

NOTES

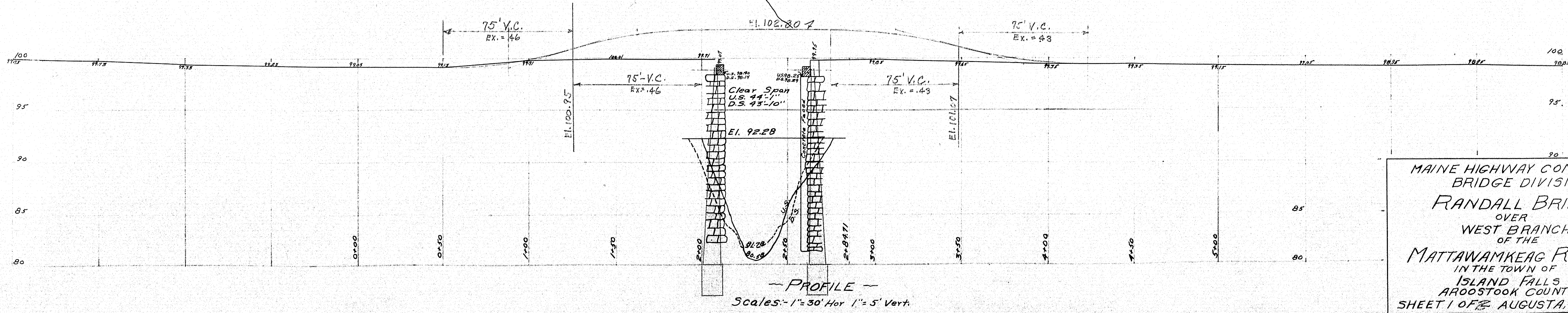
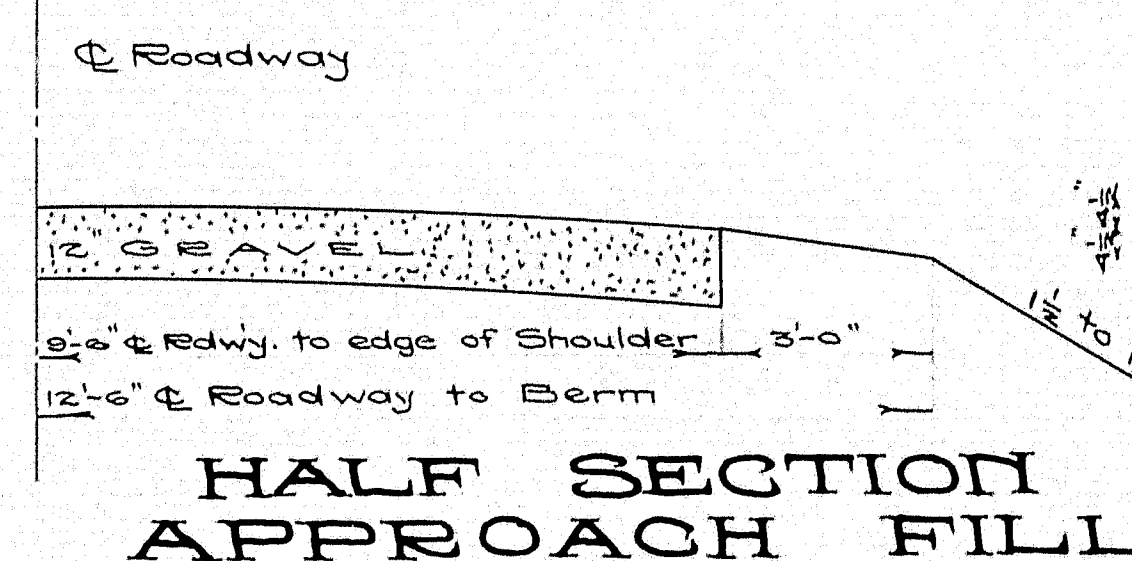
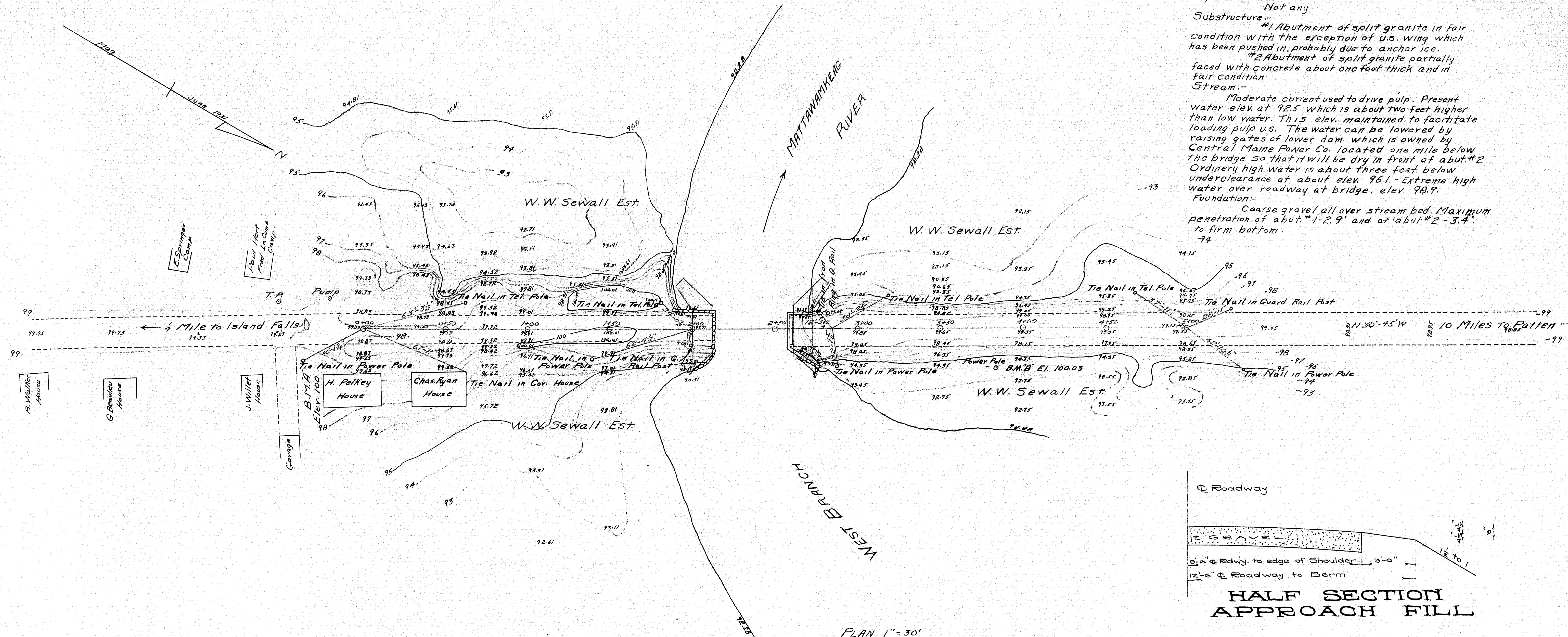
Superstructure:-
Not any

Substructure:-
#1 Abutment of split granite in fair condition with the exception of U.S. wing which has been pushed in, probably due to anchor ice.

#2 Abutment of split granite partially faced with concrete about one foot thick and in fair condition

Stream:-
Moderate current used to drive pulp. Present water elev. at 92.5 which is about two feet higher than low water. This elev. maintained to facilitate loading pulp u.s. The water can be lowered by raising gates of lower dam which is owned by Central Maine Power Co. located one mile below the bridge so that it will be dry in front of abut. #2 Ordinary high water is about three feet below underclearance at about elev. 96.1. - Extreme high water over roadway at bridge, elev. 98.9.

Foundation:-
Coarse gravel all over stream bed. Maximum penetration of abut. #1-2.9' and at abut. #2-3.4' to firm bottom.



MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
RANDALL BRIDGE
OVER
WEST BRANCH
OF THE
MATTAWAMKEAG RIVER
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
SHEET 1 OF 2 AUGUSTA, ME. June 1, 31

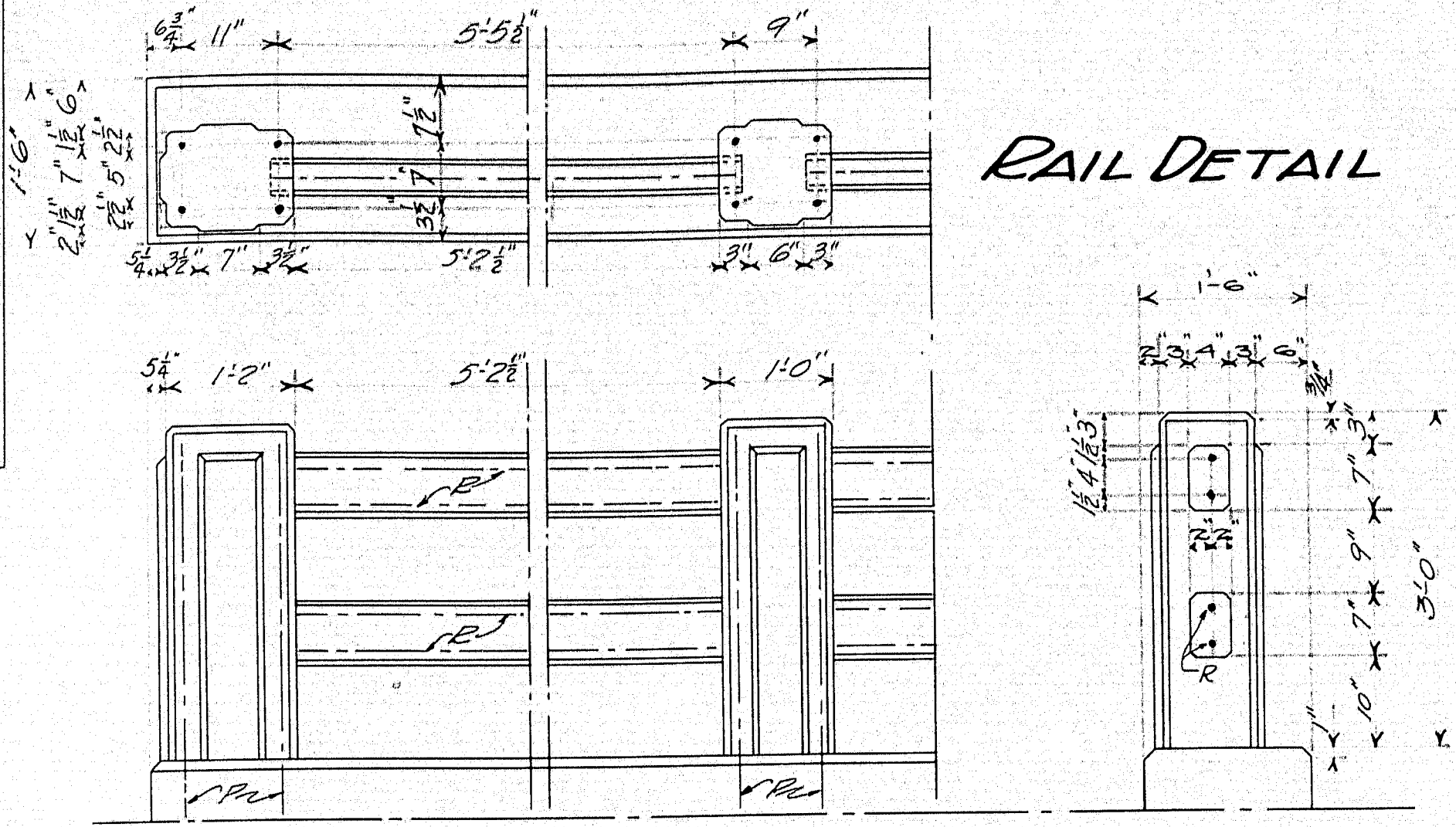
STEEL SCHEDULE

Mark	Size	No	Length	Location
F1	3/8"	53	27'-2 1/2"	Slab
F2	1/2"	108	23'-9 3/4"	"
F3	1/2"	98	29'-6"	"
S1	1/2"	116	4'-3"	Curb
C	"	8	29'-11"	"
P	3/4"	80	4'-0"	Posts
R	3/4"	72	5'-6"	Ends
T1	3/8"	78	20'-9 1/2"	Wear Surf.
T2	"	44	29'-6"	"
K	3/4"	72	8'-0"	Abut.

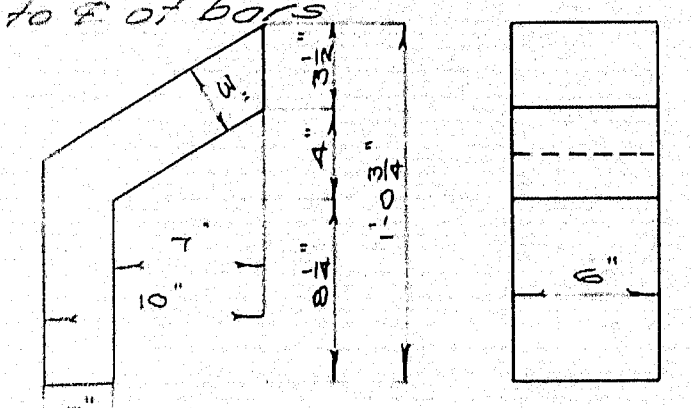
Mark	Size	No	Length	Location
G1	1 1/2"	15	3'-11"	Super
G2	1 1/2"	15	3'-11"	Super
G3	1 1/2"	15	3'-11"	Super
G4	1 1/2"	15	3'-11"	Super
G5	1 1/2"	15	3'-11"	Super
G6	1 1/2"	15	3'-11"	Super
G7	1 1/2"	15	3'-11"	Super
G8	1 1/2"	15	3'-11"	Super
G9	1 1/2"	15	3'-11"	Super
G10	1 1/2"	15	3'-11"	Super
G11	1 1/2"	15	3'-11"	Super
G12	1 1/2"	15	3'-11"	Super
G13	1 1/2"	15	3'-11"	Super
G14	1 1/2"	15	3'-11"	Super
G15	1 1/2"	15	3'-11"	Super
G16	1 1/2"	15	3'-11"	Super
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G18	1 1/2"	15	3'-11"	Super
G19	1 1/2"	15	3'-11"	Super
G20	1 1/2"	15	3'-11"	Super
G21	1 1/2"	15	3'-11"	Super
G22	1 1/2"	15	3'-11"	Super
G23	1 1/2"	15	3'-11"	Super
G24	1 1/2"	15	3'-11"	Super
G25	1 1/2"	15	3'-11"	Super
G26	1 1/2"	15	3'-11"	Super
G27	1 1/2"	15	3'-11"	Super
G28	1 1/2"	15	3'-11"	Super
G29	1 1/2"	15	3'-11"	Super
G30	1 1/2"	15	3'-11"	Super
G31	1 1/2"	15	3'-11"	Super
G32	1 1/2"	15	3'-11"	Super
G33	1 1/2"	15	3'-11"	Super
G34	1 1/2"	15	3'-11"	Super
G35	1 1/2"	15	3'-11"	Super
G36	1 1/2"	15	3'-11"	Super
G37	1 1/2"	15	3'-11"	Super
G38	1 1/2"	15	3'-11"	Super
G39	1 1/2"	15	3'-11"	Super
G40	1 1/2"	15	3'-11"	Super
G41	1 1/2"	15	3'-11"	Super
G42	1 1/2"	15	3'-11"	Super
G43	1 1/2"	15	3'-11"	Super
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G45	1 1/2"	15	3'-11"	Super
G46	1 1/2"	15	3'-11"	Super
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G98	1 1/2"	15	3'-11"	Super
G99	1 1/2"	15	3'-11"	Super
G100	1 1/2"	15	3'-11"	Super

Note: Curb and slabs to be cast together. Steel for posts to be set in curb. Precast rail bars in lengths of 5'-7 1/2". Place rail bars in position with ends projecting into post forms 2" wrap ends 6" with two thicknesses of light roofing felt. After post forms are removed cut away all felt left exposed. Panels on posts to be 6" thick. All exposed edges of concrete to be chamfered 1/4" unless otherwise noted.

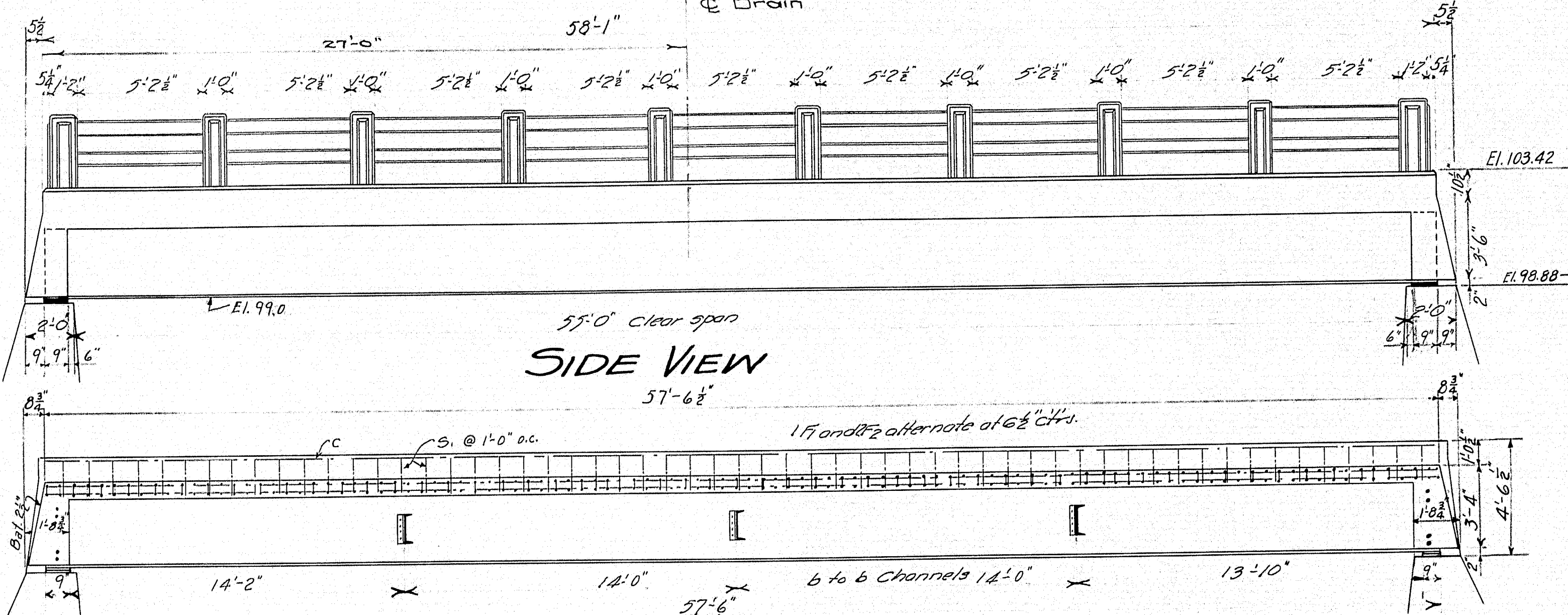
RAIL DETAIL



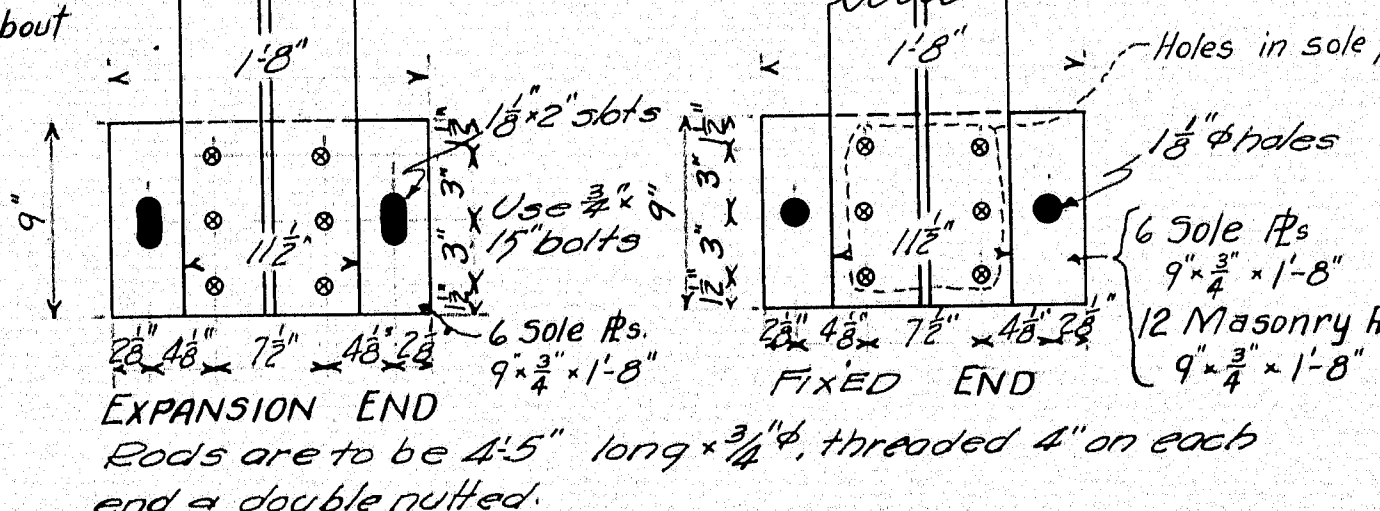
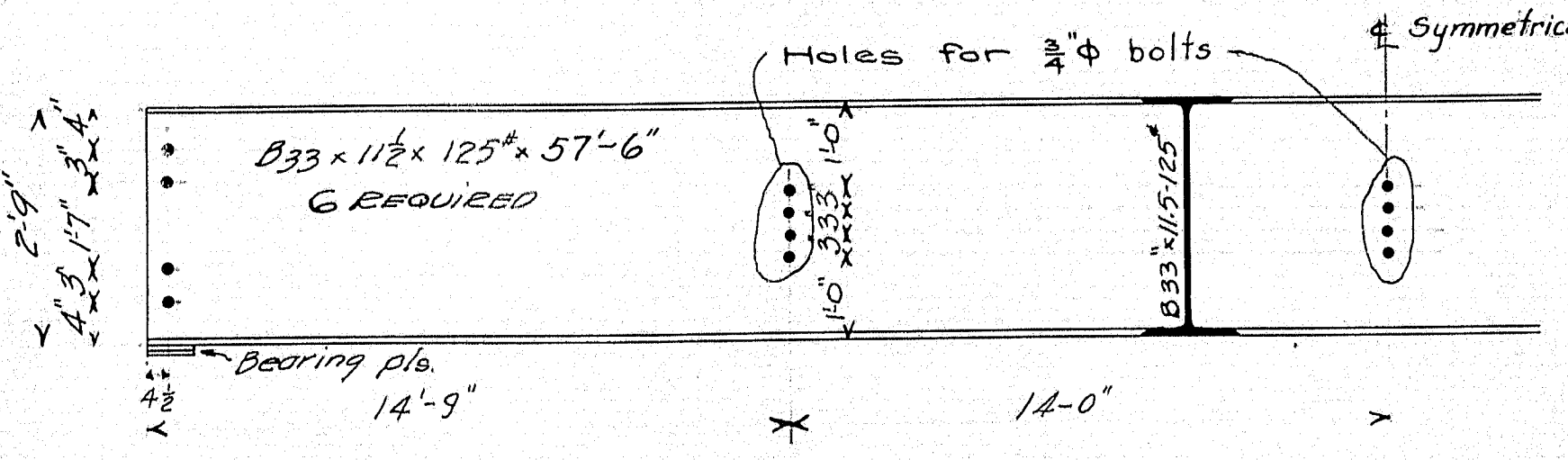
METAL DECK FORM



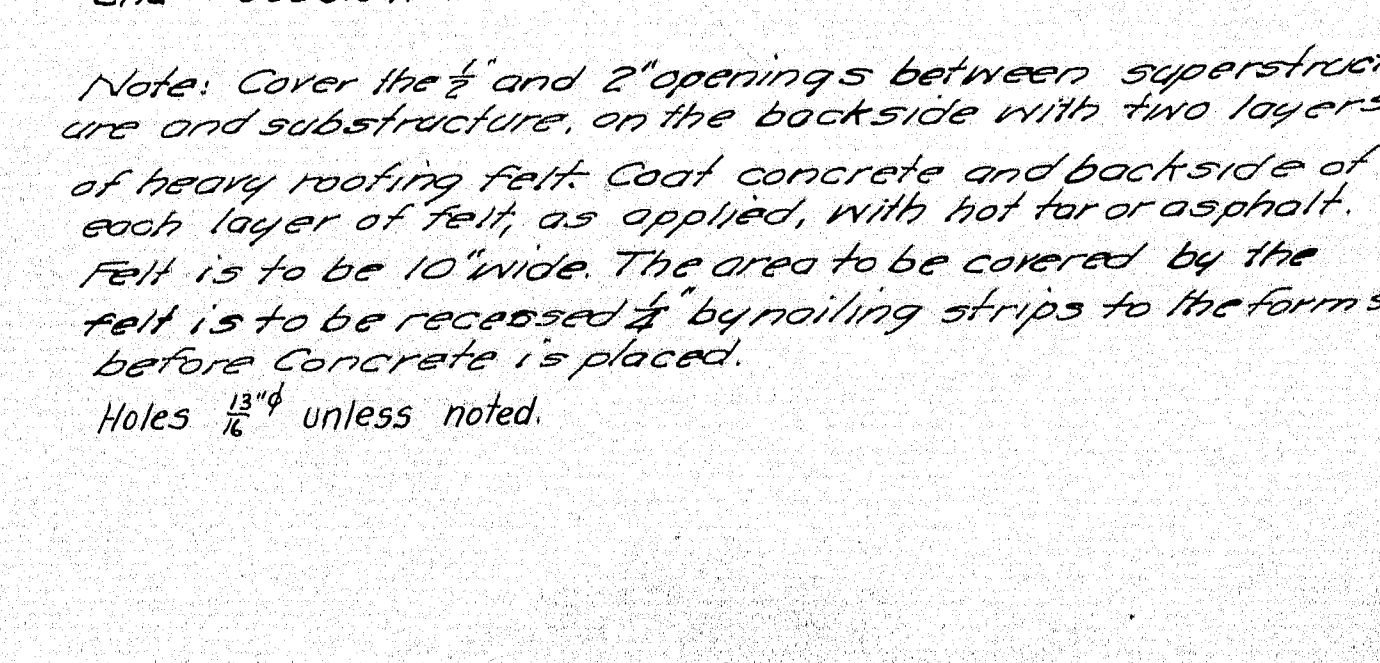
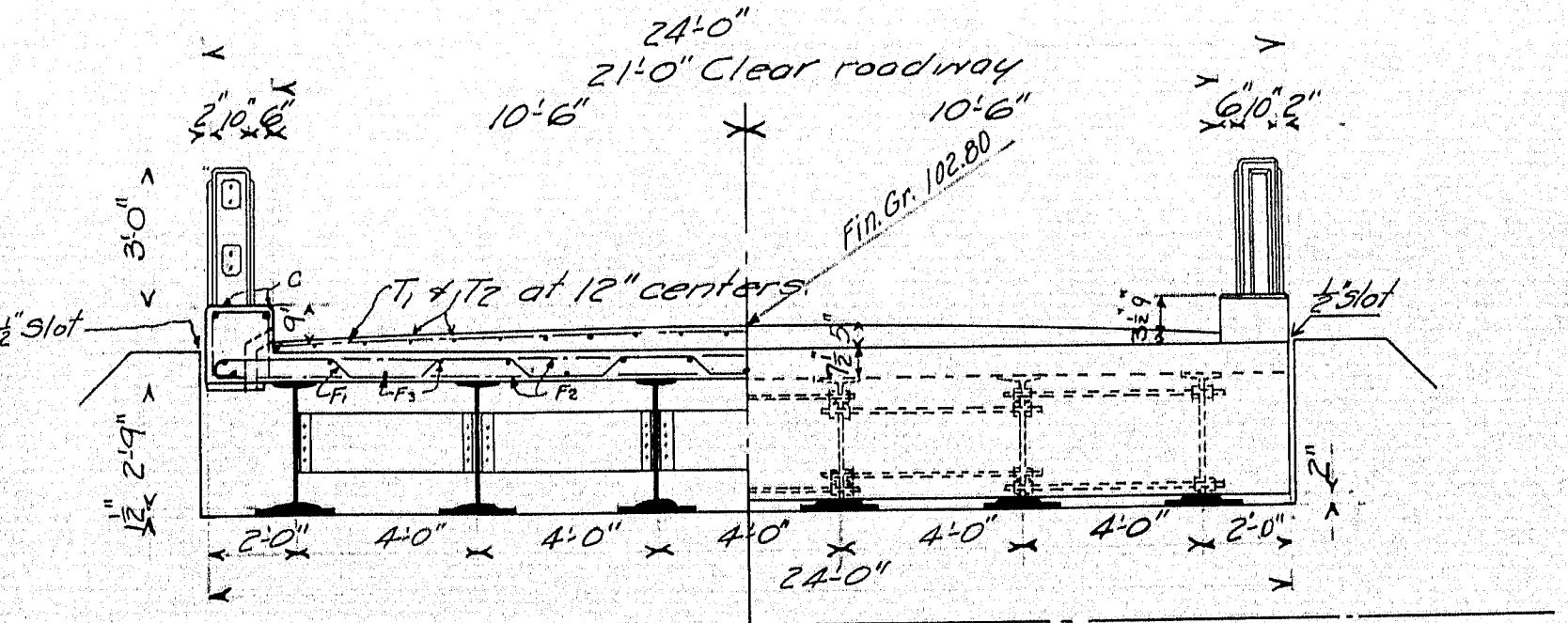
SIDE VIEW



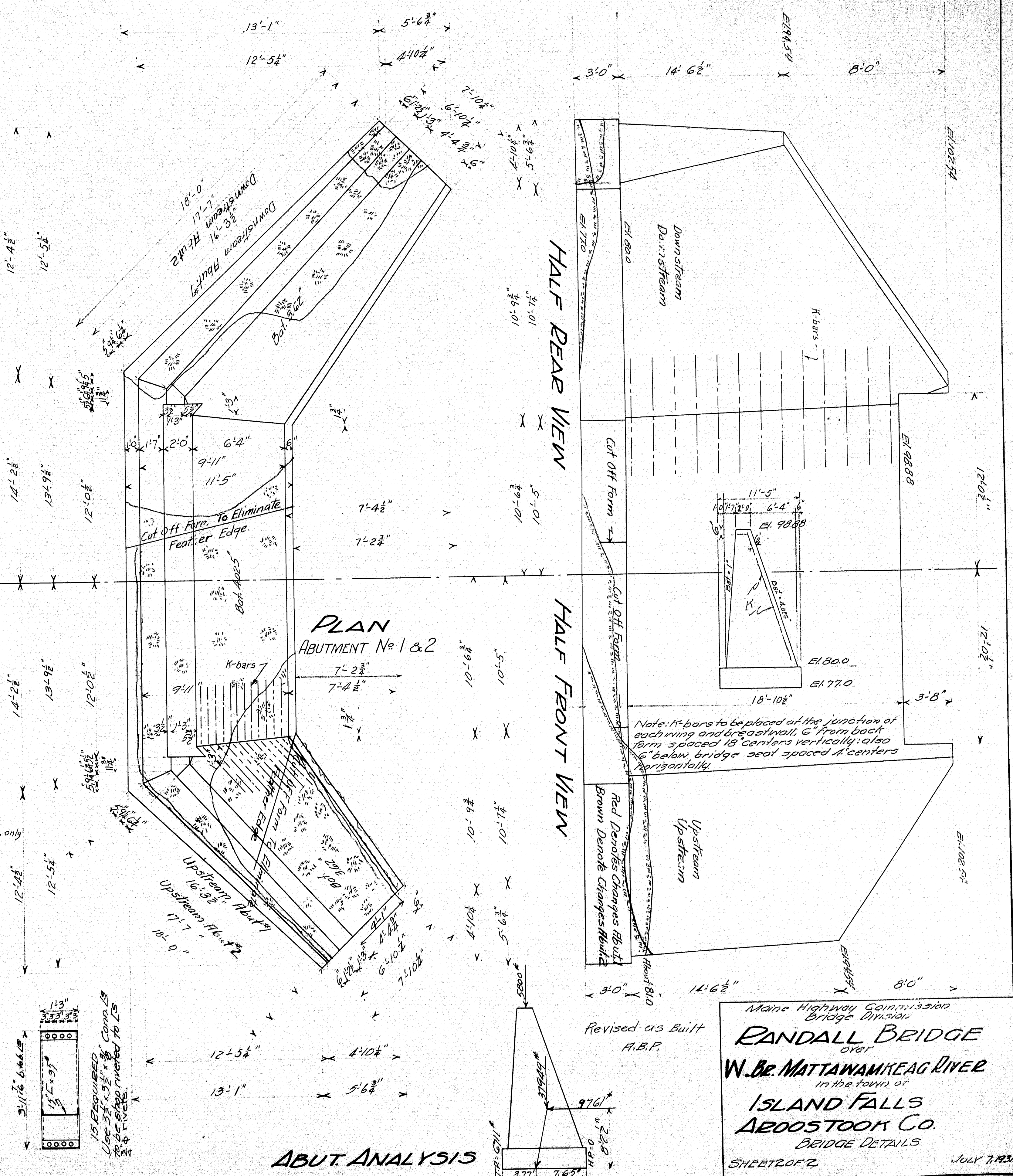
LONGITUDINAL SECTION



HALF SECTION HALF END VIEW

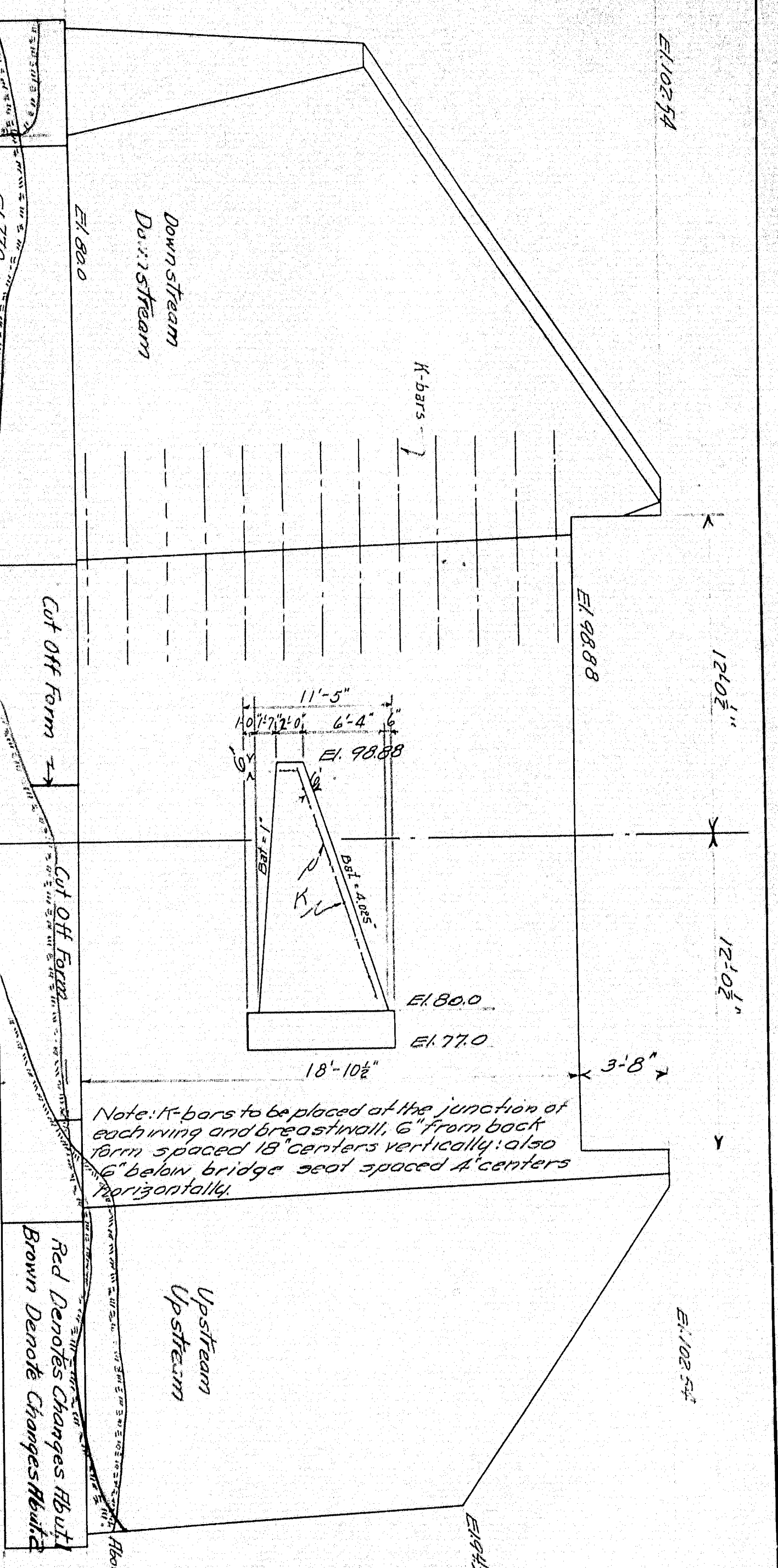


PLAN ABUTMENT No 1 & 2

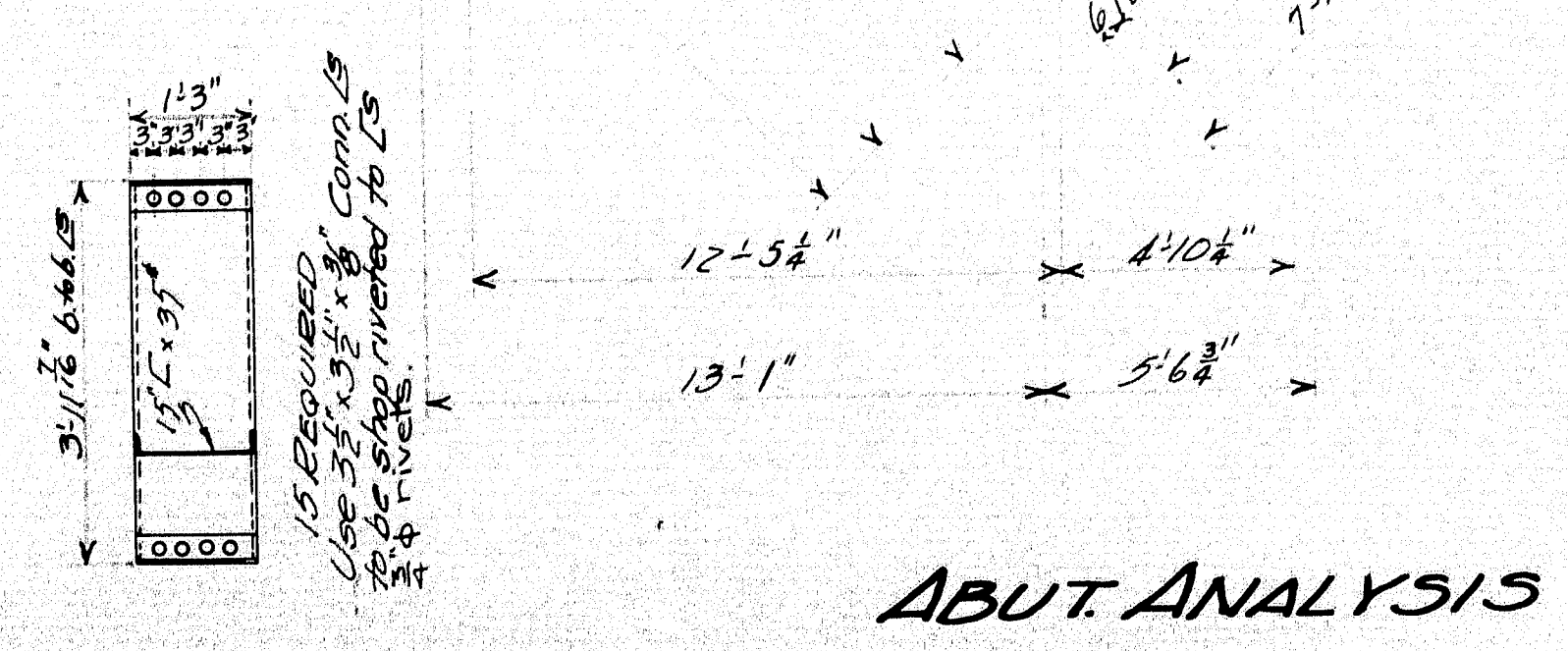


HALF REAR VIEW

HALF FRONT VIEW



ABUT ANALYSIS



Revised as Built
H.B.P.

Maine Highway Commission
Bridge Division

RANDALL BRIDGE
over
W.B. MATTAWAMKEAG RIVER
in the town of
ISLAND FALLS
ARROSTOOK CO.
BRIDGE DETAILS
SHEET NO. 2

JULY 7, 1931