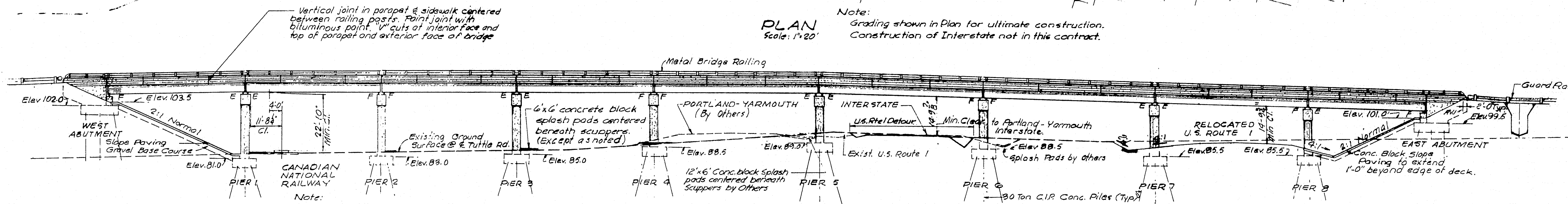
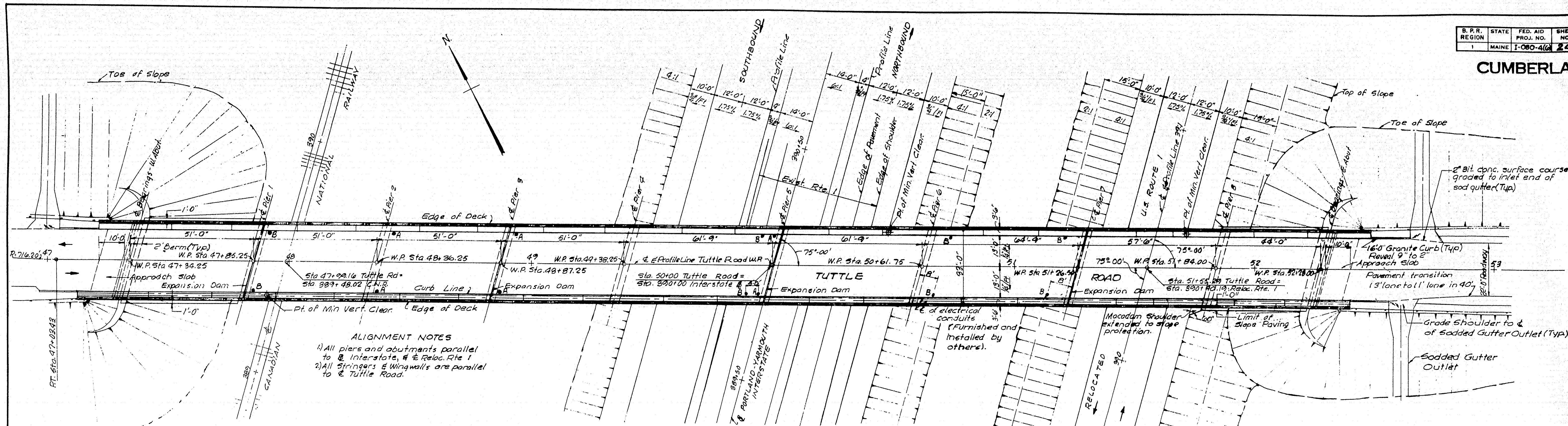


CUMBERLAND



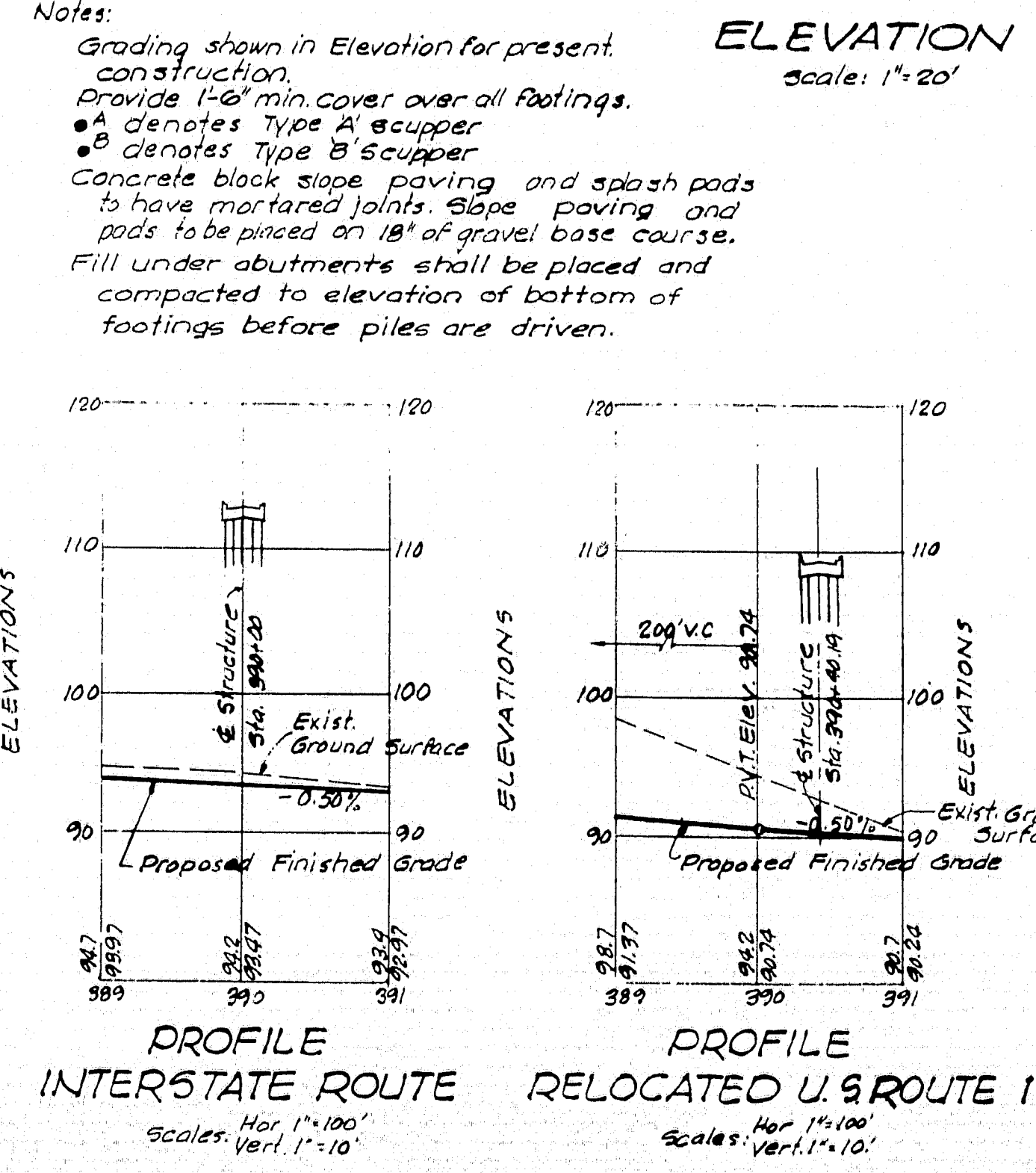
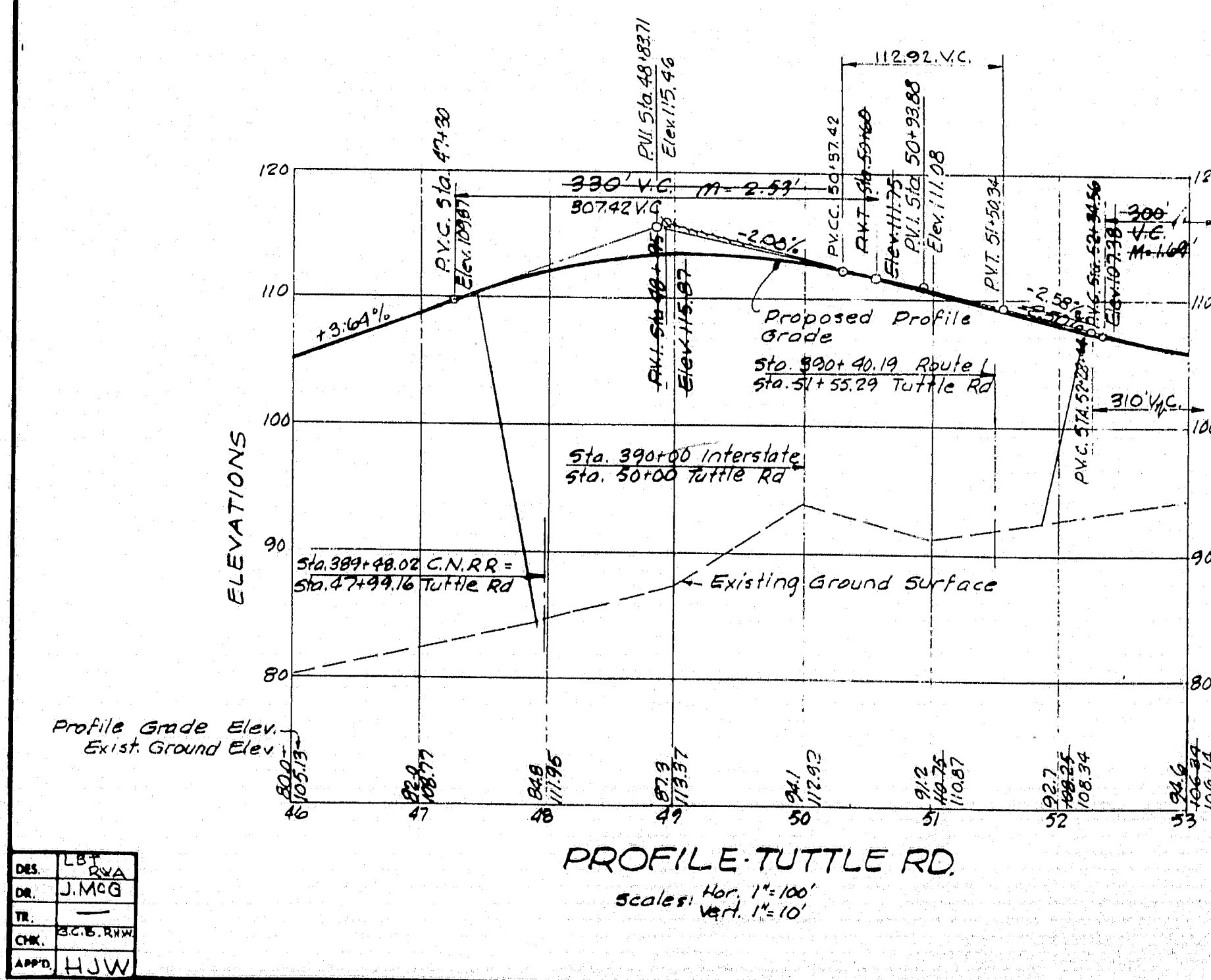
GENERAL NOTES

- SPECIFICATIONS:**
A.A.S.H.O. 1953
Maine State Highway Commission, Standard Specifications and Special Provisions
- LIVE LOAD:**
H20-44
- FOUNDATIONS:**
Cast in place, Concrete Piles
Design capacity of piles - 30 tons
- ALLOWABLE STRESSES:**
Structural Steel - 18,000 p.s.i.
Reinforcing Steel - 18,000 p.s.i.
Concrete - 1,200 p.s.i.
- CONCRETE:**
Class A Footings, Piers, Abutments, Approach Slabs and Deck
Class Y Cast-in-place concrete piles
- ELEVATIONS:**
Elevations are based on Elev. 0.00 at Mean Sea Level

ITEM	DESCRIPTION	UNIT	QUANTITY
204-19	Structural Earth Excavation, Piers	C.Y.	800
302-7	Gravel Base Course, In Place	C.Y.	240
307-8	Reinforced Portland Cement Concrete Approach Slabs	S.Y.	60
402-28	Bituminous Concrete Surface Course, Type A	Ton	179
701-33	Portland Cement Concrete, Abutments and Retaining Walls	C.Y.	200
701-37	Portland Cement Concrete, Substructure Columns, Column Bases, Bents	C.Y.	500
701-40	Portland Cement Concrete, Roadway and Sidewalk Slabs on steel bridges	C.Y.	365
701-47	Portland Cement Concrete, Expansion Joints	Sq. Yd.	1898
701-50	Wrought Iron Scuppers	Each	14
702-103	Structural Steel, Fabricated and Delivered	Lb.	413,000
702-104	Structural Steel, Erection	Lb.	413,000
703-9	Brass or Copper Alloy Bearing and Expansion Plates, Delivered	Lb.	1,800
703-10	Brass or Copper Alloy Bearing and Expansion Plates, Placing	Lb.	1,800
705-13	Reinforcing Steel, Delivered	Lb.	184,000
705-14	Reinforcing Steel, Placing	Lb.	184,000
706-17	Shear Connectors	Lb.	184,000
708-20	Pile Loading Test	Each	2
709-6	Membrane Waterproofing	S.Y.	1,500
710-6	Waterproofing Joints	L.F.	30
711-6	Cast-in-Place Concrete Piles	L.F.	5700
804-6	French Drains	C.Y.	55
806-7	Aluminum Rail, Delivered and Erected	L.F.	1055
907-12	Slope Paving for Bridge	S.Y.	425

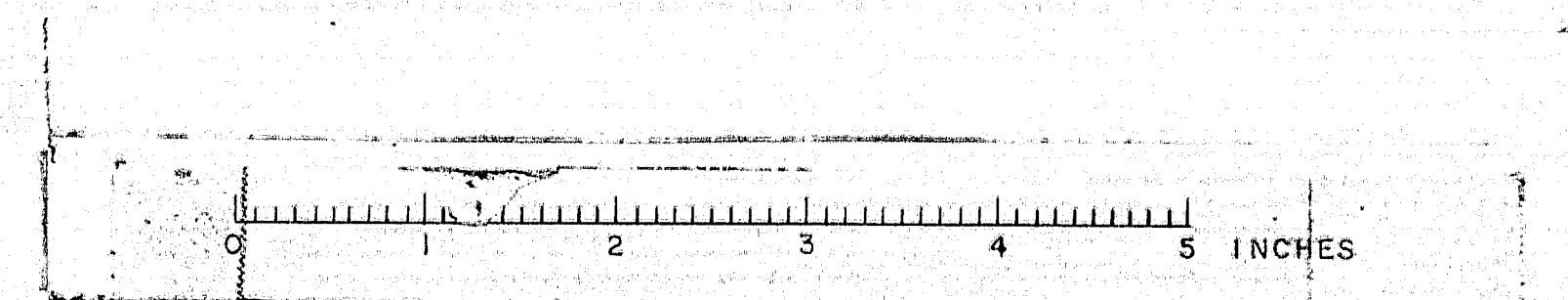
STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
TUTTLE ROAD OVER INTERSTATE
GENERAL PLAN AND ELEVATION

SHEET NO. 24 OF 103 SCALE: AS NOTED
REVISED AS BUILT FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS. 9m-14

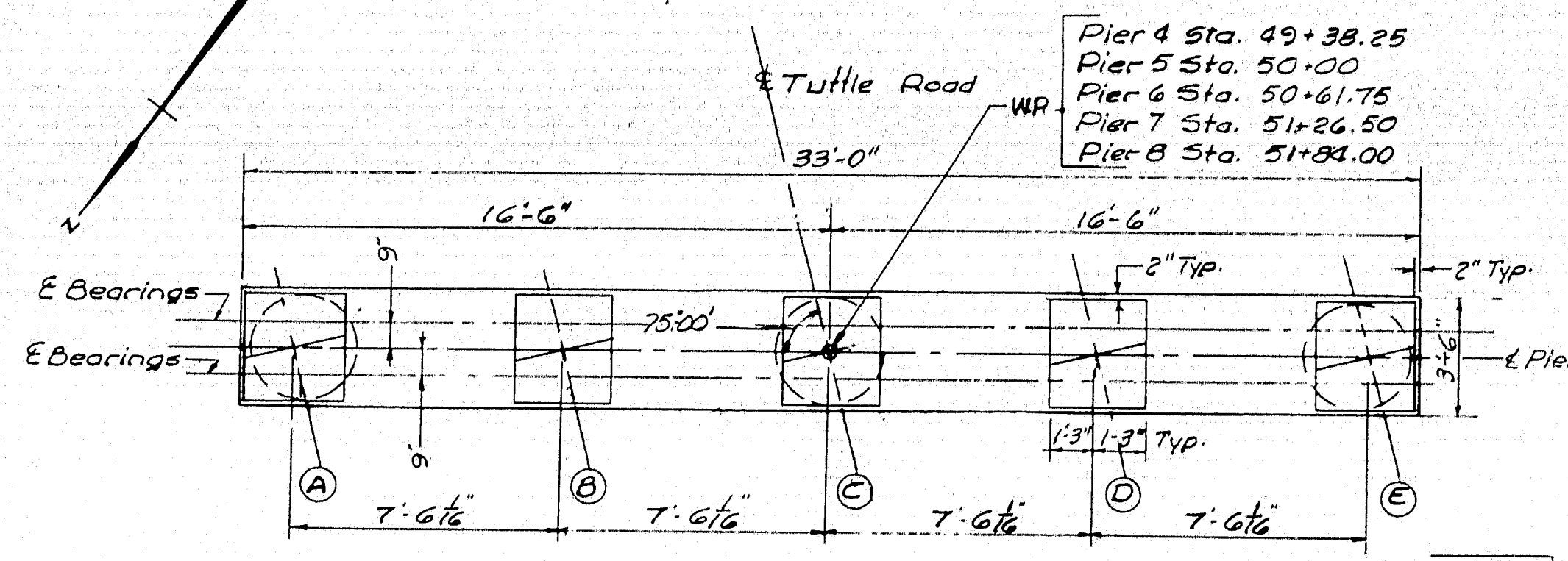


SUPERELEVATION TRANSITION OFFSETS
(Pavement Rotated about Tuttle Rd.)

STATION	11' LEFT	11' RIGHT
47+00	-28	+27
+10	-24	+20
+20	-23	+14
+30	-23	+07
+40	-23	+01
+50	-23	-00
+60	-23	-13
+70	-23	-19
+80	-23	-22
+90	-23	-23
48+00	-23	-23

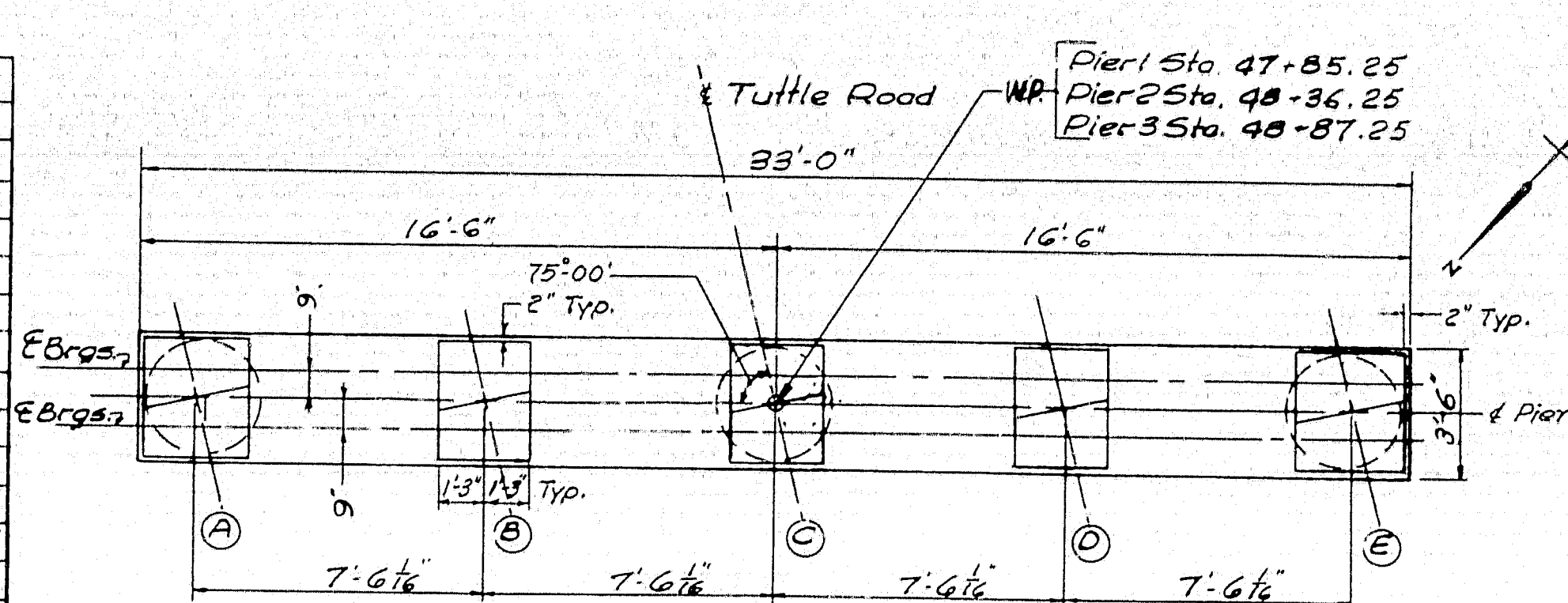


CUMBERLAND

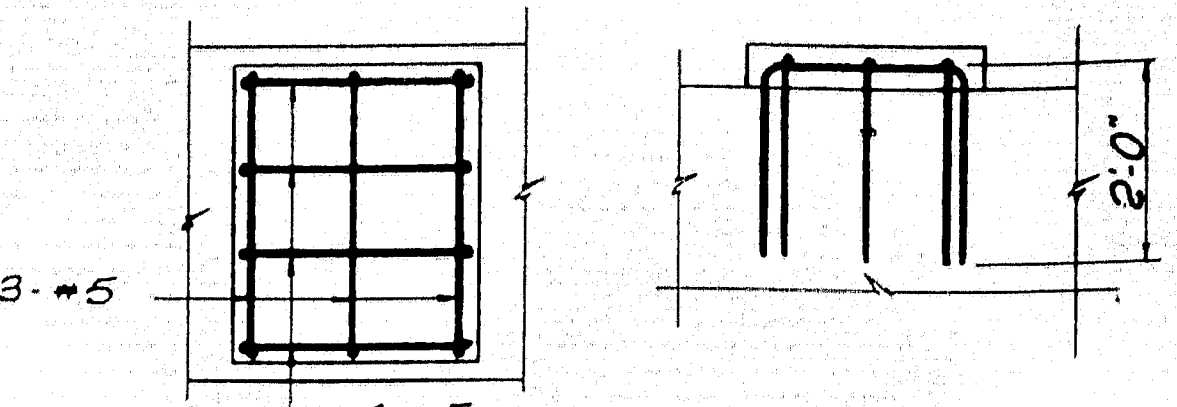


PLAN
Scale: 1/4" = 1'-0"

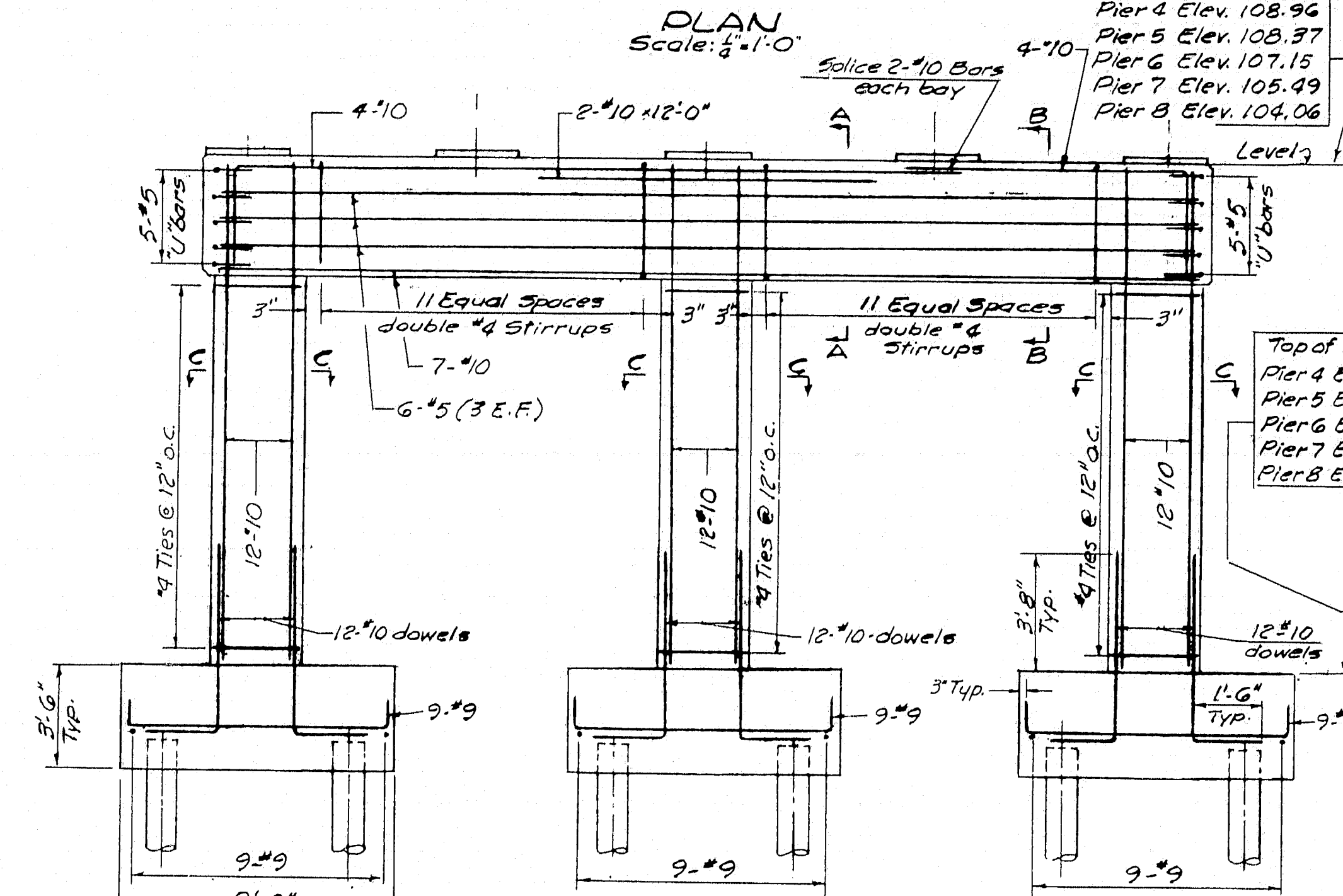
PIER	BEARING PAD ELEVATIONS	A	B	C	D	E
1	107.37	107.47	107.57	107.67	107.77	107.87
2	107.41	107.51	107.61	107.71	107.81	107.91
3	108.47	108.57	108.67	108.77	108.87	108.97
4	108.49	108.59	108.69	108.79	108.89	108.99
5	109.01	109.11	109.21	109.31	109.41	109.51
6	109.02	109.12	109.22	109.32	109.42	109.52
7	109.14	109.24	109.34	109.44	109.54	109.64
8	109.13	109.23	109.33	109.43	109.53	109.63
9	108.56	108.66	108.76	108.86	108.96	109.06
10	108.54	108.64	108.74	108.84	108.94	109.04
11	107.86	107.96	108.06	108.16	108.26	108.36
12	107.82	107.92	108.02	108.12	108.22	108.32
13	105.70	105.80	105.90	106.00	106.10	106.20
14	105.66	105.76	105.86	105.96	106.06	106.16
15	104.81	104.91	105.01	105.11	105.21	105.31
16	104.23	104.33	104.43	104.53	104.63	104.73



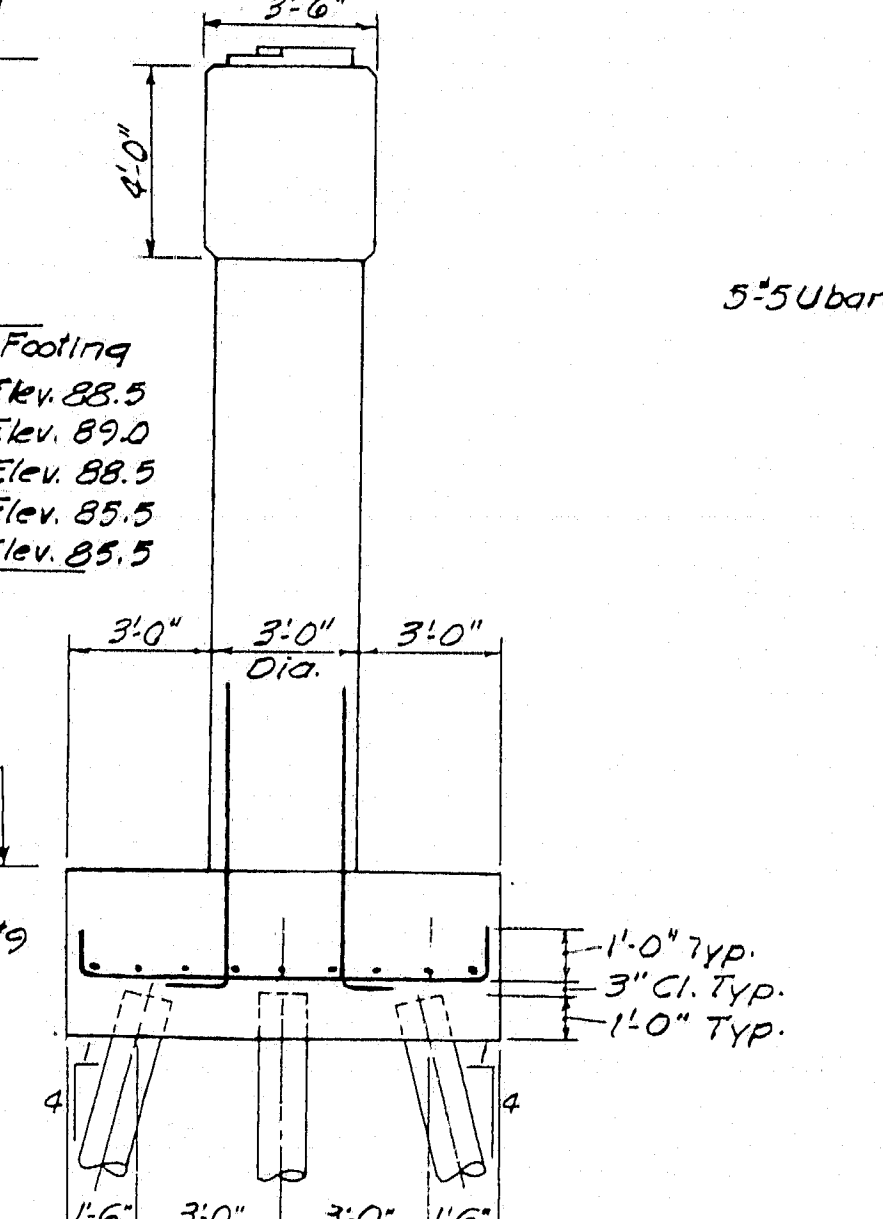
PLAN
Scale: 1/4" = 1'-0"



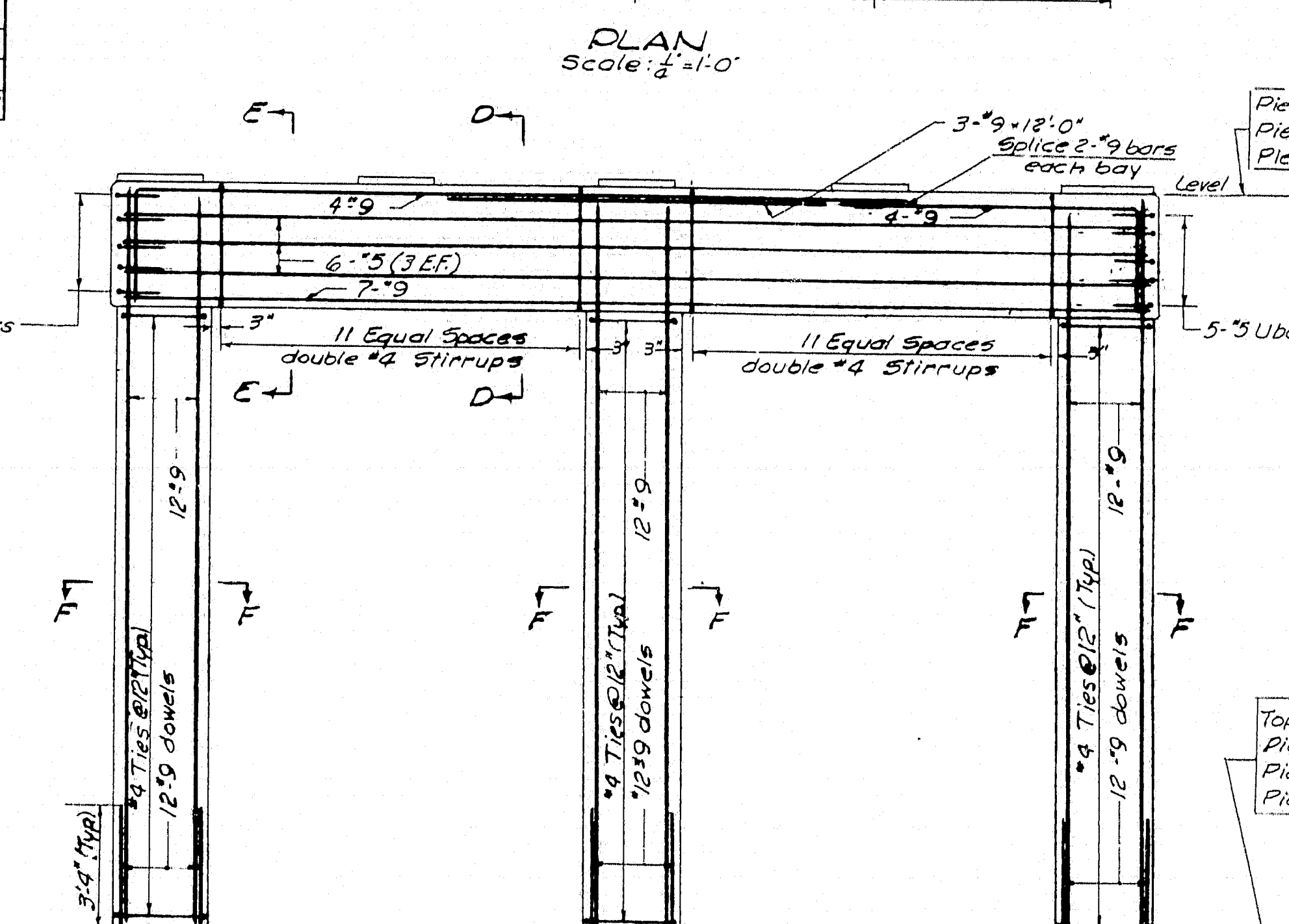
ELEVATION
To be used where top of pad is 4' or more above Abutment Bridge Seat or Pier Cap.
BEARING PAD DISTRIBUTION STEEL
Scale: 1/2" = 1'-0"



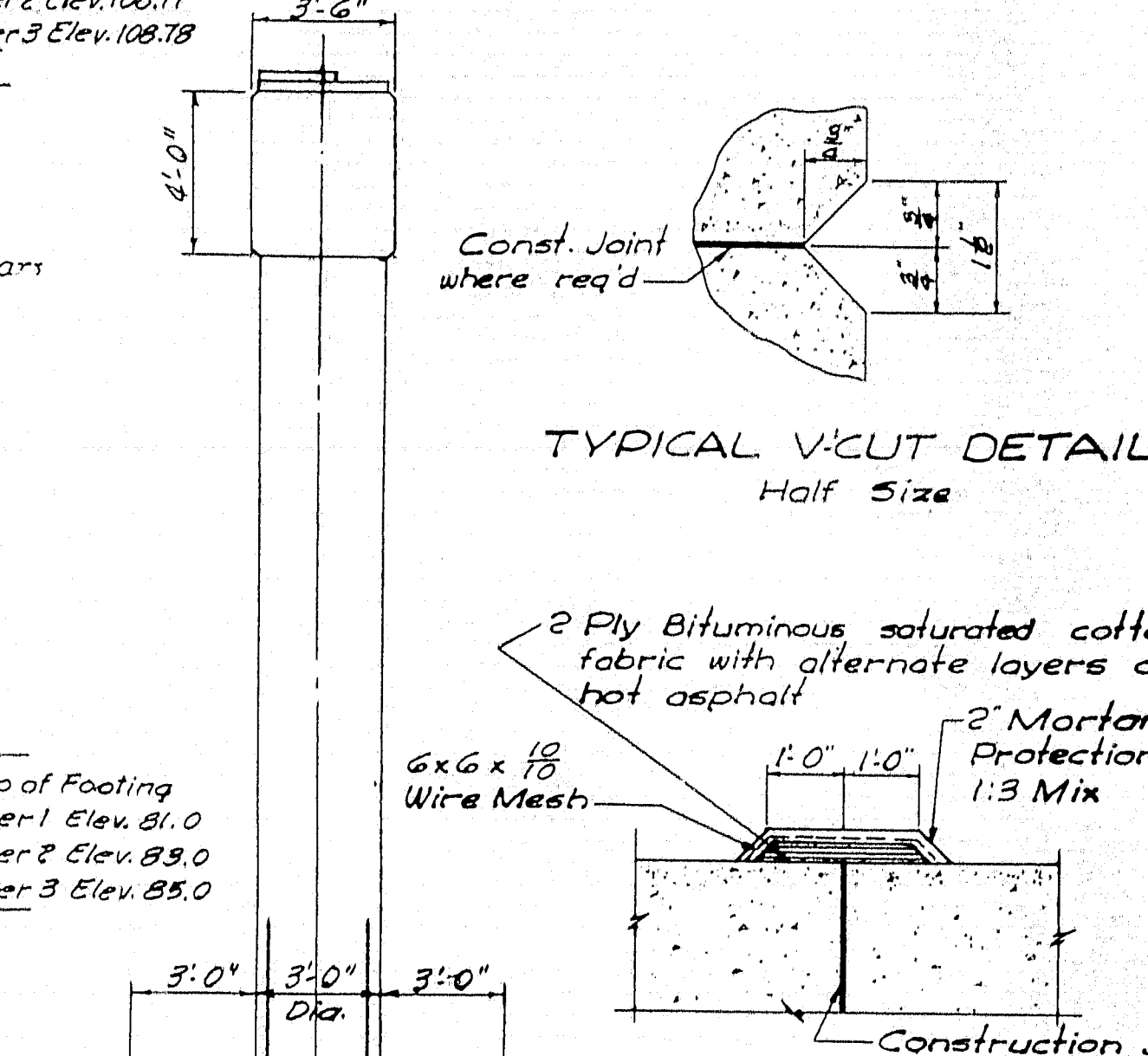
ELEVATION PIERS 4-5-6-7-8
Scale: 1/4" = 1'-0"



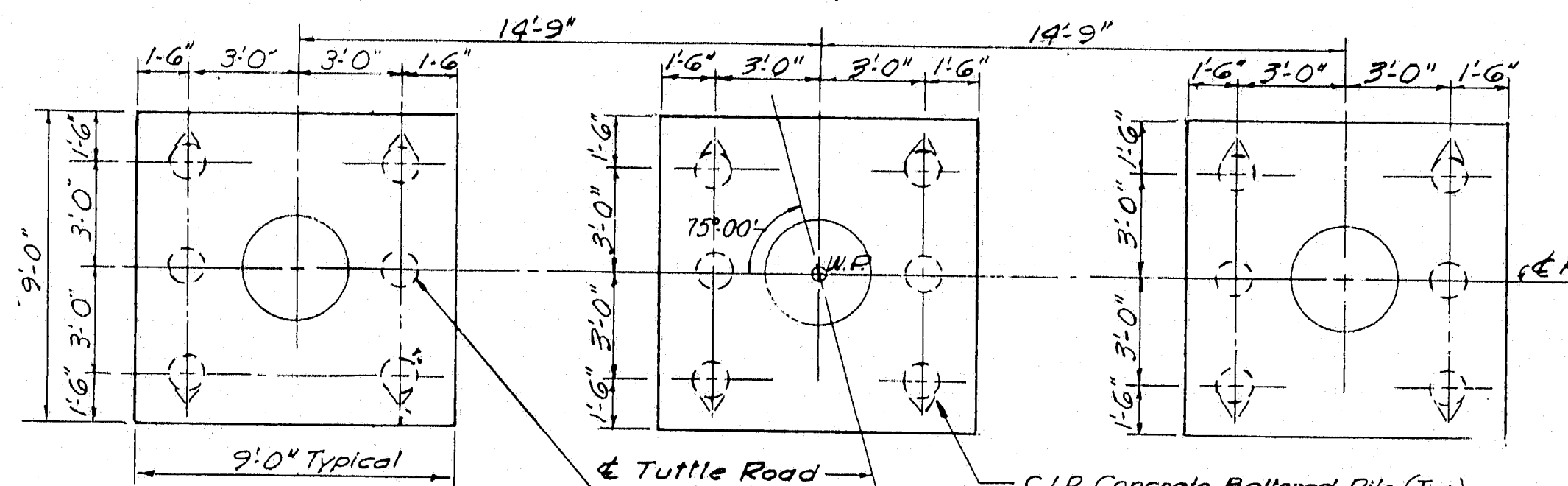
END ELEVATION
Scale: 1/4" = 1'-0"



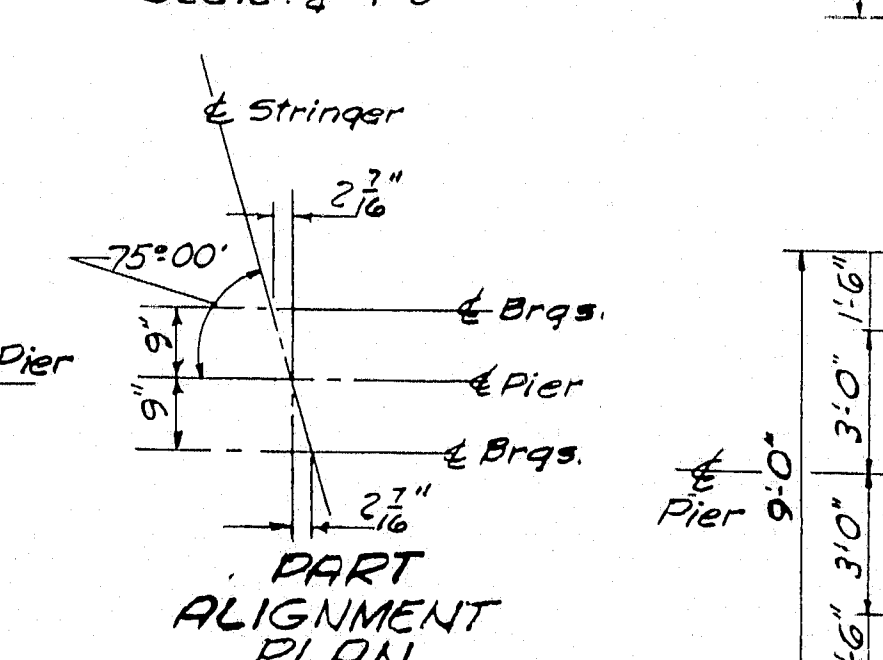
ELEVATION PIERS 1-2-3
Scale: 1/4" = 1'-0"



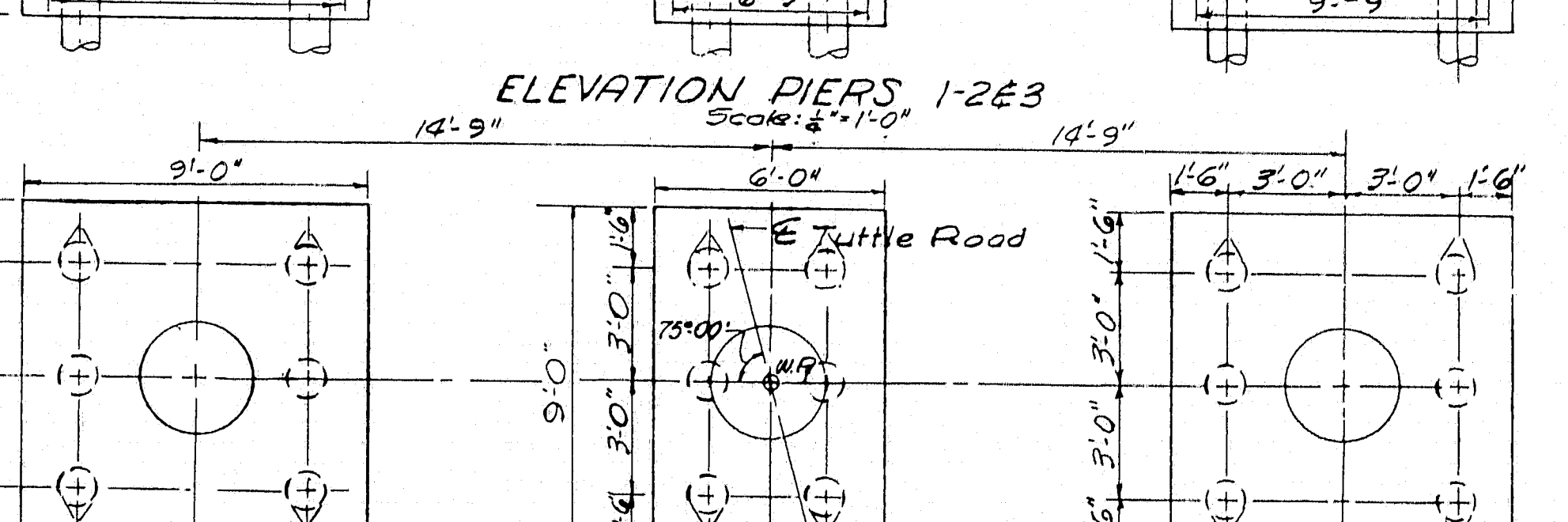
TYPICAL V-CUT DETAIL
Half Size



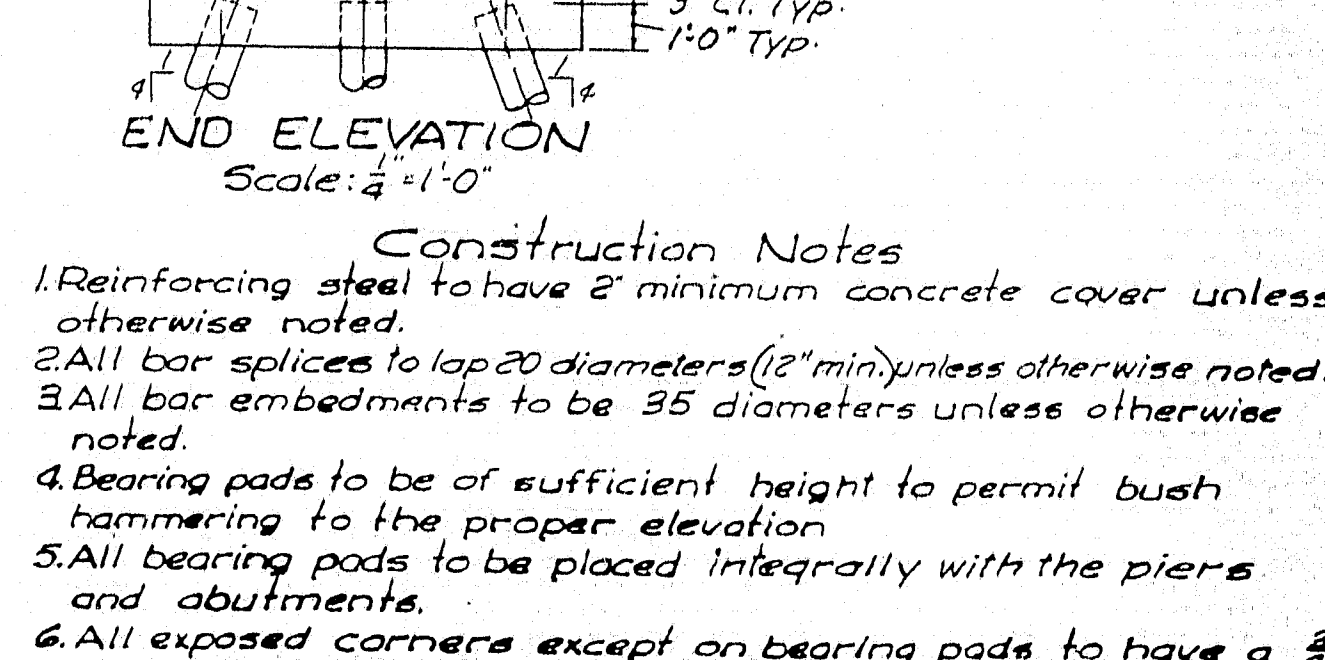
PILE PLAN
Scale: 1/4" = 1'-0"



PART ALIGNMENT PLAN FOR PIER BEARINGS
No Scale



PILE PLAN
Scale: 1/4" = 1'-0"



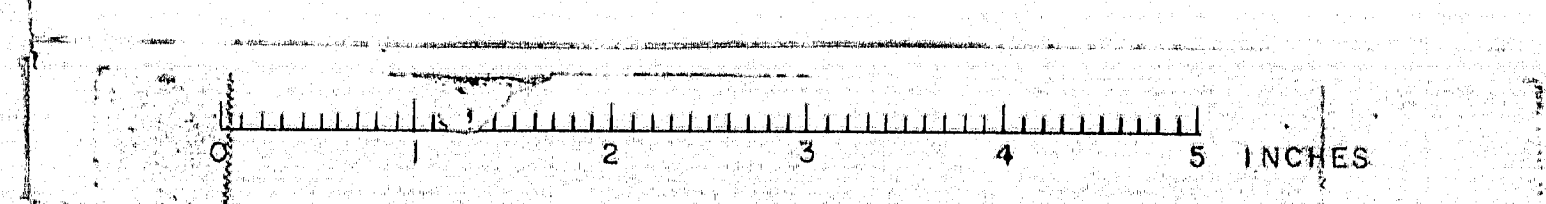
END ELEVATION
Scale: 1/4" = 1'-0"

- Construction Notes
1. Reinforcing steel to have 2" minimum concrete cover unless otherwise noted.
 2. All bar splices to lap 20 diameters (12" min) unless otherwise noted.
 3. All bar embedments to be 35 diameters unless otherwise noted.
 4. Bearing pads to be of sufficient height to permit bush hammering to the proper elevation.
 5. All bearing pads to be placed integrally with the piers and abutments.
 6. All exposed corners except on bearing pads to have a 3" chamfer. Bearing pads to have tooled edges.
 7. Reinforcing steel in or beneath bearing pads to be positioned to clear swedge anchor bolts. For swedge anchor bolts see bearing types on Sheet No. 39.

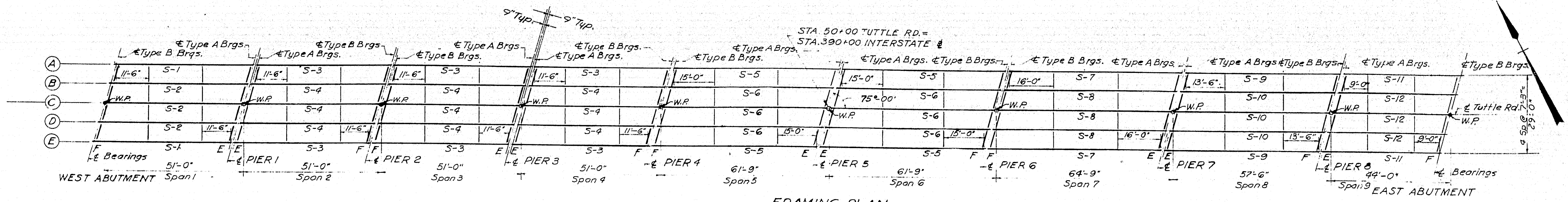
AS BUILT: NO REVISION

STATE HIGHWAY COMMISSION AUGUSTA, MAINE
PORTLAND-YARMOUTH INTERSTATE
TUTTLE ROAD OVER INTERSTATE
PIER DETAILS
SHEET NO. 26 OF 103
SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.
9m-14 39

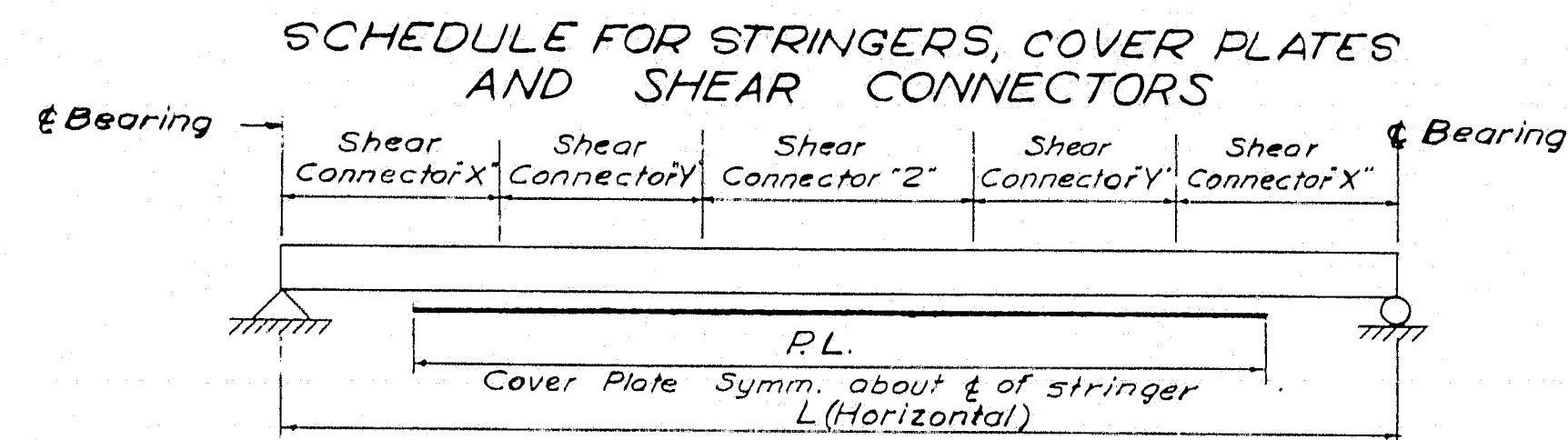
M-1080



CUMBERLAND

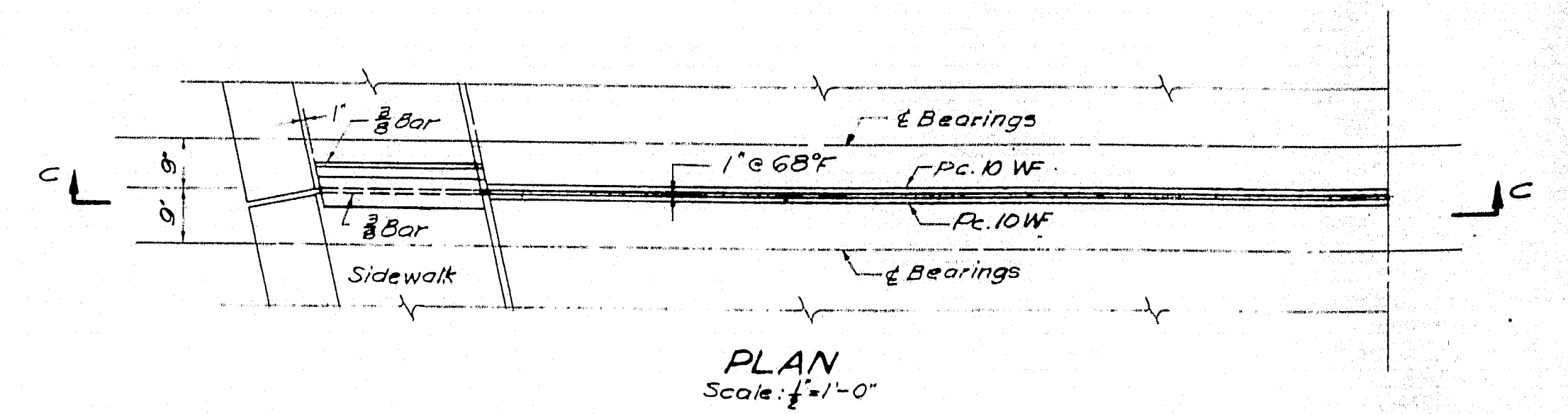


FRAMING PLAN
Scale: 1"=20'

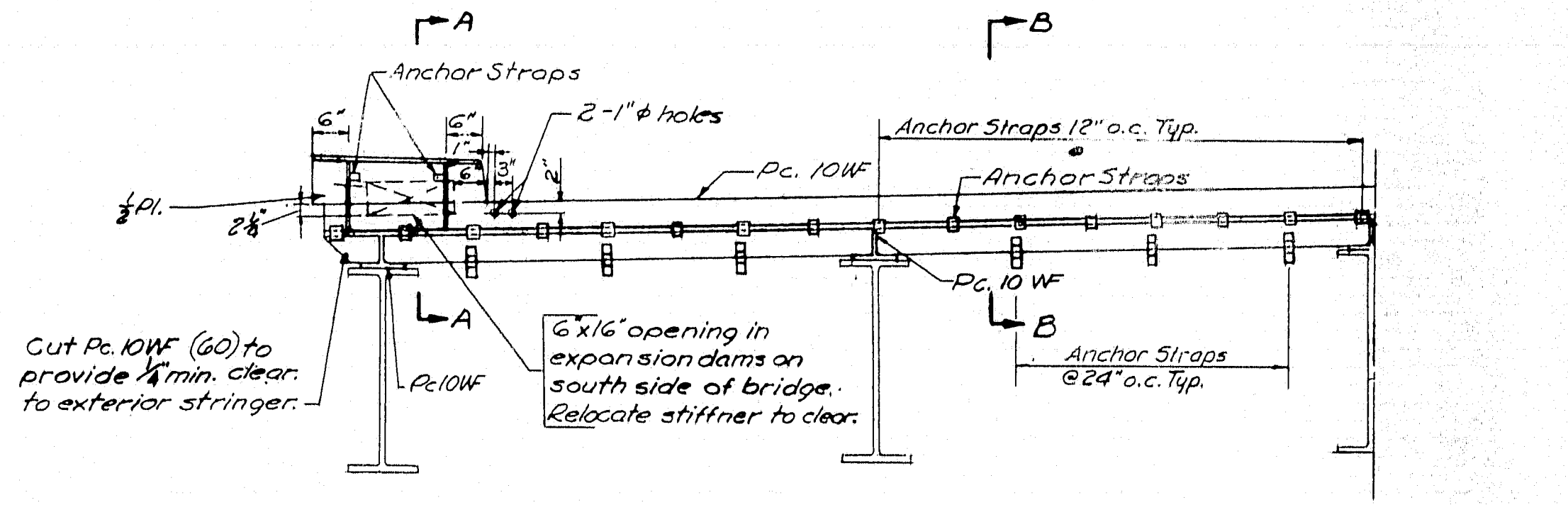


STRINGER NO.	SIZE	L	COVER PLATE SIZE	R.L.	D.L. @ MID SPAN	SHEAR CONNECTORS						EQUIVALENT STUD SHEAR CONNECTORS					
						SPIRAL 'X'	SPIRAL 'Y'	SPIRAL 'Z'	STUD 'X'	STUD 'Y'	STUD 'Z'	STUD 'X'	STUD 'Y'	STUD 'Z'	STUD 'X'	STUD 'Y'	STUD 'Z'
S-1	33WF130	50'-2 1/4"	none	-	1/8"	8'-0"	6"	8'-0"	8"	remainder	12 1/2"	8'-6"	8"	8'-0"	12"	remainder	18"
S-2	33WF130	50'-2 1/4"	none	-	1/8"	8'-0"	6"	8'-0"	8"	remainder	12 1/2"	8'-6"	8"	8'-0"	12"	remainder	18"
S-3	33WF130	49'-5 3/4"	none	-	1/8"	8'-0"	6"	8'-0"	8"	remainder	12 1/2"	8'-6"	8"	8'-0"	12"	remainder	18"
S-4	33WF130	49'-5 3/4"	none	-	1/8"	8'-0"	6"	8'-0"	8"	remainder	12 1/2"	8'-6"	8"	8'-0"	12"	remainder	18"
S-5	33WF130	60'-2 1/4"	8"x 1/2"	47'-0"	1/8"	10'-0"	5"	9'-11"	8 1/2"	remainder	13 1/2"	10'-0"	7 1/2"	10'-0"	12"	remainder	19 1/2"
S-6	33WF130	60'-2 1/4"	8"x 1/2"	45'-0"	1/8"	10'-0"	5"	9'-11"	8 1/2"	remainder	13 1/2"	10'-0"	7 1/2"	10'-0"	12"	remainder	19 1/2"
S-7	33WF130	63'-2 1/4"	8"x 1/2"	52'-0"	1/8"	11'-3"	5"	11'-4"	8"	remainder	13"	11'-3"	7 1/2"	11'-6"	11 1/2"	remainder	19"
S-8	33WF130	63'-2 1/4"	8"x 1/2"	50'-0"	1/8"	11'-3"	5"	11'-4"	8"	remainder	13"	11'-3"	7 1/2"	11'-6"	11 1/2"	remainder	19"
S-9	33WF130	55'-11 1/8"	8"x 1/2"	44'-0"	1/8"	9'-2"	5 1/2"	9'-4"	8"	remainder	13 1/2"	9'-4"	8"	9'-7"	11 1/2"	remainder	19 1/2"
S-10	33WF130	55'-11 1/8"	8"x 1/2"	40'-0"	1/8"	9'-4"	5 1/2"	9'-2"	5 1/2"	remainder	7 1/2"	9'-2"	5 1/2"	9'-4"	8"	remainder	11"
S-11	33WF130	43'-2 1/4"	none	-	1/8"	-	-	-	-	-	-	-	-	-	-	-	-
S-12	33WF130	43'-2 1/4"	none	-	1/8"	-	-	-	-	-	-	-	-	-	-	-	-

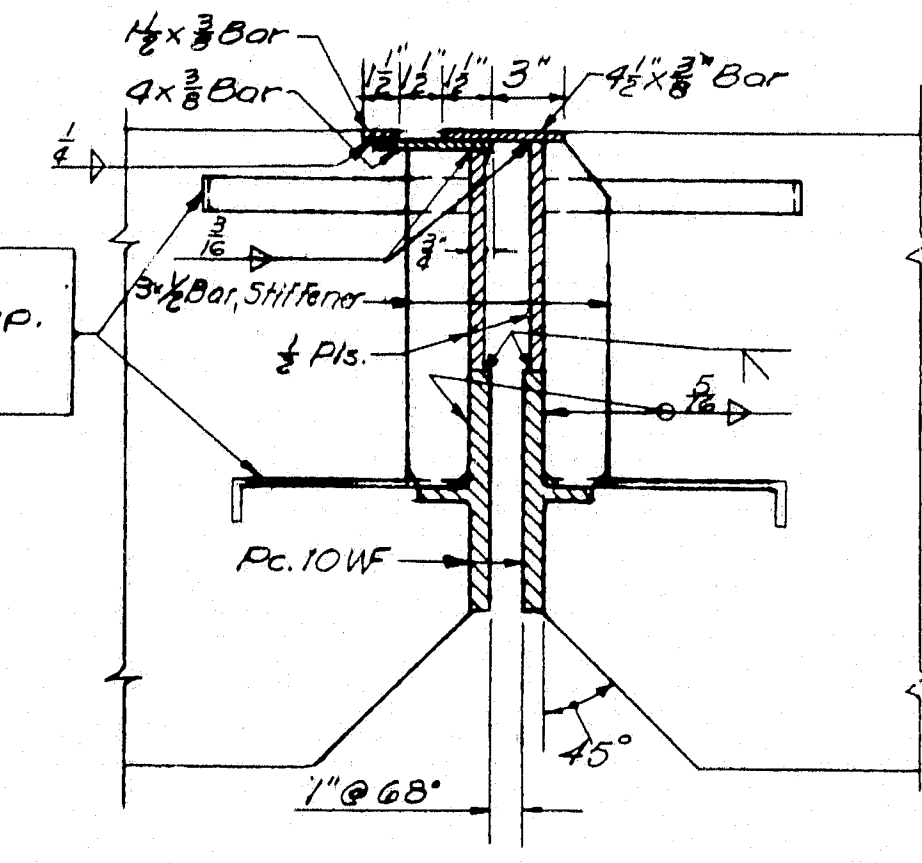
Note
Stud pitch: Stud shear connector pitch is given for 3/8" x 5/8" studs.
Spiral pitch: 2 @ X" denotes a 2" x 1/2" double spiral @ X" pitch. All other designations refer to a 3/8" x 5/8" single spiral.



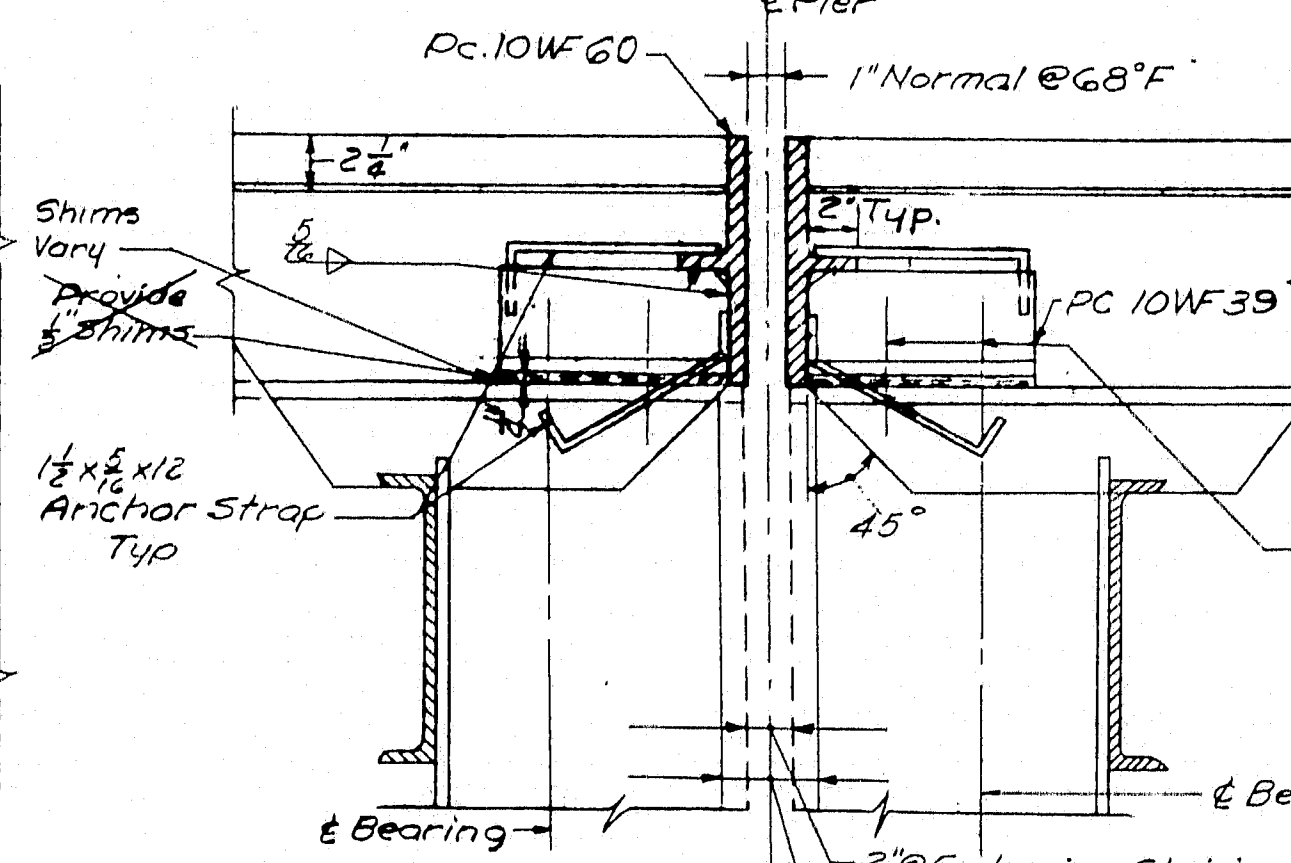
PLAN
Scale: 1/4"=1'-0"



ELEVATION C-C
Scale: 1/2"=1'-0"



SECTION A-A
Scale: 1/2"=1'-0"



SECTION B-B
Scale: 1/2"=1'-0"

EXPANSION DAM DETAILS AT PIERS 1,3,5 & 7

FRAMING NOTES

- For diaphragm, bearing, and shear connector details see Sheet No. 39.
- All dimensions shown on Framing Plan are horizontal.
- Stringers shall be cambered the minimum amount likely to remain permanent.

REVISED AS BUILT

STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

PORTLAND-YARMOUTH INTERSTATE

TUTTLE ROAD OVER INTERSTATE

FRAMING PLAN AND DETAILS

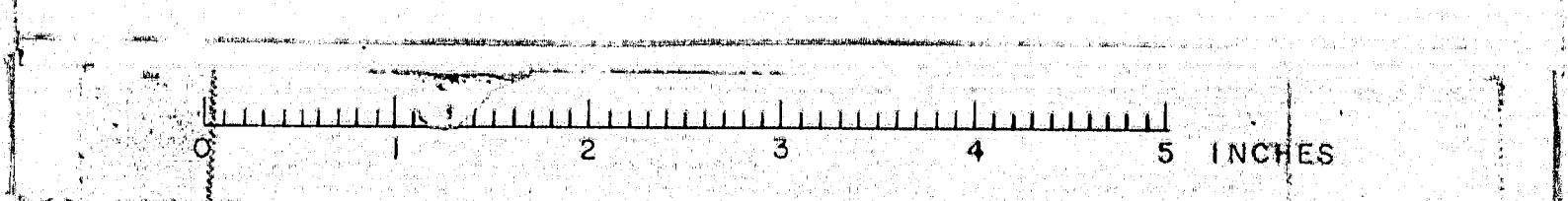
SHEET NO. 27 OF 103

SCALE: AS NOTED

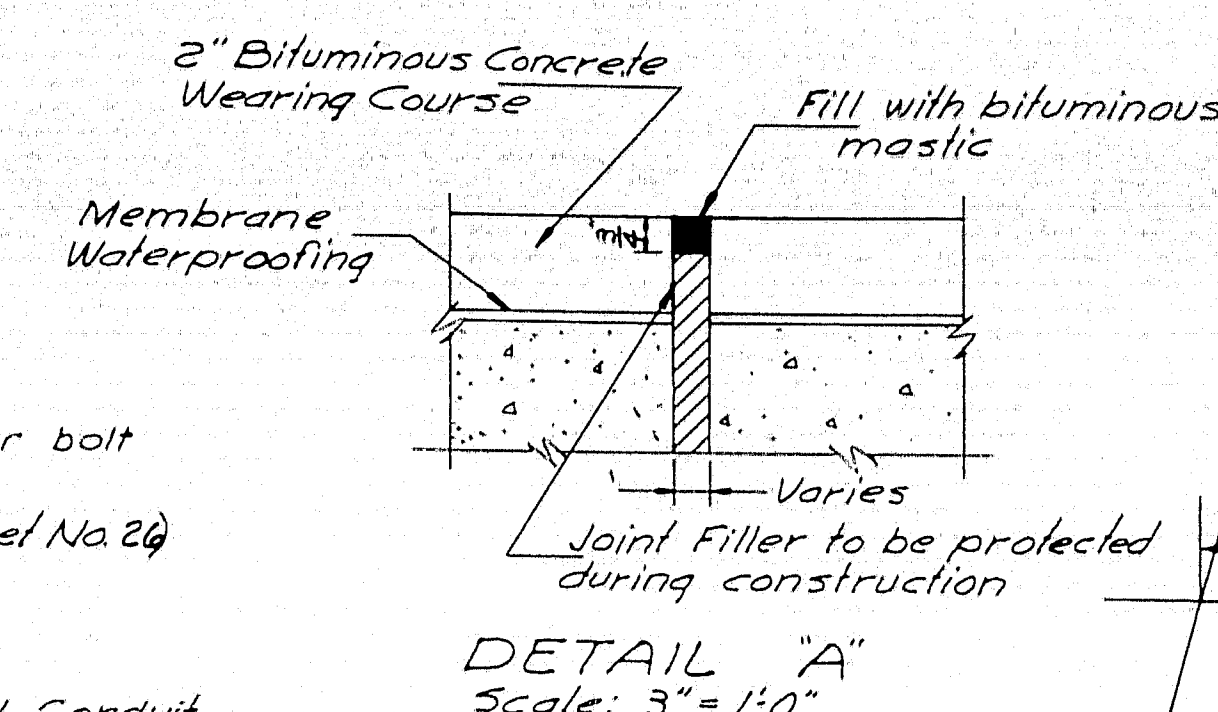
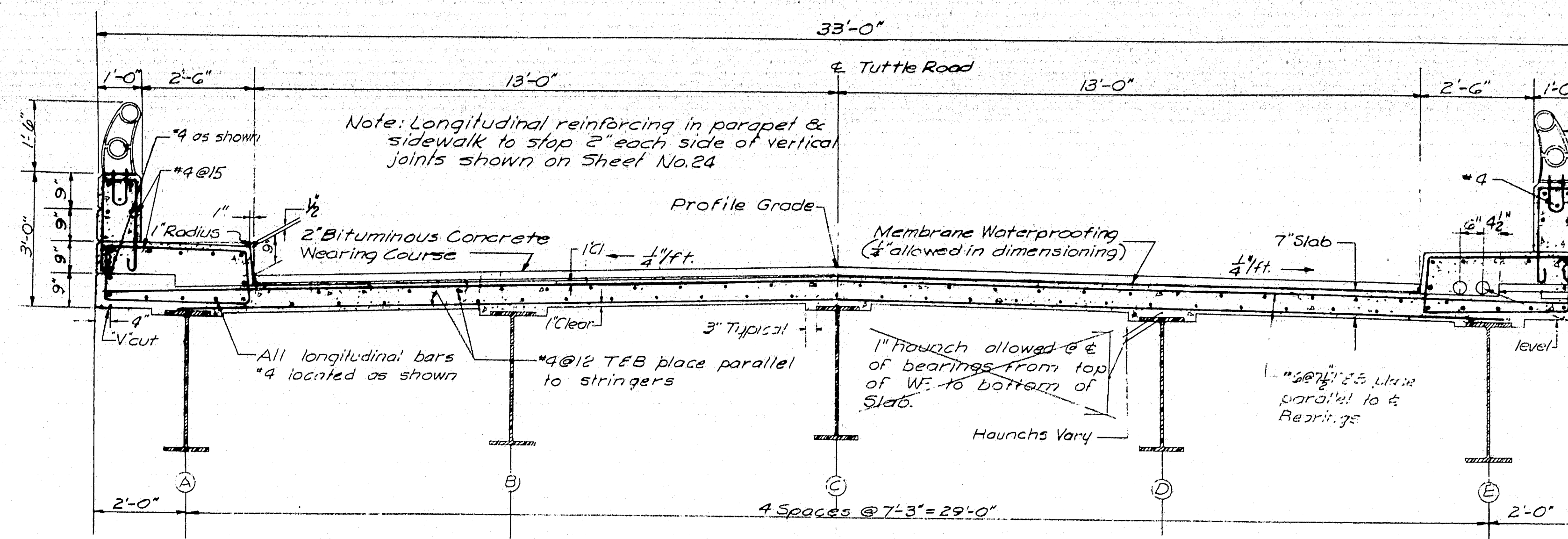
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.

9m-14
40

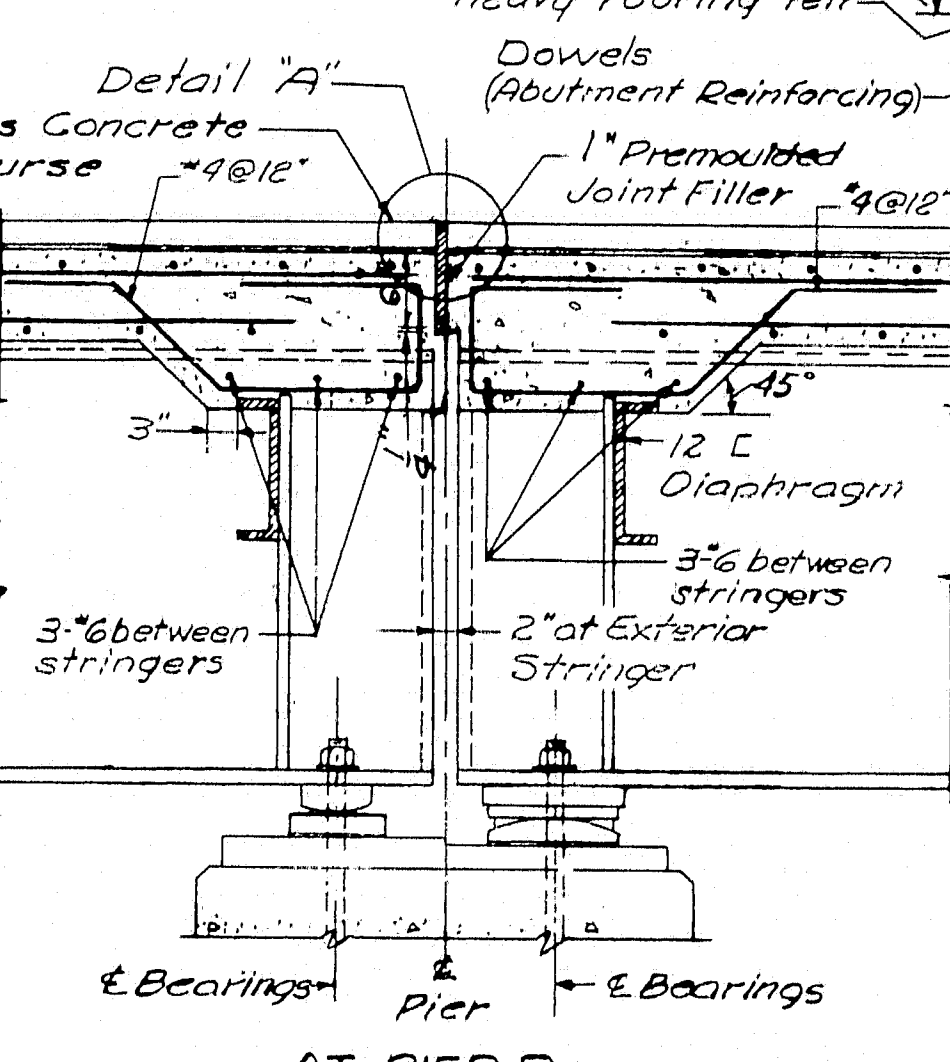
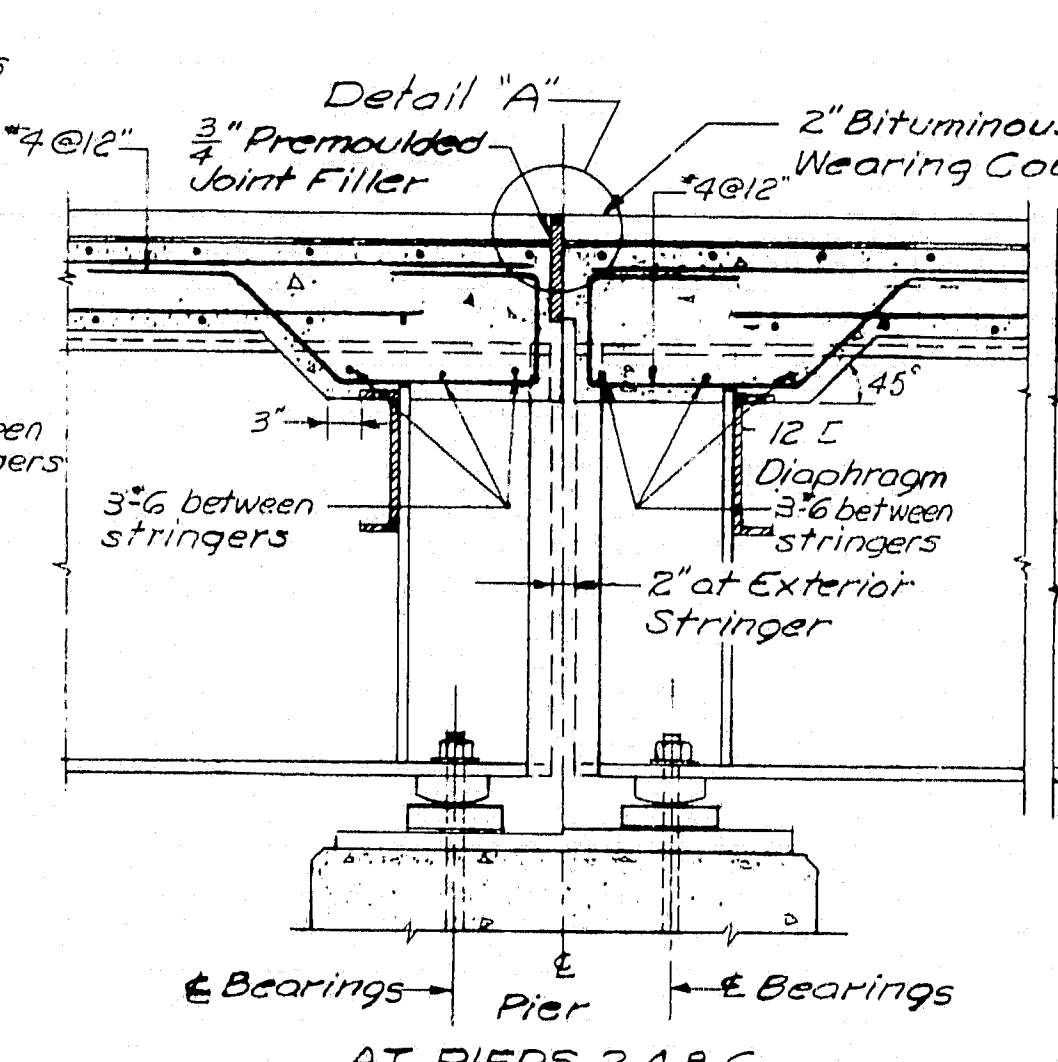
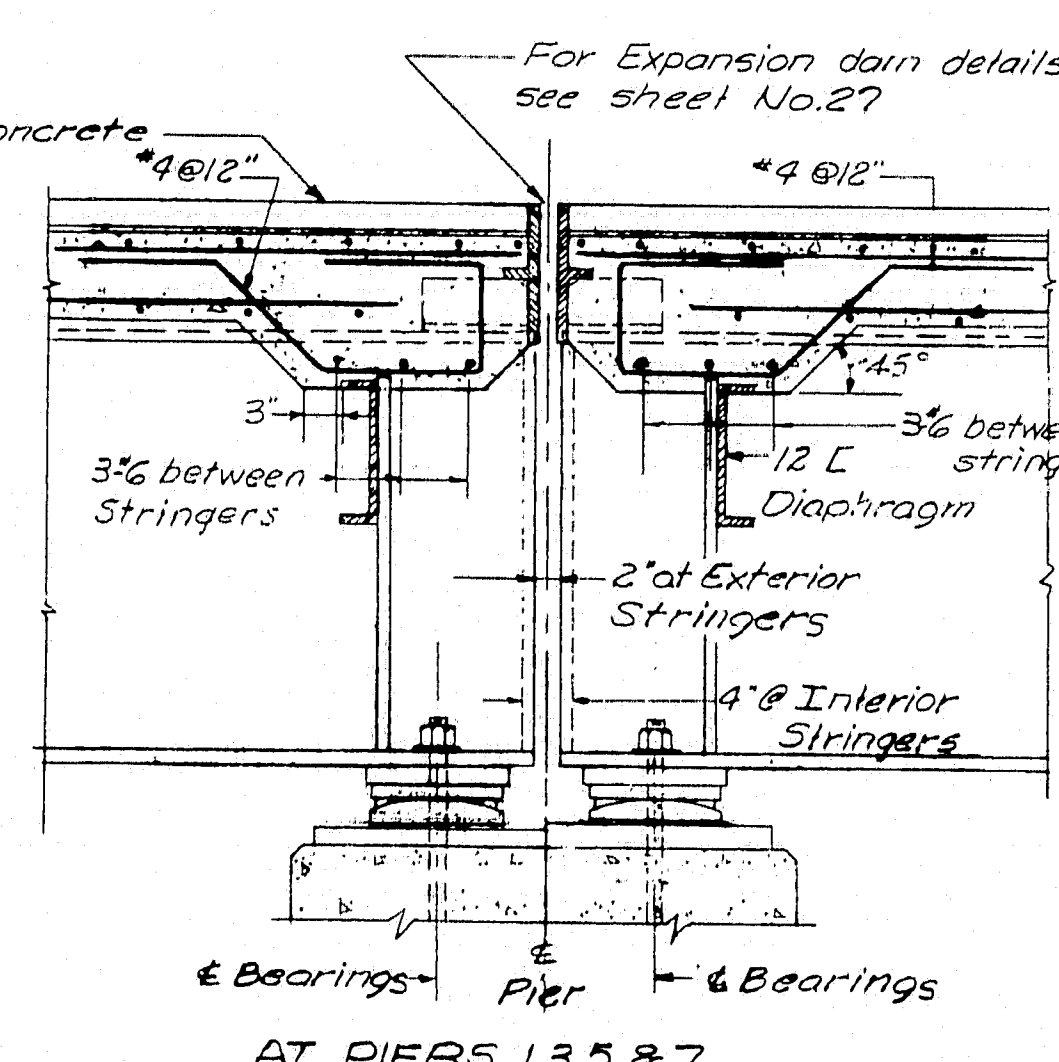
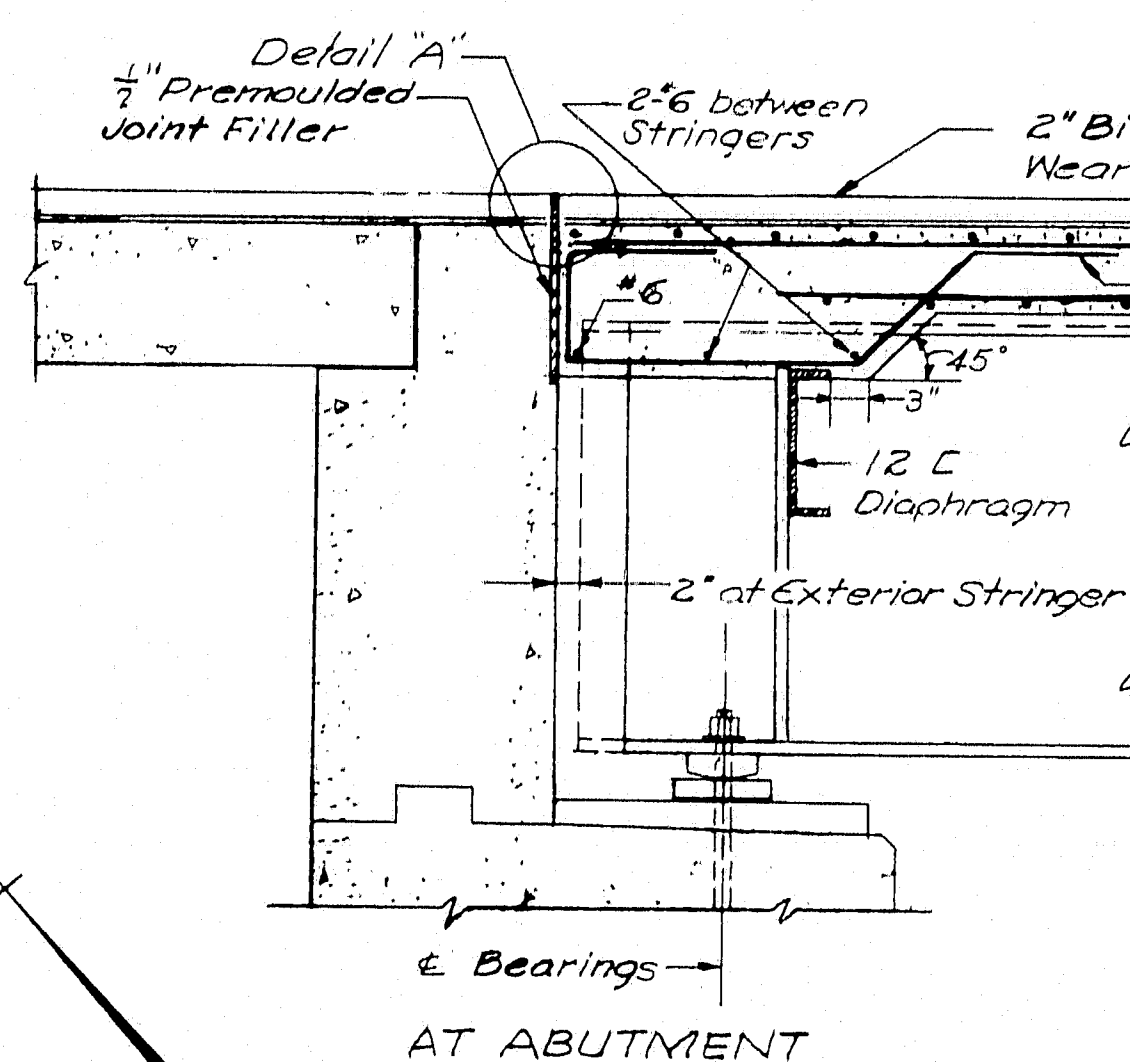
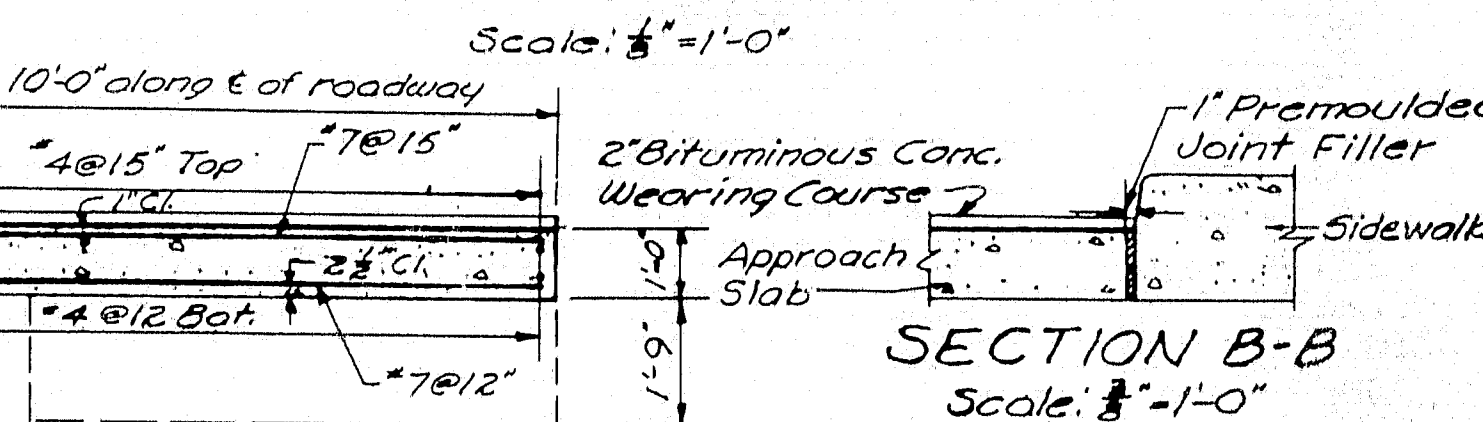
M-1081



CUMBERLAND



PLAN OF APPROACH SLABS



SECTION A-A

Scale: $\frac{3}{8}$ " = 1'-0"

APPROACH SLABS

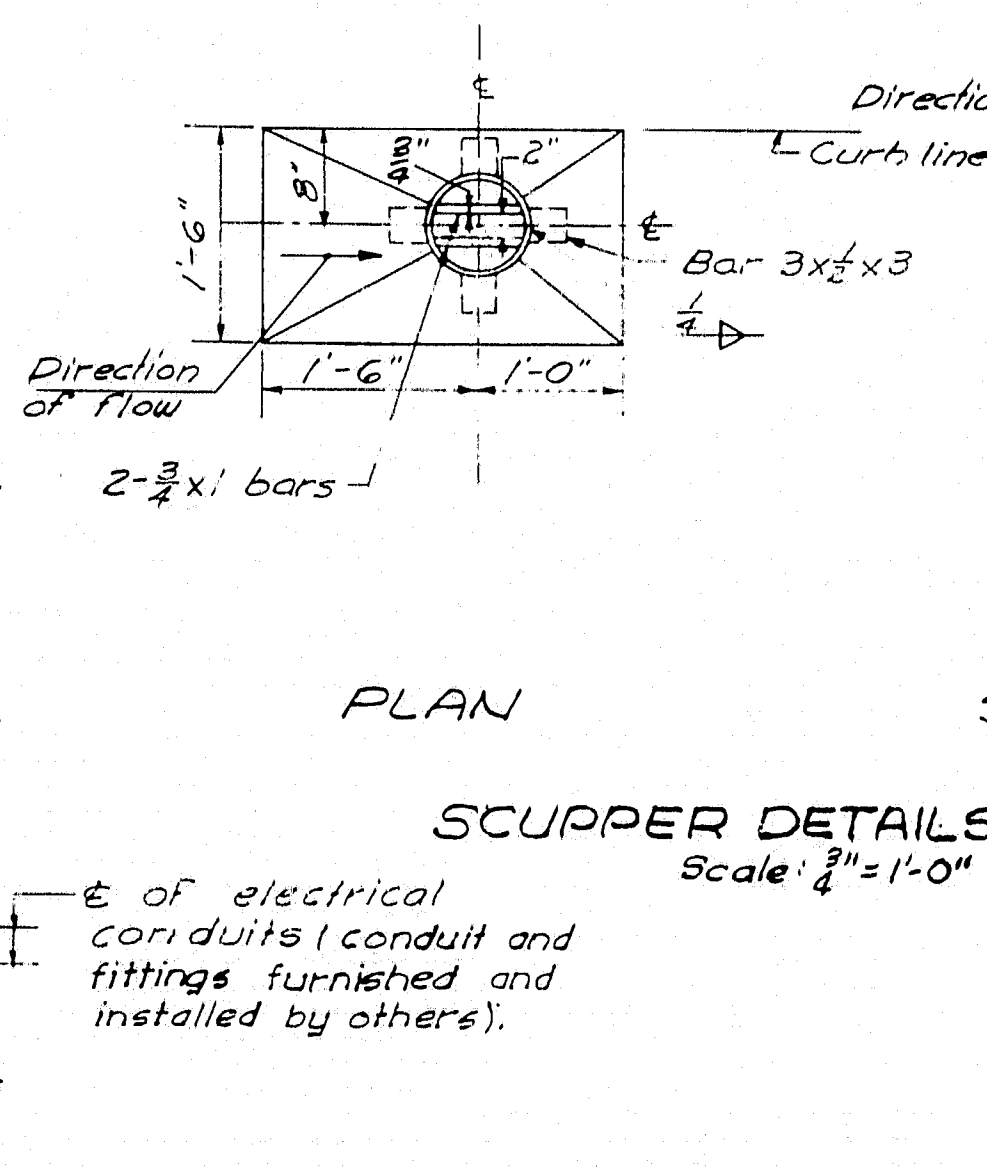
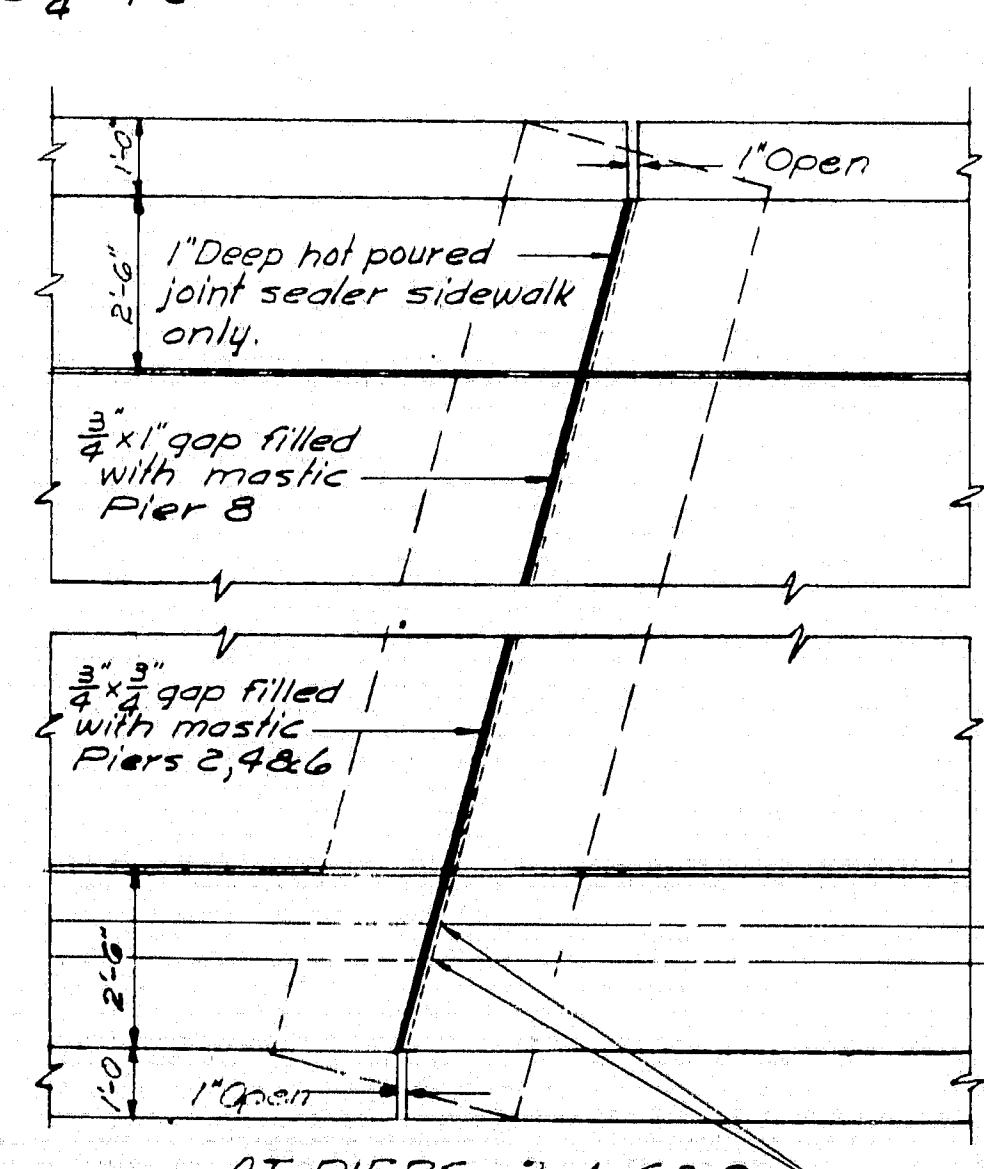
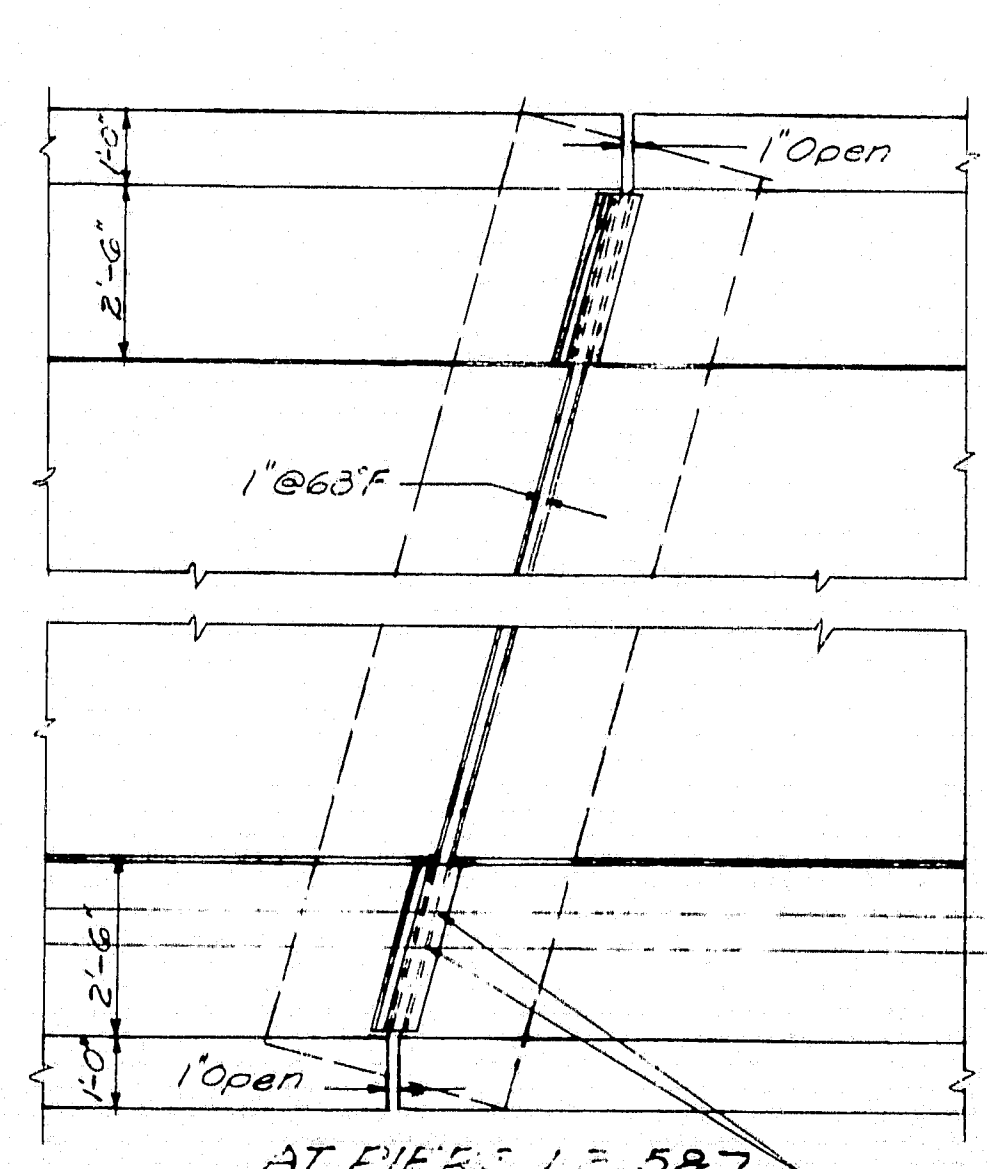
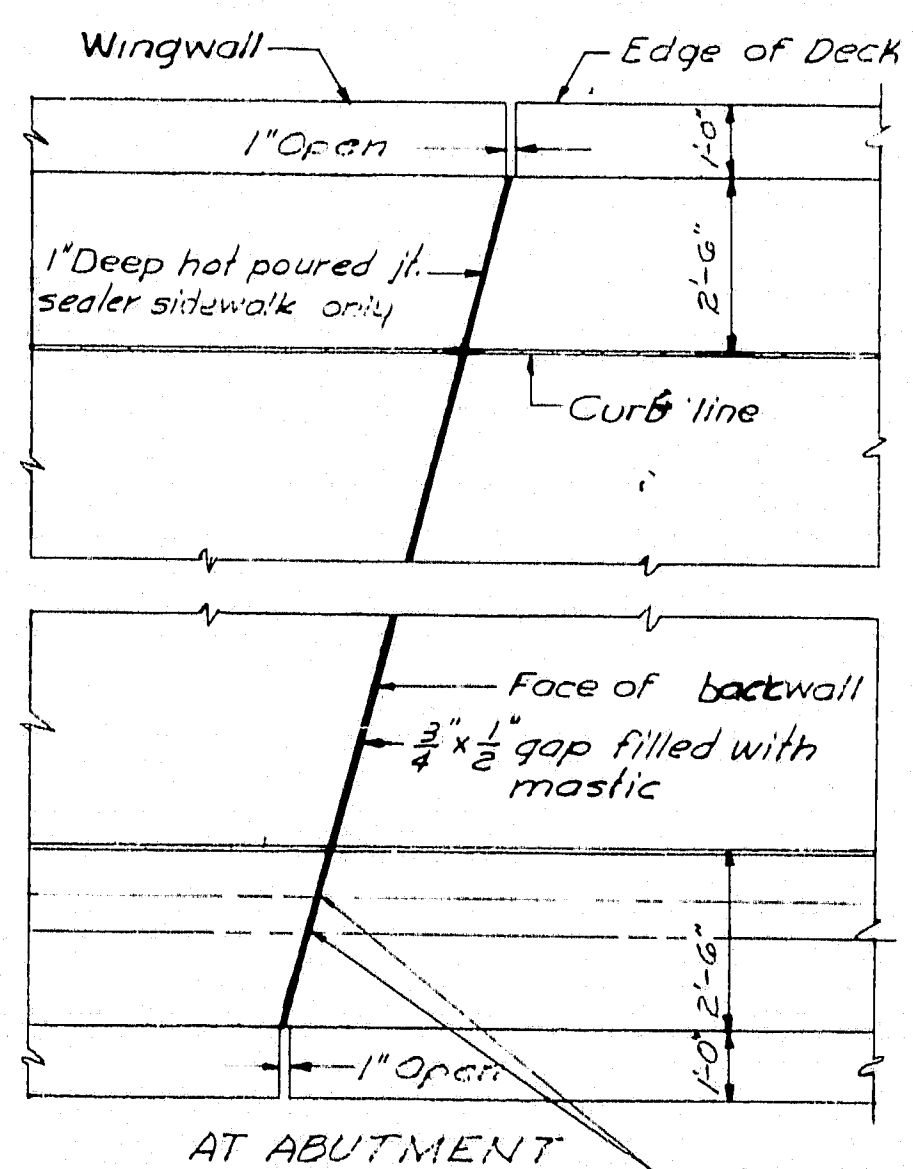
NOTE: Longitudinal reinforcing to be placed parallel to Tuttle Rd. Transverse reinforcing steel to be placed parallel to E of Bearings

NOTE FOR SCREEDS:
After structural steel has been erected, levels are to be run on top flanges of stringers. Screeds for slab are to be set on the basis of these levels corrected for $\frac{3}{4}$ of the dead load deflection shown on sheet No. 27

Notes: For location of Scuppers see Sheet No. 24
For Construction Notes see Sheet No. 26

LONGITUDINAL SECTIONS

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



SCUPPER DETAILS TYPE A & B

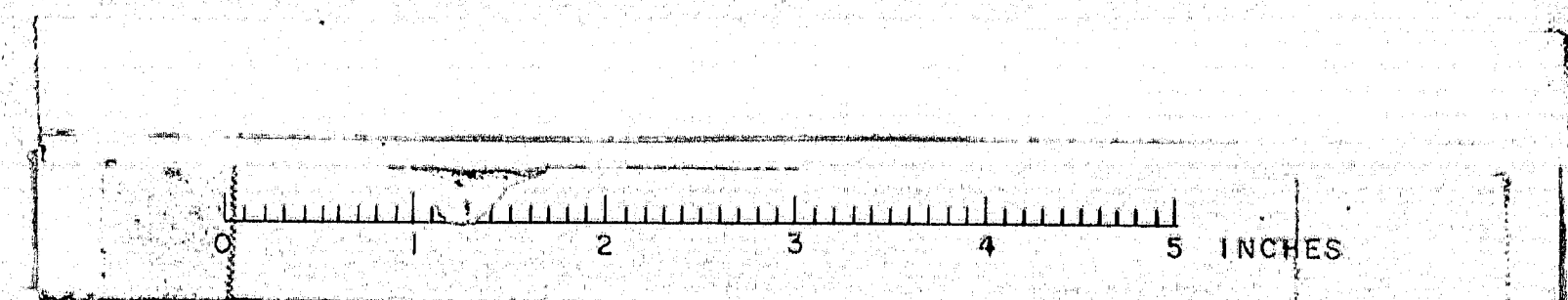
Scale: $\frac{3}{4}$ " = 1'-0"

SECTION THRU SCUPPER

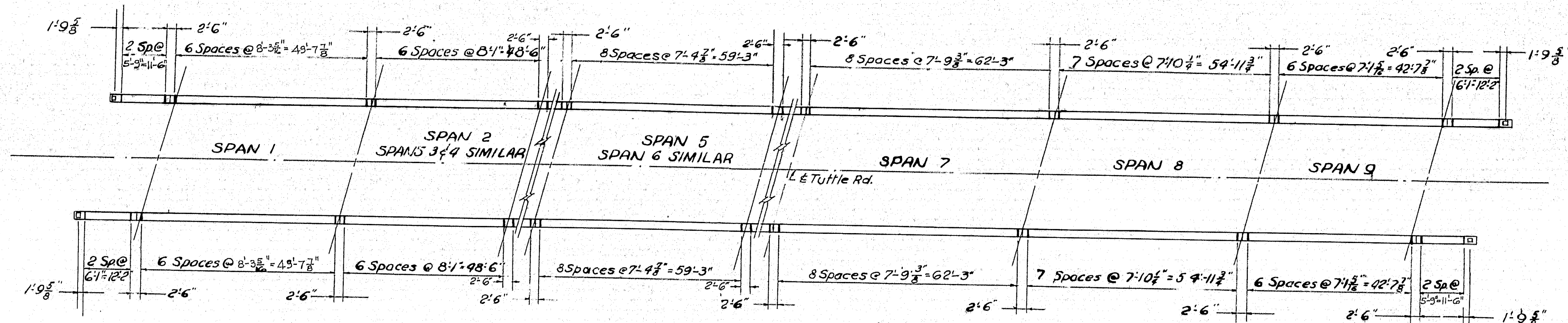
Scale: $\frac{3}{4}$ " = 1'-0"

DES. RHW	REVISED AS BUILT
DR. R.B.	STATE HIGHWAY COMMISSION
TR. R.B.	AUGUSTA, MAINE
CHK. E.J.	PORTLAND-YARMOUTH INTERSTATE
APPD. H.J.W.	TUTTLE ROAD OVER INTERSTATE
	CROSS SECTION AND DETAILS
SHEET NO. 28 OF 103	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC.	ENGINEERS
BOSTON, MASS.	9m-14

M-1082



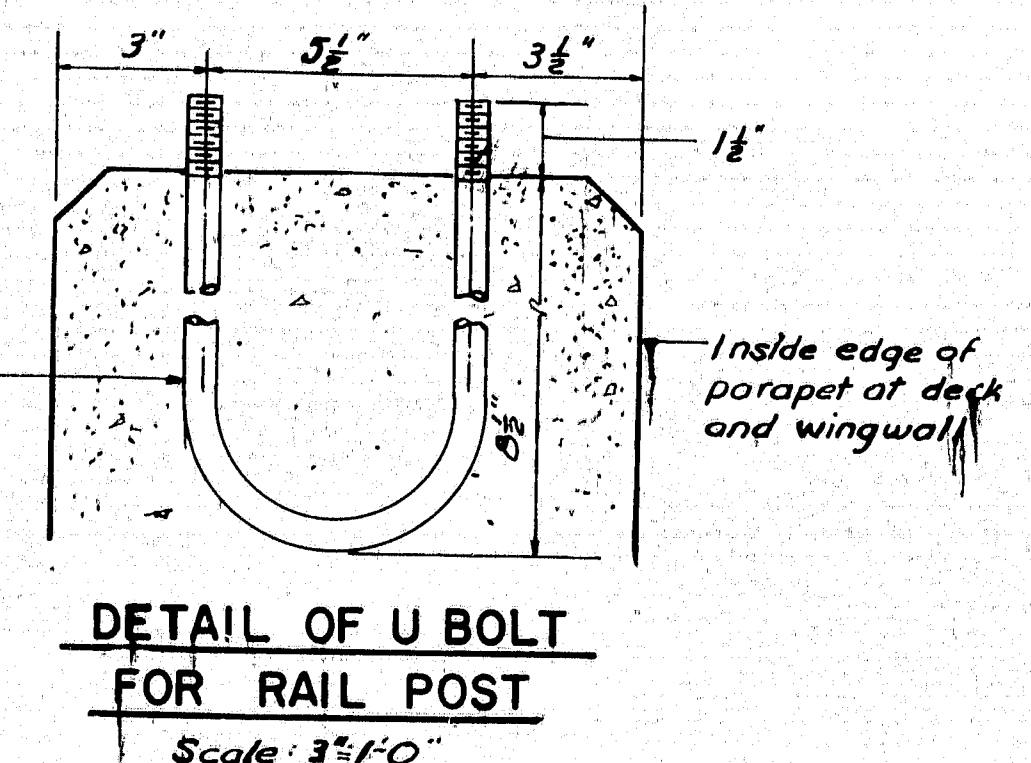
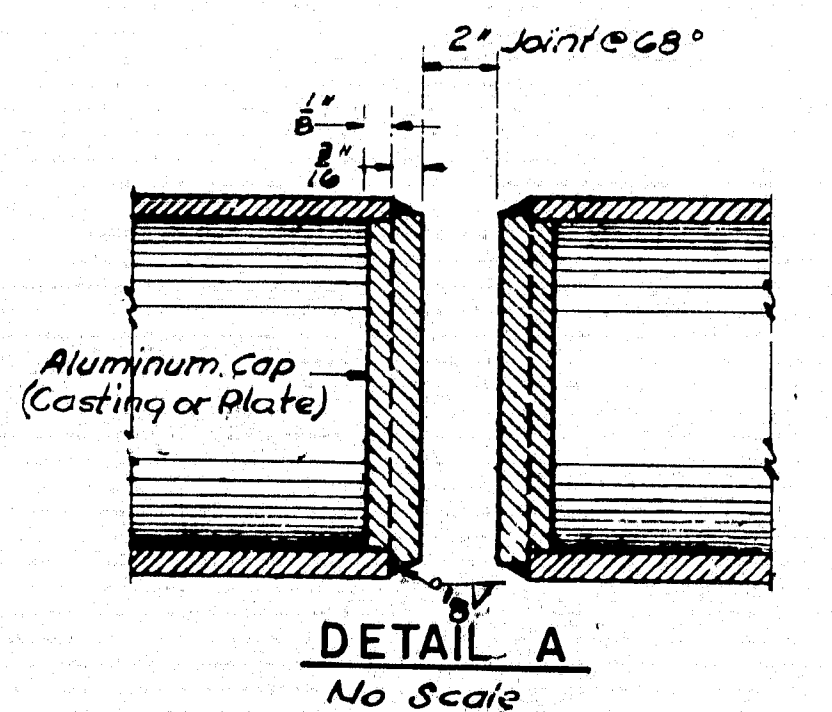
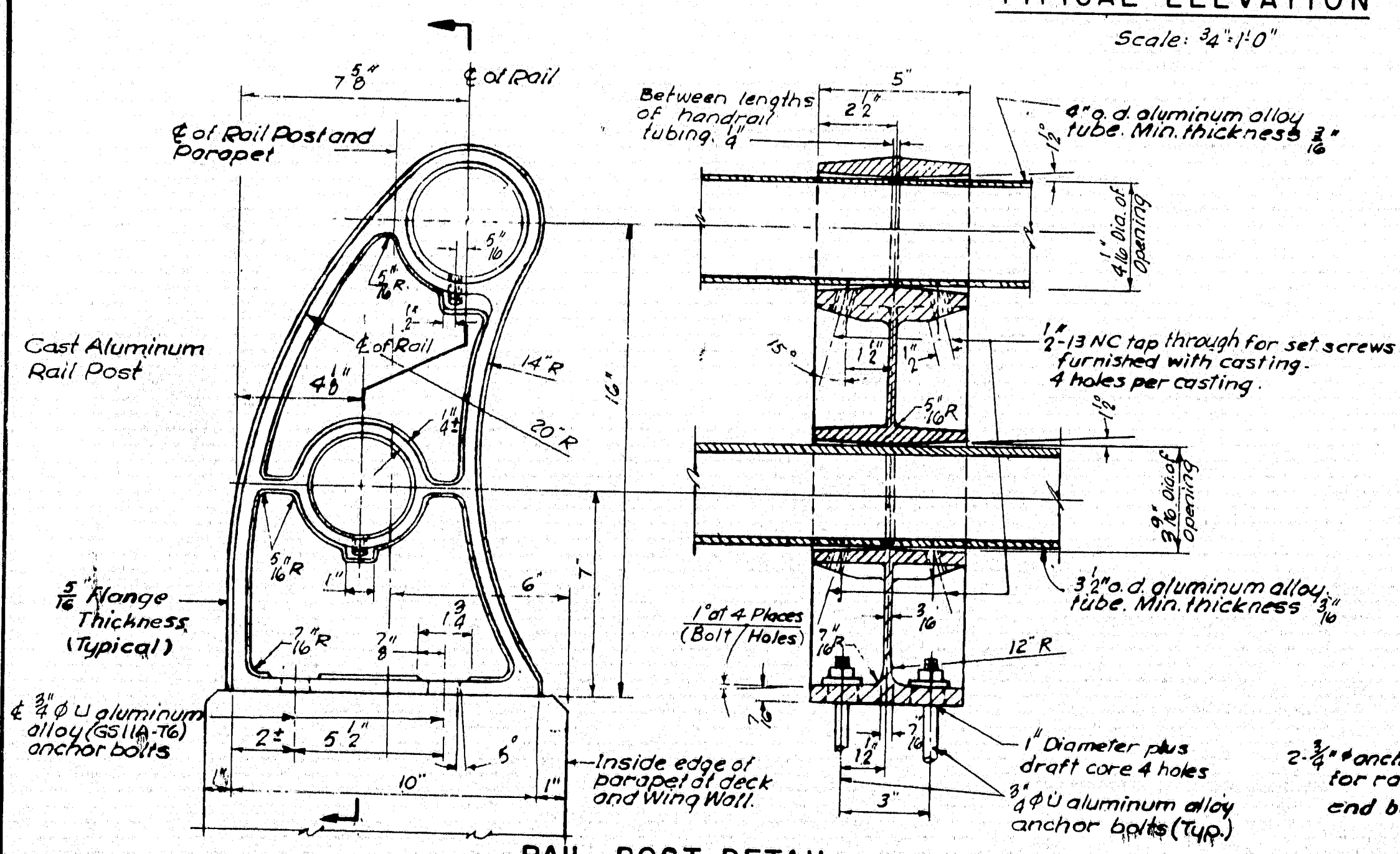
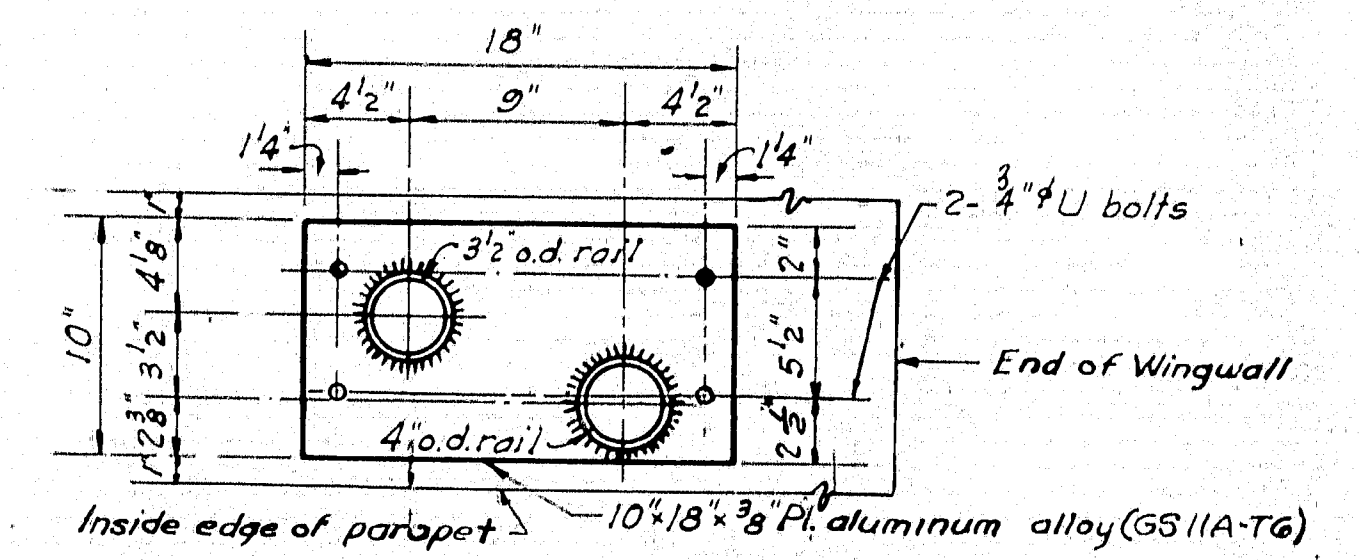
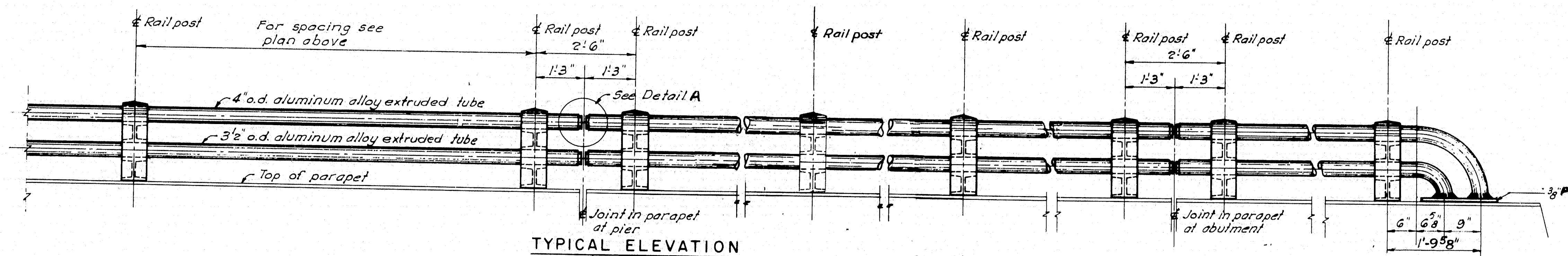
CUMBERLAND



Note:
All dimensions are horizontal

PLAN OF RAILING

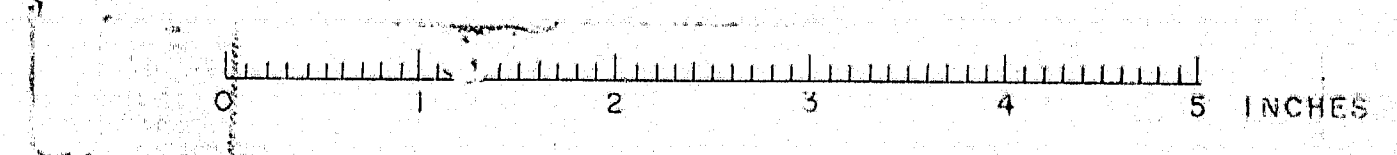
Scale 1"=20'



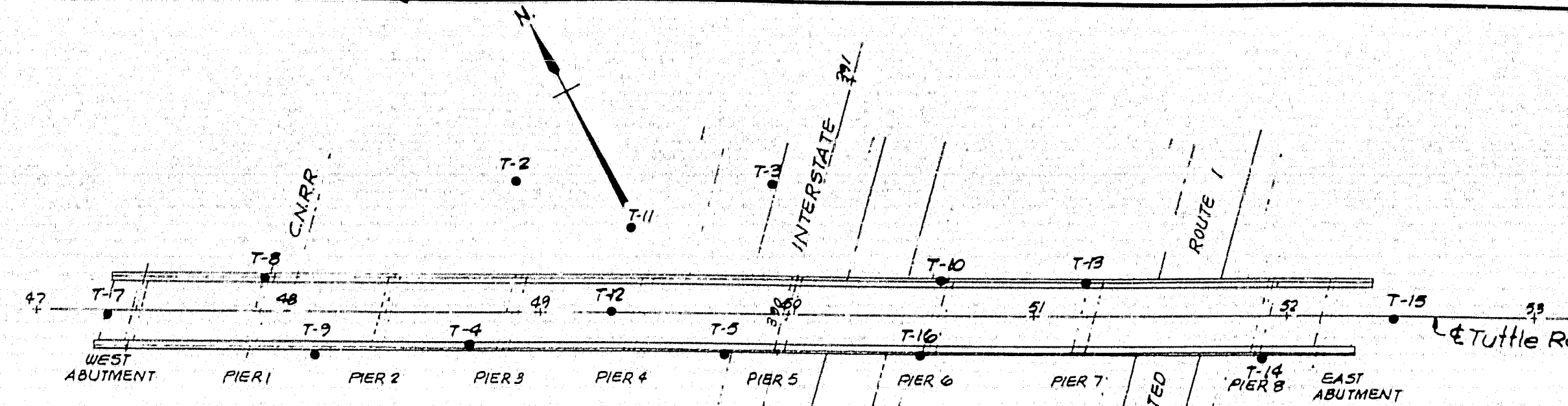
NOTES:
1. The bottom of each railing post shall be thoroughly coated with an aluminum impregnated caulking compound before installation.
2. Railing post to be set normal to parapet

AS BUILT - NO REV.	
STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
TUTTLE ROAD OVER INTERSTATE	
RAILING DETAILS	
SHEET NO. 29 OF 103	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

M-1083

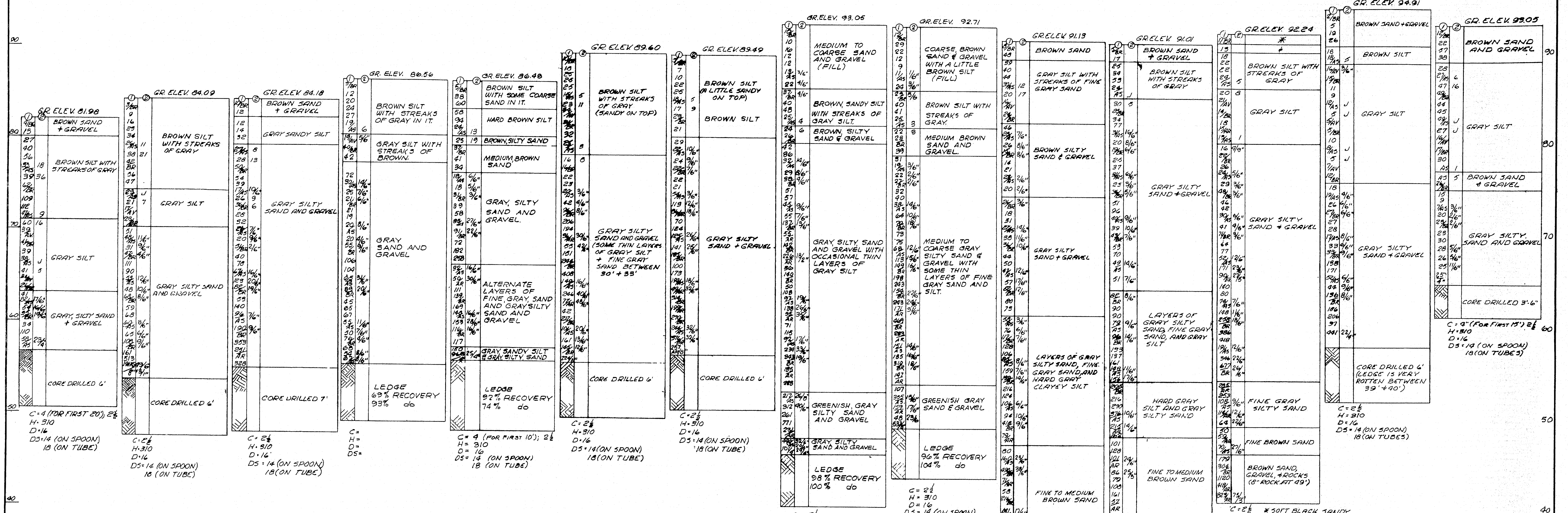


CUMBERLAND



BORING LOCATIONS SHOWN THUS: T-15
BORING NO. 3 T-1 & T-6 OMITTED
BORING LOCATION OFFSETS ARE TAKEN
FROM INTERSTATE.

BORING T-7	BORING T-8	BORING T-9	BORING T-4	BORING T-2	BORING T-12	BORING T-11	BORING T-5	BORING T-8	BORING T-10	BORING T-10	BORING T-13	BORING T-14	BORING T-15
STA. 389+27; 264'L	STA. 389+58; 209'L	STA. 389+83; 179'L	STA. 389+54; 121.5'L	STA. 390+23.5; 119'L	STA. 389+83; 70'L	STA. 390+17; 70'L	STA. 389+75.5; 205'L	STA. 390+43.5; 19.5'L	STA. 389+99; 56'R	STA. 390+30 56'R	STA. 390+44; 111'R	STA. 390+33; 189'R	STA. 390+62; 236'R



GENERAL NOTES

- BORINGS WERE MADE BY THE MAINE STATE HIGHWAY COMMISSION APRIL AND MAY 1957.
- FIGURES IN COLUMN (1) = BLOWS PER FOOT ON CASING
FIGURES IN COLUMN (2) = BLOWS PER FOOT ON SAMPLER ROD
EXCEPT AS NOTED
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL

SCALE: VERT: 1"=5'

LEGEND

- AS = CASING WAS DRIVEN AFTER SAMPLING.
C = DIAMETER OF CASING IN INCHES
H = WEIGHT OF HAMMER IN POUNDS
D = DROP ON CASING IN INCHES
DS = DROP ON SAMPLER ROD IN INCHES
AR = CASING WAS DRIVEN WASHING AHEAD OF CASING
GR =
AV = SAMPLER DRIVEN BY STATIC LOAD NOT EXCEEDING 1/2 TON

STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
PORTLAND-YARMOUTH INTERSTATE	
TUTTLE ROAD OVER INTERSTATE	
BORING DATA	
SHEET NO. 30 OF 103	SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS BOSTON, MASS.	

M-1084

