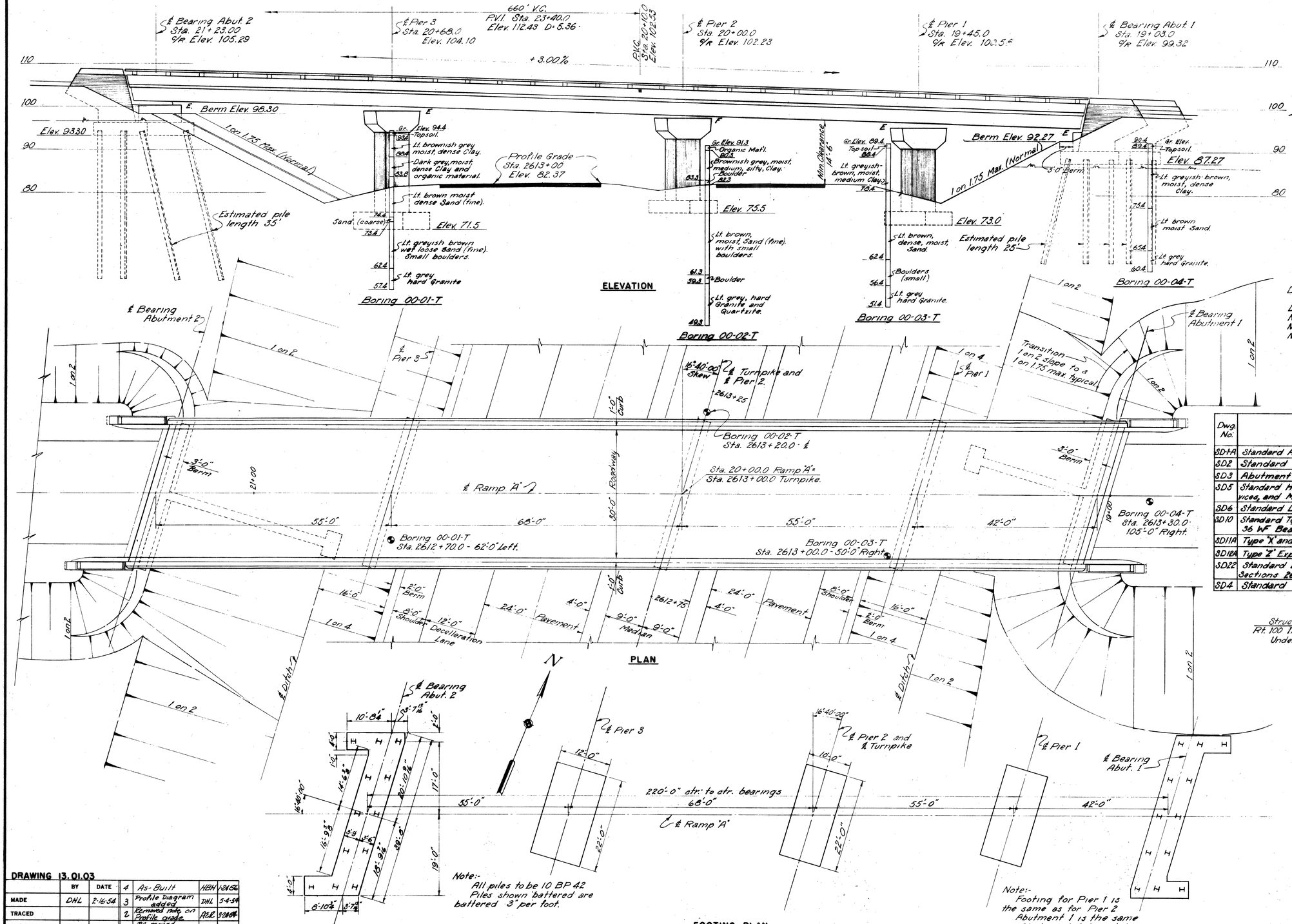
13.01.03



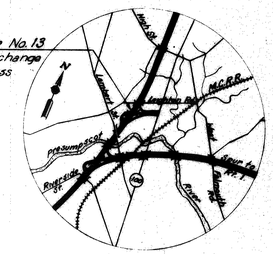
GENERAL NOTES

Design Specifications: AASHO (1953) with minor modifications.
Design Live Load: H 20-S16
Maximum Pile Load - Abutments is 33.3 T/pile.
Maximum Soil Pressure - Piers 1 & 2 is 3.2 T/sq. ft.
Maximum Soil Pressure - Pier 3 is 3.4 T/sq. ft.

REFERENCES

Dwg. No.	Title	Sub-structure	Superstructure: Steel Fabricator	Superstructure: Steel Erector	Superstructure: Floor Construction
SD-1A	Standard Abutment Details	✓	✓	✓	✓
SD2	Standard Pier Details	✓	✓	✓	
SD3	Abutment Drainage Details	✓			
SD5	Standard Handrail, Bearing Devices, and Miscellaneous Details	✓	✓	✓	✓
SD6	Standard Diaphragm Details		✓	✓	✓
SD10	Standard Type 'A' Splices for 36 WF Beams.		✓	✓	✓
SD11A	Type 'X' and 'Y' Expansion Joints	✓	✓	✓	✓
SD12A	Type 'Z' Expansion Joint.	✓	✓	✓	✓
SD22	Standard Bridge Floor Cross-Sections 26'-0" & 30'-0" Roadways.	✓	✓	✓	✓
SD4	Standard Pile Details	✓			

Structure No. 13
Rt. 100 Interchange
Underpass



VICINITY MAP
Scale 1"=1 mile.

DRAWING 13.01.03

	BY	DATE
MADE	DHL	2-16-54
TRACED		
CHECKED	RPS	2-26-54
IN CHARGE OF	I.D.S.K.	

No.	REVISION	BY	DATE
4	As-Built	HBH	1-24-56
3	Profile Diagram added	DHL	5-4-54
2	Removed note on Profile grade	ACL	3-31-54
1	Pile moved to ℄	DHL	3-17-54

MAINE TURNPIKE AUTHORITY

MAINE TURNPIKE

SECTION 2— PORTLAND TO AUGUSTA

STRUCTURE NO. 13 TURNPIKE UNDER

STATE HIGHWAY ROUTE 100 INTERCHANGE

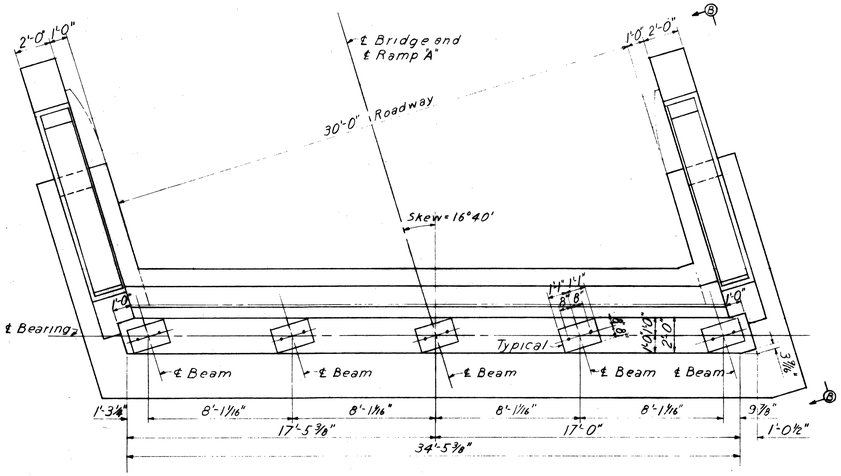
STA. 2613+00.00

GENERAL PLAN AND ELEVATION

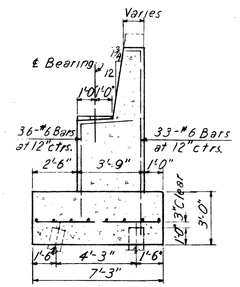
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK KANSAS CITY

SCALE: 3/32" = 1'-0"
CONTRACT NO. _____
SHEET NO. 80 OF 382

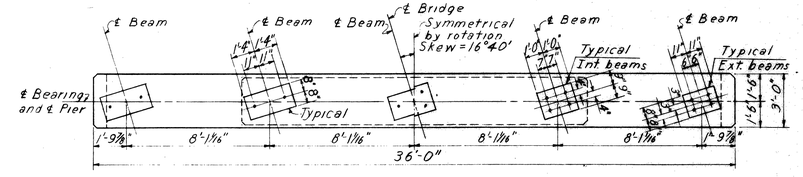
13.02.03



PLAN

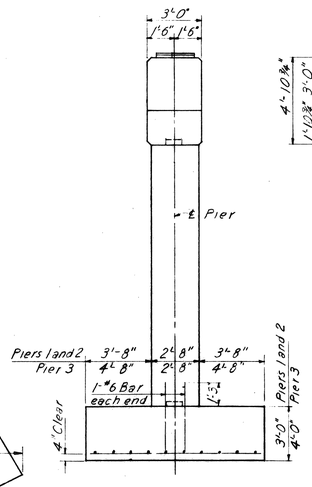


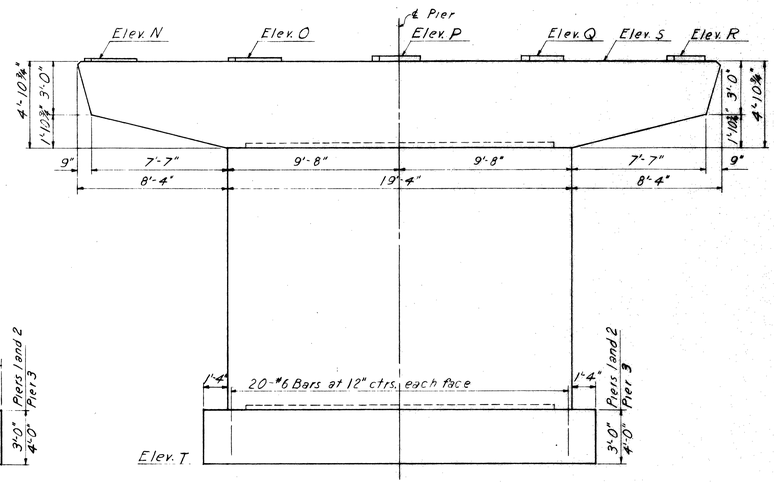
SECTION A-A

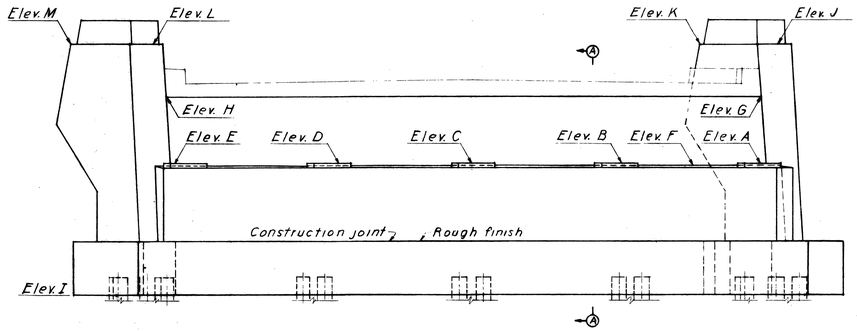


HALF CAP PLAN
PIER 1 & 3

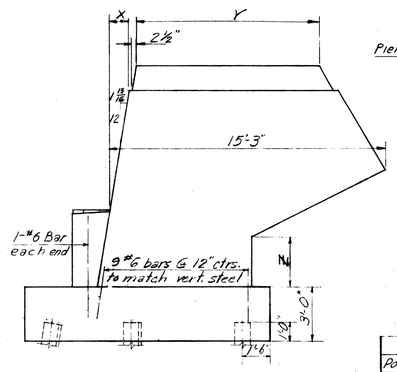
HALF CAP PLAN
PIER 2



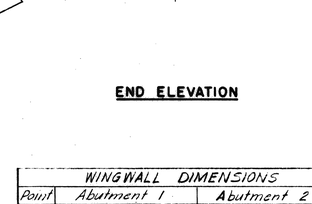




FRONT ELEVATION

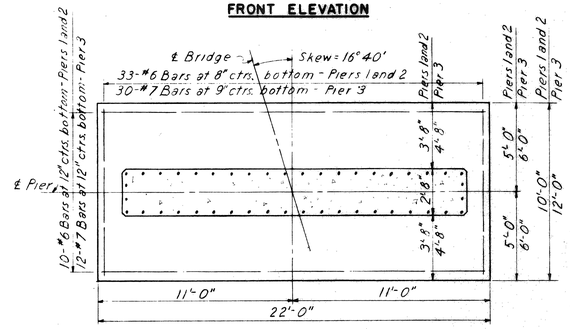


ELEVATION B-B



END ELEVATION

WINGWALL DIMENSIONS				
Point	Abutment 1		Abutment 2	
	N. Wing	S. Wing	N. Wing	S. Wing
X	1'-0 7/16	1'-0¾"	1'-0⅞"	1'-0 5/16
Y	10'-1 3/16	10'-1⅜"	10'-1⅜"	10'-1 7/16
Z	2'-3⅛"	2'-6⅜"	2'-11 1/16	3'-0 13/16



FRONT ELEVATION

FOOTING PLAN

ABUT. ELEVATIONS		
Elev.	Abut. 1	Abut 2
A	94.72	100.46
B	94.73	100.57
C	94.74	100.70
D	94.59	100.66
E	94.44	100.64
F	94.36	100.38
G	98.52	104.32
H	98.28	104.50
I	87.27	93.30
J	101.40	107.26
K	101.06	107.48
L	101.18	107.43
M	100.79	107.63

PIER ELEVATIONS			
Elev.	Pier 1	Pier 2	Pier 3
N	95.81	97.63	99.14
O	95.82	97.60	99.15
P	95.83	97.61	99.18
Q	95.68	97.46	99.04
R	95.54	97.35	98.92
S	95.52	97.33	98.90
T	73.0	75.5	71.5

Note:
All piles to be 10 BP42.
Piles shown battered to be battered 3" per foot.

DRAWING 13.02.03

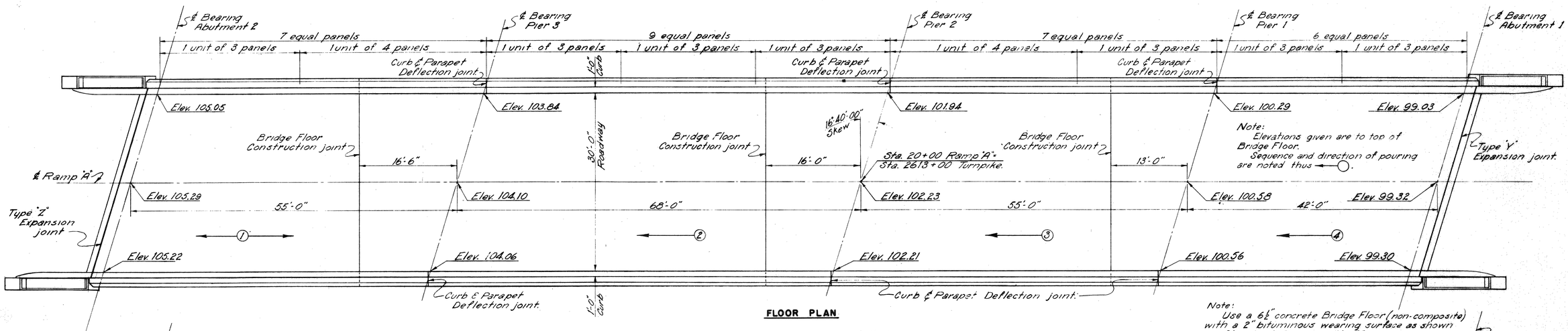
	BY	DATE	No.	REVISION	BY	DATE
MADE	VDG	2-18-54				
TRACED			2	As-Built	HBH	12-8-54
CHECKED	RFS	2-26-54	1	P&E moved to ℄	DWL	3-17-54
IN CHARGE OF IDSK						

MAINE TURNPIKE AUTHORITY
MAINE TURNPIKE
SECTION 2— PORTLAND TO AUGUSTA

STRUCTURE NO. 13 TURNPIKE UNDER
STATE HIGHWAY ROUTE 100 INTERCHANGE
STA. 2613+00.00
ABUTMENTS AND PIERS

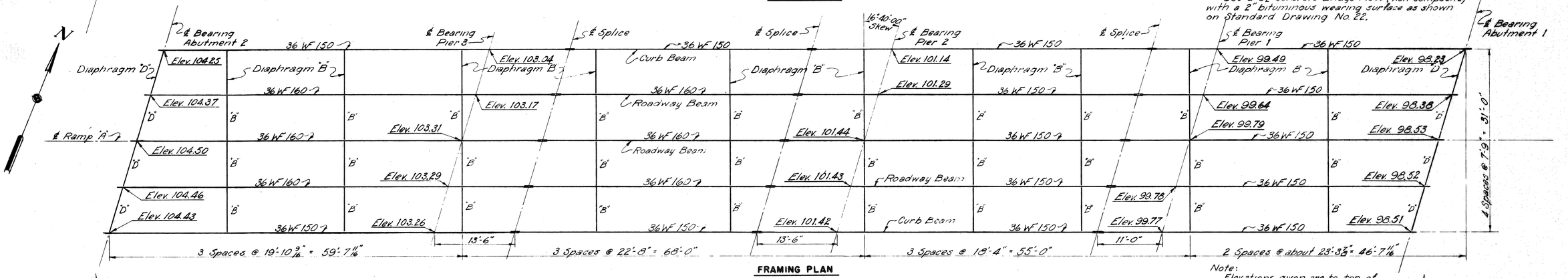
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK KANSAS CITY

SCALE: ⅛"=1'-0"
CONTRACT NO. _____
SHEET NO. 81 OF 382



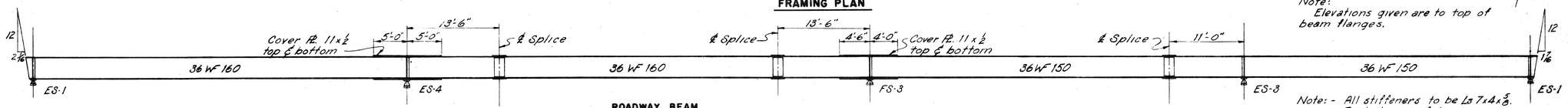
FLOOR PLAN

Note:
Use a 6½" concrete Bridge Floor (non-composite) with a 2" bituminous wearing surface as shown on Standard Drawing No. 22.

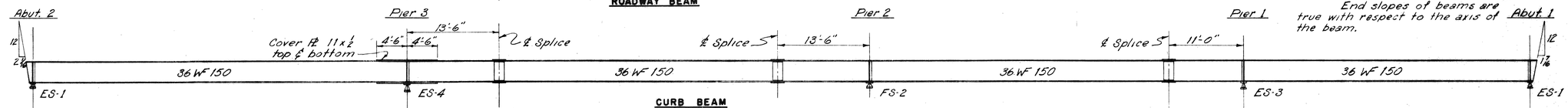


FRAMING PLAN

Note:
Elevations given are to top of beam flanges.



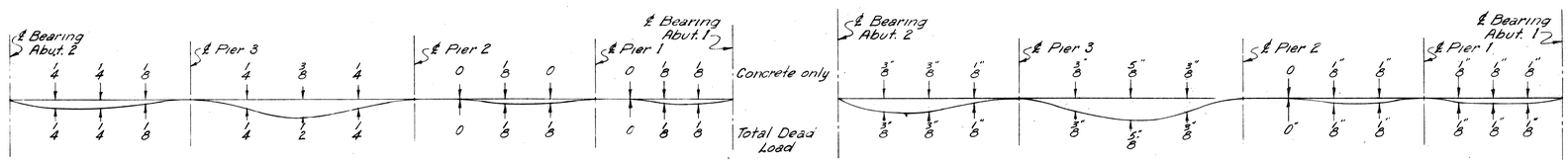
ROADWAY BEAM



CURB BEAM

Note: - All stiffeners to be La 7x4x5/16.
End slopes of beams are true with respect to the axis of Abut. 1 the beam.

TYPICAL BEAM ELEVATION



Roadway Beam — Curb Beam

DEAD LOAD DEFLECTION DIAGRAM

Deflections shown at ¼ points of spans
No scale

DRAWING 13. 03. 03

	BY	DATE	No.	REVISION	BY	DATE
MADE	DHL	2-16-54				
TRACED			2	As-Built	HBH	1-24-56
CHECKED	RPS	2-26-54	1	P.S. moved to ℄	DHL	3-17-54
IN CHARGE OF	IDSK					

MAINE TURNPIKE AUTHORITY
MAINE TURNPIKE
SECTION 2— PORTLAND TO AUGUSTA
STRUCTURE NO. 13 TURNPIKE UNDER
STATE HIGHWAY ROUTE 100 INTERCHANGE
STA. 2613+00.00
SUPERSTRUCTURE

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

SCALE: ⅛" = 1'-0"
CONTRACT NO. _____
SHEET NO. 82 OF 382