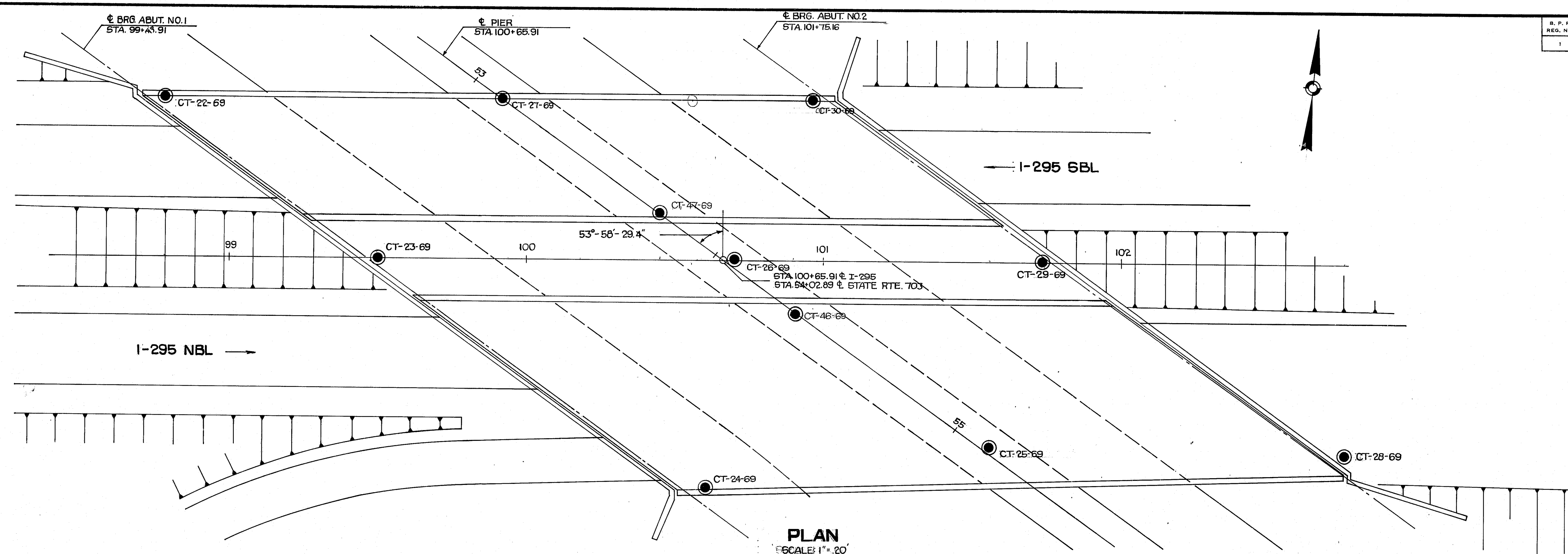
I-295  
OVER  
STATE ROUTE 703

IN THE CITY OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY

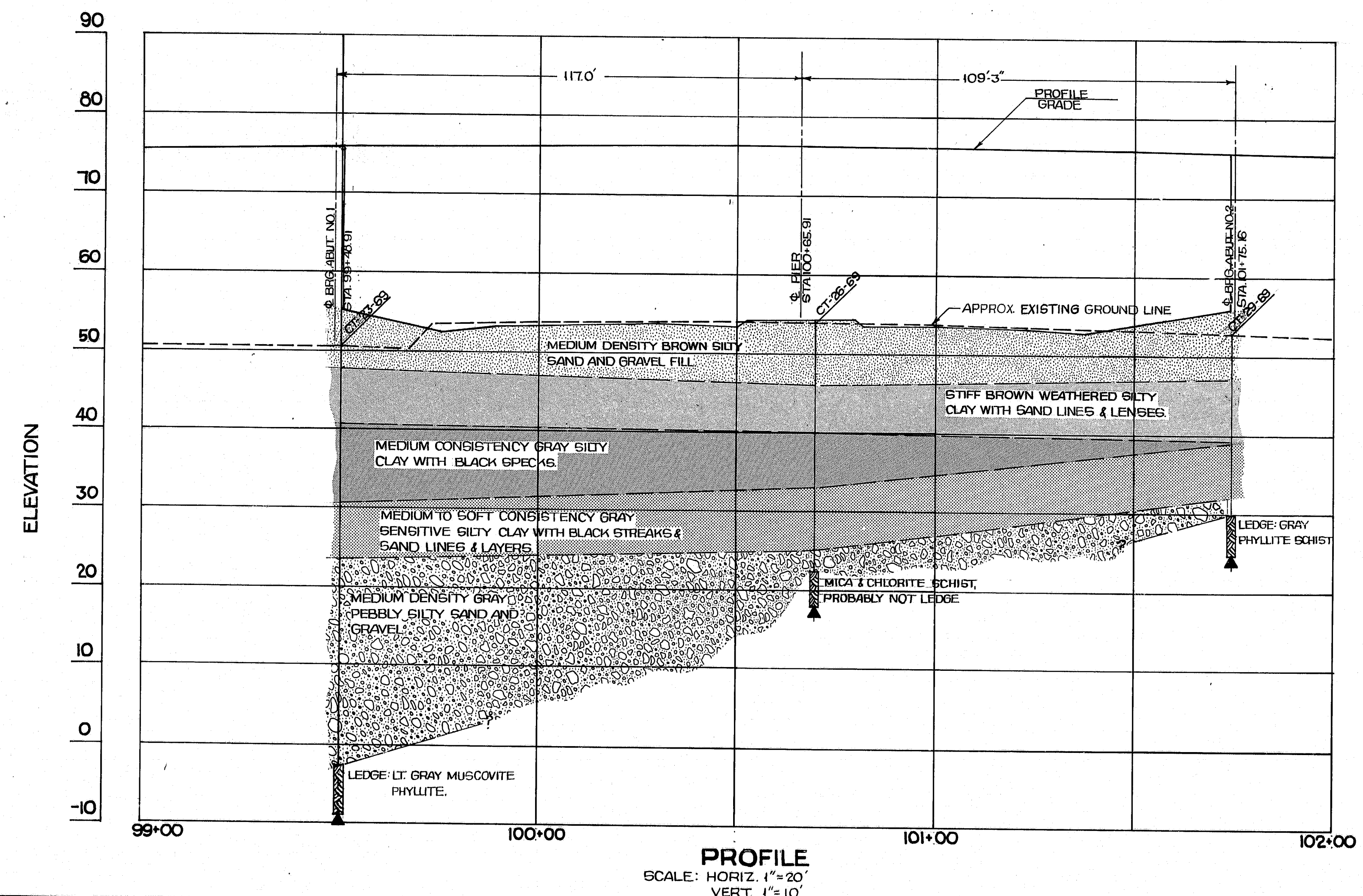
APPROACH SECTIONS - PROFILE & QUANTITIES

SHEET 2 OF 28 AUGUSTA, MAINE JUNE 1970

S. F. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	225 3 041	22	103



PLAN  
SCALE: 1" = 20'



PROFILE  
SCALE: HORIZ. 1" = 20'  
VERT. 1" = 10'

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

STATE HIGHWAY COMMISSION

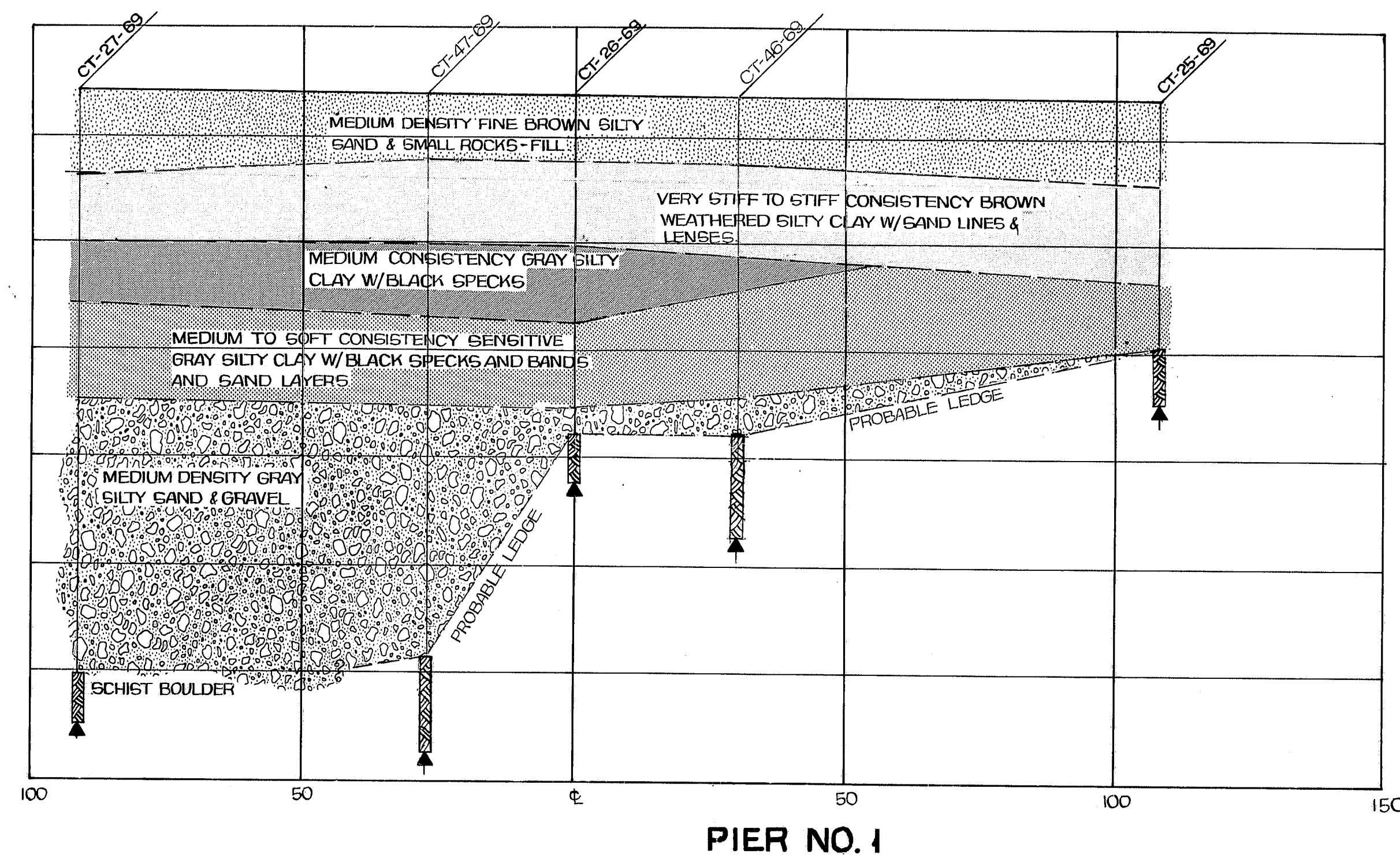
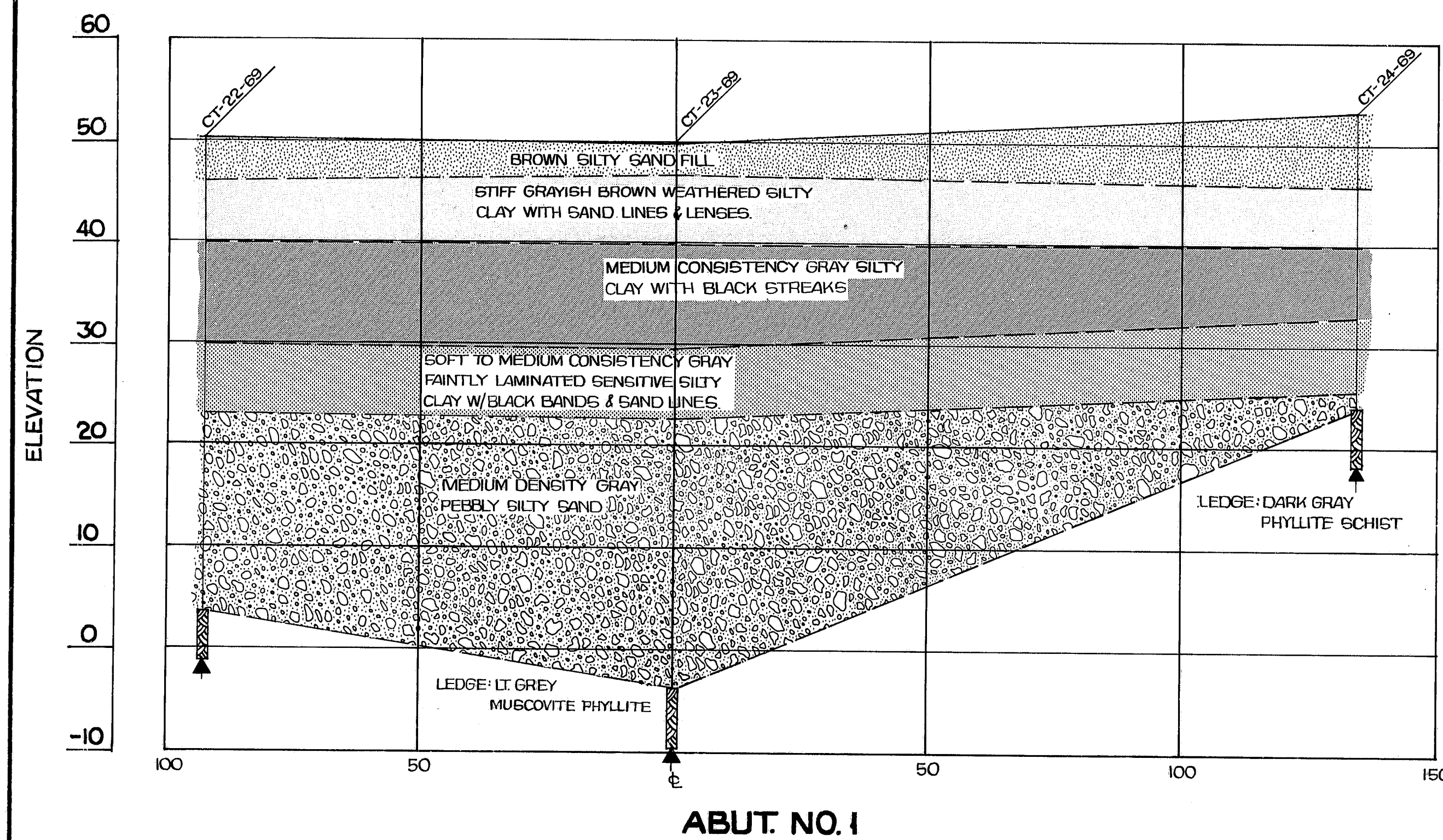
**I-295**  
OVER  
**STATE ROUTE 703**  
IN THE TOWN OF  
**SOUTH PORTLAND**  
CUMBERLAND COUNTY  
FOUNDATION SURVEY

SHEET 3 OF 28 AUGUSTA, MAINE JUNE 1970

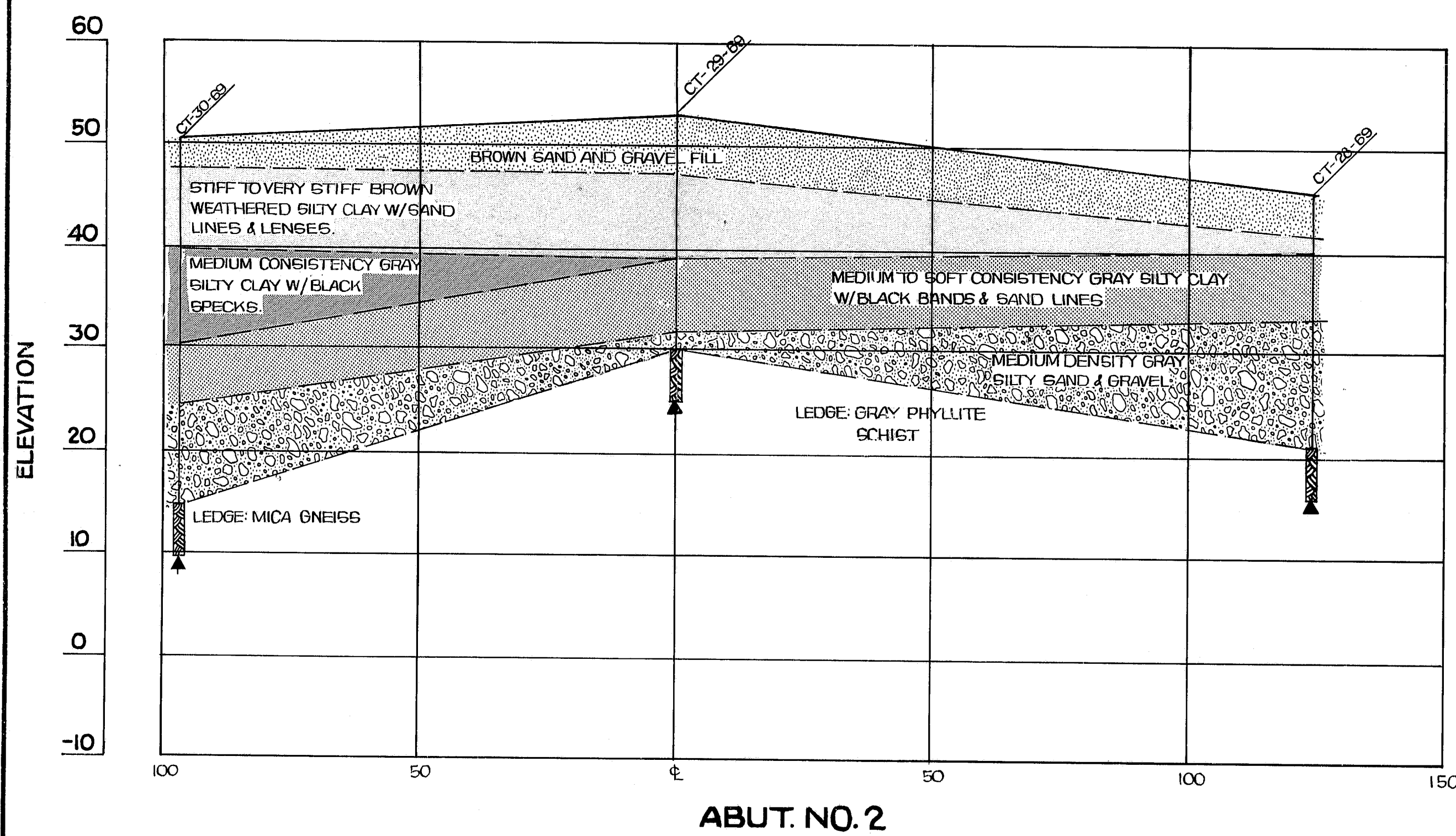


# TRANSVERSE SECTIONS

S. F. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295	23	103



- BORING NOTES**
- ALL SAMPLES AND VANES 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.
  - ID S & H SAMPLER # 1290'S
  - IC 2" O.D. 16 GA. SEAMLESS TUBING
  - IU 3 1/2" O.D. 16 GA. SEAMLESS TUBING
  - MD 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
  - H SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER.
  - FIELD VANE TEST
  - BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
  - 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 CONTENT, GIVEN AS PER CENT OF DRY WEIGHT.
  - PLASTIC AND LIQUID LIMITS
  - IGNITION LOSSES ARE GIVEN AS PER CENT OF DRY WEIGHT



**BORING CT-22<sup>(69)</sup> STATION 98+78 54' LT.**

ELEV. 50.5	DRIVING RESISTANCE	VANE SHEAR STRENGTH	WATER CONTENT
	BLOWS/FT. 20 40	TONS/SQ. FT. 0.4 0.8	PERCENT 20 40
10	BROWN SILTY SAND		
10	STIFF CONSISTENCY GRAY WEATHERED SILTY CLAY W/ SOME SAND LINES.		
10			
20	MEDIUM TO STIFF CONSISTENCY GRAY SILTY CLAY W/ A FEW BLACK STREAKS AND LINES		
20			
30	H AND LAYERS AND BLACK BANDS INCREASING W/DEPTH.		
30			
40			
40			
10			
10	MEDIUM TO DENSE GRAY CLAYEY SILTY SAND W/ SMALL PEBBLES.		
20			
20			
MD			
MD			
30	LEDGE: LT. GRAY MUSCOVITE PHYLLITE HIGH ANGLE FOLIATION.		
30			

\* CHANGED TO 2 1/2" CASING.  
\*\* CHANGED TO 4" CASING.  
① SLIGHTLY SILTY MEDIUM COARSE SAND

**BORING CT-23<sup>(69)</sup> STATION 99+50 0**

ELEV. 50.0	DRIVING RESISTANCE	VANE SHEAR STRENGTH	WATER CONTENT
	BLOWS/FT. 20 40	TONS/SQ. FT. 0.4 0.8	PERCENT 20 40
10	BROWN SAND		
10	MEDIUM CONSISTENCY GRAYISH BROWN WEATHERED SILTY CLAY W/ SAND LINES.		
10			
20	MEDIUM TO SOFT CONSISTENCY FAINTLY LAMINATED GRAY SILTY CLAY W/BLACK STREAKS AND SAND LINES		
20			
30			
30			
40			
40			
10			
10	MEDIUM GRAY SILTY SAND AND PEBBLES.		
20			
20			
MD			
MD			
30	PROBABLE LEDGE SURFACE 31' 15" LT. GRAY MUSCOVITE PHYLLITE W/ LOW ANGLE FOLIATION.		
30			

\* CHANGED TO 2 1/2" CASING

PLANS	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES
BY				
DATE				

STATE HIGHWAY COMMISSION

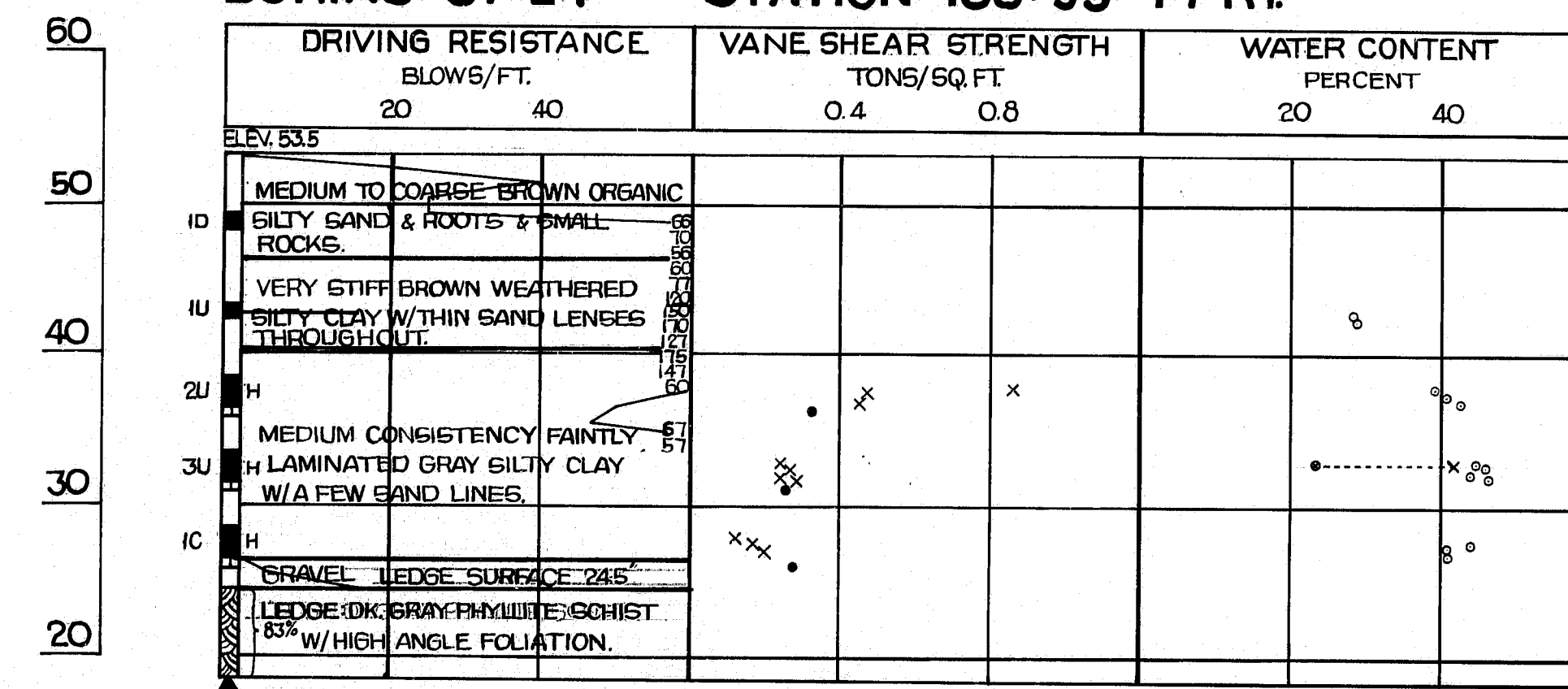
1-295  
OVER  
STATE ROUTE 703  
IN THE TOWN OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY  
BORING DETAILS

SHEET 1 OF 28 AUGUSTA, MAINE JUNE 1970

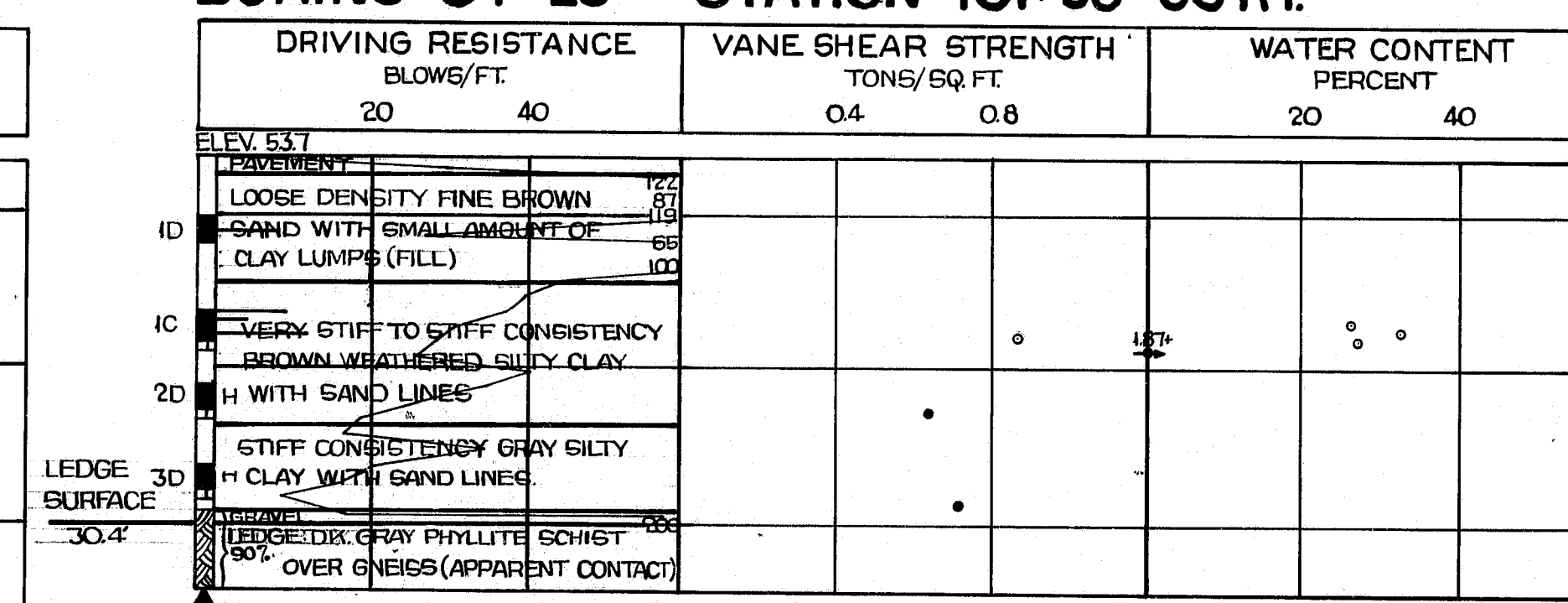
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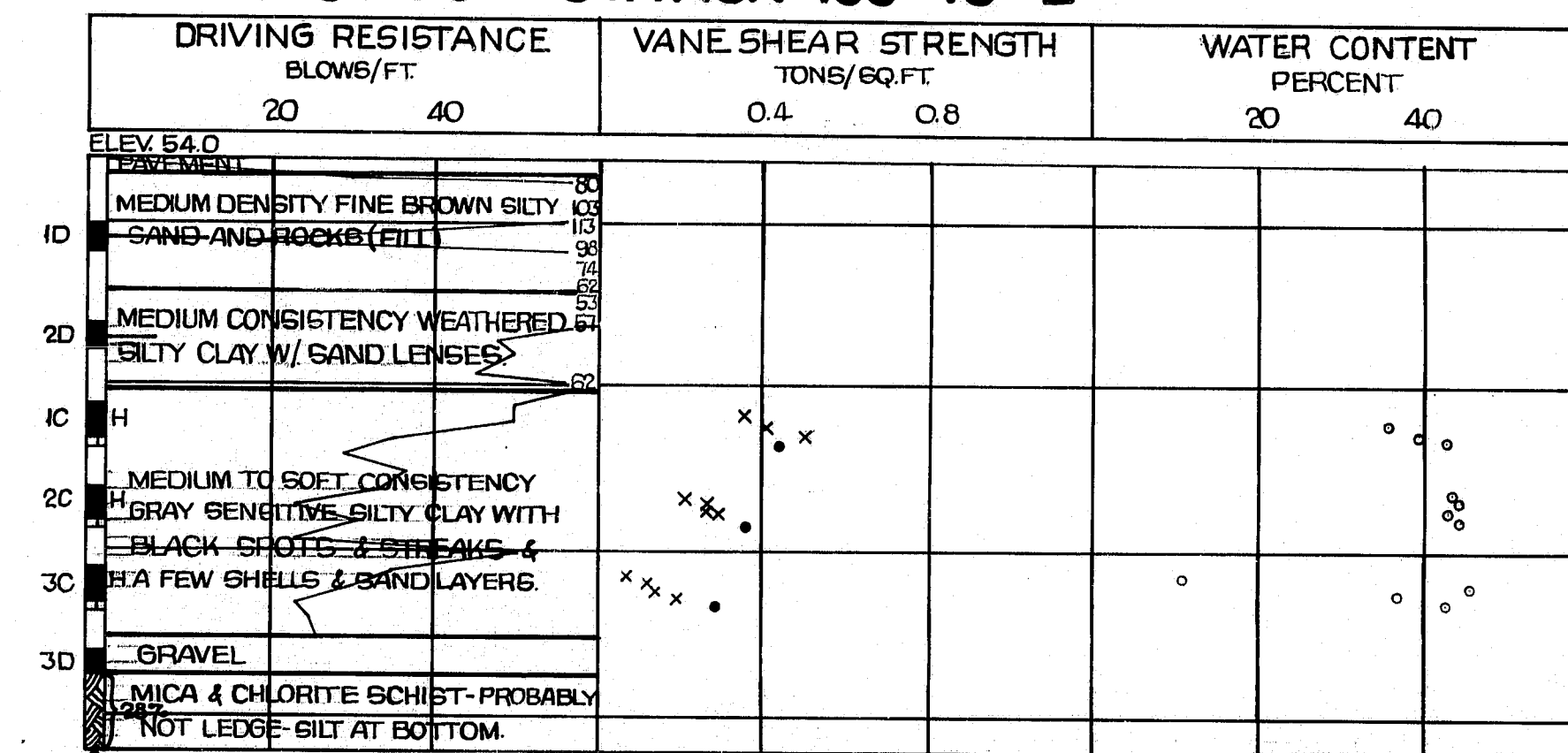
**BORING CT-24<sup>(69)</sup> STATION 100+59 77' RT.**



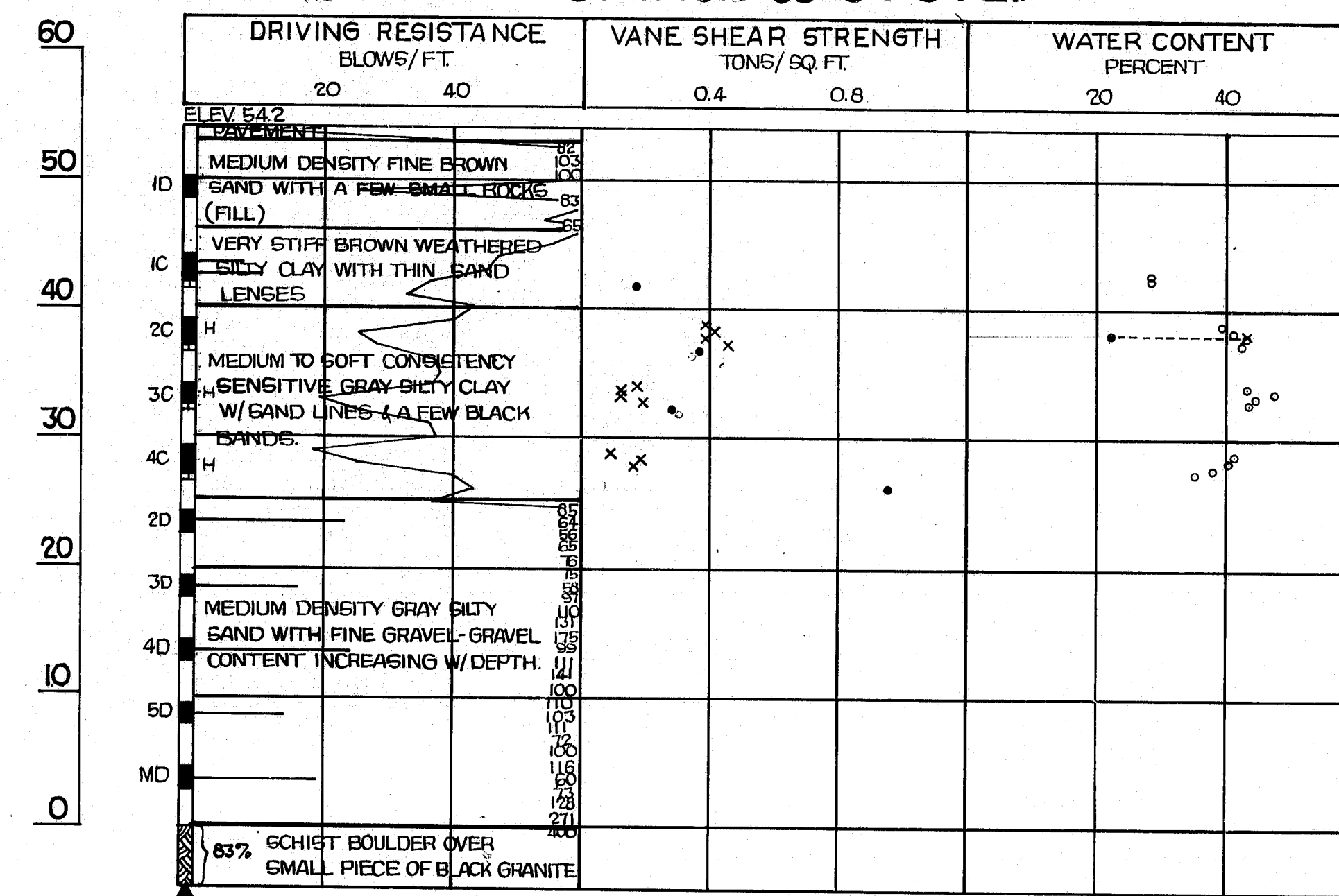
**BORING CT-25<sup>(69)</sup> STATION 101+56 63' RT.**



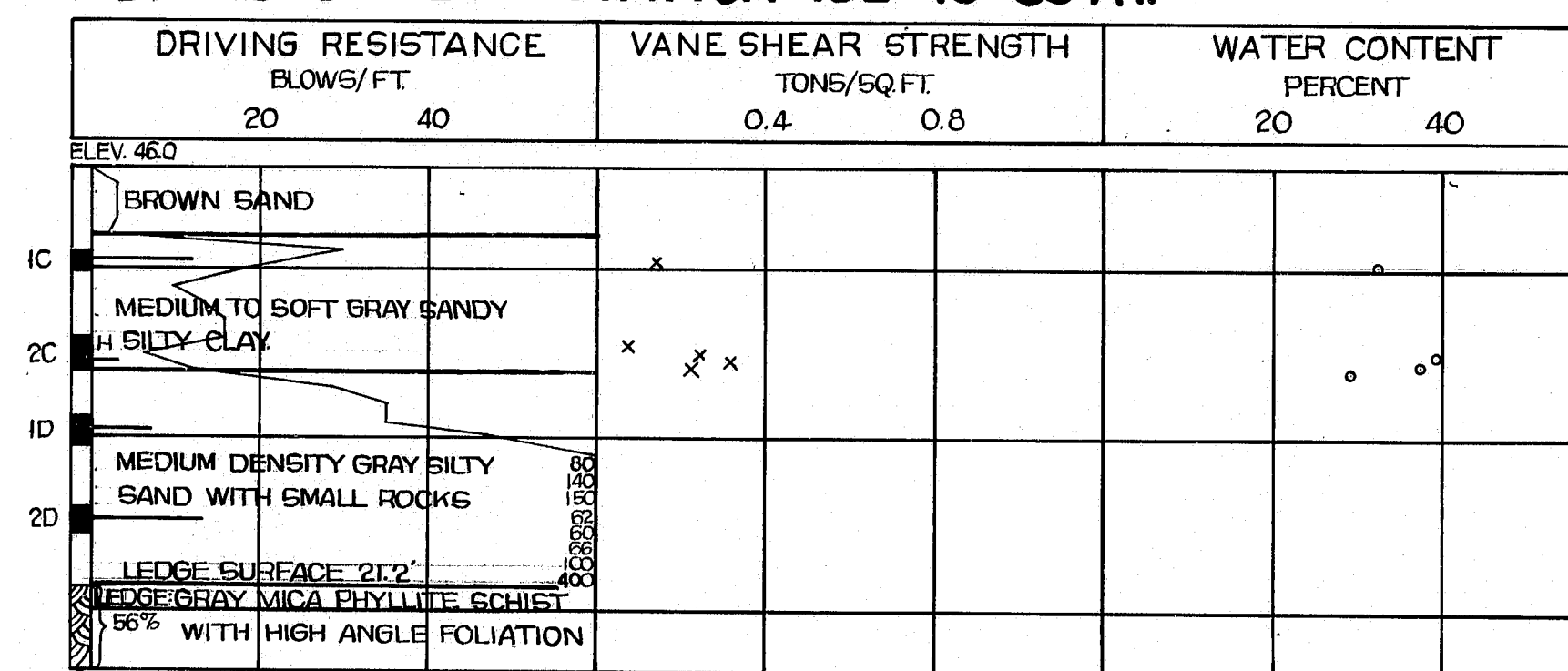
**BORING CT-26<sup>(69)</sup> STATION 100+70 L**



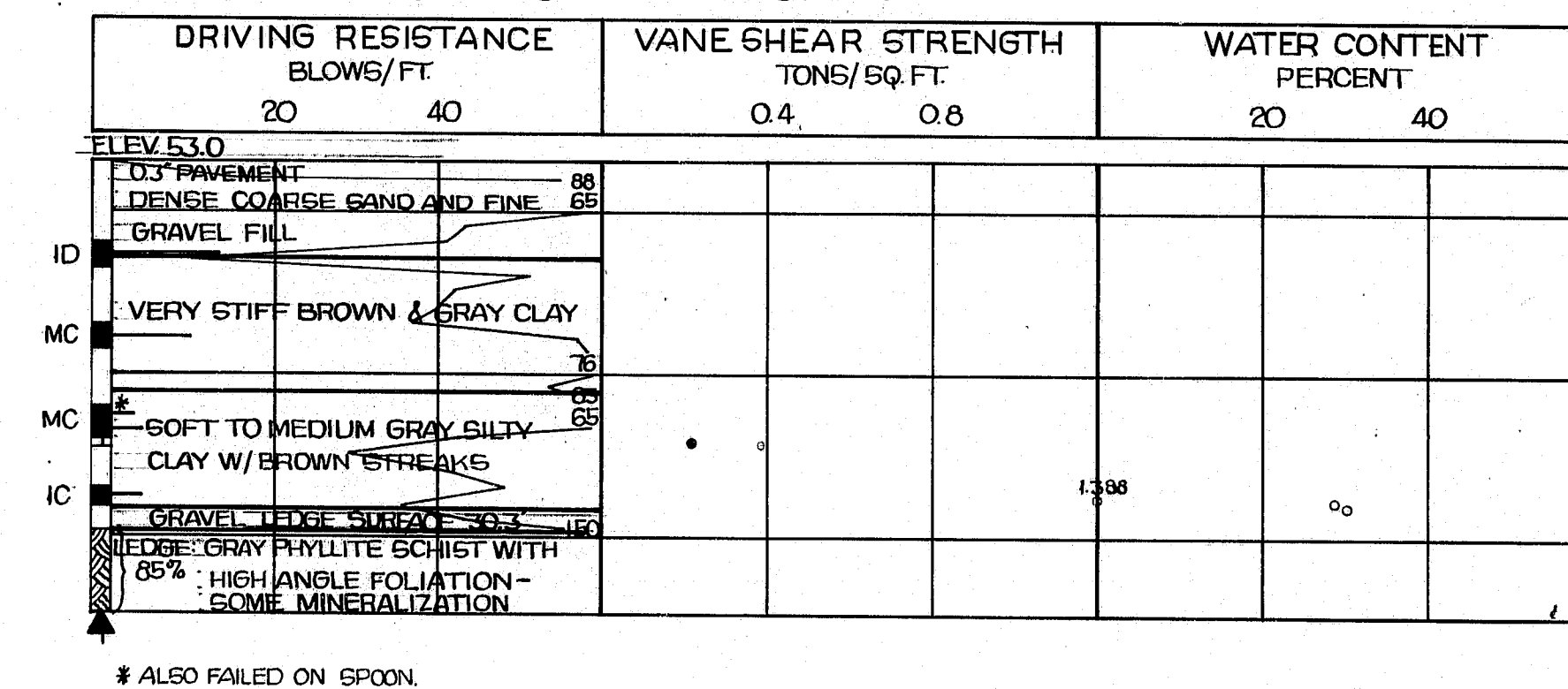
**BORING CT-27<sup>(69)</sup> STATION 99+94 54' LT.**



**BORING CT-28<sup>(69)</sup> STATION 102+75 65' RT.**

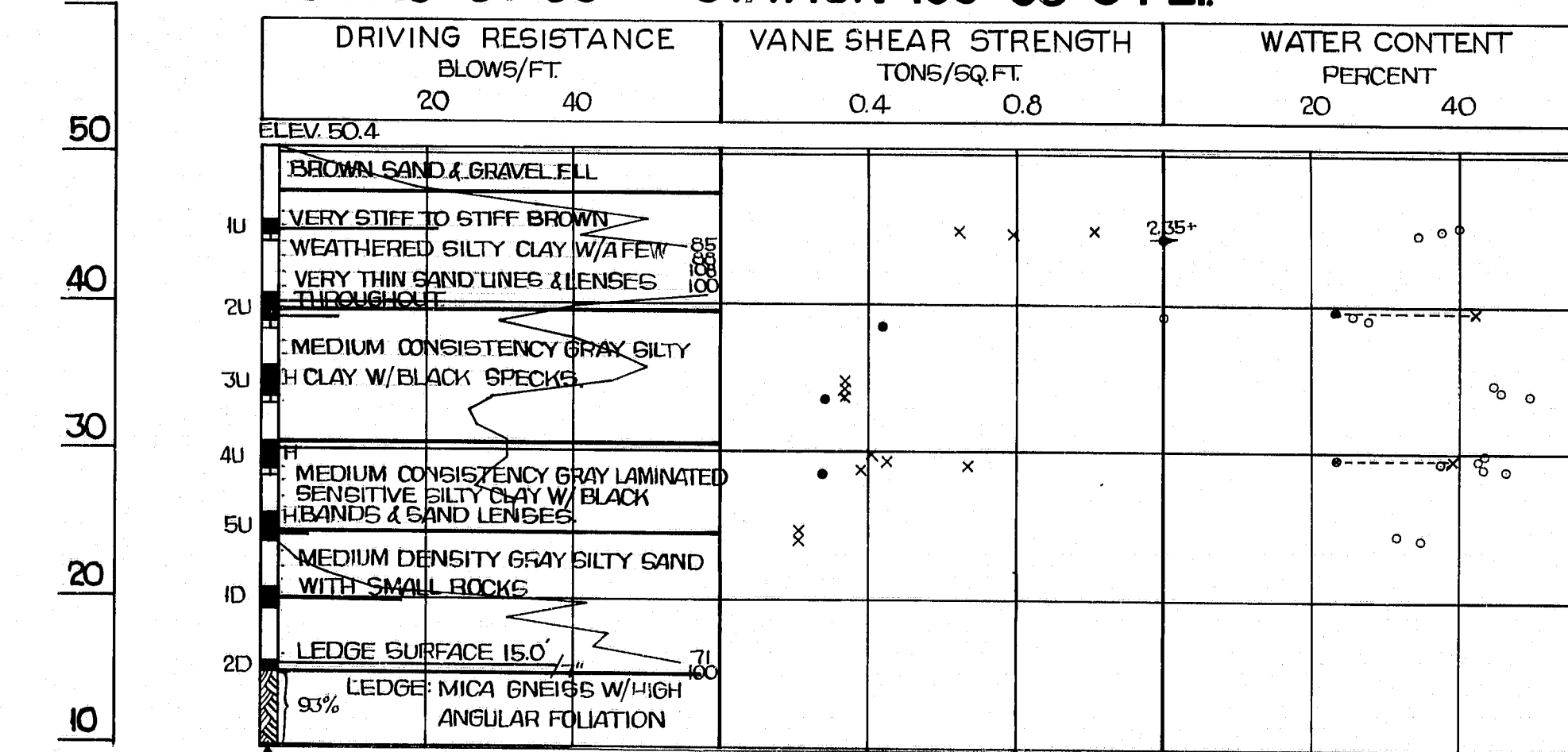


**BORING CT-29<sup>(69)</sup> STATION 101+74 L**



\* ALSO FAILED ON SPOON

**BORING CT-30<sup>(69)</sup> STATION 100+98 54' LT.**



PLANS  
DESIGN - DETAILED  
CHECKED  
REVISIONS  
FIELD CHANGES

STATE HIGHWAY COMMISSION

**I-295  
OVER  
STATE ROUTE 703  
IN THE TOWN OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY  
BORING DETAILS**

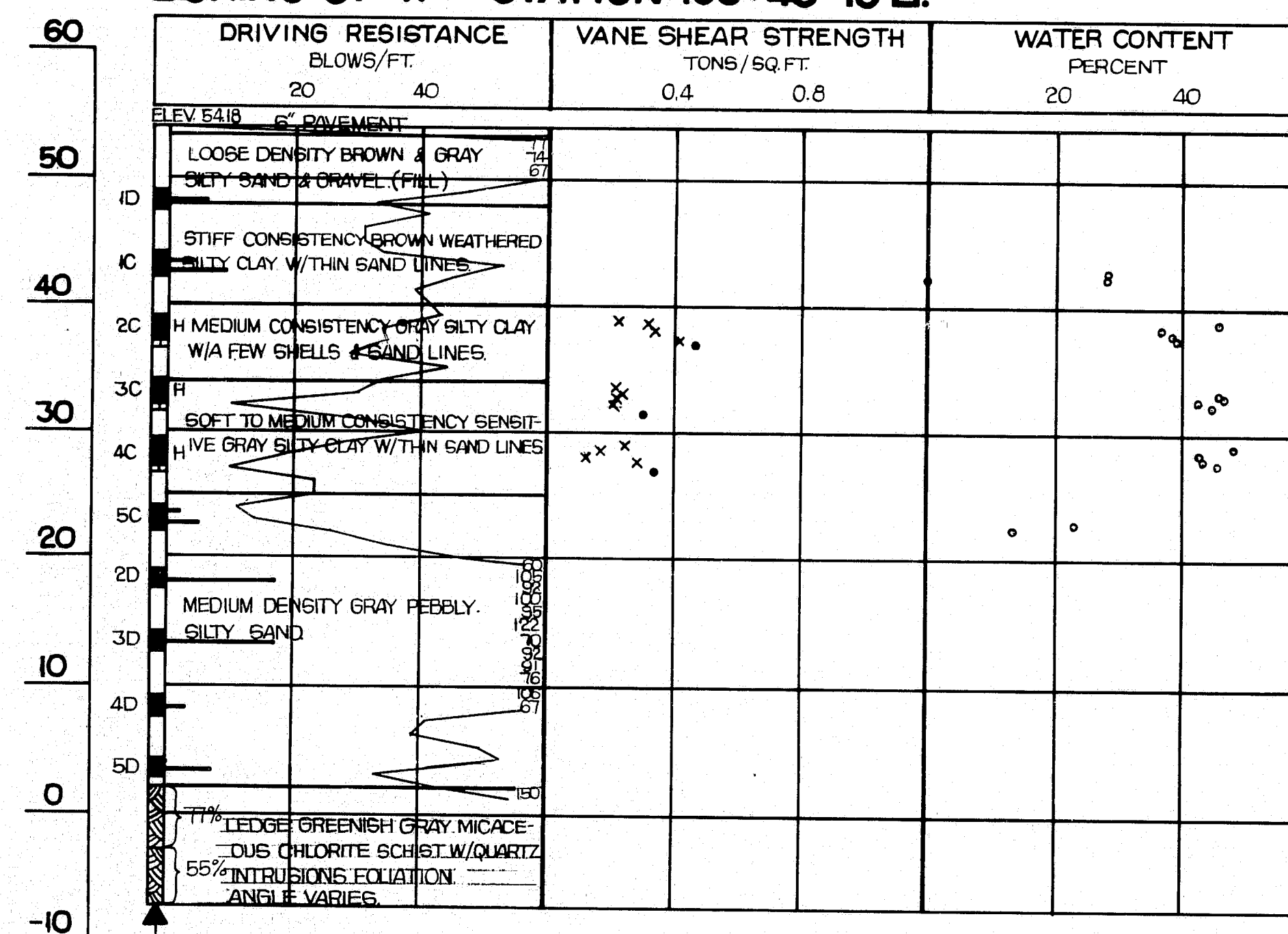
SHEET 5 OF 28 AUGUSTA, MAINE JUNE 1970

I-295 Scarborough South Portland

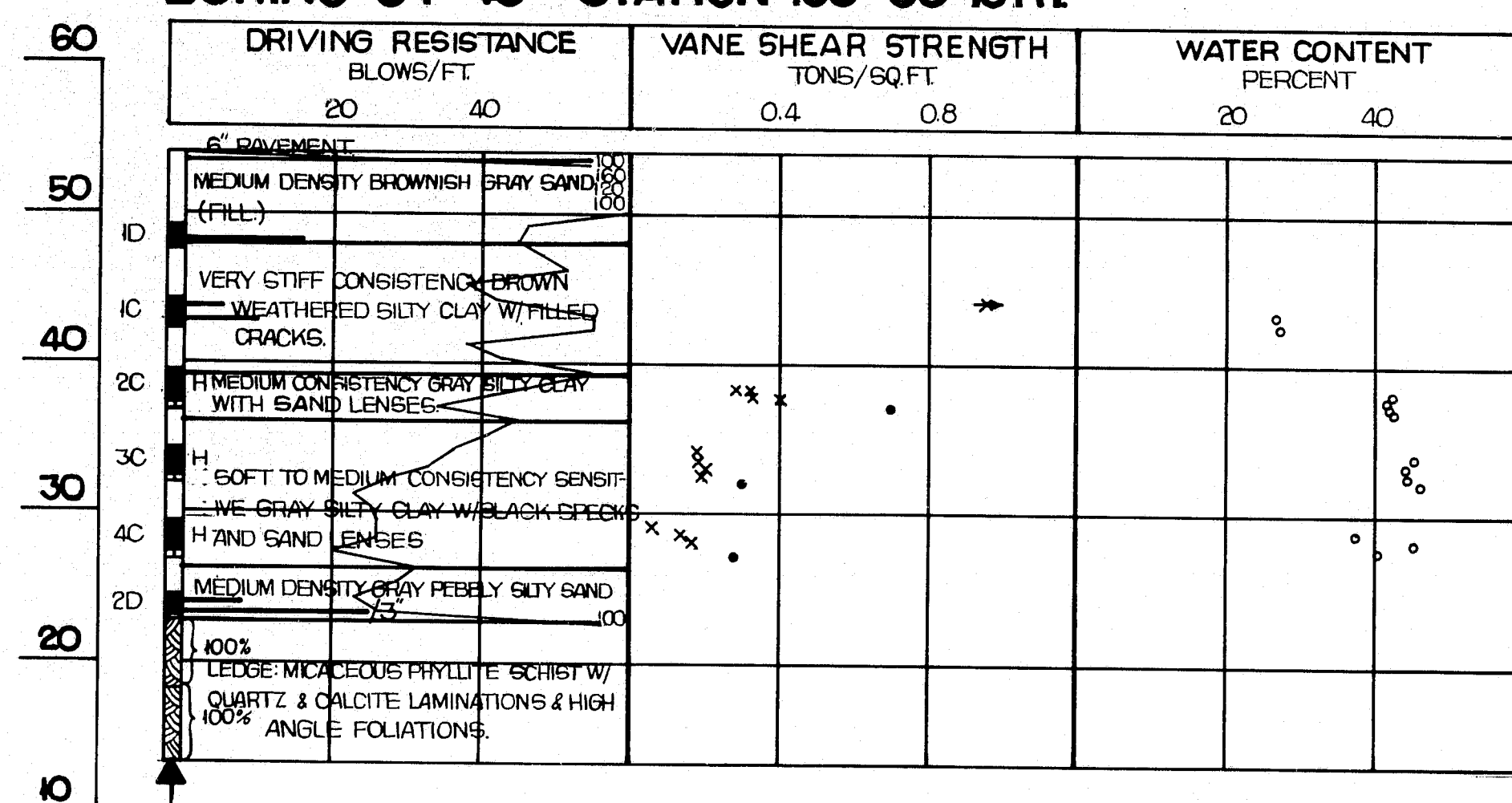


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	177-54	25	103

# **BORING CT-47<sup>(69)</sup> STATION 100+45 16' LT.**



# **BORING CT-46<sup>(69)</sup> STATION 100+90 18' RT.**



STATE HIGHWAY COMMISSION

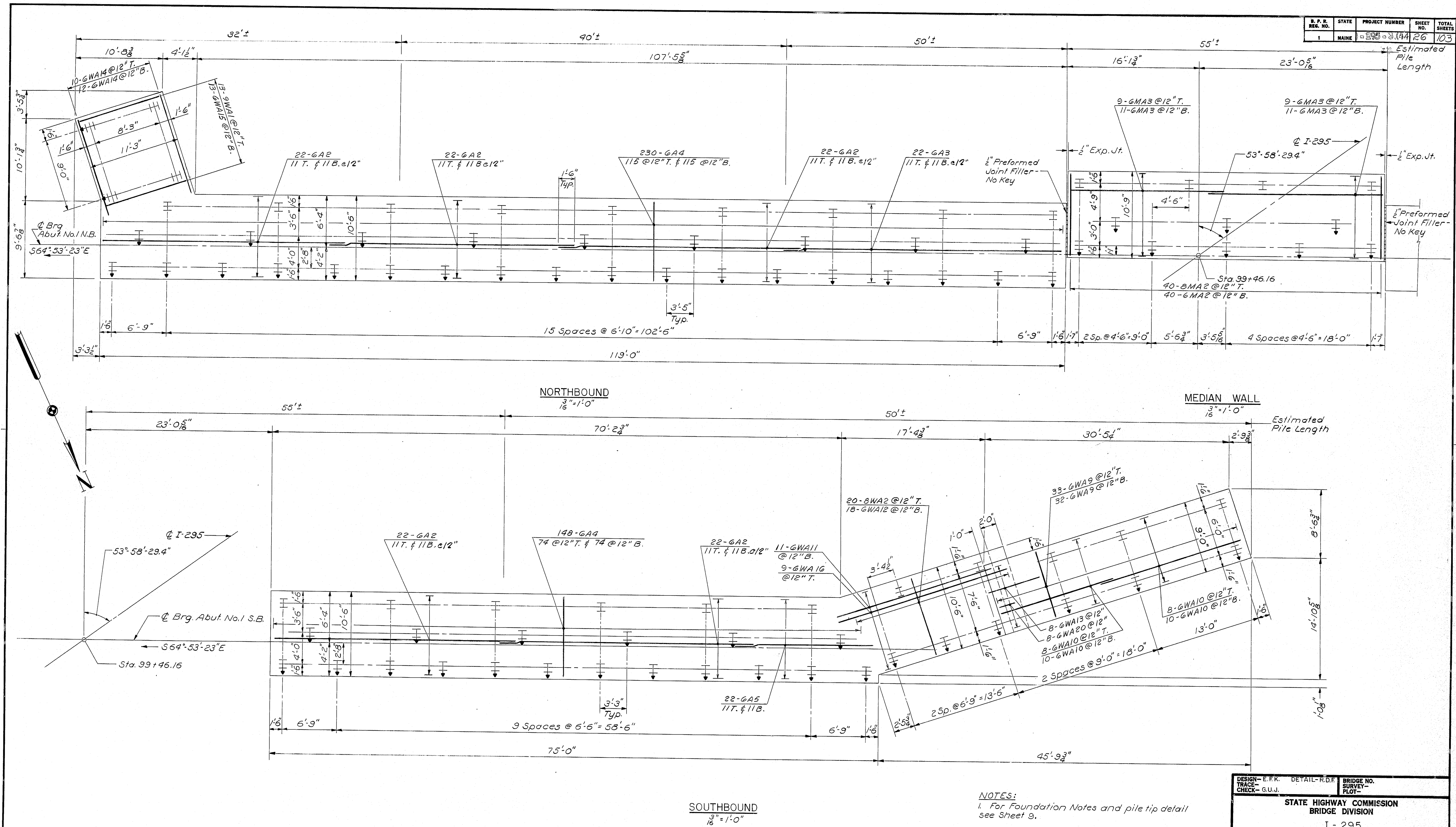
I-295  
OVER  
STATE ROUTE 703  
IN THE TOWN OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY  
BORING DETAIL

SHEET 6 OF 28 AUGUSTA, MAINE JUNE 1970

I-295 Scarborough 177-54 and



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	885-3.144	26	103



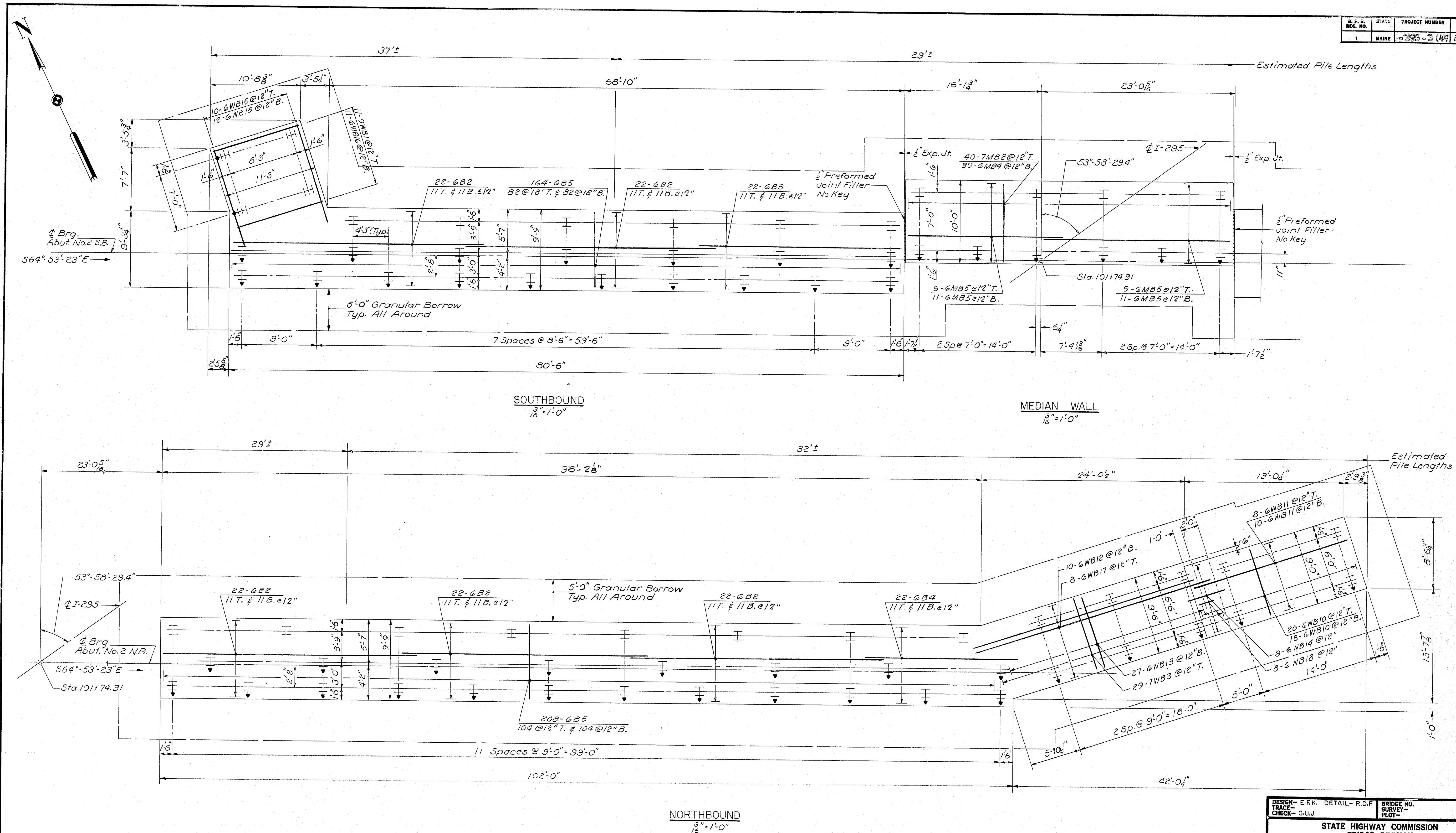
HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS  
NEW YORK BOSTON KANSAS CITY

DESIGN - E.F.K.	DETAIL - R.D.F.	BRIDGE NO.
TRACE - G.U.J.	SURVEY -	1-295
CHECK -	PLAN -	OVER
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
STATE ROUTE 703 IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY		
FOOTING PLAN - ABUTMENT NO. 1		
SHEET 7 OF 28 AUGUSTA, MAINE JUNE 1970		

I-295 Scarborough - S 177-55



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	199-56	27	103



NOTES:  
1. For Foundation Notes and pile tip detail see Sheet 28.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

DESIGN - E.F.K.	DETAIL - R.D.F.	BRIDGE NO.
TRACE - G.U.J.	SURVEY -	1-295
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
OVER		
STATE ROUTE 703		
IN THE CITY OF		
SOUTH PORTLAND		
CUMBERLAND COUNTY		
FOOTING PLAN - ABUTMENT NO. 2		
SHEET 8 OF 28 AUGUSTA, MAINE JUNE 1970		

I-295 Scarborough-199-56



FOUNDATION NOTES:

- 
- FOUNDATIONS**
1.  $\overline{\text{I}}$  Ind'c of an
  2.  $\text{I}$  Ind'c of an
  3. Piles R of 96 tons 15 tons for with a ca
  4. Piles to end bearin
  5. For abut
  6. For pier
  7. All dim
  8. All rein
  9. Estim
- Abut.  
Pier  
Abut.

Plan view of a bridge abutment showing dimensions and reinforcement details:

- Overall width:  $114' - 6\frac{1}{2}"$
- Left side width:  $10' - 2"$
- Right side width:  $11' - 0"$
- Center width:  $93' - 4\frac{1}{2}"$
- Reinforcement bars:
  - Top:  $14 - 4AS9$  @  $18" T \& B$
  - Bottom:  $14 - 4AS9$  @  $18" T \& B$
  - Bottom center:  $408 - 6AS1$  @  $6" T \& B$
  - Bottom right:  $10 - 6AS2$  @  $6" T \& B$
  - Bottom left:  $10 - 6AS2 - 5 @ 6" T \& B$
- Dimensions:
  - Left side depth:  $10' - 0"$
  - Bottom left depth:  $2' - 0"$  (Typ.)
  - Bottom right depth:  $28' - 9\frac{1}{2}"$
  - Right side depth:  $1' - 0"$  Min Lap (Typ.)
- Labels:
  - ABUTMENT 1 N.B.
  - 2" = 1'-0"
  - Crown Line

ABUTMENT 2 N.B.  
 $\theta'' = 1'-0''$

75' 11 3/4"

11'-0"

53'-11 3/4"

11'-0"

10'-0"

2'-0" (Top)

26'-03"

10-6 A52-5 @ 6" T.E.B.

10-6 B52-5 @ 6" T.E.B.

14-4 A51-7 @ 18" T.E.B.

14-4 B51-7 @ 18" T.E.B.

14-4 A52-7 @ 18" T.E.B.

14-4 B52-7 @ 18" T.E.B.

250-6 A51-125 @ 18" T.E.B.

250-6 B51-125 @ 18" T.E.B.

10-6 A52-5 @ 6" T.E.B.

10-6 B52-5 @ 6" T.E.B.

Crown Line

ABUTMENT 1 S.B.

ABUTMENT 2 S.B. OPP HAND

11'-0"

SECTION A-A  
1" = 1'-0"

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

DESIGN - E.F.K.	DETAIL - R.D.F.	BRIDGE NO.
TRACE -		SURVEY -
CHECK - G.U.J.		PLAN -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

I - 295

OVER

STATE ROUTE 703

IN THE CITY OF  
SOUTH PORTLAND

CUMBERLAND COUNTY

PIER FOOTING PLAN & APPROACH SLABS

SHEET 9 OF 28 AUGUSTA, MAINE JUNE 1970

I-295 Scarborough - South Portland

177-57











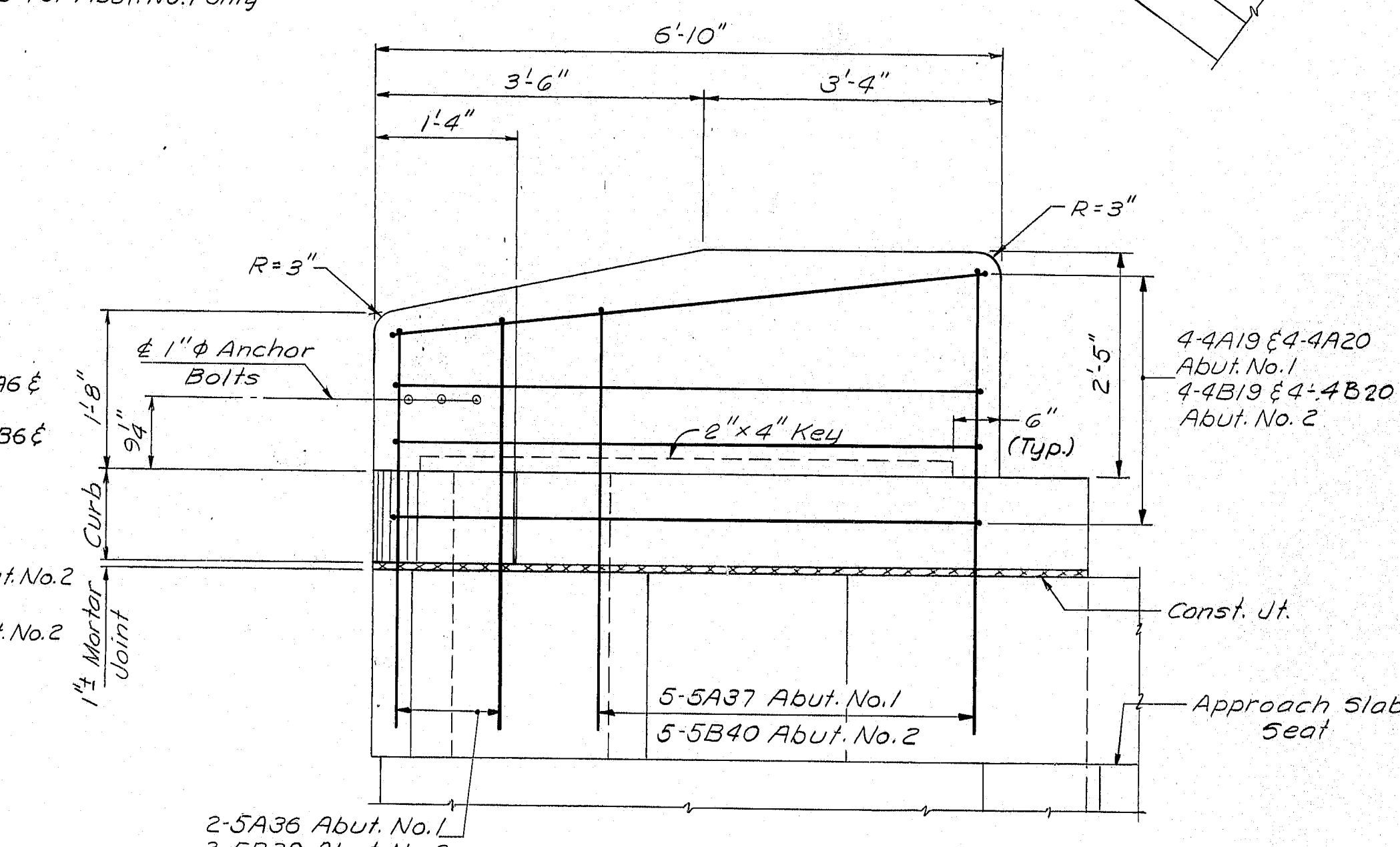
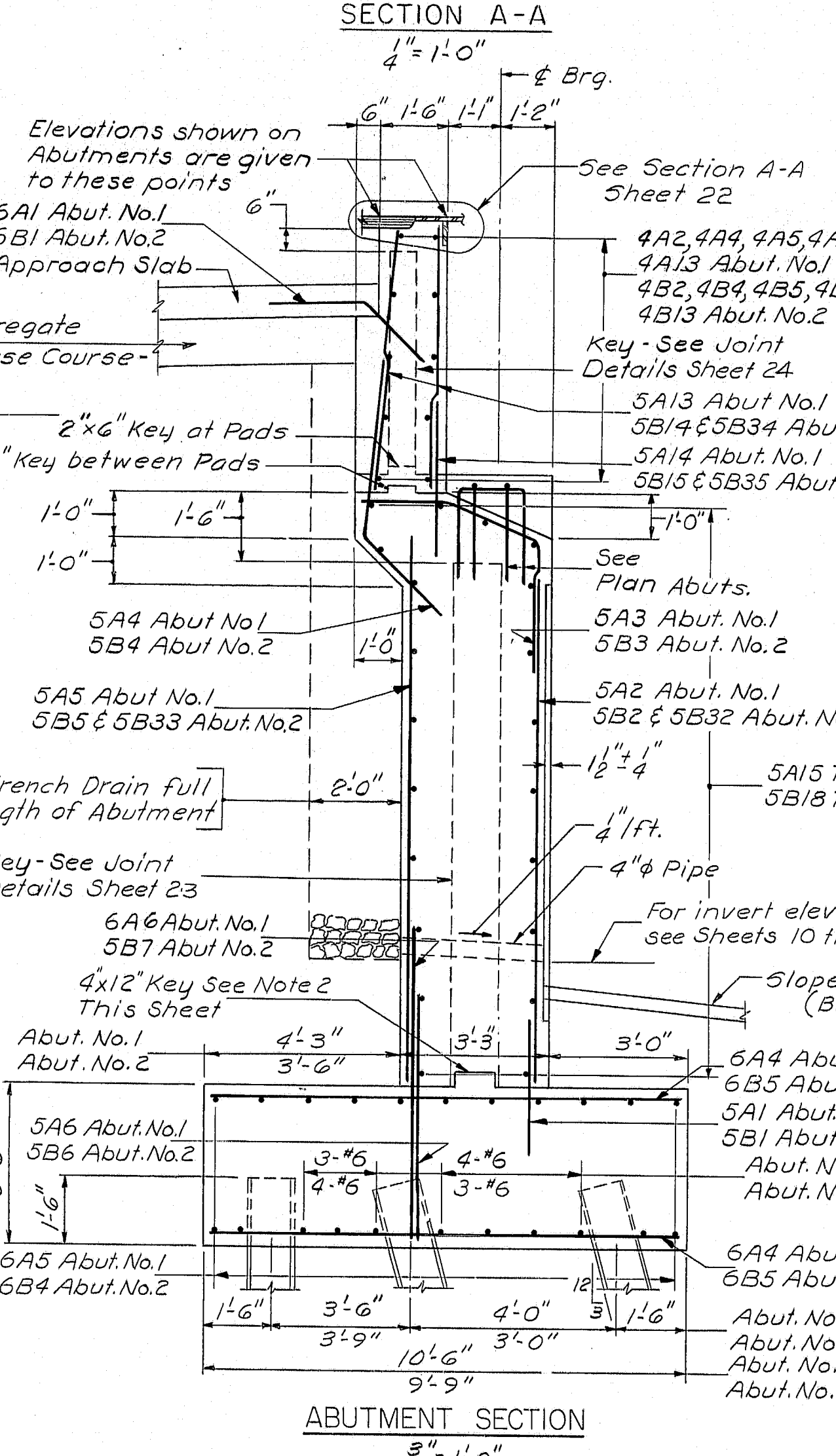
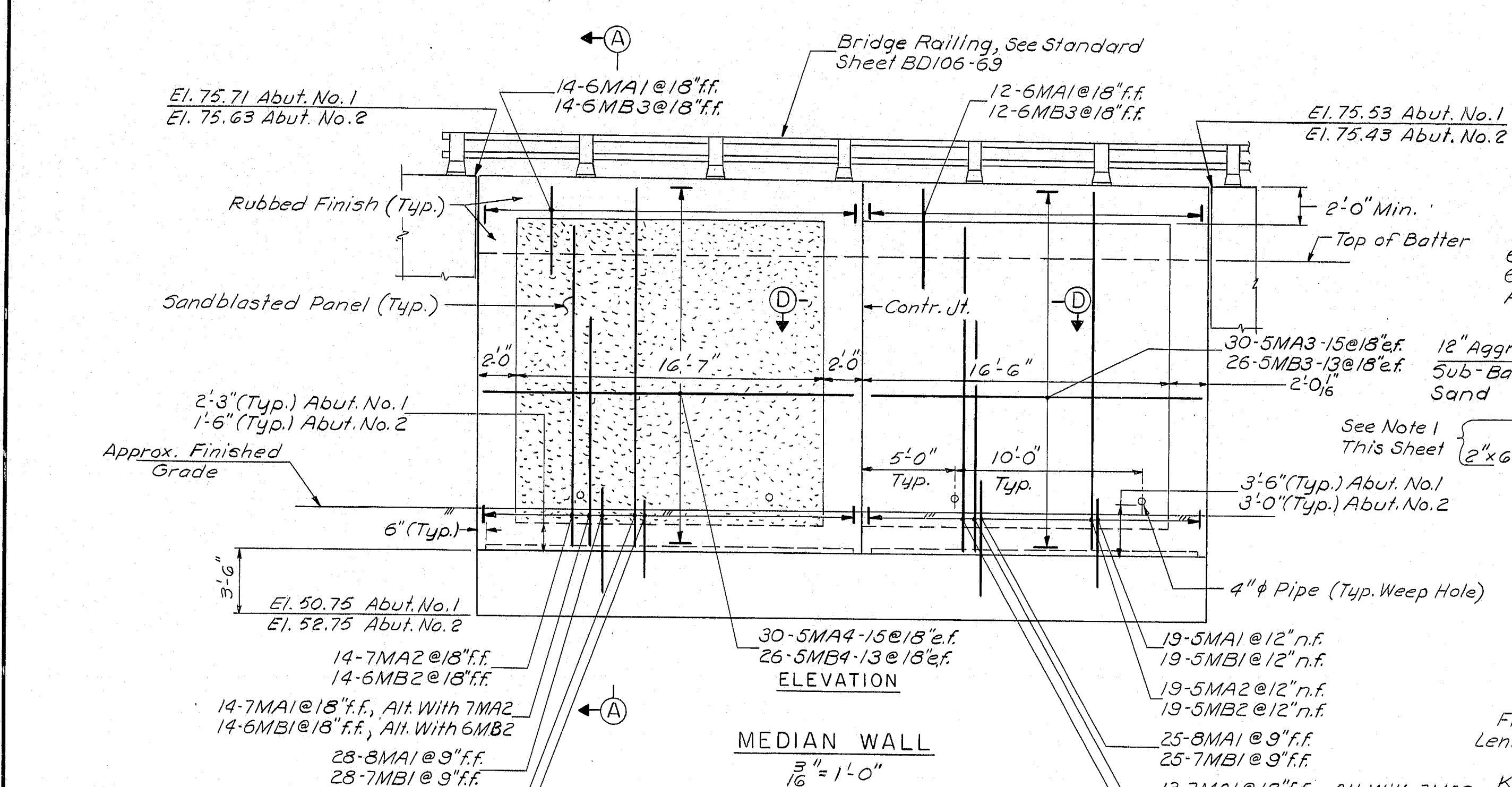
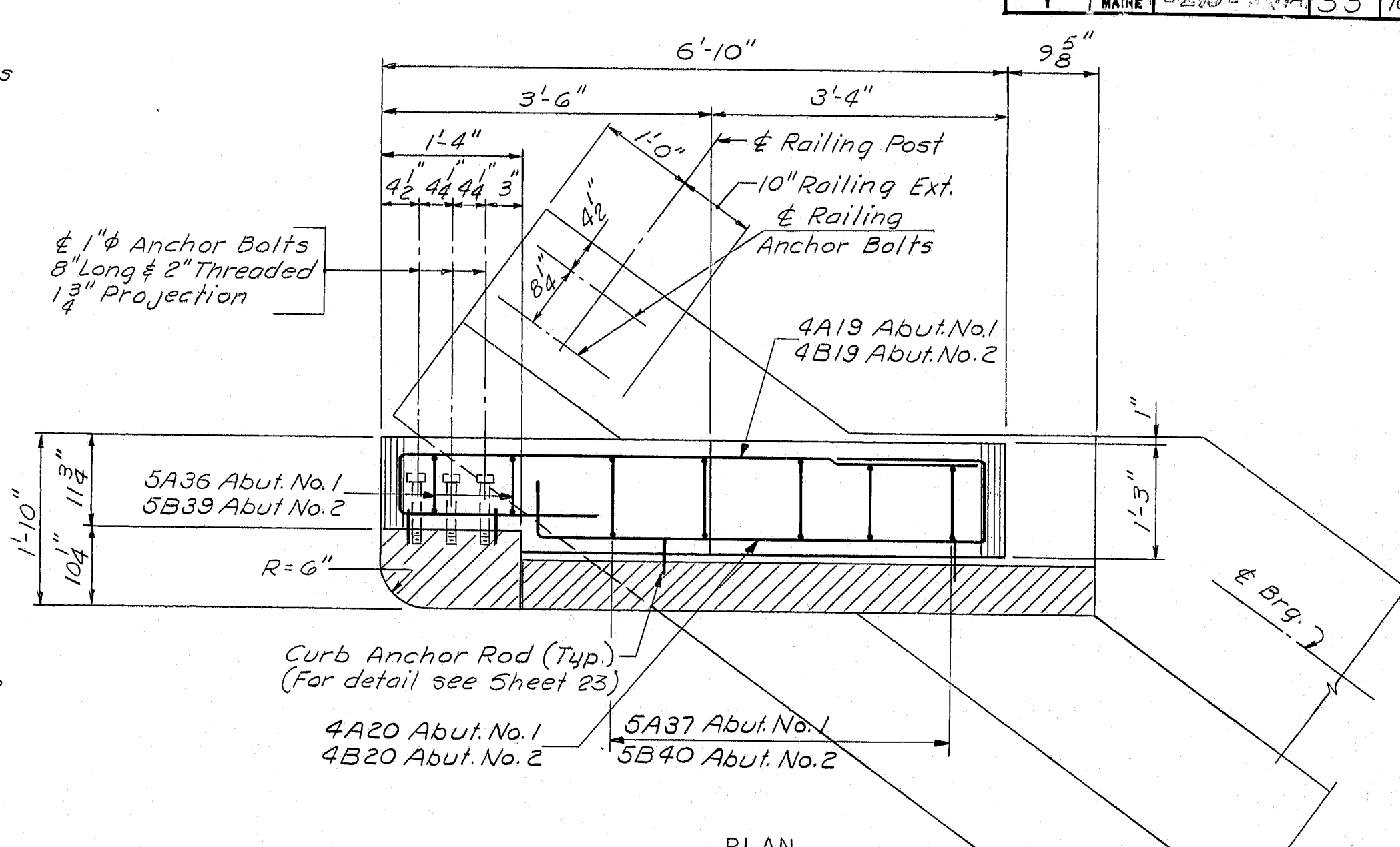
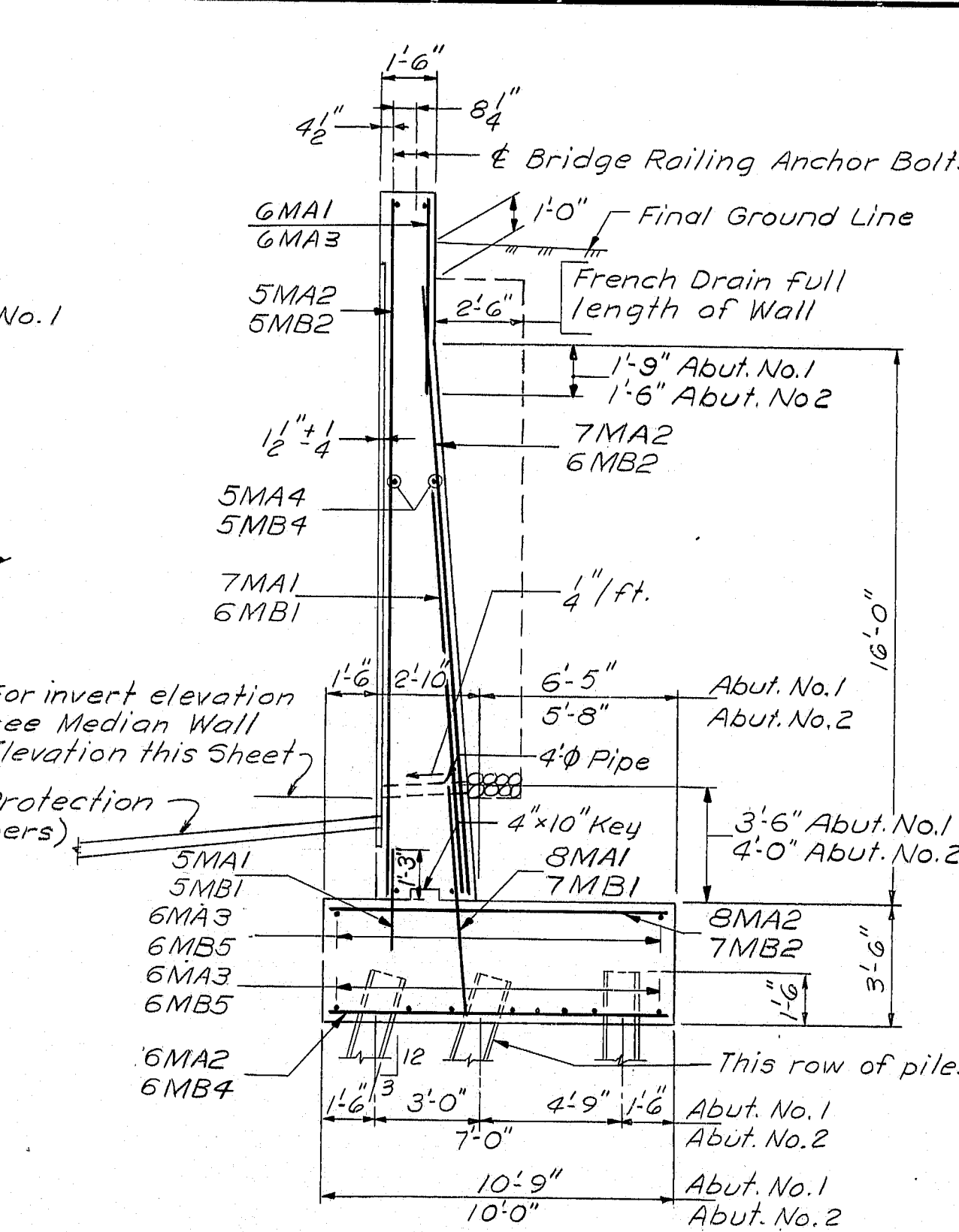
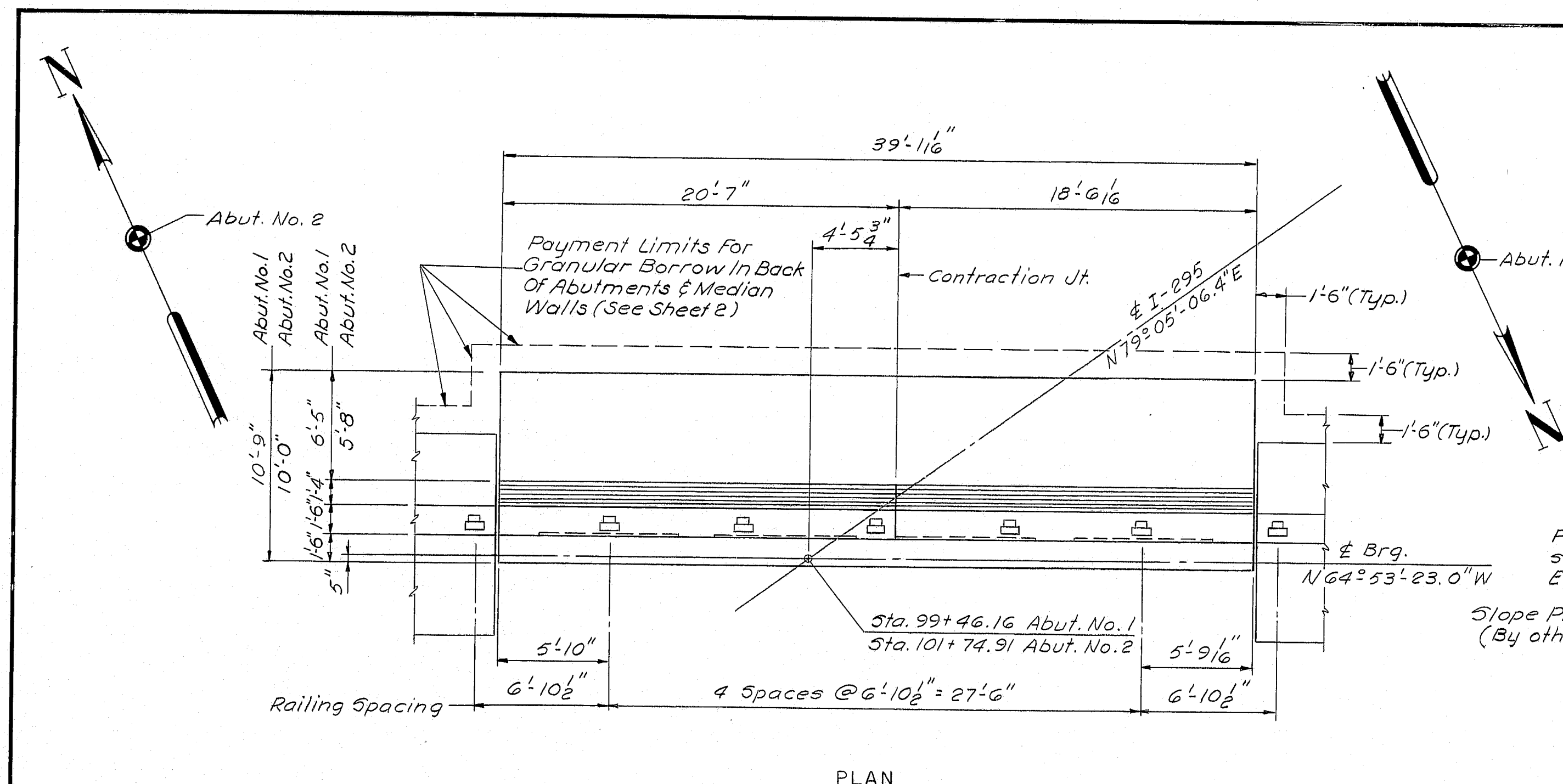








S. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295	33	103



**NOTES:**  
 1. For continuation of Railing, see Sheets 10, 11, 12, 13, 22 & 23.  
 2. Reinforcing steel marked MA applies to Median Wall Abut. No. 1 and reinforcing steel marked MB applies to Median Wall Abut. No. 2.

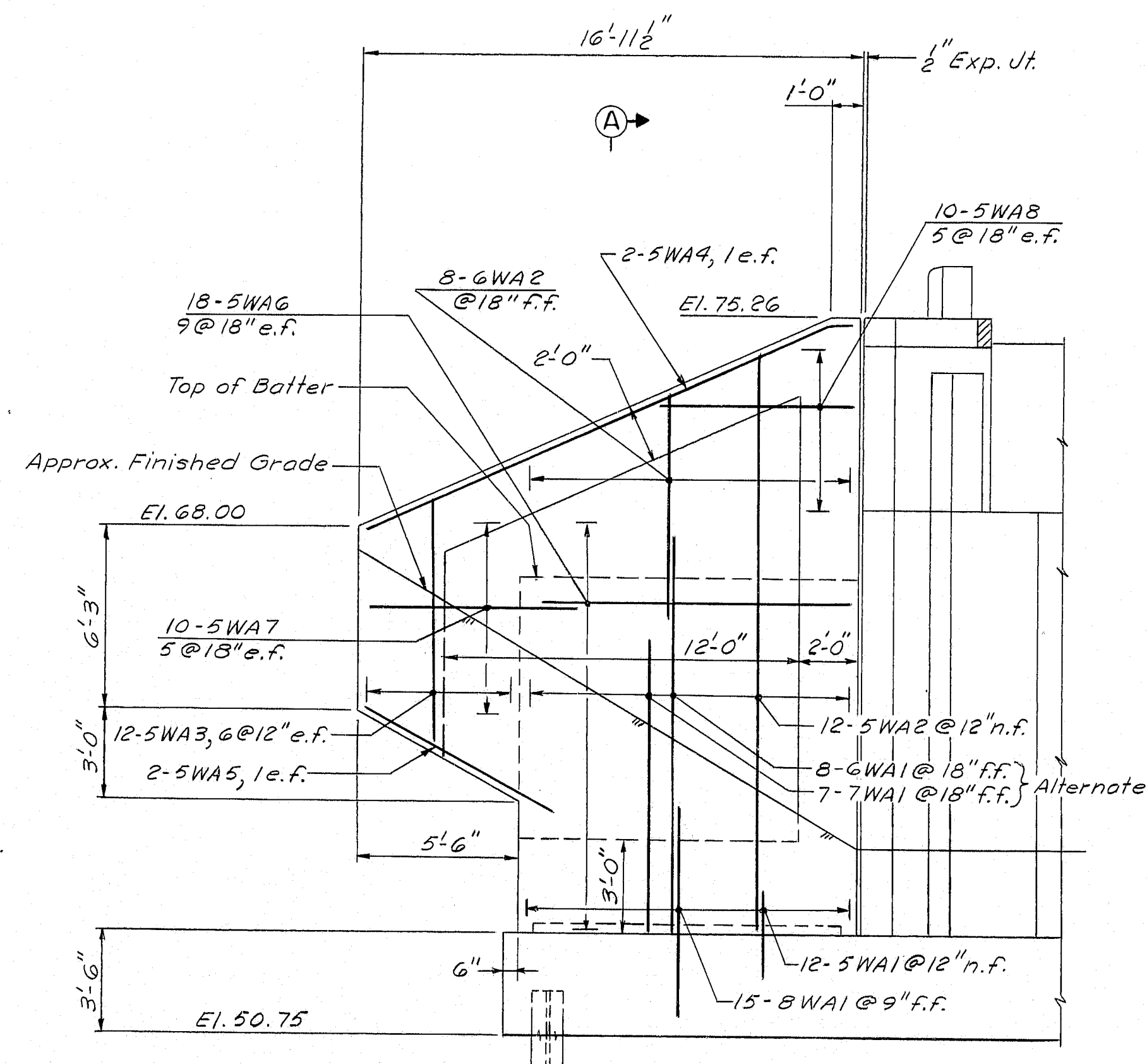
**NOTES:**  
 1. For General Notes, see Sheet 10.  
 2. Stop all keys 6" from contraction or expansion joint.

DESIGN - E.F.K. DETAIL - J.M.M.	BRIDGE NO.
CHECK - I.S.	1-295
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
OVER	
STATE ROUTE 703	
IN THE CITY OF	
SOUTH PORTLAND	
CUMBERLAND COUNTY	
MEDIAN WALL, END POST & ABUTMENT DETAIL	
SHEET 14 OF 28 AUGUSTA, MAINE JUNE 1970	

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

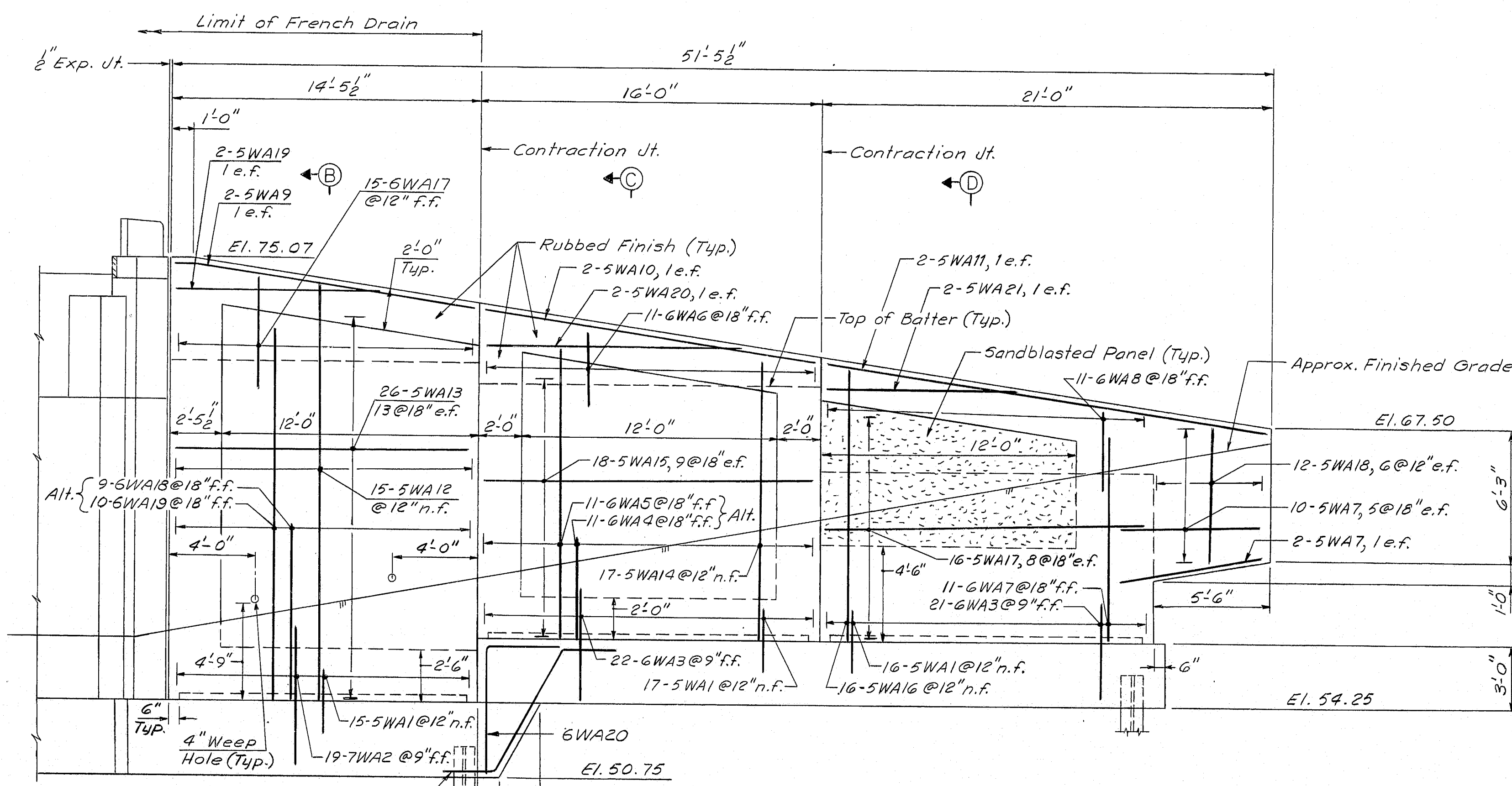


B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	335-3 (A)	34	103



S.W. WINGWALL

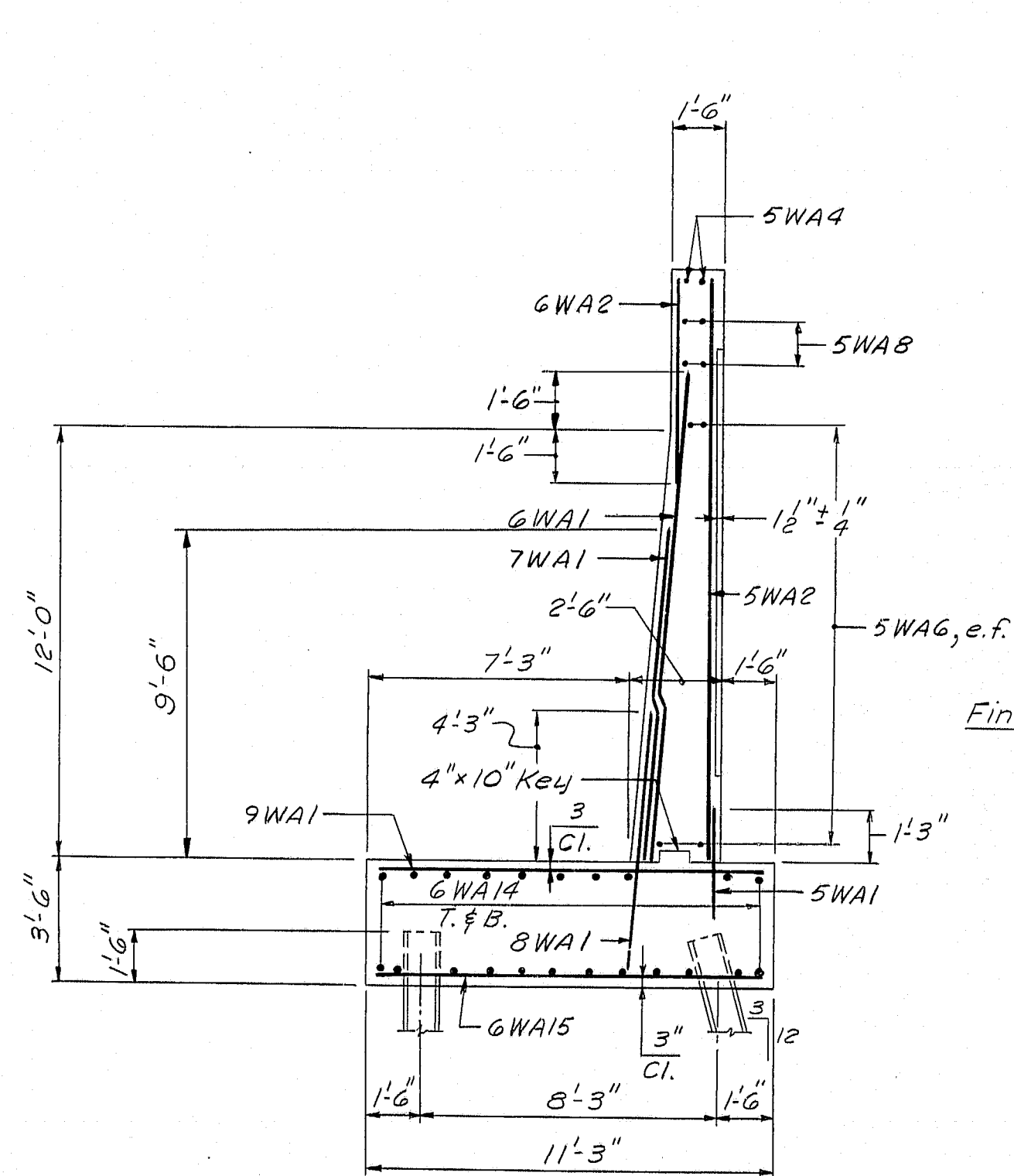
ELEVATION  
1"=1'-0"



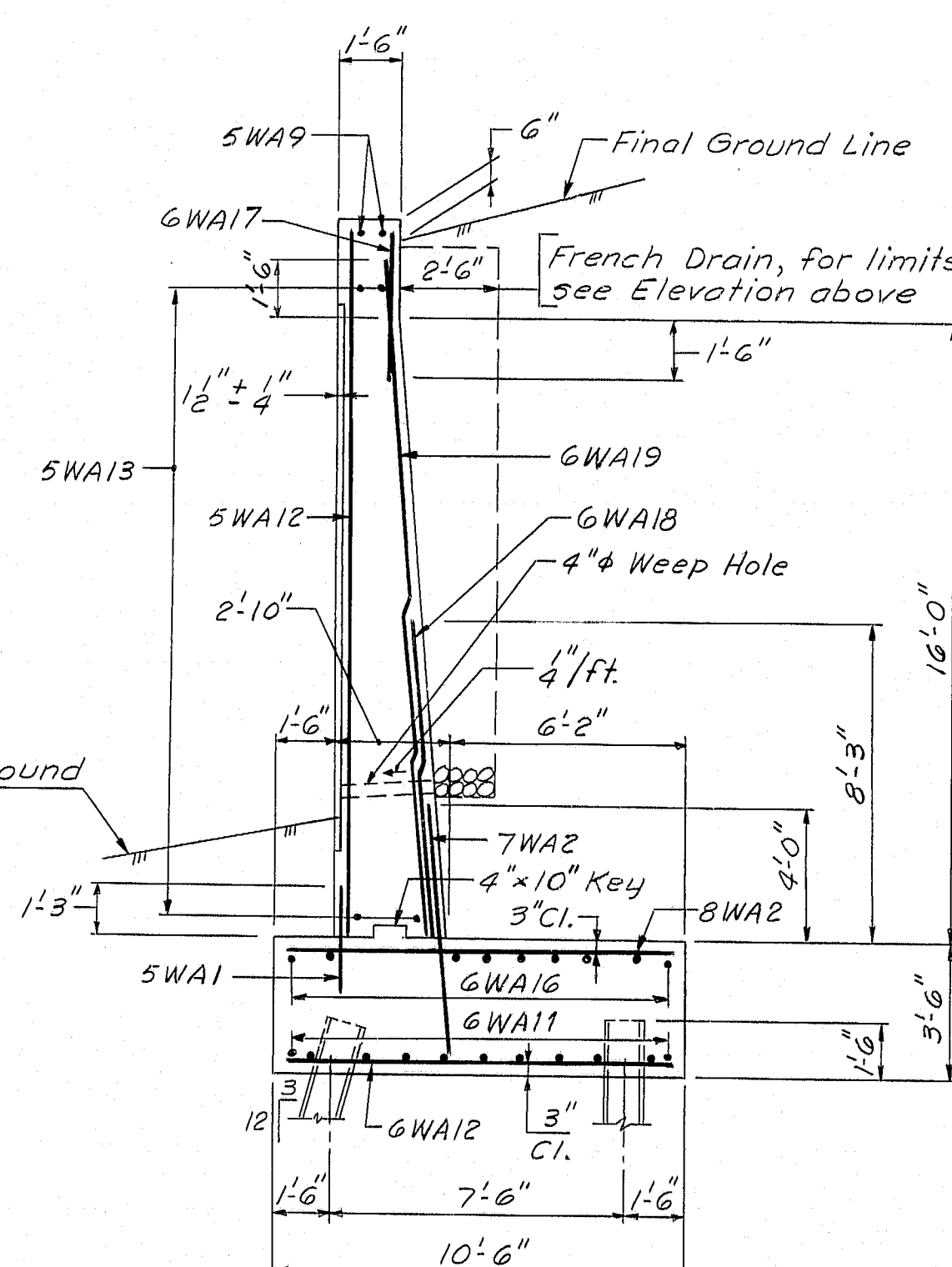
N.W. WINGWALL

NOTES:

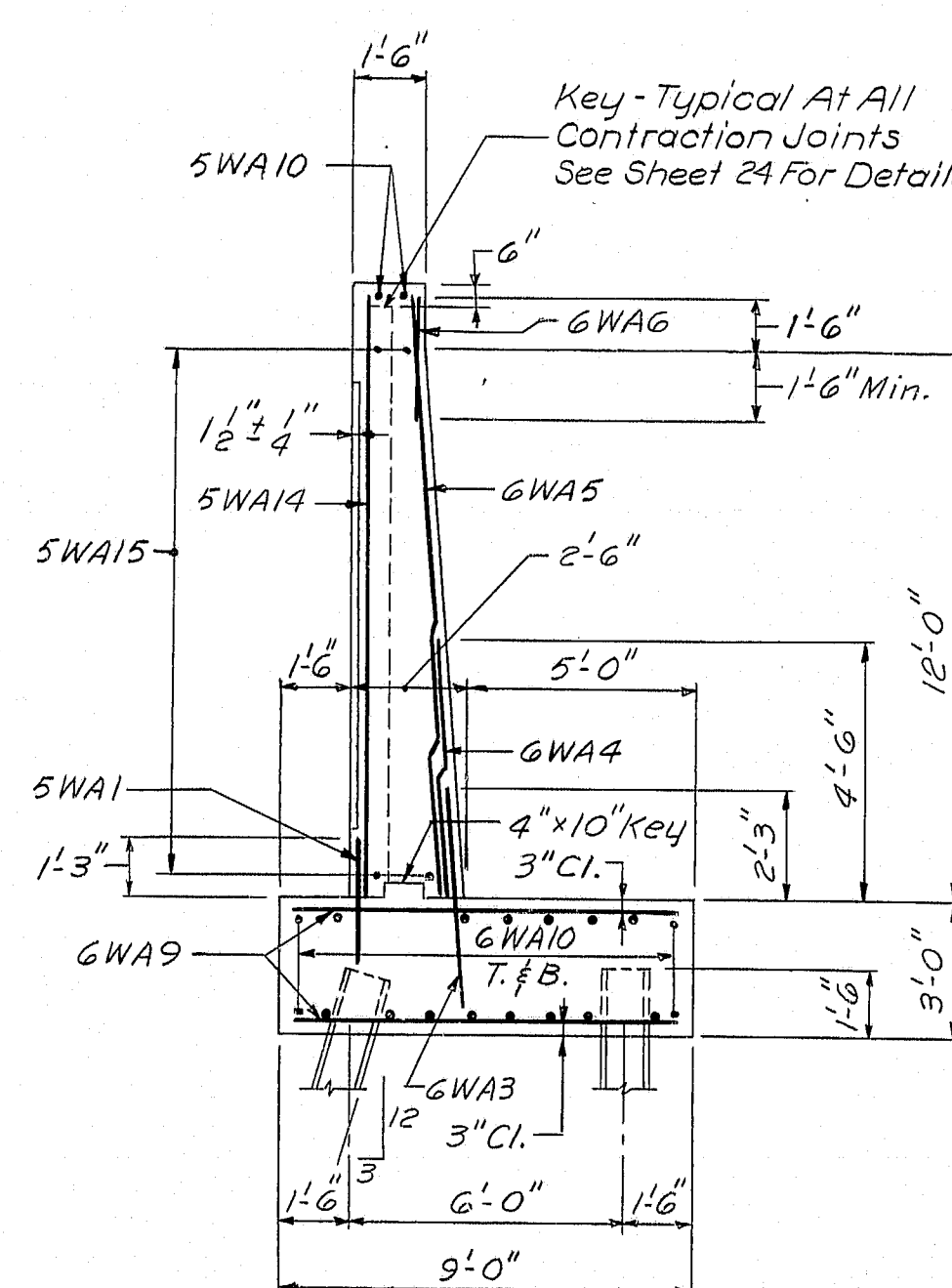
1. For Wingwall locations, see Sheets 10 & 11.
2. For Footing Plan, see Sheet 7.
3. For Joint Detail, see Sheet 24.
4. n.f. denotes near face; f.f. denotes far face and e.f. denotes each face.
5. Exposed areas shall be given a sand-blasted or rubbed finish as indicated on elevation. For additional information, see Notes for Architectural Treatment Sheet 24.
6. All walls battered 1:12 as shown.



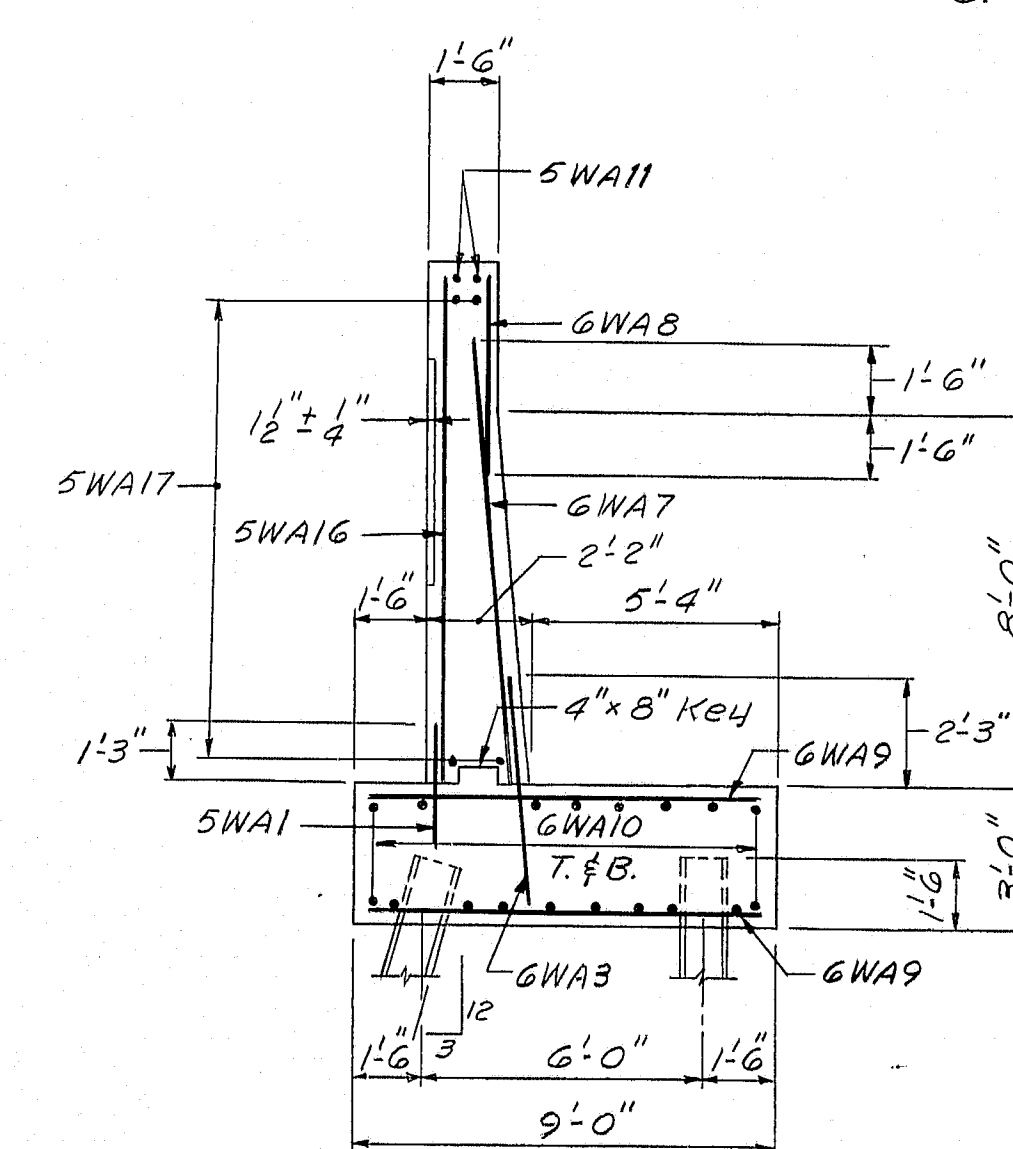
SECTION A-A  
1"=1'-0"



SECTION B-B  
1"=1'-0"



SECTION C-C  
1"=1'-0"



SECTION D-D  
1"=1'-0"

DESIGN - E.F.K. DETAIL - J.M.M.	BRIDGE NO.
TRACE - I.S.	SURVEY -
CHECK - I.S.	PLOT -
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
I-295	
OVER	
STATE ROUTE 703	
IN THE CITY OF	
SOUTH PORTLAND	
CUMBERLAND COUNTY	
WINGWALLS - ABUTMENT NO. 1	
SHEET 15 OF 28 AUGUSTA, MAINE JUNE 1970	

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

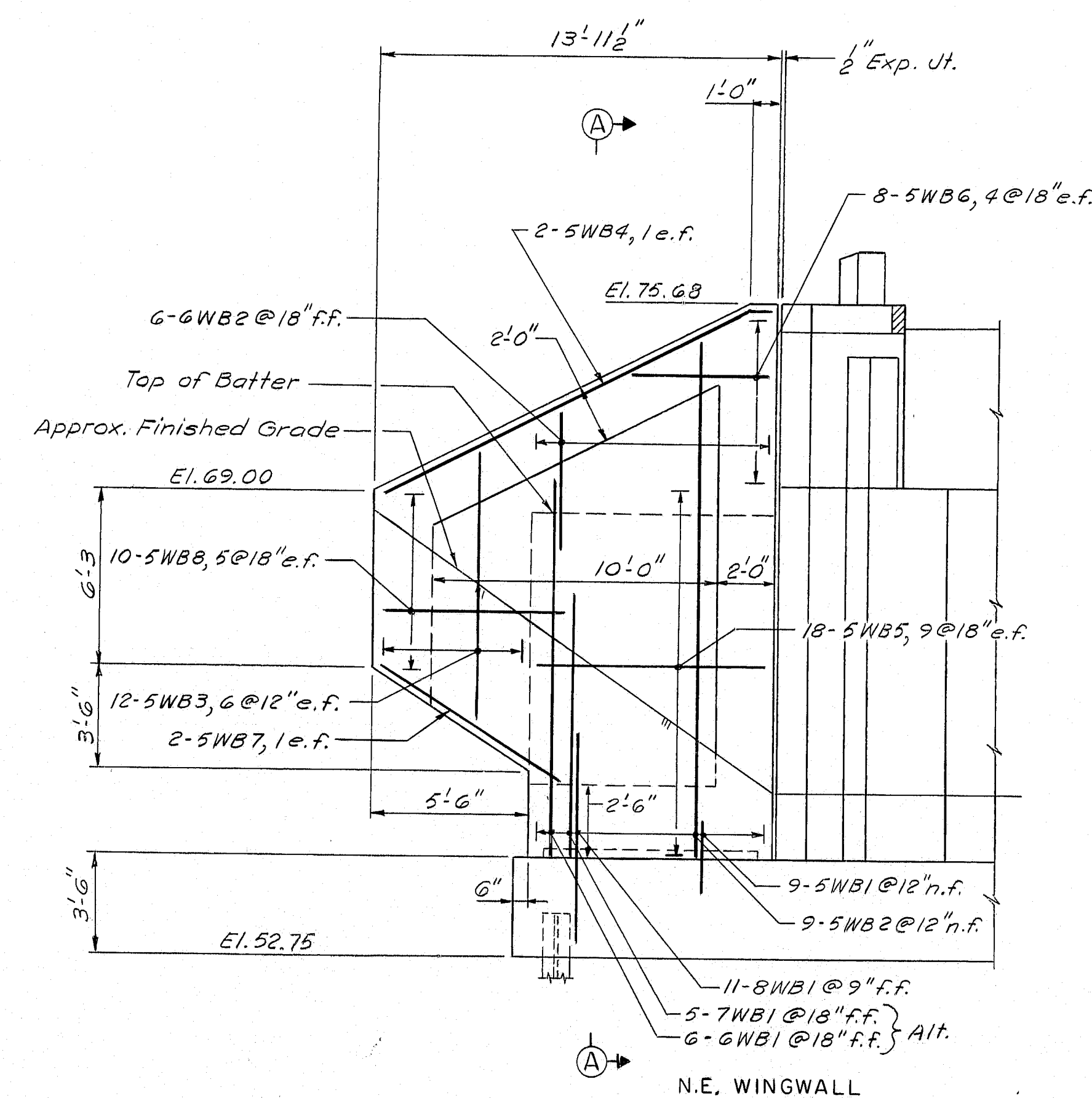
NEW YORK BOSTON KANSAS CITY

I-295 Scarborough - South Portland

177-63

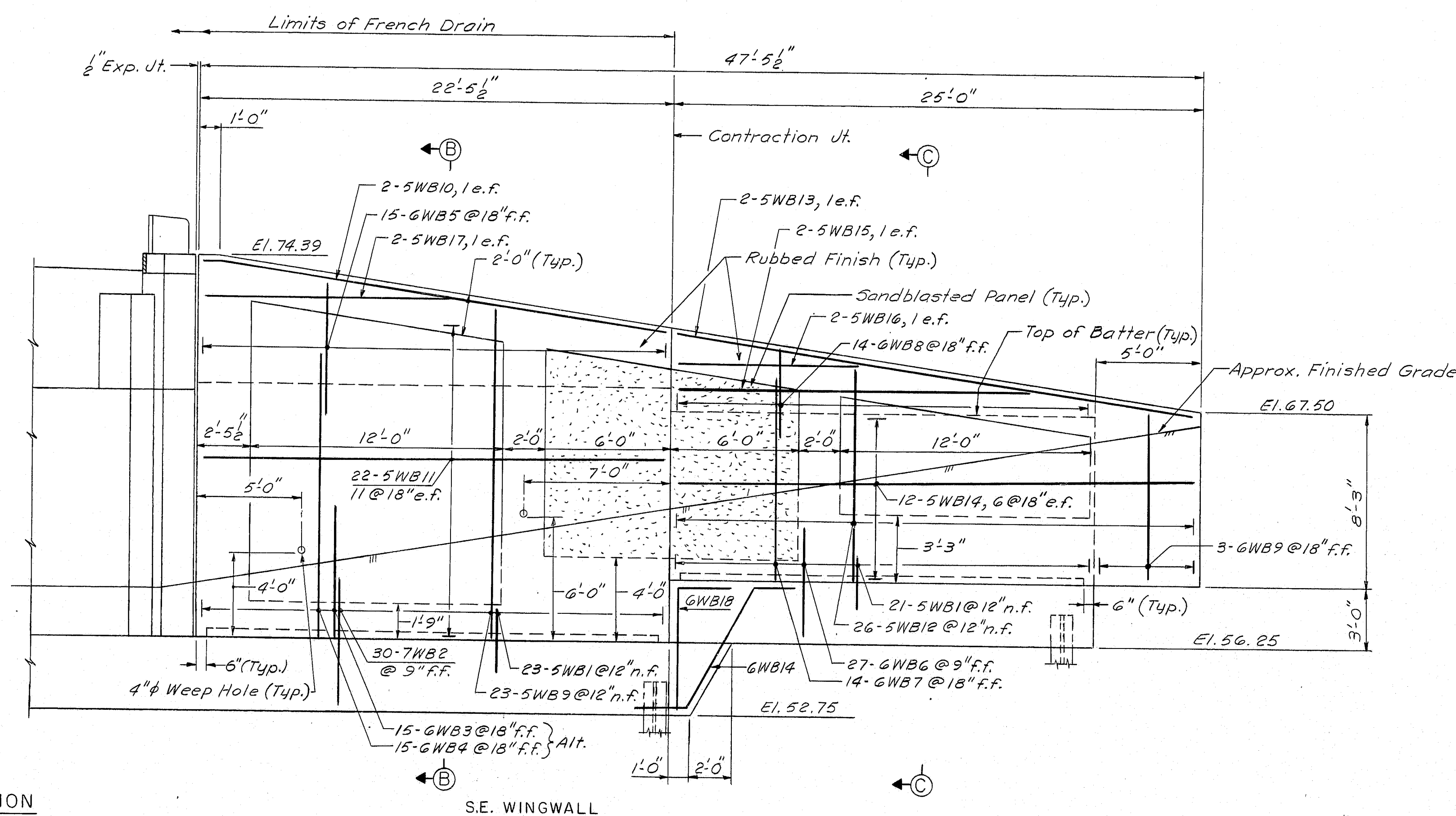


S. P. R. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-64	35	103



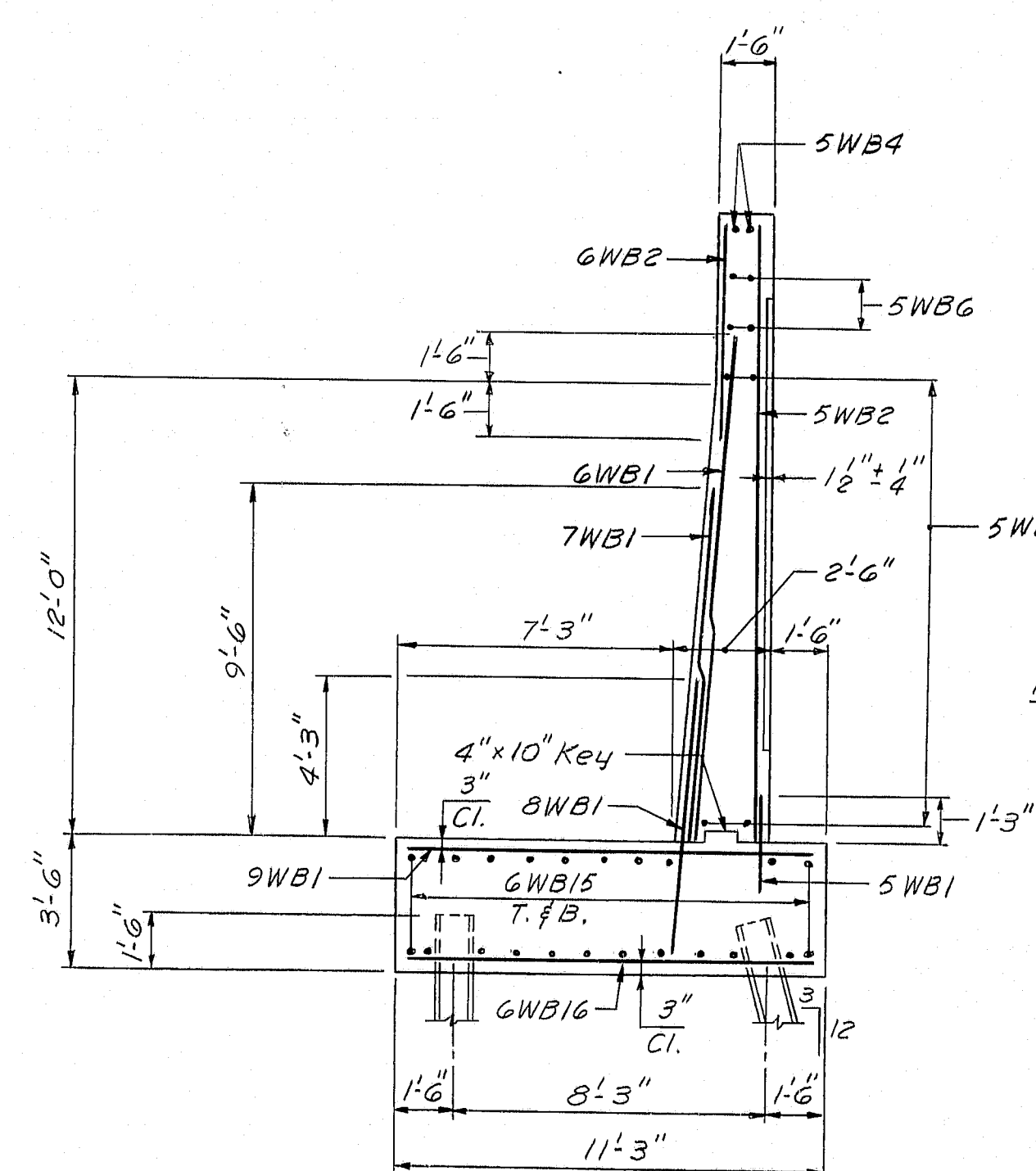
N.E. WINGWALL

ELEVATION  
1/4\"/>

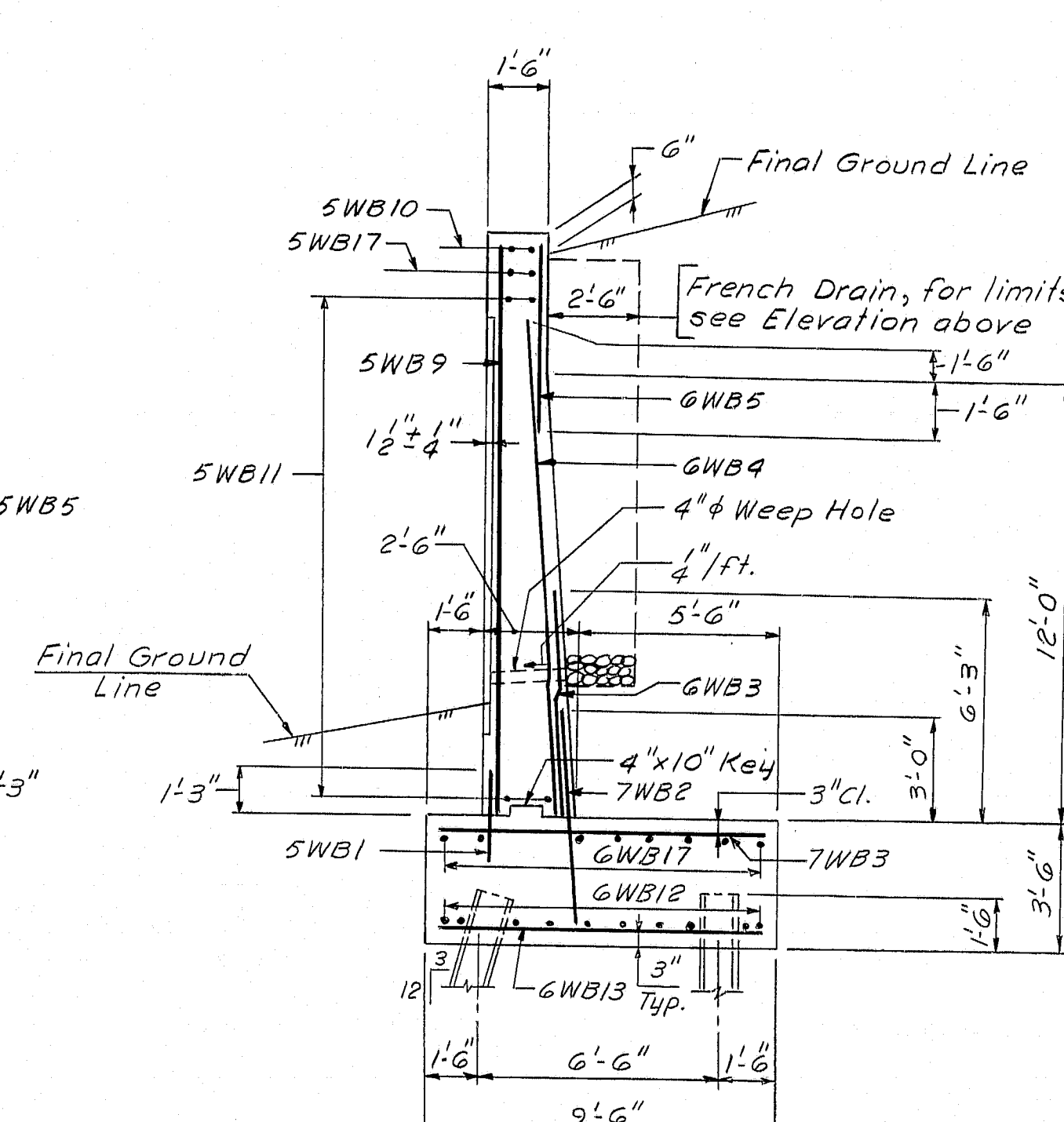


S.E. WINGWALL

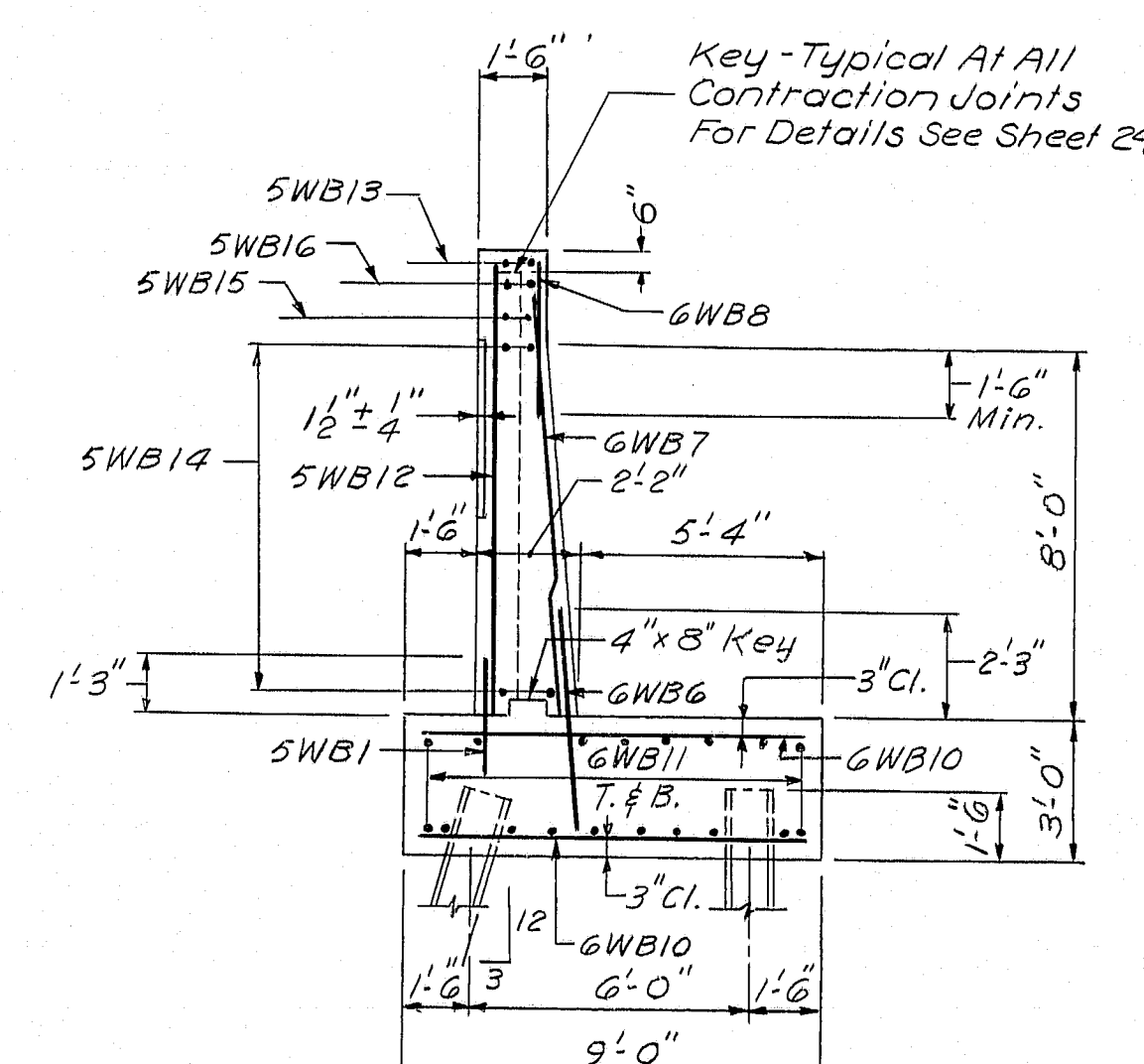
- NOTES
1. For Wingwall locations, see Sheets 12 & 13.
  2. For additional notes, see Sheets 10 & 15.



SECTION A-A  
1/4\"/>



SECTION B-B  
1/4\"/>



SECTION C-C  
1/4\"/>

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

DESIGN - E.F.K. DETAIL - J.M.M.  
TRACE - S.S.  
CHECK - I.S.

BRIDGE NO.  
SURVEY -  
PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

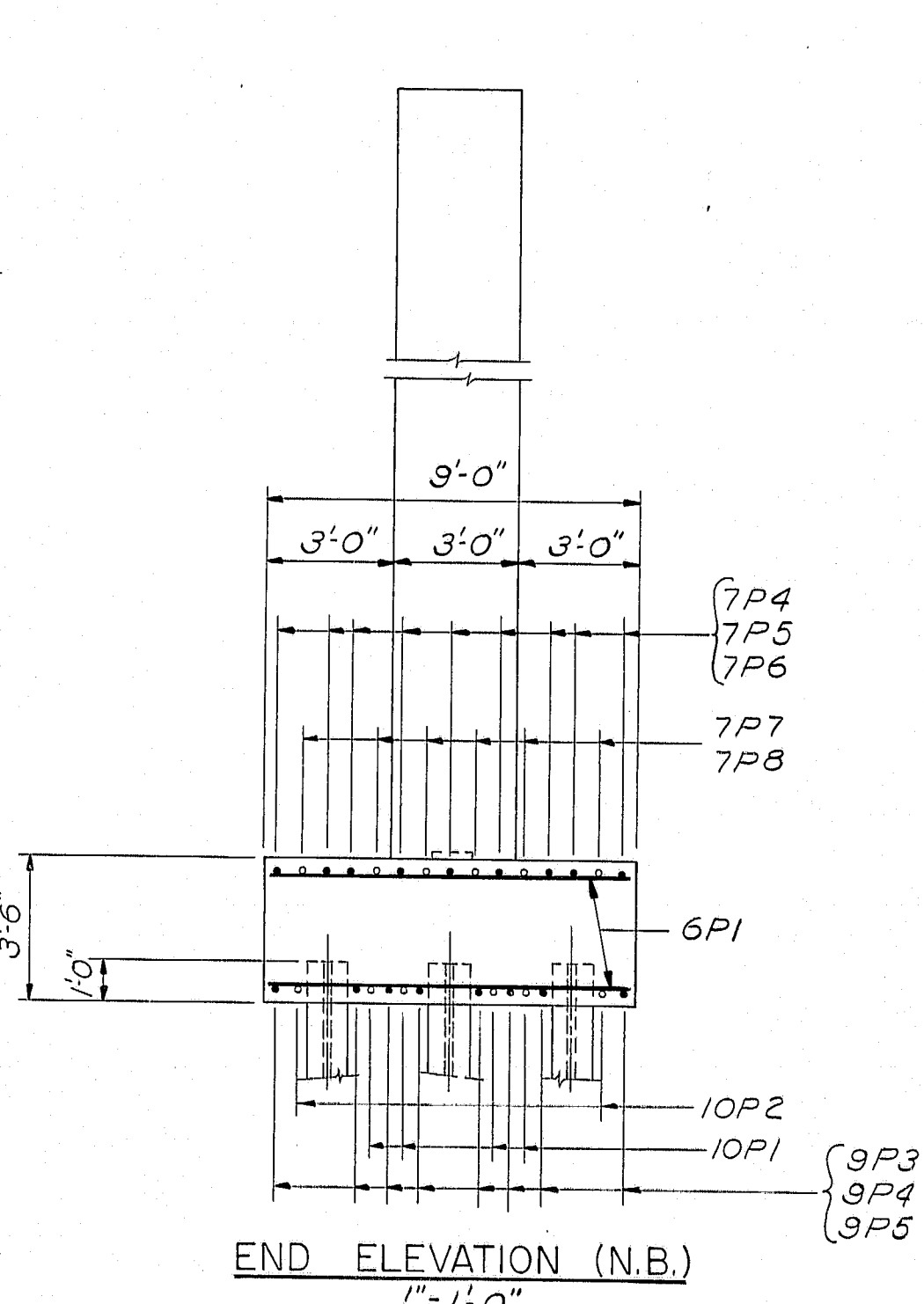
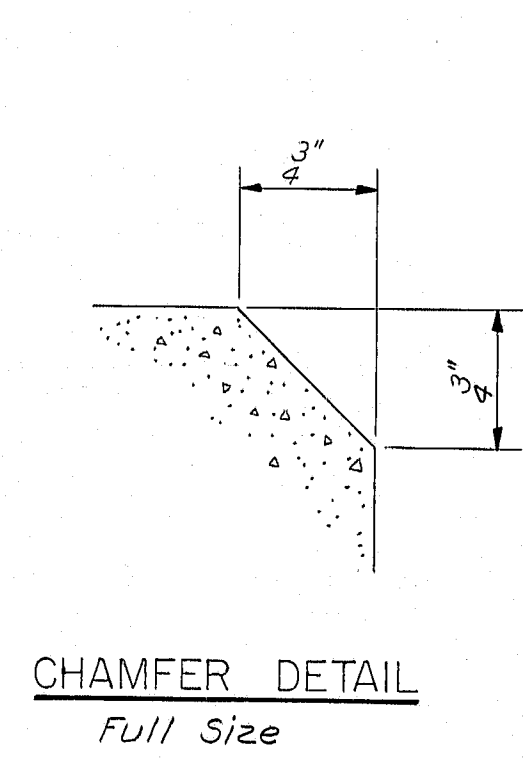
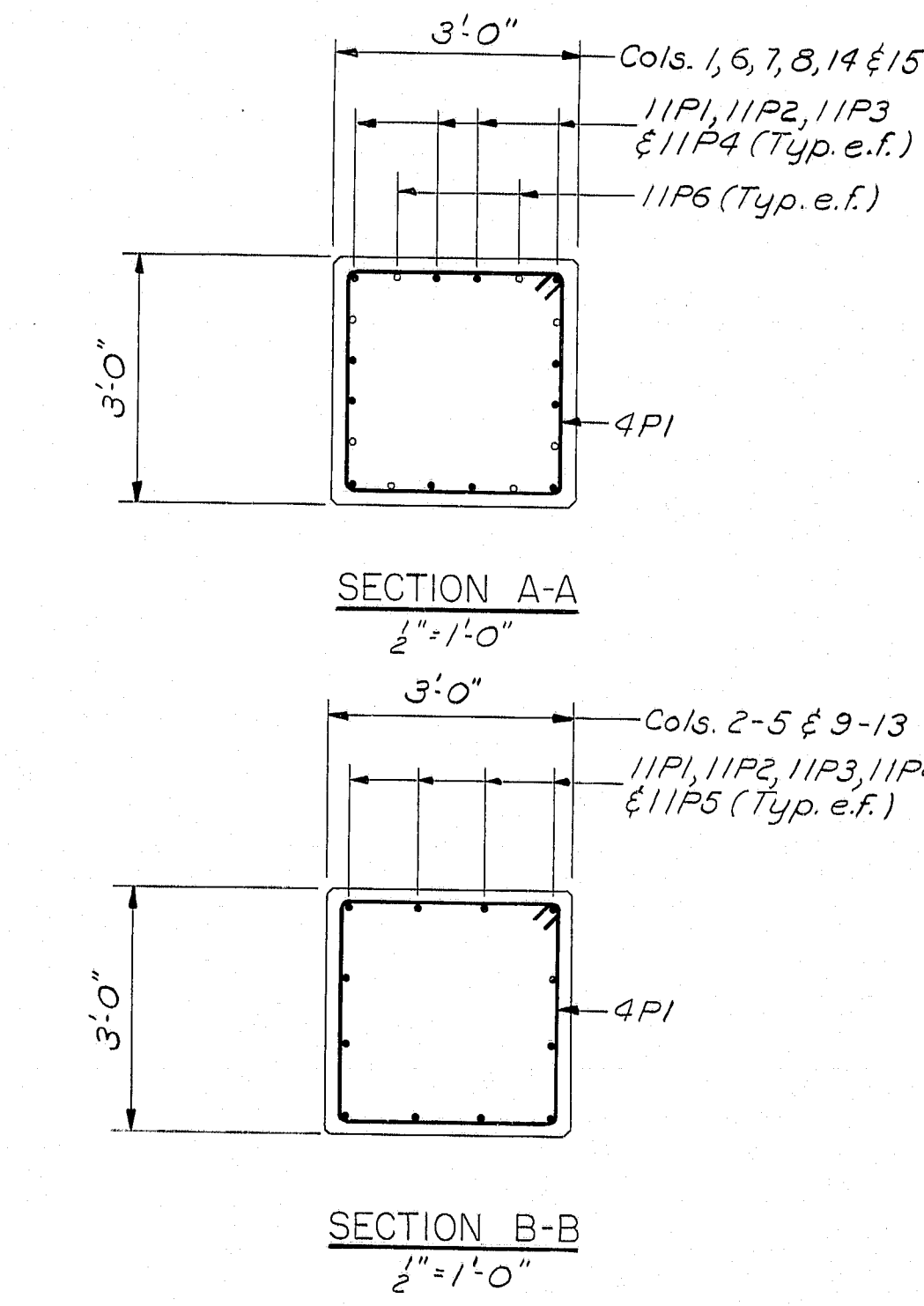
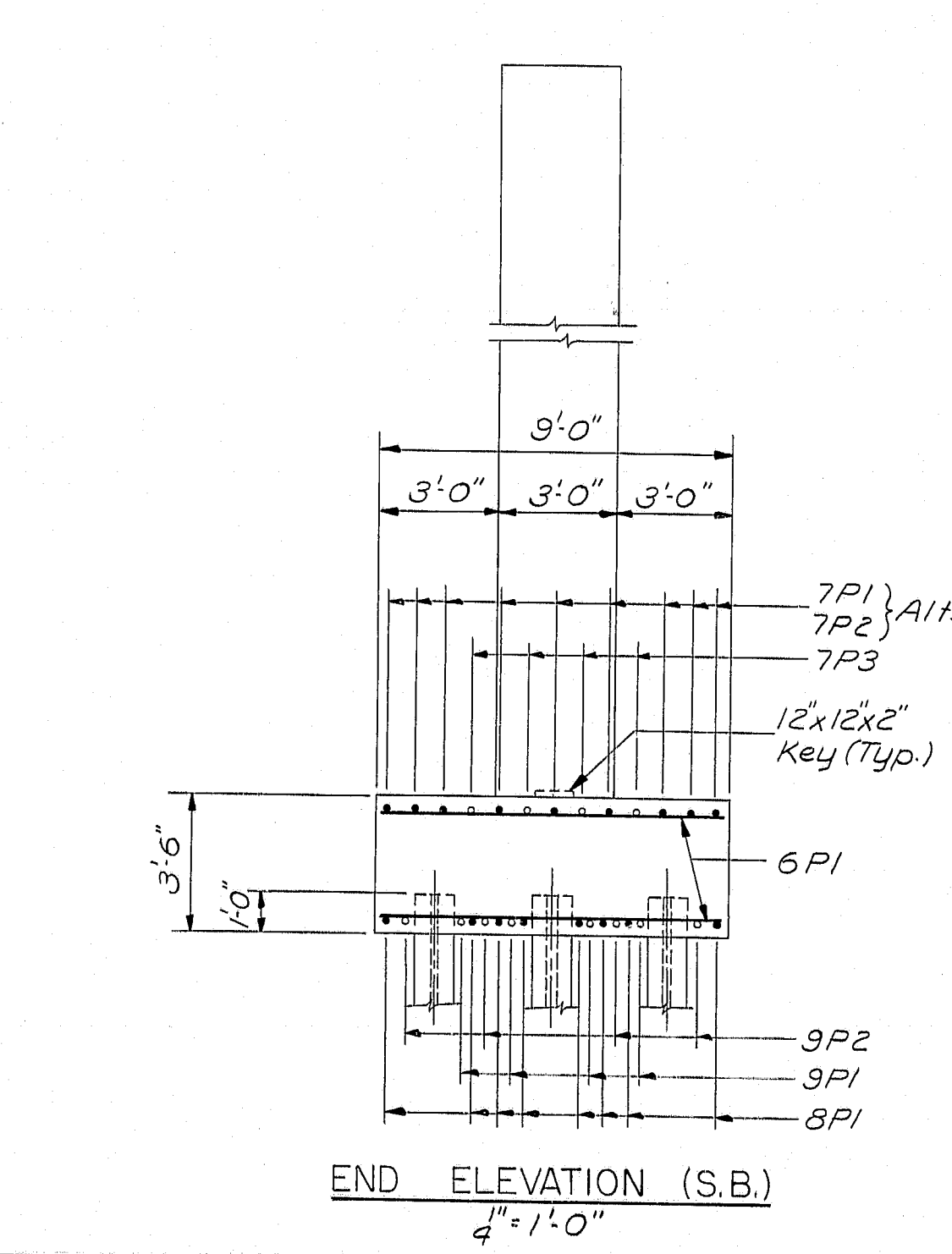
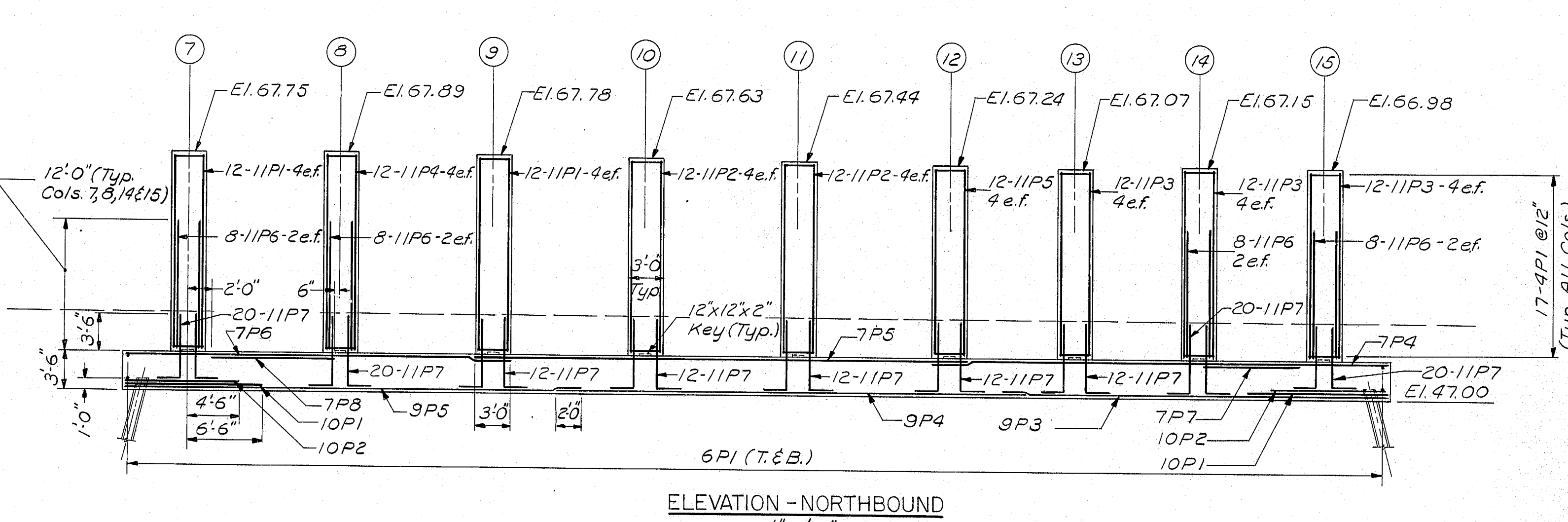
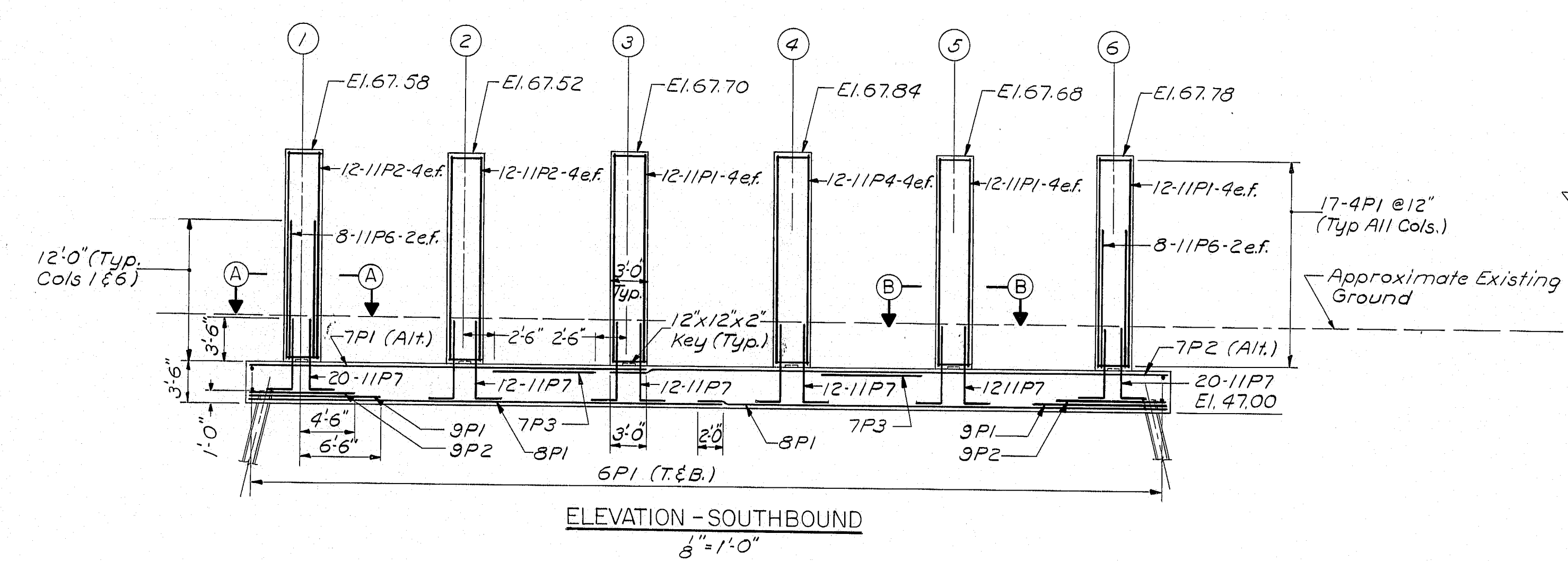
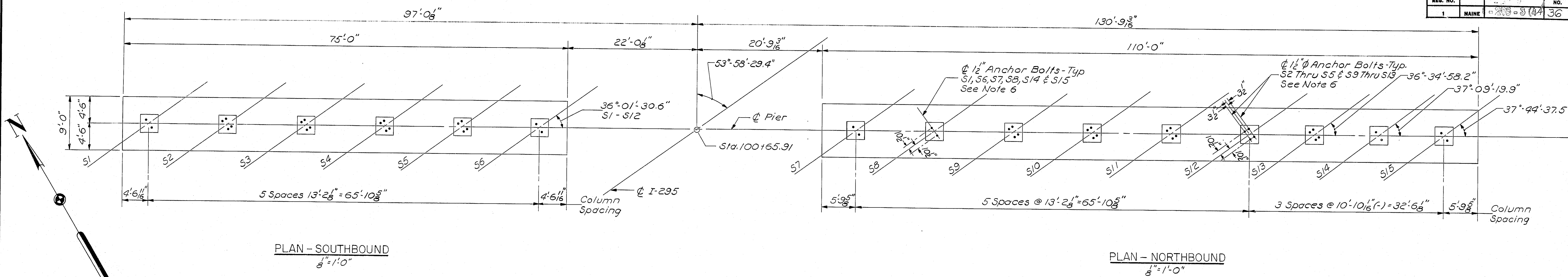
I-295  
OVER  
STATE ROUTE 703  
IN THE CITY OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY

WINGWALLS - ABUTMENT NO. 2  
SHEET 16 OF 28 AUGUSTA, MAINE JUNE 1970

I-295 Scarborough - 177-64



S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	203-814	36	103



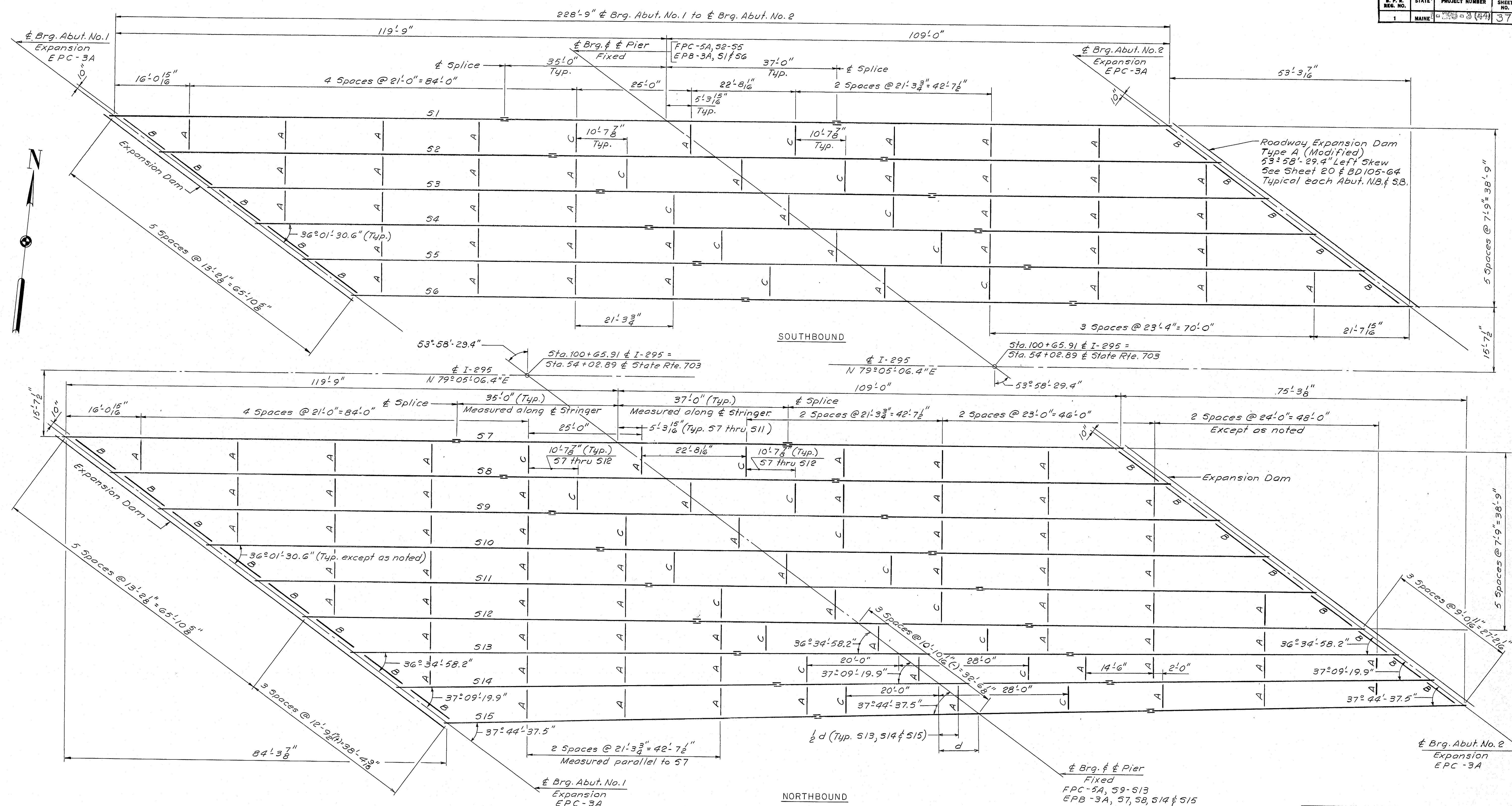
- GENERAL NOTES:**
- For Footing Plan and Footing Reinforcing Steel see Sheet 9.
  - Dress bearing pad areas 1" larger all around than masonry plates to exact elevations shown.
  - Reinforcing steel to have 2" minimum cover except 3" for footings.
  - Place reinforcing steel to clear anchor bolts.
  - All exposed corners to have 3" chamfer; see detail this sheet.
  - For Bearing Pedestals and Anchor Bolt Details see Sheet 21. Bearing Pedestals shall be placed normal to respective girders.

DESIGN - E.R.K. DETAIL - R.D.F.	BRIDGE NO.
TRACE - G.U.J.	SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
I - 295 OVER	
STATE ROUTE 703 IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY	
PIER PLAN	
SHEET 17 OF 28 AUGUSTA, MAINE JUNE 1970	

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



B. P. E. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	103 (47)	37	103



PEDESTALS  
EPC-3A - 30 req'd  
EPC-5A - 9 req'd  
EPB-3A - 6 req'd

NOTE:  
All diaphragms placed normal to S1 & S7.

ERECTION DIAGRAM  
1"=10'

NOTES:  
1. For notes see Sheet 19.  
2. For additional steel details, see Sheets 19, 20 & 21.  
3. Girder Bearing Pedestals shall be normal to respective girders.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
CONSULTING ENGINEERS

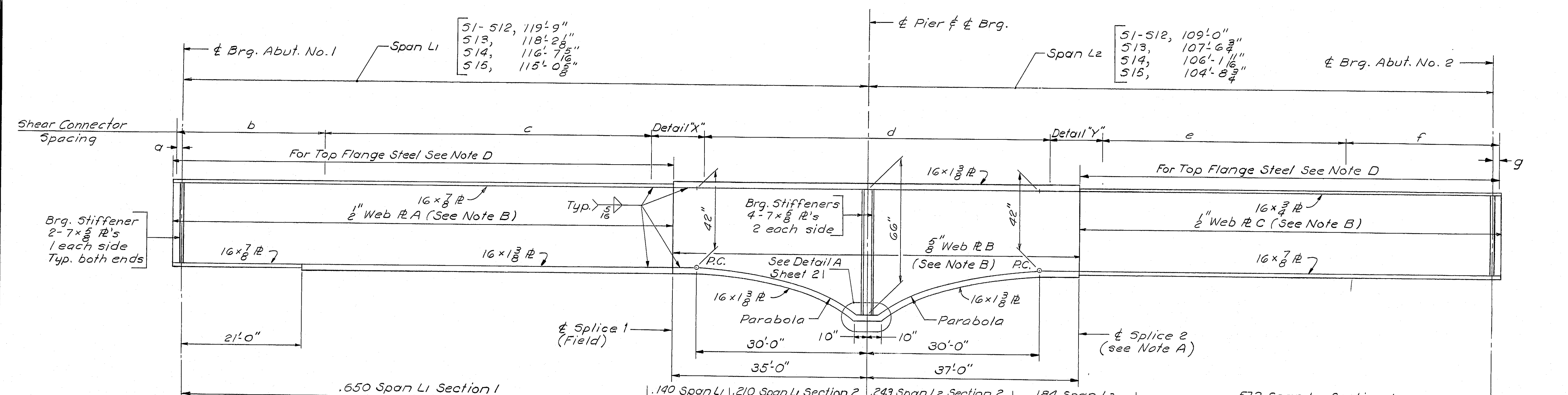
NEW YORK BOSTON KANSAS CITY

DESIGN - I.S. DETAIL J.M.M.	BRIDGE NO.
TRACE - G.J.	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
I - 295 OVER	
STATE ROUTE 703 IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY FRAMING PLAN	
SHEET 18 OF 28 AUGUSTA, MAINE JUNE 1970	

I-295 Scarborough - South Portland 177-66



B. P. R.	STATE	PROJECT NUMBER	SHEET	TOTAL
REG. NO.			NO.	SHEETS
1	MAINE	295-3 (44)	38	103



# REFERENCES

Blocking Detail - see Sheet 21.  
Diaphragms - see Note C, this Sheet and Sheet 20.  
Pedestals - see Standard Details BD101-70 and Sheet 21.  
Expansion Dam - see Standard Details BD105-64 and Sheet 20.  
Shear Connectors - see Standard Details BD104-66 and Sheet 21.  
For additional steel details, see Sheet 20 & 21.

# SPECIFICATION

Fabrication and Erection: State of Maine Standards Specifications, Highways and Bridges Revision of June 1968.

Design and Details: A.A.S.H.O. Standard Specifications for Highway Bridges 1969 with Interim Specifications 1970.

Materials: Stringer flanges, webs and splices shall conform to A.S.T.M. Designation A572-50 except as noted in Typical Stringer Elevation. All other structural steel shall conform to A.S.T.M. Designation A-36, unless otherwise noted.

Welding: Specifications for Welded Highway and Railway Bridges, American Welding Society (AWS-D2.0-69) as modified by the appropriate special provisions.

# TYPICAL STRINGER ELEVATION

## DIMENSIONS A, B, C & D FOR CAMBER DIAGRAM

Str. No.	A	B	C	D
S1	.612	.570	.710	.590
S2	.572	.520	.610	.490
S3	.542	.470	.550	.390
S4	.502	.410	.480	.290
S5	.442	.360	.420	.190
S6	.437	.310	.375	.100
S7	.395	.400	.572	.290
S8	.435	.450	.637	.390
S9	.465	.490	.697	.480
S10	.495	.590	.757	.580
S11	.525	.580	.817	.680
S12	.565	.640	.892	.780
S13	.545	.640	.907	.810
S14	.560	.640	.907	.830
S15	.555	.640	.907	.840

## SHEAR CONNECTOR SPACING (2-7/8" Ø STUDS / ROW)

	S1-S2	S3	S14	S15
a	0	1/2"	0 1/8"	2 3/8"
b	25 Sps. @ 12" = 25'-0"	26 Sps. @ 11 3/4" = 25'-5 1/2"	25 Sps. @ 12" = 25'-0"	25 Sps. @ 11 3/4" = 24'-5 3/4"
c	45 Sps. @ 15" = 56'-3"	45 Sps. @ 14 1/2" = 54'-4 1/2"	44 Sps. @ 14 1/2" = 53'-2"	44 Sps. @ 14 1/2" = 52'-3"
x	(See Detail "X") 6'-6"	(See Detail "X") 6'-6"	(See Detail "X") 6'-6"	(See Detail "X") 6'-6"
d	33 Sps. @ 24" = 66'-0"	33 Sps. @ 24" = 66'-0"	33 Sps. @ 24" = 66'-0"	33 Sps. @ 24" = 66'-0"
y	(See Detail "Y") 6'-3"	(See Detail "Y") 6'-3"	(See Detail "Y") 6'-3"	(See Detail "Y") 6'-3"
e	35 Sps. @ 15" = 43'-9"	35 Sps. @ 14 3/4" = 43'-0"	34 Sps. @ 14 3/4" = 41'-1"	32 Sps. @ 15" = 40'-0"
f	25 Sps. @ 12" = 25'-0"	25 Sps. @ 11 3/4" = 24'-5 1/2"	25 Sps. @ 12" = 25'-0"	25 Sps. @ 11 3/4" = 24'-5 3/4"
g	0	24"	2 5/8"	0

(For Details "X" and "Y", see Sheet 20.)

## NOTE A:

At the Contractor's option a shop bolted or field bolted splice may be used.

## NOTE B:

Not more than one shop splice in each of web R's A, B & C will be permitted.

## NOTE C:

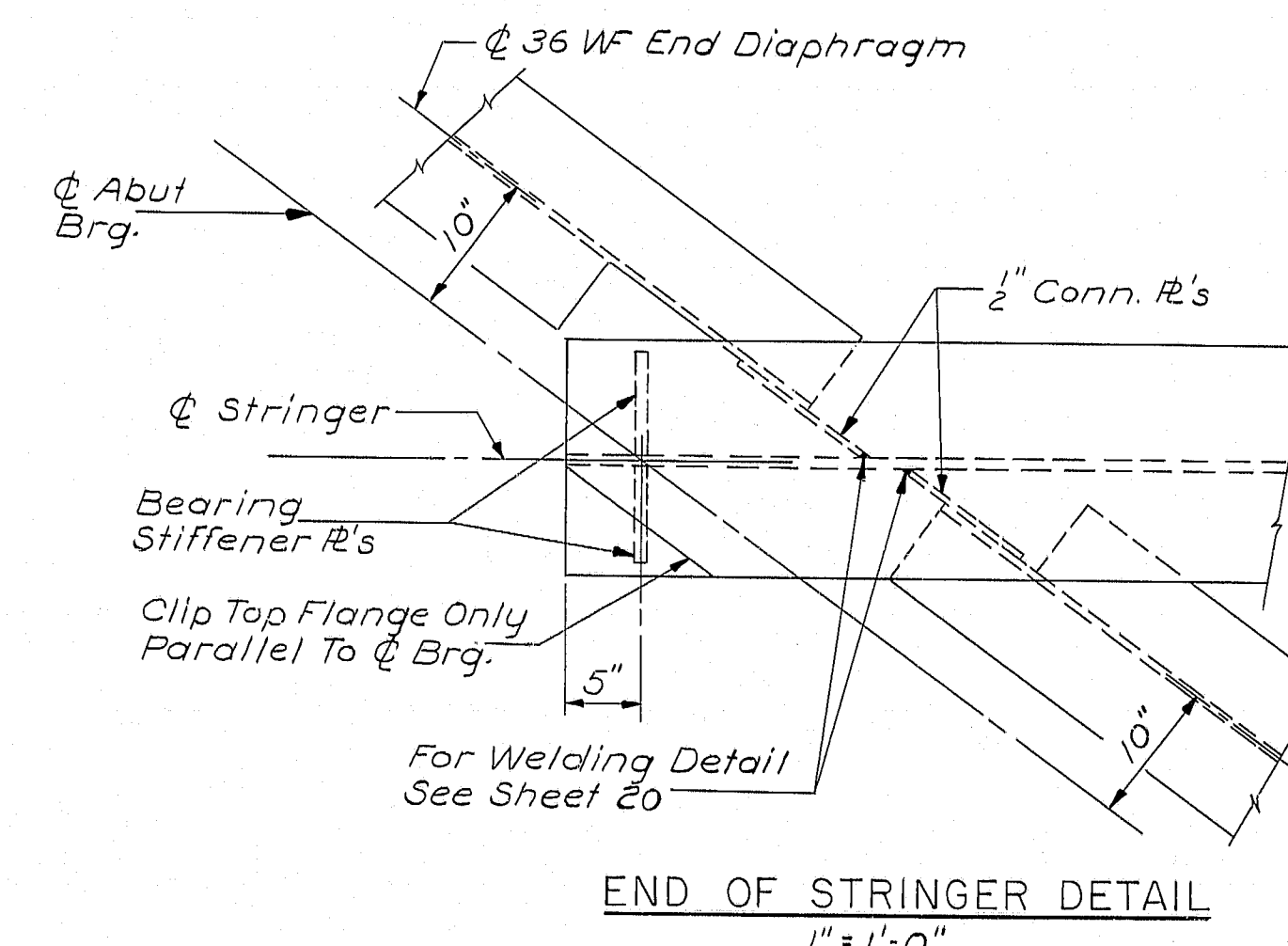
Section 1-Compression top, tension bottom: Connection plate for diaphragms to be welded to top flange and web, tight fit bottom flange.

Section 2-Tension top, compression bottom: Connection plate for diaphragms to be welded to bottom flange and web, tight fit top flange.

Section 3-Tension or compression reversal: Connection plate for diaphragms to be welded to web only, tight fit top and bottom except connection plates shall be cut only where and as required to clear flange splice.

## NOTE D:

At the Contractor's option, steel conforming to A.S.T.M. Designation A36 may be substituted in place of A572-50 for top flange only of all stringers, extending from splice to Abutments as shown.



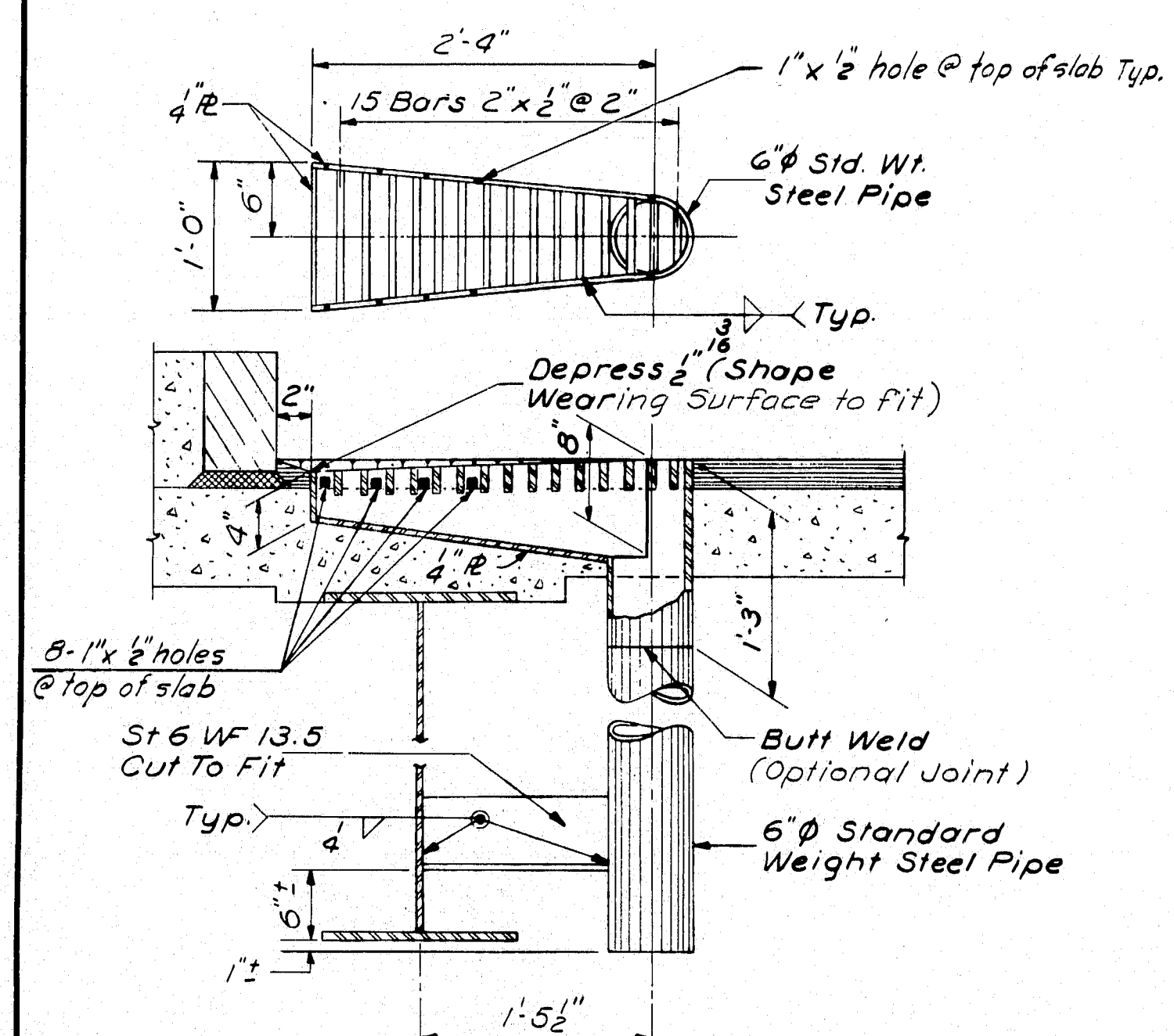
CAMBER ORDINATES																					
Str. No.	@ Brg. Abut. No.1 to Splice 1							Splice 1 to Splice 2							Splice 2 to @ Brg. Abut. No. 2						
	.125	.250	.375	.500	.625	.750	.875	.125	.250	.375	.500	.625	.750	.875	.125	.250	.375	.500	.625	.750	.875
5/1-56	1.31	2.34	2.97	3.28	2.99	2.44	1.43	-0.56	-0.76	-0.81	-0.84	-0.77	-0.65	-0.44	0.88	1.55	1.91	2.01	1.91	1.64	0.81
5/2-52	1.43	2.30	3.03	3.28	3.09	2.38	1.43	-0.56	-0.76	-0.81	-0.84	-0.77	-0.65	-0.44	0.94	1.57	1.95	2.11	1.95	1.46	0.81
5/3-51A	1.19	2.16	2.77	3.10	2.86	2.28	1.35	-0.54	-0.76	-0.99	-0.98	-0.78	-0.63	-0.34	1.00	1.55	1.89	2.06	1.91	1.58	0.81



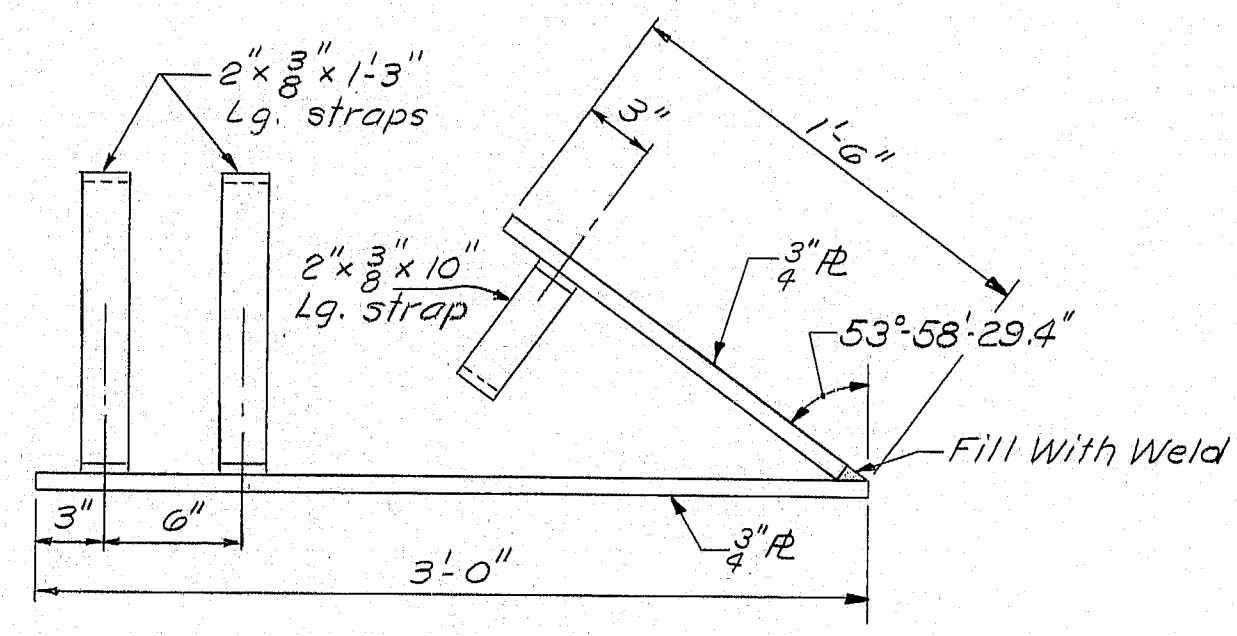




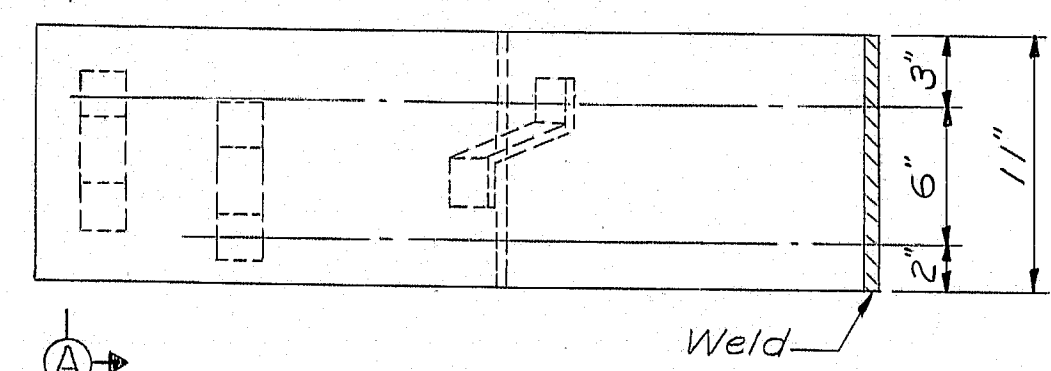
B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295	40	103



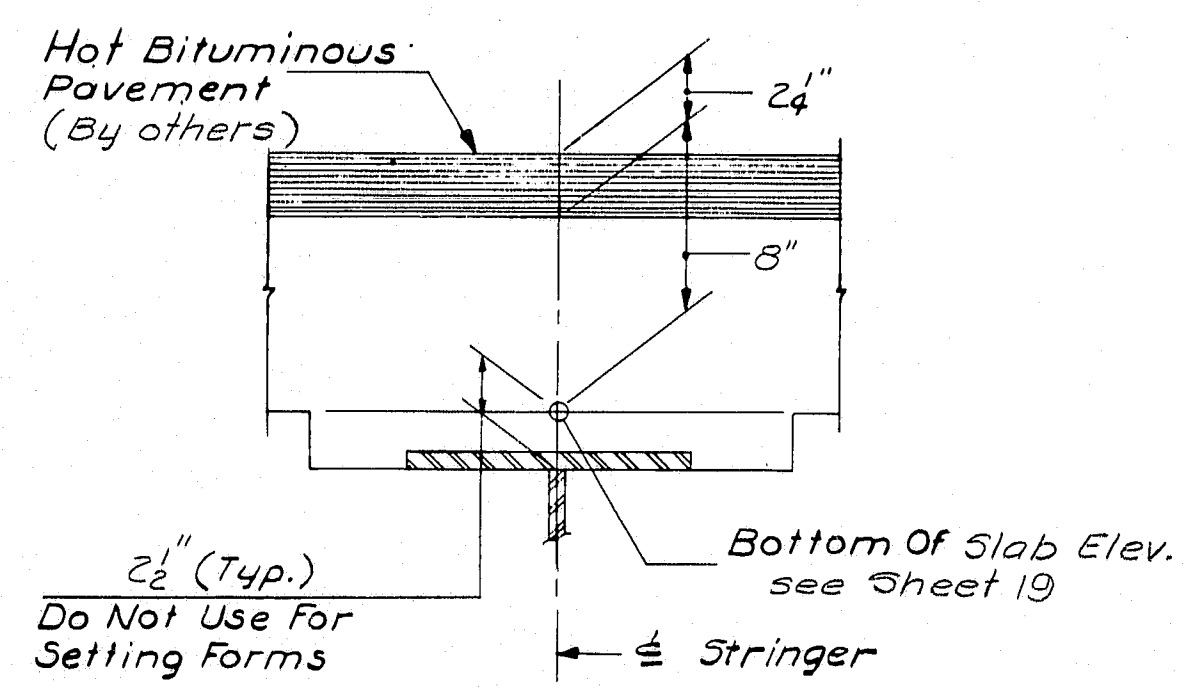
SUPERSTRUCTURE DRAIN  
1' x 1'-0"



PLAN

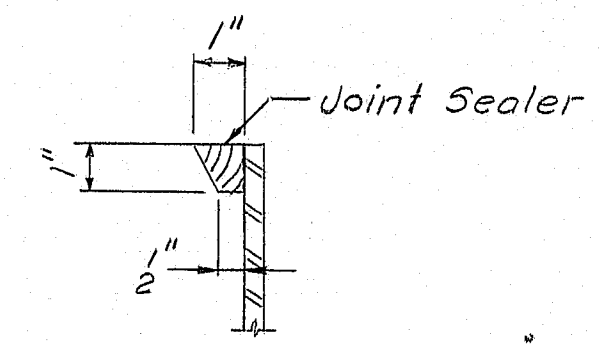


CURB PLATE DETAIL  
1 1/2' x 1'-0"

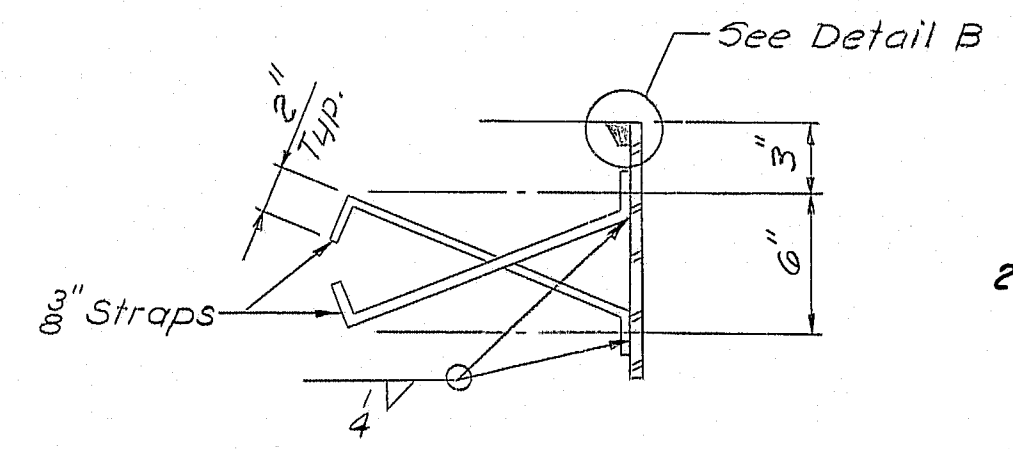


BLOCKING DETAIL  
No Scale

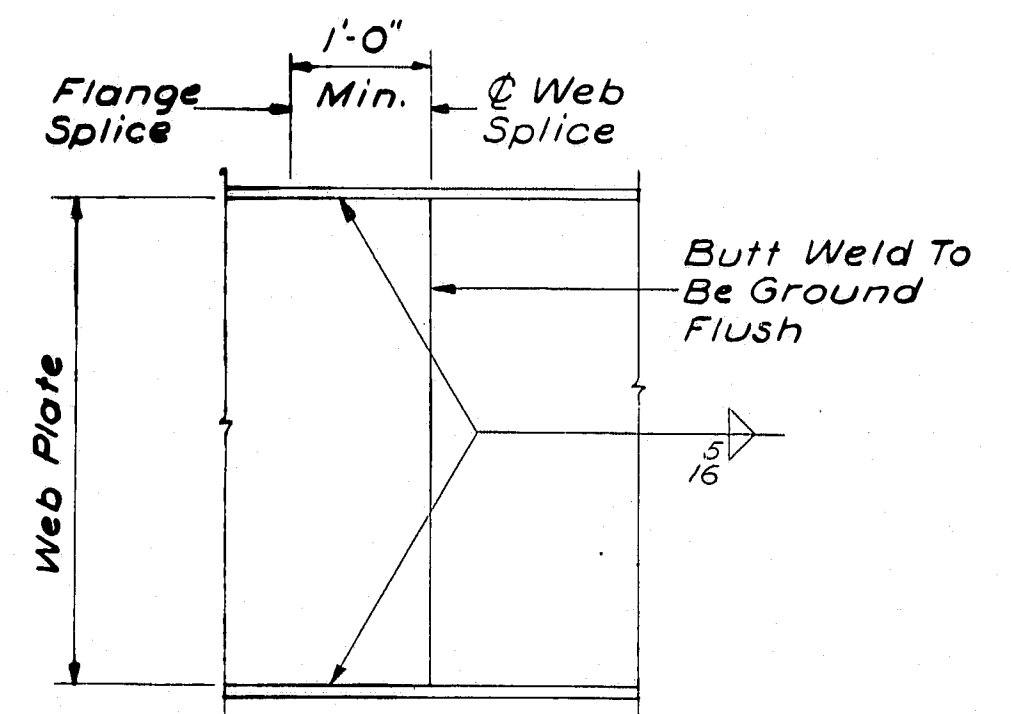
NOTE  
To compensate for dead load deflections, as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the slab formwork is started. See Subsection 502.10 (a) of the Standard Specifications, Revision of June 1965



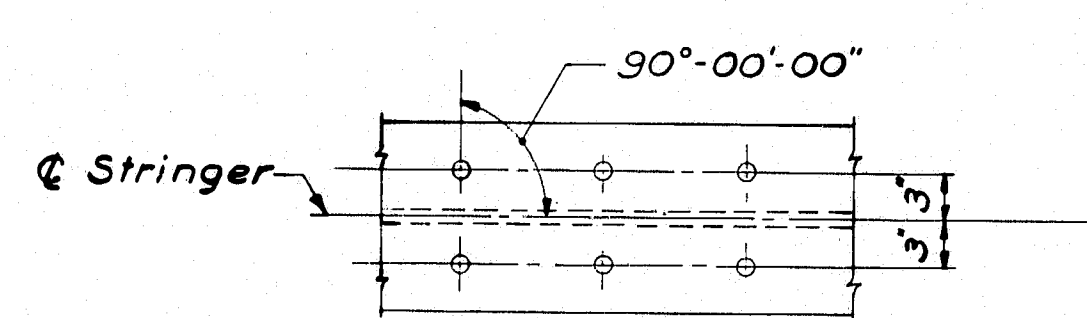
DETAIL B  
3' x 1'-0"



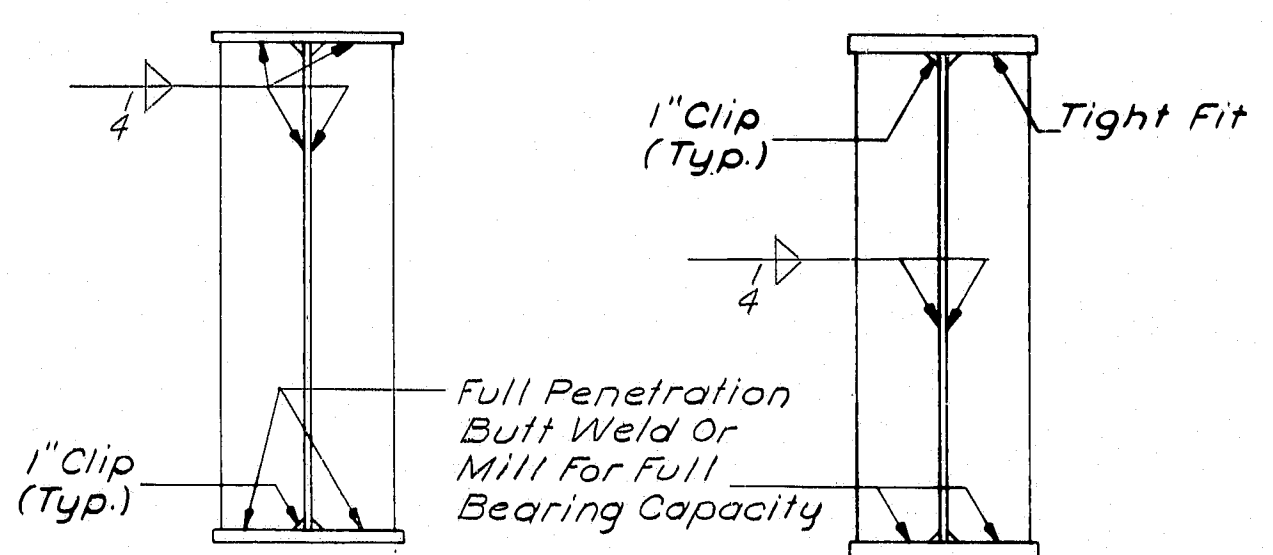
SECTION A-A  
1 1/2' x 1'-0"



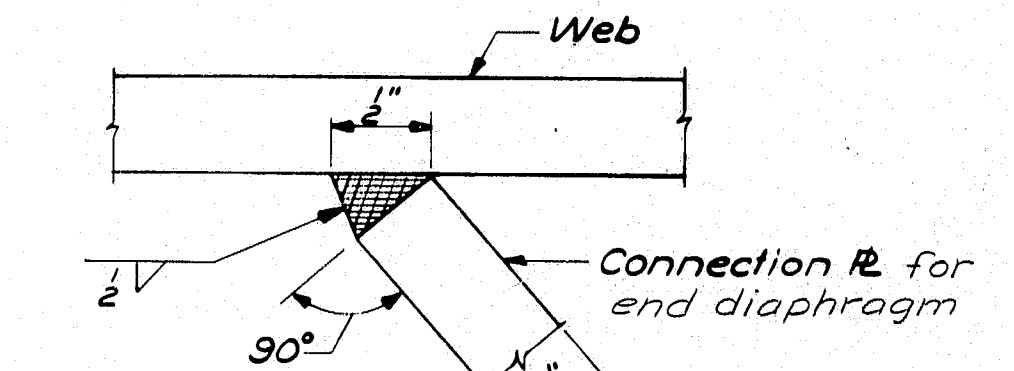
TYPICAL SHOP WEB SPLICE  
3' x 1'-0"



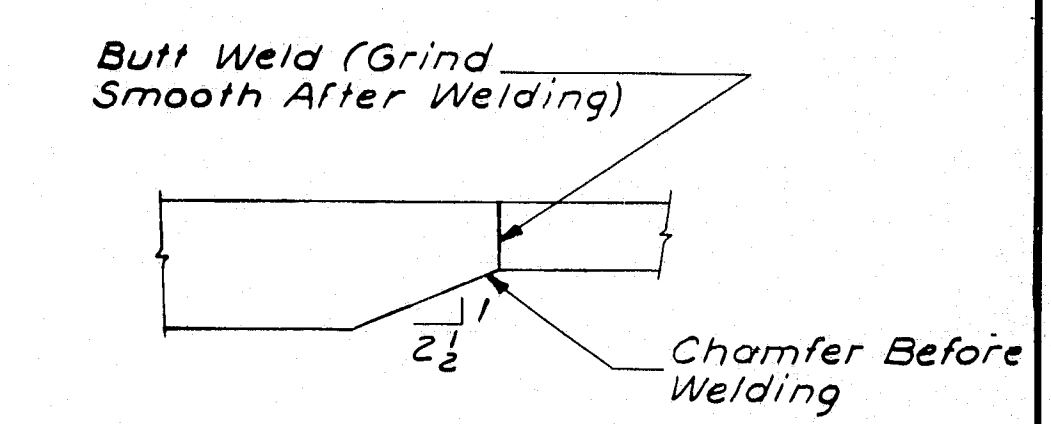
SHEAR CONNECTORS  
No Scale



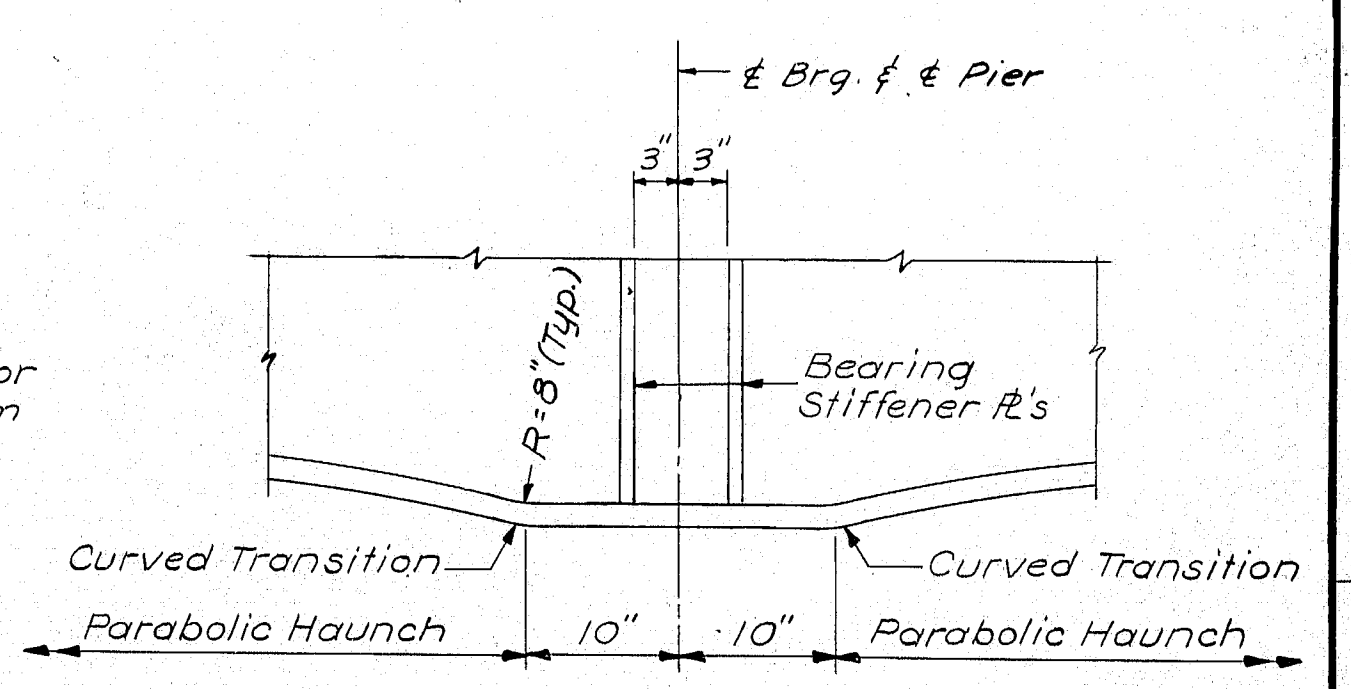
BEARING STIFFENER DETAILS  
3' x 1'-0"



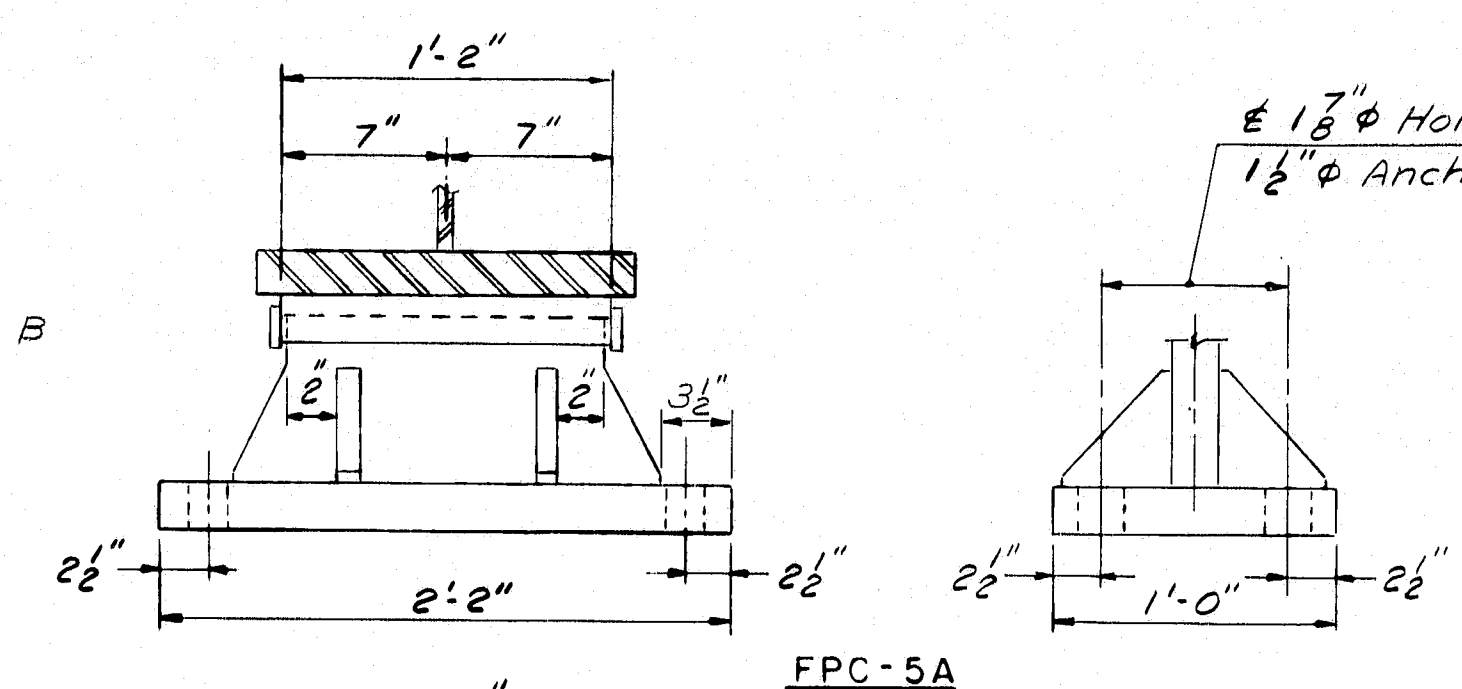
CONNECTION PLATE WELD  
No Scale



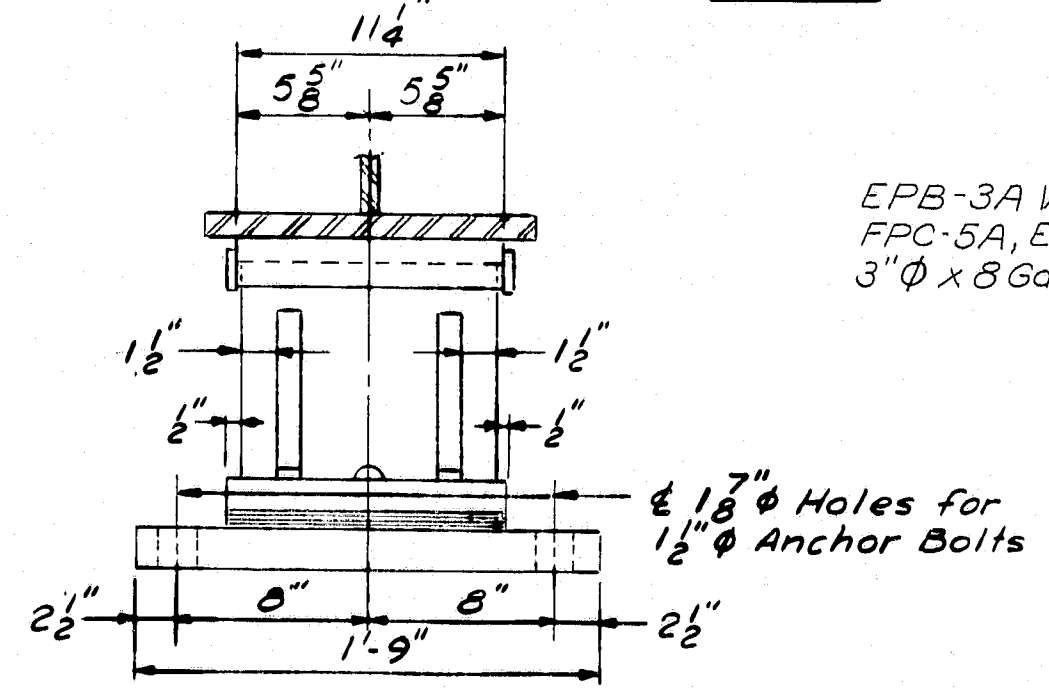
FLANGE THICKNESS TRANSITION  
No Scale



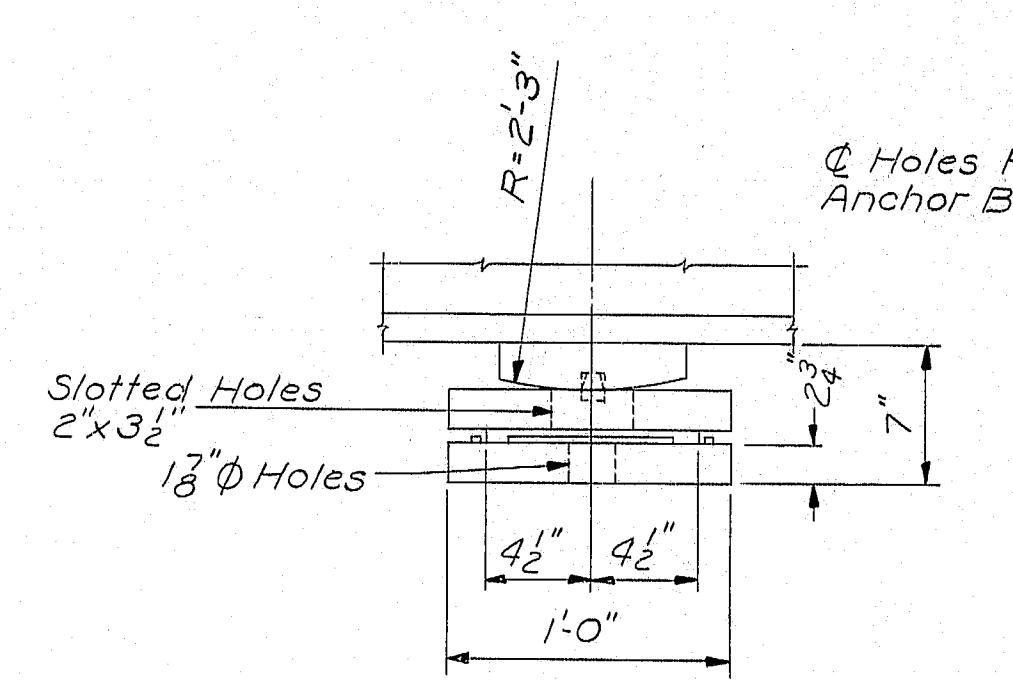
DETAIL A  
1' x 1'-0"



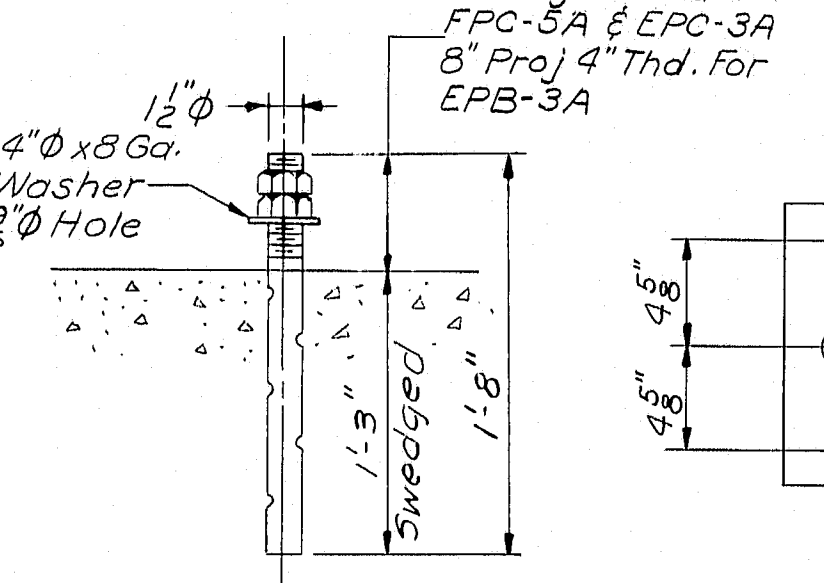
FPC-5A



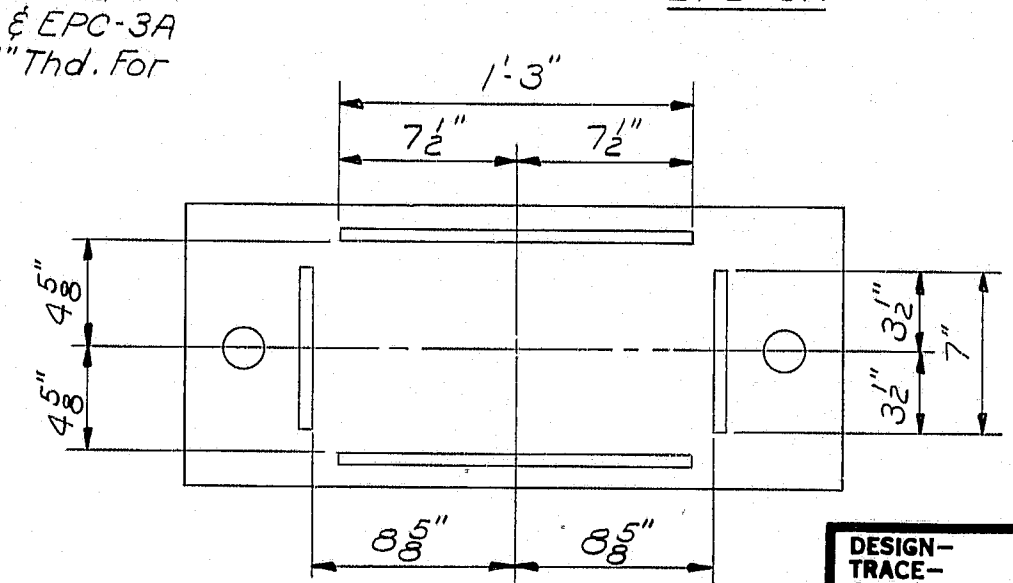
EPC-3A



EPB-3A



ANCHOR BOLT DETAIL



MASONRY PLATE  
(EPB-3A)

STANDARD PEDESTAL MODIFICATION  
1 1/2' x 1'-0"

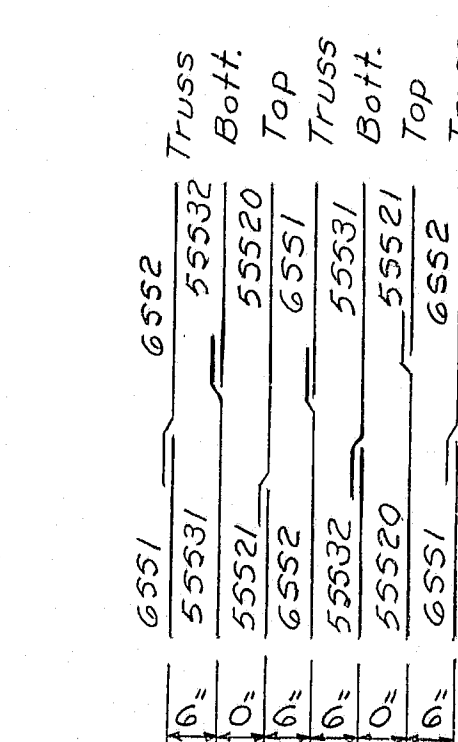
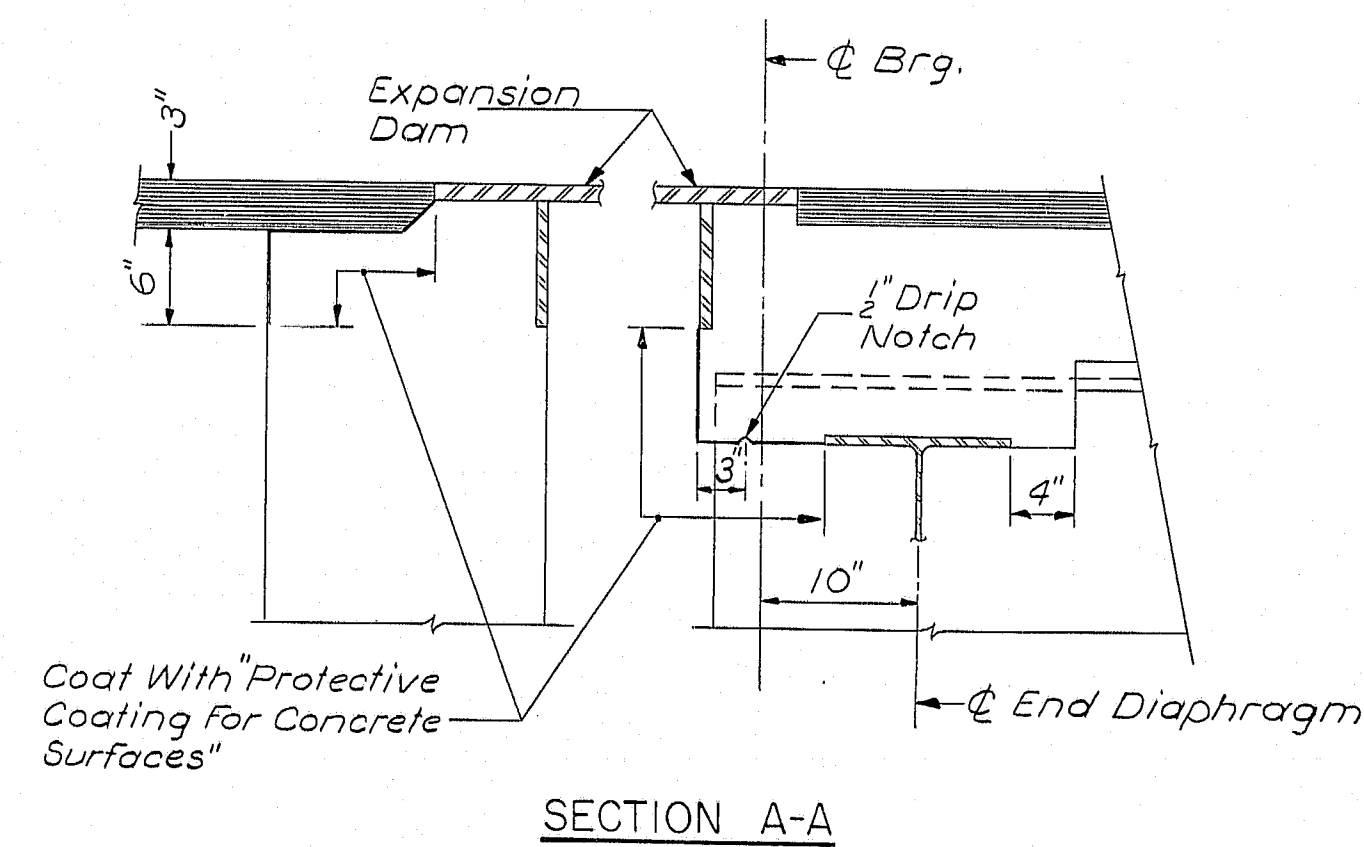
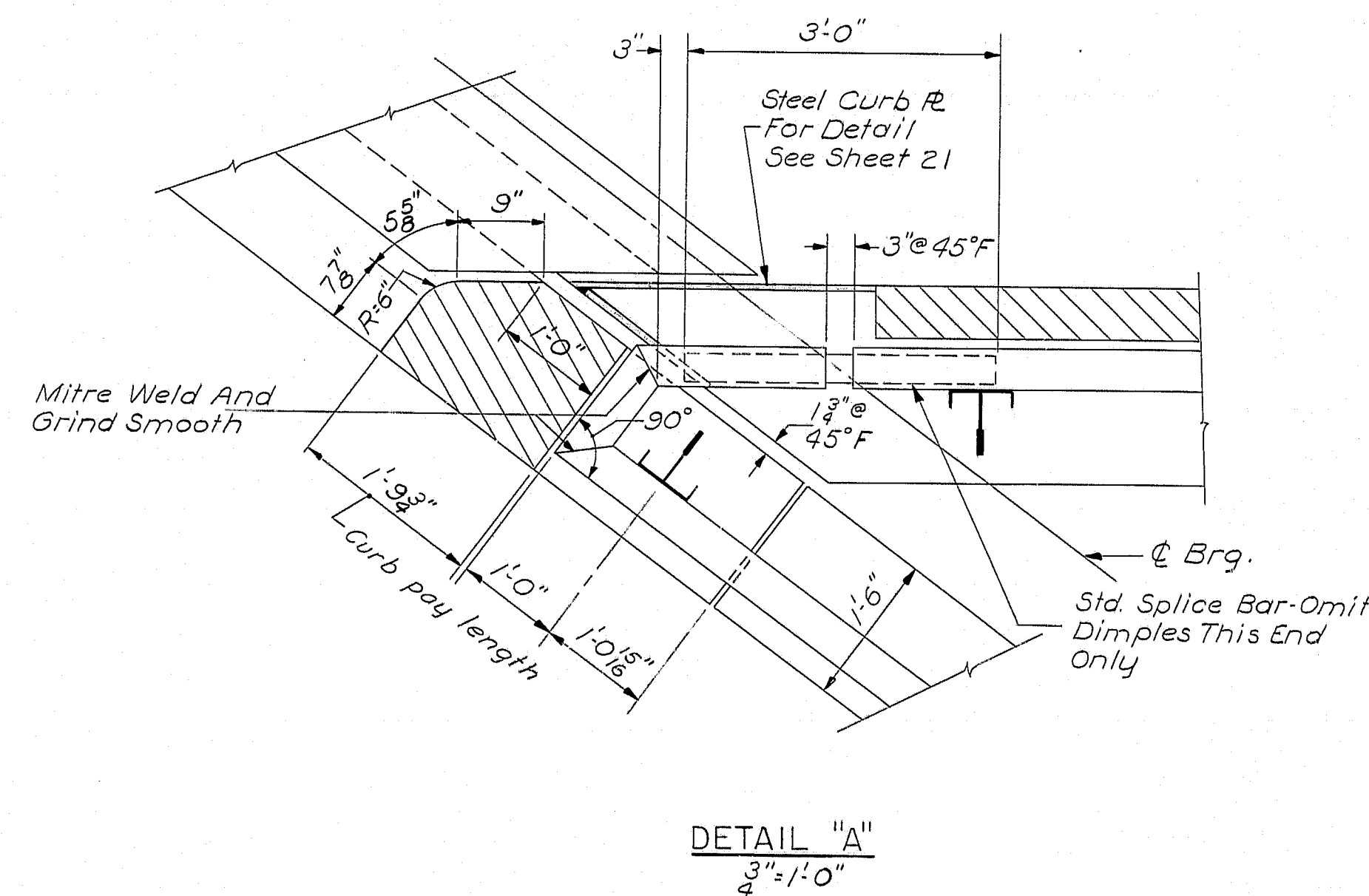
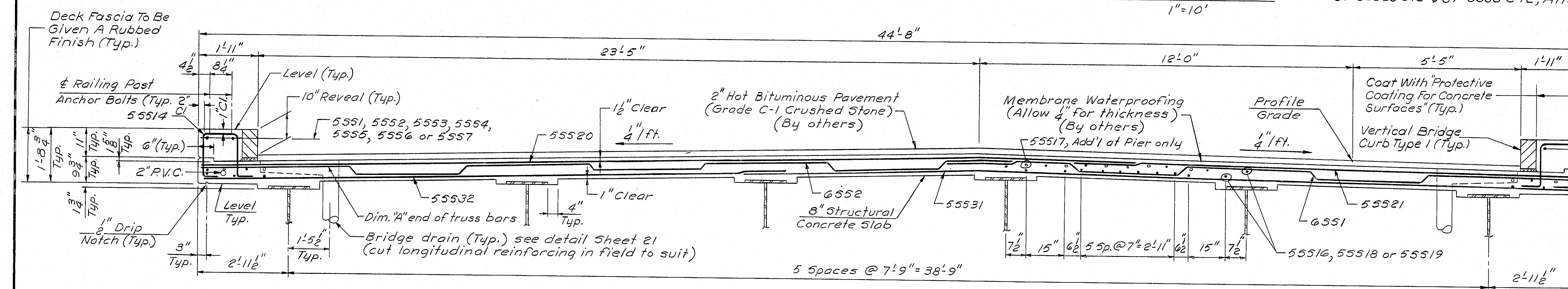
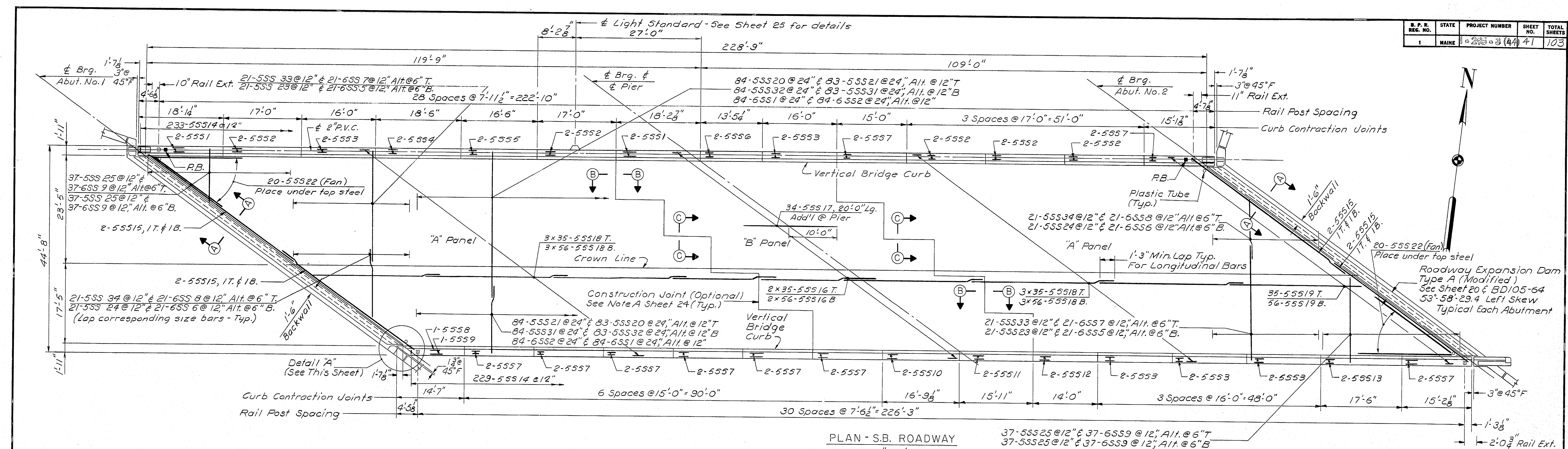
NOTE:  
For dimensions and details not shown see EPC-3, EPB-3 & FPC-5 & anchor bolt detail Standard Detail Sheet BD101-70

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

DESIGN- TRACE- CHECK- REF.	DETAIL - I.S.	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION I - 295 OVER STATE ROUTE 703 IN THE CITY OF SOUTH PORTLAND CUMBERLAND COUNTY STEEL DETAILS II		
SHEET 21 OF 28 AUGUSTA, MAINE JUNE 1970		

I-295 Scarborough - Sp... 197-69





- ## GENERAL SUPERSTRUCTURE NOTES

1. At joints in curbs and vertical bridge curbs over piers, use 4" preformed expansion joint filler. At all other curb joints, break the bond between concrete surfaces with a clear approved form oil. Form "V" groove on outside face of curb and slab at each vertical joint. Provide joints in Vertical Bridge Curb at safely walk construction joints.
2. For Section B-B, C-C, curb detail and 1"V" groove detail see Sheet 24.
3. For bridge rail, see standard details BD/06-69 Aluminum Rail. Maximum length of rail shall not be greater than two panels.
4. Place concrete in "A" panels before placing concrete in "B" panels. See Note "A" Sheet 24.
5. Vertical Bridge Curb will be paid for under Item 609.13.
6. Reinforcing steel to have 2" minimum cover unless otherwise shown.
7. For lighting details see Sheet 25.
8. For end post detail on superstructure see Sheet 24.

DESIGN—	E.F.K. DETAIL J.M.M.	BRIDGE NO.	
RACE—		SURVY—	
CHECK—	G.J.	PLOT—	

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

I-295  
OVER

STATE ROUTE 703

IN THE CITY OF  
SOUTH PORTLAND  
CUMBERLAND COUNTY

SUPERSTRUCTURE DETAILS S.B. ROADWAY

SHEET 220F 28 AUGUSTA, MAINE JUNE 1970



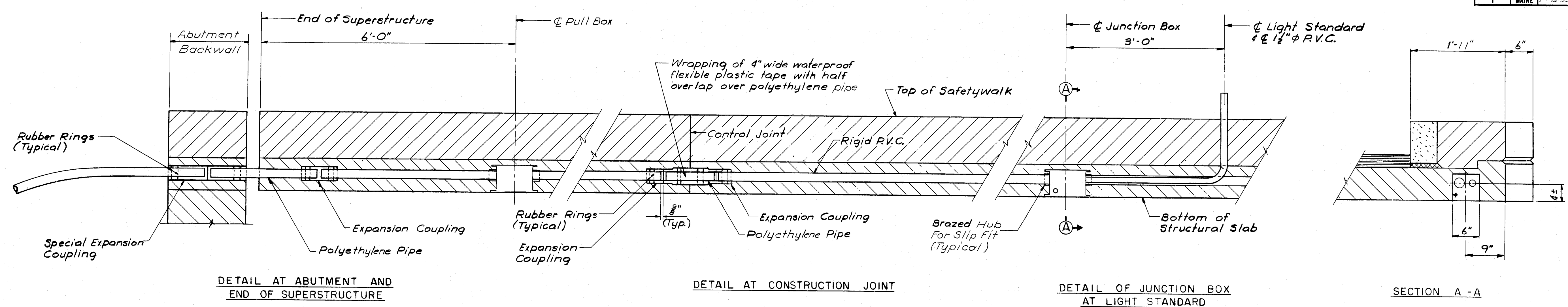




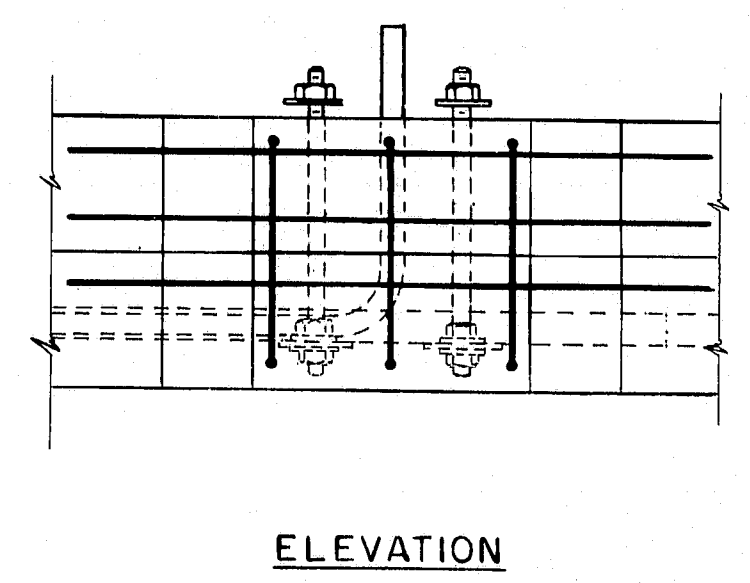
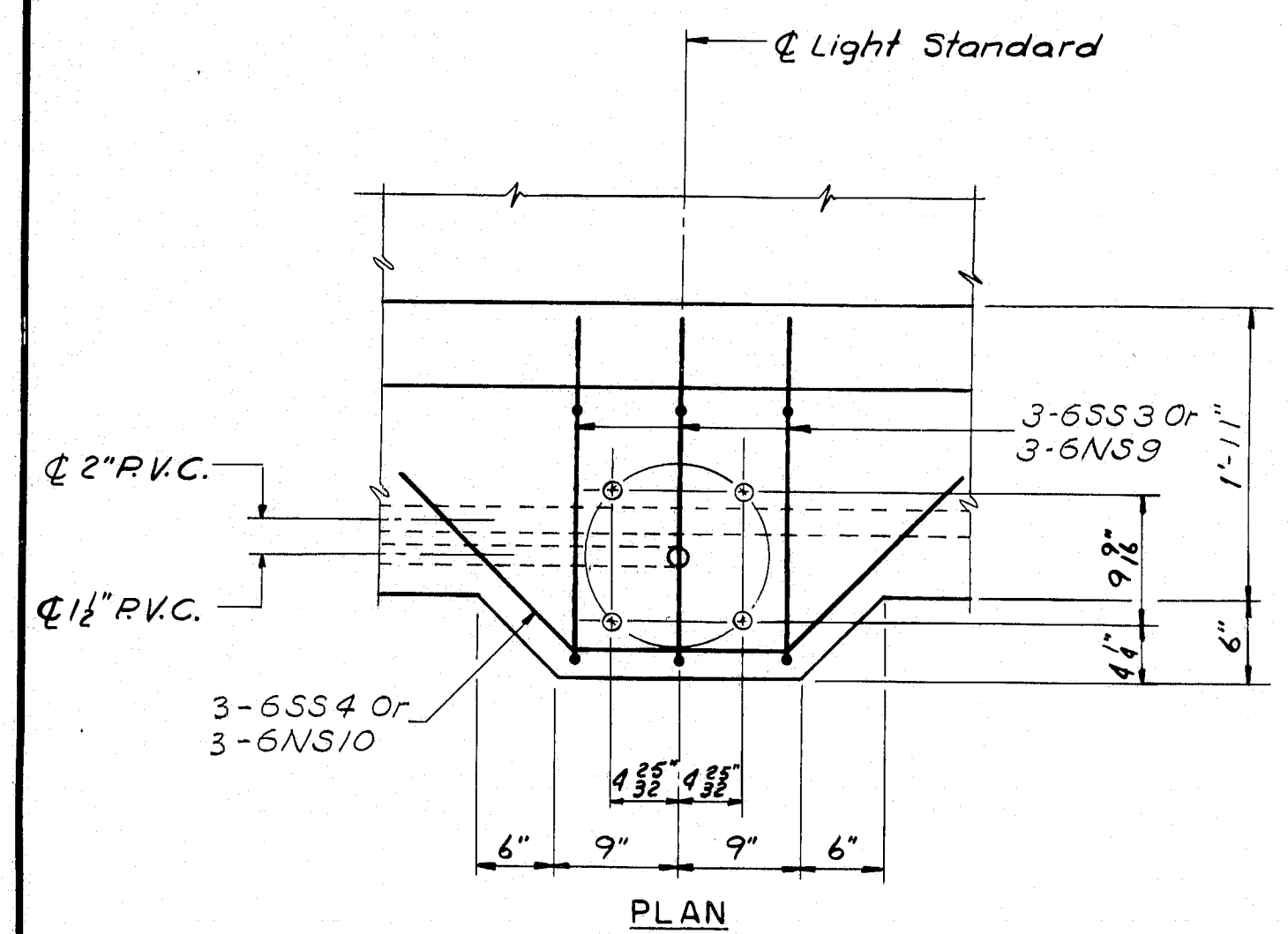




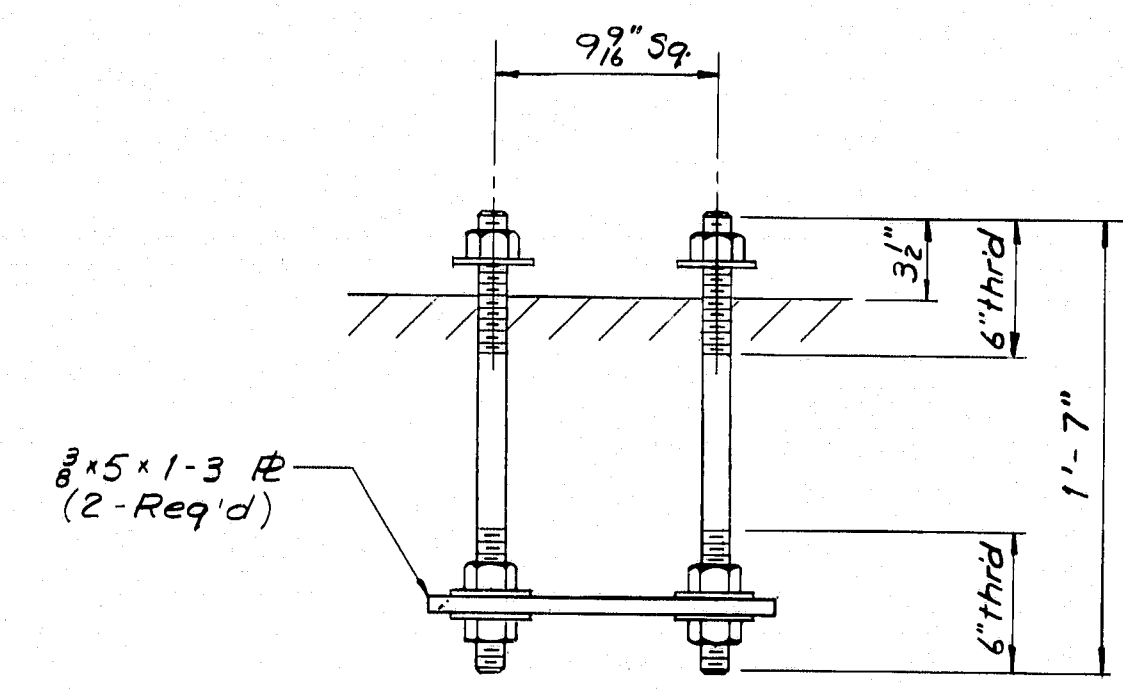
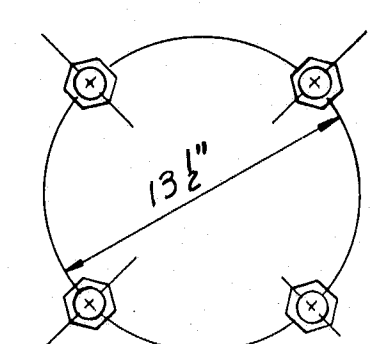
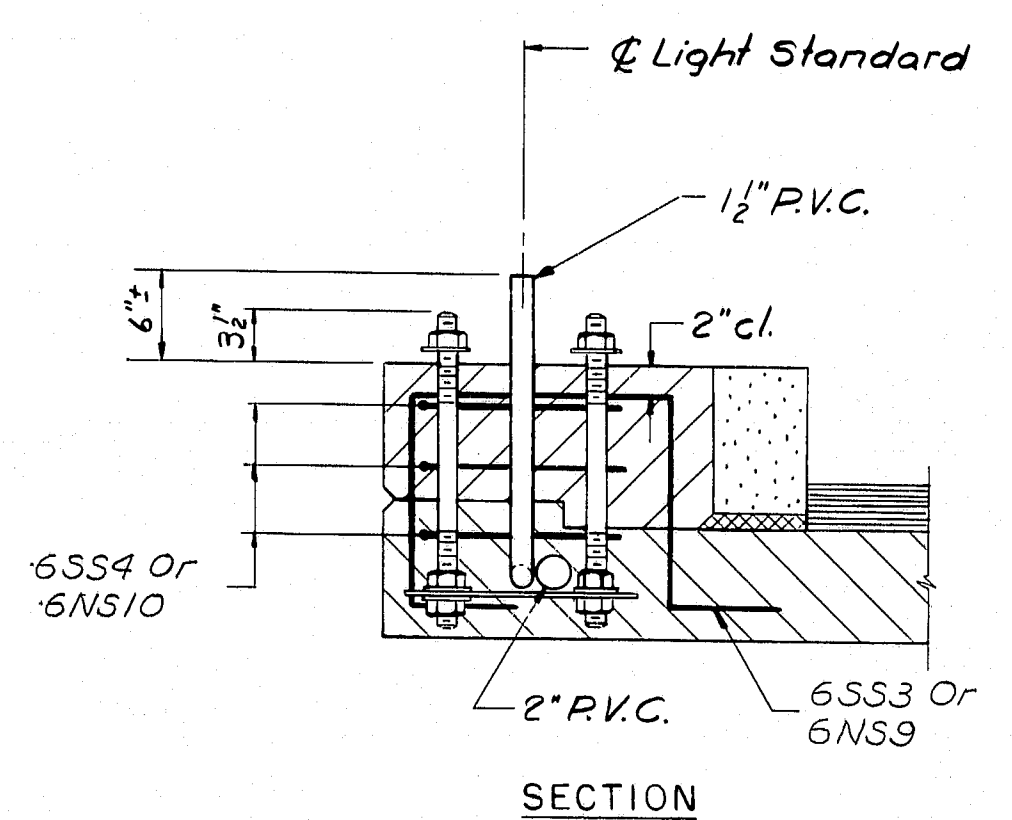
B. P. E. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295	44	103



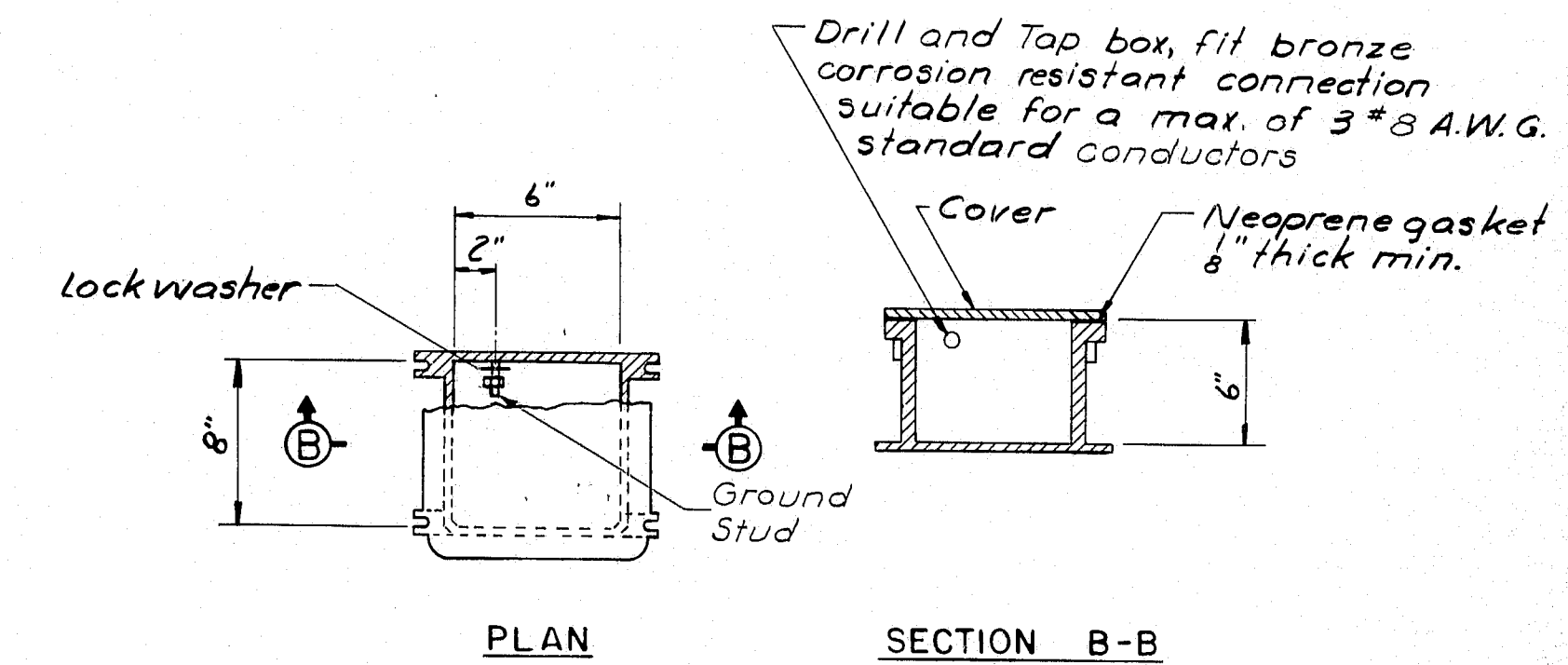
**LIGHTING CONDUIT DETAILS**  
 1" = 1'-0"



**DETAILS AT LIGHT STANDARD LOCATION**  
 1" = 1'-0"



**NOTE:**  
 4-1 1/4" Bolts Required with 3 Hex Nuts and 3 Std. Washers for each bolt. Bolts, nuts and washers to be Stainless Steel, ASTM A1276, Type 403, 1/16" thick. 100,000 psi. E.Tor. 15% min. Hex. Nuts embedded in conc. shall conform to ASTM A307.



**GALVANIZED CAST FERROUS ALLOY JUNCTION BOX OR PULL BOX**  
 1 1/2" = 1'-0"

- NOTES:**
1. Light standards are not part of this contract.
  2. Payment for bridge roadway lighting system conduit shall be made under Item 638.01 "Embedded Work in Structures."
  3. See Superstructure Sheets 22 & 23 for location of conduit and light standards.

DESIGN - E.F.K.	DETAIL - S.H.R.	BRIDGE NO.
TRACE - G.U.J.	SURVEY -	1-295
CHECK - G.U.J.	PLOT -	OVER
STATE HIGHWAY COMMISSION		
BRIDGE DIVISION		
STATE ROUTE 703		
IN THE CITY OF		
SOUTH PORTLAND		
CUMBERLAND COUNTY		
LIGHTING DETAILS		
SHEET 25 OF 28 AUGUSTA, MAINE JUNE 1970		

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



MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
ABUTMENT NO. 1										
4A1	4	5	3'10	103	3'0	10	3			Backwall
4A2	4	5	16'0	103	14'9	1'3	1'0			"
4A3	4	2	4'3	Str.						"
4A4	4	5	14'9	Str.						"
4A5	4	75	19'8	Str.						"
4A6	4	5	12'9	Str.						"
4A7	4	2	8'9	Str.						Backwall
4A8	4	4	6'8	102	8	3'0	3'0			Closure Wall
4A9	4	20	6'2	102	2'2	2'0	2'0			Pads
4A10	4	20	5'9	102	1'9	2'0	2'0			"
4A11	4	10	8'8	102	2'2	3'3	3'3			"
4A12	4	10	8'3	102	1'9	3'3	3'3			Pads
4A13	4	10	13'6	Str.						Backwall
4A14	4	5	5'10	103	4'7	1'3	1'2			"
4A15	4	2	4'9	103	3'6	1'3	1'0			"
4A16	4	3	3'6	103	2'3	1'3	1'2			Backwall
4A17	4	4	7'1	106	2'6	3'5	8	1'2		Closure Wall
4A18	4	8	4'1	100	7	1'0	5			End Post
4A19	4	4	9'3	102	7	2'2	6'6			"
4A20	4	4	8'0	102	11	1'3	5'2	8		End Post
4A21	4	5	6'9	102	3'0	3'9				Stem
4A22	4	2	6'10	102	1'10	2'6	2'6			"
4A23	4	2	5'10	102	1'2	2'4	2'4			Stem
5A1	5	139	3'0	Str.						Stem Dowels
5A2	5	122	12'10	Str.						Stem
5A3	5	122	5'0	105	1'6	2'3	1'0	1'3		Stem
5A4	5	127	5'2	105	2'10	2'4	1'10			Backwall Dowels
5A5	5	179	13'1	Str.						Stem
5A6	5	192	5'2	Str.						Stem Dowels
5A7	5	3	20'7	Str.						Stem
5A8	5	1	17'8	Str.						"
5A9	5	1	4'9	Str.						"
5A10	5	10	4'6	103	3'3	1'3	1'2			"
5A11	5	10	3'6	103	2'3	1'3	1'2			"
5A12	5	10	3'8	103	2'5	1'3	9			Stem
5A13	5	252	5'7	Str.						Backwall
5A14	5	125	3'6	Str.						Backwall Dowels
5A15	5	161	19'8	Str.						Backwall
5A16	5	10	12'3	Str.						Stem
5A17	5	10	17'0	103	16'9	1'3	1'0			"
5A18	5	13	16'0	Str.						"
5A19	5	10	14'1	103	12'10	1'3	9			"
5A20	5	13	11'1	Str.						"
5A21	5	13	14'8	Str.						"
5A22	5	10	7'8	103	3'11	3'9	2'2			"
5A23	5	10	11'8	103	7'5	4'3	2'5			"
5A24	5	12	4'3	Str.						"
5A25	5	1	6'10	Str.						"
5A26	5	6	21'2	Str.						"
5A27	5	9	18'2	Str.						"
5A28	5	3	20'10	Str.						"
5A29	5	4	17'10	Str.						"
5A30	5	4	14'2	Str.						Stem
5A31	5	8	2'6	Str.						Closure Wall
5A32	5	8	4'8	Str.						Closure Wall
5A33	5	10	5'11	102	2'8	3'3				Stem
5A34	5	10	3'10	103	3'0	10	3			"
5A35	5	10	4'9	Str.						Stem
5A36	5	10	6'7	102	7	3'0	3'0			End Post
5A37	5	5	8'3	102	11	3'8	3'8			End Post
6A1	6	114	3'6	103	1'9	1'9	1'3			Approach Slab Dowels
6A2	6	110	30'0	Str.						Footings
6A3	6	22	33'0	Str.						"
6A4	6	378	10'0	Str.						"
6A5	6	22	17'9	Str.						Footings
6A6	6	178	8'3	Str.						Stem

MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
ABUTMENT NO. 2										
4B1	4	5	3'0	103	3'0	10	3			Backwall
4B2	4	5	17'7	103	16'4	1'3	1'0			"
4B3	4	2	4'3	Str.						"
4B4	4	5	16'4	Str.						"
4B5	4	65	19'8	Str.						"
4B6	4	5	12'9	Str.						"
4B7	4	2	8'9	Str.						Backwall
4B8	4	4	6'8	102	8	3'0	3'0			Closure Wall
4B9	4	20	6'2	102	2'2	2'0	2'0			Pads
4B10	4	20	5'9	102	1'9	2'0	2'0			"
4B11	4	10	8'8	102	2'2	3'3	3'3			"
4B12	4	10	8'3	102	1'9	3'3	3'3			Pads
4B13	4	10	20'6"	Str.						Backwall
4B14	4	5	5'10	103	4'7	1'3	1'2 1/2			"
4B15	4	2	4'9	103	3'6	1'3	1'0			"
4B16	4	3	3'6	103	2'3	1'3	1'2			Backwall
4B17	4	4	7'1	106	2'6	3'5	8	1'2		Closure Wall
4B18	4	8	4'1	100	7 1/2	1'0	5			End Post
4B19	4	4	9'3 1/2	102	7 1/2	2'2	6'6			End Post Med.
4B20	4	4	8'0	102	11	1'3	5'2	8		End Post Med.
4B21	4	5	6'9	102	3'0	3'9				Stem
4B22	4	2	6'10	102	1'10	2'6	2'6			"
4B23	4	2	5'10	102	1'2	2'4	2'4			Stem
5B1	5	133	3'0	Str.						Stem Dowels
5B2	5	48	11'5	Str.						Stem
5B3	5	116	5'0	105	1'6	2'3	1'0	1'3		"
5B4	5	114	5'2	105	2'10	2'4	1'10 1/2			"
5B5	5	68	11'7	Str.						Stem
5B6	5	171	5'2	Str.						Stem Dowels
5B7	5	170	6'8	Str.						Stem
5B8	5	6	19'2	Str.						"
5B9	5	1	6'10	Str.						"
5B10	5	12	4'3	Str.						"
5B11	5	9	16'2	Str.						"
5B12	5	4	16'0	Str.						"
5B13	5	3	19'3	Str.						Stem
5B14	5	92	5'6	Str.						Backwall
5B15	5	47	3'6	Str.						"
5B16	5	4	12'7	Str.						Backwall
5B17	5	9	5'11	102	2'8	3'3				Stem
5B18	5	9	18'7	103	17'4	1'3	1'0			"
5B19	5	12	16'0	Str.						"
5B20	5	126	19'8	Str.						"
5B21	5	9	14'1	103	12'10	1'3	9			"
5B22	5	12	11'1	Str.						"
5B23	5	9	7'8	103	3'11	3'9	2'2 1/2			"
5B24	5	9	11'8	103	7'5	4'3	2'5 1/2			Stem
5B25	5	8	2'6	Str.						Closure Wall Dowels
5B26	5	8	4'8	Str.						Closure Wall
5B27	5	9	19'5	Str.						Stem
5B28	5	12	20'6	Str.						"
5B29	5	9	3'8	103	2'5	1'3	9			"
5B30	5	9	4'6	103	3'3	1'3	1'2 1/2			"
5B31	5	9	3'6	103	2'3	1'3	1'2 1/2			"
5B32	5	68	10'2	Str.						"
5B33	5	103	10'4	Str.						Stem
5B34	5	137	5'7	Str.						Backwall
5B35	5	68	3'8	Str.						Backwall
5B36	5	3	17'11	Str.						Stem
5B37	5	1	5'0	Str.						"
5B38	5	1	14'11	Str.						Stem
5B39	5	10	6'7 1/2	102	7 1/2	3'0	3'0			End Post
5B40	5	5	8'3	102	11	3'8	3'8			End Post Med.
5B41	5	9	4'9	Str.						Stem
5B42	5	9	3'10	103	3'0	10	3			Stem
6B1	6	107	3'6	103	1'9	1'9	1'3			Approach Slab Dowels
6B2	6	110	30'0	Str.						Footings
6B3	6	22	23'0	Str.						"
6B4	6	22	16'3	Str.						"
6B5	6	372	9'3	Str.						Footings

B. P. R. STATE PROJECT NUMBER SHEET TOTAL REG. NO. MAINE 345 103										
MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
PIERS										
4P1	4	255	11'-5	100	2'-8	2'-8	4'-6			Column Ties
6P1	6	385	8'-6	Str.						Footings
7P1	7	9	32'-2	Str.						Footings
7P2	7	9	45'-3	Str.						"
7P3	7	8	8'-2	Str.						"
7P4	7	9	39'-6	Str.						"
7P5	7	9	42'-6	Str.						"
7P6	7	9	33'-5	Str.						"
7P7	7	6	8'-5	Str.						"
7P8	7	6	10'-9	Str.						Footings
8P1	8	16	38'-3	Str.						Footings
9P1	9	8	10'-9	Str.						Footings
9P2	9	8	8'-9	Str.						"
9P3	9	8	33'-8	Str.						"
9P4	9	8	40'-5	Str.						"
9P5	9	8	39'-6	Str.						Footings
10P1	10	8	12'-1	Str.						Footings
10P2	10	4	10'-1	Str.						Footings
11P1	11	60	17'-0	Str.						Column
11P2	11	48	16'-9	Str.						"
11P3	11	36	16'-3	Str.						"
11P4	11	24	17'-2	Str.						"
11P5	11	12	16'-6	Str.						"
11P6	11	48	12'-0	Str.						"
11P7	11	228	8'-7	107		2'-0	6'-7			Column Footings Dowels
APPROACH SLABS ABUTMENT NO. 1										
4A51	4	14	29'-0	Str.						
4A52	4	14	39'-3	Str.						
4A53	4	28	40'-2	Str.						
6A51	6	658	16'-6	Str.						
6A52	6	40	13'-2 to 16'-6	Str.				10		8 Groups of 5 each
APPROACH SLABS ABUTMENT NO. 2										
4B51	4	28	29'-0	Str.						
4B52	4	14	39'-3	Str.						
4B53	4	14	40'-0	Str.						
4B54	4	14	26'-3	Str.						
6B51	6	596	16'-6	Str.						
6B52	6	40	13'-2 to 16'-6	Str.				10		8 Groups of 5 each



MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
WING WALLS - ABUTMENT NO. 1										
5WA1	5	60	2'-6	Str.						Stem Dowel
5WA2	5	12	20'-9 to 16'-0	Str.					5 1/2	Stem
5WA3	5	12	10'-9 to 5'-9	Str.					1'-0	Stem 2 Groups of 6
5WA4	5	2	18'-2	103	17'-2	1'-0	5			Stem
5WA5	5	2	7'-9	Str.						"
5WA6	5	18	11'-0	Str.						"
5WA7	5	22	7'-0	Str.						Stem
5WA8	5	10	16'-6 to 2'-0	Str.					3'-7 1/2	Stem 2 Groups of 5
5WA9	5	2	14'-3	103	13'-3	1'-0	2			Stem
5WA10	5	2	15'-8	Str.						"
5WA11	5	2	20'-8	Str.						"
5WA12	5	15	20'-6 to 18'-6	Str.					1 1/8	"
5WA13	5	26	14'-1	Str.						"
5WA14	5	17	15'-6 to 13'-0	Str.					1 1/8	"
5WA15	5	18	15'-8	Str.						"
5WA16	5	16	13'-0 to 10'-9	Str.					1 1/8	"
5WA17	5	16	15'-2	Str.						"
5WA18	5	12	7'-8 to 6'-0	Str.					4	"
5WA19	5	2	8'-0	Str.						"
5WA20	5	2	13'-0	Str.						"
5WA21	5	2	8'-6	Str.						Stem
6WA1	6	8	13'-6	Str.						Stem
6WA2	6	8	10'-3 to 5'-6	Str.					8 1/2	"
6WA3	6	43	5'-0	Str.						"
6WA4	6	11	4'-6	Str.						"
6WA5	6	11	13'-6	Str.						"
6WA6	6	11	5'-0 to 2'-8	Str.					2 3/4	"
6WA7	6	11	9'-6	Str.						"
6WA8	6	11	6'-6 to 4'-3	Str.					2 3/4	Stem
6WA9	6	65	8'-6	Str.						Footing
6WA10	6	36	16'-6	Str.						"
6WA11	6	11	21'-0	Str.						"
6WA12	6	18	10'-0	Str.						"
6WA13	6	8	9'-10	103	1'-6	6'-10	6'-0	1'-6		"
6WA14	6	22	12'-0	Str.						"
6WA15	6	13	10'-9	Str.						"
6WA16	6	9	23'-0	Str.						Footing
6WA17	6	15	6'-0 to 4'-0	Str.					1 1/2	Stem
6WA18	6	9	8'-3	Str.						"
6WA19	6	10	17'-6	Str.						Stem
6WA20	6	8	7'-6	107	1'-6		6'-0			Footing
7WA1	7	7	9'-6	Str.						Stem
7WA2	7	19	7'-3	Str.						Stem
8WA1	8	15	7'-6	Str.						Stem
8WA2	8	20	10'-0	Str.						Footing
9WA1	9	13	10'-9	Str.						Footing
MEDIAN WALL - ABUTMENT NO. 1										
5MA1	5	40	2'-6	Str.						Dowel
5MA2	5	40	21'-1	Str.						Stem
5MA3	5	30	18'-2	Str.						"
5MA4	5	30	20'-3	Str.						Stem
6MA1	6	26	6'-9	Str.						Stem
6MA2	6	40	10'-3	Str.						Footing
6MA3	6	40	20'-3	Str.						Footing
7MA1	7	27	8'-3	Str.						Stem
7MA2	7	26	17'-9	Str.						Stem
8MA1	8	53	6'-9	Str.						Dowel
8MA2	8	40	10'-3	Str.						Footing

MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
WINGWALLS ~ ABUTMENT NO. 2										
5WB1	5	53	2'-6	Str.						Stem Dowel
5WB2	5	9	19'-0 to 15'-0	Str.					6	Stem
5WB3	5	12	12'-0 to 6'-0	Str.					1'-2 1/2	Stem 2 Groups of 6
5WB4	5	2	15'-3	103	14'-5	10	4 1/2			Stem
5WB5	5	18	8'-1	Str.						Stem
5WB6	5	8	13'-6 to 2'-0	Str.					3'-10	Stem 2 Groups of 4
5WB7	5	2	8'-0	Str.						Stem
5WB8	5	10	7'-0	Str.						"
5WB9	5	23	17'-10 to 14'-6	Str.					1 1/8	"
5WB10	5	2	22'-6	103	21'-8	10	1 1/2			"
5WB11	5	22	22'-1	Str.						"
5WB12	5	26	11'-6 to 8'-0	Str.					1 1/8	"
5WB13	5	2	25'-0	Str.						"
5WB14	5	12	24'-8	Str.						"
5WB15	5	2	18'-0	Str.						"
5WB16	5	2	9'-0	Str.						"
5WB17	5	2	13'-0	Str.						Stem
6WB1	6	6	13'-6	Str.						Stem
6WB2	6	6	8'-8 to 4'-10	Str.					9 1/4	"
6WB3	6	15	6'-3	Str.						"
6WB4	6	15	13'-6	Str.						"
6WB5	6	15	7'-5 to 4'-0	Str.					3	"
6WB6	6	27	5'-0	Str.						"
6WB7	6	14	8'-9	Str.						"
6WB8	6	14	5'-0 to 2'-3	Str.					2 1/2	"
6WB9	6	3	8'-6 to 8'-0	Str.					3	Stem
6WB10	6	38	8'-6	Str.						Footling
6WB11	6	18	19'-6	Str.						"
6WB12	6	10	28'-0	Str.						"
6WB13	6	27	9'-0	Str.						"
6WB14	6	8	9'-10	103	1'-6	6'-10	6'-0	1'-6		"
6WB15	6	22	13'-0	Str.						"
6WB16	6	11	10'-9	Str.						"
6WB17	6	8	30'-0	Str.						"
6WB18	6	8	7'-6	107	1'-6		6'-0			Footling
7WB1	7	5	9'-6	Str.						Stem
7WB2	7	30	6'-3	Str.						Stem
7WB3	7	29	9'-0	Str.						Footling
8WB1	8	11	7'-6	Str.						Stem
9WB1	9	11	10'-9	Str.						Footling
MEDIAN WALL ~ ABUTMENT NO. 2										
5MB1	5	40	2'-6	Str.						Dowel
5MB2	5	40	19'-0	Str.						Stem
5MB3	5	26	18'-2	Str.						"
5MB4	5	26	20'-3	Str.						Stem
6MB1	6	27	8'-3	Str.						Stem
6MB2	6	26	17'-6	Str.						"
6MB3	6	26	4'-6	Str.						Stem
6MB4	6	39	9'-6	Str.						Footling
6MB5	6	40	20'-3	Str.						Footling
7MB1	7	53	7'-3	Str.						Dowel
7MB2	7	40	9'-6	Str.						Footling

B. P. R.		STATE		PROJECT NUMBER		SHEET NO.		TOTAL SHEETS		
REG. NO.		10-203-3 (4)		46		103				
MARK	SIZE	NO.	LENGTH	TYPE	DIMENSIONS				INCR.	LOCATION AND REMARKS
					A	B	C	D		
SUPERSTRUCTURE - SOUTHBOUND										
5SS1	5	4	17'-9	Str.						Curb
5SS2	5	10	16'-8	Str.						"
5SS3	5	10	15'-8	Str.						"
5SS4	5	2	18'-2	Str.						"
5SS5	5	2	16'-2	Str.						"
5SS6	5	2	13'-1	Str.						"
5SS7	5	18	14'-8	Str.						"
5SS8	5	1	13'-0	Str.						"
5SS9	5	1	12'-3	Str.						"
5SS10	5	2	16'-5	Str.						"
5SS11	5	2	15'-7	Str.						"
5SS12	5	2	13'-8	Str.						"
5SS13	5	2	17'-2	Str.						"
5SS14	5	462	4'-10	101	1'-0	1'-5	6	6		Curb
5SS15	5	8	36'-9	Str.						End Transverse
5SS16	5	182	19'-0	Str.						Longitudinal
5SS17	5	34	20'-0	Str.						"
5SS18	5	546	30'-0	Str.						"
5SS19	5	91	25'-0	Str.						Longitudinal
5SS20	5	167	30'-0	Str.						Transverse
5SS21	5	167	15'-6	Str.						Transverse
5SS22	5	40	20'-0	Str.						Corners
5SS23	5	42	27'-0	Str.						Transverse
5SS24	5	42	19'3 to 2'-0	Str.					10 3/8	Transverse-2 Groups of 21
5SS25	5	148	26'-0 to 2'-0	Str.					8	Transverse-4 Groups of 37
5SS26	5	2	7'-2	100	9 1/2	2'-4	5 1/2			End Post
5SS27	5	2	7'-5	100	9 1/2	2'-5 1/2	5 1/2			"
5SS28	5	2	7'-9	100	9 1/2	2'-7 1/2	5 1/2			"
5SS29	5	6	8'-0	100	9 1/2	2'-9	5 1/2			"
5SS30	5	6	8'-9	100	10 1/2	3'-0 1/2	5 1/2			End Post
5SS31	5	167	27'-0	Str.						Transverse
5SS32	5	167	19'-3	Str.						"
5SS33	5	42	22'-10	Str.						Transverse
5SS34	5	42	22'-0 to 2'-0	Str.					1'-0 1/2	Transverse - 2 Groups of 21
6SS1	6	168	20'-11	110	4'-8 3/8	3'-1 3/8	3'-9 3/8	3'-10 3/8		Transverse-Lap Dimension D
6SS2	6	168	27'-5	111	4'-8 3/8	3'-1 3/8	3'-9 3/8	2'-3 3/8		Transverse-Lap Dimension D
6SS3	6	3	5'-4	101	1'-6	1'-5	6	6		Curb@Lighting Standard
6SS4	6	3	5'-8	104	1'-2	2'-3	1'-7	2'-3		Curb@Lighting Standard
6SS5	6	42	27'-2	Str.						Transverse
6SS6	6	42	19'5 to 2'-0	Str.					10 1/2	Transverse-2 Groups of 21
6SS7	6	42	22'-11	Str.						Transverse
6SS8	6	42	22'-11 to 2'-0	Str.					1'-0 3/8	Transverse-2 Groups of 21
6SS9	6	148	26'-2 to 2'-0	Str.					8 1/2	Transverse-4 Groups of 37



