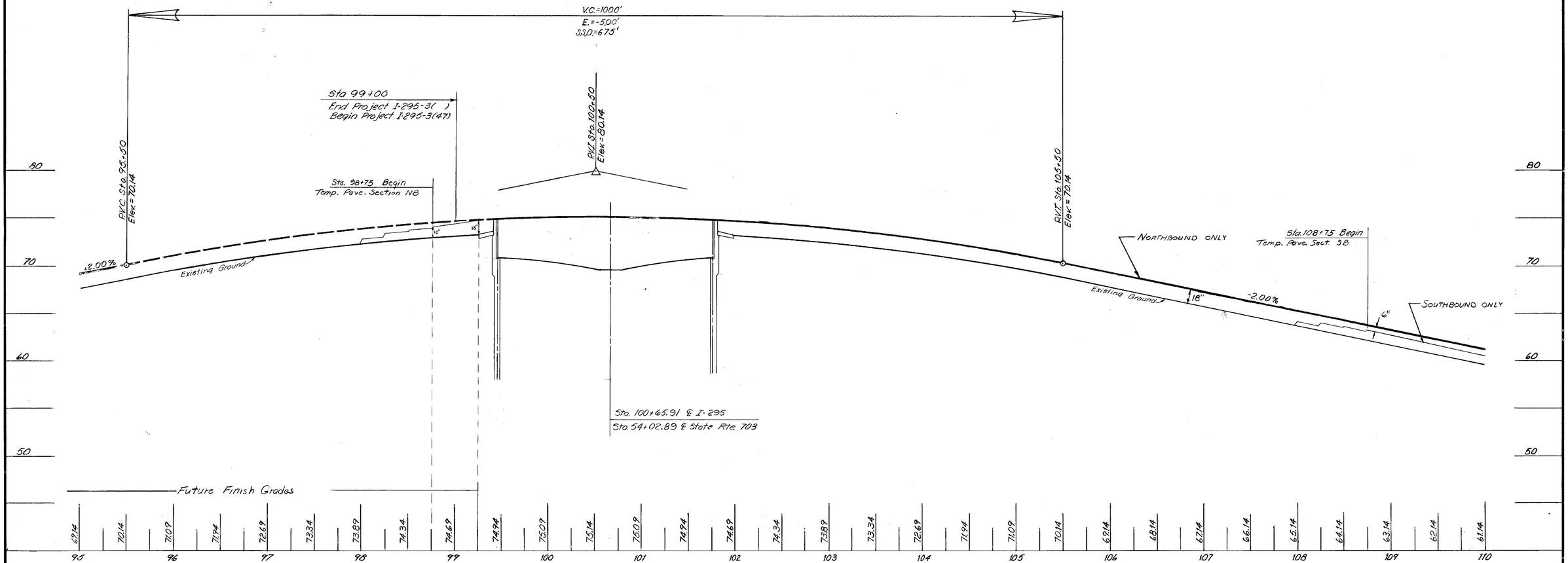
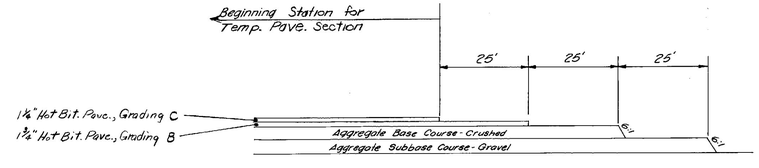
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]	26	59





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

BRUNING 44-302

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	27	59

Sta. 40+00 Lt. S.R. 703
Install 18"x 1" R.C.P.

Sta. 38+33.3 Ramp Tpk-6 SP
Sta. 39+01.32 S.R. 703

Sta. 39+00
Limit of Paving

Exist. Light Std.

Exist. Light Std.

Exist. Light Std.

Exist. Light Std.

Sta. 40+00
Limit of Paving

Exist. Light Std.

P.I. Sta. 33+51.89 Ramp Tpk. 6 Opp. S.R. 703
Sta. 43+81.46

Sta. 46+00 Lt. S.R. 703
Install 18"x 16' R.C.P.

RAMP TPK-6

P.I. Sta: 25+72.77
Δ = 32°-01'-31" Rt.
D = 2°-00'-00"
R = 2864.79'
T = 822.15'
L = 1601.27'
E = 115.64'

State Route 703 N.B.

State Route 703 S.B.

8' Shoulder

4' Shoulder

Existing 8' Shoulder

Sta. 26+00. Limit of Full Stage Const. By Others

Ramp Tpk-6

March Line

I-295

N 79°-05'-06.4"E

As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

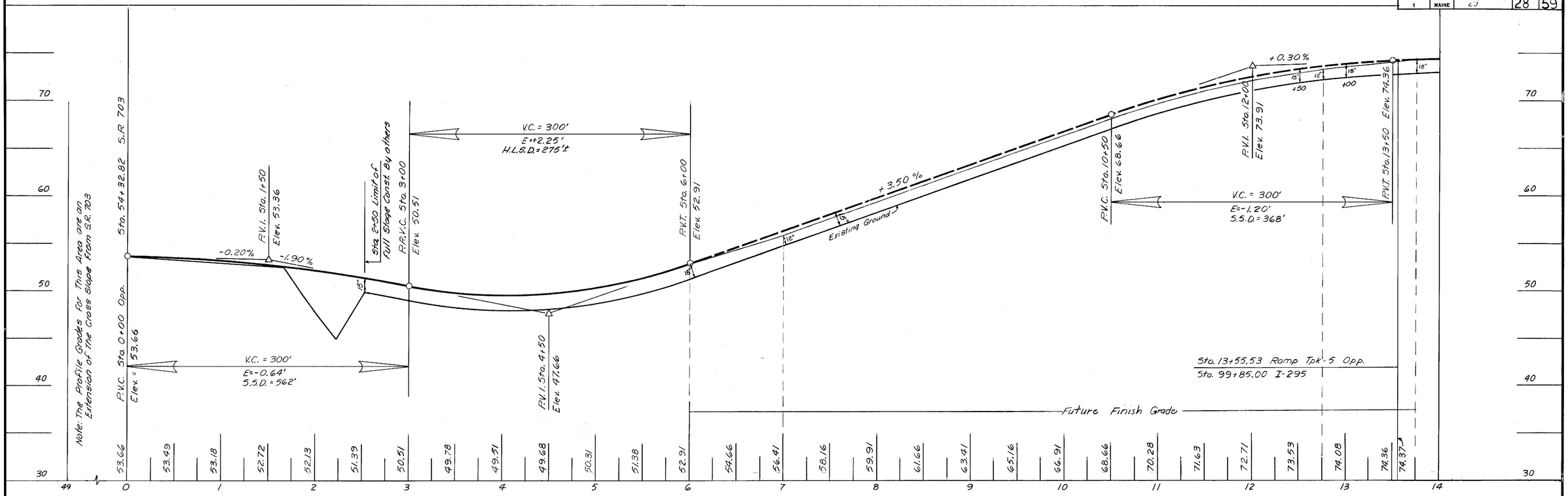
PLAN
RAMP TPK-6
STATE ROUTE 703

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

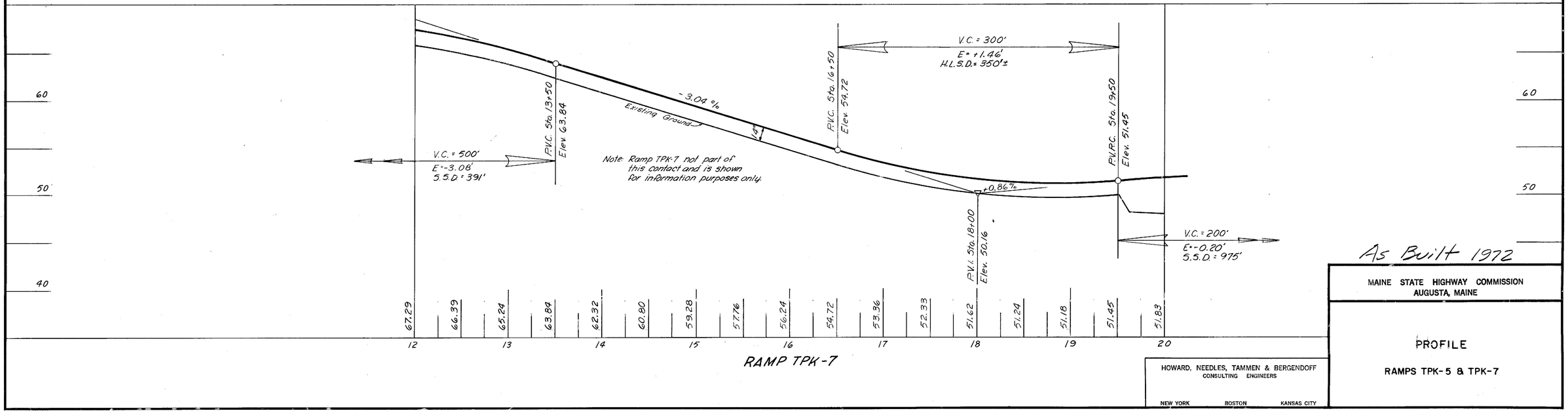
BRUNING 44-302

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		28	59



RAMP TPK-5



RAMP TPK-7

As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

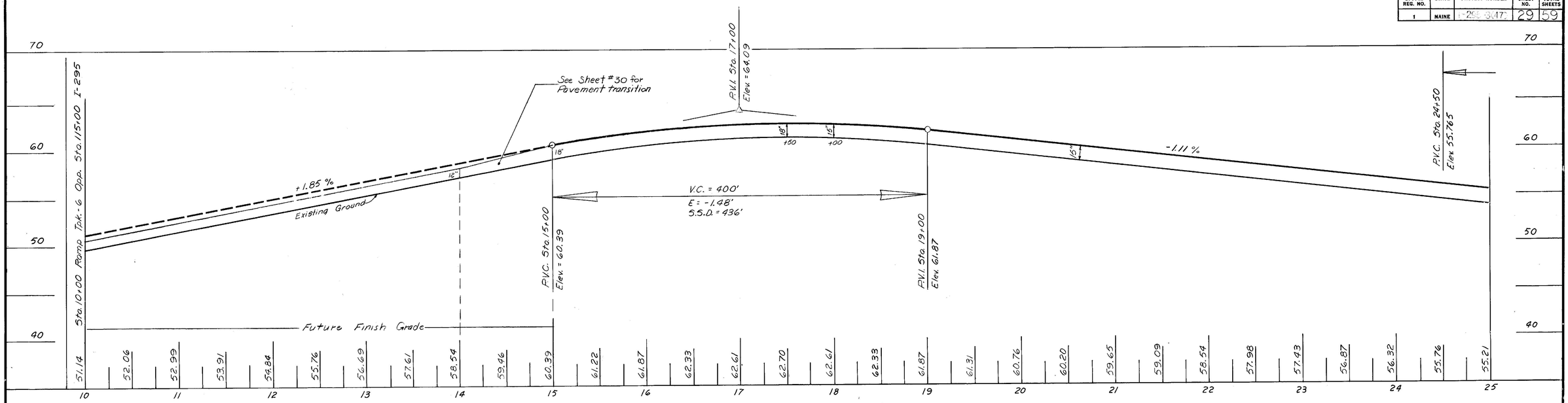
PROFILE

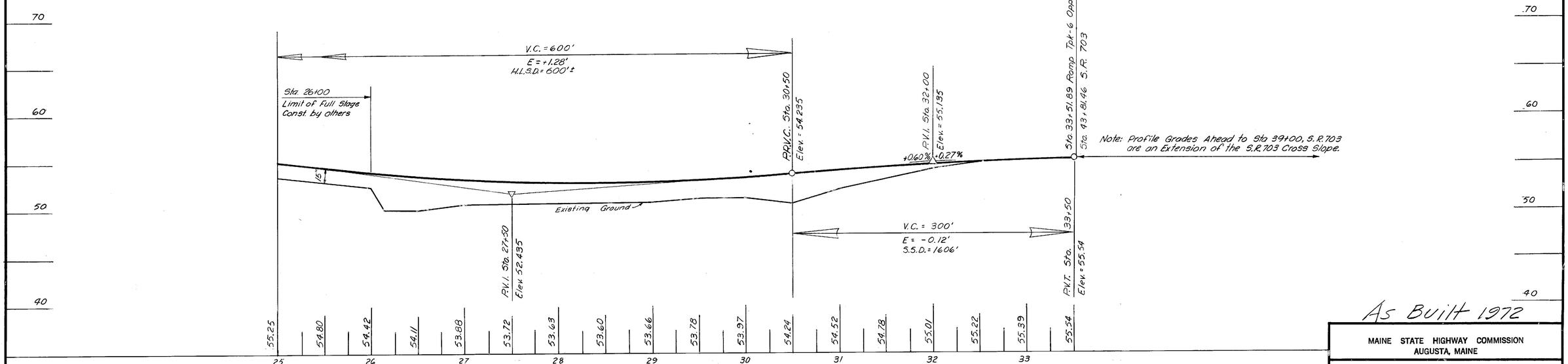
RAMPS TPK-5 & TPK-7

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

BRUNING 44-302

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295 3(17)	29	59





As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE

RAMP TPK-6

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

BRUNING 44-302

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	30	59

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO., DATE, BY

I-295
PI Sta 124+23.57
Δ=16°-21'-33.4"
D=1°-00'-00"
R=5,729.578'
T=823.567'
L=1635.928'
E=58.887'

Sta 101+00 Ramp TPK-6 app.
Sta 115+00 I-295

PC Sta 116+00.00

3 Oversized Portable Barricades with flashing lights.
2 Portable barricades

℄ Ramp TPK-6 N83°-08'-06"E

11' Shoulder

Curb-3a

15' Shoulder

Sta. 118+50 L
TYPE F CB
12"x16' RCP

10' Shoulder

4' Shoulder

℄ Median I-295

4' Shoulder

10' Shoulder

15' Shoulder

MATCH LINE

MATCH LINE

N79°-05'-06.5"E

Temporary Pavement Section Areas

Sta 114+56.02 Ramp TPK-5 app.
Sta 110+85 ℄ Med. I-295

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 19+50 Ramp TPK-6, Rt. L=1475'

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

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

Guard Rail Delineator Posts

I-295 N.B.	Sta. 103+00.6	Rt.
" "	Sta. 113+00	Rt.
" "	Sta. 117+50	Rt.
I-295 SB	Sta. 120+00	Lt.

Bit. Curb-3a
Sta. 17+50 TPK6 to Sta. 118+50 Lt. SB

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, S. M.I. NOTED, STRUCTURE NOTATIONS, NOTE BOOK, NO., DATE, BY

NORTHBOUND ONLY
NORTHBOUND & SOUTHBOUND
SOUTHBOUND ONLY
-2.00%
PVC Sta 114+00
Elev=53.14
V.C.=700'
E=12.00'
H.S.D.=600'+
PVT Sta 121+00
Elev=47.16
+0.29%
NORTHBOUND & SOUTHBOUND
Existing Ground
End Full Depth of Pavement
Sta 110+00 NB & I-295
Begin Full Depth of Pavement
Sta 119+00 NB & SB I-295
PVI Sta 117+50
Elev=46.14
100'
25'
25'
10'
1½" Hot B.I. Pave. "C"
1⅝" Hot B.I. Pave. "B"
4" Agg. Base Crse. - Crushed
3" Agg. Subbase Crse. - Gravel
3" Hot B.I. Pave. "A"
3" Hot B.I. Pave. "A"
⅜" Hot B.I. Pave. "H"
1¾" Hot B.I. Pave. "B"

DETAIL - TRANSITION 3" HBP to 9" HBP

Future Finish Grades

60.14 60.04 59.14 58.14 57.14 56.14 55.14 54.14 53.14 52.18 51.30 50.61 49.79 47.96 48.67 48.14 47.76 47.45 47.23 47.09 47.03 47.05 47.16 47.30 47.44 47.57 47.74 47.88 48.02 48.17 48.32

110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125

60 50 40 30 20

K·E PLATE 1. PLAN-PROFILE KEUFFEL & ESSER CO.

As Built 1972

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	31	59

Curve (2)
P.I. Sta. 124+23.57
Δ = 16°21'33.4" Lt.
D = 1°00'
R = 5,729.58'
T = 823.567'
L = 1635.928'
E = 58.887'

Curve (3)
P.I. Sta. 157+81.46
Δ = 10°23'03.0" Rt.
D = 1°00'
R = 5,729.58'
T = 520.63'
L = 1,038.42'
E = 23.41'

Curve (4)
P.I. Sta. 144+87.36
Δ = 75°54'19.4" Lt.
D = 6°15'
R = 916.73'
T = 715.01'
L = 1,214.49'
E = 245.87'

Curve (5)
P.I. Sta. 148+84.75
Δ = 31°09'13.7" Lt.
D = 4°00'
R = 1,432.39'
T = 399.31'
L = 778.84'
E = 54.62'

Curve (6)
P.I. Sta. 141+88.39
Δ = 14°56'16.3" Lt.
D = 2°30'
R = 2,291.83'
T = 300.46'
L = 597.51'
E = 19.61'

STA 147+49.23 RTE 1 CONN. S.B. =
STA 129+74.67 I-295

STA. 146+20± RTE 1 CONN. SB
LIMIT OF WORK

15' Shoulder
9' Shoulder
℄ RTE. 1 CONN. S.B.
PC STA 139+72.35
S 83°09'19.6" W
MATCH LINE

10' Shoulder
4' Shoulder
℄ MEDIAN I-295
℄ Rdwy.
PT. STA 132+35.93
N62°43'33"E
MATCH LINE

4' Shoulder
15' Shoulder
℄ Rte. 1 Conn. N.B.
S47°47'16.1"W
Tang. Brg.
PCC STA 144+85.54

13' Shoulder
9' Shoulder
Sta 30+69.84 ℄ Bdwy. =
Sta 151+89.95 ℄ Rte. 1 Conn. S.B.
PT STA 149+82.84
S 62°15'20" W

Sta 148+60.05
Limit of Work

Sta 25+50 Angle Pt.
N64°-29'-26.8"E
℄ Broadway
PCC STA 152+62.83

Sta 149+61.15 Rte. 1 Conn N.B. =
Sta 27+81.28 ℄ Bdwy.

PT Sta 152+84.28

12' ℄ Ramp BW-1
17' ℄ Ramp BW-2

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 148+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

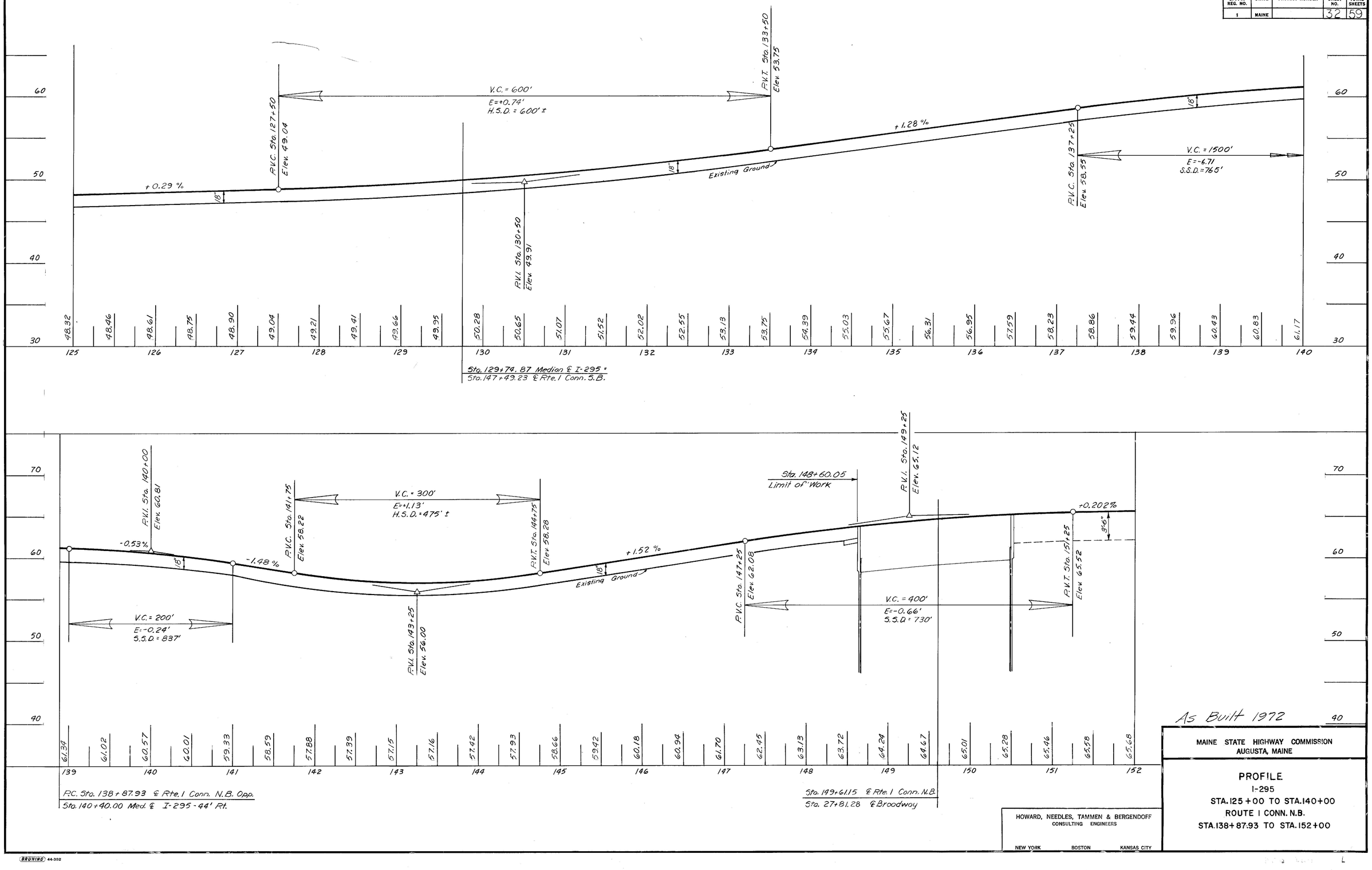
PLAN
I-295
STA 125+00 TO STA 140+00
ROUTE 1 CONN N.B.
STA 138+87.93 TO STA 152+00

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

BRUNING 44-302

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE		32	59



As Built 1972

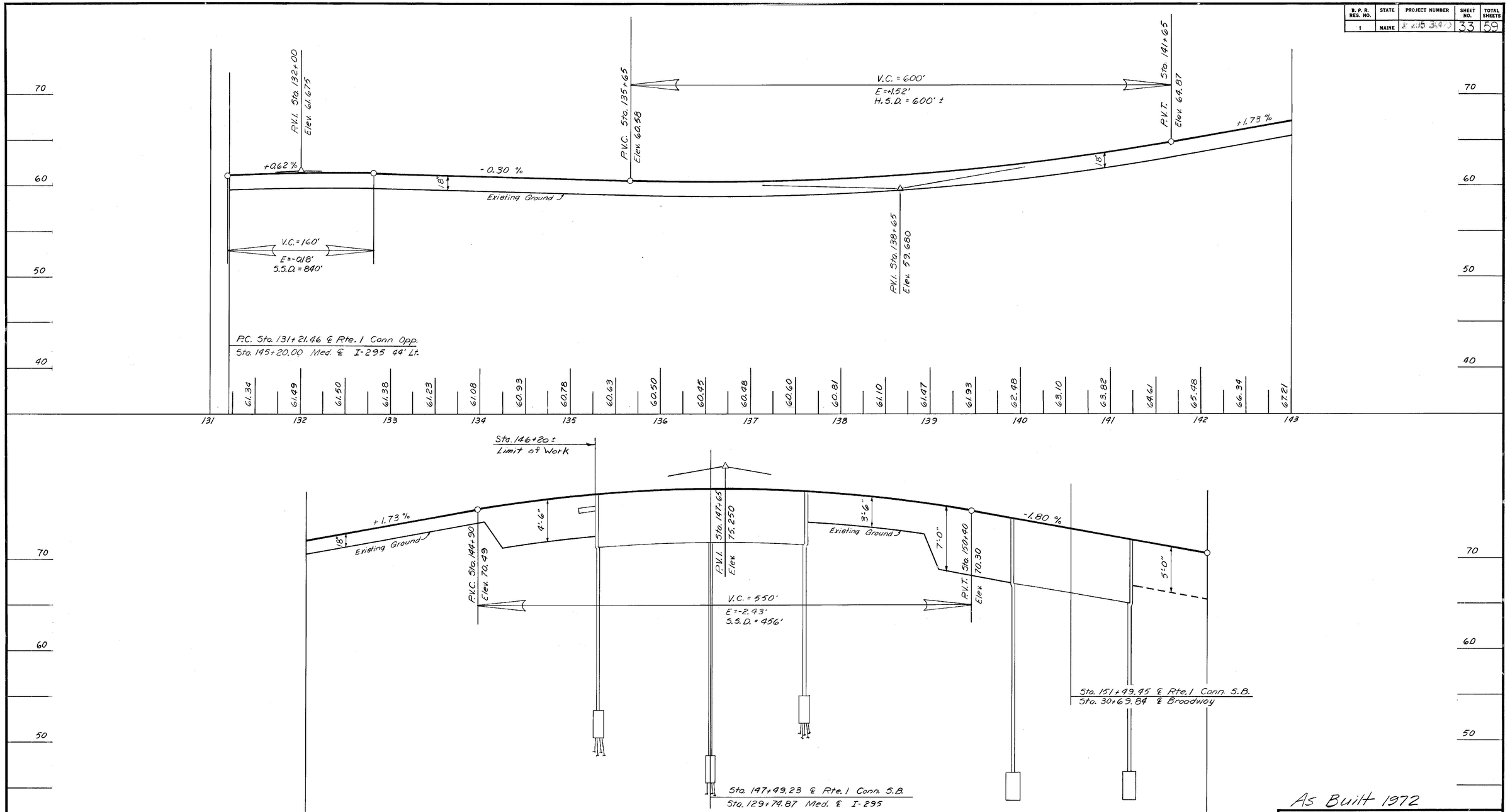
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

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

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

BRUNING 44-302

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	S-2159(3)?	33	59



As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

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

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

BRUNING 44-302

B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	34	59

Curve (6)
P.I. Sta. 141+88.39
Δ=14°56'16.3" Lt.
D=2°30'
R=2,291.83'
T=300.46'
L=597.51'
E=19.61'

Curve (7)
P.I. Sta. 133+52.36
Δ=19°25'46.4" Rt.
D=4°15'
R=1,384.14'
T=230.80'
L=457.17'
E=19.61'

Curve (8)
P.I. Sta. 17+50.53
Δ=9°00'27.0" Rt.
D=2°00'
R=2,864.79'
T=225.65'
L=450.37'
E=8.87'

Curve (9)
P.I. Sta. 20+87.67
Δ=8°46'27.0" Rt.
D=2°00'
R=2,864.79'
T=219.78'
L=438.71'
E=8.42'

STA. 12+50.05 WESTBROOK ST. =
STA. 26+74.23 WS-2

Pt. STA. 135+78.63

Rte. 1 Conn. S.B.
PC Sta. 131+21.46 ORP
I. 295 Sta. 145+30.00
Median ℄ 44°E.

Sta. 26+26
Meet Existing Pave.

Pt. STA. 23+06.60

S 75°-30'-00" W
℄ Ramp WS-2

8' Shoulder

4' Shoulder

MATCH LINE

137 Rte. 1 CONN. S.B.
S 82°-09'-19.4" W

15' Shoulder

℄ Median I-295

10' Shoulder

Rte. 1 Conn. N.B.
PC Sta. 139+87.93
OPP. STA. 140+40.00
44° Rt. to I-295 Median ℄

STA. 10+00.00 WEST BROOK ST. =
STA. 148+55 ℄ MED. I-295

℄ WESTBROOK ST.

N 24°-26'-40.0" W

Sta. 11+10
Meet Existing Pave.

N 52°-00'-00.0" E
℄ Ramp WS-1

Pt. STA. 15+24.88

STA. 7+75.00 WEST BROOK ST. =
STA. 10+00.00 WS-1

11 Broadway West 10

9 Broadway East 8

N 62°-43'-33.0" E

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=1821.8'
Ramp WS-2 Sta 14+75 to Sta 21+00 Rt. L=625'

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.

Guard Rail Delineator 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. SB Sta. 136+49.7 Lt.

As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

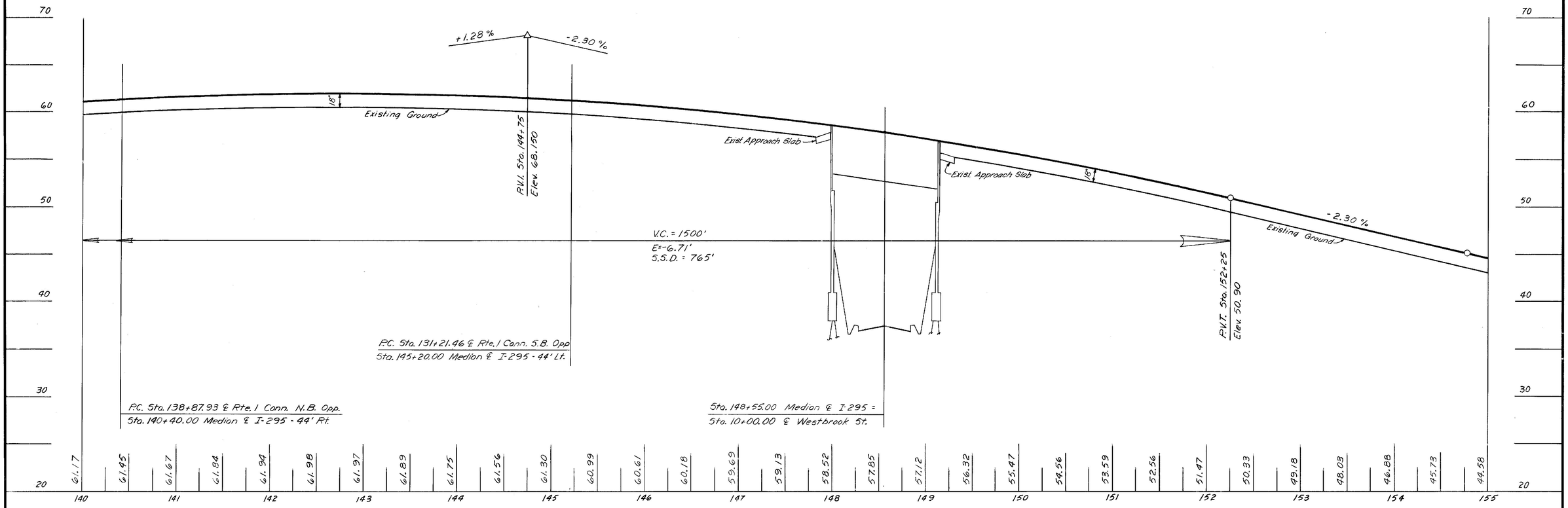
PLAN
I-295
STA 140+00 TO STA 155+00
RAMPS WS-1 & WS-2

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

BRUNING 44-302

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	[illegible]-3(4)	35	59



As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

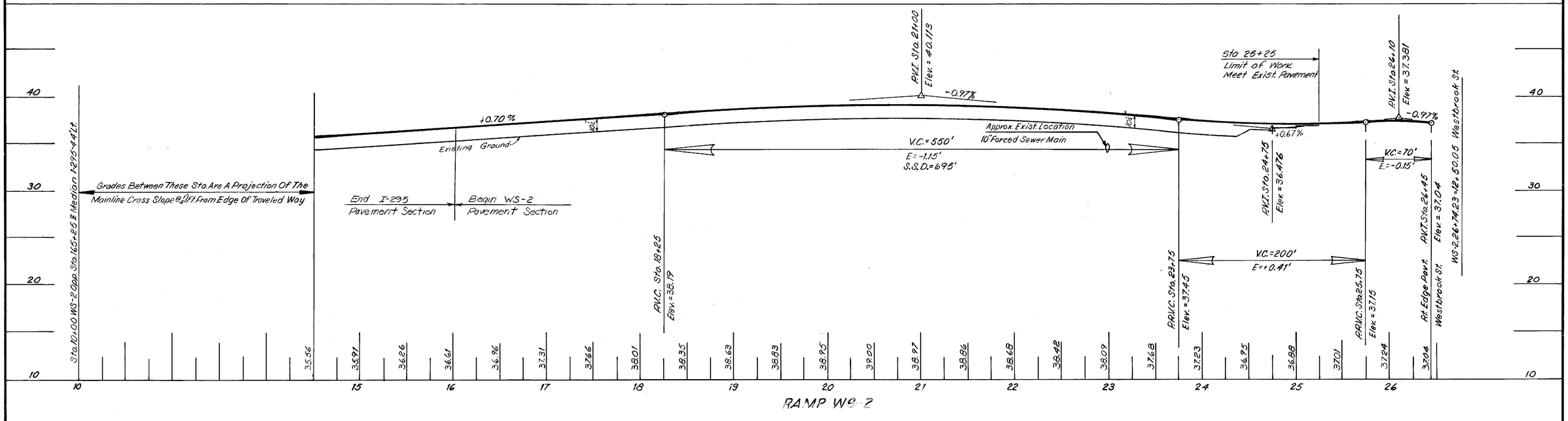
PROFILE
I-295
STA. 140+00 TO STA. 155+00

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

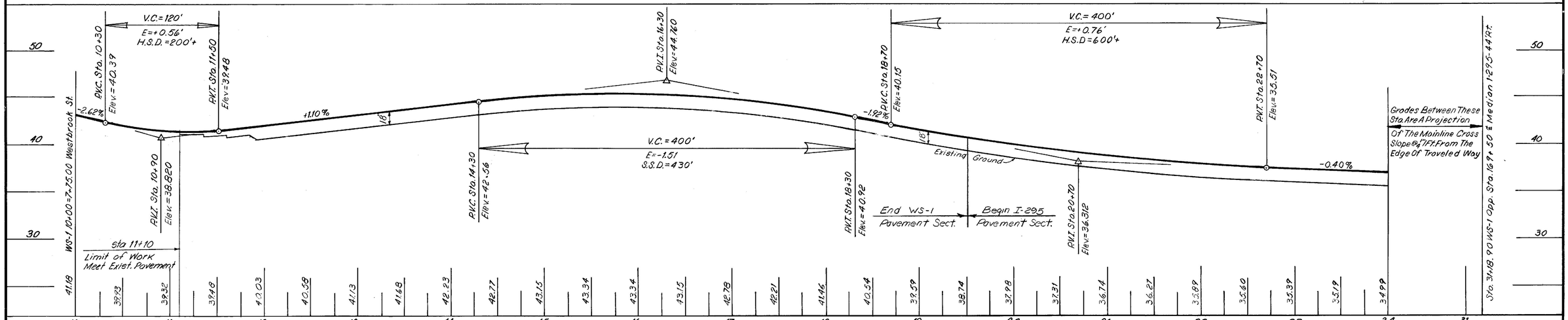
EHUNING 44-302

I-295 SC[illegible] PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295 3(47)	36	59



RAMP WS-2



RAMP WS-1

As Built 1972

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PROFILE

RAMPS WS-1 & WS-2

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

BRUNING 44-302

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295 3(47)	37	59

Curve (8)
P.I. Sta 17+50.53
Δ= 9°00'27.0" Rt.
D= 2°00'
R= 2,864.79'
T= 225.65'
L= 450.37'
E= 8.87'

Curve (9)
P.I. Sta. 20+87.67
Δ= 8°46'27.0" Rt.
D= 2°00'
R= 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
SURVEYED
PLOTTED
CHARTS CHECKED
R. W.'s NOTED
CROSSING SECTIONS CHECKED
NOTE BOOK
No.
DATE
BY

PROFILE
SURVEYED
PLOTTED
CHARTS CHECKED
R. W.'s NOTED
CROSSING SECTIONS CHECKED
NOTE BOOK
No.
DATE
BY

V.C.=1000'
E=+3.36'
H.S.D=600'±

-2.30%

+0.39%

Northbound & Southbound

Northbound Only

Southbound Only

Existing Ground

PVC Sta. 154+41.75
Elev. 45.15

PVI Sta. 159+25
Elev. = 33.650

PVT Sta. 164+75
Elev. 35.61

Sta. 10+00.00 ℄ Ramp WS-2 Opp.
Sta. 165+25.00 Median ℄ I-295-44' Lt.

Sta. 31+18.90 ℄ Ramp WS-1 Opp.
Sta. 169+50 Median ℄ I-295-44' Rt.

46.58 43.50 42.49 41.54 40.66 39.84 39.10 38.42 37.81 37.26 36.78 36.37 36.03 35.76 35.55 35.41 35.33 35.33 35.39 35.52 35.70 35.92 36.07 36.29 36.49 36.68 36.88 37.07 37.27 37.46 37.66

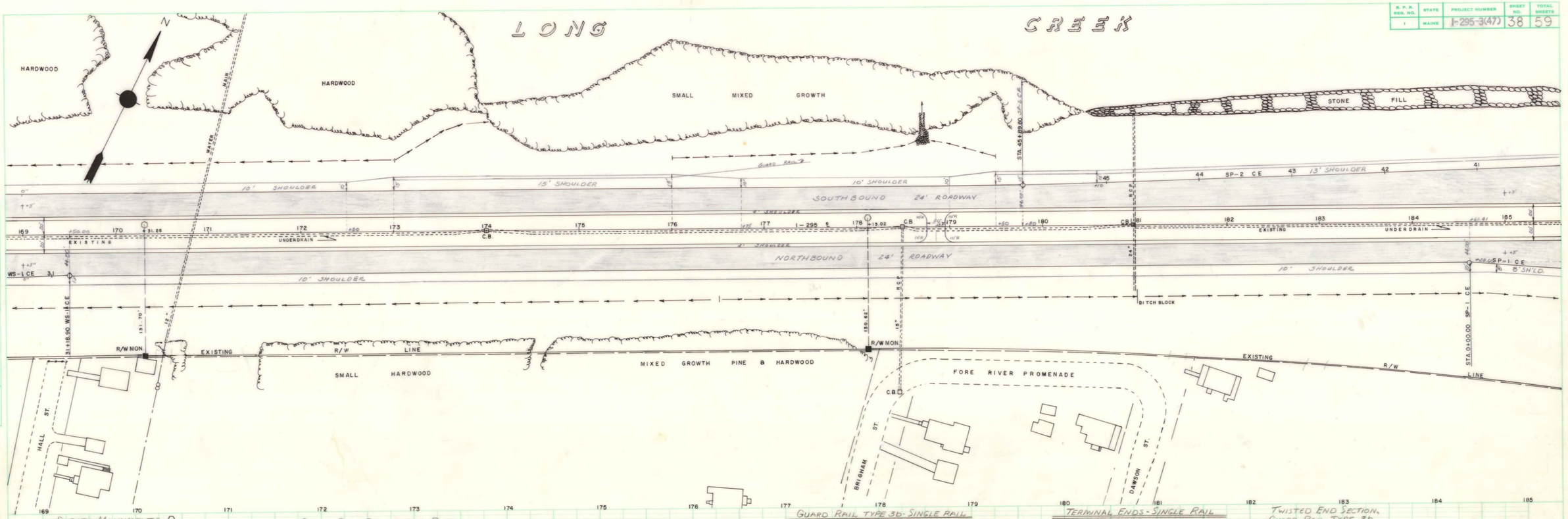
155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170

As Built 1972

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	38	59

PLAN — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. CHECKED, STRUCTURE NOTA NS CH'KD., NOTE BOOK, NO., BY, DATE



SURVEY MONUMENTS ○

STA. 170+31.25, 10' LT. ℄ MED. I-295

STA. 178+13.02, 10' LT. ℄ MED. I-295

GUARD RAIL DELINEATOR POSTS

STA. 173+00 LT. SB I-295
STA 177+50 LT. SB I-295
STA 179+50 LT. SB I-295

GUARD RAIL TYPE 3b-SINGLE RAIL

STA 173+00 to STA. 177+25 Lt. I-295 SB
STA 179+50 Lt. I-295 SB to STA 35+82.3 Rt. SP-2CE

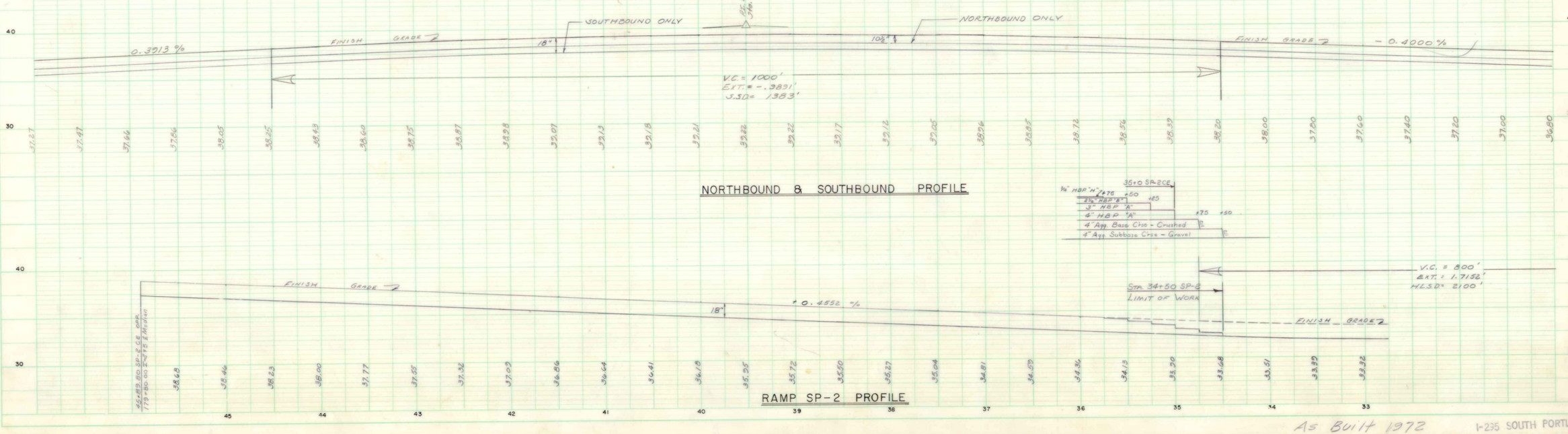
TERMINAL ENDS - SINGLE RAIL

STA. 173+00 Lt. I-295 SB
STA. 179+50 Lt. I-295 SB

TWISTED END SECTION, GUARD RAIL, TYPE 3b

STA. 177+25 to STA 177+50 Lt. I-295 SB

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. CHECKED, STRUCTURE NOTA NS CH'KD., NOTE BOOK, NO., BY, DATE



As Built 1972

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	39	59

LONG CREEK

STONE FILL STONE FILL

STA. 34+50 SP-2 CE
LIMIT OF WORK
PT STA. 34+77.27 SP-2 CE
R = 650'
GUARD RAIL
EXISTING 30" R.C.P.
SP-2 CE
13' SHOULDER
10' SHOULDER
SOUTHBOUND 24' ROADWAY
4' SHOULDER
NORTHBOUND 24' ROADWAY
I-295 ℄
UNDERDRAIN
LIMIT OF WORK NB
PC STA. 191+33.54 ℄ MED.
10' SH'LD.
8' SHOULDER
SP-1 CE
4' SHOULDER
PC STA. 10+75.15 SP-1 CE
STA. 0+00.00 SP-1 CE
ALDERS
130'-30'
3 Oversized Portable Barricades with flashing lights.
2 Portable barricades.
DITCH BLOCK
STA. 190+00 I-295 NB
END FA.I-295-3(47)
BEGIN FA.I-295-3( )
R/W MON.
EXISTING R/W LINE
SELECTIVE CLEARING AND THINNING
SMALL BUSHES & ALDERS
LIMIT LINE
PORTLAND PIPE LINE

DETAIL NORTHBOUND PAVEMENT ENDING

½" HBP "H"	
2½" HBP "B"	
3" HBP "A"	
4½" HBP "A"	4" HBP "A"
	5" Agg. Base - Crushed

190+00 NB
191+40 I-295 NB
LIMIT OF WORK

DETAIL SOUTHBOUND PAVEMENT TRANSITION

½" HBT "H"	
2½" HBP "B"	
3" HBP "A"	
4" HBP "A"	3" HBP "A"
4" Agg. Base - Crushed	4" Agg. Base - Crushed
4" Agg. Subbase - Gravel	5" Agg. Subbase - Gravel

190+00 SB

DETAIL RAMP SP-1 PAVEMENT TRANSITION

5+40 SP-1 CE	½" HBT "H"
	2½" HBP "B"
	3" HBP "A"
4" HBP "A"	3" HBP "A"
4" Agg. Base - Crushed	4" Agg. Base - Crushed
4" Agg. Subbase - Gravel	5" Agg. Subbase - Gravel

SELECTIVE CLEARING & THINNING
STA. 7+70 to STA. 13+50 RT. SP-1 CE

SURVEY MONUMENTS ○
STA 1+87.82, 20' RT. SP-1 CE
STA 4+42.50, 20' RT. SP-1 CE
STA 6+52.50, 20' RT. SP-1 CE
PC STA 10+75.15, 20' RT. SP-1 CE

TERMINAL ENDS - SINGLE RAIL
STA. 35+82.3 Rt. SP-2 CE (Temporary)

NORTHBOUND AND SOUTHBOUND PROFILE

NORTHBOUND ONLY
SOUTHBOUND ONLY
FINISH GRADE
− 0.4000 %
10½" 12" 18"
ADD. SUBBASE CR'SE - SAND
SEE DWG. 20.460 STA 12+50.00
− 0.5460 %
− 0.7675 %
V.C. = 800'
EXT. g = −0.2115'
SSD = 2100'

RAMP SP-1 PROFILE

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, ST. BY WAY CHECKED, NOTE BOOK, NO.

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO., STRUCTURE NOTE NOS CHECKED

DATE / BY

As Built 1972

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	40	59

PLAN — SUBMITTED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / ENTERED ABST. BOOK / NO. OF MAT SHEETS / DATE / BY

PROFILE — SUBMITTED / PLOTTED / GRADES CHECKED / ENTERED NOTE BOOK / NO. / DATE / BY

PC STA 7+81.96 SP-4 CE
PC STA 6+82.23 SP-4 CE
OPP. P.T. STA 6+82.23 SP-4 CE
10 SHOULDER
8" SHOULDER
TEMPORARY
11" SHLD.
RAMP
CE
1-295 ℄
SP-4 C.E.
SP-3 C.E.
SP-2 C.E.
SP-1 C.E.
PT STA 73+40.84
PCC STA. 203+49.50 ℄ I-295 OPP. STA. 75+41.83 CE Temp. Ramp
PC STA 14+40.90 SP-3 RT CE
POC 14+41.10 SP-3 LT. CE
EXISTING
CMP
RCP
STA 29+25, 90°R
INSTALLED CATCH BASIN, TYPE B
STA 29+25 LT. TO RT.
INSTALLED 12" BCCMP IN EXISTING 24" RCP FROM EXIST. C.B. LT. TO NEW CB, R
GROUTED FIRST 4' OF 12" BCCMP INTO 24" RCP
N
THE NOSE AREA STA 64+0 TO 65+0 LT. RTE. 1 ℄ SHALL BE PAVED WITH 6" HOT BIT. PAVE., GRADING E WITH BIT. HAND SEALING - GREEN APPLIED ON TOP.
PC STA 10+84.64 SP-3 LT. CE
PCC STA 10+76.26 SP-3 LT. CE
28' OPP. 71+46.04 ℄ RTE. 1
LIGHT POST
BITUMINOUS
See Sheet #56 for Detail of Median Widening
See Sheet #56 for Details of Curb, Sidewalk & Guard Rail Constr.
STA 68+72.07 ℄ RTE. 1 OPP PCC 1000'R & 2000'R
68+16.70 ℄ RTE. 1 OPP PT 2000'R
Curb Line
Guard Rail 2
Guard Rail 7
D=4°00'
D=5°-00'
EXISTING 18" & 12" PORTLAND PIPE LINE
PT STA 19+51.44 SP-1 CE
PC STA 23+25.34 SP-1 CE
R/W MON.
R/W LINE
CONC. PIERS
WING WALL
LIGHT POST
CB
MH
VENT PIPES
EXISTING R/W LINE
UNDERGROUND CABLE
EXISTING RAILROAD TRACKS
EXISTING UNDERGROUND CABLE
EXISTING RAILROAD
FENCE
CULVERT
ROUTE
GRANITE CURB
PCC STA 28+43.61 SP-1 CE
E.E.C.M.H.
STA 69+92, TEMP. RAMP, CE, SKEWED AHD. ON LT 58°
INSTALL 24" x 184' CMP
ELIMINATED

SURVEY MONUMENTS ○
STA 16+03.29, 20' RT. SP-1 CE
STA 18+70.35, 30' LT. SP-1 CE
PC STA 23+25.34, 20' RT. SP-1 CE
PCC STA 28+43.61, 20' RT. SP-1 CE
PT STA 38+27.67, 20' RT. SP-1 CE

V.C. = 500'
EXT. = +1.3077'
H.L.S.D. = 730'
PCC STA 203+49.50 ℄ I-295 OPP. STA 75+41.83 CE Temp. Ramp
Rt. ED. FINISH GRADE I-295 ℄
1½"
3"
Lt. ED.
AGG. SUBBASE CRSE - SAND
FINISH GRADE
TEMPORARY RAMP
C.E. ℄
SUBGRADE ℄
15"
-2.412% to +2.090%
16" Agg. Subbase Crse - Sand
TEMP. RAMP
COMMON BORROW
-2.412% to +2.50%
84"
V.C. = 200'
EXT. = -1.4781
S.S.D. = 218'
V.C. = 200'
EXT. = +0.2475'
H.L.S.D. = 800'
+2.81%
E 488500
N 1231000
PC ELEV = 25.6000
PC Sta 16+03.00
V.C. = 400'
EXT. = 0.5788'
H.L.S.D. = 2100'
-0.7575%
FINISH GRADE ℄
0.4000%
V.C. = 240'
EXT. = 0.3780'
H.L.S.D. = 2100'
18"
42"
RAMP SP-1 PROFILE
PT ELEV = 27.3000
STA 24+35.00
1.6600%
FINISH GRADE ℄
-2.5060%
V.C. = 500'
EXT. = -2.6000'
S.S.D. = 410'
E 487000
N 1234000
PT ELEV = 34.3250
STA 28+50.00
31.60 31.00 30.90 29.88 27.68 25.45 25.25 25.08 28.95 28.96 29.11 29.41 29.84 30.42 31.12 31.95 32.57 34.11 35.22 36.52 37.72 38.04 40.14 41.35 42.14 42.28 41.64 40.24 38.51 36.82 35.26 33.61 32.50 31.24
28.22 27.86 27.89 27.12 26.77 26.30 26.30 26.18 26.13 26.14 26.24 26.40 26.60 26.80 27.00 27.20 27.40 27.60 28.04 28.55 28.20 27.98 30.81 31.53 32.05 32.36 32.46 32.36 32.04 31.52 30.79 29.85 28.71
15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
199 200 201 202 203 74 73 72 71 70 69 68 67 66 65 64

I-295- SOUTHBOUND PROFILE

TEMPORARY RAMP-PROFILE

RAMP SP-1 PROFILE

As Built 1972

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	41	59

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / VT. OF WAY CHECKED / NOTE BOOK / NO. / DATE / BY

STA 34+79.30 SP-1 CE, 6'-10½" RT
INSTALL 1-TYPE A-1 C.B. 13' DEEP
GRATE ELEV. AT CURB 19.55
STA 32+00 SP-1 CE, 6'-10½" RT.
INSTALL 1-TYPE A-1 C.B. 8' DEEP
GRATE ELEV. AT CURB 26.08
STA 32+00 SP-1 CE, 8'-10½" RT
TO 24'-10½" RT.
INSTALL 12" X 16' BCCMP
STA. 32+00, 30° R
INSTALLED TYPE 'E' CATCH BASIN

FORE RIVER

E 487000 N 294500

STONE FILL

SP-2 CE

CULVERT PIPE 12"

8' Sh'ld.

LIGHT POST

GUARD RAIL

U.S. ROUTE 1

ELEC. M.H.

MON.

CB

SP-1 CE

8' SIDEWALK

6' Shoulder

R/W MON.

R/W LINE

R/W ROW

12" BCCMP

UNDERGROUND CABLE

POLE

TEL. JUNCT. BOX

PLATFORM (BOTTLE GAS)

RAILROAD TRACKS

EXISTING

STA. 0+00.00 SP-2 C.E. OPP. STA. 54+38.61 'L' MED. U.S. RTE. 1

PT STA. 38+27.67 SP-1 / STA. 56+00.89 RTE. 1

PC STA. 54+38.61

BRIDGE JOINT

Sta. 49+50 U.S. Rte. 1 NB Limit of Work

CONC. RET. WALL WITH HANDRAIL

N

E 488000 N 294500

Sta. 32+00, SP-1 CE Rt.
INSTALL: 6' METAL SLUICE FROM OUTLET OF 12" BCCMP TO DITCH.

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

STA 59+50 RTE. 1 ℄, 25'-6" LT. TO 33'-6" LT.
INSTALL 24" X 8' RCP
STA 65+01 RTE. 1 ℄, 17'-10½" LT.
INSTALL 1-TYPE A-1 CB 8' DEEP
GRATE ELEV. AT CURB 33.39
STA 65+11 RTE. 1 ℄, 33'-9" LT.
INSTALL 1 TYPE B-1 CB 8' DEEP
GRATE ELEV. = 31.50

STA 65+01, C.B. 17'-10½" LT. TO STA. 65+11, 33'-9" LT. RTE. 1 ℄
INSTALL 12" X 16' R.C.P.
STA. 65+11 RTE 1 ℄, 33'-9" LT. TO STA. 65+11 RTE. 1 ℄, 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

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 32+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. 63+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+68.03, 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+90 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+59, 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

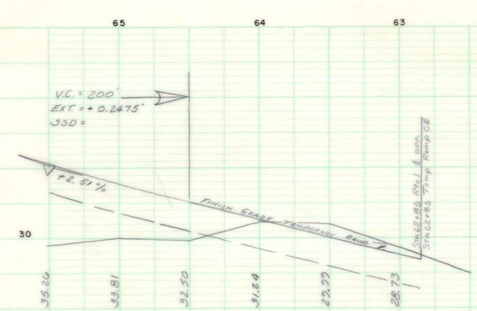
GUARD RAIL DELINEATOR POSTS

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

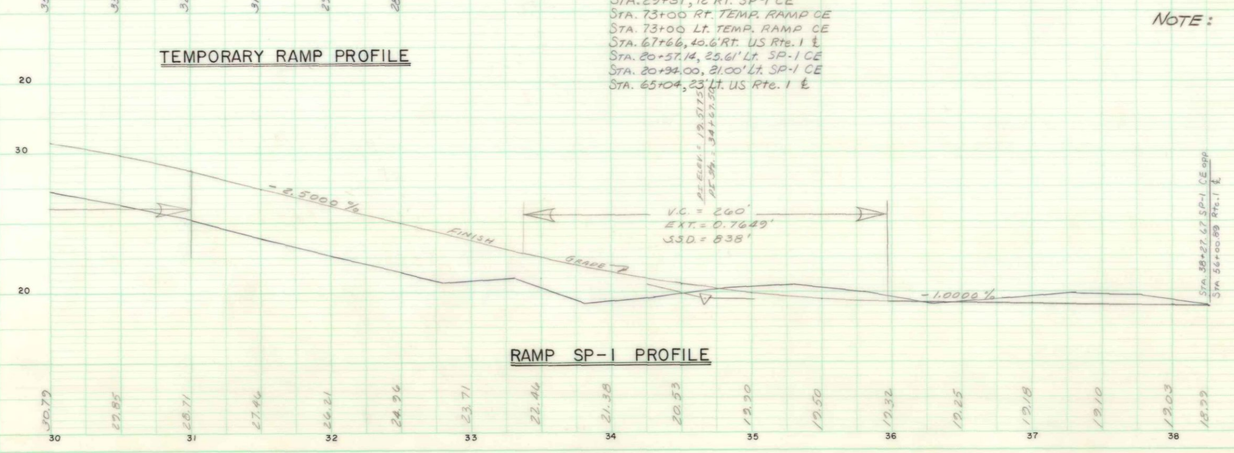
SODDING

STA 29+31 Rt. SP-1 CE. to Sta 54+10 Lt. US Rte 1 ℄
STA. 62+75 Rt. US Rte 1 ℄ to Sta 64+55 Temp. Ramp CE
STA. 65+04 to STA. 68+20 Lt. SP-5 (Rte 1)
STA 65+04, 23' Lt. to 38' Lt.

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / R. RL. NOTED / STRUCTURE NOTE BOOK / NO. / DATE / BY



TEMPORARY RAMP PROFILE



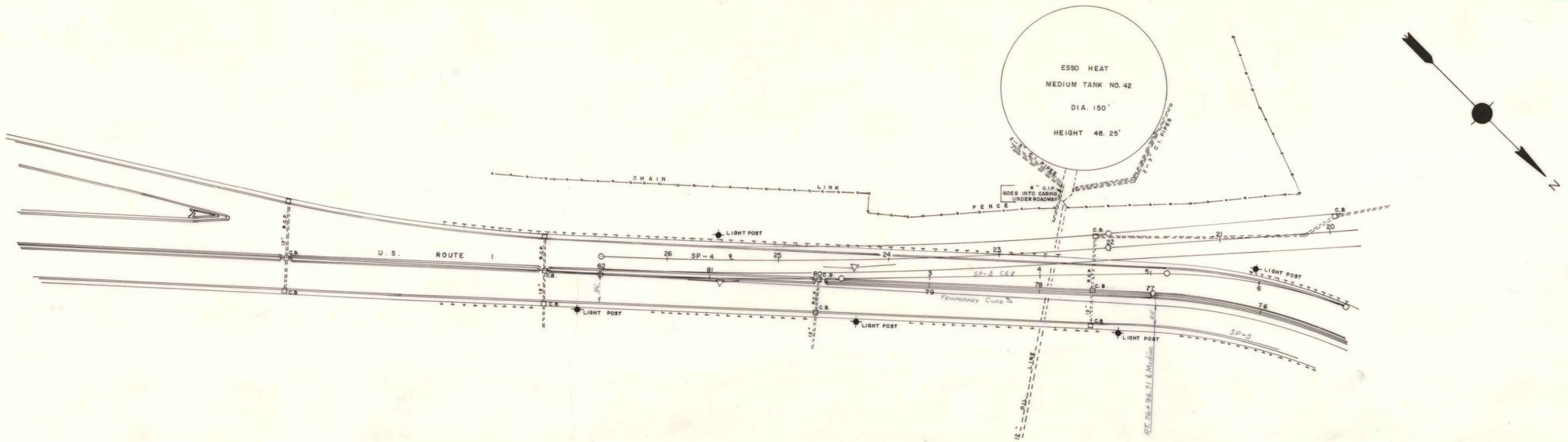
RAMP SP-1 PROFILE

As Built 1972

I-295 SOUTH PORTLAND

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	42	59

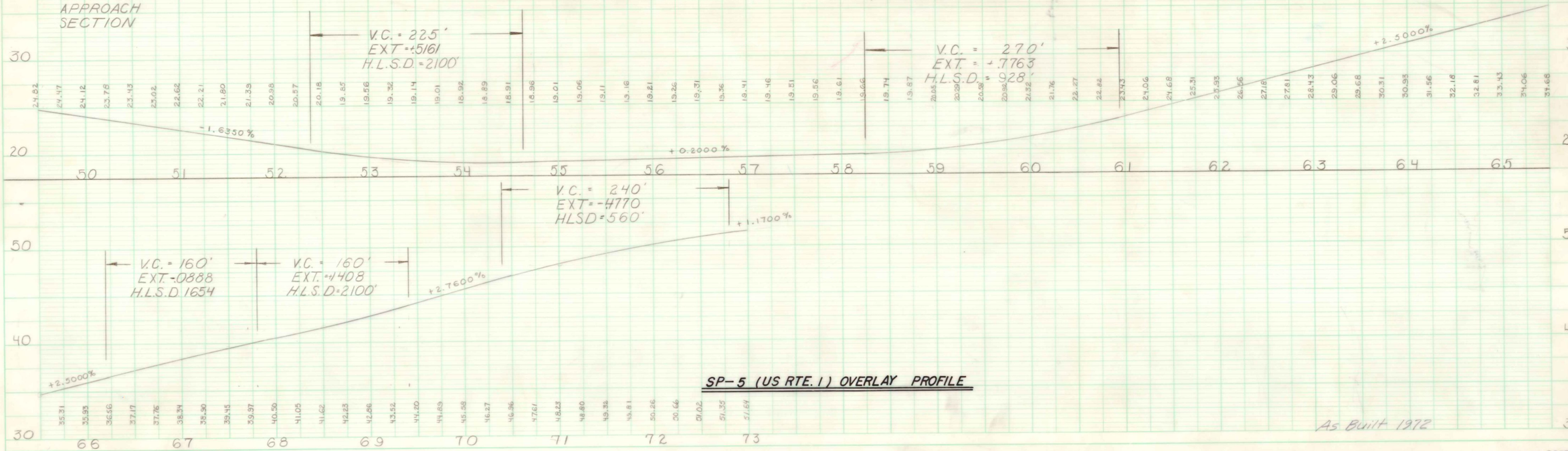
PLAN — SURVEYED — PLOTTED — DRAWN CHECKED — QUANTITIES CHECKED — ST. SY. WAY CHECKED — NOTE BOOK — NO. — BY — DATE



PROFILE — SURVEYED — PLOTTED — DRAWN CHECKED — QUANTITIES CHECKED — NOTE BOOK — NO. — BY DOAK E. COOPER — DATE AUG 70 — STRUCTURE NOTE NO SHEET NO.

STA 49+50 TO
STA 50+50
APPROACH
SECTION

TEMPORARY CURB
STA. 74+75 to STA 76+97, 8' Lt. Rte. 1 ℄
STA. 76+97, 8' Lt. to STA 82+00, 2' Lt. Rte. 1 ℄



SP-5 (US RTE. 1) OVERLAY PROFILE

As Built 1972

I-295 SOUTH PORTLAND