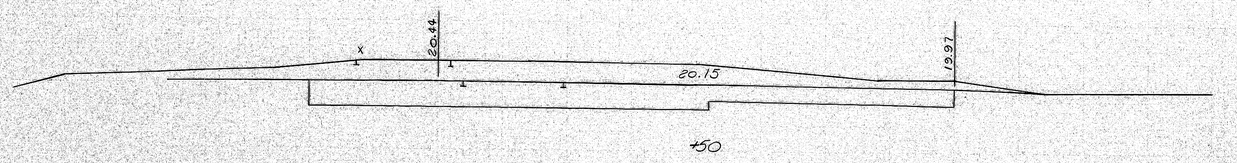
FHWA REG NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	MG-1301(1)	37	50

GENERAL NOTES

1. ALL CLEARING TO BE INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
2. ALL OFFSETS TO CATCH BASINS ARE TO THE CENTER LINE OF THE CATCH BASINS.
3. ALL OFFSETS SHOWN ON EITHER THE PLANS OR CROSS SECTIONS ARE FROM THE SURVEY CENTERLINE.

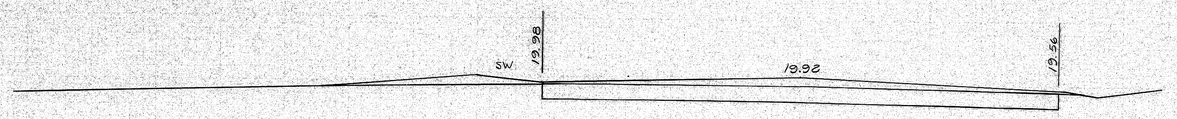
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
NO.	AREAS CHECKED	



50

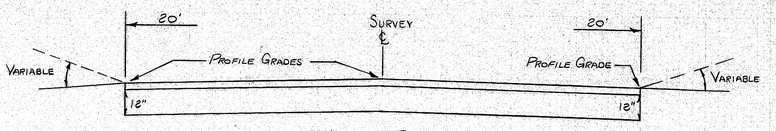
15

ORIGINAL SURVEY	BY	DATE
SURVEYED		3/26
PLOTTED	W.A.H.JR.	5/15
TEMPLATE	W.A.H.JR.	6/22
NOTE BOOK		
NO. 780	AREAS CHECKED	



13+0 Building Rt.

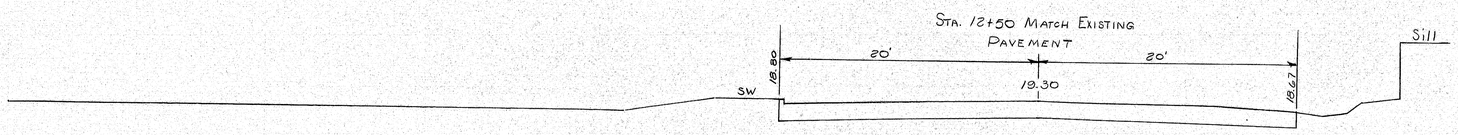
15



3" Hot Bit. Pavement
12" Agg. Subbase Cr'se - Gravel = 148.15 C.Y./100 L.F.

TYPICAL SECTION

Sta 12+50 to Sta 15+0 Maine Ave.



12+50 Survey ℄ Building Rt.

5'

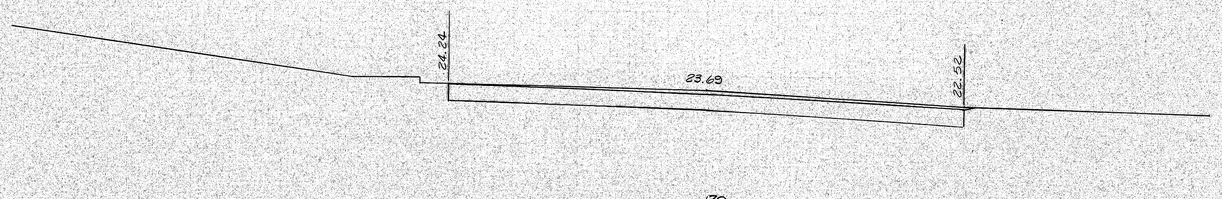
15

169-59
Maine Ave. - Gardiner

X-Sect 12+50 to 13+50

FHWA REQ NO	STATE	PROJECT NUMBER	SHEET NO	TOTAL SHEETS
1	MAINE	MG-1301(1)	38	50

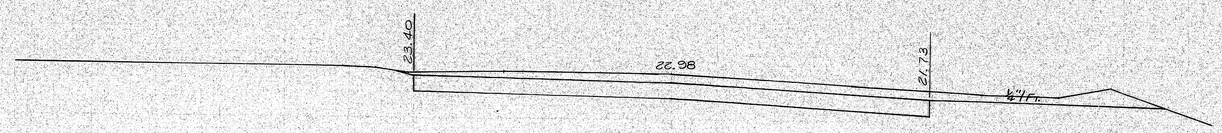
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	CROSS CHECKED	



470

15

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE	VAHJ	8/76
AREAS	VAHJ	8/76
NOTE BOOK		
NO. 7810	CROSS CHECKED	

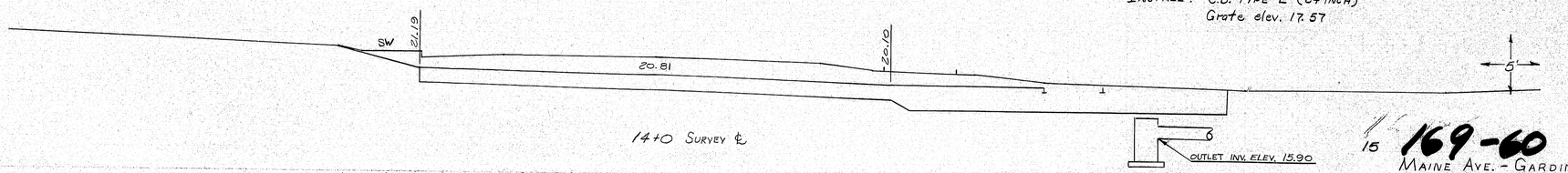


450

15

STA 13+85, 37' Rt. to STA 15+04, 95' Rt.
INSTALL: 12"x 122' BCCMP

STA 13+85, 37' Rt
INSTALL: C.B. TYPE "E" (24 INCH)
Grate elev. 17.57



1410 SURVEY ℄

15

169-60
MAINE AVE. - GARDINER

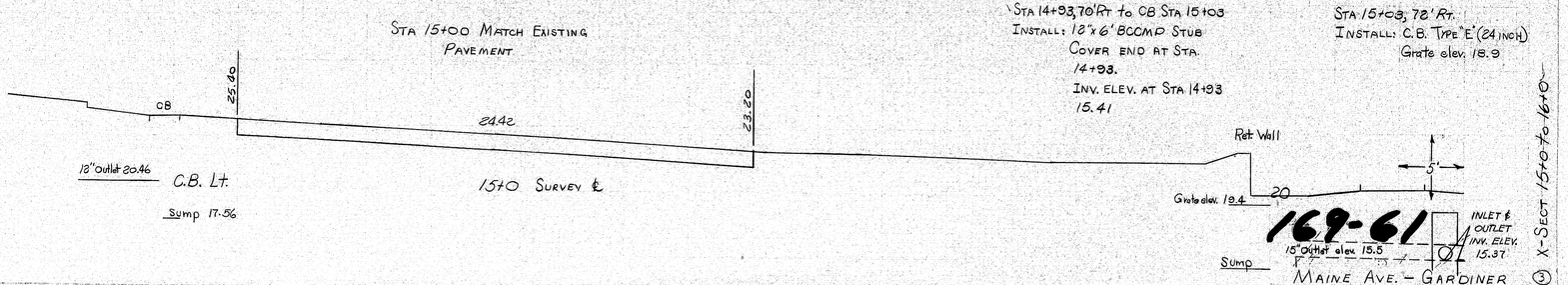
X-SECT 14+10 to 14+70

FHWA REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MG-1301(1)	39	50

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
PAGE	AREA ENGINEER	

ORIGINAL SURVEY	REV.	DATE
SURVEYED VAH PK		8/76
PLOTTED VAH JC		8/77
TEMPLATE		
NOTE BOOK		
NO. 780	AREA ENGINEER	

NOTE: REMOVAL OF EXISTING CBs AT STA 15+0±, 60' RT. & 82' RT. WILL BE PAID FOR UNDER ITEM 202.15. REMOVAL OF EXISTING 15" RCP AT STA 15+0±, 63' RT. to 97.75' RT. WILL BE MADE INCIDENTAL TO ITEM 203.20 COMMON EXCAV.



FHWA REG NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MG-1301(1)	40	50

ORIGINAL SURVEY	BY	DATE
PLOTTED:	W.A.H. JR.	3/13
PLOTTED:	W.A.H. JR.	6/17
NOTE BOOK:		
TRAN-SYT:		
AREA:		
AREA CHECKED:		
NO. 78-10		

FINAL SURVEY	BY	DATE
SURVEYED:		
PLOTTED:		
NOTE BOOK:		
TRAN-SYT:		
AREA:		
AREA CHECKED:		

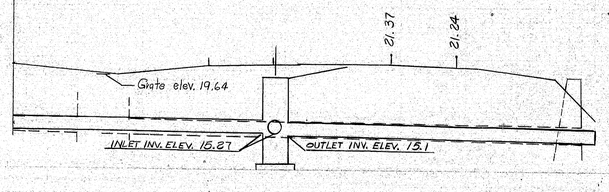
MATCH LINE 75' Rt.

STA 15+03, 72' Rt. to STA 15+04, 95' Rt.
INSTALL: 12" x 20' BCCMP
THICKNESS = 0.079"

STA 15+04, 95' Rt.
INSTALL: C.B. TYPE "E" (24 INCH)
Grate Elev. 19.5

STA 15+04, 95' Rt. to STA 15+05, 120' Rt.
INSTALL: 12" x 24' BCCMP, THICKNESS = 0.079"
ALL WORK TO INSTALL 12" BCCMP IN 15" RCP SHALL BE INCIDENTAL TO THE 12" BCCMP.

15+0



Outlet Invert elev. 14.46

20

5'

169-62
MAINE AVE. - GARDINER

④ X-SECT. 15+0 TO 16+0, 75' Rt.

SYMBOLS

- ⊕LR (IRON PIPE or PIN)
- ⊡(SEPTIC TANK) ⊡(ACCESS POOL)
- OWELL OSPRING
- W.L. WATER LINE or MAIN
- S.L. SEWER LINE
- C.D. CELLAR DRAIN
- UNDERGROUND WIRE or CABLE
- COAST LIMIT LINE
- LIMITS of HWY. SLOPE. EASEMENT
- GRADING LIMITS
- LIMITS of GRADING RIGHTS
- PL PROPERTY LINE
- EXISTING RIGHT OF WAY
- NEW R/W
- NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE			
TOPOGRAPHY			
R/W LINES			
AREAS			
R/W MON.			
CO. RECORD			

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	7/11/77	CHANGED R/W LINE ON PCL. NO.(13)&(14)	GL.C

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

HANCOT REALTY CO. INC.
PARCEL NO. (43-3)
LAND TAKEN = 2813 ± S.F
(ACCESS RIGHTS)
REMAINING AREA = 166,292 ± S.F
TOTAL AREA = 169,276 ± S.F

MARGARET M. BENNETT
PARCEL NO. (39)
LAND TAKEN = 28,294 ± S.F
(ENTIRE LOT)

T.M. OIL COMPANY INC.
PARCEL NO. (39)
LAND TAKEN = 5824 ± S.F
(ENTIRE LOT)

AGWAY INC.
PARCEL NO. (37)
LAND TAKEN = 17,067 ± S.F
(ENTIRE LOT)

MILAN M. WAKEFIELD
THELMA R. WAKEFIELD
PARCEL NO. (9)
LAND = 1,725 ± S.F
(ENTIRE LOT)

NORMAN A. GOSLINE
PARCEL NO. (8)
LAND = 1,225 ± S.F
(ENTIRE LOT)

CITY OF GARDINER
PARCEL NO. (1-5)
LAND = 1,225 ± S.F
(ENTIRE LOT)

MAINE CENTRAL RAIL-ROAD CO.
PARCEL NO. (10-2)
LAND = 10,585 ± S.F
(EASEMENT FOR HIGHWAY PURPOSES)

JAMES O. WARREN
MARION M. WARREN
PARCEL NO. (15)
LAND = 831.5 ± S.F.
(ENTIRE LOT)

GEORGE L. BRADBURY JR.
ARLENE L. BRADBURY
PARCEL NO. (14)
LAND TAKEN = ~~22135 ± S.F~~ 27,023 ± S.F
ACCESS RIGHTS.
REMAINING AREA = ~~51039 ± S.F~~ 29,141 ± S.F
TOTAL AREA = 56164 ± S.F

C.N. BROWN CO.
PARCEL NO. (13)
LAND TAKEN = 6.27 ± Ac
(ENTIRE LOT)
(SEE SHEET NO. 10)

JAMES L. REID
ROBERT J. HARLEY
DEPOSITORS TRUST CO
(TRUSTEES OF THE ESTATE OF JOSIAH H. MAXCY
PARCEL NO. (40)
LAND TAKEN = 10,816 ± S.F
SLOPE EASEMENTS = 1795 ± S.F (2)
(ACCESS RIGHTS)
REMAINING AREA = 35,764 ± S.F
TOTAL AREA = 46,580 ± S.F

MOBIL OIL CORP
PARCEL NO. (36)
LAND TAKEN = 1906 ± S.F
(ENTIRE LOT)

MAINE CENTRAL RAILROAD CO.
JOHN DONNELLY & SONS (LESSEE OF BILL BOARD SITE)
PARCEL NO. (10-3)6
LAND = 2056 ± S.F (ENCUMBERED)
LAND = 4422 ± S.F (UNENCUMBERED)
TOTAL LAND = 6478 ± S.F

STREET LAYOUTS

MAINE AVENUE, GARDINER BOOK OF STREETS, VOL. I PAGE 55 & 110

BRIDGE STREET, GARDINER BOOK OF STREETS, VOL. I PAGE 68 & 136

PLAN FILED IN PLAN BOOK ____ PAGE ____

NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE
18	NORMAN A. GOSLINE	WARRANTY	8-31-76	1937	303
38	MARGARET M. BENNETT	CONDEMNATION	5-2-77	1932	103
15	JAMES O. & MARION M. WARREN	WARRANTY	5-18-77	1939	25
17	ANNA A. FITZPOL ESTATE	QUIT-CLAIM	5-20-77	2000	1
9	MILAN & THELMA R. WAKEFIELD	WARRANT	6-20-77	2010	158
	PCLS. 36, 37, 39 & 40	CONDEMNATION	7-5-77	2016	57

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE

R/W LINE

CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE

NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "165" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

○ SURVEY MONUMENT ⊖ R/W MONUMENT NOT INSTALLED ■ R/W MONUMENT INSTALLED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP

STATE HIGHWAY "165" & "1"

GARDINER KENNEBEC COUNTY

FEDERAL AID PROJECT NO. BR-M-1302(1) & M-1021(1)

APPROVED:

DATE: AUGUST 1976

SCALE: 1 INCH = 25' FEET

ROGER L. MALLAR, COMMISSIONER

SHEET NO. 2 OF 10 SHEETS

RICHARD A. LUETTICH, BUREAU DIRECTOR

D.O.T. FILE NO. 6-190

CHIEF ENGINEER

169-63

SYMBOLS
● I.P. (IRON PIPE 'or' PIN)
⊡ SEPTIC TANK) ⊡ CESSPOOL)
○ WELL ○ SPRING
W.L. WATER LINE or MAIN
S.L. SEWER LINE
C.D. CELLAR DRAIN
UNDERGROUND WIRE or CABLE CONT. LIMIT LINE
LIMITS of HWY. SLOPE EASEMENT GRADING LIMITS
LIMITS of GRADING RIGHTS P.L. PROPERTY LINE
EXISTING RIGHT OF WAY
NEW R/W
NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE			
TOPOGRAPHY			
R/W LINES			
AREAS			
R/W MON.			
CO. RECORD			

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	2-1-77	ONWARD PROPERTY LINE ADJ. PARCEL NO. (50)	R.A.L.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

KENNEBEC RIVER

LEONA B. GLIDDEN
PARCEL NO. (51)
LAND = 12,654± S.F.
(ENTIRE LOT)

LEONA B. GLIDDEN
ITEM NO. (51)
(ACCESS RIGHTS)
TOTAL AREA = 12,054± S.F.

MILDRED E. EMERSON
PARCEL NO. (48)
LAND = 18018± S.F.
(ENTIRE LOT)

LELAND A. HUNT
PARCEL NO. (52)
LAND = 12,354± S.F.
(ENTIRE LOT)

LELAND A. HUNT
ITEM NO. (52)
(ACCESS RIGHTS)
TOTAL AREA = 12,354± S.F.

ALICE I. PAGE

RUSSELL F. MARSTON
SHIRLEY G. MARSTON
ITEM NO. (54)
(ACCESS RIGHTS)
TOTAL AREA = 18,276± S.F.

JOHN F. WOODCOCK
PARCEL NO. (50)
LAND = ~~9734±~~ 9113± S.F.
(ENTIRE LOT)

PAUL T. TOURTELOTTE
SUZANNE E. TOURTELOTTE
PARCEL NO. (49)
LAND = 22570± S.F.
(ENTIRE LOT)

PAUL T. TOURTELOTTE
SUZANNE E. TOURTELOTTE
ITEM NO. (49)
(ACCESS RIGHTS)
TOTAL AREA = 22570± S.F.

PITTSTON MAPLE GROVE CEMETERY ASSOCIATION
ITEM NO. (53)
ACCESS RIGHTS
TOTAL AREA = 157055± S.F.

PLAN FILED IN PLAN BOOK ____ PAGE ____				
		COUNTY RECORD		
NO.	GRANTOR	INSTRUMENT	DATE	BOOK / PAGE
50	JOHN F. WOODCOCK, Sr.	QUIT-CLAIM	2-6-76	1962 / 152
48	MILDRED E. EMERSON	CONDEMNATION	4-12-77	1987 / 68

STREET LAYOUTS
SEE SHC FILE NO. 6-115

NOTE:
STA. 338+61 RT. AND STA. 339+25 RT ACCESS FOR GENERAL RESIDENTIAL USE.

P.I. = STA. 339+75.50
Δ = 6°-05'-00" RT.
D = 1°-10'-00"
T = 261.00'
L = 521.42'
R = 4911.15'

CONTROLLED ACCESS LIMIT

CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE

R/W LINE

CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE

NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY 163 & 206 AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

○ SURVEY MONUMENT ⊖ R/W MONUMENT NOT INSTALLED ● R/W MONUMENT INSTALLED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP
STATE HIGHWAY "163" & "206"
RANDOLPH KENNEBEC
FEDERAL AID PROJECT NO. BR-RS-0163(7)

APPROVED:

DATE: AUGUST 1976

SCALE: 1 INCH = 25 FEET

ROGER L. MALLER
COMMISSIONER

RICHARD A. LUETTICH
BUREAU DIRECTOR

SHEET NO. 8 OF 10 SHEETS

D.O.T. FILE NO. 6-190

CHIEF ENGINEER

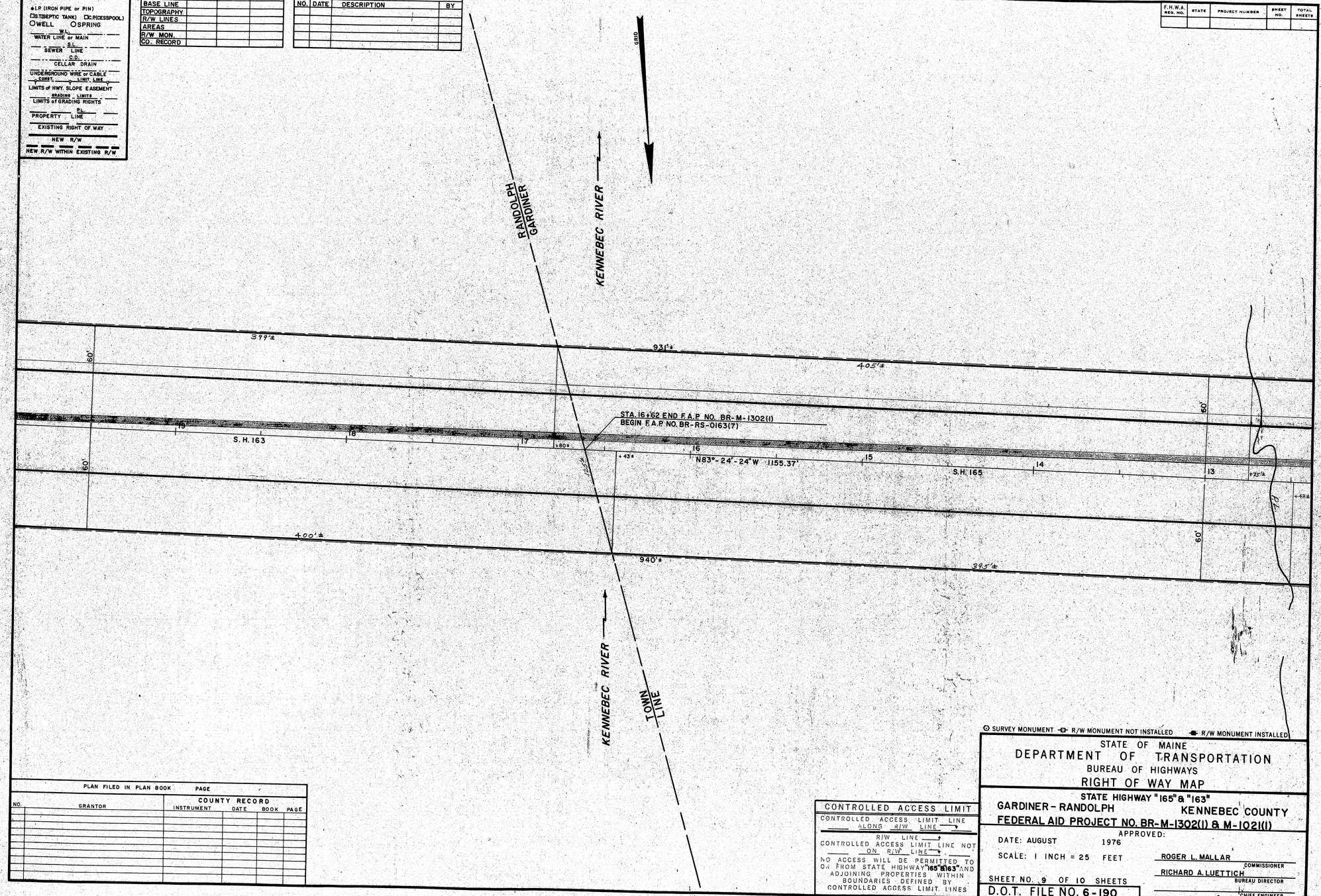
169-64

SYMBOLS
● I.P. (IRON PIPE or PIN)
□S. (SEPTIC TANK) ○C.P.(CESSPOOL)
○WELL ○SPRING
W.L. WATER LINE or MAIN
S.L. SEWER LINE
C.D. CELLAR DRAIN
UNDERGROUND WIRE or CABLE
COMP'Y. LIMIT LINE
LIMITS of HWY. SLOPE EASEMENT
GRADING LIMITS LIMITS of GRADING RIGHTS
P.L. PROPERTY LINE
EXISTING RIGHT OF WAY
NEW R/W
NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE			
TOPOGRAPHY			
R/W LINES			
AREAS			
R/W MON.			
CO. RECORD			

REVISIONS			
NO.	DATE	DESCRIPTION	BY

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS



PLAN FILED IN PLAN BOOK PAGE					
NO.	GRANTOR	COUNTY RECORD INSTRUMENT	DATE	BOOK	PAGE

CONTROLLED ACCESS LIMIT
CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE →
R/W LINE → CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE →
NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY "165" & "163" AND ADJOINING PROPERTIES WITHIN BOUNDARIES DEFINED BY CONTROLLED ACCESS LIMIT LINES

○ SURVEY MONUMENT -⊖- R/W MONUMENT NOT INSTALLED ● R/W MONUMENT INSTALLED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
RIGHT OF WAY MAP

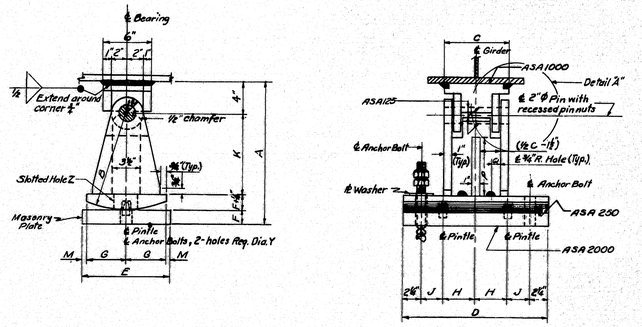
STATE HIGHWAY "165" & "163"
GARDINER - RANDOLPH KENNEBEC COUNTY
FEDERAL AID PROJECT NO. BR-M-1302(1) & M-1021(1)

DATE: AUGUST 1976
APPROVED:
SCALE: 1 INCH = 25 FEET
ROGER L. MALLAR COMMISSIONER
RICHARD A. LUETTICH BUREAU DIRECTOR
CHIEF ENGINEER

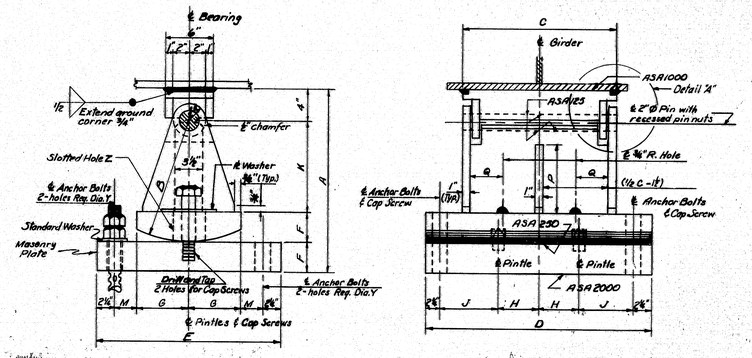
SHEET NO. 9 OF 10 SHEETS
D.O.T. FILE NO. 6-190

169-65

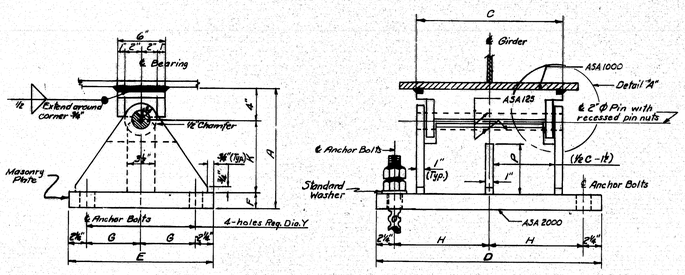
B.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M410-1302(2) BR-25-01630(0)	44	50



EXPANSION PEDESTAL — EPD

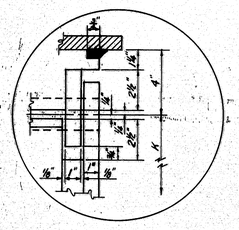


EXPANSION PEDESTAL — EPE

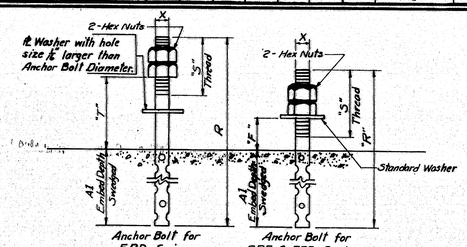


FIXED PEDESTAL — FPD

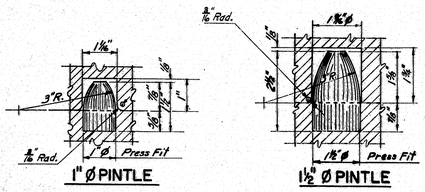
MARK	LOAD	A	B	C	D	E	F	G	H	J	K	M	P	Q	R	S	T		V	X-Anchor Bolt Diameter	Y-Masonry Plate Hole Size	Number Anchor Bolts Required	Z-Slotted Hole for Anchor Bolts or Cap Screws	℄ Washer Size for Anchor Bolts or Cap Screws	A1 Embedment Depth	MARK
EPD-1	100K	1'-2¾"	9"	8"	1'-6"	8"	1¾"	3½"	4"	2½"	7"	1½"	–	3"	1'-4½"	3"	4½"		–	1"	1⅛"	2	3"x 1⅜"	3"x5"x½"	10"	EPD-1
EPD-2	100K	1'-2¾"	9"	8"	1'-6"	9"	1⅜"	4"	4"	2½"	7"	½"	–	3"	1'-4¾"	3"	4½"		–	1"	1⅛"	2	3"x 1⅜"	3"x5"x½"	10"	EPD-2
EPD-3	100K	1'-2¾"	9"	8"	1'-6"	10"	1⅜"	4½"	4"	2½"	7"	½"	–	3"	1'-4¾"	3"	4½"		–	1"	1⅛"	2	3"x 1⅜"	3"x5"x½"	10"	EPD-3
EPD-4	100K	1'-3½"	1'-0"	8"	1'-6"	11"	1⅜"	5"	4"	2⅝"	10"	½"	–	3"	1'-5"	3"	4½"		–	1"	1⅛"	2	3"x 1⅜"	3"x5"x½"	10"	EPD-4
EPD-5	200K	1'-9½"	1'-3"	10"	1'-8"	1'-0"	2⅛"	5½"	4"	3⅜"	1'-0½"	½"	–	4"	2'-0⅜"	4"	6½"		–	1⅛"	1⅛"	2	4"x 1⅜"	4"x7"x½"	1'-3"	EPD-5
EPD-6	200K	1'-9½"	1'-3"	10"	1'-8"	1'-1"	2⅛"	6"	4"	3⅜"	1'-0½"	½"	–	4"	2'-1"	4"	6½"		–	1⅛"	1⅛"	2	4"x 1⅜"	4"x7"x½"	1'-3"	EPD-6
EPD-7	200K	1'-9½"	1'-3"	10"	1'-8"	1'-2"	2⅛"	6½"	4"	3⅜"	1'-0⅛"	½"	–	4"	2'-1"	4"	6½"		–	1⅛"	1⅛"	2	4"x 1⅜"	4"x7"x½"	1'-3"	EPD-7
EPD-8	200K	1'-9½"	1'-3"	10"	1'-8"	1'-3"	2⅛"	7"	4"	3⅜"	1'-0½"	½"	–	4"	2'-1"	4"	6⅝"		–	1⅛"	1⅛"	2	4"x 1⅜"	4"x7"x½"	1'-3"	EPD-8
EPD-9	300K	1'-10"	1'-3"	1'-2"	2'-0"	1'-4"	3"	7⅛"	5"	4⅛	11⅞"	½"	–	6"	2'-2⅝"	4"	8"		–	1⅛"	1⅛"	2	5"x 1⅞"	4"x8"x½"	1'-3"	EPD-9
EPD-10	400K	1'-10½"	1'-3"	1'-6"	2'-4"	1'-6"	3½"	8½"	6"	5⅛"	11⅞"	½"	8⅝"	3⅛"	2'-3"	4"	8⅝"		–	1⅛"	1⅛"	2	5"x 1⅞"	4"x8"x½"	1'-3"	EPD-10
EPE-1	200K	1'-10"	1'-3"	10"	1'-7"	1'-6"	3"	4"	4"	3½"	1'-0"	2⅜"	–	4"	1'-10"	4½"	–		4"	1⅛"	1⅜"	4	3½"x 1⅜"	3½"x4½"x½"	1'-3"	EPE-1
EPE-2	200K	1'-10"	1'-3"	11"	1'-8"	1'-9"	3"	5½"	4½"	3½"	1'-0"	2⅝"	–	4½"	1'-10"	4½"	–		4"	1⅛"	1⅜"	4	4"x 1⅜"	3½"x5½"x½"	1'-3"	EPE-2
EPE-3	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6"	4½"	3½"	1'-0"	2⅝"	–	4½"	1'-10"	4½"	–		4½"	1⅛"	1⅜"	4	4"x 1⅜"	3½"x5½"x½"	1'-3"	EPE-3
EPE-4	200K	1'-10"	1'-3"	11"	1'-8"	1'-10"	3"	6½"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–		4½"	1⅛"	1⅜"	4	4½"x 1⅜"	3½"x6"x½"	1'-3"	EPE-4
EPE-5	200K	1'-10"	1'-3"	11"	1'-8"	2'-0"	3"	7"	4½"	3½"	1'-0"	2⅜"	–	4½"	1'-10"	4½"	–		4½"	1⅛"	1⅜"	4	4½"x 1⅜"	3½"x6"x½"	1'-3"	EPE-5
EPE-6	300K	1'-10"	1'-3"	1'-2"	1'-11"	1'-6"	3"	4"	5"	4½"	1'-0"	2⅝"	–	6"	1'-10"	4½"	–		4"	1⅛"	1⅜"	4	2⅝"x 1⅜"	3½"x4½"x½"	1'-3"	EPE-6
EPE-7	300K	1'-10½"	1'-3"	1'-2"	1'-11"	1'-8"	3½"	5"	5"	4½"	11⅝"	2⅝"	–	6"	1'-10"	4½"	–		4"	1⅛"	1⅜"	4	3"x 1⅜"	3½"x5"x½"	1'-3"	EPE-7
EPE-8	300K	1'-10½"	1'-3"	1'-2"	1'-11"	1'-10"	3½"	6"	5"	4½"	11⅝"	2⅝"	–	6"	1'-10⅝"	4½"	–		4½"	1⅛"	1⅜"	4	4½"x 1⅜"	3½"x6"x½"	1'-3"	EPE-8
EPE-9	300K	1'-10½"	1'-3"	1'-2"	1'-11"	2'-0"	3½"	7"	5"	4½"	11⅝"	2⅝"	–	6"	1'-10⅝"	4½"	–		4½"	1⅛"	1⅜"	4	5"x 1⅜"	3½"x6½"x½"	1'-3"	EPE-9
EPE-10	300K	1'-10½"	1'-3"	1'-2"	1'-11"	2'-3"	3⅜"	8"	5"	4½"	11 ¼"	3½"	–	6"	1'-10⅝"	4½"	–		5½"	1⅛"	1⅜"	4	5"x 1⅜"	3½"x7"x½"	1'-3"	EPE-10
EPE-11	400K	1'-10½"	1'-3"	1'-7"	2'-4"	1'-7"	3½"	4½"	5"	6⅜"	11⅝"	2½"	9"	4"	1'-10"	4½"	–		4"	1½"	1⅜"	4	4"x 1⅜"	3½"x5"x½"	1'-3"	EPE-11
EPE-12	400K	1'-10⅜"	1'-3"	1'-7"	2'-4"	1'-11"	3⅜"	6½"	5"	6⅜"	11½"	2⅜"	8½"	4"	1'-10⅝"	4½"	–		5"	1½"	1⅜"	4	5"x 1⅜"	3½"x6"x½"	1'-3"	EPE-12
EPE-13	400K	1'-11"	1'-3"	1'-7"	2'-4"	2'-4"	4"	8½"	5"	6⅜"	11"	3½"	8½"	4"	1'-11"	4½"	–		6⅛"	1½"	1⅜"	4	6½"x 1⅜"	3½"x8"x½"	1'-3"	EPE-13
EPE-14	600K	2'-1⅜"	1'-6"	1'-11"	3'-0"	1'-10"	3⅜"	6"	7"	8⅜"	1'-2⅛"	2⅜"	11⅛"	5"	1'-10⅝"	4½"	–		4⅝"	1½"	1⅝"	4	4½"x 1⅜"	4"x5½"x½"	1'-3"	EPE-14
EPE-15	600K	2'-2"	1'-6"	1'-11"	3'-0"	2'-3"	4⅛"	9"	7"	8⅜"	1'-1⅜"	3½"	11"	5"	1'-11"	4½"	–		6⅛"	1½"	1⅝"	4	6½"x 1⅜"	4"x8"x½"	1'-3"	EPE-15
EPE-16	800K	2'-2"	1'-6"	2'-6"	3'-10"	1'-11"	4"	6½"	10"	10⅜"	1'-2"	2⅜"	11⅛"	6⅜"	1'-11"	4½"	–		5"	1½"	1⅝"	4	4½"x 1⅜"	4"x6"x½"	1'-3"	EPE-16
EPE-17	800K	2'-2½"	1'-6"	2'-6"	3'-10"	2'-5"	4⅛"	9"	10"	10⅜"	1'-1⅝"	3½"	10⅜"	6⅜"	1'-11⅝"	4½"	–		6⅝"	1½"	1⅝"	4	6½"x 1⅜"	4"x8½"x½"	1'-3"	EPE-17
FPD-1	100K	1'-0"	–	8"	1'-6"	9"	2"	2½"	6½"	–	6"	–	–	–	1'-3"	3½"	–		–	1"	1⅛"	4	–	Standard	10"	FPD-1
FPD-2	200K	1'-0"	–	10"	1'-8"	1'-2"	2"	4½"	7½"	–	6"	–	–	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-2
FPD-3	300K	1'-0"	–	1'-2"	2'-0"	1'-4"	2"	5⅜"	9⅜"	–	6"	–	–	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-3
FPD-4	400K	1'-3"	–	1'-6"	2'-4"	1'-6"	2"	6⅜"	11⅝"	–	9"	–	6¾"	–	1'-8"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-4
FPD-5	600K	1'-3"	–	1'-11"	3'-0"	1'-10"	3"	8⅜"	1'-3⅜"	–	8"	–	5½"	–	1'-9"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-5
FPD-6	800K	1'-3"	–	2'-6"	3'-10"	1'-11"	3"	8½"	1'-3⅝"	–	8"	–	5½"	–	1'-9"	4"	–		–	1½"	1⅜"	4	–	Standard	1'-3"	FPD-6



DETAIL "A" CAP SCREW DETAIL



ANCHOR BOLT DETAILS



1" Ø PINTLE 1½" Ø PINTLE

PINTLE DETAILS

NOTE:
Use 1"Ø Pintles with 1"Ø Anchor Bolts & 1½"Ø Pintles with 1½"Ø Anchor Bolts.

GENERAL NOTES:

At the location of bearing pedestals the concrete bridge seats shall be dressed one inch larger all around than size of masonry plates and to exact elevations shown on the plans. If dressed areas are below the surface of the surrounding bridge seat a small channel shall be cut to the edge of the bridge seat for drainage where required by the Engineer. Channels shall have a min. width of 2", and a min. slope of ¼ inch per foot. No separate payment for this work will be made as it shall be considered incidental to contract items.

Fabricate pedestals with ¼" fillet welds. The diameter of the pin hole shall not exceed that of the pin by more than ⅛ inch.

Pedestals EPD-1 thru EPD-9 and EPE-1 thru EPE-10 have no center stiffeners and have only one drainage hole.

Pedestals EPD-10 and EPE-11 thru EPE-17 have a center stiffener and have two drainage holes.

Pedestals FPD-1 thru FPD-3 have no center stiffeners and have no drainage holes.

Pedestals FPD-4 thru FPD-6 have a center stiffener and no drainage holes.

(B) DESIGN SPECIFICATIONS

AASHTO Standard Specifications for Highway Bridges 1973, Iterims 1974, '75, '76

(B) A.S.T.M. STEEL CLASSIFICATION

(When structural steel is specified to be unpainted)
All structural steel including anchor bolts and 2"Ø pins shall be A588 unpainted.
(When structural steel is specified to be painted)
All structural steel including anchor bolts shall be A36 except the following: 2"Ø pin - A36, A668, Class D or A108, Grade 1016-1030 inclusive.

	REVISIONS	DATE
(B)	Change Specifications & Steel Classification	3-1-77
A	Charpy V-Notch tests are not required	2-5-75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

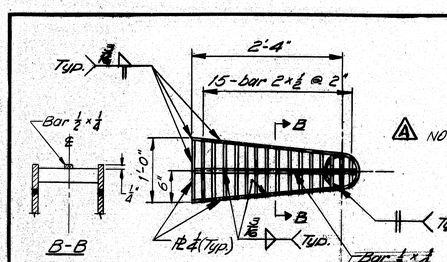
STANDARD DETAILS
(BD 100-71)

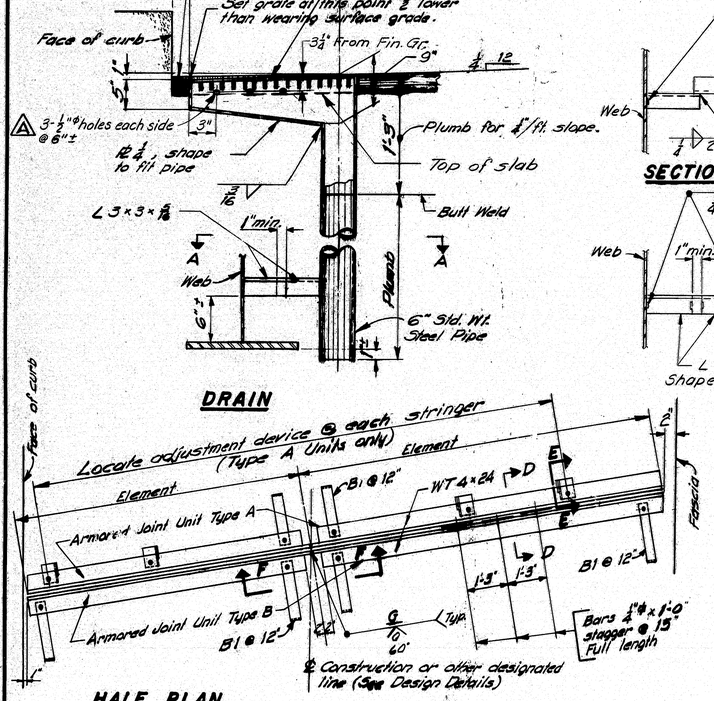
BEARING PEDESTALS

SHEET 44 OF 50 AUGUSTA, MAINE JULY 1971

169-66

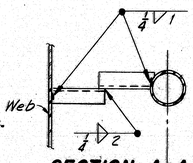
B.R.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	45	50
		BR-R5-0163(10)		

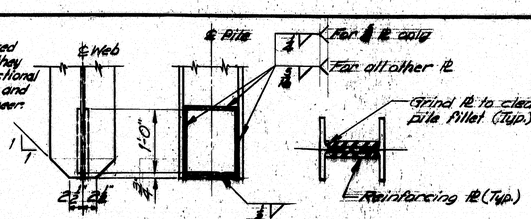




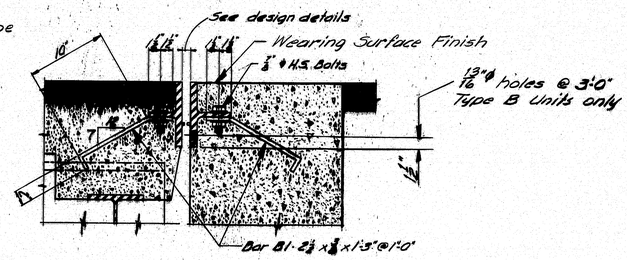
NOTE: Alternate pointed reinforced pile tips may be used if they have at least the cross-sectional area of the pile tip shown, and are approved by the Engineer.

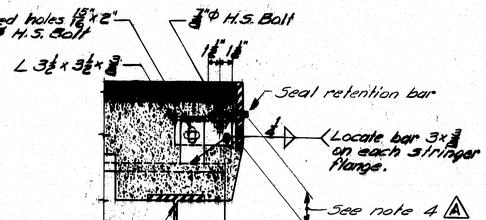
⚠ NOTE: Payment for the roadway drains shall be in accordance with subsection 502.20 of the Standard Specifications. The pipe portion of the drain shall be 6" standard weight pipe conforming to the specification for ASTM A53, black, Grade B, Type E or S. All bars and plates shall conform to the specification for ASTM A36 except for the L 3×3×⅜ which shall be of the same classification as the beam web. Painting of the drains will not be required when the structural steel is unpainted, unless otherwise specified in the contract drawings.

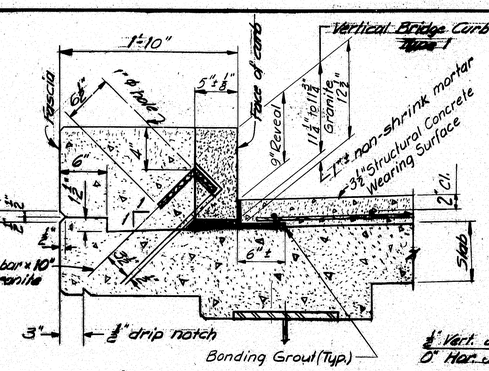


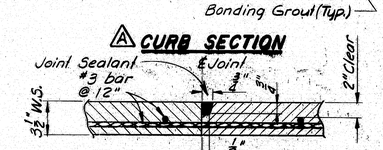


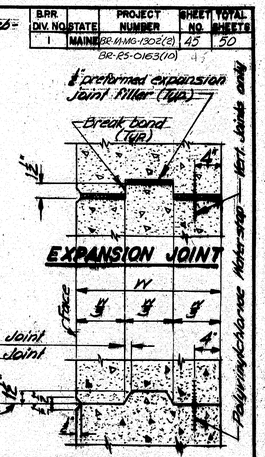
STEEL HP BEARING PILES	
PILE SIZE	REINF. ℞ SIZE
HP 10×42	8½×½×1'-0"
HP 10×57	8½×½×1'-0"
HP 12×53	10½×½×1'-0"
HP 12×74	10½×½×1'-0"
HP 14×73	12½×½×1'-0"
HP 14×89	12½×1×1'-0"

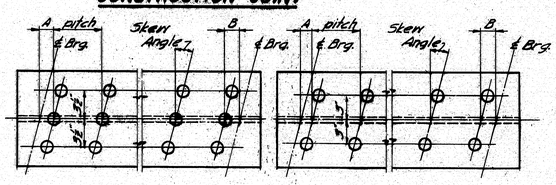


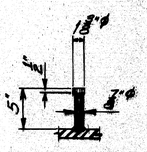












NOTE

1. Studs shall be granular or solid flux filled and automatically and welded to top flange in the shop or field.
2. See the design details for Dimensions "A" & "B", stud pitch and skew angle for studs.

SHEAR CONNECTORS

NOTE Use only those items called for on design details. In case of conflict between these Standard Details and design details, the requirements of the design details shall be followed.

NOTE

1. Type A Armored Joint Units are intended to be used for attachment to superstructures. Type B Armored Joint Units are intended to be used for attachment to abutments. At armored joints over piers, two (2) Type A Armored Joint Units shall be used.
2. When more elements than two (2) are required by the design details, the elements of both units shall be field welded together in the same manner as shown in Section F-F.
3. Armored Joints to be paid for as Structural Steel.

⚠ 4. All structural steel shall be A36. When structural steel is specified to be unpainted, the armored joint shall receive three coats of shop paint, on exposed areas of flanges below seal retention bars.

ARMORED JOINT

An armored joint consists of two armored joint units. See note 1.

REVISIONS	DATE
⚠ Added holes and note to roadway drain.	3-1-77
⚠ Add Note 4 to Armored Joint notes.	
⚠ Eliminate Hot Bit. Pav't.	
⚠ Change curb and granite widths and added a concrete wearing surface	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

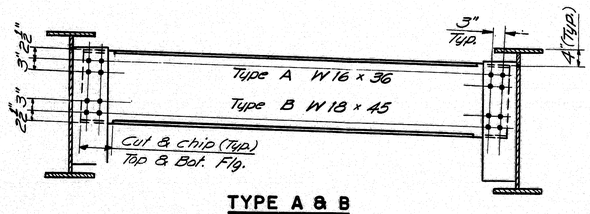
STANDARD DETAILS
(BD 104-77)
ARMORED JOINT, DRAIN
SHEAR CONNECTORS
MISC. STRUCTURAL DETAILS

SHEET 45 OF 50 AUGUSTA, ME. FEB. 1977

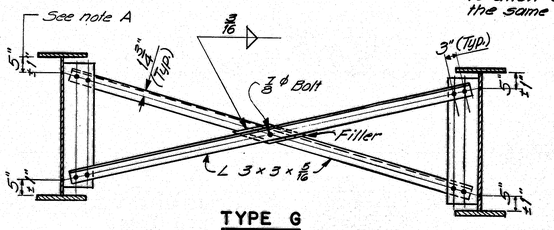
169-67

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	46	50
		BR-RS-0163(10)		

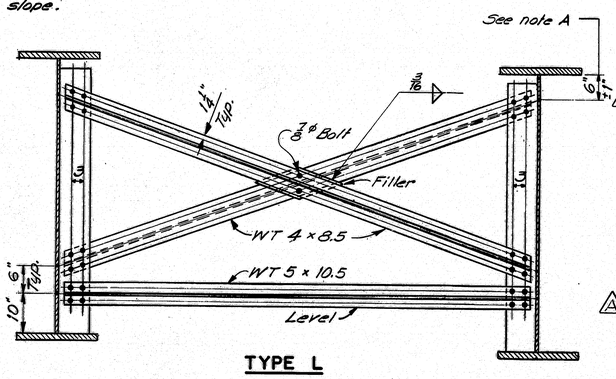
NOTE A This dimension may be varied (±1") to allow a series of diagonals to have the same slope.



TYPE A & B



TYPE G



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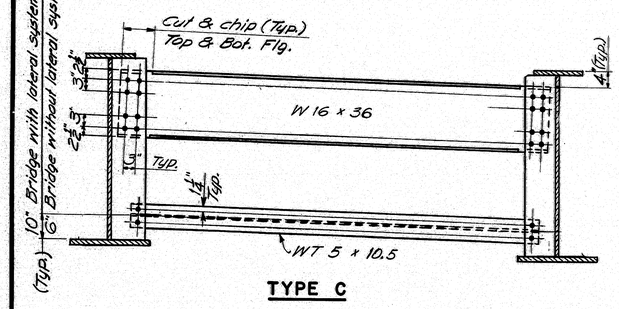
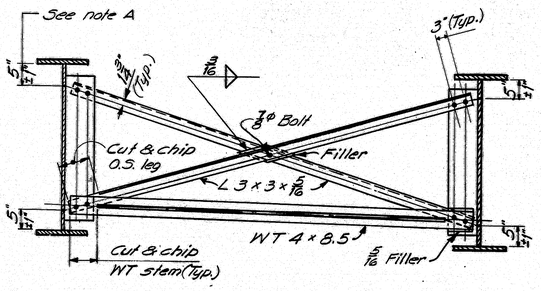


TYPE C



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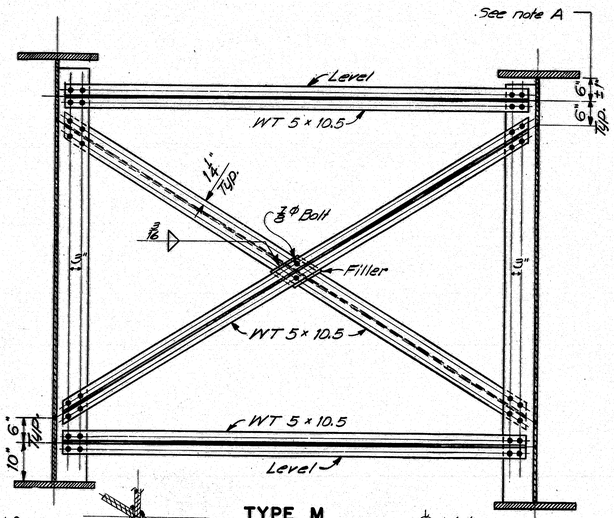
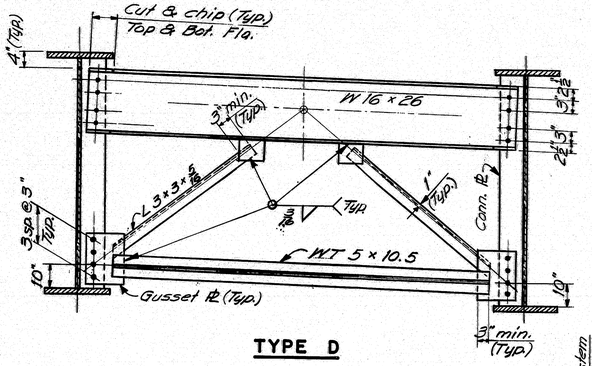
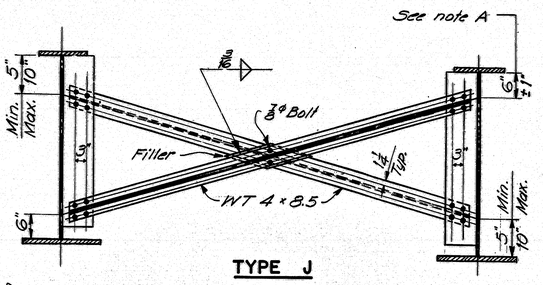




TYPE D



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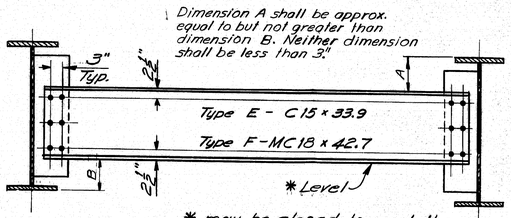
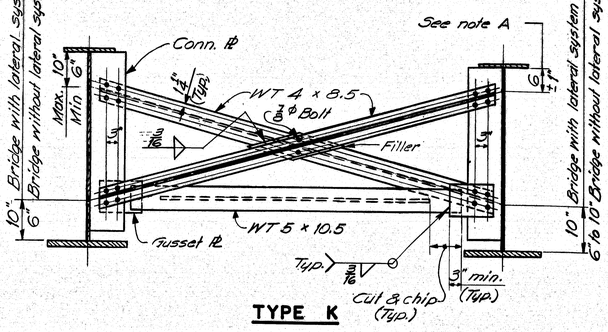


* may be sloped to meet the 3" min. from flange to channel

TYPE E & F



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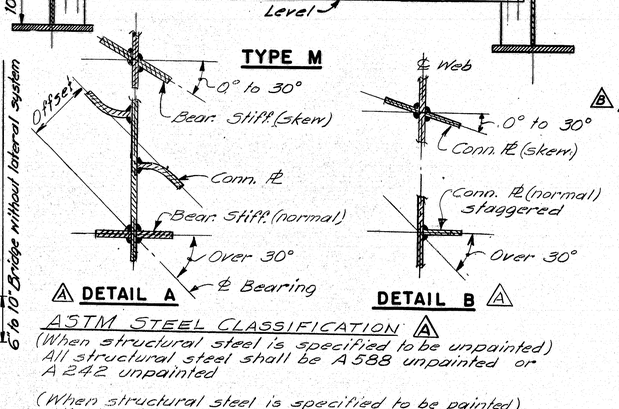


TYPE M

Δ DETAIL A

Δ DETAIL B Δ

Δ ASTM STEEL CLASSIFICATION Δ

(When structural steel is specified to be unpainted)
All structural steel shall be A 588 unpainted or A 242 unpainted

(When structural steel is specified to be painted)
All structural steel shall be A 36.

FABRICATION NOTES

1. For location and type of cross-frame or diaphragm see design details.
2. Δ All bolts shall be 7/8" ϕ H.S. bolts.
3. Holes for 7/8" ϕ H.S. bolts shall be 15/16" ϕ and Edge distances shall be 1¼" minimum unless otherwise shown.
4. Connection plates and gusset plates shall have a minimum thickness of 3/8" and shall have sufficient width to provide erection clearances. When bearing stiffeners or intermediate stiffeners are used as connection plates, the plate size will be given on the design details.
5. Δ Connection plates shall be fastened to beam and girder webs by fillet weld both sides.
   0° to 30° skew - Skew Conn. PL
   Over 30° skew - Conn. PL normal (Stagger)
   See Detail B
6. The skew angle is the angle between the connection plate and a line normal to the beam.
7. Δ Bearing Stiffeners shall be used as connection plates when the skew is 30° or less.
   0° to 30° skew - Skew Stiffener
   Over 30° skew - Stiffener normal
   Use bent connection plates. See Detail A
8. All fillet weld sizes shall be the minimum for the thickness of metal being joined according to AWS Specifications for Welded Highway & Railway Bridges.
9. Connection plates on welded beams and girders shall extend to the top flange in areas where the top flange is always in compression or when used as a bearing stiffener or intermediate stiff.
10. Connection plates shall extend to the bottom flange when used as a bearing stiffener, at points where lateral bracing is attached & on welded beams and girders in areas where the bottom flange is always in compression.
11. When a conn. plate is extended to a flange it shall be a paint tight fit except as otherwise indicated on design details.
12. Δ Conn. plates shall be 3½" clear from flanges, except as indicated by Notes 9 & 10.
13. Use only those items called for on the design details. In case of conflict between these standard details and the design details, the design details shall be followed.

Δ Revised July 29, 1977

DATE	BY	DESIGN - DETAILED	CHECKED	REVISIONS	FIELD CHANGES

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
(BD 113 - 72)

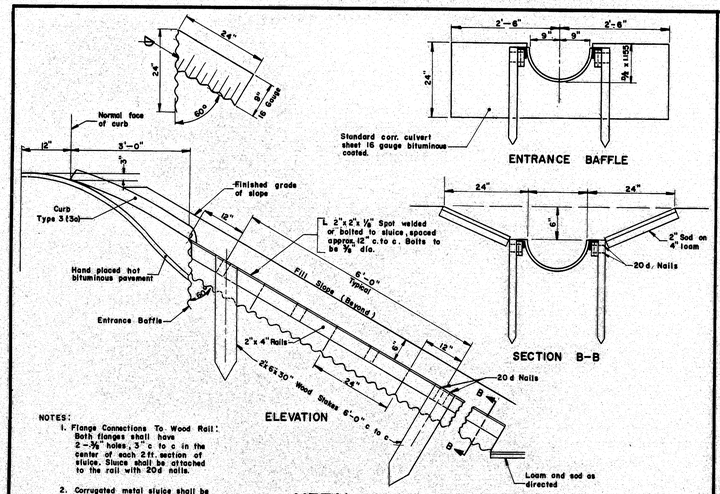
DIAPHRAGMS & CROSSFRAMES

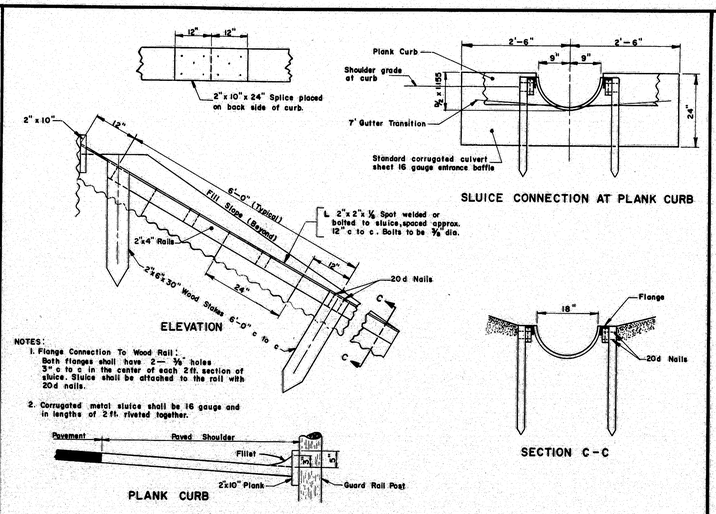
Δ REVISED MAR. 1, 1977

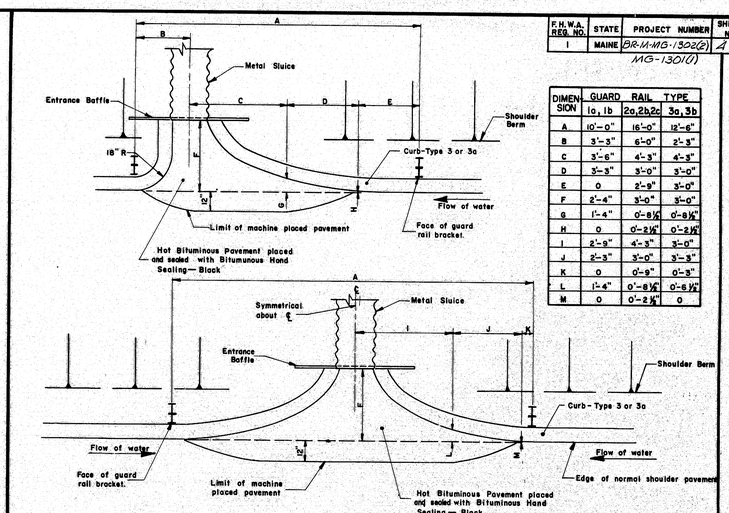
SHEET 46 OF 50 AUGUSTA, MAINE SEPT. 1972

169-68

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
I	MAINE	BR-M-MG-1302(2)	47	50
		MG-1301(1)		







DIMENSION	GUARD RAIL TYPE 1a, 1b	2a,2b,2c	3a, 3b
A	10'-0"	16'-0"	12'-6"
B	3'-3"	6'-0"	2'-3"
C	3'-6"	4'-3"	4'-3"
D	3'-3"	3'-0"	3'-0"
E	0	2'-9"	3'-0"
F	2'-4"	3'-0"	3'-0"
G	1'-4"	0'-8½"	0'-8½"
H	0	0'-2½"	0'-2½"
I	2'-9"	4'-3"	3'-0"
J	2'-3"	3'-0"	3'-3"
K	0	0'-9"	0'-3"
L	1'-4"	0'-8½"	0'-6½"
M	0	0'-2½"	0

CIRCULAR

NOMINAL INSIDE DIAMETER	THICKNESS in INCHES CMP or BCCMP	CAP	CLASS and WALL RCP	CLASS ASBESTOS CEMENT PIPE
8 inch	.064	.060		
10 "	.064	.060		
12 "	.064	.060		
15 "	.064	.060		
18 "	.064	.060	Class Wall A or B	
21 "	.064	.060		
24 "	.064	.060		
30 "	.079	.075		
36 "	.079	.075		CLASS III
42 "	.109	.105	Class III	
48 "	.109	.105		
54 "	.109	.105		
60	.138	.135		
66	.138	.135		
72	.168	.164		
84	.168	.164		

PIPE ARCH

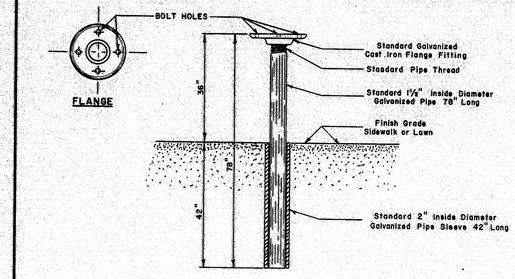
NOMINAL SIZES	GAUGE BCCMPA-CMPA	THICKNESS (inches) CAPA
18" span x 11" rise	16	.060
22" " x 13" "	16	.060
25" " x 16" "	16	.060
29" " x 18" "	14	.075
36" " x 22" "	14	.075
43" " x 27" "	12	.105
50" " x 31" "	12	.105
58" " x 36" "	10	.135
65" " x 40" "	10	.135
72" " x 44" "	8	.164

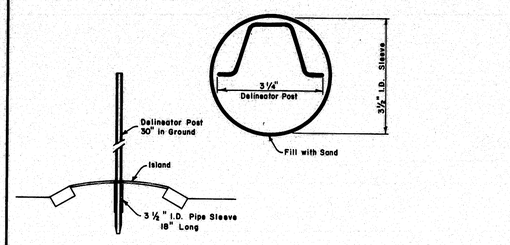
CMP = Corrugated Metal Pipe
BCCMP = Bituminous Coated Corrugated Metal Pipe
CAP = Corrugated Aluminum Pipe

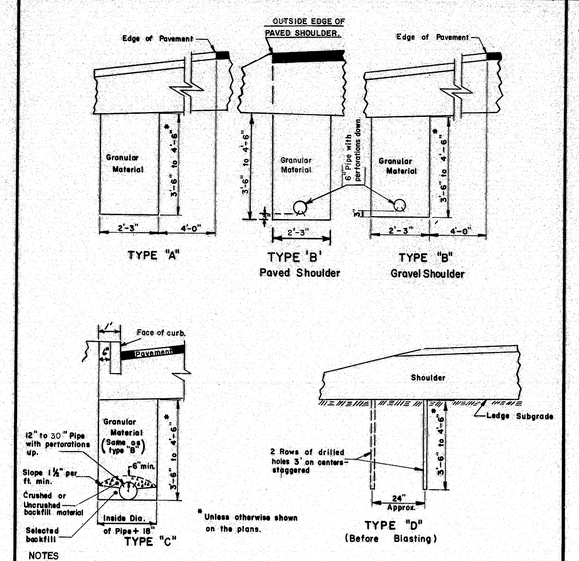
RCP = Reinforced Concrete Pipe

Above abbreviations followed by "A" indicate "Arch"
All RCPA shall be class III
Minimum thickness, class, and wall types for culvert pipe, unless otherwise designated.

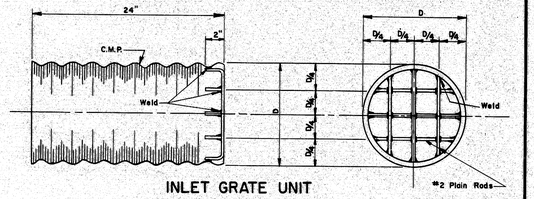
CULVERT PIPE DATA
D

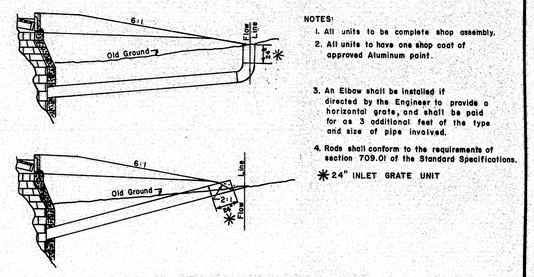






NOTES
1. The maximun vertical measurement of depth for payment of Structural Rock Excavation will be to a horizontal plane located 1 foot below the bottom of the invert of the pipe for Underdrain Type "B" and Underdrain Type "C".
2. The material for Ells, Tees and Wyes for Underdrain Types "B" and "C" shall be at least as thick as the largest size pipe being connected.
3. Width of the trench for underdrain outlet will be the same as the underdrain trench.
4. No allowance for payment will be made for excavating or material excavated beyond the horizontal dimensions shown for Types A, B, or C Underdrain.
5. In "Box Sections" the edge of trench shall be in line with edge of box section.





NOTES:
1. All units to be complete shop assembly.
2. All units to have one shop coat of approved Aluminum paint.
3. An Elbow shall be installed if directed by the Engineer to provide a horizontal grate, and shall be paid for as 3 additional feet of the type and size of pipe involved.
4. Rods shall conform to the requirements of section 709.01 of the Standard Specifications.

* 24" INLET GRATE UNIT

G

REVISIONS	
PLATE 'F'	9-17-70
PLATE 'G'	8-15-71
PLATE 'D'	12-20-71
PLATE 'F'	10-14-75

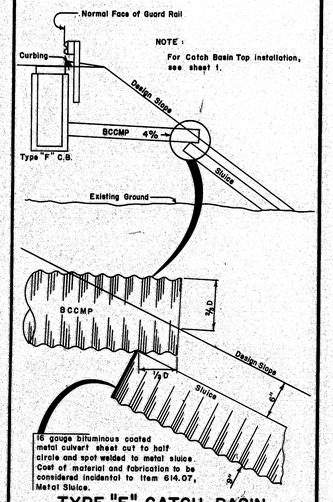
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

METAL SLUICE — UNDERDRAIN — CULVERT PIPE DATA CULVERT INLET GRATE

AUG. 1969 (2)

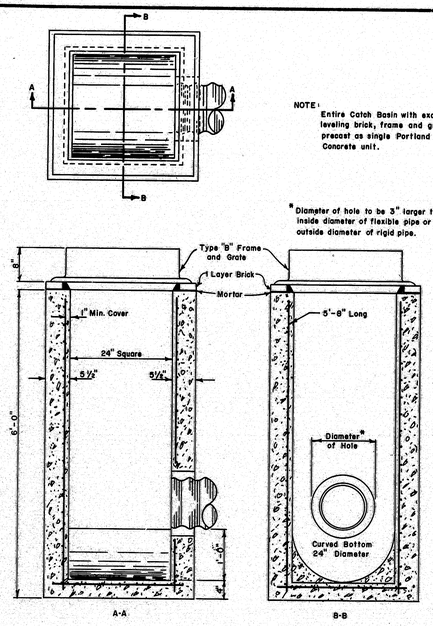
169-69



TYPE "F" CATCH BASIN WITH OUTLET PIPE (SLUICE OPTIONAL)

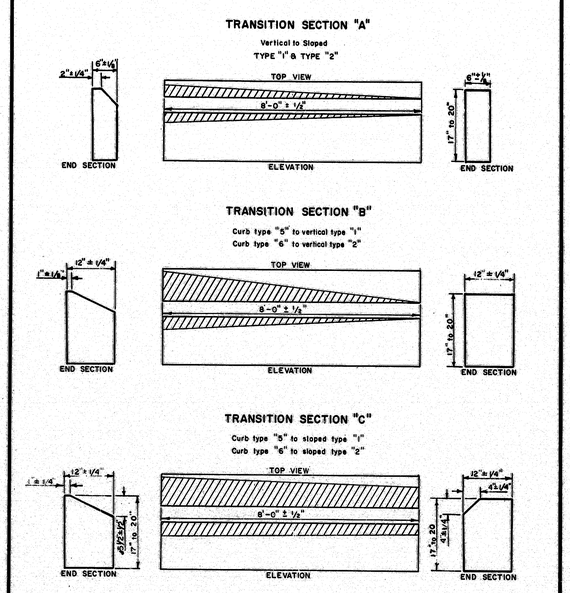
(SEE SHEET NO. 2 FOR STANDARD SLUICE DRAWING)

3-A



CATCH BASIN TYPE "F"

3-B

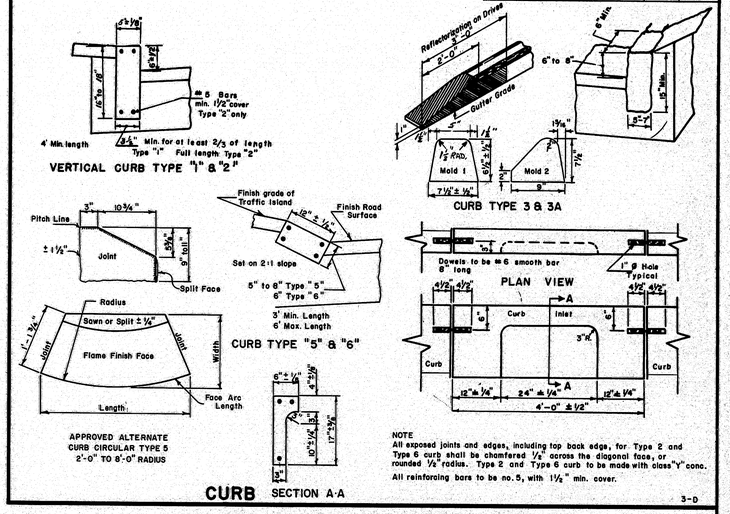


CURB TRANSITION

NOTE - TYPE 2 CURB
Precast concrete curb to be made with class "Y" concrete.
All reinf. bars to be #5, 1½" min. cover.

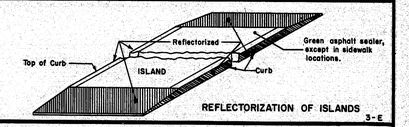
3-C

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	MG-1301(1)	48	50



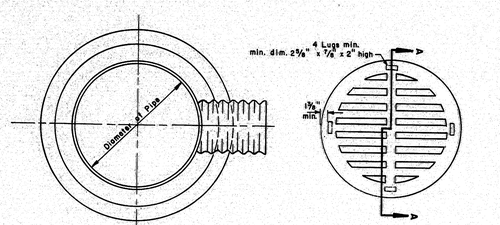
CURB SECTION A-A

3-D



REFLECTORIZATION OF ISLANDS

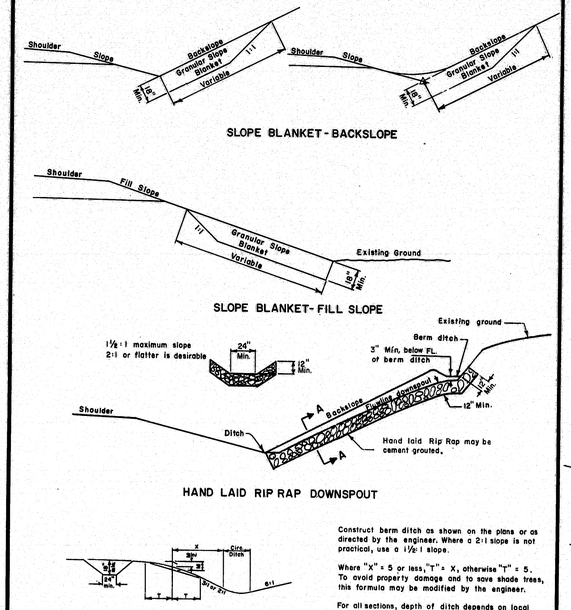
3-E



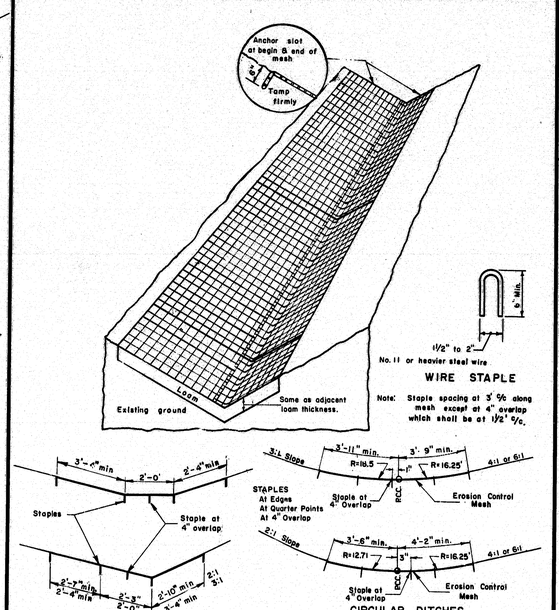
CATCH BASIN TYPE "E"

1. Excess pipe to be cut and folded against the inside wall of Catch Basin. Joints to be caulked with Oakum and Asphalt Cement. Joint may be shop welded.
2. Stubs to be made from 2 foot length of pipe. Cost shall be incidental to the Catch Basin item
3. Grate shall be considered part of the structure and no separate payment shall be made.
4. Grate to be of gray cast iron.
5. Bars of grate to be placed parallel with Flow
6. 30" catch basins, type "E" shall have a total width of openings 16" min. 24" catch basins, type "E" shall have a total width of openings 8" min.
7. Corrugated metal pipe shall be 14 gauge and bituminous coated.

3-F



3-G



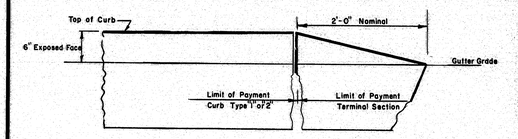
EROSION CONTROL MESH

3-H

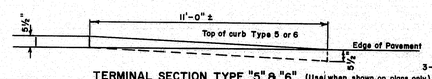
CURB TYPES (1 & 2), (5 & 6) ON CURVES			
RADIUS OF CURVE	LENGTH	PAID FOR AS	STONE IS CUT OR CAST
0' To 60' Incl.	4' Min.	Circular	As To Fit Curve
Over 60' To 160'	4' To 6'	Straight	Straight Pieces
0' To 8' Incl.	2' Min.	Circular	To Fit Curve
Over 8' To 30' Incl.	12" Min. Chord	Circular	Straight Pieces, Radial Ends
Over 30' And Under 160'	2' To 3'	Straight	Straight Pieces
160' And Over	3' To 6'	Straight	Straight Pieces

3-J

TERMINAL CURB SECTION



TERMINAL SECTION TYPE "1" & "2"



TERMINAL SECTION TYPE "5" & "6" (Used when shown on plans only)

3-I

REVISIONS	
Plate 3-G	12-23-69
Plate 3-F	5-27-70
Plate 3J	7-15-70
PLATE 3G	3-4-71
PLATE 3H	8-28-73
PLATE 3 H	6-26-75
PLATE D	8-8-75
PLATE D-1	11-24-75

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

STANDARD DETAILS

CURB, DITCHES AND SLOPES, AND CATCH BASINS TYPE "E"

AUG. 1969

3

169-70

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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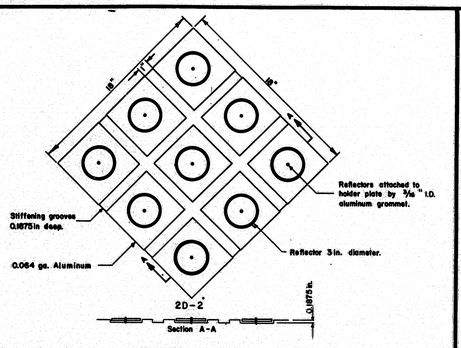
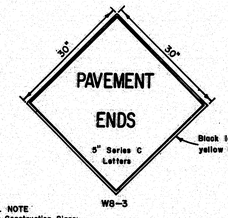


HAZARD MARKER

NOTE

SIGNING IN AN AREA WHERE BLASTING IS NECESSARY SHALL BE PLACED AS OUTLINED IN THE "MANUAL", AND THE PRECAUTIONS OF SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS SHALL BE OBSERVED.

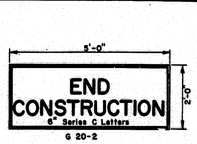


W8-3

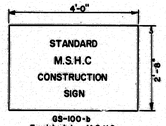
GENERAL NOTE
Construction Signs

i. Sign Borders: All signs shall have borders conforming to the sizes and spacing as shown below:
a. 30"x30" Sign - 3/4" Border, 1/2" Space from sign edge.
b. 2' x 5' Sign - 5/8" Border, 3/4" Space from sign edge.
c. 3' x 4' Sign - 3/4" Border, 1" Space from sign edge.
d. 4' x 4' Sign - 1 1/4" Border, 3/4" Space from sign edge.

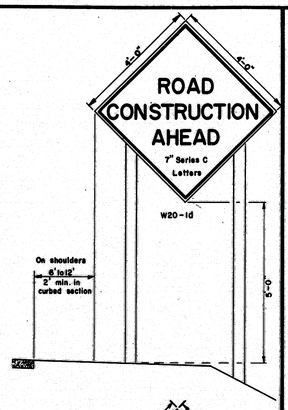
A

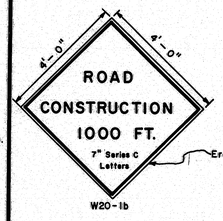


G 20-2

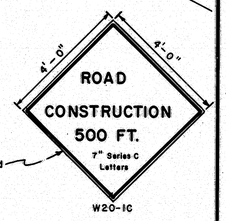


GS-100-b
Furnished by M.S.H.C.





Erected in the same manner as W20-1d



CONSTRUCTION SIGNS

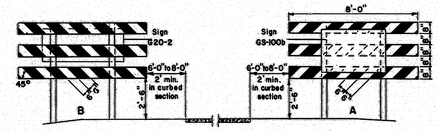
B

GENERAL NOTES - BARRICADES

1. Unless otherwise designated, sign designation letters shall refer to the "Manual of Uniform Traffic Control Devices for Street and Highways," published by the U. S. Department of Transportation, Federal Highway Administration, 1971.
2. White stripes shall be of silver reflective sheeting bonded to 0.019 minimum gauge aluminum, 16 minimum gauge galvanized steel, or 1/4" plywood. Individual white sheets may be attached to an orange reflectorized background to form the orange and white stripes. At the Contractor's option the reflective sheeting and backing may extend the full width of the barricade with an opague film or paint applied to form the stripes.
3. All signs shall be of reflective sheeting on 5/8" thick plywood. The plywood shall conform to subsection 712.25, Standard Specifications, June 1968.
4. Pressure sensitive reflective sheeting will be an acceptable alternate to the reflective sheeting required by Standard Specifications.

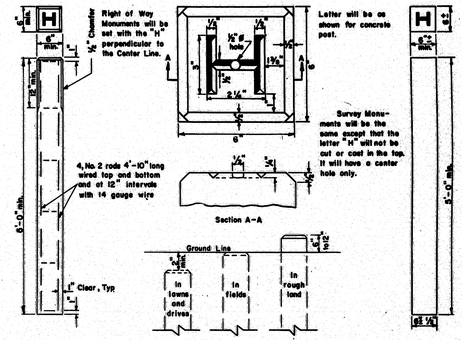
NOTES - PORTABLE BARRICADES
1. Lumber sizes for portable barricades shall be 2" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. The detour sign shall be an oversized M4-10 sign with a demountable "DETOUR" message which shall be made of screened reflective sheeting on 1/4" plywood, masonite, sheet steel or sheet aluminum.
3. Hazard markers shall be attached to the barricade with a bolt assembly of steel cadmium plated 5/16" bolt, lock washer and vandal resistant nuts.
4. When two W1-6 signs are required, R11-2, R11-3, or R11-4 signs shall be omitted.
5. Flashing lights housings shall be mounted to permit rotating in a vertical axis to allow for adjustment to face oncoming traffic.
6. Location of electric service and meter to be determined after the power source has been located.

NOTES-WING BARRICADES
1. Lumber sizes for wing barricades shall be 1" x 8" except posts which shall be 4" x 4" (nominal sizes).
2. Wing barricades will not be required unless specifically called for in the special provisions.
3. Location of signs and barricades will be determined by the Engineer.

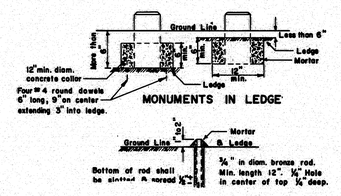


WING BARRICADES

C

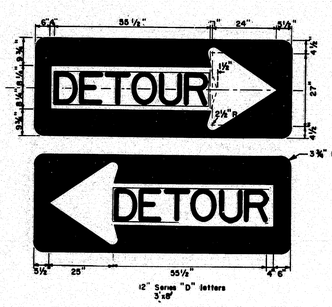


CONCRETE MONUMENT | MONUMENTS IN EARTH | GRANITE MONUMENT



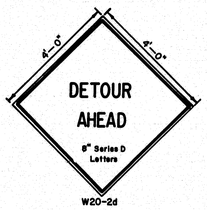
BRONZE PIN MARKERS

D



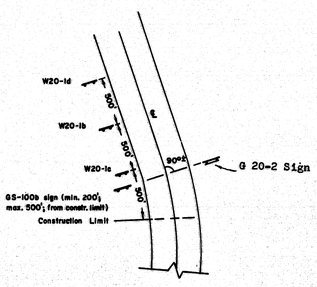
Detachable DETOUR message shall have 1" clearance from letters to edge on all sides.

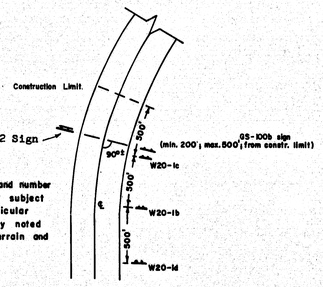
DETOUR SIGN
M 4-(L)



E

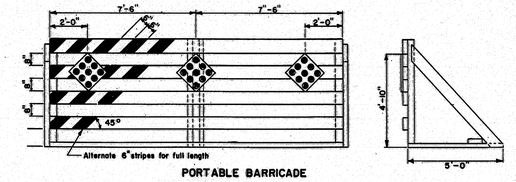
STANDARD SIGN LOCATIONS



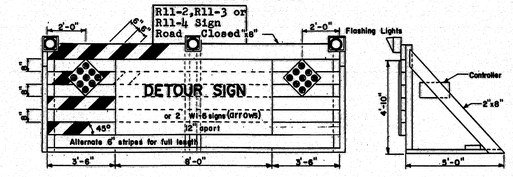


NOTE:
Standard locations and number of signs required are subject to variation on particular projects if specifically noted due to surrounding terrain and land use.

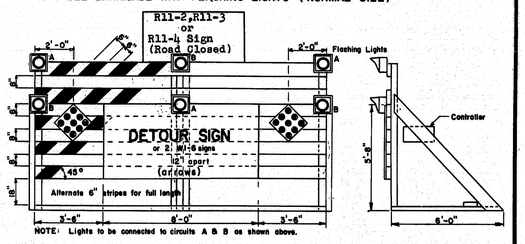
F



PORTABLE BARRICADE



PORTABLE BARRICADE WITH FLASHING LIGHTS (NORMAL SIZE)

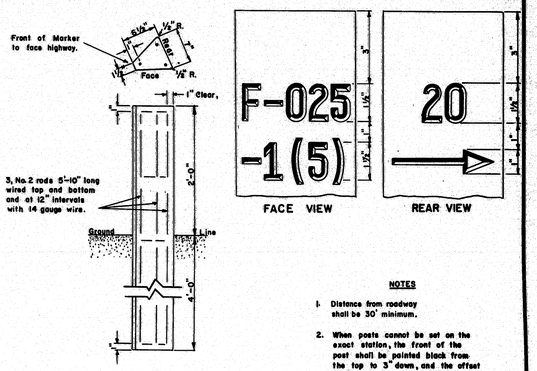


NOTE: Lights to be connected to circuits A & B as shown above.

OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS

BARRICADES

G



NOTES

1. Distance from roadway shall be 30' minimum.
2. When posts cannot be set on the exact station, the front of the post shall be painted black from the top to 3" down, and the offset distance marked on rear with an arrow pointing in direction of beginning or end of project.
3. All markings to be 1/4" deep and 3/4" wide.

PROJECT MARKERS

H

REVISION	
PLATE B	12-21-70
PLATES A, C, E & G	12-15-71
PLATE C	10-12-72
PLATES C & G	3-25-76

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

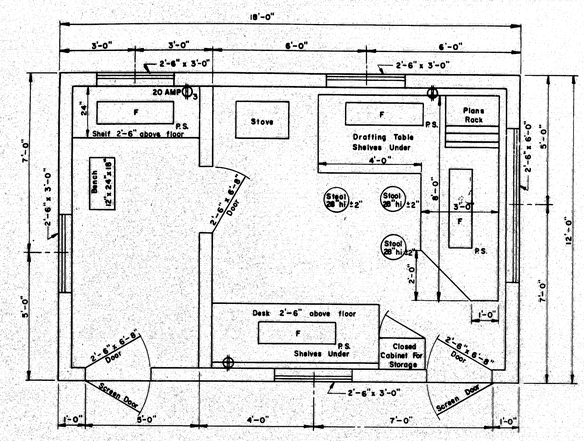
BARRICADES
WARNING SIGNS
MONUMENTS
PROJECT MARKERS

AUG. 1969

11

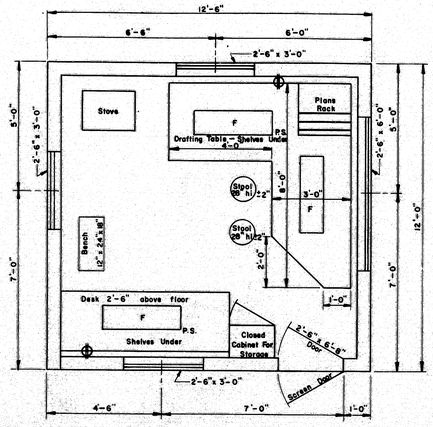
169-71

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BRM-MS-1302(2)	50	50
		BR-RS-0163(10)		
		MG-1301(1)		



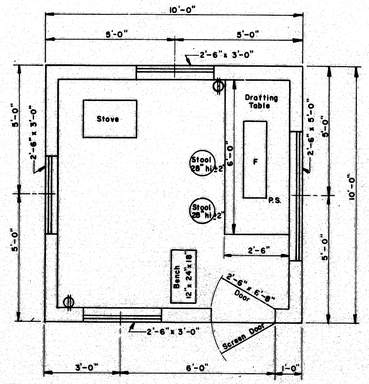
FLOOR PLAN
TYPE "A"

A



FLOOR PLAN
TYPE "B"

B

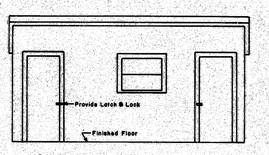


FLOOR PLAN
TYPE "C"

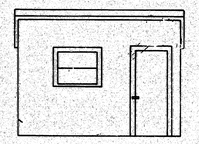
C

GENERAL NOTES

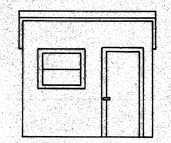
1. Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
2. Shelves under desk shall be constructed to received 11½" x 14" x 25" transfiles.
3. Windows shall be double hung.
4. Stovepipe shall not be in direct contact with combustible material ; the pipe shall be surrounded with at least 6" of fireproof material.
5. Continuous 110 volt 60 cycle electric service shall be supplied.
6. The engineer may rearrange the items shown on the plan views during construction of the field office.
7. FURNISHINGS TO BE SUPPLIED :
   - 2 Straight back chairs for types A and B
   - 1 Bench for types A, B & C
   - 3 Stool for type A
   - 2 Stools for types B & C
8. SYMBOLS :
   - F — Florescent lights (2 light , rapid start 48" strips and 40 watt bulbs.)
   - P.S. — Pull switch
   - Duplex wall outlet — 15 amp unless otherwise noted.
   - 3 — Triplex Wall Outlet
9. For the Type "A" Field Office one clean 55 gal. drum shall be supplied , installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furished with water at all times.



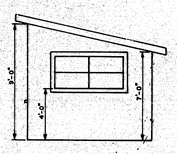
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



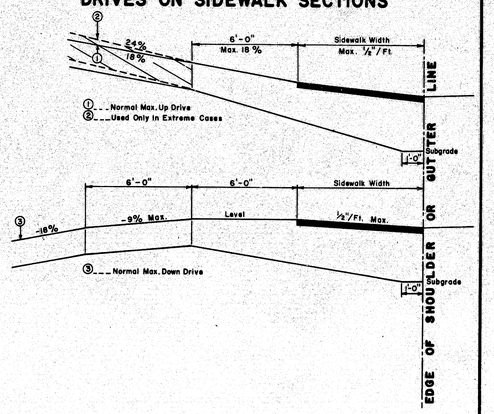
FRONT ELEVATION
TYPE "C"



SIDE ELEVATION
TYPES "A" "B" & "C"

F

DRIVES ON SIDEWALK SECTIONS



GENERAL NOTES

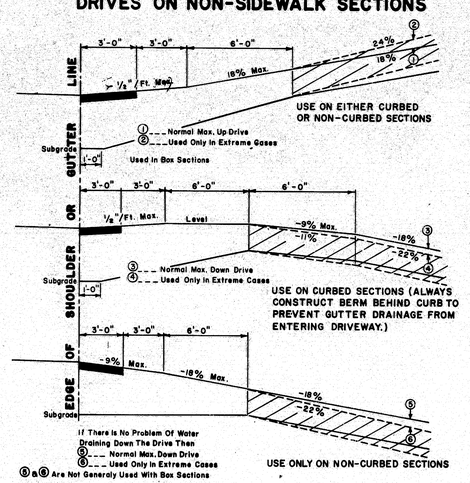
1. The sidewalk width shall be paved in all cases.
2. All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

1. These profiles are a guide for the majority of cases, but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

D

DRIVES ON NON-SIDEWALK SECTIONS



GENERAL NOTES

1. The first 5' shown as pavement shall be paved only when abuting a paved area.
2. All residential or commercial drives 10% and over shall be paved.

NOTES ON MAXIMUM DRIVEWAY PROFILES

1. These profiles are a guide for the majority of cases , but should be field checked when the main line grade is steep (4% to 6% or greater) or the angle of approach to the drive is unusual.
2. Generally the majority of drives on a project will be built with flatter profiles than these maximum cases.
3. When grading drives which are flatter than the maximum profiles the following rule of thumb should be used, do not exceed a grade % change of more than 9% in a 6 foot increment of driveway length. This applies to both up and down profiles.

E

REVISIONS	
PLATE 'D' 'E'	3-16-73

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

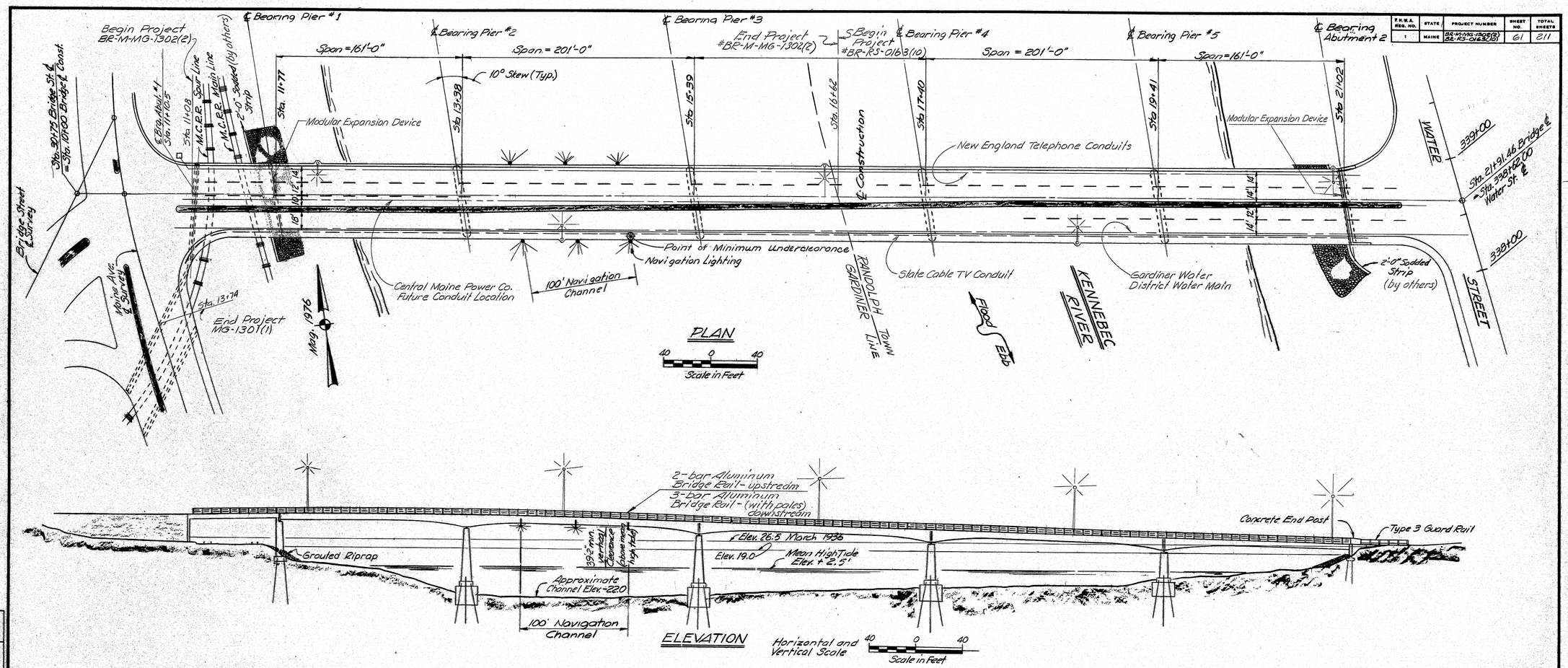
STANDARD DETAILS

DRIVEWAY DETAILS
FIELD OFFICES
TESTING LABORATORY

AUG. 1969 (12)

169-72

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2) BR-RS-0163(10)	61	211



PROJECT DESIGN ENGINEER | BY | DATE
DESIGN - DETAILED | EBC | 9-77
CHECKED | GBW
REVISIONS
FIELD CHANGES
PLANS

SPECIFICATIONS

DESIGN: A.A.S.H.T.O. Specifications for Highway Bridges 1973 and Interim Specifications 1974, 1975, 1976, 1977.

CONTRACT: State of Maine, State Highway Commission, Standard Specifications, Highways and Bridges, Revision of June 1968.

DESIGN LOADING

LIVE LOADING: HS20-44

MATERIALS

CONCRETE: River Structure Wearing Surface — Latex Modified, Rigid Frame Wearing Surfaces, and all Sidewalks, Curbs, Medians, and End Posts — Class AA. All Other — Class A

REINFORCING STEEL: ASTM A615 Grade 60

STRUCTURAL STEEL: All steel ASTM A588 (unpainted) High Strength Bolts ASTM A325 - Type 3

BASIC ALLOWABLE STRESSES

CONCRETE: f_c = 1,200 psi; n = 10

REINFORCING STEEL: f_s = 24,000 psi.

STRUCTURAL STEEL: ASTM A588 f_s = 27,000 psi.
ASTM A325 f_v = 13,500 psi.

CONSTRUCTION NOTES

1.) All utility plant shall be adjusted by respective utilities unless noted. They are: Gardiner Water District, New England Telephone Co., Central Maine Power Co., Maine Central Railroad and State Cable T.V. Inc.

2.) Refer to the Right of Way Maps for construction limits and right of way information.

3.) Temporary navigation lighting shall be provided in accordance with Special Provisions, Section 638, Temporary Navigation Lighting.

4.) Substructure rust protection provided under contract 1 shall be maintained by the Contract 2 Contractor, at least until the superstructure 2 slab placement is complete. The Contractors maintaindnce responsibilities shall begin when work is commenced on the superstructure slab or when otherwise determined by the Engineer. Removal of rust stains will not be required unless in the opinion of the Engineer, the Contractor has not properly maintained the protection. The protection shall be removed and disposed of by the Contractor. Payment for maintaining, removing and disposing of protection will be considered incidental to contract items.

INDEX OF BRIDGE SHEETS

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Gardiner-Randolph Bridge over MCRR	31-44
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(BD104-71) Armored Joint, Shear Connectors, etc.	59
(BD113-72) Diaphragms & Crossframes	60
(BD114-71) Aluminum Bridge Railing Type "A"	61
(BD115-71) Aluminum Bridge Railing Type "B"	62
(BD116-71) Pole Panel & Heavy Duty Post	63

GARDINER-RANDOLPH BRIDGE OVER THE KENNEBEC RIVER

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Conduit Layout	23
Navigation Lighting	24
Aluminum Bridge Railing Layout	25
Approach Slabs	26-27
Reinforcing Steel Schedule	28-29
General Plan Existing Bridge	30

Contract 1 Bridge Plans are available for the Contractors reference at the Bridge Design Office in Augusta. The plans are reproductions of the original drawings as prepared for the construction of the bridge and do not show any construction field changes.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
GENERAL PLAN

SHEET 1 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1968 — 500-1 5500

174-16

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1301(1), 1302(2) 0163(10)	62	211

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	MG-1301(1) QUANTITY	BR-M-MG-1302(2) -MG- QUANTITY	BR-M-MG-1302(2) -M- QUANTITY	BR-RS-0163(10) QUANTITY	TOTAL QUANTITY
202.19	Removal of Existing Bridge	L.S.	——	——	Nec	Nec.	Nec.
203.20	Common Excavation	C.Y.	30	150	——	——	180
203.25	Granular Borrow	C.Y.	17,900	——	——	——	17,900
203.26	Gravel Borrow	C.Y.	115	62	——	——	177
206.081	Str. Earth Excav. - Abuts. & Ret Walls	C.Y.	730	370	——	——	1100
206.14	Special Backfill	C.Y.	770	670	——	——	1440
501.217	Steel H-beam Piles 89 lbs./Ft.	L.F.	3467	2814	——	——	6281
502.21	Structural Concrete, Abuts. & Retaining Walls	C.Y.	——	675	——	18	693
502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	L.S.	——	Nec	Nec.	Nec.	Nec.
502.28	Structural Concrete, Rigid Frame Structures	C.Y.	1130	——	——	——	1130
502.29	Structural Concrete, Wearing Surface on Bridges	L.S.	Nec.	——	——	——	Nec
502.31	Structural Concrete, Approach Slabs	L.S.	Nec.	Nec.	——	Nec.	Nec.
503.12	Reinforcing Steel, Fab. & Delivered	Lb.	114,610	149,340	154,710	212,090	630,750
503.13	Reinforcing Steel, Placing	Lb.	114,610	149,340	154,710	212,090	630,750
504.70	Structural Steel, Fab. & Delivered	L.S.	——	Nec.	——	——	Nec
504.71	Structural Steel, Erection	L.S.	——	Nec.	——	——	Nec.
505.08	Shear Connectors	L.S.	——	Nec.	Nec.	Nec.	Nec.
507.181	Aluminum Bridge Railing, Type "A"	L.F.	42	232	324	451	1049
507.183	Aluminum Bridge Railing, Type "C"	L.F.	33	273	324	451	1081
512.07	French Drains (Stones Only)	C.Y.	33	18	——	——	51
514.06	Curing Box for Concrete Cylinders	Each	0.25	0.25	0.25	0.25	1.0
515.20	Protective Coating for Concrete Surfaces	S.Y.	456	443	555	786	2240
516.21	Latex Modified Mortar or Concrete Wearing Surface on Bridges	L.S.	——	Nec.	Nec.	Nec.	Nec.
516.23	Preparation of New Concrete Surfaces	L.S.	——	Nec.	Nec.	Nec.	Nec.
522.06	Modular Expansion Devices	Each	——	1	——	1	2

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	MG-1301(1) QUANTITY	BR-M-MG-1302(2) -MG- QUANTITY	BR-M-MG-1302(2) -M- QUANTITY	BR-RS-0163(10) QUANTITY	TOTAL QUANTITY
602.152	12 Inch Bit. Coated Corr. Metal Pipe	L.F.	216	——	——	——	216
604.13	24 Inch Catch Basins, Type E	Each	2	——	——	——	2
604.18	Adjusting Manholes & Catch Basins to Grade	Each	——	1	——	——	1
605.091	6" Underdrain Type "B", Special	L.F.	——	80	——	——	80
605.20	Filter Fabric	Sq.Ft.	1050	1630	——	——	2680
609.13	Vertical Bridge Curb - Type 1	L.F.	168	892	1296	1762	4118
609.14	Vertical Bridge Curb - Circular - Type 1	L.F.	20	39	——	13	72
619.12	Mulch	Unit	49	1	——	——	50
		Hour					
634.211	Light Standard, 4 to 9' Bracket Arm, 50' M.H., 6' Arm	each	——	1	2	2	5
685.09	Metal Bin Type Retaining Wall	S.F.	1310	960	——	——	2270
638.01	Embedded Work in Structures	L.S.	——	Nec.	Nec.	Nec.	Nec.
638.02	Navigation Lighting	L.S.	——	——	Nec.	——	Nec
638.021	Temporary Navigation Lighting	L.S.	——	——	Nec.	——	Nec.
639.08	Field Office, Type A	Each	0.25	0.25	0.25	0.25	1.0
657.201	Seed and Application, Method A	Unit	49	1	——	——	50
659.10	Mobilization	L.S.	Nec.	Nec.	Nec.	Nec.	Nec.
660.21	On-the-Job Training (Bid)	M.Hr.	——	480	480	560	1520

ESTIMATED QUANTITIES OF LUMP SUM ITEMS

502.26	Structural Concrete, Roadway & Sidewalk Slabs on Steel Bridges	C.Y.	——	512	730	1000	2242
502.29	Structural Concrete, Wearing Surface on Bridges	C.Y.	31	——	——	——	31
502.31	Structural Concrete, Approach Slabs	C.Y.	46	43	——	21	110
504.70	Structural Steel, Fab. & Delivered	Lb.	——	123,000	——	——	123,000
504.71	Structural Steel, Erection	Lb.	——	123000	——	——	123,000
505.08	Shear Connectors	Lb.	——	3565	3704	4993	12,262
516.21	Latex Modified Concrete or Mortar Wearing Surface on Bridges	S.Y.	——	1382	1944	2647	5973
516.23	Preparation of New Concrete Surfaces	S.Y.	——	1382	1944	2647	5973

PROJECT DESIGN ENGINEER — PLANS

	BY	DATE
DESIGN - DETAILED	EAC	4-78
CHECKED	RCR	
REVISIONS		
FIELD CHANGES		

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

SHEET 2 OF 63 AUGUSTA, MAINE APRIL 1978

174-17

803-1 3980

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	63	211

CURVE DATA
RAMP "A" ℄

P.I. = 3+66.84
Δ = 25°-05'-55" Lt
D. = 2°-15'
R. = 2546.48'
T. = 386.84'
L. = 1135.49'
E. = 62.33'

CURVE DATA
MAINE AVENUE

P.I. = 15+18.21
Δ = 20°-41'-32" Rt
D. = 5°-00'
R. = 1145.92'
T. = 209.20'
L. = 413.85'
E = 1.89'

M.C.R.R. COBBOSSEE SPUR CURVE DATA

P.I. = 2185.30
Δ = 42°-41'-18" Rt
D. = 18°-00'
R. = 318.62'
T. = 124.90'
L. = 237.16'

Maine Ave. Bridge over M.C.R.R. - Bridge Number 0167
Gardiner-Randolph Bridge over Kennebec River - Bridge Number 2304

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SURVEY

SHEET 3 OF 63 AUGUSTA, MAINE APRIL 1978

Survey Plotted by GRW 8/76

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

JANUARY 1968

174-18

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-1113-1302(2)	64	211
		BR-RS-0163(10)		

GARDINER

RANDOLPH

TOWN LINE

APPROXIMATE

Proj. 16HR200 End Project BR-M-1113-1302(2) Bridge Project BR-RS-0163(10)

May, 1976

Match Sheet #1

201'-0" 201'-0" 161'-0"

℄ Brgs. Pier #3 Sta. 15+39 (by others)

℄ Brgs. Pier #4 Sta. 17+40 (by others)

℄ Brgs. Pier #5 Sta. 19+41 (by others)

℄ Brgs. Abt. #2 Sta. 21+02

S83°-24'-24"E

15+00 16+00 17+00 18+00 19+00 20+00 21+00

Remove (By Others)

1½ Sty House

Paved

Picket Fence

NET @ 9/16 10" Tree

2-Car Garage

Paved Drive

Lawn

1 Sty House

Conc. Steps

Bldgs

WATER

Ahead to Pt. Sta 342+35.22

340+00

Brön. Mon.

Cemetary

Fence

Garden Area

Wire Fence

Lawn

STREET

Gravel Drive

350+00

2½ Sty House

Granite Ret. Wall

Concrete Sidewalk

Gravel Dr.

Shrubs

Ret. Wall

Lawn

Pt. Sta 351+91.49 Back 2.0 Ahd. 2.0 Bk. Equation

Water St. = 359+00

S 4° turned to Ahead Pt. Sta 337+14.92

Pt. = Sta. 337+14.92

NET @ 16"

26" Oak

Lawn

Paved Drive

Shed

1½ Sty. House

Remove (By Others)

Lawn

Shrub

Conc. Ret. Wall

Paved

Drive

C.B.

KENNEBEC RIVER

Flow Line

Match

Survey Checked by R.C.B. 8/
Survey Plotted by G.R.W. 3/78

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

℄ Construction

Theoretical Crown Line

3 1 3 1

Elev. 22.07

Elev. 19.07

Approximate Existing Ground Location

Gravel Borrow

Concrete Grouted Riprap (by others)

Contract No. 2

Contract No. 1

SECTION Z-Z

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

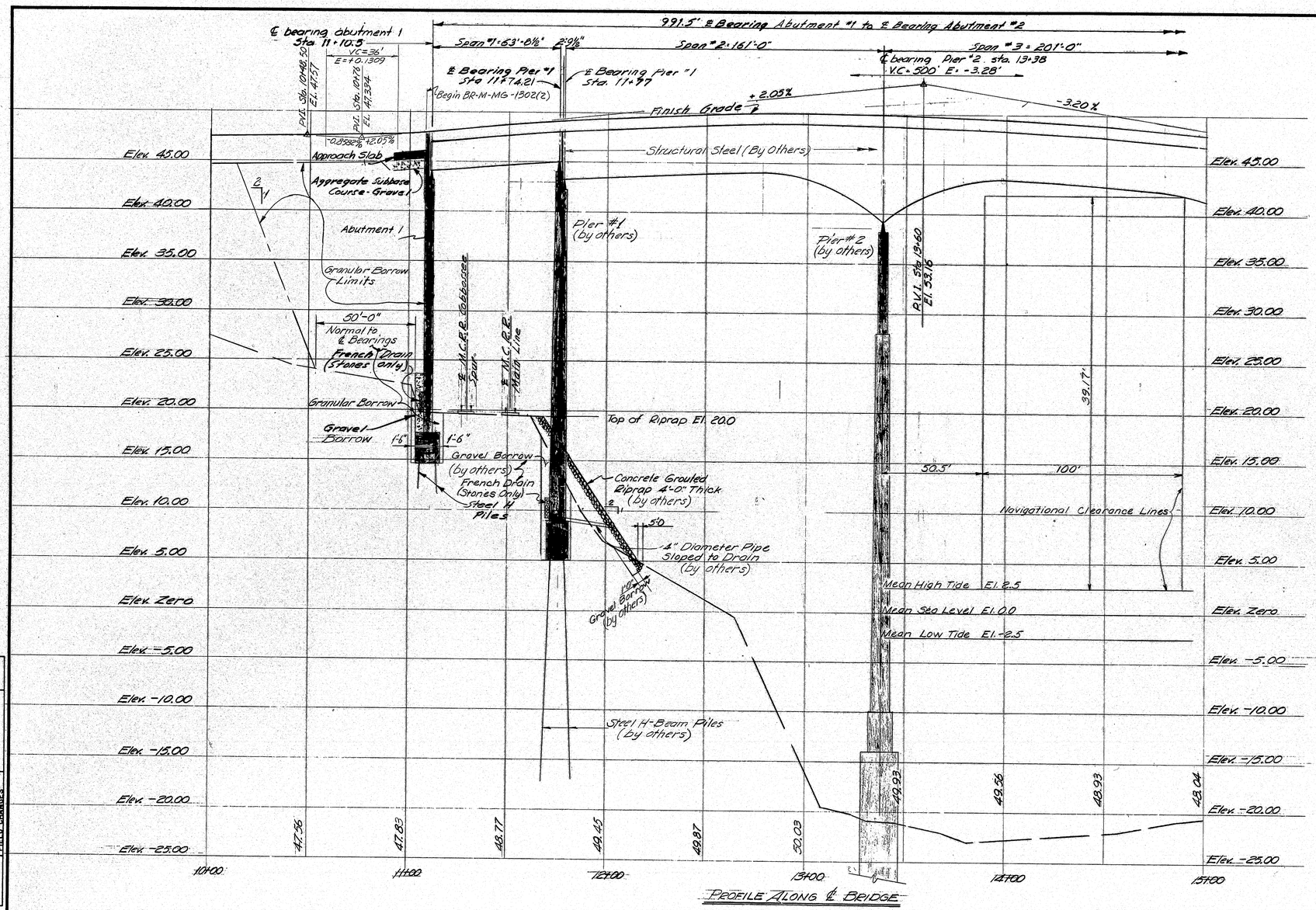
GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SURVEY

SHEET 4 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1968

174-19

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	63	



PROFILE ALONG ℄ BRIDGE

Profile Plotted by GRW 8/78

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
PROFILE
SHEET 5 OF 63 AUGUSTA, MAINE APRIL 1978

353-1 2000

174-20

F.H.W.A. RES. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	66	211
		BR-RS-0163(10)		

TOWN LINE

991'-6" ℄ Bearings Abutment #1 to ℄ Bearings Abutment #2

℄ Brgs. Pier #3 Sta. 15+39

End Project BR-M-MG-1302(2) Station 16+62

Begin Project BR-RS-0163(10)

℄ Brgs. Pier #4 Sta. 17+40

℄ Brgs. Pier #5 Sta. 19+41

℄ Brgs. Abut. #2 Sta. 21+02

Span #3 = 201'-0"

Span #4 = 201'-0"

Span #5 = 201'-0"

Span #6 = 161'-0"

Elev. 45.00

Elev. 40.00

Elev. 35.00

Elev. 30.00

Elev. 25.00

Elev. 20.00

Elev. 15.00

Elev. 10.00

Elev. 5.00

Elev. Zero

Elev. -5.00

Elev. -10.00

Elev. -15.00

Elev. -20.00

Elev. -25.00

-3.20 %

Structural Steel (by others)

S Pier #3 (by others)

S Pier #4 (by others)

S Pier #5 (by others)

H-beam Piles (by others)

48.04

46.89

45.47

43.88

42.23

40.69

38.08

37.48

35.08

34.28

32.68

31.08

29.48

28.30

15+00

16+00

17+00

18+00

19+00

20+00

21+00

V.C. = 46' E. +0.304

P.V.I. Sta. 21+33 Elev. 28.42

This portion of Abut. 2 This Contract

This portion of Abut. 2 (by others)

Elev. 26.35

Aggregate Subbase Course Gravel

Approach Slab

+2.086%

Subgrade

Sta. 21+22.31

Granular Borrow

El. 19.0

French Drain (Stones Only) (by others)

Gravel Borrow (by others)

Concrete Grouted Riprap (by others)

5:0

2:1

4:0"

Gravel Borrow (by others)

H-beam Piles (by others)

PROFILE ALONG ℄ BRIDGE

Profile Plotted by GPW 8/78

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED		
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

JANUARY 1968

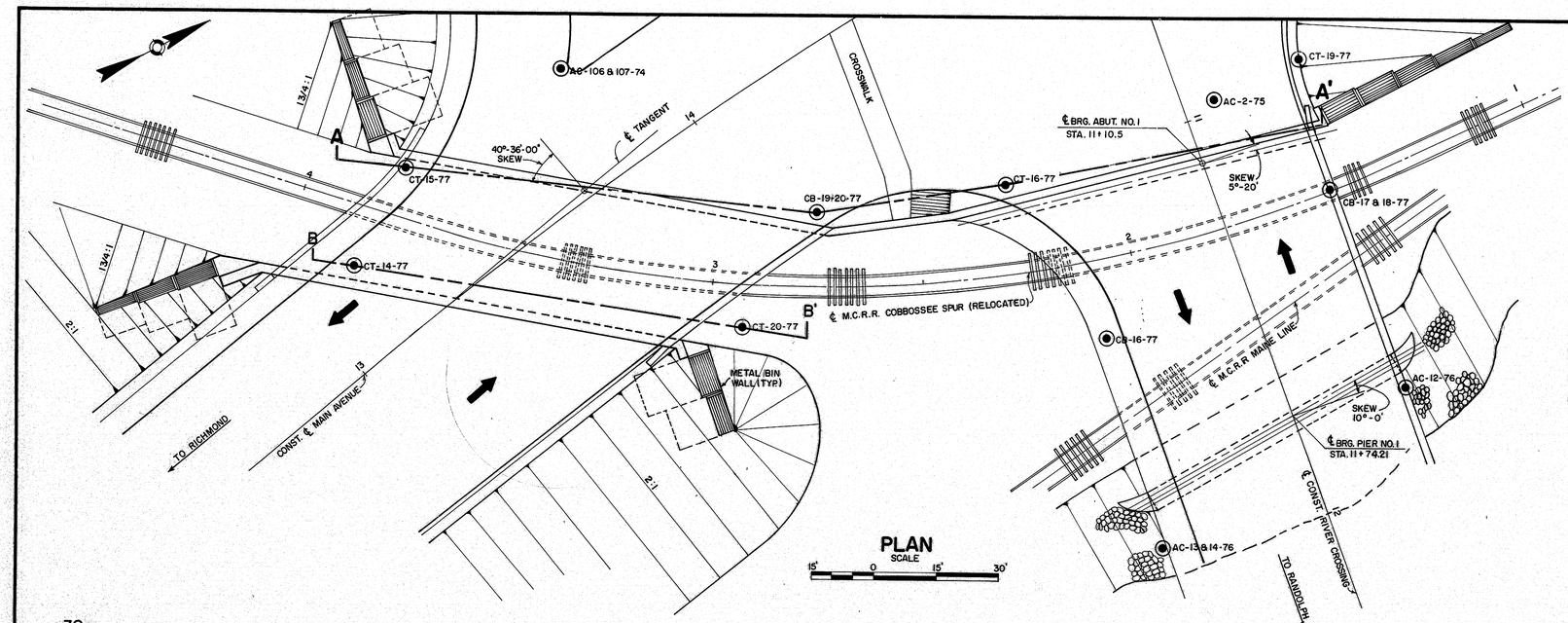
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

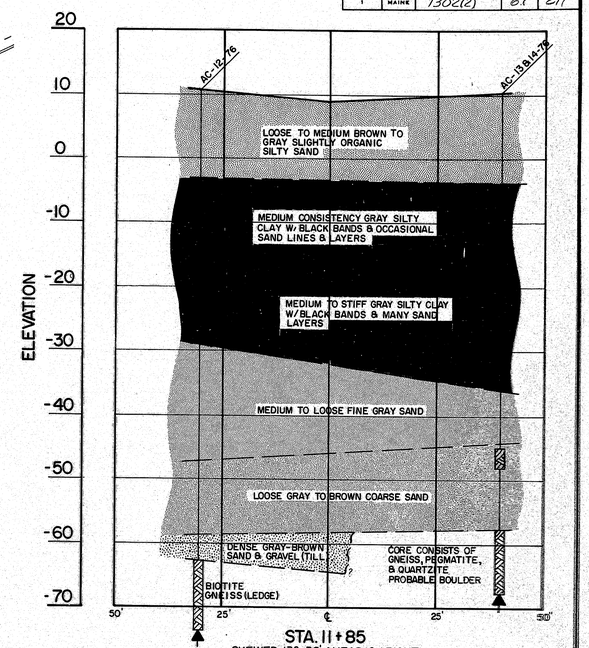
GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
PROFILE

SHEET 6 OF 63 AUGUSTA, MAINE APRIL 1978

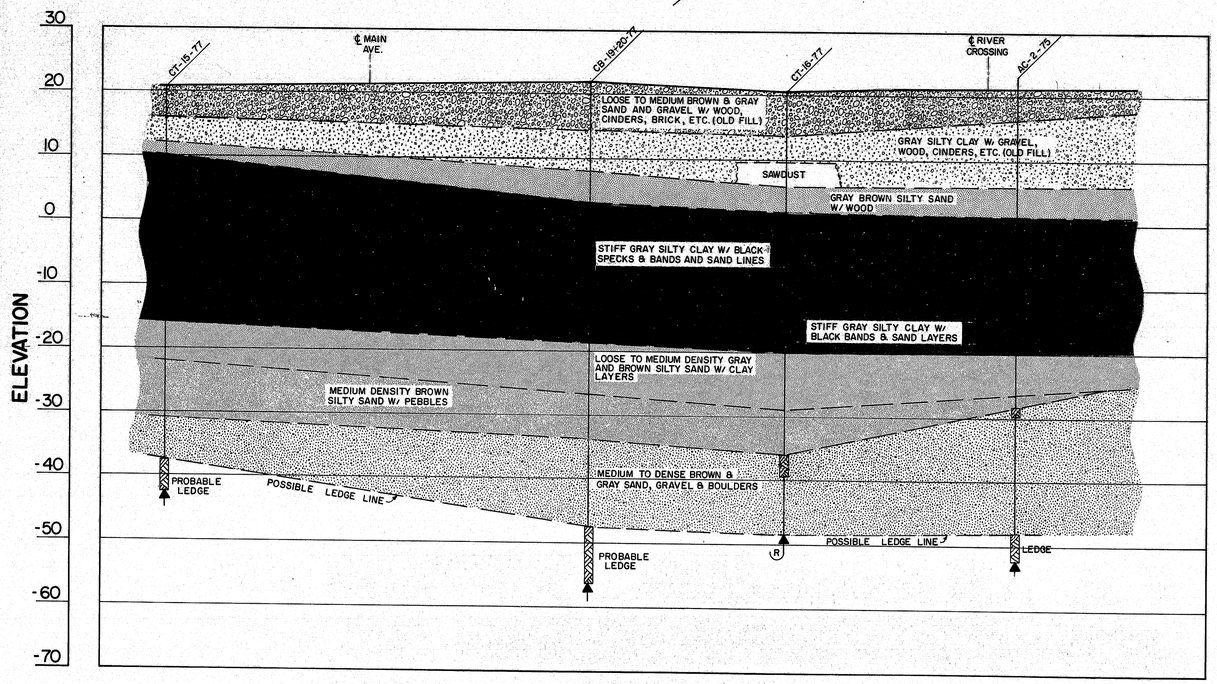
174-21

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	67	211

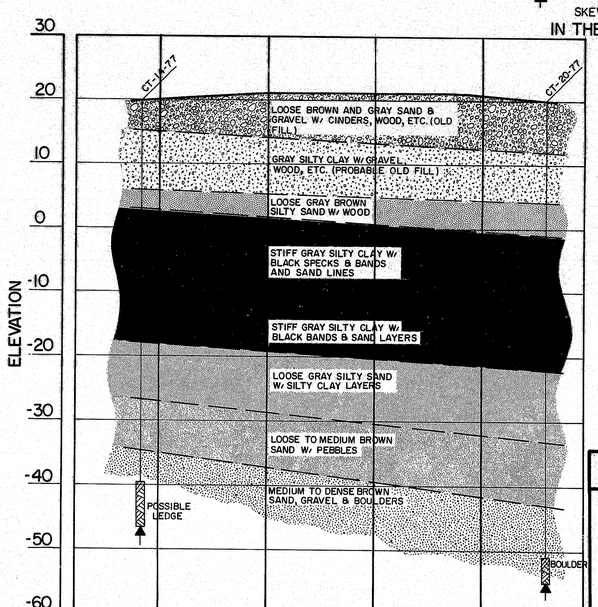




STA. 11+85
SKEWED 13°-30' AHEAD ON RIGHT
IN THE VICINITY OF PIER NO. 1



SECTION A-A' SCALE: HORIZ. 15' 0 15' 30' VERT. 10' 0 10' 20'



SECTION B-B'

TRANSVERSE SECTIONS
SCALE
HORIZ. 15' 0 15' 30'
VERT. 10' 0 10' 20'

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	
	CHECKED -	
	REVISIONS -	
	FIELD CHANGES	

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

FOUNDATION SURVEY

SHEET 7 OF 65 AUGUSTA, MAINE APRIL 1978

174-22

253-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	68	211

BORING CB-19 & 20-77 STATION 14+12, 34' RT. (CONST. ℄ MAINE AVE.)

ELEV. 21.7 CASING SIZE 2 1/2"

DRIVING RESISTANCE Blows / Ft. 20 40	VANE SHEAR STRENGTH Tons / Sq. Ft. 0.4 0.8	WATER CONTENT Percent 20
ID — MEDIUM TO LOOSE GRAY BROWN SILTY SAND, GRAVEL & WOOD — 80		
MD — GRAY BROWN SILTY SAND — 70, 68		
MC H — STIFF GRAY SILTY CLAY W/ BLACK SPECKS		40.6
2C H		
3C H — STIFF GRAY SILTY CLAY W/ BLACK BANDS & SAND LAYERS		
4C H		
2D — LOOSE GRAY SILTY SAND W/ CLAY LAYERS — 51		
3D — MEDIUM DENSITY BROWN SILTY SAND W/ FEW PEBBLES — 16, 300		
4D — 62		
5D — DENSE BROWN SAND, GRAVEL & BOULDERS		
6D — 100%		
100% — ROCK: BIOTITE GNEISS, PROBABLE LEDGE		
92%		

ELEVATIONS: 25, 20, 15, 10, 5, 0, -5, -10, -15, -20, -25, -30, -35, -40, -45, -50, -55, -60

BORING CT-16-77 STATION 11+00, 46' RT. ℄ RIVER CROSSING

ELEV. 20.96 CASING SIZE 4" & 2 1/2"

DRIVING RESISTANCE Blows / Ft. 20 40	VANE SHEAR STRENGTH Tons / Sq. Ft. 0.4 0.8	WATER CONTENT Percent 20
BROWN ORGANIC SANDY SILTY GRAVEL AND CINDERS (OLD FILL)		
1U		IGN. LOSS 27%
GRAY CLAY & SILTY GRAVEL (PROBABLE OLD FILL)		
2U		IGN. LOSS 90% — 29.6, 538.2
SAWDUST — 90		
3U		IGN. LOSS 6%
LAYERS OF GRAY BROWN ORGANIC SILTY SAND & SANDY SILT — 70, 115, 90, 61		
4U H — 50, 55		
50, 65		
5U H — STIFF GRAY SILTY CLAY W/ BLACK SPECKS AND BANDS, SAND LINES — 70, 52, 60, 50		
6U H		
7U H — STIFF GRAY SILTY CLAY W/ SAND LAYERS		
8U *		
ID — MEDIUM DENSITY GRAY SILTY SAND WITH CLAY LAYERS		
2D — MEDIUM DENSITY BROWN SILTY SAND W/A FEW PEBBLY — 60, 65, 55		
MD — 200		
BOULDER **		
GRAY SAND AND BOULDERS		

(R)

* CHANGED TO 2 1/2" CASING

** DRILLED AHEAD WITH QUARRY BIT, REFUSAL ON BIT

BORING AC-2-75 STATION 10+97, 8' LT. ℄ RIVER CROSSING

ELEV. 22.8 CASING SIZE 2 1/2"

DRIVING RESISTANCE Blows / Ft. 20 40	VANE SHEAR STRENGTH Tons / Sq. Ft. 0.4 0.8	WATER CONTENT Percent 20
BROWN GRAVEL (OLD FILL)		
ID — LOOSE BROWN ORGANIC, PEBBLY SILTY SAND & ASHES (OLD FILL)		
2D — GRAY SILTY CLAY W/ ORGANIC SANDY LAYERS & PIECES OF BRICK (PROBABLE OLD FILL)		
3D — BROWN SAWDUST		
4D — GRAY BROWN SAND W/ ORGANIC MATERIAL		
IC H — STIFF GRAY SILTY CLAY W/ BLACK BANDS & THIN SAND LAYERS		
2C H		
3C H — STIFF GRAY SILTY CLAY W/ SAND LAYERS		
4C — MEDIUM DENSITY BROWN SILTY SAND W/ CLAY LAYERS — 51, 57		
5D — 68, 91, 108		
6D — MEDIUM DENSITY BROWN PEBBLY SILTY SAND & GRAVEL		
100% *		
GRAY SAND & GRAVEL		
LEDGE ELEV. - 48.4		
LEDGE: BIOTITE & MUSCOVITE CHLORITE GNEISS		

* DRILLED AHEAD W/ QUARRY BIT

NOTE: LEDGE CORE FROM BORING MADE BY FHWA DEMONSTRATION TEAM

BORING CT-19-77 STATION 10+95, 30' LT. ℄ RIVER CROSSING

ELEV. 23.7 CASING SIZE 2 1/2"

DRIVING RESISTANCE Blows / Ft. 20 40	VANE SHEAR STRENGTH Tons / Sq. Ft. 0.4 0.8	WATER CONTENT Percent 20
LOOSE BROWN SAND & GRAVEL W/ CINDERS ETC. (OLD FILL)		
ID		
IC — BROWNISH GRAY SILTY CLAY W/ WOOD (PROBABLE OLD FILL)		68
2C		IGN. LOSS 46% — 32.3, 43.4
3C — BROWN TO GRAY SILTY SAND WITH WOOD		19.0
4C H		40.6
STIFF GRAY SILTY CLAY W/ BLACK SPECKS & BANDS		
5C H		
6C H — STIFF GRAY SILTY CLAY W/ BLACK BANDS AND SAND LAYERS		
MC H — GRAY SAND WITH CLAY LAYERS		
MD — 120½, 100		
80% — BROWN SAND, GRAVEL & BOULDERS		

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

BORING DETAILS

SHEET 8 OF 63 AUGUSTA, MAINE APRIL 1978

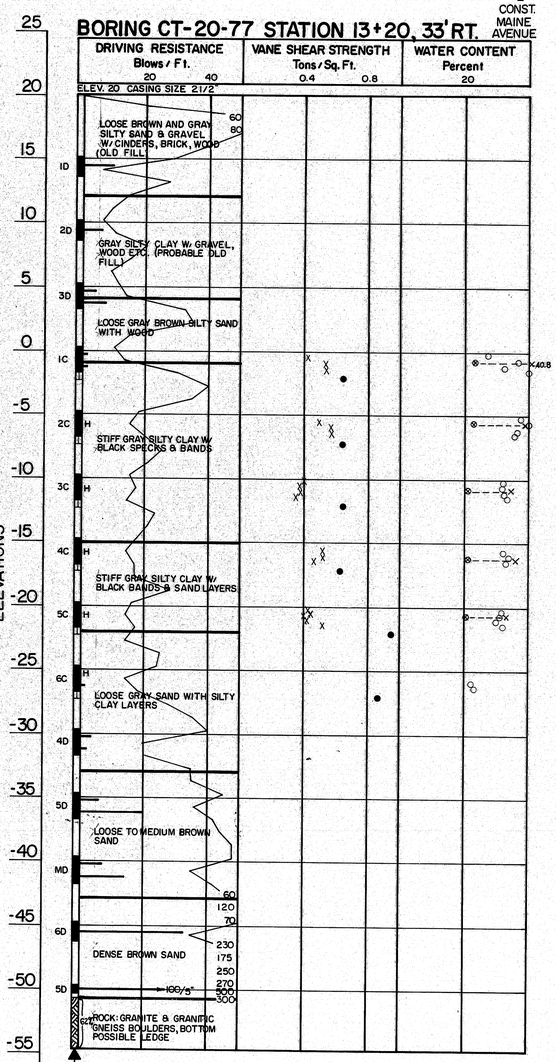
174-22

203-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	69	211

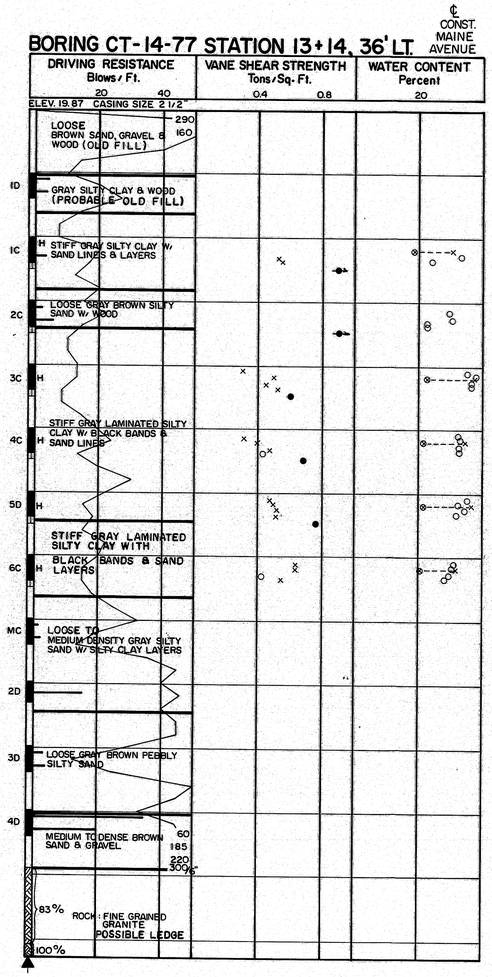
BORING CT-20-77 STATION 13+20, 33' RT.

℄ CONST. MAINE AVENUE



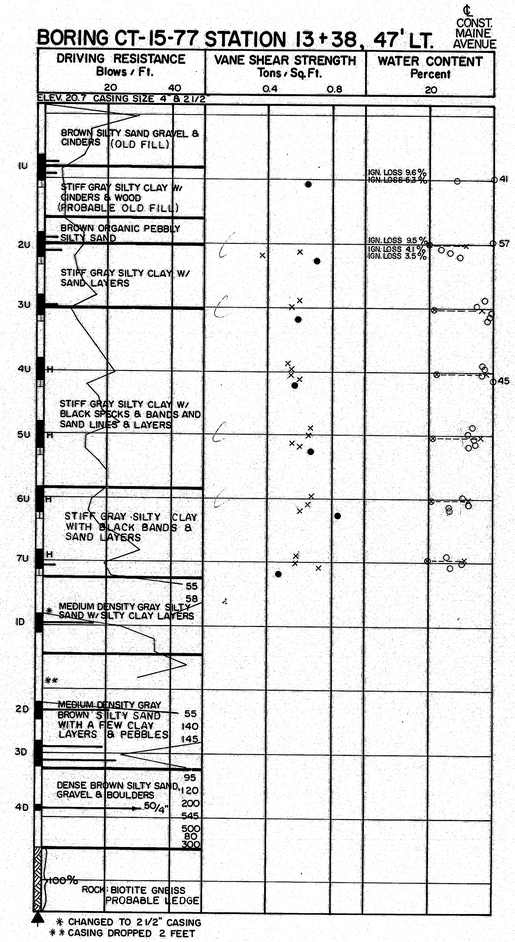
BORING CT-14-77 STATION 13+14, 36' LT.

℄ CONST. MAINE AVENUE



BORING CT-15-77 STATION 13+38, 47' LT.

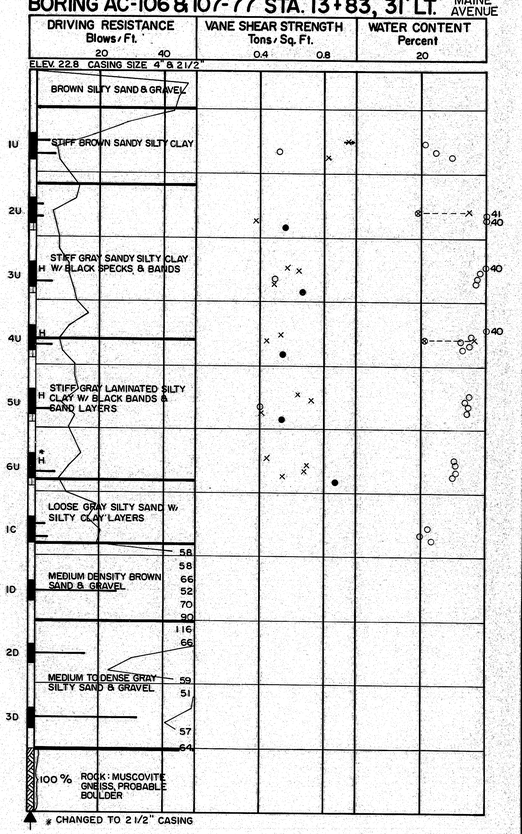
℄ CONST. MAINE AVENUE



* CHANGED TO 2 1/2" CASING
** CASING DROPPED 2 FEET

BORING AC-106 & 107-77 STA. 13+83, 31' LT.

℄ CONST. MAINE AVENUE



* CHANGED TO 2 1/2" CASING

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. 16ga. seamless tubing
  - IU — 3 1/2" O.D. 16ga. seamless tubing
  - IW — Wash sample and number
- 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)
- 71% — 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 contents, given as per cent of dry weight
- ⊗--× Plastic and liquid limits
  Ignition losses are given as per cent of dry weight

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
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KENNEBEC COUNTY
BORING DETAILS

SHEET 9 OF 63 AUGUSTA, MAINE APRIL 1978

124-24

803-1 8000

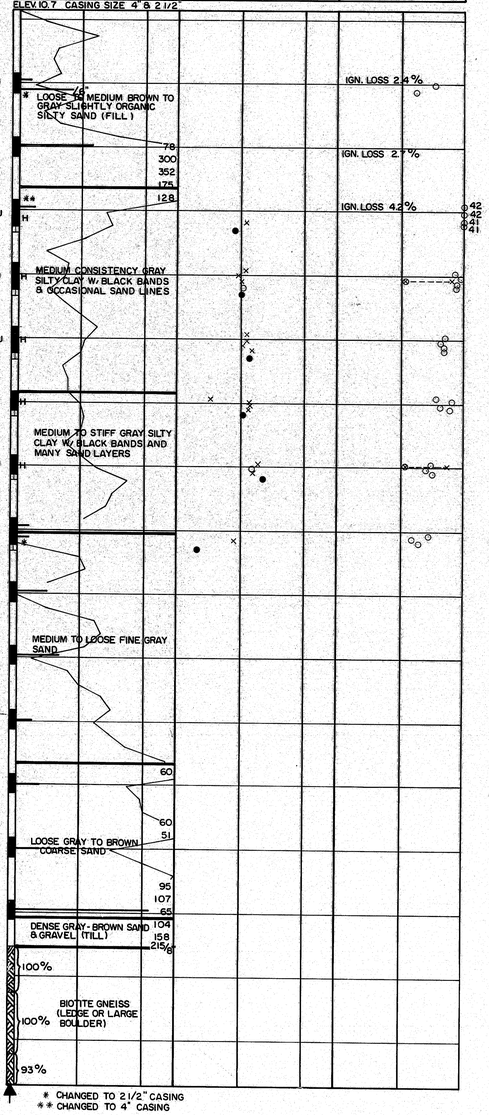
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2)	70	211

(℄ RIVER CROSSING)

BORING AC-12-76 STATION 11+78, 28'LT. ℄ RIVER CROSSING

DRIVING RESISTANCE Blows/Ft. (20, 40) | VANE SHEAR STRENGTH Tons/Sq.Ft. (0.4, 0.8) | WATER CONTENT Percent (20)

ELEV. 10.7 CASING SIZE 4" & 2 1/2"

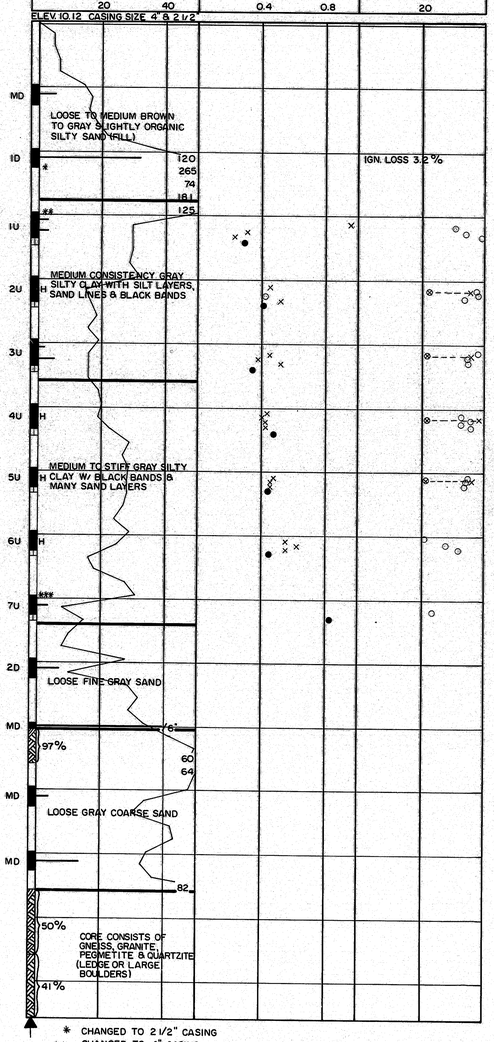


* CHANGED TO 2 1/2" CASING
** CHANGED TO 4" CASING

BORING AC-13 & 14-76 STATION 11+94.6, 40'RT. ℄ RIVER CROSSING

DRIVING RESISTANCE Blows/Ft. (20, 40) | VANE SHEAR STRENGTH Tons/Sq.Ft. (0.4, 0.8) | WATER CONTENT Percent (20)

ELEV. 10.12 CASING SIZE 4" & 2 1/2"

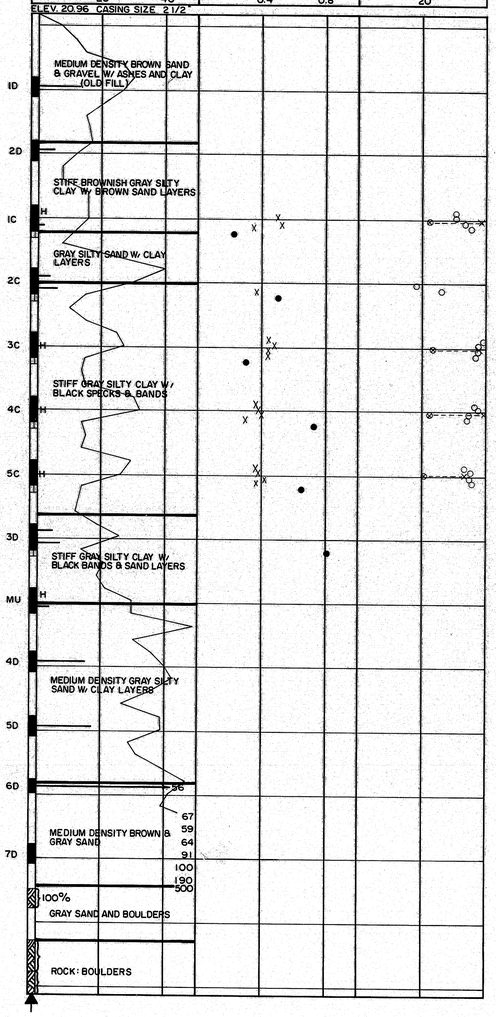


* CHANGED TO 2 1/2" CASING
** CHANGED TO 4" CASING
*** CHANGED TO 2 1/2" CASING

BORING CB-16-77 STATION 11+43, 36'RT. ℄ RIVER CROSSING

DRIVING RESISTANCE Blows/Ft. (20, 40) | VANE SHEAR STRENGTH Tons/Sq.Ft. (0.4, 0.8) | WATER CONTENT Percent (20)

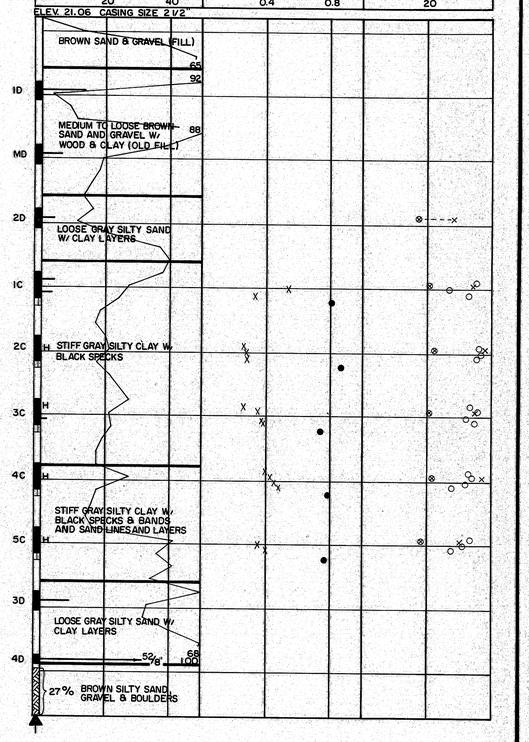
ELEV. 20.96 CASING SIZE 2 1/2"



BORING CB-17 & 18-77 STATION 11+27, 27'LT.

DRIVING RESISTANCE Blows/Ft. (20, 40) | VANE SHEAR STRENGTH Tons/Sq.Ft. (0.4, 0.8) | WATER CONTENT Percent (20)

ELEV. 21.06 CASING SIZE 2 1/2"



ELEVATION

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED		
CHECKED		
REVISIONS		
FIELD CHANGES		

PLANS

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
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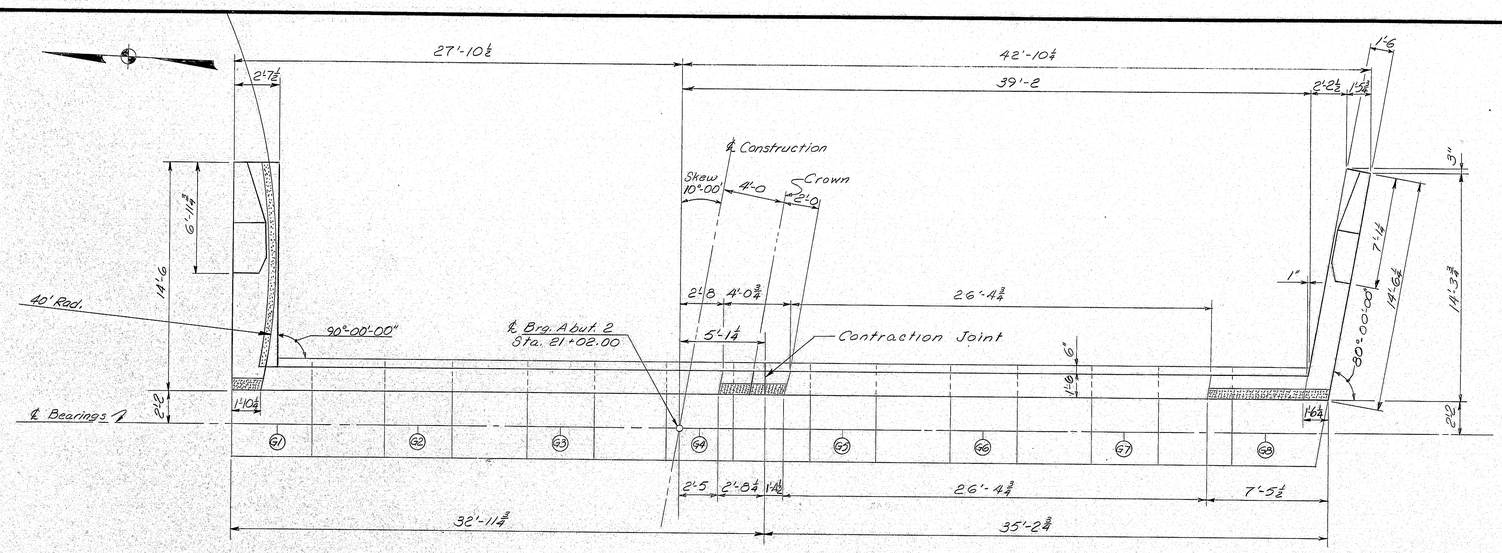
RANDOLPH
KENNEBEC COUNTY
BORING DETAILS

SHEET 10 OF 63 AUGUSTA, MAINE APRIL 1978

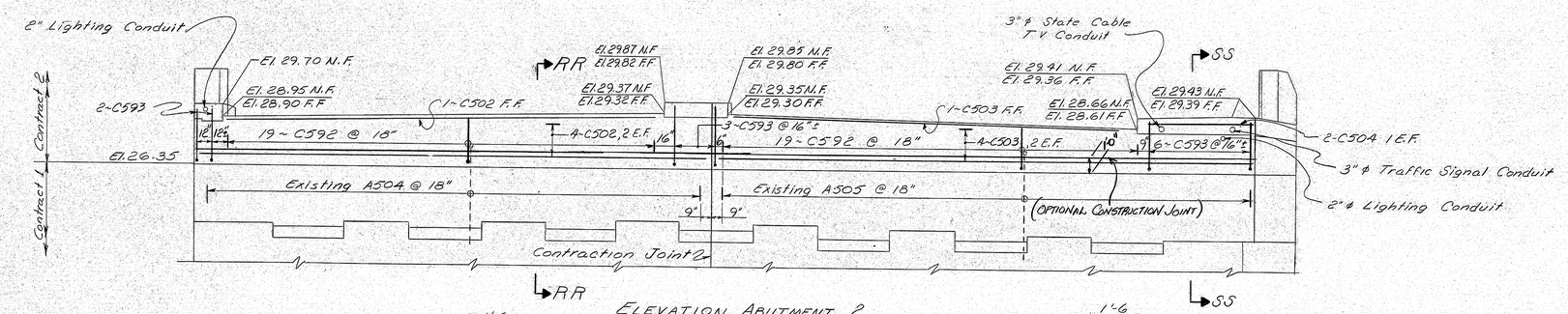
174-25

253-1 2000

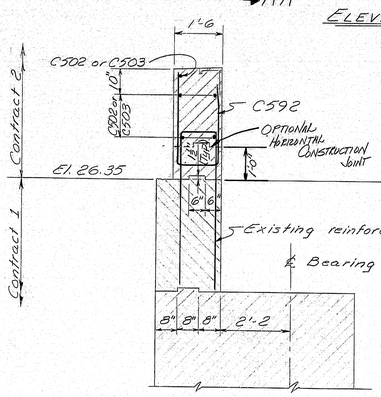
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	0163(110)	71	211



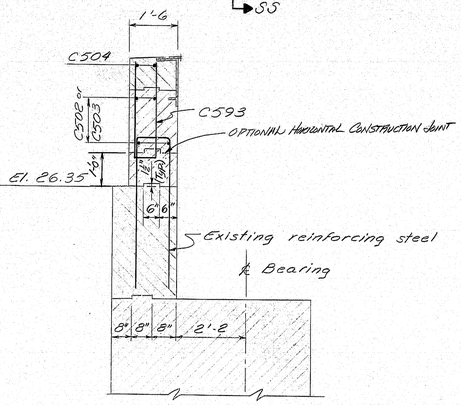
PLAN ABUTMENT 2



ELEVATION ABUTMENT 2



SECTION RR-RR



SECTION SS-SS

ABUTMENT NOTES

1.~ Chamfer all exposed edges of concrete a consistent dimension between ½" and ¾" inclusive unless otherwise indicated.

2.~ Reinforcing steel shall have 2 inches cover unless otherwise indicated.

3.~ Break bond at vertical contraction joints by a method approved by the Engineer.

4.~ Waterstops are not required in horizontal construction joints.

5.~ Protective coating for concrete surfaces shall be applied to the following areas:
End Posts
Top of concrete curbs, median and sidewalk.
Top of abutment backwall

6.~ To allow for the adjustment for movement due to dead load deflections of the superstructure, and to aid in the proper alignment of the expansion device, the concrete which anchors the portion of the expansion device in the top of the abutment backwall shall be placed after all superstructure structural slab concrete is in place, unless other methods, which will provide the proper alignment of the expansion device, are approved by the Engineer. See Sheet #16 for further notes and details.

7.~ Polyvinylchloride waterstops as shown on Standard Details BD 107-77 shall be placed in all vertical contraction joints.

REFERENCES:

See sheet #19, 20, 22 for Expansion Device
See sheet #15 for granite curb details.
See sheet #12 for Wing and End Post details.
See Sheet #23 for Rail Post Layout

LEGEND
N.F. – Near Face
F.F. – Far Face
E.F. – Each Face

"AS BUILT" By M. Bellamy 6/20/78
(OPTIONAL HORIZONTAL CONSTR. JOINT)
LENGTH OF BACKWALL

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	MJL	12/77
	CHECKED	DMD	4-78
	REVISIONS	Rum	
	FIELD CHANGES		

JANUARY 1969

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
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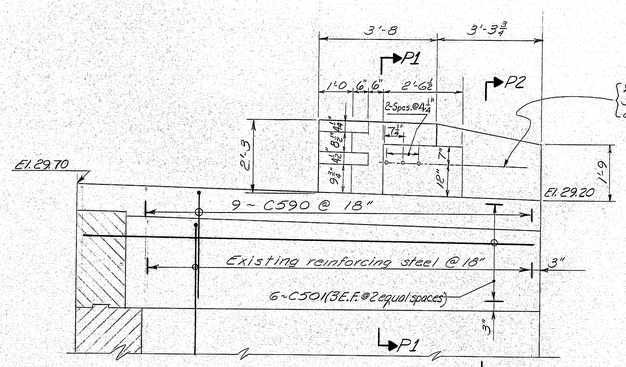
RANDOLPH
KENNEBEC COUNTY

ABUTMENT No. 2 PLAN and ELEVATION
SHEET 11 OF 63 AUGUSTA, MAINE APRIL 1978

174-26

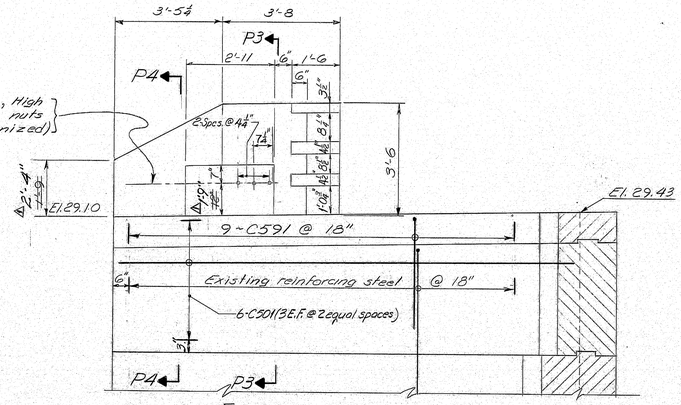
203-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	0163(110)	12	211

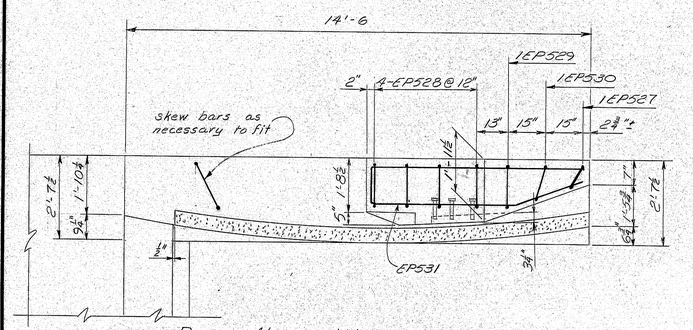


ELEVATION NORTH WING
ABUTMENT No. 2

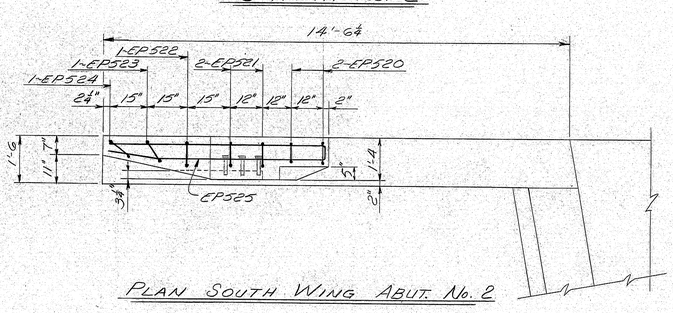
{ 3 - 1" ϕ x 8" long, High Strength bolts with nuts and washers. (Galvanized)



ELEVATION SOUTH WING
ABUTMENT No. 2



PLAN NORTH WING ABUT. No. 2



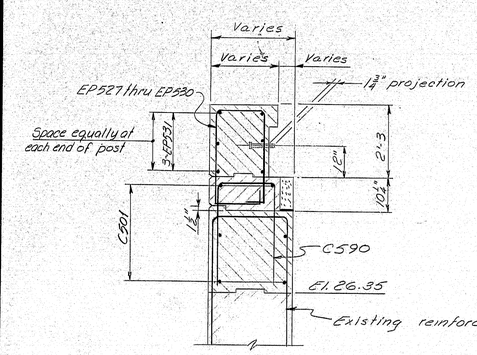
PLAN SOUTH WING ABUT. No. 2

REVISIONS		
Symbol	Date	Remarks
△	5-24-79	Elevation South Wing Abutment No. 2 (end of End Post dimension & anchor bolts location). R.T.P.

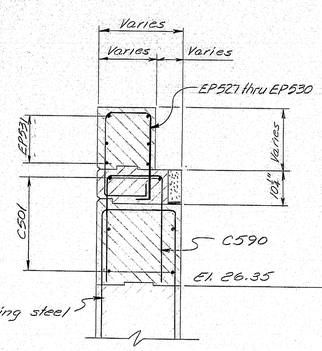
See Sheet #25 for R011 Post Layout

Note: Payment for End Post Concrete will be made under Item 502.21 Structural Concrete, Abuts. & Retaining Walls.

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED	WJJ \ DMD \ 12/77
	CHECKED	RDM \ 4-78
	REVISIONS	
	FIELD CHANGES	



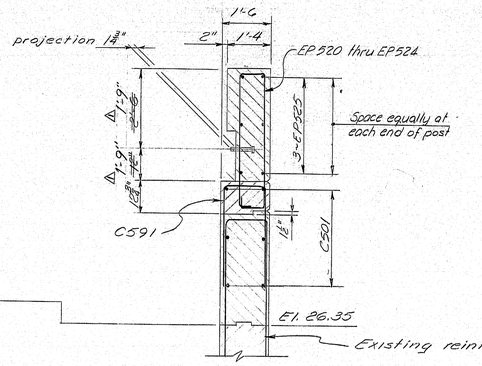
SECTION P1-P1



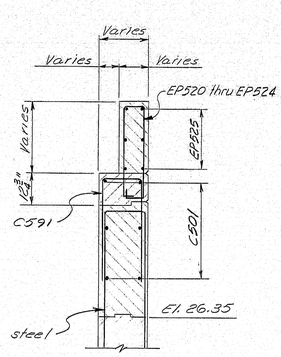
SECTION P2-P2

Contract 2

Contract 1



SECTION P3-P3



SECTION P4-P4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

ABUT. No. 2 WING and END POST DETAILS

SHEET 12 OF 63 AUGUSTA, MAINE APRIL 1978

174-27

JANUARY 1968

503-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2), 0163010	73	211

PROJECT DESIGNE ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C.	11-78
CHECKED	R.C.B.	6-78
REVISED	ADDITIONAL	
FIELD CHANGES		

PLANS

925'-0"
161'-0"
38'-0"
123'-0"
25'-1½"
201'-0"
3 spaces @ 50'-3"
50'-0"
50'-6"
3-S608
25'-0"
℄ Light Standard
2-S503
℄ Red Navigation Light
℄ Green Navigation Light
S506
S501
S502
S500
S507
S505
10°-0' Skew (Typ)
1'-9"
6"
1'-0"
Construction Joint
℄ Brg. Pier #1
Sta. 11+77
℄ Brg. Pier #2
Sta. 13+38
Sta. 13+70
B-S604 & B-S605 (Typ. between all beams) (See Section on Sheet #20)
3-S503 @ 1'-5"±
4-S606 (Typ. between all beams) (See Section on Sheet #20)
2'-9" Splice (Typ.)
30'-0"
2'-2" Splice (Typ.)
127-S503 (49 bp. ℄ 78 bottom) See Transverse Section for Placement
123-S603 See Transverse Section for Placement
5-S503 @ 18"±
4-S607 @ 6"
4-S607 @ 8"
℄ Construction
67'-2"
26'-0"
27'-3½"
39'-4"
32'-0"
18'-0"
7'-4"
10'-0"
4'-0"
11'-1"
1'-10"
1'-4"
3'-3"
25'-0"
50'-0"
25'-1⅛"
Note: For Rail Post Spacing and Rail Layout see Sheet #25
for Section F-F see Sheet #20
Note PLAN

1'-10"
1'-4"
6"
1"
9" Reveal (Typ)
Protective Coating for Concrete Surfaces
2-Bar Aluminum Bridge Railing See BD114-73
1½" Latex Modified Portland Cement Concrete Wearing Surface
8½" Structural Concrete Slab
S503 or S504
S506
S600, S601 or S603
S501
S502
S500
S507
S505
2" Clear Nominal
1'-4"
10½"
1'-9"
1'-1"
½"/ft.
Level (Typ.)
Drain
4" nom.
1'-5"
3'-3"
℄ NET Conduits
℄ Future CMP Conduits 7 spaces @ 8'-8" = 60'-8"
℄ Gardiner Water District Water Main
3" PVC Conduit - Cable TV
2" PVC Conduit Bridge Lighting
12" PVC Conduit Navigation Lighting
From Sta. 11+77 to Sta. 13+70 — 10'-0"
From Sta. 13+70 to Sta. 17+95 — Varies
From Sta. 17+95 to Sta. 21+02 — 2'-0"
4'-0"
2'-0"
2'-0"
Crown Line = Center of Median
18'-0"
Varies
26'-0"
Vertical Bridge Curb Type 1 (Typ.)
6'-0"
1'-4"
3-Bar Aluminum Bridge Railing with Poles - See BD115-73 & BD116-73
3" PVC Conduit - Traffic Signals
2" PVC Conduit - Bridge Lighting
Protective Coating for Concrete Surfaces
Match
6" (Typ.)
3"
Drip Notch (Typ.)
Note: Pull wires shall be provided by the contractor in all embedded conduits
TRANSVERSE SECTION (Looking East)

For Section A-A see Sheet #21
For Superstructure Notes see Sheet #15
For Light Standard Details see Sheet #14
For Navigation Lighting Details see Sheet #23 & 24
For Expansion Device Details see Sheets #19, 20, 21, & 22
For Curb and Median Details see Sheet #15

REFERENCES
For Drain Details see Sheet #16
For 2-Bar Aluminum Bridge Railing see Standard Details BD114-77 - Sheet #61
For 3-Bar Aluminum Bridge Railing with Poles see Standard Details BD115-77 & BD116-77 - Sheets #62 & 63

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

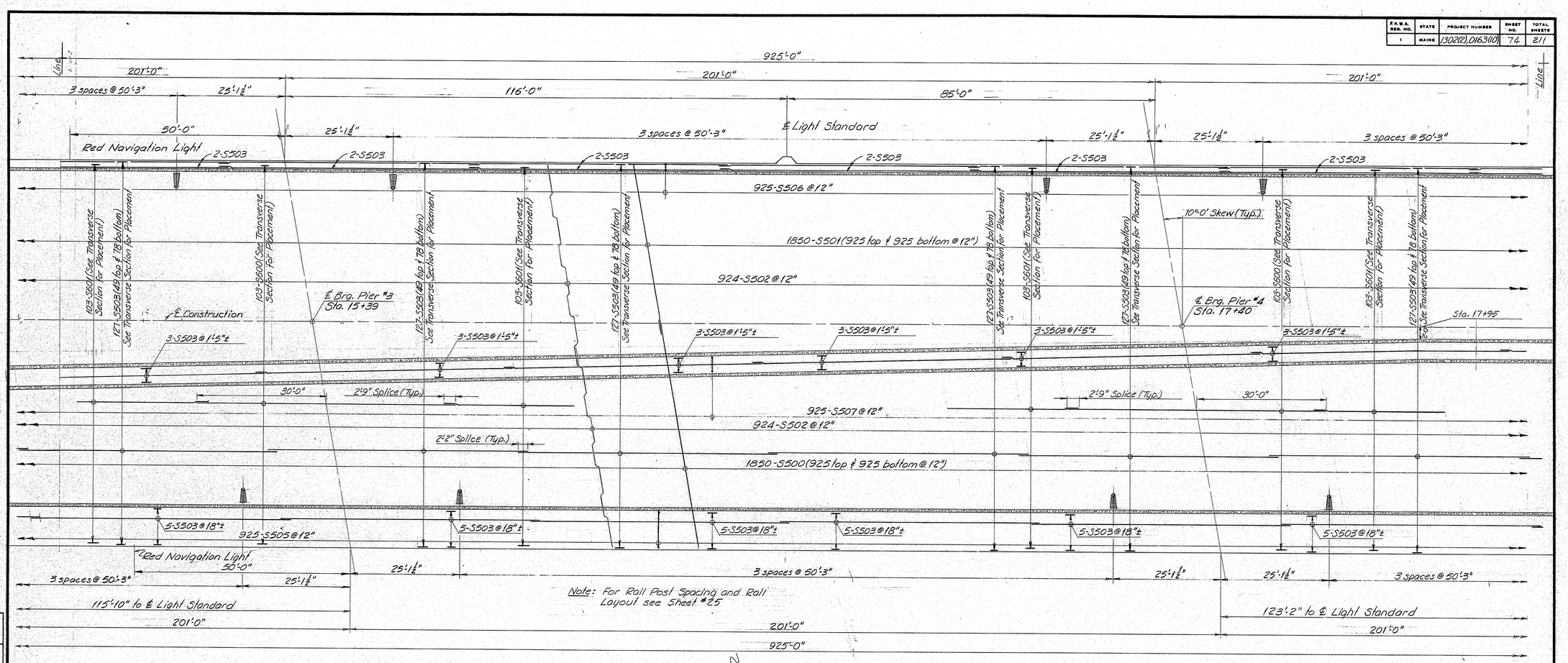
GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SUPERSTRUCTURE

SHEET 13 OF 63 AUGUSTA, MAINE APRIL 1978

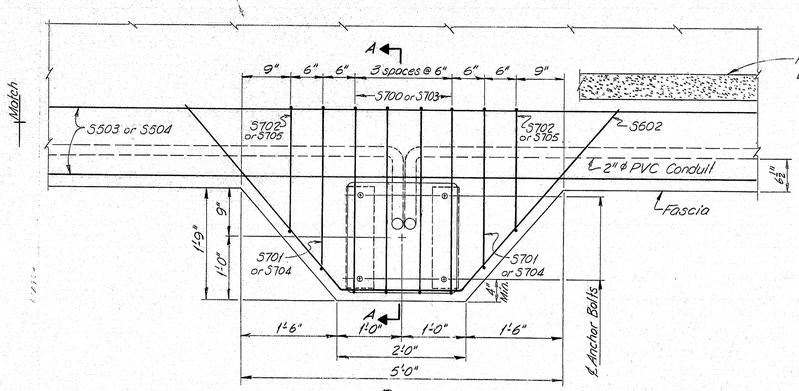
JANUARY 1968

178-28

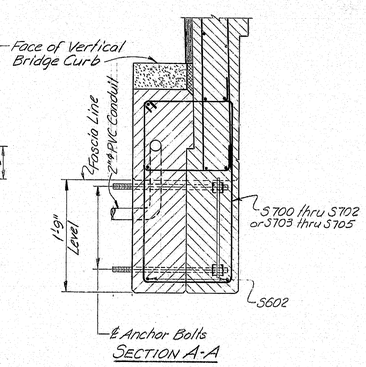
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	(3021(2),0163(10))	74	211



PLAN

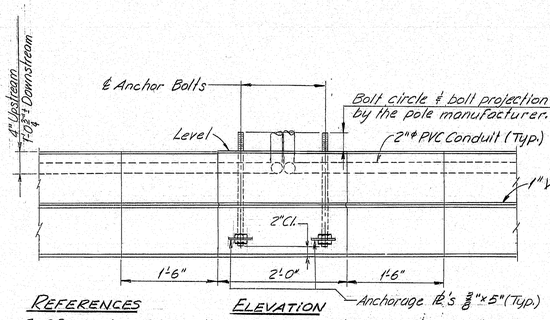


PLAN



SECTION A-A

LIGHT STANDARD DETAILS



ELEVATION

REFERENCES

For 2-Bar Aluminum Bridge Railing see Standard Details BD 114-77-Sheet #61 .
For 3-Bar Aluminum Bridge Railing with Poles see Standard Details BD 115-77 ₺ BD 116-77-Sh. #62 ₺ 63
For Superstructure Notes see Sheet # 15

For Navigation Lighting Details see Sheet # 23 ₺ 24
For Curb and Median Details see Sheet # 15
For Drain Details see Sheet # 16
For Conduit Layout Details see Sheet # 23

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	E.B.C.	11-77
	CHECKED	R.C.B.	4-78
	REVISIONS	Paum	
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

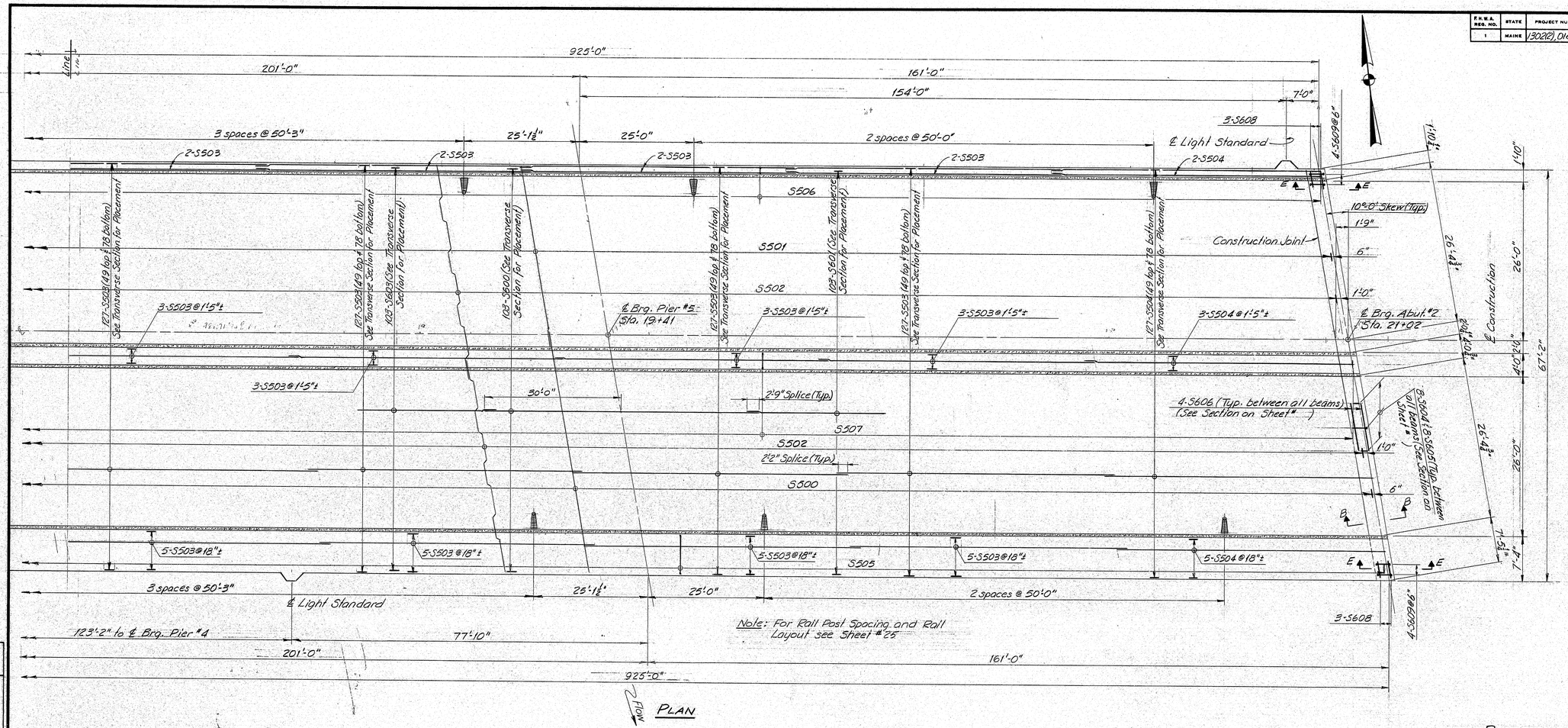
GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SUPERSTRUCTURE

SHEET 14 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1969

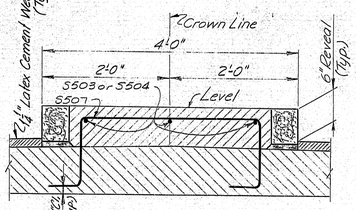
174-29

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	13022), 0163(10)	75	211

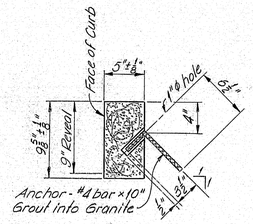


PLAN

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	E.B.C.	4-78
CHECKED	R.C.B.	
PLANS	Plumi	
REVISIONS		
FIELD CHANGES		

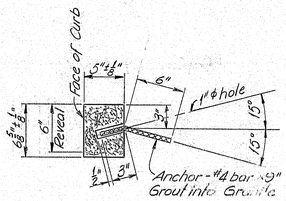


TYPICAL MEDIAN DETAIL



(Set curb in ⅝"± of mortar)

DETAIL
VERTICAL BRIDGE CURB



(Set curb in ⅝"± of mortar)

DETAIL
VERTICAL MEDIAN CURB

SUPERSTRUCTURE NOTES

1. Chamfer all exposed edges of concrete a consistent dimension between ½" and ¾" inclusive, unless otherwise indicated.
2. Form a 1 inch V-groove on the fascias, at each construction joint in the slab and at the horizontal joint between the curb and slab.
3. Do not break the bond in the construction joints in the superstructure slab.
4. Reinforcing steel shall have a minimum cover of 2" unless otherwise noted.
5. Mortar used for bedding and for joints in the granite curb shall contain an approved non-shrink additive.
6. Reinforcing steel splices shall be as indicated on the plans.
7. Protective Coating for Concrete Surfaces shall be applied to the following areas: concrete curbs, sidewalk and fascias down to the drip notch.
8. The superstructure slab shall be placed in accordance with details and notes on Sheet #16 .
9. The contractor has the option of substituting a metal insert anchorage system in place of the S507 reinforcing bar in the median with the approval of the Engineer.
10. Payment for granite curb, 6" and 9" reveal, will be made under Item 609.13 Vertical Bridge Curb - Type 1 and Item 609.14 Vertical Bridge Curb - Circular - Type 1.
11. The minimum splice length for reinforcing steel shall be as follows: #5 bars 2'-2 , #6 bars 2'-9

REFERENCES

For Section E-E see Sheet #20
For Light Standard Details see Sheet #14
For Expansion Device Details see Sheet #19-22
For Drain Details see Sheet #16
For 2-Bar Aluminum Bridge Railing see Standard Details BD 114-77 - Sheet #61
For 3-Bar Aluminum Bridge Railing with Poles see Standard Details BD 113-77 & BD 116-77 - Sheets #62163
For section B-B see sheet #20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

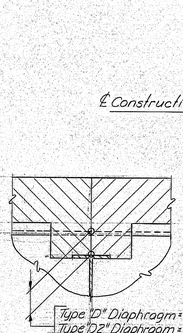
GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SUPERSTRUCTURE

SHEET 18 OF 63 AUGUSTA, MAINE APRIL 1978

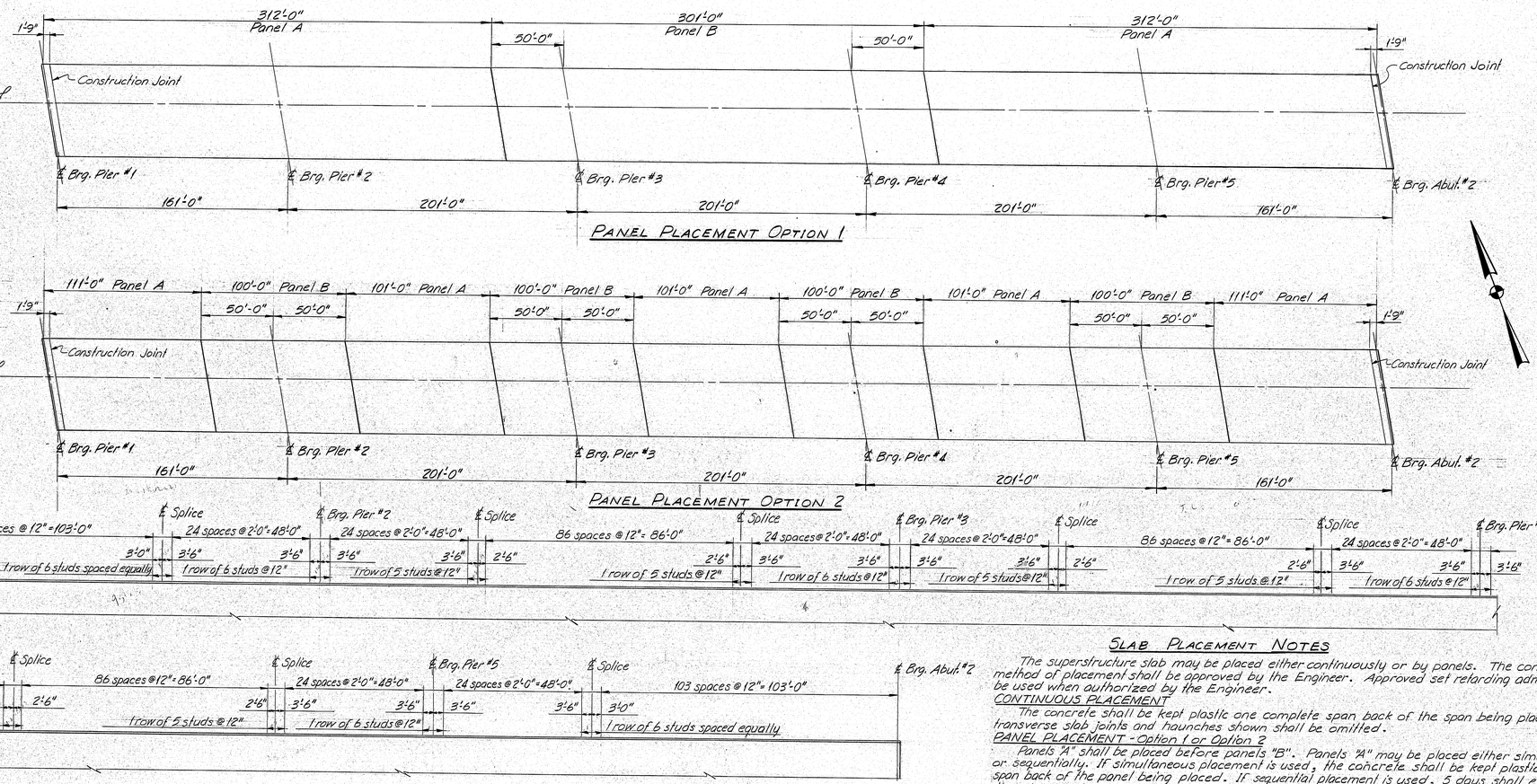
JANUARY 1969

17A-30

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1302(2) 0163(10)	76	211

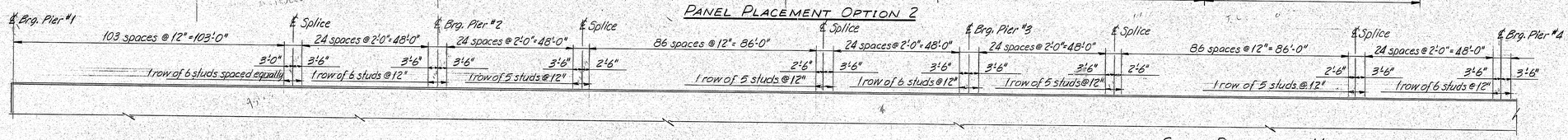


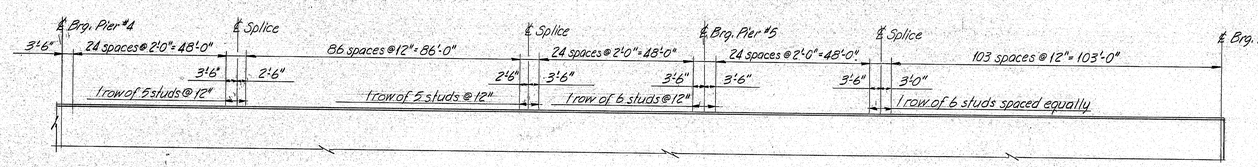
SLAB JOINT HAUNCH DETAIL



PANEL PLACEMENT OPTION 1

PANEL PLACEMENT OPTION 2





SLAB PLACEMENT NOTES

The superstructure slab may be placed either continuously or by panels. The contractors method of placement shall be approved by the Engineer. Approved set retarding admixtures shall be used when authorized by the Engineer.

CONTINUOUS PLACEMENT

The concrete shall be kept plastic one complete span back of the span being placed. The transverse slab joints and haunches shown shall be omitted.

PANEL PLACEMENT - Option 1 or Option 2

Panels "A" shall be placed before panels "B". Panels "A" may be placed either simultaneously or sequentially. If simultaneous placement is used, the concrete shall be kept plastic one complete span back of the panel being placed. If sequential placement is used, 5 days shall elapse between the placement of panels "A" in adjacent spans. In either case, 5 days shall elapse between the placement of the last panel "A" and panels "B".

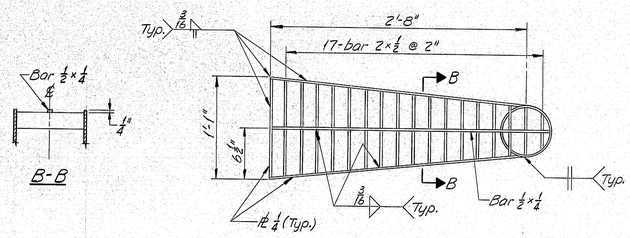
The superstructure slab shall be placed between the construction joints at Pier #1 and Abutment #2 in either Continuous Placement or Panel Placement before the ends of slab are placed. This will allow all fluid dead load rotations to be complete before final setting of the modular expansion devices.

REFERENCE

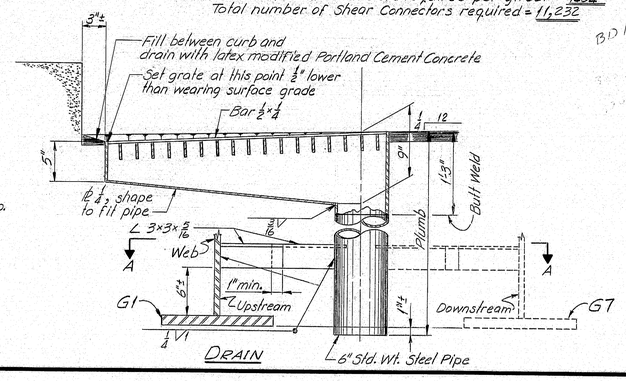
For Typical Stud Detail see BD104-77-Sheet #59

SHEAR CONNECTOR SPACING - DOUBLE STUDS

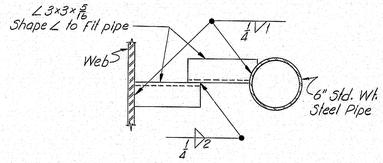
Total number of Shear Connectors required per girder = 1404
Total number of Shear Connectors required = 11,232



B-B



DRAIN



SECTION A-A

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	E.B.C.	12-77
	CHECKED	R.C.B.	4-78
	REVISIONS	Rum	
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
SUPERSTRUCTURE DETAILS
SHEET 16 OF 63 AUGUSTA, MAINE APRIL 1978

174-31

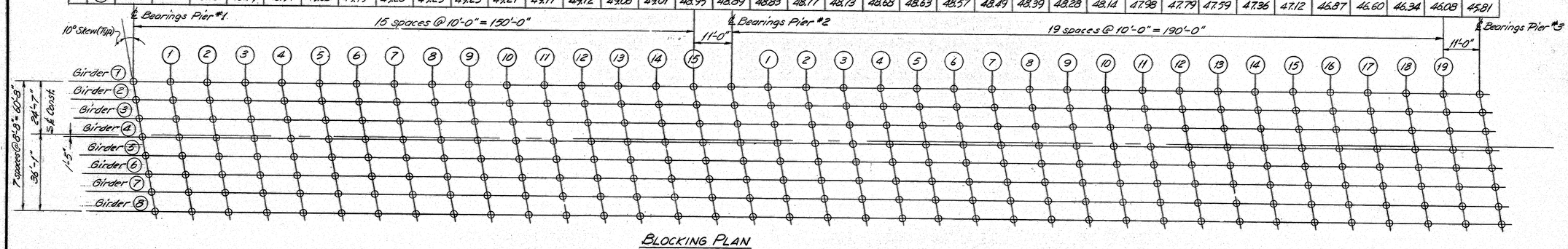
JANUARY 1968

BD-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1302(2)	17	211
		BR-RS-0163(10)		

BOTTOM OF SLAB ELEVATIONS

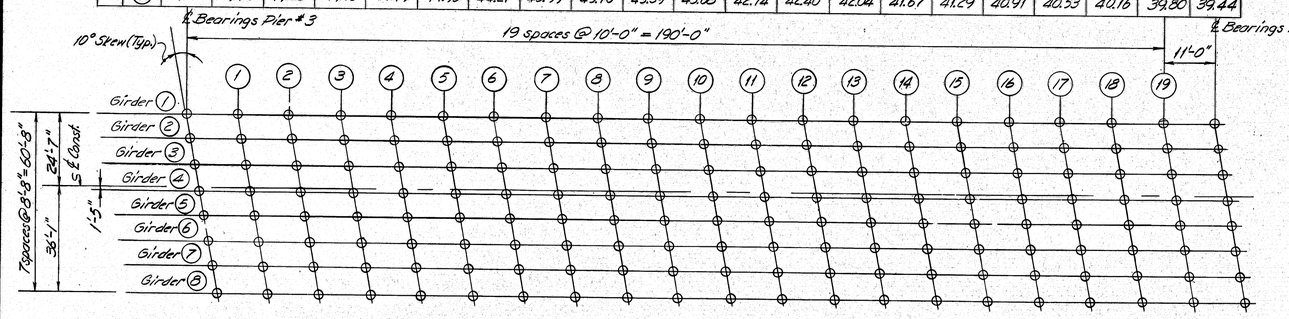
POINTS		℄ Brgs. Pier #1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	℄ Brgs. Pier #2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #3
GIRDERS	①	47.79	48.01	48.22	48.42	48.58	48.71	48.81	48.88	48.92	48.93	48.92	48.89	48.85	48.81	48.76	48.71	48.66	48.61	48.57	48.54	48.51	48.48	48.44	48.38	48.30	48.21	48.09	47.95	47.78	47.59	47.39	47.16	46.93	46.68	46.44	46.20	45.95
	②	47.99	48.21	48.42	48.61	48.78	48.91	49.00	49.07	49.10	49.11	49.10	49.07	49.03	48.99	48.94	48.89	48.84	48.79	48.75	48.71	48.68	48.65	48.60	48.54	48.47	48.37	48.25	48.10	47.94	47.75	47.54	47.32	47.08	46.83	46.59	46.35	46.10
	③	48.19	48.41	48.62	48.81	48.97	49.10	49.20	49.26	49.29	49.30	49.29	49.26	49.21	49.17	49.12	49.07	49.02	48.96	48.92	48.88	48.85	48.82	48.77	48.71	48.63	48.53	48.41	48.26	48.09	47.90	47.69	47.47	47.23	46.98	46.73	46.49	46.24
	④	48.40	48.61	48.82	49.01	49.17	49.29	49.39	49.45	49.48	49.49	49.47	49.44	49.40	49.35	49.30	49.25	49.19	49.14	49.09	49.06	49.02	48.98	48.94	48.87	48.79	48.69	48.57	48.42	48.25	48.06	47.85	47.62	47.38	47.13	46.88	46.64	46.38
	⑤	48.60	48.81	49.02	49.20	49.36	49.49	49.58	49.64	49.67	49.67	49.66	49.62	49.58	49.53	49.48	49.42	49.37	49.31	49.26	49.23	49.19	49.15	49.10	49.04	48.95	48.85	48.73	48.58	48.41	48.21	47.99	47.76	47.51	47.25	46.99	46.74	46.47
	⑥	48.52	48.73	48.93	49.12	49.27	49.40	49.49	49.55	49.58	49.58	49.56	49.52	49.48	49.43	49.37	49.32	49.26	49.20	49.15	49.11	49.07	49.02	48.96	48.89	48.80	48.68	48.55	48.39	48.21	48.01	47.78	47.54	47.29	47.03	46.77	46.52	46.25
	⑦	48.35	48.57	48.77	48.95	49.11	49.23	49.32	49.38	49.40	49.40	49.38	49.35	49.30	49.25	49.19	49.13	49.07	49.01	48.96	48.92	48.87	48.82	48.76	48.69	48.59	48.48	48.34	48.18	48.00	47.80	47.57	47.33	47.08	46.82	46.56	46.30	46.03
	⑧	48.19	48.40	48.60	48.79	48.94	49.06	49.15	49.20	49.23	49.23	49.21	49.17	49.12	49.06	49.01	48.95	48.89	48.83	48.77	48.73	48.68	48.63	48.57	48.49	48.39	48.28	48.14	47.98	47.79	47.59	47.36	47.12	46.87	46.60	46.34	46.08	45.81



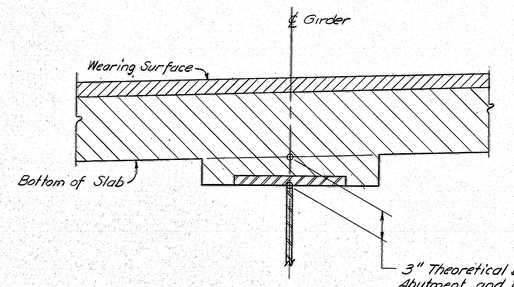
BLOCKING PLAN

BOTTOM OF SLAB ELEVATIONS

POINTS		℄ Brgs. Pier #3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #4
GIRDERS	①	45.95	45.70	45.46	45.23	45.00	44.77	44.52	44.26	43.98	43.68	43.37	43.05	42.71	42.36	42.00	41.63	41.25	40.88	40.52	40.17	39.82
	②	46.10	45.84	45.60	45.37	45.14	44.91	44.66	44.39	44.11	43.82	43.51	43.18	42.84	42.49	42.13	41.76	41.38	41.01	40.65	40.30	39.95
	③	46.24	45.98	45.74	45.51	45.28	45.04	44.79	44.53	44.24	43.95	43.64	43.31	42.97	42.62	42.26	41.89	41.52	41.14	40.78	40.44	40.08
	④	46.38	46.12	45.88	45.65	45.42	45.18	44.92	44.66	44.37	44.08	43.77	43.44	43.11	42.75	42.39	42.02	41.65	41.28	40.91	40.57	40.21
	⑤	46.47	46.20	45.95	45.71	45.47	45.22	44.96	44.68	44.39	44.09	43.77	43.44	43.09	42.73	42.36	41.98	41.60	41.22	40.85	40.50	40.13
	⑥	46.25	45.98	45.73	45.48	45.24	44.99	44.73	44.45	44.16	43.85	43.54	43.20	42.86	42.50	42.13	41.75	41.37	40.99	40.62	40.27	39.90
	⑦	46.03	45.76	45.51	45.26	45.01	44.76	44.50	44.22	43.93	43.62	43.31	42.97	42.63	42.27	41.90	41.52	41.14	40.76	40.39	40.03	39.67
	⑧	45.81	45.54	45.28	45.03	44.79	44.53	44.27	43.99	43.70	43.39	43.08	42.74	42.40	42.04	41.67	41.29	40.91	40.53	40.16	39.80	39.44



BLOCKING PLAN



BLOCKING DETAIL

Superseded by Sheet 17A 8-2-78

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	DESIGN - DETAILED EBC GBW 9-77	
	CHECKED G.D.T 9-77	
	REVISIONS	
	FIELD CHANGES	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER – RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
BOTTOM OF SLAB ELEVATIONS
SHEET 17 OF 63 AUGUSTA, MAINE APRIL 1978

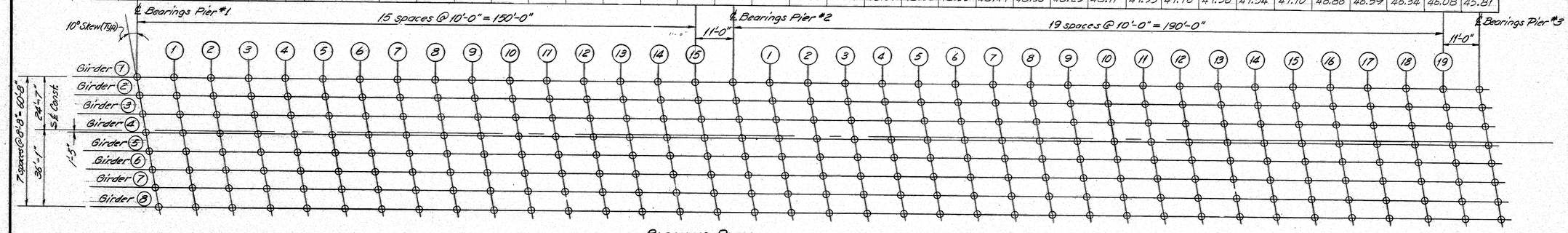
JANUARY 1968

174-32

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M-MG-1902(2)	174	211
		BR-RS-0163(10)		

BOTTOM OF SLAB ELEVATIONS

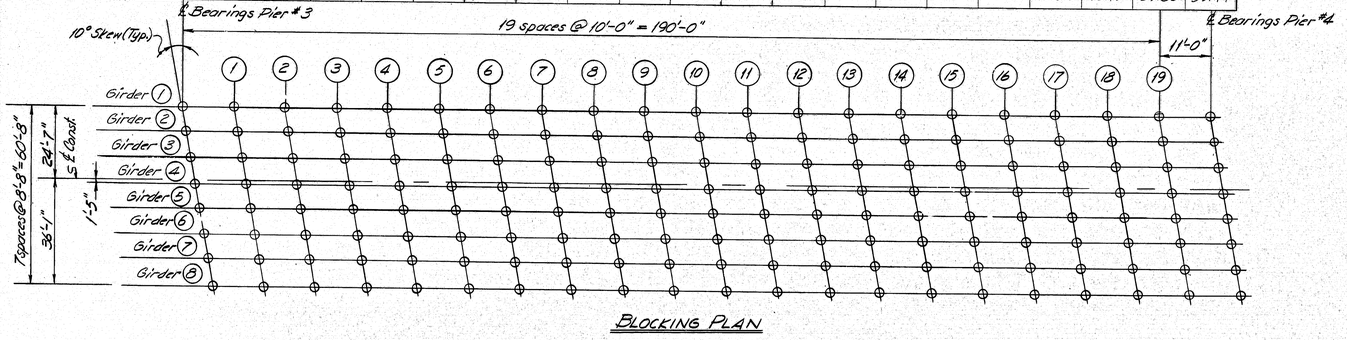
POINTS		℄ Brgs. Pier #1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	℄ Brgs. Pier #2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #3
GIRDERS	①	47.79	48.00	48.20	48.39	48.55	48.68	48.77	48.84	48.89	48.90	48.89	48.87	48.83	48.80	48.75	48.71	48.66	48.61	48.57	48.54	48.50	48.47	48.42	48.36	48.27	48.18	48.06	47.92	47.75	47.56	47.37	47.14	46.92	46.67	46.44	46.20	45.95
	②	47.99	48.20	48.40	48.58	48.75	48.88	48.96	49.03	49.07	49.08	49.07	49.05	49.01	48.98	48.93	48.89	48.84	48.79	48.75	48.71	48.67	48.64	48.58	48.52	48.44	48.34	48.22	48.07	47.91	47.72	47.52	47.30	47.07	46.82	46.59	46.35	46.10
	③	48.19	48.40	48.60	48.78	48.94	49.07	49.16	49.22	49.26	49.27	49.26	49.24	49.19	49.16	49.11	49.07	49.02	48.96	48.92	48.88	48.84	48.81	48.75	48.69	48.60	48.50	48.38	48.23	48.06	47.87	47.67	47.45	47.22	46.97	46.73	46.49	46.24
	④	48.40	48.60	48.80	48.98	49.14	49.26	49.35	49.41	49.45	49.46	49.44	49.42	49.38	49.34	49.29	49.25	49.19	49.14	49.09	49.06	49.01	48.97	48.92	48.85	48.76	48.66	48.54	48.39	48.22	48.03	47.83	47.60	47.37	47.12	46.88	46.64	46.38
	⑤	48.60	48.80	49.00	49.17	49.33	49.46	49.54	49.60	49.64	49.64	49.63	49.60	49.56	49.52	49.47	49.42	49.37	49.31	49.26	49.23	49.18	49.14	49.08	49.02	48.92	48.82	48.70	48.55	48.38	48.18	47.97	47.74	47.50	47.24	46.99	46.74	46.47
	⑥	48.52	48.72	48.91	49.09	49.24	49.37	49.45	49.51	49.55	49.55	49.53	49.50	49.46	49.42	49.36	49.32	49.26	49.20	49.15	49.11	49.06	49.01	48.94	48.87	48.77	48.65	48.52	48.36	48.18	47.98	47.76	47.52	47.28	47.02	46.77	46.52	46.25
	⑦	48.35	48.56	48.75	48.92	49.08	49.20	49.28	49.34	49.37	49.37	49.35	49.33	49.28	49.24	49.18	49.13	49.07	49.01	48.96	48.92	48.86	48.81	48.74	48.67	48.56	48.45	48.31	48.15	47.97	47.77	47.55	47.31	47.07	46.81	46.56	46.30	46.03
	⑧	48.19	48.39	48.58	48.76	48.91	49.03	49.11	49.16	49.20	49.20	49.18	49.15	49.10	49.05	49.00	48.95	48.89	48.83	48.77	48.73	48.67	48.62	48.55	48.47	48.36	48.25	48.11	47.95	47.76	47.56	47.34	47.10	46.86	46.59	46.34	46.08	45.81



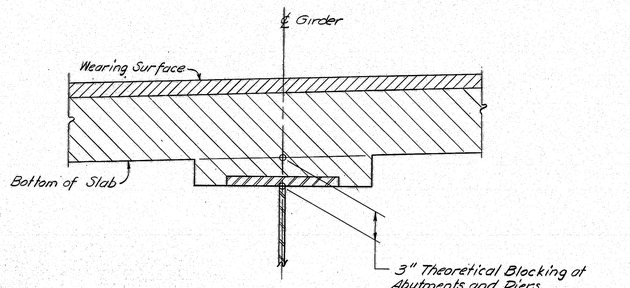
BLOCKING PLAN

BOTTOM OF SLAB ELEVATIONS

POINTS		℄ Brgs. Pier #3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #4
GIRDERS	①	45.95	45.70	45.46	45.22	44.99	44.75	44.50	44.23	43.95	43.64	43.33	43.01	42.68	42.33	41.98	41.61	41.24	40.87	40.51	40.17	39.82
	②	46.10	45.84	45.60	45.36	45.13	44.89	44.64	44.36	44.08	43.78	43.47	43.14	42.81	42.46	42.11	41.74	41.37	41.00	40.64	40.30	39.95
	③	46.24	45.98	45.74	45.50	45.27	45.02	44.77	44.50	44.21	43.91	43.60	43.27	42.94	42.59	42.24	41.87	41.51	41.13	40.77	40.44	40.08
	④	46.38	46.12	45.88	45.64	45.41	45.16	44.90	44.63	44.34	44.04	43.73	43.40	43.08	42.72	42.37	42.00	41.64	41.27	40.90	40.57	40.21
	⑤	46.47	46.20	45.95	45.70	45.46	45.20	44.94	44.65	44.36	44.05	43.73	43.40	43.06	42.70	42.34	41.96	41.59	41.21	40.84	40.50	40.13
	⑥	46.25	45.98	45.73	45.47	45.23	44.97	44.71	44.42	44.13	43.81	43.50	43.16	42.83	42.47	42.11	41.73	41.36	40.98	40.61	40.27	39.90
	⑦	46.03	45.76	45.51	45.25	45.00	44.74	44.48	44.19	43.90	43.58	43.27	42.93	42.60	42.24	41.88	41.50	41.13	40.75	40.38	40.03	39.67
	⑧	45.81	45.54	45.28	45.02	44.78	44.51	44.25	43.96	43.67	43.35	43.04	42.70	42.37	42.01	41.65	41.27	40.90	40.52	40.15	39.80	39.44



BLOCKING PLAN



BLOCKING DETAIL

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAILED	EBC	9-77
CHECKED	GCH	9-77
REVISIONS		
FIELD CHANGES		

PLANS

JANUARY 1968

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER – RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
BOTTOM OF SLAB ELEVATIONS
SHEET 174 OF 63 AUGUSTA, MAINE SEPT. 1977

Revised Bottom of Slab Elevations
July 26, 1978 – E.C.B.

174-33

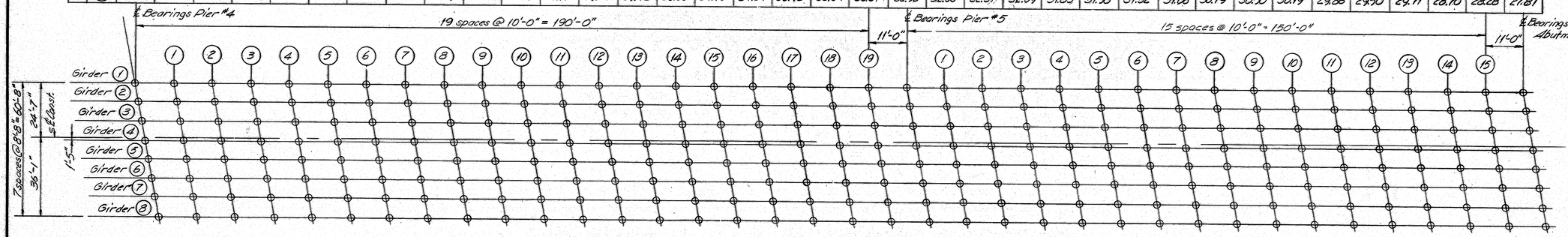
203-1 2000

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M MG-1302(12)	78	211

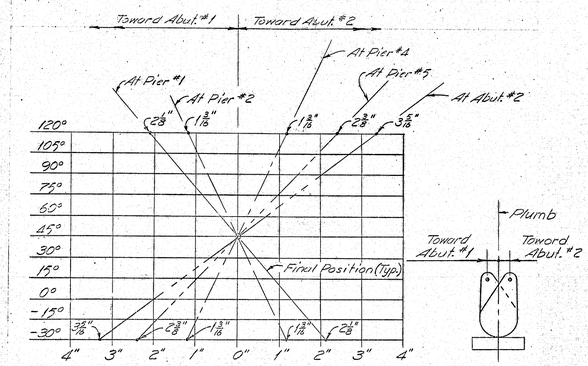
BR-RS-0163(10)

BOTTOM OF SLAB ELEVATIONS

POINTS		℄ Brgs. Pier #4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	℄ Brgs. Abut #2
GIRDERS	①	39.82	39.48	39.17	38.87	38.59	38.31	38.04	37.75	37.46	37.16	36.85	36.52	36.18	35.84	35.48	35.12	34.76	34.40	34.05	33.72	33.38	33.07	32.78	32.51	32.25	31.99	31.74	31.48	31.21	30.98	30.61	30.27	29.91	29.53	29.12	28.70	28.23
	②	39.95	39.61	39.30	39.01	38.72	38.45	38.17	37.88	37.59	37.29	36.98	36.65	36.32	35.97	35.61	35.25	34.89	34.53	34.18	33.85	33.51	33.20	32.91	32.64	32.38	32.12	31.87	31.61	31.34	31.05	30.74	30.40	30.04	29.66	29.25	28.83	28.36
	③	40.08	39.74	39.43	39.14	38.86	38.58	38.30	38.02	37.72	37.42	37.11	36.78	36.45	36.10	35.74	35.38	35.02	34.66	34.31	33.99	33.64	33.33	33.04	32.77	32.51	32.26	32.00	31.74	31.47	31.18	30.87	30.54	30.17	29.79	29.38	28.96	28.49
	④	40.21	39.87	39.56	39.27	38.99	38.71	38.43	38.15	37.86	37.55	37.24	36.92	36.58	36.23	35.87	35.51	35.15	34.79	34.45	34.12	33.78	33.47	33.18	32.90	32.64	32.39	32.13	31.87	31.60	31.31	31.00	30.67	30.31	29.92	29.51	29.09	28.62
	⑤	40.13	39.79	39.47	39.17	38.88	38.59	38.31	38.03	37.73	37.43	37.12	36.79	36.46	36.11	35.75	35.39	35.03	34.67	34.32	33.99	33.65	33.34	33.05	32.78	32.52	32.27	32.01	31.75	31.48	31.19	30.88	30.55	30.18	29.80	29.39	28.97	28.50
	⑥	39.90	39.56	39.24	38.94	38.64	38.36	38.08	37.80	37.51	37.20	36.89	36.56	36.23	35.88	35.52	35.16	34.80	34.44	34.10	33.77	33.42	33.11	32.83	32.55	32.29	32.04	31.78	31.52	31.25	30.96	30.65	30.32	29.96	29.57	29.16	28.74	28.27
	⑦	39.67	39.33	39.01	38.70	38.41	38.13	37.85	37.57	37.28	36.97	36.66	36.34	36.00	35.65	35.29	34.93	34.57	34.21	33.87	33.54	33.19	32.89	32.60	32.32	32.06	31.81	31.55	31.29	31.02	30.73	30.42	30.09	29.73	29.34	28.93	28.51	28.04
	⑧	39.44	39.09	38.78	38.47	38.18	37.90	37.62	37.34	37.05	36.74	36.43	36.11	35.77	35.42	35.06	34.70	34.34	33.98	33.64	33.31	32.96	32.66	32.37	32.09	31.83	31.58	31.32	31.06	30.79	30.50	30.19	29.86	29.50	29.11	28.70	28.28	27.81



BLOCKING PLAN



EXPANSION PEDESTAL SETTING CHART

NOTE: "The contractor shall be responsible for setting and welding the bearing pedestals in their final positions, after the superstructure slab is placed, in accordance with the above chart. For weld details refer to BD 100-71

Payment will be considered incidental to Structural Concrete Superstructure Slabs, Item 502.25.

Superseded by Sheet 18A 8-2-78

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN - DETAILED	EBC	9-77
	CHECKED	G.D.T.	9-77
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER – RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY

BOTTOM OF SLAB ELEVATIONS

SHEET 18 OF 63 AUGUSTA, MAINE APRIL 1978

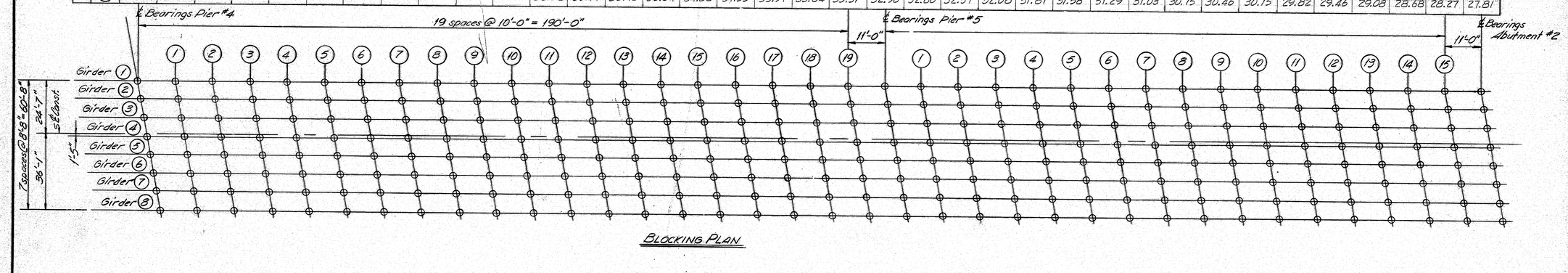
JANUARY 1968

174-34

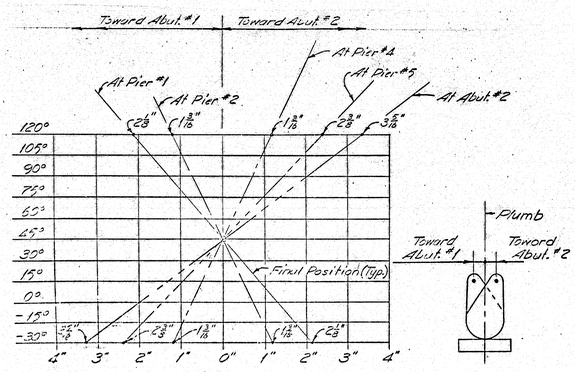
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BR-M MG-1302(2)	78A	211
		BR-RS-0163(10)	"	"

BOTTOM OF SLAB ELEVATIONS

POINTS		℄ Brgs. Pier #4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	℄ Brgs. Pier #5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	℄ Brgs Abut #2
GIRDERS	①	39.82	39.48	39.17	38.86	38.58	38.30	38.02	37.73	37.43	37.13	36.82	36.49	36.15	35.82	35.46	35.10	34.75	34.39	34.05	33.72	33.38	33.07	32.78	32.50	32.23	31.97	31.71	31.45	31.17	30.88	30.57	30.23	29.87	29.50	29.10	28.69	28.23
	②	39.95	39.61	39.30	39.00	38.71	38.44	38.15	37.86	37.56	37.26	36.95	36.62	36.29	35.95	35.59	35.23	34.88	34.52	34.18	33.85	33.51	33.20	32.91	32.63	32.36	32.10	31.84	31.58	31.30	31.01	30.70	30.36	30.00	29.63	29.23	28.82	28.36
	③	40.08	39.74	39.43	39.13	38.85	38.57	38.28	38.00	37.69	37.39	37.08	36.75	36.42	36.08	35.72	35.36	35.01	34.65	34.31	33.99	33.64	33.33	33.04	32.76	32.49	32.24	31.97	31.71	31.43	31.14	30.83	30.50	30.13	29.76	29.36	28.95	28.49
	④	40.21	39.87	39.56	39.26	38.98	38.70	38.41	38.13	37.83	37.52	37.21	36.89	36.55	36.21	35.85	35.49	35.14	34.78	34.45	34.12	33.78	33.47	33.18	32.89	32.62	32.37	32.10	31.84	31.56	31.27	30.96	30.63	30.27	29.89	29.49	29.08	28.62
	⑤	40.13	39.79	39.47	39.16	38.87	38.58	38.29	38.01	37.70	37.40	37.09	36.76	36.43	36.09	35.73	35.37	35.02	34.66	34.32	33.99	33.65	33.34	33.05	32.77	32.50	32.25	31.98	31.72	31.44	31.15	30.84	30.51	30.14	29.77	29.37	28.96	28.50
	⑥	39.90	39.56	39.24	38.93	38.63	38.35	38.06	37.78	37.48	37.17	36.86	36.53	36.20	35.86	35.50	35.14	34.79	34.43	34.10	33.77	33.42	33.11	32.83	32.54	32.27	32.02	31.75	31.49	31.21	30.92	30.61	30.28	29.92	29.54	29.14	28.73	28.27
	⑦	39.67	39.33	39.01	38.69	38.40	38.12	37.83	37.55	37.25	36.94	36.63	36.31	35.97	35.63	35.27	34.91	34.56	34.20	33.87	33.54	33.19	32.89	32.60	32.31	32.04	31.79	31.52	31.26	30.98	30.69	30.38	30.05	29.69	29.31	28.91	28.50	28.04
	⑧	39.44	39.09	38.78	38.46	38.17	37.89	37.60	37.32	37.02	36.71	36.40	36.08	35.74	35.40	35.04	34.68	34.33	33.97	33.64	33.31	32.96	32.66	32.37	32.08	31.81	31.56	31.29	31.03	30.75	30.46	30.15	29.82	29.46	29.08	28.68	28.27	27.81



BLOCKING PLAN



EXPANSION PEDESTAL SETTING CHART

NOTE: The contractor shall be responsible for setting and welding the bearing pedestals in their final positions, after the superstructure slab is placed, in accordance with the above chart. For weld details refer to BD 100-71
Payment will be considered incidental to Structural Concrete Superstructure Slabs, Item 502.25.

Revised Bottom of Slab Elevations
July 26, 1978 - R.C.B.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	EBC	9-77
CHECKED	GRW	9-77
REVISIONS	S.O.T.	9-77
FIELD CHANGES		

PLANS

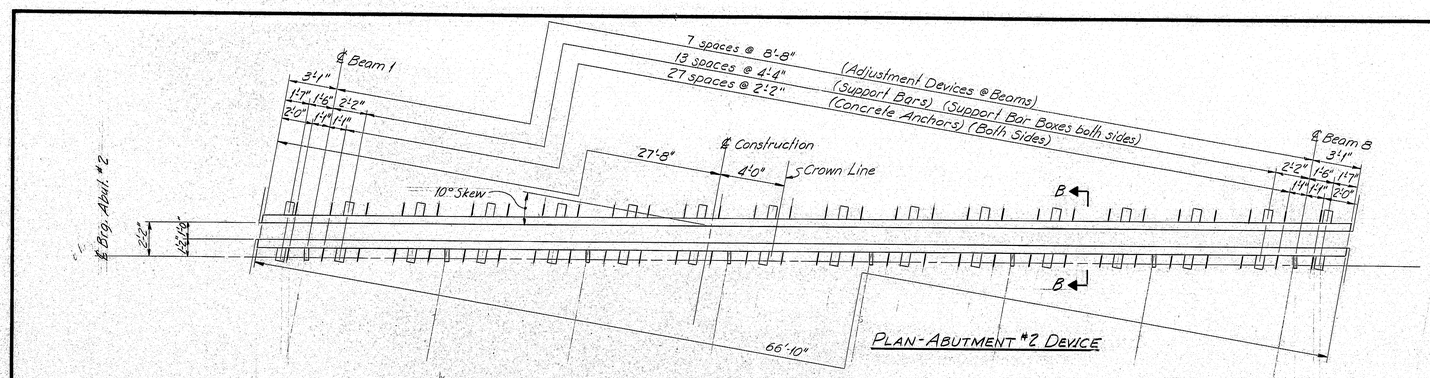
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER - RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
BOTTOM OF SLAB ELEVATIONS
SHEET 78A OF 83 AUGUSTA, MAINE SEPT. 1977

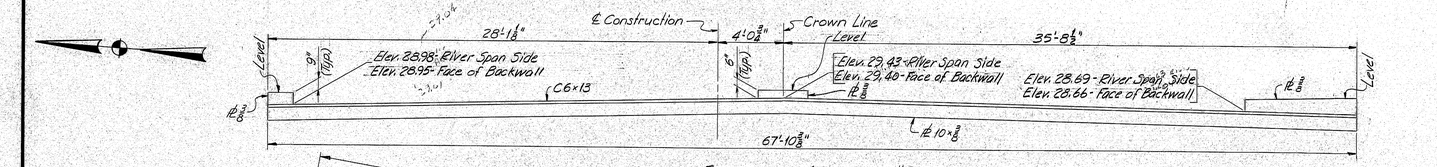
JANUARY 1968

174-35

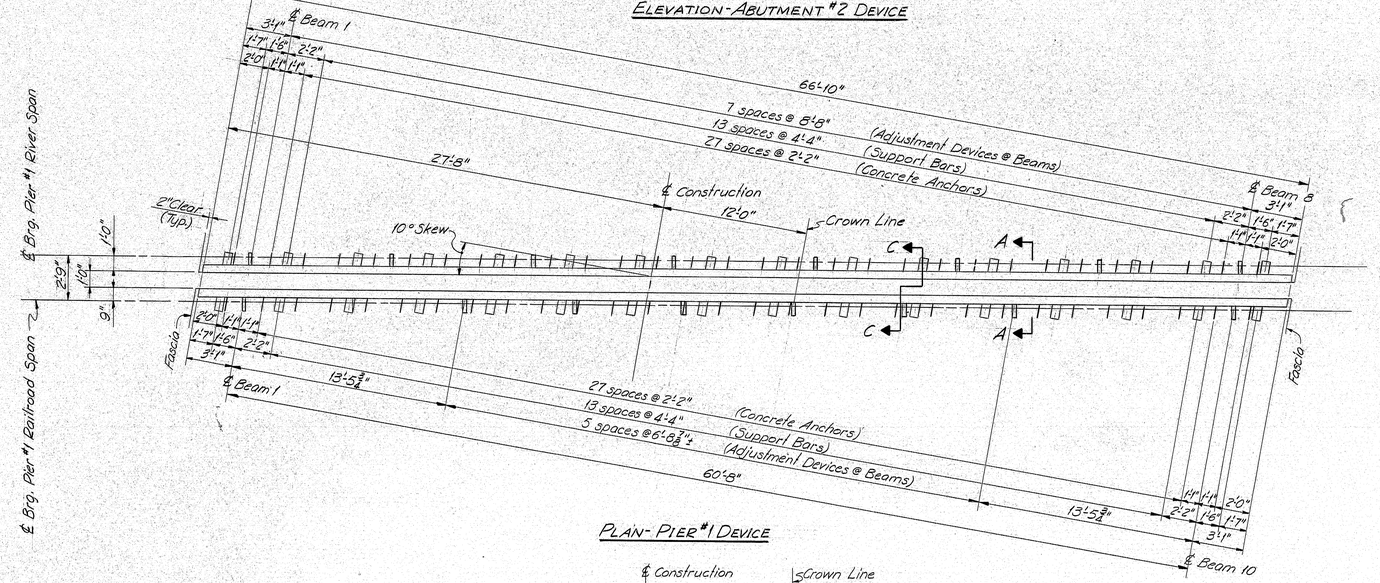
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	150(2)(2) 016300	79	211



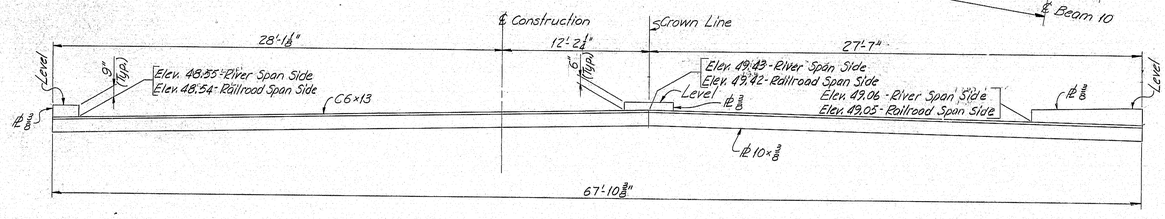
PLAN-ABUTMENT #2 DEVICE



ELEVATION-ABUTMENT #2 DEVICE



PLAN-PIER #1 DEVICE



ELEVATION-PIER #1 DEVICE

NOTES

1. Support bar spacing for the Wabo-Maurer device may be increased to a maximum of 6'-0" center to center.
2. No splices will be permitted in joint sealers.
3. The concrete anchors may be welded to the reinforcing steel in the top of the backwall.

REFERENCES

For Sections A-A, B-B & C-C see Sheet #20

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	E.B.C.	12-77
CHECKED	Plum	3-78
REVISIONS		
FIELD CHANGES		

PLANS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
EXPANSION DEVICE DETAILS

SHEET 19 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1968

174-36

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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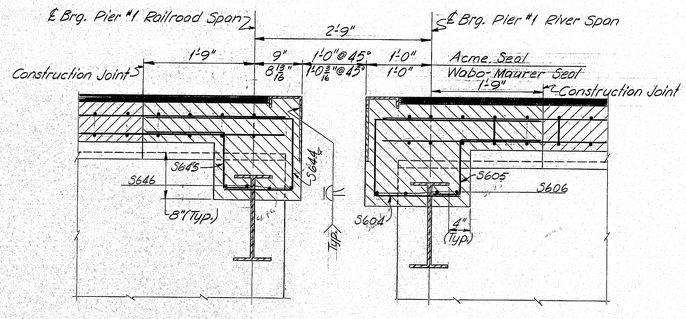
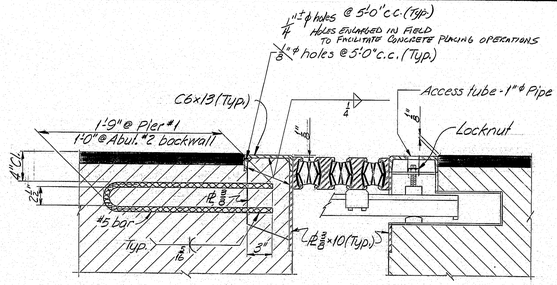
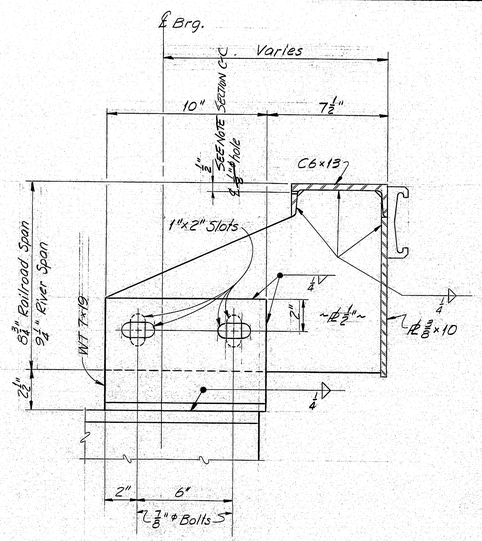


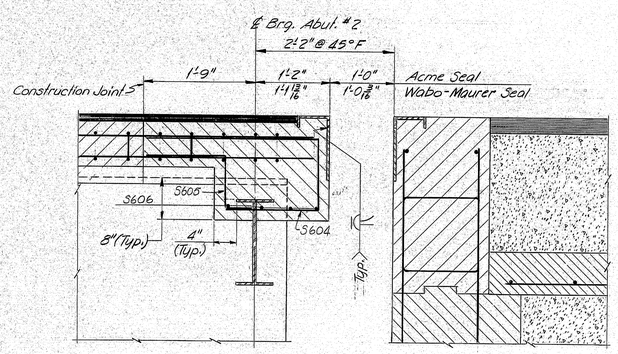
SECTION A-A



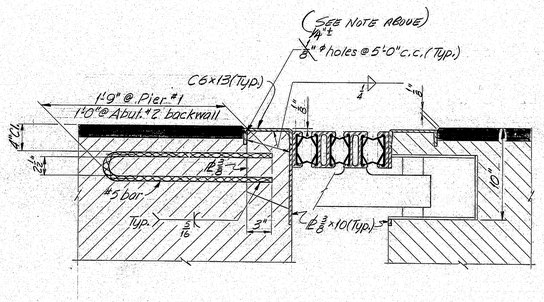
SECTION C-C
ACME BETA SERIES B780



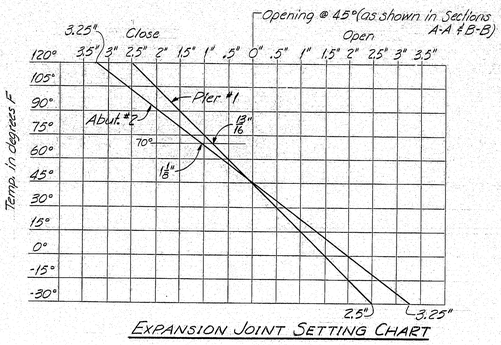
TYPICAL ADJUSTMENT DEVICE



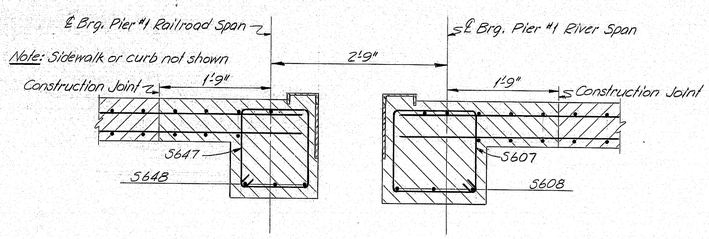
SECTION B-B



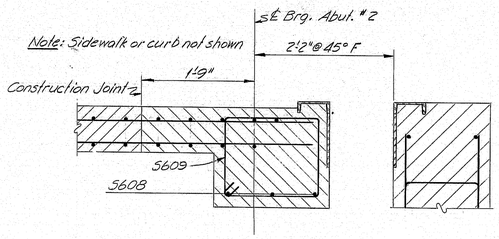
SECTION C-C
WABO MAURER D-780



EXPANSION JOINT SETTING CHART



SECTION F-F
(outside exterior beam)



SECTION E-E
(outside exterior beam)

"As Built" By M. Holmes 2/20/80
(Enlarged Breather Holes in Acme Expansion Device)

PROJECT DESIGN ENGINEER	BY	DATE
PLANS — DESIGN - DETAILED	E.B.C. R.C.B.	1-78
CHECKED	Plum	2-78
REVISIONS		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GARDINER-RANDOLPH BRIDGE
OVER
THE KENNEBEC RIVER
BETWEEN THE CITY OF
GARDINER
AND TOWN OF
RANDOLPH
KENNEBEC COUNTY
EXPANSION DEVICE DETAILS

SHEET 20 OF 63 AUGUSTA, MAINE APRIL 1978

JANUARY 1988

203-1 2000

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